

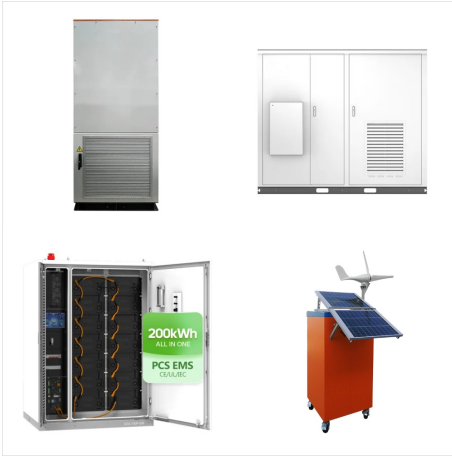
Nobel Laureate John B. Goodenough, one of the inventors of the lithium-ion battery, died on 25 June at age 100. Goodenough, a professor of electrical and computer engineering at the University of



: The launch of Tesla Roadster- the first highway legal, serial production, all-electric car to use lithium-ion battery cells, and the first production all-electric car to travel more than 244 miles (393 km) per charge- ushered a new era in the history of Li-ion batteries, which is signified as inflection points in the plots "The log number



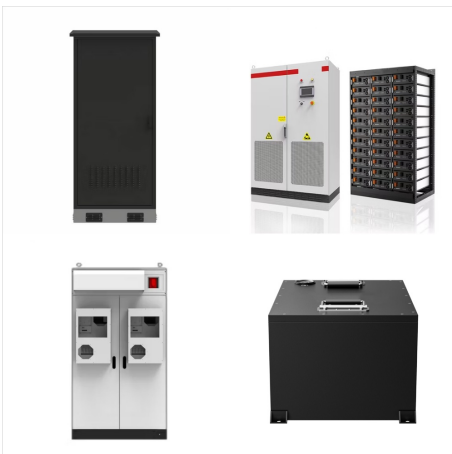
University of Chicago alumnus John B. Goodenough was awarded the 2019 Nobel Prize in Chemistry for his pioneering role in developing the lithium-ion batteries that now power our cell phones, laptop computers and electric cars.



He is credited with identifying the Goodenough???Kanamori rules of the sign of the magnetic superexchange in materials, with developing materials for computer random-access memory and with inventing cathode materials for lithium-ion batteries. Goodenough was born in Jena, Germany, to American parents.



The History of the Lithium-Ion Battery. During the oil crisis in the 1970s, Stanley Whittingham, an English chemist working for Exxon mobile at the time, started exploring the idea of a new battery ??? one that could recharge on its own in a short amount of time and perhaps lead to fossil-free energy one day.



The first prototype of the modern Li-ion battery, which uses a carbonaceous anode rather than lithium metal, was developed by Akira Yoshino in 1985 and commercialized by a Sony and Asahi Kasei team led by Yoshio Nishi in 1991. [17]