Correlation between the bias dependence of tunneling anisotropic magnetoresistance and tunneling magnetoresistance in a La_{0.67}Sr_{0.33}MnO₃-based magnetic tunnel junction

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La_{0.67}Sr_{0.33}MnO₃ (LSMO) is one of the most promising oxide materials for spintronic devices due to its high Curie temperature ($T_{\rm C} \sim 370$ K), colossal magnetoresistance [1], and its half-metallicity [2]. The band structure of LSMO around the Fermi level $E_{\rm F}$, specifically that at the LSMO / SrTiO₃ (STO) tunnel barrier interface, is known to be a complex mixture of the different *d*-band components, the up-spin e_g and t_{2g} states. The t_{2g} states are located at ~0.5 eV below $E_{\rm F}$ in the bulk, but are pushed up closer to $E_{\rm F}$ at the interface [3]. Hence in LSMO, when the carrier energy is tuned between the interfacial e_g and t_{2g} bands, a sharp change of the angular dependence of the density of states (DOS) on the magnetization direction is expected, like in the quantum wells of ferromagnetic semiconductor GaMnAs [4].

Here in this work, using a magnetic tunnel junction (MTJ) consisting of, from the top surface, LSMO [18 unit cell (u.c.)] / STO (10 u.c.) / LSMO (40 u.c.) grown on an STO (001) substrate by molecular beam epitaxy [see Fig. 1(a)], we simultaneously probed the carrier energy dependence of the anisotropy of the DOS, by measuring the magnetic-field-direction dependence of the tunneling anisotropic magnetoresistance (TAMR), and the magnetic-field-direction dependence of the tunneling magnetoresistance (TMR). We measured TAMR by monitoring the change in the tunneling conductance dI/dV when the magnetizations of the top and bottom LSMO layers (\mathbf{M}_{b} and \mathbf{M}_{t}) were rotated together in the film plane by rotating a strong external magnetic field $\mathbf{H} = 10$ kOe. As shown in Fig. 1(b), dI/dV as a function of $\theta_{\rm H}$, which is defined as the angle of **H** measured from the [100] axis, shows a change of about $\pm 1.5\%$, indicating that the DOSs of the LSMO layers change when rotating M_b and M_t . Figure 1(b) also indicates that two-fold symmetries along [100] and [110] are dominant in the small bias region (-0.14 V <V < 0.08 V). Interestingly, the directions of **H** at which the DOS reaches maximum (~15°, ~195°) rotates by 90° when the bias voltage V is changed through $V_p = (0.06 - 0.095 \text{ V}) \text{ or } V_n = (-0.15 - 0.13 \text{ V})$ [Fig. 1(b), purple bands]. This signifies a transition of the band character of the tunneling carriers from the e_g band (at $E_{\rm F}$, $V_{\rm n} < V < V_{\rm p}$) to the t_{2g} band (below $E_{\rm F}$, $V < V_{\rm n}$ or $V > V_{\rm p}$) with changing V [5]. Also, we have found that the $\theta_{\rm H}$ -dependence of TMR changes with V. Using the TAMR data and the TMR data, we discuss their correlations [6] in the presentation.

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Fig. 1. (a) Device structure and measurement configuration of the tunneling transport of the LSMO/STO/LSMO MTJ structure. (b) Color-mapping plot of the change in dI/dV as a function of $\theta_{\rm H}$ and V. The directions of **H** where dI/dV reaches maximum rotate by 90° when V is changed through $V_{\rm p}$ (= 0.06 – 0.095 V) and $V_{\rm n}$ (= -0.15 – -0.13 V) (purple bands).