Conference Agenda

19th conference in series of the European Fuel Cell Forum in Lucerne

5th EUROPEAN PEFC AND H₂ FORUM 2015
30 June – 3 July 2015

Kultur- und Kongresszentrum
Luzern (KKL) Lucerne/Switzerland
Chaired by Prof. Dr. Frano Barbir

International FUEL CELL and HYDROGEN Conference with Exhibition and Green Salon including All Hydrogen Fuel Cells (PEFC, HTPEM, AFC, PAFC) Direct Alcohol Fuel Cells (DMFC) & H₂ production, storage, infrastructure

- Conference – Overview, Schedule and Program
- Abstracts of all Paper
- List of Authors, Participants and Exhibitors

European Fuel Cell Forum, Olivier Bucheli & Michael Spirig, Obgardihalde 2, 6043 Luzern-Adligenswil/Switzerland
Phone +41-44-586-5644, Fax +41-43-508-0622, forum@efcf.com, www.EFCF.com

Official Carrier
International FUEL CELL and HYDROGEN Conference including All Hydrogen Fuel Cells (PEFC, HTPEM, AFC, PAFC) Direct Alcohol Fuel Cells (DMFC) & H₂ production, storage, infrastructure

5th EUROPEAN PEFC & H₂ FORUM 2015
30 June – 3 July 2015
Kultur- und Kongresszentrum Luzern (KKL) Lucerne/Switzerland

Chaired by Prof. Dr. Frano Barbir
FESB University of Split, Fellow IAHE

Tutorial
by Dr. Günther G. Scherer ex PSI Villigen, Switzerland
Dr. Jan Van Herle EPF Lausanne, Switzerland

Exhibition & Green Salon

Event organized by European Fuel Cell Forum
Olivier Bucheli & Michael Spirig
Obgardihalde 2, 6043 Luzern-Adligenswil, Switzerland
Tel. +41 44-586-5644 Fax +41-43-508-0622 forum@efcf.com www.EFCF.com
**5th European PEFC & H2 Forum 2015**

**Table of content**

- Welcome by the Organisers page I - 4
- Conference Session Overview - Chair’s Welcome I - 5/6
- Session Programme / Internat. Board of Advisors IBoA I - 8
- Poster Sessions I+II / Scientific/Organising Committee SAC/SOC I - 25
- Abstracts of the Oral + Poster Presentations I - 31
- List of Authors and Contributions II - 1
- List of Participants II - 8
- List of Institutions II - 18
- List of Exhibitors + Booths, Floorplan & Green Salon II - 24/2729
- Outlook 2016 and 2017 II - 30

**The event is endorsed by:**

<table>
<thead>
<tr>
<th>ALPHEA</th>
<th>SIA (Berufsgruppe Technik und Industrie)</th>
<th>UK HFC Association c/o Synnogy, Church Barn Fullers Close Aldwincle Northants NN14 3UU United Kingdom</th>
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<tr>
<td>Rue Jacques Callot, FR-57600 Forbach/France</td>
<td>Selnaustr. 16, 8039 Zürich / Switzerland</td>
<td>Vätgas Sverige Drottninggatan 21 SE-411 14 Gothenburg/Sweden</td>
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| Bundesverband Mittelständische Wirtschaft, Landesverband Schweiz | Swiss Academy of Engineering Sciences | VDI Verein Deutscher Ingenieure Graf-Reck-Strasse 84 DE-40239 Düsseldorf / Germany |
| Baarerstrasse 135, 6301 Zug /Switzerland | Seidengasse 16, 8001 Zürich / Switzerland | |

| Euresearch | Swiss Gas and Water Industry Association | Wiley – VCH Publishers |
| Effingerstr. 19 | Eschengasse 10, 8603 Schwerzenbach / Switzerland | Boschstr. 12 DE-69469 Weinheim / Germany |
| 3001 Bern /Switzerland | | |

| International Hydrogen Energy Association | TEMONAS - FCH-JU development consort. TEO Technology MONitoring and ASsessment Tool info@temonas.eu | |
| P.O. Box 248294 Coral Gables, FL 33124 / USA | | |

**Official Carrier**
Welcome by the Organisers

Olivier Bucheli & Michael Spirig
European Fuel Cell Forum
Obgardihalde 2
6043 LUZERN / Switzerland

Welcome to the 5th European PEFC & H₂ Forum 2015. As from the year 2000, this 19th event of a successful series of conferences in Fuel Cell and Hydrogen Technologies takes place in the beautiful and impressive KKL, the Culture and Congress Center of Lucerne, Switzerland. Competent staff, smooth technical services and excellent food allow the participants to focus on science, technology and networking in a creative and productive work atmosphere.

In alliance with the International Board of Advisory IBoA, this year’s event focuses on polymer electrolyte fuel cells and hydrogen production and storage, but also other fuel cell types like alkaline, direct alcohol, formic acid and microbial fuel cells as well as other fuels will be represented. The topics range from materials to systems and FC&H demonstrations. 250 participants are expected, opening many opportunities of top level technical exchange and networking. We keep one thing constant: The focus on facts and physics. This is granted by the autonomy of the organisation that does not depend on public or private financial sponsors but is fully based on the participants and exhibitors. Your participation has made possible this event, please take those following days as your personal reward!

Suppliers exhibit their products and services to developers and the FCH industry. Among others, materials, components like sensors, pumps, valves, tubes, filters etc., control devices, diagnosis tools, test benches, manufacturing technologies, qualification & purification systems are exhibited in the interesting "Luzerner Saal", where the refreshments are served during the breaks and networking activities take place directly in front of the 17 booths of the 26 exhibiting firms.

EFCF organizes also a Sustainable Energy & Mobility Solutions focused event to increase the political and public awareness. In continuation to 2013 a B2B Market Place called "Green Salon takes place on 1 - 2 July. It is a show from more 17 OEMs and operators visualizing from well to wheel the readiness and availability of the technical elements. 31 H₂ and FC applications together and in interaction with complementary technologies illustrate the future energy mobility world.

We would like to thank the conference chair Prof. Dr. Frano Barbir from FESB University of Split, Croatia, the Scientific Organising Committee and the Scientific Advisory Committee for their excellent work. Based on more than 180 submitted contributions, they have composed a sound scientific program picturing the recent progress in the technologies from about 30 countries and 5 continents – we look forward to seeing this exciting program of the EUROPEAN PEFC and H₂ FORUM 2015. We also hope that the charming and inspirational atmosphere of Lucerne allows many strong experts to initiate or confirm partnerships, that result in true products and solutions for society and will allow adding some more pieces in the emerging picture of our future energy system.

Our sincere thanks also go to all the presenters, the session chairs, the exhibitors, the IBoA, the media, the KKL staff and our co-workers. We thank all of you for your coming and support. May we all have a wonderful week in Lucerne with fruitful technical debates and personal exchanges!

Yours sincerely

Olivier Bucheli & Michael Spirig

We are looking optimistic on the 2015 event and the future with:

➤ 12th EUROPEAN SOFC & SOE FORUM 30 June - 3 July 2016
➤ 6th EUROPEAN PEFC & H₂ FORUM 4 July - 7 July 2017
## Conference Session Overview

<table>
<thead>
<tr>
<th>Auditorium</th>
<th>Kongressfoyer</th>
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<tbody>
<tr>
<td><strong>A01</strong> P1: Opening Session: International Overview - EU, US and South Africa (HySA)</td>
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<td><strong>A02</strong> P2: Automotive FC Development in China</td>
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<td><strong>A03</strong> Durability stress test results</td>
<td><strong>B03</strong> H2-production: Alkaline electrolyzers</td>
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<td><strong>A04</strong> in the Luzerner Saal</td>
<td><strong>Poster Session I covering All Oral Session Topics</strong></td>
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<td><strong>A05</strong> Characterization of FC materials</td>
<td><strong>B05</strong> H2-storage: Material and systems</td>
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<td><strong>A06</strong> Non-precious metal FC catalysts</td>
<td><strong>B06</strong> FC membranes &amp; other components</td>
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<td><strong>A07</strong> Keynote: Electrocataylsis of oxygen reduction reaction</td>
<td><strong>B07</strong> Keynote: Status and future of hydrogen technologies</td>
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<td><strong>A08</strong> FC monitoring &amp; diagnostics</td>
<td><strong>B08</strong> H2 storage in metal hydrides</td>
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<td><strong>A09</strong> New Pt-alloy FC catalysts</td>
<td><strong>B09</strong> Fuel processing and hydrogen purification</td>
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<td><strong>A10</strong> in the Luzerner Saal</td>
<td><strong>Poster Session II covering All Oral Session Topics</strong></td>
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<tr>
<td><strong>A11</strong> Degradation studies and modelling</td>
<td><strong>B11</strong> Membranes for IT &amp; HT PEMFC</td>
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<td><strong>A12</strong> FC fault and degradation modelling</td>
<td><strong>B12</strong> Industrial applications/Microbial fuel cell/Assessments</td>
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<td><strong>A13</strong> New catalyst structures and manufacturing processes</td>
<td><strong>B13</strong> H2 production</td>
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<td><strong>A14</strong> FC modelling and simulations</td>
<td><strong>B14</strong> FC Mobility applications / Stack and system integration</td>
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<td><strong>A15</strong> Stack and system integration, operation strategies</td>
<td><strong>B15</strong> Portable/Back-up/Renewable</td>
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<tr>
<td><strong>A16</strong> P3: FC-H2 Mobility System</td>
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<td><strong>A17</strong> P4: Closing Ceremony</td>
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**Legend:** Px: = Plenary;
Chair’s Welcome to the 5th European PEFC & H₂ Forum 2015

Prof. Dr. Frano Barbir
FESB University of Split
Fellow IHAE

Dear EFCF Attendee,

It is my great pleasure and honour to welcome you to the 5th European Polymer Electrolyte Fuel Cell and Hydrogen Forum, which is the 19th in the illustrious series of European Fuel Cell Forums to be held here in the beautiful Swiss city of Lucerne.

At the 5th European PEFC and H₂ Forum 2015 the focus is on polymer electrolyte fuel cells and hydrogen production and storage, but other fuel cell types and fuels will be represented as well such as alkaline, direct alcohol, formic acid and microbial fuel cells. The topics range from materials to systems and FC&H demonstrations.

Addressing issues of science, engineering, applications, market possibilities and future trends, the 5th European PEFC and H₂ Forum 2015 is aiming at a fruitful dialogue between researchers, engineers, and manufactures, between hardware developers and potential users, between academia and industry. The technical program comprises current results, challenges and trends in the above given fields. Business opportunities will be identified for manufacturers, suppliers and investors. The event is a unique opportunity for networking within and across different disciplines.

Aiming at high quality and relevance, the technical program has been set up by the Scientific Advisory Committee www.EFCF.com/SAC. The Committee has the task of ensuring full independence in all scientific and technical manners. All papers presented as lectures or posters will be collated in the electronic proceedings, which will be distributed to all participants at the time of registration and later distributed to libraries, research institutions and universities. In a special edition of the international Journal of Fuel Cells, some selected contributions will be published.

For a fascinating conference under the motto:

Bringing Hydrogen Fuel Cells & Hydrogen, as part of our energy future, closer to deployment.

Frano Barbir
Conference Schedule & Program

5th European PEFC AND H₂ Forum 2015
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International FUEL CELL and HYDROGEN
Conference with Exhibition and Green Salon Marketplace
Including All Hydrogen Fuel Cells (PEFC, HTEPM, AFC, PAFC)
Direct Alcohol Fuel Cells (DMFC) & H₂ production, storage, infrastructure

REGISTER now on www.EFCF.com
Convenient hotel rooms are blocked until 30 April 2015

Next EFCF conferences:

炤炤 12th European SOFC and SOE Forum 2016 5 – 8 July
炤炤 6th European PEFC and H₂ Forum 2017 4 – 7 July

in Lucerne, Switzerland

see: Last Page, Booklet, Memory Stick with Proceedings and www.EFCF.com
<table>
<thead>
<tr>
<th>Time</th>
<th>Session Title</th>
<th>Location</th>
<th>Presenter(s)</th>
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<tbody>
<tr>
<td>09:00</td>
<td>P1: Opening Session</td>
<td>A01</td>
<td>Frano Barbir, M. Spirig, O. Bucheli</td>
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<tr>
<td>09:00</td>
<td>Welcome by the Organizers</td>
<td></td>
<td>Michael Spirig, Olivier Bucheli European Fuel Cell Forum, Lucerne/Switzerland</td>
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<tr>
<td>09:05</td>
<td>Welcome by the Chair</td>
<td></td>
<td>Frano Barbir FESB University of Split, Split/Croatia</td>
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<tr>
<td>09:15</td>
<td>Welcome to Switzerland the Smart Research Place</td>
<td>A0103</td>
<td>Stefan Oberholzer, Rolf Schmitz, Walter Steinmann Swiss Federal Office of Energy, Bern/Switzerland</td>
</tr>
<tr>
<td>09:30</td>
<td>The Status of Hydrogen Fuel Cells and H2 R&amp;D in the</td>
<td>A0104</td>
<td>Joao Serrano Gomes Fuel Cells and Hydrogen Joint Undertaking, Brussels/Belgium</td>
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<td>Fuel Cell and Hydrogen Joint Undertaking Program</td>
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<tr>
<td>10:10</td>
<td>Electrochemical Hydrogen Compression and Separation</td>
<td>A0106</td>
<td>Dmitri Bessarabov HySA Infrastructure Center (Hydrogen South Africa), North-West University Faculty of Engineering, Potchefstroom/South Africa</td>
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<td>(EHC&amp;S): Demonstrator Developed by HySA Infrastructure</td>
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<td>10:30</td>
<td>Break - Luzerner Saal in the Exhibition</td>
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<td>11:00</td>
<td>P2: Automotive FC Development in China</td>
<td>A02</td>
<td>Frano Barbir, André Martin</td>
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<tr>
<td>11:00</td>
<td>Overview of automotive FC development in China</td>
<td>A0201</td>
<td>Jianbo Zhang Dep. of Automotive Engineering, Tsinghua University Beijing/China</td>
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<td>11:25</td>
<td>5 Min to change to Kongressfoyer for B03 Session</td>
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<tr>
<td>11:30</td>
<td>Auditorium</td>
<td>Durability stress test results</td>
<td>Georgios Tsotridis (tbc)</td>
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<td>11:30</td>
<td>Auditorium</td>
<td>Start-up/shut-down effect on PEMFC stack durability</td>
<td>Sébastien Rosini, Fabrice Micoud, Yannick Fourneron, Hortense Laforet CEA-LITEN, Grenoble/France</td>
</tr>
<tr>
<td>11:45</td>
<td>Auditorium</td>
<td>Start/Stop Cycling Test in a PBI-based High Temperature Polymer Electrolyte Membrane Fuel Cell</td>
<td>F. Javier Pinar (1), Amanda Schlüterbusch(1,2), Peter Wagner (1), Michael Wark (2), Alexander Dyck (1) (1) NEXT ENERGY • EWE Research Centre for Energy Technology, Oldenburg/Germany, (2) Carl von Ossietzky University of Oldenburg, Oldenburg/Germany</td>
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<tr>
<td>12:00</td>
<td>Auditorium</td>
<td>Impact of Accelerated Stress Tests on High Temperature PEMFC Degradation</td>
<td>Dana Schonvogel (1), Maren Rastedt (1), Peter Wagner (1), Michael Wark (2), Alexander Dyck (1) (1) NEXT ENERGY • EWE Research Centre for Energy Technology at the University of Oldenburg, Oldenburg/Germany, (2) Institute for Chemistry, Carl von Ossietzky University, Oldenburg/Germany</td>
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<tr>
<td>12:15</td>
<td>Auditorium</td>
<td>Accelerated stress testing of HT-PEFC: the effect of electrolyte loss on cell performance</td>
<td>S. H. Eberhardt, F. N. Bûchi, T. J. Schmidt Paul Scherrer Institut, Electrochemistry Laboratory, Villigen/Switzerland</td>
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<tr>
<td>11:30</td>
<td>Kongressfoyer</td>
<td>H2-production: Alkaline electrolyzers</td>
<td>Mogens Mogensen, Trent Molter</td>
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<tr>
<td>12:00</td>
<td>Kongressfoyer</td>
<td>Pressurized alkaline electrolyser with high efficiency and wide operating range – the project RESeleyser</td>
<td>Regine Reissner (1), G. Schiller (1), E. Guelzow (1), Y. Alvarez-Gallego (2), W. Doyen (2), B. van Craenendonck (3), J. Vaes (3), J.R. Bowen (4) (1) DLR German Aerospace Center, Institute of Engineering Thermodynamics, Stuttgart/Germany, (2) VITO NV, Mol/Belgium, (3) Hydrogenics Europe NV, Oevel/Belgium, (4) Technical University of Denmark (DTU), Department of Energy conversion and Storage, Roskilde/Denmark</td>
</tr>
<tr>
<td>12:15</td>
<td>Kongressfoyer</td>
<td>Phase inversion process of novel membranes for alkaline electrolysis</td>
<td>Dariusz Burnat (1), Meike V. F. Schlupp (1), Alexander Bonk (1), Corin Battaglia (1), Ulrich F. Vogt (1,2) (1) Materials for Energy Conversion, Swiss Federal Laboratories for Material Science and Technology (EMPA), Dübendorf/Switzerland, (2) Faculty of Environment and Natural Resources, Crystallography, Albert-Ludwigs-Uni Freiburg/Germany</td>
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<tr>
<td>12:30</td>
<td>Kongressfoyer</td>
<td>Novel gas separation membranes for alkaline water electrolysis</td>
<td>Ulrich F. Vogt (1,2), Dariusz Burnat (1), Meike V. F. Schlupp (1), Corin Battaglia (1) (1) Materials for Energy Conversion &amp; Swiss Federal Laboratories for Material Science and Technology (EMPA), Dübendorf/Switzerland, (2) EPFL SB ISIC PH A2 354 (Bâtiment PH), Station 3, Lausanne/Switzerland, (3) Faculty of Environment and Natural Resources, Crystallography, Freiburg/Germany</td>
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<td>Kongressfoyer</td>
<td>Pressure and Temperature Influence on Alkaline Electrolysis Performance</td>
<td>Ulrich R. Fischer, André Voigt, Daniel Tannert, Christian Ziem, Hans-Joachim Krautz Brandenburg University of Technology Cottbus-Senftenberg, Department of Power Plant Technology, Hydrogen Research Center, Cottbus/Germany</td>
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### Wednesday, July 1, 2015

**Luzerner Saal**

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<thead>
<tr>
<th>Time</th>
<th>Session</th>
<th>Location</th>
<th>Title</th>
<th>Authors</th>
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<tr>
<td>13:15</td>
<td><strong>Poster Session I</strong> covering All Oral Session Topics</td>
<td>Auditorium</td>
<td><strong>Characterization of FC materials</strong></td>
<td>Andreas Friedrich, Pierre Boillat (tbc)</td>
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<td>14:30</td>
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<td></td>
<td><strong>Visualization of GDL Liquid Water Invasion below Channel and Rib by X-ray Tomographic Microscopy</strong></td>
<td>Adrien Lamibrac (1), Federica Marone (2), Felix Büchi (1)</td>
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<td>(1) Electrochemistry Laboratory, Paul Scherrer Institut (PSI), Villigen/Switzerland, (2) Swiss Light Source, Paul Scherrer Institut (PSI), Villigen/Switzerland</td>
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<td>14:45</td>
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<td><strong>Uptake of protic electrolytes by polybenzimidazole-type polymers – Model for the adsorption isotherm and electrolyte/polymer interactions</strong></td>
<td>Carsten Korte (1), Fosca Conti (2), Jürgen Wackerl (1), Werner Lehnert (1,3)</td>
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<td>(1) Forschungszentrum Jülich GmbH, Institute of Energy and Climate Research – Electrochemical Process Engineering, Jülich/Germany, (2) Department of Chemical Sciences, University of Padova, Padova/Italy, (3) Modeling in Electrochemical Process Engineering, RWTH Aachen University, Aachen/Germany</td>
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<td>15:00</td>
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<td><strong>Critical Parameters and Control Strategies for Comparable PEFC Stack Characterization</strong></td>
<td>Jens Mitzel, Erich Guelzow, K. Andreas Friedrich</td>
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<td>German Aerospace Center (DLR), Stuttgart/Germany</td>
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<td><strong>H2-storage: Material and systems</strong></td>
<td>Andreas Zuettel (tbc), Agata Godula (tbc)</td>
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<td>14:30</td>
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<td><strong>Keynote: Power 2 Gas Enabler for renewable energy sources (tbc)</strong></td>
<td>Phil Doran</td>
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<td>ITM Power GmbH Germany, Sheffield(UK)</td>
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<td><strong>B0501</strong> (B0502)</td>
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<td><strong>Visualization of GDL Liquid Water Invasion below Channel and Rib by X-ray Tomographic Microscopy</strong></td>
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<tbody>
<tr>
<td>15:15</td>
<td><strong>The development of multi-layered coating and method for the aluminum bipolar plates of a direct methanol fuel cell</strong></td>
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<td>Stanislav Gorelkov (1), Thomas-Maik John (2), Georg Dura (1), Jens Wartmann (1), Angelika Heinzel (1)</td>
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<td></td>
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<td>(1) Graz University of Technology, Institute of Chemical Engineering and Environmental Technology, Graz/Austria, (2) proionic GmbH, Grambach/Austria, (3) Graz University of Technology, Institute for Electron Microscopy and Nanoanalysis, Graz/Austria</td>
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<td>15:30</td>
<td><strong>Calculation of effective transport properties of partially saturated gas diffusion layer</strong></td>
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<td>Tomasz Bednarek, Georgios Tsotridis</td>
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<td>European Commission, Directorate-General Joint Research Centre, Petten/The Netherlands</td>
<td>(1) International Institute for Carbon-Neutral Energy Research (I2CNER), Fukuoka/Japan, (2) International Research Center for Hydrogen Energy, Fukuoka/Japan, (3) Department of Mechanical Engineering, Kyushu University, Fukuoka/Japan, (4) Next Generation Fuel Cell Research Center (NEXT-FC), Kyushu University, Fukuoka/Japan</td>
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<td><strong>“Pressed onto” 3Omega method for measuring the thermal properties of gas diffusion layers of fuel cells and the like</strong></td>
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<td>Alexandre Jacquot (1), Yannick Barb (1), Martin Jaegle (1), Evren Firat (2)</td>
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<td>(1) Fraunhofer-Institute for Physical Measurement Techniques, Freiburg/Germany, (2) Zentrum für BrennstoffzellenTechnik ZBT GmbH, Duisburg/Germany</td>
<td>(1) National Institute of Advanced Industrial Science and Technology, Ibaraki/Japan, (2) CREST, Japan Science and Technology Agency, Saitama/Japan, (3) Chemistry Department, Brookhaven National Laboratory, New York/USA</td>
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<td><strong>FC membranes &amp; other components</strong>&lt;br&gt;Brian C. Benicewicz</td>
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<td></td>
<td><strong>Non-Precious Metal Fuel Cell Catalysts Prepared By Rationally Designed Porous Materials</strong>&lt;br&gt;Di-Jia Liu&lt;br&gt;Argonne National Laboratory, Argonne (IL)/United States</td>
<td><strong>Graphene Oxide Membrane Fuel Cells</strong>&lt;br&gt;Stephen M. Lyth (1), Thomas Bayer (2), Takeshi Daio (3), Sean R. Bishop (1.5), Kazunari Sasaki (1,2,3,4) (1) International Institute for Carbon-Neutral Energy Research (I2CNER), Fukuoka/Japan, (2) Department of Mechanical Engineering, Kyushu University, Fukuoka/Japan, (3) International Research Center for Hydrogen Energy, Fukuoka/Japan, (4) Next Generation Fuel Cell Research Center (NEXT-FC), Kyushu University, Fukuoka/Japan, (5) Dept. of Materials Science and Engineering, Massachusetts Institute of Technology, Fukuoka/Japan</td>
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<td>16:45</td>
<td><strong>Assessment of potential Co/Fe-N-C active sites arising from heat treated carbon-supported porphyrins</strong>&lt;br&gt;Andrew John Dixon&lt;br&gt;University of Leeds, Leeds/United Kingdom</td>
<td><strong>A Novel Composite Nation/Anodized Aluminum Oxide Proton Exchange Membrane</strong>&lt;br&gt;Robert Gloukhovski, Viatcheslav Freger, Yoed Tsur&lt;br&gt;Technion – The Israel Institute of Technology, Faculty of Chemical Engineering, Haifa/Israel</td>
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<td>17:00</td>
<td><strong>Transition metal ion-chelating ordered mesoporous carbons as non-noble metal PEMFC catalysts</strong>&lt;br&gt;Johanna K. Dombrovskis, Anders E.C. Palmqvist&lt;br&gt;Chalmers University of Technology, Department of Chemical and Biological Engineering, Göteborg/Sweden</td>
<td><strong>Composite sPEEK-porphyrin membranes development for PEFC applications</strong>&lt;br&gt;Alessandra Carbone (1), A. Saccà (1), R. Pedicini (1), I. Gatto (1), A. Romeo (2), L. Monsù Scolaro (2), M. A. Castriciano (3) (1) Istituto di Tecnologie Avanzate per l’Energia “Nicola Giordano”, Messina/Italy, (2) Dipartimento di Scienze Chimiche, University of Messina, Messina/Italy, (3) Istituto per lo Studio dei Materiali Nanostrutturati, c/o Dipartimento di Scienze Chimiche, Messina/Italy</td>
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<td>Time</td>
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<tr>
<td>17:15</td>
<td>Synthesis of nanofibrous Co-CNF catalysts with high oxygen reduction reaction activity in alkaline media - invited talk</td>
<td>MinJoong Kim, DoHwan Nam, SungJong Yoo, JongHyun Jang, Hyoung-Juhn Kim, EunAe Cho, HyukSang Kwon</td>
<td>Dept. of Materials Science and Engineering, Korea Advanced Institute of Science and Technology (KAIST), Daejeon/Republic of Korea</td>
</tr>
<tr>
<td>17:30</td>
<td>Facile Graphene based Materials and its Application as Low Cost Hydrogen Fuel Cell Catalyst</td>
<td>Adriana Marinoiu, Elena Carcadaea, Mircea Raceanu, Constantin Teodorescu, Mihai Varlam</td>
<td>National Research and Development Institute for Cryogenics and Isotopic Technologies - ICIT Rm. Valcea, Râmnicu Vâlcea/Romania</td>
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<tr>
<td>18:00</td>
<td>End of Sessions</td>
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<td>18:30</td>
<td>Swiss Surprise Registered participants meet between KKL and railway station</td>
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### Thursday, July 2, 2015

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<tr>
<th>Morning</th>
<th>Auditorium</th>
<th>Kongressfoyer</th>
<th>Morning</th>
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<tbody>
<tr>
<td>09:00</td>
<td><strong>Keynote: Electrocatalysis of oxygen reduction reaction</strong>&lt;br&gt;Franz Barbir, Günther Scherer</td>
<td><strong>A07</strong>&lt;br&gt;<strong>Keynote: Status and future of hydrogen technologies</strong>&lt;br&gt;Huamin Zhang (tbc)</td>
<td>B07</td>
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<tr>
<td>09:00</td>
<td><strong>Electrocatalysis of Oxygen Reduction Reaction: Catalyst Development, Theory and Model Systems</strong>&lt;br&gt;Piotr Zelenay&lt;br&gt;Los Alamos National Laboratory, Los Alamos/New Mexico/United States</td>
<td><strong>A0701</strong>&lt;br&gt;<strong>Status and future of hydrogen technologies: Production, purification and storage</strong>&lt;br&gt;Trent Molter&lt;br&gt;Sustainable Innovations Inc., East Hartford/(CT)/US</td>
<td>B0701</td>
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<tr>
<td>09:25</td>
<td>5 Min to change to Auditorium for B08 Session</td>
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<td>09:30</td>
<td><strong>FC monitoring &amp; diagnostics</strong>&lt;br&gt;Daniel Hissel (tbc), Werner Lehnert</td>
<td><strong>A08</strong>&lt;br&gt;<strong>H2 storage in metal hydrides</strong>&lt;br&gt;Ulrich F. Vogt</td>
<td>B08</td>
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<tr>
<td>09:30</td>
<td><strong>PEMFC Stack Monitoring with Advanced Total Harmonic Distortion Analysis</strong>&lt;br&gt;Dipl. Ing. Katharina Renner (1), Dipl. Ing. Jürgen Rechberger (2)&lt;br&gt;AVL List GmbH, Graz/Austria</td>
<td><strong>A0801</strong>&lt;br&gt;Nanostructured hydrogen storage materials prepared by high-energy reactive ball milling (HRBM) of magnesium and ferrovanadium&lt;br&gt;Jonathan Goh (1), Bulelwa Ntsendwana (1), Mykhaylo Lototskyy (1), Roman Denys (2), Volodymyr Yartys (3), Bruno Pollet (1)&lt;br&gt;(1) HySA Systems Competence Centre, SAIAMC, University of the Western Cape, Bellville/South Africa, (2) Hystorsys AS, Kjeller/Norway, (3) Institute for Energy Technology, Kjeller/Norway</td>
<td>B0801</td>
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<tr>
<td>09:45</td>
<td><strong>PEM fuel cell operation under air and O2 feed: analysis of cell performance and liquid water distributions</strong>&lt;br&gt;Alfredo Iranzo (1), Pierre Boillat (2), Antonio Salva (1), Johannes Biesdorf (2)&lt;br&gt;(1) AICIA-School of Engineering, Thermal Engineering Group, Sevilla/Spain, (2) Electrochemistry Laboratory (LEC) and Neutron Imaging and Activation Group (NIAG), Paul Scherrer Institut (PSI), Villigen/Switzerland</td>
<td><strong>A0802</strong>&lt;br&gt;Nanoconfinement of hydride materials into carbon hosts for reversible hydrogen storages in PEMFCs&lt;br&gt;Rapee Gosalavit-Utke&lt;br&gt;School of Chemistry, Institute of Science, Suranaree University of Technology, Nakhon Ratchasima/Thailand</td>
<td>B0802</td>
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<tr>
<td>Time</td>
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<td>10:00</td>
<td>Effect of PEM flow field channels orientation in the liquid water distributions and cell performance</td>
<td>Alfredo Iranzo (1), Johannes Biesdorf (2), Magali Cochet (2), Antonio Salva (1), Pierre Boillat (2), Felipe Rosa (3)</td>
<td>RC1A-0803</td>
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<td></td>
<td>In situ Diagnostic Tools for Characterization of Pinholes in PEM Fuel Cell Stacks</td>
<td>Amir Niroumand (1,2), Mark Olfert (1), Michael Eikerling (2)</td>
<td>LEC-0804</td>
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<td>10:30</td>
<td>Break - Luzerner Saal in the Exhibition &amp; in the Poster Session</td>
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<tr>
<td>11:00</td>
<td>New Pt-alloy FC catalysts</td>
<td>Corsin Battaglia (tbc)</td>
<td>A09 B09</td>
</tr>
<tr>
<td>11:00</td>
<td>Opportunities to Improve the Stability and Activity of Electrocatalysts Based on Cu-Core – Pt-Shell Nanoparticles</td>
<td>Vladimir Guterman (1), Sergey Belenov (1), Natalya Tabachkova (2)</td>
<td>A09-01</td>
</tr>
<tr>
<td>11:15</td>
<td>Effect of heat treatment atmospheres of PtNi nanoparticles as an oxygen reduction electrocatalyst</td>
<td>Young-Hoon Chung, In Young Cha, Hee Young Park, Soo Jin Kim, Dong Young Chung, Yung-Eun Sung, Sung Jong Yoo, Jin Young Kim, Hyoung-Juhn Kim, Jong Hyun Jang</td>
<td>A09-02</td>
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<tr>
<td>11:30</td>
<td>In situ Diagnostic Tools for Characterization of Pinholes in PEM Fuel Cell Stacks</td>
<td>Amir Niroumand (1,2), Mark Olfert (1), Michael Eikerling (2)</td>
<td>LEC-0804</td>
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<tr>
<td>12:00</td>
<td>Fuel processing and hydrogen purification</td>
<td>Kazunari Sasaki (tbc)</td>
<td>B09-01</td>
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<tr>
<td>12:00</td>
<td>Solid State Approaches for Portable H2 Applications</td>
<td>James M. Hanlon (1), Laura Bravo Diaz (2), Marek Bielewski (2), Aleksandra Milewska (3), Cédric Dupuis (4), Duncan H. Gregory (1)</td>
<td>B09-04</td>
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<tr>
<td>12:00</td>
<td>Improved PBI Membranes for High Temperature Electrochemical Hydrogen Purification</td>
<td>Kayley Fishel, Yating Mao, Xiaoming Chen, Max Molle, Harry Ploehn, Brian C. Benicewicz University of South Carolina, Columbia (SC)/USA</td>
<td>B09-01</td>
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<tr>
<td>12:00</td>
<td>On-site hydrogen generation from biodiesel and diesel</td>
<td>Stefan Martin (1), Pieter van der Veer (2), David Wails (3), George Karagiannakis (4), Mario Costa (5), José Luis Marcos (6), Ana Casado (7)</td>
<td>B09-02</td>
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</table>
11:30  To be announced  A0903

CO free reformate for stationary LT-PEM fuel cells - technical and commercial aspects of selective methanation
Lutz Schilling
WS Reformer GmbH, Renningen/Germany

11:45  In-situ X-ray Absorption Spectroscopy Investigations of Cubic Pt Nanoparticles as Cathode Catalyst in PEMFCs
Julia Melke, Ditty Dixon, Christina Roth, Helmut Ehrenberg
Freie Universität Berlin, Berlin/Germany

HIL simulations of a Real-Time Fuel Processor Model
Erik Åberg (1), Jens Pålsson (1), Karin Fröjd (1), Karin Axelson (2), Gregor Dolanc (3), Bostjan Pregelj (3)
(1) Modelon AB, Ideon Science Park, Lund/Sweden, (2) PowerCell AB, Göteborg/Sweden, (3) J. Stefan Institute, Ljubljana/Slovenia

12:00  Improved Oxygen Reduction Activity of Pt-alloys Supported on carbon via formation of Heterogeneous Superhydrophobic Structure
Mahmoud Reda
CanadElectrochim, Calgary (AB)/Canada

Study on on-board fuel reforming for hydrogen production using exhaust gas
Seunghyeon Choi (1), Joongmyeon Bae (1), Juheon Lee (2), Jeonghwa Cha (2)
(1) Korea Advanced Institute of Science and Technology, Daejeon/Korea, (2) Hyundai Motors, Gyeonggi-do/Korea

12:15  Development and Scale Up of Enhanced ORR Pt-based Catalysts for PEMFCs
Francois van Schalkwyk, Gary Patrrick
HySA/Catalysis - MINTEK, Randburg/South Africa

Operating Strategies for Fuel Processing Systems with Focus on Water-Gas Shift Reactor Stability
Daniel Krekel, Remzi Can Samsun, Joachim Pasel, Matthias Prawitz, Ralf Peters, Detlef Stolten
Forschungszentrum Jülich GmbH, Institute of Energy and Climate Research: IEK-3, Electrochemical Process Engineering, Jülich/Germany

12:30  Lunch & Coffee - Luzerner Saal in the Exhibition & in the Poster Session

Morning  Auditorium  Kongressfoyer  Morning

Thursday, July 2, 2015
## Thursday, July 2, 2015

**Luzerner Saal**

### Poster Session II covering All Oral Session Topics

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<thead>
<tr>
<th>Time</th>
<th>Title</th>
<th>Authors</th>
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<tbody>
<tr>
<td>13:15</td>
<td><strong>Degradation studies and modelling</strong></td>
<td>Amir Niroumand, Felix Buechi</td>
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<tr>
<td>14:30</td>
<td>A preliminary study on potential analogies between mechanical fatigue theory and electrochemical PEM Fuel Cells aging induced by load cycling</td>
<td>Raffaele Petrone, Daniel Hissel, Marie-Cécile Péra, Didier Chamagne</td>
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<td></td>
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<td>FCLAB Research Federation (FR CNRS 3539), FEMTO-ST / Energy Department (UMR CNRS 6174), University of Franche-Comte</td>
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<td>, Belfort/France</td>
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<td>14:45</td>
<td><strong>Sensitivity analysis on the impact of air contaminants on automotive fuel cells</strong></td>
<td>Anja Talke (1), Ulrich Misz (2), Gerhard Konrad (1), Angelika Heinzel (2)</td>
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<td>(1) Daimler AG, Kirchheim/Germany, (2) ZBT GmbH, Duisburg/Germany</td>
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<tr>
<td>15:00</td>
<td><strong>Mathematical description of voltage decay rates in PEM fuel cells</strong></td>
<td>Pawel Gazdzicki, Mathias Schulze, K. Andreas Friedrich</td>
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<td>German Aerospace Center (DLR), Stuttgart/Germany</td>
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### Membranes for IT & HT PEMFC

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<th>Time</th>
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<tbody>
<tr>
<td>14:30</td>
<td><strong>Synthesis and characterization of cubic mesoporous silica as additives for proton conducting membranes</strong></td>
<td>Christopher. F. Seidler (1), Cedric Müller (1), Dieter Freude (2), Jürgen Haase (2), Michael Wark (1)</td>
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<td>(1) Institute for Chemistry, Carl-von-Ossietzky University, Oldenburg/Germany, (2) Institute for Experimental Physics, Leipzig University, Leipzig/Germany</td>
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<td>14:45</td>
<td><strong>Development of Charge-Transfer Complex Hybrid Films As Alternative PEM For High-Temp PEFC</strong></td>
<td>Masamichi Nishihara (1,2), Liana Christiani (3), Feng Shiyan (3), Kazunari Sasaki (1,2,3)</td>
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<td></td>
<td>(1) International Institute for Carbon-Neutral Energy Research (WPI-I2CNER), Fukuoka/Japan, (2) Next-generation Fuel Cell Research Center (NEXT-FC), Fukuoka/Japan, (3) Graduate School of Engineering, Kyushu University, Fukuoka/Japan</td>
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<td>15:00</td>
<td><strong>Influence of Temperature Related Operation Faults on HT-PEMF MEA Performance and Durability</strong></td>
<td>Piotr Bujlo, Emmanuel Unathi March, Nkubeko Mkruquilwa, Sivakumar Pasupathi, Bruno G. Pollet</td>
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<td>Hydrogen South Africa (HySA) Systems and Validation Centre, University of the Western Cape, Cape Town/South Africa</td>
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<td>15:15</td>
<td>Analysis of the heterogeneities in a PEMFC stack operated with reformate</td>
<td>A1104</td>
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<td>15:30</td>
<td>Local CO Poisoning Modelling for PEM Fuel Cell with Spatial Segmentation</td>
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<td>15:45</td>
<td>Experimental and Modelling Analyses of DMFC Temporary Degradation</td>
<td>A1106</td>
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<td>16:00</td>
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<td>16:30</td>
<td>FC fault and degradation modelling</td>
<td>A12</td>
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<td>16:30</td>
<td>Fault Detection and Isolation of Polymer Electrolyte Membrane Fuel Cells Using Bond Graphs</td>
<td>A1201</td>
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</table>
16:45 Fault Diagnostic Modelling for Polymer Electrolyte Fuel Cells
Ben Davies, Lisa Jackson, Sarah Dunnett
Loughborough University, Department of Aeronautical and Automotive Engineering, Loughborough/United Kingdom

17:00 Evaluation of Performance and Chemical Degradation Phenomena in Reinforced PFSA Membranes: A Theoretical Study
Georg Futter (1), Thomas Jahnke (1), Arnulf Latz (1,2)
(1) German Aerospace Center (DLR), Institute of Engineering Thermodynamics, Stuttgart/Germany, (2) Helmholtz Institute Ulm for Electrochemical Energy Storage (HIU), Ulm/Germany

17:15 Modeling reversible and irreversible degradation in direct methanol fuel cells
Thomas Jahnke (1), Arnulf Latz (1,2)
(1) German Aerospace Center (DLR), Institute of Engineering Thermodynamics, Stuttgart/Germany, (2) Helmholtz Institute Ulm for Electrochemical Energy Storage (HIU), Ulm/Germany

17:30 Investigation of PEMFC parameter effects on practical fuel cell system performance
Lei Mao, Lisa Jackson, Sarah Dunnett
Loughborough University, Department of Aeronautical and Automotive Engineering, Loughborough/United Kingdom

17:45 To be announced

18:00 End of Sessions

19:30 Dinner on the Lake: Boarding 19.20 Lake side of KKL pier 5/6, back 23.15 (short stop in Brunnen 22.30, early return by train)

Thursday, July 2, 2015
### Friday, July 3, 2015

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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<tr>
<td>09:00</td>
<td>New catalyst structures and manufacturing processes</td>
<td>Auditorium</td>
<td>Thomas Schmidt (tbc), François van Schalkwyk (tbc)</td>
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<tr>
<td>09:00</td>
<td>Developing Novel, Near-Optimal Pt Electrodes for Hydrogen Fuel Cells via Theoretical Simulations</td>
<td>Auditorium</td>
<td>Alessandro Fortunelli (1,2), William A. Goddard (2), Luca Sementa (1), Giovanni Barcaro (1), Fabio R. Negreiros (1), Andrés Jaramillo-Botero (2)</td>
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<tr>
<td>09:15</td>
<td>Three-dimensional catalyst electrodes with PdPt nanodendrites for PEFC applications</td>
<td>Auditorium</td>
<td>Yaxiang Lu, Shangfeng Du, Robert Steinberger-Wilckens</td>
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<tr>
<td>09:30</td>
<td>Study of Pt electrocatalysts for the oxygen reduction reaction fabricated by pulsed laser deposition</td>
<td>Auditorium</td>
<td>S. E. Temmel (1), E. Fabbri (1), R. Kötz (1), D. Pergolesi (1), T. Lipert (1), T. J. Schmidt (1,2)</td>
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<tr>
<td>09:45</td>
<td>New Physical Technologies for Catalyst Synthesis and Anticorrosion Protection</td>
<td>Auditorium</td>
<td>Vladimir Fateev, Anton Glukhov, Sergey Nikitin, Vladimir Markelov, Olga Alekseeva, Sergey Grigoriev</td>
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<td>Kongressfoyer</td>
<td>Naveed Akhtar</td>
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<td>09:00</td>
<td>H2 production</td>
<td>B13</td>
<td>Development and testing of a pressurized PEM electrolyser</td>
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<td>09:00</td>
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<td>B13</td>
<td>E. Varkaraki, D. Shapiro, R. Gashi, D. Corson, A. Closset</td>
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<td>09:15</td>
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<td>B13</td>
<td>Belenos Clean Power Holding, Marin-Epagnier/Switzerland</td>
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<td>09:30</td>
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<td>B13</td>
<td>Degradation of a single cell PEM water electrolyser</td>
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<td>09:30</td>
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<td>B13</td>
<td>Jan van der Merwe, Dmitri Bessarabov</td>
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<td>09:30</td>
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<td>B13</td>
<td>DST HySA Infrastructure Center of Competence, Faculty of Engineering, North-West University, Potchefstroom/South Africa</td>
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<td>09:30</td>
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<td>B13</td>
<td>High Temperature Alkaline Electrolysis</td>
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<td>09:30</td>
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<td>B13</td>
<td>Frank Allebrod, Christodoulos Chatzichristodoulou, Karsten Agersted, Mogens B. Mogensen</td>
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<td>09:30</td>
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<td>B13</td>
<td>Technical University of Denmark, Department of Energy Conversion and Storage, Roskilde/Denmark</td>
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<td>09:30</td>
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<td>B13</td>
<td>Water Splitting Using GaN Based Working Electrodes for Hydrogen Generation without Applying Bias</td>
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<td>09:30</td>
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<td>B13</td>
<td>Yen Yu Chen (1), Jinn Kong Sheu (1), Ming Lun Lee(2), Wei Chi Lai (1)</td>
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<td>09:30</td>
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<td>B13</td>
<td>(1) Department of Photonics, National Cheng Kung University, Tainan City/Taiwan, (2) Department of Electro-Optical Engineering, Southern Taiwan University of Science and Technology, Tainan City/Taiwan</td>
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<td>10:00</td>
<td>Effect of Structure of Nafion and Hydrocarbon Ionomer on Oxygen Solubility</td>
<td>Yuya Kurihara (1), Takuya Mabuchi (1), Takashi Tokumasu (2)</td>
<td>Fraunhofer Institute for Solar Energy Systems ISE, Villigen/Switzerland</td>
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<td></td>
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<td>(1) Graduate School of Engineering, Tohoku University, Miyagi/Japan, (2) Institute of Fluid Science, Tohoku University, Miyagi/Japan</td>
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<tr>
<td>10:15</td>
<td>Oleylamine adsorbed Pt nanoparticles as an anion-adsorption-tolerant electrocatalysts towards oxygen reduction reaction</td>
<td>Young-Hoon Chung, In Young Cha, Hee Young Park, Soo Jin Kim, Dong Young Chung, Yung-Eun Sung, Sung Jong Yoo, Jin Young Kim, Hyoung-Juhn Kim, Jong Hyun Jang Fuel Cell Research Center, Korea Institute of Science and Technology (KIST), Seoul/Republic of Korea</td>
<td>CEA, LITEN, LCPEM, Grenoble/France, (2) Institut de Mécanique des Fluides de Toulouse, Toulouse/France, (3) Paul Scherrer Institut, Electrochemistry Laboratory Fuel Cell Systems, Villigen/Switzerland</td>
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<td>(1) National Institute of Advanced Science and Technology, Research Center for Compact Chemical System, Sendai/Japan, (2) National Institute of Advanced Science and Technology, Energy Technology Research Institute, Ibaraki/Japan, (3) CREST, Japan Science and Technology Agency, Saitama/Japan</td>
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<td>10:30</td>
<td>Break - Ground + First Floor in the Exhibition</td>
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<tr>
<td>11:00</td>
<td>FC modelling and simulations</td>
<td>Andrei Kulikovsky, Anthony Kucernak (tbc)</td>
<td>FC Mobility applications / Stack and system integration Isotta Cerri, Jianbo Zhang</td>
</tr>
<tr>
<td>11:00</td>
<td>Pore network modelling of compressed fuel cell components with OpenPNM</td>
<td>Thomas Tranter, Energy Research Institute, University of Leeds, Leeds/United Kingdom</td>
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<tr>
<td>11:30</td>
<td>Analytical Solutions for PEM Fuel Cell Impedance</td>
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<td>Time</td>
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<td>Speaker(s)</td>
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<tr>
<td>11:45</td>
<td>Advanced CFD Analysis of an Air-cooled PEM Fuel Cell Stack Predicting the Loss of Performance with Time</td>
<td>Andrei Kulikovsky, Research Centre Juelich, Juelich/Germany</td>
<td>Franz Philipps, Christoph Fischer, Michael Schier, German Aerospace Center (DLR), Stuttgart/Germany</td>
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<td>Clemens Fink (1), Larisa Karpenko-Jereb (2), Sean Ashton (3)</td>
<td>Lois Milner, Scott Hardman and Robert Steinberger-Wilkens, Centre for Hydrogen and Fuel Cell Research, School of Chemical Engineering, The University of Birmingham, Birmingham/United Kingdom</td>
</tr>
<tr>
<td>12:00</td>
<td>A computationally efficient hybrid 3D analytic-numerical approach for system level modelling of PEM fuel cells</td>
<td>Gregor Tavčar, Tomaž Katrašnik, Faculty of Mechanical Engineering, University of Ljubljana, Ljubljana/Slovenia</td>
<td>Scott Hardman, Robert Steinberger-Wilkens, Eric Shiu, University of Birmingham, Chemical Engineering, Birmingham/United Kingdom</td>
</tr>
<tr>
<td>12:15</td>
<td>Investigation of energy flow rates in Proton Exchange Membrane Fuel Cells using numerical model</td>
<td>Domenico De Luca, Petronilla Fragiacomo, Giuseppe De Lorenzo, University of Calabria, Department of Mechanical, Energy and Management Engineering, Rende/Italy</td>
<td>Urs Cabalzar (1), Marco Brügger (1), Christian Bach (1), Brigitte Buchmann (2) (1) Empa Duebendorf, Automotive Powertrain Technologies Laboratory, Duebendorf/Switzerland, (2) Empa Duebendorf, Department for Mobility, Energy and Environment, Duebendorf/Switzerland</td>
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**Friday, July 3, 2015**

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<tr>
<th>Time</th>
<th>Session</th>
<th>Speaker(s)</th>
<th>Affiliation</th>
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<tbody>
<tr>
<td>13:30</td>
<td>Stack &amp; system integration, operation strategies</td>
<td>Bruno Pollet (tbc), ElectroChem Inc., Woburn (MA)/USA</td>
<td>FCH JU HYPER – results from the 100 We HYPER system field testing and risk assessment analysis</td>
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<td>Michael Pien, Steven Lis, Marvin Warshay, Radha Jalan, Suresh Pahwa, ElectroChem Inc., Woburn (MA)/USA</td>
<td>Renaut Msdale (1), David Milverton (2), Agata Godula-Jopek (3), Cedric Dupuis (4) (1) Paxitech SAS, Munich/Germany, (2) Institute of Chemical Engineering, PAS, Gliwice/Poland</td>
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<td>(1) Paxitech SAS, Munich/Germany, (2) Institute of Chemical Engineering, PAS, Gliwice/Poland</td>
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**Lunch & Coffee - 2nd Floor on the picturesque Terrace of the KKL**
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<tr>
<th>Time</th>
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<th>Authors/Institutions</th>
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</table>
| 13:45 | Development of fuel recirculation systems at single cell and stack level for hydrogen fuel impurity studies | Pauli Koski, Jari Ihonen, Henri Karimäki, Sonja Auvinen  
VTT Technical Research Centre of Finland, VTT/Finland |
| 14:00 | Development of a Fuel Cell System with an Internal Reforming Methanol Fuel Cell | Michael Steffen, George Bandlamudi, Frank Filusch, Tobias Meijer, Angelika Heinzel  
Zentrum für BrennstoffzellenTechnik GmbH, Duisburg/Germany |
| 14:15 | Design and Demonstration of an Internal Reforming Methanol Fuel Cell System for Portable Applications | George Avgouropoulos (1,2), Sebastian Schlicker (3), Gunther Kolb (3), Stylianos Neophytides (1)  
(1) Foundation for Research and Technology-Hellas (FORTH), Institute of Chemical Engineering Sciences (ICE-HT), Patras/Greece,  
(2) Department of Materials Science, University of Patras, Patras/Greece, (3) Fraunhofer ICT-IMM, Fraunhofer Institut für Chemische Technologie Institutsteil IMM, Mainz/Germany |
| 14:30 | Development of bioethanol fuelled fuel cell system for backup applications – PEMBeyond project | Henri Karimäki, Jari Ihonen, Pauli Koski  
VTT Centre Technical Research of Finland, VTT/Finland |
(1) Paul Scherrer Institut (PSI), Electrochemistry Laboratory, Villigen/Switzerland, (2) Belenos Clean Power Holding, Marin-Epagnier/Switzerland |
| 15:00 | CFD Modelling of a New PEM Fuel Cell Configuration for Portable Applications | Elena Carcdea (1), Derek B Ingham (2), Adriana Marinoi (1), Mircea Raceanu (1), Mihai Varlam (1), Dorin Schitea (1), Laurentiu Patararu (1)  
(1) National Research and Development Institute for Cryogenics and Isotopic Technologies - ICIT Rm. Valcea, Râmnicu Vâlcea/Romania, (2) Energy Research Institute (ERI), School of Chemical and Process Engineering, University of Leeds, Leeds/United Kingdom |
|       | PEM Fuel Cell Systems as Backup Solution for POLYCOM Applications | Ulrike Trachte, Peter Sollberger, Beat Wellig  
Lucerne School of Engineering and Architecture, CC Thermal Energy Systems & Process Engineering, Horw/Switzerland |
|       | Hour by hour simulation of solar hydrogen energy system in conjunction with renewable energy sources | J. Simunovic, D. Bagaric, N. Goles, D. Bezmalinovic, I. Tolj, G. Radica, F. Barbir  
FESB University of Split, Split/Croatia |
|       | Hybrid Plant Aarmatt – a novel renewable energy concept applying PEM electrolysis | Marcel Rindlisbacher  
Regio Energie Solothurn, Solothurn/Switzerland |
|       | Stand-alone PEMFC system based on solar hydrogen | Kréhi Serge AGBLI (1), Daniel HISSEL(1), Marie-Cécile PERA (1), Issa DOUMBIA (2)  
FCLAB Institute/FEMTO-ST laboratory, Belfort/FRance, (1) University of Franche-Comte, FEMTO-ST/FCLAB, Belfort/FRance, (2) University of Felix Houphouet Boigny, Signals and Systems laboratory, Abidjan/Ivory Coast |

5 Min to change from B15 Session to Auditorium for A16 Session
### Friday, July 3, 2015

#### Afternoon

<table>
<thead>
<tr>
<th>15:05</th>
<th>P3: FC-H2 Mobility System</th>
<th>A16</th>
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<td></td>
<td>Frano Barbir, Thomas Schmidt (tbc)</td>
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<thead>
<tr>
<th>15:05</th>
<th>Toyota’s Next Generation Vehicle Strategy &amp; FCV Development</th>
<th>A1601</th>
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<tr>
<td></td>
<td>Isotta Cerri</td>
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<td></td>
<td>Advanced Technology Division, Production Engineering Group, Toyota Motor Europe, Zaventem/Belgium</td>
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<tr>
<th>15:30</th>
<th>P4: Closing Ceremony</th>
<th>A17</th>
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<tbody>
<tr>
<td></td>
<td>O. Bucheli, M. Spirig, Frano Barbir</td>
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<tr>
<th>15:30</th>
<th>Summary by the Chair</th>
<th>A1701</th>
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<tr>
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<td>Frano Barbir</td>
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<td>FESB University of Split, Split/Croatia</td>
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<tr>
<th>15:41</th>
<th>Information on Next EFCF: 12th European SOFC &amp; SOE Forum 2016 6th PEFC &amp; H2 Forum 2017</th>
<th>A1702</th>
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<tbody>
<tr>
<td></td>
<td>Olivier Bucheli, Michael Spirig</td>
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<td>European Fuel Cell Forum, Lucerne/Switzerland</td>
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<tr>
<th>15:52</th>
<th>Friedrich Schönbein Award for the Best Poster, Best Science Contribution, Medal of Honour</th>
<th>A1703</th>
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<td></td>
<td>Frano Barbir</td>
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<td>FESB University of Split, Split/Croatia</td>
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<tr>
<th>16:03</th>
<th>Thank you and Closing by the Organizers</th>
<th>A1704</th>
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<tr>
<td></td>
<td>Michael Spirig, Olivier Bucheli</td>
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<td></td>
<td>European Fuel Cell Forum, Lucerne/Switzerland</td>
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| 16:15 | End of Sessions - End of Conference Good by coffee and travel refreshment in front of the Auditorium |     |
### Characterization of FC materials

Identification and quantification of Pt surface sites and of performance losses for PEM fuel cells by selective chemisorption measurement  
K. Punyawudho (1), K. Wuttikit (1), Y. Zhang (2), J. R. Monnier (2)  
(1) Department of Mechanical Engineering, Faculty of Engineering, Chiang Mai University, Chiang Mai/Thailand, (2) Department of Chemical Engineering, School of Engineering and Computing, University of South Carolina, Columbia (SC)/United State

Comparison of hydrocarbon-type Block and Random copolymer for Polymer Electrolyte Fuel Cells  
M. A. Barique (1), Akihiro Ohira (1,2), Tatsuya Oshima (3), Masahiro Rikukawa (3)  
(1) Fuel Cell Cutting-Edge Research Center (FC-Cubic) TRA, Tokyo/Japan, (2) Research Institute for Ubiquitous Energy Devices, AIST, Ikeda/Osaka, (3) Department of Materials and Life Sciences, Sophia University, Tokyo/Japan

La2TiO5-based Solid Oxides for SOFC Applications. Characterisation and Processing  
Nicoleta Cioatera (1), Elena-Adriana Voinea (1), Aurelie Rolle (2), Cezar-Ionut Spinu (1), Rose-Noelle Vannier (2)  
(1) University of Craiova, Department of Chemistry, Craiova/Romania, (2) Unité de Catalyse et de Chimie du Solide, Equipe de Chimie du Solide, UMR CNRS 8181, ENSCL/UST, Lille/France

Effect of Sr Addition on Electrical Conduction Behavior of RE-doped Ceria  
Elena-Adriana Voinea, Nicoleta Cioatera, Mariana Osiac, Cezar-Ionut Spinu  
University of Craiova, Craiova/Romania

### H2-storage: Material and systems

Rod-like FeOOH Catalyst for Ortho-Para Conversion of Hydrogen  
Jung Hyun Kim, In Wook Nah, Samg Woo Karng, Kang-Bong Lee, In Hwan Oh  
Center for Energy Convergence, Korea Institute of Science and Technology, Seoul/Republic of Korea

CO2 Methanation Under Atmospheric Pressure Conditions on a Ni catalyst: Experiments and Kinetic Modelling  
Magda Katoufa (1), Emanuele Giglio (2), Dimitris Katsourinis (1), George Vourliotakis (1), Samir Bensaid (2), Fabio Deorsola (2), Raffaele Pirone (2), Guido Saracco (2), Maria Founti (1)  
(1) National Technical University of Athens, Athens/Greece, (2) Politecnico di Torino, Torino/Italy

Measurement of hydrogen quantity adsorbed in carbon nanostructures using volumetric method  
Salim Daoudi (1,2), Nadjima Benkara Mohammed (1,3), Bouzid Chebbah (1)  
(1) Faculty of Sciences and Technology, Bordj Bou Arreridj University, El Anasser/Algeria, (2) LPMRN laboratory, Bordj-Bou-Arreridj University, El Anasser/Algeria, (3) SISM Laboratory, Setif University, Setif/Algeria
### Non-precious metal FC catalysts

<table>
<thead>
<tr>
<th>Title</th>
<th>Authors</th>
<th>Institution</th>
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<tbody>
<tr>
<td>Ultralow Platinum Decorated Self-active Ordered Mesoporous Carbon for Oxygen Reduction Reaction</td>
<td>Sun-Mi Hwang (1), Sang Hoon Joo (2), Gu-Gon Park (1), Sung-Dae Yim (1)</td>
<td>(1) Korea Institute of Energy Research, Daejeon/Republic of Korea, (2) School of Nano-Bioscience and Chemical Engineering, Ulsan National Institute of Science and Technology, Ulsan/Republic of Korea</td>
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### FC monitoring & diagnostics

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<tr>
<th>Title</th>
<th>Authors</th>
<th>Institution</th>
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<tbody>
<tr>
<td>Frequency dependent perturbation amplitude EIS measurement optimization for impedance measurements in a commercial PEM fuel cell</td>
<td>J. J. Giner-Sanz, E. M. Ortega, V. Pérez-Herranz</td>
<td>IEC group, Depto. Ingeniería Química y Nuclear, Universitat Politècnica de Valencia, Valencia/Spain</td>
</tr>
<tr>
<td>FFT based linearity study of a commercial PEM fuel cell</td>
<td>J. J. Giner-Sanz, E. M. Ortega, V. Pérez-Herranz</td>
<td>IEC group, Depto. Ingeniería Química y Nuclear, Universitat Politècnica de Valencia, Valencia/Spain</td>
</tr>
<tr>
<td>Comment on the Application of Cyclic Voltammetry for the Determination of Specific Activity of Oxygen Reduction at the Cathode of Fuel Cell</td>
<td>M. Reda (1,2)</td>
<td>(1) CanadElectrochim, Calgary (AB)/Canada, (2) Department of Chemical Engineering, Kuwait University, Kuwait-City/Kuwait</td>
</tr>
<tr>
<td>Inductance at Low Frequencies in Electrochemical Impedance Spectroscopy of PEM Fuel Cells</td>
<td>I. Pivac, B. Simic, D. Bezmalinovic, I. Tolj, G. Radica, F. Barbir</td>
<td>FESB University of Split, Split/Croatia</td>
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### FC membranes & other components

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<tr>
<th>Title</th>
<th>Authors</th>
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<tr>
<td>Optimization of Pack Chromising Process Parameters for Proton Exchange Membrane Fuel Cells Bipolar plates using Box–Behnken Experimental Design</td>
<td>A. Oladoye, K. Benyounis, J. Stokes (1), A. Olabi</td>
<td>School of Mechanical and Manufacturing Engineering, Dublin City University, Dublin/Ireland, (2) University of the West of Scotland, Paisley/United Kingdom</td>
</tr>
<tr>
<td>Proton exchange membranes prepared from multi-block copolymers based on poly(arylene ether ketone)</td>
<td>Kyuhyun Kang, Dukjoon Kim</td>
<td>School of Chemical Engineering, Sungkyunkwan University, Kyunggi/Republic of Korea</td>
</tr>
<tr>
<td>Development of new hybrid membranes for DMFC</td>
<td>Rubén Beneito (1), Agustín Merlos (1), Mayte Gil (2), Inés Monfort (2)</td>
<td>(1) Technological Institute of children's products &amp; leisure (AIJU), Alicante/Spain, (2) Technological Institute of Energy (ITE), Valencia/Spain</td>
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<tr>
<td>Silica-sulfonic acid-functionalized hybrid membranes synthesized by sol-gel for direct methanol fuel cells</td>
<td>Jadra Mosa, Alicia Durán, Mario Aparicio</td>
<td>Instituto de Cerámica y Vidrio (CSIC), Madrid/Spain</td>
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<tr>
<td>Polysulfone based Nanocomposite Membranes for Alkaline Fuel Cell Applications</td>
<td>Nomthandazo Mutangwa (1), Patrick Nonjola (1), Jaqueline Tembu (2), Thabani Mhlongo (2), Kenneth Oezomena (1)</td>
<td>(1) CSIR, Material Science and Manufacturing, Pretoria/South Africa, (2) Tshwane University of Technology, Pretoria/South Africa</td>
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<tr>
<td>Poster Session</td>
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<tr>
<td><strong>New Pt-alloy FC catalysts</strong></td>
<td>SnO2-modified Pt electrocatalyst for ammonia–fueled anion exchange membrane fuel cell</td>
<td>Takeou Okanishi, Yu Katayama, Hiroki Muroyama, Toshiaki Matsui, Koichi Eguchi</td>
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<tr>
<td></td>
<td>Pdxlry/C for Hydrogen Oxidation Reaction</td>
<td>Fotini Tzorbatzoglou (1), Angeliki Brouzgou (1), Panagiotis Tsiakaras (1,2); (1) Laboratory of Alternative Energy Conversion Systems, Department of Mechanical Engineering/University of Thessaly, Volos/Greece, (2) Laboratory of Electrochemical Devices based on Solid Oxide Proton Electrolytes/Institute of High Temperature Electrochemistry, Yekaterinburg/Russia</td>
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<tr>
<td></td>
<td>Hydrogen Polymer Electrolyte Fuel Cell performance on Low Platinum PdPt Anode</td>
<td>Angeliki Brouzgou (1,2), Fotini Tzorbatzoglou (1), Panagiotis Tsiakaras (1,2); (1) Laboratory of Alternative Energy Conversion Systems, Department of Mechanical Engineering/University of Thessaly, Volos/Greece, (2) Laboratory of Electrochemical Devices based on Solid Oxide Proton Electrolytes/Institute of High Temperature Electrochemistry, Yekaterinburg/Russia</td>
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<td></td>
<td>Development of a PtCo/C catalyst manufacturing and stabilization method</td>
<td>Christoph Grimmer, Alexander Schenk, Birgit Pichler, Markus Perchthaler, Viktor Hacker; Graz University of Technology, Institute of Chemical Engineering and Environmental Technology, NAWI, Graz/Austria</td>
</tr>
<tr>
<td><strong>H2 storage in metal hydrides</strong></td>
<td>Effect of Ni addition on hydrogen storage capacity of beryllium intermetallic compound</td>
<td>Jae-Hwan Kim (1), Hirotomo Iwakiri (2), Masaru Nakamichi (1); (1) Fusion Research &amp; Development Directorate, Japan Atomic Energy Agency, Aomori/Japan, (2) Faculty of Education Elementary and Secondary School Teacher Training Program, University of the Ryukyus, Okinawa/Japan</td>
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<td></td>
<td>Hydrogen Gas Purifiers for Fuel Cells</td>
<td>Marco Succi, Giorgio Macchi, Simona Pirola, Cristian Landoni; Saes Getters Spa, Milan/Italy</td>
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<tr>
<td></td>
<td>Experimental study on diesel reforming with hydrogen peroxide</td>
<td>Gwangwoo Han, Minseok Bae, Joongmyeon Bae; Department of Mechanical Engineering, KAIST, Daejeon/Republic of Korea</td>
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<tr>
<td></td>
<td>A 1kW Gasoline Fuel Processors for Mobile PEMFCs</td>
<td>Inyong Kang, Wojin Kang, Byounggwan Gwak, Younggil Choi; H&amp;power, Inc., Daejeon/Republic of Korea</td>
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<tr>
<td>Poster Session</td>
<td>A11 Degradation studies and modelling</td>
<td>B11 Membranes for IT &amp; HT PEMFC</td>
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<td><strong>Siloxane effects on proton exchange membrane fuel cell</strong></td>
<td>A1107 Optimization of Poly2,5 benzimidazole(ABPBI) membrane for high temperature fuel cell application</td>
<td>B1107</td>
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<tr>
<td>Da-Yeong Kim, Ji-Sung Seo, Yong-Min Jung, Young-Gi Yoon, Tae-Young Kim</td>
<td>Ratikanta Nayak, Prakash C. Ghosh</td>
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<tr>
<td>Hydrogen and Fuel Cell Center for Industry, Academy, and Laboratories, Korea Institute of Energy Research (KIER), Jeollabuk-do/Republic of Korea</td>
<td>Fuel Cell Research Facility, Department of Energy Science and Engineering, Indian Institute of Technology Bombay, Mumbai/India</td>
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<tr>
<th>A12 FC fault and degradation modelling</th>
<th>B1108 Investigations on the H3PO4-Uptake of Polybenz-imidazole type Polymers using RAMAN Spectroscopy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carsten Korte, Fosca Conti, Jürgen Wackerl, Susanne Kuhri, Werner Lehnert</td>
<td>Forschungszentrum Jülich GmbH, Jülich/Germany</td>
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<thead>
<tr>
<th>A13 New catalyst structures and manufacturing processes</th>
<th>B12 Industrial applications/Microbial fuel cell/Assessments</th>
</tr>
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<tbody>
<tr>
<td><strong>Structure and proton dynamics in catalytic layer for HT-PEFC</strong></td>
<td>A1307 Start-up approach based on hybrid system emulator for a pressurized Solid Oxide Fuel Cell Gas Turbine</td>
</tr>
<tr>
<td>Marina Khanef (1), Olaf Holderer (1), Oxana Ivanova (1)</td>
<td>U.M. Damo (1), M.L. Ferrari (2), A. Turan (1), A.F. Massardo (2)</td>
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<tr>
<td>Reiner Zorn (2), Wiebke Lüke (3), Werner Lehnert (3,4), Emmanuel Kentzinger (2)</td>
<td>(1) School of Mechanical, Aerospace and Civil Engineering, The University of Manchester, Manchester/UK, (2) Thermochemical power group, University of Genoa, Genoa/Italy</td>
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<tr>
<td>(1) FZ Jülich, JCNS at MLZ, Garching/Germany, (2) FZ Jülich, IEK-3, Jülich/Germany, (3) Institute of energy and climate research, Forschungszentrum Jülich GmbH, Jülich, Germany, (4) RWTH Aachen University, Faculty of Mechanical Engineering Aachen/Germany</td>
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<tr>
<th>A1308 Eco-friendly textile dye degradation coupled to bioelectricity generation using Microbial Fuel Cell (MFC) technology</th>
<th>B1208 Start-up approach based on hybrid system emulator for a pressurized Solid Oxide Fuel Cell Gas Turbine</th>
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<tr>
<td>Hilor Pathak, Dhatri Chaudhari</td>
<td>U.M. Damo (1), M.L. Ferrari (2), A. Turan (1), A.F. Massardo (2)</td>
</tr>
<tr>
<td>Department of Microbiology, P.D. Patel Institute of Applied Sciences, Charotar University of Science and Technology (CHARUSAT), Gujarat/India</td>
<td>(1) School of Mechanical, Aerospace and Civil Engineering, The University of Manchester, Manchester/UK, (2) Thermochemical power group, University of Genoa, Genoa/Italy</td>
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<td>In Young Cha (1,2), Minjeh Ahn (1), Young-Hoon Chung (2), Hee-Young Park (2), Sung Jong Yoo (2), Jong Hyun Jang (2,3), Yung-Eun Sung (1)</td>
<td>Jayesh M. Sonawane, Prakash C. Ghosh</td>
</tr>
<tr>
<td>Fuel Cell Research Facility, Department of Energy Science and Engineering, Indian Institute of Technology Bombay, Mumbai/India</td>
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| B1207 Eco-friendly textile dye degradation coupled to bioelectricity generation using Microbial Fuel Cell (MFC) technology |
|--------------------------------------------------------|-----------------------------------------------------------|
| Hilor Pathak, Dhatri Chaudhari | Department of Microbiology, P.D. Patel Institute of Applied Sciences, Charotar University of Science and Technology (CHARUSAT), Gujarat/India |

<p>| B1209 Landfill Leachate: A Promising Substrate for Microbial Fuel Cells |
|---------------------------------------------------------------|---------------------------------------------------------------|
| Jayesh M. Sonawane, Prakash C. Ghosh | Fuel Cell Research Facility, Department of Energy Science and Engineering, Indian Institute of Technology Bombay, Mumbai/India |</p>
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<tr>
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<tr>
<td></td>
<td>FC modelling and simulations</td>
<td>Marie-Dominique Baum (1), Thomas Jahnke (1), Arnulf Latz (1,2); (1) German Aerospace Center (DLR), Institute of Engineering Thermodynamics, Stuttgart/Germany, (2) Helmholtz Institute Ulm for Electrochemical Energy Storage (HIU), Ulm/Germany</td>
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<td>Dynamic and multiphysic modelisation of a PEM electrolyser using the Bond Graph modelling tool</td>
<td>Pierre Olivier, Cyril Bourasseau, CEA Grenoble (DRT/LITEN/DTBH/SCSH/L2ED), Grenoble/France</td>
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<td></td>
<td>Stack and system integration, operation strategies</td>
<td>Andreas Dreizler, Tiziana Ruiu, Jens Mitzel, Erich Gölzow, German Aerospace Center (DLR), Institute of Engineering Thermodynamics, Stuttgart/Germany</td>
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<tr>
<td></td>
<td>Development of a novel hybrid fuel cell system</td>
<td>V. Lukassek (4), M. Metzen (1), T. Hickmann (2), W. Möring (3), A. Heinzl (4); (1) University Duisburg-Essen, Duisburg/Germany, (2) Eisenhuth GmbH, Osterode am Harz/Germany, (3) ehb GmbH, Langenhagen/Germany, (4) The Fuel Cell Research Center (ZBT), Duisburg/Germany</td>
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<td></td>
<td>H2 production</td>
<td>Ki Moon Jung (1), Seok Hyun Choi (1), Moon-Sun Chung (2), Hee Joon Lee (1); (1) School of Mechanical Engineering, Kookmin University, Seoul/Republic of Korea, (2) Hydrogen Energy R&amp;D Center, Korea Institute of Energy Research, Daejeon/South Korea</td>
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<td></td>
<td>Effect of Iron Oxide Nanoparticles on Dark Fermentative Hydrogen Production from Molasses based Distillery Wastewater</td>
<td>Sameena. N. Malik (1), Kodhaiyoli Shanmugam (2), Atul. N. Vaidya (1), Prakash C. Ghosh (3), Gajanan. S. Kannade (1), Pugalenthri Velan (2), Sandeep. N. Mudliar (1); (1) CSIR – National Environmental Engineering Research Institute, Maharashtra/India, (2) Department of Biotechnology, Bharathidasan Institute of Technology, Anna University, Tiruchirappalli/India, (3) Department of Energy Science &amp; Engineering, Indian Institute of Technology, Bombay/India</td>
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<tr>
<td>Poster Session</td>
<td>A1509</td>
<td>B1309</td>
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<tr>
<td>Hydrogen recovery and electricity production from an electrocoagulation process using a PEMFC</td>
<td>In-situ O3 rejuvenation of SO2 contaminated Polymer Electrolyte Fuel Cell: Electrochemistry, single cell and 5-cells stack studies</td>
<td></td>
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<tr>
<td>E. Torralba-Calleja, A. Serra, D. Galí, M. Della Pirriera, J. García-Montaño</td>
<td>Biraj Kumar Kakati (1,2), Anthony RJ Kucernak (1)</td>
<td>(1) Department of Chemistry, London/United Kingdom, (2) Department of Energy, Tezpur/India</td>
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<td>LEITAT Technological Center, Barcelona/Spain</td>
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<th>A1510</th>
<th>B14</th>
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<tbody>
<tr>
<td>Design, modelling and simulation of a 1kW fuel cell power generator system</td>
<td>FC Mobility applications / Stack and system integration</td>
</tr>
<tr>
<td>Makani Mwinga*, Ben Groenewald, Michael McPherson</td>
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<td>Cape Peninsula University of Technology, Cape Town/South Africa</td>
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<th>B1408</th>
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<tbody>
<tr>
<td>Development of a Reliable Hydrogen Gas Sensor for Leak Detection in Fuel Cell Vehicles</td>
</tr>
<tr>
<td>Hiroki Yamamoto, Nobuaki Murakami, Yuri Kuwahara, Saori Yamashita, Takashi Matsumoto, Mitsuharu Kira, Hiroshi Koda, Kiyonori Ono FIS Inc., Itami Hyogo/Japan</td>
</tr>
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<th>B1507</th>
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<tr>
<td>Portable/Back-up/Renewable</td>
<td>Optimization of diesel powered FC-based APU power and battery capacity for specified load demand</td>
</tr>
<tr>
<td>Hour by hour simulation of solar hydrogen energy system in conjunction with renewable energy sources</td>
<td>Bostjan Pregelj (1), Daniel T. Mcguinness (2), Janko Petrovic (1), Gregor Dolanc (1), Vladimir Jovan (1)</td>
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<td>J. Simunovic, D. Bagaric, N. Goles, D. Bezmalinovic, I. Tolj, G. Radica, F. Barbir</td>
<td>(1) J. Stefan Institute, Ljubljana/Slovenia, (2) Istanbul Technical University, Electrical &amp; Electronics Faculty, Istanbul/Turkey</td>
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<tr>
<td>Virtualisation of Fuel Cell Hybrid Electric Vehicle Powertrains in a RTD Laboratory Environment</td>
</tr>
<tr>
<td>Dr.-Ing. Bruno Gnörrich; RWTH Aachen University, Institute of Automobile Engineering (ika), Aachen/Germany</td>
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</table>
Abstracts of all Oral and Poster Contributions

Legend:

- The program includes three major thematic blocks with keynotes:
  1. International (USA, SA, China, ..) and EU Overviews of Strategies, Programs; R&D and Commercialisation Activities
  2. FC Material, Catalysis, Membranes, Advanced Diagnostic, Characterisation, Modelling and Stack-System Integration and mobile applications with an outlook from Toyota
  3. H₂ production (electrolysis, with renewable power) and H₂ storage as well as microbial and other fuel cell technlogogies
- Abstracts are identified and preliminarily sorted by presentation number (= EFCF-ID) e.g. A0504, B1205, etc. first all A and then all B. However some very similar session topics like A08-A11-A12-A14 (diagnostics, monitoring, degradation, ..) were grouped to chapters, which correspond to the chapters of the proceedings (see stick and www.EFCF.com/Lib)
  - Oral abstracts consist of numbers where last two digits are lower than 07
  - Poster abstracts are linked to related sessions by letter and first two digits; e.g. A05.., B10, …etc
  - Due to late changes some numbers (second two digits) are missing or changed
Chapter-Session-Overview

Chapter 01  A01, A02, A07, B07, A16 Plenary and Keynote Sessions

Chapter 02  A03 Durability stress test results

Chapter 03  A05 Characterization of FC materials

Chapter 04  A06: Non-precious metal FC catalysts
A09: New Pt-alloy FC catalysts
A13: New catalyst structures and manufacturing processes

Chapter 05  A08: FC monitoring & diagnostics
A11: Degradation studies and modelling
A12: FC fault and degradation modelling
A14: FC modelling and simulations

Chapter 06  A15: Stack and system integration, operation strategies
B14: FC Mobility applications/Stack and system integration

Chapter 07  B03: H2 production: Alkaline electrolyzers
B13: H2 production

Chapter 08  B05: H2 storage: Material and systems
B08: H2 storage in metal hydrides

Chapter 09  B06: FC membranes & other components
B11: Membranes for IT & HT PEMFC

Chapter 10  B09: Fuel processing and hydrogen purification

Chapter 11  B12: Industrial applications
Microbial fuel cell
Assessments

Chapter 12  B15: Portable/Back-up/Renewable
A0101

Welcome by the Organizers

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A0102

Welcome by the Chairs

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A0103

Welcome to Switzerland the Smart Research Place

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Remark: Please see the presentations or contact the authors directly for further information.

A0104 (Plenary)

The Status of Hydrogen Fuel Cells and H2 R&D in the Fuel Cell and Hydrogen Joint Undertaking Program

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Abstract

The Fuel Cells and Hydrogen Joint Undertaking (FCH JU) was set up in 2008 to accelerate the development of fuel cells and hydrogen technologies in Europe towards commercialization from 2015 onwards. To reach this target the FCH JU intends to bring together resources under a cohesive public-private partnership to ensure commercial focus, to match RTD activities to industry's needs and expectations and to scale-up and intensify links between the Industry Community and the Research Community.

Projects under FCH aim to improve performance and reduce the cost of products as well as demonstrate on a large scale the readiness of the technology to enter the market in the fields of energy (hydrogen production and distribution, energy storage and stationary power generation) and transport (cars, buses and refuelling infrastructure). Within the energy pillar the objective is to accelerate the commercialisation of FCH technologies in the fields of fuel cells for stationary applications (e.g. combined heat and power, power and portable systems) as well as for technologies for hydrogen production, storage and distribution. In the transport pillar the priority lays in Fuel Cell vehicle and infrastructure development and deployment, with technologies in FC vehicles, Auxiliary Power Units (APU), Hydrogen storage and supply.

Up to now a total of 155 projects with 545 different participants (28% of SMEs) from 22 EU Member States have been supported under FCH, 15 new projects are currently under Grant Agreement preparation. By supporting such a project portfolio, FCH JU is going to reach most of the objectives set-up at European level mainly in terms of potential reduction of costs through sufficient number of units demonstrated across Europe in transport and stationary applications. The EU public support will continue for the next period of 2014-2020 for activities with an advanced TRL, moving towards market penetration of the FCH technologies.

The purpose of this presentation is to address the existing portfolio of projects supported by the FCH JU and FCH 2 JU particularly in view of the 5th EUROPEAN PEFC & H2 FORUM topics. Additionally an overview on the next step for funding projects in the field of fuel cells and hydrogen technologies under the Horizon 2020, the new Framework Program of the European Commission.
A0105 (Plenary)

DOE Hydrogen and Fuel Cells Program

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Abstract

Fuel cells are highly efficient energy conversion devices; they can operate on fuels such as natural gas, methane, and methanol as well as hydrogen from clean, renewable resources. The U.S. Department of Energy’s Hydrogen and Fuel Cell Program, part of President Obama’s all-of-the-above energy strategy, supports a broad portfolio of activities to build a competitive and sustainable clean energy economy. The focus is on the transportation sector. Reducing cost and increasing durability remain as the major challenges in the advancement of fuel cell technology. To address these challenges, the Program maintains a portfolio of research projects aimed at meeting technical and cost targets that allow fuel cells to compete in the marketplace. These projects will be discussed in this presentation. The Program also carries out activities that support the growth of early markets such as material handling equipment and backup power and those activities will be discussed.

Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.

A0106 (Plenary)

Electrochemical Hydrogen Compression and Separation (EHC&S): Demonstrator Developed by HySA Infrastructure

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Abstract

The Department of Science and Technology of South Africa developed the National Hydrogen and Fuel Cells Technologies (HFCT) Research, Development and Innovation (RDI) Strategy. The National Strategy was branded Hydrogen South Africa (HySA). The overall goal of HySA is to develop and guide innovation along the value chain of hydrogen and fuel cell technologies in South Africa. Allied to this one of the goals is to support developing a range of high-level skills, generally in accordance with the required human capital development strategy. Other primary objectives of HySA include:

(I) Wealth creation through value added manufacturing (this will be achieved by developing the platinum group metal (PGM) catalysis value chain in South Africa);
(II) Development of hydrogen infrastructure (this will be achieved by developing local cost competitive hydrogen generation solutions based on renewable resources);
(III) Equity and inclusion in sharing the economic benefit derived from South Africa’s mineral endowment (this will be achieved through creating a viable industry for the finished products that will create jobs and boost economic growth, for the benefit of all South Africans); and
(IV) Stimulation of PGM (in particular platinum) demand.

HySA has been established consisting of three Centres of Competence – HySA Infrastructure, HySA Catalyst and HySA Systems. The HySA Infrastructure (Hydrogen Production, Storage and Delivery) Centre of Competence, HySA Infrastructure in short, co-hosted by the North-West University (NWU) and Council for Scientific and Industrial Research (CSIR), and directed by Dr Dmitri Bessarabov

This paper will report on the general activities of HySA in South Africa as well as focus at the electrochemical technology for hydrogen compression and separation.
A0201 (Plenary)

The development of fuel cell for automotive application in Asia

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Abstract

From a statistical analysis of the survey results of PEMFC papers and patents, the position and features of Asia in the research of fuel cell for automotive application are elucidated. The technology used in Toyota’s FCV MIRAI and the underlying fundamental research are introduced. The roadmap and status of FCV commercialization of Japan, as well as the grand strategy for the hydrogen society, is described. The basic stance, major events and key players of China in the development of FCV are compared. Finally, which country and which companies are leading the world in FCV are discussed from a multitude of perspectives, including the number of papers/patents, the amount of investment, the key performance indicators of the fuel cell stack, etc.

Remark: Only one page abstract was available at the time of completion.
Please contact the authors directly for further information.

A0701 (Keynote, Abstract only)

Electrocatalysis of Oxygen Reduction Reaction: Catalyst Development, Theory and Model Systems

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Abstract

In this presentation, we will provide an overview of the state of oxygen reduction reaction (ORR) electrocatalysis on non-precious metal catalysts (NPMCs) for polymer electrolyte fuel cells (PEFCs). In particular, we will review NPMC research at Los Alamos National Laboratory, concentrating on the development of catalysts for both acidic and alkaline fuel cell cathodes, design of model systems and theory of the active site.

Electrocatalytic activity of ORR catalysts often determines the performance of polymer electrolyte fuel cells, especially their power output, open circuit voltage, and fuel conversion efficiency. Pt-nanoparticle catalysts, supported on high surface-area carbons, represent the state of the art in ORR electrocatalysts for the polymer electrolyte fuel cell cathode, which accounts for approximately 80% of the Pt loading in a typical automotive PEFC. However, the high price, scarcity and price volatility of Pt have limited its widespread implementation in the PEFC cathode. Consequently, non-precious metal catalysts for oxygen reduction have received much attention in recent years as possible replacement of Pt in ORR electrocatalysts with earth-abundant elements, such as Fe, Co, N, and C, a realistic possibility.

A successful ORR catalyst must combine high activity with good long-term stability – a major challenge in the strongly acidic environment of the PEFC cathode. The NPMC performance depends on the selection of precursors, synthesis chemistry and catalyst nanostructure. Apart from possible direct participation in the active site, the transition metal is crucial to in-situ formation of carbon nanostructures (nanotubes, onion-like structures, graphene) by catalyzing the decomposition of the nitrogen/carbon precursor(s) at high temperatures (800-1000°C).

The much needed continued progress in ORR electrocatalysis at NPMCs, especially in acid media, will likely depend on a better understanding of the origin of catalytic activity and nature of active site. Those elements of NPMC development will be addressed in this presentation, along with a summary of the progress accomplished to date and challenges still awaiting non-precious metal electrocatalysis in polymer electrolyte fuel cells.

Remark: Keynote presentation must not have an extended abstract.
Please contact the author directly for further information.
B0701 (Keynote, no Abstract)

Status and future of hydrogen technologies: Production, purification and storage

Trent Molter
Sustainable Innovations Inc.
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Remark: Keynote presentation must not have an abstract.
Please contact the author directly for further information.

A1601 (Plenary, no Abstract)

Toyota’s Next Generation Vehicle Strategy & FCV Development (A1601)

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Remark: Plenary presentation must not have an abstract.
Please contact the author directly for further information.
Chapter 02 - Session A03
Durability stress test results

Content

A0301 (Abstract only) ................................................................. 2
Start-up/shut-down effect on PEMFC stack durability
Sébastien ROSINI, Fabrice MICOUD, Yannick FOURNERON, Hortense LAFORET

A0302 ......................................................................................... 4
Start/Stop Cycling Test in a PBI-based High Temperature Polymer Electrolyte Membrane Fuel Cell
F. Javier Pinar (1), Amanda Schlüterbusch (1,2), Peter Wagner (1), Michael Wark (2), Alexander Dyck (1)

A0303 (Fuel Cells SI publication candidate) .............................................. 5
Impact of Accelerated Stress Tests on High Temperature PEMFC Degradation
Dana Schonvogel (1,2), Maren Rastedt (1), Peter Wagner (1), Michael Wark (2),
Alexander Dyck (1)

A0304 (Abstract only, elsewhere published) ............................................. 6
Accelerated stress testing of HT-PEFC: the effect of electrolyte loss on cell performance
S. H. Eberhardt, F. N. Büchi, T. J. Schmidt
Start-up/shut-down effect on PEMFC stack durability

Sébastien ROSINI, Fabrice MICOU, Yannick FOURNERON, Hortense LAFORET
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Abstract

PEMFC systems are nowadays considered as promising energy sources for transportation and/or stationary applications. However, the durability of the PEMFC system is still the major hurdle to their commercialization because of the degradation rate of the fuel cell stack [1].

On the one hand, it is now well established that the operating conditions such as reactant humidity, stoichiometry, pressure and temperature play a major role in the durability of the stack components such as the membrane, the catalysts and the bipolar plate materials [2]. These working conditions are often imposed by the application and the system environment and cannot be softened even more without lowering the performances targets. On the other hand, stack degradation is also closely linked to the dynamic strategy chosen for transient phases such as start-up and shut-down of the system. These steps can indeed generate harsh corrosion phenomena due to internal current circulation within the cell [3, 4] due to fuel starvation and/or non-optimized reactant management (see Figure 1). On the whole, the overall stack durability can mostly be set by the system management during these transient steps.

![Figure 1. Evolution of performances on short stacks during start-up/shut-down cycles. Impact of air content within the stack. A) Start-up with air-filled anode before H2 injection; B) Limited air content before H2 injection. Polarization curves conditions: 80°C, 1.5 bar, RH 50/50%, Stoichiometry H2/Air 1.5/2.](image)

We studied the impact of start-up and shut-down strategies on short stacks using test benches in order to i) control precisely the experimental parameters and ii) make it possible to characterize periodically the performances and electrochemical properties of the cell (H2 permeation current, catalyst surface area). The influence of air content within the stack, reactant flow rate, gas injection order and reactant consumption were investigated so as to get further insights in their respective contribution on the degradation rate. This sensitivity study shall help the definition of mitigation strategies to be implemented on PEMFC system according to their architecture and environment.

REFERENCES

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Remark: Only short abstract was available at the time of completion.
Please contact the authors directly for further information.
A0302

Start/Stop Cycling Test in a PBI-based High Temperature Polymer Electrolyte Membrane Fuel Cell

F. Javier Pinar (1), Amanda Schlüterbusch (1,2), Peter Wagner (1), Michael Wark (2), Alexander Dyck (1)
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Abstract

Start/stop cycling tests are designed to simulate the fuel cell system shut-down and restart that occurs in actual system operation. During start and stop procedure, localized starvation of fuel during short periods of time may induce local potentials on the cathode up to 1.8 V vs. NHE. For polybenzimidazole based HT-PEMFCs, idling temperature during shut-down can play an important role as residual product liquid water from the cell may drag phosphoric acid out of the fuel cell and consequently fuel cell performance is reduced after restarting the system. In the present work, a commercial PBI-based MEA from Danish Power Systems Ltd. has been evaluated in a start/stop cycling test. Start/stop cycling has been conducted on a daily basis until completing 60 cycles or reaching end-of-life. The fuel cell has been operated at 160 °C in operational mode and has been kept 100 °C during the idling mode. Moreover, a specific flushing strategy with N₂/N₂ has been followed during shut-down, idle and start-up periods of time. Polarization curves, electrochemical impedance spectroscopy, cyclic and linear sweep voltammetry are utilized for characterizing the MEA. The fuel cell operating under start/stop cycling conditions has shown a voltage degradation rate of -57 mV/h or -2.4 mV/cycle. Moreover, the N₂ flushing strategy has allowed that the fuel cell voltage during shut-down procedure was over 0.2 V for almost 5 h during each and every one of the start/stop cycles. Thus, the fuel cell may feature both carbon catalyst support and carbon porous media structure corrosion.

A0303 (Fuel Cells SI publication candidate)

Impact of Accelerated Stress Tests on High Temperature PEMFC Degradation

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Abstract

High temperature proton exchange membrane fuel cells represent one promising fuel cell type due to the simplified fuel cell system design, attractive for portable and stationary applications. For commercialization, they require an improvement of performance and durability with regard to long-term operations. Therefore, understanding of degradation processes inside the cell is essential. Accelerated stress tests have been used to provoke and investigate degradation mechanisms inside the fuel cell. A novel load cycling test procedure using high current densities (16 min at 1.0 Acm⁻² / 4 min at 0.6 Acm⁻² / every 6 h 10 min at 0.0 Acm⁻²) has been developed. In comparison to this novel load cycling, a standardized test implying low currents (16 min at 0.3 Acm⁻² / 4 min at 0.0 Acm⁻²) has been performed. A high comparability between results is ensured by testing membrane electrode assemblies from the same supplier and batch under identical test conditions. Daily electrochemical characterization (polarization curves, electrochemical impedance spectroscopy, linear sweep and cyclic voltammetries), product water analysis by inductively coupled plasma mass spectrometry as well as cross sectional imaging of the used cells via micro-computed tomography has been carried out. Clear differences on degradation results have been identified between the different ageing tests. On the one hand, load cycling at low currents led to stronger decrease in electrochemically active surface area of the catalyst than operation at high cycled currents. On the other hand, load cycling at high currents resulted into comparatively high phosphoric acid leaching out of the cell. Furthermore, the performance behavior as function of time has been evaluated and discussed in the present study.
A0304 (Abstract only, elsewhere published)

Accelerated stress testing of HT-PEFC: the effect of electrolyte loss on cell performance

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Abstract

High temperature polymer electrolyte fuel cells (HT-PEFC), operating at 160-190°C, use phosphoric acid (PA) doped polybenzimidazole (PBI) membranes as the proton conducting electrolyte. The low vapor pressure of PA allows for operation at the elevated temperatures. HT-PEFCs are mainly developed for stationary combined heat and power applications where long term durability is a key element for commercialization. A major life limiting process is the loss of PA from the membrane and electrodes by evaporation due to the small, but finite vapor pressure of the electrolyte. In this contribution a common descriptor for the PA evaporation rate as a function of operating condition for BASF Celtec® MEAs is presented. Based on these results an accelerated stress testing protocol was developed to elucidate the phosphoric acid loss induced fuel cell degradation. During a 3000h experiment, air and O₂ polarization curves are used as diagnostic tool to distinguish between the different efficiency loss contributions from catalysis, cell resistance and mass transport [1].

Figure 1: Measured voltage profile and PA content in the MEA during an accelerated stress test.


Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.

Durability stress test results

Chapter 02 - Session A03 - 6/6

Chapter 03 - Session A05

Characterization of FC materials

Content

Page A05 - ..

A0501 (Abstract only, elsewhere published) ................................................................. 1
Vizualization of GDL Liquid Water Invasion below Channel and Rib by X-ray
Tomographic Microscopy

2

Adrien Lamibrac (1), Federica Marone (2), Felix Büchi (1)

2

A0502 (Fuel Cells SI publication candidate) ................................................................. 3
Uptake of protic electrolytes by polybenzimidazole-type polymers – Model for the
absorption isotherm and electrolyte/polymer interactions
Carsten Korte (1), Fosca Conti (2), Jürgen Wackerl (1), Werner Lehner (3)

3

A0503 (Fuel Cells SI publication candidate) ................................................................. 4
Critical Parameters and Control Strategies for Comparable PEFC Stack
Characterization

Jens Mitzel, Erich Guelzow, K. Andreas Friedrich

4

A0504 (Abstract only) ................................................................................................. 5
The development of multi-layered coating and method for the aluminum bipolar
plates of a direct methanol fuel cell
Stasniav Gorelov (1), Thomas-Maik John (2), Benedikt Funke (1), Georg Dura (1),
Jens Wartmann (1), Angelika Heinzel (1)

5

A0505 (Abstract only) ................................................................................................. 6
Calculation of effective transport properties of partially saturated gas diffusion
layer
Tomasz Bednarek, Georgios Tsiotridis

6

A0506 (Abstract only) ................................................................................................. 7
Pressed-onto 3Omega method for measuring the thermal properties of gas
diffusion layers of fuel cells and the like
Alexandre Jaquiot (1), Yannick Barb (1), Martin Jaegle (1), Evren Firat (2)

7

A0507 (Abstract only) ................................................................................................. 8
Identification and quantification of Pt surface sites and of performance losses for
PEM fuel cells by selective chemisorption measurement
K. Wuttikith (1), Y. Zhang (2), J. R. Monnier (2), K. Punyawudho (1)

8

A0508 (Abstract only) ................................................................................................. 9
Comparison of hydrocarbon-type Block and Random copolymer for Polymer
Electrolyte Fuel Cells
M. A. Barique,1† Akiohi Ohira,1† Tatsuya Oshima2, Masahiro Rikukawa3

9

A0509 (Abstract only) .................................................................................................10
La₂TiO₃-based Solid Oxides for SOFC Applications. Characterisation and
Processing
M. A. Barique (1), Elena-Adriana Voinea (1), Aurelie Rolle (2), Cezar-Ionut Spinu

10

A0511 (Abstract only, elsewhere published) .............................................................11
Effect of Sr Addition on Electrical Conduction Behavior of RE-doped Ceria
Elena-Adriana Voinea, Nicoleta Cioatera, Mariana Osiac, Cezar-Ionut Spinu

11
Vizualization of GDL Liquid Water Invasion below Channel and Rib by X-ray Tomographic Microscopy

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Abstract

Liquid water transport in GDLs is a key issue in low temperature proton exchange fuel cells (PEFC). Too much water accumulation usually results in significant performance losses due to the increased difficulty for gases to access the reaction sites in the cathode catalyst layer. In order to characterize the efficiency of a GDL to evacuate the water produced, an ex-situ experiment has been developed. A GDL is imbibed, having a homogenous boundary condition at the bottom (a hydrophilic membrane), by increasing the capillary pressure stepwise. The top boundary of the GDL is a flow field with two channels and one rib (Figure 1). For each capillary pressure X-ray tomographic microscopy imaging is performed to obtain the 3D fiber, void and water structures. This allows for quantitative image analysis of the water transport through the GDL. The setup should deliver water distributions similar to in-operando fuel cells. Information of interest is particularly the water distribution below the rib and channels. The data is particularly suited for model validation because all boundary conditions (temperature, water and air pressure) are well defined. Two different GDLs have been tested: SGL 24BA and Toray TGP-H060. Breakthrough is achieved at 22 mbar for the SGL while 40 mbar are necessary for water to reach the channel for the Toray.

Figure 1: Schematic, illustrating the GDL and hydrophilic membrane clamped between the two flow fields.

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A0503 (Fuel Cells SI publication candidate)

Critical Parameters and Control Strategies for Comparable PEFC Stack Characterization

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Abstract

The harmonization of PEFC test procedures is of significant interest for industry and academia and important to accelerate fuel cell development. Up to the present date, PEFC analysis has not been standardized for the stack level leading to non-comparable results. The preparation of required protocols was realized in a two-step process in the EU-funded project Stack-Test. The crucial parameters were identified and the procedure for the respective parameter variation was specified. The direction of parameter adjustment, the sensor position and the parameter control are defined in order to achieve reproducible results. Thereby, the feedback from industry and academia has been considered. For the present work, different protocols regarding stack performance were applied to different 10-cell stacks. The typical test operating parameters have been varied according to the protocols. Thereby, the impact of the protocols on the test results was examined. For industry, the test duration is a further crucial parameter and should be minimized without endanger the result accuracy and reproducibility. This aspect will be demonstrated for polarization curves, the most common tool for PEFC characterization. Our results show that the comparability of the test results carried out at different facilities across Europe is greatly influenced by the applied testing protocols. In this work, we will present the validation results, identify and highlight critical parameters and sequence of examination steps. Our work clearly demonstrates the great need for harmonized test protocols and their case-dependent choice. All results are part of the Stack-Test project funded by the EU Seventh Framework Program (FP7/2007-2013) for the Fuel Cells and Hydrogen Joint Technology Initiative under grant n° 303445. We gratefully acknowledge the members of the consortium.

Figure 1: Contact angle and surface texture of the laser-modified uncoated (a) and untreated substrate surfaces (b)
A0505 (Abstract only)

Calculation of effective transport properties of partially saturated gas diffusion layer

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Abstract

Gas diffusion layers (GDLs) play an important role in proton exchange membrane fuel cells (PEMFCs) for the diffusion of reactant and the removal of product water. The water management is one of principal issues of PEMFC modelling. Current PEMFC models are usually developed on the basis of computer fluid dynamics (CFD) where porous layers are mainly developed as layer-like and homogenous. Therefore CFD models simplify the local transport properties of porous structures dependency on liquid water saturation. The current research investigates Lattice-Boltzmann method (LBM) to analyse a function of local properties of partially saturated with liquid water GDL. This is an approach to develop new tools that allow to better understanding of 2-phase transport processes and maybe propose improvements of materials. In this study the LBM is used in two aspects. First of all, the 2-phase flow model is applied to insert a liquid water into porous structure. The random Voronoi mesh (see Fig. 1) is taken as a validation example. Initially the cube is saturated by air (gas phase). The liquid water is inserted from the bottom while the top is assumed gas and liquid water outlet. The sides of the cube are taken as walls. The shape of liquid water surface inside the cube is shown in Fig. 2. In turn, the bulk transport properties (permeability, diffusivity, conductivity) of the partially saturated structure are calculated. The calculated material properties could be used as input parameters for CFD analysis of the PEMFC performance.

Fig. 1. Cube, random Voronoi mesh.  
Fig. 2. Water surface inside the cube.  
Fig. 3. Water saturation profiles, transient simulation of water intrusion.

A0506

Pressed-onto 3Omega method for measuring the thermal properties of gas diffusion layers of fuel cells and the like

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Abstract

3Omega measurements of the thermal conductivity often require a high preparation effort due to processing in clean-room. In this work, first results are presented of a new method which simplified the use of the 3Omega technique. The method has been tested successfully on gas diffusion layers of Polymer Electrolyte Membrane Fuel Cells as well as materials with well-known properties such as Teflon, Lithosil, Macor, iron silicide or chromel. In the “pressed onto” 3Omega method, a micro-heater is fabricated on a flexible substrate foil. The micro-heater on its substrate is pressed on the surface of the sample for measurements. The micro-heater is integrated into the sample holder and belongs to the measurement systems; no costly sample preparation is needed. The measurement is non-destructive. A thin electrical insulation of the micro-heater enables the measurement of conductive samples. The method could be potentially integrated in a fuel cell thus being suitable for in-situ measurement and feedback control loops.
Identification and quantification of Pt surface sites and of performance losses for PEM fuel cells by selective chemisorption measurement

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Abstract

The platinum surface sites of commercial electrocatalysts Pt/C have been determined using X-ray diffraction (XRD), high-angle annular dark-field scanning transmission electron microscopy (HAADF-STEM), selective chemisorption, and cyclic voltammetry (CV) methods. Comparison of the results shows that XRD and STEM methods give Pt surface sites much higher than for chemisorption analysis due to assumptions regarding Pt particle shapes and particle size distributions. The results from CV analysis agree reasonably well with those from chemisorption if the sample amounts and methods of sample deposition preceding CV analysis can be well-controlled and there is no loss of surface exposure by the Nafion over-layer. Because both chemisorption and CV analyses more directly measure actual sites with fewer assumptions, these methods should be considered superior to XRD and STEM analyses.

The membrane electrode assembly (MEA) was fabricated using commercial available electrocatalysts of 20wt% Pt/C. The Pt surface sites in the MEA were measured by selective H2 chemisorption methods at dry conditions and by cyclic voltammetry (CV) for the electrochemical reaction. The chemisorption measurements indicate that ~52% of the active Pt surface are lost due to ionomer coverage and CV shows an additional 28% of the Pt surface are lost due to blockage by condensed water and the isolation of Pt sites from ionomer and electrical conduction. In total 80% of the Pt surface sites present on the 20 wt% Pt/C starting material are lost during preparation and at operating conditions. Thus, both mechanisms of activity loss are separately identified and quantified.

Comparison of hydrocarbon-type Block and Random copolymer for Polymer Electrolyte Fuel Cells

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Abstract

A promising route to high-performance polymer electrolyte materials (PEMs) in fuel cell (FC) is the use of hydrocarbon (HC)-type ionomers. The advantages of HC ionomers are that they are cheaper than the perfluorinated ionomers currently used, have higher mechanical property, better thermal and chemical stability at high temperature which can lead to a suitable design. There is a possibility that states of waters are correlated with the proton conductivity of polymer electrolyte materials, so it is important to analyze and understand the existence of different types of waters quantitatively to choose the materials and effective operating condition for fuel cells. Molecular vibration and absorption spectroscopy of water molecules and liquid water can be effectively studied by FTIR spectroscopy. We have studied the effect of temperature and relative humidity (RH) on the changes in morphology and states of waters, and their correlation with the proton conductivity for the two HC-type ionomers.

Two types of copolymers, AB-type Block (SBu-b-H) (Mw:74-164, IEC:2.2 meq/g) and Random (SBu-r-H) (IEC:2.28 meq/g) were utilized in the present investigation. Figure 1 shows the proton conductivity for SBu-b-H(block) and SBu-r-H(random); at 80°C and 50% RH; SBu-b-H block copolymer showed around 5 times higher conductivity than random copolymer, though at higher RH the conductivity value becomes closer. FTIR spectra for the water Overtone (v1 + v3) band at the NIR region at 80°C and varied RH for the block and random copolymers showed that, the absorbance intensity for the region with stronger H-bond was slightly stronger for the block-type copolymer than random. The Overtone bands for the copolymers at 80°C and varied RH were deconvoluted by the software GRAMS and 3-types of waters (according to their strength of H-bonds) were found present in the ionomers. It was also found that the area of the stronger H-bonded waters in random copolymer was 13%, whereas that for the block copolymers was 30% (i.e. more than 2 times than random).

From the proton conductivity and deconvolution results, it is assumed that comparing to random structure, the block copolymer probably has some ordered structures, which can interconnect more number of stronger H-bonded waters in block copolymer.

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Please contact the authors directly for further information.
Effect of Sr Addition on Electrical Conduction Behavior of RE-doped Ceria

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Abstract

In the past years many efforts have been devoted to the identification of new electrolytes for intermediate-temperature solid oxide fuel cells (IT-SOFCs). Among the investigated compounds, doped-ceria materials are of great interest due to their high ionic conductivity in the intermediate temperature range. However, the electrolytic domain of ceria-based materials is narrower than the one characteristic to the state-of-the-art SOFC electrolyte - yttria-stabilized zirconia (YSZ). In order to overcome this limitation, co-doping of ceria materials have been adopted [1].

Previous studies concerning RE-doped ceria evidenced a lower electrical conductivity for Dy- and Yb-doped ceria compared with Gd- or Sm-doped ceria [2]. Moreover, Sr proved to be an effective co-dopant for RE-doped ceria [3].

In this work, $\text{Ce}_{0.85}\text{RE}_{0.15}\text{Sr}_{0.2}$ (with $\text{RE}=$ Dy, Yb; $x=0$, 0.05, 0.075) powders have been synthesized using a modified Pechini method. Nanostructured solid oxides have been obtained after thermal treatment in air at 550°C. Raman spectroscopy and X-ray diffraction analyses of as-synthesized solid oxides revealed their nanostructured nature and the presence of fluorite phase. The powder sintering behavior was investigated by dilatometry. Powders were further shaped in pellets and sintered at 1200°C for 10h. Sinters were analyzed by XRD, SEM and confocal Raman spectroscopy. The electrical conductivity of all investigated samples was evaluated by EIS measurements under air in the temperature range 200-800°C evidencing the effect of Sr-co-doping on doped-ceria materials.

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References


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Characterization of FC materials
Chapter 03 - Session A05 - 11/11
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Development and Scale Up of Enhanced ORR Pt-based Catalysts for PEMFCs
Francois van Schalkwyk (1), Gary Patrick (1), Jaco Olivier (2), Olaf Conrad (3), Sharon Blair (3)
SnO2-modified Pt electrocatalysts for ammonia–fueled anion exchange membrane fuel cells
Takeou Okanishi, Yu Katayama, Hiroki Muroyama, Toshiaki Matsui, Koichi Eguchi
Pd1IrxC for Hydrogen Oxidation Reaction
Fotini Tzorbatzoglou (1), Angeliki Brouzgou (1), Panagiotis Tsiakaras (1,2)
Highly Durable Non-Precious Nitrogen-doped Graphene Electro catalysts for Alkaline Fuel Cells
Stephen M. Lyth (1), Jianfeng Liu (2), Takeshi Daio (3), Kazunari Sasaki (1,2,3,5)
Hydrogen Polymer Electolyte Fuel Cell performance on Low Platinum PdPdAnode
Angeliki Brouzgou (1,2), Fotini Tzorbatzoglou (1), Panagiotis Tsiakaras (1,2)
Development of a PtCo/C catalyst manufacturing and stabilization method
Christoph Grimner, Alexander Schenk, Birgit Pichler, Markus Perchthaler, Viktor Hacker
Developing Novel, Near-Optimal Pt Electrodes for Hydrogen Fuel Cells via Theoretical Simulations
Alessandro Fortunelli (1,2), William A. Goddard (2), Luca Sementa (1), Giovanni Barcaro (1), Fabio R. Negreiros (1), Andrés Jaramillo-Botero (2)
Three-dimensional catalyst electrodes with PdPd nanodendrites for PEFC applications
Yaxiang Lu*, Shangfeng Du and Robert Steinberger-Wilckens
Study of Pt electrocatalysts for the oxygen reduction reaction fabricated by pulsed laser deposition
S. E. Temmel (1), E. Fabbri (1), R. Kötz (1), D. Pergolesi (1), T. Lippert (1), T.J. Schmidt (1,2)
A1304 (Fuel Cells SI publication candidate)
New Physical Technologies for Catalyst Synthesis and Anticorrosion Protection
Vladimir Fateev, Anton Glukhov, Sergey Nikitin, Vladimir Markelov, Olga Alekseeva, Sergey Grigoriev
A1305 (Fuel Cells SI publication candidate)
Effect of Structure of Nafion and Hydrocarbon Ionomer on Oxygen Solubility
Yuya Kurihara (1), Takuya Mabuchi (1) and Takashi Tokumasu (2)
Oleylamine adsorbed Pt nanoparticles as an anion-adsorption-tolerant electrocatalysts towards oxygen reduction reaction
Young-Hoon Chung, In Young Cha, Hee Young Park, Soo Jin Kim, Dong Young Chung, Yung-Eun Sung, Sung Jong Yoo, Jin Young Kim, Hyoun-Juhn Kim, Jong Hyun Jang*
Structure and proton dynamics in catalytic layer of HT-PEFC
Marina Khanett (1), Olaf Holderer (1), Oxana Ivanova (1) Reiner Zorn (2), Wiebke Lüke (3), Werner Lehner (3,4), Emmanuel Kentzinger (2)

A0601 (Fuel Cells SI publication candidate)

Non-Precious Metal Fuel Cell Catalysts Prepared By Rationally Designed Porous Materials

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Abstract
Finding inexpensive and stable replacements for the platinum group metals (PGMs) has been the ultimate goal for proton exchange membrane fuel cell catalyst research. Among all the non-PGM candidates, transition metal doped nitrogen-carbon (TM-N-C) composites appear to be the most promising at present in promoting oxygen reduction reaction (ORR) at cathode. Since non-PGM catalysts are known to have lower turn-over frequency per catalytic site when compared to platinum, their active site densities must be substantially higher to deliver a comparable performance.

At Argonne National Laboratory, we developed recently several new approaches using metal-organic frameworks (MOFs) and porous organic polymers (POPs) as the precursors to generate TM-N-C type of non-PGM catalyst. For example, we demonstrated that the “support-free” non-PGM electrode catalysts can be prepared through zeolitic imidazolate framework (ZIF, a subclass of MOF), taking the advantages of its 3-dimensional metal-N4 coordination structure, high volumetric active site density and high surface area. Both single and binary MOF-based catalysts have been developed in our laboratory with excellent ORR activities. More recently, we developed a method of preparing non-PGM catalyst using POPs containing high density, evenly distributed metallated N-coordination sites in the highly porous networks. POPs with both two-N coordinated and four-N coordinated transition metals were investigated which also showed excellent ORR activities after thermal activation. In this presentation, we will focus on the design, synthesis and activation strategies of ZIF-derived non-PGM catalysts and their physical/chemical properties obtained from various characterization techniques.

A0602 (Abstract only)

Assessment of potential Co/Fe-N-C active sites arising from heat treated carbon-supported porphyrins

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Abstract
Proton exchange membrane fuel cell (PEMFC) performance is hindered by the large overpotential and sluggish kinetics of the platinum cathode catalyst and as such a replacement is sought. Organic and metallo-organic catalysts that are able to compete with platinum with regards to performance are of interest due to their comparatively low cost. It has been established that pyrolysed metallo-organic systems such as carbon-supported porphyrins are active towards the oxygen reduction reaction, though the nature of the resultant active site(s) is still a matter of contention within the literature. In this work a large number of potential active sites ranging from porphyrin-like centres to nitrogen doped structures are investigated computationally, taking into account imposed potentials, proton donor structure, nitrogen content of the carbon support and water layers above the catalyst surface. It has been found that some structures are simply inactive towards oxygen reduction as a whole, while others are only catalytically active for parts of the overall four electron reaction. It is expected that the results will show that a suitable catalyst need consist of a variety of active sites, that migration of reaction intermediates between active sites occurs and that such heterogeneous catalysts are not as active towards oxygen reduction as platinum.

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A0603 (Elsewhere published)

Transition metal ion-chelating ordered mesoporous carbons as non-noble metal PEMFC catalysts

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Abstract

Transition metal-containing cathode catalysts for PEM fuel cells have drawn much attention as promising alternatives to expensive precious metal-containing catalysts [1]. The materials presented here illustrate a new synthesis approach for non-noble metal-containing catalysts [2]. A synthesis route for ordered mesoporous carbons (OMCs) was modified to include a source of nitrogen as well as iron and/or cobalt salts. Using this approach active sites were directly incorporated inside a highly porous electron-conducting support material. This results in a material with much higher specific surface area compared to conventional Vulcan supported catalyst materials. Furthermore the synthesis method may be tuned by careful selection of a large number of synthesis variables. Thus the influence of changes in the synthesis on the mesostructure of the matrix and the atomic local structure of the active sites was studied [3]. The focus here is on correlating the local atomic structure, studied by EXAFS, and the catalytic performance of the catalyst, evaluated by measurements in a single cell fuel cell.

A0604 (Abstract only)

Synthesis of nanofibrous Co-CNF catalysts with high oxygen reduction reaction activity in alkaline media

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Abstract

Polymer electrolyte membrane fuel cell (PEMFC) has been considered as one of the most promising energy conversion device for future. However, current manufacturing cost of PEMFC stack can hardly meet the demands which market allows for large-scale commercialization. Among various components of PEMFC, electrodes containing Pt based catalysts account for almost more than half of the stack cost. The development of low cost electrode with high performance for reducing Pt based catalysts usage is a key technology to overcome economic problem. The development of non-precious metal catalysts (NMPCs) is mainly focused on oxygen reduction reaction (ORR) because of its sluggish reaction kinetics. Previous reports examined that the heat treatment at 400 ~ 1000 °C derived transition metal-nitrogen bond coordinated with carbon structure (Me-N-C) exhibits ORR activity in various pH conditions. The present developed NMPCs have poor ORR activity compared to the Pt based catalysts. Herein we report highly active NMPCs for oxygen reduction reaction with nanofiber structure. The 1-D nanofiber structure has a great potential to improve the catalytic activity due to its large surface area to volume ratio. The electrospinning technique was conducted to achieve nanofiber structure, and polyacrylonitrile (PAN) and Co acetate were used as precursors. After the pyrolysis under inert gas environment, PAN was transformed to a carbon structure. This is verified from the appearance of D and G band peaks in Raman analysis results. The prepared catalyst in this study exhibits 4-electron involved excellent ORR activity comparable with commercial 20 wt. % Pt catalyst in alkaline condition. And, the ORR activity is strongly depends on N chemical state change induced by Co phase introduction in carbon structure. These results showed a potential of nanofibrous Me-N-C catalysts to replace Pt based catalysts and catalyst design for future to achieve high performance of PEMFC.

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A0605 (Fuel Cells SI publication candidate)

Facile Graphene based Materials and its Application as Low Cost Hydrogen Fuel Cell Catalyst

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Abstract

With various technology upgrades to achieve a low cost and reliable proton exchange membrane fuel cell, there is still a pressing need for increasing the catalytic stability and durability. Among others advances, new carbon-based materials are considered to be applied within Membrane – Electrode Assembly. Due to the specific proprieties such as specific surface and potential low manufacturing cost, graphene nanosheets have been investigated as a support for low temperature fuel cell catalysts. The basic idea in these exploratory activities is the use of graphene as support material for platinum catalysts as fuel cell electrodes, with the expected effect of improving catalytic activity and decrease the platinum loading. A direct consequence will be a decrease of the cost. Within this paper, the partial results of an ongoing national project, which is intended to implement graphene-based electrodes for the PEM fuel cells manufacturing line from NCHFC Ramnicu Valcea-Romania are shown and discussed. The first stage of the project was focused onto synthesis methodology and basic characterization.

A0606 (Fuel Cells SI publication candidate)

Progress in High-Temperature PEM Fuel Cells

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Abstract

The work presented here focuses on recent results obtained by Danish Power Systems (DPS) and the current materials development challenges that are faced in the efforts to commercialize high temperature PEM fuel cell technology. The results presented here will focus on the degradation of their membrane electrode assemblies (MEAs) under various operating conditions in addition to their latest developments on achieving an increased platinum utilization. An average degradation rate of 9 μV/h has been achieved during long-term MEA testing under dry hydrogen and air for the first 12,000 hours at 0.24 A/cm². Long-term testing on MEAs subjected to testing using wet hydrogen (30 mol%) have shown similar rates of degradation over the first 2,600 hours. Post mortem scanning electron microscopy, transmission electron microscopy, micro-computed tomography and x-ray diffraction analyses have been used to investigate the modes of degradation occurring within the catalyst layers and membrane. Attempts to reduce the platinum loading are presented whereby the use of alternative cathode catalyst materials has shown far superior performance compared to benchmark DPS MEAs.
**A0607 (Abstract only, elsewhere published)**

**Ultralow Platinum Decorated Self-active Ordered Mesoporous Carbon for Oxygen Reduction Reaction**

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**Abstract**

Exploring the cost effective electrocatalyst with enhanced activity is one of the most important challenges for the commercialization of polymer electrolyte fuel cells (PEFCs). Many researches focuses on the development of non-precious metal based electrocatalysts and low platinum based Pt-M alloy, dealloy, or core-shell catalyst by morphological and structural tuning with inexpensive transition metals. Unfortunately, the performance of non-precious metal-based materials is still inferior to that of Pt-based catalysts in respect of activity and longevity in acid medium. Recently, we found that the self-supported ordered mesoporous porphyrinic carbon (M-OMPC) which have a comparable ORR catalytic activity with Pt/C under a relatively large amount of catalyst (ca. > 0.6 mg/cm$^2$) loading. However, a thick membrane electrode with a high catalyst loading is unfavorable for the cell performance in terms of cell resistance and gas diffusion resistance. In this study, we demonstrated an alternative catalyst combined with a trace of Pt active nanoparticles and M-OMPC as a substitution for the carbon supports generally being used. The ultralow platinum (~5 wt.%) loaded Pt/M-OMPC showed a 10 times enhanced ORR kinetic activity compared to that of M-OMPC at 0.9 V RHE. The Pt mass activity was also improved by 7 times compared to that of Pt/C at 0.85 V RHE.

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**A0901 (Fuel Cells SI publication candidate)**

**Opportunities to Improve the Stability and Activity of Electrocatalysts Based on Cu-Core – Pt-Shell Nanoparticles**

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**Abstract**

Reducing the cost of electricity produced in the PEMFC demands the use of electrocatalysts which would exhibit high specific activity at low platinum content. Previously, we reported the preparation of Cu-core - Pt-shell carbon supported electrocatalysts, the platinum content of which was reduced in comparison with Pt/C catalysts. Unfortunately, the electrochemically active surface area of these materials markedly decreases during extended voltammetric cycling. The aim of this work was to obtain carbon supported electrocatalysts based on Cu-core - Pt-shell and hollow Pt nanoparticles, which could show increased stability in comparing with Pt/C materials. Cu@Pt/C catalysts were prepared by successive chemical reduction of Cu (2+) and Pt (IV) compounds in carbon (Vulcan XC-72) suspension based on water-organic solutions. In fact, this method produces mixture of one phase- and two phases - nanoparticles. A part of the last has a perfect (continuous) Pt-shell, but some nanoparticles - unfinished, “holey” shells. The combination of the corrosion and thermo-treatment were used for the leaching of copper from nanoparticles with a defective structure and for the improvement of Pt-shell for nanoparticles, the shell of which had no defects. Study of structural characteristics, activity and stability of the catalysts was carried out by XRD, thermogravimetry, X-ray fluorescence analysis, transmission electron microscopy, and cyclic voltammetry under argon and air atmospheres. It was shown that the correct thermo-treatment of catalysts orders the structure of core-shell nanoparticles (Fig. 1). Electro catalysts based on Cu@Pt/C and hollow type Pt nanoparticles, which show increased stability in comparing with commercial Pt/C catalyst, have been prepared.

**Figure 1.** TEM images of Cu@Pt nanoparticle before (a) and after (b) thermo-treatment.
A0902 (Abstract only, elsewhere published)

Effect of heat treatment atmospheres of PtNi nanoparticles as an oxygen reduction electrocatalyst

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Abstract

One of the most challenging problems to commercialize proton electrolyte membrane fuel cells (PEMFCs) is the sluggish kinetics of the oxygen reduction reaction (ORR). The Pt-based nanoparticle is generally used as an ORR electrocatalyst owing to its intrinsic activity. For practical preparation step, the heat treatment step is inevitably needed to remove surface contaminated species and improve crystallinity of electrocatalysts. The high temperature-PEMFC (HT-PEMFC), operating in the temperature range of 120 ~ 200 °C, conventionally used phosphoric acid doped polybenzimidazole (PBI) membrane because of its chemical and physical stability. However, the kinetics of the ORR is severely retarded by the adsorption of phosphate anions. In this study, we demonstrated the effect of heat treatment atmospheres of PtNi nanoparticles on the ORR in the presence of phosphoric acid.

For this, we prepared carbon supported Pt-Ni bimetallic (Pt$_2$Ni) nanoparticles via colloidal reduction method. After the reduction of metallic precursors, we carried out the heat treatments under various heat treatment atmospheres such as Ar, H$_2$/Ar, and air. In half-cell measurements, the argon treated Pt-Ni nanoparticles (PtNi_Ar) showed the most active ORR electrocatalysis in both the absence and the presence of the phosphoric acid. These changes are attributed to the alteration of electronic structure of Pt, in accordance with X-ray spectroscopic techniques. In real operating condition of the HT-PEMFC, the PtNi-Ar also showed excellent performance compared to the commercial Pt nanoparticles. These results suggested that a proper heat-treatment atmosphere is crucial role to prepare the electrocatalysts for the HT-PEMFC.

Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.

A0904 (Abstract only)

In-situ X-ray Absorption Spectroscopy Investigations of Cubic Pt Nanoparticles as Cathode Catalyst in PEMFCs

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Abstract

Cubic shape selected Pt nanoparticles were produced by a synthesis route reducing the Pt precursor using NaBH$_4$ in the presence of the surfactant tetradecyltrimethylammonium bromide (TTAB) and supported in Vulcan XC72. The power density of a polymer electrolyte fuel cell with these cubic Pt nanoparticles as cathode catalysts outperforms a commercial catalyst by a factor of four, normalized to the metal weight [1]. Several factors may be responsible for the large increase in the catalyst utilization: the electrochemical surface area is increased as less particle agglomeration is found, the activities of low index facets (100) on the SS-NP is increased, or the surfactant which can be found on the catalyst surface influences the reaction. In order to improve our understanding, we investigated the oxygen reduction reaction and the water oxidation reaction on the cubic Pt-NP catalyst and on a conventional Pt/C catalyst in-situ by X-ray absorption spectroscopy during potential step measurements. For the conventional Pt/C catalyst changes in the X-ray absorption near edge structure region (XANES) can be attributed to formation of H, OH or n-fold bonded O. Surprisingly, for the SS-NPs no change in the XANES region is observed. Furthermore the time dependent current density of the Pt/C shows a current overshoot after a potential step. Such an overshoot is not observed for the cubic Pt-NP catalyst. This indicates that the species observed on the Pt/C catalyst block the surface which is prevented on the cubic Pt-NPs facilitating the ORR and water oxidation reaction.


Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.
Improved Oxygen Reduction Activity of Pt-alloys Supported on carbon via formation of Heterogeneous Superhydrophobic Structure

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Abstract

One of the important obstacle that prevent fuel cell from replacing the internal combustion engine is the high polarization (mainly concentration polarization) and high cost of the catalyst (Platinum ) of the oxygen reduction reaction (ORR). In an effort to reduce the cost of the catalyst, many research groups alloyed Pt with transition metals such as Ni and Co and produced a catalyst that use PtNi or PtCo alloys to replace pure Pt and found that these alloyed catalyst produced ORR rate of reaction similar or sometimes better than the more expensive pure Pt. This effect was attributed to various factors (see for example Alia (2014)). It is believed that such an enhancement on the rate of ORR may be attributed to the formation of some special facet on the surface of Pt crystal that was called Pt (111) which has special catalytic activity. Her we show that transition metals like Ni and Co may act as a catalyst for the production of heterogeneous superhydrophobic surface in the carbon support (Vulcan XC72) containing Pt. This produced hierarchical surface not only expands the triple phase boundary but also reduces mass transfer resistance. On such hierarchical heterogeneous superhydrophobic surface a gas layer always separate the liquid phase from the catalyst. Thus a gas layer containing oxygen gas is exposed to the catalyst. This dramatically reduces diffusion limitation. In this publication it will be shown that the experimental procedures used in order to prepare the special facet on the Pt crystals may actually produce a hierarchical heterogeneous superhydrophobic structure (see for example Roach (2004) and Lathe (2012)).

References


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Non-precious metal FC catalysts
New Pt-alloy FC catalysts
New catalyst structures and manufacturing processes

Abstract

As the custodians of roughly 75% of the world's platinum reserves, the South African government has embarked on an ambitious National Hydrogen and Fuel Cells Technologies Flagship project, branded as Hydrogen South Africa [HySA] in order to shift from a resource-based economy to a knowledge-based economy. Consequently, one of the major focus points of HySA/Catalysis is to supply 25% of the global fuel cell industry’s PGM catalyst requirements by 2020. Monumental progress has been achieved in the form of the HySA V- and K-series of catalysts which consists of Pt-only materials supported on Vulcan and Ketjen Black, at various Pt loadings. These materials have been proven both on in-situ (single cell MEA testing) and ex-situ (TF-RDE techniques) basis to be on par with state-of-the-art commercial benchmark materials. Despite these development efforts intense research efforts have been focused on developing high-performance platinum alloy catalysts that address sluggish Oxygen Reduction Reaction (ORR) kinetics and catalyst stability issues, in an attempt to minimize the precious metal content and ultimately the cost of fuel cell catalysts. Therefore, in line with international trends, and in an attempt to diversify its portfolio of catalyst offerings, HySA/Catalysis has given much attention to the development of high performing and durable cathode catalysts for PEMFC applications, particularly PtMx (M – transition metals) supported catalysts. Conveyed in this work is a demonstration of HySA/Catalysis competence at employing fundamental principles to engineer the composition and structure of nano-alloy catalysts both on laboratory- and pre-commercial scale. This has culminated thus far in the preparation of dealloyed PtMx (M = Co or Ni) catalyst material that exhibit improved ORR electrocatalytic activity on ex-situ-as well as in-situ basis.

Figure 1 High-resolution Z contrast HAADF micrograph of a dealloyed PtCo nanoparticle.
SnO$_2$-modified Pt electrocatalysts for ammonia–fueled anion exchange membrane fuel cells

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Abstract

The electrochemical oxidation of ammonia over two types of SnO$_2$-modified Pt (C–Pt/SnO$_2$, SnO$_2$–Pt/C) and Pt/C electrocatalysts was evaluated in alkaline aqueous solutions. Linear sweep voltammograms (LSVs) and chronoamperograms (CAs) were obtained in a 1 M KOH solution with 0.1 M NH$_3$. The ammonia oxidation current achieved during the LSVs was in the order C–Pt/SnO$_2$ > SnO$_2$–Pt/C > Pt/C. In addition, the apparent activation energies for ammonia oxidation calculated from the CAs for C–Pt/SnO$_2$, SnO$_2$–Pt/C, and Pt/C at various temperatures were 52, 58, and 67 kJ mol$^{-1}$, respectively. These results indicated that SnO$_2$ activated the dehydrogenation of ammonia over Pt. Moreover, the $i$–$V$ characteristics of an ammonia-fueled anion exchange membrane fuel cell with the SnO$_2$–Pt/C anode clearly achieved a higher performance than with the Pt/C anode.

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Pd$_x$Ir$_y$/C for Hydrogen Oxidation Reaction

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Abstract

In the present work, Pd$_x$Ir$_y$ supported on Vulcan XC-72 carbon (with x:y atomic ratios 3:1, 1:1, 1:3) are prepared by a modified microwave-assisted polyol method, physicochemically characterized and electrochemically studied both as anodes for Hydrogen Oxidation Reaction (HOR) and as cathodes for Oxygen Reduction Reaction (ORR) in acid media. For comparison reasons, Pd/Vulcan XC-72 and Ir/Vulcan XC-72 are also prepared, characterized and electrochemically tested. More precisely, the as prepared catalysts are characterized structurally by X-ray diffraction (XRD), morphologically by Transmission Electron Microscopy (TEM), while their electrocatalytic properties are evaluated by cyclic voltammetry (CV) and by rotating disk electrode (RDE).

It is found that the addition of Ir to Pd enhances both HOR and ORR electrocatalytic activity. The kinetic parameters, such as the Tafel slope, and exchange current density, are calculated from the experimental results and discussed in detail. It is also found that, among the bimetallic catalysts studied, PdIr is exhibited the highest activity toward the HOR. Moreover, the exchange current density values for the ORR are found to be in the following order: Pd$_3$Ir > PdIr > PdIr$_3$ > Ir > Pd. Apart the electrocatalytic activity, Pd$_3$Ir is exhibited larger number of electrons transferred for ORR.

Keywords: Microwave-assisted polyol, Hydrogen oxidation reaction, Palladium, Iridium

Acknowledgments

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Highly Durable Non-Precious Nitrogen-doped Graphene Electro catalysts for Alkaline Fuel Cells

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Abstract

Platinum nanoparticles are generally used as the electrocatalyst in proton exchange membrane fuel cells (PEMFCs). However, this is expensive, and has limited durability due to dissolution, agglomeration and carbon corrosion in the harsh environment of the fuel cell cathode. Alternative electrocatalysts have been proposed, one of the most popular being Fe/N/C-based electrocatalysts. However, these non-platinum group metal (non-PGM) electrocatalysts struggle to compete with platinum in terms of performance and durability in the acid environment of a PEMFC.

In alkaline media, the oxygen reduction reaction (ORR) kinetics are much faster, and this means that non-PGM electrocatalysts can compete with Pt. Until recently, anion exchange membrane fuel cells (AEMFCs) were not considered to be able to compete with PEMFCs. However, recent advances in membrane technology have made them more viable.

Here, we show that even a completely metal-free nitrogen-doped carbon can have electrochemical ORR activity comparable to that of platinum. Moreover, we perform electrochemical load-cycle durability tests and show that even after 80,000 potential cycles negligible degradation is observed for this electrocatalyst system in alkaline. In contrast, the performance of platinum is much worse after the same test. In conclusion, non-precious nitrogen-doped graphene foam is a potential electrocatalyst for the oxygen reduction reaction in alkaline anion exchange membrane fuel cells.

Figure 1. (a) Nitrogen-doped graphene foam electrocatalyst; (b) cyclic voltammograms of Pt/C in alkaline media up to 60,000 potential cycles; (c) negligible degradation in nitrogen-doped graphene after 60,000 potential cycles.

Remark: Only one page abstract was available at the time of completion.

Hydrogen Polymer Electrolyte Fuel Cell performance on Low Platinum PdPt Anode

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Abstract

PdPt (97:3) supported on Vulcan-XC72 carbon electrocatalyst with metal loading 20 wt% was prepared by a modified pulse-microwave assisted polyol synthesis procedure and was used as anode in a H2-PEMFC. The as-prepared anode was physicochemically (XRD, TEM) and electrochemically (by CV, RDE and EIS) characterized. As cathode catalyst was adopted commercial Pt (40 wt%)/C. The as-prepared MEA with total platinum loading of 657 μg/cm² was performed under fuel cell operation conditions (30 - 80°C and at atmospheric pressure).

It was found that, the increment of temperature until 70°C enhances the fuel cell power up to a maximum of 90 mWcm⁻², which deteriorated at ca. 70 mWcm⁻² when the fuel cell temperature increases more at 80°C (Fig.1). According to the electrochemical impedance results, this behaviour is attributed to not very well humidified membrane and not to mass diffusion phenomena. Moreover, most of the impedance was due to the slow oxygen reduction reaction, as it was expected according to the literature works, while the anode impedance was minimal. Additionally, the Pd₇₅Pt₂₅/C was examined with the rotating disk electrode technique for the oxygen reduction reaction, in order in the future to be used as cathode electrocatalyst, instead of the commercial Pt/C.

Keywords: hydrogen fuel cell, low platinum, palladium-based

Acknowledgments

The authors are grateful to the research programme “Bilateral R&D Co-operation between Greece-China 2012-2014”, which is co-financed by the European Union and the Greek Ministry of Education-GSRT. The authors are also grateful to The Ministry of Education and Science of the Russian Federation (contract № 14.250.31.0001) for financial support.

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Please contact the authors directly for further information.
A0911 (Abstract only)

Development of a PtCo/C catalyst manufacturing and stabilization method

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Abstract

The usage of platinum as electrocatalyst is responsible for approx. 30% of the manufacturing costs of the proton exchange membrane fuel cell (PEMFC) [1]. Reducing the platinum loading, especially on the cathode side, is therefore crucial for this promising technology to be commercially successful. One strategy of increasing the activity towards the oxygen reduction reaction (ORR) and reducing the platinum loading is the appropriate combination of platinum with first row transition metals such as Fe, Ti, Ni, Fe or Co [2]. In this paper we present a straightforward and scalable PtCo/C catalyst preparation method with stability increasing post-preparation treatments.

Platinum cobalt catalysts supported on high surface carbon (PtCo/C) were prepared by a modified impregnation method with thermal initiation of the reduction. Post-preparation treatments with activity and stability increasing effect were performed [3]. Accelerated stress tests (ASTs) were performed to compare the stability to standard Pt/C catalysts. Implementing the new catalyst system to a membrane electrode assembly decreases the platinum loading by 20% on the cathode without losing performance during longterm operation over 600 hours [3]. In addition the loss of electrochemical surface area was decreased by approx. 50% by the post-preparation treatment (see diagrams below, left: Pt/C standard catalyst, right: PtCo/C catalyst after post-preparation treatment).

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Non-precious metal FC catalysts
New Pt-alloy FC catalysts
New catalyst structures and manufacturing processes

A1301 (Abstract only)

Developing Novel, Near-Optimal Pt Electrodes for Hydrogen Fuel Cells via Theoretical Simulations

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Abstract

A comprehensive picture of the atomistic mechanisms of the Oxygen Reduction Reaction (ORR) over Pt-based catalysts is achieved, ranging from extended surfaces to nanoporous particles and small clusters in different environments and supports (including glassy carbon) [1]. The reasons of the current kinetic limitations and catalyst degradation are singled out. It is predicted that this will allow a significant reduction of the Pt catalyst loading and extension of the catalyst life time in Polymer Electrolyte Fuel Cells (PEFC), thus accelerating the a commercial introduction of fuel cell electric cars.


Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.

Non-precious metal FC catalysts
New Pt-alloy FC catalysts
New catalyst structures and manufacturing processes
A1302 (Elsewhere published)

Three-dimensional catalyst electrodes with PdPt nanodendrites for PEFC applications

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Abstract
Three-dimensional (3D) catalyst electrodes by bottom-design from one-dimensional (1D) nanostructure arrays have been demonstrated as an effective approach to address some challenges faced by conventional fuel cell electrodes. 3D Pt-nanowire (PtNW) catalyst electrodes, benefiting from a significantly reduced mass transfer resistance from the extremely thin catalyst layer, the excellent catalytic abilities through the unique surface properties of single-crystal Pt NWs, together with a highly reliable fabrication approach enabled by a simple one-step reduction process, show a high potential for next-generation PEFC application developments.

Based on this 3D catalyst electrode platform, the synergistic effect between Pd and Pt is further demonstrated in this work. PdPt nanodendrites (NDs) with different compositions were in-situ grown on gas diffusion layers (GDLs) through the reported simple wet-chemical route in aqueous solution at room temperature. The GDLs with PdPt NDs are directly employed as gas diffusion electrodes (GDEs) for ORR at cathode in H2/air PEFCs. Experimental results reveal that the introducing of Pd not only manipulates the catalytic activity and durability of bimetallic PdPt NDs, its content is also an efficient tool in tuning the morphology and distribution of products through the large-area substrate. At an optimal Pd content of 5 at%, uniformly distributed PdPt NDs with a branch diameter of 4 nm and length of ca. 10 nm are achieved on a 16 cm2 GDL and showed the best performance. The as-prepared PdPtND GDE with 5 at% Pd also shows a better power performance and durability compared with PtNW GDE.

Figure 1: Scanning electron microscopy images of the surface of a) 6 nm, b) 12 nm and c) 22 nm [111]-oriented Pt film, respectively.

Non-precious metal FC catalysts
New Pt-alloy FC catalysts
New catalyst structures and manufacturing processes

A1303 (Abstract only, elsewhere published)

Study of Pt electrocatalysts for the oxygen reduction reaction fabricated by pulsed laser deposition

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Abstract
Polymer electrolyte fuel cells (PEFCs) represent attractive and environmentally friendly candidates for transport applications due to their relatively low operating temperatures, high energy density and zero emissions. However, the slow kinetics of the oxygen reduction reaction (ORR) at the cathode leads to high overpotentials. The resulting performance loss is considered as one of the main obstacles towards their commercialization. Since state-of-the-art electrocatalysts are all Pt-based materials, increasing their activity is of great interest. A very promising approach is to induce a variation of inter-atomic distance of Pt atoms to influence the oxygen-platinum-bonding on the surface and hence facilitate the ORR [1]. In this context, epitaxial thin Pt films in the morphology and distribution of products through the large-area substrate. At an optimal Pd content of 5 at%, uniformly distributed PdPt NDs with a branch diameter of 4 nm and length of ca. 10 nm are achieved on a 16 cm2 GDL and showed the best performance. The as-prepared PdPtND GDE with 5 at% Pd also shows a better power performance and durability compared with PtNW GDE.

Based on this 3D catalyst electrode platform, the synergistic effect between Pd and Pt is further demonstrated in this work. PdPt nanodendrites (NDs) with different compositions were in-situ grown on gas diffusion layers (GDLs) through the reported simple wet-chemical route in aqueous solution at room temperature. The GDLs with PdPt NDs are directly employed as gas diffusion electrodes (GDEs) for ORR at cathode in H2/air PEFCs. Experimental results reveal that the introducing of Pd not only manipulates the catalytic activity and durability of bimetallic PdPt NDs, its content is also an efficient tool in tuning the morphology and distribution of products through the large-area substrate. At an optimal Pd content of 5 at%, uniformly distributed PdPt NDs with a branch diameter of 4 nm and length of ca. 10 nm are achieved on a 16 cm2 GDL and showed the best performance. The as-prepared PdPtND GDE with 5 at% Pd also shows a better power performance and durability compared with PtNW GDE.

Figure 1: Scanning electron microscopy images of the surface of a) 6 nm, b) 12 nm and c) 22 nm [111]-oriented Pt film, respectively.


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Non-precious metal FC catalysts
New Pt-alloy FC catalysts
New catalyst structures and manufacturing processes
A1304 (Fuel Cells SI publication candidate)

New Physical Technologies for Catalyst Synthesis and Anticorrosion Protection

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Abstract

The problem of platinum loading reduction and increase of the catalyst lifetime is one of the key problems of PEM fuel cells. But it is worth also to stress that catalyst price due to multistage procedure using traditional methods is also very important. Development of relatively cheap and stable catalysts using magnetron sputtering and ion implantation was one of the goals of our research. It is necessary to underline that chemical liquid phase synthesis, thermal decomposition and precursor reduction by gas phase components were tested and we found out that these methods provide production of efficient catalysts they have some limitations due to relatively high temperature (catalyst particles sintering) and/or multistage process (mainly liquid phase synthesis with rather long-time catalyst purification from impurities). Physical method (magnetron-ion sputtering, ion implantation and some others) provide low temperature synthesis of catalysts practically in any crystalline and even amorphous forms. At the same time application for implantation and/or sputtering pure metals or their “pure” alloys ensures high purity of the produced catalysts which are practically ready for further application (one stage process). Cathode and anode catalysts were synthesized using these methods. Nanostructural Pt, Pt-Ni and Pd electrocatalysts (2-10 nm) on nanostructured carbon carriers (Vulcan, graphene and graphene nanofibers) were developed for fuel cells and electrolyzer cathodes using plasma magnetron sputtering technology assisted by ion implantation. Obtained catalysts provided high fuel cell efficiency and in case of application of mixed carbon carriers (Vulcan+graphene, Vulcan+nanofibers) the efficiency was even higher in comparison with catalysts obtained by polyol method at lower Pt loading. Another important issue was application of physical methods for Ti and stainless steel protection from corrosion/oxidation and hydrogen embrittlement. It was found out that implantation of carbon ions (doses D=10^{16} – 10^{17} ion/cm^2, E = 5-10 keV) permitted to decrease speed of hydrogen penetration for about 50%. Implantation of Pd or Pt ions (D=10^{17} ion/cm^2, E = 1-10 keV) provides increase of Ti bipolar plates stability from oxidation in 2-3 times and even more in case of magnetron sputtering of Pt and Pd films assisted by ion (Ar^+) implantation.

A1305 (Fuel Cells SI publication candidate)

Effect of Structure of Nafion and Hydrocarbon Ionomer on Oxygen Solubility

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Abstract

The generating efficiency of polymer electrolyte fuel cells (PEFC) is about 40% which is less than its theoretical efficiency. It is considered that one of the causes of the lower efficiency is mass diffusion losses by oxygen transportation to the catalyst surface. The ionomer contains polymer electrolytes, and not only perfluorosulfonic acid (PFSA) as typified by Nafion® but also hydrocarbon polymers (HCP) have been developed for the electrolytes, because the HCP-based membranes are lower in cost and higher in heat resistance compared with the PFSA membranes. Therefore, we analyzed the oxygen permeability in the two different types of ionomer based on Nafion and HCP by using molecular dynamics simulations. In this study, we evaluated the dependence of the structure characteristics and the oxygen solubility on water content and the effect of the structural properties on the oxygen transport properties. We constructed two different types of ionomers based on PFSA and HCP on the Pt catalyst surface, respectively as shown in Fig. 1. From the density distributions of the Nafion-based ionomer, it is shown that the ionomer/vacuum interface and the bulk region swell with increasing water content. Generally, the oxygen permeability is evaluated by the product of the oxygen solubility and the oxygen diffusivity. Thus, the solvent molecules decrease the oxygen solubilities of those regions. Moreover, in the ionomer/Pt interface, the oxygen solubility is decreased due to the increase in the solvent molecules which fill the voids in the region. On the other hand, in the HCP-based ionomer, the ionomer/vacuum interface and the bulk region swell, which indicates the decrease of the oxygen solubility. Besides, in the ionomer/Pt interface, there is no effect of water content on the oxygen solubility, because the densities of the polymers and the solvents are constant with water content.

Fig. 1 Simulation system of the Nafion-based ionomer.
(Green: Nafion, Blue: solvent, White: Pt)
A1306 (Abstract only, elsewhere published)

Oleylamine adsorbed Pt nanoparticles as an anion-adsorption-tolerant electrocatalysts towards oxygen reduction reaction

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Abstract

Due to its high activity, carbon supported Pt nanoparticles (Pt/C) are widely utilized as the electrocatalysts for the oxygen reduction reaction (ORR) in proton exchange membrane fuel cells (PEMFCs). However, when H$_3$PO$_4$-doped polybenzimidazole (PA-PBI) membranes are utilized at operating temperature up to 180 $^\circ$C, the Pt/C is severely poisoned by the strong adsorption of phosphate anions.

In this study, in order to decrease the specific anion adsorption on Pt surface, oleylamine adsorbed Pt nanoparticles (OA-Pt/C) were synthesized, and its ORR activities under large amount of phosphoric acids were evaluated by half- and single-cell tests. When Pt nanoparticles are prepared via the colloidal reduction method, surfactant molecules, such as oleylamine (CH$_3$(CH$_2$)$_7$=CH(CH$_2$)$_7$CH$_2$NH$_2$), are utilized to confine the particle size within a few nanometers. We directly utilized the synthesized Pt/C with native surfactants as ORR electrocatalysts, whereas generally the adsorbed surfactants are removed by heat or acid treatment in order to maximize the active site on Pt surface. The OA-Pt/C showed enhanced tolerance to phosphoric acid addition in half-cell tests with 0.1 M HClO$_4$ electrolyte solution. In addition, high performance and durability could be confirmed by a single-cell test with a PA-PBI membrane electrolyte at operating temperature of 160 $^\circ$C. These results reveal that the native surfactant molecules can improve the catalytic activity despite loss of electrochemical active sites.

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A1307 (Fuel Cells SI publication candidate)

Structure and proton dynamics in catalytic layer of HT-PEFC

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Abstract

The present study focuses on structural and dynamical properties of the catalytic layer for high-temperature polymer electrolyte fuel cells (HT-PEFC). The catalytic layer is a composite material containing nanoporous carbon, poly(tetrafluoroethylene) (PTFE) and platinum (Pt) nanoparticles. The structure of the catalyst is investigated using small angle X-ray scattering (SAXS) following different preparation steps of the electrodes: pure carbon support, platinum/carbon (Pt/C) powder and finally complete catalytic layer. The structural properties of the Pt/C powder containing different amounts of Pt are discussed along with the size distribution of Pt particles and their arrangement on the surface of the carbon support. Following the preparation sequence of the catalytic layer based on the Pt/C powders the electrodes with different final Pt loadings are analyzed in details. Investigation of the structure of the catalytic layer is accompanied by the study of nanosecond dynamics of the phosphoric acid (PA) in the catalytic layer containing different amount of Pt by means of neutron backscattering spectroscopy. We found that the structure of the catalytic layer is mostly determined by the structure of the catalytic powder and does not vary significantly with Pt loading in the electrode. Concerning dynamic properties of the system, the behavior of the PA turned out to be sensitive to the Pt content in the electrode.
**A1308 (Abstract only, elsewhere published)**

**Fibrous and tubular structures for PEMFC catalyst supports combining electrospinning, heat treatments and atomic layer deposition (ALD)**

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**Abstract**

The general requirements for fuel cell catalyst support materials are high electronic conductivity; high specific surface area and high electrochemical and chemical stability. Material structure should also enable good gas and water vapor transport in it. Currently typical structures for PEM fuel cell catalysts consists Pt nano-particles on carbon black support. We as suggesting a new concept where supports consist of (nano)fibrous carbon and ceramic (nano)tubular structures providing high surface area for catalyst reaction and high porosity for good management the product water. Materials are corrosion resistant and electrically conductive.

Fibrous and tubular material structures are based on electrospinning – method leading to submicron or nanoscale fibre diameters. Our approach to produce core-shell carbon-ceramic catalyst supports includes preparation of electrospun precursor fibres, stabilization and carbonization of precursor fibres into carbon, and atomic layer deposition (ALD) coating method to produce conducting niobium doped titanium oxide layer onto carbon fibres. Our approach to produce tubular catalyst supports includes preparation of sacrificial electrospun template fibres, preparation of oxide layer on fibres by ALD and removal of polymer template from the structure by heat treatment. Oxide coating and tube structures produced by ALD are annealed to form conductive surface suitable for Pt deposition by ALD. Heat treatment processes of web samples were carried out using tubular furnace suitable for roll-to-roll operation.

In this presentation we will report production of such fibrous and tubular materials, optimization work done for improving support quality, and Pt coating of such structures, as well as discuss of use of these materials in catalyst applications. Work carried out within Catapult project: novel CATAlyst structures employing Pt at Ultra Low and zero loadings for automotive MEAs; Supported by EU FCH-JU; Grant agreement no 325268.

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**A1309 (Abstract only, elsewhere published)**

**Synthesis of Carbon Supported Platinum Nanoparticles via Sputtering onto Liquid and their Oxygen Reduction Activities**

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**Abstract**

Platinum and platinum alloy nanoparticles supported on large surface area supports (Pt/C and PtM/C) are most widely utilized electrocatalysts for polymer electrolyte fuel cells, despite of their high cost and low reserves. To control the size and shape of nanoparticles, chemical reduction methods are generally utilized for the Pt/C and PtM/C synthesis. However, the chemical synthesis requires expensive and non-environmental friendly metal precursors, reducing agents and surfactants. As an alternative way, RF sputtering technique, where no chemical reagents are used, has been utilized to fabricate Pt nanoparticles dispersed in non-volatile liquids. However, practical carbon-supported electrocatalysts has not been successfully synthesized. In this study, we synthesized Pt/C using one-step liquid sputtering technique. Dispensing carbon supports in polyethylene glycol(PEG) by sonication was followed by direct sputtering onto carbon containing PEG. Powder Pt/C catalyst was obtained after ethanol filtration of the prepared colloidal solution. Well dispersed 2 nm Pt particles on carbon supports were observed by transmission electron microscopy (TEM) and the synthesized catalyst exhibited comparable activity to commercial Pt/C catalysts. PtCo/C and PtNi/C were also easily obtained via simple co-sputtering method and 1.9 times higher mass activity at 0.95 V for the oxygen reduction reaction relative to the conventional catalyst was confirmed.

Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.
Chapter 05 - Sessions A08, A11, A12, A14

A08: FC monitoring & diagnostics
A11: Degradation studies and modelling
A12: FC fault and degradation modelling
A14: FC modelling and simulations

Content

A0801 (Fuel Cells SI publication candidate) .................................................................... 3

PEMFC Stack Monitoring with Advanced Total Harmonic Distortion Analysis
Dipl. Ing. Katharina Renner (1), Dipl. Ing. Jürgen Rechberger (2) 3

PEM fuel cell operation under air and O2 feed: analysis of cell performance and liquid water distributions
Alfredo Iranzo (1), Pierre Boillat (2), Antonio Salva (1) and Johannes Biesdorf (2) 4

Effect of PEM flow field channels orientation in the liquid water distributions and cell performance
Alfredo Iranzo (1), Johannes Biesdorf (2), Magali Cochet (2), Antonio Salva (1), Pierre Boillat (2), Felipe Rosa (3) 5

In situ Diagnostic Tools for Characterization of Pinholes in PEM Fuel Cell Stacks
Amir Niroumand (1,2), Mark Olfert (1), Michael Eikerling (2) 6

Frequency dependent perturbation amplitude EIS measurement optimization for impedance measurements in a commercial PEM fuel cell
J. J. Giner-Sanz, E. M. Ortega and V. Pérez-Herranz 7

Frequency dependent perturbation amplitude EIS measurement optimization for impedance measurements in a commercial PEM fuel cell
J. J. Giner-Sanz, E. M. Ortega and V. Pérez-Herranz 7

Comment on the Application of Cyclic Voltammetry for the Determination of Specific Activity of Oxygen Reduction at the Cathode of Fuel Cell
M. Reda (1,2) 9

Inductance at Low Frequencies in Electrochemical Impedance Spectroscopy of PEM Fuel Cells
Ivan Pivac, Boris Šimić, Dario Bezmalinović, Frano Barbir 10

A preliminary study on potential analogies between mechanical fatigue theory and electrochemical PEM Fuel Cells aging induced by load cycling
Raffaele Petrone, Daniel Hissel, Marie-Cécile Péra and Didier Chamagne 11

Sensitivity analysis on the impact of air contaminants on automotive fuel cells
Anja Talke (1), Ulihcz Misz (2), Gerhard Konrad (1), Angelika Heinzl (2) 12

Mathematical description of voltage decay rates in PEM fuel cells
Pawel Gazdzicki, Mathias Schulze, K. Andreas Friedrich 13

Analysis of the heterogeneities in a PEMFC stack operated with reformate
S. Escribano, L. Jacobin, H. Laforêt, C. Robin, F. Nandjou, L. Guétaz 14

Analysis of the heterogeneities in a PEMFC stack operated with reformate
S. Escribano, L. Jacobin, H. Laforêt, C. Robin, F. Nandjou, L. Guétaz 14

Local CO Poisoning Modelling for PEM Fuel Cell with Spatial Segmentation
Jiayi Gu (1), Rob Thring (1), Gregory Offer (2) 16

Experimental and Modelling Analyses of DMFC Temporary Degradation
Matteo Zaggo, Claudio Rabissi, Andrea Baricci, Andrea Casalegno 17

Silicone effects on proton exchange membrane fuel cell
Da-Yeong Kim, Ji-Sung Seo, Yong-Min Jung, Young-Gi Yoon, Tae-Young Kim 18

Monitoring, Diagnostics, Degradation Modelling. Chapter 05 - Sessions A08, A11, A12, A14 - 1/31
Fault Detection and Isolation of Polymer Electrolyte Membrane Fuel Cells Using Bond Graphs

Andrey Vasilyev, Sarah Dunnett, Lisa Jackson, Lei Mao

A1202 Fault and Simulations Evaluation and Chemical Degradation Phenomena in Reinforced PFSA Membranes: A Theoretical Study

Georg Futter (1), Thomas Jahnke (1), Arnulf Latz (1,2)

A1204 (Elsewhere published) Modeling reversible and irreversible degradation in direct methanol fuel cells

Thomas Jahnke(1), Arnulf Latz(1,2)

A1205 (Fuel Cells SI publication candidate) Investigation of PEMFC parameter effects on practical fuel cell system performance

Lei Mao (1), Lisa Jackson (1), Sarah Dunnett (1)

A1206 (Elsewhere published) Pore network modelling of compressed fuel cell components with OpenPNM

Thomas G. Tranter (1), Alan D. Burns (1), Jeff T. Gostick (2)

A comparison between X-ray tomography images of water distribution in a gas diffusion layer and pore network simulations

Tristan Aagesse (1), Adrien Lambrac (3), Felix Buechi (3), Joel Pauchet (1), Manuel Marcoux (2), Marc Prat (2)

Analytical Solutions for PEM Fuel Cell Impedance

Andrei Kulikovsky

Advanced CFD Analysis of an Air-cooled PEM Fuel Cell Stack Predicting the Loss of Performance with Time

Clemens Fink (1), Larisa Karpenko-Jereb (2), Sean Ashton (3)

A computationally efficient hybrid 3D analytic-numerical approach for system level modelling of PEM fuel cells

Gregor Tavčar, Tomaž Katrašnik

Investigation of energy flow rates in Proton Exchange Membrane Fuel Cells using numerical model

Domenico De Luca, Petronilla Fragiacomo, Giuseppe De Lorenzo

A1408 (Elsewhere published) 2D modeling of two-phase multicomponent transport in direct methanol fuel cells

Marie-Dominique Baum (1), Thomas Jahnke (1), Arnulf Latz (1,2)

A1409 (Abstract only) Dynamic and multiphysics modellisation of a PEM electrolyser using the Bond Graph modelling tool

Pierre Ollivier, Cyril Bourasseau

Abstract

For monitoring of fuel cell stacks usually single cells or cell pairs are measured individually and analyzed in relation to voltage drifts. This kind of measurement requires contacting and wiring for every single cell or cell pair separately (CVM – cell voltage monitoring). In order to avoid the complexity of individual cell voltage measurement, AVL has developed an approach that does no longer measure the voltage drift itself, but instead analyses effects which are result from voltage drifts. In parallel the approach provides additional information towards causes of voltage drops which can’t be provided by CVM. These effects are detectable in the entire stack sum signal i.e. the cabling of individual cells is not necessary and the expenditure of cabling reduces to measuring stack voltage and stack current as well as superimposition of a particular signal to the stack. AVL’s methodology is called THDA™ (Total Harmonic Distortion Analysis) and its theoretical background is the fact that under critical operating conditions a fuel cell distorts a superimposed signal harmonically and generates measurable spectral components. While under „normal“ operating conditions, the frequency spectrum of the superimposed current signal is identical with the spectrum of the responding voltage signal, additional spectral components (i.e. harmonics) are formed at particular frequencies during critical operating conditions. This response signals are analyzed in real time, to provide online failure identification during stack operation. The THDA method is equally suitable for monitoring stationary PEMFC applications as well as for mobile use (fuel cell vehicle, range extender). Replacing the existing, individual cell voltage measurement approach in-vehicle provides immediate and significant improvements in terms of cost and complexity. Its calibrated rapid response and dynamic failure mode detection allows immediate avoidance of potentially irreversible failures and serious lifetime consequences for fuel cell stacks. The presentation will explain the theoretical background and will show reference measurements performed in various projects.
A0802 (Fuel Cells SI publication candidate)

PEM fuel cell operation under air and O2 feed: analysis of cell performance and liquid water distributions

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Abstract

A commercial 50 cm² PEM fuel cell was operated at 2.0 bara and 60 ºC with two different oxidant gases, namely air and oxygen. A 3 x 3 matrix of anode and cathode reactants relative humidity was used. The cell performance and operating data including cell voltage and resistance were measured, and neutron radiographs were recorded during the entire operation to verify the liquid water distributions within the cell. A quantitative analysis of the results is presented in this work, comparing the cell operation for both gases. The gain in cell voltage observed for the operation with O₂, together with the decrease in the cell resistance and the differences in the cell water content (as shown in Figure 1) are quantitatively analysed and discussed.

Figure 1: Liquid water content distributions in the cell (top) and in MEA/GDL (bottom) at RHₐ = RHₖ = 55% (60 ºC, 2 bar, 10 A). Left: O₂ feed. Right: air feed.

A0803 (Elsewhere published)

Effect of PEM flow field channels orientation in the liquid water distributions and cell performance

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Abstract

A commercial 50 cm² PEM fuel cell with serpentine flow fields was operated at 2.0 bar and 60 ºC with two different orientations of the flow field channels with respect to gravity (Figure 1). A 3 x 3 matrix of anode and cathode reactants relative humidity was used. The cell performance and operating data including cell voltage and resistance were measured, and neutron radiographs were recorded during the entire operation to monitor the liquid water distributions within the cell. A quantitative analysis of the results is presented in this work, comparing the cell operation for both flow field orientations. It is observed that the configuration with horizontal cathode flow field channels presents a better cell performance, and a less amount of liquid water blocking the flow field channels. The differences in the cell water content are quantitatively analysed and discussed.

Figure 1: Flow field orientations analysed. Left: vertical cathode channels. Right: horizontal cathode channels.
In situ Diagnostic Tools for Characterization of Pinholes in PEM Fuel Cell Stacks

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Abstract

In this work, we introduce a novel diagnostic tool that allows accurate characterization of the hydrogen leak rate as well as the location of hydrogen transfer leaks, that are caused by thinning and pinhole formation in the polymer electrolyte membrane (PEM) of a single cell in a PEM fuel cell stack. The technique is accurate, non-invasive, and it can be used in situ. The diagnostic tool is suitable for improving the design of PEMs as well as for optimizing operating conditions to improve the performance, reliability, and lifetime of fuel cell systems.

PEMs play a key role in the operation of PEM fuel cells. They are responsible for conducting protons from anode to cathode, while prohibiting electron and reactant crossover. The highly selective transport properties of the PEM strongly affect fuel cell performance. In addition, these properties transform as the membrane ages, further affecting fuel cell performance, reliability, and lifetime. In this context, it is important to develop diagnostic tools that allow transport properties and species fluxes to be monitored during fuel cell operation. We therefore introduce a novel diagnostic tool that allows assessing the gas tightness of the membrane under operation.

Chemical degradation of PEMs results in membrane thinning, which in turn increases the rate of permeation across the membrane. In addition, various chemical, mechanical, and thermal stressors trigger formation and growth of pinholes in the membrane, further compromising its capability to separate reactant gasses between both electrodes. More specifically, the leakage of hydrogen from anode to cathode negatively affects the fuel utilization as well as the performance of the corresponding cell. Growth of pinholes eventually causes reactant starvation, indicating the end of life conditions for the fuel cell. The proposed method utilizes the Nernst potential caused by the difference in hydrogen partial pressure in anode and cathode to accurately characterize the rate and location of hydrogen transfer leaks in each individual cell. As this potential is independent of kinetic, ohmic, and mass transport losses, it can be used to accurately characterize hydrogen transfer leakage over the PEM fuel cell lifetime.

Figure 1: Optimum perturbation amplitude for each frequency
A0808 (Fuel Cells SI publication candidate)

FFT based linearity study of a commercial PEM fuel cell

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Abstract

The generalized Ohm’s law, which defines the concept of impedance, is only valid if the assumptions of stability, linearity and causality are met. Fuel cells, as other electrochemical systems, are non-linear systems. Consequently, during electrochemical impedance spectroscopy (EIS) measurements involving this kind of systems, the linearity condition is achieved using low enough amplitude perturbations. Thus, a linearity study is required in order to determine the susceptibility of each system to generate non linear effects that cause EIS spectra distortions; and therefore, the maximum perturbation amplitude that can be used for EIS measurements of the system. In this work, a linearity study of a commercial fuel cell was performed. The linearity study was done using a fast Fourier transform (FFT) based method: the frequency domain response of the system was analyzed for different amplitudes of the perturbation signal. Besides the linearity of the system, the critical frequency of the system was determined: the frequency at which the nonlinear effects of the system are higher.

Fig. 1 Critical component to signal ratio (in decibel scale) versus the relative amplitude of the perturbation

Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.
A0810

Inductance at Low Frequencies in Electrochemical Impedance Spectroscopy of PEM Fuel Cells

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Abstract

The results of electrochemical impedance spectroscopy of PEM fuel cells may exhibit inductance at low frequencies. A standard representation of fuel cell processes by equivalent circuit models involving resistance/capacitance loops representing activation losses on both anode and cathode in series with a resistance, cannot explain inductance at low frequencies. A novel equivalent circuit model is made by adding additional resonance loops comprising of a resistance, capacitance and inductance, for both anode and cathode, representing mass transport and resistive losses within the catalyst layer. The model was used to fit the results of an accelerated stress test. The results indicate that resistance, capacitance and inductance representing the cathode catalyst layer change dramatically during the accelerated stress test, and this shows good agreement with the findings of the periodic diagnostic tests.

A1101 (Fuel Cells SI publication candidate)

A preliminary study on potential analogies between mechanical fatigue theory and electrochemical PEM Fuel Cells aging induced by load cycling

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Abstract

In proton exchange membrane (PEM) fuel cells domain increase system lifespan is the main objective. In this framework, studies involved in system aging and lifetime prediction usually require long-duration tests. Thus, accelerated aging procedures are introduced to reduce test duration and costs. Nevertheless, coupling natural and accelerated aging remains the main challenge. To this purpose, an additional support in accelerated stress test (AST) protocols' development is needed. This article proposes a preliminary study on PEM fuel cells stack fatigue induced by electrical load cycling. In fact, if mechanical stress cycles can cause the system rupture (critical failure), electrical load cycles induce the system end of life (EoL) in a degradation failure mode. Considering that in fuel cells domain the effects of electrochemical degradations are usually evaluated measuring the induced cell voltage degradation, an analogy with mechanical stress and strain can be supposed. Based on this hypothesis the potential analogies between mechanical fatigue and electrochemical aging are evaluated, making the parallel between mechanical stress and electrical load cycles. The objective is raise awareness in this topic, giving the bases to conceive a new procedure aimed to analyze system durability and compare natural and accelerated aging effects. Moreover, consistently with mechanical fatigue, effects of temperature will be also considered. It is worth nothing that this procedure can be developed through in-situ cycling tests, imposing the load cycles directly at the stack terminals and measuring the single cell voltage values. The development of this approach is aimed to explain the impact of load cycling in PEM fuel cells aging, giving a valid support in AST protocol development for lifetime prediction. The fundamentals of this approach are then presented evaluating its reliability. It is worth underlining that coupling mechanical fatigue theory with electrochemical degradations induced by load cycling is a novel approach in PEM fuel cells lifetime prediction domain. Moreover, numerous experimental results are still required to develop the methodology and then this article results in a preliminary study.
A1102 (Fuel Cells SI publication candidate)

Sensitivity analysis on the impact of air contaminants on automotive fuel cells

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Abstract

In order to achieve a successful market introduction of series fuel-cell vehicles, detailed knowledge about the impact of external influences on the fuel cell, in particular the cathode catalyst must be appropriated. Common air contaminants cause power loss, decreasing lifetime or a complete MEA failure.

To get a data basis for further decisions in handling with noxious gases, the influences of air contaminants on PEMFC have been analysed extensively under automotive operating conditions systematically using a full factorial matrix test for the first time. The specific variation of temperature, voltage and harmful gas concentration resulted in 27 operating points for each used harmful gas.

First, the experiments were performed with a single cell, active area of 45.14 cm$^2$, straight flow channels and a loading of 0.4 mg cm$^{-2}$ Pt/C at the cathode. Subsequently, similar experiments were carried out with a ten-cell stack. This stack was different from the single cell due to a modified flow field, larger active area of 300 cm$^2$ and the gas distribution. Hence, it is closer to the real application.

The results generated with the single cell indicated significant degradation but as well the possibility of regeneration. The degradation caused by different harmful gases is both dependent on temperature and potential. The currently performed analysis with a stack shows differences in degradation behaviour in comparison to the single cell. These outcomes reveal the necessity of stack tests to provide application-oriented reliable results. The results give an overview of the cathode harming potential of the most relevant air contaminants, including an estimation of the degradation influence depending on the harmful gas concentration. Hence, the work provides a basis for the development of cathode air filter and regeneration techniques for automotive applications.

Figure 1: Current loss depending on voltage, temperature and concentration of contaminant (left: NO$_2$; right: SO$_2$)

A1103 (Elsewhere published)

Mathematical description of voltage decay rates in PEM fuel cells

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Abstract

In the fuel cell community there is no common way to describe degradation or voltage decay rates in durability tests. This leads to a variety of possible approaches used to calculate voltage decay rates making the comparability of different tests difficult, especially when durability test are regularly interrupted by diagnostics or soak times in order to recover reversible voltage losses as shown in the left panel of the figure. Our study tries to address this issue by a mathematical description of voltage loss rates in PFSA based MEAs with Pt catalyst. In the presented approach we describe the decay rate changes by fitting an exponential and a linear decay curve to the experimental data after each refresh step, see Figure 1. The obtained fit parameters allow a clear separation and an in-depth analysis of the different contributions of the decay rate.

Figure 1: LEFT: Degradation test of a PEM MEA with regular interruptions of voltage recovery. Details are provided in the figure. RIGHT: Example of an exponential-linear fit of the decay rate.

The research leading to these results has received funding from the European Union’s Seventh Framework Programme (FP7/2007-2013) for Fuel Cell and Hydrogen Joint Technology Initiative under Grant No. 303452 (Impact).
A1104 (Abstract only, elsewhere published)

Analysis of the heterogeneities in a PEMFC stack operated with reformate

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Abstract

Durability of PEMFC for stationary fuel cell systems is still one of the main hurdles to overcome for large scale development and systems commercialization, when considering the required target of more than 40000 hours. These systems can operate with pure hydrogen or reformate from different fuels, thus including carbon dioxide and/or carbon monoxide, the latter being recognized as a main feature leading to a decrease in performance due first to anode catalyst poisoning and degradation due to ruthenium dissolution.

Investigations presented here are conducted in short stacks of a few cells, made with stainless steel stamped bipolar plates (surface 220 cm²) operated in different conditions with various fuel compositions, particularly with different CO contents representative of the concentrations potentially produced by reforming processes leading to more or less purified fuels. Performance and durability tests are applied with continuous registration of current density maps thanks to a S++® current scan line device. The work is focused on the heterogeneity of Membrane Electrodes Assemblies (MEAs) operation along the surface of a cell with the impact of the operating conditions such as temperature, relative humidity, fuel composition, with attention to non-pure H₂ fuels (CO, CO₂, CH₄) tolerance, and also to air bleeding effect; different anode catalysts can be compared to consider different tolerances. Modification of the heterogeneities induced by different reformate compositions will be addressed, both in stabilized operation but also during transients. The latter experiments allow to identify what is occurring locally within the MEA from gases inlets to outlets between two stable situations: these periods can help to interpret the impact of changing the load or the fuel on longer term operation. In addition to the impact of conditions on performance heterogeneity, results will be shown about the evolution of these heterogeneities induced by degradation: different degradation protocols are considered including cases representative of systems stationary operation but also accelerated stress tests. Electrochemical measurements are also performed cell by cell such as polarization curves, cyclic voltammetry and electrochemical impedance spectroscopy also to interpret the performance losses thanks to MEAs properties modifications. In-situ tests and analyses should be completed with local ex-situ analyses, by advanced transmission electron microscopy techniques to try determining a direct correlation between the local performance evolution obtained in-situ and the components’ degradation mechanisms involved, allowing to get an ageing map as a basis for proposing further improvements of the MEAs.

Figure: stack voltage versus time when changing the fuel by adding 10 ppm of CO in the reformate fuel (initially containing only H₂ and CO₂) and current density maps recorded during this pollution.

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Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.
A1105 (Fuel Cells SI publication candidate)

Local CO Poisoning Modelling for PEM Fuel Cell with Spatial Segmentation

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Abstract
Carbon monoxide poisoning can be responsible for the majority of reversible degradation of PEM fuel cells for automotive application. The degradation characteristics of PEM fuel cells are largely distributive and not uniform across the surface of the cell. Lumped single cell models are widely used to study the cell degradation under steady state operation or as a component in system-level models concerned with system control strategies. These lumped models are easily embedded into existing models and do not require excessive computational resources but they are unable to reveal the local degradation. The current study focuses on the application of a segmented single cell model to study the distributed degradation characteristics caused by carbon-monoxide poisoning in PEM fuel cells. The aim of the current study is to reveal the local contribution of different regions of a cell to the overall degradation of the cell. The developed model would form a platform for further studies on degradation mitigation strategies such as dynamic short-circuiting.

Fig. A1 Transient fractional coverage of anode catalyst site by 100ppm of CO in the anode feed (upper) and the resultant segmental cell voltage drop (lower) at 0.5V nominal cell voltage.

A1106 (Elsewhere published)

Experimental and Modelling Analyses of DMFC Temporary Degradation

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Abstract
The widely use of the Direct Methanol Fuel Cell (DMFC) technology is still hindered by some technological issues, among which the severe performance degradation, that has a permanent and a temporary contribution. The latter can be partially recovered with an interruption of the operation or by applying appositely developed procedures. A systematic characterization and a complete understanding of temporary degradation phenomena are thus necessary to effectively distinguish its effects from the permanent ones. Figure 1 [1] reports the comparison of the voltage evolution of two tests where the only difference is the operating strategy structure: a reference refresh (30 seconds of OCV and 30 seconds of air-break every 20 minutes of operation) is compared with an OCV-only operating strategy (1 minute of OCV without air-break every 20 minutes of operation). Eliminating the air-break period, during which cathode potential drops to less than 0.3 V, it is possible to notice a strong increase of degradation, the most part of which is recoverable and occurs at the cathode [1]. This behavior suggests that cathode temporary degradation is most probably caused by cathode platinum oxides formation that can be removed at low cathode potential. In this work, carried out in the framework of FCH-JU FP7 project Second Act, the possible causes of cathode temporary degradation are investigated by means of dedicated OCV tests. Subsequently a preliminary DMFC model is developed to support the prosed interpretation of cathode voltage decay.

Fig.1 Voltage decay adopting different operating strategies and anode versus overall voltage variation [1].
Siloxane effects on proton exchange membrane fuel cell

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Abstract

Due to global warming by high emissions of greenhouse gases, the world is paying attention to reduce greenhouse gases and interest in using the hydrogen gas as alternative fuel. The hydrogen gas can be also produced from biogas, which is consisted of rich CH₄, CO₂, CO, H₂S, NH₃ and siloxanes. Particularly, a low concentration of siloxane can be potentially subjected to oxidized silica particles, which is extremely harmful to the durability of the internal combustion engines. Recently, the polymer electrolyte fuel cells (PEFCs) have tried to use the biogas as an alternative fuel source. However, there has been no study that tried to analyze the effects of siloxane on PEFCs during a long-term operation and establish the specific degradation mechanisms of PEFCs by siloxane. Herein, we reported the specific degradation patterns of PEFC during many specific cases and studied the specific degradation mechanisms of PEFC by siloxane.

These authors contributed equally to this work.

Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.

Fault Detection and Isolation of Polymer Electrolyte Membrane Fuel Cells Using Bond Graphs

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Abstract

The current generation of Polymer Electrolyte Membrane (PEM) fuel cells suffers from decreased durability characteristics compared to conventional internal combustion engines. If PEM fuel cells in automotive applications are to be competitive, it is important to minimise losses in performance (due to degradation of components) over extended periods of time.

One way to achieve this is to develop accurate Fault Detection and Isolation (FDI) techniques to ensure effective fault tolerant control and maintenance strategies, which in turn will ensure stable and prolonged operation of the system.

This ongoing research project is focused on model-based FDI. The main challenge with this approach is that fuel cell models are complex and the internal structure of a fuel cell is poorly instrumented making it impossible to measure some of the key parameters. Hence a qualitative diagnosis using Bond Graphs (BG) has been chosen here in order to investigate some major faults occurring in fuel cell systems. BG is a graphical modelling approach which represents interactions between system components as exchanges of energy. Not only does this enable the simulation and study of the dynamic performance of a system, it also enables FDI analysis by deriving Analytical Redundancy Relations (ARR) and calculating residuals.

In this work a bond graph model of a PEM fuel cell is developed using Modelica modelling language and validated against a custom built fuel cell test system. A set of faults and degradation mechanisms within PEM fuel cells will be detected using BG's. Future stages of research will use quantitative analysis of the current state of health and degradation rates of the system to extrapolate this information for prognostic studies.
A1202

Fault Diagnostic Modelling for Polymer Electrolyte Fuel Cells

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Abstract

Polymer Electrolyte Cells (PEFCs) offer a number of advantages over traditional power generation systems, including high efficiency, high power density and no local carbon-emissions. However, even the best demonstrator projects suffer in lifetime durability; only surviving up to half the current US Department of Energy Targets.

Prognostics and Health Management (PHM) has been identified as a methodology that can be applied to PEFCs to enhance and extend functional lifetime. PHM techniques would be applied through the control systems for the fuel cell: monitoring and managing the operational parameters, and output performance. These PHM techniques are reliant on system diagnostic models, against which state of health can be measured, and faults identified.

The approach selected in this investigation is to call upon expert knowledge and understanding of the PEFC functionality; this produces a rule-based fuzzy-logic model. With a wealth of degradation analysis and linguistic descriptions in literature, fuzzy-rules are extracted for a variety of failure modes.

This paper introduces a diagnostic-orientated fuzzy-inference model of a PEFC. This combines with existing fuel cell control and monitoring processes, to diagnose a range of commonly documented failure modes.

A1203 (Elsewhere published)

Evaluation of Performance and Chemical Degradation Phenomena in Reinforced PFSA Membranes: A Theoretical Study

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Abstract

For proton exchange membrane fuel cell (PEMFC) performance, electrolyte materials need to exhibit two main properties: (i) high proton conductivity and (ii) good gas separation. When it comes to durability, the latter is most important because it is the main source for chemical degradation of the membrane.

To study the cell performance and to evaluate the chemical degradation under various operating conditions, a transient, macroscopic, two-dimensional multi-physics cell model has been developed. It describes the miscible two-phase flow of liquid water and gases in the gas diffusion- (GDL) and catalyst layers (CLs). The electrochemical reactions are modeled with Butler-Volmer-equations and a physical description of Schroeder’s paradox [1] is incorporated into the coupling conditions between the porous CLs and the membrane. A schematic overview of the processes of the degradation model is shown in the left hand side of Figure 1: H₂O₂ is formed via two electron transfer reactions of O₂ with H⁺ in the electrodes (see Figure 1 right) and reacts with iron impurities in the membrane forming radical species. Two possible radical attack mechanisms are considered: “unzipping” of the backbone and scission of the side chains.

Fig. 1 Left: Processes incorporated into the chemical degradation model. Right: the mole fraction of O₂ in the gas phase of the cathode GDL and CL with gas channels positioned at the upper and lower part of the left boundary and a rib in the middle.
Modeling reversible and irreversible degradation in direct methanol fuel cells

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Abstract

Direct methanol fuel cells (DMFC) are a promising alternative to conventional energy storage systems due to the high energy density of liquid methanol. However, a remaining issue for DMFC is its severe performance degradation during operation. Most of this degradation can be attributed to the cathode. The degradation has reversible and irreversible contributions, where the reversible performance losses can be recovered by appropriate refresh procedures.

Here, we present a transient model which describes the irreversible loss of the electrochemical active surface area (ECSA) by platinum particle growth and the reversible degradation by the formation of platinum oxide. The particle growth is described by a balance equation for the particle size distribution taking into account Ostwald ripening and coalescence. The irreversible particle growth model is coupled with the reversible degradation model by taking into account that the platinum oxide forms a protective layer which reduces the platinum dissolution rates. Using the coupled model we perform transient simulations in order to investigate the effect of the refresh procedure on the reversible and irreversible degradation.

Fig. 1: Simulated irreversible loss of ECSA with/without refresh procedure
A1401 (Fuel Cells SI publication candidate)

**Pore network modelling of compressed fuel cell components with OpenPNM**

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Abstract

OpenPNM, an open-source pore network modelling package, was used to model the effects of compression on the porous media within PEFC, namely the gas diffusion layer. Networks were created using a Delaunay tessellation of randomly placed base-points setting the pore locations and its compliment, the Voronoi diagram, was used to define the location of fibers. Realistic fibrous geometries were created and anisotropy was introduced by scaling the pore coordinates.

The modelling approach was validated with comparisons of the capillary pressure characteristic curves obtained numerically and experimentally. Primary drainage was simulated with a percolation algorithm which considers the effects of pore access limitations. Excellent agreement between model and experimental datasets was found when considering different capillary pressure relations.

Compression was simulated by scaling the through-plane coordinates in a uniform manner corresponding to a section of GDL wholly beneath the current-collector rib. It was found that the key multiphase transport properties of the porous media, namely the effective permeability and diffusivity show some dependence on compression. A power law dependence on saturation with exponent between 3 and 4 was found to describe un-compressed networks fairly well, but as compression is applied the dependence shifts depending on the phase and direction of transport. The PNM approach was demonstrated as a powerful tool for analysis of porous fuel cell components.

A1402 (Elsewhere published)

**A comparison between X-ray tomography images of water distribution in a gas diffusion layer and pore network simulations**

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Abstract

Understanding and modelling two-phase flows in the Gas Diffusion layer (GDL) of PEM fuel cell are technologically important in order to improve fuel cells performances and scientifically challenging because GDLs are fibrous porous media. In this context, the aim of this work is to perform comparisons between simulations at the pore network scale and images of water distributions obtained using X-rays tomography, with a very good resolution during ex-situ water invasion experiment.

Two simulation methods are tested: Pore Morphology and Pore Network Modeling. Both methods are based on geometrical analysis of the porous medium microstructure, water distribution being governed by capillary forces. The comparison between experimental and simulated microscopic water distributions will be presented and discussed.
Analytical Solutions for PEM Fuel Cell Impedance

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Abstract

Over the past decade, there has been growing interest in physical modeling of PEM fuel cell impedance. Most of the models developed are numerical. Accurate least-squares algorithms for experimental spectra fitting based on these models are usually time-consuming, as these algorithms include numerical solution of differential equations. We report explicit analytical solutions for the PEMFC impedance suitable for fast spectra fitting. The solutions are derived using the transient version of the model for the cathode catalyst layer performance [1,2]. In the first variant, we ignore the potential loss due to the oxygen transport in the GDL and solve impedance problem for the cathode catalyst layer only (CCL model) [2]. The second model includes the oxygen transport in the GDL (CCL+GDL model) [3]. Both the models lead to rather cumbersome expressions for the impedance; however, the respective least-squares fitting algorithms appear to be fast. Fitting of the HT-PEMFC experimental Nyquist spectra on a standard PC takes 15 and 120 seconds for the CCL and the CCL+GDL models, respectively (Fig.1). Fitting returns the ORR Tafel slope $b$, the CCL proton conductivity $\sigma_p$, the double layer capacitance $C_{dl}$ and the oxygen diffusion coefficients in the CCL and GDL. The Maple worksheets with the fitting procedures based on the models discussed are available for download.

Advanced CFD Analysis of an Air-cooled PEM Fuel Cell Stack Predicting the Loss of Performance with Time

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Abstract

The PEM fuel cell simulation package developed by AVL List GmbH [1] is coupled with a semi-empirical degradation model [2,3] describing the dependency of material parameters on operating conditions. The CFD model calculates the 3D distributions of electronic/ionic potentials, velocity, pressure, phase volume fractions, gas species mass fractions, and temperature in all solids and fluids of PEM fuel cell stacks as well as water and gas species concentrations in the membrane. The degradation model modifies membrane and catalyst layer parameters according to local operating conditions and given operating time during the simulation run-time. Calculated distributions of current density and temperature are compared to experimental data of an air-cooled PEM fuel cell stack obtained with segmented measurement plates. For the validation of the degradation model, calculated current density decay vs. operating time are compared to through-life polarization measurements. The good agreement between measurement and simulation demonstrates the ability of the model to predict the complex physical phenomena taking place in PEM fuel cells with high accuracy.

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A computationally efficient hybrid 3D analytic-numerical approach for system level modelling of PEM fuel cells

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Abstract

System level simulations, which are gaining on importance in the product design process and in the Hardware-in-the-Loop (HIL) applications, require models that feature high level of accuracy, high level of predictability and short computational times. While such system level models of e.g. internal combustion engines are commonplace, system level models of fuel cells are only slowly becoming available.

The core principle of the presented modelling approach is taking 1D numerical model for pipe gas-flow and superimposing onto it a 2D analytic solution for concentration and velocity distribution in the plane perpendicular to the gas-flow together giving a 3D information on species concentration in the fuel cell. The 2D solution is devised on a jigsaw puzzle of multiple coupled domains enabling the modelling of parallel straight channel fuel cells. Electrochemical and other nonlinear phenomena are coupled to the transport by a routine of Newton-Raphson style. This 1D+2D approach gives the model its name: hybrid 3D analytic-numerical (HAN).

This paper summarises the key features of the HAN modelling approach and presents an innovative computationally optimized version of the HAN modelling framework denoted HAN-RT (RT standing for Real Time) that complies with the real-time constraints imposed by the HIL systems. HAN-RT shares with other HAN models the semi-analytic nature of species transport modelling and the efficient computational coupling of electrochemical kinetics to this transport, while featuring a specific computationally optimized framework for treating the governing equations.

A comparative evaluation shows very good agreement between the HAN-RT results and the CFD results. HAN-RT achieves high fidelity results at very short computational times. Accuracy of the results and computational speed thus confirm that HAN-RT efficiently combines hybrid 3D analytic-numerical mechanistic modelling basis and HIL compliant computational times.

Abstract

Proton Exchange Membrane Fuel Cells (PEMFCs) are seen as one of the most promising technologies for clean and efficient power generation for transportations in the twenty-first century. Since numerical simulation is very helpful in the improvement of this technology, in this work a Matlab/Simulink® model has been built up in order to analyze the performances of a Fuel Cell (FC) stack and to investigate the energy flow rates occurring during the process.

After a detailed explanation of the model, a parametric analysis, conducted under different conditions, is discussed. The results of simulations give indications about the behavior of PEMFCs through diagrams in which voltage, losses, power, mass flow rates and energy flow rates are plotted over current density.

A special focus is given to the energy balance, which has been set up by the equivalence between the energy content of reactants \( h_{\text{react}} \) and the sum of the energy content of products \( h_{\text{prod}} \), the electricity produced \( (P_e) \) and the heat generated \( (Q_\text{gen}) \), as indicated by the equation (1).

\[
\dot{h}_{\text{react}} + \dot{h}_{\text{prod}} + \dot{h}_{\text{elec}} - \dot{h}_{\text{inlet}} - h_{\text{outlet}} - P_e - Q_{\text{gen}} = 0 \tag{1}
\]

The results, presented in Fig. 1, show the decrement of the efficiency at higher currents due to the inverse proportionality of heat and electricity, while the energy content of reactants and products are directly proportional.

Fig. 1: Energy flow rates vs. current density

Moreover, the percentage of each flow of energy related to the total amount of energy entering or leaving the FC have been calculated.

Remark: Only one page abstract was available at the time of completion.
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2D modeling of two-phase multicomponent transport in direct methanol fuel cells

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Abstract

Keywords: Modeling, Direct Methanol Fuel Cell (DMFC), two-phase flow

Direct Methanol Fuel Cells (DMFCs) are considered as a promising alternative power source for portable applications. This type of low temperature polymer electrolyte membrane fuel cells uses an aqueous methanol solution as a fuel. Methanol is oxidized in the DMFC anode under the formation of gaseous carbon dioxide. In case of a liquid feed DMFC, the formation of carbon dioxide leads to a two-phase flow [1].

In this work, we present a transient DMFC-model in 2D, which considers the two-phase flow in the porous medium and the multicomponent transport of species in the gas and the liquid phase. This model allows identifying heterogeneities, e.g. along the channel or between channel and rib. Providing such insight on the local conditions within the cell is of particular importance in order to predict local performance degradation rates. The resulting distribution of the reaction species in the porous medium is analyzed in detail.

Figure on the left: Model of the DMFC anode, including GDL and catalyst layer with a liquid feed at the upper and lower inlet. In the reaction layer, methanol and water are consumed and CO₂ is produced.

Figure on the right: Heterogeneity in methanol molarity in the DMFC anode under the described conditions. In the catalyst layer, methanol is consumed and the liquid molarity of methanol decreases significantly.


Dynamic and multiphysic modelisation of a PEM electrolyser using the Bond Graph modelling tool

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Abstract

The increasing penetration of renewable sources on the European electricity network involves the probability rise of supply and demand mismatching occurrence. Connecting an intermittent electric source to a proton exchange membrane electrolysis system seems to be a good way to convert (into hydrogen) and store the electrical energy excess (in fact, the hydrogen produced offers a wide range of potential uses). This connexion implies dynamic operating conditions. These dynamic operating conditions have a huge impact on efficiency, performance and behaviour of the system. As electrolysis systems were initially designed for grid connection – permanent operating conditions – it can be useful to perform some analysis on the behaviour of such a system under intermittent conditions. These analyses require the use of a dynamic and multiphysic (fluidic, thermal, electrical, chemical) model which represents the behaviour of each electrolysis system component. Following a literature review showing that most of electrolyser models are only focused on the stack representation, a new model was built using the Bond Graph formalism. This modelling approach is really suitable for dynamic representation of multiphysic and multicomponent systems (Figure 1).

Figure 2: Word Bond Graph of a PEM electrolysis system

Then, the model was simulated and validated with a 25 kW PEM electrolysis system. The tool was proven to be very powerful and can be used both for representation and analysis. Therefore, it enables to represent our system with accuracy, analyse its comportment and achieve some general design optimizations: sizing of components, design of auxiliary’s circuits, improvement of command system and control strategies.

Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.
Chapter 06 - Sessions A15, B14

A15: Stack and system integration, operation strategies

B14: FC Mobility applications/Stack and system integration

Content  Page A15, B14 - ..

A1501 (Fuel Cells SI publication candidate) ................................................................. 3
Novel Integrated Flow Field (IFF) Design for Higher Performance in Fuel Cell and
Electrolyzer 3
Michael Pien, Radha Jalan, Steven Lis, Marvin Warshay, Suresh Pahwa 3
Development of fuel recirculation systems at single cell and stack level for
hydrogen fuel impurity studies 4
Pauli Koski, Jari Ihonen, Henri Karimäki, Sonja Auvinen 4
Development of a Fuel Cell System with an Internal Reforming Methanol Fuel Cell 5
Michael Steffen, George Bandlamudi, Frank Filusch, Tobias Meijer and Angelika
Heinzel 5
Design and Demonstration of an Internal Reforming Methanol Fuel Cell System for
Portable Applications 6
George Avgouropoulos (1,2)*, Sebastian Schlicker (3), Gunther Kolb (3), Stylianos
Neophytides (1) 6
Development of bioethanol fuelled fuel cell system for backup applications –
PEMB beyond project 7
Henri Karimäki, Jari Ihonen, Pauli Koski
Efficient H₂/O₂ polymer electrolyte fuel cells for Re-electrification of Hydrogen
Obtained from the Power-to-Gas Process 8
F. N. Büchi (1), C. Peter (1), M. Hofer (1), U. Hannesen (2), T. J. Schmidt (1) 8
A1507 (Abstract only, elsewhere published) ................................................................. 9
Development and Characterization of a LT-PEFC Stack with an Extended
Temperature Range up to 120 °C 9
Andreas Dreizler, Tiziana Ruiu, Jens Mitzel, Erich Gülzow 9
A1508 ............................................................................................................................... 10
Development of an electrical backup power supply based on a novel hybrid fuel
cell system 10
V. Lukassek (1), M. Metzen (1), T. Hickmann (2), W. Möhring (3), J. Wartmann (1),
A. Heinzel (1) 10
A1509 ............................................................................................................................... 11
Hydrogen recovery and electricity production from an electrocoagulation process
using a PEMFC 11
E. Torralba-Calleja, A. Serra, D. Galli, M. della Pirriera, J. Garcia-Montaño 11
Design, modelling and simulation of a 1kW fuel cell power generator system 12
Makani Mwinga*, Ben Groenewald, Michael McPherson 12
B1401 (Abstract only) ................................................................................................. 13
AutoStack – Core – Industry led European consortium to develop next generation
automotive stack hardware 13
André Martin (1), Ludwig Jörissen (2) 13
B1402 (Fuel Cells SI publication candidate) ................................................................. 14
Characterization of a Fuel Cell Stack for Use in Material Handling Applications 14
Stefan Keller (1), Carsten Cremers (2), André Niedergesäß (2), Tansu Özel (1) 14

Stack and system integration, operation strategies  Chapter 06 - Sessions A15, B14- 1/22
FC Mobility applications/Stack and system integration
**Fuel Cell Applications for Range Extending and HVAC in Future Vehicle Concepts**

Franz Philipp, Christoph Fischer, Michael Schier

B1404 (Elsewhere published) .......................................................... 16

**Aircraft APUs: An Economically Viable Niche Market for Fuel Cells?**

Lois Milner, Scott Hardman and Robert Steinberger-Wilken

**Changing the Fate of Fuel Cell Vehicles: Lessons from Tesla Motors**

Scott Hardman, Richard Steinberger-Wilken & Eric Shiu

**Future Mobility Demonstrator: Utilizing renewable excess electricity in the mobility sector**

Urs Cabalzar (1), Marco Brügger (1), Christian Bach (1), Brigitte Buchmann (2)

**New direct alcohol and hydrogen fuel cells for naval and aeronautical applications (PILCONAER)**


**B1408 (Fuel Cells SI publication candidate)** ........................................ 20

**Development of a Reliable Hydrogen Gas Sensor for Leak Detection in Fuel Cell Vehicles**

Hiroki Yamamoto, Nobuaki Murakami, Yuri Kuwahara, Saori Yamashita, Takashi Matsumoto, Mitsuharu Kira, Hiroshi Koda, Kiyonori Ono

**Optimization of diesel powered FC-based APU size and battery capacity for specified load demand**

Bostjan Pregelj (1), Daniel T. Mcguniness (2), Janko Petrovic (1), Gregor Dolanc (1), Vladimir Jovan (1)

**Virtualisation of Fuel Cell Hybrid Electric Vehicle Powertrains in a RTD Laboratory Environment**

Dr.-Ing. Bruno Gnörich

**Abstract**

Higher efficiency in the operation of PEM fuel cell can be achieved through an advanced passive way to remove product water. Water droplet formation in PEM fuel cell gas channels reduces performance. This requires additional mechanical components to remove water, thus compromising the long-term reliability. This results in parasitic power loss and lowered efficiency. ElectroChem’s Integrated Flow Field (IFF) design has solved these challenges with outstanding performance. In the IFF stack, reactant gas is effectively distributed to the electrode and product water is transferred separately without blocking the gas flow. Thus a water flooding condition is prevented. An effective internal humidification capability maintained the same power output at low humidity conditions in a hydrogen/air operating atmosphere. In an electrolyzer the phase-separation feature of the IFF supported the water feed to the cell and gas generation from the cell with less mass transport limitation.
Development of fuel recirculation systems at single cell and stack level for hydrogen fuel impurity studies

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Abstract

The European project HyCoRA (Hydrogen contaminant risk assessment, http://hycora.eu/) aims to develop and validate a strategy to reduce the cost of quality assurance for the hydrogen fuel of automotive grade (ISO 14687-2:2012 standard). Essential part of the HyCoRA project is to develop experimental procedures for fuel impurities research in miniature automotive polymer electrolyte membrane fuel cell systems.

Within this framework emerges the need to develop and validate testing procedures to systematically study the enrichment of impurities in the fuel recirculation loop at relevant concentrations (ISO 14687-2:2012 standard).

The first part of this work introduces various anode fuel supply configurations applied in lab scale and commercial systems, presents the mechanism of enrichment and suggest a method to approximate the magnitude of enrichment with trace impurities.

The second part presents the recirculation hardware options used for CO enrichment tests, including impurity injection and on-line gas analysis methods with discussion on possible error sources and technical problems. It is demonstrated, that a simplified recirculation system can be easily incorporated in practically any fuel cell test station with low additional cost. The current target is to extend the work from to formic acid (HCOOH) and formaldehyde (CHOH) as impurities for the possible revision of acceptable concentrations in ISO 14687-2:2012 standard.

Development of a Fuel Cell System with an Internal Reforming Methanol Fuel Cell

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Abstract

Methanol is discussed as hydrogen containing energy carrier with suitable properties for fuel infrastructure and storage. Methanol fuel cell systems address large and rapidly growing markets like autonomous power supply, backup power or lightweight hybrid vehicles. Today DMFC or PEMFC with separate methanol reformers are available for the end user. An innovative approach is the integration of methanol reforming in HTPEM fuel cells to realize an IRMFC (Internal Reforming Methanol Fuel Cell). Highest efficiency potential, low complexity and modular setup for wide power range are the main advantages. In the current work, a 20 cell IRMFC stack delivering 250 Wel has been developed. The evaporator is thermally integrated within the IRMFC stack. The methanol-water mixture as fuel can be fed at ambient temperature into the evaporator unit, in which it is evaporated and superheated before its entry into the reformer units. Within the reformer units the fuel is reformed and when the resulting H2 rich reformate enters the HT-PEMFC unit, electrical power is generated. Aspects related to methanol evaporation, heat management, temperature control, activation of the methanol reforming catalyst and the startup behavior of the IRMFC stack have been studied and are presented. The IRMFC stack has exhibited 42.2 % efficiency at 200 °C. An anode offgas burner which can also function as startup burner using the methanol-water mixture has been developed and coupled to the IRMFC stack. The performance of the IRMFC system is presented in this work.
A1504 (Fuel Cells SI publication candidate)

Design and Demonstration of an Internal Reforming Methanol Fuel Cell System for Portable Applications

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Abstract

The internal reforming methanol fuel cell (IRMFC) is a type of high temperature polymer electrolyte membrane fuel cell (HT-PEMFC) with the methanol reforming catalyst incorporated into the anode compartment (internal reforming). This configuration eliminates the need for additional heat exchangers and the HT-PEM technology applied does not require CO removal through a preferential oxidation (PrOx) reactor. Thus, the design of the fuel processor-fuel cell system offers room for simplification, increase of efficiency and minimization of system weight and volume. Increasing source runtime, speeding up the transient response while minimizing weight, volume and cost of the power supply system are key requirements for portable applications. In this work a proof-of-concept IRMFC system including Balance-of-Plant was designed, assembled and tested. The heart of the fuel cell stack was the reformer - electrode - membrane assembly. Taking into account the requirement for a lightweight and light volume stack, Cu-based methanol reforming catalyst were supported on carbon papers, resulting in ultra thin reformers. Moreover, special bipolar plates were made of metal alloys, being stable at elevated temperatures and having high corrosion resistance in the strong acidic environment of the high temperature membranes. Novel flowfields design with a separation plate between the reformer and the anode electrocatalyst was applied in order to have maximum utilization of the methanol reforming catalytic bed and protection from phosphoric acid poisoning. A proof-of-concept system of 25 W including BoP was integrated and Advent cross-linked TPS® membrane electrode assemblies were employed for fuel cell operation at 210 °C and 0.2 A cm⁻², demonstrating the functionality of the unit.

Stack and system integration, operation strategies Chapter 06 - Sessions A15, B14- 6/22
FC Mobility applications/Stack and system integration

A1505 (Fuel Cells SI publication candidate)

Development of bioethanol fuelled fuel cell system for backup applications – PEMBeyond project

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Abstract

In European project PEMBeyond (http://pembeyond.eu/) a cost-competitive, energy-efficient and durable integrated PEMFC based power system operating on low-grade bioethanol (crude BE ~80-95%) is being developed for backup and off-grid power generation (Fig. 1). The PEMBeyond system basically consists of the following functions integrated as a one complete system: a) Reforming of crude bioethanol, b) H₂ purification, c) Power generation in PEMFC system.

Optimizing the target hydrogen quality produced within the system is a key task with the regard to overall system cost, efficiency and durability. Experimental setup for determining suitable impurity levels (CO, CO₂, CH₄) at fuel cell stack and system level will be described. Achieved results together with simulation results from fuel processing stage will be analyzed, leading to optimized hydrogen quality specifications set for the developed system.

Process of defining the overall system specifications will be presented. This includes several different aspects regarding e.g. application/end-user requirements, related standards, cost, efficiency and durability targets.

The first main results from subsystems development work packages (fuel cell system, PSA, bioethanol reformer) will be presented.

Stack and system integration, operation strategies Chapter 06 - Sessions A15, B14- 7/22
FC Mobility applications/Stack and system integration
A1506 (Abstract only, elsewhere published)

Efficient H₂/O₂ polymer electrolyte fuel cells for Re-electrification of Hydrogen Obtained from the Power-to-Gas Process

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Abstract

When storing fluctuating renewable electricity in the Power-to-Gas process by water electrolysis hydrogen and oxygen are obtained. Up to a scale in the order of hundreds of Megawatt-hours the concurrent storage of oxygen and hydrogen gas is technically feasible. This opens up the possibility to use hydrogen/pure oxygen fuel cells for the efficient conversion of hydrogen back to electric power.

The oxygen reduction reaction is responsible for the largest voltage loss in the operation of polymer electrolyte fuel cells. The sluggish reaction rate of the four-electron reduction, even on the best platinum based catalysts, is aggravated by the low partial pressure of oxygen in air. When using pure oxygen the partial pressure can typically be increased by an order of magnitude. On the cell level, not only the reduced electro catalytic loss but also voltage gain from lower transport overvoltage and reduced ohmic loss at same gas humidification as with air operation are observed. At the same time very high specific power densities of up to more than 1.5 W/cm² can be realized.

In addition to the advantages on the cell level, low parasitic power consumption in the balance of plant (no compressor/blower) also contributes to high system efficiencies of up to 69% (LHV).

Figure 1: Current and power density and efficiency of H₂/O₂ fuel cell systems.

Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.

A1507 (Abstract only, elsewhere published)

Development and Characterization of a LT-PEFC Stack with an Extended Temperature Range up to 120 °C

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Abstract

Usually, the operation temperature of a polymer electrolyte fuel cell (PEFC) stack for automotive application has its maximum at about 80 °C. The work presented here concerns the characterization of a 30-cell PEFC stack (2.5 kWel) developed at the German Aerospace Center, designed for operating temperatures up to 120 °C for a limited time. The possibility to run the stack at higher temperatures for a short time would contribute to the improvement of cooling system components with scaled-down dimensions. Those measures help to reduce the vehicle weight and thus to save fuel.

In this contribution we present the current-voltage characteristic curves and the homogeneity obtained along the cells. Moreover, in order to investigate the stack behaviour at extended operating temperatures, a series of 20 temperature cycles from 90 to 120 °C were performed at galvanostatic conditions of 70 A (approx. 0.5 A·cm⁻² and 1.5 kWel). The results are promising, since only a slight irreversible degradation was observed during the thermal cycling (see Figure below). Furthermore, the results of a 1200 hours long-term stability test are shown, including an end-of-life cyclovoltammetric characterization, performed on all 30 cells. The electrochemical analysis can help to find out possible causes of degradation due to catalyst or electrode degradation, and to determine hydrogen crossover rates, electrochemically active surface areas (EASAs) and electrical short-circuit resistances of each cell.

Figure: Thermal cycles between 90 and 120 °C performed on the 30-cell stack at 0.5 A·cm⁻².

Remark: The Authors did not wish to publish their full contribution in these proceedings. Please contact the authors directly for further information.
Development of an electrical backup power supply based on a novel hybrid fuel cell system

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Abstract

Conventional electrical backup power systems like electric generators and batteries bear some problems concerning maintenance, reliability and runtime. Currently, fuel cell technology is of growing interest for electrical backup power. No other technology offers the combination of benefits fuel cells do. Among others, these include availability, minimum maintenance, long runtime and modularity. The key benefits of Direct Methanol Fuel Cell (DMFC) systems in comparison to pure hydrogen systems are easy handling and storage of the fuel as well as high energy density and long runtime. Unfortunately, the slow start up behavior of DMFC’s still hinders the use for electrical backup power.

In a new hybrid system the advantages of methanol and hydrogen fuel cell systems are combined to develop a maintenance-free emergency power supply system. Initial hydrogen operation of the cell quickly enables high power density and a rapid start up behavior. The hybrid fuel cell system starts in hydrogen operation mode until a temperature of 60 °C is achieved (Figure 1, right). This heating time is only 4 minutes. After that the methanol operation directly starts at rated power. The combination of a hydrogen-startup and long-term operation with methanol (Figure 1 left) provides reliable operation at moderate costs.

Figure 1: UI characteristic curve (methanol operation) (left); heating process over time (hydrogen operation)

LEITAT contributes developing, assembling and coupling two of the technologies studied inside the project, concretely EC system and Fuel Cell. The main goal is to recover the hydrogen produced during the EC process and inject the gas obtained in a PEM fuel cell. Several parameters must be taken into account, such as the gas composition or the feed rate.
A1510 (Abstract only)

**Design, modelling and simulation of a 1kW fuel cell power generator system**

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**Abstract**

This poster presents work carried out in the modelling, design and simulation of a 1 kW fuel cell (FC) power generator system, using real data collected from a PEM Horizon FC stack. The data collected represents the transient performance of the stack during load changes. The system is run for several days and its performance parameters such as the output current and the output voltage, the flow and the pressure of reactants; the temperature of the stack is measured and then logged using LabVIEW data acquisition. The experimental results are then used to determine the system behavior of a fuel cell power generator by simulation in MATLAB/Simulink software environment. Ultimately, these results are then used to design an appropriate controller, to predict a PEM FC power generator behavior and to size the load of a PEM FC stack for domestic use.

**Remark:** Only one page abstract was available at the time of completion. Please contact the authors directly for further information.

Stack and system integration, operation strategies  
Chapter 06 - Sessions A15, B14- 12/22  
FC Mobility applications/Stack and system integration

B1401 (Abstract only)

**AutoStack – Core – Industry led European consortium to develop next generation automotive stack hardware**

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**Abstract**

Most of international automotive OEMs have announced plans for the commercialization of fuel cell vehicles in the next years. While this is a clear signal for the functional readiness of fuel cell technology in automotive application, durability, efficiency, power density and cost of the fuel cell stack need further advancements and in some cases substantial improvement in years to come.

“Auto-Stack Core” is a European funded collaborative project establishing a coalition with the objective to develop best-of-its-class automotive stack hardware with superior power density and performance while using components manufactured in an industrial scale and meeting commercial target cost. The project consortium combines the collective expertise of European automotive OEMs, component suppliers, system integrators and research institutes thus removing critical disconnects between stakeholders. The technical concept is based on the Auto-Stack assessments carried out under an FCH JU Grant Agreement from 2010 to 2012 and reflects the system requirements of major OEMs. It suggests a stack platform concept with the aim to substantially improve economies of scale and reduce critical investment cost for individual OEMs by sharing the same stack hardware for different vehicles and vehicle categories. It thus is addressing one of the most critical challenges of fuel cell commercialization. A first stack evolution has been designed, built and tested. Preliminary test results will be reported.

The project includes the benchmark of state-of-the-art stack development including innovative material and component solutions, different design options and manufacturing approaches. The technical development work will be accompanied by a detailed cost analysis using established tools of the automotive industry.

Industrial participation in the project and lead of critical work packages by industrial partners will ensure compliance of project objectives with industrial needs and allow direct implementation and utilization of the results. The project is of strategic importance for the competitiveness of the European supply industry and provides a critical contribution to supporting the commercialization of fuel cell and hydrogen technologies in Europe.

The work reported has been supported by the Fuel Cell and Hydrogen Joint Undertaking under Grant Agreement 325335.

**Remark:** Only one page abstract was available at the time of completion. Please contact the authors directly for further information.

Stack and system integration, operation strategies  
Chapter 06 - Sessions A15, B14- 13/22  
FC Mobility applications/Stack and system integration
Characterization of a Fuel Cell Stack for Use in Material Handling Applications

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Abstract

This work investigates a fuel cell stack which is often used in material handling devices. Parametric analysis to investigate the effects of stoichiometry, temperature and pressure is carried out with the use of polarization curves and impedance spectroscopy, on both stack and single cell level. Fuel cell stacks incorporating a large number of cells, e.g. automotive fuel cells, are often reduced to short stacks for scientific characterization containing only a few cells. Therefore, we compare two stacks of the same kind, but with different cell counts. This provides information whether data derived by characterizing short stacks can be transferred to full stacks. Finally, performance data of this stack is compared to other stacks used in automotive applications. Due to the ongoing experimental work this extended abstract presents only few results but gives an overview of the scientific approach.

Fuel Cell Applications for Range Extending and HVAC in Future Vehicle Concepts

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Abstract

Today's electrical vehicles do not offer a proper range especially if HVAC is necessary. Fuel cells are able to provide electrical and thermal power with a high efficiency. Therefore, the DLR-Institute of Vehicle Concepts is investigating different fuel cell technologies for utilization in mobile applications. The power range of the applications reaches from 100 W in cargo pedelecs over 10 kW systems for passenger cars up to 200 kW systems for rail applications. To evaluate the simulated concepts there are several test benches to test individual subsystems like batteries, fuel cells, electric machines up to the complete vehicles on the roller test bench. As one example a range extender concept with a 6 kW high temperature PEM–fuel cell as an on-board-charging unit with thermal heat coupling was proposed in [1] and [2] and simulated, using the DLR-AlternativeVehicles Library [3]. An existing electric vehicle (eSmart) with a maximum electric power of 55 kW, equipped with a 17.6 kWh Li-Ion battery, was used for model validation. The energy flow behavior between the components cabin, electric machine, power electronics, battery and HVAC has been measured to create a reliable database for further simulation of new mobile road applications. The measurements were taken on a special way from Stuttgart to Lampoldshausen and back, these are two DLR-locations in Germany which have a hydrogen filling infrastructure. On one direction the car was driven on national roads, on the other way back it was driven on highway and on national roads. It can be shown that up to 40 %, @-10°C, of the whole energy consumption in real conditions is needed for climate conditioning. Using a fuel cell the range of the vehicle can be increased up to 100 % while the heat can be used to warm up the cabin.


Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.
Aircraft APUs: An Economically Viable Niche Market for Fuel Cells?

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Abstract
Cost is a major factor inhibiting the entry of fuel cell technology into most markets. Primarily, fuel cells are viewed as a power source and are compared with existing technologies based on this attribute alone. When used solely for power generation fuel cells cannot compete on cost due to expensive materials, manufacturing processes and lack of economies of scale.

However, clean power is not the only added value of a fuel cell. As well as being emission free at point of use, fuel cells can provide clean water, oxygen depleted air, heating and cooling. With the correct balance of plant these by-products can be utilised. There are niche market applications where these four additional features of a fuel cell are highly valued, for example; passenger aircraft. Passenger aircraft require water for lavatories and galleys, deoxygenated air for fire prevention in the fuel tanks, heating of the wings for de-icing and heating & cooling of the cabin in addition to power for electrical systems. At present all of these needs are met with independent systems.

Existing studies have proven the aforementioned issues to be technically feasible. This paper aims to quantitatively show that by utilising all of the added value functions of a fuel cell, the initial investment cost of the fuel cell can be offset with weight, fuel and emissions capital savings. Aircrafts are used as an example market where more than just power from a fuel cell could be useful.

Changing the Fate of Fuel Cell Vehicles: Lessons from Tesla Motors

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Abstract
Fuel Cell Vehicles (FCVs) are approaching a stage where they are ready for larger scale market entries. They are currently seeing some uptake in pilot schemes, with a small number of consumers adopting early market vehicles. This manuscript uses data from early adopters of BEVs in order to understand who will adopt an FCV. This is done by presenting socio-economic and psychographic data, the results showing these adopters are atypical early adopters. Then how much early adopters are been willing to pay for a BEV is presented, the findings are that willingness to pay is high at $37,000. Finally motivational reasons for adoption are explored and it is found that performance and environmental reasons are the most prominent reasons for adoption of a BEV. Finally all of these findings are applied to FCVs.
Future Mobility Demonstrator: Utilizing renewable excess electricity in the mobility sector

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Abstract

With the increasing share of renewables in the electricity production sector the supplied power becomes subject to strong fluctuations particularly stemming from unsteady solar irradiance or wind speed. In order to be able to fit production and demand and avoid wasting electricity from renewable sources, storage technologies increasingly gain significance. In this respect, the conversion of excess electricity into chemical energy carriers proves to be a promising approach which is already pursued intensively under the keyword Power-to-Gas (PtG, P2G). The demonstration plant “Future Mobility” located on the Empa Campus aims at showing the opportunities of this technology. Temporary electricity surpluses can be stored on a decentralized level and used in the mobility sector, namely for electric, fuel cell and gas-powered vehicles. For hydrogen production a PEM-electrolyzer capable of rapid load changes and including a remote start/stop function is employed which allows for attenuation of grid fluctuations. The gas obtained is compressed and stored in high pressure vessels for later dispensing. Apart from using hydrogen to fuel FC-vehicles it can also be added to natural gas/biogas to form the mixture HCNG (hydrogen compressed natural gas) which has proven to significantly reduce pollution and CO₂-emissions in conventional internal combustion engines. Furthermore, employing a CO₂-source and a methanation plant, hydrogen can be converted into synthetic methane with the strong benefit to attain the possibility of seasonal storage in the existing gas grid.

Within the scope of the project “Future Mobility Demonstrator” investigations towards optimization of a PtG-plant’s operation strategy will be conducted. Alongside energetic considerations also economic aspects will be addressed. Additionally, dispensers for each abovementioned fuel type will be installed including a blending-dispenser for HCNG developed by Empa. The demonstration plant will serve as a platform for various research endeavors linking electricity to the gas market and thus securing the growth of sustainable energies.

Stack and system integration, operation strategies. Chapter 06 - Sessions A15, B14- 18/22
FC Mobility applications/Stack and system integration

New direct alcohol and hydrogen fuel cells for naval and aeronautical applications (PILCONAER)

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Abstract

In the current context of demand for reliable, low cost and low environmental impact energy sources, many countries and companies are mostly focused on fuel cells (FC) in fields as transportation and stationary power generation and portable devices. Lately, FCs have begun to be applied in naval and aeronautical systems due to its high efficiency, low noise and environmental advantages. These applications could range from propulsion systems to auxiliary power units (APU). The main problems associated with the use of FCs in these areas are the current high cost due to the materials used, i.e. Nafion and Pt, the lack of durability testing in these specific conditions, security issues to flammability and high H₂ pressures and low availability as a fuel, or the toxicity of methanol used as a fuel, and specific parameters such as weight in aircraft applications and volume in marine applications. Currently it is working on each of these issues, and at this point the ethanol as direct fuel is considered crucial. The use of ethanol as fuel has the advantage of easy transportation, storage and refueling, and is nontoxic. Bioethanol is a promising energy source, produced from raw materials containing sugar or starch. These raw materials exists in all parts of the world and is renewable, which involves the use of local energy sources contributing to the diversification of energy supply, reducing import dependence, increasing security of supply and generating new opportunities for agriculture. The main objective of the project is the development of low power stacks (stacks) fed with methanol (DMFC) and ethanol (DEFC) based on the development of new catalysts and membranes. PILCONAER aims contributing to the development of a sustainable use technology, further commitment to the restoration of the natural environment and biodiversity conservation.

Acknowledgements

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Remark: Only one page abstract was available at the time of completion.
Please contact the authors directly for further information.

Stack and system integration, operation strategies. Chapter 06 - Sessions A15, B14- 19/22
FC Mobility applications/Stack and system integration
Abstract

The practical application of FCV (Fuel Cell Vehicles) started in 2014 and is progressing for commercial use in 2015. In FCV, it is critical that passenger safety for usage of hydrogen is ensured with a gas leak detection and shut-off system in compliance with HFCV-GTR (Global Technical Regulation). Various hydrogen detection sensors, such as catalytic bead type or semiconductor gas sensors have been used in industrial and commercial gas leak detection systems. However, conventional gas sensors cannot be applied in FCVs as rapid startup time, extremely high durability and reliability are required. Consequently, we have developed a new catalytic combustion type hydrogen sensor using an original concept in consideration of such long life requirements in FCV-specific environments.

The following features are essential for hydrogen detection in FCV: (1) a rapid startup time: within 2 sec., (2) quick gas detection response time: within 3 sec., (3) accuracy of hydrogen detection in various operating and storage conditions: +/- 20 % in the range between -35 to 85 °C, 0 to 100 %RH (4) mechanical robustness for strong vibration and shock, (5) long life: more than 15 years. In principle, the sensing unit is composed of a mesh grid of experiments has been prepared for the specified load. Therefore, before such or similar system is redesigned for potential mass production, it is important, to find the optimal size of components to be able to exploit the technology to its best. In this work a mesh grid of experiments has been prepared using various sizes of the fuel cell with fuel processor as power generating part and batteries with various capacities as power storage unit. Upon these results the highest efficiency and lowest number start-ups are pursued.
Virtualisation of Fuel Cell Hybrid Electric Vehicle Powertrains in a RTD Laboratory Environment

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Abstract

In recent years, the global RTD effort in view of market introduction of hydrogen fuel cell vehicles has increased its pace ([1]) and a few series production vehicles have been presented in 2014. The process has moved from basic and applied research to industrial-scale development with defined mass-roll-out schedules in coming years. Thus, the testing and validation of full drivetrain concepts has become an essential item in the development process. The challenges that RTD stakeholders are facing in this regard are numerous and call for sound and efficient solutions. To wait for new hardware and the newest prototypes to arrive often is not an option. This paper discusses an enhanced hydrogen fuel cell hybrid laboratory that aims to address relevant aspects for successful development of drivetrains and thermal management systems. It features optional virtualisation of components and infrastructure to minimize delays in the research and development process of fuel cell vehicles ([2]).

Fig. 1: Laboratory layout for RTD of xEVs [2]

As an added feature to its CAN communication, it allows to include remote testing facilities by means of standardized TCP/IP interfaces. The outcome is to identify possible usage scenarios and to quantify data throughput for remote experiments, with specific focus to their sensitivity to I/O robustness. Finally, a first estimation of cost benefits is given to evaluate the concept feasibility on a larger scale.
B0301 (Elsewhere published)

Pressurized alkaline electrolyser with high efficiency and wide operating range – the project RESelyser


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Abstract

The project RESelyser has developed high pressure, highly efficient, low cost alkaline water electrolyser that can be integrated with renewable energy power sources (RES) using an advanced membrane concept, highly efficient electrodes and a new three-compartment cell design. A new separator membrane with internal electrolyte feeding and an adapted design of the cell to improve mass transfer, especially gas evacuation has been investigated and demonstrated. Intermittent and varying load operation with RES has been addressed by improved electrode stability and a cell concept for increasing the gas purity of hydrogen and oxygen especially at partial load and high pressure operation.

The results of the project will be presented: high performance electrodes with a plasma sprayed coating layer give an overpotential reduction of 330 mV compared to uncoated electrodes thus showing high performance and stability with low cost material. Detailed investigation of the electrode pore structure and microstructure at beginning of life and after operation shows possible degradation mechanisms. It was found that by feeding KOH solution from inside the internal compartment of a double layer diaphragm towards both the anolyte and catholyte compartments improves the gas purities of the cell significantly. The novel three-compartment cell concept using this double layer diaphragm was realized in single cells of 300 cm² area and in a 10 kW stack.

The research leading to these results has received funding from the European Union's Seventh Framework Programme (FP7/2007-2013) for the Fuel Cells and Hydrogen Joint Technology Initiative under grant agreement nº [278732] 10.

Details of this presentation will be published elsewhere [1].

H₂ production: Alkaline electrolyzers Chapter 07 - Sessions B03, B13- 2/14

B0302 (Fuel Cells SI publication candidate)

Phase inversion process of novel membranes for alkaline electrolysis

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Abstract

Today, 95% of the world-wide hydrogen production is generated from hydrocarbon cracking, resulting in high CO₂ emissions. Alkaline electrolysis, which is an existing and mature technology, has a great potential for environmentally-friendly hydrogen production. In order to make the alkaline electrolysis more cost-effective and thus to compete with hydrogen production technologies based on hydrocarbon reforming, the energy consumption during water splitting in alkaline electrolyser must be improved. Strategies aiming at the efficiency improvement of alkaline electrolysis are higher operating temperatures and pressures as well as development of new materials, leading to lower cell resistances. Besides the electrodes contributing to the over-all voltage drop, one of the most important elements of an alkaline electrolysis cells is the membrane, which allows the transport of OH⁻ anions and simultaneously separates the gaseous products evolving at the electrodes. The microstructure of the membrane requires a fine tuning, since it directly affects both ionic conductivity and gas separation properties. This study discusses the properties of novel alkaline electrolysis membranes prepared by a phase inversion process. The evolution of the microstructure and its influence on the membrane properties will be addressed.

H₂ production: Alkaline electrolyzers Chapter 07 - Sessions B03, B13- 3/14
Novel gas separation membranes for alkaline water electrolysis

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Abstract

Hydrogen production via water electrolysis is regaining attention in the global search for alternative energy carriers nowadays. Efficiency enhancement in alkaline electrolysis to reduce the electric power consumption is a pre-condition for a successful application of this promising technology. Within the EU project ELYGRID, several approaches have been applied to improve the efficiency of alkaline electrolysers. The process has been optimized to reduce the surface-specific cell resistance during operation at increased current densities (zero-gap cells, low-resistance membranes). The operating temperatures have been increased to increase the electrolyte conductivity and to decrease electrode overpotentials, and new electrocatalysts have been introduced to reduce anodic and cathodic overpotentials. The membrane, which separates hydrogen and oxygen gases during the electrolysis process, is a crucial part of the electrolyser cell. Besides that, the membrane has to ensure high ionic conductivity and feature an excellent chemical stability in 30 wt% KOH up to 120°C and 30 bar for long term operation over several years. Novel membranes with promising characteristics for low resistance diaphragms have been developed and the results will be presented below.
B1301

Development and testing of a pressurized PEM electrolyser

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Abstract
Polymer Electrolyte Membrane Electrolysers (PEME) present an interesting potential for applications in sustainable energy systems, producing clean hydrogen for energy storage and later use in fuel cells or power-to-gas systems. However, their cost remains high and their durability is still far from the 10 years generally attained by industrial alkaline electrolysers before a stack change. At Belenos, the aim was to develop a low cost, small PEM electrolyser for residential applications, around 5 kW, producing both hydrogen and oxygen under pressure (30 bar). In order to keep the stack as simple as possible, the end-plates were also used for the current supply, the bipolar plates were simple metal sheets without flow-fields and plastic frames were used as support for the membrane-electrode-assemblies (MEAs) and current collectors, with O-ring seals. The first electrolyser system was also designed with a minimum number of components, namely the stack, two gas separators for hydrogen and oxygen respectively, and a water pump to supply water to the system under 30 bar. The fluid movement is based on natural convection, with gases flowing out of the stack and water coming back from the separators. The performance of different stacks will be presented, and conceptual choices will be discussed based on the optimization of performance/cost criteria.

B1302

Degradation of a single cell PEM water electrolyser

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Abstract
Hydrogen as an energy carrier is one of the pathways to a more sustainable energy environment. There exist many ways to produce hydrogen and the proton exchange membrane (PEM) water electrolysis systems are a promising technology when linked to renewable energy sources. PEM electrolysers are robust and dynamic which offers fast response to volatile renewable energy sources like PV and wind. The cost of the PEM water electrolysis remains high and one of the ways to reduce costs is to reduce the loading of PGM-based catalysts. However, with reduced PGM catalyst loadings the durability and robustness of the systems and/or components are compromised.

The presentation will cover the progress and strategy on the development of tools for investigation of degradation in a single cell electrolyser. A single cell PEM electrolyser is operated at various stress conditions related to renewable energy sources (e.g., voltage cycling). The degradation of the electro-catalyst, membrane and current collectors is investigated using EIS, current mapping, gas crossover, fluoride release rate (FRR) and other physico-chemical characterisation methods.
Abstract

Energy storage is one of the major challenges on the way to a sustainable energy supply based on renewable energies. In the EU project "H2Ocean", it is described how a large offshore platform can convert electrical energy, produced by wind and wave energy, to hydrogen through electrolysis of water. A total of 150 units of one of the largest available low temperature alkaline electrolyserys (LT-AE) were selected to be installed on the platform. As a small part of H2Ocean, the weight and space demand, power density and efficiency was compared to an envisaged electrolysis system based on high temperature and pressure alkaline electrolysis cells (HiTAEC), which have been developed at the Department of Energy Conversion and Storage, DTU Risø Campus, Denmark. The envisioned HiTAEC system is based on a new electrolysis cell concept, which achieved record power densities and efficiencies on the lab scale, but has not been proven in large scale; tremendous research and development is necessary to demonstrate large HiTAEC systems in the coming decades. However, the space and weight demands can be reduced by approximately one order of magnitude. Neither LT-AE nor HiTAEC require any scarce contacts with SiO2 protection layer were immersed in electrolyte to enhance the collection efficiency of photogenerated carriers. On the other hand, the generation rate of hydrogen could be improved by applying external bias onto the working electrodes to enhance the separation of photogenerated electron-hole pairs in the semiconductor and the charge transfer at the interface between semiconductor and electrolyte during the PEC water splitting process. However, the external bias on PEC water splitting requires extra input power except light illumination. In this study, InGaN-based semiconductors associated with meshed metal contacts with SiO2 protection layer were immersed in electrolyte to enhance the collection efficiency of photogenerated carriers. On the other hand, the generation rate of hydrogen could be improved by applying external bias onto the working electrodes to enhance the separation of photogenerated electron-hole pairs in the semiconductor and the charge transfer at the interface between semiconductor and electrolyte during the PEC water splitting process. However, the external bias on PEC water splitting requires extra input power except light illumination. In this study, InGaN-based semiconductors associated with meshed metal contacts were served as working electrodes without external bias to conduct the PEC water splitting process under the light illumination. Instead of using an external bias provided by power supply, a solar cell was used to raise the driving force to increase the rate of hydrogen production. The solar cell was connected in series between the InGaN-based working electrode and the platinum (Pt) counter electrode to bias the PEC cell. In principle, the water splitting for generating hydrogen involves two mechanisms during the light illumination if the solar cell supplies bias voltage larger than 1.23 V. The mechanisms are photoelectrolysis and electrolysis of water splitting. To solely evaluate the efficiency of photoelectrolysis or electrolysis of water splitting, the output voltage of solar cell was varied through changing the type of solar cell to allow the PEC cell with bias less or larger than 1.23 V. The preliminary results indicated that the hybrid working electrodes exhibited a marked improvement in the efficiency of hydrogen generation.

The detailed results will be presented in the forthcoming conference.

Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.
Demonstration of Novel Platforms for Hydrogen Generation

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Abstract

Two platforms for water splitting are reported: A membrane-less and a vapor fed device. The membrane-less electrolyzer uses laminar flow principles in microchannels to separate the product gases. Therefore, the need for an ion conductive membrane is removed. The inertial lift force due to the hyperbolic shape of the liquid electrolyte velocity profile keeps the two gas streams close to each side wall until they reach different collection outlets. These devices achieve current densities as high as 147 mA/cm² at an efficiency of 47%, and can be operated under any water-based electrolyte at different pH values. The crossover of gasses in the device is low, allowing to continuously generate nearly-pure H₂ gas streams with O₂ concentrations below the 4% flammability limit. As the only dimension that needs to remain small is the inter-electrodes distance, it is possible to implement the same concept using high surface area electrodes as side walls of narrow electrolyte channels. The second device is a vapor-fed microelectrolyzer which absorbs water from ambient air in a Nation® thin-film where water electrolysis takes place. The evolved gases later diffuse through the same film into the dedicated channels. The large surface to volume ratio in the microfluidic device provides efficient humidity absorption form air, and current densities above 3 mA/cm² can be reached under stable operational conditions. Effect of various parameters such as Nation film’s thickness, air flow speed, and its water content are studied, providing guidelines for the development of high-current density vapor-fed devices. The development of photoelectrodes for the fabrication of solar fuel generators will also be discussed.

Remark: The authors do not wish to publish their full contribution in these proceedings. The topic of this abstract is published as the references of this extended abstract.

Effective High Pressure Hydrogen Evolution from Formic Acid without any Compressing

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Abstract

High-pressure hydrogen production over the 35 MPa is one of the key technologies for the commercial use of feeding hydrogen gas especially to fuel cell vehicle, etc. to assure long term working with the fuel cell cylinder after a single charging. However to supply the high-pressure hydrogen gas over 35 MPa, specific gas compressor is necessary to pressurize hydrogen, which requires large amount of energy for proper compressing. To overcome this problem, we used Iridium (Ir) complexes as homogeneous catalysts which can produce hydrogen gas efficiently by the catalytic dehydrogenation of formic acid. We successfully achieved the generation of high-pressure gas over 100 MPa effectively using the catalyst without any compressing procedure. A schematic diagram of the system is shown in Figure. Furthermore, analysis of the product mixture revealed a ratio of hydrogen and carbon dioxide is 1:1 and no carbon monoxide was detected even at the high-pressure region over 10 MPa. Additionally, we can selectively separated hydrogen gas under the high-pressure conditions. In the presentation we will discuss about the high-pressure gas evolution system and the separation process.

Figure: The high-pressure H₂ evolution system from formic acid.

Catalytic Dehydrogenation of NaBH₄ Solution across Pin Fin Structures in a Microchannel Reactor

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Abstract

Many types of hydrogen storages have been studied recently paying attention to hydrogen storage and release. Among those, dehydrogenation from the hydrolysis of a sodium borohydride (NaBH₄) solution has been of much interest owing to its high theoretical hydrogen storage capacity (10.8 wt.%) and potentially safe operation. However, most of researchers have focused on chemical characteristics such as NaBH₄ hydrolysis, catalysts, and synthesis, but not on the mechanical design of a chemical reactor for hydrogen generation. To design an efficient chemical reactor, size (which should be compact) and pressure drop, reaction rate are of great importance. Therefore, a microchannel is promising for the design of a dehydrogenation reactor owing to its very large reacting surface area per unit volume. Moreover, micro size pin fin structures could be manufactured on the bottom of microchannel surface for even more extended reacting surface area and contact catalytic reaction.

An experiment study has been performed on catalytic reaction rate and pressure drop of NaBH₄ solution over both a single microchannel with a hydraulic diameter of 300 μm and a staggered array of micro pin fins with hydraulic diameter of 50 μm in the microchannel. Catalytic reaction rates and pressure drops were obtained over Reynolds numbers from 1 to 60 and solution concentration from 5 to 20 wt.%. Moreover, reacting flows were visualized using a high-speed camera with a macro zoom lens.

As a result, both the amount of hydrogenation and pressure drop are 2.45 times and 2.26 times more in pin fin microchannel than in a single microchannel, respectively.

Effect of Iron Oxide Nanoparticles on Dark Fermentative Hydrogen Production from Molasses based Distillery Wastewater

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Abstract

The study reports the enhancement effect of iron oxide nanoparticles on dark fermentative hydrogen (H₂) production from molasses-based distillery wastewater. Batch experiments with different iron oxide nanoparticle concentration (0-100 μmol L⁻¹) of two different particle sizes (6& 59 nm) and at different pH values (4-7) were conducted to convert soluble COD to hydrogen at 37±1°C. The 59 nm iron oxide nanoparticle was synthesized from Murrayakoenigii leaf extract, while the 6 nm was procured from Sigma Aldrich India. The experimental results indicated that maximum cumulative hydrogen production (433 mL), biohydrogen production rate (24.2 mL/hr), hydrogen content (65 %)  and % COD reduction (72.5%)  was observed at iron oxide (6 nm) nanoparticle concentration of 20 μmolL⁻¹ at pH 6; corresponding to 184%, 227%, 61.4% and 32.9% higher than that without nanoparticle supplementation respectively. The results indicated that iron oxide nanoparticles supplementation could remarkably improve the biohydrogen production from complex distillery wastewater.

Keywords: Distillery wastewater; Fermentative hydrogen production; Iron oxide nanoparticle; Hydrogen production; Hydrogen production rate; % COD reduction
In-situ O₃ rejuvenation of SO₂ contaminated Polymer Electrolyte Fuel Cell: Electrochemistry, single cell and 5-cells stack studies

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Abstract

The performance of Polymer Electrolyte Fuel Cell (PEFC) is highly dependent on the purity of the fuel and air supplied. The airborne pollutants have a severe detrimental effect on the performance of air breathing PEFC stacks. Sulphur dioxide (SO₂) is one such airborne pollutant that severely degrades the performance of the PEFC. The effects of SO₂ on the performance of PEFC in single cell and 5-cells stack were studied. The results show that the SO₂ contamination of the PEFC is highly potential dependent. Lower the output voltage of the individual fuel cell, higher the performance degradation. The contamination studies also shows that even 100ppm SO₂ does not affect the performance of the cell if the output voltage is around 0.65 V. However, the performance starts degrading gradually and more rapidly with decreasing output voltage. Presence of 10ppm SO₂ on the air stream degrades the performances of the individual unit cell, and the whole stack, by 25% within 2 h. The performance of all the cells and the stack improves slightly upon switching off the SO₂ on the air stream. However, it reached a plateau within 900 s, and could not be recovered further. Later, the stack was treated with 0.4% O₃ and purged with air to flush out the residual O₂ inside the cell. It was found that O₃ treatment can recover the performance of the stack, and all the individual cells, within 600 s. The O₃ rejuvenation mechanism does not discriminate among the individual cells.

Figure 1: Effect of SO₂ contamination on the performance of 5-cells PEFC stack

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Please contact the authors directly for further information.
B0501 (Fuel Cells SI publication candidate)

Hydrogen Storage on Graphene Foam

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Abstract

Graphene has extremely high surface-area-to-weight ratio, is strong, stable, and environmentally benign. As such it may be an ideal hydrogen storage material. The theoretical maximum surface area is 2630 m$^2$/g. However, commercially available graphene powders tend to be limited to ~600 m$^2$/g, due to restacking of the graphene sheets. Graphene is also still prohibitively expensive. In order to solve these problems some kind of low-cost three dimensional graphene architecture is desirable.

We synthesize graphene foam via combustion of sodium ethoxide, followed by heat treatment. The process is gram-scale and low cost (<$10), with large surface area (up to 2500 m$^2$/g), and is template-free. The structure is highly porous with micron-scale voids encapsulated by graphene walls ~2 nm in thickness (Figure 1a, b). Hydrogen physisorption isotherms were measured at 77K up to 1 MPa. Commercially-obtained graphene powder (600 m$^2$/g) has a hydrogen capacity of 1.2 wt.%. Graphene foam with 1200 m$^2$/g has a much higher hydrogen sorption capacity of 2.1 wt%. Graphene foam with 1600 m$^2$/g reaches 2.6 wt.% hydrogen capacity. At room temperature and 8 MPa, the hydrogen sorption capacity is 1.6 wt.%.

We have performed chemisorption on such samples via Birth reduction, obtaining ~4.0 wt.% chemically bound hydrogen, which can be recovered by heating.

Figure 1. (a-b) Transmission electron microscopy (TEM) images of graphene foam. (c) Hydrogen sorption isotherms compared with commercially available graphene.
B0505 (Abstract only, elsewhere published)

Hydrogen storage and delivery: the formic acid - carbon dioxide couple

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Abstract

Formic acid can be selectively decomposed into CO free carbon dioxide and hydrogen.\(^1\) It has been shown, that beside the ruthenium(II)-\(\text{tppts}\) systems, the iron(II) – hydrido \(\text{tris}[2\text{-diphenyl-phosphino}e\text{thyl}]-\text{phosphine}\) complex also catalyses formic acid cleavage with an exceptionally high rate and efficiency (turnover frequency, TOF= 9'425 \(\text{h}^{-1}\); turnover number, TON= 92'400).\(^2\) This opens the way for cheap, non-noble metal based catalysts for this reaction.

\[
\text{HCOOH} \rightarrow \text{CO}_2 + \text{H}_2
\]

Bicarbonates and carbonates have been proven to be viable \(\text{H}_2\) vectors, as these widely available natural \(\text{C}_1\) sources can be easily hydrogenated to formats or to formic acid derivatives.\(^3\) Although ruthenium(II) and other platinum group metal compounds are the predominant catalysts in these reactions, iron(II) can be also active, giving a new perspective for the use of abundant and inexpensive Fe-based compounds in \(\text{HCO}_3^-\) reduction. For the first time, the direct hydrogenation of \(\text{CO}_2\) into formic acid using a homogeneous ruthenium catalyst, in aqueous solution and in dimethyl sulfoxide without any additives, have been realised.\(^4\) In water, at 40°C, 0.2 M formic acid can be obtained under 200 bar, however, in DMSO the same catalyst affords 1.9 M formic acid. In both solvents the catalysts can be reused multiple times without a decrease in activity.\(^4\)

Acknowledgement

SNSF, OFEN, CTI, SCCER, CCEM and EPFL are thanked for financial support.

References


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B0506 (Elsewhere published)

Hydrogen Production by Dehydrogenation of Formic Acid using Iridium Catalysts

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Abstract

The hydrogen storage system based on the interconversion between \(\text{CO}_2\) and formic acid (FA) has recently received renewed attention because formic acid contains 4.4wt% of hydrogen and has low toxicity (Figure 1). We have developed homogenous catalysts for \(\text{CO}_2\) hydrogenation for hydrogen storage and dehydrogenation of formic acid for hydrogen release. CO-free hydrogen was evolved highly effectively in aqueous media without organic additives under mild reaction conditions. Furthermore, when the reaction was carried out in a closed vessel, high-pressure hydrogen could be supplied. Herein, we describe our design concept for highly efficient catalysts for dehydrogenation of formic acid.

H2 storage: Material and systems
H2 storage in metal hydrides

Chapter 08 - Sessions B05, B08- 5/12
Rod-like FeOOH for Ortho-Para Conversion of Hydrogen

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Abstract

Rod-like structured FeOOH powders were first applied to ortho-para hydrogen conversion. The rod-like, micro length, nano diameter, and non-aggregated FeOOH powders were directly prepared by hydrothermal method. The morphology and structure of the powders were characterized by SEM, TEM, and XRD. The powders had a pure tetragonal $\beta$-FeOOH structure, with no additional peaks detected. The ortho-para hydrogen conversion properties were calculated by NMR spectrum. The para hydrogen ratio of the catalyzed hydrogen by rod-like FeOOH powders was 64%. Thus, the spin conversion was observed for the rod-like FeOOH powders, where 15% of ortho hydrogen at 77 K was converted into para hydrogen.

CO$_2$ Methanation Under Atmospheric Pressure Conditions on a Ni catalyst: Experiments and Kinetic Modelling

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Abstract

Hydrogen storage and the associated infrastructure stand out among the major barriers towards a hydrogen based economy. One of the most promising concepts to overcome this problem is the “Power to Gas” (P2G) conversion. In a P2G installation, the surplus electricity coming from a renewable primary energy source (mostly wind and PVs) and not utilized in the electricity grid (mostly for stability reasons), is used to generate hydrogen, or potentially methane, for further use and storage in the natural gas distribution grid. In the aforementioned P2G scheme, electrolysis is utilized for hydrogen generation, while a methanation process is required for generating methane. A methanation process is a catalytically assisted physical-chemical process that generates methane from a mixture of various gases like CO, CO$_2$, and H$_2$. Producing methane using carbon dioxide as a raw material would have a two-fold positive effect: reduction of total CO$_2$ emissions and conversion of CO$_2$ to an energy vector.

In the present work, novel methanation experiments are conducted under atmospheric pressure conditions on a Nickel catalyst, in a temperature range between 250 – 500 °C, for stoichiometric (H$_2$/CO$_2$=4) and hydrogen excess (H$_2$/CO$_2$=5) feeds. All tests were performed with nitrogen dilution. Stoichiometric experiments depict a maximum CH$_4$ yield of ≈69% recorded at 364°C (GHSV=10000 h$^{-1}$), whereas hydrogen excess measurements depict increased maximum CH$_4$ yield (of approximately ≈82%) recorded at 364 °C. Furthermore, experiments implementing a bimetallic catalyst with nickel (Ni) and ruthenium (2%wt) (Ru) have taken place. The Ru catalytic sample resulted in a greater CH$_4$ yield when chemical equilibrium was still not reached (i.e., at low temperatures), highlighting the positive impact of the Ru addition on the conversion.

In the second part of the paper a basic kinetic study has also been conducted in order to simulate the aforementioned experiments. Although the implemented Xu & Froment [11] model succeeded in capturing the basic trend of the experimental CO$_2$ conversion “curve” for temperatures between 250 – 500 °C, discrepancies still exist. Future work will focus on optimizing the implemented model’s kinetic and adsorption parameters according to the examined conditions.
Abstract

Energy has a great significance in human's life, daily and throughout the year, everyone is in need of it. Despite the tremendous progress in science and technology fields, the world still depends on conventional energy sources (oil, coal, gas), although they are limited and non-permanent. Moreover, the excessive use of fossil fuel causes severe and harmful meteorological phenomena resulting from carbonic exhaust, which contributes to the greenhouse effect. This will induce an energy crisis and have a negative impact on the world economy. It is therefore essential to find clean and renewable energy sources.

Hydrogen has distinctive characteristics, it is clean and permanent. Hence, hydrogen is the energy vector of the future, which can be produced from various sources (electricity, water, reforming...). This vector is a very promising fuel; it can replace gasoline in the thermal engines and be the fuel for combustion batteries to produce electricity. Fortunately, Hydrogen exists in huge quantities in nature; however, it does not exist in the Free State. In order to have dense and assured storage of H₂, it is essential to answer the problems posed by the storage of low-density and explosive gas. Hydrogen storage stays the significant obstacle within its application as energy source for future operations and processes which may explain that are still poorly understood. In this context, we will study the physisorption of hydrogen in carbon nanostructures. The amount of adsorbed hydrogen will be deduced based on the volumetric method, which achieves better understanding and good knowledge of calculation.

References:

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B0802 (Abstract only)

Nanoconfinement of hydride materials into carbon hosts for reversible hydrogen storages in PEMFCs

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Abstract

One of the most important factors for effective energy production of fuel cells is reversible hydrogen storage system, which should provide fast hydrogen sorption kinetics, low operating temperature and pressure, compact size, and light weight. Solid state hydrogen storage materials based on nanoparticle of metal, complex, and composite hydrides, such as MgH$_2$, LiBH$_4$, NaAlH$_4$, MgH$_2$-LiBH$_4$, and etc., have drawn a lot of attentions for fuel cell applications. However, particle agglomeration of these hydrides after several de/rehydrogenation cycles, leading to sluggish reaction kinetics due to lower surface area for hydrogen exchange reaction is one of the most concerned problems. Thus, nanoconfinement of these materials into inert porous carbon hosts (e.g., carbon aerogel scaffolds, carbon-based polymers, and carbon nanofibers) is proposed to not only constrain particle size in nanoscale all over de/rehydrogenation cycles, but also to increase surface area and shorten diffusion distance for hydrogen exchange reaction. In this work, I would like to present nanoconfinement of several hydride materials, i.e., LiBH$_4$, LiBH$_4$-MgH$_2$, LiBH$_4$-NaAlH$_4$, LiBH$_4$-LiAlH$_4$, and etc., into carbon hosts. The presentation will be made based on sample preparations and characterizations as well as results and discussion relating to hydrogen storage efficiency and reaction mechanisms during de/rehydrogenation.

Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.

B0804 (Elsewhere published)

Solid State Approaches for Portable H$_2$ Applications

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Abstract

The HYPER project (1) is an EC FCH JU project between academia and industry to develop an integrated hydrogen-fuelled power pack. One aspect of this project is to develop a solid state hydrogen storage module that can be used in combination with a PEM fuel cell. Two possibilities have been explored for this hydrogen storage module.

One possibility is to use a matrix with a hydride source and an exothermic ‘H$_2$ release system’ as a filler material. We will present results based on a MgH$_2$ matrix (that can theoretically store 7.6 wt.% H$_2$ on its own) with a filler material comprising of microwave synthesized Mg(OH)$_2$ (Figure 1) and a chemical hydride. Two hydrides (MgH$_2$ (2), LiH) have been investigated alongside Mg(OH)$_2$ as a “one shot” exothermic filler for use with the matrix. Powder X-ray Diffraction, TPD (temperature programmed desorption), kinetic measurements and theoretical calculations will be presented along with possible improvements (such as the use of catalyst) which will be discussed. (3)

Another possibility is to use a material that has a high H$_2$ gravimetric capacity which is confined within a porous, inert matrix. This can aid in the suppression of any unwanted release of by-products and improve the H$_2$ desorption properties. We will discuss and compare two different synthesis methods for confining the H$_2$ storage material and discuss the most promising approaches for moving forward.

Figure 1: Synthesised Mg(OH)$_2$

1) HYPER project website can be accessed at: http://www.hyperportablepower.com
B0807 (Fuel Cells SI publication candidate)

Hydrogen properties and solution energy of hydrogen in beryllium intermetallic compounds

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Abstract
Beryllium intermetallic compounds have shown a variety of excellent properties, such as neutron multiplier, refractory function, hydrogen storage, superconductivity and so on. Be2M compounds (M=Ti, V and Zr) have been investigated as neutron multiplier in fields of fusion reactor while Be2M2 compounds have been focused on refractory materials. In addition, Be2Ms have been known as a Laves phase which is characterized by an A2B type compound performing higher H2 storage potential. Although great interest on hydrogen properties of Be2M owing to its lower density has been aroused from viewpoints of reactivity with H2O, trap site of hydrogen and amount of H2 gas in this compound, few studies on the Be2M found and its data base is still unsatisfactory.

Preliminary synthesis of a beryllium intermetallic compound (=Be2Ti) as a hydrogen storage material was conducted to clarify its reactivity with water vapor at high temperature and hydrogen storage capacity. X-ray diffraction profiles and electron probe micro-analysis results confirmed that the preliminary synthesis of single phase Be2Ti was successful by homogenization treatment and plasma sintering. Hydrogen generation rate of the Be2Ti by a reaction with 1 % H2O increased as test temperature increased. High temperature exposure with H2O leads to formation of TiO2 on the surface. In addition, hydrogen storage result of Be2Ti evaluated by pressure-concentration-temperature curve depicts that Be2Ti indicated H2 gas storage concentration with 0.56 w.t. % (=0.125 H/M) at 298 K, which is relatively low when the H2 pressure increases up to 13 MPa. As a result of additional PCT measurements, it does not seem to have particle size dependence with regard to hydrogen capacity.

As a result of simulation based on the first principle calculation, it was indicated that there were two hydrogen trap sites, tetrahedron and center of triangle with solution energies of ~0.52 and ~0.05 eV, respectively, indicating maximum trap site with 5.4 w.t. %. This dissimilarity may be thought by the fact that Be2Ti sample contains large fraction of oxides, surface oxide layer, which would disturb the surface penetration of hydrogen.
Christopher F. Seidler (1), Cedric Müller (1), Dieter Freudo (2), Jürgen Haase (2), Michael Wark (1) 14

B1102 Development of Charge-Transfer Complex Hybrid Films As Alternative PEM For High-Temp PEFC 15
Masamichi Nishihara (1,2), Liana Christiani (3), Feng Shiyan (3), Kazunari Sasaki (1,2,3) 15

B1103 (Abstract only, elsewhere published) Influence of Temperature Related Operation Faults on HT-PEMFC MEA Performance and Durability 16
Piotr Bugło, Emmanuel Unathi March, Nkucubluo Mkrugulwa, Sivakumar Pasupathi, Bruno G. Pollet 16

B1104 (Elsewhere published) Multilayer membranes for IT-PEFC 18
Carolina Musse Branco (1), Kun Zhang (1), Surbhi Sharma (1), Maria Madalena de Carmago Forte (2), Robert Steinberger-Wilckens (1) 18

B1105 (Fuel Cells SI publication candidate) Proton Conductivity of Porous Zirconium-Organic Frameworks with Protic Ionic Liquids 19
Michael Wark (1), Christopher F. Seidler (1), Madita Einermann (1), Mahdi S. Bazarjani (1), Jann Lippke (2), Peter Behrens (2), Tobias von Zons (3), Adelheid Godt (3) 19

Analysis of crack structures of HT-PEFC electrodes from in-situ synchrotron radiographs 20
Dieter Froning (1), Wiebke Lüke (1), Tobias Arlt (2), Ingo Manke (2), Werner Lehner (1,3) 20

Optimization of Poly2,5 benzimidazole (ABPBI) Membrane for High Temperature Fuel Cell Application 21
Ratikanta Nayak, Prakash C. Ghosh 21

Investigations on the H3PO4-Uptake of Polybenzimidazole type Polymers using RAMAN Spectroscopy 22
Carsten Korte, Fosca Conti, Jürgen Wackerl, Susanne Kuhri, Werner Lehner (1,3) 22

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B0601 (Fuel Cells SI publication candidate)

Graphene Oxide Ionomer Membranes for Proton Exchange Membrane Fuel Cells
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Abstract

Graphene Oxide (GO) can be used as an ionomer material for polymer electrolyte membrane fuel cells (PEMFCs) due to its strength, lamellar structure, hydrophilicity, and acidic functional groups (Figure 1a). GO paper was prepared from dispersion by vacuum-filtration onto Millipore filters. The resulting membrane is strong and flexible (Figure 1b). Proton conductivity is typically related to a water-mediated ion transport mechanism, therefore water uptake was determined from the dry and water-saturated masses of the membranes to be 31 wt% in GO, compared with 26 wt% for Nafion. This indicates that GO may maintain proton conductivity even under low humidity conditions. The tensile strength (55 MPa) was larger than in Nafion (31 MPa). Conductivity increases with humidity and temperature, to 0.6 mS/cm at 100% RH and 70 °C (Figure 1c). This suggests water-mediated proton conduction, and a thermally activated proton conduction process.

A membrane electrode assembly (MEA) was assembled in which 16 µm thick GO paper was utilized in place of 50 µm thick Nafion in a “graphene oxide membrane fuel cell” (GOMFC). A high open circuit voltage of 1.00 V was obtained at 40 °C (compared to 0.98 V in Nafion) despite the much thinner membrane (Figure 1d). This clearly indicates predominantly protonic conduction and low fuel crossover. The power density is 33.8 mW/cm² a trend of increasing power density with decreasing thickness was observed.
A Novel Composite Nafion/Anodized Aluminum Oxide Proton Exchange Membrane

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Abstract

The high proton conductivity of the Proton Exchange Membranes (PEMs) made of Nafion® results from a random 3D network of water channels formed by bundles of rod-like inverted micelles. An increase in conductivity along the membrane was demonstrated by alignment of these bundles in parallel to the membrane surface; however, PEM Fuel Cell applications require alignment normal to the membrane surface. A few attempts were made to produce such alignment by confining Nafion in nanometric pores of Anodized Aluminum Oxide (AAO) membranes, so far with a limited success. We presume that a likely reason for this failure is that Nafion concentration in the solutions used for the deposition exceeded the threshold concentration $C^*$, above which Nafion molecules form aggregates that could not enter the pores because of their size.

By applying a combination of thermal and vacuum methods to through-the-membrane evaporation of Nafion solution with concentration well below $C^*$, we achieved considerable filling of the AAO membrane pores with diameter 200 nm (as shown in the picture). Characterization of such composite membranes poses another challenge. The through-plane resistance measurement by means of Electrochemical Impedance Spectroscopy (EIS) under controlled temperature and relative humidity (RH) conditions is probably the most reliable method, resulting in conductivity of ~ 10 S/m in pure Nafion (25 °C, 100% RH). However, this method is time consuming and requires specialized equipment. Consequently, numerous laboratory methods were proposed, resulting in wide variety of Nafion conductivity values significantly distant from the 10 S/m. With the composite membranes, yet another limitation appears: proton conduction can result from Nafion presumably deposited in the pores as well as from free transport of the supporting acid electrolyte ions through the unblocked pores. We developed two simple and fast EIS-based methods of measuring the membrane resistance and NaCl permeability. The latter, since Nafion demonstrates strong anion exclusion, provides information on the pore blockage. The measuring results of the experimental membrane, pristine AAO membrane and commercial Nafion membranes are reported.

B0603 (Elsewhere published)

Composite sPEEK-porphyrin membranes development for PEFC applications

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Abstract

Composite membranes based on sulphonated Polyetheretherketone (sPEEK) and porphyrins with different substituents in the periphery of the macrocycle were developed for PEFC applications at low temperature. A sulphonation degree of 65% was selected for these operative conditions in order to guarantee a good proton conduction. An investigation on different percentages (in the range 0-5wt%) of each porphyrin was carried out to verify the interaction with the polymeric matrix. The membranes were realized with a standardized doctor-blade method, thermally and chemically treated. UV-Vis and Fluorescence emission were carried out to investigate the aggregation state of porphyrins embedded in the membranes. Ionic exchange capacity and water uptake measurements were performed to highlight the physico-chemical properties of membranes. It was found that specific interactions between nitrogenous groups of porphyrin and sulphonic groups of polymer occurred. Moreover, proton conductivity measurements at low temperatures were performed to understand the influence of the interactions on the proton transport mechanism. The developed membranes were characterized in a PEFC 25cm² single cell to verify the electrochemical performance at the selected operative conditions.

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Abstract

One of the ways Polymer Electrolyte Fuel Cells (PEFCs) can be improved is by increasing their operating temperature (>100 °C) [1], commonly known as the Intermediate Temperature PEFC (IT-PEFC) (120 °C) [2]. This allows for the generation of high temperature heat, which allows more facile heat rejection, while simplifying water management as water will exist solely in the vapour phase. In order to optimise these IT-PEFCs, further improvement in the cell components are necessary. A combination of simulation and experimental methods has been used to investigate the material properties of the Gas Diffusion Layer so that ideal parameters can be suggested for intermediate temperature operation. Specifically, the porosity, permeability, electrical conductivity and thermal conductivity were investigated. The influence of the GDL thickness, the Microporous layer and hydrophobic treatment were also studied. Results have shown that the GDL porosity is a key factor of influence on the PEFC electrode. The balance between the mass transport capabilities and the electrical conductivity is very important to the success of the electrode. It was found that the cell performance was most sensitive to the GDL porosity when the cell was in the “standard operating” range of 0.7-0.5 V and that a porosity between 40-60 % was best. The presence of a microporous layer and the hydrophobic treatment improve the MEA performance at intermediate temperature. The thinner GDL showed better performance, which was increased further when operating at higher temperature. The key aspect at high temperature is the balance between water management within the membrane and mass transport in the electrode. In conclusion, the GDL is an integral component of the PEFC, however, the effect of its properties on the MEA performance is not sufficiently understood. In the work presented, it is shown that the MEA performance is sensitive to changes in the GDL porosity and therefore electrical conductivity. The processing of the GDL is still key to MEA performance at intermediate temperature.

High-Velocity and High-Speed Manufacturing Method and Manufacturing Cost Analysis for PEM Fuel Cell Applications

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Abstract

One of the key barriers to success for fuel cell applications is the cost, where the manufacturing cost of the bipolar assembly is one of the main cost-drivers on a system level. This paper describes a method from steel to a coated bipolar plate assembly that is addressing the cost perspective by means of an innovative and cost-effective production setup for high-volume manufacturing. The stamping or embossing process is conducted at high strain rates surpassing conventional methods. It enables more challenging flow patterns to be embossed in both austenitic and ferritic steel. The enhanced forming elongation results in higher power densities. Thus, fewer assemblies are needed in the stack and a reduction of cost per kW. Apart from the embossing method, the production setup is outlined as being high-precision and high-speed, using existing technologies which have been further developed from high-volume manufacturing of heat exchanger plates.

Finally, a bottom-up manufacturing cost analysis is conducted for a bipolar plate assembly which, for example, can be used for a middle size passenger vehicle. The bipolar plate assembly is assessed using pre-coated steel, high-strain rate embossing and high-speed processing utilising a combination of existing and near-term technologies as a basis, however, the costs were modelled at a high production volume of 500,000 stacks per year. The presented manufacturing costs are based on an activity-based manufacturing cost model. The cost analysis has been performed per part only and it is concluded that the pricing, approx. 0.97 €/assembly is competitive, although it is slightly higher than has been estimated and reported by Austin Power Engineering.

Promising stamping trials have shown that it is possible to form patterns with a total forming elongation of up to 50 % and a channel pitch well below 1.0 mm. This is a clear indication that the gravimetric power density can be increased and/or the material cost can be reduced. Thus, calculated cost per assembly or per kW will be highly competitive.
**B0606 (Elsewhere published)**

**PANI-Metallic Nanoparticles Double Layer Coating for Bipolar Plates in Polymer Electrolyte Fuel Cells**

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**Abstract**

Compared to traditional graphite plates, stainless steel Bipolar Plates (BPP) for Polymer Electrolyte Fuel Cells (PEFCs) have the benefit of low cost, enhanced durability and relatively easy manufacturing. However, stainless steel has relatively high interfacial contact resistance (ICR) and low corrosion resistance in PEFC environment [1,2]. PVD coatings are considered ideal for improving the ICR values, however, the coating results in a significant increase in cost. Conductive polymer coatings have been investigated in the literature for improving stainless steel corrosion resistance; however, these coatings result in an increase in ICR. The investigation of TiN electropoosition revealed reduced ICR values (meeting the DoE target of 20 mΩ.cm²). Therefore, TiN nanoparticles have been introduced into the polymer coating using electrophoretic deposition and resulted in a significant decrease in ICR while maintaining corrosion resistance properties comparable to PANI. Furthermore, a dual layer of composite and TiN coating has been explored in this study.

The coatings were evaluated using ex-situ techniques. In addition to FT-IR and FIB-SEM analysis, ex-situ electrochemical corrosion tests were performed to evaluate the corrosion resistance of the coated substrates. ICR values were measured before and after corrosion. The results show significant decrease in the ICR values for the TiN and double layer coating while maintaining acceptable corrosion potential and low corrosion current in the simulated fuel cell environment. The effect of scaling up the coating on stamped flow field plates and pre-stamping platines has been explored.

**Remark:** Only one page abstract was available at the time of completion. Please contact the authors directly for further information.

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**B0607 (Abstract only)**

**Optimization of Pack Chromising Process Parameters for Proton Exchange Membrane Fuel Cells Bipolar plates using Box–Behnken Experimental Design**

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**Abstract**

Proton exchange membrane fuel cells (PEMFC) are clean and efficient power sources that could potentially improve global energy security as well as reduce greenhouse emissions if successfully commercialized for automotive, portable and distributed/stationary power generation. However, the high cost and low durability of the bipolar plates, one of its main components is a major challenge to be addressed for PEMFC to compete with current power generation technologies. Bipolar plates are currently fabricated form graphite which is brittle, permeable to gases and expensive to mass produce thus alternative materials such as stainless steels are under investigation for applications as bipolar plate materials. Stainless steels offer lighter weight, lower production cost and higher mechanical strength advantages over graphite but corrode in PEMFC environments resulting in degradation of cell performance. To mitigate these challenges, these metallic alloys have been coated and/or surface treated by a number of surface modification techniques using the one-factor-at-a-time (OFAT) approach. In this study, Box–Behnken experimental design was employed to optimize pack chromising process parameters namely: activator content (3–7%), temperature (1000-1100°C) and time (3-9hours) to produce chromium based coatings on 304 stainless steel with the maximum corrosion resistance in 0.5M H₂SO₄ + 2ppmHF at 70°C. Coatings were characterized by SEM/EDX and XRD. Coatings were characterized by scanning electron microscopy (SEM) with energy dispersive X-ray spectrometry (EDX) and X-ray diffractometer (XRD). Electrochemical polarisation in simulated PEM fuel cells environments and working potentials as well as interfacial contact resistance between the optimized coated surfaces and carbon paper were also evaluated. The results are discussed in relation to the targets for bipolar plates.
Proton exchange membranes prepared from multi-block copolymers based on poly(arylene ether ketone)

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Abstract

Multi-block copolymers based on poly(arylene ether ketone) are synthesized. The chemical structure of the hydrophobic and hydrophilic oligomers and the copolymers synthesized from them is identified using $^1$H- and $^{19}$F- nuclear magnetic resonance spectroscopy, attenuated total reflection fourier transform infrared spectroscopy, and gel permeation chromatography. The development of distinguished hydrophobic-hydrophilic phase separation is confirmed by small-angle X-ray scattering spectroscopy. The proton conductivity and water uptake along with the thermal, mechanical, oxidative stabilities are measured to investigate the effect of the copolymer structure on the membrane properties. The proton conductivity of the multi-block copolymer membrane is higher than that of the randomly sulfonated poly(ether ether ketone) copolymer (SPEEK), while its water uptake was lower than SPEEK. It results from much more distinct hydrophobic-hydrophilic phase separation formed in the multi-block copolymer membrane than the random one. The ion cluster dimension of the multi-block copolymer membranes is larger than that of the SPEEK membranes from the SAXS analysis. Also, the multi-block copolymer membranes show excellent oxidation stability compared to the random one due to the well-established phase separation.

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B0610 (Elsewhere published)

Silica-sulfonic acid-functionalized hybrid membranes synthesized by sol-gel for direct methanol fuel cells.

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Abstract

Organic/inorganic hybrid membranes based on (3-glycidoxypropyl) trimethoxysilane (GPTMS) and 3-mercaptopropyl trimethoxysilane (MPTMS) have been prepared by sol-gel method and organic polymerisation, as candidate materials for proton exchange membranes in direct methanol fuel cell (DMFC) applications. The –SH groups of MPTMS are oxidized to sulfonic acid groups, which are attributed to enhance the proton conductivity of hybrid membranes. Membranes characterization includes degree of sulfonation, ion exchange capacity, water uptake, methanol permeability and proton conductivity. In particular, our hybrid membranes demonstrated proton conductivities as high as 0.1 S/cm, which is comparable to that of Naftion®, while exhibiting two orders of magnitude lower methanol permeability as compared to Naftion®. These results show that this kind of hybrid membranes possess high proton conductivity due to the proton conducting path through the silica pseudo-PEO network in which sulfonic acid groups work as proton donor.

Fig. 1. Illustration of the hybrid structure simulating the protons transfers, where: ⬤ represented water molecules, ⬤ protons, and ⬤ sulfonic acid groups.

Acknowledgements

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Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.

B0611 (Abstract only)

Polysulfone based Nanocomposite Membranes for Alkaline Fuel Cell Applications

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Abstract

Recent developments and the need for lower cost and more efficient fuel cells have created interest in anion exchange membrane fuel cells (AEMFCs) [1]. The use of metal-free anion-exchange membranes (AEMs) avoids CO₂ poisoning (i.e., precipitation of carbonate salts), which is the major obstacle in conventional alkaline fuel cells using sodium or potassium hydroxide as the electrolyte [2]. To date, AEMs based on quaternized polymers have been reported for use in anionic fuel cells. Among these materials, aromatic polymers are the preferred candidates for fuel cell applications due to their excellent thermal and mechanical properties as well as their resistance to oxidation and stability in acidic and alkaline conditions [3,4]. However, the stability of the fixed catonic site in alkaline conditions is a concern due to nucleophilic attack by anions. The introduction of inorganic filler in the polymer matrix supplies the polymer with good thermal resistance and improves the mechanical strength, the flexibility, dielectric, ductility, and processability of the membrane [5,6].

The presentation will focus on the performance evaluation and preparation of polysulfone nanocomposite membrane materials by recasting procedure for alkaline alcohol fuel cells applications. Characterization techniques will include SEM, TGA, AFM and physical properties such as water uptake, ionic conductivity and IEC measurements of these membranes will be presented with reference to recent advances reported in literature.

Keywords: Quaternized polysulfone, nanocomposite membrane, alkaline fuel cell

References:

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B1101

Synthesis and characterization of cubic mesoporous silica as additives for proton conducting membranes

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Abstract

In this work we present the latest results on proton conducting mesoporous Si-MCM-48 materials with different amounts of sulfonic acid groups. The materials were prepared by the co-condensation method and investigated by gas sorption, NMR spectroscopy and electrochemical impedance spectroscopy. The successful incorporation of mercapto-propyltrimethoxysilane (MPMS) into the mesoporous framework was proven by $^{29}$Si-NMR measurements. They show that all used MPMS is incorporated in the Si-MCM-48 structure. The deconvolution of the $^{29}$Si-MAS-NMR spectra shows that Si atoms of the functionalizing silane are linked to the host framework via three or two bonds. The proton conductivity was investigated by electrochemical impedance spectroscopy (EIS). The maximum conductivity was found for the sample with highest loading of sulfonic acid groups (30% MPMS) as $\sigma = 2.9 \times 10^{-3}$ S/cm at 140 °C and 100% relative humidity.

B1102

Development of Charge-Transfer Complex Hybrid Films As Alternative PEM For High-Temp PEFC

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Abstract

Stable operation of PEFC at high temperature more than 100 °C has some advantages such as improvement of fuel efficiency. The achievement of high-temp operation of PEMF is strongly required to develop new alternative PEMs which have high durability, high proton conductivity at high temperature and low dependency to humidity change. We have developed new alternative PEMs which have completely different concept of molecular design compared with conventional PEMs. The developed PEMs consist of hydrocarbon PEMs such as sulfonated polyimides (SPI) with low-molecular weight additives, and these compounds form charge-transfer (CT) complex in the membranes. The formed CT complex in the membranes can work as physical cross-linkers to stabilize and modify various properties for PEM application. The additives can modify their molecular structures freely if the additives retain capability of CT formation. However, we have not introduced the function to the additive molecules yet. In this presentation, we modified the additive molecule and designed proton conductive additive (2,6-dipropyl naphthalene disulfuric acid, SDPN). SDPN has two sulfuric acids (proton conductor) with propyl linkers (hydrophobic unit) connected to naphthalene unit (CT formation unit). Sulfuric acid would be placed sulfonic acid of SPI. Therefore, the CT complex hybrid films consisting of SDPN and SPI would have packed-acid region and physical cross-linked region by CT complex in the membrane. The packed-acid region would contribute proton conductivity at lower humid condition and CT complex region would work as physical stabilizer at high temperature. On the basis of this concept, we evaluated proton conductivity of the CT complex hybrid films consisting of SDPN at high-temp condition (<120 °C). At high temperature condition (100-120 °C), the CT complex hybrid films showed about 100 mS/cm at 100 RH%. These values are higher than Nafion 212. We also evaluated humidity effect to the CT complex hybrid films at high temperature. The proton conductivity of the CT films decreased with the decrease of humidity at 120 °C. However, the proton conductivity of the CT films was higher than Nafion 212 at all humidity.
Influence of Temperature Related Operation Faults on HT-PEMFC MEA Performance and Durability

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Abstract

The interest in High Temperature Proton Exchange Membrane Fuel Cell (HT-PEMFC) technology has been increasing in the past few years due to the advantages of the technology related to improved electrode reaction kinetics, high CO tolerance, simplified heat and water management and the possible use of alternative and non-noble catalyst materials. The high operating temperature offers very attractive applications of the technology in Combined Heat and Power (CHP) systems but at the same time it requires newly temperature resistant materials and fuel cell components to be developed.

The Membrane Electrode Assembly (MEA) is the most crucial fuel cell component in a PEMFC. It has been reported that the best so far commercially available High Temperature MEAs (HT-MEA) are those produced by BASF which are easily achieving the highest performance of 0.6 A cm^{-2} at +0.6 V and at 160 °C with a long-term stability of over 20,000 hours together with a degradation rate of ~6 µV h^{-1} (at 160 °C). The other market players as for example FuMA-Tech GmbH who offers Fumea® MEA products with performance of 0.6 A cm^{-2} at +0.6 V and 160 °C with good durability during the first 900 hours test at 160 °C. The performance of Advent Technologies SA HT-MEAs - TPS® MEA – are slightly lower and are able to reach 0.35 A cm^{-2} at +0.6 V and at 180 °C with excellent long term stability of the MEA at over 4,000 hours test with a degradation rate of ~9 µV h^{-1} (at 180 °C). Danish Power Systems® with the flagship product Dapozol® MEA reported performance of 0.4 A cm^{-2} at +0.6 V and 160 °C and >5,000 hours lifetime in continuous operation.

Unfortunately in ‘real’ applications and due to faults in operation, the continuous maintaining of nominal working conditions cannot be ensured at all times; and deviations of various parameters such as for instance temperature or reactants supply from nominal values do occur. In those unfavourable operating conditions several MEA components degradation and corrosion processes occur and influence the MEA performance and durability. The most important thing is to know how to mitigate the degradation processes caused by ensuring operation fault by adjusting other operating parameters and developing careful and systematic shutdown strategies.

This paper reports on the influence of several temperature cycling operation faults on HT-MEA performance and durability. Temperature cycling at full and no load conditions is simulated and various reactant supply and purging strategies are applied. The performance of the HT-MEAs is studied with the mean of polarisation plots and Electrochemical Impedance Spectroscopy (EIS) methods. In this study, the most harmful temperature faults are shown and determined and strategies for mitigation of MEA degradation are suggested.

Remark: The authors did not wish to publish their full contribution in these proceedings and would like to publish elsewhere. Please contact the authors directly for further information.
**B1104 (Elsewhere published)**

**Multilayer membranes for IT-PEFC**

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**Abstract**

Polymer Electrolyte Fuel Cells (PEFCs) operate at around 80 °C and face problems like water and heat management due to these operating conditions. It is well accepted that the performance of PEFCs can be improved by operating at higher temperatures (80 < T < 120 °C). This is because operation at higher temperature will accelerate the rate of the chemical reaction, facilitate water and heat management. These are normally referred to as Intermediate Temperature Polymer Electrolyte Fuel Cells (IT-PEFC) in order to differentiate them from higher temperature (T = 180 °C). However, the polymer membrane used in IT-PEFC conditions must be able to hold the water at these higher temperatures in order to transport the protons. This is not the case with the standard commercial Nafion membrane when operating over 100 °C. The present study investigates the use of multilayered membranes (MM) using Nafion and sulphonated polyindene (SPInd). Two different types of MM membranes were made: i) N/SPInd/N and ii) N/N. The component membrane single layers were cast using the polymeric solutions separately and then the layers were hot-pressed together. Characterization of the membranes using water uptake, ion exchange capacity (IEC), FT-IR and electron microscopy revealed that the water uptake for N/SPInd/N is higher than that of Nafion while the IEC is equivalent to cast Nafion. The proton conductivity test was also carried out to confirm the performance of the membranes.

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**B1105 (Fuel Cells SI publication candidate)**

**Proton Conductivity of Porous Zirconium-Organic Frameworks with Protic Ionic Liquids**

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**Abstract**

Infiltration of the protic ionic liquid (PIL) triethylammonium trifluoromethanesulfonate (TEA-TFA) into the pores of zirconium metal organic-frameworks (Zr-MOFs) formed from interpenetrated networks (called PIZOFs) leads to highly proton conducting dry solids. The PIZOF family is built-up from long rod-like 2,5-di-substituted 1,4-di-(4-carboxy-phenyl-ethynyl) benzenes as linkers and Zr$_6$O$_4$(OH)$_4$(CO$_2$)$_{12}$ as Inorganic Building Units. The modular synthesis of the linkers allows tailoring the environment in the pores via the side chains carrying different functional groups. In case of PIZOF-7 the side chains are polyethylene glycol (PEG) units, in case of PIZOF-11 long alkyl chains narrow the pores. By infiltration of different PIZOFs with 50 wt.% PIL nanocomposites exhibiting proton conductivities up to 4.2 x 10$^{-3}$ S/cm at 120 °C under anhydrous conditions were obtained. For a proton conducting material operating in a water-free state this conductivity is quite promising. The obtained proton conductivity strongly depends on the chemical nature of the PIZOF pores, i.e. the kind of side chains at the linkers. Gas adsorption studies show that the side chains strongly influence the porosity and the hydrophilicity of the PIZOF materials.
B1106 (Fuel Cells SI publication candidate)

Analysis of crack structures of HT-PEFC electrodes from in-situ synchrotron radiographs

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Abstract
The behavior of high-temperature polymer electrolyte fuel cells (HT-PEFC) was investigated at different operating conditions. The crack structure induced by the drying process of the catalyst material during its fabrication can be visualized by means of synchrotron X-ray radiography in through-plane mode [1] and qualitatively analyzed with established image processing techniques. We detected structures – cracks and blocks – in the images for characterization of the morphology. The cracks were analyzed with statistical methods for quantification.

Fig. 1: Normalized X-ray radiograph of a HT-PEFC at 140 mA cm$^{-2}$ [2]

X-ray radiographs were taken from a HT-PEFC operated under electrical load in-situ. We focused on the crack widths and their distribution depending on their location under the channels or under the ribs of the flow field and on the relationship to different operating conditions [2]. As one result we found different crack widths under the ribs and under the channels of the flow field and we identified an impact of the operating conditions on the crack structure.

B1107 (Elsewhere published)

Optimization of Poly2,5 benzimidazole (ABPBI) Membrane for High Temperature Fuel Cell Application

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Abstract
Acid-doped ABPBI membrane with good proton conducting properties at high temperatures is considered as the best suitable membrane for high temperature fuel cell (HTPEM) application. The fundamental part of membrane preparation depends upon the perfect concentration of polymer solution. It decides the film forming capability of the solution, also the strength of the well prepared membrane. The addition of polymers to Newtonian fluid like methane sulfonic acid produces a deep rheological change. Because of their unique molecular structure, elastic behavior of polymer became a viscoelastic fluid in its solvent and gives the spectacular properties of material. The optimization of membrane was done of a suitable viscoelastic solution on the basis of the hardness and film forming capability supported by viscosity and topography of the membrane. Molar concentration of 5.6 moles/liter with viscosity of 0.52 Pa.S having hardness 0.074 GPa is optimized for HTPEM application.
Investigations on the H3PO4-Uptake of Polybenzimidazole type Polymers using RAMAN Spectroscopy

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Abstract

In the last years phosphoric acid doped polybenzimidazol (PBI) became a curial role as proton conducting electrolyte membrane in high temperature polymer electrolyte fuel cells (HT-PEFC). In here, typical operation temperatures of 120 to 200 °C and very low humidity ionic conductivities of $10^{-2}$ to $10^{-3}$ S cm$^{-1}$ can be measured. Several experimental studies, e.g. [1, 2], demonstrate H3PO4-doping process of different PBI-type materials. Unfortunately, no general applicable model for kinetics of the adsorption processes, which are able to describe the whole accessible range of doping degrees, has been published yet. However, the correlation of the interactions between H3PO4 molecules and polymer chains as well as the adsorption isotherm, the polycondensation equilibria of H3PO4 and the corresponding implications on the proton conductivity are finally not illuminated. Here, we show investigations of the adsorption process of H3PO4 on a commercial cross-linked PBI derivative (Fumapem AM-55). A number of membranes have been prepared at different doping levels and analyzed to elucidate the adsorption processes of H3PO4 as a function of temperature and concentration. Karl-Fischer, pH-litration and RAMAN spectroscopy are used to characterize the membranes [3]. In addition, the adsorption equilibria of the uptake process on non-crosslinked m-PBI and AB-PBI have been analyzed with different kinetic models for our and for literature data. The behavior of all PBI-type polymers can be described satisfactorily with a BET-like adsorption isotherm (see Fig.1). By means of RAMAN spectroscopy regions in the isotherm can be correlated to the protonation of the polymer chains, to the formation of H-bonds directly on the chains and to still adsorbed H3PO4 molecules.

Fig. 1: Adsorption isotherm for H3PO4 doped PBI, compiled and evaluated data from literature.


Remark: The extended abstract for this contribution is given by “A0502”.

B1108 (see A0502)

Chapter 10 - Session B09
Fuel processing and hydrogen purification

Content

B0901 (Fuel Cells SI publication candidate) ................................................................. 2
Improved PBI Membranes for High Temperature Electrochemical Hydrogen Purification
Guoqing Qian, Xiaoming Chen, Harry J. Ploehn, and Brian C. Benicewicz
2
On-site hydrogen generation from biodiesel and diesel
Stefan Martin (1), Peter van der Veer (2), David Wails (3), George Karagiannakis (4), Mário Costa (5), José Luis Marcos (6), Ana Casado (7)
3
CO free reformate for stationary LT-PEM fuel cells - technical and commercial benefits of selective methanation
Lutz Schilling
4
HIL simulations of a Real-Time Fuel Processor Model
Erik Aberg (1), Jens Pålsson (1), Karin Fröjd (1), Karin Axelsson (2), Gregor Dolanc (3), Bostjan Pregelj (3)
5
Study on on-board fuel reforming for hydrogen production using exhaust gas
Seunghyeon Choi (1), Joongmyeon Baen (1), Juheon Lee (2), Jeonghwa Cha (2)
6
Operating Strategies for Fuel Processing Systems with a Focus on Water-Gas Shift Reactor Stability
Daniel Krekel, Remzi Can Samsun, Joachim Pasel, Matthias Prawitz, Ralf Peters, Defel Stolten
7
Low Temperature Methanol Steam Reformer with Heat Exchanger Structure Thermally Integrated with a HT-PEMFC
Sonja Auvinen, Francisco Vidal Vazquez, Jari Pennanen, Heidi Tuiskula, Jaana Villakangas
8
Hydrogen Gas Purifiers for Fuel Cells
Marcucci, Giorgio Macchi, Simona Pirolo and Cristian Landoni
9
Experimental study on diesel reforming with hydrogen peroxide
Gwangwoo Han, Minseok Bae and Joongmyeon Bae
10
A 1kW Gasoline Fuel Processors for Mobile HT-PEMFCs
Inyong Kang, Woojin Kang, Byounggwan Gwak, Younggil Choi, Ah-Reum Park, Byungwook Song
11
Improved PBI Membranes for High Temperature Electrochemical Hydrogen Purification

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Abstract

Phosphoric acid (PA) doped polybenzimidazole membranes made by the PPA process have been the main focus of our research efforts for more than a decade. These membranes exhibit an excellent combination of properties including high proton conductivities, excellent fuel cell performance, and long-term durability. For both fuel cell and hydrogen pump devices, the improvement in membrane mechanical properties at high temperatures could lead to further increases in durability and lifetimes of the membranes and resulting devices. We have been particularly interested in membrane compressive creep properties and have developed test protocols which are being used to understand the compressive creep properties and develop structure-property relationships for PPA processed membranes. Correlations of copolymer structure to high temperature creep properties will be discussed as well as approaches to increasing polymer solids content while maintaining membrane proton conductivities. We will also discuss the recent investigations in terms of hydrogen pumping applications, which may have broad applications in both emerging energy applications and current industrial gas markets.
B0903 (Fuel Cells SI publication candidate)

**CO free reformate for stationary LT-PEM fuel cells technical and commercial benefits of selective methanation**

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**Abstract**

First the role of gas processing out of available commercial fuels like natural gas, biogas and LPG for the market successes of stationary LT-PEM systems is addressed. For this LT-PEM systems it is discussed the key role of robust, cheap and efficient CO removal technology within the fuel processing system.

The paper emphasize selective methanation (SelMeth) as the CO removal technology with advantages not only for operational and efficiency aspects but also for material costs, packaging and reduced maintenance efforts. In comparison with well-established preferential oxidation (PrOx) this technical and commercial advantages are shown based on a 1m$^3$/h fuel processing system.

The transfer of beneficial SelMeth into the commercial product line FLOX® fuel processor module FPM is introduced. With its proprietary thermal management the integration in the vicinity of the shift stage was realised, although there exist special challenges for the design and operation of the fuel processor itself. To complete this outlook, test results and degradation mechanisms of a 1m$^3$/h FLOX® reformer are shown after 20,000h in a field test under real conditions.

This reformer is the core component of the 1kW$_e$ CHP FLOX® micropower which is part of a privately financed field test in Germany. As a highlight OpenE is introduced, a grid independent power supply concept for a single family home, including the home refueling of a battery-electrical car.

It turned out that solving the problem of proper thermal integration into the fuel processor an upscale from originally 1m$^3$/h up to 10m$^3$/h was possible without additional challenges. Even more, first tests show the potential of an upscale to 50m$^3$/h. This comes along with reduced specific costs of up to 80% for the complete fuel processing system.

B0904 (Fuel Cells SI publication candidate)

**HIL simulations of a Real-Time Fuel Processor Model**

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**Abstract**

In this article a real-time model for dynamic simulation of a fuel processor is presented and used for HIL testing of the PLC for a truck Auxiliary Power Unit (APU) system. The APU comprises a PEM fuel cell and fuel processor to enable direct utilization of on-board diesel.

The system is developed in FCGEN (Fuel Cell based on-board power GENeration), an EU project under the FP7 program (FCH JU). One critical challenge is to design the control system (PLC) to ensure failsafe and environmental friendly start-up and operation. The start-up phase of the fuel processor is the most critical part, since it is a highly dynamic process involving several reactors. It is advantageous to verify the control system before the fuel processor is assembled to avoid possible breakage of components. Such verification can be done with a real-time model representing the physical system. In this work such a model is created using Modelica and Dymola and used for testing and verification of control loops. Two test setups are used; an FMI based approach where the model is exported as a so called functional mock-up unit (FMU) from Dymola and imported into MATLAB/Simulink for testing on a desktop PC, and a second approach where the model is exported to a dedicated HIL target machine. It is shown that both approaches can be used for testing and verification.
Study on on-board fuel reforming for hydrogen production using exhaust gas

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Abstract

In current days, fuel economy of automobile become major concerns for not only consumers but also automobile products. The addition of hydrogen in lean burn combustion is one of the way to increase fuel economy. By the way, for supply hydrogen to automobile engine, we need to hydrogen source. On-board fuel reforming can be a solution for hydrogen supply in automobile system. To produce hydrogen with fuel reformer, we need oxidizer. Current fuel reformer need to additional water tank and air compressor. So we use exhaust gas, due to there are enough steam and oxygen in engine exhaust gas and we have experience of exhaust gas reuse as EGR system.

In this work, we found the possibility of fuel reforming with using exhaust gas by catalytic reforming experiments. We used our fuel reforming system using iso-octane on the monolith coated CGO-Pt catalyst. Fuel was fully converted by hydrogen and synthetic gas during changing exhaust gas ratio, temperature, composition of exhaust gas and GHSV of reactant. Maximum fuel conversion efficiency was 78% at certain operating condition. After iso-octane test, we apply gasoline fuel to our fuel reforming process. Maximum hydrogen production amount and conversion efficiency are similar to the case of iso-octane. However, the sensitivity of EGR ratio should be solved to apply the reforming system to on-board gasoline engine. After general plots of reformate gas composition is similar to gasoline/steam reforming experiments. We used our fuel reforming system using iso-octane on the monolith coated CGO-Pt catalyst. Fuel was fully converted by hydrogen and synthetic gas during changing exhaust gas ratio, temperature, composition of exhaust gas and GHSV of reactant. Maximum fuel conversion efficiency was 78% at certain operating condition. After iso-octane test, we apply gasoline fuel to our fuel reforming process. Maximum hydrogen production amount and conversion efficiency are similar to the case of iso-octane. However, the sensitivity of EGR ratio should be solved to apply the reforming system to on-board gasoline engine.
Low Temperature Methanol Steam Reformer with Heat Exchanger Structure Thermally Integrated with a HT-PEMFC

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Abstract

A low temperature methanol steam reformer has been designed, manufactured and characterized. The operating temperature is 175-180 °C which is notably lower than the conventional operating temperature of methanol steam reformers (around 250 °C). This low temperature enables thermal integration with a high temperature PEM fuel cell, which operates around 180 °C. The exothermic fuel cell reaction feeds heat to the endothermic reforming reaction enhancing the system efficiency. The heat is transferred via heat exchange liquid in a layered heat exchanger structure. Using this structure instead of a common tubular structure improves the heat transfer.

Figure 1 shows the more detailed structure of the methanol steam reformer. The catalyst used in the reformer is a novel catalyst developed in University of Porto and ground to particle size 150-250 µm. After manufacturing and packing with catalyst the reformer was characterized in various operating conditions for producing the required amount of hydrogen for a 350 We HT-PEMFC.

Figure 1. The structure of the LT-MSR. To the left: flow directions of the reformer. To the middle: the physical appearance of the catalyst layers. To the right: the finalized reformer.

Hydrogen Gas Purifiers for Fuel Cells

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Abstract

Hydrogen is the most common gas used to operate fuel cells (FCs). The performance of proton exchange membrane FCs is sensitive to the hydrogen gas purity. Of particular concern are specific gaseous contaminants such as carbon monoxide, sulphur compounds, and ammonia that are known to drastically reduce the FC efficiency even when present at low concentrations (in the ppb range). To eliminate efficiency losses due to hydrogen purity, dedicated hydrogen gas purifiers are now available specifically for FCs; their adoption protects the FCs and guarantees consistent gas purity is supplied throughout their lifetime. Different purification technologies have been developed to match the wide variety of applications and to manage various impurities that are dependent on the H2 source. For gas sources where nitrogen is present above the acceptable limit, palladium membrane purifiers can be used to reduce the nitrogen concentration to the desired level. At the same time, the other impurities like carbon monoxide, sulphur compounds, ammonia, hydrocarbons, etc. are also removed. For applications where the main concern is the presence of reactive gases, such as carbon monoxide and sulphur compounds, adsorber purifiers can eliminate these impurities down to the single digit ppb range or better. This technology is suitable to cover a very broad range of flow rates, from a few sccm up to 1000 m³/h. The purity performance of both technologies has been proven with state of the art analyzers and will be discussed in the paper. The figure below shows a practical realization of a purifier and its ability to remove CO down to < 200 ppb.
Experimental study on diesel reforming with hydrogen peroxide

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Abstract

Diesel has a high density of hydrogen and a well-equipped infrastructure, which are beneficial properties for hydrogen production. In the case of diesel reforming, auto-thermal reforming (ATR) which uses both oxygen and steam as an oxidant is well known for appropriate method. Especially, in low-oxygen environments such as under the sea, alternative oxidant is required to produce hydrogen when using diesel reforming for driving fuel cells without using oxygen or air.

In this work, hydrogen peroxide was proposed in diesel reforming as an alternative oxidant of both steam and oxygen due to its high volumetric oxygen density. The first objective of this research was to study the influence of hydrogen peroxide in reforming of diesel by comparing the oxidants between hydrogen peroxide and both oxygen and steam. Hydrogen peroxide was decomposed into oxygen and steam before being supplied into reactor. In addition, O₂/C, H₂O/C were determined by concentration of hydrogen peroxide.

The second objective of this research was to evaluate catalytic activity depending on the concentration of hydrogen peroxide. These reforming experiments were conducted with Korean commercial diesel by using hydrogen peroxide that concentration was varied from 22.5 wt.% to 48.6 wt.% and the reaction temperature was ramped from 700 °C to 850 °C.

The results showed that diesel reforming with hydrogen peroxide had almost same fuel conversion and reformate gas composition compared to when reformed with oxidants of both steam and oxygen. In addition, at the 48.6 wt.% concentration of hydrogen peroxide, the reforming efficiency was over 70% at the entire temperature region. From these results we can suggest hydrogen peroxide as an alternative oxidant in diesel reforming for low-oxygen environments.

Fig.1. Composition of 1kW gasoline fuel process.
Chapter 11 - Session B12
Industrial applications/Microbial fuel cell/Assessments

Content | Page B12 - ...
--- | ---
B1201 (Elsewhere published) | 2
Sustainability assessment of alkaline fuel cells – what can we learn? | 2
Brian Cox and Karin Treyer | 2
Stack Development at AFC Energy- Aiming towards the Deployment of World’s Largest Alkaline Fuel Cell System | 3
Naveed Akhtar | 3
A 50kW PEMFC system durability study at industrial site operated with industry grade hydrogen | 4
Jari Ihonen, Timo Keränen, Henri Karimäki, Pauli Koski, Jaana Viitakangas, Heidi Tuiskula, Sonja Auvinen | 4
High Platinum Cost: Obstacle or Blessing for Commercialization of Fuel Cell Technology | 5
Prakash C Ghosh | 5
Booster Technology for Hydrogen Compression – Challenges and Solutions | 6
Matthias Blome | 6
Start-up approach based on hybrid system emulator with a re-compression system for a pressurized Solid Oxide Fuel Cell Gas Turbine | 7
*U.M. Damo (1), M.L. Ferrari (2), A. Turan (1), A.F. Massardo (2) | 7
Eco-friendly textile dye degradation coupled to bioelectricity generation using Microbial Fuel Cell (MFC) technology | 8
Hilor Pathak*, Dhatri Chaudhari | 8
B1209 (Fuel Cells SI publication candidate) | 9
Landfill Leachate: A Promising Substrate for Microbial Fuel Cells | 9
Jayesh M. Sonawane, Prakash C. Ghosh | 9
Accessing Fuel Cell opportunities in European Research and Innovation | 10
Nicole Wyss, Julian Randall | 10
Enhanced Electron Transfer by a Magnetic Self-assembled Conductive Fe₃O₄/Carbon Nanocomposites in E. coli-Catalyzed Mediator-less Microbial Fuel Cells | 11
Hyo Seok Park, Kwang Uk Moon, Jong Ju Lee, Yong Bin Kim, Kee Suk Nahm | 11
B1201 (Elsewhere published)

Sustainability assessment of alkaline fuel cells – what can we learn?

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Abstract

What are the environmental impacts of a fuel cell system and how do they compare to competing systems? How can sustainability assessment methods provide support in various project phases? How important is a life cycle perspective when evaluating electricity production with an Alkaline Fuel Cell (AFC)? This work shows how the methodologies of Life Cycle Assessment (LCA) can be implemented to help answer these questions, using examples from a current research project.

Within the 7th European Framework Program, project POWER-UP will develop stationary applications of a newly developed AFC. The POWER-UP system will be the first large-scale AFC application with ca. 500 kW electrical capacity and potential use of the excess heat, fuelled by hydrogen generated as a by-product of the chlor-alkali process. The Paul Scherrer Institut (PSI) is responsible for a comprehensive sustainability assessment of the system including investigation of potential life cycle environmental impacts, (total) costs, related risks, and weighting of such aspects against each other in a Multi-Criteria Decision Analysis (MCDA). The environmental hotspots of the AFC system including the impacts of design parameters such as system efficiency, cell lifetime, and recyclability for impact categories such as greenhouse gas (GHG) emissions, metal depletion, and cumulative energy demand are identified. For example, recycling of cell substrates and catalysts was found to reduce impacts by over 40% in all categories analyzed, and by over 85% in four out of six categories. The impact of different fuel production pathways also has large influence on the results. Finally, the system performance is compared to competing electricity generation technologies in terms of environmental impacts. An outlook will provide insight into how these and other results can further be integrated into the MCDA tool.

1 http://project-power-up.eu/

B1202

Stack Development at AFC Energy- Aiming towards the Deployment of World’s Largest Alkaline Fuel Cell System

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Abstract

At AFC Energy, UK we are continuously striving to meet our objectives towards the deployment of the world’s largest alkaline fuel cell system at Air Products’ industrial gas plant in Stade, Germany. The system will equip multiple cartridges containing stacks which are made of several cells connected electrically. In order to gain further insights as to how a systems’ balance of plant will respond when multiple cartridges are connected to it, several experiments are carried out both with and without stacks. It has been observed that the multiple stacks when connected at different positions of the balance of plant could experience operational in-homogeneity due to pressure drops and temperature differences. This operational in-homogeneity could lead to difference in performance amongst multiple stacks. Interestingly, multiple stacks degrade identically due to a common single balance of plant which ensures identical electrolyte concentration and environmental conditions for all stacks. Due to the confidence gained in the durability data, this study allows us to explore durability of stacks when made with different manufacturing processes and operated differently. As a result of this, novel methods of operating stacks can be developed based on improved durability which will lead to a commercial success of the project POWER-UP.
B1203 (Fuel Cells SI publication candidate)

A 50kW PEMFC system durability study at industrial site operated with industry grade hydrogen

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Abstract

Chlor-alkali industry both in Finland and globally produces a large amount of by-product hydrogen. This hydrogen is currently only partially utilized as a chemical, or as a fuel for heat and power production. PEMFC offers a great possibility to utilize this hydrogen cost-efficiently for electricity production with high efficiency.

In national DuraDemo project in Finland, a 50 kW PEMFC pilot system has been designed, built, integrated to an industrial application and operated by VTT. PEMFC pilot is using by-product hydrogen from a chlor-alkali plant in Äetsä, western part of Finland. The performance of the PEMFC pilot plant is reported for the operation period of one and half years from early 2014 to summer 2015. The efficiency and characteristics of stacks, balance-of-plant and power electronics components are measured and analyzed.

The change of components characteristics during the operational period of several thousand hours is analyzed using the collected data. Reversible and irreversible degradation of the membrane electrode assemblies (MEAs) are reported for the accumulated operational period.

The experiences from start-up, shut-down and remote monitoring are discussed and improvements are proposed for the design of the system as well as for the operation and remote monitoring. The requirements for an industrial site operation of demonstration unit are discussed in terms of safety, education and communication.

The feasibility of using by-product hydrogen for base, peak and regulation power production in changing electricity markets is analyzed.

B1204 (Fuel Cells SI publication candidate)

High Platinum Cost: Obstacle or Blessing for Commercialization of Fuel Cell Technology

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Abstract

Polymer electrolyte fuel cells (PEFCs), at the early stage of the commercialisation, have tremendous potential for transport and portable applications. Similar to any other new technologies, PEFC technology is also facing several challenges and uncertainties during pre-commercialization phase. Use of the platinum as catalyst in PEFCs is considered as one of the key obstacles arising from its high cost and scarcity. In particular, cost and the durability of the fuel cells are one prime challenges toward the commercialization of the fuel cells. Current cost of PEFC technology are estimated to be at least five fold higher than the target cost, even with the consideration of cost saving by mass production. Generally, high cost of platinum, is blamed and considered as the main hurdle towards the commercialization, since, it is not possible to bring down the cost of platinum by mass production of fuel cells. In present work, a life cycle cost analysis is carried out based on the inflation and discount rate of the market for different economic zone and it is shown that the high platinum cost could be beneficial and should promote the commercialization of the fuel cells if proper business model is in place instead of acting as hurdle.
**Booster Technology for Hydrogen Compression – Challenges and Solutions**

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**Abstract**

Fuel cell driven vehicles operated with compressed hydrogen are typically using composite cylinders in order to store the gas at pressures of up to 700 bar. The supply of hydrogen in the required volume and pressure is the logistical challenge of every filling station since the gas has to be transferred and compressed with minimal use of energy. However, the technical challenges are sometimes not noticed and should be looked at in this paper.

The compression technology we are looking at is the reciprocating air driven booster. They are an economical alternative to electrical driven compressors and comply with the explosion proof directive 94/9/EC in the category 2G/2D, group IIC.

Boosters used for filling station pressures of up to 700 bar are typically operated in different stages up to 1000 bar in order to enable an adequate differential pressure. At these pressures materials with high yield strengths (R_{p0.2}) are required. Austenitic stainless steel of the 316L series as referred to in the IGC document 121/04/E has become a standard for many high pressure hydrogen applications since it shows good resistance against hydrogen embrittlement. The corresponding material code for 1.4404 lists yield strengths of up to 320 MPa [1] which can be improved by cold working to values of about 750 MPa [2]. Since one of the limiting factors for the cold working process is the dimension, different solutions have to be found when the available mechanical properties are not sufficient. For the final compression stage of a typical booster station the standard material comes to its limits according to the FEM analysis and the use of cold worked material is not possible because of the diameter and the limitation of cold working. An alternative material suitable for hydrogen with yield strengths of greater 500 MPa is required and found with the creep resistant steel 1.4980. The material has a yield strength (R_{p0.2}) of 600 MPa [3] and a high nickel content of 25.3% [3] which meets the mechanical requirements plus those of the Japanese KHK regulation which opens a new geographical target market.

Fig. 1: Typical air driven booster

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**Start-up approach based on hybrid system emulator with a re-compression system for a pressurized Solid Oxide Fuel Cell Gas Turbine**

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**Abstract**

This paper presents a novel machine start-up technique for SOFC hybrid system based on a re-compression approach. This approach shows the reality of operating the system without the manufacturer’s usual technique of using the standard control system. A hybrid system emulator rig located at Savona, Italy will be used for these research activities. The experimental test rig consists of an emulator that is based on a 100 kW microturbine connected to a modular vessel designed for fuel cell emulation. The microturbine pipes were carefully insulated and connected to a high temperature modular vessel necessary to emulate the dimension of an SOFC stack and lastly, for the purpose of re-compression, the test rig was modified to accommodate a turbocharger capable of increasing the fuel cell pressure (using part of recuperator outlet flow). This is necessary for operating at high efficiency conditions hybrid systems based on a cathodic recirculation driven by an ejector. For both economic reasons and to avoid system abnormal operations during the plant start-up conditions, a theoretical activity is very vital. A dynamic model of the solid oxide fuel cell gas turbine system was developed in Matlab®-Simulink® environment to investigate the transient behaviour during start-up phase. The results obtained shows reasonable values for several parameters, such as surge margin, turbine outlet temperature, and rotational speed. The results demonstrated the feasibility of this machine coupling (the microturbine with a turbocharger) avoiding risk operations during the start-up phase.
Eco-friendly textile dye degradation coupled to bioelectricity generation using Microbial Fuel Cell (MFC) technology

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Abstract

Reactive azo dyes are considered as one of the most detrimental pollutants from industrial effluents and therefore their biodegradation is receiving constant scientific consideration. Textile effluent treatment has been a challenge since long, hitherto, no sustainable technology has yet been developed. Very recently the microbial fuel cell (MFC) technology has emerged as one of the promising technology for treatment of azo dye degradation concomitantly generating electricity. In the present study, a bacterial culture designated as HHGP was isolated which was able to decolorize textile industrial dye – Reactive Brown as evaluated by spectroscopic analysis. Cultural parameter optimization was also performed to enhance the biodegradation ability of the culture. The degradation of Reactive Brown was evaluated by various analytical techniques (FTIR, UV-Visible spectroscopy and GC-MS analysis) and consequently a pathway of degradation of reactive brown was also elucidated. The toxicity profile of degraded metabolites was assessed by phyto-toxicity assay. The bacterium HHGP was also evaluated for bioelectricity generation via an MFC set up. The maximum voltage output of 700mV and current generation of 1.03mA was observed with dual chamber system connected by agar salt bridge with copper plates as electrodes. Thus, the microbe HHGP demonstrates ability to degrade completely the textile dye - Reactive Brown alongwith loss of its toxicity. To the best of our knowledge, this is the first study focusing on biodegradation of reactive brown dye from textile effluent using microbial isolate and concomitant generation of bioelectricity in the process.

Remark: Only one page abstract was available at the time of completion. Please contact the authors directly for further information.
B1210 (Fuel Cells SI publication candidate)

**Accessing Fuel Cell opportunities in European Research and Innovation**

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**Abstract**

**Who is this presentation for?** Those responsible for or involved in funding acquisition. Typically “post-doc and above” will attend.

**How can this presentation help you?** Whilst you may know of the significant opportunities at the European level, finding the ideal strategy for you or your organisation can be challenging. Euresearch is the key access point in Switzerland for European research and innovation. Euresearch will be present at EFCF and can help you determine your optimal approach for European opportunities.

**What questions will be answered at the European opportunities session?**
- What European opportunities can be expected in 2015 related to Fuel Cells?
- What topics are likely to be funded, especially in the 2015 calls?
- Who has already been funded or participated successfully in another way?
- What are the new rules for the European opportunities?
- How can Euresearch further support you?

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**Who are Euresearch?** The mission of Euresearch is both to increase the success of Swiss researchers and companies in European research and innovation projects and to facilitate international innovation & technology cooperation. The Euresearch network is present in Switzerland’s main scientific and innovation centres as well as in Brussels. Euresearch collaborators provide targeted information, expert advice and hands-on support in all phases of applying for and managing European projects and technological cooperation with generally free of charge services.

**Keywords:** fuel cell, funding, technology transfer, partnering, strategy, international overview, regional activities, products, demonstration, deployment, SOFC, stationary power generation, hydrogen production and distribution, transport, refueling infrastructure

B1211 (Abstract only)

**Enhanced Electron Transfer by a Magnetic Self-assembled Conductive Fe$_3$O$_4$/Carbon Nanocomposites in *E. coli*-Catalyzed Mediator-less Microbial Fuel Cells**

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**Abstract**

The sluggish electron transfer between microorganisms and anode is one of the major factors that lower the power production in microbial fuel cells (MFC). In order to enhance the electron transfer and improve MFC efficiency, the anode surface was modified with various Fe$_3$O$_4$/carbon nanomaterial composites using a magnetic assembling technique. The Fe$_3$O$_4$/CNT composite modified anodes with various Fe$_3$O$_4$ contents were first investigated to find the optimum ratio of the nanocomposite for the best MFC performance. The Fe$_3$O$_4$/CNT modified anodes produced much higher power densities than unmodified carbon anode and the 30wt% Fe$_3$O$_4$/CNT modified anode exhibited a maximum power density of 830mW/m$^2$. In the Fe$_3$O$_4$/CNT composite modified anode, Fe$_3$O$_4$ helps to attach the CNT on anode surface by its magnetic attraction and forms a multilayered network, whereas CNT offers a better nanostructure environment for bacterial growth and helps electron transfer from E.coli to electrode resulting in the increase in the current production with the catalytic activity of bacteria.

The second part of this study also examined the utility of various conductive carbon nanomaterials (i.e., graphite nanofibers (GNF), reduced graphene oxide (rGO) and multi-walled carbon nanotubes (MWCNT)) owing to their superior physicochemical properties. The carbon nanomaterials form composites with Fe$_3$O$_4$ and is used to modify the interface between microorganisms *E. coli* and electrode. Among different carbon nanomaterial supports, the MFC with Fe$_3$O$_4$/CNT shows the best performance followed by Fe$_3$O$_4$/rGO and Fe$_3$O$_4$/GNF. The results demonstrate that CNT is the appropriate carbon support to form nanocomposites with Fe$_3$O$_4$. The difference in the MFC performance and the electron transfer mechanism for different carbon nanostructures were discussed by analyzing the structural and electrochemical properties of the composite carbon materials.

1. In Ho Park, Yoon Hye Heo, Pil Kim and Kee Suk Nahm, RSC Adv., 3, 2013,16665–16671
2. In Ho Park, Maria Christy, Pil Kim, Kee Suk Nahm, Biosensors and Bioelectronics 58, 2014, 75–80

**Remark:** Only one page abstract was available at the time of completion. Please contact the authors directly for further information.
Chapter 12 - Session B15
Portable/Back-up/Renewable

Content

B1501 – results from the 100 W e HYPER system field testing and risk assessment analysis 2
Renaut Mosdale (1), David Milverton (2), Agata Godula-Jopek (3), Cedric Dupuis (4) 2
B1502 (Fuel Cells SI publication candidate) 3
CFD Modelling of a New PEM Fuel Cell Configuration for Portable Applications 3
Elena Carcadea (1), Derek B Ingham (2), Adriana Marinoiu (1), Mircea Raceanu (1),
Mihai Varlam (1), Dorin Schitea (1), Laurentiu Patularu (1) 3
PEM Fuel Cell Systems as Backup Solution for POLYCOM Applications 4
Ulrike Trachte, Peter Sollberger, Beat Wellig 4
Hour by hour simulation of solar hydrogen energy system in conjunction with renewable energy sources 5
Jakov Šimunović, Danijel Bagarić, Nikolina Goleš, Dario Bezmalinović, 5
Gojmir Radica, Frano Barbir 5
Hybrid Plant Aarmatt – a novel renewable energy concept applying PEM electrolysis 6
Marcel Rindlisbacher, Hans J. Vock 6
Regio Energie Solothurn, Diamond Lite S.A. 6
Stand-alone PEMFC system based on solar hydrogen 7
Kréhi Serge AGBLI (1), Daniel HISSEL (1), Marie-Cécile PERA (1),
Issa DOUMBAIA (2) 7
Hour by hour simulation of solar hydrogen energy system in conjunction with renewable energy sources 8
Jakov Šimunović, Danijel Bagarić, Nikolina Goleš, Dario Bezmalinović, 8
Gojmir Radica, Frano Barbir 8
FCH JU HYPER – results from the 100 W_e HYPER system field testing and risk assessment analysis

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Abstract

The HYPER Portable Power Pack is an innovative system, based on a flexible design that incorporates a modular fuel cell and interchangeable hydrogen storage. The system has been designed and developed under a FCH JU funded project (2012-2015) and we have recently made the transition to prototype demonstration, encountering and addressing a number of challenges along the way. The key elements of the HYPER system are:

1) A LT PEM fuel cell based on a 20-50 W_e module that can be assembled to provide electrical output of up to 500 We.

2) Two types of (interchangeable) hydrogen storage module:
   a) Compressed gas hydrogen storage (300 and 700 bar, respectively).
   b) Solid-state hydrogen storage module based on best in class technology.

3) A common interface (balance of plant and control electronics) to enable use with alternative hydrogen supply modules.

The ultimate aim is to create a flexible platform that can be readily customized to meet a range of application specific requirements including: power output (up to 500 W_e), energy content and fuelling options. Prototype testing with the HYPER 100 W_e system has been underway since May 2015, focused on two specific applications:

1) A field battery charger (in Germany)

2) A multi-application portable power pack for future use by emergency services to provide remote lighting and device (computer, phone) recharging (in France).

The testing includes hydrogen module interchange and re-fuelling where appropriate.

A risk assessment was performed on the complete HYPER system in order to ensure safe operation of the whole unit. Our experience highlighted considerable ambiguity in the formal procedures and requirements for the testing and certification of prototype and field demonstration systems. Substantial additional resource was required to resolve and address these issues. Key criteria included: transport of high pressure hydrogen cylinders or solid state storage tanks to site, assembly/disassembly of equipment on site, start up and shut down procedures of the components and the whole system, operation of the equipment, and maintenance and repair on site. In each case the nature of the hazard, its likelihood, proposed mitigation actions and control strategy were assessed.

This paper presents practical insights from the risk assessment process that were subsequently used to inform the final design of the prototype system, and should be beneficial to similar projects undertaking early field deployment.

CFD Modelling of a New PEM Fuel Cell Configuration for Portable Applications

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Abstract

Recent research in fuel cell domain made this form of energy to be considered a potential source for electricity generation. There are several challenges that must be overcome in order that the fuel cells to be widely used in portable applications, such as the ability to use logistic fuels, reliability of components, the prevention of cathode contamination with impurities from the used air, reducing the size and weight, competitive cost.

In general, the PEM fuel cell requires hydrogen and oxygen to produce electricity, the gas being supplied through pressurized systems for both the anode and the cathode. Due to the requirements of the dimension and weight reduction, a solution based on forced convection for air supplying in the cathode side is analysed in order to eliminate some of the auxiliary systems necessary. As a result, the use of mathematical models and numerical investigations for a better understanding of the fundamental processes and characteristics associated with air cathode operation is required.

A CFD analysis for a 44 cm² air breating PEM fuel cell is presented in this paper with focus on investigating the influence of some factors (operating conditions and geometrical content and fuelling options. Prototype testing with the HYPER 100 W_e system has been underway since May 2015, focused on two specific applications:

1) A LT PEM fuel cell based on a 20-50 W_e module that can be assembled to provide electrical output of up to 500 We.

2) Two types of (interchangeable) hydrogen storage module:
   a) Compressed gas hydrogen storage (300 and 700 bar, respectively).
   b) Solid-state hydrogen storage module based on best in class technology.

3) A common interface (balance of plant and control electronics) to enable use with alternative hydrogen supply modules.

The ultimate aim is to create a flexible platform that can be readily customized to meet a range of application specific requirements including: power output (up to 500 W_e), energy content and fuelling options. Prototype testing with the HYPER 100 W_e system has been underway since May 2015, focused on two specific applications:

1) A field battery charger (in Germany)

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A risk assessment was performed on the complete HYPER system in order to ensure safe operation of the whole unit. Our experience highlighted considerable ambiguity in the formal procedures and requirements for the testing and certification of prototype and field demonstration systems. Substantial additional resource was required to resolve and address these issues. Key criteria included: transport of high pressure hydrogen cylinders or solid state storage tanks to site, assembly/disassembly of equipment on site, start up and shut down procedures of the components and the whole system, operation of the equipment, and maintenance and repair on site. In each case the nature of the hazard, its likelihood, proposed mitigation actions and control strategy were assessed.

This paper presents practical insights from the risk assessment process that were subsequently used to inform the final design of the prototype system, and should be beneficial to similar projects undertaking early field deployment.
PEM Fuel Cell Systems as Backup Solution for POLYCOM Applications

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Abstract
The operation of many technical applications in case of grid failures is ensured by backup systems. Common solutions for short outages are systems with batteries, for longer outages with diesel generators. In addition or replacement for these solutions fuel cells are promising technical and ecological benefits to potential users as they work efficient, silent and without local emissions. Besides, long autonomy times can be realized by dimensioning the hydrogen storage according to end user demands. Moreover, the operation can be extended without interruption of the operation. Applications which may profit from these options are uninterruptible power supply systems for the radio security network POLYCOM. In several cantons of Switzerland an autonomy time of 72 hours is required for the communication infrastructure for national emergency services. Fuel cell technology promises to simplify the process for continuously operation during three days. In close collaboration with producers and end users Lucerne School of Engineering and Architecture tested market-ready fuel cell backup systems for POLYCOM applications in Switzerland. In- and outdoor systems are installed according to end user demands. The systems work in a power range from 2 to 4 Kilowatt. Hydrogen is supplied by 50 Liter pressure cylinders at 200 bar. During a testing period of two years, grid failures were performed monthly at each site according to a common agreed testing protocol. In addition, 72 hours testing was performed at two sites. The triggering of the grid failure simulations was done remotely and the performance data of the fuel cell systems are logged during the tests. In this report we focus on the reliability, operational stability and start-up behaviour of the system. Furthermore, we prepared a concept for complementary operation of batteries and fuel cells during 72 hours operation. The research for one installation was funded in the context of the European Union’s Seventh Framework Programme (FP7/2007-2013) for the Fuel Cells and Hydrogen Joint Technology Initiative under grant agreement n° 256766. The research for the second installation was funded by the Swiss National Federal Office.

Hour by hour simulation of solar hydrogen energy system in conjunction with renewable energy sources

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Abstract
A renewable hydrogen energy system, consisting of a PV array, wind turbine, electrolyzer, hydrogen storage, fuel cell and a battery bank is analyzed. Its performance is simulated within one year using real meteorological hourly data for solar insolation and wind speed. Three different load profiles are analyzed, namely constant load, daily cyclic load and daily cyclic load superimposed on seasonal variations. Simulation is used to compare two different control strategies for turning on and off the electrolyzer and the fuel cell, namely (i) electrolyzer is turned on whenever there is an excess of renewable power available, and the fuel cell is turned on whenever power from renewable energy is not sufficient to satisfy the load; (ii) battery state of charge is used as a trigger for both electrolyzer and fuel cell turning on and off. The conclusion is that there is no universally better control strategy - while the first strategy results in better energy utilization the second strategy results in fewer electrolyzer and fuel cell turning on and off.

Remark: The content of Extended Abstract presented here is also valid for B1507.
B1505

Hybrid Plant Aarmatt – a novel renewable energy concept applying PEM electrolysis

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Abstract

Regio Energie Solothurn has built a plant based on a novel energy concept combining distributed heat, electricity and gas grid to a convergent system, often referred to as “Power-to-Gas”. Hydrogen from electrolysis is a promising technology providing linkages between other infrastructures such as transportation to provide flexibility in the overall solution. Hydrogen has the capability to store massive amounts of energy in a relatively small volume, with no carbon footprint when generated from electrolysis of water and renewable energy. To be able to use excess / stranded power from their regional PV grid, Regio Energie decided to install 2 PEM electrolyzers of 350 kW input, to generate hydrogen, which will serve as an energy carrier. Hydrogen can be seasonally stored and / or used in various grids if and when needed. The two PEM electrolyzers serve as the core of the system. These units are well suited to handle the fluctuating power available from 0 to 100%. Fast changes can be handled without deterioration of the units as has been evaluated by NREL.

Regio Energie selected the PEM electrolyzer of Proton OnSite due to the long-term experience of these units, which are used in industrial applications since 18 years. The need for grid control (e.g., load shifting and frequency regulation) is also an important reason why such electrolyzers are applied. For this purpose, they can be remotely started and stopped based on the grid demand. The paper will report about the practical experience with this concept and the role it can play managing sustainable energies in light of the “Energy turnaround” goals. It will also inform about the fine-tuning of the operating regimes of this Hybrid plant and the resulting next steps.

B1506

Stand-alone PEMFC system based on solar hydrogen

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Abstract

Proton Exchange membrane Fuel Cell (PEMFC) system operation based on solar hydrogen is analysed here from energy management point of view. Powered by photovoltaic field, the overproduction is stored through PEM electrolyser producing hydrogen which will be later used by the PEMFC. Batteries and Super capacitors (Scaps) packs are used to smooth power, and also, ensure respectively energy and power charging/discharging process. Here, a suitable deterministic rule-based method underlain by heuristic approach is presented. This method aims to perform proper energy management strategy of the multi-source system based on solar hydrogen. Besides the State Of Charge (SOC) management of the involved sources in order to satisfy security-based thresholds, power smoothing on the terminals of the low dynamics devices, namely PEMFC and PEM electrolyser, is performed preserving the PEM tools lifetime. Furthermore, the medium dynamics are smoothed on the terminals of the batteries pack, the Scaps ensuring the fast transient dynamics. According to the earlier mentioned proper energy management strategy some simulations, based on experimentally validated energy sources models, are performed by using theoretical and measurement insolation profiles.
B1507 / B1504

Hour by hour simulation of solar hydrogen energy system in conjunction with renewable energy sources

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Abstract

A renewable hydrogen energy system, consisting of a PV array, wind turbine, electrolyzer, hydrogen storage, fuel cell and a battery bank is analyzed. Its performance is simulated within one year using real meteorological hourly data for solar insolation and wind speed. Three different load profiles are analyzed, namely constant load, daily cyclic load and daily cyclic load superimposed on seasonal variations. Simulation is used to compare two different control strategies for turning on and off the electrolyzer and the fuel cell, namely (i) electrolyzer is turned on whenever there is an excess of renewable power available, and the fuel cell is turned on whenever there is an excess of renewable power available, and the fuel cell is turned on whenever power from renewable energy is not sufficient to satisfy the load.; (ii) battery state of charge is used as a trigger for both electrolyzer and fuel cell turning on and off. The conclusion is that there is no universally better control strategy - while the first strategy results in better energy utilization the second strategy results in fewer electrolyzer and fuel cell turning on and off.

Remark: The content of Extended Abstract is presented in B1504.
End of Abstracts

- List of Authors and Contributions II - 1
- List of Participants II - 8
- List of Institutions II - 18
- List of Exhibitors + Booths, Floorplan & Green Salon II -24/2729
- Outlook 2016 and 2017 II - 30
List of Authors
Related with submitted Extended Abstracts by 22 June 2015

5th EUROPEAN PEFC & H2 FORUM 2015
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Åberg Erik - B0904
Agaesse Tristan - A1402
AGBLI Kréhi Serge - B1506
Agersted Karsten - B1303
Ahn Minjeh - A1309
Akhtar Naveed - B1202
Akiba Etsuo - B0501
Alekseeva Olga - A1304
Alfaro Silvia M. - A0606
Allebrod Frank - B1303
Alvarez-Gallego Yolanda - B0301
Aparicio Mario - B0610, B1407
Arlt Tobias - B1106
Ashton Sean - A1404
Auvinen Sonja - A1502, B0907, B1203
Avgouropoulos George - A1504
Axelsson Karin - B0904
Bach Christian - B1406
Bae Joongmyeon - B0905, B0909
Bae Minseok - B0909
Bagaric D. - B1504, B1507
Bandlamudi George - A1503
Barb Yannick - A0506
Barbir Frano - A0102, A0810, B1504, B1507, A1701, A1703
Barcaro Giovanni - A1301
Baricci Andrea - A1106
Barique M. A. - A0508
Battaglia Corsin - B0302, B0303
Baum Marie-Dominique - A1408
Bayer Thomas - B0601
Bazarjani Mahdi S. - B1105
Bednarek Tomasz - A0505
Behrens Peter - B1105
Belenov Sergey - A0901
Benedito Rubén - B0609
Benicewicz Brian C. - B0901
Bensaid Samir - B0508
Benyounis Khaled - B0607
Bessarabov Dmitri - A0106, B1302
Bezmalinovic D. - A0810, B1504, B1507
Bielewski Marek - B0804
Biesdorf Johannes - A0802, A0803
Bishop Sean R. - B0601
Blome Matthias - B1205
Boillat Pierre - A0802, A0803
Bonk Alexander - B0302
Bosund Markus - A1308
Bourasseau Cyril - A1409
Bowen Jacob R. - B0301
Branco Carolina Musse - B1104
Brouzgou Angeliki - A0908, A0910
Brügger Marco - B1406
Bucheli Olivier - A0101, A1702, A1704
Büchi Felix - A0304, A1506, A0501
Buchmann Brigitte - B1406
Buechi Felix - A1402
Bujlo Piotr - B1103
Burnat Dariusz - B0302, B0303
Cabalzar Urs - B1406
Carbone Alessandra - B0603
Carcadea Elena - A0605, B1502
Carrillo Isabel - B1407
Casado Ana - B0902
Casalegnino Andrea - A1106
Castriciano Maria Angela - B0603
Cerri Isotta - A1601
Cha In Young - A0902, A1306, A1309
Cha Jeonghwa - B0905
Chamagne Didier - A1101
<table>
<thead>
<tr>
<th>Name</th>
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<tr>
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Kim Tae-Young - A1107
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Kim Dukjoon - B0608
Kim Jae-Hwan - B0807
Kim Yong Bin - B1211
Kira Mitsuharu - B1408
Koda Hiroshi - B1408
Kolb Gunther - A1504
Koncar Michael - B0503
Konrad Gerhard - A1102
Koroschetz Christian - B0605
Korte Carsten - A0502, B1108
Koski Pauli - A1502, A1505, B1203
Kötz R. - A1303
Krautz Hans-Joachim - B0304
Krekel Daniel - B0906
Kucernak Anthony RJ - B1309
Kuhrri Susanne - B1108
Kulikovsky Andrei - A1403
Kurihara Yuya - A1305
Kuwahara Yuri - B1408
Kwon HyukSang - A0604
Laforet Hortense - A0301
Laforêt Hortense - A1104
Lai Wei Chi - B1304
Lamibrac Adrien - A0501, A1402
Landoni Cristian - B0908
Latz Arnulf - A1203, A1204, A1408
Laurenczy Gábor - B0505
Lee Kang-Bong - B0507
Lee Juheon - B0905
Lee Jong Ju - B1211
Lee Ming Lun - B1304
Lee Hee Joon - B1307
Lehnert Werner - A0502, A1307, B1106, B1108
Leo Teresa J. - B1407
Lippert T. - A1303
Lippke Jann - B1105
Lis Steven - A1501
Liu Di-Jia - A0601
Liu Jianfeng - A0909
Lopez Eduardo - B1407
Lorenzo Giuseppe De - A1406
Lototsky Mykhaylo - B0801
Lu Yaxiang - A1302
Luca Domenico De - A1406
Lukassek Verena - A1508
Lüke Wiebke - A1307
Lyth Stephen M. - A0909, B0501, B0601
Mabuchi Takuya - A1305
Macchi Giorgio - B0908
Maellas Jesús - B1407
Maier Wiebke - B1106
Malik Sameena. N. - B1308
Manaka Yuichi - B0506
Manaka Masatoshi Iguchi Yuichi - B1306
Manke Ingo - B1106
Mao Lei - A1201, A1205
Mao Yating - B0901
March Emmanuel Unathi - B1103
Marcos José Luis - B0902
Marcoux Manuel - A1402
Marinou Ivan - A0605, B1502
Markelov Vladimir - A1304
Marone Federica - A0501
Martin Stefan - B0902
Martin André - B1401
Massardo A.F. - B1207
Matsui Toshiaki - A0907
Matsumoto Takashi - B1408
Mayer Nicole - B0503
Mcguniness Daniel T. - B1409
McPherson Michael - A1510
Meijer Tobias - A1503
Melke Julia - A0904
Merlos Agustín - B0609
Merwe Jan van der - B1302
Metzen M. - A1508
Mhlongo Thabani - B0611
Micoud Fabrice - A0301
Milewska Aleksandra - B0804
Milner Lois - B1404
Milverton David - B1501
Misz Ulrich - A1102
Mitzel Jens - A0503, A1507
Mkruqulwa Nkwubeko - B1103
Modestino Miguel A. - B1310
Mogensen Mogens B. - B1303
Mohammed Nadjima Benkara - B0509
Moledo Max - B0901
Molter Trent - B0701
Monfort Inés - B0609
Monnier J. R. - A0507
Moon Kwang Uk - B1211
Mora Eleuterio - B1407
Morales Enrique - B1407
Moreno Berta - B1407
Möring W. - A1508
Mosa J德拉 - B0610, B1407
Mosdale Renault - B1501
Moser C. - B1310
Muckerman James T. - B0506
Mudliar Sandeep N. - B1308
Müller Cedric - B1101
Murakami Nobuaki - B1408
Muroyama Hiroki - A0907
Mutangwa Nomthandazo - B0611
Mwinga* Makani - A1510
Nah In Wook - B0507
Nahm Kee Suk - B1211
Nakamichi Masaru - B0807
Nam DoHwan - A0604
Nandjou F. - A1104
Navarro Emilio - B1407
Nayak Ratikanta - B1107

Negreiros Fabio R. - A1301
Neophytides Stylianos - A1504
Niedergesäß André - B1402
Nikitin Sergey - A1304
Niroumand Amir - A0804
Nishihara Masamichi - B0501, B1102
Nonjola Patrick - B0611
Ntsendwana Bulelwa - B0801
Oberholzer Stefan - A0103
Ødegard Anders - B0606
Oezomena Kenneth - B0611
Offer Gregory - A1105
Oh In Hwan - B0507
Ohira Akihiro - A0508
Okanishi Takeou - A0907
Olabi Abdul - B0607
Oladoye Atinuke - B0607
Olfert Mark - A0804
Olivier Pierre - A1409
Onishi Naoya - B0506
Ono Kiyonori - B1408
Ortega Emma Maria - A0807, A0808
Oshima Tatsuya - A0508
Osiac Mariana - A0511
Özel Tansu - B1402
Pahwa Suresh - A1501
Palmqvist Anders E.C. - A0603
Pålsson Jens - B0904

Park Gu-Gon - A0607
Park Hee Young - A0902, A1306, A1309
Park Hye Seok - B1211
Pasanen Antti T. - A1308
Pasapathi Sivakumar - B1103
Pathak Hilor - B1208
Pattrick Gary - A0906
Patularu Laurentiu - B1502
Pauchet Joel - A1402
Pedicini Rolando - B0603
Pennanen Jari - B0907
PERA Marie-Cécile - B1506
Péra Marie-Cécile - A1101
Périz-Herranz V. - A0807, A0808
Pergolesi D. - A1303
Peter C. - A1506
Peters Ralf - B0906
Petrone Raffaele - A1101
Petrovic Janko - B1409
Philipp Franz - B1403
Pichler Birgit - A0911
Pien Michael - A1501
Pinar F. Javier - A0302
Pirola Simona - B0908
Pirone Raffaele - B0508
Pirriera M. Della - A1509
Pivac I. - A0810
Ploehn Harry - B0901
Pollet Bruno G. - B0801, B1103
Prat Marc - A1402
Prawitz Matthias - B0906
Pregelj Bostjan - B0904, B1409
Psaltis Demetri - B1310
Punyawudho Konlayutt - A0507
Putkonen Matti - A1308
Rabissi Claudio - A1106
Raceanu Mircea - A0605, B1502
Radica G. - A0810, B1504, B1507
Randall Julian - B1210
Raso Miguel A. - B1407
Rastedt Marek - A0303
Rechberger Jürgen - A0801
Reda Mahmoud - A0809, A0905
Rees Neil - B0604
Reissner Regine - B0301
Renner Katharina - A0801
Richmond John - B0604
Rikukawa Masahiro - A0508
Rindlisbacher Marcel - B1505
Río Carmen del - B1407
Robin C. - A1104
Rolle Aurelie - A0509
Romeo Andrea - B0603
Rosa Felipe - A0803
Rosini Sébastien - A0301
Roth Christina - A0904
Ruiu Tiziana - A1507
Saccà Ada - B0603
Salva Antonio - A0802, A0803
Samsun Remzi Can - B0906
Saracco Guido - B0508
Sasaki Kazunari - A0909, B0501, B0601, B1102
Schalkwyk Francois van - A0906
Schenk Alexander - A0911
Schier Michael - B1403
Schiller G. - B0301
Schilling Lutz - B0903
Schitea Dorin - B1502
Schlicker Sebastian - A1504
Schlupp Meike V. F. - B0302, B0303
Schlüterbusch Amanda - A0302
Schmidt Thomas Justus - A0304, A1303, A1506
Schmitz Rolf - A0103
Schonvogel Dana - A0303
Schulze Mathias - A1103
Scolaro L. Monsù - B0603
Seidler Christopher F. - B1105, B1101
Self Valerie - B0604
Sementa Luca - A1301
Senn Jan - B0503
Seo Ji-Sung - A1107
Serra A. - A1509
Shanmugam odhaiyolli - B1308
Shao Hualyu - B0501
Shapiro Daniel - B1301
Sharma Surbhi - B0606, B1104
Sheu Jinn Kong - B1304
Shiu Eric - B1405
Shiyan Feng - B1102
Simic B. - A0810
Simunovic J. - B1504, B1507
Skrikertud Martin - B0605
Sollberger Peter - B1503
Sonawane Jayesh M. - B1209
Spinu Cezar-Ionut - A0509, A0511
Spirig Michael - A0101, A1702, A1704
Steenberg Thomas - A0606
Steffen Michael - A1503
Steinberger-Wilckens Robert - A1302, B0604, B1104, B1404, B1405
Steinmann Walter - A0103
Stokes Joseph - B0607
Stolten Detlef - B0906
Succi Marco - B0908
Suna Yuki - B0506
Sung Yung-Eun - A0902, A1306, A1309
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Talke Anja - A1102
Tannert Daniel - B0304
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**Registered until 22 June 2015**

## 5th EUROPEAN PEFC & H₂ FORUM 2015

**30 June - 3 July 2015**

Kultur- und Kongresszentrum Luzern (KKL) Lucerne/Switzerland

<table>
<thead>
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<td>Department of Chemical Engineering, School of Engineering and Computing,</td>
<td>Columbia (SC)/United States</td>
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<td><strong>B09</strong> AP&amp;T</td>
<td>Material and production line for fuel cell plates</td>
</tr>
<tr>
<td>Box 32</td>
<td></td>
</tr>
<tr>
<td>52321 Ulricehamn</td>
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<td>Sweden</td>
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<td><a href="http://www.aptgroup.com">www.aptgroup.com</a></td>
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<td><strong>B16</strong> Airbus Group Innovations</td>
<td>100 W HYPER System Portable Power Pack + Battery Charger</td>
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<td>81663 München</td>
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<td>arbor.swagelok.com</td>
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<td><strong>B12</strong> AVL List GmbH</td>
<td>THDA FC Monitoring &quot;Total Harmonic Distortion Analysis&quot; for stack operation control</td>
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<td>Hans-List Platz 1</td>
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<td>wwwavl.com</td>
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<td><strong>B13</strong> Bronkhorst (Schweiz) AG</td>
<td>Mass Flow Meters and - Controllers, Pressure Sensors and -Controllers, Evaporator</td>
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<td>4153 Reinach</td>
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<td>wwwbronkhorst.ch</td>
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<td><strong>B02</strong> Bürkert Contromatic AG Schweiz</td>
<td>Mass Flow Controllers, Mass Flow Meters, Valves, Sensors</td>
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<td>Bösch 71</td>
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<td>6331 Hünenberg</td>
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<td>38058 Grenoble</td>
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<td>www-liten.cea.fr</td>
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<td><strong>B09</strong> Cell Impact</td>
<td>High-velocity press for stamping, forming, compaction and shearing</td>
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<td>Plåtvägen 18</td>
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<td>66060 Karlskoga</td>
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<td><a href="http://www.cellimpact.com">www.cellimpact.com</a></td>
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<td>Mass Flow Meters and - Controllers, Pressure Sensors and -Controllers, Evaporator</td>
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<td><strong>B10</strong> Siemens VDO Electrical Drive Systems</td>
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<td>Willy-Messerschmitt-Strasse 1</td>
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<td>81663 München</td>
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<td><strong>B12</strong> AVL List GmbH</td>
<td>THDA FC Monitoring &quot;Total Harmonic Distortion Analysis&quot; for stack operation control</td>
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<td><strong>B08</strong> Diamond Lite S.A.</td>
<td>PEM Electrolyzer</td>
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<td>Rheineckerstr. 12</td>
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<td>PO Box 9</td>
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<td>CH-9425 Thal</td>
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<td>[<a href="http://www.diamondlite.com">www.diamondlite.com</a>]</td>
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<tr>
<td><strong>B14</strong> Enterprise Europe Network - Switzerland / Euresearch</td>
<td>Innovation opportunities from Europe and beyond Partnering for your innovation or technology need SME support to access EU research projects</td>
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<tr>
<td>Effingerstrasse 19</td>
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<td>3008 Bern</td>
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<td>[<a href="http://www.swisseen.ch">www.swisseen.ch</a>]</td>
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<tr>
<td><strong>B05</strong> FIS Inc.</td>
<td>Hydrogen Sensor Modules (Automotive) and other Hydrogen Sensor Solutions</td>
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<tr>
<td>3-36-3 Kitazono</td>
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<td>664-0891 Itami, Hyogo</td>
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<td>[<a href="http://www.fisinc.co.jp">www.fisinc.co.jp</a>]</td>
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<td><strong>B16</strong> HYPER Co-ordinator</td>
<td>100 W HYPER System Portable Power Pack + Battery Charger</td>
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<td>Orion Innovations</td>
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<td>1, Quality Court, Chancery Lane</td>
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<tr>
<td>London</td>
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<td>United Kingdom</td>
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<td>[<a href="http://www.hyperportablepower.com">www.hyperportablepower.com</a>]</td>
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<td><strong>B16</strong> Institute of Power Engineering</td>
<td>100 W HYPER System Portable Power Pack + Battery Charger</td>
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<td><strong>B16</strong> Joint Research Centre</td>
<td>100 W HYPER System Portable Power Pack + Battery Charger</td>
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<td>P.O. Box 2</td>
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<td>1755 ZG Petten</td>
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<td>[<a href="http://www.hyperportablepower.com">www.hyperportablepower.com</a>]</td>
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<td><strong>B10</strong> Maximator Schweiz AG</td>
<td>Hydrogen High Pressure Pumps, Valves, Fittings, Tubes, Test and Production Equipment</td>
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<tr>
<td>Warpelstrasse 7</td>
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<td>3186 Düdingen</td>
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<td>[<a href="http://www.maximator.ch">www.maximator.ch</a>]</td>
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<td><strong>B16</strong> McPhyEnergy</td>
<td>100 W HYPER System Portable Power Pack + Battery Charger</td>
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<td>Zone d’activité</td>
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<td>26190 La Motte-Fanjas</td>
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<tr>
<td><strong>B07</strong> M-Field Energy Ltd.</td>
<td>Coffee Cart, Fuel cell system (UEH system), Forklift</td>
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<tr>
<td>No. 377, Sec 4, Chung Hsing Rd.</td>
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<td>Chutung, Hsinchu 31061</td>
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<td>[<a href="http://www.m-field.com.tw">www.m-field.com.tw</a>]</td>
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<tr>
<td><strong>New Cosmos Electric Co. Ltd.</strong></td>
<td>Hydrogen Gas Detection for Fuel Cell Applications</td>
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<tr>
<td>2-5-4 Mitsuya-Naka, Yodogawaku</td>
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<tr>
<td>532-0036 Osaka, Japan</td>
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<td><a href="http://www.new-cosmos.co.jp">www.new-cosmos.co.jp</a></td>
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<tr>
<td><strong>Novatronic Deutschland GmbH</strong></td>
<td>Gas Sensing Solutions</td>
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<tr>
<td>Kauler Straße 36, 51429</td>
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<tr>
<td>BergischGladbach, Germany</td>
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<td><a href="http://www.novatronic.de">www.novatronic.de</a></td>
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<td><strong>PaxiTech SAS</strong></td>
<td>100 W HYPER System Portable Power Pack + Battery Charger</td>
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<td>32 rue de Comboire, 38130</td>
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<td>Echirolles, France</td>
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<td><strong>Regio Energie Solothurn</strong></td>
<td>Project “Hybridwerk with PEM Electrolyzer”</td>
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<td>Rötistrasse 17, 4502 Solothurn</td>
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<td><a href="http://www.regioenergie.ch">www.regioenergie.ch</a></td>
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<td><strong>SAES Pure Gas, Inc.</strong></td>
<td>Hydrogen Gas Purifiers</td>
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<td>4175 Santa Fe Rd., 93401</td>
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<td><a href="http://www.saespuregas.com">www.saespuregas.com</a></td>
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<td><strong>Sandvik Materials Technology</strong></td>
<td>Coated strips for interconnects and bipolar plates in fuel cells</td>
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<td>6365 SBTM, 81181 Sandviken,</td>
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<td><a href="http://www.smt.sandvik.com">www.smt.sandvik.com</a></td>
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<td><strong>S++ Simulation Services</strong></td>
<td>Current density distribution measurement devices, single cell voltage</td>
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<td>Waldstraße 5, 82418</td>
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<td>Murnau-Westried, Germany</td>
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<td><a href="http://www.splusplus.com">www.splusplus.com</a></td>
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<td><strong>UST Umweltsensortechnik GmbH</strong></td>
<td>Hydrogen Gas Sensors; Hydrogen Gas Detectors; Temperature Sensors;</td>
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<td>98716 Schwenda, Germany</td>
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<td><strong>V&amp;F Analyse- und Messtechnik</strong></td>
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New Cosmos Electric Co. Ltd.  
Japan  
www.new-cosmos.co.jp

Floorplan

KKL Luzerner Saal

5th EUROPEAN PEFC & H2 FORUM 2015  
30 June - 3 July 2015 KKL Lucerne/Switzerland
Green Salon Situation Plan

1 - 2 July 2015 KKL Lucerne/Switzerland

Produkt-Exponate (Europaplatz)
- P01 Windturbine Infotafel (Wepfer Technics)
- P02 H2 Tankstelle (Pangas/Linde)
- P03 FC PW (Daimler)
- P05 FC PW (Belenos)
- P06 FC PW (Belenos)
- P07 FC LKW Infotafel (Proton Motor)
- P08 Self-Wohnzelle (EMPA)
- P09 Gabelstapler (m-Filed)
- P10 Hydroxy Boot (HEIG-VD)
- P21 Solarstromspeicher (Inspire AG)
- P22 a/b Schnellladetankstellen (Inspire AG)
- P23a Batterie-Fahrzeuge (Inspire AG)
- P23b Batterie-Fahrzeuge (Inspire AG)
- P24 Batterie-Bagger (Inspire AG)

Produkt-Exponate (Luzerner Saal)
- P41 H2 Reformer (WS Reformer)
- P42 Elektrolyseur Provider (Diamond Lite B08)
- P43 Hochdruckpumpe (Maximator Schweiz B10)
- P44 95kW Autostack (PowerCell, ZSW, Dana)
- P45 FC UEH system (m-Filed)
- P46 FC Power module Coffee Cart (m-Filed)
- P47 HYPER Portable Battery Charger (Orion Innovations, Airbus Group Innovations, Institute of Power Engineering, JRC, McPhy Energy, PxiTech, Uni Glasgow, B16)
- P48 H2 Railbar (CeKaTec, S12)
- P49 H2 Kocher (EMPA)
- P50 H2 Grill (EMPA)
- P51 Zapfsäulenmodell (Airliquide)
- P52 H2-Dispenser (CTS Energy s.r.l.)
- P53 FC-Velo, Leicht H2 Tank (CTS Energy s.r.l.)
Outlook 2016

In this moment of preparation, we are excited to see all the valuable contributions and efforts of so many authors, scientific committee and advisors, exhibitors and staff materialising in the 5th EUROPEAN PEFC AND H₂ FORUM 2015. However, looking a bit beyond these intensive days, we see another important event emerging at a not too far horizon in 2016:

The 12th European SOFC&SOE Forum
Science, Technology and Application of Solid Oxide Fuel Cells and Electrolysers

In the traditional alternation with the other bi-annual SOFC conference series organised by the Electrochemical Society, the 12th EUROPEAN SOFC&SOE FORUM will be THE major event of the year 2016 for SOFC scientists, experts, engineers, and also increasingly business developers and managers.

Already now, many people have expressed their strong interest to participate and contribute to this event as scientists, engineers or exhibitors. The technical focus lies on specific engineering and design approaches and solutions for materials, processes and components. While SOFC see now the first products entering their first markets, more people become conscious about the much larger potential of ceramic membrane reactors. This evolution from pure fuel cells towards generic ceramic membrane reactors gains in attention. Solid Oxide Electrolysers will therefore have their own dedicated sessions possibly combined with further gas processing applications.

About 500 participants and more than 30 exhibitors (19 already pre-registered) are expected from more about 36 nations. In its traditional manner, the meeting aims at a fruitful dialogue between researchers, engineers and manufacturers, hardware developers and users, academia, industry and utilities. The technology is now translated in first commercial products, while both fundamental and incremental research remains a very important part of the activities. To represent this large scope, the EFCF’s International Board of Advisors has elected Prof. Nigel Brandon from Imperial College London as Chairman of the next conference. He presents both a strong academic background in materials and industrial experience as co-founder and early CEO of Ceres Power. Today, he leads a research group focussed on science, engineering and technology of electrochemical devices for energy applications, with particular focus on SOFC and SOE.

A Scientific Advisory Committee has been formed again to structure the technical programme in an independent and neutral manner and will exercise full scientific independence in all technical matters. For everybody interested in SOFC and SOE, please take note in your agenda of the next opportunity to enjoy Lucerne as scientific and technical exchange platform. The 12th EUROPEAN SOFC&SOE FORUM will take place from 5 to 8 July 2016, in the KKL of Lucerne.

We look forward to welcoming you 2017 again in Switzerland.

The organisers Olivier Bucheli & Michael Spirig

Outlook 2017

The 6th EUROPEAN PEFC&H₂ FORUM will take place 4 – 7 July 2017 in Lucerne, Switzerland again.
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## Schedule of Events

### Tuesday – 30 June 2015

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:00 - 16:00</td>
<td>Exhibition set-up</td>
</tr>
<tr>
<td>09:30 - 10:00</td>
<td>Tutorial Registration (KKL Club Room 3-4)</td>
</tr>
<tr>
<td>10:00 - 17:00</td>
<td>Tutorial held by Dr. Günther Scherer &amp; Dr. Jan Van herle</td>
</tr>
<tr>
<td>16:00 - 18:00</td>
<td>Poster pin-up (continued on following morning)</td>
</tr>
<tr>
<td>16:00</td>
<td>Official opening of the exhibition</td>
</tr>
<tr>
<td>16:00 - 18:00</td>
<td>On-site Registration (continued on following days)</td>
</tr>
<tr>
<td>18:00 - 19:00</td>
<td>Welcome gathering in the KKL Luzerner Saal</td>
</tr>
<tr>
<td>from 19:00</td>
<td>Thank-You Dinner with special invitation only</td>
</tr>
</tbody>
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### Wednesday – 1 July 2015

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00 - 16:00</td>
<td>On-site Registration is open, to be continued on following days</td>
</tr>
<tr>
<td>08:00 - 09:00</td>
<td>Speakers' Breakfast in the Auditorium Foyer on the 1st floor of the KKL</td>
</tr>
<tr>
<td>09:00 - 18:00</td>
<td>Conference Sessions 1–6 including on “International Overviews and Programmes” from USA, Europe and South Africa as well as on “Automotive FC Development in Asia with Focus China”, poster presentation by authors, networking and exhibition</td>
</tr>
<tr>
<td>09:00 - 18:00</td>
<td>Poster area and exhibition are open</td>
</tr>
<tr>
<td>09:00 - 18:00</td>
<td>“Green Salon”, B2B meeting point and marketplace for a sustainable mobility and energy systems – “Well to Wheel” with focus on FCH technology including complementary technologies</td>
</tr>
<tr>
<td>18:30 - 23:00</td>
<td>Swiss Surprise Evening – separate registration for 80 places to be booked on a first-come-first-served basis</td>
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### Thursday – 2 July 2015

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00 - 09:00</td>
<td>Speakers' Breakfast in the Auditorium Foyer on the 1st floor of the KKL</td>
</tr>
<tr>
<td>09:00 - 18:00</td>
<td>Conference Sessions 7–12 including keynotes on “Electrocatalysis of Oxygen Reduction Reaction” as well as on “Status and future of hydrogen technologies (production/purification and storage)”, Poster presentation by authors, network and exhibition</td>
</tr>
<tr>
<td>13:00</td>
<td>Press Conference by invitation only and continued in the following event</td>
</tr>
<tr>
<td>09:00 - 18:00</td>
<td>“Green Salon”, B2B marketplace, 2nd day, VIP reception and Hydrogen-Partý</td>
</tr>
<tr>
<td>19:30 - 23:00</td>
<td>Great Dinner on the Lake</td>
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### Friday – 3 July 2015

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00 - 09:00</td>
<td>Speakers' Breakfast in the Auditorium Foyer on the 1st floor of the KKL</td>
</tr>
<tr>
<td>09:00 - 15:30</td>
<td>Conference Sessions 13–17 on catalyst structures, manufacturing, FC modelling, Stack and system integration, operation, H₂ production, Portable/Back-up/Renewable, FC Mobility applications, networking and exhibition</td>
</tr>
<tr>
<td>15:30 - 16:15</td>
<td>Closing and Award Ceremony: Christian Friedrich Schönbein</td>
</tr>
<tr>
<td>16:15 - 17:00</td>
<td>Goodbye coffee and travel refreshment in front of the Auditorium</td>
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</tbody>
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## Motto 2015:

Bringing Hydrogen Fuel Cells & Hydrogen, as part of our energy future, closer to deployment.