

---

# Investigation of inhomogenities in automotive fuel cell stacks

---



Ulf Groos, Stefan Keller

Fraunhofer-Institut for Solar  
Energy Systems ISE

World of Energy Solutions

Stuttgart, October 11<sup>th</sup> 2016

[www.h2-ise.de](http://www.h2-ise.de)

**Our research enables fuel cells.**



Foto Joscha Feuerstein

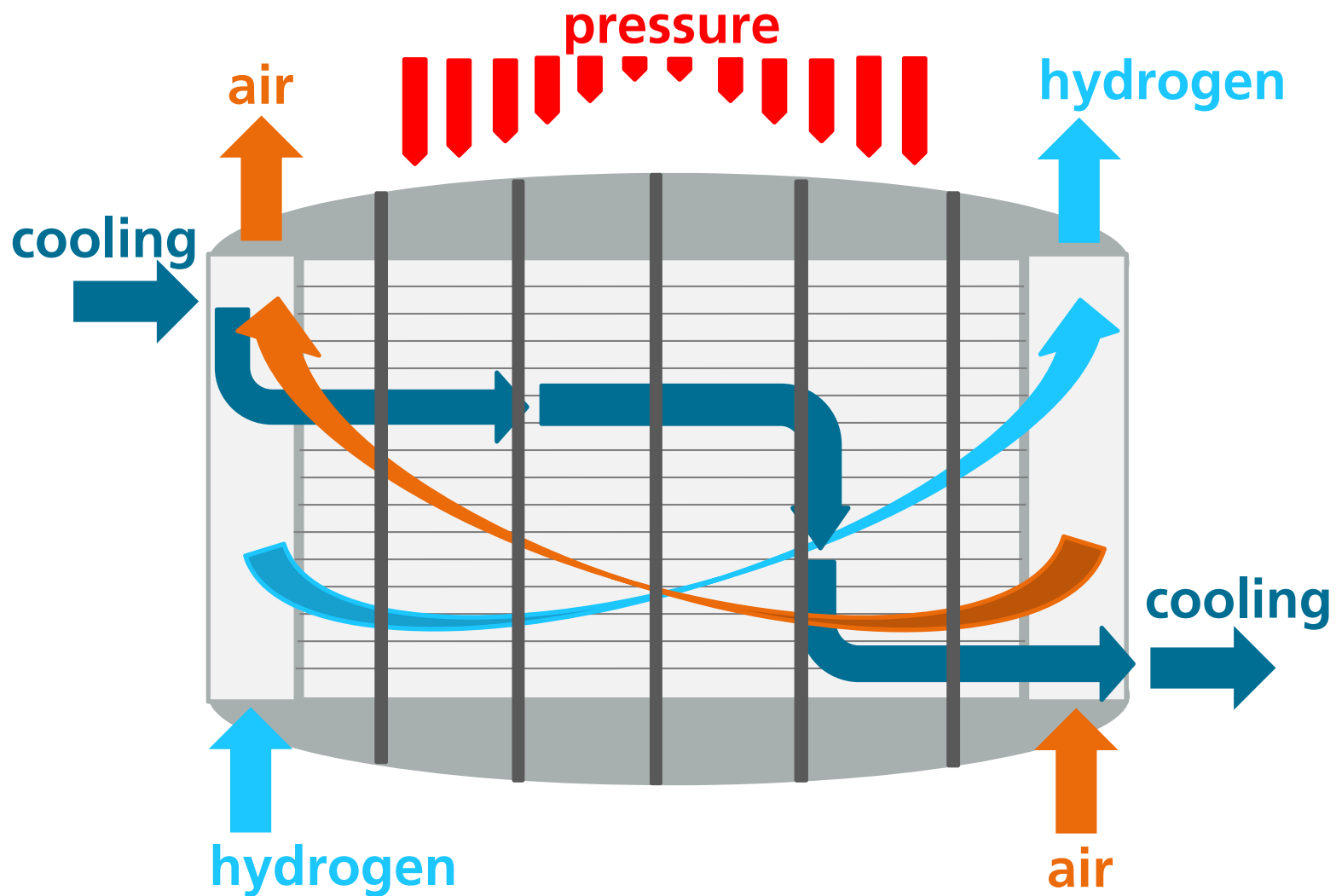
Foto Joscha Feuerstein



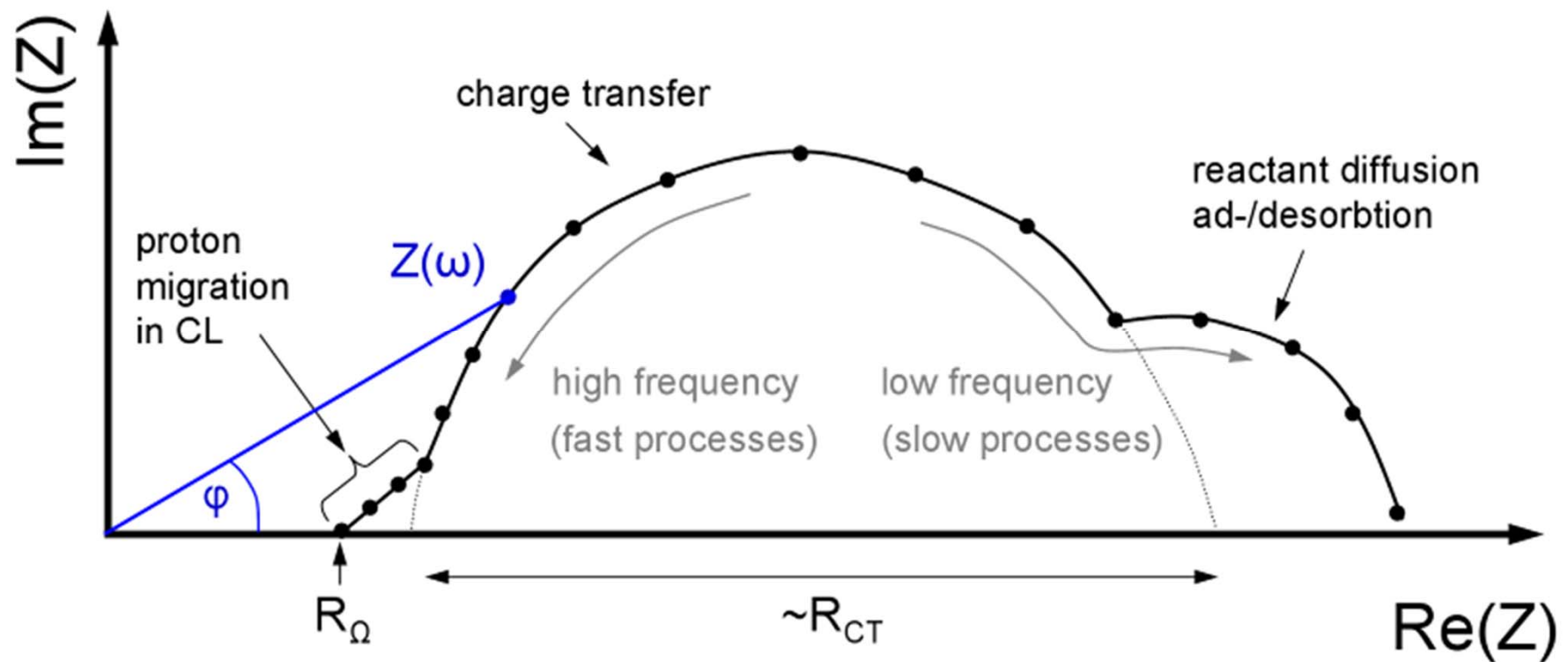


Foto Joscha Feuerstein

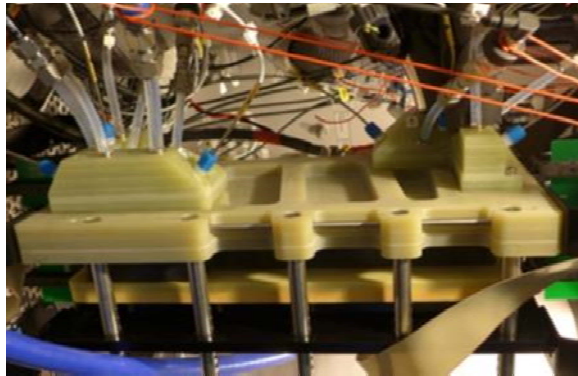
Do you know the flow distribution?



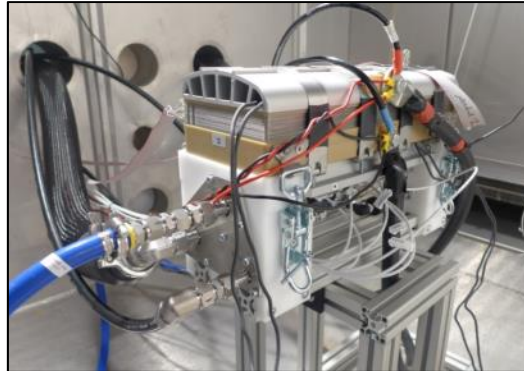
Impedance spectroscopy is a powerful tool to understand a stack.



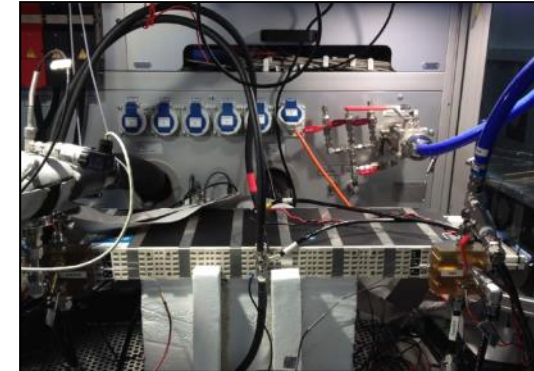
# We investigated 3 automotive stacks: Autostack CORE, Automotive Fuel Cell Company, Ballard



- AFCC
- 20 cell short stack
- Generation 3
- Partners are Daimler and Ford

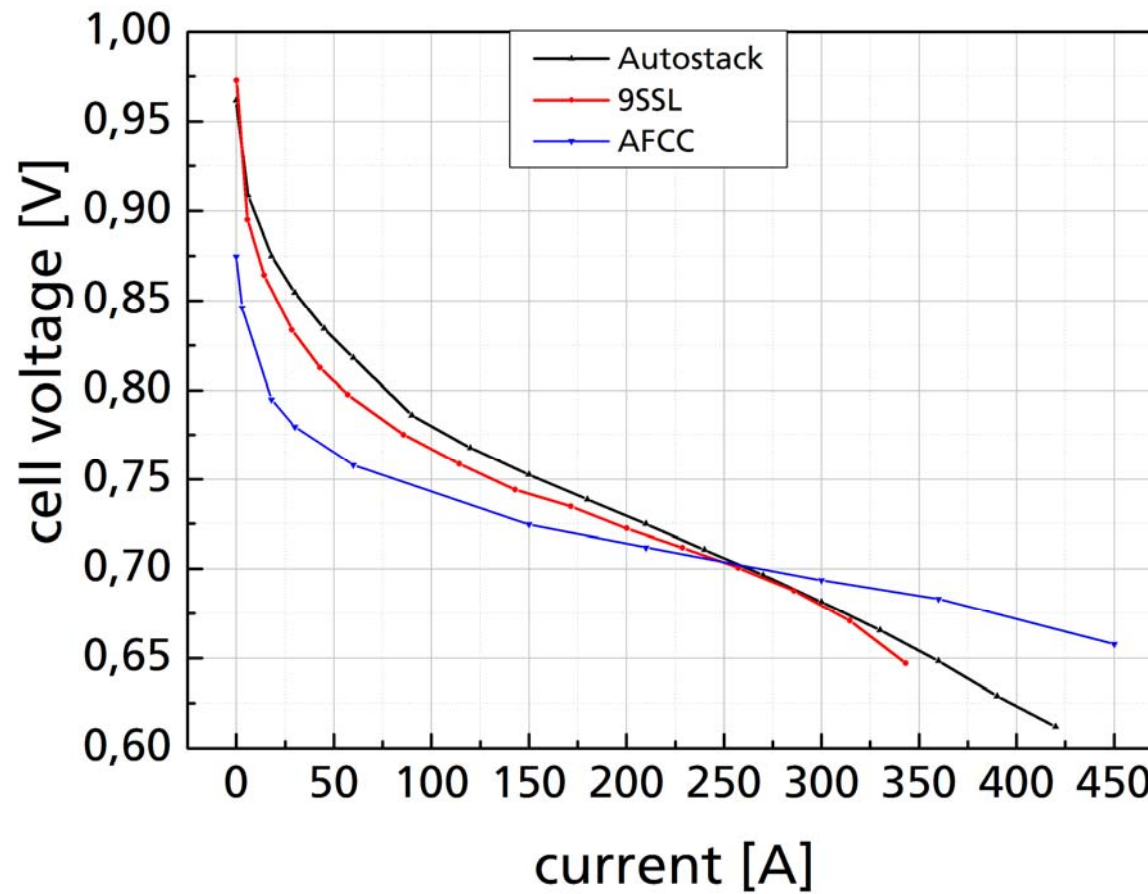


- FCH JU project  
AutoStackCORE, ASC
- 20 cell short stack
- Evolution 1 design
- manufactured by Powercell



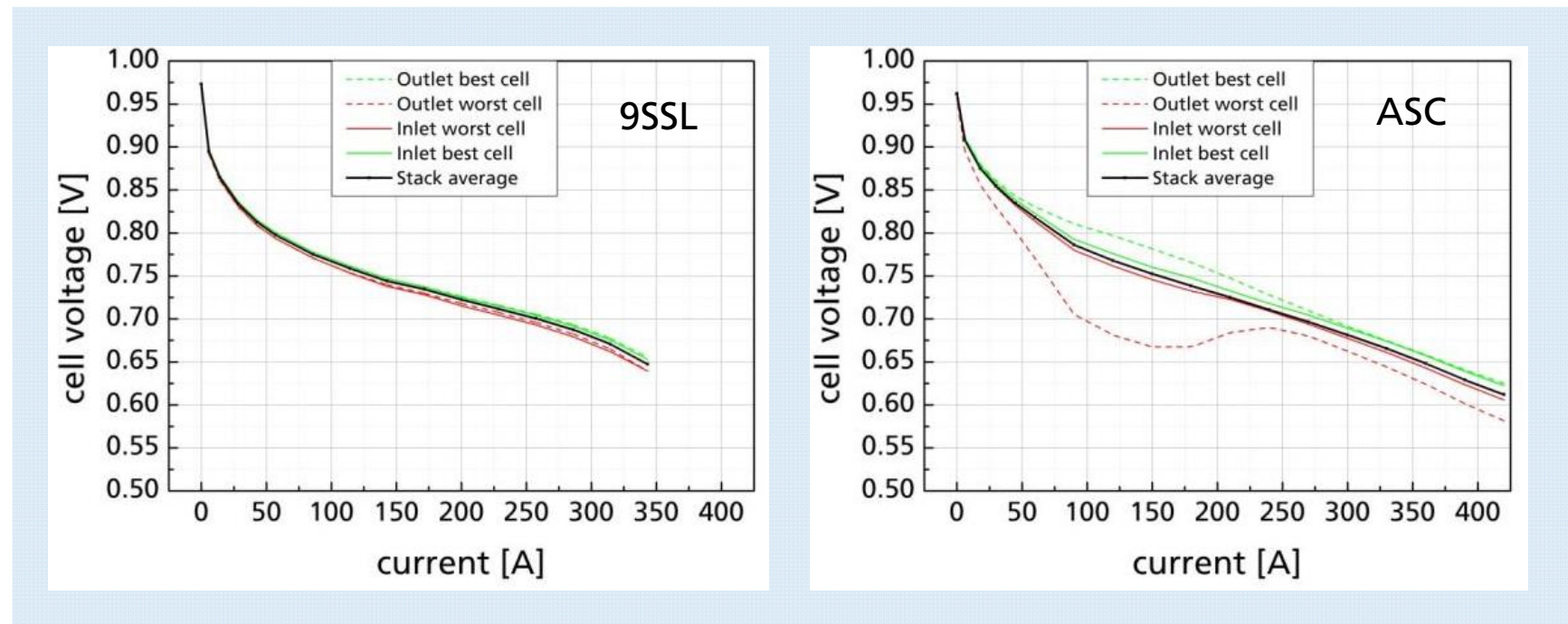
- Ballard 9SSL
- 90 cell full stack

# Comparison of polarization curves



# Closer look on single cell voltages

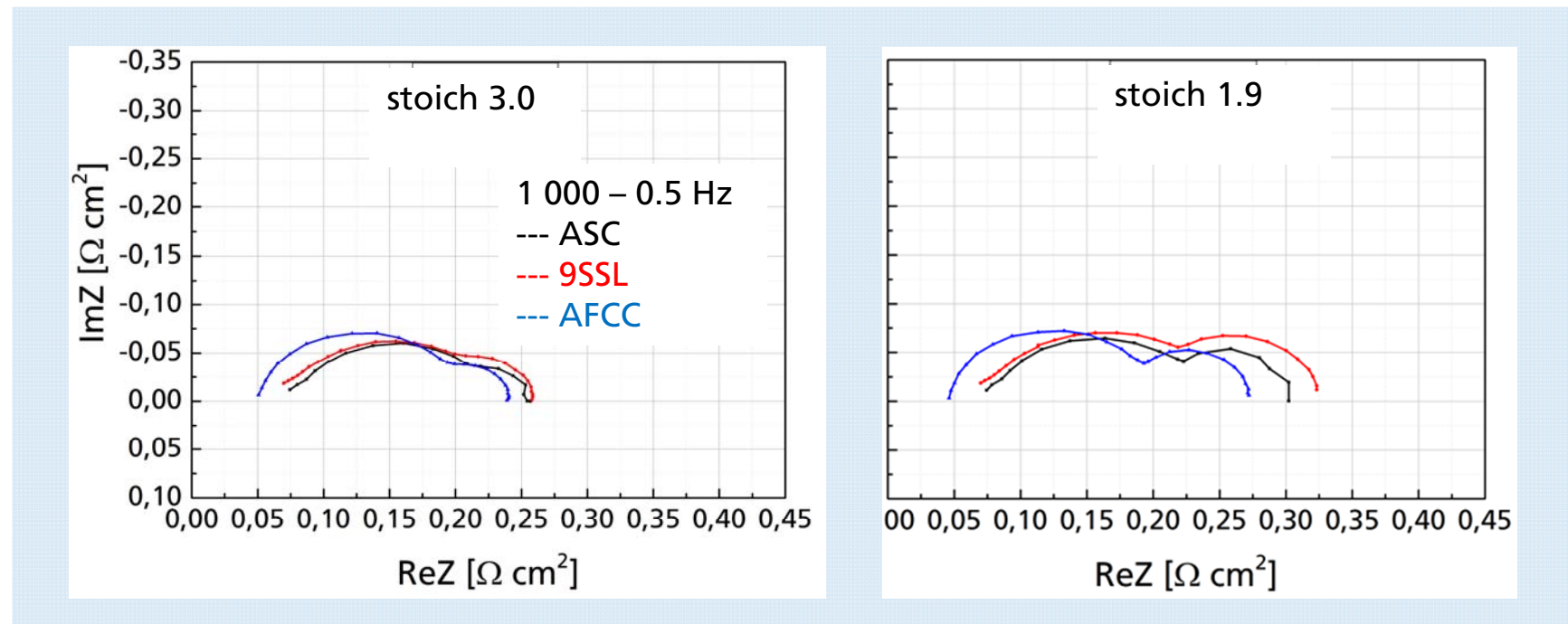
It is important to monitor CV at inlet and outlet



- 9SSL very homogeneous both at inlet and outlet
- Higher cell voltage variation at outlet in case of ASC

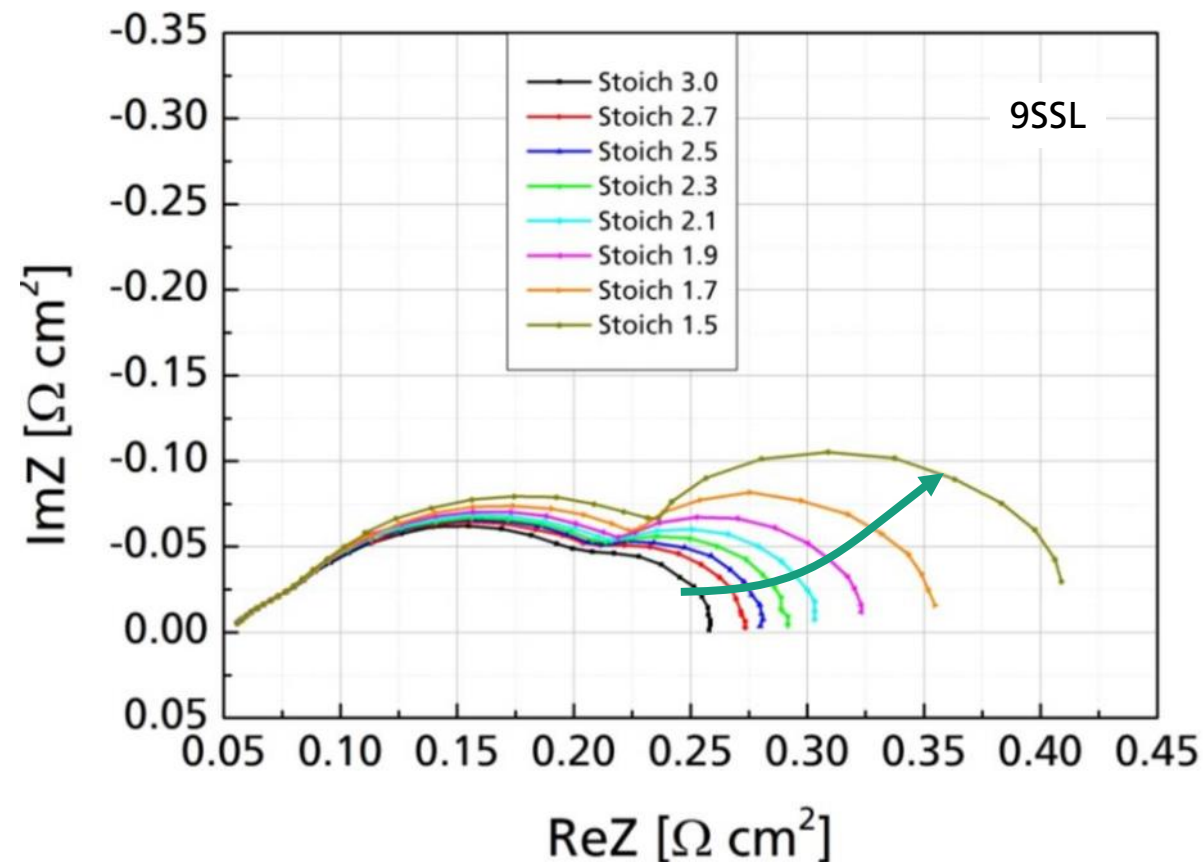
# Comparing impedance spectra

## Various cathode stoichiometries @ 0.5 Acm<sup>-2</sup>



- Growth of second arc with low air flow shows limited mass transport

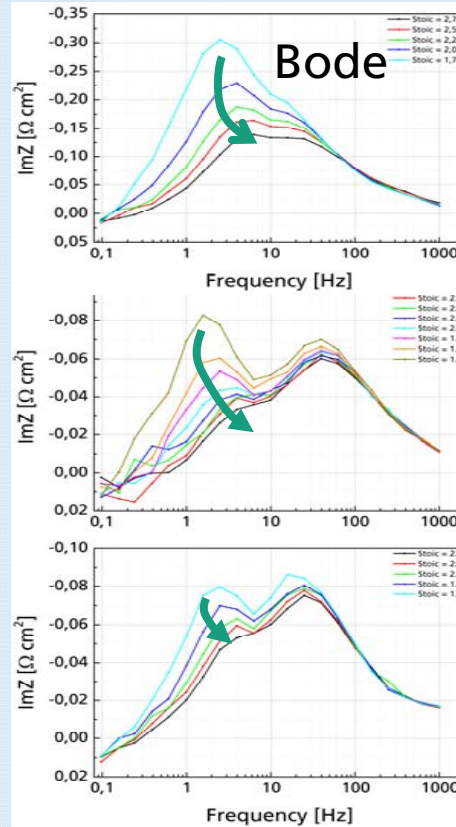
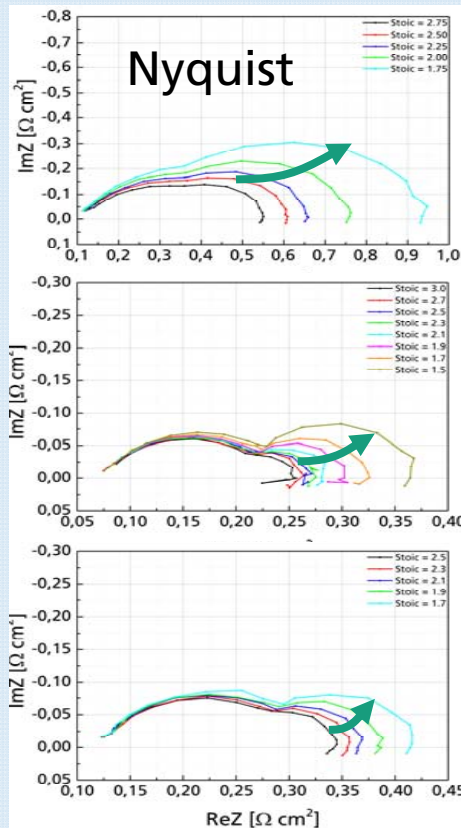
The low frequency arc is influenced by mass transport.



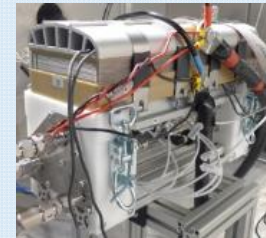
Mass transport is influenced by

- Diffusion (relatively independent from air flow)
- Concentration oscillation (depends from air flow)

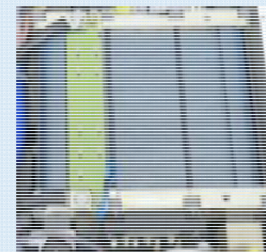
# Bode plot shows peak at a characteristic frequency: Time constant



CEKA



ASC



PM200

Time constant represents gas residence time.

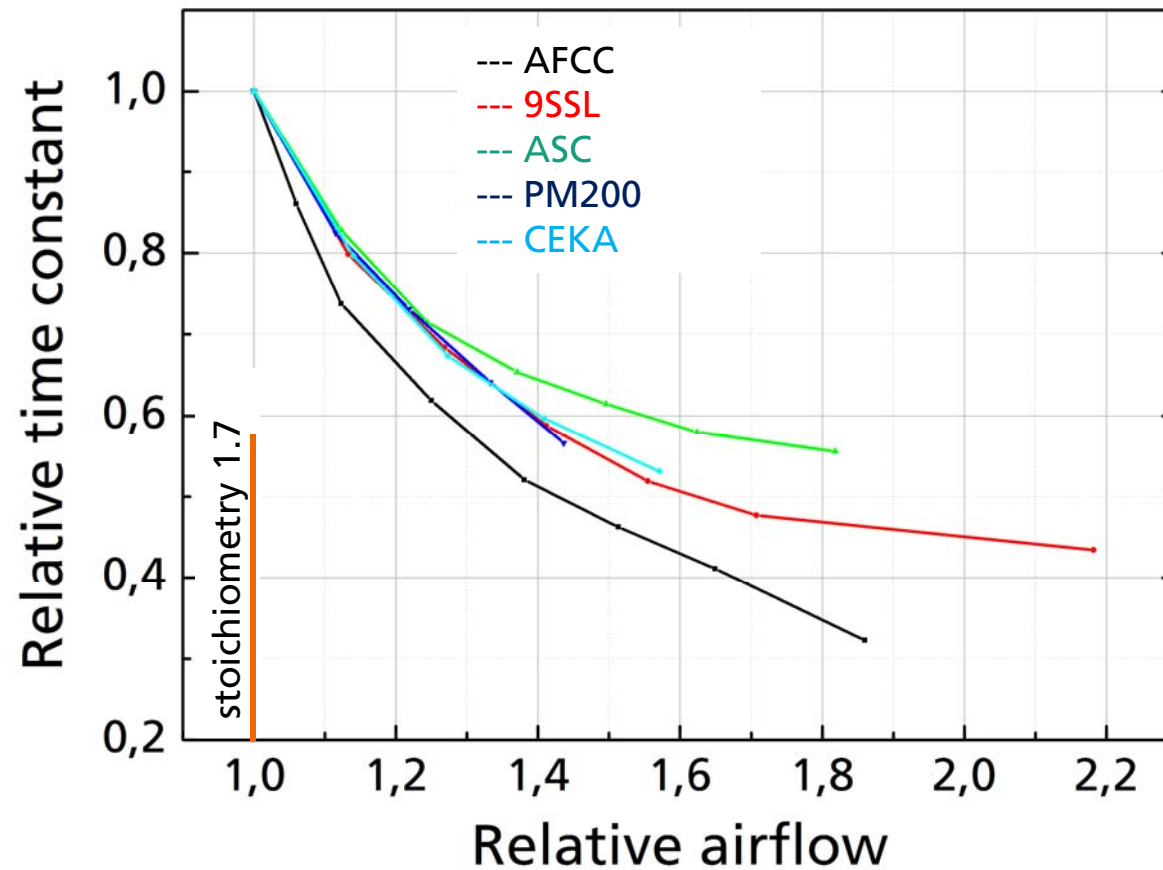
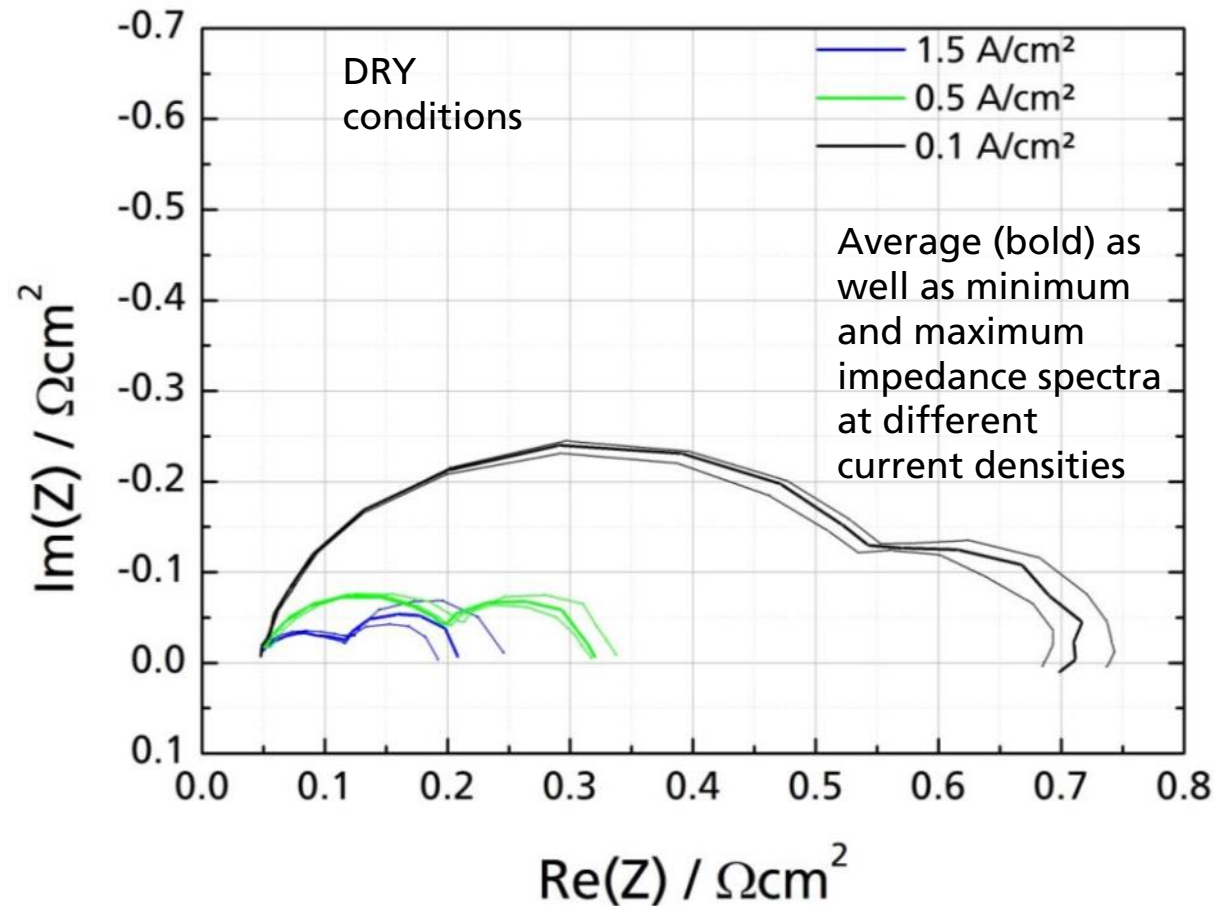




Foto Joscha Feuerstein

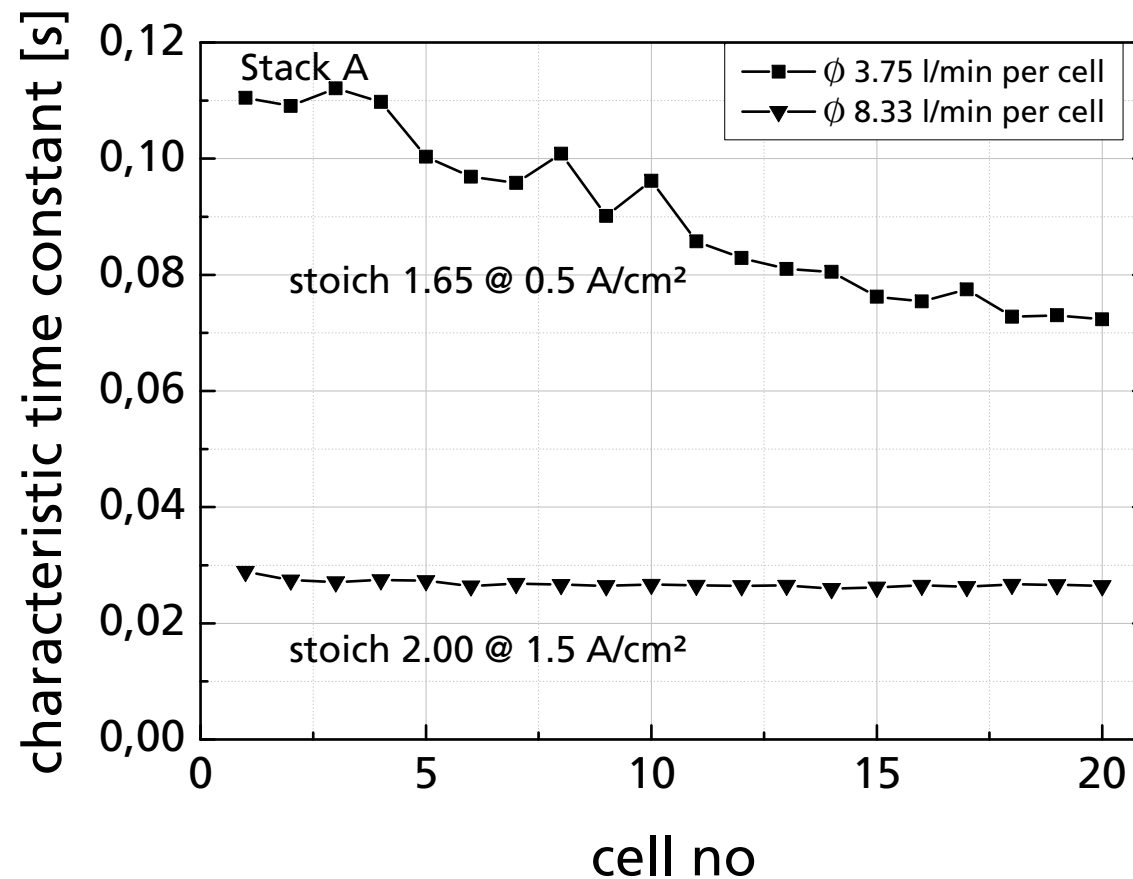
**We are monitoring simultaneously the  
single cell impedance within a stack.**

# Comparison of single cell behavior in a stack

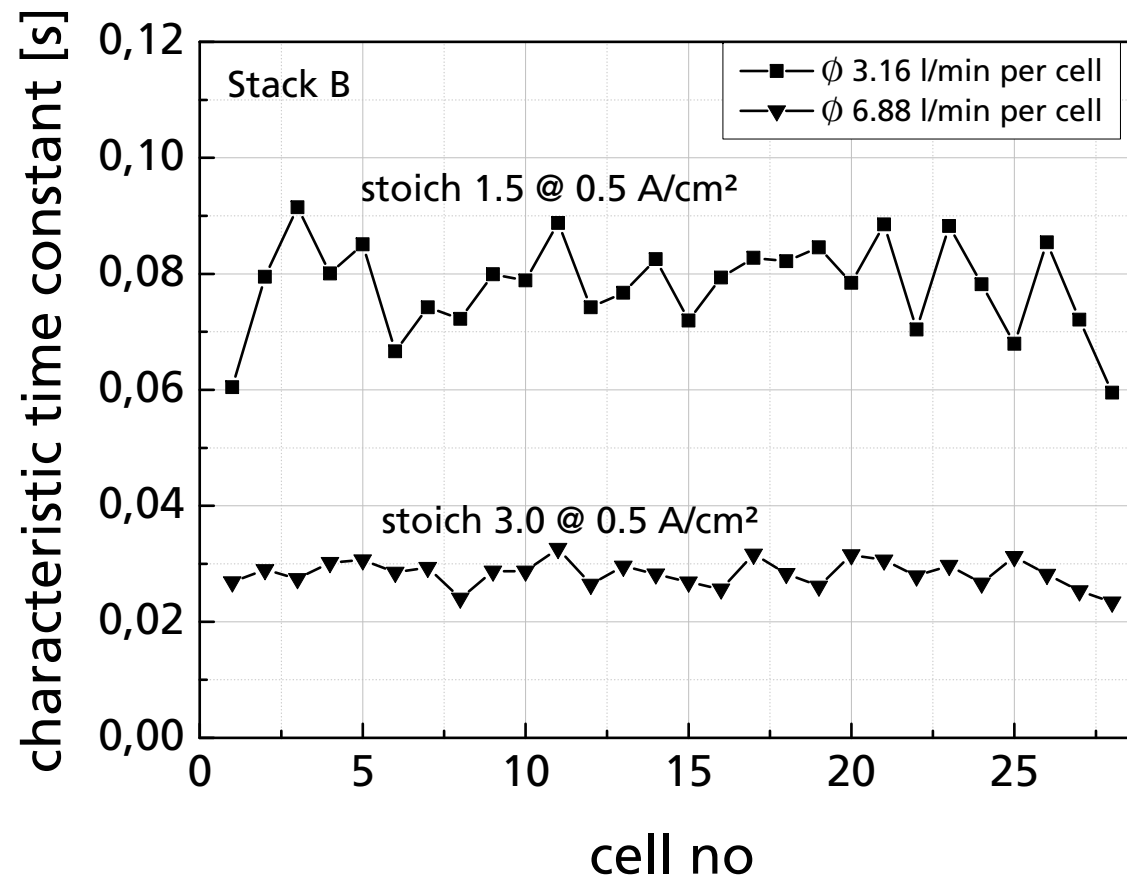


EIS measurement with a frequency range from 1 kHz to 0.1 Hz with 5 points per decade in galvanostatic mode with 4 A AC perturbation amplitude.

# Single cell impedance allows to analyse the flow distribution in a stack with respect to operating conditions I



# Single cell impedance allows to analyse the flow distribution in a stack with respect to operating conditions II



# Conclusion

- Total stack performance might not reflect single cell performance
- Single cell impedance helps to understand gas flow distribution within a stack
- Single cell investigations within a stack is needed to optimize
  - stack design
  - operation strategy



# Acknowledgement



The research leading to these results has received funding from

- Bundesministerium für Bildung und Forschung, grant no. 03SF0454A ([www.gecko-fuelcell.com](http://www.gecko-fuelcell.com))
- Fraunhofer Systemforschung Elektromobilität II / Fraunhofer ICON
- Automotive Fuel Cell Corporation ([www.afcc-auto.com](http://www.afcc-auto.com))
- Fuel cells and hydrogen joint undertaking autostack-core, grant no. 325335

Thank you for your attention.  
You are heartily invited for a  
good Freiburg roasted coffee at  
our booth!



ulf.groos@ise.fraunhofer.de  
www.h2-ise.de

Foto Joscha Feuerstein