Insights into Fuel Cell Hybrid Systems Operations and Control: Realizing Opportunities and Overcoming Challenges

ARPA-E INTEGRATE

Peaking Turbine

2.0

1.8

Lous of CO2 Emitted per MWh 1.4 1.2 1.0 0.8 0.6 0.4

Objective

The program seeks to develop fuel cell hybrid systems that would enable the realization of:

----Coal

-----NG

- - - 20% Renewables w/coal

− ● • 20% Renewables w/ng

SOFC Hybrid cycles

Efficiency ≥70% (NG)
Installed Cost <\$1.8/W
Scale ≥100 kW

Opportunities

- Efficiency
- Flexibility
- Low emissions

Challenges

Turndown



Load following lowers efficiency

reduces benefit of renewables

Existing Coal

Integration

Controls

NETL Technical Tasks

- Evaluation of optimal power balance, operational limits, and challenges
- Exploration of potential cycle configuration and system integration
- Development of operational control strategies



SOFC/Internal Combustion Engine Cycle



ARPA-E INTEGRATE Partnership

- Hybrid system designs
- Hybrid component technologies
 - SOFC stacks
 - Heat exchangers
 - Internal combustion engines



Future Work

 Integrate an internal combustion engine (ICE) into the Hybrid Performance Project at NETL for hardwarebased testing



- Develop a 20 kW cyber-physical reformer/SOFC/gas turbine
- Design control strategies for automated startup, electrochemical light-off, load ramp, nominal operation, shutdown, and emergency shutdown
- Test control strategies on hardware-based testing facility



SOFC/GT Control Strategies for Flexibility Improvement



The Impacts of Reformer Thermal Management on SOFC/GT





David Tucker, Ph.D Research Scientist National Energy Technology Laboratory 3610 Collins Ferry Rd. Morgantown, WV 26507-0880 (304) 285-4182 David.Tucker@netl.doe.gov

PI Contact:

The ARPA-E INTEGRATE Project at NETL

