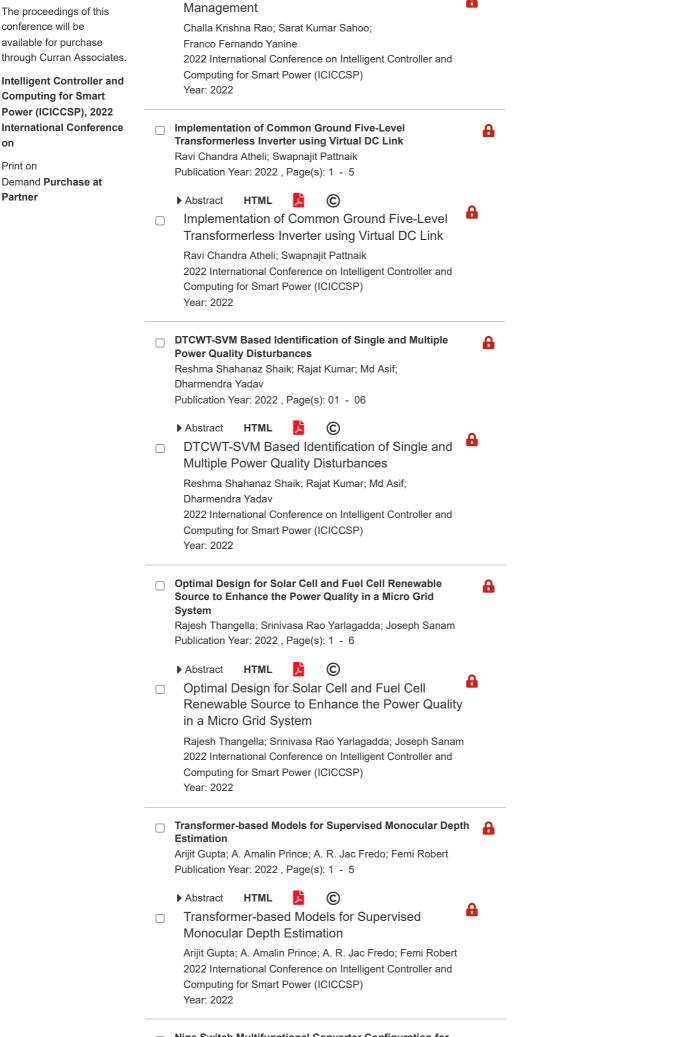
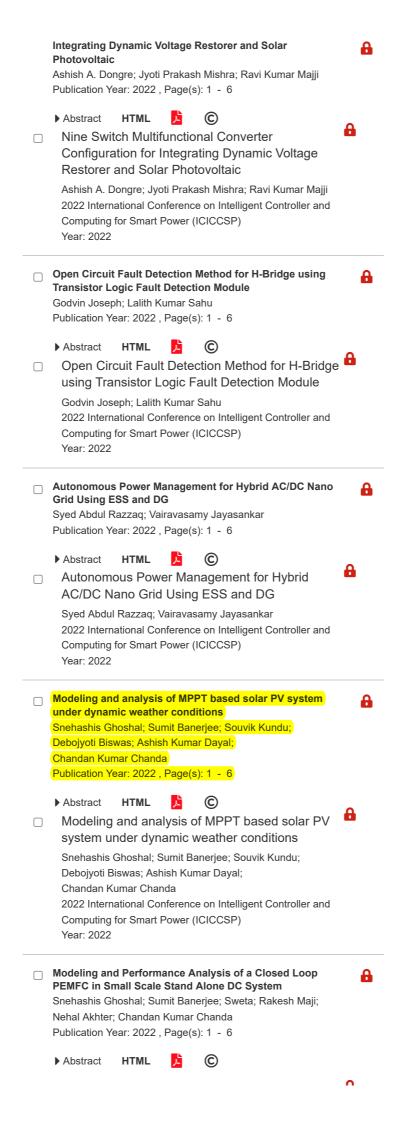
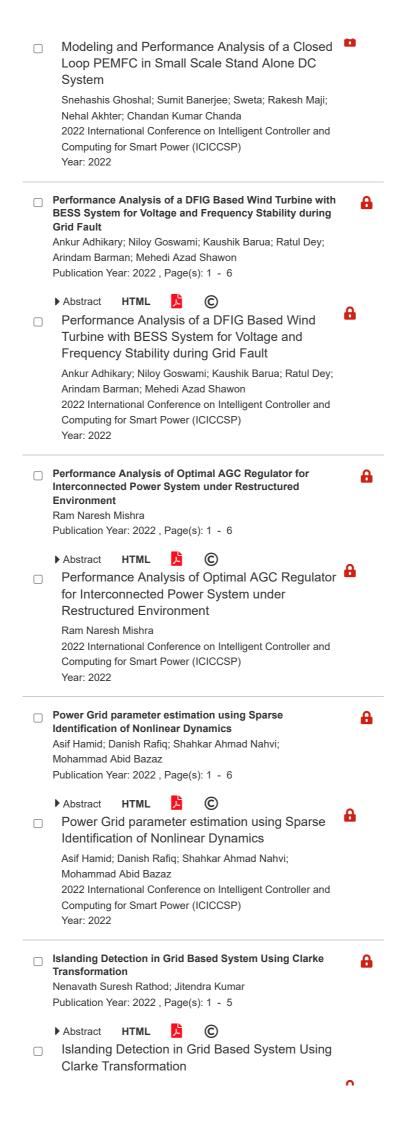
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Snehashis Ghoshal

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Sumit Banerjee

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Sweta

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Rakesh Maji

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Nehal Akhter

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Chandan Kumar Chanda

Department of Electrical Engineering, Indian Institute of Engineering Science & Technology (IIEST), Shibpur, Howrah, West Bengal, India



I. Introduction

Fossil fuel-based resources emits greenhouse gases during their consumption which is responsible for the alarming situation of more pronounced global warming. This made the researchers engaged in research activities related to renewable resources. Fuel cell is one of the most promising field in this aspect [1]. It is one of the most cost-effectiveness option [2]-[3] as this possess high efficiency [4]-[6] as compared to other renewable counterparts with the end product in almost all thee cases being water [7]. Fuel cell works on the principle of electro-chemical reaction by oxidation without any stage in between. Main feature of such a system is that electricity can be generated only during its requirement. Unlike IC engine, fuel cell is quieter in operation and can be effectively applied in transport or stationary applications [8]-[10]. There is a basic difference between a fuel cell and a battery as the former is an energy conversion device whereas the later one is energy storage device. However, a battery can be an integrated part of a fuel cell-based system. A physical comparison can make the scenario clearer. A 10 kg propane tank can give 3400 A whereas a lead-acid battery of 15 kg can provide maximum 80 Ah [11]. In most of the cases hydrogen is used inside a fuel cell which converts emergy without emission. As a result, emission free energy conversion takes place. This process has very good potential as hydrogen possess good energy storage and can be found useful in several cases. Fuel cell technology adds flexibility in system operation as it works on higher power density at a lower operating

temperature. This has made fuel cell a promising option in automobile sector [12]-[14]. In most recent developments, a few flights have been tested with fuel cell considering its derating factor at a relatively high altitude [15]. However, commercialization of the same has not been possible due to various operating as well as working constraints [16]-[18]. Presently, co-generation and cooling, heating and power applications (CCHP) are being tested rigorously for more efficient result with fuel cell technology [19]. Fuel cells differ from each other depending on the electrolyte in use such as molten carbonate, proton exchange membrane (PEM) etc. [20]-[23]. Among all other counter-parts SOFC and PEM has been found more useful as they are provided with solid electrolyte which is relatively easier to handle.

Authors

Snehashis Ghoshal

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Sumit Banerjee

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Sweta

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Rakesh Maji

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Nehal Akhter

Department of Electrical Engineering, Dr. B.C.Roy Engineering College, Durgapur, West Bengal, India

Chandan Kumar Chanda

Department of Electrical Engineering, Indian Institute of Engineering Science & Technology (IIEST), Shibpur, Howrah, West Bengal, India

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