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Minimizing the emission of greenhouse gases attained significant concern during last century. Eco-friendly energy extraction has been a matter of great concern due to the finite and polluting nature of fossil fuel-based resources. In view of this, fuel cell possesses an important part. A fuel cell generally converts chemical energy embedded within fuel into electricity without any combustion as well as through more efficient way. With the advancement in polymer technology, different fuel cells have been fabricated and proton exchange membrane fuel cell (PEMFC) has found efficient in most of the applications now-a-days. In this study, the objective was to analyze the performance of a PEM fuel cell in small scale DC system using a boost converter. The converter is actuated by a Fuzzy logic controller (FLC). The simulation was done in MATLAB/Simulink environment. Such a system can be used to implement small DC charging stations in view of charging electric vehicles.

**Published in:** 2022 International Conference on Intelligent Controller and Computing for Smart Power (ICICCSP)

**Date of Conference:** 21-23 July 2022 **INSPEC Accession Number:** 22013946



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10.1109/ICICCS53532.2022.9862402

▼ ISBN Information:

Electronic  
ISBN:978-1-6654-7258-6  
Print on Demand(PoD)  
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Conference Location: Hyderabad,  
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**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 three 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 energy 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

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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.

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