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Fuel cell system (1) comprising a fuel cell cooling circuit (2) coupled to a battery cooling circuit (3) through a coolant/coolant heat exchanger (4) for removing heat from the fuel cell cooling circuit (2) through the battery cooling circuit (3) during normal steady state operation of the fuel cell system (1).

Fortsættes...

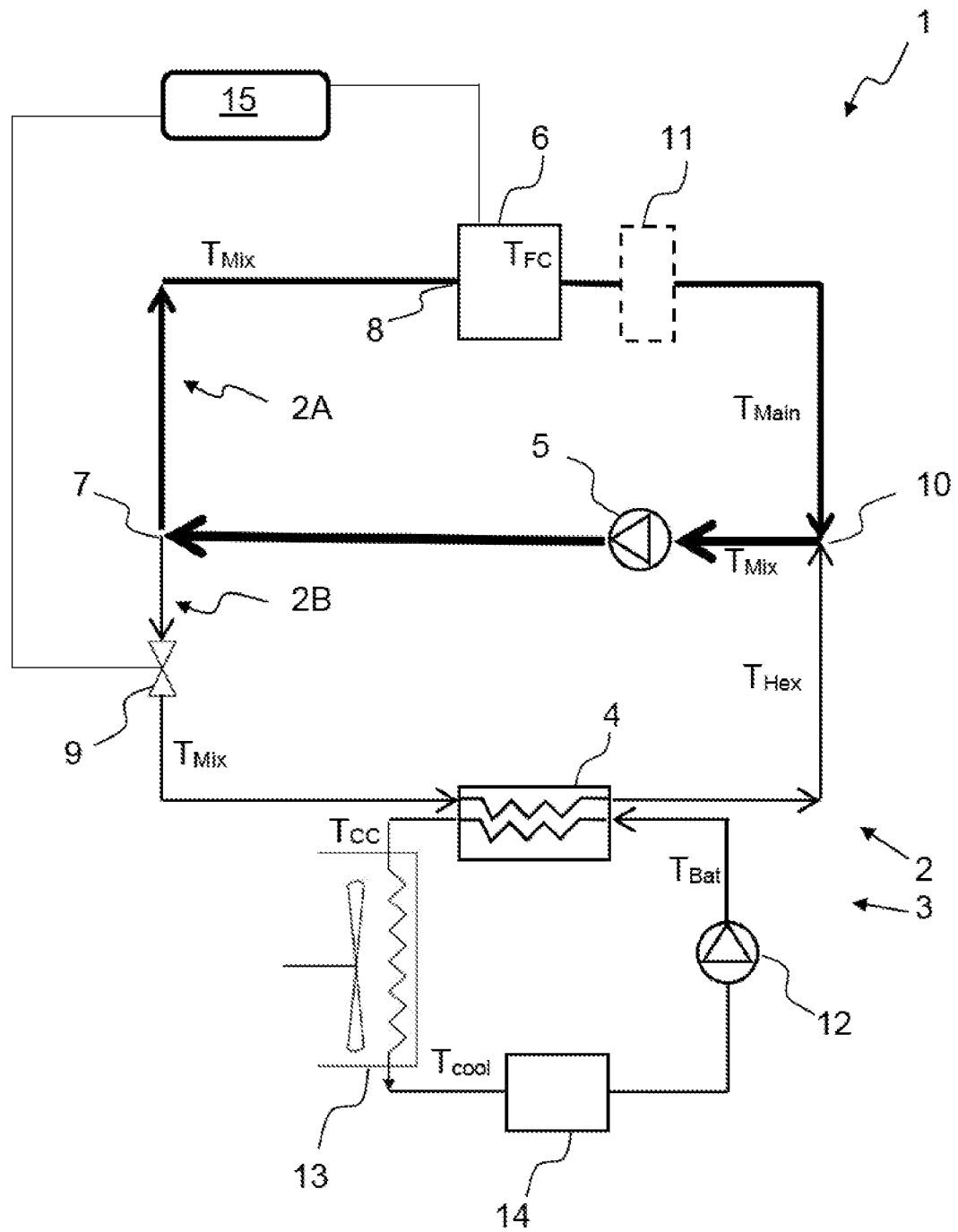


FIG.1

Title: Fuel cell system, use of it, and method of its operation

FIELD OF THE INVENTION

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The present invention relates to cooling of fuel cells, especially high temperature polymer electrolyte membrane fuel cells. In particular, it relates to a fuel cell system and method of its operation as well as use of it.

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BACKGROUND OF THE INVENTION

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Fuel cells generate heat during their operation, which has to be removed in order to keep the temperature in an optimum range. For example, high temperature polymer electrolyte membrane (HT-PEM) fuel cells, also called polymer exchange membrane fuel cells have operation temperatures in the temperature range of 120-200°C, for example around 170°C. For controlling the temperature, especially when used in vehicles, radiators are often used as heat exchangers where an ambient air flow is cooling the fuel cell coolant.

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In vehicles, another problem occurs, which is the low performance of batteries at low temperatures, especially at freezing temperatures.

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A solution to this problem is proposed in US9136549, where the fuel cell is cooled by one cooling circuit with corresponding radiator, and the batteries are cooled by a second, independent cooling circuit with corresponding radiator, and where the two cooling circuits are coupled when there is a necessity for warming the batteries, in which case heat is transferred through a heat exchanger from the fuel cell cooling circuit to the battery cooling circuit. When the battery needs no heating, the flow through the heat exchanger is discontinued by closing a shut off valve.

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Also, WO2017/092853 discloses a thermal coupling of the fuel cell cooling circuit with the battery cooling circuit in order to heat the battery in case of low ambient tem-

peratures. However, after startup, flow of battery coolant through the thermally coupling heat exchanger is stopped.

Other combinations of cooling circuits for fuel cells and batteries are discussed in WO2017/102449, US2019/0123406, and US2013/0078486.

In vehicles, it is important that the cooling system is kept relatively compact and minimizes weight. This is discussed in WO2017/148487 by SerEnergy for HT-PEM fuel cells, in particular in vehicles, wherein a minor side branch of the fuel cell cooling circuit is used to cool down a portion of the coolant. The side branch includes a radiator and an adjustment valve. The remaining part of the coolant, that is not flowing through the side branch, flows into a fuel evaporator upstream of the fuel cell, which also reduces the temperature of the coolant in the by-pass branch. Due to the fact that the coolant needs only to be cooled down from 170 to 160 degrees, the side branch can be dimensioned relatively small with only a minor portion of the coolant flowing through the side branch and then into the fuel cell after recombination of that major portion that flows through the evaporator and is cooled therein by heat transfer for fuel evaporation.

As illustrated by the examples above, there are ongoing efforts and needs for improvements of fuel cells systems for automobiles.

DESCRIPTION / SUMMARY OF THE INVENTION

It is therefore an object of the invention to provide an improvement in the art. In particular, it is an objective to provide a compact fuel cell system, for example for a vehicle. Another objective is to provide a compact cooling circuit for fuel cells operating at high temperature, for example a HT-PEM fuel cell system. One or more of these objectives are obtained by a fuel cell system and its method of operation as described in the claims and in more detail in the following.

In short, the fuel cell system comprises a fuel cell cooling circuit coupled to a separate battery cooling circuit through a coolant/coolant heat exchanger for removing heat from the fuel cell cooling circuit through the battery cooling circuit. In contrast to the

above cited prior art, this heat transfer is done after the startup phase during normal steady state operation of the fuel cell system.

5 The fuel cell system comprises a fuel cell, typically a fuel cell stack. Herein, the term fuel cell is used for a single fuel cell as well as for multiple fuel cells, for example a fuel cell stack. The fuel cell comprises an anode side and a cathode side and a proton exchange membrane therein between for transport of hydrogen ions from the anode side to the cathode side through the membrane during operation. The fuel cell system is used to create electricity, for example for driving a vehicle, such as an automobile.
10 In order to provide a buffer for the produced electricity, a battery system is provided in electrical connection with the fuel cell. The battery system is also used for delivering the necessary electricity in startup situations.

The fuel cell is of the type that operates at a high temperature. The term “high temperature” is a commonly used and understood term in the technical field of fuel cells and refers to operation temperatures above 120°C in contrast to low temperature fuel cells operating at lower temperatures, for example at 70°C. Typically, the fuel cell operates in the temperature range of 120-200°C, for example in the range of 160 to 185°C.

20 For example, the fuel cell in the fuel cell system is a high temperature polymer electrolyte membrane fuel cell, (HT-PEM). The normal operating temperature of HT-PEM fuel cells is the range of 120°C to 200°C, for example in the range of 160°C to 185°C. The polymer electrolyte membrane PEM in the HT-PEM fuel cell is mineral acid based, typically a polymer film, for example polybenzimidazole doped with phosphoric acid.
25 HT-PEM fuel cells are advantageous in being tolerant to relatively high CO concentration and are therefore not requiring PrOx reactors between the reformer and the fuel cell stack, why simple, lightweight and inexpensive reformers can be used, which minimizes the overall size and weight of the system in line with the purpose of providing compact fuel cell systems, especially for automobile industry.

30 Optionally, alcohol is used as part of the fuel for the fuel cell, for example a mix of methanol and water. In an evaporator, the fuel is evaporated before entering a heated reformer, in which the fuel is catalytically reacted into syngas for the fuel cell for providing the necessary hydrogen gas to the anode side of the fuel cell. As source for

oxygen gas in the fuel cell, air is typically used and provided to the cathode side. The use of air is convenient for fuel cell systems for vehicles.

As the fuel cell operates at high temperatures, a coolant/coolant heat exchanger that takes heat from the fuel cell coolant is very efficient if the secondary coolant that takes up that heat operates at much lower temperature. In this case, there is only a necessity of a minor portion of the fuel cell coolant flowing through the heat exchanger. This is why radiators are typically used for cooling the coolant with a flow of ambient air, such as disclosed in WO2017/148487 and discussed therein for vehicles.

In the present invention, a minor portion of the fuel cell coolant is flowing through a coolant/coolant heat exchanger that is thermally coupled to a cooling circuit for the battery for heat transfer from the fuel cell coolant to the battery coolant. The coolant/coolant heat exchanger comprises a first flow area and a second flow area with a heat conducting separation wall in between. Accordingly, the first flow area is flow-connected to the fuel cell cooling circuit for flow of fuel cell coolant there through, and the second flow area is flow-connected to the battery cooling circuit for flow of battery coolant there through.

The battery cooling circuit and the battery coolant are separate from the fuel cell cooling circuit and the fuel cell coolant. The cooling circuit of the battery includes a thermal-energy-remover, typically comprising or being a radiator heat exchanger, for removing thermal energy from the battery coolant and thus for maintaining the steady state temperature T_{Bat} of the battery during steady state normal operation after startup.

The battery operates at a normal operation steady state temperature T_{Bat} , for example in the range of 20°C to 60°C, optionally 20°C to 40°C or 40°C to 60°C. The fuel cell operates during normal operation at a steady state temperature T_{FC} , for example at 175°C, in which case the battery coolant downstream of the battery at a normal operation steady state temperature T_{Bat} , which is substantially lower than T_{FC} , can be used efficiently to cool the fuel cell coolant down to a temperature which is typically 10-20 degrees lower than T_{FC} , for example 160°C. In order to achieve this, a minor portion of the fuel cell coolant flows through one side of the coolant/coolant heat exchanger, and the battery coolant through the other side of the coolant/coolant heat exchanger and takes up heat from the fuel cell coolant through the coolant-separating heat con-

ducting wall in order to cool the fuel cell coolant. The minor portion of the fuel cell coolant that has the reduced temperature, for example close to T_{Bat} , is recombined with the remaining fuel cell coolant and mixed, before the fuel cell coolant is flowing into the fuel cell. In some embodiments, this is combined upstream of the pump that pumps the fuel cell coolant through the fuel cell cooling circuit and the minor portion through the heat exchanger. Downstream of the pump, the fuel cell coolant has the correct temperature for the fuel cell, and a portion is diverted through the heat exchanger to be cooled further down.

10 In steady state operation after startup, the steady state temperature T_{FC} of the fuel cell is maintained by removing thermal energy from the fuel cell by transfer of thermal energy from the fuel cell coolant to the battery coolant continuously during normal operation after startup and removing the thermal energy from the battery coolant by the thermal-energy-remover, which also maintains the steady state temperature T_{BAT} in
15 the battery.

Notice in comparison with the prior art, that US9136549 emphasizes in column 6 lines 23-24 that that the battery cooling circuit is not heated continuously by the fuel cell coolant. This is so because US9136549 only applies the heat transfer for heating the
20 battery in startup situations or when the temperature of the battery falls under a certain temperature limit. However, once the battery is heating itself, the flow from the fuel cell cooling circuit through the heat exchanger is stopped. This is different from the system described herein.

25 In some concrete embodiments, the thermal-energy-remover, for example radiator heat exchanger, is located in the battery cooling circuit downstream of the coolant/coolant heat exchanger and upstream of the battery and in flow direction between the coolant/coolant heat exchanger and the battery. This configuration is useful for cooling down the battery coolant downstream of the coolant/coolant heat exchanger
30 by the thermal-energy-remover, for example radiator heat exchanger, before the battery coolant entering the battery.

In practice, during steady state operation of the fuel cell system, in a cooling cycle of the battery coolant in the battery cooling circuit, thermal energy is transferred from the

battery to the battery coolant for maintaining the steady state temperature T_{Bat} in the battery. For example, at this stage, just downstream of the battery, the coolant has a temperature T_{Bat} in the range of 25°C to 50°C, depending on the temperature of the battery during normal operation. Subsequently, further thermal energy is transferred from the fuel cell coolant to the battery coolant in the coolant/coolant heat exchanger, raising the temperature of the battery coolant, for example up to a temperature T_{CC} in the range of 60°C to 80°C. The battery coolant is then cooled down to reach a cooling temperature T_{cool} , for example a temperature T_{cool} in the range of 20°C to 30°C, by removing the thermal energy that has been taken up by the battery coolant from the battery and from the fuel cell coolant by using the thermal-energy-remover, for example radiator heat exchanger. This cooling down is done before the battery coolant with the cooling temperature T_{cool} enters the battery again.

Obviously, the cooling temperature T_{cool} is lower than T_{Bat} in order for the coolant to take up thermal energy from the battery. Typically, T_{cool} is at least 5 degrees, for example at least 10 degrees, lower than T_{Bat} , for example between 5 and 30 degrees lower, such as between 5 and 20 or 10 and 20 degrees lower

For example, the thermal-energy-remover comprises or consists of a radiator heat exchanger for removal of thermal energy from the battery coolant by heat exchanger with ambient air. The release of thermal energy to ambient air is useful for vehicles, in particular. For example, if the outside temperature is below 20°C, the battery coolant can conveniently be cooled down to approximately such temperature.

For vehicles, it is also useful that the number of components is kept small due to weight and costs. For this reason, it is especially useful that only the battery cooling circuit but not the fuel cell cooling circuit comprises a radiator heat exchanger, so that thermal energy is removed from the fuel cell coolant by the battery coolant through the coolant/coolant heat exchanger. The steady state temperature T_{FC} of the fuel cell is, thus, maintained by removing sufficient thermal energy from the fuel cell cooling circuit to the battery cooling circuit and by release of thermal energy from the battery cooling circuit through the thermal-energy-remover of the battery cooling circuit, for example the radiator heat exchanger.

The fuel cell cooling circuit comprises a pump for pumping the fuel cell coolant through the fuel cell cooling circuit.

5 In practical embodiments, the fuel cell cooling circuit comprises a main circuit and a side branch that are connected at a split point and a merge point, which is explained in more detail below. The main branch comprises serial flow in the following order: from the pump to a split point, from the split point to the fuel cell, from the fuel cell to a merge point, from the merge point back to the pump. The side branch comprises serial flow in the following order: from the split point to the coolant/coolant heat ex-
10 changer and from the coolant/coolant heat exchanger to the merge point. It is pointed out, that the stated components are a minimum requirement and that there may be additional components in the coolant circuits, for example a fuel evaporator in the fuel cell cooling circuit. In practice, the fuel cell coolant is split into two portions at the split point with a first portion through the fuel cell and second portion through the heat
15 exchanger. For example, the first portion is less than half of the second portion

In some embodiment, a fuel evaporator is thermally coupled to the fuel cell cooling circuit at a location in the fuel cell cooling circuit downstream of the fuel cell but up-
stream of the coolant/coolant heat exchanger for utilizing the region in the fuel cell
20 cooling circuit with the highest temperature. The temperature of the fuel cell coolant flowing from the fuel cell is then reduced by flow through the evaporator first and then further reduced by subsequent flow through in the coolant/coolant heat exchanger.

25 Notice in relation to the prior art that the serial flow of the fuel cell coolant through the evaporator first and then through the heat exchanger is different from the disclosure of the above-mentioned WO2017/148487 where the flow through the side branch and the by-passing flow through the evaporator are in parallel and not serial. Also, the evaporator in WO2017/148487 is located between the fuel cell coolant pump and the
30 fuel cell, downstream of the fuel cell coolant pump and upstream of the fuel cell. This is a different configuration.

Optionally, in the case with a main circuit and side branch and a split point and merge point, the fuel evaporator is thermally coupled to the fuel cell cooling circuit at a loca-

tion in the fuel cell cooling circuit between the fuel cell and the merge point, downstream of the fuel cell but upstream of the merge point. The temperature of the fuel cell coolant downstream of the fuel cell is then first reduced by heat exchange with the evaporator prior to mixing the coolant from the fuel cell with the portion of coolant arriving from the coolant/coolant heat exchanger at lower temperature at the merge point.

In further embodiments, the side branch comprises an adjustment valve that regulates the flow through the side branch. In some embodiments, the adjustment valve is adjustable between a maximum flow level and a minimum flow level that is larger than zero through the adjustment valve and through the side branch. If the flow of fuel cell coolant cannot be closed off by such valve, it is safeguarded that there is always a minimum flow through the side branch, which is a safety measure against sudden overheating of the fuel cell.

Notice in comparison with the prior art, that US9136549 emphasizes in column 8 line 6 that the shutoff valve can be closed. This is so because US9136549 only uses the heat transfer for heating the battery in startup situations or when the temperature of the battery falls under a limit. However, once the battery is heating itself in the system of US9136549, the flow from the fuel cell cooling circuit through the heat exchanger is stopped.

As the fuel cell system typically comprises a controller for controlling the operation of the fuel cell system, including the temperature of the fuel cell, the adjustment valve is advantageously functionally connected to the controller. This is advantageous whether the valve can be closed or whether it can only be adjusted between a minimum level larger than zero and a maximum flow. In the latter case, the automated operation of such valve, the flow is adjusted between the minimum and maximum flow level automatically by the adjustment valve under control by the controller as a measure for controlling the temperature T_{Mix} of the fuel cell coolant in the main circuit upstream of the fuel cell and the steady state fuel cell temperature T_{FC} . For example, T_{Mix} is in the range of 10-20 degrees lower than T_{FC} .

Although, the singular terms of fuel cell and battery and other components have been used in general, it also includes more than one thereof. For example, it is typical that more than one battery is used in such systems, and more than one fuel cell, namely rather a fuel cell stack.

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In some embodiments, the battery circuit comprises additional components. For example, the battery cooling circuit is also used to cool a compressor that is used to pump pressurized air through the fuel cell. Other examples of such components cooled by the battery coolant are electrical converters between direct currents (DC) or between direct current (DC) and alternating current (AC), such a DC/DC converter for converting the DC power from the fuel cell to the correct voltage for the power consuming components, for example the electrical motors of a vehicle for the propulsion, and/or a DC/AC converter for providing the correct electrical power for the compressor.

10

For example, the compressor is located in the battery cooling circuit between the coolant/coolant heat exchanger and the radiator downstream of the coolant/coolant heat exchanger and upstream of the radiator. This is advantageous, if the operational temperature of the compressor is higher than the temperature of the battery coolant downstream of the coolant/coolant heat exchanger.

20

Optionally, a converter is located between the battery and the coolant heat exchanger, downstream of the battery and upstream of the coolant/coolant heat exchanger. This is advantageous if the operational temperature of the converter is close to the operational temperature of the battery and lower than the temperature just downstream of the coolant/coolant heat exchanger.

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SHORT DESCRIPTION OF THE DRAWINGS

The invention will be explained in more detail with reference to the drawing, where

FIG. 1 illustrates an embodiment of a cooling circuit principle

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FIG. 2 illustrates an alternative cooling circuit arrangement.

DETAILED DESCRIPTION / PREFERRED EMBODIMENT

FIG. 1 illustrates a diagram of a cooling circuit 2 for a fuel cell system 1 in which only some of the components of the fuel cell system 1 are illustrated for convenience and easy overview. The fuel cell cooling circuit 2 is thermally connected to a battery cooling circuit 3 through a coolant/coolant heat exchanger 4. The fuel cell cooling circuit 2 comprises a main circuit 2A, which is shown by thick arrows and lines, where the fuel cell coolant flows from the fuel cell coolant pump 5 through the fuel cell 6 and then back to the fuel cell coolant pump 5. The fuel cell cooling circuit 2 also comprises a side branch 2B that divides off the main circuit 2A at a split point 7 downstream of the fuel cell coolant pump 5 at a flow location between the fuel cell coolant pump 5 and the coolant inlet 8 of the fuel cell 6. The fuel cell coolant in the side branch 2B flows through a flow adjustment valve 9, through the coolant/coolant heat exchanger 4 and back to a merging point 10 where the fuel cell coolant from the main circuit 2A and the fuel cell coolant from the side branch 2B merge. The merging point 10 is located upstream of the pump 5 and downstream of the fuel cell at a flow location between the fuel cell 6 and the fuel cell coolant pump 5.

Optionally, an evaporator 11 for evaporation of fuel, for example a mix of methanol and water, is located downstream of the fuel cell 6, between the fuel cell 6 and the merging point 10, which is in the region of the main circuit 2A where the temperature of the fuel cell coolant is highest and evaporation most efficient.

The thinner arrows in the side branch 2B illustrate the lower flow of coolant in the side branch 2B relatively to the main flow in the main circuit 2A. For example, at the split point 7, only a relative amount in the range of 5% to 30% of the flow is divided off the main circuit 2A.

In the battery cooling circuit 3, battery coolant flows through the coolant/coolant heat exchanger 4, advantageously in a counterflow direction relatively to the flow of the fuel cell coolant, as a counterflow configuration yields the highest efficacy for heat exchange. A battery coolant pump 12 pumps the battery coolant serially through the coolant/coolant heat exchanger 4, radiator heat exchanger 13, and the battery 14 before the battery coolant returns to the battery coolant pump 12. The radiator heat ex-

changer 13 is located upstream of the battery 14 at a location between the heat exchanger 4 and the battery 14 in order for removing heat from the battery coolant, after the battery coolant has taken up heat from both the battery 14 and from the fuel cell coolant in the coolant/coolant heat exchanger 4. The battery coolant pump 12 could be located elsewhere in the battery cooling circuit 3.

At the coolant exit of the fuel cell 6, the fuel cell coolant has the operation temperature T_{FC} of the fuel cell, for example 175°C . It is pointed out that the temperature is an approximative value in the case of a fuel cell stack, as the temperature in a fuel cell stack may vary a few degrees from one end to the other due to the coolant being heated up gradually through the fuel cell stack.

If an evaporator 11 is included in the fuel cell cooling circuit 2, the temperature of the FC coolant is lowered respectively by the evaporator 11, which takes up thermal energy from the fuel cell coolant, resulting in a temperature T_{Main} for the fuel cell coolant in the main circuit 2A upstream of the merge point 10. The side branch provides cooled fuel cell coolant from the heat exchanger 4 at a temperature T_{Hex} , for example in the range of 50°C to 80°C , optionally in the range of 50°C to 70°C .

The fuel cell coolant flows from the side branch 2B and the main circuit 2A are mixed at the merge point 10, resulting in the fuel cell coolant having a temperature T_{Mix} which is between T_{Main} and T_{Hex} , for example in the range 150°C to 170°C , such as around 160°C .

Examples of temperatures as indicated in FIG. 1 are as follows:

T_{FC} : 120°C to 200°C , for example in the range of 160 to 185°C ;

T_{Mix} : Typically 10-20 degrees lower than T_{FC} ;

T_{Main} : 120°C to 200°C , for example in the range of 150 to 185°C , depending on whether an evaporator is located downstream of the FC, upstream of the merge point;

T_{Hex} : Typically 10-40 degrees above T_{Bat} , for example 50°C – 70°C

T_{Bat} : 25°C - 60°C

T_{cool} : 20°C - 50°C , depending on the air temperature and the necessary cooling temperature of the battery.

As the fuel cell system 1 typically comprises a controller 15 for controlling the operation of the fuel cell system 1, including the temperature of the fuel cell 6, the adjustment valve 9 is advantageously functionally connected to the controller 15.

5 The illustrated configuration has some peculiarities:

- The temperature T_{MIX} of the fuel cell coolant is the same at the inflow 8 to the fuel cell 6 and at the inflow to the coolant/coolant heat exchanger 4.

- The main circuit 2A and the side branch 2B are arranged in parallel, being split downstream of the pump 5 and merge again upstream of the pump 5.

10 - There is no radiator in the fuel cell cooling circuit 2 but only in the battery cooling circuit 3, implying that the heat is removed from the fuel cell cooling circuit 2 only by the battery cooling circuit 3.

During startup, the coolant/coolant heat exchanger 4 is used for heating up the battery, 15 which is implicit, as the heat is transferred from the fuel cell cooling circuit 2 to the battery cooling circuit 3.

In some embodiments, in order to safeguard that there is always cooling performance present, the valve 9 may be configured for flow adjustment between a minimum value 20 and a maximum value, where the minimum value is higher than zero. In other words, in this embodiment, the adjustment valve 9 cannot be fully closed. This implies that the adjustment valve 9 can be made relatively simple and light weight without the necessity of being tight with respect to flow through the adjustment valve 9. This reduces costs for the circuit. The fact that such valve would always be open implies no 25 drawback, as a flow through the coolant/coolant heat exchanger 4 is desired not only during normal operation where the battery cooling circuit 3 is used to remove heat from the fuel cell cooling circuit 2, but also in upstart phases, where the heat from the fuel cell 6 is useful for heating the battery 14 quickly to the best operational temperature.

30

Although, the singular terms of fuel cell and battery and other components have been used in general, it also includes more than one thereof. For example, it is typical that more than one battery is used in such systems, and more than one fuel cell, namely rather a fuel cell stack.

FIG. 2 illustrates an alternative embodiment in which the battery cooling circuit 3 comprises further components. Exemplified as components are a compressor 19 used for pumping air into the system for the fuel cell and an electrical converter 16, for example a DC/DC converter for converting the DC power from the fuel cell 6 to the correct voltage for the power consuming components, for example the electrical motors of a vehicle for the propulsion, and/or a DC/AC converter for providing the correct electrical power for the compressor 19.

For example, the temperature of the battery coolant just downstream of the coolant/coolant heat exchanger 4 is around 60°C. This temperature increases by thermal energy transfer from the compressor to T_{comp} , for example to a temperature T_{comp} 10-30 degrees higher than the temperature of the battery coolant just downstream of the coolant/coolant heat exchanger 4, and is then cooled down by the radiator heat exchanger 13 to T_{Cool} , for example in the range 20-50°C, however, depending on the outside temperature and the operational temperature T_{Bat} of the battery. The battery heats the battery coolant to a higher temperature T_{Bat} , depending on the optimum operation temperature of the battery 14. Prior to entering the coolant/coolant heat exchanger 4 again, some thermal energy is removed from the converter 16, which heats the battery coolant additionally.

Notice that the position of the pump 12 in the battery cooling circuit 3 is not necessarily as indicated, as the pump 12 can also be installed at other positions in the battery cooling circuit 3.

In order to adjust the battery temperature, a battery bypass 18 is optionally provided, typically with an adjustment valve 17 in the bypass in order to adjust the flow level of the battery coolant through the battery 14. This gives a further degree of freedom to adjust the temperature for the battery relatively to the other components in the battery coolant circuit 3, such as the converter 16 and the compressor 19.

Reference numbers

- 1 fuel cell system
- 2 fuel cell cooling circuit
- 5 2A main circuit of the fuel cell cooling circuit 2
- 2B side branch of the fuel cell cooling circuit 2
- 3 battery cooling circuit
- 4 coolant/coolant heat exchanger
- 5 fuel cell coolant pump
- 10 6 fuel cell
- 7 split point
- 8 coolant entrance of fuel cell 6
- 9 flow adjustment valve
- 10 merging point
- 15 11 evaporator
- 12 battery coolant pump
- 13 radiator heat exchanger
- 14 battery
- 15 controller
- 20 16 converter
- 17 adjustment valve
- 18 battery bypass
- 19 compressor

25

PATENTKRAV

1. En fremgangsmåde til drift af et brændselscellesystem, hvor brændselscellesystemet (1) omfatter

- 5 - en brændselscelle (6), hvor brændselscellen (6) har en driftstemperatur T_{FC} under vedvarende normal drift efter opstart;
 - et brændselscelle-kølekredsløb (2) med brændselscelle-kølemiddel til køling af brændselscellen (6), hvor brændselscelle-kølekredsløbet (2) er konfigureret til at opretholde driftstemperaturen T_{FC} for brændselscellen (6) under vedvarende normal drift
 - 10 efter opstart;
 - et batteri (14), hvor batteriet (14) har en driftstemperatur T_{Bat} under vedvarende normal drift efter opstart; hvor T_{Bat} er lavere end T_{FC} ;
 - et batteri-kølekredsløb (3) med batteri-kølemiddel til køling af batteriet (14), hvor batteri-kølekredsløbet (3) omfatter en termisk-energi-fjerner (13) til at fjerne termisk
 - 15 energi fra batteri-kølemidlet til opretholdelse af driftstemperaturen T_{Bat} af batteriet (14) under vedvarende normal drift efter opstart; hvor batteri-kølekredsløbet (3) og batteri-kølemidlet er adskilt fra brændselscelle-kølekredsløbet (2) og brændselscelle-kølemidlet;
 - en kølemiddel/kølemiddel-varmeveksler (4), der termisk kobler brændselscelle-kølekredsløbet (2) med batteri-kølekredsløbet (3) til varmeoverførsel fra brændselscelle-kølemidlet til batteri-kølemidlet, hvor kølemiddel/kølemiddel-varmeveksleren (4)
 - 20 omfatter et første strømningsareal og et andet strømningsareal med en varmeledende skillevæg der imellem, hvor det første strømningsareal er strømningsforbundet til brændselscelle-kølekredsløbet (2) til strømning af kølemiddel derigennem og hvor det
 - 25 andet strømningsareal er strømningsforbundet til batteri-kølekredsløbet (3) til strømning af batteri-kølemiddel derigennem;
- kendetegnet ved, at** fremgangsmåden omfatter opretholdelse af driftstemperaturen T_{FC} af brændselscellen (6) ved at fjerne termisk energi fra brændselscellen (6) ved at overføre termisk energi fra brændselscelle-kølemidlet til batteri-kølemidlet gennem
- 30 kølemiddel/kølemiddel-varmeveksleren (4) kontinuerligt under normal drift efter opstart og ved at fjerne termisk energi fra batteri-kølemidlet ved hjælp af termisk-energi-fjerner (13) til opretholdelse af T_{Bat} i batteriet (14).

2. Fremgangsmåde ifølge krav 1, hvor termisk-energi-fjerner (13) er placeret i batteri-kølekredsløbet (3) nedstrøms i forhold til kølemiddel/kølemiddel-varmeveksleren (4) og opstrøms i forhold til batteriet (14) og i strømningsretning mellem kølemiddel/kølemiddel-varmeveksleren (4) og batteriet (14) til nedkøling af batteri-kølemidlet nedstrøms i forhold til kølemiddel/kølemiddel-varmeveksleren (4) ved hjælp af termisk-energi-fjerner (13) før batteri-kølemidlet strømmer ind i batteriet (14), når det er i drift, hvor metoden omfatter, under vedvarende drift i brændselscellesystemet (1), at overføre termisk energi fra batteriet (14) til batteri-kølemidlet under en kølecyklus af batteri-kølemidlet i batteri-kølekredsløbet (3) til opretholdelse af driftstemperaturen T_{Bat} i batteriet (14), hvorefter yderligere termisk energi overføres fra brændselscelle-kølemidlet til batteri-kølemidlet i kølemiddel/kølemiddel-varmeveksleren (4), for derefter ved hjælp af termisk-energi-fjerner (13) at fjerne den termiske energi, der har været optaget af batteri-kølemidlet fra batteriet (14) og fra brændselscelle-kølemidlet, for derved igen at opnå en køletemperatur T_{cool} af batteriets kølemiddel, før batteri-kølemidlet med køletemperaturen T_{cool} strømmer ind i batteriet (14) igen, hvor køletemperaturen T_{cool} er lavere end T_{Bat} , for at kølemidlet optager termisk energi fra batteriet (14).

3. Fremgangsmåde ifølge krav 2, hvor T_{cool} er mindst 5 grader lavere end T_{Bat} .

4. Fremgangsmåde ifølge krav 2 eller 3, hvor termisk-energi-fjerner (13) omfatter eller består af en radiator-varmeveksler (13) for at fjerne termisk energi fra batteri-kølemidlet med radiator-varmeveksleren (13) ved hjælp af en luftstrøm fra omgivelserne gennem radiator-varmeveksleren (13); hvor fremgangsmåden omfatter at opretholde driftstemperaturen T_{FC} af brændselscellen (6) ved at fjerne tilstrækkelig termisk energi fra brændselscelle-kølekredsløbet (2) til batteri-kølekredsløbet (3) og ved frigivelse af termisk energi fra batteri-kølekredsløbet (3) gennem radiator-varmeveksleren (13) af batteri-kølekredsløbet (3).

5. Fremgangsmåde ifølge krav 4, hvor kun batteri-kølekredsløbet (3) men ikke brændselscelle-kølekredsløbet (2) omfatter en radiator-varmeveksler til at fjerne termisk energi fra batteri-kølemidlet med radiator-varmeveksleren ved hjælp af luft fra omgivelserne.

6. Fremgangsmåde ifølge et hvilket som helst af de foregående krav, hvor T_{FC} er i området fra 120°C til 200°C, for eksempel i området fra 160 til 185°C, og T_{Bat} er i området fra 25°C - 60°C .

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7. Fremgangsmåde ifølge et hvilket som helst af de foregående krav, hvor brændselscelle-kølekredsløbet (2) omfatter en brændselscelle-kølemiddelpumpe (5) til pumpning af brændselscelle-kølemidlet gennem brændselscelle-kølekredsløbet (2); hvor brændselscelle-kølekredsløbet (2) omfatter et hovedkredsløb (2A) og en sidegren (2B), hvor hovedkredsløbet omfatter seriel strømning i den følgende rækkefølge: fra brændselscelle-kølemiddelpumpen (5) til et opsplitningspunkt (7), fra opsplitningspunktet (7) til brændselscellen (6), fra brændselscellen (6) til et sammenfletningspunkt (10), fra sammenfletningspunktet (10) til brændselscelle-kølemiddelpumpen (5); hvor sidegrenen (2B) omfatter seriel strømning i følgende rækkefølge: fra opsplitningspunktet (7) til kølemiddel/kølemiddel-varmeveksleren (4) og fra kølemiddel/kølemiddel-varmeveksler (4) til sammenfletningspunktet (10); hvor fremgangsmåden omfatter opdeling af brændselscelle-kølemidlet i to portioner ved opsplitningspunktet (7) med en første portion gennem brændselscellen (6) og den anden portion gennem kølemiddel/kølemiddel-varmeveksleren (4).

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8. Fremgangsmåde ifølge krav 7, hvor brændselscellesystemet (1) omfatter en styreenhed (15) til styring af driften af brændselscellesystemet (1), inklusive brændselscellens (6) temperatur, hvor sidegrenen (2B) omfatter en justeringsventil (9), der er funktionelt forbundet til styreenheden (15), hvor justeringsventilen (9) er uden frakoblingsfunktion og kun kan justeres mellem et maksimalt flowniveau og et minimalt flowniveau gennem justeringsventilen (9) og gennem sidegrenen (2B), hvor det minimale flowniveau kun er større end nul, og hvor fremgangsmåden omfatter justering af flowet mellem det minimale og maksimale flowniveau automatisk ved hjælp af justeringsventilen (9) under kontrol af styreenheden (15) som et middel til styring af temperaturen T_{main} af brændselscelle-kølemidlet i hovedkredsløbet (2A) og brændselscellens driftstemperatur T_{FC} .

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9. Fremgangsmåde ifølge krav 8, hvor T_{main} er i området 10-20 grader lavere end T_{FC} .

10. Fremgangsmåde ifølge krav 7 eller 8, hvor den første portion er mindre end 50% af den anden portion.

- 5 11. Fremgangsmåde ifølge et hvilket som helst af de foregående krav, hvor brændselscellesystemet (1) omfatter en brændstof-fordamper (11) til fordampning af brændstof, hvor brændstoffordamperen (11) er termisk koblet til brændselscelle-kølekredsløbet (2) ved en position i brændselscelle-kølekredsløbet (2) nedstrøms i forhold til brændselscellen (6) men opstrøms i forhold til kølemiddel/kølemiddel-varmeveksleren (4) for at udnytte området i brændselscelle-kølekredsløbet (2) med det højeste temperaturområde; og hvor fremgangsmåden omfatter at reducere temperaturen på brændselscelle-kølemidlet, der strømmer fra brændselscellen (6), ved hjælp af strømning gennem fordamperen (11) først, og derefter at reducere temperaturen yderligere ved hjælp af efterfølgende gennemstrømning i kølemiddel/kølemiddel-varmeveksleren (4).
- 10
- 15 12. Fremgangsmåde ifølge et hvilket som helst af kravene 7-10, hvor brændselscellesystemet (1) omfatter en brændstof-fordamper (11) til fordampning af brændstof, hvor brændstof-fordamperen (11) er termisk koblet til brændselscelle-kølekredsløbet (2) ved en position i brændselscelle-kølekredsløbet (2) nedstrøms i forhold til brændselscellen (6) men opstrøms i forhold til kølemiddel/kølemiddel-varmeveksleren (4) for at udnytte området i brændselscelle-kølekredsløbet (2) med det højeste temperaturområde; og hvor fremgangsmåden omfatter at reducere temperaturen på brændselscelle-kølemidlet, der strømmer fra brændselscellen (6), ved hjælp af strømning gennem fordamperen (11) først, og derefter at reducere temperaturen yderligere ved hjælp af efterfølgende strømning gennem kølemiddel/kølemiddel-varmeveksleren (4); hvor
- 20
- 25 brændstof-fordamperen (11) er termisk koblet til brændselscelle-kølekredsløbet (2) ved en position i brændselscelle-kølekredsløbet (2) mellem brændselscellen (6) og sammenfletningspunktet (10) nedstrøms i forhold til brændselscellen (6) men opstrøms i forhold til sammenfletningspunktet (10); hvor fremgangsmåden omfatter at reducere temperaturen på brændselscelle-kølemidlet nedstrøms i forhold til brændselscellen (6) ved hjælp af varmeveksling med fordamperen (11), før kølemidlet fra brændselscellen (6) blandes med kølemidlet fra kølemiddel/kølemiddel-varmeveksleren (4) ved sammenfletningspunktet (10).
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13. Et brændselscellesystem omfattende

- en brændselscelle (6);

- et brændselscelle-kølekredsløb (2) med brændselscelle-kølemiddel til køling af brændselscellen (6);

5 - et batteri (14)

- et batteri-kølekredsløb (3) med batteri-kølemiddel til køling af batteriet (14), hvor batteri-kølekredsløbet (3) omfatter en termisk-energi-fjerner (13) til fjernelse af termisk energi fra batteri-kølemidlet; hvor batteri-kølekredsløbet (3) og batteri-kølemidlet er adskilt fra brændselscelle-kølekredsløbet (2) og brændselscelle-kølemidlet;

10 - en kølemiddel/kølemiddel-varmeveksler (4), der termisk kobler brændselscelle-kølekredsløbet (2) med batteri-kølekredsløbet (3) til varmeoverførsel fra brændselscelle-kølemidlet til batteri-kølemidlet, hvor kølemiddel/kølemiddel-varmeveksleren (4) omfatter et første strømningsareal og et andet strømningsareal med en varmeledende skillevæg imellem, hvor det første strømningsareal er strømningsforbundet til brændselscelle-kølekredsløbet (2) til strømning af kølemiddel der igennem og hvor det andet strømningsareal er strømningsforbundet til batteri-kølekredsløbet (3) til strømning af batteri-kølemiddel der igennem;

15 **kendetegnet ved, at** termisk-energi-fjerner (13) omfatter eller består af en radiator-varmeveksler (13) til fjernelse af termisk energi fra batteri-kølemidlet ved hjælp af varmeveksling med en luftstrøm fra omgivelserne gennem radiator-varmeveksleren (13), hvor brændselscellesystemet er konfigureret til at opretholde driftstemperaturen T_{FC} for brændselscellen (6) ved at fjerne tilstrækkelig termisk energi fra brændselscelle-kølekredsløbet (2) til batteriets kølekredsløb (3) og ved at frigive termisk energi fra batteri-kølekredsløbet (3) gennem radiator-varmeveksleren (13) af batteri-kølekredsløbet (3), hvor kun batteri-kølekredsløbet (3) men ikke brændselscelle-kølekredsløbet (2) omfatter en radiator-varmeveksler (13) til fjernelse af termisk energi fra batteri-kølemidlet ved varmeveksling med luft fra omgivelserne.

20 25 30 14. Brændselscellesystem ifølge krav 13, hvor termisk-energi-fjerner (13) er placeret i batteri-kølekredsløbet (3) nedstrøms i forhold til kølemiddel/kølemiddel-varmeveksleren (4) og opstrøms i forhold til batteriet (14) og i strømningsretning mellem kølemiddel/kølemiddel-varmeveksler (4) og batteriet (14) til nedkøling af batteri-kølemidlet nedstrøms i forhold til kølemiddel/kølemiddel-varmeveksler (4)

med termisk-energi-fjernerer (13), før batteri-kølemidlet strømmer ind i batteriet (14), når det er i drift, hvor brændselscellesystemet under vedvarende drift af brændselscellesystemet (1) under en kølingscyklus af batteriets kølemiddel i batteri-kølekredsløbet (3) er konfigureret til at overføre termisk energi fra batteriet (14) til batteri-kølemidlet til opretholdelse af driftstemperaturen T_{Bat} i batteriet (14), hvorefter yderligere varmeenergi overføres fra brændselscelle-kølemidlet til batteri-kølemidlet i kølemiddel/kølemiddel varmeveksleren (4) for derefter at fjerne den termiske energi, der blev optaget af batteri-kølemidlet fra batteriet (14) og fra brændselscelle-kølemidlet, ved hjælp af termisk-energi-fjernerer (13) for at opnå en køletemperatur T_{cool} af batteri-kølemidlet, før batteri-kølemidlet med køletemperatur T_{cool} strømmer ind i batteriet (14) igen, hvor køletemperaturen T_{cool} er lavere end T_{Bat} , for at kølemidlet kan optage termisk energi fra batteriet (14).

15. Brændselscellesystem ifølge krav 13 eller 14, hvor brændselscelle-kølekredsløbet (2) omfatter en brændselscelle-kølemiddelpumpe (5) til pumpning af brændselscelle-kølemidlet gennem brændselscelle-kølekredsløbet (2); hvor brændselscelle-kølekredsløbet (2) omfatter et hovedkredsløb (2A) og en sidegren (2B); hvor hovedkredsløbet (2A) omfatter seriel strømning i den følgende rækkefølge: fra brændselscelle-kølemiddelpumpen (5) til et opsplitningspunkt (7), fra opsplitningspunktet (7) til brændselscellen (6), fra brændselscellen (6) til et sammenfletningspunkt (10), fra sammenfletningspunktet (10) til brændselscelle-kølemiddelpumpen (5); hvor sidegrenen (2B) omfatter strømning under drift serielt i følgende rækkefølge: fra opsplitningspunktet (7) til kølemiddel/kølemiddel-varmeveksleren (4) og fra kølemiddel/kølemiddel-varmeveksler (4) til sammenfletningspunktet (10); hvor brændselscellesystemet (1) er konfigureret til opdeling af brændselscelle-kølemidlet i to portioner ved opsplitningspunktet (7) med en første portion gennem brændselscellen (6) og den anden portion gennem kølemiddel/kølemiddel-varmeveksleren (4), hvor den første portion er mindre end 50% af den anden portion.

16. Brændselscellesystem ifølge krav 15, hvor brændselscellesystemet (1) omfatter en styreenhed (15) til styring af driften af brændselscellesystemet (1), inklusive brændselscellens (6) temperatur, hvor sidegrenen (2B) omfatter en justeringsventil (9), der er funktionelt forbundet til styreenheden (15), hvor justeringsventilen (9) er uden frakoblingsfunktion og kun kan justeres mellem et maksimalt flowniveau og et minimalt

flowniveau gennem justeringsventilen (9) og gennem sidegrenen (2B), hvor det minimale flowniveau kun er større end nul, og hvor systemet er konfigureret til justering af flowet mellem det minimale og maksimale flowniveau automatisk ved hjælp af justeringsventilen (9) ved hjælp af styring fra styreenheden (15) som et middel til styring af temperaturen T_{main} af brændselscelle-kølemidlet i hovedkredsløbet (2A) og brændselscellens driftstemperatur T_{FC} .

17. Brændselscellesystem ifølge et hvilket som helst af kravene 13-16, hvor brændselscellesystemet (1) omfatter en brændstof-fordamper (11) til fordampning af brændstof, hvor brændstoffordamperen (11) er termisk koblet til brændselscelle-kølekredsløbet (2) ved en position i brændselscelle-kølekredsløbet (2) nedstrøms i forhold til brændselscellen (6) men opstrøms i forhold til kølemiddel/kølemiddel-varmeveksleren (4) for at udnytte området i brændselscelle-kølekredsløbet (2) med det højeste temperaturområde og til strømning gennem fordamperen (11) først og derefter gennem kølemiddel/kølemiddel-varmeveksleren (4) og transfer af termisk energi fra brændselscelle-kølemidlet til batteri-kølemidlet.

18. Brændselscellesystem ifølge krav 16, hvor brændselscellesystemet (1) omfatter en brændstof-fordamper (11) til fordampning af brændstof, hvor brændstoffordamperen (11) er termisk koblet til brændselscelle-kølekredsløbet (2) ved en position i brændselscelle-kølekredsløbet (2) nedstrøms i forhold til brændselscellen (6) men opstrøms i forhold til kølemiddel/kølemiddel-varmeveksleren (4) for at udnytte området i brændselscelle-kølekredsløbet (2) med det højeste temperaturområde og til strømning af brændselscelle-kølemidlet gennem fordamperen (11) først og derefter gennem kølemiddel/kølemiddel-varmeveksleren (4) og transfer af termisk energi fra brændselscelle-kølemidlet til batteri-kølemidlet; hvor brændstof-fordamperen (11) er termisk koblet til brændselscelle-kølekredsløbet (2) ved en position i brændselscelle-kølekredsløbet (2) mellem brændselscellen (6) og sammenfletningspunktet (10) nedstrøms i forhold til brændselscellen (6) men opstrøms i forhold til sammenfletningspunktet (10) for at reducere temperaturen på brændselscelle-kølemidlet, der strømmer fra brændselscellen (6), ved hjælp af strømning gennem fordamperen (11) først og derefter at reducere temperaturen yderligere ved efterfølgende strømning gennem kølemiddel/kølemiddel-varmeveksleren (4) ved sammenfletningspunktet (10).

19. Brændselscellesystem ifølge et hvilket som helst af kravene 13-18, hvor systemet omfatter mindst en yderligere komponent i batteri-kølekredsløbet (3) til køling af komponenten ved hjælp af batteri-kølemidlet, hvor de yderligere komponenter indbefatter mindst én af en luftkompressor (19) til komprimering af luft som iltforsyning til
5 brændselscellen, en elektrisk konverter (16) til omdannelse af elektrisk jævnstrøm fra brændselscellen til en vekselstrøm eller til en jævnstrøm med en anden spænding.

20. Anvendelse af en fremgangsmåde ifølge et hvilket som helst af kravene 1-12 eller af et brændselscellesystem (1) ifølge et hvilket som helst af kravene 13-19 til produktion af elektricitet til fremdrift af et køretøj.
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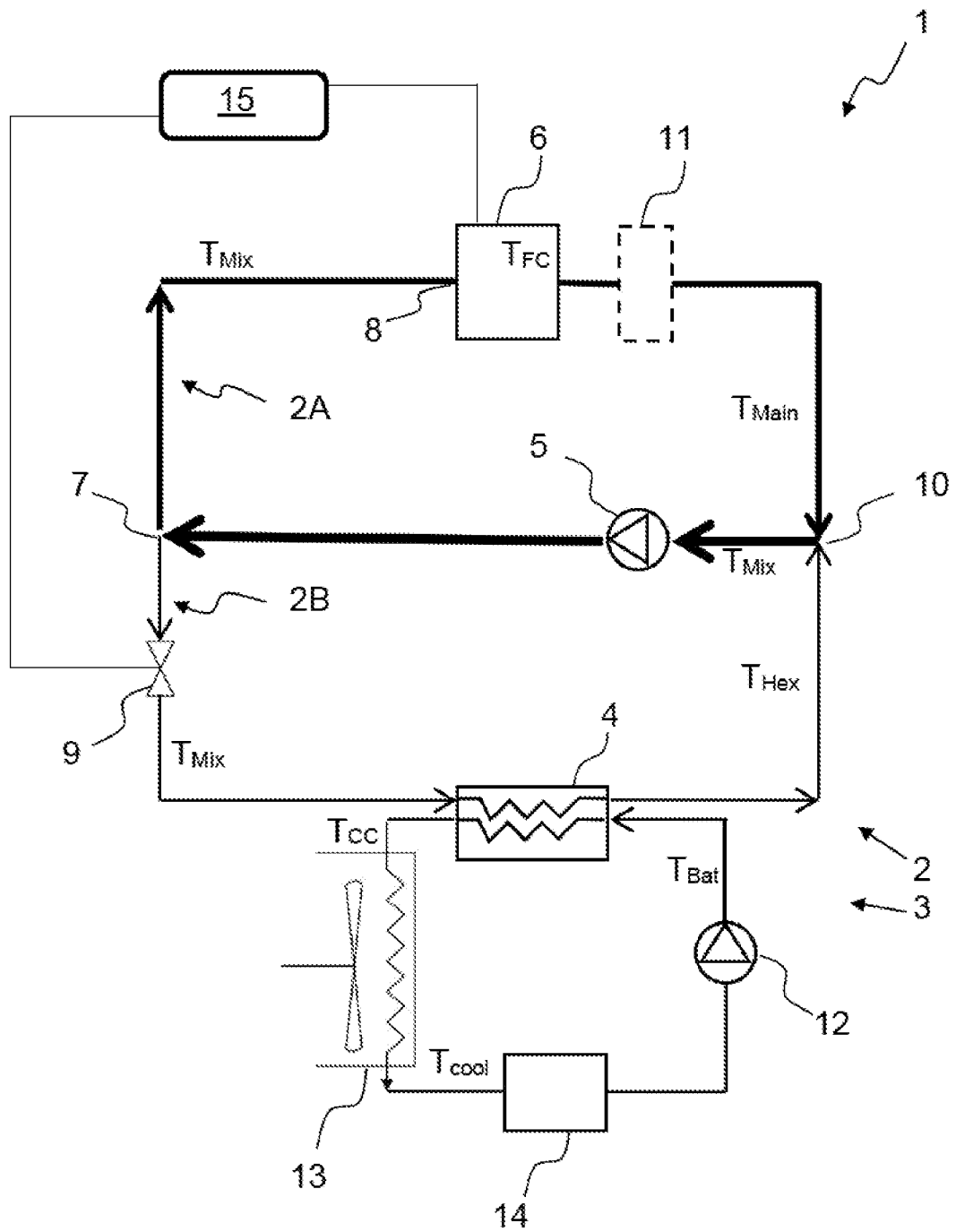


FIG.1

2/2

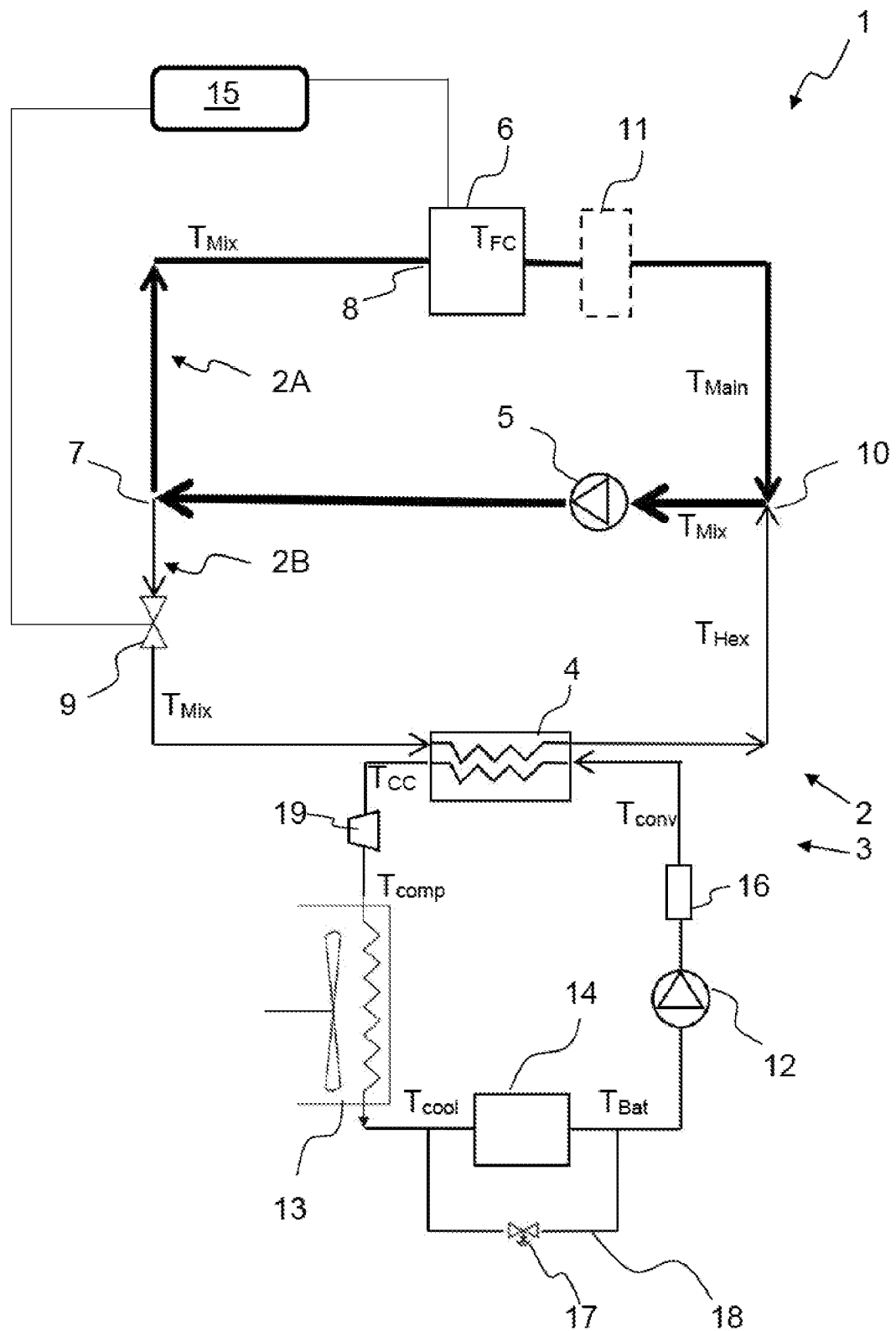


FIG. 2

SEARCH REPORT - PATENT		Application No. PA 2020 00398
1. ☐ Certain claims were found unsearchable (See Box No. I). 2. ☐ Unity of invention is lacking prior to search (See Box No. II).		
A. CLASSIFICATION OF SUBJECT MATTER H01M 10/66 (2014.01), B60L 58/33 (2019.01), B60L 58/40 (2019.01), H01M 8/04029 (2016.01), H01M 10/613 (2014.01), H01M 10/6568 (2014.01) According to International Patent Classification (IPC)		
B. FIELDS SEARCHED PCT-minimum documentation searched (classification system followed by classification symbols) IPC & CPC: B60L, H01M Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched DK, NO, SE, FI: IPC-classes as above. Electronic database consulted during the search (name of database and, where practicable, search terms used) EPODOC, WPI, FULL-TEXT: ENGLISH, GERMAN		
C. DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant for claim No.
D, X	<u>US 2013022888 A1</u> (VOLLMER DIRK et al.) 2013.01.24 Column 5, line 62 - column 7, line 15 The figure	13, 15, 17, 19-21
D, X	<u>WO 2017092853 A1</u> (DAIMLER AG) 2017.06.08 Page 7, 2nd - 4th paragraph Figure 2	13-15, 19, 21
X	<u>DE 102013218092 A1</u> (BOSCH GMBH ROBERT) 2015.03.12 Paragraphs [0016], [0031]-[0036] Figure 1	13, 15, 19, 21
☒ Further documents are listed in the continuation of Box C.		
* Special categories of cited documents: "A" Document defining the general state of the art which is not considered to be of particular relevance. "D" Document cited in the application. "E" Earlier application or patent but published on or after the filing date. "L" Document which may throw doubt on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified). "O" Document referring to an oral disclosure, use, exhibition or other means.	"P" Document published prior to the filing date but later than the priority date claimed. "T" Document not in conflict with the application but cited to understand the principle or theory underlying the invention. "X" Document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone. "Y" Document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art. "&" Document member of the same patent family.	
Danish Patent and Trademark Office Helgeshøj Allé 81 DK-2630 Taastrup Denmark Telephone No. +45 4350 8000 Facsimile No. +45 4350 8001		Date of completion of the search report 29 September 2020 Authorized officer Peter Philip Holck Telephone No. +45 4350 8558

SEARCH REPORT - PATENT		Application No. PA 2020 00398
C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant for claim No.
X	<u>CN 109962268 A</u> (UNIV TSINGHUA) 2019.07.02 Paragraphs [0077]-[0085] of the machine translation Figure 1	13, 15, 19, 21
X	<u>DE 102018002708 A1</u> (DAIMLER AG) 2018.10.18 Paragraphs [0035]-[0041] Figure 5	13, 19, 21
X	<u>DE 102015012108 A1</u> (DAIMLER AG) 2017.03.23 Paragraphs [0019], [0020] The figure	13, 19, 21
A	<u>US 2019047365 A1</u> (SONNEKALB MICHAEL et al.) 2019.02.14 Paragraphs [0023]-[0028] Figure 1	1-22

SUPPLEMENTAL BOX

Continuation of Box [.]