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Investigation of Battery/Ultracapacitor Energy Storage Rating for a Fuel Cell Hybrid Electric Vehicle

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Abstract—Combining high energy density batteries and high power density ultracapacitors in Fuel Cell Hybrid Electric Vehicles (FCHEV) results in a high efficient, high performance, low size, and light system. Often the batteries are rated with respect to their energy requirement in order to reduce their volume and mass. This does not prevent deep discharges of the batteries, which is critical to their lifetime. In this paper, the ratings of the batteries and ultracapacitors in a FCHEV are investigated. Comparison of system volume, mass, efficiency, and battery lifetime due to the rating of the energy storage devices are presented. It is concluded, that by sufficient rating of the battery or ultracapacitors, an appropriate balance between system volume, mass, efficiency, and battery lifetime is achievable.

Keywords — Battery; Energy Management Strategy; Fuel Cell; Hybrid Electric Vehicle; Ultracapacitor

I. INTRODUCTION

In fuel cell systems it is often advantageous to combine the fuel cell with an energy storage device. The energy storage device can heat-up the fuel cell, provide power to the load when the fuel cell is warming-up, supply the peak powers of the load, and capture the negative load power.

When combining batteries and ultracapacitors the system volume and mass can be reduced, because the high energy density of the battery and high power density of the ultracapacitors thereby are utilized [1],[2]. However, this means also that a high fraction of the energy capability of the battery is used, which might be critical to its lifetime. In order to increase the lifetime of the battery in a FCHEV, either the battery, ultracapacitor or both can be overrated. In this paper the ratings of the batteries and ultracapacitors in a FCHEV are therefore investigated, and comparisons between the system volumes, masses, efficiencies, and battery lifetimes are presented.

II. METHODOLOGY

In this section the method to size the battery and ultracapacitor is introduced. The used drive cycle, FCHEV configuration and modeling, and energy management and charging strategies are presented.

A. Drive Cycle

This research deals with a low speed (< 15 km/h) vehicle. As no standard drive cycle exists for this kind of vehicle, field measurements at a customer have been performed. In Fig. 1 the vehicle speed is shown for 12 days of operation. Totally N days=24 days of field measurements were conducted. These 24 days of speed profiles is the drive cycle that will be used for the further investigation of the FCHEV.

B. Configuration

Fig. 2 demonstrates the main components of the propulsion and power system and the power flow of the FCHEV. The fuel cell, battery, and ultracapacitors are connected to a common 42V bus through DC/DC converters. It is seen that power flows to or from the electric machines (EM) to the bus through two inverters (Inv). The energy from the methanol storage is fed to the bus through a reformer and the fuel cell stack (FC). Power is also flowing to or from the battery (Bat) and ultracapacitors (UC).

Besides the shaft powers \( p_{s_L} \) and \( p_{s_R} \), the fuel cell and energy storage devices must also provide power for the light (\( P_{light}=200 \text{ W} \) when speed \( \neq 0 \)), balance-of-plant of the fuel cell system (\( P_{BoP}=0.05\cdot P_{FC,\text{rat}} \)), the fuel cell stack heater, and the auxiliary devices, i.e. vehicle computer, drivers, control panel, etc. (\( P_{Aux}=50\text{ W} \), when either the fuel cell or energy storage devices are operating). It is assumed that it takes \( T_{Heat}=5 \text{ minutes} \) to heat up the fuel.
cell stack, and that the energy required to heat up the stack is $E_{\text{Heat}}=160\text{Wh}$. The power to the heater is therefore $p_{\text{Heat}}=1920\text{W}$. During the heating-up of the fuel cell, the energy storage devices therefore have to deliver power to both the motors and fuel cell stack heater.

C. Sizing of Battery and Ultracapacitor

When analyzing the configuration in Fig. 2 with a fuel cell power rating at $P_{\text{FC, rat}}=1000\text{W}$ and the drive cycle shown in Fig. 1, it turns out that the battery should have a maximum power and energy rating of $P_{\text{Bat, rat, Base}}=6.4\text{kW}$ and $E_{\text{Bat, rat, Base}}=913\text{Wh}$, respectively. The maximum power and energy rating of the ultracapacitors are $P_{\text{UC, rat, Base}}=17.6\text{kW}$ and $E_{\text{UC, rat, Base}}=14.1\text{Wh}$, respectively. However, in order to increase the battery lifetime, it will be investigated how the system volume, mass, efficiency, and battery lifetime will be affected if either the battery or ultracapacitor are overrated. The battery will be overrated with an overrating factor $a_{or,Bat}=\{1, 2, 3, 4, 5\}$, and the ultracapacitor will be overrated with an overrating factor $a_{or,UC}=\{1, 2, 4, 6, 8, 10\}$. The power and energy capacity of the battery and ultracapacitor are therefore

$$P_{\text{Bat, max}} = a_{or,Bat} P_{\text{Bat, max, Base}} [W] \quad (1)$$

$$E_{\text{Bat, max}} = a_{or,Bat} E_{\text{Bat, max, Base}} [Wh] \quad (2)$$

$$P_{\text{UC, max}} = a_{or,UC} P_{\text{UC, max, Base}} [W] \quad (3)$$

$$E_{\text{UC, max}} = a_{or,UC} E_{\text{UC, max, Base}} [Wh] \quad (4)$$

D. Energy Management Strategies

Sufficient energy management of the FCHEV is important in order to obtain a high vehicle performance [2]. Two energy management strategies are therefore presented here.

The bus load power is defined as

$$P_{\text{Bus, Load}} = P_{\text{Load}} + P_{\text{Bus}} + P_{\text{Light}} + P_{\text{Heat}} + P_{s, L} + P_{s, R} [W] \quad (5)$$

This load power needs to be divided between the fuel cell, battery and ultracapacitor in a sufficient manner. The energy management strategy that divides the load power is shown in Fig. 3.

Due to the low dynamic properties of the reformer the desired fuel cell bus power $P_{\text{Bus, FC}}$ is settled by the low-pass filter “FC-LP-Filter” in Fig. 3. The input to the filter is the bus load power $P_{\text{Bus, Load}}$ and the requested bus charging powers of the battery $P_{\text{Bus, Bat, charge}}$ and ultracapacitors $P_{\text{Bus, UC, charge}}$. From the model of the DC/DC converter of the fuel cell, the requested fuel cell power $P_{\text{FC}}$ can be calculated. The “Saturation”-block in Fig. 3 insures that the fuel cell does not deliver more power than the rated power $P_{\text{FC, rat}}$ or below zero power. During the heating of the fuel cell, the “FC-switch” is in position 2. In this situation the fuel cell power is $P_{\text{FC}}=0$. Otherwise the switch is in position 1.

1) Energy Management Strategy 1

With this strategy the battery bus power contribution $P_{\text{Bus, Bat}}$ is also determined by a low pass filter, i.e. “Bat-LP-filter”. The “Bat-switch” is therefore in position 1. In this way the battery delivers the DC part of the load that the fuel cell not was able to deliver. The ultracapacitor bus power contribution is therefore given by the difference between the bus load power and the contribution from the fuel cell and battery, i.e.

$$P_{\text{Bus, UC}} = P_{\text{Bus, FC}} - P_{\text{Bus, Load}} - P_{\text{Bus, Bat}} [W]. \quad (6)$$

The ultracapacitor therefore acts as a high pass filter, as they only take care of the peak powers with this energy management strategy. This can be seen in Fig. 4, where the bus power and state-of-charge of the energy storage devices are shown.

2) Energy Management Strategy 2

When the ultracapacitors are overrated it is not appropriate only to use them for peak powers, as this will not affect the depth-of-discharge of the batteries. It is therefore necessary to operate them as an energy source instead of a pure power source. This is obtained by placing the “Bat-switch” in position 2. Thereby the battery contribution is zero. However, when the ultracapacitor state-of-charge drops to a critical value $\text{SoC}_{\text{UC, crit}}$, it is necessary to utilize the battery again. When this happens the “Bat-switch” is placed in position 1.

The bus power and state-of-charge of the energy storage devices when energy management strategy 2 is applied is shown in Fig. 5. In this case the ultracapacitor is overrated with factor $a_{or,UC}=10$. When compared to energy management strategy 1, shown in Fig. 4, it is noticed that the load and fuel cell powers are the same. However, as the ultracapacitor in this case has 10 times more energy capacity, it is not necessary to utilize the battery in the shown interval. The battery power is therefore zero, and the battery state-of-charge does therefore not change in the shown interval.
3) Selection of Energy Management Strategy

The base rating of the battery and ultracapacitor was under the assumption that the ultracapacitors only was used for peak powers. The maximum energy of the ultracapacitor used for the peak powers is therefore

$$E_{UC,\text{peak, } max} = (1 - SoC_{UC, \text{min}}) E_{UC, \text{max}} [\text{Wh}].$$

(7)

SoC$_{UC, \text{min}}$=0.25 is the minimum allowable state-of-charge level of the ultracapacitor. This energy level has to be available for the peak powers. The critical state-of-charge of the ultracapacitors, that decides when to shift from energy management strategy 1 to 2, is therefore given by

$$SoC_{UC, \text{crit}} = SoC_{UC, \text{min}} + \frac{E_{UC, \text{peak, } max}}{E_{UC, \text{max}}} = 1 + (a_{or, UC} - 1)SoC_{UC, \text{min}} [-]$$

(8)

If the vehicle is inactive, i.e. not used by the user, and the ultracapacitor request power, it is chosen to put the “Bat-switch” in position 2. This ensures that the ultracapacitor only is charged from the fuel cell. Thereby the stress of the fuel cell is reduced.

E. Charging Strategy

It is decided to charge the battery with its 5 hour discharge power when it needs to be charged. The requested bus charging power of the battery is therefore

$$P_{\text{Bus, \text{charge}}} = \begin{cases} \frac{E_{Bat, \text{max}}}{5 \cdot 3600} \cdot SoC_{Bat} < 1 [\text{W}] & \text{if } 0, SoC_{Bat} \geq 0 \\ P_{\text{Bat, \text{charge}}} > 0 [\text{W}] & \text{if } 1, SoC_{Bat} \leq 0 \end{cases}$$

(9)

When the battery is overrated, the charging power will therefore be bigger. During normal operation it is chosen to charge the ultracapacitors with the fuel cell power rating. However, if the fuel cell is being heated up by the battery, it is chosen to charge the ultracapacitors with the 5 hour discharge power of the batteries in order to reduce the stress of the batteries. Therefore

$$P_{\text{Bus, \text{charge}}} = \begin{cases} P_{\text{FC, rat}} \cdot P_{\text{FC}} > 0 & \text{if } E_{\text{Bat, max}} > 0 \text{ [W]} \end{cases}$$

(10)

F. Modeling

Average models are utilized when the power flow, voltages, currents, etc. of the FCHEV are simulated.

1) Electric Machines

The electric machines are of Permanent Magnet Synchronous Machine (PMSM) type. When using the field oriented $i_p=0$ control, the steady-state dq-model of the electric machines is given by

$$v_q = R_s i_q + \lambda_{pm} \frac{P}{2} \omega_s [V]$$

(11)

$$p_{EM} = \frac{3}{2} v_q i_q [W]$$

(12)

$$\tau_e = \frac{3}{2} P \frac{P}{2} \lambda_{pm} i_q = B_s \omega_s + \text{sign} (\omega_s) \tau_c + \tau_s [Nm].$$

(13)

$v_q$ and $v_d$ are the d and q axis voltages respectively, $i_q$ is the q-axis current, $R_s$ is the stator resistance, $\lambda_{pm}$ is the flux linkage of the permanent magnet, $P$ is the pole number, $p_{EM}$ is the electric input power of the machine, $\omega_s$ and $\tau_s$ is shaft angular velocity and torque respectively, $\tau_e$ is the electric output torque of the machine.
is the electromechanical torque, $B_v$ is the viscous friction coefficient, and $\tau_C$ is the coulomb friction.

2) Inverter

It is assumed that the inverter loss is due to an equivalent series resistance $R_{inv}$. Therefore

$$i_{inv} = \frac{v_{bus} - \sqrt{v_{bus}^2 - 4R_{inv}P_{EM}}}{2R_{inv}} [A]$$  \hspace{1cm} (14)

$$P_{inv} = v_{bus}i_{inv} [W]$$ \hspace{1cm} (15)

$i_{inv}$ is the inverter input current, and $v_{bus}$ is the bus voltage.

3) Fuel Cell Stack

The fuel cell stack model is given by

$$v_{FC} = V_{FC,int} - R_{FC}(i_{FC})_V [V]$$ \hspace{1cm} (16)

$$P_{H2} = \frac{M_{H2}N_{FC}LHV_{H2}-i_{FC}}{2F} [W].$$ \hspace{1cm} (17)

$v_{FC}$ and $i_{FC}$ is the fuel cell terminal voltage and current, respectively. $V_{FC,int}$ is the fuel cell open circuit voltage, $R_{FC}(i_{FC})$ is a current depending series resistance, $p_{H2}$ is the hydrogen input power of the fuel cell, $M_{H2}=0.00216$kg/mol is the hydrogen molar mass, $N_{FC}$ is the number of series connected cells, $LHV_{H2}=120.1\cdot10^6$J/kg is the lower heating value of hydrogen, and $F=96485$C/mol is Faraday’s constant.

4) Reformer

It is assumed that the reformer has a constant efficiency of $\eta_{Ref}=0.85%$ [4]. The power of the methanol is therefore given by

$$P_{Met} = \frac{P_{H2}}{\eta_{Ref}} [W].$$ \hspace{1cm} (18)

5) DC/DC Converters

The fuel cell, battery, and ultracapacitor are using the converter topology in Fig. 6. This topology is able to buck and boost the voltage for both positive and negative power levels, i.e. it is a four quadrant converter. It is assumed that the only loss given components of the converter is due to the switch resistances $R_s$. When the current $i_2$ and voltages $v_1$ and $v_2$ are known, the current $i_1$ can be calculated. The calculation scheme of current $i_1$ is given in Table I.

![Figure 6. DC/DC converter of the fuel cell, battery, and ultracapacitor.](image)

<table>
<thead>
<tr>
<th>Condition</th>
<th>Duty cycle $D \ [-]$ and current $i_1 \ [A]$</th>
</tr>
</thead>
<tbody>
<tr>
<td>$v_1 \geq v_2$ and $i_2 \geq 0$</td>
<td>$D = \frac{v_2 + 2R_s i_2}{v_1}$ \quad $i_1 = Di_2$</td>
</tr>
<tr>
<td>$v_1 &lt; v_2$ and $i_2 \geq 0$</td>
<td>$D = \frac{2v_2 - v_1 - \sqrt{v_1^2 - 8R_s v_2 i_2}}{2v_2}$ \quad $i_1 = \frac{i_2}{1 - D}$</td>
</tr>
<tr>
<td>$v_1 \geq v_2$ and $i_2 &lt; 0$</td>
<td>$D = \frac{v_1 - v_2 - 2R_s i_2}{v_1}$ \quad $i_1 = (1 - D)i_2$</td>
</tr>
<tr>
<td>$v_1 &lt; v_2$ and $i_2 &lt; 0$</td>
<td>$D = \frac{v_1 + \sqrt{v_1^2 - 8R_s v_2 i_2}}{2v_2}$ \quad $i_1 = \frac{i_2}{D}$</td>
</tr>
</tbody>
</table>

6) Ultracapacitor

The ultracapacitors are modeled as a series connection of a capacitor $C_U$ and resistor $R_U$. Therefore

$$R_U = \frac{V_{U,max}^2}{4P_{U,max}} \ [\Omega]$$ \hspace{1cm} (19)

$$C_U = \frac{2E_{U,max} \cdot 3600}{V_{U,max}^2} \ [F]$$ \hspace{1cm} (20)

$$i_U = \frac{-v_{U,int} + \sqrt{v_{U,int}^2 - 4R_U P_U}}{2R_U} [A]$$ \hspace{1cm} (21)

$$v_{U,int} = v_{U,int}(t = 0) + \frac{1}{C_U} \int i_U dt \ [V]$$ \hspace{1cm} (22)

$$SoC_U = \left(\frac{v_{U,int}}{V_{U,max}}\right)^2 \ [-].$$ \hspace{1cm} (23)

$v_{U,max}$ and $v_{U,int}$ is the maximum and internal voltage of the ultracapacitor, respectively. $I_{U}$ and $P_{U}$ is the ultracapacitor current and power, respectively.

7) Battery

In this paper a lead-acid battery is used.

a) Modeling

The battery is also modeled as an internal voltage source $V_{Bat,int}$ with a series resistance $R_{Bat}r_{Bat} \cdot \phi(SoC_{Bat})$. Therefore
\[ R_{\text{Bat}} = \frac{V_{\text{Bat,int}}^2}{4P_{\text{Bat,max}}} \quad [\Omega] \quad (24) \]

\[ v_{\text{Bat}} = V_{\text{Bat,int}} - R_{\text{Bat}} r_{\text{Bat},pu} (\text{SoC}_{\text{Bat}}) i_{\text{Bat}} \quad [V] \quad (25) \]

\[ \text{SoC}_{\text{Bat}} = \begin{cases} 
1 + \frac{i_{\text{Bat}}}{I_5} \int \frac{I_{\text{Bat}} dt}{C_5 3600} & i_{\text{Bat}} \leq -I_5 \\
1 + \frac{i_{\text{Bat}}}{C_5 3600} i_{\text{Bat}} > -I_5 
\end{cases} \quad (26) \]

\[ \text{DoD}_{\text{Bat}} = 1 - \text{SoC}_{\text{Bat}} [-]. \quad (27) \]

\[ R_{\text{Bat}} \] is a series resistance at \( \text{SoC}_{\text{Bat}} = 1 \), \( r_{\text{Bat},pu}(\text{SoC}_{\text{Bat}}) \) is a state-of-charge depending per unit factor, which is utilized in order to model the high resistance at low state-of-charge levels, when the battery is being discharged. \( r_{\text{Bat},pu}(\text{SoC}_{\text{Bat}}) \) also models the low charge acceptance, i.e. high resistance, at high state-of-charge levels when the battery is charged. \( v_{\text{Bat}} \) and \( i_{\text{Bat}} \) is the battery terminal voltage and current respectively. \( I_5 \) is the 5 hour discharge current of the battery, \( C_5 \) is the 5 hour discharge Ah capacity, and \( k \) is the Peukert constant, which take into account that the battery capacity decreases when the current drawn from it is higher than its 5 hour discharge current [5]. \( \text{DoD}_{\text{Bat}} \) is the battery depth-of-discharge.

The loss-of-lifetime is a fractional expression of how used the battery is. When \( \text{LoL} = 0 \) the battery have not been used, and when \( \text{LoL} = 1 \) the battery has reach its end-of-life. The expected days of operation of the battery before it reaches its end-of-life is therefore given by

\[ N_{\text{day,eof}} = \frac{N_{\text{day}}}{\text{LoL}} \quad \text{[days]}. \quad (30) \]

**G. System Volume and Mass**

In order to calculate the volume and mass of the propulsion and power system Table II is utilized. The system volume and mass is therefore the accumulation of the volume and mass of the fuel cell stack, battery, ultracapacitor, power electronics (PE), electric machines, and reformer (Ref).

**H. System Efficiency**

The system efficiency is defined as the total energy delivered to the motor shafts relative to the total energy consumption of the methanol during the \( N_{\text{day}} \) days of operation. Therefore

\[ \eta_{\text{sys}} = \sum_{i_{\text{day}} = 1}^{N_{\text{day}}} \int (p_{s,i} (i_{\text{day}})) + p_{s,R} (i_{\text{day}}) dt \quad \sum_{i_{\text{day}} = 1}^{N_{\text{day}}} \int p_{\text{Met}} (i_{\text{day}}) dt \quad [-]. \quad (31) \]

**III. RESULTS**

A simulation of the FCHEV has been performed due to the charging and energy management strategies. In Fig. 8 the system volume, mass, efficiency, and battery lifetime can be seen when either the battery or ultracapacitors are overrated.

In Fig. 8 (c) it is seen that for the base rating of the energy storage devices, i.e. \( a_{\text{Bat}} = a_{\text{UC}} = 1 \), the expected battery lifetime is \( N_{\text{day,eof}} = 152 \) days. When the battery capacity is increased with overrating factor \( a_{\text{Bat}} = 2 \), the lifetime is increased to \( N_{\text{day,eof}} = 424 \) days. For \( a_{\text{Bat}} = 5 \) the lifetime is \( N_{\text{day,eof}} = 1567 \) days. However, for this case the system volume in Fig. 8 (a) is also increased more than a factor 2, the system mass in Fig. 8 (b) is tripled, and the system efficiency in Fig. 8 (d) has slightly decreased. The reason that the system efficiency decreases for bigger battery capacity, is that the battery charging power due to (2) and (9) then becomes bigger. Therefore the fuel cell
must provide more power, which decreases the efficiency of the fuel cell.

In Fig. 8 (e) to (h) the ultracapacitor is overrated. In comparison to the battery overrating the effects are not so significant when the ultracapacitor is overrated. In Fig. 8 (g) an improvement in battery lifetime is seen. However, the ultracapacitors must be overrated with a factor \( a_{\text{UC}} = 10 \) in order to obtain the same battery lifetime as when the battery is overrated with factor \( a_{\text{Bat}} = 2 \). For these two cases, the overrating of the battery will provide the smallest and lightest system. The efficiencies are the same. For this specific application it is therefore not beneficial to overrate the ultracapacitor, as better results can be obtained by overrating the battery.

IV. CONCLUSION

In this paper the energy storage ratings of a battery/ultracapacitor FCHEV has been investigated. The modeling, charging and energy management strategies of the FCHEV have been presented. The system volume, mass, efficiency, and battery lifetime have been compared when either the battery or ultracapacitor are overrated. It is concluded that for this specific application it is not beneficial to overrate the ultracapacitors, as better results can be achieved when the battery is overrated. Significant better battery lifetime can be obtained by oversizing the battery, but this has also a negative effect on the system volume, mass, and efficiency. A sufficient rating of the energy storage devices is therefore a trade-off among several parameters.

REFERENCES


Figure 8. Comparison of system volume, mass, battery lifetime, and efficiency. (a) to (d) Overrating of the battery. (e) to (h) Overrating of the ultracapacitor.