

Further Understanding Related to Transport limitations at High current density towards future Electrodes for Fuel Cells

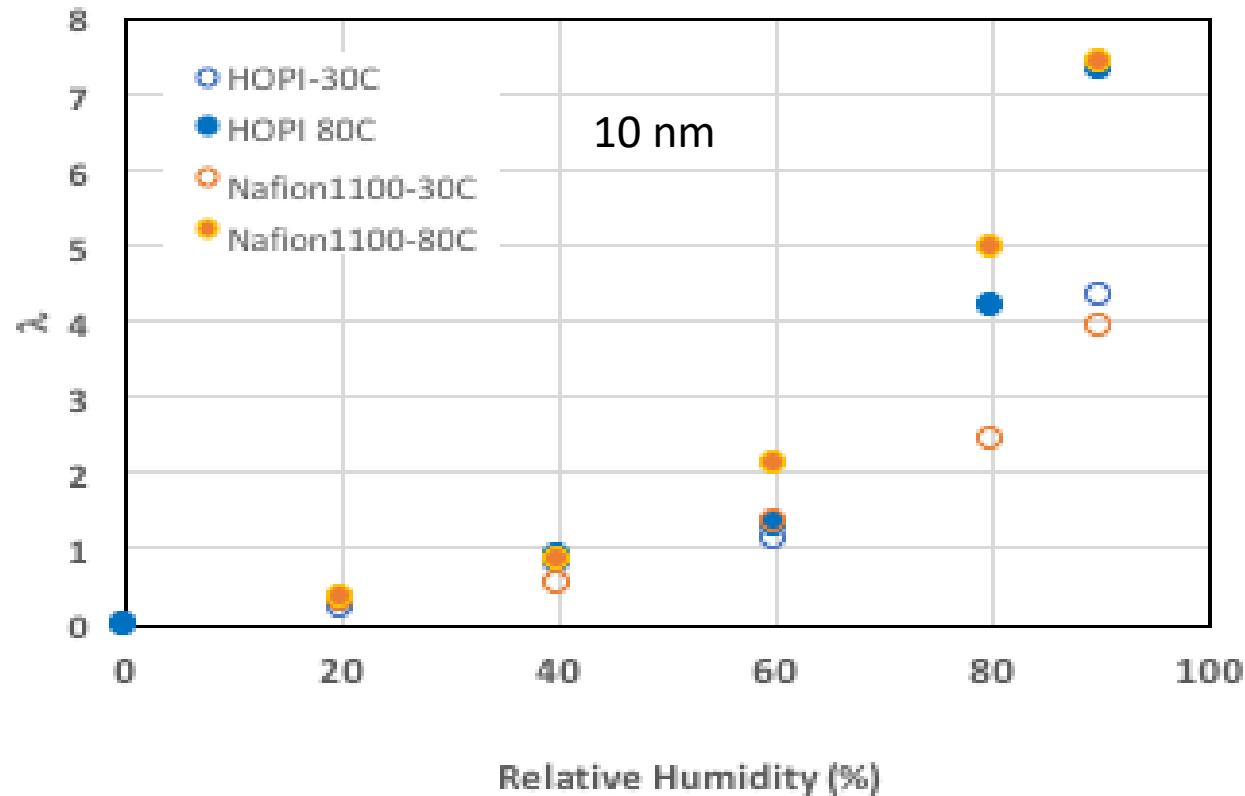
Characterization of transport properties: thin film and CCL Final Workshop

 	 Deutsches Zentrum für Luft- und Raumfahrt German Aerospace Center	Imperial College London	TOYOTA	
 	PAUL SCHERRER INSTITUT 	Hochschule Esslingen University of Applied Sciences	 Chemours™	 UNIVERSITY OF CALGARY

Ionomer ultra-thin film hydration

Quartz Crystal Microbalance

Average number of water
molecule per SO_3^-



Water uptake increases with RH and T

Very similar behaviour for HOPI and D2020

Ionomer thin films properties

- Swelling
- H^+ conductivity
- O_2 transport properties

CCL properties

- Hydrophilicity/solvophilicity
- H^+ conductivity
- e^- conductivity

Ionomer thin films properties

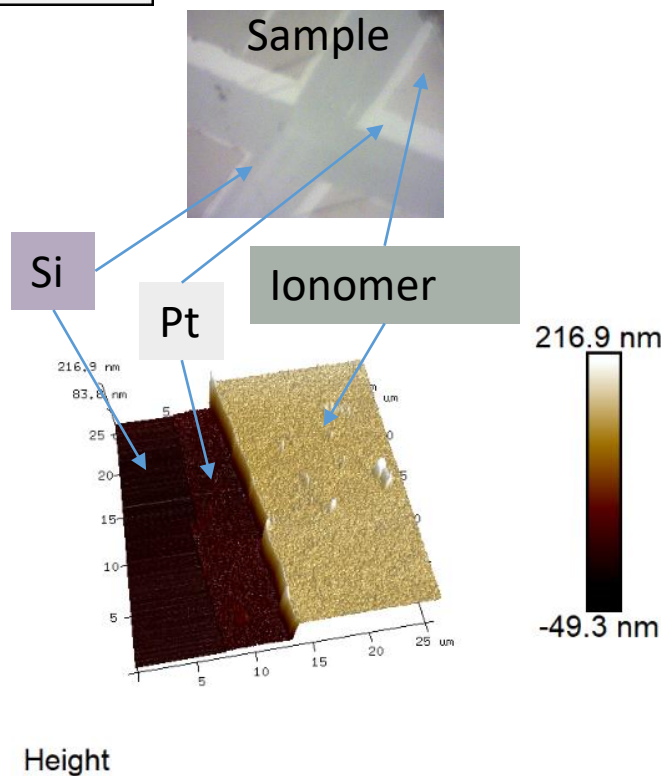
- **Swelling**
- **H⁺ conductivity**
- **O₂ transport properties**

CCL properties

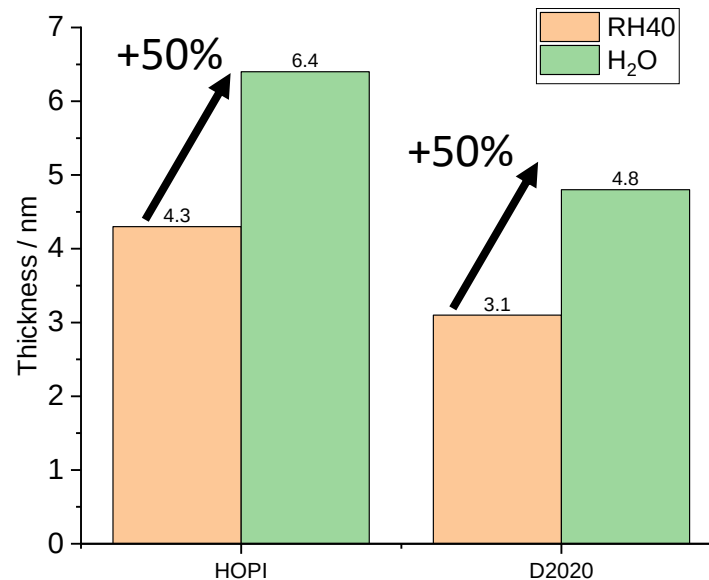
- Hydrophilicity/solvophilicity
- H⁺ conductivity
- e⁻ conductivity

Ionomer thin film swelling

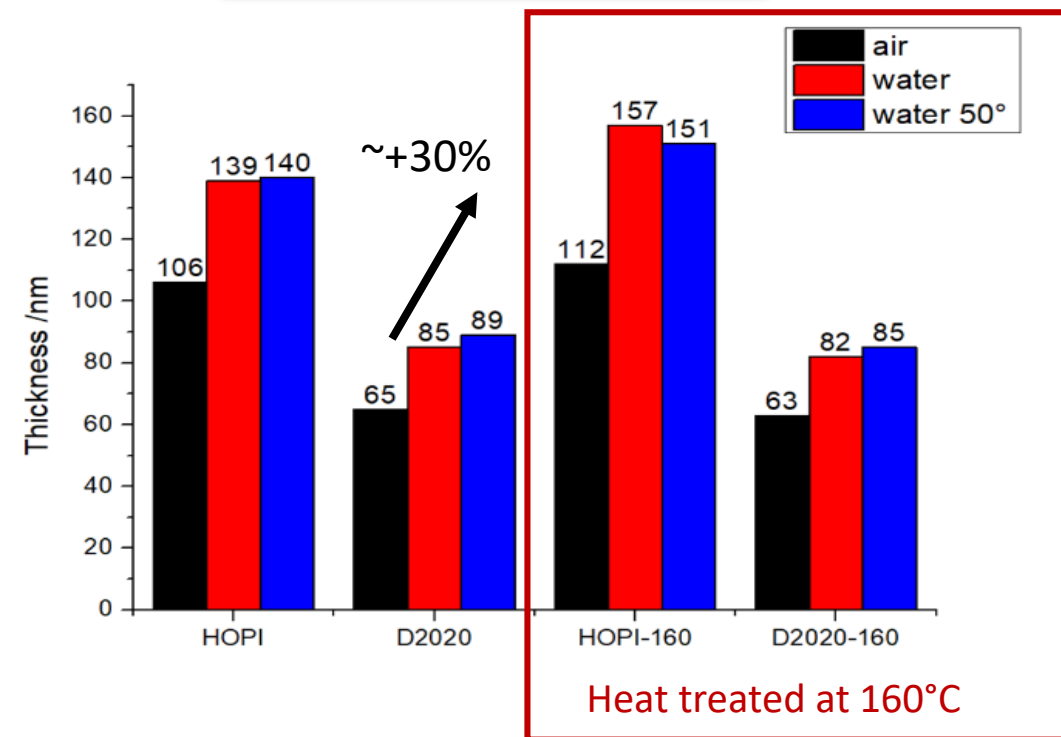
Atomic Force Microscopy



Ultra-thin films (<10 nm)



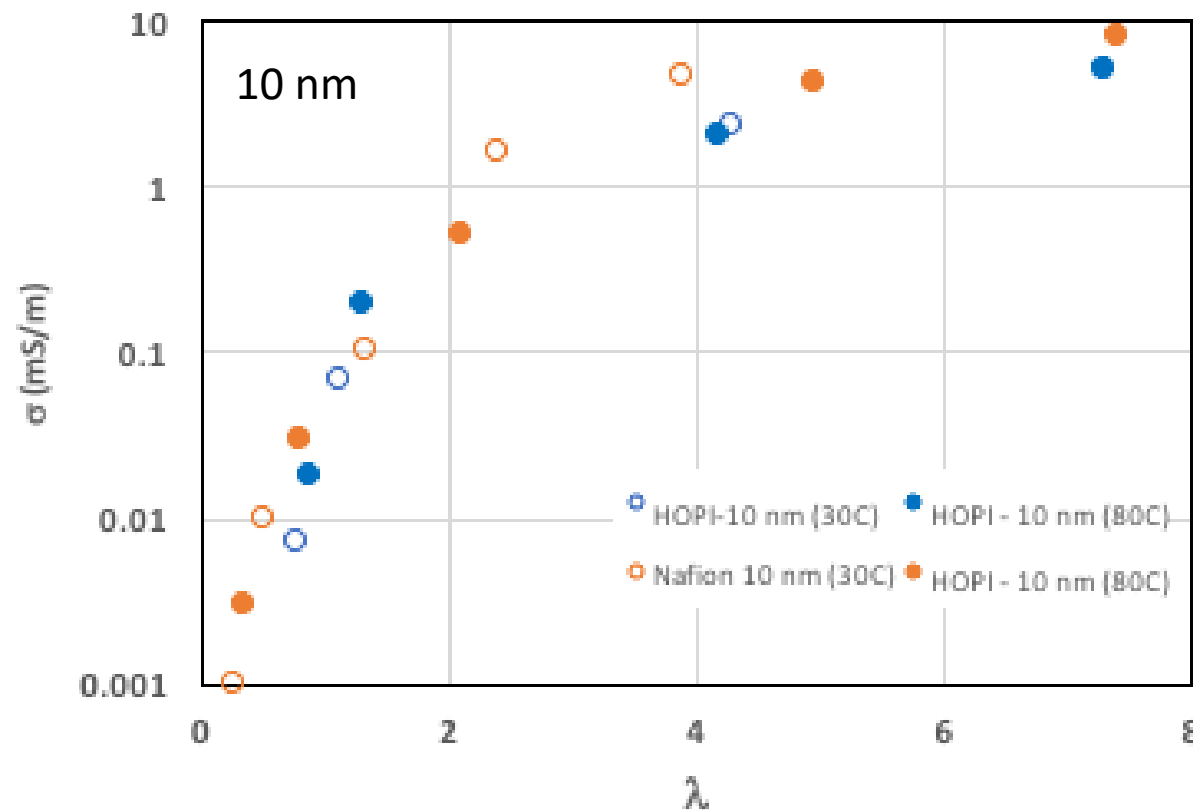
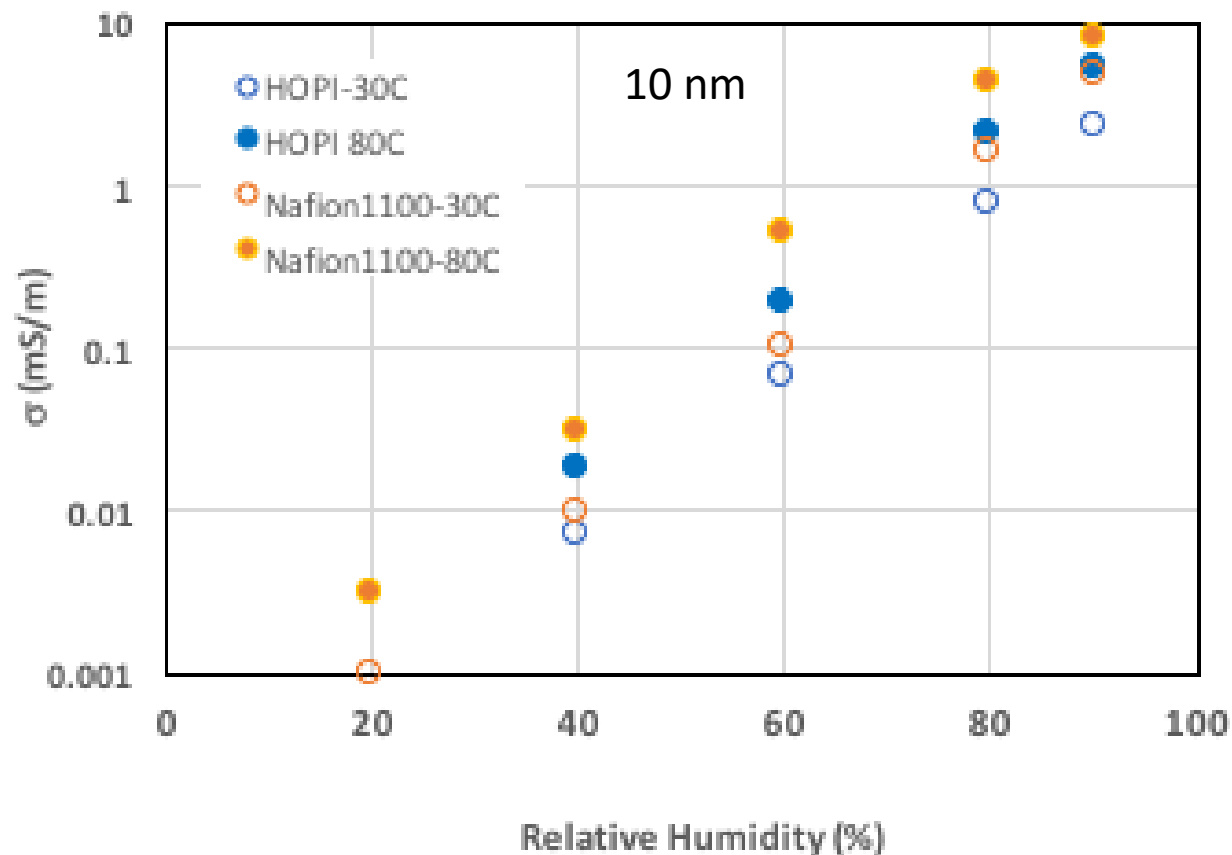
Thin films (>60 nm)



Measurement of ionomer swelling with AFM in liquid cell:

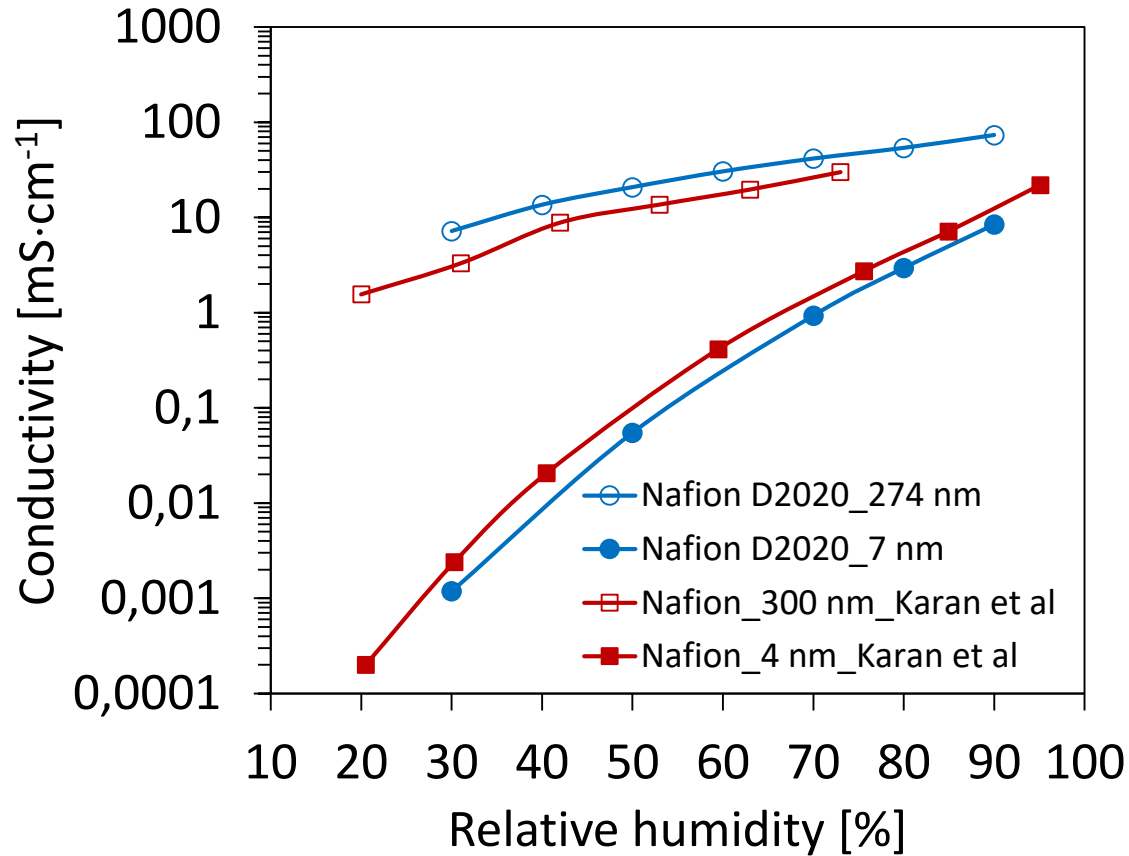
- Ultra-thin layers (< 10 nm) and thin films produced via self assembly from IPA diluted dispersion
- Measurement of HOPI/D2020 thickness in air then adding of water, measurement at exact same position in liquid
- For thicker layers additional measurements: water at 50 °C then heating to 160 °C and measuring again in air, water and water at 50 °C
- +50 % thickness for ultra-thin layers and +30 % for thin layers in water. Same for HOPI and D2020.

Ionomer ultra-thin film proton conductivity



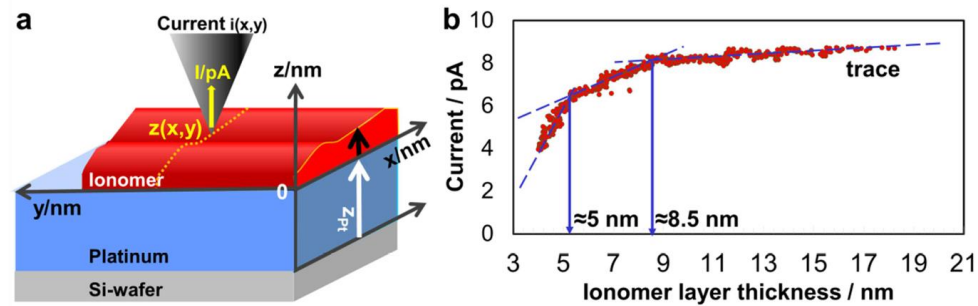
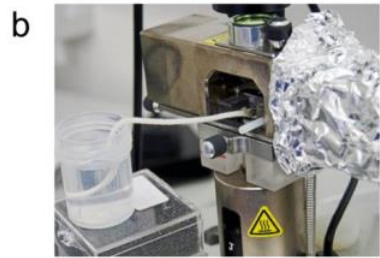
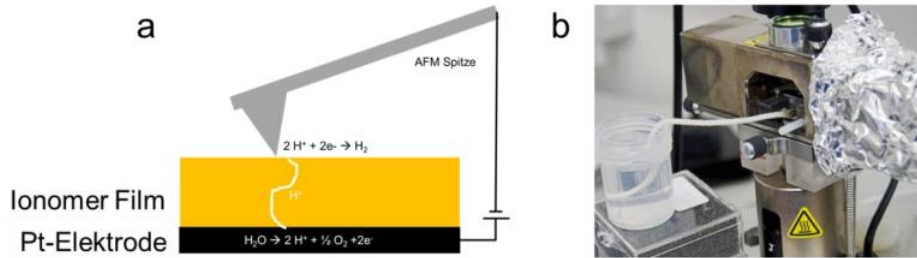
Conductivity of HOPI and Nafion thin film similar, possibly slightly lower conductivity for HOPI

Ionomer thin film proton conductivity

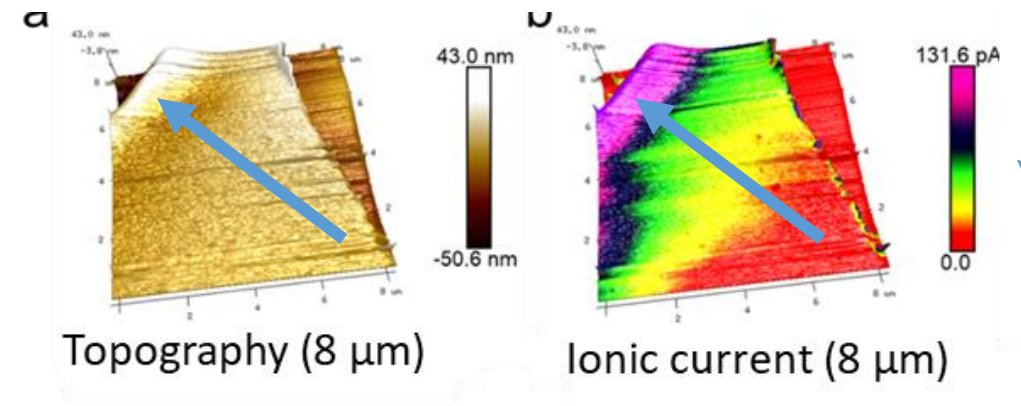


- Significant decrease in conductivity with the thickness of the film
- Good agreement between CEA results and results from Karan *et al.*

Ionomer thin film ionic current by AFM



- Ultra-thin ionomer films (Nafion 1100) y on sputtered Pt layers
- Measurement of ionic current via Pt coated tips (H^+ on back-electrode)
- Ionic current correlates with layer thickness
 - ➔ **Thin layers:** equals lower conductivity
 - ➔ **Utra-thin layers:** lamellar and parallel to surface, no 3D-network

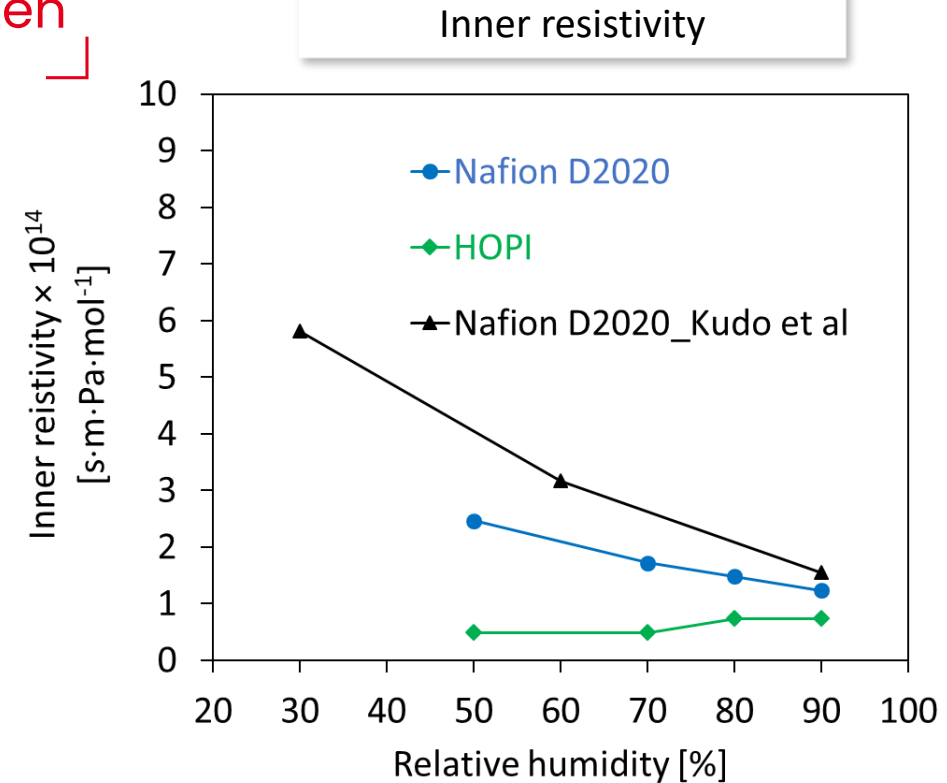
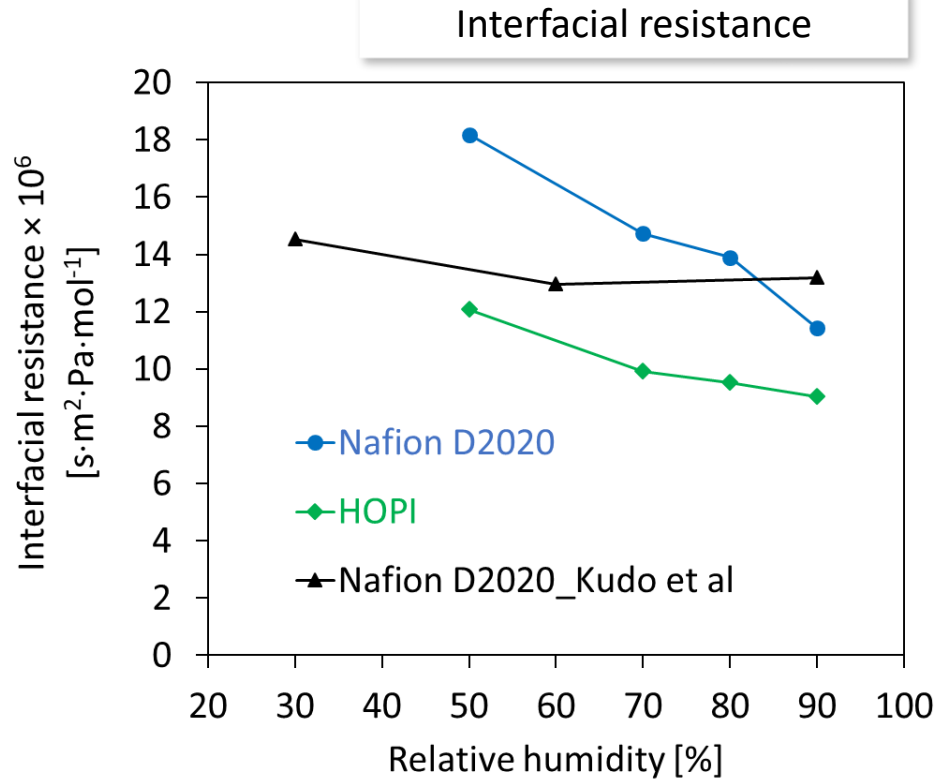


Increasing
thickness and
ionic current

Ionic current at different ionomer layer thickness

Ionomer ultra-thin film O₂ transport properties

cea liten



- New setup developed at CEA to measure in-plane proton conductivity and through-plane O₂ transport resistance (Patent in progress)
- HOPI shows lower interfacial and inner O₂ transport limitations

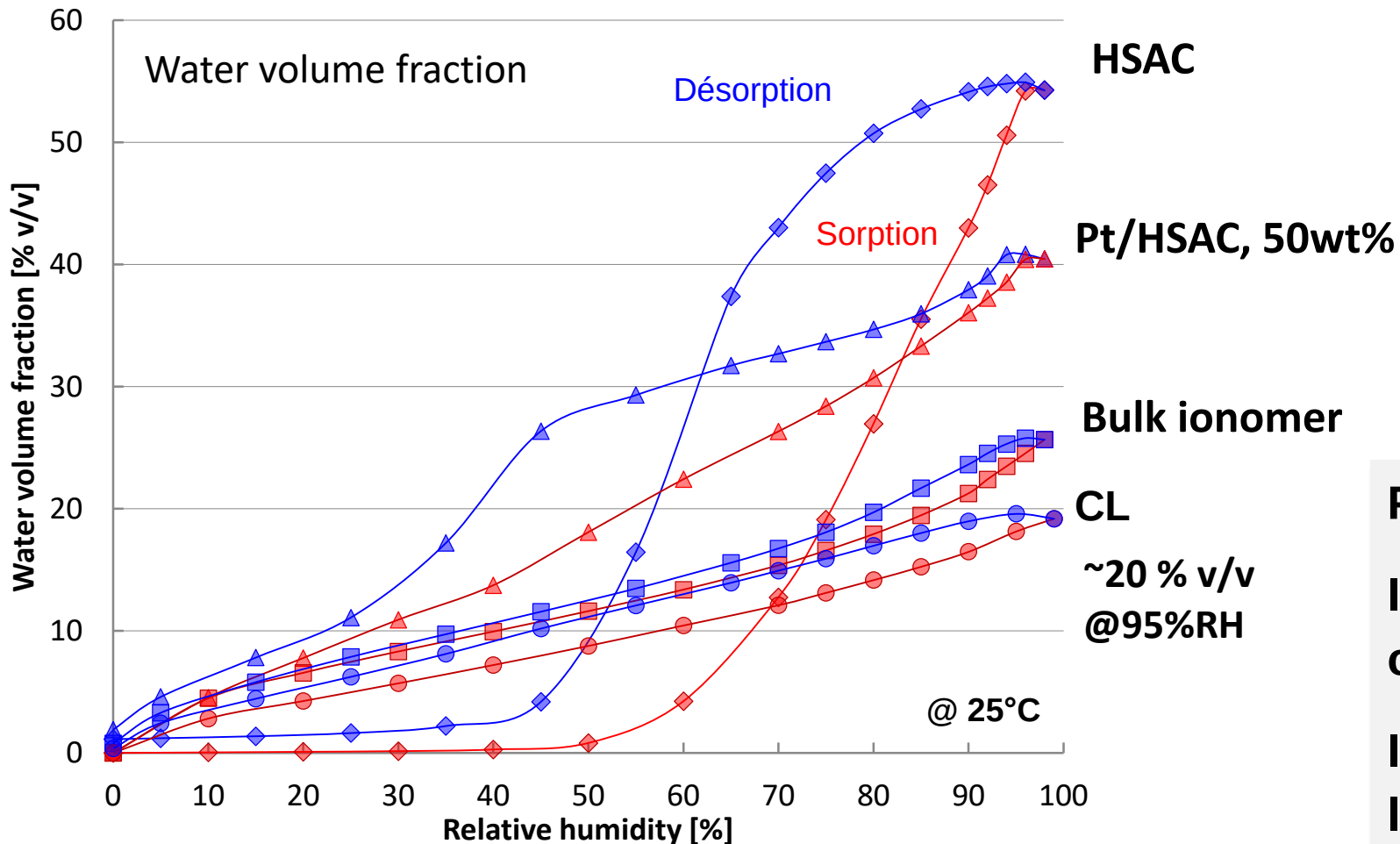
Ionomer thin films properties

- Swelling
- H^+ conductivity
- O_2 transport properties

CCL properties

- **Hydrophilicity/solvophilicity**
- **H^+ conductivity**
- **e^- conductivity**

Water vapor sorption isotherm



Water uptake:

$CL < \text{Ionomer} < \text{Pt/HSAC}$

Less water in the **CL** than in the « individual » components

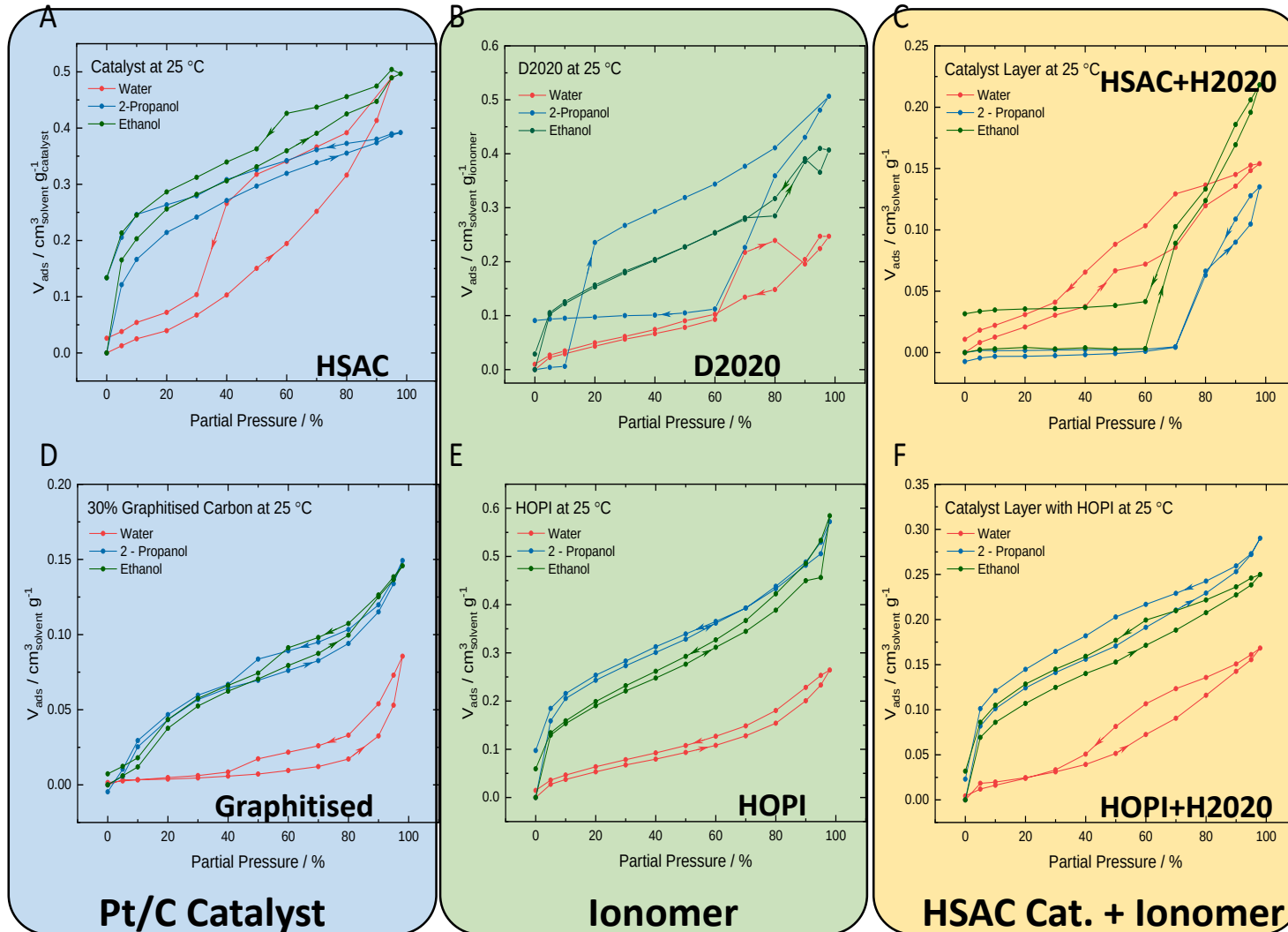
Less hysteresis between sorption and desorption

Pt/C takes water, not only ionomer

Ionomer reduces water uptake by catalyst (may block/fill nano pores)

Ionomer in CL is likely to absorb less water than bulk ionomer

Water and Solvent Uptake



Catalyst

HSAC: Less hydrophilic solvents wet catalyst more quickly: Hydrophobicity of pores

Graphitic catalyst: Less solvent adsorption (lower SA, only 20% as much water). Much more hydrophobic.

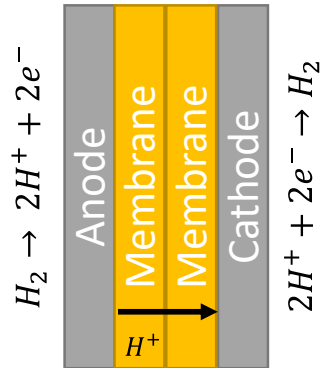
Ionomer

D2020 ionomer: 2-fold more solvent adsorption (swelling/free space filling) using alcohols compared to water

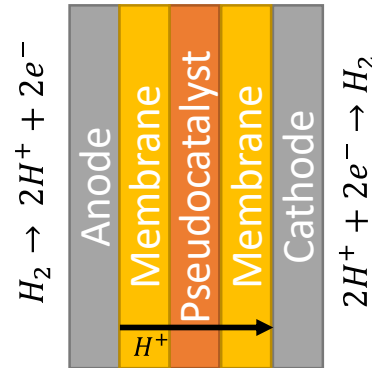
HOPI: Similar to D2020 for water, but even more alcohol adsorbed

25°C

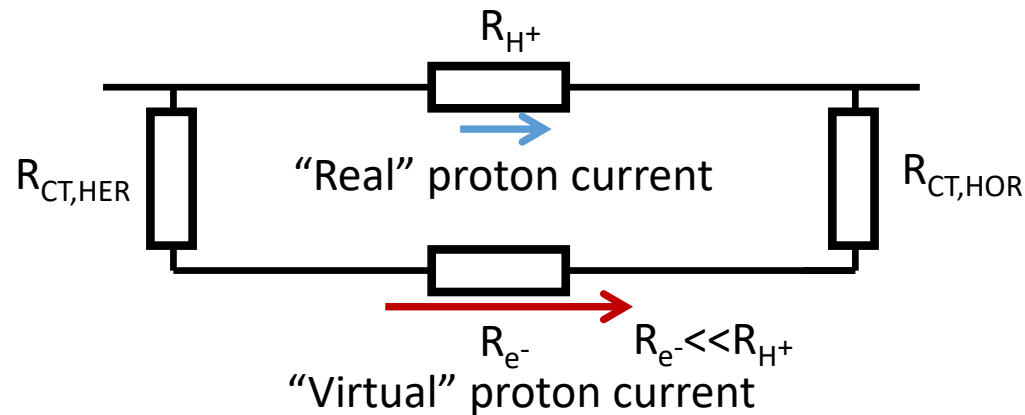
Without Pseudocatalyst layer



With Pseudocatalyst layer

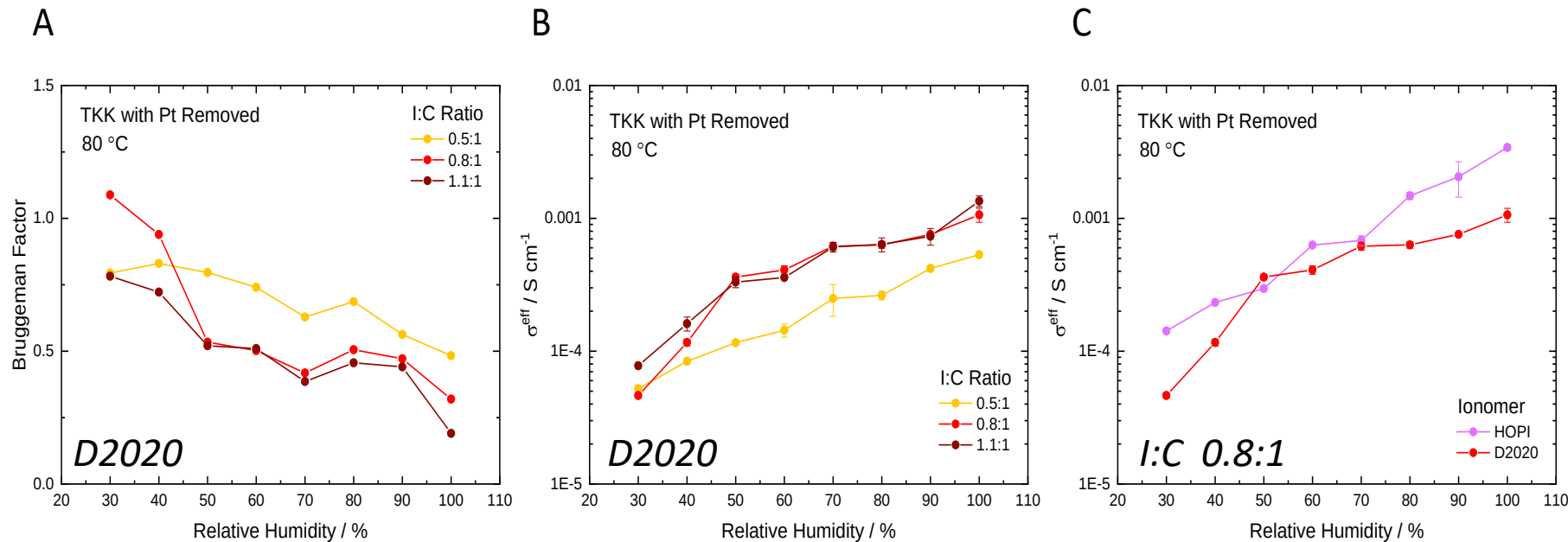


- Proton pump configuration used to measure the proton conductivity of the catalyst layer
- Thickness of Pseudocatalyst layer estimated by SEM after measurement
- Through-plane proton conduction is performed using the demetallated catalyst to establish only proton conduction aspect (avoid « virtual proton » current).
- Calibrated against same configuration without catalyst layer



$R_{CT,HER}$ and $R_{CT,HOR}$ small with Pt present

Remove Pt from carbon so
 $R_{CT,HER}$ and $R_{CT,HOR}$ become large



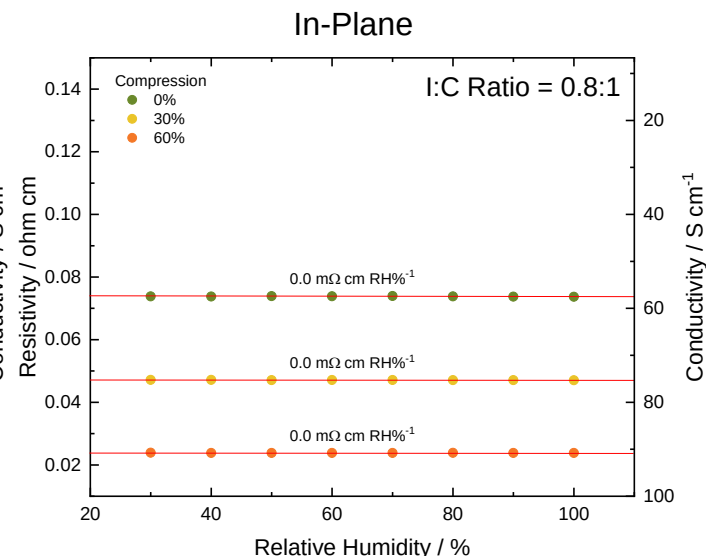
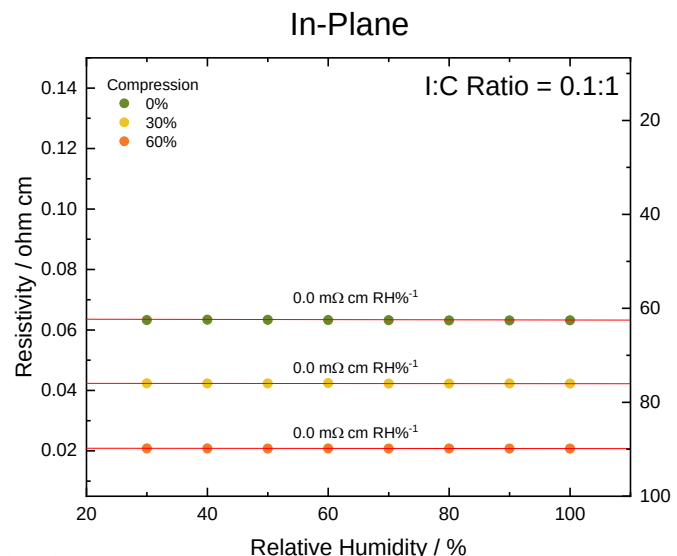
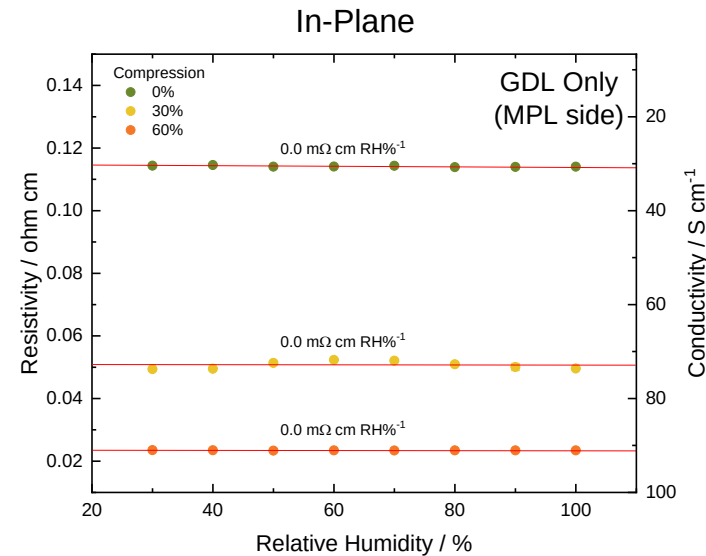
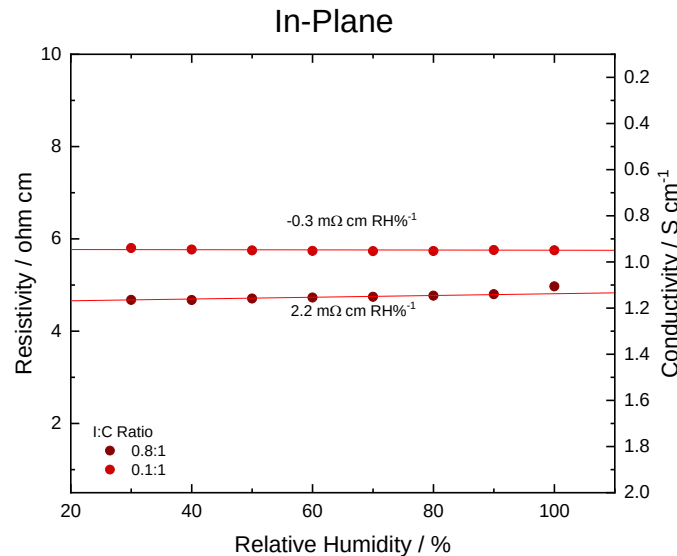
Bruggeman factor gives estimate of tortuosity, $\sigma^{\text{eff}} = \sigma^{\text{bulk}} \epsilon_{\text{ion}}^{\gamma}$

➤ Decreases with relative humidity and ionomer content as would be expected

Effective conductive, improves by an order of magnitude between RH30-100% for all systems

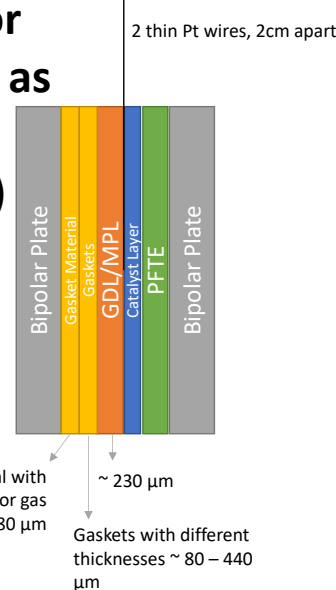
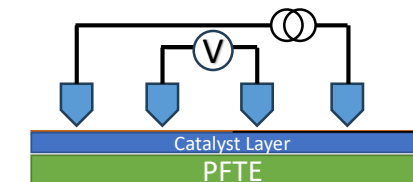
➤ ~2-fold improvement between 0.5 and 0.8 I:C but little benefit above that

HOPI shows statistically significant ~2-fold improved proton conduction especially under v.dry and wet conditions



Electronic resistivity measured for Catalyst layer, GDL and Electrode as function of

- Ionomer ratio (0.1:1 and 0.8:1)
- Compression
- Relative humidity



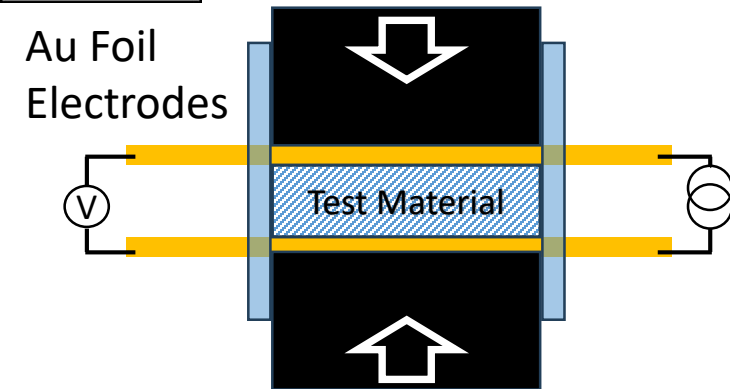
Catalyst layer:

- Ionomer improves electrical conductivity (more particle-particle contacts)
- Electronic conduction little affected by RH

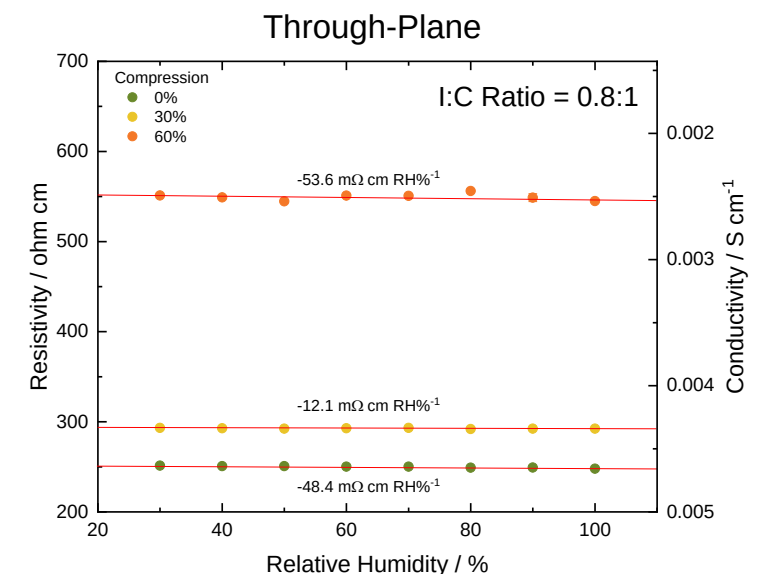
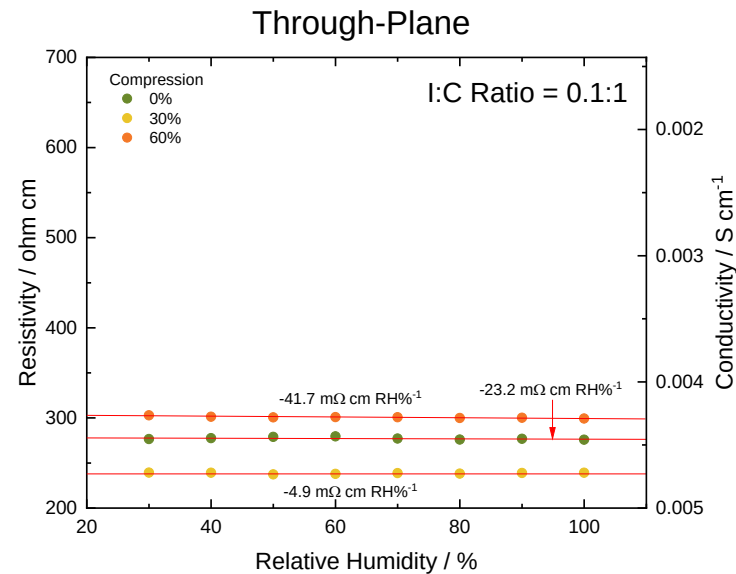
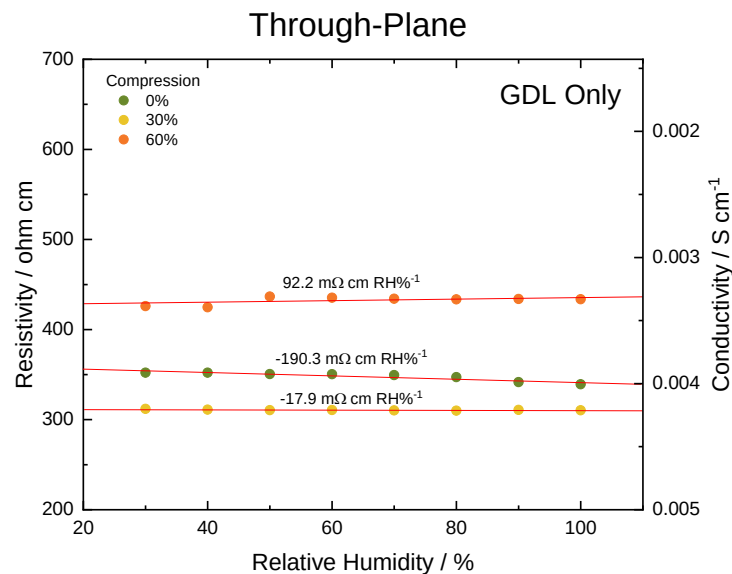
GDL: Large difference in values due to compression Complete Electrode:

- Compression effect is significantly reduced
- Results dominated by GDL

Effective Electronic Conductivity – Through plane



- Maximum compression consistently gives higher resistivity (damage?)
- Catalyst layer reduces magnitude of this effect (more points of contact)
- Increased RH gives decreased resistance by small amount in all cases (lubrication effect?)





Dr. Laure Guetaz



Dr. Pascal Schott



PhD Konrad Guelicher



The TEAM

Dr. Isotta Cerri



PhD Ahmed Maloum



Dr. T. B. Hue Tran



Dr. Arnaud Morin



Dr. Joël Pauchet



Dr. Jens Mitzel



Dr. Thomas Jahnke



Pr. Anthony Kucernak



Dr. Colleen Jackson



Dr. Stéphane Cotte



Dr. Aurélie Gueguen



Dr. Michel Quintard



Dr. Marc Prat



PhD Florian Chabot



Dr. Jason Richard



Dr. Stefano Deabate



Pr. Patrice Huguet



Dr. Pierre Boillat



Dr. Jong Min Lee



Pr. Hanno Kaess



Dr. Tobias Morawietz



Patrick Redon



Pr. Kunal Karan



PhD Afeteh Tarokh



Dr. Dirk Scheuble

This project has received funding from the Fuel Cells and Hydrogen 2 Joint Undertaking (now Clean Hydrogen Partnership) under Grant Agreement No **875025**. This Joint Undertaking receives support from the European Union's Horizon 2020 Research and Innovation program, Hydrogen Europe and Hydrogen Europe Research.