

## Fuel Cell Distributed Generation Systems Using Fuzzy Logic Control

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**Abstract-** The operation of Fuel Cell Distributed Generation (FCDG) systems in distribution systems is introduced by modeling, controller design, and simulation study of a Solid Oxide Fuel Cell (SOFC) distributed generation (DG) system. The physical model of the fuel cell stack and dynamic models of power conditioning units are described. Then, suitable control architecture based on fuzzy logic control for the overall system is presented in order to active power control and power quality improvement. A MATLAB/Simulink simulation model is developed for the SOFC DG system by combining the individual component models and the controllers designed for the power conditioning units. Simulation results are given to show the overall system performance including active power control and voltage regulation capability of the distribution system.

presented. Hence, in this paper the fuzzy control structure has been developed for a FCDG system with active power management and reactive power control capability.

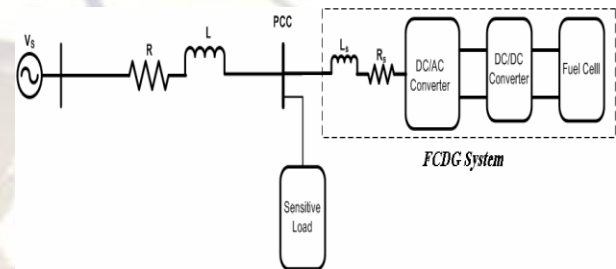


Fig. 1 Fuel Cell Distributed Generation System Structure

**Keywords -** Distributed Generation, Fuel cell, Fuzzy Control, Power Quality, Voltage Regulation

### 1. Introduction

Distributed Generation (DG) systems, powered by micro sources such as fuel cells, photovoltaic cells, and micro turbines, have been gaining popularity among the industry and utilities due to their higher operating efficiencies, improved reliabilities, and lower emission levels. The introduction of DG to the distribution system has a significant impact on the flow of power and voltage conditions at the customers and utility equipment [1, 2]. These impacts might be positive or negative depending on the distribution system operating characteristics and the DG characteristics. Positive impacts include, voltage support and improved power quality, diversification of power sources, Reduction in transmission and distribution losses, transmission and distribution capacity release and improved reliability. Among the distributed generators, fuel cells are attractive because they are modular, efficient, and environmentally friendly [3]. Fuel Cell DG (FCDG) systems can be strategically placed at any site in a power system (normally at the distribution level) for grid reinforcement, thereby deferring or eliminating the need for system upgrades and improving system integrity, reliability, and efficiency. Therefore, proper controllers need to be designed for a FCDG system to make its performance characteristics as desired [4, 5].

The fuel cell power plant is interfaced with the utility grid via boost dc/dc converters and a three-phase pulse width modulation (PWM) inverter. A validated SOFC dynamic model, reported in [11], is used in this paper. The models for the boost dc/dc converter and the three phase inverter together are also addressed. The dynamic model of fuel cell system and fuel flow controller has not been

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### 2. Dynamic Modeling of Fuel Cell Distributed Generation Systems

The dynamic modeling of a Fuel Cell Distributed Generation (FCDG) system is an important issue that needs to be carefully addressed. To study the performance characteristics of FCDG systems, accurate models of fuel cells are needed. Moreover, models for the interfacing power electronic circuits in a FCDG system are also needed to design controllers for the overall system to improve its performance and to meet certain operation requirements [12]. Fig. 1 shows the block diagram of the FCDG system proposed in this paper. The electric components of the FCDG system used in this paper comprise DC/DC and DC/AC converters, while the electrochemical component is a Solid Oxide Fuel Cell system (SOFC). The mathematical models describing the dynamic behavior of each of these components are given below.

**2.1 Fuel Cell Model**

Fuel cells are static energy conversion devices that convert the chemical energy of fuel directly into electrical energy. They show great promise to be an important DG source of the future due to their many advantages, such as high efficiency, zero or low emission and flexible modular structure. The model of SOFC power plant used in this study is based on the dynamic SOFC stack model developed and validated in [11]. One of important operating variable is the reactant utilization,  $U_f$ , referring to the fraction of the total fuel (or oxidant) introduced into a FC that reacts electrochemically:

$$U_f = \frac{q_{H_2}^{in} - q_{H_2}^{out}}{q_{H_2}^{in}} = \frac{q_{H_2}^r}{q_{H_2}^{in}} \tag{1}$$

where  $q_{H_2}$  is the hydrogen molar flow. High utilizations are considered desirable because they minimize the required fuel and oxidant flow, for a minimum fuel cost and compressor load and size. However, utilizations that are pushed too high result in significant voltage drops. The SOFC consists of hundreds of cells connected in series and parallel. Fuel and air are passed through the cells. By regulating the level, the amount of fuel fed into the fuel cell stacks is adjusted, and the output real power of the fuel cell system is controlled. The Nernst's equation and Ohm's law determine the average voltage magnitude of the fuel cell stack [13]. The following equations model the voltage of the fuel cell stack:

$$V_{fc} = N_0(E_0 + \frac{RT}{2F} \ln(\frac{P_{H_2} P_{O_2}^{0.5}}{P_{H_2O}})) - rI_{fc} \tag{2}$$

where:

- $N_0$  is the number of cells connected in series;
  - $E_0$  is voltage associated with the reaction free energy;
  - $R$  is the universal gas constant;
  - $T$  is the temperature;
  - $I_{fc}$  is the current of the fuel cell stack;
  - $F$  is the Faraday's constant.
- $PH_2$ ,  $PH_2O$ ,  $PO_2$  are determined by the following differential equations:

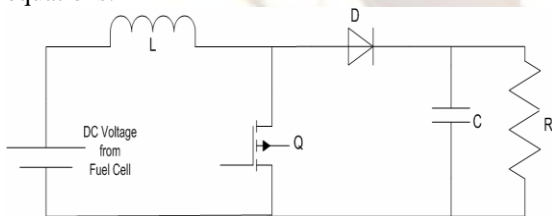


Fig. 2 DC/DC Converter Model

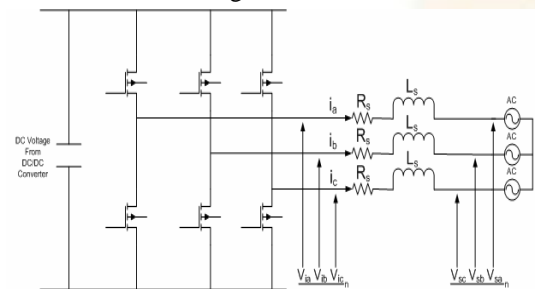


Fig. 3 Three-phase dc/ac voltage source inverter

$$\begin{aligned} \dot{P}_{H_2} &= -\frac{1}{\tau_{H_2}}(P_{H_2} + \frac{1}{K_{H_2}}(q_{H_2}^{in} - 2K_r I_{fc})) \\ \dot{P}_{H_2O} &= -\frac{1}{\tau_{H_2O}}(P_{H_2O} + \frac{2}{K_{H_2O}}K_r I_{fc}) \\ \dot{P}_{O_2} &= -\frac{1}{\tau_{O_2}}(P_{O_2} + \frac{1}{K_{O_2}}(q_{O_2}^{in} - K_r I_{fc})) \end{aligned} \tag{3}$$

where, 2 in  $H_q$  and 2 in  $O_q$  are the molar flow of hydrogen and oxygen and where the  $K_r$  constant is defined by the relation between the rate of reactant hydrogen and the fuel cell current:

$$q_{H_2}^r = \frac{N_0 I}{2F} = 2K_r I \tag{4}$$

**2.2 DC/DC Converter Model**

To connect a fuel cell to an external power system, it is necessary to boost the fuel cell voltage or to increase the number of cells. The role of the DC/DC booster converter is to increase the fuel cell voltage, to control the fuel cell power, and to regulate the voltage. Fig. 2 shows the DC/DC converter model. This boost converter is described by the following two non-linear state space averaged equations [14]:

$$\begin{aligned} \rho X_1 &= \frac{(1-d)}{L} X_2 + \frac{d}{L} U \\ \rho X_2 &= \frac{-(1-d)}{C} X_1 - \frac{X_2}{RC} \end{aligned} \tag{5}$$

where “d” is the on time of the switching device, “U” is the input voltage, “X1” is the inductor current and “X2” is the output voltage.

**2.3 DC/AC Converter Model**

A dynamic model of voltage source inverter has been developed. A three-phase equivalent circuit of DC/AC converter is shown in Fig. 3. To reduce these harmonics, filters are connected between the converter and the grid. A first-order filter, represented by the  $L_s$  and the  $R_s$  in Fig. 3, is used. In Fig. 3,  $v_{ia}$ ,  $v_{ib}$ ,  $v_{ic}$  are the three-phase AC voltage outputs of the inverter, and  $i_a$ ,  $i_b$ ,  $i_c$  are the three-phase AC current outputs of the inverter. The bus voltages of the grid are  $v_{sa}$ ,  $v_{sb}$ ,  $v_{sc}$ . The dynamic model of three-phase VSC is represented in [15].

$$\frac{di_k}{dt} = -\frac{R_s}{L_s} i_k + \frac{1}{L_s} (v_{ik} - v_{sk}) \tag{6}$$

Where,  $k = \{a, b, c\}$ .

To develop the dynamic model, the state equations (6) are transformed to the system synchronous reference frame as:

$$\begin{aligned} \frac{di_q}{dt} &= \frac{-R_s \omega_s i_q - \omega_s i_d}{L_s} \\ &+ \frac{\omega_s}{L_s} m \sin(\delta + \theta_s) V_{dc} \\ &- \frac{\omega_s}{L_s} \sin(\theta_s) V_s \\ \frac{di_d}{dt} &= \frac{-R_s \omega_s i_d + \omega_s i_q}{L_s} \\ &+ \frac{\omega_s}{L_s} m \cos(\delta + \theta_s) V_{dc} \\ &- \frac{\omega_s}{L_s} \cos(\theta_s) V_s \end{aligned} \quad (7)$$

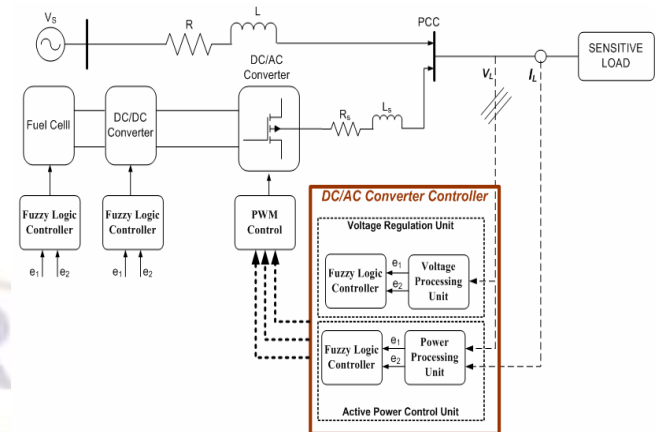


Fig. 4 Control Structure of Fuel Cell Distributed Generation System

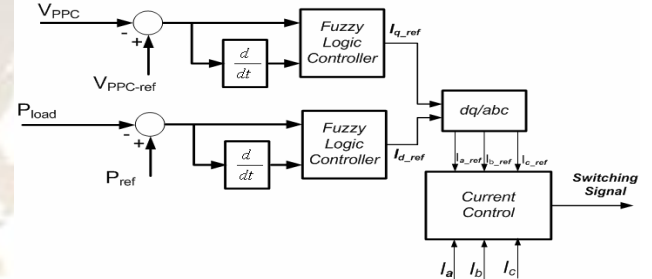


Fig. 5 DC/AC Converter Controller

### 3. Control Strategy for FCDG system

There is a high demand for utility DG installations due to their advantages of deferment or upgrading the distribution infrastructure. Most DG units are connected to the distribution system through a shunt nonlinear link such as a Voltage Source Inverter (VSI) or a Current Source Inverter (CSI). The main function of the shunt connection is to control the amount of active power drawn from the DG source. This link can emulate DSTATCOM devices by controlling the reactive power, as well as the active power. Hence, it is necessary to design a control structure to manage active power and reactive power simultaneously. Also, the suitable control is presented to regulate the input fuel flow in order to meet a desirable output active power demand and to prevent transient conditions in fuel cell stack. The control structure that has been proposed in this paper has been shown in Fig. 4. As shown, this structure has been composed of different local units. By using of distributed fuzzy logic controllers in this structure makes that it has adaptive properties in distribution systems [10]. Fuzzy control is a practical alternative for a variety of challenging control applications since it provides a convenient method for constructing nonlinear controllers via the use of heuristic information. A fuzzy logic controller used in this research consists of the rule base, fuzzification, inference engine, and de-fuzzification. The rule base collects the control rules which describe experts' knowledge and experience in the fuzzy set. In the fuzzification process, the numerical inputs are converted into linguistic fuzzy values. Then, from the fuzzy values and the already established rule base, linguistic control values are generated in the inference engine. Because these linguistic inference results cannot be used in the actuator directly, they should be converted into numerical output again in the defuzzification process. MAX-MIN composition and the center of gravity method are used in the inference engine and defuzzification of this fuzzy logic, respectively.

### 3.1 DC/AC Converter Controller

Power quality has attracted considerable attention from both utilities and users due to the use of many types of sensitive electronic equipment, which can be affected by harmonics, voltage sag, voltage swell, and momentary interruptions [16]. These disturbances cause problems, such as overheating, motor failures, inaccurate metering, and disoperation of protective equipment.

Voltage disturbance is the common power quality problem in industrial distribution systems. The voltage disturbance notoriously affects voltage-sensitive equipment that eventually leads to malfunction. Voltage sag is one of the most severe power quality problems because of its adverse financial impact on customers [17]. The DC/AC Converter Controller, as shown in Fig.5, has been formed of two parts, voltage regulation unit and active power control unit.

#### 3.1.1 Voltage Regulation Unit

To achieve the voltage regulation task, the current  $i_q$ -ref is assigned to the output of the FLC. The actual inputs to the fuzzy system are scaled versions of both the rms voltage error and its derivative. Seven uniformly distributed triangle membership functions are used for the fuzzification of the inputs [10]. Each of the FLC input signals and output signals are fuzzy variables and are assigned seven linguistic variables, namely, NB, NM, NS, Z, PS, PM, and PB, which

stand for negative big, negative medium, negative small, zero, positive small, positive medium and, positive big, respectively. The rule base is designed so that the actual rms voltage can reach its command value as quickly as possible within the shunt compensator limitation without overshoot. This leads to the rules as listed in Table 1.

**3.1.2 Active Power Control**

A fuzzy logic controller has been designed to control active power drawn from load. The actual inputs to the fuzzy system are scaled versions of both the active power error and its derivative and the current id-ref is assigned to the output of the FLC [10]. Seven uniformly distributed triangle membership functions are used for the fuzzification of the inputs. Each of the FLC input signals and output signals are fuzzy variables and are assigned seven linguistic variables, namely, NB, NM, NS, Z, PS, PM, and PB, which stand for negative big, negative medium, negative small, zero, positive small, positive medium and, positive big, respectively. The rule base of active power controller has been listed in Table 2.

Table 1 Fuzzy Rule Base for Voltage Regulation

$\Delta_{i_d\_ref}$		$e_2$						
		NB	NM	NS	Z	PS	PM	PB
$e_1$	NB	PB	PB	PB	PM	PM	PM	PS
	NM	PB	PB	PM	PM	PM	Z	NB
	NS	PB	PM	PM	PM	PS	NS	NB
	Z	PB	PM	PS	Z	NS	NM	NB
	PS	PB	PS	NS	NM	NM	NM	NB
	PM	PB	Z	NM	NM	NM	NB	NB
	PB	NS	NM	NM	NM	NB	NB	NB

Table 2 Fuzzy Rule Base for Active Power Control

$\Delta_{i_d\_ref}$		$e_2$						
		NB	NM	NS	Z	PS	PM	PB
$e_1$	NB	NB	NB	NB	NB	NM	NS	Z
	NM	NB	NB	NB	NM	NS	Z	PS
	NS	NB	NM	NS	NS	Z	PS	PM
	Z	NB	NM	NS	Z	PS	PM	PB
	PS	NM	NS	Z	PS	PM	PM	PB
	PM	NS	Z	PS	PM	PB	PB	PB
	PB	Z	PS	PM	PB	PB	PB	PB

**3.2 DC/DC Converter Controller**

The unregulated output voltage of the FC is fed to the dc/dc boost converter. Being unregulated it has to be adjusted to a constant average value (regulated dc voltage) by adjusting the duty ratio to the required value. The voltage is boosted depending upon the duty ratio. The duty ratio of the boost converter is adjusted with the help of a fuzzy logic controller (FLC). The duty ratio is set at a particular value for the converter to provide desired average value of voltage at

the output, and any fluctuation in the FC voltage due to change in fuel flow, in the load or in the characters of FC due to the chemistry involved takes the output voltage away from the desired average value of the voltage. The FLC changes the duty ratio appropriately to get the desired average value. The boost converter responds fast to the changes in the duty ratio. The duty ratio of the converter is changed by changing the pulses fed to the switch in the dc/dc converter circuit by the PWM generator. The fuel flow also needs to be adjusted, which takes effect gradually and controls the output voltage. Thus, both the strategies have to be combined for the efficient control of voltage of the FC. This paper concentrates only on the boost converter control strategy. The response time of the dc/dc converter is very short compared to that of the reformer of the FC, which alters the fuel flow. Thus, for the fast system response, initially the converter is controlled for load variations and the average voltage is adjusted in the transitional period by the boost converter. The output of the dc/dc converter is the boosted voltage that is fed to the load or to the next stage of filter to eventually pass on to the inverter stage.

This boosted voltage is compared with a reference dc voltage to generate an error signal. The change in error is calculated. The error and the change in error are fed as inputs to the Fuzzy Logic Controller (FLC) [10]. The FLC generates control signal based upon the inputs and rule base. The control signal is fed to the PWM generator. The PWM generator based upon the control signal adjusts the pulses of the switch of the boost converter. The boost converter generates output voltage based upon the duty ratio provided by the PWM generator. Table 3 shows the rule base of DC/DC converter controller.

Table 3 Fuzzy Rule Base for Duty Ratio Control of DC/DC Converter.

$\Delta d$		$e_2$						
		NB	NM	NS	Z	PS	PM	PB
$e_1$	NB	NB	NB	NB	NB	NM	NS	Z
	NM	NB	NB	NB	NM	NS	Z	PS
	NS	NB	NM	NS	NS	Z	PS	PM
	Z	NB	NM	NS	Z	PS	PM	PB
	PS	NM	NS	Z	PS	PM	PM	PB
	PM	NS	Z	PS	PM	PB	PB	PB
	PB	Z	PS	PM	PB	PB	PB	PB

**3.3 Fuel Cell Controller**

In order to operate the fuel cell stack at an optimal fuel utilization point (approximately 85%) [18], the control algorithm should observe the following operational constraints of the fuel cell system: Underused fuel: If the fuel utilization drops below a certain limit, the cell voltage will rise rapidly. Overused fuel: If the fuel utilization increases beyond a certain value, the cells may suffer from

fuel starvation and be permanently damaged. Under voltage: The fuel cell characteristic poses a lower cell voltage limit of approximately 0.5 V, beyond which the cell voltage decreases very steeply with increasing current. To meet the aforementioned usage requirements, the basic target of the fuel cell controller is to maintain optimal hydrogen utilization,  $U_{f, opt}$ , around 85%. Equation (4) shows that the reacting fuel quantity,  $2 r H q$ , is directly proportional to the output current,  $I$ , the factor  $K_r$  being a cell constant. Hence, the desired utilization is translated to corresponding output current demand:

$$q_{H_2}^{in} = \frac{2K_r}{U_{f, opt}} I_{demand} \Rightarrow I_{demand} = \frac{U_{f, opt}}{2K_r} q_{H_2}^{in} \quad (8)$$

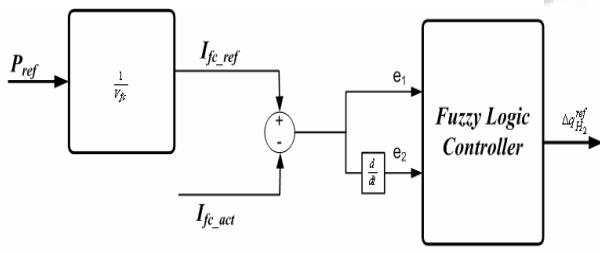


Fig. 6 Control structure for hydrogen molar flow of fuel cell system. A typical range of  $U_f$  is 80-90% ([18]), which ensures that the operational limits mentioned above are observed. The corresponding limitation for the demand current is then:

$$\frac{0.8q_{H_2}^{in}}{2K_r} = I_{fc\_min} \leq I_{fc\_ref} \leq I_{fc\_max} = \frac{0.9q_{H_2}^{in}}{2K_r} \quad (9)$$

Under these conditions, the cell output power is directly related to its fuel consumption at the selected optimum operating point of the V-I characteristic. Operating the fuel cell at different output power levels requires suitable variation of its input fuel flow rate, to be realized by the overall control system of the fuel cell. The power demand requirement of the fuel cell is translated into a current demand input by dividing with the stack output voltage:

$$I_{demand} = \frac{P_{demand}}{V_{fc}} \quad (10)$$

To overcome the transient conditions in fuel cell, a fuzzy logic controller has been designed. The actual inputs to the fuzzy system are scaled versions of both the fuel cell current error and its derivative and the hydrogen molar flow  $q_{H_2-ref}$  is assigned to the output of the FLC. Seven uniformly distributed triangle membership functions are used for the fuzzification of the inputs. This leads to the rules as listed in Table 4. Each of the FLC input signals and output signals are fuzzy variables and are assigned three linguistic variables, namely, S, M, L, N, Z and P, which stand for small, medium, large, negative, zero, positive respectively. However, for preventing transient condition on output voltage of fuel cell, the rule based of FLC must be designed correctly. The control structure for fuel cell system has been shown in Fig. 6.

Table 4 Fuzzy Rule Base for the hydrogen molar flow of the fuel cell.

$\Delta q_{H_2-ref}$		$e_2$		
		N	Z	P
$e_1$	S	NL	Z	PS
	M	NS	Z	PS
	L	NS	PS	PL

#### 4. Simulation Results

The performance of the proposed structure is assessed by a computer simulation that uses MATLAB Software. The parameters of the system under study are given in Table 5. The study case is dedicated to test the dynamic performance of the proposed structure. A voltage sag will be used to examine the dynamical performance of the algorithm. It is assumed that the three phase voltages were balanced until a disturbance has occurred in the system at 0.25 second. The disturbance causes a voltage sag in the three voltages, as shown in Fig. 7. Before the disturbance, the system was balanced and, therefore, the negative component vanishes. The voltage at the PCC is equal to 1.0 pu during normal operation. At  $t=0.05$  sec, the distributed energy source is switched on to correct the voltage profile. At 0.25 second, the voltage sag is initiated and the proposed algorithm succeeds to detect the disturbance in less than half of a cycle.

Table 5 Fuel cell distributed generation system parameters.

Fuel Cell Parameters	
Faraday's constant ( $F$ )	96484600 [C/kmol]
Hydrogen time constant ( $t_{H2}$ )	26.1 [sec]
Hydrogen valve molar constant ( $K_{H2}$ )	$8.43 \times 10^{-4}$
$k_p$ Constant = $N_0/4F$	$9.9497 \times 10^{-7}$
No Load Voltage ( $E_0$ )	0.6 [V]
Number of Cells ( $N_0$ )	384
Oxygen time constant ( $t_{O2}$ )	2.91 [sec]
Oxygen valve molar constant ( $K_{O2}$ )	$2.52 \times 10^{-3}$
FC internal resistance ( $r$ )	0.126 [ $\Omega$ ]
FC absolute temperature ( $T$ )	343 [K]
Universal gas constant ( $R$ )	8314.47 [J/(kmol K)]
Utilization Factor ( $U_p$ )	0.8
Water time constant ( $t_{H2O}$ )	78.3 [sec]
Water valve molar constant ( $K_{H2O}$ )	$2.81 \times 10^{-4}$
DC/DC Converter Parameters	
Rated voltage (V)	200V/540V
Resistance (R)	2.3 [ $\Omega$ ]
Capacitance (C)	1.5 [mF]
Inductor (L)	415 [ $\mu$ H]
DC/AC Converter Parameters	
Rated Voltage (V)	540V dc/220V ac
Rated Power (W)	100KW
$R_s$ ( $\Omega$ )	0.9 (m $\Omega$ )
$L_s$ (H)	0.01 (mH)
$f_s$ (Hz)	50(Hz)

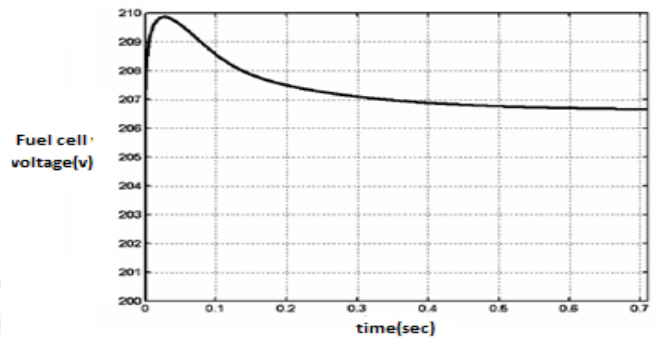


Fig. 8 Regulated Voltage (pu) at PCC.

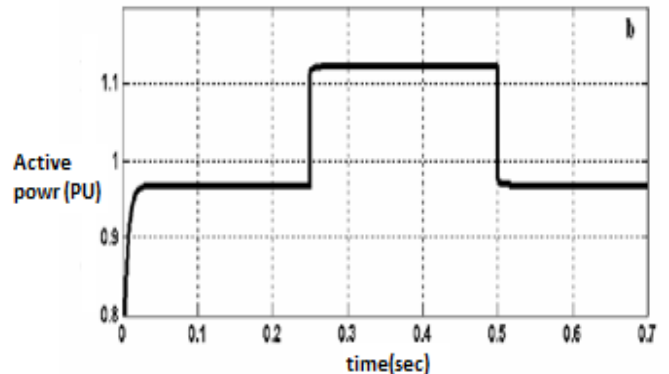
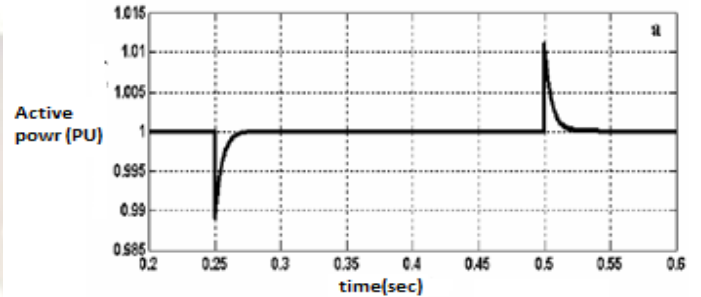


Fig . 9(a) & 9(b) Produced Active and Reactive Power by FCDG

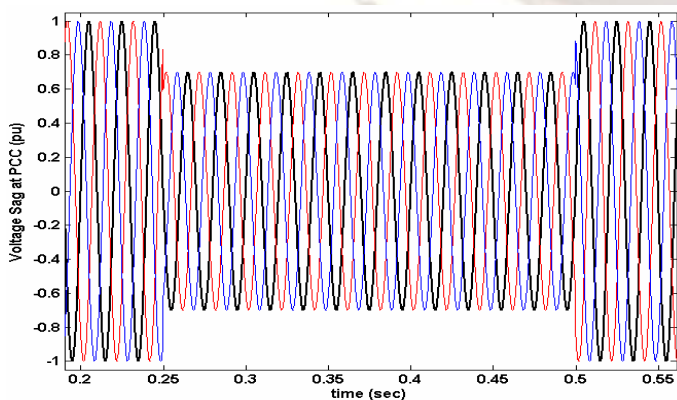


Fig. 7 Three-phase supply voltage during a sag.

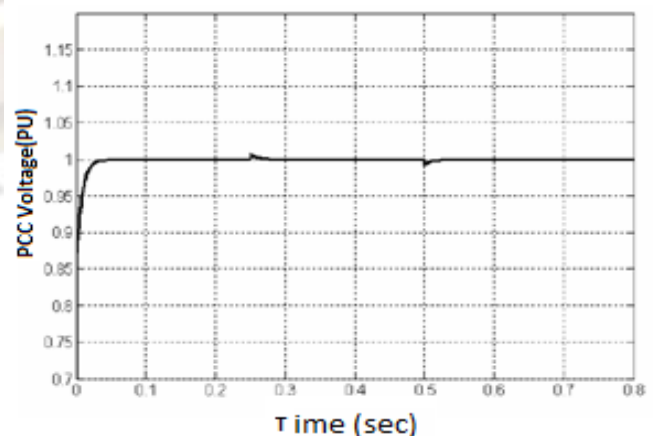


Fig. 10 Variation Fuel Cell Voltage

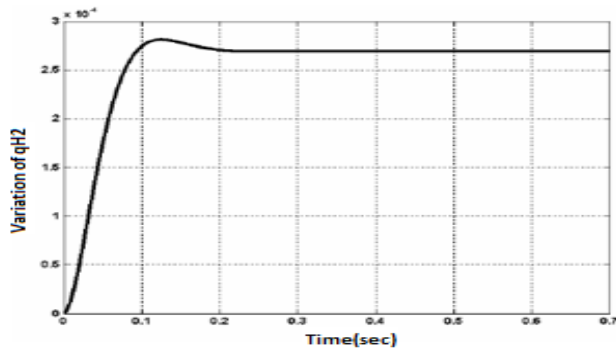


Fig. 11 Variation of hydrogen molar flow.

## 5. CONCLUSION

Modeling, control, and simulation study of a SOFC DG system is investigated in this paper. A validated SOFC dynamic model is used to model the fuel cell power plant. The state space models for the boost dc/dc converter and the three-phase inverter are also discussed. Then by designing proper intelligent controllers the capability of FCGD for active power control and voltage disturbance mitigation has been demonstrated. The proposed control method is insensitive to the parameter variation of the distribution system, because it is adaptive in nature. This is an absolute necessity in distribution systems, since there is no dependence on the parameter of the electrical network.

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