SOFC Anodes Based on Infiltration of La$_{0.3}$Sr$_{0.7}$TiO$_3$

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**Recommended Citation**  
Lee, S., Kim, G., Vohs, J. M., & Gorte, R. J. (2008). SOFC Anodes Based on Infiltration of La$_{0.3}$Sr$_{0.7}$TiO$_3$. Retrieved from [https://repository.upenn.edu/cbe_papers/124](https://repository.upenn.edu/cbe_papers/124)

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Publisher URL: [http://doi.dx.org/10.1149/1.2976775](http://doi.dx.org/10.1149/1.2976775)

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Abstract
Composites formed by infiltration of 45 wt % La$_{0.3}$Sr$_{0.7}$TiO$_3$ (LST) into 65% porous yttria-stabilized zirconia (YSZ) were examined for application as solid oxide fuel cell (SOFC) anodes. Although LST does not react with YSZ, the structure of the LST deposits was strongly affected by the calcination temperature. At 1373 K, the LST formed loosely packed, 0.1 µm particles that filled the YSZ pores. The conductivity of this composite depended strongly on the pretreatment conditions but was greater than 0.4 S/cm after heating to 1173 K in humidified (3% H$_2$O)H$_2$. Following calcination at 1573 K, the LST had sintered significantly, decreasing the conductivity of the composite by a factor of approximately 5. The addition of a catalyst was critical for achieving reasonable electrochemical performance, with the addition of 0.5 wt % Pd and 5 wt % ceria increasing the power density of otherwise identical cells from less than 20 to 780 mW/cm$^2$ for operation in humidified (3% H$_2$O)H$_2$ at 1073 K. Electrodes prepared from LST deposits calcined at 1373 K were found to exhibit a much better performance than those prepared from LST deposits calcined at 1573 K, demonstrating that the structure of the composite is critical for achieving high performance.

Comments
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Increased efficiency for the conversion of chemical energy to electrical energy is going to be very important for many applications in the future. Because of this, solid oxide fuel cells (SOFCs) are attractive for the intrinsically high efficiency they exhibit. This efficiency derives in part from their high operating temperatures (between 873 and 1073 K), which decrease electrode overpotentials compared to that found with other types of fuel cells. (The electrode overpotential is defined as the difference between the ideal Nernst potential and the actual electrode potential.) Equally important, SOFCs are "fuel" flexible, partly because of their high operating temperatures but also because the electrolytes are oxygen-ion conductors rather than proton conductors. In principle, any combustible fuel can react with the oxygen ions to produce electrons.

However, to take full advantage of the intrinsic fuel flexibility, it is necessary that the material used for the anode be stable in the combustible fuel. For SOFCs with yttria-stabilized zirconia (YSZ) electrolytes, the state-of-the-art anode is a mixture of YSZ with Ni, usually referred to as a ceramic–metallic (cermet) composite. Ni–YSZ cerments perform very well under some conditions but have several important limitations. First, the cerments are not stable to reoxidation. Second, Ni-based electrodes cannot be exposed to hydrocarbon fuels unless sufficient steam is present to prevent Ni from catalyzing the formation of carbon fibers, especially with hydrocarbons larger than methane. Carbon-fiber formation is a serious problem because it can destroy the electrode by loss of Ni due to metal dusting and by producing stresses within the electrode that can fracture the cell. Carbon formation in the presence of dry hydrocarbons can be avoided by replacing Ni with a metal that does not catalyze fiber formation, like Cu, but the thermal stability of alternative electrodes tends to be worse.

Electrodes based on conducting ceramics could provide an almost ideal solution to the problems associated with Ni–YSZ cerments if the ceramic electrodes could provide comparably low electrode losses. Oxides would not be expected to catalyze the formation of carbon fibers the way that Ni does because carbon dissolution is a key step in the formation of carbon fibers on Ni, and oxides do not dissolve carbon. Because many oxides have very high melting temperatures, the thermal stability of ceramic anodes is likely to be good. Unfortunately, the electrochemical performance of fuel cells based on ceramic anodes tends to be poor due to the fact that few oxides exhibit good electronic conductivities at the highly reducing conditions present in SOFC anodes. The oxides that do show reasonably good conductivity under these conditions exhibit poor ionic conductivity and catalytic activity.

Anode performance comparable to that observed with Ni–YSZ composites has recently been observed in an electrode for which the functional layer was prepared by infiltration of La0.3Sr0.7TiO3 (LSCM) and catalytic amounts of Pd (0.5 wt %) and ceria (5 wt %) into porous YSZ. These composite electrodes have electronic conductivity due to LSCM, ionic conductivity due to the YSZ scaffold, and catalytic activity due to the Pd/ceria. An SOFC with this anode exhibited maximum power densities at 1073 K of 1.1 W/cm² in H2 and 0.71 W/cm² in methane. An especially interesting feature of these electrodes is their relatively high electronic conductivity. Although the intrinsic conductivity of LSCM in humidified H2 is only between 1 and 2 S/cm at 1173 K, the 45 wt % LSCM–YSZ composite, for which the LSCM phase was only 30 vol % of the solid, exhibited a conductivity greater than 0.1 S/cm at this temperature. (A conductivity of 0.1 S/cm is sufficient for the functional layer of an electrode, so long as a conduction layer is present for lateral conduction.) A random composite consisting of only 30 vol % of the conductive phase would normally have a conductivity much less than 20 times that of the conductive phase; however, the nonrandom nature of the composite leads to a much higher conductivity than expected.

Under reducing conditions, oxides based on the doping of SrTiO3 exhibit some of the highest conductivities among ceramics. In particular, La0.3Sr0.7TiO3 (LST) has been reported to have conductivities greater than 20 S/cm at 1173 K under anode conditions. LST does not undergo solid state reactions with YSZ, even after calcination at 1823 K. Modest success has been reported with SOFC anodes that were conventional composites of LST and ceria, but the reported anode overpotentials and fuel cell power densities were clearly not comparable to that achieved with the best Ni–YSZ anodes. In a study from our laboratory, SOFC anodes were prepared by infiltrating a Pd/ceria catalyst into a porous scaffold that was itself a composite of LST and YSZ. Again, the performance of these electrodes was only modest. Furthermore, the conductivities of composites with 35 vol % LST were only 0.1 S/cm at 1173 in humidified H2, a factor of more than 200 lower than the value reported for bulk LST.

Because structure seems to play a large role in the performance of the infiltrated-LSCM electrodes, and because LSCM is required primarily for its electronic conductivity, it is interesting to consider whether infiltrated-LST electrodes might perform even better, due to the higher electronic conductivity of LST. Furthermore, because LST is less reactive with YSZ than is LSCM, a wider range of processing conditions can be used for these materials. However, we will show in this paper that the structure of the infiltrated LST is very different from that of the LSCM, possibly because of weaker surface interactions. These structural differences lead to the compos-
ites exhibiting a lower conductivity than expected. Also, while the performance of the LST-based electrodes is reasonable, it is not comparable to that achieved with LSCM.

**Experimental**

As in the previous study with LSCM, cells were fabricated from a three-layer YSZ wafer with two porous layers separated by a 60 μm thick, dense electrolyte layer. The three-layer YSZ wafers were produced by laminating three green tapes, synthesized by tape casting, with pore formers in the two outer layers. The laminated green tapes were fired to 1773 K to produce the final structures. The porous layer on one side of the electrolyte was 200 μm thick YSZ (−65% porous) and was used as the scaffold for the cathodes, while the other porous layer was 50 μm thick YSZ (−65% porous) and was used as the scaffold for the anode. Porosity in both layers was the other porous layer was 50%.

LST in reducing environments shows hysteresis with temperature. Because the electronic conductivity of lamination and sintering of the same green tapes used for the preparation of aqueous solutions of the nitrate salts and heating in air to 1773 K. The figure demonstrates that the open structure of the LST–YSZ composite is estimated to be 35 vol % calculated from the weight loading. Figure 2c shows the same LST deposits at higher magnification, with the YSZ scaffold at the bottom.

Previously, it has been reported that the LST–YSZ composite is comparable to that achieved with LSCM.

**Results**

**Physical characterization of the LST–YSZ composites.—** To determine the structure of the infiltrated LST–YSZ composites, the materials were characterized by X-ray diffraction (XRD) and scanning electron microscopy (SEM). Figure 1 is a diffraction pattern of the composite, performed on a 50 μm thick slab that had been calcined to 1473 K. The pattern demonstrates that the composite has the proper microstructure, because the primary diffraction lines were those corresponding to the LST and YSZ phases.

SEM micrographs of LST–YSZ composite are shown in Fig. 2. Figure 2a shows the porous YSZ structure prior to the addition of LST and indicates that YSZ is made up of random pores, ranging between 1 and 10 μm in size. Previous Brunauer, Emmett, and Teller surface-area measurements indicated a specific surface area of 0.4 m²/g, demonstrating that the YSZ scaffold must be essentially dense, with no significant microporosity. Figure 2b is the micrograph obtained following the addition of 45 wt % LST and calcination to 1373 K. The figure demonstrates that the open structure of the YSZ has now been filled with small LST particles, approximately 0.1 μm in size. While the LST particles are in contact with each other, they are loosely packed, so that the porosity of LST phase within the YSZ pores is roughly 50%. Because the porosity of the YSZ prior to the addition of LST was approximately 65%, the total volume percent of LST in the LST–YSZ composite is estimated to be 30 vol % based on the SEM results, close to the value of 35 vol % calculated from the weight loading. Figure 2c shows the same LST deposits at higher magnification, with the YSZ scaffold at the bottom.

**Figure 1.** XRD pattern of the 45 wt % LST–YSZ composite that had been calcined to 1473 K. YSZ (C) and LST (●).
calcined to only 1373 K for the first set, then 1473 K, and finally 1573 K. The conductivities were measured while increasing the temperature of the sample and again while decreasing the temperature. As reported by others,\textsuperscript{23} the conductivities increased significantly with increasing reduction temperatures but remained relatively constant when cooling in a reducing environment.

Two observations are made from the data in Fig. 3. First, the conductivities of the composite decreased substantially with increasing calcination temperature, with the 1573 K composite exhibiting conductivities that were approximately 5 times lower than that of the 1373 K composite. Second, the conductivity of the composite calcined to only 1373 K for the first set, then 1473 K, and finally 1573 K. The conductivities were measured while increasing the temperature in humidified H\textsubscript{2} at 1073 K. Both cells had identical LSF–YSZ cathodes and 60 \textmu m thick electrolytes, and differed only in that 5 wt \% ceria and 0.5 wt \% Pd had been added to one of the cells for catalytic activity. While the open-circuit voltages (OCVs) were approximately 1.1 V for both cells, in good agreement with the Nernst potential, the addition of the catalyst had a dramatic effect on fuel cell performance. The maximum power density increased from less than 20 to approximately 780 mW/cm\textsuperscript{2} upon the addition of Pd/ceria, demonstrating that LST itself has minimal electrochemical activity for oxidation of H\textsubscript{2}.

Additional characteristics of the 1373 K, LST–YSZ anode, with the Pd/ceria catalyst, are demonstrated in Fig. 5 and 6, which show the V–i polarization and Cole–Cole impedance plots as a function of temperature in humidified H\textsubscript{2}. The V–i polarization curves in Fig. 5 indicate that the cell potentials decrease linearly with the current density. As expected, the maximum power densities increased with temperature, from 400 mW/cm\textsuperscript{2} at 973 K to 1100 mW/cm\textsuperscript{2} at 1173 K.

The sources of the losses in the fuel cell were investigated using the open-circuit impedance plots in Fig. 6. The ohmic losses, determined by the high-frequency intercept with the abscissa, decrease in humidified (3\% H\textsubscript{2}O) H\textsubscript{2} at 1073 K, for which the anode was made from the 45 wt \% LST–YSZ composite that had been calcined to 1373 K. Both cells had identical LSF–YSZ cathodes and 60 \textmu m thick electrolytes, and differed only in that 5 wt \% ceria and 0.5 wt \% Pd had been added to one of the cells for catalytic activity. While the open-circuit voltages (OCVs) were approximately 1.1 V for both cells, in good agreement with the Nernst potential, the addition of the catalyst had a dramatic effect on fuel cell performance. The maximum power density increased from less than 20 to approximately 780 mW/cm\textsuperscript{2} upon the addition of Pd/ceria, demonstrating that LST itself has minimal electrochemical activity for oxidation of H\textsubscript{2}.

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The total area-specific resistance of the cell was determined to be 0.06 S/cm². The average slope of the open-circuit voltage (OCV) is 0.29 V/cm² at 973 K, which overstates the actual anode losses somewhat. Using the ohmic losses at this temperature, a value very close to the difference of the ohmic losses at 973 K and 1473 K is 0.2 S/cm². However, the effect of LST–YSZ calcination temperature on the nonohmic losses was much larger. Not only was there a significant increase in the OCV impedance in Fig. 8, but the V-i polarization curves for the cells prepared from the 1473 and 1573 K LST–YSZ composites show an increased slope at higher current densities. This kind of behavior is often associated with gas-phase diffusion limitations, but this is not likely the cause in the present case. The pore volumes for the 1473 and 1573 K LST–YSZ composites are more open for gas-phase diffusion than that for the 1373 K composite, so that diffusion should be less limiting on the cells with the poorest performance. Based on the SEM micrographs in Fig. 2, we suggest that increased nonohmic losses are associated with the LST covering the YSZ pores, as observed in Fig. 2e. Because LST has a low ionic conductivity, the electrochemical reactions can only occur on the YSZ pores, as observed in Fig. 2e. Because LST has a low ionic conductivity, the electrochemical reactions can only occur on the YSZ pores, as observed in Fig. 2e. Because LST has a low ionic conductivity, the electrochemical reactions can only occur on the YSZ pores, as observed in Fig. 2e.
uncovered YSZ regions, decreasing the area where the three-phase boundary sites exist. Why this would cause the impedance to change with current density is uncertain.

Discussion

As pointed out earlier, LST and YSZ are completely unreactive following calcination to temperatures as high as 1823 K. In addition to the fact that LST and YSZ remain as separate phases in cofired powders, the surface interactions between these two phases are very weak, to the point that it is difficult to form ceramic structures with a sharp LST–YSZ interface because of the tendency of the two layers to delaminate.24 This is in sharp contrast to what is observed with La$_0$Sr$_2$MnO$_3$ (LSM) and YSZ, where LSM particles have been shown to spread out over YSZ surfaces under some conditions, at temperatures below that at which solid state reactions between LSM and YSZ begin to occur.25 These surface interactions are related to the “wetting” and “dewetting” phenomena observed with liquid–solid interfaces.

Surface interactions appear to have an important influence on the nature of composites formed by infiltration processes. In a recent study of LSCM–YSZ composites,19 it was reported that the LSCM forms an even coating over the YSZ pores following calcination at 1473 K. Assuming that LSCM interacts with YSZ in a similar way as LSM interacts, it would appear that the tendency of the LSCM to “wet” the YSZ surface leads to a composite in which the LSCM coats the YSZ. By contrast, the tendency of LST to avoid wetting the YSZ leads to the formation of LST particles in the open channels of the structure.

We compared the fuel cell results obtained with LST–YSZ composites to those reported previously with LSCM–YSZ composites.12 The YSZ scaffolds were identical in the two studies, and both studies incorporated 45 wt % of the infiltrated oxide. Both studies found that the electrode performance was poor unless a catalyst, Pt/ceria in both cases, was added to the composite, suggesting that the LST and LSCM act primarily as electronic conductors. The conductivity of the 1373 K LST–YSZ composite was somewhat higher than that of the LSCM–YSZ composite, at least at high-temperature reduction. However, the electrochemical performance of the LSCM–YSZ electrode was significantly better than any of the LST–YSZ electrodes. Using the same cathode material (i.e., 40 wt % LSF infiltrated into YSZ) and a similar electrolyte thickness, the cells with LSCM gave maximum power densities in humidified H$_2$ of 520 mW/cm$^2$ at 973 K and 1100 mW/cm$^2$ at 1073 K, compared to values of 400 and 780 mW/cm$^2$ on the best LST cell. At 973 K, the total nonohmic impedance of the LSCM cell, including cathode structure, separate from composition, has on the development of electrodes. This is a critical factor in reproducing results between laboratories, because the preparation methods and calculation temperatures can be just as important as the composition in determining the performance of electrodes.

Conclusions

The properties of LST–YSZ composites depend strongly on the structure of those composites. When the composites are prepared by infiltration of LST into porous YSZ, the structure of the LST phase is influenced by the surface interactions between LST and YSZ and depends on the calcination temperature. LST–YSZ composites have insufficient catalytic activity for SOFC anodes but can provide the electronic conductivity required for the functional layer.

Acknowledgments

This work was funded by the U.S. Department of Energy’s Hydrogen Fuel Initiative (grant no. DE-FG02-05ER15721). S. L. acknowledges support from the Korean Research Foundation Grant, funded by the Korean Government (MOEHRD) (KRF-2007-611-D00014).

University of Pennsylvania assisted in meeting the publication costs of this article.

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