possible to use different types of fuel with the same fuel cell technology, as there is no recognition of the same.

The currently used design of the closure system of the tank cartridge does not allow a distinction to be made between different types of fuel. Thus, when using the same closure system, there is a risk of confusion (methanol, methanol premix, ethanol, etc.).

**Description of the invention**

Embodiments of the invention seek to overcome these disadvantages at least partially.

It must be taken into account that standardized containers with a defined opening diameter are used for the tank cartridges. Therefore, the maximum size of the buoyancy body that can be introduced is limited. The reduced buoyancy force due to the mostly low density of the fuel used must also be taken into account. This means that changes to the design and size can only be made to a very limited extent and any additionally introduced weight must be kept as low as possible.

An aspect of the present invention provides a removal device for removing fuel from a fuel container for fuel cells. The removal device comprises: a closure element for closing an opening of the fuel container; a fuel line for establishing a first fluid connection between a fuel removal opening in the closure element and a liquid fuel within the fuel container; a buoyancy body adapted to float on the liquid fuel within the fuel container; and a flexible pressure equalization line for establishing a second fluid connection between a gas region within the fuel container, in particular above a surface of the liquid fuel, and a pressure equalization opening in the closure element; wherein an end section of the pressure equalization line is connected to the buoyancy body. The removal device is characterized in that the buoyancy body is provided with a damping device for damping impacts of the buoyancy body against a wall of the fuel container.

The advantage of the removal device according to the invention is that the kinetic energy of the buoyancy body is absorbed in a damping/deforming manner by the damping device when the fuel container wall is reached, thereby damping the noise otherwise produced by an impact (shock) of the buoyancy body on the wall of the fuel container. The buoyancy body is usually made of plastic and configured as a hollow body, i.e. with a gas- or air-filled cavity, whereby the buoyancy body becomes floatable.