

# National Codes and Standards Deployment and Outreach

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DOE Hydrogen and Fuel Cells Program  
Hydrogen Technical Advisory Committee

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## **NREL Safety Research Projects**

- 1. Continuous Codes and Standards Improvement (CCSI)/  
Inter-Laboratory Research Integration Group (IRIG)**
- 2. Component Failure/Safety Project Work**
- 3. Hydrogen Infrastructure Deployment Support**

# Approach

## Strategy: Safe Deployment of Hydrogen Technologies

### **Collaborate with all interested parties**

Includes industries, safety communities, research laboratories, standards development organizations, regional planning organizations

### **Leverage existing resources**

For example, research projects that have a safety component that can be used to support development of safety codes

### **Develop safety requirements**

Based on research and safety tools to inform safety code users

## Fiscal Year 2019 Deliverables: Safety R&D Integration

Identify H2@Scale system scenarios to consider in the development of a safety roadmap, in collaboration with the H2@Scale analysis team

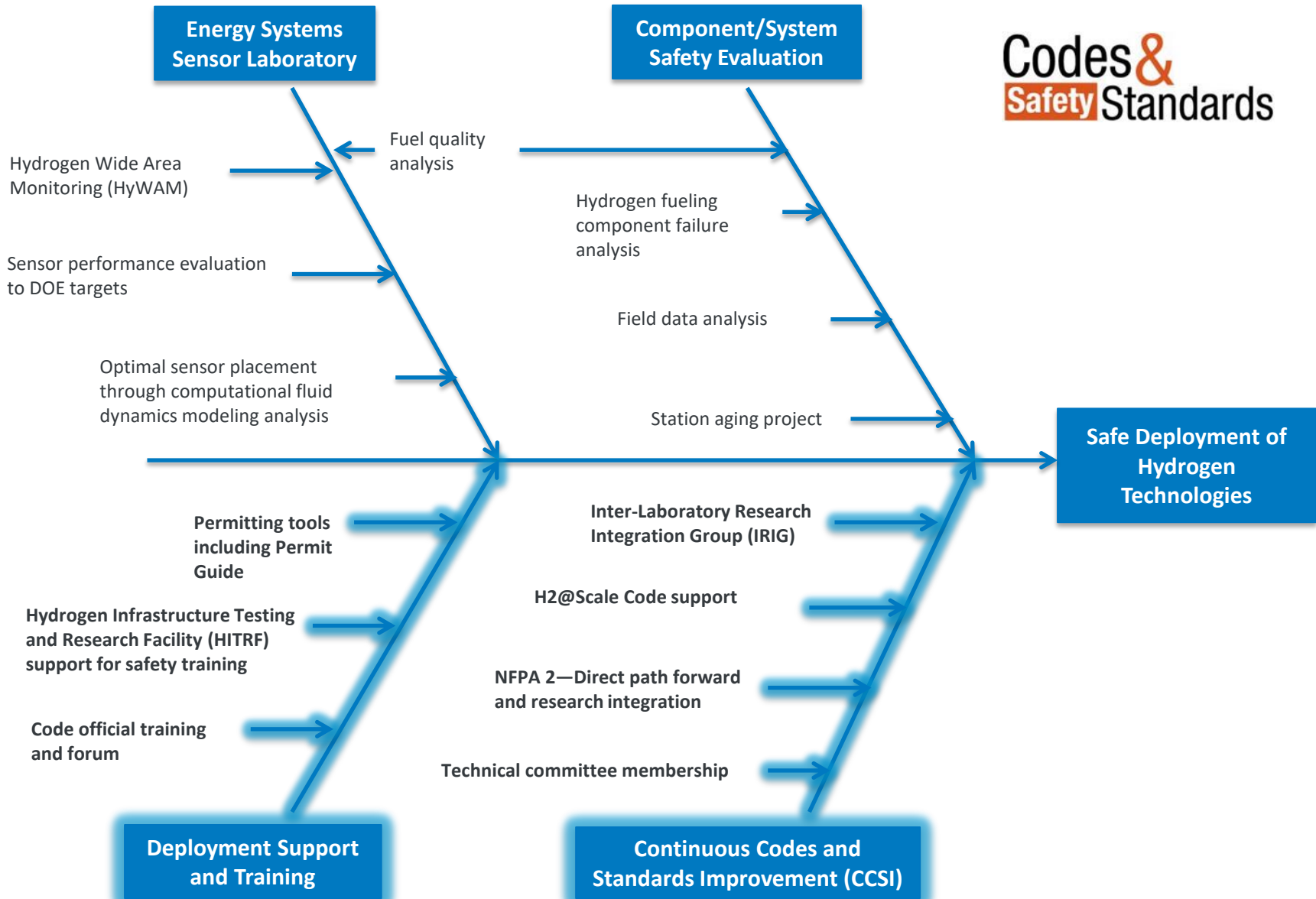
Create the field-failed investigation test plan and protocol for at least three leading safety and/or low-reliability components that could be delivered from station operators

Lead the Permit Checklist Task Group to develop a draft Permit Checklist for NFPA 2 compliance for hydrogen fueling stations employing both gaseous and liquid hydrogen storage

Report the failure investigation results for all received failed components using agreed-upon template

**Collaborate with key stakeholders and leverage existing research to achieve safe deployment of hydrogen technologies**

# Approach: Integrated Safety Research



# Collaboration and Coordination

Collaborator	Project Impact
Industrial gas companies	These companies are major contributors to NFPA Hydrogen Storage Task Group and NFPA 2, 2020 edition
Station installers/developers including First Element, Linde, Air Products, and Air Liquide	NREL has worked with station developers on the component failure project and to develop permitting tools
Standards development organizations (SDOs) including NFPA, CGA, SAE, CSA, UL, ISO, BNQ, ICC, ASME, and ASTM	NREL has served on multiple SDO technical committees and worked to integrate NREL research into codes and standards
DOE national laboratories	Sandia National Laboratories, Pacific Northwest National Laboratory, Lawrence Livermore National Laboratory, and Los Alamos National Laboratory are part of IRIG and NFPA Task Groups
Regional fire and building officials including California Fire Marshal's Office and Massachusetts Fire Marshal's Office	NREL provided information and outreach events to support project activity in jurisdictions where hydrogen technologies are being deployed
Regional hydrogen advocacy groups including Colorado Hydrogen Coalition and California Fuel Cell Partnership	NREL provided input on the development of state regulations

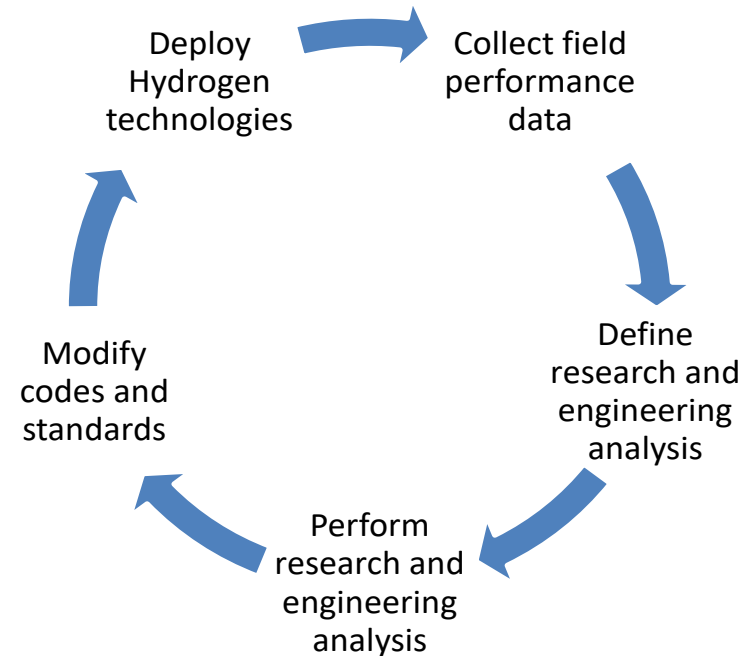
**NREL has worked with all stakeholders to achieve the maximum impact on hydrogen technologies safety**

# Approach: CCSI

## CCSI Key Projects

- Through the Inter-Laboratory Research Integration Group (IRIG), utilize DOE research to develop defensible documented safety requirements
- Hydrogen fueling station component failure root-cause determination
- Integrate research into safety code infrastructure, such as hydrogen fueling infrastructure, hydrogen distribution systems, and existing vehicle infrastructure systems

## CCSI Process

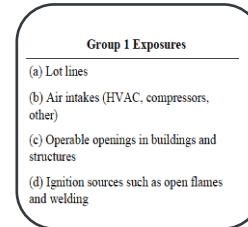


**Impact: Codes that integrate current technology enable safer, faster deployment of hydrogen technologies**

# Approach: IRIG

## DOE Office of Energy Efficiency and Renewable Energy

DOE-funded hydrogen technology and alternative fuel research projects conducted at DOE and other laboratories + Existing DOE supported research that could benefit public safety



**Safety requirements that produce** Increased public safety and reduced permitting and deployment costs

**IRIG/CCSI process:** Research and testing needs defined from the code development committees/project deployment

**Leveraging DOE research, particularly stranded R&D assets, can support major code proposals, such as setback distances, that will have beneficial impact on public safety**

# Accomplishments: IRIG Ranked Safety Projects and Defined Actions

## IRIG project safety ranking and actions

Project	Action
<p>Project 1. Transportation issues including the distribution of hydrogen in existing pipeline systems and construction of new hydrogen pipeline systems and truck transfer requirements to fixed storage installations. Rail transport is also a concern. PHMSA prepared a DOT map of responsibilities that could be mirrored for hydrogen applications-  <a href="https://www.phmsa.dot.gov/pipeline/liquified-natural-gas/jurisdiction-Ing-plants">https://www.phmsa.dot.gov/pipeline/liquified-natural-gas/jurisdiction-Ing-plants</a></p>	<p>NREL component failure project and is evaluating key hydrogen fueling station components to determine root-cause failure and also measuring leak rates from these components to derive actual leak rate that could be used in risk analyses including in the HyRAM tool</p>
<p>Project 2. System siting including revised setback distances (and potentially measures for reducing setback distances) for bulk liquefied hydrogen storage systems and Guidance for application of safety setback distances in NFPA codes</p>	<p>NREL and Sandia are working together to develop both setback distances for bulk liquefied hydrogen storage systems based on engineering analysis and preventative and mitigating safety measures to reduce risk and give project developers additional options in siting these systems</p>
<p>Project 3. Existing Infrastructure transportation and vehicle including addition of material on hydrogen releases in tunnels and Parking garage chapter requires alignment with 88A Standard for Parking Structures</p>	<p>Sandia has performed analyses of hydrogen releases in tunnels to relieve restrictions on the use of FCEVs in tunnels systems. NREL has had this information incorporated in NFPA codes.</p>
<p>Project 4. Alternative fueling protocols to allow for greater flexibility in temperature range and vehicle types</p>	<p>NREL has worked to validate new fueling protocols and will evaluate the need for new fueling protocols for heavy duty vehicles and support these protocols as needed.</p>

**DOE national laboratory safety representatives evaluated and ranked projects to define path forward, which included project actions. NREL acted on directives.**



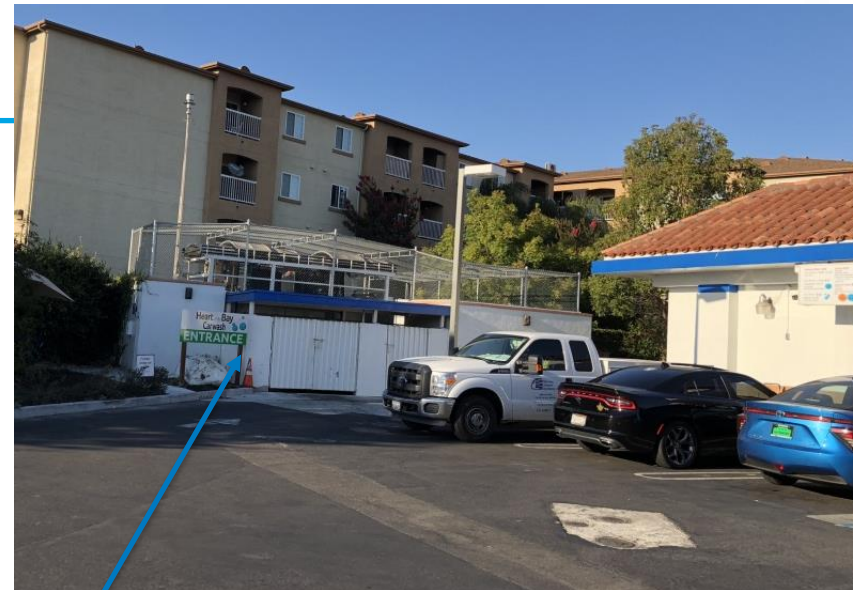
# Accomplishments: Safety Distance Reduction by Hydrogen Storage Task Group

Table 7.3.2.3.1.1(A)(a) Minimum Distance (D) from Outdoor [GH<sub>2</sub>] Bulk Hydrogen Compressed Gas Systems to Exposures — Typical Maximum Pipe Size [55:Table 10.4.2.2.1(a)]

Pressure	> 15 to ≤ 250 psig		> 250 to ≤ 3000 psig		> 3000 to ≤ 7500 psig		> 7500 to ≤ 15000 psig	
	Internal Pipe Diameter (ID)		Internal Pipe Diameter (ID)		Internal Pipe Diameter (ID)		Internal Pipe Diameter (ID)	
d <sub>mm</sub>	>103.4 to ≤ 1724 kPa		>1724 to ≤ 20,684 kPa		>20,684 to ≤ 51,711 kPa		>51,711 to ≤ 103,421 kPa	
	d = 52.5mm		d = 18.97mm		d = 7.31mm		d = 7.16mm	
Exposures Group 1	m	ft	m	ft	m	ft	m	ft
(a) Lot lines	12.5	40.16	14.6	46.20	9.4	29.13	10.5	34.16
(b) Air intakes (HVAC, compressors, other)								
(c) Operable openings in buildings and structures								
(d) Ignition sources such as open flames and welding								

Hydrogen Storage Task Group produced analysis and proposal to reduce safety setback distances for bulk gaseous hydrogen storage systems

Impact: Key reduction in safety setback Distances from 34 feet to 16 feet that should allow siting hydrogen fueling stations in space-constrained locations



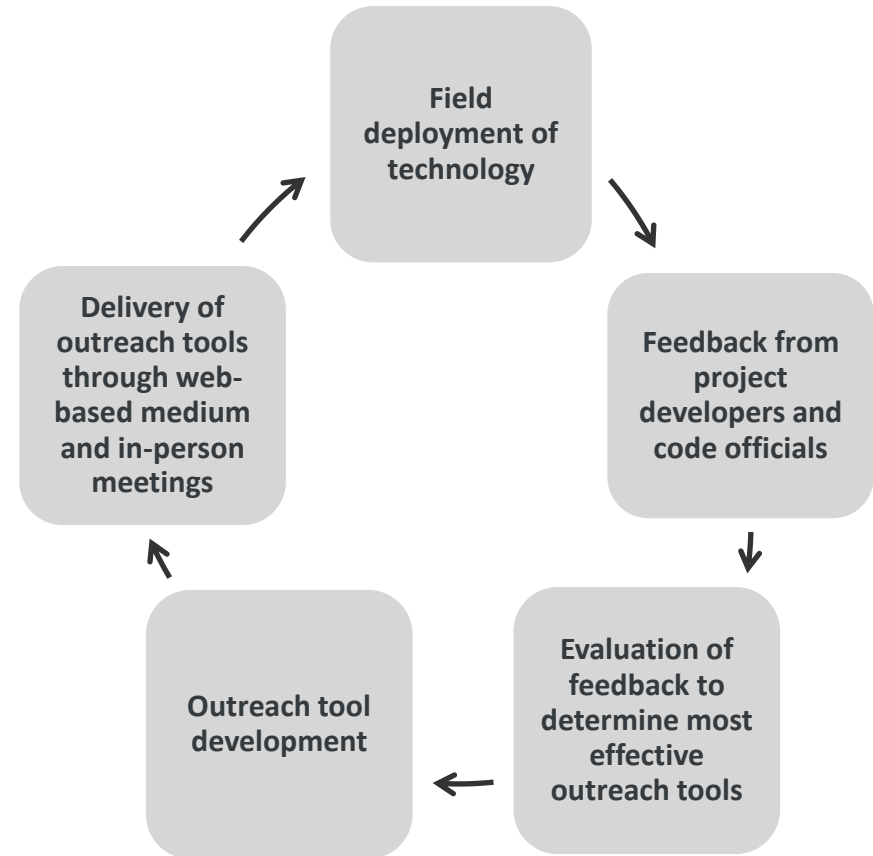
Hydrogen fueling site storage area with space constraints

# Accomplishments and Progress: Delivered Outreach Tools and Guidance

## Outreach Key Projects

- Maintained permitting tools at H2Tools
  - NFPA 2 training material
  - NREL technical reports
  - Code Official Training update
- Presented permitting webinar August 22
- Published papers, reports, and articles:
  - Safety Code equivalencies in Hydrogen Code Deployment
  - Hydrogen Fueling Station Component Failure Root-Cause Analysis
  - *Code official forum*
  - Two papers at the International Conference on Hydrogen Safety (ICHS), September 2017
  - Hydrogen Station Permitting Guide with code compliance tools

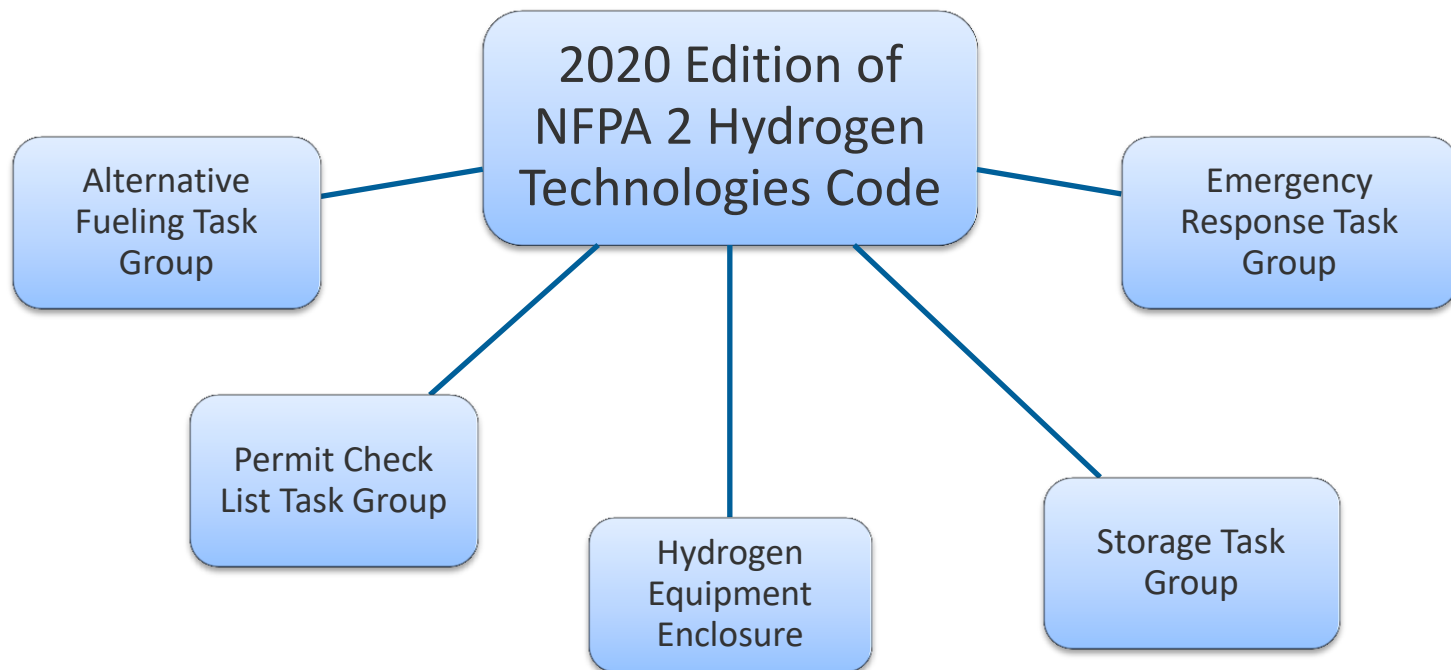
## Outreach Process



**Impact: Readily understood codes will lead to safer and faster deployment**  
<https://h2tools.org/codes-standards/codes-standards-permitting-tools>

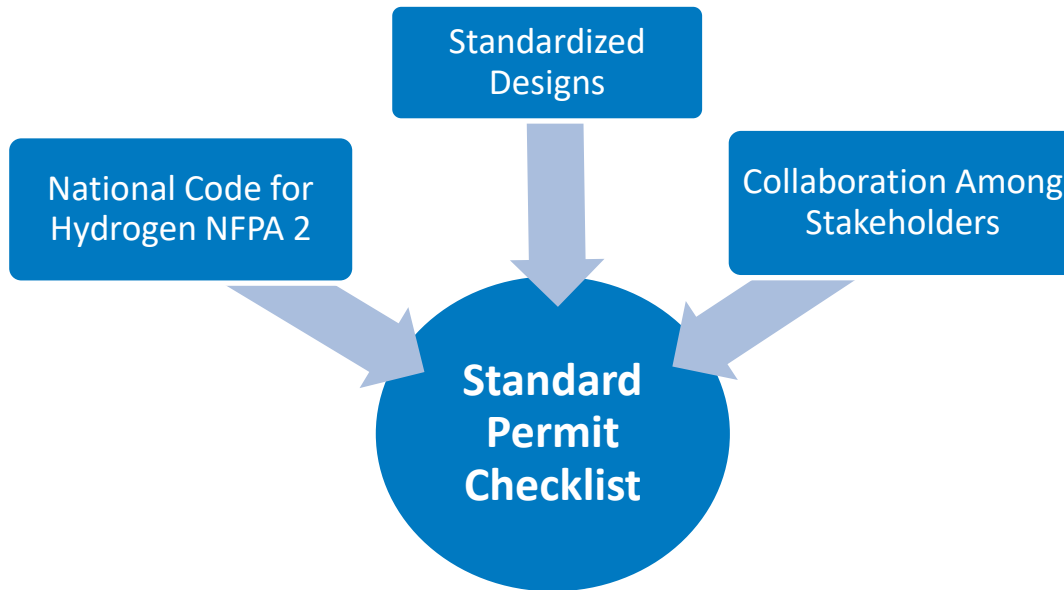
# Accomplishments: Directed NFPA 2 Task Groups in Production of 2020 Hydrogen Technologies Code

NREL chaired the NFPA Hydrogen Technologies Technical Committee to direct the production of the 2020 edition of the NFPA 2 Hydrogen Technologies Code, including directing the task groups.



**Impact: Chaired NFPA Hydrogen Technologies Technical Committee to direct the production of the 2020 edition of NFPA 2 Hydrogen Technologies Code, including directing the task groups to make changes closing code gaps**

# Accomplishments: Developed Standard Permit for Hydrogen Storage



**Standard permits will accelerate infrastructure deployment without reducing public safety**

**NREL-led NFPA 2 Permit Checklist Task Group developed standard permit checklist for station with gaseous/liquid storage that allows for relaxation of safety setback distances**

- NREL formed NFPA 2 Standard Permit Task Group in January 2018
- Key permit identified as hydrogen station with gaseous/liquid storage
- Standard permit for gaseous/liquid HFSs completed in January 2019
- Group will continue to develop standard permits based on industry and safety needs

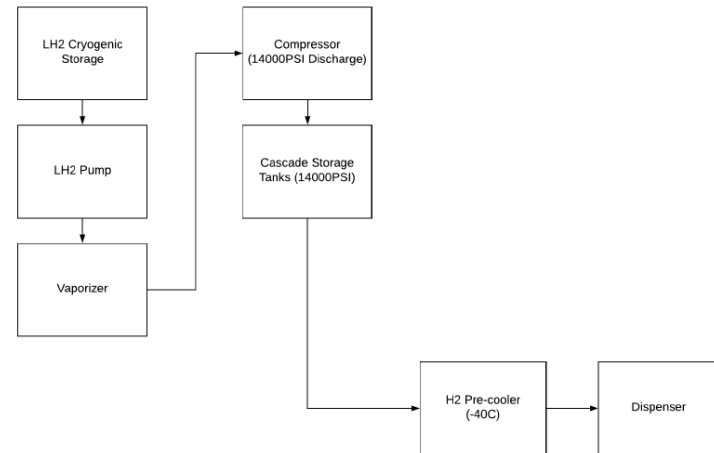
# Accomplishment-Standard Permit Checklist

## Key Permit Checklist Parameter

- Outdoor fueling
- Delivered hydrogen with storage systems that can be both bulk gaseous and liquefied hydrogen
- Addresses key requirements of 2016 edition of NFPA 2 but is not all inclusive
- Excel format
- Includes a basic station schematic that is matched to code chapters

## Station schematic

LH2 Station, Trailer Liquid Supply, Cascade Fill



Impact: Standard permit checklist will accelerate deployment process while increasing the level of public safety by achieving more effective code compliance

# Accomplishments and Progress: Component Failure Analysis

## Project Objectives

- Identify subsystems / components of concern at hydrogen stations
- Determine root cause of failure
- Quantify leak frequency and mass flow rate of leak on failed components
- Provide lessons learned to station owners and hydrogen safety community



## Project Partners

**First Element-** operates nineteen hydrogen fueling stations in California that include both gaseous and liquefied hydrogen storage

**California State Los Angeles University-** operates a hydrogen fueling station that serves as both a retail fueling station and teaching station where students learn hydrogen infrastructure technology

NREL Station showing storage, dispenser, and compression system

**Accomplishments: Met first project deliverable of securing two stations operators to provide failed components for root-cause failure analysis**

# Accomplishments and Progress: Component Failure Analysis

## Component Test Plan

- Provide participating stations with failure data collection template, instructions, and sample collection kits
  - Requesting: Seals, gaskets, any fractured parts, replaced components (when possible)
- Conduct failure analysis on failed components/component parts
  - Application information and events leading up to the failure will be documented
  - NREL will sequentially disassemble, conduct material identification, and take microscopy imaging to determine the root cause of failure
- Conduct leak quantification on failed components
- Compile results

## Station Questionnaire

1. In your opinion, what are the most typical subsystem or components that result in a hydrogen leak?
2. What is the most important recommended change that you would make to improve the station reliability/safety?
3. What are your most frequently maintained components at the station?
4. What is in your spare parts inventory?
5. Since the opening of your station, have you updated any components with new designs / new manufacturers?
6. Is there any other information you would like to share with us in terms of station operation, safety, and maintenance?

**Accomplishment: Produced project test plan to analyze failed components**

# Preliminary Interview Findings

## Component Failure Analysis

### Interviews Conducted

- Field Technician from Quantum Fuel Systems
  - Manufacturer H2 dispenser for both H70 and H35 use.
  - Quantum H2 dispenser can be found in CSULA station, West Sacramento Station, San Juan Capistrano Station, among other stations today.
- Maintenance Technician from San Juan Capistrano Station

### Key Findings

1. Top cause of unplanned maintenance/shutdowns at stations:
  - Leaks inside dispenser cabinet triggering H2 sensor to shut down the station
  - Station is disabled until onsite reset
  - Leak Sources: inlet valves, flow meters, pressure ramp regulator, check valves
2. High leak risk component: Hose Inlet Valve
  - Mean time between Failure: 6-9 Months or 15,000 cycles
  - Potential causes of failure: low temp of H2 gas (-40C), prolonged usage in thermal cycling, material incompatibility
  - Current fix in the field: preventative seal replacement or valve rebuild every 6 months
  - Potential solution: better seal/gland design & material selection for H2 refueling application

**Accomplishment: Interviewed Station Technicians and Dispenser manufacturer to identify high risk subsystems and components**



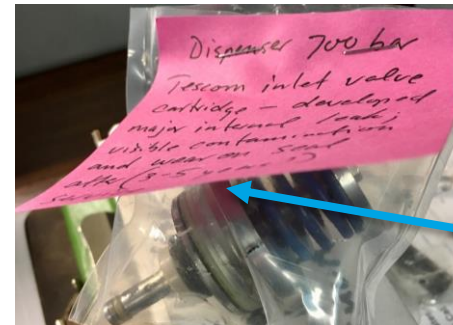
# Accomplishments and Progress: Component Failure Analysis

## Preliminary results

- Internal leak to the dispenser which caused the H2 sensor inside the dispenser to shut down PLC and power to the system before PLC was able to log the event electronically
- Ambient temperature around 10 C°
- Leak happened after multiple fillings on a cool day
- It was discovered that the weep hole of the 700 bar inlet valve was positioned to be 12 inches below the H2 sensor
- Station operator saved the valve core for NREL analysis
- Particulate matter are observed on the valve core and inside of mating part
- Soft goods deterioration due to thermal load and inadequate design are suspected to be the root cause
- Station technician rebuilt the inlet valve with a new rebuild kit

## Dispenser Key process location

- The 700 bar hose inlet valve inside the dispenser has been identified as a problematic component from various station operator interviews and manufacturer interviews
- These inlet valves have a mean failure time of 15,000 cycles at a several stations, which translates to a life span of 6-10 months in the field depending on use frequency.



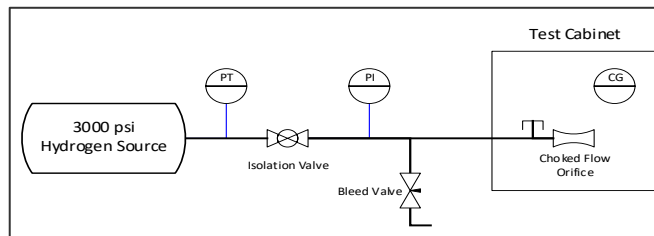
700 Bar  
inlet valve

**Accomplishment: Collected key failed hydrogen fueling station components for root-cause analysis**

# Accomplishments and Progress: Component Failure Analysis

## Leak Rate Measurement

- NREL has been given the opportunity by a project partner to measure leak rates from key station components
- NREL has developed a preliminary test plan to measure leak rates (mass flow)
- Test fixture design will accommodate for H2 jet directionality



*Simplified diagram of the proposed test fixture as installed in a cabinet for testing. PT indicates a digital pressure measurement that is recorded for mass flow calculations. PI indicates a pressure indicator used for zero energy verification.*

## Key Measurement Locations

**Dispenser cabinet-** leaks are most typically small and relatively slow through valves. These weeping leaks may occur over a relatively long period of time before detected unless the H2 leak jet is directly aimed and in proximity of the H2 sensor.

**Compressor systems-** leaks developed from seal failures in compressor systems resulting in larger hydrogen releases of shorter duration of time in open air before H2 sensors detect the leak

**Accomplishments: Measuring actual leak rate data from key components would allow for more accurate risk analysis and added flexibility in system siting**

# Proposed Future Work

- Address key safety issues to enable H2@Scale hydrogen deployment including the following:
  - Measure leak rates from components to develop leak rate data that can be used in models such as HyRAM
  - Structure hydrogen vehicle fueling requirements to better match infrastructure projects
  - Publish Hydrogen Fueling Station Permitting Guide
  - Address safety needs for H2@Scale projects including large hydrogen production, storage, and distribution systems
  - Continue to identify the needs of safety information users and provide information to meet those needs in the most accessible and intelligible form possible.

**Any proposed future work is subject to change based on funding levels**

# Summary

- NREL's CCSI and safety outreach activities advance hydrogen technologies safety by:
  - Integrating research and development activities into codes and standards development
  - Transferring lessons learned from the field into the code development process to improve codes and identify research needs
  - Identifying gaps in codes and standards based on feedback from all interested parties and producing plans to fill these code gaps including research needs
  - Distributing information on codes and standards and project permitting to interested parties in a format and level of detail most suited to their needs
  - Performing all of these activities with the widest collaboration with all interested parties.

**NREL integrates research into safety requirements to safely advance hydrogen technologies in all applications**

# Thank You

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Publication Number

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