



U.S. DEPARTMENT OF
ENERGY

Results from the Vehicle/Infrastructure Learning Demonstration Project

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National Renewable Energy Laboratory



**2006 DOE Hydrogen Program
Merit Review and Peer Evaluation Meeting**

May 18, 2006

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Project Objectives and Targets

Objectives

- Validate H₂ FC Vehicles and Infrastructure in Parallel
- Identify Current Status of Technology and its Evolution
- Re-Focus H₂ Research and Development
- Support Technology Readiness Milestone by 2015



Key Targets

| Performance Measure | 2009* | 2015** |
|----------------------------|------------|------------|
| Fuel Cell Stack Durability | 2000 hours | 5000 hours |
| Vehicle Range | 250+ miles | 300+ miles |
| Hydrogen Cost at Station | \$3/gge | \$2-3/gge |

* To verify progress toward 2015 targets

** Subsequent projects to validate 2015 targets

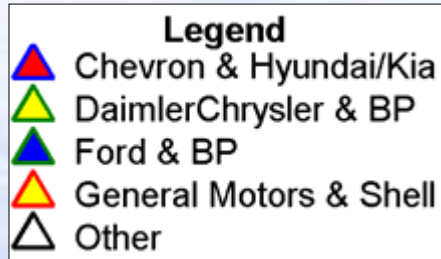
Teams are Fielding Four Main Types of Vehicles



Representative Hydrogen Refueling Infrastructure Supporting Vehicles



Refueling Stations from All Four Teams Test Vehicle/Infrastructure Performance in Various Climates



Project Produces Results for Both the Public and the Industry Project Teams

Hydrogen Secure Data Center (HSDC)

Raw Data,
Reports



- Located at NREL: Strictly Controlled Access
- Detailed Analyses, Data Products, Internal Reports



Composite Data Products

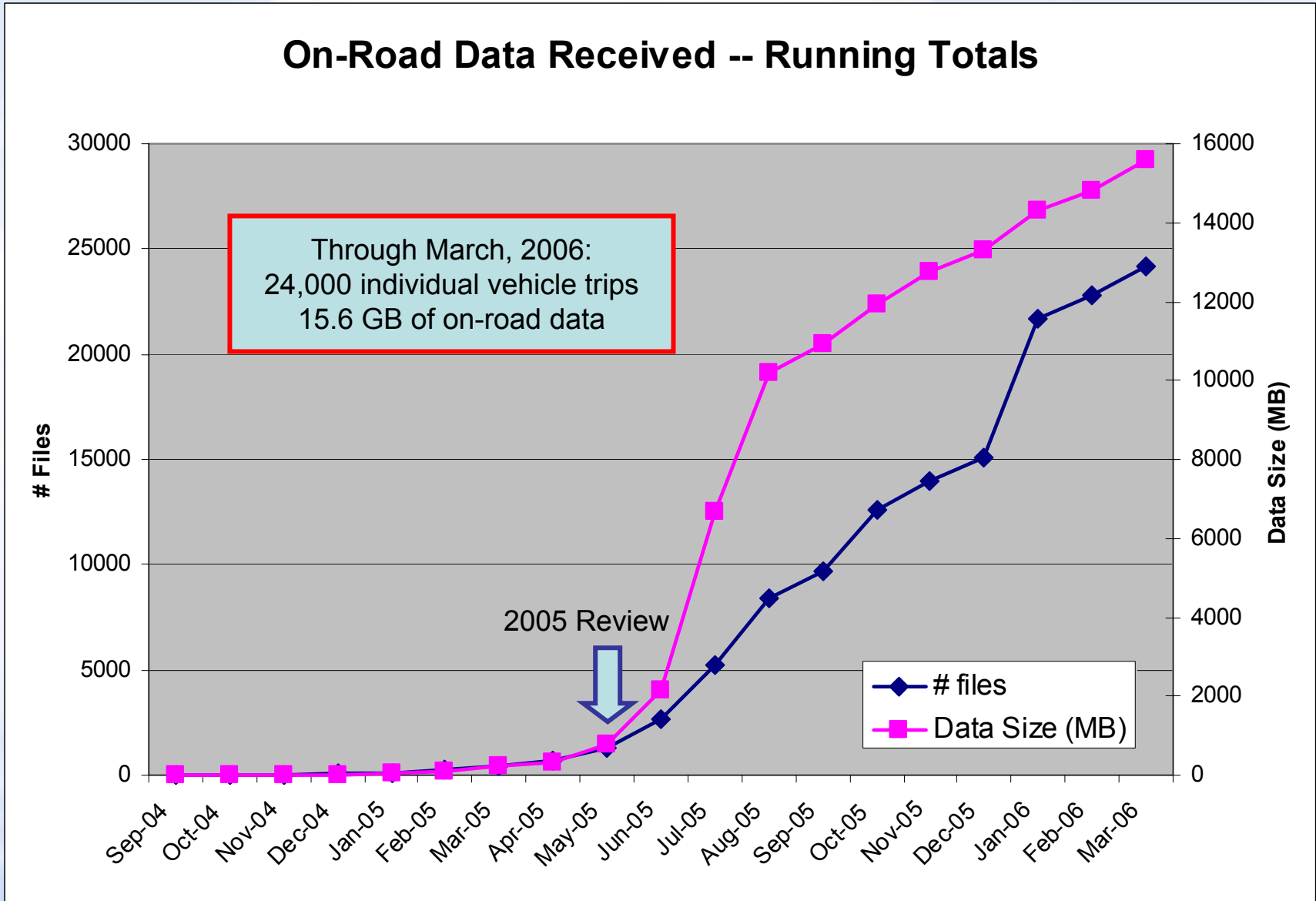
- Pre-agreed upon aggregate data results for public
- No confidential information

Detailed Data Products

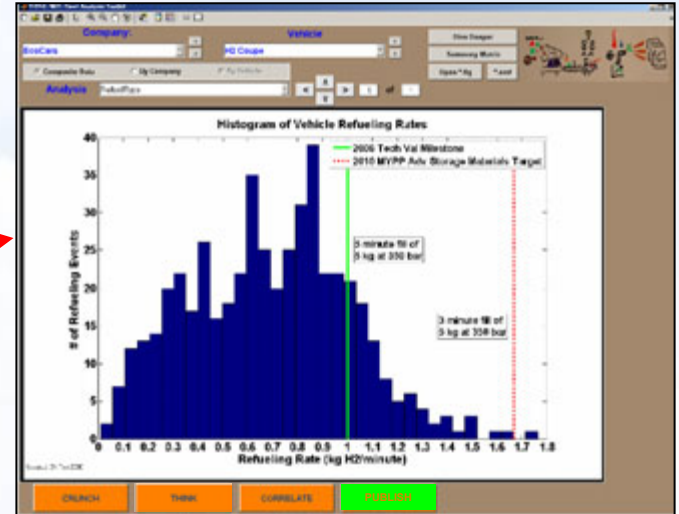
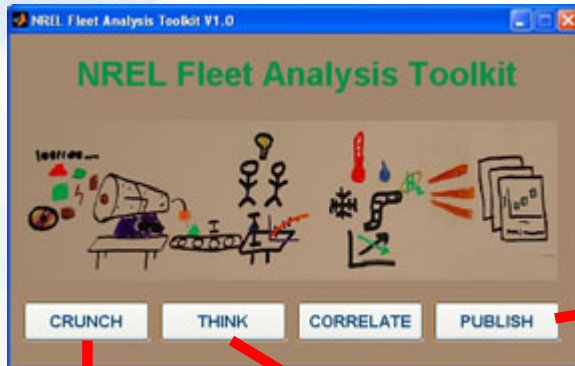
- Only shared with company which originated the data

Project Now Well Underway: 1st Year of Data Analyzed

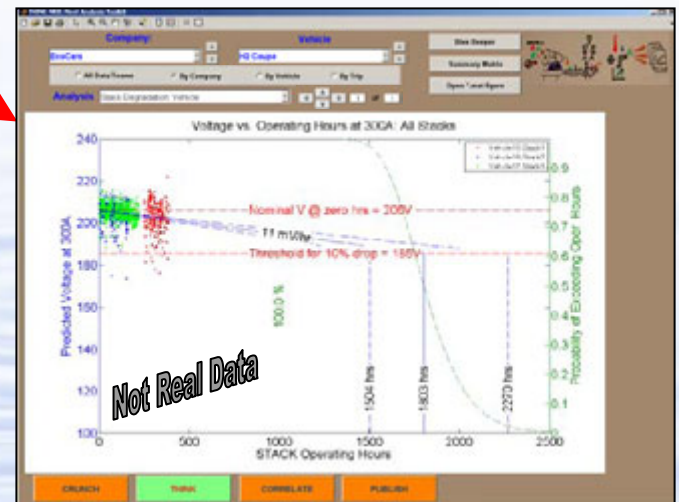
Current Status of Data Reporting to the Hydrogen Secure Data Center at NREL



New Fleet Analysis Toolkit (FAT) Helps Automate the Analysis



This screenshot shows the main interface of the NREL Fleet Analysis Toolkit. It features a "Company:" dropdown menu set to "EcoCars" and a "Vehicle:" dropdown menu set to "HQ Coupe". Below these are buttons for "Infrastructure Composite", "Create Composite", and "Change Defaults". The "Processing to Perform" section has radio buttons for "New CD" and "Selected Below". The "Raw Data Conversion" section has a checkbox for "Convert to Matlab" and a "Directory of CD/DVD/Files" field. The "Fuel Economy" section has checkboxes for "Create Raw", "Vehicle", "Fleet", and "Trip Length Effect", each with "Find Dir." and "Save Dir." fields. The "Stack Degradation" section has checkboxes for "Create Raw", "Vehicle", "Fleet", "Combined Fleet", and "Hours Accum", each with "Find Dir." and "Save Dir." fields. The "Geographic" section has a checkbox for "Create Raw" and an "Include Stations" dropdown menu. The "Fuel Cell System Efficiency" section has a checkbox for "Curve Calc.". A large green "GO" button is at the bottom left. At the very bottom, there are four buttons: "CRUNCH", "THINK", "CORRELATE", and "PUBLISH".



First 16 of 26 Composite Data Products Published Earlier This Year

A. Critical Program Metrics:

1. Fuel Cell Durability, Actual vs. DOE Targets, All OEM's
2. Vehicle Ranges, Actual vs. DOE Targets, All OEM's
3. H2 Production Cost. Actuals/Projections vs. DOE Targets

Highlighted CDPs Have Been Completed

B. Composite Performance Tracking:

Vehicles

4. Reliability (FC System & Powertrain, MTBF)
5. Start Times vs. DOE Target
6. Fuel Economy: Dyno, On-Road
7. Normalized Vehicle Fuel Economy
8. Fuel Cell System Efficiency
9. Safety Incidents - Vehicle Operation
10. Weight % Hydrogen
11. Energy Density of Hydrogen Storage
12. Vehicle Hydrogen Tank Cycle Life

Hydrogen Infrastructure

13. H2 Production Efficiency vs. Process
14. Combined Heat and Power (CHP) Efficiencies
15. H2 Production Cost vs. Process
16. H2 Purity vs. Production Process
17. Hydrogen Impurities - Range for Production Process A
18. Histogram: Refueling Rate
19. Average Maintenance Hours - Scheduled and Unscheduled
20. Safety Incidents - Infrastructure

C. High Level Program Progress:

Vehicles

21. Range of Actual Ambient Temperatures During Vehicle Operation – All Vehicle Teams
22. Histogram: # Vehicles vs. Operating Hours to Date
23. Histogram: # Vehicles vs. Miles Traveled to Date
24. Cumulative Vehicle Miles Traveled - All Teams
25. Progression of Low to High Pressure On-board H2 Storage

Hydrogen Infrastructure

26. Cumulative Hydrogen Production – All Teams

Composite Data Products are Main Output to Public and Hydrogen Community

Dynamometer Testing Completed to Evaluate Fuel Economy Under Controlled Conditions

- One vehicle per team per geographic region
- 11 vehicles tested using SAE J2572

Chevron/Hyundai-KIA



DaimlerChrysler/BP



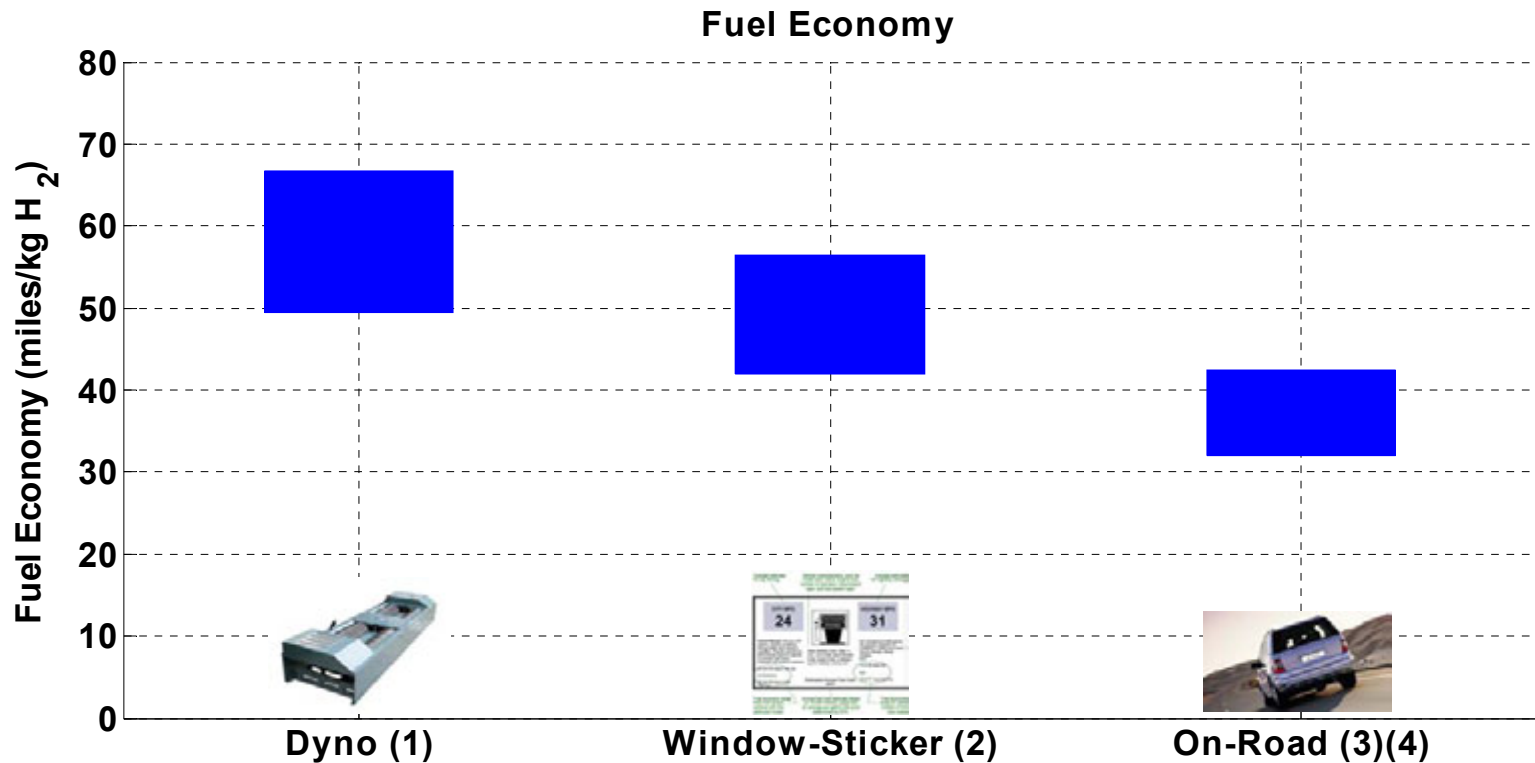
GM/Shell



Ford/BP



Dynamometer and On-Road Fuel Economy



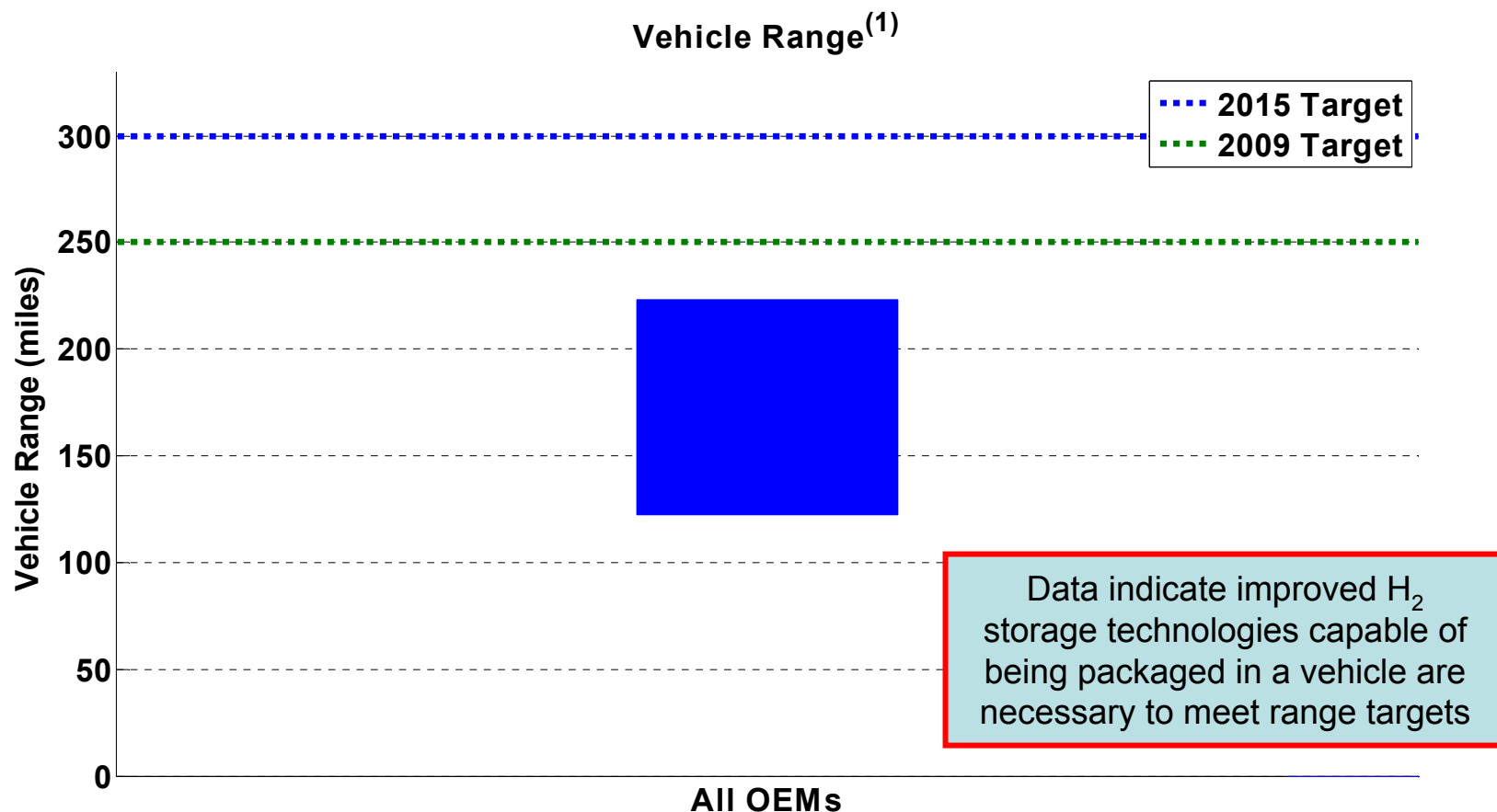
(1) One data point for each make/model. Combined City/Hwy fuel economy per DRAFT SAEJ2572.

(2) Adjusted combined City/Hwy fuel economy (0.78 x Hwy, 0.9 x City).

(3) Excludes trips < 1 mile. One data point for on-road fleet average of each make/model.

(4) Calculated from on-road fuel cell stack current or mass flow readings.

Vehicle Range Based on Dyno Results and Usable H₂ Fuel Stored On-Board

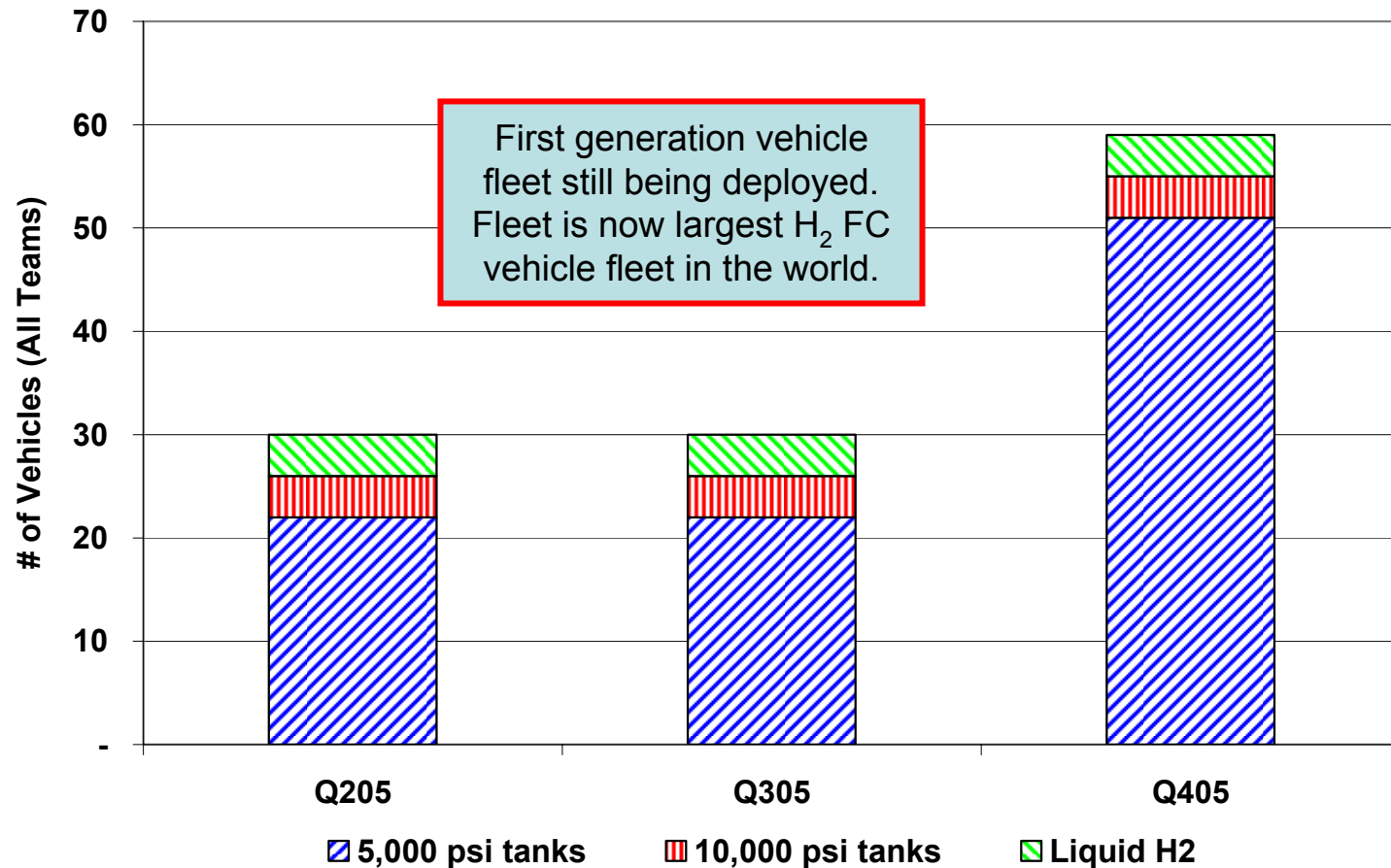


Created: 21-Feb-2006

(1) Calculated from combined City/Hwy fuel economy (dyno test) per DRAFT SAE J2572 and usable fuel on board.

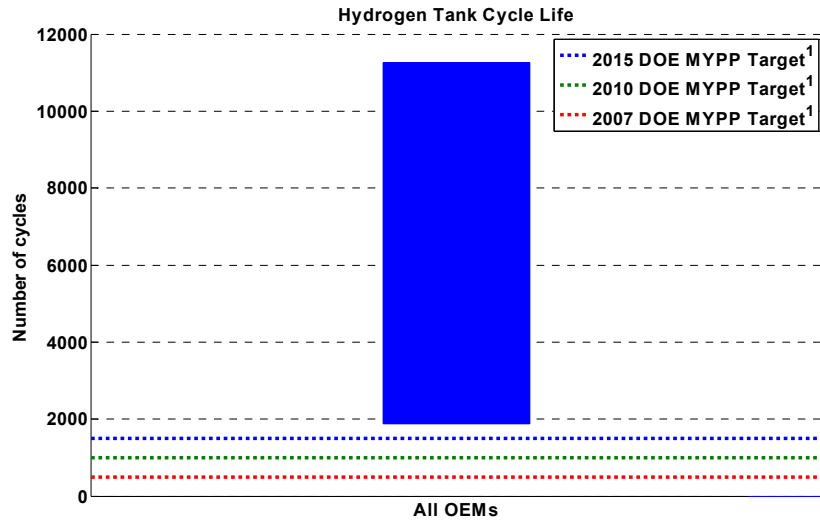
Vehicle H₂ Storage Technologies Include 350 bar, 700 bar, and Liquid H₂

On-Board Hydrogen Storage Methods



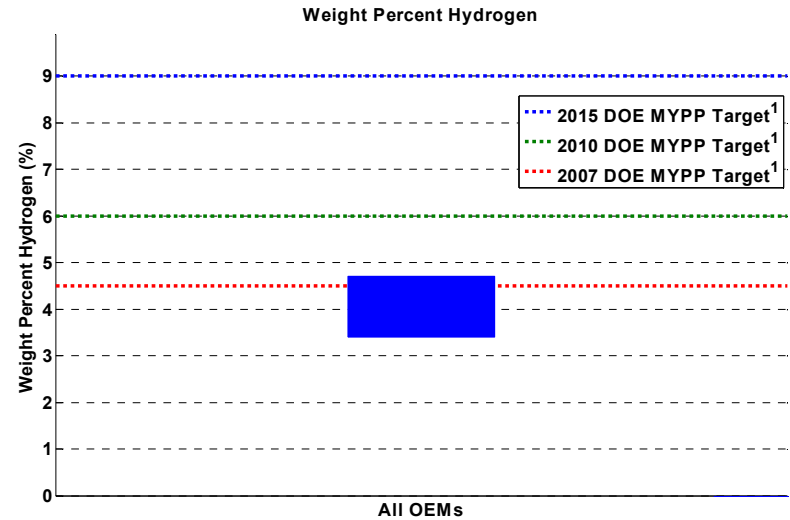
Created 16-Feb-2006

Technical Status of On-Board H₂ Storage Technologies Being Validated



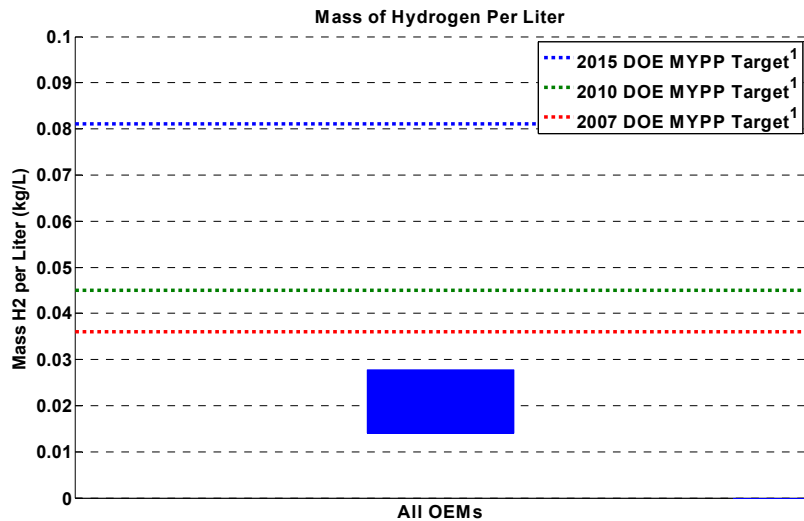
Created: 23-Feb-2006

¹Some near-term targets have been achieved with compressed and liquid tanks. Emphasis is on advanced materials-based technologies.



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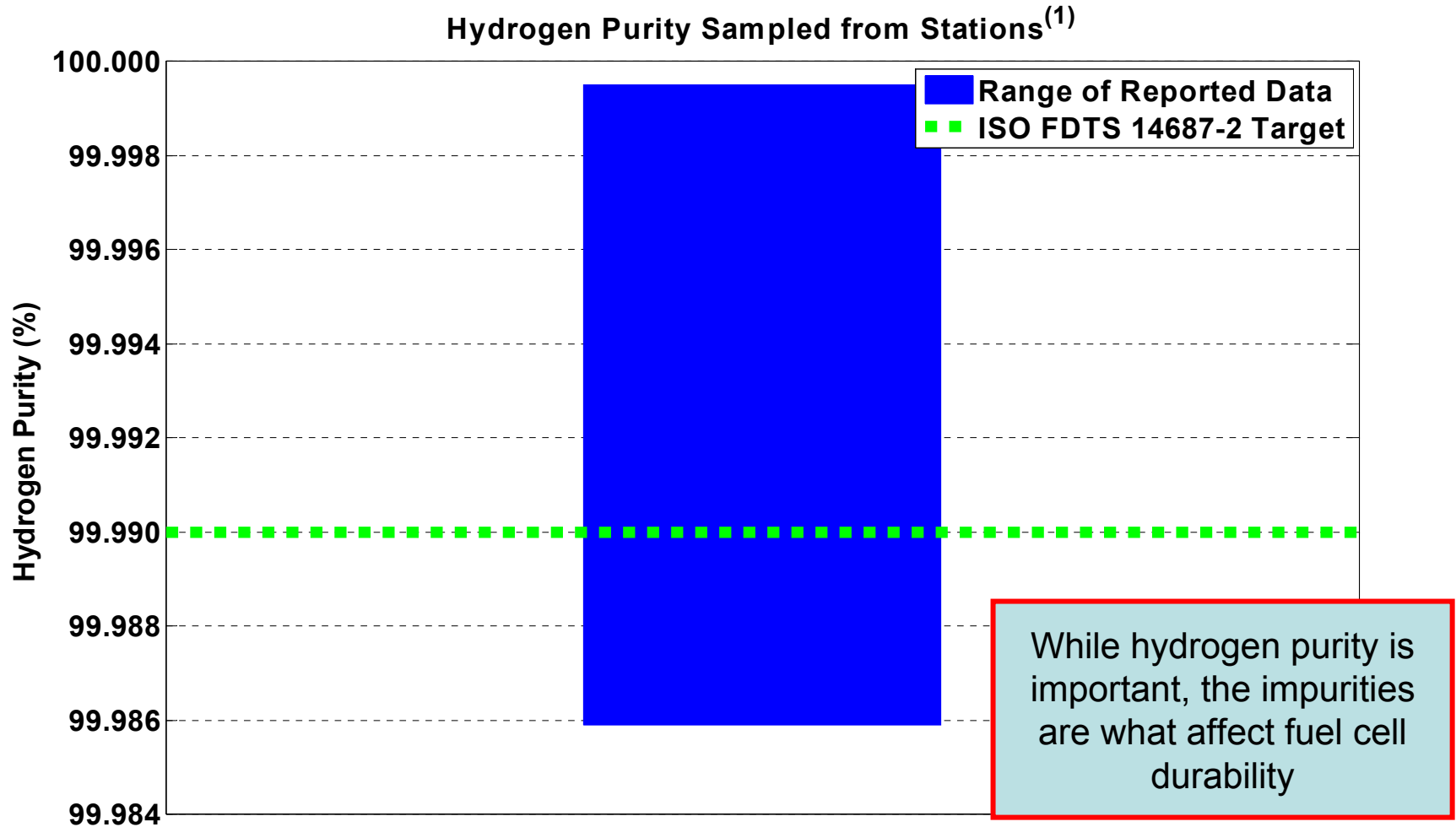


Created: 23-Feb-2006

¹Emphasis is on advanced materials-based technologies.

Compressed and liquid H₂ tanks meet durability and short term weight %, but don't meet long-term weight % or volumetric capacity targets for vehicles

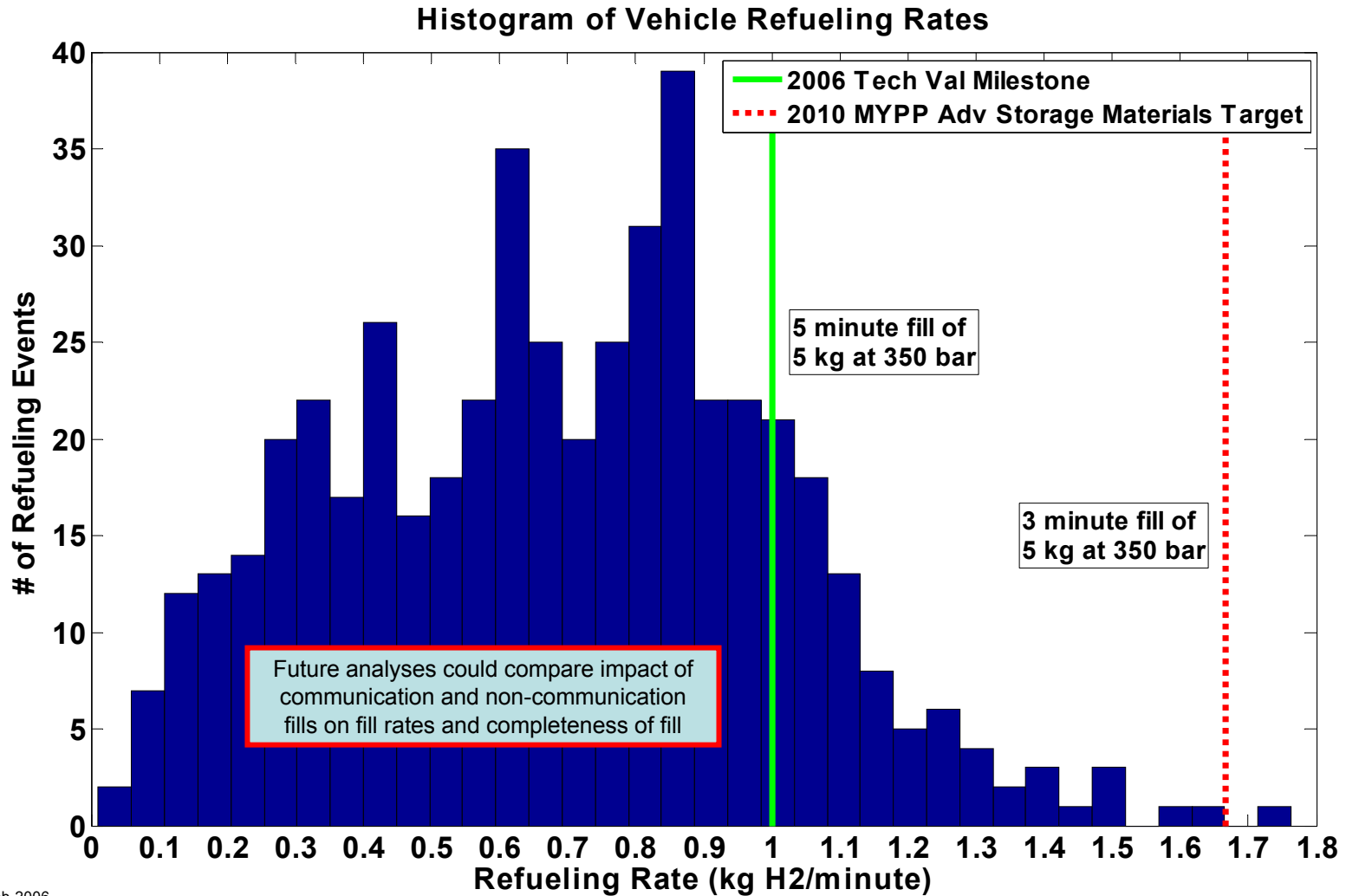
Hydrogen Purity Sampled from Stations Meets Target Majority of the Time



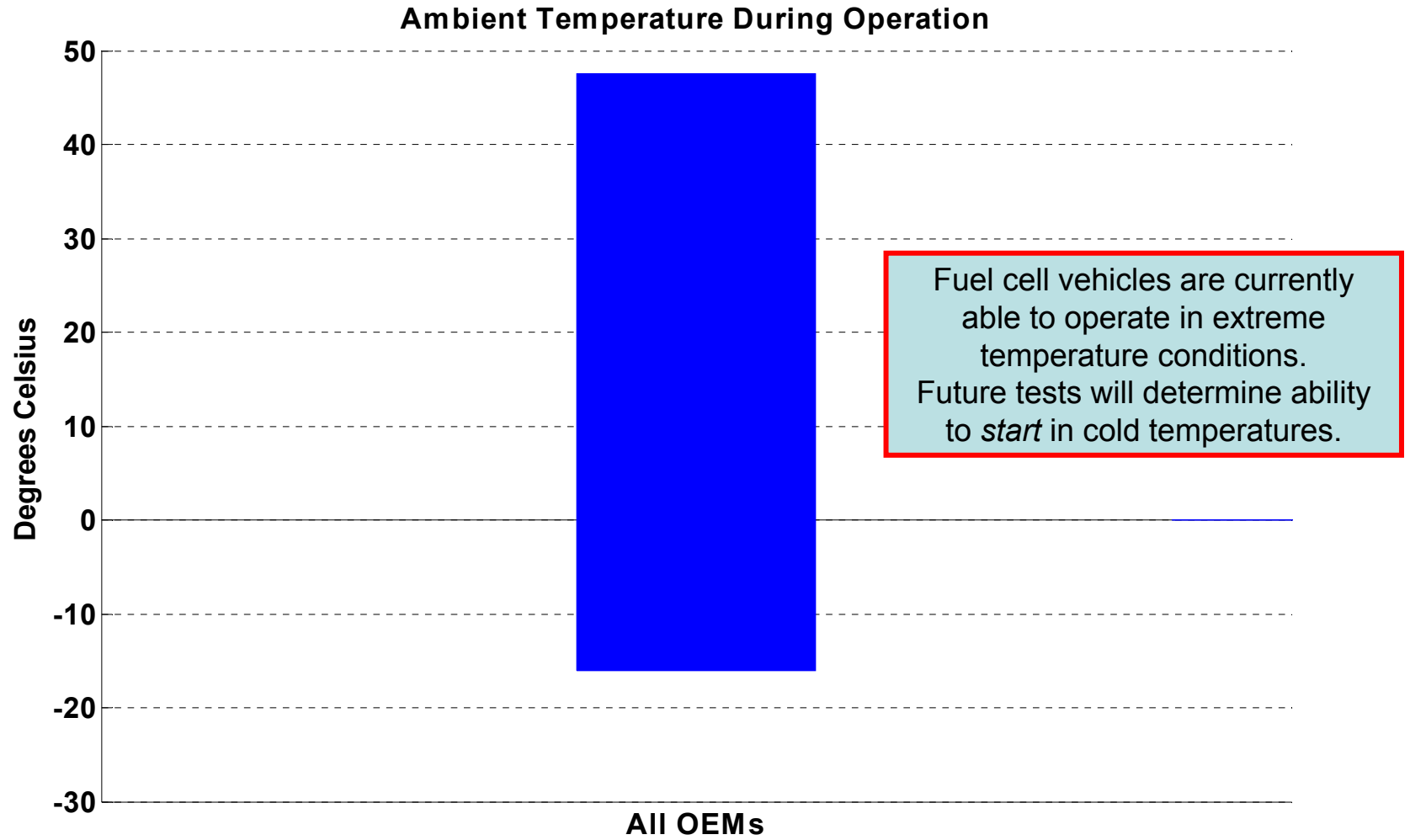
(1) Includes sampling from both electrolysis and reforming

Created: 21-Feb-2006

Actual Vehicle Refueling Rates: Measured by Stations or by Vehicles

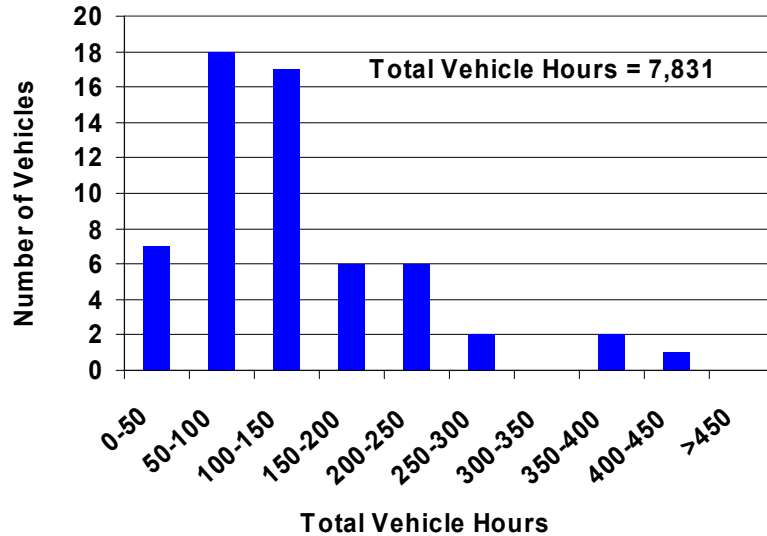


Range of Ambient Temperature During Vehicle Operation



Vehicle Operating Hours and Miles Traveled Distribution

Vehicle Hours: All OEM's Combined through Q4 2005

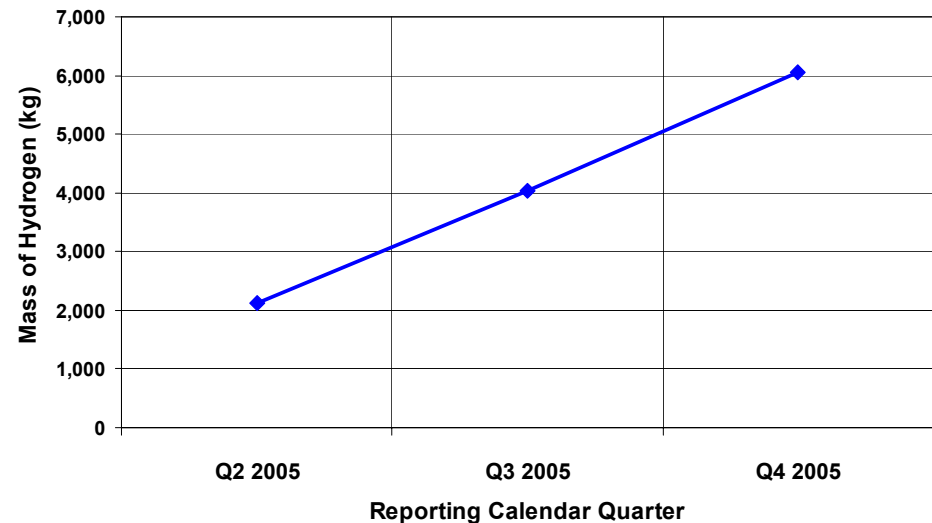


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Fleet is young, but vehicle usage is increasing and initial fleets are approaching full Gen 1 vehicle deployment

Large amount of hydrogen used includes both vehicle refueling and on-site electricity production

Cumulative Hydrogen Produced or Dispensed All Teams Combined

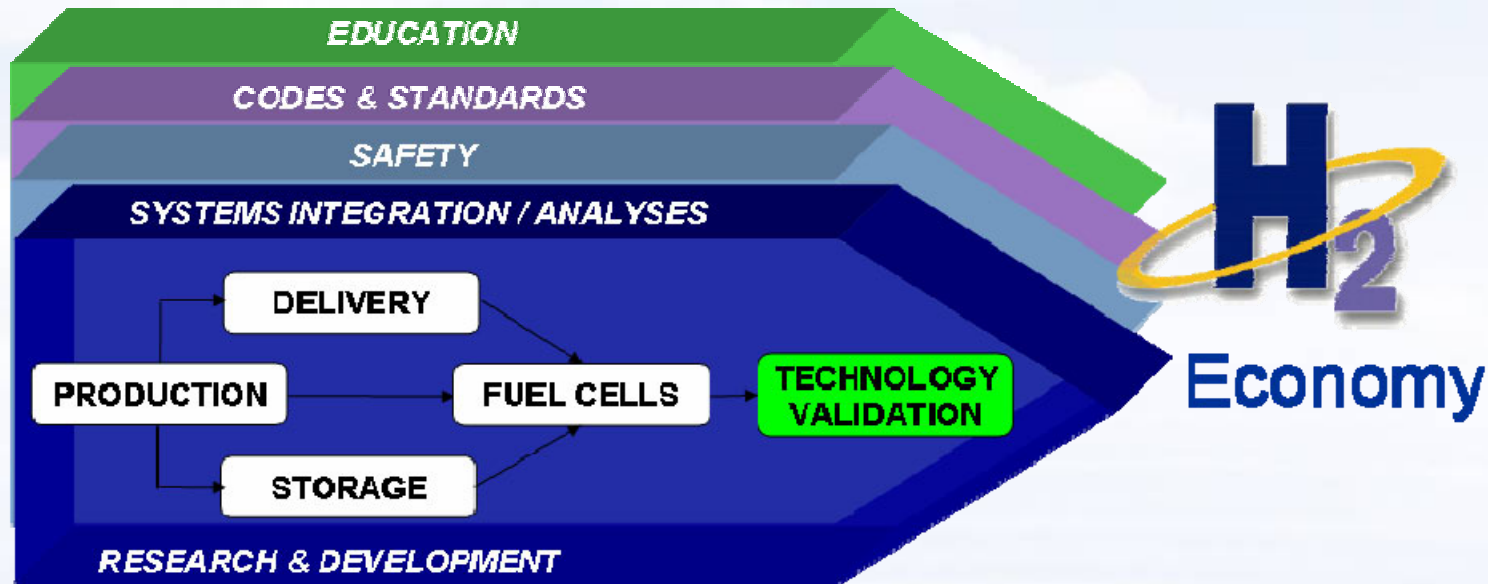


Created 21-Feb-2006

Summary

- **First year of the 5-year project completed**
 - **59 vehicles now in fleet operation**
 - **Several new refueling stations opened**
 - **No major safety problems encountered**
- **Project has identified current technical status relative to program targets**
 - **Will track improvements from 2nd generation stacks/vehicles introduced mid-way through project**
- **Future public results will include:**
 - **FC durability, reliability, efficiency, and start-up times**
 - **H₂ production cost, efficiency, and maintenance**

Questions and Discussion



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303.275.4451, keith_wipke@nrel.gov
http://www.nrel.gov/hydrogen/proj_tech_validation.html