National Renewable Energy Laboratory
Innovation for Our Energy Future
A national laboratory of the U.S. Department of Energy
Office of Energy Efficiency & Renewable Energy

Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project

Fall 2009

Composite Data Products
Final Version September 11, 2009

Keith Wipke, Sam Sprik, Jennifer Kurtz, and Todd Ramsden

Technical Report
NREL/TP-560-46679
September 2009

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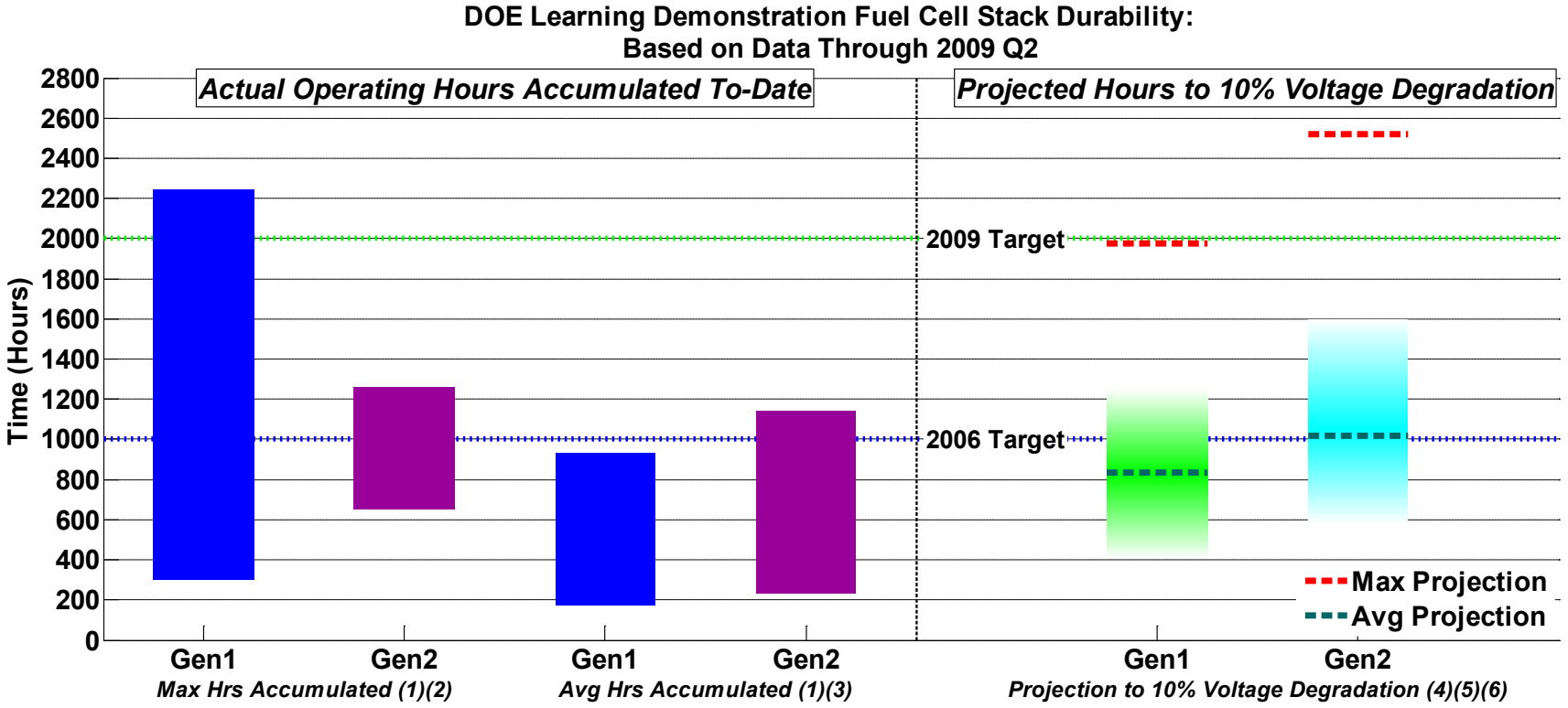
CDP#1: Hours Accumulated and Projected Hours to 10% Stack Voltage Degradation



(1) Range bars created using one data point for each OEM. Some stacks have accumulated hours beyond 10% voltage degradation.
(2) Range (highest and lowest) of the maximum operating hours accumulated to-date of any OEM's individual stack in "real-world" operation.
(3) Range (highest and lowest) of the average operating hours accumulated to-date of all stacks in each OEM's fleet.
(4) Projection using on-road data -- degradation calculated at high stack current. This criterion is used for assessing progress against DOE targets, may differ from OEM's end-of-life criterion, and does not address "catastrophic" failure modes, such as membrane failure.
(5) Using one nominal projection per OEM: "Max Projection" = highest nominal projection, "Avg Projection" = average nominal projection. The shaded projection bars represents an engineering judgment of the uncertainty on the "Avg Projection" due to data and methodology limitations. Projections will change as additional data are accumulated.
(6) Projection method was modified beginning with 2009 Q2 data, includes an upper projection limit based on demonstrated op hours.

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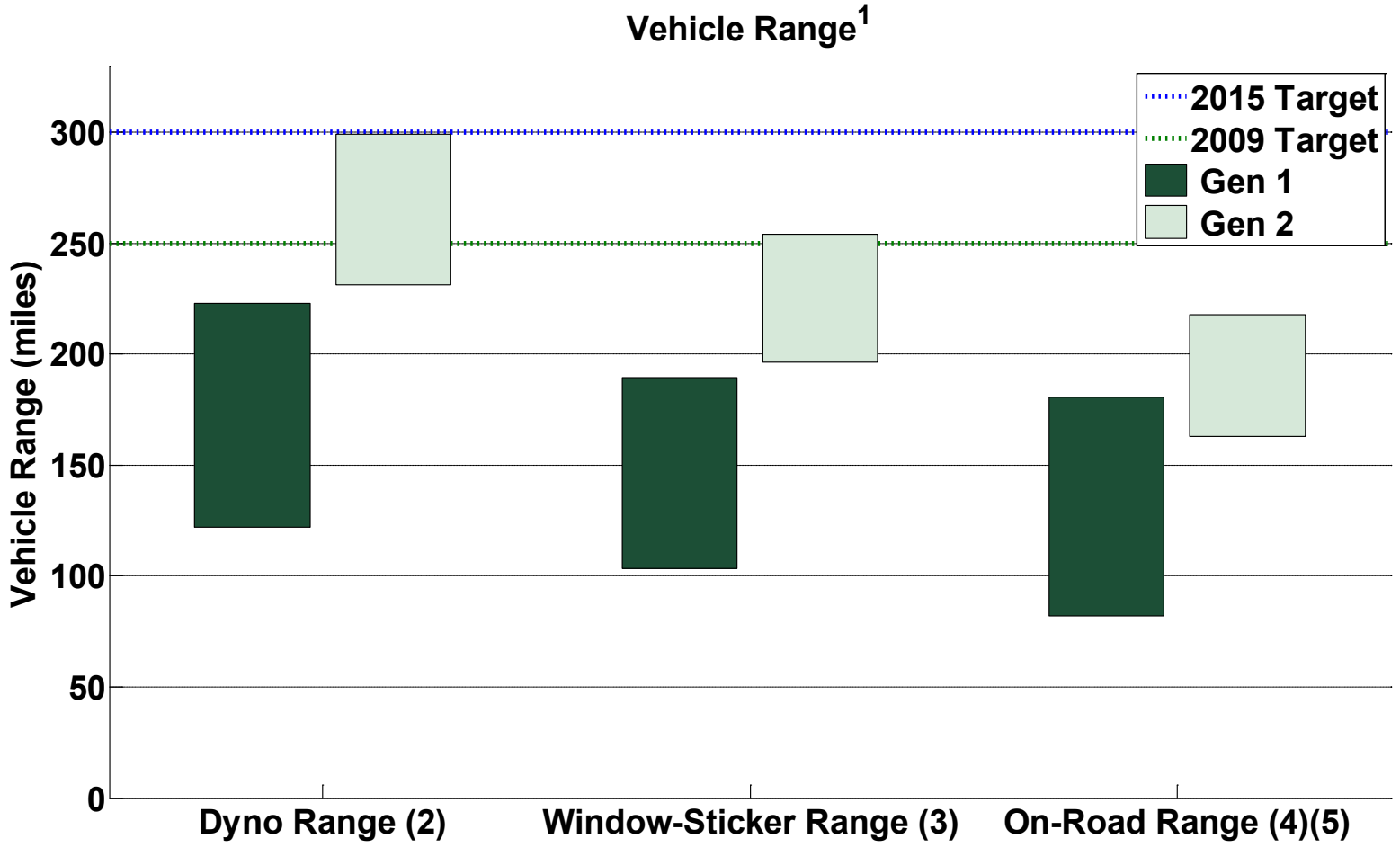
CDP#2: Vehicle Range



(1) Range is based on fuel economy and usable hydrogen on-board the vehicle. One data point for each make/model.
(2) Fuel economy from unadjusted combined City/Hwy per DRAFT SAE J2572.
(3) Fuel economy from EPA Adjusted combined City/Hwy (0.78 x Hwy, 0.9 x City).
(4) Excludes trips < 1 mile. One data point for on-road fleet average of each make/model.
(5) Fuel economy calculated from on-road fuel cell stack current or mass flow readings.

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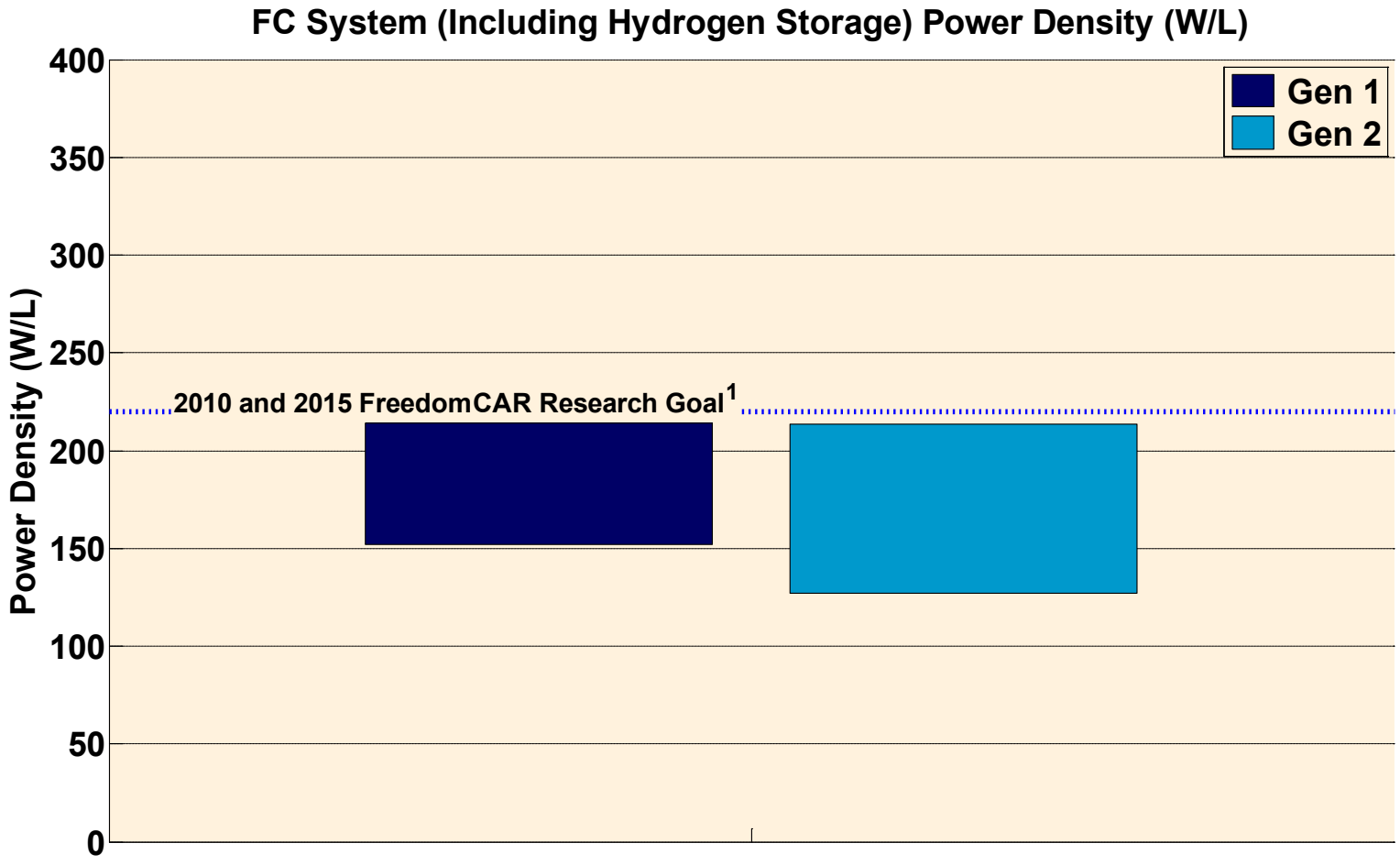
CDP#3: Fuel Cell System Power Density, Including Hydrogen Storage



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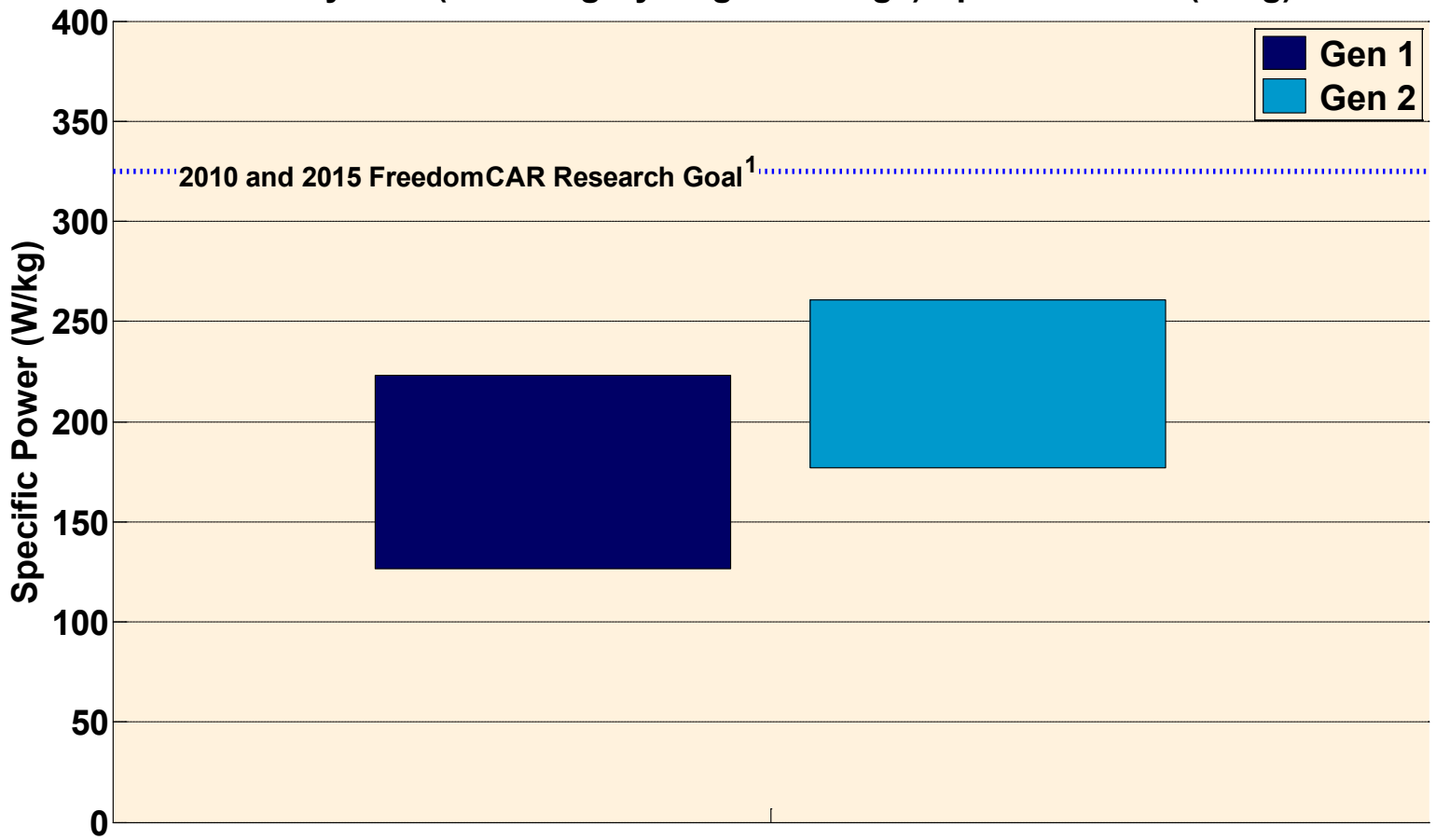
(1) Fuel cell system includes fuel cell stack, BOP and H2 stroage, but excludes power electronics, battery storage, and electric drive.

CDP#4: Fuel Cell System Specific Power, Including Hydrogen Storage



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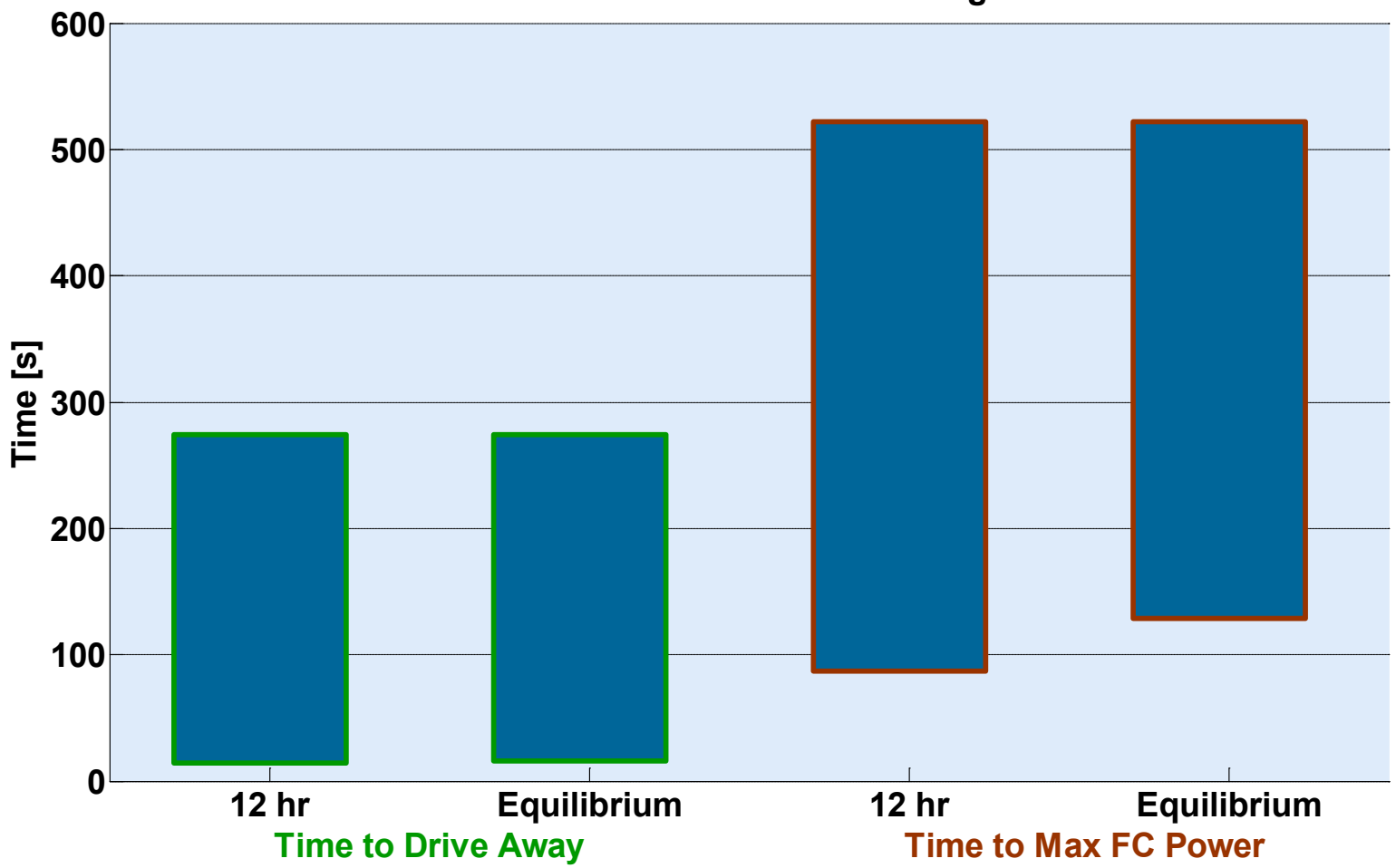
(1) Fuel cell system includes fuel cell stack, BOP and H2 storage, but excludes power electronics, battery storage, and electric drive.

CDP#5: Fuel Cell Start Times from Sub-Freezing Soak Conditions



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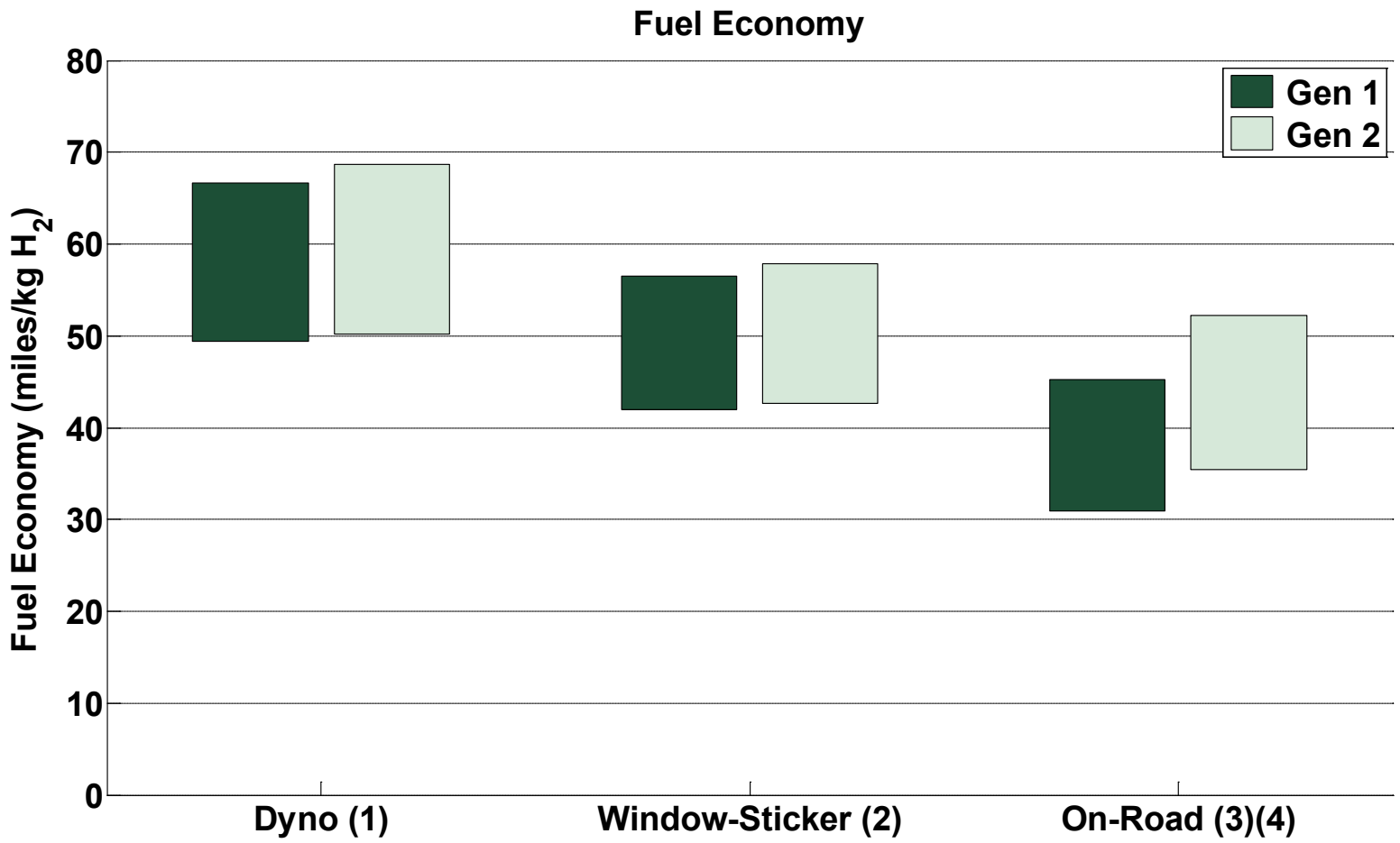
(1) Learning Demo soak temperature for freeze tests were between -9 and -20 ^{o}C

(2) 2010 & 2015 DOE MYPP Cold Start Up Time Target: 30 seconds to 50% of rated power from -20 ^{o}C (soak duration not specified).

CDP#6: Fuel Economy



(1) One data point for each make/model. Combined City/Hwy fuel economy per DRAFT SAE J2572.
(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.

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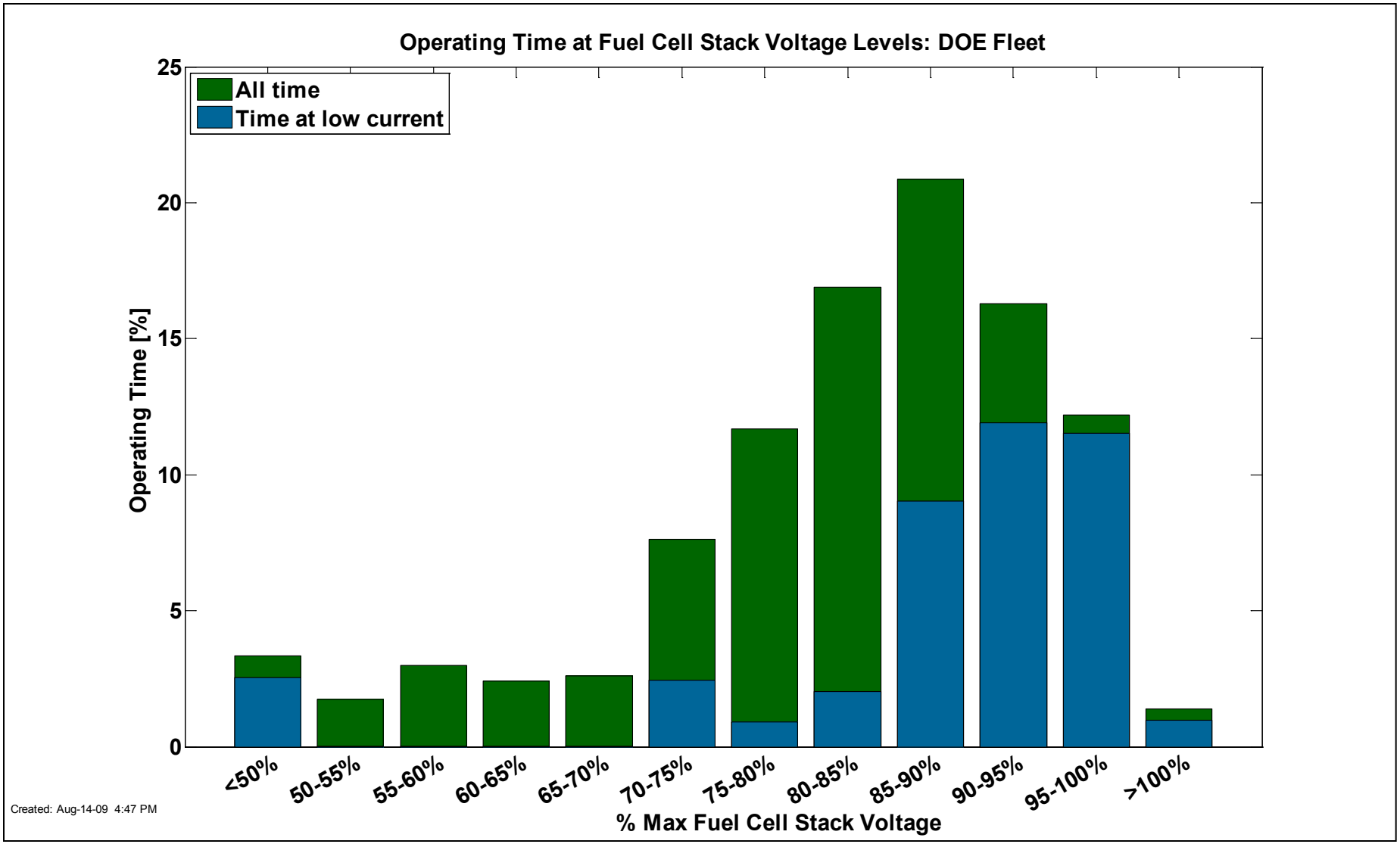
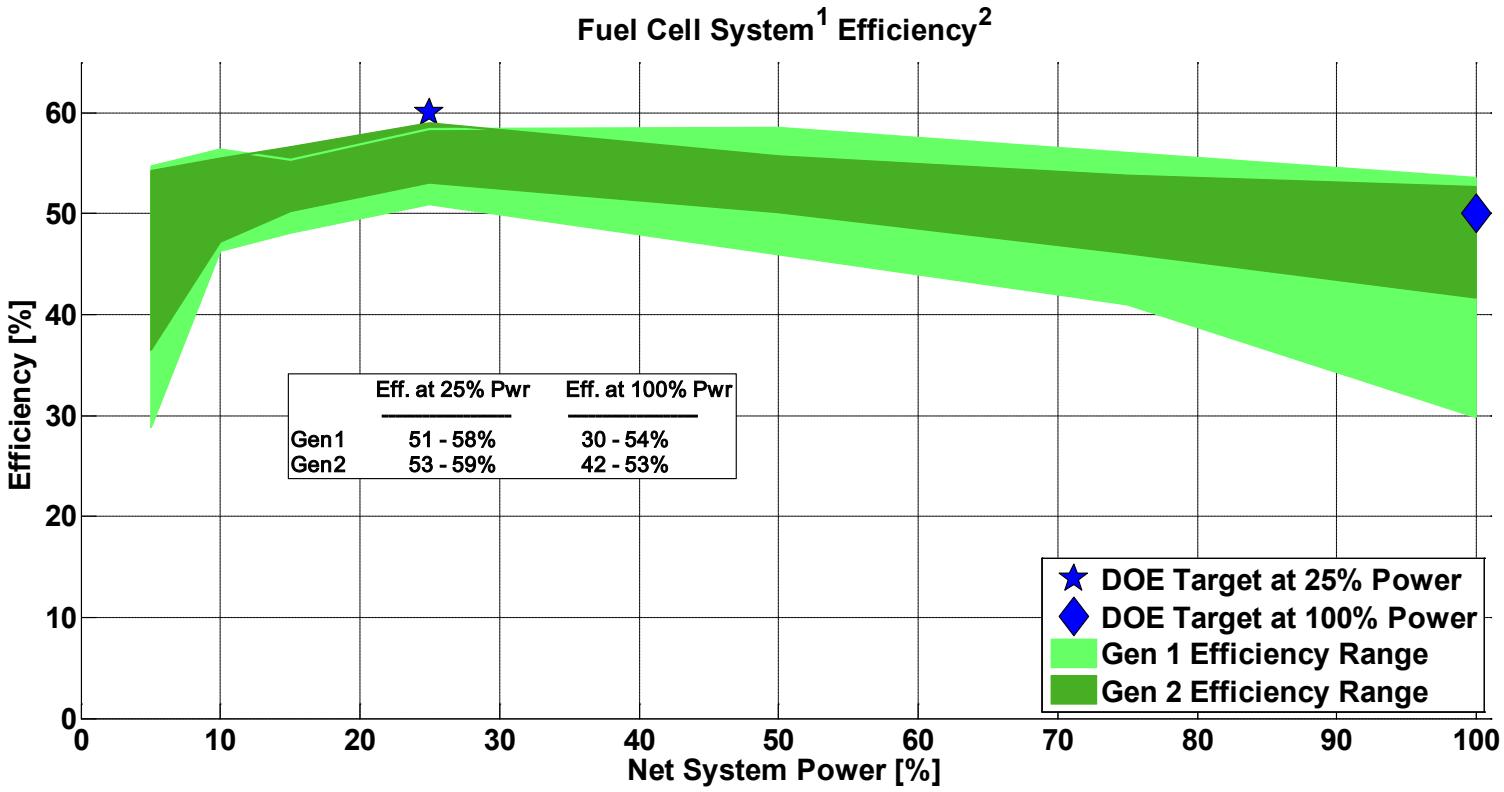
CDP#7: Fuel Cell Voltage



CDP#8: FC System Efficiency



[1] Gross stack power minus fuel cell system auxiliaries, per DRAFT SAE J2615. Excludes power electronics and electric drive.

[2] Ratio of DC output energy to the lower heating value of the input fuel (hydrogen).

[3] Individual test data linearly interpolated at 5,10,15,25,50,75,and 100% of max net power. Values at high power linearly extrapolated due to steady state dynamometer cooling limitations.

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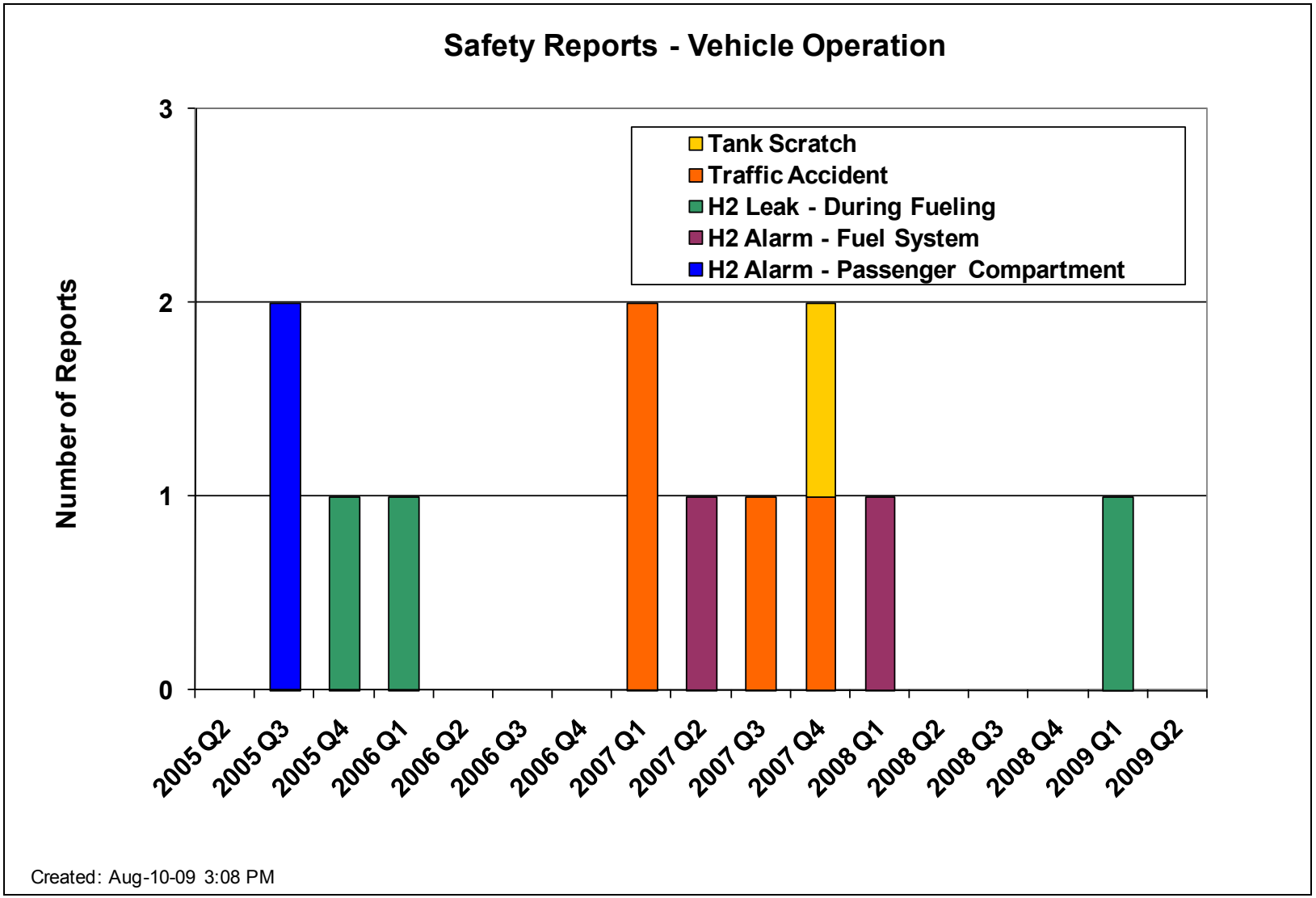
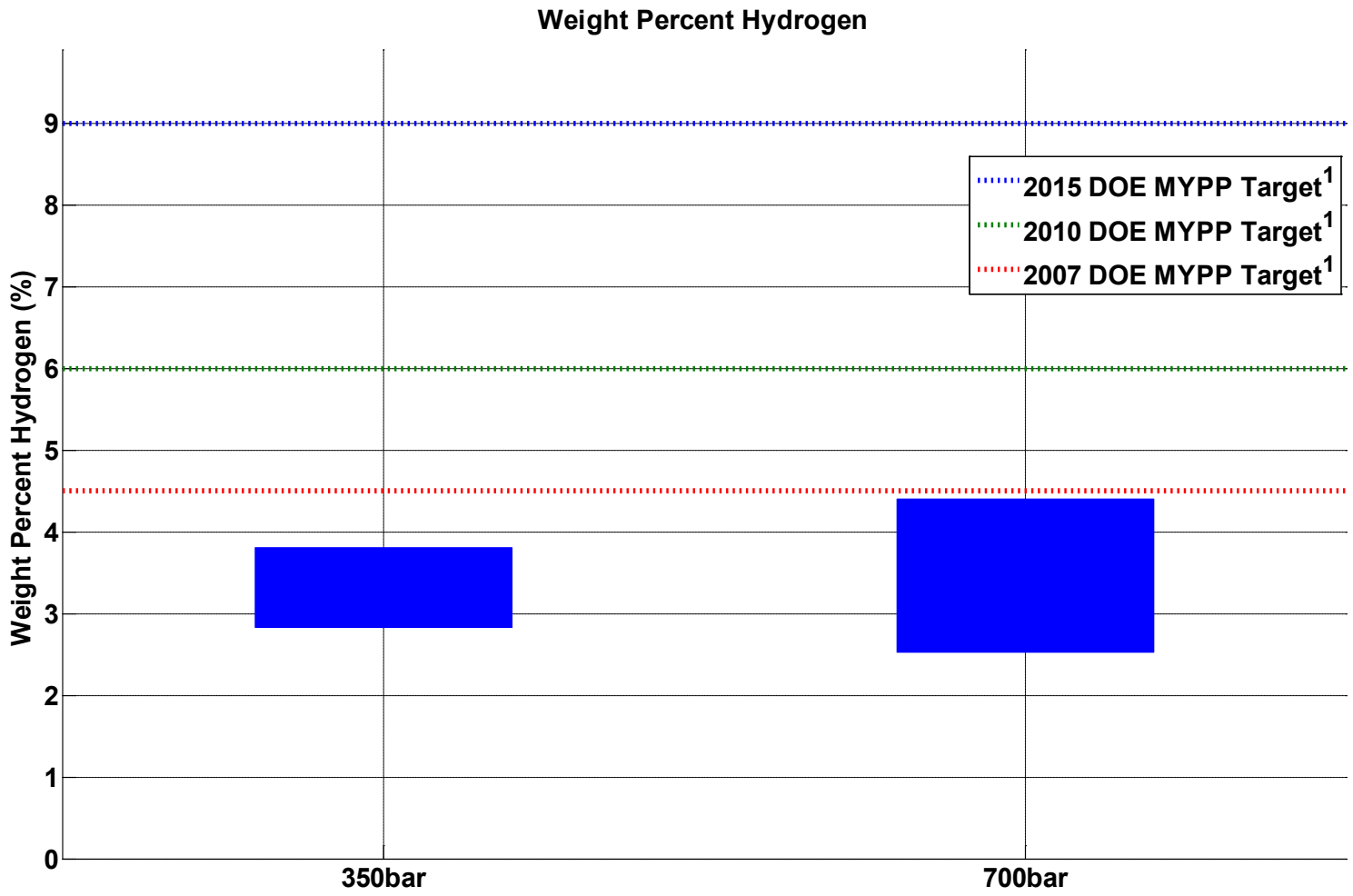
CDP#9: Safety Reports – Vehicles



CDP#10: Storage Weight % Hydrogen



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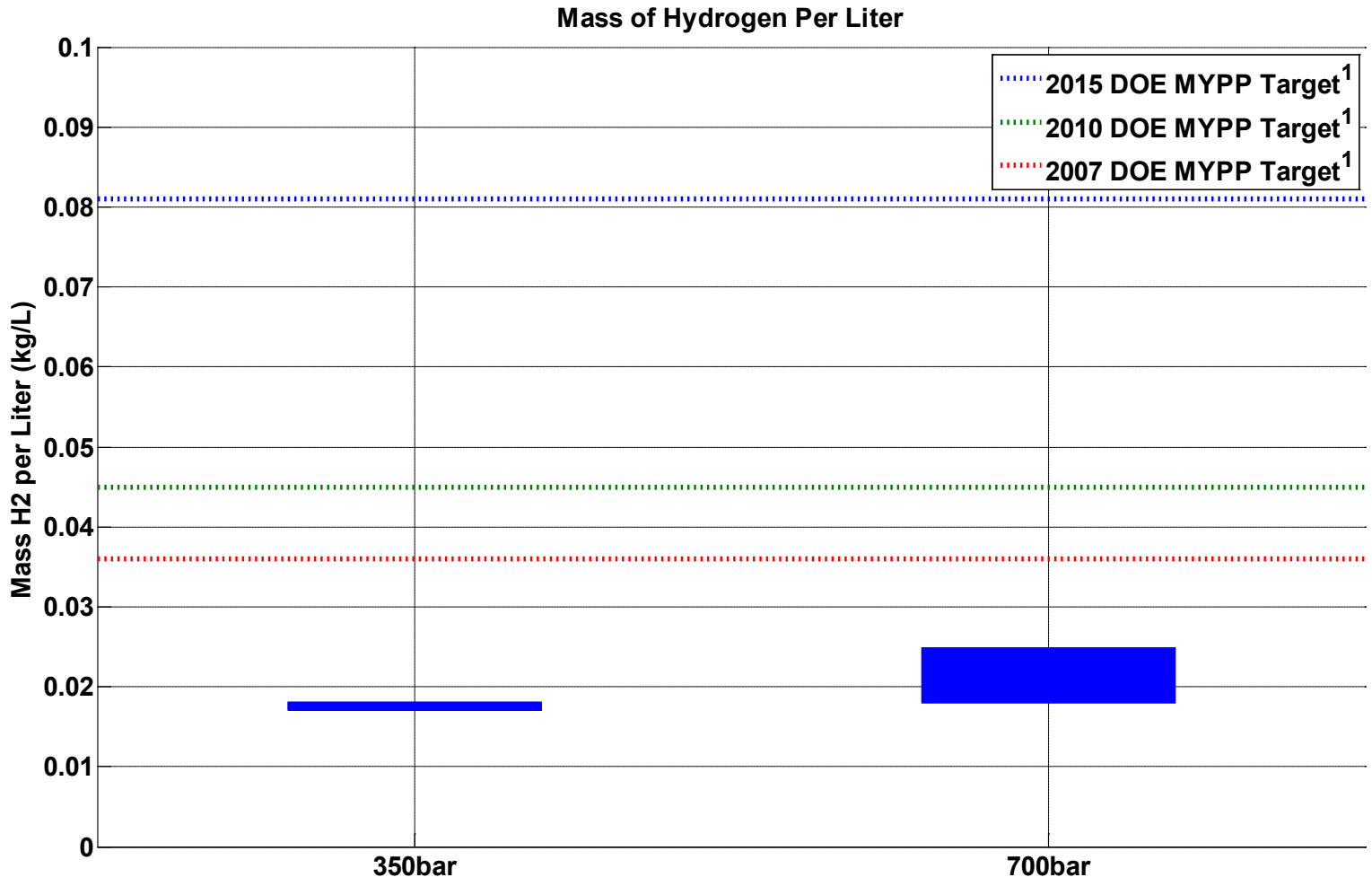
[1]Targets are set for advanced materials-based hydrogen storage technologies.

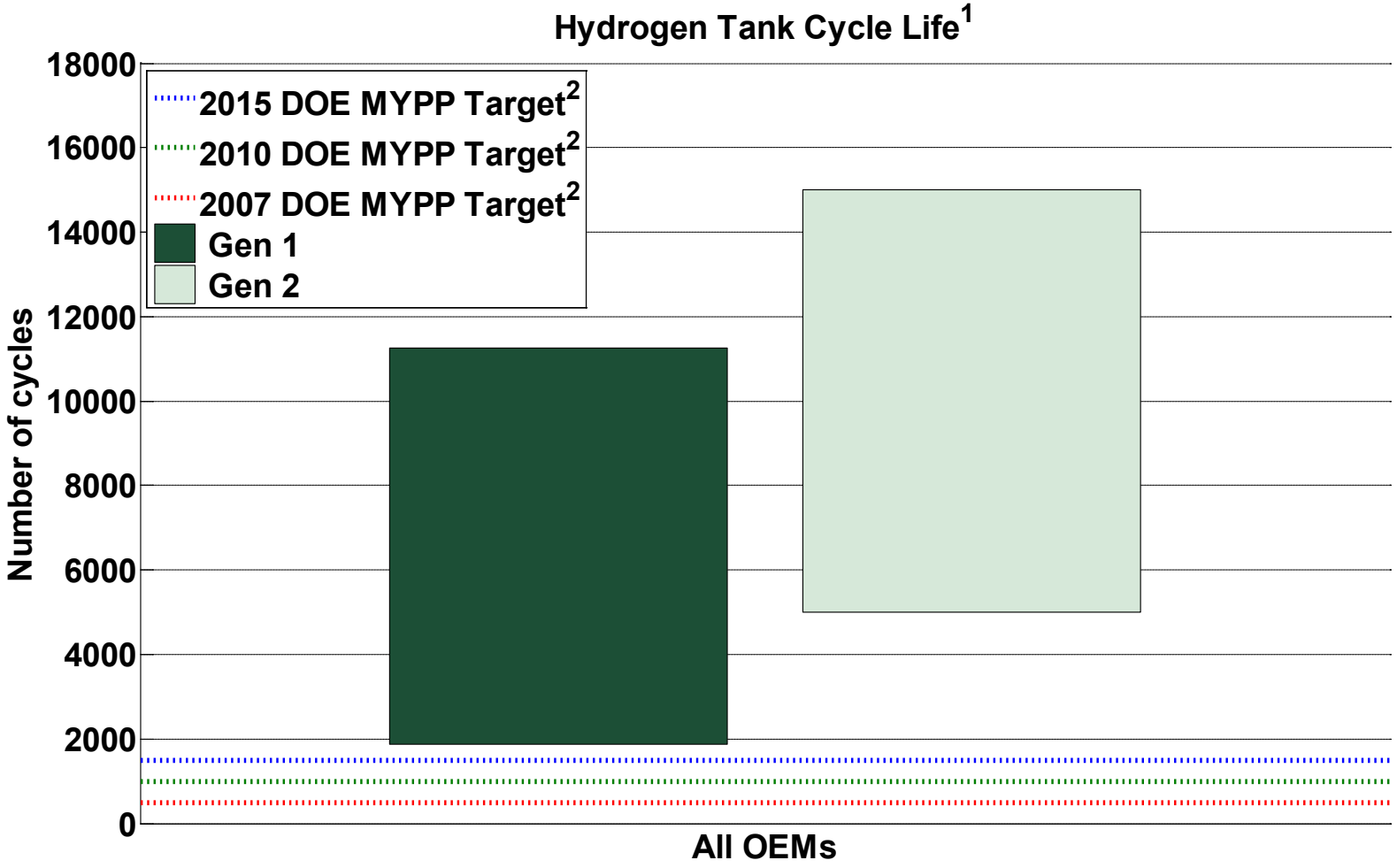
CDP#11: Volumetric Capacity of H2 Storage



Created: Aug-19-08 11:39 AM

[1]Targets are set for advanced materials-based hydrogen storage technologies.

CDP#12: Vehicle Hydrogen Tank Cycle Life



[1]Data reported reference NGV2, HGV2, or EIHP standards.

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

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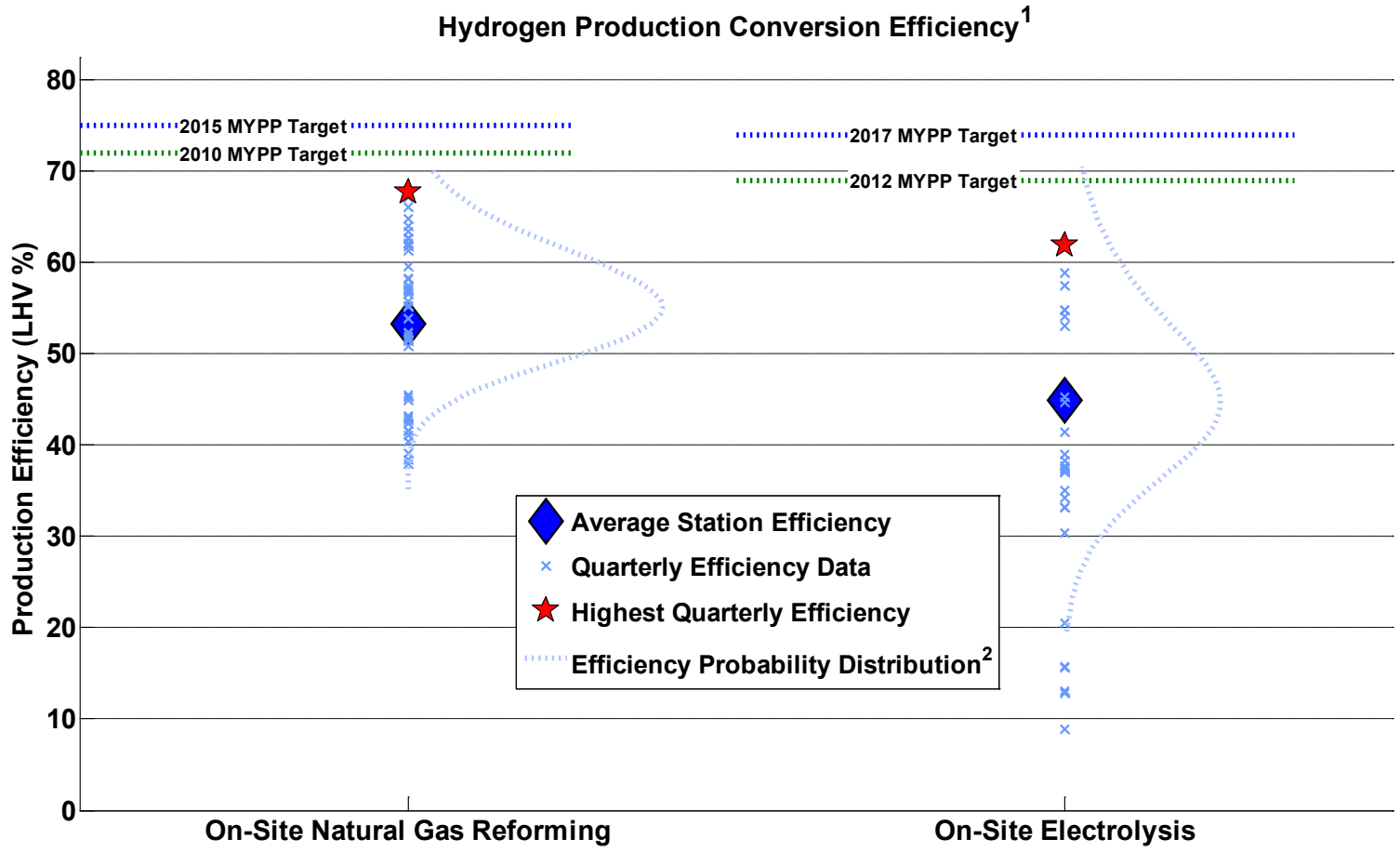
CDP#13: On-Site Hydrogen Production Efficiency



[1]Production conversion efficiency is defined as the energy of the hydrogen out of the process (on an LHV basis) divided by the sum of the energy into the production process from the feedstock and all other energy as needed. Conversion efficiency does not include energy used for compression, storage, and dispensing.

[2]The efficiency probability distribution represents the range and likelihood of hydrogen production conversion efficiency based on monthly conversion efficiency data from the Learning Demonstration.

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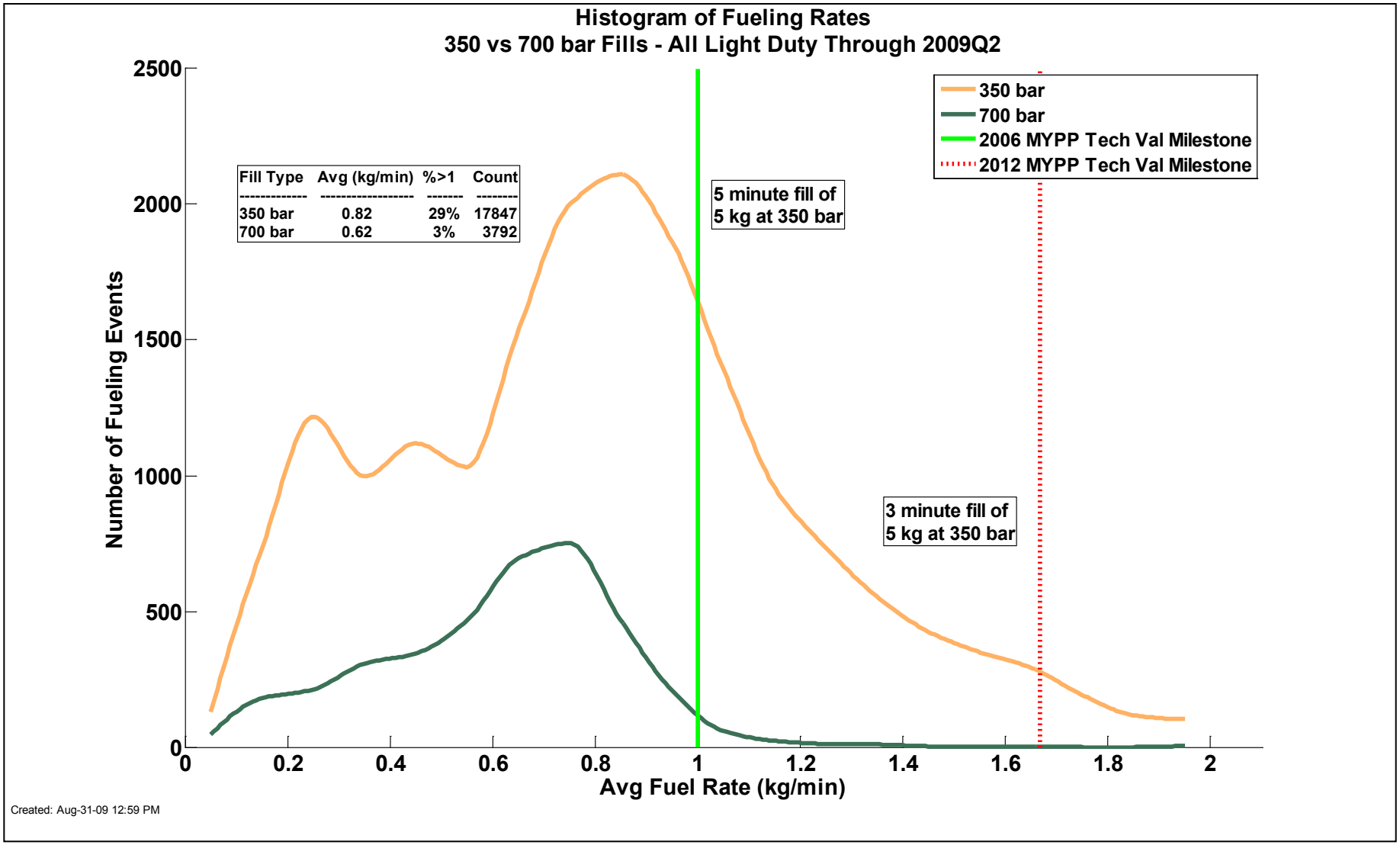
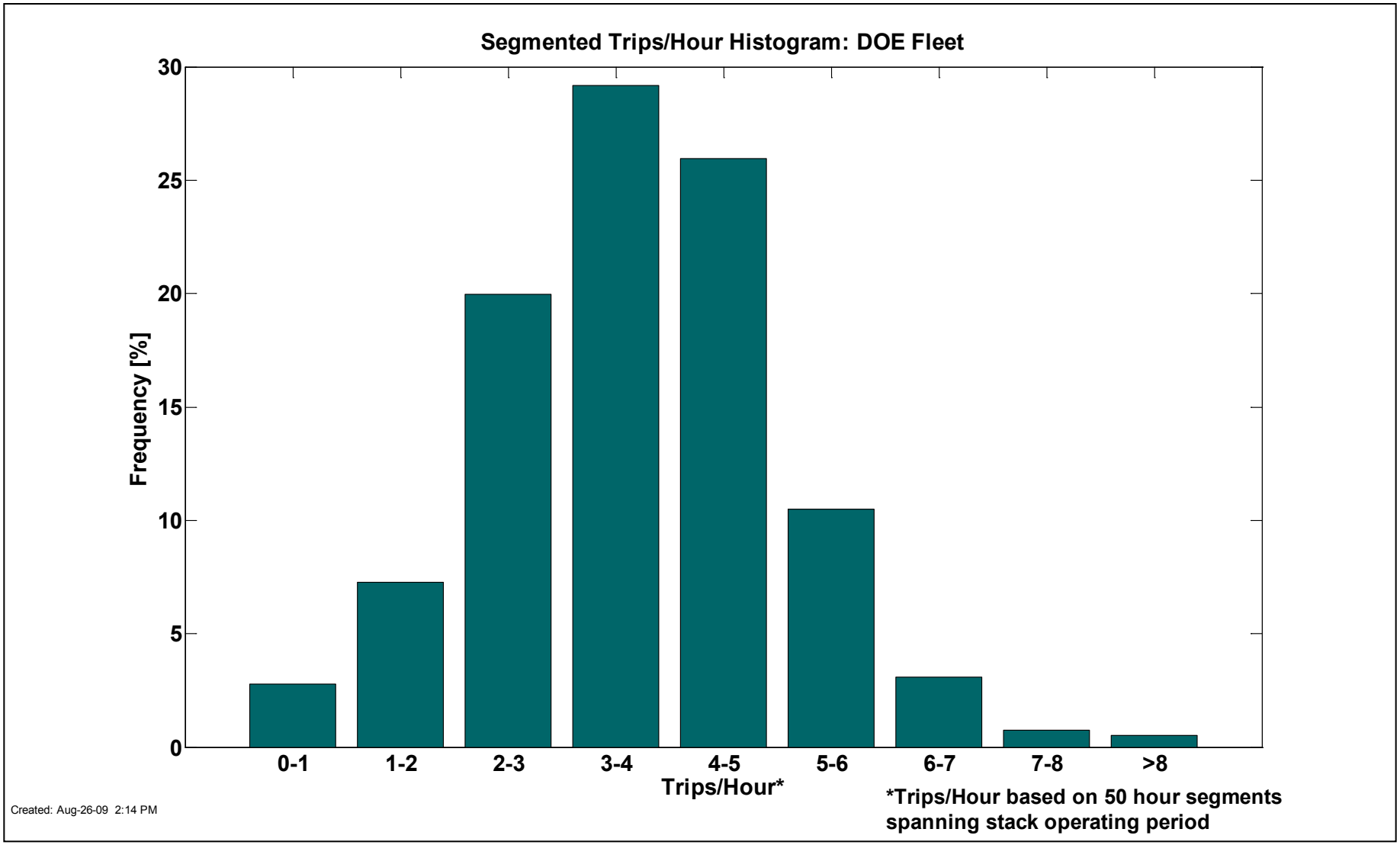
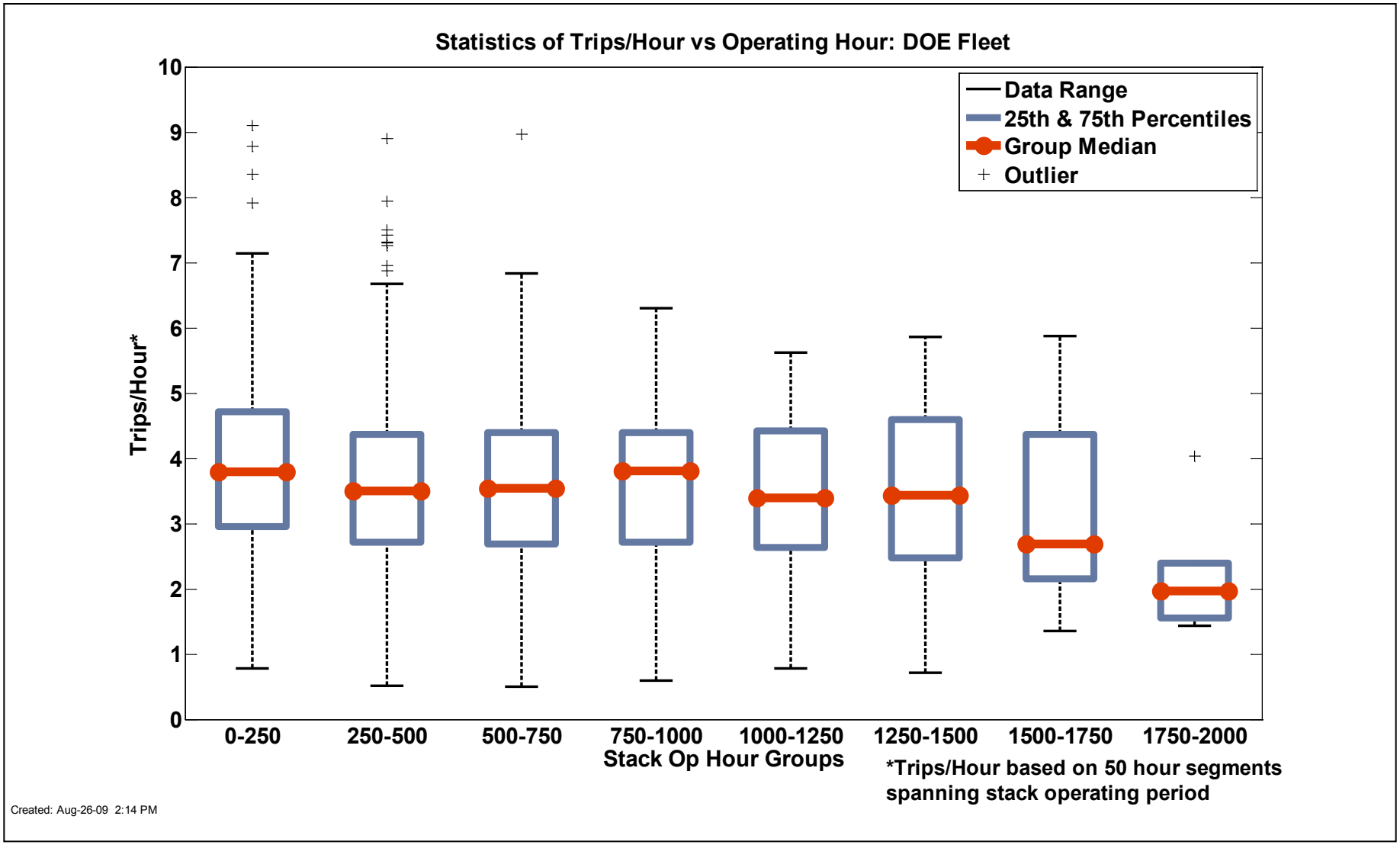
CDP#14: Fueling Rates – 350 and 700 bar



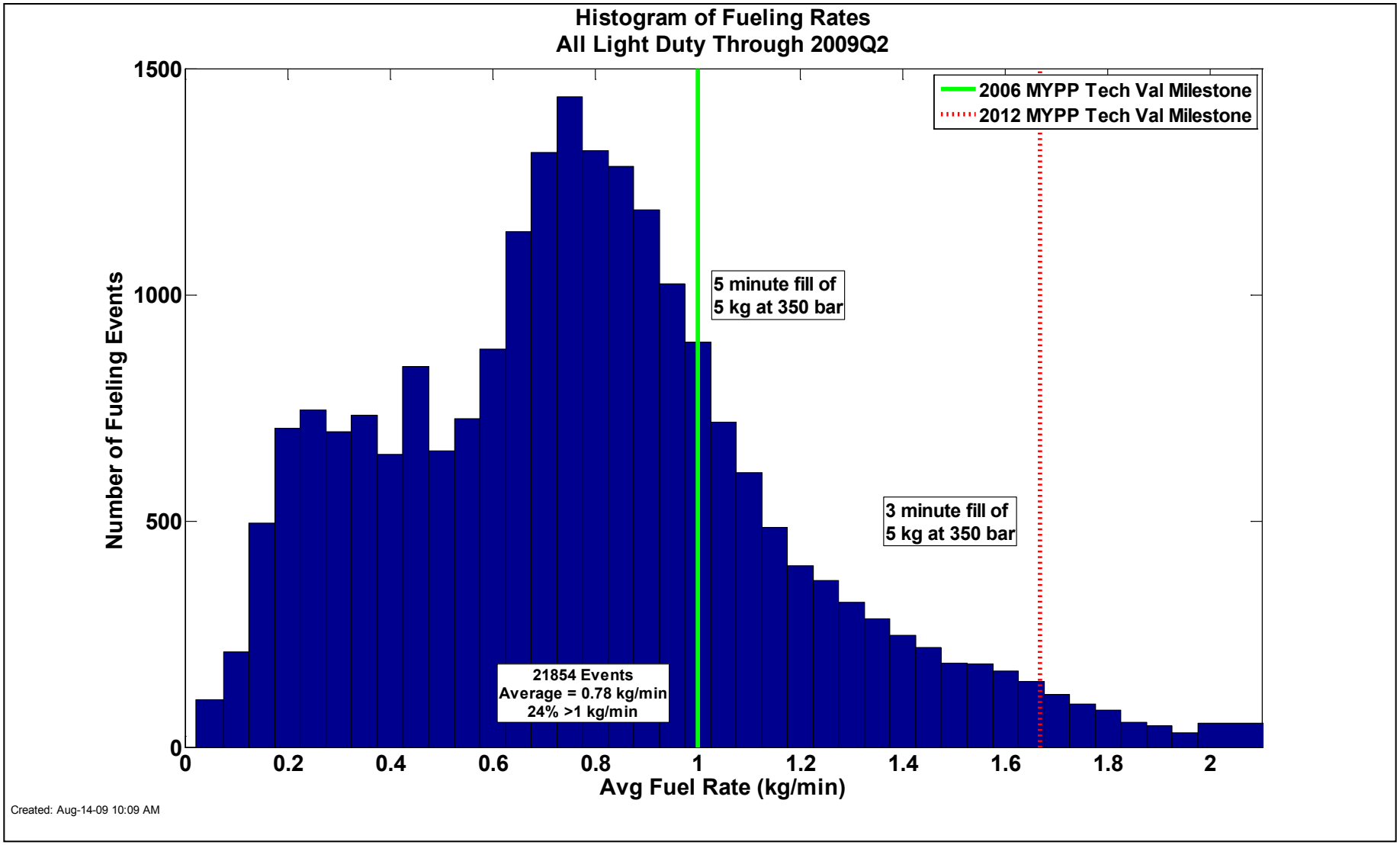
CDP#16: Fuel Cell Stack Trips Per Hour Histogram



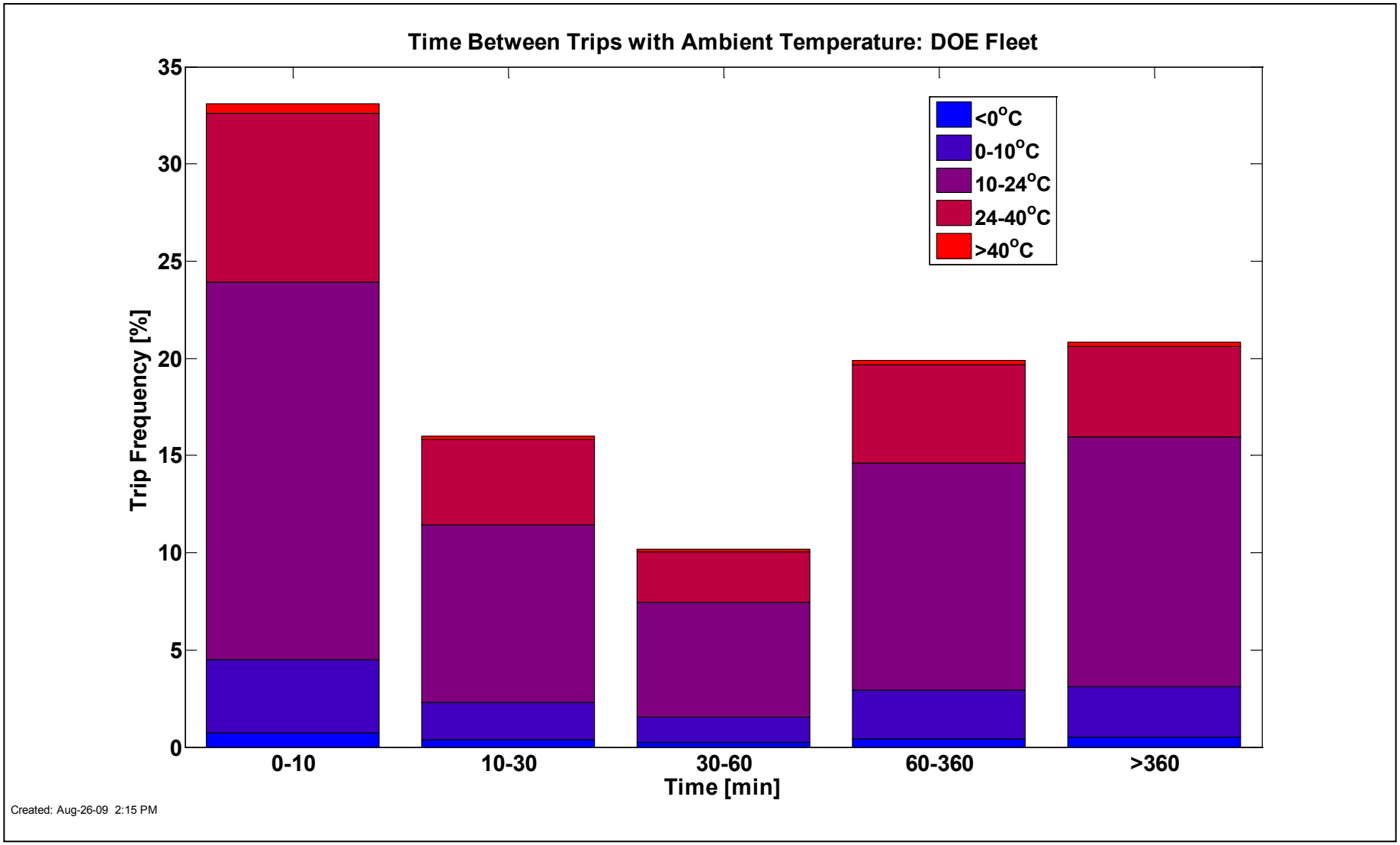
CDP#17: Statistics of Trips/Hour vs. Operating Hour



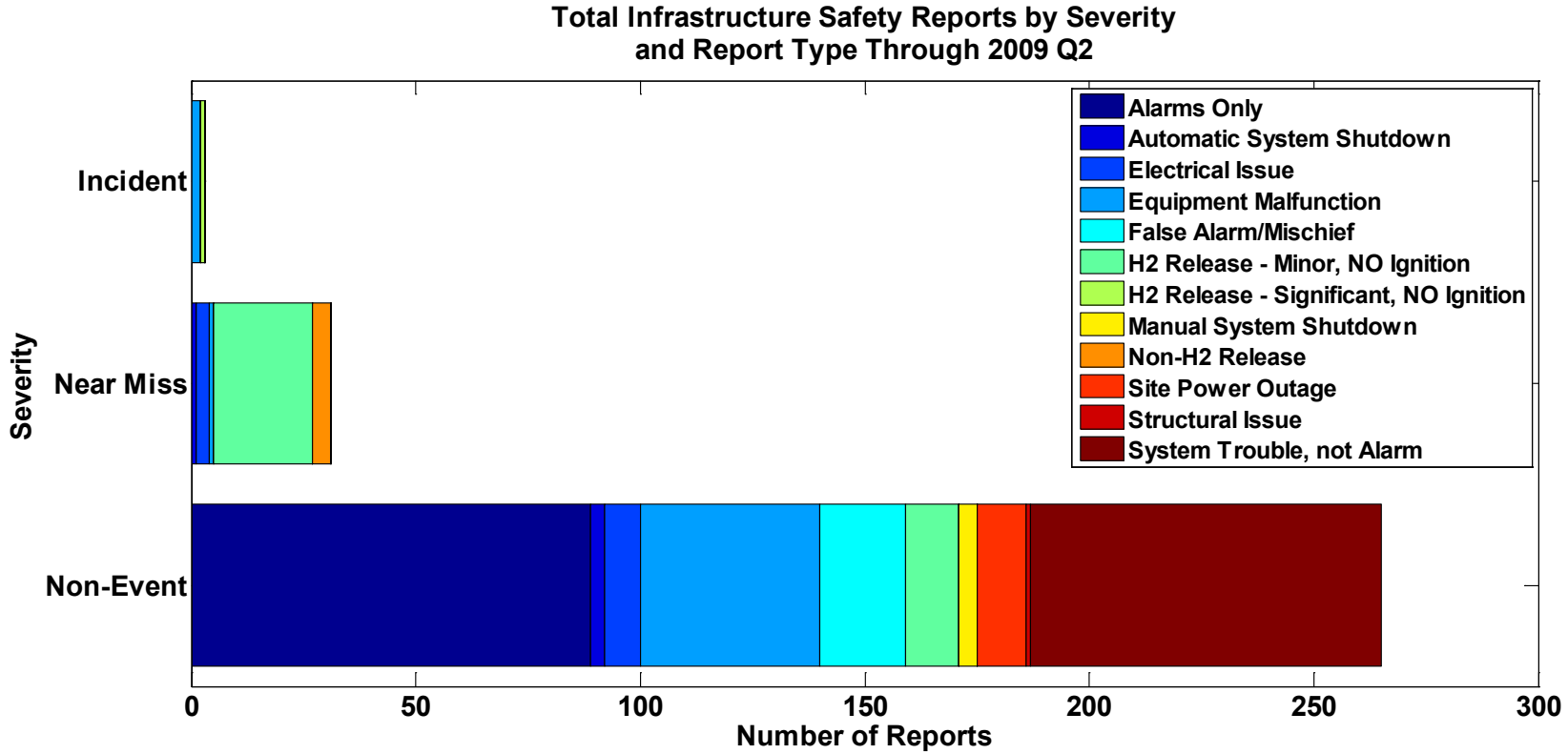
CDP#18: Refueling Rates



CDP#19: Time Between Trips & Ambient Temperature



CDP#20: Safety Reports – Infrastructure



An INCIDENT is an event that results in:

- a lost time accident and/or injury to personnel
- damage/unplanned downtime for project equipment, facilities or property
- impact to the public or environment
- any hydrogen release that unintentionally ignites or is sufficient to sustain a flame if ignited
- release of any volatile, hydrogen containing compound (other than the hydrocarbons used as common fuels)

A NEAR-MISS is:

- an event that under slightly different circumstances could have become an incident
- unplanned H2 release insufficient to sustain a flame

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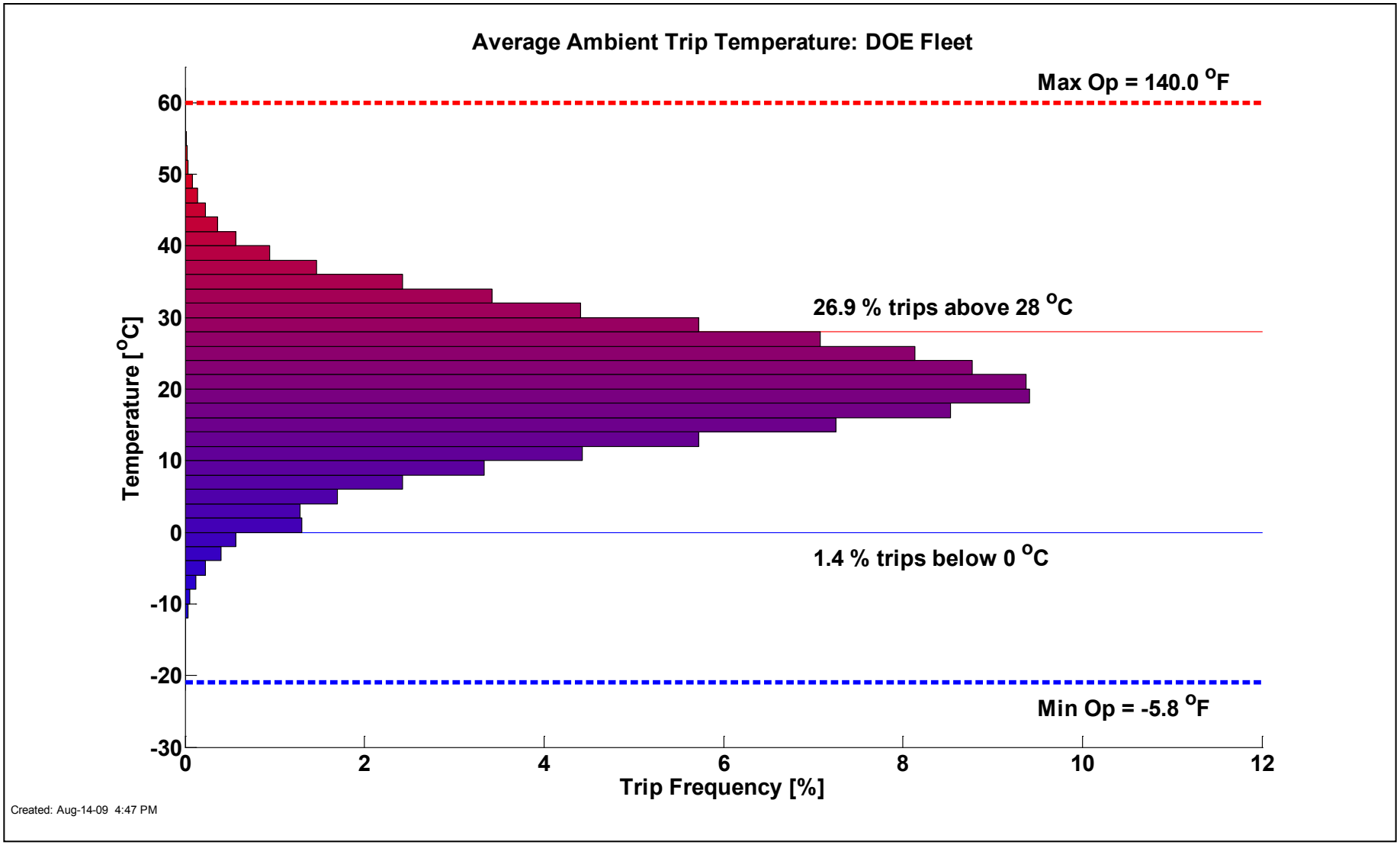
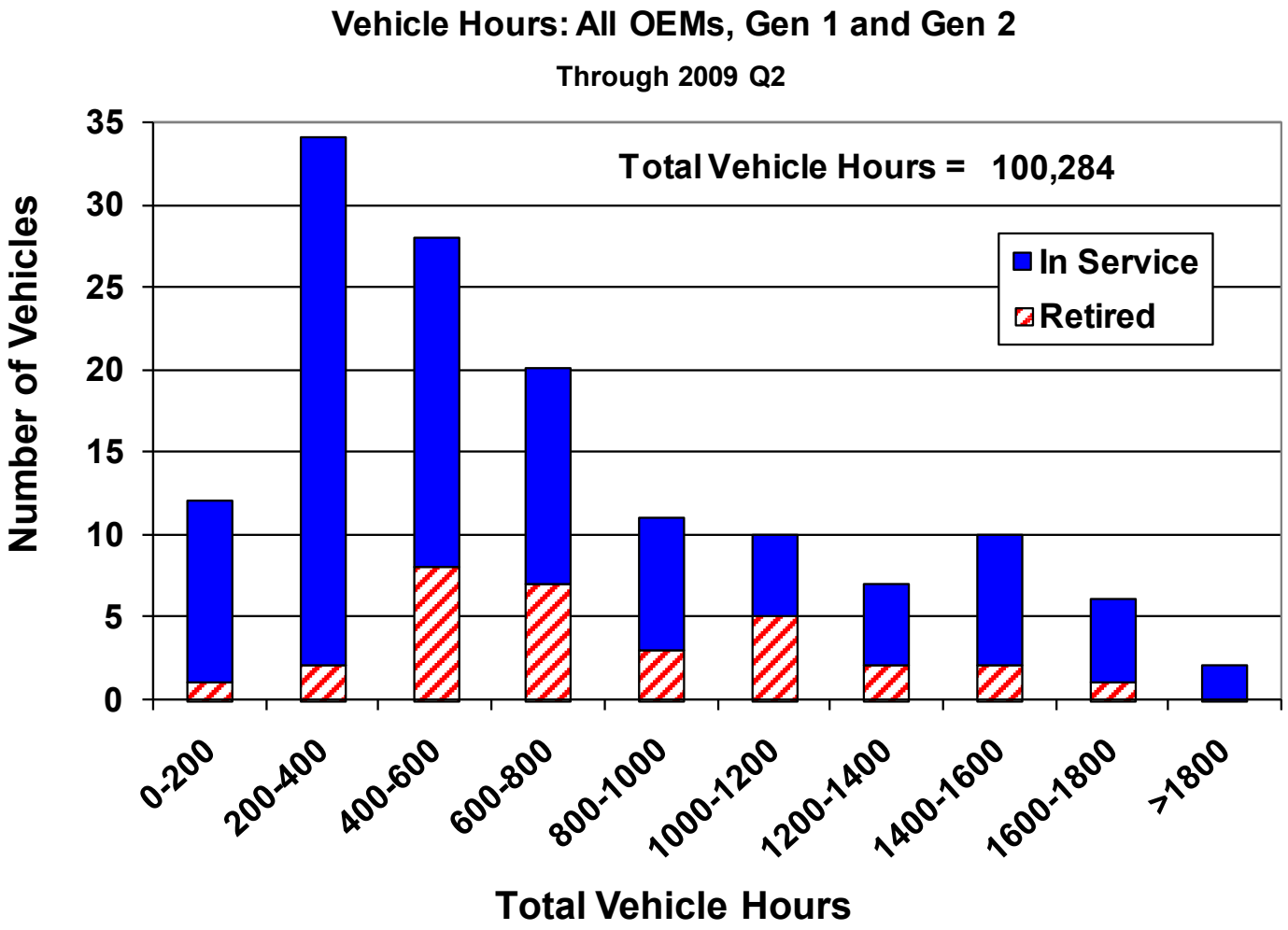
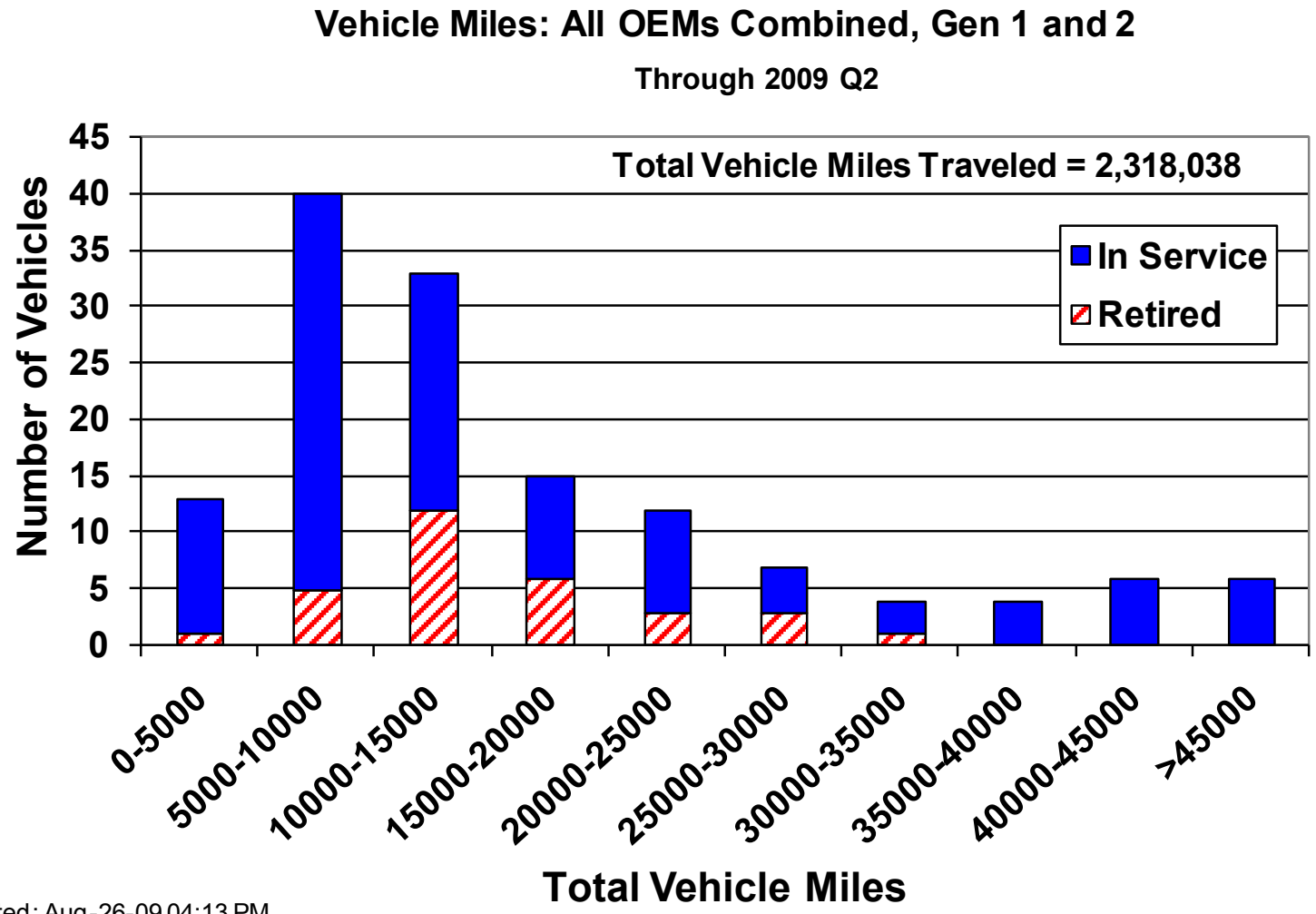
CDP#21: Range of Ambient Temperature During Vehicle Operation



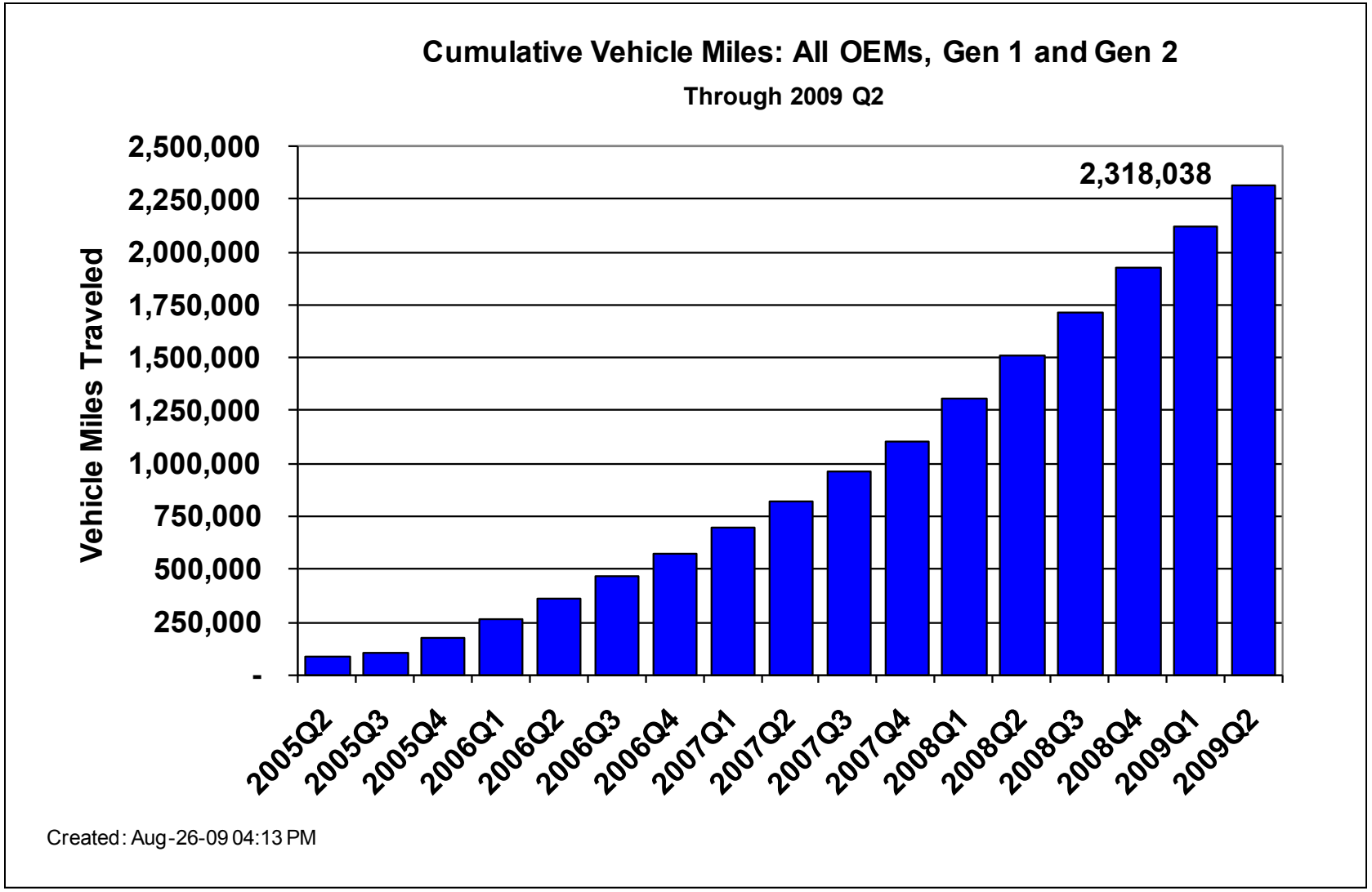
CDP#22: Vehicle Operating Hours



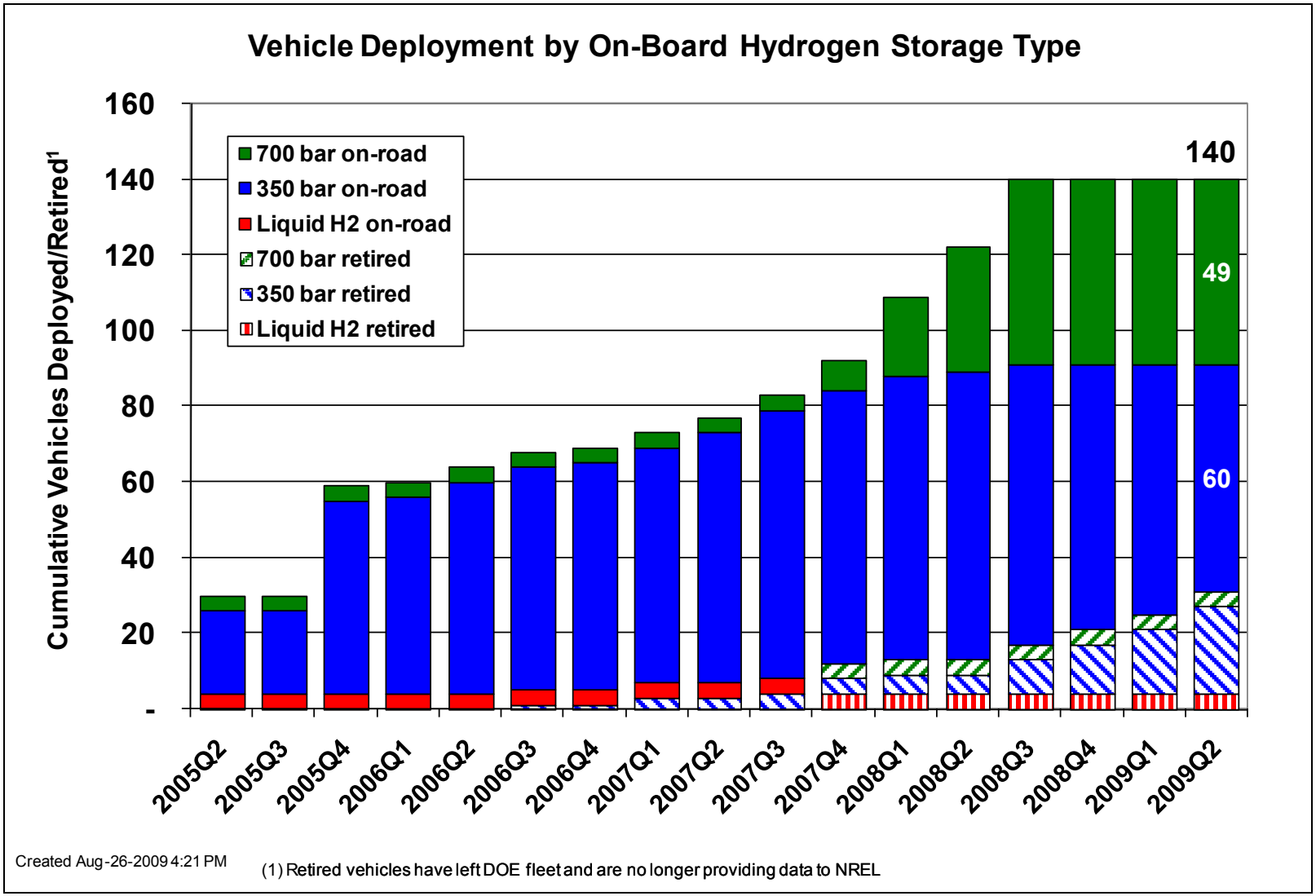
CDP#23: Vehicles vs. Miles Traveled



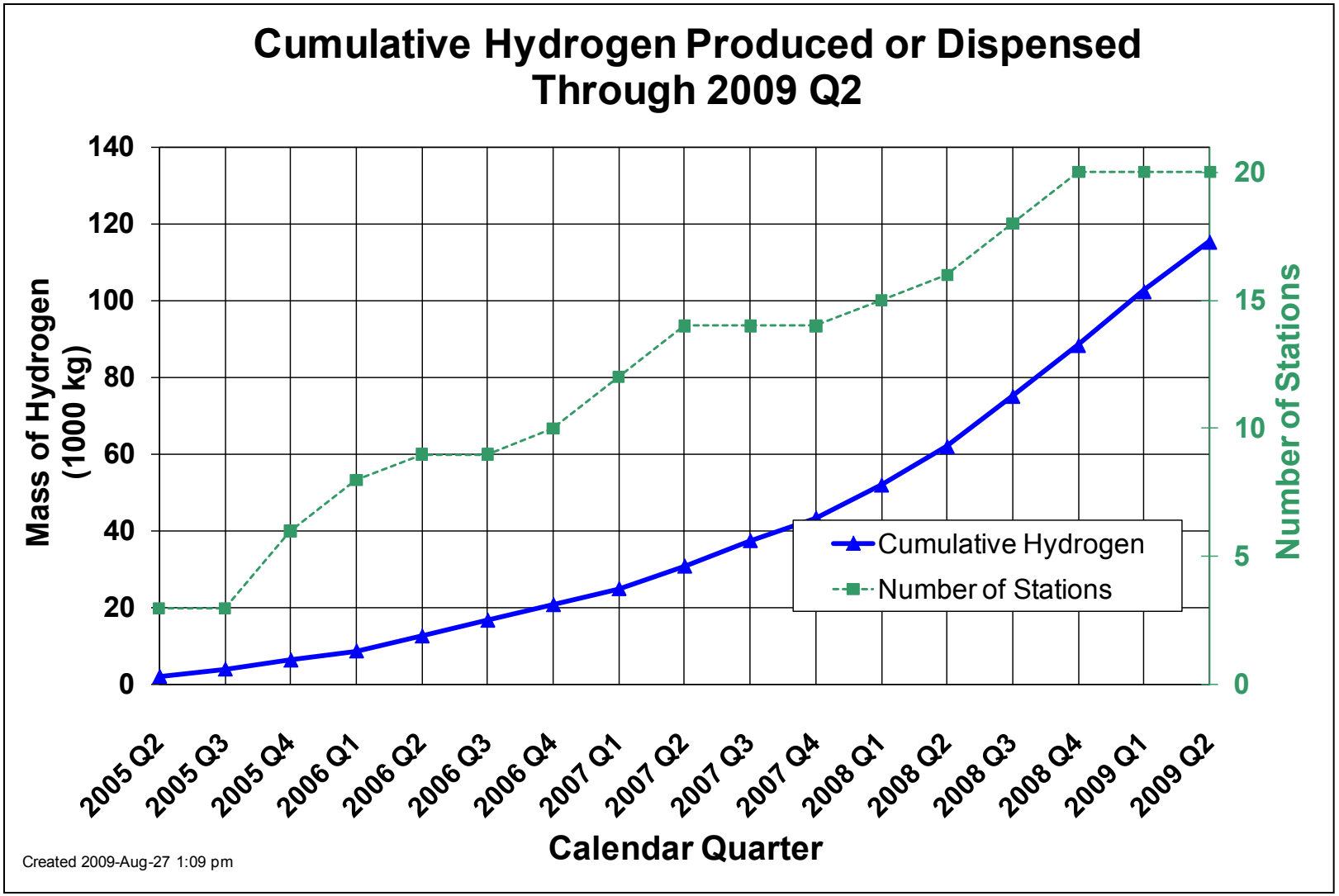
CDP#24: Cumulative Vehicle Miles Traveled



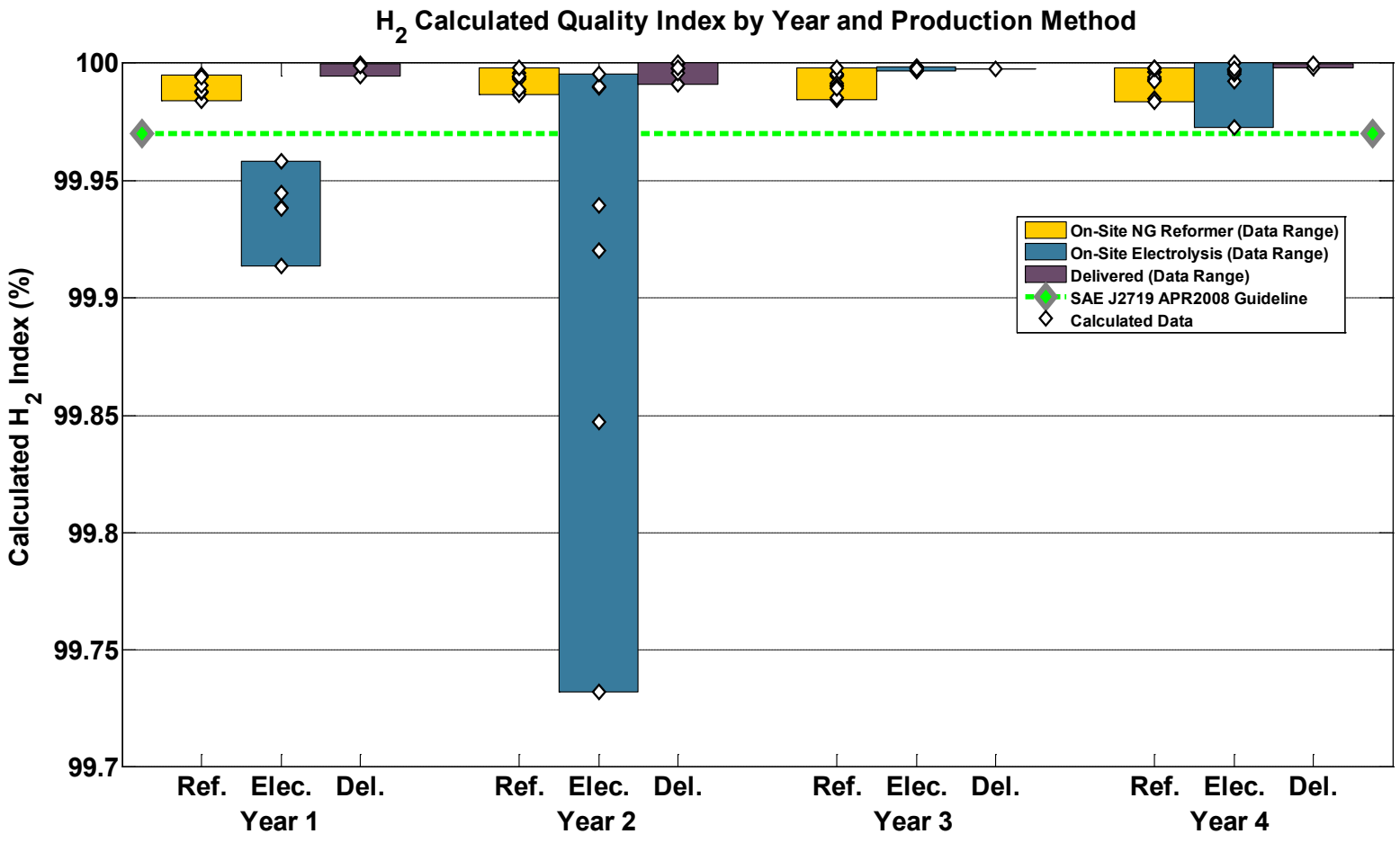
CDP#25: Vehicle H2 Storage Technologies



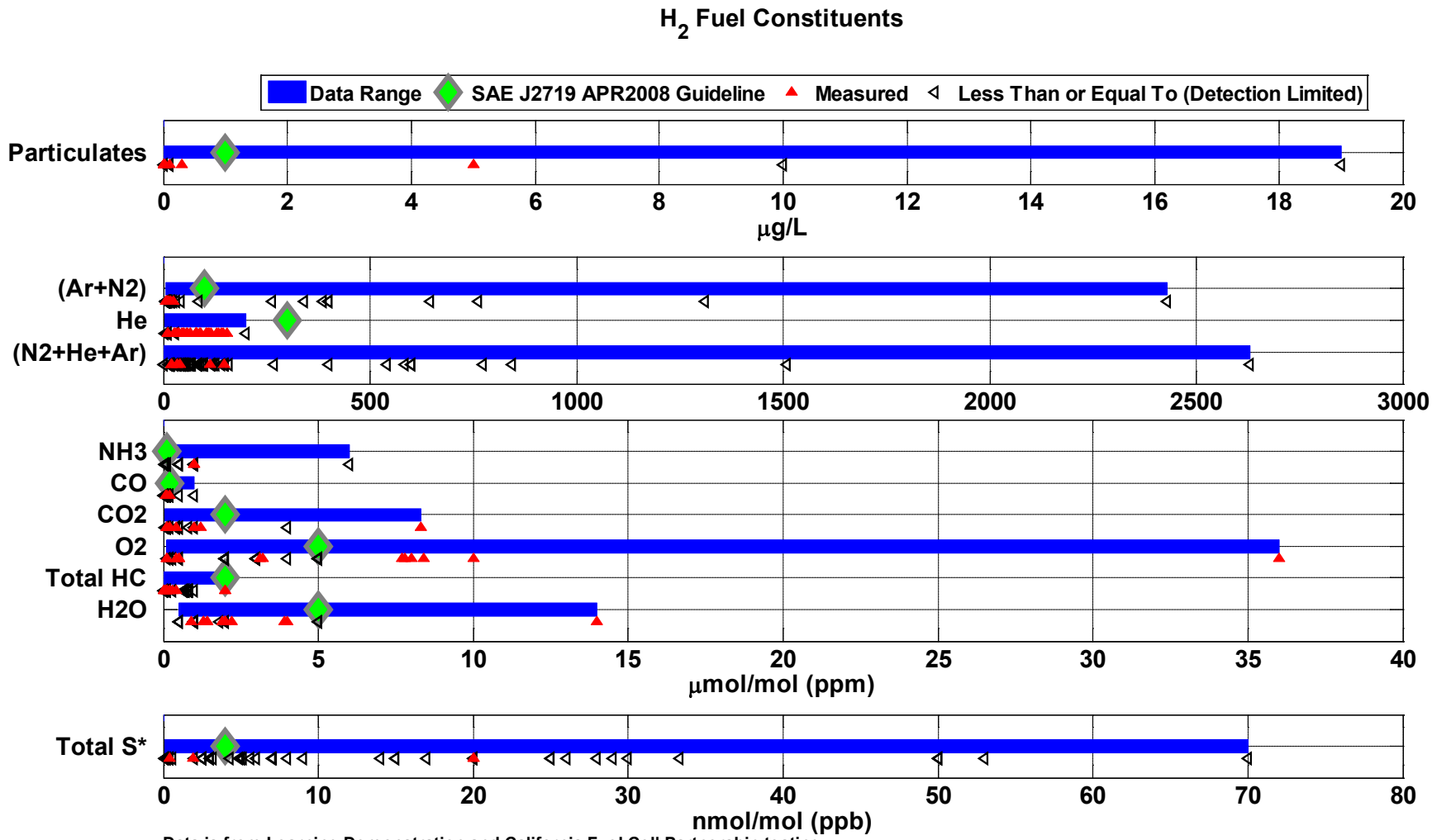
CDP#26: Cumulative H2 Produced or Dispensed



CDP#27: Hydrogen Quality Index



CDP#28: Hydrogen Fuel Constituents



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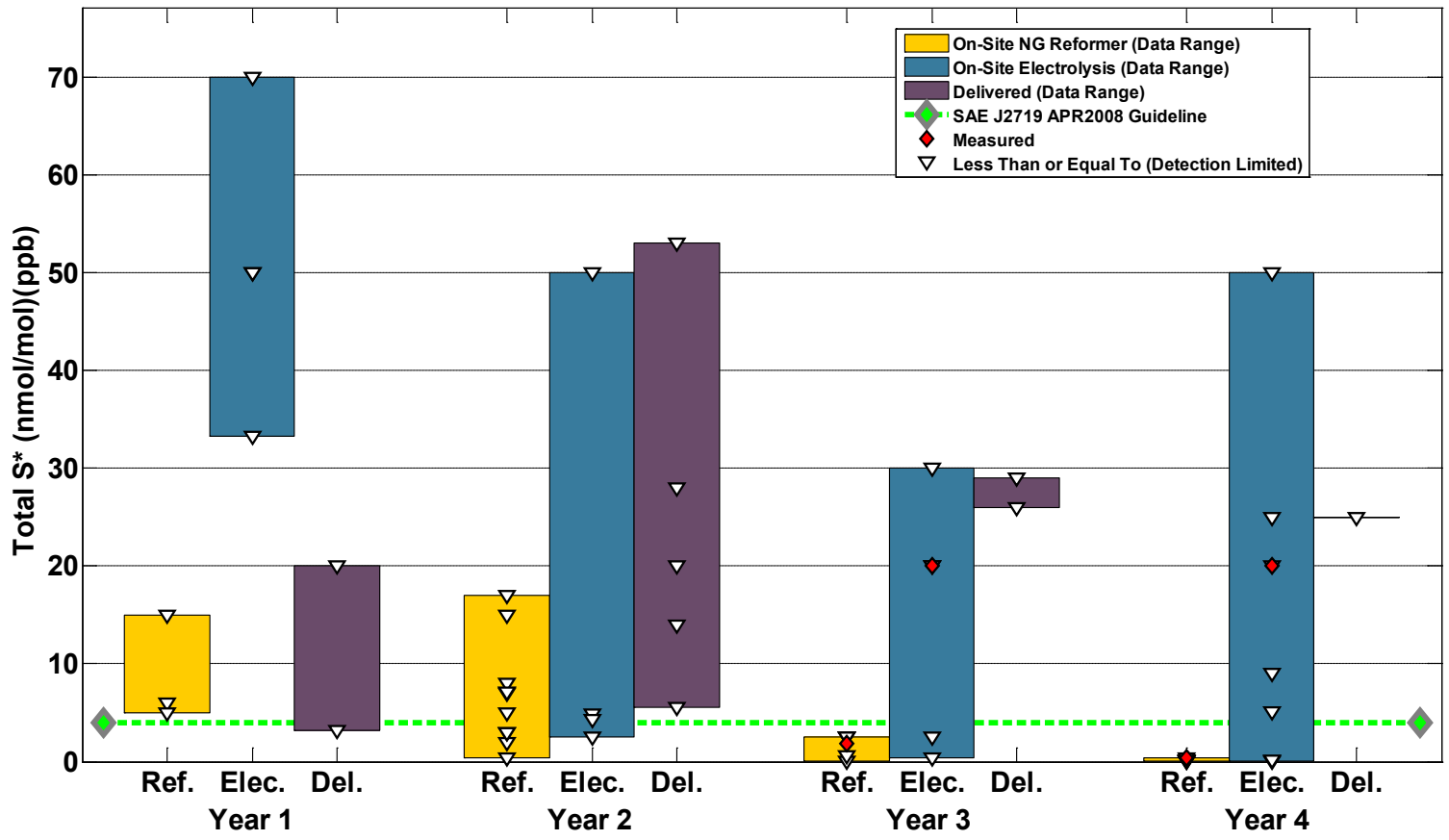
Data is from Learning Demonstration and California Fuel Cell Partnership testing
*Total S calculated from SO2, COS, H2S, CS2, and Methyl Mercaptan (CH3SH).

CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



Data is from Learning Demonstration and California Fuel Cell Partnership testing
Year 1 is 2005Q3-2006Q2, Year 2 is 2006Q3-2007Q2, Year 3 is 2007Q3-2008Q2, and Year 4 is 2008Q3-2009Q2
*Total S calculated from SO2, COS, H2S, CS2, and Methyl Mercaptan (CH3SH).

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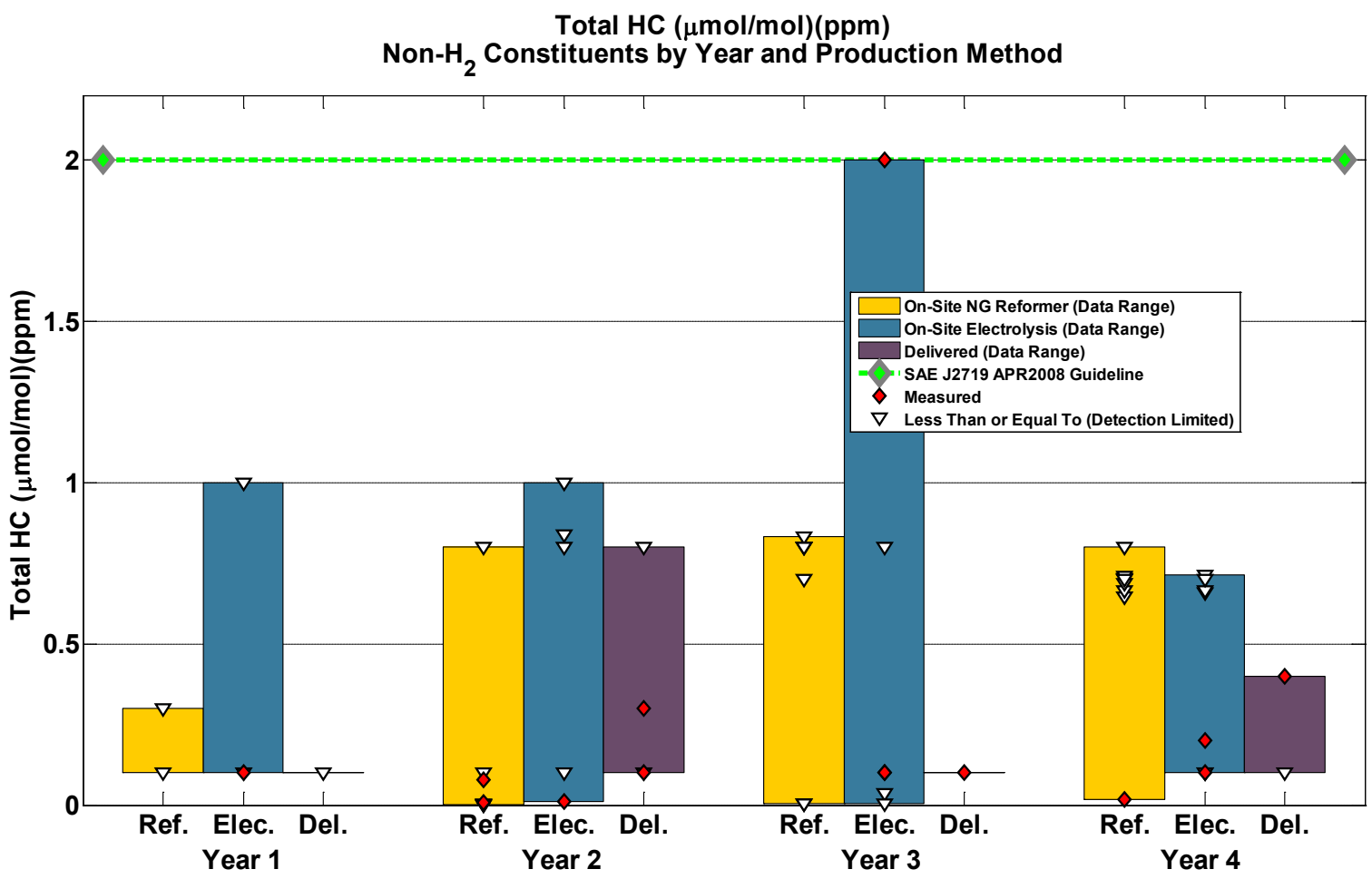
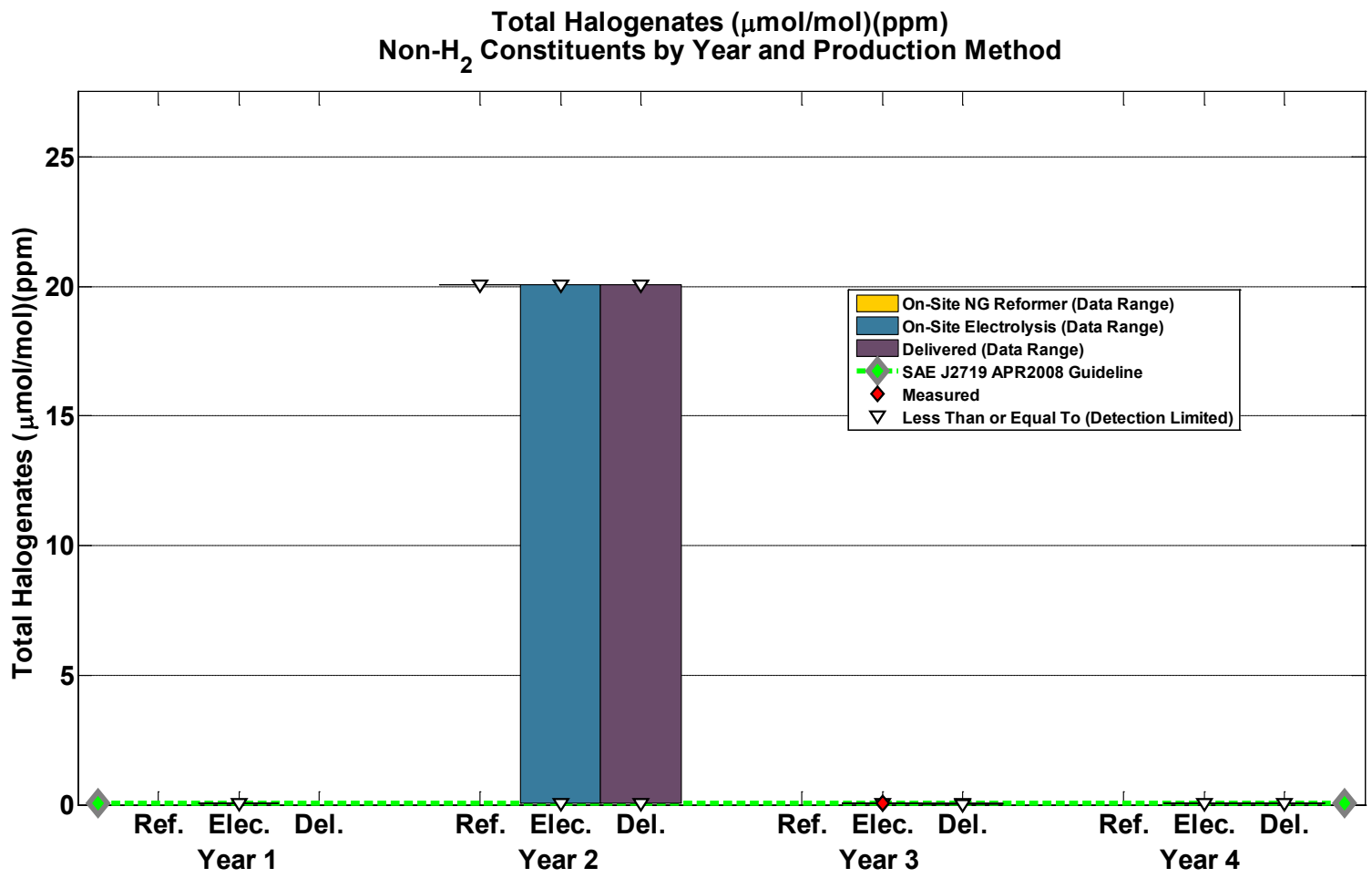
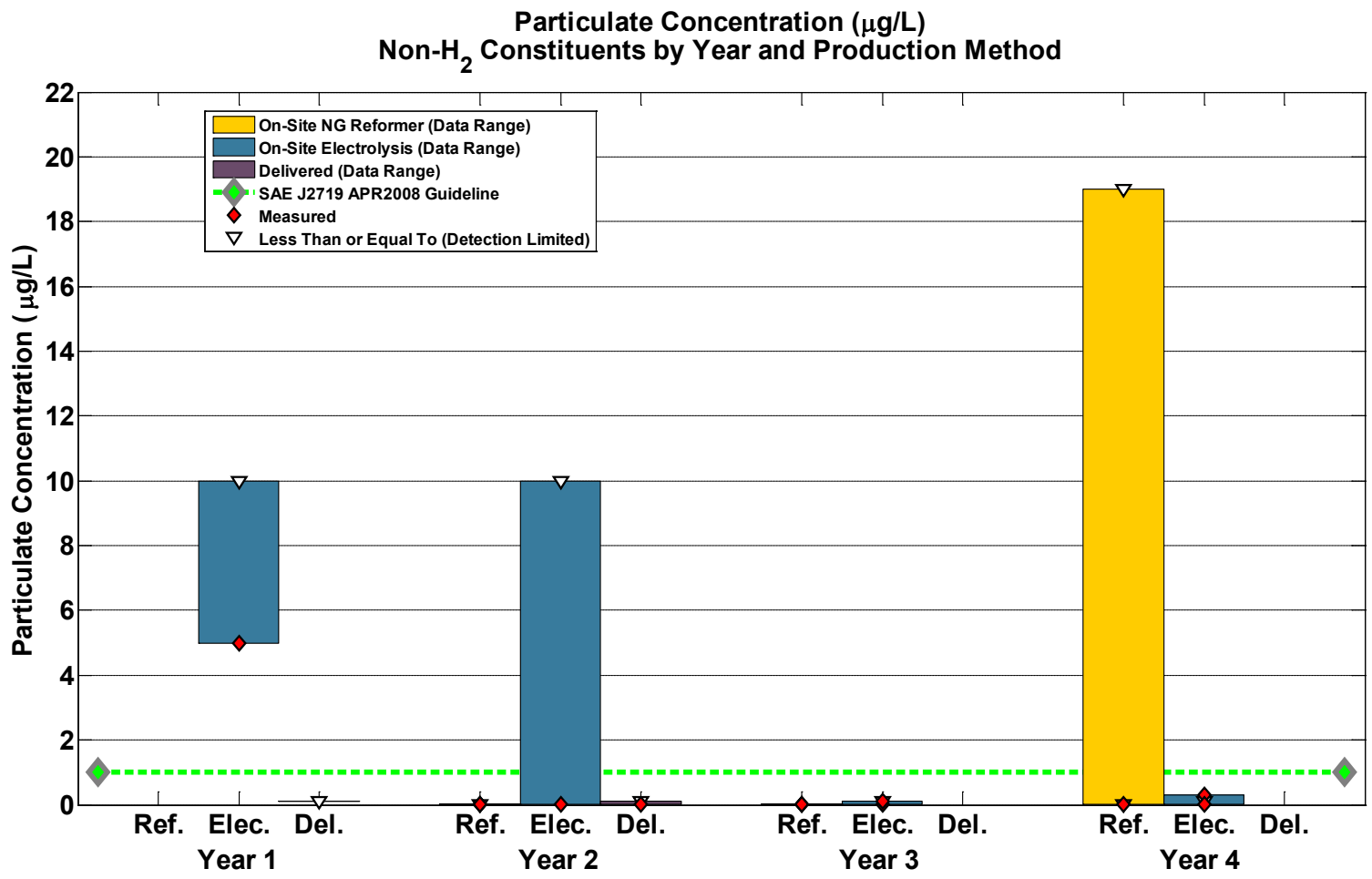
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



Data is from Learning Demonstration and California Fuel Cell Partnership testing
Year 1 is 2005Q3-2006Q2, Year 2 is 2006Q3-2007Q2, Year 3 is 2007Q3-2008Q2, and Year 4 is 2008Q3-2009Q2

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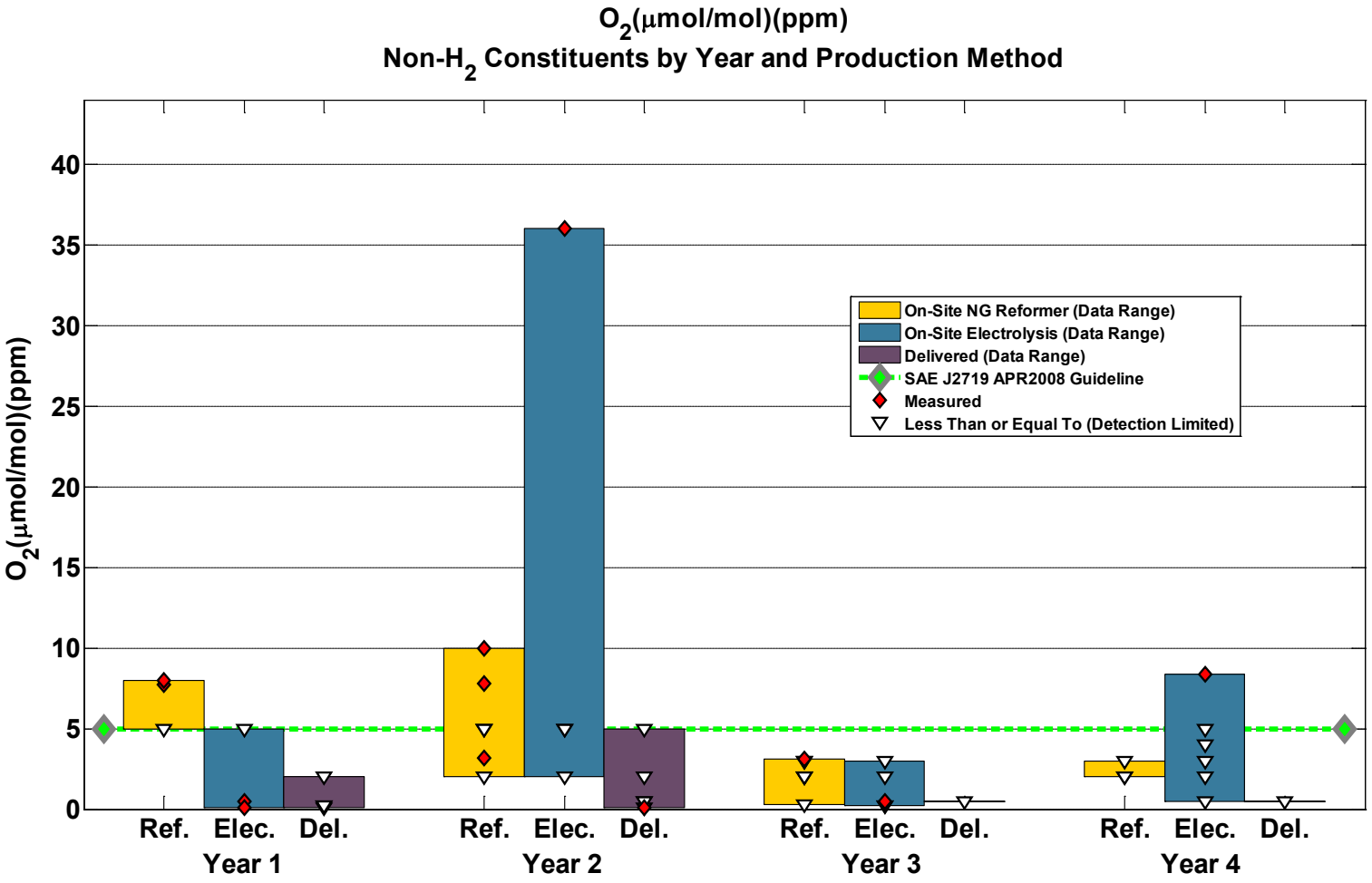
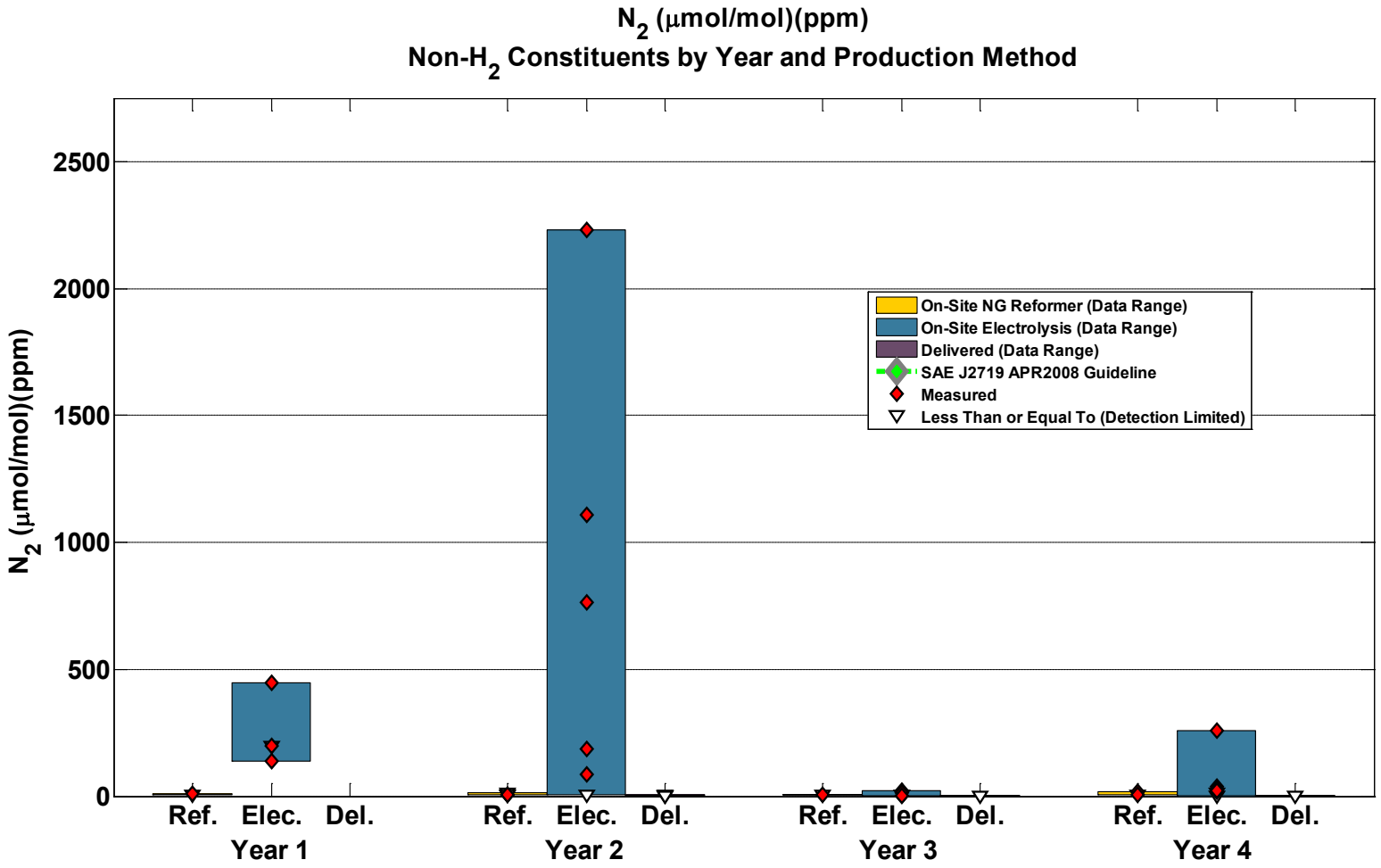
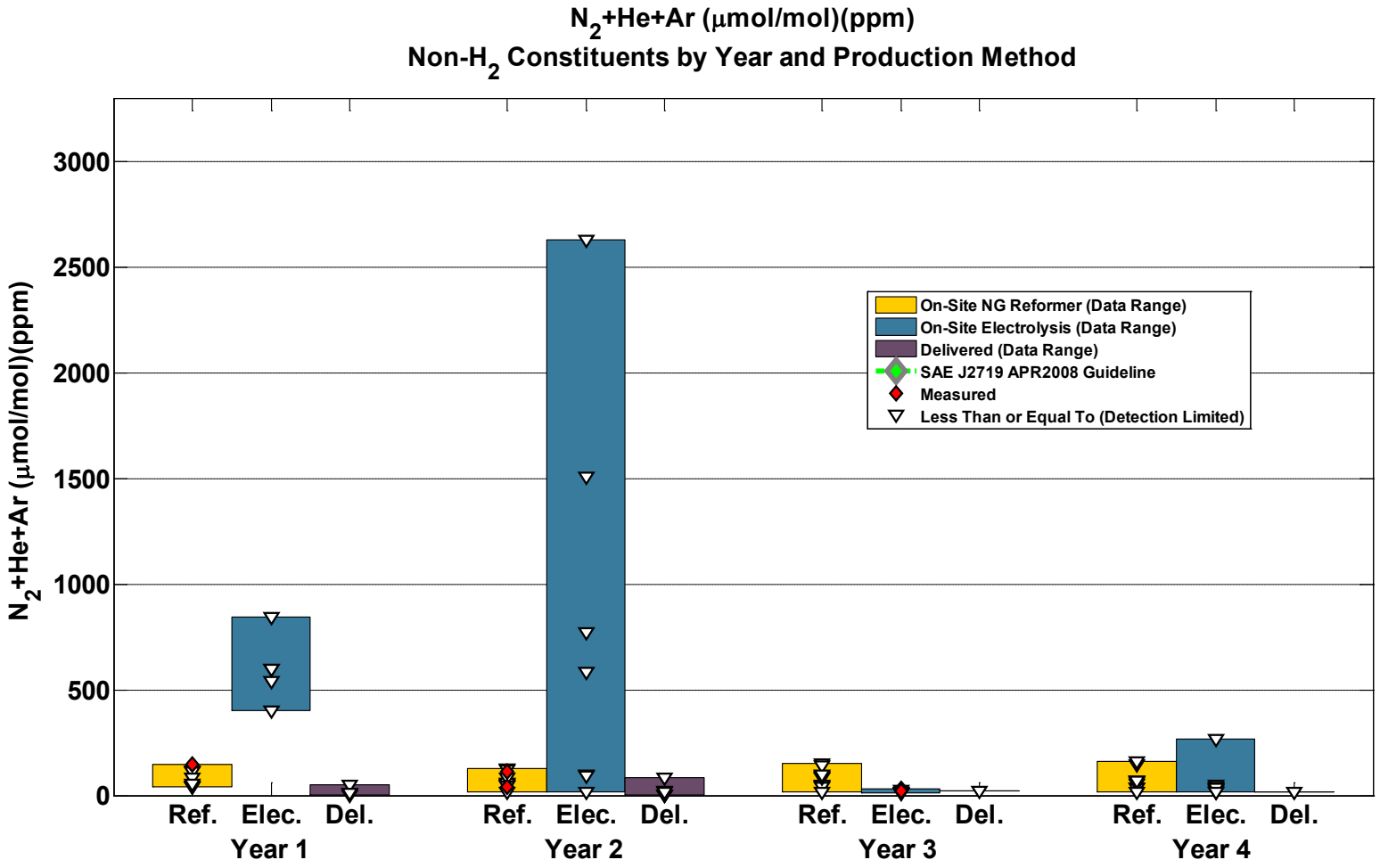
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



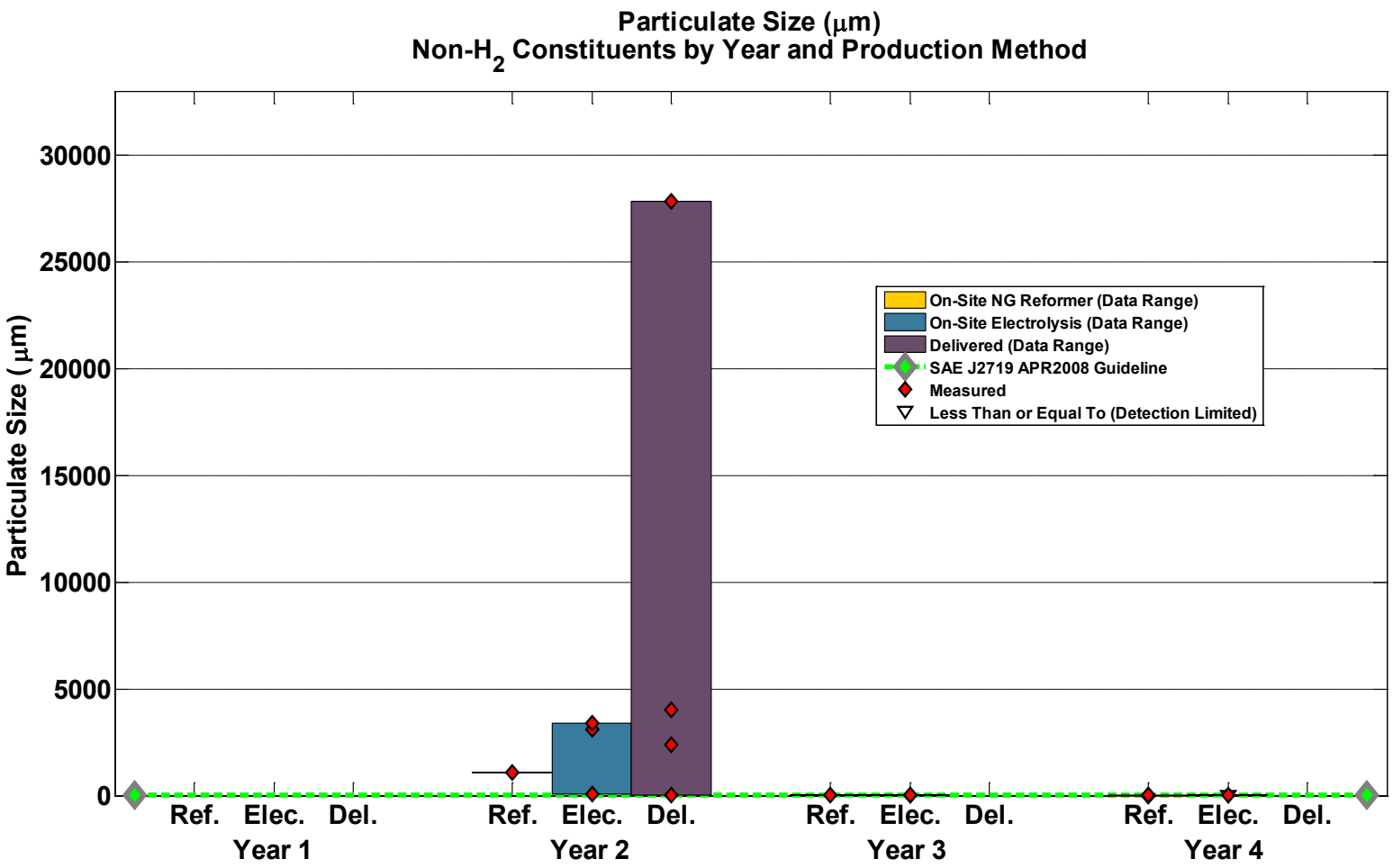
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



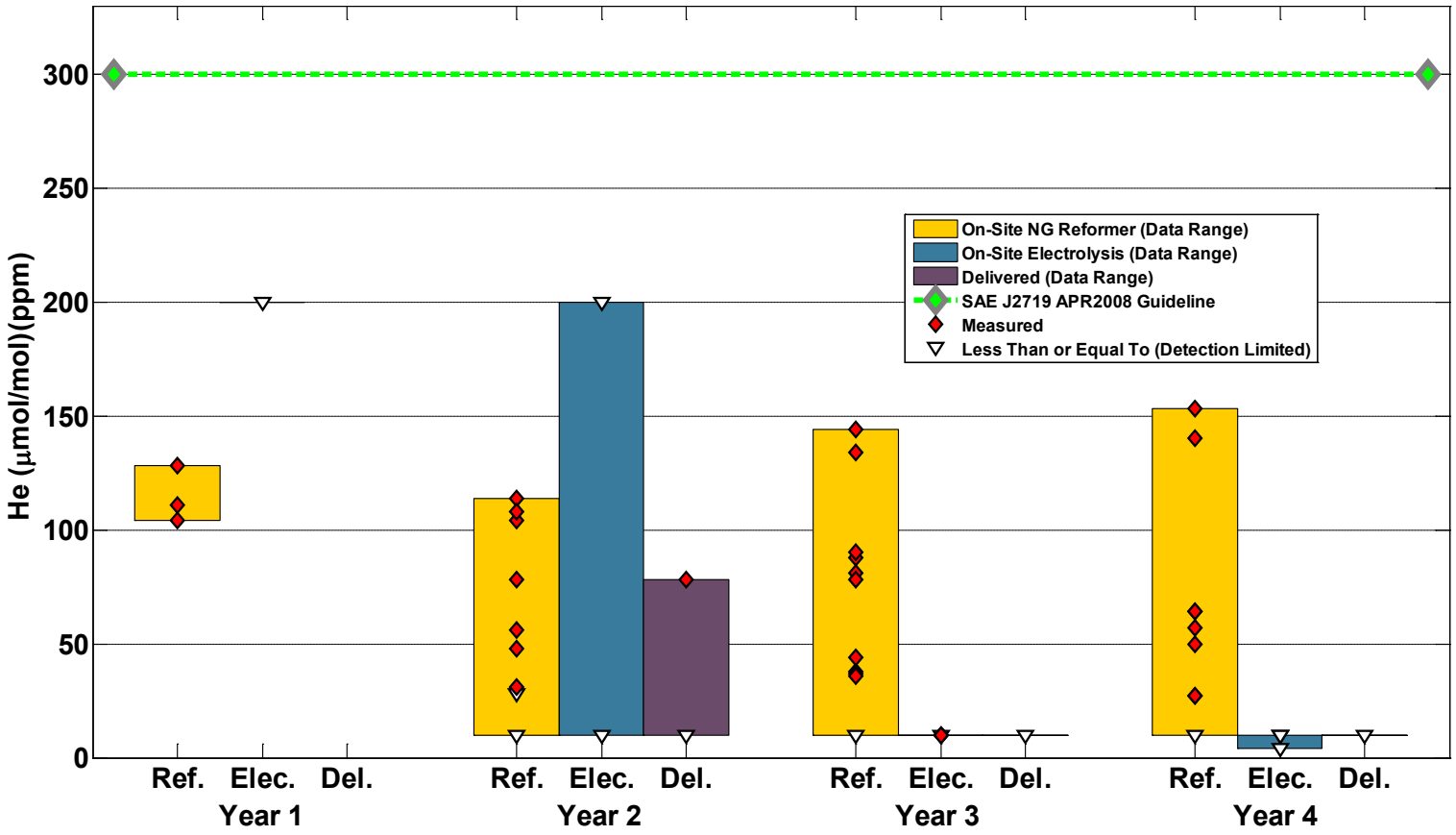
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



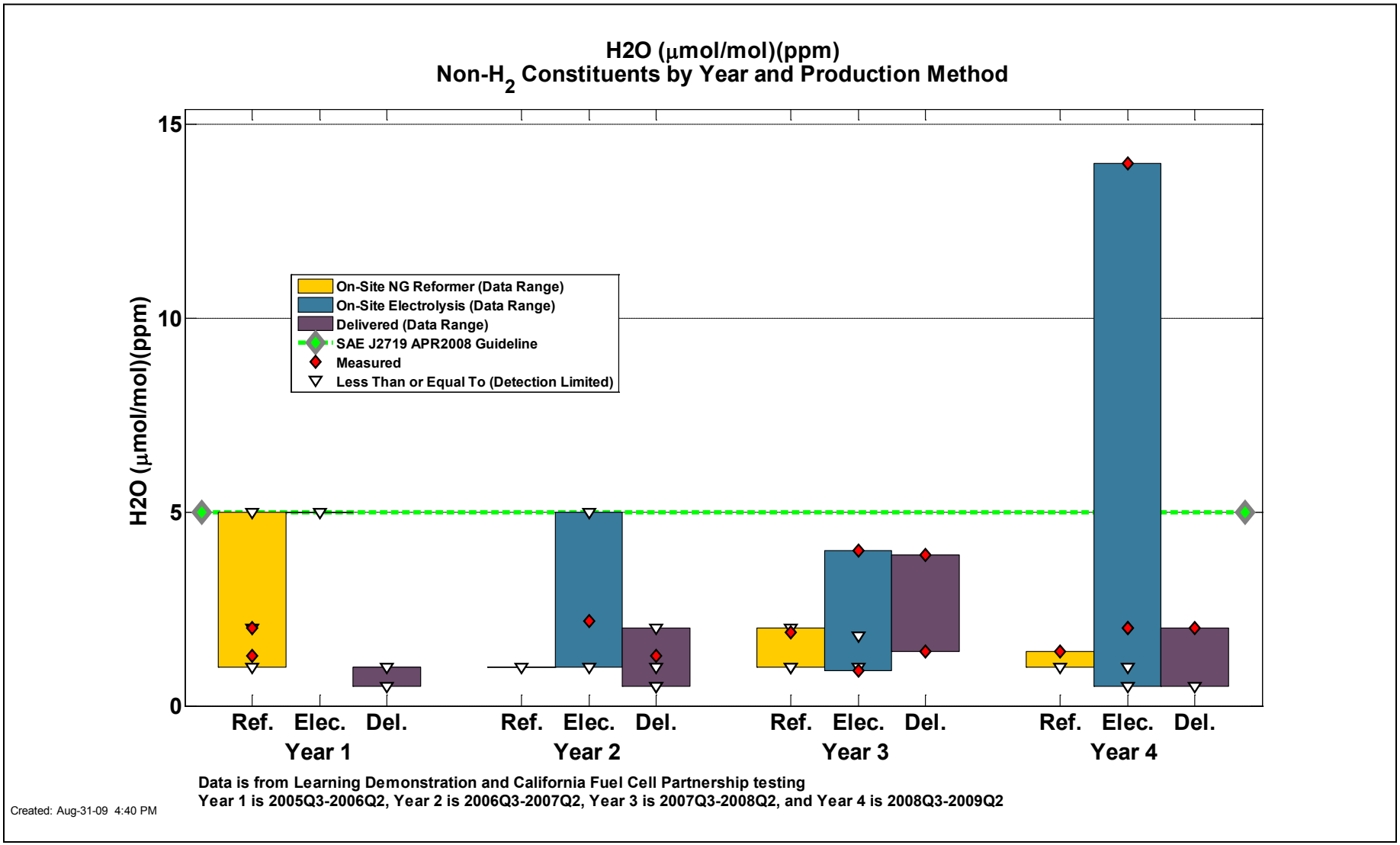
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



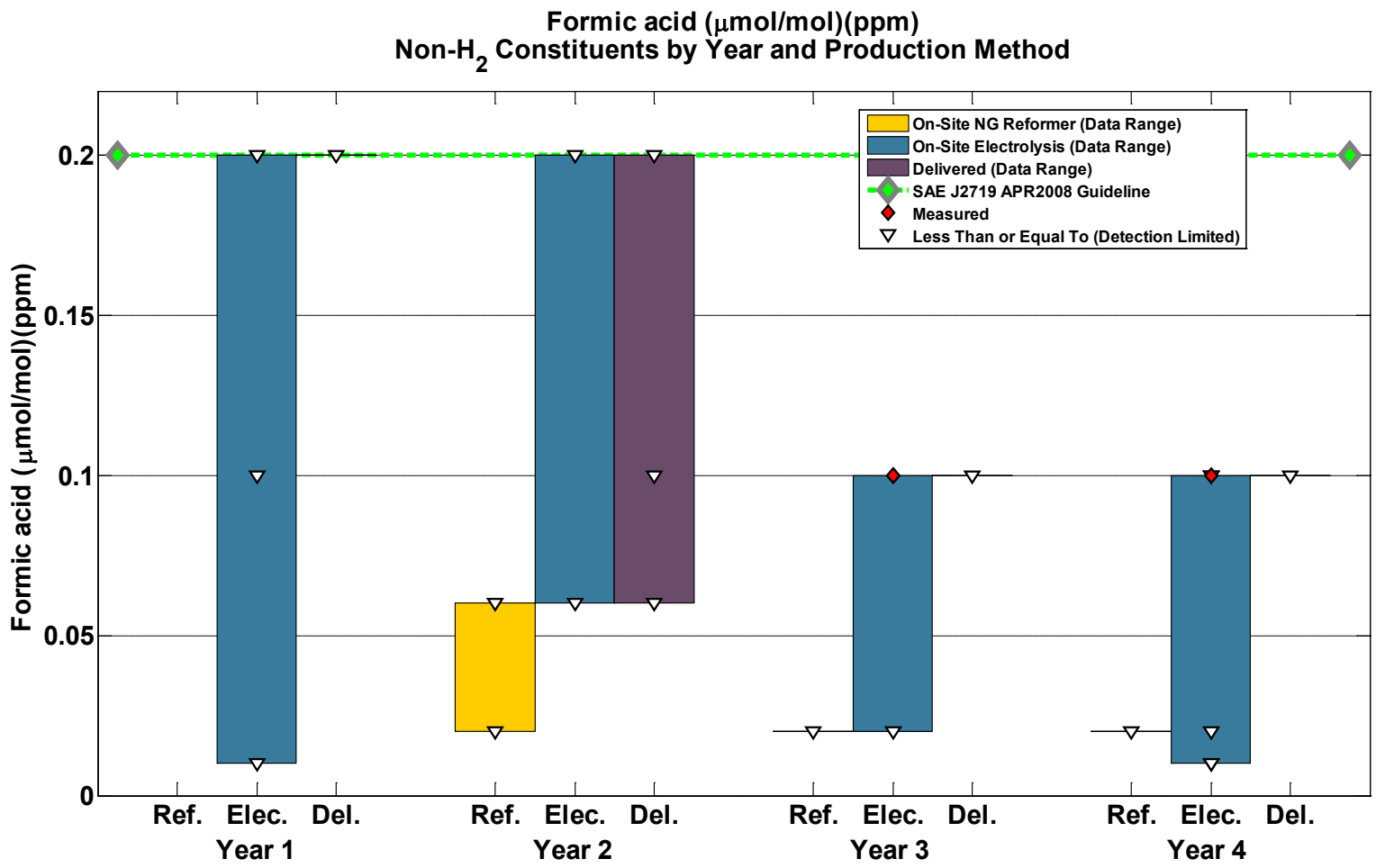
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



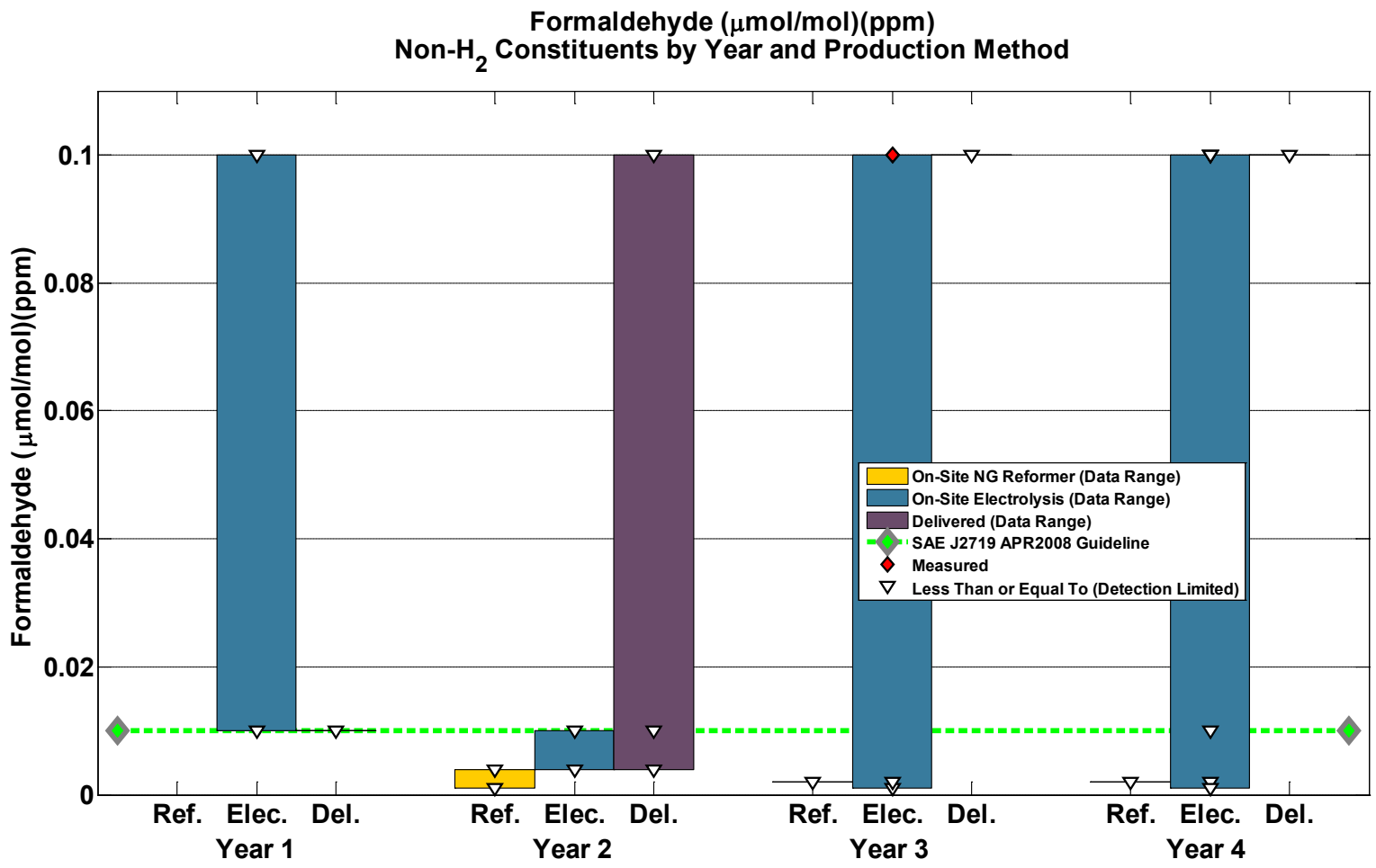
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



Data is from Learning Demonstration and California Fuel Cell Partnership testing
Year 1 is 2005Q3-2006Q2, Year 2 is 2006Q3-2007Q2, Year 3 is 2007Q3-2008Q2, and Year 4 is 2008Q3-2009Q2

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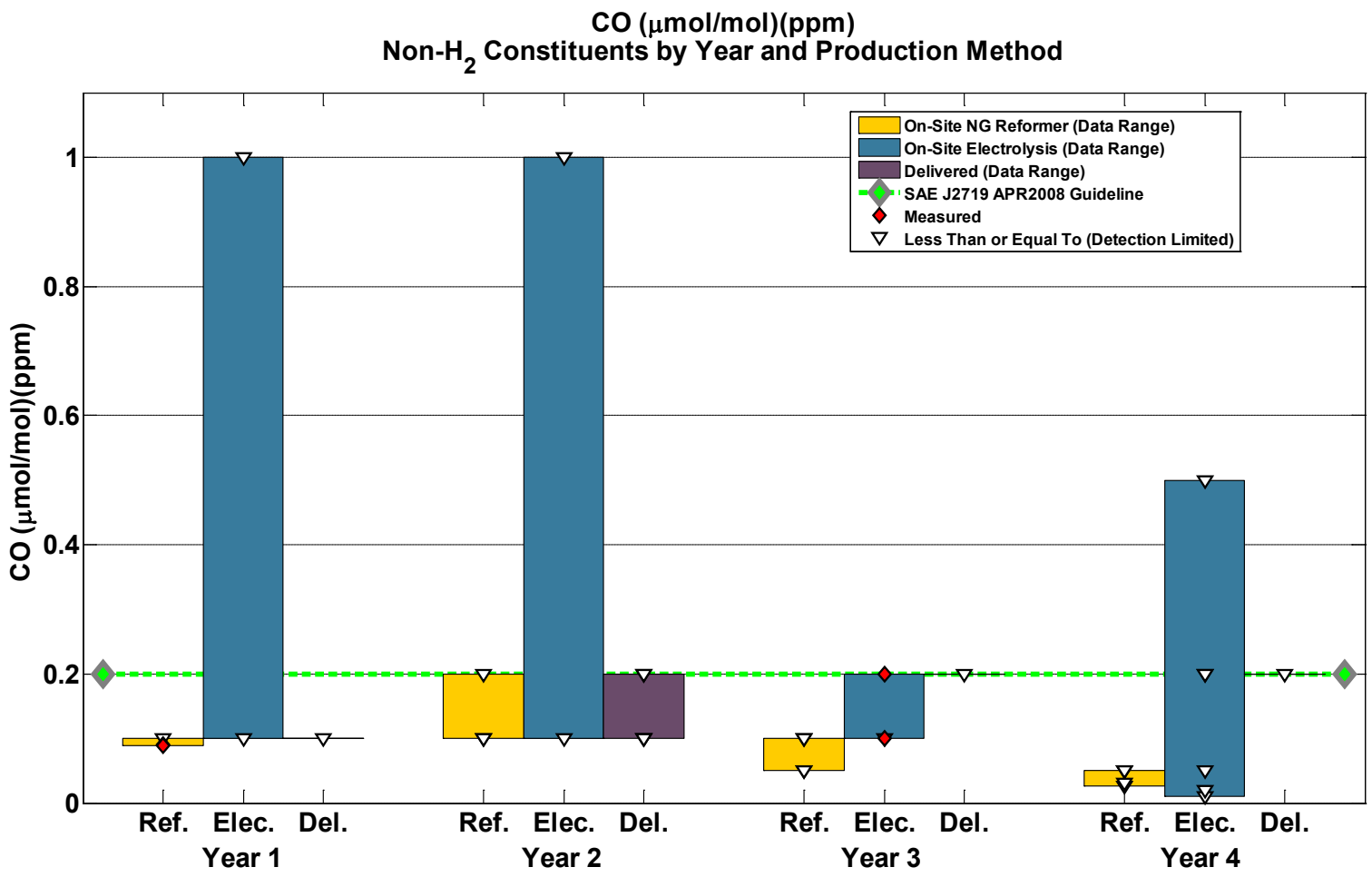
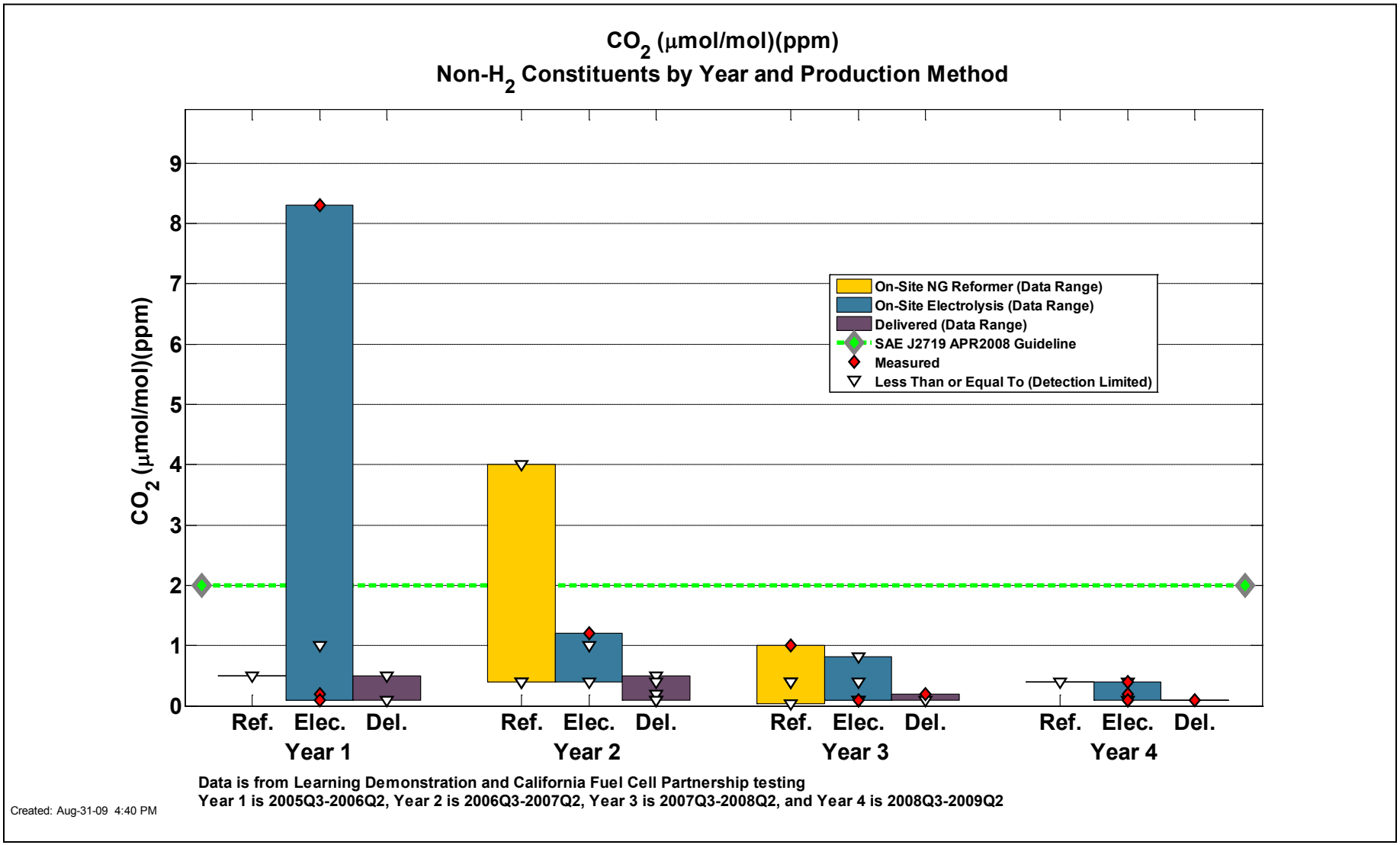
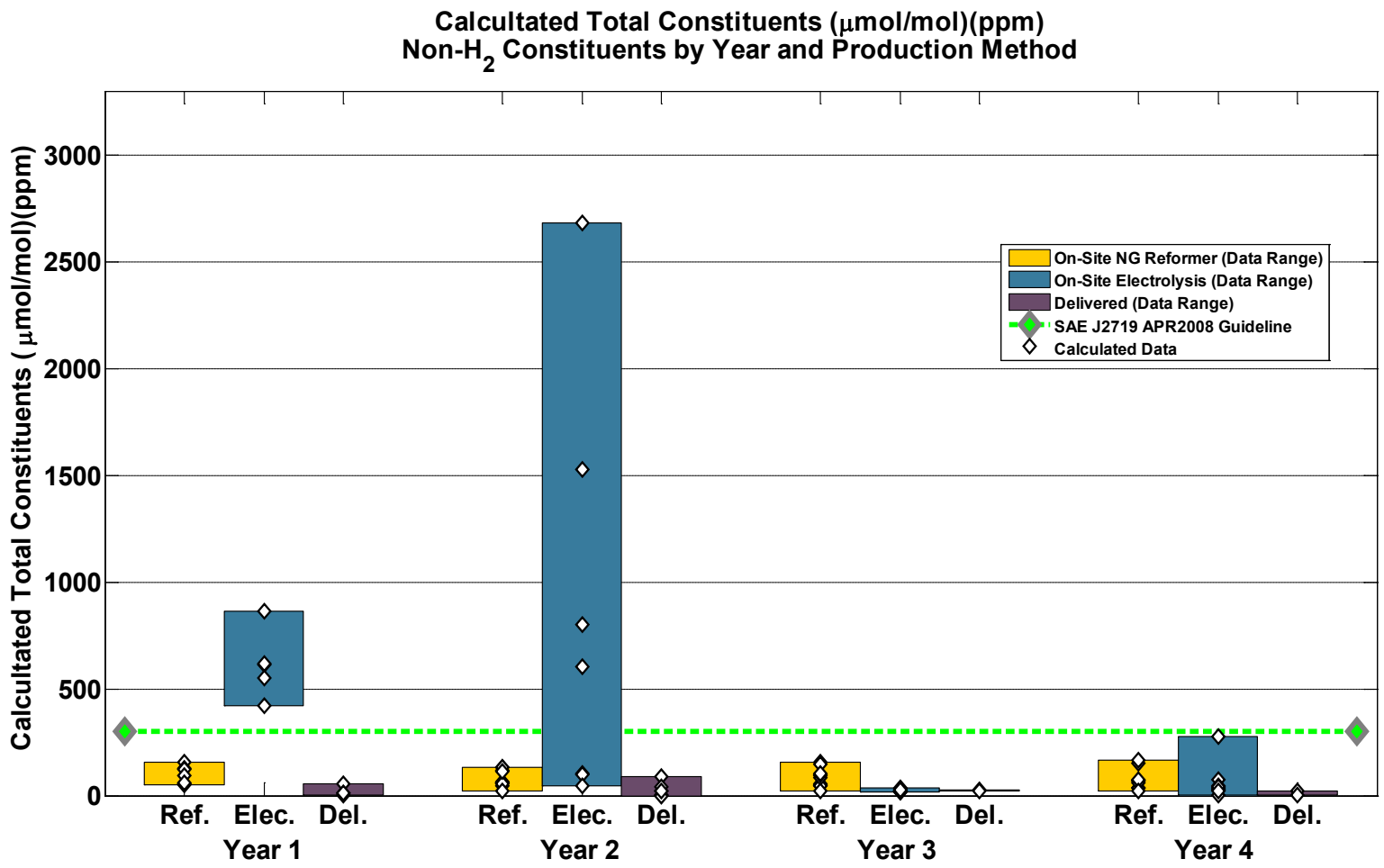
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



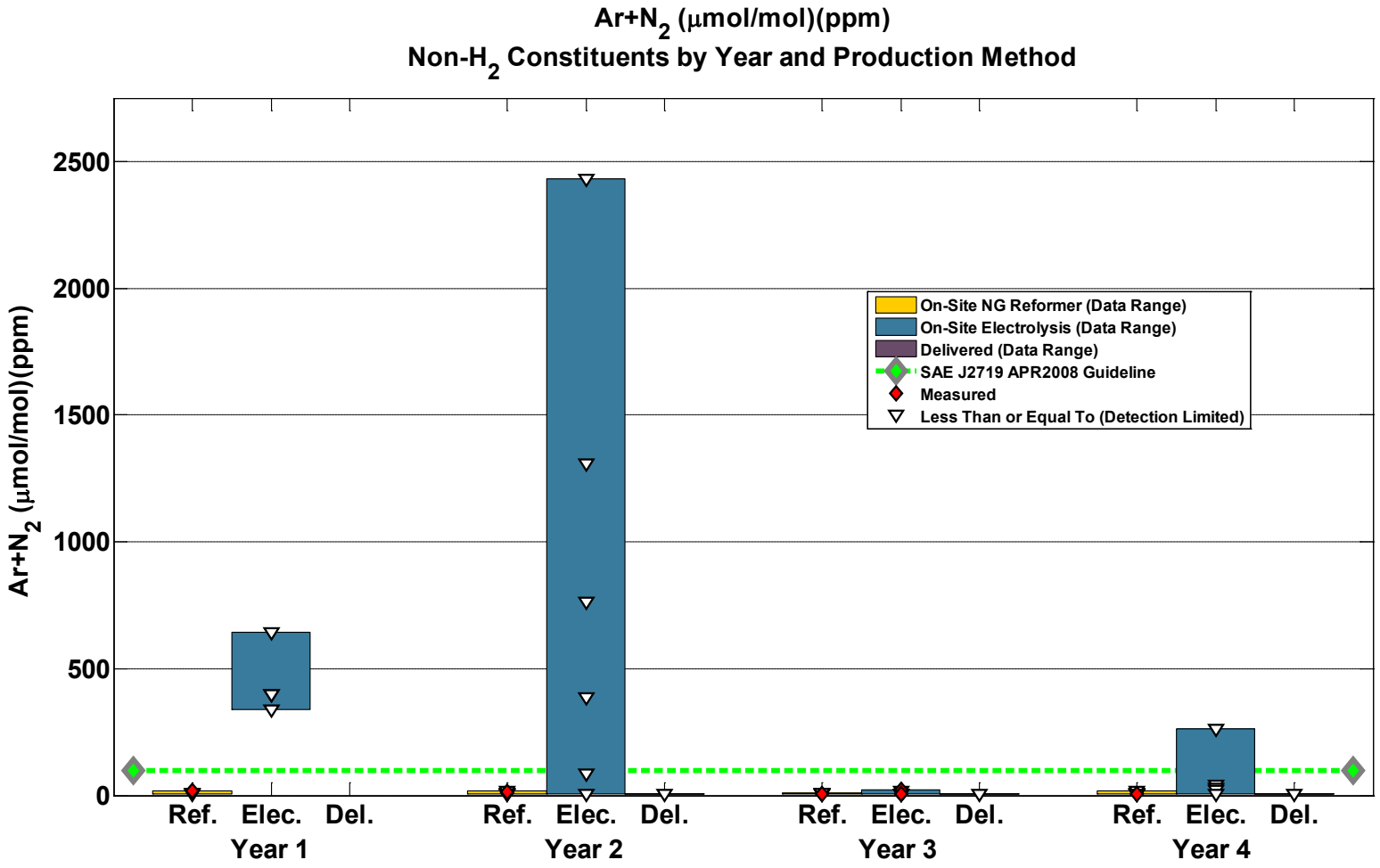
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



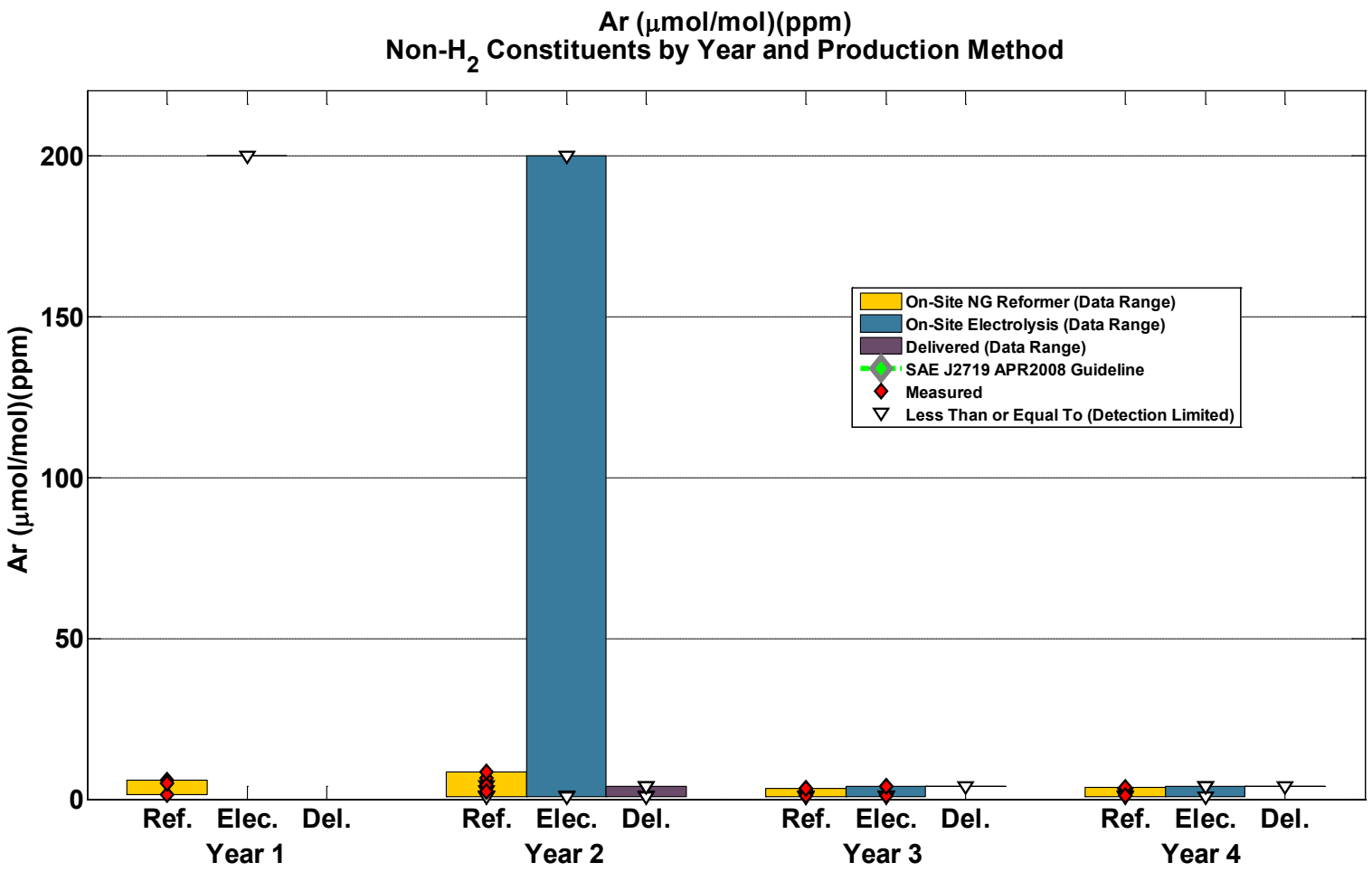
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



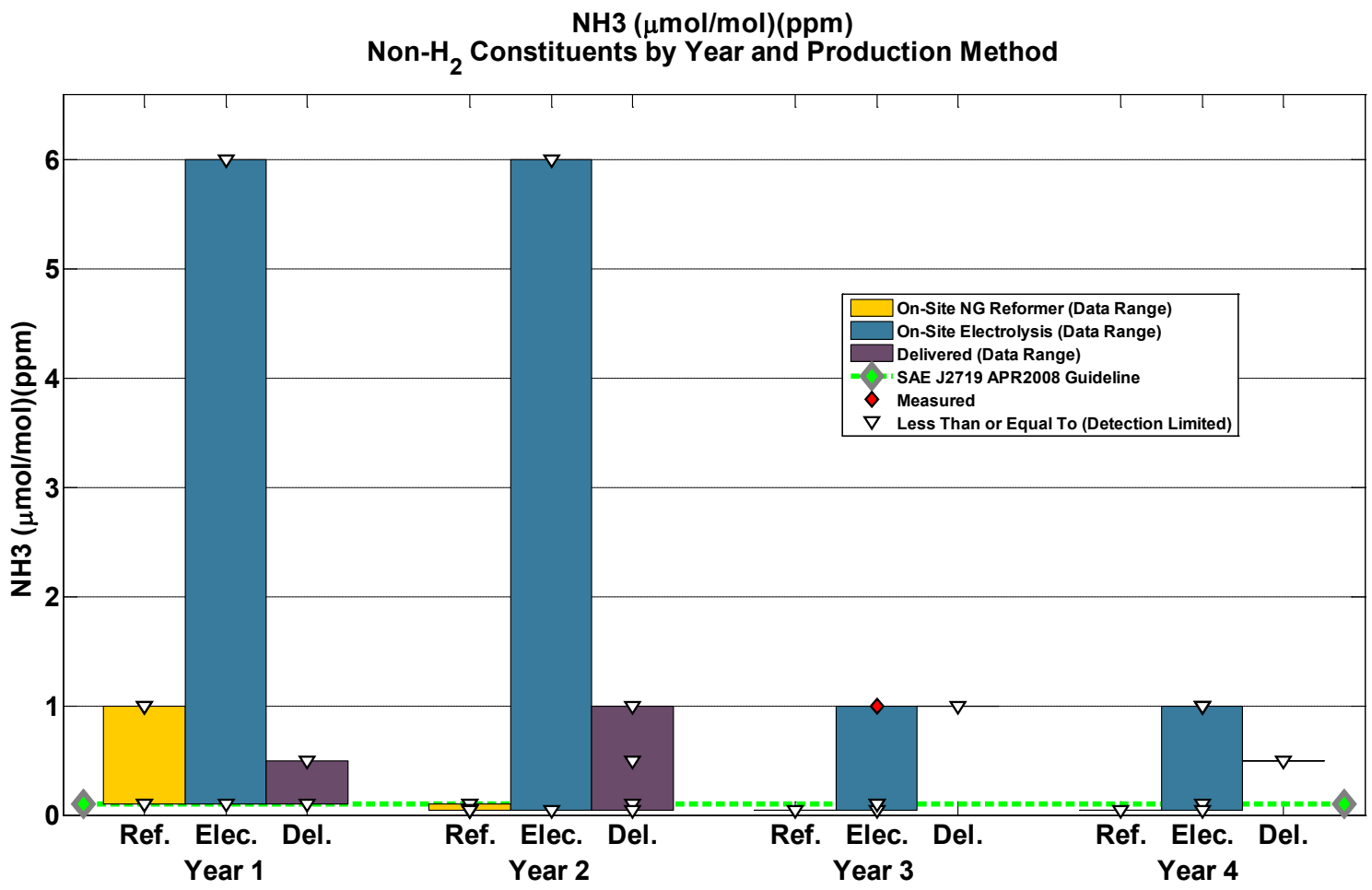
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



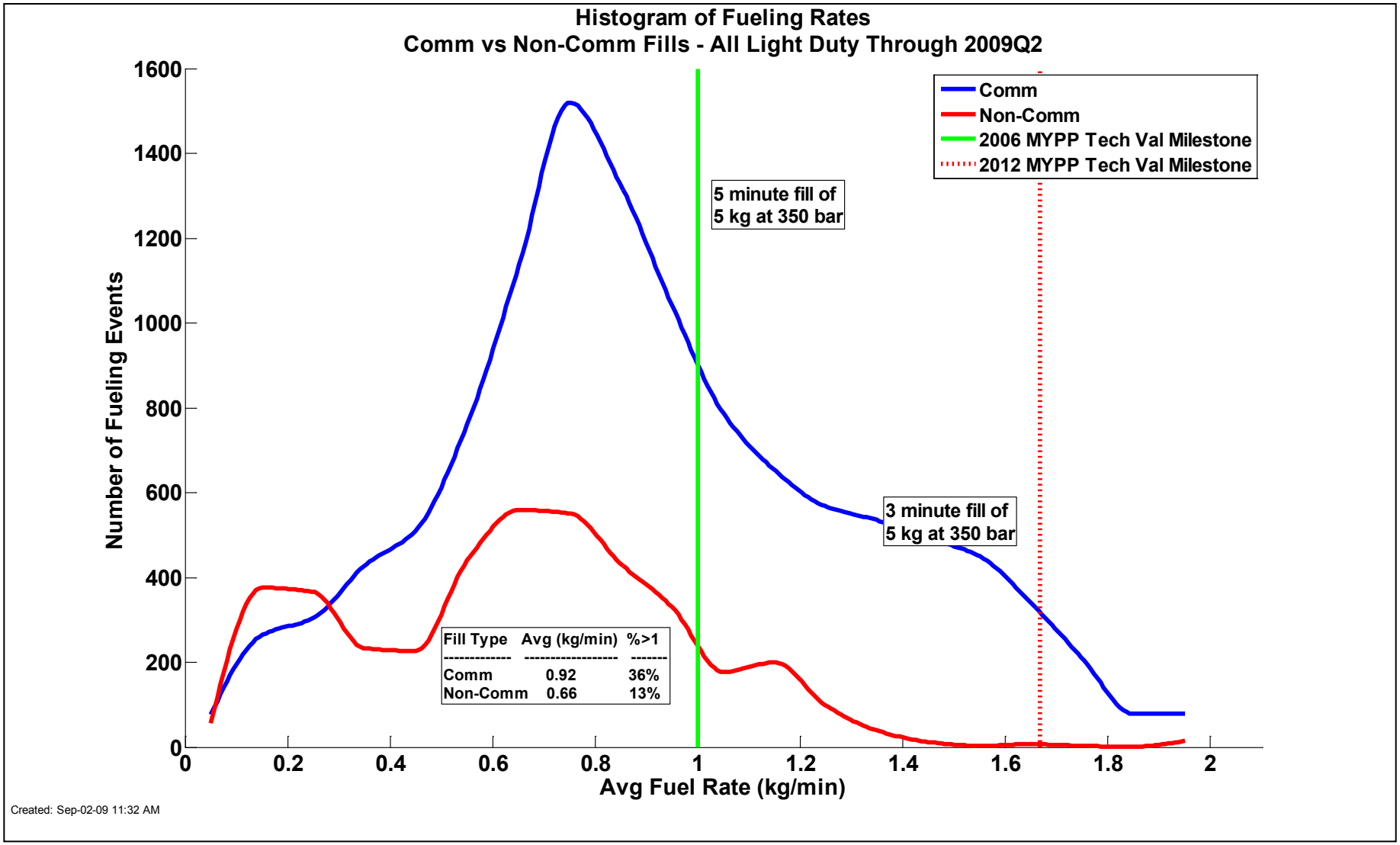
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



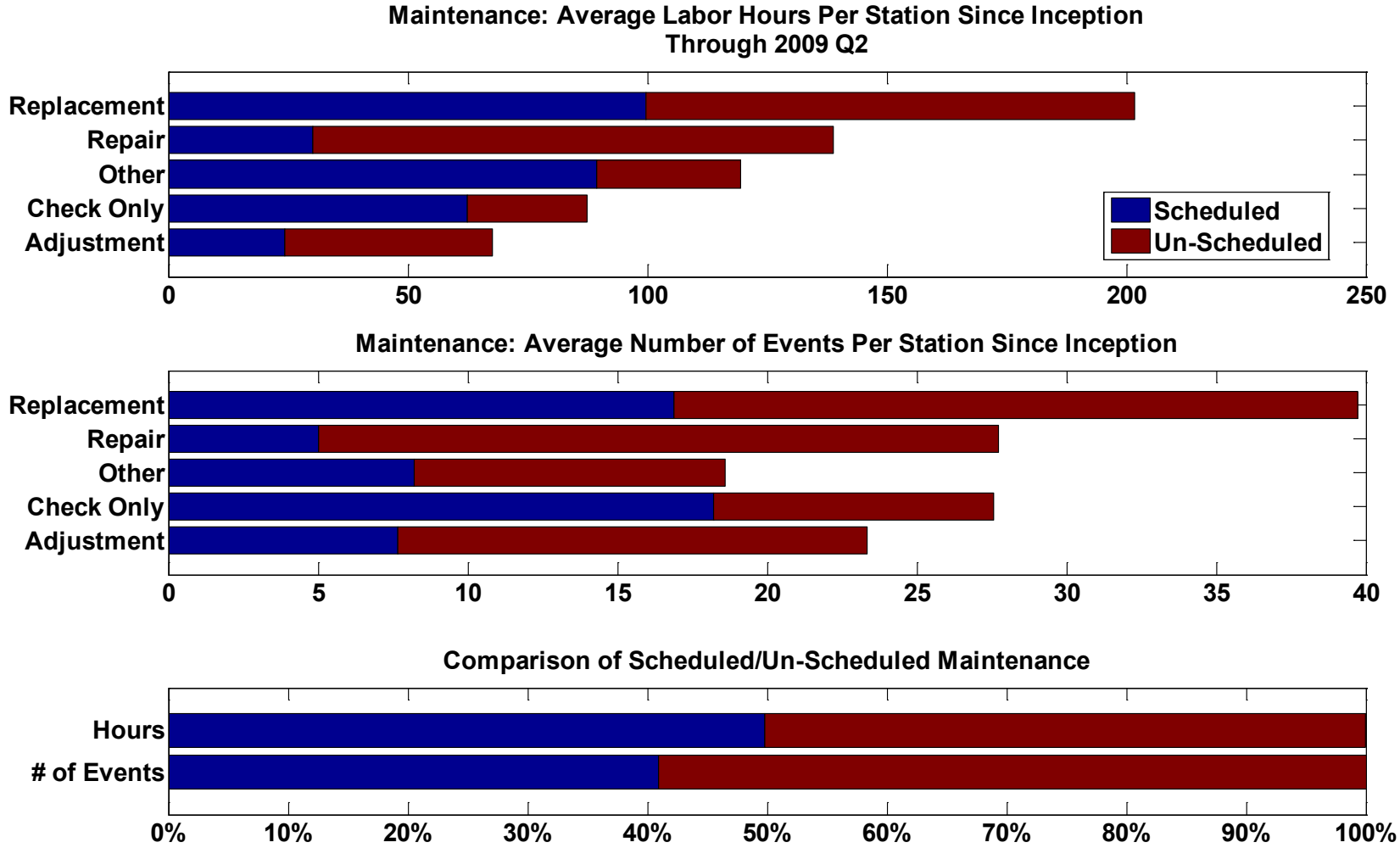
CDP#28 Supplemental: Hydrogen Constituents by Year and Production Method



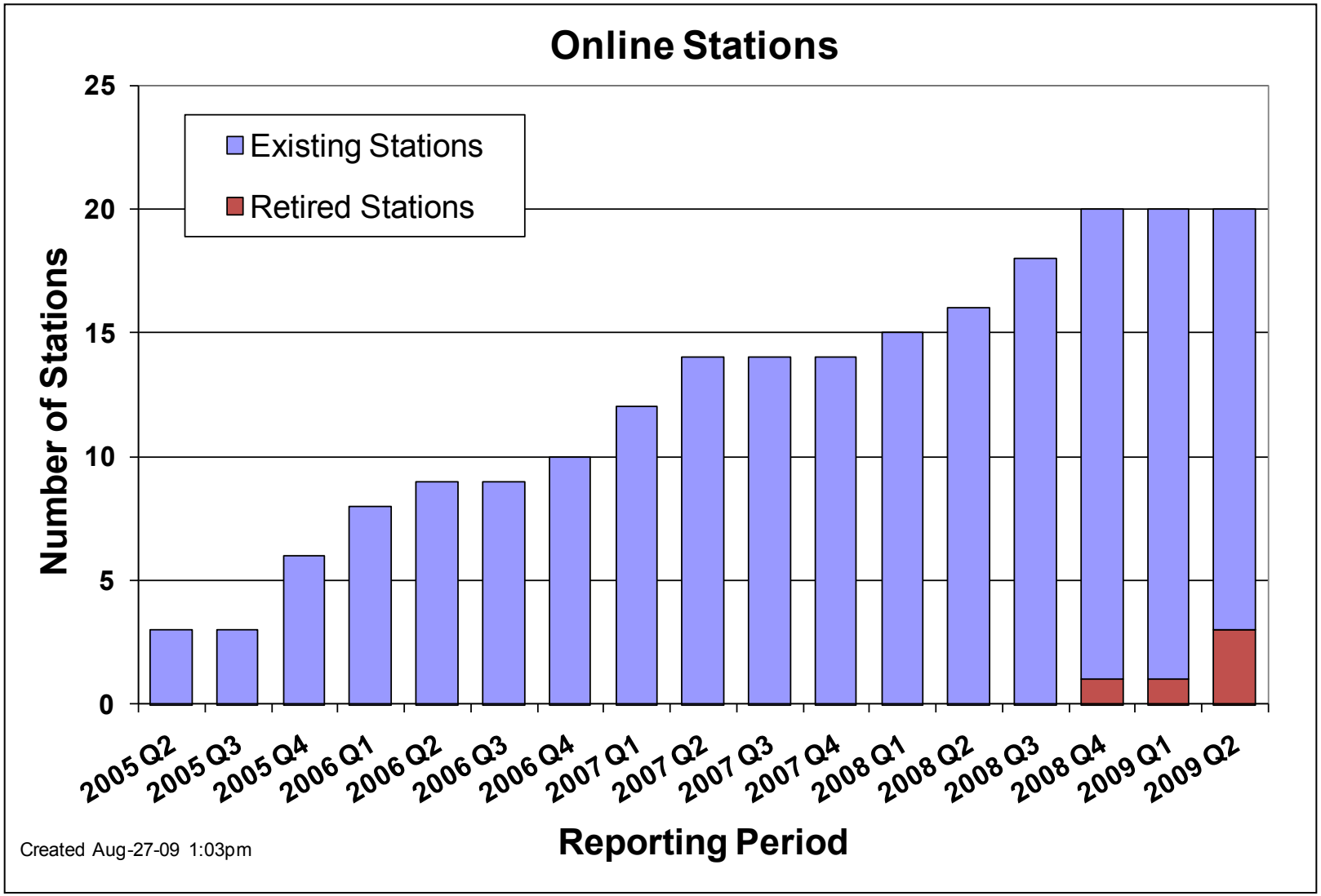
CDP#29: Fueling Rates Communication and Non-Communication Fills



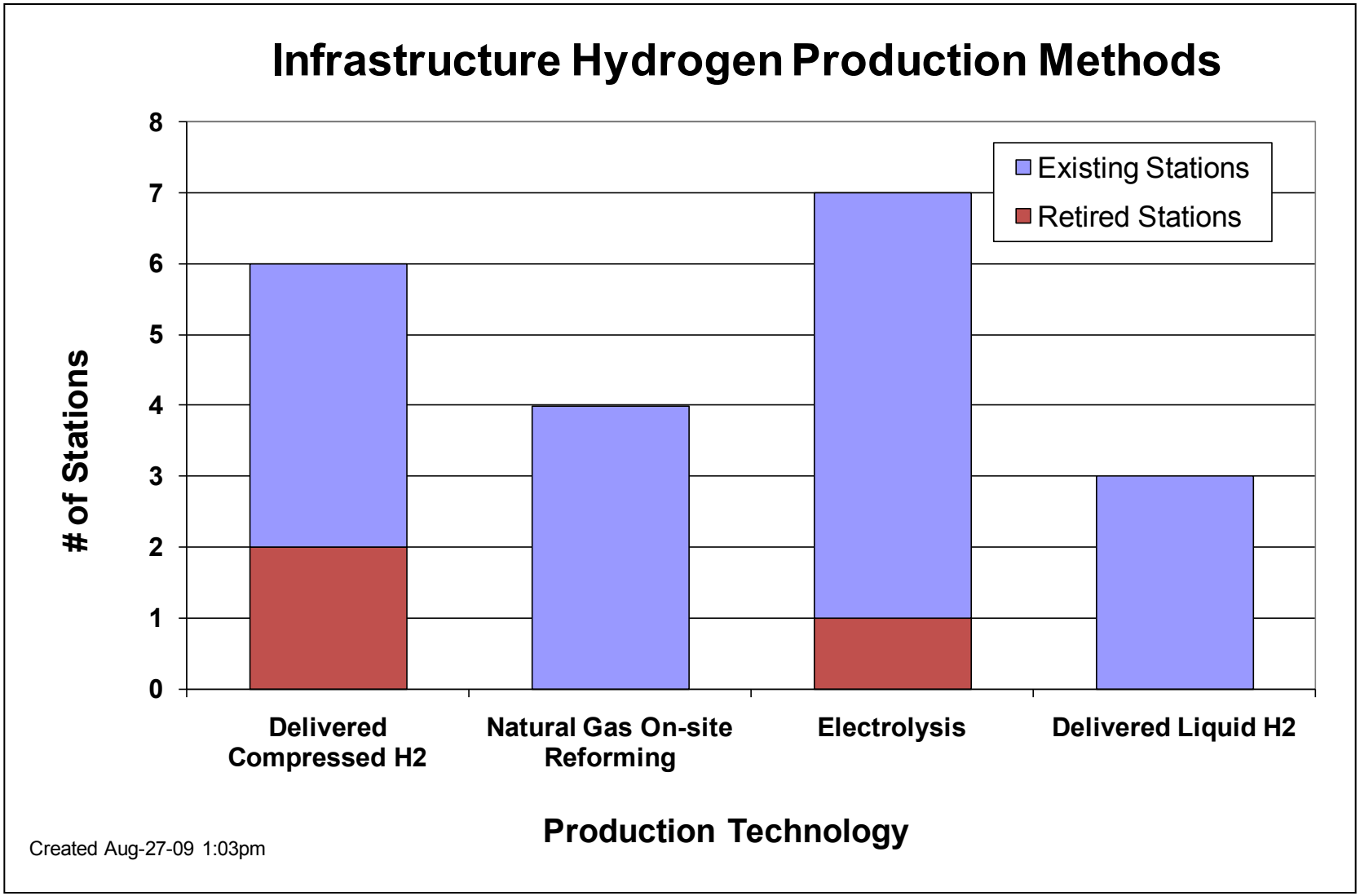
CDP#30: Infrastructure Maintenance



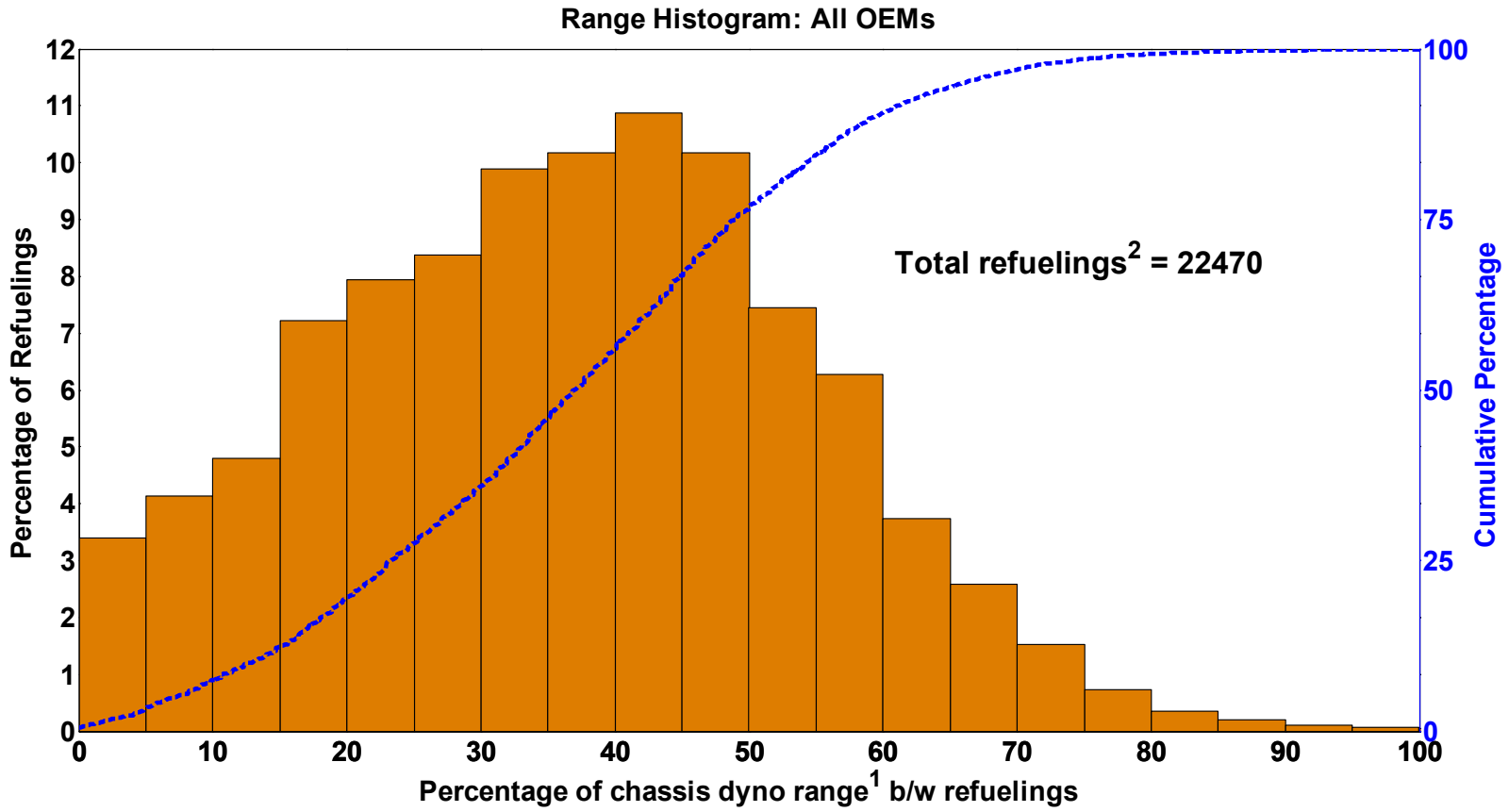
CDP#31: Number of Online Stations



CDP#32: Infrastructure Hydrogen Production Methods



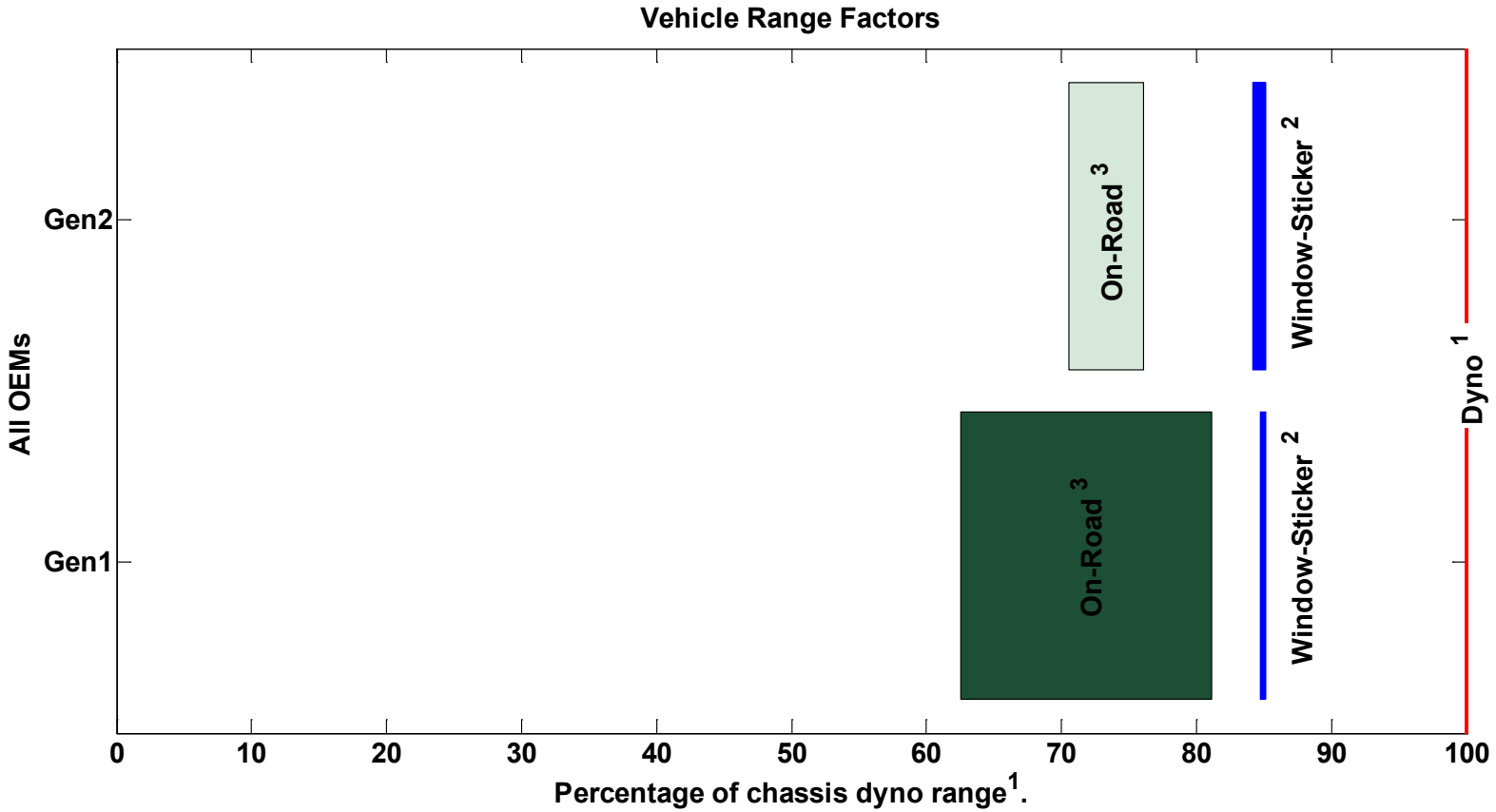
CDP#33: Percentage of Theoretical Range Traveled Between Refuelings



1. Range calculated using the combined City/Hwy fuel economy from dyno testing (not EPA adjusted) and usable fuel on board.
2. Some refueling events are not detected/reported due to data noise or incompleteness.

Created: Aug-26-09 9:40 AM

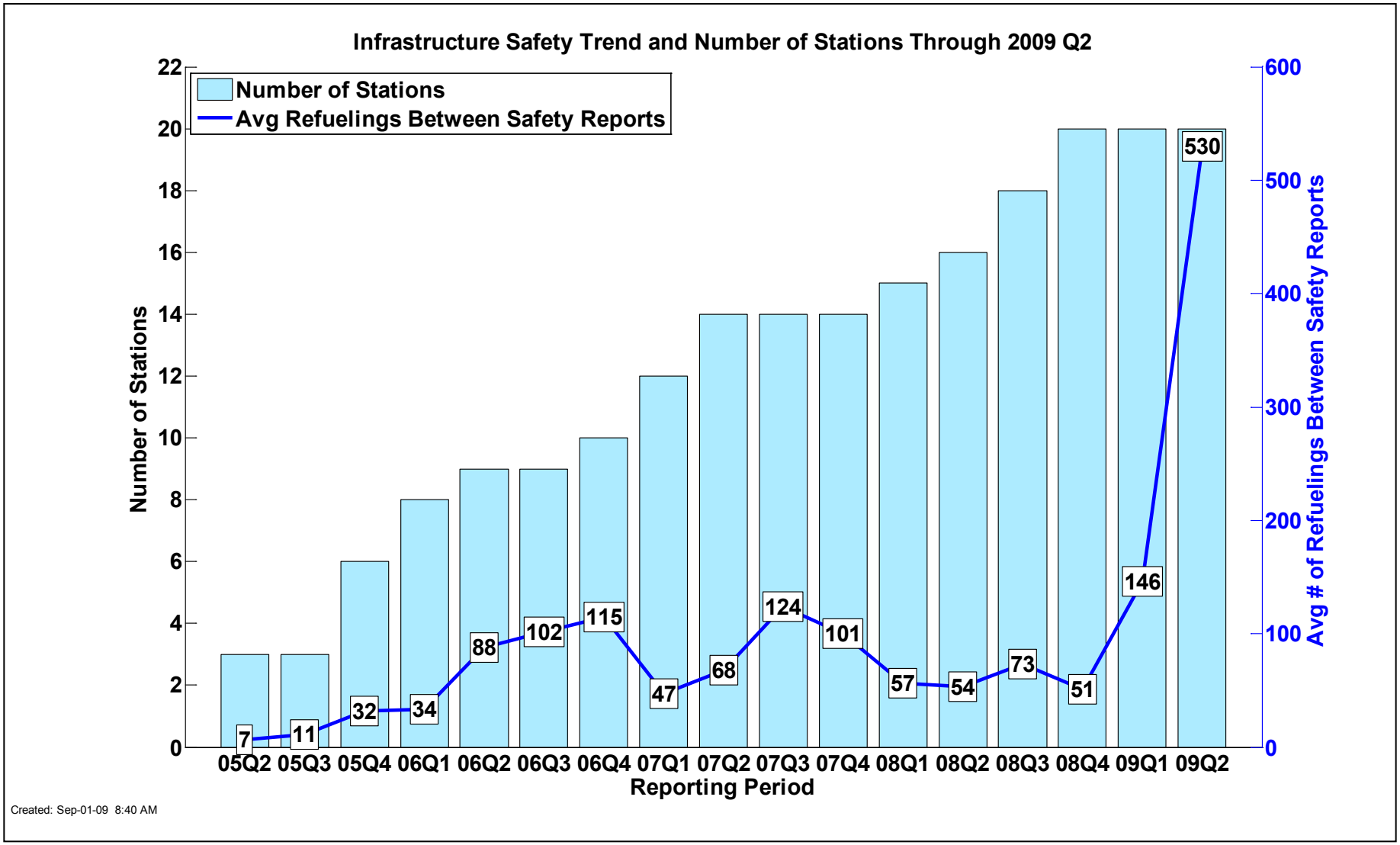
CDP#34: Effective Vehicle Range



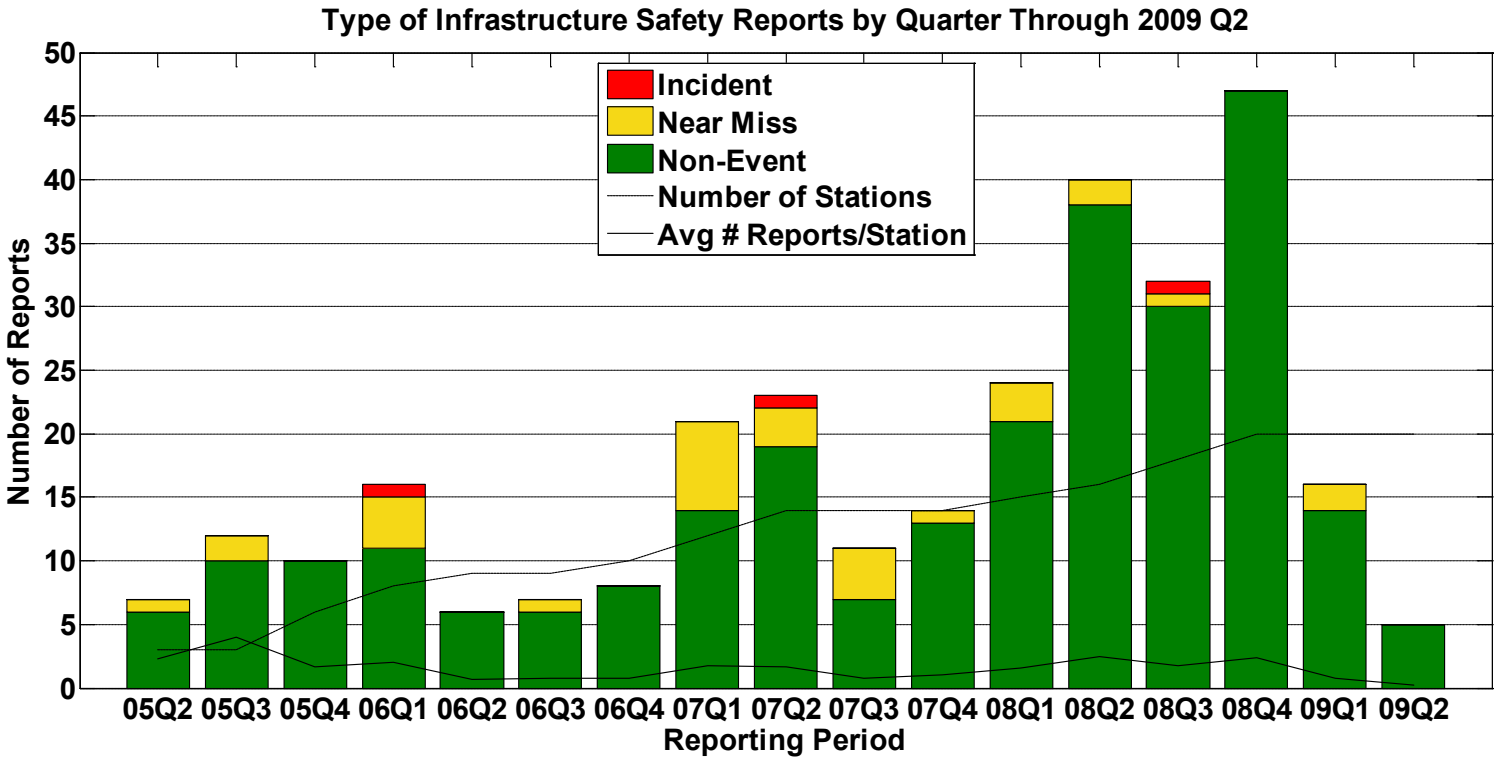
1. Calculated using the combined City/Hwy fuel economy from dyno testing (non-adjusted) and usable fuel on board.
2. Applying window-sticker correction factors for fuel economy: 0.78 x Hwy and 0.9 x City.
3. Using fuel economy from on-road data (excluding trips > 1 mile, consistent with other data products).

Created: Aug-31-09 9:26 AM

CDP#35: Average Refuelings Between Infrastructure Safety Reports



CDP#36: Type of Infrastructure Safety Report By Quarter



An INCIDENT is an event that results in:

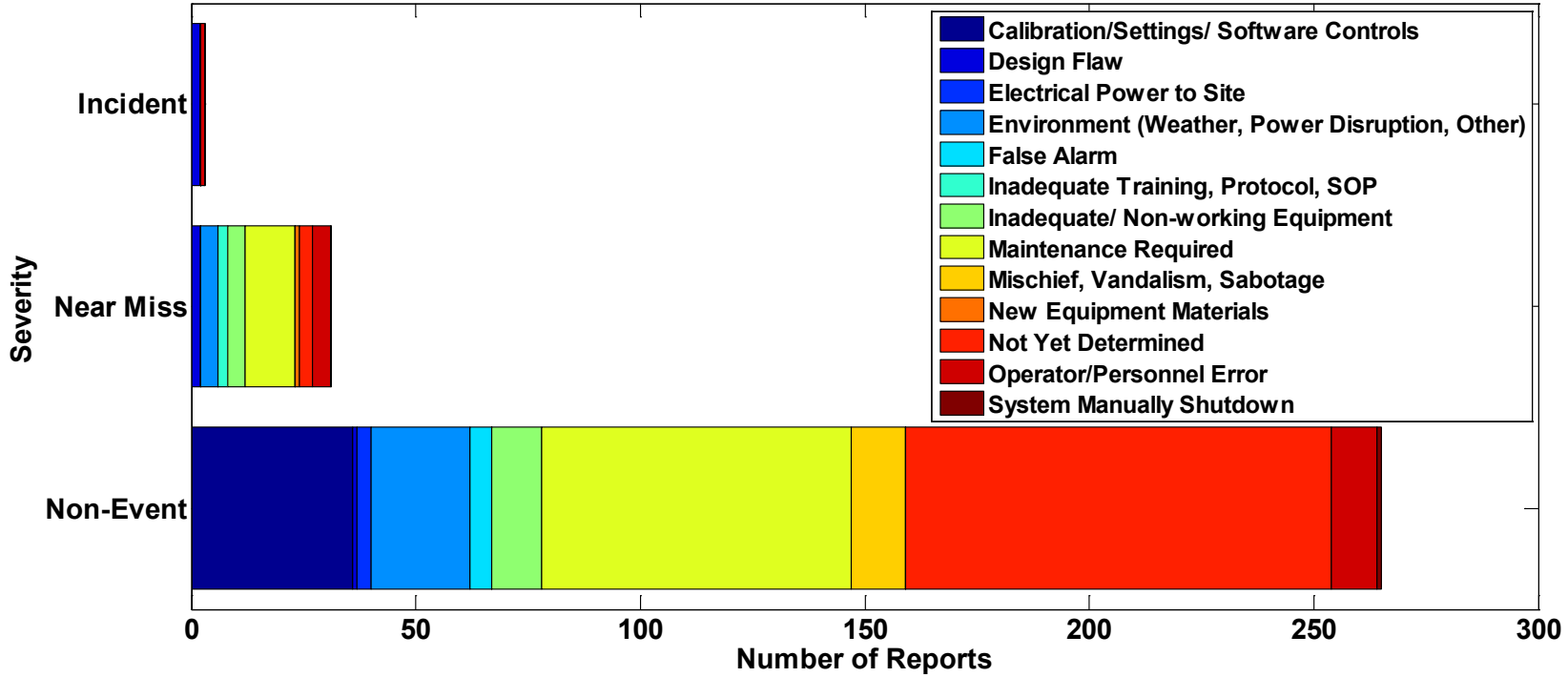
- a lost time accident and/or injury to personnel
- damage/unplanned downtime for project equipment, facilities or property
- impact to the public or environment
- any hydrogen release that unintentionally ignites or is sufficient to sustain a flame if ignited
- release of any volatile, hydrogen containing compound (other than the hydrocarbons used as common fuels)

A NEAR-MISS is:

- an event that under slightly different circumstances could have become an incident
- unplanned H2 release insufficient to sustain a flame

Created: Sep-01-09 8:40 AM

CDP#37: Primary Factors of Infrastructure Safety Reports



An INCIDENT is an event that results in:

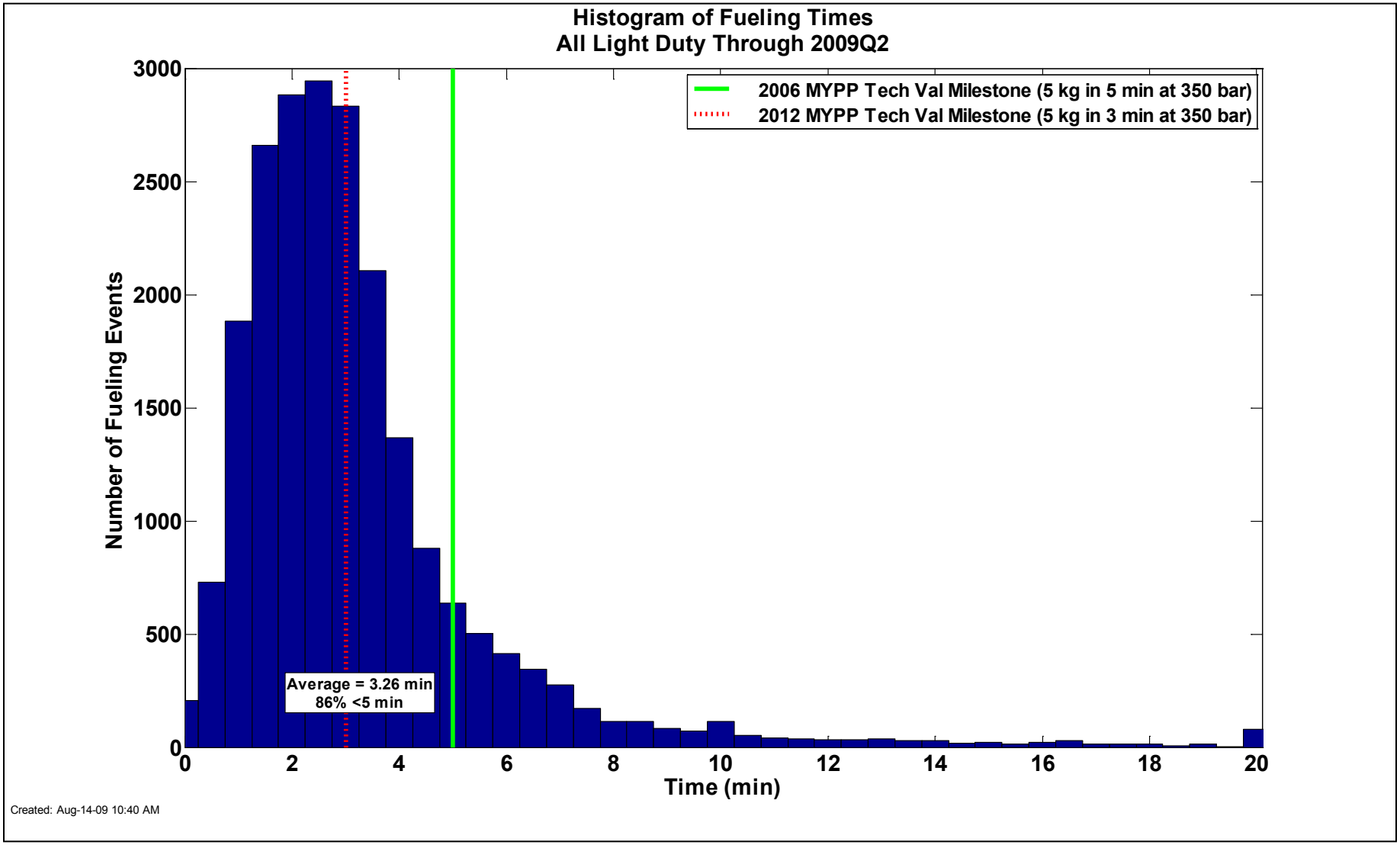
- a lost time accident and/or injury to personnel
- damage/unplanned downtime for project equipment, facilities or property
- impact to the public or environment
- any hydrogen release that unintentionally ignites or is sufficient to sustain a flame if ignited
- release of any volatile, hydrogen containing compound (other than the hydrocarbons used as common fuels)

A NEAR-MISS is:

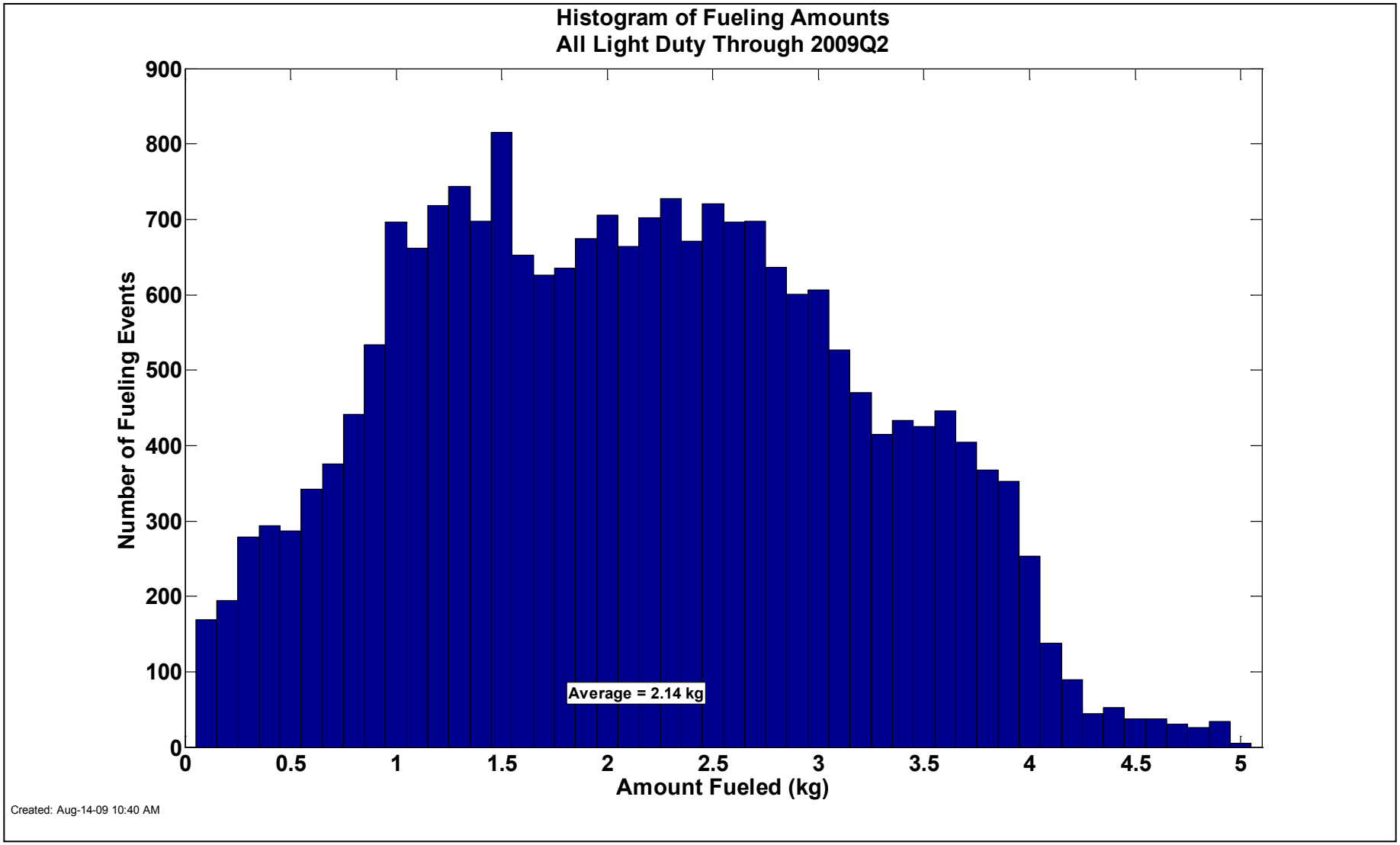
- an event that under slightly different circumstances could have become an incident
- unplanned H2 release insufficient to sustain a flame

Created: Sep-01-09 8:38 AM

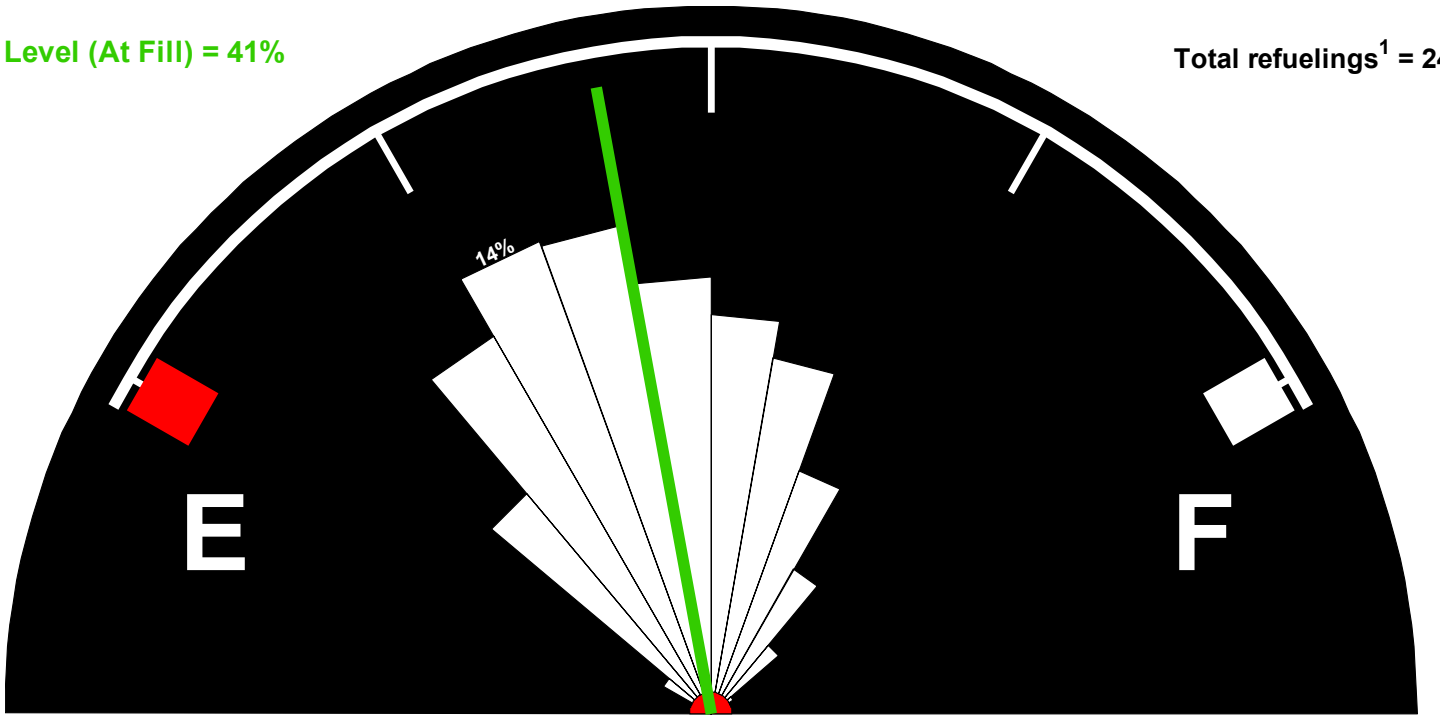
CDP#38: Refueling Times



CDP#39: Refueling Amounts



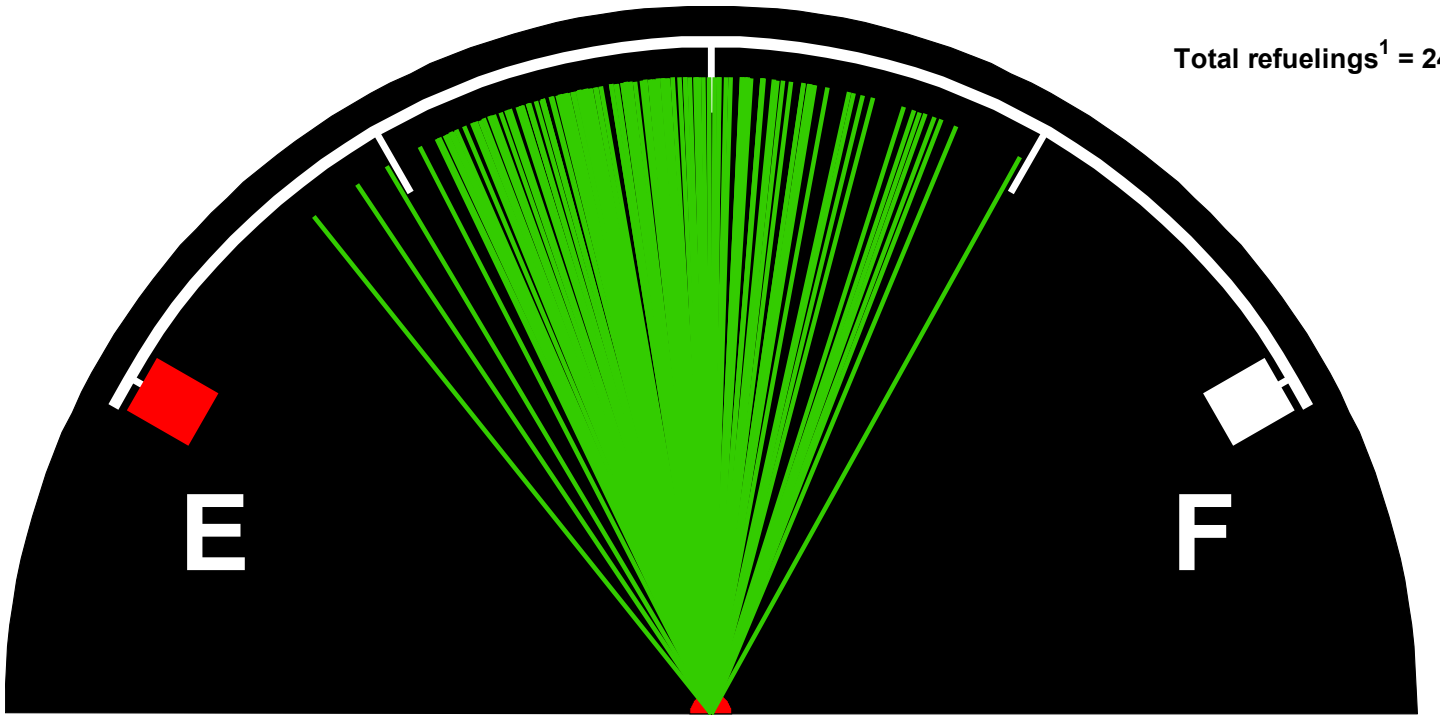
CDP#40: H2 Tank Level at Refueling



1. Some refueling events not recorded/detected due to data noise or incompleteness.
2. The outer arc is set at 20% total refuelings.
3. If tank level at fill was not available, a complete fill up was assumed.

Created: Aug-26-09 9:40 AM

CDP#41: Refueling Tank Levels - Medians



1. Some refueling events not recorded/detected due to data noise or incompleteness.
2. If tank level at fill was not available, a complete fill up was assumed.

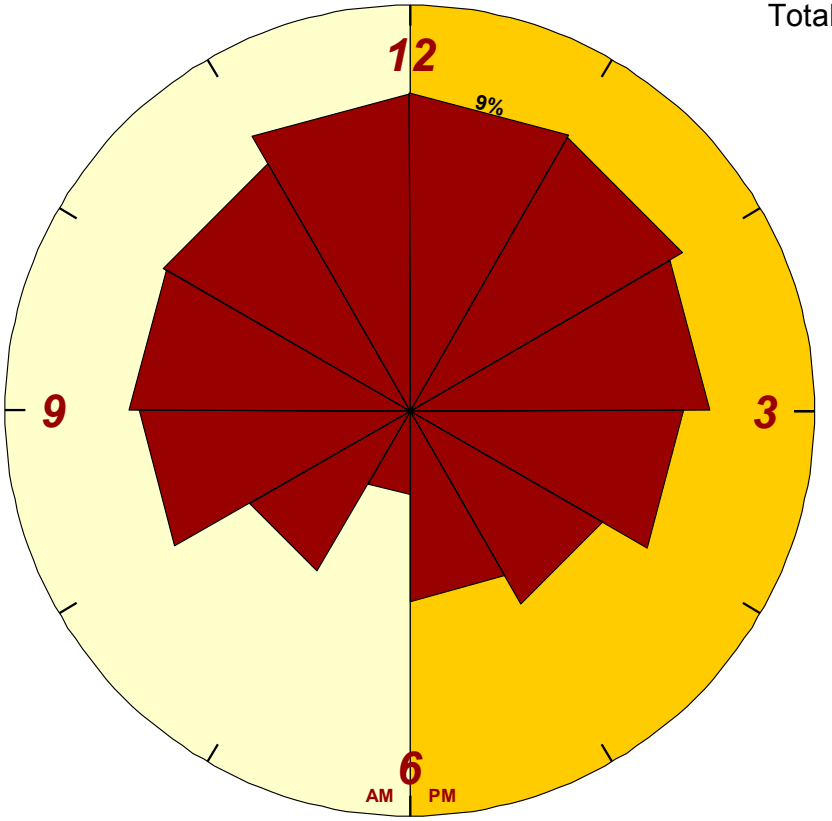
Created: Aug-26-09 9:40 AM

CDP#42: Refueling by Time of Day

Refueling by Time of Day: DOE Fleet

% of fills b/t 6 AM & 6 PM: 90.2%

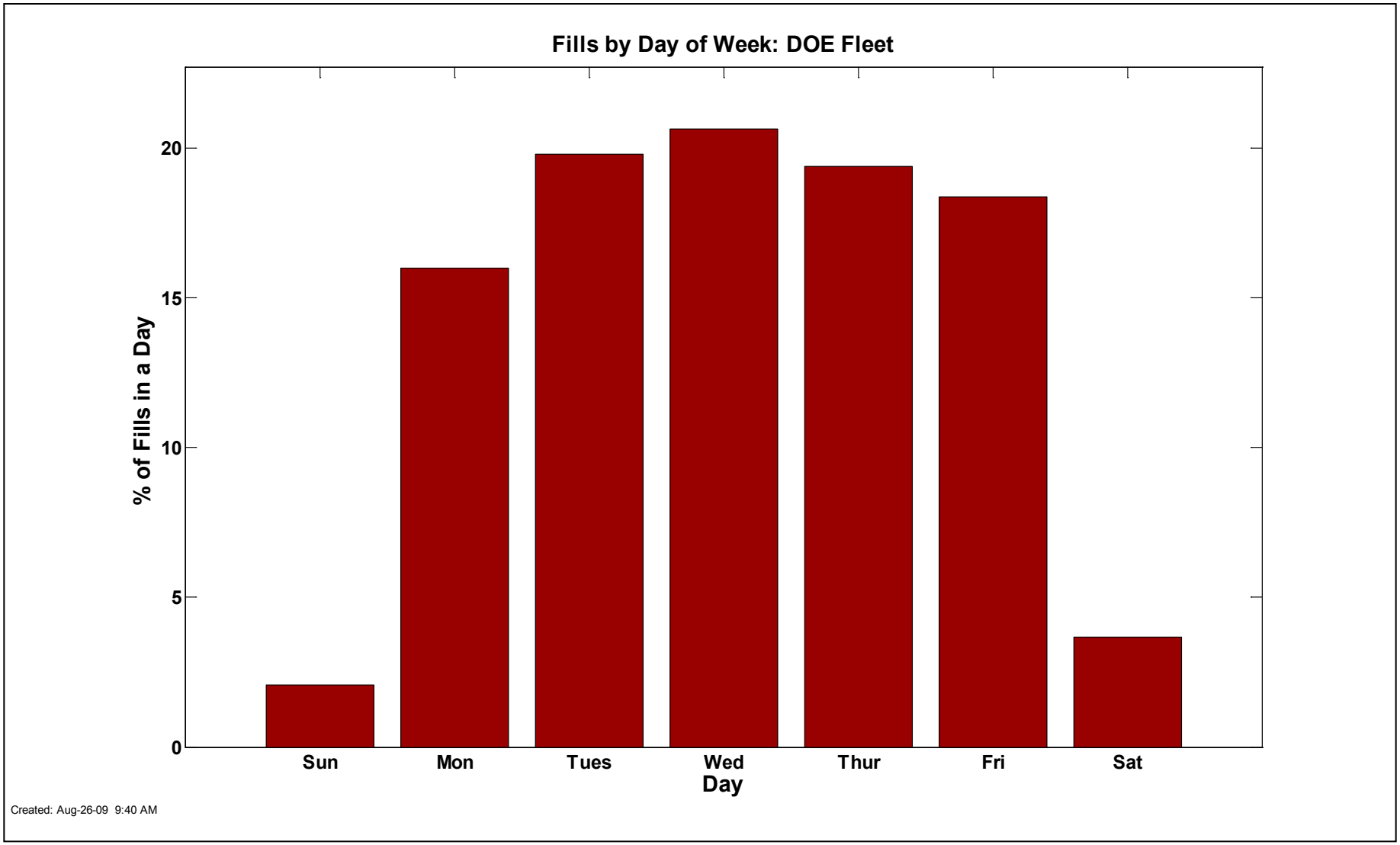
Total Fill[3] Events = 20939



1. Fills between 6 AM & 6 PM
2. The outer arc is set at 12 % total Fill.
3. Some events not recorded/detected due to data noise or incompleteness.

Created: Aug-26-09 9:40 AM

CDP#43: Refueling by Day of Week



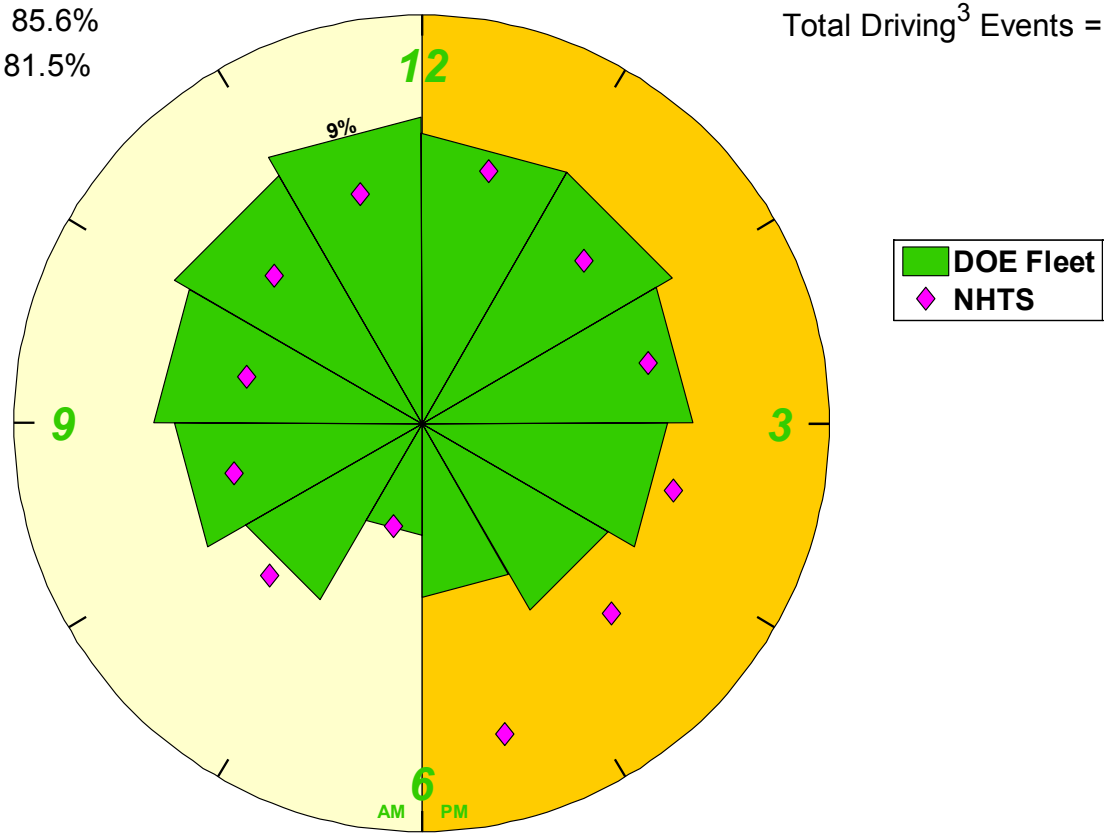
CDP#44: Driving Start Time – Day

Driving Start Time - Day: DOE Fleet

% of driving trips b/t 6 AM & 6 PM: 85.6%

% of NHTS trips b/t 6 AM & 6 PM: 81.5%

Total Driving[3] Events = 273900



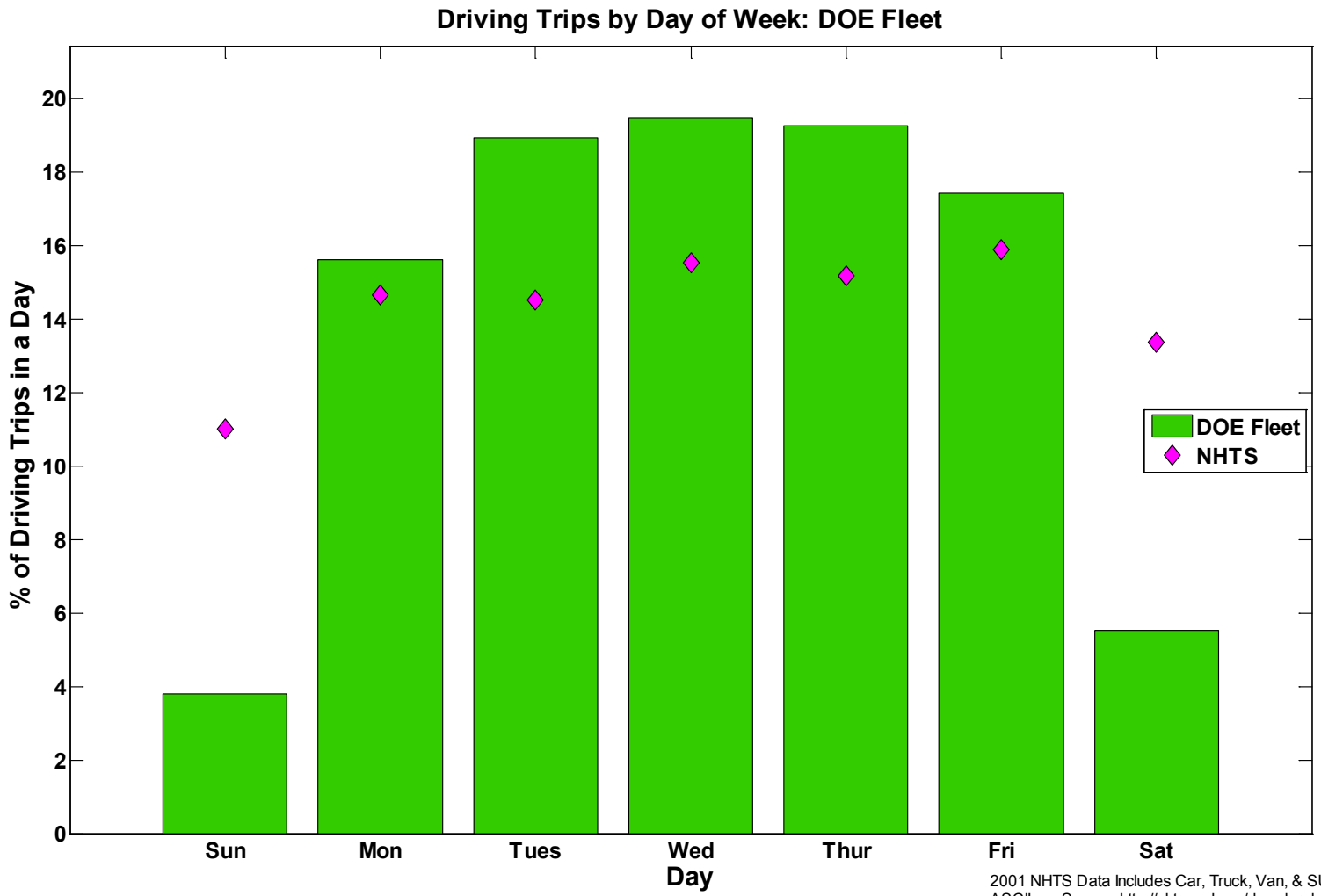
1. Driving trips between 6 AM & 6 PM
2. The outer arc is set at 12 % total Driving.
3. Some events not recorded/detected due to data noise or incompleteness.

2001 NHTS Data Includes Car, Truck, Van, & SUV day trips

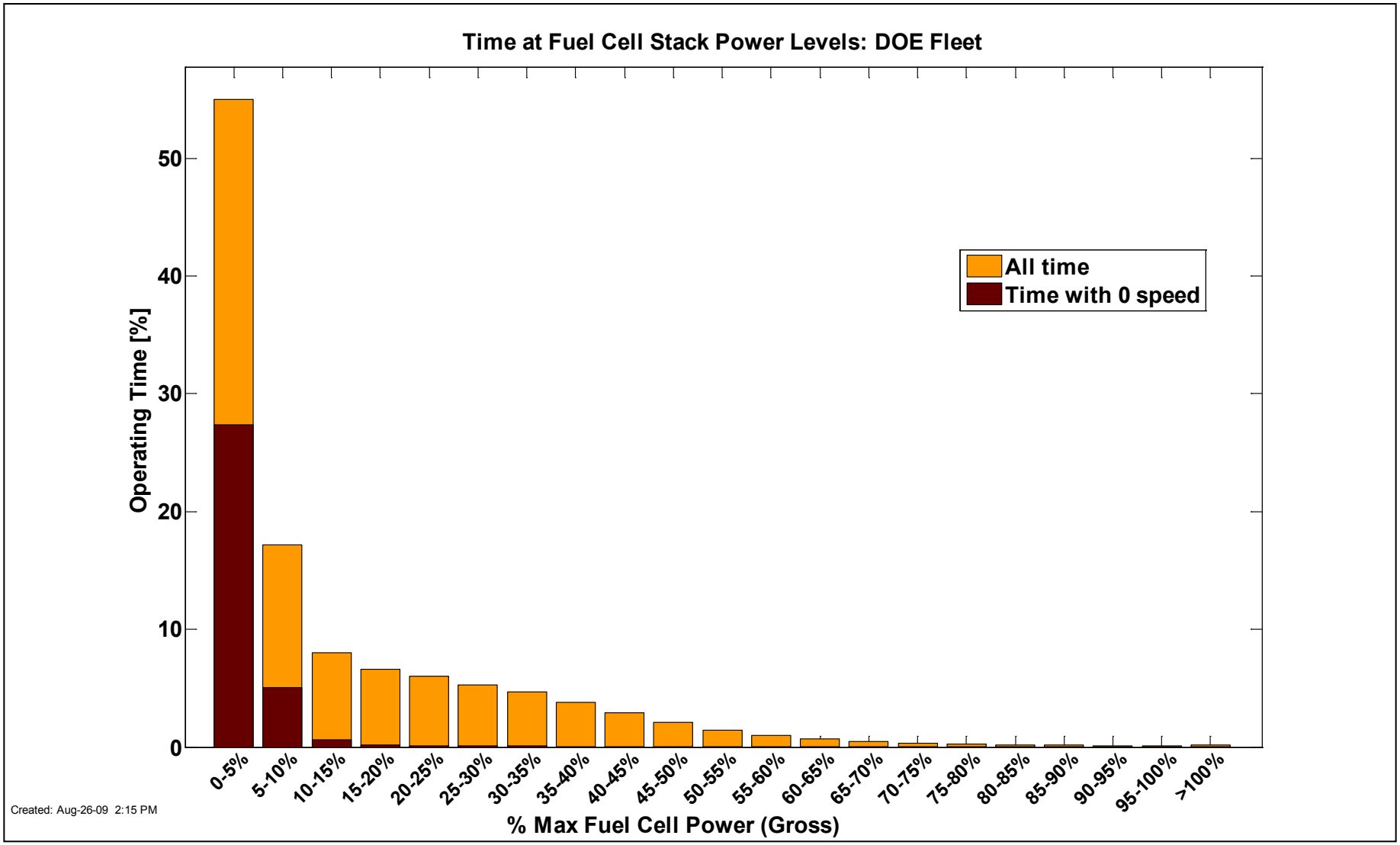
ASCII.csv Source: http://nhts.ornl.gov/download.shtml#2001

Created: Aug-25-09 2:28 PM

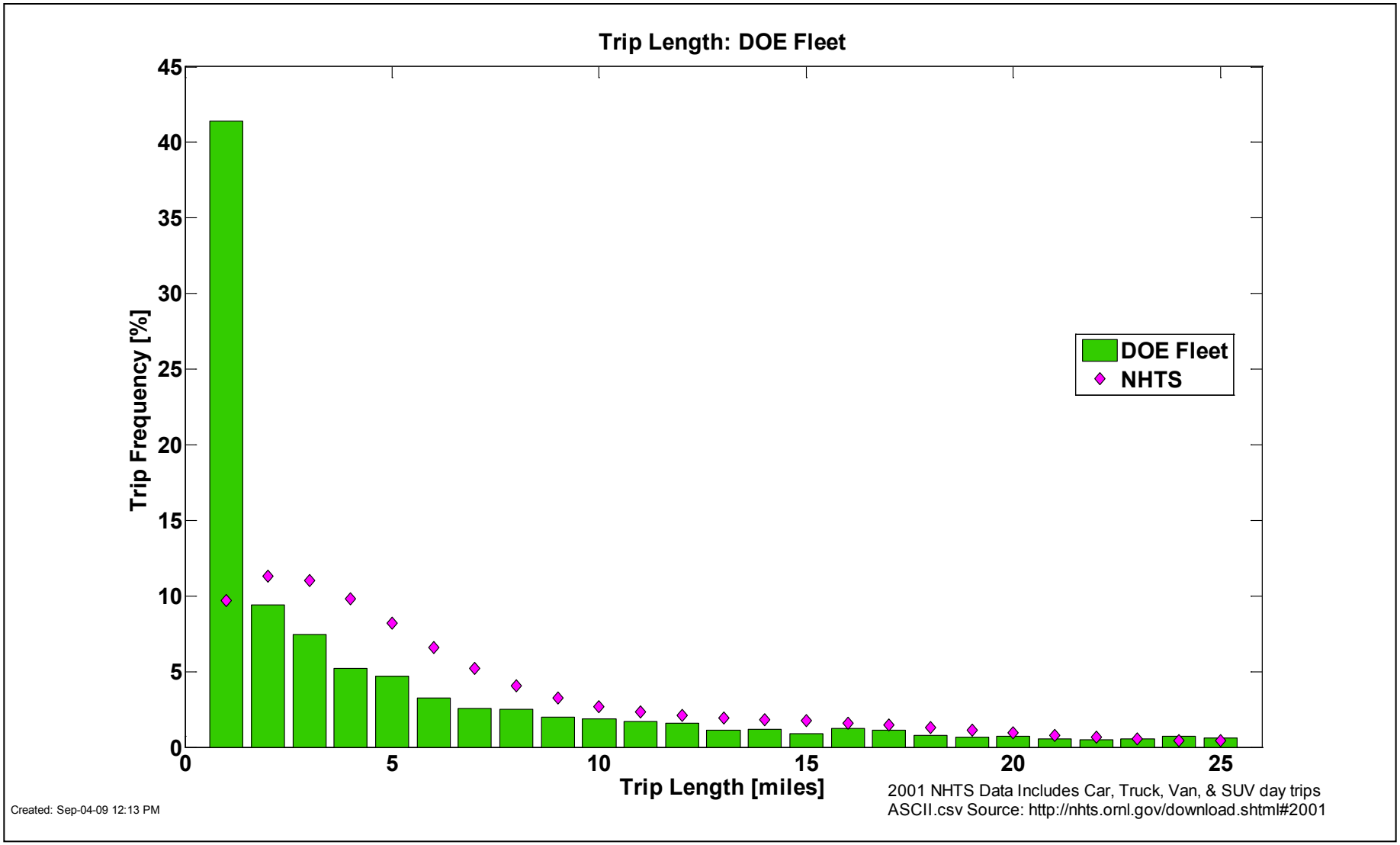
CDP#45: Driving by Day of Week



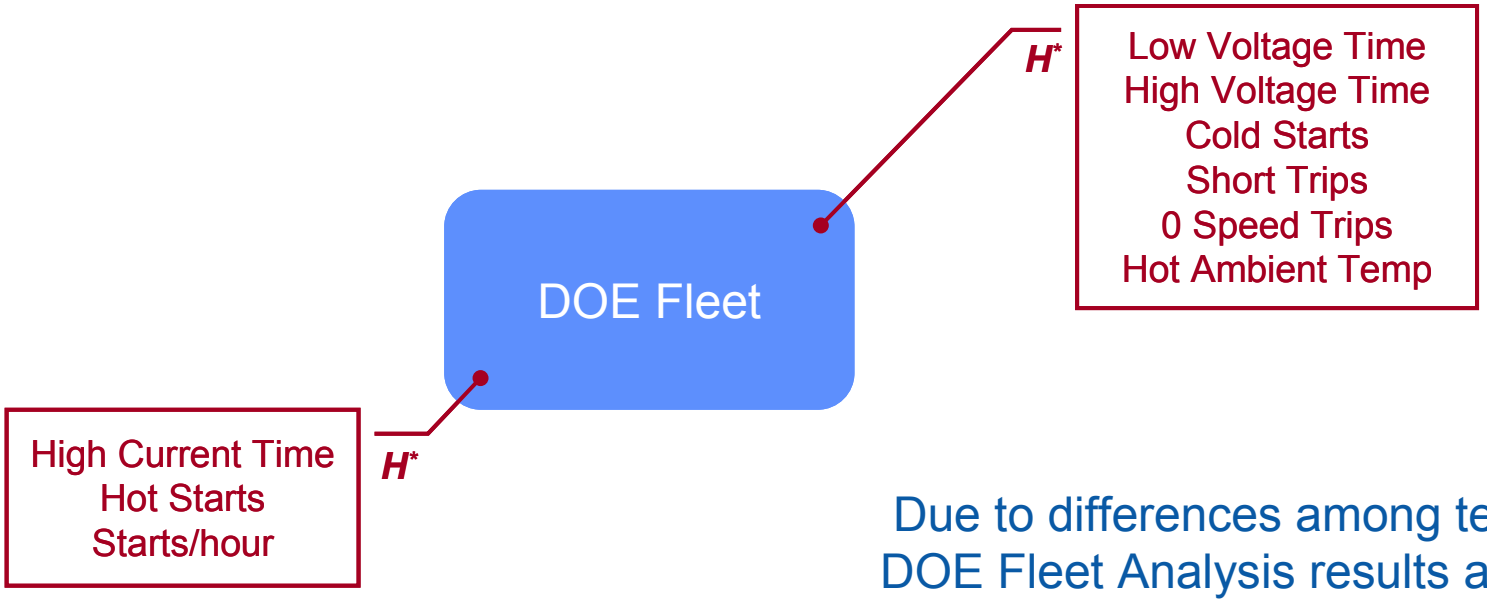
CDP#46: Fuel Cell System Operating Power



CDP#47: Trip Length



CDP#48: Primary Factors Affecting Learning Demo Fleet Fuel Cell Degradation



Due to differences among teams, the DOE Fleet Analysis results are spread out and concrete conclusions are difficult to draw.

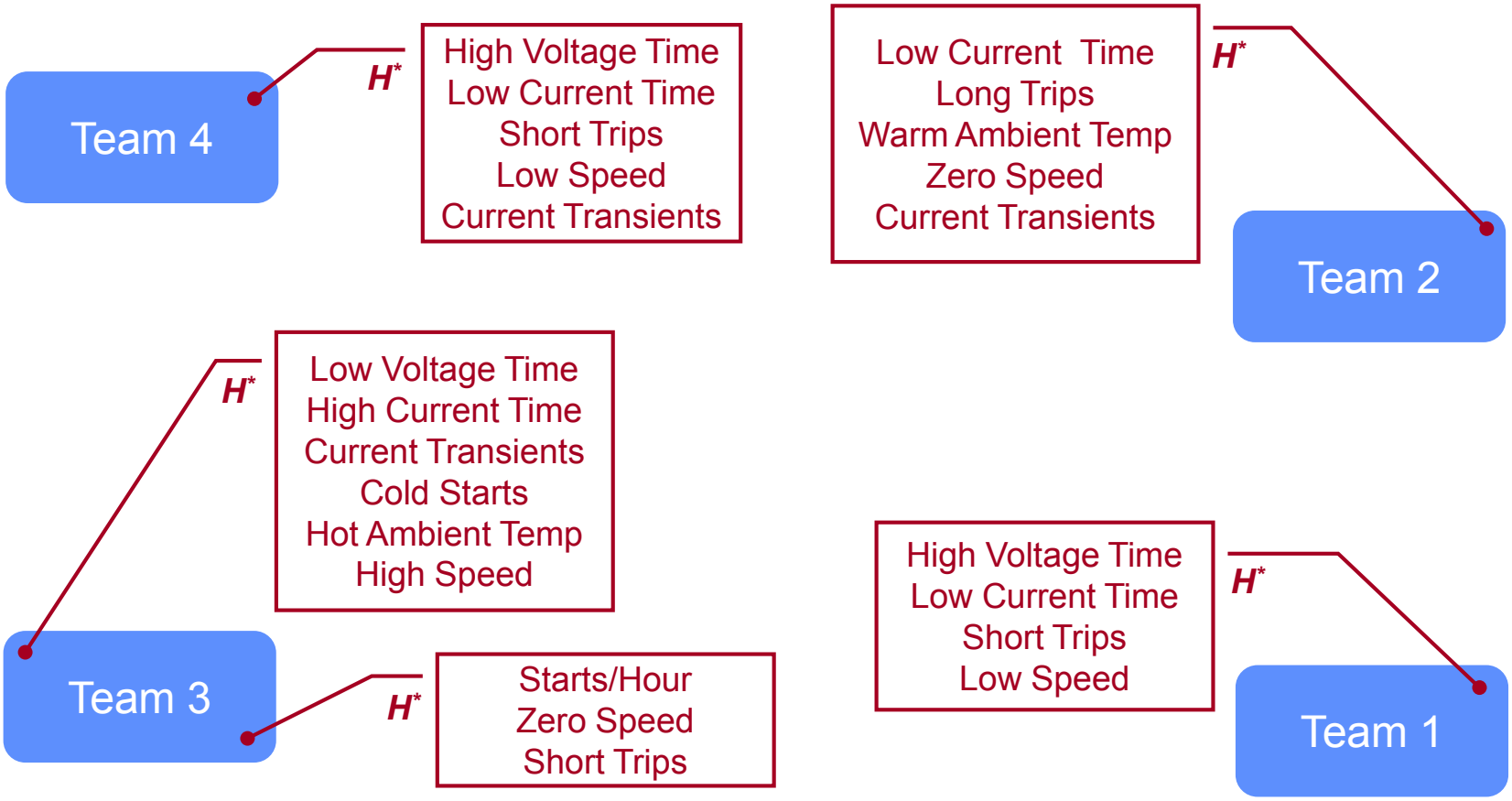
Individual team analyses (CDP#49) focused on patterns within a fleet.

1) On-going fuel cell degradation study using Partial Least Squares (PLS) regression model for combined Learning Demonstration Fleet.
2) DOE Fleet model has a low percentage of explained decay rate variance.

H*: Factor group associated with high decay rate fuel cell stacks
L**: Factor group associated with low decay rate fuel cell stacks

Created: Feb-21-08 9:32 AM

CDP#49: Primary Factors Affecting Learning Demo Team Fuel Cell Degradation



1) On-going fuel cell degradation study using Partial Least Squares (PLS) regression model for each team's Gen 1 fleet.
2) Teams' PLS models have a high percentage of explained decay rate variance, but the models are not robust and results are scattered.
3) Factor groups associated with stacks that are opposite to the identified groups here are not specified.

H*: Factor group associated with high decay rate fuel cell stacks

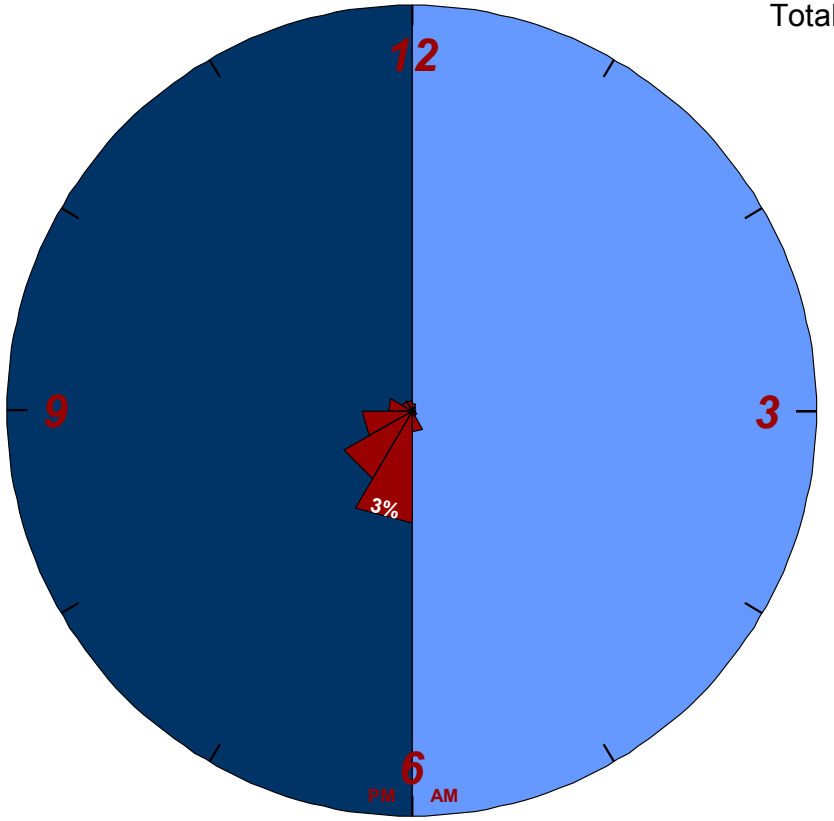
Created: Mar-09-09 9:06 AM

CDP#50: Refueling by Time of Night

Refueling by Time of Night: DOE Fleet

% of fills b/t 6 PM & 6 AM: 9.8%

Total Fill[3] Events = 20939



1. Fills between 6 PM & 6 AM
2. The outer arc is set at 12 % total Fill.
3. Some events not recorded/detected due to data noise or incompleteness.

Created: Aug-26-09 9:40 AM

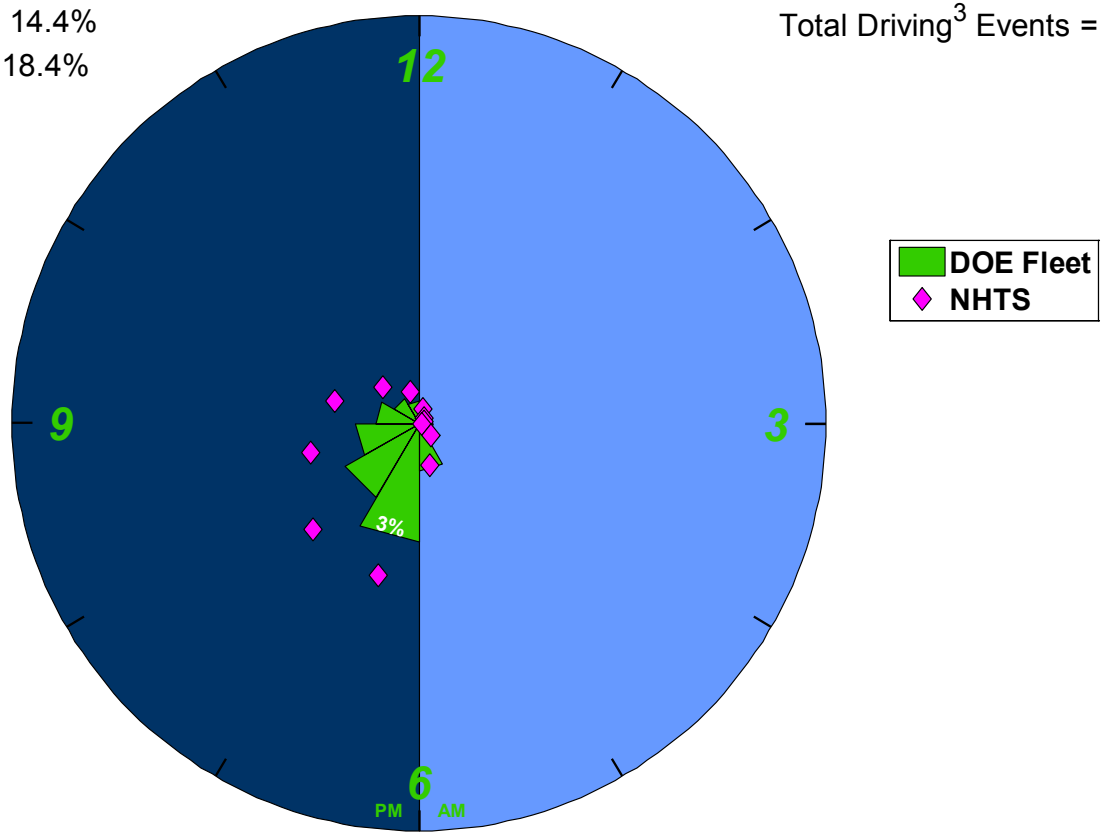
CDP#51: Driving Start Time – Night

Driving Start Time - Night: DOE Fleet

% of driving trips b/t 6 PM & 6 AM: 14.4%

% of NHTS trips b/t 6 PM & 6 AM: 18.4%

Total Driving[3] Events = 273900



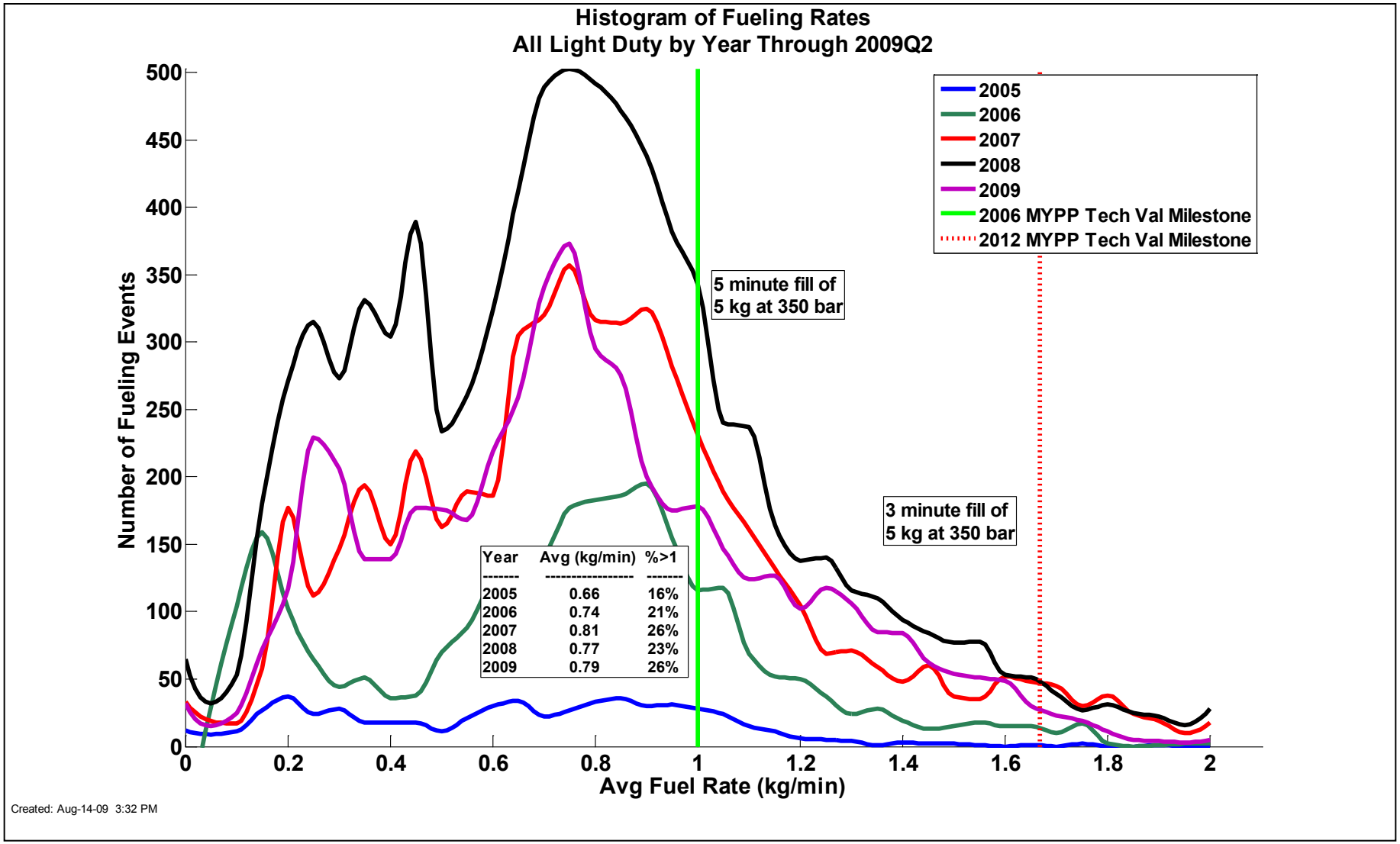
1. Driving trips between 6 PM & 6 AM
2. The outer arc is set at 12 % total Driving.
3. Some events not recorded/detected due to data noise or incompleteness.

2001 NHTS Data Includes Car, Truck, Van, & SUV day trips

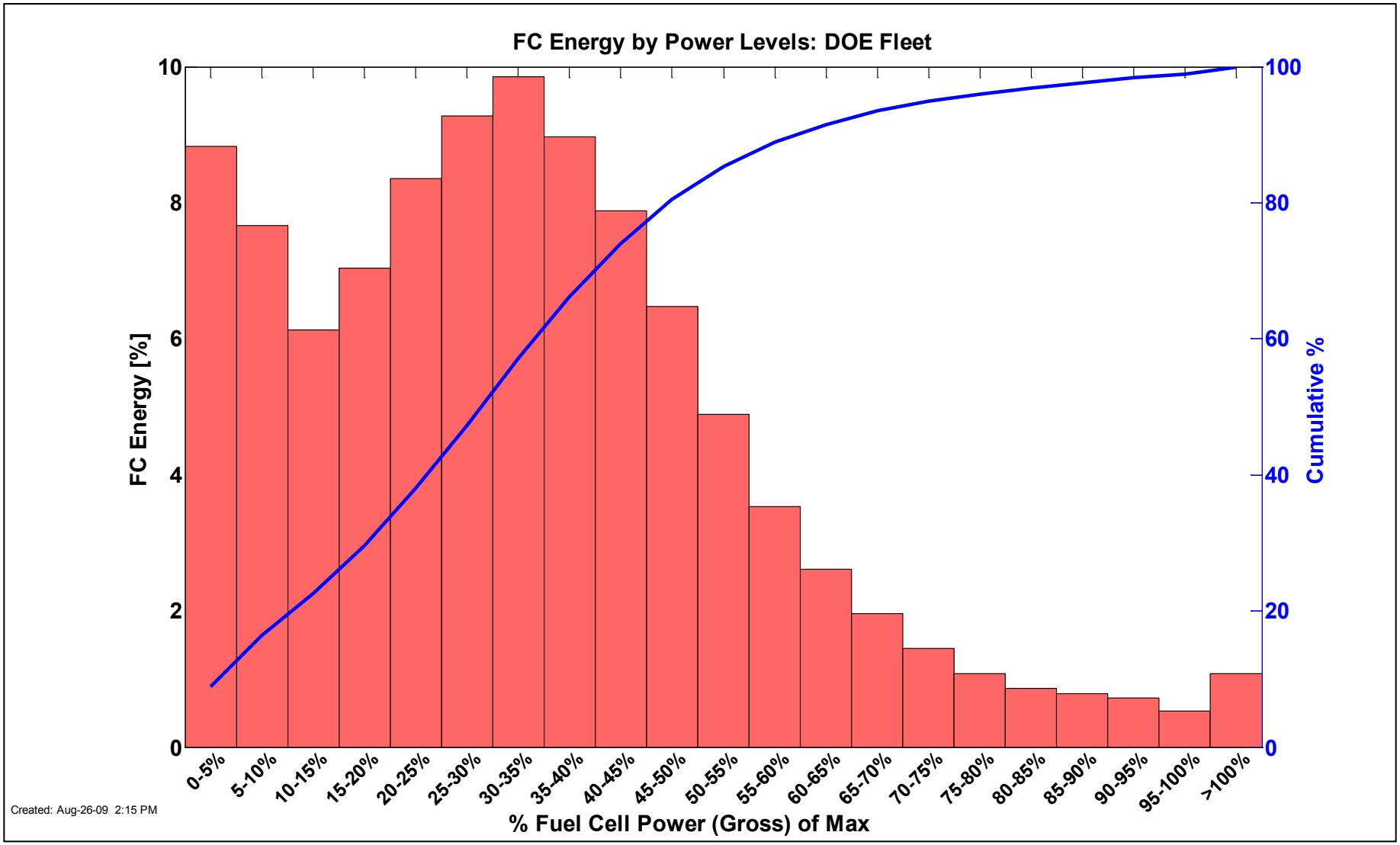
ASCII.csv Source: http://nhts.ornl.gov/download.shtml#2001

Created: Aug-25-09 2:28 PM

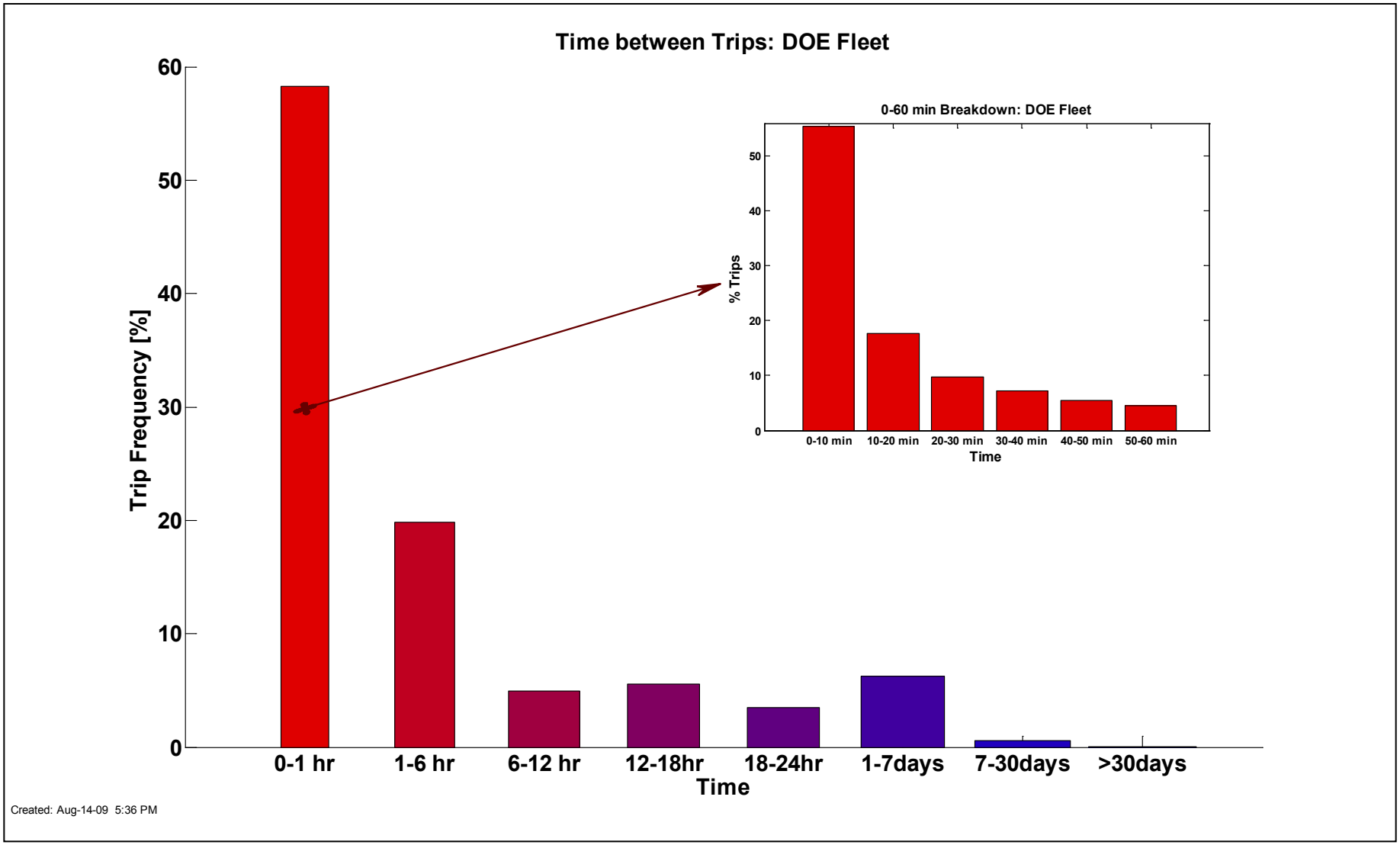
CDP#52: Refueling Data by Year



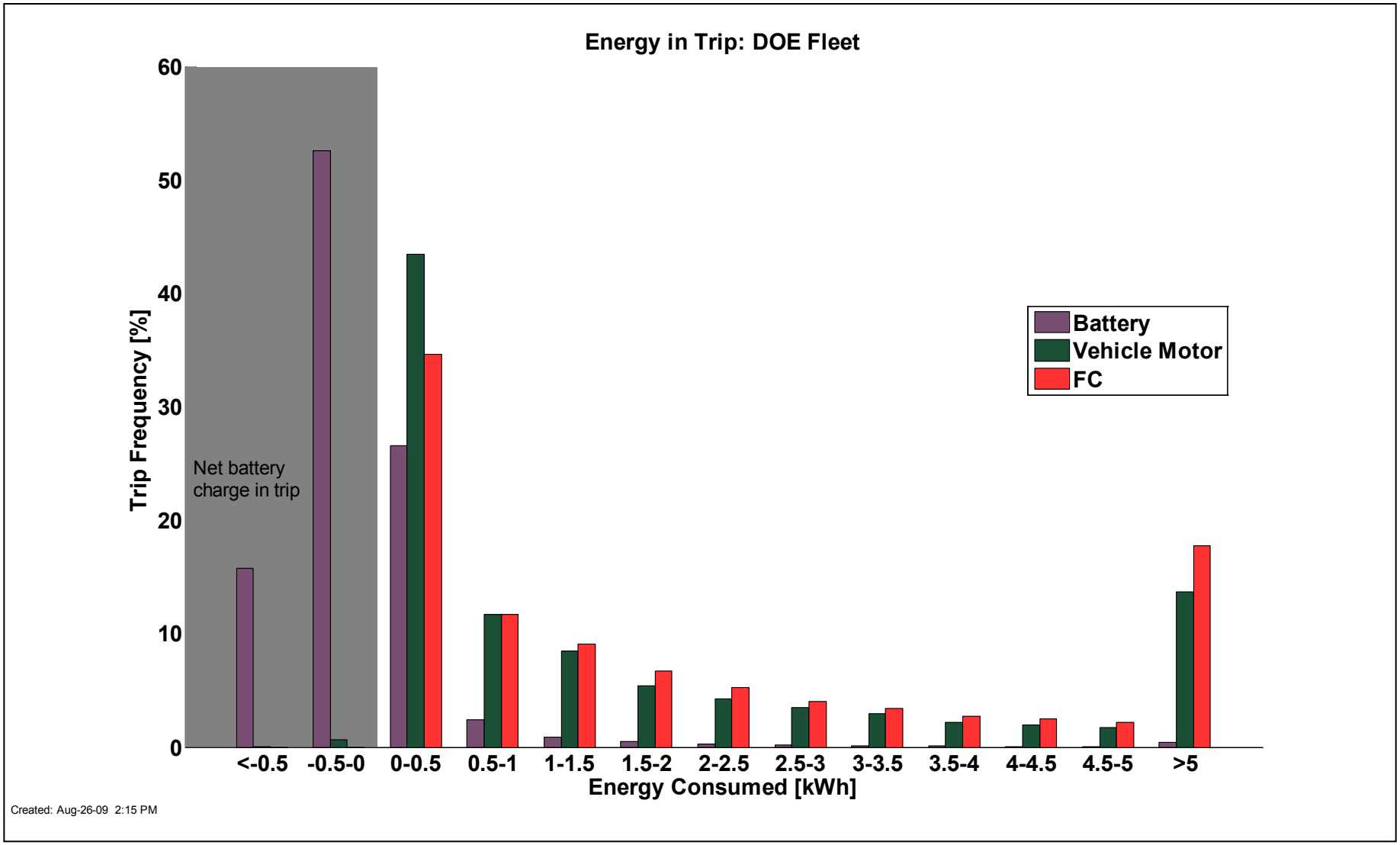
CDP#53: Fuel Cell System Energy within Power Levels



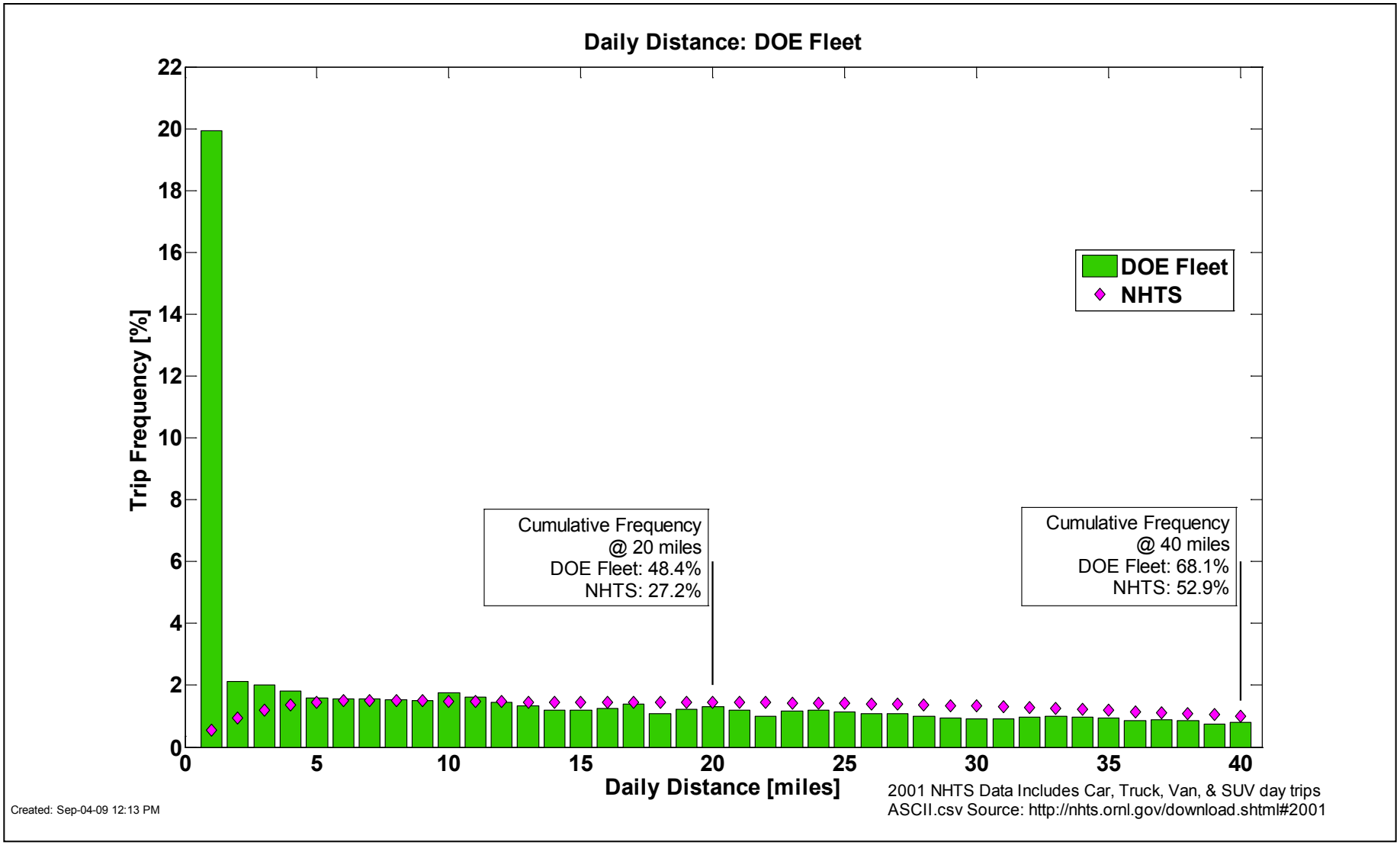
CDP#54: Time Between Trips



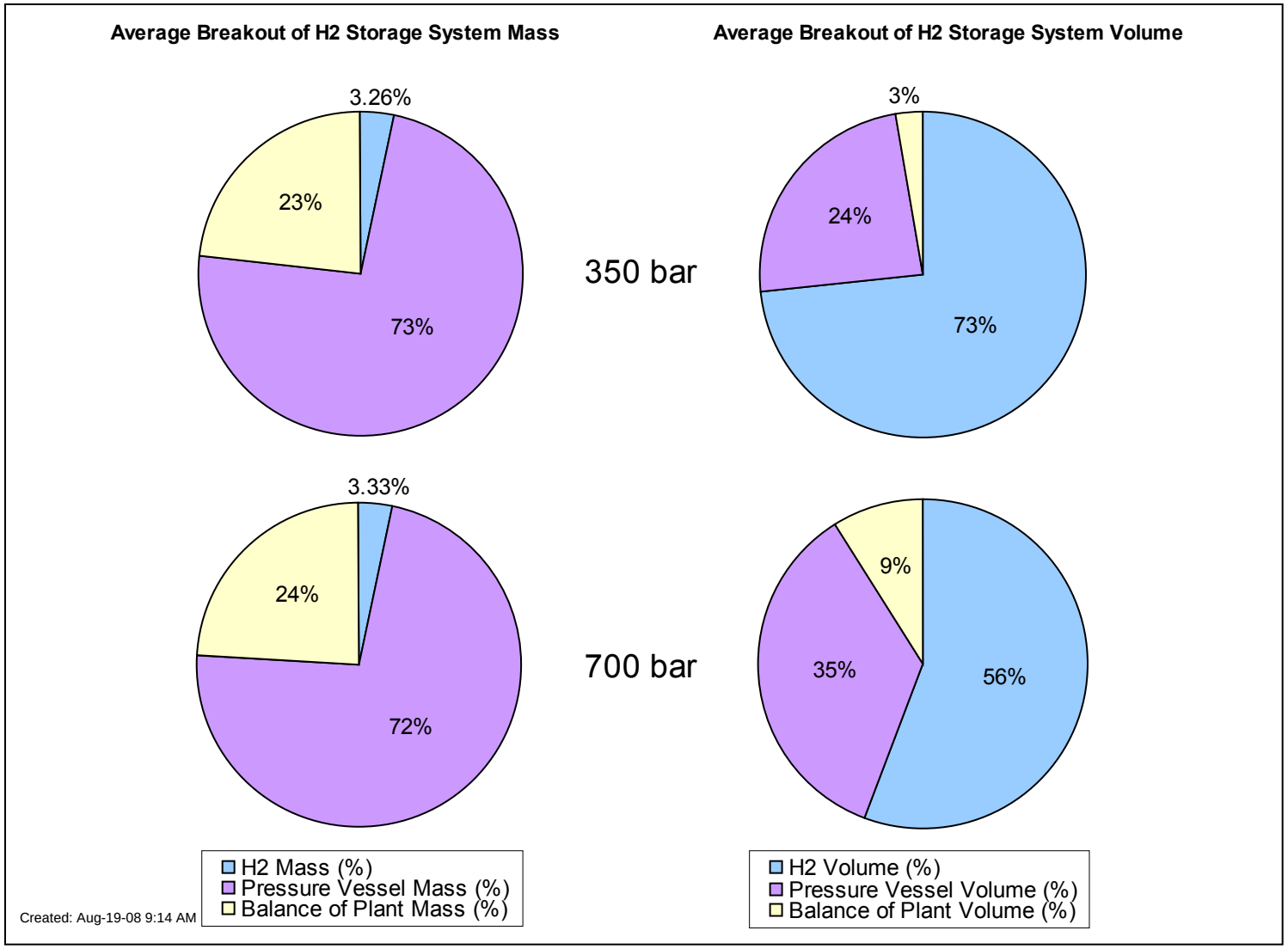
CDP#55: Fuel Cell System Energy



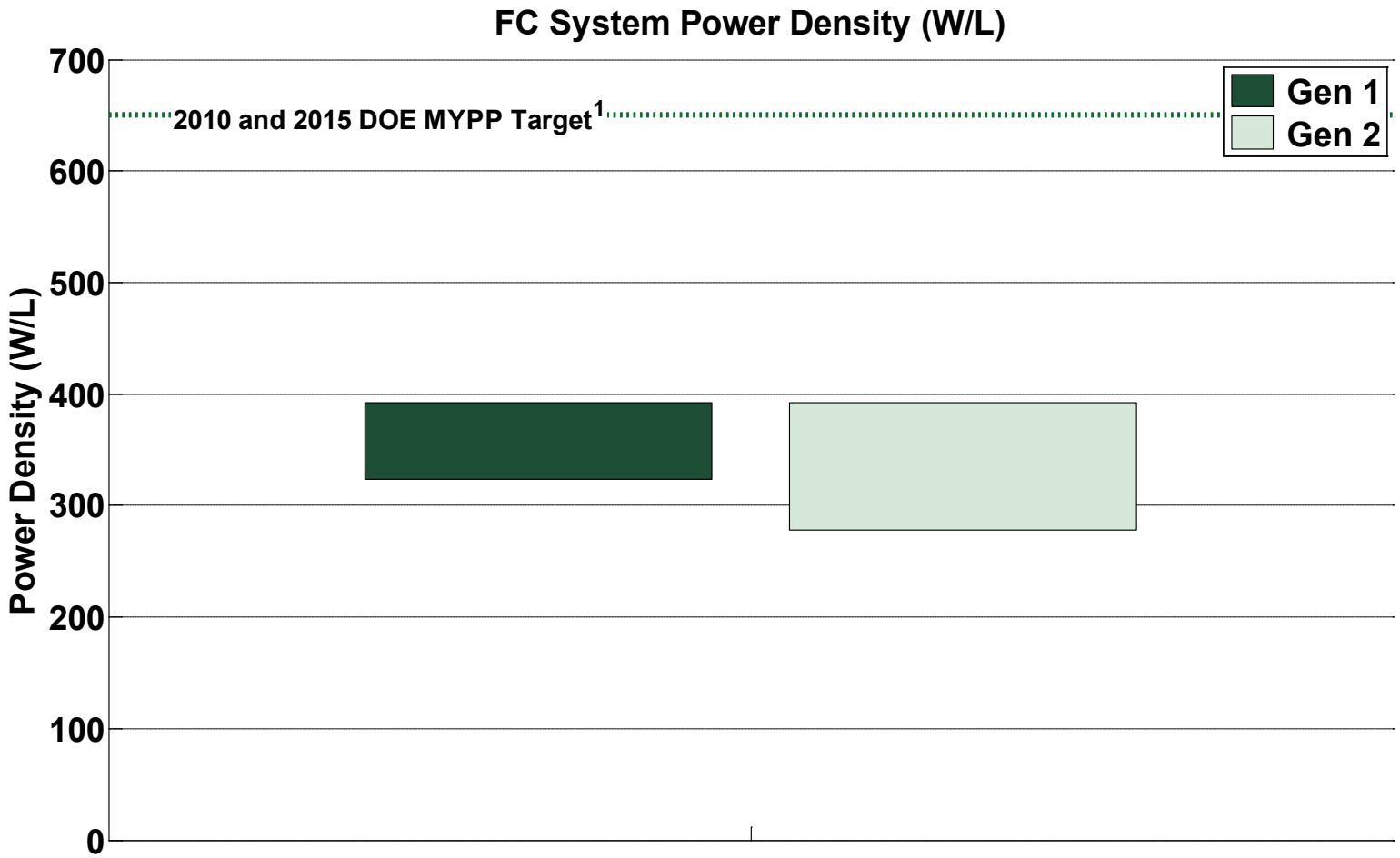
CDP#56: Daily Driving Distance



CDP#57: H2 Storage System Mass and Volume Breakdown



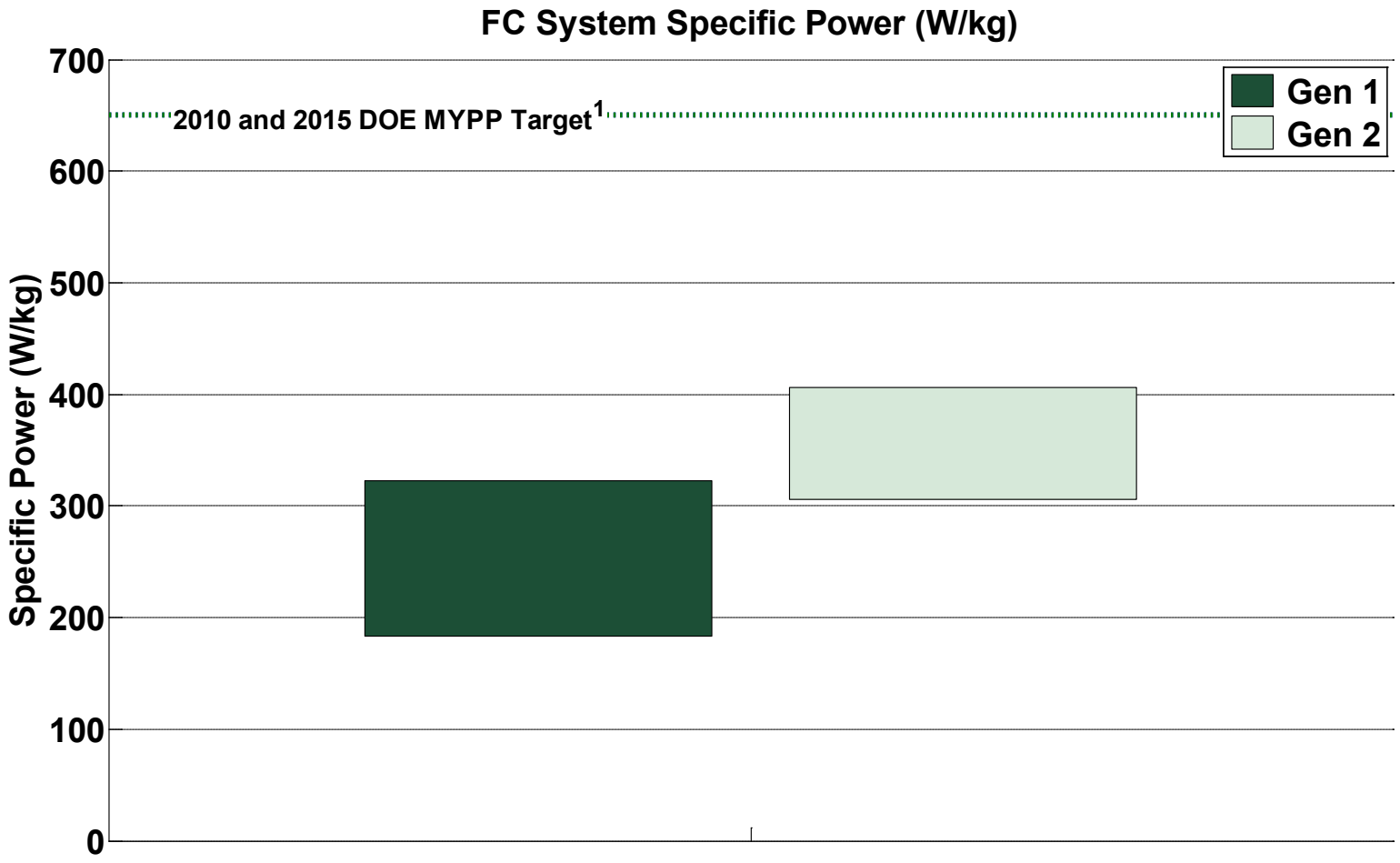
CDP#58: Fuel Cell System Power Density



Created: Sep-17-08 10:29 AM

(1) Fuel cell system includes fuel cell stack and BOP but excludes H2 storage, power electronics, and electric drive.

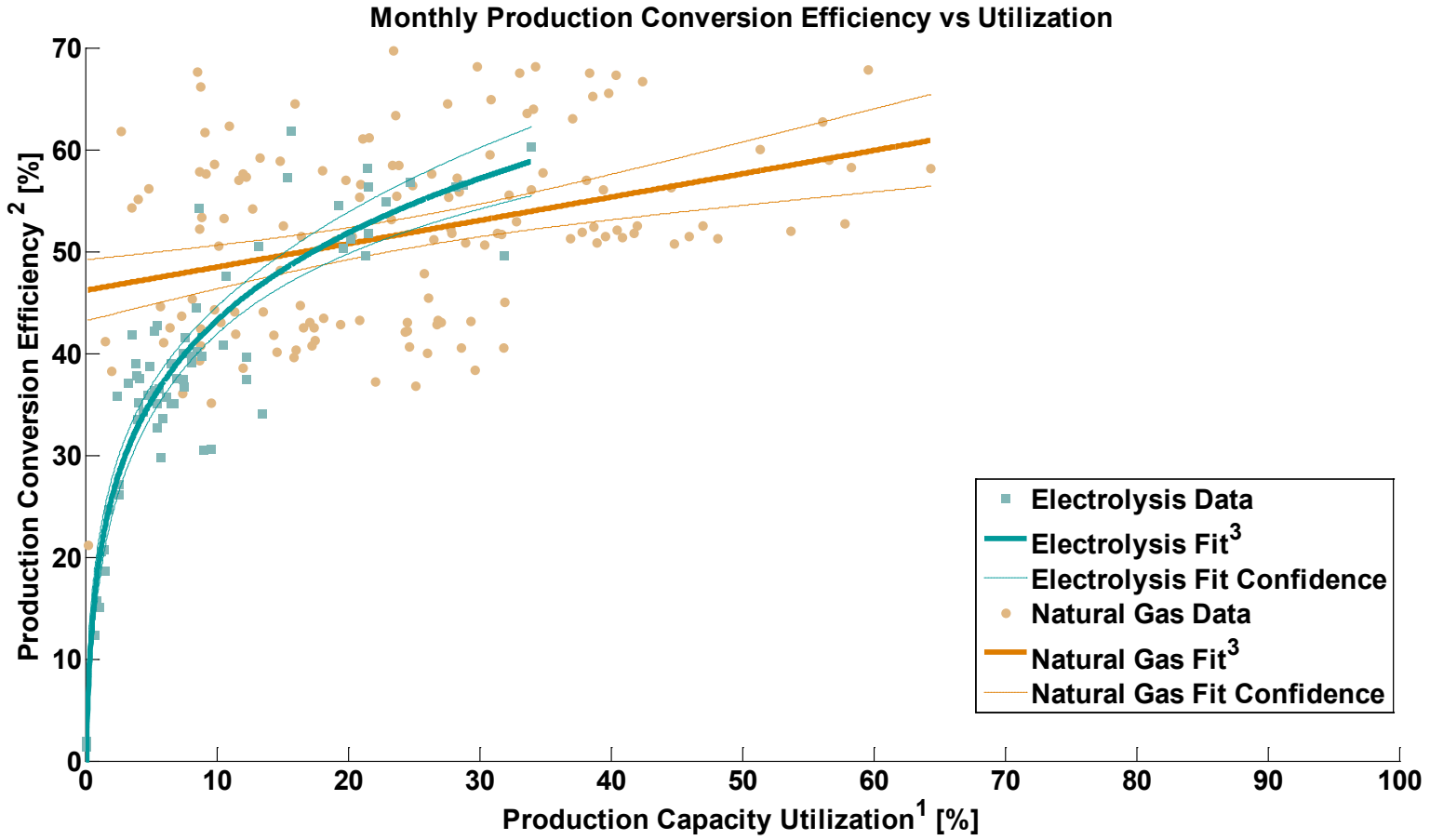
CDP#59: Fuel Cell System Specific Power



Created: Sep-17-08 10:30 AM

(1) Fuel cell system includes fuel cell stack and BOP but excludes H2 storage, power electronics, and electric drive.

CDP#60: On-Site Hydrogen Production Efficiency vs. Capacity Utilization



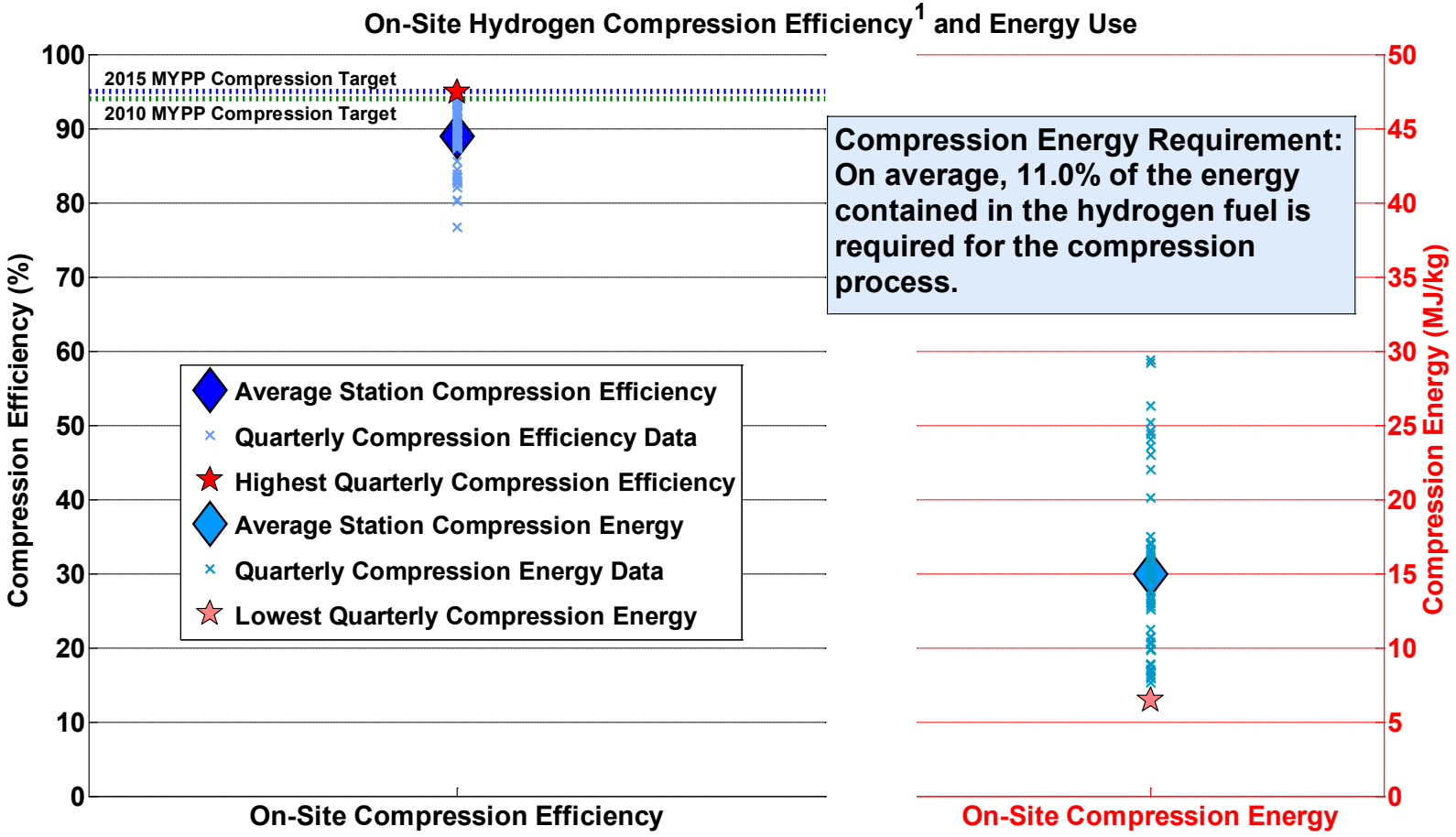
1) 100% production utilization assumes operation 24 hrs a day, 7 days a week

2) Production conversion efficiency is defined as the energy of the hydrogen out of the process (on a LHV basis) divided by the sum of the energy into the production process from the feedstock and all other energy as needed. Conversion efficiency does not include energy used for compression, storage, and dispensing.

Created: Aug-27-09 4:42 PM

3) High correlation with electrolysis data (R^2 = 0.86) & low correlation with natural gas data (R^2 = 0.034)

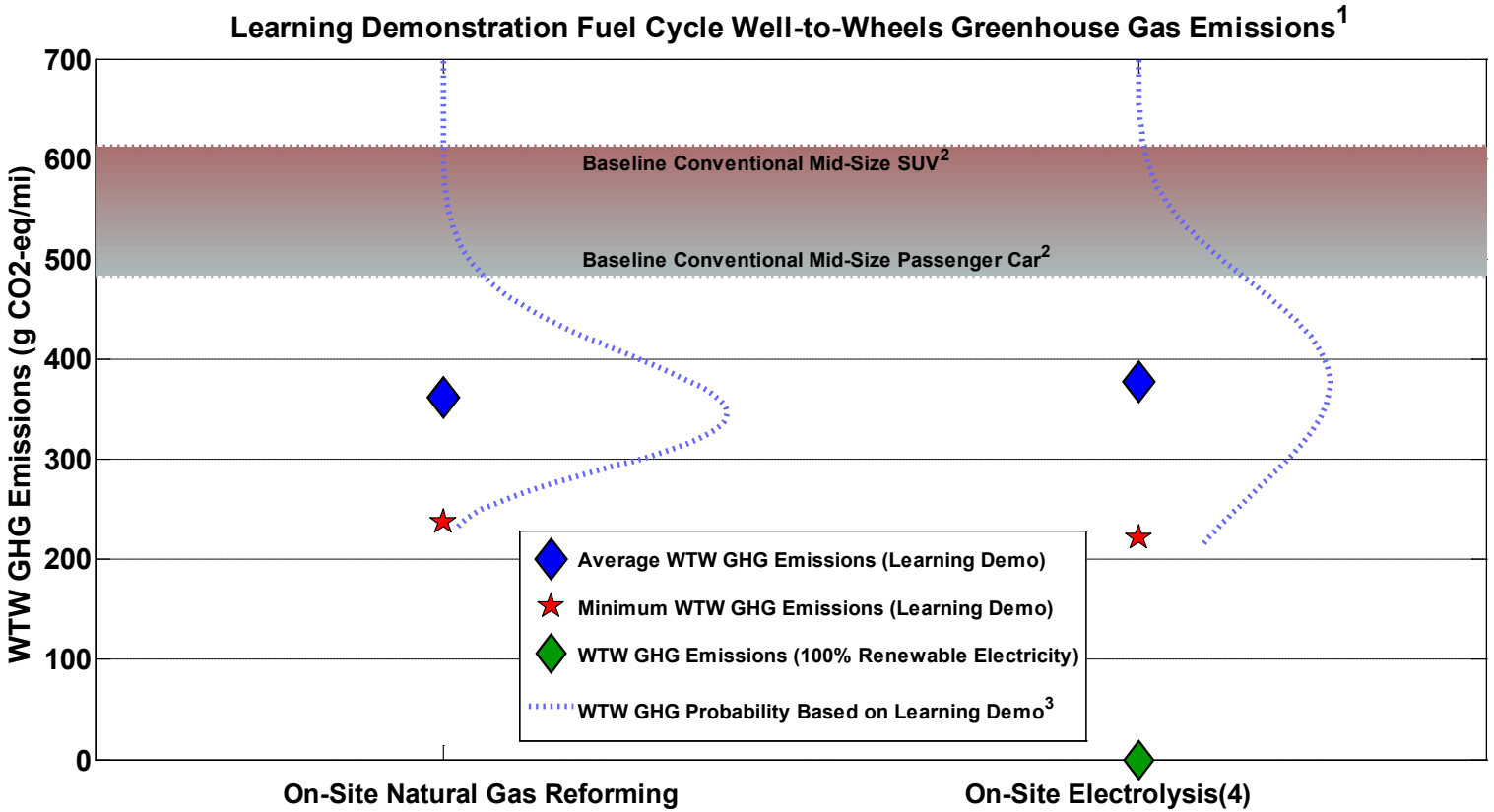
CDP#61: Refueling Station Compressor Efficiency



[1]Consistent with the MYPP, compression efficiency is defined as the energy of the hydrogen out of the process (on an LHV basis) divided by the sum of the energy of the hydrogen output plus all other energy needed for the compression process. Data shown for on-site hydrogen production and storage facilities only, not delivered hydrogen sites.

Created: Aug-27-09 4:14 PM

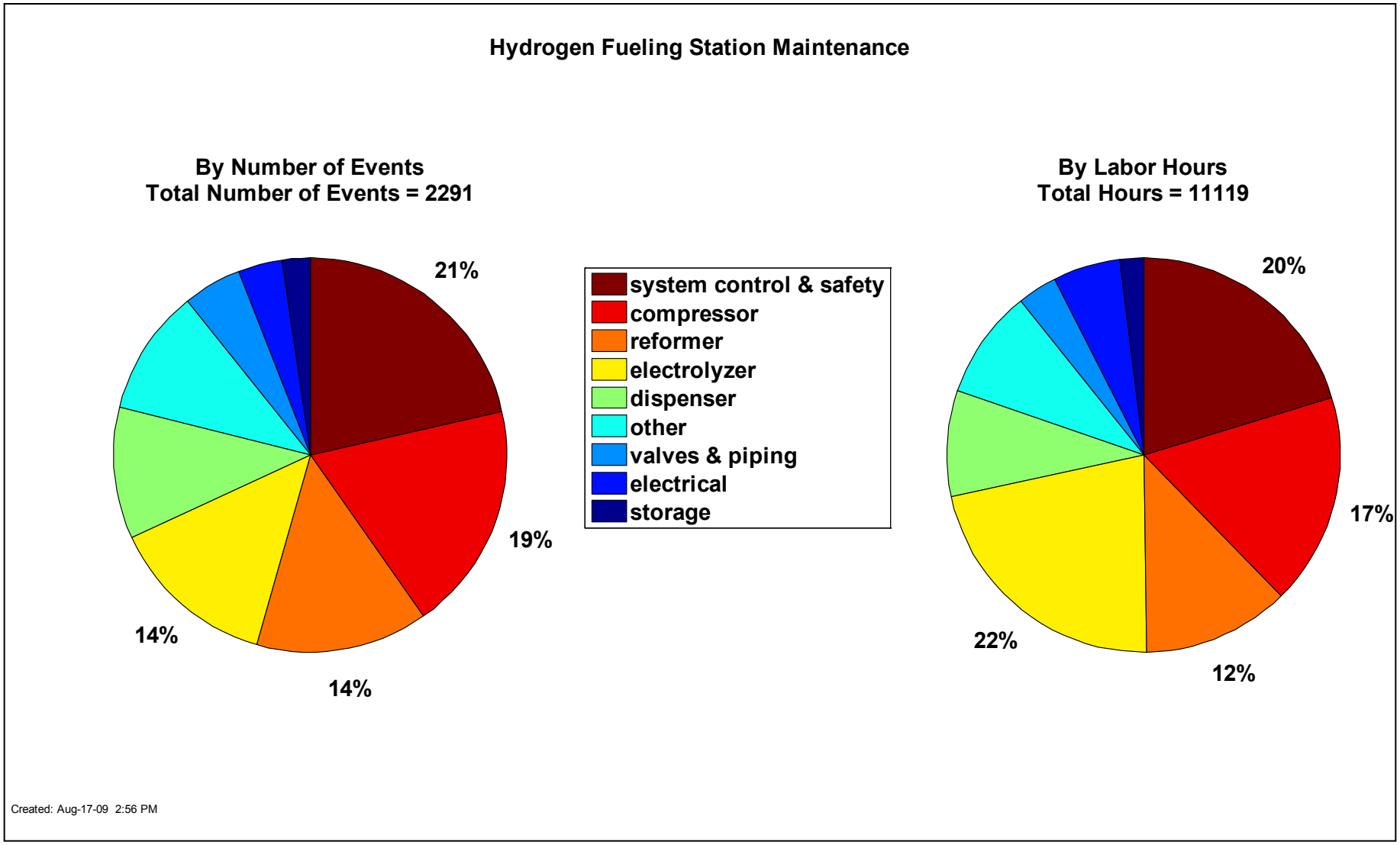
CDP#62: Learning Demonstration Vehicle Greenhouse Gas Emissions



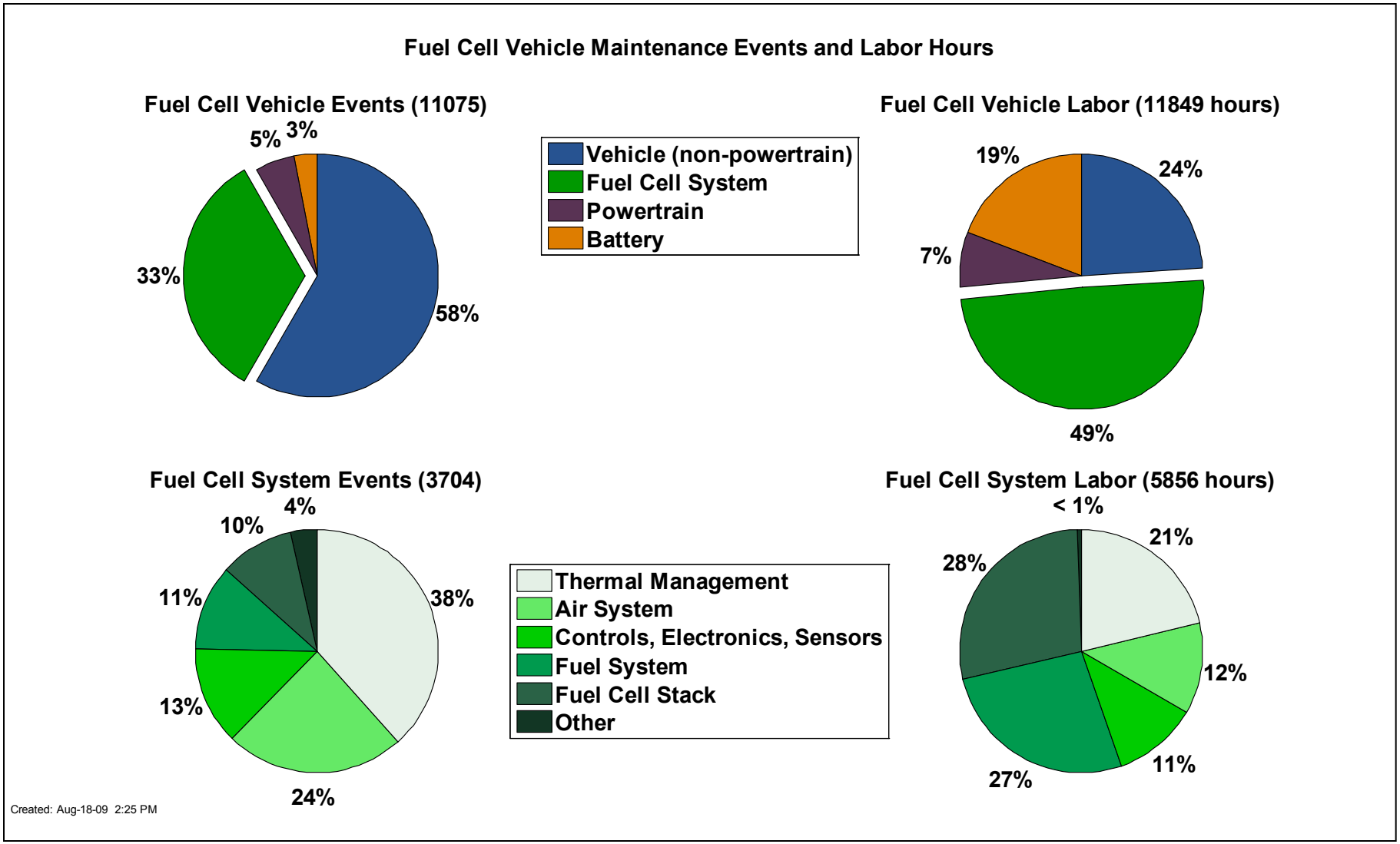
1. Well-to-Wheels greenhouse gas emissions based on DOE's GREET model, version 1.8b. Analysis uses default GREET values except for FCV fuel economy, hydrogen production conversion efficiency, and electricity grid mix. Fuel economy values are the Gen 1 and Gen 2 window-sticker fuel economy data for all teams (as used in CDP #6); conversion efficiency values are the production efficiency data used in CDP #13.
2. Baseline conventional passenger car and light duty truck GHG emissions are determined by GREET 1.8b, based on the EPA window-sticker fuel economy of a conventional gasoline mid-size passenger car and mid-size SUV, respectively. The Learning Demonstration fleet includes both passenger cars and SUVs.
3. The Well-to-Wheels GHG probability distribution represents the range and likelihood of GHG emissions resulting from the hydrogen FCV fleet based on window-sticker fuel economy data and monthly conversion efficiency data from the Learning Demonstration.
4. On-site electrolysis GHG emissions are based on the average mix of electricity production used by the Learning Demonstration production sites, which includes both grid-based electricity and renewable on-site solar electricity. GHG emissions associated with on-site production of hydrogen from electrolysis are highly dependent on electricity source. GHG emissions from a 100% renewable electricity mix would be zero, as shown. If electricity were supplied from the U.S. average grid mix, average GHG emissions would be 1245 g/mile.

Created: Sep-08-09 4:21 PM

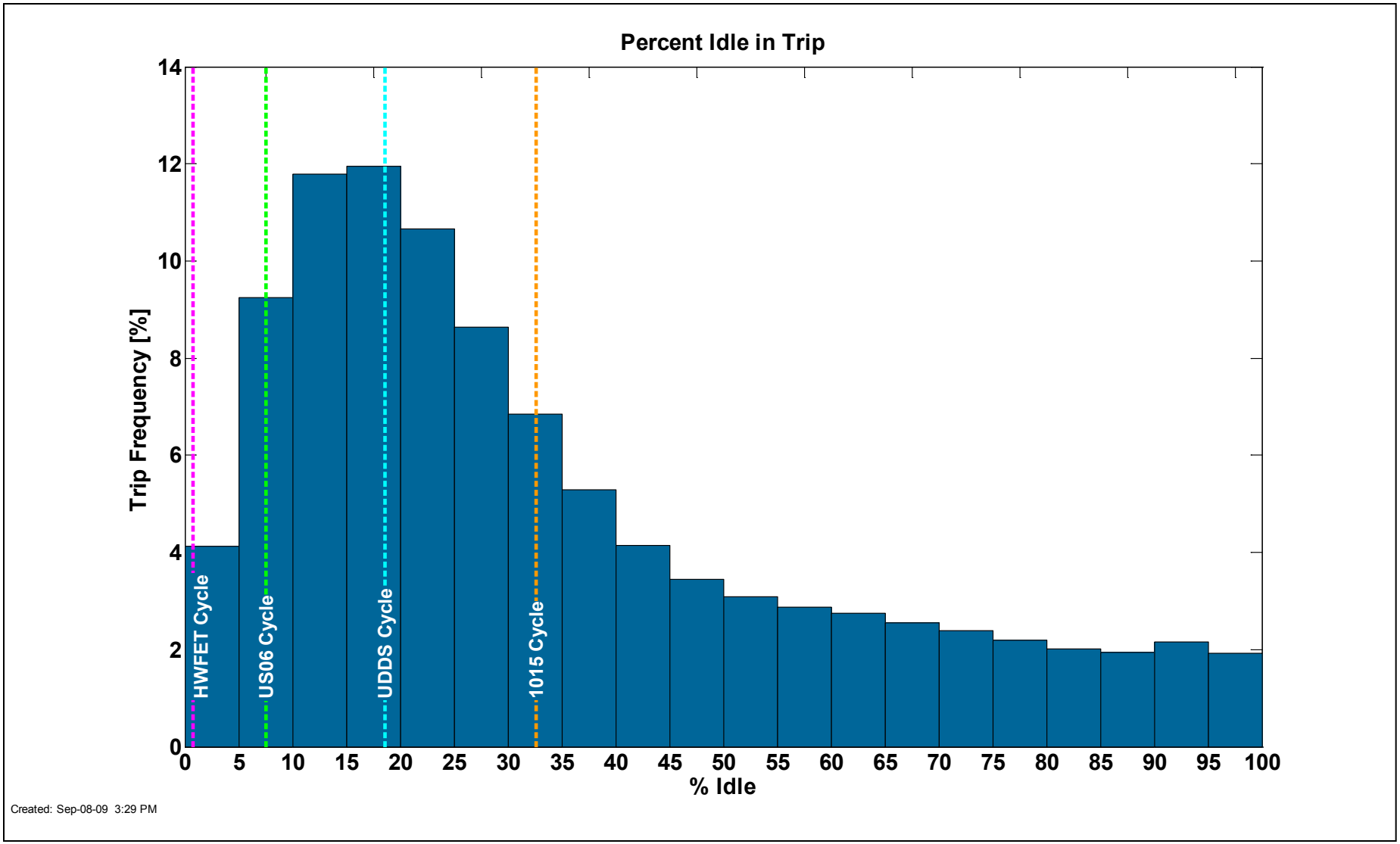
CDP#63: Hydrogen Fueling Station Maintenance by System



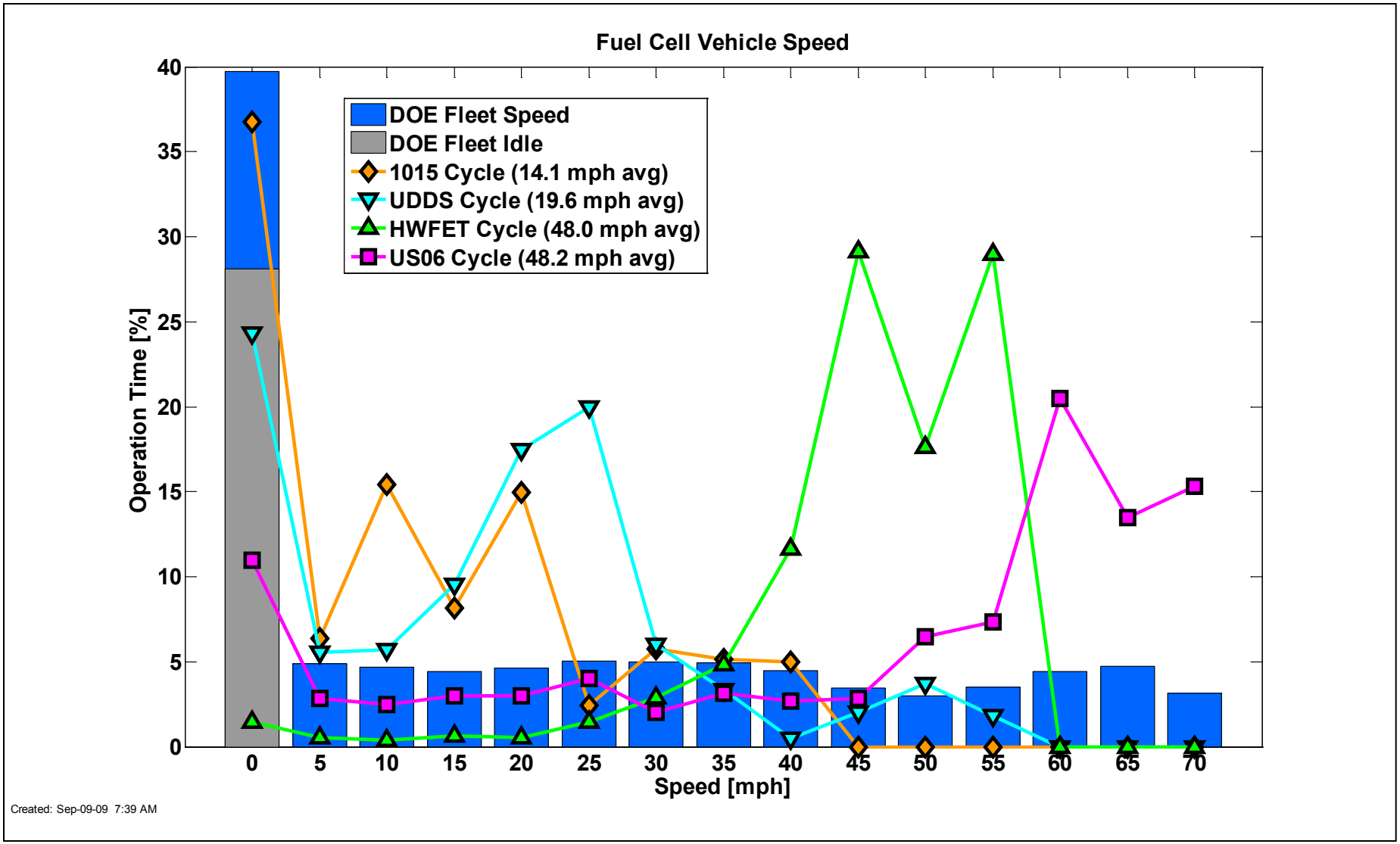
CDP#64: Fuel Cell Vehicle Maintenance by System



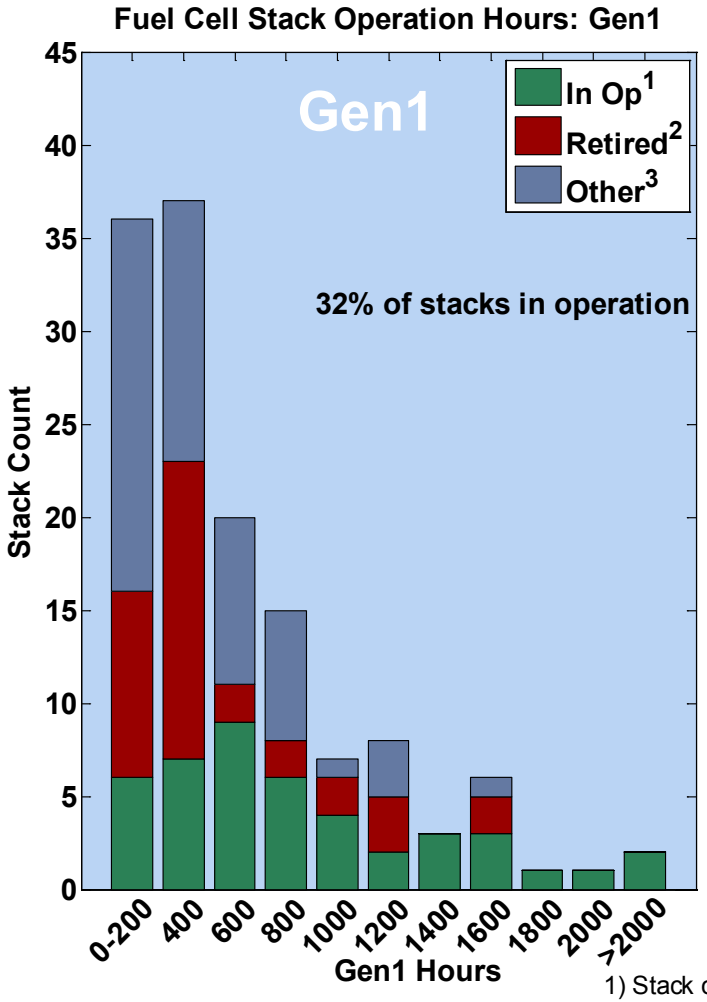
CDP#65: Percent Idle in Trip with Comparison to Standard Drive Cycles

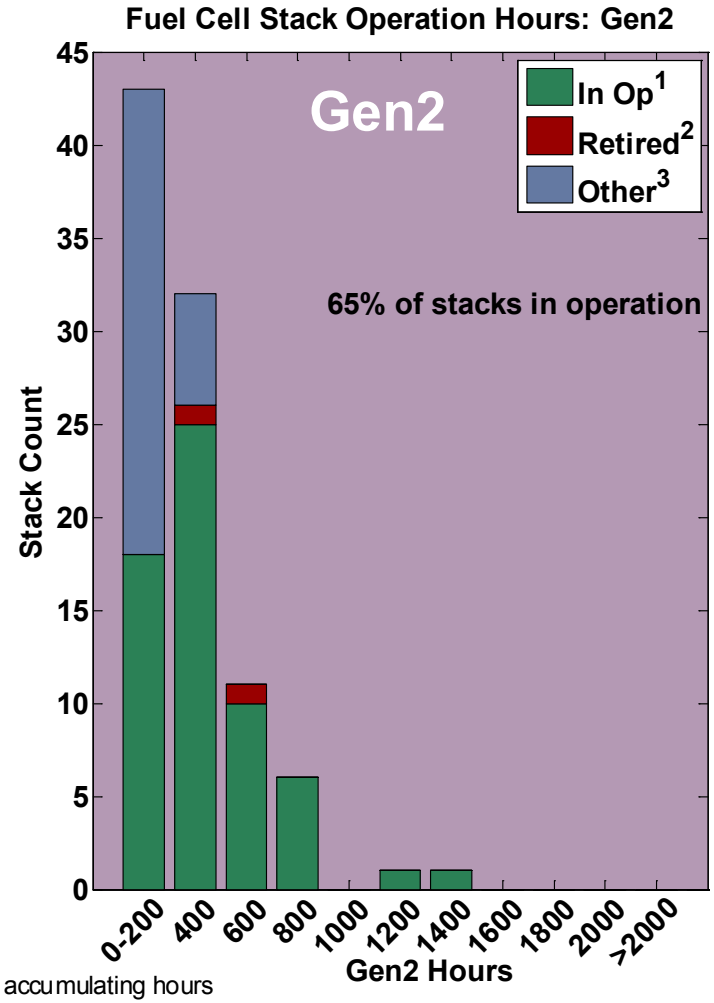


CDP#66: FCV Speed with Comparison to Standard Drive Cycles



CDP#67: Fuel Cell Stack Operation Hours

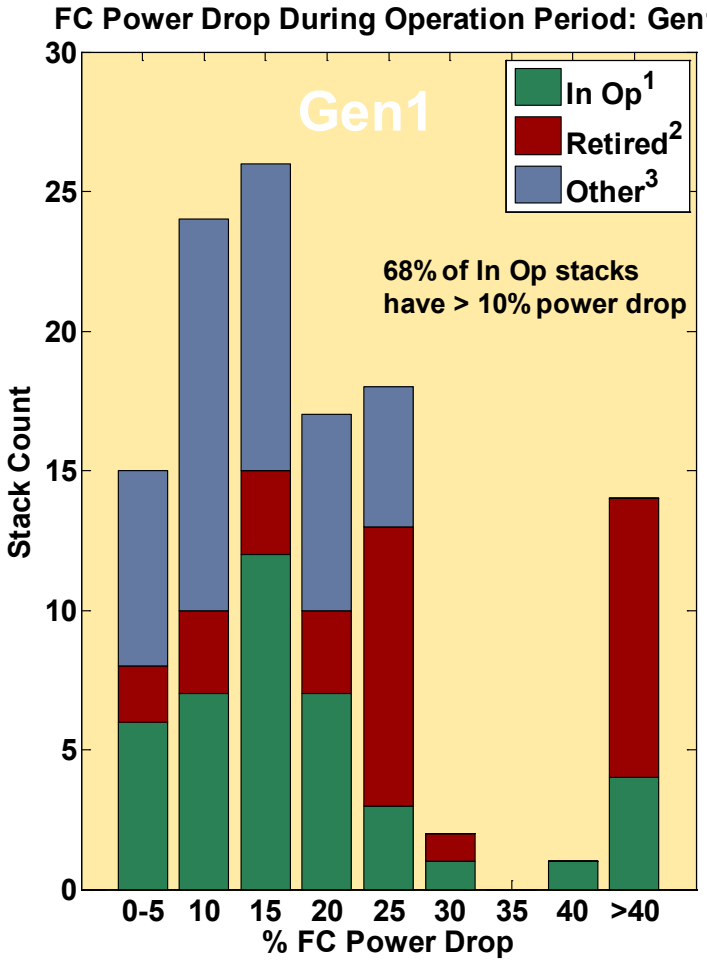


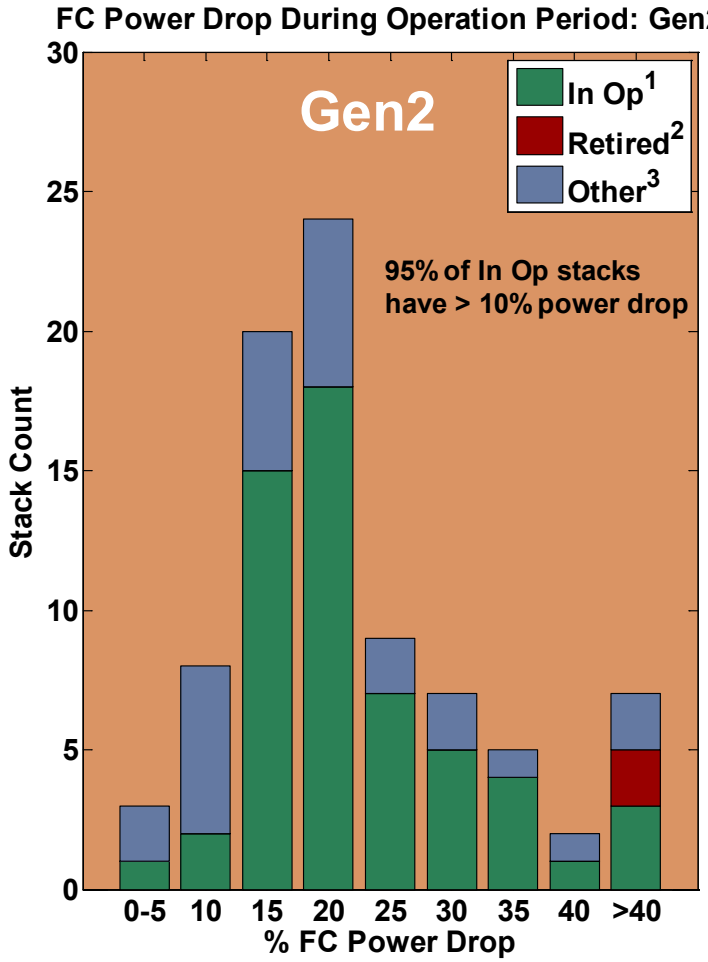


Created: Sep-09-09 10:48 AM

1) Stack currently accumulating hours
2) Stack removed for low performance
3) Stack not currently accumulating hours, but not removed because of low performance

CDP#68: Power Drop During Fuel Cell Stack Operation Period





1) Stack currently accumulating hours
2) Stack removed for low performance
3) Stack not currently accumulating hours, but not removed because of low performance

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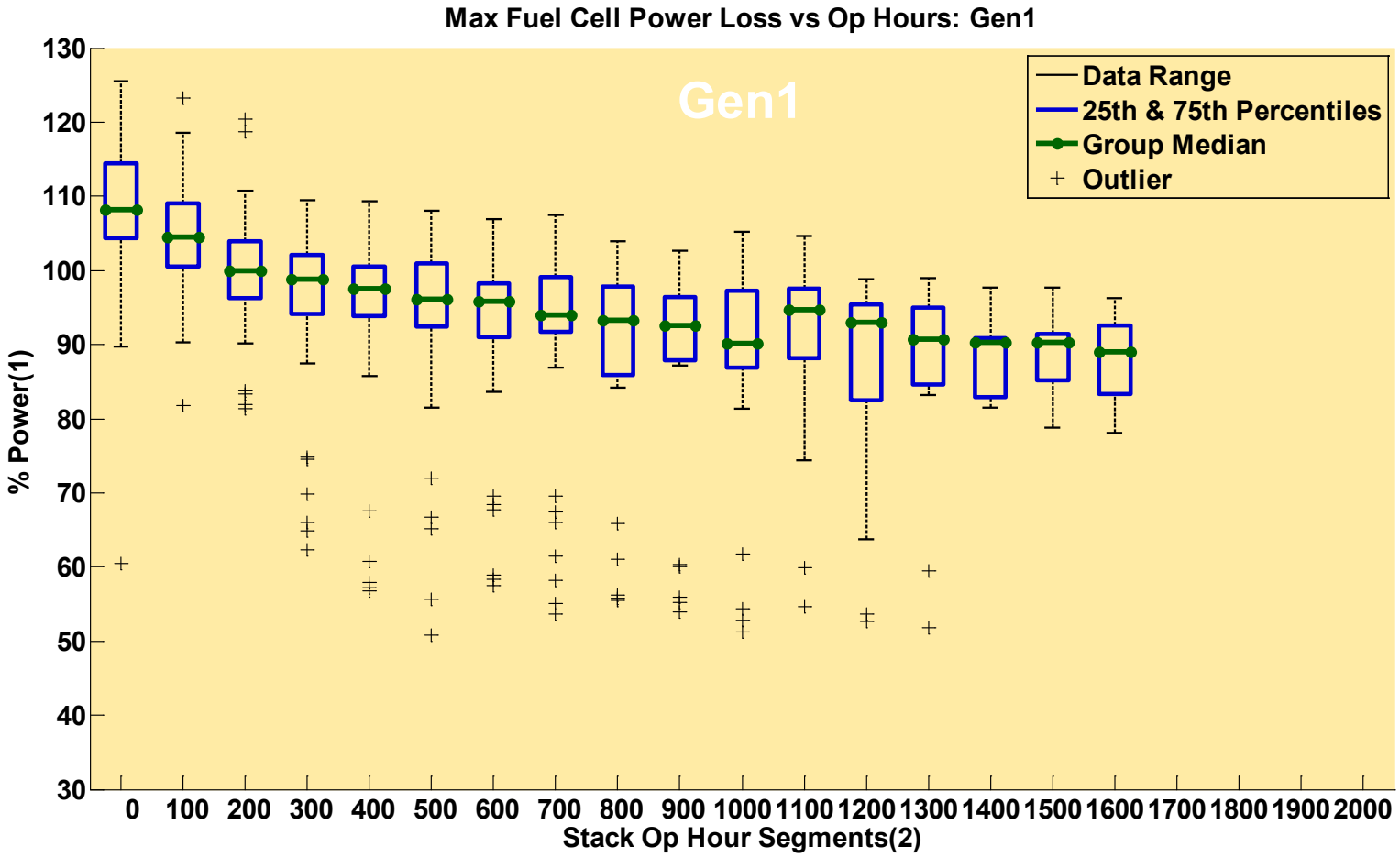
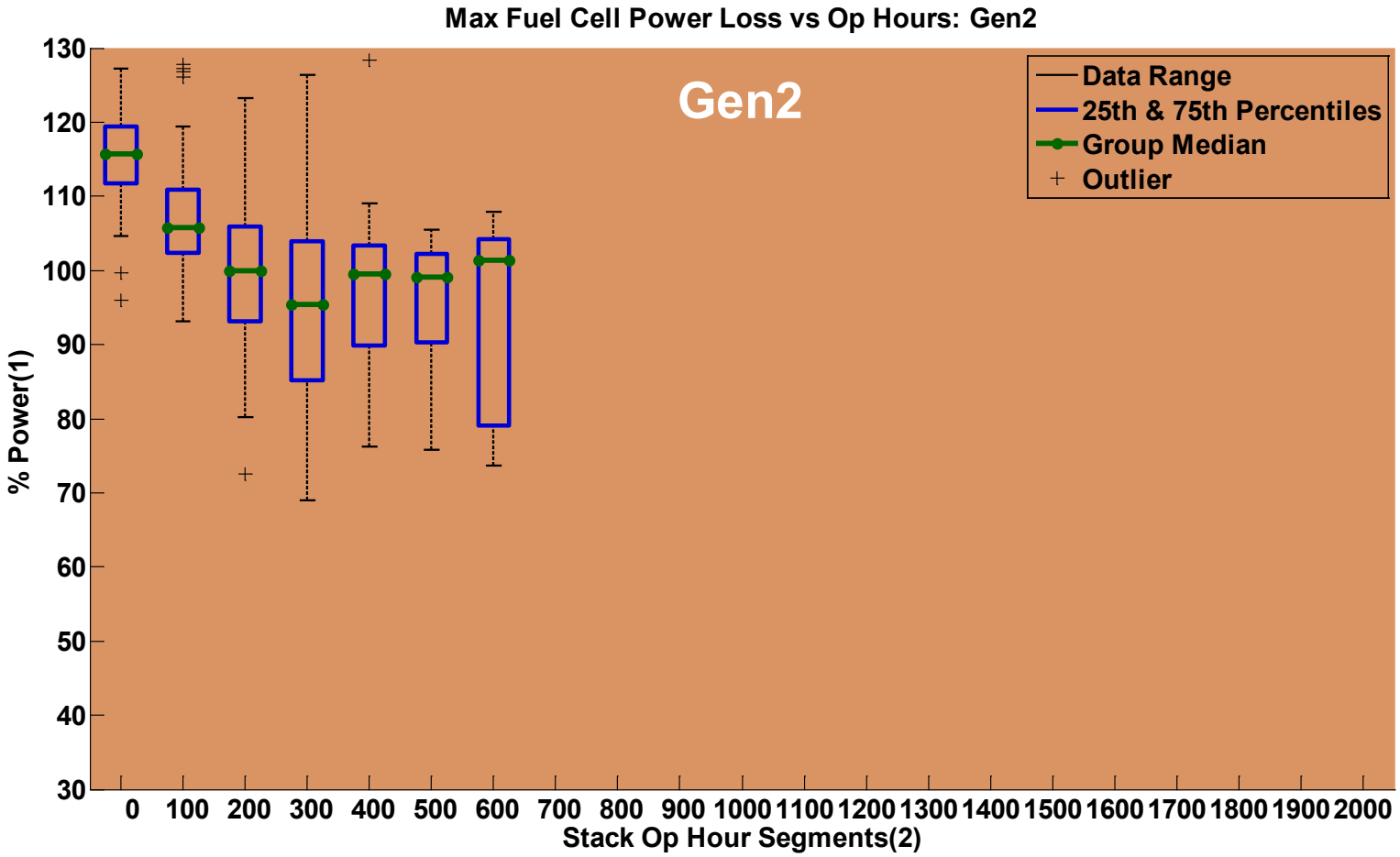
CDP#69: Max Fuel Cell Power Degradation – Gen 1



1) Normalized by fleet median value at 200 hours.
2) Each segment point is median FC power (+-50 hrs).
Box not drawn if fewer than 4 points in segment.

Created: Sep-09-09 10:48 AM

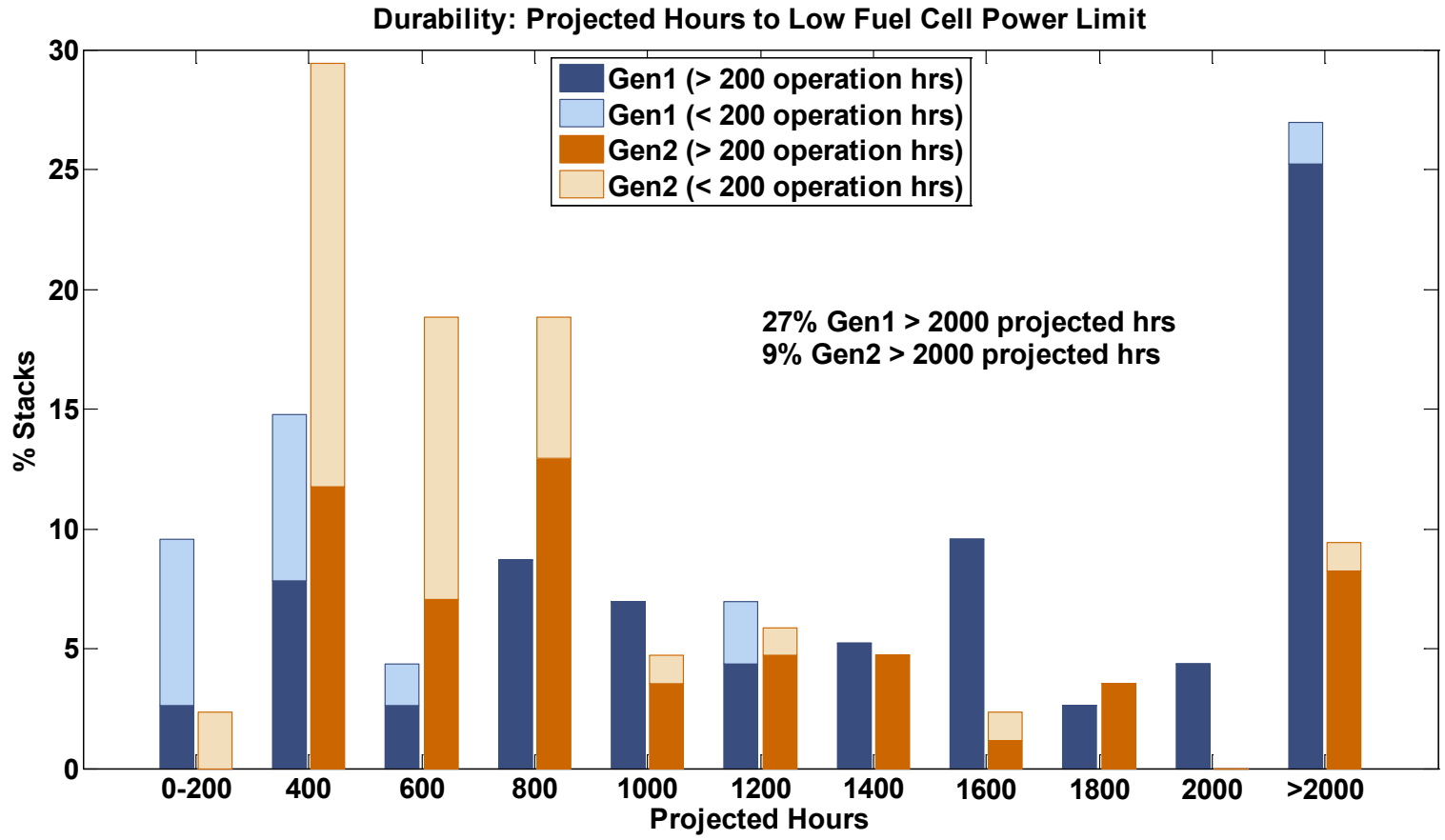
CDP#70: Max Fuel Cell Power Degradation – Gen 2



1) Normalized by fleet median value at 200 hours.
2) Each segment point is median FC power (+-50 hrs).
Box not drawn if fewer than 4 points in segment.

Created: Sep-09-09 10:48 AM

CDP#71: Projected Hours to OEM Low Power Operation Limit



1. Low fuel cell power limit is dependent on the fuel cell vehicle system and is unique to each company in this Learning Demonstration.
2. Acceptable low vehicle performance limit will be determined by retail customer expectations.
3. Power projection method based on the voltage degradation techniques, but uses max fuel cell power instead of voltage at a specific high current.
4. Stacks with less than 200 operation hours are in separate groups because the projection is based on operation data and with operation hours greater than 200 the degradation rate tends to flatten out.

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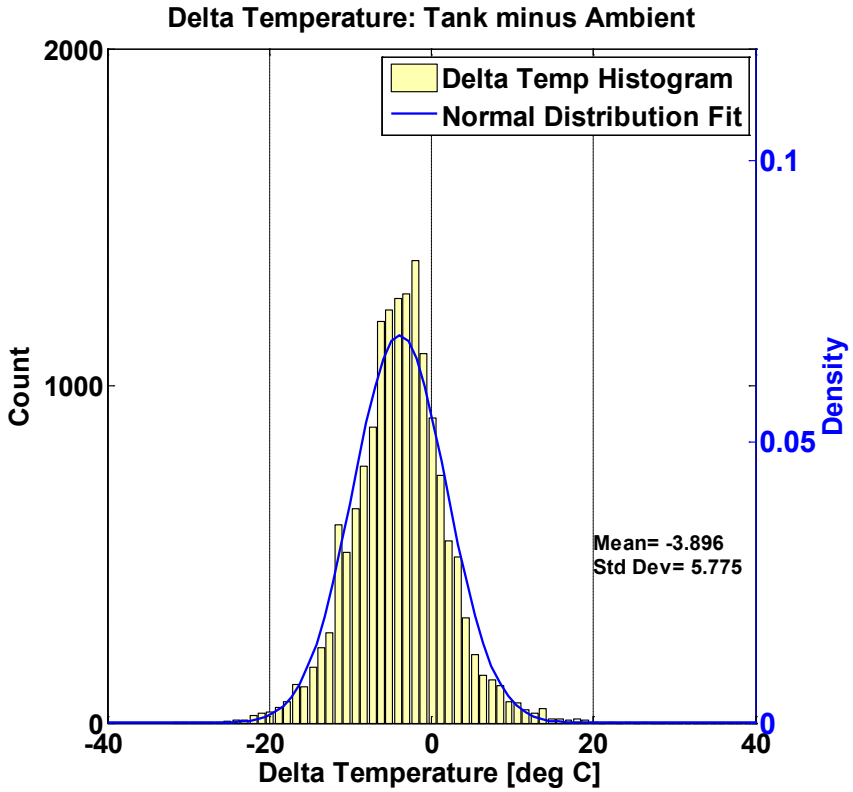
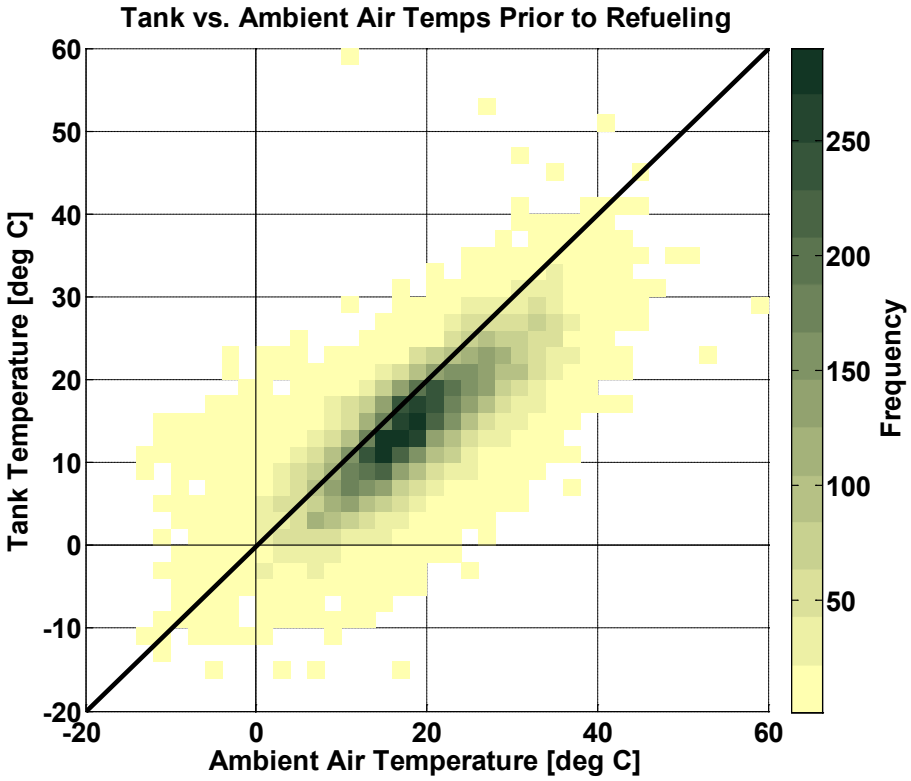
CDP#72: Difference Between Tank and Ambient Temperature Prior to Refueling





-This CDP created in support of SAE J2601 related to refueling
-Temperatures are prior to refueling and exclude data within 4 hours of a previous fill
-The plot to the left excludes ambient temperatures less than -5 deg C

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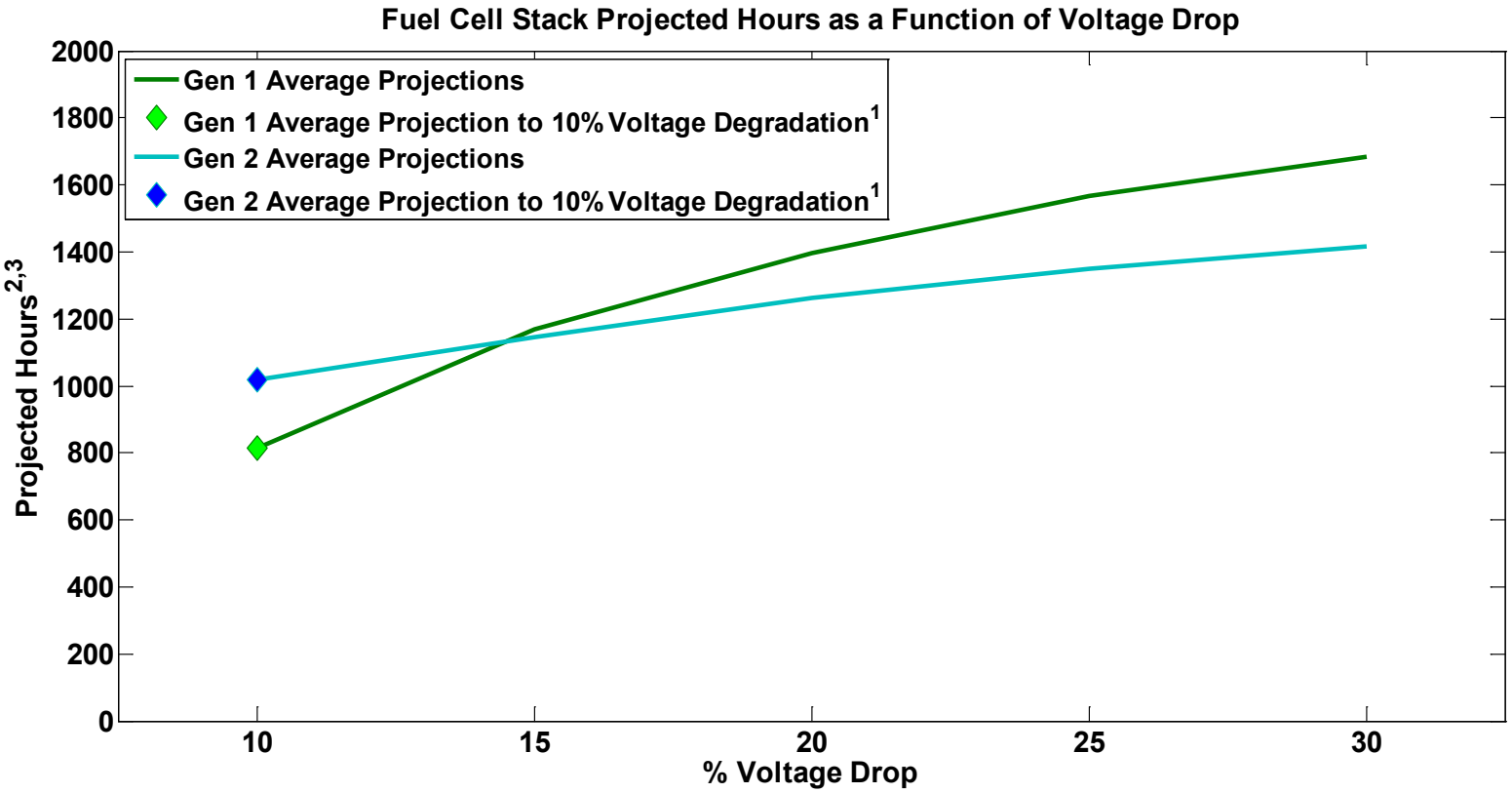
CDP#73: Fuel Cell Stack Projected Hours as a Function of Voltage Drop



(1) 10% Voltage degradation is a DOE metric for assessing fuel cell performance.
(2) Projections using on-road data -- degradation calculated at high stack current.
(3) Curves generated using the Learning Demonstration average of each individual fleet average at various voltage degradation levels.
(4) The projection curves display the sensitivity to percentage of voltage degradation, but the projections do not imply that all stacks will (or do) operate at these voltage degradation levels.
(5) The voltage degradation levels are not an indication of an OEM's end-of-life criteria and do not address catastrophic stack failures such as membrane failure.
(6) All OEM Gen 2 average fleet projections are higher than Gen1 projections, however due to less operation data for Gen 2, these projections are limited by demonstrated operation hours to minimize extrapolations.

Created: Sep-11-09 8:57 AM

REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION.

1. REPORT DATE *(DD-MM-YYYY)*	2. REPORT TYPE	3. DATES COVERED *(From - To)*
September 2009	Technical Report	

4. TITLE AND SUBTITLE
Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project: Fall 2009; Composite Data Products, Final Version September 11, 2009

5a. CONTRACT NUMBER
DE-AC36-08-GO28308

5b. GRANT NUMBER

5c. PROGRAM ELEMENT NUMBER

6. AUTHOR(S)
K. Wipke, S. Sprik, J. Kurtz, and T. Ramsden

5d. PROJECT NUMBER
NREL/TP-560-46679

5e. TASK NUMBER
FC087810

5f. WORK UNIT NUMBER

7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES)
National Renewable Energy Laboratory
1617 Cole Blvd.
Golden, CO 80401-3393

8. PERFORMING ORGANIZATION REPORT NUMBER
NREL/TP-560-46679

9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)

10. SPONSOR/MONITOR'S ACRONYM(S)
NREL

11. SPONSORING/MONITORING AGENCY REPORT NUMBER

12. DISTRIBUTION AVAILABILITY STATEMENT
National Technical Information Service
U.S. Department of Commerce
5285 Port Royal Road
Springfield, VA 22161

13. SUPPLEMENTARY NOTES

14. ABSTRACT *(Maximum 200 Words)*
Graphs of composite data products produced by DOE's Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation project through September 2009.

15. SUBJECT TERMS
hydrogen; hydrogen demonstration; hydrogen validation

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT	b. ABSTRACT	c. THIS PAGE			19b. TELEPHONE NUMBER (*Include area code*)
Unclassified	Unclassified	Unclassified	UL		