Research and
Advanced Engineering

StorHy Final Event
Compressed Hydrogen Storage Session
- Statement FORD -

- CGH_2 is currently the H_2 storage option which shows the best compromise among all customer requirements
- 700 bar currently is the pressure level of choice
- Pressure level of CGH_2 will not go beyond 700 bar
- Other storage options seem to either not fulfill customer requirements (LH_2/boil-off), be still in the fundamental research state (SSH_2), or need more investigation and analyses (e.g. $CCGH_2$, $CSSH_2$) [*SS ... solid state*]
- CGH_2 main issues:
  - burst (type IV), cycling (type III)
  - carbon fiber availability
  - insufficient supplier base (in particular: solenoid valve and sub-systems)
  - regulations (e.g. number of test cycles, bonfire test)
  - automotive readiness
  - cost, cost, cost, ...
- Independently of the type of on-board H_2 storage, customer H_2 vehicles are required to provide new package approaches to accommodate fuel storage and allow for corresponding vehicle range