

CLARITY FUELCELL

NEX E

CAFCP Executive Board Meeting Sacramento, CA October 18th, 2016 Stephen Ellis

HONDA

American Honda Motor

Vehicle & H2 Station Developments



Fuel Cell Stack: Size and Weight Down FUEL CELL

Achieved the world's highest output density Weight-power density (kW/kg) 2.0kW/L 2.0 Ida FC STACK 2015 3.1kW/L 2006 1.0 2003 2001 1999 0 1.0 2.0 3.0 Volume-power density (kW/L) **Cooling for every two cells Cell thickness reduction** MEA 20%down Coolant 2006 Coolant 1 1 m m MEA lmm

Separator

Cell thickness 1 mm \Rightarrow 20% reduction in stack size

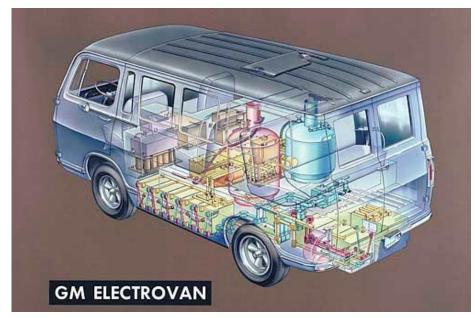
Coolant

MEA

Coolant

3

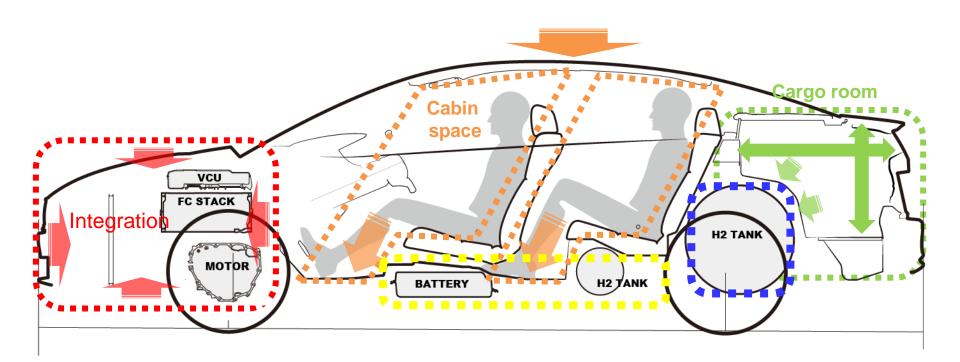
Yes... Packaging Matters











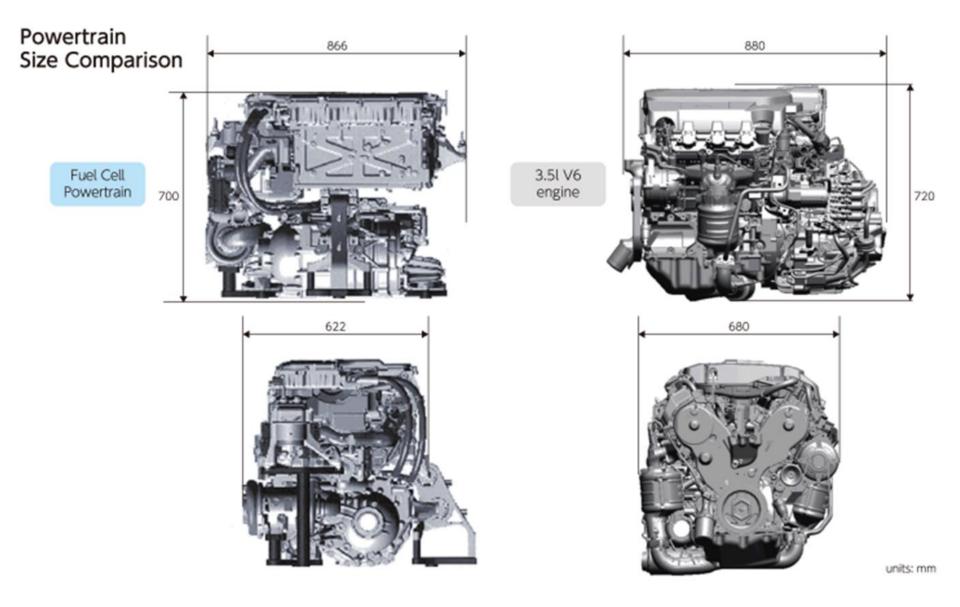
 Efficient packaging of the powertrain

FUEL CELL

 Energy absorbing structure for frontal collision.

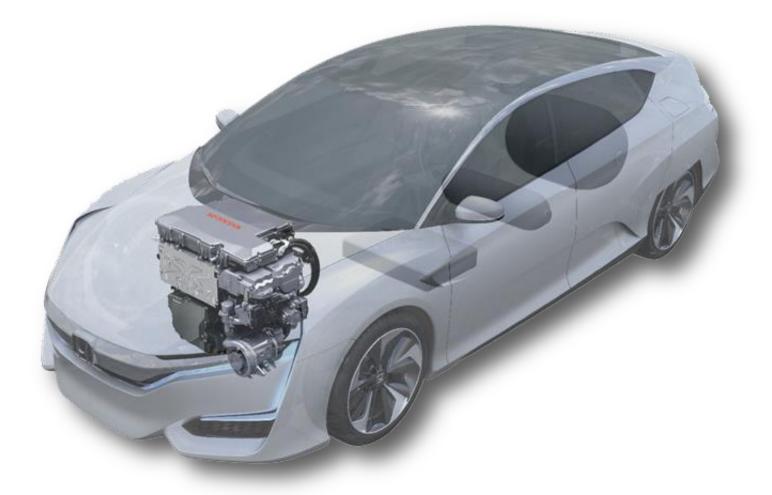
- Place the battery and 2nd small H2 tank under the seats to maximize cargo space.
- Achieve both natural seating posture and low overall-height of a typical sedan.
- Maximize cargo room and rear collision safety by placing the larger H2 tank under the cargo room floor.

Packaging: Clarity Fuel Cell vs Accord V6



Fuel Cell Powertrain "Manufacturability"

- 1. World's first sedan with a compact FC powertrain mounted under hood
- 2. High output electric motor for strong driving performance
- 3. Improved manufacturability for mass-production FCV



Station and Car Packaging for Success



H₂USA Participants



H₂USA Organization Chart



Locations Roadmap Working Group

- <u>Three models utilized to provide a "toolkit"</u> for states/ regulatory/ NGOs to answer : "How many stations, where, and when"
- Northeast Regional Fuel Cell Fleet Deployment Action Plan
 - Collaboration with the Connecticut Center for Advanced Technology
 - Evaluating northeast fleet potential infrastructure deployment scenarios, including locations, demand potential, job creation and timeframes
- Northeast <u>Retail Modeling</u>
 - Northeast retail consumer approach developed by University of California, Irvine
 - Based on STREET modeling
- National "Scenarios" Modeling
 - Collaboration with the National Renewable Energy Laboratory
 - Identifies criteria for a successful initial market and for potential to follow on market regions most suitable for FCEV adoption
 - Based on SERA Model (Scenario Evaluation & Regionalization Analysis)

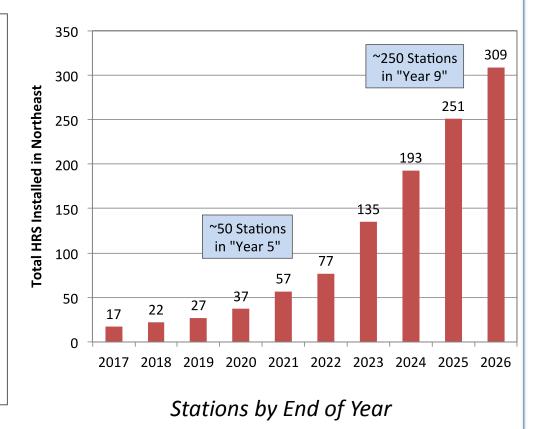
Summary Handout Content and Origin

- DRAFT: Created a 3-4 page handout developed by LRWG
 - Focus on Station Rollout Trends in Northeast
 - Visual Support Maps

H₂USA: Sit ing Ref uel ing Stations in the Northeast

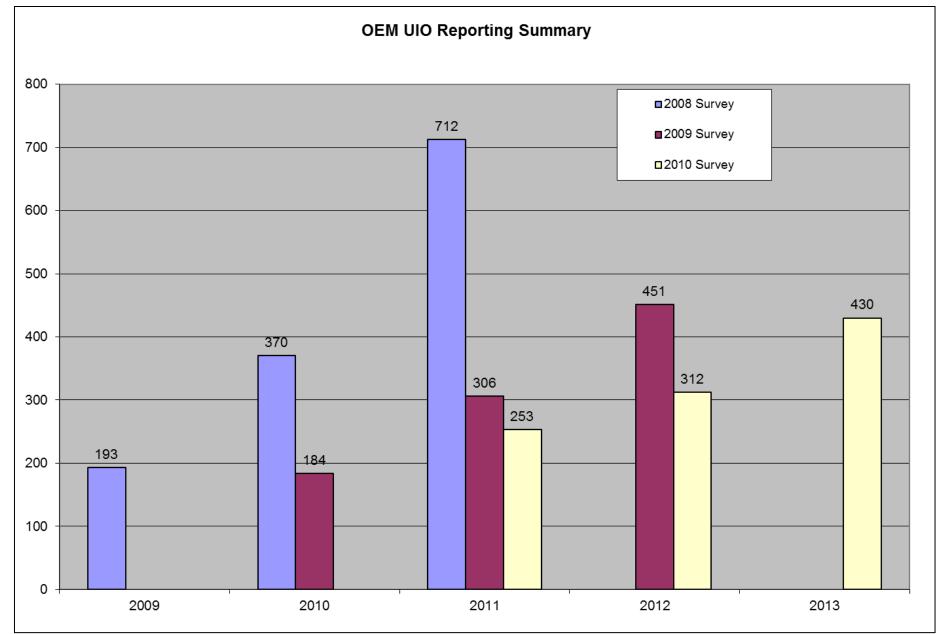
Handout Overview

- Modeling Hydrogen Refueling Station Deployment with STREET and SERA
- Station Growth over Time
- Modeled Distribution of Hydrogen Refueling Stations across the Northeast
- Deployment to both Retail & Fleets
- Station Clustering: New York Example
- Toolkit for States to further research their ideal pathway



Repeating History

Will uncertainty occur again beyond 100 stations?



What is Missing?

Lessons Learned – Teachers teaching students

- CAFCP as the laboratory to prove out "prototype" models
 - Adoption by other states is critical: Missing is the "willingness and motivation" to do so.

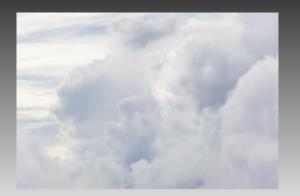
Funding Mechanisms

- State of CA "AB-8 Like Model" does not exist outside of CA
- Federal Govt. lack of clear, consistent funding for:
 - Vehicles (FCV Incentives are missing)
 - Stations (H2 Station incentives are missing)
 - Fuel + Fuel
 - Consumer fuel subsidy for lower cost
 - Renewable fuel subsidy for station owner
- Vision for the next 20 years
 - The "Puzzle Pieces" are there
 - CA must assist other states to put them together for the full picture and credible action.



Exterior Color

3 Luxury Colors









WHITE ORCHID PEARL

BORDEAUX RED METALLIC

CRYSTAL BLACK PEARL

