

Re: Fuel Cell Efficiency in automotive applications

Source: <http://sci.tech-archive.net/Archive/sci.energy.hydrogen/2006-12/msg00077.html>

- *From:* "Don W" <dontcallme@xxxxxxxxxxxxxx>
 - *Date:* Wed, 6 Dec 2006 23:43:13 -0800
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"John Savage" <rookwood@xxxxxxxxxxxxxxxxxx> wrote in message [news:061207000101230.07Dec06\\$rookwood@xxxxxxxxxxxxxxxxxx](mailto:news:061207000101230.07Dec06$rookwood@xxxxxxxxxxxxxxxxxx)

Eeyore <rabbitsfriendsandrelations@xxxxxxxxxxxxx> writes:

Bob Eld wrote:

What really matters is miles per dollar, miles per fill-up and initial costs. Hydrogen has a way to go before it is competitive no matter what the efficiency is. Most of us feel that it will never get there.

I don't see how it ever can get there.

Hydrogen is merely an 'energy carrier' and batteries do that job many many times better.

True if the H₂ is synthesised from methane or water. But, according to a press release by a company producing hydrogen vehicles, the H₂ component in the natural gas piped to homes in many countries means that, in theory, home owners with a H₂ vehicle could run a device to extract the H₂ from their gas line and fill their vehicle's tank overnight.

My thoughts are that it might be more practical for the corner servo to do this, rather than each domestic H₂ vehicle owner.

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John Savage (my news address is not valid for email)

Why take a perfectly good fuel like methane and make it into hydrogen? Home owners with a methane powered vehicle can extract the methane from their gas line and fill their vehicle's tank overnight ...and the tank can be smaller for the same range and lower compression ...and methane vehicles cost a LOT less than hydrogen powered vehicles ...and directly using the methane is

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more energy efficient than reforming the methane to hydrogen and using the hydrogen.

Don W.

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