What if Refueling goes wrong?

Making refueling inherently safe

THIS DOCUMENT IS ••

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GMT

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TF3: HRS Control failure

- EIGA Risk Assessment: With today SIL rated designs, Ramp rate control failure 10^-5/year
  - Today with limited number of refueling we are ok, BUT
  - When there will be 20M refueling/day, Ramp Rate Control Failure will occur several times/year
- According to Simulations, Liner temperatures up to 120°C can be achieved
- H2 infrastructure industry, OEM, Tank manufacturers to coordinate to reach acceptable risk level.
  - TF 3 discussed an inherent safety approach - Adding an elevated temperature test in tank qualification, as suggested by the infrastructure side. It was agreed to hold a workshop to understand the requirements better