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For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: A HYDROGEN POWERED SCOOTER

(57) Abstract: A scooter powered by a hydrogen powered internal combustion engine fueled by a throttled stream of air into which a controlled amount of hydrogen is injected. A hydrogen fuel control system is used to control the amount of hydrogen injected into the throttled air stream using multiple parameters. The amount of hydrogen present in the hydrogen storage unit is monitored using an on-board hydrogen fuel measurement system utilizing a microcontroller and multiple sensors.



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A Hydrogen Powered Scooter

Field of the Invention

The present invention relates generally to a low
5 emission hydrogen powered scooter. More particularly, the
present invention relates to a scooter powered by a
hydrogen powered internal combustion engine with
electronically controlled fuel injector and on-board metal
hydride storage with fuel gauge.

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Background

As the world's population expands and its economy
increases, the atmospheric concentrations of carbon dioxide
are warming the earth causing climate change. However, the
15 global energy system is moving steadily away from the
carbon-rich fuels whose combustion produces the harmful
gas. Experts say atmospheric levels of carbon dioxide may
be double that of the pre-industrial era by the end of the
next century, but they also say the levels would be much
20 higher except for a trend toward lower-carbon fuels that
has been going on for more than 100 years. Furthermore,
fossil fuels cause pollution and are a causative factor in
the strategic military struggles between nations.

For nearly a century and a half, fuels with high
25 amounts of carbon have progressively been replaced by those
containing smaller and smaller amounts of carbon. First
wood, which is high in carbon, was eclipsed in the late 19th
century by coal, which contains less carbon. Then oil,
with a lower carbon content still, dethroned "King Coal" in
30 the 1960's. Now analysts say that natural gas, lighter
still in carbon, may be entering its heyday, and that the
day of hydrogen - providing a fuel with no carbon at all -
may at last be about to dawn. As a result, experts
estimate the world's economy today burns less than two-
35 thirds as much carbon per unit of energy produced as it did

in 1860.

In the United States, it is estimated, that the trend toward lower-carbon fuels combined with greater energy efficiency has, since 1950, reduced by about half the amount of carbon spewed out for each unit of economic production. Thus, the decarbonization of the energy system is the single most important fact to emerge from the last 20 years of analysis of the system. It had been predicted that this evolution will produce a carbon-free energy system by the end of the 21st century. The present invention shortens that period to a matter of years. In the near future, hydrogen will be used in fuel cells for cars, trucks and industrial plants, just as it already provides power for orbiting spacecraft. But ultimately, hydrogen will also provide a general carbon-free fuel to cover all fuel needs.

As noted in recent newspaper articles, large industries, especially in America, have long been suspicious of claims that the globe is warming and have vociferously negated the science of climate change. Electric utilities have even tried to stoke fears among ordinary folk that international treaties on climate change would cut economic growth and cost jobs. Therefore, it is very encouraging that some of the world's biggest companies, such as Royal Dutch/Shell and BP Amoco, two large European oil firms, now state plainly what was once considered heresy: global warming is real and merits immediate action. A number of American utilities vow to find ways to reduce the harm done to the atmosphere by their power plants. DuPont, the world's biggest chemicals firm, even declared that it would voluntarily reduce its emissions of greenhouse gases to 35% of their level in 1990 within a decade. The automotive industry, which is a substantial contributor to emissions of greenhouse gases and other pollutants (despite its vehicular specific

reductions in emissions), has now realized that change is necessary as evidenced by their electric and hybrid vehicles.

Hydrogen is the "ultimate fuel." In fact, it is
5 considered by most to be "THE" fuel for the next millennium, and, it is inexhaustible. Hydrogen is the most plentiful element in the universe (over 95%) and was the first element created by the "Big-Bang." Hydrogen can provide an inexhaustible, clean source of energy for our
10 planet which can be produced by various processes which split water into hydrogen and oxygen. The hydrogen can be stored and transported in solid state form. The instant patent application makes it possible to create a complete generation/storage/transportation/delivery system for such
15 a hydrogen based economy. For example, economical, lightweight, triple-junction amorphous silicon solar cells (an invention pioneered by Stanford R. Ovshinsky, one of the instant inventors) such as those set forth in U.S. Patent No. 4,678,679, (the disclosure of which is herein
20 incorporated by reference) can be readily disposed adjacent a body of water, where their inherently high open circuit voltage can be used to dissociate water into its constituent gases, and collect the hydrogen so produced. Also, by placing these high efficiency solar panels on
25 nearby farms, in water, or on land. Electricity can be generated to transport and pump the hydrogen into metal hydride storage beds that include the inventive metal hydride alloys disclosed herein. The ultra-high capacities of these alloys allow this hydrogen to be stored in solid
30 form for transport by barge, tanker, train or truck in safe, economical form for ultimate use. Energy is the basic necessity of life and civilization for any society today and the use of hydrogen in the manner described herein as the basic source of energy would end wars fought
35 for control of fossil fuels. Instead of "from well to

wheel," the phrase now recited will be "from source to wheel."

In the past considerable attention has been given to the use of hydrogen as a fuel or fuel supplement. While the world's oil reserves are depletable, the supply of hydrogen remains virtually unlimited. Hydrogen can be produced from coal, natural gas and other hydrocarbons, or formed by the electrolysis of water, preferably via energy from the sun which is composed mainly of hydrogen and can itself be thought of as a giant hydrogen "furnace". Moreover hydrogen can be produced without the use of fossil fuels, such as by the electrolysis of water using nuclear or solar energy, or any other form of renewable economical energy (e.g. wind, waves, geothermal, etc.). Furthermore, hydrogen, although presently more expensive than petroleum, is an inherently low cost fuel. Hydrogen has the highest density of energy per unit weight of any chemical fuel and is essentially non-polluting since the main by-product of "burning" hydrogen is water. Thus, hydrogen can be a means of solving many of the world's energy related problems, such as climate change, pollution, strategic dependancy on oil, etc., as well as providing a means of helping developing nations gain economic independence from fossil fuels.

While hydrogen has wide potential application as a fuel, a major drawback in its utilization, especially in mobile uses such as the powering of vehicles, has been the lack of acceptable lightweight compact hydrogen storage medium. Conventionally, hydrogen has been stored in pressure-resistant vessels under a high pressure or stored as a cryogenic liquid, being cooled to an cryogenic temperature. Storage of hydrogen as a compressed gas or liquid involves the use of large and heavy vessels, making the use of hydrogen to power vehicles less feasible.

Alternatively, certain metals and alloys have been

known to permit reversible storage and release of hydrogen. In this regard, they have been considered as a superior hydrogen-storage material, due to their high hydrogen-storage efficiency. Storage of hydrogen as a solid hydride can provide a greater volumetric storage density than storage as a compressed gas or a liquid in pressure tanks. Also, hydrogen storage in a solid hydride presents fewer safety problems than those caused by hydrogen stored in containers as a gas or a liquid. These alloys are fully described in U.S. Patent No. 6,193,929, entitled "High Storage Capacity Alloys Enabling a Hydrogen-based Ecosystem", which is hereby incorporated by reference.

With these developments in the storage of hydrogen, hydrogen now has a viable use as a fuel to power vehicles. Solid-phase metal or alloy system can store large amounts of hydrogen by absorbing hydrogen with a high density and by forming a metal hydride under a specific temperature/pressure or electrochemical conditions, and hydrogen can be readily released by changing these conditions.

With hydrogen now being a viable source to power vehicles, considerable research has been performed on designing engines to run on hydrogen rather than fossil fuels. In these designs, hydrogen is combusted inside an internal combustion engine much like gasoline and other hydrocarbons are combusted in present day internal combustion engines. With hydrogen, however, catalytic converters are not needed to treat the hydrocarbons and carbon monoxide present in the exhaust to comply with emission standards. The present invention describes a scooter powered by a hydrogen powered internal combustion engine. A specially designed hydrogen storage unit with fuel gauge are used in conjunction with the engine to allow for simple refueling and operation. The disclosed scooter

using a hydrogen powered internal combustion engine provides a clean alternative to hydrocarbon powered vehicles, bringing the world one step closer to a "Hydrogen Based Ecosystem".

5

Summary of the Invention

The present invention discloses a hydrogen powered scooter including a hydrogen powered internal combustion engine, a fuel induction system, an ignition system, an on-board hydrogen fuel gauge, and a source of gaseous hydrogen. The scooter utilizes a throttled stream of air fed into the hydrogen powered internal combustion engine. The hydrogen is dispersed, directly or via a fuel injector, into the throttled stream of air via a feed tube or a boost venturi positioned within the throttled stream of air. After mixing with the hydrogen, the throttled air stream is compressed and combusted in the engine cylinder to propel the scooter.

The fuel induction system includes a hydrogen fuel control system, at least one hydrogen fuel injector, and a hydrogen fuel pressure regulator. The hydrogen fuel control system is configured to provide a hydrogen fuel control signal to the hydrogen fuel injector based upon engine speed, manifold absolute pressure, and throttle position. The hydrogen fuel control system may be configured to additionally take into account the temperature of the throttled stream of air and the amount of oxygen present in exhaust from the hydrogen powered internal combustion engine when providing a hydrogen fuel control signal to the hydrogen fuel injector. The hydrogen fuel control signal provides the hydrogen fuel injector with a calculated hydrogen fuel injector pulse width.

The ignition system includes a multiple spark discharge ignition controller, a spark plug, a programmable ignition control system, and a spark trigger. The

programmable ignition control system causes the spark plug to fire at a specific crank angle at a given speed.

The multiple spark discharge ignition controller is triggered off of the camshaft utilizing a sensor which
5 allows the spark plug to fire on the compression stroke. The programmable ignition also allows changing the ignition timing as a function of the manifold absolute pressure.

The source of gaseous hydrogen may be an on-board hydrogen storage unit. The on-board hydrogen storage unit
10 includes at least one metal hydride storage unit at least partially filled with a hydrogen storage alloy. The metal hydride storage unit may be heated with an exhaust stream from the hydrogen powered internal combustion engine. The metal hydride storage units are each laterally divided into
15 a plurality of compartments with at least one heat conductive segmental plate. At least one gas filtration/distribution tube is inserted into each metal hydride storage unit. Hydrogen enters and exits the metal hydride storage units via the gas filtration/distribution
20 tube. The gas filtration/distribution tube may be wrapped with a stainless steel wire cloth to prevent entrainment of hydrogen storage alloy in the exiting hydrogen stream. A metal wool pad is also positioned at the top and bottom of the metal hydride storage unit. The metal hydride storage
25 units are thermally connected via a plurality of heat conductive fins each having a plurality of L-ledged holes through which the metal hydride storage units are inserted.

An on-board hydrogen fuel gauge may be integrated into the on-board hydrogen storage unit. The on-board hydrogen
30 fuel gauge includes an on-board microcontroller, a visual indicator showing the amount of hydrogen present in the hydrogen storage unit, and a system used to track the amount of hydrogen input into the hydrogen storage unit.

The on-board hydrogen fuel gauge also includes an
35 orifice plate fuel measurement system or a fuel injector

pulse width flow measurement system.

The orifice plate fuel measurement system includes an orifice plate positioned between the hydrogen fuel pressure regulator and the hydrogen fuel injector and multiple
5 sensors. The multiple sensors measure (A) hydrogen gas pressure before the orifice plate, (B) hydrogen gas pressure drop across the orifice plate, and (C) temperature of the hydrogen gas at the orifice plate. The on-board microcontroller then calculates an instantaneous flow rate
10 of hydrogen gas based on the afore mentioned parameters. The instantaneous volumetric flow of hydrogen gas is then decremented from a known amount of hydrogen contained inside the hydrogen storage unit prior to discharge to calculate a value indicative of the actual amount of
15 hydrogen present in the hydrogen storage unit. The known amount of hydrogen contained inside the hydrogen storage unit is calculated and updated using a value input into the microcontroller representing an amount of hydrogen input into the hydrogen storage unit upon refueling.

20 During operation of the fuel injector pulse width flow measurement system, the calculated hydrogen fuel injector pulse width is directly input into an A/D input channel of the microcontroller. The microcontroller then calculates a volumetric flow rate of hydrogen consumed over time based
25 on the calculated hydrogen fuel injector pulse width and manifold absolute pressure. The volumetric flow of hydrogen consumed over time is decremented from a known amount of hydrogen contained inside the hydrogen storage unit prior to discharge to calculate a value indicative of
30 the actual amount of hydrogen present in the hydrogen storage unit. The known amount of hydrogen contained inside the hydrogen storage unit is calculated and updated using a value input into the microcontroller representing an amount of hydrogen input into the hydrogen storage unit
35 upon refueling.

Brief Description of the Drawings

Figure 1, shows a schematic representation of the present invention.

5 Figure 2, shows a depiction of the throttle body in accordance with the present invention utilizing a feed tube.

Figure 3, shows a depiction of the throttle body in accordance with the present invention utilizing a boost
10 venturi.

Figure 4, shows a depiction of a tubular metal hydride storage unit in accordance with the present invention.

Figure 5, shows a cross-section of the hydrogen storage unit in accordance with the present invention.

15 Figure 6, shows a depiction of the hydrogen storage unit in accordance with the present invention

Figure 7, shows a schematic representation of the orifice plate based on-board fuel gauge in accordance with the present invention.

20 Figure 8, shows a flow chart for the orifice plate based on-board fuel gauge in accordance with the present invention.

Figure 9, shows a schematic representation of the fuel injector pulse width based on-board fuel gauge in
25 accordance with the present invention.

Figure 10, shows a flow chart for the fuel injector pulse width based on-board fuel gauge in accordance with the present invention.

Figure 11, shows the brake horsepower of the engine at wide
30 open throttle versus RPM at a fixed λ value (actual air-fuel ratio divided by the stoichiometric air-fuel ratio) of 3.5 for the present invention.

Figure 12, shows the brake horsepower of the engine at wide
35 open throttle versus RPM at a fixed λ value (actual air-fuel ratio divided by the stoichiometric air-fuel ratio) of

2.3 for the present invention.

Figure 13, shows NO_x emissions of the hydrogen powered internal combustion engine of the present invention running on industrial grade hydrogen with respect to the λ value (actual air-fuel ratio divided by the stoichiometric air-fuel ratio) at wide open throttle on a chassis dynamometer.

Figure 14, shows NO_x emissions of the hydrogen powered internal combustion engine of the present invention running on ultra high pure hydrogen with respect to the λ value (actual air-fuel ratio divided by the stoichiometric air-fuel ratio) at wide open throttle on a water brake dynamometer.

Figure 15, shows the NO_x emissions of the hydrogen powered internal combustion engine versus engine speed for the present invention.

Detailed Description of the Invention

The present invention discloses a scooter propelled by a hydrogen powered internal combustion engine (ICE). The hydrogen powered ICE utilizes a specially designed fuel induction system and ignition system to minimize NO_x emissions and efficiently power the scooter.

The concept for the hydrogen powered internal combustion engine system of the present invention is exemplified in FIG. 1. The system includes a hydrogen powered internal combustion engine **10**, a fuel induction system **20**, and an ignition system **30**. The fuel induction system includes a source of gaseous hydrogen **21**, a hydrogen fuel pressure regulator **22**, a flash back arrestor **23**, a hydrogen fuel injector **24**, a fuel injector trigger **25**, a throttle position sensor **26**, and a hydrogen fuel control system **27**. The ignition system **30** includes an ignition coil **31**, a multiple spark discharge ignition controller **32**, a spark plug **33**, a spark trigger **34**, and an optional

manifold absolute pressure sensor input.

The hydrogen powered internal combustion engine 10 may be a single cylinder 4 stroke 80 cc engine, however, the hydrogen powered internal combustion engine in accordance with the present invention may also have multiple cylinders and vary accordingly. The hydrogen powered internal combustion engine may be either air cooled or liquid cooled. During operation of the scooter, a throttled stream of air is fed into the hydrogen powered internal combustion engine. A controlled amount of hydrogen is injected into the air stream before the air stream is supplied to the cylinders. To reduce backfire, the hydrogen is mixed with the air stream as late as possible. After the hydrogen mixes with the air stream, the air/hydrogen mixture enters the cylinder through an intake valve and is compressed and combusted to provide work to a crankshaft.

The throttle body 40 of the present invention is shown in FIG. 2. The throttle 41 allows a stream of air to flow toward the hydrogen powered internal combustion engine 10. The hydrogen fuel injector 24 injects hydrogen into the air stream via a hydrogen dispersing tube 42. The end of the hydrogen dispersing tube through which the hydrogen contacts the air stream is positioned in the middle of the air stream to obtain optimal mixing between the air and the hydrogen. The manifold absolute pressure in the throttle body may be measured by a sensor 43 placed after the throttle 41. In another embodiment, a boost venturi tube 42a may be used to disperse the hydrogen into the air stream. This alternative embodiment is shown in FIG. 3.

The hydrogen powered internal combustion engine is operated lean to minimize NO_x generation. The engine is operating lean where λ (Actual air-fuel ratio/Stoichiometric air-fuel ratio) is greater than 1.

Conversely, the engine is running rich where λ is less than 1. The stoichiometric air-fuel ratio is approximately 34 kg air/kg H₂ for the combustion of hydrogen. At this ratio there is neither a shortage nor an excess of air needed to
5 completely combust the hydrogen.

The hydrogen powered internal combustion engine described in the present invention will operate with a λ value between .13 and 10. Preferably operation will be with a λ value between 1 and 3. Upon startup and during
10 hard acceleration, the hydrogen engine may operate at a λ value of 1 to provide maximum power. After startup, the hydrogen engine may operate at a λ value greater than 2 to minimize NO_x emissions.

The ignition for the hydrogen powered ICE may use a
15 multiple spark discharge controller. This type of ignition allows for a unique set timing. The ignition is triggered off the camshaft rather than the crankshaft to eliminate the waste spark occurring during the exhaust stroke, which may cause backfiring. A programmable ignition control
20 system may be used to modify the stock ignition timing. The spark can be programmed to occur at a specific crank angle at a given speed. A sensor is utilized on the camshaft allowing the ignition to only fire on the compression stroke.

25 The control system is responsive to signals based on the engine speed, the manifold absolute pressure, and the throttle position. Based on these signals, the control system provides a control signal with a calculated pulse width to the hydrogen fuel injector, thereby controlling
30 the amount of hydrogen supplied to the hydrogen powered internal combustion engine. The control system utilizes multiple sensors to measure these quantities. The control system may also be modified to use additional input such as the throttled air stream temperature and exhaust oxygen for
35 better control over the fuel delivery to the hydrogen

powered internal combustion engine.

In addition to the electronic control of the pulse width to meter the hydrogen flow, the flow is also metered pneumatically by biasing the hydrogen fuel pressure regulator with the manifold vacuum. A sensor **43** is used to measure the manifold absolute pressure in the throttle body **40**. Using the manifold absolute pressure (MAP) to bias the hydrogen fuel pressure regulator controls the hydrogen pressure at the hydrogen fuel injector. The applied hydrogen pressure must be modulated about the mechanically set point using the manifold vacuum. When the throttle opens wider and the MAP increases, the hydrogen pressure increases at the hydrogen fuel injector. Conversely, when the throttle is closed, the MAP drops and the hydrogen pressure at the hydrogen fuel injector is lowered. The hydrogen will be provided to the hydrogen powered internal combustion engine from a source of gaseous hydrogen **21**.

The source of gaseous hydrogen **21** may be a hydrogen storage unit **50** at least partially filled with a hydrogen storage alloy **51**. The hydrogen storage alloy preferably has a low plateau pressure to allow low pressure introduction of hydrogen into the hydrogen powered internal combustion engine. This insures that the alloy characteristics are not a limiting factor. The hydrogen pressure inside the hydrogen storage unit may be regulated down to 10-20 psig. The hydrogen storage unit is integrated into the scooter and is designed to derive its heat of endothermic desorption from the engine exhaust, an engine coolant stream, or other sources of heat. In such cases, the exhaust gas or engine coolant stream may pass through tubes in thermal contact with the hydrogen storage alloy or the hydrogen storage unit may be heated by the exhaust gases or engine coolant stream in another manner. The interior of the hydrogen storage unit may also be divided

into compartments by thermally conductive materials to better accommodate heat transfer throughout the vessel and prevent densification and subsequent expansion of the hydrogen storage alloy (upon charging with hydrogen) which
5 can cause strain to the wall of the unit. Such hydrogen storage vessels are described in U.S. Patent Application Serial Number 10/143,243, entitled "A Honeycomb Hydrogen Storage Structure", filed on May 9, 2002 the disclosure of which is herein incorporated by reference. Hydrogen may
10 also be stored in gaseous or liquid form, however, storing hydrogen in this manner imposes greater safety risks and design constraints due to the extreme conditions needed to store the hydrogen at such conditions.

A cross-sectional view of the hydrogen storage unit 50
15 in accordance with the present invention is depicted in FIG. 4. The hydrogen storage unit 50 includes one or more segmented metal hydride storage units 51 at least partially filled with a hydrogen storage alloy 52, a plurality of heat conductive fins 53, and at least one gas
20 filtration/distribution tube 54. A cross-sectional view of a metal hydride storage unit in accordance with the present invention is depicted in FIG. 5. Preferably the metal hydride storage units will have a cylindrical structure, however, other designs may be used in accordance with the
25 present invention. Heat conductive segmental plates 55 are used to segment the interior of the metal hydride storage units. The heat conductive segmental plates have a tight contact with the inner wall of the metal hydride storage units, where the heat exchange between the metal hydride
30 and the surroundings takes place.

The metal hydride storage units 51 are inserted through a plurality of heat conductive fins 53. The heat conductive fins have a plurality of L-ledged holes through which the metal hydride storage units 51 are placed. The

L-ledged holes are slightly smaller than the diameter of the metal hydride storage units to provide a tight fitting heat transferring area between the metal hydride storage unit **51** and the heat conductive fin **53** upon insertion of the metal hydride storage unit **51** into the heat conductive fin **53**. Multiple heat conductive fins will be fitted onto each metal hydride storage unit to form a tightly pressed structure. The heat conductive fins provide for exceptional heat transfer between the metal hydride storage units and the surroundings.

At least one gas filtration/distribution tube **54** is inserted longitudinally through each metal hydride storage unit **51**. The gas filtration/distribution tube **54** preferable has a thin wall and small diameter to optimize room for hydrogen storage. The gas filtration/distribution tube **54** allows hydrogen to enter and exit the metal hydride storage unit **51**. The gas filtration/distribution tube **54** is wrapped with stainless steel wire cloth **56** to allow only hydrogen to pass, while keeping the hydrogen storage alloy **51** from escaping into the gas filtration/distribution tube **54**. The heat conductive segmental plates **55** have one or more holes to accommodate the gas filtration/distribution tubes **54**. The gas filtration/distribution tubes **54** may have a filter to further prevent metal hydride fines from escaping the metal hydride storage units. The gas filtration/distribution tubes are interconnected via a manifold. The manifold distributes hydrogen to the metal hydride storage units upon refueling and combines the hydrogen streams from each metal hydride storage unit to provide one hydrogen stream to the hydrogen fuel injector during operation of the vehicle. Alternatively, the metal hydride storage units may be coupled to a header which will also provide a single stream to the hydrogen fuel injector.

Metal wool pads may be placed at the top and bottom of

each metal hydride storage unit. The wool pads act as an elastic sponge to absorb the expansion and contraction of the metal hydride. The wool pads aid in reducing the stress placed on the walls of the metal hydride storage units.

The resulting finned metal hydride storage units are closely bundled and encased in an externally framed box to form the hydrogen storage unit. A base support, connection rods, and a top plate are utilized to form a sturdy structure and frame the metal hydride storage unit bundle. The material for the supporting frame is preferable an aluminum alloy being lightweight and having excellent thermal conductivity, however, other lightweight conductive materials may be substituted. Hydrogen gas is distributed to or collected from the individual metal hydride storage units by a manifold including multiple tubes or a header assembly.

An on-board fuel gauge may be coupled to the metal hydride hydrogen storage unit. The on-board fuel gauge includes a hydrogen gas flow metering system, an on-board microcontroller configured to calculate the volume of hydrogen used at an instant using the signal input from the hydrogen gas flow metering system, a visual indicator that prompts the rider as to the amount of hydrogen present in the hydrogen storage unit, and a system used to track the amount of hydrogen present in the hydrogen storage unit whenever the amount of hydrogen within the hydrogen storage unit is refilled or depleted.

An orifice plate for an on-board fuel (hydrogen) flow measurement system may be used as an on-board fuel gauge for the hydrogen ICE scooter. A diagram of the on-board fuel measurement system 60 utilizing an orifice plate 61 is depicted in FIG. 6. A flow chart for the control unit in accordance with the present invention wherein an orifice plate for an on-board fuel (hydrogen) measurement system is

used is depicted in FIG. 7. The orifice plate is positioned in the hydrogen stream 62 between the hydrogen fuel pressure regulator and the hydrogen fuel injector. Pressure of the hydrogen stream is measured after the hydrogen fuel pressure regulator but before the orifice plate 61 using a gas pressure sensor 63. The change in pressure across the orifice plate is measured by a differential pressure transducer 64 and the temperature of the hydrogen stream is also measured using a temperature sensor 65. These parameters are then input into a microcontroller 66 which calculates the instantaneous hydrogen flow rate. The volume of hydrogen that flows over a specific time interval is then calculated. This amount of hydrogen is then decremented from the known amount of hydrogen inside the hydrogen storage tank prior to discharge. The known amount of hydrogen present in the hydrogen storage unit is able to be calculated because each time the hydrogen storage tank is refilled, the amount of hydrogen input into the hydrogen storage tank is input into the microcontroller using a push button control 67. A value representing the volume of hydrogen input into the hydrogen storage unit is added to a value representing the volume of hydrogen left in the hydrogen storage unit and a value representing the revised volume is stored in the memory (EEPROM). During the next trip, a value representing the revised quantity of hydrogen stored in the hydrogen storage unit is used as a "starting value" from which the instantaneous consumption is decremented. Using the amount of hydrogen present in the hydrogen storage tank and the amount of hydrogen exiting the tank, the microcontroller is able to calculate the amount of hydrogen present in the hydrogen storage tank at any given time. The volume of hydrogen remaining in the hydrogen storage unit is then continuously updated and the amount remaining

is communicated to the operator using visual indicators 68.

In another embodiment, the instantaneous hydrogen flow is calculated using a fuel injector pulse width based flow measurement system 70. An example of this system is shown in FIG. 8. A flow chart for the control unit in accordance with the present invention wherein a fuel injector pulse width based flow measurement system is used is shown in FIG. 9. Using this system, the pulse width of the hydrogen fuel injectors 24, as calculated by the hydrogen fuel control system 27 is directly input into the A/D input channel of the microcontroller 71. In addition, the microcontroller 71 uses the hydrogen pressure upstream and downstream (MAP) of the hydrogen fuel injector as measured by a MAP sensor 72. Knowing the equation of fuel flow through the hydrogen fuel injector 24, the volumetric hydrogen flow rate is calculated. Over a given interval, the volume of hydrogen that has been consumed is also calculated. This value is decremented from the volume of hydrogen stored on-board in the hydrogen storage unit as calculated using the updated volume as input into the microcontroller using a push button control 73 when the hydrogen storage unit is refilled. The volume of hydrogen remaining in the hydrogen storage unit is then continuously updated and the amount remaining is communicated to the operator using visual indicators 74.

The alloys used within the metal hydride hydrogen storage unit may be any of those known in art for such purposes. Specific alloys include AB₂ and AB₅ alloys, such as rare earth-nickel alloys, titanium-manganese alloys, titanium-zirconium alloys, titanium-iron alloys, magnesium alloys, and the like. Examples of such alloys can be found in U.S. Patent numbers: 6,193,929; 6,103,024; 5,976,276; 5,916,381; 5,840,440; 4,832,913; 4,431,561 and in U.S.

Patent Application Serial numbers: 09/573,240; 09/609,487; 09/902,320; 09/901,816; 09/444,812; 09/873,863, all of which are herein incorporated by reference.

One example of a useful hydrogen storage alloy is a low temperature hydrogen storage alloy which is non-pyrophoric upon exposure to ambient atmosphere. The alloy particularly is non-pyrophoric even after hydrogen charge/discharge cycling. The alloy is an atomically engineered TiMn_2 type alloy. Preferred embodiments of the non-pyrophoric low temperature hydrogen storage alloy comprises titanium, zirconium, vanadium, chromium, and manganese. The alloy may further include iron and aluminum. Atomic engineering of the alloy includes adjusting the composition of the alloy to include increased chromium levels beyond that of conventional TiMn_2 alloys. That is, as the chromium content of the alloy increases, the tendency to be pyrophoric decreases. Particularly preferred alloy compositions comprise 0.5-10 at. % Zr, 29-35 at. % Ti, 10-15 at. % V, 13-20 at. % Cr, 32-38 at. % Mn, 1.5-3.0 at. % Fe, and 0.05-0.5 at. % Al. The alloy may further contain 1-10 at. % total of at least one element selected from the group consisting of Ba, Co, Cu, Cs, K, Li, Mm, Mo, Na, Nb, Ni, Rb, Ta, Tl, and W. Specific examples of useful alloys include the compositions $\text{Zr}_1 \text{Ti}_{33} \text{V}_{12.54} \text{Cr}_{15} \text{Mn}_{36} \text{Fe}_{2.25} \text{Al}_{0.21}$ and $\text{Zr}_{1.5} \text{Ti}_{32.5} \text{V}_{12.54} \text{Cr}_{15} \text{Mn}_{36} \text{Fe}_{2.25} \text{Al}_{0.21}$.

The effect of ignition timing, and lambda value (Air to fuel ratio) on the emissions (NO_x), engine horsepower and torque were studied on the hydrogen powered internal combustion engine. The torque and horsepower measurements were both performed on an engine dynamometer and chassis dynamometer. The engine temperature, exhaust temperature, metal hydride storage temperature, and hydrogen pressure were measured as well. The exhaust emissions, NO_x and hydrogen, were also measured and correlated to the air to

fuel ratio.

Using a chassis dynamometer test, one can determine the steady state performance (range, fuel consumption, horsepower and NO_x emissions) of a typical drive cycle that includes acceleration, deceleration, and start and stop drive patterns.

FIG. 10 shows the brake horsepower of the hydrogen internal combustion engine at wide open throttle (WOT) versus RPM at a fixed air to fuel ratio of 3.5 for the present invention. The performance curves are shown for different ignition timing, namely 10 deg. before top dead center (BTDC) (●), 15 deg. BTDC (▲), 20 deg. BTDC (◆), and 25 deg. BTDC (■). Ultra High Pure Hydrogen was supplied from a compressed gas storage cylinder. Measurements were carried out with a water brake absorber at the crankshaft. The experimental results indicate some of the power lost (at 25 deg BTDC) can be recovered by retarding (15-20 deg BTDC) the ignition timing. This shows that the hydrogen is sensitive to spark advance as compared to gasoline.

FIG. 11 shows the brake horsepower of the hydrogen internal combustion engine at wide open throttle (WOT) versus RPM at a fixed air to fuel ratio of 2.3 for the present invention. The performance curves are shown for different ignition timings, namely 7 deg. BTDC (●) and 10 deg. BTDC (▲). Ultra High Pure Hydrogen was supplied from a compressed gas storage cylinder. Measurements were carried out with a water brake absorber at the crankshaft. The hydrogen consumption (in liters/min) is also shown at different ignition timings. The hydrogen consumption is shown at 7 deg. BTDC (◆) and at 10 deg. BTDC (■). The engine horsepower increases as the spark is retarded (7 deg BTDC versus 10 deg BTDC) at a given engine speed, but is not very pronounced. Due to fast burning characteristics of hydrogen as compared to gasoline, a retarded spark may be preferred.

FIG. 12 shows exhaust NO_x versus lambda (actual air to fuel ratio versus stoichiometric air to fuel ratio) for the hydrogen powered internal combustion engine of the present invention. The wide open throttle (WOT) data was collected at 2500 RPM (◆), 3000 RPM (■), 4000 RPM (▲), and 4900 RPM (X) over a lambda range of 2.1 to 4.0. The ignition timing was fixed at 13 deg BTDC. Industrial grade hydrogen was supplied from a compressed gas storage cylinder.

FIG. 13 shows exhaust NO_x versus lambda (A/F versus stoichiometric A/F) for the hydrogen powered internal combustion engine of the present invention. The WOT data was collected at 2420 RPM (◆), 3000 RPM (■), and 3860 RPM (▲) over a lambda range of 2.3 to 4.3. The ignition timing was fixed at 10 deg BTDC. Ultra High Pure Hydrogen was supplied from a compressed gas storage cylinder.

FIG. 14 shows the Exhaust NO_x versus engine speed for the hydrogen internal combustion engine of the present invention. The ignition timing is fixed at 13 deg BTDC and lambda is fixed at 2.3. Industrial grade hydrogen was supplied from a compressed gas storage cylinder. As engine speed decreases for a fixed lambda, the NO_x in the exhaust increases.

Herein described is a steady state road test carried out on the hydrogen ICE scooter in accordance with the present invention. Hydrogen was supplied from a metal hydride storage system in accordance with the present invention charged with 140 grams of hydrogen. The tests were carried out at an outside temperature of 92 °F.

The hydrogen ICE scooter air to fuel ratio (lambda) of 3.3-3.5 was maintained through out the run. The average hydrogen consumption was 3.8 grams hydrogen/km. The average speed during the road test was 32 kilometers/hour with a top speed of 40 kilometers/hour. The hydrogen ICE scooter obtained a range of 35 miles using 140 grams of hydrogen.

The foregoing is provided for purposes of explaining and disclosing preferred embodiments of the present invention. Modifications and adaptations to the described embodiments, particularly involving changes to the fuel
5 induction system, the hydrogen storage unit, operating conditions of the hydrogen powered internal combustion engine, and the control system will be apparent to those skilled in the art. These changes and others may be made without departing from the scope or spirit of the invention
10 in the following claims.

Claims

1. A hydrogen powered scooter comprising:
 - a hydrogen powered internal combustion engine supplied with a throttled stream of air;
 - 5 a fuel induction system adapted to supply hydrogen to said throttled stream of air;
 - an ignition system adapted to combust said hydrogen inside said hydrogen powered internal combustion engine;
 - an on-board hydrogen fuel gauge adapted to measure and display the amount of hydrogen stored on-board the scooter;
 - 10 and
 - a hydrogen storage unit adapted to supply a stream of gaseous hydrogen to said hydrogen powered internal combustion engine.
- 15 2. The hydrogen powered scooter according to claim 1, wherein said fuel induction system comprises:
 - a hydrogen fuel control system adapted to control the amount of hydrogen input to said hydrogen internal
 - 20 combustion engine;
 - at least one hydrogen fuel injector adapted to dispense hydrogen into said throttled stream of air; and
 - a hydrogen fuel pressure regulator adapted to control the pressure of said stream of gaseous hydrogen at said at
 - 25 least one hydrogen fuel injector.
3. The hydrogen powered scooter according to claim 2, wherein said hydrogen fuel control system is configured to provide a hydrogen fuel control signal to said at least one
- 30 hydrogen fuel injector based upon one or more parameters selected from engine speed, manifold absolute pressure, throttle position, temperature of said throttled stream of air, or amount of oxygen present in exhaust from said hydrogen powered internal combustion engine, said hydrogen
- 35 fuel control signal controlling the amount of hydrogen

injected into said throttled stream of air by said hydrogen fuel injector.

4. The hydrogen powered scooter according to claim 1,
5 wherein said on-board hydrogen fuel gauge is adapted to calculate the amount of hydrogen present in said hydrogen storage unit by:

1) receiving a first value representative of the amount of hydrogen input into said hydrogen storage unit
10 upon refueling;

2) obtaining a second value representative of the actual amount of hydrogen present in said hydrogen storage unit by adding said first value to a third value representative of the amount of hydrogen contained within
15 said hydrogen storage unit prior to refueling;

3) measuring the amount of hydrogen flowing from said hydrogen storage unit during operation of said hydrogen powered scooter; and

4) continuously decrementing the amount of hydrogen
20 flowing from said hydrogen storage unit from said second value to obtain a fourth value representative of the instantaneous amount of hydrogen stored within said hydrogen storage unit.

25 5. The hydrogen powered scooter according to claim 1, wherein said hydrogen storage unit comprises at least one hydrogen storage vessel at least partially filled with a hydrogen storage alloy.

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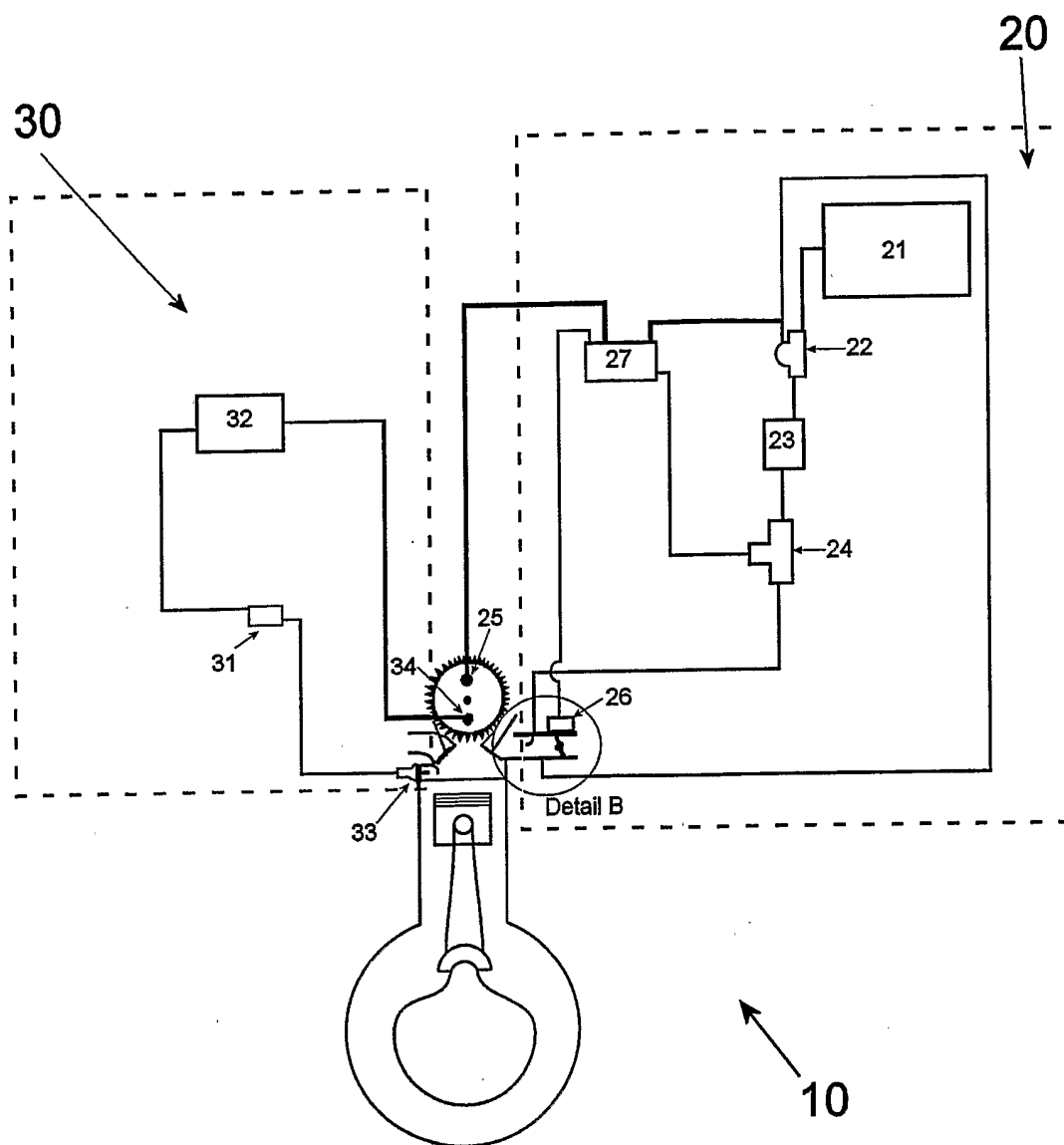


Figure 1

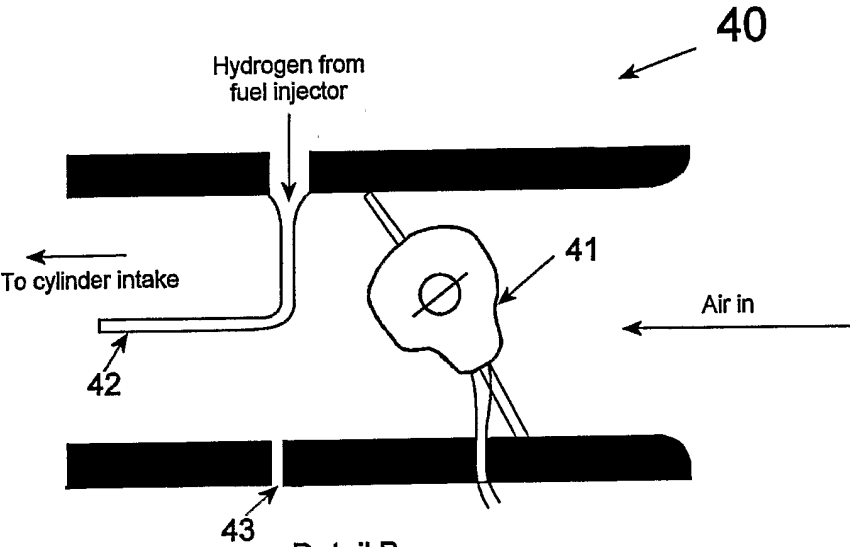


Figure 2

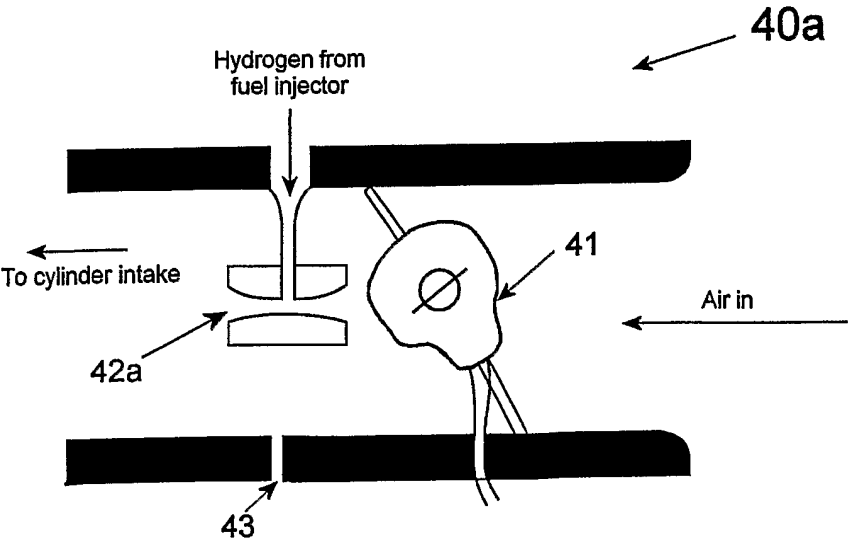


Figure 3

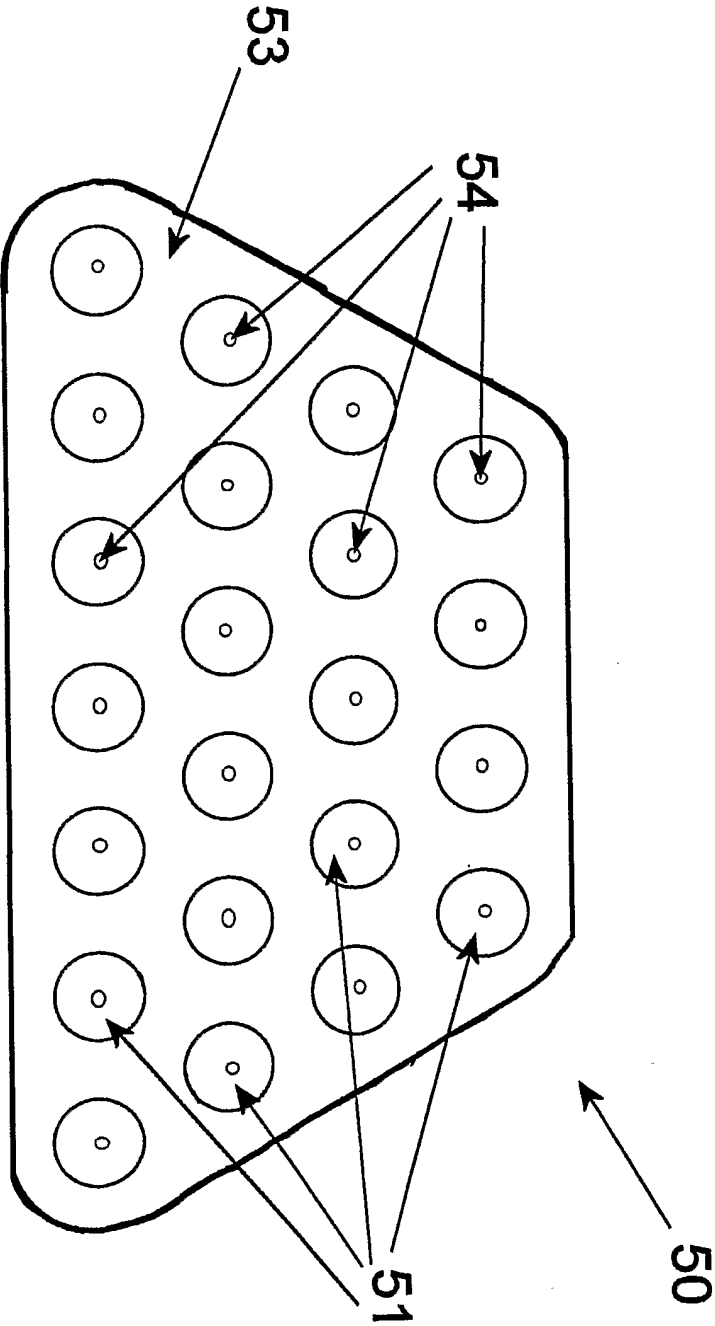


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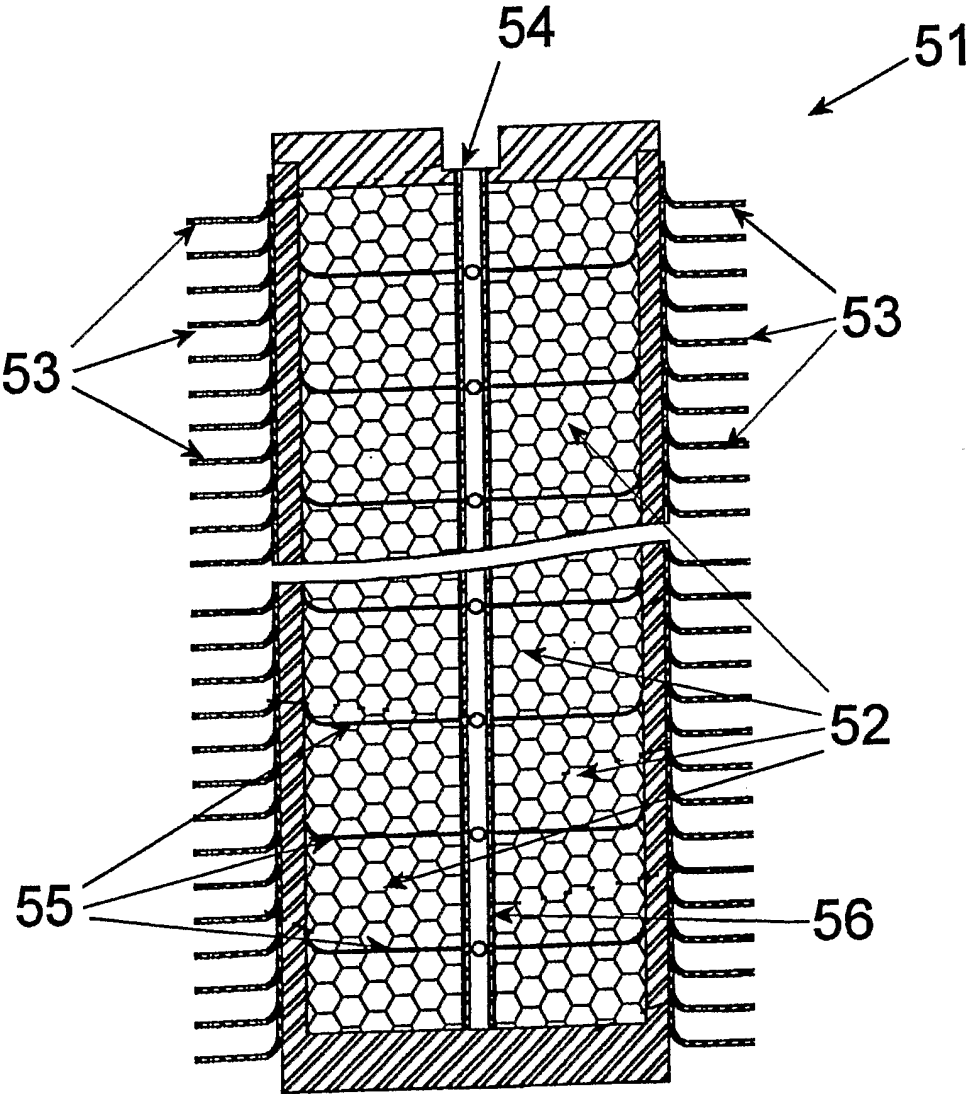
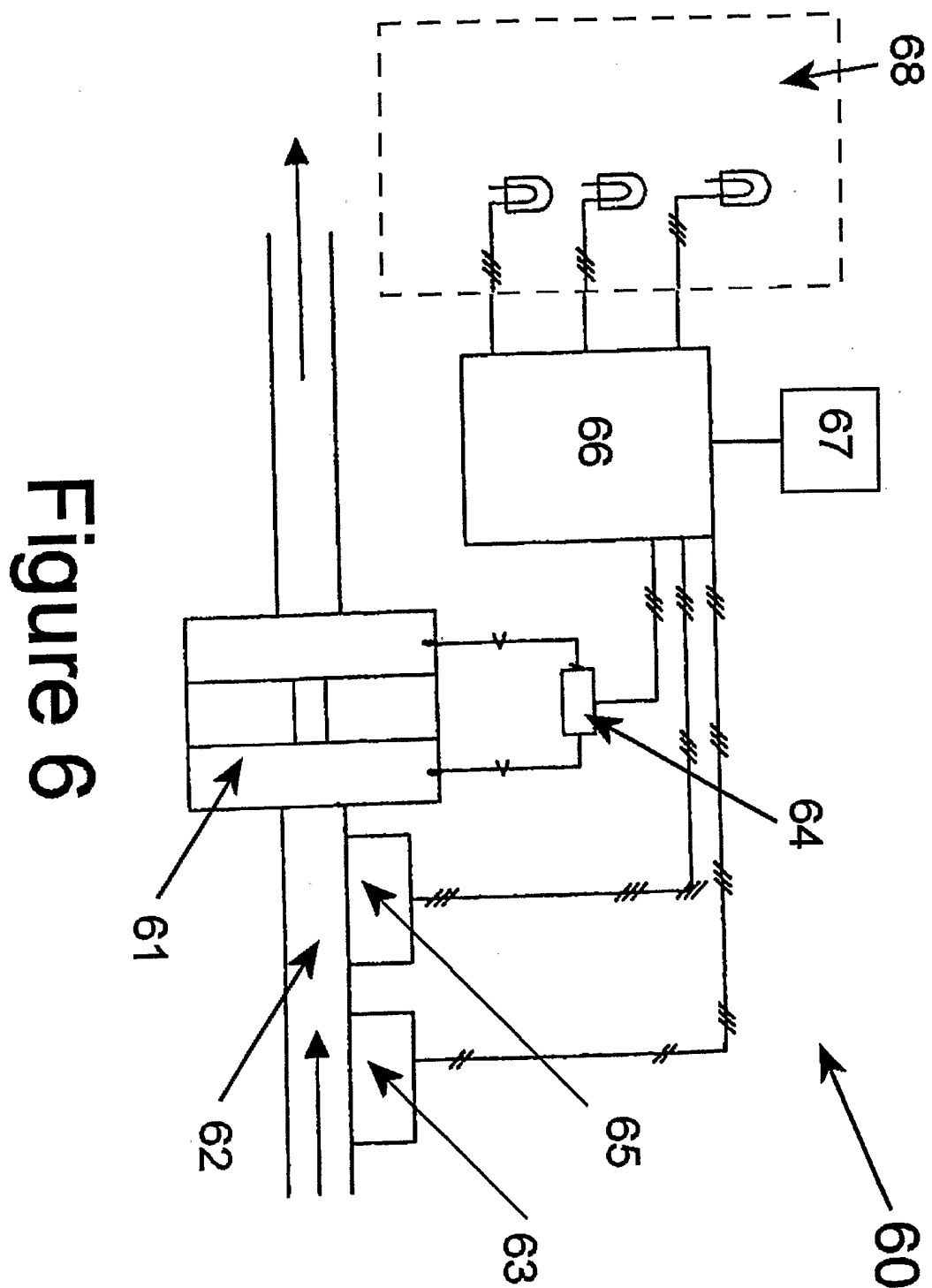


Figure 5



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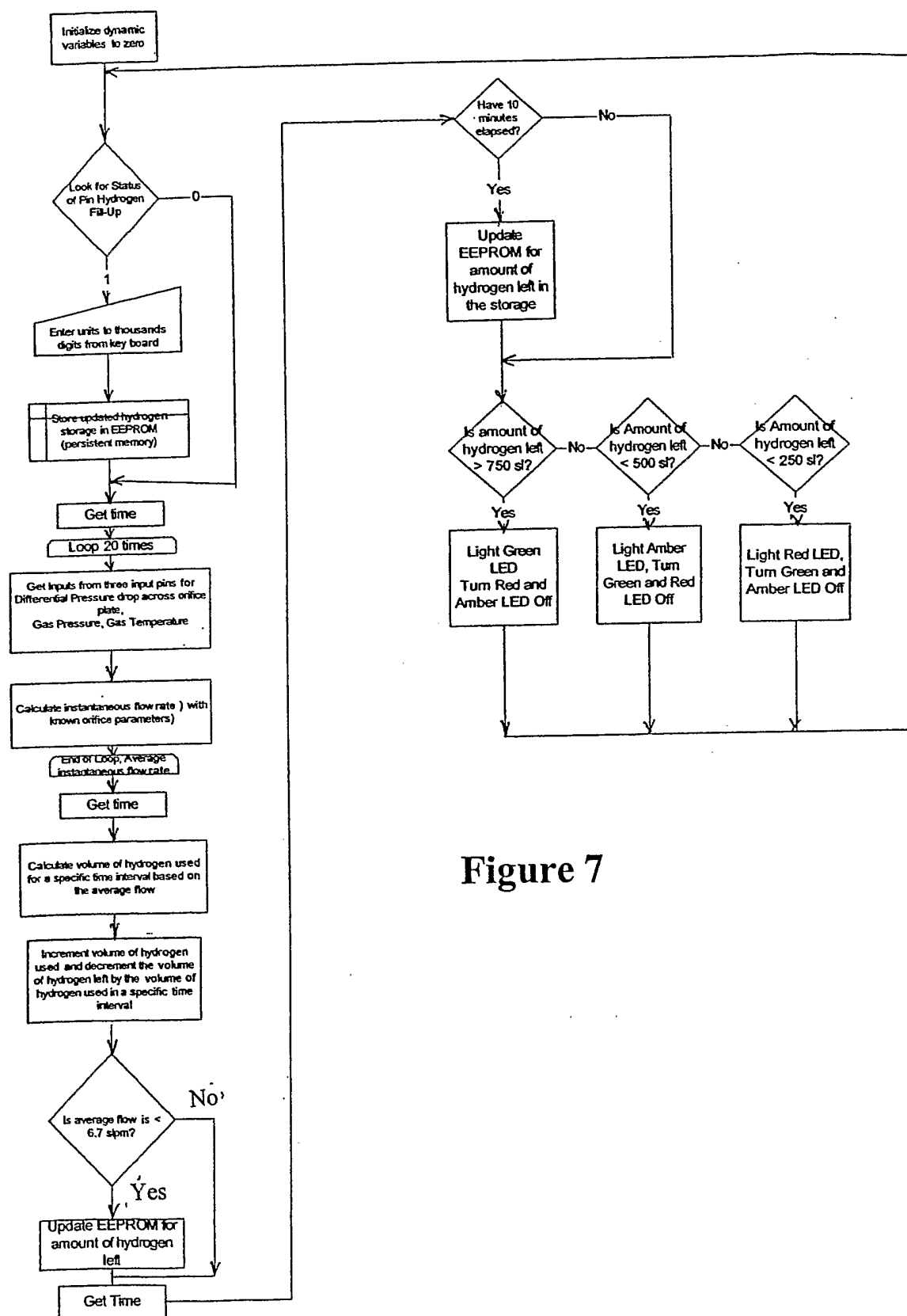


Figure 7

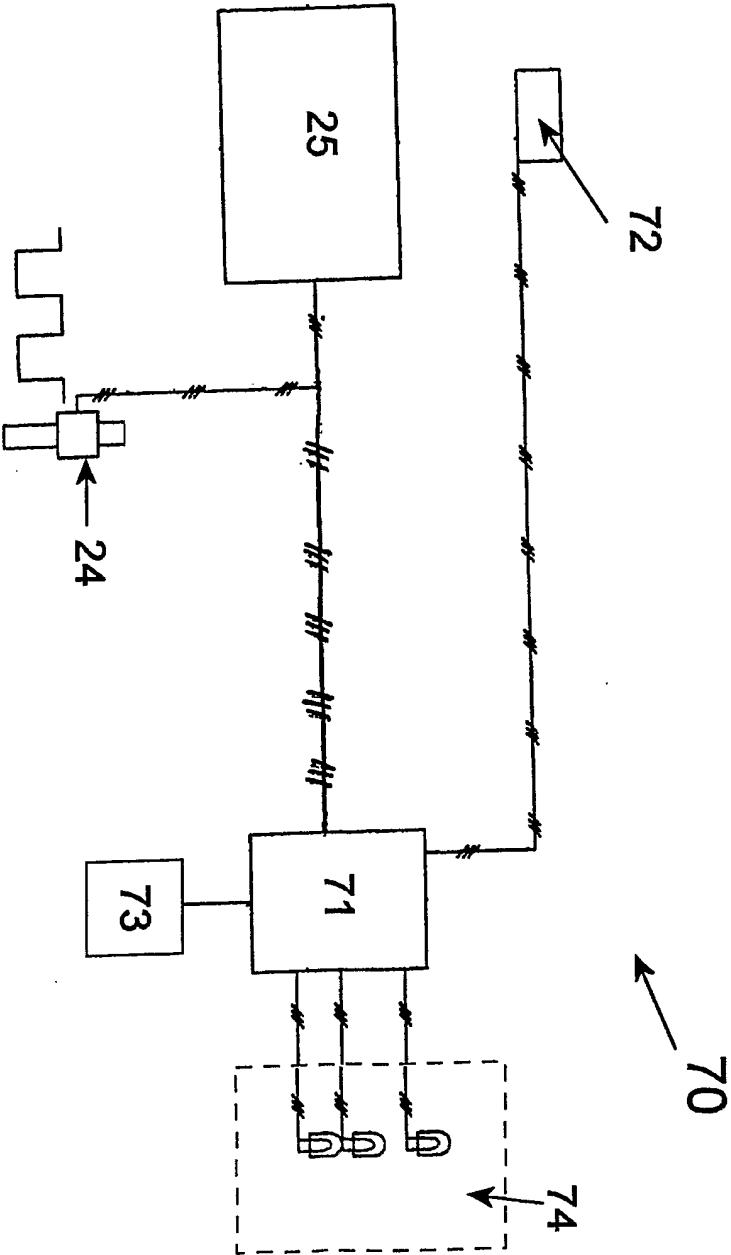


Figure 8

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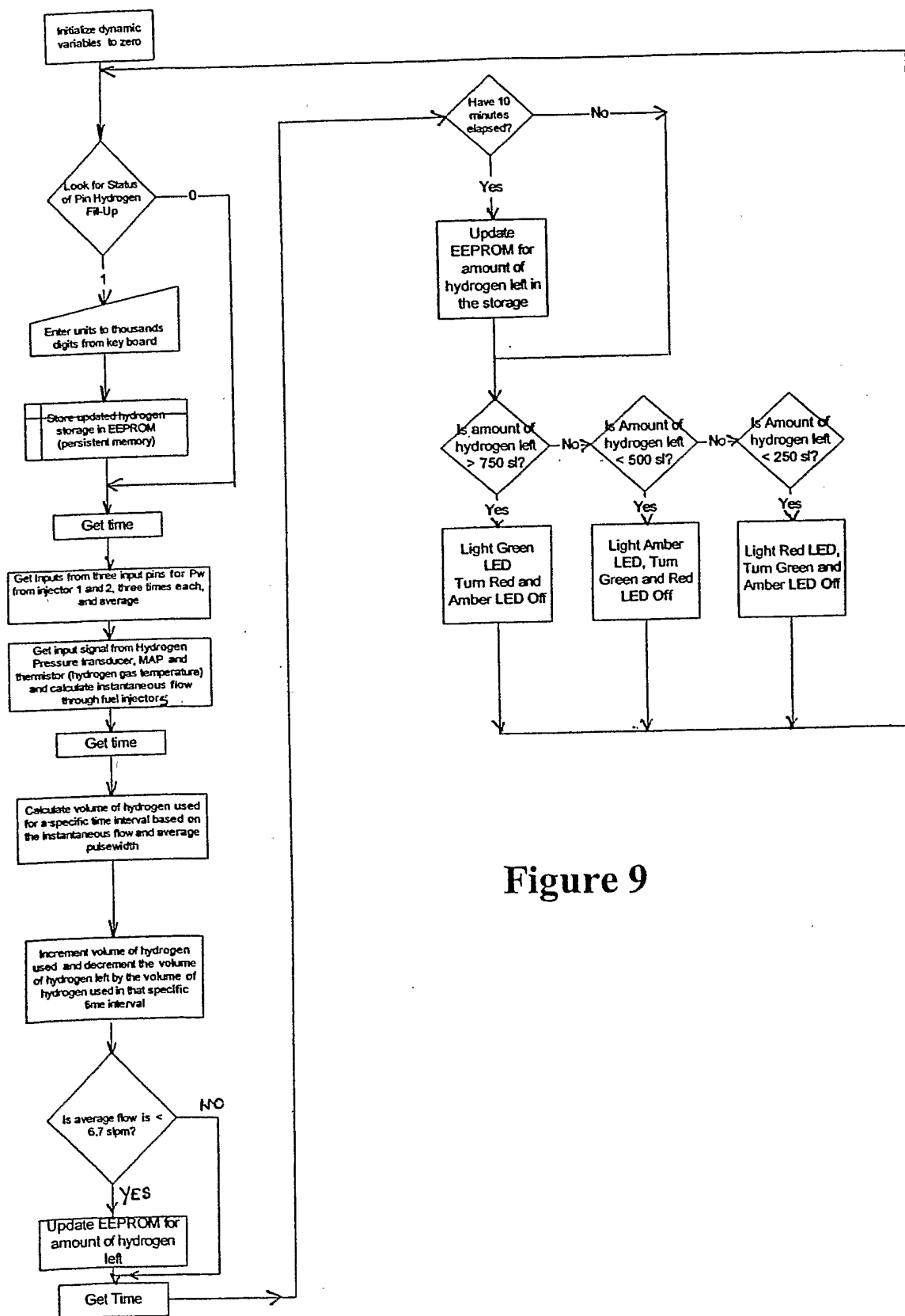


Figure 9

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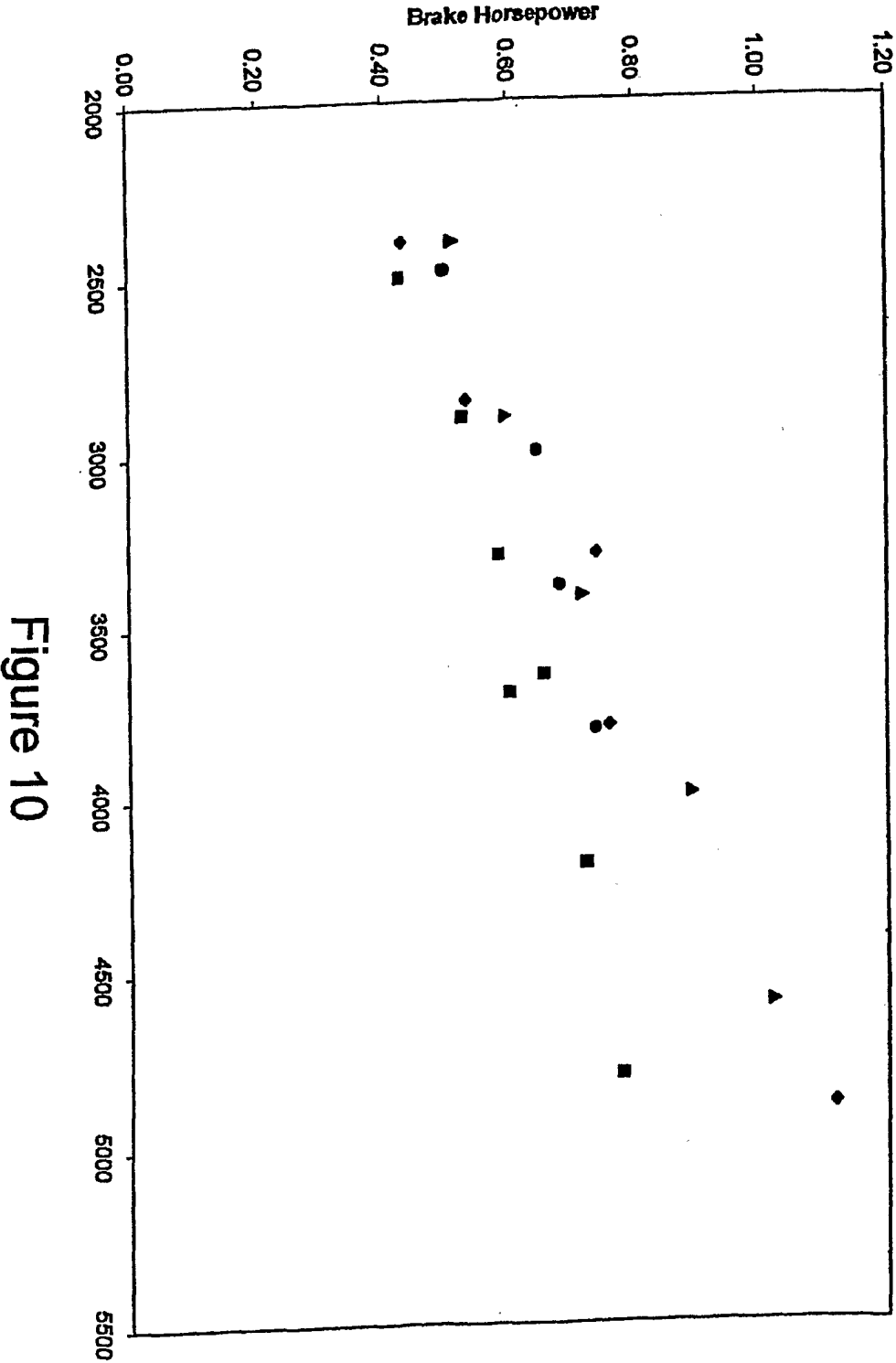


Figure 10

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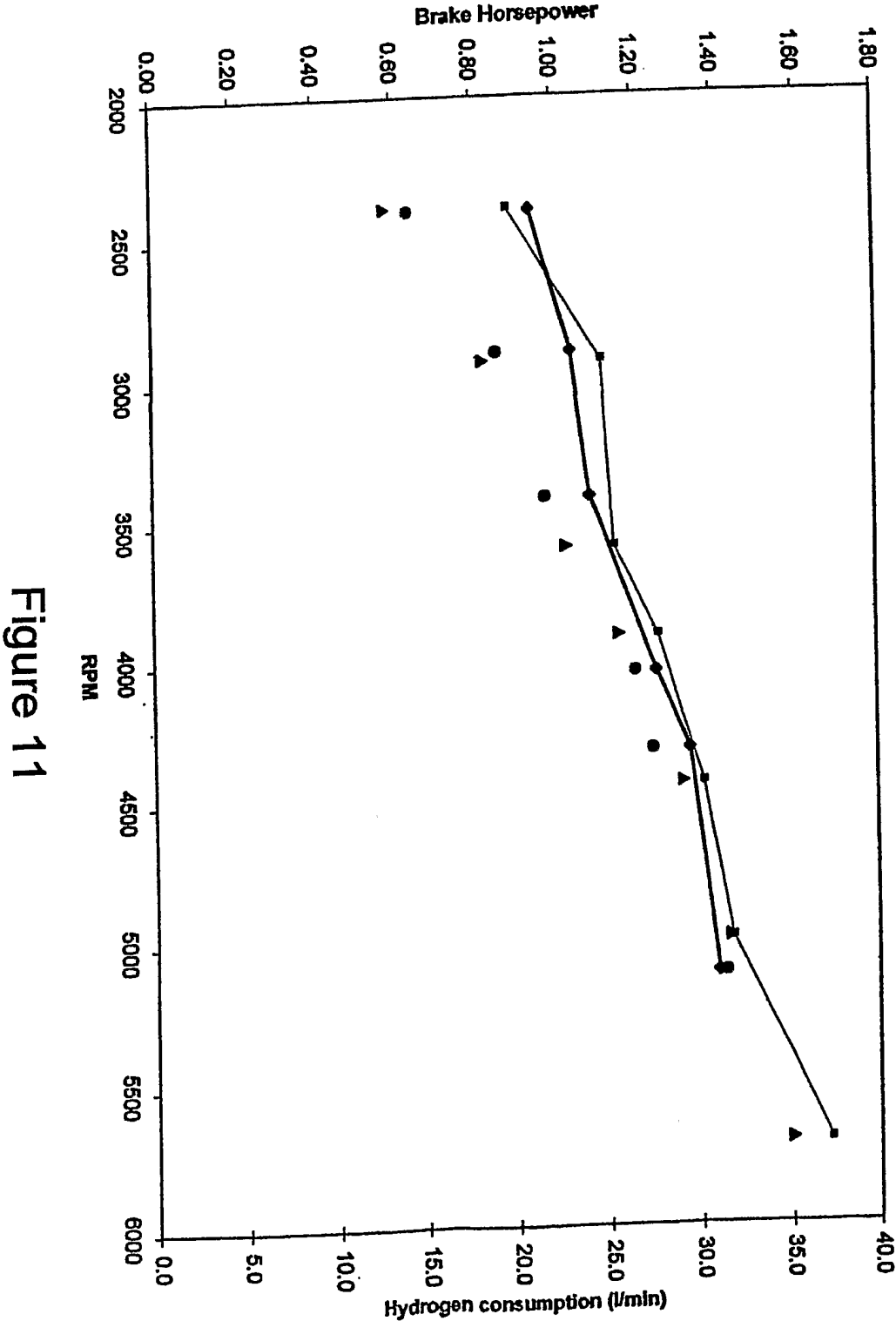
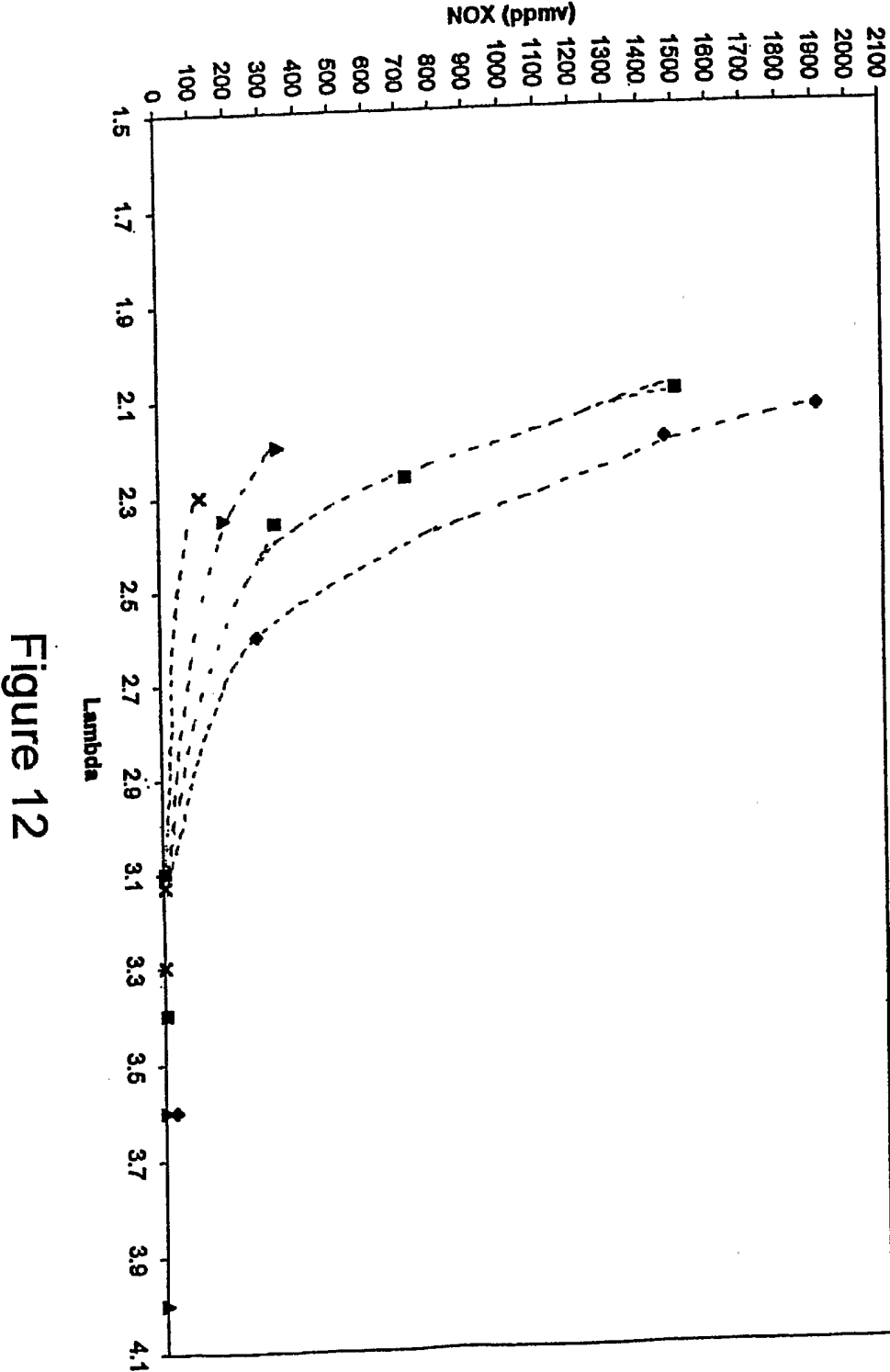


Figure 11



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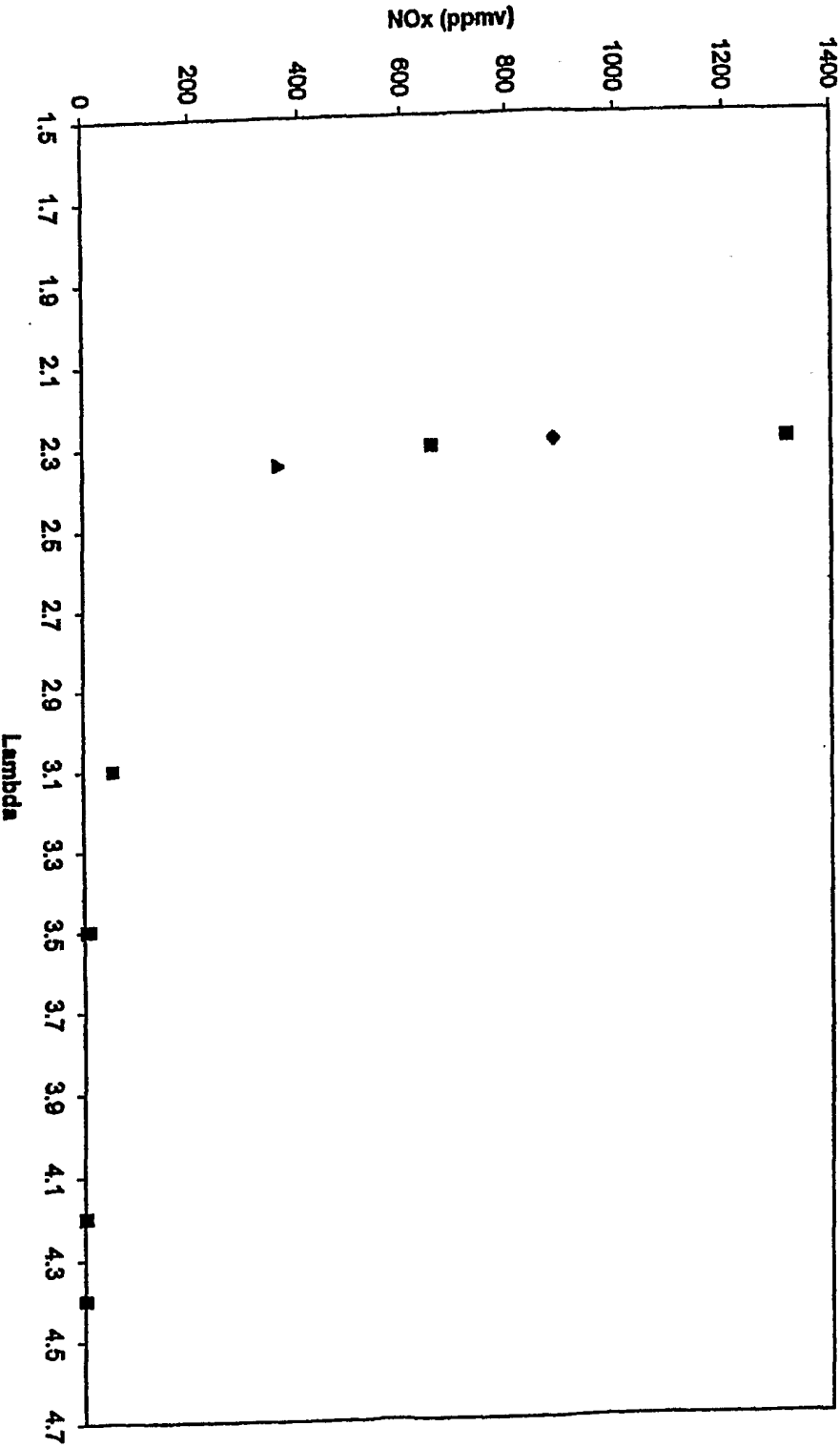


Figure 13

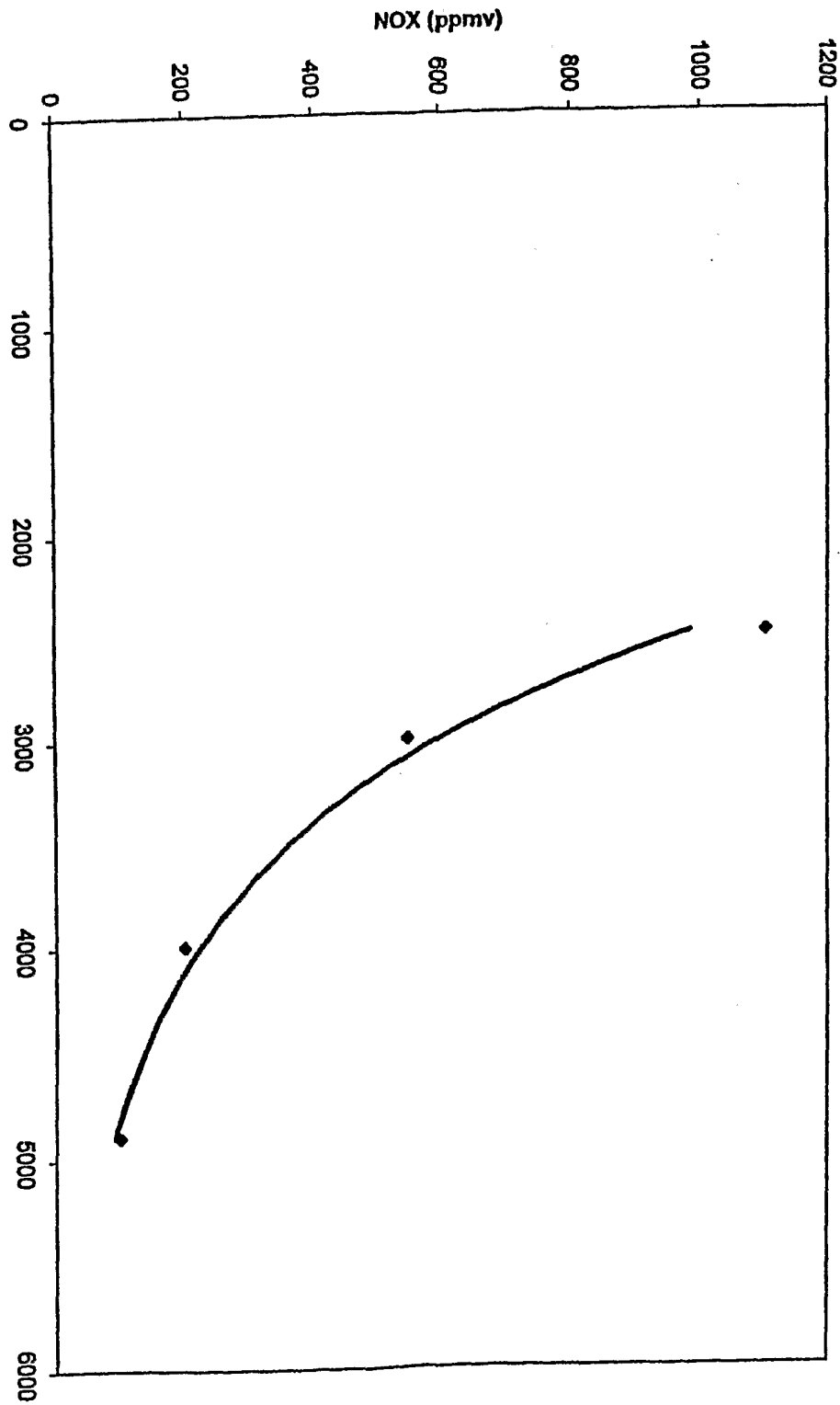


Figure 14