

**This blueprint is for advocates/explorers of hydrogen as an alternative to batteries.**

The car is a household's single largest energy consumer and polluter, its single biggest expense too. Plenty room for improvement. Let's examine the most successful maker of battery-powered cars firstly. Solely based on battery-drive, **TESLA** became more valuable than GM and Ford together. Quite a feat.



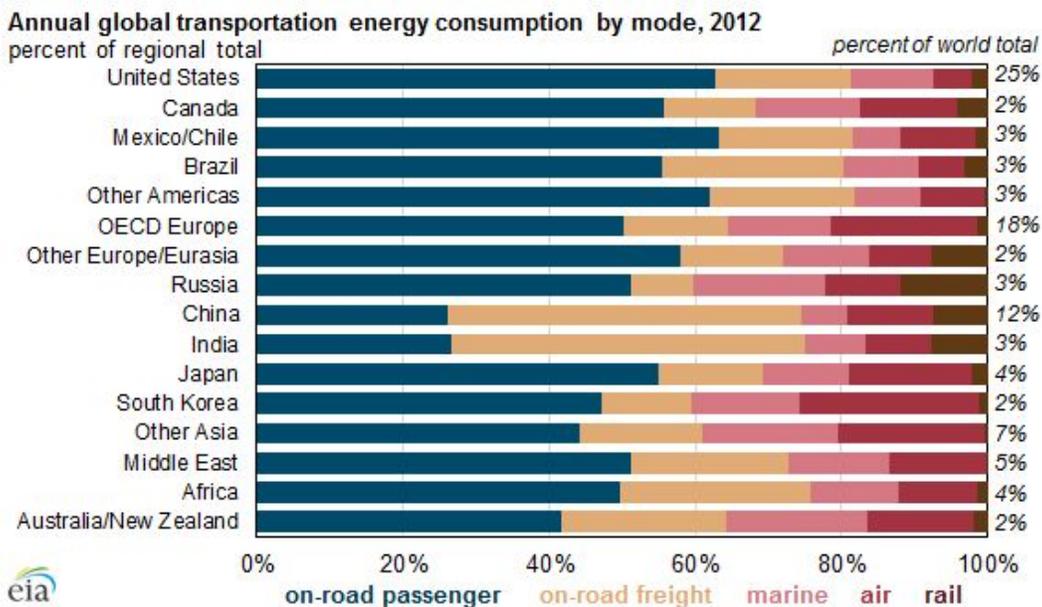
Tesla's energy 'loop':

Electricity grid - EV charging -  
Power pack for domestic use



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However, there are issues with Tesla's EV thinking - THE chance for the Fuel Cell EV to do better. **FCEV ubiquity is necessary** to justify the multi-billion dollar investments in the infrastructure though, from hydrogen generating, storage, distribution to availability at your local pump.



Although the stat you see here dates from 2012 (I requested the EIA a more recent one), one gets a good impression **how big a share passenger vehicles still represent** in the world's energy consumption.

Instead of solely counting on putting trucks on hydrogen, a popular fuel cell passenger EV would most definitely contribute to making H2 infrastructural investments pay themselves back.

Not nearly enough FCEVs are sold though.  
Can FCEV gain popularity in an already crisis-ridden market?  
Yes, by having the FCEV tackle car-related issues left unsolved.



How? By reducing vehicle footprint and mass.  
Such a 'game-changer' will literally add value.

**Note: people don't necessarily favor small cars.**

So, don't present one. Come up with something cool and distinctive:  
the safety and comfort of a car... **and** the fun, agility and economy of a motorcycle.

The podlike shape (as opposed to a box-type) means that it can be built sturdy and lightweight.  
The semi three-wheel platform and three-passenger layout yields exceptional **NCAP safety** and comfort.



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**Global car sales** are around 90 million each year (pre-Corona). Annually committing 1 out of every 1000 prospective car buyers, suffices to have a viable production. Early-adopters, urbanites, singles, couples, one-child families, two-car households, greenies, techies and ride-hail providers (TNCs) together already constitute a much larger group. And we haven't even discussed **self-driving** yet.

