

Re: How many hydrogen cars on the road in the US today?

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- *From:* [Willie.Mookie@xxxxxxxx](mailto:Willie.Mookie@xxxxxxxx)
  - *Date:* Mon, 04 Jun 2007 22:38:19 -0000
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On Jun 4, 3:36 pm, Eeyore <rabbitsfriendsandrelati...@xxxxxxxxxxxx> wrote:

Willie.Moo...@xxxxxxxx wrote:

Eeyore wrote:

Here are some facts.

You can get a 1.2V 3.8Ah NiMH cell that weighs 27g.

That's 5.9g / Wh

(note that the EV1 lead battery— 1,200 lbs—is heavier and holds more energy than this) 4.5 miles per KWh is typical experience of EV builders. (that's 150 mpg equiv)

What on earth are you doing talking about lead-acid batteries ?

It was one of the technologies Honda evaluated in their workin building EV1.

That technology has no place in this discussion.

Riiight – the most mature and least expensive technology doesn't have

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a place because YOU say so? And what's your reason pray-tell?  
Because its energy density is 0.035 kWh/kg versus YOUR technology that's 0.070 kWh/kg – hahaha.. even though lead-acid is about 1/4 the cost of Metal hydride? Jesus, you're talkinga bout throwing a battery away every 3 years. Now do people want to throw away a \$26,000 battery? Or a \$7,500 battery? It doesn't matter because even at current prices people spend less than \$1,000 per vehicle per year on fuel. So, choosing whether or not to spend \$10,000 or \$2,500 per year on battery replacement makes ANY sort of battery vehicle a non-starter. Untill of course fuel costs get above \$10 per gallon – then all bets are off.

My battery would weigh under 100kg. A tenth of a tonne. Les than a tenth of a US ton.

Right. And it would go 26 miles in an EV1 that got 150 mpg. (4.5 miles per kWh)

I gave you the references and repeated the table and relevant information., You erased it and misquoted it and said stupid things about it. Clearly you don't wish to have any sort of useful conversation. You merely wish to promote your wrong and misguided conceptions based on error. Your figures for battery energy density is 2.5x higher than accepted figures. Your figures for mileaage is 20% too low,

You clearly don't know what the heck you are talking about.

[http://en.wikipedia.org/wiki/General\\_Motors\\_EV1](http://en.wikipedia.org/wiki/General_Motors_EV1)

[http://en.wikipedia.org/wiki/Honda\\_EV\\_Plus](http://en.wikipedia.org/wiki/Honda_EV_Plus)

<http://www.chevrolet.com/electriccar/>

I said 48 miles range on 15kWh. That's 3.2 kWh per mile. That's because I'm taking a more conservative approach to my engineering and it's not some 'mini car'. The idea is to make a genuinely viable typical 'family car' as a hybrid EV, not some daft 'technology demonstrator'.

Right. You've got all the answers and the guys at MIT, Stanford, General Atomics, GM, Honda don't know what the heck they're doing. hahahaha..

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