



INITIAL COMPANY INFORMATION AND DISCLOSURE STATEMENT

FOR

eHYDROGEN SOLUTIONS , INC.

FOR THE PERIOD ENDING DECEMBER 16, 2009

FORWARD LOOKING STATEMENTS

THIS INITIAL COMPANY INFORMATION AND DISCLOSURE STATE, IN PARTICULAR, “MANAGEMENT’S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS” AND “BUSINESS,” INCLUDE “FORWARD-LOOKING STATEMENTS” WITHIN THE MEANING OF SECTION 21E OF THE SECURITIES EXCHANGE ACT OF 1934, AS AMENDED. THESE STATEMENTS REPRESENT THE COMPANY’S EXPECTATIONS OR BELIEFS CONCERNING, AMONG OTHER THINGS, FUTURE REVENUE, EARNINGS, AND OTHER FINANCIAL RESULTS, PROPOSED ACQUISITIONS AND NEW PRODUCTS, ENTRY INTO NEW MARKETS, FUTURE OPERATIONS AND OPERATING RESULTS, FUTURE BUSINESS AND MARKET OPPORTUNITIES. THE COMPANY WISHES TO CAUTION AND ADVISE READERS THAT THESE STATEMENTS INVOLVE RISK AND UNCERTAINTIES THAT COULD CAUSE ACTUAL RESULTS TO DIFFER MATERIALLY FROM THE EXPECTATIONS AND BELIEFS CONTAINED HEREIN. FOR A SUMMARY OF CERTAIN RISKS RELATED TO THE COMPANY’S BUSINESS, SEE “RISK FACTORS.” UNDER “DESCRIPTION OF BUSINESS.”

Unless the context requires otherwise, references to the Company or Issuer are to eHydrogen Solutions, Inc.

PART A GENERAL COMPANY INFORMATION

Cautionary Factors That May Affect Future Results (Cautionary Statements Under the Private Securities Litigation Reform Act of 1995)

The disclosure and analysis set forth herein contains certain forward looking statements, particularly statements relating to future actions, performance or results of current and anticipated products and services, sales efforts, expenditures, and financial results. From time to time, the Company also provides forward-looking statements in other publicly-released materials, both written and oral. Forward-looking statements provide current expectations or forecasts of future events such as new products or services, product approvals, revenues, and financial performance. These statements are identified as any statement that does not relate strictly to historical or current facts. They use words such as “anticipates,” “intends,” “plans,” “expects,” “will,” and other words and phrases of similar meaning. In all cases, a broad variety of assumptions can affect the realization of the expectations or forecasts in those statements. Consequently, no forward-looking statement can be guaranteed. Actual future results may vary materially.

The Company undertakes no obligation to update any forward-looking statements, but investors are advised to consult any further disclosures by the Company on this subject in its subsequent filings. Furthermore, as permitted by the Private Securities Litigation Reform Act of 1995, the Company provides these cautionary statements identifying risk factors, listed below that could cause the Company’s actual results to differ materially from expected and historical results. It is not possible to foresee or identify all such factors. Consequently, this list should not be considered an exhaustive statement of all potential risks, uncertainties and inaccurate assumptions.

RISK FACTORS

We Have Never Issued a Dividend and Don’t Anticipate any Dividends in the Future. The Company has never issued a dividend and we do not anticipate paying dividends on our common stock in the foreseeable future. Furthermore, we may also be restricted from paying dividends in the future pursuant to subsequent financing arrangements or pursuant to Nevada law.

Volatility of Stock Prices. Market prices of the Company’s Common Stock will be influenced by many factors and will be more subject to significant fluctuations in response to variations in operating results of the Company and other factors such as investor perceptions of the Company, supply and demand, interest rates, general economic conditions and those specific to the industry, developments with regard to the Company’s activities, future financial condition and management.

Applicability of Low Priced Stock Risk Disclosure Requirements. The Common Stock of the Company may be considered a low priced security under rules promulgated under the Securities Exchange Act of 1934. Under these rules, broker-dealers participating in transactions in low priced securities must first deliver a risk disclosure document which describes the risks associated with such stocks, the broker-dealer’s duties, the customer’s rights and remedies, certain market and other information, and make a suitability determination approving the customer for low priced stock transactions based on the customer’s financial situation, investment experience and objectives. Broker- dealers must also disclose these restrictions in writing to the customer, obtain specific written consent of the customer, and provide monthly account statements to the customer. With all these restrictions, the likely effect of designation as a low priced stock will be to decrease

the willingness of broker-dealers to make a market for the stock, to decrease the liquidity of the stock and to increase the transaction cost of sales and purchases of such stock compared to other securities.

You could be Diluted from the Issuance of Additional Common and Preferred Stock. The Company is authorized to issue up to 8,000,000,000 shares of Common Stock. To the extent of such authorization, our board of directors will have the ability, without seeking shareholder approval, to issue additional shares of common stock in the future for such consideration as the board may consider sufficient. The issuance of additional common stock in the future may reduce your proportionate ownership and voting power.

Going Concern. We began our operations in 1987, and have not yet attained a level to allow us to meet our current overhead. We do not contemplate attaining profitable operations until 2010, nor is there any assurance that such an operating level can ever be achieved. We will be dependent upon obtaining additional financing in order to adequately fund working capital, infrastructure, manufacturing expenses and significant marketing related expenditures to gain market recognition, so that we can achieve a level of revenue adequate to support our cost structure, none of which can be assured. While we have funded our initial operations with private placements of equity and loans, there can be no assurance that financing will continue to be available to us and, if available, on terms that are favorable to us.

We have Limited Operating History in On-Board Hydrogen Generating and Injection Systems and Therefore Investors may not be able to Evaluate an Investment in our Common Stock. The Company has a limited history of operations in on-board hydrogen generating and injections systems industry. An investment in the Company should be viewed in light of the risks and uncertainties inherently faced by a company in the early stages of development. There can be no assurance that the Company will achieve or sustain profitability or positive cash flows from operating activities in the future. Investors may lose their investment or the opportunity to profit from a developing business or be unable to correctly assess our ability to operate in our chosen industry.

Dependence on Key and Professional Personnel: The Company's success depends to a significant extent on the efforts, knowledge, and skills of certain key management personnel. If any of their services were to become unavailable, it may have a material adverse affect on the Company and its ability to meet the projections outlined herein. Also, the Company relies on its ability to recruit and retain highly qualified management personnel. The extent to which the Company fails to attract and retain such individuals could have a material adverse effect on the Company.

Dependence on Strategic Partners, Alliances and Sub-contractors: The system's design and related technology may depend on successful partnering with various parties. If a partner fails to deliver on its agreements or the Company fails to resolve any disputes or reach agreement, there will be a material adverse effect on the Company's business.

We Plan to Operate and Sell our Products in Various Countries, we will be Subject to Varying Degrees of Regulation in Each Jurisdiction in which we Operate. There can be no assurance that regulatory, judicial and legislative changes will not have a material adverse effect on our operations. For example, regulators may raise material issues with regard to our compliance or non-compliance with applicable regulations or judicial decisions may impact on our operations, each of which could have a material adverse effect on our business, financial condition and results of operations because of added costs or as an impediment or barrier to marketing and sales.

A Substantial or Extended Decline in Crude Oil Prices would Reduce our Operating Results and Cash Flows and could Impact our Future Rate of Growth and the Carrying Value of our Assets. Prices for crude oil fluctuate widely. Our revenues, operating results and future rate of growth are dependent on the gas prices our customers pay. Our product helps reduce the gas consumption in vehicles. When gas prices are high most likely demand for products will increase, and when gas prices are low most likely demand for products will decrease. Historically, the markets for crude oil, have been volatile and may continue to be volatile in the future. The factors influencing the prices of crude oil, are beyond our control. The long- term effects of these and other conditions on the prices of crude oil are uncertain.

Revenue Projections: The Company's sales/revenue projections are provided by Management. Although Management has no reason to question the validity of the assumptions used in the projections, there is no guarantee that the projected results will be achieved.

I. The Exact Name of the Issuer and its Predecessor

Ehydrogen Solutions, Inc. is the name of the Company and its prior name was Big Daddy BBQ Racing, Inc.

II. The Address of the Issuer's Principal Executive Offices

5190 Neil Road, Suite 430
Reno, NV 89502

III. The Jurisdiction(s) and Date of the Issuer's Incorporation or Organization

EHydrogen Solutions Inc. was originally incorporated on May 12, 1987 as Golden Love, Inc in the State of Nevada

PART B SHARE STRUCTURE

IV. The Exact Title and Class of Securities Outstanding

We have issued and outstanding Common Stock and Preferred Stock. The CUSIP of the Company is: 282459106 and our trading symbol is EHYD.

V. Par or Stated Value and Description of Security

The Company is authorized by its Certificate of Incorporation to issue an aggregate of 8,000,000,000 shares of Common Stock (\$.001par value per share) As of this filing, 603,060,600 shares of Common Stock and no shares of any class of Preferred Stock are issued and outstanding.

Common Stock

All outstanding shares of Common Stock are of the same class and have equal rights and attributes. The holders of Common Stock are entitled to one vote per share on all matters submitted to a vote of stockholders of the Company. All stockholders are entitled to share equally

in dividends, if any, as may be declared from time to time by the Board of Directors out of funds legally available. Upon liquidation, dissolution or winding up of our Company, the holders of our Common Stock are entitled to share ratably in all net assets available for distribution to common stockholders after payment to secured convertible promissory note holders and creditors, if any. The Common Stock is not convertible or redeemable and has no pre-emptive, subscription, or conversion rights.

Preferred Stock

No shares of Preferred Stock of any class have been issued. Our Board of Directors is empowered, without stockholder approval, to issue Preferred Stock with dividend, liquidation, conversion, voting, or other rights that could adversely affect the voting power or other rights of the holders of the Common Stock. In the event of issuance, the Preferred Stock could be utilized, under certain circumstances, as a method of discouraging, delaying or preventing a change in control of the Company. Although we have no present intention to issue any shares of our authorized Preferred Stock, there can be no assurance that the Company will not do so in the future.

This description of certain matters relating to the securities of the Company is a summary and is qualified in its entirety by the provisions of the Company's Articles of Incorporation and Bylaws.

VI. The Number of Shares or Total Amount of Securities Outstanding for Each Class of Securities Authorized

November 30 2009	Authorized	Outstanding	Free Trading	Number of Beneficial Shareholders	Number of Shareholders of Record
Common	8,000,000,000	603,060,600	45,658,725	365	365
Preferred A		-	-	-	-
Preferred B		-	-	-	-

Dec. 31, 2008	Authorized	Outstanding	Free Trading	Number of Beneficial Shareholders	Number of Shareholders of Record
Common	300,000,000	299,949,990	45,608,715	362	362
Preferred A			-		
Preferred B			-		

Dec. 31, 2007	Authorized	Outstanding	Free Trading	Number of Beneficial Shareholders	Number of Shareholders of Record
Common	300,000,000	299,923,490	45,582,215	360	360
Preferred A			-		
Preferred B			-		

VII. The Name and Address of the Transfer Agent

Pacific Stock Transfer Company
4045 South Spencer Street Suite 403
Las Vegas, Nevada 89119
Tel: (702) 361-3033 Fax: (702) 433-1979

The Company's Transfer Agent is properly registered under the Exchange Act

VIII. The Nature of the Issuer's Business

A. Business Development

EHydrogen Solutions, Inc. was originally incorporated on May 12, 1987 as Golden Love Inc. in the State of Nevada. The following chart outlines the history of the company. The filings made with the Secretary of State, Nevada are incorporated by reference.

DATE	EVENT
05/12/1987	Original Articles of Incorporation filed under the trading name of Golden Love, Inc. A Nevada registered corporation.
12/31/1995	1 for 10 forward-split of common stock.
05/23/1996	Articles of Amendment to the Articles of Incorporation. State of Nevada filed name change, adopted by shareholders and directors from Golden Love, Inc. to Canada, Qatar Oil and Gas, Inc. Forward split of Common Stock
02/10/1997	Articles of Amendment to the Articles of Incorporation. State of Nevada filed name change from Canada, Qatar Oil and Gas, Inc. to Echo Resources, Inc. The Company also amended the articles to include a 10 for 1 reverse split of the Company's issued and outstanding shares.
01/07/1999	Certificate of Amendment of Articles of Incorporation. Name changed from Echo Resources to Big Daddy BBQ Racing, Inc. The Company also included in the amendment a 1-3 forward-split of the Company's issued and outstanding shares.
03/14/2000	Certificate of Amendment to Articles of Incorporation. 10 for 1 reverse-split of the Company's issued and outstanding shares.
09/30/2009	Big Daddy BBQ Racing, Inc. Board Resolution agreeing name change to EHydrogen Solutions, Inc and new line of business to Hydrogen Fuel Cell Technology.
10/01/2009	Big Daddy BBQ Racing, Inc meeting of Stockholders to approve the name change, recapitalization and articles of incorporation changes.
10/06/2009	Articles amended. Name changed to "Ehydrogen Solutions, Inc". Application in process with FINRA for new ticker and name change.

- Our fiscal year end is December 31.
- The Company has not had any bankruptcy or receivership proceedings.
- We are not currently in default of the terms of any note, loan, lease, or other indebtedness or financing arrangement requiring us to make payments,
- We have not had any material reclassification, merger, consolidation, or purchase or sale of a significant amount of assets other than mentioned above,
- We do not currently have a pending or anticipated stock split, stock dividend, recapitalization, merger, acquisition, spin-off, or reorganization,
- We have never been delisted by any US securities exchange and our Common Stock currently trades on the Pink Sheets, and we do not have any current, past, pending or threatened legal proceedings or administration actions either by or against the Company that could have a material effect on our business, financial condition, or operations and any current, past or pending trading suspensions by a US securities regulator.
- Increase of 10% or more of the same class of outstanding securities: In September 2009, 300,060,600 shares of Common Stock were issued to:
Wayfarer Management Ltd, STE 305
Capital City Building, Victoria, Mahe, Seychelles

B. Business of Issuer

Ehydrogen Solutions is engaged in the business of the development and licensing of on-board hydrogen generating and injections systems for a variety of markets globally.

Shell company status: At no time since inception has Ehydrogen Solutions, Inc. been a shell company as defined by Securities Act Rule 405.

The company's SIC Code is 3510 – Engines and Turbines.

We do not believe that any federal, state or local regulations will have a material effect upon our business.

Our Research and Development costs are borne primary by the Company.

We have not incurred and do not anticipate incurring costs in complying with federal, state and local environmental laws.

We have 4 full-time employees and 1 part-time and consultant.

Business Strategy

While the Ehydrogen (eHs) technology is initially an after-market device, EHYD is actively seeking Original Equipment Manufacturers (OEM) during the development and testing phase to license the technology and incorporate it directly into their engineering cycle. Eventually, with exhaust water re- capture technology, the eHs system can be built seamlessly into internal combustion engines.

As eHs technology achieves greater acceptance and penetration in various markets, EHYD will continue to develop hydrogen solutions that meet ongoing public requirements of emission

reductions and energy economies. The eHs system is positioned as a bridge technology to handle the transition to products that would, ultimately, allow our society to cease using hydrocarbon fuels. It is management's belief that the term "eHydrogen" could soon come to mean "hydrogen-hydrocarbon" technologies.

EHYD markets on-demand hydrogen-generating technology designed to increase the efficiency of virtually any combustion process. The technology is based on a patented Hydrogen injection system, in which hydrogen and oxygen are generated on demand via electrolysis and then introduced into the combustion process. The EHS system draws power, 12V to 20V, and splits distilled water to produce hydrogen and oxygen; then both gases are injected directly into the air intake of the engine. In the engine, the hydrogen acts as an initiator to promote more complete combustion. By converting more chemical energy into mechanical energy, the engine operator is able to reduce fuel consumption, plus the more complete combustion dramatically lowers exhaust emissions (CO, PM, HC, NOx).

eHs' proprietary hydrogen energy technology is available today to qualified partners in a wide variety of vertical and/or geographic markets worldwide, through joint development/ adaptation, distribution and production agreements.

The initial target commercial market for the eHS technology is the Heavy Goods Vehicles (HGV). There are over 9 million HGV vehicles in North America alone. Fuel costs represent from 7% to 15% of revenue, and margins in the trucking industry are low. A minimum 10% savings in fuel would yield roughly a 50% increase in the net profit of the trucking industry and provide a return on investment in less than eighteen months. Revenue for eHs, per unit, is approximately \$10,000 US. Each 1% sales penetration in the North American market represents \$1 billion in direct revenue and approximately \$26 million in annual ERCs. The European market, where fuel prices are twice as high as those charged in North America, has even greater sales potential. Worldwide, the total number of HGVs is approximately 35 million and revenue from this market alone is expected to total \$7.7 billion. The company will be partnering with automotive parts manufacturers and distributors in markets around the world. It should be noted that this market includes off-road equipment, including construction, farming, and mining equipment. In the mining industry, for example, in addition to equipping power generators, EHS would be of value to large mining companies like Placer Dome, BHP Billiton, and Diavik Diamond Mines for outfitting their massive fleets of earthmoving and excavating equipment.

Compliance with Environmental Laws and Regulations

We are not aware of any environmental laws that have been enacted, nor are we aware of any such laws being contemplated for the future, that impact issues specific to our business. In our industry, environmental laws are anticipated to apply directly to the owners and operators of companies. They do not apply to companies or individuals providing consulting services, unless they have been engaged to consult on environmental matters. We are not planning to provide environmental consulting services.

Competition

The primary focus of the eHs technology has been on the Heavy Goods Vehicle and light truck markets, the principle competition comes from manufacturers of "passive" emissions control technologies. There are a variety of advanced exhaust treatment products, including diesel particulate filters and diesel oxidation catalysts but, while they offer comparable emissions

reductions to EHS, in every case they increase fuel consumption (by increasing back pressure on the engine) by an average of 3.5%-as contrast to the 10% fuel savings achieved by EHS. The existing market for these devices is literally billions of dollars, with companies such as Arvin Meritor, Johnson Matthey, and Delphi.

The credible competitor for EHYD is Hy-Drive. They market a product that is based on similar technology, but which is less sophisticated than EHYD EHS models and has only limited application on certain heavy-duty diesel engines. Their primary market is North America for long-haul trucking and above-ground mining equipment, they claim to have secured sales agents in the UK and Australia as well.

There is an extensive list of private companies attempting to develop technologies involving the addition of fractional amounts of hydrogen to fossil fuel engines. To date, none has reached the point of having any real presence in the marketplace.

Hythane Ltd. produces a gas that mixes hydrogen and natural gas before it is pumped into a vehicle gas tank; in other words, doing off-board what EYHD does on-board. With their system, there are the obvious issues related to the storage of large volumes of compressed gas, as well as the sourcing of large volumes of pure hydrogen.

Finally, there are manufacturers of very large electrolyzers, used primarily to supply hydrogen for cooling turbines in electrical power generating stations. The two largest North American manufacturers are GE and Hydrogenics, and it is conceivable that after EHYD demonstrates the potential for smaller electrolyzers, particularly in applications that have never utilized electrolysis previously, these companies might expand their product lines to include competition for the various EHS models.

Indirect Competition

Indirect competition would include technologies such as fuel cells, battery- powered vehicles, hybrid vehicles, alternative fuels, and other emission reduction alternatives, such as diesel oxidation catalysts and diesel particulate filters. Of these, the only truly price-competitive products are the diesel particulate filters, but their use on HGVs while accomplishing the goal of reducing PM comes with the financial penalty of reducing fuel efficiency by 3.5 - 4% and does nothing to reduce CO₂. Diesel oxidation catalysts, similarly, reduce engine efficiency, and the emissions benefits come with equipment costs on par with an EHS HT.

Hybrid vehicles are gaining customer acceptance, but are not, in fact, a competitor to the EHS system since the EHS system can be regarded as a complementary technology. "Hybrid" may soon refer to the hybrid of hydrogen- hydrocarbon, not gasoline-electric. Alternative fuels, such as ethanol, again can be seen as complementary technologies since the EHS device can be used in conjunction with them. As part of its long-term vision, EHYD plans to develop partnerships with companies in the bio-fuel industry to develop hydrogen blends that will make those fuels even cleaner and less expensive.

Battery-powered vehicles-which do not eliminate emissions, but merely displace them-are not a likely viable alternative, and all but a handful of niche manufacturers have ceased any development work in this field.

IX. The Nature of Products and Services Offered

The on-board hydrogen generating system strives to improve fuel consumption and reduce pollution through the enhancement of the internal combustion process. The technology consists of an on-board system which, generates hydrogen and oxygen by splitting distilled water. Once these gases are available they are not stored but directly injected through the air intake of an internal combustion engine. The result of the Hydrogen injection system ("EHS") is a reduction in pollution causing emission and an increase in fuel efficiency and overall engine performance.

The eHs technology

The science behind EHS is well documented. It has been known for some time (since a 1974 paper by the Jet Propulsion Lab of the California Institute of Technology) that the addition of hydrogen to fossil fuels, burned in internal combustion engines, will increase the efficiency of that engine. This premise has been validated by a number of papers published by the Society of Automotive Engineers (SAE). The concept is valid with any fossil fuel (diesel, gasoline, propane, natural gas) or bio-fuel (biodiesel, ethanol) though it is most effective in diesel engines. Among other, more subtle effects, the faster flame speed of hydrogen allows for a more complete burn of the fuel earlier in the power cycle. Of course, electrolysis itself is well understood.

HEAVY GOODS VEHICLES

The initial target commercial market for the eHS technology is the Heavy Goods Vehicles (HGV). There are over 9 million HGV vehicles in North America alone. Fuel costs represent from 7% to 15% of revenue, and margins in the trucking industry are low. A minimum 10% savings in fuel would yield roughly a 50% increase in the net profit of the trucking industry and provide a return on investment in less than eighteen months. Revenue for eHs, per unit, is projected at approximately \$10,000 US. Each 1% sales penetration in the North American market represents \$1 billion in direct revenue and approximately \$26 million in annual ERCs. The European market, where fuel prices are twice as high as those charged in North America, has even greater sales potential. Worldwide, the total number of HGVs is approximately 35 million and revenue from this market alone is expected to total \$7.7 billion. The company will be partnering with automotive parts manufacturers and distributors in markets around the world. It should be noted that this market includes off-road equipment, including construction, farming, and mining equipment. In the mining industry, for example, in addition to equipping power generators, EHS would be of value to large mining companies like Placer Dome, BHP Billiton, and Diavik Diamond Mines for outfitting their massive fleets of earthmoving and excavating equipment.

Business Plan

Heavy Goods Vehicles (on-road)

Total Market (on- and off-road, combined) – 35,400,000 vehicles

Market share expected (on- and off-road, combined) – 1.3%

Business Plan (on- and off-road, combined) – \$7.773 billion

Heavy Goods Vehicles (off-road)

Construction, mining, forestry, and similar vehicles

Minor adaptation of existing HGV unit required

Heavy Goods Vehicles OEM (all types)

Total Market – 3,225,000

Market Share expected – 3.9%

Business Plan – \$746 million

Buses

Product is 90% market ready
Total Market 6,772,000 vehicles
Market Share expected – 0.6%
Business Plan – \$743 Million

LIGHT TRUCKS

Another, EHS target market, for which the technology is designed, has over 250 million vehicles in North America alone and almost 900 million worldwide. Fuel expenditures by delivery vehicles, refuse trucks, utility vehicles, and emergency services vehicles have made these markets extremely receptive to the fuel savings from the eHS technology, and that interest will be even stronger in markets, such as Europe, with vastly higher fuel prices than those faced by North American businesses. Additionally, increasingly strict emission regulations will add to the eHS appeal in such industries as rental car fleets, taxis, delivery services, ambulances and Motor Homes. Revenue per unit is anticipated in the \$3500 US range.

Business Plan**Light Trucks – Aftermarket**

Emergency Service, delivery, taxis, refuse, and similar vehicles
Total Market – 178,933,000
Market share expected – 0.8%
Business Plan – \$4.825 Billion

Light Truck OEM

Total Market – 16,800,000
Market share expected – 6.0%
Business Plan – \$2.122 Billion

LV SERIES – LIGHT VEHICLES

As a logical extension of its current line, EHS intends to develop even smaller versions of its EHS technology. While selling price, particularly to OEM markets, will not provide the same margins possible in the aftermarket, this fact is offset by the incredibly large size of the potential market. With sales of SUVs dropping precipitously due to their high cost of operation, it would not be unreasonable to suggest that incorporating EHS TECHNOLOGY would prompt existing owners to keep their SUVs and the automobile manufactures to keep SUVs in their lineups. Within the automobile category, there are high fuel use vehicles, such as couriers and taxis, which can afford the aftermarket prices, since there is a business case to be made even at that level, and they will be the initial targets for marketing in this category.

Business Plan**Light Vehicle Aftermarket**

Total Market – 667,778,000
Market share expected – 0.2%
Business Plan – \$1.638 Billion

Light Vehicle OEM

Total Market – 44,228,000
Market share expected – 3.0%
Business Plan – \$1.110 Billion

POWER GENERATION

Distributed generation is a vital source of electric power for remote communities, island nations, and resource industries that are remote and have underground requirements, such as mining. Installations can vary in size from a series of gensets that are capable of supplying a small city to an individual application for back-up generation of a residence. EHS is currently in the advanced stages of verifying fuel savings and reliability with a number of stationary gen-set operators. There would be relatively little adaptation required to utilize EHS TECHNOLOGY-HT technology for this market, and the market is extremely large.

Business Plan

Total Market – 3,525,000
Market share expected – 2.8%
Business Plan – \$6.160 Billion

BOILERS AND HOME HEATING

The commercial, industrial, and residential heating applications represent a significant opportunity for EHS. There are extraordinary opportunities in this market, and by simply developing partnerships with natural gas utilities, it is relatively easy to penetrate.

Business Plan

Commercial Heating and Steam Generation

Total Market – 1,790,000
Market share expected – 1.2%
Business Plan – \$1.070 Billion

Household Heating Systems (Natural Gas and Oil Furnaces)

Total Market – 232,000,000
Market share expected – 0.9%
Business Plan – \$2.894 Billion

MARINE

With over 40,000 ocean-going ships larger than 300 gt worldwide, each consuming tons of fuel oil daily, and another 60,000 smaller commercial craft, marine engines represent another vast market for EHS TECHNOLOGY. Another 150,000 smaller vessels power boats could in most cases utilize a derivative of the existing eHS systems. The market includes fishing fleets, barges and tugs, cruise ships, ocean vessels, as well as ferries and pleasure crafts. Interest from each of these vertical markets will certainly lead to distribution in those markets.

Business Plan

Marine

Total Market – 250,000
Market share expected – 2.2%
Business Plan – \$743 Million

RAIL

There are approximately 24,000 locomotives in North America and 50,000 in Europe. Revenue per unit would be approximately \$1000,000 (US). Various rail operators in North America have expressed similar interest in working with the eHs technology in adapting the technology for use in the rail industry. In fact, due to the relatively small number of operators, and the fact that they share each others rolling stock and rail lines, the rail industry is far more collegial and willing to share ideas amongst operators than are businesses in most other industries. Presentations to the Rail Associations will ensure that every single operator is aware of the technology. Similar industry wide opportunities are expected in other geographical markets and that will ensure faster entry to market, globally.

Business Plan

Rail

Total Market – 143,000

Market share expected – 6.7%

Business Plan – \$1.508 Billion

MILITARY

Given the high standard of proof and the rigorous requirements for any equipment being installed on military vehicles, this market will require extensive R&D, a cost that will be further increased due to the likelihood that every single client will want to duplicate on-vehicle testing. The upside, though, is that this market will have, by far, the highest selling prices of any market and, more importantly, an extremely high likelihood of fleet-wide adoption of the technology once demonstrations have proven the merits of the product. The US estimates the cost of fuel, “in theatre”, is \$300/gallon, meaning extraordinary potential savings if EHS TECHNOLOGY is incorporated in the complete range of military vehicles, a market that worldwide exceeds 2,000,000 vehicles.

Business Plan

Military

Total Market – 2,000,000

Market share expected – 4.2%

Business Plan – \$977 Million

Product Highlights

A number of the product highlights offered by EHYD's on-board hydrogen generating and injections systems include:

- *Reduce fuel consumption 5% to 30% depending on operating environment*
- *Reduce emissions from 30% to 80% (meets most 2010 emission requirements)*
- *Functional with any internal combustion engine and any fossil fuel*

- *Configurations are available for both 12 & 24 volt, plus 120 amp services*
- *Does not require additional power capabilities within current OEM vehicles*
- *Simple installation (4 hrs required)*
- *Leasing provides immediate positive cash flow for Heavy Vehicle Operators*
- *Product that reduces emissions while increasing cash flow*

X. The Nature and Extent of the Issuer's Facilities

The Company maintains its corporate office at 5190 Neil Road, Suite 430, Reno, NV 89502.

The Company believes that the size of its offices adequate for its business, technology, and operational needs for the intermediate future. In the aggregate, however, the Company believes that additional office space may be necessary in the near future to accommodate its growth. Management believes that the Company should not experience any significant difficulty in procuring additional office space as needed.

PART D MANAGEMENT STRUCTURE AND FINANCIAL INFORMATION

XI. The Name of the Chief Executive Officer, Members of the Board of Directors, as Well as Control Person

A. Officers and Directors

Name: Anthony Welch, Director and CEO

Business address: 5190 Neil Road, Suite 430, Reno, NV 89502

Employment History: Served as acting Chairman and CEO of Chromocure, Inc. since January 2007 to Present. In May 2004, Mr. Welch served as a Director for Encore Energy Systems, a company in the business of providing energy conservation solutions. In March 2004, Mr. Welch served as Chairman for Modern Technology Corp, a company in the business of acquiring specialized assets and technology. Mr. Welch provides executive support and business development services to various companies and clients and may serve as either a Director, consultant, or both, to public or private companies from time to time.

Compensation: \$0.00

Ehydrogen Solutions, Inc. Securities Owned: None.

B. Legal/Disciplinary History

During the past five years, none of our directors, executive officers or persons that may be deemed promoters is currently or have been involved in any legal proceeding concerning (i) any bankruptcy petition filed by or against any business of which such person was a general partner or executive officer either at the time of the bankruptcy or within two years prior to that time; (ii) any conviction in a criminal proceeding or being subject to a pending criminal proceeding (excluding traffic violations and other minor offenses); (iii) being subject to any order, judgment or decree, not subsequently reversed, suspended, or vacated, of any court of competent jurisdiction permanently or temporarily enjoining, barring, suspending or otherwise limiting involvement in any type of business, securities or banking activity; or (iv) being found by a court, the Securities and Exchange Commission or the Commodity Futures Trading Commission to have violated a federal or state securities or commodities law (and the judgment has not been reversed, suspended or vacated).

C. Disclosure of Family Relationships

NONE

D. Disclosure of Related Party Transactions

NONE

E. Disclosure of Conflicts of Interest

NONE

XII. Financial information for the issuer's most recent fiscal period.

The Company's most recent balance sheet; statement of income; statement of cash flows; statement of changes in stockholders' equity; financial notes are hereby incorporated by reference. The Company's financial information is filed with the OTC Disclosure service and can be located at www.pinksheets.com.

XIII. Similar Financial Information for Such Part of the Two Preceding Fiscal Years as the Issuer or its Predecessor has been in Existence

The Company's financial information for such part of the two preceding fiscal years as the issuer or its predecessor has been in existence including balance sheet; statement of income; statement of cash flows; statement of changes in stockholders' equity; financial notes are hereby incorporated by reference. The Company's financial information is filed with the OTC Disclosure service and can be located at www.pinksheets.com.

XIV. Beneficial Owners

As of the date of this filing, the following table sets forth certain information with respect to the beneficial ownership of our common stock by (i) each stockholder known by us to be the beneficial owner of more than 5% of our common stock, (ii) by each of our current directors and executive officers as identified herein, and (iii) all of the Company's directors and executive officers as a group. Each person has sole voting and investment power with respect to the shares of common stock, except as otherwise indicated.

Title of Class	Name and Address of Beneficial Owner	Amount and Nature of Beneficial Ownership	%
Common (Restricted)	Wayfarer Management Ltd, STE 305 Capital City Building, Victoria, Mahe, Seychelles	300,060,600	50.1

XV. The name, address, telephone number, and email address of each of the following outside providers that advise the issuer on matters relating to operations, business development and disclosure:

1. Investment Banker

NONE

2. Promoters

NONE

3. Counsel

PARSONS/BURNETT/BJORDAHL, LLP
1850 Skyline Tower
10900 N.E. 4th Street
Bellevue, WA 98004

(425) 451-8036
(425) 451-8568 (fax)

4. Accountant

Thomas J Harris CPA
3901 Stone Way N #202
Seattle, WA 98103
Tel 206-547-6050
Fax 206-548-8132

5. Public Relations Consultant(s)

NONE

6. Investor Relations Consultant

NONE

7. Any other advisor that assisted, advised, prepared or provided information with respect to this disclosure statement

NONE

XVI. Management's Discussion and Analysis or Plan of Operation

A. Plan of Operation

1. Cash Requirements and Additional Funding

We began current operations and business plan in 2009, and have not yet attained a level of revenue to allow us to meet our current overhead. We do not contemplate attaining profitable operations until 2011, nor is there any assurance that such an operating level can ever be achieved. We will be dependent upon obtaining additional financing in order to adequately fund working capital, infrastructure, manufacturing expenses and significant marketing/investor related expenditures to gain market recognition, so that we can achieve a level of revenue adequate to support our cost structure, none of which can be assured. While we have funded our initial operations with private placements of equity and bridge loans, there can be no assurance that adequate financing will continue to be available to us and, if available, on terms that are favorable to us.

2. Expected significant changes in the number of employees

NONE

B. Management's Discussion and Analysis of Financial Condition and Results of Operations

Discussion of Financial Condition and Results of Operations are incorporated by reference as filed in the Company's initial Financial Reports as Filed with OTC Disclosure Service at www.pinksheets.com.

C. Off Balance Sheet Arrangements

NONE

XVII. List of Securities Offerings and Shares Issued for Services in the Past Two Years

NONE

PART F EXHIBITS

XVIII. Material Contracts

NONE.

XIX. Articles of Incorporation and Bylaws

The Company's Articles and Bylaws are available to the public and duly filed with the OTC Disclosure Service and with the Nevada Secretary of State and are hereby incorporated by reference.

XX. Purchases of Equity Securities by the Issuer and Affiliated Purchasers

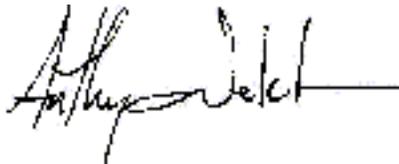
NONE.

XXI. Issuer's Certifications

The undersigned certifies that:

1. I have reviewed this Disclosure Statement of Ehydrogen Solutions, Inc;
2. Based on my knowledge, this disclosure statement does not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements made, in light of the circumstances under which such statements were made, not misleading with respect to the period covered by this disclosure statement; and
3. Based on my knowledge, the financial statements, and other financial information included or incorporated by reference in this disclosure statement, fairly present in all material respects the financial condition, results of operations and cash flows of the issuer as of, and for, the periods presented in this disclosure statement.

15 December 2009

A handwritten signature in black ink, appearing to read "Arthur J. Welch", with a horizontal line extending to the right from the end of the signature.