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Beyond THE Battery

DR. KO-CHENG FANG'S

QUIET RACE TO SET
TRANSPORTATION FREE

Dr. Ko-Cheng Fang
Founder, Chairman & CEO
LongServing Technology

Dr. Ko-Cheng Fang's

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BEYOND THE BATTERY

Dr. Ko-Cheng Fang's

Quiet Race to Set Transportation Free



Dr. Ko-Cheng Fang
Founder, Chairman & CEO
LongServing Technology

While the world's biggest tech companies race publicly toward the next generation of energy storage, Dr. Ko-Cheng Fang has been building his answer quietly, and aiming considerably higher than the road.

Featuring: Dr. Ko-Cheng Fang, Founder, Chairman & CEO | LongServing Technology

AT A GLANCE

NAME

Dr. Ko-Cheng Fang

TITLE

Founder, Chairman & CEO

COMPANY

LongServing Technology

FOCUS

Solid-state battery technology for transportation, with a longer-term vision extending toward anti-gravity materials science

TRACK RECORD

Two decades of self-funded, independent research and development

FEATURE

Success Stories Media, 2026





A Quiet Race

For years, Dr. Ko-Cheng Fang's company, LongServing Technology, has been developing solid-state battery technology largely out of public view, entering a field currently being fiercely pursued by nearly every major global tech company. It is a race with enormous stakes and no shortage of competitors, from established automakers to some of the world's most well-funded technology firms, yet Fang has chosen a different posture than most of them. Rather than announcing ambitions before the science is ready, he has let the work itself set the pace, treating publicity as something that should follow proof, not precede it.

His reasoning starts with a clear-eyed critique of what the industry currently accepts as good enough. Lithium iron phosphate batteries, along with nickel-cobalt-manganese lithium batteries, remain the mainstream choice for automakers today, and for good reason: they are proven, scalable, and well understood. But Fang sees their limitations as

structural rather than incidental. Both chemistries carry a susceptibility to flammability and a driving range that, in his view, will continue to fall short of what the next generation of transportation actually demands. For Fang, these are not minor engineering inconveniences waiting to be optimized away. They are ceiling constraints built into the chemistry itself,



the kind of limitation no amount of refinement can fully engineer around.

He has watched the alternative paths being explored elsewhere in the industry just as closely. Small-scale nuclear propulsion has emerged as another area of intense global focus, drawing serious research investment from companies chasing energy density far beyond what conventional batteries can offer. Fang doesn't dismiss its technical promise outright. But he is direct about where he believes that path runs into a wall: the risks of nuclear contamination and radiation exposure remain unavoidable with today's methods, in his assessment, a reality he says will keep the technology from finding genuine, everyday

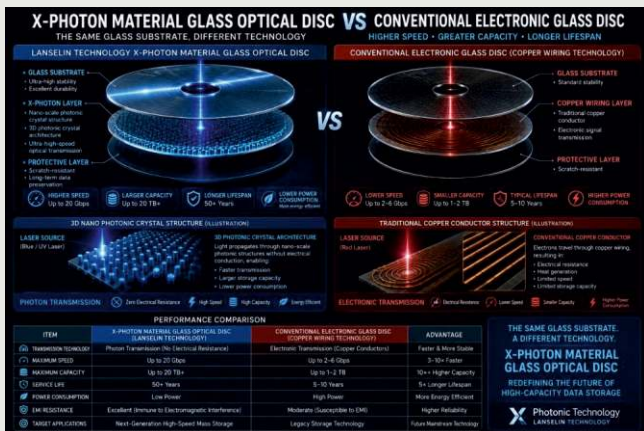
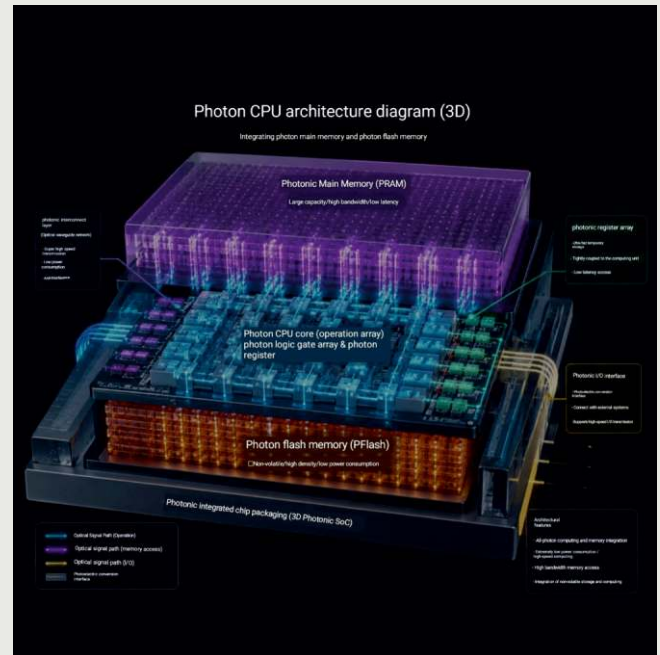
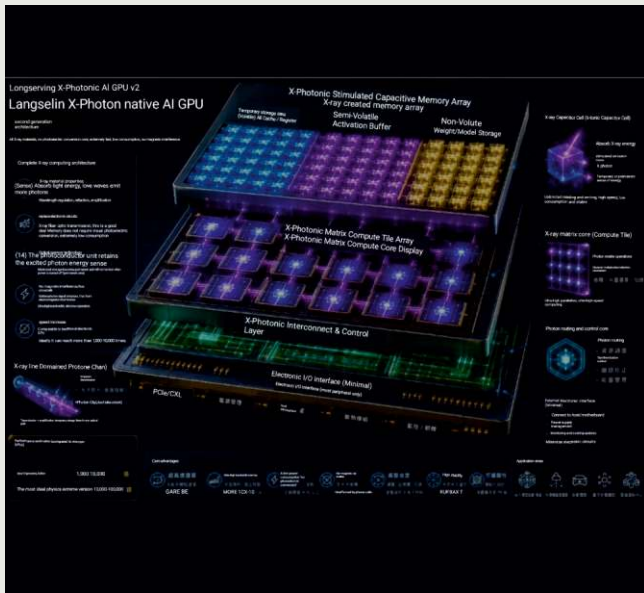
application, however compelling its performance numbers look inside a research lab.

That combination (skepticism toward flammable, range-limited batteries on one side, and wariness of nuclear risk on the other) is what pushed Fang's focus toward solid-state technology as the path he believes is genuinely viable.

A Dream He Has Carried Since Childhood

Fang traces his ambition to something far more personal than market analysis. For as long as he can remember, he has had a recurring dream: floating in mid-air, flying by will alone. In it, he often finds himself soaring above a highway, overtaking the vehicles moving below, a vivid, specific image he says he returns to again and again, and has never fully let go of.

It wasn't until he began practicing meditation, Fang says, that he arrived at his own interpretation of what he believes those dreams represented: a craft of extraterrestrial origin, powered by a compact nuclear system and controlled by thought itself. He is careful to describe this as his own subjective experience and personal belief rather than a scientific claim. But he credits that recurring dream, and the meaning he found in it, with helping shape the two-part problem he has spent the past two decades trying to solve: a material capable of countering gravity, and a nuclear power source compact and safe enough to sit inside it.



By his own account, he searched extensively through research literature and archival material looking for any precedent, and found none. Concluding that no existing body of technology addressed what he'd envisioned, he turned to laboratory work instead, building out chemical and metal-processing research from first principles, on his own terms.

Chasing the Impossible: A Career of Being Doubted

Fang says this isn't the first time his work has been met with skepticism before it was met with proof. He points to a string of earlier projects he describes as similarly dismissed at the outset: laboratory-grown

Imperial Green jade, a project he says drew two decades of criticism before it was realized; a combination-lock mechanism he invented but never publicized; and a photon material with a claimed two-nanometer wavelength, which he says the physics





choice to work outside institutional science rather than within it. In his view, mainstream research culture (academic peer review, corporate R&D budgets, conventional engineering paths) imposes limits on what gets pursued long before any experiment begins. He says a researcher proposing his kind of work inside a university would be turned away by the mainstream; inside a company, it likely wouldn't be funded; as an employee, it would likely cost someone their job.

He describes his own temperament as closer to an artist's than an engineer's: treating scientific research the way he treats creative work, and finding meaning specifically in the resistance it generates. "Do you know what it feels like to fly against the wind?" he



community considered impossible. He says LongServing recently published footage on the company's website demonstrating the material's light path bending at a 90-degree angle, with a stable wavelength shown on an oscilloscope.

"Normal people would say I was crazy," Fang says of the reaction his projects have typically drawn. "If not crazy, then a liar. But I completed them one by one, didn't I?"

A Philosophy Built on Self-Imposed Limits

Fang attributes much of his output to a deliberate



asks. "Without a headwind, you cannot feel flight. Without challenges, there is also a lack of the pleasure of overcoming them."

Two Elements, One Vision

The current phase of Fang's research centers on what he describes as two necessary components: a material capable of countering gravity, which he calls floating metal, and a compact solid-state nuclear power source designed to sit alongside it. He frames the physics behind the idea in broad terms, that matter and its inverse coexist throughout the universe, from photon radiation to black holes, and that gravity itself is only one half of a larger picture with an as-yet-unsynthesized counterpart. He believes that counterpart doesn't occur naturally on Earth and must be built rather than found.

On the power side, Fang argues nuclear fission's association with radioactive contamination is a limitation of how humanity has approached it since the mid-twentieth century, rather than an unavoidable property of the reaction itself. He believes a controlled fission process without destructive byproducts is possible, describing it as the foundation of the power source LongServing has been pursuing. He says the company recently broke through what he calls the core manufacturing process behind the concept, and expects the resulting invention to be made public soon.

Built Without Asking for a Single Penny

Fang describes the twenty years behind this research as entirely self-funded, never short of money, and never needing to borrow any, for any piece of equipment or any direction the work took him.

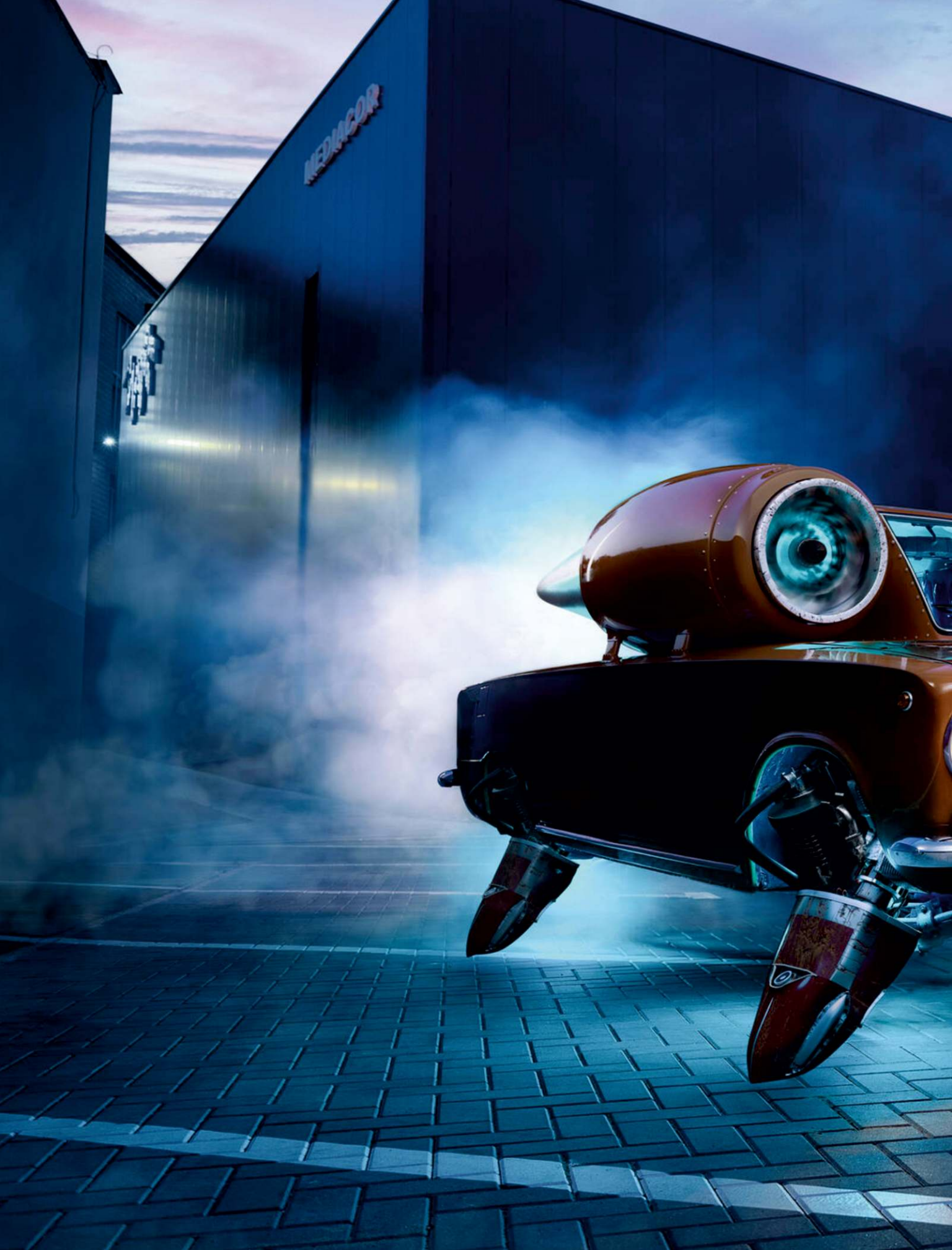
What Comes Next

Fang says he doesn't expect skepticism to disappear before the invention does. What he's asking for, in the meantime, isn't belief,



it's attention. "Whenever you look up at the sky," he says, "the sky is also looking at you." He has left the timing of the announcement open, telling Success Stories Media the outlet is free to publish this account now, or hold it and let it stand as the story behind the invention once it's finally revealed.







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BEYOND THE BATTERY

The New Architecture of Transportation

For more than a century, transportation has been defined by a simple relationship between movement and energy. Vehicles carry their energy with them, whether in the form of gasoline, diesel, hydrogen, or electricity stored inside a battery. As the world moves toward cleaner mobility, that relationship is being reconsidered.

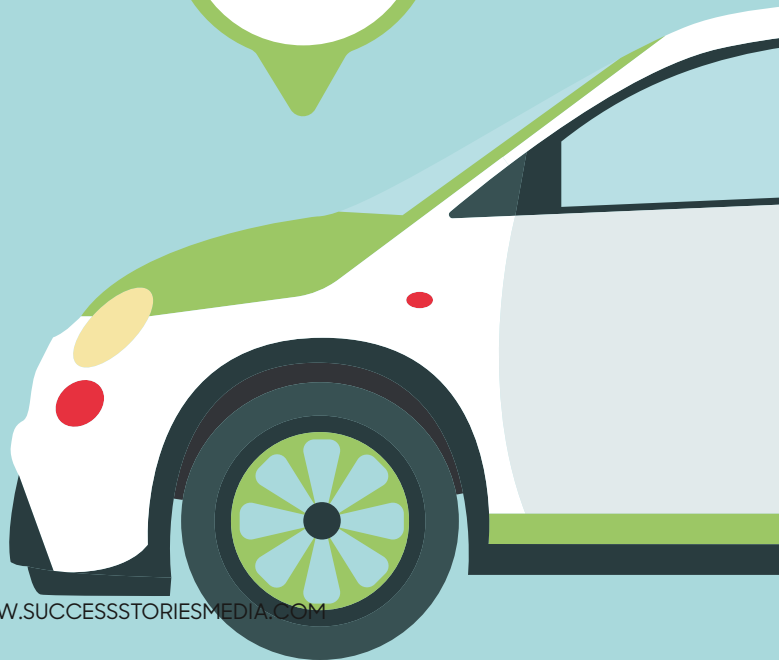
The electric vehicle revolution has demonstrated that transportation can be powered differently. Yet it has also introduced a new question. If the future of mobility depends heavily on batteries, how far can battery technology take us?

The answer may not be found in building larger batteries.

It may be found in changing the way transportation receives and uses energy.

Rethinking What a Vehicle Needs to Carry

A modern electric vehicle carries a considerable amount of energy inside its battery pack. That energy provides freedom of movement, but it also creates engineering challenges.



Batteries add weight. They require valuable materials. They require charging infrastructure. They influence vehicle design and manufacturing costs. As vehicles become larger and transportation demand increases, the amount of energy required can become increasingly significant.

This creates an interesting engineering opportunity.

Instead of focusing exclusively on increasing the amount of energy stored inside a vehicle, researchers and engineers are exploring ways to rethink the relationship between vehicles and their surrounding infrastructure.

The fundamental idea is simple.

A vehicle does not necessarily have to carry everything it needs for its entire journey.

When Infrastructure Becomes Part of the Vehicle

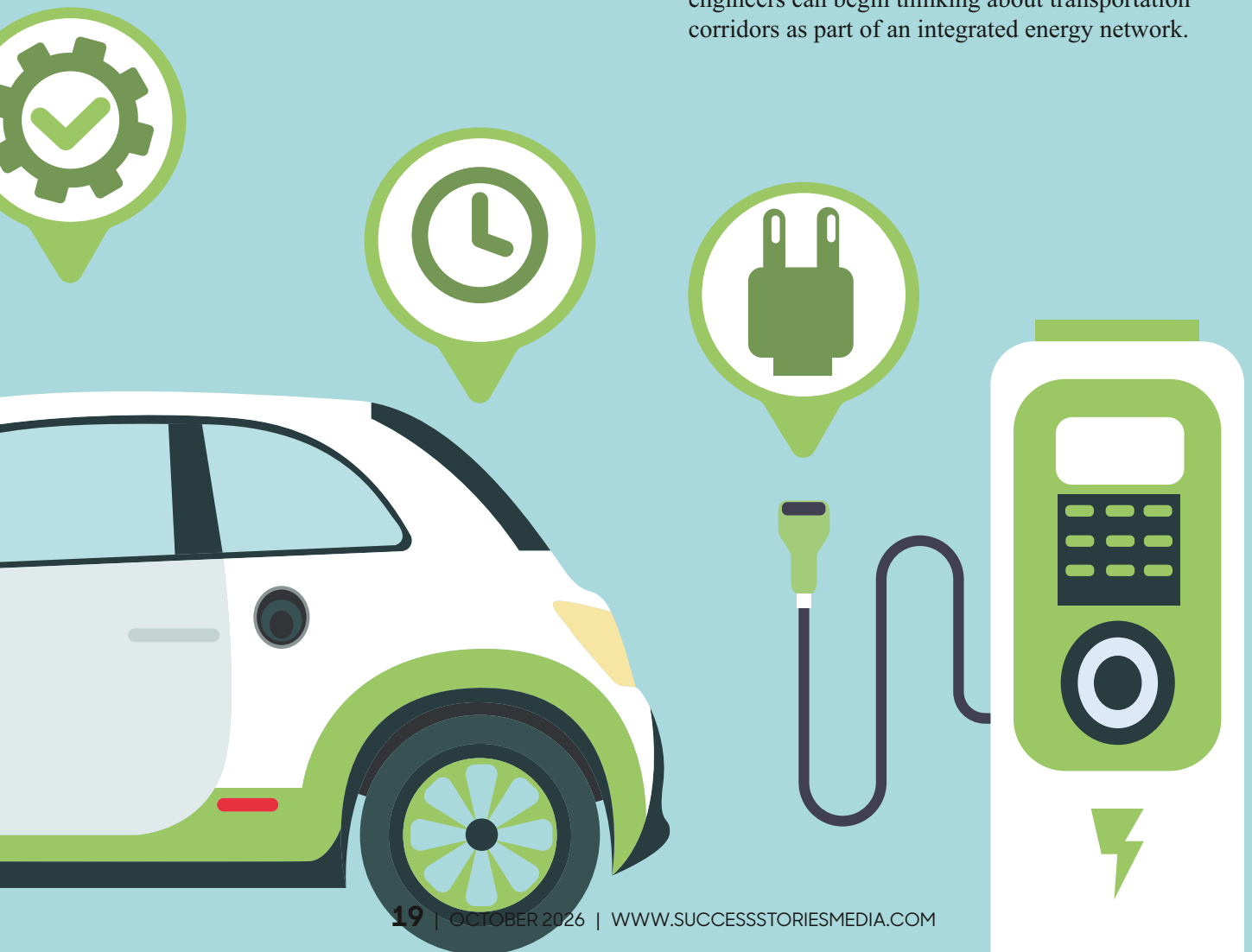
Transportation infrastructure has traditionally provided the physical environment in which vehicles operate.

Roads provide pathways. Bridges provide connections. Railways provide tracks. Charging stations provide energy.

The next generation of transportation could blur those boundaries.

Advances in energy transfer, intelligent infrastructure, power electronics, automation, and communication technologies are creating possibilities for transportation systems in which infrastructure plays a more active role.

Instead of viewing a road simply as a surface, engineers can begin thinking about transportation corridors as part of an integrated energy network.



This perspective could eventually influence how roads are designed, how public transportation operates, and how commercial fleets manage energy.

The vehicle becomes one component within a much larger system.

Efficiency Begins With Weight

One of the oldest principles in transportation engineering remains remarkably relevant.

Moving less weight generally requires less energy.

This is particularly important for electric mobility because the battery itself contributes substantially to vehicle mass. A larger battery can provide greater range, but the additional weight also requires energy to move.

This creates a technological cycle.

More range can require more battery capacity. More battery capacity can add weight. More weight can increase energy requirements.

Breaking that cycle requires more than improving battery chemistry.

It requires engineers to reconsider the entire energy architecture of transportation.

If energy can be accessed more efficiently through the surrounding system, vehicles could potentially be designed with different priorities.

Lighter structures.

Smaller energy storage systems.

Different powertrains.

New transportation layouts.

These possibilities demonstrate why the future of mobility cannot be reduced to a single component.

The Materials Challenge

The global transition toward electrification has also placed increasing attention on the materials required to manufacture batteries.

Battery technology is evolving rapidly. New chemistries are being developed, manufacturing processes are improving, and recycling is becoming an increasingly important part of the conversation.

Yet the underlying challenge remains.

A transportation system serving billions of people requires enormous quantities of energy and materials.

The solution therefore cannot depend solely on producing more components.

It must also involve using energy and resources more intelligently.

Alternative approaches to energy delivery could become part of that solution, particularly in transportation environments where vehicles operate continuously or follow predictable routes.

From Individual Vehicles to Transportation Ecosystems

The transportation industry is entering an era in which vehicles are increasingly connected to everything around them.

A modern vehicle communicates with navigation systems, charging networks, traffic infrastructure, cloud platforms, and other vehicles.

This connectivity creates an opportunity to rethink transportation as an ecosystem.

Energy management can become intelligent.

Infrastructure can become responsive.

Vehicles can become participants in larger networks rather than isolated machines.

Such a transition could have particular significance for public transportation, freight movement, industrial logistics, ports, airports, and other environments where transportation follows predictable patterns.

The question is no longer simply how efficiently a vehicle can move.

It is how efficiently the entire system can move.

Designing for the Transportation Needs of Tomorrow

There will not necessarily be one energy solution for every form of transportation.

Urban vehicles have different requirements from long distance trucks.

A city bus operates differently from a delivery fleet.

Industrial vehicles face different conditions from private automobiles.

This diversity creates space for multiple technologies to coexist.

Batteries will remain important. Hydrogen may serve particular applications. Advanced energy transfer systems may become relevant in others. Improvements in renewable generation and intelligent grids will influence the broader ecosystem.

The future is therefore unlikely to be defined by one technology replacing another overnight.

Instead, it may be defined by integration.

A Different Vision of Mobility

The most significant transportation breakthroughs may not involve faster cars or longer ranges.

They may involve eliminating limitations that engineers once considered unavoidable.

What if vehicles could become significantly lighter?

What if energy could be accessed more efficiently during operation?

What if transportation infrastructure could participate directly in energy delivery?

What if the boundary between vehicle and infrastructure became less important?

These questions represent more than technological curiosity.

They point toward a different architecture for mobility.

Transportation has always evolved by changing the way energy is converted into movement. The next chapter may involve changing the way transportation interacts with energy itself.

The battery has helped open the door to cleaner mobility.

But the future may belong to transportation systems that are no longer defined by how much energy a vehicle can carry.

They may instead be defined by how intelligently the entire system can deliver, manage, and use energy.

That is the road beyond the battery.



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The Invisible

Revolution Powering the Future of Mobility

The most important transportation technologies of the future may not always be visible.

Passengers will still see vehicles moving through cities. Trucks will continue carrying goods across highways. Trains will continue connecting communities. But beneath those familiar forms of transportation, a quieter transformation is taking place.

The real revolution is happening in the way energy reaches the machines that move the world.

For decades, transportation innovation focused primarily on the vehicle. Engineers developed more powerful engines, lighter bodies, better transmissions, improved aerodynamics, and increasingly sophisticated electronic systems.

Today, the focus is expanding.

The transportation system itself is becoming the subject of innovation.

The Energy Problem Nobody Sees

Every journey requires energy.

The longer the journey, the greater the energy requirement. The heavier the vehicle, the greater the demand. For commercial transportation, where vehicles may operate for many hours every day, energy efficiency becomes even more important.

Electric mobility has addressed part of this challenge by replacing combustion engines with electric motors.

Electric motors are highly efficient compared with conventional combustion systems, but the energy still has to reach the vehicle.

In most electric vehicles, that means charging a battery.

This creates a dependency on charging time, charging infrastructure, battery capacity, and energy storage.

For a private passenger vehicle, these challenges may be manageable.

For a truck operating almost continuously, a city transportation fleet, or an industrial vehicle working on a fixed route, the equation can be very different.

This is where alternative approaches to energy delivery become increasingly interesting.

What If Energy Could Follow the Vehicle?

Imagine a transportation system in which the vehicle does not need to depend entirely on a large energy reserve stored onboard.

Instead, energy could become available through the environment in which the vehicle operates.

The concept changes the question.

Rather than asking how much energy a vehicle can store, engineers can ask how efficiently energy can be delivered to a vehicle when and where it is needed.

That shift has profound implications.

It could influence vehicle weight, operating range, infrastructure design, fleet management, and transportation economics.

It also introduces a new relationship between infrastructure and mobility.

Roads Could Become More Than Roads

For generations, roads have been designed primarily for movement.

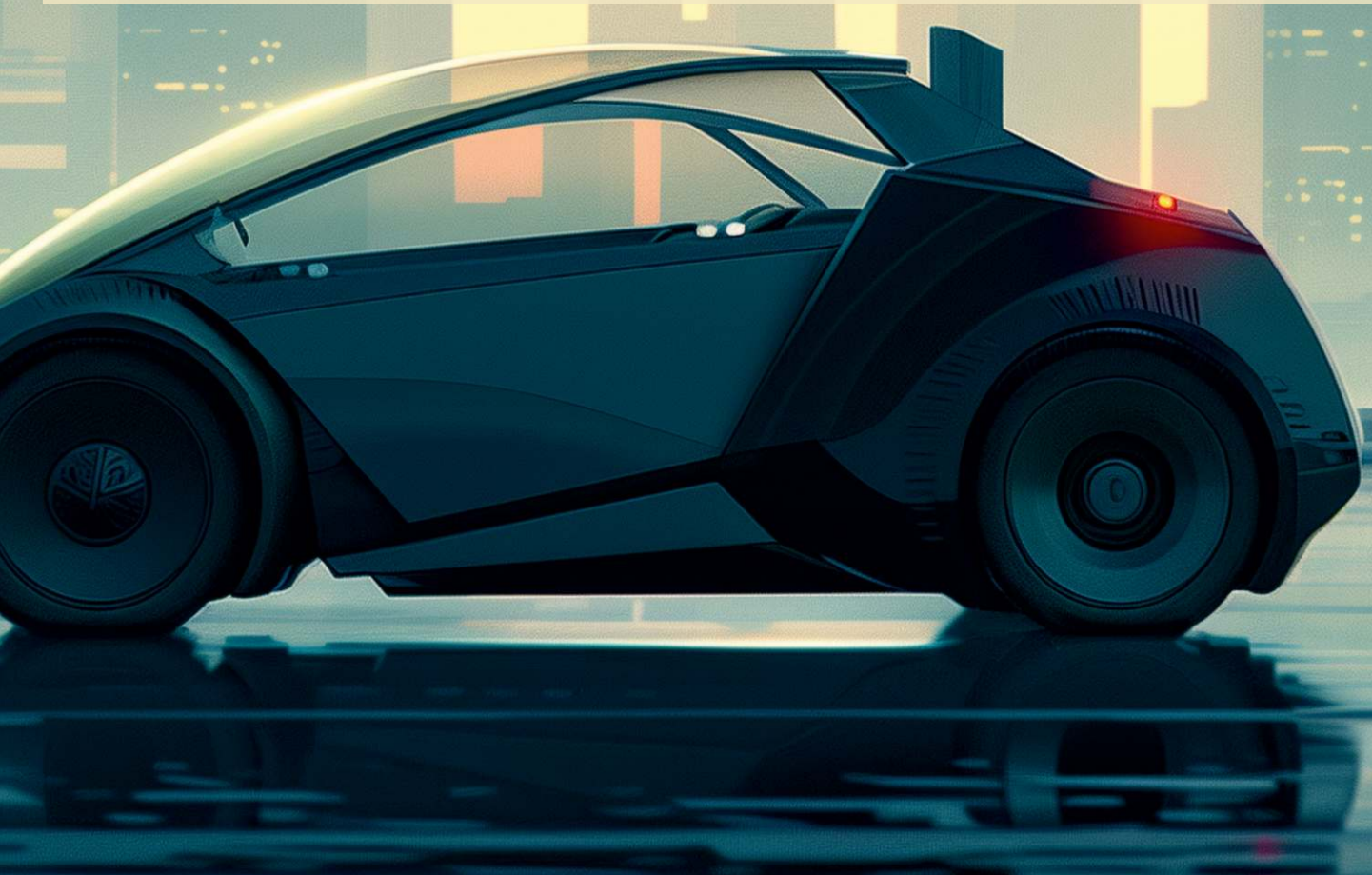
They provide a stable surface, manage traffic, and connect destinations.

But future transportation infrastructure may perform additional functions.

As technologies develop, transportation corridors could become increasingly intelligent. Sensors, communication systems, energy systems, and automated controls could be integrated into the environments through which vehicles travel.

The road would no longer be passive.

It could become an active participant in transportation.



Such infrastructure could eventually support new approaches to energy distribution and vehicle operation.

The result would be a transportation system designed around interaction rather than isolation.

The Opportunity in Commercial Transportation

The potential impact extends well beyond private cars.

Commercial transportation represents one of the most demanding applications for energy technology.

A delivery vehicle may travel through a city for an entire working day. A long haul truck can cover hundreds of kilometers. Industrial vehicles can operate continuously within warehouses, factories, ports, and distribution centers.

For these applications, downtime matters.

Every minute spent waiting for energy can become an operational cost.

Every additional kilogram carried by the vehicle can affect efficiency.

Every limitation in range can influence scheduling.

Alternative energy delivery systems could therefore become particularly relevant in environments where transportation is frequent, predictable, and highly utilized.

Instead of designing the vehicle entirely around energy storage, businesses could eventually design transportation operations around continuous or strategically available energy.

The Rise of Intelligent Energy

Transportation and energy are increasingly becoming connected industries.

Electric vehicles can communicate with charging systems. Energy networks can monitor demand.

Software can manage charging schedules. Renewable generation can influence when and where electricity is available.

The next step could involve making the energy relationship even more dynamic.

Imagine transportation networks capable of understanding where vehicles are located, how much energy they require, and when energy should be delivered.

This would transform energy management from a background function into an active part of mobility.

The result could be a transportation ecosystem in which energy is managed almost as intelligently as traffic.

Innovation Requires Patience

Large transportation systems cannot be redesigned overnight.

New infrastructure requires investment. New technologies require testing. Standards must be established. Safety requirements must be demonstrated. Businesses need viable economic models.

For that reason, the most important transportation innovations may spend years developing before becoming visible to the public.

This is particularly true for technologies that operate beneath the surface of mobility.

Consumers may notice a faster vehicle or a new model immediately.

They may never notice an improvement in energy architecture.

Yet that invisible improvement can have a greater long term effect.

If transportation becomes more efficient at the system level, the benefits can spread across entire networks.

The Future Will Not Be One Technology

The transportation industry is often described as a competition between technologies.

Battery electric vehicles versus combustion engines.

Hydrogen versus batteries.

One charging method versus another.

But transportation is too diverse for a single solution to address every application.

The future is more likely to involve different technologies serving different purposes.

Battery systems may remain highly effective for many passenger vehicles.

Other energy technologies may prove valuable for heavy transportation.

Infrastructure based systems could find applications in predictable transportation corridors.

Hybrid approaches may connect several technologies into one operating model.

The most important development may therefore be the ability to choose the right energy architecture for the right transportation environment.

A New Definition of Mobility

Mobility has traditionally meant the freedom to move.

Tomorrow, it may increasingly mean the freedom to move without being constrained by the limitations of energy storage.

That does not mean batteries disappear.

It means transportation becomes less dependent on a single way of thinking about energy.

The distinction is important.

Technological progress rarely comes from abandoning everything that already works. It comes from adding new possibilities.

The transportation industry is now entering a period in which the vehicle, the road, the energy network, and the digital infrastructure can increasingly be designed as one connected system.

That invisible revolution may ultimately matter more than any single vehicle.

Because when energy becomes smarter, transportation can become smarter with it.

And when the relationship between energy and movement is redesigned, the definition of mobility itself can begin to change.



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