THE AUTO INDUSTRY'S BIGGEST CONSPIRACY... REVEALED

Running solely on electricity, General Motors' fleet of EV-1 electric vehicles were so efficient, they were on the brink of altering the future of driving in America — perhaps even the world. Those lucky enough to drive one gave it glowing reviews. So why were they all destroyed?

Narrated by Martin Sheen and featuring on screen contributions with Ed Begley Jr., Ralph Nader and Alexandra Paul, *WHO KILLED THE ELECTRIC CAR?* is a murder mystery like no other, as it unravels the puzzling demise of a vehicle that could have saved the environment and America's dangerous addiction to foreign oil.

SPECIAL FEATURES

- "Jump-Starting the Future"
- Deleted Scenes
- Meeky Rosie Music Video "Forever"

SPECIAL FEATURES NOT RATED OR CLOSED-CAPTIONED

A SONY PICTURES CLASSICS RELEASE ELECTRIC ENTERTAINMENT PRESENTS A DEAN DEVLIN/PUNYMINOR PRODUCTION A FILM BY CHRIS PAINE "WHO KILLED THE ELECTRIC CAR?" NARRATED BY MARTIN SHEEN EDITED BY MICHAEL KOVALENKO CHRIS A. PETERSON DIRECTOR OF PHOTOGRAPHY THADDEUS WADLEIGH ORIGINAL MUSIC BY MICHAEL BROOK CONSULTING PRODUCER ALEX GIBNEY EXECUTIVE PRODUCERS DEAN DEVLIN TAVIN MARIN TITUS RICHARD D. TITUS PRODUCED BY JESSIE DEETER WRITTEN AND DIRECTED BY CHRIS PAINE

ELECTRIC www.whokilledtheelectriccarmovie.com www.sonyclassics.com Flying Moon Filmworks SONY PICTURES CLASSICS

SOME OF THE INFORMATION IN THE GRID BELOW MAY NOT APPLY TO SPECIAL FEATURES

LANGUAGE	ENGLISH 5.1 (Dolby Digital)				1.78:1 ANAMORPHIC WIDESCREEN
SUBTITLES	FRENCH				
DOLBY DIGITAL	Mastered in High Definition	CC	5	Approx. 93 Minutes	COLOR

DVD VIDEO

www.SonyPictures.com

10202 W. Washington Blvd., Culver City, California 90232-3195

PG PARENTAL GUIDANCE SUGGESTED FOR BRIEF MILD LANGUAGE

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SONY PICTURES

DVD VIDEO

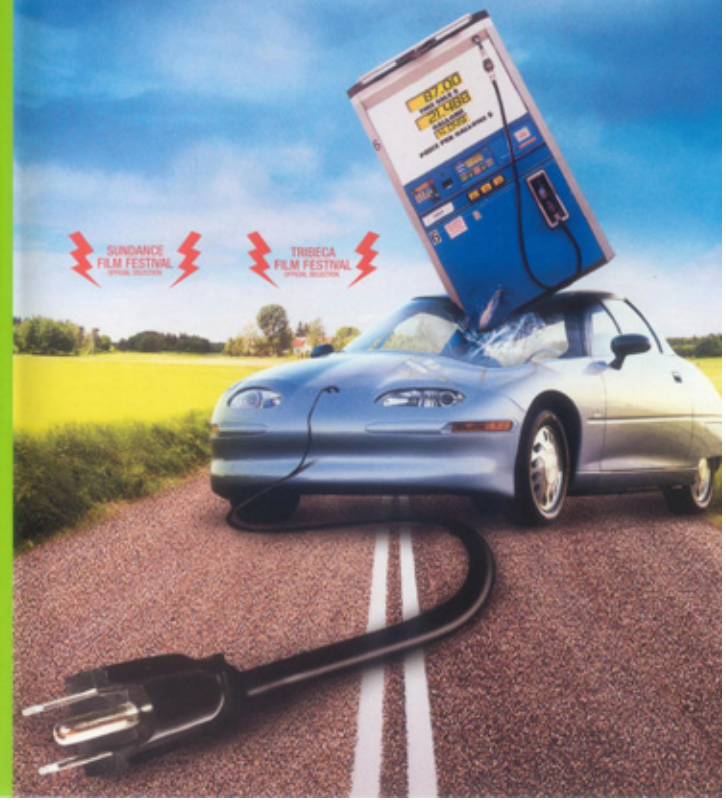
WHO KILLED THE ELECTRIC CAR? SONY PICTURES CLASSICS

WHO KILLED THE ELECTRIC CAR?

A LACK OF CONSUMER CONFIDENCE... OR CONSPIRACY?

SUNDANCE FILM FESTIVAL OFFICIAL SELECTION

TRIBECA FILM FESTIVAL OFFICIAL SELECTION



NOT ALL

ESCORT ELECTRIC

CONVERSIONS

ARE ALIKE

News roundup

So far, so good for electrics

DETROIT. — Detroit Edison reported that 25,000 miles have been logged by employes driving electric cars in the first two months of the company's electric passenger-car program. To date, there have been no reports filed by employes that indicate major technical, performance or other problems with their cars in daily use, the company said. As part of a three-year cost-sharing program with the U. S. Department of Energy, Detroit Edison is leasing 16 cars to employes.

(All Detroit Edison electric vehicles are ELECTRIC BY SCT VW Rabbit conversions)

SOUTH COAST TECHNOLOGY, INC.

793 AIRPORT BLVD.

ANN ARBOR, MICHIGAN 48104

(313) 995-2187

ELECTRIC VEHICLES

In the last decade, there have been many electric vehicles for sale to fleets, utilities, and to the general public. Most of these vehicles have incorporated the same type of propulsion system: a series motor similar to those used in fork lift trucks and the electric vehicles produced in the early part of this century, and an SCR armature "chopper" controller.

Technology has advanced; but outside the automotive research labs of the U.S., European, and Japanese auto industry, new technology using separately excited motors and transistorized field control has not been generally used commercially. SCT, however, did its technical homework and developed an efficient electric vehicle using the technology of the 80's.

A drive in an ELECTRIC BY SCT passenger car, pickup truck, light commercial van or a 15,000 lb. GVW delivery truck will quickly demonstrate the many advantages of the SCT propulsion system; the lack of noise, its responsiveness, range, and effective regenerative braking demonstrate what a good electric vehicle can and should be like.

WHAT IS DIFFERENT?

Based on our knowledge of competititon and comparing to the higher volume Escort conversion, the following significant differences exist:

Motor

- SCT uses an 11" frame size GE separately excited motor.

- Brand A uses a 7" frame size DC series motor. The SCT motor is basic to the more efficient field control system. The larger motor allows for more efficient operation at lower current limit.

Controller

- SCT uses an EHV Systems field controller.

- Brand A uses an armature chopper. The SCT controller is silent vs. high pitched noise of Brand A, and is the key to improved system efficiency.

Charger

- SCT uses an on-board Lester charger designed to be compatible with the propulsion batteries and to provide efficient recharging within an 8-10 hour time span on 220 V power. A 110 V circuit can also be used, if necessary, with a corresponding increase in recharge time.

- Brand A: No 110 V operation, and battery manufacturer should be consulted with respect to charger battery compatibility.

DC/DC Converter

- SCT uses an on-board DC/DC converter to provide adequate 12 V accessory and controller power for the full range of vehicle operation.

- Brand A does not use a DC/DC converter.

Battery Packaging

- All 18 propulsion system batteries are located as low as possible in the car, and the number of batteries at the extreme front and rear of the car are minimized to improve handling. The SCT car has three separate battery packs, 3 behind the front grille, 7 under the revised rear seat, and 8 behind the rear axle.

- Brand A uses only 16 propulsion batteries in two areas, 5 under the hood, and 11 behind the rear axle. Fewer batteries means less stored energy and less range.

Ride and Handling

- Adding over 1200 lbs. to convert a 2000 lb. vehicle from gasoline to electric poses serious problems with respect to springs and handling. SCT believes it is their obligation to provide not just an electrically driven vehicle, but a vehicle that provides a good ride and safe, responsive handling. To accomplish this, SCT has developed a major modification to the Escort rear suspension that incorporates a transverse leaf spring added to a modified Escort rear suspension. Simply changing spring rates and shock absorbers would not do the job.

- Brand A uses modified springs, shocks, and perhaps an added stabilizer bar.

Documentation and Service

- SCT provides complete documentation in the form of an owner's manual, service manual and diagnostic system. In addition, a parts manual is provided to dealers and fleet operators to facilitate any spare parts ordering.

- Check competition and their vehicle users regarding their experience.

Cost of Ownership

- Two factors have the greatest impact on cost of ownership:
  1) battery life and maintenance cost, and
  2) use of electricity.

  The SCT propulsion system offers the potential of reduced battery maintenance intervals, and longer battery life.

  With respect to electricity usage, SCT cars use 0.5 to 0.7 Kwh/mile. Most others use from 1.0 to 1.3 Kwh/mile. It is great to use electricity rather than gasoline, but it costs from 2¢-5¢ per mile more to drive most competitive vehicles due to the difference in electricity usage.

  For some reason, comparative cost of ownership data is not available. If it were, we would sell more vehicles. We believe a well maintained SCT electric (less cost of vehicle depreciation) would average 14¢ per mile over a 10-year/75,000-mile period. Other vehicles that were produced by Brand A, according to current users, have a cost per mile ranging between 30 to 88 cents per mile, cost for which we do not have supporting detail. Will a facelift to an Escort skin change this?

Ask the Man Who Owns One

The SCT Escort conversion is an improved version of the VW Rabbit conversion that has been in service for over 2-1/2 years. Our VW Rabbit experience is an open book, and we urge potential dealers and fleets to ask the man who owns one. Our users list includes the following:

Utilities

Detroit Edison
Niagara Mohawk, N.Y.
Ontario Hydro, Canada
Philadelphia Electric
Union Electric

State & Local Government

Town of Hempstead, N.Y.
N.Y. State General Services
Port Authority of N.Y. & N.J.
City of Portland, OR
Westchester County, N.Y.

R&D Users

Ford Motor Company
General Motors Corporation
Jet Propulsion Laboratory
Tennessee Valley Authority

Other Fleets

Eagle-Picher/Northrop Aviation
Exide/ESB, Inc.
Goodyear Tire & Rubber
ITT Continental Baking Co.
Siemens Corporation

Please contact SCT to obtain the name, address, and phone number of any and all our customers; they are our best salesmen.

REMINDER: Not all Escort electric conversions are alike!!

SPECIFICATIONS

General

Number of passengers:	4
Curb weight:	3350 lbs.
Payload:	600 lbs.

Powertrain

Motor:	24 HP, separately excited GE motor
Controller:	Transistor chopper (motor field), EHV Systems, Inc.
Batteries:	18 6-volt lead-acid XPV23-3 batteries, Exide Corporation
Transmission:	4 speed manual std., Ford Escort
Battery charger:	Onboard, operable off 110 V or 220 V lines.

Chassis and Body

Layout:	Front motor/front drive
Tires	P165/80R13
Front suspension:	McPherson strut with heavy duty springs, shocks and roll bar
Rear suspension:	Strut type with heavy duty springs and shocks, and supplementary transverse leaf spring for improved stability and handling.

Instrumentation

Instruments:	Speedometer, odometer, motor current, battery state of charge, tachometer, voltmeter
Warning lights:	Main contactor out, motor overtemperature, low accessory battery voltage.
Buzzer:	Overcurrent trip, overtemperature shutdown

Specifications (cont'd)

Performance (with two passengers)

Acceleration:	0-30 (48 KPH) in 11.5 sec.
Top speed:	65 MPH (105 KPH)
Maximum cruise speed:	55 MPH (89 KPH)
Gradeability:	Top speed on 10% grade = 20 MPH (32 KPH) Maximum climbable grade = 30%
*Operating range:	SAE J227a(C) cycle pass. car = ca. 47 mi. (77 Km) to 100% depth of discharge

---

* The operating range depends on how the vehicle is driven. For example, with XPV23 batteries, the passenger car may vary from as little as 30 miles if the driver makes excessive use of the available performance, to over 60 miles if the driver can maintain a steady moderate speed (about 45 MPH) with only occasional stops. The SAE J227a(C) cycle is a stop and go cycle with one stop every 3/8 mile and a top speed of 30 MPH; experience indicates that this cycle is representative of urban driving conditions and permits objective comparison of electric vehicles. As a point of reference, the U.S. Department of Energy minimum range requirement for the demonstration program is 34 miles on this SAE J227a(C) cycle, a level being exceeded by almost 50% with the ELECTRIC BY SCT. It should be noted that repeatedly discharging the batteries completely results in extremely short battery life; consequently, the driver should not plan on using the maximum range on a regular basis.

AMERICA'S FIRST 4-WHEEL MOPED

LYMAN ELECTRIC

Quad

An electrically powered 4-wheel bicycle for two with pedal assist.

Comes fully assembled, complete with built-in charger, horn, lights two-speed motor control.

- Perfect for shopping, beach, estates, trailer camps, retirement villages.
- Dual Rear wheel drive with dynamic brakes.
- Speeds to 25 M.P.H.—Range 40-50 miles.

~~$1795~~

$1995 Batteries not included

NO NOISE... NO FUMES...
NO HARD STARTS...
JUST PUSH SWITCH AND GO

LYMAN METAL PRODUCTS
Norwalk, Ct.

CP-

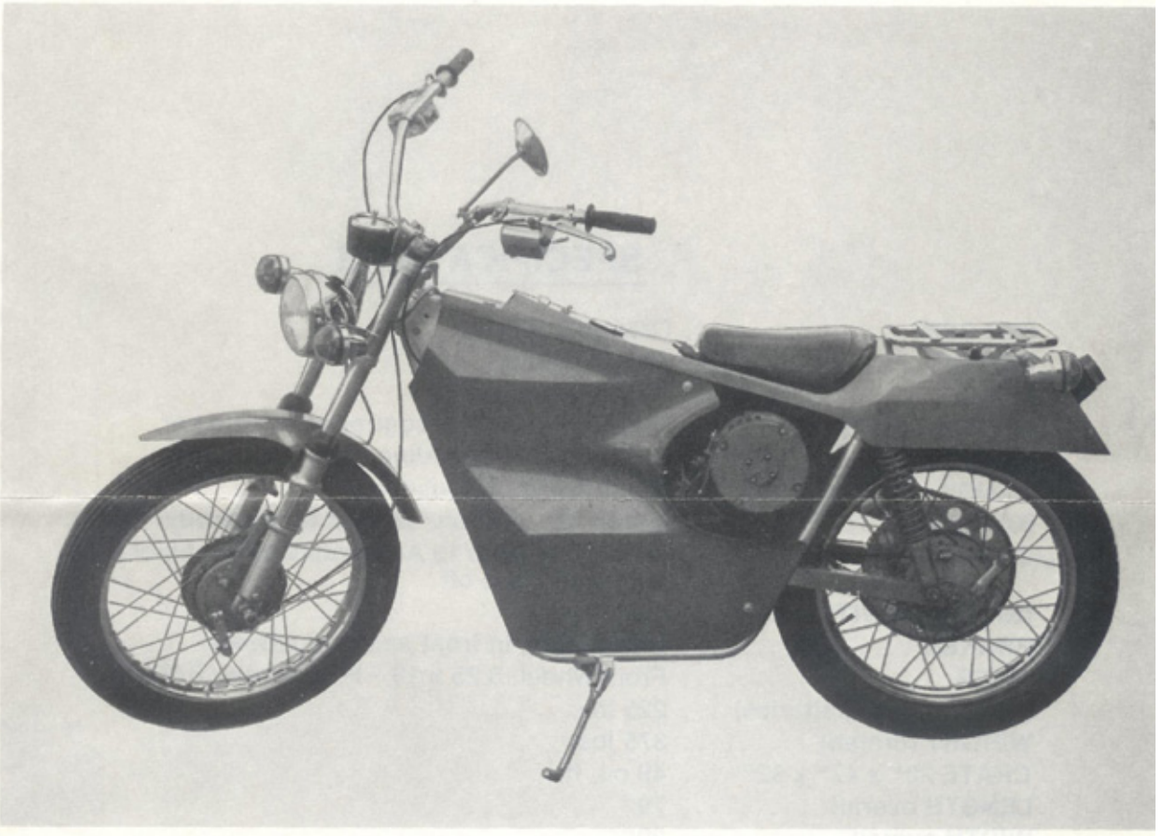
SPECIFICATIONS

COLOR	Orange
MOTORS	(2) ½ H.P., 24 volt Permanent Magnet
DRIVE	(2) Vee-belts to rear wheels
MOTOR CONTROL	Series/parallel, 12-24 Volt, 2-speed air switch activated through nylon tube from steering wheel control
SPEED	12-Volt mode: 9 m.p.h.—24-Volt mode: 18 m.p.h.
RANGE	40/50 miles or equivalent
BATTERIES	Group '27', 12 Volt, 95 Amp (2 required)
CHARGER	Built-in, 12 Volt/20 Amp with electric timer and automatic shut-off
IGNITION SWITCH	Key Type
BRAKES	Drum brakes in front wheels—electric braking to rear wheels.
TIRES	17 x 2.25
WEIGHT (less batteries)	240 lbs.
WEIGHT (wood crate)	550 lbs.
CRATE 42″ x 44″ x 90″	96 cu. ft.
LENGTH overall	83″
WIDTH over axles	40″
HEIGHT over frame	12½″
HEIGHT over seat	23″

ACCESSORIES

Solid-State Motor Control—controls motor speed from 0 - Full by potentiometer on steering wheel	Price On Request
Surrey Top with Frame	$100.00 Additional

Super smooth . . . Super quiet!



Lyman ELECTRIC BIKE

NO NOISE . . . NO FUMES . . . NO HARD STARTS . . .
JUST PUSH SWITCH AND GO!

- Quick, dependable transportation for around town and going to work
- Well-balanced—easy to start—easy to ride
- 1½ H.P. 36-volt series motor
- Built-in charger with electric timer and shut-off
- Runs up to 40 miles on one charge

$1295
(batteries not included)

LYMAN METAL PRODUCTS LMP NORWALK, CT.

LYMAN ELECTRIC PRODUCTS
Norwalk, Conn.

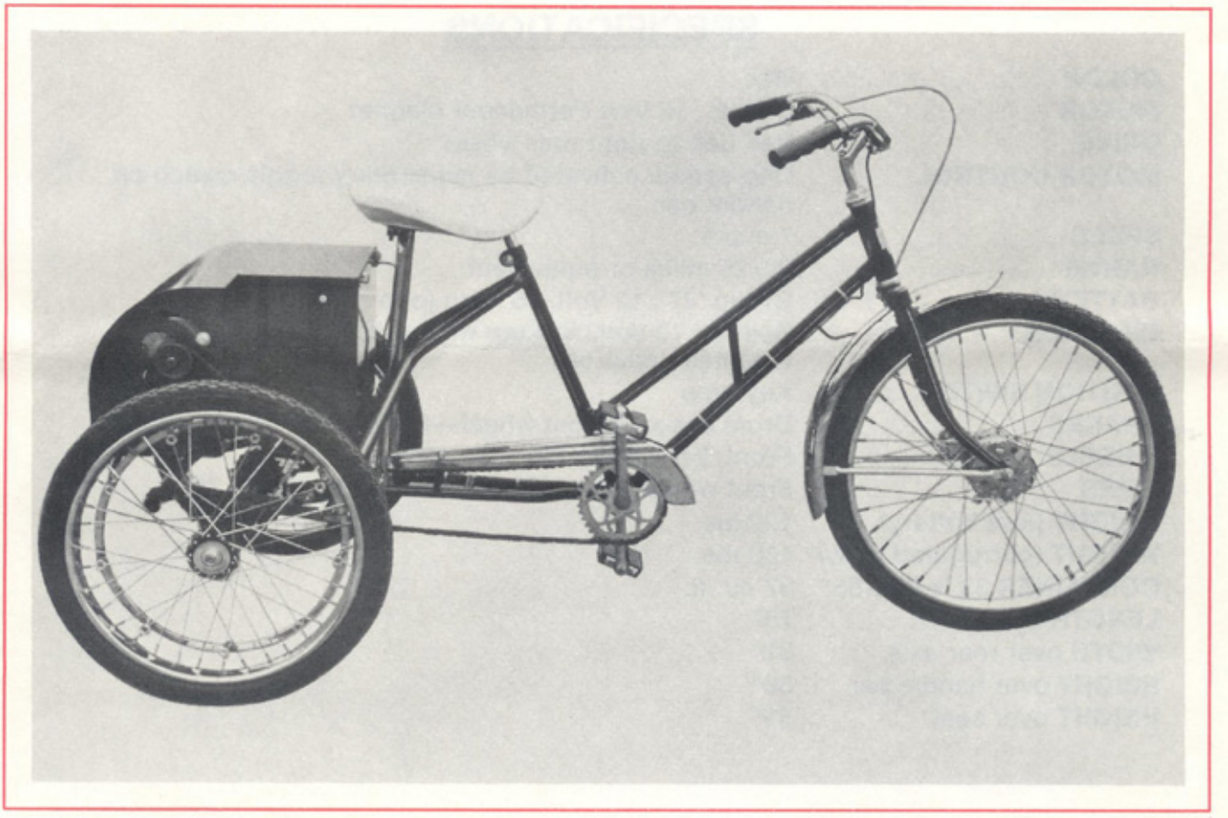
SPECIFICATIONS

COLORS	Orange or Green
MOTOR	36 Volt Series
DRIVE	Chain to rear wheel
MOTOR CONTROL	3-speed from twist-control on handle bar
SPEED	To 40 m.p.h. depending on motor option
RANGE	30/40 miles or equivalent
BATTERIES	Group '27', 12 Volt/95 Amp (3 required)
CHARGER	Built-in, 36 Volt/15 Amp with electric timer and automatic shut-off
IGNITION SWITCH	Key type
BRAKES	Drum brake in front and rear wheels
TIRES	Front wheel: 3.25 x 19 Rear wheel: 3.50 x 18
WEIGHT (less batteries)	225 lbs.
WEIGHT (crated)	375 lbs.
CRATE 22″ x 47″ x 82″	49 cu. ft.
LENGTH overall	79″
WIDTH overall	20″
HEIGHT over handle bar	45″
HEIGHT over seat	31″

ACCESSORIES

Special High-Torque Motor	$150.00 Additional
Solid-State Motor Control (available only when ordering high-torque motor)	$250.00 ″

ABSOLUTELY QUIET AND FUN TO DRIVE!



NO NOISE . . . NO FUMES . . . NO HARD STARTS . . . JUST PUSH SWITCH AND GO

LYMAN ELECTRIC TRICYCLE

Perfect for Industrial Plants, Resorts, Estates, Institutions, Trailer Camps

- ½ H.P. 12-Volt Motor
- Built-in Charger with electric Timer and Shut-off
- Large Utility Basket
- Runs up to 25 miles on one charge

$695 Batteries not included

LYMAN METAL PRODUCTS LMP NORWALK, CT.

LYMAN METAL PRODUCTS
Norwalk, Ct.

SPECIFICATIONS

COLOR	Red
MOTOR	½ H.P., 12 Volt Permanent Magnet
DRIVE	Vee belt to right rear wheel
MOTOR CONTROL	One-speed, activated by momentary toggle-switch on handle bar
SPEED	7 m.p.h.
RANGE	20/25 miles or equivalent
BATTERY	Group '27', 12 Volt, 95 Amp (one required)
CHARGER	Built-in, 12 Volt/10 Amp with electric timer and automatic shut-off
IGNITION SWITCH	Key type
BRAKES	Drum brake in front wheel—Coaster brake to rear axle
WHEELS	Front: 24 Rear: 20 ⅛ spokes
TIRES	Front wheel: 24 x 1.75 Rear wheels: 20 x 1.75
WEIGHT (less battery)	120 lbs.
WEIGHT (corrugated ctnr.)	150 lbs.
CONTAINER 33″x36″x55″	37 cu. ft.
LENGTH overall	75″
WIDTH over rear axle	31″
HEIGHT over handle bar	39″
HEIGHT over seat	31″

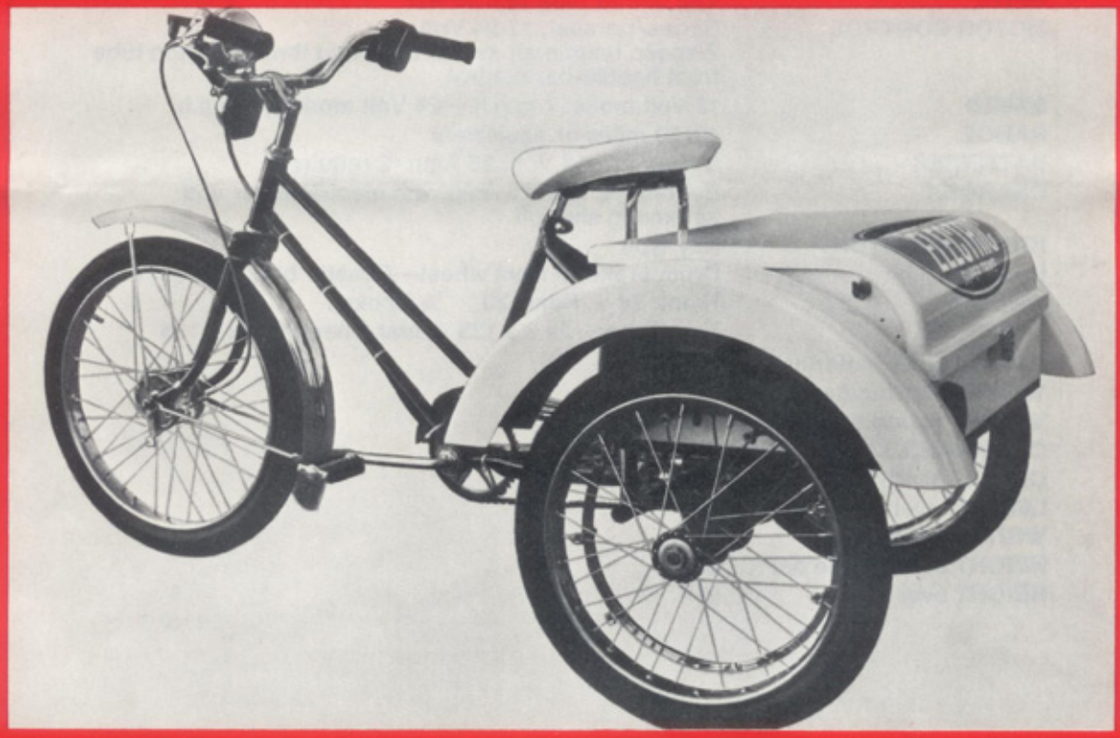
ACCESSORIES

Headlight & Switch		$25.00	Additional
Taillight		$25.00	″
Horn & Horn Button		$25.00	″
Air Switch & Handle-Bar Control		$40.00	″
26″ Wheels with hard-rubber tires	(Set of 3)	$40.00	″

LYMAN ELECTRIC

SUPER TRIKE

NO NOISE . . . NO FUMES . . . NO HARD STARTS . . . JUST PUSH SWITCH AND GO



SUPER SMOOTH . . . SUPER QUIET!

Quick, dependable, safe transportation indoors and outdoors.

- 1 H.P. 24-Volt Motor
  (Dual motors with dynamic brakes optional.)
- Series/Parallel 2-Speed Control
- Built-in Charger with electric Timer and Shut-off
- Now in Fiberglass
- Runs up to 50 miles on one charge

$960 Batteries not included

LYMAN METAL PRODUCTS NORWALK, CT. LMP

LYMAN METAL PRODUCTS, NORWALK, CT.

CP-5

SPECIFICATIONS

COLOR	Red
MOTOR	1 H.P., 24 Volt Permanent Magnet
DRIVE	Vee belt to right rear wheel
MOTOR CONTROL	Series/parallel, 12-24 Volt, 2-speed unique air switch activated through nylon tube from handle-bar control
SPEED	12 Volt mode: 7 m.p.h.—24 Volt mode: 15 m.p.h.
RANGE	40/50 miles or equivalent
BATTERIES	Group '27', 12 Volt, 95 Amp (2 required)
CHARGER	Built-in, 12 Volt/20 Amp with electric timer and automatic shut-off
IGNITION SWITCH	Key type
BRAKES	Drum brake in front wheel—Coaster brake to rear axle
WHEELS	Front: 24 Rear: 20 ⅛ Spokes
TIRES	Front wheel: 24 x 2.125 Rear wheels: 20 x 2.125
WEIGHT (less batteries)	165 lbs.
WEIGHT (corrugated ctnr.)	185 lbs.
WEIGHT (wood crate)	375 lbs.
CONTAINER 33″x36″x55″	38 cu. ft.
CRATE 36″x43″x80″	72 cu. ft.
LENGTH overall	75″
WIDTH over rear axle	33″
HEIGHT over handle bar	39″
HEIGHT over seat	31″

ACCESSORIES

Headlight & Switch	$ 25.00	Additional
Combination Stoplight/Taillight	$ 25.00	″
Horn & Horn Button	$ 25.00	″
Special High-Torque Motor	$ 25.00	″
Dual Motors with Dynamic Brakes & 3-Speed Control	$250.00	″
20″ Wheels with hard-rubber tires (Set of 3)	$ 40.00	″

The Romp

FROM MOTOBECANE

New: The Romp™

A HEAVYWEIGHT WITH A LIGHTWEIGHT PRICE YOU'LL LOVE IT!

Front and rear suspension, 2¼ x 17 wheels, Motobecane Reliability, plush seat, super competitive price — The Romp takes the market and the competition head on.

THE MOTOBECANE HAS NEVER LOOKED SO GOOD — FOR SO LITTLE.

Special Features:

- — chromium plated cylinder
- — extra wide comfort seat
- — concealed storage compartment
- — lighted speedometer and odometer
- — 2¼ x 17 tires
- — steering column lock
- — tool kit
- — rear view mirror
- — fuel tank with reserve capacity
- — safety reflectors
- — sealed beam head light; tail light, stop light

Specifications:

Overall Length	69.34″
Overall Height	39.79″
Weight	99 lbs.
Frame Type	pressed steel
Suspension	telescopic front fork; rear swing arm with shock absorbers
Brakes: Front	drum
Brades: Rear	drum
Tires: Size	2¼ x 17″
Tank Capacity	1 U.S. gallon
Engine Type	Motobecane Dimoby, single cylinder, air cooled, 2 stroke
Transmission	Automatic
Fuel Mixture	4 oz. 2 stroke oil to a gallon of gasoline
Engine Displacement	49cc
Ignition and Lighting	flywheel magneto
Identification: Engine No.	I.D. plate on engine cylinder head
Frame No.	under right-hand storage cover
Seat	extra-wide comfort saddle
M.P.G.	143

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ELECTRIFY YOUR BIKE!

See how healthy bike riding is. PEDALPOWER fits all bikes and adult trikes.

Two models to choose.
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Model 100 (1.0 h.p.)

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Newly designed water activated 12v/34 amp electric vehicle battery for deep discharges and constant recharging.

Surefire 12v/3 amp trickle charger clamps easily behind motor unit for overnight recharging from any household outlet.

MODEL 50 MEN'S BIKE

MODEL 100 WOMEN'S BIKE

Electric Powered Tricycles
For Pleasure and Utility

"GROCERY - GETTER"

Especially designed for economy. Lightweight frame aids easy handling and maneuverability for short shopping trips. Comes complete with comfortable seat, heavy duty front drum brake and wire basket.

"EASY - RIDE"

Designed for recreational use. Built with a smaller sprocket to make optional pedaling easier on long rides. Equipped with both coaster and caliber brakes. Long ride comfort seat for easier travel. Available pre-assembled.

"HEAVY - DUTY"

Among many uses, this model is popular for inter-company mail and parts delivery, as well as Security Guard duties. Best choice for individuals requiring hard daily use. Available pre-assembled.

"EASY - MOUNT"

Originally designed for the handicapped, this model has become popular with ladies. Has a low climb-on of only seven inches. Rear fenders protect rider from mud. Attractive vinyl basket and locking parking brake are favorites for shopping and protection. In addition, this model has a differential so that both wheels drive and brake simultaneously.

Electropeds©

GX 2000

- Fits anywhere!
- Take-apart in seconds in three separate pieces.
- Ideal for cars, campers, boats and planes.
- Detachable frame and lift-out battery.
- Sealed beam headlight and stop-tail light with rearview mirror.
- Front drum and rear coaster brakes.
- Mono-shock smooth-ride suspension.
- Two-speed hub for easy pedaling.
- Motor speed: 15 mph — With pedaling: 25 mph.
- 25 miles per charge.
- Total weight 68 lbs.

Electroscooter

- Starts from standing position.
- Double power 24-volt motor.
- Choose speed from 0-20 mph.
- Variable twist-grip throttle control.
- Comes equipped with headlight, stop-tail light, key switch, front and rear suspension, front and rear drum brakes and rearview mirror.

ELECTRIC VS GAS

•PEDALPOWER Range Good For 95% Of Daily Moped Trips (Average Less Than 25 Miles)

•No Noise •No Gas •No Oil •No Pollution •No Complicated Maintenance

•Safe, Reliable, Easy Operation •Allows Easy Pedaling When Desired

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IN N.J. CALL COLLECT: 609-468-0270

PEDALPOWER
1100 Interstate 20 West, Arlington, Texas 76017
Toll Free: 800-257-7955

EV-Literature0022.jpg

What is a plug-in car?

In an all-electric car, high performance batteries store cleaner, cheaper, domestically produced electricity, and an electric motor provides propulsion with zero emissions. In a plug-in hybrid, more batteries than a conventional hybrid allow local all-electric, zero-emission driving with a gasoline engine for longer distances.

Sounds great! Can I get one?

It's very difficult to find an electric car today. Carmakers should offer us the choice of electric cars and plug-in hybrids. The automakers produced great electric cars to meet California's Zero Emission Vehicle Mandate during the '90s. But only a small number of these electric cars were ever offered for sale. The auto and oil industries spent millions lobbying in Sacramento, sued in federal court and successfully eviscerated the Mandate, eliminating any real choice for consumers.

GM, Honda, Ford and Toyota confiscated and destroyed thousands of electric cars, despite offers of cash from satisfied customers. In 2005 as a result of the DontCrush.com campaign to save electric cars, Ford and Toyota agreed to stop crushing their great electric cars.

But the automakers still only sell gas cars. The Electric Auto Association and Plug In America are working for the electric choices we want now.

Electric cars are very reliable. No oil changes, no tune ups. EVs have fewer than 1/10th as many parts as a gas car. No engine, transmission, spark plugs, valves, fuel tank, tailpipe, distributor, starter, clutch, muffler or catalytic converter.

Electric car resources

Who Killed the Electric Car?
Must-see documentary.
In theaters Summer, 2006.
whokilledtheelectriccar.com

Plug In America/
Electric Auto Association
www.pluginamerica.com www.eaaev.org

CalCars Plug-In Hybrid Project
www.calcars.org www.eaa-phev.org

National Plug-in Hybrid Campaign
www.pluginpartners.org

EDRIVE Plug-in Hybrid
www.edrivesystems.com

Plug-In Hybrids: The Cars that will Recharge America
a book by Sherry Boschert
pre-order at: www.sherryboschert.com

EV World Online Magazine
www.evworld.com

PLUG IN AMERICA

www.PlugInAmerica.com
contact: info@pluginamerica.com

Why Plug-in Cars?

Cleaner, cheaper, domestic fuel!

Zero emissions!

No noise!

No kidding!

(And no money goes to greedy oil companies, dictators or terrorists.)

FAQ

RAV4 EV

Range: 125 miles
Top Speed: 80 mph (governed)
Weight: 3480 pounds
Motor: 50 kW perm. magnet
Batteries: 24 12-volt NiMH
Voltage: 288-volt system
Charger: 220 volts/30 amp;
5 kW inductive
Battery Capacity: 25.9 kWh

EDrive Systems Plug-in Prius

All Electric Range: 50-60 miles
Top All-Electric Speed: 34 mph (governed)
Weight: 2989 pounds
Motor: 50 kW perm. magnet AC (67 HP)
Batteries: Lithium-ion
Voltage: 201.6-volt system
Charger: 110 volt/15 amp;
1 kW; 3-prong plug
Battery Capacity: 9 kWh

• *How many miles can the RAV4 EV go between charges?*
The RAV4 EV has a maximum range of about 125 miles on one full charge, but you can add charge anytime. In California, you can charge up at many shopping centers and public parking lots, and it's free.

• *How many miles can the Plug-in Prius go on electricity? How fast can it go?*
The Edrive plug-in Prius has a maximum all electric range of 50 to 60 miles. After that, or over 34 mph, the gasoline engine kicks in as in the conventional Prius.

• *How long to recharge the batteries?*
Less than a good night's sleep.

• *Where do you charge?*
Usually in one's garage overnight, but there are public chargers for electric cars as well (www.evchargernews.com).

• *Is it expensive to charge?*
Less than $1 to fill a plug-in hybrid; $2-4 for an all-electric car.

• *Aren't electric cars inefficient?*
EVs are the most efficient cars on the road:
Toyota RAV4 EV: 887 BTU/mile
Toyota Prius: 2250 BTU/mile
Toyota RAV4 Gas: 4423 BTU/mile
RAV4 EV rated 112 MPG equivalent.
fueleconomy.gov/feg/byfuel/byfueltypeNF.shtml

• *Aren't conventional hybrids better?*
Maybe for some people. But most people have access already to electricity. And electricity is cleaner, cheaper and domestic.

• *Isn't hydrogen the solution?*
No. Hydrogen fuel cell cars are 4X less efficient than battery EVs if the hydrogen is produced from electricity. It's 1.4X less efficient if made from natural gas. Where and how will the hydrogen be stored? Who will pay the billions required for this new infrastructure? (Hint - us taxpayers.) With plug-in cars, the infrastructure is already in place - the electric grid.

• *What about the pollution created making the electricity? Aren't you just moving the pollution?*
No. Even using coal, emissions are lower with EVs and moving the pollution away from population centers is a good thing. But there's more. Utilities have plenty of excess generating capacity at night which could charge millions of plug-in cars. While electricity is getting cleaner and more renewable every year, even the cleanest gasoline car becomes ever more polluting. An electric car, on the other hand, just gets cleaner over time as the grid gets cleaner.

• *Can I charge a plug-in car with solar or wind power?*
Yes, the cleaner the power the cleaner the car. Putting solar PV on your home or business makes even more sense with a plug-in car. The investment pays off faster, and the car becomes truly zero-emission.

What can I do?

Say no to oil! Tell the automakers and dealers you won't buy another new car until you can buy an electric or plug-in hybrid car. Buy an electric scooter or bike. Take public transit (lots of electric!). Bike. Walk. Buy a used electric conversion (www.evfinder.com), or make one. Put solar (photovoltaics) on your roof.
Sign the pluginpartners.org petition.

Join Plug In America
www.PlugInAmerica.com

Electric Auto Association

August, 2006

Dear EAA members:

The EVent of the year is upon us, and we invite you to assist us. The Sony Classics release ***Who Killed the Electric Car?*** is playing nationwide in theaters. This film is helping put electric cars back into the national discussion about alternatives to petroleum. See *www.whokilledtheelectriccar.com* for a nationwide list of theaters where it is playing. Check your local movie listings. If it is not coming to your area, speak with a local theater manager about booking it.

Encourage your friends and family to view it in the theater as soon as it opens. We need to do everything possible to keep this film in theaters throughout the summer and into the fall.

If you have an electric car, display it in front of the theater entrance to "make it real" for the film viewers, to prove that the electric car is "not dead yet."

When theater-goers exit the film, talk with them about your experience with an electric car and distribute our *"Why Plug-in Cars?"* tri-fold flyer (enclosed and downloadable at *www.pluginamerica.com/downloads.shtml*). We find that many people are enraged after viewing the film and want to do something.
Here are four things to tell people they can do now:

1. **Tell friends to see the film.** Every ticket sold is a vote for electric cars!
2. **Tell the local auto dealer you won't buy** a hybrid until it has a plug on it.
3. **Join *Plug In America* and the *Electric Auto Association.***
4. Sign the Plug-in Partners petition. (www.pluginpartners.org)

This is our mission for this year, our national campaign. Help us make ***Who Killed the Electric Car?*** a box-office success, and a jolt for movement for electric cars.

In addition to the trifold we've enclosed a sticker for the back of whatever you drive. Let us know if you would like more of these by sending an email to *marc@pluginamerica.com*.

Yours truly,

Ron Freund

Ron Freund, Chair

and the Board of Directors of the Electric Auto Association

www.EAAEV.org ***Promoting electric cars since 1967***


$3...$4...$5.../gallon!
Who Killed the Electric Car?