

Charged Up



ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)

An affiliate of the Electric Auto Association (EAA)

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- Vice President: Lloyd Rose
- Treasurer: Richard Rodriguez
- Secretary: David Crow
- Program Chairman: Staff
- Newsletter Editor: David Crow
- Webmaster: Russ Lemon
- Event Director: Raejean Fellows

Monthly Meetings: The 3rd Wednesday of the month, (No Meeting in December).

Meeting Location, Date and Time:

Center for Sustainable Energy
9325 Sky Park Court, Suite 100
San Diego, CA 92123

Wednesday, 16 Nov 2016, 7:00 P.M.

Program: News, Project Status, Events

Newsletter Topics:

Educate and Advocate



Fun with Charts (Sales)



More Electric Scooting



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Message from the President

Hi All,

I am wondering why a company like Nissan has only one model EV (for sale in the US)? I saw the 2017 model LEAF and it LOOKS exactly like my LEAF. 30KWh battery (awesome); but, it is the exact same style. This actually makes the Leaf OLD by industry standards. Tesla has had the most diversity in my mind. A real product line of EVs. What is the holdup with these other guys?

We have a fully packed meeting this month with a ton of information. We will have an update from CSE, a quick update from the American Lung Association, Mathewson Electric, Info on organizing the San Diego Auto Show, and much more...Hope to see you there!

-Joseph



2016 Tesla Model X P90DL

Electric-Car “Living Lab” Aims to Boost EV Sales beyond Californians and Early Adopters

NOVEMBER 1, 2016 BY BENGT HALVORSON, <http://blog.caranddriver.com/>

Living Lab electric vehicle showcase - Drive Oregon There isn't a Tesla store in downtown Portland, Oregon, although next year the city will get something that at a quick glance might be mistaken for one. It's to be called the Oregon Living Lab, a storefront gallery that will act as a brand-neutral showcase for electric-vehicle technology, exhibits, and events and a hub for demos and test drives.



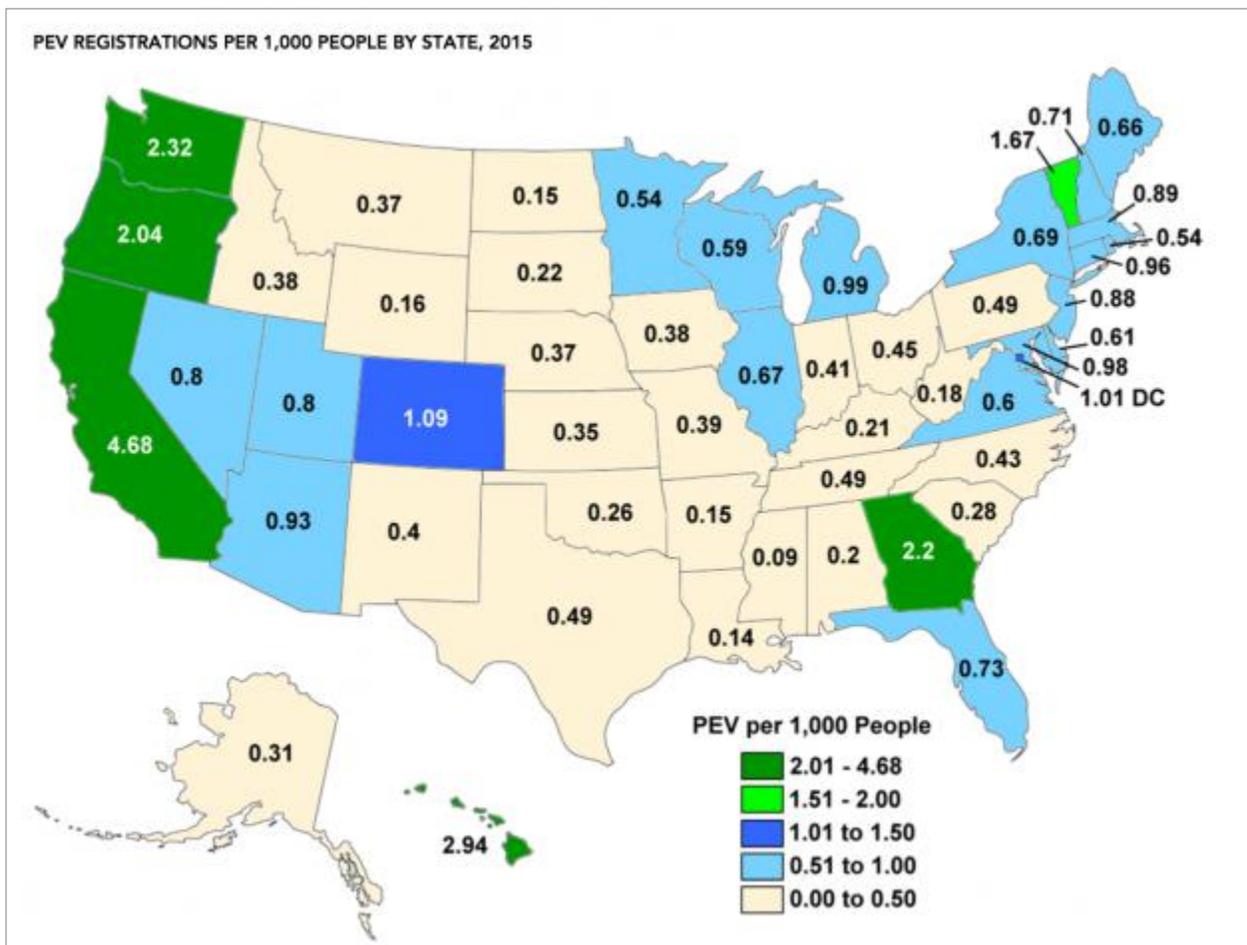
The Living Lab is part of a plan proposed by Drive Oregon, a Pacific Northwest electric-vehicle advocacy and industry group. It's slated to be almost entirely federally funded—by a \$993,450 award, part of a \$58 million allocation designated to advance “fuel-efficient vehicle technologies” from the U.S. Department of Energy’s Vehicle Technologies program.

In all, the program is funding 35 projects that aim to reduce the cost and improve the efficiency of plug-in electric vehicles as well as conventional gasoline and alternative-fuel vehicles. The showroom is needed for one reason: Beyond a narrow group of geeky early adopters—who arrive at the showroom often better informed than the dealership’s sales staff—[electric cars are a tough sell](#). Simply put, a lot of car shoppers for whom EVs would work fine as daily drivers don't understand the benefits of driving electric.

Convincing those shoppers of the vehicles' merits involves more time and effort on the part of salespeople and dealerships than some stores are willing to contribute. That led the National Automotive Dealers Association to put out some guidelines on how to market and sell electric vehicles, cautioning that “for any number of reasons, including the relative affordability, convenience, and performance of [internal combustion] vehicles, a significant market-based demand for plug-in electric vehicles has yet to materialize.”

Over three years, the Drive Oregon project aims for real, quantifiable results. These include getting 50 more partners signed on to a Department of Energy charging challenge, recruiting 12 more public or private fleets for a West Coast electric-fleet pledge, and to put butts in seats with 5000 electric-vehicle test drives. Drive Oregon’s physical showcase will be around the block from Portland’s Electric Avenue, which serves as a test bed for fast-charging solutions. The showroom will have free overnight parking for EVs that are directly related to showcase activities. The project won’t be selling cars, but it will offer a seamless “fulfillment process” via partnerships with local dealerships—at the start, the local Tonkin dealership group, which numbers more than 20 stores. Pricing might be negotiated remotely from the showroom, while the dealership could potentially bring paperwork to the facility and offer delivery to the customer then and there. Ultimately, the three-year Oregon project will be gauged a success based on how much it has affected sales numbers, said the group’s director, Jeff Allen. “General outreach campaigns tend to be too squishy,” he admitted. “On one end, you have automakers who are in the business of selling their cars; on the other, you have government or agency outreach who are often buried in minutiae. We are absolutely in the business of selling people on the product.”

Drive Oregon is aiming for pure-electric vehicles to be 15 percent of new-car sales in the Pacific Northwest by 2025. It has a long way to go. Currently, even in green Oregon, combined sales of EVs and plug-in hybrids add up to less than two percent of the sales mix. On a per-capita registration basis for 2015, Oregon, Washington, and Georgia top two percent, while California stands at less than five percent.



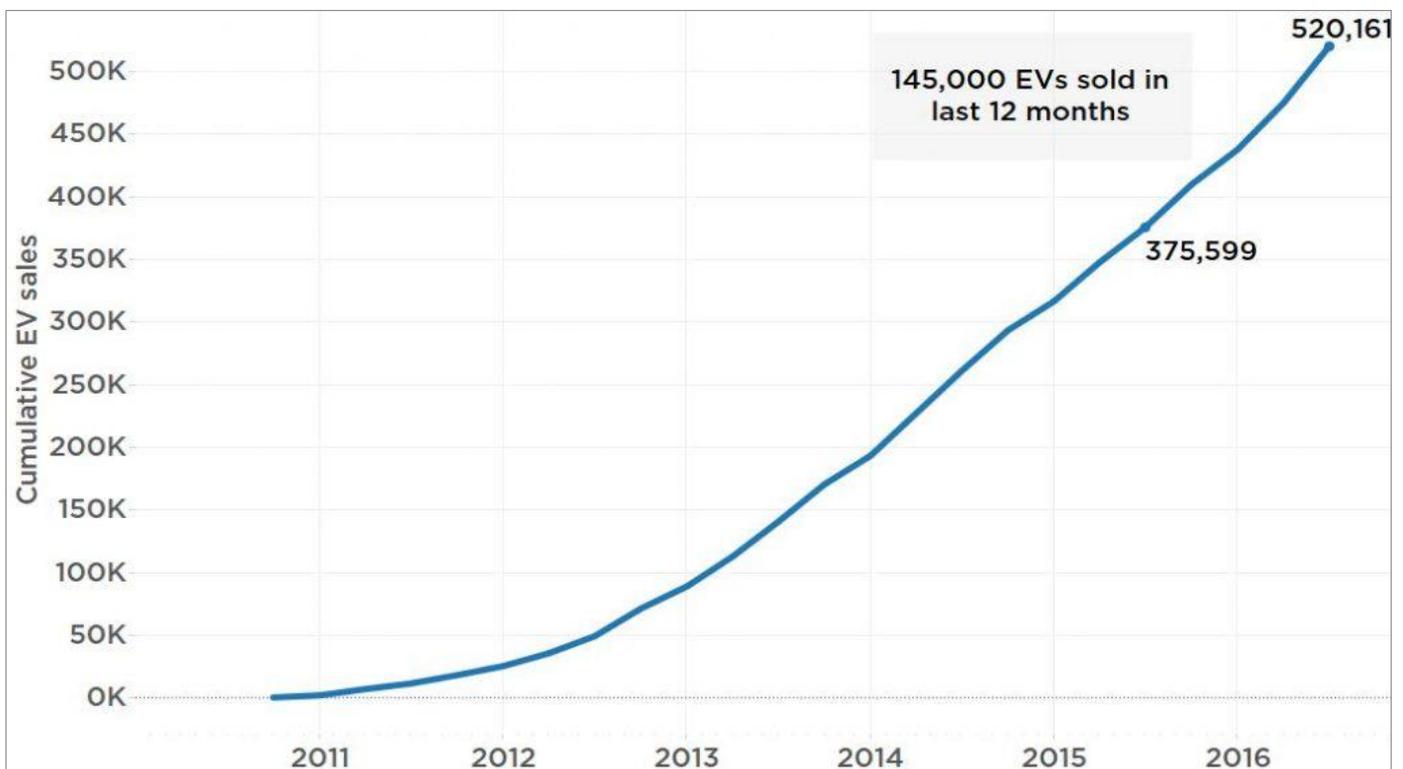
The State of the Electric Car Market in 4 Charts and Graphs

JOSH GOLDMAN, LEAD POLICY ANALYST, CLEAN VEHICLES, <http://blog.ucsusa.org/> | OCTOBER 24, 2016

I'm guessing that over the past 3 months (or more), your news feed has been dominated by election-related stories. So you may have missed the recent good news about the electric vehicle (EV) market in the United States. To bring you up to speed (and provide a brief break from election hullabaloo) here are 4 graphs that explain what's been happening in the world of EVs.

Graph 1 : EV sales are charging ahead (see what I did there?)

EV sales in the US just hit a new record. Over 45,000 EVs were sold in the third quarter of 2016, up more than 60 percent from the same time a year ago.



EV sales are on the rise, though still represent around 1 percent of national vehicle sales. Source: insideevs.com

The sales increase can be partly attributed to the second generation Chevy Volt, which became widely available in March 2016 and includes 50 miles of electric range along with a backup gasoline engine. Plug-in hybrid electric vehicles (PHEVs) like the Volt allow many drivers to do all of their normal daily driving purely on electricity, without any fear of running out of juice because they can just fill up with gas if the batteries are drained.

Confused about the difference between PHEVs like the Volt and battery electric vehicles (BEVs) like the Nissan LEAF? Check out this explainer post.

Graph 2 : EVs are selling despite lower oil prices

EV sales reached this new high-water mark despite spotty availability of EV models across most of the country and continued lower-than-average oil prices, a factor often cited as hampering EV sales.



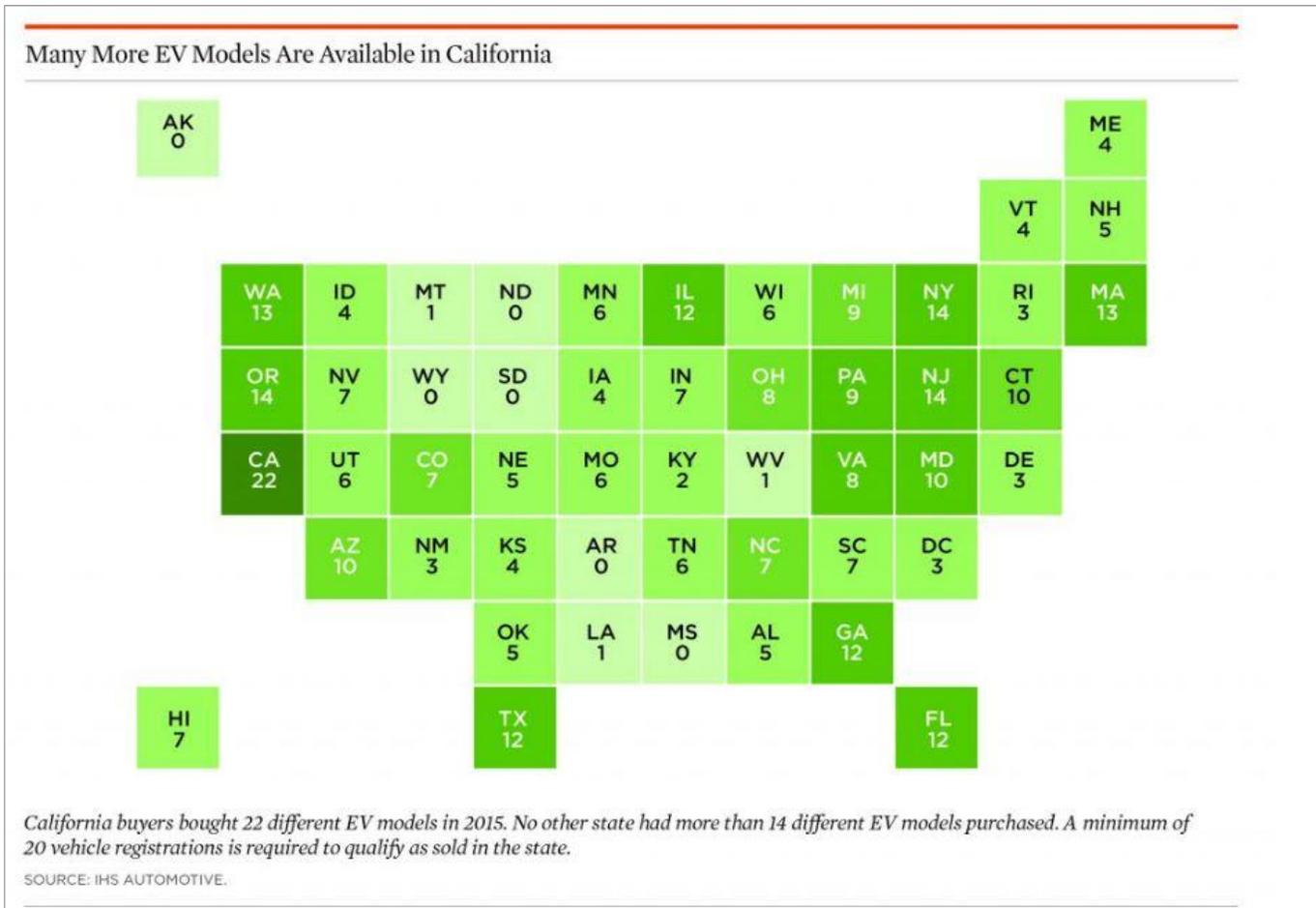
EV sales continue to climb despite relatively low gas prices. Sources: InsideEVs.com and U.S. Energy Information Administration

Low gas prices do take some of the spotlight off of EVs, despite their lower operating costs compared to gas-powered vehicles. But even with gas hovering around \$2.30 a gallon, driving on electricity remains cheaper.

The US Department of Energy estimates that driving on electricity is like paying \$1.15 per gallon of gas, and electricity prices have historically been much more stable and predictable than gasoline.

Graph 3: Sales would be even higher if they were more widely available

Generally speaking, EVs are not readily available outside of California. The current lack of availability is due, in part, to the fact that a major policy pushing automakers to offer EVs—the California Zero Emission Vehicle Program—does not require automakers to sell EVs outside of California (yet).



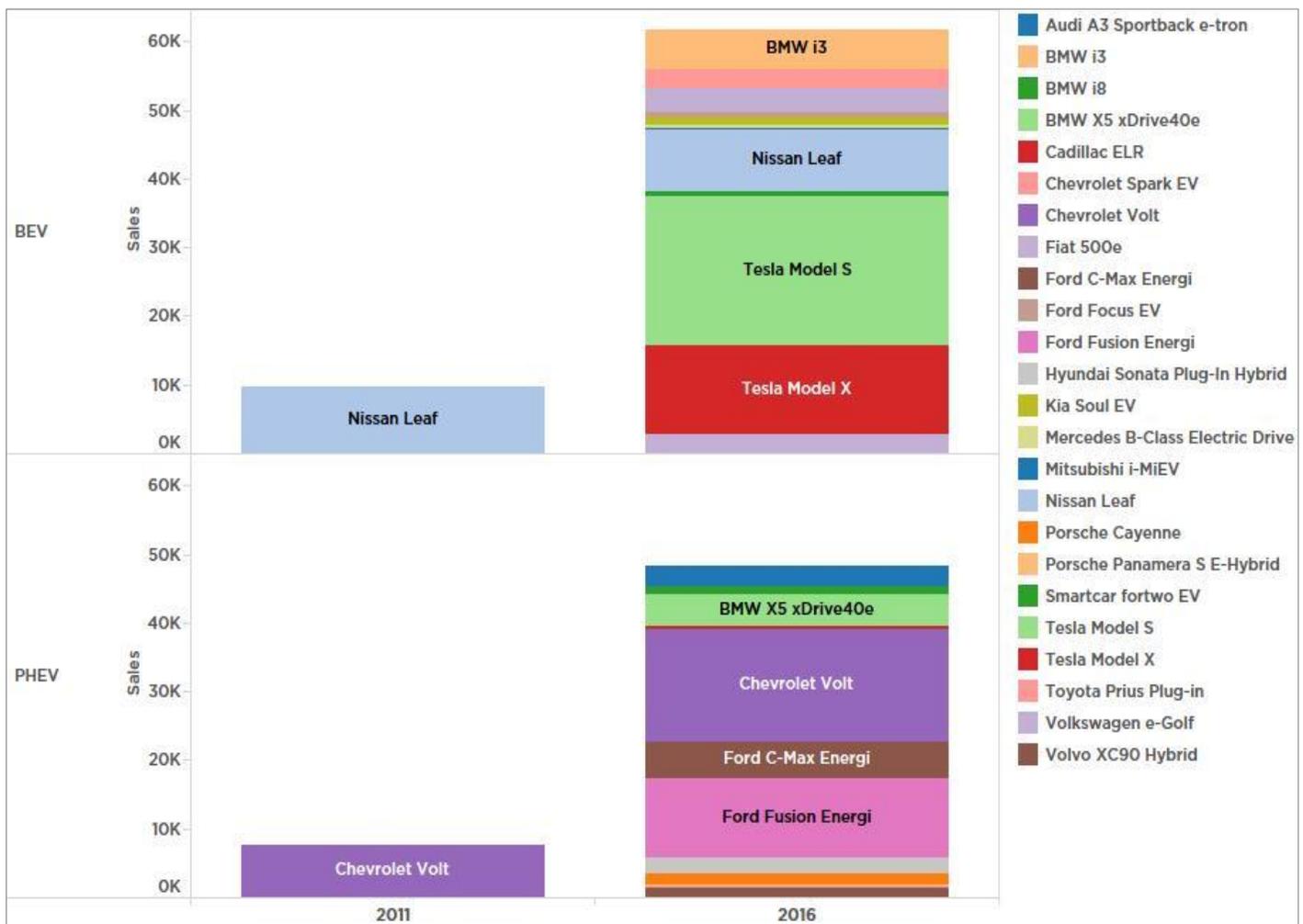
The requirements of the California program are set to expand to 9 additional states (ME, CT, VT, NY, MA, RI, MD, NJ, OR) in 2018, which together made up 28 percent of combined vehicle sales in 2015. So, the expanded role of policy pushing automakers to sell EVs in major vehicle markets outside of California will likely accelerate aggregate EV sales over the next couple years.

Graph 4 : More automakers are getting in the EV game

2017 should be an exciting year for EVs. Chevy is about to drop the Bolt, an all-electric car with over 200 miles of range and a price tag of around \$30,000 after the federal tax credit. Toyota is releasing a new Plug-in Prius, now called Prius Prime, and recent pricing announcements put the cost similar to the price of existing Prius models.

Also in 2017, Tesla is aiming to ship their much-anticipated Model 3, and Hyundai will launch their Ioniq series that will include several electric drive train options. In 2018, Audi is slated to launch an all-electric 300-mile range SUV.

[Check this post for more detail on other EVs coming to showrooms soon.](#)



Consumers are now able to access many more electric vehicle options compared to 2011. More EV offerings from more automakers are planned in the next couple years, which will help the EV market continue to grow. Note that all BMW i3s were considered BEV, though some were the range-extender models that are PHEVs. Source: ucsusa.org

Overall, more EV options mean more choices for drivers to choose a vehicle that is cheaper and cleaner than a comparable gasoline model (and fun to drive). Though the EV market still has to overcome some hurdles, the state of play right now provides real reason to be optimistic about where EVs are headed.

FIRST ELECTRIC VESPA CONCEPT UNVEILED AT EICMA

By Albert Khoury, www.digitaltrends.com, November 12, 2016

As electric cars gain ground across the world, more two-wheeled vehicles are utilizing zero-emission locomotion as well. In the U.S., electric scooters are available for rental in San Francisco and other major cities, and now, as part of the Vespa Elettrica project, the Piaggio Group is offering its own model. The concept was unveiled at the 2016 EICMA (Esposizione Internazionale Ciclo Motociclo e Accessori) trade show in Milan.

“Introducing the Vespa Elettrica project,” Piaggio said in a press release on its official site. “The new mobility solution according to the most elegant and beloved two-wheeled brand in the world, that takes a step into the future in complete consistency with the values that have accompanied its history.”

[More: Scoot Networks teams up with GenZe to expand electric scooter fleet](#)

The vehicle manufacturer is “assessing the most advanced players in the sector on a global level to develop innovative technological electric motor solutions together.” Planned production and sales are set to begin in the “second half of 2017.”

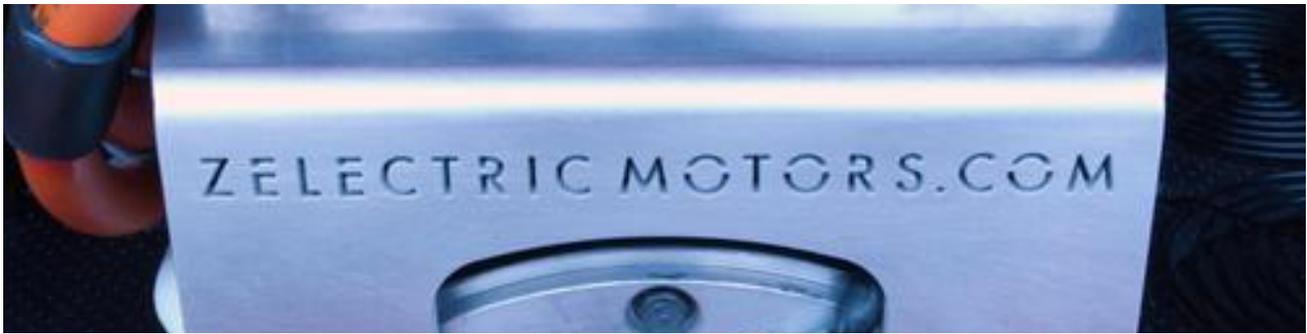


The company is adamant that the electric Vespa will retain the qualities and heritage the Italian brand is known for. “The style, agility, ease of use, and riding pleasure will be the same as the Vespa we have always known, with the addition of technological and innovative connectivity solutions,” the company’s statement reads.

When it comes to connectivity, current electric scooters have the ability to sync to your smartphone, where you can check up on efficiency, lock your vehicle, and even track it if it’s stolen.

With Vespa’s current line of internal combustion engine (ICE) scooters managing 70-117 mpg depending on the size of the motor (which ranges from 50 to 300 cc), the electric version should have a range approaching 200 miles if it wants to retain the practicality of its gas-sipping peers. Pricing has not been announced, but the current U.S. line features models that range from \$3,650 to \$7,500.

The Vespa brand celebrated its 70th anniversary this year and released some special editions to commemorate the milestone.



- PASSENGER PROTECTION
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Electric Auto Association (EAA) Membership Application Form

Fill out this form, attach a check, money order or use PayPal, in US funds only, payable to 'Electric Auto Association'. CE = Current EVents newsletter

e-CE \$35 USA & other Countries \$25 Student \$25 Senior (>65-USA/Canada only) birth year

paper CE \$45 USA \$48 Canada \$52 World \$29 Student \$29 Senior (>65-USA/Canada only)

\$120 (supporting level-1) \$240 (supporting level-2) \$500 or more (high voltage)_____ do not list my name

I support the _____EAA Chapter (additional chapters, \$10 each) _____

(\$10 each) Additional Chapters or Special interest group (other than the one that comes with the membership)

You can fold this form as indicated and mail it with your payment enclosed. Use tape to seal the form, **on the sides** , before you mail it or send an e-version of this form, through PayPal using <http://electricauto.org/eamembership.html>

New Member Renewal

Name email

This Form is to be updated

Please, use the EAA Website (www.electricauto.org) to Join our San Diego Chapter of EAA at:

https://electricauto.site-ym.com/general/register_member_type.asp

And specifically mention San Diego as your chapter.

The EAA website is a great general resource for EV information.

membership dues include a percentage goes to the EAA Chapter you support for public Electric Vehicle promotion Events like rallies, shows and EV rides.

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Please make check or money order payable to: EAA and reference EVAOSD. Send this form and payment to: Richard Rodriguez, EVAOSD Treasurer; 2755 Dos Aarons Way, Suite A, Vista, CA 92081

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