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The Honorable Nancy Pelosi
United States House of Representatives
Washington, DC

**Re: Proposed \$25 Billion Auto Stimulus Package Is Probably a Good Idea,
Provided Technology Developers Outside of Detroit Are Not Left Out**

Dear Speaker Pelosi:

I am writing to you today to ask that, before you agree to provide \$25 billion to the Big 3 in Detroit to come up with super fuel-efficient vehicles, consider setting aside 25% of those monies for smaller innovative companies across America who have been developing such technologies for years.

Securing Michigan's and Ohio's electoral votes is obviously at the heart of the current draft of the legislation that is so strongly skewed toward providing funding for the big automakers in Detroit. However, GM, Ford and Chrysler aren't the only companies that want to develop innovative technologies for super fuel-efficient vehicles. Many smaller innovative companies have been developing electric, hybrid and plug-in hybrid electric vehicle technologies for years while Detroit continued inexplicably to ignore the handwriting on the wall that the age of the gas guzzler is over.

Because the auto industry in Michigan and Detroit is in serious trouble, and because it's a major part of what remains of America's heavy industrial base, it makes sense for the government to help them avoid bankruptcy. But it would compound the previous myopic and flawed judgment of the automakers if Congress, and whoever becomes our next President, fails to give the opportunity to all companies developing super-efficient vehicle technologies to apply for this funding. In addition, no matter how much is appropriated for such technology, it should be tied to CAFE standards, not 35 miles per gallon by 2020, but to at least 40 miles per gallon by 2015. While such a stimulus package can help the industry, which gets what part of the package and how that is determined is crucial. I respectfully submit that it would be extremely inadvisable for Congress to assign the decision regarding which of the companies should get funding to the incumbent automakers that have resisted such change for so many years. Such decisions should be made by an independent body that is free of political or economic self-interest—an institution that may not be easy to find or create, but *this important mission demands no less.*

There is nationwide interest in new generation vehicles such AFS Trinity's prototype Extreme Hybrid SUV that is able to deliver 150 mpg in a plug-in hybrid. I emphasize that this is not a compact car, but a full size 4 or 5 passenger SUV. Yet it can deliver 150 MPG. Our prototypes can go at least 40 miles without burning a drop of gasoline in the electric vehicle mode with a top EV speed of 90

MPH. They also go from zero to 60 in 6.9 seconds in full hybrid mode. After 40 miles as an electric vehicle they convert to gas.

As more than 75% of Americans drive less than 40 miles a day they would burn zero gasoline on most days in our car. On weekends, they might drive an additional 100 miles, sixty of which on gasoline. Based on a total of 340 miles per week, fuel economy will average over 150 miles per gallon. No additional new technology is needed. This technology is ready to be integrated into vehicles that could be mass-produced. All that is needed is additional funding.

In Summary, in the interest of quickly overcoming our dependence on oil, at least 25% of the funds to be provided for the auto industry should go to small innovative companies with technology that is relevant to this cause. This is a partial listing of such companies:

VEHICLES:

AC Propulsion, AFS Trinity Power Corporation, Aptera, Azure Dynamics, Balqon, CommuterCars Corporation, Fisker Automotive, Global Electric Motor Cars, Odyne Corporation, Miles Electric Vehicles, Moroea, Phoenix Motorcars, Tesla, ZENN Motor Company

ELECTRONICS:

AC Propulsion, Aerovironment, Cafe Electric, E-Drive Systems, Energy CS, Hybrid Car Conversions, Hymotion, Hybrids Plus, Manzanita Micro

DRIVE SYSTEMS:

Enova Systems, NuGen, Raser Technology, TM4, UQM Technologies

BATTERIES

A123 Systems, Altairnano, Compact Power, Inc., ECD Ovonic, Electrovaya, Electro Energy, EnerDel, Valence Technology

INTEGRATORS:

Azure Dynamics, ISE, Inc.

ULTRACAPACITORS:

Maxwell Technologies

Thank you for your attention and your support.

Very truly yours,

Edward W. Furia