

Speaker Pelosi, Majority Leader Reid, Chairman Bingaman, Chairman Dingell, Senators McCain and Obama:

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.



150 MPG XH 150 Plug-In Hybrid SUV near AFS Trinity's Livermore, California engineering facility. It isn't a concept. It's real.

As an example, AFS Trinity has two fully operational Extreme Hybrid™ prototypes that 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. The technology is explained at afstrinity.com.

Since over 75% of Americans drive less 40 miles a day, in

this car, they would burn zero gasoline on most days. On weekends, they might drive an additional 100 miles. Sixty of which would use 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.

We are not alone.

There are numerous smaller companies with amazing and relevant technology. Below is a partial listing.

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

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 in the field like those listed above.

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.

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 was 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-effi-

cient vehicle technologies to apply for this funding.

No matter how much is appropriated for such technology, it should be tied not to CAFE standards of 35 miles per gallon by 2020, but to at least 40 miles per gallon by 2015.

Is it advisable for Congress to assign the decision regarding which of the companies should get this funding to the incumbent automakers who have resisted such change for so many years?

We don't think so. 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 requires no less.

The companies listed above are North American firms whose work we admire because they have been focused for years on enabling America to meet the challenge of developing and commercializing super-fuel-efficient electric, hybrid and/or plug-in hybrid electric vehicles.



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