

# NORTH BAY CHAPTER



**Electric Auto Association**  
Promoting Electric Vehicles Since 1967

SEPTEMBER 2015 EDITION

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## THIS MONTH'S NBEAA MEETING

September 12<sup>th</sup>: This is the day before Drive Electric Day. The meeting will consist of final preparations for Drive Electric Day.

## FUTURE NBEAA MEETINGS

### FUTURE MEETINGS:

October 10<sup>th</sup>: A complete presentation on the 2015 WAVE EV "rally" or travelling EV "Show & Tell". The vehicles (and people) involved along with the effectiveness of this type of Show & Tell.

November 14<sup>th</sup>: *Please send suggestions*

## LOCAL EV EVENTS:

### National Drive Electric Day:

The date for the Drive Electric Day Santa Rosa is Sunday, September 13<sup>th</sup>, from 11 AM until 4 PM and will be held in the Coddington Mall north parking lot. This event has been the most effective way to influence people to buy or lease an EV. *Everyone is encouraged participate*. As of today, we have verbal confirmation that 9 different brands of EVs will be represented giving test drives. We will be publicizing this event more than we have in the past with ads in the Press Democrat and on KZST and KRSH radio stations. With this additional publicity, we expect a large turnout from interested EV buyers. We need as many EV owners as we can get to display their cars in the Show & Tell and help out with directing the test drivers coming in and out of the parking area. If you don't have an EV, you can help at the NBEAA table or help answer questions from the public. The more proponents we have, the more powerful our message. Please go to <https://driveelectricweek.org/event.php?eventid=381&view=volunteer> to register as a volunteer for this event. Thank you.

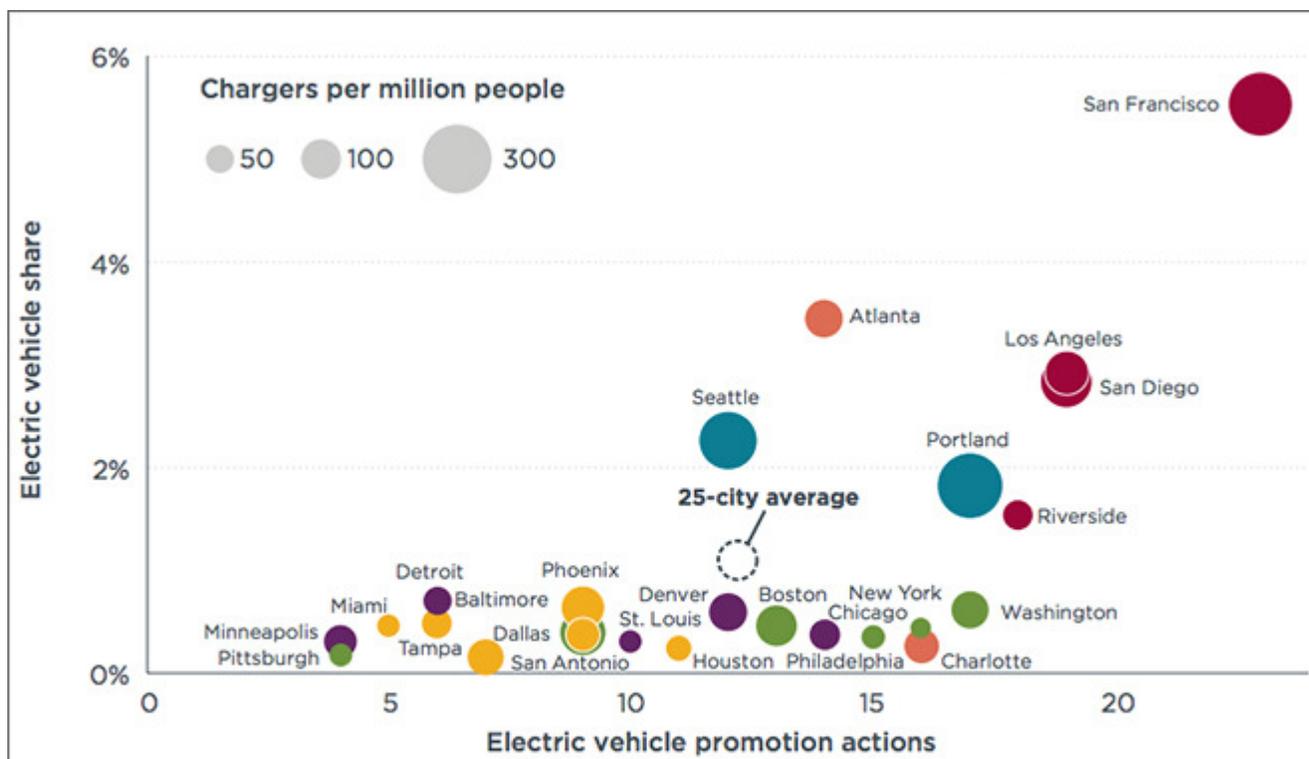
## EV NEWS:

### California Air Resources Board: Automakers Need To End ICE Production Around 2030

This year, California's ZEV mandate requires that 2.7% of new cars sold in the state be plug-in or fuel cell vehicles. The ZEV requirement will increase each year until 2025 where it will be required that 22% of the new cars sold in California be plug-ins or fuel cell vehicles. The ultimate goal has been set by Governor Brown to reduce GHG emissions by 80% by 2050. Since the average lifespan of today's cars is around 12 years, to meet this goal, ICE vehicles will have to not be available starting around 2030. If historically, the rest of the nation has followed California's clean air standards by a few years.

### New Study Assesses the Top US Metro Markets for EVs

A white paper from the International Council on Clean Transportation examines how the number of available public chargers and EV promotional actions affects EV adoption. As the graph, below, shows, EV promotional actions, other than installing chargers, can contribute to the adoption of EVs, but the number of chargers has a larger impact. Also, making the public aware of the chargers that have been installed goes hand-in-hand with adding more chargers.



**Figure ES-1.** Electric vehicle promotion actions, charging infrastructure, and electric vehicle share of new vehicles in 2014 in the 25 most populous U.S. metropolitan areas (2014 electric vehicle registration data provided by IHS Automotive)

## EV NEWS (CONT.):

### Ford Survey Finds that Once an EV driver, Always an EV Driver

A recent Ford survey found that 92% of BEV drivers and 94% of plug-in hybrid drivers plan to purchase another plug-in car as their next vehicle. And most of the plug-in owners said that they would go with a BEV next time. The driving experience and an appreciation for the clean technology were cited as the main reasons for staying electric. The study also found that 83% of drivers surveyed either would consider installing solar panels at their homes or already have solar panels. About 90% of the respondents in the study had a second car and most of the second cars were fueled by gasoline because of concerns about the range of the currently available BEVs.

### BMW Pilot Program Pays Drivers to Delay Charging to Help Stabilize the Grid.

BMW has partnered with PG&E for an 18-month demand response pilot program in the San Francisco Bay Area. The study, called "ChargeForward Program", aims to better understand the relationship between home EV charging and the energy grid. The program offers up to \$1,540 in incentives for those who participate. That would pay for more than 50,000 miles of charging at night. BMW i will have the ability to manage the at-home charging of participating BMW i3 vehicles, delaying the charging of some vehicles by up to one hour based on signals provided by PG&E, while always prioritizing the expressed mobility preferences communicated by the BMW i3 owners. Additionally, throughout the program, drivers can opt out of participation on a day-at-a-time basis, as desired. To ensure that driver needs are consistently met while achieving desired grid-load reductions, BMW i ChargeForward pairs intelligent management of vehicle charging with a stationary battery storage system, comprised of used MINI E vehicle batteries.

In the second part of the program, BMW is repurposing used MINI E batteries to build a stationary solar-powered electric storage system at the BMW office in Mountain View. The system will consist of eight MINI E batteries and have a capacity of 240 kWhs. The system will store energy and return it to the power grid. The repurposed batteries will have at least 70% of the storage capacity they had when they were new.

### Charging Cord for Wall Sockets Includes Billing

German company, Ubitricity, is selling a charging cord that measures the amount of energy that the EV uses for charging and has software that allows for remote billing. Using the cord, drivers can plug into almost any socket to charge. Ubitricity monitors charging and reimburses the people or entities that host these charging sessions. The concept is similar to what some of the American network chargers do now, except it is mobile. This would allow for EV drivers to take advantage of the existing electricity infrastructure without the risk of appearing to steal power. This would be a beneficial approach in multi-unit dwellings where installing dedicated charging infrastructure can be expensive. The initial models would have a 3.7 kW capacity and cost about \$327. They are not available in the U.S., yet.

### Immortus Solar Sports Car to Offer Unlimited Range on Sunny Days

While I don't usually include articles about concept vehicles, this one seems fairly close to reality and, if it does become available, would be pretty cool. EVX Ventures out of Melbourne Australia, is developing a car called Immortus that, on sunny days, could have an unlimited range at a maximum of 37 mph. It would have 75 square feet of solar panels and produce all of its own energy. It would have a top speed of 90 mph and be a 2-passenger vehicle. There would be an onboard 10 kWh battery that could be plugged in for charging, if necessary. Driving 53 mph with the sun out, the Immortus would have a range of 342 miles. It will accelerate from 0-60 mph in less than 7 seconds. Anticipated price: \$370,000

## UPDATE ON NEW CHARGING STATIONS IN THE NORTH BAY

New Public Charging Stations. The list, below, shows the recently added charging stations in Sonoma and Marin Counties. I apologize if I repeat one from a previous month. Additionally, most RV parks have 240 volt/50 amp outlets that require a mobile charger with a NEMA 14-50 plug. The RV parks charge a fee for using their outlets. Also note that many hotels and motels make a 120 volt outlet available for guests to use for overnight charging.

(1) Level 2 J1772 at The Bishop's Ranch, 5297 Westside Rd in Healdsburg (network?)

No other new charging stations listed in the North Bay.