

HB

403



Specifications

Dimensions

Length:	140 in	3556 mm
Width:	60 in	1524 mm
Height:	63 in	1600 mm
Wheelbase:	90 in	2286 mm
Curb Weight:	1450 lbs	653 kg

Wheels & Ride

Wheel Size:	13 in	330 mm
Brake Type:	Front Disc/Rear Drum	
Suspension:	4 Wheel Independent McPherson Struts (front) Coil/Over Shocks (rear)	
Road Speed:	Up to 25 mph	40 kph
Off-road Speed:	Up to 12 mph	20 kph
Range:	Up to 30 miles	50 km

Safety Features

- 3 Point Anchored Seat Belts
- High Visibility Brake and Tail Lights
- Side Indicators and Reflectors
- Back Up Light & Alarm
- Halogen Headlights with Hi/Lo Beams
- Self-Canceling Turn Signals with 4-way Flashers
- Windshield De-mist
- Battery Level Indicator
- Rearview and Side Mirrors

Construction Materials

Frame:	Aluminum
Body:	Infusion Molded Fiberglass®
Bumper Material:	Rotationally Molded Plastic
Windshield/Rear Glass:	Laminated Safety Glass

Power System

Traction Batteries:	6 x 12V Trojan 30 XHS
Accessory Battery:	1 x 12V Trojan 24 XHS
DC-DC Converter:	SPS Electronics
Motor Controller:	Curtis
Electric Motor:	72V, 5HP Advanced DC (Re-Generative)
Charger:	ZIVAN 110 VAC

DYNASTY MOTORCAR CORPORATION
Toll Free 388.818.1688

Local Dealer



800 McCurdy Road Kelowna, BC Canada V1X 2P7 250.765.4528 Fax 250.765.4187

www.itielectric.com

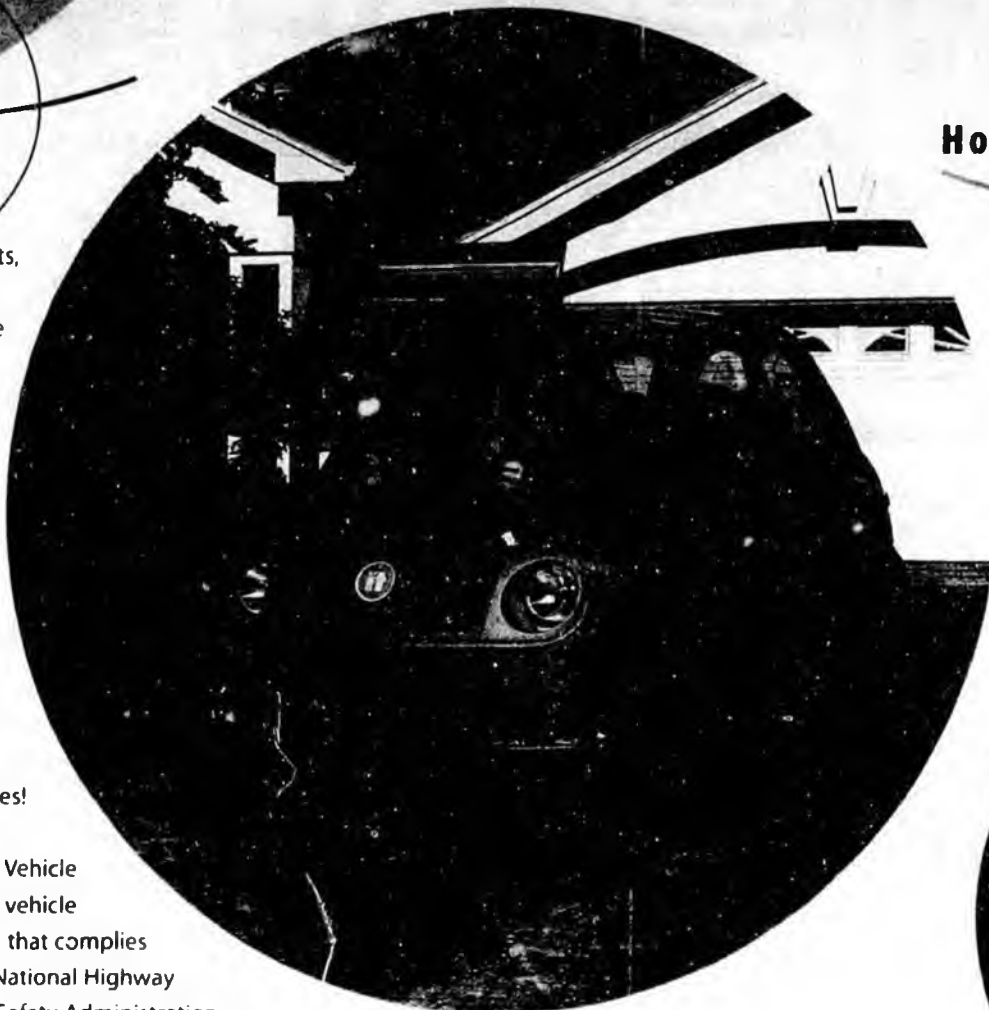
What is IT™?

IT is Innovative Transportation. A smart choice for university or college campuses, resorts, airports, industrial parks, planned and gated communities ... anywhere quiet, agile, versatile, reliable, clean-running, electric Low Speed Vehicles make sense - even indoors. IT is the way of the future! Fossil fuel engines pollute the environment and are expensive to operate and maintain. Not so with IT. This zero-emission electric vehicle has low operating and maintenance expenses!

IT is a Low Speed Vehicle (LSV) - a motor vehicle classification that complies with U.S. National Highway Traffic Safety Administration (NHTSA) and Transport Canada Motor Vehicle Safety Regulations. IT electric vehicles can operate on roads with posted speed limits of up to 25 mph (40 kph), at a speed not to exceed 25 mph (40 kph).

Who Makes IT™?

IT is a product of Dynasty Motorcar Corporation, a leader in the development of transportation products designed to meet your specific needs. Dynasty's history of staying close to the customer has spurred the development of innovative vehicle design as well as responsive and effective sales and service support. Add to that, experience in advanced computer engineering and implementation of world class manufacturing processes and you have a formula for product success.



How Does IT™ Work?

IT is battery powered and is easily recharged by plugging into any standard 110-volt outlet. Fully charged, IT can travel at full speed for up to 30 miles (50 kilometers). IT drives like any other vehicle but without the noise, smell and pollution of a standard internal combustion engine. Plugging in overnight, or convenience charging during the day, will ensure that you have hours of trouble-free driving.



TM

SEDAN

The Sedan is a 4 passenger, five door multi-purpose vehicle, great for transporting the kids to school, or a trip to the supermarket! IT meets all regulatory and safety standards with features such as halogen headlamps, rear tail and brake lights, self-canceling turn signals, three-point anchored seat belts, automotive safety glass, windshield washer/wiper, de-mist system, and side and rear view mirrors.

Walk Around IT™

Features:

- 6 12V, deep cycle, lead acid batteries
- 1 12V, deep cycle, lead acid accessory battery
- 72V, 5 HP DC Motor
- 110V, 12A Charger
- Motor Controller
- DC to DC Converter
- Heavy duty Charging Cord
- Windshield De-mist Unit

Rotationally Molded Plastic Bumper

All Aluminum Frame

Warranty

IT comes complete with a 12 month Bumper to Bumper warranty excluding batteries and tires which are warranted through Trojan and Goodyear respectively. An additional one year Extended Warranty is available and may be purchased before the factory warranty expires.

Enclosed Passenger Compartment
Lockable Doors

Infusion Molded Fiberglass® Body Panels

Coil Over Shocks

Rear Drum Brakes

Four-wheel Independent Suspension

13" Wheels

9" Front Disc Brakes

Front Wheel Drive

McPherson Struts



is electric!



REPRESENTATIVE BILL THOMAS

ALASKA STATE LEGISLATURE DISTRICT 5

e-mail: Representative.Bill.Thomas@legis.state.ak.us webpage: www.akrebublicans.org/thomas/

State Capitol

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SPONSOR STATEMENT

CSHB 403 (FIN)

“An act relating to registration and operation of Low Speed Vehicles”

As new motor vehicle technologies are developed, our legal structure must sometimes be modified to account for these changes. In recent years a number of manufacturers have designed and produced several models of small low-speed vehicles, most of which are electrically driven, that have come to be known collectively as Low-Speed Vehicles. LSVs have become popular in Europe and increasingly in North America. 36 states have already enacted legislation to permit and encourage their use.

These vehicles typically are limited by design to a top speed of 25 miles per hour and are powered by a bank of traditional lead-acid or sealed gel cell batteries. LSVs offer numerous advantages over gas powered vehicles, such as vastly improved energy usage, zero emissions, no necessity of anti-freeze for cooling, space efficiency in parking, and significant potential cost savings for private, commercial and government applications.

Unfortunately, under current law, the State of Alaska cannot license LSVs and as a result Alaska has yet to realize any of the benefits these new vehicles offer. Therefore HB 403 has been introduced with the support of the Division of Motor Vehicles to rectify this situation and encourage private citizens and municipalities to utilize LSVs. This legislation has been modeled after federal requirements and laws instituted by other states to govern the registration and use of LSVs in a safe and effective manner. As amended, it provides that municipalities must opt in to the use of these vehicles within their jurisdiction by first passing an ordinance.

April 21, 2006

Senator Charlie Huggins, Chair
Senate Transportation Committee
Alaska State Legislature
Juneau, AK 99801

I would like to propose that the motor vehicle statutes be amended to allow the use of Neighborhood Electric Vehicles on roads with speed limits of 35 MPH or less. I feel that these vehicles may be of use to many people who only use their cars for short trips to the grocery store, post office, church etc. With the high cost of vehicle ownership, gas, oil, tune ups, and insurance, these electric cars provide an affordable alternative mode of transportation. I realize that they will not work for all people in all areas, however for towns like Skagway and short local trips in larger cities like Anchorage these are ideal. There may be additional benefits to cities for use in parking enforcement, parks departments, airport security and so forth. These vehicles are legal in 36 other states including, California, Washington and Florida. NEVs are approved by the National Transportation Highway Safety Administration as long as they meet the federal standards.

I do not know how large a demand there will be for these types of cars, but I do know that at least 5 people here in Skagway have expressed an interest in them, and this is without any promotion or advertising.

Considering that due to the fact they are non-polluting, have no oil or anti freeze to dispose of and operate very economically (it will cost approx. \$1.10 to travel 35 miles for power here in Skagway at 18 cents a KW hour. I think Juneau's rate is 8 cents) If gas is close to \$3.00 a gallon, this means about the equivalent of 100 miles to a gallon. The purchase price delivered to Skagway of a fully loaded car, stereo, chrome wheels, high efficiency motors, zero maintenance batteries, heater, etc would be about \$17,000. With more and more talk of energy efficient, zero emissions type vehicles, perhaps these NEVs are just a start in that direction. Thank you for your time in the consideration of this matter.

Sincerely,



Ed Ibbotson

Skagway resident

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

State Capitol
Juneau, Alaska 99801-1182
Deliveries to: 129 6th St., Rm. 329

MEMORANDUM

April 28, 2006

SUBJECT: Definition of "Low-speed vehicle" in SCS CSHB 403(TRA)
(Work Order No. 24-LS1229X)

TO: Senator Charlie Huggins
Attn: Debbie Grundman

FROM: Gerald P. Luckhaupt *GLP*
Legislative Counsel

Enclosed is the final SCS(TRA) you requested. I have one comment about the definition the committee adopted for low-speed vehicles. The definition appears to be deficient as it apparently seeks to adopt a federal definition of "low-speed vehicle" contained in a federal regulation adopted by federal agency and to include within that definition all future amendments that are adopted by that federal agency.

The bill does not cite to a specific federal definition as the definition reads at a specific point in time. Citing to material enacted or adopted by other groups is potentially an improper delegation of law-making powers problem but those problems are lessened or eliminated by adopting another code, or section of a code as it appeared on a specific day or in a specific edition. In *Northern Lights Motel v. Sweaney*, 561 P.2d 1176 (Alaska 1977), *reh. der.* 563 P.2d 256, the Alaska Supreme Court rejected the purported adoption of the Uniform Building Code and "all future amendments thereto" as the delegation of the legislature's future law-making power to a private organization. The court said:

One reason for the prohibition against delegation to private groups is that when amendments are adopted by these groups the public does not necessarily receive notice of, or have an opportunity to comment on or criticize the amendments, as it does when they are adopted by the legislature or promulgated under the Alaska Administrative Procedure Act.

Northern Lights, supra, at 1181. While *Northern Lights* only dealt with a delegation to a private group the opinion does not appear to be limited to just those delegations. In *Northern Lights, supra*, at 1181, the court noted that "the adoption of future amendments has been upheld in certain cases" but recognized "that the due process problem was a serious one." In footnote 7 of that opinion, the court noted that the drafting manual for administrative regulations at that time stated:

Senator Charlie Huggins

April 28, 2006

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an agency may not adopt by reference a code or set of standards from another state, the federal government, or a private organization and provide that future amendments as they become effective are being adopted also.

Id. (emphasis added)

The legislature has traditionally adopted (1) its own definitions of vehicles even though the federal government has definitions for passenger cars, trucks, SUVs, motor homes, and sundry other vehicles, or (2) granted the authority to the department to adopt regulations that govern the standards for specific types of vehicles. The legislature has not previously adopted a definition like the one used here in the motor vehicle context.

The model legislation proposed by the American Association of Motor Vehicle Administrators¹ does not define "low-speed vehicle" by referring to a federal definition. Their model legislation uses the following definition:

Low speed vehicle means a 4-wheeled motor vehicle, other than a truck, whose speed attainable in 1 mile (1.6 km) is more than 20 miles per hour (32 kilometers per hour) and not more than 25 miles per hour (40 kilometers per hour) on a paved level surface.

South Carolina defines "low-speed vehicle" in a manner that is identical to that provided to the committee in the "L" version. South Carolina further provides elsewhere in their statutory requirements:

The manufacturer's or importer's certificate of origin must identify clearly the vehicle as a low speed vehicle and must certify that the vehicle was manufactured in compliance with the equipment requirements for low speed vehicles in 49 C.F.R. Section 571.500. The State shall not issue vehicle identification numbers to homemade low speed vehicles, retrofitted golf carts, or any other similar vehicles, and these vehicles shall not qualify as low speed vehicles in this State.

Most state statutes that I have examined² provide a definition that requires the low-speed vehicle to have four wheels and that it be manufactured to be capable of propelling itself

¹ Which represents state and provincial motor vehicle officials.

² Texas, North Carolina, Oregon, Maryland, Florida, New York, Georgia, Indiana, Nevada, Virginia and others provide this or a similar definition and some require that the vehicle comply with safety standards contained within 49 CFR 571.500 either within the definition or elsewhere in their statutory requirements. Kansas, New Jersey, and Wisconsin appear to actually cite to the federal definition as their definition. From a quick review of the case law of Kansas, New Jersey, and Wisconsin, it does not appear

Senator Charlie Huggins
April 28, 2006
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at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour and that it has not been modified to exceed that maximum speed.

Of course, the legislature can choose to ignore the delegation issue. If the committee wants to resolve the issue the committee could cite to the federal regulation as it reads on the effective date of the act. The committee could also adopt a definition similar to the federal definition but require the department to adopt by regulation those portions of the definition that are subject to change by the federal government. The following definition should seemingly meet those requirements:

"low-speed vehicle" means a motor vehicle that has four wheels, that was manufactured to be capable of propelling itself and achieving a minimum speed of 20 miles an hour and a maximum speed of 25 miles an hour, that has not been modified to have a maximum speed greater than 25 miles an hour, and that meets weight, equipment, and safety standards set by the department by regulation; weight, equipment, and safety standards shall be consistent with, and may not exceed, federal standards.³

GPL:ljw
06-220.ljw

Enclosure

that their respective court systems have recognized a delegation issue under their constitutions like in *Northern Lights*.

³ Maryland, separate from their definition section for low speed vehicles, requires their division of motor vehicles to "adopt, consistent with federal law, regulations establishing equipment, performance, and other technical standards for low speed vehicles."

SDC Skagway
Development Corporation
ECONOMIC AND COMMUNITY DEVELOPMENT

P.O. Box 1236 • Skagway, Alaska 99840 • Phone/Fax: (907) 983-3414 • skagdev@aptalaska.net

February 17, 2006

The Honorable Paul Seaton, Chairman
House State Affairs Committee
Alaska State Capitol
Juneau, Alaska 99801-1182

Re: An Act relating to registration and operation of neighborhood electric vehicles
HB403

Dear Representative Seaton:

The Skagway Development Corporation (SDC) is a private non-profit economic and community development organization working towards diversifying and enhancing Skagway's year round economy, and increasing the quality of life for its residents. The request for the introduction of Bill 403 pertaining to changes in Alaska code that would allow the use of Neighborhood Electric Vehicles (NEV) was made by me on behalf of a Skagway resident.

With the significant increases in fuel costs and the expectation that these costs will not be returning to previous levels there is national concern regarding the effects that this is having on the consumer and small business owner. This is nowhere more apparent than in Alaska, and especially in rural communities, where gasoline and diesel prices are well above the national average. As hybrid and electric vehicle technologies mature their efficiencies also provide increased cost benefits to the user. This increased effectiveness will translate to significant financial savings for users and lessen our nation's reliance on foreign oil reserves.

Statistics suggest that 65 percent of U.S. families own a second car, over 50 percent of urban trips last less than ten minutes; and 80 percent of all trips are within 10 miles or less. The results are cold running motors that translate into excessive engine wear, increased pollutants, and higher costs for the operator.

NEVs are designated as low-speed vehicles by the National Highway Traffic Safety Administration and are capable of up to 25 mph. As low-speed vehicles, these 20 to 25 mile-per-hour vehicles are subject to Federal Motor Vehicle Safety Standard No. 500 (49 CFR 571.500). This standard requires low-speed vehicles be equipped with headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle

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identification numbers. The National Highway Traffic Safety Administration believes that these requirements appropriately address the safety of low-speed vehicle occupants and other roadway users, given the sub-25 mph speed capability of these vehicles and the controlled environments in which they operate.¹

NEVs are designed to be used in residential areas and rural communities with low density traffic and low speed zones. With a top speed of 25 mph, low-speed vehicles can be used on streets with a posted 35 mph speed limit or less. It would appear that NEVs are an appropriate vehicle for most of our transportation needs. These passenger-carrying vehicles, although low-speed, offer a variety of advantages, including comparatively low-cost and energy-efficient mobility², zero emissions, and up to 90 percent reduction in noise.

Unfortunately, at present NEVs are not allowable forms of transport in the state of Alaska, although being legal in 37 states. I believe that the time has come for Alaska to seriously explore the synergies that these vehicles can bring to the state's citizenry and economy. Alaska businesses are often at a competitive disadvantage with Lower 48 firms because of the cost differential in operating expenses. Many local businesses, especially microenterprises, should see a noticeable decrease in their operating costs if given the opportunity to use an efficient NEV over a regular gas or diesel powered vehicle.

I would ask that the committee look favorably upon this bill and allow Alaskans the opportunity to engage in an inexpensive, safe, efficient, and pollution free form of transportation. The benefits that ensue will trickle down and out across our communities and the state as a whole.

Thank you for your consideration, and should you require additional information please do not hesitate to contact me.

Regards,



Michael Catsi
Executive Director

¹ <http://www.electric-bikes.com/legalnev.htm>

² <http://www.electric-bikes.com/nev.htm>

April 21, 2006

Senator Charlie Huggins, Chair
Senate Transportation Committee
Alaska State Legislature
Juneau, AK 99801

I would like to propose that the motor vehicle statutes be amended to allow the use of Neighborhood Electric Vehicles on roads with speed limits of 35 MPH or less. I feel that these vehicles may be of use to many people who only use their cars for short trips to the grocery store, post office, church etc. With the high cost of vehicle ownership, gas, oil, tune ups, and insurance, these electric cars provide an affordable alternative mode of transportation. I realize that they will not work for all people in all areas, however for towns like Skagway and short local trips in larger cities like Anchorage these are ideal. There may be additional benefits to cities for use in parking enforcement, parks departments, airport security and so forth. These vehicles are legal in 36 other states including, California, Washington and Florida. NEVs are approved by the National Transportation Highway Safety Administration as long as they meet the federal standards.

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Sincerely,



Ed Ibbotson
Skagway resident

From: Sen. Charlie Huggins
Sent: Monday, April 24, 2006 12:54 PM
To: Deborah Grundmann
Subject: FW: HB 403 - "An Act relating to registration and operation of low-speed vehicles."

From: Skagway Development Corporation [mailto:skagdev@aptalaska.net]
Sent: Monday, April 24, 2006 12:24 PM
To: Sen. Charlie Huggins; Sen. John Cowdery; Sen. Gene Therriault; Sen. Albert Kookesh; Sen. Hollis French
Cc: Ian Fisk
Subject: HB 403 - "An Act relating to registration and operation of low-speed vehicles."

April 24, 2006

Senate Transportation Committee

Re: HB403 - *"An Act relating to registration and operation of low-speed vehicles."*

Dear Committee Chair and Members:

The Skagway Development Corporation offers its support for this bill for the following reasons:

High Fuel Costs

The high cost of gasoline these days has taken a real toll on us all, but most notably in rural areas where gas prices are significantly higher than in the urban areas (currently \$3.14 per gallon in Skagway). These Low Speed Vehicles (LSV) will allow Alaskans a safe alternative to gas powered vehicles and relief from high fuel costs because they are considerably cheaper to operate.

Appropriate Transportation

These vehicles provide an appropriate and inexpensive means of transportation in urban neighborhoods and rural areas. LSVs are perfect for seniors, parents, state and local agencies, and local commuters who will all benefit from their low purchase price to their inexpensive operating costs.

Business Opportunities

They also represent new business opportunities for Alaskans with regards to their sale, rental, and maintenance and repair. They will be popular purchases and will fit seamlessly into the existing network of new & used car dealers, ATV, snow machine dealers, and will provide for new opportunities in rural areas.

Skagway
Development Corp

Unfortunately, a House Finance amendment may render their business potential negligible. The amendment requires that municipalities opt in to allow their use. This will be an enormous burden on any business that wants to offer these vehicles for sale or rental. These vehicles meet federal safety standards, are legal in 36 other states, and would also be legal in Alaska but not in municipalities. Imagine having to go to multiple communities to lobby the local council/assembly and have them pass an ordinance allowing their use. This is not how we should be conducting business in Alaska. Imagine if we applied the same rules to motor bikes, Hummers, pick ups, or any other type of vehicle. No constituent would ever know where he could drive and where he couldn't. The amendment makes no sense and will harm economic development opportunities. Please remove this amendment and allow all Alaskans a fair and equal opportunity to enter into business.

Zero Emissions

In addition to these benefits these vehicles, whether they are powered by electricity, fuel cells or hydrogen, will all have zero emissions. LSVs represent an opportunity for Alaskans to have an alternative to gas powered vehicles and in many cases a more appropriate form of transport.

I would ask that you consider this bill in light of the benefits that it provides Alaskans to not only find relief from high fuel costs but also from the perspective of the expanded business opportunities that may help diversify our economic base.

Thank you,

Michael Catsi
Executive Director
Skagway Development Corporation
P.O. Box 1236
Skagway, AK 99840
Phone/Fax: 907-983-3414