



Smith Electric Vehicles U.S. Corporation Frequently Asked Questions

Who is Smith Electric Vehicles U.S. Corporation?

Smith Electric Vehicles U.S. Corporation (SEV U.S. Corp), a Delaware corporation, is an all-electric, zero-emissions commercial truck manufacturer.

SEV U.S. Corp is a privately held company owned by U.S. investors and The Tanfield Group, plc, based in the United Kingdom.

SEV U.S. Corp licenses its proprietary technology from Smith Electric Vehicles U.K., the world's largest manufacturer and industry leader of commercial electric vehicles. Smith Electric Vehicles U.K. has been the leading manufacturer of battery-electric zero-emission commercial vehicles in Europe since the 1920s and was acquired by Tanfield in 2004.

Whom does SEV U.S. Corp view as primary North American customers for its trucks?

SEV U.S. Corp's line of all-electric, zero-emission trucks are ideal for depot-based route delivery fleets. We are targeting companies that operate in urban areas that are seeking ways to deliver their goods and services in an environmentally sensitive manner. Logistics, chilled food distribution, utilities and the public sector are ideal industries for the Smith Newton.

SEV U.S. Corp believes that as more fleets adopt this technology, it will drive advancements in battery technology, drive down manufacturing costs and form the foundation of a U.S.-based supply chain that over time will also significantly reduce the cost of commercial electric vehicles, making them a natural choice for fleet managers with a depot-based delivery model.

Which vehicles will SEV U.S. Corp produce in Kansas City?

SEV U.S. Corp produces the Smith Newton—the world's largest battery-electric-powered truck, and has a partnership agreement with Ford Motor Company to electrify its new battery electric vehicle, the Ford Transit Connect, scheduled for production in 2010.

What were the deciding factors for Smith Electric Vehicles choosing Kansas City, Missouri over competing cities and states?

Kansas City offers a central geographic location and access to multiple suppliers, as well as a business community that is committed to attracting alternative energy companies such as Smith Electric Vehicles and related suppliers.

How many employees will work for Smith Electric Vehicles in Kansas City?

SEV U.S. Corp expects to have 120 employees on staff by 2010. The assembly facility at Kansas City is fully scalable and we will expand our production capacity and workforce in line with demand for their all-electric zero emission trucks.

What are Smith Electric Vehicles' expansion plans for Kansas City?

SEV U.S. Corp is creating a highly scalable assembly operation and supply chain to serve the emerging market of urban fleet operators who are seeking ways to deliver their goods and services in an environmentally sensitive manner. Initial plans call to occupy 80,000 square feet in a 280,000-square-foot building at the American Airlines overhaul base, where the company has ample room to grow.

What are the performance specifications of the Smith Newton?

The Smith Newton has a top speed of up to 50 miles per hour, a range on one battery charge in excess of 100 miles and a payload of up to 16,280 pounds.

- 120 kW induction motor
- Lithium ion batteries
- Payload 7,392 – 16,280 pounds
- Gross Vehicle Weight (GVW) 16,535 lbs., 23,148 lbs. or 26,455 lbs.
- Range in excess of 100 miles per one battery charge
- Top speed 50 mph
- On-board battery charger
- Full battery recharge in 6-8 hours

How do the Smith Newton's operational costs compare to those of comparable combustion-engine or gas/diesel-electric hybrid trucks?

Smith Electric Vehicles have lower operation and maintenance costs over the life of the vehicle. A Class 5 diesel truck costs about 35 cents per mile to operate, while our Smith Newton at the same gross vehicle weight costs 11 cents per mile—a savings of nearly 70 percent.

Fleet operators save money on preventative maintenance because the engines in SEV U.S. Corp trucks have only four moving parts, compared to more than one thousand parts in an internal combustion engine. The simple reliable design eliminates the exhaust system, much of the cooling system, the clutch, transmission, drive shaft and rear axle differential.

SEV U.S. Corp trucks have no gears to shift, no engine vibration or noise, reducing drive fatigue and possibly reducing the costs associated with accidents, workmen's compensation and absenteeism.

Where will the truck chassis components and drive trains for the SEV U.S. Corp trucks come from?

SEV U.S. Corp will begin production using chassis from multiple manufacturers.

When will SEV U.S. Corp deliver the first North American-made Smith Newton vehicles to customers?

The first Smith Newtons will be delivered in the third quarter of 2009.

Does SEV U.S. Corp have plans to develop any other electric trucks in North America?

Through its U.K. partner, The Tanfield Group, plc, SEV U.S. Corp is working with Ford Motor Company to electrify the Ford Transit Connect as a BEV (battery electric vehicle) light-duty van scheduled for production in 2010.

Will fleet owners have to install special charging stations or other infrastructure to support SEV U.S. Corp vehicles?

The Smith Newton requires a charging station consisting of a 220-volt, 50-amp, three-phase outlet. SEV U.S. Corp's smaller trucks will require a 220-volt, 50-amp single-phase outlet.

Charging more than five vehicles simultaneously will require the fleet operator to install a transformer, but virtually every commercially zoned fleet facility already has the necessary electrical infrastructure.

Where will SEV U.S. Corp vehicles receive service and maintenance?

SEV U.S. Corp will build a network of skilled technicians across America in locations near its customers to ensure that the trucks are on the road earning money.

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