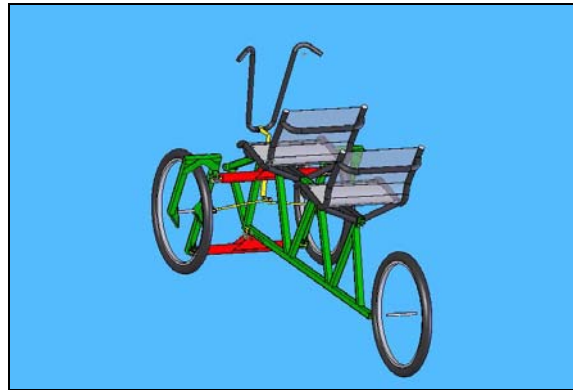
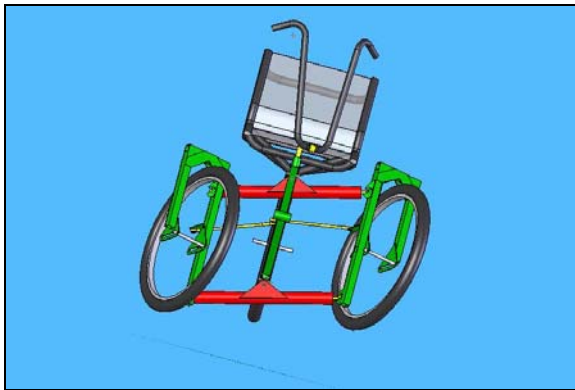


The PET Project team would like to thank you for considering sponsorship of our project.

For further information please contact:

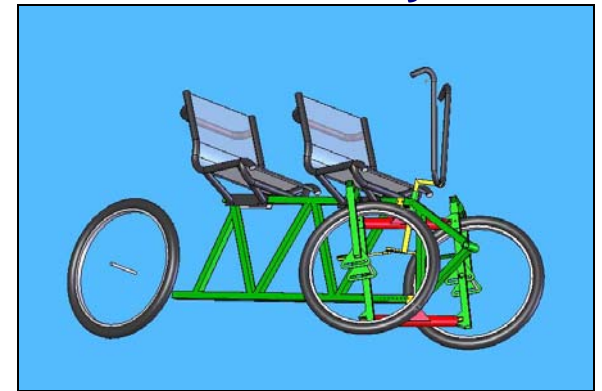
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Rides Like a Bike Carries Like a Car: The Pedal Electric Tricycle

Pedal Electric Tricycle Project
UC Davis Institute of Transportation Studies
One Shields Avenue
Davis, CA 95616
530-752-2029
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<http://qru.ucdavis.edu/hev.htm>

The Pedal Electric Tricycle (PET) Project



(preliminary design image)

*“developing fun, safe,
healthy, and affordable
transportation options”*

The Pedal Electric Tricycle

Finally, a vehicle that bridges the gap between bicycles and cars - an environmentally-friendly solution for around the town use:

- Spacious cargo capacity and room for two
- Full complement of accessories including stereo, defrost, and three cup holders
- Comfortable and ergonomic seating
- Full weather protection
- Hybrid electric drive with pedal assist with a 25 mph top speed and a 15 mile all-electric range

Rationale

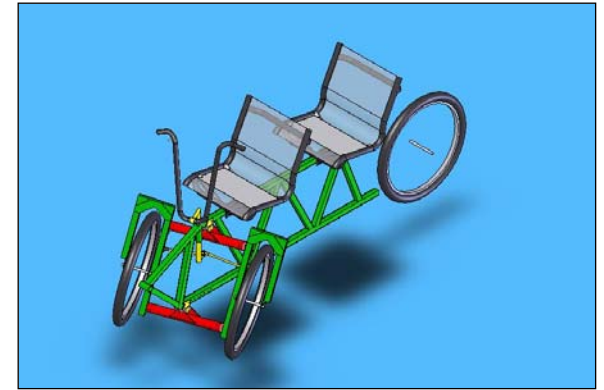
More and more people all over the world either yearn for or have come to expect the lifestyle opportunities that personal automobiles provide. Yet in places where personal automobile travel is legion, communities bemoan the collective problems entailed by such mass use: congestion, increased risk of injury and death on roadways (especially to non-motorists), increased health risks that stem from both from air pollution and sedentary lifestyles, and ecological problems such as climate change.



Reducing the Kinetic Energy of personal travel can simultaneously reduce the impact of individual travelers' contributions to many of these collective problems to a significant degree. However, without prioritizing and improving the safety and convenience of such lower K.E. modes in a given community, they will continue to present less utility to the majority of travelers than their higher K.E. counterparts and the collective problems of automobility will inevitably persist. Conversely, without



significant evidence that people would prefer to use such lower K.E. modes, communities will remain reluctant to invest significant resources towards developing separate networks or even just designating a strategic subset of existing roads to prioritize low K.E. modes. Thus, our project seeks to address the chicken and egg problem of developing low K.E. modeshare by providing a vehicle prototype for market studies in communities where lower K.E. mode networks already exist.



Project Description

A proof of concept vehicle will be built as a test bed for refining the initial design. Learning from this stage will feed into a consumer-ready prototype which will make its debut at the annual Picnic Day Celebration in April 2006.

The PET has driver visibility comparable to a car, handles in a similar manner to a bicycle (it even tilts like a bicycle), can carry four bags of groceries in addition to two passengers, has rear wheel suspension (comfortable and no broken eggs), an am/fm radio with 1/8" auxiliary stereo input, brake and turn signals front and aft, headlight, windshield wiper and defroster, charges from a standard 110V AC outlet or 12V DC socket, and has three generously-sized cup holders.

Budget

| | |
|----------------------------|---------|
| Proof of Concept Vehicle | \$2,000 |
| Second Iteration Prototype | \$5,000 |