



3prongpower

Paul Guzyk 09-5-4

1500 San Pablo Ave
Berkeley, CA 94702
510-918-2708

www.3prongpower.com

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Ladies and Gentlemen of the board, ARB staff, thank you for the opportunity to speak here today.

Rather than speak about specific technological concerns, I'm going to speak about the big picture, and why start-ups like ourselves made the trip here today.

Televisions, cellphones, bicycles. What do these consumer products have to do with cars? Well, these industries no longer manufacture in the US. Okay, perhaps there are a few high-end bikes that are hand built in the US.

I was last in this room about 4 months ago. It was late January and the big three auto makers were having tough times. Chrysler is now bankrupt, GM will most likely declare bankruptcy within the next few days. Many US auto plants have closed. The number of dealers has been hugely downsized.

As a technologist, I was excited to see press about the GM Volt. Now there are rumors floating around that the volt project may get canned. Will the US auto industry survive? Will the Volt make it to showrooms? Nobody knows for sure.

These are transformative times for the auto industry, the environment, and next generation automotive technologies.

In the current issue (June 09) of Wired Magazine, Charles Mann writes "The only way for the Big Three to survive, is to harness the innovation of the myriad start-ups working on automotive technology."

In other words, we all have to pay less attention to "Big Auto", and embrace what we call "New Auto".

3Prong Power believes electrification of the automobile is the future. First with PHEVs, then 100% EVs. Electrification of vehicles is critical to our generation's transportation and environmental future. More importantly, electrification of vehicles is vital for future generations.



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Premature regulation and high costs will adversely impact start-ups like ourselves, forcing many New Auto entrepreneurs to "throw in the towel" and apply their talents elsewhere.

There has to be a way for New Auto and regulators to work together in the short/medium term, without incurring massive costs and market delays.

Otherwise, 10-20 years from now there will be no domestic auto industry and the new cars we drive will all be "made in China."

Some of you may smirk at my comments today, but in the 70's, few people thought Toyota would be bigger than GM, and that Chrysler and GM would file for bankruptcy.

Your decision today is not just about PHEV test procedures. It is about the future of New Auto.

Thank you.

Paul Guzyk
Co-Founder
3Prong Power, Inc