



## May 2019 FVEAA Newsletter

### Fox Valley Electric Auto Association

The FVEAA is a Not-For-Profit Illinois Corporation and the Chicago-area chapter of The Electric Auto Association

#### Next Meeting

**May 17, 2019**

**Starts 7:00 p.m. Ends 9:00 p.m.**

**Community Christian Church**

1635 Emerson Lane

Naperville, IL 60540

[Google Map](#)

#### Agenda

- 6:30 pm Doors open
- 7:00 pm Introductions
- 7:30 pm Brief announcement of upcoming events Rich Hirschberg
- 7:35 pm Rich Hirschberg on new EV's
- 8:10 pm Break
- 8:20 pm Tracey McFadden on his experience working the ride and drive at the Chicago Auto Show
- 8:45 pm George Vergara and Tracey McFadden on projects in the community that they would like to do
- 9:00 pm Adjourn

#### President's Words

Jeff Miller

I will not be at the May meeting as I will be in Fort Wayne IN celebrating with my wife and her family the joyous occasion of her brother getting married. He has had a long engagement and I thought this day would never come. Her brother has been a computer guy for a long time and he helped me get deeper into networking back in 1999 when he lived with us for a few years. He also wants to buy a Tesla after this whole wedding thing is wrapped up. I have arranged for Past President Mike Willuweit to run the meeting in my absence.

I am not happy to be missing Rich's presentation on new EV's. He always manages to pick out stuff that I haven't heard of and I enjoy his annual update. This week be Tracey's first time presenting to the group so don't heckle him for the first few minutes.

**\*EXTRA\* \*EXTRA\* Jeff Miller On WTTW's Chicago Tonight - TONIGHT (Tuesday May 14th, 2019)**

It appears that I will be on WTTW channel 11's show Chicago Tonight on Tuesday the 14th at 7pm. The topic for discussion is the proposed IL state bill to increase EV fees to \$1000! Tune in to see how I do.

#### Car swapping

Those who follow the forum posts know that I have been fairly busy swapping cars in the last couple of weeks.

To sum up the car swapping I have traded my Tesla for a used Chevy Bolt from Current Automotive. I then traded my wife's Mitsubishi Outlander PHEV for a used Tesla Model S P85+ from Tesla, and finally delivered the Triumph Spitfire to Kevin. In two weeks I have completely changed my cars around, and it has been a wild ride.

### **Charging updates**

Beyond the car swapping I have also installed an 80 amp Tesla charging station at one of my most common destinations, the shooting range my dad runs (which is over 100 miles from my house). While I was at it I also installed a 50 amp RV outlet for RV's that come visit (or Jessica's Bolt). The club that owns the property requested I don't post the location of this equipment and it is actually quite difficult to access due to its distance from the parking spots, while also being up a steep hill. It looks like 35 feet is the minimum to reach the normal parking lot and charging stations usually only offer 25 feet of cable. I needed to solve two different problems, charging the Tesla off of the Tesla charging station and then charging the bolt off of the 50 Amp outlet. I want to charge in the rain so waterproof equipment is very important. I also don't want any of this to be a single purpose solution, so the more universal the better.

For the Bolt I bought a Morec 32A Nema 14-50 to J1772 charging cable off of Amazon. It was \$350 but only got me the usual 25 feet. It is rated for being submerged in 1 meter of water so it should be fine sitting out in the rain. To cover the rest of the distance I spent \$200 on a Quick Charge Power J1772 20 foot extension cable. This cable handles 40 Amps and is supposed to be reasonably water resistant. This gives me 45 feet which should make charging fairly easy there, and opens up quite a few other public charging options if they have been blocked by other cars as I can extend the cable 20 more feet.

The Tesla was a bit more complicated as I have two types of ports to deal with, Tesla and J1772, and a higher current requirement. Tesla makes the J1772 to Tesla adapter, and I have procured several of them so I don't have to remove the one from my garage cable any time I think I might need to charge from J1772 on the road. They are available used for 60 to 80 dollars which is quite inexpensive as far as EV adapters go. Quick Charge Power makes a Tesla to J1772 adapter cable (it is hundreds of dollars) and you can get it in 80A or 40A and you can also ask for it to be fairly long. Since it is cheap to go from J1772 to Tesla and expensive to go the other way, I have purchased a 15 foot adapter cable in 80 Amp and can use it to extend J1772 or Tesla Destination chargers and then plug the other end into either my Tesla or the Bolt. To use it as a standard J1772 extension for the Tesla I need two J1772 to Tesla adapters (which I already have in my trunk). On top of that I can also use the above J1772 extension cable to add even more length at 40 amps. In general the cars will have their standard kits stored in them but before long trips one car might borrow the other car's extension cable to open up more potential charging options.

I will try to bring all of this equipment to the June meeting and give an update with more visuals as it is a bit much to try to take in via text.

I have been happy with my previous Quick Charge Power purchases and have high hopes for these. They aren't the cheapest but the quality of the cables is really good, especially the extension cables. I didn't buy their portable charging station for the Bolt because it is just so expensive. I don't use it everyday and the competing products available now are just as watertight, almost as space efficient, and capable (for a Bolt). Sure it doesn't have the cool multi adapter head, but my biggest use case is outlets I have installed and they are all NEMA 14-50 and for those very rare other cases I have the 110 volt unit that came with the car or adapters I can bolt together from hardware store parts.

### **Bolt Scheduled Charging**

The other topic I have mentioned is Chevy Bolt scheduled charging. It doesn't have a flexible upper State of Charge limit, however you can tell the car that you "live on top of a hill" and it will only charge to 90% to allow for regen going down a hill very near your house. This setting is only applied at your home, and the car knows where that is as it is set by GPS location. For daily charging, this is great as you aren't constantly topping the battery to 100%, and for those times you are charging away from home it automatically goes to 100%. 100%

away from home might be annoying if you charge at work, or other routine scenarios, but it isn't the worst design decision. For our usage it is quite elegant, if we are charging away from home we probably don't mind going to 100% as we have ventured much farther than usual.

For time of day charging the Bolt has a scheduling feature for the car to complete charging just before your scheduled departure. Like the Tesla, this only applies when you are at home, and it starts charging immediately when you are elsewhere. It also has an "immediately charge to 40%" feature for when you get home and are below 40% it will immediately charge it to 40% and then stop. This is nice as 40% is a safe storage state of charge, and also allows you to do around the town errands after a long trip. This is an option if you have scheduled charging enabled. Scheduled charging is actually fairly unusual as it allows you to set the charging COMPLETION time, not the charge start time. On real time rates 5AM is typically when you want to be done charging as 5 to 6 AM gets expensive with everyone preparing for work. The lowest rates start happening around 1 AM but get better usually the longer you wait, which is tricky with a Tesla as you program it's start time. In my Tesla's case it never takes more than 3 hours (at any substantial charge rate, charging all the way to 100% takes longer) to get to my target SOC so 2AM to 5AM is a good window for the Tesla, but sadly the Bolt doesn't offer 80AMP 19 KW charging so it has to charge longer if it is heavily depleted. Since prices are consistently higher from 5 to 6AM setting the charge completion time to 5AM causes it to start charging early enough to be done by 5 AM capturing the best average rates consistently. Thinking about this it makes far more sense than setting a charging start time, as what you really want is the car to reach it's max SOC as close to when you are ready to leave, not some random point hours before, or even after you are ready to leave depending on the previous day's usage. I am happy with the Bolt's charging setup, 7.2KW 32A is on the upper end of non Tesla cars, and Jessica is really liking driving it. She discovered SPORT mode, and she has been VERY happy.

Hope everyone can join the rest of the group Friday night!

### **Articles I found interesting**

<https://electrek.co/2019/05/10/illinois-ev-bill-1000/>

<http://www.ilga.gov/legislation/fulltext.asp?DocName=10100HB3233sam001&GA=101&SessionId=108&DocType=HB&LegID=119675&DocNum=3233&GAID=15&Session=>

This is truly sad because the cost to implement a 1000 dollar set of fees on EV's may still not cover the cost to implement those fees for several years. Add in the health impact that forcing EV's off the road would have and you have a real money losing proposition. On a positive note passing this would encourage me to move out of the state much sooner than I would have ever thought. Which means I would pay considerably less taxes overall because Illinois already has the highest tax load in the region. Even Indiana has a more sane EV tax policy than IL would at that point. Indiana adds a \$150 flat fee per year for EV's, and \$50 for Hybrids. Wisconsin adds on \$100 for EV's and nothing for Hybrids. These additional taxes aren't what we should be doing at this point but they are more in line with what a gasoline car pays than \$1000.

Call / email / visit your IL Congress members and let them know your thoughts on this topic. This proposal will quickly die if all of his peers get huge negative feedback. If anyone does live in the district of Martin Sandoval please contact him immediately.

What I heard on this topic this evening is that the way forward might be to legislate that EV road taxes increase once EV's are 30% of the cars on the road. The concept being that until then they aren't a significant enough source of wear to justify the negative impacts of discouraging adoption by raising taxes on them. The other idea I have heard is taxing all electricity usage because all electricity users benefit from the roads in some way if for no other reason than power lines run in right of ways shared with the roads.

<https://evadc.org/school-ev-events/>

Planning School based events!

<https://jalopnik.com/the-electra-meccanica-solo-is-a-supercar-for-efficiency-1832278913>

Garbage trucks going electric?

<https://jalopnik.com/the-mack-electric-lr-is-the-future-of-trash-1834701684>

<https://jalopnik.com/heres-everything-you-need-to-know-about-workhorse-the-1834673218>

[www.cnbc.com/amp/2019/05/10/vacuum-maker-dyson-releases-patents-for-new-ev-line-to-debut-in-2021.html](http://www.cnbc.com/amp/2019/05/10/vacuum-maker-dyson-releases-patents-for-new-ev-line-to-debut-in-2021.html)

<https://teslamotorsclub.com/tmc/threads/150kw-supercharging-for-model-3.150495/page-4>

Check out the new charging curves for the Model 3 on Supercharger V3

<https://jalopnik.com/the-first-of-vws-mass-market-evs-is-now-called-the-id-3-1834607614>

<https://jalopnik.com/deal-for-workhorse-to-buy-ailing-gm-lordstown-plant-is-1834619011>

<https://jalopnik.com/honda-efficiently-names-its-new-electric-car-with-just-1834610771>

For Ted

<https://jalopnik.com/why-the-second-generation-dodge-dakota-deserves-your-at-1834555149>

<https://jalopnik.com/at-5-495-would-you-give-this-2011-think-city-electric-1834534848>

<https://arstechnica.com/cars/2019/05/inside-electrify-americas-plan-to-simplify-electric-car-charging/>

<https://arstechnica.com/science/2019/05/highly-efficient-thermoelectric-generation-but-only-in-the-cold/>

<https://earth.gizmodo.com/la-s-new-climate-change-plan-will-radically-overhaul-th-1834416804>

<https://arstechnica.com/cars/2019/04/this-little-electric-car-is-the-coolest-thing-at-the-ny-auto-show/>

<https://arstechnica.com/science/2019/03/ocean-heat-waves-remake-pacific-and-caribbean-habitats/>

Articles detailing the life cycle of the replacement postal delivery vehicle testing. Since the postal service tends to use their vehicles for 20 to 30 years this will impact our neighborhoods for many years to come.

<https://www.trucks.com/2018/10/01/usps-mail-truck-decision-delayed/>

<https://www.trucks.com/2019/02/04/postal-service-wrapping-testing-mail-truck-prototypes/>

<https://www.trucks.com/2019/05/03/usps-completes-next-generation-delivery-vehicle-tests/>

<https://jalopnik.com/here-come-electric-highways-eventually-1834718857>

[http://www.cod.edu/catalog/current/courses/automotive\\_service\\_technology/index.aspx](http://www.cod.edu/catalog/current/courses/automotive_service_technology/index.aspx)

For those that are interested in expanding their EV knowledge in a more formal setting College of Dupage offers the below class. Depending on your knowledge and experience you may or may not want to take a course or two leading up to this. The instructors are EV owners.

AUTO 2345 Automotive Hybrid Technology

2 credit hours

I do not hold any interest in any car manufacturer or any of their subsidiaries

i recently found a nice template for our new website and will purchase and install it soon. Then after a bit more coding on the Membership DB application, i will cutover our new website soon! We will experience some brief outages while i make the changes. i will inform members by email before the cutover begins and again once it is completed. Please stay tuned for more details.

Photos of Last Meeting - Friday, April 19, 2019



Current Automotive on Jefferson right down the block from our usual meeting place. This looks like THE place to find used electric vehicles and the owners Trip Jacobs and Seneca Giese have a unique on-line focus for their business.



Seneca Giese greeted us at Current Automotive and described their on-line EV focused business.



FVEAA Members check out the EVs inside the Current Automotive facility



Kevin Zak, Fred Kitsch and John Emde were impressed

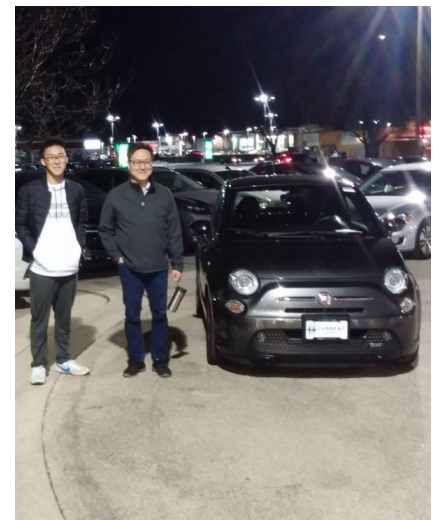




President Jeff Miller surrounded by Electric Vehicle goodness



Seneca presents the business model to the group



**FVEAA On Facebook - Join Us! Like Us!**

Ted Lowe

In October 2015, I created a **Facebook group for the FVEAA** and invited all the past and current FVEAA members i know that are on Facebook. There are 86 members as of 3/11/19. If you're on Facebook but not in the group, yet please join us! If you're not on Facebook yet, please consider joining so you can join our group there! This group supplements our forums because it is much easier to use, read, post pictures and videos and get notifications. Please let me know if you have any questions/comments/suggestions. Hope to see you there! <https://www.facebook.com/groups/889497691136309/>

Grant Gerke started **FVEAA's Facebook Page**. Like Us!

<https://www.facebook.com/FoxValleyElectricAutoAssociation>

We currently have **51 active paid-up** members, **up ONE** from last month!  
*I'm officially concerned by the our dwindling membership! Please renew & recruit new folks in 2019!!!*



**FVEAA Membership Report**  
 as of 2019-05-14 04:58:07

**Count of Members by Type**

Membership Type	Count	Paid Up
BusinessStd	1	1
Family	5	5
Individual	44	42
LifetimeInd	3	3
Totals	53	51

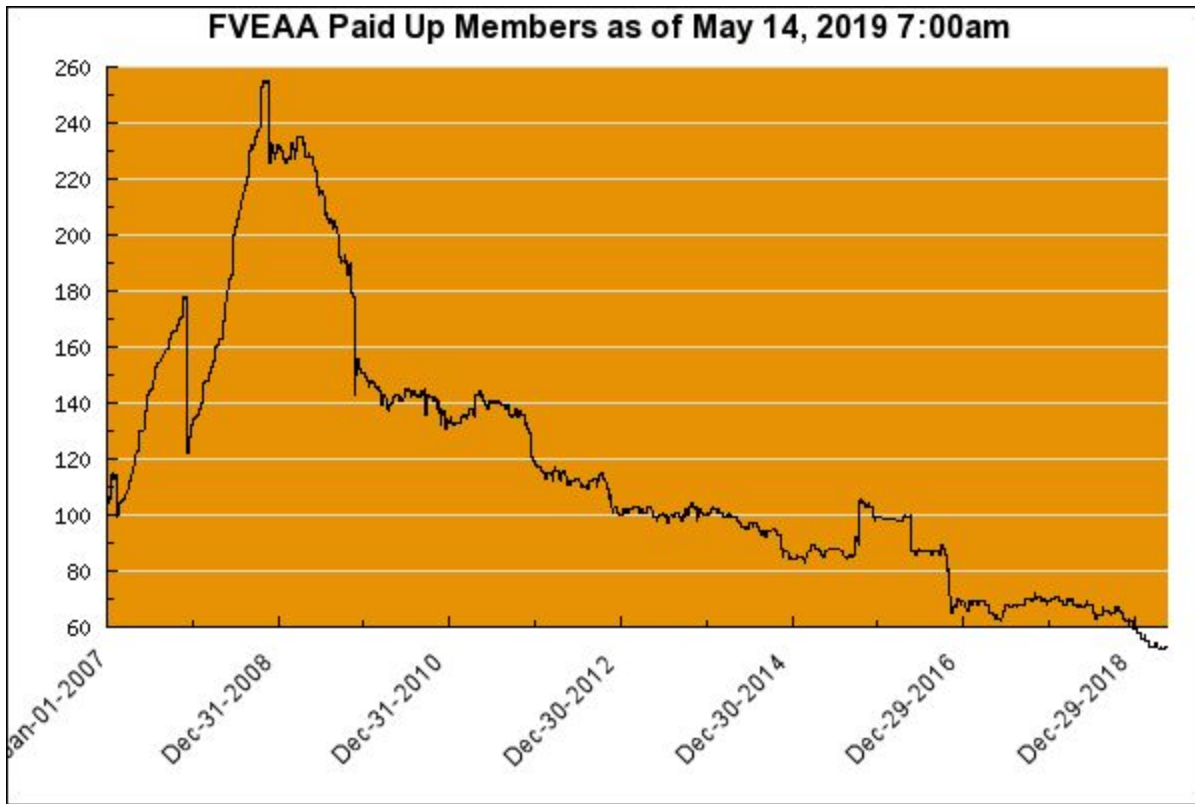
**Other Statistics**

Statistic	Value
% Paid Up	96.2%
Avg. Paid Up Days	157.1 days
% With Email	94.3%

**Encouraging Our Membership To Grow in 2019 and Some History**

**Happy 2019 EVeryone!** We live in a large metro area with 8 million people and EVs are the latest buzz so we should be able to grow the FVEAA! **Please invite your friends, neighbors, family, colleagues,** etc. to FVEAA meetings and EEvents. Volunteer to attend EEvents on behalf of the FVEAA (with or without an EV)! Your ideas on how to help grow the FVEAA are welcomed at anytime, thanks! Howard Hansen had a **great idea...** giving an FVEAA membership as a gift!

Here is a time-varying graph of our membership size from 2007 to now. Note that we peaked at about 255 members in the Summer of 2008 when gas was nearing \$5 per gallon. We were also attending lots more invitational EEvents with our EVs. **Let's get out there and grow the FVEAA in 2019!!!**



**Monthly Treasurer Reports** Ted Lowe

As Treasurer, i am publishing a brief Treasurer’s Report to our forums around the time our monthly newsletter is published.

i am publishing our various cash balances (Money Market, Checking, PayPal) to this location:  
[FVEAA Committees](#) > [Finance](#) > [Treasurer Reports](#)

This area of the forums can only be seen by FVEAA members. As an IL Non-Profit corporation, we have no requirement to publish our assets or financial statements publicly.

Feel free to contact me if you have any FVEAA financial matters to discuss.

**Membership Renewals** Ted Lowe

Our membership system sends out “renewal reminder emails” before your membership is due. You will receive up to 3 before being marked “not renewed” (inactive). The sooner you renew, the fewer emails you will receive :)

So please pay attention to your email from the FVEAA and renew online using this link (for the easiest approach for all of us):

<http://www.fveaa.org/renew>

**THANK YOU** for your continued support of the FVEAA!

**Upcoming EEvents** Rich Hirschberg



**Welcome**

- The meeting started at 7:05 at Current Automotive 1551 W Jefferson Ave. in Naperville, just a few blocks down the street from Community Christian Church where we usually meet
- Trip Jacobs and Seneca Giese started the business of selling Electric Vehicles with a primary focus of on-line sales. Two other members of the staff were on site as well
- Trip is the son of the BMW dealer owner Bill Jacobs down the block.
- Seneca provided an overview of the business and how it got started, where it is headed.
- They have sold electric cars to buyers in 30 states
- And they worked with an insurance company to provide extended warranties for vehicles with >50k miles on the odometer
- Eventually they would like to get into the servicing aspects as well, since EVs like Tesla are expensive to repair, and parts are hard to get. Need the right to repair them
- Around 25 FVEAA members were in attendance
- Test drives were provided for the Jaguar I-pace and several other nice EVs on site

**Meeting adjourned at 9:00 p.m.**

Of Note - Perhaps we should have some input into how Illinois spends the Volkswagen settlement money on charging stations

[Illinois Idling on spending plan for Volkswagon Settlement money](#)

By [Alex Ruppenthal](#) | February 16, 2018 3:20 pm

**FVEAA Membership Application Form - Version 2014-01-01**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State Zipcode: \_\_\_\_\_

Phone: \_\_\_\_\_ Phone Type: Home \_\_\_ Work \_\_\_ Cell \_\_\_

Email: \_\_\_\_\_

Please check one:    New Member \_\_\_\_\_ Renewal \_\_\_\_\_

How did you hear about the FVEAA ? \_\_\_\_\_

**Membership Types and Annual Dues** (please circle one):

Individual	\$20
Business	\$100
Premier Business	\$250
Charter Business	\$500

**Newsletter Delivery Type** (please circle one):        No Newsletter        Electronic

Please make checks payable to "FVEAA" and postal mail it with this membership application form to:

**FVEAA**

**PO Box 214**

**Wheaton, IL 60187-0214**

Attn: Membership



# Best Hybrid Batteries

Only The Best

Michael Bradley

18600 IL-59

Shorewood, IL 60404

Phone: 708-669-9402

Email: [besthybridbatteries@gmail.com](mailto:besthybridbatteries@gmail.com)

Web: [www.besthybridbatteries.com](http://www.besthybridbatteries.com)