



FACTS SHEET

NOVEMBER 12, 2008

Descriptor: EV Power Systems, Inc. (“EVPS” or the “Company”) designs, sells and services hybrid and all-electric vehicle power systems. Using its electric-drive system technology, the Company has developed a retrofit plug-in hybrid-electric vehicle drive system (“PHEV”) for installation in trucks. The retrofit system is scalable for different size trucks.

Corporation: EVPS, incorporated June 2006 and based in Rock Hill, SC, was formed to develop power systems to help reduce fossil fuel consumption and emissions from vehicles worldwide.

Product: EVPS’ initial product is retrofit hybrid-electric drive systems for light-duty pick-up trucks and cargo vans that fleets use in start/stop applications. EVPS will extend its retrofit hybrid products to shuttle buses, delivery trucks, refuse trucks and other vehicles. EVPS has used its proprietary technology to develop 100% electric vehicles.

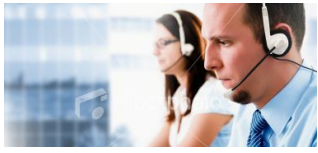
Differentiation

- Versatile technology platform applicable to multiple products and markets
- Differentiated retrofit hybrid products
- Scalable business model












Product Goals-Achieved: EVPS’ hybrid-electric retrofit system (i) improves vehicle mpg 25-40% in start/stop driving, (ii) does not modify or alter internal combustion engine, transmission, emissions equipment, or other vehicle systems (HVAC, power controls, etc.), (iii) can be upgraded after installed in vehicles, (iv) can be transferred to similar vehicles if “host” vehicle retired, (v) works with gas, diesel, biodiesel, CNG, etc. (vi) reduces greenhouse gas emissions.

Management: EVPS team has significant auto, fleet management, technology and EV experience.

- *John Dabels*, EVPS co-founder and CEO, is a 25+ year veteran of GM. Key assignments included helping develop/manage new product introductions, including GM EV1 (electric vehicle). Since GM, Mr. Dabels has remained involved with electric/ hybrid vehicle programs.
- *Terry Russell*, EVPS President & COO, is an 18-year veteran of Ryder, where his positions included Sr. VP Development, President-Ryder Automotive Logistics (with responsibility for delivery of 6,000,000 light trucks), and President-Ryder Int’l. He has remained in the transportation, logistics and distribution business, including as CEO.
- *James McGreen*, EVPS co-founder and CTO, has started several companies, including those selling electric vehicles and open-source software.
- *Paul Wolfe*, EVPS Chief Engineer, has extensive experience with auto OEM’s/suppliers in vehicle design, ranging from 100%-electric industrial vehicles to suspensions for heavy-duty trucks. Mr. Wolfe holds 13 patents.
- *Wayman Pearson*, EVPS Government & Refuse Product Development, spent a career in municipal government, including Key Executive, Charlotte’s Solid Waste Services. Pearson is involved in national organizations for waste.
- *Leighton Cabbage*, Board of Directors and Marketing and Sales, has spent his career in technology related companies. Mr. Cabbage will assist EVVPS with developing and executing its channel strategy.



A TYPICAL DAY AT EV POWER SYSTEMS

	EV Power Systems, may I help you?
Prospect	Yes, I understand your company converts existing trucks to hybrids. What type of mileage improvement should I expect?
	25-40% gain in mpg in start/stop applications
Prospect	Great! How do we begin converting our fleet to hybrids?
	We have a few questions to help get started.
Prospect	Fire away.
	You represent a municipal government or privately owned fleet?
Prospect	Yes, I'm the fleet manager. We have 400 trucks – 150 pick-up trucks and 250 panel vans. Almost all used in start/stop applications.
	How many miles per year for the trucks?
Prospect	Most travel 24-36,000 miles. A few over 40,000, a few only 18,000 miles per year.
	Any special cargo needs?
Prospect	Not really. Most units transport equipment or cargo to customer sites or between company facilities. Rarely do we need all the cargo room or max out the payload capacity.
	Ever travel off road?
Prospect	Only construction sites and some dirt roads. No real 4-wheel stuff.
	At night, are the trucks parked near an electrical outlet so batteries can be recharged?
Prospect	Yes. Some parked in garage but even ones outside near outlet.
	Looks as if your organization an excellent candidate for retrofits. I'm certain you have more questions such as: <ul style="list-style-type: none"> ▪ What is the payback period, especially if fuel costs rise more? ▪ Will the hybrid work on gas and diesel trucks? ▪ Is it true I can transfer the hybrid system between trucks? ▪ Does the hybrid system alter the engine, transmission, or emissions equipment? (Hint – no) ▪ What is the experience of the management team? ▪ Who does the installation? ▪ May I lease the system?
Prospect	Yes, I'm anxious to find out. Where do I look?
	We recommend reviewing the website, www.evpowersystems.com . Then call us about a demo drive.
Prospect	Thanks very much. By the way, company looking for investors?
	In fact, we are. More information about investing in the Business Plan. Let me know if you want a copy. Thanks for calling. Looking forward to talking again.

