

October 28, 2009

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State of Connecticut Department of Motor Vehicles  
Lieutenant Frank Baio  
60 State Street  
Wethersfield, CT 06161

**RE: Electric Vehicle Inspection**

Dear Lieutenant Baio:

As you may recall, you and I met briefly (in the cafeteria of the Wethersfield DMV) and discussed the inspection and registration of my electric vehicle conversion last Wednesday, October 21, 2009. Let me take a moment to restate my situation:

In the very beginning of my electric vehicle conversion, I visited my local Bridgeport DMV branch to inquire, in person, about the details regarding the registration of an electric vehicle. I was informed by the manager of the Bridgeport branch that my electric car would be considered a composite vehicle. I proceeded to look over the documentation, and it all seemed to fit. I also did more research on my own, and found additional documentation regarding requirements of "High Mileage Vehicles" § 14-103b

Regardless, upon my arrival, I was told that the inspectors couldn't do the inspection. Two hours later, we met in the café.

I greatly appreciate your offer to send an inspector to my garage, and would like to do so as soon as possible. As you may have seen, this vehicle has been gaining great media attention (NBC, WPKN, CT Post, Fairfield Citizen, Stamford Advocate) and many people are interested in seeing it on the road.

I do have a technical question that I cannot seem to find documented. § 14-103(b)(5)(a) states:

"The electric propulsion circuit shall be electrically isolated from other conductive portions of the vehicle sufficiently to prevent personal hazards due to contacting any portion of the electric propulsion circuit while in contact with other portions of the vehicle. "

In regards to this requirement, you mentioned the need to do some voltage-drop testing. What are the specs on such a test, and testing points? How is isolation, tolerance and capacitive resistance accounted for? Don't get me wrong, my vehicle is fully isolated and I have no concern of its safety, however, that is not to say the while all components are fully connected, my voltage drop is .000 VDC. Also, how is this test done? Are you using a Digital Multi-Meter or Oscilloscope or Floating Oscilloscope?

Furthermore, in regards to Gross Vehicle Weight Rating ("GVWR"), it turns out that my vehicle, without myself in it, is just under the Toyota GVWR. I have however, reinforced my rear suspension with custom coil springs to accommodate for an extra 900lbs (which is the weight of my batteries in the trunk). Is this an acceptable means of countering the chassis rating? Is the difference going to make or break my inspection?

And finally, for my own records, I am curious to know for sure what Statues apply to my situation, and the true process for registering a converted electric vehicle. From what I understand, I am to:

- 1: Follow § 14-103(b)
- 2: Schedule an appointment for inspection
- 3: Upon approval, I'll receive a document (?) that will allow me to register the car, be emission exempt, keep my Vehicle Identification Number ("VIN"), etc.

Please confirm that this is the case.

I look forward to talking with you soon to schedule an inspection. My cell phone is the best way to contact me, or you may reply via email or fax.

Regards,

James Boncek