

AUTOMOTIVE TECHNICIAN TRAINING PROGRAM presents...



Plug-in Electric Hybrids Featuring the Chevy *"Volt"*



Frequently Asked Question's

What is the total length of run time and distance on a single charge?

What happens when the vehicle runs out of power?

Does the *"VOLT"* require special servicing?

Who is allowed to service this vehicle?

What testing equipment is needed to service the *"VOLT?"*

What about the safety of the onboard batteries?

Get the answers to all these questions and more (don't get left behind in this technology)



Stephen Marlin: aka *"Mr. Volt"* Stephen has over 20 years of experience in the automotive industry. Currently he is the manager of GM's Advanced Technology Demonstration Service Facility in the Northeast. During his 4 years at the facility he has overseen the implementation of the GM Project Driveway Fuel Cell demonstration program and the development hydrogen-fueling infrastructure in New York and Connecticut. With the launch of the Chevrolet Volt Stephen became heavily involved supporting Detroit as vehicles and charging infrastructure were rolled out in the New York Metropolitan area. Stephen has served as an electric vehicle subject matter expert on a number of media outlets including CNN and Good Morning America. He is also serving on the board of the New York City chapter of Young Professionals in Energy responsible for transportation and is a Transportation Advisor for Green Towns.com.

Also



FOR USE WITH ELECTRIC VEHICLES
⚠ DANGER Hazard of Electrical Shock or Burn
This Product Contains No User Serviceable Parts.
⚠ WARNING Only For Use With Electric Vehicles that do not Require Ventilation
⚠ WARNING This unit employs parts, such as switches and relays that tend to produce arcs or sparks and must be mounted not less than 18 inches above the floor if installed in an enclosed garage.

ELECTRIC VEHICLE CHARGING STATION
MODEL: DS-100
SERIAL: CS1C10103336 
CONFIG: CS-40-C4-L25-10

40A BRANCH CIRCUIT PROTECTOR
INPUT: 208-240 VAC, 50/60Hz, 120V TO GND
30AMPS CONTINUOUS
OUTPUT: 208-240 VAC, 50/60Hz, 120V TO GND
30AMPS CONTINUOUS
SHORT CIRCUIT RATING:
5000RMS SYMMETRICAL AMPS at 240VAC
SAE J1772 COMPLIANT / NEMA TYPE 4 ENCLOSURE

This device complies with Part 15 of FCC Rules.
Operation is subject to the following two conditions:
(1) This device may not cause harmful interference, and
(2) This device must accept any interference received, including interference that may cause undesired operation.

 11850 KEMPER ROAD
AUBURN, CA 95603
WWW.CLIPPERCREEK.NET
CLIPPERCREEK, INC.
INNOVATIVE INFRASTRUCTURE FOR
ELECTRIC AND HYBRID VEHICLES

CLIPPER CREEK “*Plug-in Electric Hybrids*” Charging Stations

Frequently Asked Question's

How long does it take to charge a plug-in?

Why can't I just use a standard outlet?

What is the SAE J 1772 standard?

Do all vehicles use the SAE J1772 standard?

Where are EVSE's going to be installed?

Get the answers to all these questions and more (don't get left behind in this technology)



Michael Paritee: aka “*Mr.Plug-In*” **Business Operations Manager**

During his 27 years in the automotive and transportation industries, Michael has participated in the deployment of electric, natural gas and hydrogen fueled vehicles. He is a specialist in advanced vehicle deployments and commercialization of emerging transportation technologies. He has personally deployed over 3000 clean fueled vehicles and their related infrastructures (i.e., EV1, Equinox FCEV). At Clipper Creek he is working to ensure that reliable and robust equipment is deployed to support the current wave of plug-in vehicles.



AUTOMOTIVE TECHNICIAN TRAINING CENTER

718-492-0985 NYATTP.COM

Date: Feb Time: 7:00 PM

View the “Chevy Volt” up close and personal