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**A Century of Reliability:
100 Years of U.S. Battery
History...See page 12**

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Contents...

May 2026

A Century of Reliability: 100 Years of U.S. Battery Histor / [12-14](#)

Traction By Michael Alexander / [32-33](#)

Beyond The Gated Community / [42-45](#)

LSVDA: Driving Forward / [54-58](#)

2026 Battery Buyers Guide / [59-65](#)

Dealer Profile / [94-96](#)

Technology Meets Golf Car / [98-99](#)

**Plugged In:
LSV/Golf Cart Energy Trends / [104-107](#)**

DEPARTMENTS

Classified Ads / 130

Golf Car/LSV Manufacturers Listing / [128-129](#)

Around The Community / 70-71

Around The Courts / [18-19](#)

Around The Industry / [118-124](#)

DEPARTMENTS

Around The Marketplace / [74-76](#)

Around The World / 82-85

Service, Repair & Maintenance / [112-117](#)

The Social Scene / 108-110

Wacky World of Golf Cars [100-101](#)

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ADVERTISER DIRECTORY

Activ-EV..... 47-48	GMT Golf Cart Acc.... 102-103	National Powersport
Allied Battery 24, 81	Golf Car Graphics.....132	Auctions9
American Cart Cart17	Golf Cart People.....97	Progressive Insurance...7, 93
Bestas.....125	GolfCartDog.com128	Red Hawk/RHOX25
Bintelli EV 2-3	Great Day Inc.....132	SIVO 40-41
Breezy EV66	Jasons Golf Carts.....132	Small Vehicle Resource72
Build Your Golf Cart Software.....132	Journee/Star EV21	Suite Seats131
C&S Custom Golf Carts...101	Kawasaki NAV..... 15	TNT Golf Cars.....67
Cart Skinz 132	Lazy Life Seats + Covers 68-69	Trojan Battery.....11
Converted Carts132	Lester Electrical29	US Battery35
Costa Carts.....50	Lightspeed DMS28	Vatrer.....51
DoorWorks..... 8, 86-87	Litchfield Specialty 16, 97	Vegas Golf The Game 80, 128
Eagle Products.....111	LSVDA132	VIP Golf Cars73
Eco Battery..... 4-5	M&M Vehicle Corp..... 77, 92	Wink Motors 38-39
Epoch Batteries 52-53	MillerTech Energy Solutions 30-31	Winters Recreation91
Fantasy Custom Golf Carts129	National Museum Of Golf Cars.....91	WiTricity.....20
		X-iT Outdoors 16,101

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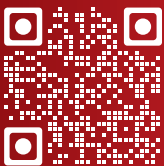


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A Century of Reliability: 100 Years of U.S. Battery History

Celebrating 100 years in the battery industry is a monumental milestone for U.S. Battery Manufacturing. Over the past century, our continuous drive to improve deep-cycle battery power has run parallel with the emergence and explosive growth of the electric golf car.



When Lyman Beecher created the first battery-powered golf car in 1932, U.S. Battery—then located in San Diego, California—had already been manufacturing a variety of premium batteries since 1926. While early three-wheel, manual-steering golf cars took time to gain traction, the introduction of the first commercial electric model by Marketeer Golf Cart in the 1950s changed the landscape. By 1958, consumer demand surged, prompting companies to

mass-produce electric models. U.S. Battery was there to power them.

A New Direction for U.S. Battery

As electric golf cars surged in popularity throughout the 1970s, industry entrepreneur John Anderson and his partner Cliff Richards acquired U.S. Battery in 1972. They relocated operations to Signal Hill, California, merging the business with their existing company, Battery Plates.

Recognizing a rapidly shifting market, Anderson strategically pivoted the company to focus exclusively on flooded lead-acid (FLA), deep-cycle products. This shift catered directly to the expanding golf car industry and other emerging industrial markets. As golf car owners began customizing their vehicles, they demanded greater battery reliability, longer service life, and superior performance. U.S. Battery stepped up to fill this need, building an unmatched reputation for high-performing power solutions throughout the 1980s.

Engineering the Industry Standard

U.S. Battery's success in the market came from its innovations in improving the cell design of Flooded Lead-Acid batteries. By introducing Selenium as an additive to the lead-antimony on our cell plates, we can refine the lead grains into a fine alloy. This provided greater strength and corrosion resistance over conventional lead-antimony alloys, and positive grid corrosion was no longer the primary failure mode. For our customers, this translated to:

- Improved cycle life
- Longer overall service life
- Fewer battery replacements

To meet the soaring demand for reliable power, U.S. Battery expanded operations in 1987 by opening a state-of-the-art plant in Evans, Georgia. This served East Coast customers and a growing global customer base beyond the golf car industry, including access lifts, marine, RVs, floor-cleaning machines, and more.

Recognizing the need for continuous modernization, U.S. Battery constructed a new headquarters in Corona, California, in 1989. Simultaneously, Anderson purchased Richards' shares, becoming the sole owner of the U.S. Battery Manufacturing Company that you know today.

To support this global growth, U.S. Battery built a third manufacturing plant in Augusta, Georgia, in 2000

New Battery Technologies to Meet Changing Demands

While the fundamental design of the golf car remained consistent, manufacturers and owners began demanding environmentally friendly, zero-maintenance battery options. U.S. Battery re-

sponded by engineering premium Absorbed Glass Mat (AGM) batteries.

The company re-engineered its AGM technology by enhancing resistance to positive electrode corrosion and integrating carbon-enhanced negative active materials. This resulted in faster, more reliable charge acceptance. Offering zero maintenance and nearly 100% recyclability, these AGM deep-cycle batteries have become the premier choice for golf cars—especially in coastal communities or for vehicles with hard-to-reach battery compartments.

To support this global growth, U.S. Battery built a third manufacturing plant in Augusta, Georgia, in 2000. In 2008, an in-house Oxide Mill was added, enabling the production of its own lead battery plates, maximizing efficiency, optimizing cell structure, and achieving faster charging capabilities.



LITHIUM-ION BATTERY INNOVATIONS

By 2010, the golf car industry was rapidly advancing, incorporating GPS systems, electric power steering, and enhanced safety standards. The market required a modern battery technology capable of delivering maximum, safe output from a single charge.

Instead of rushing a product to market, U.S. Battery meticulously researched lithium-ion components to ensure our offering would meet our century-old standards for safety and reliability. In 2022, we proudly launched the Essential Li® line. To guarantee premium performance, the company engineered these batteries with:

- **Large Prismatic LFP cells** instead of standard cylindrical cells for superior energy delivery.
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U.S. Battery's Essential Li® 24V and 48V batteries have also earned UL 2271, UL 2580, and UL 38.3 certifications for safety, quality, and transport compliance. As the industry swiftly adopts lithium technology, we remain committed to innovating. In 2025, U.S. Battery integrated heating elements into select models of the Essential Li® line, ensuring optimal charge efficiencies in colder climates and during seasonal use.

Continuing the Commitment

The company's advancements in lead-acid, deep-cycle batteries, and its investment in its Essential Li® line of Lithium-ion batteries have propelled U.S. Battery into the future and put it at the top of the list for golf car owners seeking reliability, cost-effectiveness, recyclability, and long run times.

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LSVs/Golf Cart Current & Pending Legal News

This section tracks the latest legal developments and pending court cases involving LSVs/golf carts. From accident liability and community regulations to intellectual property disputes and product safety claims, we cover the legal stories shaping the industry. Stay informed on the courtroom decisions that define the future of LSV/golf cart ownership and operation.

Missouri appeals court reverses multimillion-dollar golf cart injury judgment

Boone County ruling in a personal injury case stemming from a golf cart accident, remanding the case for further proceedings while dismissing part of the appeal.

In a March 24 opinion, Judge Alok Ahuja wrote that the court found error in the trial court's entry of judgment based on a settlement agreement between the parties. Chief Judge Anthony Rex Gabbert and Special Judge James M. Dowd concurred.

The trial court had sided with the plaintiff in her personal injury claim after she was injured while riding a golf cart driven by the defendant in 2019. The plaintiff, Connie E. Lyda, was ejected from the golf cart when Mark Northcott lost control and crashed it. Lyda claimed Northcott was intoxicated at the time of the accident and that she "sustained severe injuries, including large skin avulsions on her left foot that exposed tendons and bones, a fracture of the second metacarpal on her right hand, and significant facial lacerations."

Northcott was insured at the time of the incident under an auto policy with Allstate Fire and Casualty Insurance Company, and by a homeowner's policy issued by Allstate Vehicle and Property Insurance Company.

Lyda filed a petition in Warren County Circuit Court in January 2023 against Northcott, alleging his negligence caused her injuries. The action was later transferred to Boone Coun-

The Missouri Court of Appeals Western District partially overturned a

ty. After being served, Northcott requested a defense from Allstate, which Allstate refused without reservation of rights, and subsequently denied coverage for the accident.

In March 2023, Allstate sought declaratory judgment that it had no obligation to defend or indemnify Northcott under the policies, filing the suit in the U.S. District Court for the Eastern District of Missouri.

In May 2023, Lyda and Northcott entered into an agreement in which Lyda agreed to "forego collecting any compensatory damage judgment against or settlement with Northcott from Northcott's personal assets." Instead, she would "pursue as the sole source of payment ... the assets of Allstate or any other insurer from whom Northcott makes final recovery..." Northcott agreed to bring claims against his insurers for indemnity, breach of contract, bad faith, and breach of fiduciary duty, and to pay Lyda 90 percent of the net proceeds he ultimately recovered.

As part of the agreement, Northcott had to admit the following: that he operated the golf cart, had consumed alcohol, and that his negligence caused the accident and Lyda's injuries.

Northcott's counsel notified Allstate on the same day the agreement was agreed to. On May 22, 2023, Allstate moved to intervene as of right in Lyda's personal injury lawsuit under Statute 537.065.4, and the circuit court granted that motion in June 2023. In its answer, Allstate acknowledged Northcott's Missouri residency and the golf cart accident involving Lyda but denied key allegations, including intoxication, negligence and the extent of Lyda's injuries. It also raised affirmative defenses, asserting that

Lyda's own negligence contributed to her injuries and that she assumed the risks associated with riding in the golf cart.

In July 2023, Northcott filed his own answer, admitting all factual allegations in Lyda's amended petition and requesting that judgment be entered in her favor in a fair and reasonable amount, while still disputing the claim for punitive damages. He also asserted crossclaims against Allstate for indemnity, breach of contract and breach of fiduciary duty.

In June 2024, he moved for partial summary judgment on coverage under the homeowner's policy, while Allstate filed a cross-motion disputing any duty to defend or indemnify.

In September 2024, Lyda and Northcott jointly moved for entry of judgment based on a prior settlement agreement allowing Lyda to elect a \$6.14 million judgment, which Northcott agreed to accept. Despite Allstate's objections, the circuit court entered judgment for the full amount in October 2024. After the court denied Allstate's motion to vacate or amend the judgment in February 2025, it also granted Northcott partial summary judgment on indemnity under the homeowner's policy. Allstate appealed.

Lyda argued that Allstate's Point Relied On only challenged the ruling on its motion to vacate the judgment, rather than the trial court's initial judgment entry of Lyda's tort claim. She argued that a more deferential standard of review applied to Allstate's arguments. She also filed a motion to dismiss Allstate's appeal, based on the purported defects in Allstate's Point Relied On.

"Lyda reads Allstate's Point Relied On too narrowly in any event," the opinion stated. "Although the Point asserts that '[t]he Circuit Court erred in denying [Allstate's] Motion to Vacate Judgment' it also contends that 'the entry of judgment in favor of Respondent Lyda and against Respondent Northcott denied [Allstate] the right to a jury trial . . . guaranteed by R.S. Mo. § 537.065.'"

Referring to *City of St. Louis v. State*, the appellate court said that the Missouri Supreme Court encourages appeals courts to "not rely on minor procedural defects in an appellant's briefing to deny review of the merits of the appellant's arguments. "

The court also looked at Statute 537.065. Amendments in 2021 strengthened insurer rights, including the ability to assert positions on liability and damages and request a jury trial. The statute had previously been amended in 2017 to require notice and allow intervention by the insurance companies, but that could still be sidestepped by late notices.

"Section 537.065.4 expressly states that an intervening insurer is not bound by any 'stipulations' entered into prior to its intervention. Under Lyda's argument, however, the intervening insurer's litigation rights could be extinguished by an agreement entered between the injured party and the tortfeasor/insured after the insurer's intervention," the opinion stated. "All an injured party and insured tortfeasor would need to do is wait for the insurer to intervene, and then settle the underlying tort claim. Such an outcome would have the effect of completely nullifying ... rights created by the 2021 amendments."

The Western District found that the circuit court erred by entering judgment on Lyda's negligence claim and reversed the judgment.

Allstate Vehicle and Property separately appealed the trial court's partial summary judgment on Northcott's indemnity claim. The court noted that the decision resolved only one of multiple related claims arising from the same underlying facts and therefore did not constitute a distinct "judicial unit" eligible for immediate appeal under Rule 74.01(b). The court dismissed Allstate's separate appeal.

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FLORIDA TOWN GIVES NEW RESIDENTS **FREE GOLF CARTS** TO REPLACE THEIR CARS

A Florida community has a novel strategy to reduce how much its residents drive: buying them a golf cart instead.

The planned community of Babcock Ranch recently reported its best sales month ever after it offered a free golf cart with the purchase of any new home, besting its previous one-month record by nearly 25 percent.

And many of these caddy wagons aren't zipping around the links — they're replacing car trips. Long before the

golf cart promotion, Babcock Ranch set out to create a haven for the "joy of golf cart living," using Vision Zero tools like low speed limits, dedicated non-automotive paths and dense land use that places everything residents need within the seven-mile radius of the community.

Collectively, those initiatives have made leaving the car at home the sensible choice for all sorts of daily trips — from "Publix to the pool," the community says, referring to the popular grocery chain.

They also make it easier to get rid of the second family car. Between 2021 and 2023, the share of Babcock Ranch households who owned two cars fell from 70 percent just to 43 percent — and that was before the community began to give away golf carts for free.

"This is not a pie in the sky idea; it's a real town," said Larry Burns, who serves on the board of Kitson & Partners, the developer behind the community. "And our residents are basically telling us that for a lot of the trips they're making, they're preferring to use their golf cart. And we've engineered the roads to make that a safe thing to do." ...and recording their highest sales numbers ever.

A former vice president of research and planning for General Motors, Burns is far from skeptical of automobiles; the Kitson board originally brought him on to discuss how autonomous vehicles might someday help shape the Fort Myers suburb.

It's the low-fi strategies, though, that are helping Babcock Ranch address its transportation challenges today — not the least of which is protecting human lives from car crashes.

The members of the community already enjoy more than 100 miles of bike trails and 10 mile per hour speed limits in school zones reinforced by cameras, Burns noted. And that's in addition to the relief of knowing that their neighbors' golf carts are far less likely to kill a pedestrian than a multi-ton SUV.

"We have all the Vision Zero strategies at work," added Burns. "But [we also have to think] about kinetic energy, and the mass of a car ... If we could have more and more of our trips in the lighter golf cart rather than the heavier car, even at 25 miles an hour, that's a good thing for safety.:"

Burns also said that discouraging everyday driving is a big part of Babcock Ranch's commitment to sustainability, which has won its developers awards and a reputation as the architects of "America's first solar-powered town."

Less driving also helps offset the local cost of living. While the community settles around the median home price of the surrounding area, many residents pay a lower share of their income for housing plus transportation, since a lot of suburban Floridians can't reliably access school, work or basic services without buying a car for every adult under their roof. (To be fair, residents of the urbanized parts of Fort Myers still pay less.)

"We're working really hard at alternatives to having bigger e-commerce vehicles running around on our streets."

"With affordability being high on the list of important reasons to live at Babcock ranch, and it turns out a one car lifestyle plays into that quite nicely," he adds.

Perhaps provocatively, Burns said Babcock Ranch's other strategy to reduce car trips might eliminate some trips altogether — by increasing e-commerce instead. He's particularly interested in enhancing residents' "virtual and physical access" to the goods and services they rely on, whether that's opening a second grocery store within town borders so more people can walk to buy food, or helping a company like Instacart bring food right to their doors.

Now, he says the community is looking to downsize delivery vehicles so they're less likely to injure or kill people who are rolling, walking, and golf-carting around.

"We're looking really hard at alternatives to having bigger e-commerce vehicles running around on our streets," he added. "With 15,000 residents and e-commerce continuing to grow at 15% a year, you can imagine we'll have a lot of brown, white and purple vans running around, unless we think about alternatives ... If we want to reduce our dependence on cars, I think it's really important to use virtual access as one of the mechanisms to do that."

Of course, Babcock Ranch is far from a car-free paradise — and in a car-dependent metro like Fort Myers, Burns is hesitant to commit to the goal of becoming one. Still, he hopes the town's approach could inspire other suburbs to treat car-light living as a valuable amenity that can help attract residents — whether that's buying them golf carts to ride through a Floridian winter or other car-cutting strategies.

"It's not just a matter of saying, hey, trade in your car for a golf cart," he said. "It's also promote ways of you getting a trip made without having to own that second car."

Source: [Street Blogs USA](#)



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Trojan Battery Unveils Lithium Solution for E-Z-GO RXV® Gen 1 ELiTE® Golf Carts

Trojan Lithium OnePack batteries now offer drop-in compatibility with expanded E-Z-GO RXV models, extending range and providing consumer options.

SANTA FE SPRINGS, Calif., April 15, 2026 /PRNewswire/ -- Trojan Battery Company, a global leader in power innovation and technology for more than 100 years, is expanding the capability of its Trojan OnePack™ lithium battery solution with all new drop-in replacement compatibility for E-Z-GO RXV Gen 1 ELiTE golf carts. This Trojan OnePack solution doesn't require motor or controller replacement and provides users with more choice and extended range for their golf cart. Dealerships can now offer all-new aftermarket battery upgrades to their RXV Gen 1 ELiTE customers.

Trojan Battery

More Options for Dealers and Users

This innovation helps Trojan dealers better serve their customers by offering choice, and it's now available to all golf cart dealers. The widespread availability and innovative compatibility also unlock opportunities in the used cart market with new options to repower used vehicles.

"Dealers now have new options to replace or upgrade batteries in RXV Gen 1 ELiTE golf carts," said Darren Brittain VP, Motive Commercial Strategy- Lithium at Trojan Battery. "This new compatibility brings the benefits of Trojan OnePack lithium battery packs to this market segment, creating opportunities for dealers to upgrade and repower carts that previously had few options."

More Range

With 105 and 171 amp hour options, the Trojan OnePack family delivers ranges up to 60 miles* and 75 miles*, respectively. That means more time on your golf cart and peace of mind when it comes to getting back home. As a drop-in replacement, The OnePack is an easy install that delivers reliable performance while maintaining a familiar RXV Gen 1 ELiTE driving experience.

All the advantages of the Trojan OnePack are brought to RXV Gen 1 ELiTE golf carts, including extended run times and advanced safety features. Trojan Battery emphasized safety with the OnePack, as it uses a stable lithium iron phosphate (LiFePO₄) formula, has four levels of safety redundancy, five internal tem-

perature sensors, and a self-protecting battery monitoring system (BMS).

For more information on our full portfolio of lithium solutions visit www.trojanbattery.com/technology/trojan-lithium-batteries

* Actual range varies based on vehicle configuration, load, terrain, and operating conditions.

About Trojan Battery Company

For over a century, Trojan Battery Company has provided batteries to meet the needs of golf, personal transportation, and utility vehicles as well as marine equipment, floor cleaning machines, aerial work platforms, and material handling equipment. Trojan Battery Company has revolutionized deep-cycle battery technology by introducing generations of deep cycle flooded, lithium-ion, gel, AGM, and AES batteries.

Based in Santa Fe Springs, California, Trojan Battery operates manufacturing facilities in Sandersville and Lithonia, Georgia; Santa Fe Springs, California; Reynosa, Mexico; and Shanghai, China; as well as two advanced Research and Development Centers in the United States, offices in Europe and Asia, and a worldwide network of Trojan Master Distributors.

SOURCE [Trojan Battery](#)

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03

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Traction

By Michael Alexander
Executive Director and
Founding Board Member, LSVDA



How April Turned Conversation into Community Action

Across the country, dealers participating in the TRACTION framework spent April moving local conversations from general interest toward practical next steps. This was not yet about sweeping policy wins or large-scale adoption. It was about helping communities move from “This is interesting” to “What would this look like here?”

One of the clearest lessons from April was that communities are more likely to move forward when the first ask is small, concrete, and manageable. Dealers who sought a pilot discussion, a route review, a stakeholder meeting, or a safety conversation often made more progress than those pushing immediately for a full ordinance or formal designation. Small wins create motion. Motion creates confidence.

This is an important mindset shift for dealers. Market growth is not always about making the biggest case. It is about making the next step easy to say yes to.

Visualization also proved powerful. Dealers who sketched out simple local routes helped communities understand utility in practical terms. When residents and local leaders can see how golf cars or LSVs might connect homes to a clubhouse, marina, school, park, or nearby shopping area, the conversation becomes grounded

in convenience and daily use. Route clarity reduces abstraction, and abstraction is often where resistance lives.

April also reinforced the value of approachable community engagement. Not every market needs a major public launch event. In many cases, a modest Coffee & Carts gathering, a neighborhood Q&A, a safety-first demonstration, or a small dealer-hosted information session is enough to begin building public familiarity. These moments matter because they lower the social and political risk of engagement. They invite curiosity without demanding commitment. Get to know your community HOA presidents and managers.



Dealers who understand this move faster, grow faster and are more profitable.

Another key lesson from April was the importance of follow-through. Many local opportunities do not stall because of

opposition. They stall because no one owns the next step. Dealers who followed meetings with concise summaries, route sketches, draft ideas, and clear recommendations continued building trust while making progress easier for others to support. Follow-up is leadership. This is where you become the locally known as the “go to” expert.

Dealers who consistently move communities forward are rarely the loudest. They are the ones who stay organized, remain helpful, and make it easier for others to act with confidence.

For OEMs and suppliers, April’s lessons are highly relevant. Dealer-led local engagement creates the conditions that allow responsible demand to emerge. When communities move from abstract interest toward visible activity, the opportunity set expands across the ecosystem; vehicles, batteries, chargers, accessories, insurance, service, signage, and supporting infrastructure. That kind of growth is far more durable than a short-term retail push.

May will build on this progress by focusing on how visible adoption begins influencing perception, behavior, and community confidence. As more residents see neighborhood mobility in action, the market becomes easier to expand.

“Communities don’t move because someone made the perfect case. They move because someone made the next step easy. If you want to lead your market, start the conversation, create the path, and take ownership of what happens next.” — Mike Alexander

Suppliers, OEMs, Dealers and industry consultants can help shape the future of “local mobility” by joining LSVDA today. Together, we are building safer, smarter, more credible industry; one community and one campus at a time..

About the Author

Mike Alexander is the Executive Director and Secretary of the Low Speed Vehicle Dealer Association (LSVDA) and Founder of Sea Anchor Group. A veteran industry leader who has shaped the LSV and Light Duty Utility Vehicle categories, helps OEMs, suppliers, dealers, and private equity-backed companies grow through strategy, innovation, and leadership. ■

Follow Michael’s Weekly **Traction** Series on [LinkedIn](#)

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Local vendor, police ready for golf cart rollout

[Mid America Customs](#) is already fielding service calls following the approval of a golf cart ordinance for the City of Paducah, set to take effect April 1.

Under the ordinance, golf carts need headlights, taillights, stop lights, turn signals, a red reflector, mirrors, a parking brake, seatbelts and a horn.

Mid America Customs is the only golf cart vendor in Paducah. Owner Mike Johnson said they are looking to help people get their golf carts up to code.

"We can add headlights and taillights, turn signals, mirrors; we have side view mirrors, rear mirrors, we have flags, we have caution triangles," Johnson said. "We have everything they need."

Johnson said many carts that people own don't have all the required parts, and owners will need to purchase the accessories. He said all the parts together could cost less than \$500.

"An ultimate light kit, which will include turn signals, brake lights and a horn, normally will run \$350 to \$400 depending on what brand you get and whether you go standard or LED," Johnson said.

The requirements under KRS 189.286 also include a maximum of six people, a maximum speed of 35 miles per hour, a maximum weight of 2,500 lbs, a slow-moving vehicle emblem, and insurance and inspection.

Johnson said six-person carts are

typically closer to \$20,000 and require drivers to exercise caution when the vehicle is full.

"The hazard will be breaking," Johnson said. "The more weight you add, the



faster you're going, the longer it takes you to stop."

Some golf carts come with rear-facing seats. Johnson said wearing seatbelts and holding on to the armrest will prevent falling off the back, especially with sensitive gas pedals.

"People who have their children riding in the back, a fast take off could cause the kids fall off," Johnson said. "You've got to be conscious about how you operate the carts, because they do take off fast. If you're not expecting it and you're not used to it, it could cause an issue."

The Paducah Police Department also emphasizes safe driving and awareness. Public Engagement Officer Blake Quinn said golf cart owners will have to follow the same traffic laws as cars.

"You're expected to stop at stop signs and stop lights, use your turn signals and operate it in a manner that's safe," Quinn said.

Quinn said drivers in cars need to be aware that golf carts will be coming to Paducah in April, and to accommodate the new company.

"Understand that this is coming up, and so you may see more of these," Quinn said. "So just exercise caution when you're in an area that will allow golf carts."

Those interested in driving a golf cart in Paducah must have their vehicle inspected by the McCracken County Sheriff's Office. Once approved, golf cart owners will be able to take

their form and proof of insurance to the Paducah Police Department to apply for a permit.

Permits allow only licensed drivers to operate golf carts on the road. Quinn said parents need to educate their children on these rules.

"If you have a 14-year-old kid who has a tendency to sneak out in the neighborhood on a golf cart, it presents a really unsafe situation," Quinn said. "The last thing we want to see is a juvenile get injured in a golf cart accident."

Quinn said to stay alert to the Paducah Police Department's social media, as they will be pushing out more information as April gets closer.

[SOURCE](#)

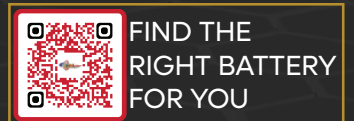


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Golf Car Options dealernews

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Golf carts are no longer just a utility for the golf course—they have become a popular mode of transportation in resorts, communities, and personal use. With this growing demand, the need for high-quality golf cart accessories and reliable replacement parts has also increased.

To meet this demand, PrimeGolfParts.com is proud to offer a wide range of premium golf cart products, including accessories and specialized components designed for performance, durability, and style.

Expanding Demand for Golf Cart Accessories

In recent years, golf cart owners have started focusing more on customization and performance

upgrades. From comfort enhancements to aesthetic improvements, golf cart accessories play a major role in improving the overall experience.

Popular accessories include:

- Seat covers and cushions
- Windshields and enclosures
- Lighting kits
- Mirrors and safety upgrades
- Storage solutions

At PrimeGolfParts.com, customers can find carefully selected accessories that improve both functionality and appearance.

High-Quality Replacement Parts for Long-Term Use

Maintaining a golf cart requires reliable replacement parts that ensure long-term performance. Poor-quality parts can reduce efficiency and increase maintenance costs.

PrimeGolfParts.com focuses on providing durable and tested parts that meet customer expectations for:

- Performance
- Safety
- Longevity
- Compatibility

This ensures that golf cart owners can maintain their vehicles without frequent breakdowns or replacements.

Special Focus on DoubleTake Golf Cart Parts

One of the key highlights of the platform is its availability of DoubleTake golf cart parts, which are widely known in the industry for their modern design and strong build quality.

These parts are especially popular among users who want:

- Stylish body kits
- Improved durability
- Custom-fit components
- Enhanced visual appeal

DoubleTake products are ideal for golf cart owners who want both performance and aesthetics in one package.

Why Quality Matters in Golf Cart Components

Choosing high-quality parts is essential for ensuring safety and efficiency. Low-grade components can lead to frequent repairs and reduced vehicle performance.

Benefits of premium parts include:

- Better driving experience

- Reduced maintenance cost
- Longer vehicle lifespan
- Improved safety standards

PrimeGolfParts.com ensures that all listed products meet quality expectations for both personal and commercial users.

Growing Market of Golf Cart Customization

The golf cart industry has expanded beyond traditional use. Today, customization is a major trend, especially in resorts, gated communities, and private estates.

Users are now investing in:

- Performance upgrades
- Luxury interiors
- Off-road modifications
- Custom body kits

This growing trend has increased demand for specialized parts and accessories, making platforms like PrimeGolfParts.com highly relevant.

Commitment to Customer Satisfaction

PrimeGolfParts.com is committed to providing:

- High-quality products
- Reliable customer support
- Fast and smooth purchasing experience
- Updated inventory for latest models

The goal is to ensure that every customer finds exactly what they need for their golf cart.

Conclusion

With the increasing demand for golf cart accessories and specialized components like DoubleTake golf cart parts, PrimeGolfParts.com continues to position itself as a trusted source for quality products.

Whether you are upgrading, repairing, or customizing your golf cart, the platform provides a complete solution designed for performance and style.



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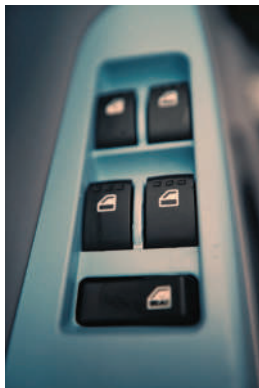
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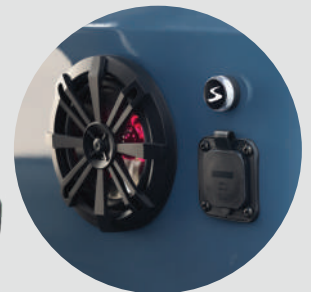
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When the Business Leaders Become the Bureaucrats

The famous economist Milton Friedman pointed out that in so many cases when you looked at the bios of bureaucrats in regulatory agencies the bios revealed they consistently came out of the very business or industry they were now regulating. He decried this tendency, saying that the chummy relationships between industry and bureaucracy effectively reduced competition to the harm of the public, i.e., consumers.

One can extend Friedman's contention to say that regulatory oversight can also impede market growth. In the case of low-speed vehicles, the short-distance driving segment is far from being fully exploited, despite the groundswell of consumer interest across the country.

This article takes a critical look at the regulatory environment imposed on LSVs and suggests a necessary focus on changing the environment at the national and local level. The Low Speed Vehicle Dealer Association (LSVDA) is the right organization at the right time to lobby for the change that will expand the market.

When compliance blocks competition:

Overreaching compliance is often a complaint of exporting countries when destinations block importation based on quality control and regulatory standards. This sort of protectionism, just as tariffs and quotas do, curtails supply and thereby curtails market expansion in a competitive environment.

For more information on the SVR market analysis, Market Outlook for Golf Car-Type Vehicles Trends from 2020-2024, Forecasts to 2032—Tariff Impact and the Potential for Strong Market Growth, contact Stephen Metzger, Managing Director, Small Vehicle Resource, LLC at smetzger@smallvehiclereource.com or (914) 293-7577.

NHTSA's regulations with regard to LSVs, unfortunately, do tend to limit market expansion in at least two ways:

- Regulate speed limits to 25 m.p.h. substantially below average driving speed on streets and roads with speed limits of 35 and 45 mph.;
- Inhibit importation of small electric vehicles that are already in foreign markets.

Moreover, the vehicle categories set up by NHTSA create a sharp disparity between conventional automobiles and LSVs, which lacks a middle ground in terms of performance and safety that would otherwise allow more vehicle types and result in pollution-free market growth.

Suggestions for lobbying efforts: Where should the focus be?

A major concern at both the national and local level is the operational safety of LSVs. This, despite the fact that golf car-type vehicles have been steadily upgraded with turn signals, back-up lights, back-up cameras, and three-point seatbelts. Nonetheless, compliance with NHTSA regulations with regard to product operational

safety is important. In this case the lobbying effort is mainly directed toward dealers and manufacturers.

The question is whether concern for safety is inhibitory to growth when it comes to speed limits and public road access. The effect of regulatory compliance in this regard is to protect the status quo to the benefit of domestic manufacturers and their dealer networks. Meanwhile the mobility market overall continues to expand in less regulated categories such as ebikes, e-cardo bikes, scooters, skateboards, and mopeds.

It seems that a reasonable goal of lobbying efforts with regard to LSVs would be to liberalize some of the current NHTA regulations. How might this be done?

European vehicle classifications

European vehicle classification offers a flexible mode of vehicle types that could be emulated in the United States. In the quadricycle category are the L6e and L7e, light and heavy small electric four-wheel vehicles, respectively. These categories most closely match the attributes of LSVs and medium-speed vehicles (MSVs) in the U.S.

While MSVs are capable of higher performance than LSVs, in particular higher speeds, they have not been specifically defined by NHTSA as a vehicle category and are, for the most part, constrained to LSV performance guidelines. This probably accounts, in large part, for the fact that MSV-specific vehicles are not manufactured in the U.S. (One Chinese manufacturer, Evolution, is the only brand that sells a specifically labeled MSV in the U.S.)

Thus, one goal of the LSVDA lobbying efforts at the national level could be directed to establishing a new official MSV category with higher performance capabilities. The combination of official recognition and upgraded performance would very likely lead to a market expansion.

The deadweight of a legacy identity

One of the barriers to market expansion is not only limited performance characteristics, but also a historical identity with the sport of golf. Many dealers still refer to their business as selling golf carts. The European classifications have given birth to popular names for the L6e/L7e vehicles, such as “microcar”, “minicar”, and even “UMV” (urban mobility vehicle).

Of course, a little restyling would help as well.

Examples of European styling

The Twizy, a Renault brand has been sold in Europe for a while and is pictured below. Note that it is fully enclosed, thus fully weatherized. The teardrop styling is also a trademark of European styling, although boxier styles are also available.

In addition to the Twizy another Renault brand is the Mobilize Duo, pictured below in two



The Renault Twizy—the microcar from France. The vehicle is not exported to the U.S.

versions, one for the consumer market, the other more for commercial use.

Adopting these styles means breaking the mold and leaving behind the golf legacy that tends to limit both consumer acceptance and the regulatory mindset of officialdom at the national and local levels.

A U.S. start-up in the making

A Twizy look-alike is currently in prelaunch mode. This is the Eli Zero with headquarters in Los Angeles. Although their headquarters are listed as in Los Angeles, the vehicle is



Two versions of the Mobilize Duo, consumer and commercial. These are classified as heavy quadricycles or L7es in the European quadricycle definitions. There is nothing comparable in the U.S. based NHTSA vehicle classifications.

manufactured in China. It is possible that the vehicle would not be classified as an LSV and thus escape the anti-dumping countervailing duty penalties now being levied on LSVs. We will be monitoring developments regarding this vehicle.

It is highly likely that vehicles like the Zero, with quite different styling from the traditional LSV, especially under the banner of a newly defined vehicle category, would do well in the short-distance driving segment.

To conclude, then, the LSVDA would do well to lobby NHTSA for an additional MSV or microcar classification. This would not only open up the short-distance driving segment but also lend itself to furthering other

important policy goals, such as reducing carbon emissions.



The Eli Zero in the European style and manufactured in China. U.S. headquarters are in Los Angeles and the vehicle is in prelaunch mode.



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ACTIVE-EV



Interstate Batteries expands lithium battery line across marine, RV, golf and powersports

Powering Longer Adventures

DALLAS (April 2026) – Interstate Batteries is expanding its lithium battery offering across marine, RV, golf and powersports applications to meet growing demand for high-performance, long-lasting power solutions. The expanded lineup delivers improved performance, faster charging and reduced maintenance for today's adventure-driven consumers.

“Bringing lithium technology into our portfolio is a natural evolution for us as we continue to focus on innovation, but we approached it with the same disciplined standards that define every Interstate Batteries product. From marine to RV to powersports, this lineup was designed

Interstate BATTERIES

to deliver consistent, long-lasting performance—giving customers the confidence to go further without worrying about their power source,” said Tracy Scime, Sr. Product Marketing Manager of Interstate Batteries.

Interstate lithium batteries deliver up to 10 times the lifespan of traditional lead acid batteries and recharge up to three times faster. With a non-corrosive design and no battery acid, they offer low self-discharge and reduced off-season maintenance. Built to support today’s tech-enabled vehicles and equipment, the lithium lineup provides dependable, long-lasting power across a wide range of applications.

Whether it be powering boats on open water and RVs off the grid to supporting golf carts on the course, Interstate’s lithium deep-cycle batteries are engineered for consistent, sustained output across demanding environments. This line was designed to support essential systems to help consumers go further with confidence from onboard electronics and appliances to extended recreational use.

For powersports applications, Interstate’s lithium starting batteries deliver reliable, high-performance ignition for motorcycles, ATVs, and UTVs—providing

the dependable starting power riders need, every time.

Like all Interstate Batteries products, the lithium line undergoes rigorous testing to meet high standards for performance, durability and safety.

About Interstate Batteries

Interstate Batteries is a leading provider of battery solutions across all applications. Headquartered in Dallas, Texas, the company is known for delivering dependable performance, strong distribution and industry-leading recycling efforts. With more than 70 years of experience, Interstate Batteries has built a legacy of reliability and service that continues to power customers wherever they go. Visit www.interstatebatteries.com/lp/pros-prefer for more information.



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Public Policy And Safety

Overview

Policy is not shifting through major new federal rulemaking right now. It is shifting where it matters most to dealers: at the state and local level.

Federal posture remains steady. State engagement is active. Local decisions are accelerating.

For dealers, that means one thing: Growth is increasingly tied to engagement.

Federal and State Update

At the federal level, there are no new rulemakings affecting LSV classification or FMVSS 500. LSVDA's recent engagement with the National Highway Traffic Safety Administration (NHTSA) reinforced a clear direction: focus on enforcement of existing standards, not expansion of new ones.

That matters because it places greater emphasis on compliance, labeling, and how vehicles are represented at retail.

At the state level, progress continues in Florida. LSVDA engagement with Representative Fiona McFarland helped improve language in HB 543 related to LSV conversions. While the bill did not fully advance this session, meaningful progress was made in aligning safety with practical dealer realities heading into the next cycle where your voice will be represented.

In Connecticut, LSVDA also supported dealer engagement by providing federal framework guidance and roadway-use context to help inform local and state discussions.

That is what early engagement looks like.

WHAT THIS MEANS FOR DEALERS

Federal rules are stable. Enforcement is expanding.

State progress takes time. Our engagement compounds.

Dealers who show up early in local markets help shape outcomes.

Local Ordinance and Market Access

This is where the real movement is happening.

Across the country, cities and towns are taking a closer look at how low-speed vehicles fit into local transportation plans. The trend is not broad restriction. It is structured regulation.

We continue to see activity around:

- roadway access definitions
- crossing rules
- registration and visibility requirements
- and increasingly, speed limits

A recent example is San Diego, where officials advanced a speed-management plan lowering limits on certain corridors, including reductions toward 20–25 mph in key areas.

This matters as lower posted speeds can expand the number of streets where LSVs are more viable and more practical. Not automatically, but directionally. For growth-minded dealers, that creates a new kind of opportunity.

Your markets that can be developed, not just served. That is exactly where our TRACTION system comes in. Dealers who engage local officials, understand the rules, and lead with safety and clarity are the ones helping shape where this market expands next.

Read the complete overview at: <https://lsvda.com/blog/>

MICHAEL ALEXANDER - Executive Director's Message



Fellow LSVDA Members:
Across much of the country, the season is changing, the market is expanding and local rules are starting to determine where growth happens

next.

Warmer weather is opening up northern communities. Traffic is picking up. More short trips, more local usage, and more conversations around practical neighborhood mobility. The market doesn't wait for perfect conditions. It rewards dealers who are ready.

Local policy is becoming a bigger factor. Communities are taking a closer look at roadway access, traffic patterns, and speed limits. Some of that creates friction. Some of it opens the door. Either way, it is creating real opportunity for dealers who engage early and lead locally. That is exactly why we built the TRACTION™ market growth system.

The fundamentals remain solid. Dealer confidence is holding. Service and aftermarket

revenue continue to grow. At the same time, expectations are rising.

This is where prepared dealers start to pull away.

The dealers who win this season will be ready. Right inventory. Trained teams. Strong service capacity. And a clear understanding of where and how their vehicles can be used.

In this issue, we cover policy engagement with NHTSA, progress in Florida, dealer support in Connecticut, and why local developments such as San Diego's speed-management initiatives matter. On the business side, the focus is execution: pre-owned strategy, productivity, LSV rental & business insurance and practical market growth.

LSVDA is growing alongside this shift, strengthening YOUR voice and our resources for dealers.

Spring is GO Time. Momentum is nice. Market share is better.

Driving Forward., Mike

For more information about LSVDA membership, sponsorship opportunities, or upcoming programs, visit www.lsvda.com or contact michael@lsvda.com.

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Daybright Financial



stability of the team.

That's one reason LSVDA is pleased to welcome Daybright Financial as a new Supplier Sponsor.

Daybright brings practical expertise in employee benefits and workforce-related infrastructure, which includes areas that can directly impact employee retention, recruiting, and the overall professionalism of a dealership operation.

As many dealers grow, the challenge is no longer just generating business. It's building a team that can sustain it.

When employees better understand their benefits, when owners spend less time untangling HR-related confusion, and when businesses operate with more structure, the result is often a stronger and more scalable dealership.

That is where Daybright can add value. Their work aligns especially well with LSVDA's Dealer Performance & Profitability pillar, where the focus is not just selling more, but building better businesses.

For more information visit Daybright Financial or contact Murat Tokat at (813) 610-1336 or mtokat@usenrollments.com

BEST PRACTICES: Dealer Growth and Profitability

Here's a number that should stop you cold: 63%.

That's the average percentage of a salesperson's working hours spent on activities that will never, ever result in a sale. Not because they're lazy. Not because they don't care. But because nobody—nobody—ever taught them the difference between being busy and being productive.

If you run a golf car or LSV dealership, your sales team probably looks like this: constant motion, always something going on, phones ringing, customers coming in. And yet, at the end of the month, the numbers don't tell the story you expected. Deals that should have been won weren't. Commercial accounts that should be yours went somewhere else. And nobody can quite explain why.

In this month's High Performance Dealerships, George Keen of Wise Wolf Consulting breaks down the two metrics that actually matter in sales—Deal Visibility Rate and Deal Closure Rate—and explains how most dealerships are only seeing 40–50% of the opportunities in their own territory. More importantly, he gives you a concrete, step-by-step system for changing that: how to build a structured account management plan (A/B/C/D), how to protect your prospecting time so it actually happens, and how to use basic technology to capture leads your competitors don't even know exist.

If your team is working hard but not capturing the commercial accounts, the resorts, the municipalities, the airports or the industrial facilities, that represent real, repeatable revenue, the complete article is the place to start. Contact George at george@wisewolfconsulting.com

To inquire about joining a Dealer Best Practices Group, click this [LINK](#). You can also email BestPractice@WiseWolfConsulting.com and review the one-page ad toward the end of this newsletter. Take the next step in transforming your dealership's performance today. You can contact George directly at 508-579-4131.

If you want to sharpen your skills at your own pace, explore a collection of practical, easy-to-read books on dealership management covering critical topics like sales discipline, service absorption, and rental fleet strategy. Visit <https://wisewolf-consulting.com/books> to learn more. Be sure to choose the "Wise Wolf Special" purchase option for the best price.

By George Keen, Founding Education Member (LSVDA), Wise Wolf Consulting.

Mikey's Motors



In a market that's getting more competitive by the month, Mikey's Motors isn't guessing. They're executing.

With locations in Murfreesboro, Franklin, and Shelbyville, Tennessee, Mikey's Motors has built a strong regional presence by combining aggressive marketing, disciplined sales execution, and a clear understanding of how the market is evolving.

Led by Mike Williamson, this multi-location dealership has built a strong regional presence by combining aggressive marketing, disciplined sales execution, and a clear understanding of how the market is evolving.

"We work," Mike says simply. But behind that simplicity is a highly intentional strategy.

Mikey's Motors invests heavily in advertising, often outspending competitors by a wide margin. But what separates them isn't just traffic. It's conversion. systems, standards, and leadership that allow dealers—and the industry as a whole—to thrive.

"If I get a customer in the door, I'm selling a car. They're not leaving without something that fits their needs."

That mindset reflects a broader shift happening across the industry. As more players enter the market, visibility alone is no longer enough. Dealers must be able to guide, educate, and close. Mike and his team focus on understanding how each customer plans to use their vehicle, then matching that use case with the right solution. Increasingly, that includes educating buyers on the realities of on-road use.

"If you're driving on public roads, even in your neighborhood, you need to think about insurance and compliance. Most customers don't fully understand that until you walk them through it."

That consultative approach is becoming essential as LSV adoption grows and regulations tighten. Dealers who lead with clarity and education are building stronger trust and long-term relationships. At the same time, Mikey's Motors is investing in the next phase of growth. The focus today is on increasing accessory sales and upgrading facilities to meet rising customer expectations.

"Accessories are a big opportunity right now. And we're also looking at more modern facilities, even though costs are challenging."

Looking ahead, Mike sees consolidation as inevitable.

"The bigger, more professional dealers are going to continue to grow. The smaller operators will get absorbed over time."

For dealers looking to grow, his advice is direct and unapologetic. "Look for opportunities. If you're sitting still, you're going backwards." A mindset that includes constant movement and constant improvement is what defines Mikey's Motors. In a changing market, they're not reacting.

They're executing. Learn more about Mikey's Motors and how they're driving growth in their market at this [LINK](#).

Dealer Alert Shpment Seizure

A shipment of golf carts was just seized by U.S. Customs. Not flagged. Not delayed. Seized.

Here's what happened: A container entering the U.S. was declared as a "Sightseeing Tourist Car." CBP determined it contained unassembled golf carts, and the documentation did not match the cargo.

Why this matters: This is not a one-off paperwork issue. It reflects active enforcement tied to import classification and tariff compliance for golf cars, low-speed vehicles, and utility vehicles.

What dealers should expect: More enforcement activity tied to classification AND potential disruption of vehicle shipments as this plays out across supply chains.

This is an important moment for the industry. We've been tracking these developments, and this is one of the clearest public examples yet that enforcement is active and evolving.

LSVDA premium members and sponsors receive a more detailed briefing.

Join or upgrade your LSVDA membership to a premium level to access the complete report and ongoing updates, plus webinars and preferred deals from some suppliers; and more in the works.

<https://lnkd.in/ed3iwUnn>

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RENTAL MANAGEMENT

IN AN EQUIPMENT DEALERSHIP

BY GEORGE M. KEEN
WISE WOLF CONSULTING, LLC

SERVICE MANAGEMENT
IN AN EQUIPMENT DEALERSHIP

SALES MANAGEMENT
IN AN EQUIPMENT DEALERSHIP



By George Keen, Founding Education Member (LSVDA), Wise Wolf Consulting.

Expert business consulting for equipment dealers and distributors. Helping you maximize profitability and operational efficiency.

Golf Car BATTERY Specs

Allied Battery LLC | St Louis, MO
alliedlithium.com

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	CELL TYPE
<i>Drop-in-Ready Batteries</i>						
AB-3636	38.6	10.2	7	9.75	31	Cylindrical LiFePo4
AB-4836	51.2	10.2	7	9.75	40	Cylindrical LiFePo4
AB-7218	76.8	10.2	7	9.75	30	Cylindrical LiFePo4
<i>Commercial Series Batteries</i>						
AB-36105	38.6	17.5	10.75	9	86	Prismatic LiFePo4
AB-4865	51.2	18	9.6	8.5	86	Prismatic LiFePo4
AB-48105	51.2	18.5	11.5	10.1	108	Prismatic LiFePo4
AB-48168-RC	51.2	28.7	12.6	10.7	165	Prismatic LiFePo4
AB-48168-SQ	51.2	18.2	17.9	10.5	152	Prismatic LiFePo4
AB-48210	51.2	21	20	10	203	Prismatic LiFePo4
AB-72105	76.8	25.9	13.6	9.75	157	Prismatic LiFePo4



Allied Battery



Bolt Lithium Batteries

Bolt Lithium Batteries | Largo, FL
boltenergyusa.com

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
51.2 Volt 105AH	51.2V	14.76	12.01	10.75	100lbs	LiFePo4 105Ah
51.2 Volt 105AH	51.2V	21.97	8.46	10.98	105lbs	LiFePo4 105Ah
51.2 Volt 60AH	51.2V	14.63	12.01	10.28	72.75lbs	LiFePo4 60Ah
51.2 Volt 160AH	51.2V	23.98	11.57	9.09	143lbs	LiFePo4 160Ah
73.6 Volt 105AH	73.6V	22.05	10.75	10.75	137.26lbs	LiFePo4 105Ah
38.4 Volt 105AH	38.4V	13.11	10.58	10.67	77.3lbs	LiFePo4 105Ah

BSL Battery | Garland, TX
bslbattery.us

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
B-LFP36-105GC	36	17.3"	13.1"	8.7"	91.27	LifePo4 105Ah
B-LFP36-135GC	36	23.2"	13.5"	8.7"	114.64	LifePo4 135Ah
B-LFP48-105GC	48	21.7"	13.1"	8.7"	112.44	LifePo4 105Ah
B-LFP48-135GC	48	24"	13.1"	9.5"	163.14	LifePo4 135Ah
B-LFP48-150GC	48	28.3"	16.5"	8.7"	178.57	LifePo4 150Ah
B-LFP48-205GC	48	31.5"	17.3"	10.6"	195.91	LifePo4 205Ah
B-LFP72-105GC	72	28.3"	16.5"	8.7"	160.94	LifePo4 105Ah
B-LFP72-135GC	72	35"	13.1"	9.8"	189.6	LifePo4 135Ah
B-LFP72-150GC	72	35"	15"	9.7"	233.69	LifePo4 150Ah
B-LFP72-205GC	72	42.1"	13"	11.7"	296.77	LifePo4 205Ah



BSL Battery



ECO Battery

ECO Battery | St. George, UT
ecobattery.com

MODEL	VOLTAGE	KILOWATT HOURS	LENGTH	WIDTH	HEIGHT	WEIGHT
LifePO4 Lithium Batteries						
A-038105-04	38.4V	4.0 kWh	13 3/8"	10 3/16"	11"	70 lbs
A-051072-05	51.2V	3.1 kWh	13 3/8"	10 3/16"	11 3/4"	75 lbs
A-051105-01	51.2V	5.4 kWh	13 7/16"	12 1/4"	10 3/16"	94 lbs
A-051105-03	51.2V	5.4 kWh	22"	9 3/4"	10 7/16"	102 lbs
A-051160-06	51.2V	8.2 kWh	22"	12 1/8"	10 5/8"	146 lbs
A-070105-06	70.4V	7.4 kWh	22"	12 1/8"	10 5/8"	135 lbs

Editors Note: At Golf Car Options, we diligently try to publish the most comprehensive product specs to our readers. Unfortunately, at the time of publishing, not all suppliers furnished us with their information. So, to not publish correct and up-to-date information, we have made the decision to pull their information. For those not listed, we suggest you contact the supplier directly.

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
L48105	48	21.6"	13.9"	9.1"	95.9 lbs	LiFePo4
L48160	48	27.1"	13.7"	8.9"	146.8 lbs	LiFePo4
L48160-A	48	30.9"	13.8"	10.8"	132.7 lbs	LiFePo4

NOTE: Batteries are not for sale individually. They are only available with carts



Evolution Electric Vehicle



Golf Carts Modified

gcmmod.com	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT
LifePO4 Lithium Batteries					
A-076105-16	76.8V	8.0 kWh	22"	12 1/8"	11"

BATTERY Pack Voltages

The most popular golf car battery voltages are 36V and 48V, although there are other voltages present as well, but they are not that common.

The following chart lists the number of required batteries in order to achieve desired voltage of the battery pack - connections are in series:

Individual Batteries	36 Volts	48 Volts	72 Volts
6 Volts	6 Batteries	8 Batteries	12 Batteries
8 Volts	-	6 Batteries	9 Batteries
12 Volts	3 Batteries	4 Batteries	6 Batteries
24 Volts	-	2 Batteries	3 Batteries
36 Volts	1 Battery	-	2 Batteries
48 Volts	-	1 Battery	-

As one can see, in order to make, for example, 48 volts battery pack, one needs eight (8) 6V batteries, six (6) 8V batteries, four (4) 12V batteries, two (2) 24V batteries, or one can simply take one (1) 48V battery.

GOLF CAR

Miller Tech Energy | Middlefield, OH
millertechenergy.com

MODEL	VOLTAGE	CAPACITY	LENGTH	WIDTH	HEIGHT	WEIGHT	GROUP SIZE
12100-BT (UL 1973 Approved)	12	100AH	13"	6.75"	8.5"	26.5	31
12560-BT	12	560AH	27"	9.5"	10"	126 lbs	
2460-BT	24	60AH	13"	6.75"	9"	30 lbs	31
2480-BT	24	80AH	13"	6.75"	9"	40 lbs	31
3650-BT	36	50AH	13"	6.75"	9"	33 lbs	31
3660-BT (UL 1973 Approved)	36	60AH	13"	6.75"	9"	41 lbs	31
4850L	48	50AH	11"	7"	12"	46 lbs	GC2

Notes: LifePo4 Grade A Lithium with Bluetooth and remote support capabilities. Warranty: 10 Yrs full coverage



Miller Tech Energy



Qomolander

Qomolander/Qomoenergy | Ontario, California
qomoenergy.com

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
EFlow 5165H	48V	18.2"	13.2"	7.5"	66 lbs	LiFePo4 65Ah
EFlow 51100H Mini	48V	16.1"	11.4"	11.6"	99 lbs	LiFePo4 100Ah
EFlow 51100H	48V	18.1"	13.4"	9.9"	99 lbs	LiFePo4 100Ah
EFlow 51105H Mini	48V	16"	11.1"	10.9"	99 lbs	LiFePo4 105Ah
EMax 51105	48V	18.1"	13.4"	9.9"	99 lbs	LiFePo4 105Ah
EMax 51150	48V	18.2"	15.4"	9.9"	135 lbs	LiFePo4 150Ah
EMax 51210	48V	33.9"	13.4"	9.9"	203 lbs	LiFePo4 210Ah
EMax 51230	48V	24.7"	14.4"	9.9"	194 lbs	LiFePo4 230Ah
EFlow 38100H	36V	19.8"	9.8"	9.9"	85 lbs	LiFePo4 100Ah
EFlow 38105H	36V	14.6"	13.4"	9.9"	81 lbs	LiFePo4 105Ah
EMax 72105	72V	22.3"	13.4"	9.9"	133 lbs	LiFePo4 105Ah
EPower 96105	96V	34.65"	13.39"	9.84"	198lbs	LiFePo4 105Ah

RELiON Battery | Menomonee Falls, WI
reliombattery.com

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
GC2 24V 60Ah	25.6	10.2"	7.1"	10.9"	34.4	LiFePo4:60Ah
GC2 48V 30Ah	51.2	10.2"	7.1"	10.9"	34.4	LiFePo4:30Ah



RELiON Battery

RoyPow (USA) Technology Co., Ltd. | Lakeland, FL
roypowusa.com

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
S38100L	36	15.34"	10.83"	10.63"	94.80lbs±	LiFePo4:100Ah
S5165A	48	17.05"	10.95"	10.24"	88.18lbs	LiFePo4:65Ah
S51105	48	18.1"	13.2"	9.7"	95lbs	LiFePo4:100Ah
S51105L	48	18.1"	13.2"	9.7"	95lbs	LiFePo4:105Ah
S51100L	48	15.34"	10.83"	10.63"	110lbs±	LiFePo4:100Ah
S51105P-N	48	22.17"	12.99"	9.98"	105.82lbs±	LiFePo4:100Ah
S72105P	72	29.1"	12.6"	9.7"	159lbs	LiFePo4:100Ah



RoyPow Technology



Sonny Power

Sonny Power | Houston, TX
sonnypower.com

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
SP36V105GC	36V	15.79"	13.27"	10.83"	83 lbs	LifePo4 105Ah
SP48V67GC	48V	15.15"	13.42"	9.76"	63 lbs	LifePo4 67Ah
SP48V105GC	48V	18.50"	13.11"	10.12"	102 lbs	LifePo4 105Ah
SP48V135GC	48V	29.13"	13.74"	9.53"	131 lbs	LifePo4 135Ah
SP48V160GC	48V	30.23"	11.81"	9.65"	146 lbs	LifePo4 160Ah
SP48V200GC	48V	33.46"	13.15"	9.48"	194 lbs	LifePo4 200Ah
SP72V105GC	72V	25.59"	13.00"	9.53"	143 lbs	LifePo4 105Ah

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	KILOWATT HOURS @ 100 Hr Rate kWh
6 Volt Deep-Cycle Flooded Batteries With T2 Technology™						
T-605	6	10.30"	7.11"	11.07"	58	1.39
T-105	6	10.30"	7.11"	11.07"	62	1.50
T-105+	6	10.30"	7.11"	11.07"	62	1.50
T-125	6	10.30"	7.11"	11.07"	66	1.60
T-125+	6	10.30"	7.11"	11.07"	66	1.60
8 Volt Deep-Cycle Flooded Batteries With T2 Technology™						
DC-8V	8	10.21"	7.10"	11.14"	61	1.42
T875	8	10.21"	7.06"	11.14"	63	1.51
T-890	8	10.21"	7.10"	11.14"	69	1.59
Ranger 160	8	10.21"	7.10"	11.90"	76	1.8
12 Volt Deep-Cycle Flooded Batteries With T2 Technology™						
T-1260+	12	12.96"	7.13"	10.71"	78	1.86
T-1275	12	12.96"	7.13"	10.71"	82	1.99
T-1275+	12	12.96"	7.13"	10.71"	82	1.99
Deep-Cycle VRLA Batteries With T2 Nano Carbon						
T105-AES	6	10.30"	7.06"	10.73"	70	1.35
T875-AES	8	14.97"	6.94"	14.07"	72	1.35
T1275-AES	12	12.96"	7.06"	10.96"	85	1.69
Deep-Cycle Lithium-Ion Batteries						
TRL-GC2-24-M	24	10.4"	7.1"	10.9"	37	
TRL-GC2-36-M	36	10.4"	7.1"	10.9"	37	
TRGC2-48-G	48	10.4"	7.1"	10.9"	37	



Trojan Battery



Trontek USA

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE
T51105 51V/105Ah	51	22.04"	13.35"	10.62"	43.2kg	LifePo4 - Golf Cart T-Series
T51210 51V/210Ah	51	35.43"	13.38"	10.62"	95kg	LifePo4 - Golf Cart T-Series

MODEL	VOLTAGE	LENGTH	WIDTH	HEIGHT	WEIGHT	TYPE/ MINUTES OF DISCHARGE
US 1800 XC2	6	10.25"	7.13"	11.25"	55 (wet)	@56A:151 @75A:107
US 2000 XC2	6	10.25"	7.13"	11.25"	57 (wet)	56A:164 @75A:115
US 2200 XC2	6	10.25"	7.13"	11.25"	62 (wet)	@56A:175 @75A:122
US 125 XC2	6	10.25"	7.13"	11.25"	66 (wet)	@56A;198 @75A:140
US 145 XC2	6	10.25"	7.13"	11.89"	70 (wet)	@56A:217 @75A:154
US 250 XC2	6	11.63"	7.13"	11.63"	75 (wet)	@56A:224 @75A:159
US 250HC XC2	6	11.63"	7.13"	11.63"	77 (wet)	@56A:250 @75@178
US 8VGCE XC2	8	10.25"	7.13"	11.25"	60 (wet)	@56A:110 @75A:75
US 8VGC XC2	8	10.25"	7.13"	11.25"	62 (wet)	@56A:118 @75A:82
US 8VGCHC XC2	8	10.25"	7.13"	11.25"	67 (wet)	@56A:136 @75A:95
US 8VHATB XC2	8	10.25"	7.13"	11.88"	73 (wet)	@56A:164 @75A:115
US 12VE XC2	12	14"	7.06"	11.38"	81 (wet)	@56A:95 @75A:62
US 12VRX XC2	12	14"	7.06"	11.38"	86 (wet)	@56A:110 @75A:77
AGM Deep Cycle Batteries						
US AGM 2000	6	10.24"	7.09"	10.79"	60 (wet)	@56A:175 @75A:120
US AGM 2224	6	10.2"	7.09"	9.9"	69.4(wet)	56A:188 @75A:135
US AGM 8V170	8	10.2"	7.17"	11.3"	76 (wet)	@56A:120 @75A:74
US AGM 12V150	12	12.87"	7.09"	10.79"	93 (wet)	@56A:120 @75A:90
Essential Li Lithium-ion Deep Cycle Batteries						
US 48VGC2	51.2	10.24"	7.09"	11.04"	32.2	Capacity: 30Ah
US 48V105	51.2	17.44"	12.6"	10.32"	92.6	Capacity 105Ah



U.S. Battery



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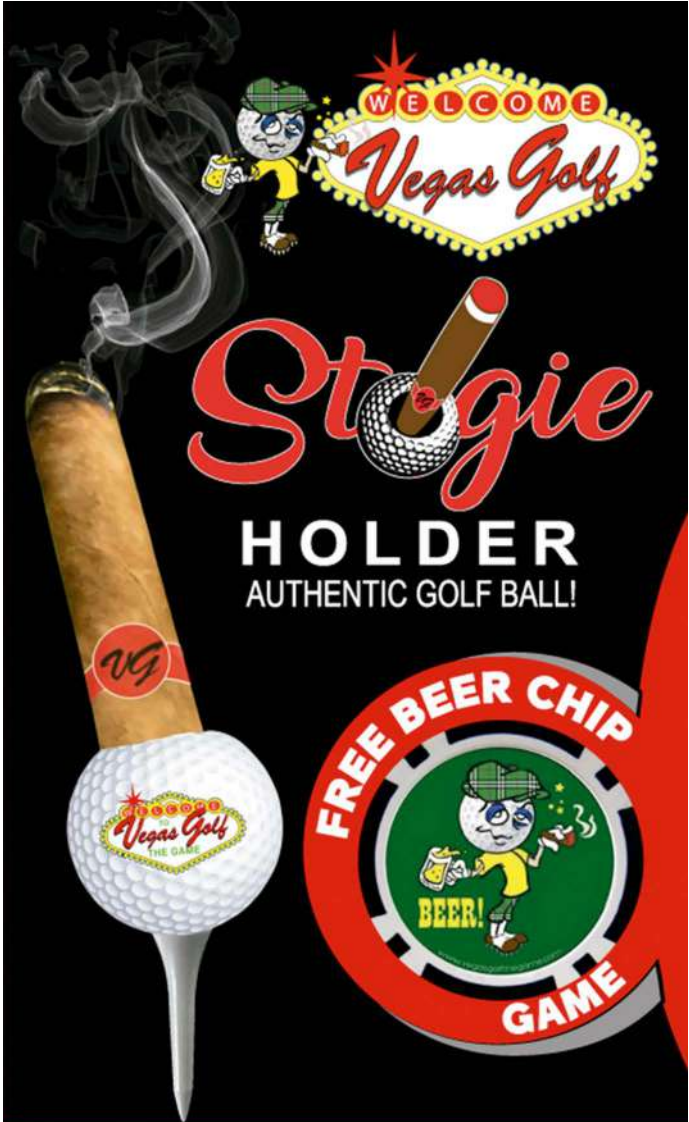
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LSV/Golf Cart Community News

This section highlights golf cart news and stories from communities across the country. We feature local events, parades, shows, and the creative ways people use and celebrate their carts. From neighborhood updates to standout custom builds, it's a showcase of golf cart culture in action. Stay connected with the latest happenings and see how golf carts bring communities together.

Middle TN police warn of rise in traffic crime involving golf carts

FRANKLIN, Tenn. (WSMV) - The Franklin Police Department has issued a reminder to residents after an uptick in traffic crime involving golf carts.

"Over recent weeks, area residents have reported seeing an increased number of unlicensed teen drivers traveling through subdivisions on golf carts and low-speed vehicles," Franklin Police said, urging people to review the laws regarding operating these vehicles.

Golf carts, they said, must be equipped with safety belts and should not exceed speeds of 20 mph. They are also meant to only be used for sporting or recreational purposes, and police said that anyone caught operating one on a city street, "except to cross at a 90-degree angle," will be cited.

Low-speed vehicles, such as neighborhood electric vehicles with top speeds of 25 mph, must comply with U.S. Department of Transportation standards, they said. Police added that anyone who is caught using one of these vehicles on a public way must comply with state child restraint laws.

Those who don't, or who are not licensed when operating a low-speed vehicle, will be cited.

"Low speed vehicles registered with the State of Tennessee may be operated only by licensed drivers, and only on streets with a 35 mph or lower speed limit," Franklin police said.

These vehicles must also have headlamps, front and rear turn signals, tail lamps, stop lamps, red reflectors on both sides and the rear, mirrors on the driver's side and either interior or passenger side exterior, parking brake, windshield and VIN number.

[SOURCE](#)

Macaw has cutest response to first golf cart ride

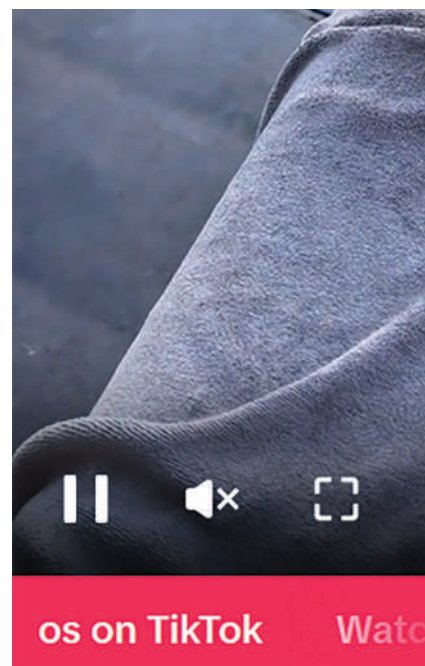
While we're busy living and doing things, it's easy to forget it's our pets' first time living, too. They want to experience everything they can, especially with their favorite humans, and it's even better if they get to do it with us.

For one Macaw named Hook, that means taking his very first golf cart ride. The precious bird's reaction might remind you of a human kid going to Disney

World, and it's the sweetest thing ever!

Nearly a full minute of Hook "ridin' dirty" is a great way to kick off the day! The elated Macaw saying "woo" followed by a funny expletive is so raw and real, it's the reason Parrots are so cool. I'd say his first time in a golf cart went pretty well, so what will he do next?

As one person commented, "Not me yelling 'whooooo' with him!" Another chimed in with "OMG, the cutest video on TikTok," and I fully agree (along with his nearly 33k followers). This one will be hard to top!



Latta man disputes golf cart ticket, cites community activism

LATTA, S.C. — A Latta man is fighting a ticket issued against him in connection with the operation of his golf cart.

Kevin Drawhorne, 40, said he has been using his golf cart around the city limits of Latta for some time.

However, Drawhorne said last week the Latta police chief gave him a ticket for operating the vehicle at night.

He added he was falsely ticketed because the town has no ordinance against riding a golf cart at night.

He believes he was ticketed because of his community activism.

"I'm getting information on them, and I'm pulling out what they're actually doing the wrong that they're doing, and they're calling itself trying to attack me and use that chief in the process. And that's what that is. And that's what that was wrong doing," said Drawhorne.

ABC 15 reached out to Latta Police Chief Donté Locklear.

Locklear said the town does not have a golf cart ordinance, but he ticketed Drawhorne under the state ordinance, which does not allow riding the vehicle at night. Locklear said Drawhorne also needs to get a permit and registration for the vehicle.

Drawhorne said he has requested the State Law Enforcement Division to look into the matter, along with another issue involving him being mistreated by a town official.

The ice cream drive-in where golf buggies deliver treats to your car

It's the first service of its kind anywhere in the world

Kids don't need a sunny day to enjoy ice cream, nor do most adults for that matter, but there's one place not too far from Manchester where it really doesn't matter what the weather's like.

The Ice Cream Farm is an attraction on its own, with play areas, mini golf, a racing track, not to mention the UK's biggest ice cream parlour. But sitting alongside it is the Ice Cream Drive In, the first service of its kind anywhere in the world.

Based in the village of Tattenhall, in Cheshire, drivers and cyclists can pull over by the lake, choose and pay for their

order on their phone, then have their Cheshire Farm Ice Cream delivered to them via golf buggy - avoiding the entry fee of the farm itself.

If the weather's dry, you can take a seat on one of the comfy deck chairs, but as it was typically raining during our Easter holiday visit, we decided to stay in the comfort of the car.

We were driving through the area anyway, so hadn't made a special trip from Manchester, but there are worse ideas than a little road trip for some award-winning ice cream.

With around 20 flavours to choose from - which get rotated on a regular basis from more than 50 available in the parlour - the hardest part is deciding what to have. The menu includes everything from rhubarb & custard and bubblegum, to chocolate ripple cookie dough, pistachio and sticky toffee pudding.

You can pick from various sauces and toppings too - such as sprinkles and fudge sticks - and it's not just ice creams on offer, but milkshakes and hot desserts including pancakes and waffles.

"The Ice Cream Drive In is perfect for a low cost treat during the summer holidays," said owner and CEO Jonathan Fell. "It's free to enter, there are farm animals to spot, and on sunny days you can recline by the lake under a sun shade, surrounded by wildflowers and with the sound of the fountain in the background."

Ice creams cost from £3.95, milkshakes from £6.75, hot desserts from £6 and sundaes from £7. The drive in is open daily from 12pm to 5pm.

[Visit the website for more details.](#)

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AROUND *the* MARKETPLACE



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Fits all Club Car DS GAS models 1985 and up

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AROUND *the* MARKETPLACE

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Lightweight and easy to install or remove, making it convenient for any round of golf

Durable construction ensures it holds up to regular use and outdoor conditions

A practical accessory that makes every golf outing more organized and enjoyable



from Amazon | [amazon.com](https://www.amazon.com)

This Golf Cart Carrier is suitable for multiple brands of golf carts, including the Yamaha EZGO, Club Car, and more. NOTE!!! Doesn't fit the couch-type rear seat set and plastic type rear seat armrest kit, doesn't fit Club Car Tempo. ONLY fits 2+2/4 Passenger Golf Carts or Rear Seat Kits with Flip-Up Extensions.

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What Electric vs Gas Golf Carts Actually Cost in 2026

Author Bio: Anders Myrmel is the founder of GolfCartSearch.com (golfcartsearch.com), the largest golf cart dealer directory in the U.S. with over 1,200 listings across all 50 states. The site features a golf cart value calculator, state-by-state law guides, and buying resources used by thousands of golf cart owners daily.

Everybody has an opinion on electric vs gas. Ask five golf cart owners and you'll get five different answers, usually based on whatever they bought. But most of these arguments miss the numbers that matter.

We run GolfCartSearch.com, the largest golf cart dealer directory in the country with over 1,200 listings across all 50 states. We see what dealers are actually charging, what buyers are actually paying, and what carts are holding their value. Here's what the data says about the real cost of owning an electric vs gas golf cart in 2026.

Purchase Price: Closer Than You Think

The sticker price gap between electric and gas has been shrinking for years, and in 2026 it's nearly gone.

New gas golf carts from the major brands (Club Car, EZGO, Yamaha) run \$5,000-11,000 depending on the model and configuration. A base Club Car Onward gas starts around \$9,000. A Yamaha Drive2 gas is in the same range.

New electric carts from the same brands run \$5,500-12,000. That \$500-1,000 premium over gas used to feel like a real difference. With prices where they are today, it's a rounding error on a \$10,000 purchase.

Where it gets interesting is the used market. Used electric carts hold their value better than gas. A 3-year-old electric EZGO TXT in good shape sells for \$4,500-6,000. The same cart in gas holds closer to \$3,500-5,000. Buyers are voting with their wallets, and they're picking electric. You can see real-time pricing trends on our golf cart value calculator (golfcartsearch.com/golf-cart-value-calculator) if you want to check specific models.

The Fuel Math

This is where electric pulls away, and it's not close.

Charging an electric cart from empty costs \$0.50-1.50 depending on your local electricity rate. That gives you 25-40 miles of range. Per mile, you're looking at about 2-4 cents.

Gas carts take 5-6 gallons at current pump prices. Call it \$15-25 for a full tank, which gets you 100-180 miles. Per mile, that's 10-20 cents.

For a typical personal use owner driving 15-25 miles per week, the annual fuel bill looks like this:

Electric: \$50-150 per year

Gas: \$250-500 per year

Over five years, the electric owner saves \$1,000-1,750 in fuel alone. Over ten years, that's \$2,000-3,500. The cart is paying for its own price premium in fuel savings within the first two years.

Maintenance: Where the Gap Gets Wide

Electric carts have fewer moving parts. No engine oil, no filters, no spark plugs, no carburetor, no belts. Maintenance comes down to battery care, brake checks, and tire pressure. Annual cost: \$100-300.

Gas carts need oil changes every 125-200 hours of use, air filter replacements, spark plug swaps, fuel filter changes, and occasional carburetor cleaning. Annual cost: \$300-500.

That's a \$200-300 per year gap. Not dramatic on its own, but it compounds. Over a decade, the electric owner spends \$1,000-3,000 on maintenance. The gas owner spends \$3,000-

5,000.

And maintenance on a gas cart isn't just a cost. It's a time commitment. If you're doing the work yourself, that's several hours per year under the cart. If you're paying a shop, you're looking at \$75-125 per hour in most markets. You can find dealers and service shops at golfcartsearch.com/ best-golf-carts to compare options near you.

The Battery Question

Here's where the electric vs gas math gets complicated, and where gas advocates have a real point.

Lead-acid batteries last 4-6 years with proper care. A replacement set costs \$800-1,500. That's a real expense that gas owners never face. Factor in one battery replacement over a 10-year ownership period and it eats into the fuel and maintenance savings.

But the battery landscape is changing. Lithium batteries last 8-10 years (sometimes longer), weigh half as much, and need zero maintenance. No watering, no terminal cleaning, no equalization charges. A lithium set runs \$1,500-3,000, which is more up front, but spread over their lifespan the annual cost drops below lead-acid.

For a new cart buyer in 2026, lithium changes the math entirely. You're looking at one battery purchase for the first decade of ownership. That turns the total cost of ownership firmly in electric's favor.

Ten-Year Cost of Ownership

Here's the full picture, with real numbers.

Electric (with lead-acid batteries):
Purchase price: \$8,000
Fuel (10 years): \$750
Maintenance (10 years): \$2,000
Battery replacement (1x): \$1,200
Total: \$11,950

Electric (with lithium batteries):
Purchase price: \$9,500
Fuel (10 years): \$750
Maintenance (10 years): \$1,500

Battery replacement: \$0
Total: \$11,750

Gas:
Purchase price: \$7,500
Fuel (10 years): \$3,750
Maintenance (10 years): \$4,000
Engine rebuild (1x): \$1,500
Total: \$16,750

The electric lithium cart costs about \$5,000 less to own over a decade than the gas cart. Even the lead-acid electric comes in \$4,800 cheaper.

When Gas Still Makes Sense

The numbers favor electric for most buyers, but not all.

If you're running a cart on a hunting property 30 miles from the nearest outlet, gas wins. If you need to haul heavy loads up steep hills all day, gas handles it better. If you're in a cold climate where temperatures regularly drop below freezing, gas gives you more consistent performance since batteries lose 20-50% of their capacity in extreme cold.

Gas also wins on refuel time. Five minutes at a gas can vs 6-8 hours on a charger. For commercial operations running carts all day, that matters.

But for the typical golf cart owner using their cart on a course, in a neighborhood, or around a retirement community, electric is the cheaper option by a wide margin.

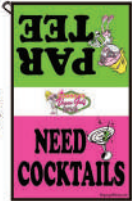
The Market Has Already Decided

About 80% of new golf carts sold today are electric. That number climbs every year. Dealers are stocking more electric models, and the used market reflects the same shift.

Gas isn't going away tomorrow. There are millions of gas carts on the road and they'll run for years. But if you're buying a cart in 2026 and cost is a factor, the data points in one direction.

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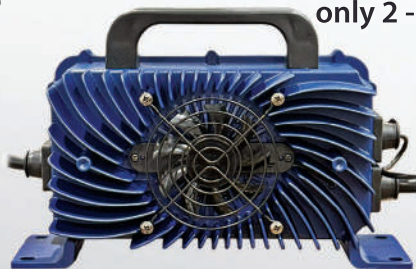


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CHINA

MAMO Announces Strategic Partnership to Advance Intelligent Commercial Automation and AI-Enabled Vehicle Platform Strategy

GARLAND, Texas, April 15, 2026 /PRNewswire/ -- Massimo Group (Nasdaq: MAMO) today announced that it has entered into a strategic cooperation agreement (the "Agreement") with Shenzhen AIBO Robotics Co., Ltd. ("AIBO"), a robotics technology company specializing in intelligent service robots. The Agreement is intended to support MAMO's expansion into intelligent commercial automation, robotic service systems and AI-enabled equipment upgrades, with an initial focus on the United States and China.

Under the Agreement, MAMO plans to leverage its commercialization capabilities, market development resources and operational experience to support the introduction, localization, deployment, and scaling of robotic systems across commercial, retail, service and selected industrial environments. MAMO also intends to evaluate opportunities to utilize its U.S.-based assembly, manufacturing support, and technical service capabilities to support localization and deployment of robotics-related products in the North American market.

AIBO is expected to serve as a strategic robotics technology and equipment partner, subject to project-level evaluation, technical validation, and mutually agreed commercial terms.

In addition, MAMO intends to explore the application of intelligent automation and AI-enabled system upgrades to its existing golf cart

and related vehicle platforms. The Company believes its current product base may provide a practical entry point for the development of next-generation intelligent mobility and service equipment solutions. Areas under evaluation may include assisted or semi-autonomous navigation, obstacle detection, route management, remote monitoring, environment-aware alert functions, and other software- and sensor-enabled capabilities. The Company also intends to evaluate potential applications of such upgraded platforms in managed environments, including patrol-support, inspection assistance, and site-based operational use cases.

MAMO believes the cooperation aligns with its existing strengths in equipment assembly, electromechanical integration, supply chain coordination, deployment execution, and operational support, which may provide a foundation for expansion into robotics and intelligent automation.

MAMO notes that the global service robotics market has been estimated by third-party industry sources, including reports from the International Federation of Robotics and major market research firms, to represent a multi-tens-of-billions-of-dollars market that continues to expand across applications such as commercial service, facility management, logistics, and security. Within this broader category, security and patrol robotics represent a rapidly growing segment, supported by increasing

demand for automated monitoring, site management, and labor-reducing solutions. Industry analyses from firms such as Allied Market Research and Fortune Business Insights indicate that the global security robotics market is already in the multi-billion-dollar range and is expected to grow at an accelerated pace over the coming years.



Massimo MVR Pro Series Autonomous Security Patrol Cart

In the United States, demand for such solutions continues to be driven by labor shortages, rising operating costs, and increasing interest in technology-enabled security, inspection, and site management systems. MAMO plans to evaluate deployment opportunities across high-frequency, labor-sensitive, and standardized environments, including intelligent retail terminals, unattended service points, food and beverage applications, chain-based commercial formats, hospitality settings, healthcare support environments, managed-site mobility solutions, and selected industrial service scenarios. MAMO also intends to explore scalable operating models, including chain-based, franchise-oriented, multi-site, or scenario-based deployment structures.

MAMO believes that a dual-market strategy across the United States and China may provide meaningful long-term growth opportunities in intelligent service, smart mobility, and commercial automation.

“This strategic partnership represents an important step in MAMO’s long-term platform expansion strategy,” said David Shan, Chief Executive Officer of MAMO. “By combining AIBO’s robotics technology with our strengths in commercialization, deployment execution,

electromechanical integration, U.S.-based assembly capabilities, and existing vehicle platform experience, we believe MAMO is positioned to evaluate practical automation applications across a range of real-world environments, including the potential intelligent upgrading of selected golf cart and utility vehicle platforms.”

AIBO management stated that the cooperation is expected to support the broader commercialization of its robotics technologies in international markets and accelerate the transition toward more integrated, scenario-based intelligent service solutions.

The parties expect to further define specific commercial terms, including deployment plans, pricing mechanisms, channel responsibilities, localization arrangements, product integration scope, and potential revenue-sharing structures, through subsequent agreements. This cooperation agreement represents a preliminary framework, and there can be no assurance that any specific deployment, order, or revenue will result.

About MAMO

MAMO is a technology-driven company focused on building scalable platforms across mobility, equipment, and emerging intelligent automation applications. MAMO continues to evaluate strategic opportunities to enhance its long-term growth through product innovation, commercialization, intelligent equipment upgrades, and operational expansion.

Source: [PRNewsWire](#)

CANADA

Predator Ridge Launches 2026 Golf Season with Canadian-Built cart fleet

Vernon, BC - Predator Ridge will launch the 2026 golf season on April 8 with the introduction of a new fleet of golf carts, developed in partnership with Vernon-based manufacturer Simolo Customs. With this rollout, Predator Ridge becomes one of the first golf resorts in Canada to operate a fully Canadian-built fleet at this scale, bringing locally designed and manufactured vehicles directly to the fairways. This milestone marks the next chapter in a landmark partnership first announced in 2025, now coming to life as members and guests experience the new cart fleet for the first time.

DRIVING THE FUTURE OF GOLF AT PREDATOR RIDGE

The new fleet of golf carts has been thoughtfully custom designed to elevate the on-course experience, combining comfort, innovation, and modern design to enhance every round across both courses at Predator Ridge. This investment reflects a continued focus on delivering a more seamless, elevated guest experience while embracing forward-thinking, sustainable solutions.

"This is a meaningful step forward in how our members, homeowners, and guests experience golf at Predator Ridge," said Brodie Carlie, Director of Golf & Membership Operations. "These carts were custom built specifically for our two courses, which each offer a very different style of play. From how they handle the

terrain to the ride quality and reliability, every detail has been thoughtfully designed based on a collaborative approach and direct feedback from the Predator Ridge team. The result is a smoother, more intuitive experience that allows golfers to stay focused on their game, enjoy their round and come back again."

PROUDLY BUILT IN VERNON

Manufactured locally in Vernon, the fleet represents a significant investment in local production and highlights the growing role of Canadian-made electric vehicles within the golf and resort industry.

By partnering with Simolo Customs, Predator Ridge is helping to showcase Canadian innovation in the electric vehicle space, while creating meaningful economic impact through local production, job creation, and long-term collaboration. This investment also reflects a broader shift toward how mobility is being reimaged within resort communities.

"This partnership represents what's possible when local organizations come together with a shared vision," said Jeffery Holomis, CEO of Simolo Customs. "To see our vehicles at Predator Ridge is a proud moment for our team. It showcases not only what we're building here in Vernon, but how Canadian manufacturing and innovation can play a meaningful role in enhancing the resort experience."

Across resort communities, the use of lifestyle vehicles is growing as part of a broader shift toward more integrated, experience-driven environments. As properties like Predator Ridge expand their community and amenities, convenient and efficient on-site transportation is becoming an increasingly important part of how guests and homeowners move through and enjoy the property. With its extensive network of on-site amenities, residential neighbourhoods, and recreational offerings, Predator Ridge is uniquely positioned to embrace lifestyle vehicles to enhance day-to-day convenience and the overall resort experience.



community in a truly distinctive setting. Since opening in 1991 as a rural golf course, Predator Ridge has evolved into one of Canada's leading resort communities. Today, it features more than 1,000 homes built or planned across 22 unique neighbourhoods, all set against sweeping views of Okanagan Lake and the surrounding mountains. With a commitment to exceptional experiences, design, and year-round living, Predator Ridge continues to shape a vibrant and connected community for residents and visitors alike.

CELEBRATING OPENING DAY 2026

Opening Day on Wednesday, April 8 marks the official start of the golf season at Predator Ridge, welcoming members, homeowners, and guests back to the course for another year of exceptional golf in the Okanagan.

This year's opening is highlighted by the debut of the new cart fleet, offering golfers a first look at the future of on-course transportation on the course and around the resort.

ABOUT PREDATOR RIDGE

Predator Ridge Resort is a premier four-season resort community set in the heart of British Columbia's Okanagan Valley. Home to 36 holes of championship golf, award-winning accommodation, and a growing collection of thoughtfully designed neighbourhoods, Predator Ridge brings together outdoor lifestyle, wellness, and

ABOUT SIMOLO CUSTOMS LTD.

Founded in 2010, Simolo Customs Ltd. is a Vernon, B.C.-based manufacturer specializing in custom automotive, golf, and electric vehicle solutions. With more than a decade of experience, Simolo Customs has grown into Canada's premier manufacturer of Low-Speed Vehicles (LSVs) and is the only Transport Canada-compliant producer of street-legal LSVs in the country.

Combining advanced manufacturing expertise with a commitment to sustainability, Simolo Customs delivers innovative, Canadian-built vehicles designed for golf, community, and lifestyle use. The company's expansion into Predator Ridge represents a first-of-its-kind integration of manufacturing, sales, and service within a resort community in Canada.

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Allied RS Series Sets the Standard for Lithium Golf Cart Batteries

Allied Battery continues to lead the way with its Relay BMS + Smart System platform, featured in the RS Series.

Unlike other golf cart lithium batteries that often over-discharge in storage, drift out of balance, and require users to lift the seat for access, the Allied Relay Smart System (RS) combines Allied's proven core features with industry-leading innovation to create a seamless, connected system. The result is lower risk for dealers and superior experience for end users.

What's New in the RS Series

The RS Series builds on Allied's proven lithium solution while introducing several key upgrades:

Relay HiPerformance BMS with BuiltIn Solenoid

At the core of the RS Series is Allied's Hi-Performance Relay BMS. This next generation platform includes a fully integrated internal solenoid that works seamlessly with the BMS to simplify installation and improve overall system reliability.

Key advantages include:

- Integrated Solenoid – Built directly into the BMS, eliminating the need for bulky external components.

ALLIED battery

Feature	Typical Batteries	Allied RS Series
Battery Management System (BMS)	Small MOSFET BMS	Hi-Performance Relay BMS
Solenoid Integration	External solenoid install required	Pre-Installed Internal Balancer
Cell Balancing	Passive balancing (only during charge) milliamps	2A Dedicated Active Balancer (works during charge & discharge) 80X Faster.
Power Control Access	Single Power button under seat	Dual Power Buttons. Remote Power Button, no seat lifting.
System Integration	Separate components, limited integration	Fully integrated system (BMS, Sleep Mode, App, 2A Balancer)

- Cleaner Install – Internal design means fewer connections, cleaner installs, and greater longterm reliability for dealers.
- Storage Disconnect – Fully cuts off discharge from outside components during storage, preventing overdischarge.
- No Parasitic Drain – Eliminates slow battery drain from accessories when not in use, preserving charge for months.

Extended Remote Power Button

The Allied RS includes a Dual Power system that allows the placement of a 2nd power button outside of the battery tray, allowing user to power the battery on or off without ever lifting the seat. Designed to mount neatly under the driver’s feet near the charging port.

Enhanced Internal Structure

Reinforced mounting frame, designed for maximum vibration resistance, keep internal structure secure in demanding golf cart conditions. Built for the rugged demands of golf cart use.

Sealed & Protected Design

Vertical mount gasket system keeps out moisture and dust, while a builtin waterdraining lip prevents buildup around critical areas for all weather use.

RS Series — Advancing Allied’s Most Trusted Features:

Grade A – EV Cells

Allied uses true Grade A cells, unlike others who have switched to cheaper storage cells that are not designed for EV use. This shortcut taken by others causes reduced range and shorter battery life.

Bluetooth Mobile App

Gain easy access to State-of-Charge, cell voltage, cycles and much more.

Includes a robust OEM dashboard to allow off-site maintenance and troubleshooting, ensuring efficient and timely fixes for optimal customer experience.

Innovative Sleep Mode

Our sleep mode eliminates the risk of over-discharge if a customer leaves headlights or other accessories on. When paired with the Allied Relay Hi-Performance BMS the paired system will disconnect ALL draw from motor, controller and accessories, eliminating the risk for over-discharge completely and protecting the customer’s investment.

Sleep mode ensures that your customer’s battery remains protected and ready for action when needed.

CAN bus and RS485

Allied Batteries include CAN bus and RS485 protocols natively, allowing seamless integration with various controllers and display screens.

Allied Battery has developed an upgraded State-of-

ALLIED battery

Charge meter with speedometer to work perfectly with ICON cars and includes all required harnesses.

Integrated 2A Active Balancer

Most golf cart lithium batteries rely on passive MOSFET balancing that only works during charging often taking weeks to correct cell drift, if at all. Allied's integrated 2AMP Active Balancer works during both charging and discharging, keeping every cell balanced and ready for use.

- 80X Faster – Corrects imbalances in hours, not weeks.
- Works in Real Time – Balances cells while driving and charging.
- Ensures a True Full Charge – Every cell reaches the same voltage for consistent range and performance.
- Extends Battery Life – Prevents capacity loss and cell stress.

Thick Steel Case

The structural integrity of the Allied Battery casing is designed to prevent any potential for dents or punctures. The thick steel walls not only ensure physical resilience but also promote optimal heat dissipation, contributing to the battery's overall efficiency and performance.

Fire Suppression Technology (FST)

In the event of excessive heat or a fire near the battery, Allied's proprietary FST discharges a chemical mixture, enveloping the interior of the battery. This process eliminates oxygen within the battery case to provide a shield from external threats.

Built for Real Golf Cart Use

Unlike lighter, stripped-down designs that sacrifice protective components to save space, every RS battery is built with the same ruggedness Allied is known for. Thicker cases, robust lock-downs,

airflow-optimized layouts, and fully insulated key components are standard in every model.

For Dealers and End Users Alike

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Are you a proud golf cart owner who loves to explore the neighborhood, cruise through parks, or run errands in your stylish ride? If so, it's time to consider a game-changing investment—golf cart insurance, tailored specifically to you. Here are a few reasons why golf cart insurance is a wise decision.

Peace of mind

Golf carts are not exclusively golf course companions but versatile vehicles for many occasions. Whether you're traveling within your community or navigating local paths, golf cart insurance provides coverage in case of unforeseen events, ensuring your peace of mind while you're on the go.

Protect your golf cart

Your golf cart is a valuable investment that deserves protection. With comprehensive and collision coverage, you can rest easy knowing that repair or replacement costs will be covered in the event of certain damage, theft, or accidents. Keep your ride in top condition without breaking the bank.

Be prepared for the unexpected

Accidents can happen anywhere, and being prepared is crucial. Golf cart insurance provides liability coverage, protecting you financially up to specified limits in case you accidentally cause property damage or injury to others while cruising around your community.

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Personalized protection

Your golf cart usage is unique to you. That's why specialized insurance is tailored to meet your specific needs, ensuring you can choose coverage options like accessory and custom parts/equipment coverage to provide protection if you've made enhancements or upgrades to your golf cart.

Legal compliance

Some areas mandate insurance coverage for golf carts. Stay on the right side of the law and avoid potential fines or penalties by securing the necessary insurance for your ride.

Investing in golf cart insurance is a smart decision that goes beyond mere protection; it's about enjoying your rides worry-free. Don't let unexpected events derail your joyrides—secure your golf cart insurance and roll into every adventure with confidence!

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Dealer Profile Of The Month

Country Carts
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Not many people can trace their love of golf carts back to a Dairy Queen paycheck. But that's exactly where the story of Country Carts begins — in the golf cart community of Diamondhead, Mississippi, where a fifteen-year-old spent his summer earnings on a cart to ride around the neighborhood with friends. Today, that same passion drives Country Carts in Bay St. Louis, one of the Gulf Coast's most golf cart-friendly towns. We sat down with Elliot, the founder, for a Q&A about the journey, the customers, and why this business is about a whole lot more than carts.

Tell us about yourself and how you got into the golf cart business.

I was born in Mayaguez, Puerto Rico and moved to the Mississippi Gulf Coast at seven years old after my dad got a job as an oceanographer. I finished high school in Mississippi, then moved to Florida as a Katrina refugee and finished my undergrad in Gainesville. There's a lot more to that story, but let me tell y'all how golf carts came into my life. It starts with growing up in the golf cart community of Diamondhead, MS. As a kid, I was used to seeing golf carts driven around everywhere. At fifteen, I got my first job at Dairy Queen. I worked all summer and saved up \$800 to buy my first golf cart. I used it to putt around the neighborhood and go to the pool with my friends. So while golf carts

are kind of a newer phenomenon for most people, I had been using them as neighborhood vehicles since the late '90s. Still to this day, I use a golf cart regularly for neighborhood transport.

What inspired you to start Country Carts?

When I was around thirty, a switch just flipped inside of me. I went from not caring about business at all to having an intuitive desire to be entrepreneurial. At the time I was living in Taiwan and started a software business. I also started an event promotion and DJ business. Doing business in a foreign



country and language is especially hard — it made me think, wow, this would be so much easier in the US. Eventually COVID got into Taiwan despite the country successfully shutting its borders and keeping it out for over a year. Work under COVID was just too hard to execute, so I moved back to the States. I worked a commission-only sales job at a golf cart shop, then moved on to selling marketing services to cart shops as a freelancer. I later bought one golf cart to start a rental business, and that one cart snowballed into opening up Country Carts.

What makes Bay St. Louis unique for golf carts?

In BSL, people use golf carts as their daily driver. When you pull into Old Town on a weekend, it's flooded with golf carts.

Who is your typical customer, and what are they usually looking for?

It ranges from families using them for the neighborhood to retirees using them as daily drivers. They usually come in looking for something street-ready and lithium. They're drawn to the bells and whistles — lights, speakers, all of it.

What types of carts do you specialize in?



We're a Denago dealer! Y'all know what's up!

What makes your dealership different from others in your area?

I think it's the peaceful nature of our staff. We have a culture of kindness. Everyone works for each other and carries a real "teamwork makes the dream work" perspective.

Why did you choose to carry Denago EV?

I first saw the cart and thought, wow — what a unique and differentiated design. Then I reached out and spoke with one of the co-founders. He had a great vibe and positive energy. Glad we got to come on board early. It's been a great experience and very helpful to our business.

What's a memorable customer story that stands out?

I sold a used Club Car DS to a super cool older Filipino man who lived in the middle of nowhere, out in the Mississippi countryside. I delivered the golf cart to him personally. When we dropped it off, he told me his life story — moving from the Philippines to the US and making a living here. I got to physically see the family he'd made and the life he'd built. It was a beautiful sunset that day out in the country.

How do you approach customer service differently?

We lean into building a personal relationship, getting to know the customer. When you get to know the person, you gain the context necessary to match them up with the perfect cart. We're in a small town, so we match that next-

door-neighbor kind of energy. People have brought us deer meat. Just sitting here today writing this, I heard a customer invite our store manager to a beach bonfire.

What are you most excited about for the future of Country Carts?

We're still young and have a lot to learn. I'm excited to see what we can do with years of refinement and organic growth.

Where do you see the golf cart market heading in your area?

I see more communities being oriented around golf cart usage. I hope we see them being incorporated into inner-city mobility to ease traffic, reduce noise, and amplify limited space.

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Article courtesy of Denago EV.



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LSV/Golf Cart Meets Technology

This section explores the latest technological advancements shaping the golf cart industry. From smart connectivity and enhanced performance systems to innovative safety and energy solutions, we cover it all. Learn how new technology is transforming the way golf carts are built, driven, and maintained. Stay ahead of the curve with insights into the future of golf cart innovation.



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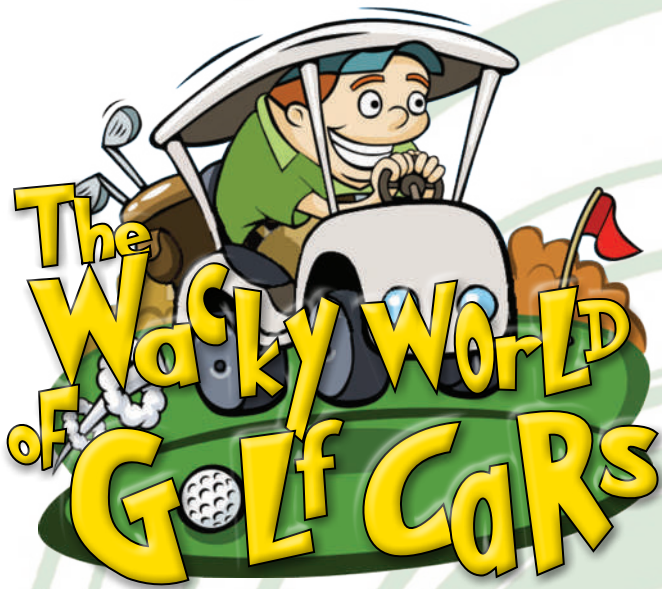
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Maximizing Your Golf Car Battery Capacity for the Busy Summer Months

The summer is nearly upon us! Up and down the streets in neighborhoods and RV parks, golf cars are being uncovered, washed, and prepped for the long, hot summer days. Now is a great time to remember a few things about your gold car batteries.

It's Not All Fun and Golf Car Games

Golf car batteries require distilled water to be consistently added to keep the lead plates submerged in sulfuric electrolyte. Although the batteries are neatly tucked under the seat and out of sight, it is important to remember that they are there and in need of care.

When batteries run dry, they can overheat and eventually explode. Several house and outbuilding fires were reported last year from exploding golf car batteries. You, of course, don't want to burn your house down. And, you want your golf car batteries to perform to their max so that you can enjoy your golf car for several hours at a time.

Here are the steps for maximizing your golf car batteries and avoid dangerous explosions.

1. Charging

It is important to fully charge batteries before using your golf car and after every use. Overcharging your

batteries may cause damage so be sure to use an automatic charger that detects the battery charge levels and shuts off automatically at the optimal charging level. Lester Links chargers are a great option.

2. Perform Regular Maintenance

Typical maintenance includes adding distilled water, checking and cleaning connections and performing a monthly equalization charge. Get into the habit of performing these simple maintenance tasks to avoid big problems later on and reduced run times.

3. Limit Discharge

Charging your golf car often and limiting the discharge of your battery pack to 50% or less will extend the life of your batteries.

4. Monitor Each Battery

You know the expression, "One bad apple spoils the bunch." Well, it can be true for your golf car battery pack also. If one of the batteries in the

pack is beginning to go bad, it can put strain on the rest of the pack and increase the pack discharge rate. Use a hydrometer to take specific gravity readings on a regular basis. Identifying a bad cell in the early stages can save the rest of the batteries from unnecessary strain.

5. Upgrade One, Upgrade All

Do you have aftermarket motors or gears on your golf car? Do you have a cargo box and carry extra weight? When you upgrade your golf car, consider upgrading your batteries, cables, connections, etc. Any upgrades that require extra power from your battery pack will deplete your run capacity.

As you get ready for the warm, fun-filled summer months, consider one of the most important components of your golf car- your batteries.



About the Author: *The Founder/Former Owner of WHEELZ Custom Carts & Accessories, Julie Starr, was one of the industry's first online retailers of golf car products. The eCommerce store, www.WHEELZLLC.com, has served golf car owners since 2008 and remains a popular online shopping experience for golf car owners who want to take their golf cars to the next level.*

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Plugged In: LSV/Golf Cart Energy Trends

This section covers everything you need to know about golf cart batteries — from traditional lead-acid to cutting-edge lithium technology. We explore performance, maintenance, safety, and emerging innovations shaping the industry. Whether you're a dealer, technician, or golf cart owner, you'll find insights to keep your carts running at peak power.

Can I Replace My Own Golf Cart Battery?

TABLE OF CONTENTS

Introduction

Understanding the Types of Golf Cart Batteries

Quick Decision Snapshot: Is DIY Replacement Suitable for You

When Replacing a Golf Cart Battery Is DIY Friendly

When Battery Replacement Requires More Technical Knowledge

Motor and Controller Compatibility Considerations

Safety Considerations Before Attempting DIY Replacement

Step-by-Step Overview of the Replacement Process

Common Mistakes to Avoid

When You Should Consider Professional Installation

Conclusion

FAQ

Introduction

As golf carts evolve from simple course vehicles into neighborhood transports, commercial fleet units, and recreational platforms, more owners are choosing to replace their own batteries. The motivations are clear: reducing maintenance costs, upgrading to higher performance energy systems, and extending the operational lifespan of the vehicle. Whether battery replacement is suitable for a do it yourself approach depends on several technical variables, including battery chemistry, system voltage, motor type, controller architecture, and the user's familiarity with electrical systems. Mastering these variables is the difference between a successful upgrade and a costly electrical failure.

Can I Replace My Own Golf Cart Battery?

Understanding the Types of Golf Cart Batteries

Golf carts primarily use three battery chemistries: Flooded Lead-Acid (FLA), AGM sealed lead-acid, and Lithium-ion (Li-ion). Each chemistry differs in weight, internal construction, installation requirements, and wiring complexity, all of which influence the difficulty of DIY replacement.

Flooded Lead-Acid batteries are the traditional choice. They are heavy, require periodic watering, and typically consist of multiple 6-volt or 8-volt units wired in series. Replacing them is largely mechanical work but involves handling significant weight and ensuring correct cable routing.

AGM batteries are sealed lead-acid units that eliminate the need for watering. They are slightly lighter and easier to handle than FLA batteries. Installation is similar, but

AGM batteries require a compatible charging profile to avoid overvoltage damage.

Lithium-ion batteries represent the most advanced option. They are significantly lighter, incorporate an internal Battery Management System (BMS), and often come as “drop in” replacements designed to match the physical footprint of lead-acid batteries. However, Li-ion systems may require charger replacement, wiring adjustments, or controller compatibility checks, making DIY installation more complex depending on the model.

Quick Decision Snapshot: Is DIY Replacement Suitable for You

If the replacement involves the same chemistry, the same voltage, and no changes to the charger or controller, the task is generally DIY friendly.

If the replacement involves a chemistry change, a voltage upgrade, or any modification to the controller, solenoid, or DC-DC converter, the task requires advanced technical knowledge and may be unsuitable for inexperienced users.

When Replacing a Golf Cart Battery Is DIY Friendly

Certain replacement scenarios are straightforward and suitable for most owners. Replacing lead acid batteries with new lead-acid batteries of the same voltage is primarily mechanical work. The wiring pattern remains unchanged, and the existing charger is already compatible.

Lithium-ion drop-in replacements designed for the same system voltage are also DIY friendly. These systems are engineered to match the original wiring layout and require minimal adjustments. The process typically involves removing the old batteries, installing the lithium pack, and

connecting the main positive and negative terminals.

Simple cable replacements, terminal cleaning, and corrosion removal are also tasks that most owners can perform safely, provided polarity is respected and the system is properly isolated. When Battery Replacement Requires More Technical Knowledge

More complex scenarios require a deeper understanding of the cart’s electrical architecture. Switching from lead acid to lithium is not always a simple drop in process. Some lithium systems require a compatible charger, and others may require changes to the solenoid, DC-DC converter, or wiring harness.

Upgrading system voltage, such as converting a 36 volt cart to a 48 volt system, introduces additional challenges. Higher voltage affects every component in the powertrain. The charger must be replaced, the solenoid must be rated for the new voltage, and the DC-DC converter must match the accessory voltage requirements. In many cases, the controller must be reprogrammed or replaced entirely to operate safely at the higher voltage.

These tasks involve electrical compatibility considerations rather than simple mechanical replacement. Incorrect installation can damage the controller, motor, or battery pack, making professional assistance advisable.

Motor and Controller Compatibility Considerations

Golf carts use two primary motor types: Series wound motors and Separately Excited (Sepex) motors. Understanding the difference is essential when modifying or upgrading the battery system.

Plugged In: LSV/Golf Cart Energy Trends

Dr. Emma Larson is a seasoned lithium battery expert with over 15 years of experience in energy storage solutions. Holding a Ph.D. in Materials Science from MIT, she specializes in optimizing battery performance for golf carts, RVs, solar systems, and marine trolling motors. Passionate about sustainable energy, Emma enjoys sharing practical insights and industry expertise.

Series motors are mechanically simple and more tolerant of voltage changes. They do not use a Run/Tow switch and can often handle moderate voltage increases, provided the controller is compatible.

Sepex motors, identifiable by the presence of a Run/Tow switch, are electronically controlled systems in which the controller regulates both field and armature current. These systems are highly sensitive to voltage changes. A mismatched voltage can cause the controller to shut down, trigger fault codes, or fail entirely.

Critical Safety Note:

On Sepex systems, the Run/Tow switch must be placed in Tow mode before disconnecting any battery cables. This isolates the controller and allows its internal capacitors to discharge. Disconnecting batteries while the controller remains energized can cause arcing, data corruption, or permanent controller damage.

DIY installers must confirm whether their cart uses a Series or Sepex system before attempting any voltage or chemistry upgrade.

Safety Considerations Before Attempting DIY Replacement

Battery replacement involves both electrical and physical hazards. Proper isolation procedures are essential. The main negative cable must always be disconnected first to prevent accidental short circuits. Polarity must be checked carefully before reconnecting any terminals. Tools should be insulated, and metal jewelry should be removed to avoid accidental contact with live terminals.

Flooded Lead-Acid batteries contain liquid electrolyte that can spill or cause burns. They are

extremely heavy, often exceeding 60 pounds per unit, and require proper lifting technique to avoid injury. Lithium-ion batteries contain a BMS that protects against overcurrent and short circuits, but they must still be handled carefully to avoid damaging the casing or terminals.

Step-by-Step Overview of the Replacement Process

The general process for replacing a golf cart battery follows a predictable sequence. The Run/Tow switch is placed in Tow mode on Sepex systems. The main negative cable is disconnected to isolate the system. The existing wiring layout is documented or photographed to ensure correct reassembly. Old batteries are removed from the tray, and the tray is cleaned to remove corrosion or debris. Cable ends are cleaned or replaced if necessary. New batteries are installed in the correct orientation, and cables are reconnected following the original wiring pattern. Once installation is complete, system voltage is verified, and the cart is tested for proper operation. This overview is not a detailed procedure but a high-level description of the workflow.

Common Mistakes to Avoid

Several common errors can lead to system damage or safety hazards. Incorrect wiring order or reversed polarity can destroy the controller instantly. Reusing corroded cables or terminals can cause high resistance and overheating. Installing lithium batteries without verifying BMS





discharge capability can result in sudden power cutoffs under load. Using an incompatible charger can damage both the charger and the battery. Failing to secure a lithium battery pack can lead to vibration-related damage. Upgrading voltage without confirming DC-DC converter compatibility can cause accessory failure.

When You Should Consider Professional Installation

Certain situations are better handled by trained technicians. Voltage upgrades from 36 to 48 volts require system wide compatibility checks. Controller reprogramming or replacement requires specialized tools and knowledge. Multi-battery lithium configurations, parallel or series arrangements, and commercial fleet installations demand higher reliability and professional oversight. Complex wiring modifications or integration of advanced BMS systems also fall into this category.

Conclusion

Most golf cart owners can replace their own batteries when performing a like-for-like replacement or installing a true drop in lithium system. These tasks are primarily mechanical and follow a predictable sequence. However, upgrades involving voltage changes, motor-controller compatibility, or electrical system modifications require more advanced technical knowledge. Evaluating your skill level and understanding your cart's electrical architecture are essential to ensuring a safe and reliable installation.

FAQ

Can I replace lead-acid batteries with lithium myself?

Yes, if the lithium system is a true drop-in replacement. More advanced lithium systems may require charger replacement or controller adjustments.

Do I need to reprogram the controller when switching to lithium?

Not always, but some controllers require reprogramming to optimize performance or prevent undervoltage or overvoltage faults.

How do I know if my cart is Series or Sepex?

Series carts lack a Run/Tow switch. Sepex carts include a Run/Tow switch and have separate field and armature wiring.

Do I need a new charger when replacing the battery?

Lead-acid chargers are not compatible with lithium. A lithium-specific charger is required unless the lithium pack includes an integrated charging module.

Is it dangerous to install a battery incorrectly?

Yes. Incorrect wiring can damage the controller, cause short circuits, or create fire hazards.

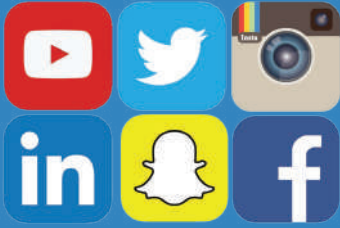
How long does a DIY replacement usually take?

A like-for-like replacement typically takes one to two hours. More complex upgrades may require several hours or professional assistance.

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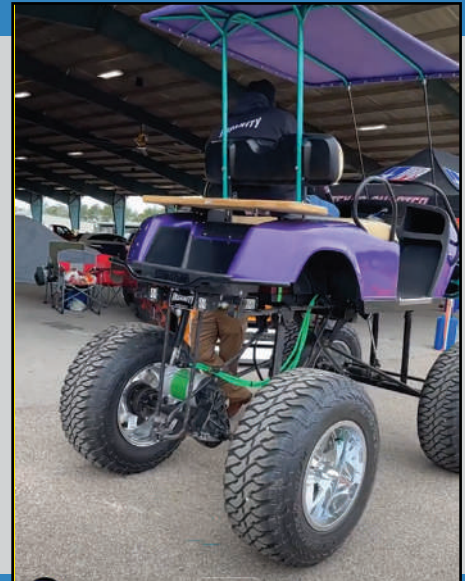
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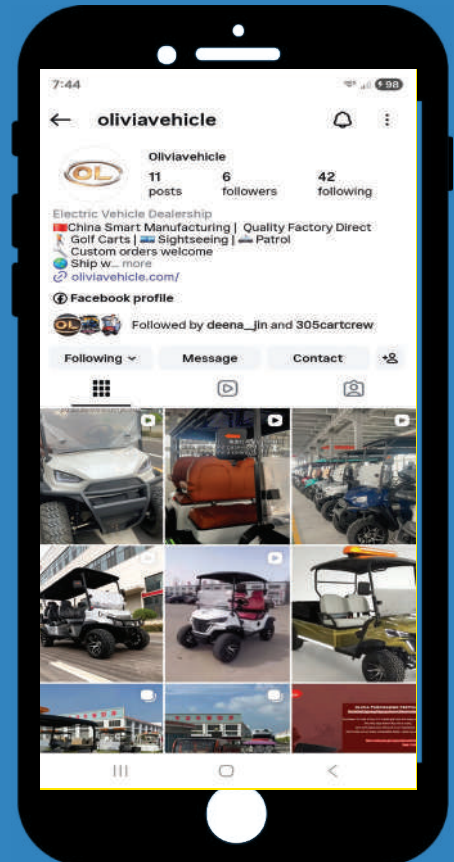
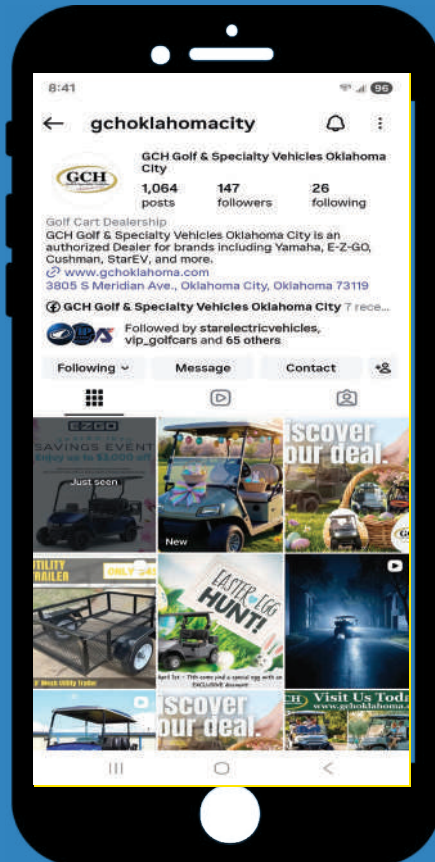
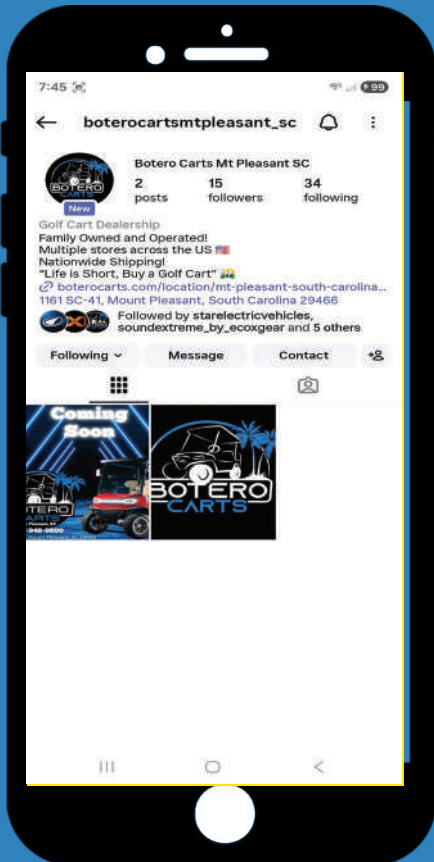
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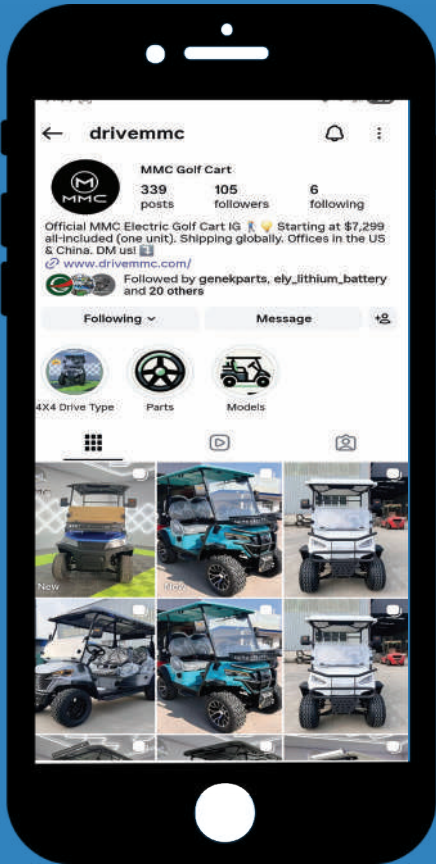
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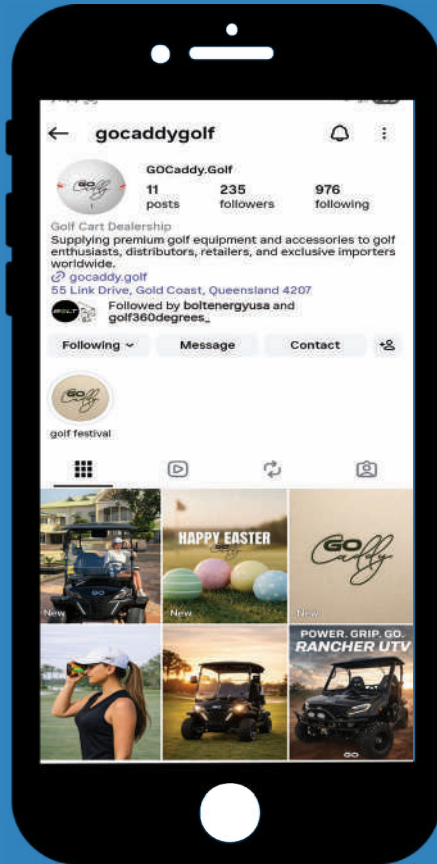
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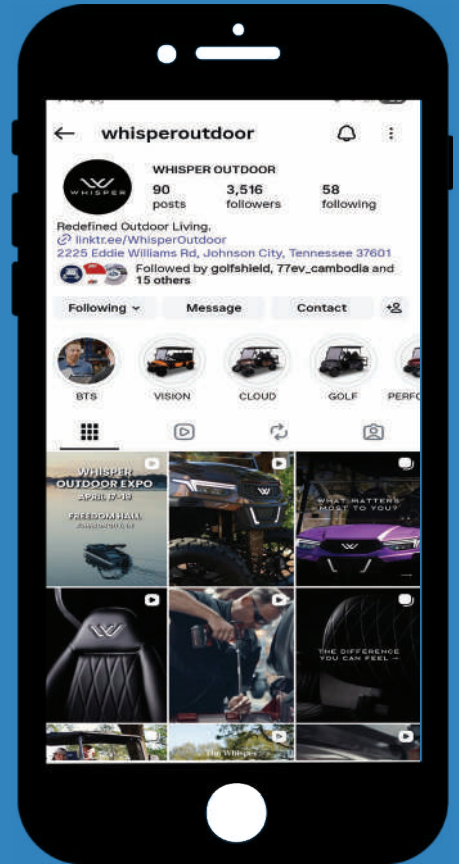
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@gocaddygolf



@whisperoutdoor



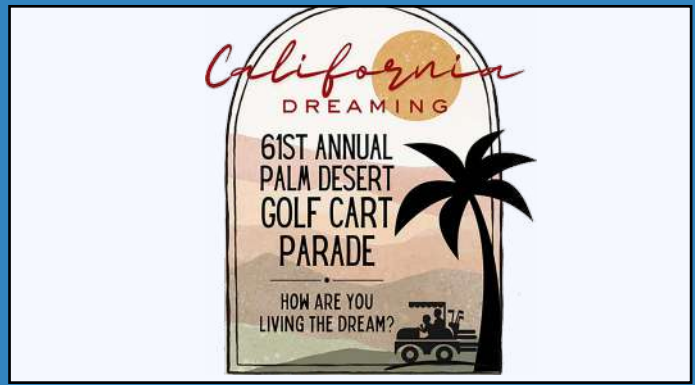
YouTube

Friend dropped off their golf cart that wouldnt move. After Finding out about the controller, I also threw some brushes in the motor! The Cart Came ALIVE!

This Ezgo DCS went from DEAD to 20mph on 36v!

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March 2025

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General

- **Color:** Any color available!
- **Seats:** Custom seat pattern and colors available
- **Seating Capacity:** 12
- **Speed:** 19 MPH

Dimensions

- **Overall:** (L) 166"x (W) 67"x (H) 80"
- **Wheelbase:** 87"

Electrical

- **Battery:** (2) Navitas 105Ah 76.8V Lithium
- **Motor:** Navitas 5KW AC
- **Controller:** Navitas 600Amp

Helpful Tips

Golf Cart Battery Recycling Guide

Golf cart battery recycling starts with one simple reality: these batteries are heavy, usually lead acid, sometimes lithium, and not something you should throw in the trash.

They tend to pile up after fleet replacements, golf course maintenance, community vehicle use, and personal cart upgrades, so the process goes a lot smoother when you know how to identify what you have, choose the right recycling route, prep the batteries safely, and keep the right records for business projects.



Quick Answer: How to Recycle Golf Cart Batteries

Most people fall into one of three routes for golf cart battery recycling:

- Battery retailer or take back option when available
- Local battery drop off or electronics recycling site
- Scheduled pickup for business quantities or multi battery loads

If you have one or two batteries, drop off may be manageable. If you have multiple batteries, damaged units, or fleet volume, pickup is usually the cleaner and safer option.

What Counts as a Golf Cart Battery?

Common golf cart battery types

Not every golf cart battery is exactly the same. The most common types include:

- flooded lead acid batteries
- AGM batteries
- gel batteries
- lithium batteries in newer carts

Lead acid is still the most common set-up, especially in older carts and larger fleets. Lithium is showing up more often in newer models and upgraded systems.

Why battery type matters

Battery type matters because it changes how the project should be handled. It can affect packaging, transport, storage, and the actual recycling route.

Some batteries are easier to stage and move than others. Some need extra care if they are damaged. Some may fit a simple drop off route, while others are better handled through a more controlled pickup process. The more accurate you are upfront, the fewer problems you create later.

Single battery replacement vs full battery set

There is a big difference between replacing one bad battery and clearing out a full cart battery set.

Sometimes the job is just one failed battery in an otherwise working cart. Sometimes it is a full battery bank replacement. In larger operations, it may be a fleet or facility project with multiple carts being serviced at once. That matters because volume changes the logistics, the labor, and the best recycling option.

Golf Cart Batteries vs Regular Car Batteries

Golf cart batteries are deep cycle batteries

Golf cart batteries are usually deep cycle batteries. That means they are built to deliver steady power over longer periods, not just a quick burst.





They are designed to be discharged and re-charged again and again. That is what makes them a fit for carts, utility vehicles, and similar equipment that needs sustained power during use.

Car batteries are built for starting power

Regular car batteries are built for a different job. They are meant to deliver a short burst of power to start the engine, then let the vehicle's charging system take over.

So while both battery types may look similar at a glance, the construction and use case are different. One is built for sustained cycling. The other is built for starting performance.

Why that matters for recycling

Both types need proper recycling, but golf cart batteries often create a different kind of project. They are commonly handled in sets, they can be very heavy, and the battery chemistry and format can affect how the load should be prepared.

That is why golf cart battery recycling is usually less about one quick handoff and more about choosing the right route based on battery type, quantity, and condition.

Recycling Options for Golf Cart Batteries

Option 1: Battery retailer or take back option

This option fits best when you have a small number of batteries and the seller, installer, or replacement program accepts them back.

It is usually the simplest route for smaller quantities, but it depends on the battery brand, the retailer, or whether you are purchasing replacements through the same source. Not every seller offers it, and not every battery qualifies, so it is worth confirming before you load anything up.

Option 2: Drop off recycling

Drop off recycling is usually best for small quantities. If you are dealing with one or two batteries and can transport them safely, this can be a practical option.

The big thing is confirming acceptance before transport. Not every site takes every battery type, and not every drop off location is set up for damaged units. Keep batteries upright, stable, and secure during transport so they do not tip, shift, or create a mess on the way there.

Option 3: Scheduled pickup

Scheduled pickup is usually the best fit for larger or more operationally messy projects. This is especially true for:

- golf courses
- country clubs





- maintenance facilities
- apartment or resort vehicle fleets
- schools, campuses, or business properties using carts

Pickup reduces headaches for a few simple reasons. There is less manual lifting risk, the logistics are easier to coordinate, the documentation is usually cleaner, and the whole process works better when you have multiple batteries or multiple sites involved.

Once the project gets bigger than a couple of batteries, pickup usually stops being a convenience and starts being the smarter way to handle it.

How to Prepare Golf Cart Batteries for Recycling

Step 1: Identify the battery type

Start by figuring out exactly what kind of battery you have. Most golf cart batteries are lead acid, but some newer systems use lithium. It also helps to know whether the battery is flooded or sealed, because that can affect handling, storage, and the recycling route.

If possible, note the brand and model too. That makes it easier to confirm the battery type and avoid confusion if you are dealing with a mixed load or coordinating a larger pickup.

Step 2: Count and inspect the batteries

Next, count how many batteries you actually have. Make note of whether it is a full set from one cart, a partial replacement job, or a mixed load from multiple carts or sites.

As you go, inspect each battery and flag anything cracked, leaking, swollen, or otherwise damaged. Do not treat damaged batteries like normal units. They need to be identified early so the project can be routed the right way from the start.

Step 3: Stage them safely

Once counted, stage the batteries in a way that keeps them upright, stable, and protected from tipping. A rushed pile in the corner is how loads become harder to move and more dangerous to handle.

Keep them away from metal objects, busy walkways, forklifts, and traffic areas where they can get bumped, scraped, or knocked over. The goal is simple: keep the load controlled before it ever leaves the site.

Step 4: Prevent terminal contact

Battery terminals should not be left exposed in a way that creates shorting risk. If needed, isolate the terminals so they do not come into contact with metal tools, other batteries, or loose materials during staging and transport.

This is one of those small steps that prevents bigger problems. The batteries may look inac-





tive, but they still need to be handled like stored energy is present.

Step 5: Label by type and condition

Before the batteries move, label the load clearly. Separate intact batteries from damaged ones and note the battery type when useful.

For larger projects, it also helps to mark site quantity and any basic condition notes. That keeps the pickup cleaner, reduces confusion, and makes downstream handling a lot easier.

Safety Basics for Golf Cart Battery Handling

Why these batteries need controlled handling

Golf cart batteries need controlled handling because they are heavy, can pose acid exposure risk in some cases, and carry shorting risk if handled carelessly. They are not casual scrap.

Damaged batteries can also become a bigger problem fast. A cracked case, leak, or impact issue can turn a manageable load into a mess if it is ignored or mixed in with everything else.

Basic rules to follow

Do not throw golf cart batteries in the trash. Do not stack them loosely. Do not mix damaged and intact batteries together. And do not wait until the last minute to figure out the logistics.

Most battery handling problems are not complicated. They happen because people rush, guess, or leave the plan too late. A little organization

upfront prevents most of the avoidable issues.

Extra caution with damaged batteries

If a battery is damaged, isolate it early and keep it separate from the rest of the load. Do not let it sit mixed in with intact units where it can be missed or mishandled later.

Damaged battery loads should be routed with controlled handling in mind. That is especially important for leaking units, swollen batteries, or mixed condition projects where a standard drop off approach may not be the right fit.

When Pickup is the Best Option

Full battery bank replacements

If you are replacing an entire golf cart battery set, pickup usually makes more sense than trying to move everything yourself. Full battery bank jobs get heavy fast, and they are easier to manage when the removal plan is built around the actual volume.

Golf course or facility fleet turnover





Fleet turnover projects are one of the clearest cases for pickup. When multiple carts are being serviced at once, you want a cleaner process for staging, loading, and documentation rather than piecing it together battery by battery.

Resort, campus, or HOA cart programs

Resorts, campuses, HOAs, and similar properties often use multiple carts across one site or several nearby locations. That creates more moving parts, more batteries, and more chances for things to get disorganized. Pickup helps simplify the project and keep it repeatable.

Damaged or leaking battery loads

If any of the batteries are leaking or otherwise damaged, pickup is usually the safer option. These are not the kinds of loads you want to handle casually or squeeze into a basic drop off plan without thinking through condition and transport.

Multi-site battery collection projects

When batteries are coming from more than one site, pickup becomes even more useful. It helps centralize the process, reduce confusion, and keep records cleaner across the full project.

Rules and Documentation: What to Keep

Why documentation matters

Documentation matters because it supports internal records, vendor tracking, sustainability reporting, and plain old operational accountability. It is how you keep the project organized and how you answer questions later if someone asks what was removed, when it left, and where it went.

This does not need to become overly complicated, a certificate of recycling will have everything you need for documentation.

What Happens After Golf Cart Battery Collection

After collection, the batteries are usually consolidated based on chemistry and condition. That matters because not every battery load follows the exact same downstream path.

From there, the batteries move through the proper battery recycling channels. Lead, plastic, and other reusable materials may be separated and routed appropriately, while damaged or mixed condition loads may require more controlled processing. The main point is that the load is sorted and handled based on what it actually is, not treated like one generic waste stream.

SOURCE: <https://samrinc.com/blog/golf-cart-battery-recycling/>





BINTELLI

BINTELLI BEYOND NAMED 2026 NEIGHBORHOOD GREEN CAR OF THE YEAR™ BY GREEN CAR JOURNAL

CHARLESTON, SC — Bintelli, a premier manufacturer of eco-friendly electric vehicles (EVs), is proud to announce that the Bintelli Beyond has been honored with the prestigious 2026 Neighborhood Green Car of the Year™ award by Green Car Journal.

The Bintelli Beyond was recognized for its leadership in the low-speed vehicle (LSV) segment, providing a sophisticated, street-legal solution for planned communities, resorts, and urban environments. This accolade highlights Bintelli's commitment to bridging the gap between traditional golf carts and full-sized electric automobiles.



“Receiving this honor from Green Car Journal is a monumental milestone for Bintelli,” said Justin Jackrel, president at Bintelli. “To be honored alongside the likes of Rivian, Lexus, Jeep, and Ford is no small feat! The

WITRICITY AI TECH

Beyond has been engineered to offer the safety and technology of a car with the efficiency of an LSV. Being named Neighborhood Green Car of the Year validates our mission to lead the industry in sustainable micro-mobility.”

Priced between \$12,000 and \$16,000, the Bintelli Beyond is street-legal on roads posted 35 mph or below. It features essential safety equipment, a sturdy aluminum chassis, and a range of up to 40 miles. The Beyond stands out in its class by offering premium standard features — such as backup cameras, high-back seating, Bluetooth sound systems, and electronic power steering — that provide high-value green transportation without compromise.

“The Bintelli Beyond is ideal for travel within planned communities where EVs with a limited speed of 25 mph present viable, eco-friendly options,” said Ron Cogan, editor and publisher of Green Car Journal and GreenCarJournal.com.

For more information about the award-winning Bintelli Beyond or to find a certified dealer, please visit Bintelli.com.

About Bintelli:

Now in its 26th year, Bintelli is an award-winning manufacturer and distributor of EVs, including street-legal golf carts, LSVs, and electric bicycles. Headquartered in Charleston, South Carolina, Bintelli focuses on providing the highest quality eco-friendly transportation solutions through its extensive nationwide dealer network.

CHRISTENSEN GROUP/LSV SHIELD™

CHRISTENSEN GROUP JOINS LSVDA AS PLATINUM SPONSOR AND INTRODUCES LSV SHIELD™ INSURANCE PLATFORM

Christensen Group Introduces Dealer-Focused Insurance Platform Supporting Risk Management and Business Performance Across the LSVDA Network

Sarasota, FL and Eden Prairie, Minnesota – March 31, 2026 – The Low Speed Vehicle Dealer Association (LSVDA) is pleased to welcome Christensen Group as a Platinum Sponsor and Insurance Leadership Partner, supporting the introduction of LSV Shield, a dealer-focused insurance platform developed exclusively for the low-speed vehicle and golf car industry. LSV Shield, is being developed by the Christensen Group, in conjunction with Bluefields Specialty to address these challenges through a more structured, dealer-centric approach to business insurance, focusing on dealership operations, rental fleets (including LSVs), and commercial applications.

As the industry continues to expand into street-legal, fleet, rental, and commercial applications, the complexity of risk and dealer commercial insurance has increased significantly. Dealers are navigating evolving liability considerations, operational risks, and regulatory requirements across multiple use cases. LSV Shield was developed to meet those challenges head-on, offering specialized protection that traditional insurance markets have not been able to provide.

“Dealers across the country are navigating a fragmented insurance landscape,” said Mike Alexander, Executive Director of LSVDA. “Christensen Group brings a structured approach to risk management that can help bring clarity and consistency to an area that has lacked both.”

Through its partnership with LSVDA, Christensen Group will engage directly with dealers through educational content, best-practice webinars, and industry insights. Initial efforts will include an “Insurance Review”

CHRISTENSEN GROUP/LSV SHIELD™ - CONTINUED

program designed to help dealers identify coverage gaps, align policies with operational realities, and improve cost-to-coverage outcomes.

“We see a strong opportunity to support LSV dealers with more tailored, data-informed insurance solutions,” said Brandon Schuh, Head of Specialty Insurance at Christensen Group. “Through LSVDA, we look forward to working closely with dealers to better understand their needs and help bring more structure and consistency to this space.”

The partnership will also support the development of industry insights through dealer surveys and ongoing engagement, helping inform future insurance program development aligned with the unique needs of the LSV market.”

Two Specialized Coverage Solutions

The program offers two distinct coverage tracks designed to meet the specific needs of LSVDA members:

1. Dealership Protection Program – Comprehensive insurance for LSV and golf cart dealerships, covering inventory and lot protection, garage keepers, dealer plate auto liability, premises liability, and business operations. The program addresses the unique exposures dealerships face when serving retail customers, and rental operators.
2. Rental Fleet Operator Coverage – Specialized protection for rental fleet operations, including auto liability, general liability, inland marine coverage, and rider accident protection.

Program Features

LSVDA members gain access to several industry-first benefits through the partnership:

- Advanced Data Analytics – Proprietary analytics tools developed by Bluefields

Specialty help members understand risk profiles, benchmark against industry standards, and identify cost-saving opportunities

- Comprehensive Risk Management Services – Proactive support including safety protocols, training resources, and operational best practices
- Access to experienced legal and risk management resources as part of a broader specialty insurance approach.

The Christensen Group Advantage

Led by Brandon Schuh, Christensen Group Specialty Practice brings unmatched micro-mobility brokerage experience, recognized as the nation’s leading experts in personal transportation vehicles, product liability risks, and LSV operations. The firm provides expert consultation, claims advocacy, and industry intelligence to help members navigate an evolving regulatory landscape.

Bluefields Specialty, the underwriting partner, brings operational loss control technology that helps dealers demonstrate their operational excellence, together with dedicated insurance programs for LSV dealership markets. The firm offers comprehensive tailored coverage, streamlined submission processes, and exclusive dealership-specific risk programs including electronic inventory tracking, specialized loss prevention materials, and electronic demo/test ride procedures.

Program Availability

LSV Shield is available immediately to all LSVDA members. Members can apply online at <https://christensengroup.webflow.io/business-insurance/low-speed-vehicles> or request a consultation with the specialized underwriting team.



About the Low Speed Vehicle Dealers Association (LSVDA)

CHRISTENSEN GROUP/LSV SHIELD™ - CONTINUED

The Low Speed Vehicle Dealer Association (LSVDA) exists to strengthen and advance the low-speed vehicle industry by supporting smart public policy and safety, enabling stronger dealer performance and profitability, and fostering responsible market growth.



About Christensen Group Insurance

Christensen Group is the nation's leading insurance broker specializing in micromobility and personal transportation

vehicles. With unmatched expertise in product liability risks and LSV operations, Christensen Group provides strategic risk management solutions and advocacy for dealers and fleet operators nationwide.

About Bluefields Specialty Insurance

Bluefields is a specialized underwriter providing comprehensive insurance solutions for franchise dealers and fleet operators. With deep expertise in the low-speed vehicle industry and a commitment to innovation, Bluefields delivers tailored coverage backed by financial strength and industry-specific risk management programs.

CLUB CAR

CLUB CAR FLEET ENHANCING CHINA OPEN

Shanghai, China: Club Car, a global leader in golf carts, utility vehicles, and consumer vehicles, will once again be a driving force at the Volvo China Open this year.

With a fleet covering VIP shuttle, logistics transportation, and medical support, Club Car will provide professional, reliable, and eco-friendly high-quality supporting services.

For this month's tournament, Club Car, which has partnered with the DP World Tour for over 20 years, is deploying multiple AC motor vehicles, which offer significantly improved climbing performance to handle the terrain challenges of the Enhance Anting course.

Meanwhile, several lithium battery vehicles will provide smooth power output, higher charging efficiency, and reduced overall weight, lowering the pressure on the turf – a reflection of Club Car's commitment to course ecology.

VIP Shuttle Matrix: The Villager 6, Villager 8, and Transporter 6 offer spacious cabins and excellent shock absorption, providing a comfortable mobile space for players, guests, and staff. The Tempo golf cart, with its agile body and efficient range, serves as the main vehicle for high-frequency shuttling around the course.

Logistics Transport Combination: The Transporter 4 and Carryall combine passenger and cargo capabilities, providing reliable transfer services for catering supplies, con-

struction and dismantling of tournament structures, and other departments, ensuring the efficient operation of the event's backend.

Medical Support Core: The ambulance is a highlight of this year's fleet. Responsible for on-site first aid and rehabilitation support.

Renee Xu, Asia Sales Vice President of Club Car, said: "We are honoured to once again partner with the Volvo China Open."

Ben Cowen, European Tour Chief Tournament & Operations Officer, said the Volvo China Open has become a 'significant stop' on the Tour's international schedule.

EKHO

EKHO JOINS LSVDA TO SUPPORT MODERNIZATION OF LSV DEALER RETAIL

New York, NY / Sarasota, FL – March 23, 2026 – The Low Speed Vehicle Dealer Association (LSVDA) announced today that Ekho has joined the association as a Supplier Sponsor, bringing advanced digital commerce capabilities to the growing low-speed vehicle (LSV) and golf car dealer market.

Ekho provides an end-to-end vehicle commerce platform that simplifies the operational complexity of vehicle purchases. It enables dealers to handle DMV paperwork, ID and insurance verification, licensing, financing, and regulatory compliance, while giving customers a way to begin—and complete—the purchase process online. The platform also includes AI-powered lead engagement, allowing dealers to respond to inquiries 24/7 with inventory awareness, appointment scheduling, and lead routing.

As customer expectations evolve, many golf car and LSV dealers are looking for ways to modernize their sales processes while maintaining compliance and protecting dealer margins.

“LSV dealers are running lean teams and, and too many qualified leads (around a third of them) slip through the cracks because no one’s available to respond fast enough,” said Rowan Mockler, CEO of Ekho. “

“Ekho changes that — we turn every dealer into a 24/7 sales machine. Through LSVDA, we’re excited to bring this directly to dealers across the country.” “Ekho is addressing a real operational challenge for dealers,” said Mike Alexander, Executive Director of LSVDA. “Their platform simplifies the transaction process while helping dealers respond to and convert

more leads, all while retaining full control of the customer relationship.”

As a Supplier Sponsor, Ekho will participate in LSVDA initiatives focused on dealer performance, best practices, and responsible market growth.



About LSVDA

The Low Speed Vehicle Dealer Association (LSVDA) is a national organization supporting

dealers and suppliers working to advance safe, responsible, and profitable growth of the low-speed vehicle market.

Through education, policy engagement, and collaboration across the industry, LSVDA helps dealers strengthen performance while supporting the responsible expansion of LSV mobility.



About EKHO

Ekho provides an end-to-end vehicle commerce

platform that enables dealers to power compliant, automated vehicle transactions online and in-store. The platform handles the operational complexity surrounding vehicle purchases, including DMV busywork, ID verification, regulatory compliance, financing, digital checkout, and AI-powered lead engagement—helping dealers capture and close demand around the clock while maintaining control, participation, and profitability in every transaction.

ICON EV AND EPIC CARTS

BRIGHTWATER LAGOON ANNOUNCES PARTNERSHIP WITH ICON EV AND EPIC CARTS

Brightwater Lagoon has announced a new partnership with golf cart provider ICON EV and EPIC Carts, expanding transportation options for residents and visitors in the North Fort Myers area while introducing added benefits for those living in the Brightwater community.

The Florida-based ICON EV and EPIC Carts offer a range of 2-, 4-, and 6-seat golf carts and low-speed vehicles designed for street-legal use, responding to growing demand for accessible, neighborhood-friendly transportation.

Area residents and visitors can now explore ICON EV and EPIC Carts' latest models onsite at Brightwater Lagoon, offering a convenient, up-close look at available features and options. Through the partnership, Brightwater residents will also have access to preferred pricing and select incentives, including a \$300 discount off any new ICON X or EPIC FX golf cart, a three-year manufacturer cart warranty, a lifetime Eco Lithium Battery warranty and free delivery.

"I absolutely love the vision for this community. It's more than a place to live—it's a lifestyle that my family and I are passionate about. It truly feels like a happy place," said Caleb Polhill, owner of AAction Power Equipment, the authorized local ICON and EPIC dealer. "I can't wait to see residents enjoying it in our premium ICON and EPIC golf carts."

Located at 8630 Sunny Page Lane in North Fort Myers, Brightwater Lagoon is a resort-style lagoon experience in the Brightwater community. It features six acres of clear blue water surrounded by sandy beaches and lounge chairs, resort-style swim-up bar, food trucks, inflatable floating obstacle courses for adults and children, traditional waterslide, splash pad, mini-golf course, and paddleboard and kayak rentals.

"ICON EV and EPIC Carts share our passion for fun, community and the outdoor lifestyle, and we're so excited to have them as partners," said Lauren Pickel, director of consumer events and strategic partnerships for MetroLagoons. "This collaboration is a natural fit for the Brightwater lifestyle, and we look forward to everything this partnership has in store."

To mark the launch, the partners are hosting a community giveaway, offering participants the chance to win a

Caribbean Blue ICON e-bike, courtesy of ICON EV and EPIC Carts, along with a day experience at Brightwater Lagoon, complete with admission, water activities and a cabana rental. Entry details are available through MetroLagoon's social media channels.

To learn more, visit MetroLagoons.com/Icon-EV.

About Brightwater Lagoon

Brightwater Lagoon is one of four MetroLagoons locations in Florida and the first in Southwest Florida. Located at 8630 Sunny Page Lane in North Fort Myers, the lagoon features six acres of clear blue water surrounded by sandy beaches. Brightwater residents and guests can enjoy a resort-style swim-up bar, food trucks, live entertainment, a water slide, floating obstacle course and more. Guests can purchase a Day Ticket with Splash Pass to experience the lagoon and upgrade their day with shaded rental spaces and water activities to create unforgettable experiences in the sunshine. To learn more, visit MetroLagoons.com/Lagoon/Brightwater or call 813-444-5221.

LANI EV

SOLAR GOLF CART COMPANY RE-LOCATING TO COOKEVILLE

A Solar-Powered Golf Cart Company will establish its national headquarters in Cookeville.

Lani EV Chief of Operations Jeff Watters said the facility will be located at 615 Neal Street. Watters said the company chose the location because of the growth in the community and the opportunity to collaborate with students and faculty at Tennessee Tech.

“We’re looking into the future, we’re seeing the future, and the future is you can’t run on gas forever,” Watters said. “As much as we’d like for that and we’re we’re not opposed to it, but we’re just we’re just looking out into the future and we’re seeing, there’s an advantage to solar.”

Watters said the company is currently partnering with Tennessee Tech on two capstone projects to measure the distance the solar-powered carts can travel. Watters said the company also plans to work with the university to develop methods for retrofitting competitor golf carts with solar technology.

“This is groundbreaking,” Watters said. “So these are not fabric solar pieces that we put on the roof. These are actual solar panels that we place on the roof that captures the energy and pumps it right down into the battery. And that that’s what powers the battery.”

Watters said the company is working with the Putnam County Chamber of Commerce to maximize the economic benefits of the move. Watters said the headquarters will eventually house an educational component called Lani University to help the public understand solar energy.

“Success looks like is that we have a head-

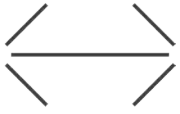
quarters that’s functional, that reaches out to the community, that gives back to the community,” Watters said. “That helps the community. We just don’t want to be a taker, we want to be a giver. We want to give back to the community. We want to get solar carts into the into the region. We want to introduce that and then we want to...I think we have a saying that says, ‘Get the carts off the grid and off the gas.’ So when that begins to take hold and we see the future unfold, I think that’s success for us.”

Watters said the company expects to create approximately 10 jobs during the initial startup phase in Cookeville. Watters said he anticipates the workforce could grow to 100 employees as the company expands its reach across the Sun Belt.

“I’m telling you when this catches on, it’s going to go big time,” Jeff Watters said. “Everywhere we go, we show our carts, people are excited about it.”

Watters said the company plans to use its Cookeville base to support further expansion. Lani EV is also working on hybrid carts that would combine electric, gas and solar power.





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American Landmaster	americanlandmaster.com
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Dynamic Carts	dynamiccarts.com
Eagle Products	eagleproducts.us
Ellwee	ellwee.com
eNVy	envygolfcart.com
Epic Carts	epiccarts.com
EV Titan	evtitan.com
Evolution Electric Vehicles	evolutionelectricvehicle.com
E-Z-GO Textron	ezgo.txtsv.com
Garia	garia.com
GEM by Waev	gemcar.com
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