

August 2026 | Issue 121

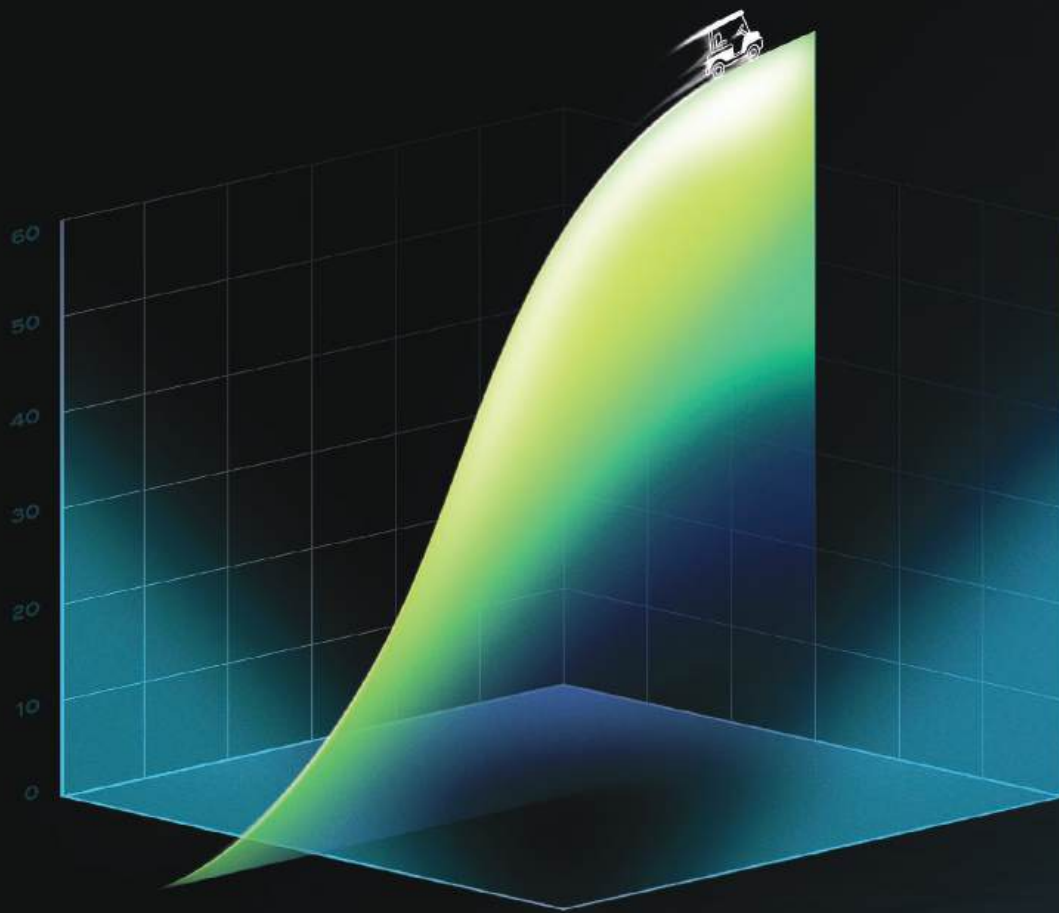
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**Exciting NEW
LSV Category** pg 12

116
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A Personal Invitation

If you're an automotive journalist, editor, reviewer, podcaster, or content creator, I'd be delighted to introduce you to Wink® personally. I'd welcome the opportunity to answer your questions, arrange a demonstration, and discuss why we believe Wink represents a completely new approach to everyday transportation.

Please feel free to contact me directly.

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See the Wink Mark3 in Action (below)



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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.

Villager wants key evidence suppressed in golf cart hit-and-run case

A Villager charged with striking a golf cart with her SUV and then fleeing the scene wants a judge to suppress key evidence in the case.

Noreen Nevrlly, 76, of the Village of Hillsborough, has been charged in the March 31, 2025, hit-and-run crash in which Villager Roseanna Diiuro was knocked from her golf cart onto the pavement. Diiuro suffered a traumatic brain injury, 14 broken ribs, a broken clavicle, a broken scapula, punctured lungs, and other extensive internal trauma. Her husband had been traveling in the golf cart with her but escaped serious injury.

A Florida Highway Patrol trooper showed up at Nevrlly's house the following day, suspecting that it was Nevrlly's SUV that struck the golf cart. The SUV had been captured on a gate camera at about the time of the crash.

The arrest report indicated that the FHP investigator spoke to Nevrlly's husband, who voluntarily opened the garage door so the trooper could inspect the vehicle. The report said that Nevrlly was in the house, and when she realized what was going on, she opened an interior door to the garage and shut the main garage door. By that time, the trooper had already noted damage to the SUV consistent with the hit-and-run case and confirmed its license plate number was the same one captured on gate camera surveillance near the time of the crash.

Nevrlly's attorney wants that evidence suppressed.

The attorney contends that the trooper never verified that the man—identified in his report as Nevrlly's husband, Stephen—was actually her spouse, and never verified that he was an occupant of the home. The attorney also attacked the notion that the trooper initiated a "consensual encounter," suggesting that Nevrlly clearly ended any voluntary interaction when she closed the garage door.

However, the investigator persuaded the man he had met outside to reopen the garage door and went on to announce that he would be seizing the SUV.

In addition, there may be a problem due to a lack of evidence regarding the golf cart that Nevrlly's SUV allegedly struck. Leonard Diiuro, Roseanna's husband, took the golf cart in for repairs before the FHP or Nevrlly's attorney had a chance to inspect the damage, according to a document submitted to the court by the defense.

In April, Nevrlly sought an expansion of her limited driving privileges, indicating that her husband had been moved to advanced hospice care. In the motion, she indicated she would also need to travel to Marion County for "funeral-related matters."

In June, her attorney filed a motion asking for permission for Nevrlly to travel to Lake Panasoffkee on a regular basis to volunteer at the Humane Society/SPCA of Sumter County. Nevrlly previously adopted a rescue dog through the Humane Society.

The Chicago native remains free on \$5,000 bond.

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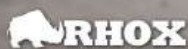


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THE REVERSE CHAMPION

Every golf course has that one golfer who insists they know every shortcut, every trick, and every “better way” to get around the course.

One Saturday morning, our foursome was paired with one of these experts. Before we even teed off, he proudly announced, “I’ve been driving golf carts longer than most people have been driving cars.”

Naturally, expectations were high.

Everything went smoothly until the seventh hole, where he decided backing the cart into a tight spot beside the tee box would “save time later.” With the

confidence of a Formula One driver, he glanced over one shoulder, gave the accelerator a healthy push—and promptly backed into the only tree within fifty yards.

The collision wasn’t hard enough to do any damage, but it was just loud enough to silence the entire fairway.

Trying to recover, he smiled and said, “That tree wasn’t there yesterday.”

Without missing a beat, his playing partner replied, “Funny... I think it’s been there about thirty years.”

Even the marshal, who had witnessed the whole thing

from a distance, drove over chuckling. “Good news,” he said. “The tree’s okay.”

For the rest of the round, every time our self-proclaimed expert reached for the cart keys, someone would politely ask, “Need a spotter?”

By the 18th hole, he’d embraced the joke himself.

Golf has a funny way of humbling us. Sometimes it’s a missed three-foot putt. Sometimes it’s finding the only bunker on the course. And sometimes it’s discovering that the one obstacle you absolutely can’t avoid... is the stationary tree that’s been patiently waiting for you all these years.

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Chip Motors unveils \$15,000 electric 'life utility vehicle'

Miami-based startup Chip Motors has unveiled Chip, an electric "life utility vehicle" that starts at \$15,000 and tops out at 25 mph.

The boxy, open-air four-seater is a low-speed vehicle aimed at short daily trips, and it lands in one of the fastest-growing corners of the EV market.

Chip Motors is branding its vehicle as a "life utility vehicle," or "LUV" — what it calls "a new category" for "school, soccer, groceries, beach."

But the specs put Chip squarely in an existing one. With a 25 mph top speed and the ability to drive on roads "posted 35 mph and under," Chip is a low-speed vehicle (LSV), the same street-legal category as neighborhood electric vehicles like the GEM and Wink's lineup. Federal LSV rules cap these vehicles at 25 mph and allow them on roads with limits up to 35 mph.

Chip comes in 4-seat and 6-seat configurations. The company lists a starting price of \$15,000 for the 4-seat version and \$18,000 for the 6-seat, both described as estimated starting MSRP. Reservations are open now for a \$250 fully refundable deposit, with deliveries scheduled for 2027.

chip MOTORS

Chip claims 100+ miles of range on a charge. According to the company, it charges overnight on a standard 110V household outlet, a 240V setup fills it in “a few hours,” and it has a NACS port for Level 2 public charging where available.

The vehicle is topless by default, with plastic composite exterior panels and “hose-down” interiors. Standard LATCH anchors are built in for car seats, and Chip Motors is offering a long list of options including air conditioning, a hard or soft top, a roof rack, a lift kit, built-in navigation with Android Auto and Apple CarPlay, and a “frunk” that can be equipped with a TV and speakers.

Forbes, which covered the unveiling, reported that Chip uses in-wheel motors and a roughly 15-kWh LFP battery pack mounted flat along the floor, with a roll bar and higher ground clearance. Chip Motors notes on its own site that charge times are “illustrative, pending final specs.”

Chip’s headline feature is “Chip Go,” which the company pitches as the vehicle parking itself, running errands, and coming back to pick you up when the cabin is empty.

Some coverage has described this as “autonomous.” Chip Motors’ own FAQ tells a different story: “Chip Go is a driverless service... Expert human drivers tag in remotely, so Chip can park himself, run errands, or come pick you up.”

In other words, Chip Go is teleoperation — a remote human driving the vehicle — not self-driving technology. The company says the system only operates when the vehicle is empty.

The long-term ambition appears to be shifting away from teleoperation toward true autonomy.

LSVs and neighborhood EVs are one of the few genuinely affordable, genuinely growing segments of American electrification, and Chip’s design, a friendly, open-air box with a face, is charming and clearly aimed at replacing the second SUV for suburban errands. Chip is right that most trips are “a few miles wide.”

But let’s be precise about what \$15,000 buys. This is a 25 mph low-speed vehicle, so the correct comparison isn’t a Chevy Bolt or a Nissan Leaf, it’s a nice street-legal golf cart. Wink Motors’ NEVs start under \$9,000, and the GEM has been selling this concept since the 1990s. Chip is a premium entry in the tiny street-legal EV space we’ve been tracking for years, not a cheap car.

Now, “Chip Go” is the unique feature in the segment here, but we would need real-world experience with it to judge if it is truly useful.

www.chipmotors.com



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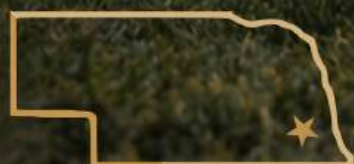
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The Complete Guide to Lithium Golf Buggy Batteries for EZGO, Yamaha, and More

Your golf buggy shouldn't be slowing you down before the back nine. Yet thousands of golfers are still hauling around lead-acid batteries that lose power mid-round, demand weekly maintenance, and need replacing every few years. The math just doesn't add up.

Lithium golf buggy batteries last up to 10 years, weigh up to 70% less, and charge in a fraction of the time. The switch isn't complicated. You just need the right information.

This guide covers everything, from how lithium stacks up against lead-acid to finding the right fit for your EZGO, Yamaha, or any other buggy.

Here's what we'll cover:

- Why lithium golf buggy batteries outperform lead-acid across every metric
- How to choose the right voltage and capacity for your specific buggy
- Brand-by-brand compatibility for EZGO, Yamaha, and more
- Real costs, charging habits, and what affects your battery's lifespan
- How the built-in BMS quietly protects your investment on every single charge

[ROYPOW](#) builds LiFePO4 golf buggy batteries with automotive-grade cells, an intelligent BMS, and drop-in compatibility across all major buggy brands. If you're in the market, they're worth a serious look.

Why Lithium Golf Buggy Batteries Outperform Lead-Acid Across Every Metric

Lead-acid had its time. But that time is over.

If your buggy is running on lead-acid batteries, you already know the drill: watering them weekly, watching the power fade on the back nine, and replacing the whole pack every few years. It's a cycle that costs you time, money, and patience.

Lithium iron phosphate (LiFePO4) breaks that cycle entirely. Here's how the two stack up, side by side.

Metric	Lead-Acid	Lithium (LiFePO4)
Lifespan	300-500 cycles	2,000-4,000+ cycles
Charge time	8-10 hours	2-4 hours
Weight (48V setup)	300+ lbs	50-70% lighter
Maintenance	Weekly watering, terminal cleaning	Zero
Power consistency	Fades as charge drops	Steady until nearly empty
Lifespan (years)	2-4 years	8-10+ years

The weight difference alone is worth pausing on. A typical 48V lead-acid setup can tip the scales at over 300 lbs. Lithium cuts that by more than half, which means:

- Better acceleration and handling
- Less stress on your buggy's motor and frame
- Gentler on turf (a win for course managers and club fleets)

The Power Delivery Difference

This one catches people off guard. Lead-acid batteries drop voltage as they discharge. So by hole 14, your buggy is noticeably slower. Lithium holds a flat, consistent voltage right up until the battery is nearly depleted. You get the same punch on the last hole as on the first.

What About the Price Tag?

Yes, lithium costs more up-front. A lead-acid set runs roughly \$600-\$1,500. Lithium sits at \$1,500-\$3,000. But factor in zero maintenance, half the replacement cycles, and a decade-long lifespan, and lithium is cheaper over time. Not even-tually. Significantly.

[ROYPOW's LiFePO4 golf buggy batteries](#) are built with an intelligent BMS that handles overcharge protection, cell balancing, and temperature management automatically. No babysitting required.

How to Choose Voltage and Capacity

Getting the voltage wrong is the single most common mistake people make. Your new lithium battery must match your buggy's existing voltage system. No exceptions.

Step 1: Find your system voltage.

Lift the seat panel and count the batteries. Multiply the individual battery voltage by the number of batteries to get your total. For example:

- B6 x 6V = 36V system
- B6 x 8V or 4 x 12V = 48V system
- B6 x 12V = 72V system

Step 2: Pick the right voltage for your use case.

48V is the sweet spot for most owners. It balances power, efficiency, and broad compatibility with today's controllers

Voltage	Best For	Top Speed
36V	Older models, flat courses, light casual use	~12-14 mph
48V	Most modern buggies, daily use, hilly terrain	~20-25 mph
72V	Heavy-duty, commercial fleets, off-road	~25-30 mph

and chargers. [ROYPOW's 48V lithium golf cart batteries](#) are drop-in ready for most modern buggies, no rewiring required.

Step 3: Choose your capacity (Ah).

Think of amp-hours like a fuel tank. More Ah means more range per charge.

- 80-100Ah – Casual weekend golfers, flat 9-hole courses
- 105Ah – The sweet spot for most owners (36-50 miles per charge on moderate terrain)
- 160Ah+ – Daily commercial use, hilly courses, buggies with accessories

If you're on a 36V system, ROYPOW also offers purpose-built [36V lithium golf cart batteries](#) to match. And for high-performance setups, the [72V system](#) handles the heaviest loads without breaking a sweat.

Pro tip: *Don't just buy the biggest Ah you can find. An oversized pack adds weight and cost without meaningful benefit if your terrain and usage are moderate.*

Brand-by-Brand Compatibility

The good news: modern LiFePO4 batteries are designed to

be drop-in replacements for all major buggy brands. The voltage compatibility works by design. A 38.4V LiFePO4 pack slots into any 36V controller. A 51.2V pack works with all standard 48V systems. No modifications needed in most cases.

Here's a quick compatibility overview by brand:

E-Z-GO

E-Z-GO buggies span a wide range, from classic TXT models to the modern RXV. Most run on 36V or 48V systems.

- TXT (older models): 36V, uses six 6V batteries. A single lithium pack replaces all six.
- RXV: 48V, four 12V batteries. Note: the RXV has regenerative braking, so verify your lithium pack's BMS supports power input from regeneration before buying.
- Freedom series: 48V, straightforward drop-in swap.

ROYPOW's LiFePO4 packs are compatible with EZGO systems. Check the [E-Z-GO-specific battery page](#) for your exact model fit.

Yamaha

Yamaha electric buggies are some of the most reliable on

the market, and lithium upgrades slot in cleanly across most models.

- G-series (G16, G19, G22): Span both 36V and 48V depending on year.
- Drive / Drive2: 48V systems. Clean plug-and-play lithium swap.
- UMAX utility carts: 48V, ideal for higher-capacity packs (160Ah+) given the heavier workloads.

Browse the [Yamaha-compatible battery](#) options on ROYPOW's site for a direct model match.

Club Car and Others

Club Car's Precedent, Tempo, and Onward all run 48V systems with varying BMS communication setups. Newer Club Car models use CAN-bus communication between the battery and controller, so confirm your lithium battery's BMS can handle that signal. ROYPOW's intelligent BMS is built for exactly this kind of compatibility.

For non-standard or lesser-known brands, browse other model compatibility or reach out for a direct recommendation.

Real Costs, Charging, and Lifespan

The upfront sticker shock is real. But the lifetime math tells a different story.

Lithium wins. Significantly.

Cost Factor	Lead-Acid (10 years)	Lithium (10 years)
Initial battery cost	\$600-\$1,500	\$1,500-\$3,000
Replacements needed	2-3 times	0-1 times
Maintenance costs	Ongoing	Near zero
Estimated 10-year total	\$2,500-\$5,000+	\$1,500-\$3,000

Charging Habits That Actually Matter

You don't need to overthink charging. A few smart habits go a long way:

- Charge after every use, not just when the battery is low. Shallow cycles extend lifespan.
- Never drain to zero. Deep discharges below 20% repeatedly will degrade capacity faster.
- Use a lithium-specific charger. A lead-acid charger cannot safely charge lithium. [ROYPOW's golf cart battery charger](#) is matched to their LiFePO4 chemistry for optimal charge profiles.
- Avoid charging in extreme cold. Below 0°C (32°F), charging can permanently damage cells. Most quality batteries disable charging automatically at this threshold.
- Store at 50-70% charge if the buggy is sitting unused for weeks.

What Affects Lifespan Most

A quality lithium golf buggy battery lasts 8-12 years or 3,000-5,000+ charge cycles. But not all lithium batteries are equal. What really separates a 4-year battery from a 12-year one:

- Cell quality – Auto-

tive-grade LiFePO4 cells (like ROYPOW uses) are far more stable than budget-grade alternatives.

- BMS sophistication – A smarter BMS means better cell balancing, longer life.
- Depth of discharge habits – Partial cycling always beats full drain cycles.
- Operating temperature – Consistent extreme heat accelerates cell aging.

For a deeper breakdown of how lithium battery economics work in industrial applications, the [forklift battery cost comparison guide](#) on ROYPOW's blog shows the same TCO principles at scale.

How the BMS Protects Your Investment

Most people hear "Battery Management System" and glaze over. Fair enough. But understanding what it actually does changes how you think about battery value.

The BMS is the brain inside your lithium pack. It runs continuously, every second your battery is in use or on charge. And it's doing a lot.

Here's what it quietly manages on every single ride:

- Overcharge protection – Cuts charging before voltage

exceeds safe limits

- Over-discharge protection – Stops the battery before it drains to a damaging level
- Cell balancing – Keeps each individual cell in the pack at an equal charge level (critical for long-term capacity)
- Temperature monitoring – Detects heat buildup and throttles output before damage occurs
- Short-circuit protection – Instantly cuts power if an abnormal current spike is detected

Without a quality BMS, none of the above happens automatically. A cheap battery with a weak BMS might look fine for 18 months. Then it fails fast, hard, and outside the warranty window.

ROYPOW's intelligent BMS goes further than basic protection. It supports real-time monitoring via Bluetooth on compatible models, meaning you can check your battery's state of charge, voltage, and temperature from your phone before you even leave the driveway.

Think of the BMS as the silent mechanic that never calls in sick.

Pro tip: *When comparing lithium batteries, always ask about the BMS specs, not just the Ah rating. A 100Ah pack with a weak BMS will underperform a well-managed 80Ah pack every time.*

For more on how lithium battery technology applies across heavier-duty equipment, see the lithium vs lead-acid comparison breakdown on ROYPOW's site. The core principles carry across every application.

Your Buggy Deserves Better. ROYPOW Delivers.

The switch to lithium golf buggy batteries is one of those decisions that pays you back every single round. Less weight, more range, zero maintenance, and a lifespan that outlasts the cart itself. Once you make the switch, going back simply isn't an option.

Here's what to take away from this guide:

- LiFePO4 is the chemistry that matters. Not all lithium is created equal.
- Match your voltage first (36V, 48V, or 72V) before anything else
- 48V 105Ah hits the sweet spot for most buggy owners
- Lithium costs more upfront but saves significantly over a 10-year window
- Smart charging habits (shallow cycles, right charger, avoid deep drain) directly extend lifespan
- The BMS is just as important as the Ah rating. Don't overlook it.
- EZGO, Yamaha, Club Car, and most major brands have clean drop-in compatibility

ROYPOW builds [LiFePO4 golf buggy batteries](#) with automotive-grade cells, an intelligent BMS, and drop-in compatibility across all major buggy brands. Whether you're riding 9 holes on weekends or running a commercial fleet seven days a week, there's a ROYPOW pack sized for your exact setup, with the certifications and engineering to back it up. Browse the full [golf cart battery](#) range and find your fit.

Frequently Asked Questions

Is a lithium battery good for a golf cart?

Yes. Lithium batteries last longer, weigh less, charge faster, and need zero maintenance compared to lead-acid. They're the superior choice for most golf cart owners.

How much is a lithium battery for a golf buggy?

Expect to pay \$1,500-\$3,000 upfront. Over 10 years, lithium costs significantly less than repeatedly replacing lead-acid packs.

Can I replace golf cart batteries with lithium?

Yes. Most modern LiFePO4 packs are drop-in replacements. No rewiring needed for EZGO, Yamaha, Club Car, and other major brands.

How many lithium batteries to run a golf cart?

Typically one. A single lithium pack replaces multiple lead-acid batteries, simplifying your setup while delivering more range and consistent power.

What are the disadvantages of lithium golf cart batteries?

Higher upfront cost and charger compatibility requirements. Some older carts may need a lithium-specific charger before switching.

How many years will a lithium golf cart battery last?

A quality LiFePO4 golf cart battery lasts 8-12 years, or 3,000-5,000+ charge cycles, with proper charging habits.



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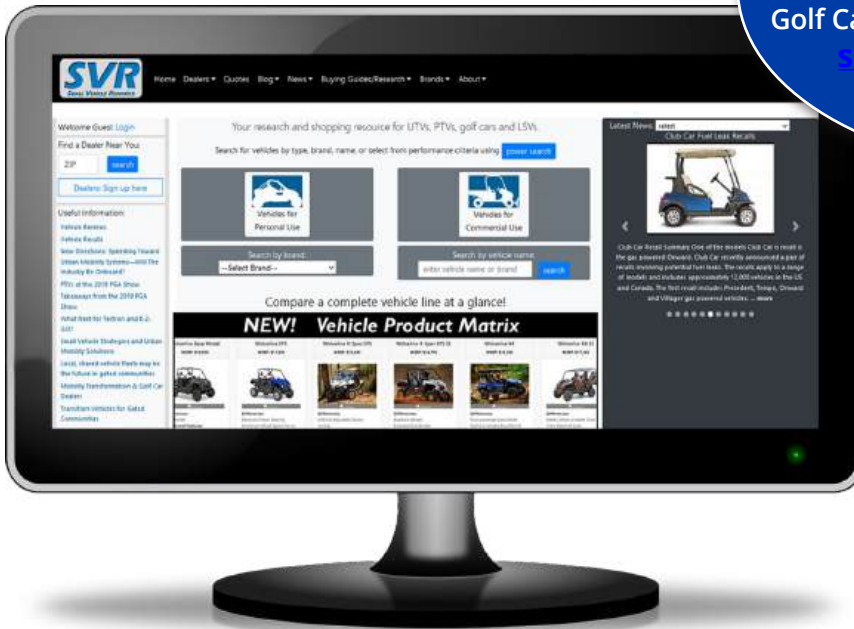


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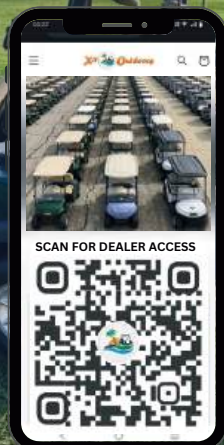
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Traction

*By Michael Alexander
Executive Director and
Founding Board Member, LSVDA*



Access Is Only the Beginning

How Professional Dealers Turn Local Mobility Approval into Market Growth

Every dealer celebrates when a town, city, county or community approves or expands golf cart or low-speed vehicle access on local roads. It is an important milestone, often achieved after months of preparation, relationship building and collaboration with local officials.

More miles of roadways accessible to our vehicles are great. But approval and accessibility alone don't grow markets. Adoption does.

Professional dealers understand that distinction. They recognize that implementation is where community confidence is built, local mobility becomes visible and long-term market growth begins.

Start With Communication

Don't assume residents understand what approval means. Work with community leaders to explain when the new rules take effect, where vehicles may operate, what equipment is required and how local mobility can benefit the community.

Use HOA newsletters, social media, email and community websites. Thank the elected officials, traffic engineers, HOA leaders and residents who helped make the change possible.

People are more likely to embrace something new when they understand both the opportunity and the process behind it.

Make Adoption Visible

Roadway signs may mark the official beginning, but seeing neighbors safely using golf cars and LSVs is what begins to normalize local mobility. Early implementation matters. Community

communications, route information and simple reminders can help residents and motorists adjust to sharing neighborhood streets. In some communities, encouraging operators to avoid the busiest entrance roads during the first few weeks may help everyone become comfortable with the change.



The objective is not simply compliance. It is creating a successful first impression.

As residents begin seeing neighbors driving to the clubhouse, visiting friends or making short local trips, something important happens. Local mobility stops being an idea and becomes part of everyday community life.

That visibility creates confidence, and confidence creates demand.

Become the Community's Mobility Expert is an Absolute MUST

Partner with the HOA or municipality on a public information session before or during implementation. Bring together community

leaders, traffic professionals and local law enforcement when appropriate to explain the rules and answer questions.

As the local dealer, this is your opportunity to become the community's mobility expert.

Explain the differences between golf carts, personal transportation vehicles and low-speed vehicles. Review safety equipment, responsible operation and practical examples from other communities.

This is where professionalism becomes a competitive advantage. The dealer who helps residents understand the rules, select the right vehicle and operate it responsibly is building relationships that extend well beyond the initial sale.

A successful community can create vehicle sales, service relationships, accessory opportunities, trade-ins and referrals. More importantly, every satisfied owner becomes another visible example of local mobility working as intended.

Celebrate the Launch

A Safety Saturday or Carts & Coffee event can turn implementation into a community experience. Partner with the HOA to offer vehicle inspections, route maps, safety demonstrations, local rule reviews and short community rides.

Families learn together. Neighbors meet one another. New operators gain confidence.

And the dealer becomes associated not simply with selling vehicles, but with helping the community make local mobility successful.

Turn One Community into Five

This may be the greatest opportunity of all.

Every successful community becomes a living demonstration for the next one. HOA leaders talk with neighboring HOA leaders. Residents tell friends. Local officials become more comfortable

when they can point to nearby communities where implementation has worked.

Success reduces perceived risk.

That means the first approved community is more than a new sales territory. It can become the reference point that opens the next five.

Looking back at the Southbay Yacht & Racquet Club project in south Sarasota, the lasting lesson was not simply that access was approved. Success came from respecting the process, working alongside Sarasota County's traffic engineering professionals, listening to community leaders and keeping safety at the center of the effort.

“Successful adoption creates more than community confidence. It creates vehicle sales, service relationships, accessory opportunities, trade-ins and referrals. That is how professional dealers turn local mobility access into lasting market growth and dealer profitability.”

— Mike Alexander

Professional dealers who take the same approach become more than vehicle suppliers.

They become market builders. Since adoption at Southbay in 2020, the number of golf cars and LSVs purchased have quadrupled! And many report 90% of their

short mileage trips are in their “local mobility” vehicle.

Local mobility grows when access leads to adoption, adoption creates visibility, visibility builds confidence and successful communities provide a model for others.

Professional dealers don't just help communities approve local mobility.

They help communities adopt it. And adoption is what creates lasting market growth.

About the Author

Mike Alexander is the Executive Director 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. ■

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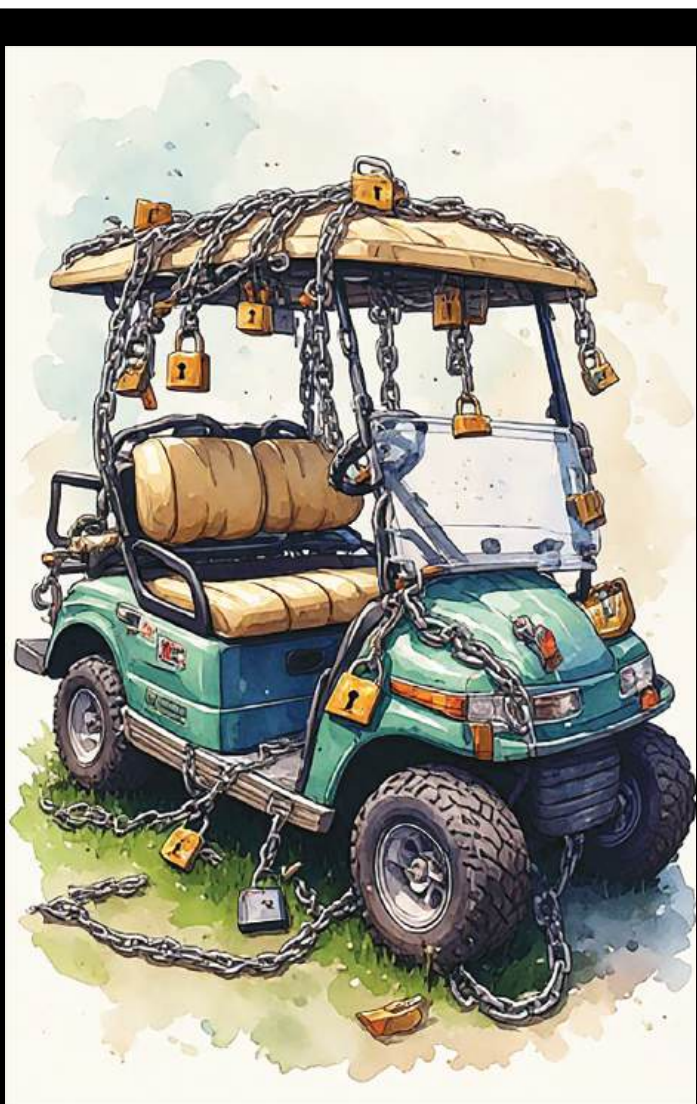
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Unshackling the Regulatory Constraints on Low Speed Vehicles



One evening recently, as I was at an intersection, awaiting a green light, I spotted a low speed vehicle coming in the opposite direction and making a left turn in front of me. What was unusual was that we were on U.S. Highway 441. LSVs are a common sight in the city streets of Ft. Lauderdale and West Palm Beach, but not on a major highway such as 441.

LSVs are confined to public roads with a posted speed limit of 35 mph or low in most areas, both in Florida and around most of the country. So, the vehicle and its driver were in all likelihood in violation of this standard. While it is possible that 441 can be traversed at an intersection, in this case the vehicle had been moving on the highway, not just traversing it.

Are current regulations constraining market growth?

It may be a stretch to advocate LSV access to major highways like 441, but is there not some middle ground between the current constraints and the extreme of highway use? The purpose and motivation for answering this question is to extend the market for LSVs and enhance sales and

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.

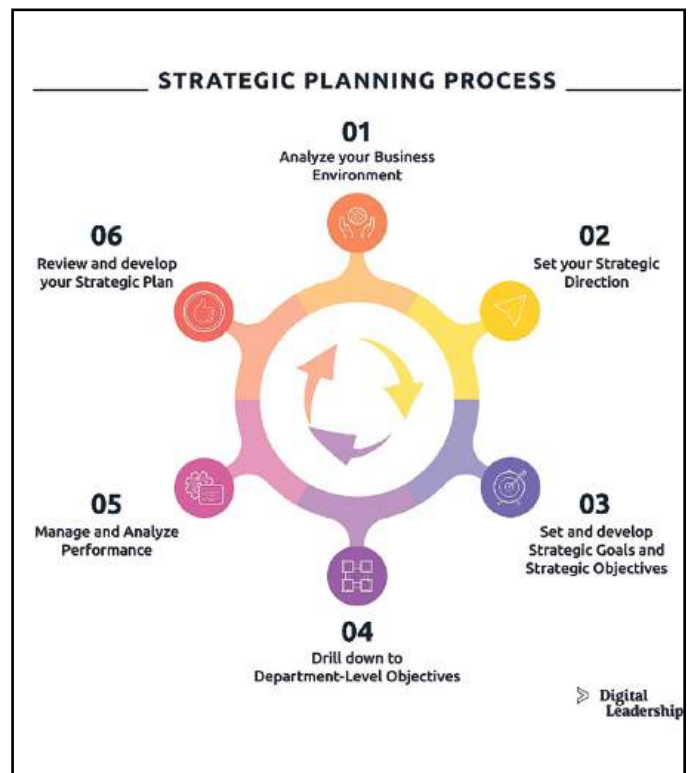
profit outcomes for dealers.

How might an advocate organization approach the issue of broader access to public roads? Here are some key points with regard to strategy, focus and implementation:

- Recognizing that traffic regulations are largely determined at the local level, meaning county and municipality, understand what departments or governmental divisions are concerned with planning the area's transportation network;
- Because the emobility universe, two-wheel and four-wheel, is growing rapidly, many local governments have a specific division or executive in charge of that sector;
- What is the current plan and outlook for e-mobility, and, in particular, LSVs? Find out and determine what changes would benefit LSV use and market growth.
- Find out if there are other advocacy groups interested in e-mobility and how one could collaborate with them;

- Engage local area LSV dealers and find out their views on the market areas they serve.

Bring the research together and map a strategy for market growth



Sort distance driving on public roads offers an important opportunity for market expansion for LSVs

Points for discussion with public officials

One of the basic assumptions is that you know which public official to speak to. Actually, even at the local level, various departments often have overlapping responsibilities. In Palm Beach County, Florida, at least three departments have charters of responsibilities that would impact LSV access to public roads. These would be the County Engineer and other officials of the Engineering & Public Works Department, the Transportation Planning Agency, and district commissioners within Palm Beach County. It goes without saying that the sheriff's department and the municipal police department would have a keen interest.

The complexity of interests at the local and county level is only magnified at the state level. In addition, because much of the regulatory environment is controlled at the local level, what is allowable in one district may be prohibited in another. Thus, effective strategies may well require a regional approach across contiguous local political jurisdictions.



Driving home the difference between a golf cart and the street legal LSV.

Finally, it is important to realize that many public officials do not have a very good idea of what the key features of an LSV are—particularly with regard to safety features. This stems from the vehicle's legacy of use on a golf course. Moving from golf course to city streets is a major shift in use and requires a major shift in public image. It may well be beneficial to organize a "show and tell" for public officials, bringing them in direct contact, view, and operation of industry-leading LSVs.

Be aware of seemingly unrelated trends in policies

Cities and municipalities are evolving rapidly in the United States. During and even prior to the COVID pandemic, cities experienced a major outflow of population and the displacement of office space to the suburbs and home offices. That

The Microlini from Switzerland, via Italy: Could be a fully-enclosed scooter.

trend is continuing, although offset by the conversion of vacant office buildings into residential apartments in some major cities.

The conversion of office space to residential dwellings implies a significant change in product type and deliveries to consumers, who are now householders rather than businesses. The New York City trial of microhubs and last-mile delivery systems is, at least in part, a recognition of changing demographics occasioned by the City's building conversion plans.

Another structural change: Minimizing parking space requirements

Another change that is taking place in local jurisdictions across the country is the change in zoning laws to reduce or eliminate parking space requirements. This, in the quest for more affordable housing, A current political issue. The implication of this is more densely populated areas within municipalities and more reliance on alternative forms of transportation in place of conventional automobiles.

Clearly one form of alternative transportation would be LSVs, either privately-owned or in on-call fleets. The change in parking requirements and the consequent increased development of multi-family dwellings further enhance the prospects for

the short-distance driving market, which has been the subject of several previous articles. (Note also that this regulatory change will encourage the development of microhub systems.)

The key advocacy role of the Low Speed Vehicle Dealer Association

While these changes and trends in the urban environment may seem slightly futuristic in terms of the impact of the market for LSVs, the time is now to begin cultivating relationships with officials that are spearheading the changes discussed. Here is where the Low Speed Vehicle Dealers Association (LSVDA) can play an important role.

Membership in the LSVDA assures dealers and suppliers that the potential for market expansion is being focused on. Dealers thus have an advocate to ensure they have a place at the table as broader changes impact the scope of their potential market.



Cjnae is parking zoning reulations could exaceratate the parith problem. Smaller footprint LSVs may be an answer.



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Stellantis has launched the Fiat Topolino, endearingly known as the golf cart, in the U.S. for \$13,995. The two-seat, low-speed electric quadricycle is a low-risk, low-capital test of American appetite for micro-mobility.

WHAT HAPPENED

Dutch automaker Stellantis needs a desperate win as it works through a €22.3 billion (about \$25 billion) net loss last year and with its stock hovering near 52-week lows.

The company is betting on the Fiat Topolino and

stellantis / FIAT

Topolino Dolcevità, its first American micro-mobility product. The vehicle weighs just over 1,000 pounds, runs about 8 feet long, and draws on a 5.4-kWh lithium-ion battery for up to 46 miles of range, with a full charge taking roughly five hours on a standard outlet. Initial units are limited to 19 mph and restricted to private communities, resorts, and golf courses.

A no-cost conversion kit, expected by late summer, will raise the top speed to 25 mph and qualify the Topolino as a federal Low-Speed Vehicle, allowing it on public roads posted at 35 mph or below, but not highways or major roads.

Buyers can reserve online with a \$2,500 deposit; the car is built in Morocco and sold through select dealers alongside a customization partnership with Motori & Customs.

WHY IT MATTERS

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The financial backdrop makes this a low-stakes bet rather than a strategic pivot. Even as Stellantis posted a €22.3 billion net loss for full-year 2025, American shipments rose 17%. U.S. sales grew just 4% in the first quarter against a company target of 25% retail growth for the year. Stellantis booked over \$460 million in tariff cost adjustments after the Supreme Court struck down certain Trump-era import taxes.

Against that, the Topolino is inexpensive to bring to market: it's a rebadged, U.S.-adapted version of a vehicle already selling in Europe since 2023, requiring no new platform investment.

It's a vehicle priced like a golf cart, while undercutting every conventional new car sold in the U.S., where the average transaction price exceeds \$48,000.

WHAT'S NEXT

Topolino itself is immaterial to Stellantis's \$45 billion quarterly revenue base; its relevance is signaling, not financial. But still, significant enough.

Topolino is part of Stellantis's broader four-brand affordability push, which also includes a \$13 billion U.S. investment commitment and Leapmotor/Dongfeng partnerships aimed at lowering EV development costs.

Source: www.finance.yahoo.com





THE SURPRISING RISE OF THE GOLF CART

FROM FAIRWAYS TO NEIGHBORHOODS

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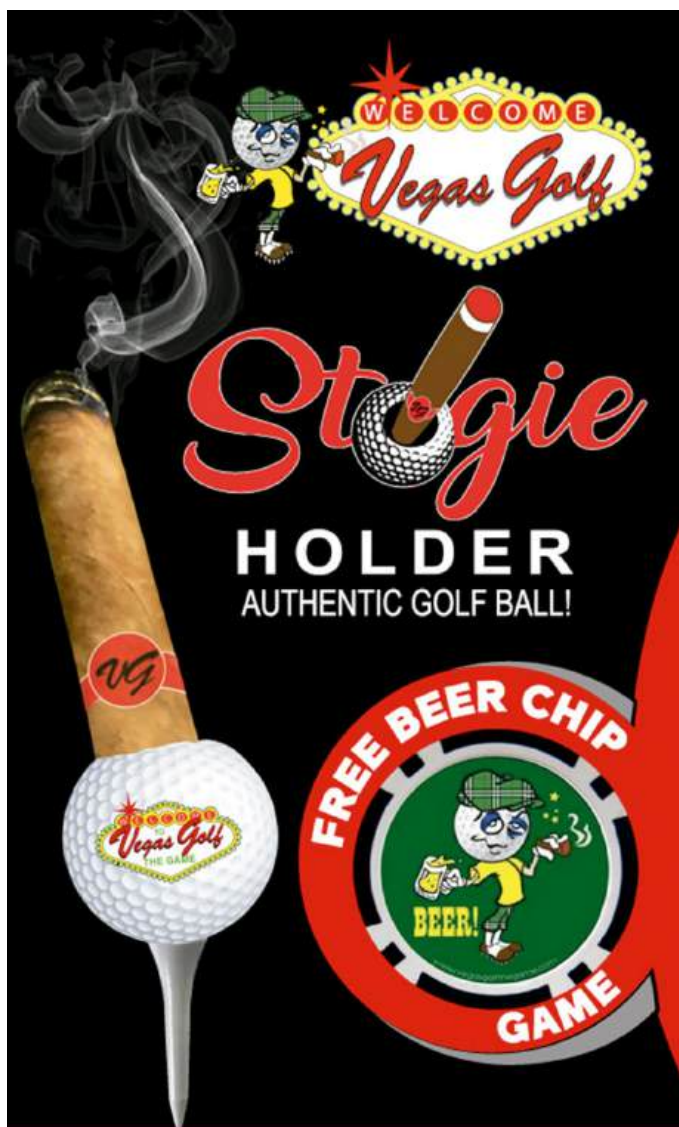
Entire communities like **Peachtree City**, have **100s** of miles of multi-use cart paths connecting homes, shops, and schools.



DID YOU KNOW?



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MICHAEL ALEXANDER - Executive Director's Message



Turning Insight
Into Action

Building a
Stronger, More
Profitable
Business

Fellow LSVDA
Members: This
month's issue
is about turning

what we are learning into action.

Our latest Dealer Insights Survey gives us a clearer picture of what dealers are experiencing. Growth remains possible, but it is not automatic. Consumer demand, pricing pressure, staffing, inventory, changing regulations, and uncertainty around imports are forcing dealers to make smarter decisions about where they invest.

That is why this issue focuses on practical ideas dealers can use. We look at strategies for building stronger dealerships, improving profitability, developing new growth opportunities, and strengthening the customer experience. We also explore why battery education is becoming an important part of dealer professionalism and long-term business value.

You will also see how LSVDA is evolving to support dealers at every stage. Our new Professional Dealer membership level creates an affordable path for independent dealers ready to invest in their business, learn from others, and become more engaged

On policy and safety, we continue tracking federal activity, recalls, import enforcement, and developments that could affect vehicle availability and dealer operations. As our industry grows, compliance and accountability matter more, not less.

The common thread is simple: information has value when we do something with it.

Read the insights. Ask the questions. Find one idea you can put to work.

Then act on it.

Thank you for your leadership, professionalism, and commitment to helping advance responsible local mobility across the country.

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

MEMBER Perks



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Free Insurance Profile Review + Risk Consultation LSVDA Members can access a complimentary Insurance Profile Review and consultation through Christensen Group's LSV Shield™ platform, designed specifically for LSV and golf car dealers and fleet operators.

MARKET Growth

Your Next Growth Market May Be Closer Than You Think

When dealers think about growth, the first question is often, "How do we sell more vehicles?" A better question may be, "Who else could we be selling to?"

Across the country, LSV demand is developing beyond traditional buyers. Residential communities, municipalities, hospitality properties, campuses, commercial fleets, and last-mile delivery operations all represent potential opportunities. The challenge is identifying which opportunities exist in your local market and what may be holding them back.

Start with a simple exercise. Identify your three fastest-growing customer types. Then name one customer segment you rarely pursue today.

Next, ask what is preventing that market from growing. Is it lack of awareness? Road access? Local regulations? Financing? Pricing? Or simply confusion

about golf cars versus street-legal LSVs?

Finally, identify one person or organization that could help remove that barrier. It might be an HOA leader, city official, Chamber of Commerce, property manager, resort operator, or local business owner. Then make one call and start the conversation.

Market growth does not always mean taking business from another dealer. Sometimes the biggest opportunity is helping create demand that did not exist before.

LSVDA Market Growth Committee Takeaway: Look beyond your current customer base. Your next growth opportunity may already be in your community, waiting for someone to recognize it.

COLORADO GOLF & TURF By Abbie Randel,
Chair, LSVDA Market
Growth Committee
and Managing Partner, Colorado Golf &
Turf

LSVDA Trade Shows

We will have a display and be represented at the following trade shows.



October 1 – 3, 2026, Charleston, SC: GolfCarting Expo 2026

January 26 – 29, 2027, Orlando, FL: PGA Show

Our executive director will be presenting at GolfCarting Expo 2026 and we are working out details for a sponsored premium member event.

MARKET TRENDS And Strategies

As America celebrates 250 years of independence, it's a fitting time to recognize another kind of freedom—the freedom to build and grow your business. Dealers have the opportunity to choose how they manage inventory, serve customers, and adapt to an evolving marketplace. Whether your approach emphasizes new vehicles, pre-owned inventory, service, or customization, the decisions you make today help position your dealership for long-term success.

The Land of Pre-Owned Opportunity

One of the greatest opportunities today is in the pre-owned and refurbished market. Rising prices on imported vehicles and components have increased demand for quality used inventory, giving dealers greater flexibility to serve a wider range of customer budgets. Refurbishment, customization, and value-added services can create new revenue streams while helping dealerships maintain healthy inventory levels and improve margins. A strong pre-owned strategy also gives dealers greater control over inventory in an increasingly dynamic market.

Business Growth Strategies

The local mobility market is accelerating as more

communities adopt golf cars and low-speed vehicles for practical, everyday transportation. Dealers have the freedom to capitalize on this growing market by expanding inventory, increasing sales, and building a reputation for exceptional customer service. A balanced inventory strategy that includes quality pre-owned vehicles allows dealerships to serve more customers, improve margins, and remain competitive in a rapidly evolving market. As local mobility continues to gain momentum, dealers who embrace these opportunities will be well positioned for the road ahead.

To learn more about market trends and dealer strategies, watch Trends, Values, and Dealer Strategies for 2026 or contact Tony Altieri, Vice President of Business Development at National Powersport Auctions, at taltieri@npauctions.com.

NATIONAL
POWERSPORT
AUCTIONS

NPA

By: Tony Altieri,
Vice President
of Business

Development, National Powersport
Auctions (Founding Platinum Sponsor)

MEMBERSHIP And Communication

New Membership Model for a Growing Industry

As LSVDA has grown, so have the needs of our members.

Over the past year, we've welcomed more than 425 dealers, suppliers, manufacturers, and industry professionals into the association. During that time, one thing became clearer. Not every dealership is at the same stage of its journey.

A startup dealership has different priorities than a multi-location organization. Some dealers are focused on building stronger operations. Others are preparing for expansion or helping lead the future of our industry.

Rather than offering a basic through platinum level membership, we listened.

The result is The LSVDA Dealer Growth Path™.

Our new membership structure aligns benefits, education, leadership opportunities, and resources with where a dealership is today while supporting where it wants to go tomorrow.

Whether you're just getting started or operating one of the industry's leading dealerships, there is now a membership designed specifically for your business.

Over the coming months, Driving Forward will introduce the Leadership, Growth, Professional and Community dealership levels in greater detail. In this issue we introduce the Professional Dealer membership.



Because building a stronger industry starts with building stronger dealerships.

Join Now

PUBLIC POLICY And Safety

Municipal Mobility Update: Local rules balance access and accountability.

Local governments continued refining golf cart and Low-Speed Vehicle (LSV) rules during June, with safety and responsible roadway access driving much of the activity. I

Some communities tightened their local golf cart ordinance, including operator-age and licensing requirements and local vehicle registration provisions. Other communities continued reviewing where golf carts and LSVs should operate, with attention to roadway speed, crossings, signage, and enforcement.

The broader municipal trend remains a balance between access and accountability. As golf carts and LSVs become more common for short local trips, communities are distinguishing between vehicle types, identifying appropriate roadways, and addressing unsafe operation.

For dealers, local ordinance activity remains important as well-designed rules can expand sales opportunities, while unclear or overly restrictive

ordinances can limit market growth. Dealers should stay engaged with local officials and help educate communities on safe, appropriate vehicle use.

Safety Snapshot

Safety starts with knowing the difference between a golf cart and a federally compliant low-speed vehicle.

LSVDA's safety resources provide dealers and consumers with practical guidance on responsible vehicle use, recommended practices, and the safety requirements that apply to LSVs.

Dealers play an important role in helping customers understand proper operation, roadway restrictions, occupant protection, and the importance of purchasing vehicles designed and certified for their intended use.

As LSVs and golf carts become more common in communities nationwide, education and responsible operation remain essential to protecting occupants and other road users. You can find more safety information [HERE](#).



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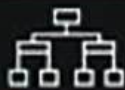
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LSV/Golf Cart Community News

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.

Golfers Get Caught In The Middle Of A Tornado On Hole 15

If the weather turns sour, even the most relaxing hobby can become terrifying.

Bad weather has been the genesis of some of the most frightening sporting events in history. For example, a lightning strike at the U.S. Women's Open made the event instantly memorable—and there are plenty of incidents where dramatic weather caused a game to turn deadly.

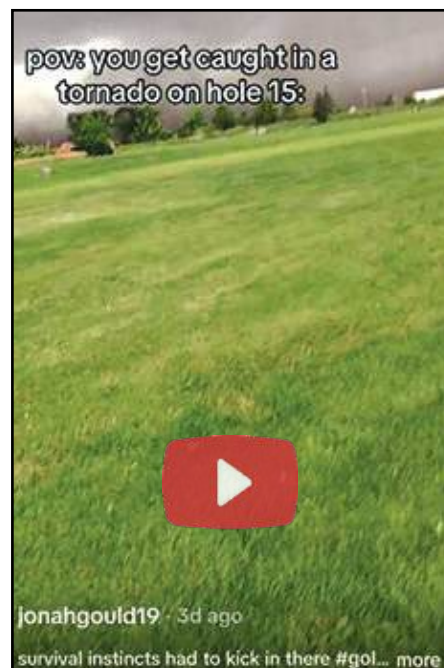
But if you find yourself in a situation where the weather seems to be getting worse, what are you supposed to do? How will you react?

Two golfers learned this firsthand after heading out for 18 holes—and finding themselves running away from a tornado.

In a video with over 2.7 million views, TikTok user Jonah (@jonahgould19) shows a golf course. He and his friend are golfing. On the horizon are grey clouds and the beginnings of what seems like a severe storm.

"Pov: you get caught in a tornado on hole 15," Jonah writes in the text overlaying the video.

The rest of their video documents the pair's attempt to escape the tornado. Keeping good spirits, they get into their golf cart and begin to drive. Eventually, they happen



upon a hut. They enter the hut, with Jonah opening the door to film the progression of the storm.

"Survival instincts had to kick in there," Jonah writes in the caption of the video.

Golfers appear to launch cart off cliff and land in the water at course in Missouri

Witnesses filmed the submerged cart at the bottom of the lake surrounding the 19th hole at the Branson, Missouri course

A golf cart ended up com-

pletely submerged in the water at Payne's Valley Golf Course after a couple of golfers managed to jump a stone curb and launch themselves over the side of a cliff.

The footage from the 19th hole at the Tiger Woods designed course near Branson, Missouri, was posted a few days ago. It speculates that booze may have been a fac-

tor, but doesn't say when the golf cart launch occurred.

So it's hard to tell whether this was part of the golfers' Fourth of July weekend festivities or not. I do know the Tiger Woods crash jokes write themselves, which is why I don't even need to make one.

The two videos that were posted by a witness show

the aftermath of the cart going over the side of a cliff, and it drives that point home.

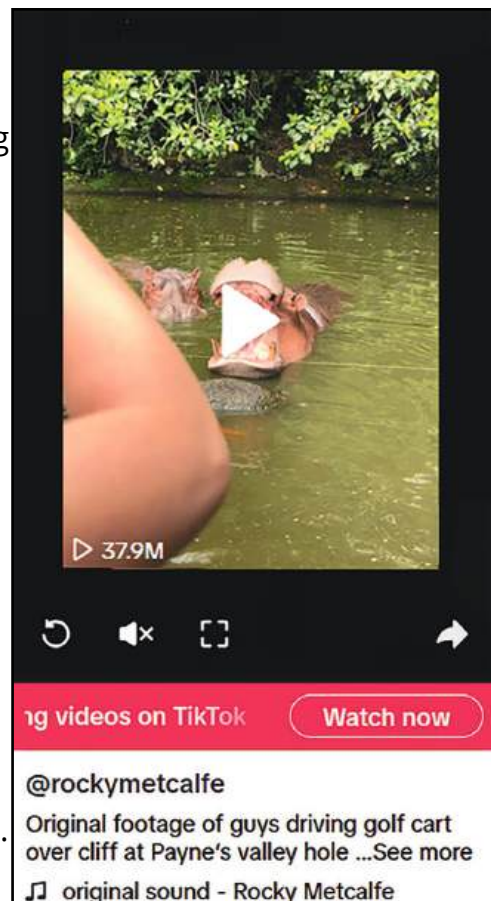
In the first video, someone can be seen in the water retrieving items from the cart located at the bottom of “Lunker Lake,” which surrounds the 19th hole.

In the second one, the witnesses move from the path next to where the golf cart ended up to the top of the hill where it went over the side of the rocky cliff.

There’s an opening in the fence that has a stone curb that these two found out does not stop a golf cart. The video shows the top of the submerged golf cart as well as some belongings on the rocks on the side of the cliff.

You’d have to imagine the space in the fence isn’t going to be there much longer, if it hasn’t already been taken care of, given a cart went airborne.

On a positive note, that will be something these guys can proudly tell people they were part of. They made a difference.



DeWine signs bill, and now golf carts fall under vehicular homicide law

Gov. Mike DeWine has signed a bill expanding Ohio's vehicular homicide laws to cover golf carts, scooters and other low-speed vehicles.

One of 13 bills DeWine signed into law this week, House Bill 533 clarifies that people operating golf carts, scooters, mopeds and some off-road vehicles can face criminal charges if they cause a death or serious injury.

Here's what to know about HB 533.

Before HB 533, Ohio's vehicular homicide and vehicular assault laws covered many vehicles, including cars, motorcycles, boats, snowmobiles and aircraft, but some newer or lower-speed vehicles weren't specifically included.

The bill does not create new crimes or increase penalties. Instead, it updates state law to include additional types of vehicles under existing offenses, according to the state House of Representatives.

"Anyone operating these kinds of vehicles has an obligation to do so safely and responsibly," state Rep. Kevin Miller, R-Newark, the

bill's primary sponsor, said in a statement. "An operator whose unsafe driving causes the injury or death of another person should be held accountable. This legislation ensures the Ohio Revised Code better reflects the range of modern modes of transportation."

According to lawmakers, Ohio law already allowed vehicular homicide charges for incidents involving cars, motorcycles, boats, snowmobiles and aircraft.

The new vehicles added to the law include:

- Under-speed vehicles (including many golf carts)

- and low-speed vehicles)
- Motorized bicycles
- Mopeds
- Motor-driven cycles
- Motor scooters
- All-purpose vehicles (APVs)

In practice, the update to the law in HB 533 means a

crash involving a golf cart or scooter can now carry the same criminal charges as one involving a car.

The bill takes effects 90 days after DeWine signed the bill. The governor announced the signing on July 7; 90 days from July 7 is Oct. 5, 2026.

SOURCE: <https://www.dispatch.com/story/news/politics/2026/07/09/dewine-signs-bill-533-ohio-vehicular-homicide-crash-law/90845006007/>

Brookwood Brae ladies' golf night raises funds for cancer awareness

Mindemoya's Brookwood Brae ladies' golf group raised \$481.50 for cancer awareness during their recent "Pink Night." The funds will support a local support group and the Mindemoya Hospital chemo room.



Upcoming law to expand vehicular homicide in Ohio to include golf carts

COLUMBUS, Ohio (WCMH) — A recently signed Ohio bill will expand the state's vehicular homicide law to include golf carts, motor scooters and other low-speed vehicles.

Gov. Mike DeWine signed House Bill 533, sponsored by Rep. Kevin Miller (R-Newark), on July 7 after it unanimously passed the House in March and the Senate in June. The measure will take effect on Oct. 6.

Ohio's current vehicular homicide and vehicular assault law cover cars, motorcycles, utility vehicles, mini-trucks, snowmobiles, locomotives, watercrafts and aircrafts. The bill adds under-speed vehicles, such as golf carts, as well as motorized bicycles, mopeds, motor scooters and all-purpose vehicles (APVs).

HB 533 does not create additional offenses or increase penalties. Instead, it clarifies that people who cause death or serious physical harm while operating low-speed vehicles can be charged under Ohio's existing vehicular homicide and vehicular assault law.

"Anyone operating these kinds of vehicles has an obligation to do so safely and responsibly," Miller said in a statement. "An operator whose unsafe driving causes the injury or death of another person should be held accountable. This legislation ensures the Ohio Revised Code better reflects the range of modern modes of transportation."

Ohio experiences about 400 at-fault crashes involving low-speed vehicles each year, according to the Ohio Legislative Service Commission.

SOURCE: <https://www.nbc4i.com/>



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AROUND *the* MARKETPLACE

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from Novaic Power | novaicpower.com

210D Waterproof & Windproof: The golf cart cover with the extra PVC coating and by adding the water-proof adhesive tape in the stitching area, 100% waterproof. The wind strap & elastic hem at the middle bottom can protect the cart cover in heavy wind from blowing off.

All-Weather Protection: Golf cart cover is perfect for indoor and outdoor use, no matter the sun or the cold weather, protects your cart safe from UV rays, snow, rain, frost, sand, dust, leaves, branches, birds dropping.

It can be used as E-Z-GO golf cart cover, club car golf cart cover, Yamaha golf cart covers.

SIDE VIEW MIRRORS



from Kemimoto | kemimoto.com

This side mirrors is a 7*5.5 inch size with LED turn signals. In addition to providing drivers with a wide field of vision, it has the ability to control the front and rear lights on the mirror to flash when turning, alerting the vehicle next to you through the bright turn signals, ensuring your driving safety during day and night.

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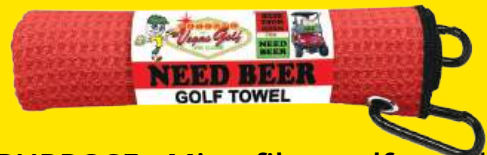
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Hawke Electric Vehicles Launches Nationwide UK Delivery of Electric Golf Buggies and Utility Vehicles

London, United Kingdom--(Newsfile Corp. - July 5, 2026) - Hawke Electric Vehicles, the trading name of The Hawke Group Ltd, has today launched a digital-first dealership supplying electric golf buggies, people movers and utility vehicles to customers across the United Kingdom. The London-headquartered company replaces the traditional regional showroom model with specification-led online purchasing, tailored quotations and delivery direct to the customer's site, giving buyers in every part of the country access to the same range, pricing and support.

Golf buggies and light electric utility vehicles have usually been sold through regional dealerships, each covering a defined territory. Buyers outside a dealer's coverage area can face limited choice and long distances for viewings, servicing and support. Hawke Electric Vehicles operates nationally from the outset, with the range specified, quoted and ordered online and every vehicle delivered to the customer's site.

The range

The Hawke range covers three vehicle families, each named by function and capacity rather than by industry.

G Series golf buggies are available in two, four, six and eight seat configurations.

P Series people movers carry between eight and 23 passengers. They are designed for hotels,

resorts, visitor attractions, campuses and event venues, where groups need to be moved quietly and safely across private grounds.



P Series

U Series utility vehicles support grounds and facilities teams and are offered in cargo, tipper, cab and ambulance configurations. Load beds, tow capacity and cab options are specified to the site and the work.

All vehicles in the range are fully electric, producing no exhaust emissions at the point of use and operating quietly. These characteristics suit residential grounds, guest-facing environments and covered or indoor spaces where engine noise and fumes are unwelcome.



U Series

Choosing a vehicle

Specification starts with two questions: how many people or how much load needs to move, and what ground the vehicle must cover. Seat count sets the G or P Series model. For utility work, the choice of cargo bed, tipper, cab or ambulance body follows from the tasks a grounds or facilities team actually performs. Terrain, gradients, storage and charging arrangements are covered during the quotation stage so that the vehicle delivered matches the site rather than a showroom floor.

Who the vehicles serve

The launch range is aimed at golf clubs, private and heritage estates, hotels and resorts, holiday and caravan parks, wedding and event venues, visitor attractions, farms and rural businesses, vineyards, schools and campuses, and industrial sites. Castles, stately homes and sporting estates in particular run mixed fleets, combining passenger transport for guests with utility vehicles for gardening, maintenance and gamekeeping teams.

How buying works

Customers begin by requesting a tailored quotation at hawkeev.com, describing seating requirements, terrain and intended use. A specialist then prepares a recommendation and a fixed quotation. Once an order is confirmed, the vehi-

cle undergoes a pre-delivery inspection before being delivered and handed over at the customer's site anywhere in the UK. Ongoing support is provided through nationwide engineer call-outs, so servicing and repairs take place where the vehicle is used.

Delivery and aftercare

Each vehicle is delivered ready to use, with the handover covering controls, charging and day-to-day care. After delivery, servicing and repairs are handled through engineer call-outs at the customer's site, and spare parts and accessories are supplied through the same channel. Warranty terms are confirmed in each quotation.

"Buyers of golf buggies and utility vehicles have usually been limited to whichever dealer happens to cover their region," said Kieron Hawke, founder of Hawke Electric Vehicles. "Estates, clubs and resorts are used to buying almost everything else against a clear specification, wherever the supplier happens to be based. Bringing that process to this category, with delivery and support anywhere in the country, is what Hawke was set up to do."

"A buggy that suits a golf club rarely stops at golf," Hawke added. "The same platforms move guests at hotels, staff across estates and equipment around farms. Organising the range by seats and function keeps the choice simple, and the quotation process does the rest."

About Hawke Electric Vehicles

Hawke Electric Vehicles is a British brand supplying electric golf buggies, people movers and utility vehicles throughout the United Kingdom. Operated by The Hawke Group Ltd and headquartered in London, the company sells through a digital-first model with nationwide delivery, tailored quotations and engineer call-out support.

Further information is available at hawkeev.com.

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Dealer Profile

Golf Carts of ATX
golfcarsofatx.com
(312) 952-2150
Austin, Texas



What Is the Best Golf Cart Dealer in Austin, TX? Golf Cart Sales: Austin Residents Are Choosing Golf Carts of ATX

Golf Carts of ATX leads Austin in golf cart sales and golf cart repair, offering new carts, custom builds, mobile service, and a 3-year warranty covering parts, labor, and transport.

Golf cart ownership across Central Texas has expanded well beyond the golf course. Neighborhoods, venues, private properties, and local businesses across the Austin metro have adopted golf carts as practical everyday transportation. As demand grows, so does the need for a reliable local source for both purchasing and maintaining them. For buyers and owners researching golf cart sales

Austin has to offer, one name keeps surfacing across reviews, referrals, and community conversations: Golf Carts of ATX.

What Sets Golf Carts of ATX Apart From Other Dealers

Golf Carts of ATX was founded in early 2020 by Michael Majeski, a longtime Austin resident who spent years rebuilding golf carts before turning the hobby into a full-time operation. Starting from a single-bay storage unit, the dealership has grown into a full-service destination that has served more than 1,000 customers across Texas and nationwide.

The business holds a 4.7 out of 5 rating on Google based on over 81 reviews, a track record that reflects consistent performance

across sales, service, and post-purchase support. That kind of sustained reputation in a competitive local market does not happen by accident. It is built through reliable product quality, transparent pricing, and a service structure that stays available long after the sale closes.

Golf Cart Sales Austin Buyers Can Count On

Golf Carts of ATX operates across four core areas that cover the full ownership cycle. New gas and electric golf carts are available in 2-seat, 4-seat, and 6-seat configurations, with pricing starting at \$3,995. Soft-pull financing is offered, meaning applications have no impact on credit scores.

Custom builds are also part of the operation. Lift kits, sound systems, and street-legal light packages are among the options available for buyers who want a cart tailored to a specific use. For those actively comparing golf cart sales Austin options, the combination of inventory range, financing access, and custom build capability puts Golf Carts of ATX in a category that few local competitors match.



Every cart sold ships fully assembled and arrives ready to operate. No setup is required. Each new cart also comes with a 3-year bumper-to-bumper warranty that covers parts, labor, and transport, a distinction that separates Golf Carts of ATX from most competitors, where warranty coverage typically ends at parts alone.

Golf Cart Repair That Comes Directly to the Customer

One of the more practical aspects of Golf Carts of ATX is the mobile golf cart repair program. Rather than requiring owners to haul their cart to a shop, factory-trained technicians travel directly to the customer's location, whether that is a home, a golf course, or a commercial venue.

Mobile golf cart repair visits are structured at a \$75 trip charge plus \$149 per hour for labor, with a one-hour minimum. Service coverage extends across Austin, Georgetown, Round Rock, Dripping Springs, Lakeway, Pflugerville, Cedar Park, and San Marcos. Battery replacement can be handled during the same visit when needed.

The dealership offers three battery categories for replacement and upgrades. Lithium LiFePO₄ kits range from \$2,162 to \$3,765 and carry a 10-year warranty. AGM sealed lead-acid batteries offer a mid-range, maintenance-free option. Standard lead-acid batter-

ies start at \$191 per unit for owners seeking a lower-cost path. Golf cart repair services cover all major brands, including E-Z-GO, Club Car, Yamaha, ICON, Evolution, and Coleman Powersports, regardless of where the cart was originally purchased.

Trained Technicians Supporting Multi-Brand Golf Cart Repair

The technical team at Golf Carts of ATX includes factory-trained technicians who specialize in lithium-ion and lead-acid battery systems. That specialization matters because battery performance is one of the most common reasons golf cart owners seek repairs or upgrades over time.

Offering golf cart repair across multiple brands, without restricting service to carts purchased in-house, positions Golf Carts of ATX as a broader regional resource for Central Texas owners. A cart purchased elsewhere still qualifies for mobile repair visits, battery service, and in-shop diagnostics through the same team that supports Golf Carts of ATX buyers directly.

Golf Carts of ATX operates as a locally owned, family-run business, and that connection to the Austin community shows up beyond the service counter. Each year, the dealership runs a Carts for a Cause initiative, donating a custom cart to a deserving local nonprofit. Spent batteries are recycled as part of an ongoing sustainability commitment, and eco-friendly powertrain upgrades are actively promoted to reduce emissions and extend cart range for owners across the region. The volume of golf cart sales Austin residents have directed toward Golf Carts of ATX since 2020 reflects that community trust. More

than 1,000 customers served and a 4.7 Google rating are the kind of numbers that accumulate through consistent follow-through, not marketing alone.

Visiting the Showroom or Buying From Anywhere in the Country

The Golf Carts of ATX showroom is located at 2500 S Hwy 183, Unit 130, Austin, TX 78744. Walk-in visits are welcome Monday through Wednesday and Friday from 11 am to 5 pm, and Saturday from 10 am to 4 pm. Live video showroom tours are available for buyers outside the Austin area who want to see available inventory before committing to a purchase.

Shipping is available to all 50 states, including Hawaii, with every cart arriving fully assembled and ready to ride. For buyers still weighing what is the best golf cart dealer in Austin TX based on service range, warranty coverage, and local reputation, Golf Carts of ATX presents a clear and well-documented answer. Contact the dealership at 737-205-1601 or sales@golfcartsofatx.com to connect with the team directly.

About Golf Carts of ATX

Golf Carts of ATX is a locally owned golf cart dealership based in Austin, Texas. Founded in 2020 by Michael Majeski, the dealership specializes in golf cart sales Austin buyers can rely on, along with custom builds, mobile golf cart repair, and battery upgrades for all major brands. The showroom is located at 2500 S Hwy 183, Unit 130, Austin, TX 78744. Reach the team at (737) 205-1601 or sales@golfcartsofatx.com.



secure peace of mind

WITH GOLF CART INSURANCE

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.

Homeowners insurance

Homeowners insurance may provide some coverage for your golf cart, but it often has limitations and can have a more costly deductible. A dedicated golf cart insurance policy ensures that you're adequately covered specific to your needs.

Family and friends

Policies can provide off-premises and permissive use, allowing you to confidently have friends and family drive your golf cart occasionally. You also have the option to add minor operators as drivers, so you can rest easy knowing that you have the right protection if something goes wrong.

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!

PROGRESSIVE

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to learn more.



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.



Appalachian State unveils newest solar-powered race car

Appalachian State University's storied legacy of solar vehicle racing marked a new milestone on July 10, as Team Sunergy unveiled its next-generation vehicle, Autumn, a decade after the student-led team first competed.

Supporters, friends, donors, alumni and the public mingled with the team in an enthusiastic unveiling and race send-off at the Holmes Convocation Center on App State's Boone campus. Team Sunergy hopes the new two-person car — 40% lighter and 60% more aerodynamic than its predecessor, ROSE (Racing on Solar Energy) — will carry them to victory at the Electrek Formula Sun Grand Prix (FSGP), set for July 17–23 at Brainerd International Raceway in Minnesota. The track race serves as the qualifier for the Electrek American Solar Challenge (ASC) — a more than 1,500-mile road race from Minneapolis to Amarillo, Texas, on July 25–Aug. 1.

"This is a race where we really have a chance to compete for first again — and we really want it," said team manager Zach Howard '25 '26. "We're very excited. The last five years of work are coming down to this summer."

Team Sunergy — scrappy, independent and known for lending a helping hand to other teams during competition — has reached podium finishes in multiple past races, beating more heavily resourced teams from elite universities. This race cycle, the team will go up against multiple newly engineered vehicles from universities with top-notch engineering schools, but they have important leverage points — deep experience in building and racing and a vehicle with a more powerful battery than ROSE and an ultra-lightweight carbon fiber composite frame.

App State's Dr. Christine Ogilvie Hendren, vice chancellor of research and innovation, highlighted Team Sunergy's role in providing students with interdisciplinary, hands-on learning experiences that foster excellence in creativity, innovation and collaboration while building skills in areas ranging from solar and mechanical design to engineering and fabrication.

"Team Sunergy members learn team dynamics, leadership and strategy, but they also find a home centered around community and shared endeavor — where grit and determination carry these talented problem-solvers to consistent victories," said Hendren.

Howard, who holds App State degrees in sustainable technology and renewable energy technology, emphasized that the team's collective racing experience and inside-out knowledge of the new vehicle will be essential to their success in the upcoming FSGP and ASC.

"This entire team has been to a race before, and they've been through the build process of this car," he said. "They know how to work on the car, they know how to solve problems and they understand the systems very well."

A hallmark of student-led experiential learning at App State, Team Sunergy draws students from across numerous disciplines and has helped its graduates jump-start promising careers.

Team driver and mechanical member Mike Burry has been deeply involved in engineering, designing, machining and tuning Autumn. From Trout-

man, Burry is a senior studying industrial design with a focus in product design.

"Being a part of this team means everything to me," he said. "I spend just as much time at the shop hanging out with everyone and working on the car as I do at school or work. On top of building skills, I have really come to believe the old saying 'Your network is your net worth.' I have met so many capable people with so many skill sets that when we work together, we can do some amazing things."

The solar vehicle team is supported by App State's Research Institute for Environment, Energy and Economics, with a mix of industry, university and private sponsorships funding support. The build of the team's new vehicle was also made possible through generous collaboration with Catawba College, which provided funding for materials and parts. With the goal of supporting and inspiring new collegiate solar vehicle teams in North Carolina, Team Sunergy has provided training and mentorship to assist the college's developing solar vehicle team.

Team Sunergy got its start in fall 2013 with a solar-powered golf cart project and has since won podium finishes in every year of competition in both the FSGP and ASC, including a first-place finish in the 2021 ASC. The team's first vehicle, Apperion, was a modified single-occupant race car built using a donated shell from Iowa State University in 2015; it was replaced by ROSE in 2018 and later donated to Catawba College.

Visit sunergy.appstate.edu to learn more about App State's Team Sunergy.

SOURCE: To learn more visit <https://today.appstate.edu/2026/07/06/sunergy>



The Best Golf Car Communities In the US

(That You Haven't Heard Of)

Whether you find yourself needing more golf car cargo room, more passenger room, or both, it can be tough to know which rear seat kit is designed to best fit your needs. This is a case where not all rear seat kits are created equally. This quick guide will help you make the best decision for your golf car.

What is Your Main Objective?

Before you purchase a golf car rear seat kit, think about your primary need and ask yourself these questions:

- Do I need more cargo space? If so, what kind of space?
- Do I need more passenger room?
- Do I need both?
- Am I also a golfer and need to carry my golf bag?
- How much weight does the rear seat kit need to support?

Once you think about these questions, continue to select the perfect rear seat kit. Keep in mind that it is recommended that every golf car with an aftermarket rear seat kit be upgraded to heavy duty leaf springs. Not only will it make for a smoother passenger ride, but it will also prevent the golf car from rubbing and causing possible damage.

I Need Cargo Space

If you use your golf car for gardening, hauling cargo, hunting, or carrying any type of cargo on a regular basis, you will want to purchase a rear seat kit that accommodates cargo and heavy weight. The average rear seat kit has a fold down cargo bed that is perfect for supporting

a large cooler, beach equipment, or any other cargo of average weight. Since the bed is flat, keep a set of bungee cords handy to strap the cargo down.

If you are transporting mulch, rock, or using the rear seat to carry hunting game, you will want to consider a rear seat kit with contained cargo space and a higher weight capacity. Rear seat kits with spring loaded tailgates and composite board cargo platforms will carry far more cargo and remain durable project after project.

I Need Passenger Space

Cruising your golf car around with your children or friends comfortably seated on the rear seat is so much fun, especially for those who live in a community where golf cars are a primary means of transportation. If you will not be using the cargo space of the seat kit very often, opt for a less expensive seat kit with a 400lb weight capacity and upgrade with comfy seat cushions and cup holders. Your passengers will be riding in style and will appreciate you for it.

Don't forget to keep your rear passengers safe with seat belts, especially if they are children.

I Need Both Cargo Space and Additional Seating

I love a person who needs it all...I can relate. I have scoured the country for the best, most durable and multi-functional golf car rear seat kit and the winner is: The Max5.

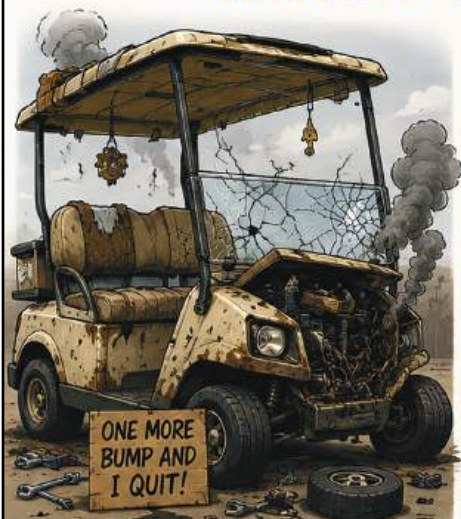
If you have not yet seen the Max5 rear seat kit, get ready to be amazed. The Max5 is exceptionally durable, made from industrial grade polymers and rust-proof aluminum, and is also lightweight. It includes a safety bar for securing passengers and for ease of getting on and off. Cup holders are included for added passenger convenience and the seat backs are adjustable to accommodate the various heights of children and adult passengers. The cargo deck may be used in conjunction with the soft cargo carrier or the drop in cargo bed. Other add-ons include a beach chair rack, a golf bag rack, an additional under seat storage bin and a trailer hitch. What more could you want?

The beautiful thing about golf cars is that they can be easily customized to suit your individual needs.



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.

THREE KINDS OF GOLF CARTS... *WHICH ONE ARE YOU DRIVING?*



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THE FANCY ONE

More LEDs than horsepower, but hey... it looks GOOD!



THE USED ON THE COURSE ONE

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DIFFERENT CARTS. SAME PASSION. ENJOY THE RIDE!



STYLE YOUR CART WITH GMT

E-Z-GO RXV (patented design) FULL Dashes & Trim Plate



EZ RXV DASH

EZ RXV DASH

EZ RXV Gauge TRIM plate

GMT dashboards for all major brands promote quick trouble-free installation. Available in all of GMT's popular colors. Club Car dashes available in two and four-cup holder models as above.

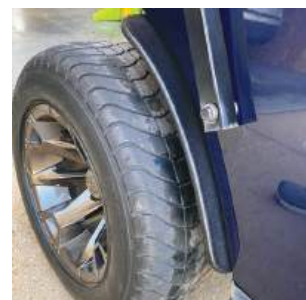
Yamaha Drive RADIO Adapter Series 200 Fit 2017 -up. Patent Pending

- Adds automotive styling and convenience
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FRONT Flare

Club Car & Yamaha FULL Dashes



Club Car DASH

Yamaha Drive DASH

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Pictured right. Patent pending

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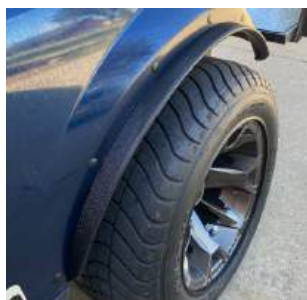


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REAR Flare**

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E-Z-GO RXV G1



E-Z-GO RXV G1



Yamaha Drive

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Yamaha Drive, G22

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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.

How Long Do Golf Cart Batteries Last? Why Some Last 3 Years & Others 10 Years



If you own or operate a golf cart, you've likely noticed a confusing gap in battery performance: some golf cart batteries die in just 3 years, while others reliably power carts for up to 10 years. This massive lifespan difference is not random, nor does it only depend on battery quality. In fact, usage habits, discharge depth, temperature exposure, and battery management system (BMS) protection are the four decisive factors that determine how long your golf cart battery will serve you. This detailed guide breaks down every key factor, explains the science behind battery aging, and shares actionable tips to maximize your golf cart battery lifespan.

Average Golf Cart Battery Lifespan: 3 Years vs 10 Years Reality

First, let's clarify the industry-standard lifespan range for mainstream golf cart batteries. Traditional lead-acid batteries (flooded, AGM, gel) typically last 2–4 years with daily casual use, which explains the common 3-year replacement cycle most users experience. In contrast, high-quality lithium LiFe-PO₄ golf cart batteries can easily reach 8–10 years of service life with proper maintenance and protection.

The core reason for this gap is not just battery chemistry. Even identical lithium batteries can have vastly different lifespans. Poor operating habits and lack of smart protection will shorten a 10-year-rated battery to just 3–4 years, while scientific usage can help ordinary batteries deliver far longer service. Below are the root causes of lifespan discrepancy.

1. Usage Habits: The Daily Behavior That Kills or Extends Batteries

Most premature golf cart battery failures stem from bad long-term usage habits, rather than manufacturing defects. Many users unknowingly accelerate battery aging with daily

operations.

Long-term idle storage is one of the biggest culprits. Golf carts are often used seasonally—left unused for weeks or months in winter or off-seasons. When batteries sit idle with low charge, self-discharge gradually drains power, leading to low-voltage dormancy and irreversible capacity loss. Repeated idle discharge drastically shortens battery life.

Irregular charging routines also cause severe damage. Waiting until the battery is completely dead to charge, or frequently charging for short periods without full cycles, disrupts the battery's chemical balance. Lead-acid batteries are especially sensitive to irregular charging, developing sulfation that permanently reduces capacity over time.

Additionally, **overloading and frequent rapid acceleration** increases instantaneous battery output current. Continuous high-current operation strains battery cells, accelerates internal aging, and reduces overall cycle life. Users who prioritize stable, light-load operation always get longer battery lifespans than those with rough usage habits.

2. Deep Discharge vs Shallow Cycle: The Most Critical Lifespan Factor

Depth of Discharge (DoD) is the single biggest technical reason for the 3-year and 10-year battery lifespan gap. Every golf cart battery has a limited number of charge-discharge cycles, and discharge depth directly determines how many usable cycles you get.

Deep discharge (high DoD) means draining the battery to nearly 0% or below 20% capacity after each use. For lead-acid batteries, frequent deep discharge cuts cycle life by more than half. A lead-acid battery that lasts 1,200 cycles at 50% shallow discharge may only deliver 400–600 cycles with full deep discharge. For lithium batteries, regular deep discharge

also causes continuous cell degradation, increasing internal resistance and reducing capacity retention.

Shallow cycle (low DoD) refers to recharging the battery when it still has 40%–60% remaining capacity. Shallow cycling minimizes chemical stress on battery cells, maintains stable internal activity, and preserves long-term capacity. Batteries used in shallow cycles consistently achieve double or triple the lifespan of deep-discharged batteries.

The key pain point here is that ordinary batteries lack active protection against deep discharge. Users often accidentally deep-drain batteries without awareness, leading to rapid aging. The [Vatrer 48V 105Ah lithium golf cart battery](#), a 105Ah lithium battery equipped with an intelligent BMS, solves this problem perfectly by providing precise low-voltage cutoff protection, effectively avoiding over-discharge damage and unbalanced cell aging caused by irregular deep cycles.

3. Temperature Impact: Extreme Heat & Cold Accelerate Battery Failure

Golf cart batteries are highly sensitive to ambient temperature, and extreme temperatures are invisible killers of battery life. Most users ignore temperature management, resulting in premature battery aging.

High temperature exposure is the primary cause of rapid battery degradation. Golf carts often park in direct sunlight on golf courses in summer. Sustained high heat accelerates the internal chemical reaction speed of batteries, triggers thermal stress, and promotes cell aging and capacity attenuation. Long-term high-temperature storage and operation can shorten battery lifespan by nearly 30%. Severe overheating may even cause cell imbalance and permanent damage.

Plugged In: LSV/Golf Cart Energy Trends

Vatrer Batteries Empower
High-Quality, Green Lifestyle
Through innovation, we protect the purity and freedom of every outdoor moment

Low temperature environments also harm batteries. In cold weather below 32°F (0°C), battery chemical activity decreases sharply, and available capacity drops temporarily by 20%–50%. Repeated discharging and charging in low-temperature conditions leads to irreversible chemical precipitation, damages cell structure, and reduces long-term cycle performance.

The optimal working and storage temperature for golf cart batteries is 32°F–113°F (0°C–45°C). Keeping batteries in cool, shaded, dry conditions effectively avoids temperature-induced aging and maintains stable long-term performance.

4. Why BMS Is Non-Negotiable for 10-Year Battery Lifespan

Many users mistakenly believe high-quality battery chemistry alone guarantees long life. In fact, a professional Battery Management System (BMS) determines whether a battery can reach its theoretical 10-year lifespan. Most short-lived batteries fail due to the absence or low quality of BMS protection.

A battery pack consists of multiple single cells in series and parallel. Minor differences in cell capacity, internal resistance, and voltage are inevitable during production and use. Without a BMS, these small differences will gradually amplify with each charge-discharge cycle, causing cell imbalance. Unbalanced cells lead to partial overcharge, over-discharge, and inconsistent aging speeds—even eventually causing the entire battery pack to fail even if most cells are still healthy.

This is why the Vatrer 48V 105Ah lithium battery stands out among mainstream golf cart

battery options. As a professional-grade 48V 105Ah lithium golf cart battery, it comes with a fully upgraded smart BMS that provides full-cycle comprehensive protection: it actively balances cell voltage during charging and discharging, eliminates cell inconsistency, precisely monitors real-time voltage, current, and temperature, and triggers automatic cutoff for overcharge, over-discharge, over-current, short circuit, and extreme temperatures.

By fundamentally avoiding over-discharge, cell imbalance, and various abnormal operating conditions, the built-in smart BMS of the Vatrer 48V 105Ah lithium battery eliminates most artificial and environmental damage factors. This is exactly why this 105Ah lithium golf cart battery can stably achieve its designed 8–10 year service life. In contrast, ordinary batteries without intelligent BMS protection inevitably age rapidly and fail within 3–4 years, even with premium cell materials.



Final Tips to Extend Your Golf Cart Battery Lifespan

1. Adopt shallow cycle usage: Recharge the battery when remaining capacity reaches 40%–50%, avoid frequent full deep discharge.

2. Avoid extreme temperatures: Park and store golf carts in cool, shaded areas, avoid long-term sunlight exposure and freezing idle storage.

3. Maintain regular charging: Keep the battery partially charged during idle seasons, avoid low-power long-term storage.

4. Prioritize batteries with smart BMS: Choose the Vatrer 48V 105Ah lithium golf cart battery. This high-capacity 105Ah lithium battery features a full-featured

intelligent BMS, effectively avoiding cell imbalance and over-discharge damage to deliver long-term stable operation and maximum service life.



Conclusion

The 3-year vs 10-year lifespan gap of golf cart batteries is not a fixed quality difference, but a result of usage habits, discharge depth, temperature control, and BMS protection. Bad usage and unprotected operation turn high-performance batteries into short-life consumables, while scientific maintenance and intelligent BMS protection maximize battery value.

If you want to avoid frequent battery replacement and achieve a decade-long service life for your golf cart battery, abandoning deep discharge habits, avoiding extreme temperatures, and equipping a smart BMS system are the three most cost-effective solutions.

Monthly series courtesy of Vatrer Power

WANTED

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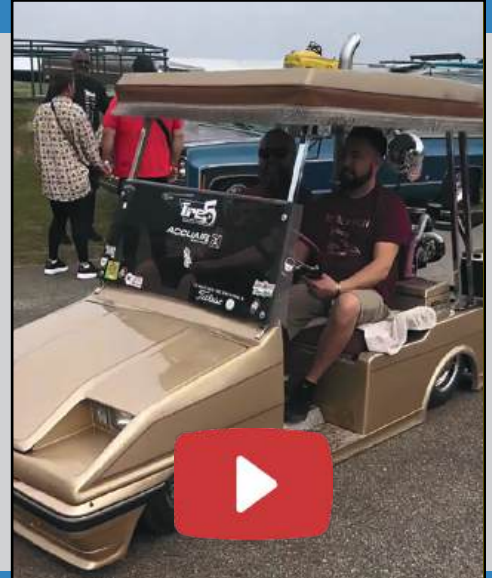


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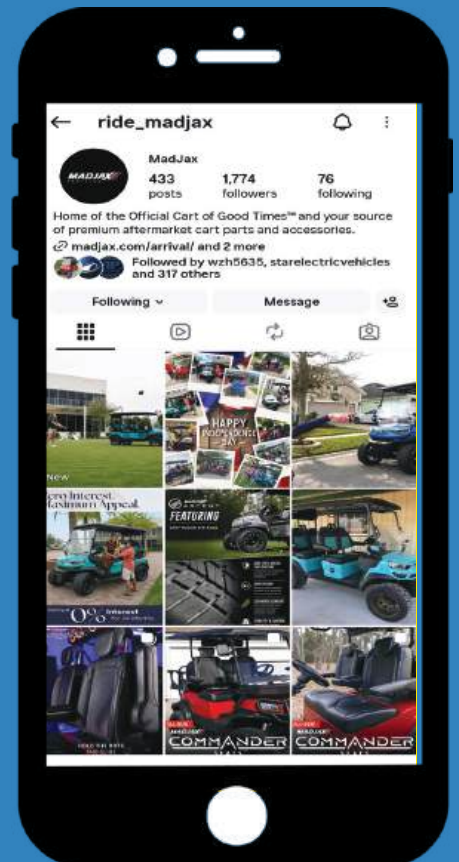
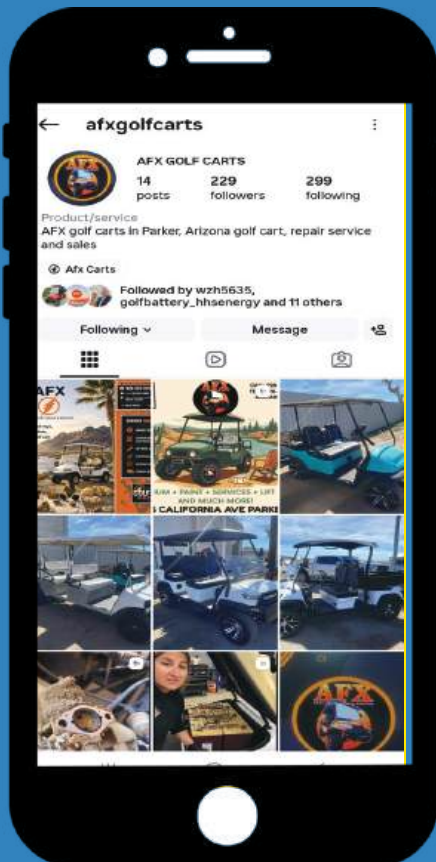
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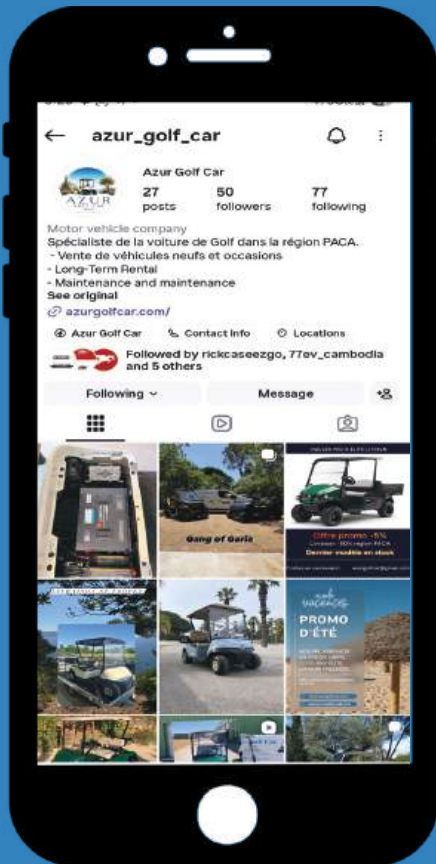
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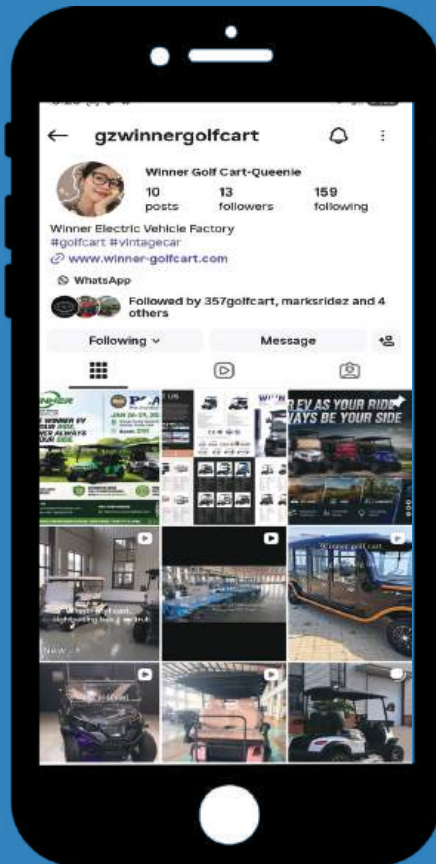
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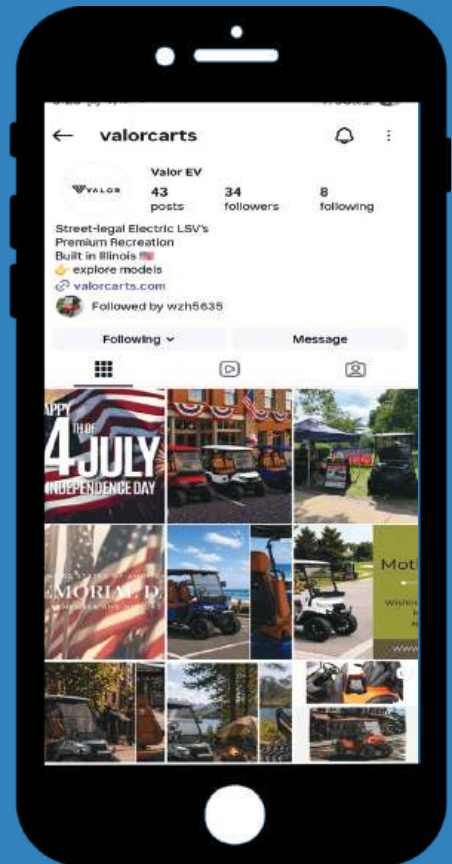
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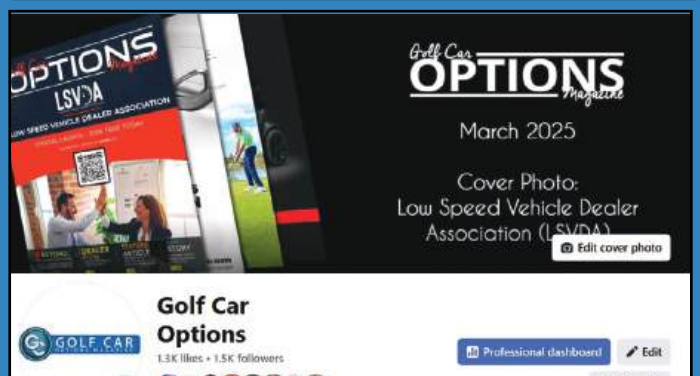
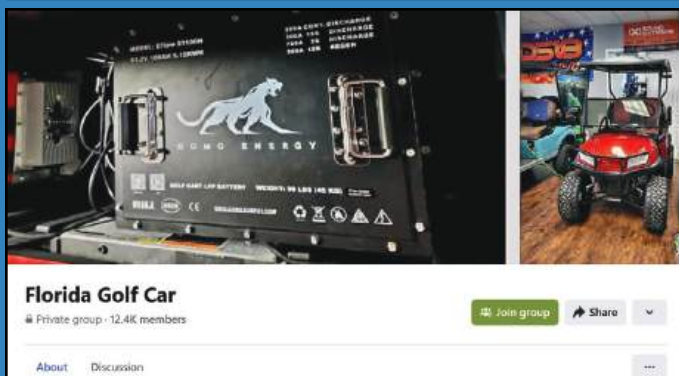
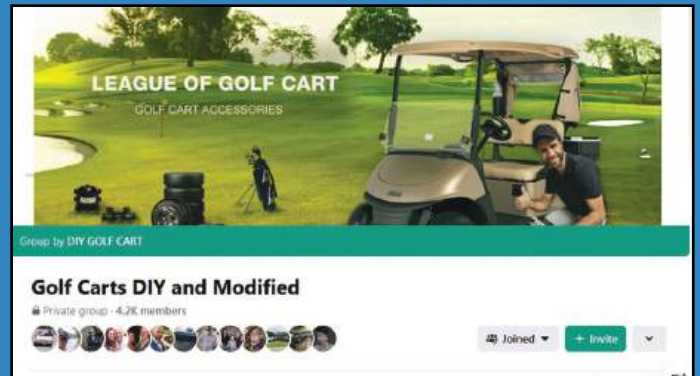
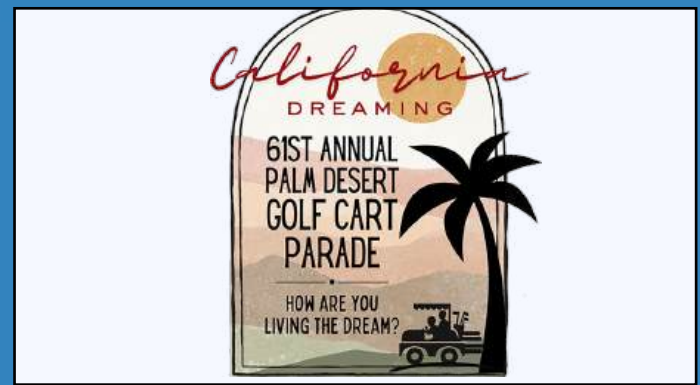
I Designed My DREAM Golf Cart (it's SO FAST!)

YouTube

In this video we finally check a bucket list item off by taking delivery of a fully customized Whisper G4 electric golf cart! From the moment it arrived, we walk you through the entire customization process, showing every option we selected to build our dream golf cart—from the metallic green paint and premium leather seating to upgraded technology, street-legal features, lighting, fans, phone holder, and more. Then it's time for the real test as we take the Whisper G4 out on the golf course at Mansion Ridge Golf Club to see how it performs.

▶ WATCH NOW

Golf Cart You SHOULD Be FOLLOWING ON FACEBOOK



Eagle Liberty

Need more seating than a standard golf car?

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Call us today to explore available options and pricing!



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

The Cool Comfort of Golf Cart Air Conditioning: Exploring Your Options

When it comes to enhancing your golf cart experience, nothing beats a refreshing breeze on a warm day. As golf cart technology advances, so too do the options for air conditioning systems tailored to these compact vehicles. Whether you're cruising the fairway, zipping around a gated community, or navigating a large estate, having a reliable air conditioning system transforms your ride from merely functional to comfortably luxurious.



This article dives into the different types of air conditioning systems available for golf carts, offering insights that make it easy to understand the options whether you're a casual rider or a keen enthusiast.

Key Types of Golf Cart Air Conditioning Systems

Golf carts use three main types of air conditioning systems depending on whether the cart is open-air or fully enclosed, as well as budget and power requirements:

1. Low-Profile Rooftop Evaporative Cooler (Open-Air Carts)



PHOTO: Rooftop evaporative AC unit mounted on an open golf cart. Source: Fresair

How it works: Mounted directly onto the cart's standard roof, these systems draw in outside air, pass it through a water-moistened filter pad, and blow cooled air down onto passengers. **Best for:** Open-air golf carts in hot, dry/low-humidity climates. They draw very little battery power (12V) and don't require sealed doors or windows to feel a refreshing breeze

2. Enclosed Cabin Heavy-Duty AC (Automotive-Style Compressor)

How it works: Works just like a standard car's air conditioner using a refrigerant compressor, evaporator, and interior climate control vents. It requires a hard enclosure (hard-shell doors and glass windshield) to trap the chilled air. **Best for:** Humid climates and all-weather driving. While it offers true refrigerator-like cooling regardless of outside humidity, it requires higher battery capacity or gas generator support.





PHOTO: Fully enclosed golf cart with an integrated cabin AC system. Source: Curtis Cabs

3. Portable Ice-Chest / Personal AC Units

How it works: A self-contained portable unit that sits on the passenger seat, floorboard, or rear basket. You fill the reservoir with ice and water, and an internal battery-powered fan pumps chilled air through flexible directional hoses. **Best for:** Casual golfers who rent carts

or don't want to permanently install heavy wiring onto their personal cart.

4. Fans

Golf cart fans provide immediate, cost-effective cockpit airflow during hot weather. Typically running on 12V DC power via voltage reducers, these compact electric units mount easily to roofs, dashboards, or structural struts. Drivers choose between single heavy-duty blowers, dual oscillating fans, or overhead columns. While they do not lower overall humidity, they dramatically increase rider comfort by accelerating sweat evaporation on open-air courses.

The top three highly ranked golf cart fan brands based on expert testing and consumer reviews are 10LOL: Known as the gold standard for high-performance porta-



ble cooling. Their models, such as the 10L0L 10000mAh Magnetic Fan, feature heavy-duty rubberized neodymium magnets that securely grip steel roof struts over rough terrain without budging.

Breezeasy: The premier choice for premium, hardwired automotive-style comfort. The Breezeasy 3 Fan System delivers massive airflow (over 310 CFM) through integrated

dual louvered vents and includes a built-in voltage reducer.

Kemimoto: A top-tier brand for multi-use portable utility. The Kemimoto 8-Inch Magnetic Fan is widely praised for its versatile 360° adjustable mounting, high velocity 6-speed controls, and integrated multi-mode LED lighting.

Final Thoughts

Adding air conditioning to your golf cart elevates your riding experience by combining comfort and convenience tailored to your lifestyle and climate. Whether opting for the portability of 12-volt coolers, the power of built-in compressor systems, or the advanced efficiency in electric air conditioners, there's a solution for every golf cart user.

As innovation continues, the future promises even more efficient, compact, and eco-friendly cooling solutions, making the joy of a cool ride accessible all year round.



PHOTO: Portable ice-chest air cooling unit with directable air hoses. Source: CoolBoss



E-Z-GO

TEXTRON PLANS SPLIT THAT COULD SPIN OFF AUGUSTA'S E-Z-GO

The Augusta-based manufacturer of one of the world's leading brands of golf carts could split from parent company Textron by the end of 2027.

Textron has announced its intention to concentrate its aerospace and defense subsidiaries into a separate company called New Textron, including Textron Aviation, Textron Systems, and Bell, a brand that produces military-grade helicopters and tiltrotor aircraft. It also oversees general aviation brands Cessna and Beechcraft.

Textron Specialized Vehicles is part of the company's Industrial segment, which expects more than \$3 billion in 2026 revenue. TSV properties include E-Z-GO golf carts; PACE Technology, which manufactures global positioning systems customized for golf courses; Jacobsen, a producer of turf maintenance equipment; and TUG Technologies, which

makes airport ground support equipment such as baggage tractors.

"This planned separation creates greater clarity and focus for both businesses," Textron CEO Lisa M. Atherton said in a statement. "New Textron will move forward as a pure-play aerospace and defense company positioned for higher growth, while Industrial gains the independence to pursue strategies aligned with its distinct strengths — unlocking long-term value for all stakeholders."

The company "intends to explore multiple paths to effect the planned separation of its Industrial segment, including but not limited to a sale of the Industrial businesses or a tax-free separation into a standalone, publicly traded company," according to Textron.

Textron said in its April 30 first-quarter earnings call to stockholders that it estimates the complete corporate separation to occur within 12 to 18 months, implying Halloween 2027 at the latest.

ICON

ICON EV UNVEILS THE ALL-NEW ICON i40FX

BRADENTON, Fla. — ICON EV today unveiled the all-new ICON i40FX, a premium forward-facing four-passenger electric golf cart developed in response to dealer and customer demand.

Built on the proven ICON X platform, the i40FX combines advanced technology, modern styling, and the refined driving experience that has become a hallmark of the ICON brand.

Across North America, ICON dealers have a simple way of describing the driving experience:

“Just drive it.”

The i40FX continues that tradition with forward-facing four-passenger seating, a 10.1-inch multimedia display featuring Apple CarPlay® and Android Auto™, premium SoundExtreme® audio, a backup camera, the dealer-adjustable ICONIC Lift System™, DOT-approved safety equipment, and Eco Battery lithium power.

“Our dealers and customers asked for a premium forward-facing four-passenger model, and we listened,” said Roy Williams, Founder and CEO of ICON EV. “The i40FX reflects our commitment to building vehicles customers are excited to own and dealers are proud to sell.”



The i40FX expands the ICON X lineup with one of the industry’s most requested seating configurations, reinforcing ICON EV’s commitment to innovation, quality, and dealer success.

“The i40FX represents everything ICON stands for—listening, innovating, and delivering an exceptional driving experience,” said Sean Heatley, Chief Operating Officer of ICON EV. “We believe customers will understand why our dealers have always said, ‘Just drive it.’”

The ICON i40FX is now available through authorized ICON EV dealers throughout North America.

For more information, visit iconev.com.

About ICON EV

ICON EV designs and manufactures premium electric Low-Speed Vehicles that combine innovative technology, refined performance, and dealer-focused support.

The wait is over. The all-new ICON i40FX has arrived. **Just Drive It.**

WITRICITY AI TECH

GOLF COURSES MAY BECOME THE FIRST FULLY WIRELESS EV CHARGING ECOSYSTEMS

WiTricity AI Tech, LLC highlights how existing golf

course infrastructure is uniquely suited for wireless vehicle charging

Stuart, FL April 15, 2026 — As industries search for practical

pathways to electrification, an unexpected candidate is emerging as a potential early leader: the golf course.

Continued

WITRICITY AI TECH - CONTINUED

WiTricity AI Tech, LLC, a pioneer in magnetic resonance wireless charging, is working with golf courses and fleet operators to demonstrate how these environments could become the first real-world, fully wireless charging ecosystems for electric vehicles.

Golf courses offer a unique combination of conditions that naturally support wireless charging deployment. Fleet vehicles operate on predictable schedules, return to centralized parking locations, and are used daily across large properties—creating an ideal use case for infrastructure that charges automatically without cables or manual intervention.

“At a golf course, vehicles are constantly cycling between use and rest,” said Joe Benz, CEO of WiTricity AI Tech, LLC. “Wireless charging allows those vehicles to charge whenever they’re parked—without relying on staff to plug them in. Over time, that changes how fleets are managed.”

From Carts to Charging Networks

WiTricity’s flagship system, the MR/1, is designed specifically for light electric vehicle (LEV) applications, including

golf carts. The system enables hands-free charging by transferring power wirelessly when a vehicle is parked over a charging pad.

This approach eliminates the need for plug-in charging, reducing wear-and-tear on connectors, minimizing user error, and allowing vehicles to remain consistently charged when needed.

For golf courses managing dozens—or even hundreds—of carts, the impact can be significant. Instead of relying on overnight charging cycles or manual plug-in routines, carts can opportunistically charge between rounds, helping maintain battery levels and extend operational readiness.

A Foundation for Broader Electrification

While today’s deployments focus on golf carts and light-duty fleets, the same underlying wireless charging technology is scalable.

WiTricity AI Tech has developed higher-power systems, including an 11 kW platform designed for passenger vehicles and larger electric fleets. While these systems are not yet deployed on golf courses, they point to a future where the same infrastructure principles could support a broader range of electric vehicles.

In such a scenario, golf courses could evolve beyond fleet charging hubs into fully integrated wireless charging environments—supporting maintenance vehicles, staff transportation, and even guest or visitor EVs.

Infrastructure Without the Friction

Traditional charging infrastructure often requires significant behavior change—drivers must remember to plug in, manage cables, and ensure proper connections. Wireless charging removes these steps entirely.

By embedding charging directly into parking areas, courses can deploy infrastructure that operates passively in the background, with minimal impact on daily operations.

This approach also introduces meaningful safety and cost advantages. Eliminating cables reduces trip hazards for staff and players, removes exposed connectors that can wear or fail over time, and minimizes the risk of damage from weather or improper handling. Wireless systems like the MR/1 are also designed to automatically stop delivering power once a battery is fully charged, helping reduce the risk of overheating or charging-related fire events.

In cart barns, removing the

WITRICITY AI TECH - CONTINUED

need for plug access can also allow for more efficient space utilization, enabling carts to be parked more tightly and maximizing available storage capacity.

From a total cost of ownership perspective, fewer moving parts and reduced maintenance requirements can help lower long-term operating costs while improving fleet uptime.

"Wireless charging works best where vehicles follow repeatable patterns," Benz added. "Golf courses are one of the clearest examples of that in the real world."

A Quiet Shift Already Underway

As more golf courses explore electrification and operational efficiency, wireless charging is gaining attention as a practical, scalable solution.

Rather than building entirely new infrastructure models, courses have the opportunity to evolve existing layouts into charging networks—leveraging what's already in place.

While still in the early stages, this approach could position golf courses as some of the first environments to demonstrate what fully wireless energy delivery looks like in everyday use.

For more information on WiTricity's MR/1 wireless charging technology, or to learn how WiTricity AI Tech, LLC can help transform your course, please visit www.witricity.com.

About WiTricity AI Tech, LLC

WiTricity AI Tech, LLC is a pioneer in wireless electric vehicle charging, powering automotive, industrial, micromobility, and consumer electronics markets worldwide. The company continues to drive innovation and standardization in wireless EV charging for all types of vehicles.

SKYY RIDER ELECTRIC

SECURES ORDERS FOR 500+ VEHICLES IN Q1 FY 2026-27, STRENGTHENING ITS POSITION IN INDIA'S ELECTRIC MOBILITY SECTOR

Bhubaneswar (Odisha) [India], July 18: India's electric mobility industry continues to expand rapidly, with increasing demand for specialized transportation solutions across industries and institutions. SKYY RIDER ELECTRIC has secured orders for over 500 electric golf carts and utility vehicles during the first quarter of FY 2026-27, marking a significant milestone in the company's growth journey.

The orders have been received from diverse sectors, including industrial facilities, hospitals, airports, educational institutions, resorts, and government campuses, reflecting the growing demand for efficient and sustainable mobility solutions.

As organizations focus on improving opera-

tional efficiency and reducing carbon emissions, electric golf carts and utility vehicles are becoming an essential part of internal transportation infrastructure. SKYY RIDER ELECTRIC's strong order pipeline during the first quarter highlights the increasing adoption of electric mobility solutions across India.

With expansion plans underway and increasing demand from multiple sectors, SKYY RIDER ELECTRIC aims to further strengthen its presence as one of India's fastest-growing electric golf cart and utility vehicle manufacturers.

Designed and manufactured in India, the company's products serve a wide range of sectors including industries, healthcare institutions, hospitality destinations, educational campuses, airports, and government organizations. <https://skyyriderelectric.com/>

COOL BOSS

COOL BOSS LAUNCHES COOLEE™ TOUR LX PORTABLE GOLF CART AIR CONDITIONER

THEODORE, Ala., July 23, 2026 (GLOBE NEWSWIRE) -- Playing golf in the summer heat can be exhausting, but Cool Boss by BendPak has the solution. The new Coolee™ Tour LX portable golf cart air conditioner eliminates heat fatigue, keeping players cool to preserve their energy, focus, and stamina all day. The Coolee Tour LX transforms even the hottest days into prime conditions for a round of golf.

"The Coolee Tour LX helps players focus on the game instead of fighting the heat. This means they have more energy, better concentration, and a cooler head when it counts most," explains Sean Price, director of new product development for Cool Boss parent company BendPak Inc. "For those who are sensitive to heat, the Coolee Tour LX can open the door to year-round golf, even in high-temperature regions. Golfers who used to skip summer rounds can play again with confidence."

The Coolee Tour LX is the first portable air conditioner engineered to fit in a standard golf cart rear basket.



Unlike fans that only move hot air around or evaporative coolers that work best in dry climates, the Coolee Tour LX is a fully portable micro air-conditioning system. It delivers cold, dry air—up to 35 degrees cooler than the ambient temperature—directly to the driver and passenger through individually adjustable vents.

Extend Playing Time and Preserve Performance

Being able to manage the heat with the Coolee Tour LX makes afternoon play on hot days bearable, so golfers can bypass crowded 6 a.m. starts and cancelled twilight rounds. Temperature management also helps players maintain their swing mechanics and decision-making.

4-in-1 Luxury Aftermarket Upgrade

The Coolee Tour LX turns any golf cart into a rolling comfort zone by combining four high-end utilities into one sleek,

portable unit:

- **Active personal cooling:** Delivers immediate, continuous arctic relief to keep players' core temperatures down.
- **Integrated 25-quart ice chest:** Keeps drinks ice-cold and within arm's reach for all 18 holes.
- **High-capacity power bank:** Keeps phones, GPS range-finders and golf apps fully charged all day.
- **Premium Bluetooth® speakers:** Stream music with crisp, high-fidelity sound for an upbeat day on the turf.

The Coolee Tour LX operates whisper quiet and is intuitive to use, featuring soft-touch buttons and LED status indicators.

Comfort that Goes Anywhere

The Coolee Tour LX delivers a

COOL BOSS - CONTINUED

big chill from a small package. Weighing about 20 lbs., it stands 21 inches tall and 22 inches wide at the top, then tapers to 15.75 inches at the base to fit securely in most golf cart baskets. No installation or hardware is required—use it on any cart with a rear basket. A padded shoulder strap and molded side handles make it easy to take a Coolee Tour LX to any golf course.

Low Maintenance and Chemical-Free

Inside the Coolee Tour LX's rugged exterior is a recirculating water-cooling system. It's powered by a high-efficiency shielded impeller water pump, two high-airflow centrifugal blower fans, and a copper-finned heat exchanger paired with a micro-sized radiator. The environmentally friendly process uses no chemicals or external venting. Just add ice!

Power comes from dual rechargeable lithium-ion batteries. The battery charger docking station is included, along with 110V AC and DC power adapters, plus a 12V DC power cable.

For more information and to order, visit bendpak.com/tourlx or call (855) 2BE-COOL.

About Cool Boss by BendPak

Cool Boss offers a wide range of products designed to help people stay cool and save energy wherever they go. The product family includes a full line of portable evaporative air coolers for use at home, work and play; Coolee three-in-one portable air coolers and air conditioners; and HVLS overhead industrial fans. Based in Theodore, Ala., Cool Boss is a division of leading global equipment manufacturer BendPak Inc. Learn more at coolboss.com.

KENDA

KENDA'S MARTIN WHEEL OPENS NEW OHIO MANUFACTURING FACILITY

Martin Wheel, a Kenda Rubber Industrial Co. Ltd. company, has officially opened its new 193,000-square-foot manufacturing facility in the Kent, Ohio, area, completing a project first announced nearly three years ago and significantly expanding the company's production and warehousing capabilities.

Kenda executives, employees, customers, suppliers and government and community representatives gathered at the facility in Brimfield Township on July 23 for a ribbon-cutting ceremony and tours of its manufacturing, painting, assembly and warehouse operations.

Martin Wheel previously manufactured approximately 4,000 wheels per day at its former operation, according to Yang. The new facility is producing about 6,000 wheels

per day and mounting approximately 8,000 tire-and-wheel assemblies daily.

Yang said the assembly operation is running at roughly 60% of its potential capacity, giving Martin Wheel room to increase production by another 40% within the existing facility.

The plant's business is divided approximately evenly between original equipment and aftermarket customers. Its products range from small implement tires and wheels to assemblies used on lawn and garden equipment, golf carts, trailers and other specialty applications.

"We named the company Kenda for the reason that the word Kenda in Mandarin means 'never stop growing, always growing,'" said Yang. "Martin Wheel, as part of the Kenda family, is proud to keep growing."



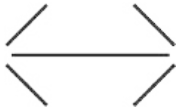
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WHY CHARLOTTE GOLF CARTS CHOOSES AMERICAN-BUILT QUALITY



Over the past five years, more than 35 imported golf cart brands have entered the U.S. market, generating quick momentum and strong initial sales. However, many eventually disappear, leaving dealers and customers with limited support, uncertain parts availability, and few reliable answers.

For Fred Griffith, President of Charlotte Golf Carts, this is a major concern. He does not want loyal customers facing long repair delays because a critical replacement part is backordered overseas with no clear timeline for delivery. These delays create service backlogs and, more importantly, customer frustration.

Although new import manufacturers continue to enter the market claiming to have the “next better mousetrap,” Fred has learned through firsthand experience that it is difficult to match the proven workmanship, long-term support, and parts availability of a brand like E-Z-GO, which has been proudly built in Augusta, Georgia, since 1954.

In 2024, the U.S. government began investigating certain Chinese-manufactured golf carts and related parts for unfair trade practices. As a result, duties ranging from 22% to 515% were imposed. In 2025, additional anti-dumping duties were assessed, ranging from 128% to 478%. Following rulings issued in June 2025, those duties were finalized at rates ranging from 119% to 478% and 31% to 679%, depending on the manufacturer and product.

Some companies have attempted to work around U.S. regulations by shifting manufacturing to other offshore locations. However, that approach does not align with Fred’s standards. Based on firsthand experience, he believes this can create additional risks related to product quality, consistency, and the long-term availability of replacement parts when repairs are needed.

Customers should also be mindful of manufacturers and dealers that advertise their products as “American” or “Made in America” or “assembled in America.” While this may sound reassuring, it is not the same as being designed, engineered, and manufactured in America. There are still plenty of Chinese manufacturers, such as TAO Motors and HDK producing carts and shipping them to the U.S. for assembly and sale under various golf cart brands. Fred is simply trying to educate his customers about the differences and possible risk involved.

The bottom line for Fred and the team at Charlotte Golf Carts is straightforward. While E-Z-GO may be priced slightly higher than many imported golf carts, after years of research and firsthand experience, they believe the value is clear—you truly get what you pay for.

Fred has always approached sales as an educator rather than simply a salesperson. His goal is to help customers understand their options so they can make informed decisions that best fit their needs.



There are quality golf carts available throughout the market, and for some buyers, an imported cart may be the right choice if they fully understand the potential risks. But for those seeking proven American manufacturing, dependable dealer support, readily available parts, and long-term peace of mind, Charlotte Golf Carts proudly recommends E-Z-GO golf carts and Cushman commercial vehicles.

For more information on Charlotte Golf Carts please visit <https://www.charlottegolfcarts.com/> or call 704-503-9053

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