Q	Domain	Statement
1	Range/charging	80% of BEV charging happens at home, and most trips do not involve public charging.
2	Range/charging	Many people charge their BEVs at home with no additional equipment required. That means no trips to the gas station.
3	Range/charging	The number of public charging stations is rapidly increasing due to additional government funding and business initiatives. That means shorter wait times and shorter charging trips.
4	Range/charging	Analysts predict a decline in gas stations due to increased electric charging . That would make finding a nearby gas station more difficult.
5	Range/charging	Charging at some public stations can be as fast as 6 minutes to add 100 miles.
6	Range/charging	Charging at some public stations can be as fast as 30 minutes for 250 miles.
7	Range/charging	BEVs maximum range is already approaching 400 miles, with forecasts for a 1000-mile range in the near future.
8	Cost	Various programs offer different incentives (e.g. $7,500 tax credit) for new BEV purchases.
9	Cost	Some BEV manufacturers may start offering free charging.
10	Cost	People spend about 30% less on vehicle maintenance of BEVs than on ICEVs.
11	Cost	Over its lifetime, a BEV can be $8,000 cheaper to maintain and operate than an ICEV.
12	Cost	BEVs can be 4 cents per mile cheaper to maintain and operate than ICEVs.
13	Cost	The cost of BEVs is much cheaper than it used to be.
14	Cost	BEVs are expected to become cheaper than ICEVs in the near future.
15	Cost	BEVs protect owners from the instability of the oil market.
16	Cost	Most used BEVs are cheaper than comparable used ICEVs.
17	Cost	Fossil fuels are expected to become more expensive over time.
18	Cost	You need to replace the tires of a BEV less frequently than the tires of an ICEV.
19	Cost	Lithium batteries are now 30 times cheaper than when they were first introduced to the market.

20	Cost	A Level 1 home charger can cost as little as $300 (before labor).
21	Environment	BEVs have a smaller carbon footprint than ICEVs.
22	Environment	ICEVs are more damaging to public health than BEVs due to carbon emissions.
23	Utility	The towing capacity of BEVs already exceeds the towing capacity of comparable ICEVs.
24	Utility	BEVs typically have greater acceleration and better passing abilities.
25	Utility	BEVs are much quieter both in city and highway driving.
26	Utility	BEVs' AWD systems provide greater low-speed control when driving off-road.
27	Utility	BEVs provide better weight balance which improves handling.
28	Utility	There is already availability of different types of BEVs, including sedans, sport cars, crossovers, trucks and minivans.
29	Reliability	BEV owners report greater satisfaction than ICEV owners.
30	Reliability	Cheaper BEVs have much better reliability than cheaper ICEVs.
31	Reliability	The new regulations for BEVs will require from manufacturers a 10-year / 150,000 miles warranty for batteries.
32	Reliability	Highly reputable car companies are adding BEVs to their model lineups.
33	Reliability	BEVs have lower center of gravity which increases stability in turns.
34	Other	Greater adoption of BEVs will increase energy independence and can help national security.
35	Other	New government initiatives regarding BEVs will require battery production in the USA, which will create jobs and boost the economy.