



TANGO

the future is now

CONSUMER PACKET

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COMMUTER CARS

Say hello to your new commuteand GOODBYE to s-l-o-w

The Future is Now - It's time to say NO to traffic congestion

The future of sustainability - and by that we mean sustainable living conditions within our communities - will never be realized until there is a drastic overhaul in our transportation paradigm.

Simply put, there are not enough roadways, or enough land, or the trillions of dollars needed for road upgrades that still fall short of meaningful correction.

The only real answer to traffic congestion is not in roadway overhaul, but in vehicle overhaul. Simply put, vehicles need to get thinner. The future is now.

The Tango T600

Enter the Tango T600, a revolutionary vehicle that combines the speed and agility of a motorcycle, with the security and protection of a high-performance race car - while substantially altering the congestion on our roadways.



The Tango
is meant
to be
different

A narrow footprint means less freeway congestion.

The Tango is a mere 39 inches wide, the typical width of a police motorbike, thus allowing the same traffic options given to cycles, as well as opening new possibilities to ease congestion and commute drive time*.

These include:

- **Side-by-side driving** ~ Tangos can drive side by side in a single lane
- **Lane splitting** ~ Lane-splitting is the ability to drive between lanes in stalled traffic, thus dramatically lessening long commutes
- **Less congestion in downtown areas** ~ Parking laws allow as many cars as can fit, into a single parking space. Up to four Tangos can fit in a parallel space, thus easing downtown congestion.
- **Narrower roadway lanes** ~ With the simple addition of a stripe down a standard 12-foot lane, there is the creation of two lanes for narrow cars. A four-lane highway's flow rate is thus increased by 30% if all lanes are at capacity.

*A 1993 study was undertaken by CalTrans to study to effects of narrow cars on easing congestion. The study was cancelled before completion due to budget cuts.

C O M M U T E R C A R S

Who would think a car this narrow could compete? Consider all the cars we beat at the autocross...

The Tango's ability to maneuver through traffic is second to none

Like a motorcycle, the Tango can change lanes better than any car in history. Where lane splitting is permitted, the advantage can be staggering. In extremely heavy traffic, a Tango or motorcycle can travel in 20 seconds the distance that cars travel in 20 minutes.

Little Deuce Coupe - you don't know what I got

We set out to blow some minds by designing the Tango to accelerate through the standing 1/4 mile in 12 seconds at over 110 mph, and travel from 0 to 60 mph in 4 seconds.

The Tango can do this because it has **two motors**, with each motor having more Torque than a Dodge Viper V10 engine, starting at zero RPM. Indeed, the Tango beat the Tesla Roadster and Shelby Cobra in separate drag races, as well as several Corvettes in an autocross.

Narrowness means unparalleled handling

The Tango also has the maneuverability to quickly move out of the way as needed, even fitting between other cars and between lanes - something that is clearly not possible with any other vehicle.

This is doable because the Tango has an instantaneous and powerful acceleration. Coupled with its narrowness and stability, the Tango driver is allowed very sudden response times.



The Tango
plays nice
but is still
a tiger

Performance videos

(Click to view)

[Tango outruns the Tesla:](#)

Spokane Autocross, Nov 2008

Link: <http://tinyurl.com/p6ttq5>



[Autocross:](#) The Fiat 850 Coupe has two wheels off the ground, while the Tango remains solidly stable.

Link: <http://tinyurl.com/pg3yy>



The Tango may look like a lightweight, but is designed to be one of the safest cars on the road

The Tango has stability that exceeds most sport cars

One of the biggest concerns when designing the Tango was to ensure unflagging stability in a car that presents as narrow and high. Tilting, as is done manually on motorcycles, was not an option, as tilting does nothing to eliminate the imbalance, it merely tries to work around it.

The Tango can hardly be budged from its upright position.

The Tango's 5-star static rollover rating was secured by changing the center of gravity to the vehicle's lowest point. Over 2,000 pounds (two motors, all batteries and additional ballast) are under the floor of the car. This results in a static rollover threshold equivalent to a 5-star NHTSA rating, placing it in company with the lowest slung sports cars. Despite its narrow footprint, the Tango has stability that exceeds that of most sport cars.



Race car roll cage and four times more side door protection than the largest SUV

The Tango incorporates a roll cage that meets or exceeds both SCCA and NHRA regulations, designed to protect occupants of cars crashing at over 200 mph. The Sports Car Club of America requires a single removable door bar to be held by a 3/8" pin in double shear. The Tango has double the requirement with two additional horizontal bars. There are literally over four times more side door protection bars than found in the largest SUVs.



Sturdy
Reliable
never
tipsy

In recap, just how safe is the Tango:

- Race car style roll cage
- 4-bar side door protection
- 4-point harness
- Low center of gravity
- 3,300 lbs - comparable to a midsize sedan
- Exceptional maneuverability and handling

What will you do with your 260 extra hours?

Is sitting in stalled traffic, inhaling carbon monoxide anyone's idea of FUN?

"Sustainable" doesn't merely mean green. The term also relates to how resources are used to improve day-to-day living within a community.

The global impact of the Tango and other narrow cars, is not only a smaller carbon footprint, but also a return to a less-stressful and time-wasting lifestyle. If a two-way, one hour commute could be shaved by half, that gives Tango owners an extra 260 hours a year - not to mention a decrease in the inhalation of carbon monoxide fumes while sitting in stalled traffic.

The Tango allows for a variety of battery packs

The zero-emission Tango can be charged from most any receptacle, as it comes with a number of adaptor cords, and could charge to 80% in just 10 minutes from a 200 amp charging station. Typically, one just plugs in each night to a dryer outlet and gets a complete charge in less than 3 hours, so it's ready for the next morning.

It also comes with an Avcon inlet that works with hundreds of public charge stations throughout California. The charger is on-board and can be set to any current from 0 to 40 amps. It can also charge from any voltage from 100V to 250V without an adjustment. With a single 40A charger, range is extended approximately 35 miles for every hour of charging. With dual chargers, range can be doubled to 70 miles per hour of charging. To reach the final float charge on a Lead-Acid pack requires approximately 1.5-2 hours.

The Tango's range makes it a perfect commuting vehicle

Range from 40 to 200 miles of freeway driving is available, depending on battery selection and your planned driving habits. It is recommended that, at least twice the range of your typical daily trips between charges be purchased. Lead-Acid battery packs are available, giving a 40-mile freeway range. Li-ion packs range from 40 miles to 200 miles. For an occasional long trip, a generator trailer running on any fuel can be attached giving the same range as any gasoline car.



The Tango's
Sustainable
Assets

Can a car this narrow truly be safe?

...and other questions answered

Can a car this narrow truly be safe?

The Tango appears unsafe only because we are accustomed to wider cars and limited on-road safeguards. The Tango has four times more door protection bars than the largest SUV, and in addition to being probably the strongest built car on the market, it can avoid accidents like no other car in history. You can move over, brake, or accelerate out of the way if someone comes into your lane. The cage is certified by FIA for 200+ MPH race cars. It weighs 3,300 lbs which is the same as a mid-sized sedan. All in all, I truly believe it is the safest car that you can drive.

Will I get a ticket if I double up in a horizontal parking space?

This depends on local ordinances; however, the SF and L.A.s parking departments have all stated that if four Tangos and/or motorcycles fit in a metered parking space, as long as the meter is paid, all would be legal.

I like it but I'm claustrophobic. Won't I feel closed in?

People who drive it say they feel as if they are in a regular-sized car. That is because the distance from the center of the steering wheel to each inside door panel is 1/2" more than a Subaru Outback, and only 1/2" less than a Dodge Ram pickup.

I'm 6'3", this doesn't seem practical. And how can anyone fit in the back?

Leg room and head room are also way more ample than may appear. Men as large as 6-foot 10-inches tall and 325 lbs have said that they are comfortable in the Tango. Typically, two 6-foot 6-inch folks can fit comfortably, depending on torso to leg ratio. (The reason the back seat is deceiving are the running boards that run along each side of the interior, allowing plenty of room for legs.)



Q&A:
CEO Rick
Woodbury

Why does it cost so much?

The T600 is a very low production super-car. There are over \$70k in parts, and labor is approximately \$30k per car. The rest goes to overhead, engineering for improvements and upgrades for existing customers, as well as our 10-year, unlimited mileage warranty. The entire chassis and battery box is made of stainless steel so that it can never rust out. The carbon fiber body panels are also impervious to rust or decay. The electric motors have only one moving part each, and the bearings, if they ever did need to be replaced, are under \$20.00. There is no transmission or clutch to wear out and no oil changes or tune-ups. Brake pads and tires are the only replacements required. It would be hard to find a more durable car anywhere.

The Tango looks cool, but is it practical?

The Tango is not meant to replace the primary car. No electric car at this point has the range to replace a family's primary car. The Tango is a second car for basically single-occupant commutes and shopping trips. Eventually, as venture capital increases, the Tango will move into the manufacturing phase (it is currently a kit car) at which point the cost will lower substantially, giving a wider range of individuals the option of owning a vehicle that will make a significant impact on their daily lives.

The Tango T600

[Click here to download a pdf.](#)

Retail price \$108,000
(Does not include battery pack options.)

Performance

- Zero to 60 in four seconds
- 1/4-mile in 12 seconds
- 5-star NHTSA static rollover resistance rating

Interior/Exterior

- Carbon fiber body
- Alcantara interior
- Sparco seats
- A/C & heater
- Momo steering wheel
- MoTeC dash
- 400-Watt Alpine sound system with GPS and back-up camera

Mechanical (with ElectriTorque drivetrain)

- Two Advanced DC electric motors producing over 1,000 ft-lbs of torque
- 2,000 amp Zilla controller with 600 kilowatt peak output
- Front suspension: unequal-length control arms with coil-over shocks
- Rear suspension: trailing arm with coil-over shocks
- 4-wheel disc brakes
- Cruise control (future no-cost upgrade)
- Front and rear trailer hitch receivers

Dimensions

- 39 inches wide, 5 inches narrower than a Honda Gold Wing
- 8 feet 5 inches long, shorter than many motorcycles, for perpendicular parking
- 60 inches high, 5 inches taller than a Honda Civic, aids visibility
- Gross weight 3,150 pounds
- Ground clearance of 4 inches, adjustable with coil-over shocks



Tango
Specs

Drivetrain Options

- ElectriTorque: Traditional twin 9" DC, direct drive
- Azure Dynamics: Custom AC drive system
- AC Propulsion: Custom AC drive system

Battery Pack Options

- Tate Technology: Lead-acid or Li-Ion
- Manzanita Micro: Lead-acid or Li-Ion

C O M M U T E R C A R S

Notable Tango Owners

George Clooney, actor
Sergey Brin, Google co-founder
Larry Page, Google co-founder



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