



BAT INTERNATIONAL PICKUP

PERFORMANCE STATISTICS

ACCELERATION AT 90% SOC *

Zero to 30 mph: 9.7 sec
 Zero to 40 mph: 17.6 sec
 Zero to 50 mph: **29.8 sec**
 Performance Goal: 13.5 seconds; 0 to 50 mph

ACCELERATION AT 50% SOC *

Zero to 30 mph: 10.0 sec
 Zero to 40 mph: **Not Achieved**
 Zero to 50 mph: **Not Achieved**
 Performance Goal: 13.5 seconds; 0 to 50 mph

MAXIMUM SPEED

At 50% SOC: **Not Achieved**
 Performance Goal: 70 mph

CONSTANT SPEED RANGE

45 mph Distance: 55.4 miles
 45 mph Energy Used: 17.8 kWhr
 45 mph Efficiency: 0.321 kWhr/mile
 45 mph Specific Energy: 0.0119 kWhr/lb
 60 mph Distance: 44.0 miles
 60 mph Energy Used: 16.6 kWhr
 60 mph Efficiency: 0.378 kWhr/mile
 60 mph Specific Energy: 0.0111 kWhr/lb

DRIVING CYCLE RANGE

77°F Distance: **21.14 miles**
 77°F Energy Used: 9.21 kWhr
 77°F Efficiency: 0.436 kWhr/mile
 77°F Specific Energy: 0.0062 kWhr/lb
 19°F Distance: **9.40 miles**
 19°F Energy Used: 4.37 kWhr
 19°F Efficiency: 0.465 kWhr/mile
 19°F Specific Energy: 0.0029 kWhr/lb
 Performance Goal: 60 miles

GRADEABILITY*

Maximum Grade: 37%
 Performance Goal: 25%
 Speed At 3% Grade: **29 mph**
 Performance Goal: 55 mph
 Speed At 6% Grade: **19 mph**
 Performance Goal: 45 mph

HANDLING COURSE

Avg Time @ 90% SOC: 65.5 sec
 Avg Time @ 50% SOC: 66.6 sec
 Avg Time @ 20% SOC: 70.9 sec
 Avg Dodge Neon (ICE) Time: 54.62 sec
 Average Chevrolet S-10 Time: 58.29 sec

BRAKING STABILITY

Controlability: No Stability Problems
 Distance Dry/Wet: 151.6/201.6 feet

CHARGER

Ground Current During Charge: 9 mA
 Battery Leakage Current: 1.7 mA
 Charger Efficiency: N/A
 Average Power Factor: N/A
 Performance Goal: 0.95
 Average THD: N/A
 Performance Goal: 5%
 Time From 80% DOD: N/A
 Performance Goal: <8 hours

VEHICLE TYPE

Conversion Of: Ford Ranger
 VIN: 1FTCR10U1PPA36115
 Seating Capacity: 2 Adults
 Features: AM/FM Stereo, Power Brakes, Tilt Wheel, Front Disc Brakes & Anit-Lock Brakes

DIMENSIONS

Wheelbase: 114.8 inches
 Track F/R: 56.9/57.4 inches
 Length: 198.1 inches
 Width: 69.6 inches
 Height: 63.5 inches
 Ground Clearance: >50 mm
 Cargo Space: **10 cu ft of OEM cargo space lost due to placemant of battery box.**

WEIGHT

Curb Weight: 4000 lbs
 Test Weight: 4354 lbs
 Distribution F/R: 47/53 %
 Conversion GVWR: 4700 lbs
 OEM GVWR: 4260 lbs
 Payload: **346 lbs**

WHEELS & TIRES

Wheel Size: 14 inch
 Tire Mfg: Goodyear Invicta
 Tire Size: P215/75R14
 Tire Pressure F/R: 35/35 psi
 Spare Installed: No

DRIVE SYSTEM

Drive Type: Brush DC
 Motor Mfg: General Electric
 Controller Mfg: General Electric
 Transmission: **5 Speed Manual**

BATTERY

Manufacturer: Trojan
 Type: **T145 Flooded Lead Acid**
 Number of Modules: 21
 Total Traction Voltage: 126 Volts
 Battery Pack Weight: 1491 lbs
 Locations In Vehicle: Cargo Bed & Under Hood

CHARGER

Location: **Off-Board**
 Input Voltage(s): N/A
 Input Current(s): N/A

INTERLOCKS

Key Removable When Off Only: Yes
 Key Off In Park Only: **No**
 Start In Park Only: **No**
 Start Blocked By Accelerator: Yes
 Start Blocked On Charge: **No**

REQUIREMENTS

Manual Disconnect Present & Operational: **No**
 Batteries Sealed or Valve Regulated: **No**
 Charger Automatic Control: **No**
 SOC Indicator: Yes
 Battery Voltage Indicator: **No**
 Batttery Current Indicator: Yes
 Regenerative Current Indicator: N/R
 Transmission Single Speed: **No**
 Transmission Parking Pawl: **No**
 No Open Access to High Voltage: **No**
 All High Voltage Clearly Marked: **No**
 Control Efforts Similar To OEM: Yes

Test Date: October 1994

Notes:

Bold - Results did not meet EV America Performance Goal
 * - Tested at gross vehicle weight
 N/R - No regenerative braking

TEST EXCEPTIONS

Payload 304 lbs less than required
OEM GVWR re-rated (not certified) by converter
Flooded electrolyte batteries
No onboard charger
Auxiliary battery replaced
Required 12 volt connector repair
Removed from testing to add BAT Ultra Catalyst
Testing delayed by high battery temperature
Shock absorbers replaced