**EV America Fact Sheet**

**VEHICLE TYPE**
Conversion Of: Ford Ranger
VIN: 1FTCRIOU1PPA36115
Seating Capacity: 2 Adults
Features: AM/FM Stereo, Power Brakes, Tilt Wheel, Front Disc Brakes & Anti-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 placement 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 Volt(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
Battery Current Indicator: Yes
Regenerative Current Indicator: N/R
Transmission Single Speed: No
Transmission Parking Pawl: No
No Open Access to High Voltage: No
Control Efforts Similar To OEM: Yes

**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

**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 kWh
45 mph Specific Energy: 0.0119 kWhr/lb
60 mph Distance: 44.0 miles
60 mph Energy Used: 16.6 kWh
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 kWh
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 kWh
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

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

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**EVAmerica**