

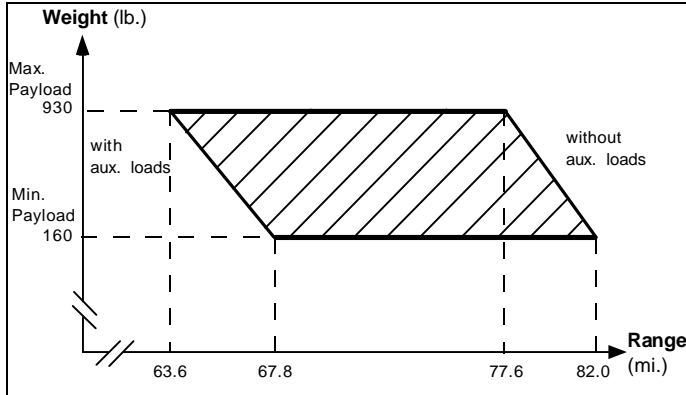
1999 CHRYSLER EPIC (NiMH BATTERIES) PERFORMANCE CHARACTERIZATION SUMMARY

ELECTRIC TRANSPORTATION DIVISION



Urban Range

(On Urban Pomona Loop – see other side for map)

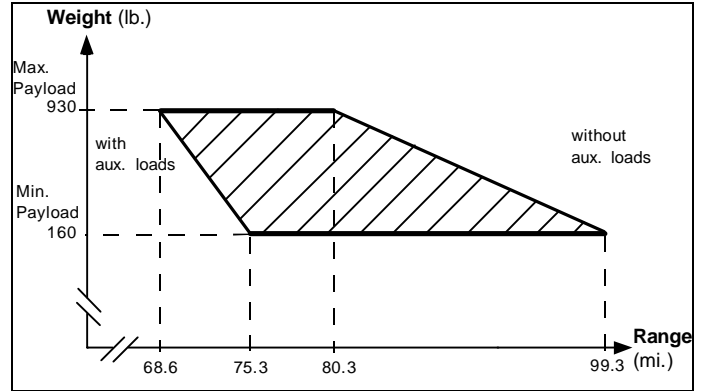


Test	UR1	UR2	UR3	UR4
Payload (lb.)	160	160	930	930
AC kWh Recharge	53.91	50.03	53.02	52.61
AC kWh/mi.	0.663	0.734	06.75	0.823
Range (mi.)	82.0	67.8	77.6	63.6
Avg. Ambient Temp.	75° F	80° F	79° F	85° F

UR1	Urban Range Test, Min Payload, No Auxiliary Loads
UR2	Urban Range Test, Min Payload, A/C on High, Headlights on Low, Radio On
UR3	Urban Range Test, Max Payload, No Auxiliary Loads
UR4	Urban Range Test, Max Payload, A/C on High, Headlights on Low, Radio On

Freeway Range

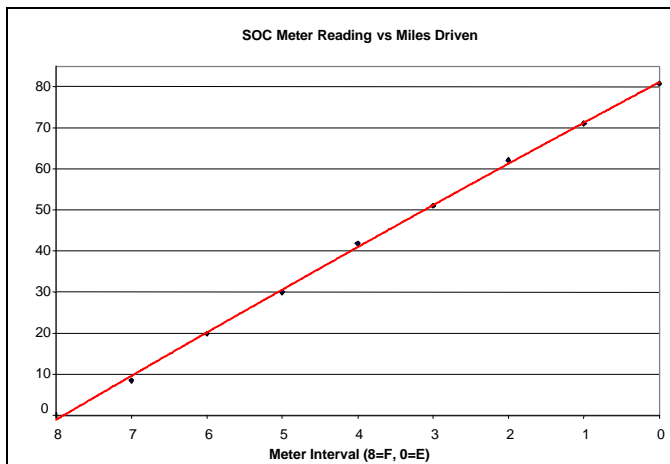
(On Freeway Pomona Loop – see other side for map)



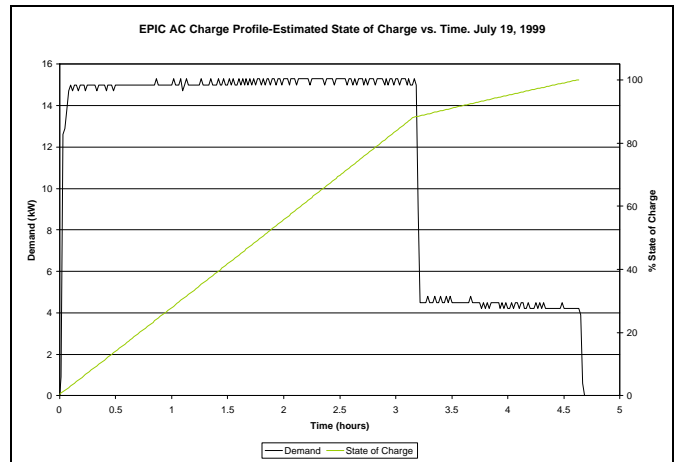
Test	FW1	FW2	FW3	FW4
Payload (lb.)	160	160	930	930
AC kWh Recharge	54.08	51.54	50.42	55.52
AC kWh/mi.	0.542	0.674	0.598	0.799
Range (mi.)	99.3	75.3	80.3	68.6
Avg. Ambient Temp.	86° F	88° F	83° F	101° F

FW1	Freeway Range Test, Min Payload, No Auxiliary Loads
FW2	Freeway Range Test, Min Payload, A/C on High, Headlights on Low, Radio On
FW3	Freeway Range Test, Max Payload, No Auxiliary Loads
FW4	Freeway Range Test, Max Payload, A/C on High, Headlights on Low, Radio On

State of Charge Meter (UR1)



Charger



MEASURED VALUE AT PEAK AC POWER*	
Voltage	204.9V
Current	77.5 A
Real Power	15.22 kW
Reactive Power	771 VAR
Apparent Power	15.87 kVA
Total Power Factor	0.96 PF
Displacement Power Factor	1.00 dPF
Voltage THD	2.2%
Current THD	28.2%
Current TDD	27.1%

*Total/average on a three phase grid connection.

Test Date: August 1999