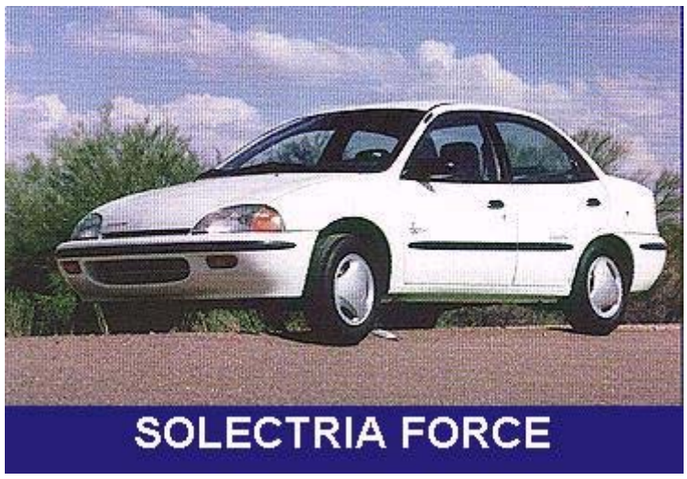

VEHICLE TYPE
Conversion Of: Geo Metro
VIN: 2CIMR5299567000106
Seating Capacity: 4 Adults
Features: AM/FM Radio, Heater, Battery Thermal Management, Power Steering, Power Brakes, Front Wheel Drive, Front Disc Brakes & Anti-Lock Brakes

DIMENSIONS
Wheelbase: 93.0 inches
Track F/R: 55.0/53.9 inches
Length: 164.3 inches
Width: 62.0 inches
Height: 54.5 inches
Ground Clearance: >50 mm
Cargo Space: No Intrusion on OEM Space

WEIGHT
Curb Weight: 2290 lbs
Test Weight: 2424 lbs
Distribution F/R: 49/51 %
Conversion GVWR: 2800 lbs
OEM GVWR: 2800 lbs
Payload: **376 lbs**

WHEELS & TIRES
Wheel Size: 13 inches
Tire Mfg: Goodyear Invicta
Tire Size: P165/70R13
Tire Pressure F/R: 44/44 psi
Spare Installed: No

DRIVE SYSTEM
Drive Type: 35 kW AC Induction
Motor Mfg: Solectria
Controller Mfg: Solectria
Transmission: Single Speed

BATTERY
Manufacturer: Hawker Energy
Type: G12V26Ah10C Sealed Lead Acid
Number of Modules: 30
Total Traction Voltage: 180 volts
Battery Pack Weight: 690 lbs
Locations In Vehicle: Under Trunk & Engine Compartment

CHARGER
Location: Trunk
Input Voltage(s): 120/208/240 volts AC
Input Current(s): 15/14.4/12.5 amperes AC

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

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

TEST EXCEPTIONS
Prototype vehicle
Payload 324 lbs less than required
Required charger adjustment
Required battery module replacement

EV AMERICA

PERFORMANCE STATISTICS

ACCELERATION AT 90% SOC *
Zero to 30 mph: 8.5 sec
Zero to 40 mph: 12.6 sec
Zero to 50 mph: 18.4 sec
Zero to 60 mph: **27.0 sec**
Performance Goal: 13.5 seconds; 0 to 60 mph

ACCELERATION AT 50% SOC *
Zero to 30 mph: 9.4 sec
Zero to 40 mph: 14.2 sec
Zero to 50 mph: 21.5 sec
Zero to 60 mph: **34.1** sec
Performance Goal: 13.5 seconds; 0 to 60 mph

MAXIMUM SPEED
At 50% SOC: 70 mph
Performance Goal: 70 mph

CONSTANT SPEED RANGE
45 mph Distance: 49.5 miles
45 mph Energy Used: 7.2 kWhr
45 mph Efficiency: 0.171 kWhr/mile
45 mph Specific Energy: 0.0104 kWhr/lb
60 mph Distance: 26.6 miles
60 mph Energy Used: 5.3 kWhr
60 mph Efficiency: 0.199 kWhr/mile
60 mph Specific Energy: 0.0077 kWhr/lb

DRIVING CYCLE RANGE
77°F Distance: **45.4 miles**
77°F Energy Used: 7.77 kWhr
77°F Efficiency: 0.145 kWhr/mile
77°F Specific Energy: 0.0113 kWhr/lb
19°F Distance: **43.5 miles**
19°F Energy Used: 7.75 kWhr
19°F Efficiency: 0.178 kWhr/mile
19°F Specific Energy: 0.0112 kWhr/lb
Performance Goal: 60 miles

GRADEABILITY*
Maximum Grade: **15.2%**
Performance Goal: 25%
Speed At 3% Grade: 60 mph
Performance Goal: 55 mph
Speed At 6% Grade: 47 mph
Performance Goal: 45 mph

HANDLING COURSE
Avg Time @ 90% SOC: 58.6 sec
Avg Time @ 50% SOC: 58.3 sec
Avg Time @ 20% SOC: 58.1 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: 164.4/214.4 feet

CHARGER
Ground Current During Charge: <0.01 mA
Battery Leakage Current: <0.01 mA
Charger Efficiency: 95.2%
Average Power Factor: **0.937**
Performance Goal: 0.95
Average THD: **29.0%**
Performance Goal: 5%
Time From 80% DOD: 3 hours 54 minutes
Performance Goal: <8 hours