1995 SOLECTRIA E10

VEHICLE SPECIFICATIONS

CONVERTED VEHICLE
Base Vehicle: 1995 Chevrolet S-10 Pickup
VIN: 1GCCS14XSK175700
Sunroof Positions: Two
Standard Features:
  - Power Steering
  - Power Brakes
  - Front Disk Brakes
  - Rear Anti-Lock Brakes
  - Driver Side Air Bags
  - AM/FM Stereo Radio w/Cassette
  - Electric Heater
Options as Tested:
  - None

BATTERY
Manufacturer: Hawker
Type: G12V38Ah10C Sealed Lead Acid
Number of Modules: 36
Weight of Module: 16 kg
Weight of Pack(s): 573 kg
Pack Locations: Underhood/Underbed
Electric Heater

TEST NOTES:
1. The charge algorithm was modified twice during the Test Program.
2. The amp-hour meter showed continuous discharge, even when vehicle was charging.
3. During the “55 mph at 3% Grade Test,” the vehicle stopped with no apparent cause.
4. Full charge may not occur when charging at ambient temperatures of >100°F.
5. To charge in less than 12 hours, charging should occur in ambient temperatures <100°F.
6. Vehicle was removed from the Test Program for repair for three 24-hour periods.
7. The Charger T9er was completed with ambient temperatures of 82°F < temp < 90°F.
8. The vehicle charger tripped the GFI feeder breaker routinely during the Test Program.

Values in red indicate the Performance Goal was not met.
All Power and Energy values are DC unless otherwise specified.
Vehicle meets all EV America Minimum Requirements listed on back.

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This vehicle meets the following EV America Minimum Requirements:

1. The vehicle has a payload of at least 400 pounds.
2. The vehicle does not have a GVWR greater than the OEM GVWR.
3. The OEM GAWRs have not been increased.
4. Seating capacity is a minimum of 2 passengers.
5. A battery recycling plan has been provided.
6. The OEM passenger space has not been intruded upon by the electrical conversion materials.
7. The vehicle has a parking mechanism or parking brake as required by 49 CFR 571.105.
8. The vehicle has a minimum range between charges of at least 50 miles when loaded with two 166-pound occupants and operated at a constant 45 mph.
9. The vehicle manufacturer has certified that this vehicle complies with the Federal Motor Vehicle Safety Standards (FMVSS) applicable on the date of manufacture.
10. The vehicle manufacturer's proposal states that batteries and/or battery enclosures do not intrude into the passenger compartment during or following a frontal barrier, rear barrier and side impact collision and roll-over.
11. Batteries are lead-acid using a hermetically sealed or valve regulated design.
12. The vehicle manufacturer has certified concentrations of explosive gases in the battery box do not exceed 25% of the Lower Explosive Limit (LEL) during and following normal or abnormal charging and operation of the vehicle.
13. The battery charger is capable of recharging the main propulsion battery in less than 12 hours when recharging at 208V single phase 40A maximum.
14. The vehicle manufacturer has certified the charger is capable of accepting input voltages of 208VAC and 240VAC single phase 60 Hertz, with a tolerance of ±13% +6% of rated voltage. On-board personnel protection systems are compatible with utility service GFCI protected circuits.
15. The charger has a true power factor of .95 or greater and a harmonic distortion of less than 5% (voltage and current at rated load).
16. The charger is fully automatic, determining when "end of charge" conditions are met and transitioning into a mode that maintains the main propulsion battery at a full state of charge while not overcharging when continuously left on charge.
17. Vehicles do not contain exposed conductors, terminals, contact blocks or devices of any type that create the potential for personnel to be exposed to 50 volts or greater.
18. Vehicles are accompanied with manuals for parts, service, operation and maintenance, interconnection wiring diagrams and schematics.
19. The vehicle has a state of charge indicator for the main propulsion batteries.
20. The vehicle has a battery system voltage indicator.
21. The vehicle has a power or current indicator.
22. Under static conditions, leakage current from propulsion system to vehicle chassis is less than 1 mA.
23. Ground currents from a grounded chassis during charging does not exceed 5 mA.
24. Replacement tires are commercially available to the end user.
25. The vehicle has the following interlocks:
   a). The controller does not energize in any drive selector position other than Park or "Neutral" 
   b). The start key is removable only in the "Off" position, with the drive selector in "Park" 
   c). The controller does not initially energize or excite with a preexisting accelerator input.
26. The vehicle manufacturer has certified this vehicle complies with FCC requirements for unintentional emitted electromagnetic radiation, as identified in 47 CFR 15, Subpart B, "Unintentional Radiators."
27. The vehicle manufacturer has certified failure of a battery or battery pack is deemed to have occurred if the actual battery capacity is not at least 80% of the nominal ampere hour capacity.
28. The vehicle is equipped with an automatic disconnect and a manual service disconnect for the main propulsion batteries which are clearly labeled.
29. The charging system is compatible with circuit breaker type GFCI systems.
30. Material Safety Data Sheets (MSDS) for all on-board batteries have been supplied.
31. The level of charge below which the batteries should not be discharged and how the controller automatically limits battery discharge below this level have been identified by the manufacturer.

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