WEIGHTS
Design Curb Weight: 1200 lb
Delivered Curb Weight: 1404 lb
Distribution F/R: 53/47 %
GVWR: 1807 lb
GAWR F/R: 815/992 lb
Payload: 403 lb

PERFORMANCE STATISTICS

Acceleration (0-20 mph)
@ 332 lbs Payload
At 100% SOC: 5.3 seconds
At 50% SOC: 5.2 seconds
Performance Goal: 6.0 seconds

Maximum Speed
@ 170 lbs Payload
(FMVSS 49 CFR 571.500 S5.a)
At 100%: 25.0 mph
Performance goal ≤ 25 mph

Maximum Speed
@ 332 lbs Payload
At 100% SOC: Top Speed: 25.0 mph
At 50% SOC: Top Speed: 25.0 mph

Maximum Speed Range
Range: 64.6 miles
Energy Used: 6.38 kWh
Average Power: 2.38 kW
Efficiency: 98.76 Wh-DC/mile
Specific Energy: 33.2 Wh/kg

Braking From 20 mph
Controlled Dry: 20.0 feet

Gradeability (Calculated)
Maximum Speed @ 3%: 24.7 mph
Maximum Speed @ 6%: 23.4 mph
Maximum Grade: 23 %

Charging Efficiency:
Efficiency: 139.3 Wh-AC/mi
Energy Cost: @ $0.10/kWh: $0.013/mi

Level 1 Charger
Max Ground Current: <0.01 mA
Max Battery Leakage: <0.01 MIU
Max DC Charge Current: 17.9 A
Max AC Charge Current: 12.6 A
Peak AC Demand: 1.51 kW
Time to Recharge:
To 80%: 6.7 Hours
To 100%: 9.4 Hours
To Complete: 14.2 Hours
Performance Goal: 100% SOC within 12 hours

TEST NOTES:
1. Vehicle was operated at maximum attainable speed until 20 mph could no longer be maintained.
2. As delivered payload was 403 lbs.
3. Hours were calculated at time that charger indicated completion.

This vehicle meets all EV America Minimum Requirements listed on back.
Values in red indicate the Performance Goal was not met.
• All Power and Energy Values are DC unless otherwise specified.
This vehicle complies with mandatory requirements of NEV America Vehicle Technical Specification, Revision 3 as follows.

1. Vehicles shall comply with Federal Motor Vehicle Safety Standard 500 as promulgated on the date of manufacture. Such compliance shall be certified by the Supplier in accordance with 49 CFR 567.

2. Suppliers shall provide a completed copy of Appendix A and Appendix B with their proposal providing vehicle specifications and the method of compliance, if any, with each listed section of 49 CFR 571.100.

3. Vehicles shall be certifiable under current California Air Resources Board (CARB) regulations as vehicles that meet ZEV emission requirements and qualify for ZEV credits. If the vehicle is equipped with a fuel-fired heater, the heater shall also comply with this requirement.

4. Suppliers shall provide material safety data sheets (MSDS) for all unique hazardous materials supplied with the vehicle.

5. Suppliers shall provide recycling plans for batteries and other vehicle hazardous materials including how the plans have been implemented.

6. All vehicles shall comply with the FCC requirements for unintentional emitted electromagnetic radiation, as identified in 47 CFR 15, Subpart B, “Unintentional Radiators.”

7. Vehicles shall have a minimum payload of at least 400 pounds.

8. Suppliers shall provide the curb weight and rated payloads of their vehicles.

9. For conversion vehicles, Suppliers shall specify the OEMs gross vehicle weight rating (GVWR) and shall not exceed such rating.

10. For conversions, OEM Gross Vehicle Axle Weight Ratings (GAWR) shall not be increased.

11. Suppliers shall provide axle weights for the vehicle as delivered, and at full rated payload.

12. Overcharging shall not be allowed and shall not exceed an average of at least 5%.

13. The Supplier shall offer a standard or an optional tire conforming to the following requirements:
   - Tires provided shall correspond to the requirements of the placard installed in accordance with 49 CFR 571.109, and 110, as applicable.
   - Suppliers shall specify manufacturer, model, and size of the standard tire for the vehicle and for the tire provided.
   - Tires provided shall be in accordance with the requirements of the placard.
   - At no time shall the tire’s air pressure exceed the maximum pressure molded into that tire’s sidewall.
   - The tire provided shall be operable across the entire operation/load range of that vehicle.
   - Replacements for the tire provided shall be commercially available to the end user in sufficient quantities to support the purchaser’s needs.
   - Tires provided as original equipment by the Supplier shall not have warranty restrictions in excess of those of the tire’s manufacturer, unless the Supplier provides the warranty for the tires.

14. Seating capacity shall be a minimum of 1 driver. Suppliers shall specify seating capacity (available seat belt positions) for their vehicle. If a conversion vehicle’s seating capacity is changed from that specified by the OEM on their FMVSS placard, the seats being added or abandoned shall be modified as required by 49 CFR 571.207, et al, and a new FMVSS placed installed as required by 49 CFR 567, 568 or 571, as applicable.

15. For conversion vehicles, the OEM passenger space shall not be intruded upon by the batteries or other conversion materials.

16. The controller/inverter shall limit the maximum discharge current to prevent degradation of battery life (see Section 6.3) and abrupt loss of vehicle operability or should indicate to the vehicle operator that the battery will be damaged by continued vehicle operation. Such limit and/or indication shall be repeatable and accurate to at least 10% battery state of charge.

17. Regenerative braking shall not adversely impact the vehicle’s service brake capability on varying road surfaces.

18. Vehicles shall comply with the requirements of 49 CFR 571.105.SS.2.1, or alternatively, 49 CFR 571.50 SS.2.2 for parking mechanisms.

19. The vehicle top speed shall not exceed 25 mph when tested in accordance with 49 CFR 571.500.

20. Vehicles shall be capable of completing the NEV America Handling Test NTP-004 Revision 1 and Rough Road Test NTP-005 Revision 1 including (1) driving through two (2) inches of standing water at a speed of 20 mph without damage and without battery to chassis leakage current exceeding 0.5 MA per UL Standard 2202, and (2) standing for extended periods in extreme temperatures without damage to or failure of the vehicle or its systems. Vehicles in the NEV America handling and road tests are required to comply with the requirements of this Vehicle Specification.

21. Suppliers shall provide a description of areas of non-compliance (if any) with the requirements of Section 6.5.

22. Concentrations of explosive gases in the battery box shall not be allowed to exceed 25% of the LEL (Lower Explosive Limit).

23. Suppliers shall provide a description of areas of non-compliance (if any) with the requirements of SAE J1718 on Battery Gas Evolution.

24. Maintenance requirements for the batteries shall be described and any associated cost(s) to the consumer/end user should be clearly defined.

25. Vehicles shall 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 (the distinction between low voltage and high voltage shall be described).

26. Vehicles shall be certifiable under current California Air Resources Board (CARB) regulations as vehicles that meet ZEV emission requirements and qualify for ZEV credits.

27. Suppliers shall provide the curb weight and rated payloads of their vehicles.

28. Suppliers shall provide axle weights for the vehicle as delivered, and at full rated payload.

29. Overcharging shall not be allowed and shall not exceed an average of at least 5%.

30. The Supplier shall offer a standard or an optional tire conforming to the following requirements:

31. Suppliers shall provide a description of areas of non-compliance (if any) with the requirements of SAE J1718 on Battery Gas Evolution.

32. Maintenance requirements for the batteries shall be described and any associated cost(s) to the consumer/end user should be clearly defined.

33. Vehicles shall 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 (the distinction between low voltage and high voltage shall be described).

34. Vehicles using HIGH VOLTAGE traction systems shall be equipped with a key operated “master” switch that shall interlock controller propulsion functions and battery contactor(s), if any, to render the propulsion system inoperative. Contactors used in conjunction with the master switch shall be capable of interrupting maximum rated controller/inverter current.

35. A manual service disconnect for vehicles using a HIGH VOLTAGE traction system shall also be required. It shall have the following characteristics:
   - Manual action is required to break the connection.
   - The disconnection is physically verifiable.
   - The disconnection does not create exposed conductors capable of becoming energized while exposed, and
   - The service disconnect is marked so as to be visible from outside the vehicle with the doors (if so equipped) open and is accessible without the use of tools.

36. The controller/inverter interlocks shall be present:
   - The controller shall not initially energize to move the vehicle with the direction selector in any position other than “PARK” or “NEUTRAL.”
   - The master switch key shall be removable only when the switch is in the “OFF” position, and
   - With a pre-existing accelerator input, the controller shall not energize such that the vehicle can move under its own power in this condition.

37. The vehicle shall be prevented from being driven with the master switch key turned on and the drive selector in the drive or reverse position while the vehicle’s charge cord is attached.

38. Electrically powered windshield wipers shall be provided as standard or optional equipment.

39. An electrically powered warning horn operable by the vehicle driver shall be provided as standard or optional equipment.

40. Vehicles shall be equipped with an on-board or off board battery charger capable of recharging the propulsion battery to a state of full charge from any possible state of discharge in less than 12 hours.

41. Mitigation plans shall be provided to show that the vehicle can operate with a fully charged battery in the event of a complete system failure.

42. The charger shall be fully automatic, determining that “end of charge” conditions are met and transitioning into a mode that maintains the propulsion battery at a full state of charge while not overcharging it, if continuously left on charge.

43. On-board and off-board chargers shall have the capability of accepting input voltages of 120V (Level 1), 208V or 240V (Level 2) single-phase 60 Hertz alternating current service, with a tolerance of ±10% of rated voltage.

44. On-board charger personnel protection systems, which may include ground fault circuit interrupters (GFCI), shall be in accordance with the provisions of UL Standards 2202.

45. Suppliers shall specify all optional equipment required to meet the requirements of this Vehicle Specification.

46. Vehicles shall be accompanied by non-proprietary manuals for parts, service, operation and maintenance, interconnection wiring diagrams and schematics.