



1998 Ford Ranger EV

VEHICLE SPECIFICATIONS

PURPOSE-BUILT VEHICLE Base Vehicle: 1998 Ford Ranger VIN: 1FTCR100XWSA00951 Seatbelt Positions: Three Standard Features: - AM/FM Stereo Radio - Tilt Steering Wheel - Cabin Heat - Dual Air Bags - Power Steering (Electro-Hydraulic) - Power Brakes - Four Wheel Disc Brakes - Four Wheel Anti-Lock Brakes - Regenerative Braking - Full-Bed Tonneau Cover - Aluminum Wheels - Low Rolling Resistance Tires Options As Tested - Air Conditioning - Battery Heater BATTERY Manufacturer: Delphi Type: VRLA Number of Modules: 39 Weight of Module: 19.3 kg Weight of Pack(s): 870.1 kg Pack Locations: Underbody Nominal Module Voltage: 8 V Nominal System Voltage: 312 V Nominal Capacity (C/2): 60 Ah	WEIGHTS Design Curb Weight: 4700 lbs Delivered Curb Weight: 4731 lbs Distribution F/R: 51/49% GVWR: 5400 lbs GAWR F/R: 2659/2808 lbs Payload: 700 lbs ¹ Performance Goal: 600 lbs DIMENSIONS Wheelbase: 111.6 inches Track F/R: 58.6/57.3 inches Length: 187.5 inches Width: 69.4 inches Height: 66.0 inches Ground Clearance: 5.2 inches at GVWR Performance Goal: 5.0 inches at GVWR CHARGER Location: On-board w/Off-Board PCS ² Type: Conductive Input Voltages: 187 to 264 VAC TIRES Tire Mfg: Uniroyal Tire Model: Tigerpaw AWP Radial Tire Size: P255/70R15 Tire Pressure F/R: 50/50 psi Spare Installed: No
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TEST NOTES: - Design payload value; value as tested was 669 lbs. - Required Power Control Station (PCS) is purchased separately and cannot be used with a GFCI protected circuit. - Testing was terminated upon illumination of the Power Limit telltale. - ICE Vehicle tested was a 1992 rear wheel drive with a 4.3 liter V-6 engine. - Vehicle completed 21 minutes 54 seconds from 100% SOC. - Charging time was extended due to high temperature conditions. - The vehicle's Battery Control Module failed during the Test Program and was replaced - One battery module failed during the Test Program and was replaced. - Vehicle was removed from the Test Program for three 24-hour repair periods. 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.

ACCELERATION 0-50 mph At 100% SOC: 11.6 sec At 50% SOC: 12.3 sec Max. Power: 87.4 kW Performance Goal: 13.5 sec at 50% SOC MAXIMUM SPEED @ 50% SOC At 1/4 Mile: 61.6 mph At 1 Mile: 74.5 mph Performance Goal: 70 mph in one mile CONSTANT SPEED RANGE @ 45 mph³ Range: 86.9 miles Energy Used: 20.63 kWh Average Power: 10.71 kW Efficiency: 237 Wh/mile Specific Energy: 23.7 Wh/kg CONSTANT SPEED RANGE @ 60 mph³ Range: 57.9 miles Energy Used: 20.60 kWh Average Power: 21.41 kW Efficiency: 356 Wh/mile Specific Energy: 23.7 Wh/kg DRIVING CYCLE RANGE³ Range per SAE J1634: 65.1 miles Energy Used: 21.96 kWh Average Power: 9.54 kW Efficiency: 337 Wh/mile Specific Energy: 25.2 Wh/kg Performance Goal: 60 miles BRAKING FROM 60 mph Controlled Dry: 162.8 feet Controlled Wet: 202.1 feet Panic Wet: 201.1 feet Course Deviation: 0.0 feet HANDLING Avg Time @ 90% SOC: 56.9 sec Avg Time @ 50% SOC: 56.8 sec Avg Time @ 20% SOC: 56.8 sec Avg S-10 ICE Time: 58.3 sec ⁴ GRADEABILITY (Calculated) Maximum Speed @ 3%: 68.3 mph Maximum Speed @ 6%: 58.1 mph Maximum Grade: 34.4% Time on 3% Grade: 10 min 48 sec^{3,5} Performance Goal: 15 Min from 50% SOC CHARGING EFFICIENCY Efficiency: 484 Wh-AC/mile Energy Cost @ 10 ¢/kWh: 4.84 ¢/mile CHARGER Max Charger Ground Current: <0.01 mA Max Battery Leakage Current: 0.02 MIU Max DC Charge Current: 13.69 Amps Max AC Charge Current: 20.92 Amps Pwr Factor @ Max Current: 0.989 THD(I) @ Max Current: 3.30% Peak Demand: 4.16 kW-AC Time to Recharge: 8 Hrs 51 min⁶ Performance Goal: 8 hours
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This vehicle meets the following EV America Minimum Requirements:

1. Vehicle has a payload of at least 400 pounds.
2. The OEM GVWR has not been increased.
3. The OEM GAWRs have not been increased.
4. Seating capacity is at least two (2) occupants.
5. A battery recycling plan has been submitted.
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 has certified the batteries and battery enclosures comply with SAE J1766 and 49 CFR 571.301.
11. Batteries comply with the requirements of SAE J1718 and NEC 625 for charging in enclosed spaces without vent fans.
12. The vehicle manufacturer has certified that 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 batteries to a state of full charge from any state of discharge in less than 12 hours.
14. The vehicle manufacturer has certified the charger is capable of accepting input voltages of 208V and 240V single phase 60 Hertz alternating current service, with a tolerance of 10% of rated voltage. Charger input current is compatible with the requirements for Level II chargers and complies with the requirements of SAE J1772. Personnel protection systems are in accordance with UL Proposed Standards 2231-1 and 2231-2.
15. The charger has a true power factor of .95 or greater and a harmonic distortion rated at < 20% (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 it, if continuously left on charge.
17. The vehicle does 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. The vehicle will be accompanied by non-proprietary manuals for parts, service, operation, maintenance, interconnection wiring diagrams and schematics.
19. The vehicle has a state of charge indicator for the main propulsion batteries.
20. Propulsion power is isolated from the vehicle chassis and battery leakage is less than 0.5 MIU under static conditions.
21. Charging circuits are isolated from the vehicle chassis such that ground current from the grounded chassis any time the vehicle is connected to a charger does not exceed 5 mA in accordance with UL Proposed Standards 2231-1 and 2231-2.
22. Replacement tires are commercially available to the end user.
23. The vehicle is interlocked such that:
 - The controller does not energize to move the vehicle with the gear selector in any position other than "Park" or "Neutral"
 - The start key is removable only when the "ignition key" is in the "Off" position, with the drive selector in "Park"
 - The controller does not initially energize or excite with a pre-existing accelerator input, such that the vehicle can be moved under its own power from this condition
24. The vehicle manufacturer has certified that the vehicle complies with the FCC requirements for unintentional emitted electromagnetic radiation, as identified in 47 CFR 15, Subpart B, "Unintentional Radiators."
25. The vehicle manufacturer has certified failure of a battery or battery pack has deemed to have occurred if the actual battery capacity is not at least 80% of the nominal ampere hour capacity.
26. This vehicle is equipped with an automatic disconnect and a manual service disconnect.
27. The charging system is compatible with the Personnel Protection requirements of SAE J1772.
28. Material Safety Data Sheets (MSDS) have been supplied for all on-board batteries.
29. 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.
30. The vehicle manufacturer has verified that the method(s) of charging the propulsion batteries and the charging algorithm have been reviewed and approved by the battery manufacturer.
31. The charger is capable of meeting the requirements of Section 625 of the National Electric Code (NEC).
32. The vehicle complies with the requirements of 49 CFR 571.301 for fuel fired heaters.
33. The vehicle has an on-board Battery Energy Management System (BMS).

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