

WHAT'S AMAZING ABOUT THE EV1 ISN'T WHAT WENT INTO IT.



No engine

No valves

No pistons

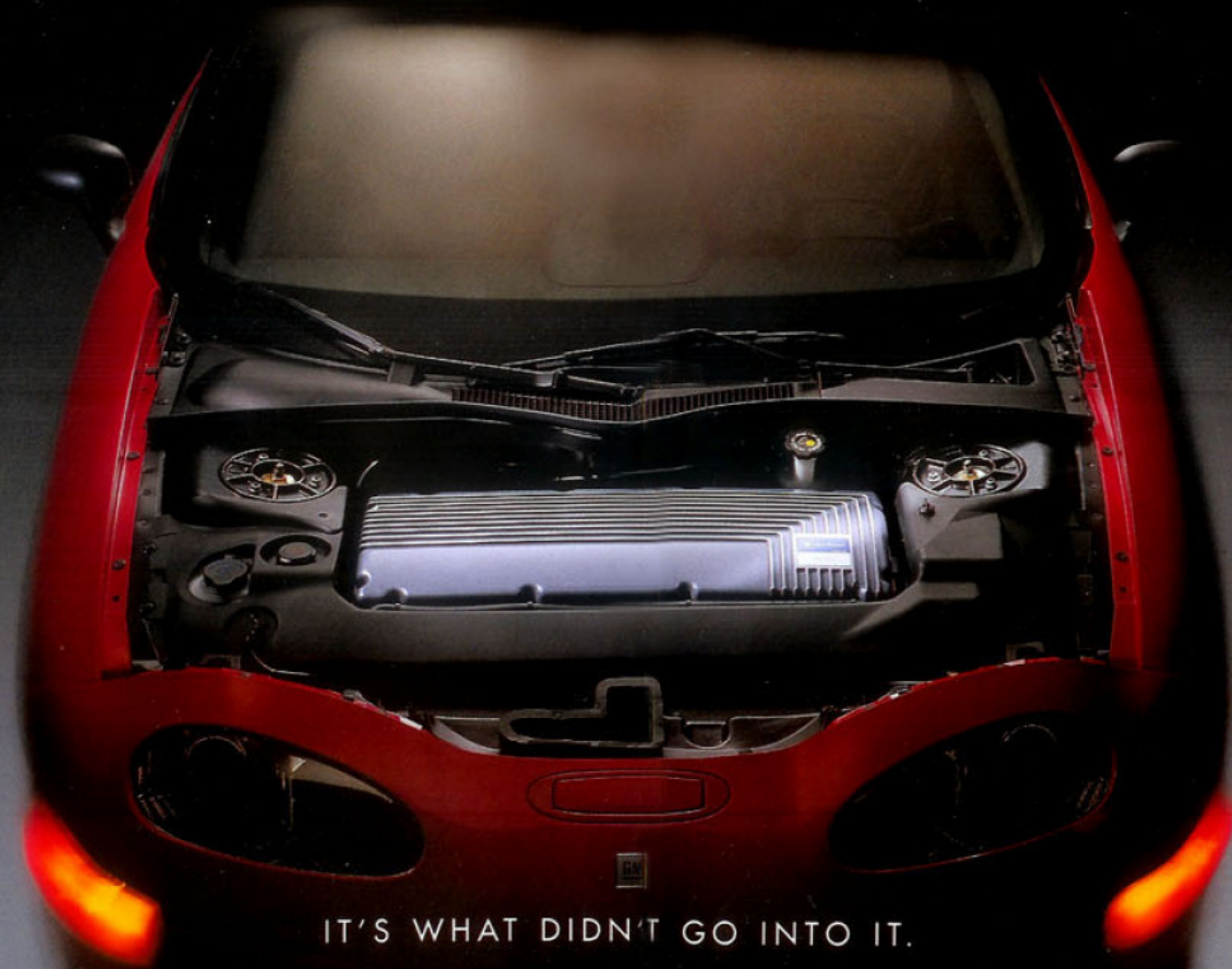
No spark plugs

No timing belts

No crankshaft

No transmission

No starter



IT'S WHAT DIDN'T GO INTO IT.

No tune-ups

No unleaded

No clutch

No exhaust

No muffler

No smog checks

No dipsticks

No oil changes

OKAY, THERE ARE A FEW THINGS INSIDE THAT ARE QUITE REMARKABLE.

PERFORMANCE

0-60 mph acceleration in less than 9 seconds

Top speed of 80 mph (electronically regulated)

EV1 prototype set land-speed record for electric cars at 183 mph

137-horsepower, alternating current induction motor revs to nearly 15,000 rpm

Smooth, shift-free, instantaneous throttle response

0.19 aerodynamic drag coefficient (25% lower than any other production car)

Estimated range using 85% of battery charge =
EPA city: 70 miles, highway: 90 miles

Charge time with 15% battery capacity remaining:
• approximately 3 hours using 220-volt/6.6-kW charger
• approximately 15 hours using trunk-mounted 110-volt/1.2-kW charger

312 volts from 26 maintenance-free Valve-Regulated Lead-Acid (VRLA) batteries

Regenerative braking system with "coast down" feature recovers kinetic energy to help recharge batteries

Short-long arm front/multi-link rear suspension uses aluminum and composite components to reduce weight

SPECIFICATIONS

Bodystyle	2-door/2-passenger coupe	
Powertrain configuration	Transverse mounted, front-wheel drive	
Length	169.7 in.	4,309 mm.
Width	69.5 in.	1,766 mm.
Height	50.5 in.	1,281 mm.
Wheelbase	98.9 in.	2,512 mm.
Frontal area	20.3 sq. ft.	1.89 sq. m.
Track (front)	57.9 in.	1,470 mm.
Track (rear)	49.0 in.	1,244 mm.
Passenger volume	50.4 cu. ft.	1.78 cu. m.
Trunk volume	9.7 cu. ft.	275 lt.
Curb weight	2,970 lbs.	1,350 kg.
Battery pack weight	1,175 lbs.	533 kg.



SPECIAL FEATURES

Dent/corrosion-resistant composite exterior body panels

Rigid, welded and bonded aluminum alloy spaceframe

"Heat pump" climate control system can be activated by timer to preheat or precool the passenger compartment while connected to charger

Inductively coupled charging system uses a separable isolation transformer to create a magnetic field that can charge the battery pack in any weather condition

Electro-hydraulic, variable-effort power steering system

Insulated Gate Bipolar Transistor (IGBT) power inverter manages enough electricity to power two 50,000-watt radio stations

Center-mounted fluorescent instrumentation places all information in driver's natural field of vision

STANDARD FEATURES

Driver and passenger front airbags

Anti-lock braking system (ABS)

Traction control

Self-sealing, puncture resistant 175/65R14 tires with check pressure system

"Squeeze cast" aluminum alloy wheels

AM/FM stereo with compact disc/cassette player and 4 speakers

Solar reflective/absorptive glass with Electriclear™ windshield defogger/deicer

Cruise control

Electronic keypad entry/vehicle-activation system

Power windows, door locks and outside mirrors

Reclining bucket seats with Scotchgard™ Fabric Protector

Daytime Running Lights (DRL)

EV1