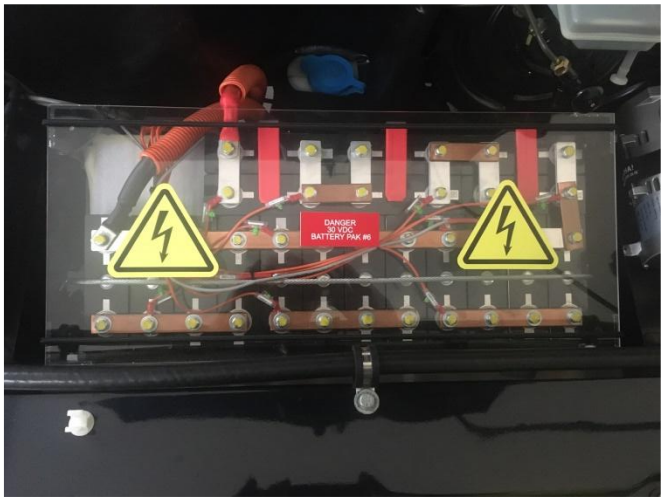
ELECTRIC VEHICLE - MGTF



• BATTERY TYPE:	LiFePo4 Cellar Battery, 90 off in parallel / series combination (2P/45S)
• BATTERY CAPACITY:	30 KwHr
• RANGE:	210 km (based on 2/3 Highway, 1/3 City driving)
• ENERGY CONSUMPTION:	14 KwHr / 100 kms
• SEATING CAPACITY:	Two people
• MOTOR:	AC Synchronous Reluctance Internal Permanent Magnet (SRIPM) with encoder FB
• MOTOR POWER:	88 Kw peak at 7500 rpm
• MOTOR TORQUE:	225 Nm
• TRANSMISSION:	Uses Third & Reverse gears only. No clutch. Automatic type operation Has 25% regenerative braking on no throttle and 45% on braking
• PERFORMANCE:	0 to 100 Kph in 11 seconds (25% better than original ICE) Quarter Standing Mile in 14 seconds.
• TOP SPEED:	150 Kph
• WEIGHT:	1240 kgs (only 100kgs heavier than original car)
• WEIGHT DISTRIBUTION:	41%/59% for Front to Rear Weight ratio. Ideal for mid-engine sports car
• CHARGING:	On board 3.3 Kw charger. Uses standard domestic power point
• CHARGING RATE:	About 20 km per hour (full charge in 9 hours)
• INSTRUMENTATION:	Touch Screen based display shows • Battery pack volts, amps and power. • Summary of average, highest and lowest cell voltages & cell temperatures • State of Charge (SOC) for battery pack using existing fuel gauge • Auxiliary 12 system voltage • Motor & Controller temperature • Battery isolation from chassis - Motor current using analog gauge (former Tachometer) - System “READY” green LED - “LOW VACUUM” warning red LED - “HEATER ON” warning orange LED
• COMFORT:	3600 Watt cooling capacity Air Conditioner 350 Watt Ceramic Heater with blower for demister 40 Watt Seat Warmers with High/Low selection
• CONVERSION TIME:	Project took 6 months to do with 4 man weeks of labour
• CONVERSION BY:	Bryan Drummond
• CAR OWNER:	Bryan Drummond
• CAR AGE:	18 years , Model Year 2004