

ELECTRIC VEHICLE PERFORMANCE CHARACTERIZATION SUMMARY



An EDISON INTERNATIONAL Company

ELECTRIC TRANSPORTATION DIVISION

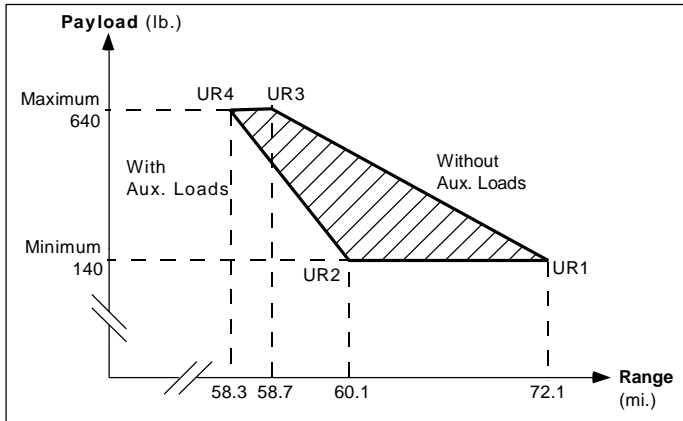
FORD RANGER EV

LEAD ACID BATTERIES

MARCH 1998

Urban Range

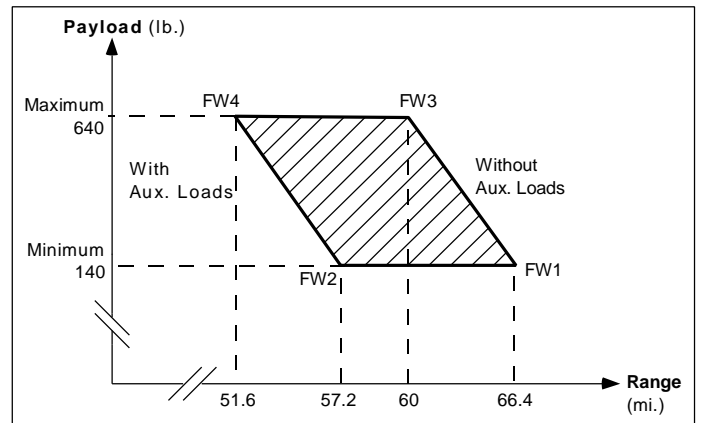
(On Urban Pomona Loop – see other side for map)



Test	UR1	UR2	UR3	UR4
Payload (lb.)	140	140	640	640
AC kWh Recharge	29.11	28.16	28.20	28.23
AC kWh/mi.	0.40	0.47	0.48	0.48
Range (mi.)	72.1	60.1	58.7	58.3
Avg. Ambient Temp.	79°F	61°F	69°F	64°F

Freeway Range

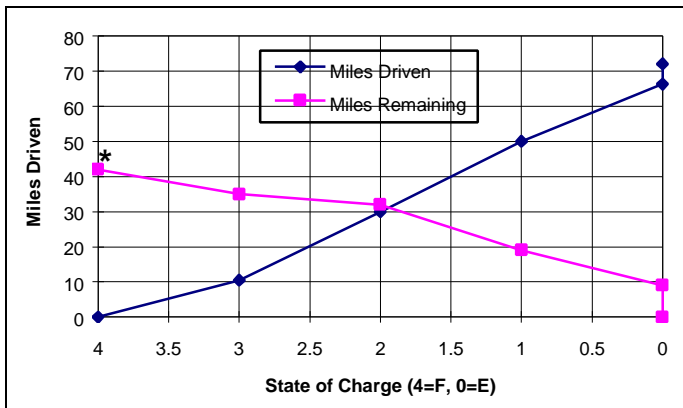
(On Freeway Pomona Loop – see other side for map)



Test	FW1	FW2	FW3	FW4
Payload (lb.)	140	140	960	960
AC kWh Recharge	26.31	26.24	25.97	25.62
AC kWh/mi.	0.40	0.46	0.43	0.50
Range (mi.)	66.4	57.2	60	51.6
Avg. Ambient Temp.	70°F	64°F	69°F	63°F

State of Charge Meter

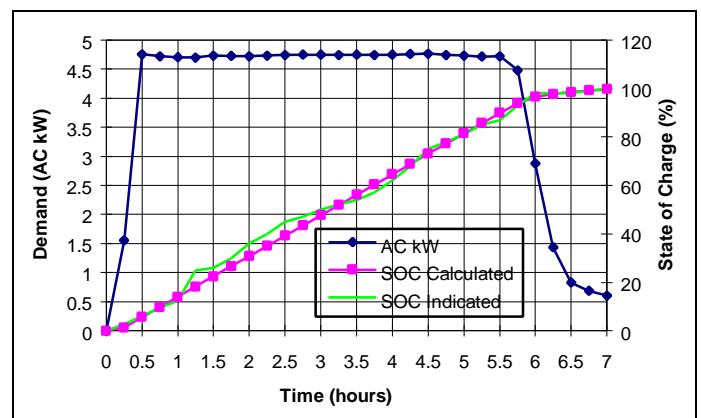
(Urban Range Test)



* Initial "Miles Remaining" depend on driving economy before recharge



Charger



MEASURED VALUE AT PEAK AC POWER	
Voltage	201.4 V
Current	24.22 A
Real Power	4.859 kW
Reactive Power	379.4 VAR
Apparent Power	4.876 kVA
Total Power Factor	1.00 PF
Displacement Power Factor	1.00 dPF
Voltage THD	0.4%
Current THD	2.6%