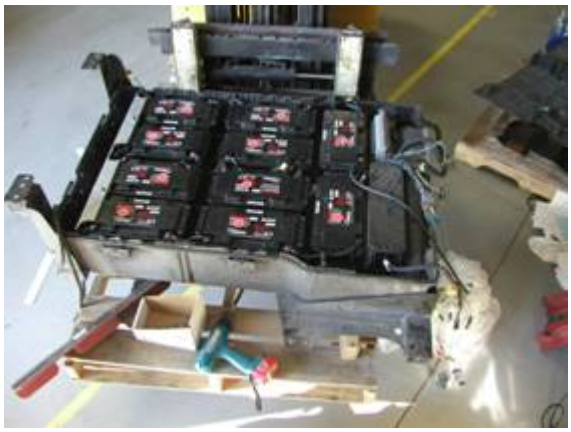
1997 GM S10 ELECTRIC BATTERY TYPE CONVERSION TO HAWKER G70EPS

This is a photo sequence of the conversion of a 1997 GM S10 from Panasonic Pba batteries (60 amp hours 46 pounds), to Hawker G70EP batteries (70 amp hours, 53.3 Pounds) Conversion done by Mark Sterner and Eric Luebben 3/04, approximately 80 hours. $4550 in batteries.



Bottom Layer of 10 (was 14)

Closed battery box. (top layer of 8 not shown, was 12)
View is of the front of the battery box.

Note two 5 inch ports on the top of the box, cables on left, fan on right.
Air will be pulled out of the box and blown across the
Bed located batteries.

Truck is suspended between two fork lifts then
Set on steel horses, then lifts removed.

Reinstalling battery. Once truck is on horses,
Battery can be removed from the left side. Once in this position, use of the fork truck side shift function is extensive to clear certain obstacles
such as rear axle and cooling ports.

Cab end of the bed prepared for cables and air.
Two ports in the battery box mate with these.

Water dam in place, battery rack in place,
Cables passing through.

Finished assembly with jumpers and extended sense lines from battery pack control module. One of the 6 thermo couples has been moved to measure the last battery in this group. Note only 9 inches of the bed is given up. Batteries will be enclosed with white ABS plastic sheets. Fan has been installed in the left bed port to
draw process air up from the batt box to help keep all of the batteries at the same temp. Air returns through the cable
port on the right. Since we had the most negative battery of the pack (#26) in the bed, we took the liberty of pulling a B+ cable to the bed for range extender experiments.
These cables attach to the hot side of the contactors so we can access the battery directly.

Maiden voyage.
Initial driving cycles are indicate 70 FIRM miles range, constant speed cruise ranges yet to be determined.

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