

EV ALBUM

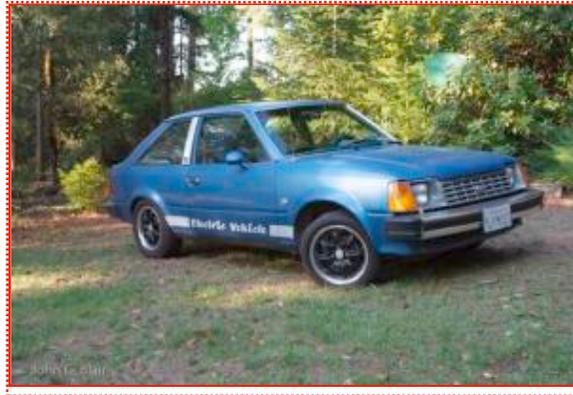
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John Blair's Ford Escort



Last Updated 06-25-2010

Owner	John Blair
Location	Occidental, California US map
Email	info@jgblairphoto.com
Vehicle	1982 Ford Escort Hatchback
<u>Motor</u>	<u>Advanced DC</u> 203-06-4001 Series Wound DC
Drivetrain	4 speed manual with clutch
<u>Controller</u>	<u>Curtis</u> PMC 1231C-7701
Batteries	16 US Battery U-2200, 6.00 Volt, Lead-Acid, Flooded Installed new 12/5/2004. 4 under the hood, 4 under the rear seat, 8 in the rear battery box. The two interior battery boxes are metal, sealed and vented. During charging, a fan vents the battery boxes.
System Voltage	96 Volts
Charger	K and W BC-20 At empty, it takes 12 hours to charge at 12 amps DC charge rate (18 amps AC 120 volts). In can use a 30 amp 120 volt plug for faster charging.
Heater	electric
<u>DC/DC Converter</u>	<u>Curtis</u> 1400E72/6-1201
Instrumentation	Curtis #900RB96-BN battery fuel gauge, amp meter, pack volt meter
Top Speed	70 MPH (112 KPH)
Acceleration	slower than stock, but plenty adequate



Range	25 Miles (40 Kilometers) 25-30 in hilly area with a maximum estimated range of 35-40 on the flat. Will operate best if kept at those limits or less. Realistic range depends on temperature, terrain, car maintenance, and driving habits.
EV Miles	Start: 39,229 Miles (63,119 Kilometers) Current: 44,161 Miles (71,055 Kilometers) Total: 4,932 Miles (7,935 Kilometers)
Seating Capacity	4 adults
Curb Weight	3,060 Pounds (1,390 Kilograms) 3146 GVWR. Numbers are from vehicle documentation
Tires	front - Cooper P215/60R15, 44 psi rear - P195/50R15, 35 psi
Conversion Time	unknown. Conversion was done by students in the University of Oregon Mechanical Engineering Dept in 1992. Gabe Alarcon was the former owner who updated the conversion beginning 11/19/04
Conversion Cost	approximately \$10,000 total for project car plus additions by former owner. I have \$ 8,226 into the car including purchase and updates I did.
Additional Features	Gast #MOA-V111-JH vacuum pump for the brakes, new master cylinder, new stuts, new rear brake shoes, new tires 8/2007 A log book and manuals for most of the components.
<p>Car runs well. It has a few rattles suitable for a car of it's age. It's fun to drive. The rear seat will come out and the deck folds flat just as the stock (before conversion) version. The conversion is very clean and the class did an excellent job with the battery boxes. The interior looks pretty close to stock. It is now listed for sale because I purchased a Toyota RAV4-EV. I live in a rural area and needed more range. Located in Northern California about 45 minutes from Santa Rosa.</p>	



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Electric 1957

Porsche 356

Electric Drive

Conversion -

Lithium Battery

90 mph 100 mile

range

web.me.com/mjrickard