

## **EV PERFORMANCE COMPARISON**

### **BASED ON TESTS BY INDEPENDENT LABORATORIES**

<b>(As reported to the U.S. Department of Energy by Southern California Edison)</b>					
MFGR	BATTERY	BRAND	TEST DATE	TEST WEIGHT (pound)	BEST RANGE (Miles per charge)
Ford	Lead Acid (GNB)*	Ranger	Mar 98	3,540	72.1
Chrysler	Lead Acid (ES)*	EPIC	June 97	5,295	60.8
GM	Lead Acid (DEL)*	S-10	Sept 97	4,390	42.7
GM	Lead Acid (DEL)*	EV-1	Sept 97	3,045	90.5
Honda	NiMH**(J)*	EV Plus	Sept 97	3,734	105.3
Toyota	NiMH**(J)*	RAV 4	Feb 98	3,630	93.0
<b>(As reported to GM by Cornell Aeronautical Laboratory, Inc., Report CAL No. VJ-2523-K-1 Feb/69)</b>					
EFP##	Lead Cobalt	MAR II	Feb 69 *#	4,650	146.8

\* GNB = GNB Inc. – ES = Electro-source -- DEL = Delphi (Delco) --  
J = Japanese source

## Electric Fuel Propulsion Inc.

\*\* Nickel Metal Hydride, approximately ten times as expensive as Lead Acid or Lead Cobalt, estimated to cost around \$30,000 for the Toyota RAV4. (Nickel is 10 to 15 times as expensive as Lead).

\*# This test was made 29 years earlier than the Latest test above. Significant improvement were made in the Lead-Cobalt Battery in the 1970's and 1980's.