



PHEVAMERICA

U.S. DEPARTMENT OF ENERGY ADVANCED VEHICLE TESTING ACTIVITY



Base Vehicle Description

Make: Renault
 Model: Kangoo Year: 2003
 VIN: JTDKB20U767508841
 Number of Passengers: 5
 Hybrid Configuration: Series

Kangoo Plug-In Hybrid

VEHICLE SPECIFICATIONS

Weights

Design Curb Weight: 3140 lbs
 Vehicle Test Weight: 3621 lbs
 GVWR: 4140 lbs
 GAWR F/R: 1960/2290
 Distribution: 49.1%/51.9%
 Payload: 519 lbs
 Performance Goal: 400 lbs

Electric Drive System

Battery Manufacturer: Saft
 Battery Type: Ni-Cd
 Number of Modules: 22
 Nominal Module Voltage: 6V
 Nominal System Voltage: 132V
 Nominal Pack Capacity: 25 kWh
 Measured Useable Capacity: 9.55 kWhrs

Engine

Output: 15 HP @ 5000 RPM
 Configuration: 2 Cylinder In-line
 Displacement: 0.5L
 Fuel Tank Capacity: 2.6 gal
 Fuel Types: Unleaded

Charge System:

Input Voltages: 190-240 VAC 50/60 Hz
 Required Breaker Currents: 15-Ampere
 Charger Power Output: 3.3 kW
 Charger Plug Type: Marechal
 Charger Efficiency⁶: .81

VEHICLE TEST RESULTS

Battery Only:

Acceleration 0-60 MPH
 Time: 57.8 seconds
Acceleration 1/4 Mile
 Time: 27.7 seconds
Acceleration 1 Mile
 Maximum Speed: 62.2 MPH

Energy Economy Full Electric

Cold Start Urban¹:
 AC kWh Consumed⁵: .268 kWh/mi
Urban²:
 AC kWh Consumed⁵: .268 kWh/mi
Highway³:
 AC kWh Consumed⁵: .155 kWh/mi

Battery & Generator:

Acceleration 0-60 MPH
 Time: 54.3 seconds
Acceleration 1/4 Mile
 Time: 28.3 seconds
Acceleration 1 Mile
 Maximum Speed: 65.0 MPH

Energy/Fuel Economy with

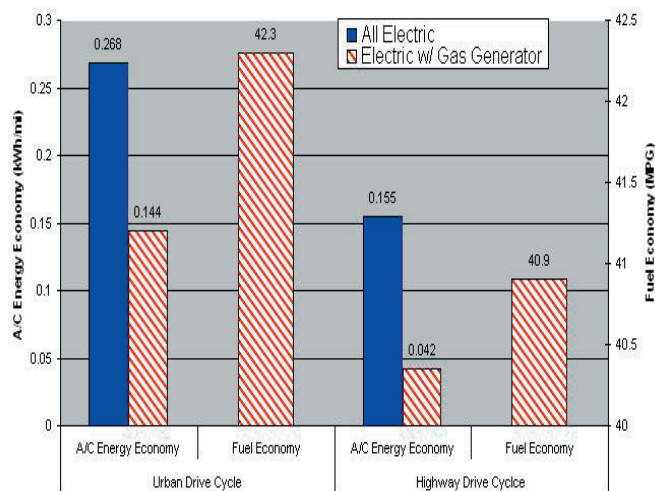
Gasoline Generator Assist²
Cold Start Urban¹:
 AC kWh Consumed⁴: .144 kWh/mi
 Power Blend⁵ (G/E): 49.4%/50.6%
 Fuel Economy: 42.3 MPG
Urban²:
 AC kWh Consumed⁴: .110 kWh/mi
 Power Blend⁵ (G/E): 62.1%/37.9%
 Fuel Economy: 39.4 MPG
Highway³:
 AC kWh Consumed⁴: .042 kWh/mi
 Power Blend⁵ (G/E): 73.6%/26.4%
 Fuel Economy: 40.9 MPG

Brake Test @ 60 MPH

Distance Required: 167.6 ft

Constant Speed Range

Test @ 45 MPH
 Range Achieved: 43.5 mi
 DC Energy : 9.55 kWh
 AC Energy: .271 kWh/mi



TEST NOTES:

1. Vehicle soaked at ambient temperature while off for a minimum of 12 hours prior to testing.
2. Tests were ran with on-board gasoline powered generator on while measuring generator output voltage and current.
3. Calculated average fuel economy value.
4. AC energy based on measured charger efficiency.
5. Power blend is the percent of energy delivered by the gasoline generator followed by the percent of energy delivered by the battery storage system.
6. Charger efficiency is based on measured AC energy input required to re-charge the batteries after a known DC energy output has been expended.

This vehicle meets all HEV America Minimum Requirements listed on back of this sheet
 Values in red indicate the Performance Goal was not met. All Power and Energy Values are DC unless otherwise specified.

This vehicle meets the following PHEV America minimum requirements:

- (1) Vehicles shall comply with Federal Motor Vehicle Safety Standards applicable on the date of manufacture and such compliance shall be certified by the manufacturer in accordance with 49 CFR 567. Suppliers shall provide a completed copy of Appendix A and Appendix B with their proposal, providing vehicle specifications and the method of compliance with each required section of 49 CFR 571. If certification includes exemption, the exemption number issued by the National Highway Transportation Safety Administration (NHTSA), the date of its publication in the Federal Register and the page number(s) of the Federal Register acknowledging issuance of the exemption shall be provided along with Appendix B. Exemptions for any reason other than non-applicability shall not be allowed.
- (2) Suppliers shall be certified under current California Air Resources Board (CARB) or Environmental Protection Agency (EPA) regulations.
- (3) Suppliers shall supply Material Safety Data Sheets (MSDS) for all unique hazardous materials the vehicle is equipped with, including RESS batteries or capacitors, and auxiliary batteries.
- (4) Suppliers shall provide recycling plans for batteries and other vehicle hazardous materials including how the plan has been implemented.
- (5) All vehicles shall comply with the FCC requirements for unintentional emitted electromagnetic radiation, as identified in 47 CFR 15, Subpart B, "Unintentional Radiators."
- (6) Vehicles shall have a minimum payload of at least 400 pounds.
- (7) For conversions, OEM GVWR shall not be increased. For conversion vehicles, Suppliers shall specify the OEMs gross vehicle weight rating (GVWR).
- (8) For conversions, OEM Gross Vehicle Axle Weight Ratings (GAWR) shall not be increased. Suppliers shall provide axle weights for the vehicle as delivered, and at full rated payload.
- (9) Tires shall be subject to the following requirements:
 - Tires provided with the vehicle shall be the standard tire offered by the HEV Supplier for the vehicle being proposed.
 - Tires shall correspond to the requirements of the placard installed in accordance with 49 CFR 571.109, 110, 119 and 120, as applicable.
 - Suppliers shall specify manufacturer, model and size of the standard tire.
 - Tires sizes and inflation pressures shall be in accordance with the requirements of the placard.
 - At no time shall the tire's inflation pressure exceed the maximum pressure imprinted upon that tire's sidewall.
 - The tire shall be operable across the entire operation/load range of that vehicle.
 - Replacement tires shall be commercially available to the end user in sufficient quantities to support the purchaser's needs.
 - Tires provided as original equipment by the HEV manufacturer shall not have warranty restrictions in excess of those of the tire's manufacturer, unless the Supplier is the sole warrantor for the tires.
 - If the vehicle may be equipped with more than one standard tire, this information shall be provided for each type/manufacturer of each standard tire.
- (10) Seating capacity shall be a minimum of 1 driver and 1 passenger. Suppliers shall specify seating capacity (available seat belt positions) for their vehicle. For conversion vehicles, if the vehicle's seating capacity is changed from that specified by the OEM on their FMVSS placard, the seat(s) being added or abandoned shall be modified as required by 49 CFR 571.207, et al, and a new FMVSS placard installed as required by 49 CFR 567, 568 or 571, as applicable.
- (11) For conversion vehicles, the OEM passenger space shall not be intruded upon by the Rechargeable Energy Storage System (RESS) or other conversion materials.
- (12) The vehicle shall have a parking mechanism.
- (13) The controller/inverter shall limit the minimum RESS battery discharge voltage to prevent degradation of battery life, and should limit the maximum regeneration voltage to prevent external gassing of the batteries.
- (14) Vehicles shall comply with the requirements of 49 CFR 571.105.S5.2.1, or alternatively, 49 CFR 571.105.S5.2.2 for parking mechanisms.
- (15) If different, customer available and battery available DOD ratings shall both be provided.
- (16) Batteries shall comply with the requirements of SAE J1718. Vehicles shall not auto-start the engine to charge the batteries while the vehicle is parked and the key switch is in the OFF position. RESS batteries shall meet the requirements of NEC 625-29© or (d) for charging in enclosed spaces without a vent fan. The vehicle shall be labeled as not requiring ventilation for charging (or have the appropriate classification label from a UL-recognized Testing Laboratory).
- (17) For vehicles with RESS system voltages of 48 volts and higher, batteries or capacitors and their enclosures shall be designed and constructed in a manner that complies with 49 CFR 571.305. For vehicles with RESS system voltages below 48VDC, batteries or capacitors, and their enclosures, shall be designed and constructed in accordance with the requirements of SAE J1766. Further, irrespective of RESS system voltage, batteries or capacitors, and electrolyte will not intrude into the passenger compartment during or following FMVSS frontal barrier, rear barrier and side impact collisions, and rollover requirements of 49 CFR 571.301. Suppliers shall provide verification of conformance to this requirement.
- (18) Concentrations of explosive gases in the battery box shall not be allowed to exceed 25% of the LEL (Lower Explosive Limit). Suppliers shall describe how battery boxes will be vented, to allow any battery gases to escape safely to atmosphere during and following normal or abnormal charging and operation of the vehicle. Battery gases shall not be allowed to enter the occupant compartment.
- (19) Batteries shall comply with the requirements of SAE J1718, and at a minimum shall meet the requirements of NEC 625-29© or (d) for charging in enclosed spaces without a vent fan.
- (20) If a Supplier provides a vehicle with parallel battery packs, the Supplier shall provide detailed information on the equipment and charging algorithms required to prevent the parallel strings from becoming unbalanced.
- (21) If a Supplier provides a vehicle with parallel battery packs, the Supplier shall provide detailed information on the equipment and charging algorithms required to prevent the parallel strings from becoming unbalanced.
- (22) Vehicle suppliers shall provide the battery warranty provided including the procedures for making a warranty claim to the end user.
- (23) If a Battery Management System (BMS) is provided, the Supplier shall provide a description of the BMS operation.
- (24) For vehicles using fuels other than gasoline, manufacturers shall indicate compliance with appropriate and applicable standards from SAE, NFPA, etc. [e.g., for vehicles using Compressed Natural Gas as fuel, manufacturers should indicate compliance with NFPA 52, "Compressed Natural Gas (CNG) Vehicular Fuel Systems Code," as well as 49 CFR 571.303 and 304.].
- (25) Rechargeable Energy Storage Systems (RESS) shall be battery, capacitor, or electromechanical flywheel technology-based as defined in SAE J1711.
- (26) Vehicles shall not contain exposed conductors, terminals, contact blocks or devices of any type that create the potential for personnel to be exposed to 60 volts or greater (the distinction between low-voltage and high voltage, as specified in SAE J1127, J1128, et al.). Access to any high voltage components shall require the removal of at least one bolt, screw, or latch. Devices considered to be high voltage components shall be clearly marked as HIGH VOLTAGE. These markings should be installed at any point the voltage can be accessed by the end user. Additionally, cable and wire marking shall consist of orange wire and/or orange sleeving as identified in SAE-J1127.
- (27) For propulsion power systems with voltages greater than or equal to 60VDC, the system shall be isolated from the vehicle chassis such that leakage current does not exceed 0.5 MIU. Charging circuits for RESS battery systems with voltages greater than or equal to 60VDC shall be isolated from the vehicle chassis such that ground current from the grounded chassis does not exceed 5 mA at any time the vehicle is connected to an off-board power supply.
- (28) The automatic disconnect for the RESS batteries shall be capable of interrupting maximum rated controller/inverter current. The Supplier shall describe the automatic disconnect provided for the main propulsion batteries.
- (29) The vehicle shall be prevented from being driven with the key turned on and the drive selector in the drive or reverse position while the vehicle's charge cord is attached. Additionally, the following interlocks shall be present:
 - The controller shall not initially energize to move the vehicle with the gear selector in any position other than "PARK" or "NEUTRAL;"
 - The start key shall be removable only when the "ignition switch" is in the "OFF" position, with the drive selector in "PARK;"
 - Vehicle capable of grid connection shall be prevented from being driven with the key turned on and the drive selector in the drive or reverse position while the vehicle's charge cord is attached.
- (30) The grid-connected charger shall be capable of recharging the RESS to a state of full charge from any possible state of discharge in less than 12 hours, at temperatures noted in Section 6.5, as applicable. The charger shall be fully automatic, determining when "end of charge" conditions are met and transitioning into a mode that maintains the main propulsion battery at a full state of charge while not overcharging it, if continuously left on charge.
- (31) The RESS charger shall be onboard the vehicle and shall use 120V or 208/240V single-phase 60-Hertz alternating current service, with an input voltage tolerance of $\pm 10\%$ of rated voltage. Input current for chargers operating at 120V shall be compatible with 15-ampere circuit breakers. Input current for chargers operating at 208V and 240V shall be compatible with 15-ampere circuit breakers. Charger personnel protection systems shall be in accordance with the applicable sections of UL2231-1 and 2231-2. Equipment external to the vehicle shall comply with NEC 625.
- (32) The RESS charger shall have a true power factor of .95 or greater and a harmonic distortion rated at $\leq 20\%$ (current at rated load).
- (33) Regardless of the charger type used, the charger shall conform to the requirements of UL Proposed Standard 2202.
- (34) The installation of options shall not relieve Suppliers of meeting other "shall" requirements.
- (35) Vehicles shall be accompanied by non-proprietary manuals for parts, service, operation and maintenance, interconnection wiring diagrams and schematics.

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