

AC PROPULSION HYBRID PRODUCT DATA

MODEL:	LONG RANGER I	LONG RANGER II
STATUS:	limited production	prototype only
OUTPUT POWER:	9.0 kW	17 kW
OUTPUT VOLTAGE:	240 to 390 volts	240 to 390 volts
MAX OUTPUT CURRENT:	27 amps	50 amps
DIMENSIONS:	35"L 40"W 29"H	35"L 40"W 29"H
TOTAL TRAILER WEIGHT:	355 lb	250 lb
FUEL TYPE:	unleaded gasoline	premium unleaded gasoline
FUEL CAPACITY:	5.0 gal.	5.0 gal.
ENGINE TYPE:	Briggs & Stratton 480cc V twin, pushrod, 2 valves per cylinder, air cooled	Kawasaki 250cc, Inline twin , DOHC, 4 valves per cylinder, water cooled.
OPERATING RPM:	3600	9000
DRIVE TYPE:	multi rib belt	direct
ALTERNATOR:	3 phase, 4 pole, with with slip ring excitation. 80 Hz output	3 phase, 6 pole, doubly excited (brushless) rotor. 450 Hz output
CONTROLS:	mech governor, electronic voltage and current reg. for automatic batt charging. remote start / stop.	electronic servo governor voltage and current reg. for automatic batt charging. remote start / stop.
SPECIFIC FUEL CONSUMPTION:	0.145 gal./kWh	.140 gal/kWh
MAX SUSTAINABLE CRUISING SPEED WITH ACP CRX	55 to 60 mph	75 to 80 mph
HWY. FUEL ECONOMY WITH ACP CRX @ 55 mph	42 mpg	44 mpg

Long Ranger II Used for 2 Unsupported Round Trips

From Los Angeles to Washington, D. C. In 1995

Driver and passenger only - without follow vehicles

3 1/2 days Los Angeles to Washington, D.C.

Typical Speeds 65-70 mph

32.5 average mpg in hybrid mode.

Electric mode used in cities & national parks