## Formula Hybrid Design Spec. Sheet

2018

Submit this sheet with your design report. This information will be reviewed by the design judges and may be referred to during the design event.

-Please do not modify the format of this sheet. Consistent formatting will help keep the judges happy!

Car No.	214
School	Rensselaer Polytechnic Institute
Team Name	Rensselaer Formula Hybrid

Dimensions	Front	Rear
Overall Length, Width, Height	115 x 55.4 x 42.5" (2.93 x 1.41 x 1.08m)	
Wheelbase	66.4"	
Track	49.4"	46.0"
Weight (empty)	126 kg	134 kg
Weight with 150lb driver	203 kg	207 kg

Suspension Parameters	Front	Rear
Suspension Type	Double wishbone/Pushrod	Double wishbone/Pushrod
Tire Size and Compound Type	20.5 x 7.0 x 13 - R25B	20.5 x 7.0 x 13 - R25B
Wheels	BBS E14-4 (Cast Magnesium/Aluminum)	BBS E14-4 (Cast Magnesium/Aluminum)
Design ride height (chassis to ground)	2.125"	2.125"
Center of Gravity Design Height	8"	
Suspension design travel	1" Compression, 1" Rebound	1" Compression, 1" Rebound
Static Toe and adjustment method	-0.51	0.35°/Adjustable Tie Rod
Static camber and adjustment method	4.00°/Adjustable upper a-arm	2.25°/Shims
Front Caster and adjustment method	3.43°/ N/A	
Static Akermann and adjustment method	88.64%/ N/A	
Anti dive / Anti Squat	NA	NA
Roll center position static	1.36" above ground	1.42" above ground
Steer location, Gear ratio, Steer Arm Length	Front-Steer, 1 rev per 4.75", 13.59"	•

Mechanical Brake System / Hub & Axle	Front	Rear
Brake Rotors	9.55" 4130 Alloy Steel	8.60" 4130 Alloy Steel
Master Cylinder	Wilwood 260-12384	
Calipers	Wilwood GP200	Wilwood GP200
Hub Bearings	N/A	Timken 13889-13830 Tapered Roller
Upright Assembly	CNC Milled Aluminum 7075	CNC Milled Aluminum 6061
Axle type, size, and material	N/A	Steel Rzeppa CV Joints, Steel Drive-Shafts

Regenerative Braking	Front	Rear
Туре	Electric	Electric

Ergonomics	
Driver Size Adjustments	Swappable seat Insert
Seat (materials, padding)	Nomex covered XPS foam
Driver Visibility (angle of side view, mirrors?)	230 deg

Frame	
Frame Construction	Spaceframe
Material	4130 Alloy Steel
Joining method and material	Welded
Bare frame weight with brackets and paint	39.2 kg
Crush zone material	Aluminum honeycomb
Crush zone length	9"
Crush zone energy capacity	Approx. 145000 lb ft.

I.C. Engine	
Fuel type	N/A, electric vehicle
Manufacturer / Model	N/A, electric vehicle
No. of Cylinders	N/A, electric vehicle
Bore	N/A, electric vehicle
Stroke	N/A, electric vehicle
Displacement	N/A, electric vehicle
Muffler	N/A, electric vehicle
Max. rated power (kW @ RPM)	N/A, electric vehicle
Max. rated torque (N·m @ RPM)	N/A, electric vehicle
<del></del>	
Compression ratio	N/A, electric vehicle
Induction	N/A, electric vehicle
Throttle Body / Mechanism	N/A, electric vehicle
Fuel System (mfgr. and type)	N/A, electric vehicle
Other significant modifications	N/A, electric vehicle

Accumulator / Batteries	
Туре	Lithium-ion
Manufacturer	Samsung
Model No.	INR18650-30Q
Capacity (Nameplate Rating)	3 Ah
Nominal Voltage & Operating Range	3.6V // 2.5V-4.2V
Quantity (Number of Cells)	440
Total battery voltage	79.2 VDC nom.
Total capacity (Wh)	3.8016 kWh
Protection / Fuses	200A Master // 100A to Each Motor
Protection / Relays	2x Kilovaq EV200 Contactors

Accommission / Capacitors Type N/A Warufacturer N/A Normal Voltage N/A Quantify (logs) experting fampe		
Type		
Type	Accumulator / Canacitors	
MACACTURE   NA		Ν/Δ
Type (Capacitance N/A Nominal Voltage & Operating Range N/A Nominal Voltage & Operating Range N/A Quantity (Number of Cells) N/A Quantity (Wamber of Cells) N/A Quantity (Wamber of Cells) N/A Potection / Flass N/A N/A N/A Potection / Flass N/A		
Cispactance N/A Normal Voltage & Operating Range N/A Name Voltage N/A Normal Voltage Normal Voltage N/A Normal Voltage Normal		
Nominal Voltage & Operating Range		
Rated Voltage   N/A   Total capactor voltage   N/A   Total capactor voltage   N/A   Total capactor voltage   N/A   Protection / Felleys   N/A   Protection / Fell		
Quantity (Number of Cells)		
Total capasitor voltage	Rated Voltage	
Total capacity (MP) Protection / Relays N/A  Protection / Relays N/A    Note		
Protection / Fuses   N/A   Protection / Relays   N/A   Pro		
Protection / Relays  Prive Motor(s)  Manufacturer NewMotors  Type Bushless DC Outrumer  Subshless DC Outrumer  Wash. rated torque (N. m. & PORN)  43 km *4000 RPM / 22 8057*1000 / RP / 27 80738*100  Mas. rated torque (N. m. & PORN)  43 km *4000 RPM / 23 km *4000 RPM  Mas. rated torque (N. m. & PORN)  43 km *4000 RPM / 23 km *4000 RPM  Mas. rated torque (N. m. & PORN)  43 km *4000 RPM / 7.29km & 4000 RPM  Mas. rated torque (N. m. & PORN)  Motor Controller(s)  Motor Controller(s)  Motor Motor Relays  Motor Controller(s)  Model Number  Relays  Model Number  Relay  Model Number  Relays  Relay	Total capacity ( Wh)	
Maximum voltage in 120 V Maximum voltage in 120 V Maximum current in 200A Maximum voltage in 120 V Maximum voltage	Protection / Fuses	N/A
Marufacturer   NeuMotors   Brushless DC Outrunner   Model Number   2x 8057-1007 / 2x 8038-100   Model Number   2x 8057-1007 / 2x 8038-100   Model Number   45 km #4000 RPM / 3058-100   Model Number   45 km #4000 RPM / 3058-100   Model Number   45 km #4000 RPM / 3058-100   Model Number   45 km #4000 RPM / 29 km #4000 RPM   Model Number   562.5A / 375A   Standard difficiency range   562.5A / 375A   90%   Model Number   Seasonated difficiency range   90%   Model Number   Seasonated difficiency range   80.00 / 70.00   Model Number   Seasonated difficiency range   70.00   Model Number   70.00   M	Protection / Relays	N/A
Marufacturer   NeuMotors   Brushless DC Outrunner   Model Number   2x 8057-1007 / 2x 8038-100   Model Number   2x 8057-1007 / 2x 8038-100   Model Number   45 km #4000 RPM / 3058-100   Model Number   45 km #4000 RPM / 3058-100   Model Number   45 km #4000 RPM / 3058-100   Model Number   45 km #4000 RPM / 29 km #4000 RPM   Model Number   562.5A / 375A   Standard difficiency range   562.5A / 375A   90%   Model Number   Seasonated difficiency range   90%   Model Number   Seasonated difficiency range   80.00 / 70.00   Model Number   Seasonated difficiency range   70.00   Model Number   70.00   M	,	
Manufacturer   NeuMotors   Brushless DC Outrunner   Model Number   2x 8057-1007 / 2x 8038-100   Model Number   2x 8057-1007 / 2x 8038-100   Model Number   45 kW #4000 RPM   30 kW #4000 RPM   45 kW #4000 RPM   4		
Manufacturer   NeuMotors   Brushless DC Gutrunner   Model Number   2x 8057-1001 / 2x 8038-100   Model Number   2x 8057-1001 / 2x 8038-100   Model Number   45 km #4000 RPM   30 km #4000 RPM   45 km #4000 RPM   4	Drive Motor(s)	
Type		NeuMotors
Model Number         2x 6557-1007 / 2x 8038-100           Max. rated torque (N+m € RPM)         4 5 kW € 4000 RPM / 30kW € 4000 RPM           Max. rated torque (N+m € RPM)         43 km € 4000 RPM / 29km € 4000 RPM           Maximum votage         BOV / 72 xV           Maximum current         562,5A // 375A           Statinated efficiency range         90%           Motor Controller(s)         800 // 72 x 803 x 100           Mauritacturer         Kelly           Model Number         Kell 6201           Maximum votage out         120 V           Stall controller(s)         200A           Stall controller (s)         200A           Stall controller (s)         200A           Maximum votage out         120 V           Maximum votage         99%           Professional of Fine Controller (s)         200A           Stall contro		
Max. rated power (KW & PRM)  4 S NM Ø4000 RPM // 30KW Ø 40000 RPM Maximum voltage  80V // 72V  Maximum voltage  80V // 72V  Model Number  Model Number  Kelly Model Number  Kelly Model Number  Model Number  Maximum voltage in  120 V  Maximum involtage in  120 V  Maximum involtage in  120 V  Maximum involtage in  120 V  Mote involtage		
Max rated torque (N-m & RPM)   43 Nm @4000 RPM // 29Nm @ 4000 RPM Asximum outrent   562.5A // 375A   552.5A // 375A   572.5A // 375A   572.5A // 375A   572.5A		
Maximum voltage  Maximum current  S62.5A // 375A  Sitinated efficiency range  Motor Controller(s)  Maximum voltage in  120 V  Maximum voltage in  120 V  Maximum voltage out  Maximum current in  200A  Maximum current out  Sitinated efficiency range  Pryse  Orbetrain  Type  Electric AWD  Architecture  Four-Wheel independent, in-Line  Voltage Converter 1  Type (DC/DC, inverter, or rectifier; undirectional or bidire DC/DC Undirectional, isolated input source (bus, accumulator, generator, etc.)  Maximum output voltage  Maximum input voltage  15.1 V  Maximum output voltage  Maximum input current  S3.3 A  Sistinated efficiency range  Voltage Converter 2  Type (DC/DC, inverter, or rectifier; undirectional or bidire DC/DC Undirectional, isolated input source (bus, accumulator, generator, etc.)  Maximum input voltage  15.1 V  Maximum output voltage  15.1 V  Maximum output current  S3.3 A  Sistinated efficiency range  Voltage Converter 2  Type (DC/DC, inverter, or rectifier; undirectional or bidire DC/DC Undirectional, isolated input source (bus, accumulator, generator, etc.)  Woltage Converter 2  Type (DC/DC, inverter, or rectifier; undirectional or bidire DC/DC Undirectional, isolated input source (bus, accumulator, generator, etc.)  HV Bus  Voltage Converter 2  Type (DC/DC, inverter, or rectifier; undirectional or bidire DC/DC Undirectional, isolated input source (bus, accumulator, generator, etc.)  HV Bus  Output load (bus, accumulator, generator, etc.)  HV Bus  Output load (bus, accumulator, generator, etc.)  NAA  Maximum output voltage  NAA  NAA  NAA  NAA  NAA		
Maximum current  582.5A // 375A  Stimated efficiency range  90%  Motor Controller(s)  Manufacturer  Kelly  Maximum voltage out  120 V  Maximum current in  200A  Maximum current in  200A  Maximum current in  200A  Maximum current out  Estimated efficiency range  99%  Divertion  Type  Bectric AWD  Architecture  Four-Wheel Independent, In-Line  Voltage Converter 1  Type (CC/DC, Inverter, or rectifier; undirectional or bidire  Input source (bus, accumulator, generator, etc.)  Output load (bus, accumulator, generator, etc.)  Maximum output voltage  154 V  Maximum output voltage  154 V  Maximum output current  33.3 A  Sestimated efficiency range  155 V  Voltage Converter 2  Type (DC/DC, Inverter, or rectifier; undirectional or bidire  DC/DC Unidirectional, Isolated  Woltage Converter 3  Type (DC/DC, Inverter, or generator, etc.)  Woltage Converter 3  Type (DC/DC, Inverter, or rectifier; undirectional or bidire  DC/DC Unidirectional, Isolated  Woltage Converter 3  Type (DC/DC, Inverter, or generator, etc.)  Woltage Converter 2  Type (DC/DC, Inverter, or generator, etc.)  Woltage Converter 3  Type (DC/DC, Inverter, or rectifier; undirectional or bidire  DC/DC Unidirectional, Isolated  Mr/D Unidirec		
Motor Controller(s)   Motor Controller(s)   Model Number   K81,95201   Maximum voltage in   120 V   Maximum voltage in   120 V   Maximum voltage out   120 V   Maximum voltage out   120 V   Maximum current in   200A		
Model Number  Model Number  Kelly  Maximum voltage in  120 V  Maximum current in  200A  Maximum current out  Estimated efficiency range  99%  Drivetrain  Type  Architecture  Four-Wheel independent, in-Line  Voltage Converter 1  Type (CD/C), Inverter, or rectifier; unidirectional or bidire DC/DC Unidirectional, Isolated injust source (bis, accumulator, generator, etc.)  Maximum output voltage  Maximum injust voltage  15.1 V  Maximum injust voltage  Maximum injust ucurrent  5.2 A  Maximum injust ucurrent  5.2 A  Maximum injust ucurrent  5.3 A  Sestimated efficiency range  183% - 86.2%  Voltage Converter 2  Type (DC/DC, Inverter, or rectifier; unidirectional or bidire DC/DC Unidirectional, Isolated injust source (bis, accumulator, generator, etc.)  Why bus  Maximum injust voltage  16.1 V  Maximum output current  5.2 A  Maximum output current  5.3 A  Sestimated efficiency range  185% - 86.2%  Voltage Converter 2  Type (DC/DC, Inverter, or rectifier; unidirectional or bidire DC/DC Unidirectional, Isolated injust source (bis, accumulator, generator, etc.)  None  Type (DC/DC, Inverter, or rectifier, unidirectional or bidire DC/DC Unidirectional, Isolated injust source (bis, accumulator, generator, etc.)  None  Type (DC/DC, Inverter, or rectifier, unidirectional or bidire DC/DC Unidirectional, Isolated injust source (bis, accumulator, generator, etc.)  None  Type (DC/DC, Inverter, or rectifier, unidirectional or bidire DC/DC Unidirectional, Isolated injust source (bis accumulator, generator, etc.)  None  Type (DC/DC, Inverter, or rectifier, unidirectional or bidire DC/DC Unidirectional, Isolated injust source Unit Subject Subj		
Model Number   Kelly   Maximum voltage in   120 V   Maximum current in   200A   Maximum current out   200A   Maximum current   200A   Maximum current   200A   Maximum current   200A   Maximum current   200A   Maximum output voltage   154 V   Maximum output current   32 A   Maximum output current   32 A   Maximum output current   33.3 A   Maximum output current   35.4 V   Maximum output	Estimated efficiency range	90%
Model Number   Kelly   Maximum voltage in   120 V   Maximum current in   200A   Maximum current out   200A   Maximum current   200A   Maximum current   200A   Maximum current   200A   Maximum current   200A   Maximum output voltage   154 V   Maximum output current   32 A   Maximum output current   32 A   Maximum output current   33.3 A   Maximum output current   35.4 V   Maximum output		
Manufacturer  Model Number  Maximum voltage in  120 V  Maximum current in  200A  Maximum current out  Estimated efficiency range  99%  Divertin  Type  Architecture  Pour-Wheel Independent, in-Line  Voltage Converter 1  Type (CD/CC, Inverter, or rectifier; unidirectional or bidire DC/DC Unidirectional, Isolated input source (fus, accumulator, generator, etc.)  Maximum input voltage  Maximum output current  33 3 A  Estimated efficiency range  15 1 V  Maximum input voltage  Maximum output current  33 3 A  Estimated efficiency range  16 1 V  Maximum output current  33 3 A  Estimated efficiency range  17 4 V  Maximum output current  34 5 S A  Maximum output current  35 5 A  Maximum output voltage  17 6 V  Maximum output voltage  17 6 V  Maximum output voltage  17 6 V  Maximum output current  35 7 A  Maximum output voltage  17 8 V  Maximum output voltage  17 8 V  Maximum output voltage  18 7 V  Maximum output current  18 S P A  Maximum output current  18 S P A  Maximum output voltage  17 V  Maximum output voltage  17 V  Maximum output voltage  17 V  Maximum output current  18 S P A  Maximum output current  19 S P A  Maximum output current  19 S P A  Maximum output current  10 S P A	Motor Controller(s)	
Maximum voltage in 120 V Maximum voltage out 120 V Maximum current in 200A Maximum current out 200A Maximum output out 00A Maximum output out 00A Maximum output out 00A Maximum input voltage 154 V Maximum input voltage 154 V Maximum output voltage 154 V Maximum input voltage 158 Maximum input voltage 176 V Maximum input voltage 176 V Maximum input voltage 177 Maximum input voltage 178 V Maximum input voltage 179 V Maximum input voltage 183 Maximum in		Kelly
Maximum voltage in 120 V Maximum current in 200A Maximum current in 200A Maximum current out 200A  Estimated efficiency range 99%  Drivetrain Type Electric AWD Architecture Four-Wheel Independent, in-Line  Voltage Converter 1 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Asximum input voltage 16.1 V Maximum output voltage 16.1 V Maximum output current 33.3 A Estimated efficiency range 85% - 86.2%  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire input source (bus, accumulator, generator, etc.) Urbut load (bus, accumulator, generator, etc.) Asximum input voltage 15.4 V Maximum output current 33.3 A Estimated efficiency range 85% - 86.2%  Voltage Converte 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire input source (bus, accumulator, generator, etc.) Urbut load (bus, accumulator, generator, etc.) ISAL Maximum untput voltage 172 V Maximum input voltage 173 V Maximum input voltage 174 V Maximum input voltage 175 V Maximum input current 175 S mA Maximum untput voltage 175 V Maximum input current 175 S mA Maximum input current 175		
Maximum current in 200A Maximum current out 200A  Privetrain 200A  Maximum current out 200A  Maximum current out 200A  Maximum current out 200A  Maximum current 000 Maximum input voltage 154 V Maximum input voltage 156.1 V Maximum output current 33.3 A  Maximum output current 35.6 A  Maximum output out		
Maximum current out Estimated efficiency range 99%  Privetrain Type Electric AWD Architecture Four-Wheel Independent, in-Line  Voltage Converter 1 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus source (bus, accumulator, generator, etc.) Utput load (bus, accumulator, generator, etc.) HV Bus Maximum output voltage 154 V Maximum output voltage 154 V Maximum output current 15.2 A Maximum output current 15.2 A Maximum output current 15.3.3.3 A Estimated efficiency range 15.5 W Bus Maximum input voltage 15.6 V Bus Maximum input current 15.7 A Maximum input voltage 15.7 V Maximum input voltage 15.8 Sys - 86.2%  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator, generator, etc.) Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator, generator, etc.) Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator, generator, etc.) Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator, generator, etc.) Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator) Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator) Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plus to source (bus, accumulator) Type (DC/DC, Inverter, or rectifier; unidirectional or bidirectional, Isolated Inverter (bus to source (bus accumulator) Type (DC/DC, Unidirectional, Isolated Inverter (bus to source (bus accumulator) Type (DC/DC, Unidirectional, Isolated Inverter (bus accumulator) Type (DC/DC, Unidirectional, Iso		
Maximum current out  Estimated efficiency range  Maximum input voltage  Voltage Converter 1 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire input source (bus, accumulator, generator, etc.)  Maximum input voltage  Maximum input voltage  Maximum input voltage  Maximum output current  Sour Bourse (bus, accumulator, generator, etc.)  Maximum output voltage  Maximum output voltage  Maximum input voltage  Maximum input surrent  Source (bus, accumulator, generator, etc.)  Maximum input current  Source (bus, accumulator, generator, etc.)  Maximum input current  Source (bus, accumulator, generator, etc.)  Maximum input current  Source (bus, accumulator, generator, etc.)  Maximum input voltage  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input voltage  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input voltage  Moximum input current  Source (bus, accumulator, generator, etc.)  Moximum input voltage  Mox		
Stimated efficiency range   99%		
Drivetrain Type Electric AWD Architecture Four-Wheel Independent, In-Line  Voltage Converter 1 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire   DC/DC Unidirectional, Isolated   Input source (bus, accumulator, generator, etc.)   HV Bus   Output load (bus, accumulator, generator, etc.)   GL V Bus   Maximum input voltage   15.4 V   Maximum output voltage   16.1 V   Maximum output current   5.2 A   Maximum output current   5.2 A   Maximum output current   85% - 86.2%   Setimated efficiency range   85% - 86.2%    Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire   DC/DC Unidirectional, Isolated   Input source (bus, accumulator, generator, etc.)   HV Bus   Output load (bus, accumulator, generator, etc.)   HV Bus   Maximum output voltage   12 V   Maximum input voltage   12 V   Maximum input voltage   12 V   Maximum input uvoltage   12 V   Maximum input current   655 mA   Maximum output current   656 mA   Estimated efficiency range   33% - 85%    On-board Charger (if applicable)   Max. Voltage   N/A   Max Current   N/A    Instrumentation   Driver displays   None   Telemetry   Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature   Proprietary telemetry and drive control computation system   Fuel level/consumption/efficiency/state of charge    Aerodynamics (if applicable)   VD:2.4, carbon fiber skin and XPS and PVC foam core, 2 lbs   Rear Wing (lift/drag coef, material, weight)   VD:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs   Undertray (downforce/speed)   140 lbs at 60mph   Wing mounting   Front: aluminum brackets   Rear: Aluminum Brackets    Additional Information   Carbon fiber nose cone and carbon fiber side panels		
Electric AWD	Estimated efficiency range	199%
Electric AWD		
Architecture   Four-Wheel Independent, in-Line    Voltage Converter 1   Type (DC/Dc, Inverter, or rectifier; unidirectional or bidire plus source (bus, accumulator, generator, etc.)   HV Bus    Output load (bus, accumulator, generator, etc.)   GLV Bus    Maximum input voltage   15.4 V    Maximum input current   52.2 A    Maximum output unit current   33.3 A    Estimated efficiency range   85% - 86.2%    Voltage Converter 2   Type (DC/Dc, Inverter, or rectifier; unidirectional or bidire input source (bus, accumulator, generator, etc.)   TSAL    Maximum output voltage   HV Bus    Output load (bus, accumulator, generator, etc.)   TSAL    Maximum output voltage   176 V    Maximum output voltage   12 V    Maximum output voltage   12 V    Maximum output current   55 mA    Maximum output current   55 mA    Maximum output current   58 mA    Maximum output current   58 mA    Maximum output current   58 mA    Maximum output rournent   58 mA    Maximum output rournent   58 mA    Maximum output foliage   N/A    Max. Voltage   N/A    Max. Voltage   N/A    Max. Voltage   N/A    Max Current   N/A    Instrumentation   None    Telemetry   Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature    On-board computer   Proprietary telemetry and drive control computation system    Fluel level/consumption/efficiency/state of charge   State-of-Charge from AMS, Efficiency from Drive Control board    Aerodynamics (if applicable)		
Voltage Converter 1 Type (DC/DC, inverter, or rectifier; unidirectional or bidire input source (bus, accumulator, generator, etc.) Untput load (bus, accumulator, generator, etc.) Untput load (bus, accumulator, generator, etc.) Maximum input voltage 154 V Maximum output voltage 156.1 V Maximum output current 5.2 A Maximum output current 6.5 W- 86.2%  Voltage Converter 2 Type (DC/DC, inverter, or rectifier; unidirectional or bidire input source (bus, accumulator, generator, etc.) Maximum input voltage 176 V Maximum input voltage 176 V Maximum output voltage 176 V Maximum output voltage 176 V Maximum output current 55 mA Maximum input current 55 mA Maximum output current 665 mA Estimated efficiency range 83% - 85%  On-board Charger (if applicable) Max. Voltage N/A Max Current N/A  None Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Telemetry Wheel Speed, suspension fiber skin and XPS and PVC foam core, 2 lbs Location of the skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels		
Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Unjut source (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) GLV Bus Maximum input voltage 15.4 V Maximum input voltage 16.1 V Maximum output urenet 5.2 A Maximum output current 33.3 A Estimated efficiency range 85% - 86.2%  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) TSAL Maximum input voltage 12 V Maximum input voltage 12 V Maximum input current 55 mA Maximum output current 665 mA Estimated efficiency range 83% - 85%  On-board Charger (if applicable) Max. Voltage N/A Max Current N/A Max Current Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry and drive control computation system Felemetry And Proprietary telemetry and drive control computation system Felemetry and drive	Architecture	Four-Wheel Independent, In-Line
Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Unjut source (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) GLV Bus Maximum input voltage 15.4 V Maximum input voltage 16.1 V Maximum output urenet 5.2 A Maximum output current 33.3 A Estimated efficiency range 85% - 86.2%  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) TSAL Maximum input voltage 12 V Maximum input voltage 12 V Maximum input current 55 mA Maximum output current 665 mA Estimated efficiency range 83% - 85%  On-board Charger (if applicable) Max. Voltage N/A Max Current N/A Max Current Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry and drive control computation system Felemetry And Proprietary telemetry and drive control computation system Felemetry and drive		
Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Unjut source (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) GLV Bus Maximum input voltage 15.4 V Maximum input voltage 16.1 V Maximum output urenet 5.2 A Maximum output current 33.3 A Estimated efficiency range 85% - 86.2%  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) TSAL Maximum input voltage 12 V Maximum input voltage 12 V Maximum input current 55 mA Maximum output current 665 mA Estimated efficiency range 83% - 85%  On-board Charger (if applicable) Max. Voltage N/A Max Current N/A Max Current Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry On-board computer Proprietary telemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry Proprietary telemetry and drive control computation system Felemetry and drive control computation system Felemetry And Proprietary telemetry and drive control computation system Felemetry and drive	Voltage Converter 1	
Input source (bus, accumulator, generator, etc.)  Maximum input voltage  Maximum input ururent  S.2 A  Maximum output current  S.2 A  Maximum output current  S.3.3 A  Estimated efficiency range  Maximum input voltage  Maximum input current  S.2 A  Maximum output current  S.3.3 A  Estimated efficiency range  Maximum input output current  S.3.3 A  Sestimated efficiency range  More Corona (bus, accumulator, generator, etc.)  Output load (bus, accumulator, generator, etc.)  Maximum output voltage  Maximum output current  S.5 mA  Maximum output current  S.5 mA  Sestimated efficiency range  Maximum output current  S.5 mA  Say6 - 85%  On-board Charger (if applicable)  Max. Voltage  Max. Voltage  Max. Voltage  Max. Voltage  Max. Voltage  Max. Current  N/A   Instrumentation  Driver displays  None  Telemetry  Mheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature on-board computer  Proprietary telemetry and drive control computation system  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  L/D: Z, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  L/D: Z, darbon fiber skin and XPS and PVC foam core, 5 libs  Undertray (downforce/speed)  Hy Bus  Additional Information  Body Work?  Special Bit A?		DC/DC Unidirectional, Isolated
Output load (bus, accumulator, generator, etc.)  Maximum input voltage  15.1 V  Maximum output voltage  15.1 V  Maximum output current  5.2 A  Maximum output current  33.3 A  Estimated efficiency range  85% - 86.2%  Voltage Converter 2  Type (DC/DC, Inverter, or rectifier; unidirectional or bidire plut source (bus, accumulator, generator, etc.)  HV Bus  Output load (bus, accumulator, generator, etc.)  HV Bus  Output load (bus, accumulator, generator, etc.)  Maximum input voltage  176 V  Maximum input voltage  176 V  Maximum input current  665 mA  Estimated efficiency range  83% - 85%  On-board Charger (if applicable)  Max. Voltage  Max. Current  N/A  Instrumentation  Driver displays  None  Telemetry  Mheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature on-board computer  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  More Tront: aluminum brackets  Additional information  Body Work?  Special Bit A?  Carbon fiber nose cone and carbon fiber side panels		
Maximum input voltage 15.4 V Maximum input voltage 16.1 V Maximum input current 5.2 A Maximum input current 33.3 A Estimated efficiency range 85% - 86.2%  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire DC/DC Unidirectional, Isolated Input source (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) HV Bus Output load (bus, accumulator, generator, etc.) TSAL Maximum input voltage 12 V Maximum output voltage 12 V Maximum output current 55 mA Maximum output current 665 mA Estimated efficiency range 83% - 85%  On-board Charger (if applicable)  Max. Voltage N/A Max Current N/A  Instrumentation Driver displays None Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Fuel level/consumption/efficiency/state of charge State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) L/D:7, carbon fiber skin and XPS and PVC foam core, 2 lbs Rear Wing (lift/drag coef., material, weight) L/D:2, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed)  Additional Information Body Work? Special Bit A7	Output load (bus, accumulator, generator, etc.)	
Maximum output voltage Maximum input current 5.2 A Maximum output current 33.3 A Estimated efficiency range 85% - 86.2%  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire linput source (bus, accumulator, generator, etc.) Mupt source (bus, accumulator, generator, etc.) Maximum input voltage 176 V Maximum input voltage 176 V Maximum input voltage 12 V Maximum input current 55 mA Maximum output current 665 mA Estimated efficiency range  On-board Charger (if applicable) Max. Voltage N/A Max Current  N/A  Instrumentation Driver displays None Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) UrD: 2, 4, carbon fiber skin and XPS and PVC foam core, 2 lbs Undertray (downforce/speed) Wing mounting Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information Body Work? Special Bit A?  Telemetry Carbon fiber nose cone and carbon fiber side panels		
Maximum input current 33.3 A Estimated efficiency range  Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage 176 V Maximum output voltage 176 V Maximum output voltage 17 V Maximum output current 55 mA Maximum output current 655 mA Estimated efficiency range 83% - 85%  On-board Charger (if applicable) Max. Voltage N/A Max Current N/A  Instrumentation Driver displays Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Fuel level/consumption/efficiency/state of charge State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable) Front Wing (lift/drag coef,, material, weight) I/D:7, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed) Wing mounting Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information Body Work? Special Bit A?		
Maximum output current    Same		
Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) HV Bus Output Ioad (bus, accumulator, generator, etc.) HX Bus Maximum input voltage 176 V Maximum output voltage 112 V Maximum output current 665 mA Maximum output current 665 mA Estimated efficiency range N/A Max Current N/A  Max Current N/A  Driver displays Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable)  Aerodynamics (if applicable)  Aerodynamics (if applicable)  Aerodynamics (if applicable)  I/D:7, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed)  I/O:7, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed)  Wing mounting Front King (lift/drag coef., material, weight) V/D:2, 4, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed)  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels  Special Bit A?		
Voltage Converter 2 Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Input source (bus, accumulator, generator, etc.) If V Bus Output load (bus, accumulator, generator, etc.) ITSAL Maximum jupt voltage It V Maximum output voltage It V Maximum output tourent It S5 mA Maximum output current It G65 mA Estimated efficiency range It S3% - 85%  On-board Charger (if applicable) Max. Voltage Max. Voltag		
Type (DC/DC, Inverter, or rectifier; unidirectional or biddre linput source (bus, accumulator, generator, etc.)  Maximum input voltage  Maximum input voltage  Maximum input current  Maximum output voltage  Maximum output current  Maximum output current  Maximum officiency range  Max. Voltage  Mone  Telemetry  Mele Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature of Charge (if applicable)  Front Wing (lift/drag coef., material, weight)  Mare Gurreny (downforce/speed)  Mare Gurreny (downforce/speed)  Max. Voltage (if applicable)  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 2 lbs  Max official linformation  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  Maditional Information  Additional Information  Body Work?  Special Bit A?  Max Durent  Max Durent (bus, accumulator, generator, etc.)  HV Bus  HV Bus  HV Bus  NA  HV Bus  HV H	Estimated efficiency range	00.2%
Type (DC/DC, Inverter, or rectifier; unidirectional or bidire linput source (bus, accumulator, generator, etc.)  Maximum input voltage  Maximum input voltage  Maximum input current  Maximum input current  Maximum output voltage  Maximum output current  Maximum output current  Maximum officiency range  Max. Voltage  Max. Voltage  Max. Voltage  Max. Voltage  More displays  None  Telemetry  Mele Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature or-board computer  Fuel level/consumption/efficiency/state of charge  Macourage (if applicable)  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 2 lbs  Rear Wing (lift/drag coef., material, weight)  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  Additional Information  Body Work?  Special Bit A?  Telen Carbon fiber nose cone and carbon fiber side panels  Carbon fiber nose cone and carbon fiber side panels		
Input source (bus, accumulator, generator, etc.)  Output load (bus, accumulator, generator, etc.)  TSAL  Maximum put voltage Maximum input current Maximum input current  Estimated efficiency range  On-board Charger (if applicable)  Max. Voltage Max. Vo	V-b00	
Output load (bus, accumulator, generator, etc.)  Maximum input voltage  Maximum input voltage  Maximum input current  Maximum output output  Maximum output output  Maximum output output  Maximum output output  Maximum outp		DO (DO H : F )
Maximum input voltage 176 V Maximum output voltage 12 V  Maximum output current 55 mA  Maximum output current 665 mA  Estimated efficiency range 83% - 85%  On-board Charger (if applicable)  Max. Voltage N/A  Max Current N/A  Instrumentation  Driver displays None Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer Proprietary telemetry and drive control computation system Fuel level/consumption/efficiency/state of charge State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs Rear Wing (lift/drag coef., material, weight) L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed) 140 lbs at 60mph Wing mounting Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire	
Maximum output voltage  Maximum input current  55 mA  Maximum output current  665 mA  Estimated efficiency range  83% - 85%   On-board Charger (if applicable)  Max. Voltage  N/A  Max Current  N/A  Instrumentation  Driver displays  Telemetry  On-board computer  Proprietary telemetry and drive control computation system  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  Undertray (downforce/speed)  Wing mounting  Front: aluminum brackets  Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.)	HV Bus
Maximum output voltage  Maximum input current  55 mA  Maximum output current  665 mA  Estimated efficiency range  83% - 85%   On-board Charger (if applicable)  Max. Voltage  N/A  Max Current  N/A  Instrumentation  Driver displays  Telemetry  On-board computer  Proprietary telemetry and drive control computation system  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  Undertray (downforce/speed)  Wing mounting  Front: aluminum brackets  Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.)	HV Bus TSAL
Maximum input current  Maximum output current  665 mA  Estimated efficiency range  83% - 85%   On-board Charger (if applicable)  Max. Voltage  More  Instrumentation  Driver displays  None  Telemetry  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer  Proprietary telemetry and drive control computation system Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  U/D:2, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  U/D:2, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  V/D:2, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  140 lbs at 60mph  Wing mounting  Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.)	HV Bus TSAL
Maximum output current  Estimated efficiency range  83% - 85%  On-board Charger (if applicable)  Max. Voltage  N/A  Max Current  N/A  Instrumentation  Driver displays  Telemetry  On-board computer  Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  U/D:7, carbon fiber skin and XPS and PVC foam core, 2 lbs  Rear Wing (limediance of the computed of the	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage	HV Bus TSAL 176 V
Estimated efficiency range  83% - 85%  On-board Charger (if applicable)  Max. Voltage  N/A  Max Current  N/A  Instrumentation  Driver displays  None  Telemetry  On-board computer  Proprietary telemetry and drive control computation system  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  U/D:2.4, carbon fiber skin and XPS and PVC foam core, 2 lbs  Undertray (downforce/speed)  140 lbs at 60mph  Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage	HV Bus TSAL 176 V 12 V
On-board Charger (if applicable)  Max. Voltage  Max Current  N/A  Instrumentation  Driver displays  None  Telemetry  On-board computer  Proprietary telemetry and drive control computation system  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  U/D:7, carbon fiber skin and XPS and PVC foam core, 2 lbs  Rear Wing (lift/drag coef., material, weight)  U/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  Ving mounting  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current	HV Bus TSAL 176 V 12 V 55 mA
Max. Voltage Max Current  N/A  N/A  Instrumentation  Driver displays  Telemetry  On-board computer Fuel level/consumption/efficiency/state of charge  Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  Undertray (downforce/speed)  Wing mounting  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  N/A  N/A  N/A  N/A  N/A  N/A  N/A  N/	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current	HV Bus TSAL 176 V 12 V 55 mA 665 mA
Max. Voltage Max Current  N/A  N/A  Instrumentation  Driver displays  Telemetry  On-board computer Fuel level/consumption/efficiency/state of charge  Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  Undertray (downforce/speed)  Wing mounting  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  N/A  N/A  N/A  N/A  N/A  N/A  N/A  N/	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current	HV Bus TSAL 176 V 12 V 55 mA 665 mA
Instrumentation Driver displays Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Wing (lift/drag coef., material, weight) U/D:2.4, carbon fiber skin and XPS and PVC foam core, 2 lbs Undertray (downforce/speed) U/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed) Front: aluminum brackets  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range	HV Bus TSAL 176 V 12 V 55 mA 665 mA
Instrumentation Driver displays None Telemetry Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer Proprietary telemetry and drive control computation system Fuel level/consumption/efficiency/state of charge State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight) U/D:2.4, carbon fiber skin and XPS and PVC foam core, 2lbs Undertray (downforce/speed) 140 lbs at 60mph Wing mounting Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum output vortent Maximum output current Estimated efficiency range  On-board Charger (if applicable)	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%
Driver displays  None  Telemetry  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer  Proprietary telemetry and drive control computation system  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  140 lbs at 60mph  Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range On-board Charger (if applicable) Max. Voltage	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%
Driver displays  None  Telemetry  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer  Proprietary telemetry and drive control computation system  Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  140 lbs at 60mph  Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range On-board Charger (if applicable) Max. Voltage	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%
Telemetry  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature On-board computer Front Wing (lift/drag coef., material, weight) Wing mounting  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Wing mounting  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Wing mounting  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Wing mounting  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Wing Rear Wing (lift/drag coef., material, weight) Wing mounting  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels  Carbon fiber nose cone and carbon fiber side panels	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%
On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Undertray (downforce/speed) Wing mounting  Additional Information Body Work?  Carbon fiber nose cone and carbon fiber side panels  Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed) 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum output current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%
Fuel level/consumption/efficiency/state of charge  State-of-Charge from AMS, Efficiency from Drive Control board  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight) U/D:2, 4, carbon fiber skin and XPS and PVC foam core, 2lbs U/D:2, 4, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed) 140 lbs at 60mph Wing mounting  Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum output current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%
Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  140 lbs at 60mph  Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature
Aerodynamics (if applicable)  Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  Undertray (downforce/speed)  140 lbs at 60mph  Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system
Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:3, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fib	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system
Front Wing (lift/drag coef., material, weight)  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:3, carbon fiber skin and XPS and PVC foam core, 5 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  Rear Wing (lift/drag coef., material, weight)  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 2lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fiber skin and XPS and PVC foam core, 3 lbs  L/D:4, carbon fib	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system
Rear Wing (lift/drag coef., material, weight) U/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs Undertray (downforce/speed) 140 lbs at 60mph Wing mounting Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information Body Work? Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system
Undertray (downforce/speed)  Wing mounting  Front: aluminum brackets  Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable)	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A N/A None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board
Wing mounting Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets  Additional Information  Body Work? Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight)	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs
Additional Information  Body Work?  Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight)	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A  N/A  N/A  None  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs
Body Work? Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight) Undertray (downforce/speed)	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A  N/A  N/A  None  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph
Body Work? Carbon fiber nose cone and carbon fiber side panels  Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight) Undertray (downforce/speed)	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A  N/A  N/A  None  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph
Special Bit A?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Undertray (downforce/speed) Wing mounting	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A  N/A  N/A  None  Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph
	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum input voltage Maximum output voltage Maximum output current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight) Undertray (downforce/speed) Wing mounting  Additional Information	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets
Special Bit B?	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Front Wing (lift/drag coef., material, weight) Undertray (downforce/speed) Wing mounting  Additional Information Body Work?	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets
	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Rear Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight) Undertray (downforce/speed) Wing mounting  Additional Information Body Work? Special Bit A?	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets
	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Rear Wing (lift/drag coef., material, weight) Rear Wing (lift/drag coef., material, weight) Undertray (downforce/speed) Wing mounting  Additional Information Body Work? Special Bit A?	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets
	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Rear Wing (lift/drag coef., material, weight) Rear Wing (lownforce/speed) Wing mounting  Additional Information Body Work? Special Bit A?	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets
	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Rear Wing (lift/drag coef., material, weight) Rear Wing (lownforce/speed) Wing mounting  Additional Information Body Work? Special Bit A?	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets
	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Rear Wing (lift/drag coef., material, weight) Rear Wing (lownforce/speed) Wing mounting  Additional Information Body Work? Special Bit A?	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets
	Type (DC/DC, Inverter, or rectifier; unidirectional or bidire Input source (bus, accumulator, generator, etc.) Output load (bus, accumulator, generator, etc.) Maximum input voltage Maximum output voltage Maximum input current Maximum output current Estimated efficiency range  On-board Charger (if applicable) Max. Voltage Max Current  Instrumentation Driver displays Telemetry On-board computer Fuel level/consumption/efficiency/state of charge  Aerodynamics (if applicable) Rear Wing (lift/drag coef., material, weight) Rear Wing (lownforce/speed) Wing mounting  Additional Information Body Work? Special Bit A?	HV Bus TSAL 176 V 12 V 55 mA 665 mA 83% - 85%  N/A N/A N/A N/A  None Wheel Speed, suspension positions, driver input, 6DOF IMU, GPS location, temperature Proprietary telemetry and drive control computation system State-of-Charge from AMS, Efficiency from Drive Control board  L/D:7, carbon fiber skin and XPS and PVC foam core, 2lbs L/D:2.4, carbon fiber skin and XPS and PVC foam core, 5 lbs 140 lbs at 60mph Front: aluminum brackets Rear: Aluminum tierods, Aluminum Brackets