



Mitsubishi i miev electric car

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i-MiEV?20097,2010,?C-Zero?

The Mitsubishi i-MiEV (MiEV is an acronym for Mitsubishi innovative Electric Vehicle) is a five-door electric city car produced in the 2010s by Mitsubishi Motors, and is the electric version of the Mitsubishi i. Rebadged variants of the i-MiEV are also sold by PSA as the Peugeot iOn and Citroën C-Zero, mainly in Europe. The i-MiEV was the world's first modern highway-capable mass production electric car.

The i-MiEV was launched for fleet customers in Japan in July 2009, and on April 1, 2010, for the wider public. International sales to Asia, Australia and Europe started in 2010, with further markets in 2011 including Central and South America. Fleet and retail customer deliveries in the U.S. and Canada began in December 2011. The American-only version is larger than the Japanese version and has several additional features.

According to the manufacturer, the i-MiEV all-electric range is 160 kilometres (100mi) on the Japanese test cycle. The range for the 2012 model year American version is 62 miles (100km) on the United States Environmental Protection Agency's (US EPA) cycle. In November 2011 the Mitsubishi i ranked first in EPA's 2012 Annual Fuel Economy Guide, and became the most fuel efficient EPA certified vehicle in the U.S. for all fuels ever, until it was surpassed by the Honda Fit EV in June 2012 and the BMW i3, Chevrolet Spark EV, Volkswagen e-Golf, and Fiat 500e in succeeding years.

As of July 2014, Japan ranked as the leading market with over 10,000 i-MiEVs sold, followed by Norway with more than 4,900 units, France with over 4,700 units, Germany with more than 2,400 units, all three European countries accounting for the three variants of the i-MiEV family sold in Europe; and the United States with over 1,800 i-MiEVs sold through August 2014. As of early March 2015, and accounting for all variants of the i-MiEV, including the two minicab MiEV versions sold in Japan, global sales totaled over 50,000 units since 2009.

Plans were announced in 2008 to sell the i-MiEV in European markets as the Peugeot iOn and Citroën C-Zero. Mitsubishi began supplying the electric cars to PSA Peugeot Citroën (PSA) since 2010, and PSA has a contractual commitment to buy 100,000 i-MiEVs over a period that remained confidential.

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The production version of the 2009 i-MiEV has a single permanent magnet synchronous motor mounted on the rear axle with a rated peak power output of 49 kW (66 hp) (between 2500 and 8000 RPM) and torque output of 180 N·m (130 lb·ft) (between 0 and 2000 RPM). The continuous power rating is 35 kW (47 hp). The North American model had a rated stall torque output of 197 N·m (145 lb·ft) (between 0 and 300 RPM).

The motor is water cooled, there is a conventional automobile radiator in the front of the car with an electric fan. The coolant (with antifreeze) level is monitored via a tank under the rear load platform on the left hand side of the vehicle.

The vehicle uses a single-speed reduction gear transmission driving the rear wheels and has a 16 kWh lithium-ion battery pack. The car's top speed is 130 kilometres per hour (80 mph).

The 16-kilowatt-hour (58 MJ) lithium-ion battery pack consists of 88 cells placed under the base floor. The pack has 12 cell modules connected in series at a nominal voltage of 330 V. There are two 4-cell modules placed vertically at the center of the pack and ten 8-cell modules placed horizontally. The cells are designated LEV50, developed by Mitsubishi and GS Yuasa for both high specific energy and high rate discharge and manufactured by Lithium Energy Japan, a joint venture of GS Yuasa Corporation, Mitsubishi Corporation and Mitsubishi Motors Corporation.

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