



PRESS RELEASE

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Mitsubishi i-MiEV

Released in Japan in July 2009, the i-MiEV, which stands for Mitsubishi innovative Electric Vehicle, is one of the world's first truly viable zero drive-time emission city commuters in volume production.

Utilising a large-capacity lithium-ion battery system and a compact, high-output electric motor in place of a traditional gasoline power train (based on Japanese and European trial figures) the i-MiEV has some impressive technical specifications for a zero drive-time emissions vehicle.

Producing 47 kW of power and 180 Nm of instant torque, the i-MiEV's permanent magnet synchronous AC motor is supported by a revolutionary lithium-ion battery from the newly formed joint venture company Lithium Energy Japan.

The i-MiEV's electric motor is smaller, produces more torque at low revolutions and is quieter than a turbocharged gasoline engine. Most importantly, the i-MiEV's motor is cleaner, producing zero drive-time CO₂ emissions.

With total voltage measuring 330V, and total energy storage of at 16kWh, the compact battery and motor reside under the floorpan and in the back of the vehicle, allowing seating capacity for four individuals and good size luggage compartment in the rear of the vehicle. In a small car, this maximisation of space is made possible by the i-MiEV's smart design and long wheelbase of 2550mm.

Requiring approximately seven hours from a normal domestic household power supply for a full battery charge, the i-MiEV should ideally be left to recharge overnight, making it perfect for daily commuting over common distances in a city landscape.

Able to reach a top speed of 130 km/h, with a range of around 155 kilometres* from a single charge, the i-MiEV is a rear-wheel drive vehicle with three drive modes: Drive, Eco and Brake.

Drive is the full power mode where the car drives under normal mode. Economic or 'Eco' mode allows the power to drop out automatically to extend the i-MiEV's cruising range and fuel efficiency. Brake mode offers high regenerative braking that absorbs as much kinetic energy as possible – restoring power to the battery - and is perfect for downhill driving.

Compared to a similar sized petrol car, the running costs per kilometre are around 33% lower. If charged during off-peak or night time hours the operating costs will be even less.

** Range may vary depending on a number of factors including use of climate controls, driving style, road conditions, number of passengers and the condition of the vehicle. ADR 81/02 Drive Cycle.*

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