

# CONCEPT 1

## Gas to Electric

### Motor Vehicle Conversions

TM  
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**CONCEPT 1™** © 2008 is applying new all electric motor vehicle technology that replaces the conventional gasoline or diesel internal combustion engine (ICE) with aluminum light weight high voltage three phase **Electric Motor[s] (EM)** of equal or greater horsepower that will have a driving range that may prove to be virtually unlimited. We want to power the **EM** with EeStor's UltraCapacitor (Pending approval) **Battery Packs™ (BP)** that we hope will be able to send 400 to 460 DCV power to a DC to AC inverter / motor controller. The inverter transforms the wave length of the DC current into 3-phase AC electricity to power the **EM**. The ABB light weight aluminum motors that we have researched have high torque and horsepower (Kw) ratings from as little as 76 HP to as high as 716 HP. The **EM** is connected to the vehicle's existing manual or automatic transmission with our patented **Transmission Adaptor Marriage Plate (TAMP)** that mounts the motor shaft to any make or model transmission flywheel/torque converter. The EeStor **BP** has a computerized Voltage Management System (**VMS**) with fuse links between each battery cell. The fuses are designed to activate with the vehicles air bags to shut off the electricity in a collision. They can also be manually cut off. The **VMS** monitors the charge/discharge of each cell and the overall voltage of the entire **BP** and the overall combined condition of the hundreds of cells that make up the entire **BP**. The EeStor **VMS** also has a global tracking computer chip imbedded into the circuit board that records each charge cycle and the location of the **BP** anywhere in the world. The EeStor life charge cycle of the **BP** is good for 1,000,000 (million) charges cycles. The **BP** can be quick charged in 5 minutes at a 2,000 volt charge station that we hope to have at most fuel existing gasoline and diesel fuel stations. **CONCEPT 1™** © 2008 offers an optional onboard high efficiency high voltage battery charger that can be plugged into any 110 or 220 volt household or business electric outlet to re-charge the system in 3 to 6 hours, or you can re-charge while driving with our onboard ICE 220 VAC electric generator to extend the drive time that we estimate will be 3 hours. The gasoline or diesel **ICE** powered vehicle components that rely on **ICE** power (belt, pulley, heat, vacuum) are replaced with electric component versions that are more energy efficient. These components include the air conditioner compressor, heater coil, alternator, power steering pump, and vacuum pump. The high voltage of the inverter (360 to 460 VAC) is stepped down to the appropriate 120 or 240 VAC for each component. The existing 12 volt OEM factory electronics of the vehicle (Lights, Radio, gauges, locks, etc) remain unaltered and are powered by the vehicle's 12 volt battery that is charged by a DC to DC converter that replaces the **ICE's** alternator. Computer programming adjustments will also be made to the vehicle's computer for components no longer being used as well as the remaining components that are now powered by the electric system. The **ICE** electric generator and high voltage battery charger will extend the driving range to 5 or more hours before requiring a fuel stop for the **ICE** generator's gasoline, diesel or LP gas. We plan to franchise to existing auto and truck dealers, the conversions will take ACE mechanics about 16 hours start to finish after 1 week training seminar at actual working environment.

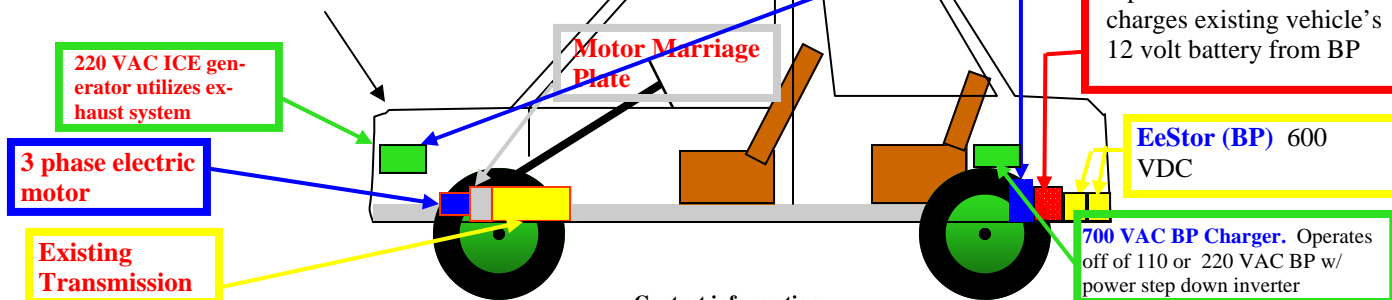
**CONCEPT 1 Electric Motor (EM)** replaces ICE and mounts directly into existing transmission. Air conditioner, Power Steering pump, vacuum pump, heater coil and alternator are also replaced with electric versions of these components. The EeStor (BP) DC voltage is converted to 3 phase AC current by the inverter/motor controller.

Existing (or smaller) fuel tank kept for ICE generator

DC to DC Converter replaces alternator and charges existing vehicle's 12 volt battery from BP

EeStor (BP) 600 VDC

700 VAC BP Charger. Operates off of 110 or 220 VAC BP w/ power step down inverter



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