

March 28, 2013

With the recent increases in gas prices, I found that commuting 100 km (60 miles) each way into the city was really cutting into my discretionary spending money. I drove a mid-sized GM with a 6 cylinder engine that would have me filling the tank at least twice a week at \$ 70.00 a fill or over \$7200 a year ! The gas companies should be buying me a new car every few years. Well I thought of how I could do just that.

It's a long drive into work, (1 to 1 ½ hours) and I couldn't picture myself squeezing into a small economy sized car, however, I wanted good mileage. I had done some browsing on the internet regarding plug-in conversions for hybrid cars and found one company that had been in business for some time and had a sensible solution. Knowing what plug-in conversion I was going to buy, I went and purchased a brand new Camry Hybrid. Without doing anything to the car I was able to get about 5.7L/100km. (41.3 mpg us)

After a few months had past I had saved up enough money to buy the Enginer 4KWH PHEV conversion. Right away my fuel consumption dropped to 3.9 L/100km. (60.3 mpg) About 1/3 of my commute is slow to very slow traffic, the rest is highway. A lot of people said the hybrid won't pay for itself. After seeing how well I was doing with the Enginer 4KWH system, I bought another 4KWh battery and got 2.9L/100km (81 mpg). To sum this up I was spending \$ 7200 per week with my previous car per year on fuel and \$1820 per year with the Enginer converted Camry hybrid.

Here is a picture of my dash, I had reset the trip odometer when I filled the tank, drove from home to the city. Keep in mind that a good portion of this driving was in the city but check out my fuel gauge and my fuel economy. 1.9L/100km (128mpg). This would be typical for city driving.



There are many systems on the market, but after doing extensive research, this is the system I recommend. The battery system uses a safe chemistry LiFePO4 that can easily be upgraded, the components are well built, and the system can be easily monitored in the car. It doesn't need any special electrical connections, just plug it in any 110 Volt outlet and from a completely depleted battery, the car will be charged in 5 hours.

I've seen little difference in my electricity bill, a charge takes 2.4KWh for the small system and 4.8kWh for the bigger system. I've had no problem asking my employer to plug-in or anyone else for that matter. I find you can get electricity for free but no one is giving there gas away.

I've had this system for almost a year and I can see that this conversion will quickly pay for itself and the car. This is the future of personal transportation in North America.

Warren