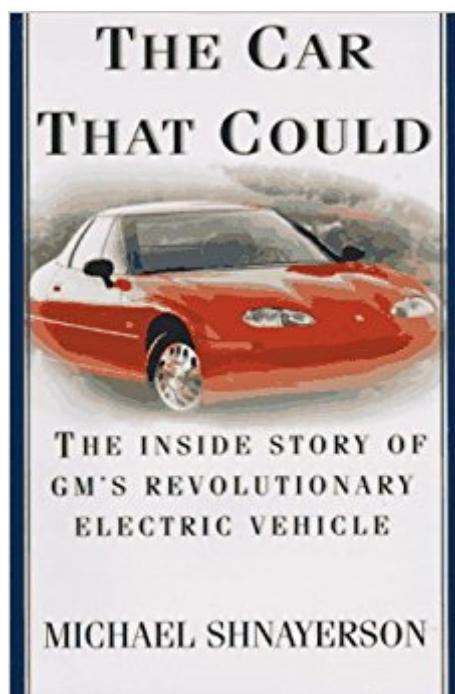


The book was found

The Car That Could: The Inside Story Of GM's Revolutionary Electric Vehicle



Synopsis

Unprecedented secrecy surrounded the early development of General Motors's Impact. Shnayerson watched the story unfold from a position of access never granted a reporter before--literally from the inside of the pace-setting GM Impact program. This is the first book to penetrate the silence surrounding GM's risky and successful decision to become the world's first mass producer of the electric car.

Book Information

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Customer Reviews

...Reading this book is allthe more interesting whe you realize how well the Gen II EV1with improved batteries works. An impressive work by GM and Michael Shnayerson in covering it so well.Unfortunately, the initial Delco/Delphi batteries in the first generation EV1 underdelivered and weren't very reliable.The Gen II EV1 changed all that once they got decent batteries. The new High-capacity lead-acid battery pack is 55 to 95 miles per charge by GM specification. Some drivers achieve over 100 miles on these daramatically improved lead acid batteries. ...Thanks for your time!m.t.thompson@ieee.org

This book was one of the best informational books I've ever read. Usually, I'm interested in novels with tons of action, however, I had to do a thesis for school, which ended up being on New Methods of Non-Pollutant Transportation. I assumed that this book, like most informational books would be extremely boring. However, having read it, it seems so much like a novel, with a plot, protagonists,

antagonists, etc. It's very much like a novel. I've never read anything like this before, and I would recommend it to anyone who wants to read a great success story.

Michael Schnayerson's chronicle of the building of this car is more important in pre-war 2003 than ever before. The designers, engineers and builders are real heros,producing real solutions when we need them most. Their story should be told everywhere.I've driven the EV1 for the past five years and I'm here to say that it worked. Michael, if you're out there, consider writing the sequel. The story continues with global consequences...

An excellent in depth and behind closed doors documentaryand profile of the corporate and technical birth of theGM EV1. The technical hurdles solved in the development of this electric vehicle pale in comparison to the public and closed door negotiations surrounding this vehicle.GM in a struggle with profitability maintains the commitment to take this vehicle from a one off prototype fueled by the inspirational GM SunRaycer solar vehicle to a production car.Issues of manufacturability, customer comfort and corporate funding all have to come together to make a production car.It's a roller coaster ride of corporate divisions, executives, stockholders, engineers and manufacturing personnel that breathe life into this vehicle.The 1998 2% electric vehicle mandate in California, competitors at Ford and Chrysler underscore the importance electric vehicles and the quest for cleaner air to breathe.The ultimate solution to breathable air is still in evolution. This book gives personal insight into the trials, sacrifices and triumphs of people making a first step into modern electric vehicles within an established large auto company.A must read for Electric Vehicle enthusiast. An engaging story for anyone interested in breaking the mold and daring projects that re-invent the corporation. This is destined to be a "tail wags dog" story for GM!

The Car That Could is a good account of the people involved in the project and the difficulties that they overcame. At times is seemed that the project was doomed, thank goodness it succeeded! It is light on technical details and the author makes a number of gaffes concerning the units of electrical power and energy. As of August, 1989 only approximately 200 vehicles have been leased in Southern California, San Francisco and Arizona. I shudder to think of the cost of these vehicles to GM.There is no account of driving the EV1, perhaps the author never had the chance. It is a very exciting vehicle to drive, quiet, with adequate acceleration and top speed. But with typical driving (as if it were a conventional car) the available range with a full charge seems to be 35 to 40 miles. I suppose with experience, and a light foot, it would be possiible to acheive the rated EPA range of 80

miles, but the temptation to drive the car harder is well nigh irresistible. The ride is wonderfully smooth, particularly considering the 50 psi inflation of the tires. The handling is excellent, it feels like a sports car. Overall, an good account of the project. I hope another more technical book is written in the future.

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