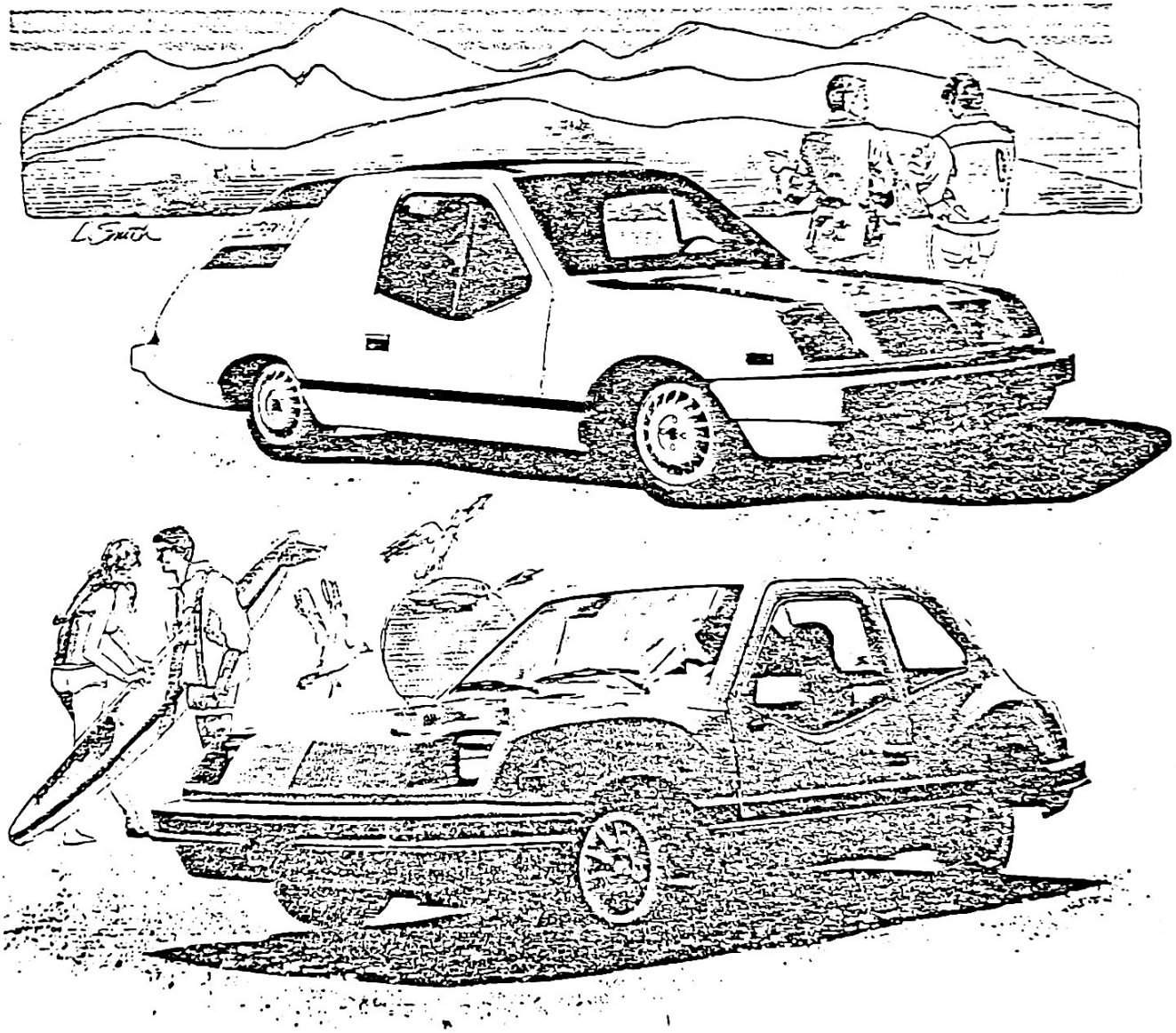
THE ELECTREK



Built by UNIQUE MOBILITY, INC.

Denver

OPERATING MANUAL

June, 1982

All information contained in this manual is based on the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

Unique Mobility, Inc.

3700 South Jason Street, Englewood, Colorado 80110 303-761-2137

INTRODUCTION

Unique Mobility welcomes you to the growing number of conscientious people who own and drive the ElecTrek.

Its design concept was directed toward development of a safe, efficient, durable, quality on-road electric vehicle. Hence the significance of the term "from the ground-up". This basically meant starting from scratch, designing an electric vehicle from base zero.

Many driving requirements, (urban, commuter and commercial) can be satisfied by the ElecTrek (with a full battery charge) while providing a quiet ride, safe handling and performance allowing the driver to blend into traffic with smooth efficiency.

For maximum strength to weight advantage, the unitized body-chassis structure is completely fabricated from fiberglass reinforced plastic (FRP). Fiberglass is resistant to electric shock and battery acid, is non-corrosive, has excellent noise and heat insulating properties and minimizes the number of body parts and mechanical fasteners (hence no rattles). Pound for pound it has greater impact absorbing qualities than many other materials.

Its low center of gravity provides improved vehicle handling and stability. The central location and sealing the battery compartment from the passengers provides superior safety in case of collision or roll-over and the possible escape of acid or fumes. It also allows ease of maintenance and replacement of the batteries and no possibility of forward propulsion of the batteries into the occupants.

ElecTreks brain is a solid state controller of Unique's own design, specifically tailored for all normal street and freeway use, with modular components for ease of replacement. This extremely efficient light-weight controller provides regenerative braking (partially recharges the batteries while decelerating), diagnostic readout on the instrument panel, and a failsafe design to protect against short circuits and run-away motor.

Regenerative braking is activated automatically when you reduce pressure on the accelerator pedal causing the controller to change the drive motor into a generator, sending the electricity generated to the batteries.

ElecTrek's luxury design, features nicely appointed velour interiors with a full complement of instrumentation.

Thank you for buying an ELEC TREK.

TABLE OF CONTENTS

NEW VEHICLE BREAK-IN/SAFETY TIPS.....Page 1

OPERATING YOUR ELEC TREK
Starting your ElecTrek/Starting Sequence.....Page 2

DRIVING YOUR ELEC TREK.....Page 3

STOPPING YOUR ELEC TREK/PARKING YOUR ELEC TREK.....Page 4

DRIVING TECHNIQUE.....Page 5-6-7

DIAGNOSTIC PANEL ILLUSTRATION.....Page 7a

DIAGNOSTIC PANEL AMMETER/VOLTMETER/ENERGY GAUGE ILLUSTRATION...Page 8a

DIAGNOSTIC PANEL
Power On Lamp/Battery/Rev. Lamp/Low Voltage/High Voltage/
Armature Chopper/Logic Off/Overheat.....Page 8
Ammeter/Voltmeter/Energy Capacity Gauge.....Page 9

INSTRUMENT PANEL ILLUSTRATION.....Page 9a

INSTRUMENT PANEL
Speedometer/Odometer/Trip Odometer/Hazard Warning Flasher
Lamp/Brake Warning Lamp/Seat Belt Warning Lamp-Buzzer/
Motor Overheat Warning Lamp/High Beam Indicator Lamp/
Headlamp Switch/Rear Glass Hatch(Hatchback Model).....Page 10-11

INTERIOR LIGHT SWITCH/REAR VIEW MIRRORS/DOOR LOCKS.....Page 12

STEERING WHEEL CONTROLS
Ignition Switch and Anti-Theft Column Lock/Headlight-
Flasher/Dimmer Switch/Turn Signals/Horn/Washer and
Wiper Control.....Page 13-14

RADIO/CASSETTE OPERATION.....Page 14a

CASSETTE OPERATION PRECAUTIONS
Volume Level/Car Ventilation/Car Washing/Tape Mechanism/
Service/Outside Cleaning.....Page 15

CB-CONTROLS & INDICATORS/FCC LICENSE REQUIREMENTS.....Page 15a

CB OPERATING INSTRUCTIONS
Turn-On/To Receive/To Transmit/Transmitting/Turn-Off.....Page 16-17

PARKING BRAKE.....Page 18

SEATS
Seatback Adjustment/Seatback Release.....Page 19

SEAT BELT RESTRAINT SYSTEM
Fastening the Seat Belts/Unfastening the Seat Belts.....Page 19-20

SUNROOF INSTRUCTIONS FOR REMOVING GLASS FROM FRAME.....Page 20a

WINDOWS/FRESH AIR VENTS/SUNROOF
To Open Sunroof/To Close Sunroof.....Page 21

TABLE OF CONTENTS

SPECIAL OPERATING CONDITIONS
Towing the ElecTrek/Towing a Trailer/Driving on Slick Surfaces/Rocking the ElecTrek When Stuck.....Page 22-23

TIRE CARE/WHEEL CARE/ALIGNMENT.....Page 24

CHANGING A WHEEL.....Page 25

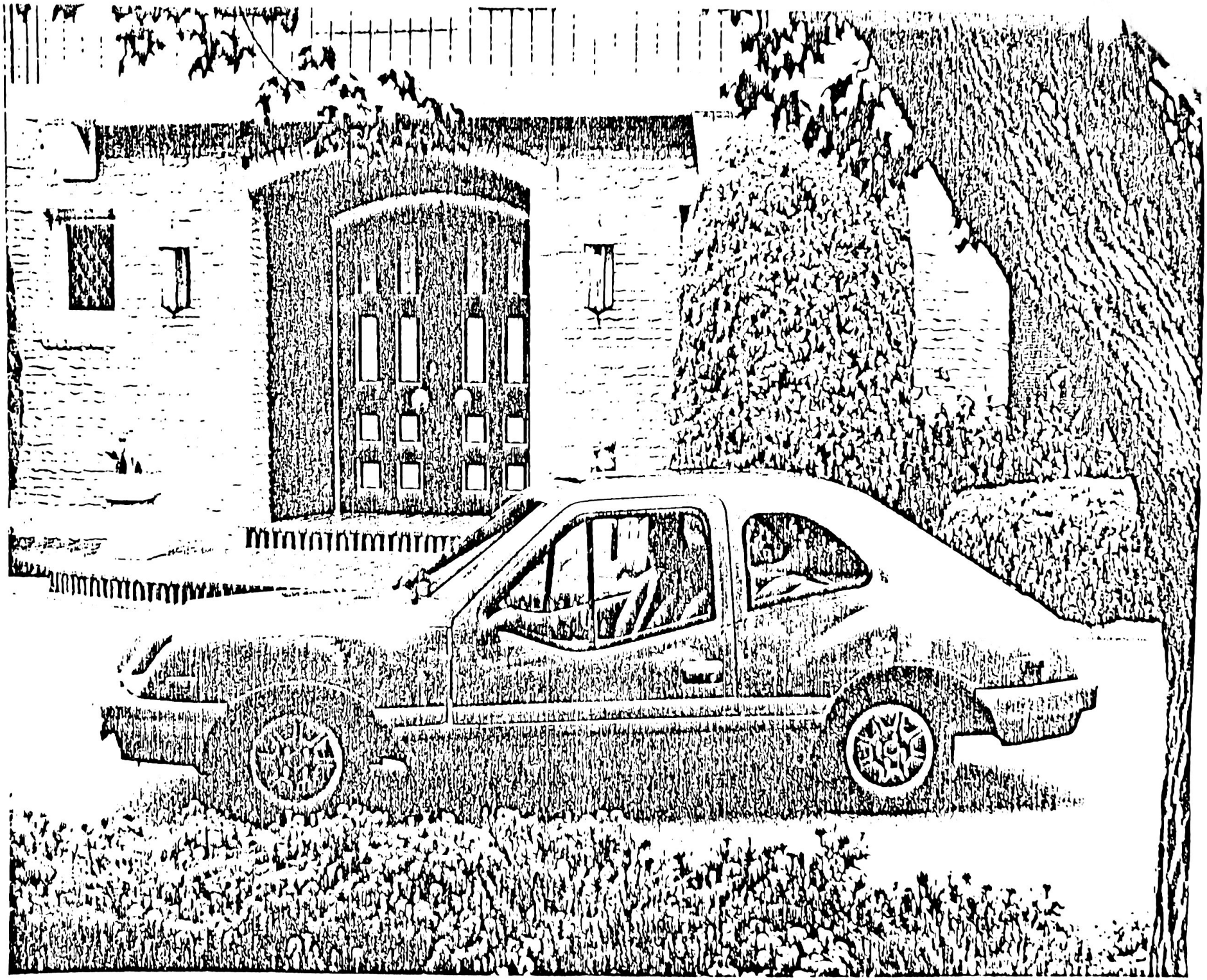
JACKING PADS ILLUSTRATION.....Page 25a

JACKING PROCEDURE.....Page 26

BATTERY MAINTENANCE/WATERING YOUR BATTERIES.....Page 27-28-29

SAFETY PRECAUTIONS.....Page 30

INDEX.....Page 31-32



NEW VEHICLE BREAK-IN

Avoid hard stops for those first few hundred miles except in cases of emergency. Gentle brake application will allow the brakes to seat properly. Brake linings do not provide maximum braking efficiency when they are new. You may, therefore, find that more pedal force is required to stop the vehicle during the first 120 miles (200 km) of operation.

New tires generally lack maximum traction ability as well. The tires may be somewhat slippery during the first 60 to 120 miles (100 km to 200 km) of operation, so exercise caution during braking and cornering.

SAFETY TIPS

Before entering your vehicle inspect and clean, if necessary, all windows, lights, and mirrors. Inspect all tires for proper inflation. Be sure your cars path is clear and the battery charger cable disconnected.

Before driving away, close the rear hatch, hood and lock doors. Adjust seat for comfortable operation of all controls. Adjust inside and outside mirrors for the best rearward vision. Fasten your seatbelt and insist that passengers fasten theirs. Verify the operation of warning lights. Check all gauges for safe reading. Release the parking brake and be certain the brake warning light is off. Understand your automobile and its equipment and know how to operate all the controls safely.

OPERATING YOUR ELEC TREK

Starting Your ElecTrek:

The electric drive motor in your ElecTrek does not require a starting technique like that required for a vehicle with an internal combustion engine. The electric motor is ready to deliver almost instantaneous power, on hot or cold days immediately after you have turned the power key to the start position and depressed the accelerator pedal.

Starting Sequence

* 1. Disconnect the charger cord.

2. Fasten driver seat belts and suggest that passengers fasten their seat belts.

3. Depress the clutch fully and shift the transmission into neutral.

   WARNING: Select neutral BEFORE turning the power key to the "start" position. Do not depress the accelerator pedal with the vehicle in neutral or when the clutch is depressed.

** 4. Remove your foot from the accelerator and depress the foot pedal brake.

** 5. Momentarily turn the power key to the "start" position then release. Your "power on" lamp will glow and the drive motor is ready to deliver power.

6. Release the parking brake.

7. Shift into desired gear, release the clutch all the way and gently press the accelerator.

8. Do not ride the clutch.

* If the charger lamp lights, then you have not disconnected the 110V charging cord and the car will not start.

** Should the accelerator warning lamp glow with the key in the "start" position, you have depressed the accelerator pedal and the car will not start. Remove your foot from the accelerator pedal, turn the key to the "off" position and repeat step 5.

DRIVING YOUR ELEC TREK

The ElecTrek can be driven in a manner similar to an automobile with an internal combustion engine.

Although your ElecTrek is fitted with a four-speed transmission the electric motor has some unique characteristics that make it somewhat easier to drive than an automobile with an internal combustion engine.

There is no "idle speed with the electric drive motor, so you will only need to disengage the clutch (by pressing its pedal all the way down) when you need to change gears. THE CLUTCH SHOULD REMAIN ENGAGED WHEN THE VEHICLE IS AT REST.

The pedal cluster is from left to right; clutch, brake and accelerator.

Shifting gears in your ElecTrek is an operation similar to all transmissions in other automobiles. Do not attempt to shift gears without removing your foot from the accelerator pedal and depressing the clutch fully. The shift lever can then be moved to the desired position to engage the gears. The gear positions are graphically shown on the gear shift knob.

For forward motion initially learn to drive the ElecTrek using second, third and forth gears only. Operating your ElecTrek in the first gear can easily cause overreving of the electric drive motor with potentially harmful results.

To prevent damage to the drive motor, your ElecTrek must be operated within the following speed ranges in each gear.

REVERSE:	0 to maximum 10 mph
FIRST GEAR:	0 to maximum 10 mph
SECOND GEAR:	0 to maximum 40 mph
THIRD GEAR:	20 to maximum 60 mph
FORTH GEAR:	40 to maximum 75 mph

MUCH OF YOUR CITY (STOP & GO) DRIVING WILL BE DONE IN SECOND GEAR.

YOU DO NOT NEED TO SHIFT GEARS AS OFTEN WITH THE ELEC TREK AS WITH AN AUTOMOBILE WITH AN INTERNAL COMBUSTION ENGINE.

STOPPING YOUR ELEC TREK

The brake pedal is the control you should use to bring your ElecTrek to a stop.

It is not necessary to use the clutch to stop. Use the clutch ONLY to shift gears, then release.

While the vehicle is at rest, depress the brake pedal firmly to hold at a standstill. So the vehicle moves smoothly away from rest, remove your right foot from the brake pedal and depress the accelerator. When the vehicle is at rest without brake pedal pressure on an incline, it can easily roll forward or backwards.

> WARNING: DO NOT HOLD THE VEHICLE STATIONARY ON A HILL BY DEPRESSING THE ACCELERATOR PEDAL; ALWAYS USE THE FOOT BRAKE. SEVERE DRIVE MOTOR DAMAGE AND SHORTENED BATTERY LIFE CAN RESULT FROM ANY ATTEMPT TO DEPRESS THE ACCELERATOR WHEN THE MOTOR CANNOT ROTATE. DO NOT RIDE THE CLUTCH OR BRAKE.

PARKING YOUR ELEC TREK

If you are parking and/or leaving your ElecTrek, the power switch must be turned to the "off" position and the key removed. The shift lever should be moved (with the clutch fully depressed) into the neutral gear position. Apply the parking brake firmly.

ALWAYS USE THE PARKING BRAKE WHEN THE CAR IS PARKED. The electric motor does not have compression as a conventional gasoline engine. Leaving the car in gear will not prevent your car from rolling away. Close and lock the sunroof and doors.

The batteries will have longer life if they are recharged as frequently as possible to maintain as close to a full charge as is practical. The charge cord is fitted with a conventional plug to fit most 110 volt, 20 ampere capacity electrical sockets making available the ability to recharge the vehicle any time you make a prolonged stop. Even a 15 minute charge is beneficial to battery life and power. The current flow, during the recharging cycle, replenishes the batteries, depolarizes them, lessens their internal resistance and generally contributes to longer battery life.

DRIVING TECHNIQUE

The number of miles you can obtain from each battery charge will depend, to a great extent, on your driving style. When, where and how you drive can all have an effect on the distance you can drive.

The method for obtaining maximum efficiency from each battery charge is to anticipate requirements for acceleration or deceleration so you can maintain as even an average speed as possible.

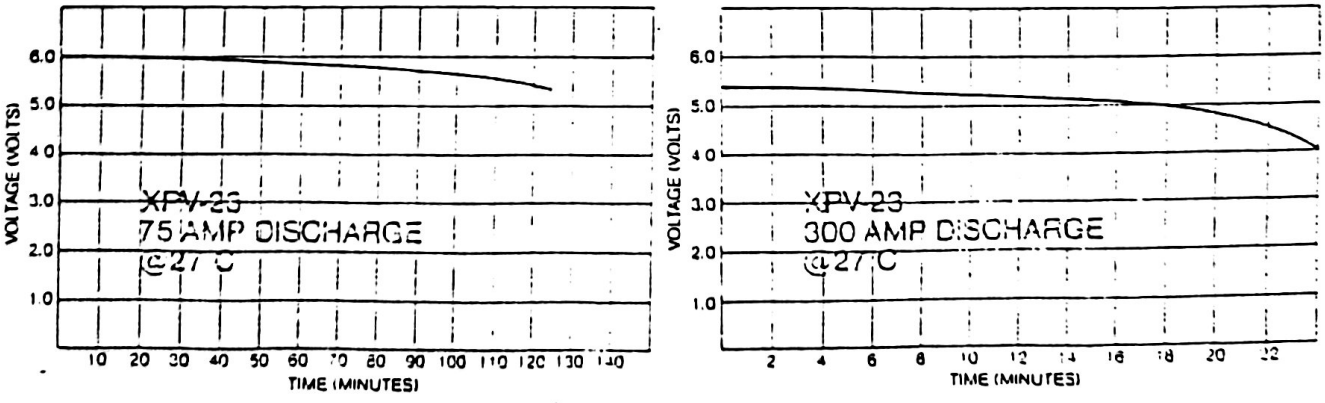
When traffic conditions permit, adjust your speed, so you can cruise through traffic lights rather than stopping and accelerating from a standstill.

AVOID RAPID ACCELERATION (HIGH AMP DRAW) EXCEPT WHEN TRAFFIC CONDITIONS REQUIRE IT.

Always try to make gradual changes in your vehicle speed. Look further down the road to anticipate changes in speed, like traffic lights or the flow of other traffic.

The average capacity of your battery pack (and therefore the performance it can deliver) is significantly affected by the rapidity of the amperage discharge and by the ambient temperature at the time of discharge.

For example, the graph below shows that the Exide EPV-23 battery has a discharge time of 125 minutes when discharged at a constant 75 amps which is more than five times longer than if discharged at a constant 300 amps.



Similarly, the table below shows the variation in discharge time of the Excide EV106 battery as the ambient temperature is increased or decreased from base temperature of 25°C (77°F).

TEMPERATURE — PERFORMANCE CONVERSION

Table for 1 hr. Rate Discharge of EV 106

The following table in °C provides the factor for converting the discharge time obtained at 25°C (77°F) and at 1 hour rate ampere rating to various temperatures: (If a battery gave 61 mins at 25 C at 135 amps (1 hr rate) then at 10°C it would yield 61 • .853 or 52.03 mins if discharged at 135 amps.)

Relative time on discharge at the 1 hour 25°C ampere rating:

-60°C	1.184	-10°C	0.853
-50°C	1.151	0°C	0.716
-40°C	1.103	-10°C	0.546
-30°C	1.036	-20°C	0.360
-25°C	1.000	-30°C	0.134
-20°C	0.955		

Your ElecTrek is equipped with regenerative braking which can reduce vehicle speed and convert the vehicle forward motion and energy into electricity to charge the batteries.

Learning the driving technique utilizing regenerative braking is good for the battery and extends driving range per charge for stop and go driving.

This system will only function, however, when the vehicle is coasting or decelerating WITH THE CLUTCH ENGAGED and the TRANSMISSION IN GEAR.

The regenerative braking system functions relative to the rpm of the motor and is activated by reducing pressure on the accelerator. The faster accelerator pressure is reduced the more forceful the regenerative braking turns on, with a higher rate of deceleration.

With no pressure on the accelerator pedal the regenerative braking system turns off in seven to ten seconds or at a low rpm (approximately 20 mph in second gear), whichever occurs first to allow a free wheeling effect.

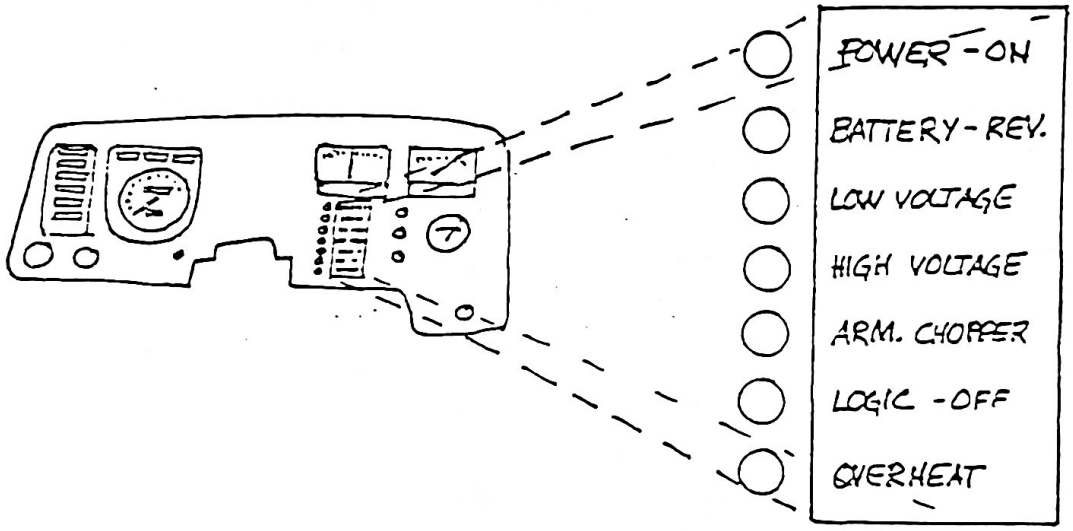
To keep the regenerative braking system on, motor rpm's must be high enough and a slight pressure must be retained on the accelerator pedal. The accelerator pedal can then vary the amount of regenerative braking.

As accelerator pedal pressure is reduced the regenerative braking potential is increased for that particular rpm of the motor.

Once below the effective rpm range of the motor for regenerative braking, shifting to a lower gear will reactivate the system relative to the rpm of the motor in that lower gear. (Down shift according to the speed ranges listed for each gear.

Depressing the accelerator pedal slightly ahead of the regenerative braking position will allow free-wheeling. You will be able to note this by the ammeter gauge reading 0.

DIAGNOSTIC PANEL



DIAGNOSTIC PANEL

Power On Lamp: The power "on" lamp should glow to indicate that the controller is active (when the power key is in the "on" position) and that the drive motor is ready to deliver power when the accelerator pedal is pressed.

Battery/Rev. Lamp: The battery/rev. lamp only glows when the polarity of the drive motor circuit is reversed due to improper battery or cable connection. When this condition exists, the controller (actuated by depressing the accelerator pedal) will not operate.

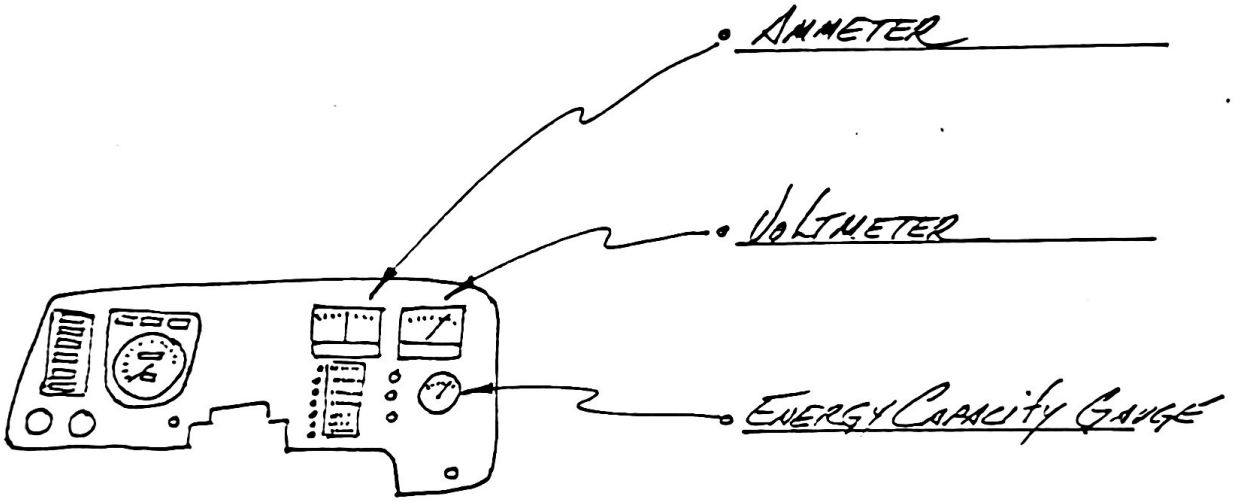
Low Voltage: The low voltage lamp only glows when the battery pack capacity is below the minimum safe operating level of 75 volts. When this condition exists, the controller (actuated by depressing the accelerator pedal) will not operate.

High Voltage: The high voltage lamp only glows when the controller and/or the battery pack is being subjected to excessive voltage. If the charge cord is plugged in and charging, unplug it immediately to prevent further damage to the batteries. The controller will not operate when the high voltage lamp is glowing even if the accelerator pedal is depressed.

Armature Chopper: When the armature chopper lamp glows, it indicates that the controller is in an armature current chopping mode, for the motor, a condition that exists when the drive motor is rotating at low rpm (2000 rpm or less). WHILE DRIVING, THE MOTOR WILL FUNCTION MOST EFFICIENTLY WHEN THE RPM IS HIGHER THAN 2000 RPM, INDICATED BY THE ARMATURE CHOPPER LAMP GOING OUT.

Logic Off: If this lamp glows, it indicates a failure in the controller, stop the vehicle, turn the power key off; and consult Unique Mobility.

Overheat: The overheat lamp only glows if the internal temperature of the controller exceeds safe operating limits. The controller will turn itself and all drive systems off. Depress the clutch, shift to neutral and coast the vehicle to a safe parking place. When you have stopped, turn the power key to the "off" position and apply the parking brake. Allow the controller to cool for a few minutes. If the lamp continues to glow or if this condition is repeated frequently consult Unique Mobility.


AMMETER
VOLTMETER
ENERGY CAPACITY GAUGE

* *Ammeter:* The ammeter needle (when to the right of 0), indicates the instantaneous current usage or generation of the drive motor. The ammeter is a direct indicator of your driving efficiency. The lower the indicated amperage during the current usage, the more you are conserving energy to extend your driving range. The longer and higher the indicated amperage (to the left of) during regenerative braking, the more you are returning energy to extend your driving range.

* *Voltmeter:* The voltmeter needle indicates the instantaneous D.C. battery voltage under load or no load and will fluctuate with changes in current (amperes). Drawing current from the batteries lowers the voltage. During regenerative braking or while charging the batteries, the voltage increases. You can obtain an indication of energy reserve by depressing the accelerator pedal WHILE THE VEHICLE IS IN MOTION. This check should be made at low speed with the CLUTCH ENGAGED, and the TRANSMISSION IN GEAR so the drive motor is pulling a number of amperes, (as shown on the ammeter). The approximate battery pack voltage will register on the voltmeter in these ranges.

AT A 300 AMP DISCHARGE:

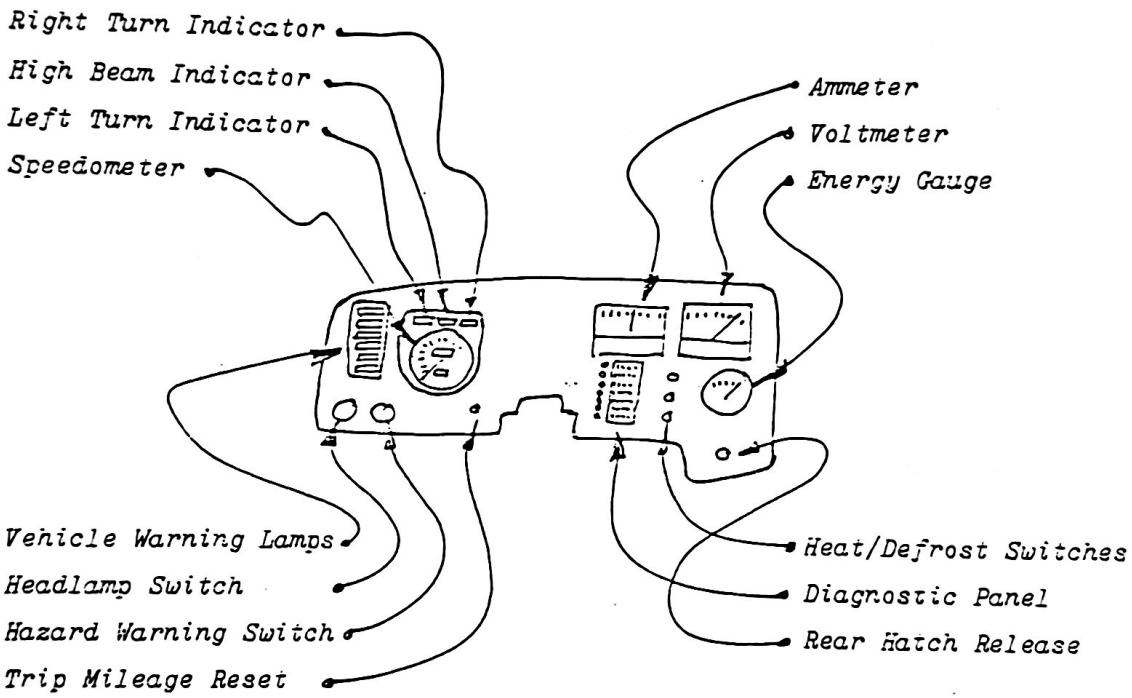
88 to 96 volts:	Fully charged battery pack.
82 to 88 volts:	Half charged battery pack.
80 to 82 volts:	Low battery pack.
77 volts or less:	Battery pack too low to power vehicle - it must be recharged immediately.

VOLTAGE WILL VARY WITH AGE CONDITION, STATE OF CHARGE AND TYPE OF BATTERY.

AFTER SOME EXPERIENCE WITH YOUR BATTERIES, LEARN THE VOLTAGE READING FOR A 100 AMP DISCHARGE.

* Color codes on the ammeter and voltmeter are used to indicate efficiency ranges while driving. Green - indicates highest efficiency, yellow - indicates medium efficiency and orange - indicates low efficiency. Combine the readings from both gauges to determine efficiency and remaining capacity at your present power usage.

Energy Capacity Gauge: The energy gauge provides an approximate reading of how much energy reserve is left in the batteries. With experience, learn to use this gauge as a cross reference with the voltmeter and ammeter. PERFORMANCE IS BEST AT THE UPPER HALF OF THE CAPACITY GAUGE. ENERGY DENSITY OF A BATTERY DECREASES FASTER AT THE LOWER ONE-HALF OF THEIR CAPACITY.


Right Turn Indicator
High Beam Indicator
Left Turn Indicator
Speedometer
Ammeter
Voltmeter
Energy Gauge
Vehicle Warning Lamps
Headlamp Switch
Hazard Warning Switch
Trip Mileage Reset
Heat/Defrost Switches
Diagnostic Panel
Rear Hatch Release

INSTRUMENT PANEL

Speedometer: The speedometer indicates speed in miles per hour with large white numbers and kilometers with the small white numbers.

Odometer: The odometer is located on the face of the speedometer. The numbers indicate the total number of miles the vehicle has been driven.

Trip Odometer: The trip mileage indicater can be reset to zero at any time by turning the reset knob clockwise.

Hazard Warning Flasher Lamp: The hazard warning flasher lamp on the dashboard will flash on and off (in conjunction with all four turn indicator lamps on the vehicle's exterior) whenever the hazard warning flasher switch is pulled to the on position. The hazard warning lights should be used to warn other drivers any time your vehicle becomes a traffic hazard during the day or night.

WARNING: OPERATION OF THE HAZARD WARNING FLASHER SYSTEM WHILE THE VEHICLE IS MOVING MAY BE ILLEGAL IN CERTAIN AREAS.

Brake Warning Lamp: The brake warning lamp has two functions; it glows when the parking brake is applied and also when there is low brake fluid in the hydraulic system.

The brake warning lamp must glow when the parking brake is pulled on and the power key is on. The lamp should stop glowing when the parking brake is fully released.

If the brake warning lamp glows; be certain the parking brake is fully released, if it is, pull the vehicle to the side of the road immediately because there may be a problem in the hydraulic system.

Check the brake fluid level and add fluid if necessary.

If there is a problem with the brake system, it may be necessary to have the vehicle towed.

NOTE: The power key must be turned closkwise to its "on" position to test the brake warning lamp.

Seat Belt Warning Lamp/Buzzer: The seat belt warning lamp will glow each time you turn the power key to the on position. The buzzer will sound for about six seconds or until the driver's seat belt has been fastened. This is a reminder to you and your passengers to fasten their seat belts. If the system does not operate properly.

Motor Overheat Warning Lamp: The motor overheat warning lamp will glow when the motor becomes too warm for safe operation. Allow motor to cool. If themotor is operated with the warning lamp lit and the temperature rises to the critical point the motor will automatically shut off. Motor cooling will be faster with the switch key in the on position, for this allows the cooling fan to operate.

High Beam Indicator Lamp: The high beam indicator lamp should glow only when the high beam portion of the headlight system is turned on.

Headlamp Switch: Pull the knob to the first notch to turn on only the parking lamps. Pull the knob to the second notch to turn on both the parking lamps and the headlamps.

Rotate the control knob clockwise to dim the instrument panel lights. The instrument panel lights will be illuminated whenever the headlamp switch is in either position.

Rear Glass Hatch (Hatchback Model): The rear glass hatch on most Elec-Trek models is held in the closed position by a latch that can be released by pushing the rear hatch release button located on the dash.

To close the hatch, simply push it down firmly with both hands until the latch snaps tightly shut. Pull upward on the glass hatch with both hands to be certain the latch is securely locked.

WARNING: DO NOT DRIVE THE VEHICLE WITH THE REAR GLASS HATCH IN THE OPEN POSITION.

INTERIOR LIGHT SWITCH

This switch is located between the rear seats in the two door sedan and located in the center of the roof in the hatchback model.

Turn this switch to the "off" position to turn the interior lamp off. Turn the switch to the "door" position if you want the interior lamp to glow only when the driver or passenger doors are open. Turn the switch to the "on" position if you want the interior lamp to glow even with both doors closed.

REAR VIEW MIRRORS

Adjust the outside and inside mirrors before driving off. It is important for safe driving that you have good vision to the rear.

DOOR LOCKS

Both doors can be locked by depressing the locking lever and then closing the door while holding the handle up. The doors can also be locked with the key.

STEERING WHEEL CONTROLS

Ignition Switch and Anti-Theft Steering Column Lock: The power key must be inserted in its slot to unlock the anti-theft steering column lock so the vehicle can be driven. The front wheels cannot be steered or turned until the key is inserted in the lock and turned one notch. There are three notches or positions available when the power key is rotated clockwise.

> POSITION ONE: "LOCK" - Steering locked. The key can remain in its keyhole or it can be removed to deter theft. The electrical systems are inoperative with the switch in the "LOCK" position except for hazard and warning flashers.
>
> POSITION TWO: "ON" Steering unlocked and all electrical accessories as well as the controller and drive motor operative. The vehicle is operated with the switch in this position.
>
> POSITION THREE: "START" Momentarily rotate the power key to this position to activate drive line power circuits. The key will return to the "ON" position.

The steering column lock may interfere with the operation of the power switch. If you cannot turn the power switch key with light finger pressure, turn the steering back and forth slightly while turning the power switch key in the clockwise direction.

> WARNING: DO NOT REMOVE THE POWER SWITCH KEY WHILE THE VEHICLE IS MOVING AS THIS WILL LOCK THE STEERING COLUMN SO THE VEHICLE CANNOT BE STEERED.

Headlight - Flasher/Dimmer Switch: With headlights on, pulling lever toward steering wheel dims the headlights or similarly turns on the high beams. The high beam indicator light glows red when the high beams are on.

Turn Signals: Right lane change signal - push lever up lightly. Left lane change signal - pull lever down lightly. When you want to change lanes, you can flash your turn indicators without putting the lever in the "hold" position by moving the lever either up or down lightly until the indicator flashes. When you release the lever it will return to the center position.

Right turn signal - push lever up to its limit. Left turn signal - pull lever down to its limit. The lever will return to the center position (turn signals off) automatically only you complete your turn, unless the turn is very shallow. If the indicator continues to flash after making a turn, manually return the lever to the center position.

If the turn indicator light on the instrument panel does not flash or remains on continously when you signal a turn the signaling system is malfunctioning. Have this condition corrected as soon as possible.

Horn: The horn pad is mounted on the steering wheel crossbar. Regularly check the horn for proper operation. Use the horn sparingly. Sound only when necessary.

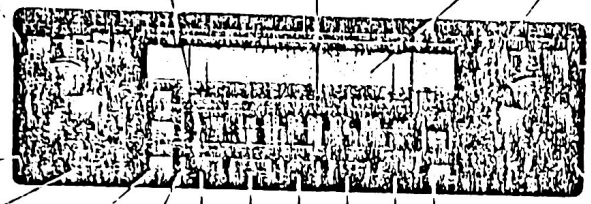
Washer and Wiper Control: Pull the lever (located on the right) toward the steering wheel to spray the windshield with washer fluid. The level can be held on for prolonged washer operation.

CAUTION: DO NOT SPRAY A FREEZING COLD WINDSHIELD WITH WASHER FLUID BECAUSE THE FLUID MAY FREEZE AND IMPAIR YOUR VISION. WARM THE WINDSHIELD, FIRST, WITH THE WINDSHIELD DEFROSTER.

DO NOT OPERATE THE WIPERS OVER A DRY WINDSHIELD.

Push the lever up to its first notch for normal wiper speed. Push the lever up to its second notch for fast wiper speed.

Location of Controls



POWER SWITCH
Turn knob clockwise or counterclockwise until a click is heard to switch the power to the unit on or off

ON
OFF

VOLUME CONTROL
Progressive rotation increases radio or tape player volume

MIN MAX

Loudness Compensated Tone Control
With automatic loudness compensation at low to medium volume levels

BALANCE CONTROL
(PUSH & TURN)
Push in and turn knob in either direction to adjust for best stereo effect

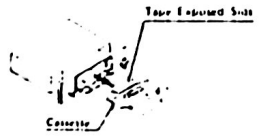
LEFT RIGHT
KEEP PUSHING & TURN

FM STEREO INDICATOR (red)
Light goes on automatically when the FM radio program is being received in "FM Stereo"

DIAL POINTER
Indicates the radio station tuned in

TAPE SLOT
(The POWER SWITCH should be turned on.)
Insert cassette with tape exposed side facing the slot and full reel on the right and push inward, and the cassette will sit in its place when you remove your fingers from the cassette

NOTE:
- Insertion of the cassette will automatically cut off the radio and tape playback will start. Radio will come back on automatically when the cassette is ejected
- Radio cannot be operated while cassette is inserted



TONE CONTROL
INCREASES BASS RESPONSE
INCREASES TREBLE RESPONSE

INQ (Impulse Noise Quieting) SWITCH
If ignition or other electrical pulse type noise is heard occasionally while listening to FM radio set the INQ SWITCH to the position by depressing it to ON. Switch to OFF position by depressing it again.
ON OFF
NOTE: This switch is effective on FM radio only

FMO (FM Optimizer) SWITCH
If "static" noise is heard continually while listening to FM radio in fringe area (weak signal area) set the FMO SWITCH to ON position by depressing it to ON. Switch to OFF position by depressing it again.
ON OFF

TAPE PLAY INDICATOR (green)
Light goes on automatically when a cassette is inserted into the TAPE SLOT.

BAND SELECTOR
FM — For FM radio reception, set this selector to this position by depressing it in.
AM — For AM radio reception, set this selector to this position by depressing it out.

FADER CONTROL
Adjust for best sound balance between front and rear speakers. (This control is effective only when 3 or 4 speakers are installed)

REAR
FRONT

TUNING CONTROL
Turn this knob slowly in either direction until you can hear the desired radio station on the appropriate radio band, AM or FM.

DOWN UP

FF/REW/RELEASE EJECT CONTROL

1 FAST FORWARD (FF OPERATION):
Move the lever downwards and lock it to set at FF (Fast Forward) operation.
- AUTO EJECT: Auto Eject function stops the tape (as has its end in playback and fast forward operation.

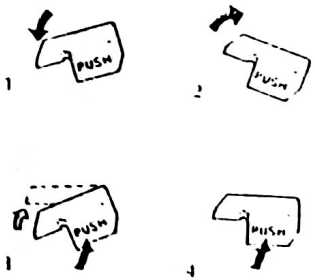
2 REWIND (REW) OPERATION:
Move the lever upwards and lock it to set at REW (Rewind) operation.
- REPEAT TRACK: When the tape is rewound the same program will automatically repeat.

3 FAST FORWARD or REWIND RELEASE:
Push to release playback.

CAUTION:
- Do not turn the function lever to RELEASE.
- Always PUSH to change the mode of operation.

4 MANUAL EJECT OPERATION:
Push to stop the tape and eject the cassette. (The radio turns ON again.)

NOTE: Always remove the cassette from the TAPE SLOT when not in use.



STATION SELECTOR PUSH BUTTONS
These buttons can be used to preset either FM or AM stations depending upon the position of the BAND SELECTOR.
Once the push buttons have been adjusted it is a simple matter to select any one of the preset stations just by pressing the proper push button.

To preset a station:
1 Select a button, pull it out as far as it will go. (Fig 1)
2 Turn the TUNING CONTROL to tune in the desired station.
3 Firmly, but gently, press the button all the way in, until a click is heard, and release. (Fig 2)

NOTE: The other remaining STATION SELECTOR PUSH BUTTONS can be adjusted in the same manner. Of course, it is still possible to tune the radio manually, or to change any of the pre-set stations at any time.


Fig 1


Fig 2

CASSETTE OPERATION PRECAUTIONS

Volume Level:

For your driving safety, keep the volume level low enough to be aware of road and traffic conditions.

Car Ventilation:

If your car is parked for several hours in direct sunlight, the temperature inside the car may become very high. It is advisable to drive the car and give the interior a chance to cool down before switching the unit on.

Car Washing:

Do not expose this equipment (including the speakers and tape) to water or excessive moisture to avoid electrical shorts which may cause fire, or other damage.

Tape Mechanism:

Keep magnets, screwdrivers and other metallic objects away from the tape mechanism and tape head.

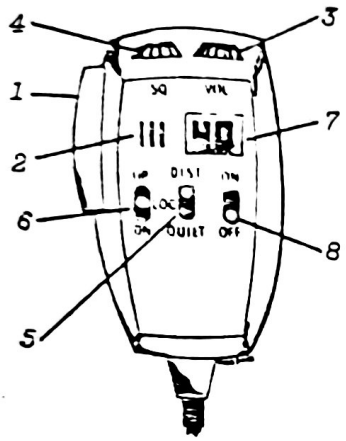
Service:

This unit is made of precision parts. Do not attempt to disassemble or adjust any parts. For repair, please consult your nearest Panasonic Servicecenter.

Outside Cleaning:

To clean the outside of the set, use a soft cloth to wipe the surface. Do not use benzine, thinner or any other type of solvent.

CONTROLS & INDICATORS



1. PTT (Push-to-talk) Switch - Turns on transmitter and microphone cartridge.

2. Microphone Cartridge - Applies voice to transmitter when PTT switch 1 is pressed.

3. VOL (Volume Control) - Controls speaker volume of CB audio.

4. SQ (Squelch Control) - Allows operator to set receiver squelch so that only signals above the squelch level are heard. The weaker signals and background noise are eliminated.

5. DIST/LOC/QUIET Switch - The DIST position allows the radio the maximum possible sensitivity. When in the LOC position, the receiver automatically eliminates weak signals originating from distant transmitters, enabling clearer reception from nearby transmitters. The QUIET position reduces the "hash" noise in the receiver and allows nearby transmissions to be clearly heard without the typical inter-transmission noise. In this mode, the squelch setting may even be set to the minimum level.

6. UP/DN/ (Up/Down) Channel Selector Switch - Selects operating frequency (channel) of transmitter and receiver. Channels may be advanced "one-at-a-time" in ascending or descending order by pushing the switch in the appropriate position and then releasing the control. If fast advance is desired, hold switch in the appropriate position.

7. Channel Indicator - Displays channel selected.

8. ON/OFF Switch - Turns transceiver on in "ON" position.

FCC LICENSE REQUIREMENTS

This transceiver is designed for licensed Class D operation on any of the 40 channels designated as Citizens Bank frequencies by the Federal Communications Commission. You are required to read and understand Part 95, Subpart D, of the FCC regulations prior to operation of this radio.

You MUST obtain a Class D station license before operating your radio. Transmitting without a license can result in severe penalties or fines. If you do not have a license, fill in the license application and mail it to the Federal Communications Commission. No oral or written examination is required.

IMPORTANT: The transmitter section of your transceiver can be adjusted only by a qualified technician holding a valid first or second class FCC Radiotelephone License. Replacement or substitution of crystals or other components which would cause violation of Part 95 or type acceptance of the radio is specifically prohibited.

C B OPERATING INSTRUCTIONS

Turn-On:

The transceiver is wired through the ignition switch of the vehicle, turn power key on.

Push the ON/OFF switch (8) to the ON position. The channel indicator should light.

Adjust volume control (3) for desired listening level.

To Receive:

Channel Selection: Activate channel selector switch (6) up or down to desired channel.

Squelch Setting: Turn squelch control (4) fully to the left. Then turn the control to the right until background noise and undesired weak signals are eliminated.

To Transmit:

FCC Transmitter Regulation

IMPORTANT: A proper FCC citizen's band operator's license must be obtained before operating a CB transmitter.

Channel Usage: Channel 9 has been designated by the FCC as an emergency channel. Use is restricted to communications involving the immediate safety of life or protection of property, and secondarily, to render assistance to a motorist. Many CB clubs, police, rescue units, hospitals, and garages continuously monitor channel 9. Emergency calls on any channel must be given priority.

Transmitting:

Before transmitting, monitor the channels available to you to locate a clear channel.

Position microphone cartridge (2) close to your mount and at a slight angle.

Contact the party with whom you wish to speak. Speak clearly and distinctly in a normal voice. To hear a reply, PTT switch (1) must be released.

NOTE: The FCC requires that the operator give his call sign (operator license number) at the beginning and end of every communication.

Common courtesy dictates that, should your communications take place on a crowded channel, you switch to a previously determined clear channel.

Turn-Off:

Push the ON/OFF switch (8) to the "OFF" position.

CAUTION: Never fail to fully extend the antenna mast when transmitting and receiving in CB use.

Use the provided key to extend the antenna rod.

PARKING BRAKE

The parking brake lever should move about three clicks before it begins to apply the brakes on the wheels. If the parking brake applies the brakes too soon, the brakes themselves may be dragging and wearing excessively. If the parking brake applies the brakes after more than three clicks, the brakes may not be fully applied. The parking brake must be adjusted if it is not performing properly.

> CAUTION: Be certain that the brake system warning light glows with the word "brake" when the parking brake is applied and the power switch is turned on. The light will help remind you to release the parking brake. If the parking brake is left in the "on" position, the dragging brakes will cause severe brake lining wear and a rapid loss of electrical energy.

To apply the parking brakes, pull the handle straight out toward you as far as it will go. To release the parking brake, pull firmly and rotate the handle clockwise about ninety degrees and push it all the way forward.

> WARNING: The anti-theft steering column lock is not a substitute for the parking brake. Always firmly apply the parking brake before leaving the vehicle. The electric drive motor does not have internal resistance (compression) as do conventional gasoline engines. Parking the car in gear, will not prevent it from rolling away. You must use the parking brake every time you leave your vehicle.

SEATS

The front seats can be adjusted for fore and aft position by pushing the lever to the right near the base of the seat to disengage the adjusting lock. Slide the seat into a comfortable position where you can depress the clutch pedal completely to the floor without moving forward in the seat. Release the locking lever and try to move the seat fore or aft with the full force of your body - this should cause the locking lever to engage completely. Adjust the seats to a comfortable and safe driving position BEFORE fastening seat belts.

WARNING: DO NOT ADJUST THE DRIVER'S SEAT WHILE THE VEHICLE IS IN MOTION OR YOU MAY LOSE CONTROL OF THE VEHICLE.

Seatback Adjustment:

Turn wheel at side of seat cushion, with your body weight taken off the seat back.

Seatback Release:

For rear seat entry, push down on the release lever. Tilt seatback forward and out of the way.

SEAT BELT RESTRAINT SYSTEM

Your ElecTrek is equipped with both driver and passenger lap-shoulder seat belts to help safeguard you and your passengers from injury in the event of an accident. The lap-shoulder seat belts are equipped with automatic belt retractors which have inertia locks. The retractors pull the belts out of the way for convenient entry and exit from the vehicle. The inertia locks allow the belts to remain slightly slack for driver and passenger comfort but provide almost instant locking of the belts when a deceleration force occurs during a sudden stop or accident. The sudden deceleration forces the inertia lock to function restraining the vehicle occupants from being thrown forward. The retractor will also lock automatically if the car inclines to an angle greater than 25 degrees from horizontal.

Fastening the Seat Belts:

Position the lap belt across your lap as LOW ON THE HIPS as possible. Adjust the belts to a snug fit by pulling the belt out and extending it from the tongue plate. Be certain the belt is snug across both your hips and chest, with the chest portion over the top of your shoulder, to reduce the risk of your sliding under the belt during an accident. The belt retractor is designed to automatically take up excess webbing and maintain tension on the belt.

WARNING: Do not wear the shoulder belt under the arm. This practice may reduce the effectiveness of the restraint system.

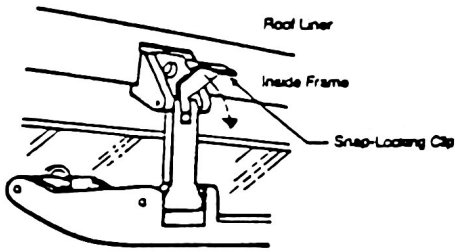
Unfastening the Seat Belts:

Press the release catch to unfasten the seat belt. Feed the belt back into the rectractor with your hand to be certain the belt does not become twisted as it enters the retractor.

INSTRUCTIONS FOR REMOVING GLASS FROM FRAME

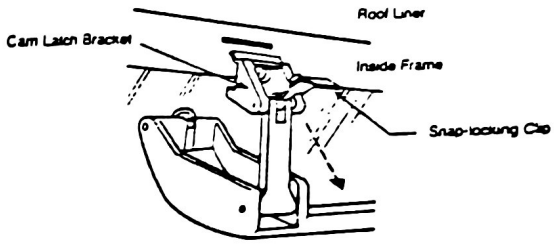
1

From the inside with window open 2" to 3". Release both snap-locking clips downward.



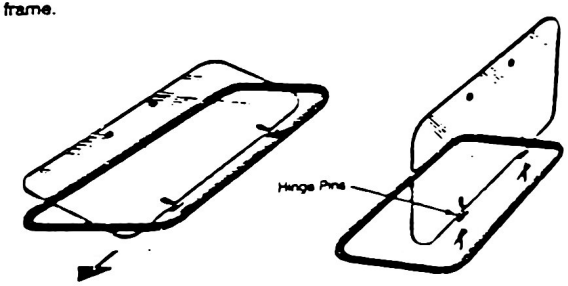
2

Close window. This will release cam latch brackets from the frame.



3

From the outside. Open window 2" to 3" and slide glass to the right side to release hinge pins from hinge track. Rotate glass to release from frame.



INSTRUCTIONS FOR REPLACING GLASS IN FRAME

With window in upright position (90° angle). From outside, place hinge pins in cutouts provided in rubber weather sealer. Rotate until hinge pins slide to the left into the track.

To replace handle in frame. From inside, open window 2" to 3". Slide tongue of one cam latch bracket into large slot in frame. Rotate cam latch bracket toward glass and upward in the same motion, while keeping tongue firmly in the slot until two hooks on cam latch bracket seat firmly against the frame. Shove bracket forward until small slots in bracket are secure against frame.

Press bracket firmly against frame until snap-locking pin holes line up. Press snap-locking clip into hole until it snaps firmly in position.

Repeat procedure with other cam latch bracket.

WINDOWS

Release locking pressure on the window by rotating the knob counter clockwise. Pivot window to the desired position and secure in position by turning the locking knob clockwise.

FRESH AIR VENTS

Press the vent lever down to open the vent. Cool air can be directed for your comfort by adjusting the vent grill.

A flow through fresh air system is incorporated into your ElecTrek vehicle. Fresh outside air flows in through the front grills of the vehicle and out the exhaust grill at the left rear when the windows are closed and the fresh air system vents are opened. An open sunroof allows flow through ventilation.

SUNROOF

To Open Sunroof:

From inside the car pull both of the locking latches downward and then slightly forward. When the window is all the way up, push the locking latches gently towards the rear of the vehicle to lock in place.

> WARNING: If the window does not go up easily, do not force. First recheck the locking latches to be sure they are completely released. If the window latches are completely released and the window still does not raise easily take it to an authorized dealer.

To Close Sunroof:

From Inside the car lift window slightly and pull forward gently on the center of the locking latches. This will allow you to let the window down. When the window is completely down relock in position by pushing the locking latches towards the rear of the vehicle and up.

SPECIAL OPERATING CONDITIONS

Towing the ElecTrek:

Proper lifting or towing equipment is necessary to prevent damage to the vehicle during any towing operation. We suggest that some form of wheel sling or dolly be used, rather than a frame attachment, to lift or tow your ElecTrek vehicle. State or local laws applicable to vehicles in tow must be followed.

The parking brake must be released. If any damage has occured to impair the free-rolling qualities of the vehicle, a towing dolly (or dollys - if both front and rear are damaged) must be used so the tires and wheels do not contact the road while the vehicle is being towed.

Towing a Trailer:

We do not advise the use of this vehicle for towing a trailer or for towing any other vehicle.

Driving on Slick Surfaces:

When hazardous driving is encountered due to minimal traction on slick surfaces like snow, ice, mud or sand, the following procedures are recommended:

Drive cautiously, allowing extra distance for braking.

When braking, depress the pedal with a light "on and off" motion to modulate the brake action until the vehicle is stopped.

Avoid sudden steering movements. If the front wheels cannot obtain traction from a standstill, apply sand, rock salt, tire chains, a scrap of carpeting or tree branches beneath the tires to obtain enough traction to get the vehicle moving.

Accelerate very slowing, from a standstill, with very light pressure on the accelerator pedal. Second gear is a better choice for low traction conditions than first gear.

Rocking the ElecTrek When Stuck:

It may be necessary to rock the vehicle backward and forward to get it moving from a standstill when the road is covered with snow, ice, mud or sand. Move the gear lever alternately from second gear to reverse while depressing the accelerator pedal gently and feathering (partially engaging) the clutch pedal. DO NOT RACE THE MOTOR. If you are still stuck after a minute or two of rocking back and forth, have the vehicle towed out of the area to avoid overheating the motor and clutch and to avoid possible damage to the transmission and other parts of the vehicle.

CAUTION: Do not spin the wheels and tires excessively as this may cause personal injury and premature tire failure.

TIRE CARE

The four road tires and the spare should be inspected every 200 miles or weekly (whichever occurs first). Check each tire for possible cuts, bruises, sharp objects in the tread and for improper inflation pressures. Tire pressure should be 35 psi "cold inflation" on each of the four road tires.

The tires should be rotated, front to rear and with the right tires always remaining on the right and the left tires on the left, every 6,250 miles (10,000 km.) or sooner if irregular wear develops. If the tires are wearing irregularly, have them checked before rotating. Also, have the tires checked for balance and true running when they are rotated.

WARNING: FAILURE TO MAINTAIN THE RECOMMENDED TIRE INFLATION PRESSURE OR TO INCREASE TIRE PRESSURE AS RECOMMENDED WHEN OPERATING AT MAXIMUM VEHICLE LOADED WEIGHT, OR LOADING THE VEHICLE BEYOND THE CAPACITIES MOLDED INTO THE TIRE, MAY RESULT IN UNSAFE OPERATING CONDITIONS, PREMATURE TIRE FAILURE, UNFAVORABLE HANDLING CHARACTERISTICS AND EXCESSIVE TIRE WEAR.

WHEEL CARE

Check for damage that would affect the runout of the wheels. Wobble or shimmy caused by a damaged wheel will eventually damage the wheel bearings. Inspect the wheel rims for damage that could permit air to leak from tubeless tires.

The rear wheel bearings require periodic repacking approximately every 10,000 miles. Loose or worn front wheel bearings tend to let the vehicle wander or shimmy, and can eventually cause excessive tire wear.

ALIGNMENT

Any front-wheel misalignment will result in loss of performance, handling, economy and excessive tire wear.

Have alignment checked by qualified personnel periodically.

CHANGING A WHEEL

Park the vehicle on a level area of pavement or firm ground. Apply the parking brake firmly. Remove the power key. Activate the hazard warning flasher.

WARNING: DO NOT ATTEMPT TO JACK UP YOUR ELEC TREK WITHOUT FOLLOWING THESE INSTRUCTIONS TO REDUCE THE POSSIBILITY OF SERIOUS PERSONAL INJURY.

The jack lifting bracket must contact ONLY the correct jacking pads on the vehicle. (See illustration page 25a).

Use the jack supplied with the vehicle ONLY for changing wheels.

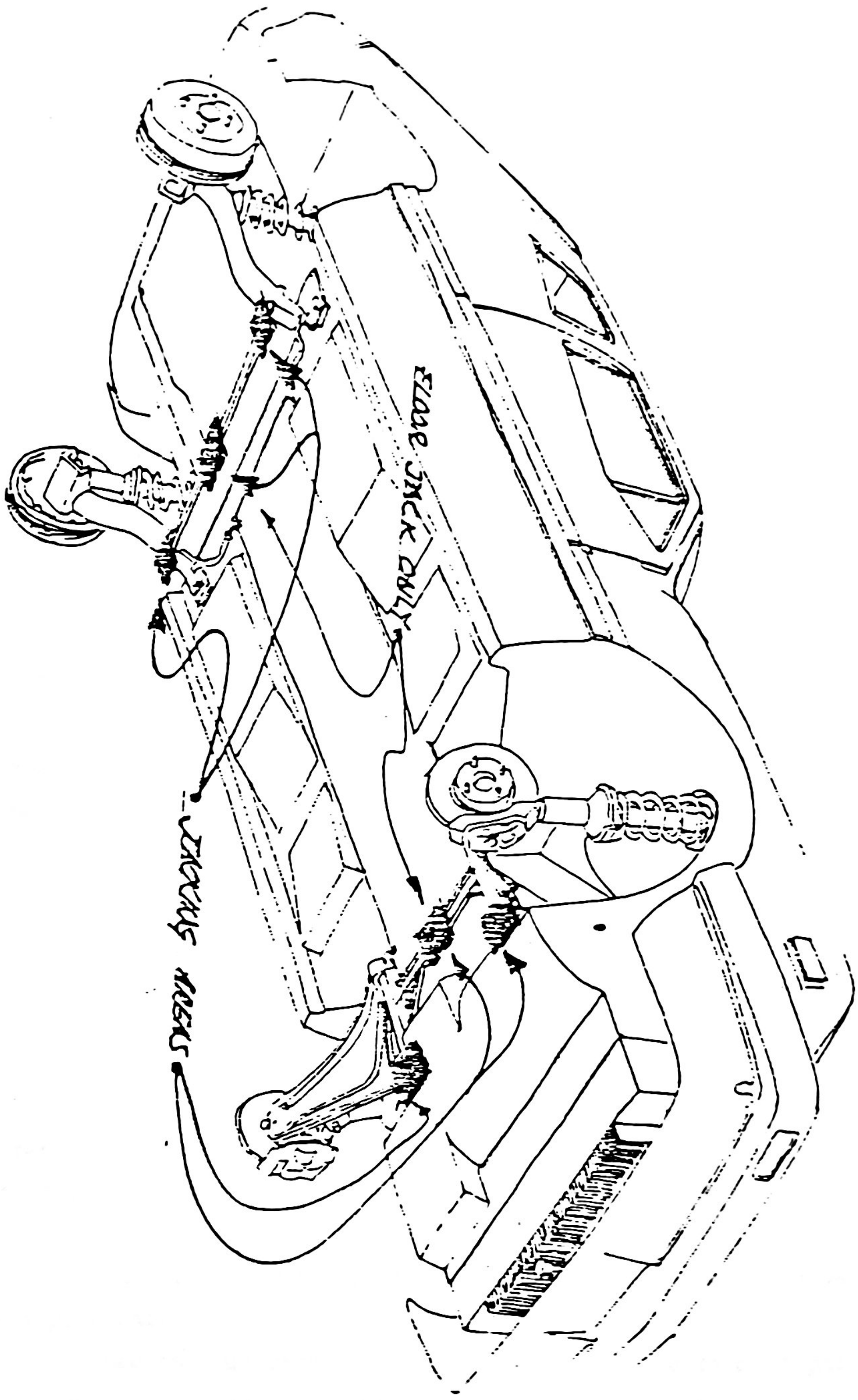
Never get beneath the vehicle when using the jack.

Use the jack only when the vehicle is on level ground or pavement.

Do not operate the drive motor when the vehicle is on the jack.

Do not jack the vehicle when any passengers or animals are inside.

Never attempt to change a wheel or make other vehicle repairs when the vehicle is on a public road or highway. Move the vehicle completely off the road before changing a wheel or making repairs. If you cannot find a level area off the road, call a service truck to change the wheel for you or tow the vehicle to a safe area to make the repairs.


JACK ONLY
JACKING AREAS

JACKING PROCEDURE

Remove the lug wrench, the spare wheel and tire, the aerosol inflation can, the jack and the jack handle from the vehicle.

Use bricks or similar-size rocks to block the front and rear tread surfaces of the front and rear tires that are diagonally opposite the corner of the vehicle being jacked.

Remove the decorative wheel cover with the flat end of the lug wrench.

Loosen each of that wheel's bolts just one turn.

CAUTION: DO NOT REMOVE ANY OF THE BOLTS
UNTIL THE WHEEL AND TIRE ARE LIFTED CLEAR
OF THE PAVEMENT.

Turn the jackscrew four turns (from its completely collapsed position) and place the jack at the jack pad nearest the wheel you are removing. Locate the jack as shown in the illustration.

Insert the jack handle into the jack lug and turn the handle clockwise until the wheel is just clear of the pavement (less than 1/2 inches - 12mm).

Be certain the vehicle is stable with no chance for it to move in any direction, then remove the wheel lug bolts.

Carefully lift the wheel upward a fraction of an inch to clear the hub and pull it outward and off the vehicle.

Lift the spare wheel and tire carefully into place with the holes for the wheel bolts in the proper position.

Thread the wheel bolts in place and use the lug wrench to tighten them. Use only finger pressure on the lug wrench and go over each bolt three-times to be certain all are equally tight.

Inflate spare tire with the aerosol can.

Turn the jack handle counter-clockwise to lower the vehicle to the pavement.

Use the lug wrench to tighten the wheel bolts as tight as you can get them. Work back and forth across the hub in a criss-cross pattern to equalize the pressure of the nuts equally across the face of the wheel. Install the decorative wheel cover firmly.

Have the original road tire and wheel repaired as soon as possible. DO NOT DRIVE FURTHER THAN FIFTY MILES OR FASTER THAN THIRTY MILES PER HOUR ON THE SPARE TIRE.

BATTERY MAINTENANCE

Every two to three weeks or 200 to 400 miles, (whichever comes first), of vehicle operation check the electrolyte level and the tightness of the battery terminal cables. After two to three months you will be able to adjust your maintenance schedule according to your driving habits and ambient temperature.

WATERING YOUR BATTERIES

The sulfuric acid portion of the electrolyte does not evaporate, but the water component of the solution must be periodically replaced due to evaporation and losses during charging. Electrolyte levels should be checked and water added after the battery is recharged. It is extremely important that electrolyte levels do not drop below the top of the plates. If this occurs the capacity of the battery will be irreversibly reduced. Add water only to the ring that is visable inside the splash barrel. NEVER overfill a battery. This will only result in loss of electrolyte during charging. For maximum battery life only distilled water should be added. Tap water can be used if absolutely necessary in an emergency, but creek or well water that has a high level of mineral impurities in it should not be used. Use a hydrometer to check the specific gravity of each and every cell's electrolyte at the same time the electrolyte level is being checked. These checks must always be done when the batteries are fully charged. If the reading is below a specific gravity of 1.235, have the battery checked by Unique Mobility or an authorized repair facility.

The following steps will help insure the longest possible battery life.

Be certain the batteries are always mounted securely.

Keep the batteries clean and dry.

Coat the terminals and connections with petroleum jelly or terminal grease and keep them clean.

Be certain the vent caps on each cell are closed tightly.

If any of the electrolyte is spilled accidently, rinse it off immediately with a solution of water and baking soda.

If the vehicle is to remain idle for an extended time disconnect the power supply cable under the hood. Every six weeks reconnect the power supply cable, plug the charger cord into a dedicated 110V 20 amp circuit and allow the batteries to charge to charger shut-off time.

In normal service, the automatic circuit in the battery charger will keep the batteries in fully charged, ready to use condition. All that is required is to keep the vehicle plugged in at every opportunity.

WARNING: THE BATTERY TUNNEL DOOR SHOULD BE OPENED ONLY FOR BATTERY REMOVAL. OTHERWISE THE TUNNEL DOOR MUST BE CLOSED, SEALED, AND LOCKED AT ALL TIMES. POTENTIALLY LETHAL VOLTAGES ARE PRESENT IN THE BATTERY COMPARTMENT. THE TUNNEL DOOR MUST ALSO BE KEPT CLOSED TO ALLOW THE BATTERY VENT SYSTEM TO FUNCTION CORRECTLY.

WHEN CLEANING THE BATTERY TERMINALS, REMOVE THE FUSE AT THE REAR OF THE BATTERY TRAY. THERE EXISTS IN THE BATTERIES POTENTIALLY LETHAL VOLTAGES. USE EXTREME CAUTION WHEN WORKING ON OR NEAR THE BATTERIES. THE INSULATION ON USED TOOLS IS NOT ALWAYS SUFFICIENT PROTECTION FROM SHORT CIRCUITS. NEVER ATTEMPT TO WORK ON THE BATTERIES WITHOUT REMOVING THEM FROM THE CAR.

BATTERIES SHOULD NOT BE CHARGED IN AN ENCLOSED AREA WITH A GAS HEATER OR ANY TYPE OF PILOT LIGHT.

SMOKING OR OPEN FLAME SHOULD NOT BE PERMITTED IN AN AREA WHERE BATTERIES ARE BEING CHARGED. CHARGING CAUSED THE EXCESS WATER IN THE ELECTROLYTE TO DECOMPOSE INTO HYDROGEN AND OXYGEN WHICH IS A HIGHLY DANGEROUS AND EXPLOSIVE COMBINATION OF GASES. THE BATTERIES SHOULD BE RECHARGED ONLY WHEN THE VEHICLE IS OUTDOORS, OR IN A WELL VENTED ROOM.

DO NOT WEAR JEWELRY OR YOUR WATCH WHEN WORKING ON THE CAR'S ELECTRICAL SYSTEMS, OR DISCONNECTING THE BATTERY PACK. YOUR JEWELRY CAN CAUSE A SHORT CIRCUIT, WHICH COULD RESULT IN PERSONAL INJURY, OR DAMAGE TO YOUR CAR.

The batteries will have a longer life if they are recharged as frequently as possible to maintain as close to a full charge as is practical. The charge cord is fitted with a conventional plug to fit most 110-volt, 20-ampere capacity electrical sockets so you should be able to recharge the vehicle almost any time you make a prolonged stop. Even a 15 minute charge is beneficial to battery life and power. The current flow, during the recharging cycle, replenishes the batteries, depolarizes them, lessens their internal resistance and generally contributes to longer battery life.

WARNING: IMPROPER USE OF A BOOSTER BATTERY TO START A CAR REPRESENTS AN EXPLOSION HAZARD.

LEAD ACID BATTERIES GENERATE EXPLOSIVE GASES. KEEP SPARKS, FLAME AND LIGHTED CIGARETTES AWAY FROM BATTERIES.

IF BATTERY IS FROZEN THAW IT OUT FIRST, OTHERWISE IT MAY EXPLODE.

FOR RECHARGING, ONLY USE A 15 AMP, 14 GAUGE, 12 FOOT CHARGING CORD WHICH IS THE SAME AS THE CHARGING CORD FURNISHED WITH YOUR ELEC TREK. DO NOT USE AN EXTENSION CORD WITH THE CHARGING CORD UNDER ANY CIRCUMSTANCES.

SAFETY PRECAUTIONS

Keep a carbon dioxide fire extinguisher nearby for use on any fires that might occur in a vehicle.

Do not smoke or allow an open flame near the vehicles batteries.

Do not leave your ElecTrek unattended with the power key in its slot or turned on.

The shelf area behind the rear seats of the 2 + 2 sedan should NOT be used for storage, even small or light items. During sudden stops, these articles may cause injury when dislodged. Larger items may also reduce vision to the rear.

If an electrical failure or an extreme overload occurs, especially on the motor, DO NOT BREATHE THE FUMES. Do not remain in the vehicle. Turn the key to the "off" position and remove it. Leave the windows open or the doors ajar to allow the interior of the vehicle to clear. Do NOT open the hood. The heat of the motor failure or overload may generate noxious fumes by the pyrolysis of the insulation materials.

The motor compartment of any electric vehicle is a potentially hazardous area. There is high voltage and possibly high current present in the drive motor system that can cause severe injury or even death. Use extreme caution, when performing any maintenance or inspection on the drive system and electronics of the vehicle. An accidental short circuit caused by rings, jewelry, tools, or other metal pieces can melt cables, metal tools and/or cause copper fires.

Always disconnect the 96-volt battery pack when working under the hood. If you have any reason to suspect motor failure, short circuits or other hazardous conditions, do not even open the hood. Major motor and drive system repairs and inspections should be carried out by Unique Mobility or an authorized repair facility.

Do not wash the motor or battery compartment or allow them to be flooded with water. Water increases the hazard of electrical short circuits and electric shock.

Incomplete or improper servicing may cause problems with the operation of the car. Your ElecTrek is an extremely efficient machine. You can assure the continued efficiency of your ElecTrek by following both the operating manual and maintenance instructions set forth in the owners manual.

INDEX

Air Vents.....21

Alignment.....24

Ammeter.....9

Armature Chopper Lamp.....8

Battery Maintenance/Watering.27-22-29

Battery/Rev. Lamp.....8

Brake Warning Lamp.....10

Break-in/New Vehicle.....1

Cassette Operation & Precautions.....14a-15

CB Controls & Indicators-License Requirements.....15a

CB Operating Instructions....16-17

Diagnostic Panel Lamps & Gauges.....8-9

Driving-Slick Surfaces.....22

Door Locks.....12

Energy Capacity Gauge.....9

Diagnostic Panel Illustration.....7a-8a

Driving Technique.....5-6-7

Driving Your ElecTrek.....3

Hazard Warning Flasher.....10

Headlamp Switch.....11

Headlight-Flasher/Dimmer Switch.....13

High Voltage Lamp.....8

High Beam Indicator Lamp.....11

Horn.....14

Ignition Switch & Anti-Theft Column Lock.....13

Interior Light Switch.....12

Instrument Panel Illustration.....8a

Instrument Panel.....10-11

Jacking Pads Illustration....25a

Jacking Procedure.....25

Logic Off Lamp.....8

Low Voltage Lamp.....8

Motor Overheat Warning Lamp.....11

Odometer.....10

Operating Your ElecTrek.....2

Overheat Lamp.....8

Parking Brake.....18

Parking Your ElecTrek.....4

Power-On Lamp.....8

Radio AM/FM Operation.....14a

Rear Glass Hatch Release Switch (Hatchback Model).....11

Regenerative Braking.....6

Rear View Mirrors.....12

Rocking the ElecTrek When Stuck.....23

Safety Precautions.....30

Safety Tips.....1

Seats-Adjustment/Release.....19

Seat Belt Restraint System.....19-20

Seat Belt Warning Lamp/ Buzzer.....11

Special Operating Conditions....22-23

Speedometer.....10

Starting Sequence.....2

Steering Wheel Controls.....13-14

Stopping your ElecTrek.....4

Sunroof - (Remove Glass From Frame) - (Open/Close).....20a-21

Tire Care.....24

Towing the ElecTrek.....22

Towing A Trailer.....22

Trip Odometer.....10

Turn Signals.....14

INDEX

Voltmeter.....9
Washer & Wiper Control.....14
Wheel Care.....24
Wheel Changing.....25
Windows.....21