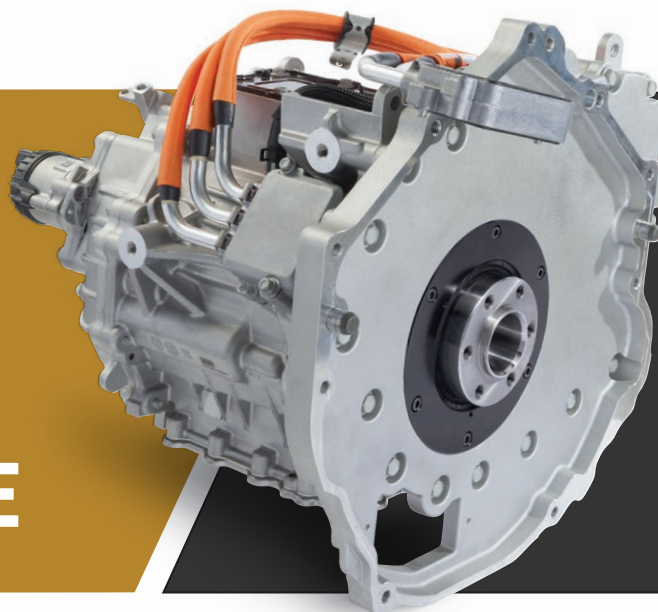




PERFORMANCE

eCrate 400v/200hp

# CHEVROLET PERFORMANCE eCRATE PLUGS INTO THE FUTURE



## All-new kit is the first-ever battery/motor system for EV conversions available for sale from Chevrolet Performance



Chevrolet Performance, which helped pioneer the high-performance crate engine and introduced the innovative Connect & Cruise crate engine kits, takes the next step into the future with the all-new eCrate system – the first-ever battery/motor system designed for electric-vehicle conversions available for sale from Chevrolet Performance.

The new eCrate system offers builders a comprehensive kit that includes the primary elements for converting most conventional combustion-engine-powered vehicles into fully electric propulsion. Its production-based components include a 66 kWh lithium-ion battery pack and a 400-volt electric drive motor that's designed to bolt up to most 4L60 family GM transmissions.

Additional supporting components include a thermal management system, the charging receptacle, control modules and more.

### System highlights include:

- A 66 kWh production-based lithium-ion battery pack, including thermal and battery management systems
- A 400-volt electric drive motor capable of 266 lb.-ft. of torque (360 Nm) and 200 horsepower (150 kW) of motoring power
- Charging receptacle and charge cord set
- Accelerator pedal
- Thermal management system with air conditioning compressor, cabin heater and more
- High Voltage Power Electronics and supporting high-voltage cables
- Low-voltage harnesses and controllers
- Additional supporting components and hardware

**IMPORTANT!** Chevrolet Performance's eCrate system is only available through approved installation centers.

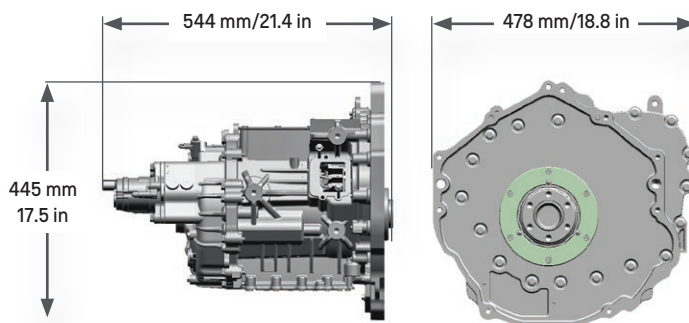
Visit [www.chevrolet.com/performance](http://www.chevrolet.com/performance) for availability and a list of certified installers.

### eCRATE DRIVE MOTOR

The Chevrolet Performance eCrate Drive Motor is a three-phase AC permanent-magnet motor that is capable of producing up to 266 lb.-ft. of torque (360 Nm) and 200 horsepower (150 kW) of motoring power. The motor is designed to connect directly to a GM 4-speed automatic transmission with an external mode switch. That simplifies the installation process, allowing installers to retain a more conventional drivetrain layout, with the drive motor replacing the combustion engine under the hood. The electric motor offers almost instantaneous torque making the drive a lot more fun than traditional ICE powered vehicles.

### SPECIFICATIONS:

Name:	400 Volt Automotive Drive Motor
Motor:	Synchronous permanent magnet AC
Power:	200 hp / 150 kW
Torque:	266 lb.-ft. / 360 Nm
Battery Options:	66 kWh / 400V
Additional Features:	Can be mounted to a standard GM crate transmission
Cooling	Liquid cooled



### CARB EO#: B-88

This part is 50 state emissions street legal when installed and used as described in the CARB executive order.

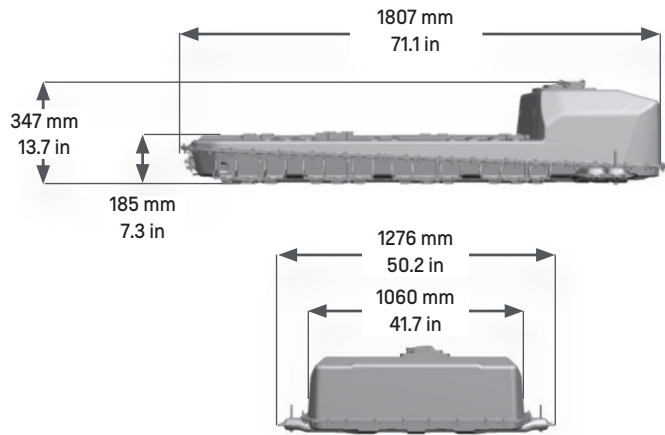
Visit [www.chevrolet.com/performance-parts/emissions](http://www.chevrolet.com/performance-parts/emissions) for more details.

Chevrolet Performance eCrate systems have been granted official California Air Resources Board (CARB) E.O. number, making them street legal for installation in MY2000 and older light-duty cars and trucks with a GVWR ≤ 6000 lb. in all 50 states.

# eCRATE BATTERY PACK

The new Chevrolet Performance eCrate 66 kWh (400V) lithium-ion battery pack offers great power in a one-piece low-profile design that can be adapted to a variety of applications. It employs production-based thermal management and battery management systems, for easier plug-and-play operation with the available control modules.

SPECIFICATIONS:	
Height at front:	7.3 in. (185 mm)
Height at rear:	13.7 in. (347 mm)
Overall width:	50.2 in. (1276 mm)
Overall length:	71.1 in. (1807 mm)
Weight:	947 lb. (430 kg)



# eCRATE CONTROL MODULES & ACCESSORIES

Along with the production-based battery pack and drive motor, engineers developed electrification propulsion kits for converting conventional combustion vehicles into fully electric vehicles. They're designed with

existing GM technology and components, providing builders with more of the components they need to complete a retro-fit installation and get the vehicle on the road sooner.

## High-Voltage Power Electronics

- Power inverter
- On-board charger module
- Auxiliary power module
- High-power distribution module
- Battery heater
- Electric AC compressor
- Cabin heater

## Low-Voltage Power Electronics

- Electronic control module and low-voltage harnesses
- Vehicle Integration Control Module
- Additional associated control modules

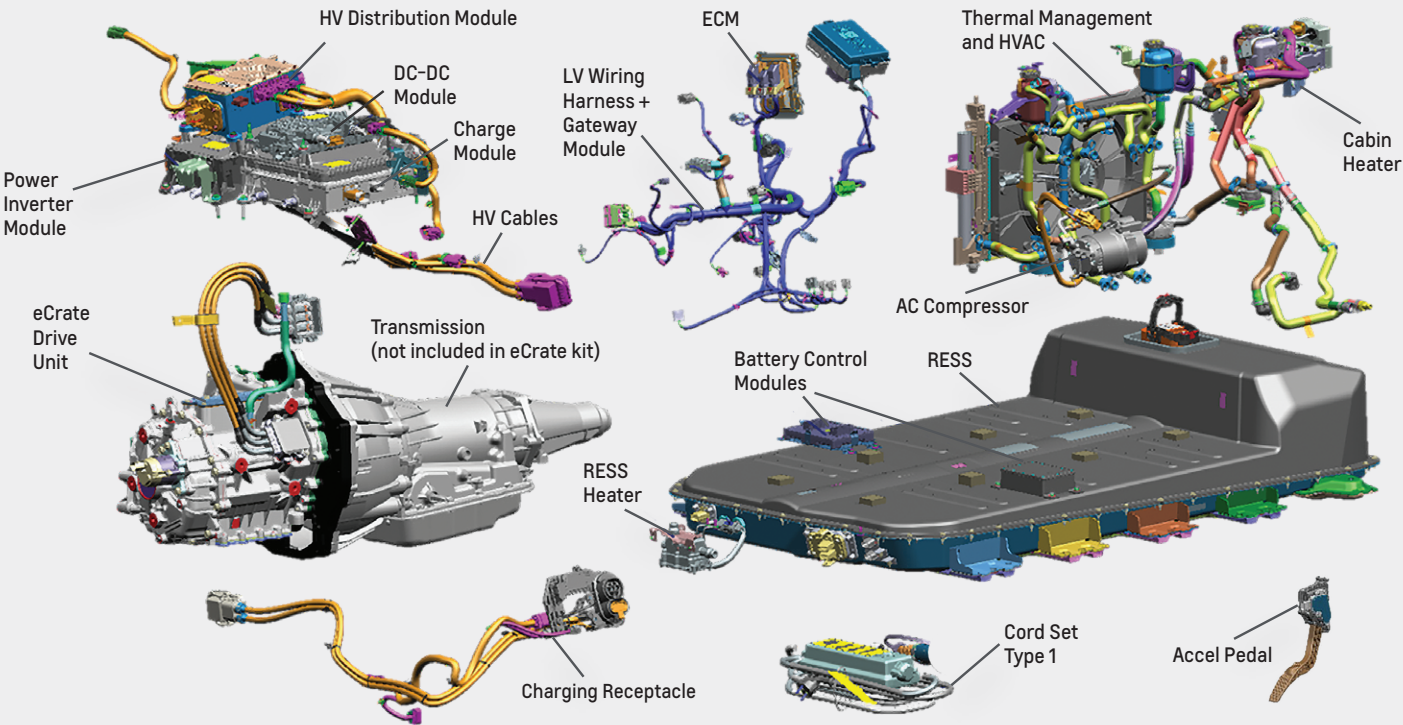
## Additional Components & Accessories

- Charging receptacle
- Level 1 charge cord
- Accelerator pedal

## Optional Components

- Power steering pump
- Brake vacuum pump
- Dual level charge cord set – P/N 85163382
- Installation kit for transmission – P/N 19433630

**NOTE:** Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice. ©2024 General Motors. All rights reserved. The marks appearing in this ad are the trademarks or service marks of GM, its subsidiaries, affiliates, or licensors.



## EV CONTROL MODULES

# The Key to Communication

EV propulsion is more than just a high voltage battery and drive motor. From the accelerator pedal, to power distribution, to battery management and cooling, GM designed control modules help ensure every component communicates and functions accurately within the EV propulsion system.

### HPDM – High Power Distribution Module

Operates like a junction box to distribute High voltage (HV) DC power among HV components in the propulsion system.



### SPIM – Single Power Inverter Module

Adjusts motor power according to the driver's accelerator pedal inputs by converting high voltage DC power from the HPDM, fed by HV battery, into 3 phase AC power during traction and vice versa during re gen.



### APM – Accessory Power Module

Converts 360V DC power from the HPDM, fed by the HV battery or OBCM, into 12V DC to power vehicle accessories and systems.



### VICM – Vehicle Integration Control Module

Controls the charging and energy storage systems along with determining when to perform normal operating modes and regenerative braking.



### OBCM – On Board Charging Module

Converts 110V~240V AC power from a building's wall receptacle into 360V HV DC power to charge the HV battery during low power charging mode.



### HVD – High Voltage Disconnect

A manual device that disconnects the High Voltage circuit in the propulsion system.



### HVRH – High Voltage RESS Heater

Heats the coolant entering the RESS system when needed.



### HEH – High Voltage Electric Heater Module

Heats coolant entering the vehicle's heater core to provide heat to the passenger cabin.



*Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice. ©2024 General Motors. All rights reserved. The marks appearing in this ad are the trademarks or service marks of GM, its subsidiaries, affiliates, or licensors.*

Primary modules shown, additional units may be required.

11.02.23



PERFORMANCE

Follow Chevrolet Performance: @ChevroletPerformance

