

MOTOCZYSZ

Nov 10, 2010, Portland, OR- MotoCzysz unveiled the world's first fully integrated electric drive system- the D1g1t1al Dr1ve D1- at the EVS25 show in Shenzhen China on November 5th 2010. Targeted to power the next generation electric vehicles and series hybrids, the D1g1tal Dr1ve is slated for delivery in May of 2011, for under \$8999.

The D1g1tal Dr1ve D1 is a compact, advanced drive system that incorporates motor, inverter, oil pump, gear reduction and differential, all housed in a light-weight aluminum case. The complete integration of components makes the D1g1tal Dr1ve a true "plug and play" alternative, dramatically reducing the typical design time and costs associated with electric vehicles.

The integrated drive technology housed in the D1g1tal Dr1ve powered the MotoCzysz E1pc motorcycle to two race wins and two track records in 2010. The E1pc dominated the field at the Isle of Mann TT, winning by over two minutes ahead of the closest competitor; this same technology also powered the MotoCzysz E1pc to over 163mph at Bonneville.

By combining innovative, race-proven technology with the power and reliability of the Remy Motors HVH250, the D1g1tal Dr1ve becomes the most advanced and dependable integrated drive system available today.

The D1 makes a continuous 60kW and 75kW peak power and over 1000Nm drive torque in a package weighing less than 150lbs, making it an ideal solution for small commuter vehicles and light duty trucks or utility vehicles. The D1 is designed to accommodate either front or rear wheel drive vehicles.

A complete line of even more powerful and innovative D1g1tal Dr1ves are being designed and tested; further announcements to follow.

Additional information including pictures and press kit can be found at www.d1g1taldr1ve.com.



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D1g1tal Dr1ve Specifications	D1
Integrated System Performance	
Continuous Power Output (kW)	60kW
Peak Power Output (kW)	75kW
Continuous Torque Output (N-m)	600-850Nm
Peak Torque Output (N-m)	800-1150Nm
Max Input Current Continuous/Peak (Amps)	233/330
Peak Efficiency (%)	93% at rotor/ 90% at output
Max Operating Speed (rpm)	5,500
Base Speed (rpm)	2,500
Operating Voltage (VDC nom.)	364 nominal
Max. Temperature Limit	160 c
Measurements	
Overall Length, Width, Height (mm)	L:489.4 / W:329.8 / H:372.3
Mass (kg)	59kg
Motor	
Type	BLDC IPM (Brushless DC Internal Permanent Magnet)
Conductor Type	Remy HVH High Voltage Hairpin
Cooling	MotoCzys Patent Pending Integrated Cooling system
Controller	
Type	3-phase, water cooled IGBT power platform
Supply Voltage (nom)	12v Nominal
Final Drive/ Differential	
Ratio	2.5:1 - 3.5:1
Cooling	
System	MotoCzys Patent Pending Integrated Cooling system
Pump	Integrated oil pump
Heat Exchange	Internal oil water heat exchange

About MotoCzys, LLC.

MotoCzys is a design and engineering firm that has been awarded numerous patents and now focuses primarily on electric drive systems and electric vehicles. MotoCzys recently utilized the D1g1tal Dr1ve in the MotoCzys E1pc experimental electric motorcycle and won the two largest and most important electric races in 2010: Isle of Man TT zero, IOM and the e-Power Red Bull MotoGP, Laguna Seca. MotoCzys is also working with Indian Automotive and Motorcycle giant Bajaj on a bold solution for a next generation electric car. For more information contact Ryan Taylor MotoCzys GM at ryan.taylor@motoczys.com.

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