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ELECTRIC VEHICLES
NATIONAL SALES & SERVICE
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CONSUMER INFORMATION
1976 CITICAR

INTRODUCTION

Under the authority of the National Traffic and Motor Vehicle Safety Act, the National Highway Traffic Safety Administration of the United States Department of Transportation requires that all automotive manufacturers provide the original purchaser of a passenger car information on:

(a) Acceleration and passing ability
(b) Vehicle stopping distance
(c) Tire reserve load

An individual chart containing the above information applicable to the 1976 Vanguard Electric CitiCar will be inserted in the passenger compartment of each new car produced.

The regulation also provides for this same information be maintained in Vanguard dealerships and be made available to all prospective purchasers who request it.

From time to time during a Model year, it may be necessary to revise the information herein. Dealers are also responsible for making such revisions available to the purchaser.

VEHICLE STOPPING DISTANCES

Table 1 gives stopping distances under three different braking conditions. All CitiCars will have stopping distances equal to or better than the reported figures.

These figures represent stopping distances from 38 mph (33 mph with maximum load) without locking wheels and by limiting the force on the brake pedal to 150 lbs. as specified in Consumer Information Regulation 575.101. Stopping distances may be shorter than those reported when wheels are locked or when pedal force in excess of 150 lbs. is applied.

FULLY OPERATIONAL SERVICE BRAKE

A fully operational service brake system is the regular braking system that applies the brakes to all four wheels. The figures represent the stopping distances recorded under light and maximum load.

Light load includes the normal weight of the car and 300 lbs. allowance for driver and passenger.

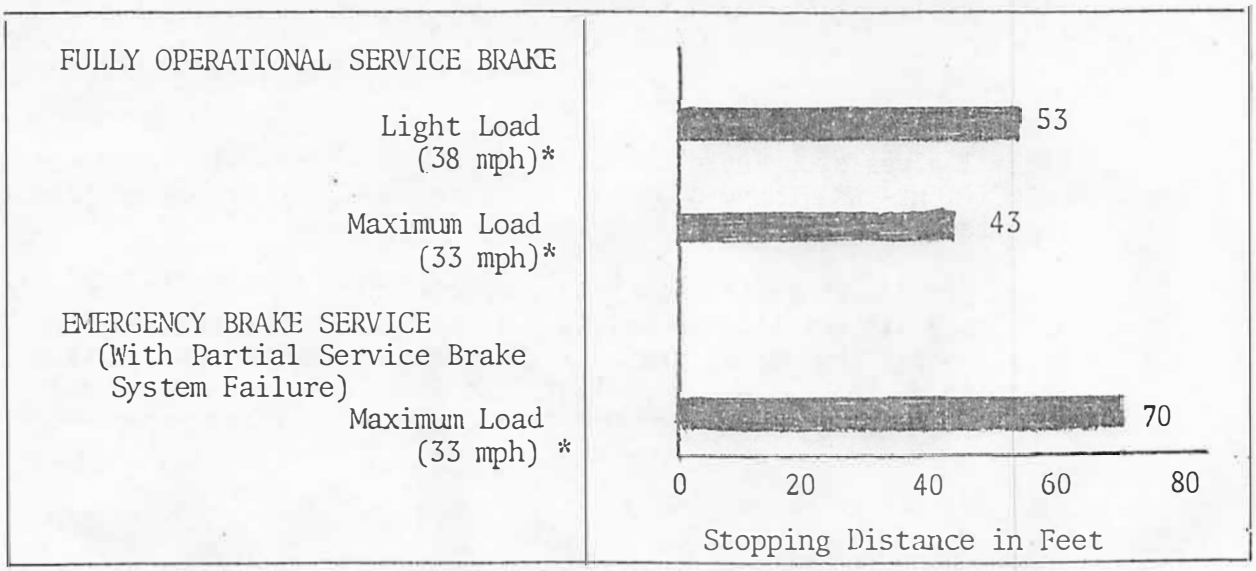
Maximum load is the CitiCar's recommended full-rated load. It includes all optional equipment that weighs over 5 lbs. plus the passenger and luggage load listed on the tire placard located on the left side of the instrument panel.

EMERGENCY SERVICE BRAKE SYSTEM (Not Applicable on this Model)

The emergency service brake system means that only a portion of the fully operational service brake system is in operation, either the front or rear brakes. A red light in the instrument panel indicates when this condition exists. The figure represents the most adverse conditions, whether at light or maximum loads, when two of the four service brakes are purposely deactivated.

TABLE 1

This table indicates braking performance that can be met or exceeded by the Vanguard CitiCar, without locking the wheels, under different conditions of loading and with partial failure of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.



* The maximum speed attainable by accelerating at a maximum rate from a standing start for 1 mile.

TIRE PRESSURE LOAD

Table 2 lists the tire size designation recommended by Sebring-Vanguard for use on the Electric CitiCar, with the recommended inflation pressures for maximum loading and the tire reserve load percentages. The tire reserve load percentage is met or exceeded by the CitiCar.

TABLE 2

RECOMMENDED TIRE SIZE DESIGNATION		4.80 x 12	125-SR12-ZX
RECOMMENDED COLD INFLATION PRESSURE FOR MAXIMUM LOADED VEHICLE WEIGHT	FRONT	32	32
	REAR	32	32
TIRE RESERVE LOAD PERCENTAGE*		19.0	21.4

*The difference, expressed as a percentage of tire load rating, between (a) the load rating of a tire at the vehicle manufacturer's recommended inflation pressure at the maximum loaded vehicle weight and (b) the load imposed upon the tire by the vehicle at that condition.

Warning: Failure to maintain the recommended tire inflation pressure or to increase tire pressure as recommended when operating at maximum loaded vehicle weight, or loading the vehicle beyond the capacities specified on a sticker affixed to the vehicle, may result in unsafe operating conditions due to premature tire failure, unfavorable handling characteristics, and excessive tire wear. The tire reserve load percentage is a measure of tire capacity, not of vehicle capacity. Loading beyond the specified vehicle capacity may result in failure of other vehicle components. The recommended tire pressures and load for the vehicle are noted on a sticker listed on the tire placard located on the right side of the instrument panel.

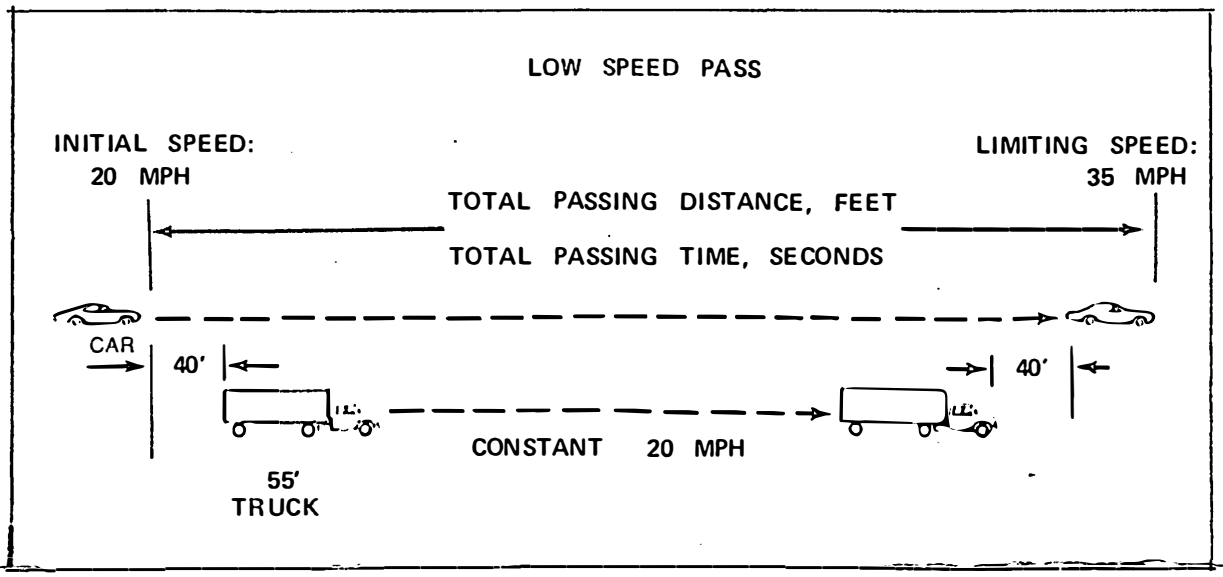
ACCELERATION AND PASSING ABILITY

Table 3 indicates passing times and distance that can be met or exceeded by the CitiCar to which they apply in the situation diagrammed on the following page. The low speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph. The latter test was not conducted because the CitiCar is not capable of attaining those speeds under the prescribed test conditions.

TABLE 3

LOW SPEED PASS	595 Feet	15.3 Seconds
HIGH SPEED PASS *		

* Not Applicable



Record is made of the time and distance needed to pass a 55-foot truck traveling at a constant speed of 20 mph; as shown above. The car begins accelerating from 20 mph when 40 feet behind the truck and the passing maneuver is considered completed when the car has reached a point 40 feet beyond the truck. The maximum speed allowed during the pass is 35 mph.