

Day 4 (Extra)

Those of us who were still available helped iron out some loose ends:

- Install the Heater,
- Troubleshoot intermittent turn signals and marker lights,
- Connect the license plate lights,
- Install an access for the Battery Charger input cable, and
- Affix warning labels.

Heater: We took the ceramic element out of a space heater. Mike found that it will work on Traction Battery Pack voltage, and fits inside the original heating duct. The original blower will distribute the heat. It is important that the blower is always running while the heater is operating or the ceramic element can burn up. We installed a separate paddle switch, with light, to activate the ceramic element (via a 12 Vdc relay and a fuse).

Battery Charger Input: We cut a hole in the side of the cab, near the Charger, that fits a standard outdoors-rated electrical box cover. We fished the Charger's power cord up to the electrical box, so when you open the box you can reach the cord and pull it out.

Warning Labels: We affixed several labels as warnings or reminders:

- "120 VDC" to warn emergency personnel about the high Traction Battery Pack voltage. We put one on the front and rear of the truck, as well as inside the hood.
- "Blower Motor Before Heat" to remind the operator to avoid burning up the heater's ceramic element.
- "Set Parking Brake" to remind drivers that there is no engine compression to hold the truck in place. With an electric motor, the truck rolls freely.