



Media Information

April 2017

At a glance: Opel Ampera-e

- **World premiere:** Paris Motor Show, October 2016
- **Market launch:** On sale in Norway since December 14, 2016.
- **Production:** GM plant in Orion / Michigan, USA
- **Segment:** Electric car
- **Success:** ECOBEST 2016; Paul Pietsch Award for innovative technology
- **Positioning:** With a driving range on a full battery of up to 520 kilometers in the NEDC the Opel Ampera-e makes electric mobility feasible for a wider spectrum of customers than ever before. By erasing “range anxiety”, the Ampera-e marks the start of a new era for electric vehicles that can be used simply by many people in their everyday lives.
- **Range:** 520 km (NEDC); 380 km (estimation for WLTP based on preliminary development tests)
- **Dimensions in millimeters:**
 - Length: 4,164
 - Height: 1,594
 - Width: 2,039 including exterior mirrors
- **Trunk volume in liters:** 381 (1,274 with rear seats folded flat)
- **Total vehicle weight in kg:** 1,691
- **Ground clearance in mm:** 131

Highlights:

- **Engineering:**
 - Vehicle footprint similar to Corsa, interior more spacious Astra.
 - High seating positions create “SUV-feeling”.
 - Specially developed body structure protects battery pack while minimizing weight.



- About 81.5 percent of Ampera-e's body structure consists of high-strength or advanced high-strength steels.
- Hood, doors and tailgate made of aluminum.

- **Driver assistance and comfort systems:**
 - High Beam Assist automatic high beam control via windshield-mounted camera.
 - Lane Keep Assist with automatic steering correction
 - Lane Change Alert with Side Blind Zone Alert radar sensors cover range up to 70 meters behind exterior mirrors, alerting driver to road users approaching in adjacent lanes.
 - Following Distance Indication uses front camera or front radar to detect moving vehicles on road ahead and calculate distance.
 - Forward Collision Alert helps in avoiding front-end collisions.
 - Front Collision Mitigation Braking works with Forward Collision Alert and helps mitigate severity of front-end collisions by automatically braking.
 - Front Pedestrian Braking helps the driver mitigate the severity of front-end collisions with pedestrians by automatically braking.
 - Pedestrian Safety Signal alerts other road users to the presence of the car. The audible warning is active up to a speed of 30 km/h.
 - Advanced Park Assist identifies suitable parking spaces, detect a possible obstacles and automatically parks vehicle.
 - Traffic Sign Assist detects and displays round traffic signs such as speed limits and derestrictions as well as many rectangular signs.
 - Rear View Camera showing area behind vehicle on IntelliLink-e touchscreen as soon as reverse gear engaged.
 - Rear Cross Traffic Alert detection range up to 30 meters at 90 degrees from the left or right side behind the vehicle
 - Heating for steering wheel and front as well as rear seats.

- **Infotainment and Connectivity**
 - IntelliLink-e, Opel's latest IntelliLink infotainment generation specially for electric vehicles, is also Apple CarPlay and Android Auto compatible



- Personal connectivity and service assistant Opel OnStar with expanded functionalities such as hotel booking¹ and parking space search²
 - New MyOpel app helps fully exploit the advantages of an electric car, e.g. by pre-heating or pre-cooling the Ampera-e or by enabling the location of charge stations to be considered in route-planning (with Apple CarPlay and Android Auto)
 - 4 x USB ports (2 x front 2 x rear)
-
- **Battery and electric drive unit**
 - 60 kWh lithium-ion battery
 - 288 cells
 - State-of-the-art technology developed in cooperation with LG Electronics
 - Nickel-rich Li-Ion cell chemistry for optimal temperature performance
 - Battery weight: 430 kg
 - 150 kW (204 hp), 360 Newton meter electric motor
 - Electronic Precision Shift “drive-by-wire” drive control system with two different drive modes

¹ via Booking.com. E-mail address and credit card required.

² via Parkopedia



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Opel Ampera-e Electric Car Brings New Way of Driving

- Electric mobility for all: 520 km range according to NEDC¹
- Fun to drive: Sportscar-like acceleration from a standing start and for overtaking
- Best connections: IntelliLink-e infotainment and Opel OnStar

Rüsselsheim. With the Ampera-e and its driving range of up to 520 kilometers in the New European Driving Cycle, Opel is introducing the first electric car that will enable the majority of car buyers to become electrically mobile; a new way of driving that opens the next chapter in the history of the automobile. For nearly 90 percent of drivers who commute between home and work each day, the 60 kWh lithium-ion battery and the efficiency-focused design of the Ampera-e allow it to be driven like a conventional automobile and then plugged in to charge the battery.

Opel is launching the Ampera-e first in the countries that already have some form of EV infrastructure in place or countries that have shown ambition to become EV leaders. The Ampera-e is on sale now in Norway, the most mature electric vehicle market in Europe. Germany, Netherlands and Switzerland will follow this year.

The Opel Ampera-e redefines electro-mobility with its electric range of 520 km (based on NEDC) – at least 100 km of additional range more than its nearest segment rival currently on the road. While the NEDC is important to create comparability, in the real world, factors such as road characteristics, weather conditions, driving style or additional load influence the range. Opel therefore also put the Ampera-e through tests similar to the speed profile defined in the WLTP² driving cycle (shortened test procedure). The WLTP results are closer to real driving behavior. And the Opel Ampera-e also delivers here; based on these

¹ New European Driving Cycle

² Worldwide Harmonized Light-Duty Vehicles Test Procedure



tests, the engineers estimate the combined WLTP range at 380 kilometers. Naturally, the range in everyday use will vary and depends on personal driving behavior and on external factors. However, the biggest obstacle to buying electric vehicles – range anxiety – is thus a thing of the past; and despite its future-potential, plus the advantages of pro-environmental electric mobility, the Ampera-e offers the acceleration of a powerful, traditional sports car.

The focus on efficiency and performance is reflected in the Ampera-e's purposeful packaging. Outwardly compact, with a vehicle footprint similar to that of the Opel Corsa, the interior of the Ampera-e is more spacious than the larger Astra. With the passenger compartment located above the battery pack, which is mounted under the floor, the resultant higher seating positions create a "SUV-feeling" that is increasingly popular among new car buyers.

"One Pedal Driving": Braking with the accelerator

But the Ampera-e has even more to offer: the revolutionary electric car allows relaxed and almost silent cruising while also being able to recharge the batteries when in motion. To do so, the driver just needs to ease off the accelerator in the normal "Drive" mode. The Ampera-e recuperates automatically in overrun and wins back energy from the electric motor that doubles as a generator. The motor's braking effect is increased when the driver switches to "Low" mode, thus also increasing recuperation. Furthermore, the driver can switch to "Regeneration on Demand" for maximum energy recuperation via a paddle behind the steering wheel. The drag torque of the motor is so high in "Low/Regen on Demand" modes that the brake pedal does not need to be applied to reduce speed to a full stop in normal traffic. The Ampera-e can thus be controlled via the accelerator (One Pedal Driving). Obviously, the brake pedal still needs to be applied in case of emergency. Initial vehicle simulation models show that drivers can increase the range by up to five percent compared to "Drive" mode, when applying "One Pedal Driving" with the corresponding full recuperation in dense stop-and-go traffic.

The maximum torque of 360 Nm is responsible for the electrifying temperament of the new Opel. The power output of the electric motor is 150 kW/204 hp. Standing starts at traffic lights and entering the motorway belong to the Opel Ampera-e's favorite disciplines. The



compact car sprints from zero to 50 km/h in only 3.2 seconds, mid-range acceleration from 80 to 120 km/h, especially important for overtaking, is accomplished in just 4.5 seconds (provisional figures). Top speed is electronically limited to 150 km/h for the benefit for the overall range.

Fully suited for everyday use: Space for five people with luggage

However, the 4.16 meter long Ampera-e not only impresses with its acceleration. It also offers space for up to five people and a trunk volume of 381 liters, which is more than usual for cars of a similar size. This generous spaciousness is made possible by the clever integration of the ten battery modules. The entire package is located in the underbody and is tailored to the contours of the vehicle. This means that no space is wasted. The battery consists of 288 lithium-ion cells and has a capacity of 60 kWh. It was developed in cooperation with LG Chem.

With the battery located under the floor, the Ampera-e engineers have developed a new kind of body structure that protects the battery pack while minimizing weight. They used various grades of high-strength steel and aluminum to lower mass without negatively affecting safety or durability. About 81.5 percent of the Ampera-e's body structure consists of high-strength or advanced high-strength steels. To reduce weight still further, the engineers selected aluminum for the enclosures, such as the hood, doors and tailgate, saving an additional six percent in weight compared with using conventional steel.

Driving pleasure for the passengers over long distances is also provided. In typical Opel fashion, the excellent feeling of spaciousness is complemented with the best in digital connectivity. The unique personal connectivity and service assistant Opel OnStar is combined with an infotainment system exclusive to the Ampera-e. The IntelliLink-e infotainment system is compatible with Apple CarPlay and Android Auto, which allows users to make calls, navigate to a destination, exchange messages and listen to music via Spotify via touchscreen control or voice recognition. The Ampera-e also features a new Bose sound system with seven high-performance speakers.



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April 2017

Ampera-e: Connectivity and Infotainment

Opel OnStar and Best Connections for New Way of Driving

- Opel OnStar and e-mobility: Safe, comfortable, convenient new way of driving
- Phone projection and e-mobility: Remote control and navigation via myOpel app
- Acoustics and e-mobility: Bose® sound system fills silence of electric drive

Rüsselsheim. The Opel Ampera-e represents as new way of driving and that means having the best connections. The unique personal connectivity and service assistant Opel OnStar is combined with an infotainment system exclusive to the Ampera-e. IntelliLink-e features seamless smartphone integration and a new Bose sound system with seven high-performance speakers to ensure high-tech connectivity and infotainment solutions.

Opel OnStar: Powerful mobile Wi-Fi Hotspot and comprehensive services

Ever since its launch in the summer of 2015, Opel OnStar has been capturing the headlines thanks to its wide range of services that not only make driving more comfortable but also safer. OnStar¹ offers Ampera-e drivers a powerful 4G/LTE Wi-Fi Hotspot to which they can connect all of their mobile devices. In addition, they have access to convenient services such as roadside assistance, automatic crash response and vehicle diagnostics. Opel OnStar subscribers are also only a button-press away from a personal advisor who can help book a hotel room (booking service), find the closest available charging station or provide directions to a car park.

¹ OnStar Services require activation and account with OnStar Europe Ltd. Wi-Fi Hotspot Services require account with nominated network operator. Charges apply after expiry of applicable trial periods. All services subject to mobile network coverage and availability. Check [LOCAL SITE] for service limitations and charges.



Phone integration via Android Auto and Apple CarPlay

Opel's solutions for seamless smartphone integration in the Ampera-e are just as clever as the two new comfort services offered by OnStar. The IntelliLink-e infotainment system is compatible with Apple CarPlay and Android Auto, thus bringing the world of smartphones into the car. This allows Apple users to make calls, start navigation directions to a destination with Apple Maps, send and receive messages and listen to music via Spotify right from the touchscreen or by voice via Siri. A full list of Apple CarPlay apps can be found at apple.com/ios/carplay. Android Auto is built around Google Maps, Google Now and the ability to talk to Google, as well as a growing audio and messaging app ecosystem. A full list of supported apps is available at android.com/auto. If Opel OnStar is on board, smartphones can also connect to the car's powerful 4G/LTE Wi-Fi Hotspot² – for example for flawless online audio streaming. When not connected through a cable, smartphones can be charged thanks to wireless charging.

The digital offering is rounded off by the newly developed myOpelApp. It gives Ampera-e owners the possibility of controlling their car from a distance just like other models with Opel OnStar on board. In combination with an active OnStar subscription, the app delivers information such as charge status or vehicle location and helps fully exploit the advantages of an electric car; using the app and Bluetooth Low Energy, the Ampera-e can be pre-heated or pre-cooled no matter whether it is parked at a charging station or not, thus enabling passengers to get into a perfectly acclimatized car no matter what the weather. Customers can also send the location of charging stations from their smartphone to the infotainment system and navigate to them via Apple CarPlay™ or Android Auto™.

IntelliLink-e comes with Bluetooth® hands-free phone connectivity and audio streaming. Digital Audio Broadcast DAB+ enabling better radio selection and reception is also available as standard. In addition to enabling control of the infotainment system, the 10.2-inch capacitive color touchscreen supplies information about energy efficiency and energy usage and provides a rating index according to driving technique, terrain, climate settings and outside temperature.

² The Wi-Fi Hotspot requires a contract with the network operator cooperating with OnStar. The Wi-Fi Hotspot is subject to a charge at the end of the test period. Please visit www.opel.de/onstar for details.



Impressive sound in cooperation with Bose®

Audiophile Ampera-e owners can increase their in-car listening experience even further by choosing the optional Bose® sound system. The Opel acoustic engineers have worked closely with their Bose® counterparts to ensure that the system delivers the sound that the artist intended when composing the respective piece. To achieve the impressive sound, the system makes full use of the available space in the car by utilizing seven high-quality speakers – two 2.5-cm tweeters in the instrument panel, two 16.5-cm woofers in the front doors, two 13-cm wide-range speakers in the rear doors and one 13.0-cm Richbass™ woofer in an 8.0-liter custom-engineered bass enclosure below the cargo area. These are all connected to the digital amplifier with Bose® Digital Signal Processing, which delivers six channels of customized equalization.

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Ampera-e: Driver Assistance Systems

Adding Safety and Enhancing the New Way of Driving Experience

- Lane Keep Assist with automatic steering correction: Ampera-e helps stay in lane
- Monitoring distances and blind spots: Ampera-e looks out for other road users
- Audible warning: Safety signal alerts pedestrians to presence of Ampera-e

Rüsselsheim. The new way of driving offered by the Opel Ampera-e is further enhanced by a host of driver assistance systems. These state-of-the-art technologies add even more fun to the new mobility experience by supporting the driver in a variety of routine driving situations, such as driving at night, negotiating heavy traffic and making maneuvers like lane changes and parking.

The Ampera-e also includes other road users in its safety concept, especially pedestrians. For example, since electric vehicles generate less sound than conventional automobiles with internal combustion engines, it is easy for pedestrians, blind people and others to be unaware of an electric car in their vicinity. The Ampera-e therefore features a Pedestrian Safety Signal that alerts road users to the presence of the car. The audible warning is active up to a speed of 30 km/h.

Extra safety for everyone: Ampera-e assistance systems help other road users too

Features such as Forward Collision Alert, Low Speed Collision Mitigation Braking including Front Pedestrian Braking, active Lane Keep Assist with automatic steering correction, Lane Change Alert including Side Blind Zone Alert and Rear Cross Traffic Alert bring safety for the Ampera-e's driver and its passengers as well as other road users.

In detail, the driver assistance systems of the Ampera-e include:



- **High Beam Assist** provides automatic high beam control through the use of camera mounted in the windshield. The camera detects vehicle specific light (oncoming and traffic ahead) and ambient light (roads illumination). Depending on the light level the system switches high beam on and off.
- **Lane Keep Assist with automatic steering correction:** Driving always requires undivided attention, but if the system registers that the car is unintentionally drifting out of its lane, it also provides gentle steering wheel movements to counteract this and shows this on the display when the car is travelling at speeds above 60 km/h.
- **Forward Collision Alert¹:** Assists drivers in avoiding or mitigating the impact of front-end collisions. If the Ampera-e nears the vehicle ahead too quickly, the system warns the driver with a loud audible alarm, a visual warning in the instrument cluster and an LED reflection on the windscreen. The driver can choose between 'near' 'mid' or 'far' settings.
- **Front Collision Mitigation Braking** works in coordination with Forward Collision Alert and helps the driver mitigate the severity of front-end collisions by automatically braking when an imminent frontal collision is detected. The system is complemented by **Front Pedestrian Mitigation Braking²** that helps the driver mitigate the severity of front-end collisions with pedestrians. The system detects when a pedestrian is directly ahead and a collision is imminent. If the driver has not already applied the brakes, the system warns the driver with a loud audible alarm, a visual warning in the instrument cluster and an LED reflection on the windscreen. The brakes are applied automatically if necessary.
- **Traffic Sign Assist:** This newest-generation TSA can detect and display round traffic signs such as speed limits and derestrictions as well as many rectangular signs. The system processes data provided by the front camera
- **Following Distance Indication** in Driver Information Cluster: Uses the front camera or the front radar to detect moving vehicles on the road ahead and calculate the distance to them in seconds, which is more helpful to drivers for their assessment than a meter indication. A stylized green car symbolizes the vehicle in front. If the distance is insufficient, the distance warning is activated and the symbol turns amber.

¹ Operates automatically above 8 km/h with front camera input.

² Operates from 8 km/h up to 80 km/h.



These assistance systems are complemented by additional technologies that provide the Ampera-e driver with excellent all-round visibility, so their strengths especially come into play in urban driving:

- **Lane Change Alert with Side Blind Zone Alert.** Rearward directed radar sensors cover a range up to 70 meters behind the left and right exterior mirrors, thus alerting the driver to road users approaching in the adjacent lanes. In this way, the system prevents impending collisions if a driver tries to change lanes into oncoming traffic.
- **Advanced Park Assist:** Ultrasound sensors on the Ampera-e's front and rear bumpers identify suitable parallel and perpendicular parking spaces and detect possible obstacles. When the parking spot is detected, the system automatically parks the vehicle without the driver touching the wheel. The driver just controls the pedals and gear shifting.
- **Rear View Camera:** Shows the area behind the vehicle on the IntelliLink-E touchscreen as soon as reverse gear is engaged. Dynamic guidelines based on the steering wheel angle are shown on the display and facilitate accurate reversing into a parking space.
- **Rear Cross Traffic Alert** uses radar sensors in the rear bumper to detect objects approaching from up to 30 meters away at 90 degrees from the left or right side behind the vehicle – a very useful function when reversing out of a parking spot with limited visibility.

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Ampera-e: New era for electric cars

“Das Elektroauto” from Opel Heralds New Way of Driving

- 60 kWh lithium-ion battery pack: Erasing “range anxiety”, enabling new way to drive
- One Pedal Driving: Accelerating and decelerating by using just the accelerator pedal
- Versatile charging strategy: Convenient AC and DC recharging options

Rüsselsheim. Measuring up to 520 kilometers in the NEDC cycle¹ with a full battery (or an estimated WLTP² combined range of 380 km), the driving range of “*Das Elektroauto*” (The electric car), the Opel Ampera-e makes electric mobility feasible for a wider spectrum of customers than ever before; by erasing “range anxiety”, the Ampera-e marks the start of a new era for electric vehicles that can be used simply by many people in their everyday lives.

Nearly 90 percent of people in Germany drive less than 100 km a day between home and work³. Even if an Ampera-e covered 150 km a day in the WLTP cycle, it would have used less than half of the available energy stored in its 60 kWh battery pack and would still have around 230 km of range remaining (naturally, the actual range in everyday use will vary and depends on personal driving behavior and on external factors). The 60 kWh capacity of the battery pack makes the Ampera-e suitable for everyday driving and a good match for a variety of lifestyles. Drivers can travel wherever they need to go and at the end of the day plug the Ampera-e in to keep the battery charged.

The key to this new era of electro-mobility is the Ampera’s lithium-ion battery pack, delivers high amounts of power and is capable of storing 60 kWh of energy. The cell format is horizontal instead of vertical to allow low-profile cell modules that keep the pack compact so that it lies flat under the vehicle.

¹ New European Driving Cycle

² Worldwide Harmonized Light Duty Vehicles Test

³ STATmagazin: Arbeitsmarkt, 5/2014



Key to new e-mobility era: 60 kWh battery pack with flat cell format

Two hundred and eighty-eight cells are arranged in eight modules of 30 and two modules of 24 cells. The novel, flat cell format enables a new way of locating the battery pack under the vehicle. This strategic integration of the battery into the vehicle structure requires a protective framework around the battery, which not only improves safety but also increases stiffness in the body and meets low noise and vibration objectives.

The Ampera-e's electric motor, which delivers 360 Nm of torque instantaneously, is mounted in the front of the body. It is rated at 150 kW (204 hp) with a 7.05:1 final drive ratio, which offers the best balance between efficiency (helping to achieve the long driving range) and overall vehicle performance. The Ampera-e accelerates from 0 to 50 km/h in just 3.2 seconds – times rivalling those of sports cars. Mid-range acceleration from 80 to 120 km/h, which is especially important for overtaking, is completed in just 4.5 seconds. Top speed is limited to 150 km/h in the interest of overall range.

Because the Ampera-e has an electric motor instead of an engine and transmission, the drive system has a fixed single speed. For drivers, this means that they have a new way to control the drive system – the **Electronic Precision Shift** system, which sends an electronic signal to the drive system when the driver selects Park, Reverse, Neutral, Drive or Low modes. This “shift-by-wire” system needs less space than a traditional transmission, which gives designers more freedom and flexibility with the interior layout and storage options.

New way of braking: Slowing down using just the accelerator pedal

Apart from providing drive for motion, electric motors like that of the Ampera-e double as a generator, capturing kinetic energy during deceleration that would be otherwise dissipated as heat. This heat is then returned to the battery and converted into electricity. Known as the regenerative energy process, this also slows the vehicle — to a complete stop if the driver chooses.



In Drive (D) mode, the Ampera-e regenerates a low level of energy. Shifting into Low (L) mode increases the level of regeneration and enables **One Pedal Driving**, which has the potential to change the way people think about driving; this allows drivers to speed up and slow down using just the accelerator pedal, and even bring the vehicle to a standstill. Ampera-e drivers can raise the level of regeneration and deceleration still further in D or L by pulling the **Regeneration on Demand** paddle on the steering wheel. Keeping the paddle pulled they can – in addition to the L mode – also bring the car to a standstill in D mode.

Charging made simple: Battery refills from 3.7 kW AC to 50 kW DC

When the day's driving has been completed, or during a break in a longer journey, the Ampera-e's battery pack can be recharged in a variety of ways. For example, a 30-minute charge at a 50 kW DC fast-charger will add a further 150 kilometers of range to the Ampera-e's new-generation lithium-ion battery. At home, Ampera-e drivers can recharge the battery using optional 3.7- 7.4 kW AC or semi-fast 11 kW-22 kW DC home charging (wallbox) stations. With its single-phase on board charger, the Ampera-e can be charged at public AC charging stations across Europe at up to 7.4 kW AC or 50 kW DC.

Opel's versatile charging strategy for the Ampera-e also enables the possibility of charging the new electric car via a standard 2.3 kW household socket. By programming a **Delayed Charge**, customers set the stop times that work best for their schedule (the Ampera-e will determine the start time based on departure time and the battery's charge level); **Priority Charging** can refill an empty battery up to 40 percent, for example, to limit the charge at an expensive charge station.

The Opel Ampera-e makes electric mobility feasible for a wide range of customers; but drivers who live at the top of a hill enjoy an additional advantage. Starting their commute and the new way of driving by coasting downhill, they can immediately capture the kinetic energy by enabling **Hill Top Reserve**. The programmed charge will then stop at 90 percent, which leaves enough room in the battery to allow regeneration immediately after the charge completion.



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Ampera-e Technology Glossary

Battery pack

288 cells arranged in eight modules of 30 and two modules of 24 cells. Weight 430 kg, height 177 mm.

Cell

Horizontal format, 99.7 mm tall and 338 mm wide.

Chemistry

Nickel-manganese-cobalt battery lithium-ion composition

Delayed Charge

Customer sets charging stop times that work best for their schedule (Ampera-e will determine the start time based on departure time and the battery's charge level).

Electric motor

150 kW/204 hp, 360 Newton meters torque. Compared to an internal combustion engine, whose speed (rpm) must first increase to reach its maximum torque threshold, maximum torque in an electric motor is immediately available, as soon as the accelerator pedal is pressed. The Ampera-e thus sprints from zero to 50 km/h in only 3.2 seconds.

Electronic Precision Shift

Shift-by-wire system; operates by sending electronic signals to drive system.

Fast charging

30-minute charge at 50 kW DC public fast-charger adds 150 km of range.¹

¹ Theoretical values, calculation based on estimated WLTP range. All charge duration figures valid for nominal outside temperature range. Value reflects charging from empty.



Generator

Electric motors double as a generators, capturing kinetic energy during deceleration that is then returned to the battery and converted into electricity.

Hill Top Reserve

Stops programmed charge at 90 percent, which leaves enough room in the battery to allow regeneration immediately after charge completion.

Home charging

Ampera-e drivers can recharge the battery at home using optional 3.7- 7.4 kW AC or semi-fast 11 kW-22 kW DC home charging (wallbox) stations. It is also possible to recharge the battery via a standard 2.3 kW household socket.

One pedal driving

Allows driver to accelerate and decelerate using just the accelerator pedal.

Priority Charging

Recharges an empty battery up to 40 percent, for example, to limit the charge at an expensive charge station.

Regenerative Energy

Kinetic energy captured during deceleration that would otherwise be dissipated as heat, channels energy back to battery pack and converts it to electricity.

Regeneration on Demand (“Regen on Demand”)

Ampera-e drivers can increase the level of regeneration and deceleration by pulling the Regeneration on Demand paddle on the steering wheel.

Remote start

Owners can activate two 20-minute remote starts before entering Ampera-e and driving it.



Starter battery

The 60 kWh lithium-ion battery provides power for propulsion. A 12-volt battery supplies power for accessories and starting the vehicle.

Wireless charging

Wireless smartphone charging in front console. Charges PMA or Qi-compatible mobile devices.



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New Opel Ampera-e: Technical Data Overview

Electric Motor	
Drive	Front wheel drive
Transmission	Automatic
Max. output in kW (hp)	150 (204)
Max. torque in Nm	360
Lithium-Ion battery	
Capacity in kWh	60
Range (in km) according to NEDC	520
Estimated WLTP range (in km) ¹	380
Electric energy consumption in kWh/100 km according to NEDC	14.5
Battery charging options in kW	
Household plug socket (AC)	approx. 2.3
Wallbox (AC)	approx. 3.7
	approx. 4.6
	approx. 7.4
Public charge station (DC)	≤ 50
Weights in kg	
Curb weight incl. driver (according to 70/156/EWG)	1,691
Gross vehicle weight	2,056
Payload	365
Max. roof load ²	50

¹ Based on preliminary development tests approximated to WLTP driving cycle

² Under consideration of gross vehicle weight. For safety reasons it is recommended not to drive over 120 km/h with a roof load.

All data refer to the European base model with standard equipment. Additional equipment can raise the vehicle's curb weight and in some cases also increase the permissible gross vehicle weight, the maximum permissible axle loads and respectively reduce the permitted payload. Curb weight includes the driver (68 kilograms) and 7 kilograms of luggage. Payload refers to the weight of additional passengers and luggage (excluding driver).



Ampera-e						
Electric motor	Maximum speed in km/h	Acceleration from 0 – 50 km/h in s	Acceleration from 0 – 100 km/h in s	Elasticity 80 – 120 km/h in 5 th gear in s	Energy consumption in kWh/100 km combined	Efficiency class
150 kW (204 hp)	150 ³	3.2	7.3	4.5	14.5	A+

³ Electronically limited for the benefit for overall range.

Dimensions	
Vehicle dimensions in mm	
Length	4,164
Width with door mirrors folded/unfolded	1,854 / 2,039
Height (at curb weight)	1,594
Wheelbase	2,600
Track, front	1,507
Track, rear	1,516
Ground clearance	131
Turning cycle in m	
Curb-to-curb	10.9
Luggage compartment dimensions in mm	
Floor length to rear seat backs	692
Floor length with rear seat backs folded forward	1,401
Width between wheel arches	1,340
Luggage compartment in l (according to ISO 3832)	
Luggage compartment only up to luggage compartment cover	381
With rear seatbacks folded forward up to upper edge of front seatbacks	863
With rear seatbacks folded forward; up to ceiling	1,274