

This Malaysian EV costs RM600K to develop. Is it just a “Honda Jazz” golf cart?



Arif · Sep 11, 2020 09:00 AM



What we have in the picture above is a prototype electric vehicle which is basically an electrified [Honda Jazz](#) on a ladder frame. It might not look like one at first glance, but look at the doors and the roofline and you will see the Jazz that is buried underneath this composite body. Specifically, it is the GE8 second generation Honda Jazz.

What is this thing?

The prototype is an effort by System Consultancy Services (SCS) Sdn Bhd. The company offers software engineering services, ICT Maintenance services, and ICT Consultation services.





The GE8 chassis is put on a ladder frame to give us the MyKar
On 9 September, a small demonstration was organised to showcase the prototype that the company had built. They call it the MyKar.

As all things with 4 wheels go, let's have a run through the basic specifications first.

Specifications



Model	MyKar
Max Power (PS)	32
Top Speed (km/h)	104
Range (km)	150
Battery Capacity (kWh)	10
Battery Type	Lithium ion

The most shocking thing about the MyKar would be the 10 kWh battery. Even PHEVs have more battery capacity than this full EV prototype. To put things into perspective for you, the [MINI Cooper SE](#) has 29.8 kWh of battery capacity and the Honda E has 35.5 kWh of battery capacity.



If you recall our story from some time ago on the [Proton EVs being auctioned off](#), you might remember the [Proton Iriz EV](#). The electric Proton had a reported battery capacity of 39.6kWh. That's more than all the EVs we just mentioned. Despite the small battery capacity, the MyKam has an electric range of 150 km. No drive cycle has been specified. With a 16 kWh battery in place, a 200 km range is claimed.



The MyKar is a prototype, and that means we should cut it some slack when it comes to build quality and aesthetics. The car has no power steering and no ECU.



As an electric car, the MyKar isn't complete and that's fine. A "**Proof of concept**" is only meant to prove a concept, right?



If we're talking about finished products, the EV ChangLi that Jason Torchinsky of Jalopnik ordered is a much more complete product.

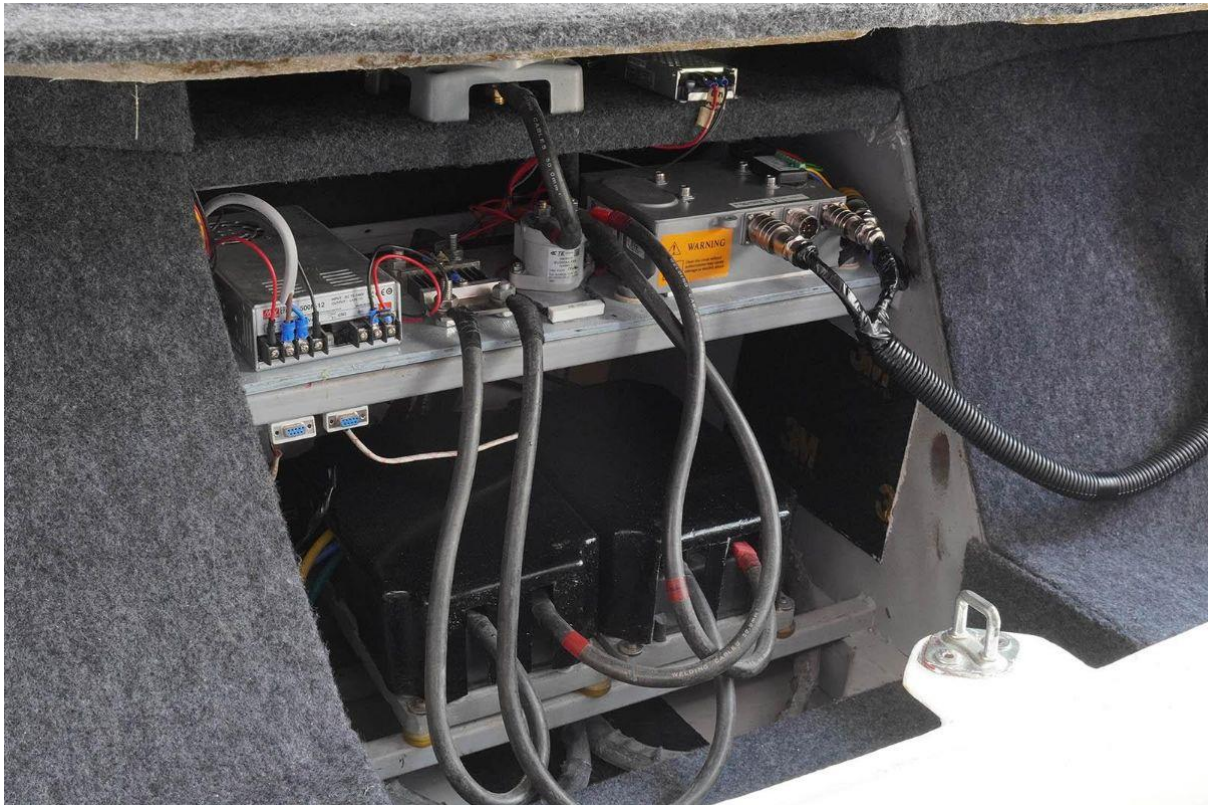
What concept is being proved?





No in-house motor, battery, autonomous system, or digital display was developed. The tablet gauge cluster just reads information from the electric motor via a CAN Bus comm. We didn't bother scrutinising the build quality since it isn't the MyKar's forte.

So, we perused the car and even tested it to see what concept or what system was actually being proved/demonstrated. Combining a lithium ion battery, an inverter, and a synchronous AC motor is nothing new.



Placing a solar panel on the roof, placing a giant tablet on the dashboard, and using a Peltier air-conditioner are also nothing new.



Sporting side view cameras, we expected the car to have some level of autonomous driving.

It doesn't.



There are also no innovations in terms of battery cooling and nothing was mentioned on battery management. We were told that the product offered was a system, but we were yet to see any signs of a well-developed one on the car.