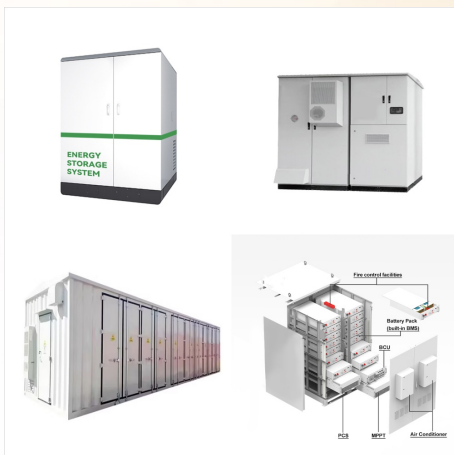




4x 100W rated semi-flexible solar panels 1x P30L PWM solar panel regulator 2x 100Ah 12V deep cycle batteries (in parallel) Maybe build some sort of temporary carport with a solar roof at the residence? A forum community dedicated to Chevy Volt electric car owners and enthusiasts. Come join the discussion about hybrid performance



Chevy Bolt roof solar - ? Jump to Latest Bolt's roof is about the size of one solar panel. Even if you parked in the sun and could get the optimal angles, that might supply 1-2kWh per day. 2 kWh is 8-10 miles of range in optimal driving conditions. 2014 Volt. Save Share



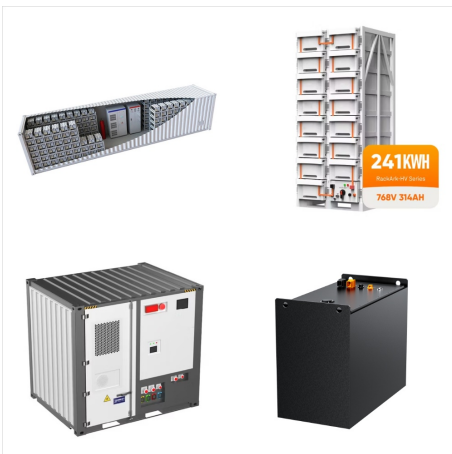
The Chevy Volt of Evan Sohm, owner of a solarized home in Londonderry, NH. The PV solar panels on my roof produce 4 kW of power in full sun. So if the sun shines on my roof for 2.5 hours, that produces 10 kWh of energy which is enough to drive the car for 40 miles! On average our PV system produces 18.9 kWh/day.



The utility is buying solar power from greenfield projects that cover agricultural and grassland with solar panels, needing substations and long-distance HV lines built, and calling it good. Rooftops are places where the other impacts are already discounted, and should be more aggressively used rather than blocked.



I'm mounting solar panels to my Chevy Volt's roof. I know I need at least a 12v 100ah lithium iron phosphate battery to gather enough watts from the panels to get my car to draw from this secondary battery to its primary battery. Currently, I only use a 120v 12a outlet for charging my car. It requires at least 6a at 120v to charge.



Not as though its very important to anyone but me, my roof solar gives my 10 MWh per year, and I use 2-3 MWh per year driving. The real magic is the net cost of driving an EV. So, for example, if your solar covers all your electrical needs then fuel for your EV is \$0 per mile.



The power from a solar panel the size of your roof would even run the entertainment system 2017 Cajun Red Tintcoat Bolt Premier A forum community dedicated to Chevy Volt electric car owners and enthusiasts. Come join the discussion about hybrid performance, modifications, classifieds, troubleshooting, maintenance, reviews, and more!



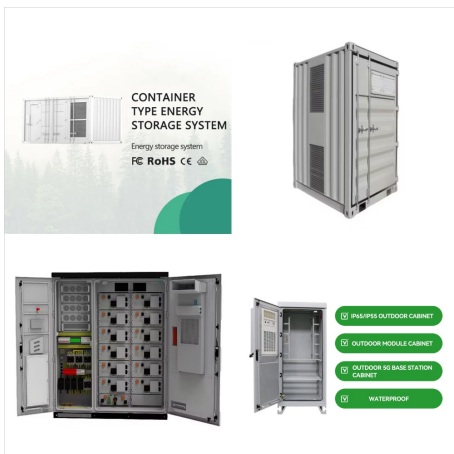
A single roof solar panel is rated for 24V~300W~10A To make any significant progress in charging the battery, you must be able to reliably/consistently generate 1.5kw minimum for 8+ hours to get to 100% Reference: Chevy Volt news and discussion Members Online.



We pay Solar City \$140 a month for the next 20 years. They take care of any system issues. (None) I hose off the panels when they look dusty. I know every month how much to budget for electricity. So far so good! The bonus is, the house is much cooler in summer now, since the solar panels cover one whole side of our roof, absorbing less heat.



This project aims to add solar charging to a Chevy Volt in a manner that does not require any special work by the driver. Well, it will need to be parked in a sunny location. But the driver will not need to plug a cable into the J1772 port for ???



I have nearly 25kW of solar panels producing enough energy to power my whole house, and cover charging my car, and powering my geothermal HVAC. Here in the northeast, I needed 40 panels on my roof, and 36 panels on a two-axis solar tracking array on a pole. I am going to put batteries in this year to see what they can do to cover off-grid



I drive a 2014 Chevrolet volt and was wondering what solar system size I needed to charge my volt Planning on going 100% green That depends on where you are located, the orientation and pitch of the roof that is available for panels, and shade. In the northern hemisphere, southern orientation tends to be best, arrays that are due West or



A Volt sitting in the garage or in covered parking (with roof solar panels) has no effectiveness, ZILCH, ZERO, ZIP, NADA. I just don't see a realistic payback/cost-benefit (at this juncture) for the purchase and installation solar panels on a Volt maybe in 7 to 10 years as the price comes down MORE, but not at this point in time.



The solar panels power our home and my wife's plug-in hybrid during the day and then I use time-of-use charging for less than 9 cents per kWh with my Bolt at night. I've got them on my NxNW facing roof. The solar company couldn't fit all the promised panels on my SxSW roof, so they put the two leftovers, and a couple of additional panels



Thin film solar panel on roof. To be clear, no, i'm not suggesting charging the car with a dinky 100w solar panel. Just a separate battery that I can access without having to keep the car running for inverter power. A forum community dedicated to Chevy Volt electric car owners and enthusiasts. Come join the discussion about hybrid



Maximum energy required of solar panels - 80 miles divided by 4.5 mi/kwh = 18 kwh My understanding is that, on average, we might get 2 kwh out of a single 320 watt panel per day. With two, we might get 4 kwh. 4 kwh x 6 days ???



Used panels can be a bargain, so 10 used 250-watt panels, SanTan Solar lists for a paltry \$63 each, so \$630 in panels. Add a solar controller (\$323.85), a 2000-watt inverter (\$250), a smart monitor/meter (\$206.55), and two 12-volt 200 amp-hour lithium batteries (\$1319.98) We are now up to \$2,730.38 and we haven't gotten to wire, fuses



Maximum energy required of solar panels - 80 miles divided by 4.5 mi/kwh = 18 kwh My understanding is that, on average, we might get 2 kwh out of a single 320 watt panel per day. With two, we might get 4 kwh. 4 kwh x 6 days on the charger = 24kwh. Thus, if my calculations are correct, our needs could be met, depending on solar gain.



My Chevy Volt Videos: One Year Review ([click here](#)) | Sexy Volt Car Wash If anything, I would rather have power seats than solar panels on the roof. 2011 Crystal Red. Born 3/18/2011, adopted 4/9/2011, traded in 7/2/2018 2018 Summit White Premier w/ACC. Born 2/2018, foster care 3/2018, adopted 7/2/2018, totaled in a rear-end collision 9/8/2020



Let's say 2 330w panels fit on the roof during 4hrs of full sun would generate about 2.6kWh or 9 miles of driving if you were commuting and getting 3.5mi/kWh. Unless there is a quantum change in solar efficiency, the size of car roofs, or EV efficiency it will never be practical to put the solar panels on the car.



Also, if the car is plugged in, the 12-volt battery is checked every 6 hours and charged if necessary. but it looks like Tesla's solar panels look like shingles on the roof. I've always wondered if I could kill two birds with one stone. roof and solar all together? We're the Largest Chevy Bolt EV Online Community and Owner's Club



Solar Panel Option for Chevy Volt. Jump to Latest
How much would you be willing to pay for the solar panel option? Actually, having a solar panel on the roof would be cool in my extra sunny neck of the woods (Sacramento, CA). Being forced to park the vehicle while the sun bears down on the car, it would be cool if some PV system could be



A solar panel the size of the Volt roof would not provide a significant power contribution. At best, an efficient solar panel system may be able to provide a few miles of all-electric range, possibly \$0.10 per day. Pay-off would take a lot of days in the sun. Two weeks for a dollar. Twenty weeks for ten. Fifty weeks for twenty-five.



Chevy Volt LT Best Single-Charge EV Range (no gas): 76 miles Current MPGe: 108 Current Miles: 40,000+ Glad you are thinking about solar panels. We have 28 modules on our roof and love them. They are 310w Heliene 72 cell panels connected with APS microinverters for a total output of 8.7kw. As others mentioned, each state and utility has