The test pod was designed primarily for a 1-mile tube in the 2016 Pod Competition. It is also suitable for a variety of Hyperloop applications, including faster transit and more competitive rides. George Burdell suggested that it would make a good adventure park ride, for low track costs, but also generate income as a ride. The pod consists of two power cars, connected by the centre section. A 2-crew pressure hull could be used, but for the competition the undercarriage is a single composite tube.

The pod will be constructed of fibreglass composite, with the framing formed from core materials that would use a bevel gearbox and shaft-drive to the motor. Tothet timing belt transmission has been chosen for simplicity, for the 50kW motors. Hyperloop has serious cooling problems, as every power component creates heat, which is hard to dissipate in a near-vacuum. The test pod is easier due to its limited time in the tube. But any electrical supplier.

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The acceleration rate of 0.9g is quite achievable for a 4-wheel drive, lightweight electric vehicle. The chart shows a 0.9g acceleration, a 2 second cruise, and 0.9g braking, the maximum speed for the tube. If this fails, the mechanical stability will keep the pod safe.

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Running in the tube proposed for the 2016 Pod Competition

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Braking at 0.9g down to 10 m/s

Cruise 2 seconds at 350 km/hr

Accel limited by 200 kW of power, down to 0.42g at 350 km/hr

Acceleration 0.9g, limited by tire grip, to 165 km/hr

Maximum speed in the 1-mile tube