



WHAT TO KNOW WHEN BUYING YOUR FIRST EV



ARE YOU BUYING OR LEASING?

The much-publicized \$7,500 federal tax incentive only applies to select vehicles and has a \$150,000 household income cap. Leases get \$7,500 off the sticker price, no matter your income.



HOW ABOUT A USED CAR?

Several used electric and plug-in models qualify for a \$4,000 federal credit. (You have to buy from a dealership.)



DO YOU NEED ALL-WHEEL DRIVE?

If you drive in snow, AWD can significantly reduce range – especially in the cold. Unlike a gas car, an EV's (substantial) weight is usually spread evenly over all its wheels, so snow-shod rims can get a grip.



HOW MUCH RANGE DO YOU REALLY NEED?

Modern EVs go long enough (median range is 270 miles) that you probably won't have to charge up every single day. Road trips are a different story.



HOW WOULD A ROAD TRIP GO?

Enter your most commonly taken long trip into an app like A Better Route Planner. That way you'll know if you've got ample places to juice up along the way.



WHERE ARE YOU GOING TO CHARGE?

For fast fill-ups, you'll need a "level 2" charger. You can install one of these at home, or your office may have one. If you rely on public chargers, you'll have to plan very carefully.



CAN YOU INSTALL A CHARGER AT HOME?

Many chargers require a supply of 30 amps or more from your electrical panel. Consult an electrician if this sounds like a foreign language.



WHAT KIND OF HVAC DOES IT HAVE?

If it gets really hot or really cold where you live, look for a vehicle that uses an energy-efficient heat pump, which won't eat into your range as much as conventional HVAC.

300

MILES, TWO WAYS:

In a 3 mi/kWh EV using average-priced electricity:
 $\$0.16 \times 100\text{kWh} = \16.00

In a 25 mpg car burning average-priced fuel:
 $\$3.50 \times 12 \text{ gallons} = \42.00

THE LINGO:

Level 1 charger: Plugs into a normal wall socket.

Level 2 charger: A dedicated juice box that's either hardwired or plugged into a 220-volt dryer outlet.

Level 3 charger: These public DC fast-chargers can often top you off in 30 minutes or less.

Range: How far the car can travel on a full charge. Manufacturer estimates and EPA ratings are always optimistic, so look for reviews from publications that test, like *Inside EVs* and *Car and Driver*.

Kilowatt (kW): How much power your car can put down. It's like horsepower, but for EVs.

Kilowatt-hour (kWh): In a battery, it's its capacity—like the size of its tank. In a charger, it indicates speed.

Miles per gallon equivalent (MPGe): This is a dumb metric that the consumer will never be able to calculate on their own. Only use it when comparing vehicles.

Miles per kilowatt-hour (mi/kWh): The preferred energy efficiency metric for EVs. Anything north of 3 is pretty good.

Kilowatt-hours per 100 miles (kWh/100mi): Some automakers use this instead of mi/kWh (annoying!). Look for 30 or lower.

PLAY WITH THIS STUFF DURING TEST DRIVES!

EVs tend to be very touchscreen-heavy, so make sure you like the way you use a car before you buy it.

Try out the: **climate control, media player, route planner, lights, hazard indicator, and defroster.**



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