


Electric Vehicles available in Georgia

updated Oct 2020

Limited to EVs that Georgia dealers are actually selling and supporting; see fine print at bottom.

Sorted by price after Fed credit.

Make / Model	Electric Range	0-60 MPH time	DCFC power	MSRP (w/o dest.)	after Federal tax credit
 Mini Electric	110 miles	6.9 sec	50 kW	\$29.9k-\$36.9k	\$22.4k-\$29.4k
Most affordable EV available in Georgia. Based on BMW i3 drivetrain but front wheel drive. Lower range and low DCFC power makes roadtrips difficult. Iconic design.					
 Nissan Leaf	150-226 mi	6.5-8.0 sec	100 kW	\$31.6k-\$43.9k	\$24.1k-\$36.4k
Affordable EV w/ cheap battery tech. Base "S" model stripped of key features; at least get DCFC option, or upgrade to SV / SL. DCFC uses old Chademo plug. A used Leaf is a huge bargain!					
 Kia Soul EV	200+ (est.)	~7.5 sec	100 kW	\$35.0k (est.)	\$27.5k (est.)
Pure electric version of this CUV "cute ute". Updated and arriving in Georgia in 2020-2021. Features include heated & cooled seats. Kia now uses SAE CCS plug for DCFC, not Chademo.					
 Kia Niro EV	239 miles	~7.8 sec	100 kW	\$38.5k	\$31.0k
Crossover SUV new to market in 2019, long range & affordable. Features incl. heated & cooled seats. Kia switched their DCFC from older Chademo to newer SAE CCS. See also PHEV model.					
 Chevy Bolt EV	259 miles	6.3 sec	55 kW	\$36.6k	\$36.6k
First affordable long-range EV on market in 2016. Powerful drivetrain. Optional DCFC enables roadtrips. No adaptive cruise control. Premier trim (vs LT) adds features. Update coming in 2021.					
 BMW i3 BEV	153 mi	6.3-7.6 sec	50 kW	\$44.5k	\$37.0k
RWD, carbon fiber structure, very fast & fun car. "BEV" is pure electric; see also "REx" version. Sporty "i3s" adds power & tweaks. Pricey, older tech, lagging in specs including too slow DCFC.					
 Tesla Model 3	250-322 mi	3.2-5.3 sec	250 kW	\$38.0k-\$55k	\$38.0k-\$55.0k
Tesla's affordable game changer, dominates market. Available in RWD, AWD and "Performance" variants. All Teslas: long range, incredible power; DCFC peaks at 250 kW but ramps down quickly					
 Tesla Model Y	291-316 mi	3.5-4.8 sec	250 kW	\$50.0k-\$60.0k	\$50.0k-\$60.0k
Taller CUV based on Model 3 with similar specs. Available in AWD and "Performance" models. All Teslas: unique, spartan interior with big touchscreen for everything.					
 Jaguar i-Pace	234 miles	4.5 sec	100 kW	\$69.9-\$80.9k	\$62.4k-\$73.4k
Crossover SUV with luxurious interior. Standard features include AWD, air suspension, HUD, 360 deg view, 11-speaker sound system, WiFi hotspot. Even more features as options, can add \$15k!					
 Audi e-tron	204 miles	5.5 sec	150 kW	\$74.8k-\$79.1k	\$67.3k-\$71.6k
Full size SUV; towing and cold weather packages available. DCFC power of 150 kW is sustained over session, but poor efficiency reduces utility of that power. Lower range than competition.					
 Tesla Model S	348-402 mi	2.3-3.7 sec	250 kW	\$75.0k-\$95.0k	\$75.0k-\$95.0k
Large, extremely powerful luxury sedan. Multiple power / range options, standard all-wheel drive. All Teslas: options add \$\$\$, incl. groundbreaking "Autopilot" and "Full Self Driving" (*not really).					
 Tesla Model X	305-351 mi	2.6-4.4 sec	250 kW	\$80k-\$100k	\$80k-\$100k
Large, extremely powerful luxury SUV. AWD. Unique "falcon wing" rear doors open UP. Can tow 3500-5000 pounds. All Teslas: proprietary "supercharging" DCFC at sites countrywide.					
 Porsche Taycan	~200 miles	2.6-3.8 sec	270 kW	\$104k-\$185k	\$96k-\$178k
Extremely powerful four-door sports car, sized between 911 and Panamera. AWD. 800V battery system allows for fastest DC fast charging in market. Can sustain repeated track runs. Options \$\$\$\$					

Other models avail in GA but difficult to get and low volume:

BMW i8, Porsche Cayenne & Panamera, VW e-Golf

Other models coming "soon" or not supported in Georgia:

Fiat 500e, Ford Escape PHEV, Ford Mustang Mach E, Honda Clarity BEV/PHEV, Hyundai Ioniq & Sonata & Kona, Kia Optima, multiple Mercedes models, Mini Countryman PHEV, Nissan Ariya, Subaru Crosstrek, multiple Volvo models, VW iD4

Federal tax credit: \$7,500 discount on most plug-ins; none for Tesla and Chevy models, already exhausted

See website below for much more info on tax credits, used EVs (model-specific), leasing, free HOV lane access.

Electric Vehicle (EV) Basics

Read this first if you are new to EVs like the Nissan Leaf, Tesla Model S/X/3/Y, BMW i3, Chevy Bolt, Porsche Taycan ...

What is an electric vehicle? An electric vehicle (EV) is propelled via an electric motor and an electric energy storage system like a battery, instead of an internal combustion engine and a gas tank.

Why now? Battery tech improvements have been driven by massive growth in portable consumer electronics (cell phones, cameras, laptops) – better performance with lower cost. EV batteries are now engineered to last 10-15 years, and are typically warranted for 8 years / 100,000 miles.

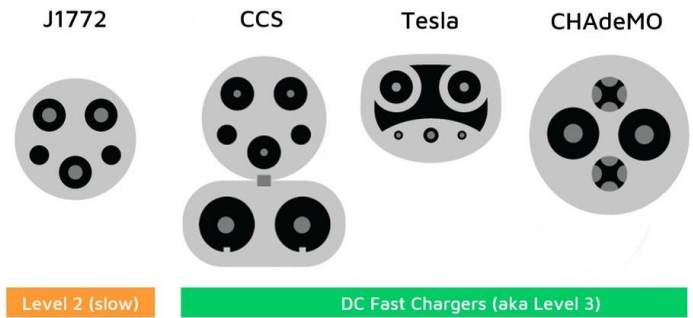
EVs are more fun to drive than gas cars. Electric motors have full torque at zero RPM, leaping off the line, and are silent even at full acceleration. EVs are deceptively powerful and thrilling to drive!

EVs are far cheaper to maintain and fuel. You pay more up front when you buy the car, but then it's cheaper to drive and you save over the long term. Your home power bill goes up, but not that much and far less than the money you stopped spending on gas. Plus you get to fuel your car at home, overnight -- no more gas stations!

EVs are far cleaner than gas cars, even if you count the power plant emissions. This has already been studied to death. If you read a news story casting doubt on this scientific fact, it's time to think harder about where you get your news from.

Consider a used EV. Used EVs are incredible bargains; new EV tech pushes down the price of used EVs that are only 3-4 years old. Older models work fine and are reliable, just have less range. Especially see the Chevy Volt and 1st gen Nissan Leaf for bargains.

REx and PHEV models below: run in EV mode first and then gas mode later, automatically. Perfect for commuting, with gas backup for roadtrips or just peace of mind. Mostly run in EV mode, if charged at home.



Consider leasing. For EVs, leasing can be smarter than buying, and 80% of early EV sales were actually leases. You expose yourself to less technology risk, or being burdened later on with terrible resale value. Typical payment is \$200-\$400/month, offset by fuel savings. Leases are also great for low-income buyers (w/ low tax liability) – you still benefit from the tax credits!

Most EV owners charge at home, but public charging infrastructure is now widespread. Most EV drivers simply charge at home overnight and start every day with a full battery, like you might charge your cell phone. The 200+ mile range of most EVs means you've certainly got enough to get through a regular day and get back home (and getting home nearly empty is OK, just like your cell phone). But if you run low during the day, or can't plug in at home, public charging stations are now widespread. Note that public charging is largely irrelevant to plug-in hybrids (see PHEV chart). See website for separate fact sheet on public charging, including explanation of the different plug types.

DCFC power matters: DC Fast Charging enables long-distance roadtrips. First gen EVs (2010-2018) absorbed 50 kW max power, and the early DCFC charging stations matched. But newer cars and stations are now offering 100-150 kW charging (even 350 kW!), and you really need 100 kW minimum to make really long roadtrips tolerable. Note: Tesla has always been way ahead of everyone else, typically double the power at up to 250 kW.

Google for “top electric car myths”.

Make / Model	Electric Range	0-60 time	Gas range	MSRP (w/o dest.)	after Federal tax credit	Notes
Range-Extended EVs: full performance electric drivetrain -- accel hard & go 90+ mph in EV mode, but gas mode too:						
Chevrolet Volt	53 miles	7.3 sec	400+ miles	\$33.2k	\$29.5k	original REx, discontin'd, used
BMW i3 REx	126 mi	8.0 sec	93 miles	\$48.3k	\$40.8k	weird specs but it works well
Plug-in Hybrid EVs: weaker electric drivetrain, smaller battery and electric range, but still fun to drive & killer MPG:						
Toyota Prius Prime	25 miles	10.3 sec	600+ miles	\$28.2k	\$23.7k	hard to get in Georgia
Kia Niro PHEV	26 miles	7.8 sec	400+ miles	\$29.5k	\$25.0k	PHEV counterpart to EV versn
Mitsubishi Outlander PH	22 miles	9.2 sec	300+ miles	\$34.6k	\$28.8k	AWD, old Chademo DCFC
Ford Fusion Energi	26 miles	8.0 sec	600+ miles	\$35.0k	\$30.4k	battery in cargo area
Chrysler Pacifica Hybrid	32 miles	7.8 sec	400+ miles	\$40.0k	\$32.5k	impressive minivan
BMW 330e	23 miles	5.6 sec	320 miles	\$44.6k	\$38.7k	smaller luxury sedan, AWD opt
BMW X3 30e	18 miles	5.9 sec	340 miles	\$49.6k	\$43.8k	smaller SUV, AWD standard
BMW 530e	21 miles	5.7 sec	350 miles	\$57.2k	\$52.5k	larger luxury sedan, AWD opt
BMW X5 45e	31 miles	5.3 sec	400 miles	\$65.4k	\$57.9k	larger SUV, AWD standard
BMW 745e	16 miles	4.9 sec	290 miles	\$95.9k	\$90.1k	flagship luxury sedan, AWD std