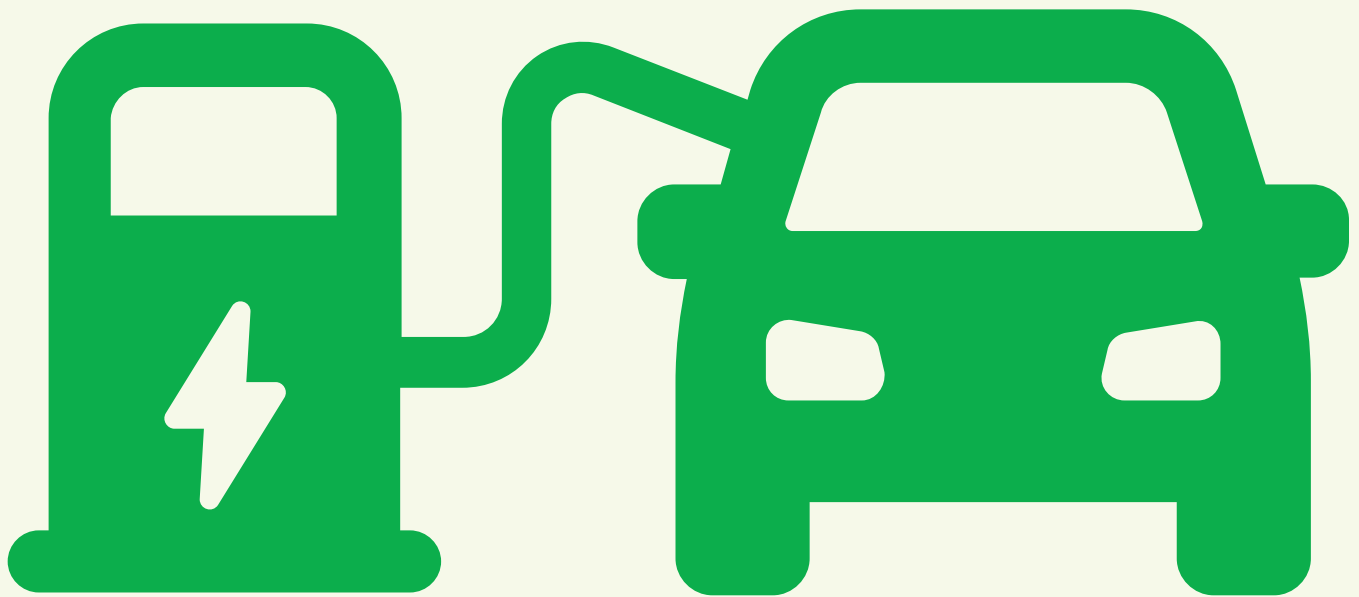


SHARING STORIES OF ELECTRIC VEHICLE OWNERSHIP

HIGHLIGHTING THE VALUE OF EVS






Hybrid to Plug-in Hybrid to EV

Seth Krieger's EV Story, Clermont, FL

Concern about global warming has been our motivation to select our cars over the past 15 years. We started with a Prius (2008), traded that in for a Ford C-Max Energi plug-in hybrid (2016, which we have kept as a very rarely used 2nd car), and finally purchased a full electric 2023 Hyundai Ioniq 5 Limited in December of 2022 after 10 months of waiting. The key features in our choice of vehicles were ventilated (cooled) front seats, heads-up display, and vehicle-to-load capability, none of which were available in the Tesla Y, our second choice. Light towing capability was also essential, which eliminated the Mustang Mach-e from consideration. The long wait to get the car meant that we missed out on the tax credit, which made the car more expensive than we had originally thought it would be. Nevertheless, we could not be happier with our purchase, other than a minor stitching defect on the passenger seat, which has taken a long time to get resolved.

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Most of our use is around town, powered by recharging in our garage about once a week, but we also have a monthly 500 mile round trip that has accounted for more than half our total driving for many years. We also enjoy the benefit of “free” charging at home, using the more than sufficient power generated by our solar panels.



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Having such a quiet, comfortable new car has encouraged us to do several longer road trips in the past few months, including one 1,200 and one 3,000 mile round trip. At this point (13,000 miles on the odometer) we know our car well and we have mostly rid ourselves of range anxiety by doing a little research and planning when in unfamiliar territory. We are conservative in choosing charging spots and always stop to recharge before we really HAVE to. That gives us confidence that we can hop to the next charging location if necessary — something that has happened only once. Our long trip up I-95 from Florida to New Hampshire was our first opportunity to experience the kinds of public charging frustrations that so many (non-Tesla) EV owners complain about. As we got farther and farther north, we experienced more and more very slow or off-line chargers and longer waits to plug in. It was a convincing demonstration of how badly we need more and better maintained chargers. On our way back to Florida, we decided to avoid the heavy traffic we had experienced between DC and NYC by taking a more inland route. On this route, charging was far better, with no significant waits and few chargers that were out of service.

A Tesla-owning friend had cautioned us while we were shopping for our EV, that Tesla was the only way to go if we planned to do long road trips, but we have not found that to be the case. Although it would have been convenient and probably faster to have had access to the superior Tesla charging infrastructure on our longer trips, it was not at all a necessity. Another note about road-tripping. Our pattern of stopping to charge every couple of hours has resulted in much more pleasant travel. While it takes longer to arrive at our destinations, we get there more rested and in a better frame of mind than we did in our longer-range gas vehicles.

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Electric Since 2017

Matt Dorsch's EV Story, Billerica, MA


I really didn't like the hold that the fossil fuel industry has on the world, nor did I like the health and climate problems caused by what came out of my car's tailpipe. So, when an EV arrived on the market that was both relatively cheap and of decent quality, I bought one: a Bolt EV. (The cheaper option, a Nissan LEAF, had serious battery issues, so I avoided that one.) The Bolt replaced a 2004 Honda Civic, which I sold to a private party. We installed some solar panels on our roof to generate the electricity to charge the Bolt. My wife liked the Bolt enough that she bought her own to replace a Diesel-gate VW.

Charging at home has been a breeze, but charging on road trips (typically 375 miles one-way) does require planning ahead of time. It also requires patience, trying to get chargers working. One of the more amusing anecdotes was when I couldn't figure out how to pay at an Electrify America charger. It was a bright day, so I had my sunglasses on. Due to polarization on the sunglasses, I wasn't seeing the display on the payment screen change to tell me "Insert your card now". EA has replaced this style of charger, last I checked.

The battery recall for the Bolts was handled decently, in my opinion. The only issue I had is that the first dealer I talked to didn't do a great job of explaining their scheduling issues: they said it would be months before they could get me in. I waited for a month before realizing what I should do was just go to a different dealer. My Bolt had a new battery two weeks later. (If the first dealer had just said, "Go to a different dealer," I wouldn't have waited an extra month.) My wife's Bolt's battery was replaced 3 weeks after mine.

My wife recently replaced her Bolt so that we had an EV with more cargo space and better fast charging (200 kW vs. 50 kW on the Bolt). The only issue we've had with

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I'm glad to see that most automakers are switching to Tesla's charging port. The existing CCS charging networks barely have enough quality to be useful. (Not satisfactory, just useful. I've needed to call EA too many times to report dead chargers or request charger reboots to call them "satisfactory.") I'll probably replace my Bolt in a couple years, once the NACS-compatible EVs come out. Until then, **I'll keep driving on sunshine, where a fuel spill just means "a sunny day."**



EV Convert

Barry Lowry's EV Story, Plain City, OH

I've been a car guy for the past 60 years. In April 2021, I broke my attraction to ICE vehicles, and bought a 2021 Mustang Mach-E. It's been a great car, and I'm now totally into EVs. The instant torque is addictive, and passing the gas pumps has been very nice. I was able to get the \$7,500 tax credit, along with 30% credit on installing an EVSE in my garage. I recommend EVs to anyone who asks!

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Getting Even with the Oil Companies

Bob Montwillo's EV Story, Charlotte, NC

Back in the 1970s, the oil companies & OPEC put the screws to the public. Fights and shootings were happening at gas stations during the gas shortages.

After years of cutting back on fuel, I'm having my ultimate revenge. I am now driving an electric 2023 Chevy Bolt EUV, fueled by my solar voltaic system.

The car is a joy to drive, especially with the one-pedal mode, where I hardly ever use the mechanical brake. **Where an internal combustion engine saves fuel going down a hill, my sweet baby puts "fuel" into the battery.**

I'm happy to report that the EPA estimates have been overly pessimistic.

EPA MPGe is 115 mpg, but I get 138 mpg equivalent. EPA has 29 kWh/100 miles, while I use only 25 kWh/100 miles. EPA range is 247 miles. My actual range would be 260 miles, but nobody drives until the tank is empty. The economy numbers are dependent on how you drive, it seems to be much more variable than with an internal combustion engine.

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Quiet is so nice. I don't have to raise the volume at highway speeds when I play music off my memory stick.

I love the instant acceleration with 266-foot pounds of torque at 0 rpm. I have to be gentle with the go pedal so I don't burn rubber from start-ups.

With the incentives, I couldn't resist buying the Bolt. MSRP was \$29,500 less \$2,000 New York State Clean Car credit at the dealer, \$7,500 federal income tax credit, \$500 Chevy veteran break, and finally \$500 Chevy credit for fueling up at EVGO stations, leaving a cost of \$19,000 plus sales tax & DMV fees.

Maintenance is not much. The big one is changing the coolant at 150,000 miles.

It took a long time to get the car. I ordered the Bolt in August 2022, and received it in June 2023. As battery production gets going, I hope there will not be such a long delay.



Very Happy with Hyundai Kona EV

*The Rosenthal's EV Story,
North Haven, CT*

We have a 2021 Hyundai Kona EV. Its range is about 250 miles, which is easy enough since it is used for commuting and local driving. The only serious negative with the car is the back seat, which is very small. But the car is a pleasure to drive and otherwise very convenient.

We have a garage and plug it into an ordinary 110-volt line. It does take time to charge, but it's sitting in the garage anyway, so this is not an issue. Moreover, the total cost of ownership—not counting insurance and the original purchase price—has been \$0.00! We have solar panels on our roof, and they generate enough electricity to cover all our electrical needs (house and car). The first regular maintenance was free, and we have not needed any additional maintenance or repairs. **Needless to say, we are very happy with the car.**

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Driving on Sunshine

Angela Kantola's EV Story, Littleton, CO

We love our 2021 Nissan LEAF S Plus! We first leased it to make sure it would work well for us. Living at 7,300 ft elevation in the foothills above Denver, CO, we'd become accustomed to driving only AWD cars. We learned that the LEAF worked just fine with snow tires in the winter. So, at two years and near lease end, we bought the car.

We have solar PV on our house, meaning that we can charge our LEAF from sunshine (even when we charge at night, it's with energy traded back to us from our utility for excess energy, our solar PV produced during the day).

We are completely hooked on one pedal driving: it's the best. And whizzing past gas stations (and the lines) is just terrific. How nice to be able to recharge our car at home for free with our renewable energy.

We got an electric car because we think it's critical to do all we can to reduce our carbon footprint.

We do charge basically 100% at home, having so far just used the car for errands around town and trips up and down Colorado's Front Range.

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Bolt Your Way to the Future

Janet Lundy's EV Story, Marysville, WA

I always wanted an electric car ever since I rode in my son's Tesla. It was so quiet I didn't realize it was on. There were not a lot of EVs on the market in 2017. I looked at a few and decided on the Chevrolet Bolt EV Premier in a beautiful dark gray. I liked all the safety and security features: low speed Forward Automatic Braking, forward collision alert, side blind zone alert, lane change alert, and the rear vision camera. It has a very well made interior. The heated steering wheel and seats are so nice, especially in the colder months. Charging is simple as I plug it in to the wall socket in the garage. Fun to drive as it is a "peppy" Chevy Bolt. **I know I have saved a lot of money on gas and believe I have a car that is kind to our environment.**

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10 Years of EV Ownership


Vicente Pérez's EV Story, Baldwin Hills, CA

This is my 10th year owning EVs. We are currently a two EV car garage, with a 2017 BMW i3 and a 2014 Tesla Model S 60. This is our third BMW i3, which might be some sort of record.

In all those years, progress is noticeable. Our first EV was a Fiat 500e without fast charging. The range was enough for our regular commute, but a couple of times, we had to drive further away for emergencies and we would be stranded at the slow charger until we got enough battery to make the trip back.

As soon as fast charging vehicles fell within our budget (in the form of a BMW i3), we switched cars and never looked back. As I mentioned, we have replaced an i3 with another i3 twice. Not because of issues with the car, quite the contrary. We liked it so much that we have upgraded to better trim/battery versions

One last thing about my experience with EVs. Our first two cars we leased, the last three we bought used. Buying a used car is so much simpler with EVs. There are only a handful of things that can go very wrong with an EV, and all of them are very easy to spot. The cars that we purchased used were relatively high miles, and still, we did not have any major issues and battery degradation is minimal.



when good opportunities appeared. The BMW i3 is probably the best car I have ever owned, and it is very sad that BMW decided to discontinue it.

Unfortunately, although the charging infrastructure is expanding, charging stations are still unreliable and difficult to locate. This is the main reason why we keep our Tesla Model S. There are better EVs available now, but Tesla Superchargers are always extremely convenient and very rarely fail. Plus, as an earlier Tesla, our car gets to charge for free. We will likely be keeping it until the wheels fall off. The range is around 190 miles, which turns out to be more than adequate even for the occasional road trip. Yes, it does require a bit more planning than using a gas car, but we have never found a place where we could not go because of range limits.

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So my recommendation is, go for an EV. As a matter of fact, go for a used EV!



We Love Our EV


Wendy Berglund's EV Story, Portland, OR

We bought our first EV, a Think City, on March 9, 2013. It was a used, quirky little thing that looked like a cartoon car, but was a kick to drive. And fast, very fast!

We eventually sold it for what we paid for it a year later, and we bought a used Nissan LEAF which was very nice. We live near a car lot that sells used EVs and my husband would often stop by the lot and talk with the owner and his employee about EVs. He was there one day in 2017 when they showed him a 2016 VW e-Golf. It had 2000 miles on it and was a lease return. My husband came home and mentioned it and I was immediately interested. We drove down and I test drove it and knew it was THE car! They gave us an excellent deal with the LEAF as a trade in.

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I'm 69-years-old and have driven a lot of different cars. I still have a sentimental love of Studebakers and an extreme dislike of the 1964 Hillman Minx. The VW e-Golf is my favorite car ever! It handles beautifully, runs like a dream and is incognito—it looks just like a Golf. The maintenance is cheap and we haven't had any issues with it. It is our daily driver and the battery is good.



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We have a hybrid for longer trips.

My only complaint would be that the VW is too quiet. I will sometimes turn on some music and open the windows so people know I'm there.