



130 kWh battery performance test

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What would happen if you took four of the best electric pickup trucks currently available and pitted them against each other in a range test, driving them all until they die? That's exactly what the folks at Out of Spec Reviews have done, and the video embedded below details their experience.

In case you just want the numbers, we'll get to those in a bit, but first let's mention that the trucks tested were the Tesla Cybertruck Cyberbeast, the Rivian R1T Dual-Motor Large Pack, the Ford F-150 Lightning Lariat Extended Range, and the Chevrolet Silverado EV 4WT.

Now let's dive into the actual numbers. The test was done at 70 mph with highway driving, on the same day in the same conditions for all trucks. The Ford F-150 Lightning died after 282 miles, while being EPA rated for 320 miles. It managed 2.1 miles per kWh from its 130 kWh battery.

Finally, let's look at the winner. The Chevy Silverado EV died after 434 miles, while its EPA rating is 450 miles. Efficiency-wise, it did 2 miles per kWh from its massive 215 kWh battery, which goes to show that brute forcing the range problem by fitting huge batteries does sort of work - at least for a vehicle like this where the size allows for such a massive pack.

Two important highway range tests of the all-new Volkswagen ID.3 were conducted and presented on the Battery Life channel - first at a nominal 90 km/h (56 mph), and the second at 130 km/h (81 mph).

During the first test, the real average speed was 86 km/h (53.5 mph). The car was able to drive 421 km (from 100% to 5% battery state-of-charge) with about 23 km more left. That would translate to a total range of 444 km (276 miles).

In the second test, at a significantly higher average speed of 122 km/h (75.8 mph), the ID.3 was driven 278 km (100-2% battery state-of-charge) and still was able to go 6 km more, according to the on-board computer.

Of course, it's not a scientific test, but one of the first that we have right now. Give us a sign in the comments on what you think about the ID.3 range (remember, that there will be also bigger and smaller battery options).

Given the relatively mild winter in many northern areas this year, our timing to test a fully-loaded all-wheel drive Nissan Ariya for a full month of chilly Canadian winter worked out great, as we managed to have it for the one week of polar vortex around the Toronto, Canada area area, where temperatures stayed consistently below freezing, and briefly dipped far below that mark.

Having driven the Nissan Ariya multiple times, in both front-wheel drive and e-4orce all-wheel drive form, I've always appreciated its origami-inspired styling, refined comfort and carsickness-inhibiting brake

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regeneration - even if some hardcore one-pedal types prefer more forceful deceleration that'll bring you to a complete stop.

Plus the 2024 Ariya became much more appealing in March, as Nissan dropped its MSRPs on all Ariya models from between \$3,000 to \$6,000, depending on the trim. This fully-loaded Ariya Platinum+ e-4orce now starts at a suggested list price of \$54,190, compared to \$60,190 when it was introduced last year (before the slightly increased '24 destination fee of \$1,390). That puts this Ariya smack dab into the same price window of longer range versions of Tesla's all-wheel drive Model Y and Ford's Mustang Mach-E, after both companies also cut prices in the past year or so.

Unfortunately, the Ariya is still not eligible for the federal \$7,500 tax credit, since it's not built in North America - unlike the Tesla Model Y, Volkswagen ID.4, Chevrolet's Blazer EV, and the upcoming Chevrolet Equinox EV. For a better deal, Ariya buyers should consider leasing, where dealers can take advantage and pass along the incentive in the form of lower payments.

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