

## 90 kWh battery performance test

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C/D TEST RESULTS: Zero to 60 mph: 2.8 sec Zero to 100 mph: 7.1 sec Zero to 150 mph: 21.8 sec Rolling start, 5-60 mph: 3.0 sec Top gear, 30-50 mph: 1.3 sec Top gear, 50-70 mph: 1.8 sec Standing 1/4 -mile: 11.1 sec @ 121 mph Top speed (governor limited): 155 mph Braking, 70-0 mph: 159 ft Roadholding, 300-ft-dia skidpad: 0.90 g

Our Tesla Model X 100D cost ?87,200. On top of this were options, including "Midnight Silver Metallic Paint" (?950), Black Premium/Light Headliner (?3,100), Premium Upgrades Package (?5,700), Seven Seat Interior (?2,800), Destination & Doc Fee (?850), taking the total price to ?100,600, after the ?4,500 UK government plug-in vehicle grant. Unusually for an EV, the Tesla Model X can tow up to 2,250 kg.

The Tesla Model X is the only all-electric, 300-mile range, all-wheel drive, seven-seat SUV that you can buy. It's amazing to drive, and our week with the car shows that it can fit into your life perfectly, even if a very muddy hill is involved. And it's from a company that didn't even exist 15 years ago. At ?100,000, it's not cheap - but it's the future. Anyone who fears electric cars, or still compares them to milk floats, needs to drive the Tesla Model X, and it's highly likely that most of these people would be converted to EVs.

So the Model X is excellent to live with when you've got it, but it's not until the car has gone that you really appreciate it. Jumping from the Tesla into the next car on test - which in our case happened to have a diesel engine, clutch and gears - really showed how old fashioned such a vehicle feels to drive in comparison.

The Tesla Model S luxury electric sedan will get an upgrade of its highest-capacity battery pack, from 85 to 90 kilowatt-hours, as well as a new optional high-performance mode called "Ludicrous" mode.



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