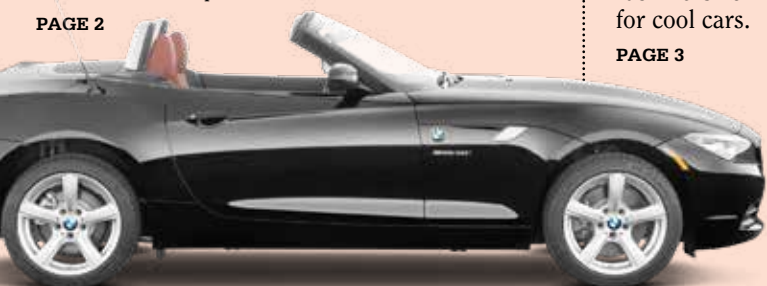


What's in a name?

BMW's successor to the Z4 roadster has a most unexpected name.

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Car show calendar

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British steal

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Will the Accord get a V-6 for '18?

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TEST DRIVE

Range Finder

2017 Chevrolet Bolt EV

DAN LYONS | text and photos
Special to the Times Union

Gas pumps are practically everywhere. So much so, that running out of fuel these days is practically an I.Q. test. Not so for Electric Vehicles.

While the infrastructure of charging stations continues to expand, the less populous the area, the fewer the recharging opportunities. Coverage can be sporadic, which can be problematic when planning travel. This, charging downtime, and limited range have been the biggest limiting factors on EV sales.

Until recently, Tesla was the only automaker offering cars with 200+ mile range from a full charge. The Chevy Bolt is the newest member of that club, with an EPA estimated range of 238 miles. Bolt's combination of range, price and dealer network



2017 Chevrolet Bolt EV

MSRP: \$36,620 - \$40,905

size may open the door to wider, mainstream acceptance of EVs.

Chevy didn't do themselves any favors here with name selection. Bolt — the EV four-door hatchback — too closely resembles Volt, the company's plug-in hybrid four-door sedan. Bolt EV is offered in two trim levels — LT (MSRP: \$36,620) and Premiere (\$40,905). Add \$875 in destination charges; subtract \$7,500 in federal tax credits (state and local municipality incentives may also apply). I tested both LT and Premiere versions. Bolt EV employs a single, high-capacity electric motor, which produces 200 horsepower and 266 lb.-ft. of



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THE 2017 CHEVROLET BOLT EV is the American maker's electric crossover. With a range of more than 200 miles on a full charge, the Bolt addresses range anxiety and resets the bar for the mid-priced electric vehicle segment.

torque. Power is supplied by a 60kWh lithium ion battery pack located beneath the floor. The RightNow nature of power delivery from an electric motor gives Bolt brisk acceleration from a standstill. The trip from 0-60 mph takes just 6.5 seconds — quick by any standard. There's plenty on tap for passing and merging, and the golf cart silence of the drivetrain as you gather speed adds a strange dimension to the process.

The standard cord set provided with Bolt allows charging from any 120V outlet. But, this "Level 1" process is impractically slow. The recharging rate of 4 mph-c (miles added per hour of charging) means 12 hours of plug time will yield about 48 miles of power.

A Level 2 charger on a 240 volt line provides a recharging rate of 25 mph-c, and a full charge in nine

hours. These chargers are available through dealers (Chevy quoted a price of \$699, plus installation), and the cost can be rolled into the purchase (and finance) price. Bolt can also be equipped with a DC Fast Charging system (\$750). This includes the industry standard SAE Combo connector, so drivers can avail themselves of public, Level 3 (400V) charging stations. These can provide up to 90 miles of range in 30 minutes.

The large under-floor battery pack makes for a low center of mass. Bolt handles confidently with an agreeable ride quality. Drivers can choose the amount of regenerative braking (from mild to aggressive) to recapture energy that would otherwise be lost during deceleration, returning it to the battery pack

Continued on page 2

The Bolt impresses with two things not commonly found in electrics at this price: room and range.



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