

Electric Vehicles available in Georgia

updated September 2022

Limited to EVs that Georgia dealers are actually selling and supporting; see unavailable cars on reverse

Sorted by price after Fed credit.

Make & Model	Electric Range	0-60 MPH time	DCFC power	MSRP (w/o dest.)	after Federal tax credit
Nissan Leaf	149-226 mi	6.5-8.0 sec	50-100 kW	\$27.4k-\$37.4k	\$19.9k-\$29.9k
Affordable EV w/ cheap battery tech. Base "S" model is stripped; at least get DCFC option. Old Chademo plug complicates roadtrips.					
Chevy Bolt EV / EUV	~250 miles	6.3-7.0 sec	55 kW	\$25.6k-\$31.7k	\$25.6k-\$31.7k *
First affordable long-range EV on market in 2016, updated in 2021. Advanced "SuperCruise" driver assistance feature. Slower DCFC.					
Mini Electric	114 miles	6.9 sec	50 kW	\$29.9k-\$36.9k	\$29.9k-\$36.9k *
Iconic design. Drivetrain based on BMW i3 but front wheel drive. Low range and low DCFC power makes roadtrips difficult. No leasing.					
Ford Mustang Mach-E	224-303 mi	3.5-4.8 sec	150 kW	\$43.9k-\$62.0k	\$36.4k-\$54.5k
RWD, AWD and GT variants. New "Plug and Charge" tech for seamless DCFC session start. Advanced "Blue Cruise" driver assistance.					
Kia Niro EV	239 miles	~7.8 sec	77 kW	\$40.0k-\$44.7k	\$40.0k-\$44.7k *
Features incl. heated & cooled seats. To be overhauled in 2023 but no drivetrain changes (so still slow DCFC). See also PHEV model.					
Volkswagen ID.4	260 miles	5.4-7.4 sec	125 kW	\$41.2k-\$50.0k	\$41.2k-\$50.0k *
VW's first serious EV. Available in slower RWD model and quicker AWD model.					
Hyundai Ioniq 5	220-303 mi	4.4-7.4 sec	240+ kW	\$41.2k-\$56.2k	\$41.2k-\$56.2k *
Kia EV6	232-310 mi	4.5-8.0 sec	240+ kW	\$42.1k-\$57.1k	\$42.1k-\$57.1k *
Both built on Korea's e-GMP platform with 800V drivetrain, enabling faster charging on roadtrips. Optional "power export" capability.					
Polestar 2	249-270 mi	4.5-7.0 sec	150 kW	\$45.9k-\$54.9k	\$45.9k-\$54.9k *
Volvo's sister brand for EVs brings their first pure electric to market, in RWD vs AWD and two battery (range) options. Google SW inside.					
Tesla Model 3	263-353 mi	3.1-5.8 sec	250 kW	\$47.0k-\$63.0k	\$47.0k-\$63.0k *
Tesla's 3rd gen car launched in 2018, now dominates EV market along w/ Model Y. Available in RWD, AWD and "Performance" variants. All Teslas: long range, incredible power; proprietary "supercharging" DCFC peaks at 250 kW but ramps down quickly to slower speeds;					
Volvo C40 / XC40 Recharge	~225 miles	4.7 sec	150 kW	\$54.6k-\$61.2k	\$54.6k-\$61.2k *
Medium-sized SUV in two variants; AWD; range a bit low and 150 kW DCFC is not sustained for long; See also Volvo's PHEV models.					
Ford F-150 Lightning	230-320 mi	3.8-5.0 sec	150 kW	\$59.5k-\$96.9k	\$52.0k-\$89.4k
Ford's EV pickup finally arrives. Huge frunk with power outlets. Note \$47k "Pro" trim level is not available to retail customers.					
Tesla Model Y	303-318 mi	3.5-4.8 sec	250 kW	\$66.0k-\$70.0k	\$65.0k-\$70.0k *
Taller CUV based on Model 3 with similar specs, dominates EV market. Available in "Long Range" and "Performance" models. All Teslas: unique, spartan interior w/ big touchscreen, few physical buttons; groundbreaking "FSD" (*not really); options add \$\$\$					
Jaguar i-Pace	246 miles	4.5 sec	100 kW	\$71.3k	\$71.3k *
Luxurious crossover SUV. Std feat. include HUD, 360 deg view, WiFi hotspot. Only top HSE trim is currently offered. Slow-ish DCFC.					
Audi e-tron	~220 miles	5.5 sec	150 kW	\$70.8k-\$89.3k	\$70.8k-\$89.3k *
SUV in full size and "Sportback" variants. DCFC power 150 kW is sustained over session. Low-ish range. See also Q4 and GT variants.					
Rivian R1T	314-400 mi	3.0-3.5 sec	220 kW	\$73.0k-\$97.0k	\$73.0k-\$97.0k *
First electric pickup truck to market, extremely powerful, lots of "adventure" features. Weird tax credit situation. R1S SUV version soon.					
Not shown here but also available in Georgia: multiple luxury models including Tesla Model S and X, Mercedes EQS sedan and SUV, Porsche Taycan, Lucid Air, GMC Hummer; all have high performance numbers and \$100k+ price tags (and thus get no tax credit)					

* \$7500 Federal tax credit was completely revamped in August 2022, and many cars no longer qualify; more changes coming in Jan 2023 incl. return of credits for all Tesla and GM cars; see website for details →

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Electric Vehicle (EV) Basics

Read this first if you are new to EVs like the Tesla Model S/X/3/Y, VW ID.4, Rivian R1T, Kia EV6, Ford Mach-E, 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 tank full of gasoline.

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; typical warranty is 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!

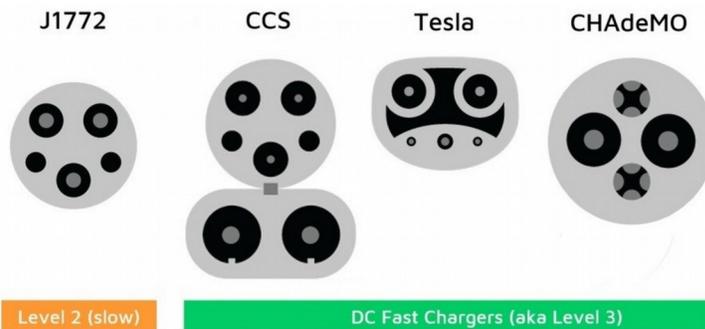
EVs are far cheaper to maintain and fuel. You pay more up front when you buy the car, but then it's much cheaper to drive and you save over the long term. Your home power bill goes up, but not that much and far less than the money you stopped spending on gas. Plus you get to fuel your car at home, overnight -- 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 leasing. For EVs, leasing can be smarter than buying, and 80% of early EV sales were actually leases. You take less technology risk, and aren't burdened later with poor resale value. Typical payment is \$200-\$500/mo, offset by fuel savings. Leases are great for low-income buyers (w/ low tax liability) – you still benefit from the tax credits!

Plug-in Hybrid EVs: weaker electric drivetrain, smaller battery and electric range, but still fun to drive & killer MPG; 20-30 miles EV range then automatic gas mode:

Make & Model	MSRP	↓ cost after Federal tax credit, if it qualifies	
Ford Escape PHEV	\$35.5k	\$28.0k	popular compact SUV
Toyota Prius Prime	\$28.8k	n/a	hard to get in Georgia
Kia Niro PHEV	\$29.6k	n/a	PHEV counterpart to EV version
Chrysler Pacifica Hybrid	\$40.0k	\$32.5k	impressive minivan
Mitsubishi Outlander PHV	\$34.6k	n/a	AWD, old Chademo DCFC
BMW 330e	\$44.6k	\$37.1k	smaller luxury sedan, AWD opt
Toyota RAV4 Prime	\$39.8k	n/a	hard to get in Georgia
Jeep Wrangler 4xe	\$53.8k	\$46.3k	open it up and go adventuring
BMW X3 30e	\$49.6k	n/a	smaller SUV, AWD standard
Audi Q5 PHEV	\$55-65	\$48-58k	mid-size luxury SUV
Volvo S/XC 60/90	\$48-65	(1/4)	4 PHEV models; tax credit to \$60 only
Jeep Grand Cherokee 4xe	\$59-75	\$52-68k	larger SUV
BMW X5 45e	\$65.4k	\$57.9k	larger SUV, AWD standard
Lincoln Aviator & Corsair	\$69-88	\$62-81k	PHEV variants of two SUV models
BMW 530e & 745e	\$57-96	n/a	larger luxury sedans



Not all cars you hear about are available in Georgia. Some car companies are not serious about EVs and are only offering their electric models in California, to satisfy mandates there. See the chart on the other side of this fact sheet for the EVs you can actually get in Georgia.

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 everywhere. 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 that. But newer cars and stations are now offering 100-150 kW charging (some up to 350 kW!), and you really need 100 kW minimum DCFC power to make long roadtrips tolerable. Faster DCFC can actually matter more than having more range! Note: Tesla used to be way ahead of everyone else, already offering 250 kW peak in 2018, but other carmakers have caught up.

Google for “top electric car myths”.

Used EVs: The first models to arrive to market a decade ago are now huge bargains used. Newer EV tech pushes down the price of used EVs that are only a few years old. Older models work fine and are reliable, just have less range. **See website for detailed guidance on buying the following three specific cars used!**

Chevy Volt and BMW i3: both have enough EV range (and big motors) for daily highway commuting but also offer “range extender” gas mode so no worry, and roadtrips are trivial – just go.

Nissan Leaf: pure electric; daily range can be as low as 50 miles in winter, but is the cheapest EV you'll find.

Other models aka “the fine print”:

Not supported in Georgia or difficult to get: Honda Clarity BEV/PHEV, Porsche Cayenne & Panamera, Subaru Solterra & Crosstrek, Toyota bZ4X
Other models coming “soon”: BMW iX & i4, Cadillac Lyriq, Genesis GV60, Nissan Ariya, Polestar 3, Rivian R1S, VW ID.5