

Electric Vehicles available in Georgia



updated January 2025

EVs that Georgia dealers are actually selling and supporting; see unavailable cars at bottom

Sorted by cost 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	\$28.1k-\$36.2k	\$28.1k-\$36.2k ☹️
Affordable EV w/ cheap battery tech. Old Chademo plug complicates roadtrips, so really only for commuting. Total redo arriving in '26.					
Mini Electric	114 miles	6.9 sec	50 kW	\$30.9k-\$36.7k	\$30.9k-\$36.7k ☹️
Drivetrain based on BMW i3 but front wheel drive. Low range and low DCFC power makes roadtrips difficult. Discontinued in 2024.					
Kia Niro EV / Hyundai Kona Elec	~250 miles	~7.8 sec	77 kW	\$32.9k-\$44.6k	\$32.9k-\$44.6k ☹️
Korean siblings; heated & cooled seats. Refreshed in 2023 but no drivetrain changes (so still slow DCFC). See also PHEV Niro.					
Chevy Equinox EV	307-319 mi	~7.5 sec	150 kW	\$41.9k-\$49.7k	\$34.4k-\$42.2k 😊
budget twin of Blazer; FWD and AWD variants; tow ratings of 1500-3500 lbs; all GM EVs now get access to Tesla Superch. via adapters					
Hyundai Ioniq 5	245-318 mi	4.4-7.4 sec	230+ kW	\$42.5k-\$54.2k	\$35.0k-\$46.7k 😊
Kia EV6	232-310 mi	3.4-8.0 sec	230+ kW	\$42.6k-\$61.6k	\$35.1k-\$54.1k 😊
Genesis GV60	235-294 mi	3.6-7.3 sec	230+ kW	\$52.4k-\$69.9k	\$52.4k-\$69.9k 😊
Also Hyundai Ioniq 5N, Ioniq 6, Kia EV9 and Genesis GV70, all built on Korea's E-GMP platform with 800V drivetrain, enabling much faster roadtrip charging. (Also G80 sedan but it's not E-GMP.) Optional V2L / "power export" capability. Most qualify for full tax credit in 2025, thanks to new production at two Georgia factories (see also lease loophole). Ioniq 5 now uses Tesla/NACS plug, a first.					
Tesla Model 3	272-358 mi	3.1-5.8 sec	250 kW	\$42.5k-\$55.0k	\$35.0k-\$47.5k 😊
Tesla's 3rd gen car, dominates EV market w/ Model Y. Available in RWD, AWD and "Performance". 2024 refresh has weird steering. All Teslas: unique, spartan interior with big touchscreen and few physical buttons; groundbreaking "Full* Self Driving" (*not really ...)					
Tesla Model Y	279-320 mi	3.5-6.5 sec	250 kW	\$45.0k-\$51.5k	\$37.5k-\$44.0k 😊
Taller CUV based on similar Model 3, dominates EV market. Available in RWD, AWD and 'Performance' variants. All Teslas: nationwide network of proprietary "supercharging" DCFC stations; peaks at 250 kW but then drops fast to slower speeds.					
Chevy Blazer	283-334 mi	3.4-6.0 sec	150 kW	\$44.6k-\$61.1k	\$37.1k-\$53.6k 😊
slightly larger mid-range twin of Equinox; FWD / RWD / AWD variants plus high performance SS spec; tow ratings of 1500-3500 lbs					
Ford Mustang Mach-E	250-320 mi	3.5-5.8 sec	90-150 kW	\$36.5k-\$59.0k	\$36.5k-\$59.0k ☹️
RWD, AWD, GT and Rally variants. Cool "Plug & Charge" tech, but slow-ish DCFC power. Advanced "Blue Cruise" driver assistance.					
Volkswagen ID.4	206-291 mi	5.4-7.4 sec	170 kW	\$39.7k-\$53.9k	\$39.7k-\$53.9k ☹️
VW's first serious EV. Avail w/ RWD or AWD, and Std / Pro / S trims levels. Chattanooga assy enabled tax credit in 2024, but then lost it.					
Nissan Ariya	205-304 mi	4.8-7.2 sec	130 kW	\$39.6k-\$54.2k	\$39.6k-\$54.2k ☹️
Nissan's new SUV, over a decade after the groundbreaking Leaf. CCS plug (RIP Chademo). DCFC speed is just OK.					
Mini Countryman SE All4	204-212 mi	5.4 sec	50-130 kW	\$45.2k-\$49.3k	\$45.2k-\$49.3k ☹️
New model in 2025; AWD; DCFC power peaks at 130 kW but then drops fast to slower speeds, so not great for long roadtrips.					
Polestar 2	247-320 mi	3.9-5.9 sec	205 kW	\$49.9k-\$55.3k	\$49.9k-\$55.3k ☹️
Volvo's sister brand for EVs; RWD / AWD / Perf. variants; Google software inside. DCFC power has improved. See also Polestar 3 SUV.					
Volvo C40 / XC40 Recharge	254-297 mi	4.5-6.9 sec	150 kW	\$53.7k-\$61.8k	\$53.7k-\$61.8k ☹️
Medium-sized SUV in two variants; AWD; improvements in 2023/2024; 150 kW DCFC is not sustained for long; see also PHEV models.					
Ford F-150 Lightning	240-320 mi	3.8-5.0 sec	120-170	\$63.0k-\$85.0k	\$55.5k-\$85.0k 😊
Ford's EV pickup finally arrives; huge frunk and serious tow capab. Note cheapest "Pro" trim level is not available to retail customers.					
BMW i4	227-318 mi	3.7-5.5 sec	200 kW	\$57.9k-\$70.7k	\$57.9-\$70.7k ☹️
BMW finally returns to pure EVs with this sedan on an ICE platform. RWD / AWD / Perf/M variants. Very fast roadtrip charging.					
Volkswagen ID.Buzz	231-234 mi	6.6 sec	200 kW	\$66.3k-\$70.9k	\$66.3k-\$70.9k ☹️
VW long-awaited "microbus" (really a minivan) finally arrives. RWD and AWD. Just "1st Edition" for now; cheaper "Pro" trims later.					
Other models aka "the fine print" ... Not shown here but also available in Georgia: many luxury pure EVs including Tesla Model S / X / Cybertruck, Audi Q4 / Q8 etron, Mercedes EQx models, Porsche Taycan, Lucid Air, GMC Hummer, BMW iX / i5 / i7, Cadillac Lyriq, Chevy Silverado, Rivian R1T / R1S; all with \$70k+ price tags and no tax credit. ... Not supported in Georgia or difficult to get: Acura ZDX, Honda Prologue, Lexus RZ, Subaru Solterra & Crosstrek, Toyota bZ4X ... Other models coming "soon": Audi S6 & Q6, many Cadillac and Chevy models, Kia EV3, Polestar 3/4, Porsche Macan EV, VW ID.5, Volvo EX30/90					

* 😊 😊 ☹️ Federal tax credit of up to \$7500 available, but amount depends on complicated requirements.

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BUT most carmakers are using **lease loophole** to still offer \$7500 tax credit! See website for much more. → www.ElectrifyAtlanta.com

Electric Vehicle (EV) Basics

Read this first if you are new to EVs like the Tesla S/X/3/Y, Ford Mach-E, Hyundai Ioniq 5, Ford F-150 Lightning, Chevy Blazer ...

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 *one third* the cost to drive (same as \$1/gallon gas) 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!

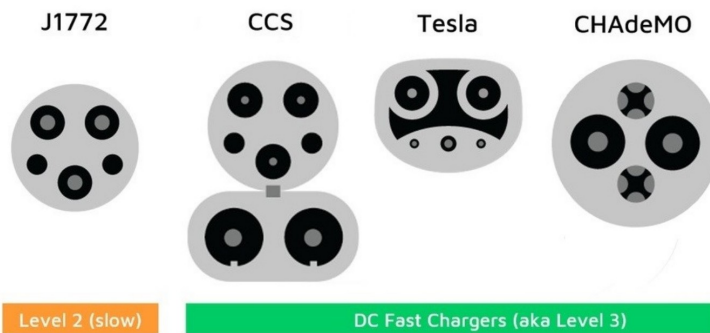
EVs are far cleaner than gas cars, even if you count the power plant emissions. This has already been studied to death. If you read a news story casting doubt on this scientific fact, it's time to think harder about where you get your news from.

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 \$300-\$500/mo, offset by fuel savings. Leases are great for low-income buyers (w/ low tax liability) – you still benefit from the tax credits! **Leasing can also be used to get tax credit on foreign EVs that otherwise would not qualify.**

Plug-in Hybrid EVs: weaker electric drivetrain, smaller battery & electric range, but still fun to drive & killer MPG; 20-30 miles EV range then automatic gas mode (300+ miles).

Make & Model	MSRP	↓ cost after Federal tax credit, if it qualifies	
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; full tax credit
Ford Escape PHEV	\$35.5k	n/a	popular compact SUV
Mitsubishi Outlander PHV	\$34.6k	n/a	AWD, old Chademo DCFC
BMW 330e	\$44.6k	n/a	smaller luxury sedan, AWD opt
Toyota RAV4 Prime	\$39.8k	n/a	hard to get in Georgia
Jeep Wrangler 4xe	\$53.8k	n/a	iconic adventure vehicle
BMW X3 30e	\$49.6k	n/a	smaller SUV, AWD standard
Mazda CX-90	\$52.0k	n/a	Mazda finally got onboard in 2024
Audi Q5 PHEV	\$55-65	n/a	mid-size luxury SUV
Volvo S/XC 60/90	\$48-65	n/a	4 PHEV models
Jeep Grand Cherokee 4xe	\$59-75	n/a	larger SUV
BMW X5 45e	\$65.4k	n/a	larger SUV, AWD standard
Lincoln Aviator & Corsair	\$69-88	n/a	PHEV variants of two SUV models

more PHEV models: BMW 530e & 745e. Porsche Cayenne & Panamera. Range Rover



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 250+ 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 longer introduction to public charging, including explanation of the different plug types and roadtrip planning tips.**

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 100-200 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 cars and stations have now 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. Starting 2023 a \$4000 tax credit exists for used EVs and PHEVs. **See website for detailed guidance on buying the following 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.

Tesla Model S, X, 3 and Y: huge used market thanks to being the highest volume EVs in North America. See website for timeline of when hardware features were added, as they have evolved over the years.