# 65 kWh battery performance test

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It was the 2022 Chevrolet Bolt EUV"s turn to undergo the InsideEVs 70 mph range test, and the results were pretty much as we would expect. On occasion, we"re surprised with our range test findings, but the Bolt EUV performed consistently throughout the test and ended up with a respectable 231 miles (371.8 km) driven.

We were driving a Bolt EUV Premier which was fitted with 17" wheels that are specific to the Premier trim. They were fitted with Michelin Energy Star 215/50 R17 tires. The lower trim LT version also has 17" wheels and uses the same tires, but the wheels have different designs. There isn"t a separate range rating based on wheels, since they are all the same diameter. Typically, when an EV model has multiple EPA range ratings, it"s because the different size wheels offer different driving ranges.

As with the Bolt EV, the Bolt EUV employs a 65 kWh battery and in this range test, we consumed 63.6 kWh. We may have been able to drive another 3-4 miles, but since the Bolt EUV doesn"t show its state of charge or remaining miles once the remaining range is only 10 miles we didn"t know exactly when we were at 0% and were concerned about running out of charge before reaching the charging station.

Chevrolet recently announced they are dramatically reducing the price of the Bolt EV and EUV for the 2023 model year, making the pair two of the most affordable electric vehicles available today. The 2023 Bolt EUV LT has a starting MSRP of $27,200 and the Bolt EUV Premier starts at $31,700.

To sweeten the pot even more, Chevrolet has partnered with Qmerit to offer free standard installation of a 240-volt NEMA 14-50 outlet for home charging. The Bolt EUV comes standard with a dual-voltage 120v/240v portable charging cable, so all owners need is the NEMA 14-50 outlet installed and they"re all set to charge the Bolt EUV at home.

We always set the tires to the manufacturer"s recommended pressure, crosscheck the speedometer with a GPS for accuracy and place the vehicle in the most efficient driving mode (in the case of the Bolt EUV, that"s simply "Normal" driving mode).

We DC fast charge the vehicle up to 100 percent right before starting the test, reset the trip meter and enter the highway immediately or within a couple of miles. We then drive at a constant 70 mph and in long loops so we end up either where we started, or very close by.

Driving conditions, temperature, and topography will affect an EVs driving range and our 70-mph range tests serve only as a guideline of approximately what you should expect if you drive the same EV under similar conditions.

Hyundai first introduced the Kona back in 2017 in petrol, diesel and hybrid variants with the fully electric

version only arriving later in its life. But the Kona Electric came in by storm and quickly became one of Hyundai"s most popular models. There are around 300,000 electric Konas roaming the streets now, so naturally, Hyundai was quick to deliver a facelift and now a second generation and keep the momentum.

Today, we are looking at the brand new and improved version of the Hyundai Kona Electric in its 65.4 kWh variant and Premium trim level. Despite the outgoing Kona"s popularity, it came with some flaws and Hyundai now claims to have addressed them all and made a far more refined vehicle.

The new Hyundai Kona keeps the same general recipe - it is still an FWD crossover and even though it has slightly grown in each dimension fits well within the compact segment. The battery is slightly bigger at 65.4 kWh, yet the torque is significantly lower at 188 lb-ft in an attempt to avoid the infamous wheelspin that plagued the first Kona.

ExteriorEven after the facelift the first Hyundai Kona looked like a generic crossover, while the new one spices things up with more distinctive styling, especially when it comes to lights. If you are as big fans of RoboCop as we are, you can"t have missed the resemblance to the helmet of the sci-fi icon of the 80"s. The car looks daring and futuristic, without being over the top.

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