85 kWh battery performance test

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C/D TEST RESULTS:Zero to 60 mph: 4.6 secZero to 100 mph: 12.1 secZero to 120 mph: 21.4 secStreet start, 5-60 mph: 4.5 secTop gear, 30-50 mph: 1.8 secTop gear, 50-70 mph: 2.3 secStanding 1/4 -mile: 13.3 sec @ 104 mphTop speed (governor limited): 134 mphBraking, 70-0 mph: 160 ftRoadholding, 300-ft-dia skidpad: 0.91 g

TEST NOTES: Not a hint of launch wheelspin. During repeated acceleration runs, there is some loss of performance that''s likely attributable to heat build-up in the motor, the power controller, and the battery pack.

Tesla has been hard at work debunking the general public''s misconceptions of electric car''s range, charging times and luxury. Now Tesla has taken the Model S'' performance in to super car territory. New for 2015 is Tesla''s top of line Model S P85D, a 691 hp all wheel drive luxury rocket ship that can go 0-60 in 3.1 seconds and comes with a 253 mile range.

When one looks for a long range pure electric car, Tesla has no equal. This is due in large part to its huge 85 kWh battery located in the floor of the car. Combine the Tesla''s 253 mile range with their ever growing Supercharger Network and you literally have the ability to drive pure electric across the United States. Tesla''s Supercharger can deliver a charge of 80 percent in 30 minutes. In other words, it can add about 170 miles of range in those 30 minutes and owners have been setting record cross country times for pure EVs.

Elon Musk was right to call the P85D full on acceleration, “Insane Mode.” The first time I nailed the throttle in the P85D my cell phone went flying out of the cubby hole and I got pinned to the back of the seat. Think amusement park ride launch, as in Rock ''n'' Roller Coaster''s blast out of the chute at Disney. “Please secure all loose objections and keep your hands and legs inside the ride at all times.”

When it comes to tech, the Tesla Model S is near the top of the pack. When you approach the P85D with the key in your pocket, the retracted door handles slide out. Once in, merely step on the brake and grab the Mercedes-sourced gear stalk, pull down for D and you are off. There is no stop/start button.

While under way, the Tesla has lane departure warnings that give a gentle shudder to the steering wheel when you drift out of the lane. Tesla has an Autopilot option that uses cameras, radar and sonar to keep the Tesla safely on course even with traffic, though the P85D I drove was missing the feature. Tesla does update their

cars software over the air so they can add or enables features when required.

The Tesla surprisingly has a few Tech Disappointments and omissions for it"s class. The most notable is its lack of LED headlights, choosing instead Xenons. Second, while parking in a tight spot, I noticed the lack of a front facing camera, though there is a graphic sensor as BMW implemented about ten years ago. No front camera, means there is no top or side view display.

The Model S also has no auto-parallel park, yet but they say it"s coming. The P85D I drove was optioned with the the $4,500 Grey Turbine 21" wheels and they had already been curbed, so to me these 360 views are really helpful when parking.