

## Porto novo electric vehicle range

A Dongfeng estreia-se em Portugal com o cidadão 100% elétrico Dongfeng Box, de cerca de 27 mil euros, com bateria de 42,3 kWh e autonomia em ciclo combinado de até 310 km. Dongfeng Box. A par ...

The 2023 Ford F-150 Lightning is currently the longest-range electric truck based on an existing gasoline model, as its Chevy Silverado EV competitor is underpinned by GM's entirely new Ultium...

The latest models push the limits, offering longer distances without the need to stop. Choosing one with the longest range can make a huge difference in efficiency and overall experience. This list looks at 28 EVs that stand out for their range, from luxury sedans to powerful trucks. Here's what you need to know.

These battery-electric cars traveled the farthest on a full charge in our testing. Even the worst example on this list managed a respectable 280-mile range.

Despite their shared last name, Greg Fink is not related to Ed "Big Daddy" Roth's infamous Rat Fink. Both Finks, however, are known for their love of cars, car culture, and--strangely--monogrammed one-piece bathing suits. Greg's career in the media industry goes back more than a decade. His previous experience includes stints as an editor at publications such as U.S. News & World Report, The Huffington Post, Motor1 , and MotorTrend.

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Editors' note: This list only includes vehicles that have been certified by the US Environmental Protection Agency. More EVs might be in the news, but they will not be added to this compilation until they're about to go on sale in the US and have official EPA range ratings. Also, all prices include destination charges, but may not include available incentives or tax breaks.

Now that the 520-mile Dream Edition is out of production, the longest range version of the 2023 Lucid Air is the 516-mile Grand Touring sedan. That still puts the Air ahead of the pack by a healthy margin. With more than 100 more miles than Tesla's Model S, the Lucid is the longest ranged electric car you can buy today. There's a hefty cost to be the boss, however, with the 2023 Air starting at \$87,400 and that Grand

Touring model tipping the scales at \$138,000.

The Model S has been around in more or less the same form since 2012. It's gotten several updates to its hardware, styling and performance. Recently, it also got a price drop to \$89,880 for the 405-mile Long Range model before adding options like different wheels, paint, the awkward yoke steering wheel replacement or Tesla's dubiously named Autopilot and Full Self-Driving features. Stepping up to the more powerful Plaid model gets you a 200 mph top speed, 0-60 mph in under 2 seconds and a slightly lower 396 miles of range for \$110,130.

Hyundai's Ioniq 6 takes the stellar battery electric powertrain from the Ioniq 5 SUV and tucks it under a curvaceous compact sedan. It isn't quite as spacious as its big brother, but I'm more impressed with the additional range that the aerodynamic sedan boasts over its predecessor. The Ioniq 6 starts at \$42,715, but the longest-ranging \$46,615 SE RWD configuration is the sweet spot, cruising for up to 361 miles between charges.

This is the EV to which all other midpriced electric vehicles have to answer. The Model 3 is just that good. It's comfortable, fun to drive, has tons of cargo space and the best ranges in its class. For 2023, the Model 3 is available in three optimized specs. The single-motor Standard Range model starts at \$41,630 before incentives, returning 272 miles of range. At 358 miles between charges, the dual-motor Long Range model will set you back \$48,630 and the fastest Performance AWD spec steps up to \$54,630 and down to 315 miles of range.

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