

All About Eve

A low-maintenance vehicle

By Brian Zeidner

Director of Member Services

A LOT of members have asked about how we care for Eve, the nickname given to our electric car. As we've had the car for over a year now, I'd like to talk about the annual upkeep and maintenance costs associated with ownership of an EV.

Over the past 12 months, we have had to rotate the tires. That's it. The only fluids in the car are windshield washer fluid and brake fluid. There is no engine oil, no transmission fluid, no power steering fluid, no coolant. There aren't even any grease fittings. As a result, we have not had to check the fluids or schedule and pay for oil changes and lubrication.

Eve has been an impressively low-maintenance vehicle. Other than tire rotations and an annual inspection, the car requires very little attention.

We did discover that we needed to be selective when choosing a service station to rotate the car's tires. Because

the batteries are located in the very bottom of the car, the mechanic has to be very careful when positioning the jack or lift to avoid damaging the batteries.

The Model 3 does not even come with a spare tire. If we experience a flat, we will need to call a roll-back truck to take the car to a tire shop. That makes preventive tire care a priority.

When we bought Eve, the Tesla representative explained that because of the technology built into the car, many of the problems that might be encountered could be corrected remotely by a Tesla programmer. In fact, many of the "options" available on the car involve paying for the

enabling of a function that has already been installed. This seemed foreign to a guy whose first car was a 1970 Ford Maverick with no power steering and no glove box!

The representative also explained that, if needed, Tesla can send a service technician right to us to fix a problem at our location. However, we were disappointed recently when we had to schedule the replacement of a tail light that has a moisture problem and were required to drive the vehicle to Henrietta, N.Y., for the repair.

Member Services representative Lynn made the trip to the Tesla service center for the tail light repair and will share the experience with you in next month's issue of *Penn Lines*. 🌸