

All About Eve

Putting our EV's battery range claims to the test

By Brian Zeidner

Director of Member Services

I'M A mechanical guy. I love tractors, equipment, trucks and cars, so I was really excited when the cooperative purchased an electric vehicle (EV) last year. Adding an EV to our fleet gives us the opportunity to test, evaluate and share information with members who may be interested in purchasing a battery-powered vehicle in the future.

A lot of people like to name their vehicles, so we've decided to call our Tesla Model 3 "Eve," an acronym for Electric Vehicle Evaluation.

For the next year or so, member services representative Lynn Jennings and I plan to share our experiences with Eve in an ongoing series in *Penn Lines*. We will cover topics such as the car's battery range, annual maintenance requirements and costs, cost of the electricity required to charge the car, charging options and locations in our region and any other topics we think would be of interest to our members.

We also invite members to contact us regarding topics or questions they may have regarding electric vehicles.

If you have an EV topic you'd like us to explore, please send an email to us at mail@claverack.com.

How far will it go?

To get the wheels turning for this column, I'd like to address one of the most frequently asked questions we hear about electric vehicles: "How far will it go on a charge?" The distance an EV can travel on a full battery charge is referred to as its range, and range can be of critical concern for those in rural areas like ours, where commercial charging stations are limited or non-existent.

We purchased the extended-range option with our Tesla Model 3, which is supposed to provide a range of 287 miles when fully charged. Many members want to know if they can trust those figures.

When we picked up the fully charged car from the dealership near Philadel-



ALL ABOUT EVE: Claverack's director of member services, Brian Zeidner, and member services representative, Lynn Jennings, display the Tesla Model 3 – nicknamed "Eve" – the cooperative purchased last year as a means of educating co-op staff and members about electric vehicles. The pair will be sharing their experiences and opinions about electric vehicle ownership with members through a regular *Penn Lines* column that begins this month.

phia, we drove north on the Pennsylvania Turnpike, up Red Rock Mountain, into Mildred and then stopped at my house in Sugar Run. We had driven it 187 miles and the car's range display showed we had 100 miles of charge remaining. So far so good.

It is 17 miles from my house to the cooperative's office in Wysox, yet I made the trip using only 14 miles of range. That seemed off for an EV equipped with so much technology. However, on my return trip, I used 20 miles of range. So the round-trip total was 34 miles of range — an average of 17 miles each

way, so exactly as it should be.

As I considered this, it made sense, since I had driven down Sugar Hill and Rummerfield Mountain on the way to work and up those hills on the way home. Because of the car's regenerative braking, which recharges the batteries, hills impact the range, both positively and negatively. Other things impact range too, like having a heavy foot — Eve is incredibly quick and fun to drive — and cold-weather conditions.

We will do further range testing and let you know what we find in the months ahead. Stay tuned. 🌱