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GM will be facing those hurdles, but there could be a consumer win in this. Batteries are the most expensive single component of electric cars, and once the cars are fixed, owners will in some respects have a new EV, without the new-EV payments.

Think of it this way: It's not unusual to see 10 percent battery degradation after a few years of EV ownership. Now for the inconvenience, any range drop will be erased, and they'll likely be getting more range than the cars did when new. For a company that's depending on the reputation of its upcoming Ultium EVs for a decade of growth, that sounds like a smart move.

Those are two very interesting small electric cars, based on the same architecture (known from the original Bolt EV), but their designs are unique. The original Bolt EV has been sold since late 2016. Total sales are around 100,000 units (including some 80,000 in the U.S.).

Both the Bolt EV and EUV are equipped with a 65 kWh battery, which is a small surprise, as the outgoing generation was equipped with 66 kWh. In the first years, the Bolt EV had a 60 kWh battery.

Combined EPA range of the 2022 Chevrolet Bolt EV is expected to be the same as in the case of the outgoing 2021 Bolt EV: 259 miles (417 km). It's interesting, but might indicate that the new battery has the same usable capacity as the previous one (despite the total being lower) or the vehicle is adequately more efficient.

Both cars are equipped with the "good old" 150 kW/360 Nm permanent magnetic drive motor, combined with a single-speed transmission (7.05:1), which provides decent acceleration and sufficient top speed.

A great thing about Bolt EV and EUV is its decent on-board charger, rated at up to 11 kW (single-phase). According to the specs, the car charges within 7 hours.

In terms of DC fast charging, it's limited to only 55 kW. However, as its architecture is inherited from the car developed several years ago and not envisioned for much of long-distance travel, it's not a big weak point.

With the introduction of 2022 Bolts, Chevrolet finally made the MSRP closer to reality, as the outgoing model was pretty high priced on paper, while the transaction price often was lower by several or even more than \$10,000 due to discounts.

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