

Pretoria battery electric vehicles bevs

Despite ongoing scepticism and the worsening energy crisis, the sales of electric vehicles in South Africa continue to soar as more and more marques introduce battery electric vehicles or BEVs to the local market.

A segment currently spanning 61 individual models from the Great Wall Motors (GWM) Ora 03300 Super Luxury at R686950, to the Porsche Taycan Turbo S at R4414000, the steadily growing acceptance is expected to increase further by means of the government's long delayed, and supposedly sector supporting, White Paper Report.

Tabled last year, but only set to be detailed later this month in full when Finance Minister Enoch Godongwanareleases the funding model as part of his Budget Speech, the main point of content, not applicable in Europe, continues to be range and charging infrastructure.

Also on the up thanks to "partnerships" between brands comprising Audi, Jaguar, Mercedes-Benz and BMW, with the added help of GridCars, the possibility of driving an electric car between the country's major cities is both plausible and still a topic of much debate based on the average EVs' range and subsequent waiting time for a full charge.

Now in its third year, AutoTrader's #ElectricCarChallenge addressed the question of range anxiety directly at the end of last year by putting four EVs against each other at the Gerotek testing facility outside Pretoria.

"In addition to setting a benchmark for EV variants, the aim is to produce a historical reference point upon which to look back and evaluate battery performance advancements year-on-year, as battery technology continues to evolve at pace".

According to Mienie, tests have shown that letting an EV's battery run down to 0% will have a negative impact on long term battery durability, warning, "in order to maintain good battery life, EVs should not be driven to lower than 10%".

As a way of testing fuel efficiency in addition to EV's, the hybrid Xs version of the Toyota Corolla Cross was also subjected to testing in the same manner, but with a change as instead of leaving the batteries run down, a typical commuter run of 44 km on the highway and in stop-start city traffic was undertaken.

"Battery technology continues to evolve at pace, with advancements bringing longer ranges. This is likely to reduce range anxiety and accelerate greater EV adoption in South Africa," the findings concluded.

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