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What is the mileage of a tesla

Cory Fourniquet Tesla Model SAny time a conversation turns to electric vehicles, there is one company that is always mentioned: Tesla. While not the first battery electric vehicle (BEV or EV) manufacturer, Tesla has become the benchmark by which all other EVs are compared.Battery electric vehicles go back in history much further than most people would assume — 1894, in fact. Built in Pennsylvania, the Electrobat was one of the first electric vehicles that used adapted technology of the time to garner the first BEV patent back in 1894.Many others experimented with electric vehicle propulsion technologies, even applying them to their existing cars, like Chevrolet’s controversial-in-its-own-right Corvair. The technology was even applied to the race to the moon, with electricity powering the famous Lunar Roving Vehicle, a partnership between NASA, Boeing, and GM’s Delco division.Much like the controversial executive order facing the gas-powered future of vehicles today, California made similar ripples in the automotive world with the mandate in 1996 that automakers sell a small percentage of vehicles with zero emissions. This led to the creation of the now-famous General Motors EV1, which you can see in action in the Motor Week video, above. Tesla Model 3Founded in 2003 by a group of investors who felt the true potential of EVs had yet to be discovered, Tesla set out to build a “better, quicker, and more fun to drive.” Elon Musk, the now ubiquitous face of Tesla, did not enter the picture until 2004 with an investment of \$30 million.The first Teslas to hit the road were the Lotus-based Roadster models, essentially a Lotus Elise of the era with a battery pack and electric motors where the internal combustion engine would reside.The first-generation Tesla Roadster was produced and sold from 2008 until 2012, which was when the production of Tesla’s first ground-up designed car, the Model S, would enter the market. From there, Tesla expanded their lineup to include their first crossover, Model X, their first entry level car for the masses, Model 3, and subsequent crossover version, Model Y. Tesla is also currently building the production facility for the upcoming Cybertruck just outside of Austin, Texas. Tesla Model XIt has been noted over the years that the Achilles heel to the leader in EVs is Tesla’s service, parts, and build quality. From inconsistent panel gaps, to condensation buildup in tail lights, Teslas show issues that many car buyers in 2021 take for granted as having already been solved. However, since Tesla has only been making and selling vehicles since 2008, they are still in a steep learning curve that other manufacturers have already experienced in their 100+ years of existence.One big thing that Teslas, and other EVs, have in their favor is the long-term cost of ownership. While usually more expensive to purchase outright, tax incentives as well as overall vehicle complexity being lower in EVs, the cost of ownership should be cheaper for EVs in the long-term.A test by Car and Driver examined this theory, finding that a Mini Electric was “a mere \$358 cheaper to own and operate over the first three years than its electric counterpart—essentially a wash.” However, they noted that the EVs they tested were not designed to be EV-only and do have gasoline powered counterparts, which can inhibit overall efficiencies.Dedicated EVs, like Teslas, have been designed and engineered to get the most out of the electrons powering them and will save you money over a comparable gas-powered car when maintenance is concerned. Say goodbye to oil changes and fuel-system maintenance. Tesla Model YThis is the real question all first-time EV buyers face. For many, it is a jump into the unknown. The average consumer is familiar with the basics of how gas-powered vehicles work, but EVs can be new, different, and frightening.Range anxiety, or “what an electric vehicle driver feels when the battery charge is low, and the usual sources of electricity are unavailable,” according to J.D. Power, is the first hurdle buyers usually need to grapple with when considering an EV for their daily driver.Can this EV fit into my current lifestyle without any major alterations? Generally, the answer is yes.Battery technology has come a long way, with Tesla being the leader and pioneer in that space. With ranges that would fit most Americans’ typical day-to-day lifestyles (263 miles for the cheapest new Model 3) and the impressive Supercharger network to fuel road trips, Tesla buyers should have no real concern with range anxiety.With what we are learning from companies like Gruber Motor Company and owners worldwide, it would not be unheard of to have your Tesla last you for over a decade or over 400,000 miles, well over AARP’s 200,000 mile estimated lifespan of an internal combustion car. The other perceived issue of EVs is battery degradation, or capacity loss. Anyone with an old smartphone or laptop knows that the older their device gets, the more they find themselves tethered to a plug. This can be acceptable in computing devices, but not in the machine designed to take you places.Two factors play into how quickly a battery degrades, or loses capacity:Cyclic aging - how many times the battery has been used and rechargedCalendar aging - how long it has been since the battery was manufacturedThe video below goes into the details of battery construction, life, and what can cause degradation:The longer claimed range an EV has, in theory, the less it will need to be recharged thus reducing the impact of cyclic aging leaving the only concern to be the overall age of the batteries.We are still learning a lot about the impacts of long-term real-world usage of EVs, in particular Teslas as they have only been around since 2008. Gruber Motor Company, the first viable commercial independent Tesla service organization, has learned a lot from their position as the leader in aging Tesla battery repairs. In the video below you will see exactly how battery technology has changed in Tesla vehicles over the years and what to expect as Tesla batteries age.Pete Gruber, founder and CEO of Gruber Motor Company, says they are “writing the book on the entire battery issues in electric vehicles because they have not been around long enough to give us any type of a benchmark.” He notes that the initial projections of the first Tesla Roadster batteries were ten years, but with many being over thirteen years old and still going strong, there is much still to be learned about this battery technology. Tesla Model 3Gruber cites used Toyota Prius models that should be worth \$6,000 or more selling for as little as \$500 online due to their failed battery packs that would cost \$5,500 to replace. Similar issues are arising in older Tesla Model S vehicles at this point; taking an otherwise valuable vehicle down to a cheap \$9,995 due to the \$20,000 Tesla-quoted battery replacement price. Gruber Motor Company can do the necessary repairs (not replacement) for around \$5,000, making these particular Model S vehicles a steal if you know where to take it for the necessary repairs.The future of Tesla batteries is also very bright, leading to batteries with even longer expected lifespans. Tesla has teased the world with the possibility of a million-mile battery at their September 22, 2020 Battery Day presentation. We are at the dawn of a new age with many legacy, mainstream brands like General Motors pledging to make only electric vehicles by 2035. Teslas are and have been the leader in the EV segment for most of the past decade and are still the brand to which most first-time buyers turn when considering purchasing an EV. Teslas have the track record of mileage and the added fun-factor that attract many into the EV market. Now that the first production Tesla models are aging over ten years old, we are starting to see exactly how long Teslas, and EVs in general, will last.With what we are learning from companies like Gruber Motor Company and owners worldwide, it would not be unheard of to have your Tesla last you for over a decade or over 400,000 miles. The Tesla Model X in the video below is perhaps the highest mileage Tesla in existence.Many long-time owners are taking to the internet to help educate owners and potential owners on how to extend the life of their batteries. Below are some helpful charging tips for Teslas to improve battery life from That Tesla Channel on YouTube.Don’t charge all the wayAvoid discharging completelyAvoid SuperchargersAlter your charging speedSet a charging scheduleSwitch over to percentage mode (for your in-car range display)Systematically measure outputDon’t expose your battery to extreme temperaturesIf you are looking for a new or used Tesla, but do not know which is right for you, we have a list of the Top EV Picks from the Tesla Lineup.Photos: Tesla; Deposit Photos Tesla vehicles are not known for breaking down that much. In general, they break down much less than any vehicle with an internal combustion engine because they have fewer mechanical parts in them. Most Teslas have either one or two electric motors, wires that go to them, and a battery pack. That is the entire drivetrain of a Tesla so there is not a lot that can go wrong. If something in this driveline does fail then the car will not work at all and you will not be stuck second-guessing whether or not your vehicle is breaking down like you do when you hear a strange noise coming from your engine. Tesla has earned their reputation for building reliable vehicles. The fact that they don’t need oil changes, belt changes, or filter changes makes them simple. Usually, all a Tesla will need to have replaced are tires and brake pads, making them a great choice if you’re looking for a reliable car. One downside to Tesla vehicles is that they can be expensive and tricky to fix if something does go wrong with one. The battery packs and motors in Tesla cars are very expensive to replace if they do wind up failing, and they are somewhat difficult to replace. The fact that there are not many certified Tesla mechanics also makes it expensive because you usually have to send the car to Tesla directly to have the parts replaced. Tesla vehicles in collisions are also usually expensive to fix as well. The body panels are difficult to acquire and can cost a lot of money. If a Tesla is in an accident it may also need an inspection by Tesla to make sure that there is not any damage to the battery pack or wiring. Tesla vehicles are known for being very reliable, but some people are deterred from buying them due to the high repair costs if something does wear out over time. In the future, I would expect repair costs to drop as more mechanics become familiar with Teslas. A Tesla can last well over 500,000 miles when you take care of them. In general, the battery pack will need to be replaced at about 300,000 miles to keep the range consistent with what it was when you bought it new. This can be an expensive repair since the battery costs between \$3,000 and \$7,000. Fortunately, Tesla does put an 8-year warranty on their battery packs and if anything does go wrong in that time they will replace it for free. The drive motors in a Tesla are generally considered to be good for up to a million miles, but there are not any vehicles with that many miles on them yet so it is hard to determine. Currently, the highest mileage tesla in the world has over 750,000 miles on it and it is still running well. Tesla cars are known to last a long time because they are relatively simple. There are very few moving parts in a Tesla so there are fewer components that can fail, which helps them be some of the longest-lasting cars in the world. Melissa S on July 22, 2021 T2019 Tesla Model S Standard Range concerns: range and charging. My concern, much similar to others, is the range on the car and the charging stations. I am hopeful that the range will increase. I am also concerned that a charging station may be out of service and I will not have enough charge to make it to the next closest location. Bill Coogan on July 8, 2021 Better than expected 2018 Tesla Model 3 range. After 1 full year and 6400 miles, after I charged to full for the fourth time, I was advised on my range was 320 miles. I don't put many miles on it, I charge up daily to about 245 miles. John Jacob on July 24, 2021 Really fun 2019 Tesla Model 3 to drive. Love the car. We bought the dual motor extended range battery version, which is all wheel drive and gives an estimated 270 miles at 90% charge. No range anxiety here in Colorado so far. Manuel M on July 10, 2021 2018 Tesla Model S 75D: this car is from the future. If you are able to keep it under 70 mph on a warm to hot day, it would probably meet the advertised range (without ac running). On a cold day it will drain battery much quicker. Dennis F on July 29, 2021 2018 Tesla Model S 100D - full electric plus styling. Tesla is very reliable full electric car with nice styling. It also has great range of over 300 miles and supercharger stations are available everywhere for long car trips. 2018 Tesla Model 3 of the future with regular improvements Fun drive - rapid acceleration, smooth, regenerative braking no range anxiety - comfortable for long trip, supercharger network all over Texas constantly updating. Jeremiah B on July 25, 2021 Why a 2017 Tesla Model S is the best car you will ever own. If you live somewhere where it is cold, the battery range can be negatively affected in a considerable way. I once used 100 miles of range to go 59 miles. Proud Tesla owner on July 31, 2021 2019 Tesla Model 3 love it. Model 3 (240 miles range). I plug the car in my level 2 home charger, next day I have enough mileage for a week. Anthony N on July 23, 2021 2019 Tesla Model S is the best car out there. The model s is still impressive—it now has an EPA-estimated 402 miles of range in its long range plus variant. Michael S on July 14, 2021 2018 Tesla Model S better than gas. It's awesome, all electric, no gas needed, great performance and great range so no worries about range anxiety. 2019 Tesla Model 3 Long Range honest review. This car is the best car I have ever had. I have the long-range and the charge lasts for about 312 miles. 2016 Tesla Model S is a good car. I like that it is electric and has a good range. I am able to get from Palo Alto to Santa Cruz and back. Excellent quality, great interior and handling. Long range 2017 Tesla Model 3 is awesome I like that it is electric and has long range so I don't have to worry about running out of battery. 2018 Tesla Model S 75D is very fast due to the instant torque. It has a good range for road trips, breaking the statement that electric cars have no range. Jackson M on July 26, 2021 I love my 2018 Tesla Model S 75D because of its UI. I do not like the battery because it does not have a lot of range. I got the standard range. 2019 Tesla Model 3 Standard Range. Electric vehicle chargers or tesla superchargers are sometimes hard to find. The standard range on the vehicle is set to go about 200 miles in one full charge. Johnathan F on July 19, 2021 The 2017 Tesla Model 3 is the affordable, luxury, and powerful electric car. Despite the high price tag, the 310 mile range is amazing for an electric car. Ownership of 2015 Tesla Model S 70D. Would like to have longer range. Buy the largest battery you can afford. Very electronically advanced and luxurious 2018 Tesla Model S 100D. The range is great! It lasts multiple trips from work and back ~280M. 2017 Tesla Model 3 Long Range is the best car I have ever driven. Filling up' the battery costs about \$15 and I get a 320 mile range. 2 years of ownership with this 2018 Tesla Model 3 Long Range. Fears of range anxiety. Continued bad cold weather performance. 2018 Tesla Model 3 Long Range Battery Fast electric car with a good touch screen and amazing range. Excellent overall performance. 2020 Tesla Model S Great car. Excellent performance: speed, range, handling. Awesome riding 018 Tesla Model 3 Long Range experience! Plenty of range (300 miles on a full charge). 2017 Tesla Model 3 is quite expensive to buy, but cheap to maintain. I don't like the limited range. Cory Fourniquet Cory Fourniquet has turned his passion for cars into a career. Using his Bachelor's degree from the University of Texas at Tyler, he has built the successful auto site GTGarageTalk.com, which includes a podcast, news blog, and car review channel on YouTube. Cory began serving as the secretary of the Texas Auto Writers Association board in early 2022. Articles

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