



## Latest electric vehicles on test...

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Author: Robin Roberts

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### New generation EVs are charging into showrooms...

...By Robin Roberts (and Miles Better News Agency).

A whole new cell of cars is being created for our electric future and some of them were lined up at the annual SMMT (Society of Motor Manufacturers and Traders) driving day for motoring writers.

We have seen hybrid adaptations of some familiar models and they have been joined by pure electric derivatives but these are about to be replaced by a completely new generation from the world's car-makers.

After Tesla broke new ground with their long range and highly sophisticated battery electric vehicles in the first decade of this century traditional and familiar car makers started developing and refining their own projects using Tesla models as their benchmarks.

Now these are feeding into showrooms and on-line but come with hefty price tags, a fact also taken from Tesla.

Nissan



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One of the latest is the Nissan Ariya, the company's first pure electric crossover which will eventually offer three powertrains and the most expensive getting a bigger battery giving maximum range close to 330 miles with a whacking 600 Nm (443 lb.ft) of torque, from £43,845.

It's a huge leap from the Nissan LEAF, which was one of the first BEVs in Britain over a decade ago with a 73 miles range.

Sitting between the Qashqai and X-Trail, the Ariya clearly indicates the company's future direction of travel and will be an eye-opener to existing Nissan drivers.





Our upper grade Ariya 87 kWh Evolve produced 300 Nm of torque (221 lb.ft), 242 PS maximum and is good for 100 mph with a 0- 62 mph time of 7.6 seconds and range of 322 miles.



Nissan Ariya fascia.

Its head-turning exterior look is matched by an eye-catching interior of very clean surfaces, haptic fascia controls and stunning instruments.

Inside it comfortably sits five people and an electrically adjusted central console box can be positioned to maximise rear legroom or be used by those in front. The boot is huge.

You have three performance modes to choose, eco, normal or sport and it covers ground easily if it was a little lumpy on the 19-inch wheels.

The lumpy ride contrasted with the extremely smooth powertrain in any mode, and the



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virtual absence of motor noise meant you could hear road noise, which was still very low.

The Ariya looks and feels a good class above its size and despite costing £53,391 as tested it probably will be a game changer for Nissan and its closest rivals.

Volkswagen



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VW was an eager entrant into the ev world, first with hybrids and much more recently with electric versions of their familiar small cars, but the ID series are what will shape their future.

We had previously tested the ID.3 and 4 so couldn't turn down the opportunity for a brief run in the ID.5 Tech 77 kWh Pro Performance 204 PS model, and it really is very good.

Just short of £54,000 it is a roomy crossover five-seater with 310 Nm (229 lb.ft) pulling power, and it holds onto a range of 315 miles, recharging in as little as 29 minutes to 80% on a quick point, and 7 hrs 30 min on the end of an 11 kW cable.





For what is a mid sized car it weighs in at just over 2.1 tonnes but easily hits 62 mph from standstill in under 8.5 seconds and onto a maximum 99 mph.



The BEV platform has been designed to good effect and the bootspace rises from a nominal 549 to maximum 1561 litres (19.39 to 55.13 cu.ft) so it comfortably takes a big load and is easy to fill.

Cleanly styled in a less fussy manner both outside and inside than most Volkswagens with petrol engines, the ID.5 is one of the quietest EVs you could buy but it also handles and drives well, more sporting than suburban.

Don't be surprised if it becomes the standard comparison for rivals in this class.

BMW



Photo by, and copyright, Maxine Ashford.

See BMW and you invariably notice twin kidney shapes in a dramatic nose with a slender body-line flowing behind.

Well, the new iX is all that, but bigger than you may expect. We were eager to get behind the wheel of the £101,000 i20 iX M60, knowing how the German brand tends to put





performance on the big burner.

With another £20K of options tagged on it is a highly desirable executive car but our thoughts were 'How can this be worth it?' It was.

With a multitude of driving modes and digitally enhanced sounds and displays the iX is a highly individual driving experience with a truly unique interior and incredible performance to match.

It packs an enormous punch in the back when full power is selected and 0 - 62 mph is achieved in just 3.8 seconds, maximum 155 mph and covers about 300 miles on a full charge.

That punch alone is edifying, the handling and responses are exhilarating and the refinement is so calming. As a flagship model it is head and shoulders top of the range.

Ford



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For something a bit different which will affect us all, we had a quick spin in the latest Ford E-Transit.

Britain's highly popular van series has gone electric with a choice of 100 or 160 kW motors giving 430 Nm (317 lb.ft) of torque, up to 244 miles on a full charge with a 1,100 kg (2,425 lb) load over a lowered cargo floor, and it will pull 2,000 kg (4,409 lb) trailer.

Our Trend 2WD model tested charged to 80% in about half-hour on a fast point and its overall range using performance when needed meant it was good for 156 miles overall.



Ford supply only a fast charge cable and a domestic three-pin plug and cable is an extra £100 while the grey colour is a £650 option, which seems strange to me, unless you don't mind the standard white.

Without VAT, the test model price was a hefty £53,390, and that means it is really only attractive to fleets seeking green credentials as it is probably too expensive for the typical owner-driver business user.

That said, actually driving the L3H2 was so easy and the on-road performance was useable and good with smart pickup, quiet main road cruising and the lower floor has really increased easy loading and capacity, not to mention enhanced roadholding for a 2WD floorpan.

It had three seats and a lot of oddments' space in the cabin with excellent vision to front and sides, with big mirrors, but it really needs a rear camera to help reversing into loading bays or parking.

Still, it's a good step forward but a high price.

## Additional EV notes by David Miles:

The SMMT have just released the UK's official September new car, new registration plate change month sales figures and year to date figures as well.

Electric vehicle uptake has continued to rise, albeit at a slower rate of growth than seen earlier in the year, with the second highest monthly volume of battery pure electric only vehicle (BEV) registrations in history, up 16.5% to 38,116 units.

Although registrations of plug-in hybrid vehicles (PHEVs) declined by -11.5% to 12,281 units, overall plug-in vehicles accounted for more than one in five new cars joining UK roads in the month.



As a result, almost quarter of a million (249,575) BEVs and PHEVs have now been registered in 2022 – meaning that UK drivers and fleets have now registered more than one million plug-in EVs, a quarter of which in this year alone.

Hybrid electric vehicle (HEV) registrations, meanwhile, grew by 16.5% to 29,088 units in the month, as petrol powered cars grew 4.3% to 126,873 units and diesels declined by -14.5% to 18,911.

Regarding overall new car sales for the year, petrol to date, diesel and the various types and hybrid and battery powered models, the SMMT said, “While growth is welcome following a torrid first half of the year, total registrations for 2022 to date of 1,208,368 units remain down -8.2% on a weak 2021 performance. This is more than a third (-35.1%) below the first three quarters of pre-pandemic 2019, equivalent to 653,903 fewer registrations.