

Chevrolet Bolt EV Compared to Nissan LEAF

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I leased a 2012 LEAF SL for 3 years and a 2015 LEAF SV for 2 years. Some guy ran a red light in front of my 2012 LEAF, which almost ripped the front off of it and set the airbag off into my face; it cost his insurance company \$13,000 to repair it. The 2012 LEAF had 23,000 miles on it when I turned it in.

I really liked the two LEAFs. My daughter bought the 2015 with 13,000 miles on it after I returned it to Nissan for less than \$10,000 and she loves it, now decorated with large flowers.

I drove my Chevrolet Bolt EV (CBEV) for 3000 miles in less than two months, including trips of 200-300 miles: <http://www.roperld.com/science/cbevopertrips.pdf>.

I compare the CBEV Premium, with the packages and fast-charging capability that I purchased to the two leased LEAFs:

- The CBEV ride is slightly harsher than the LEAF, but I have adjusted to it. I find driving on curved and mountainous road similar to the LEAF; i.e., really great!
- I wish the driver's seat were 1" wider and probably would want it even wider if I were wider.
- The CBEV is easier to get in and out of than the lower LEAF.
- I use Android Auto (AA) for navigation, but, for backup, added navigation to the free minimal OnStar for \$100/year after using it several times during the free 3-months period. I have several suggestions for improving AA, but that has nothing to do with CBEV itself.
- It did not take long for this 81-year old man to adjust to the fast acceleration, especially when cornering, and one-pedal driving, which I use all the time. I always used B in the LEAF, but L in the CBEV is much better.
- The road noise is similar to the LEAF.
- I really like the large screens. I like the large digital speed similar to the LEAF.
- I would like to have on an Energy screen a running total of kWh used and average miles/kWh since the manufacture of the CBEV. The LEAF did not have this either.
- At first I missed the digital percent SOC of the 2015 LEAF, but now find the 5% SOC bars of the CBEV adequate and more informative than the 12 SOC bars of the LEAF, especially the fact of the top LEAF bar being 15% and the next 10 bars being 6.25% and the bottom bar being 16.25%. I like the minimum, average and maximum estimates of remaining range, which is more helpful than just the single estimate of remaining range of the LEAF.
- I find the CBEV cruise control difficult to use by finger touch. The + button needs a bump on it and the - button needs a depression on it similar to the volume control levers behind the right of the steering wheel. The LEAF cruise control was better in that regard, but was on the section of the steering wheel that flies off when the airbag is actuated which could cause a hand injury, which is not the case for the CBEV.
- I had to remove the false floor in the trunk in order to fit our small dog's cloth crate in it.

I had the portable 120-volts EVSE converted to 240-volts (<http://evseupgrade.com>) with a 120-volts pigtail. I also got pigtails from the same company for NEMA 14-30/50/60 outlets (dryers/RV-parks/fairgrounds) and NEMA L6-30 outlet (welders, garages and some level-2 charging stations). See <http://www.roperld.com/science/ChevroletEVSEUpgrade240Volts.pdf>. And I got the JDapter Stub for charging at version-1 Tesla Wall Connectors (<http://www.roperld.com/science/JDapterStubInfo.pdf>).