

Choose a

# PLUG-IN

# VEHICLE

that meets  your needs

2023 EDITION



running  
electric



**ROULEZ  
VERT**



# Take advantage of the financial assistance offered by Transition énergétique Québec

- › New or used electric vehicles
- › Charging stations at home, in a multi-unit residential building, or in the workplace

[vehiculeselectriques.gouv.qc.ca](http://vehiculeselectriques.gouv.qc.ca)

# A word from the Gouvernement



## **Benoit Charette**

Minister of the Environment, the Fight Against Climate Change, Wildlife and Parks and Minister Responsible for the Laurentides Region



Transportation electrification is an indispensable means for Québec to contribute to combating climate change. The government continues to rely on *The 2030 Plan for a Green Economy* (2030 PGE). It is pursuing its objectives to have 1.6 million electric cars on the road by 2030 and prohibit starting in 2035 the sale of new gasoline-powered cars.

The Québec government is relying on various initiatives to meet growing demand for electric vehicles and vehicle charging stations. For example, the zero-emission vehicles (ZEV) standard will contribute to increasing the diversity and number of zero-emission vehicles in Québec. The Roulez vert program offers financial assistance to enable individuals, businesses, municipalities, and public bodies to acquire electric vehicles and electric vehicle charging stations.

Our government is also supporting businesses to transition to low-carbon modes of travel. Financial assistance and guidance are available to acquire electric vehicles, buses, light-, medium-, and heavy-duty vehicles, and DC fast-charging stations in vehicle fleets. Companies can also obtain assistance to implement projects to purchase and install DC public electric charging stations under the Programme de soutien au secteur privé pour le déploiement de bornes de recharge rapide publiques. We have observed extensive participation since the program was launched in the summer of 2022, with more than 100 projects submitted.

While the electrification of light-duty vehicles is perceived in an increasingly positive light, some fears nonetheless persist concerning recharging. For this reason, in 2023 the government is launching a vehicle recharging strategy to coordinate the rollout of recharging infrastructure throughout Québec.

Through all these initiatives, our government is acting to reduce greenhouse gas emissions in the transportation sector. It is crucial for us to encourage motorists to make the green transition to protect our planet and guide them in this process.

For this reason, we are pleased to once again support Équiterre's Running Electric campaign, which has sought since 2018 to educate Quebecers and various stakeholders on the benefits of electric vehicles. Education and the numerous measures that the Québec government is adopting are essential to give concrete expression to our objectives in the realm of transportation electrification.



# An electric vehicle is ...

## ECONOMICAL



You could save between \$2,000 and \$3,000 per year!  
That's right, despite the slightly higher initial cost of the vehicle.

- See pages 10 to 13 to learn more about the savings.
- See also our informative pages on the benefits of the green plate and the financial incentives (pages 14 and 15).

## EASY



Driving is easy and charging is done at home!  
On the road, you can count on more than 7,000 public charging stations.

- See pages 18 to 22 to learn more about charging at home and on the road.

## PRACTICAL



There are currently nearly 95 models of plug-in vehicles from 31 brands, including several models available on the used market.

Find the one that suits you best

- See pages 26 to 50 to browse models.
- See also our informative pages on EV types (page 6), new versus used (page 7) and size (pages 8 and 9).

## CLEAN



In Québec, electric vehicles emit 80% less CO<sub>2</sub> even when taking into account its complete life cycle.

- See pages 24 and 25 for more information.

# A WORD FROM ÉQUITERRE



**Colleen Thorpe**  
Executive Director  
Équiterre

Now, more than ever, climate change is on everyone's mind. The climate is changing rapidly, biodiversity is in decline, and the pressure to act has never been greater.

Road transportation alone accounts for 34% of total greenhouse gas (GHG) emissions in Québec, and of that number, 63% is generated by private vehicles. As citizens, we have the power to act, and that begins with our mobility choices.

When possible, walking or taking public transit to go for groceries, biking to work, or carpooling for regular or long-distance trips are all low-carbon mobility choices. We're also seeing more and more inspiring initiatives, such as municipal vehicles being shared with citizens or cars and bikes being shared among neighbours.

If you need a vehicle, electric cars can be an effective way to reduce your GHGs. They provide many benefits—they cost less to use and to maintain, they have a lower environmental impact than gas-powered cars, and they help to reduce our collective dependency on oil. However, smaller vehicles have the least impact, so it's important to choose a vehicle that is suited to your needs in terms of usage, size and range.

Running Electric is an excellent source of information on electric vehicles as well as other sustainable mobility options, helping you to get connected to sustainable mobility!

With Running Electric, plug-in to sustainable mobility!



# Running Electric Partners

The Running Electric campaign, coordinated by Équiterre with the support from the Gouvernement du Québec, benefits from the support and collaboration of multiple partners.

## Association des véhicules électriques du Québec (AVÉQ)

Ever since its founding in 2013, the AVÉQ has been involved in the electrification of transportation in Québec. Now a key reference on electric vehicles, its website is a true encyclopedia on the subject. For neutral and objective information, browse the online guides and use the AVÉQ jumelage service to exchange with other volunteer EV owners.

## CAA-Québec

Since their arrival on the market, CAA-Québec has worked to demystify EVs in order to promote their realistic integration into the daily lives of the general public. The organization does this through test drives for auto show visitors and conferences on the world of EVs and on used models. CAA-Québec also offers its members exclusive perks such as a mobile charging service to complement the usual roadside assistance service. Visit the "[Electric Vehicles](#)" section of their website.

## Corporation des concessionnaires d'automobiles de Montréal (CCAM)

At the Montreal International Auto Show, which is held in January every year, the CCAM highlights and showcases the technological advances in electric mobility made by participating manufacturers and helps consumers make an informed decision based on their specific transportation needs. To learn more, sign up for their newsletter at [salonautomontreal.com/en](http://salonautomontreal.com/en).

## Corporation des concessionnaires d'automobiles du Québec (CCAQ)

Transport electrification is one of the key measures in the government's Plan for a Green Economy. Québec consumers are showing a real interest in electric vehicles, which use clean and renewable electricity. The CCAQ and its dealers are glad to be contributing to the government's goal to accelerate the electrification of vehicles in Québec.



## Hydro-Québec / Electric Circuit

By producing clean and renewable electricity, Hydro-Québec is actively involved in transportation electrification and the decarbonization of Québec. By developing innovative technologies for electric vehicles' batteries and motors, and by deploying the Electric Circuit EV charging network, Hydro-Québec is also paving the way for electric transportation. Visit the "[Electric Circuit](#)" website to learn more.

## Regroupement national des conseils régionaux de l'environnement du Québec (RNCREQ)

Le [RNCREQ](#) is a network of [sixteen regional environmental councils](#) that are involved in implementing GHG reduction and climate change adaptation initiatives. The RECs support decision makers in making strategic decisions and also develop projects in conjunction with local stakeholders, such as sustainable mobility, electric car-sharing, the installation of charging stations and electrifying public transportation fleets.

## The Quebec Road Safety Education Foundation (FQESR)

The FQESR is an important player in road safety and in the promotion of electric transportation among young people in Québec. One of its flagship educational projects aimed at accelerating the electrification of driving school fleets is e-roule, which is intended to give student drivers their first electric driving experience while reducing greenhouse gas emissions from the driving school industry. To find out more about FQESR projects and activities, visit their website at [www.FQESR.com/en](http://www.FQESR.com/en).

## Union des municipalités du Québec (UMQ)

Municipalities are key players in the development of sustainable mobility and transport. They play a pivotal role in achieving common goals to reduce greenhouse gas emissions. To this end, actions related to transportation electrification are among the many solutions put forward by Québec municipalities. Visit: [umq.qc.ca](http://umq.qc.ca) for more information.



# Fully Electric or Plug-In Hybrid?

Depending on your transportation habits, your reality and your preferences, you can opt for a fully electric model or a plug-in hybrid model.

## Fully Electric Vehicle (BEV)

### Features:

- ✔ Consumes no fossil fuels
- ✔ Runs on electricity at all times
- ✔ Range varies from 100 km to over 600 km, depending on the model
- ✔ Types of charging: 120V, 240V and, with some exceptions, fast charging (50kW and above)

### Main Advantages:

- ✔ Highly reduced maintenance costs
- ✔ Highly reduced energy costs
- ✔ Runs quietly and vibration-free
- ✔ More generous subsidies
- ✔ Zero tailpipe GHG emissions

## Plug-In Hybrid Vehicle (PHEV)

### Features:

- ✔ Both electric motor and combustion engine
- ✔ Rechargeable electric range of 21 to 85 km, depending on the model
- ✔ Total range comparable to combustion vehicles thanks to its fuel tank
- ✔ Types of charging: 120V and 240V
- ✔ Not compatible with fast charging (50kW and above), with some exceptions

### Main Advantages:

- ✔ Reduced maintenance costs
- ✔ Reduced energy costs
- ✔ Electric/gasoline compromise for longer distances
- ✔ Fully electric proximity trips
- ✔ Reduced GHG emissions

# New or Used Car?

Modern electric cars arrived in 2011 and acquiring them at the time inevitably required the purchase or lease of a new model. Today, many used plug-in models are available at used cardealerships and retailers.

## Why go for a used EV?

- ✓ Reduced acquisition cost
- ✓ Selection of proven models
- ✓ Reliability equal to or better than gasoline cars
- ✓ Immediate availability
- ✓ Warranty on electrical components often still valid<sup>1</sup>
- ✓ Some fully electric models eligible for a subsidy
- ✓ Lower environmental footprint compared to a new vehicle

*Do note that the actual range might be slightly inferior to the one advertised by the manufacturer when the vehicle was new.*

For more information on used EVs, see page 16.

## Why go for a new EV?

- ✓ Access to the latest technology
- ✓ Eligibility for subsidies (if in compliance with programs)
- ✓ Customization of options and colours
- ✓ Full warranty

*Do note that the waiting time is several months for certain models.*



<sup>1</sup> If the vehicle is imported from the United States, it is important to make sure that its warranty is honoured in Canada.



# Small or Large Car?

## Choosing a size according to your needs

According to the Chair in Energy Sector Management at HEC Montréal, since 2015, sales of light-duty trucks, which include SUVs, have surpassed those of cars in Québec.<sup>1</sup> In addition to costing more, these vehicles pollute more than cars.

## Environmental Impacts

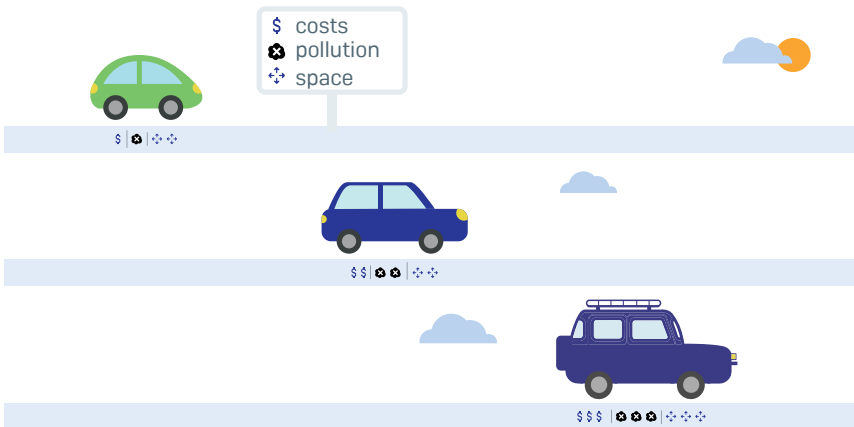
According to the International Energy Agency (IEA), light-duty trucks are the second largest source of increase in carbon dioxide emissions (CO<sub>2</sub>) in the world between 2010 and 2018.

The SUV has a greater environmental footprint than a car. If you go for the electric option to reduce your ecological impact, choose a model whose size corresponds to your actual needs.

## Economic Impacts

In Canada, light-duty trucks cost an average of \$10,000 more than a standard automobile. They also consume about 20% more gas than a car.<sup>2</sup>

Whether it runs on electricity or gasoline, an SUV costs more to buy and drive than a car. If you choose to go electric in order to lower your costs, you should also note that the mechanical configuration of electric vehicles frees up a lot of interior space, which is why many cars offer both a roomier interior and greater cargo capacity. In addition, the superior winter handling of electric vehicles makes a costly and energy intensive "all-wheel drive" unnecessary for most people.



<sup>1</sup> *État de l'énergie au Québec 2022, Chair, Energy Sector Management, HEC Montréal, prepared for the Ministère de l'Énergie et des Ressources naturelles (2022)*

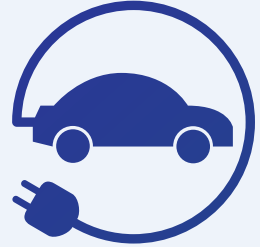
<sup>2</sup> *Understanding the rise of light-duty trucks in Canada in order to reverse the trend. Équiterre (2021)*

# Large or Small Battery?

As with the choice between a fully electric or plug-in hybrid vehicle, the ideal battery size depends on your transportation habits and your reality.

## Full Battery Every Day

The battery is full every day thanks to home charging. *Daily travels are what defines the necessary range and therefore the ideal battery size.*



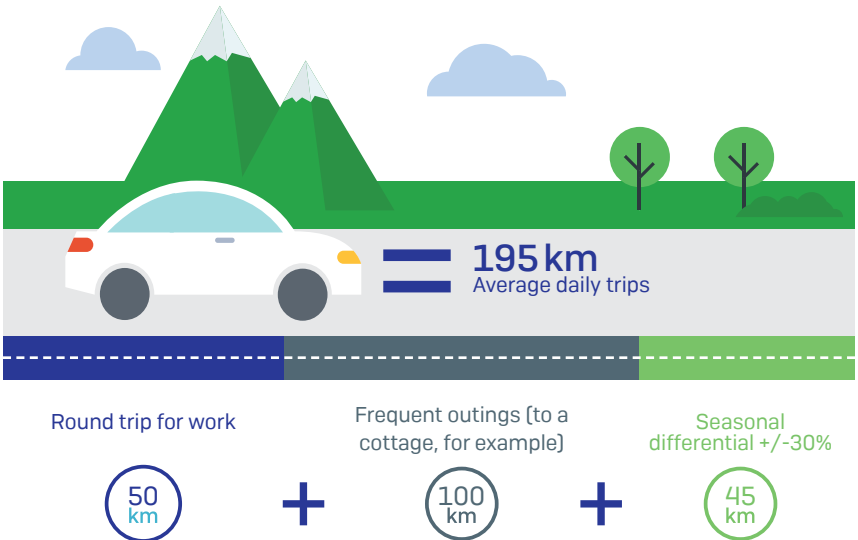
## More Affordable

Save money by choosing a model with a range that meets your daily needs.

*If you choose a vehicle with a battery that is too large for your needs, you will be paying for kilometres of range that will never be used.*

## Evaluate Your Daily Travels

In this typical example, the driver can choose from several models with a range of 200 kilometres or more, thus saving several thousand dollars on the vehicle's acquisition cost compared to models offering a greater range.



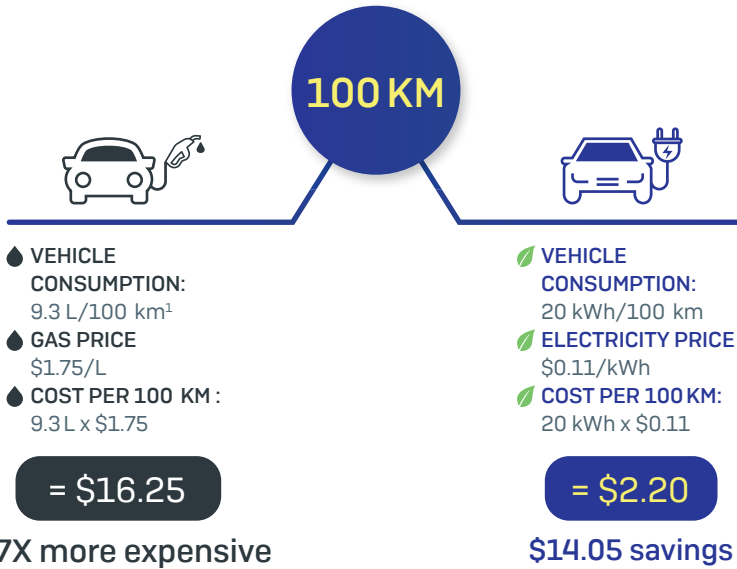
However, a person whose daily travels cover a lot more mileage should consider a model with a greater range. Greater savings on usage-related costs will quickly compensate for the higher cost of acquisition, which then becomes justified.



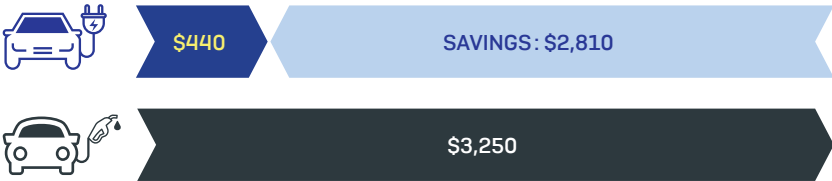
# Savings on Energy Costs

Among savings on usage-related costs, savings on energy costs are the most significant. Energy costs for an electric vehicle are generally cut by more than 75%.

## Driving 100 Kilometres: Gasoline Vehicle Versus Electric Vehicle



## Energy Costs and Savings over 20,000 Kilometres



When compared to a gasoline vehicle that consumes 9.5 L/100 km, we can see that after 20,000 kilometres, the EV driver will have saved \$2,810.

<sup>1</sup> État de l'énergie au Québec 2022, Chair, energy management sector, HEC Montréal, prepared for the Ministère de l'Énergie et des Ressources naturelles (2022).



# Additional Information – Energy Costs

## A. Gasoline

Cost of driving 20,000 km, depending on vehicle fuel consumption and price of gas.

Consumption (L/100 km)	Vehicle [2023]	ELECTRICITY COST TO DRIVE 20,000 KM		
		1.75/L	\$1.90/L	\$2/L
4.5	Toyota Prius	\$1,575	\$1,710	\$1,800
4.9	Toyota Camry Hybrid	\$1,715	\$1,862	\$1,960
6.9	Honda Civic Sedan	\$2,415	\$2,622	\$2,760
7.1	Toyota Corolla	\$2,485	\$2,698	\$2,840
7.4	Hyundai Kona FWD	\$2,590	\$2,812	\$2,960
7.9	Toyota RAV4 AWD	\$2,765	\$3,002	\$3,160
8.1	Honda CRV AWD	\$2,835	\$3,078	\$3,240
9	Hyundai Tucson AWD	\$3,150	\$3,420	\$3,600
9.3	Mazda CX5 AWD	\$3,255	\$3,534	\$3,720
11.7	Ford F-150	\$4,095	\$4,446	\$4,680

## B. Electricity

Cost of driving 20,000 km, depending on vehicle consumption and electricity cost.

Consumption (kWh/100 km)	Vehicle [2023]	ELECTRICITY COST TO DRIVE 20,000 KM <sup>1</sup>			
		Maison	Public charging stations		Total cost
			Charging station 240 V	DCFC 50 kW	
15.8	Tesla Model 3 Standard Range Plus	\$301	\$24	\$101	\$426
17.4	Hyundai Kona EV	\$332	\$26	\$111	\$469
17.5	Chevrolet Bolt EV	\$333	\$26	\$112	\$472
17.2	Tesla Model Y AWD	\$328	\$26	\$110	\$463
18.6	Kia Niro EV	\$354	\$28	\$119	\$502
19.3	Hyundai IONIQ 5	\$368	\$29	\$124	\$520
20	Nissan LEAF Plus	\$381	\$30	\$128	\$539
20.2	Volkswagen ID.4 PRO	\$385	\$30	\$129	\$544
20.3	Ford Mustang Mach-E RWD	\$387	\$30	\$130	\$547
23.5	Polestar 2 Dual Motors	\$448	\$35	\$150	\$633
24.5	Volvo XC40	\$467	\$37	\$157	\$660
30.6	Ford F-150 Lightning	\$583	\$46	\$196	\$825

<sup>1</sup> Typical example where 85% of charging is done at home, 5% on a 240 V public charging station, and 10% on a 50 kW fast charging station. Electricity costs: residential rate (home) = \$0.11/kWh; 240 V public charging station (\$1/hr) = average of \$0.15/kWh; 50 kW fast charging station (\$12.77/hr) = average of \$0.32/kWh.



# Savings on Maintenance Costs

In addition to saving money on energy, EV drivers also save money on vehicle maintenance. Compared to a gasoline vehicle, an electric vehicle's maintenance costs are reduced by 50% on average.<sup>1</sup>

## Oil Changes

With a fully electric vehicle, no more oil changes. For plug-in hybrids, oil changes are generally half as frequent.



## Brake Wear

One notable feature of electric vehicles is regenerative braking, an energy recovery mechanism used to slow down or stop which does not employ discs and pads, thus extending the brakes' service life.



## Simpler Mechanics

While a gasoline engine consists of 200 to 250 technical parts, an electric motor only has around 50 parts. With their much simpler power train, electric vehicles require less maintenance and breakdowns are a rarer occurrence.



## Absent Components

In gas vehicle maintenance, several parts and liquids are periodically replaced: belts, filters, spark plugs, muffler, coolant and others; all of which are absent in an electric vehicle.

In the case of plug-in hybrid vehicles, these components are included BUT they last much longer.



<sup>1</sup> Consumer Reports, Maintenance Cost White Paper, September 2020.

# Comparing Total Costs

Reduced energy and maintenance costs mean that even with higher monthly payments, the total cost of ownership of a plug-in vehicle can end up being 10% to 20% cheaper!

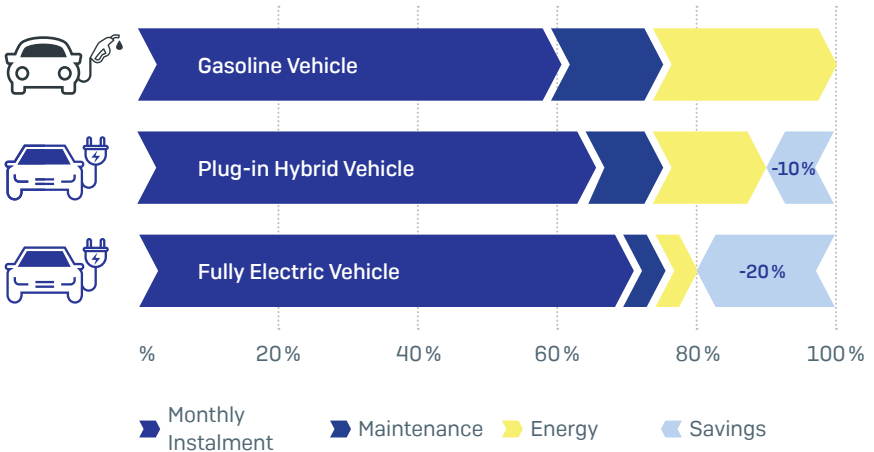
## Monthly Payments

Financial incentives from the Québec and Canada governments (see page 15) partially or totally eliminate the additional cost of acquisition. Monthly payments for the purchase or lease of a plug-in vehicle will be very similar to those you would pay for a comparable gasoline vehicle.

## Use-Related Expenses

Since the arrival of the first plug-in vehicle models 11 years ago, over 160,000 Québec drivers have made significant savings by choosing EV driving. A plug-in vehicle can indeed help cut energy expenses by more than 75%, and periodic maintenance costs by 50% on average.

### Breakdown of Monthly Expenses



## Total Cost of Ownership

Comparing the total costs of ownership (TCO) shows that an electric vehicle often costs much less than a comparable gasoline model.

$$\text{TCO} = \text{Acquisition} + \text{Use}$$

Acquisition  
 (purchase price minus incentive[s] minus residual value)

+  
 Use  
 (energy plus maintenance)



# Green Plate Benefits

The numbers and letters of the vehicle of the license plate of the plug-in vehicles are green in colour. This plate has several benefits.



## Access to Reserved Lanes

Electric vehicles with a green license plate can drive in many reserved lanes, regardless of the number of passengers. To find out if you can use a reserved lane, look for the electric vehicle pictogram on signs along the following roads and highways:

- LAVAL: A-15 Northbound, A-25 Southbound, A-25 Northbound (towards Terrebonne)
- LÉVIS: R-116 Eastbound, R-132 Eastbound
- LONGUEUIL: R-112 Westbound (Victoria Bridge Access Road)
- MONTRÉAL: A-15 Northbound, A-20 (Dorval and Lachine, close to the A-13)
- QUÉBEC: A-740 Northbound, A-740 Southbound, A-440 Westbound
- SAINT-LAMBERT: R-112 Westbound (Victoria Bridge Access Road)
- TERREBONNE: A-25 Northbound



Several new reserved lanes will be added to this list in the coming years in the Montreal and Quebec City areas.

## Toll Exemptions

Plug-in vehicles benefit from free access to toll bridges on autoroutes 25 and 30 as well as to the paid ferry services of the Société des traversiers du Québec:

- For toll bridges, visit le <https://a25.com/en/> and [www.a30express.com](http://www.a30express.com)
- For ferries, visit <https://www.traversiers.com/en/home> (fee exemptions on ferries apply only to the vehicle).



## Free Parking

In the cities of Joliette, Saint-Jérôme and Victoriaville, parking may be free for plug-in vehicles. Visit the municipalities website to learn more about terms and conditions.



# Financial Incentives

Financial incentives are offered by the Québec and Canada governments, as well as several municipalities in Québec. Measures are available for individuals, municipalities, multi-unit buildings, employers, and businesses.

For more information see the documents of the various authorities:

Québec

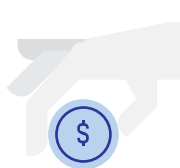
[www.vehiculeselectriques.gouv.qc.ca/english/](http://www.vehiculeselectriques.gouv.qc.ca/english/)

Canada

<https://tc.canada.ca/en/road-transportation/innovative-technologies/zero-emission-vehicles/light-duty-zero-emission-vehicles/incentives-purchasing-zero-emission-vehicles>

Municipalities

Your municipality's website



## Incentives for Plug-in Vehicle\*

### Québec

- ✔ New all-electric vehicle: up to \$7,000
- ✔ New plug-in hybrid vehicle: up to \$5,000
- ✔ Used all-electric vehicle: up to \$3,500

### Canada

- ✔ New vehicle: up to \$5,000

OR

- ✔ Tax deduction (businesses): 100% from the 1st year onward.

### Businesses

- ✔ Cascades: up to \$2,000
- ✔ Boralex: up to \$2,500



## Incentives for Charging Station\*

### Québec

- ✔ Residential charging station: up to \$600
- ✔ Multi-unit building charging station: up to \$5,000 per connector
- ✔ Workplace charging station: up to \$5,000 per connector
- ✔ Direct current fast charging station (DCFC): up to \$60,000, for businesses only (Transportez Vert program)

### Municipalities\*

- ✔ Nearly 20 municipalities in Québec: reimbursement varies from \$100 to \$500 depending on programs.

\* Conditions apply. Programs in effect at time of printing of this brochure (March 2023). Rebate for the purchase of electric vehicles applies after taxes (GST and QST).



# Used Vehicle Market

More and more used plug-in vehicles are available at dealerships and other businesses involved in the sale of used vehicles. Some even specialize in the field of electric vehicles. It is recommended that the battery be inspected by a certified dealer to ensure that it is original and in good condition.

## Proven Reliability

According to a study conducted by Consumer Reports in 2020, electric vehicles are apparently **MORE RELIABLE** than those equipped with a combustion engine. This is mainly due to their simpler design and the absence of any fuel or cooling systems or wear parts such as belts, filters and spark plugs.



## Choice and Accessibility

The wide variety of models available will allow you to choose the one that truly meets your needs. First generation models (2011 to 2015) often offer a shorter range than newer models, but can be an excellent choice for an individual who doesn't drive much on a daily basis. Several of the newer models are also available on the used market and offer a longer range for those who need it. Check out pages 47 to 50 to see some pre-owned plug-in models.

## A few examples of used electric vehicles.

*Get informed: Some used electric vehicles can be eligible for financial aid as part of Roulez vert's program. See page 15.*



Nissan LEAF [1<sup>st</sup> generation]



Chevrolet Spark EV



Chevrolet Volt [2<sup>nd</sup> generation]

# Lifespan of the Battery

The life of a battery goes well beyond its use within an electric vehicle. At the end of its full lifespan, its content will be recycled, recovered and reused in a circular economy.

## First Life: Traction Battery

The service life of an electric vehicle's traction battery is at least 10 to 15 years, depending on operating conditions. Some degradation may occur during this period but the vehicle's performance is not affected. The battery design includes control systems that optimize battery life and ensure that range remains adequate beyond the mileage covered by the manufacturer's warranty.

## Second Life: Stationary Battery

Lithium-ion batteries are valuable, high-performance accumulators. Once its life cycle as a traction battery is over, it is increasingly reused as a stationary battery to store renewable energy (solar and wind). Several companies, including the car manufacturers themselves, use "old" electric vehicle batteries in this way. This second life can last from 10 to 20 years, depending on the context.

Batteries from vehicles that have been involved in accidents (along with engines and other parts) are also in high demand to extend the life of vehicles and even to electrify gasoline-powered vehicles ["retrofit"].

## End of Life: Materials Recycling

Contrary to your cell phone, an electric vehicle's battery is unlikely to end up in a landfill; it is too valuable. Already, the Québec company Lithion Recycling recovers 95% of battery materials thanks to their hydrometallurgy technology. Lithium, nickel, manganese, cobalt, graphite, copper and aluminum... and even organic solvents are recovered. The result: quality materials that can go right back into the production of new batteries.

Through recycling, electric vehicles become an "urban mine" that reduces the need to extract new minerals from the Earth. Moreover, car manufacturers are highly interested in this concept, which will enable them to secure their supply of strategic minerals.

## A Battery's Multiple Lives: Circular Economy



# Filling Up At Home

A special feature of a plug-in vehicle is that you can "fill up" at home. As a result, the battery is usually 100% charged at the start of every day.

## A Few Seconds Are Enough

Upon arriving home, it takes just a few seconds to connect the vehicle to the charging station. Once plugged in, an electric car recharges itself just like a cellphone. No supervision is required.



## Two Home Charging Options

### Standard Outlet a 120 V

A plug-in vehicle's equipment always\* includes a 120 V charging station that plugs into a standard household outlet.

The 120 V charging station will provide a full charge daily if the electric vehicle travels less than 100 km a day. For a more intense use, 240 V charging will be considered to ensure a full charge at least once a day.



### 240 V Installation, Like a Stove or Dryer

For faster charging, some EV drivers opt for a 240V charging station. The installation of a 240V charging station by a master electrician is a simple operation, comparable to the installation of a stove or dryer outlet.

## Purchase and Installation Costs of a 240 V Charging Station

When purchasing a 240 V charging station, EV drivers can count on multiple models made in Québec or from other North American brands. The cost of a 240 V charging station varies from \$700 to \$1,300, depending on the model and chosen options. The installation cost depends on context, but the average is about \$500. Financial assistance is available: see page 15.

## Scheduling Charging and Avoiding Peak Hours

Using the vehicle's dashboard or mobile application, it is possible to schedule specific charging hours. This makes it possible, among other things, to optimize battery conditioning according to a planned departure time. This feature also allows owners to avoid Hydro-Québec's peak periods during the coldest parts of the winter.



\* This equipment is now available as an option on Tesla models.



## Benefits of a 240 V Charging Station at Home

A 240 V charging station at home offers several advantages over the 120V charging station supplied with the vehicle.

### Preheating in Winter

Using remote starting, the connected vehicle can be de-iced and pre-heated without depleting the battery reserve because the required energy will be supplied by the charging station.



### Charging Speed

A 240 V charging station provides a charging speed that is three to five times faster than 120 V charging. This guarantees a full charge everyday, even for vehicles with a greater range.



### Spare Charging Station in the Car

The 120 V charging station is not designed for permanent installation and the driver will usually have to store it back in the vehicle before leaving. If the driver chooses to instead leave the 120 V charging station at home, then there is no longer a spare charging station in the car in case of exceptional need, which is an important role of this basic EV equipment.



# Charging on the Road

When charging on the road, an EV driver plans breaks according to charging needs. A stop at a touristic destination, a meal or a quick snack all become opportunities to plug in.

There are over 7,000 public charging stations in Québec<sup>1</sup>, including more than 1,200 fast charging stations and 250 Tesla Superchargers. The main networks are the Electric Circuit, Flo, Tesla, EVduty, ChargePoint, and Petro-Canada. Also of note is the new RechargÉco network launched at the end of 2020. These charging stations are located in a wide variety of locations, near businesses and services in all regions of Québec.

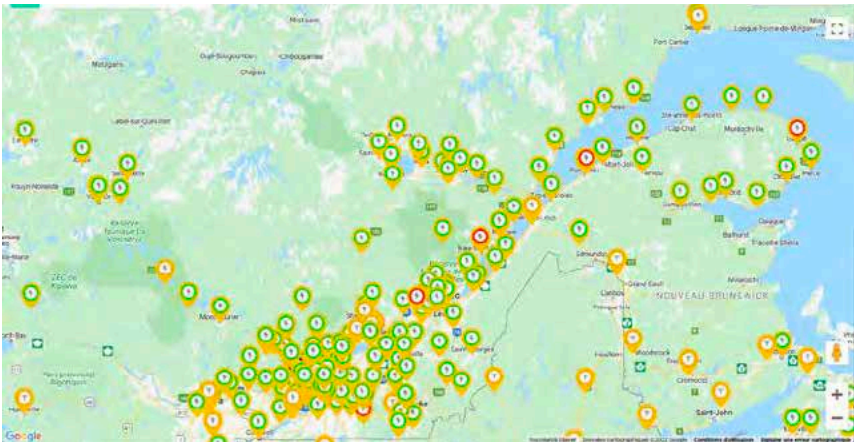
Canada has over 3,700 fast charging stations, part of a cross-country network that allows users to travel from coast to coast.

## Finding Public Charging Stations

To locate charging stations from these various charging networks, EV drivers generally use a mobile application that offers this service. The most widely used in Québec are the Electric Circuit application, which shows its own charging stations as well as those of partner networks; and the ChargeHub application, which includes charging stations from all public networks.



*Electric Circuit's app*



*Overview of Québec's fast charging stations network using the ChargeHub search tool.*

These two applications also offer a trip planning feature, which is useful for longer trips. The EV driver can input the final destination and the application pinpoints charging options along the way, taking into account the driver's registered vehicle. These applications also make it possible to check the status of targeted charging stations (available or in use, for example).

<sup>1</sup> *Electric Charging and Alternative Fuelling Stations Locator, Natural Resources Canada, January 2023).*





## Good Public Charging Practices

Spaces next to charging stations are reserved for charging electric vehicles\*. Once a charging session is completed, the vehicle must be moved to free up the charging station. It is not necessary to remain near the vehicle while charging. An EV driver can simply take note of the time by which the charging session is estimated to be completed – displayed by the car or in the charging station's mobile application– and thus make sure to return before then.



**\* IT'S THE LAW:** *Since May 18th, 2018, article 388.1 of the Highway Safety Code stipulates that "Only electric road vehicles and plug-in hybrid road vehicles may stop in a space reserved for recharging electric vehicles [...] when they are plugged into a charging station".*



At DC fast charging stations (DCFC), it is recommended to stop charging once the level of charge is around 80%, since the charging speed decreases when approaching this point. If more energy is needed, it might be more efficient to continue charging on a 240 V station.



# Charging Speed

How long does it take to charge an electric vehicle? In fact, this is rarely a concern since charging is almost always done at home.

## Factors Influencing Charging Speed

The charging speed is the number of kilometres added to the vehicle's range per hour of charging.

Factors that influence charging speed are:

- ✔ A charging station's power level
- ✔ The battery's state of charge
- ✔ The battery temperature
- ✔ The power of the on-board charger (vehicle equipment)
- ✔ The outside temperature
- ✔ The preheating of the vehicle

Speed	Slow	Normal	Fast	Ultra-Fast
Type of charging station	120V	240V	DCRC 50 kW or more/h	DCFC 100 kw or more and Tesla Superchargers
Range added per hour	Up to 6 km/h	Up to 40 km/h	Up to 240 km or more/h	Up to 400 km or more/h
Activities or location				
Home	✔	✔		
Work, park-and-ride (train stations)	✔	✔		
Business and sites		✔	✔	
Travel, excursion			✔	✔
Charging session duration	8h to 48h	1h to 8h depending on the activity	1h or less	30 minutes or less



# Winter with an Electric Vehicle

Gasoline vehicles can be difficult to start in cold weather; this is a well-known problem. What about plug-in vehicles?

## Cold Start

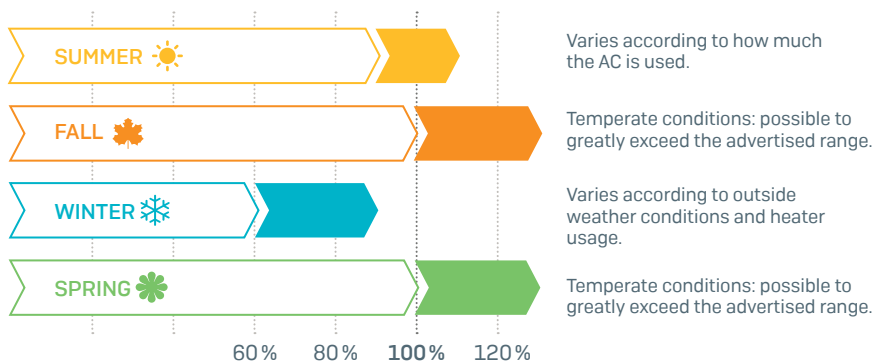
First off, it is important to know that like any electrical device, you don't start an electric vehicle, you turn it on! It is no trouble, even in very cold weather.



## Seasonal Range

Cold weather impacts the energy efficiency of all vehicles. Whether gasoline-powered or electric, a car consumes more in winter. The denser cold air has a greater resistance and thus increases consumption. In the case of plug-in vehicles, the energy required for passenger compartment conditioning (heating in winter and air conditioning in summer) is drawn from the traction battery, which also has an impact on range.

### Seasonal variations of electric range (100% = range as announced by the manufacturer)



Electric range varies with the seasons and it is essential to take this into account when choosing a vehicle. The range indicated for each model is in fact an annual average: in spring, summer and fall, a car will often yield a higher mileage, while in winter it will be lower.

## Real Time Information

Like the fuel gauge of a gasoline car, the electric vehicle informs the driver of the remaining range in real time. Furthermore, the vehicle issues warnings when the energy level falls below a certain threshold (usually around 20%).



# The Electric Car: a Technology to Meet Today's Challenges

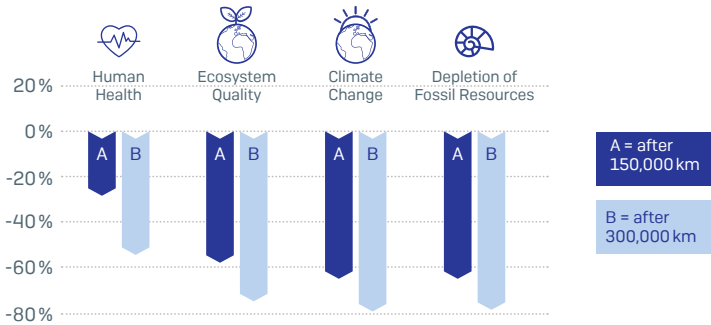
## Life Cycle: Lower Environmental Impacts

The analysis of the electric vehicle's full life cycle shows that although its environmental impacts are higher at the manufacturing stage, they are ultimately less significant than those of the gasoline vehicle. This is especially true in Québec, where electricity is 99% renewable. In 2016, it was demonstrated that the impacts of driving an electric car in Québec were 55% to 80% lower than those from a comparable conventional gasoline car.<sup>1</sup>

The added impacts associated with the manufacture of electric vehicles are minimal, when compared with those avoided by not producing and burning gasoline. The environmental performance of electric vehicles compared to gasoline vehicles shows positive results in these four areas: human health, ecosystem quality, climate change and depletion of fossil resources.<sup>1</sup>

*This data take into account vehicle parts production (including the battery), transportation to end user, vehicle usage, and end of life.*

## Environmental Impacts of the Electric Vehicle Compared to a Gasoline Vehicle



## Increasingly Cleaner Electric Vehicles

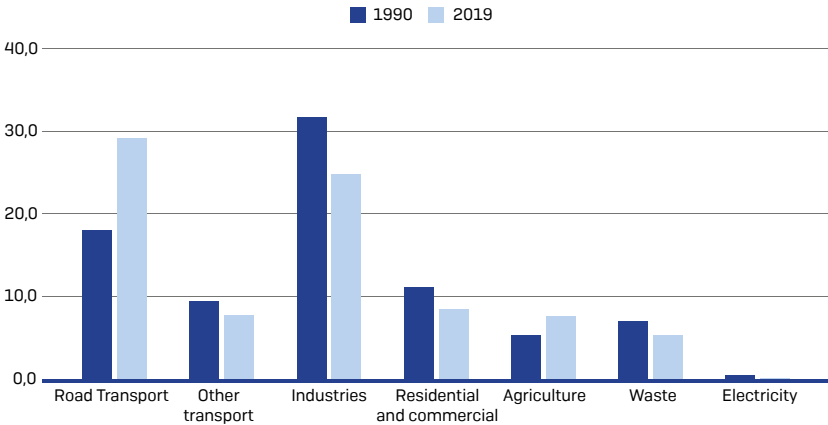
In 2023, the electric car's environmental performance is even more positive, and it keeps getting better.

- Increased sales are driving the opening of more efficient battery factories. For every kilometre of electric range, battery manufacturing emits 2 to 3 times less GHGs than five years ago.
- The circular battery recycling industry is making its debut. The batteries of tomorrow's electric vehicles will have even less environmental impact because they will be made in large parts from the batteries of today's vehicles.
- Increasingly, batteries are being manufactured using fewer and fewer critical minerals. A growing number of recent studies confirm the benefits of electrifying transportation. See our web page devoted to environmental impacts: [www.roulonselectrique.ca/environnement](http://www.roulonselectrique.ca/environnement)

# GHG Emissions, Transportation Sector

Road transport is the main source of GHG emissions in Québec. It represents 34% of the overall emissions and of this number, 63% comes from OUR personal vehicles. Except for road transportation and agriculture, all other sectors of the economy have shown decreased emissions. According to the report entitled “The State of Energy in Québec 2022,” GHG emissions from road transportation rose by nearly 60% between 1990 and 2019.

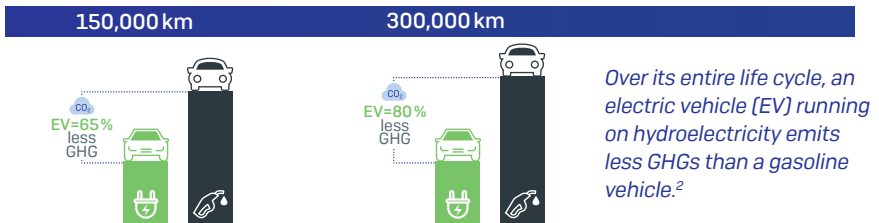
Québec GHG Emissions by Sector of Activity in 1990 and 2019<sup>1</sup>



Replacing our gasoline vehicles with electric vehicles would eliminate 20% of the province's GHG emissions [17 megatons].

## Québec's Clean Electricity

The energy produced in Québec is one of the cleanest in the world, 99% of which comes from renewable sources [source: Hydro-Québec].



<sup>1</sup> Inventaire québécois des émissions de gaz à effet de serre en 2019 et leur évolution depuis 1990. [Québec inventory of GHG emissions in 2019 and changes since 1990] Gouvernement du Québec (<https://www.environnement.gouv.qc.ca/changements/ges/>)

<sup>2</sup> International Reference Centre for the Life Cycle of Products, Processes and Services (CIRAIG). [2016]. Technical Report – Comparative life-cycle assessment: potential environmental impacts of electric vehicles and conventional vehicles in the Québec context. Online [in French only]: <http://www.hydroquebec.com/data/developpement-durable/pdf/analyse-comparaisonvehicule-electrique-vehicule-conventionnel.pdf>.





# Plug-in Vehicles in Québec








The following pages contain summary sheets for every plug-in model available or coming in 2023 in Québec.

The [runningelectric.ca](http://runningelectric.ca) website features a dynamic calculator that can help you identify the electric vehicles best suited to your lifestyle and calculate the savings you could make by driving electric.

→ Visit [runningelectric.ca](http://runningelectric.ca)



## Content of Each Summary Sheet

	<b>IDENTIFICATION<sup>1</sup></b>	Vehicle make and model
	<b>Category</b>	Vehicle category
	<b>GHGs avoided per 20,000 km</b>	CO <sub>2</sub> emissions avoided per 20,000 km, compared with a gasoline-powered vehicle in the same category.
	<b>Range<sup>2</sup></b>	Number of kilometres of range in electric mode
	<b>Base price<sup>3</sup></b>	Sales price, basic version without options
	<b>Subsidies<sup>4</sup></b>	Amount(s) in subsidy(s) offered by the governments of Québec and Canada.
	<b>Savings per 20,000 km<sup>5</sup></b>	Savings on vehicle usage-related costs, per 20,000 km

## Notice

The eligibility of a vehicle and the amount of the rebate are established according to the type of vehicle and several other conditions (selling price, battery capacity, model year, year of acquisition, etc.). Check government websites to make sure the model you are considering qualifies for a rebate. **The information available on government websites takes precedence over that found in the brochure (see page 15).**

- <sup>1</sup> *Vehicle photo: The photo shown may not necessarily be the base model, especially regarding colour. In addition, it sometimes depicts the 2022 model year.*
- <sup>2</sup> *The data presented (range, and base price) corresponds to the information available at the time of printing. In case of error or discrepancy, the car manufacturers' official documentation (websites and brochures) obviously takes precedence over the information in this document. For vehicles that are no longer in production (available on the used market), the data presented are based on the year of manufacture.*
- <sup>3</sup> *Base price: This price does not include taxes (GST, PST), transportation costs, air conditioning and tire taxes or additional dealer charges.*
- <sup>4</sup> *Potential subsidies: amounts indicated with reservations, based on information available as of December 2022. To be validated with the relevant authorities. See page 15.*
- <sup>5</sup> *Savings per 20,000 km: The parameters used to calculate this indicator are available on the [runningelectric.ca](http://runningelectric.ca) website.*




# Fully Electric Vehicles


The following pages present 47 fully electric vehicle models available in Québec (some models will arrive later in 2023). The table on pages 52 to 60 includes other variants of certain models and additional data. Other models could also be introduced over the course of the year.


**AUDI**


**E-TRON**

	Mid-size luxury SUV	
	5 t of GHG saved per year	
	364 km	
	\$87,342	
	-	
	\$3,180 / 20,000 km	

**AUDI**

**Q4 E-TRON**

	Compact luxury SUV	
	4.5 t of GHG saved per year	
	380 km	
	\$59,950	
	\$7,000 (Qc) + \$5,000 (Ca)	
	\$2,940 / 20,000 km	

**AUDI**

**E-TRON GT**

	Luxury sport car	
	5 t of GHG saved per year	
	383 km	
	\$133,950	
	-	
	\$3,240 / 20,000 km	

**BMW**



**i4**

	Compact luxury car
	4.2 t of GHG saved per year
	412 / 484 km
	\$54,990 / \$61,390
	\$,7000 (Qc) + \$5,000 (Ca)
	\$2,740 / 20,000 km



**BMW**



**i7**

	Full-size luxury sedan
	5.1 t of GHG saved per year
	512 km
	\$147,000
	-
	\$ 3,270 / 20,000 km



**BMW**



**iX**

	Mid-size luxury SUV
	5 t of GHG saved per year
	322 / 521 km
	\$79,990 / \$93,000
	-
	\$3,230 / 20,000 km



**CADILLAC**



**Lyriq**

	Mid-size luxury SUV
	5 t of GHG saved per year
	502 km
	\$67,698
	-
	\$3,250 / 20,000 km



## CHEVROLET



## BLAZER EV 2024

	Mid-size SUV
	4.8 t of GHG saved per year
	500 km*
	\$56,800*
	\$7,000 (Qc) + \$5,000 (Ca)*
	\$3,000 / 20,000 km*



\* Information estimated at time of going to press

## CHEVROLET



## BOLT EUV

	Crossover
	3.8 t of GHG saved per year
	397 km
	\$40,598
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,430 / 20,000 km



## CHEVROLET



## BOLT EV

	Subcompact car
	3.1 t of GHG saved per year
	417 km
	\$38,548
	\$7,000 (Qc) + \$5,000 (Ca)
	\$1,950 / 20,000 km



## FISKER



## OCEAN

	Compact SUV
	4.1 t of GHG saved per year
	402 / 547 km
	\$43,999 / \$63,999
	\$7,000 (Qc) + \$5,000 (Ca)*
	\$2,640 / 20,000 km



\* Information estimated at time of going to press

**FORD**



**E-TRANSIT**

	Large van
	5 t of GHG saved per year
	203 km
	\$70,450
	\$10,000 (Qc)*
	\$3,005 / 20,000 km



\* Business-only «Ecocamiannage» Québec Program

**FORD**



**F150 LIGHTNING**

	Full-size Pick-Up
	5.7 t of GHG saved per year
	370 / 480 km
	\$70,195 / \$83,575
	\$10,000 (Qc)*
	\$3,760 / 20,000 km



\* Business-only «Ecocamiannage» Québec Program

**FORD**



**MUSTANG MACH-E**

	Compact SUV
	4.1 t of GHG saved per year
	397 / 488 km
	\$56,995 / \$64,995
	\$7,000 (Qc) + \$5,000 (Ca)*
	\$2,630 / 20,000 km



\* Subsidy only available for the 75.7 kWh Select version

**GENESIS**



**G80 ELECTRIFIED**

	Mid-size luxury car
	4.4 t of GHG saved per year
	454 km
	\$105,000*
	-
	\$2,820 / 20,000 km



\* Information estimated at time of going to press

## GENESIS



## GV60

	Luxury crossover
	4.2 t of GHG saved per year
	399 km
	\$71,000*
	-
	\$2,700 / 20,000 km



\* Information estimated at time of going to press

## GMC



## HUMMER EV SUV

	Full-size Pick-Up
	5.7 t of GHG saved per year
	530 km
	\$125,000*
	-
	\$3,370 / 20,000 km



\* Information estimated at time of going to press

## GMC



## HUMMER EV SUV

	Full-size luxury SUV
	5.3 t of GHG saved per year
	530 km
	\$125,000*
	-
	\$3,130 / 20,000 km



\* Information estimated at time of going to press

## HYUNDAI



## IONIQ-5

	Compact SUV
	4.1 t of GHG saved per year
	354 / 488 km
	\$48,999 / \$52,999
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,650 / 20,000 km



**HYUNDAI**



**IONIQ-6**

	Mid-size car
	3.6 t of GHG saved per year
	435 / 581 km
	\$49,000 / \$53,000*
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,380 / 20,000 km



\* Information estimated at time of going to press

**HYUNDAI**



**KONA EV**

	Crossover
	3.8 t of GHG saved per year
	415 km
	\$44,399
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,450 / 20,000 km



**JAGUAR**



**I-PACE**

	Compact luxury SUV
	4.5 t of GHG saved per year
	357 km
	\$102,800
	-
	\$2,800 / 20,000 km



**KIA**



**EV6**

	Compact SUV
	4.1 t of GHG saved per year
	373 / 499 km
	\$44,096 / \$52,096
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,680 / 20,000 km



**KIA**

**NIRO EV**

	Crossover
	3.8 t of GHG saved per year
	407 km
	\$44,995
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,420 / 20,000 km


**KIA**

**SOUL EV**

	Crossover
	3.8 t of GHG saved per year
	248 / 383 km
	\$45,010 / \$54,010
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,440 / 20,000 km


**LEXUS**

**RZ450E**

	Compact luxury SUV
	4.5 t of GHG saved per year
	360 km
	\$70,000*
	-
	\$2,970 / 20,000 km



\* Information estimated at time of going to press

**LUCID**

**AIR PURE**

	Full-size luxury sedan
	5.1 t of GHG saved per year
	653 km
	\$119,000*
	-
	\$3,410 / 20,000 km



\* Information estimated at time of going to press

**MAZDA**



**MX30**

	Crossover
	3.8 t of GHG saved per year
	161 km
	\$42,150
	\$7,000 [Qc] + \$5,000 [Ca]
	\$2,320 / 20,000 km



**MERCEDES-BENZ**



**EQB**

	Luxury crossover
	4.2 t of GHG saved per year
	345 km
	\$75,700
	-
	\$2,750 / 20,000 km



**MERCEDES-BENZ**



**EQS**

	Full-size luxury sedan
	5.1 t of GHG saved per year
	547 km
	\$146,500
	-
	\$3,310 / 20,000 km



**MERCEDES-BENZ**



**EQS SUV**

	Full-size luxury SUV
	5.3 t of GHG saved per year
	459 km
	\$136,000*
	-
	\$3,420 / 20,000 km



\* Information estimated at time of going to press

## MINI



## COOPER SE

	Subcompact luxury car
	3.8 t of GHG saved per year
	183 km
	\$40,990
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,410 / 20,000 km



## NISSAN



## ARIYA

	Compact SUV
	4.1 t of GHG saved per year
	348 / 490 km
	\$52,998 / \$59,498
	\$7,000 (Qc) + \$5,000 (Ca)*
	\$2,620 / 20,000 km



\*Québec (Qc) subsidy only for Engage (FWD) and Venture + (FWD) versions.

## NISSAN



## LEAF

	Compact car
	3.3 t of GHG saved per year
	240 / 341 km
	\$40,548 / \$46,298
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,061 / 20,000 km



## POLESTAR



## POLESTAR 2

	Compact luxury car
	4.2 t of GHG saved per year
	435 km
	\$53,950
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,710 / 20,000 km



**POLESTAR**



**POLESTAR 3**

	Mid-size luxury SUV
	5 t of GHG saved per year
	482 km
	\$97,400
	-
	\$3,390 / 20,000 km



**PORSCHE**



**TAYCAN**

	Full-size luxury sedan
	5.1 t of GHG saved per year
	320 / 365 km
	\$125,600 / \$131,960
	-
	\$3,220 / 20,000 km



**RIVIAN**



**R1T**

	Full-size Pick-Up
	5.7 t of GHG saved per year
	415 / 515 km
	\$98,500 / \$106,750
	-
	\$3,600 / 20,000 km



**RIVIAN**



**R1S**

	Full-size luxury SUV
	5.3 t of GHG saved per year
	415 / 515 km
	\$105,250 / \$113,500
	-
	\$3,340 / 20,000 km



## SUBARU



## SOLTERRA

	Compact SUV
	4.1 t of GHG saved per year
	360 km
	\$54,295
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,650 / 20,000 km



## TESLA



## MODEL 3

	Compact luxury car
	4.2 t of GHG saved per year
	438 / 576 km
	\$54,900 / \$72,990
	\$7,000 (Qc) + \$5,000 (Ca)*
	\$2,800 / 20,000 km



\*Québec (Qc) subsidy only for Standard RWD version

## TESLA



## MODEL S

	Full-size luxury sedan
	5.1 t of GHG saved per year
	652 km
	\$122,990
	-
	\$3,420 / 20,000 km



## TESLA



## MODEL X

	Mid-size luxury SUV
	5 t of GHG saved per year
	560 km
	\$142,990
	-
	\$3,320 / 20,000 km



**TESLA**



**MODEL Y**

	Compact luxury SUV
	4.5 t of GHG saved per year
	531 km
	\$69,990
	-
	\$3,040 / 20,000 km



**TOYOTA**



**BZ4X**

	Compact SUV
	4.1 t of GHG saved per year
	354 km
	\$44,990
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,650 / 20,000 km



**VOLKSWAGEN**



**ID.4**

	Compact SUV
	4.1 t of GHG saved per year
	336 / 443 km
	\$43,995 / \$47,995
	\$7,000 (Qc) + \$5,000 (Ca)
	\$2,630 / 20,000 km



**VOLVO**



**C40 / XC40 RECHARGE**

	Luxury crossover
	4.2 t of GHG saved per year
	364 / 359 km
	\$59,950
	\$7,000 (Qc)
	\$2,650 / 20,000 km



*C40 Recharge pictured*

# Plug-in Hybrid Vehicles

This section contains 29 plug-in hybrid vehicle models available in Québec. The supply of plug-in vehicles is expanding rapidly. Here's a quick look at models to watch for in 2023. The table on pages 52 to 60 includes other variants of certain models and additional data. Other models could also be introduced over the course of the year.

## AUDI



## Q5 TFSI e

	Compact luxury SUV
	1.9 t of GHG saved per year
	37 km
	\$76,100
	-
	\$1,175 / 20,000 km



## BMW



## 330e xDrive

	Compact luxury car
	1.6 t of GHG saved per year
	35 km
	\$54,900
	\$2,500 (Qc) + \$2,500 (Ca)
	\$960 / 20,000 km



## BMW



## 530e xDRIVE

	Mid-size luxury car
	1.4 t of GHG saved per year
	31 km
	\$68,000
	-
	\$833 / 20,000 km



**BMW**



**X3 xDRIVE30e**

	Compact luxury SUV
	1.4 t of GHG saved per year
	29 km
	\$64,990
	\$2,500 (Qc)
	\$780 / 20,000 km



**BMW**



**X5 xDRIVE45e**

	Mid-size luxury SUV
	2.2 t of GHG saved per year
	50 km
	\$83,500
	-
	\$1,230 / 20,000 km



**CHRYSLER**



**PACIFICA HYBRID**

	Minivan
	3 t of GHG saved per year
	51 km
	\$55,595
	\$5,000 (Qc) + \$5,000 (Ca)*
	\$1,970 / 20,000 km



\*Québec (Qc) subsidy only for Touring-L version.

**FORD**



**ESCAPE PHEV**

	Compact SUV
	2.8 t of GHG saved per year
	60 km
	\$41,894
	\$2,500 (Qc) + \$5,000 (Ca)
	\$1,900 / 20,000 km



## HYUNDAI



## SANTA FE PHEV

	Mid-size SUV
	3 t of GHG saved per year
	50 km
	\$49,699
	\$2,500 (Qc) + \$5,000 (Ca)
	\$1,980 / 20,000 km



## HYUNDAI



## TUCSON PHEV

	Compact SUV
	2 t of GHG saved per year
	53 km
	\$44,599
	\$2,500 (Qc) + \$5,000 (Ca)
	\$1,600 / 20,000 km



## JEEP



## GRAND CHEROKEE 4XE

	Mid-size SUV
	2.1 t of GHG saved per year
	42 km
	\$78,380
	-
	\$1,200 / 20,000 km



## JEEP



## WRANGLER 4XE

	Mid-size SUV
	1.3 t of GHG saved per year
	35 km
	\$55,667
	\$5,000 (Qc) + \$2,500 (Ca)
	\$650 / 20,000 km



**KIA**



**NIRO PHEV**

	Crossover
	2.6 t of GHG saved per year
	55 km
	\$37,995
	\$2,500 (Qc) + \$5,000 (Ca)
	\$1,780 / 20,000 km



**KIA**



**SORENTO PHEV**

	Mid-size SUV
	3.1 t of GHG saved per year
	51 km
	\$44,995
	\$2,500 (Qc) + \$2,500 (Ca)
	\$2,060 / 20,000 km



**KIA**



**SPORTAGE PHEV**

	Compact SUV
	2.5 t of GHG saved per year
	55 km
	\$47,010
	\$2,500 (Qc) + \$5,000 (Ca)
	\$1,640 / 20,000 km



**LEXUS**



**NX 450H+**

	Compact luxury SUV
	3.2 t of GHG saved per year
	61 km
	\$59,950
	\$5,000 (Qc) + \$5,000 (Ca)
	\$2,070 / 20,000 km



## LINCOLN

## AVIATOR GRAND TOURING

	Mid-size luxury SUV
	1.9 t of GHG saved per year
	34 km
	\$85,400
	-
	\$1,160 / 20,000 km



## LINCOLN



## CORSAIR GRAND TOURING

	Compact luxury SUV
	2.6 t of GHG saved per year
	43 km
	\$59,900
	\$2,500 (Qc) + \$2,500 (Ca)
	\$1,730 / 20,000 km



## MINI



## COUNTRYMAN SE ALL4

	Luxury crossover
	1.7 t of GHG saved per year
	29 km
	\$54,980
	\$2,500 (Qc) + \$2,500 (Ca)
	\$1,080 / 20,000 km



## MITSUBISHI



## OUTLANDER PHEV 2023

	Compact SUV
	2.2 t of GHG saved per year
	61 km
	\$46,688
	\$5,000 (Qc) + \$5,000 (Ca)
	\$1,300 / 20,000 km



**PORSCHE**



**CAYENNE E-HYBRID**

	Mid-size luxury SUV
	1.4 t of GHG saved per year
	27 km
	\$99,200
	-
	\$730 / 20,000 km



**PORSCHE**



**PANAMERA 4 E-HYBRID**

	Full-size luxury sedan
	1.7 t of GHG saved per year
	31 km
	\$121,800
	-
	\$1,000 / 20,000 km



**SUBARU**



**CROSSTREK PHEV**

	Crossover
	1.6 t of GHG saved per year
	27 km
	\$44,195
	\$2,500 (Qc) + \$2,500 (Ca)
	\$1,050 / 20,000 km



**TOYOTA**



**PRIUS PRIME 2023**

	Compact car
	2.3 t of GHG saved per year
	60 km*
	Not available*
	\$5,000 (Qc) + \$5,000 (Ca)*
	\$1,520 / 20,000 km*



\* Information incomplete or estimated at time of going to press

## TOYOTA



## RAV4 PRIME

	Compact SUV
	3 t of GHG saved per year
	68 km
	\$49,390
	\$5,000 [Qc] + \$5,000 [Ca]
	\$1,930 / 20,000 km



## VOLVO



## S60 T8 RECHARGE

	Compact luxury car
	2.6 t of GHG saved per year
	64 km
	\$59,950
	\$5,000 [Qc] + \$5,000 [Ca]
	\$1,650 / 20,000 km



## VOLVO



## S90 T8 RECHARGE

	Mid-size luxury car
	2.7 t of GHG saved per year
	61 km
	\$77,950
	-
	\$1,630 / 20,000 km



## VOLVO



## V60 RECHARGE

	Compact luxury car
	2.6 t of GHG saved per year
	64 km
	\$59,950
	\$5,000 [Qc] + \$5,000 [Ca]
	\$1,650 / 20,000 km





## VOLVO



## XC60 RECHARGE

	Compact luxury SUV
	2.7 t of GHG saved per year
	58 km
	\$64,950
	-
	\$1,650 / 20,000 km



## VOLVO



## XC90 RECHARGE

	Mid-size luxury SUV
	2.9 t of GHG saved per year
	53 km
	\$82,650
	-
	\$1,850 / 20,000 km



## New models to watch for

The supply of plug-in vehicles is expanding rapidly. Here's a quick look at models to watch for in 2023. Stay tuned for the announcement of new models that are set to hit the market this year and in early 2024.

### Electric vehicles

- Canoo LTV
- Kia EV9
- Mercedes EQC
- Chevrolet Equinox EV
- Genesis GV70 EV
- Tesla Cybertruck
- Chevrolet Silverado EV
- GMC Sierra EV
- Volkswagen ID.Buzz

### Plug-in hybrids

- Alfa Romeo Tonale PHEV
- Ford Ranger PHEV
- Mazda CX70 PHEV
- Ford Explorer PHEV
- Hyundai Santa Cruz PHEV
- Mazda CX90 PHEV



Alfa Romeo  
Tonale PHEV



Canoo LTV



Tesla Cybertruck



Volkswagen ID.Buzz



# Used Plug-In Vehicles

This section presents 19 plug-in vehicle models that are only available on the used market (some of the more exclusive models have been omitted due to space limitations). The table on pages 52 to 60 includes additional data.

Some vehicles may be eligible for a rebate under the [Roulez vert program](#) for used vehicles.

## BMW



## I3 (2014 TO 2021)

	Subcompact luxury car
	3.8 t of GHG saved per year
	130 / 246 km (original estim.)
	\$2,420 / 20,000 km

Fully Electric\*



\* Also available with a range extender (i3-REX)

## CHEVROLET



## BOLT EV (2017 TO 2021)

	Subcompact car
	3.1 t of GHG saved per year
	417 km (original estim.)
	\$1,950 / 20,000 km

Fully Electric



## CHEVROLET



## SPARK EV (2014 TO 2016)

	Subcompact car
	3.1 t of GHG saved per year
	131 km (original estim.)
	\$1,950 / 20,000 km

Fully Electric



## CHEVROLET



## VOLT (2011 TO 2019)

	Compact car
	2.5 t of GHG saved per year
	61 to 85 km (original estim.)
	\$1,200 to \$1,600 / 20,000 km

Plug-In Hybrid



**FORD**



**FOCUS EV (2012 TO 2018)**

Fully Electric

	Compact car
	3.3 t of GHG saved per year
	122 / 185 km (original estim.)



**FORD**



**FUSION ENERGI (2013 TO 2020)**

Plug-In Hybrid

	Mid-size car
	2 t of GHG saved per year
	32 / 42 km (original estim.)
	\$1,225 to \$1,350 / 20,000 km



**FORD**



**C-MAX ENERGI (2013 TO 2017)**

Plug-In Hybrid

	Compact car
	1.5 t of GHG saved per year
	33 km (original estim.)
	\$940 to \$970 / 20,000 km



**HONDA**



**CLARITY (2018 TO 2021)**

Plug-In Hybrid

	Mid-size car
	2.7 t of GHG saved per year
	77 km (original estim.)
	\$1,740 / 20,000 km



**HYUNDAI**



**IONIQ EV (2017 TO 2021)**

Fully Electric

	Compact car
	3.3 t of GHG saved per year
	274 km (original estim.)
	\$2,130 / 20,000 km



## HYUNDAI



## IONIQ PHEV (2017 TO 2022)

Plug-In Hybrid

	Compact car
	2.1 t of GHG saved per year
	47 km (original estim.)
	\$1,440 / 20,000 km



## HYUNDAI



## SONATA PHEV (2016 TO 2019)

Plug-In Hybrid

	Compact car
	1.9 t of GHG saved per year
	41 to 45 km (original estim.)
	\$1,260 to \$1,300 / 20,000 km



## KIA



## SOUL EV (2015 TO 2019)

Fully Electric

	Crossover
	3.8 t of GHG saved per year
	150 / 180 km (original estim.)
	\$2,400 / 20,000 km



## MITSUBISHI



## IMIEV

Fully Electric

	Subcompact car
	3.1 t of GHG saved per year
	100 km (original estim.)
	\$1,925 / 20,000 km



## MITSUBISHI



## OUTLANDER PHEV (2018 TO 2020)

Plug-In Hybrid

	Compact SUV
	1.5 t of GHG saved per year
	35 / 39 km (original estim.)
	\$800 to \$900 / 20,000 km



## NISSAN



## LEAF (2012 TO 2017)

Fully Electric

	Compact car
	3.3 t of GHG saved per year
	117 to 172 km (original estim.)
	\$2,070 / 20,000 km



## SMART



## FORTWO (2013 TO 2018)

Plug-In Hybrid

	Subcompact car
	3.1 t of GHG saved per year
	109 km (original estim.)
	\$1,900 / 20,000 km



## TESLA



## MODEL S (2013 TO 2019)

Fully Electric

	Full-size luxury sedan
	5 t of GHG saved per year
	335 to 539 km (original estim.)
	\$3,300 / 20,000 km



## TOYOTA



## PRIUS PRIME

Plug-In Hybrid

	Compact car
	2.1 t of GHG saved per year
	40 km (original estim.)
	\$1,440 / 20,000 km



## VOLKSWAGEN



## E-GOLF (2018 TO 2020)

Fully Electric

	Compact car
	3.3 t of GHG saved per year
	200 km (original estim.)
	\$2,070 / 20,000 km



# Plug-In Vehicles Table<sup>1</sup>

The summary table presented in the following pages gathers data from each model to facilitate comparison.

## Legend for the Plug-In Vehicles Table:

<b>Type</b>	Fully electric vehicle (BEV) or plug-in hybrid electric vehicle (PHEV).
<b>Base price (after subsidies)</b>	Retail price after subtracting applicable government subsidies (for individuals). The retail price considered is the one suggested by the manufacturer for a basic model without options. Delivery charges, taxes on air conditioning and tires as well as possible dealer fees are not included. The subsidy amount subtracted is "zero-rated" (taxes are subtracted from this amount). When marked with an asterisk (*), the price indicated is based on an estimate or on the most recent information available at the time of going to press.
<b>Batt. kWh</b>	Battery capacity in kWh.
<b>E-range</b>	Electric range according to Natural Resources Canada. When marked with an asterisk (*) the indicated range is an estimate.
<b>Cons./100 km</b>	Energy consumption per 100 kilometres (combined city/highway) <b>kWh</b> : Number of kilowatt hours (kWh) consumed per 100 km in electric mode. <b>L</b> : Number of litres consumed per 100 km in gasoline mode.
<b>Seats</b>	Number of seats (seat belts).
<b>WD</b>	Wheel drive: front-wheel drive (FWD), rear-wheel drive (RWD) or all-wheel drive (AWD).
<b>OBC kW</b>	On-board charger power, in kilowatts (kW)
<b>FC</b>	Fast charging compatibility (50 kW or more): Combo connector (CCS), CHAdeMO connector (CHA), Tesla (T) or not compatible (N).
<b>Towing Capacity</b>	Maximum towing capacity (in kilograms) as recommended by the manufacturer, with an unbraked trailer. Some models may require an optional "hitch kit" to increase the towing capacity of the vehicle.
<b>Savings<sup>2</sup></b>	Per 20,000 km / Per 100,000 km  Vehicle usage-related savings, accumulated after 20,000 or 100,000 kilometres. Variable: gas price \$1.15/L.

<sup>1</sup> The data in this table corresponds to the information available as of December 2022. In the event of any errors or discrepancies, the manufacturers' official documentation (websites and brochures) obviously takes precedence over the information in this document. For vehicles that are no longer in production (available on the used market), the data presented is from the last year of production.

<sup>2</sup> Savings: parameters used to calculate this indicator are available on the [runningelectric.ca](http://runningelectric.ca) website.

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./ 100km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh	L						20,000 km	100,000km
<b>AUDI</b>													
e-tron	BEV	\$87,342	95	364	27.0	0	5	AWD	11	CCS	1,814	\$3,175	\$15,875
e-tron GT	BEV	\$133,950	93.4	383	25.6	0	4	AWD	11	CCS		\$3,240	\$16,200
Q4 e-tron	BEV	\$49,513	82	380	22.1	0	5	AWD	11	CCS	1,200	\$3,940	\$19,700
Q5 TFSI e	PHEV	\$76,100	179	37	34.7	9	5	AWD	74	N	907	\$1,175	\$5,875
<b>BMW</b>													
330e Sport	PHEV	\$50,551	12	35	27.9	8.8	5	RWD	3.7	N		\$960	\$4,800
330e xDrive	PHEV	\$53,651	12	34	31.3	9.2	5	AWD	3.7	N		\$830	\$4,150
530e xDrive	PHEV	\$68,000	12	31	32.9	9.5	5	AWD	3.7	N		\$860	\$4,300
i3 (2014 to 2021)	BEV	Used	42.2	246	18.5	0	4	RWD	11	CCS		\$1,930	\$9,650
i3 - REX (2014 to 2021)	PHEV	Used	42.2	203	19.9	7.7	4	RWD	11	N		\$1,950	\$9,750
i4 eDrive35	BEV	\$44,553	70.2	412	18.2	0	5	RWD	11	CCS		\$2,740	\$13,700
i4 eDrive40	BEV	\$50,953	83.9	484	19.2	0	5	RWD	11	CCS		\$2,720	\$13,600
i4 xDrive	BEV	\$75,990	83.9	436	21.8	0	5	AWD	11	CCS		\$2,660	\$13,300
i7 xDrive	BEV	\$147,000	105.7	512	24.3	0	5	AWD	11	CCS		\$3,270	\$16,350
iX xDrive40	BEV	\$79,990	76.6	322	24.4	0	5	AWD	11	CCS		\$3,230	\$16,150
iX xDrive50	BEV	\$93,000	111.5	521	23.6	0	5	AWD	11	CCS		\$3,250	\$16,250
X3 xDrive	PHEV	\$62,816	12	29	34.9	10.1	5	AWD	3.7	N	2,000	\$889	\$4,445
X5 xDrive	PHEV	\$83,500	24	50	39	11.5	5	AWD	3.7	N	2,700	\$1,202	\$6,010

**PLUG-IN VEHICLES TABLE**

See legend on page 51

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./ 100km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh	L						20,000 km	100,000km
<b>CADILLAC</b>													
Lyriq	BEV	\$67,698	102	502	23.6	0	5	RWD	19.2	CCS	1,588	\$3,250	\$16,250
<b>CHEVROLET</b>													
Blazer EV (2LT - 2024)	BEV	\$46,400*	102	500*	23.5*	0	5	FWD	19.2	CCS	Unk.	\$3,080	\$15,400
Bolt EUV	BEV	\$30,161	65	397	18.3	0	5	FWD	11	CCS		\$2,425	\$12,125
Bolt EV	BEV	\$28,111	65	417	17.3	0	5	FWD	11	CCS		\$1,950	\$9,750
Bolt EV (2017 to 2021)	BEV	Used	66	417	17.8	0	5	FWD	7.2	CCS		\$1,950	\$9,750
Spark EV (2014 to 2016)	BEV	Used	18.4	131	17.8	0	5	FWD	3.3	CCS		\$1,950	\$9,750
Volt (2011 to 2015)	PHEV	Used	17.1	61	21.4	6.4	5	FWD	3	N		\$1,200	\$6,000
Volt (2016 to 2019)	PHEV	Used	18.4	85	19.9	5.6	5	FWD	3.6	N		\$1,600	\$8,000
<b>CHRYSLER</b>													
Pacifica Hybrid	PHEV	\$46,897	16	51	25.8	8	7	FWD	6.6	N		\$1,965	\$9,825
<b>FISKER</b>													
Ocean	BEV	\$33,562	75	402	19.7*	0	5	FWD	11*	CCS	1,090	\$2,640	\$13,200
Ocean Ultra	BEV	\$53,562	100	547	20*	0	5	AWD	11*	CCS	1,815	2,630\$	\$13,150
<b>FORD</b>													
C-Max Energi (2013 to 2017)	PHEV	Used	7.6	35	22.0	6.0	5	FWD	7.6	N		\$969	\$4,845
E-Transit	BEV	\$70,450	68	203	33	0	2	RWD	11	CCS		\$3,000	\$15,000
Escape PHEV	PHEV	\$35,371	14.4	60	20.2	5.8	5	FWD	7.4	N	907	\$1,890	\$9,450

**PLUG-IN VEHICLES TABLE**

See legend on page 51

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./100 km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh	L						20,000 km	100,000 km
<b>F150 Lightning XLT</b>	BEV	\$70,195	98	370	26.5	0	5	AWD	11	CCS	3,493	\$3,675	\$18,375
<b>F150 Lightning XLT Extended-Range</b>	BEV	\$83,575	131	480	27.3	0	5	AWD	11	CCS	4,536	\$3,660	\$18,300
<b>Focus EV (2012 to 2018)</b>	BEV	Used	33.5	185	19.6	0	5	FWD	6.6	CCS		\$2,050	\$10,250
<b>Fusion Energi (2013 to 2020)</b>	PHEV	Used	9	42	20.5	5.6	5	FWD	3.6	N		\$1,350	\$6,750
<b>Mustang Mach-E Select</b>	BEV	\$46,558	75.7	397	20.3	0	5	RWD	11	CCS		\$2,625	\$13,125
<b>Mustang Mach-E Select AWD</b>	BEV	\$49,558	75.7	360	22.6	0	5	AWD	11	CCS		\$2,570	\$12,850
<b>Mustang Mach-E Extended-Range AWD</b>	BEV	\$62,893	98.8	446	23.1	0	5	AWD	11	CCS		\$2,560	\$12,800
<b>GENESIS</b>													
<b>G80 Electrified</b>	BEV	\$105,000*	87.2	454	21.0	0	5	AWD	11	CCS	907	\$2,820	\$14,100
<b>GV60</b>	BEV	\$71,000*	77.4	399	21.7	0	5	AWD	11	CCS		\$2,700	\$13,500
<b>GMC</b>													
<b>Hummer EV SUV</b>	BEV	\$125,000*	212.7	530	40	0	5	AWD	11	CCS	3,400*	\$3,375	\$16,875
<b>Hummer EV SUV</b>	BEV	\$125,000*	212.7	530	40	0	5	AWD	11	CCS	3,400*	\$3,130	\$15,650
<b>HONDA</b>													
<b>Clarity (2018 to 2021)</b>	PHEV	Used	17	77	19	5.6	5	FWD	6.6	N		\$1,742	\$8,710
<b>HYUNDAI</b>													
<b>IONIQ electric (2017 to 2021)</b>	BEV	Used	40	274	15.8	0	5	FWD	7.2	CCS		\$2,130	\$10,650
<b>IONIQ PHEV (2018 to 2022)</b>	PHEV	Used	8.9	47	17.4	4.5	5	FWD	3.3	N		\$1,440	\$7,200

See legend on page 51

**PLUG-IN VEHICLES TABLE**

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./ 100km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh	L						20,000 km	100,000 km
IONIQ 5	BEV	\$38,562	58	354	19.3	0	5	RWD	11	CCS	907	\$2,650	\$13,250
IONIQ 5 Long Range	BEV	\$42,562	77.4	488	18.6	0	5	RWD	11	CCS	907	\$2,660	\$13,300
IONIQ 5 Long Range AWD	BEV	\$44,562	77.4	428	21.3	0	5	AWD	11	CCS	907	\$2,600	\$13,000
IONIQ 6	BEV	\$38,563	58	435	14*	0	5	RWD	11	CCS	Ind.	\$2,380	\$11,900
IONIQ 6 Long Range	BEV	\$42,563	77.4	581	14*	0	5	RWD	11	CCS	Ind.	\$2,380	\$11,900
IONIQ 6 Long Range AWD	BEV	\$51,563	77.4	509	14*	0	5	AWD	11	CCS	Ind.	\$2,380	\$11,900
KONA Electric	BEV	\$33,962	64	415	17.4	0	5	FWD	11	CCS		\$2,450	\$12,250
Santa Fe PHEV	PHEV	\$43,176	13.8	50	27.5	7.2	5	AWD	7.2	N	907	\$1,975	\$9,875
Sonata PHEV (2016 to 2019)	PHEV	Used	9.8	45	20.9	6	5	FWD	3.3	N		\$1,300	\$6,500
Tucson PHEV	PHEV	\$38,076	13.8	53	25.9	6.7	5	AWD	6.7	N	907	\$1,600	\$8,000
<b>JAGUAR</b>													
I-PACE	BEV	\$102,800	90	357	28.1	0	5	AWD	11	CCS		\$2,800	\$14,000
<b>JEEP</b>													
Grand Cherokee 4xe	PHEV	\$78,380	17.3	42	36	10	5	AWD	7.7	N	2,818	\$1,210	\$6,050
Wrangler 4xe	PHEV	\$49,144	17.3	35	42.2	11.7	5	AWD	7.7	N	1,588	\$650	\$3,250
<b>KIA</b>													
EV6	BEV	\$33,659	58	373	18	0	5	RWD	11	CCS	1,043	\$2,675	\$13,375
EV6 Long Range	BEV	\$41,659	77.4	499	18	0	5	RWD	11	CCS	1,043	\$2,675	\$13,375

**PLUG-IN VEHICLES TABLE**

See legend on page 51

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./ 100km		Seats	WD	OBC kW	FC	Towing capacity [kg]	Savings	
					kWh	L						20,000km	100,000km
<b>EV6 Long Range AWD</b>	BEV	\$43,659	77.4	454	19.9	0	5	RWD	11	CCS	1,043	2,630	13,150
<b>Niro EV</b>	BEV	\$34,558	64.8	407	18.6	0	5	FWD	11	CCS		2,420	12,100
<b>Niro PHEV</b>	PHEV	\$31,472	11.1	55	19.7	4.8	5	FWD	3.3	CCS		1,780	8,900
<b>Sorento PHEV</b>	PHEV	\$41,487	13.8	51	26.4	6.9	6	AWD	3.3	N	907	2,060	10,300
<b>Soul EV Limited</b>	BEV	\$43,573	64	383	18.7	0	5	FWD	7.2	CCS		2,420	12,100
<b>Soul EV Premium</b>	BEV	\$34,573	39.2	248	17.8	0	5	FWD	7.2	CCS		2,440	12,200
<b>Soul EV (2015 to 2017)</b>	BEV	Used	27	150	19.9	0	5	FWD	6.6	CCS		2,390	11,950
<b>Soul EV (2018 to 2019)</b>	BEV	Used	30	179	19.3	0	5	FWD	6.6	CCS		2,400	12,000
<b>Spportage PHEV</b>	PHEV	\$40,487	13.8	55	24.6	6.7	5	AWD	3.3	N	907	1,640	8,200
<b>LEXUS</b>													
<b>NX 450h+</b>	PHEV	\$51,252	18.1	61	24.7	6.6	5	AWD	6.6	N	907	2,080	10,400
<b>RZ 450e</b>	BEV	\$70,000*	71.4	354	20.4*		5	AWD	6.6*	CCS	Ind.	2,970	14,850
<b>LINCOLN</b>													
<b>Aviator Grand Touring</b>	PHEV	\$85,400	13.6	34	37.3	10.3	6	AWD	6.6	CCS	2,540	1,160	5,800
<b>Corsair Grand Touring</b>	PHEV	\$55,551	14.4	43	27.3	7.1	5	AWD	6.6	CCS	1,361	1,730	8,650
<b>LUCID</b>													
<b>Air Pure</b>	BEV	\$119,000	88	653	18.1	0	5	RWD	19.2	CCS		3,410	17,050
<b>MAZDA</b>													
<b>MX-30</b>	BEV	\$31,713	35.5	161	22.8	0	5	FWD	6.6	CCS		2,410	12,050

See legend on page 51

**PLUG-IN VEHICLES TABLE**

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./ 100 km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh	L						20,000 km	100,000 km
<b>MERCEDES-BENZ</b>													
EQB 350 4MATIC	BEV	\$75,700	66.5	345	19.3	0	5	11	CCS			\$2,750	\$13,750
EQB 350 4MATIC - 7 seats	BEV	\$77,000	66.5	345	19.3	0	7	AWD 11	CCS			\$2,750	\$13,750
EQS 4MATIC Sedan	BEV	\$146,500	107.8	547	22.4	0	5	AWD 11	CCS			\$3,310	\$16,550
EQS 4MATIC SUV	BEV	\$136,000*	107.8	459	26.9	0	5	AWD 11	CCS	Ind.		\$3,420	\$17,100
<b>MINI</b>													
Countryman SE ALL4	PHEV	\$50,631	10	29	28.4	8	5	AWD 3.3	N			\$1,080	\$5,400
Cooper SE 3 Door	BEV	\$30,553	32.6	183	19.1	0	4	FWD 11	CCS			\$2,400	\$12,000
<b>MITSUBISHI</b>													
i-MiEV	BEV	Used	16	100	18.7	0	2	RWD 3.3	N			\$1,925	\$9,625
Outlander PHEV 2023	PHEV	\$37,990	20	61	31.7*	9	7	AWD 3.6	CHA	907		\$1,260	\$6,300
Outlander PHEV (2018 to 2020)	PHEV	Used	12	35	27.7	9.2	5	AWD 3.3	CHA	680		\$800	\$4,000
Outlander PHEV (2021 to 2022)	PHEV	Used	13.8	39	28.2	9.1	5	AWD 3.3	CHA	680		\$900	\$4,500
<b>NISSAN</b>													
Ariya Engage	BEV	\$42,561	63	348	20.5	0	5	FWD 7.2	CCS	1,500		\$2,620	\$13,100
Ariya Venture +	BEV	\$60,598	63	330	21.1	0	5	AWD 7.2	CCS	1,500		\$2,610	\$13,050
Ariya Evolve e-4ORCE	BEV	\$69,198	87	426	22	0	5	AWD 7.2	CCS	1,500		\$2,590	\$12,950

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./100 km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh	L						20,000 km	100,000 km
Leaf (2012 to 2015)	BEV	Used	24	117	18.4	0	5	FWD	6.6	CHA		\$2,070	\$10,350
Leaf (2016 to 2017)	BEV	Used	30	172	18.6	0	5	FWD	6.6	CHA		\$2,070	\$10,350
Leaf SV	BEV	\$35,861	40	240	18.9	0	5	FWD	6.6	CHA		\$2,060	\$10,300
Leaf SV PLUS	BEV	\$30,111	62	341	20	0	5	FWD	6.6	CHA		\$2,040	\$10,200
<b>POLESTAR</b>													
Polestar 2 Long Range FWD	BEV	\$45,513	78	435	19.6	0	5	FWD	11	CCS	900	\$2,710	\$13,550
Polestar 2 Long Range AWD	BEV	\$48,513	78	418	23.5	0	5	AWD	11	CCS	900	\$2,625	\$13,125
Polestar 3	BEV	\$97,400	111	482	17.5	0	5	AWD	11	CCS	750	\$3,390	\$16,950
<b>PORSCHE</b>													
Cayenne E-Hybrid	PHEV	\$99,200	14.1	27	44.9	11.3	5	AWD	7.2	N	3,500	\$730	\$3,650
Panamera 4 E-Hybrid	PHEV	\$121,800	17.9	31	39.6	10.8	4	AWD	7.2	N		\$1,000	\$5,000
Taycan 4S	BEV	\$125,600	79.2	320	26.4	0	4	AWD	11	CCS		\$3,225	\$16,125
Taycan 4S Performance Plus	BEV	\$131,960	93.4	365	27.3	0	4	AWD	11	CCS		\$3,200	\$16,000
<b>RIVIAN</b>													
R1T Standard Pack	BEV	\$105,250	105	415	30.2	0	7	AWD	11	CCS	4,990	\$3,350	\$16,750
R1T Large Pack	BEV	\$113,500	135	515	30.2	0	7	AWD	11	CCS	4,990	\$3,350	\$16,750
R1S Standard Pack	BEV	\$98,500	105	415	29.9	0	5	AWD	11	CCS	4,990	\$3,600	\$18,000
R1S Large Pack	BEV	\$106,750	135	515	29.9	0	5	AWD	11	CCS	4,990	\$3,600	\$18,000

See legend on page 51

**PLUG-IN VEHICLES TABLE**

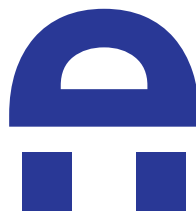
Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./100km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh	L						20,000km	100,000 km
<b>SMART</b>													
fortwo (2013 to 2018)		Used	176	109	19.3	0	2	RWD	3.3	CCS		\$1,900	\$9,500
<b>SUBARU</b>													
Crosstrek PHEV		\$39,846	8.8	27	23.5	6.7	5	AWD	3.3	N	453	\$1,050	\$5,250
Solterra		\$43,860	71.4	360	19.0	0	5	AWD	6.6	CCS		\$2,650	\$13,250
<b>TESLA</b>													
Cybertruck		Unk.*	200*	800*	Ind.	0	5	AWD	16.5	FWD	Ind.	\$3,600*	\$18,000*
Model 3 Standard Range		\$44,463	60	438	15.8	0	5	RWD	7.6	FWD		\$2,800	\$14,000
Model 3 Performance AWD		\$72,990	82	507	18.6	0	5	AWD	11	FWD		\$2,730	\$13,650
Model S		\$122,990	100	652	17.5	0	5	AWD	16.5	FWD		\$3,420	\$17,100
Model S 60D (2013 to 2017)		Used	60	350	20.2	0	5	RWD	11	FWD		\$3,360	\$16,800
Model S 85D (2013 to 2016)		Used	85	435	23.6	0	5	RWD	11	FWD		\$3,290	\$16,450
Model S 75D (2017 to 2019)		Used	75	417	20.3	0	5	RWD	11	FWD		\$3,360	\$16,800
Model S 100D (2017 to 2019)		Used	100	539	20.6	0	5	RWD	11	FWD		\$3,350	\$16,750
Model X		\$142,990	100	560	20.6	0	5	AWD	16.5	FWD	2,250	\$3,320	\$16,600
Model X - 7 seats		\$147,590	100	560	20.6	0	7	AWD	16.5	FWD	2,250	\$3,320	\$16,600
Model Y		\$69,990	75	531	17.2	0	5	AWD	11	FWD	1,600	\$3,040	\$15,200
Model Y - 7 seats		\$75,990	75	531	17.2	0	7	AWD	11	FWD	1,600	\$3,040	\$15,200

Model	Type	Base price (after subsidies)	Batt. kWh	E-range	Cons./100km		Seats	WD	OBC kW	FC	Towing capacity (kg)	Savings	
					kWh/h	L						20,000 km	100,000 km
<b>TOYOTA</b>													
BZ4X	BEV	\$34,553	71.4	354	19.0	0	5	AWD	6.6	CCS		\$2,650	\$13,250
Prius Prime 2023	PHEV	Unk. *	13.6	60*	16*	4.8*	5	FWD	Ind.	N		\$1,500*	\$7,500*
Prius Prime (2017 to 2022)	PHEV	Used	8.8	40	15.8	4.3	5	FWD	3.3	N		\$1,440	\$7,200
RAV4 Prime	PHEV	\$40,692	18.1	68	22.3	6	5	AWD	6.6	N	1,134	\$1,930	\$9,650
<b>VOLKSWAGEN</b>													
<b>e-Golf (2018 to 2020)</b>													
BEV	BEV	Used	35.8	198	18.6	0	5	FWD	7.2	N		\$2,070	\$10,350
ID.4	BEV	\$33,558	62	336	20.2	0	5	RWD	11	CCS	998	\$2,630	\$13,150
ID.4 Pro	BEV	\$37,558	82	443	20.2	0	5	RWD	11	CCS	998	\$2,630	\$13,150
ID.4 Pro AWD	BEV	\$42,558	82	410	22	0	5	AWD	11	CCS	998	\$2,630	\$13,150
<b>VOLVO</b>													
C40 Recharge	BEV	\$49,513	78	364	23.9	0	5	AWD	11	CCS	900	\$2,650	\$13,250
S60 T8 Recharge	PHEV	\$51,252	14.9	64	27.2	7.6	5	AWD	3.7	N	907	\$1,650	\$8,250
S90 T8 Recharge	PHEV	\$77,950	14.9	61	30.0	8.1	5	AWD	3.7	N		\$1,630	\$8,150
V60 Recharge	PHEV	\$51,252	14.9	64	27.2	7.6	5	AWD	3.7	N	750	\$1,650	\$8,250
XC40 Recharge	BEV	\$49,513	78	359	24.5	0	5	AWD	11	CCS	900	\$2,640	\$13,200
XC60 Recharge	PHEV	\$64,950	14.9	58	31.2	8.5	5	AWD	3.7	N	1,588	\$1,650	\$8,250
XC90 Recharge	PHEV	\$82,650	14.9	53	30.6	8.9	7	AWD	3.7	N	2,250	\$1,850	\$9,250

# THANK YOU TO OUR PARTNERS

# running electric

A campaign coordinated by Équiterre with the financial support of the Gouvernement du Québec as part of The 2030 Plan for a Green Economy.



Équiterre

Plan for a  
Green  
Economy



Québec



Running Electric partners



Association  
des Véhicules  
Électriques du Québec



CCAQ  
L'ASSOCIATION DES  
CONCESSIONNAIRES  
AUTOMOBILES DU  
QUÉBEC



CORPORATION  
des concessionnaires  
d'automobiles de Montréal



Fondation québécoise  
D'ÉDUCATION  
EN SÉCURITÉ  
ROUTIÈRE



Regroupement national  
des conseils régionaux  
de l'environnement



Union  
des municipalités  
du Québec



Find the model that meets your needs  
and **calculate your savings** at

**running  
electric**

A campaign by:

**Équiterre**

With the support of:

Plan for a  
**Green  
Economy**



**Québec** 