

Same magic, upsized

Mind-reading one-pedal performance with more legroom - by Joe Sage

We fell for one-pedal mode in a big way when first driving the new Chevrolet Bolt EV a few years back—pure one-foot go and stop, much like a golf cart. It's a blast.

The Bolt EV had everything it takes to be a huge success—style, size, price, performance, a relatively unique spot in the marketplace—but so far has not sold as well as it deserves to. Now it's a family, and they may just be getting started.

Buick has had the teeny Encore since before being that teeny was that common, and while they continue to make that, they've added a larger Encore GX, in line with a trend toward a crossover utility version of anything and everything.

Chevy has now done similarly, keeping the orig-

inal Bolt EV in the lineup, while also creating a new, more crossover utility-ish vehicle, the Bolt EUV, as in Electric Utility Vehicle. Put that all together, and it seems the two should check all the right boxes.

Chevy Bolt EUV bears many of the same style fundamentals of the Bolt EV, though its overall personality is a bit transformed by its size, just 6.3 inches longer, on a wheelbase just 2.9 inches longer. A functional difference is that Bolt EUV increases rear legroom by a healthy 3.2 inches. (Headroom is also about an inch more in the front row, while cargo capacity is very close to unchanged.)

Systems setup was pretty easy, with many features also readily accessible via steering wheel controls, though a full-time owner can benefit from

customizing via a MyChevy interface. A big plus is a physical knob for audio power and volume.

It's the driving itself that makes us such big fans. We get a pretty big kick out of Bolt EUV's one-pedal mode—in fact a very big kick. A few other manufacturers have since introduced various versions of one-pedal driving, some partial, some with multiple variables, some short of one-button convenience, but probably none as straightforward, focused and dedicated as this one.

If it's your first time, it takes a second to get used to the leap of faith that you don't need your brake pedal—an interesting experience, sort of like stopping purely by the absence of going. (In fast stop and go traffic in town, you'll probably still use the brake pedal at times.) Whether this is your first rodeo or not with any EV, we heartily recommend you give it a try—it's a magical feature that gives you (and your passengers) great insight into

the overall EV driving experience.

Not your cup of tea? Have no fear—when not in one-pedal mode, your driving experience will be mainstream. (And it's still always there to give a friend a thrill.) Any EV can surprise a first-timer with its power, presence and a feeling that you are master of your moves. One-pedal mode emphasizes all of the above and adds a layer of performance and fun—very different, yet very intuitive.

Recalling our first little Chevy Bolt EV drive in the hills outside Silicon Valley, we took the bigger Bolt EUV on one of our favorite twisty, hilly and fast drives in the countryside—a challenging road that encourages pushing the limits. The Bolt EUV is only 0.2 inches taller than the Bolt EV, and it weighs just 91 pounds more. The battery is the same, 947 pounds, and with a total weight of just 3715 pounds (even in this top trim), that equates to notable road-hugging for this little utility.

We then took it to something even twistier and hillier, though much narrower and thus not quite as fast. We figured we'd have to be more cautious

with one-pedal here, probably needing to actually brake more, but our leap of faith was quickly augmented by the feeling that this drive setup is basically a mind-reader, and a good one.

(The braking effect is not so much automatic as responsive to conditions, of course. As with anything automated, you still want to be ready to take over at any time, just in case.)

Two big plusses with Chevy's one-pedal mode: you can reach down and pop it in and out of that mode easily, without looking; and it will remain in mode even after having been parked and shut off.

We were enthusiastic when this vehicle appeared on our schedule, as the little Chevy Bolt EV had already proven itself to be one very cool little electric car. We were interested in seeing what they've done to achieve a utility spinoff. And they have come through, 100 percent.

With or without considering one-pedal mode's layer of magical performance, Chevrolet has hit the most mainstream bullseye imaginable by giving the Bolt EV this new stablemate, the Bolt EUV. ■

Chevy will be building a new Silverado EV pickup at the Orion Township plant, which has led to some speculation that the Bolt EV and Bolt EUV's days may be numbered. And yet, they have just completely refreshed the Bolt EV and introduced this new offering, the Bolt EUV. We certainly hope they stick around. Either way, now seems like a solid time to go give one a try.

SPECIFICATIONS

ASSEMBLY	Orion Township, Michigan
CONTENT	63% US/Canada / 15% S Korea
ELECTRIC DRIVE	single permanent magnetic motor; single gearset
BATTERY	rechargeable 288-cell 65 kWh
BATTERY WEIGHT	947 lb
HP/TORQUE	200 hp / 266 lb-ft
FINAL DRIVE RATIO	7.05:1
SUSPENSION	F: Indep MacPherson strut-type w direct-acting stblzr bar; R: compound crank (torsion beam) w coils
STEERING	column-mtd elec pwr steering
BRAKES	4-whl disc, electro-hydraulic, partly regen; F: 11" vented; R: 10" solid
WHEELS	17-in alum
TIRES	Michelin Selfseal 215/50R17 a/s
LENGTH / WHEELBASE	169.5 / 105.3 in
GROUND CLEARANCE	na
TURNING CIRCLE	38.3 ft
HEADROOM (F/R)	(w sunrf) 39.1 / 37.8 in
LEGROOM (F/R)	44.3 / 39.2 in
CARGO CAPACITY	16.3 / 56.9 cu.ft
WEIGHT	3715 lb
CHARGING TIMES	120V: 4 miles range/hr
	240V 32A: 25 mi range/hr, full ±10 hrs
	240V 48A: 37 mi range/hr, full ±7 hrs
	DC Fast Charge: up to 95 mi in 30 min
RANGE	(on full charge) 247 miles

BASE PRICE	\$37,500
SUN & SOUND PKG	Bose 7-spkr audio, dual panel tilt-slide power sunroof w power sunshade, Chevrolet Infotainment 3 Plus w nav2495
SUPER CRUISE PKG	incl first 3 years; enhanced auto emergency braking.....2200
DESTINATION CHARGE	995
TOTAL	\$43,190

Note: prices have increased since sticker.

2022 BOLT EV / EUV LINEUP

Bolt EV	1LT	\$31,500
	2LT	34,700
Bolt EUV	LT	\$33,500
	Premier	38,000

2023 BOLT EUV REDLINE EDITION

For 2023, Bolt EUV adds a Redline Edition appearance package to the lineup, including 17-inch gloss black painted aluminum wheels with red accents, black and red Bolt EUV rear badge, and red accent decals on outside mirror caps. Jet black leather interior with red accent stitching is available on both trims; paints include Summit White, Mosaic Black Metallic and Silver Flare Metallic. Pricing t.b.d.

