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Every Electric Vehicle That's Expected in the Next Five Years

These EVs aren't for sale yet but are in various stages from concept to production—and perhaps a few may never see the light of day.

BY CAR AND DRIVER JAN 12, 2021

CAR AND DRIVER

[Electric cars](#) are the future, and each year we've seen automakers add more EVs to their lineup. Everything including existing manufacturer EVs along with some new names such as [Byton](#), Lordstown, and [Rivian](#) will be produced. We've compiled a list of every electric vehicle, from concept to starting production, that isn't available yet but will be soon.

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Aspark Owl (Expected: 2021)

ASPARK

The **Aspark Owl** hypercar is the first of what the Japanese EV maker promises will be a lineup of high-dollar hypercars. The Owl produces 1984 horsepower from four electric motors, what it claims is a unique torque-vectoring system, and a 64.0-kWh lithium-ion battery pack with which Aspark promises 280 miles of driving range. The Owl's claimed top speed is 249 mph, and it'll cost $3.2 million. Production will be limited to 50 units worldwide, and deliveries will begin in mid-2020. —*Connor Hoffman*

Audi e-tron GT (Expected: 2021)

AUDI

You may recognize the **e-tron GT** from *Avengers: Endgame*, where it made an appearance in concept-car form. Audi says that the production version of this sports sedan will look similar to the attractive concept you see here. We **drove a camouflaged RS version in November 2020**. Mechanically, it will share its underpinnings and powertrain with the Porsche Taycan and offer 590 horsepower and up to as much as 637 in overboost mode. Base versions make 510 horsepower, or 12 fewer than the Taycan 4S. Audi claims its capable of 249 miles on a single charge, and we estimated it will cost roughly $163,000. It supports 150-kW fast-charging capability when it arrives in 2021. —*Joey Capparella*

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Audi Q4 e-tron (Expected: 2021)

AUDI

As you might expect from its name, the **Q4 e-tron** will slot in between Audi's Q3 and Q5 crossovers in size. But it will be different from both in that it will come only in an all-electric e-tron configuration. Like many of the Volkswagen Group's upcoming EV models, it will ride on the company's MEB platform. The Q4 e-tron concept pictured here offers a close look at what the production car will look like when it goes on sale in 2021. —*Joey Capparella*

BMW i4 (Expected: Late 2021)

KGP PHOTOGRAPHY | CAR AND DRIVER

BMW's first "i" cars, the i3 and i8, relied upon wild, futuristic designs to make a statement. The next model in the electric sub-brand will have far more conventional styling, as it's intended to be similar to the 4-series Gran Coupe four-door hatchback. BMW has already announced that the i4 will have 523 hp and an 80.0-kWh battery pack, and it will start production in 2021. —*Joey Capparella*

BMW iNext (Expected: 2023)

BMW

The iNext starts production in 2021 and should arrive in the U.S. sometime later. Europe will get it before we do. It's intended as a flagship for BMW's expanded "i" family of electrified vehicles. BMW says it will have a range of over 400 miles with Level 3 autonomous driving capability. —*Austin Irwin*

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BMW iX3 (Expected: 2022)

BMW

First things first: This BMW EV is not U.S. bound. Also, the BMX iX3 was previewed in 2018 and we're still waiting for it. This iX3 will accommodate 150-kW charging, which is capable of replenishing the battery pack in as little as 30 minutes. Additionally, the iX3 features a model-specific rear-axle subframe to accommodate the new powertrain. 200 miles of range is expected. —*Austin Irwin*

Bollinger B1 (Expected: 2021)

BOLLINGER

From a Michigan-based startup come a pair of utilitarian-looking high-end vehicles, including this **B1 SUV**, each **priced at $125,000** and expected to start reaching customers in 2021. They're targeted at people who are prepared to add a lot of options at extra cost to what's already a high-end SUV or truck. Both SUV and truck are claimed to offer 614 horsepower, 668 lb-ft of torque, and a 4.5-second zero-to-60-mph time. The Bollinger B1's 120.0-kWh battery pack is said to offer up to 200 miles of range. Other specs include a 5000-pound payload capacity and 15 inches of ground clearance. *—Laura Sky Brown*

Bollinger B2 (Expected: 2021)

BOLLINGER

The **Bollinger B2** pickup has foldable and removable body panels, Jeep Gladiator style, plus locking differentials, disconnecting sway bars front and rear, and up to 20 inches of ground clearance to seal its off-road cred. From there it gets interesting: the B2 will feature both front and rear tailgates, geared axle hubs, a hydropneumatic suspension, and the ability to carry 16-foot pieces of lumber with the tailgate closed. The B2 will cost $125,000, with Bollinger currently taking deposits for an expected 2021 on-sale date. —*Laura Sky Brown*

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Byton M-Byte Concept (Expected: Mid-2021)

BYTON

Byton's **M-Byte and K-Byte concepts**, a crossover and a sedan, were first seen at the CES technology show last January. They're the leading edge of what's expected to be a flood of electric vehicles from the Chinese startup, which has only been around since 2016. European countries will get to buy them first, but we expect the M-Byte to start at $45,000 in the U.S. The 272-hp rear-wheel-drive model has a 72.0-kWh battery, as well as two versions with a larger, 95.0-kWh pack: a 408-hp all-wheel drive version and a rear-wheel drive model. Byton says the smaller battery pack can provide up to 224 miles of range and the larger 95-kWh battery is good for up to 286 miles. —*Joey Capparella*

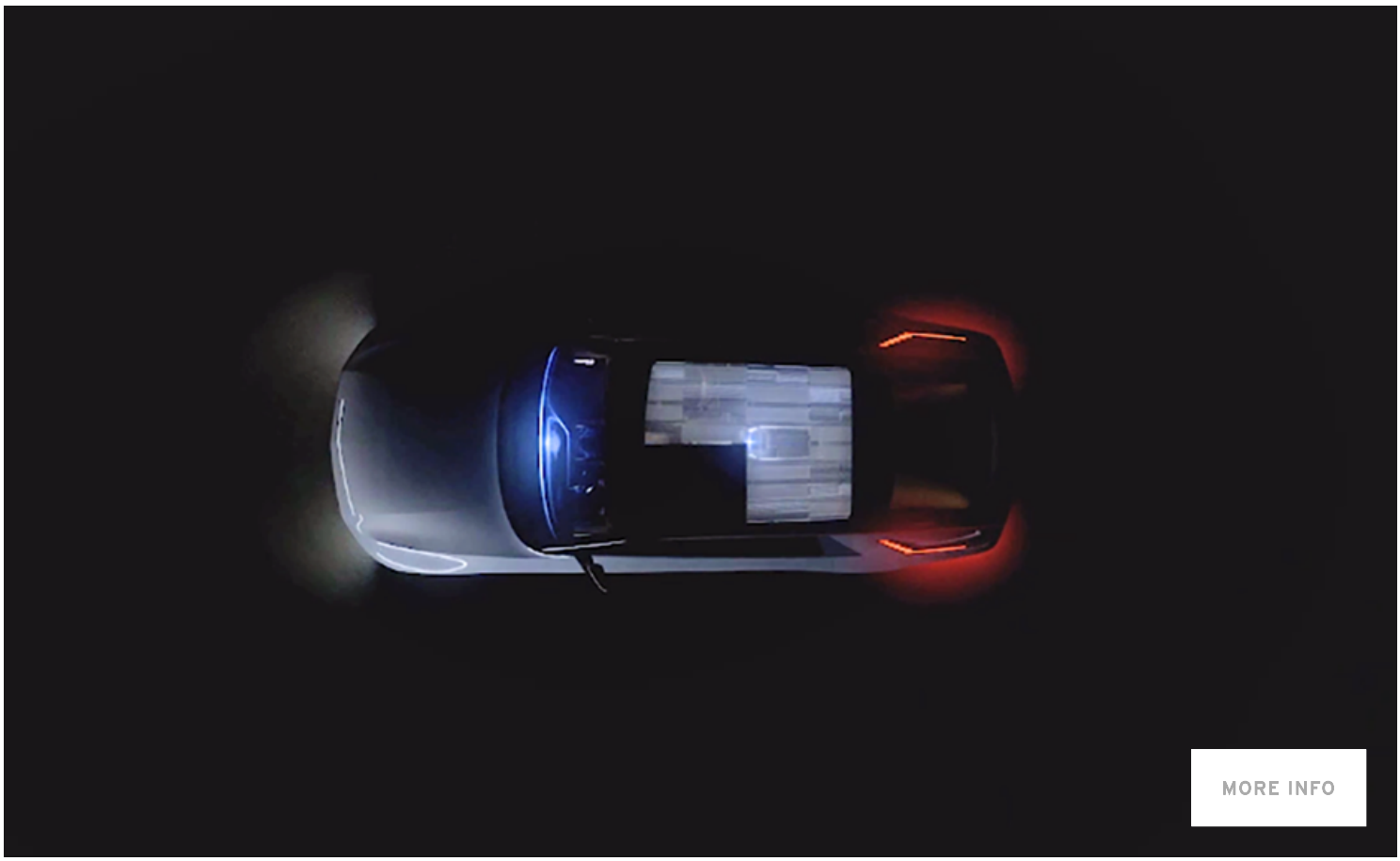
Cadillac Lyriq (Expected: 2022)

VIEW PHOTOS

CADILLAC

The first electric Cadillac is almost here, and will be built in Spring Hill, Tennessee alongside other future GM electric vehicles. The **Lyriq** will be sold in both single-motor rear-wheel drive and dual-motor all-wheel drive variants. Cadillac says it will have a range of more than 300 miles on a single charge, using GM's modular platform and **Ultium scalable battery architecture**. Although details are still hush-hush, Cadillac says the Lyriq will likely offer a battery with about 100-kWh worth of capacity, with DC fast charging standard. Photos of the Lyriq's giant **33.0-inch curved LED display** have been shared, and **Cadillac recently partnered with a digital design company** that's worked on video games and movies for its look and feel. —*Austin Irwin*

Cadillac Celestiq (Expected: Sometime before 2025)



CADILLAC

The Cadillac Celestiq was teased this year as the companies electric four-seat hatchback. Like every future GM EV, it will be built on GM's Ultium battery platform, and will likely have a driving range of 300 miles or more. Dual-motor all-wheel-drive is also available, and will also have four-wheel steering, likely the same system as already showcased from the GMC Hummer EV. It also features a four-panel "smart glass" roof that can change its level of transparency over each passenger. This will likely be Cadillac's EV flagship, and start around $100,000. More details coming soon. —*Austin Irwin*

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Chevrolet Electric Pickup (Expected: 2025 or sooner)

CHEVROLET

Chevrolet is fashionably late to the EV-pickup party, as they announced earlier in 2020 that a **fully-electric Chevy pickup** would go into production before 2025, and that it would be different than the already teased GMC Hummer EV. **Chevy can fit 24 modules between the frame and under the body** with a battery pack that can store as much as 200.0 kWh of electricity on board. That much juice—Tesla vehicles currently top out at 100.0 kWh—should mean at least 300-mile range for unnamed truck. Unfortunately for Chevy, even startup companies like Lordstown, Nikola, and Rivian all have trucks planned to go on sale sooner. —*Austin Irwin*

Faraday Future FF91 (Expected: 2023)

FARADAY FUTURE

The **Faraday Future FF91** once looked like it was going to make waves, but will it ever reach production? We first saw the FF91 at CES 2017, and the startup then said the car was production-ready. It boasts a claimed 1050 horsepower from two rear-mounted electric motors, plus an available front-mounted motor. Faraday Future claims the big crossover can blast from zero to 60 mph in 2.4 seconds. A 130.0-kWh

battery pack created in partnership with LG Chem is said to provide an estimated 378-mile range. On-sale date is TBA. —*Connor Hoffman*

Ford F-150 Electric (Expected: 2021)

FORD

Building off its storied best-selling history and recent partnership with Rivian, Ford looks to make an all-electric pickup brawny enough to avoid alienating its central customer base while also drawing in new shoppers interested in owning a pickup, but without the carbon footprint of a gasoline engine. The **Ford F-150 electric** pickup truck is expected on sale in 2021, putting it squarely in the middle of the fray when **Tesla**, **General Motors**, Bollinger, and others are bringing out their electric trucks. It's too soon for detailed specs, but Ford did pull off an impressive stunt in July when it had an **electric F-150 tow** a million pounds' worth of—naturally—F-150 pickups loaded onto rail cars. Stand by for the inevitable Tesla Cybertruck vs. Ford F-150 electric-truck comparisons. —*Maxwell B. Mortimer*

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Genesis Essentia (Expected: 2023)

GENESIS

Very much a concept, the **Genesis Essentia** is a slick luxury coupe planned for possible production. Hyundai invested $90 million in the Croatian carmaker Rimac which specializes in battery-electric supercars, a year after this concept debuted. If it happens, it would be the first EV from the Hyundai/Kia luxury brand. —*Austin Irwin*

GMC Hummer (Expected: 2021)

GMC

The **GMC Hummer EV** is expected to come as both an SUV and pickup. It will be offered with a one-, two-, and three-motor with a promised 1000 horsepower with an insane 11,500 lb-ft of torque. GMC announced it would have **removable roof panels**, four-wheel-drive and a four-wheel steering crab walk mode. The Hummer debut was delayed to the global pandemic, but they still plan to sell the initial dual-motor 100hp model for $112,595 in 2021. —*Austin Irwin*

Hyundai Ioniq 5

HYUNDAI

Hyundai will launch a new all-electric brand named Ioniq, with the debut of the mid-size Ioniq 5 crossover. No photos have been provided outside of this **Hyundai Ioniq 45 concept** from the 2019 Frankfurt auto show. It will ride on the new **E-GMP platform** from Hyundai and Kia, with a goal of producing 23 battery-electric vehicles by 2025. Hyundai claims this Ioniq 5 will have fast-charging capability with zero to 80 percent charges in as little as 18 minutes. It also has a claimed range of 310 miles per charge, but little other information has been provided. —*Austin Irwin*

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Jaguar XJ Electric (Expected: 2021)

RADOVAN VARICAK ILLUSTRATION | CAR AND DRIVER

Jaguar dove headfirst into the EV pool with the unprecedented I-Pace electric hatchback, and the company is doubling down by turning one of its most iconic models, the XJ luxury sedan, into an EV. We hear that the electric XJ will use the same platform, battery pack, and electric motors as the I-Pace, but it will surely be more elegantly styled, as is befitting a flagship luxury sedan. Expect it to arrive sometime in 2020. —*Joey Capparella*

Lagonda All-Terrain (Expected: 2023)

ASTON MARTIN

Aston Martin has relaunched the Lagonda name as an all-electric luxury brand for the upper crust. It's wagon hull rides on the same platform as the Aston Martin DBX,

which makes us wonder how close an electric DBX is from production. Aston boss Andy Palmer told us that he expects electric models to have performance similar to the brand's gasoline equivalents and that he expects more than 300 miles between visits to the plug. —*Austin Irwin*

Lexus EV SUV (Expected: 2022 or sooner)

LEXUS

Although they're a little late to the party, Lexus has announced they will eventually offer an EV drivertrain called Direct 4. They showcased an SUV prototype with the technology in 2020, with front and rear electric motors that produce 201 horsepower and 221 pound-feet of torque each. Total output is unknown. Although the vehicles carrying Direct 4 are likely very pre-proudction test-mules, we expect the rear thing to be a mid-size crossover that's closer to the **Lexus NX** in size. —*Austin Irwin*

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Lordstown Endurance (Expected: Late 2021)

LORDSTOWN MOTORS

The Lordstown Motors Endurance electric pickup truck, announced the same day as the Tesla Cybertruck (which is perhaps not merely a coincidence), is Lordstown's first vehicle. Lordstown didn't release many details for the truck, but they are taking $1000 deposits on the $52,500 pickup. The truck will have a four-wheel-drive hub motor system with a claimed 250-mile range and will be built in Lordstown, Ohio, formerly the site of a GM plant. Deliveries for the vehicle will start sometime in 2021. *—Colin Beresford*

Lotus Evija (Expected: Late 2021)

LOTUS

Lotus is planning on making another track-ready carbon-fiber car, but in a twist, which it makes 1254 lb-ft of, it'll be all-wheel drive, make an absurd 1972 horsepower, and (gasp) will be an EV. Lotus is planning to call this monster the **Evija**, and only 130 will be made, **at a price of $2.1 million** each. There's no word on what range can be expected, but Lotus claims that it can charge up to 80 percent in 12 minutes thanks to ultrafast charging rates. Other track-ready goodies include a pushrod-operated rear suspension and extensive aerodynamic bits that include a diffuser with a drag-reduction system and an adjustable rear wing. —*Mihir Maddireddy*

Lucid Air (Expected: 2021)

LUCID MOTORS

This California startup, founded in 2007 as a battery-technology company, announced it would build a Tesla-fighting **electric four-door sedan** in 2016, but the car's actual arrival seemed in question until recently. In 2020, though, **Lucid Motors** received a $1 billion investment from Saudi Arabia and in November broke ground on its future assembly plant in Casa Grande, Arizona. It has also partnered with Electrify America's network of chargers, so the promised **luxury sedan looks a lot closer to reality now**. Lucid promises 406 miles of range, 480 horsepower, plus over-the-air updates and autonomous-driving technology for its base model. The Air starts at $77,400. The company announced it will start production in 2021, after the factory's first stage of construction is completed. —*Laura Sky Brown*

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Mazda MX-30 (Expected: 2022 or 2023)

VIEW PHOTOS

MAZDA

Mazda's first fully electric vehicle, the MX-30, is a quirky small crossover with rear half-doors reminiscent of the RX-8 sports car. Confirmed for the U.S. market, but if it does come, we think it will arrive sometime in late 2022. Initial specs show a tiny, 35.5-kWh battery pack, which provides a short 124-mile driving range. In global markets, the MX-30 makes 144-horsepower from it's front-wheel-drive electric motor. Mazda has also talked about using a small rotary engine as a range extender for an EV but hasn't detailed that powertrain for the MX-30 yet. —*Joey Capparella*

Mercedes-Benz EQA (Expected: 2021)

VIEW PHOTOS

MERCEDES-BENZ

Mercedes-Benz's **entirely new EV lineup** will be part of what they're calling the **EQ family**. The Mercedes-Benz EQA, their smallest electric compact SUV, was spotted testing in the early months of 2020. Although Mercedes-Benz has been pretty tight-lipped about range, or other powertrain details, expect to see the EQA on sale later in 2021. —*Austin Irwin*

Mercedes-Benz EQB (Expected: 2022)

MORE INFO

MERCEDES-BENZ

Information is scarce on the Mercedes-Benz GLB-class EV, but we know that it's going into production in 2021 at the Mercedes plant in Kecskemét, Hungary. For now we expect much of what will be available on the EQC to be offered on this more compact electric SUV. We'll update this space as information is available.

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Mercedes-Benz EQC (Expected: 2021)

MERCEDES-BENZ

The Mercedes-Benz EQC400 4Matic, Mercedes's first electric vehicle, is a compact crossover with an estimated range of 200 miles. The luxury vehicle starts at $68,895 and is slated to reach showrooms in early 2021. We tested the EQC this past spring and found it hewed closely to the values Mercedes is known for: comfort, quietness, and precision in steering. It comes with two electric motors which offer all-wheel drive and a claimed 4.9-second zero-to-60-mph time. —*Colin Beresford*

Mercedes-Benz EQE (Expected: 2022)

MORE INFO

CHRIS DOANE AUTOMOTIVE | CAR AND DRIVER

Somewhere between Tesla Model 3 and Model S size, the **Mercedes-Benz EQE** hasn't been revealed yet, but we wouldn't be surprised to see it at the 2021 Munich auto show. It's based on Mercedes's modular MEA architecture, a platform said to yield more interior space than a gasoline-powered vehicle of the same exterior dimensions. The all-wheel-drive EQE will have electric motors in both front and back. *C/D* has estimated the EQC's range at around 200 miles. —*Austin Irwin*

Mercedes-Benz EQS (Expected: 2021)

VIEW PHOTOS

MERCEDES-BENZ

The S-class flagship sedan occupies a special place in Mercedes-Benz's lineup, and the "S" in the upcoming **EQS** electric vehicle's name suggests that it, too, will have a lofty mission. EQ designates this new model as part of Mercedes' electric sub-brand, and spy photos suggest that it will have an odd body shape that's not quite a sedan, not quite a hatchback, not quite a crossover, but more of a mishmash of all three. ADaimler chairman says the **EQS** EV will have a WLTP range of over 435 miles, but it should arrive in later in 2021. —*Joey Capparella*

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Mercedes-Benz G-Class Electric (Expected: 2022)

VIEW PHOTOS

MERCEDES-BENZ

Daimler CEO Ola Källenius recently said that the company plans to build an **electric G-class**, although it's most likely that we'll see a plug-in-hybrid version of the classic G-wagen before we see an all-electric version. When the EV model does arrive, likely

sometime around 2022, we can expect that it'll be called the EQG. After all, Mercedes's current electric SUV is called the EQC, and we've seen spy photos of the electric S-class that's likely to be called EQS. —*Connor Hoffman*

Nissan Ariya (Expected: Late 2021)

VIEW PHOTOS

NISSAN

The **Nissan Ariya** is Nissan's second fully electric vehicle and built on what Nissan has created with the **Leaf**. Nissan said the most powerful version of this electric crossover has 389 hp, while the longest-range model **promises to go 300 miles on a charge**. It'll feature Nissan's new semi-autonomous driving system, **ProPilot 2.0**, and a dual front/rear motor drive configuration. The Ariya will arrive in Japan first, but the U.S. will see it sometime later in 2021 with with a starting price of around $40,000. —*Colin Beresford*

Pininfarina Battista (Expected: late 2021)

MORE INFO

PININFARINA

The **Pininfarina Battista** is a 1873-horsepower EV coupe that uses Rimac's carbon chassis and EV powertrain also found in the Rimac C_Two to reach a claimed 186 mph in less than 12 seconds. It's top speed is even faster, with a claimed 217 mph capability. It's an EV hypercar, and last year **completed its first high-speed test at the Nardo test track** in Italy with one of nine of its prototypes. Expect a price tag over $2 million, but don't expect to ever see one at your Cars and Coffee. Deliveries are said to begin later in 2021. —*Austin Irwin*

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Porsche Macan EV (Expected: 2023)

MORE INFO

ILLUSTRATION BY CHRISTIAN SCHULTE | CAR AND DRIVER

Porsche recently announced that the next generation of its Macan crossover will go full electric. The **Porsche Macan EV** will be based on the Premium Platform Electric (PPE) platform that is being co-developed with Audi. It will have the same 800-volt tech as the next Taycan and will probably share its electric motors and battery packs, too. **Porsche plans to start production** of the Macan EV in 2022. —*Connor Hoffman*

Porsche Taycan Cross Turismo (Expected: 2021)

VIEW PHOTOS

PORSCHE

The Porsche Taycan Cross Turismo is the wagon version of the Taycan EV. Following the path blazed by the raised ride height and plastic-clad wheel arches of its corporate cousin, the Audi A4 Allroad, the Taycan Cross Turismo is an all-electric, off-road-ready wagon that's claimed to be capable of a 3.5-second zero-to-60-mph time. A release date is unknown, although Porsche confirmed in October 2018 that the Cross Turismo is going into production. In the meantime, you should probably watch this video of the Cross Turismo lapping the Nürburgring.

Rivian R1T (Expected: 2021)

VIEW PHOTOS

GREG PAJO | CAR AND DRIVER

American startup Rivian has a production-ready truck, called the Rivian R1T, prepared to take the EV truck fight to the likes of Bollinger and Tesla. The R1T comes standard with all-wheel drive, the ability to tow up to 11,000 pounds, adjustable air suspension, and Level 3 autonomous-driving capabilities. The three battery packs that are available are 105.0, 135.0, and 180.0 kWh, with ranges of 230, 300, and

400 miles, respectively. Rivian claims that models equipped with the 180.0-kWh pack can hit 60 mph in a supercar-like 3.0 seconds. Look for Rivian R1T to start moving toward the marketplace in 2021 with a starting price of around $69,000. —*Mihir Maddireddy*

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Rivian R1S (Expected: 2021)

VIEW PHOTOS

RIVIAN

The people at the startup Rivian aren't just making an electric truck; they're making an electric SUV, too. Built on the same platform as the R1T, the **R1S** shares the same battery pack options and ranges as its truck sibling. In fact, the main differences between the truck and SUV are that the SUV can only tow 7716 pounds to the truck's 11,000, and that the SUV can seat up to seven compared to the truck's five. The R1S is set to compete against the likes of the Tesla Model X and will go on sale in 2020 just after the R1T, with a starting price of $72,500. —*Mihir Maddireddy*

Subaru and Toyota Future EVs

TOYOTA/SUBARU

Subaru and Toyota are jointly producing **a pair of electric SUVs** that will share a platform. The platform the two manufacturers are collaborating on will be for "mid-size and large passenger vehicles." Neither auto maker currently offers a fully electric vehicle in the U.S., but it's possible the new EVs built on this platform will hit the market as soon as 2021. —*Colin Beresford*

2022 Tesla Cybertruck (Expected: Early 2022)

VIEW PHOTOS

TESLA

To say that the design of the **Tesla Cybertruck** is polarizing is a massive understatement, and the Cybertruck itself is massive—a hunk made of stainless steel and hubris that we estimate could **weigh upward of 9000 pounds** in its production version. CEO Elon Musk has claimed as many as 200,000 would-be buyers have put down **deposits** in less than a week after the Cybertruck's unveiling on November 21. Its dimensions, which are similar to those for the market-dominating **Ford F-150**, and its stainless-steel unibody make it an intriguing potential addition to the coming glut of EV pickup trucks. The first, lowest-range version (250-plus miles) is claimed to be priced starting under $40,000, with a production time that will be "near" later in 2021. —*Laura Sky Brown*

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Tesla Roadster (Expected: 2022)

VIEW PHOTOS

TESLA

The Tesla Roadster's second generation has been announced for 2020. It has a claimed zero-to-60-mph time of 1.9 seconds, an 8.8-second quarter-mile time, and a top speed of 250 mph. The Roadster will likely have an all-wheel-drive system with a pair (or maybe even three) electric motors that, along with a 200.0-kWh battery pack, can give this two-door a range of up to 620 miles. We expect the starting price to be around $200,000, a worthy price if the Roadster can live up to the performance claims. —*Mihir Maddireddy*

Volvo XC40 Recharge (Expected: 2021)

VIEW PHOTOS

VOLVO

The **Volvo XC40 Recharge** is the first all-electric vehicle from Volvo, offering what Volvo claims as more than 200 miles of range. The Swedish automaker based its first EV off the existing XC40 mid-size luxury crossover, which has a platform designed to support electrification from the start. The Recharge is capable of charging up to 80 percent in 40 minutes using a fast-charge system at 50.0 kWh. Other cool features include over-the-air updates, and a claimed zero-to-60-mph time of 4.7 seconds. Comparable EVs including the Audi e-tron and Jaguar iPace, which offer similar performance and range, are far more expensive than the $50,000 Volvo, which sets it up to make an impact when it goes on sale in 2021. —*Mihir Maddireddy*

Volkswagen I.D. Buzz (Expected: 2022)

VIEW PHOTOS

VOLKSWAGEN

VW's second EV, launching in 2022, will be a modern take on its first-generation Type 2 Microbus from the 1950s and 1960s. As with its revival of the Beetle in the late 1990s, VW hopes the new Microbus, or whatever its name is for production, tugs at

the heartstrings of boomers everywhere. As with its other coming EVs, the Buzz will use the same **MEB-platform component set**, with a battery pack integrated into the floor, and will likely have room for six to eight people. —*Dave VanderWerp*

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Volkswagen ID.4 (Expected: 2021)

VIEW PHOTOS

VOLKSWAGEN

VW has EV ambitions for the U.S. market; its U.S. CEO, Scott Keogh, predicts that by 2025, 16 to 17 percent of its vehicles sold in the U.S. (that's about 60,000 per year) will be electric. Those sales will come from three new EVs based on its **MEB architecture**, starting with a small crossover in 2021 based on the **I.D. Crozz concept** that may be called ID.4. It will be offered with front- or all-wheel drive and the choice of either 62.0- or 82.0-kWh battery packs that should provide up to 250 miles of range. —*Dave VanderWerp*

Volkswagen I.D. Space Vizzion (Expected: 2022)

VIEW PHOTOS

VOLKSWAGEN

The **Volkswagen I.D. Space Vizzion** concept made its debut at the Los Angeles auto show, where it looked very production ready. It will be VW's third U.S. EV offering, coming in 2022. Although wagons are a perpetually tough sell in the U.S., VW touts its large interior and high aerodynamic efficiency, which help to boost the large wagon's range to a claimed 300 miles. —*Dave VanderWerp*

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