

Choose a

PLUG-IN VEHICLE

that meets  your needs

2021 EDITION



running
electric

A campaign by:

équiterre

With the support of:

Québec 

**ROULEZ
VERT**



Take advantage of the financial assistance provided by the Gouvernement du Québec

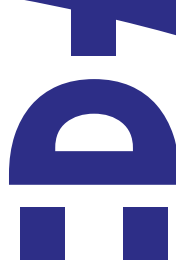
- › A rebate of **up to \$8,000** for the purchase or lease of a **new electric vehicle**
- › A rebate of **up to \$4,000** for the purchase of a **used electric vehicle**
- › **\$600** for the purchase and installation of a **home charging station**
- › **Up to \$5,000** for the purchase and installation of a **charging station in the workplace** or a **multi-unit building**

vehiculeselectriques.gouv.qc.ca

A word from the Gouvernement du Québec



Jonatan Julien
Minister of Energy
and Natural Resources



In 2020, the Gouvernement du Québec took decisive steps towards decarbonising the economy by unveiling the Québec Plan for the Development of Critical and Strategic Minerals 2020-2025, then the 2030 Plan for a Green Economy.

The objectives we have set ourselves, such as having 1.5 million electric vehicles on the roads in Québec by 2030 and stopping the sale of new gasoline vehicles by 2035, are accompanied by investments and actions commensurate with our ambitions.

Thus, over the next five years, the Québec government will be devoting significant sums to transport electrification. The amounts provided for in the Roulez vert program will both increase the number of light-duty vehicles in Québec and continue to support the installation of charging stations at home, at work and in multi-unit buildings.

Furthermore, the year 2020 was marked by an increase in home deliveries of goods. The Transportez vert program will help accompany fleet managers in their transition to electric vehicles.

Although purchases of electric vehicles have decreased slightly in 2020 due to the COVID-19 pandemic, this decline is less pronounced than that of the number of gasoline vehicles sold in Québec last year. We remain confident that we will be able to reach our next targets. We will continue to work tirelessly to enable Quebecois to make informed decisions in order to speed up the energy transition, notably by turning to electric solutions for personal mobility.



An electric vehicle is ...

ECONOMICAL



You could save up to \$2,000 a year!

Yes, this takes into account the vehicle's higher initial cost.

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

EASY



Driving is easy and charging is done at home!

On the road, you can count on over 6,000 public charging stations.

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

PRACTICAL



The current supply of plug-in vehicles includes 60 models from 25 brands, several models of which are available on the used market.

Find the one that suits you best.

- See pages 26 to 48 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 CO₂!

Even when taking into account its complete life cycle.

- See pages 24 and 25 for more information.

Message from Équiterre



Colleen Thorpe
Executive Director
Équiterre

Quebecers are at a crossroads. Climate change is already wreaking havoc on the environment. We need stimulating and promising solutions. More and more drivers are choosing to embrace electric vehicles. This year in Quebec, we will clear a first milestone in this transition to more carbon-efficient modes of transportation: we will surpass 100,000 plug-in vehicles on our roads.

If there is one place in the world where driving electric makes a lot of sense, it is in Quebec! Studies confirm that over its entire life cycle, the electric vehicle pollutes less than its gasoline equivalent.

To reduce the impact of climate change, we must consume less and consume better. It is essential that the electric transition occurs concurrently with vehicle fleet downsizing and with attractive zero-emission public transit options. The electric car is a good option for citizens who cannot do without a car. Nonetheless, it is important to choose a vehicle adapted to one's needs in terms of size and range and to use it responsibly.

Équiterre is coordinating the Running Electric campaign to help ensure that electric cars are included among other transportation modes that have a lesser environmental impact, such as active transportation, public transit, car sharing and carpooling.

The electric car won't save the world, but it definitely is a step in the right direction towards a more carbon-efficient world.



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 (AVEQ)

Ever since its founding in 2013, the AVEQ 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 [AVEQ 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 road tests 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)

Until the next Montreal Auto Show, the CCAM will develop collaborations to deliver free automotive content, including from the sector of electric vehicles, starting in early 2021. For more information and to get all the details, sign up for the newsletter at salonautomontreal.com.

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 (EV), 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

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, we are also paving the way for electric transportation. Visit the "[Transportation Electrification](#)" section of our website to learn more.

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

The [RNCREQ](#) is comprised of [16 regional councils](#) that set up GHG reduction and climate change adaptation initiatives. They accompany decision-makers in strategic decisions on sustainable mobility. In partnership with local players, they develop projects for electric car-sharing transport, for the installation of charging stations and for the electrification of public transit fleets.

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 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 (EV)

Features:

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

Main Advantages:

- ✔ Highly reduced maintenance costs;
- ✔ Highly reduced energy costs;
- ✔ Runs quietly and vibration-free;
- ✔ More generous subsidies;
- ✔ Zero greenhouse gas (GHG) emissions during use.

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: 120 V and 240 V;
- ✔ Not compatible with fast charging (50 kW 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 car dealerships and retailers.

Why go for a used EV?

- ✓ Reduced acquisition cost;
- ✓ Selection of models that have proven their worth;
- ✓ Reliability equal to or better than gasoline cars;
- ✓ Immediate availability;
- ✓ Warranty on electrical components often still valid¹;
- ✓ Some fully electric models eligible for a subsidy;
- ✓ Lower environmental footprint compared to a new vehicle.

However, take 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 technologies;
- ✓ Eligible for subsidies (if in conformity with programs);
- ✓ Options and colours customization;
- ✓ Full warranty.

However, take note that the waiting time is several months for certain models.



¹ 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.¹ 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 (CO₂) in the world between 2010 and 2018.

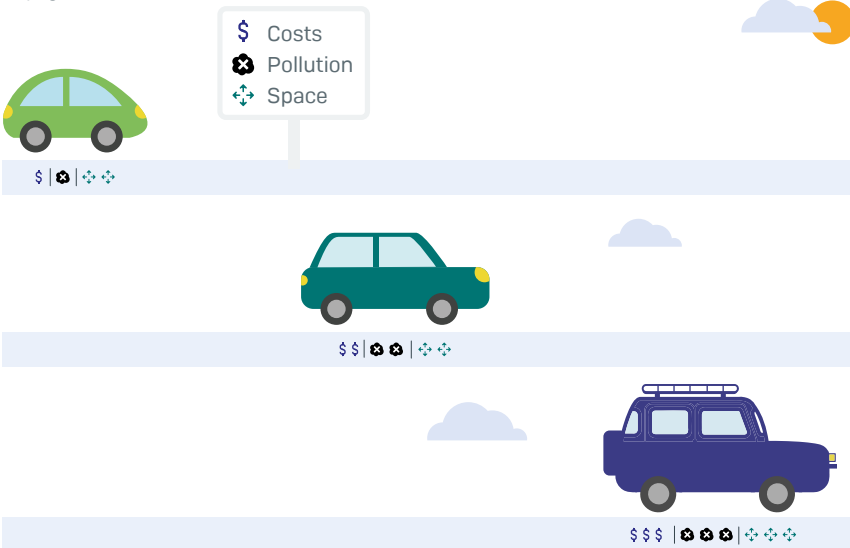
Regardless of whether it runs on electricity or gasoline, an SUV's environmental footprint is greater than a car's. If you go for the electric option to reduce your ecological impact, choose a model whose size corresponds to your actual needs.

Economic Impacts

In Québec, drivers spend on average over \$44,000 for a gasoline-powered SUV, which is \$12,000 more than the average price of a new car. In addition, these SUVs consume 25% more gas than a car.

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.

¹ *État de l'énergie au Québec, 2020 Edition, HEC Montréal Chair in Energy Sector Management, page 35.*



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.

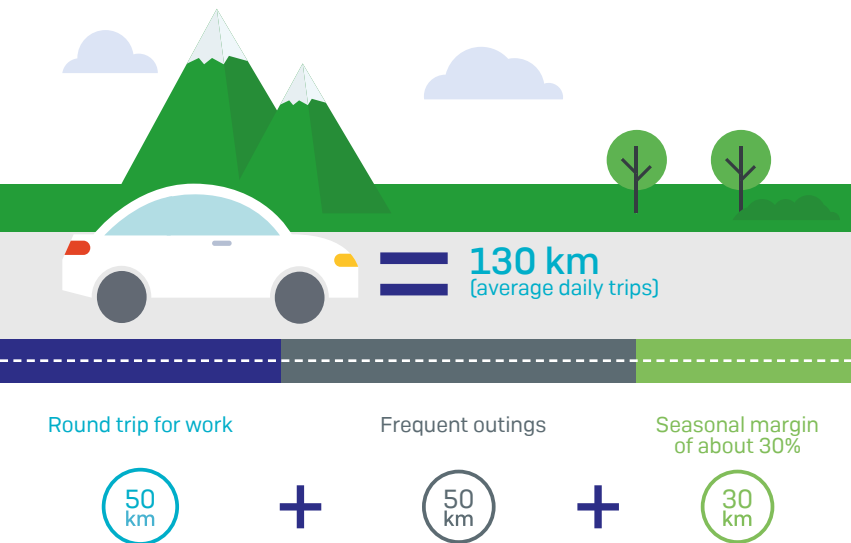


More Affordable

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 150 to 200 kilometres, thus saving several thousand dollars on the vehicle's acquisition cost compared to models offering a greater range.

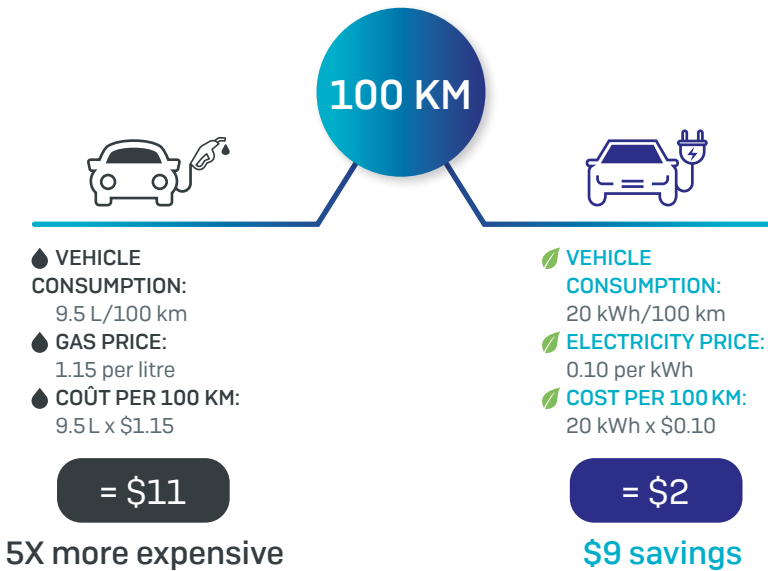


However, a person whose daily travels cover a lot more mileage should consider a model with a greater range. Greater savings on usage-related costs will quickly compensate for the higher cost of acquisition, which then becomes justified.

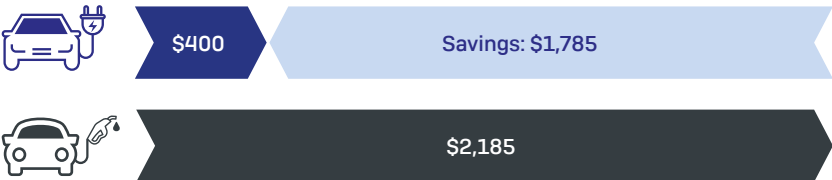
Savings on Energy Costs

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



By comparing with a gas vehicle that consumes 9.5 L/100 km, we can see that after 20,000 kilometres, the EV driver will have saved \$1,785.

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 [2020]	GAS COST FOR DRIVING 20,000 KM		
		\$1.15/L	\$1.20/L	\$1.25/L
4.5	Toyota Prius	\$1,035	\$1,080	\$1,125
4.9	Toyota Camry Hybrid	\$1,127	\$1,176	\$1,125
6.8	Hyundai Elantra	\$1,564	\$1,632	\$1,700
7.1	Honda Civic Sedan	\$1,633	\$1,704	\$1,775
7.1	Toyota Corolla	\$1,633	\$1,704	\$1,775
8.2	Nissan Rogue	\$1,886	\$1,968	\$2,050
8.2	Toyota RAV4 AWD	\$1,886	\$1,968	\$2,050
8.8	Mazda CX-5	\$2,024	\$2,112	\$2,200
9.4	Volkswagen Tiguan	\$2,162	\$2,256	\$2,350
10.1	Hyundai Tucson AWD	\$2,323	\$2,424	\$2,525

B. Electricity

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

Consumption (kWh/100 km)	Vehicle [2020]	ELECTRICITY COST FOR DRIVING 20,000 KM ¹			
		Home	Public Charging Stations		Total Cost
			240 V Station	50 kW DCFC	
14.9	Tesla Model 3 Standard Range Plus	\$253	\$22	\$92	\$368
15.8	Hyundai Ioniq Electric	\$269	\$24	\$98	\$390
17.4	Hyundai Kona EV	\$296	\$26	\$108	\$430
17.8	Chevrolet Bolt EV	\$303	\$27	\$110	\$440
18.6	Kia Niro EV	\$316	\$28	\$115	\$459
18.6	Kia Soul EV	\$316	\$28	\$115	\$459
18.8	Tesla Model S Long Range	\$320	\$28	\$117	\$464
18.9	Nissan LEAF	\$321	\$28	\$117	\$467
21.8	Tesla Model X Long Range	\$371	\$33	\$135	\$538
27.5	Jaguar I-Pace	\$468	\$41	\$171	\$679

¹ 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) = \$0.10/kWh; 240 V public charging station (\$1/hr) = average of \$0.15/kWh; 50 kW fast charging station (\$12.08/hr) = average of \$0.30/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.¹

Oil Changes

With a fully electric vehicle, no more oil changes. With a plug-in hybrid vehicle, oil changes are generally less 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.



¹ Consumer Reports, Maintenance Cost White Paper 9.24.20

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!

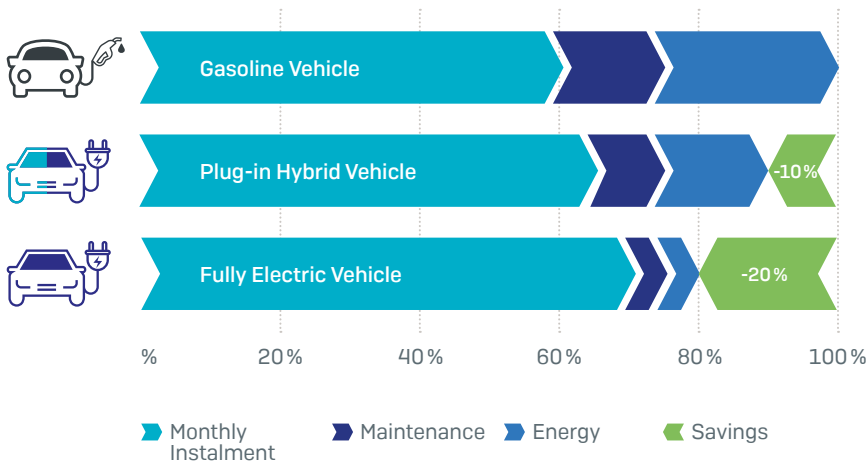
Monthly Payments

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 10 years ago, over 95,000 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.

$$\text{TCO} = \begin{matrix} \text{Acquisition} \\ \text{[purchase price minus subsidy(s) minus residual value]} \\ + \\ \text{Use} \\ \text{[energy plus maintenance]} \end{matrix}$$



Green Plate Benefits

The numbers and letters on a plug-in vehicle's license plate are of a green hue, which entails 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
- LÉVIS: R116 Eastbound, R132 Eastbound t
- LONGUEUIL: R112 Westbound
- MONTREAL: A-15 Northbound, A-20 Eastbound
- QUÉBEC: A-740 Northbound, A-740 Southbound, A-440 Westbound
- SAINT-LAMBERT: R112 Westbound
- TERREBONNE: A-25 Northbound



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 www.a25.com and www.a30express.com;
- For ferries, visit www.traversiers.com (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/

Canada

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

Municipalities

Your municipality's website



Incentives for Plug-in Vehicle*

Québec

- ✓ New vehicle: up to \$8,000
- ✓ Used vehicle: up to \$4,000

Canada

- ✓ New vehicle: up to \$5,000

OR

- ✓ Tax deduction (business): 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 2021). 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 used vehicles sales. Some even specialize in the field of electric vehicles.

Proven Reliability

According to a study conducted by Consumer Reports in 2017, 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. Here are a few examples of used electric vehicle prices (fall 2020):

- ✔ Chevrolet Spark EV 2015 (EV) at \$13,700;
- ✔ Kia Soul EV 2016 (EV) at \$15,800;
- ✔ Ford Focus Electric 2018 (EV) at \$18,700;
- ✔ Nissan LEAF 2017 (EV) at \$16,700.
- ✔ Chevrolet Volt 2017 (PHEV) at \$21,700;
- ✔ Chevrolet Bolt 2017 (EV) at \$25,000;

*Good to know:
Some used electric
vehicles may be eligible
for a subsidy.
See page 15.*



Kia Soul EV (1st generation)



Chevrolet Spark EV



Nissan LEAF (1st 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 8 to 12 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 precious and powerful accumulators. More and more, once the service life as a traction battery is over, the part is repurposed as a stationary battery to serve as an energy reserve in case of need such as in the event of a power failure or for peak management. Many companies, including car manufacturers themselves, use "old" electric vehicle batteries this way. This second life can last from 10 to over 20 years, depending on the context.

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.

It Takes Just a Few Seconds

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 (120V)

A plug-in vehicle's equipment always includes a 120V 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, 240V 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 choose 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 240V Charging Station

When purchasing a 240V 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.





Benefits of a 240V 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, you can defrost and preheat a plugged in vehicle without drawing on the battery reserve since the energy required will be supplied by the charging station.



Charging Speed

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



Spare Charging Station in the Car

The 120V 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 120V 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 break or a quick snack all become opportunities to plug in.

Public Charging Networks

There are over 6,000 public charging stations in Québec¹, including more than 430 fast charging stations and 162 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.

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.



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).



¹ Source: L'Électromobilité au Québec, Portrait AVEQ. Data provided by ChargeHub (October 20th, 2020).



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 that Influence 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).

Speed	Slow	Normal	Fast	Ultra-Fast
Type of charging station	120V	240V	DCFC 50 kW or more	Tesla Supercharger
Range added per hour	Up to 6 km / h	Up to 40 km / h	Up to 200 km or more / h	Up to 400 km or more / h
Activities or location				
Home	✔	✔		
Work, bus, train	✔	✔		
Business and sites		✔	✔	
Travel, excursion			✔	✔
Charging session duration	6 h to 12 h	1 h to 8 h depending on the activity	1 h or less	30 minutes or less
Driver's perception of time	20 seconds	20 seconds	20 seconds or 30 minute wait	Up to 30 minute wait



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?

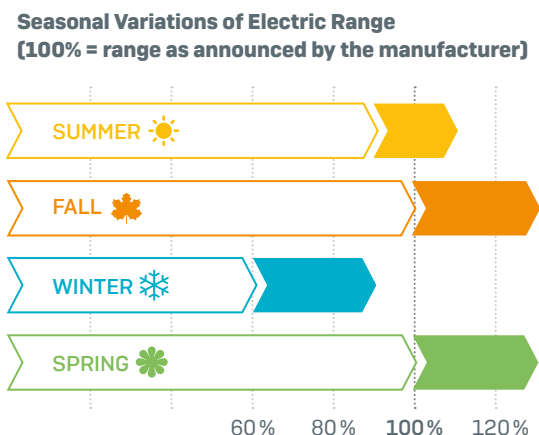
Cold Start

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.



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 its 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

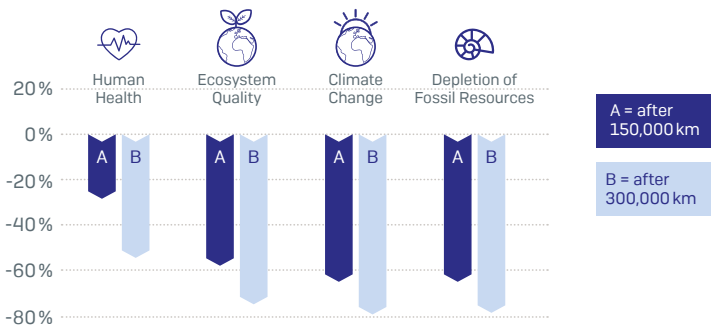
Life Cycle: Lower Environmental Impacts

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 car¹.

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 resources¹.

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



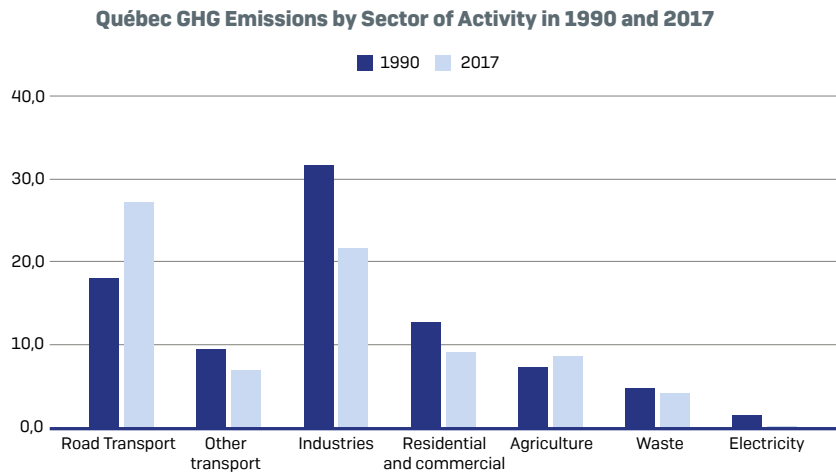
Increasingly Cleaner Electric Vehicles

In 2021, 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.

GHG Emissions, Transportation Sector

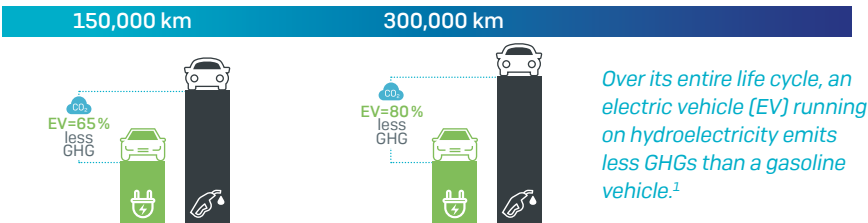
According to the "État de l'énergie au Québec 2020" report, GHG emissions from road transport increased by nearly 50% between 1990 and 2017. All other sectors, with the exception of agriculture, recorded a decrease in emissions. Road transport is the main source of GHG emissions in Québec, accounting for 35% of the total, of which 22% comes from personal vehicles.



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].



¹ 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 2021 in Québec.

running electric

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

→ Visit runningelectric.ca

Content of Each Summary Sheet

	IDENTIFICATION¹	Vehicle make and model
	Category	Vehicle category as determined by Natural Resources Canada
	Battery²	Battery capacity, expressed in kilowatt hours (KWh)
	Range	Number of kilometres of range in electric mode
	Base price³	Selling price, basic version without options
	Subsidies⁴	Amount(s) in subsidy(s) offered by the governments of Québec and Canada.
	Savings per 20,000 km⁵	Savings on vehicle usage-related costs, per 20,000 km, compared to a gasoline vehicle of the same category

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.

¹ Vehicle photo: The photo shown may not necessarily be the base model, especially regarding colour. In addition, it sometimes depicts the 2019 or 2020 model year.

² The data presented (battery, 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 is from the last year of production.

³ Base price: This price does not include taxes (GST, PST), transportation costs, air conditioning and tire taxes or additional dealer charges.

⁴ Potential subsidies: amounts indicated with reservations, based on information available as of March 2021. To be validated with the relevant authorities. See page 15.

⁵ Savings per 20,000 km: The parameters used to calculate this indicator are available on the runningelectric.ca website.

Fully Electric Vehicles

The following pages present 25 fully electric vehicle models available in Québec. The table on pages 43 to 48 includes other variants of certain models and additional data.

AUDI



E-TRON

	SUV
	95 kWh
	357 km
	\$85,600
	-
	\$2,187 / 20,000 km



AUDI



E-TRON SPORTBACK

	SUV
	95 kWh
	351 kWh
	\$88,850
	-
	\$2,181 / 20,000 km



BMW



i3

	Subcompact
	42.2 kWh
	246 km
	\$44,950
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,874 / 20,000 km



CHEVROLET



BOLT EV

	Station wagon: Small
	66 kWh
	417 km
	\$44,998
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,773 / 20,000 km



CHEVROLET



SPARK EV

	Subcompact
	18.4 kWh
	131 km
	Variable, used market*
	-
	\$1,888 / 20,000 km



* Last model year: 2016

FORD



FOCUS ELECTRIC

	Compact
	33.5 kWh
	185 km
	Variable, used market*
	\$4,000 [Qc]**
	\$1,461 / 20,000 km



* Last model year: 2017

** Program for used EV. Certain conditions apply.

FORD



MUSTANG MACH-E

	Station wagon: Small
	75.7 / 98.8 kWh
	370 / 435 km
	\$50,495
	\$8,000 [Qc]*
	\$1,709 / 20,000 km



* March-E Select only.

HYUNDAI



IONIQ ELECTRIC

	Mid-size
	40 kWh
	274 km
	\$41,599
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,560 / 20,000 km



HYUNDAI



KONA ELECTRIC

	Small SUV
	64 kWh
	415 km
	\$44,999
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,827 / 20,000 km



JAGUAR



I-PACE

	Small SUV
	90 kWh
	377 km
	\$91,000
	-
	\$1,625 / 20,000 km



KIA



NIRO EV

	Station wagon: Small
	64 kWh
	385 km
	\$44,995
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,757 / 20,000 km



KIA



SOUL EV

	Station wagon: Small
	39.2 / 64 kWh
	248 / 383 km
	\$42,995
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,773 / 20,000 km



KIA



SOUL EV (1ST GENERATION)

	Station wagon: Small
	30 kWh
	179 km
	Variable, used market*
	\$4,000 [Qc]**
	\$1,743 / 20,000 km



* Last model year: 2019

** Program for used EV. Certain conditions apply.

MINI



COOPER SE 3 DOOR

	Subcompact
	32.6 kWh
	177 km
	\$39,990
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,856 / 20,000 km



NISSAN



LEAF

	Mid-size
	40 / 62 kWh
	240 / 363 km
	\$46,360
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,498 / 20,000 km



NISSAN

LEAF (1ST GENERATION)

	Mid-size
	30 kWh
	172 km
	Variable, used market*
	\$4,000 [Qc]**
	\$1,504 / 20,000 km



* Last model year: 2017

** Program for used EV. Certain conditions apply.

POLESTAR



POLESTAR 2

	Mid-size
	78 kWh
	375 km
	\$69,900
	-
	\$1,420 / 20,000 km



PORSCHE



TAYCAN 4S

	Full-size
	79.2 kWh
	320 km (estimate)
	\$120,500
	-
	Unavailable



SMART EQ



FORTWO COUPE

	Two seater
	17.2 kWh
	93 km
	Variable, used market*
	\$4,000 [Qc]**
	\$2,410 / 20,000 km



* Last model year: 2019

** Program for used EV. Certain conditions apply.



TESLA



MODEL S

	Full-size
	100 kWh
	647 km
	\$113,600
	-
	\$2,231 / 20,000 km



TESLA



MODEL 3

	Mid-size
	50 / 75 kWh
	423 / 568 km
	\$51,600
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,580 / 20,000 km



TESLA



MODEL X

	SUV
	100 kWh
	597 km
	\$123,600
	-
	\$2,329 / 20,000 km



TESLA



MODEL Y

	Small SUV
	75 kWh
	525 km
	\$68,600
	-
	\$1,839 / 20,000 km



VOLKSWAGEN



E-GOLF

	Compact
	35.8 kWh
	198 km
	\$37,895
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,481 / 20,000 km



* Last year of production (2020).

VOLVO



XC40 RECHARGE

	Small SUV
	78 kWh
	335 km
	\$64,950
	-
	\$1,643 / 20,000 km



2021 Announcements

A few fully electric models have been announced for unveiling or launch by the end of 2021:

- Chevrolet Bolt EV 2022
- Chevrolet Bolt EUV
- Ford E-Transit
- Hyundai Ioniq 5
- Mazda MX-30
- Mercedes-Benz EQC
- Nissan Ariya
- Rivian R1T
- Volkswagen ID.4



Chevrolet Bolt EUV



Hyundai Ioniq 5



Nissan Ariya



Volkswagen ID.4

Plug-in Hybrid Vehicles

In this section, discover 35 plug-in hybrid vehicle models available in Québec. The table on pages 43 to 48 includes other variants of certain models and additional data.

AUDI



A7 TFSI e

	Mid-size
	14.1 kWh
	39 km
	\$89,300
	-
	\$396 / 20,000 km



AUDI



A8 TFSI e

	Full-size
	14.1 kWh
	29 km
	\$122,150
	-
	\$608 / 20,000 km



AUDI



Q5 TFSI e

	Small SUV
	14.1 kWh
	31 km
	\$70,400
	-
	\$524 / 20,000 km



BMW



330e SEDAN

	Compact
	12 kWh
	37 km
	\$44,950
	\$4,000 [Qc] + \$2,500 [Ca]
	\$319 / 20,000 km



BMW



530e xDRIVE SEDAN

	Mid-size
	12 kWh
	31 km
	\$68,000
	-
	\$82 / 20,000 km



BMW



745Le XDRIVE

	Full-size
	12 kWh
	27 km
	\$123,300
	-
	\$630 / 20,000 km



BMW



i8

	Subcompact
	11.6 kWh
	29 km
	\$149,900
	-
	\$568 / 20,000 km



BMW



X3 xDRIVE30e

	Small SUV
	12 kWh
	29 km
	\$59,900
	\$4,000 (Qc)
	\$284 / 20,000 km



BMW



X5 xDRIVE45e

	SUV
	21.6 kWh
	50 km
	\$83,500
	-
	\$835 / 20,000 km



CADILLAC



ELR

	Subcompact
	17.1 kWh
	64 km
	Variable, used market*
	-
	\$1,107 / 20,000 km



* Last model year: 2016

CHEVROLET



VOLT (1ST GENERATION)

	Compact
	17.1 kWh
	61 km
	Variable, used market*
	-
	\$828 / 20,000 km



* Last model year: 2015

CHEVROLET



VOLT (2ND GENERATION)

	Compact
	18.4 kWh
	85 km
	Variable, used market*
	-
	\$1,083 / 20,000 km



* Last model year: 2019

CHRYSLER



PACIFICA HYBRIDE

	Minivan
	16 kWh
	51 km
	\$54,095
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,395 / 20,000 km



FORD



C-MAX ENERGY

	Mid-size
	7.6 kWh
	35 km
	Variable, used market*
	-
	\$716 / 20,000 km



*Last model year: 2017

FORD



FUSION PLUG-IN HYBRID

	Mid-size
	9 kWh
	42 km
	\$36,930
	\$4,000 [Qc] + \$2,500 [Ca]
	\$829 / 20,000 km



HONDA



CLARITY PLUG-IN HYBRID

	Mid-size
	17 kWh
	77 km
	\$44,505
	\$8,000 (Qc) + \$5,000 (Ca)
	\$1,063 / 20,000 km



HYUNDAI



IONIQ PLUG-IN HYBRID

	Mid-size
	8.9 kWh
	47 km
	\$32,649
	\$4,000 (Qc) + \$2,500 (Ca)
	\$1,027 / 20,000 km



JEEP



WRANGLER 4XE

	Small SUV
	17 kWh
	34 km (estimate)
	\$54,995
	\$8,000 (Qc)
	Unavailable



KARMA



REVERO GT

	Subcompact
	28 kWh
	98 km
	\$199,700
	-
	\$1,230 / 20,000 km



KIA



NIRO PHEV

	Station wagon: Small
	8.9 kWh
	42 km
	\$35,995
	\$4,000 [Qc] + \$2,500 [Ca]
	\$1,156 / 20,000 km



LINCOLN



AVIATOR GRAND TOURING

	SUV
	13.6 kWh
	34 km
	\$81,500
	-
	\$1,146 / 20,000 km



MERCEDES



S 560e SEDAN

	Full-size
	Unavailable
	31 km
	\$135,000
	-
	\$674 / 20,000 km



MINI



COOPER COUNTRYMAN SE

	Mid-size
	7.6 kWh
	29 km
	\$46,390
	\$4,000 [Qc] + \$2,500 [Ca]
	\$324 / 20,000 km



MITSUBISHI



OUTLANDER PHEV

	Small SUV
	13.8 kWh
	39 km
	\$43,998
	\$4,000 (Qc) + \$2,500 (Ca)
	\$559 / 20,000 km



POLESTAR



POLESTAR 1

	Minicompact
	34 kWh
	84 km
	\$197,000
	-
	\$1,322 / 20,000 km



PORSCHE



CAYENNE E-HYBRID

	VUS
	17.9 kWh
	21 km
	\$93,800
	-
	\$476 / 20,000 km



PORSCHE



PANAMERA E-HYBRID

	SUV
	17.9 kWh
	23 km
	\$117,800
	-
	\$502 / 20,000 km



SUBARU



CROSSTREK PHEV

	Small SUV
	8.8 kWh
	27 km
	\$42,495
	\$4,000 [Qc] + \$2,500 [Ca]
	\$842 / 20,000 km



TOYOTA



PRIUS PRIME

	Mid-size
	8.8 kWh
	40 km
	\$32,990
	\$4,000 [Qc] + \$2,500 [Ca]
	\$1,034 / 20,000 km



TOYOTA



RAV4 PRIME

	Small VUS
	18.1 kWh
	68 km
	\$44,990
	\$8,000 [Qc] + \$5,000 [Ca]
	\$1,228 / 20,000 km



VOLVO



S60 T8 eAWD

	Compact
	11.6 kWh
	35 km
	\$68,200
	-
	\$379 / 20,000 km



VOLVO



S90 T8 eAWD

	Mid-size
	11.6 kWh
	34 km
	\$76,050
	-
	\$361 / 20,000 km



VOLVO



V60 T8 eAWD

	Station wagon: Small
	11.6 kWh
	35 km
	\$71,100
	-
	\$655 / 20,000 km



VOLVO



XC60 T8 eAWD

	Small SUV
	11.6 kWh
	31 km
	\$66,650
	-
	\$390 / 20,000 km



VOLVO



XC90 T8 eAWD

	SUV
	11.6 kWh
	29 km
	\$77,600
	-
	\$1,000 / 20,000 km



Plug-In Vehicles Table¹

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

Legend for the Plug-In Vehicles Table:

Type	Fully electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV).
Category	Vehicle category as determined by Natural Resources Canada.
Base Price	Manufacturer's suggested retail price for a base model without options. Delivery fees, air conditioning and tire taxes and any dealer charges are not included.
Batt. Kwh	Battery capacity in kWh.
E-range	Electric range according to Natural Resources Canada. When marked with an asterisk (*) the indicated range is an estimate.
Cons./100 km	Energy consumption per 100 kilometres (combined city/highway) kWh: Number of kilowatt hours (kWh) consumed per 100 km in electric mode. L: Number of litres consumed per 100 km in gasoline mode.
Seats	Seating capacity
WD	Wheel drive: front-wheel drive (FWD), rear-wheel drive (RWD) or all-wheel drive (AWD).
OBC kW	On-board charger power, in kilowatts (kW)
FC	Fast charging compatibility (50 kW or more): Combo connector (CCS), CHAdeMO connector (CHA), Tesla (T) or not compatible (N).
Savings²	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.

¹ The data in this table corresponds to the information available as of Winter 2020-2021. 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.

² Savings: parameters used to calculate this indicator are available on the runningelectric.ca website.

Model	Type	Category	Base Price	Batt. kWh	E-range	Conso/ 100 km		Seats	WD	OBC kW	FC	Savings	
						kWh	L					20,000 km	100,000 km
AUDI													
A7 TFSI e	PHEV	Mid-size	\$89,300	14.1	39	28.7	8.1	5	AWD	74	N	\$396	\$1,980
A8 L TFSI e	PHEV	Full-size	\$122,150	14.1	29	39.2	10.3	5	AWD	74	N	\$608	\$3,041
E-TRON	EV	SUV	\$85,600	95	357	27	0	5	AWD	11	CCS	\$2,187	\$10,937
E-TRON SPORTBACK	EV	SUV	\$88,850	95	351	27.3	0	5	AWD	11	CCS	\$2,181	\$10,907
Q5 TFSI e	PHEV	Small SUV	\$70,400	14.1	31	27.5	8.8	5	AWD	74	N	\$524	\$2,620
BMW													
330e SEDAN	PHEV	Compact	\$44,950	12	37	27.8	8.4	5	RWD	3.6	N	\$319	\$1,594
530e xDRIVE SEDAN	PHEV	Mid-size	\$68,000	12	31	32.9	9.5	5	AWD	3.6	N	\$82	\$409
745Le xDRIVE	PHEV	Full-size	\$123,300	12	27	37.3	10.1	5	AWD	3.6	N	\$630	\$3,149
i3	EV	Subcompact	\$44,950	42.2	246	18.5	0	4	RWD	74	CCS	\$1,874	\$9,372
i3 - REX	PHEV	Subcompact	\$53,600	42.2	203	19.9	7.7	4	RWD	11	CCS	\$1,629	\$8,143
i8 COUPE	PHEV	Subcompact	\$149,900	11.6	29	30.6	8.7	4	AWD	3.7	N	\$568	\$2,841
X3 xDRIVE30x	PHEV	Small SUV	\$59,990	12	29	34.9	9.9	5	AWD	3.6	N	\$284	\$1,421
X5 xDRIVE45x	PHEV	SUV	\$83,500	21.6	50	38.8	11.5	5	AWD	3.6	N	\$835	\$4,177
CADILLAC													
ELR (2013-2016)	PHEV	Subcompact	x	17.1	64	24.4	7.4	4	RWD	3.3	N	\$1,107	\$5,537
CHEVROLET													
BOLT EV	EV	Station wagon: Small	\$44,998	66	417	17.8	0	5	FWD	7.2	CCS	\$1,773	\$8,867

PLUG-IN VEHICLES TABLE

See legend on page 43

Model	Type	Category	Base Price	Batt. kWh	E-range	Conso/ 100 km		Seats	WD	OBC kW	FC	Savings	
						kWh	L					20,000 km	100,000 km
CHEVROLET (continued)													
SPARK EV (2014-2016)	EV	Subcompact	x	18.4	131	17.8	0	4	FWD	3.3	CCS	\$1,888	\$9,442
VOLT (2011-2015)	PHEV	Compact	x	17.1	61	21.4	6.4	5	FWD	3.3	N	\$828	\$4,142
VOLT (2016-2019)	PHEV	Compact	x	18.4	85	19.5	5.6	5	FWD	3.6	N	\$1,083	\$5,417
CHRYSLER													
PACIFICA HYBRID	PHEV	Minivan	\$54,095	16	51	25.8	8	7	FWD	6.6	N	\$1,395	\$6,973
FORD													
C-MAX ENERGI (2013-2017)	PHEV	Mid-size	x	7.6	35	22	6	5	FWD	7.6	N	\$716	\$3,581
FOCUS ELECTRIC (2012-2018)	EV	Compact	x	33.5	185	19.6	0	5	FWD	6.6	CCS	\$1,461	\$7,307
FUSION PLUG-IN HYBRID	PHEV	Mid-size	\$36,930	9	42	20.5	5.6	5	FWD	7.6	N	\$829	\$4,143
MUSTANG MACH-E EXTENDED RANGE AWD	EV	Station wagon: Small	\$69,245	98.8	435	23.2	0	5	AWD	11	CCS	\$1,665	\$8,327
MUSTANG MACH-E SELECT	EV	Station wagon: Small	\$50,495	75.7	370	21	0	5	RWD	11	CCS	\$1,709	\$8,547
MUSTANG MACH-E SELECT AWD	EV	Station wagon: Small	\$53,995	75.7	340	22.6	0	5	AWD	11	CCS	\$1,677	\$8,387
HONDA													
CLARITY PLUG-IN HYBRID	PHEV	Mid-size	\$44,505	17	77	19	5.6	5	FWD	6.6	N	\$1,063	\$5,314
HYUNDAI													
IONIQ ELECTRIC	EV	Mid-size	\$41,499	40	274	15.8	0	5	FWD	7.2	CCS	\$1,560	\$7,802
IONIQ PLUG-IN HYBRID	PHEV	Mid-size	\$32,659	8.9	47	17.4	4.5	5	FWD	3.3	N	\$1,027	\$5,134
KONA ELECTRIC	EV	Small SUV	\$44,999	64	415	17.4	0	5	FWD	7.2	CCS	\$1,827	\$9,137

Model	Type	Category	Base Price	Batt. kWh	E-range	Conso/ 100 km		Seats	WD	OBC kW	FC	Savings	
						kWh	L					20,000 km	100,000 km
JAGUAR													
i-PACE	EV	Small SUV	\$91,000	90	377	27.5	0	5	AWD	7	CCS	\$1,625	\$8,127
JEEP													
WRANGLER 4XE	PHEV	Small SUV	\$54,995	17	34*	n/a	n/a	5	AWD	n/a	N	Unavailable	
KARMA													
REVERO GT	PHEV	Subcompact	\$199,700	28	98	29.9	9.1	4	RWD	6.6	N	\$1,230	\$6,151
KIA													
NIRO EV	EV	Station wagon: Small	\$44,995	64	385	18.6	0	5	FWD	7.2	CCS	\$1,757	\$8,787
NIRO PHEV	PHEV	Station wagon: Small	\$35,995	8.9	42	19.7	5.1	5	FWD	3.3	N	\$1,156	\$5,779
SOUL EV LIMITED	EV	Station wagon: Small	\$51,895	64	383	18.6	0	5	FWD	7.2	CCS	\$1,757	\$8,787
SOUL EV PREMIUM	EV	Station wagon: Small	\$42,995	39.2	248	17.8	0	5	FWD	7.2	CCS	\$1,773	\$8,867
Soul EV (2014-2019)	EV	Station wagon: Small	x	30	179	19.3	0	5	FWD	6.6	CHA	\$1,743	\$8,717
LINCOLN													
AVIATOR GRAND TOURING	PHEV	SUV	\$81,500	13.6	34	37.3	10.3	6	AWD	3.6	N	\$1,146	\$5,728
MERCEDES													
S 560e SEDAN	PHEV	Full-size	\$135,000	n/a	31	32.7	10.3	5	RWD	7.4	N	\$674	\$3,369
MINI													
COOPER COUNTRYMAN SE	PHEV	Mid-size	\$46,390	7.6	29	28.4	8	5	AWD	3.3	N	\$324	\$1,618
COOPER SE 3 DOOR	EV	Subcompact	\$39,990	32.6	177	19.4	0	4	AWD	11	CCS	\$1,856	\$9,282

PLUG-IN VEHICLES TABLE

See legend on page 43

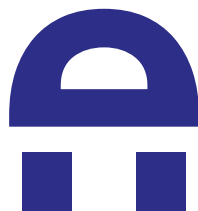
Model	Type	Category	Base Price	Batt. kWh	E-range	Conso/ 100 km		Seats	WD	OBC kW	FC	Savings	
						kWh	L					20,000 km	100,000 km
MITSUBISHI													
OUTLANDER PHEV	PHEV	Small SUV	\$43,998	13.8	39	28.2	9.1	5	AWD	3.3	CHA	\$559	\$2,794
NISSAN													
LEAF S PLUS	EV	Mid-size	\$48,650	62	363	19.5	0	5	FWD	6.6	CHA	\$1,486	\$7,432
LEAF SV	EV	Mid-size	\$46,630	40	240	18.9	0	5	FWD	6.6	CHA	\$1,498	\$7,492
LEAF (2013-2017)	EV	Mid-size	x	30	172	18.6	0	5	FWD	6.6	CHA	\$1,504	\$7,522
POLESTAR													
POLESTAR 1	PHEV	Minicompact	\$197,000	34	84	35.4	9.2	4	AWD	11	CCS	\$1,322	\$6,609
POLESTAR 2	EV	Mid-size	\$69,900	78	375	22.8	0	5	AWD	11	CCS	\$1,420	\$7,102 \$
PORSCHE													
CAYENNE E-HYBRID	PHEV	SUV	\$93,800	17.9	21	44.8	11.2	5	AWD	7.2	N	\$476	\$2,379
PANAMERA 4 E-HYBRID	PHEV	Full-size	\$117,800	17.9	23	40.3	10.5	4	AWD	7.2	N	\$502	\$2,512
TAYCAN 4S	EV	Full-size	\$120,500	79.2	320*	n/a	0	4	AWD	11	CCS	Unavailable	
TAYCAN 4 CROSS TURISMO	EV	n/a	\$119,900	93.4	n/a	n/a	0	4	AWD	11	CCS	Unavailable	
SMART													
FORTWO COUPE (2014-2019)	EV	Two seater	x	17.2	93	19.3	0	2	RWD	7.2	N	\$2,410	\$12,052
SUBARU													
CROSSTREK PHEV	PHEV	Small SUV	\$42,495	8.8	27	23.5	6.7	5	AWD	3.3	N	\$842	\$4,210

Model	Type	Category	Base Price	Batt. kWh	E-range	Conso/ 100 km		Seats	WD	OBC kW	FC	Savings	
						kWh	L					20,000 km	100,000 km
TESLA													
MODEL 3 STANDARD RANGE PLUS	EV	Mid-size	\$51,600	50	423	14.8	0	5	RWD	7.7	T	\$1,580	\$7,902
MODEL 3 LONG RANGE	EV	Mid-size	\$63,600	75	568	15.6	0	5	AWD	11.5	T	\$1,564	\$7,822
MODEL S LONG RANGE	EV	Full-size	\$113,600	100	647	17.9	0	5	AWD	11.5	T	\$2,231	\$11,157
MODEL X LONG RANGE	EV	SUV	\$123,600	100	597	19.9	0	7	AWD	11.5	T	\$2,329	\$11,647
MODEL Y LONG RANGE	EV	Small SUV	\$68,600	75	525	16.8	0	7	AWD	11.5	T	\$1,839	\$9,197
TOYOTA													
PRIUS PRIME	PHEV	Mid-size	\$32,990	8.8	40	15.8	4.3	5	FWD	3.3	N	\$1,034	\$5,168
RAV4 PRIME	PHEV	Small SUV	\$44,990	18.1	68	22.3	6	5	AWD	3.3	N	\$1,228	\$6,141
VOLKSWAGEN													
e-GOLF	EV	Compact	\$37,895	35.8	198	18.6	0	5	FWD	7.2	CCS	\$1,481	\$7,407
VOLVO													
S60 T8 eAWD	PHEV	Compact	\$68,200	11.6	35	29	7.8	5	AWD	3.7	N	\$379	\$1,894
S90 T8 eAWD	PHEV	Mid-size	\$76,050	11.6	34	31.4	7.9	5	AWD	3.7	N	\$361	\$1,807
V60 T8 eAWD	PHEV	Station wagon: Small	\$71,100	11.6	35	29	7.8	5	AWD	3.3	N	\$655	\$3,274
XC40 RECHARGE P8 AWD	EV	Small SUV	\$64,950	78	335	26.6	0	5	AWD	11	CCS	\$1,643	\$8,217
XC60 T8 eAWD	PHEV	Small SUV	\$66,650	11.6	31	36.1	9.3	5	AWD	3.7	N	\$390	\$1,950
XC90 T8 eAWD	PHEV	SUV	\$77,600	11.6	29	36.1	8.8	7	I	3.3	N	\$1,000	\$5,001

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