230 kWh battery life

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Electric Car Battery Life: Everything You Need to Know, Including How Long They Last. The battery packs of electric vehicles are quite resilient, with the lithium-ion type used in most modern EVs...

Akin to miles per gallon (mpg) for fuel-burning vehicles, this metric represents electric vehicles" energy consumption in kilowatt-hours per hundred miles (kWh/100 miles). A battery stores...

The greatest degradation was on a 2014 Model S, a rear-wheel drive with the 85-kWh battery pack, now showing 215 miles fully charged versus 230 when new, a roughly 10 percent reduction.

When you figured out how big a battery you have (battery capacity in Ah), and how many amps does a device you want to hook on the battery runs on, you can input both numbers in this calculator. As a result, you will get how long will a battery last (in hours):

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The Ford F-150 Lightning pricing has been announced and we already collected most of the details about all ot he trim levels. In this post, we will focus on the single most important option of the electric F-150 - the battery option.

As we will see, the battery option will affect all the EV-related specs, not only the battery capacity and range, but power output, acceleration, charging time and towing capability will change as well.

Unfortunately, Ford"s retail lineup for F-150 Lightning is a bit complicated and pushes customers up to higher, more expensive trims to get the ER option. For the sake of this comparison, we will check out the Lariat trim - ER vs. SR, as it appears to be the only retail trim that offers a $10,000 ER option without associated other stuff (like the XLT).

In December, Ford"s livestream indicated a net (usable) battery capacity of 98 kWh in the Standard Range Battery and 131 kWh in the Extended Range Battery. We assume that the total capacity might be 110 kWh and 145 kWh (our guess), respectively. That"s a 33 kWh difference in net capacity and a 35 kWh (or almost 32%) in the total capacity.

While both versions are dual-motor, all-wheel drive, the switch to ER will result also in a higher system output of up to 420 kW. That"s 32% more than in the SR version (318 kW). The peak torque remains the same at 1,050 Nm. It"s expected that the ER will accelerate quicker, but we don"t have data yet.

In terms of charging, as far as we know, the onboard charger in the ER is 19.2 kW, compared to 11.3 kW in the SR. That"s a 70% increase, which slightly shortens the charging time (as long as there is a 19.2 kW AC Level 2 charging point available). We wish that Ford"s info in the online configurator would be more detailed, but it is not.

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