



Chevy Volt zaps range anxiety

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The first thing to know about the Chevrolet Volt is it's not a hybrid and it's not an all-electric car either.

It is a fusion of both that Chevrolet calls an 'extended range' vehicle.

Unlike a hybrid, the Volt does not depend on gasoline motor-shared propulsion duties when the battery is depleted. And unlike an all-electric car, it won't leave you stranded or panicking about whether you'll make it home or not.

Where the Volt differs, and this is the nub, is that it will travel up to 80 km on the battery alone. At that point a small, 1.4-litre gasoline engine kicks in to spin a generator that, in turn, powers the battery allowing a range of up to 500 km.

According to Chevrolet, 29 per cent of commuters in the U.S. travel 2-10 miles a days and 78 per cent travel 40 miles or less a day.

If you can limit your driving to under about 80 km a day, you may never have to pay for gasoline again.

Or at least that's what Chevrolet claims.

So I wanted to find out how it worked in the real world.

Everything is centred on the battery pack that Chevy calls its Voltec propulsion system the main component of

Chevrolet's electrifying new car, the Volt, is now available at Georgetown Chevrolet Buick GMC. Glen MacDonald, the dealership's general manager, is currently driving the Volt and he is a big fan. "When I first turned it on, it was so quiet I didn't even know it was on," he says. "Come in today to test drive the car of

the future." Georgetown Chevrolet Buick GMC is located at 33 Mountainview Road North, Georgetown. For more information, visit www.georgetownchev.com or call 905-877-6944.

Photo by Andrea Lefebvre

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