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## Model 3 sr plus range increase

Tesla has once again made changes to the Model 3 lineup, including another \$1,000 price increase for the base version that went into affect on Thursday. The Tesla Model 3 Standard Range Plus, which was previously the de facto base model, was replaced by an unnamed base rear-wheel drive Model 3 trim level just earlier this week. All-wheel drive Long Range and Performance versions remain in the lineup as well. With an EPA-estimated 272 miles of range, the base Model 3 gets a 10-mile boost over the Standard Range Plus. But the new Model 3 is slower-accelerating, with a 0-60 mph time of 5.8 seconds, compared to 5.3 seconds for the defunct Standard Range Plus. Tesla Model 3 base rear-wheel drive on Tesla website November 2021 The change also makes the base price of a Model 3 now \$46,190. Just last month, the price of a base Model 3 went up by \$2,000, to \$41,990. So the cost of a base Model 3 is now \$8,000 more than earlier in 2021, when it started at \$38,190. Long Range versions of both the Model 3 and Model Y get range increases as well. The Model 3 Long Range now has 358 miles of range, while the Model Y Long Range has 330 miles. Those are increases of five miles and four miles, respectively. For the Model Y especially, some of this is likely repositioning ahead of the introduction of Model Y versions made in Texas with larger 4680 cells and a new body structure approach. 2020 Tesla Model 3 Tesla is also likely betting on the restoration of the federal EV tax credit for it—which at \$7,500 or more, would erase the price difference but increase revenues for the company. Tesla isn't currently eligible for the credit because it previously reached the 200,000-unit production cap, but new legislation might soon eliminate that rule. Tesla price fluctuations are nothing new, but in this case it might be due to the automaker being caught off guard by the rising demand for EVs, as CFO Zachary Kirkhorn indicated during a recent financial call. Is there something that makes this model a deal at \$8,000 more than earlier in the year—with running changes that justify the run-up? Let us know in your comments below. -- UPDATED 11/5/2022 The piece was originally published on 11/3/2022 and updated to reflect yet another \$1,000 price hike to the base Model 3, just two days after a price hike and repositioning. The Tesla Model 3 comes in three variants and choosing between them can prove difficult, particularly if you are in the fortunate position of being able to stretch the budget for the more expensive variants. Those wanting to ensure they are free of range anxiety often opt for the middle-of-the-road dual-motor Long Range variant over the shorter-range (but by no means short-range) basic Model 3. Others opt for the more affordable basic Model 3, reasoning that the 350-400 kilometres it can get on a single charge is more than enough for day to day use, as is the single rear-motor. Others who want to take it up a notch might opt for the more expensive Model 3 Performance, which can sprint from a standing start to 100km/hr in 3.3 seconds (which incidentally is as quick as a Taycan Turbo Cross Turismo, for about a third of the price). With Tesla dropping the price of the Tesla Model 3 RWD (née Standard Range Plus) to less than \$60,000 in 2021, coupled with the introduction of \$3,000 purchase rebates in some states, drivers wanting to buy a Tesla electric car are wondering if it's worth spending the extra dosh to get the premium performance and features. Currently, the basic variant is \$59,900 before on-roads, while the Long Range starts at \$73,200 and the Performance starts at \$84,900. Drive away, the basic variant rolls out the door (or rather, off the boat) for between \$62,000 and \$66,000 depending on which state you live in, whereas the Long Range costs from \$75,000 to \$80,000. The Performance variant drive away pricing sits between \$90,000 to \$95,000. Ultimately, drivers will have to make the decision for themselves based on personal budget, circumstances and needs. To help, we've broken down the features of each variant below: Model 3 basic variant Current specs: Battery size: 62.3kWh WLTP range: 491km Real-world range\*: 438km Top Speed: 225km/hr Acceleration 0-100: 6.1 seconds The basic variant has seen some significant upgrades in past months. In November, it was confirmed that Tesla upgraded the 50kWh battery to 62.3kWh, increasing the driving from 448km to 491km (WLTP). Importantly, at the same time, the price did not increase and for some states it is also eligible for an EV purchase rebate of \$3,000. Tesla had already moved the RWD to a lithium-iron-phosphate (LFP) battery in late 2020, which can be charged to full regularly without excessive battery degradation (in fact, it needs to be as we understand it). This means the effective range was already more than the NCA battery, which should only be charged to 80-90% most of the time. Even though the recent upgrades were accompanied by a downgrade to acceleration, 0-100km/hr in 6.1 seconds is still going to impress the pants off P-platers at the traffic lights. Keep in mind that upgrading from the standard 18-inch wheels to 19-inch wheel will result in a loss of range. The Model 3 RWD sits a little higher off the road than the premium variants, which for those with steep driveways may also be a deciding factor. Reports from drivers vary from 360km and upwards for the Model 3 RWD. Model 3 Long Range Current specs: Battery size: 75kWh WLTP range: 602km Real-world range\*: 576km Top Speed: 233km/hr Acceleration 0-100: 4.4 seconds It's a little slower than the Performance, with acceleration from 0-100km/hr in 4.4 seconds, but those dual motors still deliver plenty of oomph, as well as superior handling and performance. Realistically you'll probably get around 480-540km off a single charge of the larger battery, which is still nothing to sneeze at. To compensate for the larger battery, the Long Range can also charge faster than the RWD. Whereas the RWD can charge at a maximum top speed of 170kW, the premium variants can do 250kW. While you'll only reach those charge rates if starting with a near-empty battery, overall there will be time saved at the charge point. For the audio buffs and music lovers out there, the Long range has a far better sound system than the RWD, which comes as part of the premium interior as standard along with an interior lights package. Model 3 Performance Current specs: Battery size: 82kWh WLTP range: 547km Real-world range\*: 507km Top Speed: 261km/hr Acceleration 0-100: 3.3 seconds Did we mention this is as quick as a Taycan Turbo Cross Turismo, for about a third of the price? In addition to the upgrades mentioned in the Long range above, the Performance comes with a whole slew of extras including performance brakes, a carbon fibre spoiler, lowered suspension, aluminium alloy pedals and "track mode". If you are a hoon at heart, and feel the need for speed (and can afford it!) then this is probably the car for you - but keep in mind, those 20-inch uberturbine wheels cost you some efficiency and therefore range. All variants It's worth mentioning that all Tesla vehicles have access to most charging infrastructure, as thanks to the addition of CCS2 ports they can use both the Tesla Supercharger network and other fast-charging networks. All variants also come with Autopilot as standard, which adds very effective lane keeping assist and adaptive cruise control. Additionally, all variants now include a heat pump, which for those in cold climates helps to reduce loss of driving range from heating (the former Model 3 had a more energy-intensive resistive heating system), as well as wireless smartphone charging, extra USB ports and a lithium-ion 12 volt battery. Some new Tesla owners have reported that they've had the heated rear seats and steering wheel activated for free, and it is understood that newly imported cars will now come with the super-fast AMD Ryzen chip, improving touchscreen responsiveness. \* "Real-world" range is based on the US-based EPA ratings, which can be found here. Actual driving range, as with an ICE car, depends on driving style, terrain and load. Here's a recent comparison between the range and efficiency of all three variants by a UK reviewer: Bridle Schmidt is associate editor for The Driven, sister site of Renew Economy. She has been writing about electric vehicles since 2018, and has a keen interest in the role that zero-emissions transport has to play in sustainability. She has participated in podcasts such as Download This Show with Marc Fennell and Shirtloads of Science with Karl Kruszelnicki and is co-organiser of the Northern Rivers Electric Vehicle Forum. Bridle also owns a Tesla Model 3 and has it available for hire on evee.com.au. This is my Knex Sr-25. I like this model a lot because it is very close to the actual thing in terms of appearances, and it packs quite the punch. It shoots blue rods and can get distances of up to 150 feet. It has a magazine which is modeled after the one made by Ironman69. The rest of the gun is entirely my design. It comes complete with rails, a bipod, which I borrowed from brammekel11, a scope, which is modeled after the one used by nuttyguy, guiderail for the ram which is encased inside the stock of the gun so it is completely unseen, a comfortable handle, a trigger guard, and an almost entirely smooth finish. There are literally only 7 blue rods which stick out. The rest of the gun is entirely smooth. It is VERY sturdy, as it can maintain its shape from behind held by the tip of the barrel and the tip of the stock. It is accurate up to about 60 to 70 feet I find (I was able to snipe my knex target - INSTRUCTIONS SOON! - at that distance). I will not post instructions for it yet. I would first like to see at minimum 20 requests before I consider it. Also, I am currently tweaking it for additional power and for better looks. If anyone has any questions regarding the weapon, be sure to leave a comment! PROS: - Incredible range - 150 ft - Accurate - up to 70 ft - Amazing looks - First Sr-25 out of knex - VERY sturdy - Trigger never jams CONS: - Heavy on pieces - Heavy gun - Bipod is a bit weak (open to mods) - Magazine jams occasionally (I'm currently replacing the one in the pictures with a better one) BE SURE TO COMMENT, RATE, AND FOLLOW! :D



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