

There are plenty of great choices if you want to spend less than \$15K on an EV

Last time we looked at the used electric vehicle market, it was to see what the options are if you're spending \$10,000 or less. Two solid choices emerged quickly: a BMW i3 if you don't need much range, and a Chevrolet Bolt if you do. Lots of earlier Nissan Leafs made the list, too, but these had limited range and air-cooled batteries to contend with; we also included an assortment of compliance cars and, perhaps for the very brave, a Tesla. But what happens when you grow the budget by 50 percent? What EVs make sense when there's \$15,000 burning a hole in your pocket?

As it turns out, at this price point the planet starts looking a lot more like your own personal bivalve. For starters, the cars that looked good at \$10,000 look a lot better in the next bracket up, generally newer model years or with lower mileage than the cheaper alternatives. Which means you can afford the facelifted i3. For model-year 2018 and onward, BMW fitted its electric city car with a larger-capacity battery, which means up to 114 miles (183 km) of range on a full charge, or about 150 miles (241 km) if it's the one with the two-cylinder range-extender engine. Apple CarPlay and Android Auto might also be built into these i3s, although there are aftermarket solutions now, too.

No aftermarket is required to get CarPlay or Android Auto on any of the Bolts you might buy for under \$15,000, which include a mix of pre- and post-facelift (model-year 2022 and onward) cars, although few of the slightly more spacious Bolt

EUVs. Like the i3s, expect lower mileage examples, plus all the usual caveats: slow DC charging and seats that can get a bit hard on long drives.

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