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## Tesla electric semi truck price guide 2019

It can match speed to traffic conditions, decelerate down to a stop and begin again when traffic moves. Tesla initially promised a 2019 production start. That’s a rise of one foot every 20 feet of distance. Details for the logistics of the megachargers have not been released. That means the 300-mile version is likely to have a roughly 500-kWh battery pack, while the 500- to 600-mile version’s battery should come in at around 900 to 1100 kWh.Tesla has switched battery cell format for the Model 3. Tesla’s last claim was that it has orders for more than 2,000 Semis.Customers that have acknowledged ordering Tesla Semis for their fleets include: UPS, 125 Semis; PepsiCo, 100; Los Angeles-based TCI Transportation, 50; Bee’ah, a United Arab Emirates-based refuse-hauling company, 50; Sysco, 50; Wal-Mart, 45; Anheuser-Busch, 40; Canadian grocery chain operator Loblaw Cos., 25; DHL, 10; Florida-based City Furniture, 5; and Michigan-based grocery chain Meijer, 4.Ryder Systems and J.B. Hunt also have placed orders but have only said they are for “multiple” trucks. If a more eco-friendly Toyota truck is important to you, it may be worth considering the plug-in hybrid RAV4 Prime, a compact SUV that comes standard with all-wheel-drive (AWD) and 302 horsepower.Tacoma and TundraWith a starting MSRP of \$26,050, the entry-level Tacoma is an affordable pickup suitable for most drivers. The Prius Prime recharges in about five hours and 30 minutes using a standard 120-volt charger or just two hours and 10 minutes using a fast-charging 240-volt outlet. But a number of major and minor players have placed orders. The first 1,000 semis will be labeled “Founder’s Series” and start at \$200,000.Reservations for the truck are \$20,000. Musk claims the truck’s drag coefficient of 0.36 gives better aerodynamics than a \$2 million Bugatti Chiron supercar.TRUCK ORDERSTesla hasn’t started producing commercial models of the Semi yet. It says a Tesla Semi will pay off the difference in two years. In fact, it almost has the same name and will be called the RAV4 Prime. There are few protrusions. Does Toyota Have Any Electric Vehicles for Sale Right Now?While Toyota hasn’t expanded into fossil-fuel alternatives for trucks yet, cars are a different story. Diesel fuel for the calculation was figured at \$2.50 a gallon, versus 7 cents a kilowatt-hour for electricity to charge the Semi.The electricity cost is lower than the national average, but Musk has said Tesla will guarantee it and help provide a charging network for the trucks that use renewable energy.POWERThe Tesla Semi was shown as a Class 8 day-cab model with four independent electric motors, one for each of the four rear wheels.Horsepower and torque figures haven’t been given, but the motors reportedly are the same as used for the Tesla Model 3 electric sedan.Independent dynamometer tests of the Model 3 motors found they produce up to 300 horsepower and 550 pound-feet of torque. It is using several preproduction models for regular testing. One published report has J.B. Hunt’s initial order at 40 Semis.Tesla itself is also a Semi customer. There’s a small “frunk,” or front trunk, for gear storage where a diesel engine would sit in a conventional truck.Smooth composite bodywork covers most gaps. The driver’s seat is located in the forward center of the cab, reminiscent of a Formula 1 race car. It is not clear yet whether the 300-mile version also would get a boost.A report from the California Highway Patrol inspection station at Donner Pass, near Lake Tahoe, helps validate the new range claim. The new “2170” cells are slightly larger than those in the Models S and X and about 30 percent more powerful.If Tesla uses the new format for the Semi, the 300-mile model could get by with a battery pack containing just over 29,000 cells, versus 42,000 cells in the old format. Nikola claims to have \$14 billion worth of nonbinding orders for its trucks. fuel cell electric vehicle called the Mirai. The route includes a climb of more than 7,500 feet over the Sierra Nevada.COMPETITIONTesla isn’t alone on the electric truck frontier.Most major truck makers, including Daimler, Paccar, Volvo, Volkswagen and China’s BYD, are developing electric heavy trucks of their own. However, he hinted that it’s certainly possible that there will be an electric Toyota truck in the coming years. Founder’s Series models require the full \$200,000. After a Tesla Semi truck making a test run with a load of concrete construction barriers stopped at the station in August, several photos and a report of the driver’s comments were posted on the station’s official Facebook page.According to the post, the driver said the truck, which weighed 75,000 pounds with its trailer and cargo, was meeting or exceeding Tesla range estimates on the steep mountain route.AUTONOMYMusk has always said that Tesla vehicles will be able to operate autonomously as soon as regulations allow such operation. The 2020 Mirai is powered by hydrogen and only emits water. It can change lanes and exit freeways without driver input.When grouped together, Tesla Semis will be capable of “platooning.” This allows multiple trucks to connect to one another digitally and follow at close distances for improved safety and fuel efficiency.What are the known Tesla Semi specifications? But on the company’s website, the Semi is listed as maintaining a 60 mph speed on a 5 percent grade. Tesla is seeking commercial partners to share the land acquisition, equipment and installation costs. TESTSTesla is testing the trucks hauling cargo between its facilities. It also is running the trucks on California’s Interstate 5, with its steep Tejon Pass, and on out-of-state jaunts.A Tesla Semi drove from California to the Arkansas headquarters of motor carrier J.B. Hunt last year without support vehicles.Tesla also has used the Semi to haul Model 3 sedans directly to selected Tesla car customers, the company said.Overall, Tesla testers have been “driving trucks extensively with, so far, I think, quite amazing success,” truck program director Jerome Guillen said earlier this year.STYLETesla made the Semi extremely aerodynamic, with looks inspired by Japan’s bullet trains. On Tesla passenger cars, Enhanced Autopilot includes self-driving capabilities that can steer the vehicle around corners and keep it in its lane. Meanwhile, an appealing and comfortable interior paired with Apple CarPlay, Android Auto and Alexa compatibility keep passengers happy no matter where you go. That’s now delayed until late 2020.In anticipation, we’ve prepared a look at everything we know about the vehicle the never-modest Musk says will revolutionize the trucking industry.PRICE AND OPERATING COSTMusk said there initially will be two day-cab models, a short-range version that will start at \$150,000 and a midrange truck starting at \$180,000.The typical Class 8 diesel day-cab starts at about \$120,000.Tesla justified the electric Semi’s initial expense with long-term savings – mainly in fuel costs. But the company has said it is aiming for something under 2 kilowatt-hours of capacity per mile of range. “Really looking forward to getting the Semi into production.”Trucks.com is looking forward to that as well. Multiply by four and discount a little for the losses occurring when the motors are linked, and it is probably safe to expect the Semi to deliver a minimum of 1,000 horsepower and 2,000 pound-feet of torque.UPHILL HAULINGMusk said at the Semi’s debut that it was capable at a fully loaded gross weight of 80,000 pounds of maintaining a top speed of 65 mph on a 5 percent uphill grade. Tesla made a huge splash when it introduced the world to its all-electric heavy truck, the Tesla Semi, late in 2017. Lastly, while it hasn’t hit dealerships yet, Toyota’s compact RAV4 Prime (already available in hybrid form as the RAV4) is another plug-in hybrid. When it’s not running on electricity, the Prius Prime works just the same as the Prius hybrid. Photo Courtesy: @toyotagastonia/Twitter Toyota hasn’t officially announced an electric version of its popular Tacoma pickup truck, but the company has hinted that it may introduce an electric pickup in the future. While it has an EPA-estimated driving range of 312 miles and takes just minutes to refuel, the Mirai is currently only available to California and Hawaii residents who have access to a hydrogen fueling station. But it is aiming most of its business at the long-haul industry. The front-wheel drive hydrogen-powered vehicle has a maximum output of 153 horsepower and gets an EPA-estimated 67 mpg. 16, 2017, introduction.A typical diesel Class 8 truck would top out at about 45 mph on the same grade with the same load.ACCELERATIONClass 8 trucks aren’t built for drag-racing, but quick acceleration up freeway on-ramps and when merging into the flow of traffic are helpful. The company hasn’t talked much about the truck since it introduced the first prototypes.It turns out that Tesla been treading water with the Semi for the past 18 months, setting aside its plans for the Class 8 hauler as it struggled to cope with production and supply chain issues surrounding the company’s Model 3 electric sedan.Musk said as much in a March 30 tweet that included a photo of a Tesla Semi hauling a load of Tesla passenger cars. Those could charge passenger cars rated at 250 kWh, or one-fourth the capacity of a Megacharger.Tesla Semi customers Anheuser-Busch, UPS and Pepsico are installing the Megachargers at their fleet centers.On-highway chargers are to come later. Only side mirrors and a pair of cameras are mounted to the cab.The Tesla Semi is expected to run on a global network of solar-powered “megachargers” that do not currently exist. That jumps to 20 seconds for a Tesla tractor pulling a full load. However, the automaker isn’t the only one without an electric pickup, however, as there are currently no electric pickup trucks available to the public.For now, the Tacoma runs on gasoline and comes with a choice between two engines that let you maximize either efficiency or performance. Although he declined to offer specifics about the direction the brand will go in the future, Brown acknowledged that “electrification makes sense” as “truck owners value torque and initial response.” Photo Courtesy: @ToyotaOfOrange/Twitter Brown also reaffirmed Toyota’s commitment to producing powerful off-road vehicles, stating, “I can certainly confirm we’re committed to the TRD brand and Pro.” TRD stands for Toyota Racing Development, and the 2020 Toyota TRD Pro Series features various Toyota models with serious off-road capabilities, including the Tacoma and Tundra. The automaker plans to activate the system with over-the-air software updates.Tesla plans the same for the Semi.Standard equipment would include automatic emergency braking, obstacle recognition, lane-keeping assist, forward-collision warning and the ability to communicate wirelessly with other vehicles to enable platooning.In one notable excursion earlier this year along California’s U.S. 101, a Tesla fan snapped a photo of what some observers believe was a Tesla Semi running without a driver at the wheel.The California Department of Motor Vehicles, which regulates autonomous testing, checked with Tesla and was told that the company is not doing any autonomous testing with the Semi, a spokesman told Trucks.com.Autonomous vehicle testing with a safety driver behind the wheel is legal in California for cars and light to midweight trucks, vans and SUVs, and Tesla has a permit to do so.But regulators don’t yet allow vehicles in excess of 10,000 pounds gross weight to operate in fully autonomous mode on public roads, even with a safety driver poised to take control if necessary.BATTERIESTesla has not disclosed battery capacities for the two versions. MORE FROM QUESTIONSANSWERED.NET View 17 imagesThe Tesla Semi electric truck has finally gone on sale in the US and order books have opened – however, there is still no firm date for the start of production.Interested buyers must put down a \$US20,000 deposit to secure a place in the queue.Tesla has released pricing and information for its highly anticipated prime mover in two model grades.Previously, Tesla had only provided preliminary data.View 17 imagesOne model is priced from \$US150,000 before on-road costs and has a claimed driving range of 300 miles (482km).The flagship variant is priced from \$US180,000 before on-road costs and has a claimed driving range of 500 miles (805km).Both models are powered by four electric motors that drive the rear wheels.Tesla claims the Semi electric rig can accelerate from 0 to 60mph (96.5km/h) in 20 seconds while hauling an 80,000lb load (36 tonnes).We are unsure how this performance compares to a diesel Kenworth, but if Tesla cars are a guide, this is likely more brisk than most semi trucks.View 17 imagesPhotos released by Tesla show a centrally-mounted seating position, with two large information screens either side of the cabin, which also display images from the driver’s blind spot thanks to two roof-mounted cameras (one each side). It is unclear if the Tesla Semi will be sold in Australia, though a centrally-mounted driver’s seat could make it ambidextrous and open the vehicle up to both left- and right-hand-drive countries.That said, Drive understands the Tesla Semi may be too wide to be deemed legal for Australian roads.Tesla claims the Semi’s top speed up a 5 per cent grade when loaded is 60mph (96.5km/h).View 17 imagesView 17 imagesView 17 imagesView 17 imagesImages show the Tesla Semi will have LED headlights and advanced forward-collision warning systems, as well as some form of blind-zone monitoring, though exact details are yet to be disclosed.Tesla describes the Semi electric truck as the “safest, most comfortable truck ever” and delivers “the lowest energy cost per mile”.A production date is yet to be locked in.Tesla previously said the Semi would be on the road in 2019.The latest forecast from Tesla is that it hopes to have its electric big rig on US roads next year, pending any further delays. Its roster includes many companies that are ordering Tesla Semis. With an even more powerful V8 engine, the Tundra is a better choice if you anticipate putting your truck to heavier use.Will Toyota Offer an Electric Pickup Truck in the Future?In a June 2020 interview with CarBuzz, one of Toyota’s chief truck engineers, Sheldon Brown, offered sparse details about the automaker’s future regarding electric trucks. It also has a combined 302-horsepower output and comes standard with AWD. Starting at \$33,575, it offer an expansive 38-gallon fuel tank and 10,200-pound towing capacity. Photo Courtesy: @ToyotaMotorCorp/Twitter The 2020 Prius Prime, a plug-in hybrid with electric and gas motors, is also worth mentioning. Tesla already equips its cars with sensors and hardware that provide automated safety features. There’s also a bit of Darth Vader/Imperial Stormtrooper helmet in the look.The nose is short and rounded. The trucks haul vehicles and batteries between Tesla’s plant in Fremont, Calif., and its battery factory in Sparks, Nev. That’s 5 mph decline is the first of the two specs that have changed since the truck’s Nov. While that’s three to five times quicker than the average diesel semi, truckers are far more concerned about fuel economy and vehicle reliability than acceleration speed.RANGEMusk initially said the Semi would be offered with either 300 miles or 500 miles of range.Recently, he said Tesla’s engineers now believe the longer-range version will deliver closer to 600 miles on a fully charged battery. Even diesel engine giant Cummins has shown an electric truck.Additionally, Arizona-based startup Nikola Motors and industry giant Toyota both are developing fuel-cell electric trucks that use hydrogen fuel cells rather than grid-charged batteries to produce the power for their electric motors.Nikola will build battery-electric models for customers who prefer them for shorter routes. It could reduce congestion that develops behind slowly chugging diesel trucks.Musk said that the Semi pulling an empty trailer can go from 0 to 60 in 5 seconds. The 2020 Tacoma comes standard with a 2.7-liter 4-Cylinder engine with estimated 20 city and 23 highway mpg, but it can also be upgraded to a 3.5-liter V6 engine with 6,400-pound towing capacity and off-road capabilities (at the cost of slightly worse fuel economy). The windshield is tall and curved. Its estimated range in pure electric mode is 25 miles, which should be sufficient for running errands around town without draining the vehicle’s gas tank at all. It has an EPA-estimated 42 miles in electric vehicle mode and an EPA-estimated total driving range of 600 miles. The Tesla Semi is a Class 8 electric truck with production planned for 2019.The truck will start at an expected base price of \$150,000 for a 300-mile range battery. The ongoing operation will add \$200,000 to a trucking company’s balance sheet over the course of a truck’s expected million-mile lifetime, Musk said.The savings are based on Tesla’s calculations of an overall operating cost of \$1.26 a mile for the Semi versus \$1.51 a mile for a competitive diesel truck.Each truck and trailer combo would weigh 80,000 pounds fully loaded and run a daily 100-mile route at an average top speed of 60 mph. The Tesla Semi’s height, weight, length, battery capacity and construction materials all remain undisclosed at this time.Based on the prototype trucks shown, the Tesla Semi is expected to feature sleek styling. That permits air to flow around the truck rather than smash into it. “We’ve been so mired in production & logistics for the past 18 months,” he wrote. That would decrease battery pack complexity considerably, as each cell must be cooled and protected against shorts and other faults.CHARGINGMusk has said that Tesla will work with Semi customers to install networks of “Megachargers.”They would be capable of adding enough juice to a depleted battery pack in 30 minutes to provide up to 400 miles of range.Each Megacharger should be capable of charging at one megawatt – 1,000 kilowatts – per hour. Tesla is rolling out new Version 3 superchargers. Tesla Chief Executive Elon Musk has said that megacharger use will cost 7 cents per kilowatt.The Tesla Semi will feature Enhanced Autopilot technology. Photo Courtesy: Cavan Images/Getty Images If you like the Tacoma’s features and have the budget to spare, you also might want to consider the Toyota Tundra. Trucks with a 500-mile range battery will be priced from \$180,000.

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