

What's it like to live with an Electric Porsche?

by Rae Millin

Well, there's a loaded question if I've ever seen one! That's a question that's both complicated and simple. It has a short answer and a long one. So, for the TLDR (Too Long, Didn't Read) among you, the answer is it's an absolutely amazing experience! If, however, you are still reading and want a more detailed answer, here hopefully you will find some helpful and useful information about this lifestyle, because as much as I want run to the top of the mountain and yell to the world to go out and buy a Taycan now, this is not necessarily for everybody...yet.

A little about my background. So, I'm a long-time car guy, love racing and going really fast! I am, however, both new to Porsche and new to Electric Vehicles (EVs). I have been an admirer of Porsche for a very long time, but honestly, I never really thought I'd be blessed enough to be in a position to own one, so I come from a background of American muscle cars. Loud and fast, in a straight line anyway, and lots of horsepower! My last car, which I drove daily, was a 93 octane-guzzling, 800hp beast which I truly loved, but I long felt the time had come for a more refined ride, and maybe, I could roll back a little of the damage I caused Mother Earth with all them smokey burnouts...so here we are.



Taycan EV through the turn.

I don't think I need to explain why I chose Porsche; if you are reading this, you are quite aware why, so we'll jump past that and right into what it's like first, living

with an EV every day as a daily driver. I've had the car just about a year now, and honestly for where we live and how we live, it has been very easy! I'd advise anyone considering it to do a little planning and research first. You are first off going to want to have access to adequate power to charge your car at home, since 90% of the time, that is where you will likely be charging. If you are in a house with a garage, it's generally pretty easy. You would need to install a NEMA 14-50 outlet in your garage; this is known as Level 2 charging. That was the first thing I did after consulting a qualified electrician, to make sure the wiring could support it. The 14-50 is the same outlet you would generally see in use by your dryer. It allows for more amps to allow more power to charge your vehicle faster than a regular wall outlet.

A regular 110v wall outlet (this is considered Level 1 charging) would take about a week to fully charge the Taycan, whereas the 14-50 outlet will have you charged from 0-100% overnight (5-7 hours). Most times, you are charging from maybe 30% to 85% anyway, so 4-5 hours to charge up is easy. As for how many times a week to charge, I generally might charge 2 or 3 times, depending on how much I drive.



Useful information at your fingertips.

Don't forget to purchase one of the two charging station options Porsche has, the cheaper option is basically a normal cable to plug into the 14-50 outlet and to your car charge port, while the more expensive option has a smart connector with WiFi capability and a few smart features added on, but honestly, in my opinion, the more expensive option is not really worth it.

So what's it like to road trip? So far, I've done about four road trips from North Alabama to Disney World and back, to Charlotte NC and back and to the Tail of

the Dragon and back. If you pre-plan your route, it's pretty easy in most cases, although sometimes, due to locations of the chargers, you may have to go a slightly less-than-optimal route to reach your destination. I had to do this in order to reach the Tail of the Dragon. I recommend downloading the PlugShare and ABRP apps to your phone and they will smartly help you plan your routes along available charging stations.

The preferred charging network for Porsche, Electrify America (EA), has fast-charging DC stations along most major highways in the continental US, making it relatively easy to reach most places. DC fast charging, or Level 3 charging at the EA networks, will generally get your car from 20% charge to 80% charge in about 20 minutes. So, it's excellent as far as charging goes for most cars, but of course much slower than getting gas. It adds a little more time to your trips, but it's not bad at all, seeing as how you get more time to stretch, eat, and relax when you stop.

These stations are usually at shopping areas, near Walmarts, Targets, or Best Buys and restaurants, so it's pretty convenient. You plug in to your DC port (the car has a charging port on each side, and while both can do the slower at-home charging speeds, only the passenger side port can connect to the fast DC charger), and either start the charging session with your app on your phone, or the 2021 models and up should all have plug and play, so they charge right away. You get free charging for three years (30 minutes a session, which you will top off at just about anywhere) at the EA network with the purchase of the car, so no bill to pay there. Depending on rates though, if you are curious, it can cost between \$8 and \$18 if you were to pay for the charge.

What does that full charge get you in range? Well, just like a gas car, it depends! Drive it hard and it'll drop precipitously, drive it with some restraint and you'll do just fine. EPA rates the car around 200 miles, but real-world numbers put it in closer to 300 miles. Something to be aware of: Temperature can affect range by up to 25%, so in the cold of winter, you are going to see that range drop off quite a bit, but in spring/summertime you will get a lot more miles out of it. The range is displayed in miles on the screen, just like a gas car, and Porsche has it really excellently configured to guess your range pretty closely. It won't surprise you like

I've seen in some other EVs by dropping the miles far faster than they are actually going.

So what's it like living with an electric Porsche? Many people don't even realize such a thing even exists! Well, you don't get that occasional dirty look from folks who don't like the EV scene first off. They see the Porsche first and their eyes pop and you get the usual head turning when a Porsche drives by or is seen parked somewhere. EVs tend to bring out a lot of emotions by many, some good and some pretty hostile! Honestly though, I have gotten nothing but respect and admiration with that Porsche badge on it. I hear stories all the time of Tesla owners getting dirty looks, getting coal-rolled (when a diesel truck purposely floors it to kick up black smoke and soot all over your car) and getting "ICEd" at chargers (when a gas vehicle parks in one or multiple charging spots to block off and anger the EV owner). Never experienced any of that in my Taycan, so it's a win for Porsche by designing such a beautiful car that looks and performs like a gas car. And let me tell you, that it **DOES PERFORM** on the road!



A Porsche like no other.

It is absolutely a Porsche first and will tackle the road like one. Yes, I do miss an exhaust note and the visceral thrill you get when gunning it, but it's a trade-off I am happy to make for the added performance of the Taycan being able to put all that torque down instantly and blast off like a rocket! The Taycan is available with an option to add an electronic sports sound. While not for everyone, I found it to be a really cool, sci-fi and kinda Star-Wars-going-into-hyperspace sound. One of my

buddies asked, “How did Porsche travel back in time to the 80s and record a sound we all thought the future would sound like???” The sound does also give you a sense of speed, because it’s scary how fast it’ll get from 0 to go-directly-to-jail speeds! Having driven in other EVs, I find them too quiet. Porsche got it right, but I do hear that Porsche is working on being able to accurately emulate exhaust noises in future models, so that may be an option for folks down the road.



Nope, no exhaust pipes.

Is the electric car life for everyone? No, not yet anyway. The charging infrastructure, while good and improving every day, isn’t where it needs to be yet for everyone’s needs. Maybe you live in an apartment or townhouse and can’t install a charger, so you will need reliable charging in your town. Not every town has that yet, not even close in a great number of places. Not to mention, it would take great initiatives to get charging into apartment parking lots and especially in lower income and remote areas. Those will need to be addressed. Maybe your house electric wiring can’t handle the power load of a 14-50 outlet. If so, then you are looking at expensive upgrades to support it. We are lucky to have cheap power in the TVA area and it equates to the Taycan costing \$8 to fill up from 0 to 100% charge. But not all states have such cheap rates, so an interested EV owner will need to research that. As for the power grid, no, it couldn’t handle everyone driving and charging an EV today. It will likely take over a decade before we are even close in this country, though the grid is being improved upon every day. It will be up to each person to see if their situation will currently allow for an electric

car in their lives. So, as awesome as the Taycan is, it's just not going to be for everyone yet.

This car has truly been an eye-opening experience and an absolute joy to own. I drive it an excessive amount more than I need to. It's so cheap to recharge, it makes daily life so much better. I find myself now not just an ambassador for Porsche brand, but for EVs as well, as you have to adopt both lives when you own this car and won't mind either a bit. I've brought the car to EV car events, as well as gas ones as well, in order educate and yes, show off some too! This is Porsche's first foray into electric and they nailed it! Not perfect, they sorely need to hire some better software developers and step up the software Quality Assurance, but the car and the drive, perfection. Porsche perfection.