

	 CODA	 FORD FOCUS EV	 HONDA FIT EV	 MITSUBISHI i	 NISSAN LEAF	 TESLA MODEL S	 CHEVY VOLT PLUG-IN HYBRID	 FIKSER KARMA PLUG-IN HYBRID	 TOYOTA PRIUS PLUG-IN HYBRID
Price (after \$7,500 federal tax credit)*	\$30,645	\$32,495	\$389/MONTH <small>(lease only)</small>	\$22,475–24,475	\$28,550–30,600	\$50,800–98,800	\$32,495	\$94,500–107,500	\$30,260–37,785
Electric-only miles between charges (per EPA)	88	76	82	62	73	265	38	33	11
EPA miles per gallon equivalent (mpge)	73	105	118	112	99	89	98	54	95
Annual fuel cost (per EPA)†	\$850	\$600	\$500	\$550	\$600	\$700	\$950	\$1,800	\$1,000
Who will drive it?	Drivers willing to accept a bare-bones car from a new manufacturer for long electric range.	Almost no one, sadly (as of August, Ford had sold only 135).	A select few lessees who want the über-practical Fit propelled by an über-efficient motor.	Urbanites looking for the least-expensive EV.	Anyone who's ever owned a hybrid (and a Volvo before that).	A CEO or CTO with an IPO and \$\$\$.	Buyers glad to see American innovation and afraid of getting stranded by a pure EV.	Anyone who wants to emulate Justin Bieber, Leonardo DiCaprio, and Ashton Kutcher.	Prius fans who want a bigger helping of electric oomph.
How fun is it to drive?	"The electric motor groans in low deep spasms as speed builds. At higher speeds, wind noise and buzzing intrude." <i>(New York Times)</i>	"Refined manners, precise steering, and playful character." <i>(Car and Driver)</i>	"Although far from a sports car, the Fit EV felt as responsive and fun as the standard Fit." <i>(CNET)</i>	"Performs reasonably well for lower-speed commuting, but it's out of sorts on the highway." <i>(Car Connection)</i>	"Acceleration is brisk from the first tap of the throttle, and the car gets up to speed with little fuss." <i>(Edmunds)</i>	"This car slips silently as a dagger into triple-digit speed." <i>(Wall Street Journal)</i>	"Around-town, stop-and-go traffic is where the Volt shines, slicing effortlessly to speed." <i>(Wall Street Journal)</i>	"The big-and-heavy Karma . . . handled quite well, staying flat in the corners and responding quickly." <i>(Consumer Reports)</i>	"The same lackluster driving characteristics as its non-plug-in sibling." <i>(Car and Driver)</i>
How much gear can you cart around in it?	Get a roof rack for bikes and bulky items: With its small trunk and lack of a hatchback, cargo space is tight.	Consider taking up ultralight sports; the battery pack consumes a lot of the cargo area.	All you've got: The battery pack barely reduces the cargo room of the capacious gasoline-powered Fit.	Fold the rear seats flat and the i's jelly bean shape offers a cavernous space for your outdoor gear.	It's got a smallish trunk, but it's a hatchback, so you can toss your bicycle in the back if you remove the bike's front wheel.	Fold the rear seats and it'll swallow your \$10,000 carbon-frame road bike. And up front there's a 5-cubic-foot "frunk" for your dressage miscellany.	With 10.6 cubic feet—half that of a Prius's—the trunk will carry enough for a dayhike. Folding the hatch's seats opens up space for your hockey gear.	The trunk is tiny, so your rock-climbing equipment may end up in the backseat. Or just send it on ahead with your valet.	The large cargo area can swallow a week's worth of camping gear, with or without the rear seats folded.
Will it be around in 10 years?	It's the first Chinese-made auto available in the United States, so who knows? Japanese and Korean automakers were once novelties too.	Yes, if the EV market takes off. Today it's available only in California, New York, and New Jersey.	Another wait-and-see car. Honda is only leasing them, and only offering 1,100 of them for lease in California and Oregon (for now).	Likely so, if Mitsubishi makes good on its promise to offer eight EV models worldwide by 2015.	Nissan has bet its future on EVs. Starting in December, its Tennessee plant will be able to churn out 200,000 EVs per year.	Bad news: The U.S. hasn't seen a successful new automaker since Chrysler, in 1925. Good news: Toyota has invested millions in Tesla.	Let's hope so. With decent all-electric range plus unlimited gas-powered miles, GM's got Americans' desire for "unlimited mobility" covered.	It's gorgeous, so hope springs eternal. But Fisker, a start-up, has suffered setbacks and delays.	If not, a meteorite has struck Earth. Toyota has sold more than 4 million Priuses, so the plug-in version benefits from the halo effect.

* Price includes MSRP plus destination charge. The Toyota qualifies for a \$2,500 federal tax credit. † The EPA's fuel-cost estimates assume that you will drive 15,000 miles per year with an electricity cost of \$0.12 per kilowatt-hour. (For comparison, a gasoline-powered, four-cylinder Honda Accord sedan costs \$2,100 to fuel; a six-cylinder Toyota Camry, \$2,250.)