

**Florida to New York  
Chevy Bolt Electric Car  
Auto-train Trip  
May 8 – June 1, 2017**



Starting our East Coast Bolt trip at 11:00 am using the Auto train. Florida to New York. Lets see how the Bolt does on the current charging infrastructure, We have Chargepoint, EVgo, Sema Charge and Greenlots.

May 8: Things got off to a rocky start. As you may know the Bolt has no GPS. No worries, I got my Tom Tom out of the closet last night and I'll use that. Got the itinerary programmed all the way to Poughkeepsie. Pulled out of the garage a half hour early and turned on the GPS.. Couldn't get past the nag screen. I don't give up easily so I wasted 20 minutes with that. In the end we decided to play Gen X and use Google Maps on the iPhone. We got underway on time with a 96% charge and 254 miles. We headed for the EVgo CCS quick charger at Marketplace at Seminole Towne Center.

The Bolt performed beautifully and Google Maps got us to the CCS Quick charger. We arrived with 69% remainin g. We got 11 minutes of charging and it said we had 80% and stopped

charging. The Chevy App said we had 72%. Not happy we hooked up to the level 2 charger for an hour and 45 minutes to get to 90%.

We had lunch at the stations host, Keke's Breakfast Café. Good fare. We then walked around Target for a while without spending any money, a first. Went back to the car and programmed the Hampton Inn at Lake Mary into our Google alternative GPS. I shut down the level 2 charge at 215 miles and headed to the hotel.

Arrived at the hotel with 212 miles. This will get to the auto train with enough range so that when we get off in Virginia we have over 200 miles. More than enough to make it to our first stop in Mt.Laurel, NJ.

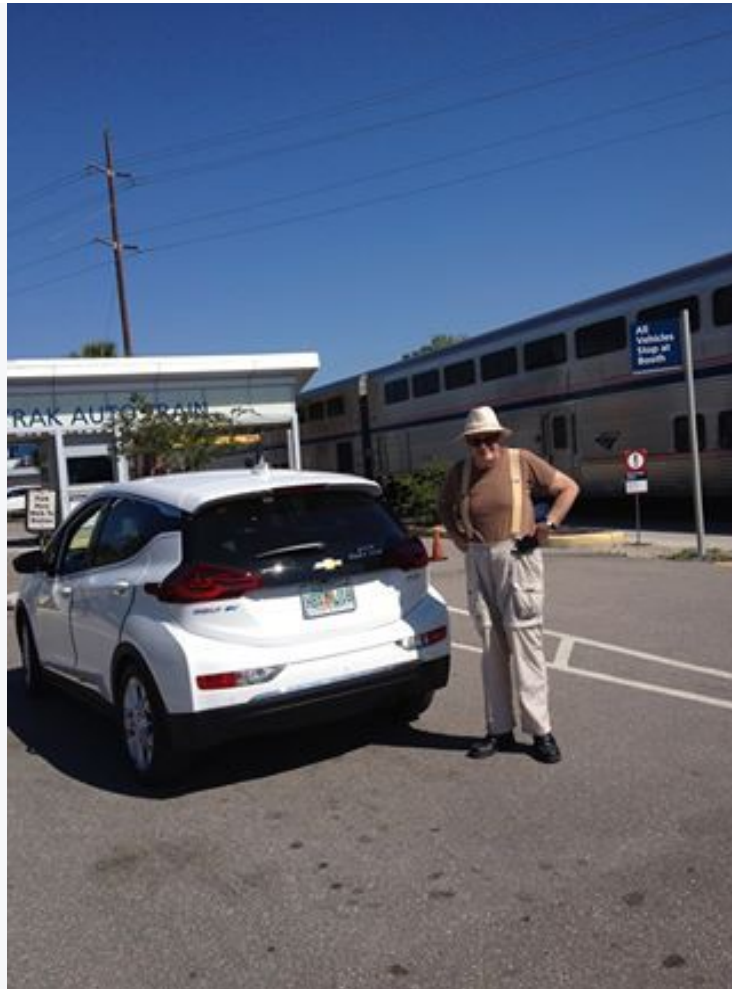
Can't give CCS Quick charging in Sanford a good score, dumping us off at 72%. Was hoping for at least 80%.



May 9: We got up early and drove to the Amtrak Auto train Station at Sanford, Florida. We got there at 10:30 am. We were first in line. I wanted to be able to charge my phone on the train, so I grabbed a charger and cord. I was unable to charge on the train because I took the cord for my wife's iPad. Wound up with a dead iPhone by morning despite shutting down my phone for most of the night.

Folks talk about EV level 3 charge plug incompatibility. There's really only three, Tesla, Chademo and CCS and most new stations other than Tesla have two cords one for Chademo and one for CCS. This mobile device charging is a nightmare with incompatibilities even within on manufacturers devices. At least we have compatibility across groups of manufacturers if not all.

All in all an easy day with a good night's sleep on the train.



May 10: We got off the Auto train at 9:30 am, but waited an hour and a half to get our Bolt. We were under way about 11:30 am and arrived at our Royal Farms Chargepoint CCS charger in White Marsh, MD at 1:00 pm with 136 miles remaining. We charged back up to 80% quickly in about 15 minutes or so to 188 miles with the air conditioner on or 199 miles with it off. We ran the remaining miles with the air on. A much happier CCS charging experience than at Sanford Florida.

After we stopped inside and got something to eat, we headed North. We arrived at the Wyndham Hotel in Mt. laurel, NJ about 4:00 pm with 91 miles remaining. Had we not stopped for the CCS top up in MD, We would have arrived with 39 miles remaining. We plugged into the Greenlots level 2 charging station on arrival and checked in. Note the solar panels in the background covering most of the parking lot.

A good day for the Bolt and CCS. A little confusing driving through unfamiliar territory, but Google Maps on the iPhone did the trick. The iPhone 4S doesn't play through the console video, but the audio does and I like that because I can adjust the volume using the radio volume control.



May 11: Had breakfast and started north on I95 about 11:00 am with a range 220 miles of range and about 88% charge. The weather was cool so we didn't need the air conditioner. We connected to the Garden State parkway from I95 (the Jersey Turnpike). The GPS took us from the Garden State to the NY Thruway via 17. We exited the Thruway at Harriman and made our way to the EVgo quick charger in the parking garage at nearby Woodbury Common.

We pulled in with 79 miles remaining and left with 163 miles of range. This would take us the 35 miles to Poughkeepsie with sufficient remaining charge to make it to Kingston on the 13th without ever charging in Poughkeepsie which has no level 3 charging at this time.

Evgo was disappointing again, stopping the charge at 68% rather than 80%. Fortunately, 68% would meet my needs. We arrived in Poughkeepsie with 142 miles of range remaining. We drove in L from the Thruway exit in Newburg to Poughkeepsie using only 22 miles of range to travel 35 miles from Woodbury Common to Poughkeepsie.



May 12: The family visit in Poughkeepsie went well. Almost all the driving while we were there was done in the Bolt. Trips to the playground, bank, after school pickup, Japanese take-out etc. The big trip was Friday afternoon. We drove to the Eveready Diner in Hyde Park for lunch. From there we went on to the Mills Mansion for a walk down to the river. We ended the afternoon with the drive back to Poughkeepsie.



May 13: Having done no charging in Poughkeepsie, last charge Woodbury Common, we left for Red Hook with 85 miles of range remaining. We arrived at the CVS in Red Hook with 39 miles of range remaining, more than enough to reach the charging station at the Hampton Inn in Kingston. But since there was an EVgo quick charger there we hooked up while shopping for ten minutes. We left CVS with 61 miles of range and headed to my son's home for our pre Mother's Day reunion.

That evening we headed to the Hampton Inn in Kingston in the rain. On arrival I connected to one of two Tesla destination EVSEs using my Jdapter from Quick Charge Power. By 10:00 pm we had 205 miles at 88% charge. We will spend Mother's. Day here, in all four night before leaving for Troy.



**Louise Lee** Thanks for the update. I didn't know about the Jdapter. So what's the maximum kilowatts it can deliver. Is it 32 amps x 240v? And how do you pay at the Tesla AC charger?

**Al Lococo** Tesla destination EVSEs are no cost to charge. They are capable of charging the Bolt at its maximum rate of 7.2 kw and much higher rates for vehicles capable. Typically they are 60 amps or higher.

May 17: Having charged with the Jdapter yesterday afternoon, on Wednesday morning we left Kingston with 213 miles of range which dropped to 199 when I turned the air conditioner on. It was sunny and warm. We took our usual scenic route up US 9. We arrived at the Holiday Inn on US 4 with 151 miles of range. We unloaded and headed to our cousin's home and from there to Ted's Fish Fry for a meal we can't get any where else. We had 135 miles left back at the hotel at the end of the day.



May 18: We started the day with a visit to a nearby EVgo quick charger one of the many Hannaford supermarkets in the area. This one was in Wyantskill just 6 miles from our motel. We pulled up to the charger with 131 miles of range and left with 188. It took about 30 minutes. A happy experience yielding about two miles per minute.

Had dinner with family at a senior complex and was surprised to see their LEED Gold certification.

We returned to the motel after dinner in high winds under tornado warning with the air filled with debris. We made it back safely.



**Mike Kamm** That Hannaford DC charger in Wynantskill is in my area, Glad to see someone passing through our area benefiting from it.

May 19: We left Troy about 10:00 am with 179 miles of range heading back to Red Hook.

We went straight to CVS to charge at the EVgo quick charger. We pulled up to the charger with 131 miles of range and after a half hour had 188 miles.

We stopped at the Laundromat to do laundry and while the clothes were washing, we went to Holy Cow for ice cream.

We checked in at the Rhinebeck Motel an hour early at 2:00 pm.

Later in the afternoon we drove into downtown Rhinebeck for some shopping and a light dinner at Pete's Famous Restaurant.



**Mike Kamm** Have you considered stretching your charge stops out farther during this trip? It seems like you're not taking full advantage of the range offered by the Bolt yet.

**Al Lococo** There is more than one way to skin a cat. Here is an article on the subject.

<http://insideevs.com/planning-a-long-journey-with-your-chevrolet-bolt-ev-or-opel-ampera-e/>

I drive for a purpose not to demonstrate how far I can go on a charge. Also I opportunity



charge. In other words I don't stop to charge, I stop for lunch. I could not charge while having lunch because I still have half my range, but I choose to take advantage of the time for lunch to charge.

I did drive from Mt. Laurel, NJ to Red Hook, NY with a single stop in Woodbury Common arriving in Red Hook with 39 miles remaining. I spent two nights in Poughkeepsie on the way to Red Hook driving about 80 miles while in Poughkeepsie without charging due to lack of quick chargers in the area. Read the trip account from May 10th thru 13th. You'll see only one charging stop intended to make maximum use of the Bolt's range to get through an area without quick charging.

May 20 - 24: We spent the 20th enjoying graduation activities which included an event at SUNY New Paltz where we had an opportunity to charge at level 2 in lot 5. After the event we returned to Poughkeepsie for four nights.

While in Poughkeepsie we used the Bolt for all family transportation, charging at night at level 1 due to a lack of public level 3 quick chargers in the area. Five or six hours each night recovered the 25 or 30 miles used each day.

On the night before we left Poughkeepsie we did full charge at level 1 which completed at 8:00 am with 272 miles of range on the morning of the 24th when we left for Wilkes Barre, Pa. The range was slightly inflated due to several days of local driving.

On arrival at the hotel in Wilkes Barre we checked in and unloaded the car. We walked to the nearby level 2 charging station at Sundance Vacations to size up the situation. We found a Nissan LEAF driver sitting in his car in the adjacent Consenta Urgent Care parking lot. He walked with us to the charging station. The two port station was charging a white Tesla model S. We went inside to ask permission to charge and they were very happy to have us use their equipment.

The LEAF driver offered to take us back to the hotel where I gave him a test drive. He was impressed with L mode. He then offered to take me back to the hotel after I drove the Bolt over to the charging station. I drove over and plugged in and he was waiting for us. He took us back to the hotel and we said our goodbyes.

A few hours later the hotel shuttle bus drove us over to get the car. We had 207 miles of range when I stopped the charge after arriving with 127. More than enough for the 76 miles to Lewisburg.



May 25 – 28: On arrival in Lewisburg, we checked in at the Comfort Suites across US 15 from Bucknell. After unloading the car we drove less than a mile to the charging stations at the Bucknell campus. They have a Chargepoint station with two J1772 plugs and a Tesla destination EVSE. I used my Jdapter from Quick Charge Power at the Tesla station.

The cafeteria was closed at the Student Union, but the Café in the basement was just closing at 1:30 pm. They gave us some pizza and soup at no cost since the cash registers were closed.

We sat in the car after lunch for an hour in the rain. We got up to about 76%. We spent the evening visiting with family at the hotel.

The following morning we went back to the Tesla destination EVSE and had breakfast at the Student Union Café while charging. The car was up over 80% when we returned.

We then drove to nearby Mifflinburg to have lunch with family. We plugged into the 110 volt outlet outside the garage at 12 amps. When we left later that afternoon we had recovered what we used to get there and were back up over 80%.

We didn't drive the Bolt on Saturday, but we discovered a convenient 110 volt outlet near our parking spot. We made use of that outlet to get up over 90% in preparation for our trip to Greencastle and then backtracking to Carlisle for two nights. That would be enough for the 180 miles of Sunday driving if we weren't able to charge in Greencastle.

Fortunately, we were able to use a welders outlet in the garage at the family farm we were visiting. That evening after dinner we were back up to over 80% and in good shape for our 50 mile trip back to Carlisle.



May 29 – June 1: On arrival at the Carlisle House Bed & Breakfast at 7:30 pm, we used the Jdapter to plug in to their Tesla destination EVSE, unpacked settled in for two nights.

Monday, Memorial Day was planned to be a driving free day to avoid the holiday traffic. The Carlisle Memorial Day parade was cancelled due to rain so we were in for a quiet and much needed rest.

The Carlisle House is a lovely historic site with comfortable accommodations, spacious parking and the all important Tesla destination EVSE and a 40 amp Clipper Creek EVSE.

We had a hearty home cooked breakfast courtesy of Tim and Carolyn, proprietors of the B & B. I used hilltop mode to stop the charge at approximately 90%, with the intention of topping off to 100% just before leaving Tuesday morning. I unplugged the Bolt and we took a walk around Carlisle. Because of the holiday almost everything was closed. We stopped at the Ginger Bread Man for lunch. It was one of the few places open.

That evening I plugged in to the Clipper Creek EVSE and set the departure time for 9:30 am.

Wednesday morning after another great breakfast and more electric car talk, we loaded up the car and resumed our journey south to the Auto-train in Lorton, VA.

Our plan was to check in at the Springhill Suites in Potomac Mills Woodbridge, VA just seven miles from the train station and then drive two and a half miles to a quick charger. We changed our plan when we found 110 volt outlets spaced every three or four parking spaces in the garage under the hotel.

I plugged in at 8 amps around noon on Tuesday and didn't unplug until we left around 10:00

am on Wednesday. We arrived with about 130 miles and left with about 165 miles with the air conditioner on.

We had lunch at Chick-file-A nearby on the other end of the shopping center parking lot. We returned to our room with the remains of our chocolate shakes for a restful afternoon before our train ride home.

After a short drive we arrived at the train station at 10:30 am. We were third in line. A short while later, a man driving by himself pulled up behind us in a pickup truck. Oh, no! Not again! We had been through this experience before at the end of our first electric car auto trip to New York in 2014. You'll have to read that story to know what I'm talking about.

<http://www.evprogress.org/New%20York%20Trip%20Account.pdf>

In any event, the past was not repeated, the boarding at Lorton was peaceful, we had a good night on the train with an early arrival in Sanford and short wait for our car. There were only 123 vehicles to be unloaded and we were among those offloaded early. By 10:00 am we were on our way home

We decided to avoid the traffic and construction on I-4 around Orlando by taking Florida 417 which is a toll road and about eight miles longer, but less stressful. This proved to be a good strategy. We arrived home a little after 11:00 am with 65 miles remaining.



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### **Auto-train Trip Summary**

Although the Auto-train was used to great advantage, we drove approximately 1,600 miles from Lorton, VA to Troy, NY to Lewisburg, PA and points south back to Lorton with many stops along the way.

We can say that for folks like us who limit ourselves to three or four hours or less of driving in a day, the 240 plus miles on a single charge with air conditioning set at 74° sustained speeds of 65 mph exceeded only at times for passing, the Bolt with CCS exceeds requirements. Our longest leg was 260 miles from Mt. Laurel, NJ to Red Hook, NY including several side trips in Poughkeepsie and only one half hour charging stop at Woodbury Common.

Although all trip could have been made without en route charging, CCS charging at lunch stops provided extra comfort and confidence and where readily available at many east coast stops.

Traveling away from the coast as in central PA, CCS charging nor any other form of quick charging is available. Fortunately there are a modest number of level 2 charging stations available including Tesla destination EVSEs. And of course there are 110 volt outlets everywhere. Contrary to popular opinion, these outlets can be put to great advantage, even in a car with a 60 kWh traction battery while sleeping.

My strategy was to maintain the highest level of charge by opportunity charging. For those traveling under time constraints this strategy leads to longer trip times. For quickest trip times CCS charging to 65% or less more frequently will result in the shortest trip time.

What we can see from this experience is that with CCS, distance travel is convenient. But perhaps surprisingly for some, level 2 charging and even level 1 charging with the Bolt can yield happy results even in remote areas. Remote areas may offer opportunities for 50 or 30 amp level 2 charging with the Jesla EVSE from Quick Charge power at welders 50 amp outlet, a 50 amp stove outlet or a 30amp dryer outlet. The Jdapter also from Quick Charge Power opens the world of Tesla destination EVSEs to the Bolt which will charge the Bolt at its maximum rate of 7.2 kw.

So if you travel I-95, the Bolt with CCS may work for you. If your traveling inland from the coast, with Jesla and the Jdapter you won't get stranded if you can find a camp ground, a welder or a farm house.

I do also carry a kit of adapters and test equipment for less common circumstances, but had no need for them on this trip.

As Tom Krumreich would say, “Charge on!”

