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Nissan leaf 2014 service manual

March 31, 2010 Nissan announced prices on the next Leaf electric vehicle, and surprisingly, it is affordable. After subtracting a federal tax credit of \$7,500 for electric cars, the Leaf price will be \$25,280 (there is an additional destination fee of \$800). The Nissan Leaf will be the first affordable all-electric vehicle on the market. As part of the purchase, buyers will need to install a 220-volt home charger that costs about \$2,200. The good news is that there is an additional federal tax refund that will offset this \$2,000 price. Still better news - residents in California and Georgia are eligible for an additional \$5,000 tax refund, while Oregon residents get an additional tax credit of \$1,500. The Leaf has a range of about 100 miles between fees and will only cost \$3 each time to recharge. The first cars will be available in Seattle, Oregon, Tennessee, San Diego, Phoenix and Tucson from December. Nissan will begin taking deposits of \$99 on April 20. TrueCar, RydeShopper and CarsDirect are the best way to see the lowest prices in your area. These sites show you the prices without haggling from the dealers closest to you - and the deals are usually really good. This should be the first step you take when negotiating the price of your car. Follow it with my checklist to make sure you squeeze all the last pieces of savings. - Gregg Fidan Gregg Fidan is the founder of RealCarTips. After being ripped off on his first car purchase, he spent several years finding the best ways to avoid scams and negotiate the best car deals. He has written hundreds of articles on the subject of car buying and has taught thousands of car buyers how to get the best deals. Latest Weekly Car Buying Tips RSS Feed December 3, 2020 November 26, 2020 November 19, 2020 November 12, 2020 November 5, 2020 29 October 2020 22 October 2020 15 October 2020 8 October 2020 1 October 2020 24 September 2020 17 September 2020 10 September 2020 3 September 2020 | welcome your car purchase questions. Send me an email and I'll be happy to reply! Select a year 2020 2019 2018 2017 2016 2015 2014 2013 2012 2011 2011 Nissan today announced a schedule for the deployment of its electric car Leaf, but, perhaps more importantly, the company has confirmed that the car and battery will be purchased or rented, just like a normal car, as a single unit. Previously, speculation about how the company could achieve its aggressive pricing targets — a well equipped with the C segment, in their words, probably about \$25,000, suggested that the battery would be leased separately from the car. We now know that will not be the case. What we do not know for sure, however, is whether Nissan takes into account the \$7,500 tax credit for which Leaf buyers would be eligible, which could result in a sticker price in the \$30,000 range, while respecting the promise of price. Anyway, either, has been busy driving up interest in The Leaf, after completing a three-month national tour during which a number of partnerships were announced. Nissan has partnered with the EV project, which recently received a nearly \$100 million loan from the Department of Energy to set up public charging stations across the country. More than 6,500 charging ports will be installed in five large urban concentrations: Seattle, Oregon, which will extend its ration to Portland, Salem, Eugene and Corvallis; Tennessee, which will receive stations in Knoxville, Nashville and Chattanooga; and Arizona, which will split its share between Phoenix and Tucson. These public stations will include both Level 2 ports of 220 volts of amperment still announced, and Level 3 ports, on which the company will share no detail other than to say that they offer a CD refill that will allow vehicles to be recharged in minutes rather than hours. We're waiting for the details. The other major and most surprising announcement of Nissan's tour was the partnership that will provide Hertz with a fleet of rental leafs in 2011. This idea that we find both cool and terrifying. On an unrelated note, we expect an upcoming announcement from Jerr-Dan that Hertz will maintain a fleet of tow trucks from 2011. This content is created and maintained by a third party, and imported on this page to help users provide their email addresses. You may be able to find more information about it and content similar to piano.io Improved Range Punchy Powertrain Spacious powertrain Intelligent e-Pedal system Poor suspension cheap interior tuning Hard to see the point of ProPilot Assist The Nissan Leaf was the first modern electric car to be manufactured and sold in large numbers , and became the best-selling electric car in history. But Nissan is catching up. It's not possible to buy an electric car with more than 200 miles of range for less than \$40,000, but when the second-generation Leaf was launched in 2017, it could only reach a range of 150 miles assessed by the EPA. Enter the 2019 Nissan Leaf Plus. Thanks to a larger battery, this new model has up to 226 miles of range. It has more power than the standard Leaf, too. But it's also more expensive. The 2019 Nissan Leaf Plus starts at \$37,445, a premium of \$6,560 over the standard leaf range (all prices include a mandatory destination fee of \$895). Our test car was also a sl model with range trim, which rang at \$43,920. The SL includes extras like leather seats, LED headlights, and driver assistance Nissan Assist, but also comes with a range penalty. The mid-range SL and SV are valued at 215 miles range; only the basic S finish level reaches the maximum of 226 miles. Mix in Nissan made a complete 180 with the style of the Leaf of the current generation. Where the first-generation Leaf announced its powertrain with sci-fi style, its successor looks like an ordinary tailgate. Style cues, including the V-Motion grille and the floating roof line, are borrowed from other current Nissan models. As with the first-generation Leaf, the load port is lodged in the nose of the car. But this time it is discreetly hidden between the grille and the seam of the hood. Visually, the Plus model is indistinguishable from the standard range leaf, with only discreet badging to show that you've splurge for the extra range. Stephen Edelstein/Digital Trends The interior also continues from the standard Leaf range. Most of it is Standard Nissan fare, which means a rather sensitive design dropped by cheap-looking materials. The overall commonality with other Nissan models makes the Leaf feel reassuringly normal, until you're going to put it in the car. Instead of a conventional lever, you get a circular device that you have to slide like a computer mouse to select the drive or vice versa (the park is a button on top). The shifter takes over the first-generation Leaf, but its form-on-function design seems more in place in the second-generation more conservative style model. Like the standard Leaf range, the Plus has an exceptionally high driving position that we found a bit annoying. This, with the lack of adjustment of the steering column (it tilts, but does not telescope) it was difficult to find a good driving position. The front seats are quite comfortable, however, and the car offers good exterior visibility (complemented by a 360 degree camera system on our test car) despite a heavily raked windshield and thick rear pillars. The Leaf is probably the most convenient electric car most buyers will be able to get their hands on. The Chevrolet Bolt EV and BMW i3 are both smaller sedans, while the Tesla Model 3 is a sedan, with a trunk instead of a rear hatch. Many other cars including the Kia Niro EV, Volkswagen e-Golf, and Hyundai Ioniq Electric and Kona Electric, are not available nationally. Stephen Edelstein/Digital Trends If you don't live in a state where these cars are available, you don't miss out too much when it comes to passengers and freight room. The Leaf is near the top of the group on passenger space, and offers more cargo space than even the high Kia Niro EV roof with its rear seats in place. Place. The cargo space does not improve significantly with the bent rear seats, as it does in most other electric sedans. More range, more power The Leaf Plus gets its extra reach thanks to a larger battery - 62 kilowatt hours, compared to 40 kWh for the standard Leaf - but that's not the only thing Nissan has upgraded. The Plus also has more power. Its 214 horsepower and 250 pound-feet of torque are increases of 67 hp and 14 lb-ft compared to the standard Leaf range. Zipping through traffic will put a smile on your face. You can feel the extra power from behind the wheel. Where the standard-range Leaf felt pretty gut-free beyond the initial tip of the throttle, the Leaf Plus accelerates forcefully to the speed of the highway. This adds something that was previously missing from the driving experience: fun. Zipping through traffic will put a smile on your face. But the Leaf is still not a fast car. Nissan did not provide acceleration figures, but we'd be surprised if the Leaf Plus could match the manufacturer's estimated 5.3 seconds zero to 60 mph time from a Tesla Model 3 base. We also would have liked nissan had also improved the suspension when they fettled the powertrain. As with the standard range leaf, the Plus model had the body roll of a 1970s Lincoln Continental in the corners, but without the fluffy ride to match. Again, the Tesla Model 3 outperforms the Nissan here, but so does the Chevrolet Bolt EV. The Chevy feels more agile, adding to the fun factor. Although it has less power (200 hp) than the Leaf Plus, the Bolt EV has more torque (266 lb-ft) and weighs less. Stephen Edelstein/Digital Trends The Leaf Plus has a trick that his rivals can't match. Now every electric car has a regenerative braking, which collects the energy of the deceleration to recharge the battery. This means that you slow down a little just by dropping the accelerator pedal, similar to engine braking in an internal combustion car. Nissan has taken it one step further with e-Pedal. This standard feature combines regenerative braking with the car's conventional friction brakes, so you almost never need to touch the brake pedal. The system will slow the Sheet to a complete stop if you leave it. This works very well in stop and go traffic, and takes the guesswork of when to rely on regenerative brakes, and when not. If you don't like it, you can always turn it off. Nissan is my co-driver Our test car was equipped with Nissan's ProPilot Assist system. His is similar to the Tesla Autopilot or Cadillac Super Cruise, allowing the car to accelerate, brake and stay self-centered on highways while the driver monitors the technology. Unlike autopilot, ProPilot Assist cannot perform lane changes; the flicker of the turn signal rod disables the system until the driver has completed the manoeuvre. ProPilot Assist is more sophisticated than any driver's aid non Tesla electric cars, but that doesn't mean much in the real world. Nissan has designed ProPilot Assist to work on highways with clear lane markings, clear weather and a careful driver. In these conditions, it works well. Acceleration, deceleration and steering input are fluid. The system also reacted quickly when you are cut off by other cars, a common event if you drive at the speed limit anywhere within a 50 mile radius of New York, as we were. However, we found curves on our test section of the road that were too sharp for the system. ProPilot Assist did not apply enough steering angle, sending the car to the coast on the white lines. Situations like this highlight that ProPilot Assist should not be confused with autonomous driving. It essentially adds the lane centered on top of the adaptive cruise control, and taking your hands off the wheel for a few seconds will trigger a warning to pay attention. Even with ProPilot Assist working, we found few opportunities to relax, even in moderate traffic. Too much is simply happening, requiring frequent interventions to avoid the melting of traffic, slower cars and other potentially inconvenient situations. We didn't feel that ProPilot Assist significantly reduced the workload. It's best to think of ProPilot Assist as a very sophisticated cruise control system: good for long stretches of straight-line road driving, but not much help anywhere else. The range of practical things is why the Leaf Plus exists. The standard leaf epa-rated 150-mile range was no longer adequate once you could buy a 238-mile Chevy Bolt EV (the Chevy should reach 259 miles by 2020) or 240-mile Tesla Model 3 for a little more money. The Hyundai Kona Electric offers 258 miles range, while the Kia Niro EV is valued at 239 miles, but neither car is available nationally (a Kia Soul EV with 243 miles range is launched soon as well). The 226-mile epa-rated range for the Leaf S Plus and 215-mile range for the Leaf SV and SL Plus may not be class leader, but it puts Nissan's electric car back in contention. The Leaf had the body roller of a 1970s Lincoln Continental in the corners, but without the fluffy ride to match. The Leaf's range gap might not even be a problem if Nissan equipped the Leaf with a more powerful charger. When connected to a 240-volt Level 2 AC source, the standard 6.6-kilowatt unit can recharge the battery in 11.5 according to Nissan. Some competitors offer more powerful chargers that can charge a similar sized battery in about 9.5 hours. Nissan has made dc fast charging standard on the Leaf Plus, allowing an 80 percent charge in 45 minutes. Nissan has been working with third-party companies for years to build a network of fast charging stations, but coverage may vary depending on your region. The Leaf Plus also comes standard with standalone braking, but you need to switch from basic S-finish level to SV to get adaptive cruise control. ProPilot Assist, a 360-degree camera system, blind spot monitoring, rear cross-traffic alert and driver alert monitor are included in the top SL trim level. Nissan offers a three-year basic warranty, 36,000 miles and a five-year, 60,000-mile powertrain warranty. Leaf received an average reliability rating from Consumer Reports. As with all electric cars, routine maintenance costs should be lower than those of an internal combustion car due to the smaller number of parts. Stephen Edelstein/Digital Trends The Leaf Plus performed best in the Insurance Institute for Highway Safety (IIHS) crash tests, but IIHS did not publish its typical headlight and front collision prevention ratings for the car. The National Highway Traffic Safety Administration (NHTSA) did not give the current generation Leaf model a star rating for crash tests. How DT would set up this car It's a difficult one. The basic S trim level is the only one to reach the 226-mile range of the leaf Plus title, but it lacks crucial technological elements, especially Apple CarPlay/Android Auto and Adaptive Cruise Control. So we would sacrifice 11 miles of reach and spend an extra \$60 to get the SV finish level, which adds these features. But that's all we would do. The higher SL trim level adds more driver help, as well as leather seats and an improved audio system, but we don't think they make the car better. ProPilot Assist didn't have enough real-world utility to be worth the extra money, and the inside of our test car didn't feel worthy of its priced sticker. The Leaf's greatest asset is value, so it pays to choose the options carefully. Summary It's easy to dismiss the Nissan Leaf Plus 2019 as too little, too late. Nissan has lost its head in electric cars, and its best effort can not even beat rival cars within range. But that's not the whole story. With 258 miles of range and one of the best small vehicle chassis currently available, the Hyundai Kona Electric should be a threat to the Leaf. But the Hyundai is only available in California. The Tesla Model 3 and Chevrolet Bolt EV are both available nationally, and both offer more range than the Leaf Plus. But the Nissan offers more cargo space than the Tesla, doesn't ask buyers to adapt to an unknown interface, and doesn't come with any uncertainty as to when you get your car. The Bolt EV is more fun to drive, but also has less cargo space than the Leaf, and its exterior stylus isn't for people who want to blend in. Should you have one? Yes. The Nissan Leaf Plus 2019 is ideal for anyone who wants an electric car that feels like a normal car. Editors' Recommendations

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