
Nissan Ariya Evolve+: With new E-lan

Von Frank Wald

With the Leaf, Nissan was once one of the electric pioneers in Europe. But then the Japanese company's "e-lan" waned and they were overwhelmed by the flood of models from the competition. Since 2022, the Ariya has put them back on a par with named competitors such as the VW ID 4, Skoda Enyaq Coupé and Tesla Model Y. And the coupé-like crossover knows how to impress with its futuristic design and elegant interior. In the new top-of-the-range "Evolve+" version with 290 kW/394 hp, it is now even better in terms of performance. However, the increase in performance and equipment is also accompanied by a drop in your wallet.

Nissan charges a whopping 5000 euros extra for the new top-of-the-range Ariya model, meaning that the customer has to put a hefty 65,490 euros on the table. But at least it comes with a complete interior plus blue nappa leather seats and 20-inch aluminum wheels with aero covers. All the familiar assistance systems including an automatic parking system, head-up display, Bose sound system with 10 speakers and a glass sunroof were already part of the previous top equipment without the Plus badge. Unfortunately, the infotainment system with a 12.3-inch touchscreen is also somewhat cumbersome to operate. This takes some of the shine off the otherwise very high-quality interior with its illuminated sensor control buttons integrated directly into the wooden surfaces. The bottom line, however, is that after deducting the additional options, the 65 kW/88 hp performance boost is worth 2500 euros.

Although it wouldn't necessarily have been necessary. Even the previous top version with 225 kW/306 hp is not really weakly motorized. However, the Evolve+ manages the standard sprint to 100 km/h in 5.1 seconds, half a second faster. And the vehemence with which 600 Newton meters of torque catapult the 2.3-tonne monster out of the starting blocks is truly impressive. Hardly less than the top speed of 200 km/h, which is not a matter of course in the e-scene or with most competitors.

However, this still does not make the Ariya flagship a sports car. On the contrary, a relaxed pace is its specialty. On the highway and country roads, the 4.60-meter-long Stromer pampers with smooth running and comfort. It also has difficulty concealing its heavy weight when cornering at high speeds. The electric all-wheel drive is always present and attentive, distributing the torque to the front and rear axles in thousandths of a second depending on the surface and tire grip, much faster than a mechanical all-wheel drive system ever could. As we were able to experience on a first drive around the wintry Tegernsee, the all-wheel drive Ariya stays safely on course, regardless of whether the road is wet, slippery, covered in wet leaves or snow.

Unfortunately, there is no larger battery for the new top model. As before, the battery stores a maximum of 87 kWh, which should be good for a range of almost 500 kilometers - always assuming that you quickly forget that you are sitting in the top version, use the power pedal with foresight and refrain from the aforementioned catapult starts and top speeds. Then it could even remain at the specified standard consumption value of 20.4 kWh - although we never managed to achieve this during our first test drives. The display in the on-board computer could not be pushed below 22.8 kWh.

Otherwise, the crossover is plugged in more often than you might like - and with a modest fast-charging capacity of 130 kW, longer than most of its competitors. On the other hand, up to 22 kW per hour flows into the battery at AC charging points or corresponding wall boxes with three-phase charging. However, there is no automatic preconditioning of the battery. The route planner shows the remaining capacity and charging stations. However, if a destination charging station is selected, the driver must start pre-conditioning manually. Provided they have discovered the function in the complex menu of the infotainment system.

Thanks to the additional electric motor in the rear, the Stromer can tow up to 1.5 tons,



twice as much as the front-wheel drive models. In return, however, this also reduces the load volume in the rear compartment from 468 to 415 liters. On the other hand, the elimination of the cardan shaft and differential, which are necessary with conventional mechanical all-wheel drive systems, results in design freedom and more space in the interior. In the front seats, the absence of a full-length center console ensures a good feeling of space. And there is also good knee and headroom in the second row despite the sloping roofline. (aum/fw)

Data Nissan Ariya Evolve+

Length x width x height (m): 4.60 x 1.85 x 1.65

Wheelbase (m): 2.78

Drive: 2 electric synchronous motors, all-wheel drive, 1-stage reduction gearbox

System output: 290 kW / 394 hp

Max. Torque: 600 Nm

Top speed: 200 km/h

Acceleration 0 to 100 km/h: 5.1 sec.

Energy consumption (WLTP): 20.4 kWh

CO2 emissions (WLTP): 0 g/km

Battery size: 87 kWh

Range (WLTP): 498 km

Unladen weight (EU)/ payload: min. 2315 kg / max. 396 kg

Trunk volume: 415 liters

Base price: 65,490 euros

Images for article



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