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With the Model Y, you can forget about switching between apps on your phone to find currently available chargers or compare prices, as all this information is available with just a few taps on the navigation screen. Charging is fuss-free with currently available chargers and pricing all available within the navigation menu. With nine Supercharger locations all offering 250kW charging (do note that your actual charging speed will drop significantly as the battery gets closer to full), keeping your battery charged will take no more than the time it will take a typical family to run their gamut of errands. Our weekend with the car saw numerous chargers available throughout the Saturday and Sunday afternoon, a welcome change. The most convincing reason above all? At \$132,620 before COE, this Model Y stands out from the competition with an irresistible price. BMW's 282bhp iX3 and the 402bhp Mercedes-Benz EQC, come in at \$336,888 and \$382,888 respectively inclusive of COE (all prices as of 18 May 2023). For these two reasons alone, we think you can expect to see a lot more examples of this Model Y on our roads in the coming months. Looking to go all electric? There's also these SUVs to consider: The Toyota bZ4X is spacious and comes with a distinctive design. The MG 4 offers a sweet ride, good handling, and is mighty efficient as well. Be sure to also see what we think about the fast and spacious RZ450e when we drove it in France. Loads of space for passengers and cargo. Fuss-free charging ecosystem. Tesla Autopilot system makes navigation a breeze. Uninspired exterior design. More road noise than other electric cars. No, your eyes are not deceiving you. This is the Tesla Model Y, and we've finally got our hands on it, nearly nine months after the first examples were handed over to customers here in Singapore. Still, having all this additional time does put a great deal in perspective. When we first drove the Tesla Model 3, the car was still alien to many here, and there were only two locations that housed the firm's famous Superchargers, 114-litre frunk adds to the already generous 854-litre boot in the Model Y. Today, this same supercharging network has grown to a total of nine locations, and both the Model 3 and Y have become commonplace here. Surely this means there must be merits to owning this Model Y? Going high? It is cutting-edge and inspiring design you're after, look elsewhere. The Model 3 was no looker to begin with and this Model Y strikes as simply a bloated and taller version of its sedan counterpart. Redeeming points here include the fact that it is at least a clean and simple overall design, which should mean it will at least age well. And that plastic diffuser at the rear does give the car quite a bit of visual aggression. Drive carefully and you should easily be able to hit the car's 455km WLTP range. Furthermore, this raised body also translates to generous space in the cabin. Rear passengers here will find a flat floor alongside loads of knee and legroom. Seated within, all will also find the car an airy place to be in, thanks to the minimalist design utilised for the dashboard as well as that large panoramic sunroof. And while we're talking about space, there's also a claimed 854-litre boot in this Model Y, boosted further by an additional 114-litre frunk. For comparison, all electric fastback options like the EV6 and Polestar 2 only offer a total of 520 and 405 litres of space respectively. Going fast? And once in this Tesla Model Y, all your passengers and cargo will additionally be able to get to their destination in no time. There's a host of entertainment options available within the 15-inch infotainment system, perfect for when you'd rather stay in the car while it charges. There's 295bhp on tap in this rear-wheel drive electric SUV, so maximum acceleration is not anywhere near the nauseatingly violent experience you get in the 'Performance' variant of the Model 3. Still, the responsiveness available here will ensure that you have no issues weaving through traffic when in a hurry. Once you're up to speed, however, you'll find that the level of road noise that gets into the cabin is a sore point. The ride quality could also do with a bit of improvement. It's stiff to the point of irritability, so much that driving over broken roads will necessitate you take a slower pace or receive a good tossing about in your seat. Which is a bit of a shame, since otherwise, piloting this Model Y is a treat. The car is easy to place on the road, and the steering is weighty and even offers a fair bit of feedback. The placement of driving information on the centre display will seem alien at first but takes only a day to get used to. Tesla's Autopilot system works well to keep the Model Y centered within the lane, and will suggest lane changes to get you to your destination. Furthermore, once you're familiar with where all your favourite sub-menus are located, it's actually quite the sensible thing to utilise. Need to check your speed? That's always there in the upper right corner. Navigation? Swipe down on any menu on the left side of the screen and it's there. Going easy? But of course, you'll call upon this navigation menu to make use of what essentially is the second-most convincing reason to buy a Tesla: Access to the Supercharger network. With the Model Y, you can forget about switching between apps on your phone to find currently available chargers or compare prices, as all this information is available with just a few taps on the navigation screen. Charging is fuss-free with currently available chargers and pricing all available within the navigation menu. With nine Supercharger locations all offering 250kW charging (do note that your actual charging speed will drop significantly as the battery gets closer to full), keeping your battery charged will take no more than the time it will take a typical family to run their gamut of errands. Our weekend with the car saw numerous chargers available throughout the Saturday and Sunday afternoon, a welcome change. The most convincing reason above all? At \$132,620 before COE, this Model Y stands out from the competition with an irresistible price. BMW's 282bhp iX3 and the 402bhp Mercedes-Benz EQC, come in at \$336,888 and \$382,888 respectively inclusive of COE (all prices as of 18 May 2023). For these two reasons alone, we think you can expect to see a lot more examples of this Model Y on our roads in the coming months. Looking to go all electric? There's also these SUVs to consider: The Toyota bZ4X is spacious and comes with a distinctive design. The MG 4 offers a sweet ride, good handling, and is mighty efficient as well. Be sure to also see what we think about the fast and spacious RZ450e when we drove it in France. See us take the Tesla Model Y out for a spin here! car review tesla model y tesla model y charging electric car electric suv Note: This article was first published on 16 January 2025. The new updated Tesla Model Y. Photo: TeslaThe Model Y from Tesla is one of the world's best-selling cars, but it's getting a little older. Happily, Tesla has given a thorough makeover to ensure it stays fresh and competitive for the next couple of years. The first thing you'll notice is that it looks different. Up front and around the back, the new Model Y features a light bar that appears to be inspired by the Cybertruck. Based on photos, I reckon it looks sleeker, but I'll reserve final judgment until I see the car in the flesh. The interior is just as sparse. Photo: Teslainside, the Model Y gets features first seen on the facelifted Model 3. This includes double-layer glass to reduce NVH (noise, vibration, and harshness) and a larger panoramic glass roof to create an airy feeling within the cabin. The glass roof is silver-coated to reduce UV ray and heat penetration. The Model Y also has customisable ambient lighting, ventilated front seats, and a second-row display for passengers in the back. The rear seats can now be folded with just a press of a button to expand carrying capacity to a whopping 2,138 litres. Like the new Model 3, the updated Model Y has a second-row display for rear passengers. Photo: TeslaTesla will offer two variants at launch – a regular version and a long range model. The former has a WLTP range of 466km, and according to reports, we have a single motor producing around 295hp. The long range model has a WLTP range of 551km and reports say its dual motors are producing around 443hp. This two-motor lineup will likely be bolstered in the future by an even more powerful Performance variant. Photo: TeslaThe updated Tesla Model Y is available to order now at Tesla's website with prices starting at \$228,003 for the regular version and \$252,127 for the long range model. Prices include COE and are based on the 8 January COE bidding exercise. Deliveries are expected to start some time in April. Our articles may contain affiliate links. If you buy through these links, we may earn a small commission. Select Another Authorised Distributor AionAlpineAston MartinAudiBACentleyBMWBMWBYDDBYD (Commercial)CitroenCupraDEEPALDENZADENZADFSKDDongfengFarizonFerrariFordFotonGACGolden Dragon (Commercial)HigerHinoFondaHyundaiIsuzu (Commercial)JaecooJaguarJMEVJoylongKiaKYLamborghiniLand RoverLEVCLexusLotusMaseratiMaxus (Commercial)MaxusMazdaMcLarenMercedes-BenzMercedes-Benz (Commercial)MGMINIMitsubishiMitsokaMorganNissanOmodaOpelOrjiPeugeotPolestarPorscheRenaultRiddararolls-RoyceSANYSerresSkodskysworthsmartsOKONSRMSsangYongSubaruSuzukiTeslaToyotaVictoryVolkswagenVolvoXPENXZEEKK Tesla Model 3 Electric Model 3 comes with the option of dual motor all-wheel drive, 20" Uberturbin Wheels and Performance Brakes and lowered suspension for total control. And a carbon fiber spoiler improves stability at high speeds, all allowing Model 3 to accelerate from 0-100 km/h in as little as 3.3 seconds. Prices shown include the standard GST rate. The information presented on this configurator is based on data available at this time. Design, specifications, price, and delivery dates are subject to change without notice and pertain specifically to vehicles delivered in Singapore. Please visit Tesla's website for more information. Terms of Service | Privacy Policy | PDDA | Site Map©2004 - 2025 Sgcarmart, Singapore. All rights reserved. Used Car Dealers Motor Insurance Companies Vin's Auto Pte Ltd 0.0 (0) · Midview City, 24 Sin Ming Lane, #01-91/92/93 Open now: 9:00am - 6:00pm Electric Vehicles (EVs) are definitely the future. Is now the right time to switch? It seemed like such a novelty when Tesla delivered its first car in 2021. EVs were a rare sight then. Just three years later, EVs from brands like BYD and Hyundai are practically everywhere. One in three new cars registered in 2024 is now an EV. This is nearly double from 18.1% in 2023. Government support is supercharging adoption. From 2030, all new car registrations will be cleaner-energy vehicles to achieve our sustainability goals. Combine that with more mass-market EV models being available and strong government incentives — and it's no surprise why EVs are taking off. But what is it like to own an EV in Singapore? And should you make the switch from an internal combustion engine (ICE) vehicle? Let's break it down. This article was written by a Financial Horse Contributor. Total cost of ownership of EVs is lower than ICE cars Source: LTA The government has implemented financial incentives that reduces the upfront cost of an EV by up to \$40,000 to encourage EV adoption. EV Early Adoption Incentive (EEAI) This provides up to a 45% rebate on the Additional Registration Fee (ARF), capped at \$15,000. In simple terms, this allows you to realise the PARF savings upfront when buying the car, not at the end when you de-register it. For ICE vehicles, the cost savings are deferred to the end of the car's lifecycle, through a larger PARF rebate at de-registration, which also includes a COE rebate. Vehicular Emissions Scheme (VES) This gives drivers additional rebates of up to \$25,000 for zero-emission vehicles. Most EV models fall under Band A1 of the scheme, which qualify for the maximum rebate. Combined with the lower mileage and maintenance cost, this helps to lower the total cost of ownership compared to ICE cars, according to the LTA. These rebates are available until the end of 2025, making now a good time to consider an EV if you're in the market for a new car. Charging Infrastructure in Singapore There are over 7,100 charging points as of 2024, with plans to expand to 60,000 by 2030. More than a third of HDB car parks have installed charging points. Presuming the government's current policy to maintain the car population at around 650,000, this could translate to an eventual charger-car ratio of 1:1.1. For comparison, China had a 1:7 ratio in 2022. It is around 1:14 in the US and around 1:17 in Europe. However, context matters as charging behaviour varies. 95% of the population who live in HDBs and condominiums rely on shared charging stations. It is also very easy to locate a charger with the mytransport.sg app. User Experience: Owning an EV in Singapore To answer that question, we turn to Reddit. Here's a summary of various threads (here, here, here and here). The positives Smooth and Quiet Driving: EVs deliver a smooth and silent ride with instant acceleration, making them a joy to drive, especially for city driving. (EVs are more efficient than ICE cars in stop-and-go traffic.) Lower Maintenance Costs: Without complex engine components, EVs have fewer parts to maintain or replace, leading to lower servicing costs. Convenient Charging for Some: Drivers with home chargers and HDB/condos with charging infrastructure find it easy to integrate charging into their daily routine. Improved Infrastructure: The increasing availability of charging points in malls and office buildings makes it easier to top up during errands or commutes. The downsides High Upfront Costs: Even with government rebates, EVs on average remain more expensive to purchase than comparable ICE vehicles. Charging Accessibility Issues: Public charging stations availability will vary by location. Some drivers who live in high-demand areas face frustrations over finding one that is not always convenient or available slots. Road Tax and Insurance Costs: EVs incur a higher road tax, including a \$700 flat component meant to offset fuel excise duties. Insurance premiums for EVs are typically higher than for comparable ICE vehicles. These concerns line up with a recent survey Miliueu conducted on Singapore's EV infrastructure. 43% of drivers rate the infrastructure as 'good'. The biggest roadblocks for EV drivers: Too few charging stations (51%) Long wait times (49%) Inconvenient locations (49%) High costs (44%) Reliability issues (35%) Overall, the feedback from EV drivers is that they are happy. 78% are confident the EV charging network will improve. 68% are happy with the availability of charging stations, and 69% are happy with the charging speed. Conclusion Before purchasing an EV, you need to assess how compatible it is with your lifestyle. Figure out if you can integrate charging into your daily routines — either through an AC charger at home or at the office. Are there chargers at malls or destination carparks you frequent? This is good to take an opportunity charge using the fast DC chargers during lunch or while running errands. Take into account drivers' advice to calculate the total cost of ownership (TCO), factoring in road tax, insurance, and charging costs. And if there are big constraints, a hybrid car is a decent middle ground option. As Singapore continues to invest in EV infrastructure and incentives, now is an opportune time to explore whether making the switch. Are you planning to switch to an electric or hybrid vehicle soon? For more personal finance & investing content, follow Financial Horse on Social Media! The Model Y is now available in a version that qualifies for a Cat A COE. Photo: TeslaTesla has just announced a new version of its updated Model Y. Dubbed the Model Y 110, this version has a power output of 110kW, which means it qualifies for the cheaper Cat A COE. Power still gets sent to the rear wheels. And despite the lower power output, the Model Y 110's top speed remains unchanged at 201km/h. However, it will take you longer to reach it. 0-100km/h now takes 9.6 seconds—which is brisk, but a good 3.7 seconds slower than the regular rear-wheel drive version. The claimed WLTP range is unchanged at 466km. Elsewhere, the Model Y 110 is unchanged. This means it has double-glazed glass for better noise isolation, a large panoramic glass roof, and an 8-inch touchscreen infotainment display for rear passengers. The suspension, compared to its predecessor, has also been reworked for better cruising behaviour and driving comfort. We had a test drive of the new Model Y recently and found it to be a well-mannered highway cruiser. The biggest difference in the new Model Y 110 is how much it costs to own and run. Because it qualifies for the cheaper Cat A road tax, the estimated on-road price is around S\$198,000 or about S\$25,000 less than the standard rear-wheel Model Y. Rear passengers now get an 8-inch touchscreen display to control their climate zone. Photo: Teslalt pays less road tax too. The Model Y 110's annual road tax is S\$1,562, which is less than half of the regular Model Y's S\$3,478. In other news, Tesla also said that it's expanding the Tesla Supercharging Network in Singapore this year and will introduce four new locations across the east, west, and south regions of Singapore. The new Tesla Model Y is available to order now and prices start at S\$76,090. With COE and all other fees and taxes, it is estimated to cost around S\$198,000. Learn more and order it now at Tesla's website. Read next: Tesla 2025 Model Y (Juniper) first drive Our articles may contain affiliate links. If you buy through these links, we may earn a small commission. You've seen it fail to resist a metal ball thrown at its windows, and have no doubt already seen it crushing a finger with its frunk on YouTube. And soon you'll be able to actually see the car in person. Tesla Singapore has presented the Cybertruck here on our sunny shores, in an exclusive preview offered to members of the press. The tri-motor variant of the Tesla Cybertruck sports its chunky wheels with a total of 833bhp, and can be recharged at a maximum power of 250kW. Designed to offer the utility of a truck with the performance of a sports car, the Cybertruck is accompanied with a slogan that goes: "built for any planet", and it accordingly has the numbers to substantiate such a bold claim. Take for example, the fact that its 'All-wheel drive' variant offers a total output of 592bhp, allowing it to shift its sizeable body from a standstill to 100km/h in just 4.3 seconds. If those numbers don't impress, the tri-motor 'Cyberbeast' certainly will, with a total output of 833bhp allowing it to complete the same sprint in just 2.7 seconds. And these numbers are all the more impressive when you bear in mind the fact that we aren't talking about a lightweight sports car either. The Cybertruck tips the scales at 2,995kg (3,104kg for the 'Cyberbeast' variant), and measures in at a total of 5,683mm long and 2,143mm wide, making it one physically large vehicle. For some comparison, the BMW i7 measures in at just 5,391mm long and 1,950mm wide. The Tesla Cybertruck comes with a bed that measures in at 1,852mm long and 1,295mm wide, and can carry a maximum payload of 1,134kg. Those large exterior dimensions mean that the Cybertruck needs plenty of sheet metal. And it does, quite literally. Tesla states that the all-electric pickup comes with a stainless-steel exoskeleton that allows it to better resist dents and long-term corrosion. And this shell means that the truck can also resist 45-caliber, 9mm bullets, and 12-gauge shotgun shells fired at its body, although Tesla does add that the Cybertruck is not considered to be bulletproof. These generous exterior dimensions also translate to cargo carrying ability. At the rear of the Cybertruck rests a 1,852mm long and 1,295mm wide bed, and Tesla states that the pickup can carry a maximum payload of 1,134kg while offering 1,897 litres of total lockable space. This bed also comes complete with sockets that can offer a total of 11.5kW of power, so you can operate electric tools at a worksite, or illuminate any campsite if needed. A 18.5-inch touchscreen at the front offers easy access to the Cybertruck's different drive modes and various off-road assistance features. Travelling to and out of this campsite won't be a trouble either: The 'All-wheel drive' variant of the Cybertruck will offer a U.S. EPA range of 547km, while its 'Cyberbeast' variant will offer an EPA range of 515km. Tesla Singapore has not fully revealed its plans for the Cybertruck here in Singapore just yet, simply stating that a public viewing event will be organised in the near future to offer all here an opportunity to witness its features firsthand. Having said that, we will hint that Tesla Singapore operates from two locations here in Singapore: A service centre/showroom in Toa Payoh, and the Tesla Experience Centre at Millennia Walk. We think it's not too hard to imagine which of these two spaces is more conducive to hosting a sizeable crowd. Tesla enthusiasts are advised to stay informed for updates and announcements regarding upcoming public events. Follow Tesla Singapore on X here or on Instagram here for the latest updates from the firm. Sgcarmart understands from Tesla Singapore that there are currently no plans by Tesla to manufacture the Cybertruck in right-hand drive. "The stated specifications of the Cybertruck in this article are currently applicable to North America only. SINGAPORE - Tesla has begun offering discounts to electric vehicle (EV) buyers in Singapore who agree to purchase existing inventory of the Model 3 or Model Y, a company sales representative said on Monday. It is offering a \$5,000 discount for EV purchasers who trade in an existing internal combustion vehicle and another \$5,000 credit against the cost of the certificate of entitlement, which is needed to own a car in Singapore. In addition, for qualified buyers who have a place for home installation, Tesla will provide the wall connector for charging, although the consumer has to pay for the cost of installation. The limited-term discounts in Singapore come just days after Tesla cut prices in China, South Korea, Japan and Australia. In China, Tesla has indicated longer waiting times for potential buyers of some versions of the Model Y, signalling that price cuts announced on Friday could be stoking demand in its second-largest market. The waiting time for orders of the rear-wheel-drive and long-range versions of Model Y was a week longer on Monday than it had been on Friday, Tesla's website showed. Tesla cut prices in China by 6 per cent to 13.5 per cent on Friday in discounts that brought some of its cars to near competitor BYD's best-selling models, in a step analysts read as a sign that a price war could be building at a time when demand there has faltered. Angry Chinese owners who bought Tesla cars in late 2022 and missed out on the additional discount said they were waiting for a response from the company for their demand for compensation after a flurry of impromptu protests. A Tesla representative told Reuters on Saturday that the company has no plans to compensate those buyers for the price cuts they had missed. Some of the Chinese buyers said they had been led to believe that the further discounts would not be coming. Many were also looking to take advantage of a nationwide EV subsidy that expired at the year end. Comments on Chinese social media platforms were largely negative towards the buyers who have protested, with many saying they should have understood the terms of the contract. "I feel ashamed for them protesting after Tesla cut prices," a popular law blogger named "Wind Blows" commented on his Weibo account. After shipping a record of more than 100,000 China-made EVs in November, Tesla saw its deliveries drop sharply in December to below 56,000 amid lacklustre demand and as local production was temporarily suspended for equipment upgrades. Tesla shares fell more than 8 per cent last week, following a 65 per cent dive in 2022. REUTERS, BLOOMBERG

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