

Having just switched from a 2012 Prius Plug-In Advanced to a 2014 Chevrolet Volt, here are my personal observations about the two vehicles.

This document is [linked to this discussion on the Volt Forum](#). Comments there may be used to update this document.

Scoring is completely subjective as are many of the comments. I respect your differing opinion and there are plenty in the thread. ☺

Summary:

- The Plug-in Prius is a far better vehicle.
- The Volt is a far better electric vehicle.
- The Volt is a neater toy.

	2014 Volt	2012 Prius (Advanced*)	Points to Volt (+) Prius (-)
As a Car: (Prius +43+35)			
Front seating	Mechanical four-way adjustable with poor back and thigh support. <u>This is my experience but there are lots of opinions both ways on the forum.</u>	Power 8 way driver seat with lumbar support.*	-8
Rear seating	Cramped seating for two.	Spacious seating for two; can accommodate three.	-10
Rear storage	10.6 cu. ft. 8" hatch lip. Flimsy hook-on partial cargo cover. 40/40 (!) fold-down rear seats; gap displays cargo and increases road noise.	19.2 cu. ft. Hatch flush with floor. Roll-up cargo cover. 60/40 fold-down rear seats.	-10
Front seat storage	Small, inconvenient glove compartment opening down. Small uncovered storage spaces in front and behind shifter.	Two spacious glove compartments, opening up and down. Substantial uncovered shelf behind center stack.	-6
Visibility	Poor. Blind spots created by A and B pillar size and position and high dash. Rear visibility poor. Weak headlamps with poor right side illumination.	Fair. Good forward visibility. Good sideways. Terrible rear.	-8
Handling (other than acceleration)	<u>Consumer reports rates above average in both routine and emergency handling.</u> <u>Slightly worse (but see EV experience in next section).</u>	<u>Consumer reports rates just average in both routine and emergency handling.</u> <u>Slightly better.</u>	-1+7
As an Electric Vehicle (Volt +34+36):			

Electric vehicle experience	Pure electric driving while charge remains, unless otherwise selected. Great acceleration. Selectable low or high regenerative braking from accelerator (D-L).	Engine comes on for acceleration, heating / defogging or speeds over 62 mph.	+10
Electric range	44 miles More economical under 80 miles ¹	10 -12 miles More economical over 80 miles ¹	+10
Drive control and modes	Traditional shifter; must shift to P before turning off. <u>appears to stay in neutral unless shifted to P when turned off.</u> Four drive modes available but can not change default from Normal.	Convenient shifter; shift to P by pushbutton or turning off. Three drive modes.	-2
Charging power and time	120v: 8 amps default (can not be changed); 12 amps selectable each time; 16/10 hrs. 240v: 3.3 kw, 4 hrs., 11 miles per charge hour.	120v: 12 amps only; 3 hrs. 240v: 2.2kw, 1.5 hrs., 8 miles per charge hour.	120: -5 -3 240: +3
Selection of charge modes	On Delayed, horn beeps twice; replugging switches to Immediate. Programs to timed end or time-of-use.	Defaults to Immediate unless start or end time selected by dashboard button. Timed only.	+10
Electric vehicle information	Two bright color displays. Extensive information and configurability.	Green dashboard; color stack display with limited information and configurability. Heads-up display.*	+8
As a Toy (Volt +18):			
Available options	Heated seats. Keyless entry. Backup camera. Leather trim. Front and rear park assist. Collision alert. Lane departure warning.	Heated seats, backup camera and keyless entry standard. Two configurations only. Advanced model includes pseudo-leather, heads-up display, premium nav, optional dynamic cruise and optional LED headlights.	+5
Styling	Looks like any other small hatchback – good if you don’t want to look too PC.	Distinctive Prius silhouette – good if you want to look green.	0
Personalization	Extensive settings for entry/exit, climate, navigation and entertainment system.	Limited settings for entry/exit and entertainment system.	+5
Smartphone connectivity	Full charge time programming. Programmable alerts. Requires OnStar (\$300/yr after 3 years).	Charge management only allows “charge now.” Requires PIN each use. Free.	+5

¹ Based on assumptions about fuel (Premium for Volt) and electric prices and rate of consumption. YMMV.

Personal Connectivity	OnStar: emergency assistance, built-in cell phone, personal assistance with navigation etc.) Extensive web connection functionality.	Emergency assistance. Limited web connection functionality.	+8
Keyless entry	A bit clumsy. Unlock all doors with a double button push, but not too quick or slow <u>(or one push on a passenger door)</u> . Rear hatch can't unlock doors.	Intuitive. Can lock and unlock from rear hatch.	-5
<u>Other Considerations</u>			
	<u>Mostly American made</u>	<u>Mostly Japanese made</u>	

* - Only on Prius Advanced.