

# Equal parts magic carpet, magic eight ball BY JOE SAGE

Reborn in 2019 after a 28-year absence, Chevy Blazer slots into a considerably wide-ranging overall realm of fully seven Chevrolet SUVs and crossovers. Rather than echoing the early full-size Blazer, this two-row midsize joins all but Tahoe and Suburban in being quite similar in style and form.

The new Blazer received a facelift in 2023, and was joined for 2024 by Chevy Blazer EV—stylistically similar, but on a different platform. It's part of Chevrolet's emerging subset of full-electric iterations of the familiar gasoline lineup (so far, this and Equinox). And it does have other differences.

At first blush, the 2025 Blazer EV is basically unchanged from 2024. (Here's the caveat: as of now, GM only has official specifications for 2024, while various third parties show significantly new builds for 2025. We've compared a range of sources and recommend you dig for the very latest. Official specs should certainly be forthcoming very soon.)

The 2024 Blazer EV had eAWD versions of a base LT and the RS, or a RWD version of RS. Information variously sourced suggests the 2025 lineup shown in our sidebar—fully six builds across three trim levels, with the base LT available as front- or all-wheel-driven, our RS with an unusual choice of front-, rear- or all-wheel-drive builds, or a top SS as AWD-only—all through different combinations of different electric motors on its adaptable EV platform. All that info, however, never gave power for each, although 2024 info gives intertwined figures—288 hp for eAWD or 340 with RWD, yet inverse-ly 333 lb-ft of torque for eAWD and 325 for RWD. It's frustrating, yes, to not have more complete information, but change is happening fast, and that's where it stands.

If an SS does arrive, that will adjust the game at the top performance end, but with or without that, the RS emphasizes sportiness, not only from

its ample e-horses, but in the bold and nicely bolstered interior, a sexy red on our sample.

It seems like when new ideas in propulsion are implemented, say EVs, there's a compulsion to come up with new ideas in everything else—new ideas in interfaces, new ideas in entry and start—some only a hair's-breadth away from autonomous. The Blazer EV goes out of its way to break new ground, with arguably mixed results.

Basic driving suggests GM has pretty well mastered the art and science of the EV—the magic carpet part. The Blazer EV holds its own against anything else on the road, of which here there is no shortage. The platform provides a notably road-communicating ride, generally a good thing in a driver's car, though in this case extremely firm on some surface details. And you will surely want to make some decisions about its high degree of lane-keeping control and how much you are will-

ing to cede to the machine's logic.

Blazer EV forgoes Apple/Android compatibility, for a Google-based system. Tremendously upsized icons for some functions are intended to make for less distraction, but can require lengthy scrolling at times, which is more distraction.

But one new idea eclipses them all. The EV era often includes any number of "why were we even still doing it that way?" innovations. Among them are firin' it up, via a silent on/off (start/stop) button. We first got in our Blazer EV already running, after swapping vehicles, or so it had seemed. We set up our preferences and went for a spin. But when it came time to shut it down—well, how? Where is that start-stop button? Those can be a treasure hunt in anything, but we were stumped. The best we could find was an ambiguous set of screen icons—variously showing as three, four or five in the same spot. Sure enough, one, when present,

brings a submenu that can turn off the car. That seemed inconvenient (and what if power has run out?), but it gets wilder. It turns out that's just an alternative. The main way to wrap up your drive is to simply stop, remove your seatbelt, lock up and walk away. With interior lights and audio still on, that's a leap of faith, but not uncommon. But come back to start anew? Good luck figuring this out on your own. None of the usual keywords brought us anything in the slim manual. So we researched. Sure enough, you just get in, sit down, belt up, put your foot on the brake, and you're up and running.

Is this a glaring security risk? A carjacking exposure? It's easy to imagine. It may be no moreso than any other with a pushbutton start, although with no button to hunt down and then push, a thief could be gone in a heartbeat. And it does not take long for word to get around about such things, among the dishonorable set. We're curious.

We ran some two-person tests, to see whether someone could slide past you as you enter and be gone. It seemed you need to have brought the key inside, but that doesn't erase the risk scenarios.

(It also gave us visions of an autonomous vehicle perhaps being able to steal itself.)

All of the above is the Magic Eight Ball aspect.

This setup is said to be unique to this vehicle at this point. If it spreads to others, familiarity may solve or improve the user experience. As our week wore on, we easily became used to not pushing a button to start, even enjoying it. But it remained mildly disturbing to just walk away. ■



## SPECIFICATIONS (2024)

|  |  |
|--|--|
| ASSEMBLY   | .....Ramos Arizpe, Coahuila, Mexico  |
| MOTOR / TRANS (ELEC DRIVE UNIT) BUILD                                      | .....Mexico / Mexico   |
| PARTS CONTENT  | .....Mexico 46% / S Korea 20% / US/Can 12%   |
| MOTORS   | .....(AWD) dual motors & gearset: F: perm magnet, bar-wound; R: induction motor w/o magnet |
| BATTERY  | .....Li-ion NCMA cathode, blended graphite anode, 85 kWh (AWD; 102 RWD)                    |
| HP/TORQUE  | .....(AWD) 288 hp / 333 lb-ft  |
| DRIVETRAIN   | .....AWD   |
| SUSPENSION   | .....F/R: 5-link independent   |
| STEERING   | .....continuously variable elec pwr  |
| BRAKES   | .....F: 12.5; R: 13.6  |
| WHEELS   | .....21-in machined-face aluminum w black painted pockets                                  |
| TIRES  | .....275/45R21 self-seal   |
| LENGTH / WHEELBASE   | .....192.2 / 121.8 in  |
| GROUND CLEARANCE   | .....(AWD) 7.9 in  |
| APPR / DEPART  | .....(AWD) 19.1 / 23.0°  |
| TURNING CIRCLE   | .....39.7 ft   |
| HEADROOM (F/R)   | .....40.9 / 38.1 in  |
| LEGROOM (F/R)  | .....44.2 / 38.9 in  |
| CARGO CAPACITY   | .....25.8 / 59.8 cu.ft   |
| WEIGHT   | .....5591 lb   |
| TOW CAPACITY   | .....(AWD) 1500 lb (RWD 3500)  |
| AC CHARGING  | .....AC 11.5 kW capable  |
| CHARGING TIME:   |  |
| 120V   | .....±4 miles per hr of charge   |
| 240V 7.7kW dual-level cord   | .....±21 miles " " " "   |
| 240V 11.5 kW   | .....±31 miles " " " "   |
| DC FAST CHARGE   | .....≤ 68 mi range in 10 min   |
| RANGE  | .....(RS AWD) 279 miles  |
|  | .....(RS RWD 324 miles)  |
| MPGe   | .....102/87 (city/hwy)   |
| BASE PRICE   | .....(2025) \$52,900   |
| RS CONVENIENCE & DRIVER CONFIDENCE PKG:                                    |  |
| heads-up display, heated wiper park, rear heated seats, rear camera mirror | .....1395  |
| CHARGE CORD: dual level  | .....295   |
| DESTINATION CHARGE   | .....1395  |
| TOTAL  | .....\$55,985  |

## 2025 BLAZER EV LINEUP

|    | FWD      | RWD      | AWD      |
|----|----------|----------|----------|
| LT | \$44,600 |          | \$47,600 |
| RS | 49,900   | \$54,200 | ▼ 52,900 |
| SS |          |          | 60,600   |

# GM EV charging partnerships grow

## GM and EVgo

EVgo Inc. and General Motors recently surpassed 2,000 public fast charging stalls in more than 390 locations in 45 metropolitan markets across 32 states. Their efforts are part of a longstanding collaboration to broaden access to public charging in amenity-rich retail centers and city centers, and through partnerships with retail hosts such as grocery stores, shopping centers and gas stations, as well as via policy leaders and other organizations. Such locations are especially useful for customers such as renters who are unable to charge at home, or those working in multifamily dwellings.

This milestone doubled the two companies' collaborative EV charging footprint in just over a year, having celebrated their 1,000th such stall in August 2023, in greater Chicago. They aim to have a total of 2,850 DC fast charging stalls nationwide, including 400 public stalls in major metropolitan areas of Arizona, California, Florida, Georgia, Michigan, New York and Texas.

Services include EVgo Optima, EVgo Inside, EVgo Rewards and Autocharge+.

More info (EVgo) ...[evgo.com](https://www.evgo.com)

More info (GM) .....[gm.com/public-charging](https://www.gm.com/public-charging)

## GM and ChargePoint

ChargePoint and General Motors are also collaborating to install up to 500 EV fast charging ports at strategic locations across the US, featuring the latest innovations in EV charging to improve access to chargers and charging turnaround time, aiming for these locations to be open and available to the public before the end of 2025. Chargers are promising class-leading charging speeds.

Branded as GM Energy, many of these locations will be equipped with ChargePoint's Omni Port connector system, aiming for compatibility with both current and future EVs. Omni Port allows seamless connectivity for vehicles with CCS or NACS charging ports at any charger, without the need to carry an adapter, or the site needing to dedicate a parking space to a particular connector type.

Many of the planned charging stations will feature ultra-fast charging through ChargePoint's Express Plus platform, capable of charging speeds up to 500kW.

ChargePoint and GM are accelerating deployment through an incentive program designed to make it easier for third-party charge point operators (CPOs) to own and operate EV charging infrastructure.

More info (ChargePoint) ..[chargepoint.com](https://www.chargepoint.com)

More info (GM) .....[gmenergy.gm.com](https://www.gmenergy.gm.com)

## Know before you go

As with any routes or services you may be tackling, and especially with these programs under ongoing development and installation, check various providers' most current maps to see what's handy for where you live or for trips you may take.

And stop by, if you can, to see if everything's working and how long the lines may typically be. ■

