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2024

# 2024 Tesla Model 3

Starting at **\$40,630****8/10**

C/D RATING

[SPECS](#)[PHOTOS](#)

TESLA

**HIGHS**

Entertaining handling, speedy acceleration, one of the best small EVs for driving range.

**LOWS**

Irritating lack of physical controls for key functions, advertised range is difficult to achieve, even after all these years the AutoPilot system still needs polish.

**VERDICT**

It's affordable, desirable, and fun to drive, which makes the Model 3 an attractive prospect for those switching to EV motoring.

BY DREW DORIAN

## Overview

With a sleek new look, an attractive estimated driving range, and an accessible price tag, the 2024 Tesla Model 3 remains a compelling choice for new car buyers who want to go green. The electric sedan changed the rules of the game when it debuted for the 2017 model year, as it brought EV pricing down far enough to fit into the budgets of a broader swath of U.S. households. It's not perfect though; the Model 3 has suffered from poor fit-and-finish from the outset, its cabin is snug, and its standard equipment list is missing desirable features such as Apple CarPlay and SiriusXM satellite radio. The Model 3 also lacks physical controls for almost all functions. Aside from a steering wheel, pedals, and window switches, there are few buttons; to do simple things such as adjust the exterior mirrors or steering column you must interact with the large infotainment display on the dashboard.

Unfortunately for [Tesla](#), a rash of rivals have launched an assault into its territory, and they're making headway: the [BMW i4](#), [Hyundai Ioniq 6](#), and [Polestar 2](#) all provide similar packages at similar prices with fewer compromises.

## Where This Vehicle Ranks

## #4 in Best Electric Cars &gt;

**Hyundai Ioniq 6**

STARTING AT: \$38,650

**BMW i4**

STARTING AT: \$54,000

**Polestar Polestar 2**

STARTING AT: \$51,300

**Tesla Model 3**

STARTING AT: \$40,630

**Volkswagen ID.7**

STARTING AT: \$50,000

**Fiat 500e**

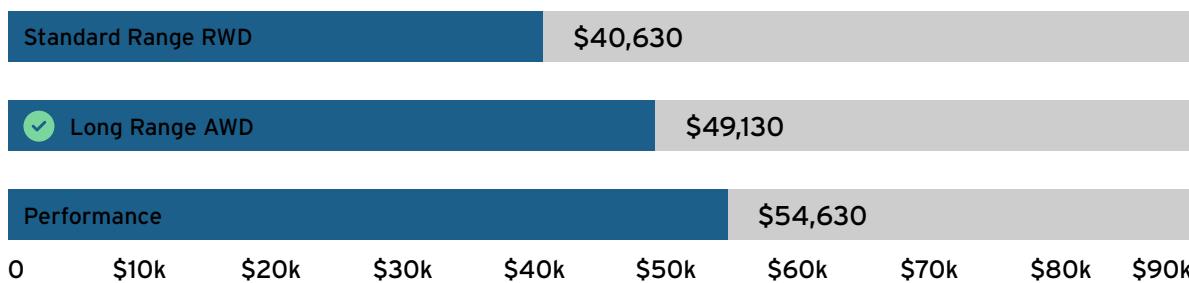
STARTING AT: \$34,095

## What's New for 2024?

The Model 3 has received [a welcome styling refresh for 2024](#), complete with a sleeker front end, a quieter cabin, and updated standard features. While the changes to the Model 3's styling are small, they make a big impact, and the car looks fresher and more upscale than before. The interior receives updated materials that are said to be of better quality; Tesla also claims to have used more sound-deadening materials and installed more acoustic glass to help drown out road noise. The steering wheel has been redesigned and the steering column sheds blinker and transmission-shifter stalks, while the seats wear a new perforated upholstery and support ventilation for front-seat riders. Rear seat passengers are now treated to their own 8.0-inch display with which to adjust climate controls or even watch Netflix. The Model 3 Performance also receives similar updates and now boasts 510 horsepower (up from 455), 296 miles of estimated driving range, an adaptive suspension system, a dedicated Track driving mode, upgraded brakes, sport seats, and a staggered wheel and tire setup.

## Pricing and Which One to Buy

The price of the 2024 Tesla Model 3 starts at \$40,630 and goes up to \$54,630 depending on the trim and options.



The base trim level comes with just one motor driving the rear wheels, but all others have two motors and all-wheel drive. The base rear-wheel-drive model is a good value, but its 272 miles of EPA-estimated driving range may not be enough to eliminate range anxiety for some drivers. We'd recommend the Long Range model that offers an estimated 341 miles of driving per charge. All Model 3s come standard with heated and ventilated front seats, navigation, and Tesla's Autopilot semi-autonomous driving system.

## EV Motor, Power, and Performance

As with most EVs, the Model 3 gains speed quickly, smoothly, and almost silently, with the electric motor providing a strong punch from a stop. And it's fast—extremely so in some trims. Like all Teslas, the Model 3 carries its battery under the floor, resulting in a low center of gravity. This helps it change direction crisply and feel planted and stable in corners. The steering is accurate and well-weighted, with three different settings that adjust the level of steering effort. The ride is firm without being harsh; without the noise of a gas-powered engine, however, you do hear plenty of road noise inside the cabin as the tires thwack and thrum over pavement imperfections. The new-for-2024 Performance trim ups the ante with a host of upgrades. This model is the only Model 3 that comes with a sport-tuned suspension with adaptive dampers. The Performance model's all-wheel drive powertrain pumps out a combined 510 horsepower and Tesla has upgraded the brakes and installed a

staggered set of wheels and tires.

## 0–60-MPH Times

The 60 mph time for the Model 3 Long Range in our test was 4.1 seconds. We have not tested the entry-level Model 3, which comes with a single electric motor and rear-wheel drive, but it is expected to be a bit slower than the all-wheel drive Long Range model. The 2024 Performance trim has more power than the pre-facelift version and Tesla claims a 60 mph of just 2.9 seconds. When we get a chance to test that claim for ourselves, we'll update this story with details.



TESLA

### MORE ON THE MODEL 3 SEDAN

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**2024 Tesla Model 3 Performance Boasts 510 HP**



**Updated 2024 Tesla Model 3 Now Available in U.S.**



**Updated Tesla Model 3 Coming to Europe. U.S. Next?**

## Range, Charging, and Battery Life

Three distinct Model 3 trims are offered, each with a different estimated driving range. The base rear-wheel-drive model is the most affordable, with a claimed range of 272 miles. Upgrading to the Long Range model increases the Model 3's estimated range to 341 miles. (If you opt for the extra-cost 19-inch wheels, the estimated range numbers are lower.) The Model 3 Performance sacrifices some of the range for more power, but its estimated range is still pretty good at 296 miles per charge. Of course, this distance isn't easy to achieve, as we found in our [long-term Long Range Model 3 test vehicle](#). The Model 3 offers several different options for charging: Tesla's network of fast-charging stations called Superchargers, adapters for DC public-charging stations, 240- and 120-volt outlets, and a home-charging station.

## Fuel Economy and Real-World MPGe

The various versions of the Model 3 are rated between 113 MPGe and 138 MPGe by the EPA. Our test vehicle, however, managed only 84 MPGe when we took it on [our 75-mph highway fuel economy test](#). The Model 3 comes standard with aluminum wheels that are covered by plastic aerodynamic hubcaps. We wanted to know how much impact those hubcaps have on the car's driving range, so we tested it and were surprised to find that [they helped more than expected](#). For more information about the Model 3's fuel economy, visit [the EPA's website](#).

## Interior, Comfort, and Cargo

We're not exaggerating when we say that the Tesla Model 3 has an interior unlike any other car on the market today. It's shockingly simple inside, with nearly everything controlled by the monolithic touchscreen in the center of the dashboard. Buttons on the steering wheel control things like the exterior side view mirrors, the position of the steering column, and even the turn signals—and we wish those controls were of the conventional design instead. The Tesla's low, flat floor makes for a spacious and airy feel inside. The front seats are supportive and comfortable, but the rear seats are positioned low and are cramped and uncomfortable; don't expect adults to be able to spend long periods of time in them. Folding the 60/40 split-folding rear seats is simple and expands the trunk space considerably. The Model 3's seatbacks fold flat, too, providing an uninterrupted cargo floor for hauling larger items. With the rear seats folded, the Model 3 provides enough room for 15 carry-on suitcases. There are also generously sized bins and cubbies throughout the cabin.



TESLA

## THE CAR AND DRIVER DIFFERENCE

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### Why We Test: Every Number Tells a Story



### Our Comprehensive Car Testing Explained



### Why We Test EVs the Way We Do

## Infotainment and Connectivity

Navigation, Bluetooth, and USB connectivity are standard, but the Model 3 is, oddly, not available with AM radio or SiriusXM satellite radio. Several internet-streaming radio options are standard. It also can't be equipped with Android Auto or Apple CarPlay. To make charging-station layovers more bearable, the Model 3 offers plenty of [entertainment options](#) on its central display, including Netflix, YouTube, and a host of arcade games. Mounted to the rear of the center console is an 8.0-inch touchscreen that provides rear-seat passengers access to climate control and infotainment features.

## HOW TO BUY AND MAINTAIN A CAR

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### How to Buy or Lease a New Car



### How to Buy a Used Car



### How to Repair, Maintain, and Care for Your Car

## Safety and Driver-Assistance Features

### Overall Safety Rating (NHTSA)



[View Crash Test Results](#)

Although we question whether the name Autopilot is misleading, the [driver-assist system](#) has one of the best feature sets in the industry, with smooth operation and impressive capabilities such as automatic lane changes. For more information about the Model 3's crash-test results, visit the National Highway Traffic Safety Administration ([NHTSA](#)) and Insurance Institute for Highway Safety ([IIHS](#)) websites. Key safety features include:

- Standard automated emergency braking
- Standard lane-departure warning
- Standard adaptive cruise control

## Warranty and Maintenance Coverage

Tesla's overall warranty coverage is among the longest in the EV segment, but it's disappointing that the coverage doesn't include corrosion protection. The Long Range model includes an additional 20,000 miles on the coverage period of its battery and

drive components.

- Limited warranty covers four years or 50,000 miles
- Powertrain warranty covers eight years or 100,000 miles
- No complimentary scheduled maintenance

## ↓ Specifications

### 2019 Tesla Model 3 Long Range

Vehicle Type: front- and mid-motor, all-wheel-drive, 5-passenger, 4-door sedan

### PRICE

Base/As Tested: \$49,690/\$57,690

### POWERTRAIN

Front: induction AC motor, 184 hp, 177 lb-ft;

Rear: permanent-magnet synchronous AC

Curb Weight: 4038 lb

C/D

### TEST RESULTS

60 mph: 4.1 sec

100 mph: 9.7 sec

1/4-Mile: 12.6 sec @ 112 mph

130 mph: 18.1 sec

*Results above omit 1-ft rollout of 0.3 sec.*

Rolling Start, 5–60 mph: 4.2 sec

Top Gear, 20–50 mph: 1.6 sec

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### MORE FEATURES AND SPECS

## SHOPPING TOOLS



## What's My Car Worth?

Car and Driver values are calculated from the same Black Book® data dealers use to appraise vehicles.

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## Insurance Marketplace

See what you can save on car insurance.

[LEARN MORE](#)



## Auto Loans & Financing

Our finance experts answer any questions you may have about financing a vehicle.

[LEARN MORE](#)

## SIMILAR VEHICLES

## 2024 Hyundai Ioniq...

**10/10**  
C/D RATING



Starting at  
**\$38,650**



EPA Est. Range ⚡  
**240-361 miles**

**C/D SAYS:** The Ioniq 6 sedan is one of our favorite electric vehicles, with strong performance, a long driving range, and a fantastic design inside and out. [Learn More](#)

[EXPAND ALL MODEL YEARS](#) ^

## 2025 BMW i4

**10/10**  
C/D RATING



Starting at  
**\$54,000 est**

EPA Est. Range ⚡  
**N/A**

**C/D SAYS:** With a variety of power options, decent range, and a quiet, comfortable cabin, the i4 is a purposeful sedan that just happens to be an EV. [Learn More](#)

[EXPAND ALL MODEL YEARS](#) ^

## 2024...



Start  
**\$51,**

EPA  
**276**

**C/D SAYS:** EV has more every fine-t

EX

## MORE FROM TESLA

## 2024 Tesla Cybertruck

**8.5/10**  
C/D RATING



Starting at  
**\$81,895**

EPA Est. Range ⚡  
**320-340 miles**

**C/D SAYS:** The Tesla Cybertruck looks like it was dropped off by an alien race, but it has the capabilities to challenge all of the top-selling pickup trucks. [Learn More](#)

## 2026 Tesla Roadster



Starting at  
**\$200,000 est**

EPA Est. Range ⚡  
**N/A**

**C/D SAYS:** Expected to make its return to the lineup for the 2026 model year, the new Tesla Roadster picks up where the old model left off. [Learn More](#)

## 2024



Start  
**\$74**

EPA  
**359**

**C/D SAYS:** Model 3's main rivals remain strong, but long

EX