The 2022 Tesla Model 3 is the smallest and most affordable offering from the California-based all-electric automaker. After making a number of updates for 2021 that included an upgraded interior, increased range on a full charge, and additional standard features, Tesla is keeping things pretty much the same for the 2022 Model 3. There are a few minor upgrades, such as a quicker processor for the infotainment system, but overall the Model 3's key attributes continue to be its excellent range, strong performance, and comfortable and spacious interior.

Tesla isn't the only automaker offering compelling electric cars these days, however. The Ford Mustang Mach-E stands out with its sporty performance and useful cargo area, while the all-new BMW i4 is a proper luxury sport sedan that just happens to be an EV. That said, Tesla's early start has given the company a boost when it comes to the entire package. The Model 3 is still a hugely compelling sedan, and despite some of our frustrations with less-than-advertised range and cumbersome tech, it's well worth a look if you're in the market for an electric vehicle. Check out our test team's Expert Rating for our in-depth evaluation of the Model 3's performance, range and more.

**How does the Model 3 drive?** The Model 3 feels sporty and engaging thanks to strong off-the-line performance, intuitive and responsive steering, and coordinated and nimble handling. The straight-line thrust we admired in the early Long Range models can still be found in the entry-level Standard Range Plus trim. In Edmunds' testing, a Standard Range Plus accelerated from 0 to 60 mph in 5.3 seconds, which is much quicker than potential rivals such as the Chevrolet Bolt and Kia Niro EV. The high-end Dual Motor models are in another league of "quick."  
  
The standard 18-inch all-season tires aren't the grippiest, but they offer sufficient stick to live up to most of the spirited driving you'll be doing on the street. True high-performance driving, however, is limited by the heavy-handed stability control. Still, this Tesla delivers an unmatched driving experience in the EV segment.

**How comfortable is the Model 3?** We found the Model 3 to be a pleasant place to sit, and that feeling held up for hours at a time. Our one gripe involves the non-perforated leather seats — they don't breathe all that well if you're in a warmer climate. Otherwise, the seats are cushy and provide nice support.  
  
The innovative climate controls are adjusted via the touchscreen, and they allow both driver and front passenger to direct the vents on either side of the cabin. Other manufacturers have since replicated this system. The cabin is quiet and keeps wind, electric propulsion and most road noise at bay. Ride comfort is agreeable most of the time, but it can sometimes feel overly busy if the road surface is broken or uneven.

**How’s the tech?** The Model 3 navigation display is impressive because of its size, and it's one of the few that pulls Google Maps data in real time. That sometimes means spotty information in areas with poor reception, but otherwise the interface is easy to use. The Autopilot traffic-aware cruise and lane management system is one of the better systems out there, and cruise control will even slow for approaching curves (though sometimes a bit too conservatively).  
  
The Model 3's lack of Apple CarPlay and Android Auto puts it at a disadvantage compared to many competitors. Bluetooth is the only way to bring your smartphone into the audio environment, which is not always as stable as being connected via USB. You can, however, stream content (usually only when parked) from places such as Hulu, Netflix, Spotify and YouTube directly to the infotainment system.

**How are the range and efficiency?** [Editor's note: The following relates to the 2020 Model 3 Standard Range Plus, which is what we tested. EPA range and efficiency estimates have changed slightly since then, but our general takeaways still apply.] The Model 3's EPA-estimated efficiency is great, especially for its performance output. The Standard Range Plus' EPA combined rating of 24 kWh used per 100 miles bests the ratings of most other EVs, including the Chevrolet Bolt, BMW i3 and Kia Niro. The Model 3's EPA range is also pretty good at 250 miles for the Standard Range Plus, though we failed to hit this target in our real-world testing.  
  
In Edmunds' real-world range test, the Model 3 went 232 miles before needing to be recharged, 18 miles shy of the EPA estimate. Other vehicles in the segment generally beat their range estimates in our testing. Conversely, the Model 3 was slightly more efficient than the EPA's number. We calculated an average consumption of 23 kWh/100 miles (the lower the number, the more efficient the car is). This is puzzling considering the Tesla fell short of its range target.