

Appendix A

Candidate Vehicle Comparison

Independent model-level guidance for a confident EV decision

Client	Report date	Scope
JOHN DOE	August 3, 2026	2022–2024 model-level comparison

Shortlist Decision Snapshot

Candidate	Best reason to buy	Main tradeoff	Initial fit for JOHN DOE
2022–23 Polestar 2 Dual Motor	Strongest driver engagement, acceleration, and liftback practicality.	Tight cockpit, recurring software/connectivity complaints, and a material U.S. service/resale uncertainty.	Strong with conditions 2023 preferred
2023–24 Subaru Solterra AWD	Best ground clearance, all-weather traction, visibility, and conventional SUV usability.	Shortest range and weakest road-trip charging; 2023 charging is materially slower than 2024.	Good for local use 2024 strongly preferred
2023–24 Volvo C40 Twin Motor AWD	Most premium cabin feel, strong acceleration, and broader Volvo service familiarity.	Poor rear visibility, coupe-roof cargo compromises, and 2023 range is only 226 miles.	Strong premium choice 2024 preferred

Bottom Line

All three can support JOHN DOE’s predictable 40–90 mile daily driving and dependable overnight Level 2 charging. The meaningful differences are not basic daily range. They are winter and highway reserve, public fast-charging speed, service access, rear-seat and cargo usability, and resale risk. Local service access materially favors the Subaru: its authorized dealership is only a few miles from ZIP code 85379, while both Polestar and Volvo authorized service require a trip to Scottsdale. The strongest model-year targets remain a 2023 Polestar 2 Dual Motor, a 2024 Subaru Solterra, and a 2024 Volvo C40 Twin Motor AWD. A 2022 Polestar 2, 2023 Solterra, or 2023 C40 can still be a rational value purchase, but only when the price discount clearly compensates for the older vehicle’s limitations.

This is a model- and trim-level comparison. It does not replace a VIN-specific recall check, battery-health review, inspection, insurance quote, or warranty verification.

How This Appendix Was Built

Specifications were checked against manufacturer materials and U.S. Environmental Protection Agency/Department of Energy data. Owner sentiment was synthesized primarily from owner review pages and owner communities. Local service information was checked against official dealer and manufacturer pages, then supplemented with independent dealership reviews and local owner discussions. Review scores often combine sales and service experiences, and owner reports are anecdotal; they should be used to identify questions and patterns rather than to predict an individual service visit.

Model-year discipline	The comparison separates 2022/2023/2024 changes where they materially affect range or charging. Exact equipment must still be verified on the listing or window sticker.
Battery capacity	Gross capacity is the full pack rating. Usable capacity is the approximate energy available to the driver. Subaru does not publish a U.S. usable-capacity figure, so a third-party estimate range is shown.
EPA range	EPA combined range is official. When EPA records do not separately populate city and highway range, the report shows a planning estimate derived from EPA city/highway efficiency ratios and labels it with a dagger (†).
Charging time	Manufacturer 10%–80% times assume a capable charger and a battery near its ideal temperature. Heat, cold, charger limits, and battery state can materially extend the stop.
Owner sentiment	“The Good, The Bad, The Ugly” summarizes recurring praise, criticisms, and high-friction complaints. It is not a statistical reliability forecast.

JOHN DOE’s Decision Priorities

Questionnaire factor	What JOHN DOE reported	How it affects this comparison
Daily use	Predictable local/regional driving; usually 40–90 miles.	All three fit. Worst-case climate reserve matters more than headline EPA range.
Charging	Private parking with existing or easy Level 2 access.	Home charging neutralizes the Solterra’s biggest weakness for normal weekdays.
Climate	Frequent extreme heat, cold, mountain, or high-speed use.	Heat-pump equipment, battery preconditioning, wheel size, and highway reserve need verification.
Ownership horizon	Expected ownership of 3–5 years.	Depreciation, service network, warranty remainder, and exit value deserve more weight.
Risk tolerance	Moderate tolerance for insurance, tire, registration, or repair surprises.	Obtain model-specific insurance quotes and verify local EV repair capability before purchase.

Model-Year Preference

For this shortlist, the model-year choice can matter nearly as much as the model. Prefer 2023 over 2022 for the Polestar 2 because of the higher EPA range. Prefer 2024 over 2023 for the Solterra because the 10%–80% fast-charge time improved from roughly an hour to about 35 minutes. Prefer 2024 over 2023 for the C40 because the Twin Motor EPA combined range increased from 226 to 257 miles.

2022–2023 Polestar 2 Dual Motor

The Polestar 2 is a compact premium liftback that blends sedan-like road manners, hatchback access, and a slightly raised seating position. The Dual Motor version uses all-wheel drive and is the most performance-oriented choice in this comparison. It shares core architecture and battery technology with Volvo's compact EVs, but its driving position, chassis tuning, and minimalist interior feel more like a sport sedan than a crossover. Sources: [P1] [P2] [P3]

High-Level Trim and Package Overview

Polestar did not use conventional trim names for these model years. Buyers selected the Long Range Dual Motor powertrain, then added option packs. The Pilot Pack centers on driver assistance and camera features. The Plus Pack adds comfort and convenience equipment such as the panoramic roof, upgraded audio, heated rear seating/steering wheel, power seats, and heat-pump availability. The Performance Pack adds firmer Öhlins dampers, Brembo brakes, larger forged wheels, gold accents, and higher-output software on applicable vehicles. For JOHN DOE, Pilot and Plus are generally more useful than Performance because extreme-weather range, ride comfort, and daily convenience matter more than maximum cornering capability. Sources: [P3] [P4]

Battery, Charging, and EPA Range

Metric	2022 Dual Motor	2023 Dual Motor
Battery type	Liquid-cooled lithium-ion	Liquid-cooled lithium-ion
Battery capacity	78 kWh gross / approx. 75 kWh usable	78 kWh gross / approx. 75 kWh usable
Max DC charging	Up to 150–155 kW	Up to 150–155 kW
10%–80% charging	About 35–40 minutes	About 35 minutes
EPA range: city / highway / combined	Approx. 263† / 235† / 249 miles	Approx. 273† / 250† / 260 miles
EPA efficiency: city / highway / combined	94 / 84 / 89 MPGe	105 / 96 / 100 MPGe

† EPA's 2022 and 2023 Polestar records publish official combined range but do not separately populate city/highway range. The city/highway figures above are planning estimates derived from the EPA city/highway MPGe ratios, not separate EPA-certified range values. Performance Pack and wheel selection can reduce range.

What Stands Out

Best attribute	The quickest, most precise, and most engaging vehicle to drive in this group.
Best model-year target	2023 Dual Motor on 19-inch wheels, ideally with Pilot and Plus rather than the firmer Performance Pack.
Most important condition	Confirm the nearest active Polestar service point, warranty handling, parts support, and a price that reflects U.S. brand and resale uncertainty.

Polestar 2 Owner Sentiment

The Good - Acceleration, steering, cornering, and one-pedal driving receive consistent praise. - Distinctive design and solid materials make it feel more special than many used EVs at the same price. - Google Maps integration, hatchback access, and quiet highway behavior are commonly appreciated.	The Bad - The center console can feel intrusive, rear space is only moderate, and the cupholder arrangement is a recurring complaint. - Ride quality can be firm, especially with 20-inch wheels or the Performance Pack. - Owners report that real highway or cold-weather range can fall well below the EPA number.	The Ugly - Some owners report TCAM/connectivity, phone-key, camera, app, or infotainment problems that require resets or service. - Service locations are sparse in many U.S. markets, and some owners describe inconvenient travel or repair delays. - The 2026 U.S. new-vehicle sales restriction creates additional long-term service-network and resale uncertainty, even though Polestar says existing warranties and support remain in effect.
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Owner sentiment synthesis: Edmunds consumer reviews and multiple Polestar owner discussions. The U.S. market-status note is based on Polestar's customer statement and June 2026 corporate announcement. [P5] [P6] [P7] [P8] [P9]

Quirks and Frequently Discussed Issues

Topic	What owners commonly discuss	What to verify before purchase
TCAM / connectivity	Intermittent LTE, GPS, key, app, or connectivity faults on some cars.	Confirm all software updates; test app, LTE, GPS, phone key, emergency-call status, and both physical keys.
Infotainment / camera	Occasional reboots, delayed camera view, or temporary software warnings.	Run a long test drive; test reverse camera repeatedly and confirm no persistent warning messages.
Cabin packaging	Large console, unusual cupholders, rear tunnel, and snug rear seating.	Sit in every seat and bring the items normally carried in the cabin.
Ride and tires	20-inch wheels and Performance suspension can increase harshness and tire cost.	Inspect tire brand, size, tread depth, uneven wear, wheel damage, and replacement price.
Service / resale	Sparse service points and uncertainty about future U.S. network depth.	Call the actual service point before purchase and get written warranty/transportation details.

Service Options

Closest authorized center	Polestar Scottsdale Service Center, 4001 N 89th St, Scottsdale, AZ 85251. This is the authorized Polestar service point, separate from the retail showroom at Scottsdale Fashion Square.
Access from ZIP 85379	Roughly 35–40 driving miles from JOHN DOE's ZIP code, commonly 45–60+ minutes each way depending on traffic. Official hours: Monday–Friday 7:00 AM–6:00 PM; Saturday 7:30 AM–4:00 PM; Sunday closed. Main contact: 480-291-5100.
Service review signal	The shared Courtesy Volvo dealership is rated 4.7/5 across 1,199 DealerRater reviews overall, but there is no robust Polestar-only review score. Local Polestar-owner reports are mixed: some describe easy drop-off and acceptable service, while others report long appointment lead times, limited technician capacity, multi-day delays, and inconsistent loaner availability.
Important ownership details	This appears to be Arizona's only authorized Polestar service point. Polestar says existing U.S. warranties, software updates, and product support will continue, but 2026 U.S. market uncertainty makes service capacity and long-term network continuity a material purchase consideration.
Before buying	Call the service center with the exact model year and VIN. Confirm current appointment lead time, number of Polestar-trained technicians, loaner/rental or pickup/towing policy, battery-diagnostic capability, software/recall campaign status, and expected parts timing. Get the answers in writing when possible.

Service sources: [P10] [P11] [P12] [P13] [P14]. Distances and travel times are approximate and should be confirmed from JOHN DOE's exact address.

Fit for JOHN DOE

This is the best overall match if JOHN DOE values performance, design, and a car-like driving experience and can verify reliable local service. The 2023 model's 260-mile EPA combined range provides the best official combined range in this exact shortlist, narrowly ahead of the 2024 C40 Twin Motor. The purchase should be conditioned on service access, a clean software history, 19-inch wheels where possible, and a price that reflects elevated resale uncertainty.

2023–2024 Subaru Solterra AWD

The Solterra is Subaru's first mass-market battery-electric SUV and was co-developed with Toyota. Every U.S. Solterra in these model years uses dual-motor all-wheel drive, 8.3 inches of ground clearance, and Subaru's X-MODE traction programming. It is the most conventional compact SUV in this comparison and the easiest choice for buyers who prioritize visibility, rear-seat access, ground clearance, and poor-weather confidence over acceleration or long-distance charging speed. *Sources: [S1] [S2] [S3]*

High-Level Trim Overview

Premium is the range-focused version with 18-inch wheels and the lowest equipment load. Limited adds a larger center display, upgraded audio, power seating, 360-degree camera, power liftgate, and 20-inch wheels. Touring adds the panoramic roof, ventilated front seats, digital rearview mirror, and additional appearance/convenience features. For JOHN DOE, Premium is the rational range and tire-cost choice; Limited is the feature-value choice; Touring makes sense only when the added comfort equipment matters enough to accept the same 222-mile rating and higher replacement-tire cost. *Sources: [S3] [S4]*

Battery, Charging, and EPA Range

Metric	2023 Solterra AWD	2024 Solterra AWD
Battery type	Liquid-cooled lithium-ion	Liquid-cooled lithium-ion
Battery capacity	72.8 kWh gross / approx. 64–65 kWh usable*	72.8 kWh gross / approx. 64–65 kWh usable*
Max DC charging	100 kW	100 kW; improved charge curve and conditioning
10%–80% charging	Roughly 60 minutes under favorable conditions	As quickly as 35 minutes
EPA range: Premium	Approx. 250† / 206† / 228 miles	245 / 205 / 227 miles
EPA range: Limited / Touring	Approx. 242† / 202† / 222 miles	240 / 200 / 222 miles
EPA MPGe: Premium / L-T	114/94/104 and 111/93/102	114/94/104 and 111/93/102

* Subaru publishes 72.8 kWh gross capacity but not a U.S. usable-capacity figure; approximately 64–65 kWh is a third-party/owner estimate. † EPA's 2023 records do not populate separate city/highway range, so the 2023 planning figures are derived from EPA MPGe ratios. The 2024 city/highway/combined values are published by EPA/DOE.

What Stands Out

Best attribute	The strongest ground-clearance, visibility, rough-weather, and conventional-SUV package in the group.
Best model-year target	2024, preferably Premium for range and tire cost or Limited for its 360-degree camera and comfort equipment.
Most important condition	Accept that road trips require more time and planning than the Polestar or Volvo, especially in winter.

Subaru Solterra Owner Sentiment

The Good - Owners frequently praise the quiet ride, easy acceleration, visibility, comfortable seating, and practical hatchback space. - All-wheel-drive traction, X-MODE, and ground clearance are valued in snow and poor weather. - Many owners view it as a very easy local commuter when home charging is available.	The Bad - Range is highly sensitive to speed, cabin heat, cold weather, and the 20-inch wheel package. - The instrument-cluster/steering-wheel relationship is polarizing, and the car does not provide a true one-pedal stop. - The 100 kW peak is modest, and owners often describe a steep charging-rate taper at higher state of charge.	The Ugly - The 2023 model's roughly one-hour 10%–80% charging stop is the most serious limitation in this comparison. - Owner communities contain repeated reports of 12-volt battery discharge or no-start events, although many vehicles never experience the problem and some cases involve accessory-mode use. - Early vehicles and later model years have had safety campaigns; a VIN-specific recall-completion check is essential.
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Owner sentiment synthesis: Edmunds/Kelley Blue Book owner reviews and Solterra owner discussions. The 12-volt comments are owner-reported patterns, not a finding that all Solterras are affected. [S5] [S6] [S7] [S8]

Quirks and Frequently Discussed Issues

Topic	What owners commonly discuss	What to verify before purchase
2023 fast charging	Long charging stops and especially slow performance in cold conditions.	Prioritize 2024; test a DC fast-charge session when practical and confirm battery preconditioning behavior.
12-volt battery	Some no-start/dead-battery reports, sometimes after accessory-mode use or infrequent driving.	Check battery age and test results; verify no parasitic-drain diagnosis; learn Ready/My Room versus accessory modes.
Range display	Owners report large seasonal and highway swings in the estimated range display.	Review actual trip-efficiency history rather than judging battery health only from the dashboard estimate.
Steering / gauges	The small squared steering wheel and above-wheel gauge view fit some drivers better than others.	Complete an extended test drive and adjust seat/wheel through the full range.
Wheels / tires	Limited/Touring 20-inch wheels reduce range and raise tire cost.	Price replacement tires; inspect tread and alignment; favor Premium 18-inch wheels if features are sufficient.

Service Options

Closest authorized center	Subaru Superstore of Surprise, 13090 N Autoshow Ave, Surprise, AZ 85388. Service phone: 623-232-7200.
Access from ZIP 85379	Approximately 3 miles from the center of ZIP code 85379, making it the clear local-service leader in this comparison. Official hours: Monday–Friday 7:00 AM–6:00 PM; Saturday 7:00 AM–5:00 PM; Sunday closed.
Service review signal	DealerRater shows 4.9/5 across 1,460 dealership reviews overall. Recent service comments repeatedly praise professionalism, short waits, clear explanations, clean facilities, easy scheduling, and transportation support. CARFAX verified-service reviews also mention Uber pickup, warranty work, and vehicle wash/vacuum.
Important ownership details	The dealership advertises certified technicians, genuine Subaru parts, a collision center, and complimentary loaner vehicles. Because the Solterra is a lower-volume EV, JOHN DOE should still verify that a Solterra-trained high-voltage technician is available and ask how EV parts and battery diagnostics are handled.
Before buying	Ask for the current Solterra appointment lead time, number of EV-qualified technicians, loaner policy, high-voltage battery diagnostic process, recall/software update capability, and typical parts turnaround. Do not assume a Toyota dealer will perform Subaru warranty work even though the Solterra was co-developed with Toyota.

Service sources: [S9] [S10] [S11] [S12]. Dealer ratings combine sales and service unless a service-only review is specifically identified.

Fit for JOHN DOE

The 2024 Solterra is a strong practical fit if JOHN DOE's priorities are winter confidence, easy SUV access, visibility, and a familiar dealer network. Dependable home charging makes its slower public charging less important during normal weeks. It becomes the weakest option when frequent 200+ mile highway days are expected. A 2023 should only be considered at a clear discount and with full acceptance of its much longer fast-charging stops.

2023–2024 Volvo C40 Twin Motor AWD

The C40 is a compact premium electric crossover with a coupe-like roofline. It shares its core platform and 78 kWh battery family with the Polestar 2, but trades the Polestar's sport-sedan cockpit for a taller seating position, more traditional luxury presentation, and access to Volvo's broader dealer identity. The Twin Motor AWD version is very quick, quiet, and substantial, with 2024 receiving a major efficiency improvement without changing the U.S. battery's gross capacity or 150 kW peak charging rate. *Sources: [V1] [V2] [V3]*

High-Level Trim Overview

Core provides the essential C40 design, safety, and Google-based infotainment. Plus adds convenience and visibility equipment, commonly including a 360-degree camera and additional cabin features. Ultimate is the highest-content version and typically adds the most advanced driver-assistance, premium audio, and cold-weather/comfort content. Equipment can vary by year and build, so the window sticker matters. For JOHN DOE, Plus is often the value sweet spot because the 360-degree camera directly offsets the C40's poor rear visibility. Ultimate makes sense when Pilot Assist, premium audio, and heat-pump or climate equipment are confirmed and priced reasonably. *Sources: [V3] [V4]*

Battery, Charging, and EPA Range

Metric	2023 C40 Twin AWD	2024 C40 Twin AWD
Battery type	Liquid-cooled lithium-ion	Liquid-cooled lithium-ion
Battery capacity	78 kWh gross / approx. 75 kWh usable	78 kWh gross / approx. 75 kWh usable
Max DC charging	150 kW	150 kW
10%–80% charging	About 37 minutes	About 34 minutes
EPA range: city / highway / combined	Approx. 244† / 208† / 226 miles	275 / 236 / 257 miles
EPA efficiency: city / highway / combined	94 / 80 / 87 MPGe	106 / 91 / 99 MPGe

† EPA's 2023 C40 record publishes official combined range but does not separately populate city/highway range. The 2023 city/highway values shown are planning estimates derived from EPA MPGe ratios. EPA publishes all three range values for the 2024 Twin Motor.

What Stands Out

Best attribute	The strongest premium-crossover experience, with excellent acceleration, seats, build feel, and a more familiar luxury-service channel.
Best model-year target	2024 Twin Motor Plus or Ultimate. The 31-mile combined-range improvement is meaningful.
Most important condition	Confirm rear visibility is acceptable, test all camera/software functions, and compare tire and insurance costs.

Volvo C40 Owner Sentiment

The Good - Owners consistently praise the speed, quietness, comfortable seats, solid construction, and distinctive styling. - The Google-based navigation and voice interface are convenient for route planning and daily use. - The 2024 Twin Motor's improved efficiency makes it substantially easier to recommend than the 2023.	The Bad - Rearward visibility is repeatedly criticized; the sloping roof also reduces rear headroom and cargo flexibility. - The fixed glass roof has no retractable shade, and some owners consider the ride firm on larger wheels. - Cold-weather and highway range can disappoint, especially on the 226-mile 2023 model.	The Ugly - Some owners report infotainment, app, connectivity, camera, or warning-message problems that require reboots or software updates. - Owner communities discuss front-axle/driveline vibration, clicking, or rattles on some vehicles, along with occasional roof/rear-panel rattles. - Premium tires, body parts, and dealer repairs can be expensive, while used values have fallen sharply from original MSRP.
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Owner sentiment synthesis: Edmunds and Kelley Blue Book owner reviews plus Volvo C40/Recharge owner communities. Mechanical-noise reports should be treated as inspection targets, not proof that all vehicles are affected. [V5] [V6] [V7] [V8]

Quirks and Frequently Discussed Issues

Topic	What owners commonly discuss	What to verify before purchase
Rear visibility	Small rear glass, thick pillars, and no rear wiper can make the camera and mirrors essential.	Drive at night and in rain if possible; test camera clarity, washer behavior, mirrors, and parking sensors.
Software / app	Occasional infotainment reboots, phone-app delays, connectivity loss, or temporary warning messages.	Confirm current software, stable LTE/GPS, working app, and no repeated fault history.
Axle / driveline noise	Some owners report clicking, rattle, or vibration under acceleration or at highway speed.	Accelerate gently and firmly, coast, and drive above 60 mph; inspect service records for axle or motor work.
Roof / trim rattle	Some owners discuss rear roof-panel or headliner rattles.	Drive on rough pavement with audio off and listen from front and rear seating positions.
Tires / ride	Large staggered tires are costly and can amplify firmness or vibration.	Check matching approved tires, tread depth, wheel damage, balance, alignment, and replacement cost.

Service Options

Closest authorized center	Courtesy Volvo Cars of Scottsdale, 4001 N 89th St, Scottsdale, AZ 85251. Service phone: 480-470-4095. The facility is co-located with the Polestar service point.
Access from ZIP 85379	Roughly 35–40 driving miles from JOHN DOE's ZIP code, commonly 45–60+ minutes each way depending on traffic. Official hours: Monday–Friday 7:00 AM–6:00 PM; Saturday 7:30 AM–4:00 PM; Sunday closed.
Service review signal	DealerRater shows 4.7/5 across 1,199 dealership reviews overall. Service-focused reviews are generally positive about knowledgeable advisors, communication, workmanship, loaners or transportation, and scheduling. CARFAX verified-service reviews also praise timely work, emergency tow handling, progress updates, and technician video inspections.
Important ownership details	The dealer advertises Volvo-certified technicians, specialized equipment, Volvo Valet, mobile service, and certified collision support. Verify whether Valet or mobile service reaches ZIP code 85379 and whether the specific C40 repair would qualify; high-voltage repairs will still require the Scottsdale facility.
Before buying	Confirm C40/Recharge technician availability, appointment lead time, loaner or Lyft policy, Volvo Valet service radius, battery and propulsion diagnostic capability, software campaign status, and parts availability for the exact model year.

Service sources: [V9] [V10] [V11] [V12]. Dealer ratings combine sales and service; review themes are summarized rather than treated as guarantees.

Fit for JOHN DOE

The 2024 C40 Twin Motor is the best premium-crossover choice and has enough range buffer for JOHN DOE's daily use while retaining strong acceleration and all-wheel drive. It is a safer service-network proposition than the Polestar, but it gives up rear visibility and some cargo practicality. The 2023 model is harder to justify unless the purchase price is substantially lower because its 226-mile EPA rating leaves less extreme-weather and highway reserve.

Side-by-Side Comparison Chart

Values are for the specific U.S. model years and drivetrains in JOHN DOE’s shortlist. “Approx.” and † identify derived or third-party values. Public charging times assume a suitable charger and a properly conditioned battery.

Metric	2022–23 Polestar 2 Dual Motor	2023–24 Subaru Solterra AWD	2023–24 Volvo C40 Twin Motor AWD
Vehicle format	Compact premium liftback / sport sedan	Compact crossover SUV	Premium coupe-style crossover
Trim structure	Dual Motor plus Pilot, Plus, and Performance packs	Premium, Limited, Touring	Core, Plus, Ultimate; focus on Twin Motor AWD
Battery type	Liquid-cooled lithium-ion	Liquid-cooled lithium-ion	Liquid-cooled lithium-ion
Gross / usable battery	78 / approx. 75 kWh	72.8 / approx. 64–65 kWh*	78 / approx. 75 kWh
Max DC charging	150–155 kW	100 kW	150 kW
10%–80% charging	Approx. 35–40 min	2023: ~60 min 2024: 35 min	2023: 37 min 2024: 34 min
EPA city / highway / combined	2022: ~263† / 235† / 249 2023: ~273† / 250† / 260	2023 Premium: ~250† / 206† / 228 2024 Premium: 245 / 205 / 227 L/T: 222 combined both years	2023: ~244† / 208† / 226 2024: 275 / 236 / 257
Owner praise	Performance, handling, design, materials, one-pedal driving	Comfort, visibility, AWD, ground clearance, local usability	Speed, seats, quietness, build quality, premium feel
Owner criticism	Tight cockpit, firm ride, cupholders, cold/highway range	Range, charging speed, no full one-pedal stop, steering/gauge ergonomics	Rear visibility, roofline/cargo, firm ride, cold/highway range
Frequently discussed issues	TCAM/connectivity, app/key/camera resets, sparse service access	12-volt battery reports, 2023 slow DC charging, seasonal range swing	Software/app resets, driveline/axle noises, rear roof/trim rattles
Local service access / reviews	Scottsdale, approx. 35–40 mi; shared dealer 4.7/5 overall; Polestar-specific owner reports mixed	Surprise, approx. 3 mi; 4.9/5 overall; recent service reviews strongly positive	Scottsdale, approx. 35–40 mi; 4.7/5 overall; service reviews generally positive
Strongest relative advantage	Best driver’s car and best 2023 combined range	Best traction, clearance, visibility, and conventional SUV function	Best luxury experience and best 2024 city/highway range
Weakest relative area	U.S. service/resale uncertainty and cabin packaging	Road-trip range and charging performance	Rear visibility, 2023 range, premium repair/tire cost
Best fit scenario	Driver prioritizes performance and value and has verified service support	Daily local use in difficult weather with reliable home charging	Buyer wants a premium AWD crossover with Volvo support and accepts coupe packaging

Relative Strength Matrix

Decision factor	Polestar 2 Dual Motor	Subaru Solterra AWD	Volvo C40 Twin AWD
Driving engagement	STRONGEST	MODERATE	STRONG
Extreme-weather traction / clearance	GOOD	STRONGEST	GOOD
Road-trip charging	GOOD	WEAKEST	GOOD
Interior/cargo practicality	MODERATE	STRONGEST	MODERATE
Premium feel	STRONG	MODERATE	STRONGEST
Local service access / confidence	CAUTION	STRONGEST	GOOD

Guidance for JOHN DOE

There is no single winner independent of priorities. The decision changes depending on whether JOHN DOE values driving enjoyment, winter/SUV practicality, or premium comfort most. The following order reflects the questionnaire's 40–90 mile daily use, reliable home charging, extreme-climate caution, moderate surprise-cost tolerance, and 3–5 year ownership plan.

Order	Candidate	Why it ranks here	Condition required to earn the recommendation
1	2023 Polestar 2 Dual Motor	Best overall blend of range, performance, hatchback usefulness, and used-market value.	Scottsdale service confirms practical lead times, EV technician availability, transportation support, and parts access; software/connectivity and insurance are acceptable.
2	2024 Volvo C40 Twin Motor AWD	Best premium alternative, nearly the same combined range, and a more familiar service channel.	Rear visibility works for JOHN DOE; Plus/Ultimate equipment is verified; Scottsdale service, Valet/loaner options, tire cost, and insurance are acceptable.
3	2024 Subaru Solterra AWD	Best winter/ground-clearance and practical-SUV choice, with by far the strongest local service access.	Long-distance travel is infrequent; JOHN DOE accepts the weakest highway range/charging performance; the local dealer confirms Solterra-trained EV support.
Value-only	2022 P2 / 2023 C40 / 2023 Solterra	Can be rational when depreciation creates a large purchase discount.	The discount must exceed the value of the lost range, slower charging, or added ownership risk.

What Each Vehicle Must Prove on the Test Drive

Polestar 2	The cockpit and ride are comfortable; LTE/GPS/app/cameras work repeatedly; no persistent warnings; the service point confirms support and transportation policy.
Solterra	The steering-wheel/gauge view works; realistic highway range is acceptable; 2024 fast-charging software is present; 12-volt battery and recall history are clean.
Volvo C40	Rear visibility is acceptable day and night; no axle/driveline vibration or roof rattle; cameras/app/software are stable; rear-seat and cargo access fit real use.

Pre-Purchase Verification Checklist

- ☐ Confirm the exact model year, drivetrain, trim, wheel size, option packs, heat pump, and driver-assistance equipment from the original window sticker or build record.
- ☐ Run the VIN through the manufacturer and National Highway Traffic Safety Administration recall tools; confirm every open campaign is completed.
- ☐ Obtain an independent pre-purchase inspection from a shop experienced with that brand's EVs.
- ☐ Request a battery-health or capacity assessment and compare it with actual recent energy use; do not rely only on the dashboard range estimate.
- ☐ Verify original in-service date, remaining basic warranty, battery warranty, certified-pre-owned coverage, exclusions, and transferability.
- ☐ Get insurance quotes for the exact VIN and compare deductibles, glass coverage, rental coverage, and repair-shop limitations.
- ☐ Price a full set of correct tires and inspect tread depth, even wear, wheel damage, and alignment.
- ☐ Test AC Level 2 charging and, when practical, complete a short DC fast-charge session while observing peak rate, taper, and errors.
- ☐ Call the actual local service facility and ask whether it services this model, current appointment lead time, loaner/rental policy, and parts availability.
- ☐ Compare purchase price against a 3–5 year exit scenario. Assume continued EV depreciation rather than counting on a strong resale recovery.

Recommended Next Decision Step

Narrow the search to one or two specific trims, then complete a listing-level Smart Buy Review that compares price, mileage, warranty, battery evidence, accident/repair history, tire condition, insurance cost, and local service access. The model comparison identifies the right lane; the individual listing determines whether the actual purchase is good.

Sources and Research Notes

Primary sources were used for manufacturer specifications and EPA data. Owner-review sources were used to identify recurring sentiment and inspection targets. Links were accessed for this report on August 3, 2026. Specifications can vary by market, wheel size, option pack, software version, and exact build date.

Polestar 2

- P1 [EPA ENERGY STAR: 2022 Polestar 2 Dual Motor](#) — Official EPA/DOE efficiency and 249-mile combined range.
- P2 [EPA ENERGY STAR: 2023 Polestar 2 Dual Motor](#) — Official EPA/DOE efficiency and 260-mile combined range.
- P3 [Polestar Manual: High-voltage battery \(2022\)](#) — Manufacturer lithium-ion type and 78 kWh gross capacity.
- P4 [Polestar Manual: Charging time \(2023\)](#) — Manufacturer charging conditions and up-to-150-kW guidance.
- P5 [Polestar: The Polestar Promise](#) — Current U.S. statement that existing warranties and service support remain in effect.
- P6 [Polestar investor announcement: U.S. model-year 2027 decision](#) — June 2026 corporate announcement about future U.S. sales and ongoing support.
- P7 [Edmunds: Used Polestar 2 consumer reviews](#) — Owner praise and complaints covering driving, cabin design, and software.
- P8 [Reddit r/Polestar: Owner dislikes discussion](#) — Owner discussion of cabin, software, ride, and usability drawbacks.
- P9 [Reddit r/Polestar: Honest ownership experience](#) — Owner experience context and service/software themes.
- P10 [Polestar Scottsdale: Contact and service center](#) - Official service address, hours, and contact information.
- P11 [Polestar Scottsdale: Service overview](#) - Official statement that the Scottsdale team provides certified Polestar service.
- P12 [DealerRater: Courtesy Volvo of Scottsdale](#) - Overall 4.7/5 rating across 1,199 reviews; not a Polestar-only service score.
- P13 [Reddit r/Polestar: Arizona service discussion](#) - Local owner reports describing limited Arizona alternatives, capacity constraints, communication, and loaner concerns.
- P14 [Reuters: Polestar U.S. service-network outlook](#) - Polestar statement that pre-2027 sales, software updates, and product support continue, alongside owner concerns about future service-network stability.

Subaru Solterra

- S1 [EPA ENERGY STAR: 2023 Subaru Solterra AWD](#) — Official Premium efficiency and 228-mile combined range.
- S2 [EPA ENERGY STAR: 2023 Subaru Solterra Limited/Touring AWD](#) — Official Limited/Touring efficiency and 222-mile combined range.
- S3 [Subaru: 2024 Solterra specifications](#) — Manufacturer battery, charging, range, AWD, and trim specifications.
- S4 [Subaru: 2024 Solterra trim comparison](#) — Manufacturer trim equipment and 35-minute fast-charge claim.
- S5 [Edmunds: 2024 Solterra consumer reviews](#) — Owner praise and complaints covering comfort, visibility, range, and charging.
- S6 [Kelley Blue Book: 2024 Solterra consumer reviews](#) — Additional owner sentiment and recommendation context.
- S7 [Reddit r/Solterra: First-time EV owner review](#) — Owner discussion of comfort, winter use, acceleration, and local ownership.
- S8 [Reddit r/Solterra: 12-volt battery drain discussion](#) — Owner-reported 12-volt issue and mitigation context.
- S9 [Subaru Superstore of Surprise: Contact and hours](#) - Official address, service phone, and operating hours.
- S10 [Subaru Superstore of Surprise: Service center](#) - Official description of certified technicians, OEM parts, loaners, and service capabilities.
- S11 [DealerRater: Subaru Superstore of Surprise](#) - Overall 4.9/5 rating across 1,460 reviews, with recent service comments emphasizing professionalism and efficiency.
- S12 [CARFAX: Subaru Superstore of Surprise verified service reviews](#) - Verified-service themes including easy scheduling, warranty work, transportation, and vehicle care.

Volvo C40

- V1 [EPA ENERGY STAR: 2023 Volvo C40 Recharge twin](#) — Official EPA/DOE efficiency and 226-mile combined range.
- V2 [EPA ENERGY STAR: 2024 Volvo C40 Recharge twin](#) — Official 275/236/257-mile city/highway/combined range.
- V3 [Volvo Cars USA: 2024 C40 lineup and range update](#) — Manufacturer 257-mile Twin Motor range, 78 kWh battery, and 150 kW charging.
- V4 [Volvo retailer model guide: 2024 C40 charging times](#) — Twin Motor 10%–80% time of approximately 34 minutes.
- V5 [Edmunds: 2023 C40 consumer reviews](#) — Owner sentiment covering speed, comfort, range, and cold-weather use.
- V6 [Kelley Blue Book: 2024 C40 consumer reviews](#) — Owner sentiment covering styling, comfort, and value.
- V7 [Reddit r/volvoc40: 2023 C40 owner reviews](#) — Owner discussion of comfort, home charging, and trip suitability.
- V8 [Reddit r/volvoc40: Rear roof-panel rattle discussion](#) — Owner-reported rattle pattern and repair context.
- V9 [Courtesy Volvo Cars of Scottsdale: Service center](#) - Official address, hours, certified service description, and contact information.
- V10 [DealerRater: Courtesy Volvo of Scottsdale](#) - Overall 4.7/5 rating across 1,199 reviews.
- V11 [DealerRater: Courtesy Volvo service reviews](#) - Service-focused comments on communication, workmanship, transportation, and advisor responsiveness.

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V12 [CARFAX: Courtesy Volvo verified service reviews](#) - Verified-service themes including emergency handling, progress updates, timely work, and video inspections.

Scope and Independence

This appendix provides independent buyer-side guidance using the information available at the time of review. Jones EV Consulting does not guarantee manufacturer data, owner reports, charging performance, future resale value, or service-network continuity. No referral or affiliate relationship influenced this comparison. A final purchase decision should be based on the exact vehicle, its VIN, condition, documentation, battery evidence, warranty status, insurance cost, and independent inspection.