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Please visit our events page to explore upcoming events in the U.S. and around the world. See eventsHow can I find out about upcoming special events where test drives will be available?Please check our events page to explore upcoming events in the U.S. and around the world. See eventsUpdate 12/1/23: This review has been updated with test data for the single-motor Polestar 2.Update 6/11/24: This review has been updated with test data for the dual-motor Polestar 2. Don't call this a refresh. Polestar claims it doesn't do the whole traditional mid-cycle update thing, and given the constant tweaks the Polestar 2 electric hatchback has received since launching, that tracks. Every model year has seen a new variant or adjusted power and range. For 2024, the Polestar 2 gets its most comprehensive upgrade to date, making this EV an even more appealing introduction to the fledgling automaker that specializes in electric cars.The 2 looks a little different now, thanks to a new "SmartZone"—the part of the front fascia that houses most of its forward-facing sensor and camera tech. When painted white, it looks like a single, comically wide tooth.HIGHS: Welcome power bump, longer stated range, quicker charging.The tire offerings have changed as well; both single- and dual-motor base variants now come standard with 19-inch wheels and Michelin all-season tires. The Performance trim upgrades to 20-inchers with Continental SportContact 6 summer rubber, but folks hunting for a middle ground can swap out the lesser trims' 19s for optional 20s with Continental PremiumContact 6 summer tires.View PhotosMichael Simari|Car and DriverThe single-motor entry model—now priced at \$51,300, a \$1500 bump over 2023—picks up the most notable adjustments. A new electric motor now powers the rear wheels rather than the front ones. Output rises dramatically to 295 horsepower (up from 228 horses) and 361 pound-feet of torque (versus 243).Driving the Single-Motor Polestar 2It only takes a single stab of the right pedal to notice the difference. The RWD Polestar 2's accelerator mapping makes it easy to start smoothly, with pickup dramatically improved over last year's model. Sixty mph now arrives in a brisk 5.5 seconds, a big jump from the old FWD model's 6.8 seconds. At the quarter-mile mark, the RWD Polestar 2's 14.2-second, 97-mph pass positively routs the old FWD model's 15.3-second, 93-mph run. Passing at highway speeds is easier too—the added power shaves the 50-to-70-mph time from 3.8 to 3.2 seconds—but still requires some forethought. In nearly any daily-driving situation, the newfound vim is more than ample. The passive dampers do a commendable job in corners, allowing just a bit of lean without feeling wishy-washy. When we tested the front-drive Polestar 2 on 19-inch Michelin Primacy 4 tires, we managed 0.88 g on our 300-foot skidpad, the same figure we squeezed out of the rear-drive model on the new but very similar Michelin Primacy All Season rubber. Cabin noise at 70 mph remains unchanged at 69 decibels.View PhotosMichael Simari|Car and DriverA new 79.0-kWh lithium-ion battery from CATL bumps EPA-estimated range from 270 miles up to 320 while also increasing the peak DC fast-charging rate from 155 to 205 kilowatts. During our 75-mph real-world range test, we only managed 250 miles, a far cry from EPA estimates. That being said, this new powertrain still outperformed its predecessor by 30 miles.LOWS: Tested highway range falls short, adjusting the rear dampers is a dealer task, no tax incentive if purchased.The dual-motor Polestar 2 and the Performance variant stick with a 75.0-kWh lithium-ion LG Chem battery. Range increases for the dual-motor, too, though; thanks to a newfound ability to power off and decouple the front motor under certain conditions, EPA-estimated range is up from 260 miles to 276 (the exception is the Performance, down from 260 to 247 miles). Our real-world Performance Plus range test stopped after 230 miles—not too far from the EPA estimate and expectedly a bit behind the more efficient rear-drive base model. DC fast-charging remains at 155 kilowatts for dual-motor models, and Level 2 charging on all Polestar 2 models is pegged at 11.0 kilowatts. View PhotosMarc Urbano|Car and DriverDriving the Dual-Motor Polestar 2Dual-motor models—\$56,700 for the base, \$64,400 for the Performance Plus—pick up some powertrain benefits too. They combine the RWD model's new synchronous motor with a new induction front motor, bumping horsepower to 416 on the base car and, strangely enough, lowering it slightly to 449 on the Performance. Torque rises to a steady 546 pound-feet for both trims. By Polestar's estimates, the Performance's 60-mph time is 0.1 second quicker than before (4.1 seconds versus 4.2). Our test of a 2023 model produced a 3.9-second sprint, so it didn't come as a surprise when we managed a blistering 3.7-second run to 60 with the updated Performance variant. It keeps on hustling, too, rushing through the quarter-mile in 12.4 seconds at 108 mph. It helps that the Performance Plus keeps its weight in check; at 4728 pounds on our scales, it's only 212 pounds heavier than the rear-drive 2. Our dual-motor time was limited to the Performance variant, which was fine by us. The torque injection more than makes up for the negligible horsepower drop; this Polestar 2 feels just as zippy as the old one, and our test results reinforce that. The Öhlins dampers at each corner are decidedly firm in their factory setting, but like before, they can be adjusted, and since adjusting the rears is rather difficult, owners get a free annual suspension adjustment through their dealer. When the going gets curvy, the 2's seats don't hug as well as we'd like; a little extra lateral bolstering would go a long way. Regardless of where we slid in the seat, though, we averaged 0.89 g on the skidpad, which is grippier than the rear-drive model by just 0.1 g. The relatively gentle nature of the regenerative braking lets you put just a little more weight on the nose without upsetting midcorner balance, making for a slight uptick in dynamic entertainment.View PhotosMarc Urbano|Car and DriverFor all Polestar 2 models, steering weight is adjustable, and the stiffer mode adds a bit of artificial heft, but we preferred it in its standard configuration. One-pedal driving is possible with the strongest regenerative braking setting, but it still could stand to be a little more aggressive. When you need the friction grippers, though, they work well, bringing the Performance Plus to a stop from 70 mph in 160 feet and requiring a little more than double that distance from 100 mph. The cabin is largely the same across the lineup, with a too-tall center tunnel that leads to mild claustrophobia and a general lack of storage. The Google-based infotainment system is as easy to use as ever: it's tough to gripe when Google Maps is the standard onboard navigation app. When we did our best Linda Tripp impression and pulled out the microphones for the all-wheel-drive model, we recorded a 71-decibel din at 70 mph, only a couple ticks above the rear-drive Polestar 2.View PhotosMichael Simari|Car and DriverPolestar 2 New Options PackagingPolestar also adjusted its options packaging. Single-motor models can pick up the \$2000 Pilot package that adds adaptive cruise control, swiveling LED fog lights, and the Pilot Assist suite of active and passive driver aids—this same pack is standard on dual-motor Polestar 2s. The Plus package used to be \$4200 but is now \$2200, and it bestows both drivetrain layouts with a heat pump, a Harman/Kardon sound system, a panoramic glass roof, heating for the rear seats and steering wheel, a power liftgate, and more. The Performance pack now automatically adds both the Plus and Pilot packages, in addition to the slick 20-inch wheels, Öhlins dampers, gold seatbelts, and more.2025 Polestar 32026 Polestar 5Sadly, given the Polestar 2's current production and parts sourcing, it is ineligible for Inflation Reduction Act tax incentives if you purchase it, but it's still eligible if leased. Thankfully, the wealth of upgrades thrown in the 2's direction for 2024 should broaden its appeal.VERDICT: This EV now shines a little brighter.Specifications 2024 Polestar 2 Plus Vehicle Type: rear-motor, rear-wheel-drive, 5-passenger, 4-door hatchback PRICE Base/As Tested: \$53,500/\$56,750 Options: Pilot package, \$2000; Midnight Metallic paint, \$1250 POWERTRAIN Power: 295 hp Torque: 361 lb-ft Battery Pack: liquid-cooled lithium-ion, 79.0 kWh Onboard Charger: 11.0 kW Peak DC Fast-Charge Rate: 205 kW Transmission: direct-drive CHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 13.6-in vented disc/12.6-in vented disc Tires: Michelin Primacy All Season 245/45R-19 102V M+S POL.DIMENSIONS Wheelbase: 107.7 in Length: 181.3 in Width: 73.2 in Height: 58.2 in Passenger Volume, F/R: 55/38 ft3 Cargo Volume, Behind F/R: 39/16 ft3Front Trunk Volume: 1 ft3 Curb Weight: 4516 lb C/D TEST RESULTS 60 mph: 5.5 sec 1/4-Mile: 14.2 sec @ 97 mph 100 mph: 15.2 sec 130 mph: 34.8 sec Results above omit 1-ft rollout of 0.3 sec. Rolling Start, 5-60 mph: 5.6 sec Top Gear, 30-50 mph: 2.1 sec Top Gear, 50-70 mph: 3.2 sec Top Speed (gov ltd): 130 mph Braking, 70-0 mph: 166 ft Roadholding, 300-ft Skidpad: 0.88 g C/D FUEL ECONOMY Observed: 89 MPGe 75-mph Highway Range: 250 mi EPA FUEL ECONOMY Combined/City/Highway: 115/124/106 MPGe Range: 320 mi ~ 2024 Polestar 2 Dual Motor Performance Plus Vehicle Type: front- and rear-motor, all-wheel-drive, 5-passenger, 4-door hatchback PRICE Base/As Tested: \$64,400/\$65,650 Options: Magnesium Metallic paint, \$1250 POWERTRAIN Front Motor: induction AC, 181 hp, 184 lb-ft Rear Motor: permanent-magnet synchronous AC, 268 hp, 361 lb-ft Combined Power: 449 hp Combined Torque: 546 lb-ft Battery Pack: liquid-cooled lithium-ion, 75.0 kWh Onboard Charger: 11.0 kW Peak DC Fast-Charge Rate: 155 kW Transmissions, F/R: direct-drive CHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 14.8-in vented, cross-drilled disc/13.4-in vented disc Tires: Continental SportContact 6 245/40R-20 99V POL.DIMENSIONS Wheelbase: 107.7 in Length: 181.3 in Width: 73.2 in Height: 58.0 in Passenger Volume, F/R: 55/38 ft3 Cargo Volume, Behind F/R: 39/16 ft3 Front Trunk Volume: 1 ft3 Curb Weight: 4728 lb C/D TEST RESULTS 60 mph: 3.7 sec 100 mph: 10.1 sec 1/4-Mile: 12.4 sec @ 108 mph Results above omit 1-ft rollout of 0.2 sec. Rolling Start, 5-60 mph: 3.8 sec Top Gear, 30-50 mph: 1.5 sec Top Gear, 50-70 mph: 2.1 sec Top Speed (gov ltd): 128 mph Braking, 70-0 mph: 160 ft Roadholding, 300-ft Skidpad: 0.89 g C/D FUEL ECONOMY AND CHARGING Observed: 89 MPGe 75-mph Highway Driving: 92 MPGe 75-mph Highway Range: 230 mi Average DC Fast-Charge Rate, 10-90%: 71 kW DC Fast-Charge Time, 10-90%: 58 min EPA FUEL ECONOMY Combined/City/Highway: 95/100/90 MPGe Range: 247 mi C/D TESTING EXPLAINEDAndrew KrokManaging Editor, ReviewsCars are Andrew Krok's jam, along with boysenberry. After graduating with a degree in English from the University of Illinois at Urbana-Champaign in 2009, Andrew cut his teeth writing freelance magazine features, and now he has a decade of full-time review experience under his belt. A Chicagoan by birth, he has been a Detroit resident since 2015. Maybe one day he'll do something about that half-finished engineering degree. Words Andrea Albertazzi / Photos Jay Tomei Close the door and go. This is the constant echo that accompanies my weeks spent in the company of the Polestar 2, the Swedish sedan that - after the brief introductory parenthesis of the (Polestar) 1 - defines the Swedish brand's identity as its own, initially the creator of Volvo's highest-performance models and now the standard-bearer of an electric mobility based on the proven Scandinavian minimalism that well envelops a product owned by the Chinese Geely. The 2 is a fresh new car, but that actually plays its cards well by drawing from Volvo exactly what it needs, catapulting itself into a crowded segment, but where the random Tesla still seems to prevail, at least until now. The Polestar 2 surprises first of all for its layout, that of a three-box sedan that many have abandoned to deviate towards SUVs and crossovers and that Tesla has instead substantially maintained with its Model 3, the true reference product for the first Polestar produced in a non-limited series. With the imminent arrival of the 3 and 4, we are facing a restyling, where changes occur in extremely crucial departments in order to make the drivability and the breadth of use even better than before. In addition to the front grille that disappears leaving room for a full profile that incorporates camera and radar, the electric unit of this Single Motor moves to the rear and so does traction. But enough beating around the bush, let's get down to business and really see what this is all about. The version tested is the one I consider to be the best proposal in the list, a Long Range with a single engine and 82 kWh batteries. This means that despite giving up a higher peak of maximum power and a higher range value, the 299 horsepower distributed only on the rear-wheel drive guarantee rapid acceleration and the possibility of traveling in complete serenity for at least 520 real kilometers - over a hundred less than the value declared by the manufacturer. After all, would you really need the more powerful 421 and 476 hp variants? Trust me, no, at least in the vast majority of cases. We were saying that the Polestar 2 is a sedan, with four doors, five seats (four of which are very comfortable) and two load compartments: one at the rear and very capacious - about 400 liters - and one at the front, smaller but all in all useful for arranging the charging cables. Everything else is reduced to the bare essentials, to a clean taste in perfect Volvo style, but with some accents that do not go unnoticed and make this particular model attractive even if it is not your usual SUV. The starting platform and the mechanics are those of the XC40 Recharge that we know well and that has already widely demonstrated its versatility. The centimeters from the ground are a little less, but actually we have more generous suspensions compared to a traditional sedan and this makes it agile on less than perfect terrain and above all accentuates the sporty and multifunctional character of the car. This one does it with generous dimensions, but which do not make coexistence in the city difficult. 461 centimeters of length and plenty of space on board, also thanks to the perception of brightness guaranteed by the enormous glass roof that includes the entire width of the cabin. Right, but how is it to drive? Once on board I find myself in an environment devoid of any frills. There are just a couple of North Stars on the steering wheel, the gear lever, an 11.2-inch display that uses intelligent Google Maps navigation and that not only identifies charging stations along the set route, but calculates the time needed to reach the destination with a minimum of battery that then allows you to move further without ending up in panic. Oh, the sat-nav is also mirrored full screen on the digital display behind the steering wheel. Pretty remarkable right? Foot on the brake, lever in Drive and I start to move in the blissful silence slightly interrupted by the rolling of the excellent Michelin Alpin winter tires. Polestar's minimalism can be felt in every little feature of the car, starting from a console substantially devoid of any buttons - unfortunately even those of the climate - passing through a smooth and clean dashboard that gives the car a very personal and welcoming look. There are not even driving modes to choose from, but only the possibility of increasing or decreasing the intensity of the steering and recharging on throttle release. After a few days I preferred to set the intermediate resistance (Normal) finding it precise and not unnecessarily rigid when setting up a curve. There are many driving aids, including Adaptive Cruise, Lane Keeping Aid, Driver Alert, Road Sign recognition, anti-collision system and BLIS, which can also be deactivated from the dedicated screen. The batteries are placed low and contribute in making the Polestar 2 a 2-ton sedan, but we will return to this aspect shortly. In the meantime, I move around in urban areas, as well as on secondary roads or on the motorway, immediately noticing how the overall range is managed in an exemplary manner, allowing me to travel longer than I usually do with 100% electric cars and without always keeping a watchful eye on the residual juice. In fact, it is possible to set the range indicator according to two types of driving: the normal one or the one more orient towards performance, in order to have a forecast in case you decide to use the 299 horsepower at disposal. As mentioned, it is not the most powerful version in the range, but the power here is enough to make it fast in any movement. After all, there are 490 Nm of torque that are put down immediately and press you to the seat in a constant progression that on slippery asphalt reminds you that traction is on the rear axle only. This is an advantage in several respects: firstly because the steering has more precise feedback and a greater radius and then because the car itself offers a more direct reading of the road. However, when I put my foot down on the throttle, especially on the more tortuous stretches, I realize that the braking system is slightly undersized, leading me to anticipate the most intense brakings to avoid unpleasant situations. No big deal, because as soon as the moment comes, stepping down even more decisively on the accelerator or slightly widening the rear adds a pinch of fun that I never thought I would find when dealing with a sedan, especially an all-electric one. During the weeks of testing I drove in every scenario: sun, rain, sleet, heat, cold, motorway, countryside and city. In short, everywhere. The Polestar 2 has in any situation maintained intact its ability to make me feel on board an incredibly relaxing car, practical in every aspect and capable of making me have fun where the road morphology encouraged me to press more vigorously on the rightmost pedal. Of course, in those moments a second electric motor and the power that comes with it would have added more spice, but in 90% of cases, these 299 horses are more than enough. And while I stop at the column for a quick charge I go back to observe it from the outside, appreciating more and more the clean lines that, especially at the front, do not distort the image known to every Volvo driver - including Thor's hammer in the light clusters - but evolve the concept with a personal style that is traced on very square sides and a rear virtually widened by the light signature that crosses the trunk, just above the plate. In the blink of an eye we are back at 80%, which means I have another 420 km of driving, a plus offered by the fact that in DC you can charge up to 205 kW. The sense of freedom is a breath of fresh air and it is inevitable to go back thinking about the Tesla Model 3, the Standard Range with similar power (just 16 horsepower less) and almost the same range. The Tesla's advantage lies in the price: around €43,000 against the €59,000 starting price of the Polestar 2 of our test. Both enjoy periodic software updates and both drive well in any circumstance, so it becomes a question of gut instinct, with the Model 3 which has also been recently updated and made much more graceful than before. Which one would you choose? POLESTAR 2 LONG RANGE SINGLE MOTOR 82 kWh Engine Electric with 82 kWh batteries Power 299 hp Torque 490 Nm Traction Rear Wheel Drive Transmission Single Speed Automatic Weight 2.084 kg 0-100 kph 6.2 sec Top Speed 205 kph Price €59.300 Range 655 km (declared by the company) The Polestar 2 has become a big hit in Scandinavian where the brand is from.Polestar In the 1960s if someone had predicted what an electric muscle car would look like in 60 years time, they probably would've landed on something not too dissimilar from the Polestar 2. The 2 is Polestar's first mass production model which set an important starting point for the brand's image. Since its launch in 2019, the model has been tweaked slightly to enhance its tech offering and personalization options. Although the Polestar 2 had been the only model on offer from the brand for a number of years, after its limited edition run of Polestar 1 models ended, the EV manufacturer has recently started selling its new Polestar 3 and Polestar 4 SUV models. There's been no shortage of interesting Polestar concept car designs too and in 2026 the company is due to bring to market the Polestar 6 an electric sports car. Polestar's one pedal driving system makes it supremely easy to drive Polestar When you drive an electric car, you realize how much of the perceived engine noise in the cabin is actually tire noise. The Polestar 2 has a consistent level of noise reaching the cabin but it's never enough to overpower the music or a normal conversation. With 416 bhp and 546 lb-ft of torque, it's no slouch. It's quick when you want it to be and relaxing the rest of the time. Through the central screen there's a number of ways to tailor the driving experience to your liking, including the level of regenerative braking. This can be tweaked to create a one pedal driving experience. For drivers who don't have an EV or aren't used to one pedal driving, it can take a bit of getting used to. Essentially, when you lift off the accelerator, the car automatically slows itself, eventually, to a stop. Depending on the level of regeneration the upwards action of lifting off the accelerator has to be treated like a brake pedal. Lifting off must be modulated so the car slows gradually rather than strongly slowing down when the situation doesn't call for it. Instead of pulling your foot off to instinctively reach for the brake pedal, you have to consider how abruptly to lift your foot to achieve the desired speed. Many electric cars lose the tactility of things like a gearstick but the Polestar 2 prioritizes ... More these features stillPolestar The reason why most electric cars are SUVs or larger vehicles is due to battery packaging constraints. Since the Polestar 2 is closer to a saloon car with a higher ride height, its battery bulk becomes apparent in the driving seat. The floor slopes down towards the pedals but sits high under the seat, so if you bring your left foot up to rest, taller drivers will find their knee hitting the base of the steering wheel. In the middle of the cabin, there's a large central screen that is separated into four sections containing different apps. Shortcut buttons along the top and bottom make it easy to find what you're looking for but the apps are quite small to accurately identify and tap on the go. Most electric cars now focus on a minimalistic interior with just buttons or a screen but the Polestar 2 features a beautifully tactile gearstick. The screen is positioned nicely in reach and the materials throughout feel suitably high quality. How Much Does The Polestar 2 Cost?The Polestar range is available in Europe and the USPolestar In the USA, prices for the Polestar 2 start from around \$65,000 for the long range battery pack. In the UK, the smaller standard range battery is offered to lower the entry point to around £45,000 (\$58,000). Since the Polestar 2 has been on sale for over five years now, there should also be some decent deals to be had on used examples. Polestar 2 Technical Specification Price as tested: \$70,880 (£54,750) Battery: 82kWh Power: 416 bhp Torque: 546 lb-ft 0-62 mph: 4.3 secs Top speed: 127 mph