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EV FACT SHEET

Second-hand AUSTRALIAN DELIVERED BEV models (Passenger & LCV) - from 2010

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Passenger vehicles:

make/model	Driving range[1] km	V2L V2G[2]	Size class[4]	Battery size/s: kWh	Max charge rates in kW AC(DC)[5]	Tow rating: Unbraked/ Braked kg	Prices[6]	Years sold in Australia
Audi e-tron 50/55	***334***	N	L SUV	71	11(150)	750/1800	$50k up	2020-23
BMW i3-60Ah	**130**	N	Li Pass	22	7.4(NA[7])	X	$17k up	2014-16
BMW i3-94Ah	**183**	N	Li Pass	33	7.4(NA[7])	X	$24k up	2016-19
BMW i3-120Ah	**246**	N	Li Pass	42	11(50)	X	$37k up	2019-22
BMW iX Drive 40[12]	***420***	N	L SUV	75/110	11(150)	750/2500	$60k up	2021-
BMW IX3[12]	***460***	N	M SUV	80	11(155)	750	$45k up	2021-
BYD E6 (approx. 75 in Aust)	***370 TBC***	N	M Pass	72	40(NA)	X	Note 8	2019
Hyundai Ioniq-28 kWh	230	N	S Pass	28	6.6(69)	X	$20k up	Jan. 2019-19
Hyundai Ioniq-38 kWh	***311***	N	S Pass	38	7.2(44)	X	$22k up	Late 2019-22
Hyundai Ioniq 5 LR	***451***	L	M SUV	72.6	11(220)	750/1600	$38k up	2021-22
Hyundai Ioniq 5 (SR/LR)	***384/507***	L	M SUV	58/77.4	11(175/233)	750/0-1600[13]	$40k up	2022-24
Hyundai Kona OS Std Range	***305***	N	S SUV	39	7.4(77)	X	$28k up	2021-23
Hyundai Kona OS Long Range	***484***	N	S SUV	64	7.4(77)	X	$25k up	2019-23
Jaguar I-Pace	**376**	N	L SUV	90	11(104)	750/750	$40k up	2018-24
Kia e-Niro	***455***	N	S SUV	64	7.2(77)	300/300	$26k up	2021-22
Lexus UX300e	***305/440***	L,G[3]	M SUV	53.3/72.8	6.6(50)	X	$40k up	2021-24
Mazda MX-30 E35 Astina	***200***	N	S SUV	35.5	6.6(50)	X	$25k up	2021-23
Mercedes EQA350 4Matic	***489***	N	S SUV	66.5	TBC	X	$50k up	2023-24
Mercedes EQC[12]	***400***	N	M SUV	80	11(110)	X	$45k up	2019-
MG ZS EV	***263-440***	N/L	S SUV	45/51/72	7.2/11(75)	500/500	$19k up	2020-25
Mini Cooper SE[11]	***222***	N	Li Pass	32.6	11(50)	X	$22k up	2020-23
Mitsubishi iMiEV	**100**	L,G[3]	Mi Pass	16	3.6(40)	X	$7k up	2010-14
Nissan Leaf ZE0	**120**	L,G[3]	S Pass	24	3.6(46)	X	$9k up	2011-12
Nissan Leaf AZE0 (grey import)[15]	**120**	L,G[3]	S Pass	24	3.6(46)	X	$10-$15k	2013-2017
Nissan Leaf ZE1/ZE1 e+	***270/385***	L,G[3]	S Pass	40/62	6.6[16](50/100)	X	$40k/$50k	2020-24[14]
Peugeot e-2008	***328***	X	S SUV	50	7.4(100)	X	$25k up	2023
Renault ZE40 Zoe	***317***	X	S Pass	44	22(NA)	X	$20k up	2017-20
Tesla Model S	**320-435**	X	UL Pass	60 - 90	11(120)	X	$28k up	2014-20
Tesla Model X	***483***	X	UL SUV	100	11(120)	750/2250	$45k up	2016-20
Tesla Model 3 SR+	**354**	X	M Pass	50/75	11(150)	750/1000	$25k up	2020-21
Tesla Roadster	**393**	X	Sp	53	TBC	X	Note 8	2011-12

Light commercial vehicles:

make/model	Driving range[1] km	V2L V2G[2]	Size class[4]	Battery size/s: kWh	Max charge rates in kW AC(DC)[5]	Tow rating: Unbraked/ Braked kg	Prices[6]	Years sold in Australia
BYD T3 van (approx. 15 in Aust)	***300***	N	700 kg	45	6.6(50)	X	Notes 8,9	2022
Joylong E6 bus	***300*** TBC	N	12-14 seat	86	22(TBC)	TBC/1800	$75k-$80k	2022-24?
Renault Kangoo ZE van	160[10]	X	650 kg	33	7.2(NA)	322/322	$26k up	2016-22

Notes to tables on next page.

Notes to table:

1. **WLTP (Worldwide Harmonized Light vehicles Test Procedure) derived range in *bold italic*** text.
   Where vehicle was not sold after the introduction of the WLTP test cycle, the US EPA figure has been given rather than the overoptimistic Australian NEDC number that is often used in ads for older EV models. US EPA range shown as **bold/red** text.
   WLTP standardised cycle: 57% urban routes, 25% peri-urban routes, 18% motorway routes.
   WLTP range is approx. 30% lower than NEDC, but about 10% higher than US EPA. (For city through to outer suburban areas – WLTP is the likely range you will achieve. If your drive is more a mix of suburban to regional, for an estimate of your likely range - either source the US EPA figure, or subtract round 10% from the WLTP figure).
2. Symbols: L = V2L. G = can do V2H and V2G. N = No V2X capabilities.
   V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:
   - V2L: vehicle to load (230V power available from outlet in car).
   - V2H: vehicle to home (supply home via special connection) done using the DC section of the charge socket.
   - V2G: vehicle to grid (supply home or grid via spec. connection) done using the DC section of the charge socket.

     Note:
     V2L does not enable a vehicle to directly supply power to a home switchboard or to the grid. The CCS charging system is expected to offer both V2H and V2G capabilities by 2025.
3. CHAdeMO vehicles are capable of V2L and V2H/G, but no Australian approved units to do these are available for purchase. iMiEV also needs a software update to do V2X, which Mitsubishi Australia do not currently offer.
4. VFACTS (Australia) definitions.
   SUV = Sports Utility Vehicle. Sizes: S = small, M = medium, L = large, UL = upper large
   Pass = Passenger vehicle. Sizes: Mi = micro, Li = light, S = small, M = medium, L = large, UL = upper large
   PM = people mover
   Sp = sports
5. Maximum recharging rates. Note that AC rates over 7.4 kW require three phase power. DC rates are for charging rates up to around 80% of full charge. DC charging rates reduce significantly after 80%.
6. Approximate second-hand on-the-road price, based on current vehicle for-sale listings. Second-hand prices can (and do) vary wildly depending on vehicle availability at the time. Sites used for checking pricing were carsales.com.au and gumtree.com.au
7. BMW i3 DC charging note: When first introduced in 2014, the i3 was fitted with a Type 1 AC charging port and DC charging was an optional extra. If fitted, this optional DC charging port was the CCS1 layout - which is not compatible with current Australian DC chargers. BMW will change this port to a Type 2 AC and CCS2 port – at a cost of between $2600 and $4000 depending on version. This issue was solved at the beginning of 2018 when the i3 was standard fitted with the Type 2 AC charging port and CCS2 DC charging, thus falling into line with all other new EVs sold with the CCS charging socket in Australia.
8. Too few on the market to determine a useful second-hand price guide.
9. New price for the BYD T3 was approximately $38,000 on the road.
10. Series II Renault Kangoo ZE was never rated to WLTP or US EPA standards. Approximate real-world range was 160 km.
11. Original 32.6 kWh Mini Cooper Fact Sheet still included in new model Fact Sheet section.
12. Fact Sheet still included in new model Fact Sheet section.
13. Only the Long Range 2021-24 Ioniq 5 is rated for towing. Standard Range (SR) version prior to 2024 update was not tow rated.
14. Official (manufacturer supported) Australian Nissan Leaf ZE1 arrived mid 2019. Earlier year ZE1 (2017/18) models are unofficial second-hand imports from Japan. All pre mid-2019 models as well as some later ones are JDM (Japanese Domestic Market) imports. These were NOT brought in by Nissan Australia. These are not officially sanctioned import models and Australian Nissan dealers generally will not work on them.
15. Like note 14 above – many Japanese second-hand market ZE0 Leafs were brought in to Australia by private importers. These were mainly the 2013-2017 AZE0 version. Whilst these do have the later battery chemistry that was less prone to degradation, they do have their own issues to watch out for. See the ZE0 Leaf Secondhand Fact Sheet for more detail on the AZE0 Leaf.
16. Imported JDM Leaf ZE1 with the 40kWh battery were fitted with a 3.3kW charger, not the 6.6kW one fitted to all Australian models.

Important notes:

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4. **Further details on each model (except Tesla Roadster, BYD T3 and E6) can be found on the Second-Hand EV Models page at aeva.au/fact-sheets. Where not listed on the second-hand page, refer to the current EV models page.**