



EV FACT SHEET

Hyundai Ioniq 5

Created and written by:
Bryce Gatton
Contact:
Bryce@EVChoice.com.au



Image: Hyundai

INTRODUCTION

On sale here since late 2021 (albeit in very limited numbers), the Ioniq 5 is Hyundai's first model developed on their new E-GMP (Electric Global Modular Platform). As this platform is shared by Kia and Genesis (both owned by parent company Hyundai), intending buyers may wish to compare the Ioniq 5 to the Kia EV6 and Genesis GV60 as all three share the same electric drive train.

The Ioniq 5 was initially released here with a 72.6kWh battery offering rear wheel or all-wheel drive options.

Update: the Ioniq 5 received a number of updates in late 2022. These included increasing the battery to 77.4 kWh and an added model version – the Epiq. Service intervals were also increased to 24 months/30.000km.

With manufacturers now targeting charging speed as a key remaining impediment to EV adoption, the Ioniq 5 offers up to 11kW AC charging and 220kW maximum DC fast-charge rate. At that DC rate, the Ioniq 5 can recharge 100km of range in just over 4.5 minutes.

DRIVING RANGE

Australian test standards are currently in a state of flux, with the Green Vehicle Guide¹ showing some vehicle driving ranges using either the old (and highly over optimistic) European NEDC test cycle figure or the newer European WLTP test cycle figure. Worse still, for recent additions to the Australian market the GVG often gives no data is given at all! Around town, the WLTP figure is the best guide to range or, if doing outer suburban to regional driving – use the US EPA figure.

DRIVING RANGE (continued)

Testing system range estimates:			
Variant	NEDC (Aust)	WLTP (Euro)	EPA (USA)
Dynamiq (2WD)	Not yet rated	507	488
Techniq (AWD)	Not yet rated	454	412
Epiq (AWD)	Not yet rated	454	412

Table 1: Driving range estimates for the Hyundai Ioniq 5

Using the US EPA range – a 2WD version of the Ioniq 5 would be capable of a return trip from the Melbourne GPO to Stawell in Victoria's mid-west, provided neither the heating nor air conditioning were heavily used. For this sort of trip, a top-up charge at a DC fast-charger in either Ballarat Central or Warrenheip (6.5 km east of Ballarat on the Western Highway) would be recommended. For further charging options and locations, visit: <https://www.plugshare.com/>

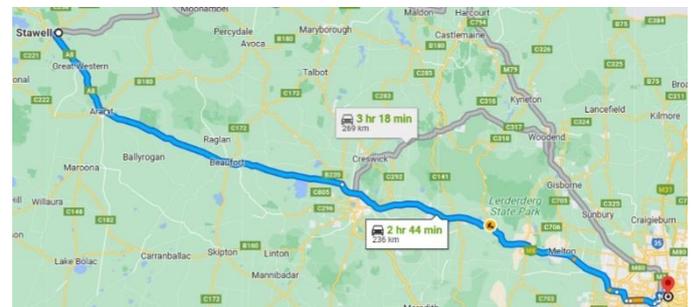


Image: Google maps

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CHARGING SPEEDS/REQUIREMENTS

Charging port

The Ioniq 5 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers² as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

Notes:

- <https://www.greenvehicleguide.gov.au>
- The Ioniq 5 can be charged at any AC EVSE, however an adaptor will be needed to use the (few) remaining older EVSEs fitted with Type 1 (J1772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Ioniq 5 is fitted with a type 2 AC socket as part of the CCS2 AC/DC charge plug system.

Charging rates:

Single phase: maximum of 7.4kW (32A)

Three phase: 11kW (16A per phase)

Charging speeds and times vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) it is connected to and the chosen battery size. Charging times for the Ioniq 5 with the old (72.6) and latest (77.4 kWh) battery packs are shown in table 2 below.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 phase Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (350kW)
35h	21	11h	6h 40m	1.5h	18m
39h	25h	13h	7h	1.5h	18m

Table 2: Approximate charging times for the Hyundai Ioniq 5 with old and new battery sizes. (Old = upper row, new = lower row)

DC fast charging:

The Ioniq 5 uses the CCS2 DC fast-charge connector and can charge at up to 220kW.

This connector is fast becoming the majority DC fast-charge connector type in both Australia and overseas.

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for an Ioniq 5, an 11kW three phase AC EVSE would be needed. However, depending on your existing power supply and/or charging needs, a lower rated EVSE may only be practicable, or needed. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 1 above.

The Ioniq 5 also comes with a Mode 2 portable EVSE for plugging into a 10A power point. Charging a Long Range Ioniq 5 with this EVSE will take around 39hrs for a 0 – 100% charge of the newer 77.4 kWh battery.

Important notes for any EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home or business is more than 20 years old. For more information on this item - read EV Information articles at EVchoice.com.au or see:
 - (a) Renew magazine edition 143. (EVSE wiring)
 - (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Boot volumes in litres (1 litre = 10 x 10 x 10 cm)

- Seats up: 531 L
- Seats down: 1591 L

Front boot ('froot'):

- 57L (2WD)
- 24L (2WD)

Dimensions:

- Overall length: 4635 mm
- Overall width:
 - 1890 mm (mirrors in)
 - 2152 mm (mirrors out)
- Overall height: 1605 mm

Battery:

- 77.7 kWh (74 useable)

Charging:

- 1 phase AC: 7.4kW max. (45 km charged/hr)
- 3 phase AC: 11kW max. (67 km charged/hr)
- DC: 220kW max. (1300 km charged/hr)

Charge port location:

- Right-hand rear.

Energy consumption: (WLTP)

- 170 Wh/km

Kerb weight:

- 2095 kg

Drive configuration:

- Rear wheel drive – standard.
- All Wheel Drive (AWD) – optional.

Towing:

- 1600 kg braked/750 kg unbraked.

Performance:

Variant	Max. Power (kW)	0 to 100km/h (Sec)
2WD	168	7.3
AWD	239	5.1

IMPORTANT NOTE:

Always check the specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.