



# EV FACT SHEET

## Volvo EX30

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2024 Volvo EX30. Image: Volvo

### INTRODUCTION

Revealed in June 2023, the EX30 is Volvo's latest entrant to the BEV market. Slotting in under the C and XC40 duo, it is also currently Volvo's smallest vehicle offering.

Initially announced to sell at 'an attractive price' (expected to be a touch over \$60,000), the starting price at the 2024 launch was \$67.5k, rising to almost \$80k for the AWD version! As Volvo is owned by Geely, it is built in China on the shared Geely SEA platform.

Volvo are also keen to promote the EX30 as the model with the smallest lifetime carbon footprint of any Volvo model to date.

Sporting a minimalist interior styling with no driver's display and few physical buttons, the single motor and dual motor versions appear to be designed as direct competitors for the attentions of intending Tesla Model 3 or Y buyers – especially given the single and dual motor versions are priced almost identically to the Tesla Models 3 and Y.

### DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead they generally quote the more achievable ranges found using the newer European WLTP test cycle.

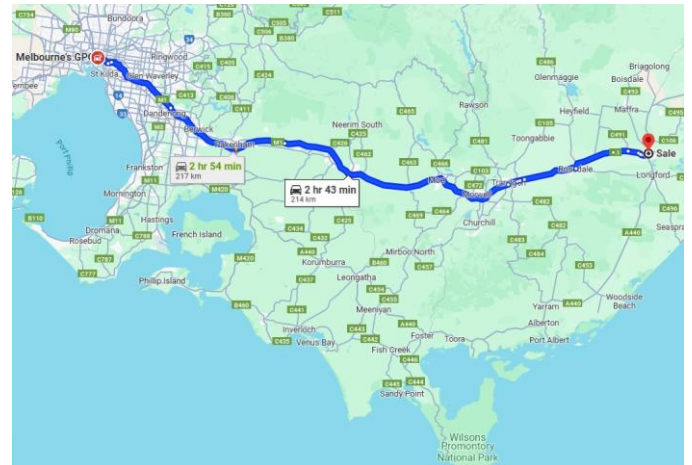
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

### DRIVING RANGE (continued)

Version	National testing system range estimates:		
	NEDC (Aust)	WLTP (Euro)	US EPA
Single motor	540	480	440
Twin motor	520	460	424

Table 1: Driving range estimates for the Volvo EX30 versions.

Using the US EPA rating: a single motor, rear wheel drive EX30 should, at its limit, make a round-trip from the Melbourne CBD to Sale in Victoria's east Gippsland region, provided the heating or air conditioning were not heavily used. For this sort of trip, a short en-route DC top-up charge would be recommended at one of the many DC fast-chargers on this route, including Warragul, Moe, Traralgon or Sale itself. (For further charging options and availability, see: <https://www.plugshare.com/>).



Typical Volvo EX30 return trip range. Image: Google maps

### CHARGING SPEEDS/REQUIREMENTS

#### Charging port

The Volvo EX30 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers<sup>1</sup> as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

#### Notes:

- The EX30 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 EX30 is fitted with a type 2 AC socket.

### Charging rates:

**Single phase:** maximum of 7.4 kW (32A)

**Three phase:** 11 kW (16A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the EX30 are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 ph. Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (150+kW)
31h	20h	10h	16A: 8h 32A: 8h	66m	30m

Table 2: Approx. charging times for the Volvo EX30

### DC fast charging

The EX30 uses the CCS2 DC fast-charge connector and can charge at up to 150kW DC.

### V2X capability:

The EX30 does not include any V2X capability.

#### Notes:

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)
- V2G: vehicle to grid (supply home or grid via spec. connection)

## HOME CHARGING CONSIDERATIONS

### General

To get the shortest home charging time for the Volvo EX30, an 11kW AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

### Important notes for any home 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 is more than 20 years old. For more information on this item – see Fact Sheets at [EVchoice.com.au](http://EVchoice.com.au) or read articles in:
  - (a) Renew magazine edition 143. (EVSE wiring)
  - (b) Renew magazine edition 156. (EVSE buyer's guide)

## SPECIFICATIONS

### Seating: 5

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

- Boot under parcel shelf: 318
- Rear seat folded: not specified
- Froot: 7

### Dimensions:

- Overall length: 4,233 mm
- Overall height: 1,549 mm
- Ground clearance: 177 mm
- Overall width (edge of doors): 1,838 mm
- Overall width (edge of mirrors): 2,032 mm

### Battery:

- 69 kWh (64 kWh usable)

### Energy consumption: (WLTP)

- 15.7 kWh/100 km (Single motor)
- 16.3 kWh/100 km (Dual motor)

### Kerb weight:

- 1,850 kg (single motor)
- 1,960 kg (dual motor)

### Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 150 kW max.

### Charge port location:

- Left-hand rear (behind rear passenger door).

### Drive configuration:

- Single motor: rear-wheel drive
- Dual motor: All-wheel drive

### Towing:

- 750/1600 kg (single motor)
- 750/1400 kg (all-wheel drive)

### Performance:

Variant:	Max. Power (kW)	0 to 100km/h (Sec)
Single motor	200	5.3
Dual motor	315	3.6

## IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EVChoice) 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.