



# EV FACT SHEET

## Chery Omoda e5

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Chery Omoda e5. Image: Chery

### INTRODUCTION

The Chery Omoda e5 is the first BEV (fully electric) car from Chinese manufacturer Chery. Whilst the ICE version of the Omoda 5 has been here since Chery reappeared on the Australian market in 2023 (the brand was here in a small way between 2011 and 2015) – the electric version only arrived in late 2024.

Whilst the Omoda e5 is classed by VFACTS as a ‘small SUV’, it is large in looks and in reality only squeaks under the maximum for the size class. Mind-you, one advantage of its larger size is that it comes with that rare unicorn in the new passenger car world: a full-size spare wheel!

**Note:** the Omoda e5 does **not** come with a portable (Mode 2) charger for use with a power point. These are however easily sourced from aftermarket suppliers. (Speak to your local AEVA branch to find out more).

### 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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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.

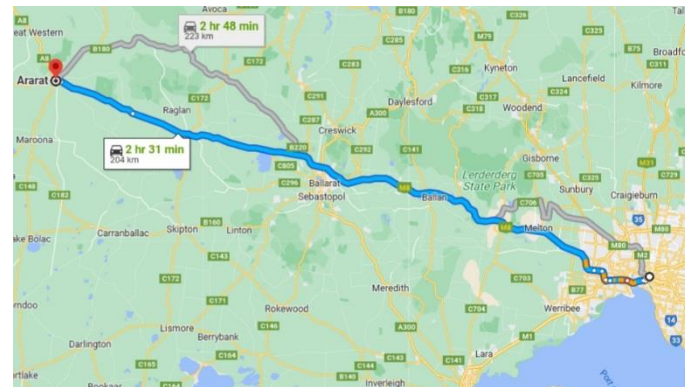
To avoid disappointment, always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

### DRIVING RANGE (continued)

National testing system range estimates in km		
NEDC (Aust)	WLTP (Euro)	US EPA
430 km	460 km	NA <sup>1</sup>

Table 1: Driving range estimates for the Chery Omoda e5

Using the US EPA rating, an Omoda e5 would, at its limit, make a round-trip from the Melbourne CBD to Ararat – provided the heating or air conditioning were not heavily used. For this sort of trip, a short DC or longer lunch-time length AC top-up in Ararat itself, or at one of the multiple new DC charger sites on the major routes would be recommended. For further charging options and availability, see: <https://www.plugshare.com/> ).



Example Omoda e5 return trip range. Image: Google maps

### CHARGING SPEEDS/REQUIREMENTS

#### Charging port

The Chery Omoda e5 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers<sup>2</sup> as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

#### Notes:

1. Not sold in the USA.
2. The Chery Omoda e5 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 Omoda e5 is fitted with a type 2 AC charging socket.

### Charging rates:

**Single phase:** maximum of 6.6 kW (30A)

**Three phase:** maximum of 10 kW (15A, 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 Omoda e5 are shown in table 2.

10 A (power point)	AC: 0 – 100% time			DC: 0 – 80% time	
	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 (80kW+)
31h*	18.5h	9.25h	6.5 h	60m	30m

Table 2: Approx. charging times for the Chery Omoda e5

\* Note: the Omoda e5 does NOT come with a portable charger.

### DC fast charging

The Solterra uses the CCS2 DC fast-charge connector and can charge at up to 80 kW DC.

### V2X capability:

The Omoda e5 currently does not include any V2X capability.

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 Chery Omoda e5, a three phase, 11 kW three phase 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 information pages 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)

- Seats up: 300
- Rear seats folded: 1,079
- Froot (front boot): 19

### Dimensions:

- Overall length: 4,424 mm
- Overall height: 1,588 mm
- Ground clearance: 143 mm
- Overall width (edge of doors): 1,830 mm
- Overall width (edge of mirrors): Not specified

### Battery:

- 61.1 kWh

### Energy consumption: (WLTP)

- 15.5 kWh/100 km

### Kerb weight:

- 1,776 kg

### Charging:

- 1 phase AC: 6.6 kW maximum
- 3 phase AC: 10 kW maximum
- DC: 80 kW maximum

### Charge port location:

- Front centre (in upper section of grille).

### Drive configuration:

- Front wheel drive

### Towing:

- 750 kg unbraked/750 kg braked

### Performance:

- Maximum power: 150 kW
- 0 to 100 km/h: 7.6 sec.

### IMPORTANT NOTES:

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