



EV FACT SHEET

Lexus UX300e

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Lexus UX300e. Image: Lexus

INTRODUCTION

The first full EV from Toyota's luxury brand, Lexus, the Lexus UX300e is the electric version of its petrol UX series siblings, the UX200 and UX250h hybrid. As such, it is not built on an EV-only platform.

Australian sales of the electric UX300e began in late 2021. As it is simply a variation of the UX series, it differs little in interior or exterior appearance to the other two.

Classed in Australia as a 'Medium SUV', it is jostling for attention in a crowded EV segment that includes the Genesis GV60, Volvo C40 recharge, Tesla Model Y, Hyundai Ioniq 5, Kia EV6 and, possibly, even the Polestar 2. All of these however have considerably larger batteries (and consequently longer driving ranges) than the UX300e.

October 2022 update: Lexus have announced that arriving 'sometime next year', the UX300e will be upgraded to a 72.8kWh battery with an estimated 450 km range.

DRIVING RANGE

Australian test standards are currently in a state of flux, with the Australian GVG (Green Vehicle Guide¹) showing some vehicle driving ranges using either the old (and highly over-optimistic) figure derived using ADR 81/02 (based on the European NEDC test cycle) or the newer European WLTP test cycle figure. Unfortunately, it is also not easy to find out which test cycle was used to give a particular GVG figure! For around town, the WLTP figure is the best guide to driving range or, if doing mostly outer suburban to regional driving – use the US EPA figure.

National testing system range estimates		
NEDC (Old Aust)	WLTP (Euro)	US EPA
360	305	Not rated

Table 1: Driving range estimates for the 54.3kWh Lexus UX300e

DRIVING RANGE (continued)

Using a conservative WLTP range, a 54.3kWh battery Lexus UX300e should manage a return day-trip from the Melbourne GPO to Cowes on Phillip Island, provided the

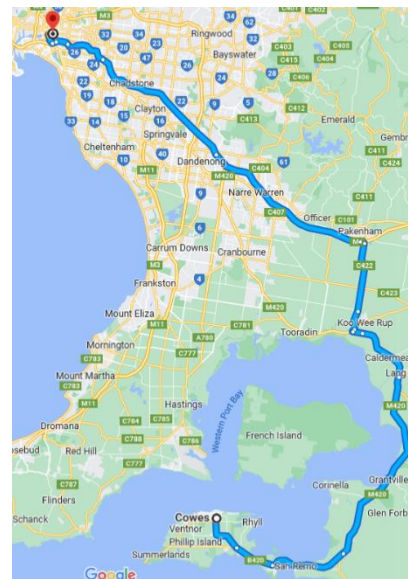


Image: Google maps.

heater or air conditioner are not heavily used. For this sort of trip, a 30 min DC fast-charge at Cowes over lunch or perhaps a slight detour to do a 1hr top-up charge at the 7kW AC wall charger at the Kilcunda Hotel would be recommended. For further charging options and

locations, visit: <https://www.plugshare.com/>

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Lexus UX300e is fitted with a Type 2 AC socket (as are all new Australian delivered EVs) but it is one of the last EVs to still be fitted with the Japanese designed CHAdeMO DC socket. The UX300e therefore can charge at any Type 2 AC charger² and at all current DC chargers. (As these are generally fitted with both CCS and CHAdeMO DC charging leads).

Note: CHAdeMO leads are being phased out in some countries already, although they will likely be available at most locations here for the life of a new UX300e bought today.



Type 2 AC socket



CHAdeMO socket

Notes:

- <https://www.greenvehicleguide.gov.au>
- The G80 can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the UX300e is fitted with the type 2 AC socket.

AC charging rates:

Single phase: maximum of 6.6 kW.

Charging speeds and times vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) a vehicle is connected to and the chosen battery size. Approximate charging times for the UX300e are shown in table 2 below.

(a) 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)
27h	18h	9h	16A: 18h 32A: 9h	1h	N/A

Table 2: Approximate charging times for the Lexus UX300e

DC fast charging:

The UX300e is one of the last remaining EVs to come equipped with the Japanese CHAdeMO DC charging system. (The only other being the current Nissan Leaf. Nissan by the way are switching to the CCS system with the soon to arrive Nissan Ariya). CHAdeMO charging is limited to 50kW in Australia, however this does not impact the UX300e as it has a maximum DC charge rate of 35kW.

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for the UX300e, a 6.6 kW single 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 2 above.

The UX300e also comes with a Mode 2 portable EVSE for use with a 10A power point. Charging with this EVSE will take around 27 hrs for a 0 – 100% charge.

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

Seating capacity: 5

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

- Seats up: 367 L
- Seats down: Not specified

'Froot' (under bonnet 'front boot'):

- No froot

Dimensions:

- Overall length: 4495 mm
- Overall width: 1925/2078 mm (mirrors in/out)
- Overall height: 1525 mm

Battery:

- 54.3 kWh (Approximately 52 useable)
- **Note: 72.8kWh upgrade due in 2023.**

Charging:

- 1 phase AC: 6.6 kW max.
- DC: 35 kW max.

Charge port location:

- AC: right-side, rear.
- DC (CHAdeMO port): left side, rear.

Energy consumption: (WLTP):

- 170 kW/km

Kerb weight:

- 1840 kg

Drive configuration:

- Front wheel drive

Towing:

- Not rated for towing.

Performance:

- Maximum power: 150 kW
- 0 – 100km/hr: 7.5 sec.

IMPORTANT NOTES:

Always check for the latest vehicle specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EV Choice) 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.

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