



# EV FACT SHEET

## Hyundai Ioniq 6

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



Image: Hyundai

### INTRODUCTION

The Hyundai Ioniq 6 is classified by VFACTS as a medium passenger vehicle. As a passenger sedan rather than the ubiquitous SUV, it makes a pleasant change! Built in South Korea, the Ioniq 6 is built on Hyundai's BEV-only E-GMP (Electric Global Modular Platform). As such, it shares the same drivetrain and battery system with the Hyundai Ioniq 5, Kia EV6 and Genesis GV60. As such, intending buyers may wish to compare the Ioniq 6 with these other models, depending on which body configuration is your preference. Also, like its E-GMP siblings, the Ioniq 5 offers Vehicle to Load (V2L) functionality at 3600W.

The Ioniq 6 can AC charge at up to 11 kW as well as a maximum 233 kW DC fast-charge rate. Connected to the fastest DC chargers, an Ioniq 6 recharge 100 km of range in just over 4.5 minutes. All three variants (Dynamiq, Techniq and Epiq) come with the same 77.4kWh battery.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

Variant	Testing system range estimates:		
	ADR 81/02 (Australia)	WLTP (Europe)	EPA (USA)
Dynamiq	Not rated	614	581
Techniq	Not rated	519	508
Epiq	Not rated	519	508

Table 1: Driving range estimates for the Hyundai Ioniq 6

Using the US EPA range – a two-wheel drive Ioniq 6 should be capable of a return trip from the Melbourne GPO to Port Fairy on Victoria's south coast, provided the heating or air conditioning were not heavily used. For this sort of trip, a short top-up DC charge at Colac or perhaps the (soon to come) DC chargers at either Port Fairy itself or Warnambool would be recommended. (For further charging options and availability, see: <https://www.plugshare.com/> ).

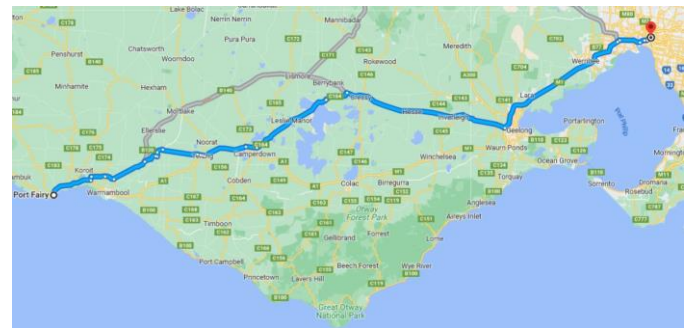


Image: Google maps

### CHARGING SPEEDS/REQUIREMENTS

#### Charging port

The Ioniq 6 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. <https://www.greenvehicleguide.gov.au>
2. The Ioniq 6 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 6 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 and times vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) it is connected to and the chosen battery size. Approximate charging times for the Ioniq 6 are shown in table 2 below.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A (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)
33h	21.5h	10.7h	7h	1.6h	18m

Table 2: Approximate charging times for the Hyundai Ioniq 6.

### DC fast charging:

The Ioniq 6 uses the CCS2 DC fast-charge connector and can charge at up to 233 kW.

### V2X capability:

The Ioniq 6 offers V2L functionality up to 15A (3600W) through a plug-in adaptor for the AC charge socket.

#### 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 Ioniq 6, 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 6 also comes with a Mode 2 portable EVSE for plugging into a 10A power point. Charging with this EVSE will take around 33 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 <http://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: 401 L (to parcel shelf)
- Seats down: not supplied

### Front boot ('froot'):

- 45 L

### Dimensions:

- Overall length: 4855 mm
- Overall width:
  - 1880 mm (mirrors in)
  - 2073 mm (mirrors out)
- Overall height: 1495 mm

### Battery:

- 77.4 kWh (Approximately 74 useable)

### Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 233 kW max.

### Charge port location:

- Right-hand rear.

### Energy consumption: (WLTP)

- 14.3 kWh/100 km (2WD)
- 16.9 kWh/100 km (AWD)

### Kerb weight:

- 1968 kg (2WD)
- 2078 kg (AWD)

### Drive configuration:

- Rear wheel drive – Dynamiq.
- All Wheel Drive (AWD) – all other variants.

### Towing:

- 2WD: 750 kg braked/750 kg unbraked.
- AWD: 1500 kg braked/750 kg unbraked.

### Performance:

Variant	Max. Power (kW)	0 to 100 km/h (Sec)
Dynamiq	168	7.4
Techniq	239	5.1
Epiq	239	5.1

## IMPORTANT NOTES:

Always check the specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gaton 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.

This Fact Sheet is prepared by EV Choice and provided free to AEVA for non-commercial use.

For commercial use pricing: contact EV Choice.