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EV FACT SHEET

NEW BEV Light Commercial Vehicles available (or coming soon) to Australia

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



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BEV light commercial vans, utes and trucks – available now

| make/model | WLTP range ³ km | V2L V2G ¹³ | Load capacity: kg | Battery size/s: kWh | Max charge rates in kW AC(DC) ⁷ | Tow rating in kg unbraked/braked | Price ⁴ |
|-------------------------------------|-------------------------------|--------------------------|-------------------------|---------------------------|--|-------------------------------------|--------------------|
| Ford e-Transit | 307 | N | 1,600 | 68 | 11(115) | X | \$85,690 |
| Foton T5 cab-chassis (4.5t version) | 200 TBC | N | 2,000 TBC | 81.4 | 11(85) | 750/3,500 | \$100k TBC |
| Fuso eCanter (4.5t version) | 70/140/200 | ePTO | 1,900 TBC | 40/80/120 | 11/22(104) | X | TBC |
| JAC N55 (4.5t version) | 200 | TBC | 2,000 | 97 | 7(120) | 4,490 | \$150k TBC |
| Joylong E6 bus | 300 TBC | N | 12-14 seat | 86 | 22(TBC) | TBC/1800 | \$105k TBC |
| LDV eDeliver 7 | 318/362 | N | ~1200 | 77/88 | 11(78/90) | 750/1500 | \$64,000 |
| LDV eDeliver 9 | 280 | N | 1410 | 88.5 | 11(80) | 750/1500 | \$110,000 |
| LDV eT60 dual cab ute | 330 | L | 1000 | 88.5 | 11(80) | 750/1000 | \$100,000 |
| Mercedes e-Sprinter | TBC/359 | TBC | 1.1-1.5t | 81/113 | 11(115) | 750/2000 | \$113,300 |
| Mercedes eVito van | 239 | TBC | 882 | 60 | 11(80) | X | \$59,000 |
| Mercedes eVito Tourer (run-out) | 421 ¹⁴ | N | 8 seats | 90 | 11(110) | X | \$77,000 |
| Peugeot e-Expert LWB | 330 | TBC | 1,000 | 75 | 11(100) | 750/1000 | \$86,325 |
| Peugeot e-Partner | 258 | N | 750 | 50 | 7.4/(100) | 750/750 | \$49,990 |
| Renault Kangoo E-Tech SWB | 286 | N | 523 | 45 | 22(80) | 750/1500 | \$72,000 |
| Skywell EC11 van | 300 TBC | N | 1,790 | 74 | 22(73) | 750 (TBC) | \$79,990 |
| Skywell EC11 12 seat bus | 300 TBC | N | 12 seats | 74 | 22(73) | (TBC) | \$119,990 |

BEV light commercial vans, utes and trucks – coming soon

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|-------------------------|-------------------------------|--------------------------|-------------------|---------------------------|--|-------------------------------------|--------------------|------------------|
| Farizon SV Cargo Van | 200/270 TBC | TBC | 1.1-1.3t | 67/83/106 | TBC | TBC | TBC | H2 2025 |
| Farizon H9E cab-chassis | 100 TBC | TBC | 4.5t+ | 107 | TBC | TBC | TBC | H2 2025 |
| Ford e-transit custom | 380 TBC | TBC | 1,000 | 68 | 11(125) | TBC | TBC | H1 2025 |
| Isuzu D-Max ute | TBC | TBC | 1000 | 67 TBC | TBC | 750/3500 | TBC | 2025? |
| JAC T9 dual cab ute | TBC | TBC | TBC | TBC | TBC | TBC | TBC | 2025?? |
| JAC T9 light truck | TBC | TBC | TBC | TBC | TBC | TBC | TBC | 2025?? |
| LDV eTerron9 | 300 TBC | L | TBC | 109 | TBC | 750/3500 | TBC | Q2 2025 |
| Renault Master E-Tech | 200 | TBC | 1.4t | 52 | TBC(TBC) | TBC | TBC | H2 2025? |
| Renault Trafic E-Tech | 240 | TBC | 1,100 | 52 | | 750 TBC | TBC | H2 2025? |
| Victory EC1 light truck | 250 TBC | TBC | 1000 | 41 | TBC(TBC) | TBC | \$40k TBC | H1 2025 |
| Victory EC1 van | 250 TBC | TBC | 965 | 41 | TBC(TBC) | TBC | \$40k TBC | H1 2025 |
| VW ID Buzz Cargo | TBC | TBC | TBC | 77 | 11(170) | TBC | \$80k+ORCs | Q1 2025 |

Notes to tables overleaf:

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1. NA
2. NA
3. **WLTP (Worldwide Harmonized Light vehicles Test Procedure) derived range in *Bold italic*.** WLTP standardised cycle: 57% urban routes, 25% peri-urban routes, 18% motorway routes. WLTP range is approx. 30% lower than NEDC, but about 10% higher than US EPA. (For city through to outer suburban areas – WLTP is the likely range you will achieve. If your drive is more a mix of suburban to regional, for an estimate of your likely range - either source the US EPA figure, or subtract 10% from the WLTP figure).
4. Approximate base model price in Victoria, based on currently available vehicle sales listings. This price includes on-road costs (ORCs) but does NOT include any subsidies. Note that ORCs vary slightly between states and territories – more so now as some states have dropped Stamp Duty and other state based charges on some EV purchases and/or for a set number of EVs sold. Check your local situation when close to purchase to avoid disappointment.
5. ETA: Q=quarter. Q1=Jan-Mar; Q2=Apr-Jun; Q3=July-Sept; Q4=Oct-Dec. H1=Jan-Jun; H2=Jul-Dec.
6. Some EVs are now offered with optional (larger) battery sizes. If more than one size listed, price is for base version and range estimate is for the italicised battery size.
7. Maximum recharging rates. Note that AC rates over 7.4kW require three phase power. DC rates are for charging rates up to around 80% of full charge. DC charging rates reduce significantly after 80%.
8. New Model S or X vehicles unavailable in Australia, updated models recently released overseas. Current order delivery estimate on Tesla Configurator site is 'End of 2022'.
9. Only the Long Range Ioniq 5 is rated for towing. Standard Range (SR) version not tow rated. SR Ioniq 5 to be released at a later date.
10. Tow ratings: XX/YY = unbraked rating/braked rating
11. VFACTS (Australia) definitions.
SUV = Sports Utility Vehicle. Sizes: S = small, M = medium, L = large, UL = upper large
Pass = Passenger vehicle. Sizes: Li = light, S = small, M = medium, L = large, UL = upper large
PM = people mover; Sp = sports
12. WLTP range and range given by the Polestar 2 dash Range Estimator vary significantly. For instance, LR Polestar is set to 440 km.
13. Symbols: L = V2L. G = can do V2H and V2G. N = No V2X capabilities.
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) done using the DC section of the charge socket.
 - V2G: vehicle to grid (supply home or grid via spec. connection) done using the DC section of the charge socket.**Note:**
V2L does not enable a vehicle to directly supply power to a home switchboard or to the grid. The CCS charging system is expected to offer both V2H and V2G capabilities by 2025.
14. NEDC the only range given by Mercedes for these vans. This is the current Australian ADR 81/02 test system based on the old (and largely discredited) NEDC test cycle that regularly gives around 30% more range than WLTP. (See also note 3 re WLTP).
15. 11kW optional at additional cost.
16. Fully loaded range

Important notes:

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