# EV FACT SHEET

# Peugeot e-2008

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**Peugeot e-2008 Image: Peugeot**

## INTRODUCTION

The Peugeot e-2008 is classified by VFACTS as a small SUV and is offered here in both petrol-only and electric-only versions.

The e-2008 is built on Peugeot's e-CMP platform. The e-CMP is by the way a variant of their CMP internal combustion engine (ICE) platform. Whilst this allows for the e-2008 to be built on the same assembly line as the ICE versions, it does mean there are a few compromises in its design versus a bespoke EV-only platform – including the lack of a 'froot'. (Froot is a contraction of 'front boot': i.e. under bonnet storage area).

First offered for sale in Europe in 2020, Australia had to wait until later 2023 before the e-2008 arrived here. It is also worth noting that as of January 2024, the current Australian-offered model is the just-superseded European version. There, the e-2008 is now offered with a 54 kWh battery and around 400 km WLTP range.

**April 2024:** Petrol version updated to current Euro model, but e-2008 to remain the older version 'for now'.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

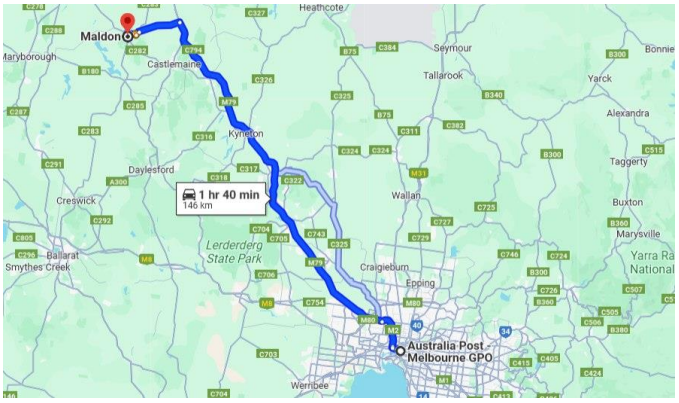
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional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

## DRIVING RANGE (continued)

| National testing system range estimates (km) | | |
|---|---|---|
| **ADR 01/02 (Aust)** | **WLTP (Euro)** | **US EPA** |
| Not rated | 328 | NA[1] |

**Table 1: Driving range estimates for the Peugeot e-2008.**

Using the WLTP rating (with a slight discount for extended highway use) a Peugeot e-2008 would, at its limit, make a round-trip from the Melbourne CBD to Maldon – provided the heating or air conditioning were not heavily used. For this sort of trip, a short DC top-up at one of the increasing number of DC charger sites between Maldon and Melbourne would be recommended. (For further charging options and availability, see: https://www.plugshare.com/ ).




**Example Peugeot e-2008 return trip range. Image: Google maps**

## CHARGING SPEEDS/REQUIREMENTS

### Charging port

The Peugeot e-2008 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

**CCS2 charging plug and socket**

**Notes:**

1. The Peugeot e-2008 is not sold in the USA.
2. The Peugeot e-2008 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 Peugeot e-2008 is fitted with a type 2 AC charging socket.

***Charging rates:***

**Single phase:** maximum of 7.4 kW (32A)
**Three phase:** maximum of 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 Peugeot e-2008 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 (100kW+) |
| 24h | 15h | 7.5h | 5h | 60m | 30m |

**Table 2: Approx. charging times for the Peugeot e-2008**

### DC fast charging

The e-2008 uses the CCS2 DC fast-charge connector and can charge at up to 100 kW DC.

### V2X capability:

The Peugeot e-2008 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 e-2008, an 11kW 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 or read articles in:
   (a) Renew magazine edition 143. (EVSE wiring)
   (b) Renew magazine edition 156. (EVSE buyer's guide)

## SPECIFICATIONS

### Seating: 7

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

- Seats up: 333
- Rear seats folded: 1,467
- Froot (front boot): NA

### Dimensions:

- Overall length: 4,300 mm
- Overall height: 1,550 mm
- Ground clearance: 196 mm
- Overall width (edge of doors): 1,815 mm
- Overall width (edge of mirrors): 1,987 mm

### Battery:

- 50 kWh (46.2 usable)

### Energy consumption: (WLTP)

- 16.1 kWh/100 km

### Kerb weight:

- 1,548 kg

### Charging:

- 1 phase AC: 7.4 kW maximum
- 3 phase AC: 11 kW maximum
- DC: 100 kW maximum

### Charge port location:

- Left side rear

### Drive configuration:

- Front-wheel drive

### Towing:

- The e-2008 is not rated for towing.

### Performance:

- Max. Power: 100 kW
- 0 to 100km/h: 9.0 seconds

## IMPORTANT NOTE

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