EV FACT SHEET

Leapmotor C10

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Leapmotor C10. Image: Leapmotor

INTRODUCTION

Leapmotor was founded in China as an EV manufacturer in 2015 and began selling vehicles there in 2019. In 2023, Stellantis (parent company of many well-know marques including Fiat, Chrysler, Alfa Romeo, Citroen, Peugeot and Dodge) acquired a 20 percent stake of Leapmotor with the intention to sell the brand worldwide.

In early 2024, Leapmotor announced it was planning to enter the Australian market (supported by Stellantis). Orders have commenced and deliveries of its C10 large SUV are expected to begin in January 2025.

The C10 is in size and specification very similar to the Tesla Model Y. (But considerably cheaper!) Mind-you, being at the smaller size end of the large SUV segment it does have many other competitors from both the medium and large SUV categories - such as the Kia EV6, Hyundai Ioniq 5, Ford Mach-E and Volvo C40/XC40 pairing. It is however the first lower priced BEV to enter this category.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

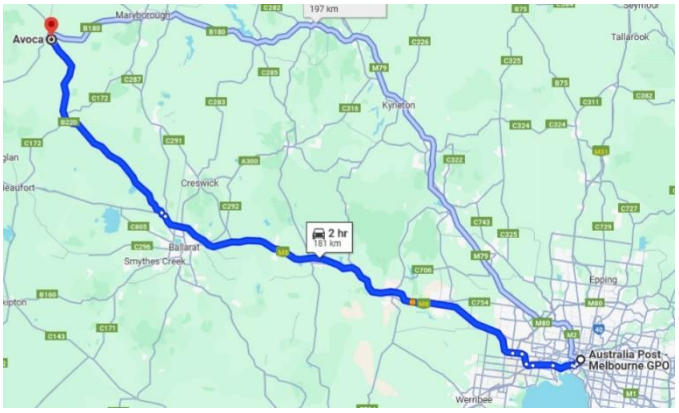
To avoid disappointment, always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

National testing system range estimates in km		
NEDC (Aust)	**WLTP (Euro)**	**US EPA**
477 km	420 km	NA[1]

Table 1: Driving range estimates for the Leapmotor C10

Using the WLTP rating (with a roughly 10% discount for extended highway use) a Leapmotor C10 would, at its limit, make a round-trip from the Melbourne CBD to Avoca in the central west of Victoria – 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 Avoca 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 Leapmotor C10 return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Leapmotor C10 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. Not sold in the USA.
2. The Leapmotor C10 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 Leapmotor C10 is fitted with a type 2 AC charging socket.

Charging rates:

Single phase: maximum of 6.6 kW (30A)
Three phase: maximum of 6.6 kW single phase (30A)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the C10 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 (84kW+)
30h	19.5h	11h	11 h	70m	48m

Table 2: Approx. charging times for the Leapmotor C10

DC fast charging

Like all new BEVs sold in Australia (except the ageing Nissan Leaf), the C10 uses the CCS2 DC fast-charge connector. DC charging speed is rated as up to 84 kW.

V2X capability:

The C10 offers V2L functionality up to 1660W (7.2A).

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 C10, a single phase, 7 kW 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: 5

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

- Seats up: 581
- Rear seats folded: 1,410
- Froot (front boot): NA

Dimensions:

- Overall length: 4,739 mm
- Overall height: 1,588 mm
- Ground clearance: 180 mm
- Overall width (edge of doors): 1,900mm
- Overall width (edge of mirrors): Not specified

Battery:

- 69.9 kWh

Energy consumption: (WLTP)

- 19.8 kWh/100 km

Kerb weight:

- 1,995 kg

Charging:

- 1 phase AC: 6.6 kW maximum
- 3 phase AC: 6.6 kW single phase max.
- DC: 84 kW maximum

Charge port location:

- Rear left-hand quarter (above rear wheel).

Drive configuration:

- rear wheel drive

Towing:

- 750 kg unbraked/1500 kg braked

Performance:

- Maximum power: 160 kW
- 0 to 100 km/h: 7.5 sec.

IMPORTANT NOTES: