



# EV FACT SHEET

## Peugeot e-308

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Peugeot e-308. Image: Stellantis Media

### INTRODUCTION

Built on a platform shared with petrol, PHEV and hybrid variants, the e-308 is classified here as Small Passenger Vehicle. The first full-electric version of the 308 was introduced to Europe in late 2022, with Australian sales commencing in early 2025.

As a small/medium hatch – the e-308 competes with the likes of the Nissan Leaf and Cupra Born, along with small SUVs such as the Renault Megane, Jeep Avenger and Hyundai Kona ... plus a host of cheaper Chinese models. Whilst it doesn't compare well on price with the Chinese brands, it does offer a more European take on styling and interior layout that is likely to appeal to some buyers.

#### Notes:

- Whilst Peugeot do make full-electric hatch and wagon versions of the 308, only the full-electric hatch version is sold in Australia. (Both profiles are offered here in petrol, PHEV and HEV versions in addition to the BEV hatch).
- The initial arrival of the e-308 here was of 14 'GT' versions at a higher cost to the coming standard model.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

Testing system range estimates		
ADR 81/02 (Aust)	WLTP (Euro)	EPA (USA)
Not tested	400 km	NA <sup>1</sup>

Table 1: Driving range estimates for the Peugeot e-308

Using the WLTP range (with a roughly 10% discount for extended highway driving) a Peugeot e-308 should be capable of a return trip from the Melbourne GPO to Maryborough in central Victoria. This is assuming neither the heating nor air conditioning are heavily used.

If done as a day-trip, it would be useful to do either a ½ - 1 hour top-up charge at an AC charger or 5 to 10 min at a DCFC (DC fast-charger) at one of the expanding number of AC and DCFC sites along this route. For further charging options and availability, see: <https://www.plugshare.com/>

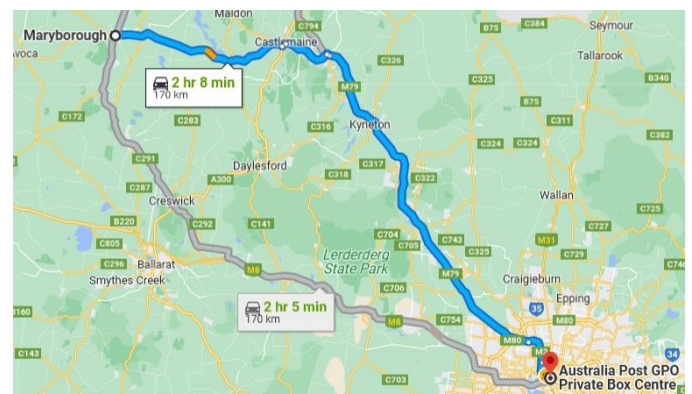


Image: Google maps

### CHARGING SPEEDS/REQUIREMENTS

#### Charging port:

The Peugeot e-308 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. Peugeot do not sell in the USA.
2. The e-308 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. It will also only charge at a maximum of 7.4 kW on a Type 1 plug EVSE.

## CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

### AC charging:

Like all new EVs sold in Australia, the Peugeot e-308 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 vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the e-308 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 (100+kW)
24h	16h	7.5h	16A: 5h 32A: 5h	60m	30m

Table 2: Approx. charging times for the Peugeot e-308

### DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the e-308 uses the CCS2 DC fast-charge connector and can charge at up to 100 kW DC.

### V2X capability:

The e-308 does not currently include any V2X functions.

#### 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 a Peugeot e-308, an 11 kW (3 phase) 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 Fact Sheets at [EVchoice.com.au](http://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)

- Boot - seats up: 434 L
- Boot - seat folded/to roof: 1,467 L
- Froot (front boot): NA

### Dimensions:

- Overall length: 4,365 mm
- Overall height: 1,465 mm
- Ground clearance: 132 mm
- Overall width (edge of doors): 1,859 mm
- Overall width (edge of mirrors): 2,062 mm

### Battery:

- 54 kWh (50.8 useable)

### Energy consumption: (WLTP test cycle)

- TBC

### Kerb weight:

- 1,548 kg

### Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 100 kW.

### Charge port location:

- RHS, rear (just behind rear driver's side door)

### Drive configuration:

- 2WD: front wheels driven

### Towing:

- Not rated for towing.

### Performance:

Max. Power (kW)	0 to 100km/h (Sec)
115	9.8

### Spare tyre: No

## IMPORTANT NOTE

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