



EV FACT SHEET

Lexus UX300e

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Lexus UX300e. Image: Lexus

INTRODUCTION

Australian sales of the electric UX300e began in late 2021. As it is simply electric version of its petrol UX series siblings (the UX200 and UX250h hybrid), it differs little in interior or exterior appearance to the other two.

Classed in Australia as a 'Medium SUV', it is jostling for attention in a crowded EV segment that includes the Genesis GV60, Volvo C40 recharge, Tesla Model Y, Hyundai Ioniq 5, Kia EV6 and, possibly, even the Polestar 2. Until to 2023 update, all of these had considerably larger batteries (and consequently longer driving ranges) than the UX300e.

June 2023:

- upgraded to a 72.8 kWh battery and longer range.

Important note: CHAdeMO DC charging leads are being phased out from existing DC charger sites and often not included in new ones. It would be strongly recommended NOT to choose a Lexus UX300e for regular long-distance travel requiring reliable access to DC charging.

DRIVING RANGE

Australian test standards are currently in a state of flux, with the Australian GVG (Green Vehicle Guide¹) showing some vehicle driving ranges using either the old (and highly over-optimistic) figure derived using ADR 81/02 (based on the European NEDC test cycle) or the newer European WLTP test cycle figure. Unfortunately, it is also not easy to find out which test cycle was used to give a particular GVG figure! For around town, the WLTP figure is the best guide to driving range or, if doing mostly outer suburban to regional driving – use the US EPA figure.

National testing system range estimates			
Battery	NEDC	WLTP (Euro)	US EPA
54.3 kWh	360	305	Not rated
72.8 kWh	560	440	Not rated

Table 1: Driving range estimates for the Lexus UX300e

DRIVING RANGE (continued)

Using a conservative WLTP range, a 72.8 kWh battery Lexus UX300e should manage a return day-trip from the Melbourne GPO to Ararat in Victoria's north-west, provided the heater or air conditioner are not heavily used. For this sort of trip, a short top-up using one of the many DC fast-charge sites along this route would be recommended.

For further charging options and locations, visit:

<https://www.plugshare.com/>

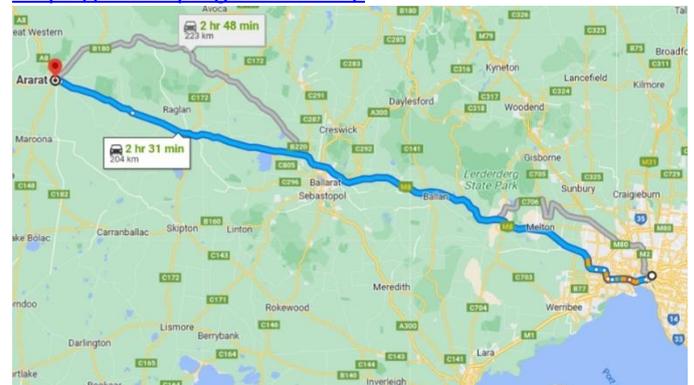


Image: Google maps.

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Lexus UX300e is fitted with a Type 2 AC socket (as are all new Australian delivered EVs) but it is one of the last EVs to still be fitted with the Japanese designed CHAdeMO DC socket. The UX300e therefore can charge at any Type 2 AC charger² but only at SOME DC chargers. (Newer DC charger sites often don't include a CHAdeMO lead). It is therefore strongly recommended to check using Plugshare to ensure a CHAdeMO lead is fitted at a site before planning to charge there.



Type 2 AC socket



CHAdeMO socket

Notes:

1. <https://www.greenvehicleguide.gov.au>
2. The G80 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 UX300e is fitted with the type 2 AC socket.

AC charging rates:

Single phase: maximum of 6.6 kW.

Charging speeds and times vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) a vehicle is connected to and the chosen battery size. Approximate charging times for the UX300e are shown in table 2 below.

Battery kWh	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 ph. AC EVSE)	DC Fast charge (50kW)	DC Fast charge (350kW)
54.3	27h	18h	9h	16A: 18h 32A: 9h	1h	NA
72.8	36h	20h	11h	16A: 20h 32A: 11h	1h	NA

Table 2: Approximate charging times for the Lexus UX300e

DC fast charging:

The UX300e is one of the last remaining EVs to come equipped with the Japanese CHAdeMO DC charging system. (The only other being the current Nissan Leaf. Nissan by the way are switching to the CCS system with the soon to arrive Nissan Ariya and Lexus have changed to CCS for the RZ450e). CHAdeMO charging is limited to 50 kW in Australia, however this does not impact the UX300e as it has a maximum DC charge rate of 50 kW (35 kW for the earlier 54.3 kWh battery version).

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for the UX300e, a 6.6 kW single 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 2 above.

The UX300e also comes with a Mode 2 portable EVSE for use with a 10A power point. Charging with this EVSE will take around 27 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 EVchoice.com.au or see:
(a) Renew magazine edition 143. (EVSE wiring)
(b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating capacity: 5

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

- Seats up: 367 L
- Seats down: Not specified

'Froot' (under bonnet 'front boot'):

- No froot

Dimensions:

- Overall length: 4495 mm
- Overall width: 1925/2078 mm (mirrors in/out)
- Overall height: 1525 mm

Battery:

- **72.8 kWh (64 kWh usable): Late 2023 onwards.**
- 54.3 kWh (Approx. 52 useable): release version.

Charging:

- 1 phase AC: 6.6 kW max.
- DC: 50 kW max.

Charge port location:

- AC: right-side, rear.
- DC (CHAdeMO port): left side, rear.

Energy consumption: (WLTP):

- 17 kWh/100 km

Kerb weight:

- 1840 kg

Drive configuration:

- Front wheel drive

Towing:

- Not rated for towing.

Performance:

- Maximum power: 150 kW
- 0 – 100km/hr: 7.5 sec.

IMPORTANT NOTES:

Always check for the latest vehicle specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EV Choice) 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.

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