



EV FACT SHEET

Smart #1

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Smart #1. Image: Smart media

INTRODUCTION

Originally a joint venture between Daimler-Benz and Swatch (yes, that is the Swiss Watch manufacturer!), Smart has recently been rebooted to become a 50:50 joint venture between Daimler-Benz in Germany and Chinese EV automotive giant, Geely. Leaving behind its micro car, two-seater reputation, Smart is now offering mainstream size vehicles with 4 doors and room for 5 people.

The Smart #1 is a small SUV/crossover and is built in China on Geely's SEA EV platform. (The SEA platform is by the way also used in many other Geely brands/models, such as the Polestar 4, Zeekr 001 and Volvo EX30).

The Smart #1 began sales in Australia in late 2024 – however there are currently only three dealerships in Australia (Melbourne, Sydney and Brisbane). This means if you want one outside of these regions, it may be hard to get yours serviced!

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

Variant	Testing system range estimates		
	ADR 81/02 (Aust)	WLTP (Euro)	EPA (USA)
Pro+	Not rated	420 km	NA ¹
Premium	Not rated	440 km	NA ¹
Brabus (AWD)	Not rated	400 km	NA ¹

Table 1: Driving range estimates for the Smart #1

Using the WLTP range (with a roughly 10% discount for extended highway driving) a Smart #1 Premium (which has a heat pump heater rather than the less efficient resistive element in the base Pro+ model) should be capable of a return trip from the Melbourne GPO to Shepparton, provided neither the heating nor air conditioning were heavily used. For this sort of trip, it would be useful to do either a ½ - 1 hour top-up charge at an AC charger or a 5 to 10 min DC fast-charge at one of the AC or DC fast-charge sites along this route. For further charging options and availability, see: <https://www.plugshare.com/>

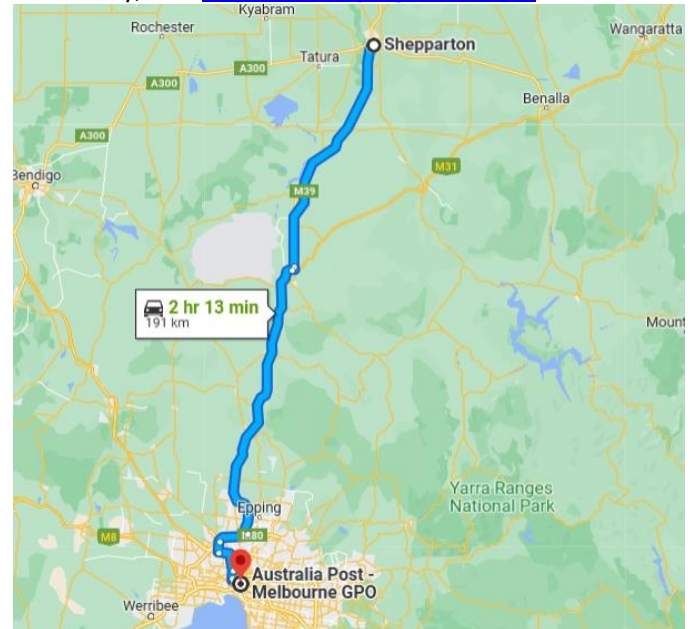


Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

The Smart #1 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers² as well as CCS2 DC fast-chargers.

Notes:

1. Smart no longer sell vehicles in the US.
2. The Smart #1 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 Smart #1 is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 kW/32A. (All versions)

3 phase: 22 kW/32A per phase. (Premium & Brabus)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Smart #1 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 (150+kW)
Pro+ 30h	18.5h	9h	9h	1h	25m
Premium & Brabus 30h	18.5h	9h	11A: 6h 32A: 3h	1h	25m

Table 2: Approx. charging times for the Smart #1

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the Smart #1 uses the CCS2 DC fast-charge connector and can charge at up to 150 kW DC.

V2X capability:

In Australia, the Smart #1 does not include any V2X functionality. (In Europe – has V2L at 3.6 kW/15A).

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 the Smart #1, a 7 kW charger would be needed for the Pro+, or a 22 kW AC charger for the Premium or Brabus versions. 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 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: 323 L
- Boot - seat folded/to roof: Not provided
- Froot (front boot): 15 L

Dimensions:

- Overall length: 4,270 mm (Brabus: 4,300 mm)
- Overall height: 1,636 mm
- Ground clearance: 182 mm
- Overall width (edge of doors): 1,822 mm
- Overall width (edge of mirrors): Not supplied

Battery:

- 66 kWh

Energy consumption: (WLTP test cycle)

- 17 kWh/100km (Pro+)
- 16.7 kWh/100km (Premium)
- 17.9 kWh/100km (Brabus)

Kerb weight:

- 1,800 kg: Pro+
- 1,788 kg: Premium
- 1,900 kg: Brabus

Charging:

- 1 phase AC: 7.4 kW max. (All versions)
- 3 phase AC: 22 kW max. (Premium & Brabus)
- DC: 150 kW.

Charge port location:

- Rear left side (above rear wheel)

Drive configuration:

- Rear wheel drive (Pro+ & premium)
- AWD: Brabus

Towing:

- 750 kg unbraked/1,600 kg braked

Performance:

Variant:	Max. Power (kW)	0 to 100km/h (Sec)
Pro+	200	6.7
Premium	200	6.7
Brabus (AWD)	315	3.9

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.