EV FACT SHEET

Peugeot e-Expert

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Peugeot e-Expert. Image: Stellantis

INTRODUCTION

The Peugeot e-Expert is the electric version of Peugeot's Expert 1 to 1.4t tonne light commercial van range.

Whilst the diesel version is offered with the choice of short and long wheel-base options, the e-Expert is currently offered only in long wheel-base (LWB) form.

As of the time of writing, there are two direct competitors to the e-Expert – these being the LDV e-Deliver 7 and the Mercedes eVito. However, 2025 will see several additional electric vans in this space. These will include the Ford E-transit Custom, Victory EC1 van and (possibly) the Renault Traffic E-tech.

Note: the e-Expert does come with a 'BYO' charging lead for use with Mode 3 (wall mounted) BYO lead chargers, it does **not** come with a portable charger for use with a power point. However, these latter are now easily sourced from a growing number of aftermarket suppliers.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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 quote this figure for their new releases. Instead they give 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 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. (Currently, only WLTP figures are available for the Peugeot e-Expert).

DRIVING RANGE (continued)

National testing system range estimates in kilometres		
NEDC (Aust)	WLTP (Euro)	US EPA
Not tested.	330	NA[1]

Table 1: test cycle range estimates for the Peugeot e-Expert.

FLEET EV TRANSITION TIPS:

Key to increasing the efficient use of an electric LCV is recharging whilst loading and unloading at delivery points as well as during down-times at its home base. Installing the maximum AC charger size at the home base may be useful, as well as placing that charger adjacent to the loading area.

Note: Planning for a business EV transition where more than one LCV is used will include the need to review the business location's power supply situation as well as an overall EV fleet use-case charging needs assessment.

Knowing, finding and using three phase outlets and DC fast-chargers is important for longer trips where you intend to take a Peugeot e-Expert on a single trip exceeding around 250 km. To navigate this new aspect of EV fleet management, fleet managers will need to provide information and training to drivers on higher power portable chargers (if supplied), DC charging and how to use the Apps from the major fast-charge providers. (These include Chargefox, Evie, BP Pulse and Ampol's AmpCharge, as well as the open source Plugshare[2]).

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Peugeot e-Expert is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[3] as well as via CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. Peugeot do not currently sell in the US.
2. https://www.plugshare.com/
3. The Peugeot e-Expert 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 charge at a maximum of 7.4kW on a Type 1 plug EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the e-Expert is fitted with a type 2 AC socket as part of the CCS2 AC/DC charge plug system.

Charging rates:

Single phase: maximum of 7.4 kW (32A)
Three phase: maximum of 11 kW (16A per phase)

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

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 phase)	16 or 32 A (3 phase)	DC Fast charge 50kW	DC Fast charge 100+kW
36h	24h	12h	7.5h: 16A 7.5h: 32A	90m	45m

Table 2: Approximate charging times for the Peugeot e-Expert

DC fast charging:

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

V2X capability:

The e-Expert does not include any V2X capabilities.

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 a special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home -base charging time for the Peugeot e-Expert, an 11 kW three 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.

Charging the e-Expert with a 2.3 kW Mode 2 portable EVSE from a 10A power point will take around 36 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, although many businesses do.
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: 3

Dimensions and weights:

Dimensions/weights/volumes	
Length (mm)	5333
Width (mm) – mirrors in	1920
Width (mm) – mirrors out	2204
Height (mm)	1948
Ground clearance (mm)	208
Wheel base (mm)	3275
Turning circle (m)	12.4
Cargo area length (mm)	2780
Cargo area width (mm)	1628
Cargo area height (mm)	1397
Width at wheel arches (mm)	1258
Rear door opening width (mm)	1282
Rear door opening height (mm)	1220
Side door opening width (mm)	935
Side door opening height (mm)	1241
Gross vehicle mass (kg)	3053
Payload (kg)	1001
Tare weight (kg)	2052
Cargo volume (m^3)	6.1
Spare wheel?	Yes

Battery: 75 kWh

Charging:

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

Charge port location:

- LHS front corner

Vehicle to Load connection: (position and power): Not fitted

Energy consumption: (WLTP):

- Not provided

Drive configuration:

- Front wheel drive

Towing:

- 750 kg unbraked/1000 kg braked.

Performance:

Motor power	Motor torque	0 – 100 km/h time
100 kW	270 Nm	Not provided

IMPORTANT NOTES:

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