



EV FACT SHEET

Mercedes EQB

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Mercedes EQB. Image: <https://media.daimler.com>

INTRODUCTION

The Mercedes EQB is classed in Australia as a medium SUV. However, unlike most of its brethren medium SUVs (or even larger ones) it does offer the option to add a third row pair of seats, allowing the EQB to carry up to seven people.

In Australia, it is offered in two variants, the EQB250 (two-wheel drive, front wheels driven) and EQB350 4Matic (all-wheel drive).

The EQB is not built on a BEV specific platform, rather it is built on the same platform used for the petrol powered GLB. This means that the EQB makes some compromises on interior space compared to ground-up design EV-only platforms. Whilst direct seven-seater BEV SUV competition is thin on the ground (Mercedes EQS and Kia EV9 currently being the only ones), its luxury five seat BEV medium SUV competitors are almost too numerous to mention!

Mid-2024 Update:

- Interior styling changes, plus range increase from larger battery, aerodynamic changes and different tyres.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

National testing system range estimates (km):			
Variant	ADR 81/02 (Aust) ²	WLTP (Euro) ²	US EPA ²
EQB250	507/564	371/436	392/402
EQB350 4Matic	TBC	360/396	354/331

Driving range estimates for the Mercedes EQB variants

Using the WLTP range (with a roughly 10% discount for extended highway driving) the updated EQB250 should be capable of a round-trip from the Melbourne CBD to Sandy Point (near Wilsons Promontory) and back – provided neither the heating or air conditioning were used.

If done as a day-trip, it would be useful to do either a 1 hour top-up at an AC charger or 10 to 15 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/>

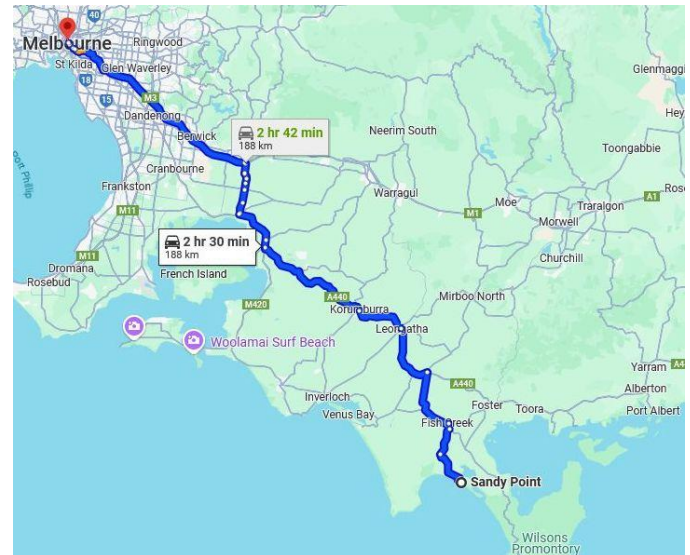


Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The EQB is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers³ as well as via CCS2 DC fast-chargers.

Notes:

- <https://www.greenvehicleguide.gov.au>
- Pre/post 2024 update
- the EQB 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 Mercedes EQB 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 EQB 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)
31.5h	21h	10.5h	16A: 7.25h 32A: 7.25h	70m	41m

Table 2: Approx. charging times for the Mercedes EQB

DC fast charging

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

V2X capability:

The EQB 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 Mercedes EQB, 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 or read articles in:
 - (a) Renew magazine edition 143. (EVSE wiring)
 - (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating: 5/optional 7

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

- Boot – 2 row, seats up: 495 L
- Boot – 2 row, seats down/to roof: 1,710 L
- Boot – 3 row, all seats up: 110 L
- Boot – 3 row, seats up/3rd row down: 465 L
- Boot – 3 row, all seat folded/to roof: 1,620 L
- Froot (front boot): NA

Dimensions:

- Overall length: 4,684 mm
- Overall height: 1,698 mm
- Ground clearance: 210 mm
- Overall width (edge of doors): 1,834 mm
- Overall width (edge of mirrors): 2,020 mm

Battery:

- 66.5 kWh (pre mid-2024 update)
- 70.5 kWh (post update)

Energy consumption: (WLTP test cycle)

- 17.5 kWh/100 km (EQB250 – post update)
- 19.2 kWh/100 km (EQB350 4Matic – post update)

Kerb weight:

- 2,102 kg (EQB250)
- 2,163 kg (EQB350 4Matic)

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:

- Front-wheel drive (EQB250)
- All-wheel drive (EQE350 4Matic)

Towing:

- Not rated for towing.

Performance:

Variant:	Max. Power (kW)	0 to 100km/h (Sec)
EQB250	140	8.9
EQB350 4Matic	215	6.2

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.