EV FACT SHEET

Geely EX5

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2025 Geely EX5. Image: Geely

INTRODUCTION

The Geely brand name may not be well-known here in its own right, however Geely has been selling EVs in Australia for some time as it is the parent company of both Volvo and Polestar, as well as the more recently introduced Zeekr cars and Farizon trucks. Geely are also joint venture manufacturers of Smart.

The EX5 is Geely's first foray into EVs here under their own name, and arrived here in early 2025. It is classified by VFACTS as a medium SUV and is built on the in-house developed Geely GEA platform. (The GEA platform can take both full electric and plug-in hybrid powertrains, although only the full electric version is sold here).

To add confidence to the future second-hand market, Geely also offer an unlimited km, 8 year battery warranty in Australia. Geely sell and service their cars through a dealer network which, whilst relatively limited, does cover all the and territory capitals (excluding Darwin), as well as some of the larger regional centres. To check whether there is a dealer near you, it is best to check the current listing at https://www.geely.com.au/buy/dealer-locator

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

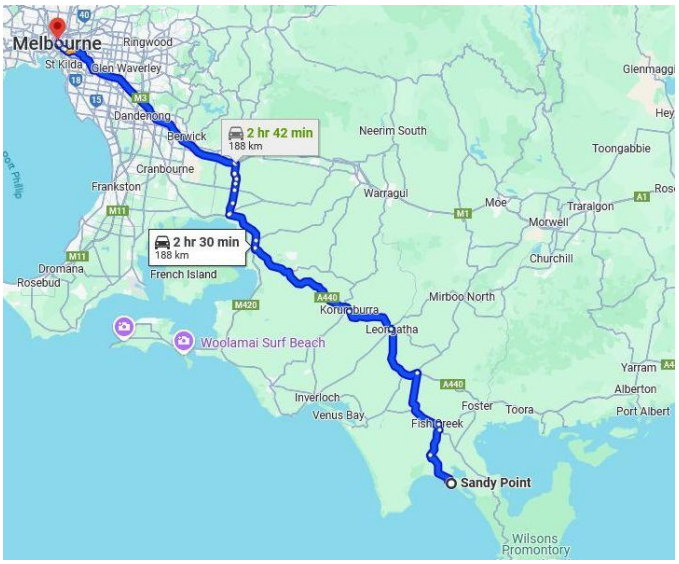
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

Version	National testing system range estimates:		
	NEDC (Aust)	WLTP (Euro)	US EPA
Complete	Not rated	430 km	NA[1]
Inspire	Not rated	410 km	NA[1]

Table 1: Driving range estimates for the Geely EX5.

Using the WLTP rating (with a slight discount for extended highway use) a 'Complete' version should, at its limit, make a round-trip from the Melbourne CBD to Sandy Point (near Wilsons Promontory) in Victoria's Gippsland region, provided the heating or air conditioning were not heavily used. For this sort of trip, a short en-route DC top-up charge would be recommended at one of the many DC fast-chargers on this route. For further charging options and availability, see: https://www.plugshare.com/



Typical Geely EX5 return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Geely EX5 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. The Geely EX5 is not sold in the USA.
2. The Geely EX5 can be charged at any AC EVSE, however an adaptor will be needed to use the (few) remaining older EVSEs fitted with Type 1 (J1772) plugs. It will also only charge at a maximum of 7 kW on a Type 1 plug EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Geely EX5 is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7 kW (32A)
Three phase: maximum of 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 EX5 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)
25h	17h	8.5h	16A: 5.7h 32A: 5.7h	60m	30m

Table 2: Approx. charging times for the EX5

DC fast charging

The EX5 uses the CCS2 DC fast-charge connector and can charge at up to 100 kW DC.

V2X capability:

The EX5 offers up to 3.3kW V2L functionality.

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 Geely EX5, an 11kW AC charger 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

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

- Boot behind seats/under parcel shelf: 410 (max)
- Rear seat folded, load space to roof: 1,877
- Froot: NA (Froot = front boot)

Dimensions:

- Overall length: 4,615 mm
- Overall height: 1,670 mm
- Ground clearance:
  - 148 mm (Complete)
  - 168 mm (Inspire)
- Overall width (edge of doors): 1,901 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 60.22 kWh

Energy consumption: (WLTP)

- 15.8kWh/100 km (Complete)
- 16.6 kWh/100 km (Inspire)

Kerb weight:

- 1,715 kg (Complete)
- 1,765 kg (Inspire)

Charging:

- 1 phase AC: 7 kW maximum.
- 3 phase AC: 11 kW maximum.
- DC: 100 kW maximum.

Charge port location:

- Right-hand front guard.

Drive configuration: Front wheel drive

Towing:

- The EX5 is not rated for towing

Spare tyre: No

Performance:

Variant:	Max. Power (kW)	0 to 100km/h (Sec)
Complete	160	6.9
Inspire	160	7.1

IMPORTANT NOTE

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