EV FACT SHEET

Nissan Ariya

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Nissan Ariya. Image: Nissan.

INTRODUCTION

The Nissan Ariya has been a long time coming to Australia. Production began in January 2022, but it took till mid-2023 before any announcement of an Australia launch was made. Back then, it was supposed to arrive mid-2024, but that date was continually put back... and back, to the point that it seemed like it would never be offered here!

By mid-2025 it was finally made available for Australian pre-order, with deliveries to commence in September.

The Aria is classified here as a 'medium SUV' and is built in Nissan's Tochigi manufacturing plant in Japan.

Notes:
With the Ariya, Nissan has finally switched to using the CCS2 socket in Australia, making it compatible with the vast majority of DC fast-chargers here. (Unlike the Leaf which still utilises the superseded CHAdeMO DC socket).

The Ariya also sports a liquid cooled battery, bringing it into line with all other BEVs on the market with active cooling systems. (Thereby overcoming what has been a major perceived failing in the Nissan Leaf which still does not have an active battery cooling system).

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

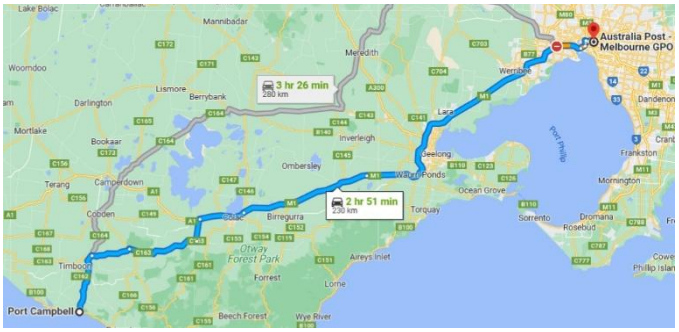
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, ADR81/02 & NEDC are generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

	National testing system range estimates:		
Version	**NEDC (Aust ADR 81/02)**	**WLTP (Euro)**	**US EPA**
63 kWh models	Not rated	385 km	348 km
87 kWh: Advance+	Not rated	504 km	465 km
87 kWh: Evolve	Not rated	487 km	413 km

Table 1: Driving range estimates for the Nissan Ariya.

Using the US EPA rating, an Advance+ Nissan Ariya (with the 87kWh battery) should, at its limit, make a round-trip from the Melbourne CBD to Port Campbell (on Victoria's South coast) – provided the heating or air conditioning are not heavily used. For this sort of trip, a short DC top-up charge in at one of the many DC charger sites popping up on this route would be recommended. For further charging options and availability, see: https://www.plugshare.com/



Example Nissan Ariya (2WD, 87 kWh battery) return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Nissan Ariya is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[1] as well as CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:
1. The Nissan Ariya 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. In addition, 3 phase versions will only charge at the single-phase rate on a Type 1 EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

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

Charging rates:

Single phase: maximum of 7.4 kW (32A)

Three phase (if fitted): 22 kW* (32A 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 Nissan Ariya are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80%	
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 (130+kW)
63 kWh: 30h	20h	10h	16A: 20h 32A: 10h	71m	39m
87 kWh: 34.5h	28h	14h	16A: 28/9.3*h 32A: 14/4.7*h	100m	45m

Table 2: Approx. charging times for the Nissan Ariya.

*** 22kW AC charging optional for Advance+, standard in Evolve.**

DC fast charging

The Nissan Ariya uses the CCS2 DC fast-charge connector and can charge at up to 130 kW DC.

V2X capability:

The Ariya has not been announced as having any V2X capabilities, however Nissan have intimated that all their BEV models will be made V2X capable sometime in 2026.

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 car outlet)
- 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 Nissan Ariya, a 7kW single phase or 22kW three phase AC charger would be needed (depending on model/option chosen).

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:
  - All seats up: 466 (408 in AWD)
  - Rear seats down, to roof: 1,350 (1,280 AWD)
- Froot (front-boot): NA

Dimensions:

- Overall length: 4,595 mm
- Overall height: 1,660 mm
- Ground clearance: 166 mm
- Overall width (edge of doors): 1,850 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 63 kWh (66 kWh gross)
- 87 kWh (91 kWh gross)

Energy consumption: (WLTP test cycle)

- 18.4 kWh/100km (63 kWh Engage & Advance)
- 19.1 kWh/100km (87 kWh, Advance+ 2WD)
- 20.8 kWh/100km (87 kWh, Evolve AWD)

Kerb weight:

- 1,920 kg (63 kWh, Engage)
- 1,933 kg (63 kWh Advance 2WD)
- 2,087 kg (87 kWh Advance+ 2WD)
- 2,234 kg (87 kWh Evolve AWD)

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 22 kW max. (3 phase an option in Advance+, standard in Evolve AWD).
- DC: 130 kW max.

Charge port location:

- Left-hand front between front wheel and door.

Drive configuration:

- Front-wheel drive: Engage, Advance, Advance+
- All-wheel drive: e-4orce

Towing: (unbraked/braked)

- 750/750 kg (2WD)
- 750/1500 kg (AWD)

Performance:

Version	Max. power/torque (kW/Nm)	0 to 100km/h (Sec)
Engage	160/300	8.0
Advance	160/300	8.0
Advance+	178/300	8.1
e-4orce	290/600	5.6

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.