



EV FACT SHEET

Alfa Romeo Junior Elettrica

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Alfa Romeo Junior Elettrica. Image: Alfa Romeo.

INTRODUCTION

Built in Alfa's Tychy Assembly Plant in Poland, the Junior Elettrica is built on the Stellantis e-CMP2 platform, which is an electric tailored version of Stellantis's Common Modular Platform (CMP). As such, it shares this platform with the Jeep Avenger (sold here) and Fiat 600e (not available here).

The Alfa Romeo Junior is sold here in two versions – the all-electric 'Elettrica' and mild-hybrid 1.2L turbocharged 'Ibrida'. (**Note:** only the all-electric Elettrica is covered in this Fact Sheet).

The Junior Elettrica is classified in Australia as a small SUV, and went on sale here in mid-2025.

It is interesting to note that, like many vehicles offered in Australia, more variants are available overseas. In Europe the electric Junior is sold in three versions: the base model 'Elettrica', a sportier looking 'Speciale' and the high performance 'Veloce'. Currently, only the Elettrica is sold here.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

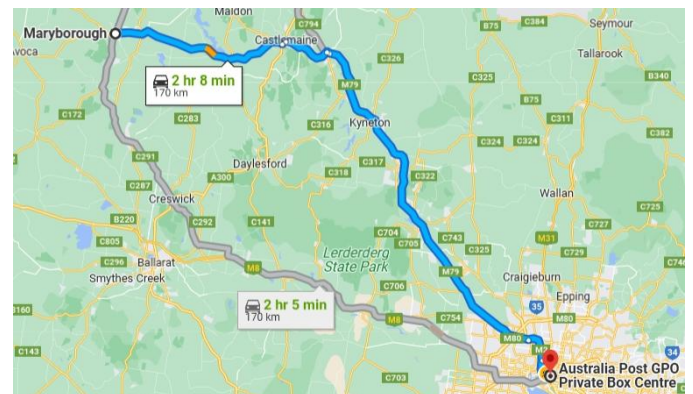
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional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

DRIVING RANGE (continued)

Testing system range estimates (km)		
NEDC (Aust ADR 81/02)	WLTP (Euro)	EPA (USA)
Not rated	407	NA ¹

Table 1: Driving range estimates for the Junior Elettrica.

Using the WLTP figure with an approximately 10% discount for extended highway driving, a Junior Elettrica should, at its limit, make a round-trip from the Melbourne CBD to Maryborough (in central Victoria, NW of Melbourne) – 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 Junior Elettrica return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

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



CCS2 charging plug and socket

Notes:

1. The Alfa Romeo Junior is not sold in the USA.
2. The Junior Elettrica 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, it 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 Junior Elettrica is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.2 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 Junior Elettrica 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)
26h	17.25h	8.6h	16A: 5.75h 32A: 5.75h	50m	36m

Table 2: Approx. charging times for the Junior Elettrica.

DC fast charging

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

V2X capability:

The Junior Elettrica currently does not have 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 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 Alfa's Junior Elettrica, an 11kW three phase 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](https://www.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: 400
 - Rear seats down, to roof: not provided
- Froot (front-boot): NA

Dimensions:

- Overall length: 4,173 mm
- Overall height: 1,532 mm
- Ground clearance: Not provided
- Overall width (edge of doors): 1,781 mm
- Overall width (edge of mirrors): 1,981 mm

Battery:

- 54 kWh (51 kWh useable)

Energy consumption: WLTP

- 15.2 kWh/100km

Kerb weight:

- 2,040 kg

Charging:

- 1 phase AC: 7.2 kW max.
- 3 phase AC: 11 kW max.
- DC: 100 kW max.

Charge port location:

- Left-hand rear corner.

Drive configuration:

- Front-wheel drive (FWD)

Towing: (unbraked/braked)

- The Junior Elettrica is not rated for towing

Spare tyre: No

Performance:

Max. power/torque (kW/Nm)	0 to 100km/h (Sec)
115/260	9.0

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.