EV FACT SHEET

Volkswagen Transporter BEV

Created and written by:
Bryce Gaton
Contact:
Bryce@EVChoice.com.au

Volkswagen Transporter BEV. Image: VW

INTRODUCTION

The Volkswagen Transporter BEV is VW's latest entry to the commercial BEV van market. Launched here in late 2025, the Transporter BEV is initially being offered in short-wheelbase (SWB) and long-wheelbase (LWB) cargo van versions.

It is expected however that SWB and LWB 5- or 6-seater BEV people mover versions (called the 'Kombi' in VW Australia's compliance paperwork) are expected to arrive sometime in 2026.

Note: This Fact Sheet covers the LWB & SWB cargo van versions. A separate Fact Sheet on the Kombi people mover will be added to the passenger vehicles page upon its formal release.

Interestingly, the new VW Transporter is, to all intents and purposes, a thinly disguised Ford Transit Custom as part of a VW/Ford joint venture. It is therefore built in the same plant as the Ford E-Transit Custom – in this case Ford's Otosan (Turkey) factory.

Important note: VW quote slightly different tare, GVM and payload numbers (as well as motor kW) to the Ford E-Transit Custom. Intending buyers will need to carefully compare these figures before deciding on which version most suits their intended use.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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 most recent releases. Instead they 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 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):			
Version	**NEDC (Aust)**	**WLTP (Euro)**	**US EPA**
SWB	Not rated	330 (TBC)	NA[1]
LWB	Not rated	330 (TBC)	NA[1]

Table 1: comparison of mandated test cycle driving ranges.

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 is recommended, as well as placing a three phase charger (or three phase outlet for portable chargers) 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 in short to mid-driving range EVs like the VW Transporter BEV. 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.com for finding charger locations.

CHARGING SPEEDS/REQUIREMENTS

Charging port

The VW Transporter BEV is fitted with a CCS2 socket allowing it to charge at slow to medium speeds on AC outlets and home chargers as well as higher speeds at specialised DC fast-chargers.
For an explanation of charging speeds and types (and approximate charging times when using each type of charger) see charging section on next page.

CCS2 charging plug and socket:

Notes:
1. The VW Transporter BEV is not sold in the USA.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the VW Transporter BEV is fitted with a type 2 AC charging socket.

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 VW Transporter BEV are shown in table 2 below.

(a) AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 phase Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (125+kW)
30h	20h	10h	16A: 6.7h 32A: 6.7h	1h	38m

Table 2: Approximate charging times for the VW Transporter BEV.

DC fast charging:

The VW Transporter BEV uses the CCS2 DC fast-charge connector and can charge at up to 125 kW DC.

V2X capability:

The VW Transporter BEV is currently not capable of V2L, V2H or V2G.

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 a Transporter BEV, 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 3 above.

Note: Unlike many EVs for sale in Australia, the E-Transit Custom does NOT come with a Mode 2 portable EVSE for use with a 10A power point. These are however easily bought from aftermarket EVSE retailers. Prices for portable EVSEs start from $400 for a 2 kW unit to around $2000 for a fully flexible 1.6 kW to 22 kW unit with adaptors. If using a 2 kW portable charger with a standard power point, the E-Transit van will take approximately 32 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 3 phase AC connected, although most commercial premises will have 3 phase power available.
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: 2 (optional 3)

Dimensions and weights:

Dimensions/weights/volumes	
Length (mm) LWB/SWB	5450/5050
Width – mirrors in (mm)	2,032
Width – mirrors out (mm)	2,275
Height (mm) mid/high roof	1,968
Ground clearance	160
Wheel base (mm) LWB/SWB	3500/3100
Turning circle (m) LWB/SWB	12.1/10.9
Cargo area length (mm)	3002/2502
Cargo area width (mm) at wheel arches	1392
Cargo area width (mm) maximum	**TBC**
Cargo area height (mm) LWB/SWB	1425/1427
Rear door opening width (mm)	1400
Rear door opening height (mm)	1316
Side door opening width (mm)	1030
Side door opening height (mm)	1301
Gross vehicle mass (kg) LWB/SWB	3225/3215
Payload (kg) LWB/SWB	760/806
Tare weight (kg)	2460/2414
Cargo volume (m^3)	6.8/5.8
Spare wheel?	No

Battery:

- 64kWh (usable)

Charging:

- 1 phase AC: 7.4 kW (maximum)
- 3 phase AC: 11 kW (maximum)
- DC: 125 kW (maximum)

Charge port location:

- Front-right (corner of bumper)

Vehicle to Load connection (position and power):

- The Transporter BEV is currently not V2X capable

Energy consumption: (WLTP):

- LWB: 24.8 kW/100km
- SWB: 24.2 kWh/100km

Drive configuration:

- rear wheel drive

Towing: unbraked/braked

- 750kg/2,300kg

Performance:

- Maximum power/torque: 210 kW/415 Nm
- 0 – 100km/hr: not specified.

Service interval:

- 12 months/30,000 km

IMPORTANT NOTES: