EV FACT SHEET

GAC Aion V

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GAC Aion V. Image: GAC

INTRODUCTION

Whilst GAC is a new automotive brand to Australia (launched here in November 2025), it is one of China's larger automobile manufacturers and currently sells over 2 million vehicles worldwide annually. GAC do not specialise in BEVs and sell ICE and PHEV models here alongside the Aion V BEV.

Note: technically, whilst the Aion V is currently marketed under the GAC brand, Aion is the electric vehicle subsidiary of GAC.

The Aion V is classified by VFACTS Australia as a medium SUV. As such it is yet another entrant in an already crowded Australian vehicle segment. Even as one of the cheapest vehicles in its segment, it still has stiff competition from the likes of the Geely EX5 and MG S5.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.

This will change from July 1 2026, when all new light-duty passenger and commercial vehicle models approved for Australia (and all such vehicles supplied from 1 July 2028) will be required to advertise values derived from either the European WLTP or US EPA test procedures. Mind-you, even now few manufacturers give NEDC figures for their new releases and instead use the WLTP test cycle.

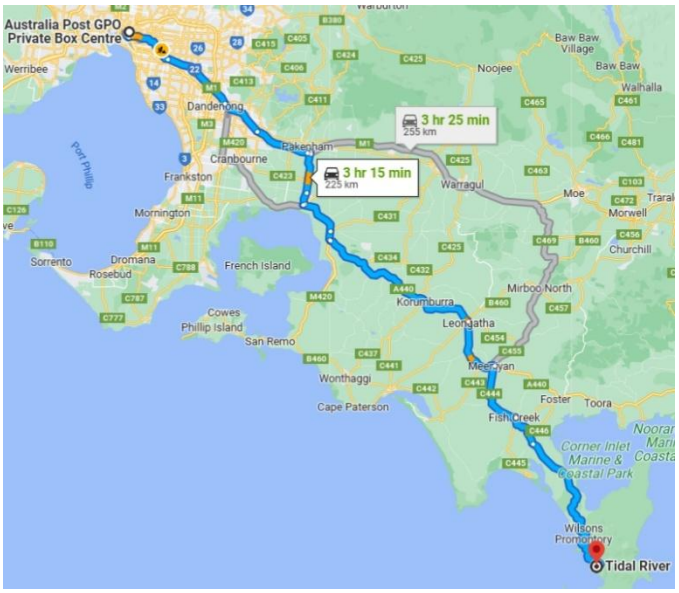
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, ADR 81/02 (NEDC) is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

National testing system range estimates:		
ADR 81/02 (NEDC)	**WLTP (Euro)**	**US EPA**
Not rated	510 km	NA[1]

Table 1: Driving range estimates for the GAC Aion V.

Using the WLTP rating (with a 10-15% discount for extended highway use) an Aion V would, at its limit, make a round-trip from the Melbourne CBD to Tidal River (the jumping-off point for the Wilsons Promontory National Park) – provided the heating or air conditioning were not heavily used. For this sort of trip, a short DC top-up charge at one of the DC charger options that are appearing along the route would be recommended. (For further charging options and availability, see: https://www.plugshare.com/).



Example GAC Aion V return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

The Aion V 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[2].

CCS2 charging plug and socket

Notes:

1. The Aion V is not sold in the USA.
2. For specific charging speeds/times for the different charger types, see Table 2 on next page.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

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

Charging rates:

Single phase: maximum of 7 kW (30A)
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 Aion V 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 (180+kW)
33h	22h	11h	16A: 5.5h 32A: 5.5h	1.3h	27m

Table 2: Approx. charging times for the Aion V

DC fast charging

Using a DC fast-charger, the Aion V can charge at up to 180 kW.

V2X capability:

The Aion V offers V2L functionality via an adaptor inserted into the charge port. It can supply up to 3.3 kW at 220V.

General V2X 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 GAC Aion V, an 11 kW single 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 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 under parcel shelf: 427
- Rear seat folded: 978
- Froot (Front Boot): NA

Dimensions:

- Overall length: 4,605 mm
- Overall height: 1,686 mm
- Ground clearance: 151 mm
- Overall width (edge of doors): 1,854 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 75.26 kWh

Energy consumption: (WLTP)

- 16.7 kWh/100 km

Kerb weight:

- 1,880 kg

Charging:

- 1 phase AC: 7 kW max.
- 3 phase AC: 11 kW max.
- DC: 180 kW max.

Charge port location:

- Right-hand front. (Forward of driver's door).

Vehicle to Load connection (position and power):

- Via charge port only. 3.3kW/220V.

Drive configuration:

- Front-wheel drive

Towing: (Unbraked/braked ratings)

Not rated for towing

Spare tyre:

- Standard – No. Optional space saver

Platform: AEP 3.0 (electric-only platform).

Performance:

Max. Power & torque: (kW/Nm)	0 to 100km/h: (Sec)
150/210	Not provided

IMPORTANT NOTE