EV FACT SHEET

KGM Torres EVX

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KGM Torres EVX. Image: KGM

INTRODUCTION

The KGM Torres EVX is categorised by VFACTS Australia as a Medium SUV. Built in South Korea, the Torres SUV is sold here in petrol, hybrid and full-electric versions. (Note: this fact Sheet covers only the full-electric EVX version).

Whilst KGM would seem a new brand to Australia, it is in fact the new name for SsangYong Motor. As SsangYong, the brand has been sold here since the mid-1990s, albeit by a number of automotive distributors who have moved the brand and model mix up and down in the marketplace. In 2018 SsangYong became a fully factory-backed importer aimed at the mass-market buyer and, more recently, with a major investment from KG Group SsangYong Motor was rebranded as KGM.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

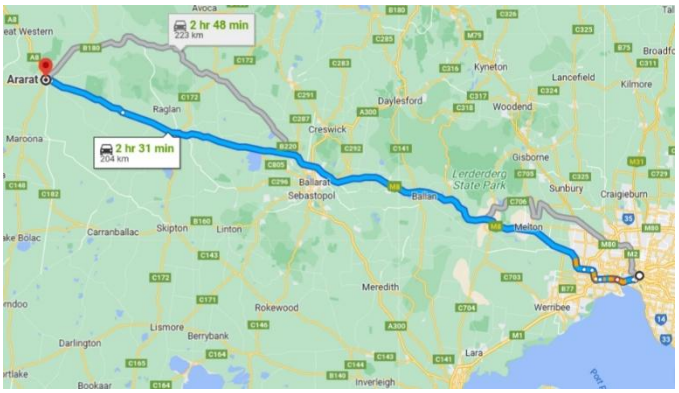
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, ADR 81/02 (NEDC) is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban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

DRIVING RANGE (continued)

National testing system range estimates:		
ADR 81/02 (NEDC)	**WLTP (Euro)**	**US EPA**
Not rated	462 km	NA[1]

Table 1: Driving range estimates for the KGM Torres EVX.

Using the WLTP rating (with a 10-15% discount for extended highway use) a Torres EVX would, at its limit, make a round-trip from the Melbourne CBD to Ararat in the central west of Victoria – 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 KGM Torres EVX return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

The Torres EVX 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 Torres EVX 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 Torres EVX is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7 kW (30A)
Three phase: 10.5 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 Torres EVX 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 (130+kW)
36h	30.6h	15.3h	16A: 10.2h 32A: 10.2h	1.5h	42m

Table 2: Approx. charging times for the Torres EVX

DC fast charging

Using a DC fast-charger, the Torres EVX can charge at up to 130 kW.

V2X capability:

The Torres EVX is capable of V2L from the charge port via an adaptor.

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 KGM Torres EVX, 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: 465
- Rear seat folded: 1,526
- Froot (Front Boot): NA

Dimensions:

- Overall length: 4,715 mm
- Overall height: 1,725 mm
- Ground clearance: Not provided
- Overall width (edge of doors): 1,890 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 80.6 kWh

Energy consumption: (WLTP)

- 18.65 kWh/100 km

Kerb weight:

- 1,915 kg

Charging:

- 1 phase AC: 7 kW max.
- 3 phase AC: 10.5 kW max.
- DC: 130 kW max.

Charge port location:

- Left-hand front. (Forward of passenger door).

Vehicle to Load connection (position and power):

- Via charge port using a provided adaptor.
- Power: 3.5kW/15A.

Drive configuration:

- Front-wheel drive

Towing: (Unbraked/braked ratings)

500kg/1,500kg

Spare tyre: No.

Platform: Shared ICE/hybrid/BEV

Performance:

Max. Power & torque: (kW/Nm)	0 to 100km/h: (Sec)
152/339	Not provided

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.