EV FACT SHEET

Hyundai Elixio

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Hyundai Elixio. Image: Hyundai

INTRODUCTION

The Hyundai Elixio is categorised by VFACTS Australia as a Medium SUV and is built on the electric-only e-GMP platform. (As used in most Hyundai/Kia/Genesis vehicles).

It is however the first to be built in Hyundai's Beijing joint venture manufacturing plant, as well as Hyundai's first to use LFP rather than NMC chemistry batteries. Likely done to reduce the Elixio's selling price, the switch to LFP has resulted in a significant decrease in DC charge speeds compared to the e-GMP models that use NMC batteries.

The Elixio also includes many features new to Hyundai models, including the replacement of the driver's 'instrument' display with a HUD (Heads Up Display).

As a medium SUV, the Hyundai Elixio is competing in the most crowded of all Australian vehicle segments, with too many potential competitors to list here[1].

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

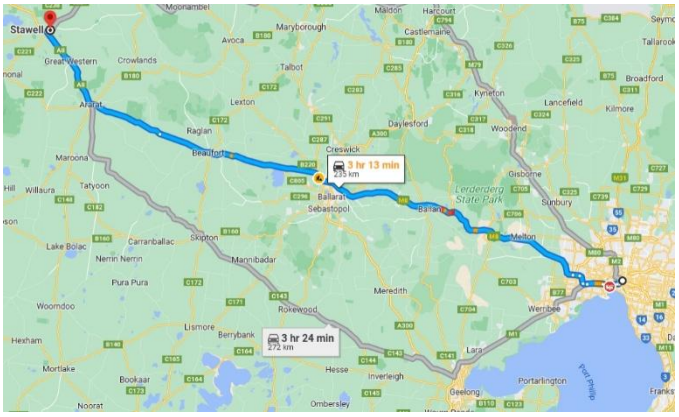
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, ADR 81/02 (NEDC) is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban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

DRIVING RANGE (continued)

	National testing system range estimates:		
Version	ADR 81/02 (NEDC)	**WLTP (Euro)**	**US EPA**
Elixio[2]	Not rated	562 km	NA[3]
Elixio Elite	Not rated	546 km	NA[3]

Table 1: Driving range estimates for the Hyundai Elixio.

Using the WLTP rating (with a 10-15% discount for extended highway use) a Hyundai Elixio would, at its limit, make a round-trip from the Melbourne CBD to Stawell 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 Hyundai Elixio return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

The Hyundai Elixio 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[4].

CCS2 charging plug and socket

Notes:

1. For an up-to-date list of Medium SUVs (and all other categories) available in Australia, see Summary Page at: aeva.asn/fact-sheets.
2. Standard model Elixio not available until Q2 2026.
3. The Hyundai Elixio is not sold in the USA.
4. 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 Hyundai Elixio is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 7.4 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 Hyundai Elixio 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 (150+kW)
44h	30h	15h	16A: 10h 32A: 10h	1.5h	45m

Table 2: Approx. charging times for the Hyundai Elixio

DC fast charging

Using a DC fast-charger, the Hyundai Elixio can charge at up to 150 kW.

V2X capability:

The Hyundai Elixio is capable of V2L at 3.6kW (15A) from a 3-pin outlet located in the cargo area.

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 Hyundai Elixio, an 11 kW 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 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: 506
- Rear seat folded: Not provided
- Froot (Front Boot): NA

Dimensions:

- Overall length: 4,615 mm
- Overall height: 1,673 mm
- Ground clearance: 160 mm
- Overall width (edge of doors): 1,890 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 88.1 kWh

Energy consumption: (WLTP)

- 18.2 kWh/100 km

Kerb weight:

- 2,105 kg

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 150 kW max.

Charge port location:

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

Vehicle to Load connection (position and power):

- 3 pin outlet in cargo area.
- Power: 3.6kW/15A.

Drive configuration:

- Front-wheel drive

Towing: (Unbraked/braked ratings)

750kg/1,250kg

Spare tyre: No.

Platform: e-GMP (electric only)

Performance:

Max. Power & torque: (kW/Nm)	0 to 100km/h: (Sec)
160/310	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.