

Battery life 170 kWh

Here is our ultimate charging card for the Hyundai Ioniq 5 (58.2 kWh) that shows an estimated time of charging to add a certain number of SOC percent points, average charging power, added energy...

Useable battery capacity of full electric vehicles. This cheatsheet shows all electric vehicles sorted by battery useable. The cheatsheet is made as a quick reference, click on a vehicle for all details. The average is corrected for multiple versions of the same model. * = data for upcoming cars and might be based on estimates.

In this post, we will take a look at Battery Life's test of Hyundai Ioniq 5 with a 72.6 kWh battery, at an IONITY fast-charging station, conducted from 6 to 100% State of Charge (SOC).

Electric Car Battery Life: Everything You Need to Know, Including How Long They Last. The battery packs of electric vehicles are quite resilient, with the lithium-ion type used in most modern EVs...

This battery life calculator finds out the approximate runtime of your battery based on the following formula: $\text{Battery life} = \text{Capacity} / \text{Consumption} \cdot (1 - \text{Discharge safety})$, where: Capacity - Capacity of your battery, measured in ampere-hours - you can usually find this value printed on your battery (or use our battery capacity calculator);

The first fast charging tests of the brand new Hyundai Ioniq 5 emerges in Europe, which allows us to one more time analyze the results, and compare it with the original manufacturer's demo from South Korea.

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As we can see, the charging curve is very specific to the Hyundai Ioniq 5. The shape is similar to what we saw before, with some strange dips in the middle of the session.

It's difficult to explain whether the battery is oversensitive to some temperature measures inside the pack and limits the power for a bit, or it's an initial software issue that will be polished at a later point. Overall, we don't find a need to reduce the power rapidly just to increase it again a while later.

The averages are slightly different than in the previous Hyundai Ioniq 5's analysis, as the charging sessions start at a significantly different point (more on that later).

The real-world result, just like in the manufacturer's demo, is very high at a peak of almost 25 km/minute (15.5 miles/minute) and an average of nearly 19 km/minute (12 miles/minute). The average is state-of-the-art and we never saw anything higher.

Comparison of the charging curves reveals to us a shift in the charging curve that happens when we change the starting point (of course there might be also other factors involved, including the initial battery temperature).

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