Nissan Leaf 40 kWh (2017-2022) (Europe)

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General Info

Years of Production	2017 - 2022
Market Availability	EU, USA
Country of Manufacture	USA, Japan, UK
Current Status	Discontinued
Body Style	Hatchback
Price Europe (New/Used)	€No data/9999

Range and Efficiency

Range EPA	240 km
Range WLTP	270 km
Range GCC	240 km
Battery (Usable/Nominal)	39/40 kWh
Efficiency (Energy/Range)	16.3 kWh/100 km
Efficiency (Range/Energy)	6.15 km/kWh

Charging

Architecture	400 V
Max AC Charging	3.6 kW
Max DC Charging	50 kW
Charge Port	CHAdeMO, Type 2 (Mennekes)

Performance

Drive Type	FWD PMSM
Motor (Power/Torque)	110 kW (148 hp)/320 Nm
Acceleration 0-100 km/h	7.9 s
Top Speed	144 km/h

Dimensions

Length	4490 mm
Width (with Mirrors/no Mirrors)	2030/1788 mm
Height	1530 mm
Wheelbase	2700 mm

Cargo and Towing

Number of Seats	5
Curb Weight	1580 kg
Cargo Volume (Trunk/Max/Frunk)	435/1176/No data l
Towing Capacity	No data

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About Nissan Leaf 40 kWh (2017-2022)

Overview

The Nissan Leaf 40 kWh, a true pioneer in the electric hatch scene, offered an accessible entry into EV ownership. Though discontinued since 2022, it remains a popular choice on the used market, with typical prices around €9,999. This particular trim balances practicality with zero-emission motoring, making it a smart urban companion. It laid the groundwork for many EVs that followed, proving electric cars could be sensible daily drivers. For those dipping their toes into electric motoring without breaking the bank, this Leaf is still a solid contender.

What's New for 2022?

For its final model year in 2022, the Leaf 40 kWh received a light refresh rather than a full overhaul. Key changes included the sleek, new Nissan brand logo appearing on the grille, wheels, and boot lid, giving it a slightly more modern vibe. Some markets also saw minor tweaks to alloy wheel designs and potentially adjustments in standard equipment levels. However, the fundamental powertrain and battery specs for this trusty 40 kWh version remained consistent, continuing its reliable service.

Design & Exterior

The 2022 Nissan Leaf 40 kWh sports a familiar, friendly hatchback design that’s instantly recognisable. Its V-motion grille, a Nissan signature, integrates smoothly with the sharp headlights. While not a radical head-turner, it’s neat and aerodynamically considered. Dimensions are city-friendly: 4490 mm long, 1788 mm wide, and 1530 mm tall. The 40 kWh version typically featured practical alloy wheels, with newer designs part of the 2022 update, perfectly suiting its sensible character.

Interior, Tech & Cargo

Inside the Leaf 40 kWh, you’ll find a functional and straightforward cabin designed for ease of use, seating five comfortably. While materials are durable rather than plush, the layout is ergonomic. You get a decent 435 litres of boot space, expanding to a handy 1176 litres with the rear seats folded down, though there's no frunk for extra bits. Tech-wise, most models feature Nissan's infotainment system with smartphone connectivity like Apple CarPlay and Android Auto, making daily commutes a breeze.

Performance & Driving Experience

The Leaf 40 kWh delivers a zippy and smooth driving experience, perfect for urban jaunts. Its Front-Wheel Drive setup is powered by a single Permanent Magnet Synchronous Motor (PMSM) producing 110 kW and a punchy 320 Nm of torque. This translates to a respectable 0-100 km/h sprint in just 7.9 seconds, with a top speed of 144 km/h. Nissan’s e-Pedal system allows for convenient one-pedal driving, enhancing regenerative braking and making city driving super intuitive.

Range, Battery & Charging

Powering this Leaf is a 39 kWh (usable capacity) battery pack, delivering Green Cars Compare's calculated 'real-world' range estimate of around 240 km – pretty decent for daily duties, with an efficiency of 6.15 km/kWh. For charging, it features a Type 2 (Mennekes) port for AC and a CHAdeMO port for DC. Standard AC charging is at 3.6 kW, with an optional 6.6 kW unit available. On DC, it can pull up to 50 kW, getting you

topped up quickly on the go from its 400V architecture.

Safety & Driver-Assistance Features

The Nissan Leaf has a strong safety record, boasting a 5-star Euro NCAP rating. The 2022 40 kWh model often came well-equipped with Nissan's ProPILOT Assist suite, though availability could vary by specific European market and trim level. This typically bundled features like intelligent cruise control, lane keep assist, and traffic jam pilot. Standard kit usually included essentials like autonomous emergency braking, blind-spot warning, and rear cross-traffic alert, making it a reassuring family hatch.

Warranty & Maintenance Coverage

Although now a used proposition, the 2022 Leaf 40 kWh originally came with Nissan's standard European warranty. This typically included a 3-year/100,000 km basic vehicle warranty and a 5-year/100,000 km warranty for specific EV components. Crucially, the battery pack was covered for 8 years or 160,000 km against significant capacity degradation (e.g., falling below 9 out of 12 bars). Maintenance is generally lower than petrol cars, adding to its cost-effective appeal.

How powerful is it? How fast does it accelerate?

The Nissan Leaf 40 kWh (2017-2022) achieves a 0 to 60 mph acceleration in 7.7 seconds (placing it at №61 out of 119 ranked positions, among 979 electric vehicles, with some cars sharing positions) and attains a maximum speed of 90 mph.

Its powertrain provides a power output of up to 110 kW (148 hp) and a torque of 236 lb-ft.

How far can it go on single charge? What is the real-world range?

Nissan Leaf 40 kWh (2017-2022) achieves a real-world range of 149 miles, placing it at №216 among 266 ranked positions. However, this range is subject to several influences:

- Speed: Traveling at higher speeds reduces battery life.
- Temperature: Extreme cold or hot weather can affect range.
- Terrain: Hilly or mountainous landscapes decrease range.
- Driving habits: Aggressive driving with frequent acceleration and braking consumes more energy.
- Feature usage: Climate control and media systems also influence range.

It's important to acknowledge that these are estimations, and your actual driving range may differ. Consider these factors when planning your trip and be ready for potential charging stops.

Utilize the interactive EV Navigation map for trip planning assistance.

What charging options are available? How long does it take to charge it?

The Nissan Leaf 40 kWh (2017-2022) in the USA comes with a CHAdeMO charging port. It can be charged at home using a standard domestic socket or at any public AC charging station with the compatible cable. It's important to note that the car's on-board charger (inverter) limits the maximum AC charging rate to 6.6 kW, resulting in approximately 23 miles of range added per hour of charging.

For significantly faster charging, public DC fast-charging stations are available. Although the car can

achieve a maximum DC charging rate of 50 kW, factors such as battery temperature and charge level may affect the actual charging speed.

Use EV Charging Calculator to estimate charging time, rate, and cost.

How big is it? What are the dimensions (length, width, height)?

The size and weight specifications for Nissan Leaf 40 kWh (2017-2022) are as follows:

- Length: 176.4 in
- Width: 79.9 in (including side mirrors) or 70.5 in (excluding side mirrors)
- Height: 61.4 in
- Wheelbase: 106.3 in (distance between the center of the front and rear wheels)
- Curb weight: 3433 lbs (weight of the empty car, no people or cargo)

How much cargo space does it offer? Does it have a front trunk?

The rear cargo area of the Nissan Leaf 40 kWh (2017-2022) provides 23.6 cubic feet of space when the rear seats are upright (№49 out of 166 ranked positions, among 979 electric vehicles, with some cars sharing positions).

Folding these seats down unlocks a maximum cargo capacity of 30 cubic feet (№185 out of 201 ranked positions, among 979 electric vehicles, with some cars sharing positions).

The car doesn't have a "frunk" (front trunk).

Is it suitable for towing? What is the maximum towing capacity?

The car isn't officially rated for towing.