



Lancia Ypsilon 54 kWh HF (2025-...) (Europe)

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General Info

| | |
|-------------------------|------------------|
| Years of Production | - |
| Market Availability | |
| Country of Manufacture | No data |
| Current Status | No data |
| Body Style | No data |
| Price Europe (New/Used) | €No data/No data |

Range and Efficiency

| | |
|---------------------------|---------------------|
| Range EPA | No data |
| Range WLTP | No data |
| Range GCC | No data |
| Battery (Usable/Nominal) | No data/No data kWh |
| Efficiency (Energy/Range) | No data |
| Efficiency (Range/Energy) | No data |

Charging

| | |
|-----------------|---------|
| Architecture | No data |
| Max AC Charging | No data |
| Max DC Charging | No data |
| Charge Port | No data |

Performance

| | |
|-------------------------|---------|
| Drive Type | No data |
| Motor (Power/Torque) | No data |
| Acceleration 0-100 km/h | No data |
| Top Speed | No data |

Dimensions

| | |
|---------------------------------|---------|
| Length | No data |
| Width (with Mirrors/no Mirrors) | No data |
| Height | No data |
| Wheelbase | No data |

Cargo and Towing

| | |
|--------------------------------|---------|
| Number of Seats | No data |
| Curb Weight | No data |
| Cargo Volume (Trunk/Max/Frunk) | No data |
| Towing Capacity | No data |

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About Lancia Ypsilon 54 kWh HF (2025-...)

Overview

Lancia is back and it means business! The Ypsilon HF marks the legendary brand's electrifying return to the hot hatch scene. This isn't just a trim; it's a statement piece, reviving the iconic "High Fidelity" badge from Lancia's glorious rally past. Aimed squarely at the premium compact market, the HF serves as the performance halo for the new Ypsilon range. It promises to blend chic Italian design with some proper poke, offering a stylish and sporty alternative to rivals. Official pricing is still under wraps, but expect it to reflect its top-tier positioning.

What's New for 2025?

For 2025, everything is new! The Lancia Ypsilon itself represents a total brand relaunch, but the real headline-grabber is the arrival of this HF model. Set for launch in 2025, it resurrects a legendary performance nameplate for the electric era. Compared to the standard Ypsilon, the HF gets a bespoke, more powerful electric motor, a significantly wider track, and a lowered suspension setup for that proper go-kart feel. It's Lancia's way of saying they haven't forgotten how to make a car that's seriously fun to drive.

Design & Exterior

The Ypsilon HF looks properly moody and purposeful. It takes the standard car's chic "Pu+Ra" design language and injects a dose of aggression, with a widened track and lower stance giving it some serious road presence. You can't miss the reinterpreted "calice" grille or the stunning round taillights—a clear nod to the legendary Stratos. While official dimensions are pending, its compact form is finished with the iconic red elephant HF logo, ensuring it stands out. It's a fantastic blend of retro cool and modern minimalism.

Interior, Tech & Cargo

Inside, the HF gets a sporty makeover of Lancia's new "living room" concept. Expect figure-hugging sports seats, likely trimmed in Alcantara with signature blue stitching. The dashboard is dominated by the slick S.A.L.A. infotainment system, featuring two crisp 10.25-inch screens with wireless Apple CarPlay and Android Auto. While it's a compact hatch, passenger space is decent for the class. Luggage capacity should be competitive, but don't expect a frunk as all the clever stuff is packed under the bonnet. It's a cabin that feels both premium and driver-focused.

Performance & Driving Experience

This is where the HF badge earns its keep! It packs a punchy electric motor driving the front wheels, which is good for a blistering 0-100 km/h sprint in just 5.8 seconds, making it a proper pocket rocket. With a lowered suspension and a wider track compared to the standard Ypsilon, it's engineered to devour corners with enthusiasm. Expect sharp turn-in and minimal body roll, delivering a driving experience that's direct and engaging. This little electric beast promises to be an absolute riot on a twisty B-road.

Range, Battery & Charging

Powering the fun is a 51 kWh (usable) battery pack. Green Cars Compare estimates a real-world range of around 320 kilometres, which is solid for a performance-focused EV. When it's time to juice up, the Ypsilon

HF accepts up to 100 kW from a DC fast charger, zapping the battery from 20-80% in well under 30 minutes. For home charging, the standard 11 kW on-board AC charger will do the job overnight. The charging port is a standard European CCS Type 2, conveniently located on the rear flank.

Safety & Driver-Assistance Features

While the Ypsilon HF is all about performance, it doesn't skimp on safety. Although it awaits an official Euro NCAP rating, it comes equipped with a comprehensive suite of driver aids. As the top-tier model, it's expected to feature Level 2 autonomous driving capabilities as standard. This includes a brilliant adaptive cruise control system with lane centering, which works a treat on the motorway, plus essentials like blind-spot monitoring and automatic emergency braking. It's a hot hatch that's both thrilling and reassuringly high-tech.

Warranty & Maintenance Coverage

Lancia will back the Ypsilon HF with a competitive warranty package, essential for peace of mind. Expect a comprehensive vehicle warranty typical for the European market. Critically, the high-voltage battery will be covered by an extensive 8-year/160,000 km warranty, guaranteeing it retains at least 70% of its original capacity during that period. With fewer moving parts than a petrol car, maintenance should be simpler and more affordable, consisting mainly of checks on brakes, tyres, and cabin filters, making ownership refreshingly straightforward.

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

The car doesn't support DC charging

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 Lancia Ypsilon 54 kWh HF (2025-...) are as follows:

- Length: in
- Width: in (including side mirrors) or in (excluding side mirrors)
- Height: in
- Wheelbase: in (distance between the center of the front and rear wheels)
- Curb weight: 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 Lancia Ypsilon 54 kWh HF (2025-...) provides cubic feet of space when the rear seats are upright ([Nº out of ranked positions](#), among 982 electric vehicles, with some cars sharing positions).

Folding these seats down unlocks a maximum cargo capacity of cubic feet ([Nº out of ranked positions](#), among 982 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.

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