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Honda Begins Sales of All-new N-ONE e: mini-EV — Realizing a WLTC range of 295 kilometers (183 miles), a reassuring range for everyday use —

TOKYO, Japan, September 11, 2025 – Honda Motor Co., Ltd. (Honda) has begun sales in Japan of the all-new N-ONE e: mini-EV on September 12, 2025.

All-new N-ONE e: product website:
<https://www.honda.co.jp/N-ONE-e/> (Japanese)



N-ONE e: (e: L type)

Under the grand concept of “e:Daily Partner,” the N-ONE e: was developed as a vehicle to serve as an “everyday partner” that will bring vitality and energy to the customer’s daily life. While inheriting both an endearing exterior design and the packaging design approach based on the Honda M/M (man maximum, machine minimum) concept^{*1} from the Honda N360, the starting point of Honda passenger cars, the N-ONE e: features a powerful and clean driving experience unique only to EV models. Moreover, with the goal of being a mini-EV that will be trusted by a wide range of customers as a “standard EV,” the N-ONE e: realizes a range per charge of 295km (183 mi)^{*2}, which will give peace of mind to customers using this vehicle as their everyday car.

Designed as an “everyday partner” which will support mobility and the daily lives of customers and bring energy and vitality to their ordinary days, the N-ONE e: features the simplicity Honda engineers pursued to let this vehicle blend into everyday living, as well as EV-specific functions, such as an external power output and V2H (vehicle to home)^{*3} connectivity functions, which will be convenient and helpful in customers’ daily lives.

*1 The “man maximum, machine minimum” concept is a basic approach to Honda car design, which calls for maximizing the space available for people and minimizing the space required for mechanical components.

*2 Range per charge (tested by the Japanese Ministry of Land, Infrastructure, Transport and Tourism): 295km in the WLTC mode. The range per charge is measured under the specified test conditions. The range may vary significantly depending on the usage environment (weather, traffic congestion, etc.) and driving style (sudden acceleration, use of air conditioning, etc.) of each customer.

WLTC (Worldwide harmonized Light vehicle Test Cycles) mode is an internationally standardized driving mode consisting of city, suburban and highway driving modes, with time allocated according to average use time.

*3 A system that enables the use of EV-stored electricity at home.

<Key features of the all-new N-ONE e:>

■ Packaging

The N-ONE e: inherits key features of the N-ONE, including a spacious cabin and excellent usability. Mounting a thin battery under the floor helped secure a spacious cabin that comfortably seats four adults. Moreover, the N-ONE e: features excellent usability equivalent to that of N-ONE, realized by the versatility of seating arrangements. With the dive-down mechanism, the rear seats can be folded to create a flat floor that extends from the cargo area, and with the tip-up mechanism, the rear seat cushions can be lifted up to accommodate tall items.

To realize a layout that enables the driver to be in a more natural driving posture, the steering wheel was moved 37mm closer to the driver compared to the N-ONE, while keeping the seating position unchanged. This change enhanced the stability of both the steering and accelerator operation. In addition, the shape of the front hood was optimized to further enhance forward visibility from the driver’s seat, making it easier to gauge the distance from the vehicle in front and to maneuver smoothly in urban driving environments.

EVs tend to be designed with a taller body due to design constraints related to the battery placement. However, the N-ONE e: maintains the same vehicle height as the N-ONE, which is relatively low for the vehicle type in Japan called “tall mini-wagon”, which fits in most multi-story parking garages in Japan^{*4}, while also reducing aerodynamic drag for improved energy efficiency. Moreover, as with the N-VAN e:, the charging port is located on the front grille, enabling smooth ingress and egress even during charging.

*4 With the maximum height limit of 1.55 m.

■ Design

The exterior design of the N-ONE e: is based on the N-ONE, while reflecting the “clean” image unique to an EV. The design of the front fenders and the entire tailgate including rear glass with curved surfaces are characterized by a pronounced tautness, expressing a refined three-dimensionality and a sporty and stable vehicle stance.

As for the interior design, the upper part of the instrument panel is designed to convey a sense of thinness, creating a spacious feel for the cabin. This design also secures a wide forward view which makes it easier for the driver to gauge the vehicle width, while also realizing excellent visibility which gives the driver peace of mind.

Moreover, for customers who will drive this vehicle primarily within familiar local areas, rarely using a navigation system, the display-less (navigation-less) version with a flat-top instrument panel is available. This version provides even better visibility and a cabin space with a simple and open feel. Even without a navigation system, occupants can still enjoy listening to music through the vehicle’s speaker system by connecting their smartphone via Bluetooth®.

As part of Honda initiatives toward the realization of a society with “zero environmental impact,” the N-ONE e: features a front grille made of the materials recycled from bumpers recovered from end-of-life Honda vehicles. Plant-derived bio-resin is used for the beige decorative part placed across the upper part of the instrument panel, and materials recycled from used PET bottles and other sources are utilized for insulators and floor carpet which is one of the Honda genuine accessories. This use of recycled materials represents the Honda commitment to create a more environmentally-responsible vehicle with reduced environmental impact.



The interior is available in gray only.

■ Driving performance (Dynamics)

Striving to create a vehicle that makes people want to get behind the wheel without hesitation in their daily lives, the driving performance was refined to suit common driving situations in urban areas, such as frequent starting and stopping, turning at intersections, and parking and changing directions in parking lots.

In addition to the quiet and smooth acceleration unique to EVs, the N-ONE e: features a number of characteristics that contribute to both an ease of driving and comfortable driving experience. Such characteristics include 1) easy handling and tight turning radius, 2) exceptional driving stability realized by the low center of gravity design achieved by mounting the battery under the floor, and 3) natural and confidence-inspiring deceleration characteristics provided by the electric servo brake.

Furthermore, the N-ONE e: became the first among all Honda mini-passenger vehicles to be equipped with the Single Pedal Control (One-pedal Driving) feature, which enables the driver to accelerate, decelerate and even bring the vehicle to a complete stop using only the accelerator pedal. This reduces the hassle of repeatedly switching between the accelerator and brake pedals while driving and parking in urban areas, making everyday driving more comfortable for customers^{*5}.



^{*5} The Single Pedal Control (also known as One-pedal Driving) is a driver-assistive function; therefore, there is a limit to the capability of the system. Please do not overestimate the capabilities of the system and drive safely while paying constant attention to your surroundings and using brake pedal as needed.

■ Power unit

Both sufficient range and a spacious cabin were realized through adoption of a compact electric powertrain and a high-capacity and thin battery, as well as an efficient cluster layout for high-voltage components such as the motor and control device.

In addition to achieving the WLTC range of 295km (183 mi), which will ensure customer confidence in everyday use, charging time of approximately 4.5 hours^{*6} for standard (Level 2) charging and approximately 30 minutes^{*7} for fast charging was realized to reduce the stress customers feel while waiting for the vehicle to charge.

Moreover, the battery cooling and heating system ensures stable range and charging time, even in summer and winter.

Furthermore, with the use of the Honda Power Supply Connector^{*8}, an external AC power output device, the N-ONE e: can output electricity of up to 1,500W, which can be utilized for outdoor activities away from home. In addition, this feature can help customers lower their electric bills by charging the vehicle during the night when the price of electricity is lower, and using stored electricity at home during the day using V2H devices. The N-ONE e: can also be utilized as a backup power source for home in case of an emergency, providing greater peace of mind for customers.

^{*6} Approximate time it takes to fully charge the battery from the time the low charge warning light comes on using a standard charger with output of more than 6kW.

^{*7} Approximate time it takes to charge the battery to 80% from the time the low charge warning light comes on using a fast charger with output of more than 50kW (The charging time may be longer especially in summer and winter).

^{*8} Dealer option

■ Type variations

There are two types to choose from depending on the lifestyle.

• e: G

The standard type of the N-ONE e: pursues a simple design and functionality. It comes with Bluetooth®-compatible audio as standard equipment, while featuring a streamlined cabin space without a display.

(Note: An 8-inch display audio system is available as a dealer option.)

• e: L

The higher-grade model of the N-ONE e: which is based on the standard e: G features a 9-inch Honda CONNECT display (linked with the navigation system), 14-inch aluminum wheels, a genuine leather-wrapped steering wheel, and fast charging capability as standard equipment.

■ Safety and driver-assistive functions

Honda SENSING advanced safety and driver-assistive functions are available for all types as standard features^{*9}. Moreover, the N-ONE e: is the first model^{*6} among all Honda mini-vehicle models to be equipped with the Traffic Jam Assist function. The N-ONE e: is the second mini-vehicle model, following the N-VAN e:, equipped with the Post-Collision Braking System, a technology to mitigate secondary damage in the event of a collision.

<List of Honda SENSING functions available for N-ONE e:>

- 1) Collision Mitigation Braking System (CMBS)
- 2) Lead Car Departure Notification System
- 3) Pedestrian Collision Mitigation Steering System
- 4) Road Departure Mitigation (RDM) System
- 5) Traffic Sign Recognition
- 6) Adaptive Cruise Control (ACC) with Low Speed Follow
- 7) Lane Keeping Assist System (LKAS)
- 8) Traffic Jam Assist
- 9) Auto High Beam Headlights
- 10) Collision Mitigation Throttle Control^{*11}
- 11) Rear Collision Mitigation Throttle Control^{*11}
- 12) Low Speed Brake Function^{*11}
- 13) Parking Sensor System (front/rear) ^{*12}
- 14) Unintended Acceleration Mitigation^{*13}

^{*9} Honda SENSING functions are intended to assist the driver: therefore, there is a limit to the capabilities (e.g. recognition capability and control capability) of individual functions of Honda SENSING. Please do not overestimate the capabilities of each Honda SENSING function and drive safely while paying constant attention to your surroundings. For more information about Honda SENSING, please visit the Honda website:

https://global.honda/en/tech/Safety_and_driver-assistive_technologies_Honda_SENSING/

^{*10} Honda internal research (as of September 2025)

^{*11} The three functions – Collision Mitigation Throttle Control, Rear Collision Mitigation Throttle Control and Low Speed Brake Function – are collectively called Low Speed Braking Control.

^{*12} To display on the navigation screen, a compatible navigation system is required.

^{*13} The factory default setting for the function is off. Turning on this function requires a separate setting using special equipment available at Honda dealers. A separate setup fee (dealer option) is required.

■ Honda CONNECT

By obtaining an ID for Honda Total Care, a Honda members-only support service, the customer can check the charging status of their vehicle and operate various functions remotely via the Honda Total Care smartphone app. The standard functions include the remote display of charging status as well as the setting of 1) departure time for temperature control, 2) optimal timing for charging, 3) the maximum charging level, and 4) the minimum SOC^{*14} required for power output. The customer can use these functions free of charge^{*15}, and these functions contribute not only to the enhanced comfort of the mobility experience, but also the reduction of electricity costs and improvement of the range.

- Remote display of charging status

The customer can check various information remotely via the app, including battery level, remaining range, and estimated charging completion time.

- Setting the departure time for temperature control

When the customer sets a departure time through the app, the system will adjust and ensure a comfortable in-vehicle temperature at the time of departure. In addition, when the vehicle is connected to the charging plug, the system controls and optimizes the temperature of the battery according to outside temperature. This function enables the customer to start driving with a warmed-up battery even during the winter when the outside temperature is low, thereby contributing to maximizing the range.

- Setting the optimal timing for charging:

The customer can set desired times of day to charge their EV battery for each day. This enables the customer to avoid charging the vehicle at times when high (peak-hour) electricity prices are applied.

- Setting the maximum electric current

By setting the maximum amount of electric current for EV charging, the customer can ensure that EV charging will be done without exceeding the capacity contracted with the power company.

- Setting the maximum charging level

The upper limit of charge level can be set between 80% and 100% according to customer preference. Proper battery care prevents deterioration.

- Setting the minimum SOC required for power output

The customer can preset the minimum SOC for the system to automatically stop power output when their EV is connected to an AC external power output device such as the Honda Power Supply Connector. Even when the EV battery is used for external power while away from home, this function ensures enough electricity to get home, giving the customer peace of mind.

The Honda Total Care Premium^{*17} connected service is available for the e: L type. The basic pack of Honda Total Care Premium includes: 1) Honda Remote Control function, 2) Emergency Support Center Service, 3) Automatic Map Update function, and the customer can add Honda ALSOK “Rush Over” Service^{*18}, Honda Digital Key function, and In-vehicle Wi-Fi^{*19} for an additional fee.

*14 State of Charge (SOC), the remaining capacity available in a battery.

*15 Telecommunication charges for the device will be incurred while using the app.

*16 Depending on the vehicle's condition, it may use grid power even while in standby state.

*17 A subscription service available from 550 yen per month, with minimum subscription period of one month. A subscription sign-up is required.

*18 Monthly fee of 330 yen.

*19 Monthly fee of 1,650 yen.

■ Manufacturer's Suggested Retail Price (MSRP) in Japan

Type	Drive	Max # of Occupants	Quick charging	Price including 10% consumption tax
e: G	FF	44	-	2,699,400 yen
e: L			●	3,198,800 yen

* The e: G type prices include Bluetooth®-compatible audio as standard equipment.

* A quick charging port (with external power output function <compatible with high output>) is available as a factory option for the e: G type.

* The prices above are manufacturer's suggested retail prices (including 10% consumption tax) and are for reference only.

Sales prices are determined independently by each sales company.

* Prices do not include insurance premium, taxes (excluding consumption tax) and cost related to vehicle registrations.

* Based on the automobile recycling law, a separate recycling charge will be necessary. Please contact the sales company for more details.

* The recycling charge includes a recycling deposit <cost necessary to recycle shredder dust, airbags, chlorofluorocarbon (CFCs) and an information management cost> and fund management cost.

* Prices include the tire repair kit (no spare tire).

* Prices do not include optional features and installation fees.

■ Body colors

- Cheerful Green★ (New color)
- Platinum White Pearl★
- Luna Silver Metallic
- Fjord Mist Pearl★
- Seabed Blue Pearl★

★ There is an additional charge of 33,000 yen (30,000 yen excluding 10% consumption tax)