State of charge requirements for Battery Electric Vehicles in the supply chain

27-05-26	0-10%	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	70-80%	80-90%	90-100%	Update 2025-26
BMW											Vehicles leaving the plant with an minimum of 6-9kWh. Due to process reasons there is a possibility that vehicles leaving the plant with up to 50% SOC. Charging is flexible and depends on the vehicle, battery size, ambient temperature, time since last charging etc. The vessel company is checking the vehicle and if recharging is required the operation team recharge them to a minimum of 6kWh or 15% (depends on the model).
Ford											Individual values get aligned with the service providers upon need
Glovis - Hyundai											Charge level when vehicles leave the plant: 75–80% SOC (out of VPC) - Required / achieved charge level: Minimum SOC: 15% Maximum SOC at plant: 80% SOC may vary depending on destination (e.g. adjusted according to shipping line requirements for vessel transport)
Glovis - Kia											Charge level when vehicles leave the plant: Approximately 40% SOC - Required / achieved charge level: Minimum SOC: 20% Maximum SOC at plant: 40% SOC may vary depending on final destination (e.g. adjusted according to shipping line requirements for vessel transport)
Honda											No EVs in the supply chain
JLR											No EVs in the supply chain
Mazda											Vessel transport: max 50% Arrival at port: over 20% Depart from port: over 15% Arrival at dealer: over 9%

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Mercedes											Vehicles leave the production/plant with 26.5% SoC. At display of the message (ca. 19% SoC) charge to 30-50%, although the max. charge level in the supply chain will be 30%
Mitsubishi											Same criteria as Renault for now. Might be adapted as of 2027.
Stellantis											All vehicles must enter the logistics flow with 35% SoC. If the SoC is at 15% charge the vehicle to 35%. There are no differences between the different brands
Renault											The Renault vehicles come out of the factories with a 20-50% range of battery charge, depending on the battery size and the intrinsic energy consumtion of the vehicle. In the supply chain when the battery charge is lower than the minimum SOC established for that partiular model, the battery has to be charged to the min. SoC of the model (this is between 30-50%)
Tesla											For Shanghai and Fremont cars leave the factory with an SoC of 45% so they reach the vessel under that level. For Berlin they leave the factory with a 60% SoC if they go to a port or 75% if they are meant to be shipped to a compound in Europe. When charging is required we adhere to the 50% SoClimit the ocean carriers permit
Xpeng											If SOC is lower than 30% it has to be charged to 50%. The cars come out of the factories with at least 30% SOC
Volvo											Volvo is considering adopting the 20-50% range recommended by EMSA, but in future models the SoC might be less, at around 10%. When a BEV car today leaves the Volvo plant the average SoC is around 27%. If a HV battery needs to be charged in the distribution chain we charge it to minimum of 25% and a maximum of 40% SoC.
Volkswagen											The vehicle leaves the factory with a minimum state of charge (SOC) of 18–22%, typically reaching up to 35%. Throughout the logistics chain, high-voltage batteries must be recharged if the SOC decreases below 10% or the remaining range falls below 30 km. Recharging is to be performed until a SOC of 20% or a remaining range of 60 km is achieved.
ZEEKR											Vehicles depart from China factory at a charge level of 50%. If the charge level arrives below 30% SOC, it must be charged up to 50%

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