



# EV FACT SHEET

## MG IM5

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MG IM5. Image: MG Motor Europe.

### INTRODUCTION

The automotive manufacturer IM was established in 2020 as a joint venture between Chinese auto manufacturer SAIC and Chinese tech companies Alibaba and Zhangjiang Hi-Tech. Sold in China as a brand in its own right, in Australia IM is sold as a sub-brand under the MG banner (SAIC has been the owner of the MG brand since 2007).

The IM5 first went on sale in China in mid-2024 with Australian deliveries beginning in September 2025. Here, it is classified as a Large Passenger Car. As one of the few large passenger sedans available in Australia it does not have many competitors (mainly the Genesis G80 electrified, Mercedes EQE and Volvo ES90) – but at an initial starting price of \$61,000 on-the-road, certainly none in its price category!

With its smooth lines and semi-premium feel, it is also often described as a direct competitor to the Tesla Model 3. Mind-you, unlike the Tesla, the IM5 includes a drivers display, steering column stalks for wipers and indicators and a sizeable rear hatch instead of the Model 3's smaller boot lid. As such it offers a more practical (and traditional) vehicle feel than the Tesla's minimalist, computer-on-wheels aesthetic.

### DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead, they generally quote the more achievable ranges found using the newer European WLTP test cycle.

Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

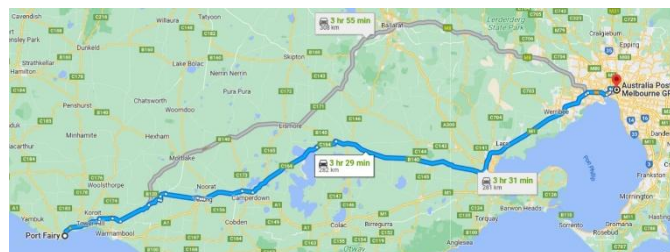
### DRIVING RANGE (continued)

| Testing system range estimates (km) |                          |                |                 |
|-------------------------------------|--------------------------|----------------|-----------------|
| Version                             | NEDC<br>(Aust ADR 81/02) | WLTP<br>(Euro) | EPA<br>(USA)    |
| Premium                             | 550                      | 490            | NA <sup>1</sup> |
| Platinum                            | 755                      | 655            | NA <sup>1</sup> |
| Performance                         | 625                      | 575            | NA <sup>1</sup> |

Table 1: Driving range estimates for the MG IM5.

Using the WLTP figure with an approximately 10% discount for extended highway driving, a Platinum IM5 (the longest range IM5) should, at its limit, make a round-trip from the Melbourne CBD to Port Fairy (south-west of Melbourne on Victoria's south coast) – provided the heating or air conditioning are not heavily used. For this sort of trip, a short DC top-up charge in at one of the many DC charger sites popping up on this route would be recommended. For further charging options and availability, see:

<https://www.plugshare.com/>



Example MG IM5 round-trip range. Image: Google maps

### CHARGING SPEEDS/REQUIREMENTS

#### Charging port

The MG IM5 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers<sup>2</sup> as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

#### Notes:

1. The IM5 is not sold in the USA.
2. The IM5 can be charged at any AC EVSE, however an adaptor will be needed to use the (few) remaining older EVSEs fitted with Type 1 (J1772) plugs. In addition, it will only charge at the single-phase rate on a Type 1 EVSE.

## CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

### AC charging:

Like all new EVs sold in Australia, the IM5 is fitted with a type 2 AC socket.

### Charging rates:

**Single phase:** maximum of 7.2 kW (32A)

**Three phase:** 11 kW (16A per phase)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the IM5 are shown in table 2.

| AC: 0 – 100% time     |                                        |                                 |                                           | DC: 0 – 80% time             |                               |
|-----------------------|----------------------------------------|---------------------------------|-------------------------------------------|------------------------------|-------------------------------|
| 10 A<br>(power point) | 15 A<br>1 phase<br>(Caravan<br>outlet) | 32 A<br>(1 ph.<br>Home<br>EVSE) | 16 or 32 A<br>(3 phase public<br>AC EVSE) | DC Fast<br>charge<br>(150kW) | DC Fast<br>charge<br>(350+kW) |
| 75 kWh: 35h           | 21h                                    | 10.5h                           | 16A: 7h<br>32A: 7h                        | 28m                          | 28m                           |
| 100 kWh: 46h          | 28h                                    | 14h                             | 16A: 9.3h<br>32A: 9.3h                    | 60m                          | 26m                           |

Table 2: Approx. charging times for the MG IM5.

### DC fast charging

The MG IM5 uses the CCS2 DC fast-charge connector and can charge at up to 153 kW DC for the 75kWh battery and 396kW for the 100kWh battery.

### V2X capability:

The IM5 has V2L capacity up to 6.6kW (30A).

#### Notes:

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from car outlet)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

## HOME CHARGING CONSIDERATIONS

### General

To get the shortest home charging time for the IM5, an 11kW three phase AC charger would be needed. However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

### Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see Fact Sheets at [EVchoice.com.au](http://EVchoice.com.au) or read articles in:
  - (a) Renew magazine edition 143. (EVSE wiring)
  - (b) Renew magazine edition 156. (EVSE buyer's guide)

## SPECIFICATIONS

### Seating: 5

### Boot volumes in litres (1 litre = 10 x 10 x 10 cm)

- Boot:
  - All seats up: 457
  - Rear seats down, to roof: 1290
- Froot (front-boot): 18

### Dimensions:

- Overall length: 4,931 mm
- Overall height: 1,474 mm
- Ground clearance: 135
- Overall width (edge of doors): 1,960 mm
- Overall width (edge of mirrors): Not provided

### Battery:

- 75kWh (Premium)
- 100kWh (Platinum and Performance)

### Energy consumption: WLTP

- 17.5 kWh/100km (Premium)
- TBC kWh/100km (Platinum)
- 19.7 kWh/100km (Performance)

### Kerb weight:

- 2180/2210/2298 kg (Premium/Platinum/Perf)

### Charging:

- 1 phase AC: 7.2 kW max.
- 3 phase AC: 11 kW max.
- DC: 153 kW max. (Premium)
- DC: 396 kW max. (Platinum & performance)

### Charge port location:

- Left-hand rear corner.

### Drive configuration:

- rear-wheel drive: (RWD) Premium & Platinum
- All-wheel drive: (AWD) Performance

### Towing: (unbraked/braked)

- 750/1500 kg

### Spare tyre: No

### Performance:

| Version     | Max. power/torque<br>(kW/Nm)    | 0 to 100km/h<br>(Sec) |
|-------------|---------------------------------|-----------------------|
| Premium     | 217/450                         | 6.8                   |
| Platinum    | 300/500                         | 4.9                   |
| Performance | Front: 200/302<br>Rear: 372/500 | 3.2                   |

## IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EVchoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.