



EV FACT SHEET

MG IM6

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MG IM6. 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 IM6 is effectively the SUV version of the IM5. (See separate IM5 Fact Sheet). In both looks and size, it is often described as a direct competitor to the Tesla Model Y. Mind-you, unlike the Tesla, the IM6 includes a drivers display along with steering column stalks for the wipers and indicators. As such it offers a more practical (and traditional) vehicle feel than the Tesla's minimalist, computer-on-wheels aesthetic.

The IM6 first went on sale in China in late 2023 with Australian deliveries beginning in September 2025. Here, it is classified as a Large SUV, although with its sloping rear roofline, it is sometimes referred to as a 'coupe SUV'.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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.

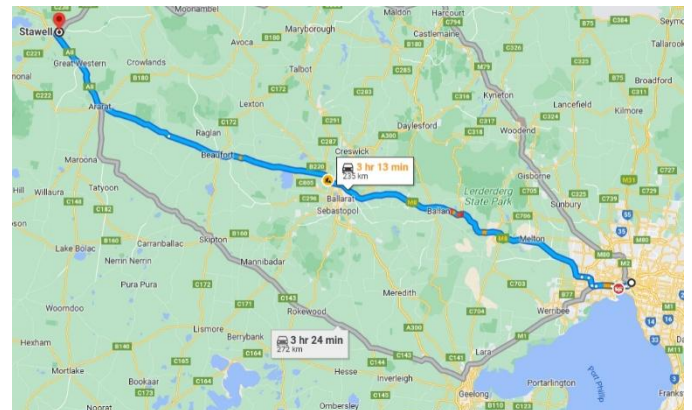
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional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

DRIVING RANGE (continued)

Testing system range estimates (km)			
Version	NEDC (Aust ADR 81/02)	WLTP (Euro)	EPA (USA)
Premium	505	450	NA ¹
Platinum	670	555	NA ¹
Performance	600	505	NA ¹

Table 1: Driving range estimates for the MG IM6.

Using the WLTP figure with an approximately 10 to 15% discount for extended highway driving, a Platinum IM6 (the longest range IM6) should, at its limit, make a round-trip from the Melbourne CBD to Stawell (NW of Melbourne, in the central west of Victoria) – 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 IM6 round-trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The MG IM6 is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers² as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

Notes:

1. The IM6 is not sold in the USA.
2. The IM6 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 IM6 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 IM6 are shown in table 2.

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

Table 2: Approx. charging times for the MG IM6.

DC fast charging

The MG IM6 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 IM6 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 IM6, 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 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: 665/646*
 - Rear seats down, to roof: 1640/1621*
 - Froot (front-boot): 32
- * 2WD/AWD

Dimensions:

- Overall length: 4,904 mm
- Overall height: 1,669 mm
- Ground clearance: 166
- Overall width (edge of doors): 1,988 mm
- Overall width (edge of mirrors): Not provided

Battery:

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

Energy consumption: WLTP

- WLTP consumption currently unavailable

Kerb weight:

- 2280/2320/2410 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 (kW/Nm)	0 to 100km/h (Sec)
Premium	217/450	6.8
Platinum	300/500	5.4
Performance	Front: 200/302 Rear: 372/500	3.4

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.