



EV FACT SHEET

MG ZS EV

Aust. delivered: 2020-2025

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2022 update MG ZS EV. Image: MG Motor UK

INTRODUCTION

The ZS EV was the first production electric car from MG. Fully built in China (MG are owned by the Chinese SAIC Motor Group), the ZS EV was revealed at the 2018 Guangzhou Motor Show. It is worth noting that the ZS EV was not built on a dedicated EV platform, rather it was based on the existing petrol MG ZS small SUV.

2022 update:

Originally released with a 44.5 kWh battery, in 2022 it was refreshed here with a new grille and the introduction of a 51 kWh 'Long-Range' battery.

2023 update:

In mid-2023, the 44.5 kWh battery version was dropped and a 72.6 kWh battery introduced as the new 'Long Range' version with a WLTP range of 440 km. AC charging was also updated to 11 kW as standard and V2L added.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

Version	National testing system range estimates:		
	NEDC (Aust)	WLTP (Euro)	US EPA
44.5 kWh	320 km	263 km	NA ¹
51.1 kWh	360 km	320 km	NA ¹
72.6 kWh	505 km	440 km	NA ¹

Table 1: Driving range estimates for the MG ZS EV.

BUYING SECOND-HAND

1. Portable EVSE

The MG ZS EV was sold with a portable Mode 2 charger. Check this EVSE is both supplied with the car and is working.

2. General assessment of a second-hand EV

For more information on how to assess the condition of a second-hand EV see Jan – Mar 2022 Renew magazine (edition 158) for article on 'How to make a pre-purchase assessment of a second-hand EV' or go to:

<https://evchoice.com.au/ev-information.html>

CHARGING SPEEDS/REQUIREMENTS

Charging port

The ZS EV is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers^{2,3} as well as CCS2 DC fast-chargers.



CCS2 charging plug and socket

Notes:

1. The MG ZS EV was not sold in the USA.
2. The ZS EV 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.
3. Update MG ZS EVs with 3 phase chargers will only charge at the single-phase rate (7kW) on a Type 1 EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Later MG ZS EV battery sizes come standard with an inbuilt 11 kW single phase AC charger.

Note: Pre 2023 update models were 7kW (30A) single phase only.

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for 0 – 100% and DC 0 – 80% 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 (50kW)	DC Fast charge (100+kW)
44.5kW: 20h	13.5h	6.75h	16A: 13.5h 32A: 6.75h	40m	40m
51kWh: 23h	15.5h	7.75h	16A: 5h 32A: 5h	54m	45m
73kWh: 36h	20.5h	10.5h	16A: 8h 32A: 8h	63m	40m

Table 2: Approx. charging times for the three ZS EV battery sizes.

DC fast charging

The MG ZS EV uses the CCS2 DC fast-charge connector and can charge at up to 50 kW for the 44.5 kWh battery, 75 kW DC for the later Standard Range (51 kWh) version and 94 kW DC for the Long Range.

V2X capability:

The ZS EV offers V2L functionality up to 9A (2200W) through a plug-in adaptor for the AC charge socket.

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 outlet in car)
- 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 a 2023 update ZS EV, an 11kW AC charger would be needed, or a 7kW charger for the 2023 pre-update version.

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

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

- Boot under parcel shelf: 470
- Rear seat folded, loading space to roof: 1166

Dimensions:

- Overall length: 4,323 mm (2020: 4314)
- Overall height: 1649 mm (2020: 1620)
- Ground clearance: 161 mm
- Overall width (edge of doors): 1809 mm
- Overall width (edge of mirrors): 2048 mm

Battery:

- Original 2020-22 model: 44.5 kW
- Standard Range: 51.1 kWh (49 kWh usable)
- Long Range: 72.6 kWh (68.3 usable)
- Superseded model: 44.5 kWh (42.5 usable)

Energy consumption: (WLTP)

- 18.6kWh/100km (2020 model)
- 17.3 kWh/100km

Kerb weight:

- 1491 kg (Pre 2022 update)
- 1620 kg

Charging:

- 1 phase AC: 7.2 kW max.
- 3 phase AC: 11 kW max. (Post 2022 update)
- DC:
 - 44.5 kWh: 50 kW max. (Pre update)
 - 51 kWh: 75 kW max.
 - 73 kWh: 94 kW max.

Charge port location:

- Middle front.

Drive configuration:

- Front-wheel drive

Towing:

- 500kg/500kg (Braked/unbraked)

Performance:

Variant:	Max. Power (kW)	0 to 100km/h (Sec)
44.5 kWh	105	8.5
51.1 kWh	130	8.2
72.6 kWh	115	8.5

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.