



EV FACT SHEET

MG S5 EV

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MG S5 EV. Image: MG Motor Australia.

INTRODUCTION

Replacing the MG ZS EV, the MG S5 EV is fully built in China on SAIC's electric-only Nebula Modular Scalable Platform. (MG are owned by the Chinese SAIC Motor Group).

Built on the same electric-only platform as the MG4, it is lighter, more energy (and space) efficient and incorporates newer tech than the shared ICE/EV platform MG ZS EV.

Classed here as a 'Medium SUV', the S5 is competing in a crowded space with competitors in the \$40k to \$60k bracket ranging from the Geely EX5 to the Skoda Elroq. If you add in some of the larger 'Small' SUVs such as the BYD Atto 3, Kia EV3 and Hyundai Kona – you are spoiled for choice (and/or doing your head in) as you will be shopping across around a quarter of all the passenger BEVs available in Australia!

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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

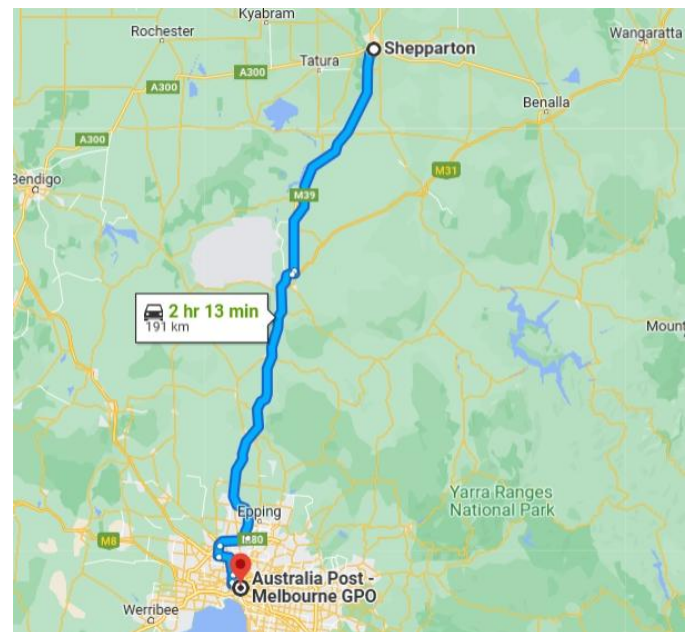
Note: Sadly, MG are one of the few manufacturers who still prominently display NEDC range figures in their vehicle advertising material, however their vehicle brochures do list the WLTP numbers alongside NEDC.

DRIVING RANGE (continued)

Testing system range estimates (km)			
Version	NEDC (Aust ADR 81/02)	WLTP (Euro)	EPA (USA)
Excite 49 kWh	415	340	NA ¹
Excite 62 kWh	515	430	NA ¹
Essence 49 kWh	410	335	NA ¹
Essence 62 kWh	515	425	NA ¹

Table 1: Driving range estimates for the MG S5 EV.

Using the WLTP figure with an approximately 10 to 15% discount for extended highway driving, an MG S5 Excite with the 62kWh battery (the longest range S5) should, at its limit, make a round-trip from the Melbourne CBD to Shepparton (due N of Melbourne) – 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 S5 round-trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The MG S5 EV is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers² as well as CCS2 DC fast-chargers.

Notes:

1. The S5 EV is not sold in the USA.
2. The S5 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.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the S5 EV is fitted with a type 2 AC socket.

Charging rates:

Single phase: maximum of 6.6 kW (30A)

Three phase: maximum of 6.6 kW (30A) using one phase. Note: on 11kW three phase chargers, the S5 may only charge at 3.3kW.

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the MG S5 EV 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 (150+kW)
49 kWh: 22.5h	15h	7.5h	16A: 15h 32A: 7.5h	47m	30m
62 kWh: 28h	19h	9.5h	16A: 19h 32A: 9.5h	60m	31m

Table 2: Approx. charging times for the MG S5 EV.

DC fast charging

The MG S5 EV uses the CCS2 DC fast-charge connector and can charge at up to 120 kW DC for the 49 kWh battery and 150 kW for the 62 kWh battery.

V2X capability:

The MG S5 has V2L capacity. (Reportedly up to 3.3 kW - however this has yet to be fully confirmed).

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 MG S5, a 7kW single 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](https://www.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: 453
 - Rear seats down, to roof: 1,441
- Froot (front-boot): NA

Dimensions:

- Overall length: 4,476 mm
- Overall height: 1,621 mm
- Ground clearance: 164
- Overall width (edge of doors): 1,849 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 49 kWh or 62 kWh

Energy consumption: WLTP

- 16.6 kWh/100km (Excite 49)
- 16.9 kWh/100km (Excite 62, Essence 49)
- 17.1 kWh/100km (Essence 62)

Kerb weight:

- 1635/1705 kg (Excite 49/Excite 62)
- 1680/1755 kg (Essence 49/Essence 62)

Charging:

- 1 phase AC: 6.6 kW max.
- 3 phase AC: 6.6 kW (using a single phase) max.
- DC: 120 kW max. (49 kWh)
- DC: 150 kW max. (62 kWh)

Charge port location:

- Left-hand rear corner. (Above rear wheel)

Drive configuration:

- rear-wheel drive: (RWD)

Towing: (unbraked/braked)

- 750/750 kg

Spare tyre: No

Performance:

Version	Max. power/torque (kW/Nm)	0 to 100km/h (Sec)
Excite 49 kWh	125/250	8
Excite 62 kWh	125/250	8.2
Essence 49 kWh	125/250	8.2
Essence 62 kWh	125/250	8.6

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.