

# MG 5

LONG RANGE 61 KWH ELECTRIC FWD AUTOMATIC

2023



95%



10.0   
/10

**Clean Air  
Index**

9.2   
/10

**Energy Efficiency  
Index**

9.5   
/10

**Greenhouse Gas  
Index**

10.0  
/10



# Clean Air Tests



## Laboratory Test

NMHC

NO<sub>x</sub>

NH<sub>3</sub>

CO

PN

10.0/10 Cold Test



10.0/10 Warm Test



10.0/10 Highway



10.0/10 Cold Ambient Test



## Road Test

10.0/10 On-Road Drive



5.0/5 On-Road Short Trip



8.0/8 On-Road Heavy Load



5.0/5 On-Road Light Load



2.0/2 Congestion



n.a.



good



adequate



marginal



weak



poor

### Comments





With no tailpipe emissions, the electric MG 5 naturally scores the full 10 points in the Clean Air part of the assessment.

# Energy Efficiency Tests



## Laboratory Test

### Energy

10.0/10	Cold Test		→	19.0 kWh/100 km
10.0/10	Warm Test		→	18.1 kWh/100 km
9.0/10	Highway		→	26.9 kWh/100 km
8.1/10	Cold Ambient Test		→	33.1 kWh/100 km

### Consumption

### Driving Range

Average	21.4 kWh/100 km	297 km
Worst-case	33.2 kWh/100 km	185 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The MG 5 needs 18-19 kWh/100 km in the Warm and Cold lab tests. In the Highway cycle, it uses significantly more – 27 kWh/100 km – mainly due to increasing aerodynamic drag. With the available battery capacity, this corresponds to a range of 228 km. The On-Road Drive was performed at around 17°C and the MG 5 used 19 kWh/100 km, leading to a range of around 323 km. The consumption demonstrated in the -7°C Cold Ambient Test is high – 33 kWh/100 km – a consequence of the significantly increased electricity demand to quickly heat up the cabin to a comfortable temperature in such cold conditions.



## Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

10.0/10 Cold Test



10.0/10 Warm Test



9.5/10 Highway



8.5/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

### Comments

This Index is based on a Well-to-Wheel+ approach, meaning that the Greenhouse Gas emissions related to the supply of the energy are added to those of the tailpipe. As the MG 5 is purely electric, its GHG emissions originate only from the processes of electricity supply – from ca. 51 g CO<sub>2</sub>-eq./km for the amount of electricity needed in the Warm Laboratory Test up to 94 g CO<sub>2</sub>-eq./km in the Cold Ambient Test. Thanks to its efficient electric powertrain and the relatively low CO<sub>2</sub> emissions of the EU electricity mix, the car scores a high 9.5 out of 10.

## Our Verdict

The historic English brand MG has hit the road towards full powertrain electrification with its owner SAIC – Shanghai Automotive Industry Corporation. Tested here is the MG 5 – a station wagon with a maximum power of 115 kW and a declared installed battery capacity of 61 kWh. The mass of the empty car is relatively low at 1,560 kg. The measured test consumption values are in the expected range for this type of vehicle – around 18-19 kWh/100 km in the standard laboratory tests and 27 kWh/100 km in the Highway Test. Worth noting is the significantly increased energy demand in the Cold Ambient Test at -7°C. The number of 33.1 kWh/100 km highlights the importance of an efficient heating concept for EVs, but it shouldn't be overlooked that the MG 5's cabin was quickly heated up to provide the requested level of 23°C. With 56.5 kWh, the measured usable battery capacity matches closely the declared figure of 57.4 kWh. During the battery capacity test, the vehicle was charged with 11 kW charging power and the determined grid-to-battery-output efficiency impressed with 92% – a value which helps to reduce the overall consumption of the car and save costs to the consumer. Overall, the MG 5 finishes with an Average Score of 95% and 5 Green Stars and stands its ground among other Chinese electric vehicles tested by Green NCAP.

## Disclaimer [↗](#)

## Specification

### Tested Car

LSJE24099PG01xxxx

<b>Publication Date</b> 11 2023	<b>Vehicle Class</b> Small Family Car	<b>Tyres</b> 215/50R17 91V	<b>Emissions Class</b> Euro 6 AX
<b>Mass</b> 1,560 kg	<b>Engine Size</b> n.a.	<b>System Power/Torque</b> 115 kW/280 Nm	<b>Declared CO<sub>2</sub></b> n.a.
<b>Declared Battery Capacity</b> 57.4 kWh	<b>Declared Driving Range</b> Overall 379 km City 505 km	<b>Declared Consumption</b> 17.9 kWh/100 km	
<b>Heating Concept</b> PTC			



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