EV FACT SHEET

MG Cyberster

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MG Cyberster. Image: MG

INTRODUCTION

The MG Cyberster is the very first open-top production BEV to go on sale anywhere in the world. However, whilst the MG nameplate is synonymous with open-top sports cars, that was in the day when MG was a British company.

Since Geely of China bought the brand back in 2005, MG has been transformed into a manufacturer of affordable, mass-produced 4-door passenger vehicles. Initially producing purely ICE cars, in recent years MG has established its name as a manufacturer of budget-priced BEVs.

The Cyberster is therefore a 'return to form' (in terms of looks, if not pricing) for the nameplate. Whilst the MG Cyberster has received wide praise for its innovative tech and driving comfort, the general opinion appears to be that it seems to lack the 'driver's car' feel that MG sports cars were previously famous for.

However, if you want open-top BEV motoring, the Cyberster looks likely to be the only one for some time yet!

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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 importers 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		
ADR 81/02 (Aust)	**WLTP (Euro)**	**EPA (USA)**
Not available	443 km	NA[1]

Table 1: Driving range estimates for the MG Cyberster

Using the WLTP range (with a roughly 10% discount for extended highway driving) an MG Cyberster should be capable of a return trip from the Melbourne GPO to Avoca in the central West of Victoria. This is assuming neither the heating nor air conditioning are heavily used.

If done as a day-trip, it would be useful to do either a ½ - 1 hour top-up charge at an AC charger or 5 to 10 min at a DCFC (DC fast-charger) at one of the expanding number of AC and DCFC sites along this route. For further charging options and availability, see: https://www.plugshare.com/

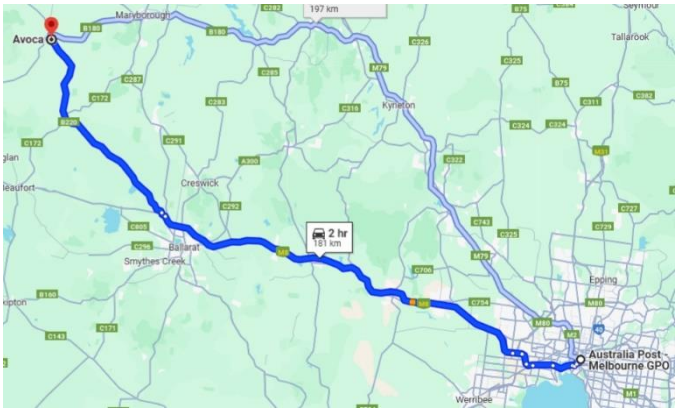

Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port:

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

CCS2 charging plug and socket

Notes:

1. MG do not sell in the USA.
2. The MG Cyberster can be charged at any AC EVSE, however an adaptor will be needed to use the (very few) remaining older EVSEs fitted with Type 1 (J1772) plugs. It will also only charge at a maximum of 7.4 kW on a Type 1 plug EVSE.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the MG Cyberster 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 Cyberster 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)
30h	22h	11h	16A: 9h 32A: 9h	70m	45m

Table 2: Approx. charging times for the MG Cyberster

DC fast charging

Like all new BEVs on the Australian market (except the ageing Nissan Leaf), the Cyberster uses the CCS2 DC fast-charge connector and can charge at up to 144 kW DC.

V2X capability:

The MG Cyberster currently includes V2L functionality.

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 Cyberster, an 11 kW (3 phase) 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: 2

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

- Boot - seats up: 249 L
- Boot - seat folded/to roof: NA
- Froot (front boot): NA

Dimensions:

- Overall length: 4,535 mm
- Overall height: 1,329 mm
- Ground clearance: 116 mm
- Overall width (edge of doors): 1,913 mm
- Overall width (edge of mirrors): not provided

Battery:

- 77 kWh

Energy consumption: (WLTP test cycle)

- 19.1 kWh/100km

Kerb weight:

- 1,985 kg

Charging:

- 1 phase AC: 7.4 kW max.
- 3 phase AC: 11 kW max.
- DC: 144 kW.

Charge port location:

- LHS, rear (just behind passenger door)

Drive configuration:

- All-wheel drive (AWD)

Towing:

- Not rated for towing

Performance:

Max. Power (kW)	0 to 100km/h (Sec)
375	3.2

Spare tyre: No

IMPORTANT NOTE