

# MG 4

COMFORT ELECTRIC RWD AUTOMATIC

2024



95%



10.0   
/10

**Clean Air  
Index**

9.2   
/10

**Energy Efficiency  
Index**

9.4   
/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 4 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		→	17.6 kWh/100 km
10.0/10	Warm Test		→	16.4 kWh/100 km
9.1/10	Highway		→	26.2 kWh/100 km
7.9/10	Cold Ambient Test		→	34.9 kWh/100 km

## Consumption

## Driving Range

Average	20.1 kWh/100 km	366 km
Worst-case	34.9 kWh/100 km	202 km



n.a.



good



adequate



marginal



weak



poor

## Comments

The MG 4 needs 16.4-17.6 kWh/100 km in the Warm and Cold lab Tests respectively. In the Highway cycle with full-power acceleration phases, it uses 26.2 kWh/100 km – this corresponds to a range of 268 km. In the On-Road Drive, the MG 4 used 20.8 kWh/100 km, corresponding to a range of 338 km. This consumption is impacted by the 11°C ambient temperature at which the test was performed. The electricity demand rises significantly to 34.9 kWh/100 km in the Cold Ambient Test at -7°C, where the heating system and the thermal comfort it provides have a strong impact on the energy demand.

# 9.4

/10

## Greenhouse Gases Tests



### 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



9.6/10 Highway



8.2/10 Cold Ambient Test



n.a.



good



adequate



marginal



weak



poor

### Comments

The Greenhouse Gas (GHG) Index is based on a Well-to-Wheel+ approach, meaning that the GHG emissions related to the supply of energy are added to those of the tailpipe. Following this approach, the estimated GHG emissions of the fully electric MG 4 originate only from the upstream processes of electricity supply – ca. 46 g CO<sub>2</sub>-eq./km in the Warm Lab Test, increasing up to 98 g CO<sub>2</sub>-eq./km in the Cold Ambient Test. Thanks to its electric powertrain and the relatively low GHG of EU electricity production, the MG 4 scores high 9.4/10.

## Our Verdict

The MG 4 EV is the first 100% electric hatchback produced by the Chinese automotive manufacturer SAIC Motor under the British MG marque. Tested here is the 'Comfort' version with a maximum power of 150 kW and a declared usable battery capacity of 61.7 kWh. With measured consumption values of around 16-18 kWh/100 km, both standard laboratory tests - with warm and cold powertrain start - score full points in the Energy Efficiency Index and Greenhouse Index. The measured test consumption values are in the expected range for this type of vehicle and 26 kWh/100 km is recorded in the Highway Test. The highest consumption is measured in the Cold Ambient Test at -7°C – with 34.9 kWh/100 km. The heating system uses significant power to provide a comfortable temperature level very quickly to the driver, using a PTC heater. During the battery capacity test, the vehicle is charged with 11 kW. Here, a real usable battery capacity of 63.2 kWh was obtained, higher than the officially declared value. To charge the car starting from a fully depleted condition, 70.3 kWh have to be delivered by the electricity grid, which results in a good but fairly typical grid-to-battery-output efficiency of 89.9%. Overall, the MG 4 reaches an average score of 95% and easily receives 5 Green Stars.

## Disclaimer [↗](#)

## Specification

### Tested Car

LSJWH4095PN05xxxx

<b>Publication Date</b> 02 2024	<b>Vehicle Class</b> Small Family Car	<b>Tyres</b> 215/50 R17	<b>Emissions Class</b> Euro 6 AX
<b>Mass</b> 1,685 kg	<b>Engine Size</b> n.a.	<b>System Power/Torque</b> 150 kW/250 Nm	<b>Declared CO<sub>2</sub></b> n.a.
<b>Declared Battery Capacity</b> 61.7 kWh	<b>Declared Driving Range</b> Overall 450 km City 579 km	<b>Declared Consumption</b> 16 kWh/100 km	
<b>Heating Concept</b> PTC			



Think before you print