



EV FACT SHEET

Mitsubishi i-MiEV

Aust. Delivered: 2010 – 2014

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2010 Mitsubishi i-MiEV. Image: Wikipedia commons

INTRODUCTION

The Mitsubishi i-MiEV was first released for sale to the public in 2010, making it the first (current era) mass produced full battery electric vehicle (BEV) to be offered for sale. (It was not however the first mass-produced ground-up design BEV, as the i-MiEV was based on their existing 659cc petrol i car).

Made between 2010 and 2021, sales outside of Japan effectively ended after 2014. Popular in its home country of Japan and sold under both Citroen and Peugeot badges as the iOn (Peugeot) and C-Zero (Citroen) – it struggled to sell in Australia. Mitsubishi ended i-MiEV sales here in March 2014 with Australian sales totalling around 250 units.

MiEV van:

Whilst never imported to Australia by Mitsubishi, a number of the van/minicab variant (called the MiEV) have been privately imported. These use the same running gear as the i-MiEV, but may have either the 16kWh i-MiEV battery or a smaller 12kWh one.

Important note:

The biggest issues with private imports are service, warranty and recall support. Privately imported vehicles are generally not supported by the dealer networks who often refuse to work on them, or perform any warranty or recall work that would have been done for free in their country of origin.

DRIVING RANGE

The i-MiEV had a quoted range of around 150km – but in reality it was at best 100km. Australian delivered i-MiEVs are all aging and, at the time of writing (2021), are between 7 to 11 years old. This means they will have a reduced range now due to battery aging. Whilst the i-MiEV battery has not declined in the way that the early Leafs did, i-MiEV range is now likely to be, at most, around 80km. This will be even less in winter as the heating system in the i-MiEV was quite inefficient compared to the reverse cycle heating/cooling systems found in most current-day EVs.

BUYING SECOND-HAND

1. EVSE

When buying any second-hand EV, ensure the portable EVSE both comes with the car and is working.

Note: 2010 i-MiEVs use a 'Mode 1' charging lead (as in there is no in-cable control box as all 2011 and later EVs are required to use). 2010 i-MiEVs initially also could not be charged at standard 'Mode 3' wall-mounted AC EV chargers. Most 2010 i-MiEVs were later modified to do so – but if considering buying a 2010 model with a Mode 1 charging lead, check the car will charge using a standard Mode 2 portable EVSE as well as with a Mode 3 fixed AC wall charger.

2. Battery data

If you want to delve deeper into the battery data available from an i-MiEV, for the technically minded there are a number of aftermarket Apps available. The main one for Android devices is caniOn and for iOS is EVBatMon. Both need to be used with compatible OBDII devices that plug into the diagnostics port of the i-MiEV.

3. General assessment of a second-hand EV

For more information on how to assess the condition of an i-MiEV (or any other 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'.

CHARGING SPEEDS/REQUIREMENTS

Charging ports

The i-MiEV was fitted with a Type 1 AC socket and a CHAdeMO DC fast-charge socket.

AC charging:

The i-MiEV is fitted with the single phase type 1 AC socket and charges at up to 3.7kW on AC EVSEs. (EVSE = Electric Vehicle Supply Equipment, commonly referred to as an EV charger).

Note:

For AC charging, i-MiEV owners will need a Type 1 to Type 2 adaptor lead (at a cost of around \$250) to use most current AC EVSEs.

General charging note:

Charging speeds vary on the capacity of the car's inbuilt charger, the EVSE the car is connected to and the vehicle battery size. Charging times for the i-MiEV are shown in table 1. (0-100% for AC, 0-80% for DC)

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A (1 phase Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (350kW)
8h	4.75h	4.75h	4.75h	24m	24m

Table 1: Charging times for the i-MiEV

DC fast charging

The i-MiEV has a maximum 40kW charging rate when connected to a CHAdeMO DC charger.

Note:

CHAdeMO DC fast-charging has been superseded. All but one BEV now sold in Australia uses the alternative CCS2 DC charge system.

However, CHAdeMO DC fast-charge plugs will remain at most DC fast-charge stations for some years into the future.

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for an i-MiEV a 3.7kW (16A) AC EVSE is all that is needed.

Note:

Depending on your existing power supply and/or charging needs, it may only be necessary (or practicable) to fit a lower rated EVSE. (See notes re home EVSE installations at the end of this section). Lower capacity EVSEs will increase charging times, as shown in table 1.

Important note for any home EVSE installation:

Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. See article 'Is your home EV Ready' in ReNew magazine, edition 143.

SPECIFICATIONS

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

- Seats up: 166 L
- Seats down: 860 L

Dimensions:

- Overall length: 3475 mm
- Overall width:
 - 1475 mm (mirrors in)
 - 1585mm (mirrors out)
- Overall height: 1610 mm

Battery:

- 16 kWh (14.5 useable)

Energy consumption: (WLTP)

- 12.5 kWh/100 km (NEDC)

Kerb weight:

- 1450 kg

Charging:

- 1 phase AC: 3.7 kW max. (18 km charged/hr)
- DC: 40 kW max. (170 km charged/hr)

Charge port location:

- AC: Right-hand rear.
- DC: Left-hand rear.

Drive configuration:

- Rear wheel drive

Towing:

- Not rated for towing

Performance:

- Maximum power: 47 kW
- 0 – 100 km/h: 15.9 sec

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, during a model run manufacturers regularly make changes (often unannounced) to their model ranges and specifications.