



JAC

X200 EV

South Africa • 2026 Hagalu Buyer's Guide

105 kW

POWER

**Not Officially
Disclosed mm**

CLEARANCE

**Not Applicable
km/l**

FUEL ECON

**Not Officially
Disclosed seats**

SEATING

ZAR 591,218

Ex-Showroom Starting Price

<https://www.hagalu.com/south-africa/jac/x200-ev/>

Independent Automotive Research for Africa

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Source-backed	No rating inferred	1 Variants	1 Priced
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01 Overview & Quick Facts

The JAC X200 EV brings battery-electric propulsion to the smallest end of JAC Motors South Africa's forward-cab commercial range. Launched locally in February 2025, it is offered in one finalized form: X200 EV 1.9-tonne Single Cab Chassis Cab. The last two words are commercially decisive. JAC supplies the cab and frame without a manufacturer-fitted cargo body, leaving the operator to commission an appropriate dropside, box, refrigerated body or other approved application. It must not be confused with the diesel X200 single and double cabs, which are sold with factory three-way dropsides. For the EV, ordinary boot or cargo-box volume is therefore not a property of the factory vehicle. Its correct boot-space treatment is Not Applicable until a body-equipped derivative is defined; zero, a borrowed diesel body volume or an aftermarket estimate would misrepresent what JAC supplies. Body selection changes tare mass, payload remaining, drag, height, energy use and possibly homologation, so the conversion is part of the purchase decision rather than an accessory added after comparing headline range. JAC identifies the TZ210XS102 traction motor and publishes 50 kW rated output...



Body Style	Two-door three-seat forward-cab chassis cab with no manufacturer-supplied cargo body
Launched	2025
Generation	Current first South African X200 EV single-cab chassis platform, using a ladder frame with leaf springs at both axles and supplied without an OEM cargo body.
Fuel Types	Electric
Colours	The official launch material does not provide a retail paint palette for the chassis cab; confirm cab colour and body-builder finish coordination before ordering.
OEM Website	https://jacmotors.co.za/ev-range/

02 Variant Pricing & On-Road Costs

Ex-Showroom Starting Price	ZAR 591,218	1 Listed Variants
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Variant	Fuel	Transmission	Trim	Ex-Showroom
X200 EV 1.9-tonne Single Cab Chassis Cab	Electric	Single-Speed Reduction Gear	Standard	ZAR 591,218

Estimated On-Road Price — X200 EV 1.9-tonne Single Cab Chassis Cab (Base Variant)

Johannesburg	ZAR 609,312
Cape Town	ZAR 612,386
Durban	ZAR 607,030
Pretoria	ZAR 608,171

* On-road prices are estimates including registration, road tax and insurance.

03 Pros, Cons & Buyer Summary

● STRENGTHS ✓ Up to 180–200 km C-WTVC range ✓ CATL-supplied LFP battery ✓ CATL-supplied LFP battery ✓ Charging time not officially disclosed ✓ 1.9-tonne platform rating ✓ Three-seat commercial cab	● CONSIDERATIONS ✗ No OEM cargo body included ✗ Range changes with body and load ✗ Charger power not stated in launch facts ✗ Body conversion adds cost and mass ✗ Rear-wheel drive only ✗ No low-range system
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Buyer Summary

"A credible electric last-mile platform, but only for buyers willing to engineer the body, charging and route as one operating system."

The X200 EV's strengths are unusually specific: a 1.9-tonne platform rating, three-seat forward cab, charging capability, meaningful safety electronics and a body-neutral chassis for specialised applications. The same flexibility is its largest purchasing challenge. JAC does not provide a cargo body, so there is no factory cargo volume and no honest one-size range estimate for the completed truck. The business case succeeds when an approved lightweight body, conservative route model and dependable depot charger are designed together. It fails when the headline payload or range is treated in isolation.

City Driving	Urban work is the natural setting for instant motor response, regenerative braking and a low-speed forward-cab layout. The 5.75-metre turning radius and 1.75-metre factory width support depot manoeuvring, while rear sensors help the bare platform before a body changes the rear view. Frequent stops can favour energy recovery, but climate control, auxiliary equipment and queueing still consume battery energy. The operator should trial the finished body at maximum routine mass, record energy per route and keep a reserve for diversions rather than planning to the published 180–200 km C-WTVC range.
Highway	The X200 EV can travel beyond town when the route, load and charging stops are controlled, but its commercial brief is not spontaneous intercity touring. Higher steady speed and a tall box can increase energy demand, while roadside DC access may not suit a large completed body. Charging time, connector compatibility and charger availability must be verified at the actual sites. A conservative dispatch policy should account for wind, detours, battery state and the inability to borrow fuel from another vehicle.
Off-Road	This rear-driven commercial chassis is not marketed as an off-road vehicle. Leaf springs, a ladder frame and hill-start assistance help with loads and ramps, but no low-range four-wheel-drive system is specified. Construction sites, soft shoulders and steep loose access roads require a traction and clearance assessment after the body is fitted. Battery location and underbody protection must be respected, and a recovery provider needs the correct lifting and towing procedure. Operators should avoid assuming that instant torque compensates for road tyres or a single driven axle.

Best For

The X200 EV is for fleets with predictable urban delivery or service routes, secure overnight parking and reliable charging access. It suits operators prepared to specify an approved body around payload and energy use rather than buying a finished load box. It is less appropriate for irregular long-distance work, routes without recovery charging, buyers wanting a factory pickup body or businesses unable to manage charger installation and body-builder responsibility.

04 Variant Comparison Matrix

All 1 variants of the JAC X200 EV side-by-side. Use this to spot the smallest differences quickly — fuel, power, gearbox and price all in one view.

SPEC	X200 EV 1.9-tonne Single Cab Chassis Cab
Price (ex-showroom)	ZAR 591,218
Fuel Type	Electric
Transmission	1-Speed Automatic
Trim Level	Standard
Engine	Not Applicable
Max Power	105 kW (141 bhp)
Max Torque	Not Officially Disclosed
Drivetrain	RWD
Fuel Economy	Not Applicable
Seating	Not Officially Disclosed
Boot Space	Not Officially Disclosed
Ground Clearance	Not Officially Disclosed
Kerb Weight	1800 kg

→ [Compare these variants on hagalu.com](#) (published prices, on-road estimates, source-backed specifications and buyer guidance)

05 JAC X200 EV — X200 EV 1.9-tonne Single Cab Chassis Cab**ZAR 591,218**

POWER 105 kW · 141 bhp	ECONOMY Not Applicable km/l	FUEL Electric 1-Speed Automatic
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Standard Trim · Electric · Single-Speed Reduction Gear

[View live price & EMI →](#)**ENGINE & PERFORMANCE**

Engine	Electric Motor	Engine Code	Not Applicable
Fuel Type	Electric	Hybrid System	Not Applicable
Engine Displacement	Not Applicable cc	Cylinders	Not Applicable
Cylinder Layout	Not Applicable	Valves	Not Applicable
Valves per Cylinder	Not Applicable	Aspiration	Not Applicable
Fuel System	Not Applicable	Compression Ratio	Not Applicable

TRANSMISSION & DRIVETRAIN

LSD Available	Not Officially Disclosed	Gearbox	Single-speed electric drive
Drivetrain Layout	RWD	Transfer Case	Not Officially Disclosed
Differential Lock	Not Officially Disclosed	Paddle Shifters	Not Officially Disclosed
Transmission Speeds	Not Officially Disclosed	Rear Differential Lock	Not Officially Disclosed
Drivetrain	RWD	Axle Layout	Not Officially Disclosed
Low Range	Not Officially Disclosed	Low Range Ratio	Not Officially Disclosed

DIMENSIONS

Length	Not Officially Disclosed mm	Width	Not Officially Disclosed mm
Height	Not Officially Disclosed mm	Wheelbase	3100 mm
Ground Clearance (Default)	Not Officially Disclosed mm	Ground Clearance (With Full Seating Load)	Not Officially Disclosed mm
Fuel Tank Capacity	Not Officially Disclosed l	Boot/Cargo Space	Not Officially Disclosed l
Kerb Weight	1800 kg	Gross Vehicle Weight (GVW)	3700 kg
Payload Capacity	1900 kg	Towing Capacity	Not Officially Disclosed kg

MILEAGE & EFFICIENCY

Range Real World Mixed	Not Officially Disclosed km	Electric Consumption	Not Officially Disclosed
Charging Type	Not Officially Disclosed	Charging Port Type	Not Officially Disclosed
Combined Driving Range	Not Officially Disclosed	Range Real World Highway	Not Officially Disclosed km
Real-world Mileage	Not Applicable km/l	Fuel Tank Litres	Not Applicable
Auto Start Stop	Not Applicable	AdBlue Tank Capacity	Not Applicable l
Emission Standard	Not Applicable	Fuel Tank Capacity	Not Applicable l

SAFETY

Brake Assist	Not Officially Disclosed	ISOFIX Mounts	Not Officially Disclosed
Child Safety Lock	Not Officially Disclosed	Hill Start Assist	Not Officially Disclosed

Hill Descent Control	Not Officially Disclosed	Traction Control	Not Officially Disclosed
Electronic Stability Control	Not Officially Disclosed	ABS	Not Officially Disclosed
Airbags	Not Officially Disclosed	Engine Immobiliser	Not Officially Disclosed
ABS EBD	Not Officially Disclosed	BA	Not Officially Disclosed

COMFORT & CONVENIENCE

Keyless Entry	Not Officially Disclosed	Climate Control	Not Officially Disclosed
Power Windows	Not Officially Disclosed	Push Button Start	Not Officially Disclosed
Wireless Charging	Not Officially Disclosed	Sunroof	Not Officially Disclosed
Electric Tailgate	Not Officially Disclosed	Rain Sensing Wipers	Not Officially Disclosed
AC Type	Not Officially Disclosed		—

+ 12 more spec categories (Infotainment & Connectivity, Interior, Exterior, Driver Assistance, ...) available on the live model page.

→ See X200 EV 1.9-tonne Single Cab Chassis Cab full specs and lifecycle details in South Africa

Compare with rivals →

06 Explore More on Hagalu

Jump to each variant's price and specification record

→ X200 EV 1.9-tonne Single Cab Chassis Cab — ZAR 591,218

Live Prices & On-Road Costs — JAC X200 EV

→ Latest ex-showroom and city-wise on-road prices in South Africa.

→ Open

Side-by-Side Comparison

→ Compare JAC X200 EV vs any rival model.

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