

# TEST RESULTS

## MG6

MG6 1.8 turbo, RHD

2011



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

### ADULT OCCUPANT

Total 26 pts | 73%

#### FRONTAL IMPACT

10,2 pts



Driver



Passenger

#### SIDE IMPACT CAR

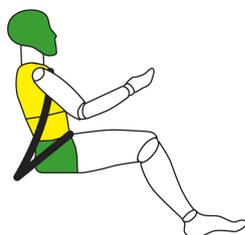
6,8 pts

#### SIDE IMPACT POLE

7,4 pts



Car



Pole

#### REAR IMPACT (WHIPLASH)

2 pts



#### FRONTAL IMPACT

##### HEAD

Driver airbag contact	unstable
Passenger airbag contact	stable

##### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	40mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

##### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Steering column and adjuster lever, fascia end.
Concentrated loads on knees	Steering column and adjuster lever, fascia end.

##### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	clutch - 58mm
Upward pedal movement	clutch - 9mm

#### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

#### WHIPLASH

Seat description	Standard cloth 6 way manual
Head restraint type	Passive
Geometric assessment	-0,4 pts

#### TESTS

- High severity	2,1 pts
- Medium severity	1,7 pts
- Low severity	2 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 35 pts | 71%

### 18 MONTH OLD CHILD

**Restraint** Britax-Römer Baby Safe Plus  
**Group** 0, 0+  
**Facing** rearward  
**Installation** ISOFIX anchorages and support frame



PERFORMANCE **8,9 pts**  
 INSTRUCTIONS **4 pts**  
 INSTALLATION **2 pts**

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax-ROMER Duo Plus  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



PERFORMANCE **9,7 pts**  
 INSTRUCTIONS **4 pts**  
 INSTALLATION **2 pts**

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

4 pts

### Airbag warning Label

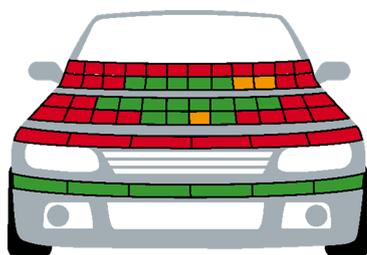
Text and pictogram warning label permanently attached to passenger sun visor

## PEDESTRIAN

Total 15 pts | 42%

## SAFETY ASSIST

Total 5 pts | 71%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 9 pts  
**PELVIS** 0 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE

0 pts

Not assessed

### ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- ESP Pass  
 Yaw rate ratio (1.00s) 1,82 %  
 Yaw rate ratio (1.75s) 1,08 %  
 Lateral displacement (1.07s) 3,12 m

### SEATBELT REMINDER

2 pts

- driver Pass  
 - passenger Pass  
 - rear Not assessed

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	MG6 1.8 turbo, RHD
<b>Body type</b>	5 door hatchback
<b>Year of publication</b>	2011
<b>Kerb weight</b>	1490kg
<b>VIN from which rating applies</b>	see comments

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	driver and front passenger seat

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal impact. Although dummy readings were good, there was insufficient pressure in the airbag to prevent the driver's head from making contact, through the fabric of the airbag, with the rim of the steering wheel. The car was penalised for this 'bottoming out' of the airbag. Dummy readings indicated a high load for the driver's left femur, and the steering column adjuster lever was broken during the impact. In the side barrier impact, dummy readings of rib compression indicated marginal protection of the driver's chest. In the side pole impact, protection of the chest and abdomen was adequate. The seat and head restraint provided marginal protection against whiplash injuries in the event of a rear-end collision. The MG6 is currently on sale only in the UK. MG showed that a left hand drive car would offer similar levels of adult occupant protection.

### Child occupant

In the frontal impact, forward movement of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both the 3 year and the 18 month dummies were properly contained by the shells of their restraints, minimising the likelihood of dangerous head contacts. The passenger airbag can be disabled by means of a switch to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not sufficiently clear and the system was not rewarded. The MG6 is currently sold only in the UK. For this market, the dangers of using a rearward facing restraint without first disabling the passenger airbag are clearly described.

### Pedestrian

The bumper provided good protection to pedestrians' legs in all areas tested, and scored maximum points. However, the front edge of the bonnet offered poor protection and scored no points. In most areas tested, the bonnet provided poor protection to the head of a struck pedestrian.

### Safety assist

Electronic stability control is standard equipment, and the system met Euro NCAP's test requirements. A seatbelt reminder is fitted as standard for the driver and front passenger seating positions. A speed limitation device is not offered on the MG6.