MG 4 Electric

Standard Safety Equipment

2022

Adult Occupant 83%

Child Occupant 80%

Vulnerable Road Users 75%

Safety Assist 78%

SPECIFICATION

Tested Model	MG4 Electric
Body Type	- 5 door Hatchback
Year Of Publication	2022
Kerb Weight	1685kg
VIN From Which Rating Applies	- all MG 4 Electrics
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	●	●	✖
Centre Airbag	✖	✖	–

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✖	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 31.6 Pts / 83%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact 13.5 / 16 Pts

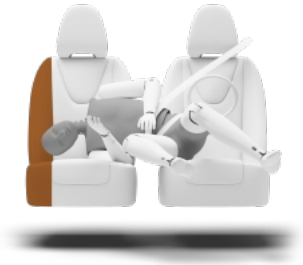
Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact 13.1 / 16 Pts

Side Mobile Barrier

Side Pole



Far-Side Excursion

Occupant Interaction

Rear Impact 3.0 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 31.6 Pts / 83%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available

Comments

The passenger compartment of the MG 4 Electric remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger but some structures in the dashboard were thought to present a hazard for occupants of different sizes or to those sitting in different positions. Dummy readings of the driver's chest compression indicated marginal protection of that body region. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, dummy readings indicated good or adequate protection of all critical body areas. However, analysis post-test analysis of the film showed that the head of the rear passenger dummy had moved forward more than is recommended, and protection of that body area was rated as marginal. In both the side barrier test and the more severe side pole impact, all critical parts of the body were well protected and the MG 4 Electric scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was poor. The MG 4 Electric does not have a counter-measure to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However the rear seats scored no points for whiplash protection as the centre position in that row lacks adequate head restraint. The MG 4 Electric has an advanced eCall system which alerts the emergency services in the event of a crash and a system which applies the brakes to prevent secondary collisions.

CHILD OCCUPANT

Total 39.5 Pts / 80%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

22.5 / 24 Pts

Frontal Impact	14.5 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer KidFix III S*
Restraint for 10 year old child: *Nania Dream*

Safety Features

5.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

CRS Installation Check

12.0 / 12 Pts

Install without problem | Install with care | Safety critical problem | Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

BeSafe iZi Kid X2 i-Size (i-Size)

Britax Römer TriFix2 i-Size (i-Size)

BeSafe iZi Flex FIX i-Size (i-Size)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Cybex Solution Z i-Fix (ISOFIX)

CHILD OCCUPANT

Total 39.5 Pts / 80%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Britax Römer King II LS (Belt)

Cybex Solution Z i-Fix (Belt)

CHILD OCCUPANT

Total 39.5 Pts / 80%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

— Not available

Comments

In both the frontal offset test, protection of the neck of the 10 year dummy was rated as weak, based on in-test measurements of tensile forces. Otherwise, protection of all critical body areas was good in the frontal offset and side barrier tests. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraint types for which the MG 4 Electric is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 40.6 Pts / 75%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

27.1 / 36 Pts

Head Impact	15.6 Pts
Pelvis Impact	5.5 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

13.5 / 18 Pts

System Name	Front Collision Assist System
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

VULNERABLE ROAD USERS

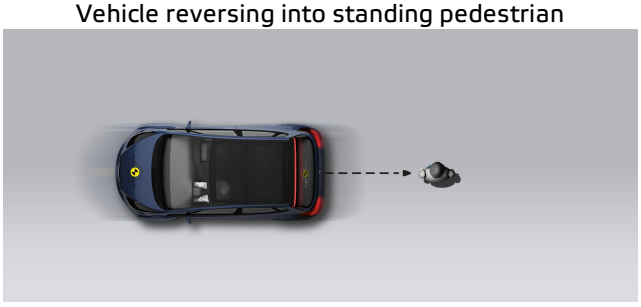
Total 40.6 Pts / 75%

AEB Pedestrian

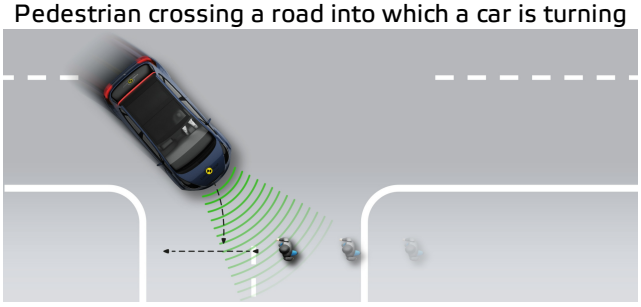
6.0 / 9 Pts

- **Day time**

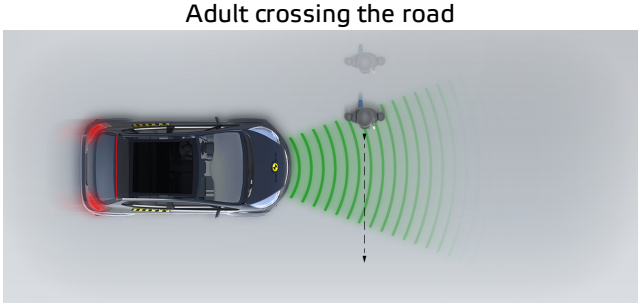
Vehicle reversing into standing pedestrian



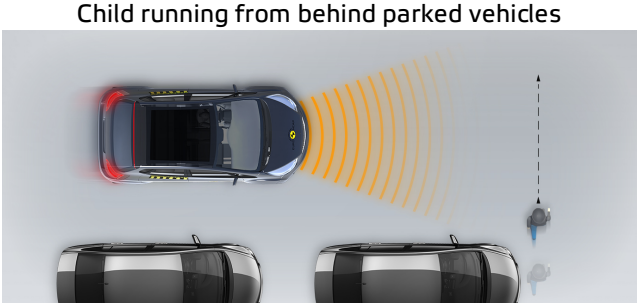
Pedestrian crossing a road into which a car is turning



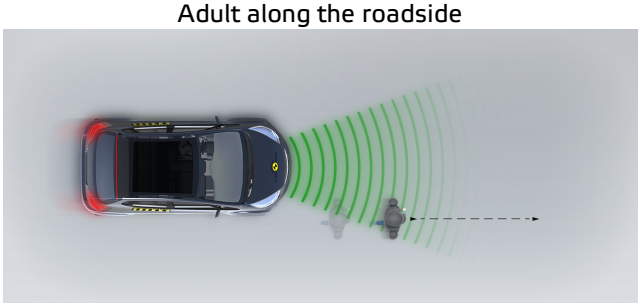
Adult crossing the road



Child running from behind parked vehicles

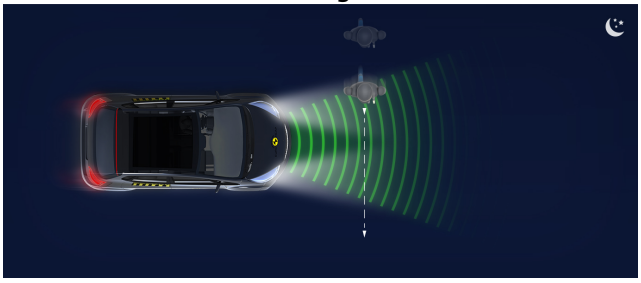


Adult along the roadside

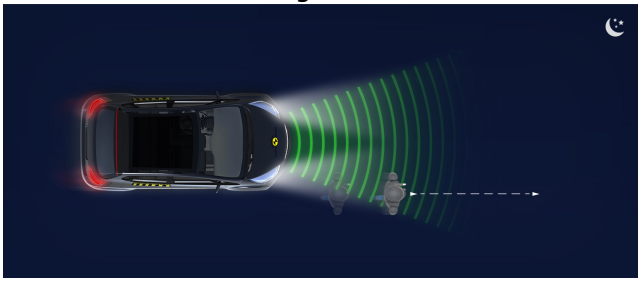


- **Night time**

Adult crossing the road



Adult along the roadside



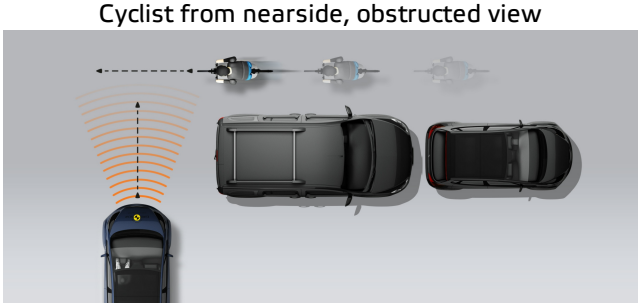
VULNERABLE ROAD USERS

Total 40.6 Pts / 75%

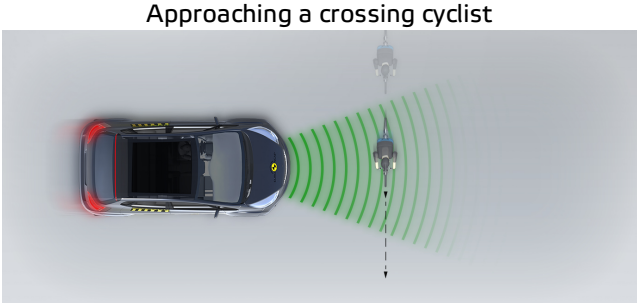
AEB Cyclist

7.5 / 9 Pts

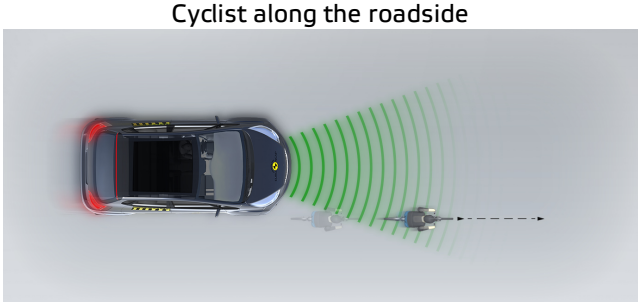
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

Protection of the head of a struck pedestrian was mixed, being mostly good or adequate over the bonnet surface but with marginal or poor at the base of the windscreen and on the stiff windscreen pillars. The bumper offered good or adequate protection to pedestrians' legs and protection of the pelvis was also mostly good. The autonomous emergency braking (AEB) system of the MG can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well in tests of its response to cyclists, with collisions avoided in most cases.

SAFETY ASSIST

Total 12.6 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.5 / 3 Pts

System Name	Speed Assist System
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

3.0 / 3 Pts

Seatbelt Reminder

2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass ● Fail — Not available

Driver Monitoring

1.0 / 1 Pts

System Name	UDW & DMS
Type	steering input and direct eye monitoring
Operational From	60 km/h

SAFETY ASSIST

Total 12.6 Pts / 78%

Lane Support

3.0 / 4 Pts

System Name	Lane Departure Assist System
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.1 / 6 Pts

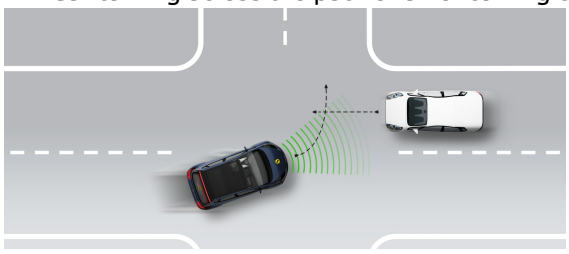
System Name	Front Collision Assist System
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

SAFETY ASSIST

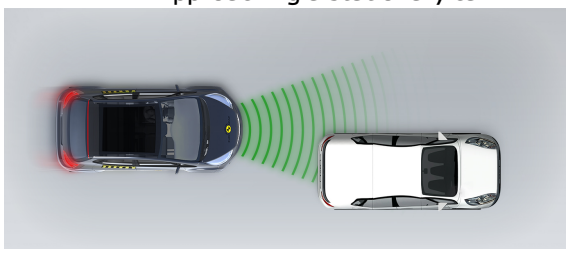
Total 12.6 Pts / 78%

- **Autobrake function only**

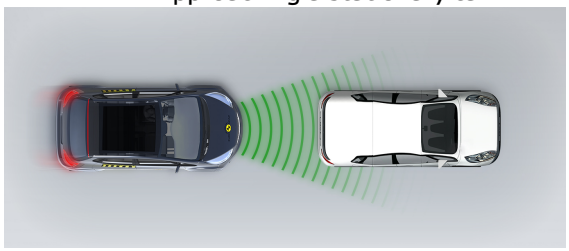
Car turning across the path of an oncoming car



Approaching a stationary car



Approaching a stationary car



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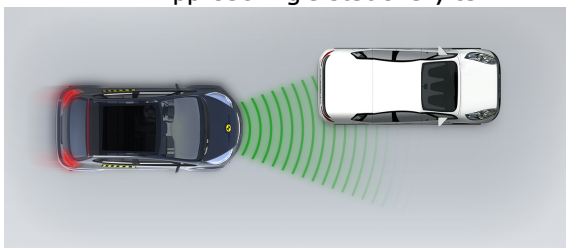
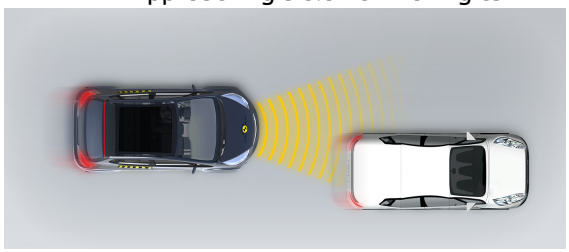
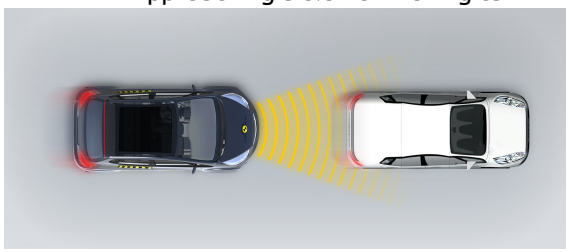


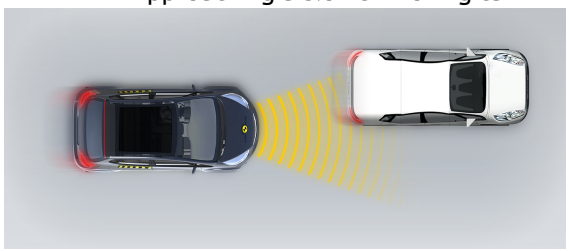
Approaching a slower moving car



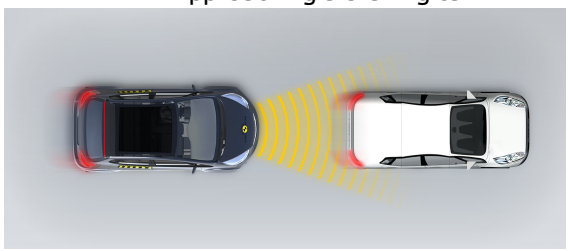
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

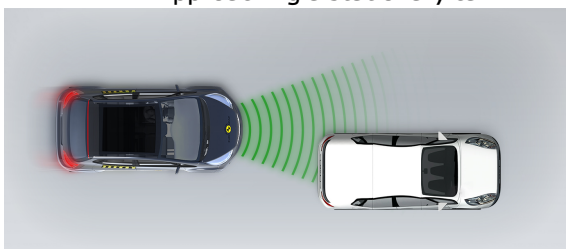


SAFETY ASSIST

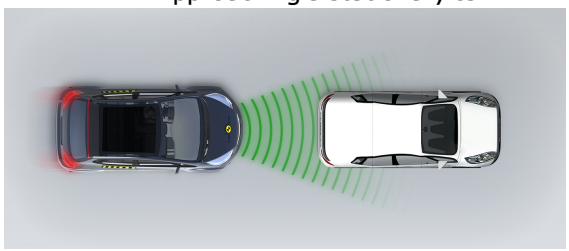
Total 12.6 Pts / 78%

- **Driver reacts to warning**

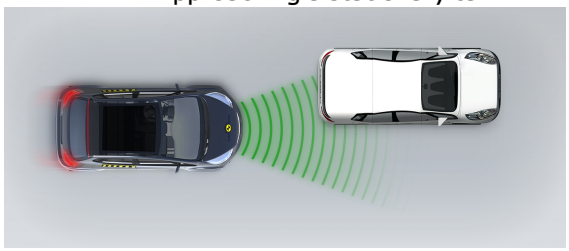
Approaching a stationary car



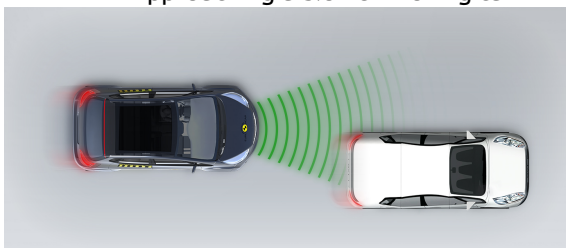
Approaching a stationary car



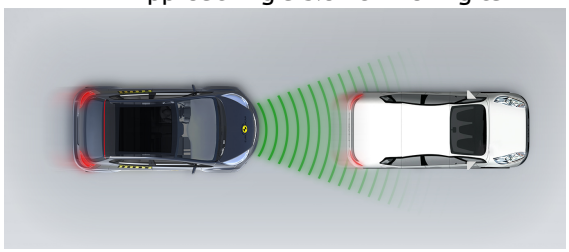
Approaching a stationary car



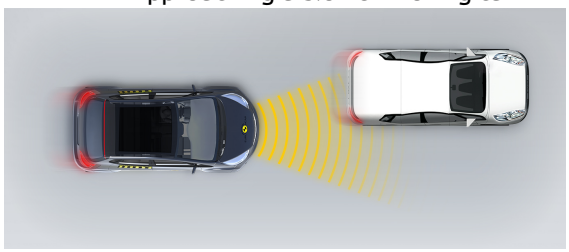
Approaching a slower moving car



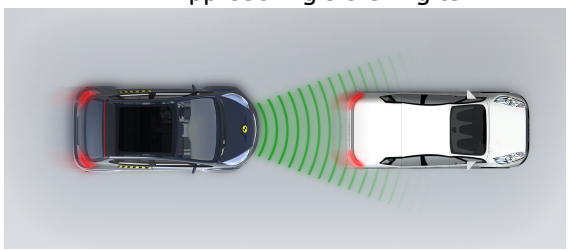
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 12.6 Pts / 78%

Comments

The autonomous emergency braking (AEB) system of the MG 4 Electric performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A driver-set speed limiter is fitted as standard equipment and met Euro NCAP's requirements for accuracy.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	electric	MG 4 EV	4 x 2*	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2022	Rating Published	2022 ★★★★★	✓