MG HS

Standard Safety Equipment

2019

Adult Occupant 92%

Child Occupant 81%

Vulnerable Road Users 64%

Safety Assist 76%

SPECIFICATION

Tested Model	MG HS 1.5 petrol, RHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1489kg
VIN From Which Rating Applies	- all HS variants
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis 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 (Hood)	✖
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
AEB Inter-Urban	●
Speed Assistance System	●
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 35.2 Pts / 92%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 7.3 / 8 Pts

Passenger

Driver

Frontal Full Width — 7.6 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 1.8 / 2 Pts

Front seat

Rear seat

Lateral Impact — 14.5 / 16 Pts

Car

Pole

Version 100123

ADULT OCCUPANT

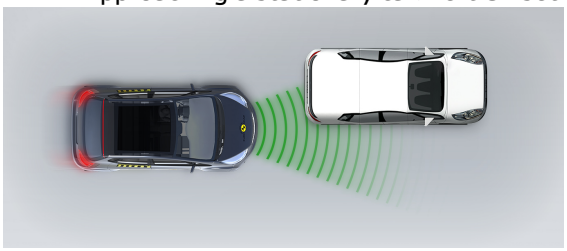
Total 35.2 Pts / 92%

GOOD ADEQUATE MARGINAL WEAK POOR

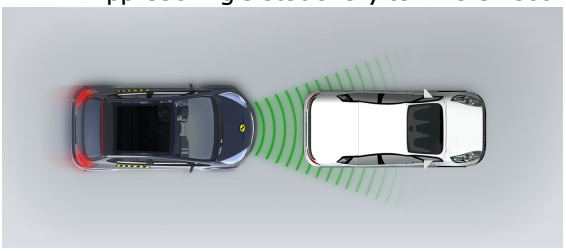
AEB City

4.0 / 4 Pts

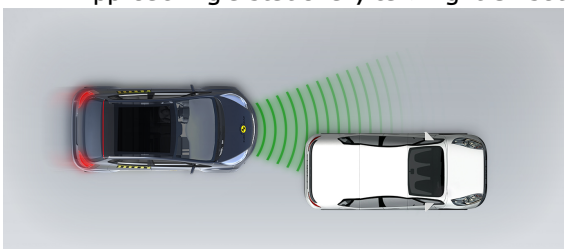
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 35.2 Pts / 92%

Comments

The passenger compartment of the HS remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. MG showed that, with the exception of the underside of the steering column, a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver was good for all critical parts of the body, and was good or adequate for the rear passenger. In the side barrier impact, all critical body areas were well protected and the HS scored maximum points in this test. In the more severe side pole test, protection of the chest was rated as weak, based on dummy readings of rib compression, while that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur, with collisions avoided in all test scenarios.

CHILD OCCUPANT

Total 40.0 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

21.0 / 24 Pts

Frontal Impact	14.3 Pts

Lateral Impact	6.7 Pts

Restraint for 6 year old child: *Britax Römer KIDFIX II XP SICT*
Restraint for 10 year old child: *Booster Cushion*

Safety Features

7.0 / 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 (rearward) (iSize)

Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)

BeSafe iZi Kid X2 i-Size (iSize)

BeSafe iZi Flex FIT i-Size (iSize)

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

CHILD OCCUPANT

Total 40.0 Pts / 81%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

CHILD OCCUPANT

Total 40.0 Pts / 81%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
BeSafe iZi Flex FIT i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

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

— Not available

Comments

In the frontal offset test, protection of both child occupants was good or adequate with the exception of the neck of the 10 year dummy, for which readings of neck tension indicated weak protection. In the side barrier test, protection of the 10 year old's head was rated as weak on the basis of the decelerations measured there. Otherwise, protection was good. 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 HS is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 30.8 Pts / 64%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 22.5 / 36 Pts

Head Impact	15.9 Pts
Pelvis Impact	1.1 Pts
Leg Impact	5.5 Pts

Vulnerable Road Users 8.4 / 12 Pts

System Name	Automatic Emergency Braking System for Pedestrians
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with only a few poor results on the stiff windscreen pillars. The bumper provided good or adequate protection to pedestrians' legs at most test locations. However, protection of the pelvis area was mixed. The AEB system of the HS can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the its response to pedestrians, the system performed well and, against cyclists, it performed adequately.

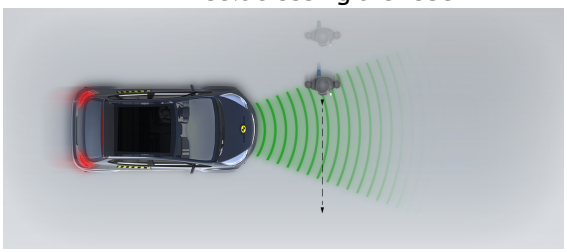
VULNERABLE ROAD USERS

Total 30.8 Pts / 64%

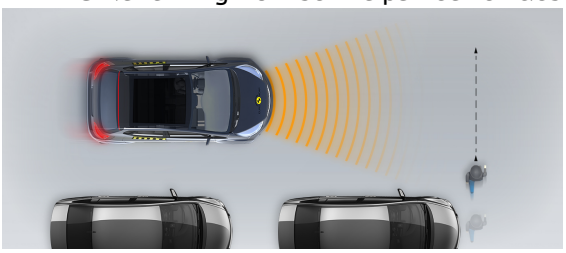
AEB Pedestrian

- **Day time**

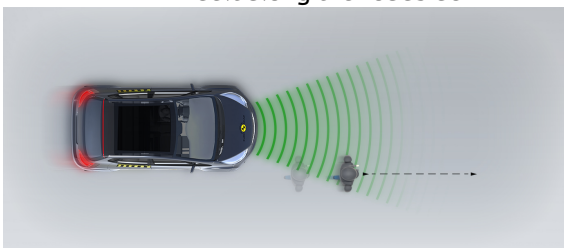
Adult crossing the road



Child running from behind parked vehicles

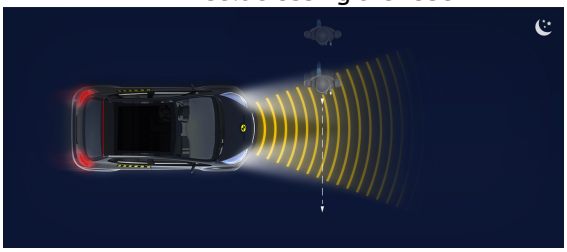


Adult along the roadside

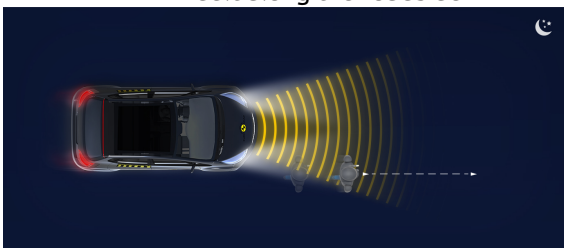


- **Night time**

Adult crossing the road

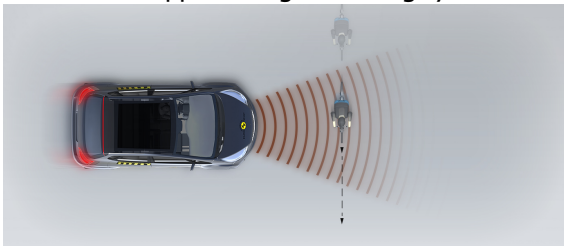


Adult along the roadside

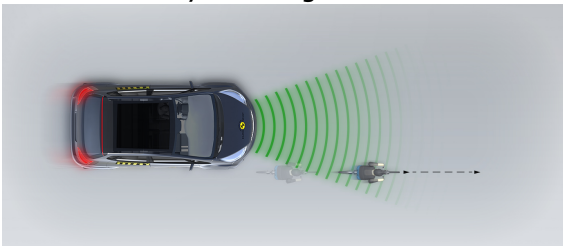


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 9.9 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.3 / 3 Pts

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

Seatbelt Reminder

2.5 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass ● Fail — Not available

Lane Support

2.5 / 4 Pts

System Name	Lane Depature Prevention System
Type	LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

SAFETY ASSIST

Total 9.9 Pts / 76%

AEB Inter-Urban

2.6 / 3 Pts

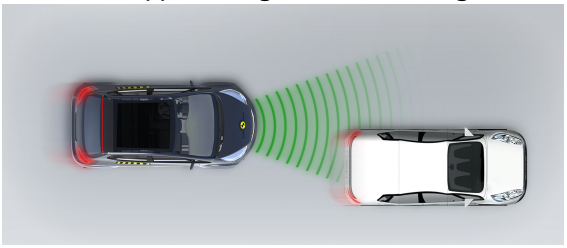
System Name	Forward Collision Warning System&Automatic Emergency Braking System
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

Comments

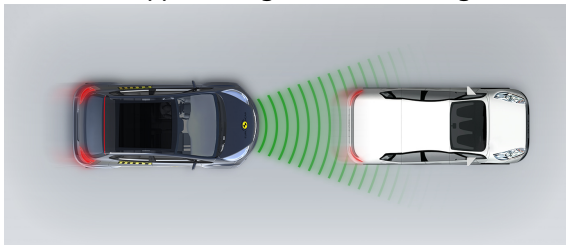
The HS has a seatbelt reminder for the front and rear seats. A speed assistance system uses a camera to determine the local speed limit. This information is presented to the driver who can set the limiter to the appropriate speed. A lane support system helps to prevent inadvertent drifting out of lane. During tests of the AEB system against another vehicle at highway speeds, low-speed impacts with the target meant that the radar had to be re-aligned and the system re-set several times. Such repeated activation of the AEB system and impact with a target is unrepresentative of the real world and the performance of the system was rated as good, with collisions avoided or mitigated in most circumstances.

- **Autobrake function only**

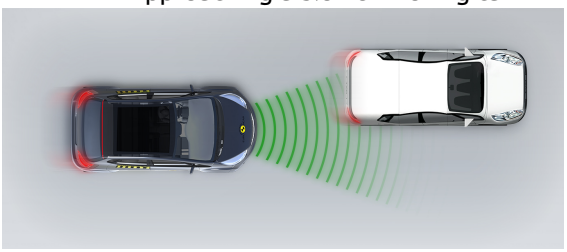
Approaching a slower moving car



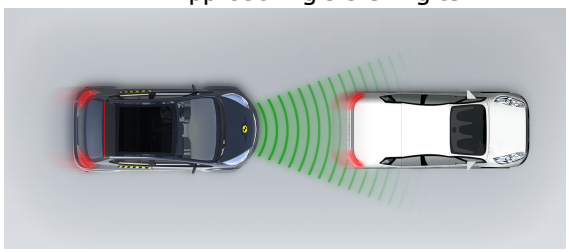
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

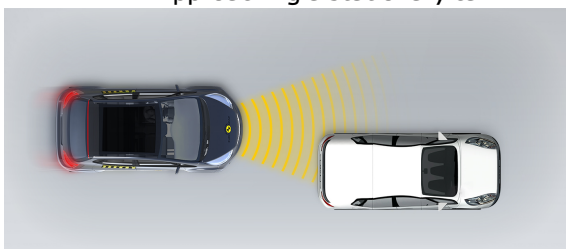


SAFETY ASSIST

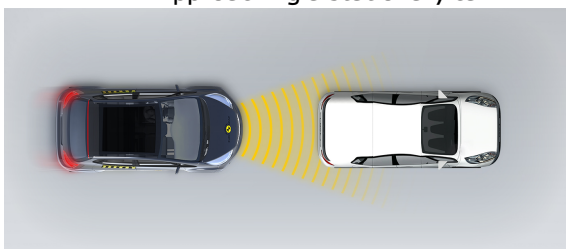
Total 9.9 Pts / 76%

- **Driver reacts to warning**

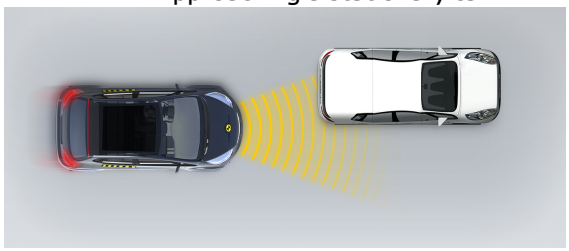
Approaching a stationary car



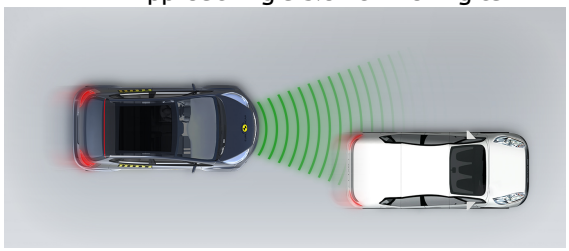
Approaching a stationary car



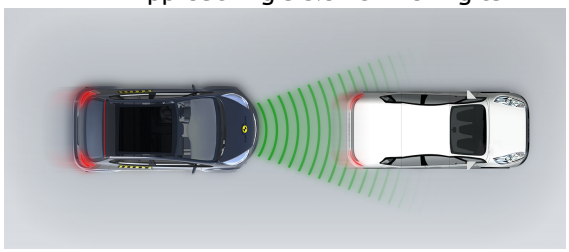
Approaching a stationary car



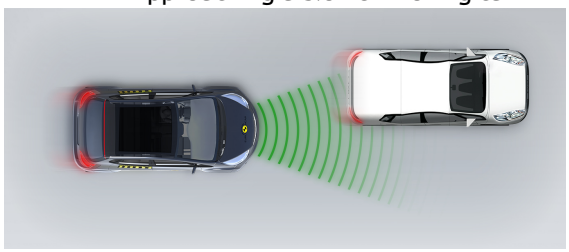
Approaching a slower moving car



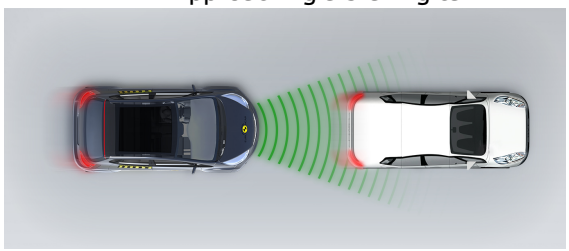
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.5 turbo petrol*	'Explore' 'Excite' 'Exclusive'	4 x 2	N/A	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2019	Rating Published	2019 ★★★★★	✓
December 2020	Annual Review	2019 ★★★★★	✓
December 2021	Annual Review	2019 ★★★★★	✓
December 2022	Annual Review	2019 ★★★★★	✓