



MG Marvel R
Standard Safety Equipment

2021



Adult Occupant



80%

Child Occupant



75%

Vulnerable Road Users



55%

Safety Assist



80%

SPECIFICATION

| | |
|-------------------------------|-----------------|
| Tested Model | MG Marvel, LHD |
| Body Type | - 5 door SUV |
| Year Of Publication | 2021 |
| Kerb Weight | 1840kg |
| VIN From Which Rating Applies | - all Marvel Rs |
| Class | Small Off-Road |

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 30.6 Pts / 80%

| | | | | |
|--|--|--|--|--|
|  GOOD |  ADEQUATE |  MARGINAL |  WEAK |  POOR |
|--|--|--|--|--|

Frontal Impact

11.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

13.7 / 16 Pts



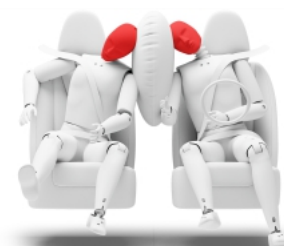
Side Mobile Barrier



Side Pole



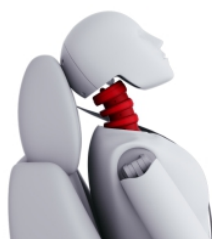
Far-Side Excursion



Occupant Interaction

Rear Impact

3.0 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 30.6 Pts / 80%



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 Marvel R remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Structures in the dashboard were thought to present a risk of injury to occupant of different sizes and to those sitting in different positions, and protection of this body region was rated as marginal. Protection of the driver's chest was also rated as marginal, based on readings of chest compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Marvel R would be a moderately benign impact partner in a frontal collision. In the full width rigid barrier test, protection of all critical body regions was rated as good or adequate, except for the pelvis of the rear passenger. During the test, the pelvis slipped under the lap section of the seatbelt – a phenomenon known as 'submarining'. The score for this body regions was penalised as a result, and protection rated as poor. In the side barrier test, protection of all critical body regions was good and the Marvel R scored maximum points in this part of the assessment. In the side barrier impact, measurements of rib deflection indicated weak chest protection but that of other parts of the body was good. Limitation of occupant excursion - the extent to which the occupant is flung to the other side of the vehicle in a side impact - was rated as adequate. The Marvel R has a centre airbag as a counter-measure against occupant to occupant injuries in side impacts. In Euro NCAP's test, the heads of the front seat occupants made contact and protection against such injuries was rated as poor. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The Marvel R has an advanced eCall system to alert the emergency services in the event of a collision, and a braking system which helps to prevent secondary impacts.

CHILD OCCUPANT

Total 37 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.0 / 24 Pts

Frontal Impact

14 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KidFix2R*Restraint for 10 year old child: *Nania Dream*

Safety Features

6.0 / 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

9.0 / 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 37 Pts / 75%

■ 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 37 Pts / 75%

| | 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 the frontal offset test, protection of all critical body areas was good for both dummies, except the neck of the 10 year old. Here, measurements of neck tension indicated poor protection. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. MG do not recommend that Universal belt-mounted child restraints be used in the front passenger or the rear centre seat, and the rear centre position also failed Euro NCAP check for its suitability to accommodate such seats. All child restraints for which the Marvel R is designed could be properly installed and accommodated in the rear outboard seats.



VULNERABLE ROAD USERS

Total 29.8 Pts / 55%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

21.8 / 36 Pts



| | |
|---------------|----------|
| Head Impact | 15.7 Pts |
| Pelvis Impact | 0.1 Pts |
| Leg Impact | 6.0 Pts |

Vulnerable Road Users

7.9 / 18 Pts


| | |
|------------------|---|
| System Name | Forward Collision System |
| Type | Auto-Brake with Forward Collision Warning |
| Operational From | 6 km/h |



VULNERABLE ROAD USERS

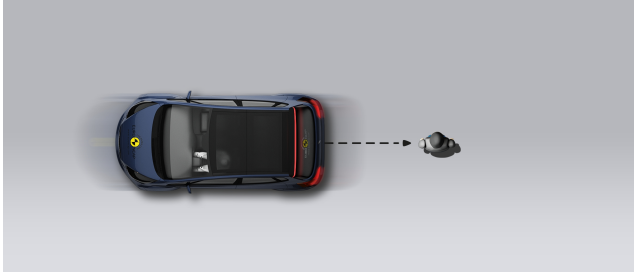
Total 29.8 Pts / 55%

AEB Pedestrian

 4.4 / 9 Pts

■ Day time

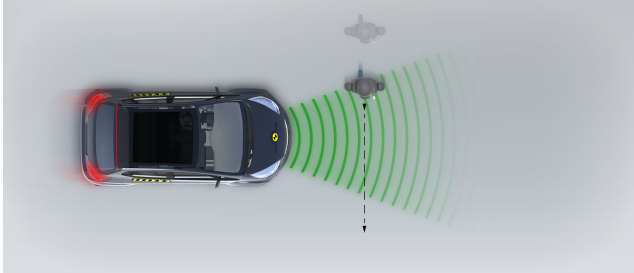
Vehicle reversing into standing pedestrian



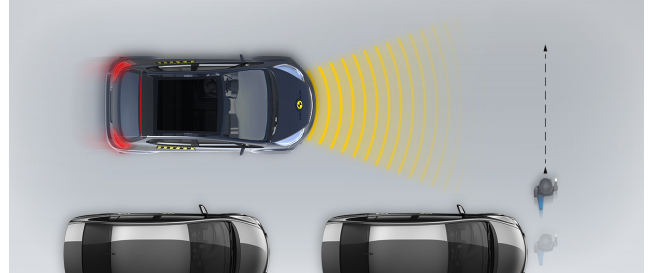
Pedestrian crossing a road into which a car is turning



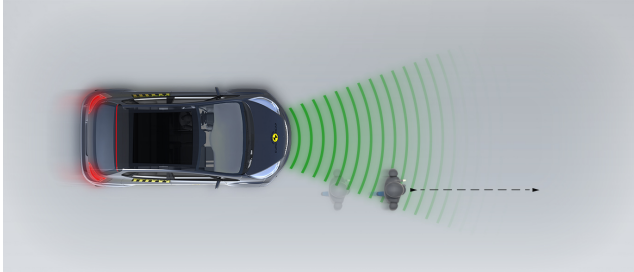
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

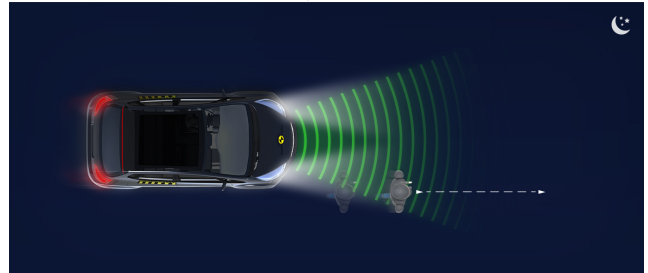


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 29.8 Pts / 55%

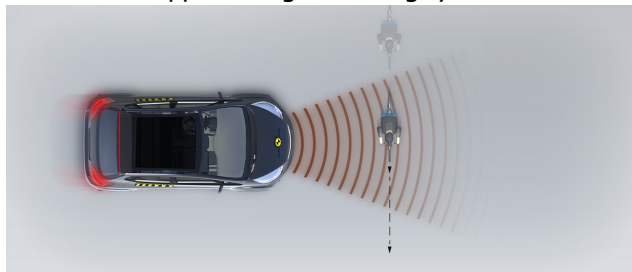
AEB Cyclist

3.5 / 9 Pts

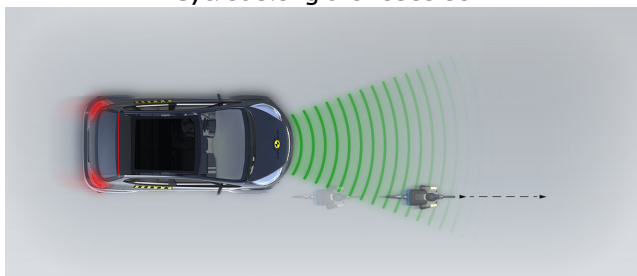
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

The protection offered by the bonnet to the head of a struck pedestrian was predominantly good or adequate. The bumper provided good protection to pedestrian's legs at all test positions. However, protection of the pelvis was poor at all test locations. The Marvel R's autonomous emergency braking (AEB) system detects vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the system's response to such road-users, performance was rated as marginal, with collisions avoided or mitigated in some test scenarios.



SAFETY ASSIST

Total 12.8 Pts / 80%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.3 / 3 Pts









| | |
|----------------------------------|------------------------------------|
| System Name | Speed Assistance System |
| Speed Limit Information Function | Camera & Map, subsigns supported |
| 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 | Unsteady Driving Warning |
| Type | Steering input |
| Operational From | 60 km/h |



SAFETY ASSIST

Total 12.8 Pts / 80%



Lane Support 4.0 / 4 Pts

| | | | |
|-------------------------|------------------------|------|--|
| System Name | Lane Assist System | | |
| Type | LKA and ELK | | |
| Operational From | 60 km/h | | |
| PERFORMANCE | | | |
| Emergency Lane Keeping | <div><div></div></div> | GOOD | |
| Lane Keep Assist | <div><div></div></div> | GOOD | |
| Human Machine Interface | <div><div></div></div> | GOOD | |

AEB Car-to-Car 3.5 / 6 Pts

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



SAFETY ASSIST

Total 12.8 Pts / 80%

Autobrake function only

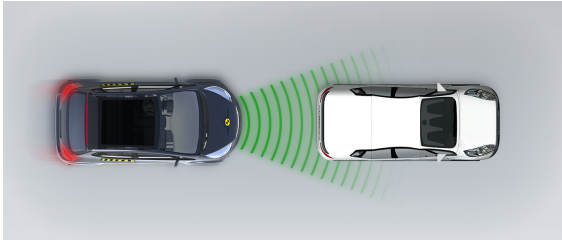
Car turning across the path of an oncoming car



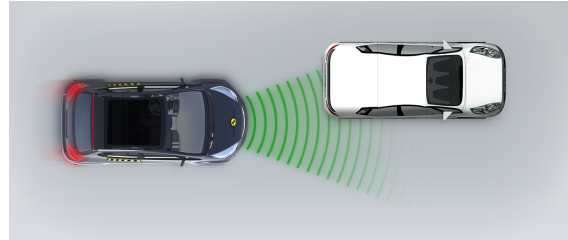
Approaching a stationary car



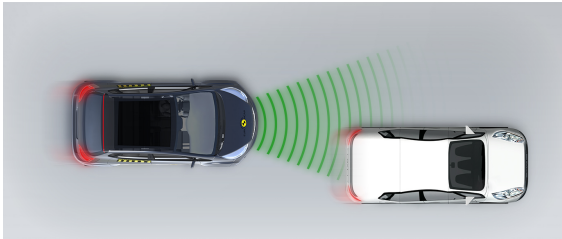
Approaching a stationary car



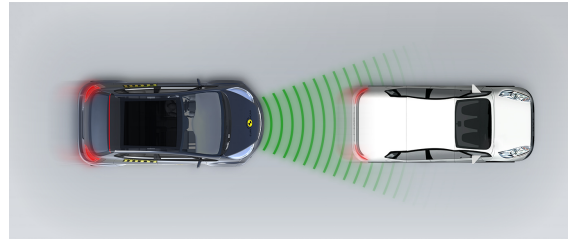
Approaching a stationary car



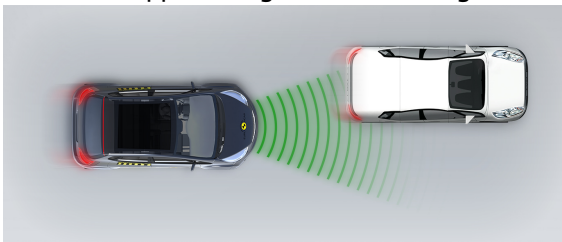
Approaching a slower moving car



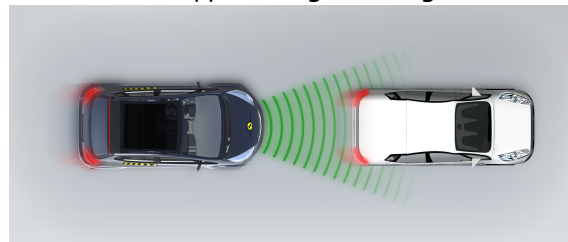
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



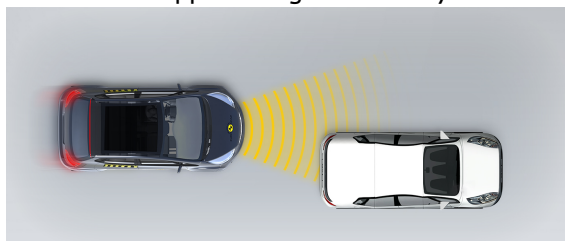


SAFETY ASSIST

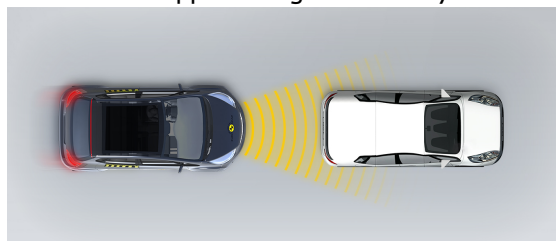
Total 12.8 Pts / 80%

■ Driver reacts to warning

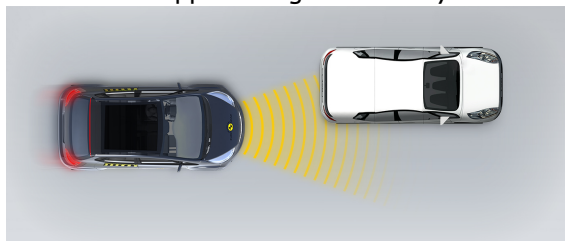
Approaching a stationary car



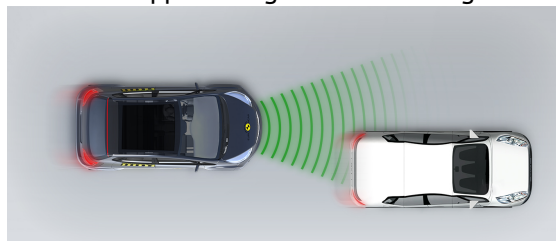
Approaching a stationary car



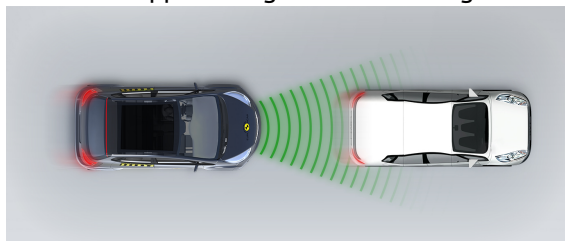
Approaching a stationary car



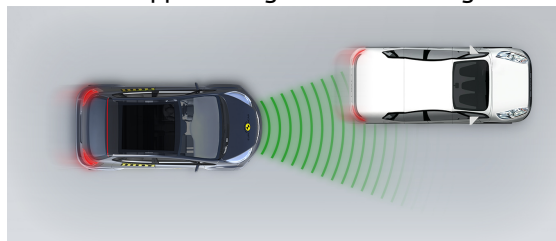
Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 12.8 Pts / 80%

Comments

The Marvel R's autonomous emergency braking (AEB) system performed adequately in tests of its reaction to other vehicles, with impacts avoided in most cases. A seatbelt reminder system, including occupant detection, is standard for all seats and the Marvel R is also equipped with 'Unsteady Driving Warning', which monitors steering inputs for patterns which are characteristic of a fatigued or inattentive driver. Lane assistance corrects the car's path if it is drifting out of lane and also intervenes in some more critical situations, and the system scored maximum points in Euro NCAP's tests. The speed assistance system recognises local speed limits, allowing the speed limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

| Body Type | Engine | Name | Drivetrain | Rating Applies | |
|------------|----------------|-------------|------------|----------------|-----|
| | | | | LHD | RHD |
| 5 door SUV | electric motor | MG Marvel R | 4 x 2* | ✓ | - |
| 5 door SUV | electric motor | MG Marvel R | 4 x 4 | ✓ | - |

* Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|---------------|------------------|------------|---|
| December 2021 | Rating Published | 2021 ★★☆☆☆ | ✓ |
| December 2022 | Annual Review | 2021 ★★☆☆☆ | ✓ |