



MG HS
Standard Safety Equipment

2024



Adult Occupant



90%

Child Occupant



85%

Vulnerable Road Users



83%

Safety Assist



74%

SPECIFICATION

Tested Model	MG HS 1.5T, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1575kg
VIN From Which Rating Applies	- all MG HS
Class	Small SUV

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	●	✘	—

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

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 36.0 Pts / 90%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 13.8 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 4.0 / 4 Pts




Rear Seat Front Seat

 ADULT OCCUPANT

Total 36.0 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		2.2 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Partially Compliant	

Comments

The passenger compartment of the MG 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 demonstrated that a similar level of protection would be provided to the knees and femurs of occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the MG HS would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as marginal, based on dummy readings of compression. Otherwise, all critical parts of the body were well or adequately protected for both occupants. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good, and the HS 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 found to be marginal. The MG HS has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. MG demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

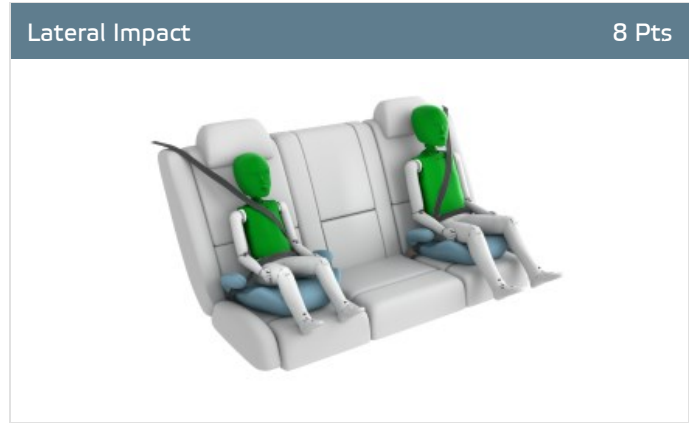
CHILD OCCUPANT

Total 42.0 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
 Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	✗	✗

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

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	—	—	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Version 121124

CHILD OCCUPANT

Total 42.0 Pts / 85%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	-	-	●	-	●
	-	-	●	-	●
	-	-	●	-	●
	-	-	●	-	●
	-	-	●	-	●
	-	-	●	-	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✗	●	●	●	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 121124



CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset test and the more severe side pole impact, protection of all critical parts of the body was good for the 6 and 10 year dummy, and the MG HS scored maximum points in this part of the assessment. 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. The MG HS is not equipped with a 'child presence detection' system, to warn when a child may have been left in the car. All of the child restraint types for which the MG HS is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 52.7 Pts / 83%



VRU Impact Protection

28.3 / 36 Pts



Pedestrian & Cyclist Head	11.5 Pts
Pelvis	3.3 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

24.5 / 27 Pts

System Name	VRU Active Safety
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

PERFORMANCE |

AEB Pedestrian

7.0 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		
Adult crossing a road into which a car is turning		
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

Currently not tested

AEB Cyclist

7.7 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 52.7 Pts / 83%



Cyclist Dooring Prevention 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, all side doors"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with a few poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was mostly good, while that of the femur and of the knee and tibia was good at all test locations. The autonomous emergency braking (AEB) system of the MG can respond to vulnerable road users as well as to other vehicles. The system's response both to pedestrians was good, with adequate reaction to pedestrians to the rear of the car. The system's performance in tests of its reaction to cyclists was good, including protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Performance of the AEB system was good in tests of its response to motorcyclists.

SAFETY ASSIST

Total 13.3 Pts / 74%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 1.7 / 3 Pts

System Name	Map and Camera
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring 1.0 / 3 Pts

> Seatbelt Reminder 1.0 / 1 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 0.0 / 2 Pts




System Name	DMS
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Sleep
Distraction	Long and Short Distraction

 SAFETY ASSIST


Total 13.3 Pts / 74%

Lane Support









 2.5 / 3 Pts

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

AEB Car-to-Car

 8.2 / 9 Pts

System Name	Car to Car AEB
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 13.3 Pts / 74%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with impacts being avoided in most tests. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and several types of distraction. 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. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.5 turbo	MG HS *	4 x 2		

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2024	Rating Published	2024