



**MG ZS Hybrid**  
Standard Safety Equipment

2024



Adult Occupant



75%

Child Occupant



82%

Vulnerable Road Users



73%

Safety Assist



76%

## SPECIFICATION

Tested Model	MG ZS Hybrid 1.5L, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1410kg
VIN From Which Rating Applies	- all ZS Hybrids
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 30.3 Pts / 75%


 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Impact 12.2 / 16 Pts




Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 12.0 / 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 30.3 Pts / 75%

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 ZS Hybrid remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for the driver and front passenger. MG did not demonstrate that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions, and penalties were applied. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the MG ZS Hybrid would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the head of the rear seat passenger was rated as marginal, based on forward movement in the impact. Protection of the driver was good for all critical body areas. In the side barrier test, full points were scored and, in the more severe side pole impact, protection of all critical body regions was good or adequate. MG did not provide evidence to demonstrate the degree to which the ZS Hybrid would control excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side). Moreover, the MG ZS Hybrid has no countermeasure to mitigate against occupant-to-occupant injuries, so far-side protection 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. 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 40.2 Pts / 82%

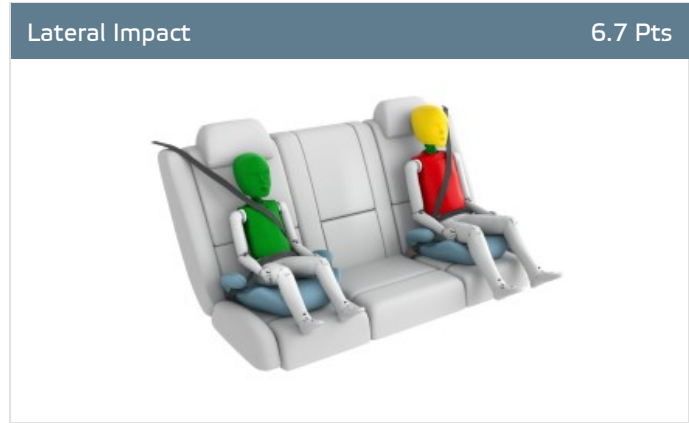
■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.2 / 24 Pts



15.5 Pts



6.7 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 021224

**CHILD OCCUPANT**

Total 40.2 Pts / 82%

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 021224



## CHILD OCCUPANT

Total 40.2 Pts / 82%

## Comments

In both the frontal offset test and the side barrier impact, protection of all critical parts of the body was good or adequate for the 6 and 10 year dummies. 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 ZS Hybrid is not equipped with a 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the MG ZS Hybrid is designed could be properly installed and accommodated in the car.



**VULNERABLE ROAD USERS**

Total 46.6 Pts / 73%



**VRU Impact Protection** 25.9 / 36 Pts



Pedestrian & Cyclist Head	12.5 Pts
Pelvis	2.8 Pts
Femur	1.6 Pts
Knee & Tibia	9.0 Pts

**VRU Impact Mitigation** 20.7 / 27 Pts

System Name	AEB
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



**AEB Pedestrian** 5.4 / 9 Pts

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

— Currently not tested

**AEB Cyclist** 6.0 / 8 Pts

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

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**VULNERABLE ROAD USERS**

Total 46.6 Pts / 73%



**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**  2.5 / 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 poor results recorded only on the stiff windscreen pillars and at the front of the bonnet. Protection of the pelvis was mixed, while that of the femur was almost completely poor. Protection 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 adequate, but there is no protection for pedestrians to the rear of the car. The system's performance in tests of its reaction to cyclists was also adequate, 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 13.8 Pts / 76%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

**Speed Assistance**  1.6 / 3 Pts

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

**Occupant Status Monitoring**  1.3 / 3 Pts

**> Seatbelt Reminder**  1.0 / 1 Pts

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

● Pass   
 ● Fail   
 — Not available


**> Driver Monitoring**  0.3 / 2 Pts




System Name	UDW
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

 SAFETY ASSIST


Total 13.8 Pts / 76%

Lane Support









 3.0 / 3 Pts

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

AEB Car-to-Car

 7.9 / 9 Pts

System Name	AEB
Type	Autonomous emergency braking and forward collision warning
Operational From	5 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 13.8 Pts / 76%

## 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 an indirect driver status monitoring system as standard, detecting driver fatigue but not 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 petrol hybrid	MG ZS Hybrid *	4 x 2		

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
December 2024	Rating Published	2024 