MG P9 EV

Standard Safety Equipment

2024

Adult Occupant

91%

Child Occupant

85%

Vulnerable Road Users

84%

Safety Assist

83%

SPECIFICATION

Tested Model	MAXUS eTERRON 9, LHD
Body Type	- 4 door pickup
Year Of Publication	2024
Kerb Weight	2889kg
VIN From Which Rating Applies	- all P9 Evs
Class	Pickup Truck

General comments

The MG P9 EV is a twin to the MAXUS eTERRON, also produced by SAIC, tested by Euro NCAP in 2024. The assessment of the P9 EV is based on that of the eTERRON.

SAFETY EQUIPMENT

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 36.8 Pts / 91%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 14.2 / 16 Pts

Mobile Progressive Deformable Barrier

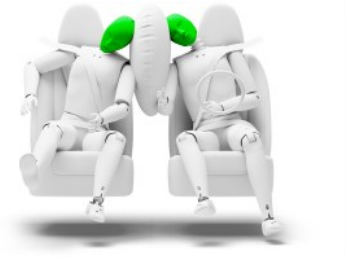
Full Width Rigid Barrier

Lateral Impact — 15.6 / 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 36.8 Pts / 91%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for the driver and front passenger. It was shown that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the front passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the MG P9 EV would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions, both for the driver and the rear passenger, and the car scored maximum points in this part of the assessment. Similarly, in the side barrier test, full points were scores and, in the more severe side pole impact, protection of all critical body regions was good or adequate. 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 adequate. The MG P9 EV 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 and windows 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

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
Restraint for 10 year old child: *OSANN Booster R129*

Safety Features 7.0 / 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 11.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
i-Size	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 42.0 Pts / 85%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	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		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 42.0 Pts / 85%

Comments

In both the frontal offset test and the side barrier impact, protection of all critical parts of the body was good for the 6 and 10 year dummy, and the car 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 P9 EV is equipped with an indirect '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 P9 EV is designed could be properly installed and accommodated in the car, apart from the iSize restraint in the rear centre position.

VULNERABLE ROAD USERS

Total 53.1 Pts / 84%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

28.8 / 36 Pts

Pedestrian & Cyclist Head	12.0 Pts
Pelvis	3.3 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

24.3 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

7.2 / 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

7.6 / 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	

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VULNERABLE ROAD USERS

Total 53.1 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.5 / 1 Pts

Scenario	
Dooring a passing cyclist	information, 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 poor results recorded only on the stiff windscreen pillars and at the front of the bonnet. Protection of the pelvis was good at almost all test locations. Protection of the femur and that 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, including its protection of pedestrians to the rear of the car. The system's performance in tests of its reaction to cyclists was also 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, scoring full points in this part of the assessment.

SAFETY ASSIST

Total 15.1 Pts / 83%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.3 / 3 Pts

System Name	Speed Limit Prompt + Intelligent Speed-limit Assistance
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

2.0 / 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

1.0 / 2 Pts

System Name	Driver State Monitoring System
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Microsleep and Sleep
Distraction	Long & Short Distraction and Phone Use

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SAFETY ASSIST

Total 15.1 Pts / 83%

Lane Support

3.0 / 3 Pts

System Name	Lane Assist
Type	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.8 / 9 Pts

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

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 15.1 Pts / 83%

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
4 door pickup	Electric	Luxury 102 kWh	4 x 2 4 x 4 *	✓	✓
4 door pickup	Electric	Premium 102 kWh	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2024	Rating Published	2024 ★ ★ ★ ★ ★	✓