



2024





Adult Occupant









Safety Assist

85%

Vulnerable Road Users







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.

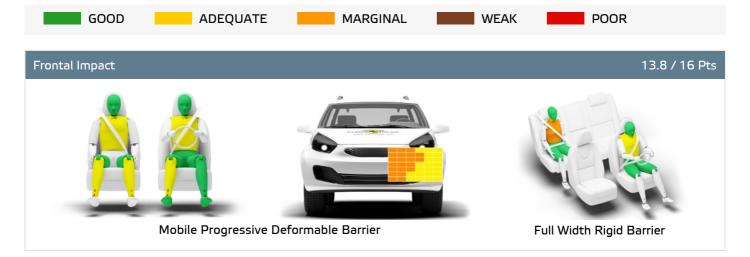
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack

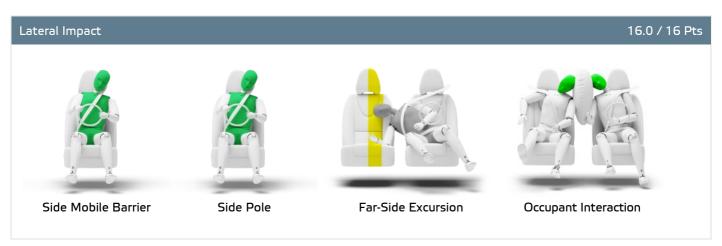
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

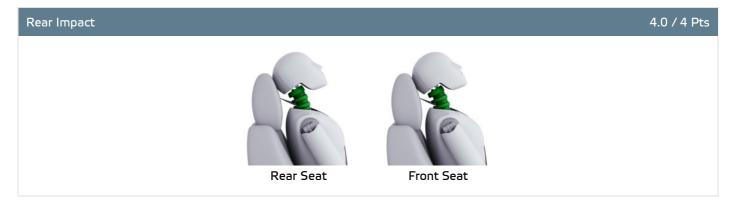




Total 36.0 Pts / 90%











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.



Total 42.0 Pts / 85%



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

O Not on test car but available as option

X Not available

CRS Installation Check 12.0 / 12 Pts

🐚 i-Size	Seat Position				
	Fro	ont		2nd row	
		⊗ *⁄ ₂	Left	center	Right
٤	_	_	•	_	•

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				
	Fro	ont		2nd row	
		⊗	Left	center	Right
E	_	_	•	_	•
\\\\	_	_	•	_	•
K	_	_	•	_	•
Ľ	_	_	•	_	•
	_	_	•	_	•
	_	_	•	_	•

● Easy ● Difficult ● Safety critical ★ Not allowed

Airbag ON Rearward facing restraint installation not allowed

Airbag OFF

Seatbelt Attached	Seat Position				
	Fre	ont	2nd row		
		⊗ *⁄ ₂	Left	center	Right
	×	•	•	•	•
	•	•	•	•	•
L	•	•	•	•	•
B	•	•	•	•	•
	•	•	•	•	•
	×	•	•	•	•

■ Easy
Difficult
Safety critical
X Not allowed

Airbag ON Rearward facing restraint installation not allowed

💥 Airbag OFF





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%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

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
Туре	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%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR
Cyclist Dooring Pre	vention			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.

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 **Driver Seat** Front Passenger(s) Rear Passenger(s) Warning Visual Audible Occupant Detection Not available Pass Fail 0.0 / 2 Pts **Driver Monitoring**

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



Total 13.3 Pts / 74%

Lane Support	2.5 / 3 Pts
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System Name	Lane Assist System
Туре	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
PERFORMANCE	
Emergency Lane Keeping	GOOD
	GOOD

AEB Car-to-Car 8.2 / 9 Pts

System Name	Car to Car AEB
Туре	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





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	✓	✓
5 door SUV	1.5 litre plug-in hybrid	MG HS PHEV **	4 x 2	✓	✓

Annual Reviews and Facelifts

Date	Event	Outcome		
November 2024	Rating Published	2024 ★ ★ ★ ★	✓	
November 2025	Annual Review	2024 🖈 🖈 🛧 🛧	✓	
December 2025	Addition of PHEV variant	2024 ★ ★ ★ ★	✓	

^{*} Tested variant

^{**} Additional tests performed