



MG TF

RATING	SCORE
ADULT OCCUPANT ★★☆☆☆	26 Front: 10 Side: 16
PEDESTRIAN ★★★☆☆	19

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	None fitted
3 year old Child	None fitted

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input type="checkbox"/>
Side body airbags	<input type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	RHD
Tested model	MG TF 1.8
Body type	2-seater roadster
Year of publication	2003
Kerb weight	1105
VIN from which rating applies	SARRD LBPC3D 609539

Comments

The MG TF's design dates from the mid-1990s when the MGF launched. But the car underwent changes and was renamed a year ago. These included the fitting of an extra door-protecting beam. And, although much of the design dates back seven years, the car performed well in the frontal and side impacts. For the frontal test Euro NCAP left the car's roof open to give 'worst-case' results. But testers closed it for the side impact to check whether the driver risked injury from hitting the hood supports. MG Rover do not recommend the use of child restraints in the car but one can be fitted on to the passenger's seat. Finally, the MG TF gave pedestrians above-average protection.

Front impact

The airbag protected the driver's head but impact forces fed through to his chest were relatively high. Those for the passenger were better, however. The doors are designed to take loads from front to back and this, with sub-frames and longitudinals, helped protect both occupants. But the frontal impact pushed the driver's pedals back far enough to increase his chances of lower leg and feet injuries. What's more, driver and passenger risked leg injuries from 'unforgiving' components located around the fascia and steering column.

Side impact

The MG TF protected well, particularly so for a car without side airbags. There was no sign that the driver's head hit the hood supports but his abdomen struck the arm rest. His ribs were contacted by the seat wing and door panel but none of the forces recorded were high.

Child occupant

Two adult dummies were used, leaving no room to test a child restraint. And the car's handbook doesn't recommend any specific type of child seat as best for the MG TF. MG Rover does not recommend the installation of child restraints on the passenger front seat in any of its cars.

Pedestrian

The bonnet's leading edge and the areas of the bonnet where an adult pedestrian's head would most likely strike in a collision protected. But the area where a child's head would strike was less 'forgiving'. The car's three-star rating is good, helped by the car's mid-mounted engine.