

# MG 7



APPLIES TO All variants	BUILT FROM September 2025	RATING CRITERIA 2023-2025
VEHICLE TYPE Medium Car	ON SALE FROM December 2025	RATING EXPIRES December 2031
ENGINE / MOTOR TYPES Petrol	MODEL SERIES IP42	AIRBAGS Dual frontal, side chest, side head, centre



**ANCAP**  
SAFETY

TESTED  
2025



The MG 7 was introduced in Australia in December 2025. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) with a speed sign recognition system are standard.

### ASSESSMENT SCORES

Adult Occupant Protection	Child Occupant Protection	Vulnerable Road User Protection	Safety Assist
88%	85%	80%	81%
35.41 out of 40	41.96 out of 49	50.54 out of 63	14.75 out of 18

### RATING APPLICABILITY\*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG 7 Essence ◆	5 door hatch	2.0L turbo petrol	2WD	✓	-

\* Correct at time of publication. Subject to change. Check with manufacturer.



## Adult Occupant Protection

88%

35.41 out of 40

**FRONTAL OFFSET (MPDB)\***  
6.46 points out of 8

**OBLIQUE POLE\***  
5.77 points out of 6

**RESCUE & EXTRICATION**  
2.00 points out of 4

**FULL WIDTH FRONTAL\***  
7.43 points out of 8

**WHIPLASH PROTECTION**  
3.75 points out of 4

**SIDE IMPACT\***  
6.00 points out of 6

**FAR SIDE IMPACT**  
4.00 points out of 4

\* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the MG 7 remained stable in the **frontal offset (MPDB)** test. ADEQUATE protection was seen for the chest and lower legs of the driver and the lower legs of the front passenger. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the MG 7 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.10 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was GOOD for all critical body areas. Protection of the rear passenger neck was ADEQUATE while protection of the chest was MARGINAL, with GOOD protection of all other critical body areas. However, after the test, the doors did not automatically unlock, and a penalty was applied.

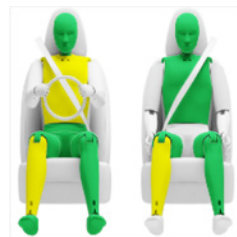
In the **side impact** test, protection of all critical body areas was GOOD and the MG 7 scored maximum points.

In the more severe **oblique pole** test, chest protection was ADEQUATE, with GOOD protection of all other critical body areas.

The MG 7 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is fitted, however this was not rewarded as it did not activate after the full width test. It was demonstrated that, if the car entered water, the doors and windows of the MG 7 would remain functional for the minimum required time period.

## FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
<b>Head / Neck</b>	4.00 pts	4.00 pts
<b>Chest</b>	3.11 pts	4.00 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Lower Legs</b>	3.91 pts	3.99 pts
<b>Deductions</b>	Nil	Nil



## COMPATIBILITY

<b>Deductions</b>	-2.10 pts
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## FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
<b>Head</b>	4.00 pts	4.00 pts
<b>Neck</b>	4.00 pts	3.77 pts
<b>Chest</b>	4.00 pts	1.94 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Deductions</b>	Nil	Nil

## SIDE IMPACT TEST - 60km/h



	DRIVER
<b>Head</b>	4.00 pts
<b>Chest</b>	4.00 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil

## OBLIQUE POLE TEST - 32km/h



	DRIVER
<b>Head</b>	4.00 pts
<b>Chest</b>	3.38 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil



### Adult Occupant Protection

# 88%

35.41 out of 40

### FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

### WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 pts	0.75 pts

### RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	✗	-1.00 pt penalty
Multi-Collision Braking	●	0.00 pt
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



## Child Occupant Protection

85%

41.96 out of 49

DYNAMIC TEST (FRONT)  
15.76 points out of 16RESTRAINT INSTALLATION  
11.81 points out of 12DYNAMIC TEST (SIDE)  
7.39 points out of 8ON-BOARD SAFETY FEATURES  
7.00 points out of 13

In the **frontal offset** test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was ADEQUATE.

In the **side impact** test, protection of the head of the 10 year dummy was ADEQUATE while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The MG 7 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though the Type A capsule could not be correctly installed in the centre rear position.

A child presence detection (CPD) system is not available.

## FRONTAL OFFSET (MPDB) TEST - 50km/h

## SIDE IMPACT TEST - 60km/h



6 YEAR OLD

10 YEAR OLD



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	✗	-	-
Top Tether Anchorage	✗	●	●	-	-
Airbag Disabling	✗	-	-	-	-
Child Presence Detection 0.00 pts (out of 4.00pts)	✗	✗	✗	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE <sup>^*</sup>		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
BELTED	Rearward-facing capsule	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	●	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	●	●	-	-	-
	Booster - 4 to 8 years	✗	●	●	●	-	-	-
	Booster - 4 to 10 years	✗	●	●	●	-	-	-
ISOFIX	Rearward-facing capsule	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Rearward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model A)	✗	●	-	●	-	-	-
	Forward-facing with harness - convertible (Model B)	✗	●	-	●	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childrestraints.com.au](http://www.childrestraints.com.au).  
 \* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.  
 ^ The list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



## Vulnerable Road User Protection

**80%**  
50.54 out of 63

**HEAD PROTECTION (Adult, Child, Cyclist)**  
**8.85 points** out of 18

**KNEE & TIBIA PROTECTION**  
**9.00 points** out of 9

**AEB CYCLIST**  
**7.96 points** out of 9

**PELVIS PROTECTION**  
**4.50 points** out of 4.5

**AEB PEDESTRIAN (Forward)**  
**6.23 points** out of 7

**AEB MOTORCYCLE**  
**6.00 points** out of 6

**FEMUR PROTECTION**  
**4.50 points** out of 4.5

**AEB PEDESTRIAN (Backover)**  
**1.00 points** out of 2

**LSS MOTORCYCLE**  
**2.50 points** out of 3

In **physical impact** tests, the bonnet and windscreen of the MG 7 provided ADEQUATE protection to the head of a struck pedestrian over most of its surface, with mostly POOR results recorded on the stiff windscreen pillars and the rear and sides of the bonnet. Protection of the pelvis, femurs and lower legs was GOOD, and maximum points were scored.

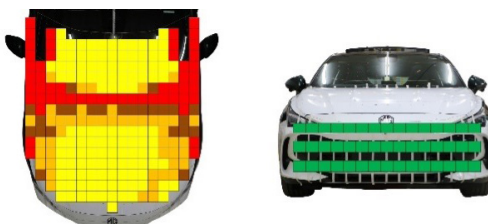
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists.

Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most tests, including in turning scenarios. The AEB system reacts to vulnerable road users in reverse (**AEB Backover**) however performance was assessed as MARGINAL.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in turning scenarios. The vehicle provides information and warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning and in some emergency lane keeping scenarios.

## PEDESTRIAN &amp; CYCLIST IMPACT TESTS



## AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian &amp; Motorcycle)

<b>System Name</b>	AEB Pedestrian
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	4-85 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
<b>AEB CYCLIST TEST SCENARIOS (forward)</b>							
<b>PERFORMANCE</b>	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

## CYCLIST DOORING

<b>Information (driver door)</b>	●
<b>Warning (driver door)</b>	●
<b>Retention (driver door)</b>	✗
<b>Warning or retention (all other doors)</b>	✗

● PASS ✗ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED



### Vulnerable Road User Protection

# 80%

50.54 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	MARGINAL			

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE														
	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
	40m HEADWAY						30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	GOOD						GOOD		

### LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Assist System
Operational From	60-150 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	GOOD				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

81%

14.75 out of 18

**SEAT BELT REMINDERS**  
1.00 points out of 1

**DRIVER MONITORING**  
0.90 points out of 2

**SPEED ASSISTANCE SYSTEMS**  
2.16 points out of 3

**AEB / AES (Car-to-Car)**  
3.72 points out of 4

**AEB / AES (Junction & Crossing)**  
3.47 points out of 4

**AEB / AES (Head-On)**  
0.75 points out of 1

**LANE SUPPORT SYSTEMS**  
2.75 points out of 3

The MG 7 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all car-to-car rear and **AEB Junction** scenarios, and many **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when crossing into the path of an oncoming vehicle. **AEB Head-On** system functionality showed ADEQUATE performance.

Tests of **lane support system** functionality showed GOOD performance, including in several of the more critical emergency lane keeping test scenarios.

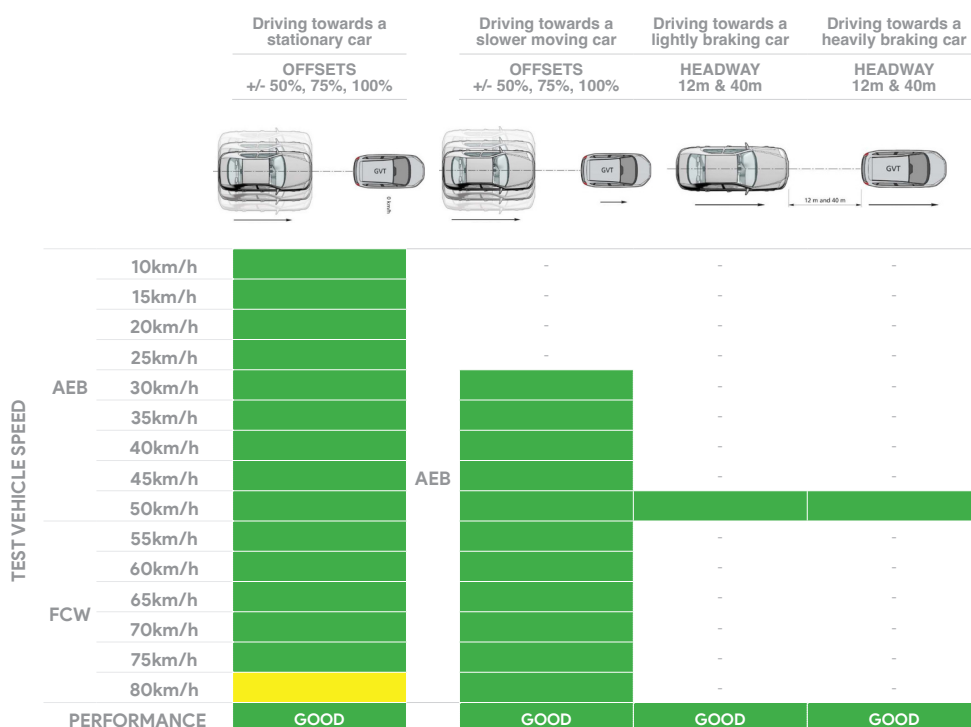
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent speed limiter (ISL) is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A direct driver monitoring system (DMS) that can detect driver drowsiness is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

#### AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

<b>System Name</b>	AEB
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	4-150 km/h



GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO  
NO PERFORMANCE PREDICTED

NOT TESTED

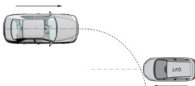





Safety Assist

81%

14.75 out of 18

## AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			GOOD				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
				50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			
		70km/h			
	Lane change	50km/h			
		70km/h			
PERFORMANCE				ADEQUATE	

## LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	LSS
Operational From	60-150 km/h

		Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car					
PERFORMANCE					
		GOOD			

		Oncoming vehicle		Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car											
PERFORMANCE											
		GOOD									

GOOD

ADEQUATE

MARGINAL

WEAK

POOR / NOT TESTED DUE TO  
NO PERFORMANCE PREDICTED

NOT TESTED





Safety Assist

81%

14.75 out of 18

## OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

## DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	×	×
Fatigue	●	●
Unresponsive Driver	-	×

## SPEED ASSISTANCE SYSTEMS (SAS)

## FEATURE

Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	×
Intelligent Adaptive Cruise Control (iACC)	×
Intelligent Speed Limitation (ISL)	●

## HUMAN MACHINE INTERFACE (HMI)

## FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	×
Lane Departure Warning (LDW)	[NOT ASSESSED]
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

## SAFETY FEATURES &amp; TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	-
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	-
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	-
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	-
Intelligent seat belt reminder (front passenger)	●	-
Intelligent seat belt reminder (2nd row seats)	●	-
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - dual frontal (driver & front passenger)	●	-
Airbags - side, chest protection (front seats)	●	-
Airbags - side, chest protection (2nd row seats)	✗	-
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	-
Airbags - side, head protection (2nd row seats)	●	-
Airbags - side, head protection (3rd row seats)	-	-
Airbag - centre	●	-
Airbag - knee (driver)	✗	-
Airbag - knee (front passenger)	✗	-
Airbag - pedestrian (external)	✗	-
Airbag disabling switch - automatic (front passenger)	✗	-
Airbag disabling switch - manual (front passenger)	✗	-
Autonomous emergency braking (AEB) - Car-to-Car	●	-
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	-
- AEB Backover	●	-
- AEB Cyclist	●	-
- AEB Motorcycle	●	-
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	-
- AEB Junction (Pedestrian)	●	-
- AEB Junction (Cyclist)	●	-
- AEB Junction (Motorcycle)	●	-
Autonomous emergency braking (AEB) - Crossing	●	-
Automatic emergency call (eCall)	✗	-
Blind spot monitor (BSM)	●	-
Child presence detection / alert	✗	-
Cyclist dooring detection / alert	●	-
Driver monitoring system - Indirect	✗	-
Driver monitoring system - Direct	●	-
Forward collision warning (FCW)	●	-
Lane departure warning (LDW)	●	-
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	-
- LKA (Car-to-Motorcycle)	●	-
Secondary / multi-collision brake	●	-
Speed assistance - intelligent adaptive cruise control (iACC)	✗	-
Speed assistance - auto / intelligent speed limiter	●	-
Speed assistance - manual speed limiter	✗	-
Speed assistance - speed sign recognition & warning	●	-
Vehicle-to-infrastructure communication (V2I)	✗	-
Vehicle-to-vehicle communication (V2V)	✗	-

● STANDARD   ● AVAILABLE ON HIGHER VARIANTS   ● OPTIONAL   ✗ NOT AVAILABLE   - NOT APPLICABLE

\* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL  
MG 7 Essence, RHD

TESTED VEHICLE ENGINE  
2.0L turbo petrol

RATING UPDATED  
n/a

TESTED BODY TYPE  
5 door hatch

RATING PUBLISHED  
December 2025