MG 3

APPLIES TO
All variants

BUILT FROM
April 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Light Car

ON SALE FROM
May 2025

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol + Hybrid

MODEL SERIES
ZP22

AIRBAGS
Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2025

★ ★ ★ ★ ☆

The MG 3 was first introduced in Australia and New Zealand in June 2024. MG has since introduced changes to the safety specification of the MG 3, and this ANCAP safety rating applies to MG 3 vehicles built from 30 April 2025 (VIN LSJWP4U92SZ204415 onwards). A three-star ANCAP safety rating applies to vehicles built prior to 30 April 2025.

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, 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 a speed assist system (SAS) with a speed sign recognition system are standard.

ASSESSMENT SCORES

Adult Occupant Protection
74%
29.73 out of 40

Child Occupant Protection
75%
37.16 out of 49

Vulnerable Road User Protection
81%
51.30 out of 63

Safety Assist
70%
12.64 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG 3 Hybrid Essence	5 door hatch	HEV 1.5 litre petrol	FWD	✓	✓
MG 3 Hybrid Excite	5 door hatch	HEV 1.5 litre petrol	FWD	✓	✓
MG 3 Essence	5 door hatch	1.5 litre petrol	FWD	✓	✓
MG 3 Excite	5 door hatch	1.5 litre petrol	FWD	✓	✓
MG 3 Vibe	5 door hatch	1.5 litre petrol	FWD	✓	✓

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

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

74%

29.73 out of 40

FRONTAL OFFSET (MPDB)# **2.68 points** out of 8	OBLIQUE POLE# **5.83 points** out of 6	RESCUE & EXTRICATION **2.17 points** out of 4
FULL WIDTH FRONTAL# **6.17 points** out of 8	WHIPLASH PROTECTION **3.89 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **3.00 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the MG 3 remained stable in the **frontal offset (MPDB)** test. Protection of the front passenger chest was MARGINAL and lower legs was ADEQUATE. Structures in the instrument panel and dashboard were a potential source of additional risk of injury to front seat occupants and protection of the passenger upper legs was MARGINAL. There was insufficient pressure in the frontal airbag allowing the driver's head to 'bottom out' and contact the steering wheel through the airbag. The driver head score was penalised, and protection was assessed as ADEQUATE. The driver's inboard seat runner failed during the test, increasing the loads on the drivers chest, and protection was MARGINAL. Due to the seat runner failure, and structures in the dashboard that were a potential source of injury, protection of the driver's upper legs was rated POOR, with MARGINAL protection for the lower legs.

The front structure of the MG 3 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 2.06 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the rear passenger head was assessed as POOR due to excessive forward movement of the dummy head. Protection of the neck was ADEQUATE, and MARGINAL for the chest. GOOD protection was offered to all critical body regions for the driver.

In the **side impact** test, protection of all critical body areas was GOOD and the MG 3 scored maximum points. In the more severe **oblique pole** test, protection for the head and pelvis was GOOD and chest protection was ADEQUATE.

MG 3 vehicles built from 30 April 2025 are 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 MARGINAL 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, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the MG 3 would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	3.00 pts	4.00 pts
Chest	2.20 pts	2.44 pts
Upper Legs	0.00 pts	2.00 pts
Lower Legs	2.22 pts	2.79 pts
Deductions	-1.00 pts *(airbag bottoming)* -1.00 pts *(variable contact)* -1.00 pts *(concentrated load)*	-1.00 pts *(variable contact)* -1.00 pts *(concentrated load)*

COMPATIBILITY	
Deductions	-2.06 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	0.00 pts
Neck	4.00 pts	3.28 pts
Chest	4.00 pts	1.40 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	-4.00 pts *(head excursion)*

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	3.53 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

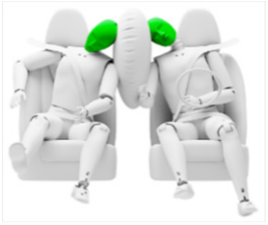
74%

29.73 out of 40

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

SIDE IMPACT (60km/h)	DRIVER
Head	3.00 pts
Neck	3.00 pts
Chest & Abdomen	3.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	3.00 pts
Neck	3.00 pts
Chest & Abdomen	3.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.89 pts	1.00 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	0.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not available

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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

75%

37.16 out of **49**

DYNAMIC TEST (FRONT)
14.16 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
4.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, protection of the neck of the 10 year dummy was MARGINAL, while protection of the head and neck of the 6 year dummy was ADEQUATE. Protection was GOOD for the remaining body regions of both child dummies.

In the **side impact** test, protection of the head and chest of the 10 year dummy was POOR. Protection of the 6 year-old dummy was GOOD.

The MG 3 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 that all of the selected child restraints could be accommodated in each of the rear seating positions and the MG 3 scored full points for this assessment.

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

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

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^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW 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.childcarseats.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

81%

51.30 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **12.40 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **7.64 points** out of 9
PELVIS PROTECTION **4.17 points** out of 4.5	AEB PEDESTRIAN (Forward) **6.25 points** out of 7	AEB MOTORCYCLE **5.93 points** out of 6
FEMUR PROTECTION **3.90 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **2.00 points** out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the MG 3 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars, rear of the bonnet, and the base of the windscreen.

Protection of the pelvis and femurs was mixed, with areas of MARGINAL to GOOD. Protection of the lower legs was GOOD.

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 does not react to vulnerable road users in reverse, and hence **AEB Backover** tests were not conducted.

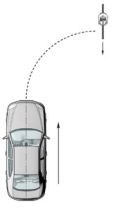
GOOD performance was seen in **AEB Cyclist** test scenarios, with collisions avoided or mitigated at all test speeds, including in turning scenarios. The vehicle does not provide any warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

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

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	AEB
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80 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
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	✕
Warning (driver door)	✕
Retention (driver door)	✕
Warning or retention (all other doors)	✕

● PASS ✕ FAIL - N/A

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

Vulnerable Road User Protection

81%

51.30 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	POOR			

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)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
TEST VEHICLE SPEED	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	LSS
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					
	ADEQUATE				

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

Safety Assist

70%

12.64 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
1.83 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.50 points out of 3

The MG 3 is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in **AEB Junction Assist** scenarios and many of the **AEB Crossing** scenarios, where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. The AEB system is effective in mitigating collisions in the **Head-On** travelling straight scenario, but not in the lane change scenario (where an oncoming vehicle moves into the path of the subject vehicle), and performance was assessed as ADEQUATE.

Tests of **lane support system** functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK 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 adjusting the set 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)

System Name	AEB
Type	Autonomous emergency braking with forward collision warning
Operational From	5-130 km/h

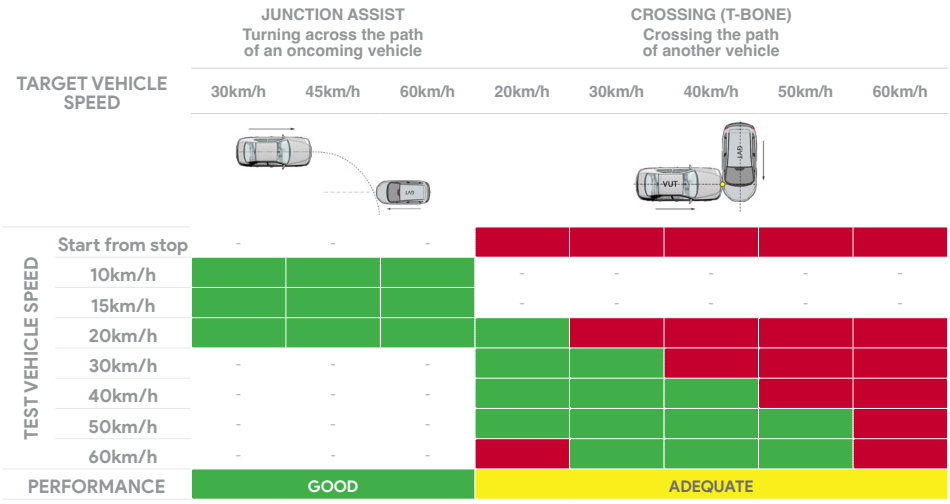
GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

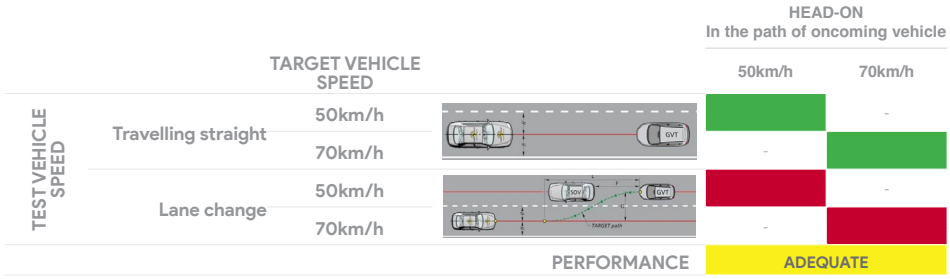
Safety Assist

70%

12.64 out of **18**

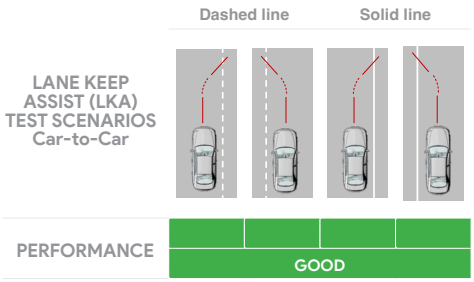
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

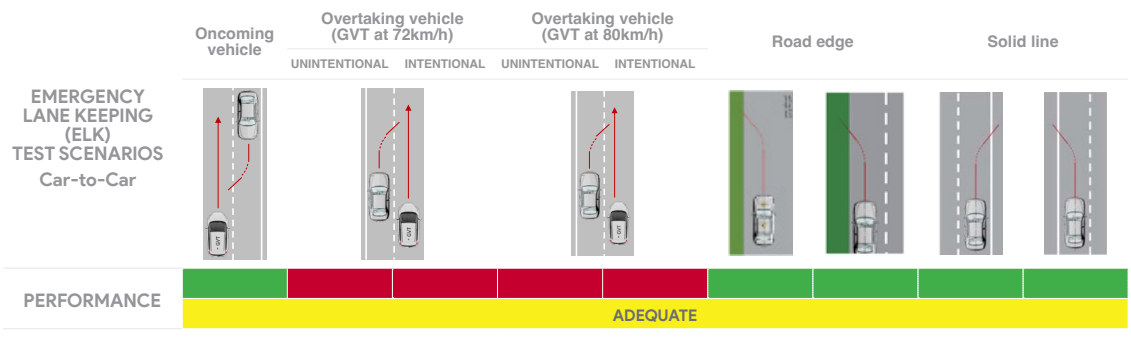




LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	LSS
Operational From	60-150 km/h





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

Safety Assist

70%

12.64 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 based
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)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	✕

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & 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 3 LHD

TESTED VEHICLE ENGINE
HEV 1.5 litre petrol

RATING UPDATED
n/a

TESTED BODY TYPE
5 door hatch

RATING PUBLISHED
September 2025