

MG HS



APPLIES TO	BUILT FROM	RATING CRITERIA
All variants	May 2024	2023-2025
VEHICLE TYPE	ON SALE FROM	RATING EXPIRES
Medium SUV	August 2024	December 2031

ENGINE / MOTOR TYPES	MODEL SERIES	AIRBAGS
Petrol + Hybrid + Plug-in Hybrid	AS33	Dual frontal, side chest, side head, centre



ANCAP
SAFETY

TESTED
2024



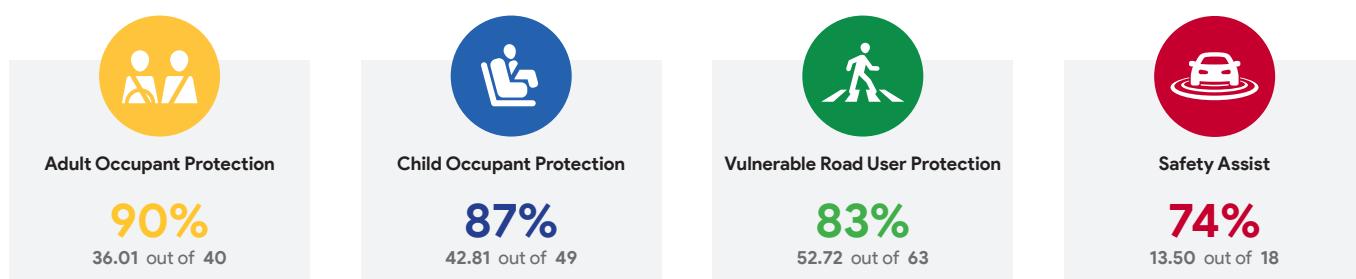
The MG HS was introduced in Australia and New Zealand in August 2024.

In order to confirm integrity of the battery and safety of high voltage electrical systems in hybrid and plug-in hybrid variants, additional frontal offset (MPDB) and oblique pole tests were conducted. With these additional tests, this ANCAP safety rating applies to all variants of the MG HS.

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 equipment.

ASSESSMENT SCORES



RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG HS 1.5T Vibe	5 door SUV	1.5 litre petrol	FWD	✓	✓
MG HS 1.5T Excite	5 door SUV	1.5 litre petrol	FWD	✓	✓
MG HS 1.5T Essence	5 door SUV	1.5 litre petrol	FWD	✓	✓
MG HS 1.5T HYBRID+ Excite	5 door SUV	1.5 litre petrol HEV	FWD	✓	✓
MG HS 1.5T HYBRID+ Essence	5 door SUV	1.5 litre petrol HEV	FWD	✓	✓
MG HS 1.5T SUPER HYBRID Excite	5 door SUV	1.5 litre petrol PHEV	FWD	✓	✓
MG HS 1.5T SUPER HYBRID Essence	5 door SUV	1.5 litre petrol PHEV	FWD	✓	✓

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



Adult Occupant Protection

90%

36.01 out of 40

FRONTAL OFFSET (MPDB) [#] 6.65 points out of 8	OBLIQUE POLE [#] 6.00 points out of 6	RESCUE & EXTRICATION 2.17 points out of 4
FULL WIDTH FRONTAL [#] 7.20 points out of 8	WHIPLASH PROTECTION 4.00 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 HS remained stable in the **frontal offset (MPDB)** test. Dummy readings showed ADEQUATE protection for the chest and lower legs of the driver and front passenger, while protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the MG HS presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.98 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE, and chest protection was MARGINAL, with GOOD protection of all other critical body areas.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions was GOOD and the MG HS scored maximum points in these tests.

The MG HS 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, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the MG HS 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	4.00 pts	4.00 pts
Chest	2.99 pts	3.88 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.87 pts	3.29 pts
Deductions	Nil	Nil



COMPATIBILITY

Deductions	-0.98 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.94 pts
Chest	3.22 pts	1.65 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

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	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

90%

36.01 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	DRIVER
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	3.00 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



Child Occupant Protection

87%

42.81 out of 49

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
11.81 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was **GOOD** and the MG HS scored maximum points for all critical body regions in these tests.

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

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

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

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		3rd ROW		3rd ROW	
		OUTBOARD	CENTRE	OUTBOARD	CENTRE	OUTBOARD	CENTRE
ISOFIX Anchorage	✗	●	✗	—	—	—	—
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 ^{^*}	BELTED	FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			L	C	R	L	C	R
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		✗	●	●	●	—	—	—
Rearward-facing capsule		✗	●	—	●	—	—	—
Rearward-facing with harness - convertible (Model A)	ISOFIX	✗	●	—	●	—	—	—
Rearward-facing with harness - convertible (Model B)	ISOFIX	✗	●	—	●	—	—	—
Forward-facing with harness - convertible (Model A)	ISOFIX	✗	●	—	●	—	—	—
Forward-facing with harness - convertible (Model B)	ISOFIX	✗	●	—	●	—	—	—

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

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australian 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 Australian 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

83%

52.72 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 11.47 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.41 points out of 9
PELVIS PROTECTION 3.30 points out of 4.5	AEB PEDESTRIAN (Forward) 6.04 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 3.00 points out of 3

The bonnet and windscreen of the MG HS provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the sides and rear of the bonnet and on the stiff windscreen pillars.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while protection of the femurs and 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 including in turning scenarios, with collisions avoided or mitigated in most tests. Performance in reverse (**AEB Backover**) scenarios was MARGINAL.

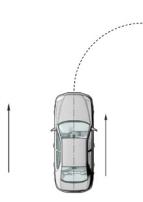
GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at most test speeds including in the turning scenarios. The vehicle provided information and a warning when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in the **motorcyclist** tests, including in the turning and in overtaking scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	VRU Active Safety						
Type	Autonomous emergency braking with forward collision warning						
Operational From	8-85 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)
AEB CYCLIST TEST SCENARIOS (forward)	DAY	DAY	DAY	DAY	DAY	DAY	DAY
							
PERFORMANCE	GOOD						

CYCLIST DOORING

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

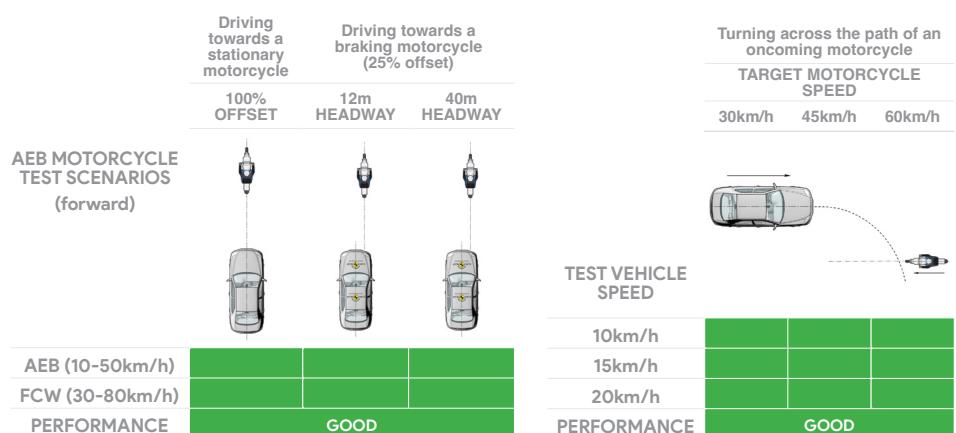
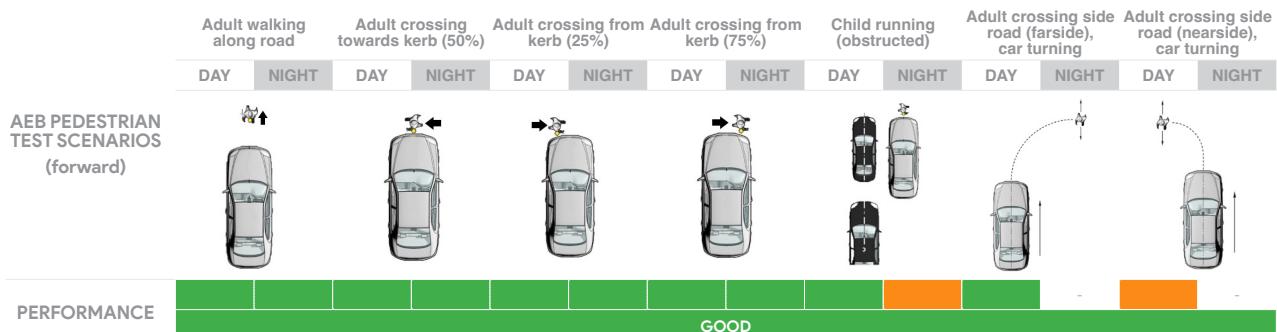
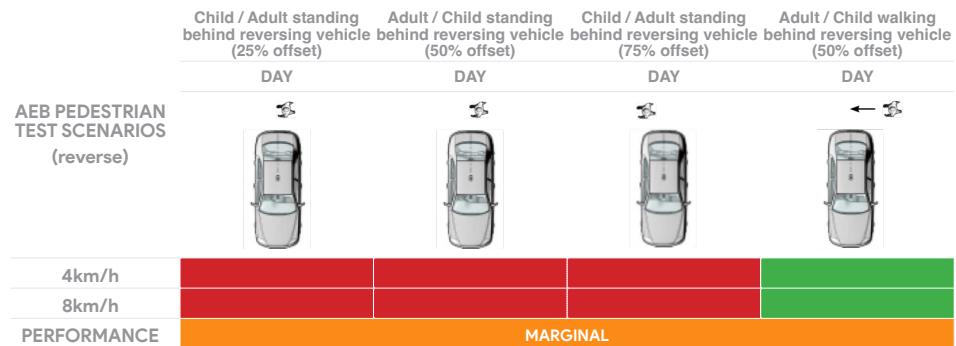
● PASS ✗ FAIL - N/A



Vulnerable Road User Protection

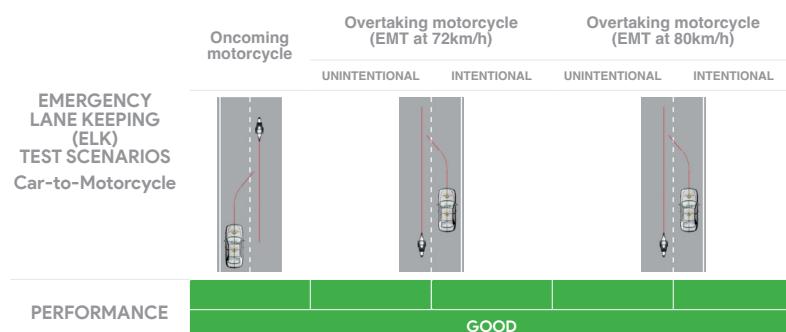
83%

52.72 out of 63



LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Assist System
Operational From	60-130 km/h





Safety Assist

74%

13.50 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

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

LANE SUPPORT SYSTEMS
2.50 points out of 3

DRIVER MONITORING
0.00 points out of 2

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

SPEED ASSISTANCE SYSTEMS
1.83 points out of 3

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

The MG HS 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) and emergency lane keeping (ELK) functionality; and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in many of the **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle.

Tests of the **AEB Head-On** system functionality showed GOOD performance.

Tests of lane support system functionality showed GOOD performance for LKA scenarios, with 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 allowing the driver to accept the change in 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 and distraction is fitted as standard. The system provides a warning to the driver, however this system did not meet all the requirements and points were not included in the scoring.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Car to Car AEB			
Type	Autonomous emergency braking with forward collision warning			
Operational From	8-150 km/h			

TEST VEHICLE SPEED	Driving towards a stationary car	Driving towards a slower moving car	Driving towards a lightly braking car	Driving towards a heavily braking car
	OFFSETS +/- 50%, 75%, 100%	OFFSETS +/- 50%, 75%, 100%	HEADWAY 12m & 40m	HEADWAY 12m & 40m
10km/h				
15km/h				
20km/h				
25km/h				
AEB				
30km/h				
35km/h				
40km/h				
45km/h				
50km/h				
55km/h				
60km/h				
65km/h				
FCW				
70km/h				
75km/h				
80km/h				
PERFORMANCE	GOOD	GOOD	GOOD	GOOD

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



Safety Assist

74%

13.50 out of 18

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

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

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

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Assist System	
Operational From	60-130 km/h	

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

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

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



Safety Assist

74%

13.50 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	✗
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

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 (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 HS LHD

TESTED VEHICLE ENGINE
1.5 litre petrol

RATING UPDATED
January 2026

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
November 2024