

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



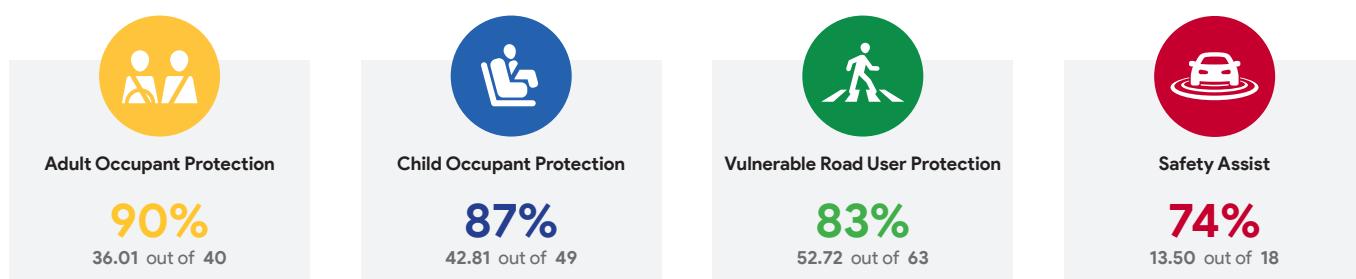
The MG HS was introduced in Australia and New Zealand in August 2024.

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 |
|-------------------|-----------|

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 | | |
|----------------------|--|------------|
| 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 16RESTRAINT INSTALLATION
11.81 points out of 12DYNAMIC TEST (SIDE)
8.00 points out of 8ON-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 OUTBOARD | 2nd ROW CENTRE | 3rd ROW OUTBOARD | 3rd ROW 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 ^{**} | 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) | ✗ | ● | – | ● | – | – | – |
| 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

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**).

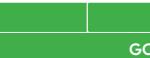
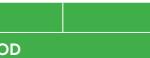
GOOD performance was seen in the **motorcyclist** tests, including in the turning and in overtaking scenarios, earning full points.

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 |

| AEB CYCLIST TEST SCENARIOS (forward) | 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 |
| |  |  |  |  |  |  |  |
| PERFORMANCE |  |  |  |  |  |  | |
| | | | | | | | |
| | | | | | | | |

CYCLIST DOORING

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

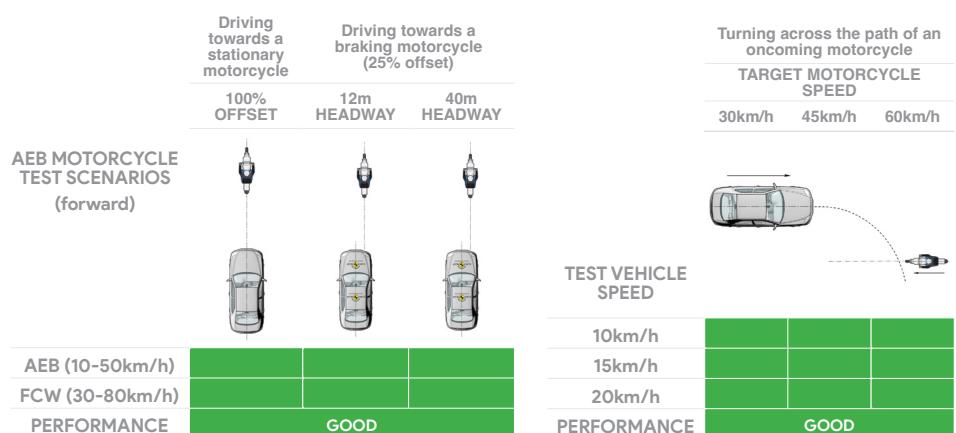
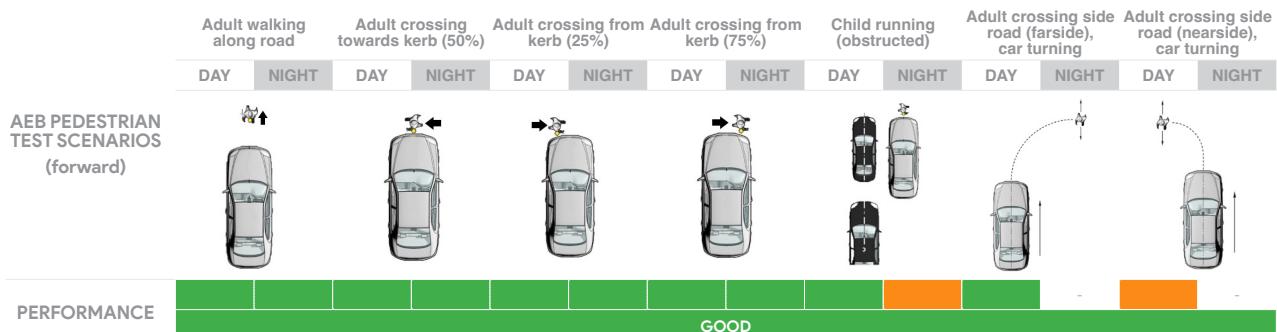
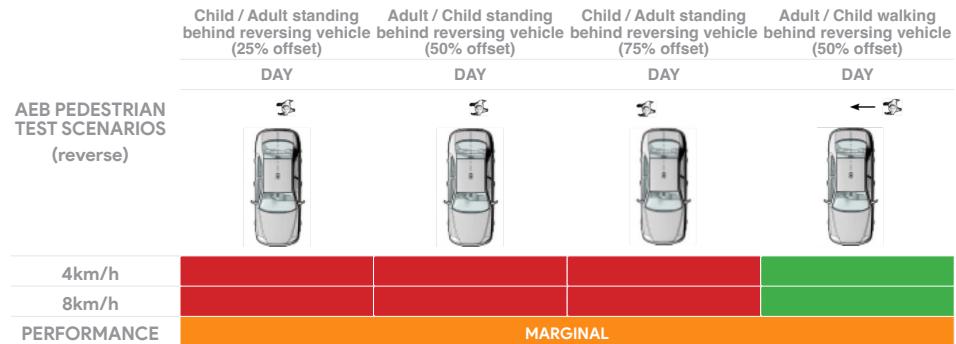
 PASS  FAIL - N/A



Vulnerable Road User Protection

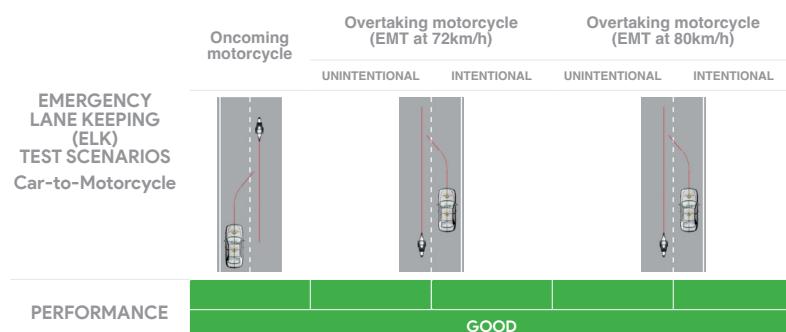
83%

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.

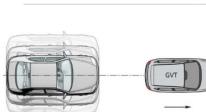
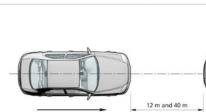
Tests of lane support system functionality showed GOOD performance for LKA scenarios, with ADEQUATE performance in the more critical ELK scenarios.

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 | | | |
| | 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 |
| |  |  |  |  |
| TEST VEHICLE SPEED | | | | |
| AEB | 10km/h |  | - | - |
| | 15km/h |  | - | - |
| | 20km/h |  | - | - |
| | 25km/h |  | - | - |
| | 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

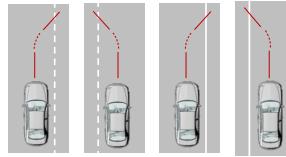
74%

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 |
| 30km/h | - | - | - | - | GOOD | POOR | POOR | POOR |
| 40km/h | - | - | - | - | GOOD | GOOD | POOR | POOR |
| 50km/h | - | - | - | - | GOOD | GOOD | GOOD | GOOD |
| 60km/h | - | - | - | - | GOOD | GOOD | GOOD | GOOD |
| PERFORMANCE | GOOD | | | GOOD | | | | |
| HEAD-ON In the path of oncoming vehicle | | | | | | | | |
| TEST VEHICLE SPEED | TARGET VEHICLE SPEED | | | | | | | |
| | Travelling straight | 50km/h | 70km/h | 50km/h | | 70km/h | | |
| Lane change | 50km/h | 70km/h | 50km/h | | 70km/h | | | |
| | - | - | - | - | - | - | | |
| PERFORMANCE | | | | GOOD | | | | |

LANE SUPPORT SYSTEMS (Car-to-Car)

| | | | | | | | | | | | | | | | |
|---|--------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| System Name | Lane Assist System | | | | | | | | | | | | | | |
| Operational From | 60-130 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 | | | | | | | | | | | | | | | |
|      | | | | | | | | | | | | | | | |
| 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