

# MG QS



**APPLIES TO**  
All variants

**BUILT FROM**  
April 2025

**RATING CRITERIA**  
2023-2025

**VEHICLE TYPE**  
Large SUV

**ON SALE FROM**  
June 2025

**RATING EXPIRES**  
December 2031

**ENGINE / MOTOR TYPES**  
Petrol

**MODEL SERIES**  
IS31

**AIRBAGS**  
Dual frontal, side chest,  
side head, centre



**ANCAP**  
SAFETY

TESTED  
2025



The MG QS was introduced in Australia and New Zealand in June 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 a speed assist system (SAS) with a speed sign recognition system, are standard equipment.

#### SAFETY NOTE

Top tethers are not available in the third row. Installation of child restraints in the optional third row is therefore not recommended.

#### ASSESSMENT SCORES



Adult Occupant Protection

**88%**

35.23 out of 40



Child Occupant Protection

**86%**

42.61 out of 49



Vulnerable Road User Protection

**76%**

48.05 out of 63



Safety Assist

**80%**

14.40 out of 18

#### RATING APPLICABILITY\*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG QS Essence ♦	5 door SUV	2.0 litre petrol	AWD	✓	✓
MG QS Excite	5 door SUV	2.0 litre petrol	FWD	✓	✓

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



## Adult Occupant Protection

88%

35.23 out of 40

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

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

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

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

**WHIPLASH PROTECTION**  
**3.50 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 QS remained stable in the **frontal offset (MPDB)** test. Protection of the driver chest, and upper and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. Dummy readings for the passenger showed GOOD protection for all critical body areas.

The front structure of the MG QS presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 4.03 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 chest was WEAK, with ADEQUATE protection of the neck. GOOD protection was offered to all other critical body regions of the rear passenger.

In the **side impact** test, protection offered to all critical body regions of the driver was GOOD and maximum points were scored in this test.

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

The MG QS 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 and windows of the MG QS 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>	2.74 pts	4.00 pts
<b>Upper Legs</b>	3.50 pts	4.00 pts
<b>Lower Legs</b>	3.69 pts	4.00 pts
<b>Deductions</b>	-0.50 pts (variable contact)	Nil



## COMPATIBILITY

<b>Deductions</b>	-4.03 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	3.86 pts
<b>Chest</b>	3.60 pts	0.49 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>	3.45 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil



### Adult Occupant Protection

**88%**

35.23 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	0.50 pts

#### RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 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

86%

42.61 out of 49

**DYNAMIC TEST (FRONT)**  
15.61 points out of 16

**RESTRAINT INSTALLATION**  
12.00 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** test, protection of the neck of both the 10 year and 6 year dummies was ADEQUATE, with GOOD protection offered to all other critical body regions.

In the **side impact** test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The MG QS is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers are not available in the third row. Installation of child restraints in the third row is therefore not recommended.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in second row seating positions and full points were scored for this assessment.

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

**NOTE: Top tethers are not available in the third row. Installation of child restraints in the optional third row is therefore not recommended.**

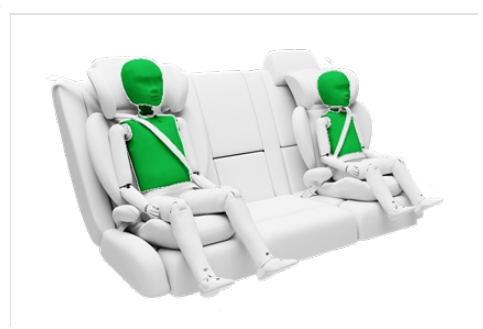
## FRONTAL OFFSET (MPDB) TEST - 50km/h



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			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	×	●	●	●	×	-	×
ISOFIX	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

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](http://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

76%  
48.05 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.23 points out of 18	KNEE & TIBIA PROTECTION 4.94 points out of 9	AEB CYCLIST 8.07 points out of 9
PELVIS PROTECTION 1.71 points out of 4.5	AEB PEDESTRIAN (Forward) 6.59 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

In **physical impact** tests, the bonnet and windscreen of the MG QS provided GOOD to MARGINAL protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and front edge of the bonnet surface.

Protection of the pelvis and lower legs was mixed, with areas of GOOD to POOR performance. Protection of the femurs 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 turning scenarios. Performance in reverse (**AEB Backover**) was MARGINAL.

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

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

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	AEB Pedestrian
Type	Autonomous emergency braking with forward collision warning
Operational From	5-85 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	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



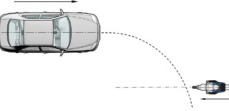


Vulnerable Road User Protection

76%  
48.05 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								

TEST VEHICLE SPEED	10km/h			15km/h			20km/h		
PERFORMANCE	GOOD								



Safety Assist

80%

14.40 out of 18

SEAT BELT REMINDERS  
0.60 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)  
3.46 points out of 4

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

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

LANE SUPPORT SYSTEMS  
2.75 points out of 3

The MG QS 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 all car-to-car rear test scenarios including **AEB Junction** scenarios and in many **AEB Crossing** scenarios, where the test vehicle can autonomously brake to avoid crashes when crossing the path of an oncoming vehicle. **AEB Head-On** system functionality showed GOOD performance.

Tests of **lane support system** functionality showed GOOD overall performance, including in 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 is fitted for all front and rear seating positions, however occupant detection is not available for the optional third row of seats.

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	8-150 km/h







Safety Assist

80%

14.40 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				

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

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Support 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	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car											
PERFORMANCE											
		GOOD									





Safety Assist

80%

14.40 out of 18

## OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	● <sup>#</sup>
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

# Second row only. Occupant detection not available for the third row.

## 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)	-
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 QS Excite AWD RHD

TESTED VEHICLE ENGINE  
2.0 litre petrol

RATING UPDATED  
n/a

TESTED BODY TYPE  
5 door SUV

RATING PUBLISHED  
November 2025