

# MG HS



**APPLIES TO**  
All variants

**BUILT FROM**  
May 2024

**RATING CRITERIA**  
2023-2025

**VEHICLE TYPE**  
Medium SUV

**ON SALE FROM**  
August 2024

**RATING EXPIRES**  
December 2031

**ENGINE / MOTOR TYPES**  
Petrol + Hybrid + Plug-in Hybrid

**MODEL SERIES**  
AS33

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



**ANCAP**  
SAFETY

TESTED  
2024



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

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.

NOTE: 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 petrol, hybrid, and plug-in hybrid variants of the MG HS.

## ASSESSMENT SCORES



Adult Occupant Protection

**90%**

36.01 out of 40



Child Occupant Protection

**87%**

42.81 out of 49



Vulnerable Road User Protection

**83%**

52.72 out of 63



Safety Assist

**74%**

13.50 out of 18

## 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
<b>Head / Neck</b>	4.00 pts	4.00 pts
<b>Chest</b>	2.99 pts	3.88 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Lower Legs</b>	3.87 pts	3.29 pts
<b>Deductions</b>	Nil	Nil



COMPATIBILITY	
<b>Deductions</b>	-0.98 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
<b>Head</b>	4.00 pts	4.00 pts
<b>Neck</b>	4.00 pts	3.94 pts
<b>Chest</b>	3.22 pts	1.65 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>	4.00 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	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 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

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**	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 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 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

83%

52.72 out of 63

<b>HEAD PROTECTION (Adult, Child, Cyclist)</b> 11.47 points out of 18	<b>KNEE &amp; TIBIA PROTECTION</b> 9.00 points out of 9	<b>AEB CYCLIST</b> 8.41 points out of 9
<b>PELVIS PROTECTION</b> 3.30 points out of 4.5	<b>AEB PEDESTRIAN (Forward)</b> 6.04 points out of 7	<b>AEB MOTORCYCLE</b> 6.00 points out of 6
<b>FEMUR PROTECTION</b> 4.50 points out of 4.5	<b>AEB PEDESTRIAN (Backover)</b> 1.00 points out of 2	<b>LSS MOTORCYCLE</b> 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)

<b>System Name</b>	VRU Active Safety
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	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)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
<b>AEB CYCLIST TEST SCENARIOS (forward)</b>							
<b>PERFORMANCE</b>	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





Vulnerable Road User Protection

83%

52.72 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	Red	Red	Red	Green
8km/h	Red	Red	Red	Green
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	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Orange	Green	Green	Orange
	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	40m HEADWAY	100% OFFSET	12m HEADWAY	40m HEADWAY	TARGET MOTORCYCLE SPEED		
AEB (10-50km/h)	Green	Green	Green	Green	Green	Green	Green	Green	Green
FCW (30-80km/h)	Green	Green	Green	Green	Green	Green	Green	Green	Green
PERFORMANCE	GOOD						GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

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

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 72km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	Green	Green	Green	Green	Green
	GOOD				

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



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.

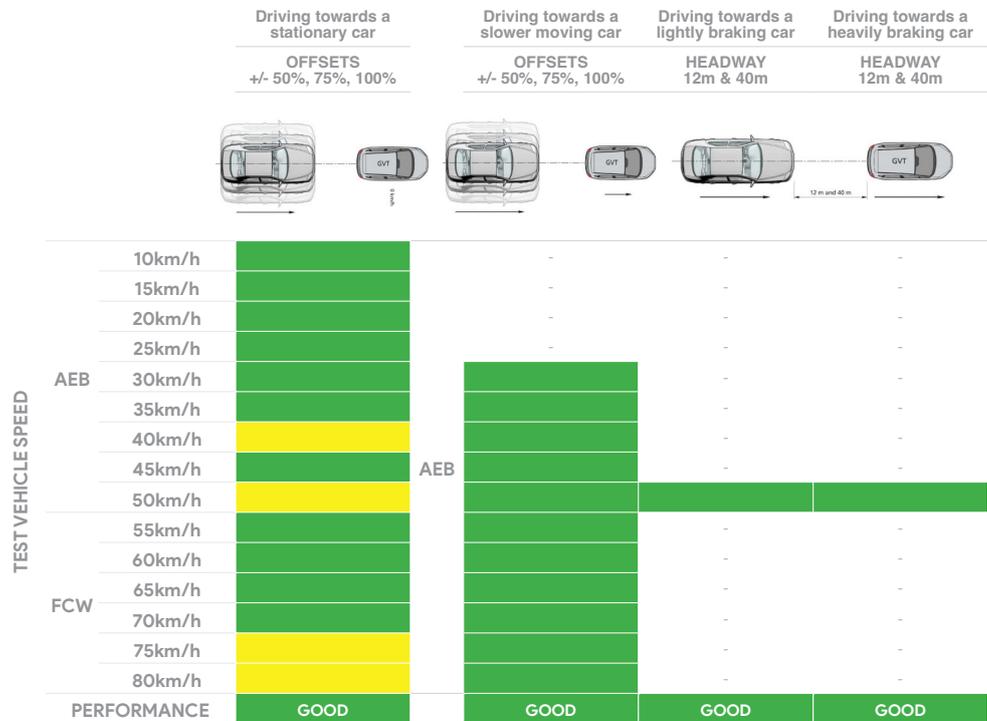
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent speed limiter (ISL) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

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)**

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



■ 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)

		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	GOOD	GOOD	GOOD					
	15km/h	GOOD	GOOD	GOOD					
	20km/h	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	MARGINAL	MARGINAL	MARGINAL
	30km/h				MARGINAL	GOOD	GOOD	MARGINAL	MARGINAL
	40km/h					GOOD	GOOD	MARGINAL	MARGINAL
	50km/h						GOOD	MARGINAL	MARGINAL
	60km/h							GOOD	GOOD
PERFORMANCE		GOOD			GOOD				

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

		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				MARGINAL		GOOD	

■ 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 &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 (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