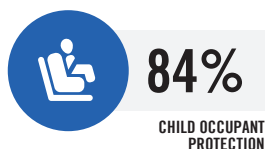


# MG ZS EV

NOVEMBER 2020 - AUGUST 2022  
ALL EV VARIANTS



TESTED  
2019



MG ZS EV

## OVERVIEW

The MG ZS EV was introduced in Australia and New Zealand in November 2020. This ANCAP safety rating applies to all EV variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard on the MG ZS EV.

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW) are also standard.

A separate (4 star) rating is available for other MG ZS variants on sale from December 2017.

### ANCAP SAFETY RATING

★★★★★

### RATING YEAR (DATESTAMP)

2019

### VEHICLE TYPE

SMALL SUV

### AIRBAGS

Dual frontal, side chest, side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
MG ZS EV Essence ♦	5 door SUV	BEV	FWD	✓	✓


✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

♦ TESTED VARIANT

- NOT APPLICABLE

# ADULT OCCUPANT PROTECTION



**90%**

**34.48 POINTS**  
 OUT OF 38

The passenger compartment of the MG ZS EV remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's chest and legs. Protection was GOOD for all other critical body regions for both the driver and front passenger.

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, while protection of the neck was ADEQUATE and protection of all other critical body regions was GOOD.

In the side impact test, protection offered to all critical body regions of the driver was GOOD. In the oblique pole test, protection was WEAK for the chest of the driver and GOOD for all other critical body regions.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.36 (out of 8)
FULL WIDTH FRONTAL#	6.99 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	6.42 (out of 8)
WHIPLASH PROTECTION	1.72 (out of 2)
AEB - City	4.00 (out of 4)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET TEST (64 KM/H)



### Driver

Head / neck:	4.00 pts
Chest:	3.83 pts
Upper legs:	3.50 pts
Lower legs:	3.38 pts
Deductions:	-2.00 pts
(variable contact)	



### Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



### Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.46 pts
Upper legs:	4.00 pts
Deductions:	Nil



### Rear Passenger

Head:	4.00 pts
Neck:	3.91 pts
Chest:	0.57 pts
Upper legs:	4.00 pts
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



### Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## OBLIQUE POLE TEST (32 KM/H)



### Driver

Head:	4.00 points
Chest:	0.83 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



### Rear Passenger

Rear:	0.38 points
Front:	1.35 points



### Driver / Front Passenger

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
GOOD					

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



84%

41.53 POINTS  
OUT OF 49

In the frontal offset test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was rated as MARGINAL.

In the side impact test, protection of all critical body areas was GOOD for both child dummies.

The MG ZS EV 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 most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in any of the rear seating positions, one of the selected booster seats could not be correctly installed in the centre rear seating position, and one of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOFix anchorages.

DYNAMIC TEST (FRONT)	14.70 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	10.84 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE    - NOT APPLICABLE

**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).

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



84%

41.53 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE E	Booster - 4 to 8 years	×	●	●	●	–	–
ISOFIX	TYPE A	Rearward facing capsule	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	–	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	–	●	–	–
	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–

\* 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 above 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.

● INSTALL WITHOUT PROBLEM   ● INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   × INSTALLATION NOT ALLOWED   – NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION



64%

30.98 POINTS  
OUT OF 48

The bonnet of the MG ZS EV 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 base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided GOOD protection to pedestrians' legs.

The AEB Pedestrian system offered MARGINAL performance in tests of its effectiveness in pedestrian test scenarios, with MARGINAL performance recorded in daylight scenarios and MARGINAL performance in some night-time scenarios.

In AEB Cyclist test scenarios, the AEB system offered MARGINAL performance. The system's overall performance was classified as MARGINAL.

HEAD IMPACTS	17.02 (out of 24)
UPPER LEG IMPACTS	3.70 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	2.23 (out of 6)
AEB - Cyclist	2.02 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



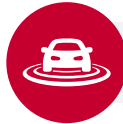
## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME:	Automatic Emergency Braking System for Pedestrians
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	4-80 km/h
DESCRIPTION:	System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist		
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	FORWARD COLLISION WARNING
PERFORMANCE	ADEQUATE	POOR	ADEQUATE	MARGINAL	ADEQUATE	MARGINAL	WEAK	POOR	MARGINAL	MARGINAL	WEAK	MARGINAL	MARGINAL
	MARGINAL										MARGINAL		

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



71%

9.29 POINTS  
OUT OF 13

The MG ZS EV is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane departure warning (LDW) and lane keep assist (LKA).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as GOOD.

Tests of the LSS functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping (ELK) scenarios. Overall performance of the LSS system was classified as ADEQUATE.

A standard-fit speed assistance system (SAS) is also provided which identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

<b>SPEED ASSISTANCE SYSTEMS</b>	2.45 (out of 3)
<b>SEAT BELT REMINDERS</b>	2.50 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	1.75 (out of 4)
<b>AEB - Interurban</b>	2.59 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Departure Prevention System  
**OPERATIONAL FROM:** 60-150 km/h

EMERGENCY LANE KEEPING (ELK)								
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL
GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT FITTED]

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



71%






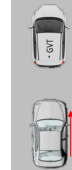


9.29 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

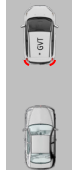







**SYSTEM NAME:** Forward Collision Warning System & Automatic Emergency Braking System  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 4-150 km/h  
**DESCRIPTION:** Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	Supplementary warning <b>PASS</b>
	Restraint activation / dynamic retractors <b>[NOT FITTED]</b>

FORWARD COLLISION WARNING (FCW)	
TEST SCENARIO	Driving towards a stationary car
	Driving towards a slower moving car
	         
PERFORMANCE	<b>GOOD</b>

AUTONOMOUS EMERGENCY BRAKING - Interurban	
TEST SCENARIO	Toward car braking lightly
	Toward car braking heavily
	12m HEADWAY
	40m HEADWAY
	        
PERFORMANCE	<b>GOOD</b>

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Assistance System

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera based
Speed Limitation Function	System advised

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual Warning	●	●	●
Audible Warning	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 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 - frontal (driver)	●	●
Airbag - frontal (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 - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	✗	✗
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	○	○

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	○	○
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	✗	✗
Fatigue detection	✗	✗
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	✗	✗
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	●	●
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	●	●
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD    ○ NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS    ○ OPTIONAL    ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	MG ZS EV LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	Battery electric
RATING PUBLISHED	January 2021
RATING UPDATED	N/A