MG 3

APPLIES TO
All variants

BUILT FROM
April 2024 - April 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Light Car

ON SALE FROM
June 2024 - April 2025

RATING EXPIRES
December 2030

ENGINE / MOTOR TYPES
Petrol + Hybrid

MODEL SERIES
ZP22

AIRBAGS
Dual frontal, side chest, side head

ANCAP SAFETY

TESTED 2024

★ ★ ★ ☆ ☆

The MG 3 was introduced in Australia and New Zealand in June 2024. This ANCAP safety rating applies to all variants.

Dual frontal, side chest and side head airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), are standard. Autonomous emergency braking (Head-On) is not available. An advanced speed assistance system (SAS) with speed sign recognition is standard equipment.

ASSESSMENT SCORES

Adult Occupant Protection
72%
28.85 out of 40

Child Occupant Protection
74%
36.39 out of 49

Vulnerable Road User Protection
76%
48.03 out of 63

Safety Assist
58%
10.62 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG 3 Hybrid Excite ◆	5 door hatch	HEV 1.5L petrol	FWD	✓	✓
MG 3 Hybrid Essence	5 door hatch	HEV 1.5L petrol	FWD	✓	✓
MG 3 Excite	5 door hatch	1.5L petrol	FWD	✓	✓
MG 3 Essence	5 door hatch	1.5L petrol	FWD	✓	✓

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

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

72%

28.85 out of 40

FRONTAL OFFSET (MPDB)# **4.30 points** out of 8	OBLIQUE POLE# **4.50 points** out of 6	RESCUE & EXTRICATION **3.50 points** out of 4
FULL WIDTH FRONTAL# **6.72 points** out of 8	WHIPLASH PROTECTION **3.83 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **0.00 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the MG 3 remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated MARGINAL protection for the chest and lower legs of the driver. Structures in the dashboard were a potential source of injury for the driver and protection of the upper legs was therefore rated MARGINAL. Protection of the front passenger was MARGINAL for the upper legs and ADEQUATE for the lower legs. GOOD protection was seen for all other critical body regions.

The front structure of the MG 3 presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.28 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy's chest was ADEQUATE. The seat belt for the rear passenger allowed excessive forward movement and protection of the head and chest was rated as MARGINAL. Neck protection was assessed as ADEQUATE. GOOD results were recorded for all other critical body regions for the driver and rear passenger.

In the **side impact** test, protection of all critical body areas was GOOD and the MG 3 scored maximum points. In the **oblique pole** test, shoulder force exceeded the allowable limit and the chest region was therefore rated POOR. All other critical body regions saw GOOD results.

A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the MG 3. Information for the prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was not provided by the manufacturer and nil points were scored.

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 3 would remain functional for the minimum required time period, though window opening functionality was not demonstrated or scored.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	2.24 pts	4.00 pts
Upper Legs	2.00 pts	2.00 pts
Lower Legs	1.64 pts	3.17 pts
Deductions	-1.00 pts *(variable contact)* -1.00 pts *(concentrated load)*	-1.00 pts *(variable contact)* -1.00 pts *(concentrated load)*

COMPATIBILITY	
Deductions	-1.29 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	2.00 pts
Neck	4.00 pts	3.76 pts
Chest	3.44 pts	1.68 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	-2.00 pts *(head excursion)*

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	0.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	-4.00 pts *(shoulder load)*

Adult Occupant Protection

72%

28.85 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	No penalty

OBLIQUE POLE (32km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	NOT ASSESSED

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.96 pts	0.88 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	✕	Not available

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

74%

36.39 out of **49**

DYNAMIC TEST (FRONT)
10.39 points out of 16

RESTRAINT INSTALLATION
12.00 points out of 12

DYNAMIC TEST (SIDE)
7.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, dummy readings from the 10 year dummy indicated ADEQUATE protection of the head and MARGINAL protection for the neck and chest. For the 6 year dummy, protection was MARGINAL for the head and neck.

In the **side impact** test, protection of the chest of the 10 year old child dummy was rated as POOR. All other key body regions of both child dummies was GOOD.

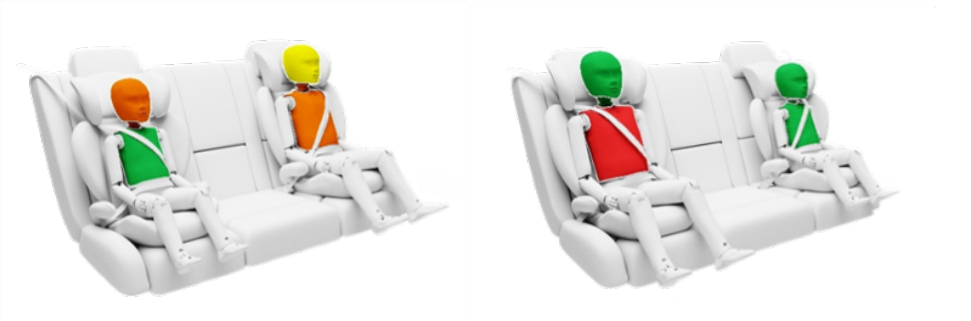
The MG 3 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

A direct child presence detection (CPD) system, which can provide an alert if a child has been left in the vehicle, is not available.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in all rear seating positions and the MG 3 scored full points for this assessment.

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 L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW 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	✕	●	●	●	-	-	-
	Booster - 4 to 10 years	✕	●	●	●	-	-	-
ISOFIX	**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.
* 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%

48.03 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **12.12 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **6.65 points** out of 9
PELVIS PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.62 points** out of 7	AEB MOTORCYCLE **5.34 points** out of 6
FEMUR PROTECTION **2.80 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **2.00 points** out of 3

In **physical impact** tests, the bonnet and windscreen of the MG 3 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

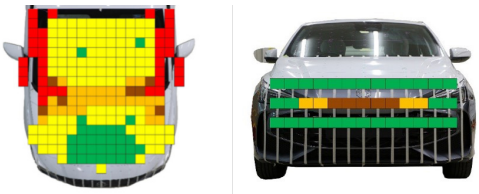
Protection of the pelvis and lower legs was GOOD at all test locations, while protection of the femurs was mixed, with areas of GOOD and WEAK performance.

The autonomous emergency braking (AEB) system fitted to the MG 3 is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed overall GOOD performance in **AEB Pedestrian** test scenarios including in turning scenarios, with collisions avoided or mitigated in most tests. The AEB system does not react to vulnerable road users in reverse, and hence AEB Backover tests were not conducted.

ADEQUATE performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios. The vehicle does not provide any warning when a bicycle is approaching from behind (cyclist anti-dooring).

Overall GOOD performance was seen in the **AEB Motorcyclist** tests, including in the turning scenarios, however performance was ADEQUATE in lane support scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS

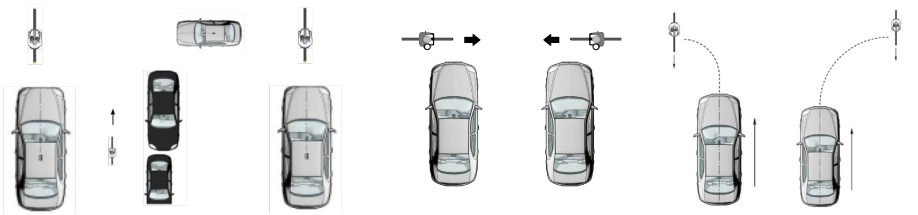


AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	AEB
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80km/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: ADEQUATE

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%

48.03 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	POOR			

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										MARGINAL		MARGINAL	

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	LSS
Operational From	60-150 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	ADEQUATE				

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

Safety Assist

58%

10.62 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
1.83 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
3.00 points out of 3

The MG 3 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 test scenarios, including AEB **Junction Assist** where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

The AEB system does not react to when crossing the path of another vehicle or in head-on scenarios, and hence these tests were not conducted.

Tests of **lane support system** functionality showed GOOD 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 with occupancy detection is fitted to all seating positions. An indirect driver monitoring system (DMS) that can detect driver drowsiness is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	AEB
Type	Autonomous emergency braking with forward collision warning
Operational From	5-100 km/h

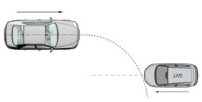
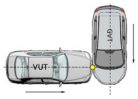
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

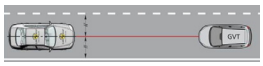
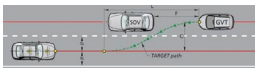
Safety Assist

58%

10.62 out of 18

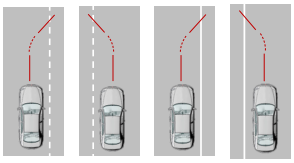
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

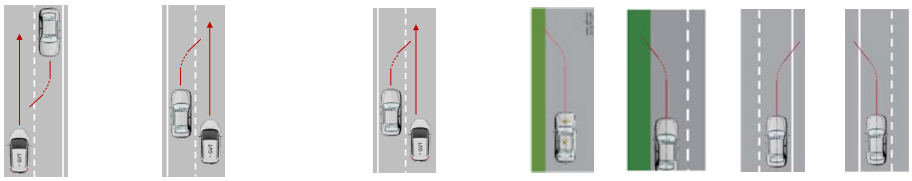
		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop								
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h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

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

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	LSS
Operational From	60-150 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	GOOD								

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

Safety Assist

58%

10.62 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	●

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

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 3 Hybrid Excite RHD

TESTED VEHICLE ENGINE
HEV 1.5L petrol

RATING UPDATED
n/a

TESTED BODY TYPE
5 door hatch

RATING PUBLISHED
October 2024