

# MG ZS



<b>APPLIES TO</b> All variants	<b>BUILT FROM</b> December 2025	<b>RATING CRITERIA</b> 2023-2025
<b>VEHICLE TYPE</b> Small SUV	<b>ON SALE FROM</b> December 2025	<b>RATING EXPIRES</b> December 2031
<b>ENGINE / MOTOR TYPES</b> Hybrid + Petrol	<b>MODEL SERIES</b> ZS32	<b>AIRBAGS</b> Dual frontal, side chest, side head, centre



**ANCAP**  
SAFETY

TESTED  
2025

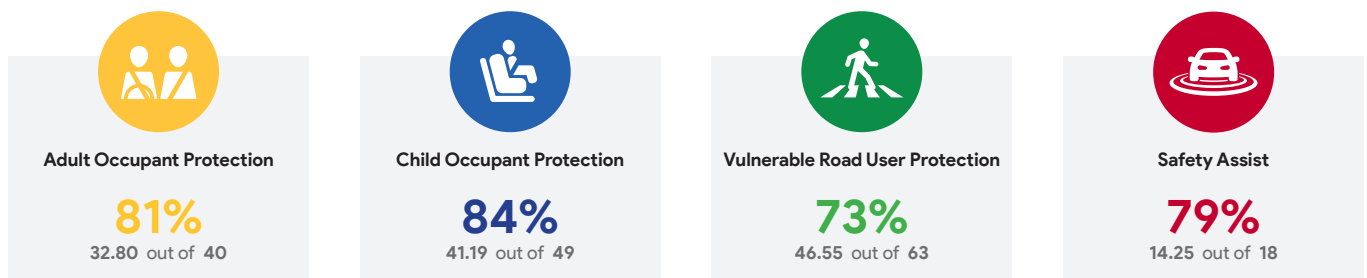


The MG ZS (ZS32) was first introduced in Australia and New Zealand in November 2024. MG has since introduced changes to the safety specification of the MG ZS, and this ANCAP safety rating applies to petrol and hybrid MG ZS vehicles built from 4 December 2025 (VIN LSJWS4395TZ074065 onwards). A four-star ANCAP safety rating applies to hybrid vehicles built prior to 4 December 2025.

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 on MG ZS vehicles built from 4 December 2025.

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), 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 ZS Excite Hybrid+	5 door SUV	1.5L HEV	FWD	✓	✓
MG ZS Essence Hybrid+	5 door SUV	1.5L HEV	FWD	✓	✓
MG ZS Vibe Turbo	5 door SUV	1.5L turbo	FWD	✓	✓
MG ZS Excite Turbo	5 door SUV	1.5L turbo	FWD	✓	✓
MG ZS Essence Turbo	5 door SUV	1.5L turbo	FWD	✓	✓
MG ZS Vibe	5 door SUV	1.5L petrol	FWD	✓	✓

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



Adult Occupant Protection

81%

32.80 out of 40

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

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

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

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

**WHIPLASH PROTECTION**  
3.97 points out of 4

**SIDE IMPACT\***  
6.00 points out of 6

**FAR SIDE IMPACT**  
2.50 points out of 4

\* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment held its shape well in the **frontal offset (MPDB)** test. Dummy readings indicated ADEQUATE protection for the driver's chest and lower legs. Protection of the passenger's chest was ADEQUATE, with MARGINAL protection of the lower legs. Structures in the dashboard were a potential source of injury for the driver and passenger, and protection of the upper legs of both the driver and front passenger was rated MARGINAL. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the MG ZS presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.53 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver dummy was GOOD for all critical body areas. The seat belt for the rear passenger allowed excessive forward movement and protection of the head was rated as MARGINAL. Protection of the neck and chest of the rear passenger was ADEQUATE.

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

In the **oblique pole** test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

MG ZS vehicles built from 4 December 2025 are equipped with a centre airbag. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as MARGINAL for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario. Occupant-to-occupant protection tests were not conducted and have therefore not been assessed.

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 ZS 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>	2.97 pts	3.87 pts
<b>Upper Legs</b>	2.00 pts	2.00 pts
<b>Lower Legs</b>	2.89 pts	2.40 pts
<b>Deductions</b>	-1.00 pts (variable contact) -1.00 pts (concentrated load)	-1.00 pts (variable contact) -1.00 pts (concentrated load)



COMPATIBILITY

**Deductions** -1.53 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
<b>Head</b>	4.00 pts	2.00 pts
<b>Neck</b>	4.00 pts	3.54 pts
<b>Chest</b>	4.00 pts	3.46 pts
<b>Upper Legs</b>	4.00 pts	4.00 pts
<b>Deductions</b>	Nil	-2.00 pts (head excursion)

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>	3.97 pts
<b>Abdomen</b>	4.00 pts
<b>Pelvis</b>	4.00 pts
<b>Deductions</b>	Nil



Adult Occupant Protection

81%

32.80 out of 40

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



SIDE IMPACT (60km/h)	DRIVER
Head	3.00 pts
Neck	3.00 pts
Chest & Abdomen	3.00 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	-1.00 pts (NOT TESTED)

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.97 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

84%

41.19 out of 49

DYNAMIC TEST (FRONT)  
15.46 points out of 16

RESTRAINT INSTALLATION  
12.00 points out of 12

DYNAMIC TEST (SIDE)  
6.73 points out of 8

ON-BOARD SAFETY FEATURES  
7.00 points out of 13

In the **frontal offset** test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

In the **side impact** test, protection of the head of the 10 year dummy was ADEQUATE and chest was POOR. Protection offered to all other critical body regions was GOOD for both the 6 year and 10 year dummies.

The MG ZS 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, which provides an alert if a child may have 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 ZS 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			3rd ROW		
		L	C	R	L	C	R
<b>BELTED</b>							
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	✗	●	●	●	-	-	-
<b>ISOFIX</b>							
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 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

**73%**  
46.55 out of 63

<b>HEAD PROTECTION (Adult, Child, Cyclist)</b> 12.53 points out of 18	<b>KNEE &amp; TIBIA PROTECTION</b> 9.00 points out of 9	<b>AEB CYCLIST</b> 6.70 points out of 9
<b>PELVIS PROTECTION</b> 2.83 points out of 4.5	<b>AEB PEDESTRIAN (Forward)</b> 5.37 points out of 7	<b>AEB MOTORCYCLE</b> 5.98 points out of 6
<b>FEMUR PROTECTION</b> 1.65 points out of 4.5	<b>AEB PEDESTRIAN (Backover)</b> 0.00 points out of 2	<b>LSS MOTORCYCLE</b> 2.50 points out of 3

In **physical impact** tests, the bonnet and windscreen of the MG ZS 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 femurs was mixed, with areas of GOOD and POOR performance. Protection of the 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 forward **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most tests, though performance in the turning scenarios was mixed. 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 many test speeds, including in the turning scenarios. The vehicle provides information and a warning when a cyclist is approaching from the rear (**cyclist anti-dooring**).

GOOD performance was seen in the **AEB and LSS motorcyclist** tests, including in the turning and in overtaking scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

<b>System Name</b>	AEB
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	5-80km/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	ADEQUATE	GOOD	ADEQUATE	MARGINAL	GOOD	GOOD
<b>ADEQUATE</b>							

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

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



Vulnerable Road User Protection

73%

46.55 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													

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)							30km/h	45km/h	60km/h
FCW (30-80km/h)							PERFORMANCE	GOOD	
PERFORMANCE	GOOD			GOOD			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 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD				

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



Safety Assist

**79%**

14.25 out of 18

**SEAT BELT REMINDERS**  
1.00 points out of 1

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

**LANE SUPPORT SYSTEMS**  
3.00 points out of 3

**DRIVER MONITORING**  
0.25 points out of 2

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

**SPEED ASSISTANCE SYSTEMS**  
2.08 points out of 3

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

The MG ZS 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 many test scenarios, including in **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, 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. A driver monitoring system (DMS) detecting driver drowsiness (indirect) is fitted as standard.

**AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)**

<b>System Name</b>	AEB
<b>Type</b>	Autonomous emergency braking with forward collision warning
<b>Operational From</b>	5-150 km/h





Safety Assist

79%

14.25 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	-	-	-	POOR	POOR	POOR	POOR	POOR
	10km/h	GOOD	GOOD	GOOD	-	-	-	-	-
	15km/h	GOOD	GOOD	GOOD	-	-	-	-	-
	20km/h	GOOD	GOOD	GOOD	GOOD	POOR	POOR	POOR	POOR
	30km/h	-	-	-	GOOD	GOOD	POOR	POOR	POOR
	40km/h	-	-	-	GOOD	GOOD	POOR	POOR	POOR
	50km/h	-	-	-	GOOD	GOOD	POOR	POOR	POOR
	60km/h	-	-	-	GOOD	GOOD	POOR	POOR	POOR
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		-	MARGINAL
PERFORMANCE		GOOD			

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			

		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

**79%**

14.25 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 & 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	✗
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 ZS Hybrid LHD

TESTED VEHICLE ENGINE  
1.5L HEV

RATING UPDATED  
March 2026

TESTED BODY TYPE  
5 door SUV

RATING PUBLISHED  
December 2025