

MG4 EV URBAN



APPLIES TO
All variants

BUILT FROM
December 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Small Car

ON SALE FROM
March 2026

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Battery Electric

MODEL SERIES
AH4E

AIRBAGS
Dual frontal, side chest,
side head, centre



ANCAP
SAFETY

TESTED
2025



The MG4 EV Urban was introduced in Australia and New Zealand in March 2026. 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) and 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 speed sign recognition, are standard on all variants.

ASSESSMENT SCORES



Adult Occupant Protection

87%

34.88 out of 40



Child Occupant Protection

86%

42.62 out of 49



Vulnerable Road User Protection

85%

54.12 out of 63



Safety Assist

82%

14.78 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG4 EV Urban Essence 43	5 door hatch	Battery Electric Vehicle (BEV)	FWD	✓	✓
MG4 EV Urban Essence 54	5 door hatch	Battery Electric Vehicle (BEV)	FWD	✓	✓

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



Adult Occupant Protection

87%

34.88 out of 40

FRONTAL OFFSET (MPDB)*
5.37 points out of 8

OBLIQUE POLE*
5.76 points out of 6

RESCUE & EXTRICATION
3.00 points out of 4

FULL WIDTH FRONTAL*
7.25 points out of 8

WHIPLASH PROTECTION
4.00 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
3.50 points out of 4

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

The passenger compartment remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated ADEQUATE protection for the driver's chest. Structures in the dashboard were a potential source of injury for the driver and protection of the upper legs was rated ADEQUATE. Protection of the driver's lower legs was MARGINAL based on upward pedal movement and penalties were applied. Protection of the front passenger's lower legs was ADEQUATE. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the MG4 EV Urban presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.58 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. For the rear passenger, dummy readings indicated ADEQUATE protection of the chest. The seat belt for the rear passenger allowed excessive forward movement and protection of the head was rated as MARGINAL.

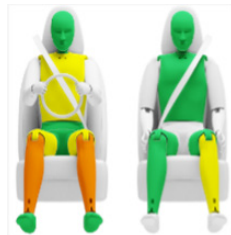
In the **side impact** test, protection offered to all critical body regions of the driver was GOOD.

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

The MG4 EV Urban 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 the vehicle-to-vehicle impact scenario, and MARGINAL in 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 MG4 EV Urban would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	2.88 pts	4.00 pts
Upper Legs	3.50 pts	4.00 pts
Lower Legs	1.93 pts	3.87 pts
Deductions	-0.50 pts (variable contact) -1.00 pts (pedal displacement)	Nil

COMPATIBILITY	
Deductions	-1.58 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	2.00 pts
Neck	4.00 pts	3.39 pts
Chest	4.00 pts	3.62 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	3.37 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

87%

34.88 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	3.00 pts
Neck	3.00 pts
Chest & Abdomen	3.00 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	✗	1.00 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%

42.62 out of 49

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
11.62 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In both the **frontal offset** and **side impact** tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies and full points were scored.

The MG4 EV Urban 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, though both the selected booster seats could not be correctly installed in the centre rear seating position.

A direct child presence detection (CPD) system, which issues a warning when a child or infant may have been left in the vehicle, is fitted to all rear passenger seats as standard, however, the system did not meet ANCAP's requirements and was not rewarded.

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	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)	✗	●	-	●	-	-	-	-	-

● 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.childrestraints.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

85%

54.12 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 13.37 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 8.25 points out of 9
PELVIS PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Forward) 7.00 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 0.50 points out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the MG4 EV Urban provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with MARGINAL and POOR results recorded on the stiff windscreen pillars and sides of the bonnet. Protection of the pelvis and lower legs was GOOD at all test locations and maximum points were awarded.

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 all tests, including turning scenarios. Performance in reverse (**AEB Backover**) scenarios was ADEQUATE.

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

GOOD performance was seen in **AEB Motorcyclist** tests, including in turning scenarios, though performance in emergency lane keeping scenarios was WEAK.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	AEB VRU
Type	Autonomous emergency braking with forward collision warning
Operational From	4-85 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
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	✗
Retention (driver door)	✗
Warning or retention (all other doors)	✗

● PASS ✗ FAIL - N/A





Vulnerable Road User Protection

85%

54.12 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	ADEQUATE			

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			
							TEST VEHICLE SPEED			
AEB (10-50km/h)	Green	Green	Green	Green	Green	Green	10km/h	Green	Green	Green
FCW (30-80km/h)	Green	Green	Green	Green	Green	Green	15km/h	Green	Green	Green
PERFORMANCE	GOOD						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 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	Red	Red	Red	Green	Green
	WEAK				

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



Safety Assist

82%

14.78 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.90 points out of 2

SPEED ASSISTANCE SYSTEMS
1.91 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.75 points out of 3

The MG4 EV Urban is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, and 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 all test scenarios, including in **AEB Junction** and many **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. **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.

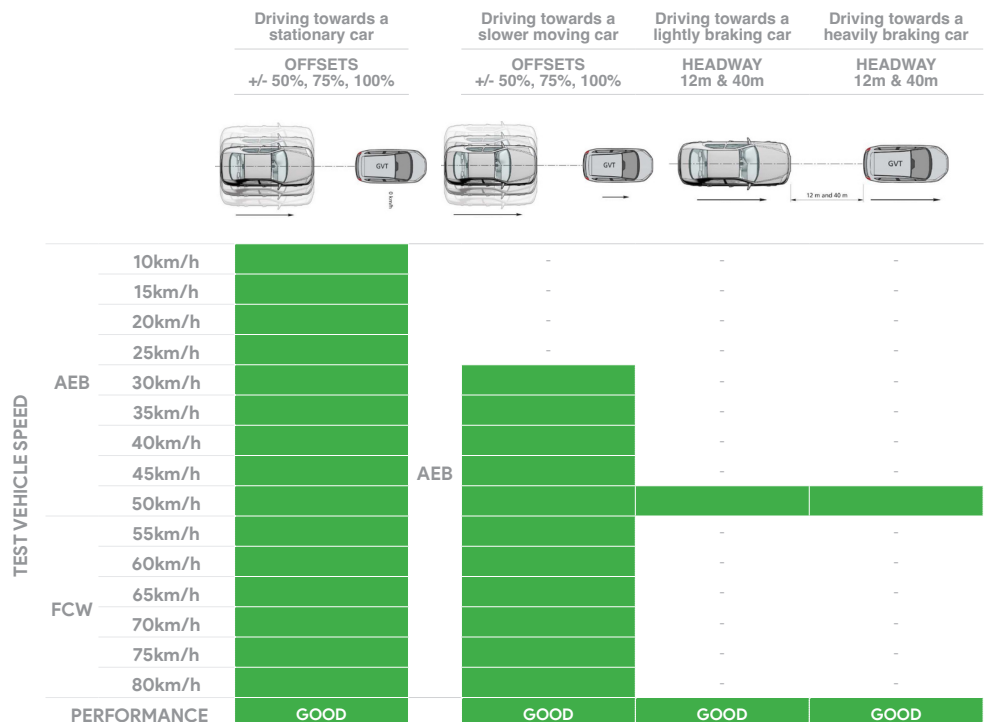
A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) is standard, informing the driver of the local speed limit and automatically changing the speed accordingly.

A seatbelt reminder system is fitted to all seating positions with occupancy detection available for the front passenger and all rear seating positions.

A direct driver monitoring system (DMS) that can detect driver drowsiness, fatigue, and distraction 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 C2C
Type	Autonomous emergency braking with forward collision warning
Operational From	4-150 km/h



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



Safety Assist

82%

14.78 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	-	-	-	Red	Red	Red	Red	Red
	10km/h	Green	Green	Green	-	-	-	-	-
	15km/h	Green	Green	Green	-	-	-	-	-
	20km/h	Green	Green	Green	Green	Green	Red	Red	Red
	30km/h	-	-	-	Green	Green	Red	Red	Red
	40km/h	-	-	-	Green	Green	Red	Red	Red
	50km/h	-	-	-	Green	Green	Red	Red	Red
60km/h	-	-	-	Green	Green	Green	Green	Green	
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		Green	-
		70km/h		-	Green
	Lane change	50km/h		Green	-
		70km/h		-	Green
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		Marginal		GOOD			

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



Safety Assist

82%

14.78 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	NOT ASSESSED	
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 & 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
MG4 EV Urban, LHD

TESTED VEHICLE ENGINE
Battery Electric (BEV)

RATING UPDATED
May 2026

TESTED BODY TYPE
5 door hatch

RATING PUBLISHED
April 2026