## **TEST RESULTS**



## MG HS Standard Safety Equipment



2019 🔶 🛧 🛧 🛧 ז



Adult Occupant
Child Occupant

92%
Image: Comparison of the second se

## SPECIFICATION

Tested Model	MG HS 1.5 petrol, RHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1489kg
VIN From Which Rating Applies	- all HS variants
Class	Small Off-Road

# SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	٠	•	
Belt pretensioner	٠	•	۲
Belt loadlimiter	٠	•	٠
Knee airbag	×	×	_
SIDE CRASH PROTECTION			
Side head airbag	٠	•	٠
Side chest airbag	٠		×
Side pelvis airbag	٠		×



# SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	۲
Integrated CRS		×	×
Airbag cut-off switch		•	
SAFETY ASSIST			
Seat Belt Reminder	•		•

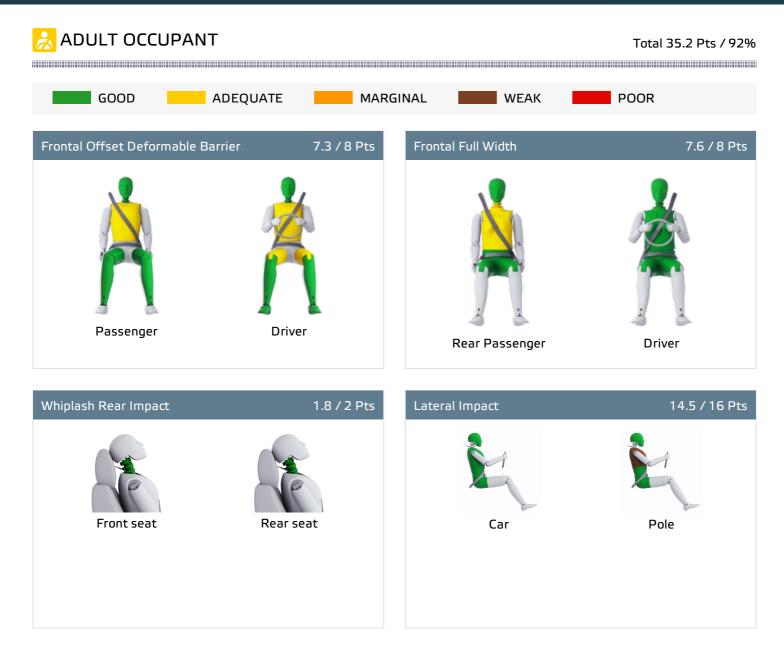
OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB Cyclist	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	

Note: Other equipment may be available on the vehicle but was not considered in the test year.

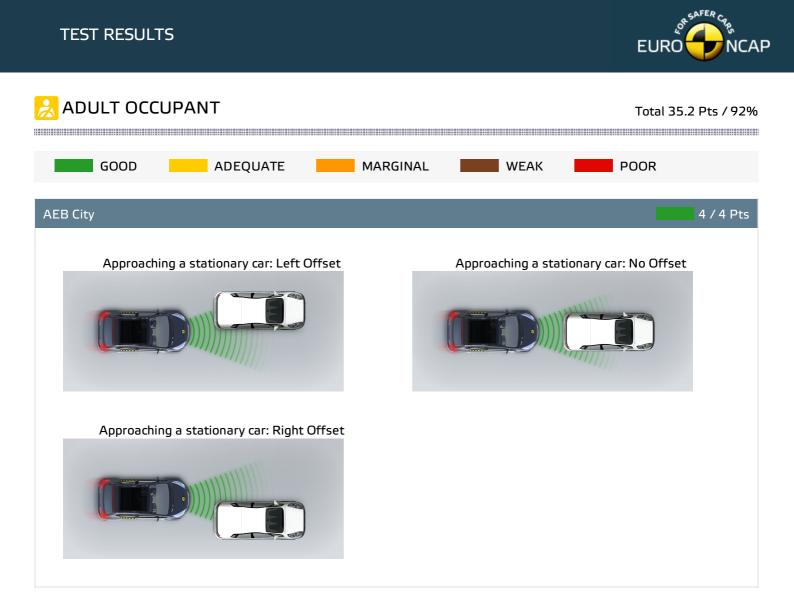
- Fitted to the vehicle as standard
- O Not fitted to the test vehicle but available as option or as part of the safety pack

🗙 Not available





Euro NCAP © MG HS Dec 2019 3/15





# <u> ADULT OCCUPANT</u>

Total 35.2 Pts / 92%

#### Comments

The passenger compartment of the HS remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. MG showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the driver was good for all critical parts of the body, and was good or adequate for the rear passenger. In the side barrier impact, all critical body areas were well protected and the HS scored maximum points in this test. In the more severe side pole test, protection of the chest was rated as weak, based on dummy readings of rib compression, while that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur, with collisions avoided in all test scenarios.







Restraint for 6 year old child: *Britax Römer KIDFIX II XP SICT* Restraint for 10 year old child: *Booster Cushion* Safety Features

## 7 / 13 Pts

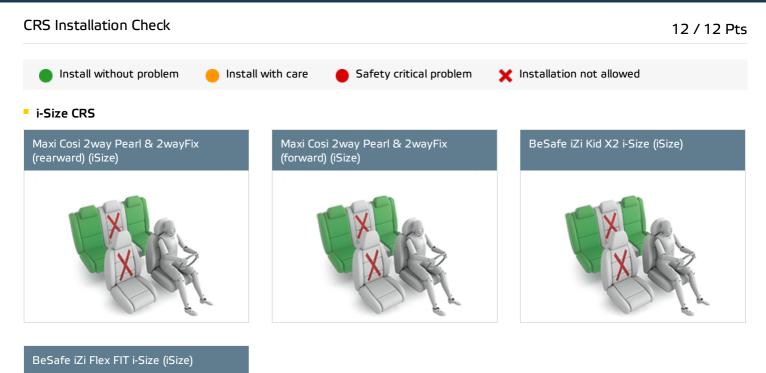
	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	٠	×
Integrated CRS	×	×	×

Fitted to test car as standard

Not on test car but available as option

🗙 Not available







### ISOFIX CRS







# <u></u> CHILD OCCUPANT

#### Total 40.0 Pts / 81%

#### Universal Belted CRS



### Britax Römer KidFix XP (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)







# 💪 CHILD OCCUPANT

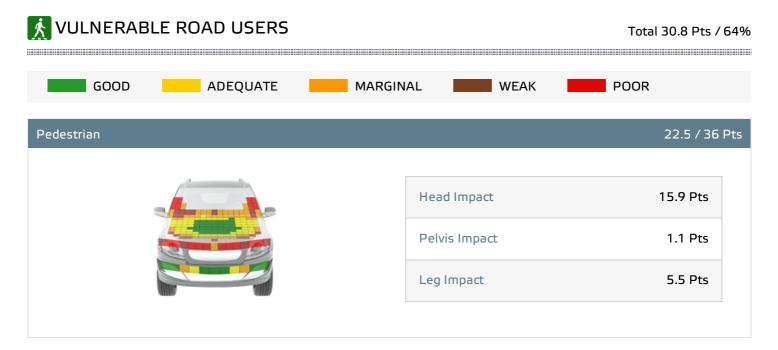
Total 40.0 Pts / 81%

		Seat Position		
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•		
BeSafe iZi Kid X2 i-Size (iSize)		•		
BeSafe iZi Flex FIT i-Size (iSize)		•		
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		
Britax Römer Duo Plus (ISOFIX)		•		
Britax Römer KidFix XP (ISOFIX)		•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	•	•
Britax Römer King II LS (Belt)	•	•	•	
Britax Römer KidFix XP (Belt)				

#### Comments

In the frontal offset test, protection of both child occupants was good or adequate with the exception of the neck of the 10 year dummy, for which readings of neck tension indicated weak protection. In the side barrier test, protection of the 10 year old's head was rated as weak on the basis of the decelerations measured there. Otherwise, protection was good. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraint types for which the HS is designed could be properly installed and accommodated in the car.





Vulnerable Road Users		8.4 / 12 Pts
System Name	Automatic Emergency Braking System for Pedestrians	
Туре	Auto-Brake with Forward Collision Warning	
Operational From	4 km/h	

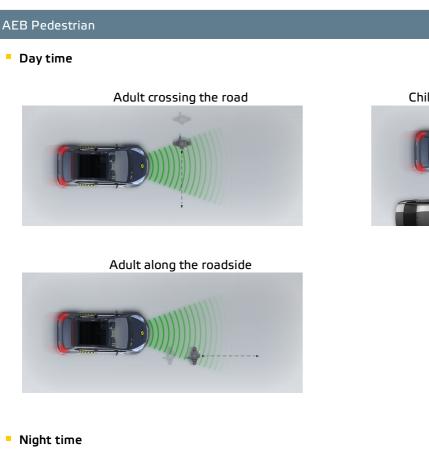
#### Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with only a few poor results on the stiff windscreen pillars. The bumper provided good or adequate protection to pedestrians' legs at most test locations. However, protection of the pelvis area was mixed. The AEB system of the HS can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the its response to pedestrians, the system performed well and, against cyclists, it performed adequately.



# 🔥 VULNERABLE ROAD USERS

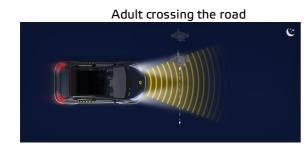
Total 30.8 Pts / 64%



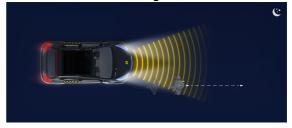
#### Child running from behind parked vehicles



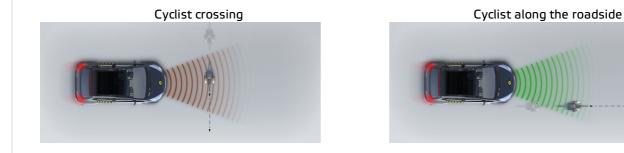
#### 



Adult along the roadside



## AEB Cyclist





Speed Assistanc	е
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2.3	/3	Pts

SAFER

System Name	Speed Assistance System
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

## Seat Belt Reminder

## 2.5 / 3 Pts

Applies To		All Seats	
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	٠	•	•
Audible	•	•	•
Occupant detection	—	•	_

🛑 Pass 🛛 🛑 Fail 🛛 🗕 Not available

## Lane Support

2.5 / 4 Pts

System Name	Lane Depature Prevention System
Туре	LKA (including LDW)
Operational From	60 km/h
PERFORMANCE	
Lane Keep Assist	GOOD



# 🛜 SAFETY ASSIST

Total 9.9 Pts / 76%

## AEB Inter-Urban

2.6 / 3 Pts

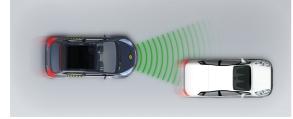
System Name	Forward Collision Warning System&Automatic Emergency Braking System		
Туре	Autonomous Emergency Braking and Forward Collision Warning		
Operational From	4 km/h		
Additional Information	Supplementary warning		

#### Comments

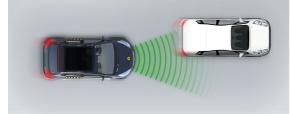
The HS has a seatbelt reminder for the front and rear seats. A speed assistance system uses a camera to determine the local speed limit. This information is presented to the driver who can set the limiter to the appropriate speed. A lane support system helps to prevent inadvertent drifting out of lane. During tests of the AEB system against another vehicle at highway speeds, low-speed impacts with the target meant that the radar had to be re-aligned and the system re-set several times. Such repeated activation of the AEB system and impact with a target is unrepresentative of the real world and the performance of the system was rated as good, with collisions avoided or mitigated in most circumstances.

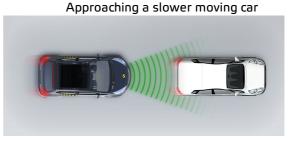
#### Autobrake function only

#### Approaching a slower moving car

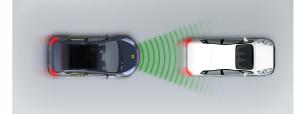


Approaching a slower moving car





Approaching a braking car







Total 9.9 Pts / 76%

#### Driver reacts to warning

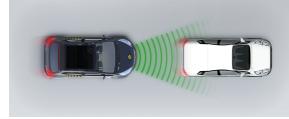




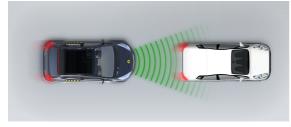
Approaching a stationary car

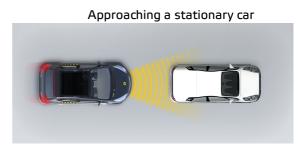


Approaching a slower moving car

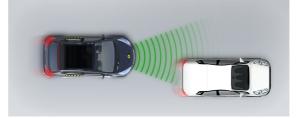


Approaching a braking car

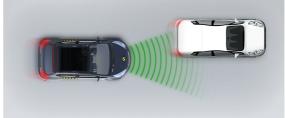




Approaching a slower moving car



Approaching a slower moving car





## RATING VALIDITY

## Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.5 turbo petrol*	'Explore' 'Excite' 'Exclusive'	4 x 2	N/A	~

### \* Tested variant

## Annual Reviews and Facelifts

Date	Event	Outcome		
December 2019	Rating Published	2019 ★ ★ ★ ★	~	