

MG 5



APPLIES TO
All variants

BUILT FROM
March 2023

RATING CRITERIA
2023-2025

VEHICLE TYPE
Small Car

ON SALE FROM
August 2023

RATING EXPIRES
December 2029

ENGINE / MOTOR TYPES
Petrol

MODEL SERIES
N/A

AIRBAGS
Dual frontal, side chest, side head



ANCAP
SAFETY

TESTED
2023

ZERO STARS

The MG 5 was introduced in Australia in August 2023. This ANCAP safety rating applies to all variants.

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

The tested vehicle was not fitted with seatbelt pre-tensioners for either the front or rear seating positions. A seatbelt reminder (SBR) system is fitted as standard to the front seating positions only.

Autonomous emergency braking (Car-to-Car and Vulnerable Road User) is standard. Autonomous emergency braking (Junction, Crossing and Head-On) is not available.

A lane support system (LSS) is not available.

A speed limit information function (SLIF) is not available.

A driver monitoring system (DMS) is not available.

A child presence detection (CPD) system is not available.

ASSESSMENT SCORES



Adult Occupant Protection

37%

15.09 out of 40



Child Occupant Protection

58%

28.81 out of 49



Vulnerable Road User Protection

42%

26.78 out of 63



Safety Assist

13%

2.48 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG 5 Vibe ◆	4 door sedan	1.5 litre petrol	2WD	✓	-
MG 5 Essence	4 door sedan	1.5 litre petrol	2WD	✓	-

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



Adult Occupant Protection

37%

15.09 out of 40

FRONTAL OFFSET (MPDB)* *
0.00 points out of 8

OBLIQUE POLE*
5.59 points out of 6

RESCUE & EXTRICATION
2.50 points out of 4

FULL WIDTH FRONTAL**
0.00 points out of 8

WHIPLASH PROTECTION
1.00 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.
* Score is capped to 0.00 pts due to POOR chest results.

The passenger compartment of the MG 5 remained stable in the **frontal offset (MPDB)** test. Protection of the driver's head was MARGINAL. The driver's chest deflection exceeded limits and was rated POOR. Structures in the dashboard were a potential source of injury for the driver and a penalty was applied, with protection of the upper legs was rated MARGINAL. Protection of the driver's lower legs was POOR. Protection of the front passenger chest and upper and lower legs was ADEQUATE, while protection offered to the front passenger head was GOOD.

The front structure of the MG 5 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 5.46 point penalty (out of 8.00 pts) was applied.

In the **full width frontal** test, protection was MARGINAL for the neck and chest of the driver and GOOD for all other critical body regions. Protection of the neck of the rear passenger was rated ADEQUATE while chest protection was POOR as a result of the chest deflection and seat belt loads exceeding injury limits. The pelvis of the rear passenger 'submerged' and slipped beneath the lap section of the seatbelt during the FWF test, indicating a risk of abdominal injury, and protection of the pelvis area was rated POOR.

Dummy readings indicating high chest injury risk were recorded in both frontal crash tests, and scores for these tests were limited to zero under ANCAP's protocols.

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.

A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available. Information regarding the prevention of excursion (movement towards the other side of the vehicle) in the **far side impact tests** was not provided by MG, and no points were awarded.

MG advised that they were unable to supply representative seats for whiplash testing. No front seat whiplash tests were able to be conducted and therefore no points were awarded for this assessment.

A Rescue Sheet, providing information for first responders in the event of a crash is available. A multi-collision braking system is not fitted. It was demonstrated that, if the car entered water, the doors of the MG 5 would remain functional, however window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	2.51 pts	4.00 pts
Chest	0.00 pts	3.69 pts
Upper Legs	2.00 pts	3.00 pts
Lower Legs	0.00 pts	2.86 pts
Deductions	-1.00 pts (<i>variable contact</i>) -1.00 pts (<i>concentrated load</i>)	-1.00 pts (<i>variable contact</i>)

COMPATIBILITY

Deductions	-5.46 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	2.65 pts	3.29 pts
Chest	2.32 pts	0.00 pts
Upper Legs	4.00 pts	0.00 pts
Deductions	Nil	-2.00 pts (<i>shoulder belt load</i>) -4.00 pts (<i>upper legs (submerging)</i>)

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	2.90 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

37%

15.09 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	0.00 pts

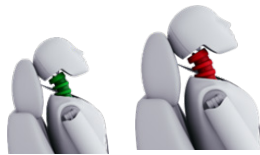


OBLIQUE POLE (32km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	0.00 pts



OCCUPANT-TO-OCCUPANT	
Head Contact	Not assessed

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	0.00 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✗	Not demonstrated

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



Child Occupant Protection

58%

28.81 out of 49

DYNAMIC TEST (FRONT)
3.81 points out of 16

RESTRAINT INSTALLATION
11.62 points out of 12

DYNAMIC TEST (SIDE)
6.38 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, protection of the head and neck of both the 10 year and 6 year dummies, plus the chest of the 10 year dummy, were WEAK. Protection of the 6 year dummy chest was GOOD.

In the **side impact** test, protection head of the 6 year dummy was WEAK and the 10 year dummy was ADEQUATE. Protection of other key body regions of both the 6 year and 10 year child dummies was GOOD.

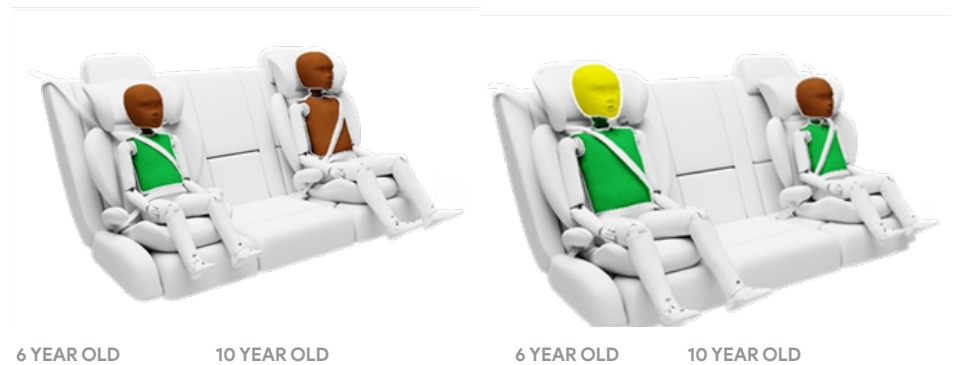
The MG 5 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

A child presence detection (CPD) system, which provides an alert when a child has been left in the vehicle, is not available.

Installation of typical child restraints available showed most child restraints could be accommodated in most rear seating positions, though one of the selected Type A convertible seats in rearward facing mode and the Type E booster could not be correctly installed in the centre rear position.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



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
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

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

42%

26.78 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 9.95 points out of 18	KNEE & TIBIA PROTECTION 5.60 points out of 9	AEB CYCLIST 0.12 points out of 9
PELVIS PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Forward) 2.70 points out of 7	AEB MOTORCYCLE 2.58 points out of 6
FEMUR PROTECTION 1.33 points out of 4.5	AEB PEDESTRIAN (Backover) NOT TESTED out of 2	LSS MOTORCYCLE 0.00 points out of 3

The bonnet of the MG 5 provided predominantly ADEQUATE or MARGINAL protection to the head of a struck pedestrian, while WEAK and POOR results were recorded at the rear of the bonnet, at the base of the windscreen and on the stiff windscreen pillars.

Protection of the pelvis was GOOD at all test locations. Protection of the femurs and lower legs was mixed, with most areas assessed as MARGINAL to POOR.

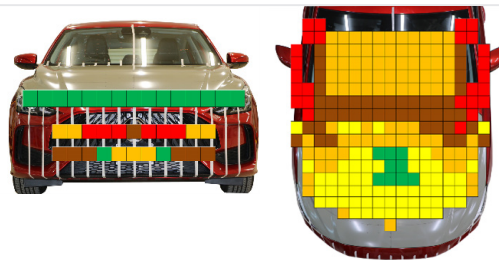
The MG 5 is fitted with an **autonomous emergency braking (AEB)** system with extremely limited ability to recognise and react to pedestrians. Testing of this system showed MARGINAL performance in pedestrian test scenarios with collisions avoided or mitigated in most daytime scenarios but only very limited performance in night-time scenarios. No performance was recorded when the vehicle is turning (pedestrian crossing a side road).

The AEB system does not react to vulnerable road users in reverse (**AEB Backover**), and these tests were not conducted.

WEAK performance was seen in **AEB Cyclist** test scenarios with little or no mitigation observed in the tested scenarios. There is no system to prevent or mitigate impacts with a passing bicycle (cyclist dooring).

GOOD performance was seen in the forward motorcyclist AEB tests, however the system does not respond to a motorcycle in the turning or overtaking test scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Autonomous Emergency Braking
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80 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	WEAK	WEAK	WEAK	WEAK	WEAK	WEAK	WEAK

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

42%

26.78 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	POOR (NOT AVAILABLE)			
8km/h				
PERFORMANCE				

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	MARGINAL													

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)							POOR					
FCW (30-80km/h)												
PERFORMANCE	GOOD											
TEST VEHICLE SPEED	10km/h	15km/h	20km/h	30km/h			45km/h			55km/h		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Not available
Operational From	N/A

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)		Overtaking motorcycle (GVT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	POOR (NOT AVAILABLE)				

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



Safety Assist

13%

2.48 out of 18

SEAT BELT REMINDERS
0.00 points out of 1

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

LANE SUPPORT SYSTEMS
0.00 points out of 3

DRIVER MONITORING
0.00 points out of 2

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

SPEED ASSISTANCE SYSTEMS
0.50 points out of 3

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

The MG 5 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds. A lane support system and a blind spot monitoring system (BSM) are not available.

Tests of the autonomous emergency braking **AEB (Car-to-Car)** system showed MARGINAL performance with collisions avoided at most lower speeds, and with impact speeds reduced in higher speed tests. However, no points were awarded for 'driving towards a stationary car' test scenarios as performance prerequisites were not met (front whiplash performance tests not conducted).

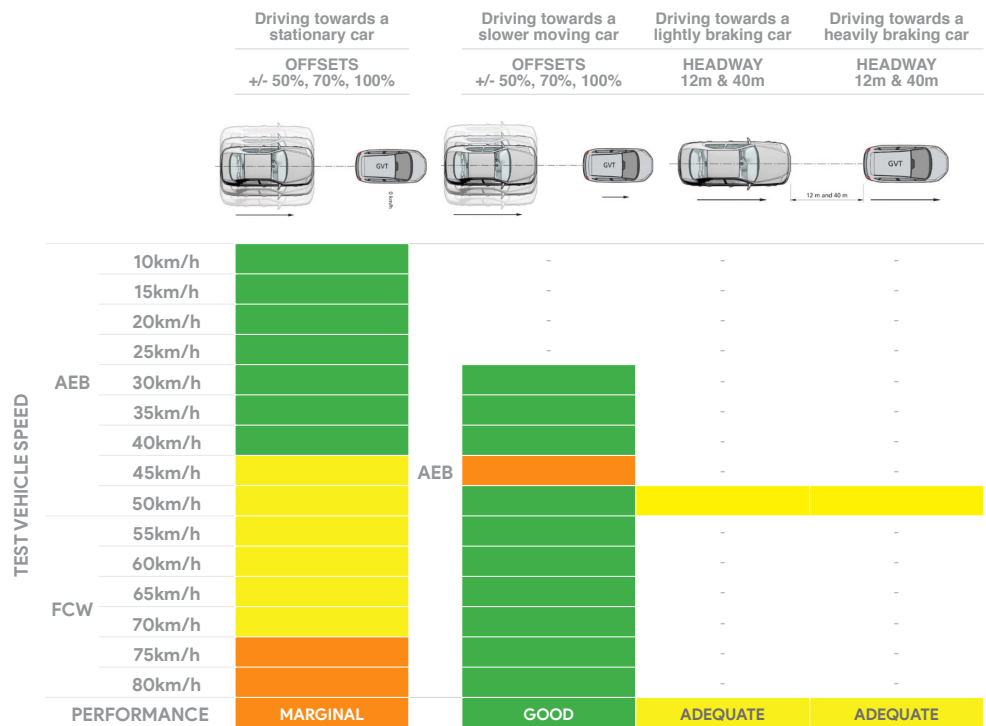
The AEB system does not react to junction (turn across path or crossing) scenarios.

A speed limit information function (SLIF) is not available.

A seatbelt reminder system is fitted to the front seating positions only. A driver monitor system (DMS) is not available.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Autonomous Emergency Braking
Type	Autonomous emergency braking with forward collision warning
Operational From	5-80 km/h



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



Safety Assist

13%

2.48 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	55km/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		POOR (NOT AVAILABLE)			POOR (NOT AVAILABLE)				

		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	-	-	-
		70km/h	-	-	-
	Lane change	50km/h	-	-	-
		70km/h	-	-	-
PERFORMANCE		POOR (NOT AVAILABLE)			

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Not available
Operational From	N/A

		Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car					
PERFORMANCE		POOR (NOT AVAILABLE)			

		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		POOR (NOT AVAILABLE)							

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



Safety Assist

13%

2.48 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)	✘
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 & 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 5, 1.5 litre petrol, RHD

TESTED VEHICLE ENGINE
1.5 litre petrol

RATING UPDATED
n/a

TESTED BODY TYPE
4 door sedan

RATING PUBLISHED
December 2023