MG 3

Standard Safety Equipment

2025



Adult Occupant 74%

Child Occupant 73%

Vulnerable Road Users 81%

Safety Assist 69%

SPECIFICATION

Tested Model	MG 3 Hybrid, 1.5 HEV, LHD
Body Type	- 5 door hatchback
Year Of Publication	2025
Kerb Weight	1285kg
VIN From Which Rating Applies	- all MG 3
Class	Small Family Car

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SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	–
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✖	✖	–
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✖
Side pelvis airbag	●	●	✖
Centre Airbag	●	✖	–

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	✖	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
Child presence detection	–	✖	✖
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

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SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
Cyclist Dooring Prevention	✖
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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

● Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

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ADULT OCCUPANT

Total 29.7 Pts / 74%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 8.9 / 16 Pts





Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

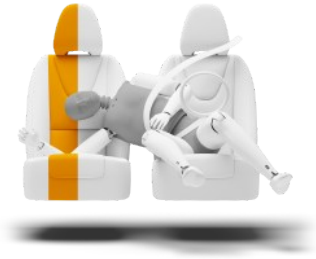
Lateral Impact — 14.8 / 16 Pts



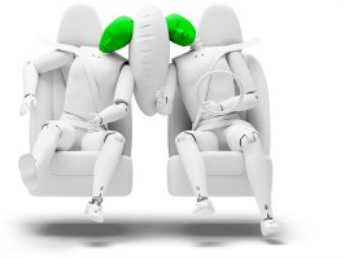
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact — 3.9 / 4 Pts



Rear Seat



Front Seat

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ADULT OCCUPANT

Total 29.7 Pts / 74%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	2.2 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Partially Compliant

Comments

The passenger compartment of the MG 3 remained stable in the frontal offset test. However, the right-side seat adjuster of the driver's seat failed in the test, causing it to twist halfway through the impact. This movement exacerbated the loads on the driver dummy's right leg, and protection of that part of the body was rated as poor. This, in turn, meant that MG was precluded from demonstrating the protection offered to occupants of different sizes and to those sitting in different positions. Moreover, the driver's head 'bottomed out' the airbag against the steering wheel, and protection was rated as adequate. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the MG 3 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, forward movement of the head of the rear seat passenger exceeded Euro NCAP's threshold and protection was rated as poor. Chest protection of the rear passenger was marginal, based on dummy readings of compression. However, protection was good for all critical body areas of the driver. In the side barrier test, the MG 3 provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, protection of the chest was rated as marginal, based on dummy readings of rib compression. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The MG 3 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. MG demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

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CHILD OCCUPANT

Total 36.2 Pts / 73%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children 18.2 / 24 Pts

Frontal Impact	14.2 Pts



Lateral Impact	4 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
Restraint for 10 year old child: *Britax Römer Kidfix i-Size Booster Only*

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✖	●	✖
i-Size	✖	●	✖
Integrated CRS	✖	✖	✖
Top tether	✖	●	✖
Child Presence Detection	✖	✖	✖

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

CRS Installation Check 12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 36.2 Pts / 73%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 36.2 Pts / 73%

Comments

In the side barrier impact, the 10 year dummy, sitting on the impacted side of the car, ‘bottomed out’ the airbag against the C-pillar, resulting in high injury values to the head and chest. As a result, no points were scored for the 10 year dummy in the side impact. Otherwise, child protection for different body regions ranged from marginal to 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. The MG 3 is not equipped with 'child presence detection' system, a system which issues a warning when it detects that a child or infant has been left in the car All of the child restraint types for which the MG 3 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.3 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

29.5 / 36 Pts



Pedestrian & Cyclist Head	12.4 Pts
Pelvis	4.2 Pts
Femur	3.9 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.8 / 27 Pts

System Name	AEB
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

PERFORMANCE |

AEB Pedestrian

6.3 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		–
Adult crossing a road into which a car is turning		–
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

– Currently not tested

AEB Cyclist

7.6 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

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VULNERABLE ROAD USERS

Total 51.3 Pts / 81%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist

5.9 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis and femur was mostly good, while that of the knee and tibia was good or adequate at all test locations. The autonomous emergency braking system of the MG 3 responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed well, although the system does not respond to those to the rear of the car. The system performed well in tests of its reaction to cyclists, but there is no protection against ‘dooring’, where a door is opened into the path of a cyclist approaching from behind. The system’s response to motorcyclists was good.

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SAFETY ASSIST

Total 12.4 Pts / 69%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

1.6 / 3 Pts

System Name	Speed Assist System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring

1.3 / 3 Pts

Seatbelt Reminder

1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	–	●	●

● Pass ● Fail – Not available

Driver Monitoring

0.3 / 2 Pts

System Name	DSM
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Microsleep and Sleep

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SAFETY ASSIST

Total 12.4 Pts / 69%

Lane Support

2.5 / 3 Pts

Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.1 / 9 Pts

System Name	AEB
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		–
Turning across the path of an oncoming car		–
Approaching a stationary car		
Approaching a slower moving car		–
Approaching a braking car		–

– Currently not tested

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SAFETY ASSIST

Total 12.4 Pts / 69%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue but not distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

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RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.5 litre hybrid, GS62 H	MG 3 Hybrid *	4 x 2	✓	✓
5 door hatchback	1.5 litre petrol, GS62	MG 3	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2025	Rating Published	2025 ★★★★☆	✓

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