MGU9 EV

APPLIES TO	BUILT FROM	RATING CRITERIA
Battery electric variants	May 2026	2023-2025
VEHICLE TYPE	**ON SALE FROM**	**RATING EXPIRES**
Utility	October 2026	December 2031
ENGINE / MOTOR TYPES	**MODEL SERIES**	**AIRBAGS**
Battery Electric Vehicles	n/a	Dual frontal, side chest, side head, centre

ANCAP SAFETY

TESTED 2024 ★ ★ ★ ★ ★

The MGU9 EV was introduced in Australia and New Zealand in October 2026. This ANCAP safety rating is based on testing of the Maxus eTerron 9 conducted in 2024. ANCAP was provided with technical information and additional test data to show that the test results of the Maxus eTerron 9 are also applicable to the MGU9 EV sold in Australia and New Zealand. This ANCAP safety rating applies to all MGU9 EV battery electric 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) 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.

SAFETY NOTE

Installation of child restraints in the second row centre seating position is not recommended as there is no top tether anchorage.

ASSESSMENT SCORES

Adult Occupant Protection	Child Occupant Protection	Vulnerable Road User Protection	Safety Assist
91%	89%	84%	85%
36.78 out of 40	44.00 out of 49	53.13 out of 63	15.38 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MGU9 EV	Dual Cab Utility	Battery Electric Vehicle	AWD	✓	✓
MGU9 Explore	Dual Cab Utility	2.5 litre diesel	4WD	[See separate rating]	
MGU9 Explore X	Dual Cab Utility	2.5 litre diesel	4WD	[See separate rating]	
MGU9 Explore PRO	Dual Cab Utility	2.5 litre diesel	4WD	[See separate rating]	

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

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

Adult Occupant Protection

91%

36.78 out of 40

FRONTAL OFFSET (MPDB)# **6.19 points** out of 8	OBLIQUE POLE# **5.63 points** out of 6	RESCUE & EXTRICATION **3.00 points** out of 4
FULL WIDTH FRONTAL# **8.00 points** out of 8	WHIPLASH PROTECTION **3.96 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **4.00 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. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. Protection of the front passenger dummy was GOOD for all critical body regions.

The front structure of the tested eTerron 9 presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.29 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. Protection was ADEQUATE for the neck of the rear passenger with GOOD protection provided to all other critical body areas.

In the **side impact** test, protection of all critical body areas was GOOD and maximum points were scored.

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

The MGU9 EV is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes 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 GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE 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 MGU9 EV 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	3.72 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.96 pts	4.00 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-3.29 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.98 pts
Chest	4.00 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

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	3.02 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

91%

36.78 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	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty

OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.96 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

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

89%

44.00 out of 49

DYNAMIC TEST (FRONT)	RESTRAINT INSTALLATION
16.00 points out of 16	**12.00 points** out of 12
DYNAMIC TEST (SIDE)	**ON-BOARD SAFETY FEATURES**
8.00 points out of 8	**8.00 points** out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in these tests.

The MGU9 EV is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats. An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear outboard seating positions and full points were scored for this assessment.

Installation of child restraints in the second row centre seating position is not recommended as there is no top tether anchorage.

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

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 1.00 pts (out of 4.00pts)	●	●	●	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW 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	✕	●	✕	●	–	–	–
	Booster - 4 to 10 years	✕	●	✕	●	–	–	–
ISOFIX	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

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.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

84%

53.13 out of **63**

HEAD PROTECTION (Adult, Child, Cyclist) **12.02 points** out of 18	KNEE & TIBIA PROTECTION **9.00 points** out of 9	AEB CYCLIST **8.09 points** out of 9
PELVIS PROTECTION **3.30 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.72 points** out of 7	AEB MOTORCYCLE **6.00 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **1.50 points** out of 2	LSS MOTORCYCLE **3.00 points** out of 3

In **pedestrian impact** tests, the bonnet and windscreen 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, the base of the windscreen, and front edge of the bonnet surface. Protection of the pelvis was mixed, with areas of GOOD and POOR performance. Protection of the femurs and 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, including turning scenarios, with collisions avoided or mitigated in most tests. The AEB system reacts to vulnerable road users in reverse (**AEB Backover**), and performance 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 the driver when a bicycle is approaching from behind (**cyclist anti-dooring**). A warning is also provided to all occupants, but was not sufficiently early to be rewarded.

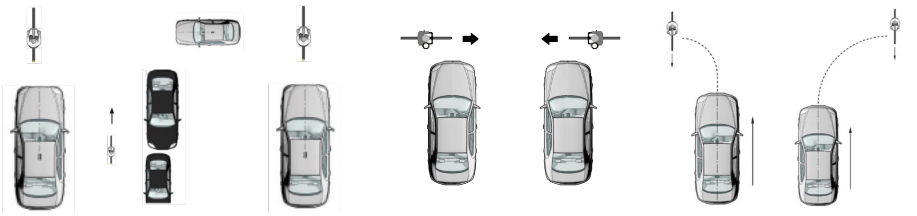
GOOD performance was seen in the **AEB** and **lane support motorcyclist** tests, including in turning and emergency lane keeping scenarios, earning full points.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	AEB
Type	Autonomous emergency braking with forward collision warning
Operational From	8-80 km/h

AEB CYCLIST TEST SCENARIOS (forward)	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
PERFORMANCE	GOOD						



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

84%

53.13 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	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)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	Lane Assist
Operational From	50-250 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

85%

15.38 out of **18**

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
1.00 points out of 2

SPEED ASSISTANCE SYSTEMS
2.58 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
3.00 points out of 3

The MGU9 EV 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, 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 **AEB Crossing** scenarios, where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. GOOD performance was also seen in tests of the **AEB Head-On** system functionality.

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 allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) that can detect driver distraction and fatigue 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
Type	Autonomous emergency braking with forward collision warning
Operational From	8-140 km/h

TEST VEHICLE SPEED		Driving towards a stationary car OFFSETS +/- 50%, 75%, 100%		Driving towards a slower moving car OFFSETS +/- 50%, 75%, 100%	Driving towards a lightly braking car HEADWAY 12m & 40m	Driving towards a heavily braking car HEADWAY 12m & 40m
AEB	10km/h			-	-	-
	15km/h			-	-	-
	20km/h			-	-	-
	25km/h			-	-	-
	30km/h				-	-
	35km/h				-	-
	40km/h				-	-
	45km/h		AEB		-	-
	50km/h					
FCW	55km/h				-	-
	60km/h				-	-
	65km/h				-	-
	70km/h				-	-
	75km/h				-	-
	80km/h				-	-
PERFORMANCE		GOOD		GOOD	GOOD	ADEQUATE

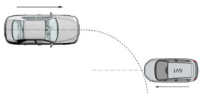
GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

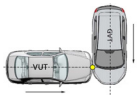
Safety Assist

85%

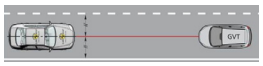
15.38 out of **18**

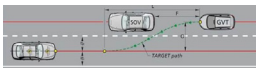
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)





TARGET VEHICLE SPEED	JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TEST VEHICLE SPEED	30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
Start from stop	-	-	-					
10km/h				-	-	-	-	-
15km/h				-	-	-	-	-
20km/h								
30km/h	-	-	-					
40km/h	-	-	-					
50km/h	-	-	-					
60km/h	-	-	-					
PERFORMANCE	GOOD			GOOD				



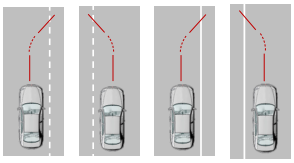


TEST VEHICLE SPEED		TARGET VEHICLE SPEED	HEAD-ON In the path of oncoming vehicle 50km/h	HEAD-ON In the path of oncoming vehicle 70km/h
	Travelling straight	50km/h		-
		70km/h	-	
	Lane change	50km/h		-
		70km/h	-	
		PERFORMANCE	GOOD	

LANE SUPPORT SYSTEMS (Car-to-Car)

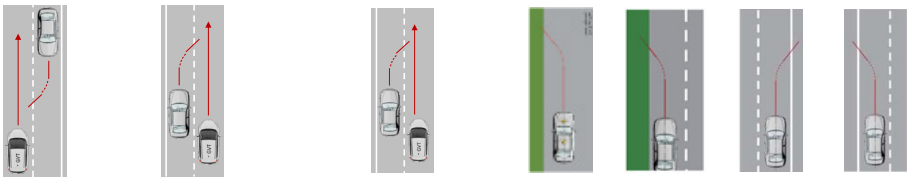
System Name	Lane Assist
Operational From	50-250 km/h

LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car



PERFORMANCE				
	GOOD			

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

85%

15.38 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 based
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	●

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

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	TESTED VEHICLE ENGINE	RATING UPDATED
Maxus eTerron9 Luxury LHD	Battery Electric (BEV)	n/a
TESTED BODY TYPE	**RATING PUBLISHED**	
Dual Cab Utility	October 2026	