

MG 5



APPLIES TO
All variants

BUILT FROM
November 2024

RATING CRITERIA
2023-2025

VEHICLE TYPE
Small Car

ON SALE FROM
June 2025

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Petrol

MODEL SERIES
N/A

AIRBAGS
Dual frontal, side chest, side head



ANCAP
SAFETY

TESTED
2025



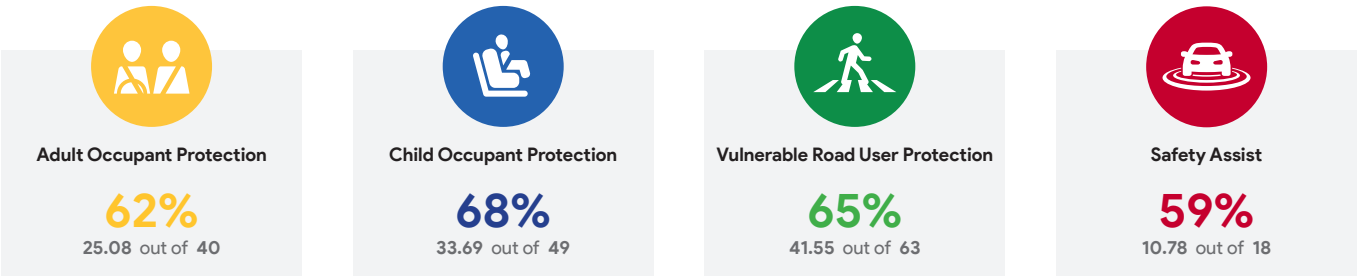
The MG 5 was first introduced in Australia in August 2023. MG upgraded the safety specification of the MG 5 as part of a facelift for Australian vehicles built from November 2024. Additional frontal impact, whiplash, pedestrian impact, and active safety tests were conducted on upgraded vehicles to verify the safety performance against MG 5 vehicles built prior to November 2024, and this ANCAP safety rating combines the results of the additional tests, conducted in 2024-2025, with the results of tests conducted in 2023.

This ANCAP safety rating is applicable to all MG 5 vehicles built from November 2024 and on sale from June 2025. A separate zero-star ANCAP safety rating applies to MG 5 vehicles built between March 2023 and September 2024, and on sale between August 2023 and May 2025.

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

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction & Crossing and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) are standard equipment on these upgraded vehicles.

ASSESSMENT SCORES



RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
MG 5 Vibe ♦	4 door sedan	1.5L petrol	FWD	✓	-
MG 5 Essence	4 door sedan	1.5L turbo	FWD	✓	-

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



Adult Occupant Protection

62%

25.08 out of 40

FRONTAL OFFSET (MPDB)*
2.17 points out of 8

OBLIQUE POLE*
5.59 points out of 6

RESCUE & EXTRICATION
2.50 points out of 4

FULL WIDTH FRONTAL*
3.52 points out of 8

WHIPLASH PROTECTION
3.98 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
1.32 points out of 4

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

The passenger compartment of the MG 5 remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated MARGINAL protection for the driver's chest, upper legs and lower legs. Structures in the dashboard were a potential source of injury for the driver and front passenger. Protection of the driver's feet was ADEQUATE with excessive pedal movement recorded. Protection of the front passenger upper and lower legs was ADEQUATE. Protection was GOOD for all other critical body regions of the driver and front passenger.

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 5.49 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 and full points were scored. Protection of the rear passenger neck was ADEQUATE while protection of the chest was MARGINAL. GOOD protection was offered for remaining critical body regions.

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. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact** tests was assessed as MARGINAL for the vehicle-to-vehicle impact scenario and ADEQUATE for the vehicle-to-pole scenario.

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	4.00 pts	4.00 pts
Chest	1.93 pts	4.00 pts
Upper Legs	2.00 pts	3.00 pts
Lower Legs	1.91 pts	2.85 pts
Deductions	-1.00 pts (variable contact) -1.00 pts (concentrated load) -1.00 pts (pedal blocking)	-1.00 pts (variable contact)



COMPATIBILITY

Deductions -5.49 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.84 pts
Chest	4.00 pts	2.25 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	2.90 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

62%
25.08 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	1.00 pts
Neck	0.45 pts
Chest & Abdomen	0.66 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	2.00 pts
Neck	1.84 pts
Chest & Abdomen	2.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	NOT ASSESSED

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.98 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 available

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



Child Occupant Protection

68%

33.69 out of 49

DYNAMIC TEST (FRONT)

8.69 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, dummy readings indicated MARGINAL protection of the head of both the 10 year and 6 year child dummies. WEAK protection was recorded for the neck and chest of the 10 year dummy. Protection of the 6 year dummy was MARGINAL for the neck and GOOD for the chest.

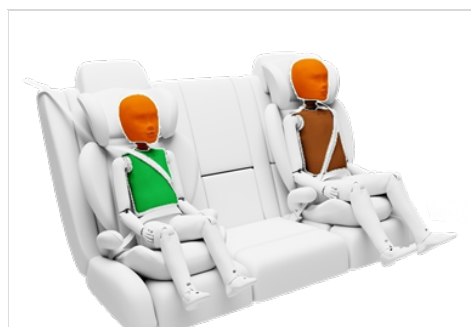
In the **side impact** test, protection of the head of the 6 year dummy was WEAK and ADEQUATE for the 10 year dummy. Other critical body areas of both the 6 year and 10 year child dummies was GOOD.

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

Installation of typical child restraints available in Australia 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.

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

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 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)	✗	●	-	●	-	-	-
	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

65%

41.55 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
9.95 points out of 18

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB CYCLIST
5.82 points out of 9

PELVIS PROTECTION
4.50 points out of 4.5

AEB PEDESTRIAN (Forward)
4.77 points out of 7

AEB MOTORCYCLE
3.00 points out of 6

FEMUR PROTECTION
2.51 points out of 4.5

AEB PEDESTRIAN (Backover)
0.00 points out of 2

LSS MOTORCYCLE
2.00 points out of 3

In **physical impact** tests, 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 and lower legs was GOOD at all test locations. Protection of the femurs was mostly WEAK.

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 ADEQUATE performance in forward **AEB pedestrian** test scenarios. The AEB system does not react to vulnerable road users in reverse (**AEB Backover**) or turning scenarios, and hence these tests were not conducted.

ADEQUATE performance was seen in **AEB cyclist** test scenarios with collisions avoided or mitigated at most test speeds, though the vehicle does not react to cyclists in turning (junction) scenarios. The vehicle does not provide any warning when a bicycle is approaching from behind (cyclist anti-dooring).

ADEQUATE performance was seen in the **AEB** and **lane support motorcyclist** tests.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	VRU Active Safety
Type	Autonomous emergency braking with forward collision warning
Operational From	8-85 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	GOOD	GOOD	GOOD	GOOD	POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED	POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED

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

65%

41.55 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	POOR (NOT AVAILABLE)			

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														
	ADEQUATE													

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			TARGET MOTORCYCLE SPEED		
				40m HEADWAY			30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	GOOD						POOR		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	LSS System
Operational From	60-130 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					
	ADEQUATE				

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



Safety Assist

59%

10.78 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.00 points out of 2

SPEED ASSISTANCE SYSTEMS
0.50 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
2.00 points out of 3

The MG 5 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.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in many of the **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. Tests of the **AEB Head-On** system functionality showed GOOD performance.

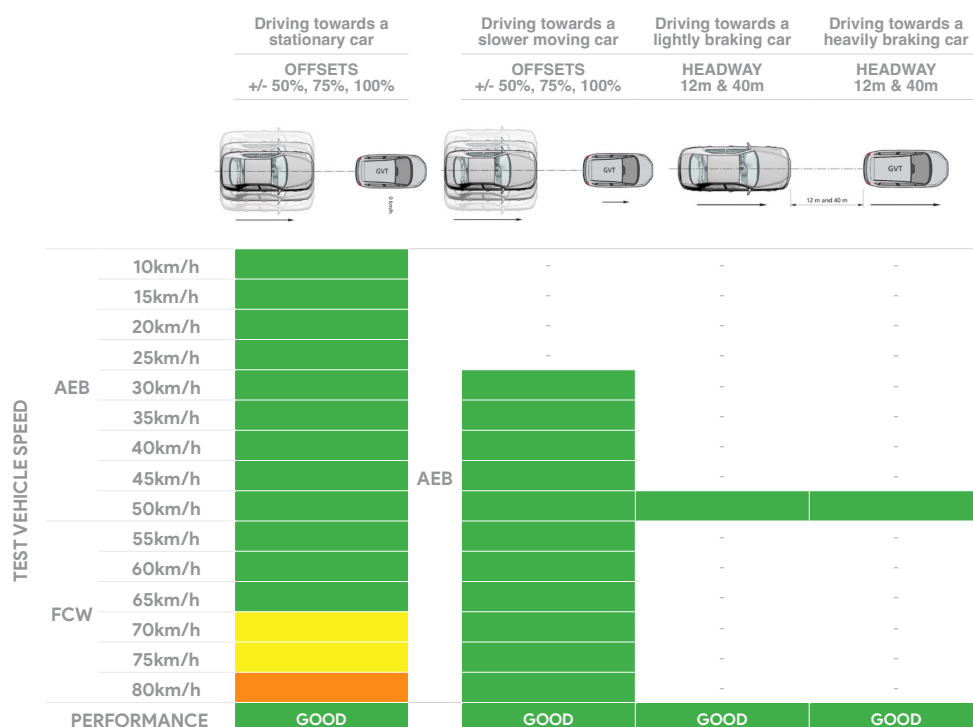
Tests of **LSS** functionality showed GOOD performance in lane keep assist scenarios, and MARGINAL performance in the more critical ELK scenarios

A speed limit information function is not available.

A seatbelt reminder system with occupancy detection is fitted to all first and second row seating positions. A driver monitoring system (DMS) is not available.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	AEB Car to Car System
Type	Autonomous emergency braking with forward collision warning
Operational From	8-150 km/h



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

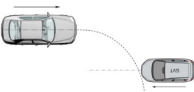
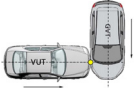


Safety Assist

59%

10.78 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	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
60km/h	-	-	-						
PERFORMANCE		MARGINAL			GOOD				

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

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	LSS System
Operational From	60-130 km/h

		Dashed line	Solid line
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car			
PERFORMANCE		GOOD	

		Oncoming vehicle	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									
MARGINAL									



Safety Assist

59%

10.78 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	✗	✗
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 / 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
MG 5 Vibe, RHD

TESTED VEHICLE ENGINE
1.5 litre petrol

RATING UPDATED
n/a

TESTED BODY TYPE
4 door sedan

RATING PUBLISHED
June 2025