# MG ZS EV

Standard Safety Equipment

2019


Adult Occupant 90%

Child Occupant 85%

Vulnerable Road Users 64%

Safety Assist 70%

## SPECIFICATION

| | |
|---|---|
| Tested Model | MG ZS EV, LHD |
| Body Type | - 5 door SUV |
| Year Of Publication | 2019 |
| Kerb Weight | 1491kg |
| VIN From Which Rating Applies | - all ZS EV's |
| Class | Small Family Car |

## SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|---|---|---|---|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | ✗ |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ✗ | ✗ | ✗ |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✗ |
| Side pelvis airbag | ● | ● | ✗ |

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# SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|---|---|---|---|
| CHILD PROTECTION | | | |
| Isofix | — | ✗ | ● |
| 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 ○ 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 34.5 Pts / 90%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

### Frontal Offset Deformable Barrier — 7.4 / 8 Pts

Passenger

Driver

### Frontal Full Width — 7 / 8 Pts

Rear Passenger

Driver

### Whiplash Rear Impact — 1.7 / 2 Pts

Front seat

Rear seat

### Lateral Impact — 14.4 / 16 Pts

Car

Pole

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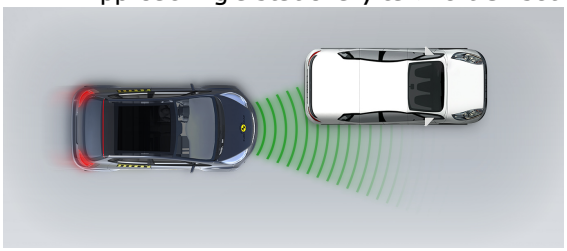
## ADULT OCCUPANT

Total 34.5 Pts / 90%

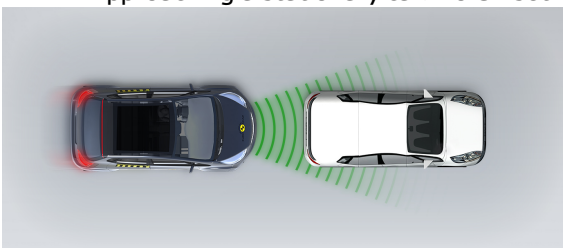
GOOD | ADEQUATE | MARGINAL | WEAK | POOR

### AEB City — 4 / 4 Pts

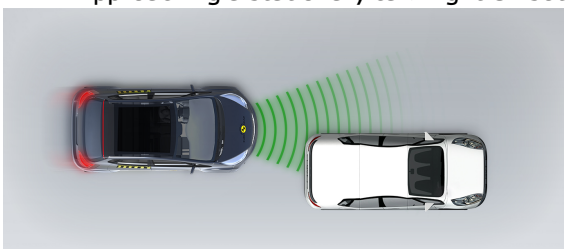
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



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## ADULT OCCUPANT

Total 34.5 Pts / 90%

### Comments

The passenger compartment of the ZS EV 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. For the rear passenger, readings of chest compression indicated a weak level of protection but it was good or adequate for other parts of the body. In the side barrier impact, all critical body areas were well protected and the ZS EV 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 or mitigated in all test scenarios.

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## CHILD OCCUPANT

Total 41.7 Pts / 85%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

### Crash Test Performance based on 6 & 10 year old children

22.7 / 24 Pts

| Frontal Impact | 14.7 Pts |
|---|---|

| Lateral Impact | 8 Pts |
|---|---|

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 | ✗ | ● | ✗ |
| Integrated CRS | ✗ | ✗ | ✗ |

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

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## CRS Installation Check

12 / 12 Pts

Install without problem | Install with care | Safety critical problem | Installation not allowed

### i-Size CRS

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)

### ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

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## CHILD OCCUPANT

Total 41.7 Pts / 85%

### Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

## CHILD OCCUPANT

Total 41.7 Pts / 85%

| | 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) | ● | ● | ● | ● |

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

### 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 marginal protection. In the side barrier test, protection of all critical body areas was good for both 6 and 10 year dummies and the ZS EV scored maximum points in this part of the assessment. 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 ZS EV is designed could be properly installed and accommodated in the car.

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## VULNERABLE ROAD USERS

Total 31.0 Pts / 64%

GOOD ADEQUATE MARGINAL WEAK POOR

### Pedestrian 26.7 / 36 Pts

| | |
|---|---|
| Head Impact | 17 Pts |
| Pelvis Impact | 3.7 Pts |
| Leg Impact | 6 Pts |

### Vulnerable Road Users 4.3 / 12 Pts

| | |
|---|---|
| System Name | Automatic Emergency Braking System for Pedestrians |
| Type | 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 protection to pedestrians' legs at all test locations. However, protection of the pelvis area was mixed. The AEB system of the ZS EV can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the its response to such road users, the system showed marginal performance.

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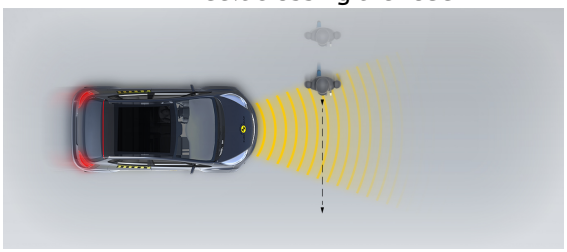
# VULNERABLE ROAD USERS

Total 31.0 Pts / 64%

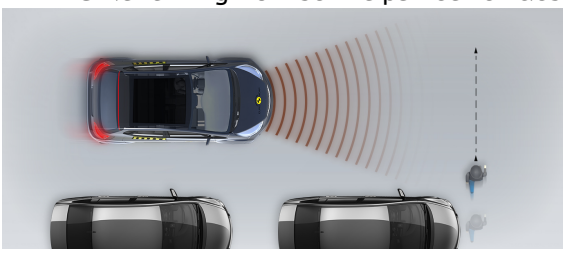
## AEB Pedestrian

- **Day time**

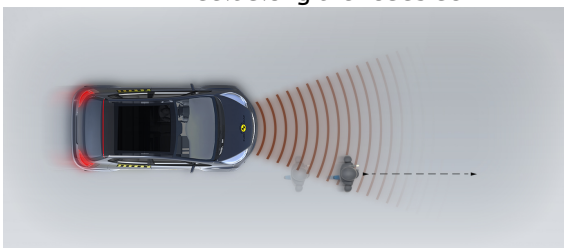
Adult crossing the road



Child running from behind parked vehicles

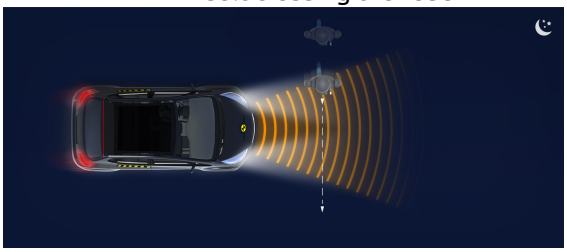


Adult along the roadside

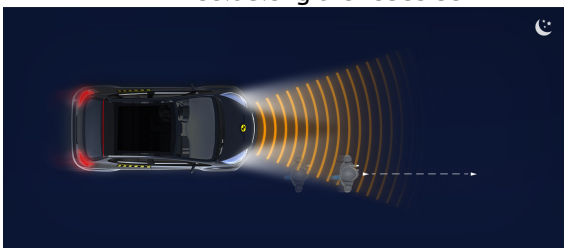


- **Night time**

Adult crossing the road

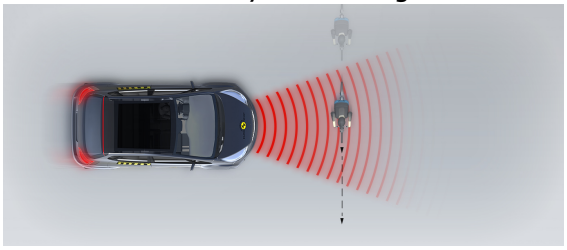


Adult along the roadside

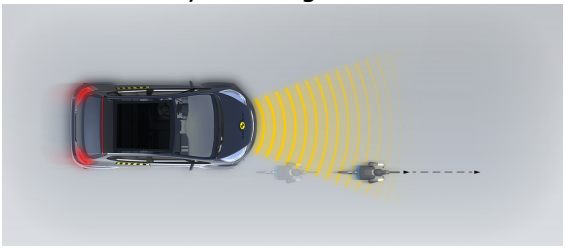


## AEB Cyclist

Cyclist crossing



Cyclist along the roadside



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# SAFETY ASSIST

Total 9.2 Pts / 70%

GOOD ADEQUATE MARGINAL WEAK POOR

## Speed Assistance

2.3 / 3 Pts

| | |
|---|---|
| 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 | ● | ● | ● |
| Audible | ● | ● | ● |
| Occupant detection | — | ● | — |

● Pass ● Fail — Not available

## Lane Support

1.8 / 4 Pts

| | |
|---|---|
| System Name | Lane Departure Prevention System |
| Type | LKA (including LDW) |
| Operational From | 60 km/h |
| **PERFORMANCE** | |
| Emergency Lane Keeping | POOR |
| Lane Keep Assist | GOOD |
| Human Machine Interface | ADEQUATE |

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## SAFETY ASSIST

Total 9.2 Pts / 70%

### AEB Inter-Urban

2.6 / 3 Pts

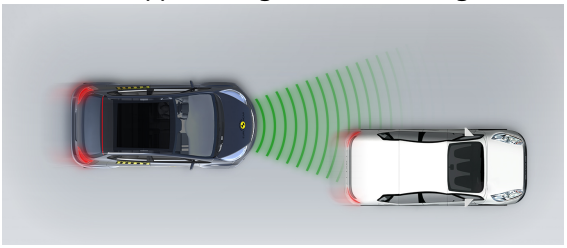
| | |
|---|---|
| System Name | Forward Collision Warning System & Automatic Emergency Braking System |
| Type | Autonomous Emergency Braking and Forward Collision Warning |
| Operational From | 4 km/h |
| Additional Information | Supplementary warning |

**Comments**

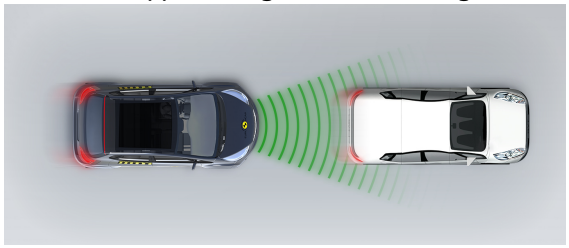
The ZS EV has a seatbelt reminder for the front and rear seats. A speed assistance system uses a camera to determine the local speed limit. This information is presented to the driver who can set the limiter to the appropriate speed. A lane support system helps to prevent inadvertent drifting out of 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**

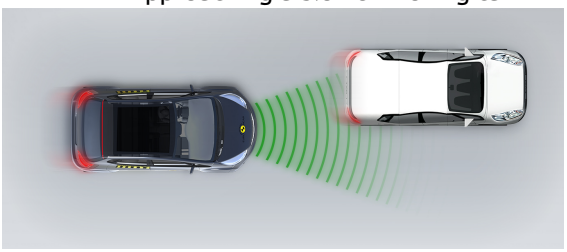
Approaching a slower moving car



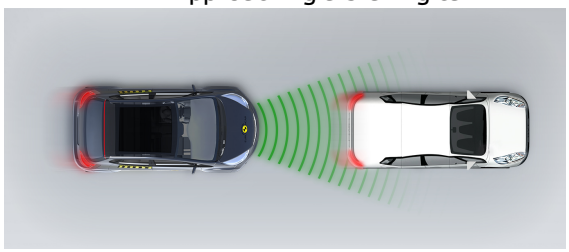
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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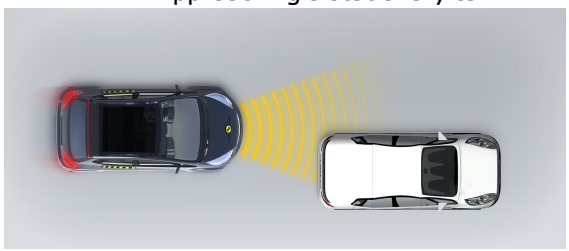
## SAFETY ASSIST

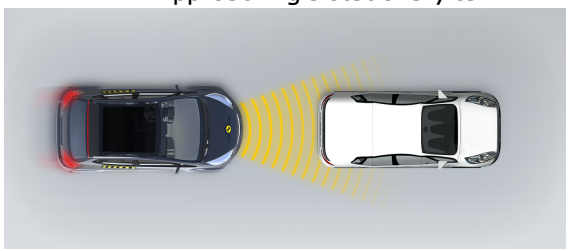
Total 9.2 Pts / 70%

- **Driver reacts to warning**

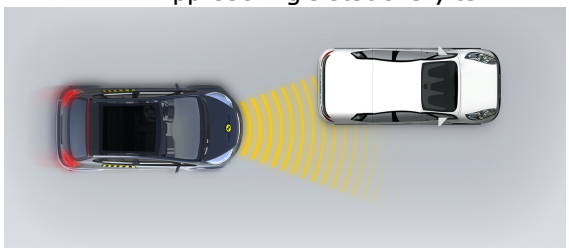
Approaching a stationary car



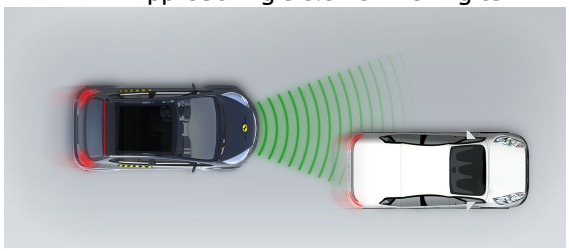
Approaching a stationary car



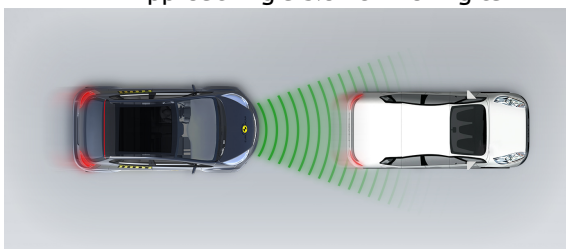
Approaching a stationary car



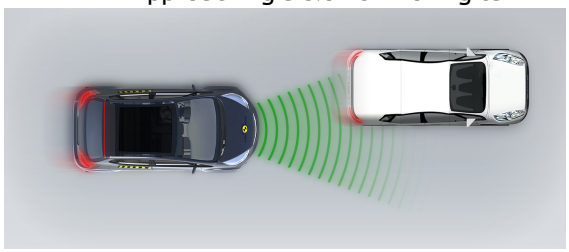
Approaching a slower moving car



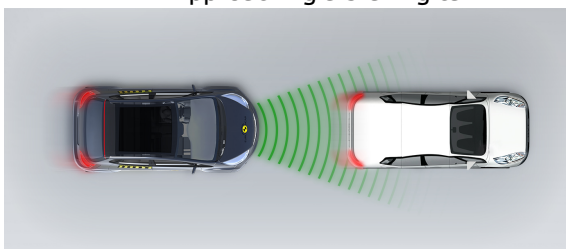
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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# RATING VALIDITY

## Variants of Model Range

| Body Type | Engine & Transmission | Model Name/Code | Drivetrain | Rating Applies | |
|---|---|---|---|---|---|
| | | | | LHD | RHD |
| 5 door SUV | Battery electric* | 'Excite'<br>'Exclusive' | 4 x 2 | ✓ | ✓ |

* Tested variant

## Annual Reviews and Facelifts

| Date | Event | Outcome | |
|---|---|---|---|
| December 2019 | Rating Published | 2019 ★ ★ ★ ★ ★ | ✓ |

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