



MG Marvel R
Standard Safety Equipment

2021



Adult Occupant



80%

Child Occupant



75%

Vulnerable Road Users



55%

Safety Assist



80%

SPECIFICATION

Tested Model	MG Marvel, LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	1840kg
VIN From Which Rating Applies	- all Marvel Rs
Class	Small Off-Road

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	●	●	—

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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

ADULT OCCUPANT

Total 30.6 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 11.8 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 13.7 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 3.0 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 30.6 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Marvel R remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Structures in the dashboard were thought to present a risk of injury to occupant of different sizes and to those sitting in different positions, and protection of this body region was rated as marginal. Protection of the driver's chest was also rated as marginal, based on readings of chest compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Marvel R would be a moderately benign impact partner in a frontal collision. In the full width rigid barrier test, protection of all critical body regions was rated as good or adequate, except for the pelvis of the rear passenger. During the test, the pelvis slipped under the lap section of the seatbelt – a phenomenon known as 'submarining'. The score for this body regions was penalised as a result, and protection rated as poor. In the side barrier test, protection of all critical body regions was good and the Marvel R scored maximum points in this part of the assessment. In the side barrier impact, measurements of rib deflection indicated weak chest protection but that of other parts of the body was good. Limitation of occupant excursion - the extent to which the occupant is flung to the other side of the vehicle in a side impact - was rated as adequate. The Marvel R has a centre airbag as a counter-measure against occupant to occupant injuries in side impacts. In Euro NCAP's test, the heads of the front seat occupants made contact and protection against such injuries was rated as poor. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The Marvel R has an advanced eCall system to alert the emergency services in the event of a collision, and a braking system which helps to prevent secondary impacts.

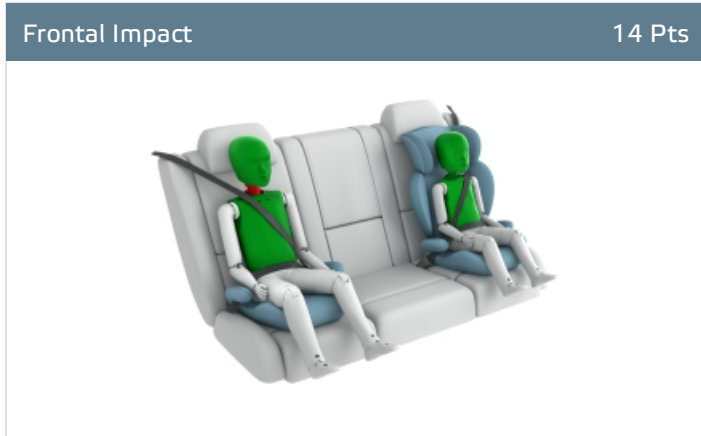
CHILD OCCUPANT

Total 37 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix2R*
 Restraint for 10 year old child: *Nania Dream*

Safety Features

6.0 / 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

CRS Installation Check

9.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 37 Pts / 75%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 37 Pts / 75%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

In the frontal offset test, protection of all critical body areas was good for both dummies, except the neck of the 10 year old. Here, measurements of neck tension indicated poor protection. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. MG do not recommend that Universal belt-mounted child restraints be used in the front passenger or the rear centre seat, and the rear centre position also failed Euro NCAP check for its suitability to accommodate such seats. All child restraints for which the Marvel R is designed could be properly installed and accommodated in the rear outboard seats.



VULNERABLE ROAD USERS

Total 29.8 Pts / 55%

■ GOOD

■ ADEQUATE

■ MARGINAL

■ WEAK

■ POOR

Pedestrian

21.8 / 36 Pts



Head Impact	15.7 Pts
Pelvis Impact	0.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


7.9 / 18 Pts

System Name	Forward Collision System
Type	Auto-Brake with Forward Collision Warning
Operational From	6 km/h

 VULNERABLE ROAD USERS

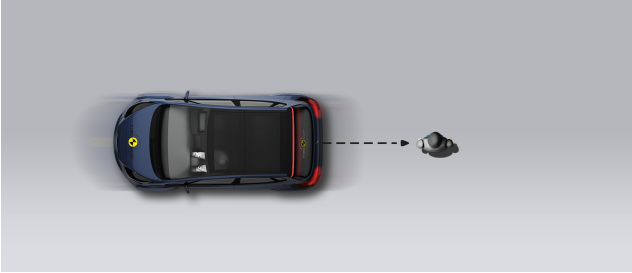
Total 29.8 Pts / 55%

AEB Pedestrian

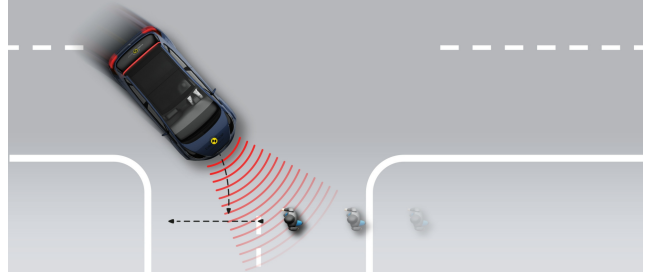
 4.4 / 9 Pts

■ Day time

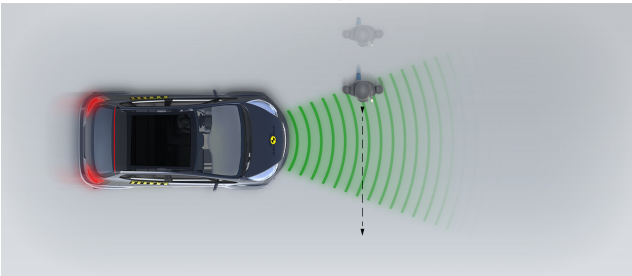
Vehicle reversing into standing pedestrian



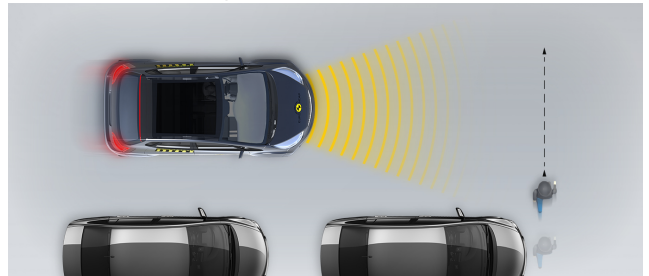
Pedestrian crossing a road into which a car is turning



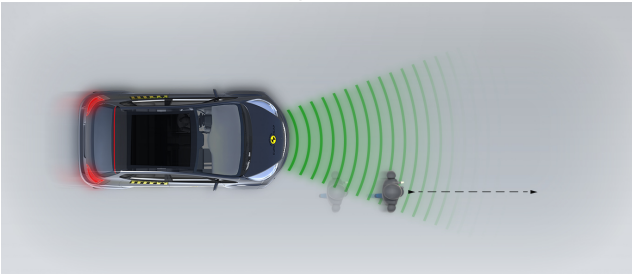
Adult crossing the road



Child running from behind parked vehicles

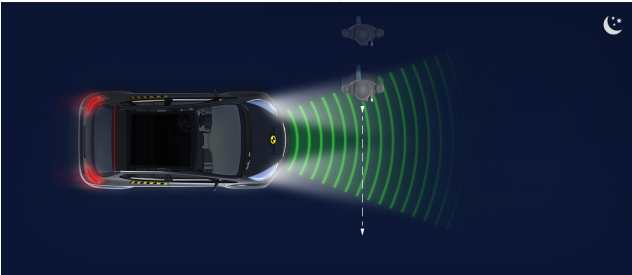


Adult along the roadside

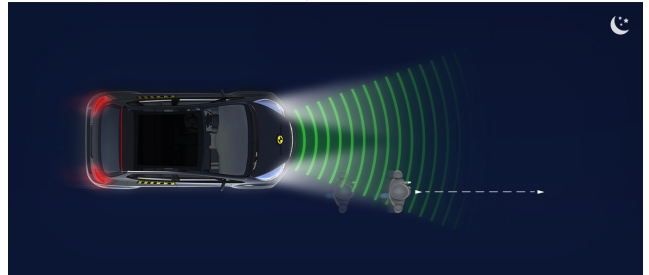


■ Night time

Adult crossing the road




Adult along the roadside

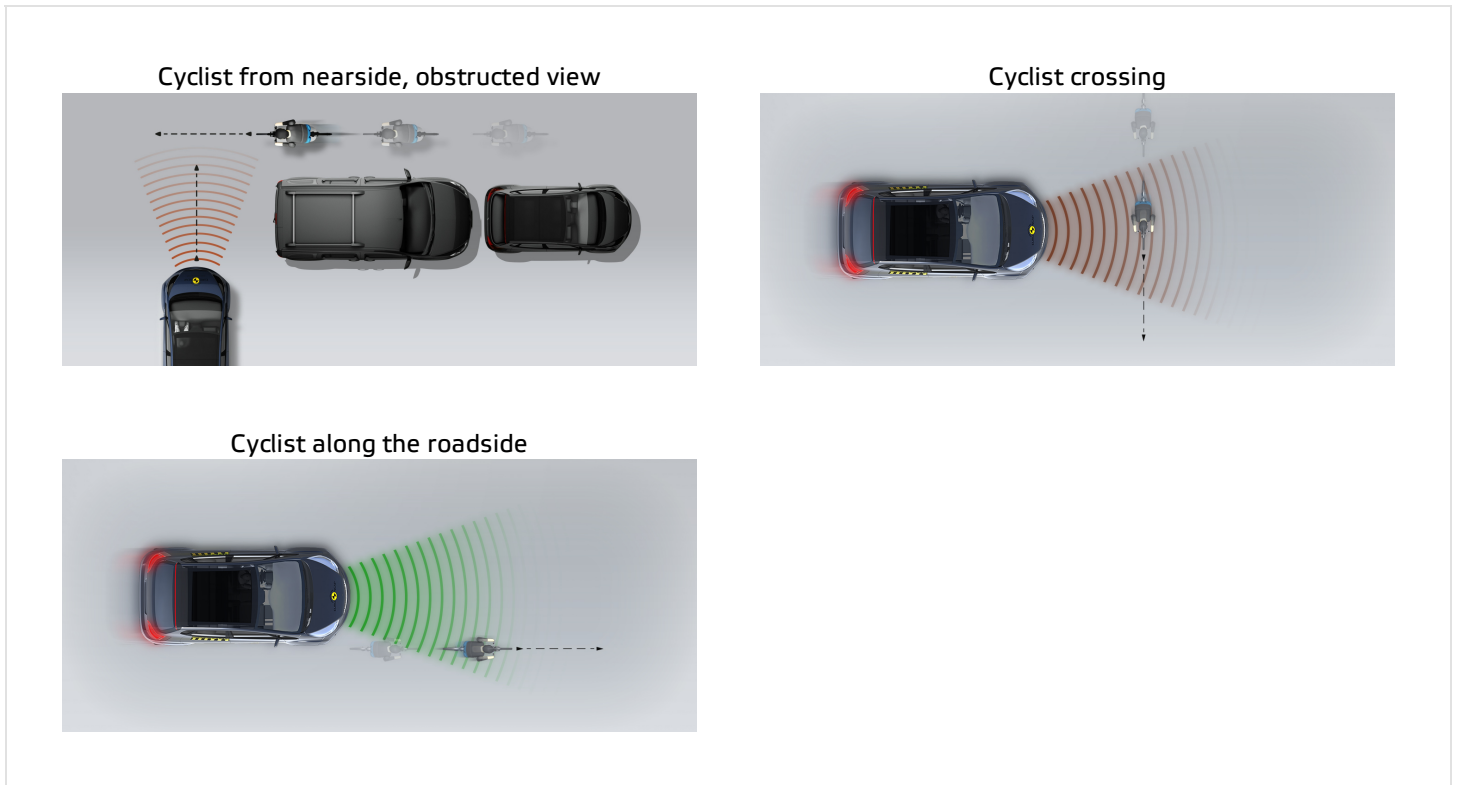


 VULNERABLE ROAD USERS

Total 29.8 Pts / 55%

AEB Cyclist

 3.5 / 9 Pts



Comments

The protection offered by the bonnet to the head of a struck pedestrian was predominantly good or adequate. The bumper provided good protection to pedestrian's legs at all test positions. However, protection of the pelvis was poor at all test locations. The Marvel R's autonomous emergency braking (AEB) system detects vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the system's response to such road-users, performance was rated as marginal, with collisions avoided or mitigated in some test scenarios.

SAFETY ASSIST

Total 12.8 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.3 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring ■ 3.0 / 3 Pts

> Seatbelt Reminder ■ 2.0 / 2 Pts

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

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 1.0 / 1 Pts

System Name	Unsteady Driving Warning
Type	Steering input
Operational From	60 km/h

SAFETY ASSIST

Total 12.8 Pts / 80%

Lane Support

4.0 / 4 Pts

System Name	Lane Assist System	
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

3.5 / 6 Pts

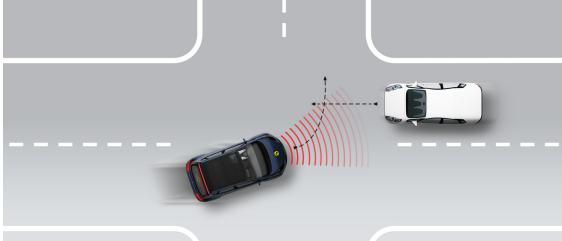
System Name	Forward Collision System	
Type	Autonomous emergency braking and forward collision warning	
Operational From	4 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

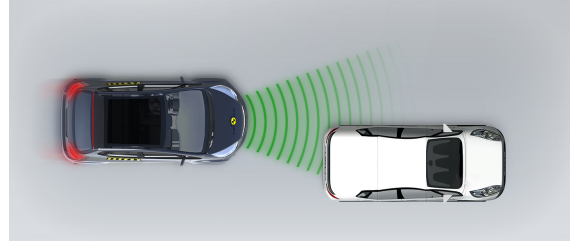
Total 12.8 Pts / 80%

■ Autobrake function only

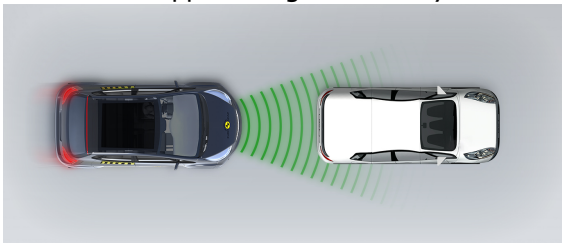
Test car turns across the path of an approaching car



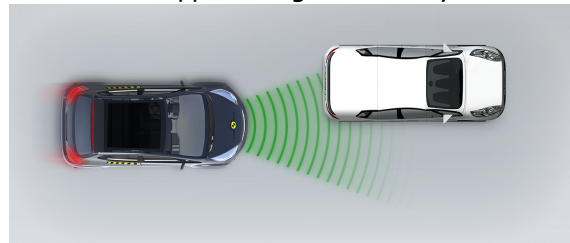
Approaching a stationary car



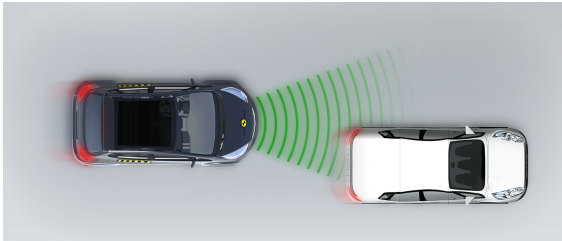
Approaching a stationary car



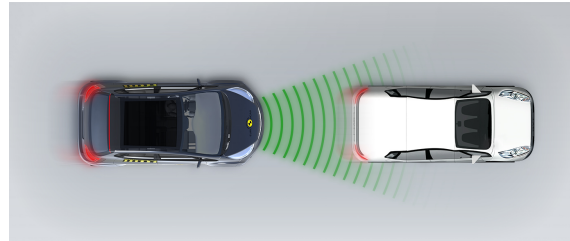
Approaching a stationary car



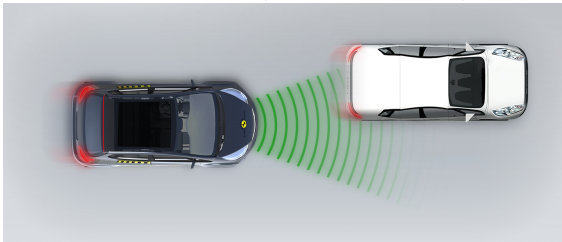
Approaching a slower moving car



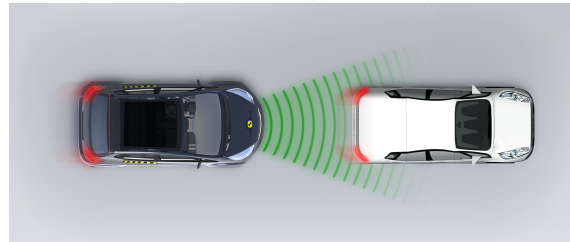
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

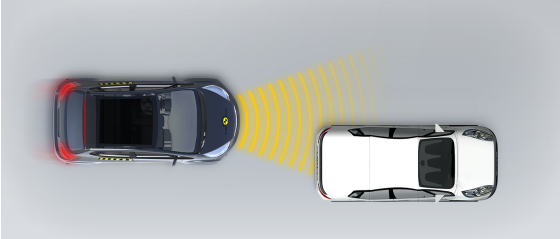


 SAFETY ASSIST

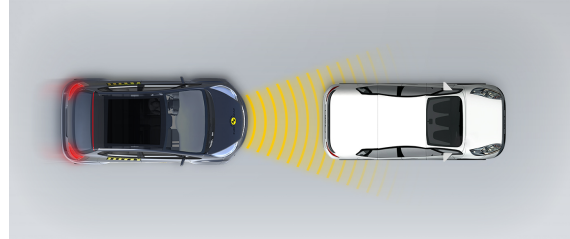
Total 12.8 Pts / 80%

■ Driver reacts to warning

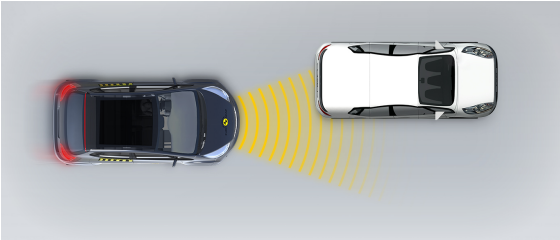
Approaching a stationary car



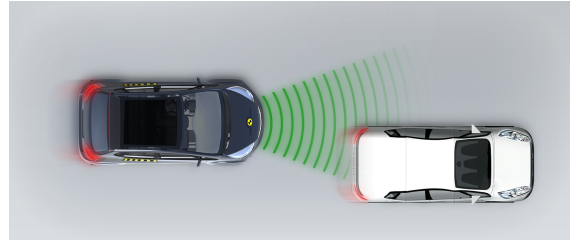
Approaching a stationary car



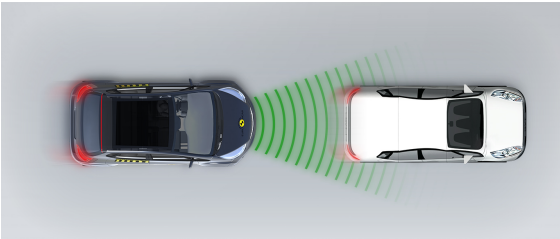
Approaching a stationary car



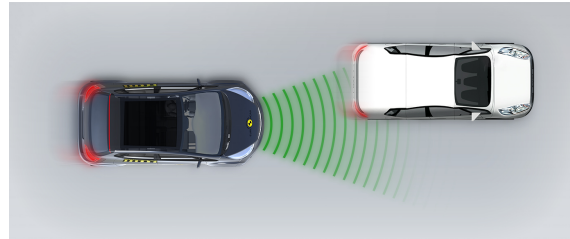
Approaching a slower moving car



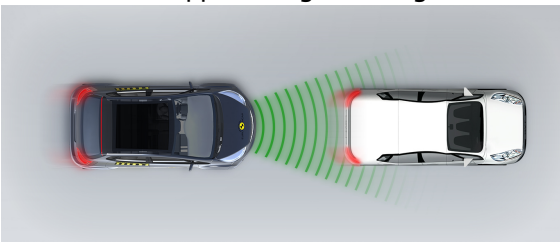
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 12.8 Pts / 80%

Comments

The Marvel R's autonomous emergency braking (AEB) system performed adequately in tests of its reaction to other vehicles, with impacts avoided in most cases. A seatbelt reminder system, including occupant detection, is standard for all seats and the Marvel R is also equipped with 'Unsteady Driving Warning', which monitors steering inputs for patterns which are characteristic of a fatigued or inattentive driver. Lane assistance corrects the car's path if it is drifting out of lane and also intervenes in some more critical situations, and the system scored maximum points in Euro NCAP's tests. The speed assistance system recognises local speed limits, allowing the speed limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	electric motor	MG Marvel R	4 x 2*	✓	-
5 door SUV	electric motor	MG Marvel R	4 x 4	✓	-

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2021	Rating Published	2021 ★★☆☆☆ ✓