MG HS

1.5T GDI LUXURY PETROL FWD AUTOMATIC

Sustainability Rating

2026 | ★½☆☆☆ | 26%

Clean Air
5.6 /10

Energy Efficiency
2.2 /10

Greenhouse Gases
0 /10

Driving Experience

Consumption & Range
ADEQUATE

Cold Winter Performance
NOT APPLICABLE

Charging Capability
NOT APPLICABLE

Our verdict

The relatively large, conventionally driven MG HS did not impress with a high star rating. The Energy Efficiency Index scored poorly and no points were collected for greenhouse gases. Yet the HS controlled its exhaust emissions reasonably, which contributed to a mid-range Clean Air Index. Consumers interested in a MG and seeking to reduce the energy demand and lower the climate impact can turn to other MG models with higher electrification level – several hybrids, plug-in hybrids and pure electric vehicles are currently offered.

- Good overall emission control, but weaker at cold start and high load; CO and particles are key. Tyre abrasion is moderate, but there is no mitigation of brake abrasion. The emissions related to fuel supply lower the score.
- Fuel consumption is typical (7.3–9.9 l/100 km), resulting in no efficiency points. A more holistic LCA view slightly improves the overall score.
- High life cycle emissions (303.7 g CO_2-eq./km) exceed the threshold, leading to a low score. Production emissions are relatively low but cannot offset the CO_2 from direct fuel combustion.

Disclaimer

Think before you print

Clean Air

5.6 /10

Comments

The exhaust aftertreatment shows stable performance, but control is weaker in the cold start tests and the high-power demand Highway Test. The problems lie mainly in CO and particle number emissions, although the results of these are well below legal limits. The values measured in real-world conditions contributed to a good evaluation of the exhaust part of the rating. The car collected half of the points for tyre abrasion thanks to good wheel alignment, unaggressive accelerator response and a vehicle mass which is at the lower range compared to many electric vehicles. The HS, however, does not have any possibilities to reduce brake abrasion and therefore received no points there. The final score of the Clean Air Index is mainly reduced by the pollutant emissions associated to the supply of the petrol needed by the car.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. Read more

GOOD ● **7.1** /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more

GOOD ● **6.3** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Legal test (WLTP)	●	●	●	●	●	●	5.1/8
Warm weather	●	●	●	●	●	●	8.1/10
Highway	●	●	●	●	●	●	5.5/10
Winter cold start	●	●	●	●	●	●	5.2/10
Winter warm start	●	●	●	●	●	●	8.1/10

On road

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. Read more

ADEQUATE ● **8.0** /10

	NMHC	NO_x	NH_3	CO	PN	PM	Score
Real-world mixed drive	●	●	●	●	●	●	7.8/10
Short city trip	●	●	●	●	●	●	7.8/10
Congestion	●	●	●	●	●	●	2.0/2

● good ● adequate ● marginal ● weak ● poor ● not applicable

Clean Air

5.6 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

MARGINAL

4.2 /10

Tyre wear

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. Read more

ADEQUATE

5.0 /6

	Result	Score
Influence of mass		2.0 /3
Wheel alignment		1.0 /1
Accelerator response		2.0 /2

Brake wear

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. Read more

POOR

0.0 /6

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		0.0 /6

good adequate marginal weak poor not applicable

Clean Air

5.6 /10

Additional Life Cycle Assessment information

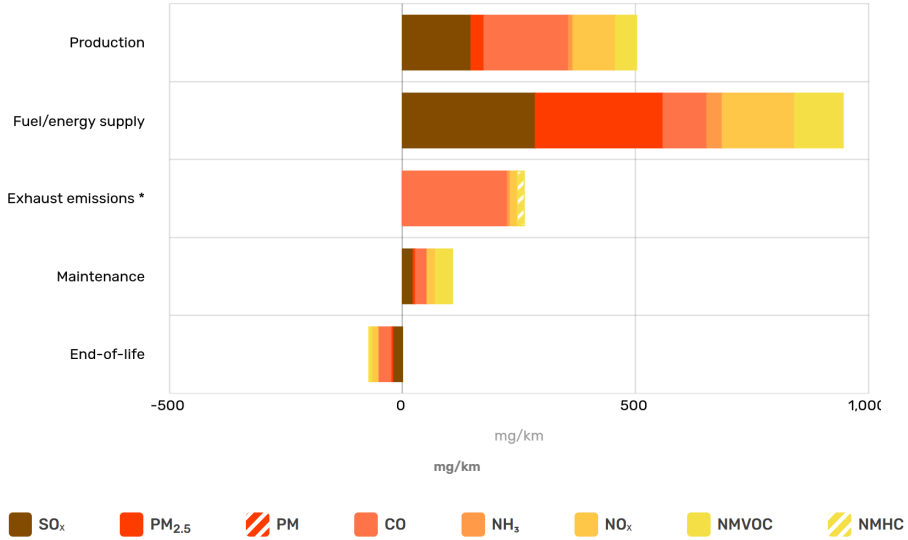
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

WEAK

2.5 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

good adequate marginal weak poor not applicable

Energy Efficiency

2.2 /10

Comments

The consumption values were as expected for a conventional vehicle of this type. The best result measured is 7.3 l/100 km, whereas the Highway Test increased the demand to 9.9 l/100 km. The real-world mixed drive needed 7.5 l/100 km. With such figures, the HS does not receive any points for propulsion efficiency. The final index score becomes slightly better in the holistic LCA context.

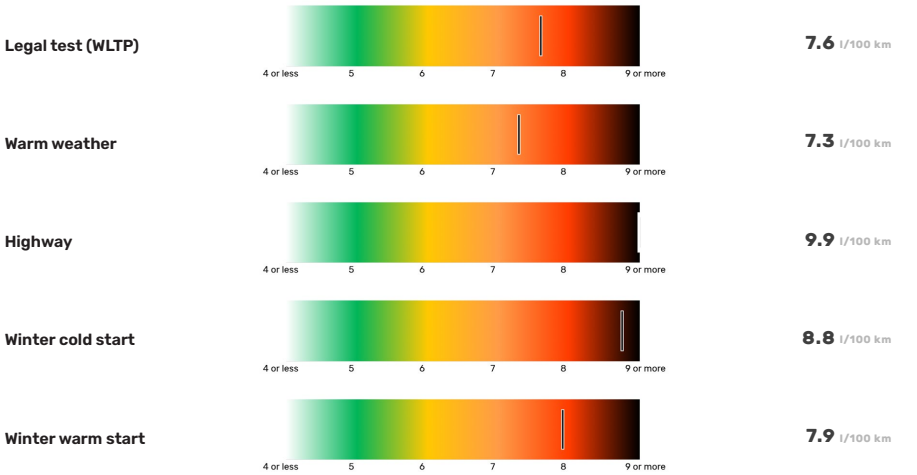
Energy demand

WEAK 2.1/10

Propulsion energy consumption in laboratory

POOR 0.0 /10

The vehicle's measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



good adequate marginal weak poor not applicable

Energy Efficiency

2.2 /10

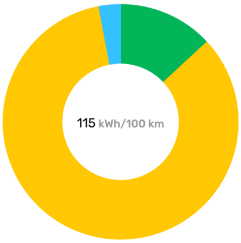
Additional Life Cycle Assessment information

GOOD

9.4/10

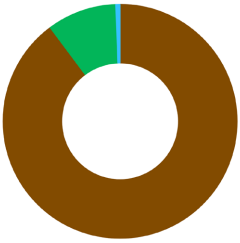
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption



- Production & recycling 13.1%
- Battery production 0.0%
- Fuel/energy supply * 83.9%
- Maintenance 3.0%

Energy source share in total LCA consumption



- Fossil 89.8%
- Renewable 9.6%
- Other 0.6%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

MARGINAL

4.3/10

good adequate marginal weak poor not applicable

Greenhouse Gases

0 /10

Comments

The total life cycle greenhouse gas emissions are estimated to be 303.7 g CO_2-eq./km, which is above Green NCAP's threshold of 300 g CO_2-eq./km and leaves this index' score at 0/10. The vehicle direct emissions account for 189 g CO_2-eq./km. The relatively low greenhouse gas emissions of the manufacturing of the vehicle and the petrol production supply processes cannot compensate for the high emissions of combusting the fossil fuel.

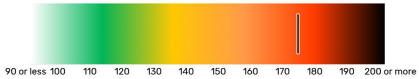
Exhaust GHG emissions

Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO_2. Green NCAP's assessment considers methane (CH_4) and laughing gas (N_2O) as well. Together, these are counted with their global warming potential to a sum known as CO_2 equivalent.

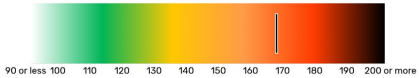
POOR 0.0/10

In laboratory

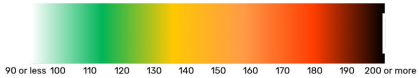
Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. Read more



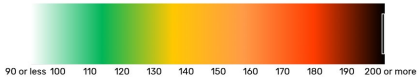
Legal test (WLTP) 173.0 g CO_2-eq./km



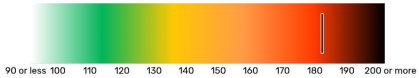
Warm weather 166.3 g CO_2-eq./km



Highway 226.1 g CO_2-eq./km



Winter cold start 199.5 g CO_2-eq./km



Winter warm start 180.5 g CO_2-eq./km

good adequate marginal weak poor not applicable

Greenhouse Gases

0 /10

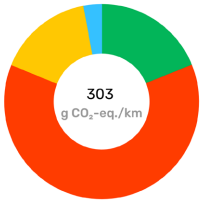
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

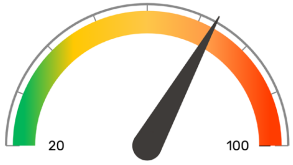
ADEQUATE

6.6 /10

Total LCA GHG emissions



- Production & recycling 18.9%
- Battery production 0.0%
- Tailpipe emissions * 62.3%
- Fuel/energy supply 15.9%
- Maintenance 2.9%



tonnes CO_2-equivalent/vehicle

Vehicle Life Cycle average emissions **73** (+/-)
(best **65** | worst **83**)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.

good adequate marginal weak poor not applicable

Driving Experience

Consumption & Range

ADEQUATE

Cold Winter Performance

NOT APPLICABLE

Charging Capability

NOT APPLICABLE

Green NCAP Comment

The Driving Experience evaluation of conventional vehicles focuses only on the performance in the section 'Consumption and Range'. The MG HS's estimated real-world consumption figures receive a 'poor' mark in all scenarios. The final assessment in this section is 'adequate' as the consumption readings on the board computer display are accurate.

Consumption & Range

ADEQUATE

Estimated actual consumption

POOR

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	9.7	6.9	8.3	8.2	l/100 km
Cold Winter	11.9	7.8	9.2	9.4	l/100 km

Accuracy of display

GOOD

Is the consumption figure on the display correct?

good adequate poor not applicable

Cold Winter Performance

NOT APPLICABLE

good adequate poor not applicable

Charging Capabilities

NOT APPLICABLE

good adequate poor not applicable

Specifications

Vehicle class
Small SUV

System power/torque
125 kW/275 Nm

Engine size
1,496 cc

Declared consumption
7.6 l/100 km

Declared driving range
Overall n.a.
City n.a.

Declared CO_2
173 g/km

Declared battery capacity
Usable (net) n.a.
Installed (gross) n.a.

Mass
1,600 kg

Heating concept
Waste heat

Tyres
225/55R19

Emissions class
Euro 6 EA

Tested car
LSJW94U95RG06xxxx

Publication date
06 2026

Also covered by this rating

Variants
MG HS
Comfort DCT petrol FWD automatic