

MG MG3

1.5 PETROL FWD MANUAL



Sustainability Rating

2026



51%



**Clean
Air**

6.4 /10



**Energy
Efficiency**

5.7 /10



**Greenhouse
Gases**

3.2 /10

Driving Experience



**Consumption
& Range**

● ADEQUATE



**Cold Winter
Performance**

● NOT APPLICABLE



**Charging
Capability**

● NOT APPLICABLE

Our verdict

The petrol driven MG3 1.5 l achieved an average rating score of 51% and 3 stars. The vehicle is small and very light, which helps reduce the impact of its production, but its pollutant emission and consumption values generally did not impress. Like other combustion-engined vehicles, the most challenging discipline are the greenhouses gases, where the result is modest.

- › The MG3's pollutant behaviour is adequate in warm tests but weakens during cold starts and high-power demand. Particle emissions and carbon monoxide are generally what limit the score. The car collects almost all points for tyre abrasion thanks to its low mass. The brake abrasion assessment benefits from the closed rear axle brake system (drums).
- › The small MG delivers unremarkable fuel consumption despite its light weight and compact size. It benefits in LCA from low mass and no battery, but fuel use from the combustion engine still limits the score.
- › The greenhouse gas emissions reach 239 g CO₂-eq./km over the full lifecycle, scoring modestly. Low production emissions cannot offset the high emissions from burning petrol.

Disclaimer

Think before you print



Clean Air

6.4 /10

Comments

The exhaust aftertreatment shows standard performance at warm temperatures, but the emissions control becomes weaker during cold engine starts. The particle emissions stay below Green NCAP s thresholds, but the results would benefit from improved control. CO emissions are seen to be elevated in several test scenarios. The vehicle scores very well for tyre abrasion. The score for brake abrasion reduction benefits from the closed brake system (drums) on the rear axle.

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](#)

ADEQUATE

6.9 /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](#)

ADEQUATE

6.1 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)							4.3 /8
Warm weather							7.4 /10
Highway							6.8 /10
Winter cold start							4.6 /10
Winter warm start							7.5 /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							6.8 /10
Short city trip							8.7 /10
Congestion							2.0 /2

good adequate marginal weak poor not applicable



6.4 /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.

ADEQUATE 6.7 /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	●	3.0 /3
Wheel alignment	●	1.0 /1
Accelerator response	●	1.0 /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](#)

MARGINAL

3.0 /6

	Result	Score
Brake dust mitigation	●	0.0 /4
Brake dust containment	●	3.0 /6
Recuperative braking - warm test	●	0.0 /6





6.4 /10

Additional Life Cycle Assessment information

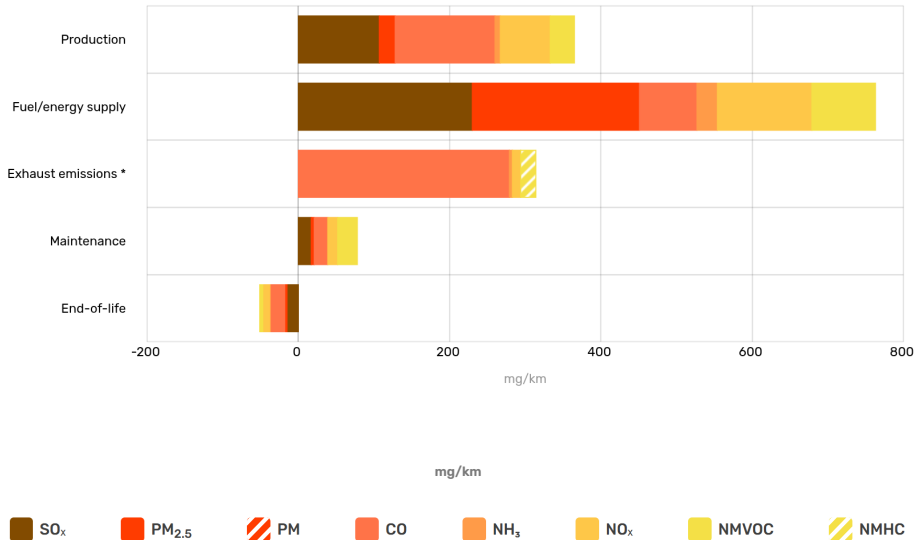
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken 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.

MARGINAL

5.0 /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



Energy Efficiency

5.7 /10

Comments

Despite the compact body type and low mass, the MG3 s tested consumption is not impressive. There is no electrification support of any type and this is reflected in both the on-road and lab test consumption. At around 12°C on dry road, 5.8 l/100 km were used in the real-world mixed drive, while the short urban trip needed 6.6 l/100 km. In terms of life cycle assessment, the total primary energy demand benefits from the low mass but the amounts of fuel needed by the conventional combustion engine limit the achievable score in this section.

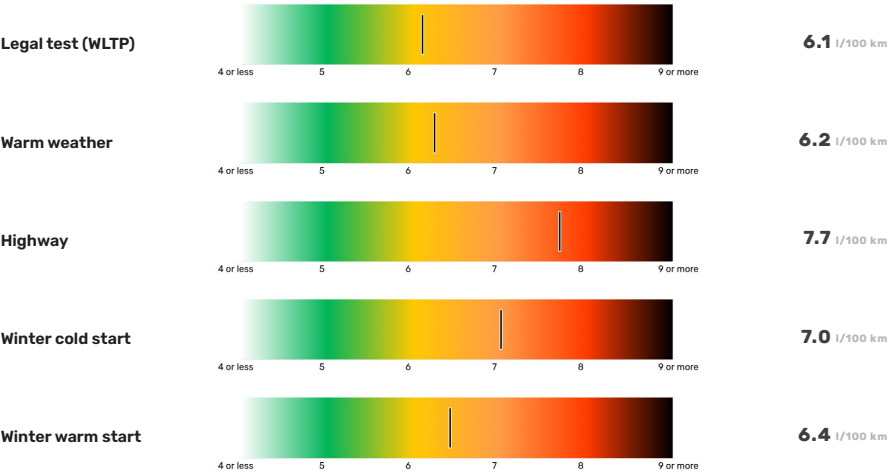
Energy demand

MARGINAL 5.5 /10

Propulsion energy consumption in laboratory

WEAK 2.4 /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

5.7 /10

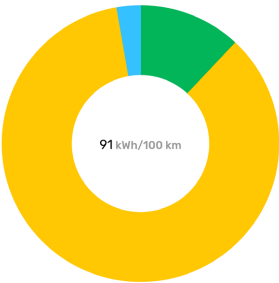
Additional Life Cycle Assessment information

GOOD ●

10.0 /10

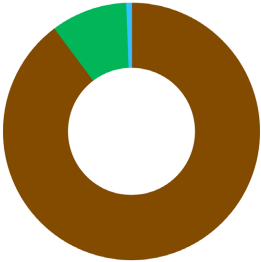
Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately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

Total LCA energy consumption



- Production & recycling 12.0%
- Battery production 0.0%
- Fuel/energy supply * 85.3%
- Maintenance 2.7%

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.

GOOD ●

10.0 /10



good

adequate

marginal

weak

poor

not applicable



Greenhouse Gases

3.2 /10

Comments

The direct greenhouse gas emission from petrol combustion are 152 g CO₂-eq./km and the total lifecycle value is estimated to be 239 g CO₂-eq./km, which is just enough for a score of 3.2/10. The production phase calculations consider the manufacturing in China. Generally, as is typical for conventional vehicles, the score in this part of the assessment is limited by the use of a fossil fuel.

Exhaust GHG emissions

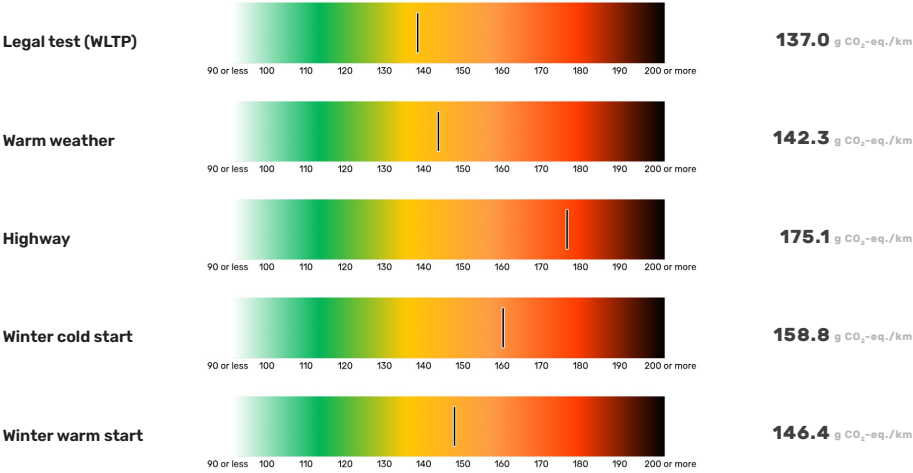
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

WEAK ●

1.1 /10

In laboratory

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

Greenhouse Gases

3.2 /10

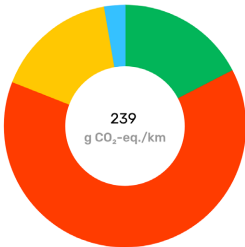
Additional Life Cycle Assessment information

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

8.7 /10

Total LCA GHG emissions



Fleet low Fleet high
tonnes CO₂-equivalent/vehicle

Vehicle Life Cycle average emissions 57 (+/-)
(best 53 | worst 64)

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



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 MG3's estimated real-world consumption figures are seen as adequate in all conditions – warm weather and cold winter, urban, rural, highway and mixed driving scenarios. The consumption readings on the board computer display are accurate.



Consumption & Range

ADEQUATE

Estimated actual consumption

ADEQUATE

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	8.6	6.0	6.8	7.2	l/100 km
Cold Winter	9.4	6.3	7.3	7.8	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 Family Car

System power/torque
85 kW /148 Nm

Engine size
1,495 cc

Declared consumption
6.1 l/100 km

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

Declared CO₂
137 g/km

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

Mass
1,162 kg

Heating concept
Waste heat

Tyres
195/55R16

Emissions class
Euro 6 EA

Tested car
LSJWP4U92SZ08xxxx

Publication date
09 2026

Also covered by this rating

Variants Names may vary by country

MG MG3
1.5 Comfort petrol FWD manual



