Used MG HS inspection checklist

What to check on a used HS, what a problem looks like, and when to walk away.

COVERS **1st gen** 2019–2025 **2nd gen** 2025 on

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☐ **Tick it** if it's fine. **Cross it** if it isn't, and note what you found so you can price it into your offer.

! **Safety critical:** affects how safely it drives or protects you in a crash. Best to have a mechanic check it before you buy.

$ **Negotiate:** costs money to fix, from wear to major repairs. Get a quote and take it off the price.

1 Exterior

- ☐ **Rust.** Check the wheel arches, sills and the bottom edge of the tailgate for bubbling paint or rust spots. Rust starting at a seam usually means water has been sitting there for a long time. Bubbling paint near seams means rust is already working underneath. $
- ☐ **Sunroof drains.** If fitted with a sunroof, check the headlining and sun visors for water staining or sagging. Ask the seller if the sunroof has ever leaked into the cabin. A musty smell or stained roof lining points to a blocked drain tube. $
- ☐ **Panel gaps.** Walk around the car and check panel gaps are even on both sides and paint colour matches between panels. Uneven gaps or slightly different paint shade can mean crash repair. A wider gap on one side only usually means a panel has been replaced. $
- ☐ **Exterior lights.** Turn on every light including indicators and reversing light and check the lenses aren't cracked or fogged with moisture. A dim or flickering light can mean a wiring or connector fault. Moisture inside a lens often points to a failed seal letting water in. $

2 Under the bonnet

- ☐ **Engine oil.** Pull the dipstick and check the oil sits between the marks and looks brown, not black or gritty. A low level between services can mean the engine is burning oil. Gritty, dark oil suggests servicing has been skipped or delayed. $
- ☐ **Coolant.** Check the coolant reservoir is filled to its mark and the coolant looks clean, with no crusty residue nearby. Crusty deposits around hoses or fittings often mean a slow leak. A low coolant level between services points to an unresolved leak. $
- ☐ **Cold start.** Start the engine from cold and listen for a smooth idle within a few seconds, with no rattle, knock or smoke from the exhaust. A rough cold start can point to an engine or fuel system problem. Blue smoke on startup usually means worn engine seals. $

3 Underbody and wheels

- ☐ **Tyres.** Check all four tyres are above the wear bars, worn evenly and roughly matched in age and brand. AWD versions need four matching tyres to avoid straining the drivetrain. Uneven wear across the tread can point to an alignment or suspension fault. $
- ☐ **Underbody rust.** Look under the car for rust on the floor pan or suspension mounts, and for bent metal or fresh welds. A patch of new coating among otherwise dirty metal can hide crash repair. Fresh underseal in just one spot is a warning sign of hidden repair work. !
- ☐ **AWD driveline.** AWD: look underneath for oil weeping around the rear axle or driveshaft area. A leaking rear differential is an expensive repair to put right. Oily residue along the driveshaft suggests a seal has failed. $
- ☐ **Shock absorbers.** Check each shock absorber body for oily wetness, which means it's leaking and losing its damping ability. A leaking shock makes the car bounce and feel vague over bumps. Wetness running down the shock body is a sign it needs replacing. $

4 Interior and electrics

- ☐ **Warning lights.** Turn the key or push start without the engine running and check every dash light comes on then goes out once the engine starts. An airbag or brake warning that stays lit needs explaining before you buy. A light that stays on points to a fault that hasn't been fixed. !
- ☐ **Touchscreen.** Turn on the touchscreen and work through several menus, checking it responds promptly without freezing or restarting on its own. Note any delay between tapping an icon and the screen reacting. A screen that stutters or reboots itself can point to a software or hardware fault. $
- ☐ **Driver monitoring system.** If fitted with driver attention monitoring, drive for a few minutes and note whether it sounds alerts for no clear reason. Ask the seller how often this happens and how they deal with it. Frequent alerts with no cause usually mean the camera needs recalibrating. $
- ☐ **Seatbelts.** Pull each seatbelt out fully and let it retract, checking it latches firmly with no fraying along the webbing. Fraying or a belt that doesn't lock means it may not hold in a crash. A belt that only partly retracts needs attention before the car is driven again. !

! **Stay safe.** Never go under a car held up only by a jack, and never open the radiator or coolant cap on a hot engine. Keep hands, hair and loose clothing clear of fans and belts when the engine is running, and do checks under the bonnet with it switched off where you can. On the test drive, hold a current licence, confirm the car is registered and insured, obey road rules, and only brake hard when the road behind is clear. Meet in a safe, public-facing place, take someone with you, and don't carry large amounts of cash to a viewing.

4 Interior and electrics continued

- [ ] **Air conditioning.** Run the air conditioning on its coldest setting for several minutes and check it blows cold air consistently from all vents. Weak or warm air can mean a refrigerant leak or failing compressor. A compressor that cycles on and off repeatedly is often close to failing. $

5 Test drive

- [ ] **Dual-clutch gearbox.** Manual/DCT: pull away from a stop several times at low speed and feel for hesitation or shuddering during the handover between gears. Try this both from cold and once the car has warmed up. Judder at low speed is a warning sign of a worn clutch pack or software fault. $
- [ ] **Automatic gearbox.** Automatic: drive through normal gear changes and feel for hesitation, flare or rough, delayed shifts. Jerky or hesitant changes can mean an ageing gearbox nearing failure. A shift that takes longer than usual to engage is an early sign of wear. $
- [ ] **Brakes.** Brake firmly from a safe speed and check the car stops straight with a firm pedal and no grinding or squealing. A soft or spongy pedal can mean air or a leak in the brake lines. Pulling to one side under braking often means uneven pad wear. !
- [ ] **AWD on full lock.** AWD: in a car park, drive slowly on full steering lock both ways and listen for clunking or juddering. Juddering on tight turns suggests the AWD coupling is binding. A clunk only on full lock often points to a worn driveline joint. $
- [ ] **Steering feel.** At low speed, turn the wheel lock to lock and check it feels consistent in weight with no clunks or looseness. A vague or heavy patch in the steering can mean a worn rack or power steering fault. A clunk when turning the wheel stationary points to worn steering components. $

6 Documentation

- [ ] **Service history.** Check the logbook is stamped on time with matching receipts, and look for any software update records for the infotainment or driver assistance systems. Gaps in the history can hide deferred maintenance. $
- [ ] **Remaining warranty.** Ask if the car is still covered by MG's new-car warranty and check servicing has kept up so the cover stays valid. A car still under warranty can save you money on any early faults.
- [ ] **Roadworthy certificate.** Confirm a current roadworthy certificate is supplied if your state requires one on sale, and that its details match the car. Without one you may not be able to register the car in your name.

What this guide can't tell you about the HS you're looking at

1+
recalls on HS SUVs built since 2019*

4
common faults reported on HS SUVs built since 2019*

Money owing, stolen or a write-off?
A tidy car can hide all three.

What's each fault worth?
Shufti's negotiation coach turns it into leverage.

A Shufti inspection covers all of that, plus:

- ✓ Guided checks for the exact car you're inspecting
- ✓ PPSR and government recall checks included
- ✓ Crosschecks 3M+ recalls and owner complaints
- ✓ Spots issues from your photos and audio
- ✓ Test drive routes with turn-by-turn navigation
- ✓ Negotiation coach with repair cost estimates

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* Shufti analysis, November 2026, of official recall notices, complaints lodged by vehicle owners with vehicle safety regulators, and independent reviews and owner forums. Faults are counted when two or more independent sources report them.

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