



**Chevrolet Cruze + 6 Airbags (From 21/05/2019)**  
VIN 8AGBB69S0LR100117



30.23 max. 34.00 - Adult Occupant



39.83 max. 49.00 - Child Occupant

FRONTAL 13.23 Points (max. 16.00)

SIDE 16.00 Points (max. 16.00)

**CAR DETAILS**

Tested model: Chevrolet Cruze  
Body type: 4 door Sedan

Year of publication: 2019  
Crash test weight: 1522 kg

Made in: Argentina  
Test valid for: Latin NCAP market

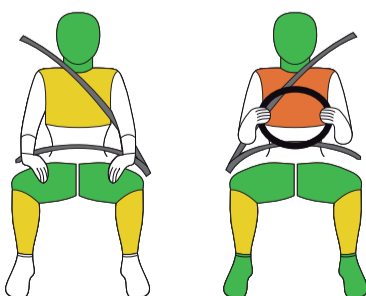
**SAFETY EQUIPMENT**

Driver frontal airbag	YES	Front seatbelt pretensioners	YES
Front passenger frontal airbag	YES	Front seatbelt pretensioners pass	YES
Side head airbags DRIVER	YES	SBR	YES
Side head airbags PASSENGER	YES	ISOFIX anchorages	YES
Side body airbags DRIVER	Chest-Pelvis	ABS (4 channel)	YES
Side body airbags PASSENGER	Chest-Pelvis	ESC (UN13 or GTR8)	YES
Driver knee airbag	NO		



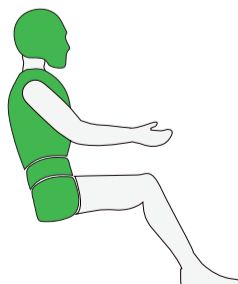
**ADULT OCCUPANT PROTECTION**

**ODB FRONTAL**

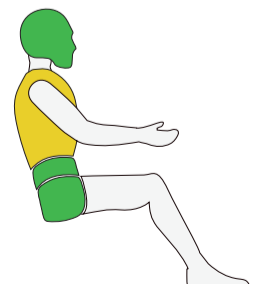


FRONT PASSENGER DRIVER

**MBD SIDE**



**POLE SIDE**



PROTECTION GOOD ADEQUATE MARGINAL WEAK POOR

**BODYSHELL INTEGRITY** STABLE

**SIDE IMPACT PROTECTION (STRUCTURAL)** YES

## COMMENTS

**Adult occupant: Frontal impact:** The protection offered to the driver and passenger head and neck was good. Driver chest received marginal protection and passenger chest received adequate protection from the restraint systems. Driver and passenger knees showed good protection. Driver and passenger tibias showed adequate protection. Footwell area was rated as stable and showed insignificant deformation. Feet protection is good. The body shell was rated as stable. Side impact: The car offered good protection to head, thorax, abdomen and pelvis. Side Pole Impact: The side body and head curtain airbags together with the structure offered good protection to the head abdomen and pelvis, and adequate protection to the chest. ESC: The ESC was tested and its performance met the regulatory requirements of Latin NCAP. The car offers 2 frontal SBR. All of the above explain the 5 stars for adult occupant protection.



## CHILD OCCUPANT PROTECTION

Dynamic score:  
23.25 (max 24)

Installation score:  
12.00 (max 12)

Vehicle assessment score:  
9.00 (max 13)

### CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Takata Midi	Frontal 7.25 (8 max) Side 4.00 (4 max)	0+ / 1	ISOFIX/LEG	RWF
3 year old child	Takata Midi	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+ / 1	ISOFIX/TT	FWF

### CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Pass	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Pass	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Pass	Pass	Exempt	Pass
Group I	Graco Cadeira Nautilus FWF	Pass	Pass	Exempt	Pass
Group II/III	Burigotto Multipla 1,2,3	Pass	Pass	Exempt	Pass
Group II/III	Graco Cadeira Nautilus	Pass	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Takata Midi	Exempt	Pass	Exempt	Pass
Q3	Takata Midi	Pass	Pass	Exempt	Pass

## COMMENTS

**Child occupant:** The child seat for the 3 year old child was installed forward facing using the ISOFIX anchorages and top tether and offered good to marginal protection during the frontal impact. The Q1.5 was installed rearward facing using ISOFIX anchorages and a support leg while it offered good protection during the frontal impact. Side impact: both child dummies were well protected in the side impact. All CRSs that were assessed for installation passed. The marking and instructions in the car in relation to CRS use met Latin NCAP requirements. The passenger airbag disabling is standard in all model range and meet Latin NCAP requirements. ISOFIX anchorages with top tether are standard in both rear outboard seating positions. ISOFIX marking does not meet Latin NCAP requirements. The Cruze offers 3 point belts in all seating positions as standard, and all of them meeting technical international standards. All the above explains the 4 stars for Child Occupant protection.



## Latin NCAP

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