



Chevrolet New Onix Plus + 6 Airbags



28.34 max. 34.00 - Adult Occupant



42.33 max. 49.00 - Child Occupant



FRONTAL 11.65 Points (max. 16.00)

SIDE 14.69 Points (max. 16.00)

 **CAR DETAILS**

Tested model: Chevrolet New Onix Plus
Body type: 4 door sedan

Year of publication: 2019
Crash test weight: 1350 kg

Made in: Brazil
Test valid for: Latin NCAP market

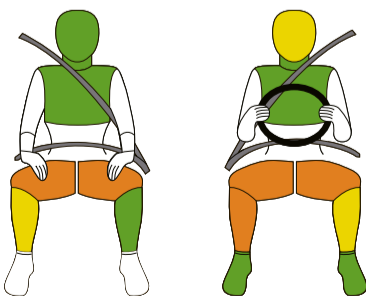
 **SAFETY EQUIPMENT**

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	ABS (4 channel)	YES
Side body airbags PASSENGER	Chest	ESC (UN13 or GTR8)	YES
Driver knee airbag	NO		



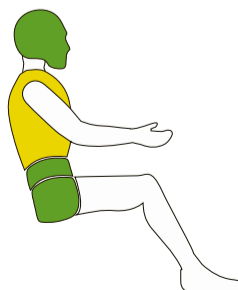
ADULT OCCUPANT PROTECTION

ODB FRONTAL

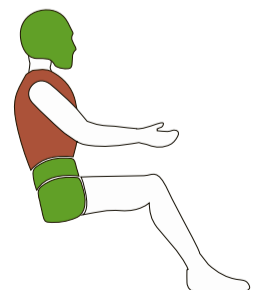


FRONT PASSENGER DRIVER

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's head was adequate while passenger's head received good protection. Driver and passenger neck protection was good. Driver and passenger chest received good protection from the restraint systems. Driver and passenger knees showed marginal protection as they can impact dangerous areas behind the fascia. Driver tibias showed marginal and adequate protection, and Passenger's tibias showed adequate and good 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, abdomen and pelvis and adequate protection for the thorax. **Side Pole Impact:** Head, abdomen and Pelvis showed good protection while chest showed weak protection. **ESC:** The ESC was tested and its performance met the regulatory requirements of Latin NCAP. The car offers 2 frontal SBR as well as SBR for the 3 rear seating positions. All of the above explain the 5 stars for adult occupant protection.



CHILD OCCUPANT PROTECTION

Dynamic score:
23.33 (max 24)

Installation score:
12.00 (max 12)

Vehicle assessment score:
7.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Takata Midi	Frontal 7.95 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF
3 year old child	Takata Midi	Frontal 7.39 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	RWF

CRS INSTALLATION ASSESSMENT

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

COMMENTS

Child occupant: - The child seat for the 3 year old child was installed rearward facing using the ISOFIX anchorages and the support leg and showed good protection during the frontal impact. The Q1.5 was installed rearward facing using ISOFIX anchorages and the 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. ISOFIX marking also met Latin NCAP requirements. The passenger airbag disabling is standard fitted. The car offers 3 point belts in all seating positions as standard, and all of them meeting technical international standards. It also offers ISOFIX anchorages with top tether in both rear outboard seating positions as standard. All the above explains the 5 stars for Child Occupant protection.



Latin NCAP

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