



Chevrolet New Aveo + 2 Airbags (from May 2019)
VIN LSGHD52H1KD125807



23.76 max. 34.00 - Adult Occupant



37.02 max. 49.00 - Child Occupant

FRONTAL 10.79 Points (max. 16.00)

SIDE 12.98 Points (max. 16.00)

 **CAR DETAILS**

Tested model: Chevrolet New Aveo
Body type: 4 door Sedan

Year of publication: 2018
Crash test weight: 1323 kg

Made in: China
Test valid for: Latin NCAP market

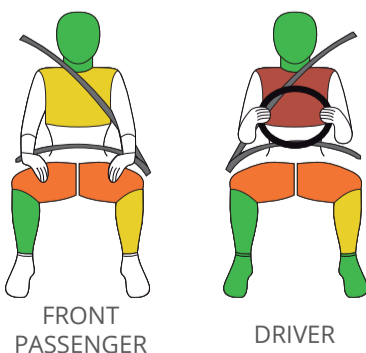
 **SAFETY EQUIPMENT**

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

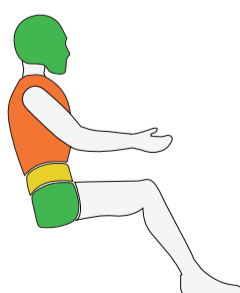


ADULT OCCUPANT PROTECTION

ODB FRONTAL



MBD SIDE



POLE SIDE



NOT PERFORMED

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 chests received weak protection from the restraint systems while passenger chest received adequate protection from the restraint systems. Driver and Passengers knees showed marginal protection as there is a risk of the knees impacting with dangerous structures behind the fascia. Driver and passenger's tibias showed adequate and good protection. Footwell area is stable and showed insignificant deformation. Feet protection is good. The bodyshell was rated as stable however reinforcements are not symmetrical on both sides of the structure. **Side impact:** The car offered good protection to head and pelvis, abdomen received adequate protection and marginal for the chest. **Side Pole Impact:** The side pole impact test was not performed as the car does not offer side rear impact protection. **ESC:** The ESC was not tested as the car was not fitted with ESC. The car offers driver SBR as standard. All of the above explain the three stars for adult occupant protection.



CHILD OCCUPANT PROTECTION

Dynamic score:
23.50 (max 24)

Installation score:
11.52 (max 12)

Vehicle assessment score:
2.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe + ISOFIX Base	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX/LEG	RWF
3 year old child	Römer Duo Plus	Frontal 7.50 (8 max) Side 4.00 (4 max)	1	ISOFIX/TT	FWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Exempt	Pass	Pass	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Exempt	Pass	Pass	Pass
Group I	Peg Perego Viaggio Switchable FWF	Exempt	Pass	Pass	Pass
Group I	Graco Cadeira Nautilus FWF	Exempt	Pass	Pass	Pass
Group II/III	Burigotto Multipla 1,2,3	Exempt	Pass	Fail	Pass
Group II/III	Graco Cadeira Nautilus	Exempt	Pass	Pass	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe + ISOFIX Base	Exempt	Pass	Exempt	Pass
Q3	Römer Duo Plus	Exempt	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 was able to prevent forward movement during the frontal impact while it offered good protection to the head and fair protection to the chest. The Q1.5 was installed rearward facing using ISOFIX anchorages and support leg while its protection to the head and chest was good during the frontal impact. **Side impact:** both child dummies were well protected in the side impact. Only one of the CRSs failed installation. The marking and instructions in the car in relation to CRS use as well as ISOFIX meet Latin NCAP requirements. The passenger airbag can not be disabled. 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 four stars for Child Occupant protection.



Latin NCAP

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