LATIN NCAP

November | 2022

Chevrolet Tracker + 6 Airbags

ADULT OCCUPANT	91%
CHILD OCCUPANT	92%
PEDESTRIAN PROTECTION	54%
SAFETY ASSIST	83%

After the side pole impact test, there was fire noticed on the un-crashed side of the vehicle, in the pretensioner area. The manufacturer was notified about the incident, investigated the occurrence, discovered a non-conformity and launched a safety recall on April 2022, in all affected markets. Latin NCAP aims to focus on the root cause, the OEM's experience leads to the opinion that aiming to the effects resulting from the fire is the right solution. Although the OEM's decision is not in line with Latin NCAP's recommendation, Latin NCAP acknowledges the OEM's responsibility and accountability.

SPECIFICATIONS

Tested model	Chevrolet Tracker
Body type	5 door SUV
Year of publication	2022
Crash test weight (KG)	1455
VIN from which Rating applies	
Made in	Brazil & Argentina
Test valid for	Latin NCAP market

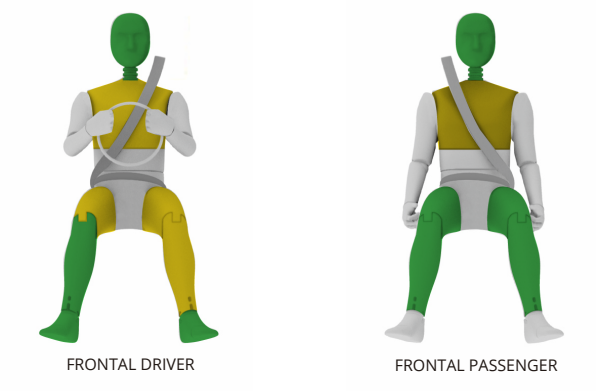
SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES STANDARD	YES STANDARD	NOT AVAILABLE
knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	YES STANDARD	YES STANDARD	YES STANDARD
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side Chest airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NOT AVAILABLE
Airbag cut-off switch	NOT APPLICABLE	YES MANUAL	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	YES STANDARD
OTHER SAFETY SYSTEMS			
ESC standard	YES STANDARD		
GTR 9 - UN 127 Pedestrian protection	MEETS UN127 STANDARD		
AEB Pedestrian	NOT AVAILABLE		
AEB City	NO - JUST OPTIONAL		
AEB inter-Urban	NO - JUST OPTIONAL		
Speed Assist System	YES STANDARD		
Lane Assist system	NOT AVAILABLE		

ADULT OCCUPANT

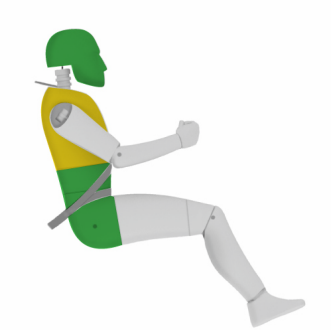
36.43 / 91.07 %

FRONTAL OFFSET DEFORMABLE BARRIER	15 p



WHIPLASH REAR IMPACT	2.54 p

SIDE MOVABLE DEFORMABLE BARRIER TEST (car)	7.66 p



SIDE POLE IMPACT TEST (Pole)	6.64 p

PROTECTION GOOD ADEQUATE MARGINAL WEAK POOR

UN R32 (max 1 point)	1
AEB City (max 3 points)	2.925
Rescue Sheet (max 1 point)	1

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION	NO

Adult Occupant

36.43 points 91.07%

COMMENTS

Adult Occupant: Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver and passenger chest showed adequate protection. Driver knees showed adequate protection as they can impact with dangerous structures behind the fascia and passenger's knees showed good protection. Driver tibias showed adequate and good protection, and passengers tibias showed good protection. Footwell area was rated as stable. The bodyshell was rated as stable. **Side impact:** Head, abdomen and pelvis protection was good, chest protection was adequate. **Side Pole Impact:** head and pelvis protection was good, chest protection was marginal and abdomen protection was adequate. There was fire noticed on the un-crashed side of the vehicle, and the buckle could not be released according to Latin NCAP requirements. **Whiplash:** the seat showed good protection to the adult neck. **UN R32:** the car meets the rear impact structure requirements. **AEB City:** the car offers AEB City meeting Latin NCAP technical and availability requirements. **Rescue sheet:** available according to Latin NCAP criteria.

CHILD OCCUPANT

Crash Test performance based on 3 and 1.5 years old children

45.00 points 91.84 %

CHILD RESTRAINT SYSTEM

Dynamic score:
24.00 (max 24)

Installation score:
12.00 (max 12)

Vehicle assessment score:
9.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joyson (Takata) MIDI	Front 8.00 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF
3 year old child	Joyson (Takata) MIDI	Front 8.00 (8 max) Side 4.00 (4 max)	i-SIZE	ISOFIX/LEG	RWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

			2ND ROW		
REFERENCE LIST		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	●	●	○	●
Group 0+	Roemer Baby Safe	○	●	○	●
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	●	●	○	●
Group I	Peg Perego Viaggio Switchable FWF	●	●	○	●
Group I	Graco Cadeira Nautilus FWF	●	●	○	●
Group II/III	Burigotto Multipla 1,2,3	○	●	○	●
Group II/III	Graco Cadeira Nautilus	●	●	○	●

MANUFACTURER			RIGHT	LEFT	CENTER	RIGHT
Q1.5	Joyson (Takata) MIDI	ISOFIX/LEG	○	●	○	●
Q3	Joyson (Takata) MIDI	ISOFIX/LEG	○	●	○	●

● Pass ✕ Fail ○ Exempt *Fail only due to failed marking

Child Occupant **45.00 points 91.84%**

COMMENTS

Child occupant: The child seat for the 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure and offered good protection. The Q1.5 was installed rearward facing using ISOFIX anchorages and support leg, the CRS prevented the head exposure offering full protection. Side impact: Both CRSs offered full protection. All of the CRSs tested for installation passed. The car has ISOFIX anchorages as standard, meeting also i-size requirements. All seating positions are equipped with three-point seatbelts. Airbag warning when a rearward CRS is installed in the passenger seat meets Latin NCAP requirements. The car has passenger airbag disconnection via manual switch.

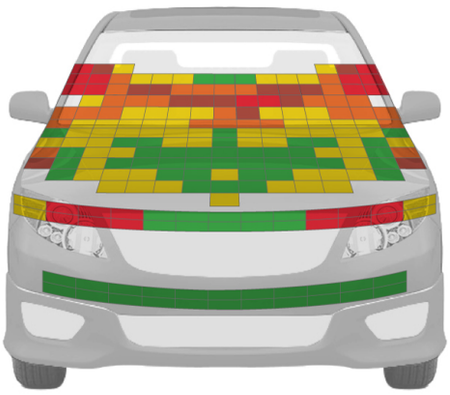
PEDESTRIAN PROTECTION

25.99 points 54.14 %

PEDESTRIAN PROTECTION (pasive)

25.99 points

The car meets regulation UN 127 for pedestrian protection



	Points	max score
Head impact	16.53	24
Upper Leg impact (Pelvis)	3.45	6
Lowe Leg impact (Leg)	6.00	6

AEB PEDESTRIAN

NO TEST

Balance factor for Pedestrian protection (until 2022) 15%

Name of System	-
speed range Minimum (km/h)	-
speed range Maximum (km/h)	-
Type of dummy used	-
Dummy speed	-
Obstruct on scenario used	-

PERFORMANCE

Test Speed (km/h)	Test Speed (km/h)	CONTACT AVOIDED
20km/h to 30km/h	-	-
30km/h to 40km/h	-	-
More than 40km/h	-	-

Pass ✕ Fail — NOT AVAILABLE

PEDESTRIAN PROTECTION

25.99 points 54.14 %

COMMENTS

Pedestrian Protection: The car meets Pedestrian protection UN127 regulations. The car showed majority of areas with good to adequate and marginal protection levels. Upper leg performance was poor towards the sides, lower leg performance was good. AEB VRU: the car does not offer AEB VRU even as optional.

SAFETY ASSIST

35.77 points 83.18 %

SPEED ASSISTENCE — 3.00 points

(this feature scores only if it is standard in all versions)

SEAT BELT REMINDER — 10.00 points

(this feature scores only if it is standard in all versions)

Warning	Driver	Passenger	Rear Passenger
Visual	✓	✓	✓
Audible	✓	✓	✗

LANE SUPPORT SYSTEMS — NO TEST

LDW is not available according to Latin NCAP requirements
LKA is not available according to Latin NCAP requirements

System Name	-
Functionality	-
Operational from (km/h)	-
Warning	-

PERFORMANCE

LKA Test	-
LDW Test	-

ROAD EDGE DETECTION (this feature scores only if it meets the fittment rates required) — NO TEST

-

BLIND SPOT DETECTION (this feature scores only if it meets the fittment rates required) — 1 point

BSD short range was verified by Validation

ESC — 15 points

ESC IS STANDARD IN ALL VERSIONS
ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST - for information only - no scoring

ADAC MOOSE TEST

Max Speed Achieved in test without failures (km/h)	95

MOOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h)	70

AEB Interurban — 6.77 points

System Name	AEB Tracker
Functionality	FCW and AEB
Operational from (km/h)	10

PERFORMANCE

	AEB	Driver Reacts to warning
Operational Speed (km/h) Min | Max	10 km/h - 90 km/h	10 km/h - 90 km/h
Approaching a slower moving car	Crash avoided up to 55 km/h	Crash avoided up to 80 km/h

FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Mitigation	Mitigation

FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

SAFETY ASSIST

34.77 points 80.85%

COMMENTS

Safety Assist Systems: SBR: The offers SBR in all positions. **ESC:** The car offers ESC as standard. The Moose test performance reached a maximum of 95 km/h under ADAC Moose test and 70 km/h under Consumer magazine Moose test. **SA:** the car offers a speed limitation device that fulfils Latin NCAP requirements. **BSD:** The car offers BSD. **LSS and RED:** The car does not offer LSS and/or RED. **AEB Interurban:** The car offers AEB Inter Urban offering good performance and meeting Latin NCAP availability requirements.

Latin NCAP
Joaquín Nuñez 2719 Of. 210. ZC 11300. Montevideo, Uruguay
T. +598 2716 8749 | secretaria@latinncap.com