



SPECIFICATIONS

Tested model	Chevrolet Montana
Body type	4 door pick up
Year of publication	2024
Crash test weight (KG)	1543
VIN from which Rating applies	From VIN 9BGEY43B0SB171251 and date August 23 2024
Made in	Brazil
Test valid for	Latin NCAP market



SAFETY EQUIPMENT

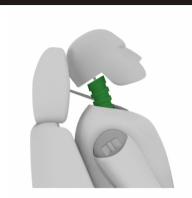
SAFETY EQUIPMENT			
	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES STANDARD	YES STANDARD	NOT AVAILABLE
knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE 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 out 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	UN127 STANDARD		
AEB Pedestrian	NOT AVAILABLE		
AEB City	NOT AVAILABLE		
AEB inter-Urban	NOT AVAILABLE		
Speed Assist System	YES STANDARD		
Lane Assist system	NOT AVAILABLE		

2.38 p

6.70 p







WEAK

SIDE POLE IMPACT TEST (Pole)

WHIPLASH REAR IMPACT

UN R32 (max 1 point) 1 **NO TEST** AEB City (max 3 points) Rescue Sheet (max 1 point) 1

MARGINAL

ADEQUATE

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION

GOOD

NO



Adult Occupant

PROTECTION

31.67 points 79.18%

POOR



COMMENTS

Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver's and passenger's chest was adequate. Driver's knees showed marginal protection and passenger's right knee showed marginal protection as they can impact dangerous structures behind the fascia. Passenger left knee showed good protection. Driver tibias showed adequate and good protection while passenger's tibias showed good protection. Footwell area was rated as stable. The bodyshell was rated as stable and it is capable of withstanding further loadings. Side impact: Head, abdomen, chest and pelvis protection was good. Side Pole Impact: Head and pelvis protection was good, chest protection was marginal and abdomen protection was adequate. Whiplash: The seat showed good protection to the adult neck. UN R32: The car meets the rear impact structure requirements. AEB City: the car does not offer AEB City. Rescue sheet: Available according to Latin NCAP criteria.

CHILD RESTRAINT SYSTEM

Dynamic score: Installation score: Vehicle assessment score: 15.83 (max 24) 12.00 (max 12) 7.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Joyson (Takata) MIDI	Front 0.92 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	FWF
3 year old child	Joyson (Takata) MIDI	Front 6.91 (8 max) Side 4.00 (4 max)	0+/I	ISOFIX/LEG	FWF

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

CRS INSTALLATION ASSESSMENT

					2ND ROW	
REFERENCE LIST	Г		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switch	able			0	
Group 0+	Roemer Baby Safe		0		\circ	
Group 0+	Bébé Confort Streety Fix / I	Maxi Cosi Citi SPS			\circ	
Group I	Peg Perego Viaggio Switch	able FWF			\circ	
Group I	Graco Cadeira Nautilus FWF				\circ	
Group II/III	Burigotto Multipla 1,2,3				\circ	
Group II/III	Graco Cadeira Nautilus				\circ	
MANUFACTURER	1		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Joyson (Takata) MIDI	ISOFIX/LEG	0		\circ	
Q3	Joyson (Takata) MIDI	ISOFIX/LEG	0		\circ	
Pass	X Fail ○ Exe	mpt	*Fa	il only due	to failed mai	king



34.83 points 71.08%



COMMENTS

The child seat for the 3-year-old child was installed forward facing using ISOFIX anchorages and support leg. It was capable of preventing head exposure but showed high loads in the neck and chest. The Q1.5 was installed forward facing using ISOFIX anchorages and support leg against global best practices, the CRS could not prevent high loads in the neck and chest. **Side Impact:** Both CRSs offered full protection. All of the CRSs tested for installation passed. The car has ISOFIX anchorages as standard, meeting also ISOFIX marking requirements. All seating positions are equipped with three-point seatbelts but the rear centre position is not adequate for RWF CRS and marked as such. 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 as standard.

PEDESTRIAN PROTECTION (pasive)

21.34 points

The car meets regulation UN 127 for pedestrian protection



	Points	max score
Head impact	15.34	24
Upper Leg impact (Pelvis)	0.00	6
Lowe Leg impact (Leg)	6.00	6

AEB PEDESTRIAN

Balance factor for Pedestrian protection (until 2022)

-

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



PEDESTRIAN PROTECTION

21.34 points 44.45 %



COMMENTS

The car proved to meet Pedestrian protection UN127 regulations. The car showed majority of head impact areas with good, adequate and marginal protection. Some areas towards the windshield and A-pillar showed poor protection. Upper leg performance was poor, lower leg performance was good. **AEB VRU:** the car does not offer AEB VRU.



SPEED ASSISTENCE

3.00 points

SEAT BELT REMINDER

PERFORMANCE

10.00 points

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

(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	-

LKA Test	-
LDW Test	-

ROAD EDGE DETECTION (this feature scores only if it meets the fittment rates required)

NO TEST

RED did not confirm operation by Validation

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

NO TEST

BSD did not fulfil the availability requirements

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)

85

MOOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h) 75

AEB Interurban	NO TEST
System Name	-
Functionality	-
Operational from (km/h)	-

PERFORMANCE

	AEB	Driver Reacts to warning
Operational Speed (km/h) Min Max	-	-
Approaching a slower moving car	-	-

FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-

FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-



SAFETY ASSIST

28.00 points 65.12%



COMMENTS

SBR: The car offers SBR in all seating positions. ESC: The car offers ESC as standard. The Moose test performance reached a maximum of 85 km/h under ADAC Moose test and 75 km/h under Consumer magazine Moose test. SA: The car offers a speed limitation device as standard. BSD: The car offers BSD but it does not meet Latin NCAP requirements for fitment. LSS and RED: The car does not offer LSS and RED. AEB Interurban: The car does not offer AEB Inter Urban.

