

## CHEVROLET - Meriva GL Plus + Airbag



### TECHNICAL SHEET



8.64 max. 17.00 - Adult Occupant



9.04 max. 49.00 - Child Occupant



### ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

#### PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR



### CHILD RESTRAINT SYSTEM

CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Protected / Adequate	0/0+/1	Belted	Rearward facing
3 year old child	Vulnerable / Adequate	1/2/3	Belted	Forward facing



### CAR DETAILS

Tested model: Chevrolet Meriva GL Plus,  
1.8 Petrol, LHD

Body type: 5 door monovolume

Year of publication: 2010

Crash test weight: 1477 kg

### SAFETY EQUIPMENT

Front seatbelt pretensioners	YES	Driver knee airbag	NO
Driver frontal airbag	YES		
Front passenger frontal airbag	YES		
Side body airbags	NO		
Side head airbags	NO		



## COMMENTS

**Adult Occupant:** In the frontal impact the driver and passenger heads were both well protected by the restraint system. There were structures in the area of the fascia that could expose the occupants to risk if impacted by knees and the protection to the lower legs was marginal. During the impact, the boot lid opened posing the risk of ejection to the occupants. According to information from the manufacturer most of the Merivas sold in SA are not equipped with airbags. LatinNCAP selected this vehicle not based in a market reference but to compare it to the European Meriva tested by EuroNCAP.

**Child Occupant:** The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact, even with a large excursion the head of the dummy did not have contact with the driver backrest which is very important. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle did not give any warnings as to the hazards associated with installing a rearward facing child seat on the front passenger seat with an active airbag

(\*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.

