



Chery – Chirey Tiggo 2 / Tiggo 2 Pro / Tiggo 2 Pro Max Chirey Tiggo 2 Pro + 4 Airbags



TEST 2026



Adult
Occupant

0%



Child
Occupant

0%



Pedestrian Protection
and Vulnerable
Road Users

49%



Safety
Assist Systems

45%

Tested Model: Tiggo 2 / Tiggo 2 Pro / Tiggo 2 Pro Max

Body type: 5 door Hatchback - Sedan

Year of Publication: 2026

Crash test weight (KG): 1525

Car made in: China

Valid for: Latin NCAP market



Internal combustion

SAFETY EQUIPMENT

FRONTAL CRASH PROTECTION		DRIVER	PASSENGER	REAR
	Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
	Belt pretensioner	NOT AVAILABLE	NOT AVAILABLE	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	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
	Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
	Side Chest airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
	Side pelvis airbag	YES STANDARD	YES STANDARD	NOT AVAILABLE
CHILD PROTECTION				
	ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
	Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NO
	Airbag cut-off switch	NOT APPLICABLE	NOT AVAILABLE	NOT APPLICABLE
	Child Presence Detection (CPD)		NOT AVAILABLE	
SAFETY ASSIST				
	Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	YES STANDARD
OTHER SAFETY SYSTEMS				
	ESC Standard		YES STANDARD	
	eCall		NOT AVAILABLE	
	Driver Monitoring system (DMS)		NOT AVAILABLE	
	Alcohol Interlock Installation Facilitation		NOT AVAILABLE	
	GTR 9 - UN127 Pedestrian Protection		NOT AVAILABLE	
	AEB Vulnerable Road Users		NOT AVAILABLE	
	AEB City		NOT AVAILABLE	
	AEB Interurban		NOT AVAILABLE	
	Speed Assist System		NOT AVAILABLE	
	Lane Support Systems		NOT AVAILABLE	



ADULT OCCUPANT

0.00 points | 0%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL OFFSET DEFORMABLE BARRIER

0.00 p



FRONTAL DRIVER



FRONTAL PASSENGER

Structure in Frontal Crash

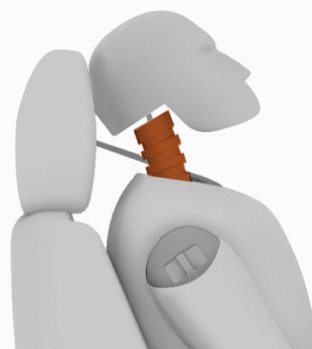
UNSTABLE

Footwell area in Frontal Crash

UNSTABLE

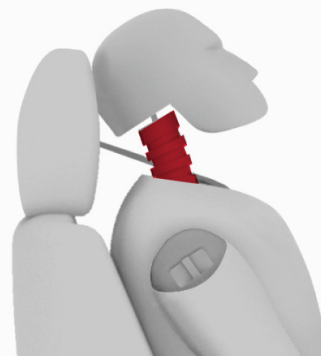
WHIPLASH REAR IMPACT (Front Seats)

0.00 p



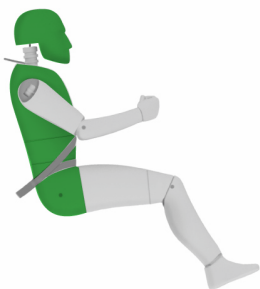
WHIPLASH REAR IMPACT (Rear Seats)

0.00 p



ADVANCED SIDE MOVABLE DEFORMABLE BARRIER TEST (car)

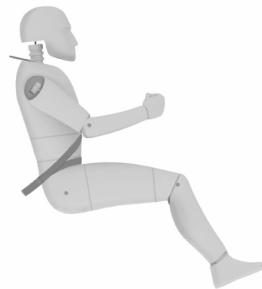
8.00 p



OBLIQUE SIDE POLE IMPACT TEST (Pole)

This test is only performed if side head impact protection is present, otherwise it scores 0

0.00 p



Side Coverage of side head
protection airbags

FAIL

Rear Impact Structural performance

FAIL

POST CRASH

eCALL:

-

EXTRICATION

PASS

EV PREVENTION OF ELECTRIC SHOCK

-

RESCUE SHEET

FAIL



COMMENTS

0.00 points | 0%

Adult Occupant - Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver's chest showed poor protection and passenger's chest showed good protection. Driver's and passenger knees showed marginal protection as they can impact dangerous structures behind the fascia. Driver's right tibia and passenger's tibias showed good protection while driver left tibia showed adequate protection. Footwell area was rated as unstable. The bodyshell was rated as unstable and it is not capable of withstanding further loadings. **Side impact:** Head, chest, abdomen and pelvis showed good protection. **Oblique Side Pole Impact:** was not performed because this car does not have side head protection as standard. **Whiplash front:** showed marginal protection to the adult neck. **Whiplash rear:** showed poor protection to the adult neck. **Protection of Adult in Rear seat:** the car could not show evidence of the protection in rear seats. **UN R32 / UN 153:** the car does not offer evidence of meeting any of these regulations. **eCall:** not available for this model. **Extrication:** the car showed no problems unbuckling the belts without tools and no problems accessing the passenger without tools matching Latin NCAP's extrication requirements. **Rescue Sheet:** not available according to Latin NCAP criteria. The car does not offer pretensioners and load limiters in the rear seatbelts. Both the detection of fire risk during the frontal impact and the poor protection to the driver chest led to capping the points in this box. All this explains the zero points in this box.



CHILD OCCUPANT

Crash Test performance based on 3 years old and 10 years old children

0.00 points | 0%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

CHILD RESTRAINT SYSTEM

Dynamic score	0.00 (máx 24)	CRS Installation Score	0.00 (máx 24)	Vehicle assessment score	0.00 (máx 24)
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Dynamic score (Front max 8 / Side max 4)					CHILD RESTRAINT SYSTEM		CRS Type	Adjust	Position
3y	Front Impact	8.00	Side Impact	0.00	3 years old child	Joie i-Spin 360	i-SIZE	ISOFIX/LEG	RWF
10y	Front Impact	0.00	Side Impact	0.00	10 years old	Osann Booster Boost R129. Non ISOFIX variant ON	II/III	Belted	FWF

Front Passenger		2nd row outboard		2nd row centre	
ISOFIX	NOT AVAILABLE	YES STANDARD		NOT AVAILABLE	
I-Size	NOT AVAILABLE	NOT AVAILABLE		NOT AVAILABLE	
SRI integrado	NOT AVAILABLE	NOT AVAILABLE		NOT AVAILABLE	

				1st Row		2nd row	
Reference list				Right	Left	Center	Right
18m	Britax Baby Safe 5Z w/base	RWF	Isofix / Leg	●	●	○	●
18m	Joie i-spin 360	RWF	Isofix / Leg	●	●	○	●
3y	Nuna Tres LX / Joie Everystage	RWF	Belted	●	●	●	●
3y	Graco Cadeira Nautilus	FWF	Isofix / Top T	○	●	○	●
3y	Graco Cadeira Nautilus	FWF	Belt / Top T	●	●	●	●
3y	Cybex Sirona Z	RWF	Isofix / Leg	●	●	○	●
3y	Britax One4life	RWF	Isofix	●	●	○	●
3y	Britax One4life	RWF	Belted	●	●	●	●
10y	Cybex Solution Z	RWF	Isofix / Belted	●	●	●	●
10y	Graco Cadeira Nautilus	FWF	Iso/Belt / TT	●	●	●	●
10y	Britax One4life	FWF	Iso/Belt / TT	●	●	●	●
Manufacturer				Right	Left	Center	Right
18m	No recommendation	RWF	Isofix / Leg	●	●	○	●
18m	Joie i-Spin 360	RWF	Isofix / Leg	●	●	●	●
10y	Osann Booster Boost R129. Non ISOFIX variant ONLY	FWF	Isofix	●	●	○	●

*Fail only due to failed marking

Child Presence Detection

-



COMMENTS

0.00 points | 0%

Child Occupant - The child seat for the 10-year-old child was installed forward facing using the adult seatbelt (non ISOFIX CRS). Together with the adult seatbelt, was capable of preventing submarining, neck exposure, ejection but could not prevent high head injury risk offering poor neck protection and poor chest protection during the frontal impact. The 3-year-old child was installed rearward facing using ISOFIX anchorages and support leg and showed full protection in the frontal impact. **Side Impact:** The 3-year-old CRS could not prevent the head exposure during the crash and the 10-year-old CRS could not prevent high head decelerations and exposure due to the lack of side head impact protection resulting in both cases with zero points. The installation of CRS scored zero point due to gabarit fail installation, not having i-Size approved and marked seating positions, and not having the possibility to disconnect passenger airbags when a rearward CRS is placed in the front passenger seat. 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. All this explains the zero points in this box.



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

PEDESTRIAN PROTECTION (passive)

23.4 points (max. 36.00)



The car does not prove to meet pedestrian protection regulations

	Points	Max score
Head impact	14.49	24
Upper Leg impact (Pelvis)	2.97	6
Lower Leg impact (Leg)	6.00	6

AEB VULNERABLE ROAD USERS (this feature scores only if it meets the fitment rates required)

0.00 points (max. 12.00)

System name

-

Type

-

Speed range minimum (km/h)

-

AEB PEDESTRIAN

- points (max. 12.00)

Scenario	DAY TIME	NIGHT TIME
Adult crossing a road from far side (opposite to driver)	-	-
Adult crossing a road near side (driver side) low overlap	-	-
Adult crossing a road near side (driver side) high overlap	-	-
Child crossing a road in obstructed view	-	-
Adult along the roadside	-	-

AEB CYCLIST

- points (max. 6.00)

	DAY TIME
Approaching cyclist crossing	-
Approaching a cyclist along the roadside	-



COMMENTS

23.47 points | 48.89%

Pedestrian Protection - The car does not prove to meet Pedestrian Protection UN127 regulations. The car showed majority of head impact areas in the hood with adequate protection and only a limited area with good protection. Towards the windscreen and A-Pillars protection is marginal, and weak to poor. Upper leg performance was adequate to good in the center and poor towards the ends of the upper front. Lower leg performance showed good protection. **AEB VRU**: the car does not offer AEB VRU.



SAFETY ASSIST SYSTEMS

20.00 points | 45.45%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SPEED ASSIST (this feature scores only if it meets the fitment rates required)

0.00 points (max. 3.00)

System name

-

Speed limit information function

-

Technology

-

Speed control function

-

SEAT BELT REMINDER (this feature scores only if it meets the fitment rates required)

10.0 points (max. 10.0)

Warning

Driver

Passenger

Rear Passengers

Visual



Audible



LANE SUPPORT SYSTEMS (this feature scores only if it meets the fitment rates required)

0.00 points (max. 3.00)

System name

-

PERFORMANCE

Emergency Lane keeping

-

Functionality / Type

-

Lane Keep Assist

-

Operational from (km/h)

-

Human machine interface

-

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

0.00 points (max. 3.00)

-

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

10.00 points (max. 15.00)

ESC is standard in all versions

ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST - Performance

SCENARIO A (ADAC)

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

90

SCENARIO B (Consumer)

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

75

Points reduction due to failure in Moose Test

NO

AEB CAR TO CAR (this feature scores only if it meets the fitment rates required)

0.00 points (max. 9.00)

System name

-

PERFORMANCE

AEB

FCW

AEB City

-

Functionality

NOT AVAILABLE

AEB Interurban

AEB

FCW

Operational from (km/h)

-

Approaching a Stationary car

-

-

Sensor used

-

Approaching a slower moving car

-

-

Approaching a braking car

-

-

ADVANCED TECHNOLOGIES ((some of the features score only if it meets the fitment rates required, others only when standard)

0.00 points (max. 1.00)

Driving Monitoring System (DMS)

-

ENHANCED SEATBELT REMINDER

-

System name

-

-

Functionality

-

ALCOHOL INTERLOCK CONNECTOR

-

Operational from (km/h)

-

-



COMMENTS

20.00 points | 45.45%

Safety Assist - SBR: The car offers SBR in all seating positions and meets Latin NCAP requirements. **ESC:** The car offers ESC as standard. The Moose test performance reached a maximum of 90 km/h under ADAC Moose test and 75 km/h under Consumer Moose test without failures and did not penalize the car. ESC score was reduced due to the lack of Speed limitation technology. **SA:** the car does not offer a Speed Limitation technology or feature. **BSD:** the car does not offer BSD. **LSS:** the car does not offer LSS. **AEB Car to Car:** the car does not offer AEB car to car. **Advanced Features:** the car does not offer enhanced SBR, nor DMS and no Alcohol interlock connector.