

JAC - J3 + 2 Airbags



TECHNICAL SHEET



3.50 max. 17.00 - Adult Occupant



13.03 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	Britax First Class	Vulnerable / Poor	0/0+/1	Belted	Rearward facing
3 year old child	Britax First Class	Vulnerable / Poor	0/0+/1	Belted	Forward facing



CAR DETAILS

Tested model: **Jac J3, LHD**

Year of publication: **2012**

Body type: **4 door Hatchback**

Crash test weight: **1321kg**

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 drivers head and chest bottoms out the airbag. The bodyshell was not capable of withstanding any further loading. There were hazardous structures in the area of the facia that could be impacted by an occupants knees and the protection to the lower legs was marginal. The footwell of the struck side was heavily deformed and the pedals intruded into the footwell area, causing risk to the lower legs, due to the intrusion and pedal blocking. The floorpan in the footwell area started to detach from the sill opening a direct access to the compartment from the lower part of the car.

Child occupant: The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle give warnings as to the hazards associated with installing a rearward facing child seat on the front passenger seat with an active airbag. These instructions were not permanently attached.

(*) 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.

