

## CHEVROLET - Malibu - 10 Airbags



### TECHNICAL SHEET



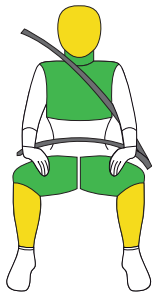
14.56 max. 17.00 - Adult Occupant



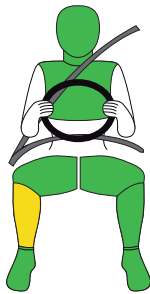
8.57 max. 49.00 - Child Occupant



### ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

#### PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

#### SIDE IMPACT TEST (UNECE 95) \*

NOT PERFORMED

#### CABIN STRUCTURE

STABLE



### CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Chicco AUTO Fix	Vulnerable / Fair	0+	Belted	Rearward facing
3 year old child	Bebe Conforto Iseos +	Vulnerable / Poor	0+/1	Belted	Forward facing



### CAR DETAILS

Tested model: CHEVROLET MALIBU, LHD

Year of publication: 2013

Body type: 4 door Sedan

Crash test weight: 1800 kg

### SAFETY EQUIPMENT

Front seatbelt pretensioners	YES	Driver knee airbag	YES
Driver frontal airbag	YES	Seatbelt Reminder System	NO*
Front passenger frontal airbag	YES	ABS	YES
Side body airbags	YES	ISOFIX	YES
Side head airbags	YES		

\* It has SBR but does not meet the minimum requirements of Latin NCAP.



## COMMENTS

**Adult occupant:** In the frontal impact the head neck and chest of the driver were well protected. The head of the passenger bottomed out the airbag and hit the dashboard but it still received adequate protection. The passenger's chest was well protected by the restraint systems. The driver and passengers knees readings remained in an acceptable level and it was demonstrated that these parts offer a similar level of protection to occupants of different sizes or those sat in different positions. The footwell area was nearly undeformed after the impact. The bodyshell was rated as stable and was capable of withstanding further loading.

**Child occupant:** The child seat for the 3 year and 1 1/2 year old could not prevent head contact of the child passengers with the front seat backrests. The 3 year old child dummy presented high loading in its chest. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle has a front passenger detection system to detect if a rearward facing CRS is installed in the front seat and disable the airbag (still the manufacturer does not recommend to install rearward facing CRS in the front seat) but the information given to the driver for "on or off" status was insufficient to meet Latin NCAP protocol. The car was equipped with ISOFIX anchorages but they were not used to adjust the CRS.

(\*) 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.

