Tested model: Chevrolet Onix
Body type: 5 door Hatchback
Year of publication: 2017
Crash test weight: Kg 1286
Made in: Brazil
Test valid for: Latin NCAP market

SAFETY EQUIPMENT

Front seatbelt pretensioners
YES
Front seatbelt pretensioners pass
NO
Driver frontal airbag
YES
Front passenger frontal airbag
YES
Side body airbags DRIVER
NO
Side body airbags PASSENGER
NO
Side head airbags DRIVER
NO
Side head airbags PASSENGER
NO
Driver knee airbag
NO
ABS (4 channel)
NO
ISOFIX anchorages
NO
ESC (UN13 or GTR8)
NO

ADULT OCCUPANT PROTECTION

ODB FRONTAL
FRONT PASSENGER
YES
DRIVER

MBD SIDE

POLE SIDE
NOT PERFORMED

PROTECTION
GOOD
ADEQUATE
MARGINAL
WEAK
POOR

BODYSHELL INTEGRITY STABLE
SIDE IMPACT PROTECTION (STRUCTURAL) YES
Adult occupant: - In the frontal impact the head and neck were well protected. The driver’s chest showed weak protection (according to 2016 protocol requirements) from the restraint systems. The passenger head was well protected. There were hazardous structures in the area of the facia that could be impacted by the driver and front passenger knees. The footwell showed rupture after the impact. The vehicle cell was rated as stable during the frontal impact. The vehicle has Seat Belt Reminder (SBR) that meet Latin NCAP requirements for the Driver position only. The car has seatbelt pretensioner only in driver side. In the side impact the head and pelvis had adequate protection and the abdomen marginal protection and chest had poor protection directly in the dummy readings which explains the result of zero stars, the car does not have side airbags, it has side impact structural reinforcements in the doors but no pelvis energy absorption elements in the door or inner door panel. The car showed a high penetration of the movable barrier that caused a high displacement of the B-pillar and passenger seat which questions the potential protection capacity of the car in a side impact even when equipped with side airbags. The car is not equipped with ESC as standard. Side pole impact test was not performed, the car does not offer side head protection airbags as standard.

**COMMENTS**

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**CHILD OCCUPANT PROTECTION**

<table>
<thead>
<tr>
<th>Dynamic score:</th>
<th>16.81 (max 24)</th>
<th>Installation score:</th>
<th>10.57 (max 12)</th>
<th>Vehicle assessment score:</th>
<th>0.00 (max 13)</th>
</tr>
</thead>
</table>

**CHILD RESTRAINT SYSTEM**

<table>
<thead>
<tr>
<th>CHILD RERAINT</th>
<th>DYNAMIC SCORE</th>
<th>CRS TYPE</th>
<th>ADJUST</th>
<th>POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 month old child</td>
<td>Peg-Pérego Primo Viaggio Tri Fix</td>
<td>Frontal 7.23 (8 max) Side 4.00 (4 max)</td>
<td>0+</td>
<td>Belted</td>
</tr>
<tr>
<td>3 year old child</td>
<td>Peg-Pérego Viaggio switchable</td>
<td>Frontal 1.57 (8 max) Side 4.00 (4 max)</td>
<td>1</td>
<td>Belted</td>
</tr>
</tbody>
</table>

**CRS INSTALLATION ASSESSMENT**

<table>
<thead>
<tr>
<th>REFERENCE LIST</th>
<th>2ND ROW</th>
<th>2ND ROW</th>
<th>2ND ROW</th>
<th>2ND ROW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group 0+ Peg Perego Viaggio Switchable</td>
<td>Exempt</td>
<td>Pass</td>
<td>Exempt</td>
<td>Pass</td>
</tr>
<tr>
<td>Group 0+ Roemer Baby Safe</td>
<td>Exempt</td>
<td>Exempt</td>
<td>Exempt</td>
<td>Exempt</td>
</tr>
<tr>
<td>Group 0+ Bébé Confort Streety Fix / Maxi Cosi Citi SPS</td>
<td>Exempt</td>
<td>Pass</td>
<td>Exempt</td>
<td>Pass</td>
</tr>
<tr>
<td>Group I Peg Perego Viaggio Switchable FWF</td>
<td>Exempt</td>
<td>Pass</td>
<td>Exempt</td>
<td>Pass</td>
</tr>
<tr>
<td>Group I Graco Cadeira Nautilus FWF</td>
<td>Exempt</td>
<td>Pass</td>
<td>Exempt</td>
<td>Pass</td>
</tr>
<tr>
<td>Group II/III Bürigotto Multipla 1,2,3</td>
<td>Exempt</td>
<td>Pass</td>
<td>Exempt</td>
<td>Pass</td>
</tr>
<tr>
<td>Group II/III Graco Cadeira Nautilus</td>
<td>Exempt</td>
<td>Pass</td>
<td>Exempt</td>
<td>Pass</td>
</tr>
</tbody>
</table>

**COMMENTS**

Child occupant: - Frontal impact - The child seat for the 3-year-old child was unable to prevent excessive forward movement during the impact and offered low protection to neck and chest. The dynamic performance of the 18 months’ child restraint was adequate. Side Impact - both CRSs offered good protection in the side impact for both child dummies. The rear door of the struck side opened during the side crash. All the CRSs that were assessed for installation pass considering the exempted positions in the manufacturer’s manual. The car did have warning marking for installing a CRS in the front passenger seat and it is not possible to disconnect the passenger airbag when a rearward child seat is installed in the passenger seat.