



Chevrolet Onix + 2 Airbags



0.00 max. 34.00 - Adult Occupant



27.38 max. 49.00 - Child Occupant

CAR DETAILS

Tested model: Chevrolet Onix

Year of publication: 2017

Made in: Brazil

Body type: 5 door Hatchback

Crash test weight: Kg 1286

Test valid for: Latin NCAP market

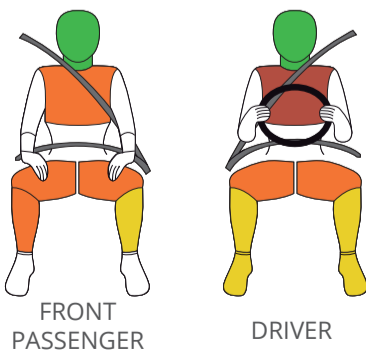
SAFETY EQUIPMENT

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

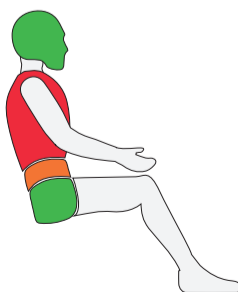


ADULT OCCUPANT PROTECTION

ODB FRONTAL



MBD SIDE



POLE SIDE



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

BODYSHELL INTEGRITY **STABLE**

SIDE IMPACT PROTECTION (STRUCTURAL) **YES**

COMMENTS

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.



CHILD OCCUPANT PROTECTION

Dynamic score:
16.81 (max 24)

Installation score:
10.57 (max 12)

Vehicle assessment score:
0.00 (max 13)

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Peg-Pérego Primo Viaggio Tri Fix	Frontal 7.23 (8 max) Side 4.00 (4 max)	0+	Belted	RWF
3 year old child	Peg-Pérego Viaggio switchable	Frontal 1.57 (8 max) Side 4.00 (4 max)	1	Belted	FWF

CRS INSTALLATION ASSESSMENT

REFERENCE LIST	2ND ROW				
	RIGHT	LEFT	CENTER	RIGHT	
Group 0+	Peg Perego Viaggio Switchable	Exempt	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Exempt	Exempt	Exempt	Exempt
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Exempt	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Exempt	Pass	Exempt	Pass
Group I	Graco Cadeira Nautilus FWF	Exempt	Pass	Exempt	Pass
Group II/III	Burigotto Multipla 1,2,3	Exempt	Pass	Exempt	Pass
Group II/III	Graco Cadeira Nautilus	Exempt	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Peg-Pérego Primo Viaggio Tri Fix	Exempt	Pass	Exempt	Pass
Q3	Peg-Pérego Viaggio switchable	Exempt	Pass	Exempt	Pass

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.



Latin NCAP

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