

GEELY - CK1 1.3 - Without Airbag



TECHNICAL SHEET



1.06 max. 17.00 - Adult Occupant



20.37 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		Protected / Good	0/0+/1	Belted	Rearward facing
3 year old child		Vulnerable / Good	1/2/3	Belted	Forward facing



CAR DETAILS

Tested model: Geely CK1 1.3 petrol, LHD

Year of publication: 2010

Body type: 4 door Sedan

Crash test weight: 1263 kg

SAFETY EQUIPMENT

Front seatbelt pretensioners	NO	Driver knee airbag	NO
Driver frontal airbag	NO		
Front passenger frontal airbag	NO		
Side body airbags	NO		
Side head airbags	NO		



COMMENTS

Adult occupant: The protection offered to the driver was poor for most body regions, the chest protection was weak. High loads were placed on all areas of the driver dummy. A significant amount of body shell collapse results in high displacement of the A-pillar, steering column and pedals. The body shell was not capable of withstanding any further loading. Installing an airbag in this car would not improve occupant protection as the body shell integrity is not good. This car has a passenger airbag switch but it DOES NOT have an airbag. This device may mislead consumers to think that they have an airbag equipped car while it is not the case.

Child occupant: The dynamic performance of the 18 month child restraint was adequate. The 3 year old scored maximum points due to the extremely weak body shell that helped absorb impact energy. However, the installation instructions on both child seats were insufficient and not permanently attached to the seat. The recommended child seats were found to be incompatible with the belt system on the vehicle. This car was not equipped with a passenger airbag.

(*) 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.

