



GWM Wey 03 (Coffee 02)
Standard Safety Equipment

2022



Adult Occupant



94%

Child Occupant



87%

Vulnerable Road Users



73%

Safety Assist



93%

SPECIFICATION

Tested Model	WEY Coffee 02 2.0 hybrid 'Prestige', LHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	2100kg
VIN From Which Rating Applies	- all Wey 03's and Coffee 02's
Class	Small Off-Road

General comments

The GWM Wey 03 was known as the WEY Coffee 02 until February 2024.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗
Centre Airbag	●	●	—
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard

○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack

✗ Not available

— Not applicable



ADULT OCCUPANT

Total 35.8 Pts / 94%



GOOD



ADEQUATE



MARGINAL



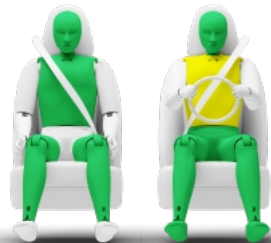
WEAK



POOR

Frontal Impact

14.4 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.8 / 16 Pts



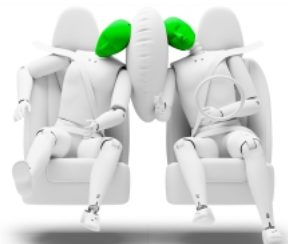
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 35.8 Pts / 94%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Wey 03 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. WEY demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Wey 03 would be a somewhat aggressive impact partner in a frontal collision. In the full width rigid barrier test, protection of the chest of the rear passenger was rated as marginal, based on readings of chest compression. All other critical body areas were rated as good, both for the driver and rear passenger. In the side barrier test, protection of all critical body regions was good and the Wey 03 scored maximum points in this part of the assessment. In the more severe side pole impact, protection of the chest was adequate and that of other body areas was good. Limitation of occupant excursion - the extent to which the occupant is flung to the other side of the vehicle in a side impact - was rated as adequate. The Wey 03 has a centre airbag as a counter-measure against occupant to occupant injuries in side impacts. In Euro NCAP's test, the airbag performed well, with good protection of the heads of the front seat occupants. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Wey 03 has an advanced eCall system to alert the emergency services in the event of a collision, and a system that automatically applies the brakes to avoid secondary collisions.



CHILD OCCUPANT

Total 43.0 Pts / 87%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact

16 Pts



Lateral Impact

8 Pts

Restraint for 6 year old child: *Britax Römer KidFix 2S*Restraint for 10 year old child: *Britax Römer KidFix 2S booster*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard

○ Not on test car but available as option

✗ Not available

CRS Installation Check

12.0 / 12 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 43.0 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



Comments

The Wey 03 provided good protection to all critical body areas of the 6 and 10 year dummies, both in the frontal offset test and the side barrier impact, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraints for which the Wey 03 is designed could be properly installed and accommodated in the car.



CHILD OCCUPANT

Total 43.0 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed — Not available

Comments

The Wey 03 provided good protection to all critical body areas of the 6 and 10 year dummies, both in the frontal offset test and the side barrier impact, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraints for which the Wey 03 is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 39.6 Pts / 73%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

VRU Impact Protection

23.0 / 36 Pts



Head Impact	15.6 Pts
Pelvis Impact	1.5 Pts
Leg Impact	5.9 Pts

Vulnerable Road Users

16.7 / 18 Pts

System Name	Automatic Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h



VULNERABLE ROAD USERS

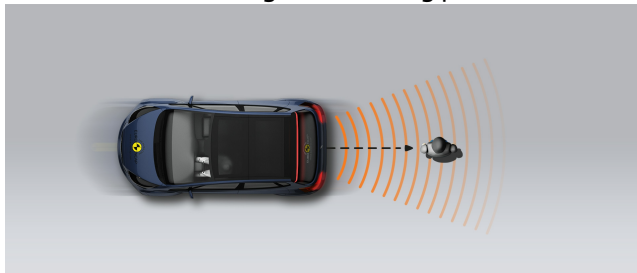
Total 39.6 Pts / 73%

AEB Pedestrian

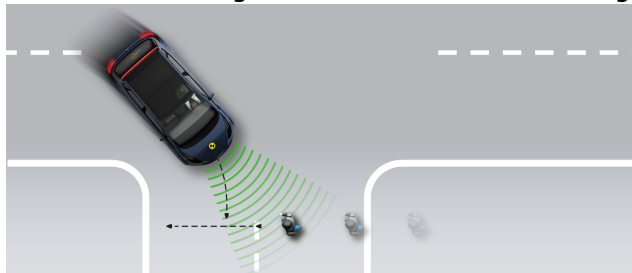
8.0 / 9 Pts

■ Day time

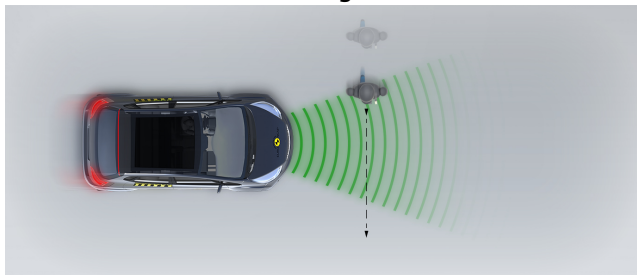
Vehicle reversing into standing pedestrian



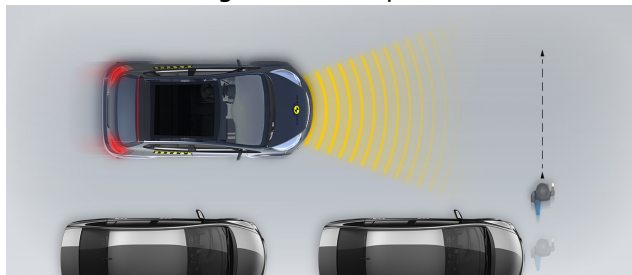
Pedestrian crossing a road into which a car is turning



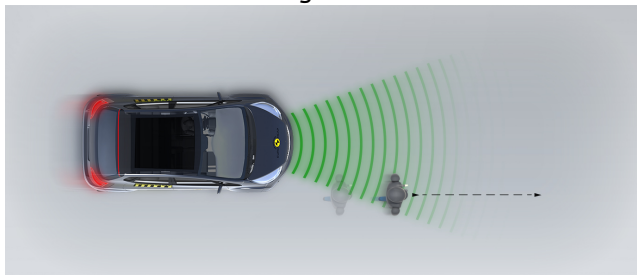
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

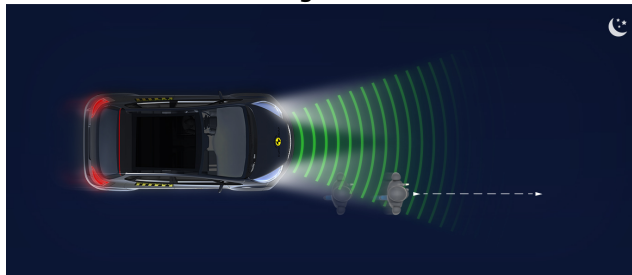


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 39.6 Pts / 73%

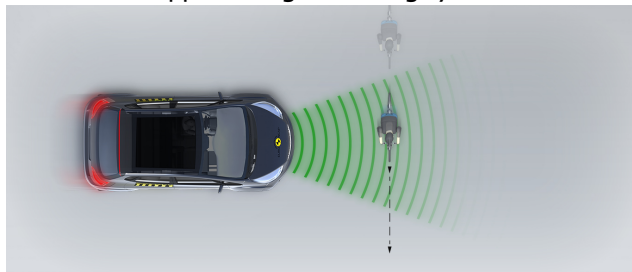
AEB Cyclist

8.7 / 9 Pts

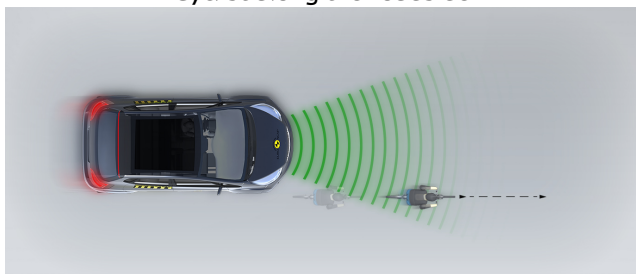
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

The protection offered by the bonnet to the head of a struck pedestrian was predominantly good or adequate. The bumper provided good or adequate protection to pedestrians' legs at all test positions. However, protection of the pelvis was predominantly poor. The Wey 03's autonomous emergency braking (AEB) system detects vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of the system's response to such road-users, performance was rated as good, with collisions avoided or mitigated in most test scenarios.



SAFETY ASSIST

Total 15.0 Pts / 93%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.3 / 3 Pts









System Name	Traffic Assist
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 3.0 / 3 Pts


> Seatbelt Reminder

 2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Monitoring System
Type	direct eye monitoring and driver control inputs
Operational From	45 km/h



SAFETY ASSIST

Total 15.0 Pts / 93%



Lane Support 4.0 / 4 Pts

System Name	Lane Assist + ELK
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 5.7 / 6 Pts

System Name	Automatic Emergency Braking
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

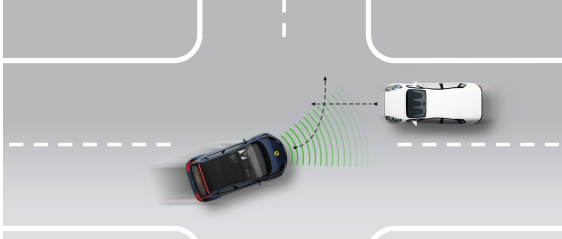


SAFETY ASSIST

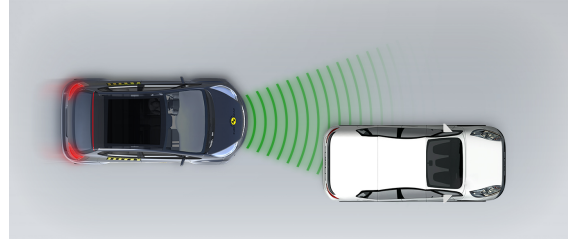
Total 15.0 Pts / 93%

Autobrake function only

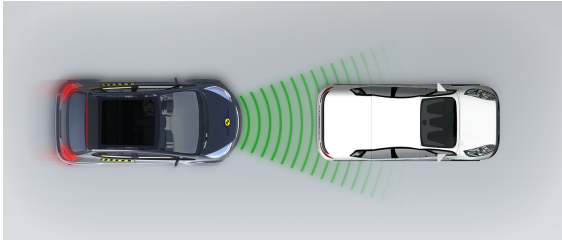
Car turning across the path of an oncoming car



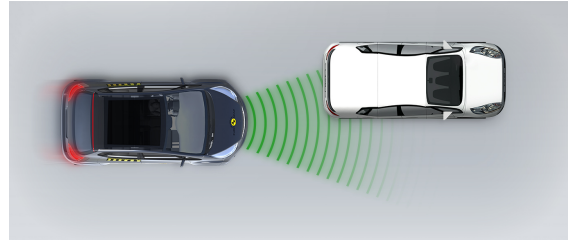
Approaching a stationary car



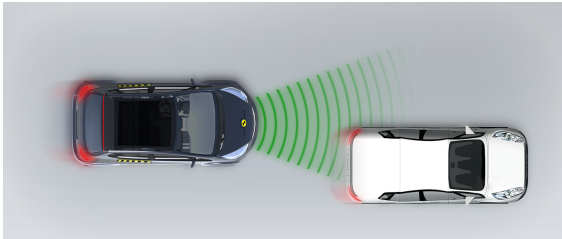
Approaching a stationary car



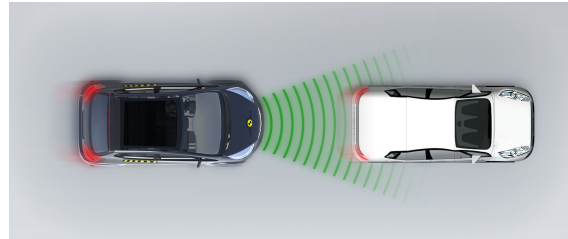
Approaching a stationary car



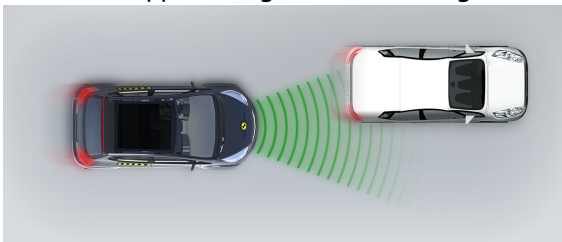
Approaching a slower moving car



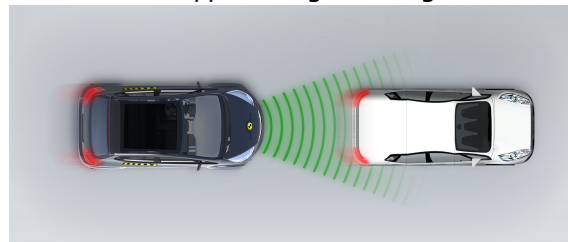
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



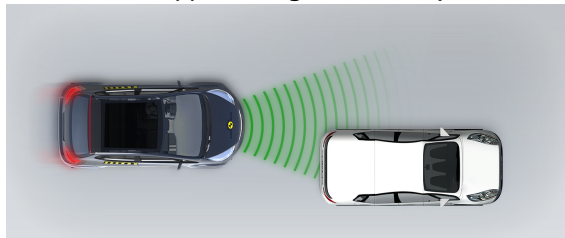


SAFETY ASSIST

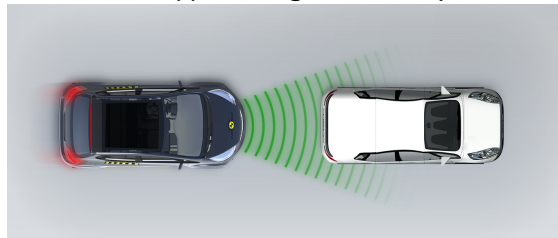
Total 15.0 Pts / 93%

■ Driver reacts to warning

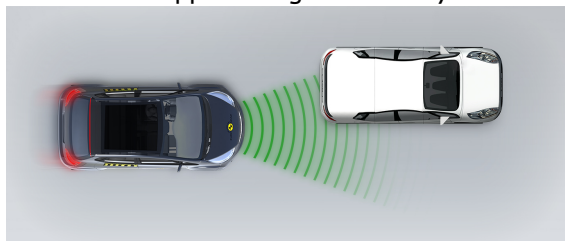
Approaching a stationary car



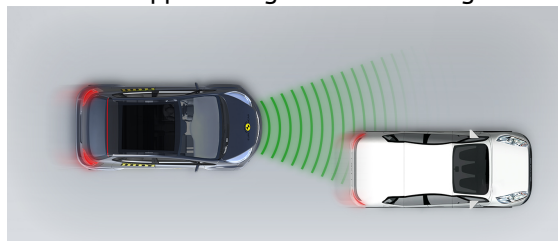
Approaching a stationary car



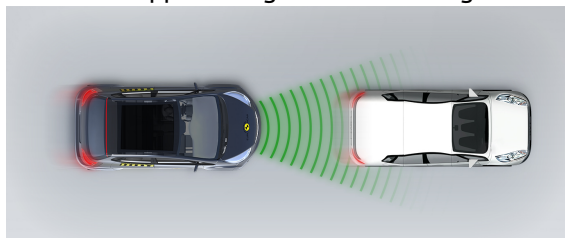
Approaching a stationary car



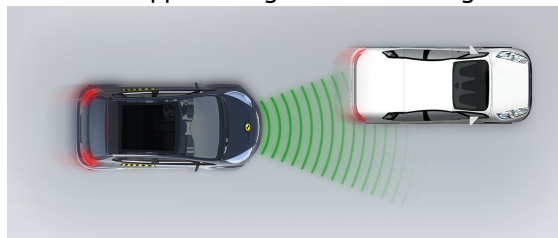
Approaching a slower moving car



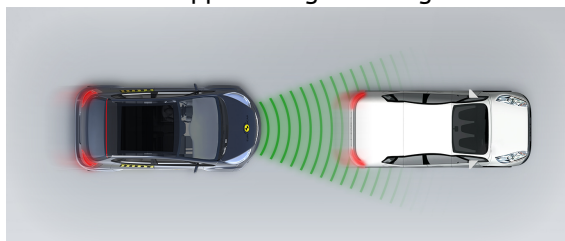
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 15.0 Pts / 93%

Comments

The Wey 03's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles, with impacts avoided in most test cases. A seatbelt reminder system, including occupant detection, is standard for all seats and the Wey 03 is also equipped with a driver monitoring system, which monitors steering inputs for patterns which are characteristic of a fatigued or inattentive driver. Lane assistance corrects the car's path if it is drifting out of lane and which also intervenes in some more critical situations. A camera based speed assistance system recognises local speed limits, allowing the speed limiter to be set appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name / Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 Petrol Hybrid	Mid	4 X 2	✓	✓
5 door SUV	2.0 Petrol Hybrid	Prestige *	4 X 2	✓	✓
5 door SUV	2.0 Petrol Hybrid	Mid	4 X 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
November 2022	Rating Published	2022 ★ ★ ★ ★ ★	✓
February 2024	Change of name from WEY Coffee 02 to GWM Wey 03	2022 ★ ★ ★ ★ ★	✓