



GWM ORA 03 (Funky Cat)  
Standard Safety Equipment

2022



Adult Occupant



92%

Child Occupant



83%

Vulnerable Road Users



74%

Safety Assist



93%

SPECIFICATION

Tested Model	ORA Funky Cat 400 pro+, LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1580kg
VIN From Which Rating Applies	- all ORA 03s and Funky Cats
Class	Small Family Car

General comments

The GWM ORA 03 was known as the ORA Funky Cat 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 35.3 Pts / 92%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Impact

13.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.8 / 16 Pts



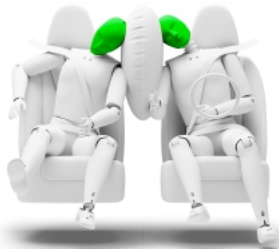
Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.7 / 4 Pts



Rear Seat



Front Seat



## ADULT OCCUPANT

Total 35.3 Pts / 92%

■ 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 ORA 03 remained stable in the frontal offset test. Dummy numbers demonstrated good protection of the knees and femurs of both the driver and passenger. GWM showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the ORA 03 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate, apart from the chest of the rear passenger, protection of which was rated as marginal on the basis of dummy readings of compression. In the side barrier test, protection of all critical body areas was good and the car scored maximum points. In the more severe side pole impact, protection of all critical body areas was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The ORA 03 has a counter-measure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The ORA 03 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact to avoid secondary collisions.



## CHILD OCCUPANT

Total 40.8 Pts / 83%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 &amp; 10 year old children

21.8 / 24 Pts

Frontal Impact

13.8 Pts



Lateral Impact

8 Pts

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

## 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 &amp; 2wayFix (i-Size)



Maxi Cosi 2way Pearl &amp; 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 40.8 Pts / 83%

## ■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## Comments

In the frontal offset, protection was good for all critical body areas of the 10 year dummy. Readings of head accelerations in the 6 year dummy indicated marginal protection but that of other critical body areas was good or adequate. In the side barrier test, protection of all critical body areas was good for both the child dummies. 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 restraint types for which the ORA 03 is designed could be properly installed and accommodated.



## CHILD OCCUPANT

Total 40.8 Pts / 83%

	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

In the frontal offset, protection was good for all critical body areas of the 10 year dummy. Readings of head accelerations in the 6 year dummy indicated marginal protection but that of other critical body areas was good or adequate. In the side barrier test, protection of all critical body areas was good for both the child dummies. 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 restraint types for which the ORA 03 is designed could be properly installed and accommodated.





VULNERABLE ROAD USERS

Total 40.0 Pts / 74%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

VRU Impact Protection

25.0 / 36 Pts



Head Impact	13.9 Pts
Pelvis Impact	5.2 Pts
Leg Impact	5.9 Pts

Vulnerable Road Users

15.0 / 18 Pts

System Name	Automatic Emergency Braking + MEB
Type	Auto-Brake with Forward Collision Warning
Operational From	1 km/h



## VULNERABLE ROAD USERS

Total 40.0 Pts / 74%

## AEB Pedestrian

 7.2 / 9 Pts

■ Day time

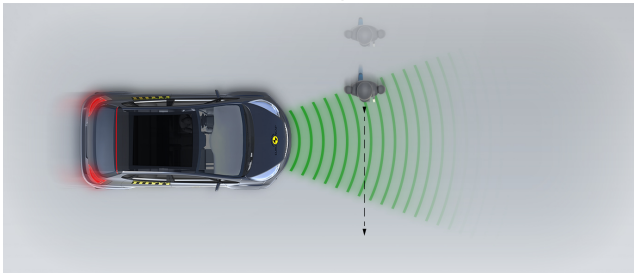
Vehicle reversing into standing pedestrian



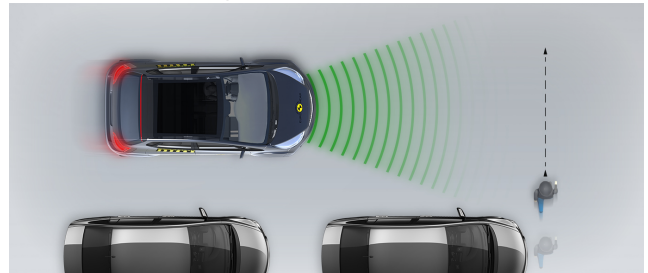
Pedestrian crossing a road into which a car is turning



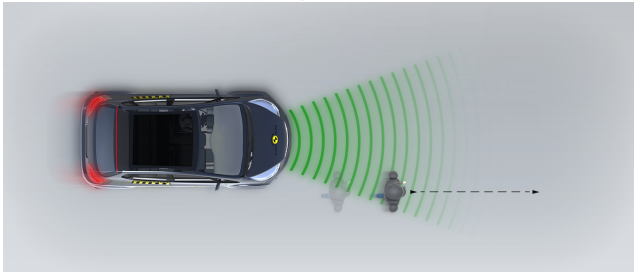
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

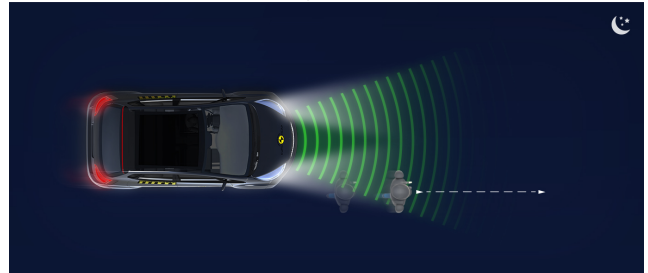


■ Night time

Adult crossing the road



Adult along the roadside





## VULNERABLE ROAD USERS

Total 40.0 Pts / 74%

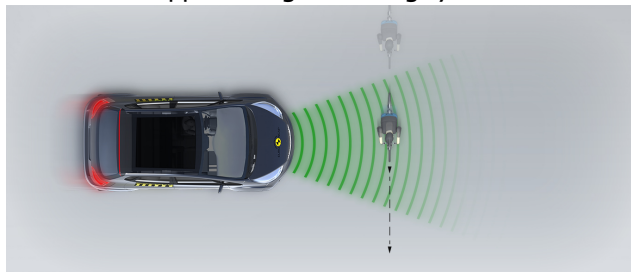
## AEB Cyclist

7.8 / 9 Pts

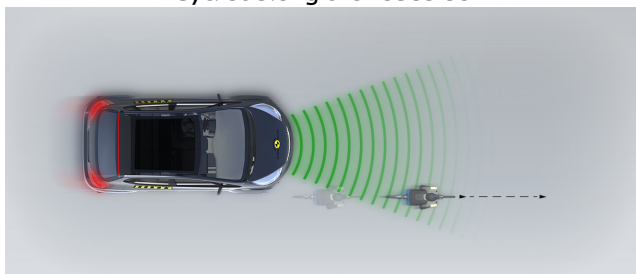
Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



## Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some areas of poor protection along the front edge of the windscreen and on the stiff windscreen pillars. The bumper offered good protection or adequate to pedestrians' legs and protection of the pelvis region was also good or adequate at all test locations. The autonomous emergency braking (AEB) system of the ORA 03 can respond to vulnerable road users, as well as to other vehicles. The system performed well both in tests of its response to pedestrians and when tested with a cyclist target, with collisions avoided or mitigated in most scenarios.



## SAFETY ASSIST

Total 15.0 Pts / 93%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## Speed Assistance

2.5 / 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

## &gt; 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

## &gt; Driver Monitoring

1.0 / 1 Pts

System Name	Driver Monitoring System
Type	direct eye monitoring
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	<span></span> GOOD
Lane Keep Assist	<span></span> GOOD
Human Machine Interface	<span></span> GOOD

AEB Car-to-Car 5.5 / 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

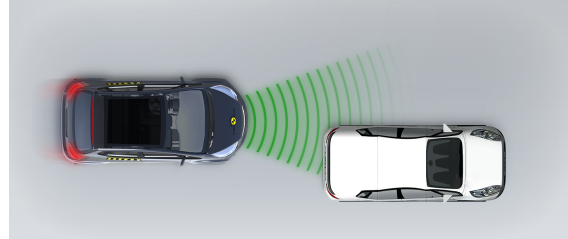
Total 15.0 Pts / 93%

### Autobrake function only

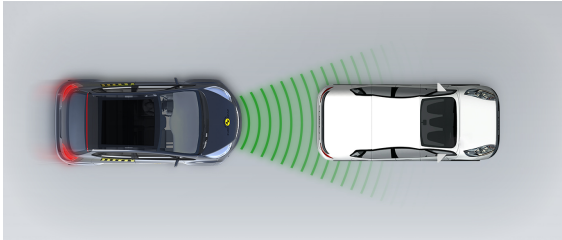
Car turning across the path of an oncoming car



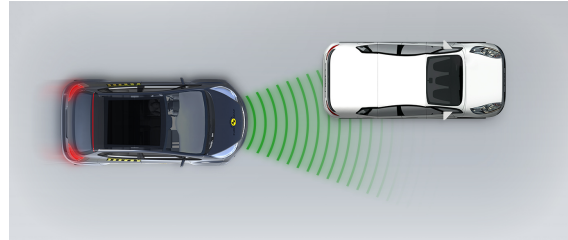
Approaching a stationary car



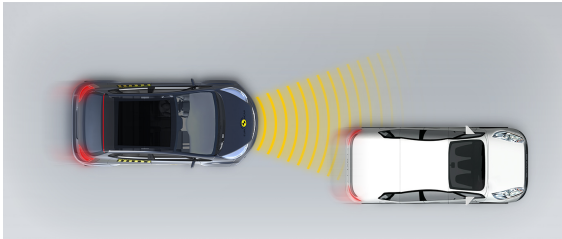
Approaching a stationary car



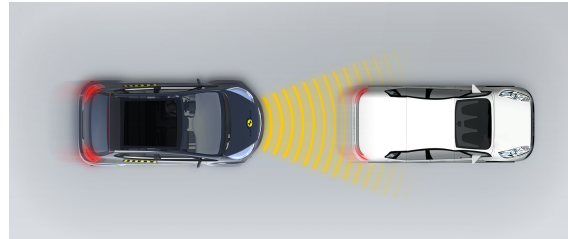
Approaching a stationary car



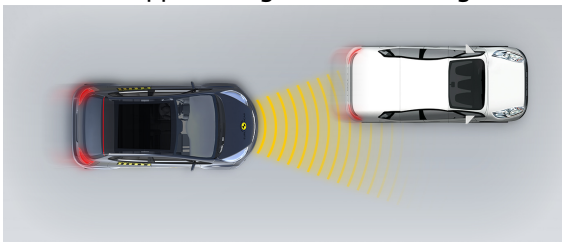
Approaching a slower moving car



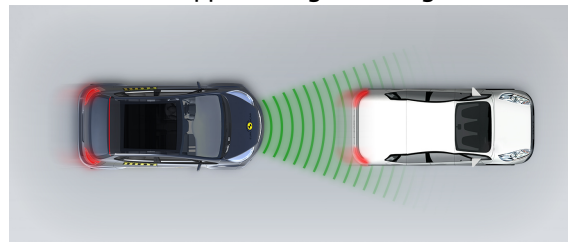
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



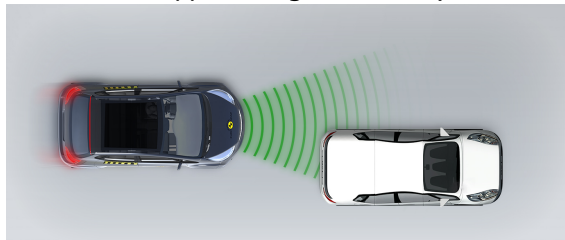


## SAFETY ASSIST

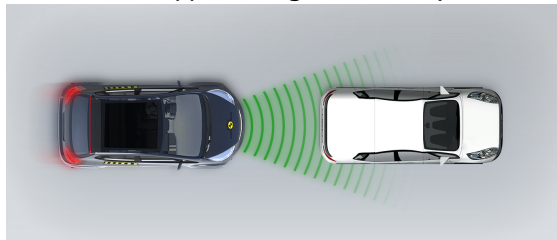
Total 15.0 Pts / 93%

## ■ Driver reacts to warning

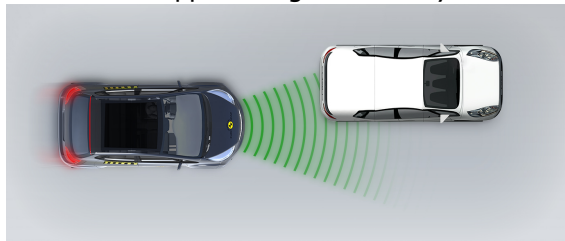
Approaching a stationary car



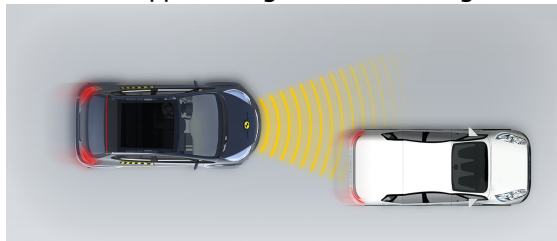
Approaching a stationary car



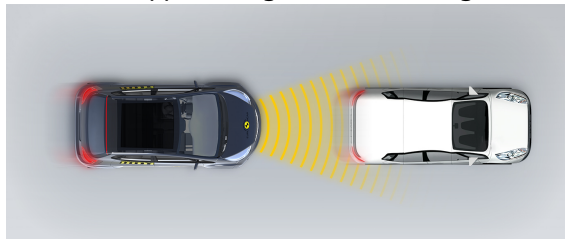
Approaching a stationary car



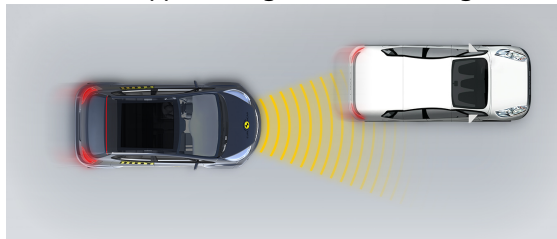
Approaching a slower moving car



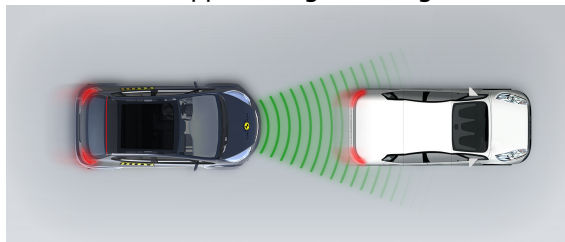
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 15.0 Pts / 93%

## Comments

The ORA 03's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles, with collisions avoided or mitigated in most test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue and distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. The speed assistance system detects the local speed limit and the driver can choose to allow the maximum speed of the car to be automatically set by the system.



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	Electric	300	4 x 2	✓	✓
5 door hatchback	Electric	300 Pro	4 x 2	✓	✓
5 door hatchback	Electric	400 Pro	4 x 2	✓	✓
5 door hatchback	Electric	400 Pro+ *	4 x 2	✓	✓
5 door hatchback	Electric	400 GT	4 x 2	✓	✓

\* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
September 2022	Rating Published	2022 ★★★★★	✓
February 2024	Change of name from Funky Cat to ORA 03	2022 ★★★★★	✓