



CHERY OMODA5
Standard Safety Equipment

2022



Adult Occupant



87%

Child Occupant



87%

Vulnerable Road Users



68%

Safety Assist



88%

SPECIFICATION

Tested Model	CHERY OMODA5 1.6T, LHD
Body Type	- SUV
Year Of Publication	2022
Kerb Weight	1423kg
VIN From Which Rating Applies	- all OMODA5
Class	Small SUV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL 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	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
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 33.4 Pts / 87%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 13.0 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 14.6 / 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 33.4 Pts / 87%

■ 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 CHERY OMODA5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. However, CHERY were unable to demonstrate that a similar level of protection would be provided to occupants of different sizes or those sitting in different positions, and protection of this body area was rated as marginal. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car 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, for the small female dummies used both in the driver's seat and in the rear passenger position. In the side barrier test, dummy readings indicated good protection of all critical body areas. However, the curtain airbag did not deploy as intended and penalty was applied to the score for the head. In the more severe side pole impact, dummy readings of rib compression indicated marginal protection of that part of the body. 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 adequate. The OMODA5 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. The system performed well in Euro NCAP's tests, with good protection of the occupants' heads. 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 CHERY OMODA5 has an advanced eCall system which alerts the emergency services in the event of a crash and the 'MCB' system applies the brakes to prevent secondary collisions.

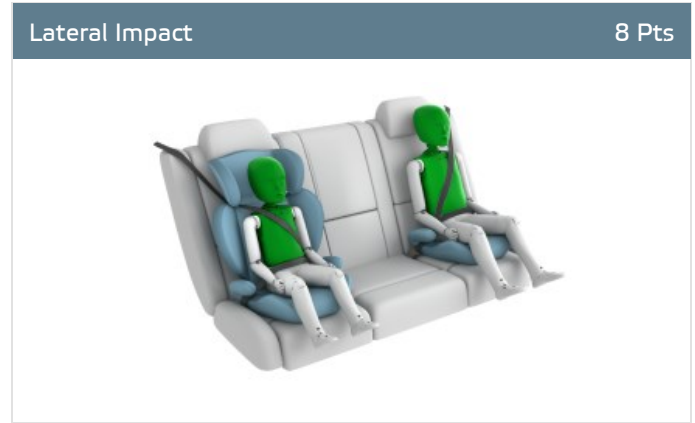
CHILD OCCUPANT

Total 42.7 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.7 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix2 S*
 Restraint for 10 year old child: *Britax Römer KidFix2 S*

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 42.7 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

In both the frontal offset and side barrier tests, protection of all critical body areas was good or adequate for both 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 child restraint types for which the CHERY OMODA5 is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 42.7 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

In both the frontal offset and side barrier tests, protection of all critical body areas was good or adequate for both 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 child restraint types for which the CHERY OMODA5 is designed could be properly installed and accommodated in the car.

 **VULNERABLE ROAD USERS**

Total 37.0 Pts / 68%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

VRU Impact Protection

22.7 / 36 Pts



Head Impact	15.3 Pts
Pelvis Impact	1.4 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


14.2 / 18 Pts

System Name	Automatic Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

 VULNERABLE ROAD USERS

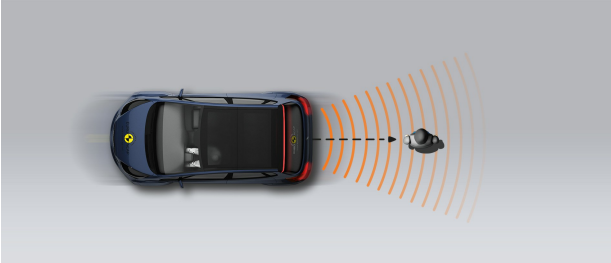
Total 37.0 Pts / 68%

AEB Pedestrian

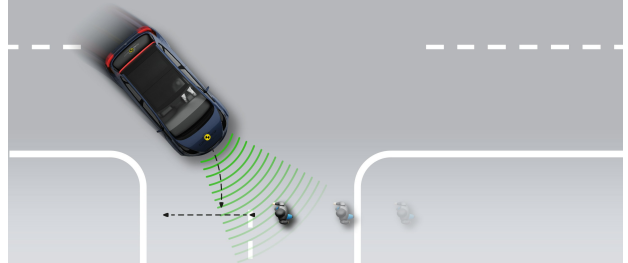
 7.3 / 9 Pts

■ Day time

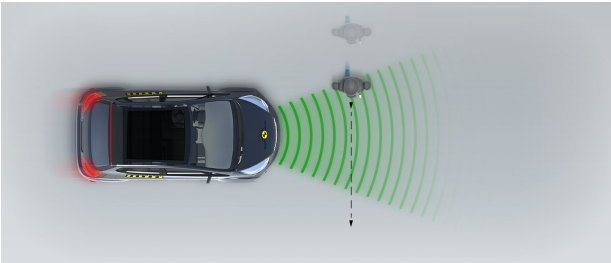
Vehicle reversing into standing pedestrian



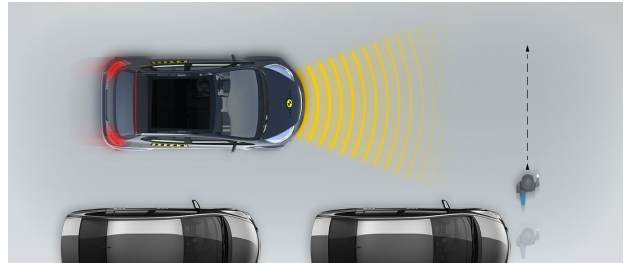
Pedestrian crossing a road into which a car is turning



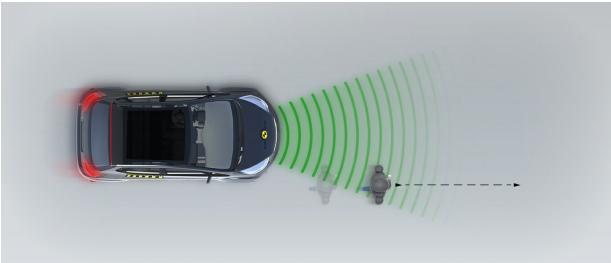
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

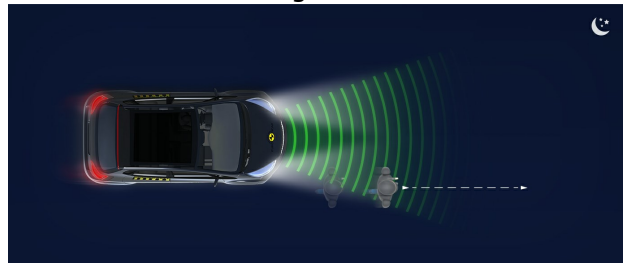


■ Night time

Adult crossing the road




Adult along the roadside

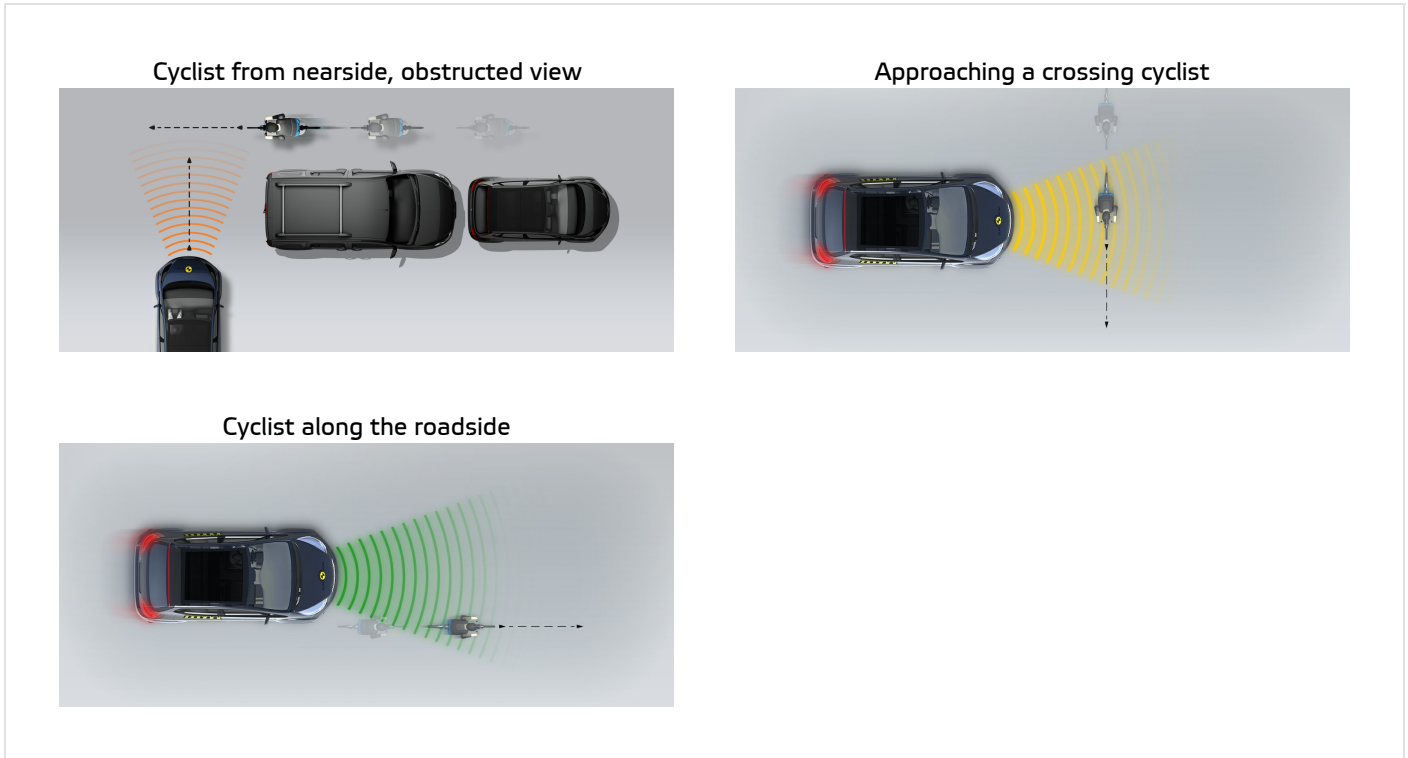


 VULNERABLE ROAD USERS

Total 37.0 Pts / 68%

AEB Cyclist

 6.9 / 9 Pts



Comments

Protection of the head was predominantly good or adequate, with some poor results recorded on the stiff windscreen pillars and at the base of the windscreen. The bumper offered good protection to pedestrians' legs but protection of the pelvis was mostly poor. The autonomous emergency braking (AEB) system of the CHERY can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and in tests of its response to cyclists, with collisions avoided in most cases.

SAFETY ASSIST

Total 14.2 Pts / 88%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.3 / 3 Pts

System Name	Speed limit recognition
Speed Limit Information Function	Camera and Map
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		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available


> Driver Monitoring 1.0 / 1 Pts




System Name	Driver Monitoring System
Type	Direct eye monitoring
Operational From	10 km/h

 SAFETY ASSIST


Total 14.2 Pts / 88%

Lane Support

 3.8 / 4 Pts

System Name	LDW/LDP/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

 5.2 / 6 Pts

System Name	Automatic emergency braking system
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

 SAFETY ASSIST

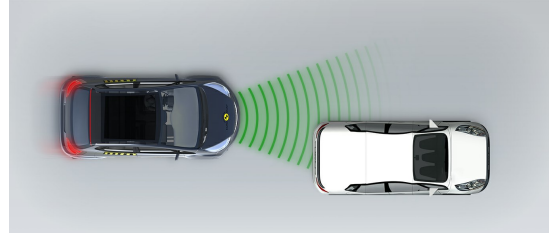
Total 14.2 Pts / 88%

■ Autobrake function only

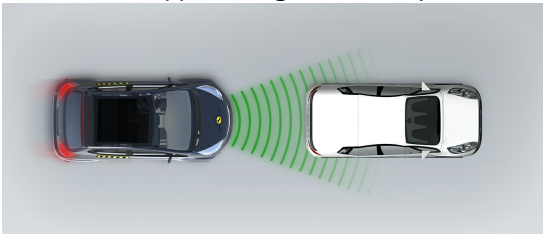
Car turning across the path of an oncoming car



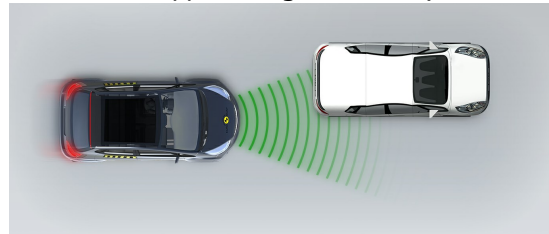
Approaching a stationary car



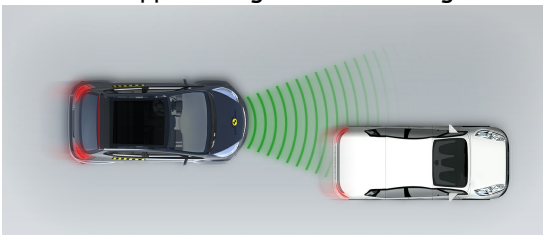
Approaching a stationary car



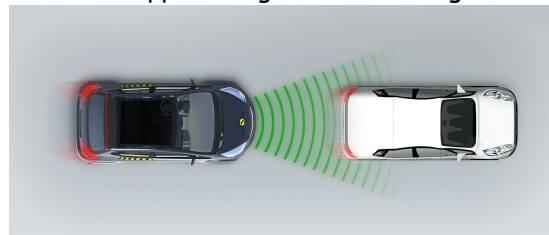
Approaching a stationary car



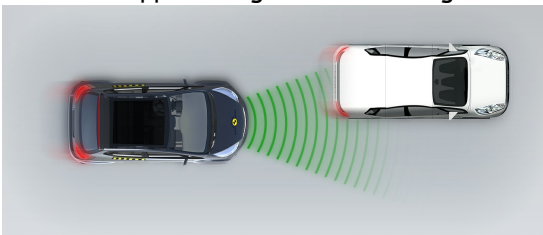
Approaching a slower moving car



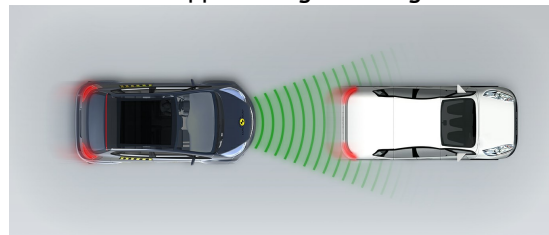
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

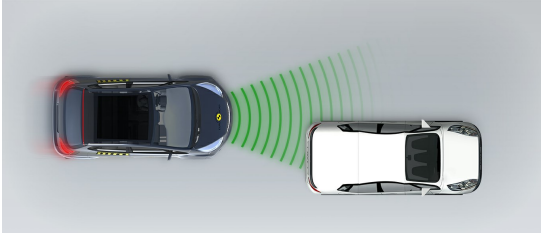


 SAFETY ASSIST

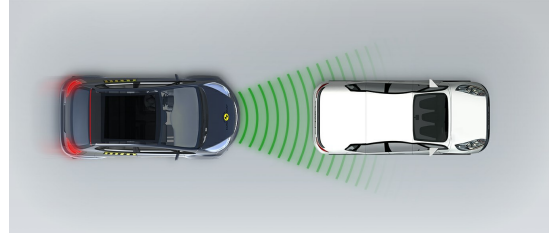
Total 14.2 Pts / 88%

■ Driver reacts to warning

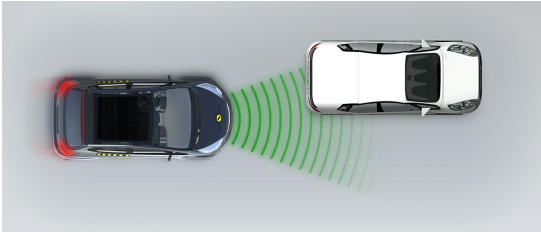
Approaching a stationary car



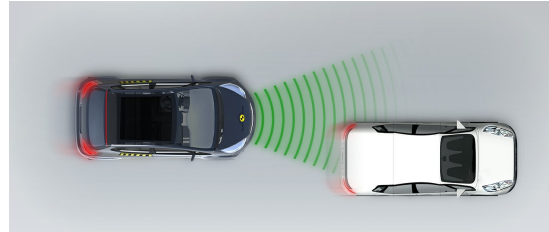
Approaching a stationary car



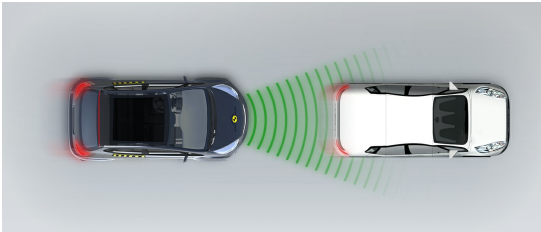
Approaching a stationary car



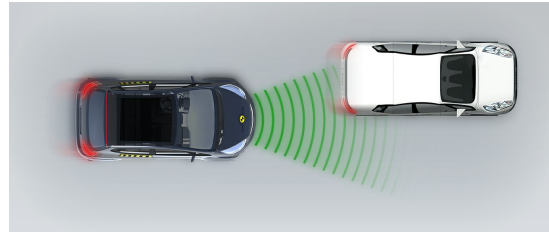
Approaching a slower moving car



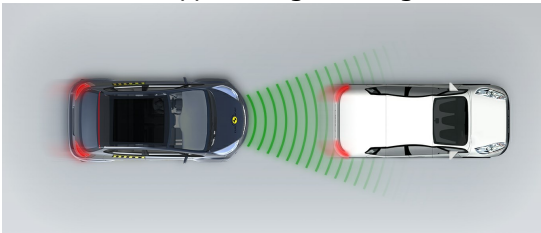
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 14.2 Pts / 88%

Comments

The autonomous emergency braking (AEB) system of the CHERY OMODA5 performed well in tests of its reaction to other vehicles. 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. 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 uses a camera and digital mapping to determine the local speed limit. This information is provided to the driver, who can choose to let the car adapt the limiter as appropriate.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	1.6T	LUX	4 x 2 *	✓	✓
5 door SUV	Electric	OMODA 5 EV	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2022	Rating Published	2022 ★ ★ ★ ★ ★ ✓
October 2023	Annual Review	2022 ★ ★ ★ ★ ★ ✓
November 2024	Addition of EV Variant	2022 ★ ★ ★ ★ ★ ✓