



Hongqi E-HS9
Standard Safety Equipment

2025



Adult Occupant



82%

Child Occupant



87%

Vulnerable Road Users



73%

Safety Assist



82%

SPECIFICATION

Tested Model	Hongqi E-HS9 Deluxe
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	2660kg
VIN From Which Rating Applies	- all EHS9s
Class	Large 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	●	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	✘
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✘
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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

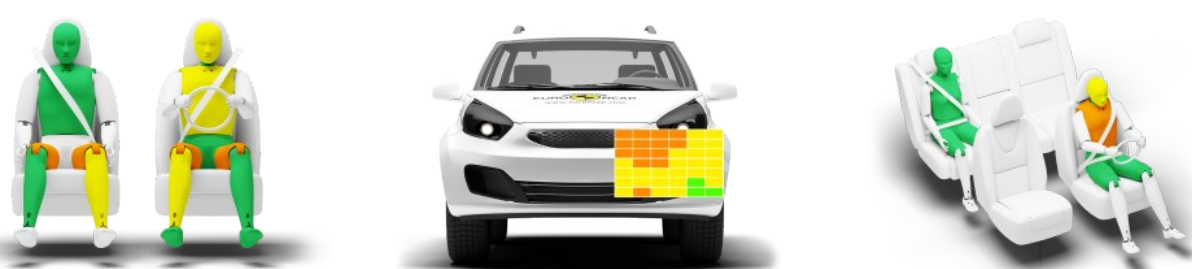
- Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack ✘ Not available — Not applicable

 ADULT OCCUPANT

Total 33.1 Pts / 82%


GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 11.7 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.5 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.8 / 4 Pts



Rear Seat Front Seat

ADULT OCCUPANT

Total 33.1 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		2.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	
Submergence Check	Compliant	

Comments

The passenger compartment of the Hongqi E-HS9 remained stable in the frontal offset test. Structures in the dashboard were thought to present a risk of injury to the knees and femurs of occupants of different sizes to the test dummies, although dummy readings during the test indicated good or adequate protection. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Hongqi E-HS9 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, dummy readings indicated marginal protection of the driver's chest. Dummy readings also indicated good protection of the head of the driver. However, when the car was examined after the test, small tear was found in the airbag. A penalty was applied to the score of the head in both of the frontal impact tests. Hongqi has investigated the cause of the tear and quality checking has been improved at the car's assembly plant and at the airbag supplier. In both the side barrier test and the more severe side pole impact, good or adequate protection was provided to all critical parts 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 found to be marginal. The Hongqi E-HS9 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. 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 car has an advanced eCall system which alerts the emergency services in the event of a crash, but there is no system to prevent secondary impacts after the car has been in a collision. Hongqi demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 43.0 Pts / 87%

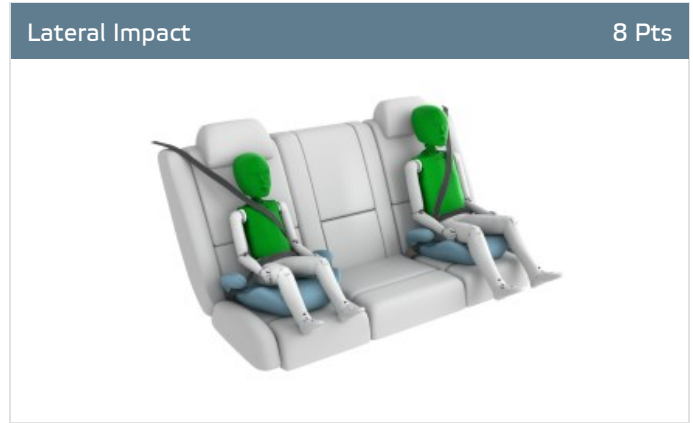
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



16 Pts



8 Pts

Restraint for 6 year old child: *Britax Römer KidFix i-Size*
 Restraint for 10 year old child: *Graco Booster Max R129*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	3rd row outboard
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘
Top tether	●	●	✘
Child Presence Detection	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position					
	Front		2nd row		3rd row	
			Left	Right	Left	Right
	●	●	●	●	—	—

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Version 070425

CHILD OCCUPANT

Total 43.0 Pts / 87%

Isofix	Seat Position					
	Front		2nd row		3rd row	
			Left	Right	Left	Right
	●	●	●	●	—	—
	✖	●	●	●	—	—
	●	●	●	●	—	—
	●	●	●	●	—	—
	●	●	●	●	—	—
	✖	●	●	●	—	—

● Easy
 ● Difficult
 ● Safety critical
 ✖ Not allowed
✖ Airbag ON
 Rearward facing restraint installation not allowed
✖ Airbag OFF

Seatbelt Attached	Seat Position					
	Front		2nd row		3rd row	
			Left	Right	Left	Right
	✖	●	●	●	●	●
	●	●	●	●	●	●
	●	●	●	●	●	●
	●	●	●	●	●	●
	●	●	●	●	●	●
	✖	●	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✖ Not allowed
✖ Airbag ON
 Rearward facing restraint installation not allowed
✖ Airbag OFF

Version 070425



CHILD OCCUPANT

Total 43.0 Pts / 87%

Comments

In both the frontal offset test and the side barrier test, protection of all critical parts of the body was good for both the 6 and 10 year dummies, with maximum points scored 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. The E-HS9 is not equipped as standard with 'child presence detection', a system which issues a warning when it recognises that a child or infant may have been left in the car. All of the child restraint types for which the Hongqi E-HS9 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 46.5 Pts / 73%



VRU Impact Protection 22.1 / 36 Pts



Pedestrian & Cyclist Head	10.1 Pts
Pelvis	0.6 Pts
Femur	4.5 Pts
Knee & Tibia	6.9 Pts

VRU Impact Mitigation 24.4 / 27 Pts

System Name	IFC
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

PERFORMANCE |

AEB Pedestrian 6.9 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		
Adult crossing a road into which a car is turning		
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

Currently not tested

AEB Cyclist 8.0 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

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VULNERABLE ROAD USERS

Total 46.5 Pts / 73%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Cyclist Dooring Prevention 0.5 / 1 Pts

Scenario	
Dooring a passing cyclist	information, all side doors"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely marginal or adequate on the bonnet surface, with poor results recorded on the stiff windscreen pillars and on the screen itself. Protection of the pelvis was poor at almost all test locations. Protection of the femur was good while the knee and tibia was mixed. The autonomous emergency braking (AEB) system of the Hongqi can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was good, but there is no protection of those to the rear of the car. The system's performance in tests of its reaction to cyclists was also good, including some protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. Performance of the AEB system was good in tests of its response to motorcyclists, with maximum points being scored.

SAFETY ASSIST

Total 14.9 Pts / 82%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.2 / 3 Pts

System Name	IFC
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring 1.9 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring 0.9 / 2 Pts

System Name	DSM
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long & Short Distraction and Phone Use

SAFETY ASSIST

Total 14.9 Pts / 82%

Lane Support

3.0 / 3 Pts

System Name	IFC
Type	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.8 / 9 Pts

System Name	IFC
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 14.9 Pts / 82%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with impacts being avoided in most tests. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of 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 identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	electric	Long Range *	4 x 4	✓	-

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
March 2025	Rating Published	2025 ★★★★★ ✓