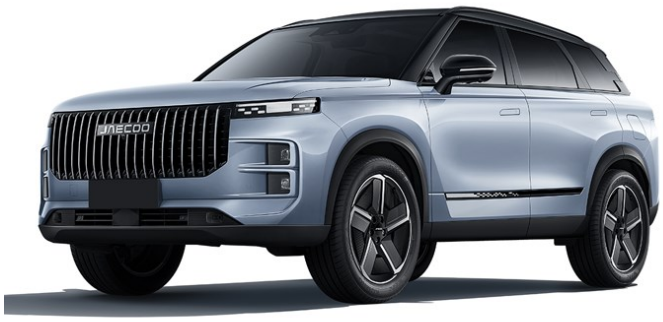
JAECOO 7 PHEV

Standard Safety Equipment

2025



Adult Occupant 81%

Child Occupant 80%

Vulnerable Road Users 80%

Safety Assist 80%

SPECIFICATION

Tested Model	JAECOO 7 'Exclusive', PHEV 4x2, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1809kg
VIN From Which Rating Applies	- JAECOO 7 PHEV
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	●	✖	–

	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 32.8 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 12.9 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 14.9 / 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 32.8 Pts / 81%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the JAECOO 7 PHEV remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. JAECOO showed 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 JAECOO 7 PHEV would be a somewhat aggressive impact partner in a frontal collision. During the test, the rear of the side curtain airbag got trapped in the C-pillar trim, and did not deploy properly. JAECOO's investigation revealed that one of the clips holding the airbag in place had not been properly installed during production. Production line quality has been improved as a result. A penalty was applied in both side impacts, where the curtain airbag is meant to provide protection. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In both the side barrier test and side pole impacts, protection of all critical body areas was good or adequate. Dummy numbers indicated good head protection in both tests but this was reduced to adequate by the penalty described above. 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 countermeasure to mitigate against occupant-to-occupant injuries in side impacts performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated good whiplash protection. The JAECOO 7 PHEV 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.

CHILD OCCUPANT

Total 39.5 Pts / 80%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children — 23.5 / 24 Pts

Frontal Impact	15.5 Pts

Lateral Impact	8 Pts

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

Safety Features — 4.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
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		
			Left	center	Right
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 39.5 Pts / 80%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 39.5 Pts / 80%

Comments

In both the frontal offset and side barrier tests, protection of all critical part of the body was good or adequate for the 10-year and 6-year 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 the which the car is designed could be properly installed and accommodated in the car, but the marking of i-Size anchorages did not meet Euro NCAP's requirements. The JAECOO 7 PHEV is equipped with a direct 'child presence detection' system, which issues a warning when it detects that a child or infant has been left in the car. However, the system did not meet Euro NCAP's requirements and was not rewarded.

VULNERABLE ROAD USERS

Total 50.6 Pts / 80%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

27.0 / 36 Pts

Pedestrian & Cyclist Head	12.4 Pts
Pelvis	1.9 Pts
Femur	4.5 Pts
Knee & Tibia	8.2 Pts

VRU Impact Mitigation

23.6 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

6.6 / 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

7.7 / 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	

VULNERABLE ROAD USERS

Total 50.6 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.3 / 1 Pts

Scenario	
Dooring a passing cyclist	information, driver door only"

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

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some poor results recorded on the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to the knee and tibia at most test points, and protection of the femur was good. Protection of the pelvis was mixed. The autonomous emergency braking system, fitted as standard, can detect vulnerable road users as well as other vehicles. Overall, the system performed adequately in tests of its reaction to pedestrians, but poor protection was offered to those to behind the car as it reversed. The system performed well in tests of its reaction to cyclists, with collisions avoided or mitigated in most scenarios, but only marginal protection was provided against ‘dooring’, where a door is opened into the path of a cyclist approaching from behind. The system performed well in tests of its reaction to motorcyclists.

SAFETY ASSIST

Total 14.4 Pts / 80%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.5 / 3 Pts

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

Occupant Status Monitoring

2.0 / 3 Pts

Seatbelt Reminder

1.0 / 1 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 / 2 Pts

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

SAFETY ASSIST

Total 14.4 Pts / 80%

Lane Support

2.8 / 3 Pts

System Name	LKA+ELK
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

8.2 / 9 Pts

System Name	AEB+FCW
Type	Autonomous emergency braking and forward collision warning
Operational From	5 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 14.4 Pts / 80%

Comments

In tests of its response to other vehicles, the autonomous emergency braking system performed well. A lane support system gently corrects the steering if the car is drifting out of lane and it can also intervene more aggressively in some other, more critical, situations. The speed assistance system can detect the local speed limit and presents the information to the driver, allowing the speed limiter to be set appropriately. A seat belt reminder is standard for all seating positions and a direct monitoring system protects against driver fatigue and some types of distraction.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Plug-in Hybrid	Select Exclusive *	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

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