



2025





Adult Occupant







Child Occupant

77%

Vulnerable Road Users







Safety Assist

78%

SPECIFICATION

Tested Model	CHERY TIGGO 7 PHEV, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1790kg
VIN From Which Rating Applies	- all TIGGO 8s
Class	Small SUV

General comments

The CHERY TIGGO 8 is a partner model to the TIGGO 7, on which this assessment is based. Additional tests were performed to assess the third row seats of the TIGGO 8.



SAFETY EQUIPMENT

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.

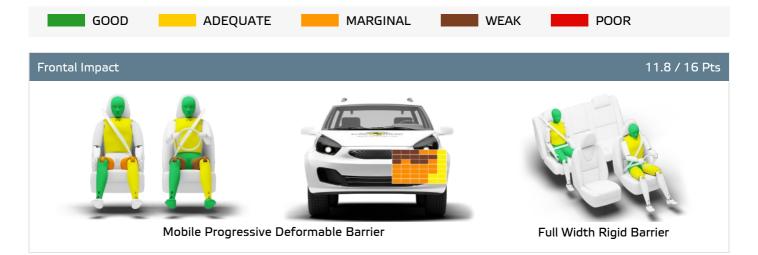
Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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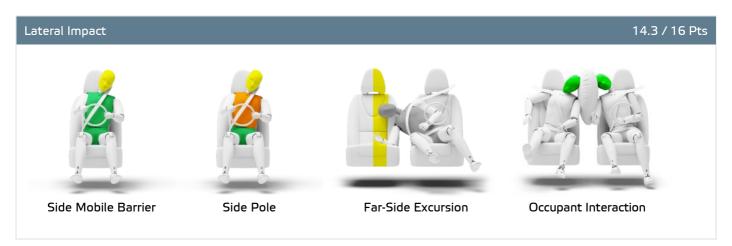
O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable

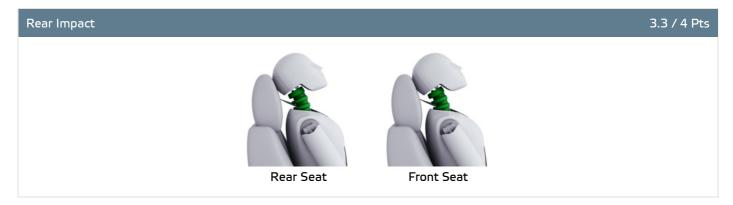




Total 32.4 Pts / 81%









ADULT OCCUPANT

Total 32.4 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 remained stable in the frontal offset test. Dummy readings indicated adequate protection of the driver's right leg. However, the knee-protection airbag did not deploy properly in the test, and did not fully cover the knee impact zone. Penalties were applied and protection of that leg was rated as weak. The non-PHEV variant does not have a knee airbag. An additional test indicated overall protection that was similiar to the PHEV. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Chery TIGGO 8 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body regions of the driver rear seat passenger. In the side barrier test, dummy readings indicated good protection for all body areas. However, the curtain airbag became detached from the cant rail. This failure happened toward the rear of the car and affected the results of the child dummy. However, the can was penalised for the incorrect deployment, and protection of the head in the side barrier and side pole impacts downgraded to adequate. Protection of the driver's chest in the pole test was rated as marginal, based on dummy readings of rib compression. 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 Chery TIGGO 8 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. However, a geometric analysis of the rear seats indicated marginal whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Chery demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.



Total 37.8 Pts / 77%



Crash Test Performance based on 6 & 10 year old children

19.8 / 24 Pts





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

6.0 / 13 Pts Safety Features

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard
Isofix	×	•	×	×
i-Size	×	•	×	×
Integrated CRS	×	×	×	×
Top tether	×	•	×	×
Child Presence Detection	×	•	•	×

Fitted to test car as standard

O Not on test car but available as option

× Not available

CRS Installation Check 12.0 / 12 Pts

🕒 i-Size	Seat Position				
	Front 2nd row				
		⊗ *⁄ ₂	Left	center	Right
٤	_	_	•	_	•

Easy

Difficult

Safety critical

★ Not allowed



Airbag ON Rearward facing restraint installation not allowed

🎇 Airbag OFF



CHILD OCCUPANT

Total 37.8 Pts / 77%

(Isofix	Seat Position				
	Fro	ont	2nd row		
		⊗ *⁄ ₂	Left	center	Right
	_	_	•	_	•
\	_	_	•	_	•
K	_	_	•	_	•
E	_	_	•	_	•
<u>r</u>	_	_	•	_	•
	_	_	•	_	•

Easy

Difficult

Safety critical

× Not allowed

Airbag ON Rearward facing restraint installation not allowed

⊗∴ Airbag OFF

Seatbelt Attached	Seat Position					
	Fre	ont	2nd row			
		⊗.*. ~	Left	center	Right	
	×	•	•	•	•	
	×	•	•	•	•	
E	×	•	•	•	•	
E	×	•	•	•	•	
	×	•	•	×	•	
	×	•	•	×	•	

Easy

Difficult

Safety critical

★ Not allowed

Airbag ON Rearward facing restraint installation not allowed

🔀 Airbag OFF





Total 37.8 Pts / 77%

Comments

In the frontal offset test, protection of all critical parts of the body was good or adequate for both the 6 and 10 year dummies. In the side barrier impact test, the curtain airbag became detached from the cant rail and failed to protect the head of the 10 year dummy and readings of acceleration indicated unacceptably high injury values. All points for that dummy were lost in that test. 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 Chery TIGGO 8 is equipped with an direct 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. However, the functionality of the system in terms of the nature and timing of warnings did not meet Euro NCAP's requirements, and no points were awarded. All of the child restraint types for which the Chery TIGGO 8 is designed could be properly installed and accommodated in the car.



🚶 VULNERABLE ROAD USERS

Total 50.6 Pts / 80%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

VRU Impact Protection

27.8 / 36 Pts



Pedestrian & Cyclist Head	11.6 Pts
Pelvis	2.7 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

22.8 / 27 Pts

System Name	AEB
Туре	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 Prev	vention			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

2.0 / 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 good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was mixed, while that of the femur and that of the knee and tibia was good at all test locations. The autonomous emergency braking system of the Chery TIGGO 8 responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately, but no protection is provided to those to the rear of the car. The system performed well in tests of its reaction to cyclists, including its protection against 'dooring', where a door is opened into the path of cyclist approaching from behind. The system's response to motorcyclists was good.

Distraction

Short Distraction and Phone Use



Total 14.2 Pts / 78%

Lane Support	2.3 / 3 Pts
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System Name	LKA+ELK
Туре	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car 8.1 / 9 Pts

System Name	AEB
Туре	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





Total 14.2 Pts / 78%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue and some forms 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	1.5 plug-in hybrid	Comfort Premium *	4 x 2	✓	✓
5 door SUV	1.6 petrol turbo	Comfort Premium	4 x 2	✓	✓
5 door SUV	1.6 petrol turbo	Premium	4 x 4	✓	✓

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2025	Rating Published	2025 ★ ★ ★ ☆ ☆	✓

^{*} Tested variant