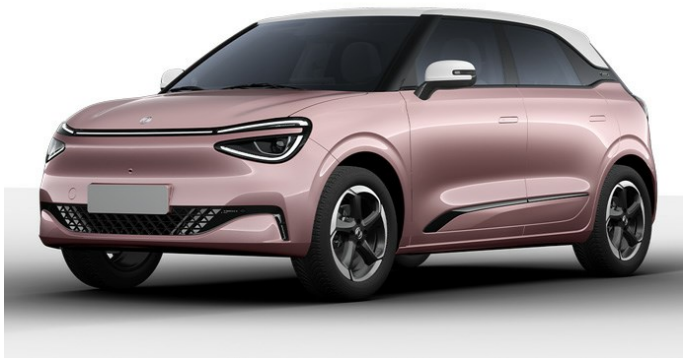
Dongfeng BOX

Standard Safety Equipment

2025



Adult Occupant: 69%

Child Occupant: 81%

Vulnerable Road Users: 67%

Safety Assist: 77%

SPECIFICATION

Tested Model	Dongfeng BOX, LHD
Body Type	- 5 door hatchback
Year Of Publication	2025
Kerb Weight	1387kg
VIN From Which Rating Applies	- all Dongfeng BOX
Class	Small Family Car

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 27.7 Pts / 69%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 10.5 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 11.8 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact — 3.9 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 27.7 Pts / 69%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	1.5 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Partially Compliant

Comments

During the vehicle inspection following the frontal offset test, it was seen that multiple spot-welds had failed on the A-pillar, compromising the ability of the bodyshell to withstand further loading. There was also damage evident to the front of the sill and the top of the windscreen pillar to cant rail. The doors remained locked after the test, hindering first responders' efforts to extricate occupants. There was insufficient pressure in the airbag to prevent the driver's head from 'bottoming out' onto the steering wheel. Structures in the dashboard were considered to present a risk of injury to the legs of some occupants. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Dongfeng BOX would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as marginal, based on dummy readings of compression, but protection was otherwise good or adequate. In the side barrier test, the Dongfeng BOX provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, protection was at least adequate for all critical body areas. Dongfeng did not provide evidence to demonstrate the degree to which the BOX would control excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side). In addition, the car has no countermeasure to mitigate head to head contact between the front seat occupants, so far-side protection was rated as poor. 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, and a system to prevent secondary impacts after the car has been in a collision. Dongfeng demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 39.9 Pts / 81%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children — 23.7 / 24 Pts

Frontal Impact — 15.7 Pts

Lateral Impact — 8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
Restraint for 10 year old child: *Osann Boost R129*

Safety Features — 5.0 / 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 — 11.3 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
i-Size	●	●	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

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CHILD OCCUPANT

Total 39.9 Pts / 81%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	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		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	✖	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 39.9 Pts / 81%

Comments

In both the frontal offset test, protection was good or adequate for all critical body areas for the 6 and 10 year dummies. In the side barrier impact, protection was good and the BOX scored maximum points 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 Dongfeng BOX is not equipped with 'child presence detection', a system which can alert others if children have been left in the car. The car failed the installation check of a large, rearward-facing child restraint owing to belt length and buckle interference but, otherwise, all restraints for which the car is designed could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 42.8 Pts / 67%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

20.4 / 36 Pts

Pedestrian & Cyclist Head	9.1 Pts
Pelvis	1.3 Pts
Femur	1.0 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

22.5 / 27 Pts

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

PERFORMANCE |

AEB Pedestrian

6.7 / 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

7.8 / 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 42.8 Pts / 67%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	

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 marginal, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was largely poor, with only very limited points being scored at the edges. Protection of the femur was also largely poor, while that of the knee and tibia was good at all test locations The autonomous emergency braking system of the Dongfeng BOX 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 it does not detect those to the rear of the car. The system performed well in tests of its reaction to cyclists, but offers no protection against 'dooring', where a door is opened into the path of a cyclist approaching from behind. The system's response to motorcyclists was good.

SAFETY ASSIST

Total 13.9 Pts / 77%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

2.2 / 3 Pts

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

Occupant Status Monitoring

1.6 / 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

0.6 / 2 Pts

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

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SAFETY ASSIST

Total 13.9 Pts / 77%

Lane Support

2.5 / 3 Pts

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

7.7 / 9 Pts

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 13.9 Pts / 77%

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 a direct driver status monitoring system as standard, detecting driver fatigue and some limited 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 hatchback	electric	Dongfeng BOX *	4 x 2	✓	-

* Tested variant

Annual Reviews and Facelifts

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