



IM IM5
Standard Safety Equipment

2025



Adult Occupant



89%

Child Occupant



85%

Vulnerable Road Users



85%

Safety Assist



87%

SPECIFICATION

Tested Model	IM5, LHD
Body Type	- 5 door hatchback
Year Of Publication	2025
Kerb Weight	2180kg
VIN From Which Rating Applies	- all IM5s
Class	Large 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 35.7 Pts / 89%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

14.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

14.8 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

4.0 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 35.7 Pts / 89%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		2.2 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Partially Compliant	

Comments

The passenger compartment of the IM IM5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. IM showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of all critical body areas was good for the front passenger. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the IM IM5 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was rated as marginal for the chest of the rear passenger but good or adequate for all other body areas. In the side barrier test, the IM IM5 provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, chest protection was rated as marginal, based on dummy readings of rib compression, and good for all other critical body areas. 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 IM IM5 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, and a system to prevent secondary impacts after the car has been in a collision. IM demonstrated that the doors would be openable to allow occupants to escape in the event of vehicle submergence.

 CHILD OCCUPANT

Total 42.0 Pts / 85%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 24.0 / 24 Pts

Frontal Impact16 Pts



Lateral Impact8 Pts



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

Safety Features 6.0 / 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 42.0 Pts / 85%

 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 42.0 Pts / 85%

Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas, for the 6 and 10 year dummies, and the IM IM5 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 IM IM5 is not equipped with 'child presence detection', a system which can alert others if children have been left in the car. All of the child restraint types for which the IM IM5 is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 53.8 Pts / 85%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection28.4 / 36 Pts



Pedestrian & Cyclist Head	10.9 Pts
Pelvis	4.0 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation25.5 / 27 Pts

System Name	VRU Active Safety
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h
PERFORMANCE	

AEB Pedestrian7.9 / 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 Cyclist7.8 / 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 53.8 Pts / 85%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Cyclist Dooring Prevention

 0.8 / 1 Pts

Scenario	
Dooring a passing cyclist	warning, 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

The IM IM5 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet surface to provide more space to the hard structures underneath. IM showed that the system worked robustly over a range of speeds and for different statures. Accordingly, the car was tested with the bonnet in the raised, deployed position. 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 mostly good. Protection of the femur and that of the knee and tibia was good at all test locations. The autonomous emergency braking system of the IM IM5 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 well, including the protection of those to the rear of the car. The system performed well in tests of its reaction to cyclists, including '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 15.7 Pts / 87%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance 2.2 / 3 Pts

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

Occupant Status Monitoring 2.5 / 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

 1.5 / 2 Pts

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

 SAFETY ASSIST

Total 15.7 Pts / 87%

Lane Support 2.5 / 3 Pts

System Name	Lane Assist System
Type	LKA and ELK
Operational From	8 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 8.4 / 9 Pts

System Name	Car to Car Active Safety
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar

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 15.7 Pts / 87%

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 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	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	Electric 75kWh	Standard Range *	4 x 2	✓	✓
5 door hatchback	Electric 100kWh	Long Range	4 x 2	✓	✓
5 door hatchback	Electric 100kWh	Performance	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

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