



## EBRO s400 Standard Safety Equipment

2025





## Adult Occupant



79%



Child Occupant

85%

Vulnerable Road Users



78%



Safety Assist

80%

## **SPECIFICATION**

Tested Model	EBRO s400 HEV, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1475kg
VIN From Which Rating Applies	- all s400s
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			
lsofix/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.

_ E	tted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
- C	tteu to the venicle as Standard	( ) Fitted to the vehicle as part of the safety pack

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



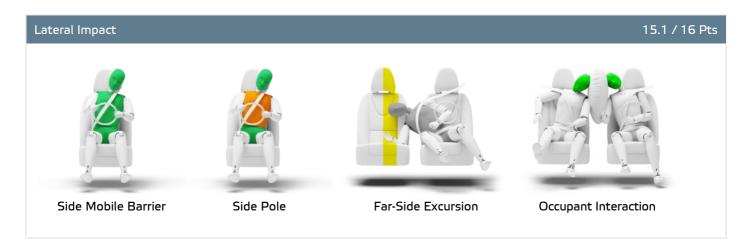


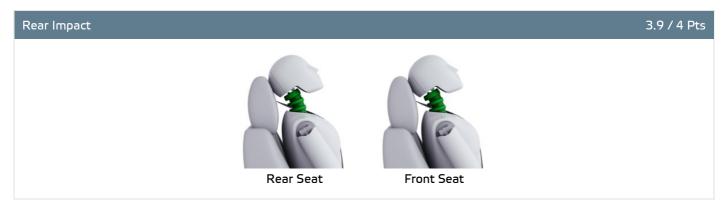
Total 32.0 Pts / 79%













# ADULT OCCUPANT

Total 32.0 Pts / 79%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	
Rescue and Extrication					3.0 / 4 Pts
	Rescue Sheet	Available, ISO compliant			POF
	Advanced eCall	Available			
	Multi Collision Brake	Available			
	Submergence Check	Compliant			

#### Comments

The passenger compartment of the EBRO s400 remained stable in the frontal offset test. Dummy readings indicated good or adequate protection of the knees and femurs of the driver and front passenger. However, some values exceeded the threshold at which EBRO could demonstrate similar protection for other occupants, and a penalty was applied. Protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the EBRO s400 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the driver's chest was rated as weak, based on dummy readings of compression, and that of the neck was poor, based on bending moments. Protection was good for all critical body areas of the rear passenger. In the side barrier test the EBRO s400 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. 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 EBRO s400 has a countermeasure to mitigate against occupantto-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. EBRO demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.





Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts





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

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

O Not on test car but available as option

X Not available

**CRS Installation Check** 12.0 / 12 Pts

🕒 i-Size	Seat Position				
	Fro	ont		2nd row	
		<b>⊗</b> *⁄ <sub>2</sub>	Left	center	Right
E	_	_	•	_	•

Difficult

Safety critical

★ Not allowed

Airbag ON Rearward facing restraint installation not allowed

🎇 Airbag OFF



# CHILD OCCUPANT

Total 41.8 Pts / 85%

<b>l</b> sofix	Seat Position				
	Fro	ont		2nd row	
		<b>⊗</b> *⁄ <sub>2</sub>	Left	center	Right
<b>E</b>	_	_	•	_	•
\\\ \Z	_	_	•	_	•
K	_	_	•	_	•
Ľ	_	_	•	_	•
	_	_	•	_	•
	_	_	•	_	•

Airbag ON Rearward facing restraint installation not allowed

Airbag OFF

Seatbelt Attached	Seat Position				
	Fro	ont	2nd row		
		<b>⊗</b>	Left	center	Right
	×	•	•	•	•
	×	•	•	•	•
	×	•	•	•	•
<b>E</b>	×	•	•	•	•
	×	•	•	×	•
	×	•	•	×	•

■ Easy
Difficult
Safety critical
X Not allowed

Airbag ON Rearward facing restraint installation not allowed

☆ Airbag OFF





Total 41.8 Pts / 85%

#### Comments

In both the frontal offset and side barrier tests, protection of the 6 year dummy was good for all critical body areas and good or adequate for the 10 year dummy. 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 EBRO s400 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. All of the child restraint types for which the EBRO s400 is designed could be properly installed and accommodated in the car.



# 🚶 VULNERABLE ROAD USERS

Total 49.4 Pts / 78%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

**VRU Impact Protection** 

25.1 / 36 Pts



Pedestrian & Cyclist Head	11.5 Pts
Pelvis	0.6 Pts
Femur	4.5 Pts
Knee & Tibia	8.5 Pts

**VRU** Impact Mitigation

24.5 / 27 Pts

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

**AEB** Pedestrian

7.5 / 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 49.4 Pts / 78%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR
Cyclist Dooring Prev	vention			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

2.5 / 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 of the screen. Protection of the pelvis was almost completely poor, scoring only a fraction of a point. Protection of the femur was good at all test locations, while that of the knee and tibia was good or adequate. The autonomous emergency braking system of the EBRO s400 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 adequate protection for those to the rear of the car. The system also 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.

Distraction

Long & Short Distraction and Phone Use



Total 14.5 Pts / 80%

Lane Support	2.8 / 3 Pts
System Name	Lane Support System
Туре	LKA and ELK
Operational From	55 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD

AEB Car-to-Car 8.1 / 9 Pts

Human Machine Interface

GOOD

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 14.5 Pts / 80%

#### 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 SUV	1.5 litre HEV	Excellence * Premium	4 x 2	<b>✓</b>	-

#### Annual Reviews and Facelifts

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

<sup>\*</sup> Tested variant