



Aiways U5
Standard Safety Equipment

2019



Adult Occupant



73%

Child Occupant



70%

Vulnerable Road Users



45%

Safety Assist



55%

SPECIFICATION

Tested Model	Aiways U5, LHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1750kg
VIN From Which Rating Applies	- all U5s
Class	Small SUV

 Rating Expired

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	✗
Belt loadlimiter	●	●	✗
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●
OTHER SYSTEMS			
Active Bonnet (Hood)	✗		
AEB Pedestrian	●		
AEB City	●		
AEB Cyclist	●		
AEB Inter-Urban	●		
Speed Assistance System	●		
Lane Assist System	●		

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 28.0 Pts / 73%

 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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Frontal Offset Deformable Barrier 7.9 / 8 Pts



Passenger



Driver

Frontal Full Width



Rear Passenger



Driver

Whiplash Rear Impact 1.4 / 2 Pts



Front seat



Rear seat

Lateral Impact



Car



Pole

 ADULT OCCUPANT

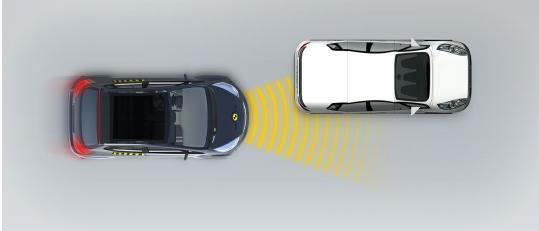
Total 28.0 Pts / 73%

 GOOD ADEQUATE MARGINAL WEAK POOR

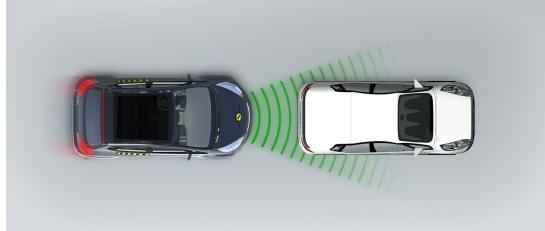
AEB City

 3.4 / 4 Pts

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 28.0 Pts / 73%

Comments

The passenger compartment of the U5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Aiways showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the front passenger was good for all critical body areas. In the full-width rigid barrier test, protection of all critical body regions was good for the driver and good or adequate for the rear passenger. In the side barrier impact, dummy readings indicated good protection of all body areas. However, the side curtain airbag had not deployed as designed, getting caught on the interior trim. The score for the driver's head was penalised and its protection rated as adequate. In the more severe side pole test, high readings of acceleration indicated that the airbag had not protected the head from the intruding structure, and its protection was rated as poor. As a result, all points for the pole test were lost. Aiways have since changed the timing of the airbag deployment to try to address the issue. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided in most test scenarios.


 CHILD OCCUPANT

Total 34.4 Pts / 70%



Crash Test Performance based on 6 & 10 year old children

15.4 / 24 Pts

Frontal Impact	7.4 Pts	Lateral Impact	8 Pts
			

Restraint for 6 year old child: *Britax Römer Kidfix XP SICT*Restraint for 10 year old child: *Booster Cushion*
 Safety Features 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

 Fitted to test car as standard

 Not on test car but available as option

 Not available

CRS Installation Check

12.0 / 12 Pts

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 34.4 Pts / 70%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal test, dummy readings indicated good or adequate protection for both child occupants. However, the 10 year dummy was not fully restrained during the whole impact and, as a consequence, no points were scored for this dummy. In the side barrier impact, all critical body areas were well protected for both dummies and the U5 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. All of the restraint types for which the U5 is designed could be properly installed and accommodated in the car.

 CHILD OCCUPANT

Total 34.4 Pts / 70%

	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
BeSafe iZi Flex FIT i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

 Easy  Difficult  Safety critical  Not allowed  Not available

Comments

In the frontal test, dummy readings indicated good or adequate protection for both child occupants. However, the 10 year dummy was not fully restrained during the whole impact and, as a consequence, no points were scored for this dummy. In the side barrier impact, all critical body areas were well protected for both dummies and the U5 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. All of the restraint types for which the U5 is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 21.9 Pts / 45%



VRU Impact Protection

21.9 / 36 Pts



Head Impact	15.9 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

0.0 / 12 Pts

System Name	Autonomous Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

Comments

The bonnet provided almost completely good or adequate protection to the head of a struck pedestrian, with a few poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs but protection of the pelvis was poor at all test locations. The U5's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to pedestrians was good and to cyclists was marginal. However, the performance in the sub-component pedestrian impact tests was just short of the threshold at which the car would be eligible to score points for its AEB system.



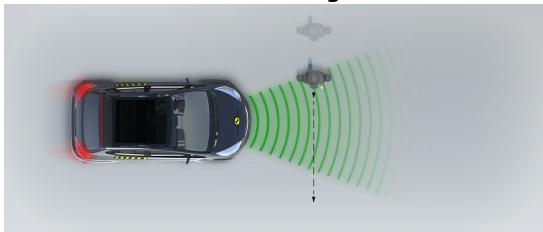
VULNERABLE ROAD USERS

Total 21.9 Pts / 45%

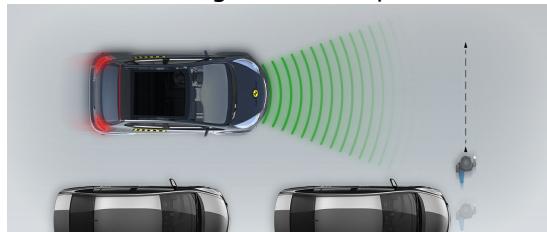
AEB Pedestrian

■ Day time

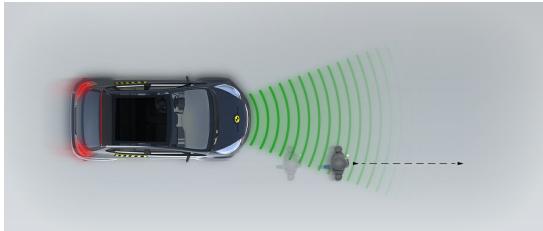
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road



Adult along the roadside



AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



 **SAFETY ASSIST**

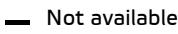
Total 7.2 Pts / 55%


Speed Assistance
 0.3 / 3 Pts

System Name	Traffic Sign Recognition and Speed Limiter
Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set (accurate to 10km/h)

Seatbelt Reminder
 3.0 / 3 Pts

Applies To	All Seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

 Pass
  Fail
  Not available
Lane Support
 2.0 / 4 Pts

System Name	LDW and LKA
Type	LKA (including LDW)
Operational From	60 km/h

PERFORMANCE

Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

 SAFETY ASSIST

Total 7.2 Pts / 55%

AEB Inter-Urban

 2 / 3 Pts

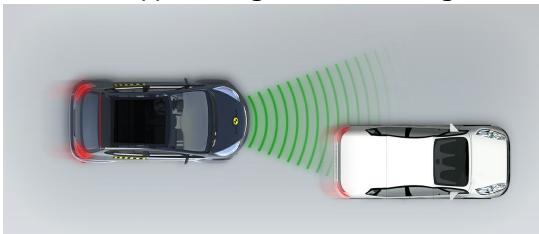
System Name	Autonomous Emergency Braking
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	8 km/h
Additional Information	Supplementary warning

Comments

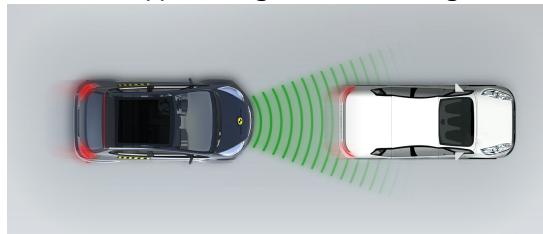
The U5 has a seatbelt reminder system for the front and rear seats. The AEB system performed adequately in tests of its response to other vehicles at highway speeds. A lane support system warns the driver if the car is drifting out of lane and also applies the steering gently to correct the vehicle's path. The speed assistance system uses a camera to identify local speed limits. This information is presented to the driver who can then set the speed limiter as appropriate. However, system did not work robustly: many signs were not recognised and the information presented to the driver was inadequate.

 Autobrake function only

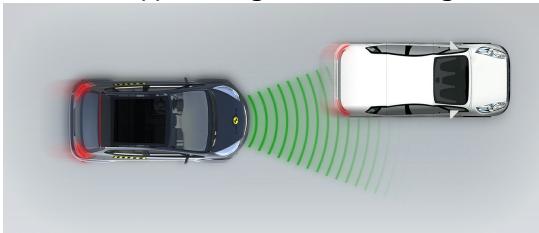
Approaching a slower moving car



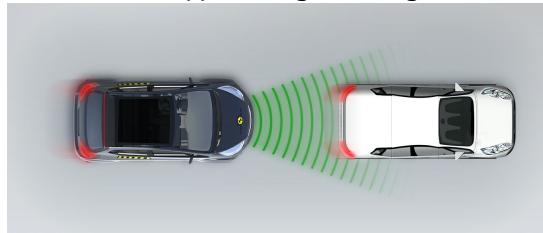
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

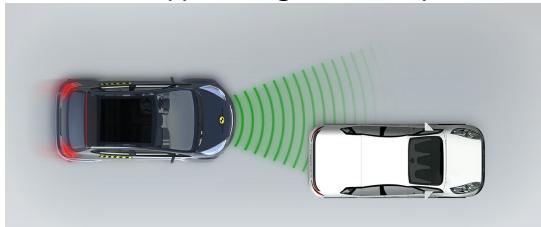


 SAFETY ASSIST

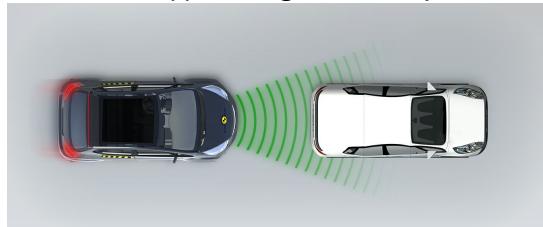
Total 7.2 Pts / 55%

■ Driver reacts to warning

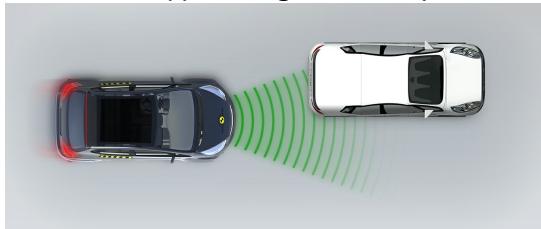
Approaching a stationary car



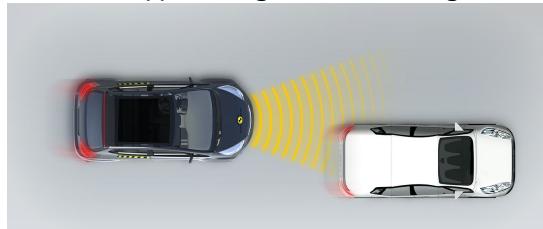
Approaching a stationary car



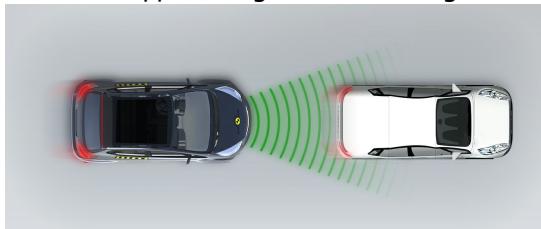
Approaching a stationary car



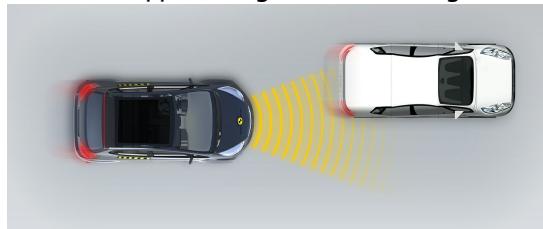
Approaching a slower moving car



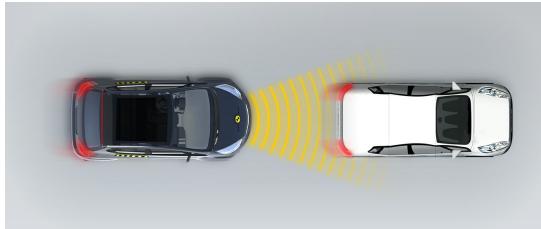
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	Battery electric*	4 x 2	✓	N/A

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2019	Rating Published	2019 ★★★☆☆	✓