

# Haval H1 - 2 AIRBAGS



★ ★ ☆ ☆ ☆  
6.43 max. 17.00 Adult



★ ★ ☆ ☆ ☆  
15.00 max. 49.00 Child

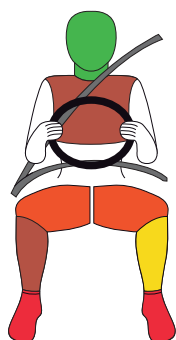
Tested at 64 km/h

Bodyshell integrity: UNSTABLE

## ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

## CAR DETAILS

TESTED MODEL HAVAL H1, RHD

BODY TYPE 5 DOOR SUV

CRASH TEST WEIGHT KG 1377

YEAR OF PUBLICATION 2020

## CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	MAXI COSI CABRIOFIX	VULNERABLE / GOOD	0+	ISOFIX/LEG	RWF
3 YEAR OLD CHILD	MAXI COSI PEARL	VULNERABLE / POOR	1	ISOFIX/LEG	FWF

## SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	NO
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	YES
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	YES

**ADULT OCCUPANT:** The protection offered to the driver and passenger heads and necks was good. Driver chest showed weak protection and passenger chest showed good protection. Driver and passenger knees showed marginal protection as they could impact with dangerous structures behind the dashboard supported by the Transfascia tube. Driver tibias showed weak and adequate protection while passenger tibias showed good protection. The bodyshell was rated as unstable and it was not capable of withstanding further loadings. Footwell area was rated as unstable. The car offers standard SBR for driver and passenger but does not meet Global NCAP requirements. All of the above explained the two stars for adult occupant protection.

**CHILD OCCUPANT:** The child seat for the 3 year old was installed FWF with ISOFIX anchorages and support leg and was able to prevent excessive forward movement during the impact however the head contacted the car during the rebound and the biomechanical readings were above the thresholds. The 18 month old CRS was installed with the ISOFIX base and support leg rearward facing offering limited protection to the child occupant as the head contacted the interior of the car. The manufacturer decided not to recommend the CRS which explained the zero points in dynamic testing. CRS marking was permanent. The recommended CRSs did not show incompatibility. The vehicle offers 3 point belts in all seating positions and it does offer ISOFIX anchorages but with poor marking. All of the above explained the two star for child occupant protection.