Great Wall STEED 5 - NO AIRBAGS

**ADULT OCCUPANT PROTECTION**

- Driver head: Poor protection
- Passenger head: Good protection
- Driver neck: Weak protection
- Passenger neck: Good protection
- Driver chest: Weak protection
- Passenger chest: Adequate protection
- Driver knees: Marginal protection
- Passenger knees: Adequate protection
- Driver tibias: Poor protection
- Passenger tibias: Adequate protection
- Bodyshell: Unstable
- Footwell area: Unstable
- SBR: Standard but non-compliant with Global NCAP criteria

**Child occupant protection**

- 3 year old child: Installed FWF with adult belt, low level protection
- 18 month old child: Installed rearward facing, good protection

**Safety equipment**

- Frontal SEATBelt PRETENSIONERS: No
- Driver FRONTAL AIRBAG: No
- Passengers Frontal Airbag: No
- SCONTy: No
- Driver KNEE AIRBAG: No
- Side BODY AIRBAGs: No
- Side HEAD AIRBAGs: No
- ISOFIX ANCHORAGES: No
- ABS (4 CHANNEL): No

**Tested model**

- Manufacturer: GREAT WALL STEED 5, RHD
- Body type: 4 DOOR PICK UP
- Crash test weight: KG 1789
- Year of publication: 2020

**Score**

- **Adult**
  - 0.00 max. 17.00
- **Child**
  - 12.00 max. 49.00

**Notes**

- Adult occupant: The protection offered to the driver head was poor and passenger head showed good protection. Driver neck showed weak protection while passenger neck showed good protection. Driver chest offered weak protection while passenger chest showed adequate protection. Driver and passenger knees showed marginal protection as they could impact with dangerous structures behind the dashboard supported by the Tranfascia tube. Driver tibias showed poor protection while passenger tibias showed adequate 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 but does not meet Global NCAP criteria. All of the above explained the zero stars for adult occupant protection.

- Child occupant: The child seat for the 3 year old was not installed FWF with the adult seatbelt and was not able to prevent excessive forward movement during the impact and offered low level protection. The 18 month old CRS was installed with the adult seatbelt rearward facing offering good protection during the impact. The manufacturer decided not to recommend the CRS which explained the zero points in dynamic testing. CRS marking was permanent. The CRSs did not show incompatibility. The vehicle did not offer 3 point belts in all seating positions and it does not offer ISOFIX anchorages. All of the above explained the one stars for child occupant protection.