

Landwind CV9

Landwind CV9 2.0, LHD

2010 ★★☆☆☆



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 12 pts | 34%

FRONTAL IMPACT

9 pts



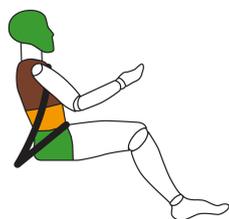
Driver



Passenger

SIDE IMPACT CAR

3,4 pts



Car

REAR IMPACT (WHIPLASH)

0 pts



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	unstable
Windscreen Pillar rearward	34mm
Steering wheel rearward	8mm
Steering wheel upward	53mm
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Steering column and adjuster; column shroud mounting bracket; ignition barrel; centre console; end of facia
Concentrated loads on knees	Steering column and adjuster; column shroud mounting bracket; ignition barrel; centre console; end of facia

LOWER LEGS AND FEET

Footwell Collapse	rupture
Rearward pedal movement	clutch - 141mm
Upward pedal movement	brake - 57mm

SIDE IMPACT

Head protection airbag	No
Chest protection airbag	No

WHIPLASH

Seat description	0
Head restraint type	0
Geometric assessment	0 pts

TESTS

- High severity	0 pts
- Medium severity	0 pts

- Low severity

0 pts

TEST RESULTS

CHILD OCCUPANT

Total 22 pts | 45%

18 MONTH OLD CHILD

Restraint Maxi Cosi Pebble
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE 11,1 pts
INSTRUCTIONS 0 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Maxi Cosi Pearl
Group 1
Facing forward
Installation ISOFIX anchorages and support frame



PERFORMANCE 7,1 pts
INSTRUCTIONS 0 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement vulnerable
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

0 pts

Airbag warning Label

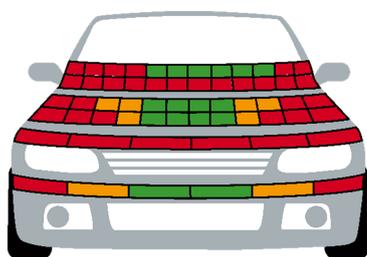
Non-permanent pictogram on end of facia

PEDESTRIAN

Total 11 pts | 31%

SAFETY ASSIST

Total 2 pts | 29%



GOOD
MARGINAL
POOR

HEAD 7,4 pts
PELVIS 0 pts
LEG 3,9 pts

SPEED LIMITATION ASSISTANCE

0 pts

- , not available

ELECTRONIC STABILITY CONTROL (ESC)

0 pts

- not available

SEATBELT REMINDER

2 pts

- driver 1 pts
 - passenger 1 pts

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Landwind CV9 2.0, LHD
Body type	5 door MPV
Year of publication	2010
Kerb weight	1420kg
VIN from which rating applies	See comments.

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage

COMMENTS

The CV9 is not currently available in Europe although customer orders are being taken and the first cars will arrive soon. The vehicles tested by Euro NCAP were early examples of European cars. Euro NCAP understands that Landwind intends to import vehicles of this specification into Europe in early 2011.

Adult occupant

Inspection of the vehicle after the frontal impact, and examination of its performance during the test itself, revealed that structures surrounding the passenger compartment were at the limit of their load-bearing capacity. As a result, the passenger compartment was deemed to be unstable as an impact at a higher speed was expected to lead to significantly greater collapse. Protection of the driver's chest was rated as marginal. Dummy readings indicated good protection of the front seat occupants' knees and femurs. However, structures in the dashboard presented a risk of injury to occupants of different sizes and to those sat in different positions, and protection was rated as marginal. The steering rack was pushed rearwards during the frontal test, heavily distorting the driver's footwell and tearing the metal. This represented a risk of injury to the driver's feet and ankles and the car was penalised. The CV9 has no side protection airbags and, in the side barrier test, protection of the chest area was rated as weak and that of the abdomen as marginal. In that test, three doors were seen to have opened during the impact. Landwind have attributed this to weak springs in the door latches and intend to fit stiffer springs to try to overcome the problem in future vehicles. As the car has no head protection device, no side pole test was performed. The seats supplied for whiplash tests were not consistent with the ones in the test vehicles. As the seats in the test cars were damaged from the full scale tests, no valid assessment could be made of the whiplash protection offered by the CV9.

Child occupant

In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward facing restraint, exceeded recommended limits. However, in the side barrier test, both the 3 year and the 18 month dummies were properly contained within the protective shells of their restraints. The passenger airbag cannot be disabled to allow a rearward facing restraint to be used in that seating position and the label warning of the dangers of doing so was unclear and not permanently attached. Markings on the restraints of both dummies were not permanently attached and points were lost.

Pedestrian

The protection offered by the bumper to pedestrians' legs was good in places and poor in others. The front edge of the bonnet offered poor protection and scored no points in Euro NCAP's tests. Tests in some areas at the centre of the bonnet indicated good protection for a child's head but was poor elsewhere. The protection offered to the head of a struck adult was also predominantly poor.

Safety assist

A seatbelt reminder system is standard equipment for the driver and front passenger seats. Electronic stability control is not currently available on the CV9.