



**Lynk & Co 01**  
Standard Safety Equipment

2021



Adult Occupant



96%

Child Occupant



87%

Vulnerable Road Users



71%

Safety Assist



81%

## SPECIFICATION

Tested Model	Lynk & Co 01 1.5 HEV, LHD
Body Type	- 5 door SUV
Year Of Publication	2021
Kerb Weight	1755kg
VIN From Which Rating Applies	- all Lynk & Co. 01s
Class	Small Off-Road

## 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	●	●	—

Version 101221

## SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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 36.8 Pts / 96%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Frontal Impact 15.0 / 16 Pts

Mobile Progressive Deformable Barrier      Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts

Side Mobile Barrier      Side Pole      Far-Side Excursion      Occupant Interaction

Rear Impact 3.8 / 4 Pts

Rear Seat      Front Seat

**ADULT OCCUPANT**

Total 36.8 Pts / 96%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Rescue and Extrication		2.0 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

**Comments**

The passenger compartment of the 01 remained stable in the frontal offset test. Protection of all critical body areas was good or adequate for both the driver and passenger dummies. Protection of the knees and femurs was good and Lynk & Co. showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the impact, and of the deformable barrier after it, indicated that the 01 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of all critical body areas was good or adequate. In both the side barrier test and the more severe side pole impact, the Lynk & Co. 01 provided good protection to all critical body areas and scored maximum points in this part of the assessment. Tests showed that the excursion (the extent to which an occupant is thrown to the other side of the car in a far-side impact) was adequately controlled, and that the centre airbag, designed to mitigate occupant to occupant injuries in such impacts, performed well. 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 also indicated good whiplash protection. The Lynk & Co 01 is equipped with a post-impact braking system, designed to prevent secondary collisions, and with an advanced eCall system which automatically alerts the emergency services in the event of a serious accident.

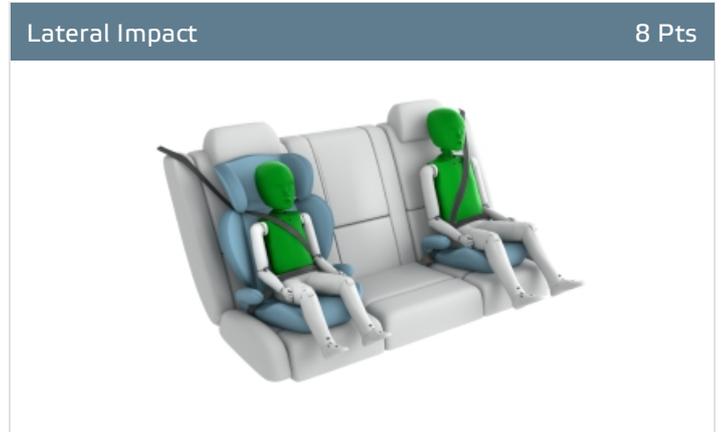
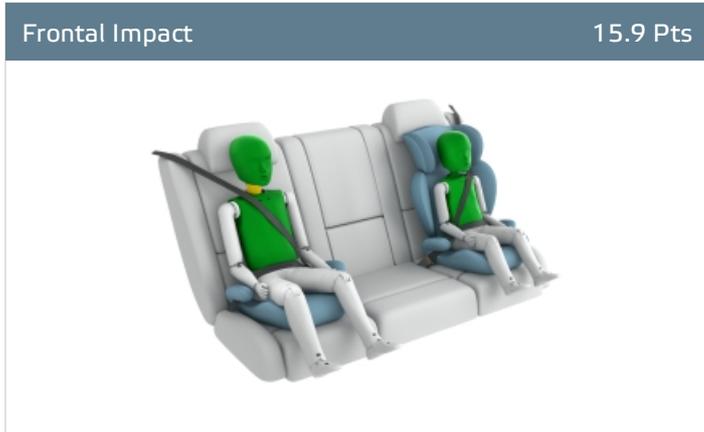
**CHILD OCCUPANT**

Total 42.9 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.9 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix2 S*  
 Restraint for 10 year old child: *Graco Basic*

**Safety Features**

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	✘	●	✘
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 (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 42.9 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



## CHILD OCCUPANT

Total 42.9 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

● Install without problem   
 ● Install with care   
 ● Safety critical problem   
 ✘ Installation not allowed  
 — Not available

## Comments

In the frontal impact, protection of all critical body areas of both the 6 year and 10 year dummy was good, apart from the neck of the 10 year dummy, protection of which was adequate. In the side barrier test, the Lynk & Co. 01 provided good protection to all critical body areas and scored maximum points. 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 01 is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 38.7 Pts / 71%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian

25.5 / 36 Pts



Head Impact	15.5 Pts
Pelvis Impact	4.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

13.3 / 18 Pts

System Name	Autonomous Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	7 km/h

 VULNERABLE ROAD USERS

Total 38.7 Pts / 71%

AEB Pedestrian

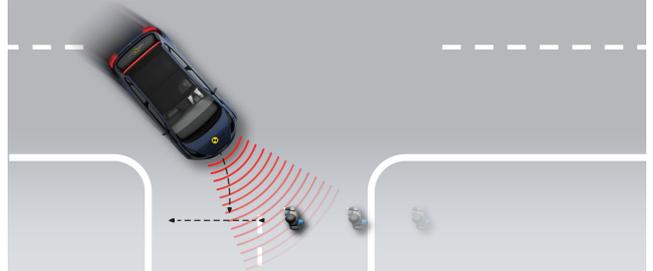
 5.8 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



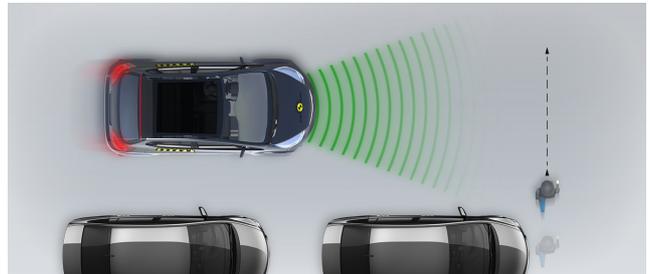
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

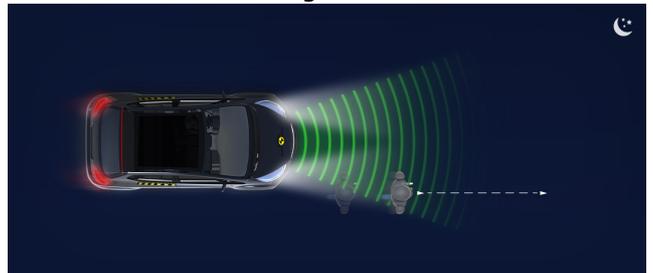


■ Night time

Adult crossing the road



Adult along the roadside



**VULNERABLE ROAD USERS**

Total 38.7 Pts / 71%

**AEB Cyclist**
**7.5 / 9 Pts**

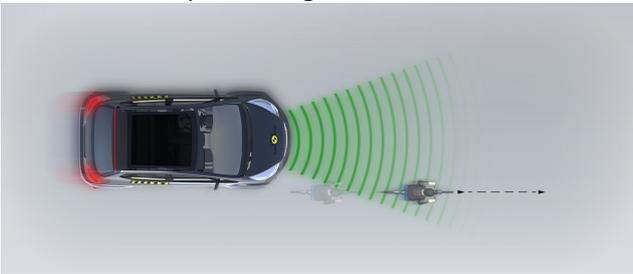
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

**Comments**

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with some poor results at the base of the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all points tested by Euro NCAP. Protection of the pelvis was more mixed, with some test points showing good protection and other performing poorly. The 01 has an autonomous emergency braking (AEB) system which can detect vulnerable road users like pedestrians and cyclists as well as other vehicles. In Euro NCAP's tests of its reaction to cyclists, the system performed well, with collisions avoided in most scenarios tested. The system's reaction to pedestrians was rated as adequate. The 01 does not have a system to help avoid accidents where the car reverses into pedestrians.

SAFETY ASSIST

Total 13.1 Pts / 81%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Speed Assistance

■ 2.9 / 3 Pts

System Name	Traffic Sign Information and Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 3.0 / 3 Pts

> Seatbelt Reminder

■ 2.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass   
 ● Fail   
 — Not available

> Driver Monitoring

■ 1.0 / 1 Pts

System Name	Driver Alert Control (DAC)
Type	Steering input
Operational From	65 km/h

## SAFETY ASSIST

Total 13.1 Pts / 81%

## Lane Support

3.5 / 4 Pts

System Name	Lane Keeping Aid & Lane Departure Warning	
Type	LKA and ELK	
Operational From	60 km/h	
<b>PERFORMANCE</b>		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

## AEB Car-to-Car

3.6 / 6 Pts

System Name	Autonomous Emergency Braking	
Type	Autonomous emergency braking and forward collision warning	
Operational From	7 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

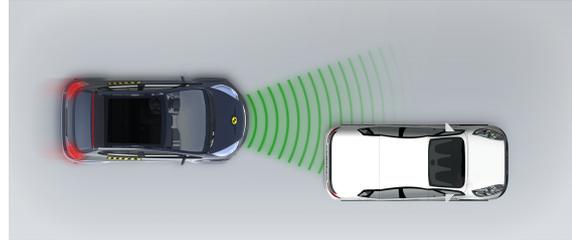
Total 13.1 Pts / 81%

■ Autobrake function only

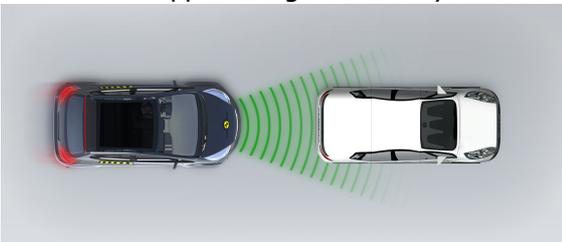
Test car turns across the path of an approaching car



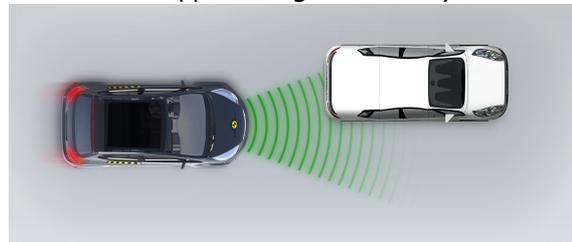
Approaching a stationary car



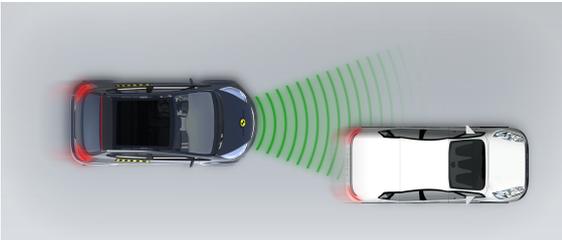
Approaching a stationary car



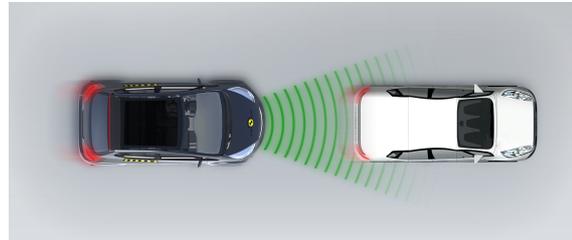
Approaching a stationary car



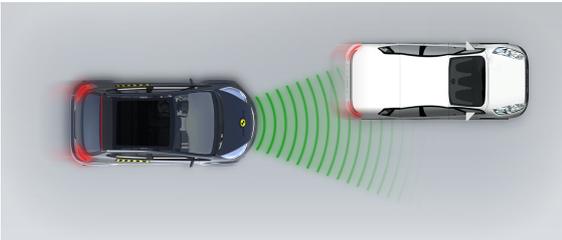
Approaching a slower moving car



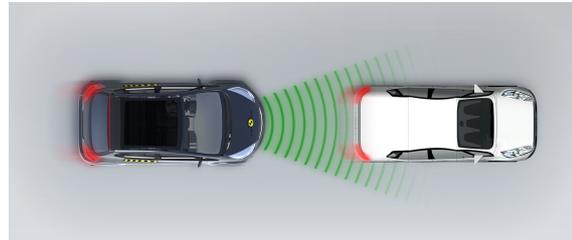
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

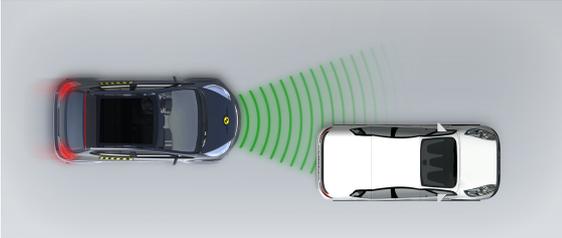


 SAFETY ASSIST

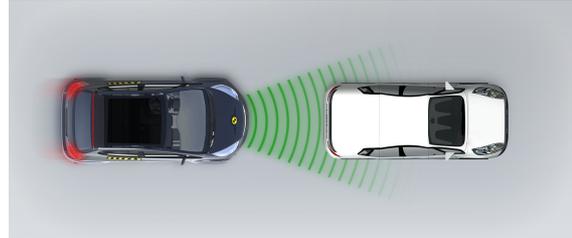
Total 13.1 Pts / 81%

■ Driver reacts to warning

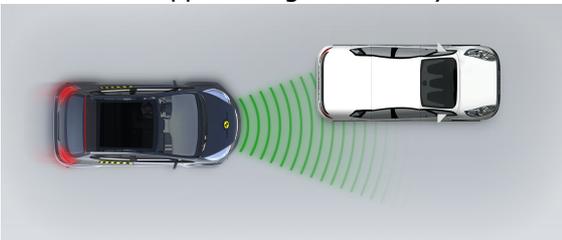
Approaching a stationary car



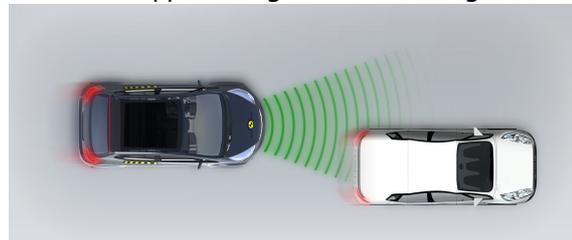
Approaching a stationary car



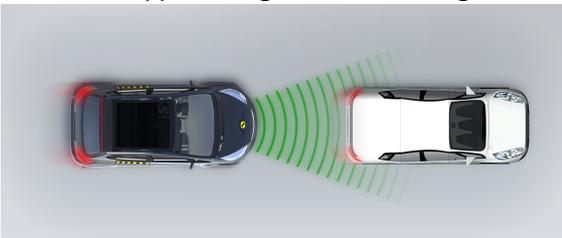
Approaching a stationary car



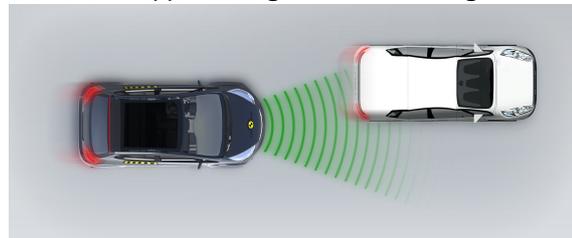
Approaching a slower moving car



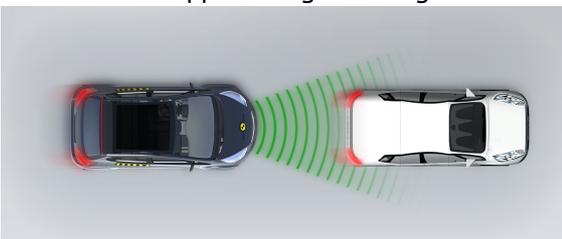
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





## SAFETY ASSIST

Total 13.1 Pts / 81%

## Comments

The Lynk & Co. 01 has a seatbelt reminder system, including occupant detection in all seating positions, as standard. It is also equipped with a system which monitors the driver's state of alertness using steering inputs which can provide indications of fatigued or impaired driving. A lane support system gently corrects the car's path if it is veering out of lane, and also intervenes in some more critical situations to stop the car from leaving the road. The speed assistance system recognises the local speed limits, allowing the driver to set the limiter appropriately. The AEB system worked adequately in Euro NCAP's tests, with collisions with other vehicles avoided in several test scenarios.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD#
5 door SUV	1.5 3-cyl petrol HEV*	4 x 2	✓	-
5 door SUV	1.5 3-cyl petrol PHEV	4 x 2	✓	-

\* Tested variant

# Available as LHD only

### Annual Reviews and Facelifts

Date	Event	Outcome
September 2021	Rating Published	2021 ★★★★★ ✓