



2023





Adult Occupant



96%





Safety Assist

85%

Vulnerable Road Users



83%



81%

SPECIFICATION

Tested Model	NIO ET5, 19" rims, 75 kWh electric, LHD
Body Type	- 4 door saloon
Year Of Publication	2023
Kerb Weight	2170kg
VIN From Which Rating Applies	- all NIO ET5's
Class	Large Family Car



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	•	×	_

	Driver	Passenger	Rear
CHILD PROTECTION			
lsofix/i-Size		×	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
Child presence detection		×	•
SAFETY ASSIST			
Seat Belt Reminder	•		•



SAFETY EQUIPMENT (NEXT)

Active Bonnet

AEB Vulnerable Road Users

AEB Pedestrian - Reverse

Cyclist Dooring Prevention

AEB Motorcyclist

AEB Car-to-Car

Speed Assistance

Lane Assist System

Fatigue Distraction Detection

Note: Other equipment may	y be available on the vehicle but was not considered in the test	t voor
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Fitted to the vehicle as standard	Titted to the vehicle as part of the safety pa	cl
Filled to the vehicle as standard	 Fitted to the vehicle as part of the safety pa 	CK

O Not fitted to the test vehicle but available as option or as part of the safety pack 💢 Not available — Not applicable



ADULT OCCUPANT				Total	38.5 Pts / 96%
GOOD ADEQU	JATE MA	RGINAL	WEAK	POOR	
Frontal Impact					14.7 / 16 Pts
Mobile Progre	ssive Deformable Bar	rier	F	Full Width Rigid Ba	orrier
Lateral Impact					16.0 / 16 Pts
Side Mobile Barrier S	ide Pole	Far-Side Excursion	า	Occupant Interact	ion
Rear Impact					3.8 / 4 Pts
	Rear Seat	Front Seat	-		





Total 38.5 Pts / 96%

GOOD ADEQUATE	MARGINAL WEAK POOR
Rescue and Extrication	4.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the ET5 remained stable in the frontal offset test. Protection of the driver dummy was good for all critical body areas. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. NIO 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 test, and analysis of the deformable barrier after the test, revealed that the ET5 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The ET5 has a countermeasure to mitigate against occupant to occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The ET5 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. NIO demonstrated that, if the car entered water, the doors and windows of the ET5 would remain functional long enough to allow the occupants to escape.



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Lateral Impact		8 Pts

Restraint for 6 year old child: CYBEX Solution Z i-Fix

Restraint for 10 year old child: Osann Up

Safety Features 6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×
Top tether	×	•	×
Child Presence Detection	×	•	•

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check

12.0 / 12 Pts

<u>L</u> j	I-Size	Seat Position						
		Front 2nd row						
			⊗ *⁄ ₂	Left	center	Right		
8	L j	×	×	•	×	•		
Easy	Difficult 👝 S	Safety critical	Not allowed	Airbag ON	⊗ Airbag OFF			



Difficult

Difficult

Easy

Safety critical

Total 42.0 Pts / 85%

(Isofix	Seat Position					
	Frc	ont		2nd row		
		⊗ *⁄ ₂	Left	center	Right	
	×	×	•	×	•	
	×	×	•	×	•	
K	×	×	•	×	•	
E	×	*	•	×	•	
	×	*	•	×	•	
	×	*	•	×	•	

Airbag ON 🤾 Airbag OFF

Airbag ON 🤾 Airbag OFF

🗙 Not allowed

● Safety critical **X** Not allowed

Seat Position					
Fro	nt	2nd row			
	⊗	Left	center	Right	
×	•	•	•	•	
×	•	•	•	•	
×	•	•	•	•	
×	•	•	•	•	
×	•	•	•	•	
×	•	•	•	•	
	× × × ×	* • • * • • * • • * • • * • • • • • • •	Front	Front 2nd row ₩ • • X • • X • • X • • X • • X • • X • • X • • X • • X • • X • • X • •	





Total 42.0 Pts / 85%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the NIO ET5 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. The ET5 is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. However, the system did not meet Euro NCAP's requirements and was not rewarded. All of the child restraint types for which the ET5 is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 52.5 Pts / 83%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

VRU Impact Protection

29.7 / 36 Pts

Pedestrian and Cyclist Head	11.7 Pts
Pelvis	4.5 Pts
Femur	4.5 Pts
Knee and Tibia	9.0 Pts

VRU Impact Mitigation

22.9 / 27 Pts

System Name	AEB
Туре	Auto-Brake with Forward Collision Warning
Operational From	4 km/h
PERFORMANCE PE	

AEB Pedestrian

7.5 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		_
Adult crossing a road into which a car is turning		_
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.1 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	





Total 52.5 Pts / 83%

GOOD	ADEQUATE	MARGINA	AL WEAK	POOR
Cyclist Dooring Pre	evention			0.3 / 1 Pts
	Scenario			

sudden opening prevention"

AEB Motorcyclist 5.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		_

- Currently not tested

Dooring passing cyclist 2023

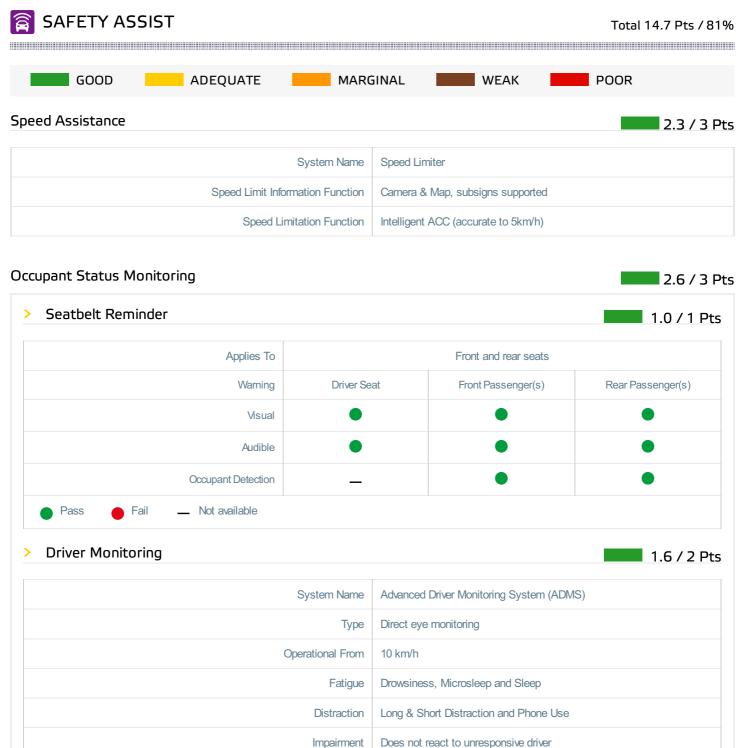
LSS Motorcyclist 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was almost completely good or adequate, with poor results recorded only on the stiff windscreen pillars. Protection of the pelvis, femur and tibia was also good at all test locations. The autonomous emergency braking (AEB) system of the NIO can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians, with marginal performance only at night-time when a child runs from behind parked vehicles. Performance was good in all bicyclist scenarios apart from dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind, where performance was marginal. Good or adequate performance was seen in all tests of the NIO ET5's response to motorcyclists.









Total 14.7 Pts / 81%

Lane Support	2.8 / 3 Pts
	2.07 3 Ft3

System Name	LSS
Туре	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
	GOOD

AEB Car-to-Car 7.1 / 9 Pts

System Name	AEB
Туре	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	Camera, Radar and LIDAR

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		_
Turning across the path of an oncoming car		_
Approaching a stationary car		
Approaching a slower moving car		_
Approaching a braking car		_

— Currently not tested





Total 14.7 Pts / 81%

Comments

The autonomous emergency braking (AEB) system of the NIO ET5 performed well in tests of its reaction to other vehicles. NIO was not able to verify the car's performance in Euro NCAP's 'head-on' tests and no points were awarded. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue, such as microsleep (very short periods where consciousness is lost) and distraction, such as phone use. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.



RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
4 door saloon	75 kWh electric *	4 X 4	✓	✓
4 door saloon	100 kWh electric	4 X 4	✓	✓

^{*} Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
July 2023	Rating Published	2023 🗙 🖈 🖈 🛧	✓