



Chery TIGGO 7  
Standard Safety Equipment

2025



Adult Occupant



80%

Child Occupant



77%

Vulnerable Road Users



80%

Safety Assist



78%

SPECIFICATION

|                               |                    |
|-------------------------------|--------------------|
| Tested Model                  | CHERY TIGGO 7, LHD |
| Body Type                     | - 5 door SUV       |
| Year Of Publication           | 2025               |
| Kerb Weight                   | 1790kg             |
| VIN From Which Rating Applies | - all TIGGO 7s     |
| Class                         | Small SUV          |

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         |        |           |      |
| Isofix/i-Size            | —      | ✗         | ●    |
| Integrated CRS           | —      | ✗         | ✗    |
| Airbag cut-off switch    | —      | ●         | —    |
| Child presence detection | —      | ✗         | ●    |
| SAFETY ASSIST            |        |           |      |
| Seat Belt Reminder       | ●      | ●         | ●    |

SAFETY EQUIPMENT (NEXT)

| OTHER SYSTEMS                   |  |   |
|---------------------------------|--|---|
| 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 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 32.2 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

11.8 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

14.3 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.2 / 4 Pts



Rear Seat



Front Seat

 ADULT OCCUPANT

Total 32.2 Pts / 80%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

|                        |                          |                                                                                     |
|------------------------|--------------------------|-------------------------------------------------------------------------------------|
| Rescue and Extrication |                          | 3.0 / 4 Pts                                                                         |
| Rescue Sheet           | Available, ISO compliant |  |
| Advanced eCall         | Available                |                                                                                     |
| Multi Collision Brake  | Available                |                                                                                     |
| Submergence Check      | Compliant                |                                                                                     |

Comments

The passenger compartment of the Chery TIGGO 7 remained stable in the frontal offset test. Dummy readings indicated adequate protection of the driver’s right leg. However, the knee-protection airbag did not deploy properly in the test, and did not fully cover the knee impact zone. Penalties were applied and protection of that leg was rated as weak. The non-PHEV variant does not have a knee airbag. An additional test indicated overall protection that was similar to the PHEV. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Chery TIGGO 7 would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body regions of the driver rear seat passenger. In the side barrier test, dummy readings indicated good protection for all body areas. However, the curtain airbag became detached from the cant rail. This failure happened toward the rear of the car and affected the results of the child dummy. However, the car was penalised for the incorrect deployment, and protection of the head in the side barrier and side pole impacts downgraded to adequate. Protection of the driver’s chest in the pole test was rated as marginal, based on dummy readings of rib compression. 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 Chery TIGGO 7 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP’s tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric analysis of the rear seats indicated marginal whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Chery demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

 CHILD OCCUPANT

Total 37.8 Pts / 77%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children 19.8 / 24 Pts

Frontal Impact15.8 Pts



Lateral Impact4 Pts



Restraint for 6 year old child: *Britax Römer KidFix i-Size*  
Restraint for 10 year old child: *Graco Booster Max R129*

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 ○ Not on test car but available as option ✗ Not available

CRS Installation Check 12.0 / 12 Pts

|  i-Size | Seat Position                                                                       |                                                                                     |         |        |       |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------|--------|-------|
|                                                                                            | Front                                                                               |                                                                                     | 2nd row |        |       |
|                                                                                            |  |  | Left    | center | Right |
|         | —                                                                                   | —                                                                                   | ●       | —      | ●     |

● Easy ● Difficult ● Safety critical ✗ Not allowed  
 Airbag ON Rearward facing restraint installation not allowed  Airbag OFF

 CHILD OCCUPANT

Total 37.8 Pts / 77%

|  Isofix | Seat Position                                                                     |                                                                                   |         |        |       |
|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------|--------|-------|
|                                                                                          | Front                                                                             |                                                                                   | 2nd row |        |       |
|                                                                                          |  |  | Left    | center | Right |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     |
|         | —                                                                                 | —                                                                                 | ●       | —      | ●     |
|        | —                                                                                 | —                                                                                 | ●       | —      | ●     |

● Easy    ● Difficult    ● Safety critical    ✖ Not allowed

 Airbag ON    Rearward facing restraint installation not allowed     Airbag OFF

| Seatbelt Attached                                                                   | Seat Position                                                                       |                                                                                     |         |        |       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------|--------|-------|
|                                                                                     | Front                                                                               |                                                                                     | 2nd row |        |       |
|                                                                                     |  |  | Left    | center | Right |
|  | ✖                                                                                   | ●                                                                                   | ●       | ●      | ●     |
|  | ✖                                                                                   | ●                                                                                   | ●       | ●      | ●     |
|  | ✖                                                                                   | ●                                                                                   | ●       | ●      | ●     |
|  | ✖                                                                                   | ●                                                                                   | ●       | ●      | ●     |
|  | ✖                                                                                   | ●                                                                                   | ●       | ✖      | ●     |
|  | ✖                                                                                   | ●                                                                                   | ●       | ✖      | ●     |

● Easy    ● Difficult    ● Safety critical    ✖ Not allowed

 Airbag ON    Rearward facing restraint installation not allowed     Airbag OFF

 CHILD OCCUPANT

Total 37.8 Pts / 77%

Comments

In the frontal offset test, protection of all critical parts of the body was good or adequate for both the 6 and 10 year dummies. In the side barrier impact test, the curtain airbag became detached from the cant rail and failed to protect the head of the 10 year dummy and readings of acceleration indicated unacceptably high injury values. All points for that dummy were lost in that test. 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 Chery TIGGO 7 is equipped with an direct 'child presence detection' system, which issues a warning when it recognises that a child or infant may have been left in the car. However, the functionality of the system in terms of the nature and timing of warnings did not meet Euro NCAP's requirements, and no points were awarded. All of the child restraint types for which the Chery TIGGO 7 is designed could be properly installed and accommodated in the car.

 VULNERABLE ROAD USERS

Total 50.6 Pts / 80%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection27.8 / 36 Pts



|                           |          |
|---------------------------|----------|
| Pedestrian & Cyclist Head | 11.6 Pts |
| Pelvis                    | 2.7 Pts  |
| Femur                     | 4.5 Pts  |
| Knee & Tibia              | 9.0 Pts  |

VRU Impact Mitigation22.8 / 27 Pts

|                           |                                           |
|---------------------------|-------------------------------------------|
| System Name               | AEB                                       |
| Type                      | Auto-Brake with Forward Collision Warning |
| Operational From          | 4 km/h                                    |
| PERFORMANCE   <div></div> |                                           |

AEB Pedestrian6.6 / 9 Pts

| Scenario                                          | Day time    | Night time  |
|---------------------------------------------------|-------------|-------------|
| Car reversing into adult or child                 | <div></div> | —           |
| Adult crossing a road into which a car is turning | <div></div> | —           |
| Adult crossing the road                           | <div></div> | <div></div> |
| Child running from behind parked vehicles         | <div></div> | <div></div> |
| Adult along the roadside                          | <div></div> | <div></div> |

— Currently not tested

AEB Cyclist7.7 / 8 Pts

| Scenario                                                 | Day time    |
|----------------------------------------------------------|-------------|
| Approaching cyclist crossing from behind parked vehicles | <div></div> |
| Turning across path of an oncoming cyclist               | <div></div> |
| Approaching a crossing cyclist                           | <div></div> |
| Approaching a cyclist along the roadside                 | <div></div> |



VULNERABLE ROAD USERS

Total 50.6 Pts / 80%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Cyclist Dooring Prevention



0.5 / 1 Pts

| Scenario                  |                              |
|---------------------------|------------------------------|
| Dooring a passing cyclist | information, all side doors" |

AEB Motorcyclist



6.0 / 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

Lane Support Motorcyclist



2.0 / 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 largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was mixed, while that of the femur and that of the knee and tibia was good at all test locations. The autonomous emergency braking system of the Chery TIGGO 7 responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed adequately, but no protection is provided to those to the rear of the car. The system performed well in tests of its reaction to cyclists, including its protection against 'dooring', where a door is opened into the path of cyclist approaching from behind. The system's response to motorcyclists was good.

 SAFETY ASSIST

Total 14.2 Pts / 78%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Speed Assistance  2.1 / 3 Pts

|                                  |                                     |
|----------------------------------|-------------------------------------|
| System Name                      | ISA                                 |
| Speed Limit Information Function | Camera & Map, subsigns supported    |
| Speed Limitation Function        | Intelligent ACC (accurate to 5km/h) |

Occupant Status Monitoring  1.7 / 3 Pts

> Seatbelt Reminder

1.0 / 1 Pts

|                    |                      |                    |                   |
|--------------------|----------------------|--------------------|-------------------|
| Applies To         | Front and rear seats |                    |                   |
| Warning            | Driver Seat          | Front Passenger(s) | Rear Passenger(s) |
| Visual             | <div></div>          | <div></div>        | <div></div>       |
| Audible            | <div></div>          | <div></div>        | <div></div>       |
| Occupant Detection | <div></div>          | <div></div>        | <div></div>       |

Pass    Fail    Not available

> Driver Monitoring

0.7 / 2 Pts

|                  |                                 |
|------------------|---------------------------------|
| System Name      | DMS                             |
| Type             | Direct eye monitoring           |
| Operational From | 10 km/h                         |
| Fatigue          | Microsleep and Sleep            |
| Distraction      | Short Distraction and Phone Use |

 SAFETY ASSIST

Total 14.2 Pts / 78%

Lane Support  2.3 / 3 Pts

|                         |                                                                                            |
|-------------------------|--------------------------------------------------------------------------------------------|
| System Name             | LKA+ELK                                                                                    |
| Type                    | LKA and ELK                                                                                |
| Operational From        | 65 km/h                                                                                    |
| PERFORMANCE             |                                                                                            |
| Emergency Lane Keeping  |  ADEQUATE |
| Lane Keep Assist        |  GOOD     |
| Human Machine Interface |  GOOD     |

AEB Car-to-Car  8.1 / 9 Pts

|                  |                                                            |
|------------------|------------------------------------------------------------|
| System Name      | AEB                                                        |
| Type             | Autonomous emergency braking and forward collision warning |
| Operational From | 5 km/h                                                     |
| Sensor Used      | camera                                                     |

| 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



SAFETY ASSIST

Total 14.2 Pts / 78%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue and some forms of distraction. 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. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY



Variants of Model Range

| Body Type  | Engine             | Model Name/Code      | Drivetrain | Rating Applies |     |
|------------|--------------------|----------------------|------------|----------------|-----|
|            |                    |                      |            | LHD            | RHD |
| 5 door SUV | 1.5 plug-in hybrid | Comfort<br>Premium * | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 1.6 petrol turbo   | Comfort<br>Premium   | 4 x 2      | ✓              | ✓   |
| 5 door SUV | 1.6 petrol turbo   | Premium              | 4 x 4      | ✓              | ✓   |

\* Tested variant

Annual Reviews and Facelifts

| Date      | Event            | Outcome    |   |
|-----------|------------------|------------|---|
| July 2025 | Rating Published | 2025 ★★☆☆☆ | ✓ |