

# Chevrolet Spark

Chevrolet Spark 1.0 base grade, LHD

2009 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



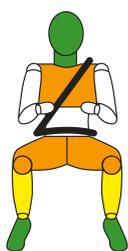
SAFETY ASSIST

## ADULT OCCUPANT

Total 29 pts | 81%

### FRONTAL IMPACT

11 pts



Driver



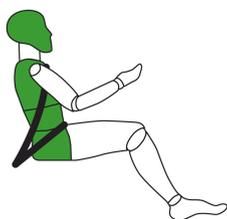
Passenger

### SIDE IMPACT CAR

8 pts

### SIDE IMPACT POLE

7,3 pts



Car



Pole

### REAR IMPACT (WHIPLASH)

2,8 pts



### FRONTAL IMPACT

#### HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

#### CHEST

Passenger compartment	stable
Windscreen Pillar rearward	2mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

#### UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	yes: steering column and ignition barrel; facia ends; centre console; glovebox bracket
Concentrated loads on knees	yes: steering column and ignition barrel; facia ends; centre console; glovebox bracket

#### LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	accelerator - 31mm
Upward pedal movement	clutch - 4mm

### SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

### WHIPLASH

Seat description	Standard cloth, 2 way manual adjust
Head restraint type	Passive
Geometric assessment	0,1 pts

#### TESTS

- High severity	2,7 pts
- Medium severity	2,5 pts

- Low severity

2,4 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 38 pts | 78%

### 18 MONTH OLD CHILD

**Restraint** Britax Romer Duo Plus  
**Group** 0, 0+  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 10 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### 3 YEAR OLD CHILD

**Restraint** Britax Romer Duo Plus  
**Group** 1  
**Facing** forward  
**Installation** ISOFIX anchorages and top tether



**PERFORMANCE** 12 pts  
**INSTRUCTIONS** 4 pts  
**INSTALLATION** 2 pts

### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** good

### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### VEHICLE BASED ASSESSMENT

4 pts

### Airbag warning Label

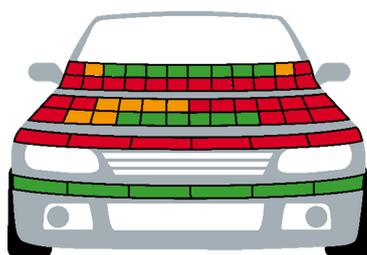
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

## PEDESTRIAN

Total 16 pts | 43%

## SAFETY ASSIST

Total 3 pts | 43%



**GOOD**  
**MARGINAL**  
**POOR**

**HEAD** 9,6 pts  
**PELVIS** 0 pts  
**LEG** 6 pts

### SPEED LIMITATION ASSISTANCE 0 pts

- 0, not available

### ELECTRONIC STABILITY CONTROL (ESC) 0 pts

-  
 Yaw rate ratio (1.00s) %  
 Yaw rate ratio (1.75s) %  
 Lateral displacement (1.07s) m

### SEATBELT REMINDER 3 pts

- driver  
 - passenger  
 - rear

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Chevrolet Spark 1.0 base grade, LHD
<b>Body type</b>	5 door hatchback
<b>Year of publication</b>	2009
<b>Kerb weight</b>	978kg
<b>VIN from which rating applies</b>	applies to all Sparks of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>	
<b>Front seatbelt load limiters</b>	
<b>Driver frontal airbag</b>	single stage
<b>Front passenger frontal airbag</b>	single stage
<b>Side body airbags</b>	
<b>Side head airbags</b>	
<b>Speed Limitation Assistance</b>	
<b>Electronic Stability Control</b>	
<b>Seatbelt Reminder</b>	

## COMMENTS

### Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the head and neck but deflection of the chest indicated marginal protection for the chest of both driver and passenger. Structures in the dashboard posed a risk of injury to the knees and femurs of both the driver and the passenger. The Spark scored maximum points in the side barrier impact. In the more severe side pole test, protection of the chest was adequate and that of other body regions was good. Marginal protection was provided against whiplash injuries in the event of rear impact.

### Child occupant

Based on dummy readings in the frontal and side barrier tests, the Spark scored maximum points for its protection of the 3 year dummy. Both dummies were sat in forward facing child restraints. Forward movement of the head was well controlled in each case. In the side impact, the dummies' were properly contained by the protective shell of their restraints. The passenger airbag can be disabled to allow a rearward facing restraint to be used in that seating position. However, information provided to the driver regarding the status of the airbag is not clear. A permanently attached label warns of the dangers of using a rearward facing child seat in that position without first disabling the airbag.

### Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs. However, the front edge of the bonnet offered poor protection and scored no points. In those areas likely to be struck by the head of an adult, the bonnet offered predominantly poor protection.

### Safety assist

The Spark is equipped as standard with a seatbelt reminder for the driver, front passenger and rear seats. Electronic Stability Control (ESC) is not currently available on any variant. Chevrolet advises Euro NCAP that ESC will become available on some variants during the course of 2010.