



Farizon SV

200 kW, 66 kWh, H3L2

2025



SAFE
DRIVING



60%

CRASH
AVOIDANCE



85%

POST CRASH
SAFETY



80%



Farizon SV

200 kW, 66 kWh, H3L2

SPECIFICATIONS

TESTED MODEL	200 kW, 66 kWh, H3L2
BODY TYPE / CATEGORY / CLASS	Monocoque / N1 / Van
KERB / PAYLOAD / TEST WEIGHT	2275 kg / 1225 kg / 2970 kg
APPLIES TO	Model year 2024 on

VERDICT

The Farizon SV, from Chinese giant Geely, is the newest and most futuristic offering in this segment and, as might be expected, it comes with most of the latest safety technologies. These perform well in Euro NCAP's tests, and the van's five-star rating places it amongst the best options for those looking for safety. Autonomous emergency braking (AEB) system is standard equipment throughout Europe. The system combines AEB with Forward Collision Warning (FCW) that detects vulnerable road users like pedestrians and cyclists as well as other vehicles. In Euro NCAP's tests of the system's reaction to stationary vehicles, performance was good, tailing off only a little at the highest test speeds, and was consistent across all offsets (where the target is not in line with the centreline of the test vehicle). Against a slower-moving vehicle and a vehicle in front which is braking, the SV scored full points. Likewise, the system performed well in tests of its reaction to pedestrians and to cyclists, with collisions avoided in most cases. The standard-fit Lane Support System (LSS) gently steers the vehicle if it is drifting out of lane and intervenes more aggressively in some more critical situations to prevent the van from leaving the road. The system scored maximum points in Euro NCAP's tests. Lane departure warning and blind-spot warning are both standard. Speed assistance is the only area where the Farizon did not excel. The van uses a camera-based system to identify the local speed limit. This information is presented to the driver. However, the system does not include a speed control function to actively limit the vehicle speed, and the van lost points for this. There is a standard-fit seatbelt reminder system for both the driver and passenger seat. A system issues an alert if it recognises a driving pattern that is characteristic of a fatigued driver. Adaptive Cruise Control (ACC) has not been assessed as part of the current rating.

SAFETY PERFORMANCE

 SAFE DRIVING

60%

OCCUPANT MONITORING		25.00 / 25 PTS
Seat Belt Usage		25.00 / 25 PTS
DRIVER ENGAGEMENT		25.00 / 25 PTS
Driver Monitoring		25.00 / 25 PTS
VEHICLE ASSISTANCE		10.00 / 50 PTS
Speed Assistance		10.00 / 30 PTS
Adaptive Cruise Control		0.00 / 15 PTS
Steering Assistance		0.00 / 5 PTS

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

NOT AVAILABLE

SAFETY PERFORMANCE

 CRASH AVOIDANCE

85%

FRONTAL COLLISIONS		60.40 / 65 PTS
Car		38.20 / 40 PTS
Pedestrian & Cyclist		22.20 / 25 PTS
LANE DEPARTURE COLLISIONS		25.00 / 25 PTS
Lane Departure		15.00 / 15 PTS
Car	rrrr	10.00 / 10 PTS
LOW SPEED COLLISIONS		0.00 / 10 PTS
Pedestrian		0.00 / 10 PTS

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

NOT AVAILABLE

SAFETY PERFORMANCE

 POST CRASH SAFETY 80%

RESCUE INFORMATION		80.00 / 90 PTS
Rescue Sheet & Guide		80.00 / 90 PTS
POST CRASH INTERVENTION		0.0 / 5 PTS
Advanced e-Call		0.0 / 5 PTS
VEHICLE EXTRICATION		0.0 / 5 PTS
Occupant Extrication		0.0 / 5 PTS

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

NOT AVAILABLE

FITMENT OF SAFETY FEATURES

 SAFE DRIVING	 CRASH AVOIDANCE
Seat Belt Reminder Driver	AEB Car
Seat Belt Reminder Passenger	AEB Pedestrian & Cyclist
Driver Monitoring	Lane Support Systems
Speed Assistance	
Adaptive Cruise Control	
Steering Assistance	
 STANDARD FITMENT  OPTIONAL FITMENT  NOT AVAILABLE  NOT APPLICABLE	