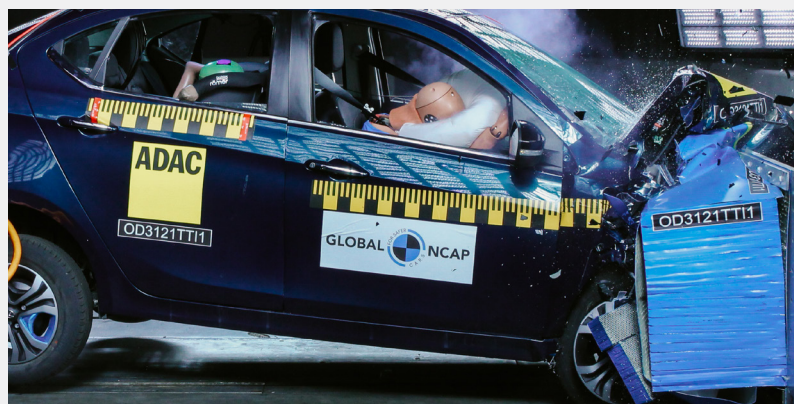


## Tata TIGOR EV - 2 AIRBAGS



12.00 max. 17.00 Adult

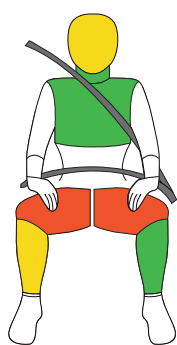


37.24 max. 49.00 Child

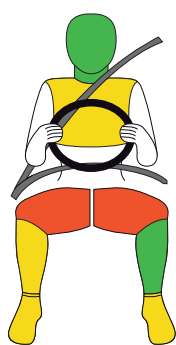
Tested at 64 km/h

Bodyshell integrity: UNSTABLE

### ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER



### CAR DETAILS

TESTED MODEL	Tata Tigor EV, RHD
BODY TYPE	4 DOOR SEDAN
CRASH TEST WEIGHT	KG 1470
YEAR OF PUBLICATION	2021

### CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX MAX-WAY 2R	PROTECTED / GOOD	I (9 – 25KG)	BELT	RWF
3 YEAR OLD CHILD	BRITAX MAX-WAY 2R	PROTECTED / GOOD	I (9 – 25KG)	BELT	RWF

### SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	DRIVER	SIDE BODY AIRBAGS	NO	SBR	YES
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	NO
PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	YES

#### ADULT OCCUPANT

The protection offered to the driver's head was good and passenger's head was adequate. Both front passengers neck showed good protection. Driver's chest showed adequate protection and passenger's chest showed good protection. Driver and passenger knees showed marginal protection as they could impact with dangerous structures behind the dashboard supported by the Transfascia tube. Driver and passenger tibias showed adequate and good protection. The bodyshell was rated as unstable and it was not capable of withstanding further loadings. Footwell area was rated as unstable. The car offers standard SBR for driver and passenger. All of the above explained the four stars for adult occupant protection.

#### CHILD OCCUPANT

The child seat for the 3 year old and 1.5 year old were installed RWF with the adult seatbelt and were able to prevent excessive forward movement during the impact. Chest and head protection was good. CRS marking was permanent. The recommended CRSs did not show incompatibility. The vehicle offers lapbelt in the rear centre position. The car does not offer ISOFIX anchorages. All of the above explained the four star for child occupant protection.