CHERY C5

MAY 2025 - ONWARDS
PETROL & BATTERY ELECTRIC VARIANTS

ANCAP SAFETY

TESTED 2022 ★★★★★

RATING YEAR	2022
VEHICLE TYPE	Small SUV
ENGINE TYPE	Petrol + Battery Electric (BEV)
BUILT FROM	March 2025
ON SALE FROM	May 2025
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head, centre

The Chery C5 was introduced in Australia in May 2025. This ANCAP safety rating for the Chery C5 is is based on testing of the Chery Omoda 5 and Chery Omoda E5.

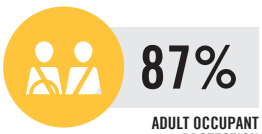
ANCAP has confirmed the Chery C5 holds identical safety specification to the Chery Omoda 5. This ANCAP safety rating applies to Omoda C5 2WD petrol variants and Omoda E5 battery electric variants sold in Australia.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard. A centre airbag which provides added protection to front seat occupants in side impact crashes is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User, Junction Assist and Backover) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard equipment.

The lane support system (LSS) software running in Australian-supplied Omoda 5 vehicles was updated by Chery in April 2023. Additional tests of the emergency lane keeping (ELK) and lane keep assist (LKA) functionality were conducted on a vehicle with the updated software.

Performance in most LSS test scenarios was similar to the performance observed in vehicles fitted with the earlier software version, however the vehicle did not respond in a small number of ELK test scenarios and this is reflected in a reduced ELK score.



RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
CHERY C5 URBAN	5 door SUV	1.5T petrol	2WD	✓	-
CHERY C5 ULTIMATE	5 door SUV	1.5T petrol	2WD	✓	-
CHERY E5 URBAN	5 door SUV	Battery Electric Vehicle (BEV)	2WD	✓	-
CHERY E5 ULTIMATE	5 door SUV	Battery Electric Vehicle (BEV)	2WD	✓	-

✓ COVERED BY THIS RATING ✕ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

87%
33.42 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. ADEQUATE protection was seen for the chest and lower legs of the driver, and the passenger's lower legs were rated as MARGINAL. Structures in the instrument panel and dashboard were a potential source of additional risk of injury to occupants. Chery were unable to demonstrate that a similar level of protection would be provided to occupants of different sizes and a penalty was applied, so protection of both the driver and passenger upper legs were rated MARGINAL. Protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 0.43 point penalty was applied.

In the full width frontal test, protection was ADEQUATE for the chest of both the driver and the rear passenger, as well as the neck of the rear passenger. Protection was GOOD for all other critical body regions.

In the side impact test, measurements from the test dummy for all body regions were GOOD, however the curtain airbag did not open as intended and a penalty was applied, reducing the rating for the driver's head to ADEQUATE.

In the oblique pole test, chest protection offered to the driver was MARGINAL, while protection of all other critical body regions was rated as GOOD.

The Chery C5 is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)#	5.44	(out of 8)
FULL WIDTH FRONTAL#	7.61	(out of 8)
SIDE IMPACT#	5.63	(out of 6)
OBLIQUE POLE#	5.04	(out of 6)
WHIPLASH PROTECTION	3.71	(out of 4)
FAR SIDE IMPACT	4.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)

DRIVER

Head / neck:	4.00 pts
Chest:	3.10 pts
Upper legs:	2.00 pts
Lower legs:	2.98 pts
Deductions:	-1.00 pts *(variable contact)*
	-1.00 pts *(concentrated load)*

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	2.00 pts
Lower legs:	2.21 pts
Deductions:	-1.00 pts *(variable contact)*
	-1.00 pts *(concentrated load)*

COMPATIBILITY

Deductions:	-0.43 pts

FULL WIDTH FRONTAL (50km/h)

DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.37 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	3.66 pts
Chest:	3.39 pts
Upper legs:	4.00 pts
Deductions:	Nil

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	1.00 pt default

SIDE IMPACT

OBLIQUE POLE

SIDE IMPACT (MDB) (60km/h)

Head:	3.00 pts
Chest:	4.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts *(incorrect airbag deployment))*

OBLIQUE POLE (32km/h)

Head:	3.00 pts
Chest:	2.44 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts *(incorrect airbag deployment))*

FAR SIDE IMPACT

SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger:	2.71 pts
Rear passenger:	1.00 pts

CHILD OCCUPANT PROTECTION

88%
43.32 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year old dummy was ADEQUATE, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both dummies, and maximum points were scored.

The Chery C5 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however one of the selected convertible seats in rearward-facing mode and one of the selected booster seats could not be correctly installed in the centre rear seating position.

DYNAMIC TEST (FRONT)	15.70	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.62	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(out of 13)

FRONTAL OFFSET (MPDB) (50km/h)

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT (60km/h)

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	✕	●	✕	-	-
Integrated child restraints	✕	✕	✕	-	-
Top tether anchorage	✕	●	●	-	-
Airbag disabling	✕	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

88%

43.32 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION

68%

36.96 POINTS
OUT OF 54

The bonnet provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded at the base of the windscreen and on the stiff windscreen pillars.

The leading edge of the bonnet showed mostly POOR protection of the pelvis, while the bumper provided GOOD protection to pedestrians' legs.

The Chery C5 is fitted with an autonomous emergency braking (AEB) system capable of recognising and reacting to pedestrians and cyclists. Testing of this system showed GOOD performance in most forward pedestrian test scenarios and in reversing scenarios where the pedestrian is walking behind the test vehicle.

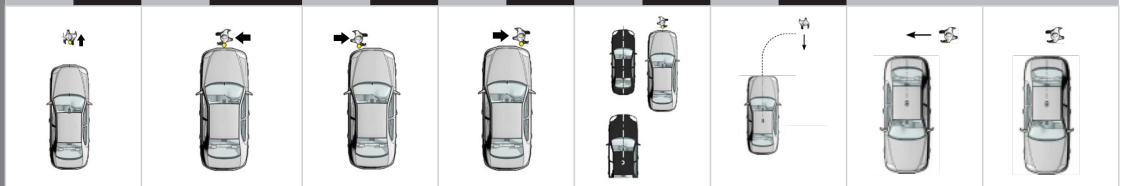
GOOD performance was also seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

HEAD IMPACTS	15.32	(out of 24)
UPPER LEG IMPACTS	1.45	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian (forward)	6.32	(out of 7)
AEB - Pedestrian (backover)	1.00	(out of 2)
AEB - Cyclist	6.88	(out of 9)

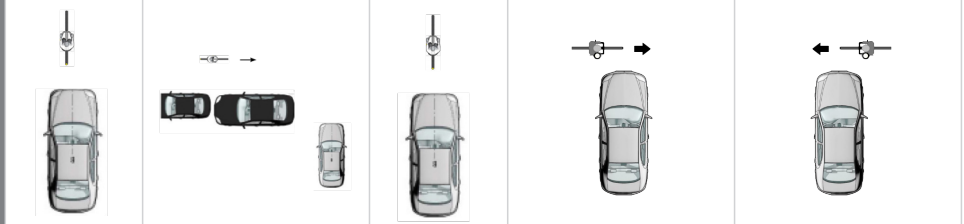
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME: Automatic Emergency Braking System
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4-65 km/h
DESCRIPTION: System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN

	AEB + FCW		FORWARD										BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
TEST SCENARIO														
PERFORMANCE				–						–		–		
	GOOD													

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
TEST SCENARIO					
PERFORMANCE					
	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY ASSIST

83%
13.36 POINTS
OUT OF 16

The Chery C5 is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Lane support system tests (ELK and LKA) were conducted on an Australian-specification vehicle with updated software following software updates made by Chery. Performance in most test scenarios was similar to the performance observed in vehicles fitted with the earlier software version, however the vehicle did not respond in a small number of ELK test scenarios and this is reflected in a reduced ELK score.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS		
- Seat belt reminders	2.00	(out of 2)
- Driver monitoring	1.00	(out of 1)
SPEED ASSISTANCE SYSTEMS	2.65	(out of 3)
LANE SUPPORT SYSTEMS	2.50	(out of 4)
AEB - Car-to-Car	3.44	(out of 4)
AEB - Junction Assist	1.78	(out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Warning / Lane Departure Prevention / Emergency Lane Keeping
OPERATIONAL FROM: 60-150 km/h

EMERGENCY LANE KEEPING (ELK)

TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	MARGINAL										

LANE KEEP ASSIST (LKA)

TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	
Lane Departure Warning (LDW)	[NOT TESTED]
Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

83%
13.36 POINTS OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Automatic Emergency Braking System
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4-150 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Driving towards a stationary car				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			
	GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✕ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	–
Seat belt pre-tensioners (front)	●	–
Seat belt pre-tensioners (rear outboard) - 2nd row	●	–
Seat belt pre-tensioners (rear centre) - 2nd row	✕	–
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	–
Intelligent seat belt reminder (front passenger)	●	–
Intelligent seat belt reminder (2nd row seats)	●	–
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	–
Airbag - frontal (passenger)	●	–
Airbags - side, chest protection (front seats)	●	–
Airbags - side, chest protection (2nd row seats)	✕	–
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	–
Airbags - side, head protection (2nd row seats)	●	–
Airbags - side, head protection (3rd row seats)	–	–
Airbag - centre	●	–
Airbag - knee (driver)	✕	–
Airbag - knee (front passenger)	✕	–
Airbag disabling switch - automatic (front passenger)	✕	–
Airbag disabling switch - manual (front passenger)	✕	–
Head restraints for all seats	●	–
Active bonnet	✕	–
Adaptive cruise control (ACC)	●	–
Anti-lock braking system (ABS)	●	–
Autonomous emergency braking (AEB) - Car-to-Car	●	–
Autonomous emergency braking (AEB) - VRU	●	–
Autonomous emergency braking (AEB) - Backover	●	–
Autonomous emergency braking (AEB) - Junction Assist	●	–
Automatic emergency call (eCall)	✕	–
Blind spot monitor (BSM)	●	–
Child presence alert	✕	–
Electronic brakeforce distribution (EBD)	●	–
Event data recorder (EDR)	●	–
Electronic stability control (ESC)	●	–
Emergency brake assist (EBA)	●	–
Emergency stop signal (ESS)	✕	–
Fatigue reminder	●	–
Fatigue monitor / detection	●	–
Forward collision warning (FCW)	●	–
ISOFix	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)	●	–
Pre-crash systems	●	–
Rear cross-traffic alert (RCTA)	●	–
Reversing collision avoidance (camera)	●	–
Roll stability system	●	–
Secondary / multi-collision brake	●	–
Speed assistance - auto / intelligent speed limiter	●	–
Speed assistance - manual speed limiter	●	–
Speed assistance - speed sign recognition & warning	●	–
Smart (intelligent) key	✕	–
Vehicle-to-infrastructure communication (V2I)	✕	–
Vehicle-to-vehicle communication (V2V)	✕	–

TESTED MAKE / MODEL	Chery Omoda 5 LHD Chery Omoda 5 RHD*
TESTED VEHICLE(S) BUILT	2022, 2023 & 2024
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.6 & 1.5 litre petrol & Battery Electric (BEV)
RATING PUBLISHED	September 2025
RATING UPDATED	n/a

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

* Lane support system tests conducted on Australian-specified vehicle (software version 00.10.10).

● STANDARD ○ OPTIONAL ✕ NOT AVAILABLE

● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS