

CHERY TIGGO 8



APPLIES TO All variants	BUILT FROM March 2025	RATING CRITERIA 2023-2025
VEHICLE TYPE Large SUV	ON SALE FROM July 2025	RATING EXPIRES December 2031
ENGINE / MOTOR TYPES Petrol + PHEV	MODEL SERIES N/A	AIRBAGS Dual frontal, side chest, side head, centre



ANCAP
SAFETY

TESTED
2025



The Chery Tiggo 8 Pro Max was first introduced in Australia in May 2024 and New Zealand in July 2025. This ANCAP safety rating applies to updated Chery Tiggo 8 vehicles, built from March 2025 and on sale from July 2025. This rating is based on testing of the closely-related Chery Tiggo 7. ANCAP was provided with technical information to show that the test results of the Tiggo 7 are also applicable to the Chery Tiggo 8.

Dual frontal, side chest-protecting and side head-protecting 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 & Crossing, Backover and Head-On) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed assist system (SAS) with a speed sign recognition system are standard.

SAFETY NOTE

There are no top tether anchorages for child restraints in the third row of seats. Installation of child restraints in the third row is therefore not recommended.

ASSESSMENT SCORES

 Adult Occupant Protection 82% 33.17 out of 40	 Child Occupant Protection 86% 42.23 out of 49	 Vulnerable Road User Protection 80% 50.60 out of 63	 Safety Assist 82% 14.79 out of 18
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RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Chery Tiggo 8 Pro Max Urban	5 door SUV	2.0 litre petrol	4WD	✓	✓
Chery Tiggo 8 Pro Max Ultimate	5 door SUV	2.0 litre petrol	4WD	✓	✓
Chery Tiggo 8 Urban	5 door SUV	1.5 litre PHEV	2WD	✓	✓
Chery Tiggo 8 Ultimate	5 door SUV	1.5 litre PHEV	2WD	✓	✓
Chery Tiggo 8 Urban	5 door SUV	1.5 litre PHEV	4WD	✓	✓
Chery Tiggo 8 Ultimate	5 door SUV	1.5 litre PHEV	4WD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.



Adult Occupant Protection

82%

33.17 out of 40

FRONTAL OFFSET (MPDB)*
4.21 points out of 8

FULL WIDTH FRONTAL*
7.55 points out of 8

SIDE IMPACT*
6.00 points out of 6

OBLIQUE POLE*
5.11 points out of 6

WHIPLASH PROTECTION
3.35 points out of 4

FAR SIDE IMPACT
3.95 points out of 4

RESCUE & EXTRICATION
3.00 points out of 4

* Scaled scores. Total test scored out of 16.00 points.

The passenger compartment remained stable in the **frontal offset (MPDB)** test. Dummy readings for the driver indicated ADEQUATE protection for the chest and lower legs, and WEAK protection for the upper legs. ADEQUATE protection is provided to the chest and lower legs of the front passenger, and MARGINAL protection for the upper legs. Protection was GOOD for all other critical body regions for both the driver and front passenger.

A driver knee airbag was standard on Chery Tiggo 8 vehicles built prior to March 2025, however Tiggo 8 vehicles built from March 2025 are not fitted with a knee airbag. The originally-tested vehicle was fitted with a driver's knee airbag, however it did not deploy properly in the test, and did not fully cover the knee impact zone. Penalties were applied. Additional testing was undertaken on a vehicle without the knee airbag and results from this test showed levels of protection were similar with or without the knee airbag.

The front structure presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.61 point penalty (out of 8.00 points) was applied.

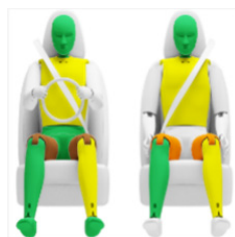
In the **full width frontal** test, protection of the driver's chest and upper legs, as well as the rear passenger chest, was ADEQUATE. GOOD protection was offered to all other critical body regions of both the driver and rear passenger.

In the **side impact** test, protection offered to all critical body regions of the driver was GOOD. In the more severe **oblique pole** test, protection for the head and pelvis was GOOD and chest protection was MARGINAL.

The Chery Tiggo 8 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 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. It was demonstrated that, if the car entered water, the doors and windows of the Chery Tiggo 8 would remain functional for the minimum required time period.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	3.26 pts	3.84 pts
Upper Legs	1.00 pts	1.78 pts
Lower Legs	3.91 pts	3.78 pts
Deductions	-1.00 pts (variable contact)	-1.00 pts
	-1.00 pts (concentrated load)	(variable contact)
	-1.00 pts (incorrect airbag deployment)	-1.00 pts (concentrated load)

COMPATIBILITY

Deductions	-3.61 pts
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FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	4.00 pts
Chest	3.32 pts	3.89 pts
Upper Legs	3.00 pts	4.00 pts
Deductions	-1.00 pts (incorrect airbag deployment)	Nil

SIDE IMPACT TEST - 60km/h



	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	1.63 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

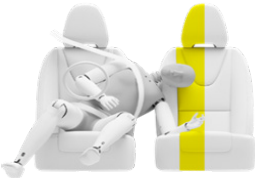
82%

33.17 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	3.73 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.53 pts	0.81 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	●	0.50 pt

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

86%

42.23 out of 49

DYNAMIC TEST (FRONT)
15.80 points out of 16RESTRAINT INSTALLATION
11.43 points out of 12DYNAMIC TEST (SIDE)
8.00 points out of 8ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy where protection was ADEQUATE.

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

The Chery Tiggo 8 is fitted with lower ISOFix anchorages on the second row rear outboard seats and top tether anchorages for all second row seating positions. Top tether anchorages are not available in the third row.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most second row seating positions, though for the centre rear position the Type A capsule, one of the convertible seats (forward facing), and one of the selected booster seats could not be correctly installed.

A direct child presence detection (CPD) system, which provides an alert when a child may have been left in the vehicle, is fitted to all passenger seats as standard, however, the system did not meet ANCAP's requirements and was not rewarded.

NOTE: There are no top tether anchorages for child restraints in the third row of seats. Installation of child restraints in the third row is therefore not recommended.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD

10 YEAR OLD

10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	×	●	×	×	-
Top Tether Anchorage	×	●	●	×	-
Airbag Disabling	×	-	-	-	-
Child Presence Detection 0.00 pts (out of 4.00pts)	×	×	×	×	-

● FITTED AS STANDARD × NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE[^]

		FRONT ROW PASSENGER			2nd ROW			3rd ROW		
					L	C	R	L	C	R
BELTED	Rearward-facing capsule	×	●	●	●	●	●	×	-	×
	Rearward-facing with harness - convertible (Model A)	×	●	●	●	●	●	×	-	×
	Rearward-facing with harness - convertible (Model B)	×	●	●	●	●	●	×	-	×
	Forward-facing with harness - convertible (Model A)	×	●	●	●	●	●	×	-	×
	Forward-facing with harness - convertible (Model B)	×	●	●	●	●	●	×	-	×
	Booster - 4 to 8 years	×	●	●	●	●	●	×	-	×
	Booster - 4 to 10 years	×	●	●	●	●	●	×	-	×
ISOFIX	Rearward-facing capsule	×	●	-	●	×	×	×	-	×
	Rearward-facing with harness - convertible (Model A)	×	●	-	●	×	×	×	-	×
	Rearward-facing with harness - convertible (Model B)	×	●	-	●	×	×	×	-	×
	Forward-facing with harness - convertible (Model A)	×	●	-	●	×	×	×	-	×
	Forward-facing with harness - convertible (Model B)	×	●	-	●	×	×	×	-	×

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - N/A

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

NOT TESTED

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australian 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 Australian child restraints - see www.childcarseats.com.au.
 * 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 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.



Vulnerable Road User Protection

80%
50.60 out of 63

HEAD PROTECTION (Adult, Child, Cyclist)
11.61 points out of 18

PELVIS PROTECTION
2.71 points out of 4.5

FEMUR PROTECTION
4.50 points out of 4.5

KNEE & TIBIA PROTECTION
9.00 points out of 9

AEB PEDESTRIAN (Forward)
6.56 points out of 7

AEB PEDESTRIAN (Backover)
0.00 points out of 2

AEB CYCLIST
8.23 points out of 9

AEB MOTORCYCLE
6.00 points out of 6

LSS MOTORCYCLE
2.00 points out of 3

In **pedestrian impact** tests, the bonnet and windscreen 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 stiff windscreen pillars, the base of the windscreen and front edge of the bonnet surface.

Protection of the pelvis was mixed, with areas of GOOD, MARGINAL and POOR performance, while protection of the femurs and lower legs was GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, including in some turning scenarios. **AEB Backover** is standard on Australian and New Zealand vehicles, but was not fitted to the tested vehicle, and was therefore not assessed.

GOOD performance was seen in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in turning scenarios. The vehicle provided a warning for all doors when a bicycle is approaching from behind (**cyclist anti-dooring**).

GOOD performance was seen in the **AEB Motorcyclist** tests, including in turning scenarios. ADEQUATE performance was seen in emergency lane keeping tests with a motorcyclist.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Autonomous Emergency Braking System
Type	Autonomous emergency braking with forward collision warning
Operational From	4-85 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

CYCLIST DOORING

Information (driver door)	●
Warning (driver door)	✗
Retention (driver door)	✗
Warning or retention (all other doors)	●

● PASS ✗ FAIL - N/A

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Vulnerable Road User Protection

80%

50.60 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)	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 (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			TARGET MOTORCYCLE SPEED		
	40m HEADWAY						30km/h	45km/h	60km/h
AEB (10-50km/h)									
FCW (30-80km/h)									
PERFORMANCE	GOOD						GOOD		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	LKA+ELK
Operational From	65-160 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	ADEQUATE				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

82%

14.79 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

DRIVER MONITORING
0.70 points out of 2

SPEED ASSISTANCE SYSTEMS
2.70 points out of 3

AEB / AES (Car-to-Car)
3.70 points out of 4

AEB / AES (Junction & Crossing)
3.44 points out of 4

AEB / AES (Head-On)
1.00 points out of 1

LANE SUPPORT SYSTEMS
2.25 points out of 3

The Chery Tiggo 8 is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

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

Tests of lane support system (LSS) functionality showed GOOD performance in LKA scenarios, and ADEQUATE performance in the more critical ELK scenarios.

A direct driver monitoring system (DMS) that can detect driver drowsiness and distraction is fitted as standard. The system provides a warning to the driver and can adjust driver assistance parameters.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

A speed assistance system (SAS) with speed limit information function (SLIF) is standard, informing the driver of the local speed limit and allowing the driver to manually set the speed accordingly. Intelligent speed limiter (ISL) is also standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	AEB
Type	Autonomous emergency braking with forward collision warning
Operational From	5-133 km/h



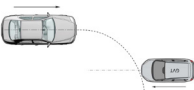
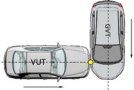


Safety Assist

82%

14.79 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
									
TEST VEHICLE SPEED	Start from stop	-	-	-					
	10km/h				-	-	-	-	-
	15km/h				-	-	-	-	-
	20km/h								
	30km/h	-	-	-					
	40km/h	-	-	-					
	50km/h	-	-	-					
	60km/h	-	-	-					
PERFORMANCE		GOOD			GOOD				

				HEAD-ON	
				In the path of oncoming vehicle	
		TARGET VEHICLE SPEED		50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h			-
		70km/h		-	
	Lane change	50km/h			-
		70km/h		-	
PERFORMANCE				GOOD	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	LKA+ELK
Operational From	65-160 km/h

		Dashed line	Solid line
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car			
PERFORMANCE			
		GOOD	

		Oncoming vehicle	Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)	Road edge		Solid line	
			UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE									
		ADEQUATE							



Safety Assist

82%

14.79 out of 18

OCCUPANT STATUS

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

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	✗
Unresponsive Driver	-	✗

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE

Speed Limit Information Function (SLIF)	Camera & map
Manual Speed Limiter	[NOT TESTED]
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	[NOT TESTED]

HUMAN MACHINE INTERFACE (HMI)

FEATURE

AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors / emergency steering support	✗
Lane Departure Warning (LDW)	[NOT ASSESSED]
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	✗	✗
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	●
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	●	●
Cyclist dooring detection / alert	✗	✗
Driver monitoring system - Indirect	●	●
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	✗	✗
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL

Chery Tiggo 7 PHEV, LHD
Chery Tiggo 7 Pro Urban, RHD
Chery Tiggo 8 Pro Max Elite, RHD

TESTED VEHICLE ENGINE

1.5 litre PHEV
1.6 litre petrol
2.0 litre petrol

RATING UPDATED

n/a

TESTED BODY TYPE

5 door SUV

RATING PUBLISHED

December 2025