

CHERY TIGGO 8 PRO MAX



APPLIES TO
All variants

BUILT FROM
April 2024 - February 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Medium SUV

ON SALE FROM
May 2024 - June 2025

RATING EXPIRES
N/A

ENGINE / MOTOR TYPES
Petrol

MODEL SERIES
N/A

AIRBAGS
Dual frontal, side chest, side head,
centre, driver knee



ANCAP
SAFETY

TESTED
2023



The Chery Tiggo 8 Pro Max was introduced in Australia in May 2024. The ANCAP safety rating for the Chery Tiggo 8 Pro Max is based on testing of its partner model, the Chery Tiggo 7 Pro. ANCAP conducted additional pedestrian impact tests and was provided with technical information to show that the test results of the Chery Tiggo 7 Pro also apply to the Chery Tiggo 8 Pro Max. This ANCAP safety rating applies to all Chery Tiggo 8 Pro Max variants.

Dual frontal airbags, side chest-protecting and side head-protecting airbags, and a driver knee airbag 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 an advanced speed assistance system (SAS) are standard on all variants.

SAFETY NOTE

NOTE: Installation of child restraints in the third row is not recommended as there are no top tether anchorages.

ASSESSMENT SCORES



Adult Occupant Protection

88%

35.34 out of 40



Child Occupant Protection

87%

42.74 out of 49



Vulnerable Road User Protection

79%

50.30 out of 63



Safety Assist

86%

15.54 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Chery Tiggo 8 Pro Max Urban	5 door SUV	2.0 litre petrol	2WD	✓	-
Chery Tiggo 8 Pro Max Elite ♦	5 door SUV	2.0 litre petrol	2WD	✓	-
Chery Tiggo 8 Pro Max Ultimate	5 door SUV	2.0 litre petrol	AWD	✓	-

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



Adult Occupant Protection

88%

35.34 out of 40

FRONTAL OFFSET (MPDB)*
5.49 points out of 8

OBLIQUE POLE*
4.84 points out of 6

RESCUE & EXTRICATION
4.00 points out of 4

FULL WIDTH FRONTAL*
7.48 points out of 8

WHIPLASH PROTECTION
3.52 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

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

The passenger compartment of the vehicle remained stable in the **frontal offset (MPDB) test**. Dummy readings indicated that protection of the driver's chest was **WEAK** and the driver's lower legs was **ADEQUATE**, while protection of the front passenger chest was **ADEQUATE**. Protection of all other critical body regions for the driver and front passenger was **GOOD**.

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 1.38 point penalty (out of 8 points) was applied.

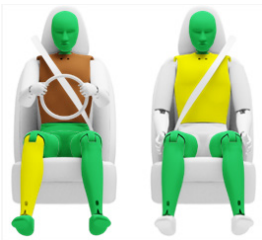
In the **full width frontal test**, protection of the driver dummy chest was **ADEQUATE** and protection was also **ADEQUATE** for the neck and chest of the rear passenger. **GOOD** protection was offered for all other critical body regions of both the driver and rear passenger.

In the **side impact test**, protection offered to all critical body regions of the driver was **GOOD** and maximum points were scored in this test. In the **oblique pole test**, protection of the chest was **WEAK**, while protection was **GOOD** for all other critical body regions.

The vehicle 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 the vehicle-to-vehicle impact scenario, and **ADEQUATE** in 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. It was demonstrated that, if the car entered water, the doors would remain functional for the minimum required time period, and an escape hammer is provided to allow egress via the windows.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	1.30 pts	2.86 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.07 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY	
Deductions	-1.38 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.96 pts
Chest	3.20 pts	2.74 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	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	0.92 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

88%

35.34 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	Nil



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	Nil



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.71 pts	0.81 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	2.00 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

87%

42.74 out of 49

DYNAMIC TEST (FRONT)
15.70 points out of 16

RESTRAINT INSTALLATION
11.43 points out of 12

DYNAMIC TEST (SIDE)
7.62 points out of 8

ON-BOARD SAFETY FEATURES
8.00 points out of 13

In the **frontal offset test**, protection of the neck of the 10 year 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 the head of the 10 year dummy was ADEQUATE, while that of other body areas of both the 6 year and 10 year dummies was GOOD.

The Chery Tiggo 8 Pro Max is fitted with lower ISOFix anchorages on the second row rear outboard seats and top tether anchorages on the second row rear seating positions.

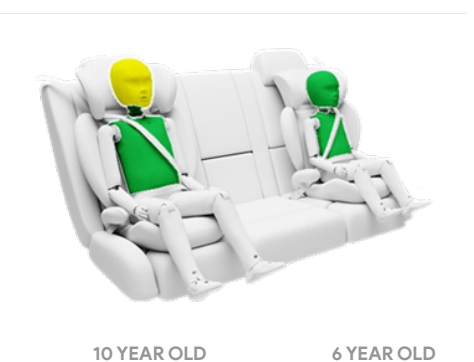
An indirect child presence detection (CPD) system, which provides an alert when a child may have been left in the rear passenger seats of the vehicle, is fitted as standard.

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.

NOTE: Installation of child restraints in the third row is not recommended as there are no top tether anchorages.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



ON-BOARD SAFETY FEATURES	FRONTAL OFFSET (MPDB) TEST - 50km/h				
	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	✗	✗	-
Top Tether Anchorage	✗	●	●	✗	-
Airbag Disabling	✗	-	-	-	-
Child Presence Detection 1.00 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	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	✗	●	●	●	✗	-	✗	-	✗
ISOFIX	Booster - 4 to 10 years	✗	●	●	●	✗	-	✗	-	✗
	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

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.
* 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

79%
50.30 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.72 points out of 18	KNEE & TIBIA PROTECTION 8.48 points out of 9	AEB CYCLIST 7.91 points out of 9
PELVIS PROTECTION 1.50 points out of 4.5	AEB PEDESTRIAN (Forward) 5.65 points out of 7	AEB MOTORCYCLE 5.54 points out of 6
FEMUR PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Backover) 1.00 points out of 2	LSS MOTORCYCLE 3.00 points out of 3

The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian, while MARGINAL and POOR results were recorded at the rear of the bonnet, on the stiff windscreen pillars, and at the front of the bonnet.

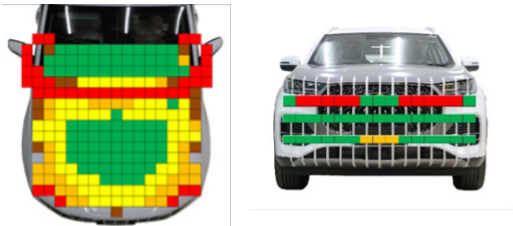
Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while protection of the femurs was GOOD and lower legs was predominantly GOOD.

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 turning scenarios, with collisions avoided or mitigated in most tests. Performance in reverse (AEB Backover) scenarios was MARGINAL.

GOOD performance was seen in **AEB cyclist** test scenarios with collisions avoided or mitigated at all test speeds including in the turning scenarios. The vehicle provides information-only when a bicycle is approaching from behind (cyclist anti-dooring).

GOOD performance was seen in all AEB motorcyclist tests.

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	5-80 km/h

AEB CYCLIST TEST SCENARIOS (forward)	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
PERFORMANCE	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

79%
50.30 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	MARGINAL			

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	Chery Smart Driver Assistance System
Operational From	65-150 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (GVT at 72km/h)		Overtaking motorcycle (GVT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE					
	GOOD				



Safety Assist

86%

15.54 out of 18

SEAT BELT REMINDERS
1.00 point out of 1

DRIVER MONITORING
1.65 points out of 2

SPEED ASSISTANCE SYSTEMS
2.45 points out of 3

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

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

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

LANE SUPPORT SYSTEMS
3.00 points out of 3

The Chery Tiggo 8 Pro Max is fitted with autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, 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 many of the **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or crossing into the path of an oncoming vehicle.

Tests of **lane support system** (LSS) functionality showed GOOD performance across all test scenarios, including in several of the more critical emergency lane keeping test scenarios. Full points were scored for LSS functionality.

A **speed assistance system** (SAS) with speed limit information function (SLIF) and intelligent adaptive cruise control (iACC) are fitted, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

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

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Autonomous Emergency Braking System
Type	Autonomous emergency braking system with forward collision warning
Operational From	5-135 km/h



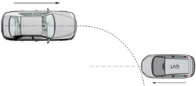
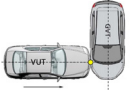


Safety Assist

86%

15.54 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			ADEQUATE				

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

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Chery Smart Driver Assistance System
Operational From	65-150 km/h

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

		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		GOOD							



Safety Assist

86%

15.54 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	✗
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✗

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	✗
Lane Departure Warning (LDW)	●
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 (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 Pro Urban, RHD
Chery Tiggo 8 Pro Max Elite, RHD

TESTED VEHICLE ENGINE RATING UPDATED
1.6 litre petrol February 2025
2.0 litre petrol

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
May 2024