

Mahindra BOLERO NEO



20.26 max. 34.00 Adult



12.71 max. 49.00 Child

SPECIFICATIONS

Tested model Mahindra Bolero Neo

Body type 5 door SUV

Year of publication 2024

Crash test weight (KG) 1799

VIN from which Rating applies

Made in India

Test valid for India market

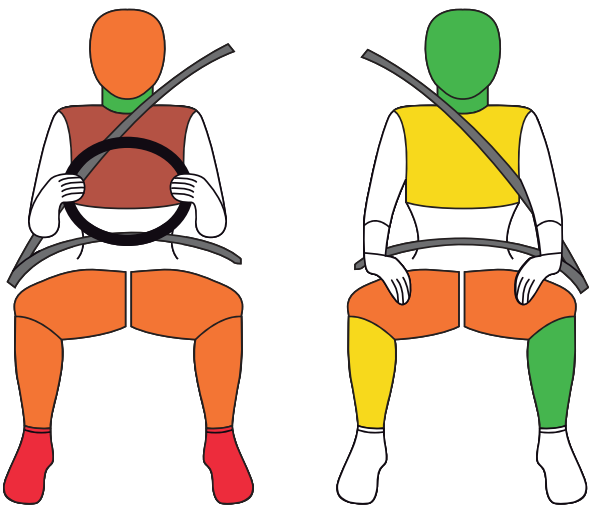
SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES - STANDARD	YES - STANDARD	NOT APPLICABLE
Belt pretensioner	YES - STANDARD	YES - STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES - STANDARD	YES - STANDARD	NOT AVAILABLE
Knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side chest airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NOT AVAILABLE
Airbag cut-off switch	NOT APPLICABLE	NOT AVAILABLE	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES - STANDARD	YES - STANDARD	NOT AVAILABLE
OTHER SAFETY SYSTEMS			
ESC standard	NOT AVAILABLE		
GTR 9 - UN 127 Pedestrian protection	NOT AVAILABLE		
AEB Pedestrian	NOT AVAILABLE		
AEB City	NOT AVAILABLE		
AEB Inter-Urban	NOT AVAILABLE		
Speed Assist System	NOT AVAILABLE		
Lane Assist system	NOT AVAILABLE		

ADULT OCCUPANT PROTECTION

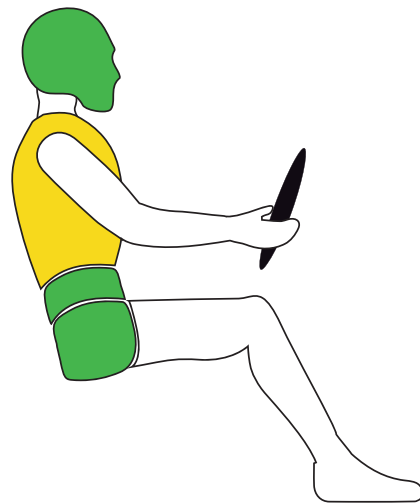
Frontal offset deformable barrier test

5.272 p



Side movable deformable barrier test (car)

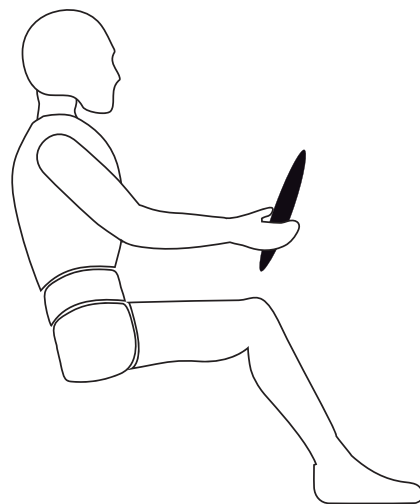
14.987 p



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Side pole impact test (pole)

NO TEST



Bodyshell integrity (frontal) UNSTABLE

Side impact protection doors (Structural) YES

Comments

Frontal impact: the protection offered to the driver's head was marginal, and passenger's head showed good protection. Driver's and passenger's neck showed good protection. Driver's chest showed weak protection, and passenger's chest showed adequate protection. Driver's and passenger's knees showed marginal protection as they can impact dangerous structures behind the fascia. Driver's tibias showed marginal protection and passenger's tibias showed adequate to good protection. Footwell area was rated as unstable. The bodyshell was rated as unstable and it is not capable of withstanding further loadings.

Side impact: head, abdomen and pelvis showed good protection and chest showed adequate protection. The rear door on the struck side was found open after the test.

Side pole impact: pole impact was not tested as curtain airbags are not standard.

ESC is not fitted as standard.

SBRs do not meet Global NCAP's requirements. All this explained the 1 star result.

CHILD OCCUPANT PROTECTION

CHILD RESTRAINT SYSTEM

Dynamic score
11.07 (max 24.00)

CRS Installation Score
1.64 (max 12.00)

Vehicle assessment score
0.00 (max 13.00)

	Child restraint	Dynamic score	CRS Type	Adjust	Position
18 month old child	Britax Roemer Baby Safe	Front 0.00 (8 max) Side 0.00 (4 max)	0+	BELTED	RWF
3 year old child	SafeFix Plus	Front 7.07 (8 max) Side 4.00 (4 max)	I	BELTED	FWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES - STANDARD	NOT AVAILABLE
i-Size	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

● PASS ● FAIL ● EXEMPT

REFERENCE LIST		1ST ROW			2ND ROW			3RD ROW		
		LEFT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER
Group 0+	Peg Perego Viaggio Switchable (BELTED)	○	○	●	●	●	○	●	○	●
Group 0+	Roemer Baby Safe (ISOFIX / LEG)	N/A	●	N/A	●	●	○	○	●	
Group 0+	Bébé Confort Stry Fix / Maxi Cosi Citi (BELTED)	○	○	●	●	●	○	○	●	
Group I	Peg Perego Viaggio Switchable FWF (BELTED)	○	○	●	●	●	○	○	●	
Group I	Graco Cadeira Nautilus FWF (BELTED)	●	○	●	●	●	○	○	●	
Group II/II	Burigotto Multipla 1,2,3 (BELTED)	○	○	●	●	●	○	○	●	
Group II/II	Graco Cadeira Nautilus (BELTED)	○	○	●	●	●	○	○	●	
MANUFACTURTER										
Q1.5	Britax Roemer Baby Safe (BELTED)	○	○	●	●	●	○	○	●	
Q3	SafeFix Plus (BELTED)	○	○	●	●	●	○	○	●	

Comments

Frontal impact: the child seat for the 3 year old was installed forward facing using the adult seatbelt and a support leg and it was able to prevent head exposure during the frontal impact, offering almost full protection. The child seat for the 18 month old was installed rearward facing using the seatbelt and it was not able to prevent head exposure during the frontal impact, offering limited protection. The position of the Q1.5 CRS was exempted for universal CRS so dynamic points cannot be scored in this position.

Side impact: both CRS's offered full side impact protection.

The car does not offer 3 point belts in all seating positions as standard in all versions. The marking warning consumers about rearward facing CRS in the front passenger position does not fulfil the requirements. It does not offer the possibility to disconnect the passenger airbag in case a rearward facing CRS will be installed in this position. The CRS installation failed in several positions. All this explains the 1 star for child occupant protection.