



Lynk & Co 02
Standard Safety Equipment

2025



Adult Occupant



90%

Child Occupant



87%

Vulnerable Road Users



83%

Safety Assist



89%

SPECIFICATION

Tested Model	Lynk&Co 02 Ultra, LHD
Body Type	- 5 door SUV
Year Of Publication	2025
Kerb Weight	1820kg
VIN From Which Rating Applies	- all Lynk & Co 02
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	✘
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

 ADULT OCCUPANT

Total 36.1 Pts / 90%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 13.7 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.8 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 4.0 / 4 Pts



Rear Seat Front Seat

ADULT OCCUPANT

Total 36.1 Pts / 90%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Rescue and Extrication		2.7 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the Lynk & Co 02 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and the front seat passenger. Lynk & Co showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Lynk & Co 02 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all critical body regions of both the driver and the rear seat passenger. In the side barrier test, the Lynk & Co 02 provided good protection to all critical body areas and scored maximum points. In the more severe side pole impact, protection was at least adequate for all critical body areas. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Lynk & Co 02 has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. The airbag performed well in Euro NCAP's tests with dummy readings indicating good protection for both the driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Lynk & Co demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

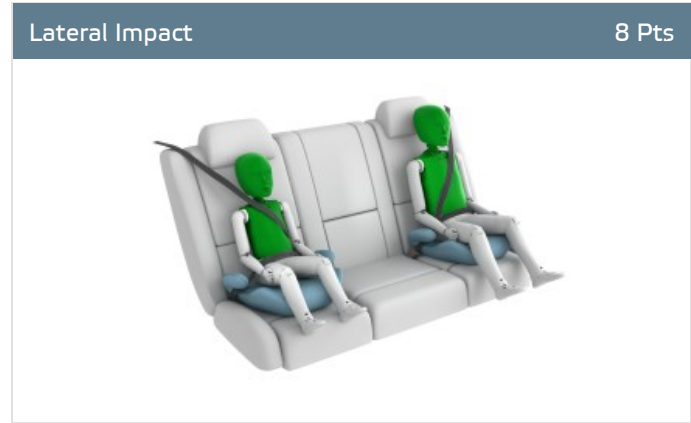
CHILD OCCUPANT

Total 42.7 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Cybex Soluton T I-fix*
 Restraint for 10 year old child: *Graco Booster Basic R129*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘
Top tether	●	●	✘
Child Presence Detection	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

11.7 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Version 080725

CHILD OCCUPANT

Total 42.7 Pts / 87%


Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	●
	✗	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	●	●	●	—	●
	✗	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	●	●
	●	●	●	✗	●
	✗	●	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Version 080725

 CHILD OCCUPANT

Total 42.7 Pts / 87%

Comments

In both the frontal offset and the side barrier tests, protection was good for all critical body areas, for the 6 and 10 year dummies, and the Lynk & Co 02 scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The Lynk & Co 02 is not equipped with 'Child Presence Detection', a system which can alert others if children have been left in the car, is available as an option on the Lynk & Co 02, but was not included in this assessment. The largest i-Size child restraint could not be properly installed in the front passenger seat, as the seat foam interfered with insertion of the ISOFIX probes. Otherwise, all restrains could be properly installed and accommodated.

VULNERABLE ROAD USERS

Total 52.6 Pts / 83%



VRU Impact Protection 28.0 / 36 Pts



Pedestrian & Cyclist Head	11.9 Pts
Pelvis	4.5 Pts
Femur	2.6 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation 24.6 / 27 Pts

System Name	Collision Mitigation Support Front
Type	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

PERFORMANCE | ■

AEB Pedestrian 7.8 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child	■	—
Adult crossing a road into which a car is turning	■	—
Adult crossing the road	■	■
Child running from behind parked vehicles	■	■
Adult along the roadside	■	■

— Currently not tested

AEB Cyclist 7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	■
Turning across path of an oncoming cyclist	■
Approaching a crossing cyclist	■
Approaching a cyclist along the roadside	■

VULNERABLE ROAD USERS

Total 52.6 Pts / 83%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Cyclist Dooring Prevention 1.0 / 1 Pts

Scenario	Scenario
Dooring a passing cyclist	sudden opening prevention, all side doors"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist 2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was largely good or adequate, with poor results recorded on the stiff windscreen pillars and at the base and top of the screen. Protection of the pelvis was good at all test locations. Protection of the femur was mixed, while that of the knee and tibia was good at all test locations. The autonomous emergency braking system of the Lynk & Co 02 responds to vulnerable road users such as pedestrians and cyclists, as well as to other vehicles. In tests of its response to pedestrians, the system performed well. The system performed well in tests of its reaction to cyclists, while its response to motorcyclists was good.

SAFETY ASSIST

Total 16.1 Pts / 89%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 2.3 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring 2.7 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

Pass
 Fail
 Not available


> Driver Monitoring 1.7 / 2 Pts




System Name	Driver Performance Support
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long & Short Distraction and Phone Use

 SAFETY ASSIST


Total 16.1 Pts / 89%

Lane Support









 2.5 / 3 Pts

System Name	Lane Keeping Assist (LKA)
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car

 8.7 / 9 Pts

System Name	Autonomous Emergency Brake
Type	Autonomous emergency braking and forward collision warning
Operational From	4 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 16.1 Pts / 89%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has a direct driver status monitoring system as standard, detecting driver fatigue and some types of distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	Electric	Pro Halo *	4 x 2		

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
July 2025	Rating Published	2025