



ASEAN
NCAP
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ASEAN NCAP PROTOCOL



2021
2025

GUIDELINE FOR RATING PLATE

Version 2.0
October 2020

INTRODUCTION

1. Ratings by ASEAN NCAP are illustrated into an official rating plate.
2. The ASEAN NCAP rating plate consists of important information of the crash tested vehicle; make and model, single star rating that comprises results of the assessment on Adult Occupant Protection (AOP), Child Occupant Protection (COP), Safety Assist Technologies (SATs) and Motorcyclist Safety (MS) domains.
3. The first version of ASEAN NCAP rating plate for Phase I was originally designed with star rating for AOP and percentage-based for COP.
4. Beginning from Phase III in 2014, ASEAN NCAP revised the rating plate by including the star rating for COP, fitment status of SATs and side impact test result.
5. In 2017, ASEAN NCAP shifted to a single rating system in which the rating plate also went through a tremendous change.
6. The ASEAN NCAP rating plates for all versions are shown in appendices.
7. The rating plate will be made public once the test result has been officially announced.
8. This guideline only explains the current version of the ASEAN NCAP rating plate (Appendices I and II). The former versions (for Phase I and Phase III) are illustrated in Appendices III and IV, respectively.
9. The information provided here will be considered **Open for Public** as it will be used by ASEAN NCAP primarily in its publications in order to deliver the most accurate information.

SECTION A: MAKE AND MODEL

1. This section's information provides the make and model of the assessed vehicle.
2. The rating for the make and model applies to the countries that are stated in its result report available on ASEAN NCAP official website.

SECTION B: CRASH TEST DATE

1. This section provides the month and year of the crash test was conducted.

SECTION C: STAR RATING

1. The test result is shown in star rating with maximum 5-Star and Zero Star as the minimum result.
2. The star rating consists of the total assessment result performed on four assessed domains that are Adult Occupant Protection (AOP), Child Occupant Protection (COP), Safety Assist Technologies (SATs) and Motorcyclist Safety (MS).

3. The assessment under AOP makes up 40% of the overall score that comprised Offset Deformable Barrier (ODB) test, Side Impact test and Head Protection Technology (HPT).
4. The result for COP is on the Child Restraint System (CRS) used in the test as well as the injury level read by the in-dummy sensors. The Q3 and Q1.5 child dummies respectively represent 3-year-old child and 18-month-old infant. The score allocated for COP assessment is 20%.
5. The weightage scoring for SATs assessment makes up 20% of the overall score. It covers fitment of Effective Braking and Avoidance (EBA), Seatbelt Reminder System (SBR) for frontal and rear occupants, Advanced SBR for rear seats, Autonomous Emergency Braking (AEB) for City and Inter Urban and Advanced SATs.
6. The assessment for MS comprised 20% of the total score in ASEAN NCAP assessment. This domain assesses the vehicle safety technologies comprising Blind Spot Detection and Visualization, Advanced Rear Visualization (ARV), Pedestrian Protection, Auto High Beam (AHB) and Advanced Motorcyclist Safety Technology.

APPENDIX I

ASEAN NCAP Rating Plate (Version 3.0)

(Year 2017 Onwards)



- A** – Make and model
- B** – Crash test date
- C** – Overall star rating result

APPENDIX II

ASEAN NCAP Rating Plate (Version 3.0 Negative)

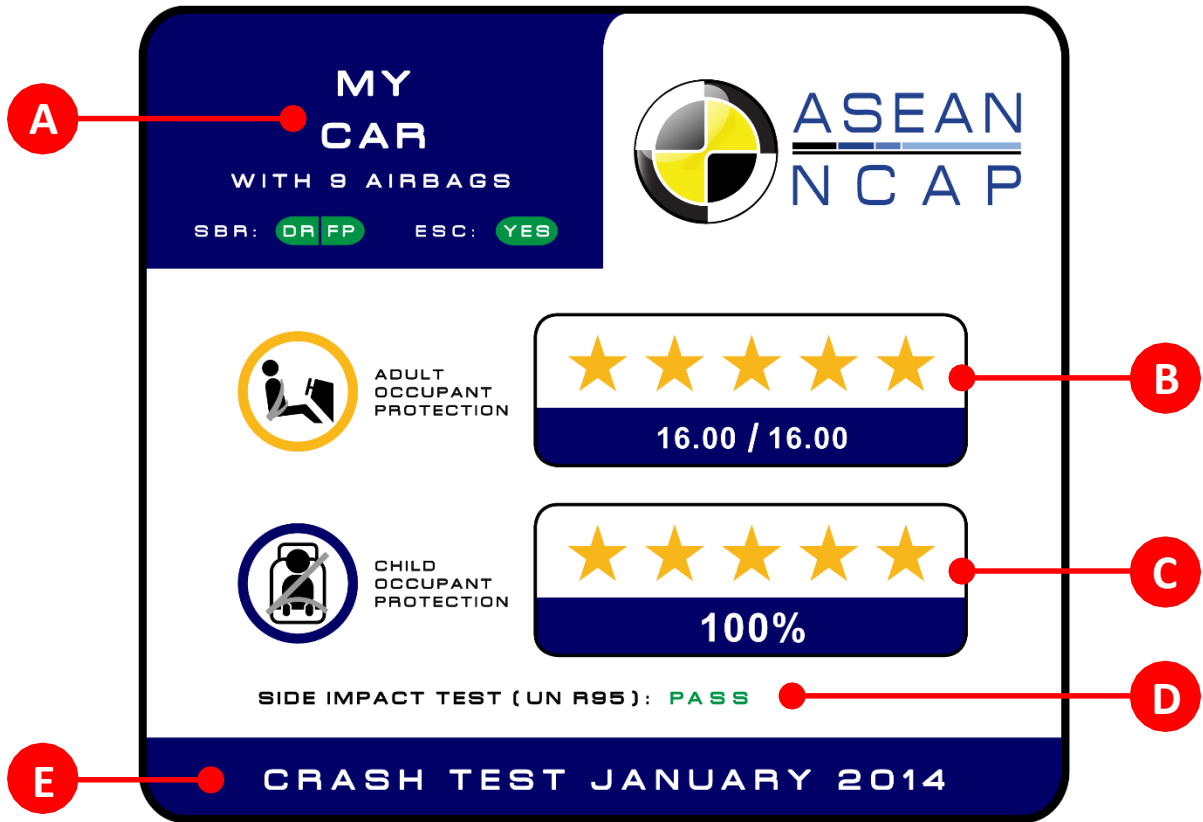
(Year 2017 Onwards)



APPENDIX III

ASEAN NCAP Rating Plate (Version 2.0)

(Phase III – 2016)

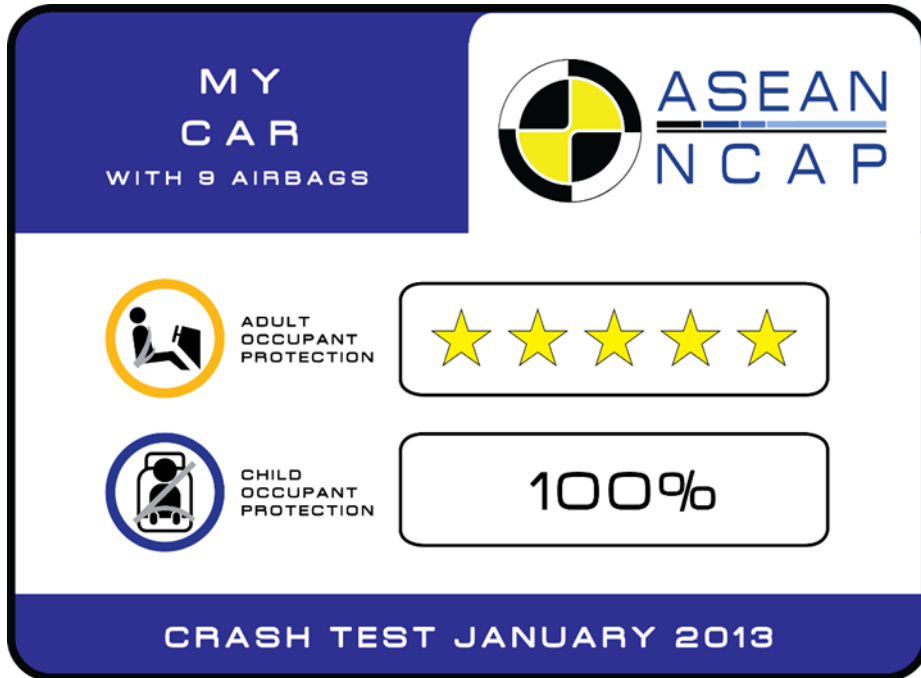


- A** – Make and model, and fitment status of SBR and ESC (Green: Available; Red: Not available)
- B** – Adult Occupant Protection result
- C** – Child Occupant Protection result
- D** – Side impact test result
- E** – Crash test date

APPENDIX IV

ASEAN NCAP Rating Plate (Version 1.0)

(Phases I and II)



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