

PRESS RELEASE

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ASEAN NCAP – SAFER CARS FOR ASEAN REGION

Q3 2018 Results Announced for MG 3 and Renault Kwid

Melaka, 11 July 2018 – In recent months, the New Car Assessment Programme for South East Asian Countries (ASEAN NCAP) has tested two car models for the third quarter of 2018. The tested models were the MG 3, available in the Thailand market and the Renault Kwid, sold in Indonesian market.

This is the first MG model assessed by ASEAN NCAP. Under this assessment, the MG 3 model achieved an overall score of **48.80 points**. From this score, the MG 3 obtained **19.58 points for the Adult Occupant Protection (AOP) category**, in which it was solely contributed from its side impact test score. In the **Child Occupant Protection (COP) category**, the model received **16.03 points** whilst **13.19 points** were awarded for the **Safety Assist Technologies (SATs)**. The tested MG 3 had a standard fitment of double airbags for both driver and front passenger and ISOFIX as child restraint system. The model is also equipped with Electronic Stability Control (ESC), Anti-lock Braking System (ABS) and Seatbelt Reminder System (SBR) for driver only standard across variants. Based on the total score of 48.80 points, ASEAN NCAP awarded the MG 3 with **2-Star** rating.

The Renault Kwid, ASEAN NCAP second assessed car for this third quarter received an overall score of **24.68 points**. This is also the first assessment by ASEAN NCAP of a Renault model. With this score, the Kwid obtained **10.12 points in the AOP category**, furnished by the points from its frontal impact test. Under the **COP category**, the hatchback model had **14.56 points**. Unfortunately, the model was not equipped with any safety assist technologies hence, it did not get any score for SATs category. The tested Kwid only had a single airbag for the driver. Furthermore, there was no ISOFIX fitted inside the car, which makes seatbelt as the main restraint method for child safety seats. According to the Renault Kwid's accumulated score of 24.68 points from the three assessed categories, ASEAN NCAP rated it as **Zero-Star**.

ASEAN NCAP Secretary-General, Ir. Dr. Khairil Anwar Abu Kassim said:

“We are truly disappointed to find that there are still cars out there that do not offer high degree of safety levels to its occupants in the ASEAN region. What is more disappointing is that these cars are sold in countries that recorded one of the highest numbers of road fatalities; in which WHO published Thailand with 14,059 fatalities while Indonesia had 26,416 number of road fatalities. Safer vehicle is one of the main pillars that can contribute to the betterment of road safety in this region. Therefore,

we hope there will be positive co-operations from car manufacturers to significantly improve the safety performance of their cars in future.”

Global NCAP Secretary-General, Mr. David Ward said:

“It’s very disturbing to see such a poor result for the Kwid. Renault have shown that they can make a much safer version in Latin America, so why not in South East Asia too? Different regions and double standards from Renault is deeply disappointing!”

The overview of ASEAN NCAP Q3 2018 results are as follows.

- ❖ The **MG 3** is awarded with **2-Star** ASEAN NCAP rating at an overall score of **48.80 points**. The three assessed categories contributed to the hatchback’s total score, each with 19.58 points for AOP, 16.03 points for COP and 13.19 points for SATs.
- ❖ The **Renault Kwid** achieved a total score of **24.68 points** in which it is rated as **Zero-Star**. The Kwid’s score can be broken down into 10.12 points for AOP, 14.56 points for COP but no point is given for SATs category.





ASEAN NCAP

ASEAN NCAP is a new addition to the NCAP organizations around the world, which is targeted to enhance safety standards, raise consumer awareness and thus encourage a market for safer vehicles in the Southeast Asia region (ASEAN community). This is a collaborative effort by MIROS and Global NCAP, in which the latter funded the pilot phase of the project. ASEAN NCAP is also supported by the membership of Automobile Associations from Malaysia (AAM), the Philippines (AAP), Singapore (AA Singapore), Cambodia (AAC) and Thailand (RAAT).

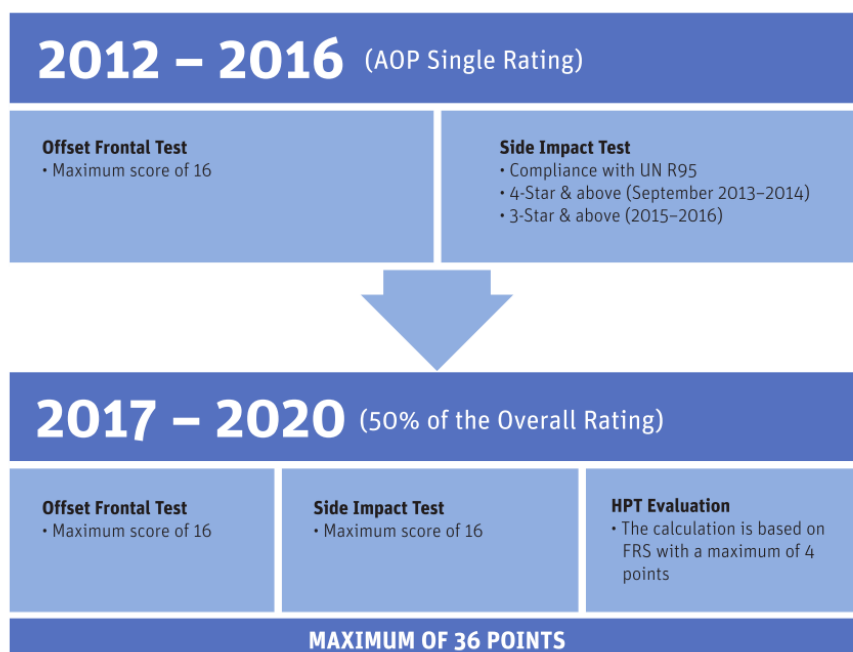
Currently, ASEAN NCAP Steering Committee (SC) is chaired by ASEAN NCAP Chairman, Prof. Dr. Wong Shaw Voon and the Technical Committee (TC) is chaired by ASEAN NCAP Secretary-General, Ir. Dr. Khairil Anwar Abu Kassim.

❖ Adult Occupant Protection

Starting from 2017 until 2020 instead of a separate rating for AOP and COP, a single rating system is introduced in which AOP contributes to 50% of the overall rating with a maximum 36 points from three assessments; offset frontal, side impact and head protection technology (HPT) evaluation.

The test protocol for offset frontal test remains the same except for the inclusion of Q dummies replacing the existing P dummies. On the other hand, the requirement for side impact test has improved considerably from a legislation test (UN R95) to a more comprehensive test.

In addition, realizing the need to further improve the safety of occupants from side impacts, ASEAN NCAP has introduced additional requirement on the fitment of HPT in which the score is based on Fitment Rating System (FRS).



❖ **Child Occupant Protection**

Protection for children in a vehicle is as important as adult protection. The new COP requirement for 2017–2020 comprising 25% of the overall safety rating. This step is taken to ensure a vehicle receives the highest star award and also provides the best protection for the child.

Child Occupant Protection					
2012–2016 (COP Single Rating)			2017–2020 (25% of the Overall Rating)		
Dynamic Assessment		(24 Points)	Dynamic Assessment		(24 Points)
Frontal Impact	P series dummy		Frontal Impact	Q series dummy	
		P1.5 P3			Q1.5 Q3
	Head	3 6		Head	4 4
	Chest	6 6		Chest	2 2
	Neck	3 N/A	Side Impact	Head	2 2
CRS Based Assessment		(12 Points)	CRS Installation Assessment		(12 Points)
CRS Marking	8 points per CRS		References List Assessment	10 points	
CRS to Vehicle Interface	4 points per CRS		OEM Assessment	2 points	
Vehicle Based Assessment		(13 Points)	Vehicle Based Assessment		(13 Points)
Use of CRS on the Front Seats	5 points		Provision of Three-point Seatbelts	1 point	
Provision of Three-Points Seatbelts	1 point		Gabarit Installation	2 points	
Gabarit Assessment	2 points		2 Simultaneous Use Seating Positions	2 points	
ISOFIX	3 points		ISOFIX Usability	2 points	
Integrated CRS	2 points		Two or more Largest ISOFIX Positions	1 points	
			Passenger Airbag Warning Marking and Disabling	5 points	

The assessment method has also been improved in the new protocol for dynamic assessment by introducing Q dummies replacing P dummies. Q dummy provides better biofidelic response compared to P dummy. In addition, side impact test assessment has been added to the dynamic assessment criteria. CRS based assessment section has been replaced by CRS installation assessment. As for Vehicle Based Assessment, there will be apparent changes which includes additional requirement on passenger airbag warning, marking and disabling. The list of the CRS required for the assessment is as follows.

CRS Installation Assessment				
	Category	CRS	Direction	Interface
Reference List	Group 0+	Maxi Cosi Cabriofix	Rwd	B _ _ _
	Group 0+/I/II	Combi Malgot	Rwd	B _ _ _
	Group 0+/I/II	Combi Malgot	Fwd	B _ _ _
	Group II/III	Combi Buon Junior Air	Fwd	B _ _ _
	Group 0+	Britax Baby Safe Plus ISOfix Base	Rwd	_ I L _
	Group 0+/I	Maxi Cosi Milofix	Rwd	_ I _ S
	Group 0+/I	Maxi Cosi Milofix	Fwd	_ I _ S
	Group I	Britax Duo Plus	Fwd	_ I _ S
	Group II/III	Britax KidFix XP	Fwd	B I _ _
OEM	Q1.5	(Manufacturer Selection) Baby Safe Plus ISOFIX Base		
	Q3	(Manufacturer Selection) ISOFIX		

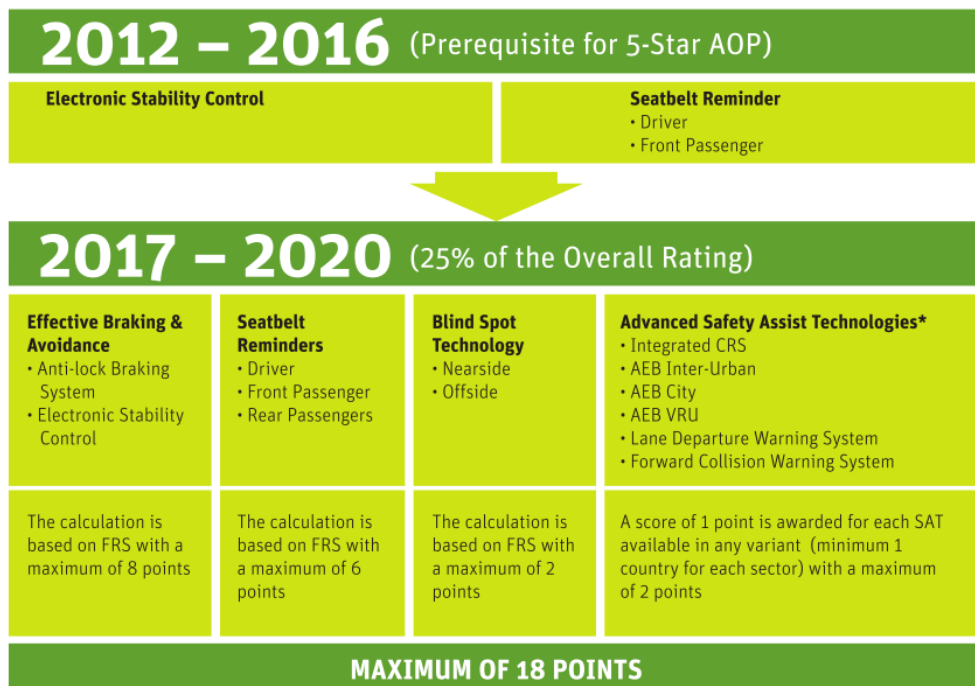
❖ **Safety Assist Technology**

Promotion of Safety Assist Technologies (SATs) has become one of the main pillars in the new rating system for 2017–2020. It contributes 25% of the overall rating with a maximum of 18 points focusing on Effective Braking and Avoidance (EBA), Seatbelt Reminder (SBR), Blind Spot Technology (BST) and Advanced SATs. This differs significantly from previous requirement in which only ESC and frontal SBR systems are considered as prerequisite for 5-Star AOP rating. Furthermore, the score calculation for all four elements is based on FRS except for advanced SATs.

In addition to ESC, ABS is also considered in the new rating system under EBA. Based on ASEAN NCAP's observation, ABS fitment rate in certain ASEAN countries is still lacking and it is still being offered as optional rather than standard equipment. As an encouragement for vehicle manufacturers, incentive is given to those vehicles fitted with rear SBRs in addition to frontal SBR. This is also part of ASEAN NCAP's mission to increase wearing rates among rear passengers beyond legislation approach.

With the vision to reduce the number of lane-changing/merging crashes especially involving motorcycles, ASEAN NCAP introduces additional incentive for vehicle equipped with BST. This is part of ASEAN NCAP's strategic approaches in curbing the number of accidents and injuries involving

motorcycles in the region. Furthermore, as a way forward for autonomous vehicle initiative around the world and harmonization with other NCAPs, advanced SATs such as AEB and several others are also included.



**Manufacturers are encouraged to propose any Advanced SATs subject to ASEAN NCAP approval.*

❖ Fitment Rating System

It is recognized that ASEAN NCAP has changed the landscape of automotive safety in the region. Apart from the increasing number of vehicles with higher ASEAN NCAP ratings, the demand for those vehicles among the consumers is gaining as well. Nevertheless, the positive impact is still imbalance as the safety features of specific models sold are not necessarily similar among the countries in the region and sometimes can be adversely different. Thus, ASEAN NCAP has formulated a Fitment Rating System (FRS) in order to minimize the substandard treatment.

The system applies for technologies i.e., HPT, EBA, SBR and BST. For FRS, ASEAN NCAP has developed a formula for car technology fitment score (CTFS) summarized as follows.

$$CTFS = \frac{\sum_{i=1}^{i=n} \alpha_i CS_i}{\sum_{i=1}^{i=n} CS_i} \times TFS$$

CTFS – Car Technology Fitment Score
 CS – Country Score
 TFS – Technology Fitment Score
 α – Fitment Rating Score

Each CS is determined based on the criteria and α is listed in the respective FRS tables. It is to be noted that the value of TFS has been set forth for HPT (4 points), EBA (8 points), SBR (6 points), and BST (2 points). As for the CS, the value is based on the sectors the countries represent. The philosophy behind the country score is the 3-5-2 concept that was introduced by ASEAN NCAP in 2013. Generally, the 10 countries in the region are divided into three tiers (3 [Laos, Cambodia, Myanmar] - 5 [Malaysia, Thailand, Indonesia, the Philippines, Vietnam, 2 [Brunei, Singapore]) based on their similarities in terms of road safety situation and automotive industry. The concept is further refined and categorized into four sectors; Sector 0, Sector 1, Sector 2, and Sector 3. Each country in the same sector represents similar CS. For example, in Sector 0, both Brunei and Singapore carry similar CS of 2 points each.

Sector 0	Sector 1	Sector 2	Sector 3
<ul style="list-style-type: none"> • Brunei • Singapore 	<ul style="list-style-type: none"> • Malaysia • Thailand • Indonesia 	<ul style="list-style-type: none"> • The Philippines • Vietnam 	<ul style="list-style-type: none"> • Laos • Cambodia • Myanmar
CS 2 points per country	CS 3 points per country	CS 2 points per country	CS 1 point per country


Fitment Type	Details	Fitment Rating Score, α
Fitment Rating System for Head Protection Technology		
Option A	Vehicle model is equipped with HPT as standard equipment	1
Option B	Vehicle model is equipped with HPT as optional equipment	0.5
Option C	Vehicle model is not equipped with HPT	0
Fitment Rating System for Effective Braking and Avoidance		
Option A	Vehicle model is equipped with ESC as standard equipment	1
Option B	Vehicle model is equipped with ESC as optional equipment but ABS as standard equipment	0.5
Option C	Vehicle model is not equipped with ESC but equipped with ABS as standard equipment	0.375
Option D	Vehicle model is equipped with ESC and ABS as optional equipment	0.25
Option E	Vehicle model is not equipped with ESC but equipped with ABS as optional equipment	0.125
Option F	Vehicle model is not equipped with either ESC or ABS	0
Fitment Rating System for Seatbelt Reminders		
Option A	Vehicle model is equipped with SBR for driver, front passenger and rear passengers as standard equipment	1
Option B	Vehicle model is equipped with SBR for driver and front passenger as standard equipment but rear passengers as optional equipment	0.75
Option C	Vehicle model is equipped with SBR for driver and front passenger only as standard equipment	0.5
Option D	Vehicle model is equipped with SBR for driver only as standard equipment	0.25
Option E	Vehicle model is not equipped with SBR	0
Fitment Rating System for Blind Spot Technology		
Option A	Vehicle model is equipped with BST for both nearside and offside as standard equipment	1
Option B	Vehicle model is equipped with BST for both nearside and offside as optional equipment	0.5
Option C	Vehicle model is equipped with BST for one side only as standard equipment	0.5
Option D	Vehicle model is equipped with BST for one side only as optional equipment	0.25
Option E	Vehicle model is not equipped with BST	0

From Dual Rating to Single Star Rating

From 2012, the dual rating system has been able to increase the availability of safer cars in the market. ASEAN NCAP recorded almost 90% cars with 4-Star and above in its evaluation until August 2015. The result shows that the current system has benefited the market.

However, the weakness of the system was detected particularly in the promotion of safety. Most of the cars were promoted as country based not on regional based. Hence, manufacturers intend to promote higher ratings compared to the lower ones.

The new rating system emphasizes on current and future. The AOP (current) will be given the most allocation to strengthen the crashworthiness of the cars. The future COP and Safety Assist is resilient to produce and promote better ASEAN car specifications in the future. The basis of the division is equally important to current and future. As collision avoidance is essential, protecting the child in cars is an obligation. Both are equally important to future of safer cars and require similar attention.



	AOP		COP		Safety Assist*		
ODB	16		Dynamic Assessment Frontal	16	Effective Braking & Avoidance	8	2017-2020 ASEAN NCAP RATING
SIDE	16		Dynamic Assessment Side	8	Seatbelt Reminders	6	
HPT Evaluation*	4		Installation of CRS	12	Blind Spot Technology	2	
			Vehicle Based Assessment	13	Advanced SATs	2	
Max. Score (1)		36		49		18	
Normalized Score (2)		actual score / (1)		actual score / (1)		actual score / (1)	
Weighing (3)		50%		25%		25%	Overall Score
Weighted Score		(2) x (3)		(2) x (3)		(2) x (3)	Total
Rating		minimum: normalised (2) / actual score by box for the respective star rating					Min. Overall Score
5-Star	75%	27.0	75%	36.75	60%	10.80	75%
4-Star	65%	23.4	60%	29.40	40%	9.00	65%
3-Star	45%	16.2	30%	14.70	30%	7.20	50%
2-Star	30%	10.8	25%	12.25	20%	3.60	40%
1-Star	20%	7.20	15%	7.35	10%	1.80	30%

ASEAN NCAP Rating Plate – Results Simplified for Public Consumption

The result of the test is primarily for public consumption i.e. for consumers to consider the quality of safety protection offered by the car model based on NCAP assessment. As ASEAN NCAP has moved to a single rating scheme, consumers can simply refer to the star rating which comprises the accumulated score of the three main assessments on the safety aspects of the car model; AOP, COP and SAT.



About MIROS – The Malaysian Institute of Road Safety Research (MIROS) is an agency under the Ministry of Transport (MOT) Malaysia focusing on road safety R&D activities.

About Global NCAP – Global NCAP is a non-profit organization registered in the United Kingdom which aims to encourage the worldwide availability of independent consumer information about the safety of motor vehicles.

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