

PRESS RELEASE

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ASEAN NCAP – SAFER CARS FOR ASEAN REGION

Announcement of ASEAN NCAP Q4 2018 Results and 3rd Grand Prix Awards

Karawang, Indonesia, 15 November 2018 – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) recently crash tested four models during its third and fourth quarter of 2018. The tested models comprised the new Suzuki Swift, the new Proton X70, Wuling Confero and Tata Super Ace.

This is the second assessment that ASEAN NCAP performed on the Suzuki Swift model. The previous assessment of Suzuki Swift was conducted in 2013 in which the model was awarded with 4-Star rating for both the Adult Occupant Protection (AOP) category with 13.32 over 16.00 points and 77% for Child Occupant Protection (COP). Under the rating assessment for 2017-2020 protocol, the model achieved again **4-Star** rating with a total score of **71.05 points**. From this total score, the hatchback obtained **38.46 points** for AOP, **19.95 points** for COP and **12.64 points** for Safety Assist Technologies (SATs) category. The Swift model is equipped with double airbag, Anti-Lock Braking System (ABS), Seatbelt Reminder System (SBR) for frontal occupants, ISOFIX and top tether as standard. Electronic Stability Control (ESC) is only offered for variant sold in Singapore and Thailand and SBR for rear passengers is currently available for the Singapore market.

ASEAN NCAP also assessed the soon to be launched Proton X70. The new SUV made an excellent performance during the assessment with a cumulative score of **89.24 points**. Based on the overall score, this first SUV from Proton achieved **48.99 points** for AOP, **20.80 points** for COP and **19.44 points** for SATs category. The new X70 comes with six airbags, ESC, SBR for frontal occupants, ISOFIX and top tether as standard. With this achievement, ASEAN NCAP awarded the Proton X70 with 5-Star rating.

The third model assessed in this quarter is the Wuling Confero sold for the Indonesian market. The eight-seater MPV did not perform too well by obtaining **20.33 points** over 50.00 for AOP, **11.05 points** over 25.00 for COP and **5.56 points** over 25.00 for SATs categories. The tested model was not equipped with any airbag in which Wuling only offers airbags and ABS as optional for higher variant. Nevertheless, the MPV is fitted with SBR for both driver and front passenger as standard. The Wuling Confero had achieved a total score of **36.94 points** from the three assessed categories and hence, ASEAN NCAP rated the MPV with **1-Star** rating.

The final ASEAN NCAP result released today is the Tata Super Ace model. The small pickup lorry performed poorly with **19.15 points** for AOP and **18.71 points** for SATs categories. As the lorry has a single cab, therefore, ASEAN NCAP did not assess it for the COP category. The Super Ace was not equipped with any airbag and any critical safety assist features namely ESC, ABS and SBR. With poor safety performances, the Tata Super Ace obtained an overall score of **19.15 points** and is rated as **Zero-Star** rating.

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

“We are pleased that car manufacturers are actually working for safer vehicles to be on the road, giving a vast scope for many more lives to save. The recent excellent assessment of the Suzuki Swift and Proton X70 depicted the effort that needs to be followed through by other manufacturers to improve their vehicle safety features. Unfortunately, there are still cars sold with no fitment of basic safety features such as airbags. Although the models do offer variants with better safety features, they are available only as an optional fitment. This surely affects the price of such variant compared to the ones without such safety features. Hence, we need to make sure these safety features are filtered through even to the most basic variant so that everyone would be able to enjoy its benefits.”

In conjunction with the ASEAN Automobile Safety Forum 2018/10, ASEAN NCAP also takes the opportunity to congratulate all ASEAN NCAP Grand Prix Awards 2018 recipients. This is the third Grand Prix Awards organized by ASEAN NCAP with the first was held in Kuching, Sarawak and the second in Kuala Lumpur, Malaysia. The awards were to celebrate vehicles, organizations and individuals in recognition of their excellence in vehicle and road safety. The recipients of the award are as follows.

Best Safety Performance

Adult Occupant Protection:

Toyota CH-R

Child Occupant Protection:

Honda CR-V

Safety Assist:

Hyundai IONIQ Hybrid

Overall:

Hyundai IONIQ Hybrid

Excellent Award

Continuous Safety Improvement:

Perodua Myvi
Toyota Vios
Toyota Rush

Consistent 5-Star:
Honda CR-V

The Most 5-Star Brand (2017-2018):
Toyota

Organization:
JAMA
Bridgestone

Academician:
Dr. Sigit Santosa

Industry:
Hiroki Tanaka
Zanita Zainuddin
Kansui Aoki
Nobuhiko Takahashi

Excellent Research
Intelligent Room Mirror:
Nissan

The following are the gist of the results.

- ❖ The **Suzuki Swift** underwent its second safety assessment and was awarded **4-Star** ASEAN NCAP rating with a total score of **71.05 points**. Based on the overall score, the model obtained 38.46 points for AOP, 19.95 points for COP, and 12.64 points for SATs category.
- ❖ The new **Proton X70**, the first SUV produced by Proton has successfully obtained an overall score of **89.24 points**, which makes it fall within **5-Star** ASEAN NCAP rating category. From this score, the X70 scored 48.99 points for AOP, 20.80 points for COP and 19.44 points for SATs category.
- ❖ The **Wuling Confero**, the latest MPV tested by ASEAN NCAP, achieved an accumulated score of **36.94 points**. The scoring can be broken down into the following assessed categories with 20.33

points for AOP, 11.05 points for COP and 5.56 points for SATs. With this total score, the Wuling Confero is awarded with 1-Star.

- ❖ The **Tata Super Ace** is awarded with **Zero-Star** rating with an overall score of **19.15 points**. This score is solely contributed by the AOP category as the COP was not assessed and there was no scoring obtained 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).

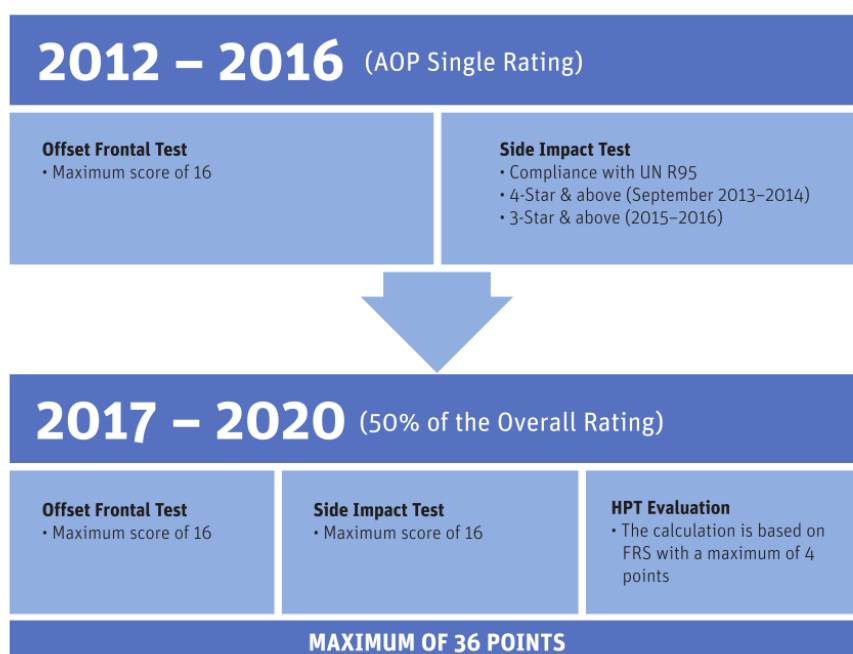
Currently, ASEAN NCAP Steering Committee (SC) is chaired by ASEAN NCAP Chairman, Prof. Dr. Wong Shaw Voon and the Technical Committee (TC) is chaired by ASEAN NCAP Secretary-General, Ir. Dr. Khairil Anwar Abu Kassim.

❖ **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	Head	P series dummy		Frontal Impact	Head	Q series dummy	
		P1.5	P3			Q1.5	Q3
		3	6			4	4
	Chest	6	6	Chest	2	2	
Neck	3	N/A	Neck	2	2		
Side Impact				Side Impact		Head	
Head				Head		4	
4				4			
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.

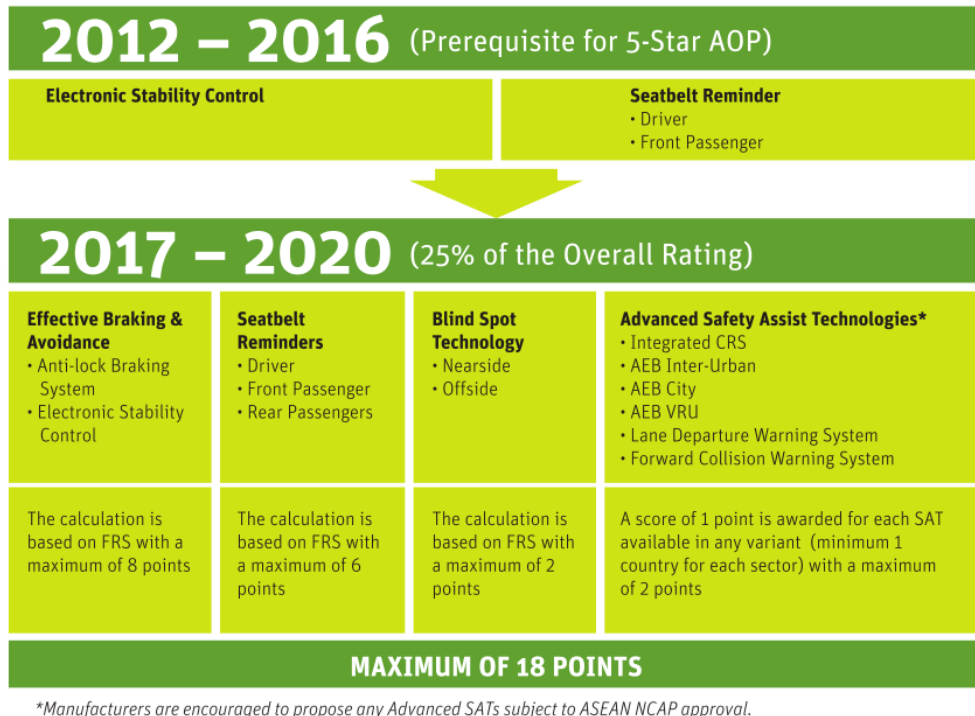
CRS Installation Assessment				
	Category	CRS	Direction	Interface
Reference List	Group 0+	Maxi Cosi Cabriofix	Rwd	B _ _ _
	Group 0+/I/II	Combi Malgot	Rwd	B _ _ _
	Group 0+/I/II	Combi Malgot	Fwd	B _ _ _
	Group II/III	Combi Buon Junior Air	Fwd	B _ _ _
	Group 0+	Britax Baby Safe Plus ISOfix Base	Rwd	_ I 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.



❖ 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, \propto
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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