



*Safer Cars for ASEAN Region*

# Introduction to ASEAN NCAP

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**Vehicle Safety Course 2023/006**

**16 March 2023**



FIA Foundation  
for the Automobile and Society

Bloomberg  
Philanthropies

GLOBAL



NCAP



# What is NCAP?

- NCAP stands for “**New Car Assessment Programme**”
- NCAP’s role is to provide consumer a **realistic** and **independent** assessment on the **safety performance** of vehicles **recently launched** in the markets.
- NCAP Family
  - IIHS
  - 5-Star Safety Ratings (NHTSA)
  - JNCAP
  - ANCAP
  - Euro NCAP
  - KNCAP
  - CNCAP
  - Latin NCAP
  - ASEAN NCAP
  - Bharat NCAP



- New Car Assessment Programme for Southeast Asian Countries was formed with the signing of MoU between MIROS and Global NCAP on 8<sup>th</sup> December 2011
- Objective: to promote a market for safety by raising awareness to the car buying public and encouraging manufacturers to build safer vehicles

# NCAP Around the World



#	Est. Year	Countries	#	Est. Year	Countries
1	1999	USA	6	1999	South Korea
2	1978	USA	7	2006	China
3	1991	Japan	8	2010	South America
4	1992	Australia & New Zealand	9	2011	South East Asia Countries
5	1997	FRA, GER, ITA, ESP, SWE, NED, UK (EU)	10	2023	India

# Difference between NCAP and Regulation

Regulation	NCAP
<ul style="list-style-type: none"> <li>Mandatory requirement</li> </ul>	<ul style="list-style-type: none"> <li>Consumer information</li> <li>Voluntary</li> </ul>
<ul style="list-style-type: none"> <li><b>Minimum</b> safety <b>level</b> for <b>all</b> vehicles on the road</li> </ul>	<ul style="list-style-type: none"> <li>Not all the models and versions sold in the market are assessed</li> </ul>
	<ul style="list-style-type: none"> <li>Always need to distinguish vehicles one from another in terms of safety performances, mainly on 2 aspects: crashworthiness and active safety <ul style="list-style-type: none"> <li>➤ Crashworthiness = how well the car protects its occupant in a crash</li> <li>➤ Active safety = how the car avoids/mitigates the crash from occurring</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>Requirement higher than regulation, for example: frontal impact test speed 56 km/h vs. 64 km/h</li> </ul>

# Why do we need NCAP in the region?



**WE COMPARE**



Renault Clio



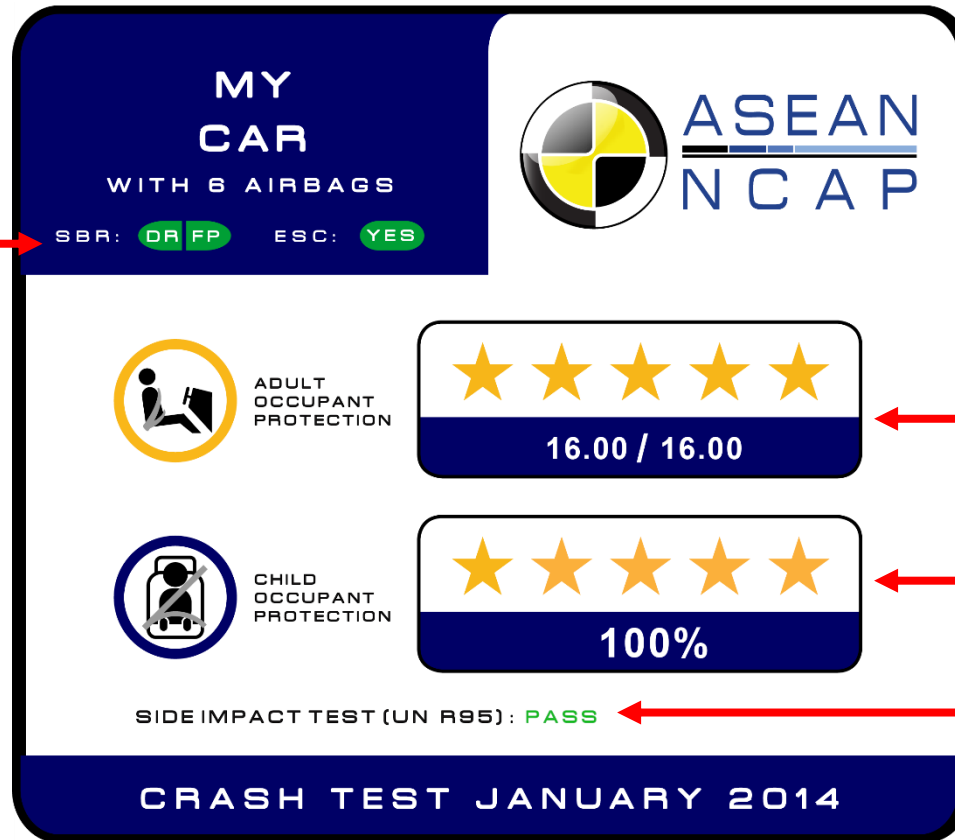
Renault Clio Mio



- ASEAN NCAP's mission is in line with UN's aspiration
  - To elevate the safety level of passenger cars sold in South East Asia
- Passive safety
  - To protect the occupants and mitigate the severity of injury in the event a crash occurred
- Active safety
  - The fitment function to prevent crashes from occurring or reduce the severity of injuries sustained by the occupants

# ASEAN NCAP 2012-2016 Rating Plate

Prerequisite to  
obtain 5-Star  
rating



AOP Rating

COP Rating

Side Impact  
Result



# Roadmap 2017-2020 Weightage Assessment



50  
%

## 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 50% of the overall rating with a maximum 36 points from three main assessments: offset frontal, side impact and 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). HPT can be other than an airbag, as long as it protects the head. However, for technologies other than the conventional curtain or head airbags, manufacturer is requested to provide evidence that the system is effective, at least in principle, before a test can be allowed.

### 2012 – 2016 (AOP Single Rating)

#### Offset Frontal Test

• Maximum score of 16

#### Side Impact Test

• Compliance with UN R95  
• 4-Star & above (September 2013–2014)  
• 3-Star & above (2015–2016)

### 2017 – 2020 (50% of the Overall Rating)

#### Offset Frontal Test

• Maximum score of 16

#### Side Impact Test

• Maximum score of 16

#### HPT Evaluation

• The calculation is based on FRS with a maximum of 4 points

MAXIMUM OF 36 POINTS

25  
%

## CHILD OCCUPANT PROTECTION

Protection for children in a vehicle is as important as adult protection. Currently ASEAN NCAP is separately rating adult and child.

Instead of a separate rating in 2012–2016 requirement, the new requirement for COP 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	<table><tr><td></td><td>PLS</td><td>PS</td></tr><tr><td>Head</td><td>3</td><td>6</td></tr><tr><td>Chest</td><td>6</td><td>6</td></tr><tr><td>Neck</td><td>3</td><td>N/A</td></tr></table>		PLS	PS	Head	3	6	Chest	6	6	Neck	3	N/A	Frontal Impact	<table><tr><td></td><td>Q1.5</td><td>Q3</td></tr><tr><td>Head</td><td>4</td><td>4</td></tr><tr><td>Chest</td><td>2</td><td>2</td></tr><tr><td>Neck</td><td>2</td><td>2</td></tr><tr><td>Head</td><td>4</td><td>4</td></tr></table>		Q1.5	Q3	Head	4	4	Chest	2	2	Neck	2	2	Head	4	4
	PLS	PS																												
Head	3	6																												
Chest	6	6																												
Neck	3	N/A																												
	Q1.5	Q3																												
Head	4	4																												
Chest	2	2																												
Neck	2	2																												
Head	4	4																												
Side Impact		Side Impact																												
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	CRS Assessment	2 points																											
Vehicle Based Assessment	(12 Points)	Vehicle Based Assessment	(12 Points)																											
Use of CRS on the Front Seats	5 points	Provision of Three-point Seatbelts	1 point																											
Provision of Three-point Seatbelts	1 point	Suboptimal Installation	2 points																											
Gabriel's Assessment	2 points	2 Simultaneous Use Seating Positions	2 points																											
ISOFIX	3 points	ISOFIX Stability	2 points																											
Integrated CRS	2 points	Two or more Larger ISOFIX Positions	1 point																											
		Passenger Airbag Warning Marking and Chaining	5 points																											

Furthermore, assessment method has 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 chaining. The list of the CRS required for the assessment is as follows.

CRS Installation Assessment	Manufacturer Selection
Group 0+ Group 0+ Group 1 Group 1+ Group 2 Group 2+ Group 3	Maxi Cool Cabriolet Combi Maltip Combi Bion Junior Air Britax Baby-Safe Plus ISOFIX Base Maxi Cool Miltax Britax Duo Plus Britax Parkway SGL
Q1.5 Q3	Manufacturer Selection Manufacturer Selection

25  
%

## SAFETY ASSIST

Promotion of Safety Assist Technologies (SATs) has become of the main pillars in the new road map 2017–2020.

It contributes 25% of the overall rating with a maximum of 18 points focusing on Effective Braking and Avoidance (EBA), SBR, BSI 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 Fitment Rating System (FRS) except for advanced SATs.

Instead of only ESC, ABS is also considered in the new road map 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.

Apart from that, in vision to reduce the number of low-changing/merging crashes especially involving motorcycles, ASEAN NCAP introduces additional incentive for vehicle equipped with BSI. 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.

### 2012 – 2016 (Prerequisite for 5-Star AOP)

#### Electronic Stability Control

• Driver  
• Front Passenger

#### Seatbelt Reminder

• Driver  
• Front Passenger

### 2017 – 2020 (25% of the Overall Rating)

#### Effective Braking & Avoidance

• Anti-lock Braking System  
• Electronic Stability Control

The calculation is based on FRS with a maximum of 8 points

#### Seatbelt Reminders

• Driver  
• Front Passenger  
• Rear Passenger

The calculation is based on FRS with a maximum of 6 points

#### Blind Spot Technology

• On-lane  
• Off-lane

The calculation is based on FRS with a maximum of 2 points

#### Advanced Safety Assist Technologies\*

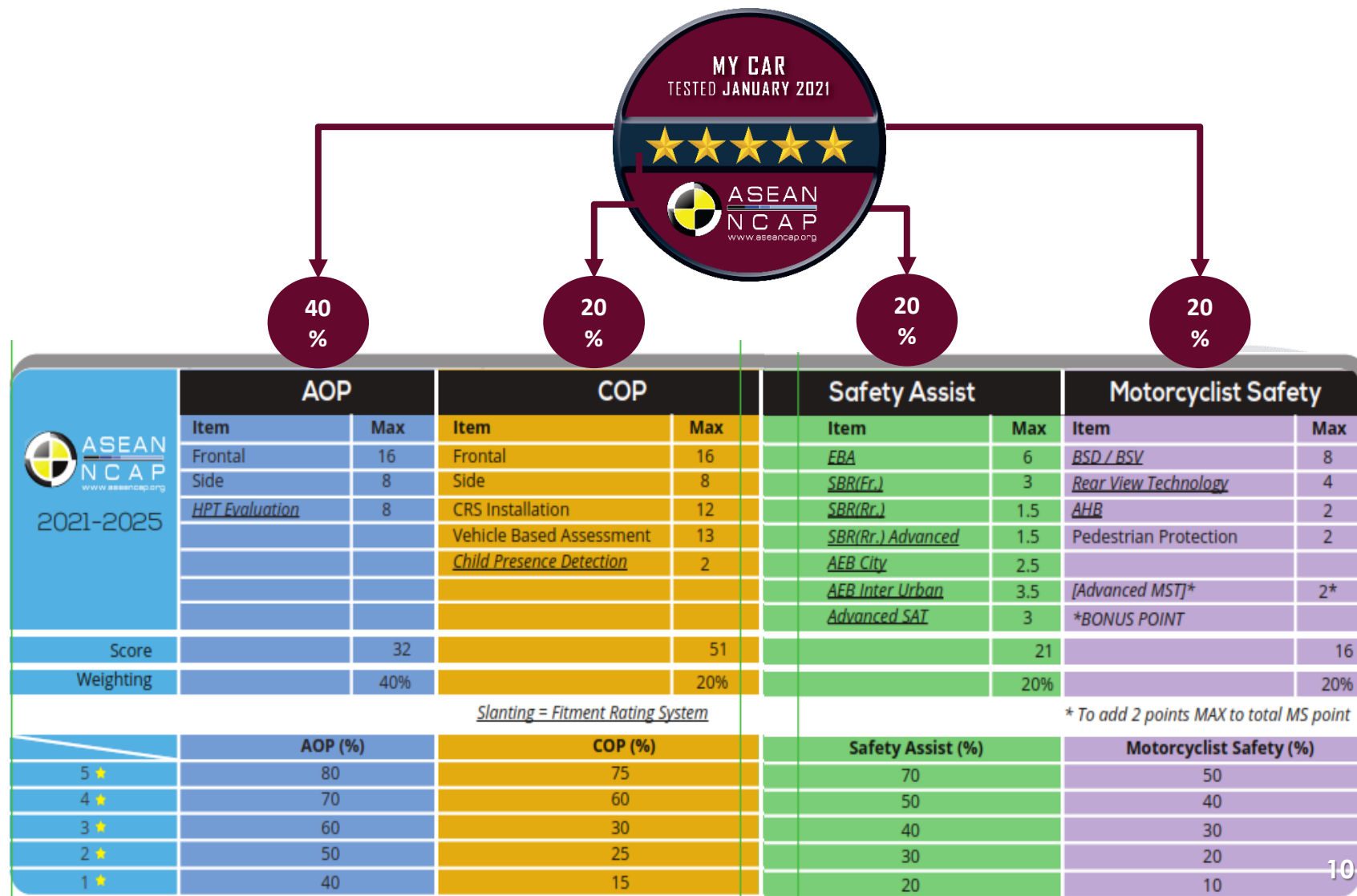
• Integrated CRS  
• AEB Front-to-Front  
• AEB City  
• AEB V2X  
• Lane Departure Warning System  
• Forward Collision Warning System

A score of 1 point is awarded for each SAT available in any variant (minimum 1 country for each sector) with a maximum of 2 points

MAXIMUM OF 18 POINTS

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

# Roadmap 2021-2025 Weightage Assessment



# ASEAN NCAP Result Report

## HONDA WR-V

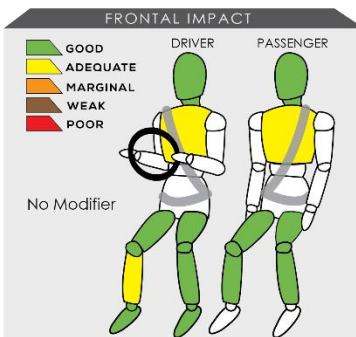


Variant RS WITH HONDA SENSING	Year Built 2022
Model Year 2023	Vehicle Category SUV
Engine Capacity 1.5 L	Kerb Mass 1139 kg
No. of Airbags 6	Test Lab JARI

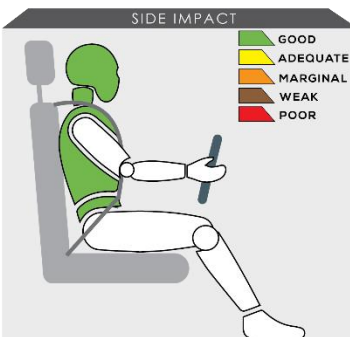
TESTED VARIANT ORIGIN **INDONESIA** FOR **INDONESIA**

OTHER ASEAN PRODUCTION (ALL VARIANTS) **INDONESIA** FOR **INDONESIA**

ADULT OCCUPANT PROTECTION	FRONTAL IMPACT	SIDE IMPACT	HEAD PROTECTION TECHNOLOGY	TOTAL
	14.88	8.00	4.73	27.41



Data obtained from the frontal offset test showed both test dummy occupants received adequate protection to the chests. The vehicle's frontal compartment remained stable in the test.



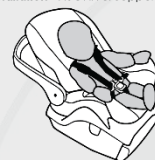

The performance of HPT was confirmed with additional deployment test and its score was determined by Filament Rating System (FRS).

### SAFETY ITEMS (PASSIVE)

ITEMS	REGION	ASEAN
Airbags	Driver	Standard on all variants
	Passenger	Standard on all variants
	Side (2)	Standard on all variants
	Curtain (2)	Available as standard or optional
	Knee	Not available
Seatbelts	Retractor Pre-tensioner & Load Limiter for Driver	Standard on all variants
	Retractor Pre-tensioner & Load Limiter for Passenger	Standard on all variants

CHILD OCCUPANT PROTECTION	DYNAMIC TEST	VEHICLE BASED	INSTALLATION	CHILD DETECTION	TOTAL
	24.00	8.00	10.06	0.73	42.79

### DYNAMIC TEST ASSESSMENT

18-MONTH-OLD CHILD	3-YEAR-OLD CHILD
<b>Restraint</b> : Honda Baby & Kids I-Size <b>Facing</b> : Rearward Facing <b>Installation</b> : ISOFIX & Supportleg	<b>Restraint</b> : Honda Baby & Kids I-Size <b>Facing</b> : Rearward Facing <b>Installation</b> : ISOFIX & Supportleg
	
Frontal Impact : 8.00 Side Impact : 4.00 Total Performance : 12.00	Frontal Impact : 8.00 Side Impact : 4.00 Total Performance : 12.00

### CRS INSTALLATION ASSESSMENT

CRS	DIRECTION	SEAT POSITION						
		FRONT PASSENGER	2ND ROW LEFT	2ND ROW CENTRE	2ND ROW RIGHT	3RD ROW LEFT	3RD ROW CENTRE	3RD ROW RIGHT
Peg-Perego Primo Viaggio SL	Rwd	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
Jale Stages	Rwd	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
Jale Stages	Fwd	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
Combi Buon Junior Air	Fwd	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
Maxi Cosi CabrioFix + Family Fix	Rwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Jale Every Stage Fix	Fwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Jale Every Stage Fix	Rwd	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
Maxi Cosi Titan Pro	Fwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Britax Kidifix 2 R	Fwd	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
Honda Baby & Kids I-Size*	Rwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Honda Baby & Kids I-Size*	Rwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A

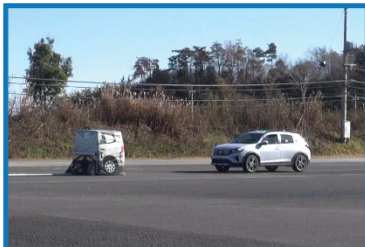
PASS : Install without problem; FAIL : Safety critical problem; EXEMPT : Installation not allowed; N/A : Not available  
\*Manufacturer's selection

# ASEAN NCAP Result Report (cont.)

SAFETY ASSIST	EFFECTIVE BRAKING & AVOIDANCE	SEATBELT REMINDERS	AUTONOMOUS EMERGENCY BRAKING	ADVANCED SATs	TOTAL
	6.00	3.00	4.37	3.00	16.37

ITEMS	ASEAN
<b>Effective Braking &amp; Avoidance</b>	
Anti-lock Braking System	Standard on all variants
Electronic Stability Control	Standard on all variants
<b>Seatbelt Reminders</b>	
Driver	Standard on all variants
Front Passenger	Standard on all variants
Rear Passengers	Not available
Rear Seat Occupant Detection	Not available
<b>Autonomous Emergency Braking</b>	
City	Available as standard or optional
Inter-Urban	Available as standard or optional
Pedestrian	Available as standard or optional
<b>Advanced Safety Assist Technologies</b>	
Lane Departure Warning System	Available as standard or optional
Forward Collision Warning System	Available as standard or optional
Lane Keep Assist	Available as standard or optional
Driver Attention Monitor	Not available

## AUTONOMOUS EMERGENCY BRAKING ASSESSMENT



ASEAN NCAP is introducing the Autonomous Emergency Braking (AEB) system functionality assessment in its new 2021-2025 protocol. In the protocol, ASEAN NCAP assessed the functionality and effectiveness of AEB City and AEB Inter-Urban systems fitted inside the vehicle in performing emergency braking at several speeds against another preceding vehicle. The new Honda WR-V offers both the AEB City and Inter-Urban systems as standard or optional amongst its variants. In this assessment, ASEAN NCAP confirms the technologies have functioned according to the ASEAN NCAP requirements.

MOTORCYCLIST SAFETY	BLIND SPOT DETECTION	REAR VISUALIZATION	HEADLIGHT	PEDESTRIAN	ADVANCED MST	TOTAL
	2.91	0.00	1.45	2.00	2.00	8.36

ITEMS	ASEAN
<b>Blind Spot Detection</b>	
Nearside	Not available
Offside	Available as standard or optional
<b>Rear Visualization</b>	
Advanced Rear Visualization	Not available
<b>Headlight</b>	
Auto High Beam	Available as standard or optional
<b>Pedestrian</b>	
Pedestrian Protection	Standard on all variants
<b>Advanced Motorcyclist Safety Technology</b>	
AEB for Motorcycle	Available as standard or optional

## BLIND SPOT DETECTION ASSESSMENT



Starting from the 2017-2020 protocol, ASEAN NCAP had introduced assessment on the functionality of Blind Spot Technology fitted inside the assessed vehicle. ASEAN NCAP continues the assessment under the new Motorcyclist Safety pillar for the new 2021-2025 protocol. The newly assessed Honda WR-V is equipped with Blind Spot Visualization (BSV) on the passenger side of the vehicle as standard or optional fitment. In this assessment, ASEAN NCAP confirms the technology has functioned according to the ASEAN NCAP requirements on the left side area of the vehicle.



# ASEAN NCAP Result Report (cont.)



## OVERALL RATING

The new Honda WR-V is the ninth model under the Honda brand to be assessed by ASEAN NCAP. The 5-seater SUV offers standard equipment of 4 airbags, Electronic Stability Control (ESC), Anti-lock Braking System (ABS), Seatbelt Reminder System (SBR) for its frontal occupants and Pedestrian Protection technology. Nevertheless, majority of the WR-V's market also offer variants with 6 airbags. The WR-V offers safety assist technologies either as standard or optional fitment that include Autonomous Emergency Braking (AEB) City, AEB Inter-Urban, AEB Pedestrian, Lane Departure Warning (LDW), Forward Collision Warning (FCW) and Lane Keep Assist (LKA). Additionally, in the aspect of providing safety to motorcyclists/vulnerable road users, the model is equipped with Blind Spot Visualization (BSV) at the passenger side, Auto High Beam (AHB) and AEB for Motorcycle, which are also available either as standard or optional equipment. The Honda WR-V has made a commendable performance in the ASEAN NCAP assessment with a total score of 77.07 points. From the score the SUV has successfully obtained a maximum rating of 5 stars for all the assessed categories (AOP, COP, SA & MS). Hence, the overall score has made it eligible to be awarded with 5-Star ASEAN NCAP rating.

	AOP			COP			SAFETY ASSIST			MS			2021 - 2025 ASEAN NCAP RATING
	Item	Point	Max	Item	Point	Max	Item	Point	Max	Item	Point	Max	
	ODB	14.68	16.00	FRONTAL	16.00	16.00	ESA	6.00	6.00	BSD/BSV	2.91	8.00	<b>5</b>
	SIDE	8.00	8.00	SIDE	8.00	8.00	SRR	3.00	6.00	ARV	-	4.00	
	HPT Evaluation	4.73	8.00	Installation	10.06	12.00	AEB City	1.82	2.50	AHB	1.45	2.00	
				Vehicle Based CPD	8.00	13.00	AEB Inter-Urban	2.55	3.50	Ped. Protection	2.00	2.00	
					0.73	2.00	Advanced SATs	3.00	3.00	Advanced MSI*	2.00	2.00	
Score		27.41	32.00		42.79	51.00		16.37	21.00		8.36	16.00	OVERALL SCORE
Normalized Score		0.86			0.84			0.78			0.52		
Weighting		40%			20%			20%			20%		
Weighted Score		34.26			16.78			15.58			10.45		
Maximum Star Rating		5			5			5			5		5

\*Bonus Point

# Programs to Promote Vehicle Safety

- ASEAN Automobile Safety Forum
- ASEAN NCAP Grand Prix
- Vehicle Safety Course
- Stop the Crash Partnership



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## SEARCH FOR SAFETY

New Car Assessment Programme for Southeast Asian Countries

## LATEST RESULT

New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP), a new addition to the NCAP family, is targeted to elevate vehicle safety standards, raise consumer awareness and thus encourage a market for safer vehicles in the region.



PERODUA AXIA (2023)

2023



Standard Safety Equipment



HONDA WR-V

2023



Standard Safety Equipment



HYUNDAI CRETA

2022



Standard Safety Equipment



HYUNDAI STARGAZER

2022



Standard Safety Equipment

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## OUR TEST



The Ratings Explained (20...



Vehicle Selection



Guidelines



2021-2025 Protocols (No. ...



2021-2025 Protocols (No. ...

## OUR TEST

2021-2025 Protocols (No. 1-10)

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### **ASEAN NCAP Overall Assessment Protocol**

Version 2.0 – From November 2019

Version 2.1 – From January 2020



### **ASEAN NCAP Vehicle Selection, Specification, Testing and Retesting**

Version 1.0 – From November 2019



### **ASEAN NCAP Fitment Rating System**

Version 1.1 – From November 2019



### **ASEAN NCAP Assessment Protocol - Adult Occupant Protection**

## RESULTS

On this page you will find the ratings of commercial cars tested by ASEAN NCAP on automated driving technologies. For its 2021 assessment of Commercial Car Safety, ASEAN NCAP has developed dedicated test and assessment protocols, looking into the Safety Assist Performance of these cars.

### HOW SAFE IS YOUR CAR?

Search Your Vehicle & Model





You Also May Choose Your Vehicle Class





#### PERODUA AXIA (2023)

1000 SE (CVT)

2023



#### HONDA WR-V

RS WITH HONDA SENSING

2022



#### HYUNDAI CRETA

## PERODUA AXIA (2023)



2023

Mini Car

Download Full Report



Adult Occupant



Child Occupant



Safety Assist



Motorcyclist Safety



DYNAMIC ASSESSMENT			
CHILD DUMMY	FRONTAL IMPACT	SIDE IMPACT	TOTAL
Q1.5	8.00	4.00	12.00
Q3	8.00	4.00	12.00

CRS INSTALLATION ASSESSMENT								
CRS	DIRECTION	FRONT	SEATING POSITION					
			2nd ROW			3rd ROW		
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE
PEG-PEREGO PRIMO VIAGGO SL	RWD	EXEMPT	PASS	PASS	PASS	N/A	N/A	N/A
JOIE STAGES	RWD	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
JOIE STAGES	FWD	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
COMBI BUON JUNIOR AIR	FWD	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
MAXI COSI CABRIOFIX + FAMILY FIX	RWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
JOIE EVERY STAGE FX	FWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
JOIE EVERY STAGE FX	RWD	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
MAXI COSI TITAN PRO	FWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
BRITAX KIDFIX 2 R	FWD	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
MAXI COSI CABRIOFIX + FAMILY FIX*	RWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
JOIE STAGES ISOFIX*	RWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A

PASS: Install Without Problem, FAIL: Safety Critical Problem, EXEMPT: Installation Not Allowed, N/A: Not Available  
 \*Manufacturer's Selection

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## NEWS & PRESS

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### ASEAN NCAP 2026-2030 Roadmap Released

Categories: News

**15 March 2023, Jakarta, Indonesia** – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) today announced its fourth roadmap for 2026-2030. The new roadmap maintains the four assessment pillars under the current 2021-2023 protocol; Adult Occupant Protection (AOP), Child Occupant Protection (COP), Safety Assist (SA) and Motorcyclist Safety (MS).


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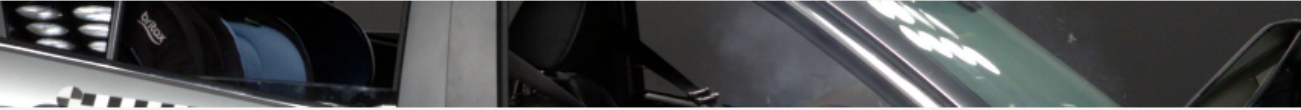
### ASEAN NCAP Meeting with JAMA

Categories: News

**Kajang, Malaysia, 27 February 2023** – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) was pleased to receive a visit from the Japan Automobile Manufacturers Association (JAMA) last 23rd February 2023. This was the first face-to-face meeting between the two organizations after the COVID-19 pandemic. The visit that took place at MIROS office was for both organ...

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## FAQ

Why do we need another NCAP in ASEAN since most cars are tested in other NCAP programs around the world?	+
How ASEAN NCAP can help in making the decision to buy a car?	+
Will a large car and a small car perform the same in a collision if both scored the same stars in ASEAN NCAP?	+
What is the purpose of NCAP in ASEAN since each country has set standards for cars before they are allowed to enter the market?	+
What is the difference between ASEAN NCAP frontal test and UNECE regulation frontal test (R94)?	+
I read somewhere that 5-star requirement in ASEAN NCAP includes fitment of ESC and SBR technology? How do I differentiate 5-star cars that do not have those installed from solid 4-star cars?	+
What is the test speed implemented in the ASEAN NCAP test crash assessment?	+
What is the area of assessment for ASEAN NCAP rating?	+
The car that is used for crash test assessment in ASEAN NCAP is provided by the manufacturers or bought by ASEAN NCAP?	+



# Thank you

Official Website: [www.aseancap.org](http://www.aseancap.org)

Email: [salina@miros.gov.my](mailto:salina@miros.gov.my)

