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ASEAN NCAP – SAFER CARS FOR ASEAN REGION

PROTON's Latest Sedan Achieved 5-Star ASEAN NCAP Rating

Kajang, Malaysia, 28 November 2023 – PROTON, one of Malaysia's national car brands, released its latest sedan model today under the name PROTON S70. The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) had the privilege of assessing the new PROTON sedan and subsequently releasing its assessment result in conjunction with the new sedan's launch.

The new PROTON S70 delivered an outstanding performance in the ASEAN NCAP assessment, achieving an overall score of **82.95 points** and earning a **5-star** rating. This impressive score was based on the four assessment categories outlined in the current ASEAN NCAP 2021-2025 protocol with a score of **36.46 / 40.00 points for the Adult Occupant Protection (AOP) category and 17.02 / 20.00 points for the Child Occupant Protection (COP). It also obtained 15.71 / 20.00 points for Safety Assist (SA) assessment and 13.75 / 20.00 points for Motorcyclist Safety (MS)**.

The PROTON S70 is equipped with several safety features, including six (6) airbags, Electronic Stability Control (ESC), an Anti-lock Braking System (ABS), a Seatbelt Reminder System (SBR) for both frontal and rear seat occupants, Blind Spot Detection (BSD) on both sides of the vehicle, Child Presence Detection (CPD), Pedestrian Protection technology and Rear Collision Warning (RCW) as standard equipment across all its variants. The sedan also offers several advanced safety assist technologies as optional fitment such as Autonomous Emergency Braking (AEB) City, AEB Inter-Urban, AEB Pedestrian, Auto High Beam (AHB), Forward Collision Warning (FCW), Lane Departure Warning (LDW), Lane Keep Assist (LKA), Rear Cross Traffic Alert (RCTA) and Fatigue Driving Reminder System (FDRS). As per other earlier models that underwent ASEAN NCAP 2021-2025 assessment protocol, ASEAN NCAP also performed assessment on the functionalities of the AEB and BSD technologies fitted inside the S70. Additionally, ASEAN NCAP is proud to share we also physically assessed the AHB's functionality offered in the new PROTON S70 model. The physical test was conducted according to the ASEAN NCAP protocol.

PROTON is one of Malaysia's national brands that has been a strong advocate for vehicle safety. Over the years, PROTON has ensured that the majority of its newest models are equipped with strong passive safety protection and advanced active safety technologies. ASEAN NCAP is extremely pleased to witness PROTON's commitment towards enhancing the safety of their customers. The earlier X-series under the SUV segment have achieved remarkable successes, all receiving 5-star ASEAN NCAP ratings, which reflects the brand's unwavering dedication to vehicle safety. The new S70 sedan is a testament to this commitment. This model not only captivates vehicle enthusiasts with its sleek features and driving stability, but also offers a significant array of standard safety technologies that benefit both its occupants and other vulnerable road users. ASEAN NCAP extends our heartiest congratulations to the PROTON team for their success in making safety accessible to all road users.

The current ASEAN NCAP 2021-2025 assessment protocol encompasses four assessment domains, with AOP covering 40.00 points of the overall score, and COP, SA, and MS each up 20.00 points of the overall score.

ASEAN NCAP

ASEAN NCAP is the latest 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 the Philippines (AAP), Singapore (AA Singapore), Cambodia (AAC) and Thailand (RAAT).

Overview of ASEAN NCAP Roadmap 2021-2025

The first phase of ASEAN NCAP Roadmap 2021-2030 features four pillars, namely Adult Occupant Protection (AOP), Child Occupant Protection (COP), Safety Assist (SA), and Motorcyclist Safety (MS). For each of these pillars, there shall be additional elements and improvements to the previous rating systems as we strive toward an increased car safety standard to suit the ASEAN context.

❖ ***Adult Occupant Protection***

AOP maintains two crash assessments, namely the frontal and side-impact tests. There shall be no changes with regards to the use of the dummy. However, ASEAN NCAP has amended the score for side impact; in the sense that it will be reduced by 50 percent whereas additional points will be awarded for Head Protection Technology (HPT). Such a change will encourage the fitment of more curtain airbags in the ASEAN region. Beginning 2023, ASEAN NCAP will also include UN R135 as a prerequisite for HPT.

❖ ***Child Occupant Protection***

ASEAN NCAP is introducing more local CRS in its vehicle-based assessment compared with the previous rating system. This is to ensure that new cars sold in the region will follow the Southeast Asia

CRS criteria. Another highlight of COP is the introduction of Child Presence Detection technology for a child left unattended in the car. Therefore, ASEAN NCAP shall be among the first NCAPs to encourage the use of such a technology aside from Euro NCAP which has already included it in their testing protocol.

❖ ***Safety Assist Technology***

In the new roadmap, ASEAN NCAP also focuses on Auto Emergency Braking (AEB) Technology; which is a feature to alert drivers to an imminent crash and help them use the maximum braking capacity of the car. ASEAN NCAP believes that AEB is an important technology, which has been well-received by most car manufacturers. In North America, 22 automakers have agreed to voluntarily fit their cars with standard AEB starting in 2022. ASEAN NCAP, in addition, places greater attention on AEB City and Inter-Urban. As for AEB Pedestrian, ASEAN NCAP plans to delay its introduction until sufficient data is available from various studies. Based on initial results, it is believed that AEB Pedestrian might not be able to reduce the number of pedestrian fatalities, especially in lower-income countries such as Myanmar, Laos, and Cambodia. Nevertheless, points will not be deducted if car manufacturers are to install this technology in their cars.

Also, in Safety Assist, ASEAN NCAP is paying close attention to the rear occupant detection. Hence in the new roadmap, a total of 50 percent shall be awarded for Seatbelt Reminder (SBR) Rear Occupant Detection. Such a decision also provides evidence that ASEAN NCAP will be focusing on the use of seatbelts as the primary protection for car occupants.

Finally, ASEAN NCAP shall be awarding another 3 points under Safety Assist for Advance SAT with OEMs being able to select any technology that is suitable to reduce road casualties. In this area, car manufacturers are encouraged to introduce a technology that will benefit road users and help prevent road crashes.

❖ ***Motorcyclist Safety***

ASEAN NCAP remains totally committed to ensure the safety of motorcyclists in Southeast Asia. It is a known fact that motorcyclists make up the biggest group and represent 80 percent of the total number of road users in ASEAN countries. Unfortunately, the region has also witnessed a tremendous increment in terms of motorcyclist fatalities, hence the issue of powered two-wheelers safety must not be overlooked. As such, ASEAN NCAP will be putting motorcyclist safety at the forefront of its road safety agenda.

- Blind Spot Detection and Blind Spot Visualization

Among the main technology in this pillar is Blind Spot Detection (BSD) and Blind Spot Visualization (BSV). Both BSD and BSV will help in providing early detection/image to avoid collision with motorcycles. It is expected that 37 percent of collisions can be avoided if all cars are equipped with such a technology. Although BSD technology was first launched in the 1980s, its capability to detect small vehicle is yet to be fully optimized. In view of this situation, ASEAN NCAP plans to take the lead by implementing the use of BSD to increase car safety. Admittedly, BSD and BSV may have their strong and weak points. For instance, BSD will not be able to detect the presence of another vehicle at a certain speed but this is where BSV comes into play. Yet, the use of BSV shall require the driver to assume a more active role.

- Advanced Rear Visualization

ASEAN NCAP is also of the opinion that collision with motorcyclists can be avoided if a car driver is more alert of his surroundings within a 30-meter radius. Hence, Advanced Rear Visualization will come in handy for the purpose of determining the presence of motorcycles and other small vehicles. Currently, with the increasing popularity of MPVs and SUVs in ASEAN countries, it has become a norm to see large families traveling together in a car with their luggage packed to the brim. In such a situation, the use of the rearview mirror will not be helpful as the driver's view is blocked by the rear passengers. Such as scenario can be avoided with the use of Advance Rear Visualization which will aid and improve the driver's view, as a tiny camera is placed at the rear end (in addition to the rear mirror) of the car.

- Auto High Beam

The widespread popularity of the motorcycle presents a totally different problem compared to the car. It is found that in certain areas, the condition of motorcycles on the road is not up to the mark whereby some of their equipment are not in working order. For example, the headlight or the tail light might not work. Such an issue pertaining to the conspicuousness of motorcyclists will definitely result in a dangerous situation; which could eventually lead to road crashes. This stems from the diffuculty faced by car drivers to notice the presence of nearby motorcyclists. Regardless, with the Auto High Beam function in a new car, this problem may reach a solution and in turn may result in a reduction of motorcyclist fatality in the ASEAN region.

- Pedestrian Protection

The issue of pedestrian safety may not be too worrying in ASEAN countries. Regardless, ASEAN NCAP believes it is still important to lend support to the existing initiatives introduced by several car manufacturers pertaining to pedestrian protection. Of late, new cars have been designed with the concept of protecting pedestrians. Taking a cue from this, ASEAN NCAP wishes to also include Pedestrian Protection in this new roadmap. Because pedestrian falls under the Vulnerable Road User category, ASEAN NCAP feels that Pedestrian Protection must be regarded as part of the Motorcyclist Safety segment.

- Advanced Motorcyclist Safety Technology

All in all, current technologies fitted in a car that could increase motorcyclist safety have been few and far between. Thus, as a means to further encourage the use of such inventions, ASEAN NCAP wishes to reward an additional 2 points for any two technologies that could help reduce the possibility of a collision between a car and a motorcycle. Regardless, the 2 points will not be added to the main pillar but rather act as a bonus point, whereby it will not exceed the full score under Motorcyclist Safety.

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 the NCAP assessment. As ASEAN NCAP has moved to a single rating scheme, consumers can simply refer to the safety star rating which comprises the accumulated score based on the four main assessment pillars under the new protocol for 2021-2025 which are AOP, COP, SAT, and MS.

About MIROS – The Malaysian Institute of Road Safety Research (MIROS) was established in 2007 as an agency under the Ministry of Transport Malaysia to serve as a central repository of knowledge and information on road safety. The findings derived from research and evidence-based intervention programmes provide the basis for the formulation of new strategies, legislations, policies, and enforcement measures, governing road safety at the national level. Principally engaged in research, MIROS collaborates closely with local and international government agencies and private bodies to further the cause of road safety.

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

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