



**PRESS RELEASE**

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## **ASEAN NCAP – SAFER CARS FOR ASEAN REGION**

### *ASEAN NCAP Result Announcement on Mitsubishi Outlander*

**Kajang, Malaysia, 19 November 2020** – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) announced its latest vehicle safety assessment on the non-hybrid model of **Mitsubishi Outlander**. The non-hybrid Outlander successfully achieved **5-Star** ASEAN NCAP rating in the current assessment with an overall score of **83.54 points**.

In 2019, ASEAN NCAP had also crash tested the Mitsubishi Outlander of Plug-in Hybrid Electric Vehicle (PHEV) model. The model was awarded with 5-Star ASEAN NCAP rating with a total score of 86.75 points. Nevertheless, the PHEV model is currently only available in the Indonesia and Philippines market with the model came as a Complete-Build-Up (CBU) unit from Japan. Thus, Mitsubishi has also made the model available in other countries in South East Asia namely Vietnam, Malaysia and Singapore in the non-hybrid model. This is because Vietnam and Malaysia are one of the countries that have Mitsubishi's assembly plants to produce the vehicle for their respective local markets.

In the current assessment, ASEAN NCAP tested the left-hand drive variant of the seven-seater SUV in which it performed well with the scoring of 45.92 points in the Adult Occupant Protection (AOP), 20.65 points in the Child Occupant Protection (COP) categories and scored 16.96 points for its Safety Assist Technologies (SATs). The model is equipped with standard fitment of dual airbags for both its frontal occupants, Seatbelt Reminder System (SBR) for driver only and Electronic Stability Control (ESC) as standard fitment across all its variants. Furthermore, the non-hybrid SUV also offers other SATs for its variants sold in the Vietnam market comprising Blind Spot Technology (BST), Forward Collision Warning system (FCW), Autonomous Emergency Braking (AEB) for City, Inter-Urban and Pedestrian/Vulnerable Road User (VRU) either as standard or optional fitment.

MIROS Director-General who is also ASEAN NCAP Secretary-General and Acting Chairman, Adjunct Prof. Ir. Ts. Dr. Khairil Anwar Abu Kassim said:

“ASEAN NCAP is proud that the Mitsubishi Outlander, of the non-hybrid model, achieved 5-Star rating similar to its PHEV model tested in 2019. Thus, we are pleased that Mitsubishi has considered offering options for consumers to choose on the type engine for the SUV without compromising its safety performance. We are delighted to be working together with Mitsubishi and other vehicle manufacturers to elevate the safety performance of vehicles sold in the South East Asian region.”

An overview of the Mitsubishi Outlander result is as follows.

- ❖ The **Mitsubishi Outlander** successfully received **5-Star** ASEAN NCAP rating with an accumulated score of **83.54 points**. The scoring for the non-hybrid SUV consisted of 45.92 points for the AOP assessment, 20.65 points for the COP and 16.96 points for SATs.



### **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).

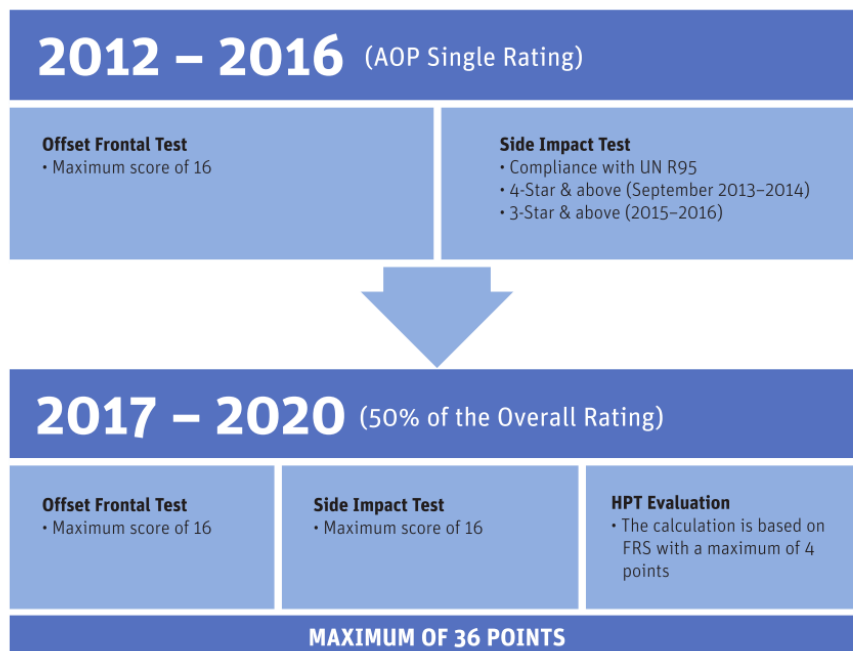
Currently, ASEAN NCAP Steering Committee (SC) is chaired by ASEAN NCAP Chairperson, Dr. Siti Zaharah Ishak and the Technical Committee (TC) is chaired by ASEAN NCAP Secretary-General, Professor (Adjunct) Ir. Dr. Khairil Anwar Abu Kassim.

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

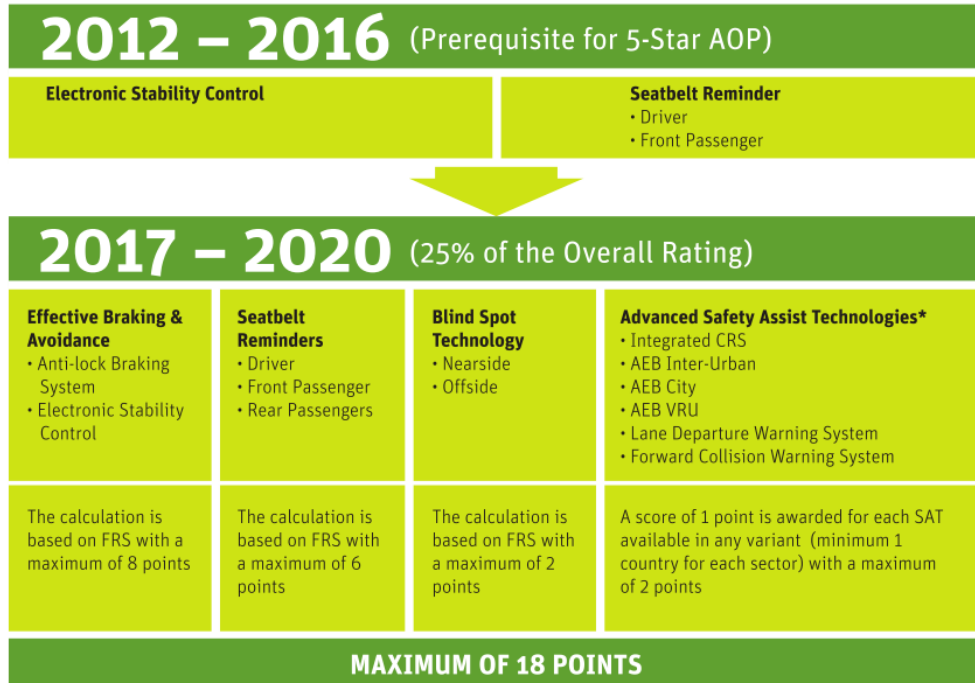


### ❖ ***Safety Assist Technology***

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

$\alpha$  – Fitment Rating Score

Each CS is determined based on the criteria and  $\alpha$  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"> <li>• Brunei</li> <li>• Singapore</li> </ul>	<ul style="list-style-type: none"> <li>• Malaysia</li> <li>• Thailand</li> <li>• Indonesia</li> </ul>	<ul style="list-style-type: none"> <li>• The Philippines</li> <li>• Vietnam</li> </ul>	<ul style="list-style-type: none"> <li>• Laos</li> <li>• Cambodia</li> <li>• Myanmar</li> </ul>
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, $\alpha$
<b>Fitment Rating System for Head Protection Technology</b>		
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
<b>Fitment Rating System for Effective Braking and Avoidance</b>		
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
<b>Fitment Rating System for Seatbelt Reminders</b>		
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
<b>Fitment Rating System for Blind Spot Technology</b>		
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 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	
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	
<i>Max. Score (1)</i>	36	49	18			
<i>Normalized Score (2)</i>	actual score / (1)	actual score / (1)	actual score / (1)			
<i>Weighing (3)</i>	50%	25%	25%			
<i>Weighted Score</i>	(2) x (3)	(2) x (3)	(2) x (3)			
<b>Rating</b>	<i>minimum: normalised (2) / actual score by box for the respective star rating</i>					
5-Star	75%	27.0	75%	36.75	60%	10.80
4-Star	65%	23.4	60%	29.40	40%	9.00
3-Star	45%	16.2	30%	14.70	30%	7.20
2-Star	30%	10.8	25%	12.25	20%	3.60
1-Star	20%	7.20	15%	7.35	10%	1.80
						<b>Overall Score</b>
						Total
						Min. Overall Score
						75%
						65%
						50%
						40%
						30%

**2017-2020 ASEAN NCAP RATING**

### 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) 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.

In 2014, the ASEAN Transport Ministers had appointed MIROS as the ASEAN Road Safety Centre. The aims of this centre are to promote and provide knowledge on road safety issues among ASEAN Member States which includes road traffic laws and regulations, data management, standards development, and road safety awareness and education.

**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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