



**PRESS RELEASE**

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

### *ASEAN NCAP Announces Two 0-Star Cars at AASF in Vietnam*

**Ho Chi Minh City, Vietnam, 31 May 2016** – In conjunction with the fourth edition of ASEAN Automobile Safety Forum (AASF) 2016 held in Ho Chi Minh City, Vietnam, the New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) announced the test results of seven car models that had been assessed in the second quarter of 2016. The models were Nissan X-Trail, Nissan Navara, Suzuki Ertiga, Suzuki Ciaz, Kia Morning, Hyundai EON and Isuzu MU-X. In the Adult Occupant Protection (AOP) category, two received 0-Star rating, four received 4-Star and one model received 5-Star.

#### **Kia Morning and Hyundai EON**

ASEAN NCAP tested the Kia Morning and Hyundai EON on 14 April 2016 and 10 May 2016, respectively. The tested variant for Kia Morning was from the Indonesian market whilst Hyundai EON, the left-hand-drive variant, was from the Philippines. Both of these variants were without airbags and received 0-Star rating for the AOP category; the Kia Morning scored 1.48 points and Hyundai EON 0.00 points (an absolute zero-star car). For Child Occupant Protection (COP) assessment, both of the models achieved 1-Star rating at 27% compliance.

#### **Nissan X-Trail and Nissan Navara**

The results of two Nissan models were also released during the event; the X-Trail and Navara. With Electronic Stability Control (ESC) and Seatbelt Reminder System (SBR) for both frontal occupants, Nissan X-Trail scored 5-Star in AOP assessment with 15.10 points. The Nissan Navara is the sixth pickup truck assessed by ASEAN NCAP and scored 12.34 points in AOP, falling in the 4-Star range. In the assessment for COP, the X-Trail successfully met 72% compliance falling in the 4-Star category. The Navara, however, did not perform as well as X-Trail in COP, with 37% compliance, it received only a 2-Star rating.



### **Suzuki Ertiga, Suzuki Ciaz and Isuzu MU-X**

ASEAN NCAP crash tested two models from Suzuki in this quarter. Both models, the Suzuki Ertiga and Suzuki Ciaz obtained 4-Star rating in AOP assessment. The Ertiga, an MPV, scored 12.39 points whilst the Ciaz, a C-segment sedan scored 14.56 points. With both models having seatbelts for child safety attachment method, they were awarded 2-Star in COP assessment; Suzuki Ertiga and Ciaz respectively met 33% and 37% compliance for COP. ASEAN NCAP also extended the result from Isuzu D-MAX tested during Phase III in 2013 for Isuzu MU-X. Based on technical evidence provided by Isuzu, the SUV had comparable occupant protection to the tested D-MAX. MU-X obtained 11.87 points for AOP, which places it in the 4-Star category. As for the COP assessment, the SUV achieved 4-Star rating with 73% compliance, an increase from 71% that D-MAX achieved.

ASEAN NCAP Chairman, Prof. Dr. Wong Shaw Voon said:

“As an entry level car, Kia Morning and Hyundai EON are among the popular cars in their respective countries. In 2014, Kia Morning has a sales volume of 11,000 in the Indonesian market whilst Hyundai EON, available in the Philippines market, reached a sales number of 4,000. From a total of 74 ASEAN NCAP ratings, there are about 24 car models that received 5-Star rating, including today’s release. This has been a great achievement by ASEAN NCAP as the safety ratings have encouraged manufacturers to improve their vehicles’ safety levels. Hence, we are sad to share that in the history of ASEAN NCAP, we had a new car in the ASEAN market that failed to score any single point out of 16.00 points assessment criteria. This is similar to the test conducted by Safer Cars for India project with Global NCAP in which the same model, i.e. Hyundai EON received 0-Star with similar points at 0.00 from the maximum of 17.00 points. In the advancement of vehicle safety, vehicles crashworthiness has been aggressively addressed by automotive industries since 1947. A lot of latest technologies had become matured and saved thousands and probably millions of lives. With the strong push by the relevant authorities and the pressure from the consumers, I strongly believe the day where there are no zero-star vehicles on our road will soon come true.”

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

“The Kia Morning and Hyundai EON, respectively are the second and third 0-Star cars in the history of ASEAN NCAP, after the non-airbag version of Kia Picanto tested in 2014 for the Thailand market. The Hyundai EON’s result comes alongside the latest results released for popular Indian cars by Global NCAP in New Delhi on 17 May 2016. The 0-Star result of the Morning and EON shows it is important that the cars are not only fitted with at least frontal airbags but it is also crucial that the structure of the car remains stable in a crash. This combination is essential to ensure occupant safety. ASEAN NCAP supports Global NCAP’s campaign on #NOZEROSTARCARS, cars such as these have no place in the ASEAN market.”

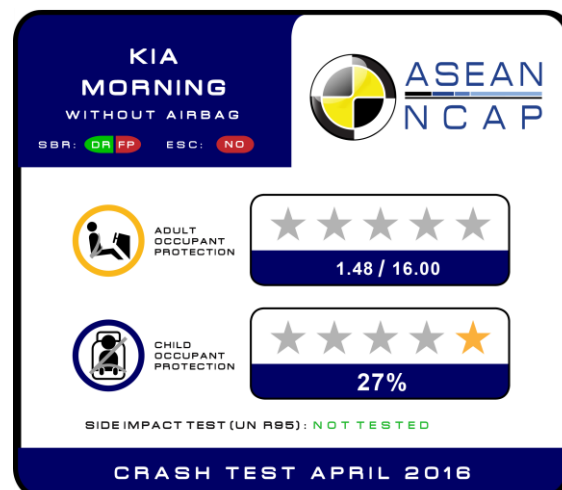


Prof. Dr. Wong also added:

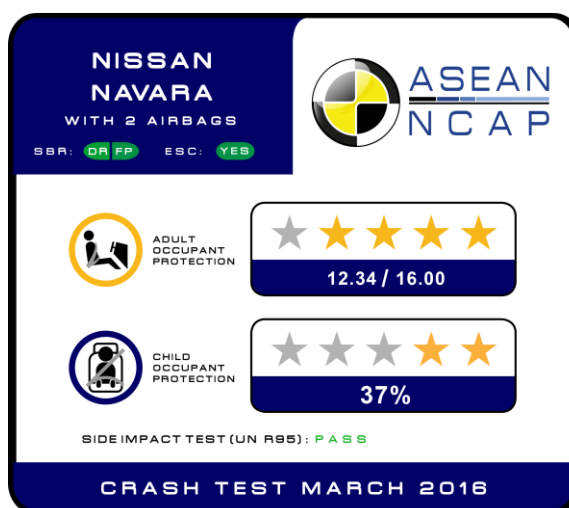
“ASEAN NCAP is ready to open to all sectors from government, automotive industries, non-governmental organizations, consumers and the general public at large to collaborate in elevating the level of vehicle safety in the region. Under ASEAN Road Safety Centre and Malaysian Institute of Road Safety Research, together with our partners we would like to expand the present platform for effective use of ASEAN NCAP results and information at various levels including at the policy level of government and industries.”

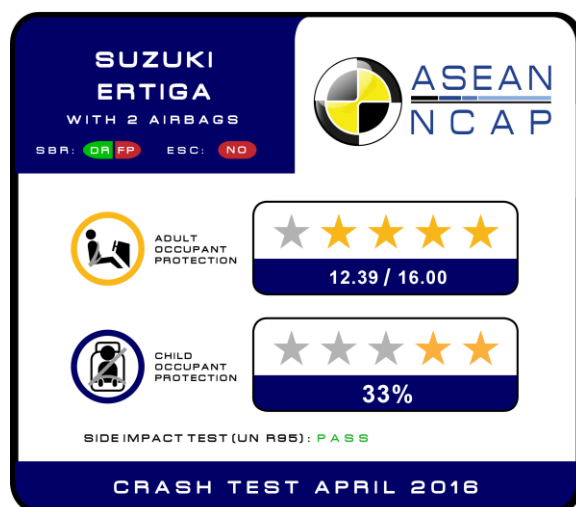
The ASEAN NCAP Q2 2016 results are as follows.

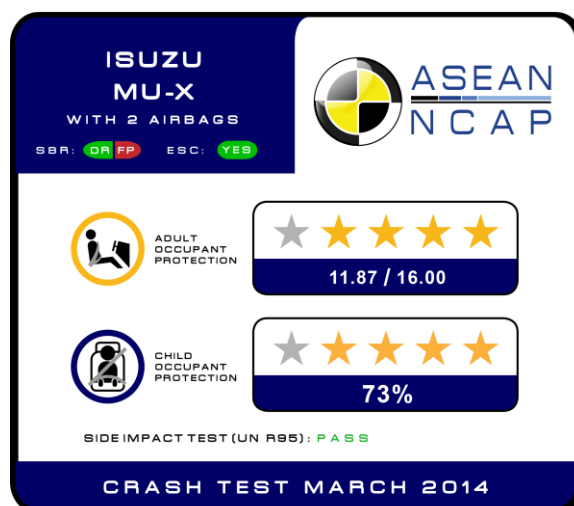
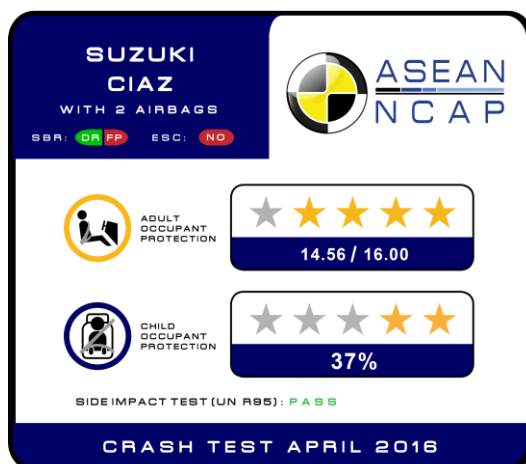
- ❖ **Kia Morning** scored **1.48 points** which makes it fell under the **0-Star** category rating for AOP. For COP it received **1-Star** with **27%**.
- ❖ **Hyundai EON** did not obtain any points at all with **0.00 points**. Similar to Kia Morning, EON also only met **27%** compliance, which makes it fell under **1-Star** range.
- ❖ **Nissan X-Trail** received a comfortable score of **15.10 points** for AOP assessment in which it was awarded with **5-Star**. It also fared well in COP, with **72%** compliance, it is in the **4-Star** rating.
- ❖ **Nissan Navara** received **4-Star** rating with **12.34 points** in AOP and as for COP it scored **37%** with **2-Star** rating.
- ❖ **Suzuki Ertiga** obtained **12.39 points** for AOP category, within **4-Star** range. For COP, it scored **33%** compliance, a rating within **2-Star**.
- ❖ **Suzuki Ciaz** scored **14.56 points** in AOP that makes it achieved **4-Star** rating. In COP assessment, Ciaz met 37% compliance, hence it received **2-Star** rating.
- ❖ **Isuzu MU-X** result is an extended rating from the existing Isuzu D-MAX. The SUV obtained **11.87 points** in which it received **4-Star** AOP. As for the COP assessment, it performed slightly better than the tested pickup truck with **73%** compliance, a rating within **4-Star** category.













## ASEAN NCAP

ASEAN NCAP is a new addition to the NCAP organizations around the world, which aims to enhance safety standards, raise consumer awareness and encourage a market for safer vehicles in the Southeast Asia region (ASEAN community). A collaboration between 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) and Thailand (RAAT).

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

### Frontal Offset Crash Test

Frontal Offset crash test is conducted by having crash test dummies (**Hybrid III 50<sup>th</sup> percentile - male**) at both the driver and front passenger seats and two child dummies (**P3 and P1.5**) inside the child restraint system (CRS) in the test car that moves at 63 km/h (closing speed) when it hit a crash barrier (crushable aluminium barrier). The test results are described below.

#### ❖ **Adult Occupant Protection (AOP) – Driver & Front Passenger**

The result from sensors installed in the dummies and at the body of the car will be analyzed and classified by human body region. To sum up, the worst result from each dummy (implies injury level; compared) by body region is considered and accumulated (**A**). The assessment on the vehicle is also carried out to consider real-world situation known as “modifier” assessment (**B**). Any “penalty” (**B**) will be deducted from the previous score (**A**) to produce the final score (**C = A – B**). Out of 16 points (**C**), the star rating will be determined by the following scheme.

Score	Star Rating
14.00–16.00	★★★★★
11.00–13.99	★★★★
8.00–10.99	★★★
5.00–7.99	★★
2.00–4.99	★
0.00–1.99	Zero Star

#### ❖ **Child Occupant Protection (COP) – 3-year-old and 18-month-old Infant**

The result for child occupants will be based on the CRS used in the test as well as the injury level read by the in-dummy sensors. The P3 and P1.5 child dummies represent 3-year-old and 18-month-old infant, respectively. Thus, by test definition, the result can be defined as “**the level of**

protection for the child occupant by using the stated CRS model in that car with specified (available) CRS attachment method e.g. by using ISOFIX, top tether or solely seatbelt”.

The final result that is in percentage-based will be derived from the following scheme.

<b>Child Occupant Rating Scheme</b>	
Dynamic Test	24/24
CRS Based Assessment	12/12
Vehicle Based Assessment	13/13
<b>TOTAL</b>	<b>49/49</b>
<b>Compliance Percentage</b>	<b>100%</b>

From September 2013, star rating is also applied in COP which previously stated only the percentage of compliance. The star rating will be determined by the following scheme.

<b>Compliance Score (Percentage)</b>	<b>Star Rating</b>
<b>43.00–49.00 (&gt;87%)</b>	<b>★ ★ ★ ★ ★</b>
<b>34.00–42.00 (69%–86%)</b>	<b>★ ★ ★ ★</b>
<b>25.00–33.99 (51%–68%)</b>	<b>★ ★ ★</b>
<b>15.00–24.99 (31%–50%)</b>	<b>★ ★</b>
<b>0.01–14.99 (0.02%–30%)</b>	<b>★</b>
<b>0.00 (0%)</b>	<b>Zero-Star</b>

### ***New Pre-requisite***

Starting January 2015, side impact test (UN R95) was introduced as a new pre-requisite in AOP for 3-Star and above (pass-fail).

### ***ASEAN NCAP Rating Plate – Results Simplified for Public Consumption***

As 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, they can simply refer to the star rating for AOP as well as COP. Due to the above mentioned changes in the rating scheme, a new result plate is introduced effective from September 2013.



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**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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