

PRESS RELEASE

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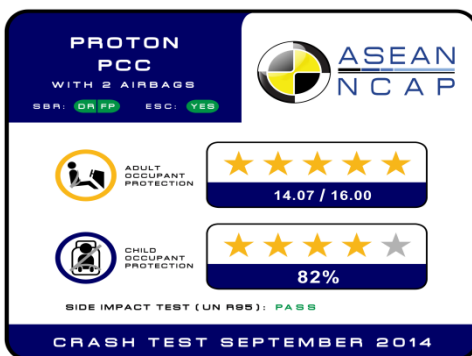
ASEAN NCAP – SAFER CARS FOR ASEAN REGION

ASEAN NCAP Releases the Quarter III 2014 Result for the New Proton Compact Car (PCC)

Kajang, 24 September 2014 – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) continues its safety rating activities and this time is for the new Malaysia's made compact car – up until this release still codenamed as Proton Compact Car (PCC). What is more special to the ASEAN NCAP, this result (Quarter III 2014 September Release) is the very first time for the program to have only one car in a single release, as well as the second car (after Perodua Axia) to obtain ASEAN NCAP safety rating before the market debut.

ASEAN NCAP Secretary-General, Mr. Khairil Anwar Abu Kassim said, "This is the good sign for us and most importantly to the consumers that they will know the result of our rating even before the launch so that the decision making will be made easier for more values for their money. This is also our promise to conduct more tests after the pilot phases, frequently informed the consumers and therefore making the system of promoting safety culture especially in vehicle safety works."

ASEAN NCAP Chairman, Prof. Dr. Wong Shaw Voon said, "I am personally glad with the current trend in our market in which safety is now growing as one of the important factors for car buyers to consider. Also, when looking into the recent results of ASEAN NCAP and safety specifications of new cars in the market, safety has now brought up the passenger car market to another level where the price remain competitive but at the same time we can see fitment of safety items such as airbags and ESC becoming more common in the affordable car sector."



The following are the gist of the PCC result (**Quarter III 2014 September Release**):

- ❖ **Proton Compact Car – 5-Star** in Adult Occupant Protection (AOP); **4-Star** in Child Occupant Protection (COP).
- ❖ Proton has set a new trend in producing safer cars, and this is the second time for Proton to achieve 5-Star in AOP after Prevé/Suprima S model.
- ❖ In addition to that, the Electronic Stability Control (ESC) is made as standard fit in all variants and this offering is aligned with ASEAN NCAP objective to make ESC more affordable to the consumers.
- ❖ As final pricing will only be made public after this release date, ASEAN NCAP can only suggest that this car has the best prospect to be the most affordable 5-Star car (AOP) in the ASEAN region.

ASEAN NCAP Chairman, Prof. Wong added, “I congratulate Proton for this achievement and hopefully this will set a trend among all manufacturers to produce a “global platform” of 5-Star car in the region, and safety will not simply be compromised especially for the entry level cars.”



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 also supported by the membership of Automobile Associations from Malaysia (AAM), the Philippines (AAP) and Singapore (AA Singapore).

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 50th 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 **64 km/h** (closing speed) when it hit a crash barrier (crushable aluminum 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's 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 Child Restraint System (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 the 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:

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

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:

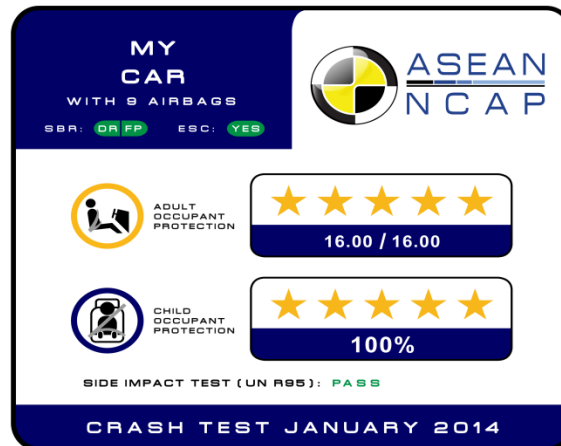
Compliance Score (Percentage)	Star Rating
43.00 – 49.00 (>87%)	★★★★★
34.00 – 42.99 (69% - 86%)	★★★★
25.00 – 33.99 (51% - 68%)	★★★
15.00 – 24.99 (31% - 50%)	★★
0.01 – 14.99 (0.02% - 30%)	★
0.00 (0%)	Zero-Star

New Pre-requisite

From September 2013, side impact test (UN R95) had been introduced as a new pre-requisite in AOP for 4-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 Adult Occupant Protection (AOP) as well as for Child Occupant Protection (COP). Due to the above mentioned changes in the rating scheme, a new result plate is introduced effective from September 2013.



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.

Director-General: Prof. Dr. Wong Shaw Voon (dq@miros.gov.my) (www.miros.gov.my)

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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