



**PRESS RELEASE**

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

### *Suzuki's New Compact SUV Achieved 5-Star in ASEAN NCAP Test*

**Kajang, Malaysia, 30 October 2025** – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) recently conducted an assessment on the third Japanese brand for the year: Suzuki. As a steady automotive presence that has recently re-entered the Malaysian market, Suzuki continues its efforts across the diversified Southeast Asian market. The brand marked another milestone by submitting its newly launched compact SUV model for an ASEAN NCAP assessment.

The newly launched Suzuki FRONX performed well, achieving a **5-Star ASEAN NCAP** rating with an accumulated score of **77.70 points**. The model achieved a score of **36.71 points in the Adult Occupant Protection (AOP) category, 15.27 points in the Child Occupant Protection (COP) category, 15.71 points in the Safety Assist (SA) category, and 10.00 points in the Motorcyclist Safety (MS) category.**

The Suzuki FRONX is equipped with standard fitment across all variants, including six airbags, Electronic Stability Control (ESC), Anti-lock Braking System (ABS), Seatbelt Reminder System (SBR) for both front and rear seat occupants, Pedestrian Protection (PP), and ISOFIX for child seats. The model also offers several safety assist technologies, including Lane Departure Warning (LDW), Forward Collision Warning (FCW), and Lane Keep Assist (LKA), available as standard or optional equipment. Additionally, technologies such as Autonomous Emergency Braking (AEB) City, AEB Inter-Urban, Blind Spot Detection (BSD) for both sides of the vehicle and Auto High Beam (AHB) are offered as optional fitment. Nevertheless, Suzuki has confirmed that all variants of the FRONX sold in the Malaysian market will feature the BSD and AHB safety technologies as standard equipment.

The Suzuki Ertiga, tested in 2019, was the last Suzuki model assessed by ASEAN NCAP. Despite the six-year hiatus, we commend Suzuki for proactively ensuring the FRONX is equipped with several crucial, life-saving technologies. Even though these fitments are not all standard, their inclusion is a positive step, providing significant protection for the vehicle's occupants and other road users. We encourage Suzuki to build on this momentum, making these technologies standard features in future models.

The current ASEAN NCAP 2021–2025 assessment protocol encompasses four assessment domains, with AOP accounting for 40.00 points of the overall score, and COP, SA, and MS each contributing 20.00 points. This year, 2025, marks the final year of the 2021–2025 assessment protocol. Assessment under the 2026–2030 protocol will commence in January 2026.



## **ASEAN NCAP**

ASEAN NCAP is a new addition to the NCAP organisations around the world, 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, which funded the project's pilot phase. 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 the ASEAN NCAP Roadmap 2021-2030 comprises four pillars: 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 regard 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 in 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 ensures that new cars sold in the region comply with the Southeast Asia CRS criteria. Another highlight of COP is the introduction of Child Presence Detection technology, which alerts when a child is left unattended in the car. Therefore, ASEAN NCAP shall be among the first NCAPs to encourage the use of such technology, alongside Euro NCAP, which has already included it in its testing protocol.

### ❖ **Safety Assist Technology**

In the new roadmap, ASEAN NCAP also focuses on Autonomous Emergency Braking (AEB) Technology, a feature that alerts drivers to an imminent crash and helps them use the car's maximum braking capacity. ASEAN NCAP believes that AEB is an important technology that has been well-received by most car manufacturers. In North America, 22 automakers have voluntarily agreed to install standard AEB in their cars starting in 2022. In addition, ASEAN NCAP places greater attention on AEB City and Inter-Urban. As for AEB Pedestrian, ASEAN NCAP plans to delay its introduction until sufficient data from various studies is available. 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 install this technology in their cars.

Also, in Safety Assist, ASEAN NCAP is closely monitoring rear occupant detection. Hence, in the new roadmap, Rear Seatbelt Reminder (SBR) with Occupant Detection receive up to 50% of the SBR points under Safety Assist. Such a decision also provides evidence that ASEAN NCAP will focus on seatbelts as the primary protection for car occupants.

Finally, ASEAN NCAP shall award another 3 points under Safety Assist for Advanced SAT, with OEMs able to select any technology suitable for reducing road casualties. In this area, car manufacturers are encouraged to introduce technologies that benefit road users and help prevent road crashes.

### ❖ **Motorcyclist Safety**

ASEAN NCAP remains totally committed to ensuring the safety of motorcyclists in Southeast Asia. It is a known fact that motorcyclists make up the largest group and account for 80 per cent of road users in ASEAN countries. Unfortunately, the region has also witnessed a tremendous increase in motorcyclist fatalities; hence, the issue of powered two-wheeler 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 Visualisation

Among the main technologies in this pillar are Blind Spot Detection (BSD) and Blind Spot Visualisation (BSV). Both BSD and BSV will help provide early detection/image to avoid collisions with motorcycles. It is expected that 37 percent of collisions can be avoided if all cars are equipped with such technology. Although BSD technology was first introduced in the 1980s, its ability to detect small vehicles has yet to be fully optimised. 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 cannot detect another vehicle at a given speed, but BSV comes into play here. Yet, the use of BSV shall require the driver to assume a more active role.

#### ➤ Advanced Rear Visualisation

ASEAN NCAP is also of the opinion that collisions with motorcyclists can be avoided if a car driver is more alert to their surroundings within a 30-meter radius. Hence, Advanced Rear Visualisation will be useful for detecting the presence of motorcycles and other small vehicles. Currently, with the increasing popularity of MPVs and SUVs in ASEAN countries, it has become common to see large families travelling together in a car, their luggage packed to the brim. In such a situation, using the rearview mirror will not be helpful, as the rear passengers block the driver's view. Such a scenario can be avoided with Advanced Rear Visualisation, which improves the driver's view by placing a tiny camera at the rear of the car (in addition to the rear mirror).

#### ➤ Auto High Beam

The widespread popularity of motorcycles presents a very different problem from that of cars. It has been observed that in certain areas, the condition of motorcycles on the road is not up to the mark, with some equipment not functioning correctly. For example, the headlight or the taillight might not work. Such an issue regarding the conspicuousness of motorcyclists will definitely result in dangerous situations, which could eventually lead to road crashes. This stems from the difficulty car drivers have in noticing nearby motorcyclists. Regardless, with the Auto High Beam function in a new car, this problem may be solved and, in turn, result in a reduction in motorcyclist fatalities 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 support the existing initiatives introduced by several car manufacturers on pedestrian protection. Of late, new cars have been designed with pedestrian protection in mind. Taking a cue from this, ASEAN NCAP wishes to also include Pedestrian Protection in this new roadmap. Because pedestrians fall under the Vulnerable Road User category, ASEAN NCAP believes that Pedestrian Protection should be regarded as part of the Motorcyclist Safety segment.

➤ Advanced Motorcyclist Safety Technology

All in all, current technologies that can enhance motorcyclist safety in a car have been few and far between. Thus, 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 will act as a bonus point, which will not exceed the full score under Motorcyclist Safety.

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

The test result is primarily for public consumption, i.e., for consumers to consider the quality and safety protection offered by the car model based on the NCAP assessment. With ASEAN NCAP's transition to a single rating scheme, consumers can easily refer to the safety star rating, which is based on the accumulated score from the four main assessment pillars under the new 2021–2025 protocol: 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. Findings from research and evidence-based intervention programmes provide the basis for formulating new strategies, legislation, 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 advance road safety.



**About Global NCAP** – Global NCAP is a non-profit organisation 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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