



PRESS RELEASE

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ASEAN NCAP – SAFER CARS FOR ASEAN REGION

Rugged Jetour T2 SUV Delivers 5-Star Performance in Its First ASEAN NCAP Test

Kajang, Malaysia, 9 January 2026 – The conclusion of 2025 marked the final phase of the New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) 2021–2025 assessment protocol. While numerous results were published throughout the year, several evaluations were conducted during the final weeks of December. Among these year-end assessments was the Jetour T2, a rugged off-road SUV, which underwent rigorous testing to conclude our 2025 calendar.

The all-new Jetour T2 delivered strong performance in its first assessment under the ASEAN NCAP 2021–2025 protocol, earning a **5-Star ASEAN NCAP** rating with an overall score of **86.50 points**. The test on the SUV was conducted based on the four assessment categories consisting of **the Adult Occupant Protection (AOP) category with 37.17 points, the Child Occupant Protection (COP) category with 15.94 points, the Safety Assist (SA) category with 17.14 points and the Motorcyclist Safety (MS) category with 16.25 points.**

The Jetour T2 is equipped with standard features of six airbags, Electronic Stability Control (ESC), Anti-lock Braking System (ABS), Seatbelt Reminder System (SBR) for the driver, front passenger and also for the rear passengers, rear seat occupant detection, Blind Spot Detection (BSD) on both sides of the vehicle (driver and passenger), Pedestrian Protection (PP), Child Presence Detection (CPD) and ISOFIX fitment for child safety in all its variants. The off-road SUV also offers other advanced safety assist technologies as optional equipment, comprising Autonomous Emergency Braking (AEB) City, AEB Inter-Urban, AEB Pedestrian, Forward Collision Warning (FCW), Lane Keep Assist (LKA), Lane Departure Warning (LDW), Auto High Beam (AHB) and AEB for motorcycles.

The Malaysian Institute of Road Safety Research (MIROS) and ASEAN NCAP are pleased to welcome Jetour, a brand under Chery Group, into the ASEAN NCAP assessment program. As we conclude the final year of the 2021–2025 assessment protocol, we have seen a significant influx of diverse models and powertrains, reflecting the industry's evolving landscape.



We are delighted to announce that the Jetour T2 has achieved a 5-Star rating, offering consumers a robust new option in the safety-conscious market. As the list of ASEAN NCAP-assessed vehicles grows, it empowers consumers to align their specific lifestyle preferences—such as recreational and outdoor activities—with the highest standards of occupant protection. The Jetour T2 successfully bridges the gap between adventure-ready design and uncompromising safety. We commend the Jetour team for their commitment to automotive safety excellence.

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 a higher car safety standard suited to 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 the driver 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, 20 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 receives 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 Safety Assist Technologies (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 and visualisation 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 improve car safety. Admittedly, BSD and BSV may have their strengths and weaknesses. 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 also believes 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 help detect 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 lead to dangerous situations, which could eventually result in road crashes. This stems from the difficulty car drivers have in noticing nearby motorcyclists. Regardless, with the Auto High Beam function in new cars, this problem may be solved and, in turn, reduce 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 pedestrian protection initiatives introduced by several car manufacturers. 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 bonus points, 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, SA, 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, serving 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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