



Safer Cars for ASEAN Region

ASEAN NCAP 2021-2025

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FIA Foundation
for the Automobile and Society

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What is NCAP?

- NCAP stands for “**New Car Assessment Programme**”
- NCAP’s role is to provide consumer a **realistic** and **independent** assessment on the **safety performance** of vehicles **recently launched** in the markets.
- NCAP Family
 - IIHS
 - 5-Star Safety Ratings (NHTSA)
 - JNCAP
 - ANCAP
 - Euro NCAP
 - KNCAP
 - CNCAP
 - Latin NCAP
 - ASEAN NCAP
 - Bharat NCAP



- New Car Assessment Programme for Southeast Asian Countries was formed with the signing of MoU between MIROS and Global NCAP on 8th December 2011
- Objective: to promote a market for safety by raising awareness to the car buying public and encouraging manufacturers to build safer vehicles



#	Est. Year	Countries	#	Est. Year	Countries
1	1999	USA	6	1999	South Korea
2	1978	USA	7	2006	China
3	1991	Japan	8	2010	South America
4	1992	Australia & New Zealand	9	2011	South East Asia Countries
5	1997	FRA, GER, ITA, ESP, SWE, NED, UK (EU)	10	2023	India

Difference between NCAP and Regulation

Regulation	NCAP
<ul style="list-style-type: none"> Mandatory requirement 	<ul style="list-style-type: none"> Consumer information Voluntary
<ul style="list-style-type: none"> Minimum safety level for all vehicles on the road 	<ul style="list-style-type: none"> Not all the models and versions sold in the market are assessed
	<ul style="list-style-type: none"> Always need to distinguish vehicles one from another in terms of safety performances, mainly on 2 aspects: crashworthiness and active safety <ul style="list-style-type: none"> ➤ Crashworthiness = how well the car protects its occupant in a crash ➤ Active safety = how the car avoids/mitigates the crash from occurring
	<ul style="list-style-type: none"> Requirement higher than regulation, for example: frontal impact test speed 56 km/h vs. 64 km/h

- ASEAN NCAP's mission is in line with UN's aspiration
 - To elevate the safety level of passenger cars sold in South East Asia
- Passive safety
 - To protect the occupants and mitigate the severity of injury in the event a crash occurred
- Active safety
 - The fitment function to prevent crashes from occurring or reduce the severity of injuries sustained by the occupants

Prerequisite to
obtain 5-Star
rating



AOP Rating

COP Rating

Side Impact
Result

Roadmap 2017-2020 Weightage Assessment



50 %

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 50% of the overall rating with a maximum 36 points from three main assessments: offset frontal, side impact and 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). HPT can be other than an airbag, as long as it protects the head. However, for technologies other than the conventional curtain or head airbags, manufacturer is requested to provide evidence that the system is effective, at least in principle, before a test can be allowed.

2012 – 2016 (AOP Single Rating)	
Offset Frontal Test - Maximum score of 16	Side Impact Test - Compliance with UN R95 - 4-Star & above (September 2013-2014) - 3-Star & above (2015-2016)

2017 – 2020 (50% of the Overall Rating)		
Offset Frontal Test - Maximum score of 16	Side Impact Test - Maximum score of 16	HPT Evaluation - The calculation is based on FRS with a maximum of 4 points
MAXIMUM OF 36 POINTS		

25 %

CHILD OCCUPANT PROTECTION

Protection for children in a vehicle is as important as adult protection. Currently ASEAN NCAP is separately rating adult and child.

Instead of a separate rating in 2012-2016 requirement, the new requirement for COP 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)		Child Occupant Protection 2017-2020 (25% of the Overall Rating)	
Dynamic Assessment (16 Points)	Dynamic Assessment (24 Points)	Dynamic Assessment (12 Points)	Dynamic Assessment (12 Points)
P-aries dummy PLS PS Frontal Impact Head 3 6 Chest 6 6 Neck 3 N/A	Q series dummy Q15 Q3 Frontal Impact Head 4 4 Chest 2 2 Neck 2 2 Side Impact Head 4 4	Q series dummy Q15 Q3 Frontal Impact Head 4 4 Chest 2 2 Neck 2 2 Side Impact Head 4 4	Q series dummy Q15 Q3 Frontal Impact Head 4 4 Chest 2 2 Neck 2 2 Side Impact Head 4 4
CRS Based Assessment (12 Points)	CRS Installation Assessment (12 Points)	CRS Based Assessment (12 Points)	CRS Installation Assessment (12 Points)
CRS Marking 8 points per CRS CRS to Vehicle Interface 4 points per CRS	References List Assessment 10 points DER Assessment 2 points	CRS Marking 8 points per CRS CRS to Vehicle Interface 4 points per CRS	References List Assessment 10 points DER Assessment 2 points
Vehicle Based Assessment (13 Points)	Vehicle Based Assessment (13 Points)	Vehicle Based Assessment (13 Points)	Vehicle Based Assessment (13 Points)
Use of CRS on the Front Seats 5 points Provision of Three-point Seatsbelts 1 point Gabarit Assessment 2 points ISOFIX 3 points Integrated CRS 2 points	Provision of Three-point Seatsbelts 1 point Gabarit Installation 2 points 2 Simultaneous Use Seating Positions 2 points ISOFIX Stability 2 points Two or more Larger ISOFIX Positions 1 point Passenger Airbag Warning Marking and Disabling 5 points	Use of CRS on the Front Seats 5 points Provision of Three-point Seatsbelts 1 point Gabarit Assessment 2 points ISOFIX 3 points Integrated CRS 2 points	Provision of Three-point Seatsbelts 1 point Gabarit Installation 2 points 2 Simultaneous Use Seating Positions 2 points ISOFIX Stability 2 points Two or more Larger ISOFIX Positions 1 point Passenger Airbag Warning Marking and Disabling 5 points

Furthermore, assessment method has 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	CRS	Model	Year	Score
Group I/II/III Group IV/II/III Group I/II/III Group I/II/III Group I/II/III Group I/II/III Group I/II/III Group I/II/III Group I/II/III Group I/II/III	Q15	Maxi-Cost Cabriolet	8...	8...
	Q15	Maxi-Cost Cabriolet	8...	8...
	Q15	Combi-Majgot	8...	8...
	Q15	Combi-Born Junior Air	8...	8...
	Q15	Britax Baby-Safe-Plus ISOFIX Base	4...	4...
	Q15	Maxi-Cost MiLife	1...	1...
	Q15	Britax Duo Plus	1...	1...
	Q15	Britax Parkway SGL	1...	1...
	Q15	Q15	1...	1...
	Q15	Manufacturer Selection	1...	1...

25 %

SAFETY ASSIST

Promotion of Safety Assist Technologies (SATs) has become one of the main pillars in the new road map 2017-2020.

It contributes 25% of the overall rating with a maximum of 18 points focusing on Effective Braking and Avoidance (EBA), SBR, BS7 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 Fitment Rating System (FRS) except for advanced SATs.

Instead of only ESC, ABS is also considered in the new road map 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.

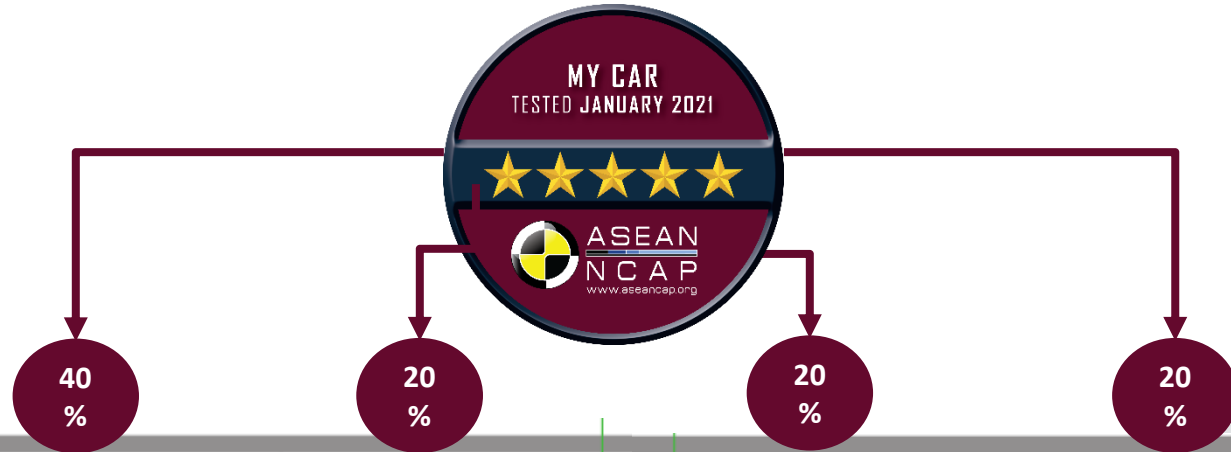
Apart from that, in vision to reduce the number of low-changing/merging crashes especially involving motorcycles, ASEAN NCAP introduces additional incentive for vehicle equipped with BS7. This is part of ASEAN NCAP's strategic approaches in curbing the number of accidents and injuries involving motorcycles 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.

2012 – 2016 (Prerequisite for 5-Star AOP)	
Electronic Stability Control	Seatbelt Reminder - Driver - Front Passenger

2017 – 2020 (25% of the Overall Rating)			
Effective Braking & Avoidance - Anti-lock Braking System - Electronic Stability Control	Seatbelt Reminders - Driver - Front Passenger - Rear Passengers	Blind Spot Technology - On-lane - Off-lane	Advanced Safety Assist Technologies* - Integrated CRS - AEB Front-vehicle - AEB City - AEB VIL - Lane Departure Warning System - Forward Collision Warning System
The calculation is based on FRS with a maximum of 8 points	The calculation is based on FRS with a maximum of 6 points	The calculation is based on FRS with a maximum of 2 points	A score of 1 point is awarded for each SAT available in any variant (minimum 1 country for each sector) with a maximum of 2 points
MAXIMUM OF 18 POINTS			

*Manufacturers are encouraged to propose any Advanced SATs subject to ASEAN NCAP approval.

Roadmap 2021-2025 Weightage Assessment



ASEAN NCAP www.aseanncap.org 2021-2025	AOP		COP		Safety Assist		Motorcyclist Safety	
	Item	Max	Item	Max	Item	Max	Item	Max
	Frontal	16	Frontal	16	<i>EBA</i>	6	<i>BSD / BSV</i>	8
	Side	8	Side	8	<i>SBR(Fr.)</i>	3	<i>Rear View Technology</i>	4
	<i>HPT Evaluation</i>	8	CRS Installation	12	<i>SBR(Rr.)</i>	1.5	<i>AHB</i>	2
			Vehicle Based Assessment	13	<i>SBR(Rr.) Advanced</i>	1.5	Pedestrian Protection	2
			<i>Child Presence Detection</i>	2	<i>AEB City</i>	2.5	[Advanced MST]*	2*
					<i>AEB Inter Urban</i>	3.5	*BONUS POINT	
					<i>Advanced SAT</i>	3		
Score		32		51		21		16
Weighting		40%		20%		20%		20%
<i>Slanting = Fitment Rating System</i>					<i>* To add 2 points MAX to total MS point</i>			
		AOP (%)		COP (%)		Safety Assist (%)		Motorcyclist Safety (%)
5 ★		80		75		70		50
4 ★		70		60		50		40
3 ★		60		30		40		30
2 ★		50		25		30		20
1 ★		40		15		20		10

Where are we now?

- As of to date, ASEAN NCAP has assessed and rated 16 models under the 2021-2025 protocol.
- From this number, 12 models were awarded with 5-Star, 3 were rated as 4-Star and 1 model rated as 3-Star.
- The success was based on close collaboration with partners on the development of our 2021-2025 protocol.
- This year marks the mandatory application for e-hailing operators in Malaysia to have their vehicles rated with ASEAN NCAP rating of 3-Star and above in order for them to operate the vehicles as public transportation.

- E-hailing services was enforced in Malaysia on 12 July 2018, under the Land Public Transport Act (Amendment) 2017, which falls under the jurisdiction of the Land Public Transport Agency (APAD).
- One of the rules of vehicle specifications for operating under E-hailing Operators (EHOs):
 - i. All vehicle models must meet the minimum 3-Star rating ASEAN NCAP or equivalent (NCAP rating from other regions); and
 - ii. Vehicles not meeting ASEAN NCAP (or equivalent) minimum rating and have been registered by EHO before 1 November 2018 are allowed to continue, but only until 31 December 2022 or up to the age limit of 10 years (whichever comes first).

Land Public Transport Agency (APAD) Guideline for Taxi & e-Hailing

6.2 Kenderaan e-hailing (Kenderaan persendirian)

Pemegang lesen LPP hendaklah memastikan kenderaan *e-hailing* mematuhi spesifikasi kenderaan seperti jadual berikut:

Per	Spesifikasi	No.	Garis Panduan
(a)	Model kenderaan	(i)	Model kenderaan adalah terbuka kepada semua jenama dan model kenderaan yang memenuhi taraf tiga (3) bintang tahap piawaian Program Penilaian Kereta Baharu Rantau Asia Tenggara (“ASEAN NCAP”) atau yang setara dengannya sebagaimana di Lampiran 1.
		(ii)	Kenderaan <i>e-hailing</i> yang tidak memenuhi taraf 3 bintang ASEAN NCAP dan yang telah didaftarkan oleh pemegang LPP sebelum 1 November 2018 dibenarkan untuk terus digunakan sehingga 31 Disember 2022 atau sehingga mencapai had usia 10 tahun (yang mana terdahulu).
		(iii)	Kenderaan yang didaftarkan oleh pemegang LPP pada dan selepas 1 November 2018

Safer Cars for ASEAN Region

HONDA WR-V



Variant RS WITH HONDA SENSING	Year Built 2022
Model Year 2023	Vehicle Category SUV
Engine Capacity 1.5 L	Kerb Mass 1139 kg
No. of Airbags 6	Test Lab JARI

TESTED VARIANT ORIGIN	INDONESIA	FOR	INDONESIA
OTHER ASEAN PRODUCTION (ALL VARIANTS)	INDONESIA	FOR	INDONESIA

ADULT OCCUPANT PROTECTION	FRONTAL IMPACT	SIDE IMPACT	HEAD PROTECTION TECHNOLOGY	TOTAL
	14.88	8.00	4.73	27.41

FRONTAL IMPACT

Legend: GOOD (Green), ADEQUATE (Yellow), MARGINAL (Orange), WEAK (Red), POOR (Dark Red)

DRIVER: GOOD (Green)

PASSENGER: ADEQUATE (Yellow)

No Modifier

SIDE IMPACT

Legend: GOOD (Green), ADEQUATE (Yellow), MARGINAL (Orange), WEAK (Red), POOR (Dark Red)

DRIVER: GOOD (Green)

Data obtained from the frontal offset test showed both test dummy occupants received adequate protection to the chests. The vehicle's frontal compartment remained stable in the test.

The performance of HPT was confirmed with additional deployment test and its score was determined by Filment Rating System (FRS).

SAFETY ITEMS (PASSIVE)

ITEMS	REGION	ASEAN
Airbags	Driver	Standard on all variants
	Passenger	Standard on all variants
	Side (2)	Standard on all variants
	Curtain (2)	Available as standard or optional
	Knee	Not available
Seatbelts	Retractor Pre-tensioner & Load Limiter for Driver	Standard on all variants
	Retractor Pre-tensioner & Load Limiter for Passenger	Standard on all variants

CHILD OCCUPANT PROTECTION	DYNAMIC TEST	VEHICLE BASED	INSTALLATION	CHILD DETECTION	TOTAL
	24.00	8.00	10.06	0.73	42.79

DYNAMIC TEST ASSESSMENT

	18-MONTH-OLD CHILD	3-YEAR-OLD CHILD
Restraint Facing Installation	: Honda Baby & Kids i-Size : Rearward Facing : ISOFIX & Supportleg	: Honda Baby & Kids i-Size : Rearward Facing : ISOFIX & Supportleg
	Frontal Impact : 8.00 Side Impact : 4.00 Total Performance : 12.00	Frontal Impact : 8.00 Side Impact : 4.00 Total Performance : 12.00

CRS INSTALLATION ASSESSMENT

CRS	DIRECTION	SEAT POSITION						
		FRONT PASSENGER	2ND ROW			3RD ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
Peg-Perego Primo Viaggio SL	Rwd	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
Jale Stages	Rwd	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
Jale Stages	Fwd	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
Combi Buon Junior Air	Fwd	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
Maxi Cosi CabrioFix + Family Fix	Rwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Jale Every Stage Fx	Fwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Jale Every Stage Fx	Rwd	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
Maxi Cosi Titan Pro	Fwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Britax Kidifix 2 R	Fwd	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
Honda Baby & Kids i-Size*	Rwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
Honda Baby & Kids i-Size*	Rwd	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A

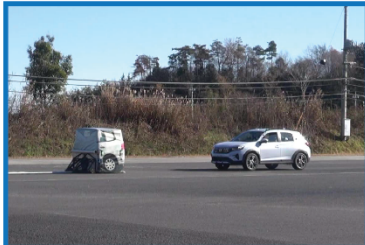
PASS : install without problem, FAIL : Safety critical problem, EXEMPT : Installation not allowed, N/A : Not available
*Manufacturer's selection

ASEAN NCAP Result Report (cont.)

SAFETY ASSIST	EFFECTIVE BRAKING & AVOIDANCE 6.00	SEATBELT REMINDERS 3.00	AUTONOMOUS EMERGENCY BRAKING 4.37	ADVANCED SATS 3.00	TOTAL 16.37
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ITEMS		ASEAN
Effective Braking & Avoidance		
Anti-lock Braking System		Standard on all variants
Electronic Stability Control		Standard on all variants
Seatbelt Reminders		
Driver		Standard on all variants
Front Passenger		Standard on all variants
Rear Passengers		Not available
Rear Seat Occupant Detection		Not available
Autonomous Emergency Braking		
City		Available as standard or optional
Inter-Urban		Available as standard or optional
Pedestrian		Available as standard or optional
Advanced Safety Assist Technologies		
Lane Departure Warning System		Available as standard or optional
Forward Collision Warning System		Available as standard or optional
Lane Keep Assist		Available as standard or optional
Driver Attention Monitor		Not available

AUTONOMOUS EMERGENCY BRAKING ASSESSMENT



ASEAN NCAP is introducing the Autonomous Emergency Braking (AEB) system functionality assessment in its new 2021-2025 protocol. In the protocol, ASEAN NCAP assessed the functionality and effectiveness of AEB City and AEB Inter-Urban systems fitted inside the vehicle in performing emergency braking at several speeds against another preceding vehicle. The new Honda WR-V offers both the AEB City and Inter-Urban systems as standard or optional amongst its variants. In this assessment, ASEAN NCAP confirms the technologies have functioned according to the ASEAN NCAP requirements.

MOTORCYCLIST SAFETY	BLIND SPOT DETECTION 2.91	REAR VISUALIZATION 0.00	HEADLIGHT 1.45	PEDESTRIAN 2.00	ADVANCED MST 2.00	TOTAL 8.36
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ITEMS		ASEAN
Blind Spot Detection		
Nearside		Not available
Offside		Available as standard or optional
Rear Visualization		
Advanced Rear Visualization		Not available
Headlight		
Auto High Beam		Available as standard or optional
Pedestrian		
Pedestrian Protection		Standard on all variants
Advanced Motorcyclist Safety Technology		
AEB for Motorcycle		Available as standard or optional

BLIND SPOT DETECTION ASSESSMENT




Starting from the 2017-2020 protocol, ASEAN NCAP had introduced assessment on the functionality of Blind Spot Technology fitted inside the assessed vehicle. ASEAN NCAP continues the assessment under the new Motorcyclist Safety pillar for the new 2021-2025 protocol. The newly assessed Honda WR-V is equipped with Blind Spot Visualization (BSV) on the passenger side of the vehicle as standard or optional fitment. In this assessment, ASEAN NCAP confirms the technology has functioned according to the ASEAN NCAP requirements on the left side area of the vehicle.

ASEAN NCAP Result Report (cont.)



OVERALL RATING

The new Honda WR-V is the ninth model under the Honda brand to be assessed by ASEAN NCAP. The 5-seater SUV offers standard equipment of 4 airbags, Electronic Stability Control (ESC), Anti-lock Braking System (ABS), Seatbelt Reminder System (SBR) for its frontal occupants and Pedestrian Protection technology. Nevertheless, majority of the WR-V's market also offer variants with 6 airbags. The WR-V offers safety assist technologies either as standard or optional fitment that include Autonomous Emergency Braking (AEB) City, AEB Inter-Urban, AEB Pedestrian, Lane Departure Warning (LDW), Forward Collision Warning (FCW) and Lane Keep Assist (LKA). Additionally, in the aspect of providing safety to motorcyclists/vulnerable road users, the model is equipped with Blind Spot Visualization (BSV) at the passenger side, Auto High Beam (AHB) and AEB for Motorcycle, which are also available either as standard or optional equipment. The Honda WR-V has made a commendable performance in the ASEAN NCAP assessment with a total score of 77.07 points. From the score the SUV has successfully obtained a maximum rating of 5 stars for all the assessed categories (AOP, COP, SA & MS). Hence, the overall score has made it eligible to be awarded with 5-Star ASEAN NCAP rating.

Item	AOP		COP		SAFETY ASSIST		MS		2021 - 2025 ASEAN NCAP RATING	
	Point	Max	Item	Point	Max	Item	Point	Max		
GDB	14.68	16.00	FRONTAL	16.00	16.00	ESA	6.00	6.00		
SIDE	8.00	8.00	SIDE	8.00	8.00	SBR	3.00	4.00		
HPT Evaluation	4.73	8.00	Installation	10.06	12.00	AEB City	1.82	2.50		
			Vehicle Based CPD	8.00	13.00	AEB Inter-Urban	2.55	3.50		
				0.73	2.00	Advanced SAs	3.00	3.00		
						Advanced MST*	2.00	2.00		
Score	27.41	32.00		42.79	51.00		16.37	21.00		
Normalized Score	0.86			0.84			0.78	0.52		
Weighting	40%			20%			20%	20%		
Weighted Score	34.26			16.78			15.58	10.45		77.07
Maximum Star Rating	5			5			5	5		

*Bonus Point

- ASEAN Automobile Safety Forum
- ASEAN NCAP Grand Prix
- Vehicle Safety Course
- Stop the Crash Partnership



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SEARCH FOR SAFETY

New Car Assessment Programme for Southeast Asian Countries

LATEST RESULT

New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP), a new addition to the NCAP family, is targeted to elevate vehicle safety standards, raise consumer awareness and thus encourage a market for safer vehicles in the region.



PERODUA AXIA (2023)

2023



Standard Safety Equipment



HONDA WR-V

2023



Standard Safety Equipment



HYUNDAI CRETA

2022



Standard Safety Equipment



HYUNDAI STARGAZER

2022



Standard Safety Equipment

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OUR TEST



The Ratings Explained (20...



Vehicle Selection



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List of Models Rated by ASEAN NCAP

SEARCH FOR SAFETY

New Car Assessment Programme for Southeast Asian Countries

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OUR TEST

2021-2025 Protocols (No. 1-10)

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ASEAN NCAP Overall Assessment Protocol

Version 2.0 – From November 2019

Version 2.1 – From January 2020



ASEAN NCAP Vehicle Selection, Specification, Testing and Retesting

Version 1.0 – From November 2019



ASEAN NCAP Fitment Rating System

Version 1.1 – From November 2019



ASEAN NCAP Assessment Protocol - Adult Occupant Protection

RESULTS

On this page you will find the ratings of commercial cars tested by ASEAN NCAP on automated driving technologies. For its 2021 assessment of Commercial Car Safety, ASEAN NCAP has developed dedicated test and assessment protocols, looking into the Safety Assist Performance of these cars.

HOW SAFE IS YOUR CAR?

Search Your Vehicle & Model

You Also May Choose Your Vehicle Class



PERODUA AXIA (2023)

1000 SE (CVT)

2023



HONDA WR-V

RS WITH HONDA SENSING

2022



HYUNDAI CRETA

PERODUA AXIA (2023)



2023

Mini Car



Download Full Report



Adult Occupant



Child Occupant



Safety Assist



Motorcyclist Safety



DYNAMIC ASSESSMENT			
CHILD DUMMY	FRONTAL IMPACT	SIDE IMPACT	TOTAL
Q1.5	8.00	4.00	12.00
Q3	8.00	4.00	12.00

CRS INSTALLATION ASSESSMENT								
CRS	DIRECTION	SEATING POSITION						
		FRONT		2 ND ROW			3 RD ROW	
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
PEG-PEREGO PRIMO VIAGGO SL	RWD	EXEMPT	PASS	PASS	PASS	N/A	N/A	N/A
JOIE STAGES	RWD	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
JOIE STAGES	FWD	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
COMBI BUON JUNIOR AIR	FWD	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
MAXI COSI CABRIOFIX + FAMILY FIX	RWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
JOIE EVERY STAGE FX	FWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
JOIE EVERY STAGE FX	RWD	EXEMPT	PASS	FAIL	PASS	N/A	N/A	N/A
MAXI COSI TITAN PRO	FWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
BRITAX KIDFIX 2 R	FWD	PASS	PASS	FAIL	PASS	N/A	N/A	N/A
MAXI COSI CABRIOFIX + FAMILY FIX*	RWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A
JOIE STAGES ISOFIX*	RWD	EXEMPT	PASS	EXEMPT	PASS	N/A	N/A	N/A

PASS: Install Without Problem, FAIL: Safety Critical Problem, EXEMPT: Installation Not Allowed, N/A: Not Available
 *Manufacturer's Selection



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ASEAN NCAP 2026-2030 Roadmap Released

Categories: News

15 March 2023, Jakarta, Indonesia – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) today announced its fourth roadmap for 2026-2030. The new roadmap maintains the four assessment pillars under the current 2021-2023 protocol; Adult Occupant Protection (AOP), Child Occupant Protection (COP), Safety Assist (SA) and Motorcyclist Safety (MS).

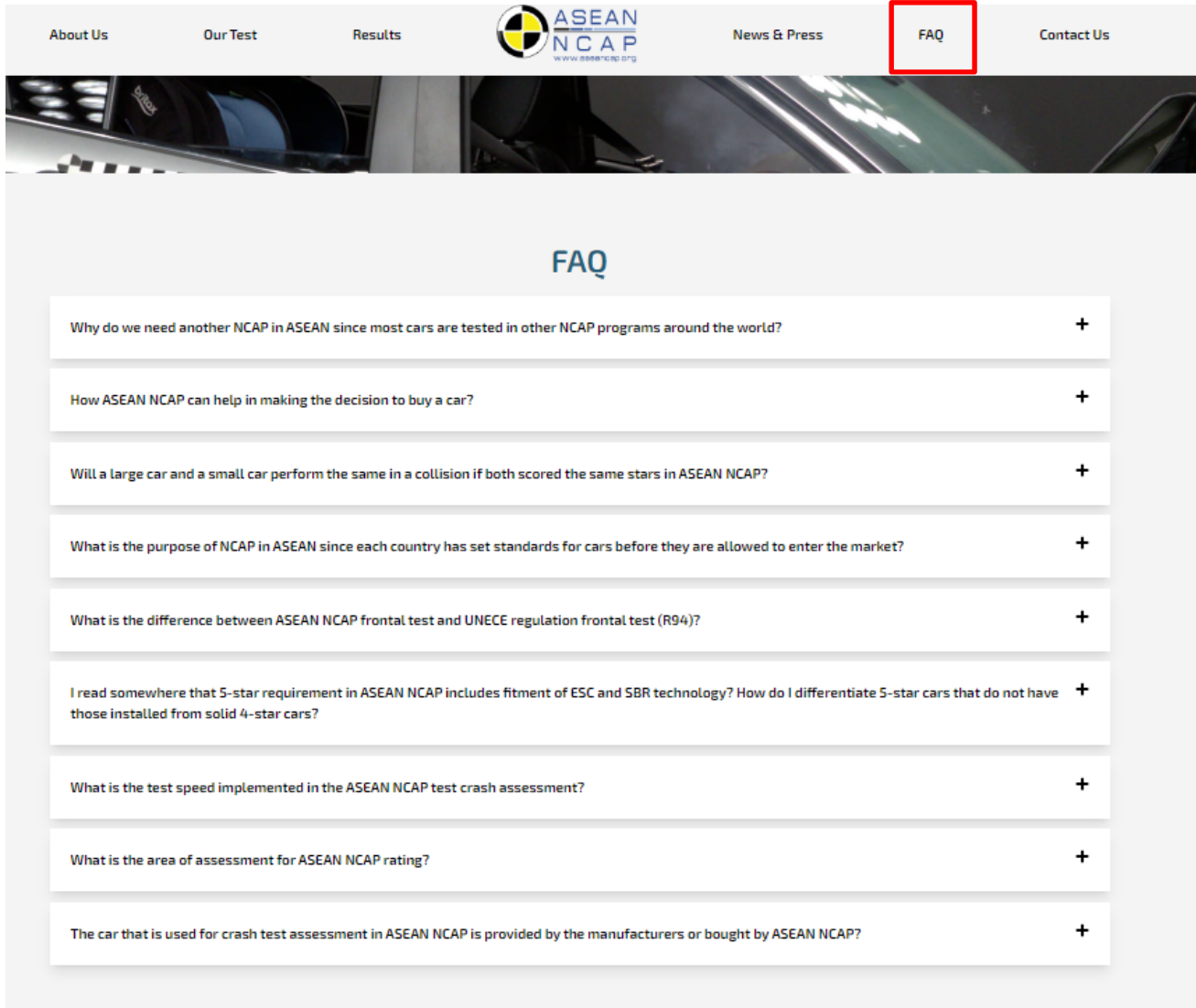
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ASEAN NCAP Meeting with JAMA

Categories: News

Kajang, Malaysia, 27 February 2023 – The New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) was pleased to receive a visit from the Japan Automobile Manufacturers Association (JAMA) last 23rd February 2023. This was the first face-to-face meeting between the two organizations after the COVID-19 pandemic. The visit that took place at MIROS office was for both organ...

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The screenshot shows the ASEAN NCAP website's FAQ page. The navigation menu at the top includes 'About Us', 'Our Test', 'Results', 'ASEAN NCAP' (with logo), 'News & Press', 'FAQ' (highlighted with a red box), and 'Contact Us'. Below the navigation is a banner image of a car's interior. The main heading is 'FAQ'. A list of ten questions is displayed, each with a plus sign on the right side, indicating they are expandable. The questions cover topics such as the need for ASEAN NCAP, how it helps in car purchase decisions, performance comparisons, standards, test differences, 5-star requirements, test speeds, assessment areas, and car provision for tests.

Question	Expandable
Why do we need another NCAP in ASEAN since most cars are tested in other NCAP programs around the world?	+
How ASEAN NCAP can help in making the decision to buy a car?	+
Will a large car and a small car perform the same in a collision if both scored the same stars in ASEAN NCAP?	+
What is the purpose of NCAP in ASEAN since each country has set standards for cars before they are allowed to enter the market?	+
What is the difference between ASEAN NCAP frontal test and UNECE regulation frontal test (R94)?	+
I read somewhere that 5-star requirement in ASEAN NCAP includes fitment of ESC and SBR technology? How do I differentiate 5-star cars that do not have those installed from solid 4-star cars?	+
What is the test speed implemented in the ASEAN NCAP test crash assessment?	+
What is the area of assessment for ASEAN NCAP rating?	+
The car that is used for crash test assessment in ASEAN NCAP is provided by the manufacturers or bought by ASEAN NCAP?	+

Thank you

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