



PRESS RELEASE

FOR IMMEDIATE RELEASE

ASEAN NCAP – SAFER CARS FOR ASEAN REGION

ASEAN NCAP Assessed Daihatsu Xenia for Indonesia Market

Kajang, Malaysia, 26 June 2023 – The Daihatsu Xenia is the latest model that was assessed by the New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP). The Xenia that was released for the Indonesia market in 2022 is the fifth model under the Daihatsu brand to be tested by ASEAN NCAP and it is the first Daihatsu model to be assessed under the current ASEAN NCAP assessment protocol 2021-2025.

The Daihatsu Xenia fared well in the assessment with an overall score of **64.50 points** in which it received **3-Star** ASEAN NCAP rating. Nevertheless, in the assessment, the 7-seater MPV achieved a maximum of 5-Star rating for its **Adult Occupant Protection (AOP) category with 32.63 points**, and obtained maximum rating of 4-Star for both the **Child Occupant Protection (COP) category with 14.37 points and Safety Assist (SA) with 10.00 points**. As for the **Motorcyclist Safety (MS)** assessment category, the Xenia obtained a maximum 3-Star rating with a score of **7.50 points**.

The Daihatsu Xenia offers a standard fitment of 2 airbags while its highest variant offers 6 airbags. The 7-seater MPV is equipped with standard fitment of Anti-lock Braking System (ABS), Seatbelt Reminder System (SBR) for driver only and Pedestrian Protection technology across all its variants. The model offers other advanced safety assist technologies as optional fitment comprising Autonomous Emergency Braking (AEB) City, AEB Inter-Urban, Lane Keep Assist (LKA), Forward Collision Warning (FCW), Lane Departure Warning (LDW), Blind Spot Detection (BSD) and Electronic Stability Control (ESC). The ESC technology is available in 1.3L CVT variants and all of its 1.5L variants.

The current ASEAN NCAP 2021-2025 Assessment Protocol conducts a strict assessment in which it requires vehicles to perform in both passive safety (protecting occupants during a crash) and active safety (preventing a crash from occurring). Although Xenia did well in terms of providing crash protection, the fitment of active safety equipment still needs to be improved. Nevertheless, Daihatsu continues to strive by providing customers with the option of choosing a higher variation model. Congratulations to Daihatsu in placing such initiative for the betterment of road safety.

The current ASEAN NCAP 2021-2025 assessment protocol covers four assessment domains with AOP covers 40.00 points of the overall score, and COP, SA and MS make up 20.00 points each of the overall score.

Summary of Daihatsu Xenia (2022) model is as follows.

- ❖ The Daihatsu Xenia (2022) performed well in the assessment by achieving an accumulated score of **64.50 points**. The total score was from the four assessment categories that are AOP with **32.63**

points, COP with **14.37 points**, SA category with **10.00 points** and MS with **7.50 points**. From these scores, the MPV obtained a maximum rating of 3-Star for the MS category. This has made the Xenia to be awarded with **3-Star ASEAN NCAP** rating.



ASEAN NCAP

ASEAN NCAP is the latest 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 is also supported by the membership of Automobile Associations from Malaysia (AAM), the Philippines (AAP), Singapore (AA Singapore), Cambodia (AAC) and Thailand (RAAT).

Overview of ASEAN NCAP Roadmap 2021-2025

The first phase of ASEAN NCAP Roadmap 2021-2030 shall feature four pillars, namely 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 will maintain two crash assessments, namely the frontal and side impact tests. There shall be no changes as regards 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 rewarded for Head Protection Technology (HPT). Such a change will encourage 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 shall introduce more local CRS in its vehicle based assessment compared with the previous rating system. This is to ensure that new cars sold in the region will follow the Southeast Asia CRS criteria. Another highlight of COP is the introduction of Child Presence Detection technology for a child left unattended in the car. Therefore, ASEAN NCAP shall be among the first NCAPs to encourage the use of such a technology aside from Euro NCAP which has already included it in their testing protocol.

❖ **Safety Assist Technology**

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

Also, in Safety Assist, ASEAN NCAP shall pay close attention to the rear occupant detection. Hence in the new roadmap, a total of 50 percent shall be rewarded for Seatbelt Reminder (SBR) Rear Occupant Detection. Such a decision also provides evidence that ASEAN NCAP will be focusing on the use of seatbelts as the primary protection for car occupants.

Finally, ASEAN NCAP shall be rewarding another 3 points under Safety Assist for Advance SAT with OEMs being able to select any technology that is suitable to reduce road casualties. In this area, car manufacturers are encouraged to introduce a technology that will benefit road users and help prevent a road crash.

❖ **Motorcyclist Safety**

ASEAN NCAP remains totally committed to ensure the safety of motorcyclists in Southeast Asia. It is a known fact that motorcyclists make up the biggest group and represent 80 percent of the total number of road users in ASEAN countries. Unfortunately, the region has also witnessed a tremendous increment in terms of motorcyclist fatalities, hence the issue of powered two-wheelers 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 Visualization**

Among the main technology in this pillar is Blind Spot Detection (BSD) and Blind Spot Visualization (BSV). Both BSD and BSV will help in providing early detection/image to avoid collision with motorcycle. It is expected that 37 percent of the collision can be avoided if all cars are equipped with such a technology. Although BSD technology was first launched in the 1980s, its capability to detect small vehicle is yet to be fully optimized. 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 will not be able to detect the presence of another vehicle at certain speed but this is where BSV comes into play. Yet, the use of BSV shall require the driver to assume a more active role.

➤ **Advanced Rear Visualization**

ASEAN NCAP is also of the opinion that collision with motorcyclists can be avoided if a car driver is more alert of his surroundings within a 30-meter radius. Hence, Advanced Rear Visualization will come in handy for the purpose of determining the presence of motorcycles and other small vehicles. Currently, with the increasing popularity of MPVs and SUVs in ASEAN countries, it has become a norm to see large families travelling together in a car with their luggage packed to the brim. In such a situation, use of the rear view mirror will not be helpful as the driver's view is blocked by the rear passengers. Such a scenario can be avoided with the use of Advanced Rear Visualization which will aid and improve the driver's view, as a tiny camera is placed at the rear end (in addition to the rear mirror) of the car.

➤ **Auto High Beam**

Widespread popularity of the motorcycle presents a totally different problem compared to the car. It is found that in certain areas, the condition of motorcycles on the road is not up to the mark whereby some of their equipment are not in working order. For example, the headlight or the tail light might not work. Such an issue pertaining to conspicuousness of motorcyclists will definitely result in a dangerous situation; which could eventually lead to road crashes. This stems from the difficulty faced by car drivers to notice the presence of nearby motorcyclists. Regardless, with the Auto High Beam function in a new car, this problem may reach a solution and in turn may result in a reduction of motorcyclist fatality 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 lend support to the existing initiatives introduced by several car manufacturers pertaining to pedestrian protection. Of late, new cars have been designed with the concept of protecting pedestrians. Taking cue from this, ASEAN NCAP wishes to also include Pedestrian Protection in this new roadmap. Because pedestrian falls under the Vulnerable Road User category, ASEAN NCAP feels that Pedestrian Protection must be regarded as part of the Motorcyclist Safety segment.

➤ **Advanced Motorcyclist Safety Technology**

All in all, current technologies fitted in a car that could increase motorcyclist safety have been few and far between. Thus, as a means 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 the car and motorcycle. Regardless, the 2 points will not be added to the main pillar but rather acts as a bonus point, whereby it will not exceed the full score under Motorcyclist Safety.

ASEAN NCAP Rating Plate – Results Simplified for Public Consumption

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 the NCAP assessment. As ASEAN NCAP has moved to a single rating scheme, consumers can simply refer to the safety star rating which comprises



the accumulated score based on the four main assessment pillars under the new protocol for 2021-2025 that are 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 to serve as a central repository of knowledge and information on road safety. The findings derived from research and evidence-based intervention programmes provide the basis for the formulation of new strategies, legislations, 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 further the cause of road safety.

In 2014, the ASEAN Transport Ministers had appointed MIROS as the ASEAN Road Safety Centre. The aims of this centre are to promote and provide knowledge on road safety issues among ASEAN Member States which includes road traffic laws and regulations, data management, standards development, and road safety awareness and education.

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.

President & CEO: Mr. David Ward (d.ward@globalncap.org) (www.globalncap.org)

Other Contacts:

ASEAN NCAP Communications: Salina Mustaffa (salina@miros.gov.my)

MIROS Corporate & Media Relations: Nuur Sakinah Azman (nuursakinah@miros.gov.my)