



PRESS RELEASE

ASEAN NCAP – SAFER CARS FOR ASEAN REGION

ASEAN NCAP Releases the Result of the First Phase for Seven Selected Models and Sharing Further Development in Vehicle Safety for Southeast Asia Region

Melaka, 31 January 2013 – Today's event marks the end of the first phase of ASEAN New Car Assessment Program (ASEAN NCAP) – the result for seven popular car models tested under ASEAN NCAP offset frontal collision protocol will be released for public consumption together with the so called "NCAP Viewing" (the term used in other NCAPs around the world for public and related professionals to have a closer look at the tested vehicles) for the event's attendees.

The sessions in today's event – "ASEAN NCAP Open Day & Side Impact Crash Test Demo" – at MIROS PC3 are:

❖ **ASEAN NCAP First Phase Result Release**

The announcement of test result for seven cars underwent ASEAN NCAP test – *Honda City, Toyota Vios, Hyundai i10, Proton Saga, Perodua Myvi, Ford Fiesta and Nissan March*. Result details are available in the next page(s).

❖ **ASEAN NCAP First Phase Test Car Viewing**

The test cars are open for viewing once the result is announced by the ASEAN NCAP representative on the event day – 31st of January 2013 – until end of the program, at 5:00 PM. Event attendees and media personnel are allowed to take pictures or video footages since the result is already for public consumption.

❖ **Side Impact Crash Test Demonstration**

The demonstration is conducted by MIROS PC3 crash test engineers in order to introduce another crash test configuration known as lateral impact or side impact. The test protocol will be somewhat similar to UNECE Regulation 95 (R95), and test dummies specially made for side impact (ES II) will be used. A moveable side impact trolley will impact a stationary car at the speed of 50 km/h.



❖ **Malaysia Book of Records (MBOR) Presentation – MIROS PC3**

"MIROS PC3" is the codename of MIROS' R&D project in the effort to have MIROS very own crash test laboratory. The work started in early 2008 with benchmarking and engineering work (civil & mechanical) was carried out by Crash Safety Engineering Unit (CRASE). This project was led by the inaugural CRASE Unit Head, Mr. Khairil Anwar Abu Kassim, who is now the MIROS NCAP Development Manager. The construction work started in early January 2012 and completed three months later. A demo test was conducted during the Automotive Safety Week (ASW) in May 2012 by having a Toyota Vios as the test subject which underwent NCAP crash test setting at the speed of 64 km/h. This lab maintains the codename "PC3" in its name and this year (2013) Malaysia Book of Records (MBOR) recognizes this lab as one of the national record in the category of "Best of the Nation".

Record title: "The First Full-Scale Crash Test Laboratory"



❖ **ASEAN Car Manufacturers Meeting**

This is the 4th meeting for car manufacturers in the Southeast Asia region with regard to ASEAN NCAP development. The meeting is vital in order to create a harmonize environment between the industry and ASEAN NCAP, whereby any matters related to the NCAP program will be carefully addressed by ASEAN NCAP. This includes manufacturers' readiness, industry situation, market border, supply and production. This meeting is not only for car makers but also for automotive suppliers (participation by request).



ASEAN NCAP

ASEAN NCAP is a new addition to NCAP series 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. This is a collaborative effort between MIROS and Global NCAP, in which the latter funded the first 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, Prof. Dr. Wong Shaw Voon and the Technical Committee (TC) is chaired by MIROS NCAP Development Manager, 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 as the closing speed when it hit a crash barrier (crushable aluminum barrier). The result of the test is described below:

❖ Frontal Occupant Protection – 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 deduct 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 Occupants – 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. Both P3 and P1.5 dummies represent 3-year-old and 18-month-old infant, respectively. Thus, by the test definition, the result can be read 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%

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 and percentage-based for child occupant protection. The former is marked by 5-star as the best and the latter with 100% as the best.

ASEAN NCAP Rating Plate sample is as per below:

