



PRESS RELEASE

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ASEAN NCAP – SAFER CARS FOR ASEAN REGION

ASEAN NCAP Releases Quarter III 2015 Result for Honda HR-V

Kajang, 16 July 2015 – A Honda HR-V was recently crash tested by the New Car Assessment Program for Southeast Asian region (ASEAN NCAP). The Sport Utility Vehicle (SUV) achieved a 4-Star result for its Adult Occupant Protection (AOP) and achieved a 4-Star rating for Child Occupant Protection (COP) with 73% compliance. Another variant of HR-V however, achieved a 5-Star rating due to the fitment of Seatbelt Reminder (SBR) on front passenger that is a pre-requisite for 5-Star in ASEAN NCAP.

The HR-V is the latest instalment of Honda family after the facelift of Honda CR-V. This multiple instalment of SUVs by Honda is to meet the high demand of SUVs for family and to cater for affordability of SUVs in the market.

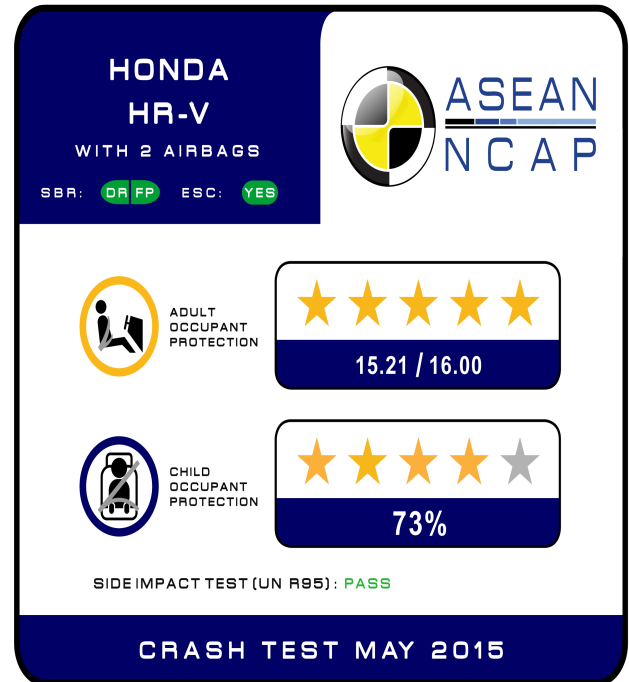
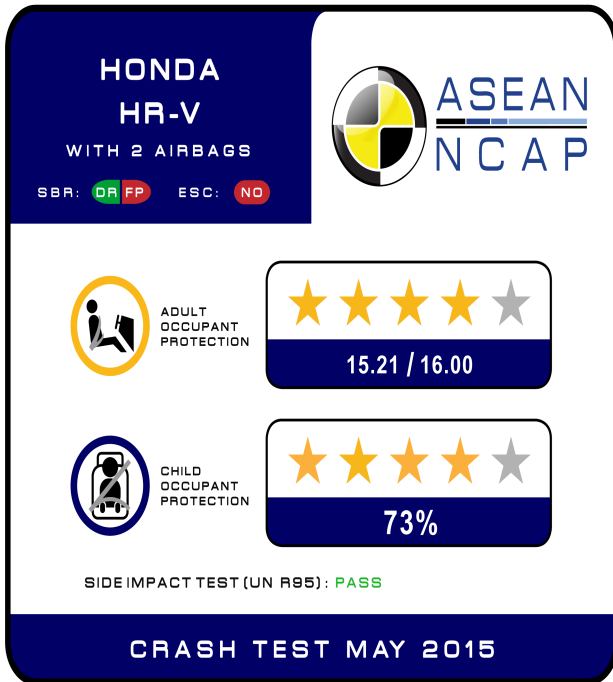
ASEAN NCAP Chairman, Prof. Dr. Wong Shaw Voon commented that, “You can see the trend that SUVs are popular amongst car owners with family, and HR-V are also the favourite for the urbanites who love sporty lifestyle and indulge in long and comfortable rides. This crash test assessment is really important to ensure the safety of the occupants in the vehicle and for the consumers to be well informed of such safety features. Manufacturers may focus on what to improve for vehicle safety in their next model.”

The following are the gist of the Honda HR-V results.

- ❖ **Honda HR-V** achieved **4-Star** for AOP with the score of 15.21 and **4-Star** for COP (73% compliance). Another HR-V variant equipped with SBR fitment for front passenger achieved a **5-Star** score.
- ❖ Honda HR-V is the fifth SUV model crash tested by ASEAN NCAP after Pajero Sport (July 2013), Subaru XV (July 2013), Honda CR-V (February 2014) and Suzuki S-Cross (February 2015). Both of HR-V AOP and COP scores revel on top of two of its competitor, Subaru XV with AOP score 14.31 (5-Star) and COP score 67% (3-Star). Whilst Mitsubishi Pajero Sport score was at 12.08 (4-Star) for AOP and 40% (2-Star) in COP rating.



- ❖ Nevertheless, Honda HR-V AOP and COP scores were lower than the other two SUV models, Honda CR-V and Suzuki S-Cross, which scored very well in the AOP assessment with 15.46 points and 15.48 points respectively. These scores landed them a 5-Star AOP rating. For COP, CR-V and S-Cross percentage scores were at 86% and 81%, which is in 4-Star range.
- ❖ The Honda HR-V tested by ASEAN NCAP is produced in Thailand and caters for Thailand market. Other variants with SBR for both front passenger seats are marketed through all ASEAN countries.
- ❖ Electronic Stability Control is a standard fit for both variants. ISOFIX and top tether are equipped for child safety seat for all variants.





ASEAN NCAP

ASEAN NCAP is a new 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) and Thailand (RAAT).

Currently, ASEAN NCAP Steering Committee (SC) is chaired by the Director-General of MIROS/ASEAN NCAP Chairman, Prof. Dr. Wong Shaw Voon and the Technical Committee (TC) is chaired by the ASEAN NCAP Secretary-General, 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 63 km/h (closing speed) when it hit a crash barrier (crushable aluminium barrier). The test results are described below.



❖ **Adult Occupant Protection (AOP) – 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 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 be deducted from 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 Occupant Protection (COP) – 3-year-old and 18-month-old Infant**

The result for child occupants will be based on the CRS used in the test as well as the injury level read by the in-dummy sensors. The P3 and P1.5 child dummies represent 3-year-old and 18-month-old infant, respectively. Thus, by test definition, the result can be defined 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%

From September 2013, star rating is also applied in COP which previously stated only the percentage of compliance. The star rating will be determined by the following scheme.

Compliance Score (Percentage)	Star Rating
43.00–49.00 (>87%)	★★★★★
34.00–42.00 (69%–86%)	★★★★
25.00–33.99 (51%–68%)	★★★
15.00–24.99 (31%–50%)	★★
0.01–14.99 (0.02%–30%)	★
0.00 (0%)	Zero-Star

New Pre-requisite

Starting January 2015, side impact test (UN R95) was introduced as a new pre-requisite in AOP for 3-Star and above (pass-fail).

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 AOP as well as COP. Due to the above mentioned changes in the rating scheme, a new result plate is introduced effective from September 2013.





About MIROS – The Malaysian Institute of Road Safety Research (MIROS) is an agency under the Ministry of Transport (MOT) Malaysia focusing on road safety R&D activities.

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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.

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