

**CELEBRATING**



**FOR SAFER CARS**

## **EURO NCAP - DID YOU KNOW...?**

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- Euro NCAP is a non-profit organization and is funded by its members. Currently it is represented by 12 members based in various European countries. Each member pays a yearly fee to cover the costs of the tests.
- The tests are carried out at various laboratories around Europe including in France (UTAC in Montlhery), two in Germany (ADAC in Munich and BASt in Bergisch Gladbach), one in the Netherlands (TNO in Helmond), one in Spain (IDIADA in Tarragona), one in Italy (CSI, Milano) and two in the UK (Thatcham and Mira).
- In 2014 Euro NCAP added crash avoidance systems such as AEB (Autonomous Emergency Braking) and Lane Keep Assist/Lane Departure Warning tests to the overall star rating. The inclusion was aimed at encouraging more widespread fitment of these life-saving devices.
- From 2016, Euro NCAP included autonomous emergency braking (AEB) technology for pedestrians in its tests. Vulnerable road users, such as pedestrians, cyclists and motorcyclists, account for almost half of Europe's total road deaths. Research has shown that the fitment of effective pedestrian detection systems on passenger cars could prevent one in five fatal pedestrian collisions.
- Euro NCAP began testing quadricycles - comparatively lightweight cars sold as an economical, convenient method of transport - and that do not have to pass the stringent safety tests that apply to normal passenger cars, in 2014. So far four quadricycles have been tested: the all electric Renault Twizy 80, the petrol-powered Ligier IXO JS Line 4 Places, the all-electric Tazzari Zero and the all-electric Club Car Villager 2+2 LSV. All of the quadricycles tested showed critical safety problems, even though they were type-approved, meeting the minimal safety requirements set by European legislation for L7e heavy quadricycles. Consumers, however, should note that quadricycles in general offer a significantly lower level of occupant protection than is offered by cars.

- AEB (Autonomous Emergency Braking) alerts drivers to an imminent crash, helping them use the maximum braking capacity of the car. It can also apply the brakes - even if the driver doesn't - if the situation become critical. Thatcham estimates that AEB systems can reduce accidents by up to 38 per cent, making it an important life-saving development. Euro NCAP has developed tests that allow the performance of AEB systems to be compared in typical rear-end collisions. AEB City' works at low driving speeds and targets reduction in rear end shunts often associated with whiplash neck injuries. 'Inter-Urban AEB' works at higher speeds and targets fatal and serious injury crashes that may be caused by driver inattentiveness or distraction. An AEB system may be designed to work just at low or high speeds, or may operate in both conditions. If AEB is unable to prevent a crash altogether, it may still mitigate the outcome of a collision. Euro NCAP started testing AEB systems in 2013, and the first results were published in September 2013.
- The new overall star rating - taking the maximum number of stars from four to five - was introduced in 2009, based on an assessment of four key areas; Adult Occupant, Child Occupant, Pedestrian and Safety Assist.

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