

## CONFIDENTIAL: Press Release

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### Euro NCAP tests the safety of business and family vans

**Brussels 12 December - Euro NCAP has crash tested some of Europe's best-selling business and family vans using protocols that are more true-to-life than the current legal tests for these van-based vehicles. The safety organisation is calling on manufacturers to offer these vehicles with higher levels of safety equipment and for legislators to review their lenient legal safety requirements.**

In the tests, the Ford Transit Custom was the only vehicle to score five stars. The Hyundai H1 scored three stars. The Fiat Scudo also scored three stars while the Renault Traffic scored two stars. Some of these vehicles are also rebadged and sold by other manufacturers. The Fiat Scudo is available as the Peugeot Expert and Citroën Jumpy. The Renault Traffic also sells as the Vauxhall/Opel Vivaro and Nissan Primastar.

Dr Michiel van Ratingen, Secretary General of Euro NCAP, said: "This time around Euro NCAP has focused on van variants that offer 8 to 9 seats. These vehicles are often used for business or considered by families as alternatives to large MPVs. Being derived from commercial van platforms, these people-carriers are updated less regularly and are generally less equipped for safety than normal passenger cars. If you have a family with a lot of kids and are tempted to buy such a vehicle, please be aware that they often do not offer the latest state of the art in vehicle safety."

Some manufacturers are responding to Euro NCAP's call and have committed to better equip light commercial vehicles when sold as family cars. The Ford Transit Custom, designed with Euro NCAP's protocol in mind, features amongst other items curtain airbags that improve protection in the severe pole side impact test. The vehicle also received recognition in Euro NCAP's Advanced rewards scheme for offering Lane Keep Assist, an important accident prevention technology, as an option to customers.

Fiat has also responded to Euro NCAP's assessment. The manufacturer is making safety features such as the front passenger airbag and a Speed Limitation Device standard in more European markets. The Scudo's Peugeot and Citroën sister models are doing the same.

"We are optimistic that the safety of these vehicles will advance significantly in the next few years," said van Ratingen. "By and large this is a neglected vehicle category that from a safety perspective is still immature. Per legislation, these vehicles have never had to be well-equipped with safety technologies. Not all offer electronic stability control as standard and most provide poor protection for vulnerable road users such as pedestrians in the event of a collision."

The protocols used by Euro NCAP to test family and business vans are slightly adapted from those used for passenger cars. The car safety organisation has designed its protocol to encourage greater fitment of safety equipment and to promote all-round protection to car occupants and other road users.

Detailed results of the vehicles tested can be found on [www.euroncap.com](http://www.euroncap.com). For media related information, please contact [Marie Brasseur](mailto:Marie.Brasseur@euroncap.com), Euro NCAP Communications Manager or call +32 2 4007746.

Model	Introduced	Airbags	Seatbelt reminder	Speed Limitation Device	ESC
<b>Ford Transit</b> 5 stars	2012	Driver standard, Passenger, Curtain meeting fitment	Driver standard, Nothing else	Optional, meeting fitment	Standard
<b>Fiat Scudo</b> 3 stars	2007	Driver standard, Passenger meeting fitment	Driver standard, Nothing else	Optional, meeting fitment	Optional (not tested – not meeting fitment)
<b>Hyundai H1</b> 3 stars	2012	Driver, Passenger standard, No curtain available	Not available	Not available	Standard
<b>Renault Traffic</b> 2 stars	2001	Driver standard, Passenger and curtain not meeting fitment	Driver, passenger optional not meeting fitment	Optional, not meeting fitment	Optional, not meeting fitment

**Note to editors**

- 1) The Mercedes Viano and Volkswagen T5 vans have been assessed in 2008 before the more stringent overall rating scheme was introduced, showing mixed results for adult, child and pedestrian protection. Both manufacturers are planning an update to their respective vans and Euro NCAP will test them as soon as they are available.
- 2) Due to the specific requirements of the protocol used, the ratings released for vans do not automatically apply to the commercial variants sold under the same name. Euro NCAP currently has currently no plans to crash-test minibuses or light commercial vehicles designed for transporting goods.

**About Euro NCAP**

Euro NCAP organizes crash tests on new vehicles and provides motoring consumers with a realistic and independent assessment of the safety performance of some of the most popular cars sold in Europe. Established in 1997 and backed by several European Governments, motoring, consumer and insurance organizations, Euro NCAP has rapidly become a catalyst for encouraging significant safety improvements to new car design. Visit our website: [www.euroncap.com](http://www.euroncap.com)