Press Release

Study Confirms High Effectiveness of Low Speed Autonomous Emergency Braking (AEB)

Brussels, Belgium, 13 May 2015 – Euro NCAP and ANCAP, the independent safety bodies for Europe and Australasia, today announce the advanced publication of EFFECTIVENESS OF LOW SPEED AUTONOMOUS EMERGENCY BRAKING IN REAL-WORLD REAR-END CRASHES in the online edition of the journal 'Accident Analysis & Prevention'.

The publication reported:

- that Low Speed AEB technology leads to a **38% reduction** in real-world rear-end crashes;
- that there is no significant difference between **urban and rural crash benefits**;
- that **Meta-analysis** is an effective method for combining data from various countries.

The publication concluded that Low Speed AEB technology needs widespread fitment for maximum benefits.

Autonomous Emergency Braking is one of the more promising safety technologies that is becoming increasingly common on modern passenger cars. The low speed option normally consists of an **automatic brake function** that operates for speeds up to 30km/h or 50km/h. Previous studies have predicted significant expected benefits of AEB technology in **low speed rear-end crashes** but, so far, there has been little evidence that they really work.

Real-world evaluations of advanced safety systems are often limited by slow take-up rates, insufficient crash data and lower crash rates of new, safer vehicles. Euro NCAP, with support of ANCAP, has initiated the '**Validating Vehicle Safety through Meta-Analysis' (VVSMA)** group that brings together experts from governments, industry, consumer and insurance organisations. The group pooled data from five European countries plus Australia using a standard analysis format and a novel prospective meta-analysis approach. Induced exposure methods were adopted to control for any extraneous effects.

The findings showed a **38 percent overall reduction in real-world, rear-end crashes** for vehicles fitted with low speed AEB compared to a sample of equivalent vehicles with no AEB. There was no statistical difference found between urban (≤60km/h) and rural (>60km/h) speed zones.

Dr Anders Lie, the group chairman from the Swedish Transport Administration, commented: "The meta-analysis approach used in this analysis is a unique academic contribution to the evaluation of vehicle safety technologies internationally and proved to be reliable with robust findings. Clearly, at this level of effectiveness, low speed AEB is potentially an important active safety technology and widespread fitment through the vehicle fleet should be encouraged in the interest of improved vehicle safety."

Dr Michiel van Ratingen, Secretary General of Euro NCAP, said: "These findings strongly support our decision to make AEB technology a key discriminator in the safety rating of new vehicles. Through VVSMA, we will continue to monitor the effectiveness in reducing real world crashes of the advanced systems that are promoted in order to validate and improve the overall star rating."

For media information, please contact media@euroncap.com.

About Euro NCAP

The European New Car Assessment Programme (Euro NCAP) provides consumers with a realistic and independent assessment of the safety performance of some of the most popular cars sold in Europe. The organization has had an important influence on vehicle designs, leading to fewer traffic deaths on European roads. Established in 1997, Euro NCAP is a non-profit international association, independent of the automotive industry. It's backed by seven European governments (France, Germany, Sweden, the Netherlands, the United Kingdom, Luxembourg, and the Catalonia region of Spain), consumer groups through International Consumer Research and Testing, ADAC, ACI and other European motoring clubs through the FIA, and the Motor Insurance Repair Research Centre (Thatcham). Visit our website: www.euroncap.com