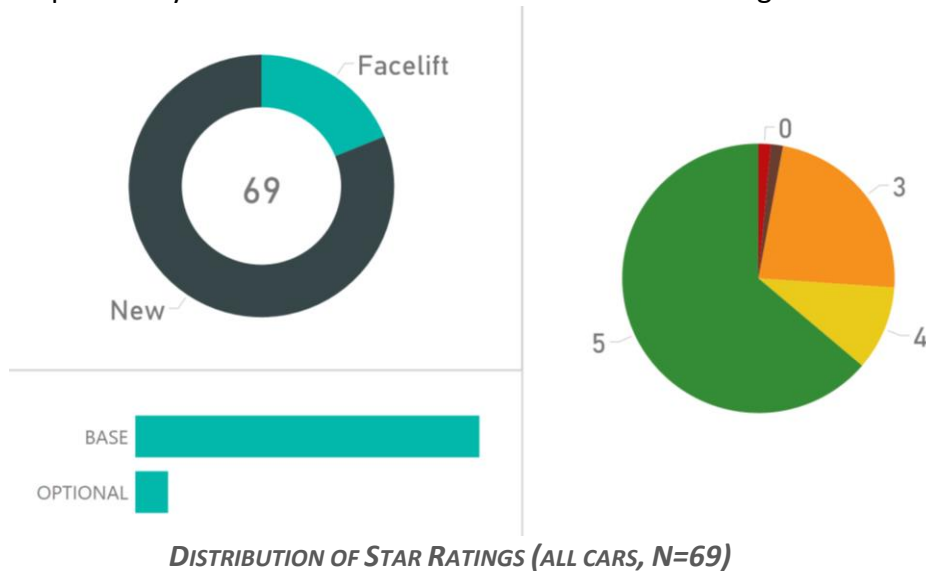


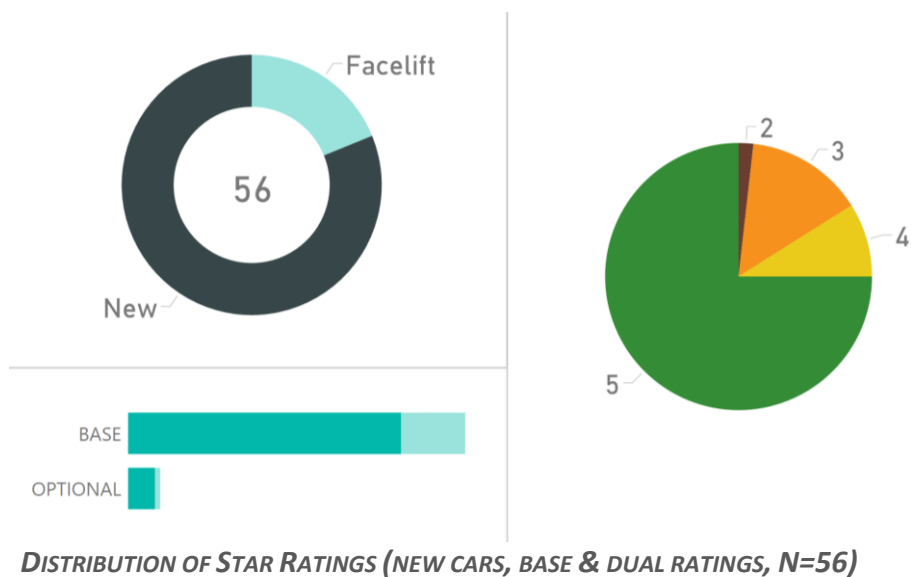
2017 - The Year in Numbers

In 2017, approximately **94 percent of cars sold** on the European market was covered by a Euro NCAP rating. Of the cars that have a valid rating¹, about **76 percent are 5 stars**, 17 percent 4 stars and 7 percent are three stars or fewer.

Euro NCAP published **69 original ratings** last year, our busiest ever year. These include **51 new models** (5 of which received a dual rating) and **13 face-lifted or older models**, some of which had been rated previously. One face-lifted model received a dual rating.



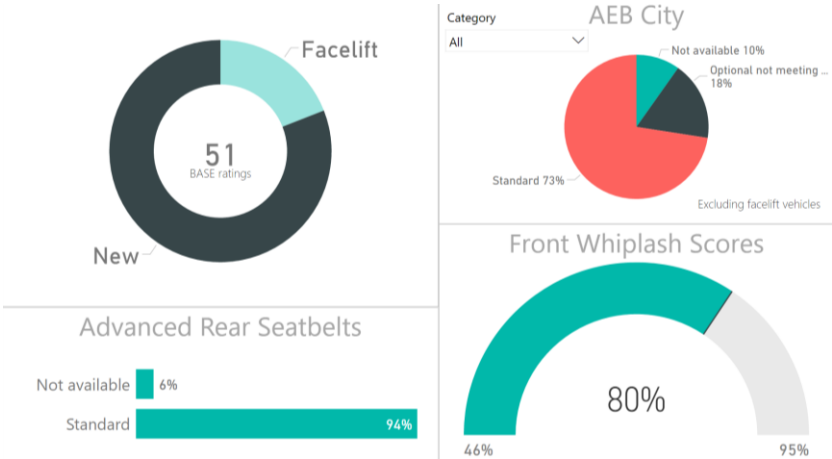
Base ratings include standard fit safety equipment only. Dual ratings were given to models that offered an **optional safety pack on all variants and in all markets**. Models with dual ratings were exclusively found in the price-sensitive supermini or small family segments. Of new models rated (base and dual ratings combined, N=56), **75% received 5 stars**, 9% 4 stars, 14% 3 stars and 2% 2 stars. Against the same requirements, facelifted and older models scored significantly less: 15% 5 stars, 15% 4 stars, 62% 3 stars and 8% 0 stars.



¹ A valid rating means a rating issued no longer than 6 years ago.

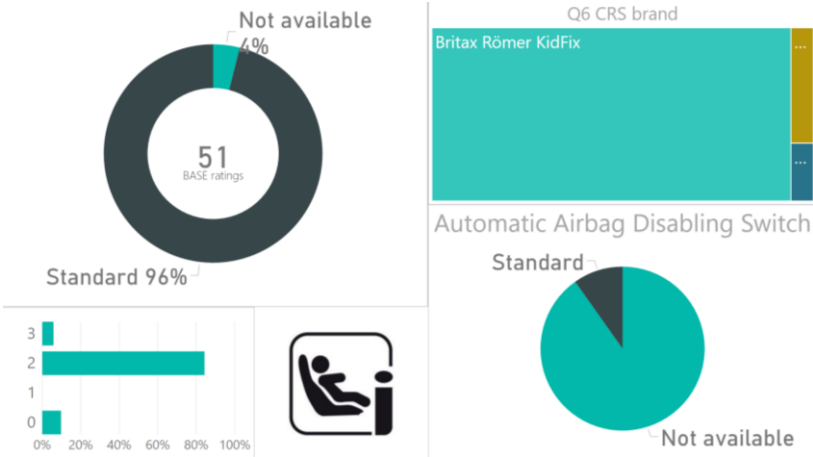
In 2015, Euro NCAP introduced a new **full-width frontal crash test** to promote - amongst others - better restraints for rear seat occupants. Of the 51 new models tested last year, 48 models (94%) now offer **rear seat load limiters and belt tensioners** as standard.

Front seats generally did well in **Whiplash tests**, scoring on average about 80% of the available score. Worst performer was the seat in the **FIAT Punto**, its design so outdated that it precedes the Whiplash test requirement introduction in 2008. Low speed autobrake (**AEB City**) was available on 46 of 51 new models tested (90%) and **standard fit on 37 models (73%)**. Standard fit in the small vehicle segments is still lagging other segments but is improving year on year.



ADVANCED REAR SEAT RESTRAINTS, AEB CITY AND WHIPLASH SCORES (NEW CARS, BASE RATINGS, N=51)

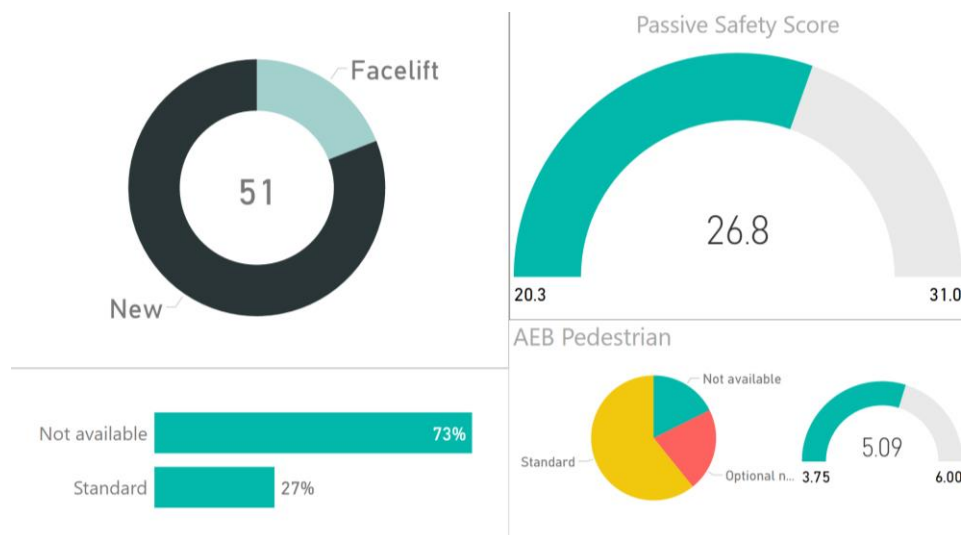
i-Size is the new European-wide standard for child car seats. Euro NCAP encourages manufacturers to offer seating positions compatible with i-Size seats. In 2017, 49 of 51 new models (96%) offered **standard two i-Size positions in the car**. Only 3 out of 51 models also offered an i-Size ready front passenger seat as standard. In front and side crash tests, vehicle manufacturers recommended a **Römer-Britax booster child seat** for the 6-year old in 48 out of 51 cases (94%) to ensure a good protection score. Only Volvo used an integrated child system that comes as an option. **Automatic airbag disabling** on the front passenger seat was able on 5 models, a mere 10% of tested new cars. Most manufacturers offer a manual switch, relying on responsible parents to disable the airbag when a rearward-facing child restraint is placed on the front seat.



KEY CHILD OCCUPANT PROTECTION EQUIPMENT

In 2017, the average total score in **pedestrian subsystem tests** (headform, upper legform and lower legform) was 26.8 points (out of 36), almost **two times the average score a decade ago**. In part, this was delivered by **active bonnet technology** - available as standard on 14 out of 51 new cars (27%).

In 2016 Euro NCAP started testing and rewarding pedestrian detection technology (**AEB VRU Pedestrian**). Last year this technology was already offered on 42 new models (82%) and **standard fit on 31 tested models (61%)**. Different sensor technologies were applied, delivering between 62% to 100% of the maximum available score in Euro NCAP test scenarios.



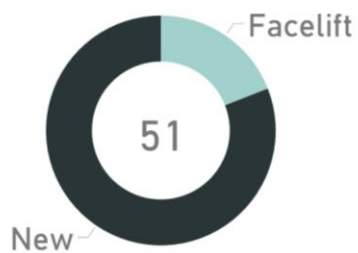
PEDESTRIAN SCORES AND FITMENT OF AEB VRU PEDESTRIAN

Speed assistance technology was available on 47 of 51 new models tested, while **42 models, 82%, offered the technology as standard**. 12 out of 47 models (26%) had a Speed Limit Information function (SLIF), indicating the legal speed limit to the driver based on camera and/or map data.

Last year **AEB/FCW (AEB Interurban) technology was offered on 46 new models (90%)** and standard fit on 37 tested models (73%). Different sensor technologies were applied, delivering between 44% to 94% of the maximum score in Euro NCAP test scenarios. AEB Interurban was also available (optional or standard) on about half of the facelifted cars tested.

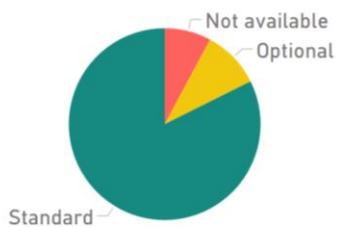
Finally, **Lane support systems** were standard on 28 new models (55%) but offered on 40 models (78%). Of the standard equipped systems, **89% offered a Lane Departure Warning function** and 57% a Lane Keep Assist function.

All new cars tested came with Seat Belt Reminder as standard on driver and front passenger positions. **86% of new models had also standard SBR on rear seat positions**, a slight drop from previous years.

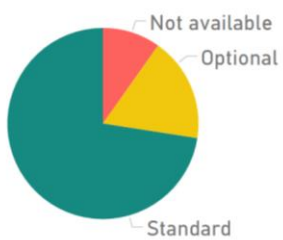


SA Fitment	SAS	AEB IU	LSS
Standard	42	42	42
Optional	5	5	5
Not available	4	4	4
Total	51	51	51

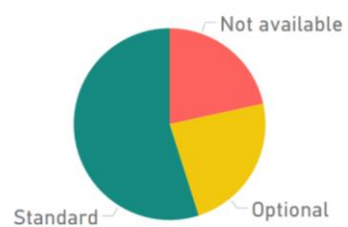
Speed Assist Systems



AEB Inter-Urban



Lane Support Systems



AVAILABILITY OF SPEED ASSISTANCE, AEB INTERURBAN AND LANE SUPPORT ON NEW CARS