



# 2019

## The year in numbers

FOR SAFER CARS  
EURO NCAP  
★★★★★  
TEST 2019

**Star facts**

**ADAS**

**New car sales**



# Star facts

## SAFETY RATINGS

It was a busy year for Euro NCAP. Safety ratings for 55 cars were released, which included 49 new cars (of which 3 had dual ratings), two partner models, four twin models and one re-assessment.

Each assessment involved four full-scale crash tests, seat sled and pedestrian subsystem tests, CRS installation and seat belt reminder checks and a full suite of ADAS tests, including AEB, lane support and speed assist.



### BEV, PHEV & HEV

The electric car comes of age. One third of new cars rated was battery electric or (plug-in) hybrid.



### SPORTS UTILITIES

SUVs continue to dominate the market in Europe. This year 25 new compact and mid-sized SUVs were tested – 45% of the total number.



### SAFETY PACK

Only three cars had dual ratings: one rating for standard equipment and one where an optional safety pack was included.



### CRS

The Britax-Roemer KidFix was most popular child restraint system tested by vehicle manufacturers. It was recommended in 89% of the cases.



### ACTIVE BONNET

An active bonnet helps mitigate the impact to a pedestrian's head. The system was available on 10 cars (18%).



### STARS

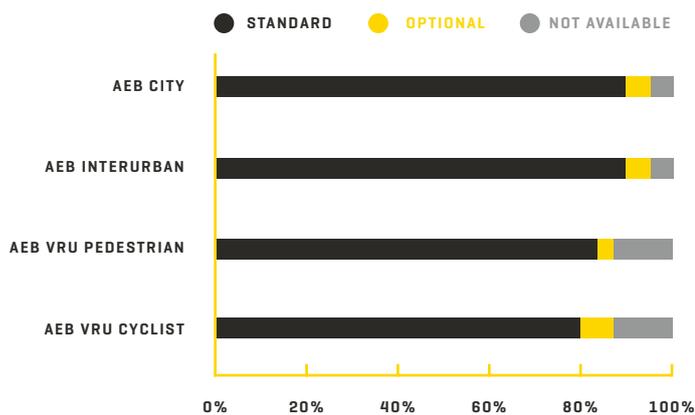
Overall, cars scored very well. 41 cars rated 5 stars (75%), 9 cars achieved 4 stars (16%) and 5 cars got 3 stars (9%). There were no cars lower than 3 stars.



# ADAS

## FROM OPTIONAL TO STANDARD FIT

ADAS is becoming increasingly available across all car lines. AEB City and Interurban technology was fitted as standard on 50 cars (91%) and optional on 3 (5%). Pedestrian detection was offered as standard on 47 cars (85%) and optional on 2 cars (4%), while cyclist detection was standard on 44 cars (80%) and as an option on 7 cars (13%).



The Mercedes-Benz CLA achieved the best overall score in Euro NCAP safety tests in 2019

## NEW CAR SALES

Consumer testing is voluntary. Despite this, the ratings cover the lion's share of new car sales on the European market. Of new cars sold in the last year, 92% has a valid rating, while 5% holds an expired rating — i.e. tested more than 6 years ago. Only 3% was never rated.

In the first three quarters of the calendar year, 10,895,514 passenger cars with a valid star rating were sold in the EU. 71% of those were 5-star cars. 18% were rated 4 stars, and 9% 3 stars. Finally, about 2% was rated 2 stars or less.

It may still take many years before the positive benefits of the latest safety technology will become evident in EU road safety statistics. Of the 27,2 million passenger cars sold between January 2018 and October 2019, roughly half are cars rated before 2016. Not all of these cars offer ADAS as standard and when they do, their functionality is still limited.



Lane support technology was standard on all cars. Already 35 cars provided the advanced Emergency Lane Keeping (ELK) function.

All cars tested also came with Speed Assistance technology. A popular option is the so-called Speed Limitation Information Function (SLIF), which was standard in 45 cars (82%). An increasing number of cars (36 or 65%) also allows the driver to set the advised speed (ISA). As of 2022, AEB, LSS and SAS will become mandatory in European vehicles. Industry is ahead of the curve in making these life-saving technologies standard on all passenger cars.

