



VinFast VF8
Standard Safety Equipment

2023



Adult Occupant



76%

Child Occupant



89%

Vulnerable Road Users



77%

Safety Assist



79%

SPECIFICATION

Tested Model	VinFast VF8, 150kW dual motor 'Plus', LHD
Body Type	- 5 door SUV
Year Of Publication	2023
Kerb Weight	2520kg
VIN From Which Rating Applies	- all VF8s
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	●	✘
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	●
Side pelvis airbag	✘	✘	✘
Centre Airbag	●	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isfix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	✘	—
Child presence detection	—	✘	●
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 30.6 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 10.2 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 13.4 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 3.5 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 30.6 Pts / 76%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		3.5 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Non-compliant	

Comments

The passenger compartment of the VF8 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Structures in the dashboard were considered to pose a risk of injury to occupants of different sizes and to those sitting in different positions, and the score for this body area was penalised. In addition, the driver's knee airbag deployed in a way that provided no protection to the inboard leg, attracting a further penalty. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the VF8 would be a somewhat aggressive impact partner in a frontal collision. In the full-width rigid barrier test, protection of the chest was rated as marginal for the driver and rear seat passenger, based on dummy readings of chest compression. A penalty was applied to the knee, femur and pelvis body region owing to the incorrect knee airbag deployment. In the side barrier test, dummy numbers indicated good protection of all critical body areas. However, the side curtain airbag deployed incorrectly, getting trapped on the interior trim, and a penalty was applied to the head. The same penalty was applied in the side pole test. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was marginal. The VF8 has a counter-measure to mitigate against occupant to occupant injuries in such impacts. However, in Euro NCAP's test, the heads of the driver and front passenger made contact and protection was rated as poor. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The VF8 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. VinFast demonstrated that if the car entered water the doors, if locked, could be opened within two minutes of power being lost but not that electric windows would remain functional long enough to allow occupants to escape.

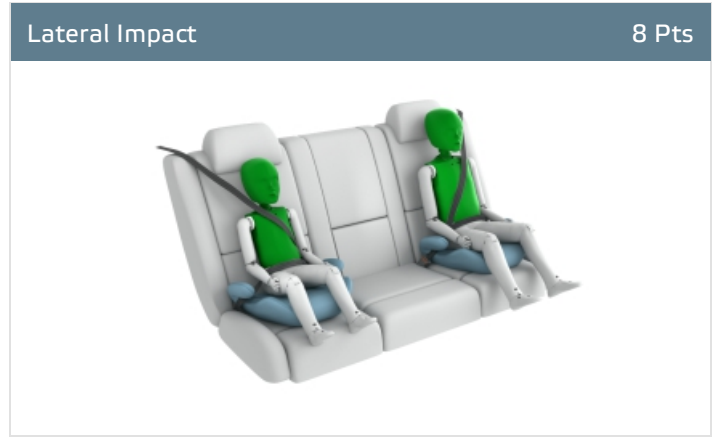
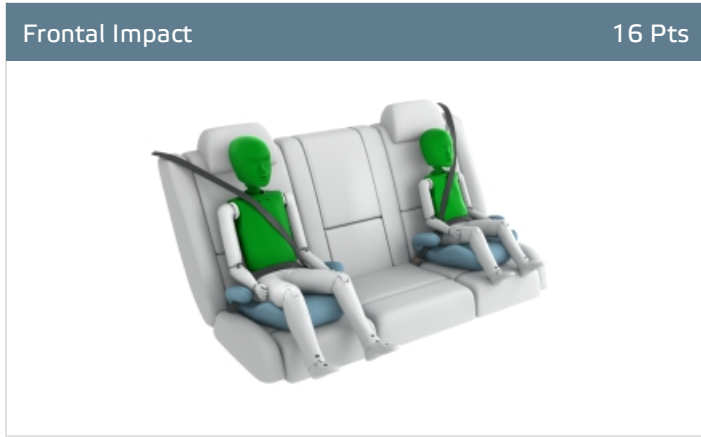
CHILD OCCUPANT

Total 44.0 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
 Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗
Top tether	✗	●	✗
Child Presence Detection	✗	●	✗

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

CHILD OCCUPANT


Total 44.0 Pts / 89%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●
	✗	✗	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	●	●
	✗	●	●	✗	●
	✗	●	●	✗	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
 Airbag ON
 Rearward facing restraint installation not allowed
 Airbag OFF

 CHILD OCCUPANT

Total 44.0 Pts / 89%

Comments

In both the frontal offset and side barrier tests, good protection was provided to all critical body areas for both child dummies, and the VinFast VF8 scored maximum points in this part of the assessment. The VinFast is equipped with automatic disabling of the front passenger airbag to allow a child restraint to be used in that seating position. VinFast demonstrated that the system operated robustly and the system was rewarded. The VF8 is equipped with 'child presence detection', a system which issues a warning when it recognises that a child or infant has been left in the car. However, VinFast could not demonstrate to Euro NCAP's satisfaction that all requirements were met, and the system was not rewarded. All of the child restraint types for which the VF8 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 48.6 Pts / 77%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

VRU Impact Protection

24.2 / 36 Pts



Pedestrian & Cyclist Head	11.3 Pts
Pelvis	2.1 Pts
Femur	4.5 Pts
Knee & Tibia	6.3 Pts

VRU Impact Mitigation

24.4 / 27 Pts

System Name	Automatic Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
PERFORMANCE 	

AEB Pedestrian

7.4 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.5 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 48.6 Pts / 77%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Cyclist Dooring Prevention ■ 0.5 / 1 Pts

Scenario	
Dooring a passing cyclist	information"

AEB Motorcyclist ■ 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	■	■
Approaching a braking motorcyclist	■	■
Turn across the path of an oncoming motorcyclist	■	—

— Currently not tested

Lane Support Motorcyclist ■ 3.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	■
Changing lane across the path of an overtaking motorcyclist	■

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis and of the knee and tibia was mixed but that of the femur was good at all test locations. The autonomous emergency braking (AEB) system of the VinFast can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians, including the protection of those behind the car who are vulnerable when the car is reversing. The system scored well in tests of its reaction to cyclists, including dooring, in which the car prevents or warns against door opening if a cyclist is approaching from behind. Similarly, the AEB system performed well in all tests of its response to motorcyclists and scored full points.

SAFETY ASSIST

Total 14.4 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance ■ 2.5 / 3 Pts

System Name	Traffic Sign Recognition / Intelligent Speed Adaption
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring ■ 1.5 / 3 Pts

> Seatbelt Reminder ■ 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring ■ 0.5 / 2 Pts


System Name	Driver Monitoring System
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness and Microsleep




Version 111223

 SAFETY ASSIST


Total 14.4 Pts / 79%

Lane Support









 3.0 / 3 Pts

System Name	Lane Departure Warning / Lane Keeping Assist / Emergency Lane Keeping	
Type	LKA and ELK	
Operational From	60 km/h	
PERFORMANCE		
Emergency Lane Keeping		GOOD
Lane Keep Assist		GOOD
Human Machine Interface		GOOD

AEB Car-to-Car

 7.4 / 9 Pts

System Name	Front Automatic Emergency Braking	
Type	Autonomous emergency braking and forward collision warning	
Operational From	5 km/h	
Sensor Used	camera and radar	

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 14.4 Pts / 79%

Comments

Overall, the autonomous emergency braking (AEB) system of the VinFast VF8 performed adequately in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2 x 150kW electric	VF8 PLUS*	4 x 4	✓	-
5 door SUV	2 x 130kW electric (SW limited)	VF8 ECO	4 x 4	✓	-

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2023	Rating Published	2023 ★★☆☆☆ ✓