



TRUCK SAFE 2024 RESULTS



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November 2024

The first release – Fleet trucks

November 2024



DAF XF (2025 MY)



Iveco S-WAY (2024 MY)



MAN TGX (2025 MY)



Mercedes-Benz Actros L (2024 MY)



Renault Trucks T (2025 MY)



Scania R-series (2025 MY)



Scania G-series (2025 MY)



Volvo FH Aero (2025 MY)



Volvo FM (2025 MY)





DAF

XF (2025 MY)

SAFE DRIVING

85%

- Very Good Vision
- Very Good Indirect Vision - CMS
- Good SAS
- Very Good SBR
- Very Good Driver Monitoring
- Adequate ACC

COLLISION AVOIDANCE

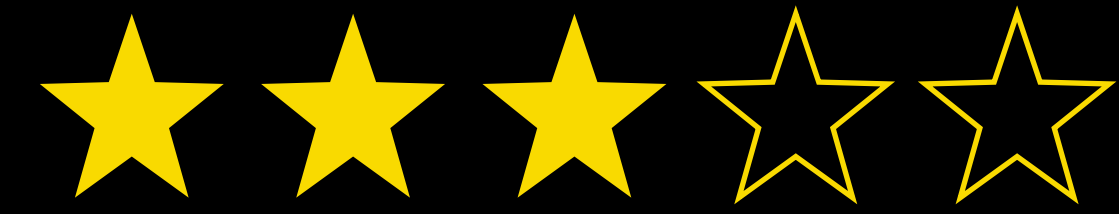
35%

- Good AEB T2C
- Adequate AEB VRU
- No Turn AEB (Cyclist)
- No Lane Support System

RESCUE

80%

- Rescue Sheets
- Rescue Guide



The DAF XF achieves a Safe Driving performance that is class leading for a flat floor long haul cab. Its vision performance is class leading with very deep windows, low belt lines, a lower door window and CMS replacing all mirrors. It is equipped with an AEB system that works moderately well for front to rear collisions with vehicles and frontal collisions with pedestrians and cyclists.

Its impressive performance in urban crash types sees it earn our CitySafe award and is awarded a solid 3-star overall. It is therefore a good choice for the long haul sector where your operation may also require entry into cities.



Iveco

S-WAY (2024 MY)

SAFE DRIVING

32%

- Marginal Vision
- Weak Indirect Vision - no CMS
- Marginal ACC
- No Driver Monitoring
- Weak SAS

COLLISION AVOIDANCE

19%

- Adequate AEB T2C
- No AEB VRU
- No Turn AEB (Cyclist)
- No Lane Support System

RESCUE

80%

- Rescue Sheets
- Rescue Guide



Iveco declined the opportunity to provide a vehicle for testing. Therefore, Euro NCAP tested and rated the most recent, well specified vehicle available. The manufacturer informs us that it is not representative of the safety performance of their latest generation vehicle that complies with GSR2 regulations but first deliveries of those were not expected to be available until the end of 2024.

As tested, the IVECO S-WAY offers marginal direct vision and few of the ADAS that Euro NCAP considers in its rating, resulting in its disappointing 1-star rating.



MAN

TGX (2025 MY)

SAFE DRIVING

56%

- Weak Vision
- Very Good Indirect Vision - CMS
- Very Good ACC
- Very Good Driver Monitoring
- Adequate SAS

COLLISION AVOIDANCE

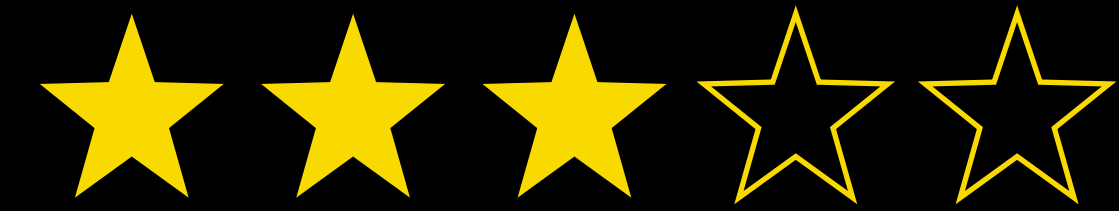
60%

- Good AEB T2C
- Good AEB VRU
- No Turn AEB (Cyclist)
- Very Good Lane Support

RESCUE

80%

- Rescue Sheets
- Rescue Guide



MAN declined the opportunity to provide a vehicle for testing. Despite this, Euro NCAP were able to source, test and rate the latest GSR2 compliant model, equipped with all the relevant safety options.

The TGX offers a solid 3-star safety performance, well balanced between Safe Driving and Collision Avoidance. Its direct vision performance is weak, scoring zero in our rating. However, it is optionally available with an excellent camera monitoring system, which provides enhanced driver vision. It provides a very good range of crash avoidance technologies with a high performing lane support system.



Mercedes-Benz

Actros L (2024 MY)

SAFE DRIVING 72%

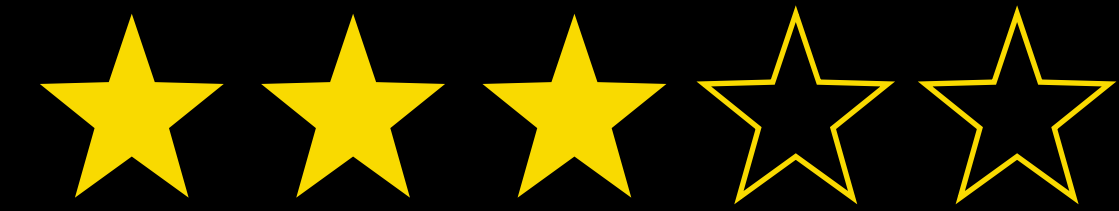
- Adequate Vision
- Adequate Indirect Vision - CMS (no Class V or VI)
- Very Good ACC
- Very Good Driver Monitoring
- Very Good SAS

COLLISION AVOIDANCE 51%

- Very Good AEB T2C
- Marginal AEB VRU
- Adequate Turn AEB (Cyclist)
- Weak Lane Support

RESCUE 80%

- Rescue Sheets
- Rescue Guide



Daimler Trucks declined the opportunity to provide a vehicle for testing. Therefore, Euro NCAP tested and rated the most recent well specified vehicle obtainable – a vehicle first registered in July 2024. The manufacturer informs us that it is not representative of the safety performance of their latest generation, which only became available later in 2024.

As tested, the Actros L offers a solid 3-star safety performance. It is the tallest truck tested in this sector but with CMS available it still manages a good Safe Driving score. It provides a very good range of crash avoidance technologies but the performance of some of the functions was limited.



Renault Trucks

T (2025 MY)

SAFE DRIVING

72%

- Adequate Vision
- Good Indirect Vision - CMS (no Class VI)
- Very Good ACC
- Very Good Driver Monitoring
- Very Good SAS

COLLISION AVOIDANCE

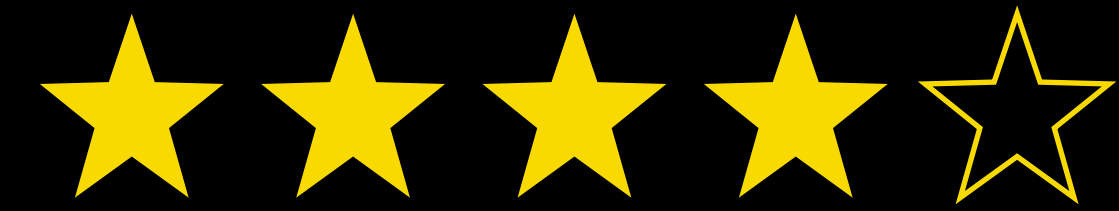
70%

- Very Good AEB T2C
- Good AEB VRU
- No Turn AEB (Cyclist)
- Good Lane Support

RESCUE

80%

- Rescue Sheets
- Rescue Guide



The Renault Trucks T earns a strong 4-star rating due largely to its high quality Advanced Driver Assist Systems (ADAS), getting balanced points across both Safe Driving and Collision Avoidance, most of which is standard fitment. It is more limited in its direct vision performance although its recent addition of a CMS system has improved its overall Safe Driving score.

The Renault would also benefit from a cyclist turn across path function. Combined with the more limited direct vision, this makes it more suitable for Highway than City working.



Scania

R-series (2025 MY)

SAFE DRIVING

64%

- Adequate Vision
- Marginal Indirect Vision - (no Class II/IV) CMS
- Good ACC
- Very Good Driver Monitoring
- Very Good SAS

COLLISION AVOIDANCE

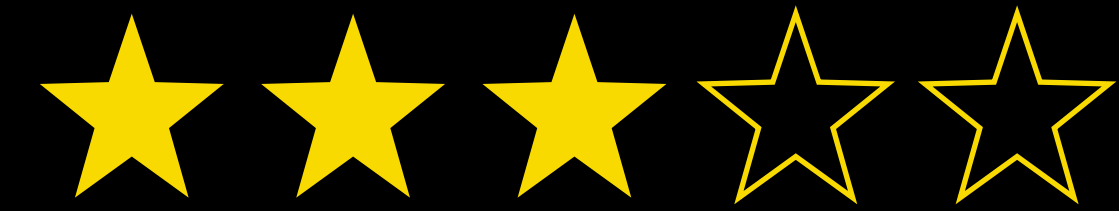
62%

- Very Good AEB T2C
- Good AEB VRU
- No Turn AEB (Cyclist)
- Adequate Lane Support

RESCUE

80%

- Rescue Sheets
- Rescue Guide



The Scania R-series is available with nearly all of the driver assistance systems Euro NCAP consider and they generally perform well, but many of those systems are additional cost options. The vision fundamentals are good, but the end result is limited by obstructions from conventional mirrors and a CMS system is not available.

Its ADAS performance is good in most areas however it lacks some of the functionality to protect vulnerable road users. Overall, it's a good option particularly for Highway operations, provided the appropriate options are selected.



Scania

G-series (2025 MY)

SAFE DRIVING

71%

- Good Vision
- Marginal Indirect Vision - (no Class II/IV) CMS
- Good ACC
- Very Good Driver Monitoring
- Very Good SAS

COLLISION AVOIDANCE

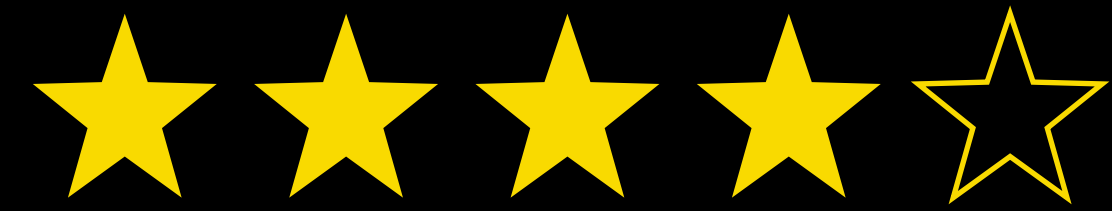
62%

- Very Good AEB T2C
- Good AEB VRU
- No Turn AEB (Cyclist)
- Adequate Lane Support

RESCUE

80%

- Rescue Sheets
- Rescue Guide



The Scania G-series was tested as a partner version of the R. The G-series benefits from a lower cab, improving vision. The vehicle is a solid performer with a balanced approach across Safe Driving and Collision Avoidance. It is available with nearly all of the driver assistance systems Euro NCAP consider and they generally perform well, but many of those systems are additional cost options.

The vision fundamentals are good and benefit from the lower cab mounting height. The end result is still limited by the lack of a camera monitor system. Its Collision Avoidance performance is good in most areas, and AEB VRU combined with good vision earns it our CitySafe award. Overall, it's a safe choice in a mix of environments, provided the appropriate options are selected.



Volvo

FH Aero (2025 MY)

SAFE DRIVING

80%

- Good Vision
- Good Indirect Vision - CMS (no Class VI)
- Very Good ACC
- Very Good Indirect Driver Monitoring
- Very Good SAS

COLLISION AVOIDANCE

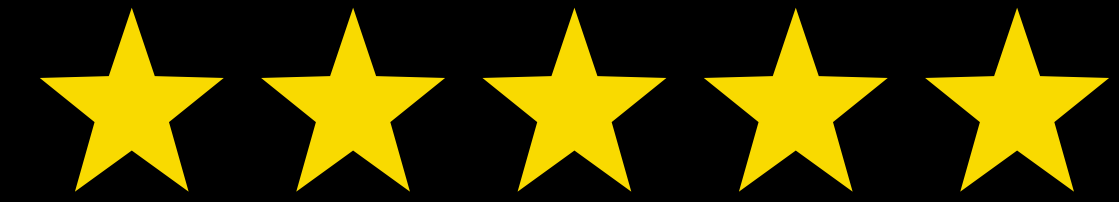
89%

- Very Good AEB T2C
- Very Good AEB VRU
- Good Turn AEB (Cyclist)
- Very Good Lane Support

RESCUE

80%

- Rescue Sheets
- Rescue Guide



The Volvo FH Aero is an excellent safe choice for a vehicle in the Fleet sector. The direct vision is good, helped by the availability of CMS and its aero inclined front. Combined with very good assistance systems this produces a very good Safe Driving score. It achieves a very good score in collision avoidance, with every system Euro NCAP assess being available including automated braking to protect cyclists where trucks turn across their path.

As a Highway truck its good direct vision combined with very good AEB for vulnerable road users also earns the Volvo FH Aero our CitySafe award alongside its 5 stars, making it an excellent choice for operations that require occasional city deliveries.



Volvo

FM (2025 MY)

SAFE DRIVING

87%

- Very Good Vision
- Good Indirect Vision - CMS (no Class VI)
- Very Good ACC
- Very Good Indirect Driver Monitoring
- Very Good SAS

COLLISION AVOIDANCE

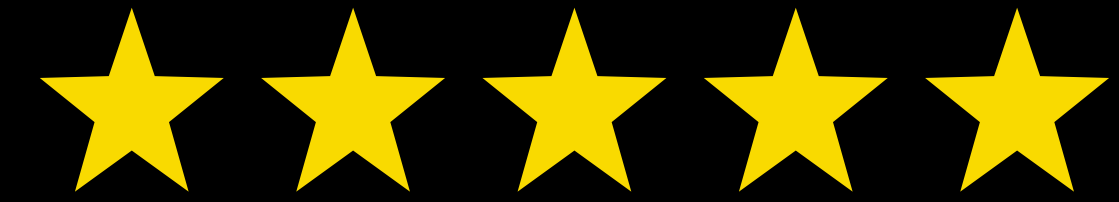
89%

- Very Good AEB T2C
- Very Good AEB VRU
- Good Turn AEB (Cyclist)
- Very Good Lane Support

RESCUE

80%

- Rescue Sheets
- Rescue Guide



The Volvo FM was tested as a partner to the FH Aero but offers a lower cab to improve vision. It is an excellent safe choice for a vehicle in the Fleet sector. The direct vision is very good, helped by the availability of CMS. Combined with very good assistance systems this produces a very good Safe Driving score. It achieves a very good score in collision avoidance, with every system Euro NCAP assess being available including automated braking to protect cyclists where trucks turn across their path.

As an all rounder its very good direct vision combined with very good AEB for vulnerable road users earns the Volvo FM a 5 star rating and also achieves our CitySafe award making it an excellent choice for combined city and highway operations.

2024 Fleet long-haul summary

Make	Model	Rating	CitySafe	EV Version
DAF	XF (2025 MY)	★★★★☆		✓
Iveco	S-WAY (2024 MY)	★☆☆☆☆		✓
MAN	TGX (2025 MY)	★★★★☆		✓
Mercedes-Benz	Actros L (2024 MY)	★★★★☆		✓
Renault Trucks	T (2025 MY)	★★★★☆		✓
Scania	R-series (2025 MY)	★★★★☆		✓
Scania	G-series (2025 MY)	★★★★☆		✓
Volvo	FH Aero (2025 MY)	★★★★★		✓
Volvo	FM (2025 MY)	★★★★★		✓

THANK YOU



About Euro NCAP

Euro NCAP provides consumers with an Independent assessment of the safety level of the most popular cars sold in Europe.

Euro NCAP is a catalyst for encouraging significant safety improvements to new car design. We hope that when buying a new car Euro NCAP will help you choose for safety.



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