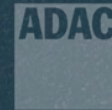
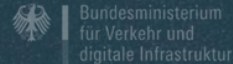


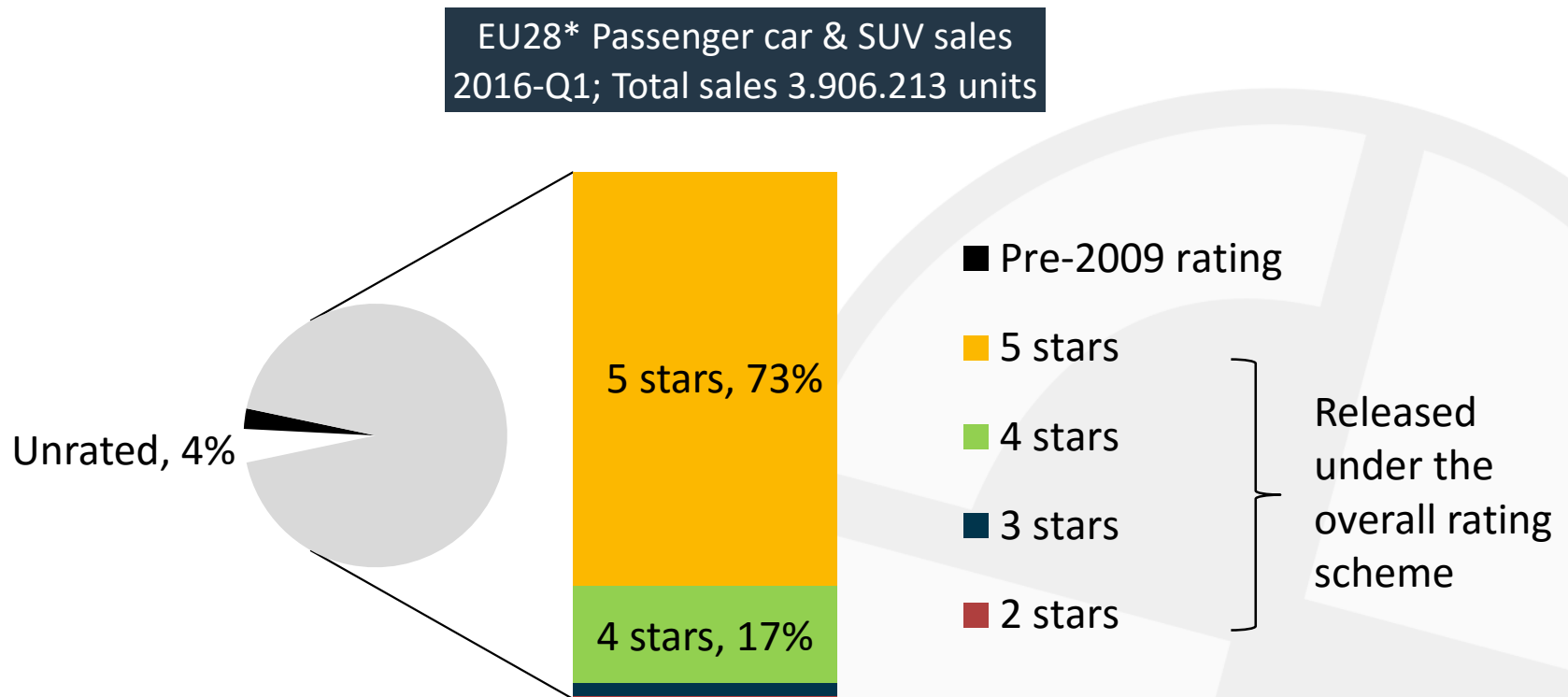
FOR SAFER CARS

EURO NCAP



New car sales by rating
























■ Euro NCAP has become a *de facto* industry standard



*EU28: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Great Britain, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland.

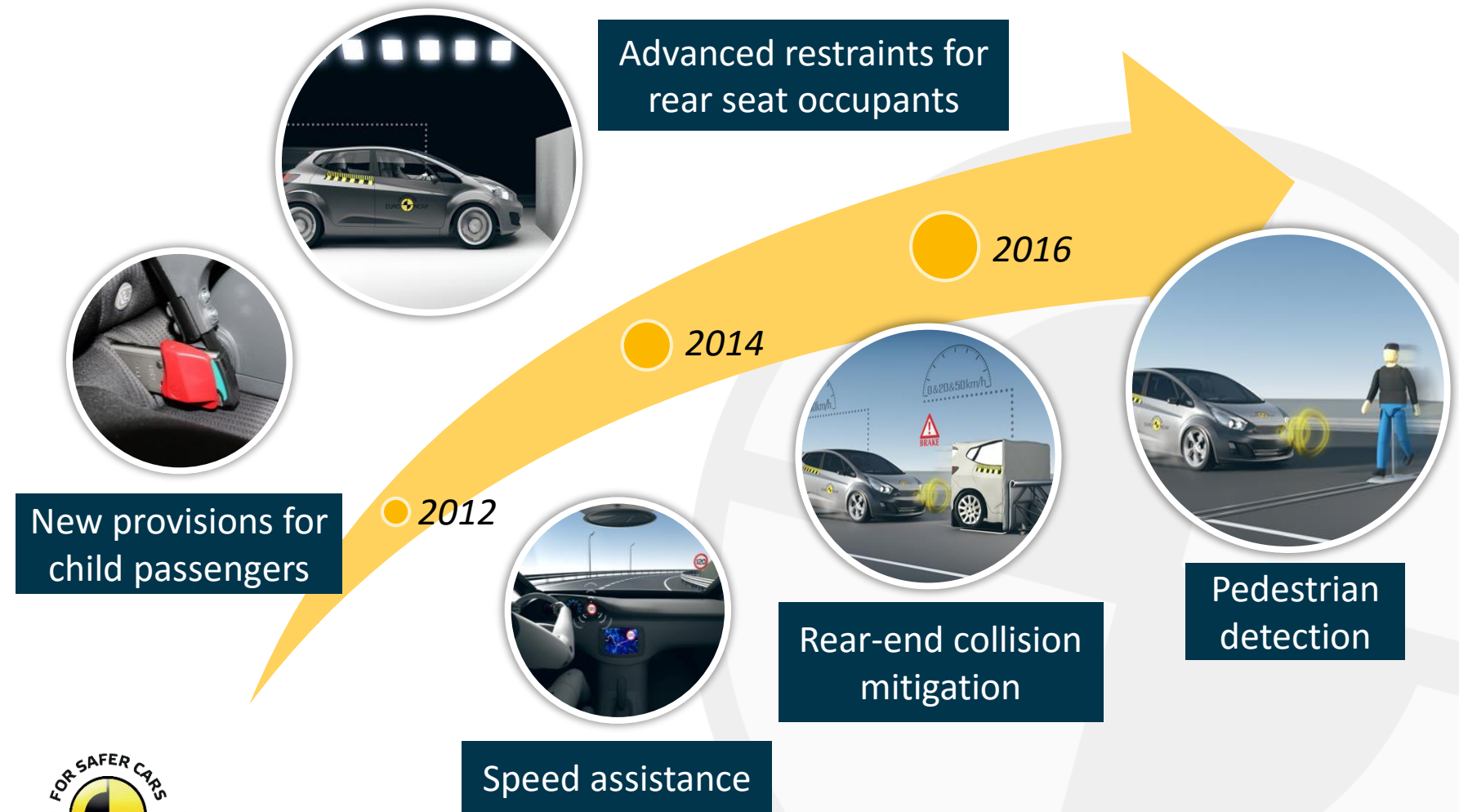
Over and beyond type approval

- The overall safety rating combines 18 crash protection, crash avoidance and driver assistance tests

+	Safe driving	Manoeuvring	Crash Avoidance	Crash Mitigation				
			 AEB City	 Whiplash	 Offset-Deformable Barrier	 Full Width Rigid Barrier	 Side Mobile Barrier	 Side Pole
				 CRS Installation Check	 CRS Performance	 Vehicle Provisions		
			 AEB Interurban	 Head Impact	 Upper Leg Impact	 Lower Leg Impact		
	 Speed Assistance	 Lane Support	 AEB Interurban	 ESC	 Seatbelt Reminders			

Technologies that save lives

Recent milestones in crash protection & avoidance



What does this mean? An example

■ Toyota Prius (MY 2009)



Standard equipment

- Front driver and passenger head airbags
- Knee airbag
- Side head and chest airbag
- ISOfix standard for child restraints
- Seat belt reminders on all positions

■ Toyota Prius (MY 2016)



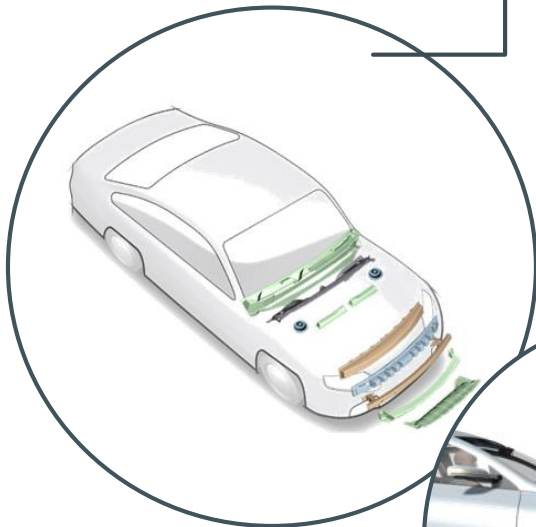
Standard equipment

- + Rear seat belt load limiters and belt pretensioners
- + i-Size standard for child restraints
- + Auto-Brake for pedestrians
- + Intelligent speed assistance system
- + Autonomous emergency braking systems for low and high speed
- + Lane departure alert with steering control

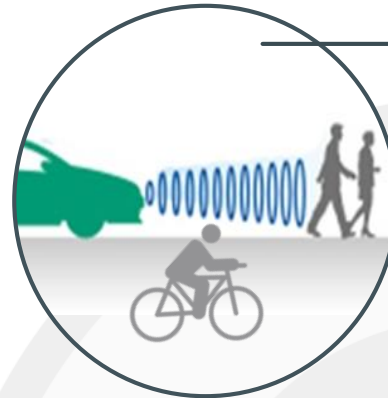
Vulnerable road user protection

- Integration of active and passive solutions will deliver the best real world outcome

Passive structures



Active solutions



“The integrated system resulted in 29%-62% higher effectiveness than the best single system of active respectively passive system in reducing the number of bicyclists sustaining severe head injuries.” – Fredriksson et al. (2015)

Deployable systems