

Latin NCAP's ratings update: Improvements from Ranger and New Aveo, while Mitsubishi disappoints with star rating reduction

The Chevrolet New Aveo, made in China and mainly available in Mexico, was updated and achieved three stars Adult Occupant Protection and four stars for Child Occupant Protection. The New Aveo was tested in 2018 achieving two stars for Adult Occupant Protection and four stars for Child Occupant Protection. In 2018, the Seat Belt Reminder (SBR) system did not meet Latin NCAP requirements, which explained the two stars for adults. As from production date May 2019 and as from VIN LSGHD52H1KD125807, **New Aveo model year 2020 onwards is updated with an improvement in the SBR allowing to achieve three stars in Adult Occupant Protection.** [See updated result here.](#)



The **Ford Ranger** was tested in 2016 by Latin NCAP achieving three stars for Adult Occupant Protection and four stars for Child Occupant Protection. The lack of Electronic Stability Control (ESC) in levels required by Latin NCAP did not allow the Ranger to reach higher star ratings. The updated Ford Ranger produced as from December 2019 now meet Latin NCAP ESC availability requirements. At the edge of the validity of the Ranger rating, Ford updated the ESC equipment and after Latin NCAP assessing it and the ESC meeting the technical requirements detailed in the protocol, the **Ranger rating is now updated to four stars Adult Occupant Protection.** [Watch Ford Ranger ESC video](#), [access updated result here.](#)



In 2018, Latin NCAP assessed the **Mitsubishi Eclipse Cross** with five stars for Adult Occupant Protection and three stars for Child Occupant Protection, based in the standard safety equipment of seven airbags and ESC. **After detecting that some units of this model are being sold without this basic safety equipment, Latin NCAP decided to re-assess and downgrade the rating for this model for a scenario of only frontal airbags. The re assessment indicated a new rating of the Eclipse Cross of four stars for Adult Occupant Protection and three stars for Child Occupant Protection.**



As soon as Latin NCAP collects evidence that the minimum safety equipment offered in all Latin NCAP markets have standard seven airbags, the previous published result will be immediately reinstated. Following the L200 zero stars recently published, Mitsubishi importers officially declared that two airbags and ABS L200 “meet local regulations and that safety is top priority for Mitsubishi”. Under today, protocols in Latin NCAP such an equipment will not allow more than three stars and as from 2020 probably no more than two stars. As Mitsubishi representatives claim that safety is top priority, Latin NCAP expects them to act consequently and do the same that for example Toyota is doing offering five stars with the Hilux, or Chevrolet is doing with the New Onix, in both cases among many others, offering standard safety levels exceeding many times the local regulations.

Latin NCAP recommends consumers from the region to only buy cars offering ESC.



Alejandro Furas, Secretary General of Latin NCAP said:

“Good results are encouraging Latin American consumers to demand better safety. It is proven that consumer demand, especially fleets, is rapidly shifting the market to safer cars at more affordable levels and without political friction. We call for Ford to improve the Ranger safety standard equipment and match Toyota’s Hilux five stars. We also hope to see very soon an improvement in the New Aveo to a five star level such as the New Onix. Market surveillance is absolutely relevant and when manufacturers change the safety spec of their vehicles, Latin NCAP is forced to update the result for this car”.

About Latin NCAP

The Latin New Car Assessment Programme (Latin NCAP) was launched in 2010 to develop a regional system of independent crashworthiness and safety rating across Latin America and Caribbean (LAC). Latin NCAP replicates similar consumer testing programmes developed over the last thirty years in North America, Europe, Asia and Australia, and which have proved to be very effective in improving the safety of motor vehicles. Since 2010 Latin NCAP has published the results of more than one hundred cars, all results available at www.latinncap.com/results.

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Latin NCAP is an Associate member of Global NCAP and supports the [United Nations Decade of Action for Road Safety 2011-2020](#) and the [Stop the Crash Partnership](#).

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