

Safer Vehicles and Consumer Ratings

GRSP ASIA MEETING - MARCH 2012

Michael Paine - Technical Manager



NCAP History



1979



1992



1995

1997



1999



2010



2012



ANCAP Crash Tests

Three types of crash test give a front occupant protection rating out of 5 stars



5-star vehicles are available in all categories



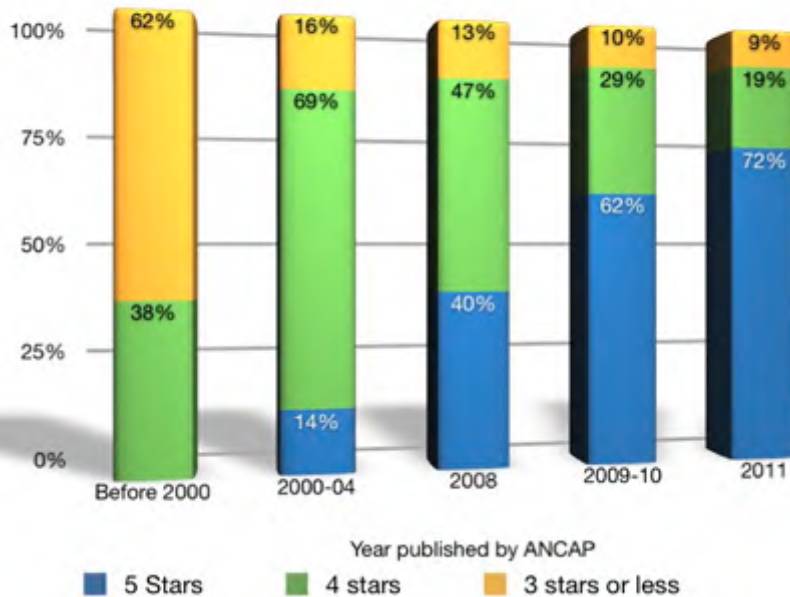
Cars

SUVs

Commercials



ANCAP Trends - Vehicle Models



AUSTRALIAN GOVERNMENT FLEET PURCHASING POLICY

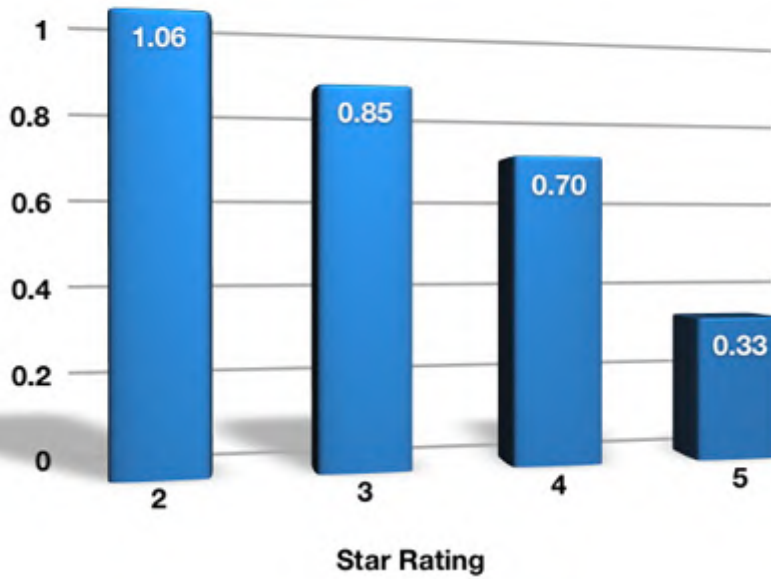


- From July 2011 all cars purchased by the Australian government must have a 5-star ANCAP rating and all light commercial vehicles must have at least a 4-star rating (no exemptions!)
- Australasia now has 5-star vehicles in all vehicle market segments including VW Amarok, Ford Ranger and Mazda BT50 pick-ups and Mercedes Vito van



Relative Risk of Fatal Injury

Based on Folksam 2010 (Europe)



“if all young drivers involved in crashes were driving the safest car available, rather than the cars they usually drove, the road fatality and serious injury rate could be reduced by more than 80 per cent.” (MUARC 2009)

4 OUT OF 5 WOULD NOT HAVE DIED

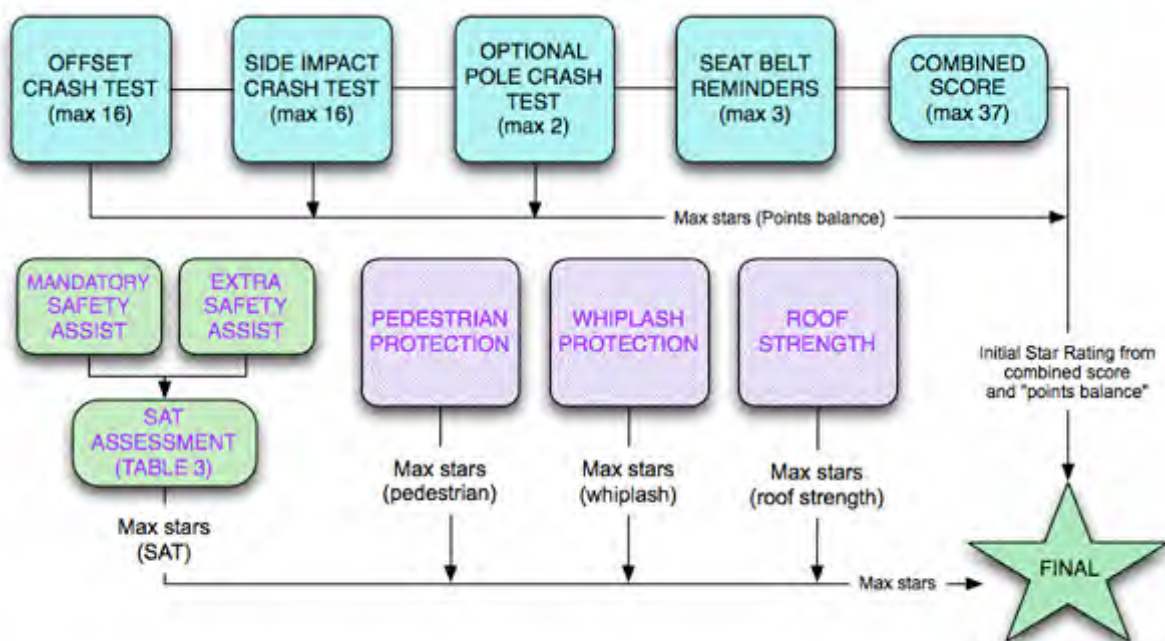
ANCAP ROAD MAP



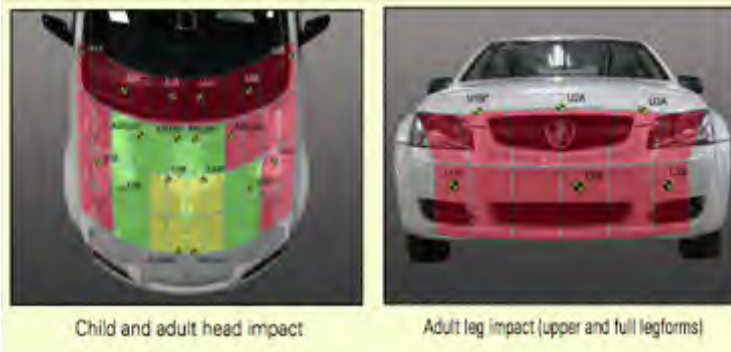
- Rolling 5 year plan
- Raises the bar for each star rating - including minimum requirements for pedestrian, whiplash & roof strength
- Encourages uptake of a wide range of *Safety Assist Technologies (SAT)* - both passive and active
- Developed in consultation with the auto industry, including annual reviews



ANCAP ROAD MAP



Pedestrian Protection Tests



Pedestrian Score	Descriptive rating
27.5 or more	Good
18.5 to 27.49	Acceptable
9.5 to 18.49	Marginal
9.49 or less	Poor

A result of at least “marginal” is required for an ANCAP 5-star safety rating from 2012.

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Whiplash Protection



Geometric seat and head restraint evaluations

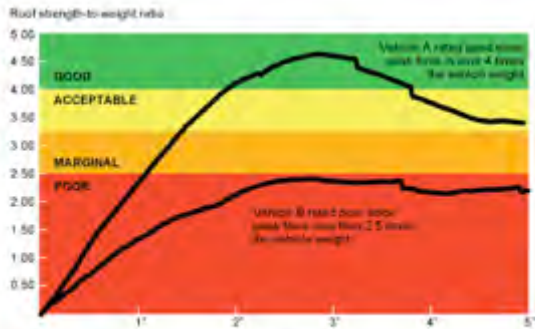
ANCAP member NRMA Insurance already rates whiplash protection for Australian vehicles using the IIWPG (RCAR) protocol. A result of at least “acceptable” required for an ANCAP 5-star rating from 2012.

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Roof Strength Rating

Australia has a similar rollover problem to the USA. IIHS roof strength rating is being introduced



Roof strength test results good and poor

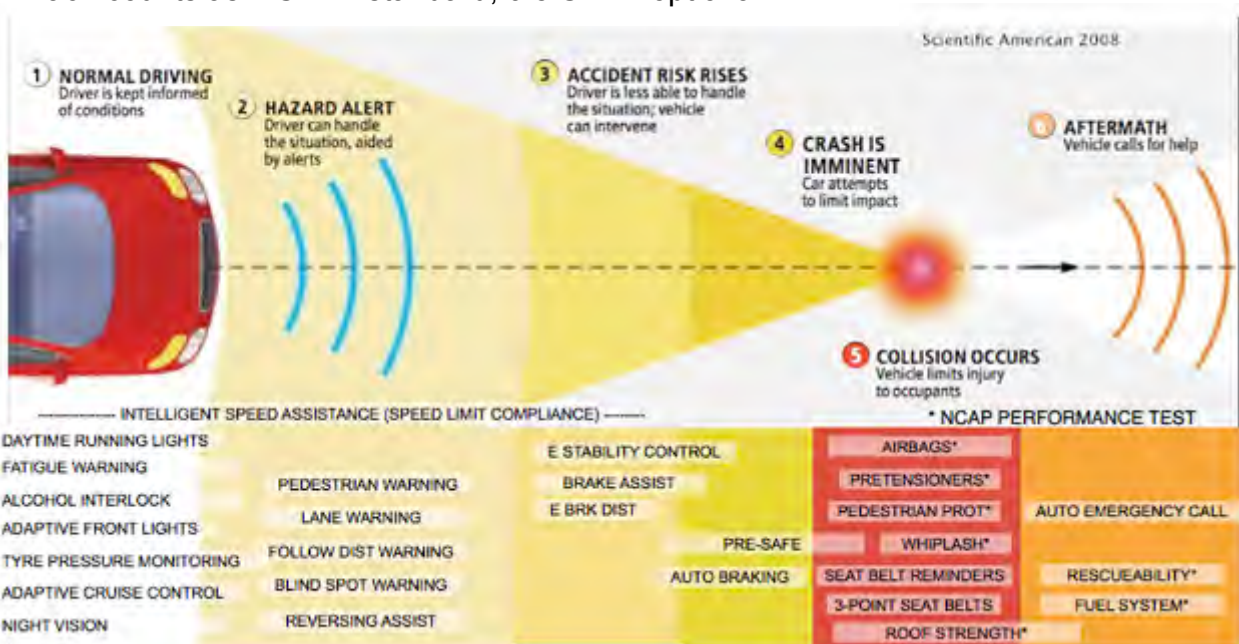
A 2009 models

A result of at least “marginal” (SWR ≥ 2.5) required for an ANCAP 5-star rating from 2014.



EXAMPLES OF SAFETY ASSIST TECHNOLOGIES (SAT)

Each counts as 1 SAT if standard, 0.5 SAT if optional



Example:  **ANCAP**
Rated ★★★★★



12.5 pt or more in offset & side impact
1pt or more in pole test, 32.5 or more overall plus...

Year	"Mandatory SAT" ¹	Minimum number of "Additional SAT" items ²	Minimum Pedestrian Rating *	Minimum Whiplash Rating	Minimum Roof Strength Rating
5 Stars					
2011	ESC, 3PSB, HPT front seats	-	-	-	-
2012	"	2	Marginal	Acceptable	-
2013	2012 + SBR front seats, EBA	3	Marginal	Acceptable	-
2014	2013 + HPT 2nd row seats	4	Acceptable	Good	Marginal SWR >= 2.5
2015	2014 + SBR 2nd row fixed seats	5	Acceptable	Good	Marginal SWR >= 2.5

* High seat vehicles - marginal pedestrian protection from 2014

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INTERNATIONAL ACTIVITIES



- Japan - 2010: ANCAP crash test of Mitsubishi i-MiEV conducted at JARI in conjunction with a joint NCAP meeting.
- Australia - 2010: MIROS visitors observe ANCAP crash tests and discuss protocols
- Malaysia - 2011: ANCAP representatives attend ASEAN NCAP meeting
- Australia - 2012: ASEAN NCAP meeting & crash test

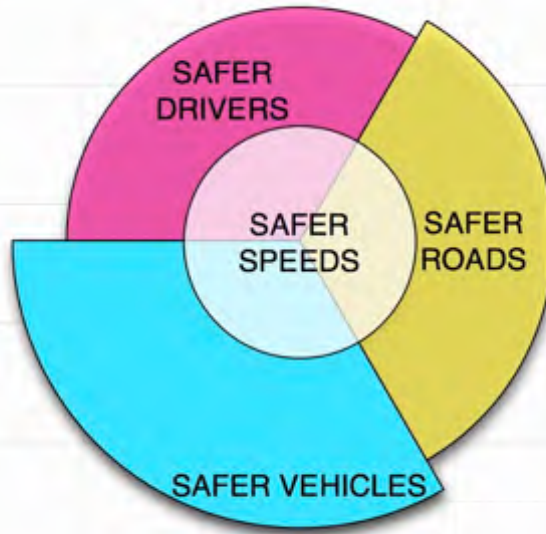


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POTENTIAL BENEFITS

SAFE SYSTEMS APPROACH



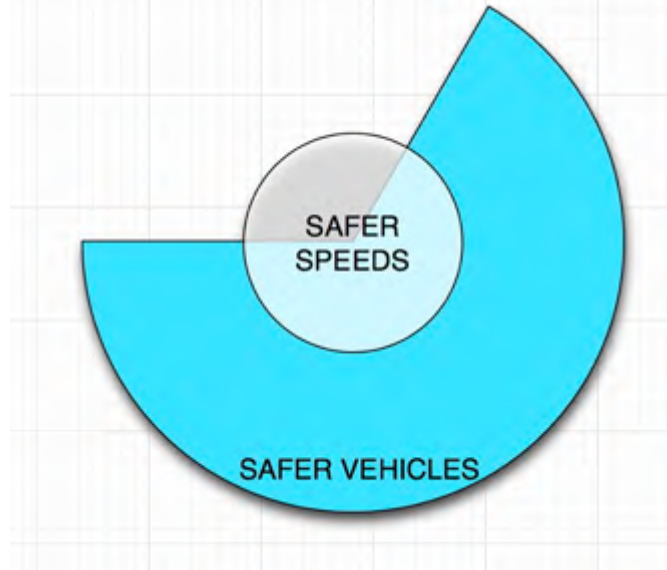
POTENTIAL BENEFITS

CONSIDERABLE OVERLAP



POTENTIAL BENEFITS

SAFER VEHICLES COULD ADDRESS ABOUT 2/3RDS OF SERIOUS CRASHES



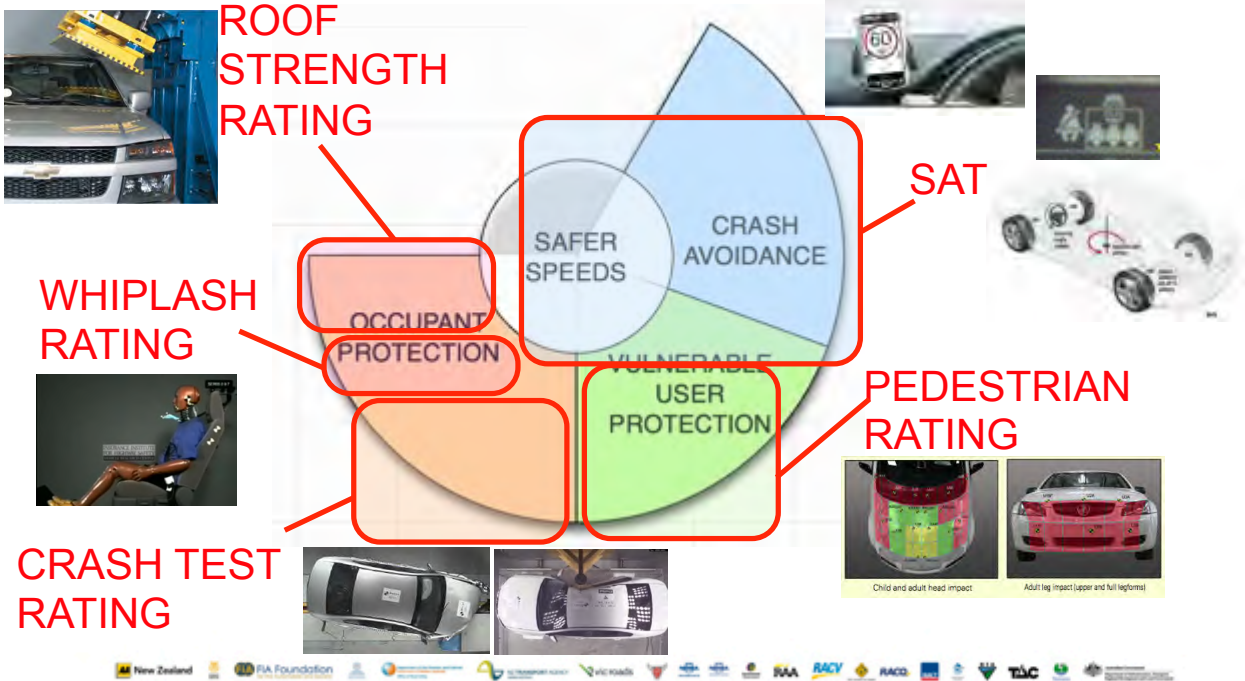
POTENTIAL BENEFITS

TYPES OF VEHICLE COUNTERMEASURES

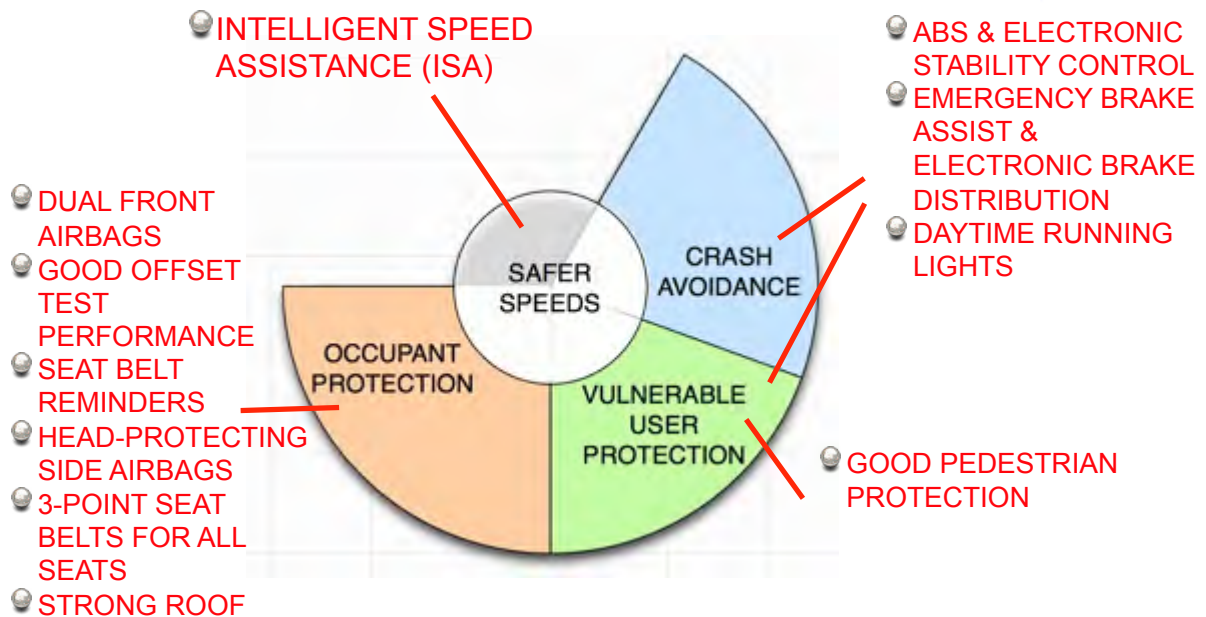


POTENTIAL BENEFITS

COMPONENTS OF THE ANCAP ROAD MAP



RECOMMENDED PRIORITIES FOR SAFER VEHICLES



STRATEGIES FOR SAFER VEHICLES



WITH ESTIMATED % SAVING IN SERIOUS CRASHES IN ASIA

SAFETY FEATURE	STRATEGY
GENERAL	IMPLEMENT/SUPPORT REGIONAL NCAPs. IMPROVE CONSUMER AWARENESS OF SAFETY INFLUENCE FLEET PURCHASING POLICY RECOGNISE/REWARD GOOD BRANDS WORK WITH INSURERS
OCCUPANT PROTECTION (20%)	REGULATE FOR UNECE R94 & R95. SUPPORT NCAPs
PEDESTRIAN PROTECTION (20% WITH M/C & BICYCLE)	REGULATE FOR GTR ON PEDESTRIAN PROTECTION. SUPPORT NCAPs
ELECTRONIC STABILITY CONTROL (10%)	REGULATE FOR GTR ON ESC
DAYTIME RUNNING LIGHTS (5%)	REGULATE FOR EU DRL REQUIREMENTS - COMMISSION DIRECTIVE 2008/89/EC
INTELLIGENT SPEED ASSISTANCE (10%+)	SUPPORT DIGITAL MAPPING OF SPEED LIMITS, PROMOTE ACCEPTABLE ISA PRODUCTS, CONDUCT PILOT/DEMONSTRATION PROGRAMS



Thank you

