

PARTNERSHIP PROGRAM

NRSPP / ANCAP / ARRB Webinar ***Your outstanding questions answered***

Will the pedestrian requirements be in line with the Euro NCAP requirements and how will this affect bullbars?

Common test and assessment protocols, applicable across Europe and Australasia will be in effect from 1 January 2018. The adoption of these common protocols includes pedestrian protection.

ANCAP crash tests new, un-modified vehicles as they are available to Australian and New Zealand consumers. Generally ANCAP does not set requirements for, or assess, aftermarket products or modifications.

With the more stringent protocols in place from 2018, it is expected that it will be increasingly difficult for vehicles fitted with bullbars to meet the minimum pedestrian protection criteria necessary for 5 star ratings.

What are ANCAP doing with cars that are too old to be rated?

ANCAP crash tests new cars as they are available to Australian and New Zealand consumers.

The requirements for each ANCAP star rating increase over time to ensure that vehicle safety continues to improve – and for this reason ANCAP publishes ratings with a 'datestamp' showing the rating year of the model.

ANCAP would encourage consumers, where possible, to purchase a 5 star rated vehicle with the most recent datestamp. ANCAP recommends commercial fleets and purchasers consider implementing a purchasing policy which requires vehicles to hold a rating datestamp of no more than three years old (i.e. If a vehicle is being purchased in 2017, look for a 5 star rated model which holds a datestamp of either 2017, 2016 or 2015).

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Does ANCAP have a plan to address vehicle aggressivity in its testing or scoring?

Frontal and side crashes continue to be a significant factor in fatal road crashes. ANCAP is working with international partners on the development of new and updated test protocols which focus on improved interaction between vehicles involved in a crash.

Tyre inflation recognition will also be going to add in NCAP regulation

Tyre pressure monitoring systems (TPMS) are not specifically required under the 2018 common test and assessment protocols, however ANCAP constantly monitors the data available on crash causation factors and if data supports inclusion of particular safety features these may be included as part of future protocol updates.

How are we going to accommodate Electric cars in NCAP

Hybrid and electric vehicles are already accommodated under ANCAP's protocols. The same level of safety is expected from hybrid and electric vehicles, however additional steps are included in protocols addressing high-voltage batteries. ANCAP has published ratings for a selection of hybrid vehicles, as well as the Tesla Model S, Nissan Leaf and the Mitsubishi i-Miev.

Do you have plans to be able to monitor AEB driver crash data against Non AEB driver crash data; an acid test for AEB as a stand alone solution.

While the penetration of AEB systems in Australia is currently quite low, we are seeing real-world benefits in other parts of the world where insurance data has shown reduced crash rates.

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Hi James, how the crash test between car and pedestrian to car and motorcyclist. This is due to speed at which the motorcyclist will collide with the front bonnet or side impacts. Apology, I missed the last line. "is different to pedestrians"

ANCAP currently does not conduct testing specific to crashes between vehicle and motorcyclist. 2018 test protocols however do include an assessment of autonomous emergency braking (AEB) systems with the ability to recognise vulnerable road users (such as pedestrians and cyclists), and reward those systems that can avoid or mitigate crashes between vehicles and vulnerable road users.

Do you use data from any other organisations' such as yourselves used to determine the rating?

ANCAP has a strong and ongoing partnership with Euro NCAP – one which has been in place since 1999. This relationship has allowed ANCAP to make use of crash test data and ratings applicable to our market, resulting in the publication of a far greater number of ratings than would otherwise be possible. In 2016, 24 of the 45 ratings published by ANCAP were based on test results obtained through European testing.

ANCAP also utilises test results obtained through the ASEAN NCAP test program, based out of Malaysia.

Does this apply to light commercial vehicle assessment as well? - sorry, as it relates to 4x4's vans etc

The same test and assessment protocols are applied to light commercial vehicles as they are to passenger cars and SUVs.

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What about driverless cars? What level of testing is being undertaken on driverless cars? Some aspects of driving are already “driverless” e.g. parking. Is it expected that “going driverless” will make driving safer/less safe or no predicted change to safety performance?

Human error is believed to be a factor in more than 90 per cent of road crashes and autonomous and semi-autonomous vehicle safety technologies will assist in reducing this.

While the widely-available ‘driverless car’ is likely many years away, the autonomous technologies that form the foundation of the ‘driverless car’ are already in the market. ANCAP’s immediate focus is encouraging autonomous technologies that do not replace the driver, but rather support the driver – driver assistance technologies. These technologies include autonomous emergency braking (AEB), lane support systems (LSS), and speed assistance systems (SAS). Each of these technologies will be included in ANCAP test and assessment protocols from 1 January 2018.

Anything for distracted driving? mobile phones?

Human error is believed to be a factor in over 90 per cent of road crashes. Driver distraction is widely acknowledged as one of the contributing factors. Research is underway to look at the Human Machine Interface (HMI) – how a driver interacts with the vehicle and the ease of use of on-board systems.

Can a comparison chart be produced so that for example, has does a 5 star rating earned in 2010 compare to the current standard - what score would it earn today. This would give a person buying a used car a better guide to its safety star rating compared to today's cars

A key element of ANCAP safety ratings is the ‘datestamp’. This is the year noted within the corresponding rating logo and communicates the year requirements against which a model has been tested. The more recent the datestamp, the more stringent the rating criteria. Details on the increasing rating criteria for all star rating levels can be viewed at:

<http://www.ancap.com.au/future-requirements>.