Safer cars for India

by

Alejandro Furas

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Research Project: Safer cars for India - highlights

The most basic safety equipped version available in the market was selected for testing.

The same model, same equipment, was tested according to: United Nations Regulation 94 and to Latin NCAP 2013 assessment protocols.

5 popular and important models were selected for testing.

1 of the selected manufacturers changed production of its car and sponsored an extra test to show its improvements.
Models tested for this Research Project: Safer cars for India

- Hyundai i10: NO Airbags
- TATA Nano: NO Airbags
- Maruti Suzuki Alto 800: NO Airbags
- VW Polo: NO Airbags
- Ford Figo: NO Airbags
- VW Polo: 2 Airbags
<table>
<thead>
<tr>
<th>Car Make</th>
<th>Result</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volkswagen POLO</td>
<td>X</td>
<td>NOT PASS</td>
</tr>
<tr>
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</tbody>
</table>
## Research Project: Safer cars for India

### Summary of NCAP results

<table>
<thead>
<tr>
<th>RESULT</th>
<th>Safety Features</th>
<th>Driver Protection</th>
<th>Passenger Protection</th>
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<tbody>
<tr>
<td><strong>Volkswagen POLO</strong></td>
<td>✔️ 2</td>
<td>★★★★★</td>
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<td><strong>Volkswagen POLO</strong></td>
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VW Polo + 2 Airbags

- Driver: 12.54 out of 17.00 - Good
- Front passenger: 29.91 out of 49.00 - Adequate
Hyundai i10 - NO Airbags

**Driver**
- Front passenger: 0.00 max. 17.00 - Poor
- Driver: 10.97 max. 49.00 - Good

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Good
Adequate
Marginal
Weak
Poor
Maruti Suzuki Alto 800 - NO Airbags

Driver

Front passenger

0.00 max. 17.00 - Adult

17.57 max. 49.00 - Child
MARUTI SUZUKI ALTO 800 - NO AIRBAGS

August | 2013

0.00 max. 17.00 - Adult

17.57 max. 49.00 - Child

Valid for: Indian Market
Car made in India
TATA Nano - NO Airbags

- **Driver**: 0.00 max. 17.00 - Adult
- **Front passenger**: 0.00 max. 49.00 - Child

The TATA Nano does not have airbags. The safety rating is 0.00 out of 17.00 for the driver and 0.00 out of 49.00 for the front passenger.
TATA NANO - NO AIRBAGS

December | 2013

- Adult: 0.00 max. 17.00
- Child: 0.00 max. 49.00

64 km/h

Valid for: Indian Market
Car made in India
Conclusions
Conclusions: Adult Occupant protection

Bodyshell integrity is critical for the protection of occupants even in cars fitted with airbags. Three of the five cars selected by Global NCAP for the Research project showed unstable body shells in the NCAP crash test. Polo and Figo showed stable structures.

The absence of airbags showed high risk of life threatening injuries for the passengers in a crash.

The tested cars showed low scores in the leg areas of the adult occupants.
Bodyshell integrity is critical for the protection of occupants even in cars fitted with airbags.
Indian cars reach 4 stars in Latin America (Suzuki Celerio)
Conclusions: Child Occupant protection

Protection of child occupants is low because of the marginal to poor protection offered by the CRS, the incompatibility car-CRS and the poor CRS installation instructions.

Acceptable dynamics in child protection performance was also found in cars with weak structures and less developed restraint systems. Body shell deformation in the front reduces energy transfer to the rear seat passengers.
General Conclusions - Recommendations

Global NCAP recommends to implement Regulation UN R-94 mandatory for all cars.

Global NCAP recommends all governments to make CRS use and technical standard approval for CRS mandatory.

Global NCAP promotes the use of CRS in cars and strongly recommends closer cooperation between car manufacturers and CRS manufacturers.

Global NCAP recommends Automobile clubs, Consumer organizations, car and CRS manufacturers as well as governments to work on better adult and child occupant protection in road vehicles.
Thank you very much for your attention.

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Research Project: Safer cars for India

Summary of NCAP results

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