Progress of ASEAN NCAP

Informal document GRSP-53-18
(53rd GRSP, 13-17 May 2013, agenda item 21(a))

KHAIRIL ANWAR
Secretary General, ASEAN NCAP
14th May 2013,
GRSP 54th, Geneva
Agenda

1. Introduction to ASEAN NCAP
2. Overview of ASEAN NCAP Phase
3. ASEAN NCAP Organization Chart
4. ASEAN NCAP Phase 1 results
5. ASEAN NCAP Phase 2 updates
5. ASEAN NCAP Road Maps
Agenda 1: Introduction of ASEAN NCAP
The Decade was approved by the Moscow Ministerial in 2009 and UN General Assembly in 2010. It was launched by a global relay of events on 11th May. A Plan for the Decade has been prepared based on five pillars:

1. Building Management Capacity
2. Encouraging Safer User Behaviour
3. Building Safer Roads
4. Building Safer Vehicles
5. Improving Post Crash Care

Each pillar includes indicative and interim targets to progress towards the Decade’s overall goal which is to ‘stabilize and then reduce the level of road fatalities’. This requires a 50% reduction in the forecast level of fatalities by 2020 which could avoid 5 million deaths, 50 million injuries and save $3 trillion in social costs.
Decade Plan - Influencing Vehicle Design

**Activity 1:** Encourage Member States to apply and promulgate motor vehicle safety standards as developed by the UN's World Forum for the Harmonization of Vehicle Regulations (WP 29).

**Activity 2:** Encourage implementation of new car assessment programmes in all world regions to increase the availability of consumer information about the safety performance of motor vehicles.

**Activity 3:** Encourage agreement to ensure that all new motor vehicles are equipped with seat belts and anchorages that meet regulatory requirements and pass applicable crash test standards (as minimum safety features).

**Activity 4:** Encourage global deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti Lock Braking systems in motorcycles.

**Activity 5:** Encourage use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage export of new and used cars that have reduced safety standards.

**Activity 6:** Sustain investment in research and development of safety technologies that will improve vehicle safety and reduce risks to vulnerable road users.

**Activity 7:** Encourage managers of governments and private sector fleets to purchase and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.
Progress of ASEAN NCAP

15th September 2011, Kuala Lumpur

- ASEAN NCAP Kick Off Meeting.
- Agreed to sign MOU between partners in 7th December 2011 in Delhi, India.
- Technical review and discussion of protocols.
Progress of ASEAN NCAP

7th ~ 8th December 2011

- MOU Signing between MIROS & GLOBAL NCAP on collaboration.
- MOU Signing between partners; MIROS, AAM, AAS, AAP, ANCAP & GLOBAL NCAP for ASEAN NCAP establishment
Progress of ASEAN NCAP

23rd March 2012, Malacca, Malaysia

- 4th ASEAN NCAP Steering Committee
- Endorsing all related protocols including vehicle selection.
- First time attended by Indonesia (IMI), Thailand (TGGS) & Vietnam (VR).
- Grant Agreement signing between Global NCAP & MIROS
Progress of ASEAN NCAP

Automotive Safety Week 2012: Southeast Asia – May 2012

Dedicated International & National Meetings
• Global NCAP's Board of Trustees Meeting
• NHTSA – MOT Meeting
• World Car Manufacturer Meeting
• Global NCAP Roundtable with NCAPs
• PROTON Green Mobility Challenge Progress Meeting
• Society of Automotive Engineers (SAE) Student Convention

Seminars
• Parallel Sessions (ASW 2012: SEA)
• Active Safety
• Automotive Safety
• Road Safety
• Passive Safety
• Automotive Simulation
• E-Mobility
• Seminar (GNCAP)
• Consumer & Cars
• A World Tour of NCAPs
• Vehicle Safety in the UN Decade of Action 2010-2012

Exhibitions & Demonstrations
• Proton
• Produc
• Toyota
• Puspakom
• Honda
• Bosch (ESC)
• Volvo
• Autoliv Horotaka
• JKJR
• PDRM
• Etc
• Total Sponsor (25)

Launching & Award
• MIROS PC3 Lab
• Crash Demonstration - ASEAN NCAP Test 001
• MIROS Safety Awards
• GNCAP Annual Awards by HRH Prince of Kent

Exhibitions & Demonstrations
• Proton
• Produc
• Toyota
• Puspakom
• Honda
• Bosch (ESC)
• Volvo
• Autoliv Horotaka
• JKJR
• PDRM
• Etc
• Total Sponsor (25)
Progress of ASEAN NCAP

31st January 2013, Malacca, Malaysia

- ASEAN NCAP Phase 1 Result Release
- Side Impact demonstration crash test (HONDA Civic) and Open Day
- Attended by 300 participants all over ASEAN and NCAPs
## NCAPs around the world

<table>
<thead>
<tr>
<th>Continent</th>
<th>Program Name</th>
<th>Label</th>
<th>Countries</th>
</tr>
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<tbody>
<tr>
<td>ASIA</td>
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<td>• China</td>
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<tr>
<td></td>
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<td></td>
<td>• Italy</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Spain (Catalonia)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>• Sweden</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• The Netherlands</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• UK</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• European region as a whole</td>
</tr>
<tr>
<td>NORTH AMERICA</td>
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<td>Vehicle Ratings</td>
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<td>Acronym: US IIHS</td>
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<tr>
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<tr>
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<tr>
<td></td>
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<tr>
<td></td>
<td>Acronym: Latin NCAP</td>
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</tbody>
</table>

First Test – 24th May 2012
Support from Related Parties

- **Stakeholders**
  - ASEAN NCAP
  - MIROS
  - AAM
  - AAP
  - Cambodia
  - Automobile Association of Singapore
  - FOR SAFER CARS
  - GLOBAL NCAP
  - FIA Foundation
  - ANCAP
  - LATIN NCAP
  - EURO NCAP
  - JNCAP
  - KNCAP

- **Financial Support**

- **Technical Support**

- **Program Advisory**
Agenda 2:
ASEAN NCAP
Organization Chart
ASEAN NCAP Organization Chart

Steering Committee
(MIROS, AAM, AAS, AAP & AAC) + (Global NCAP, Latin NCAP & Australasian NCAP – Advisory Panel)

Technical Committee
(MIROS, TGGS, UOP, Latin NCAP & ANCAP)

WG
Frontal Impact

WG
Side Impact

WG
Child Restraint

WG
Safety Assist
Agenda 3: Overview of ASEAN NCAP Phase 1
Vehicle involved in Phase 1

FORD FIESTA
HONDA CITY
TOYOTA VIOS
NISSAN MARCH
PERODUA MYVI
HYUNDAI i10
PROTON SAGA

*Start Date: 15th November 2012
*Last test: 29th January 2013
Testing Information

Test quantity

- ODB 40% Demo Test : 1
- Official Test : 7
- Pre-Test : 5
- Speed Validation Test : 2
- Reconciliation Test* : 1

TOTAL 16

*Reconciliation Test:
Taken from accounting jargon means the process of making consistent or compatible, in this case, the variant tested is obsolete prior to the official launch, therefore the new lowest variants of vehicle require to be tested.
# Support from Related Parties

<table>
<thead>
<tr>
<th>MIROS</th>
<th>Financial Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>JARI</td>
<td>Technical Support</td>
</tr>
<tr>
<td>JAST</td>
<td>Product Support</td>
</tr>
<tr>
<td>KYOWA</td>
<td></td>
</tr>
</tbody>
</table>

MIROS: MIROS Parameterized System in Real Time Simulation
JARI: Japan Automobile Research Institute
JAST: Japan Automobile ResearchTrusted Institute
KYOWA: KYOWA Corporation
We moved the base line!!!!

**Toyota VIOS** – upgraded all version to double airbags starting September 2012

**Honda City** – New column pad cover, SBR for both front passenger; create ASEAN specification for low and high grade.

**Nissan March** – New column pad cover for whole ASEAN region

**Ford Fiesta** – Implementation of top tether for all ISOFIX application starting 20th May 2013.

**Proton SAGA** - Deletion of single airbag variant starting February 2013. Lowest variant will be equipped with double airbags and top tether
Summary of tested vehicle
Agenda 3:
ASEAN NCAP Phase 1 Result
Overall Result [Phase 1]

**ADULT OCCUPANT PROTECTION**

- **FORD Fiesta**
- **HONDA City**
- **TOYOTA Vios**
- **NISSAN March**
- **PROTON Saga FLX+**
- **PERODUA Myvi**
- **HYUNDAI i10**
- **PROTON Saga**

**CHILD OCCUPANT PROTECTION**

- **HONDA City** 81%
- **FORD Fiesta** 66%
- **PROTON Saga FLX+** 58%
- **PERODUA Myvi** 54%
- **PROTON Saga** 49%
- **HYUNDAI i10** 48%
- **NISSAN March** 48%
- **TOYOTA Vios** 48%
FORD Fiesta

Variant: LXTi-VCT Automatic
Year Built: 2012
Model Year: 2011
Vehicle Category: 4-door Sedan
Engine Capacity: 1.6 Litre Petrol
Kerb Mass: 1147 kg
Test Laboratory: MIROS PC3

Production of Thailand

66%
FORD Fiesta

Pre-requisite for 5-Star in ASEAN NCAP:
Electronic Stability Control – YES
Seatbelt Reminder – YES (Driver & Front Passenger)
This car is eligible for maximum 5-star.

All Ford Fiesta is produced in Thailand and Ford offers a variant with driver airbag only for ASEAN market except Malaysia. This model is not available for Singapore and Myanmar. Only vehicle with at least double airbags, ESC and Seat belt reminder for frontal occupant is eligible to claim for 5 stars ASEAN NCAP ratings.

Modifier:
No Modifier

<table>
<thead>
<tr>
<th>Dummy</th>
<th>P₃</th>
<th>P₁·₅</th>
</tr>
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<tbody>
<tr>
<td>Attachment</td>
<td>ISOFIX and Seat Belt</td>
<td>ISOFIX</td>
</tr>
<tr>
<td>Brand of CRS</td>
<td>Britax Duo Plus [FORD]</td>
<td>Britax Baby Safe Plus SHR II [FORD]</td>
</tr>
<tr>
<td>Britax Baby-safe ISOFIX base</td>
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</table>

*For P₃, the test was conducted using seat belt and ISOFIX attachment due to the unavailability of top tether anchorage point. Ford will introduce top tether to all ISOFIX applications in ASEAN Fiesta no later than 20th May 2013. Predicted calculation of CRS assessment using top tether would end up to minimum 10% increment from previous scoring.

Model year refers to the latest changes of safety package for each variant.

CRS Assessment

<table>
<thead>
<tr>
<th>CRS Assessment</th>
<th>17.39 / 24</th>
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<tbody>
<tr>
<td>Dynamic Test*</td>
<td></td>
</tr>
<tr>
<td>CRS Based Assessment</td>
<td>12 / 12</td>
</tr>
<tr>
<td>Vehicle Based Assessment</td>
<td>3 / 13</td>
</tr>
<tr>
<td>TOTAL</td>
<td>32.39/49</td>
</tr>
<tr>
<td>Compliance Percentage</td>
<td>66.10%</td>
</tr>
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</table>
HONDA City

Variant: Grade S  
Year Built: 2012  
Model Year: 2012  
Vehicle Category: 4-door Sedan  
Engine Capacity: 1.6 Litre Petrol  
Kerb Mass: 1142 kg  
Test Laboratory: MIROS PC3

Production of Malaysia

HONDA City
WITH 2 AIRBAGS

ADULT OCCUPANT PROTECTION
4

CHILD OCCUPANT PROTECTION

81%

CRASH TEST DECEMBER 2012

"Making Cars Safer in ASEAN Region"
ACT0004 Honda City FO
13 Dec 2012
**HONDA City**

**Pre-requisite for 5-Star in ASEAN NCAP:**
- Electronic Stability Control – **YES**
- Seatbelt Reminder – **YES** *(Driver & Front Passenger)*

This car is eligible for maximum 5-star.

*Honda equipped City model with double airbags all over Southeast Asia region. From the changes started 30th January 2013 in all over Southeast Asian HONDA production, there will be two choices of Low and High grade of HONDA City. High End grade of Honda City is eligible for ASEAN NCAP 5 stars rating starting from the said date.*

<table>
<thead>
<tr>
<th>Dummy Attachment</th>
<th>P3</th>
<th>P1.5</th>
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<tr>
<td>ISOFIX and Top Tether</td>
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**CRS Assessment**

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<td>Vehicle Based Assessment</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>39.79 / 49</strong></td>
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<tr>
<td>Compliance Percentage</td>
<td><strong>81.20%</strong></td>
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**Modifier:**

No Modifier

**TOTAL SCORE**

15.44 / 16.00

Model year refers to the latest changes of safety package for each variant.
Agenda 4:
ASEAN NCAP Phase 2 Updates
# Test in PC3

Start: 18th April - 27th July 2013

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<th>Vehicle</th>
<th>Manf. Origin</th>
<th>Type</th>
<th>Made In</th>
<th>Market</th>
<th>With Pre-test</th>
<th>First Involvement</th>
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<td>MPV</td>
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<tr>
<td>3</td>
<td>Japan</td>
<td>Sedan</td>
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### Sales Data 2012 (ASEAN Top 20)

<table>
<thead>
<tr>
<th>Volume</th>
<th>Pick Up</th>
<th>Sedan</th>
<th>Small Car</th>
<th>MPV</th>
<th>SUV</th>
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<tbody>
<tr>
<td>~250,000 u</td>
<td>Toyota HILUX</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>~200,000 u</td>
<td>Toyota VIOS</td>
<td></td>
<td></td>
<td>Toyota AVANZA</td>
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</tr>
<tr>
<td>~150,000 u</td>
<td>Proton SAGA</td>
<td>Perodua MYVI</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>~100,000 u</td>
<td>Mitsubishi TRITON</td>
<td>Honda CITY</td>
<td></td>
<td>Toyota INNOVA</td>
<td></td>
</tr>
<tr>
<td>~50,000 u</td>
<td>Daihatsu GRANDMAX</td>
<td>Nissan JAZZ</td>
<td>Toyota COROLLA</td>
<td>Daihatsu XENIA</td>
<td>Toyota FORTUNER</td>
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<td></td>
<td></td>
<td>Mazda 2</td>
<td>Toyota YARIS</td>
<td>Perodua ALZA</td>
<td>Perodua ALZA</td>
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<td></td>
<td></td>
<td></td>
<td>Nissan GRAND LIVINA</td>
<td>Niss</td>
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## Updates (Plan vs. Actual)

### Phase 1 theme: Small Car and Sedan

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<th>Plan</th>
<th>Actual</th>
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<tr>
<td>No sponsorship allowed</td>
<td>Yes, as plan</td>
</tr>
<tr>
<td>1 manufacturer : 1 car</td>
<td>Yes, except for *reconciliation test.</td>
</tr>
<tr>
<td>2 manufacturing countries</td>
<td>Yes, Malaysia &amp; Thailand</td>
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<tr>
<td>Completion date; End October 2012</td>
<td>Delay to End January 2013</td>
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</table>

### Phase 2 theme: MPV and others

<table>
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<th>Plan</th>
<th>Actual</th>
</tr>
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<tbody>
<tr>
<td>Sponsorship is allowed</td>
<td>Yes, as plan</td>
</tr>
<tr>
<td>1 manufacturer : 2 car</td>
<td>Yes, 1 in PC3 and 1 in JARI.</td>
</tr>
<tr>
<td>5 manufacturing countries</td>
<td>No, 3 manufacturing countries, [LHD volume is not justifiable: 1/8 of RHD]</td>
</tr>
<tr>
<td>Completion date; End June 2013</td>
<td>Delay to End July 2013</td>
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Agenda 5:
ASEAN NCAP Roadmap
## Road Maps

<table>
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<tr>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODB 64: 40% offset</td>
<td>ODB 64: 40% offset</td>
<td>ODB 64: 40% offset</td>
</tr>
<tr>
<td>5 star pre-requisite [ESC &amp; SBR Frontal]</td>
<td>5 star pre-requisite [ESC &amp; SBR Frontal]</td>
<td><strong>5 star pre-requisite</strong> [ESC &amp; SBR Frontal &amp; Side Impact R95 (to be tested at ASEAN NCAP certified lab)]</td>
</tr>
<tr>
<td></td>
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<td><strong>4 star pre-requisite</strong> – Side Impact R95 to be tested at ASEAN NCAP certified lab.</td>
</tr>
</tbody>
</table>
Plan:

Phase 3 theme: Pick Up, SUV and others

<table>
<thead>
<tr>
<th>Plan</th>
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<tbody>
<tr>
<td>Sponsorship is allowed</td>
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<tr>
<td>1 manufacturer : 2 car (1 in PC3 and 1 in JARI etc.)</td>
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<tr>
<td>5 manufacturing countries: Targeting vehicle from LHD countries (Vietnam or Philippines)</td>
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<tr>
<td>Completion date; End December 2013</td>
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<tr>
<td>UN R95 for Phase 1 &amp; 2 vehicle; either conducted at PC3 or other location TBC</td>
</tr>
</tbody>
</table>
We are what we repeatedly do; excellence then is not an act, but a habit - Aristotle
THANK YOU – TERIMA KASIH