ANCAP: not all 5-star cars are created equal

Future requirements and fleet considerations
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- Webinar is = 45 mins
- Question time = 15 mins
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Today’s presenter

James Goodwin
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Not all 5 star cars are created equal.
Future requirements & fleet considerations.

NRSPP / ARRB Webinar
20 April 2017

James Goodwin
Chief Executive Officer
The employer has a duty to take all reasonably practicable steps to protect the health and safety at work of the employer’s employees.

This extends to protecting the health and safety of employees driving work vehicles for work purposes.

*The vehicle is a workplace.*

*Occupational Health and Safety Act 2004 (Vic)*
Fleet awareness & influence.

- Fleets play an **instrumental role** in the safety of our overall vehicle fleet.

- Of the **1.1 million new cars** sold each year, approximately 50% are purchased by fleets.

- Safer purchasing decisions by fleets **translates to safer cars** for general consumers at ‘end of life’.
What is ANCAP?
Why does it exist?
What is ANCAP? and why does it exist?

- ANCAP is an independent, non-regulatory, consumer information organisation:
  - provide independent, credible and easily comparable vehicle safety ratings for consumers.
  - encourage vehicle brands to include a higher level of safety in their vehicles.

- Vehicles are tested & awarded an ANCAP safety rating of between 0 to 5 stars.

- Australian Design Rules (ADRs) specify minimum regulatory requirements. ANCAP requirements are higher than ADRs.

To eliminate road trauma through the testing & promotion of safer vehicles.

ANCAP = safety beyond regulation.
Since foundation, ANCAP has leveraged its success from its strong and dedicated membership. ANCAP’s ability to effect market change and communicate its messages to a wide base of stakeholders is a direct result of its solid member backing and their continued support.

Supported by

**twenty three**

member organisations across Australia & New Zealand.
Questions
Vehicle selection & the test process.
Vehicle selection.

• ANCAP generally selects **popular-selling** models for testing (biggest influence on the market):
  o highlight unusually **good** or **poor performers**
  o **new vehicle brands** entering the market
  o some models put forward for assessment by vehicle brands

• Purchased or selected at **random**.

• **Lowest** safety specification, **unmodified**.

• With information from manufacturers, ANCAP can **extend a rating across certain variants** within that model range.
Current tests & assessments.

Current:

- Frontal Offset Test
- Slide Impact Test
- Pole Test
- Pedestrian Protection Test
- Whiplash Test
- SAT Assessment

64km/h → 50km/h → 29km/h
SUZUKI VITARA (2015 - onwards)
5 STAR ANCAP SAFETY RATING
MAZDA MX-5 (September 2015 - onwards)
5 STAR ANCAP SAFETY RATING
NISSAN NAVARA NP300 (July 2015 - onwards)
5 STAR ANCAP SAFETY RATING
Questions
ANCAP evolution.

- 1985: ANCAP founded
- 1992: Frontal offset test speed increased to 64km/h
- 1993: First NCAP to introduce frontal offset test (60km/h); First test results published
- 1999: Star ratings introduced; MoU with Euro NCAP
- 2001: Min. scores for frontal offset & side impact; Pedestrian test introduced
- 2003: Pole test introduced
- 2004: Min. scores for head protection in pole test
- 2007: ESC mandatory for 5 stars
- 2011: Annual increases commence for all star rating levels
- 2012: Whiplash test introduced
- 2018: Alignment with Euro NCAP

Deaths:
- 1985: 18.6 / 100K pop.
- 2001: 7.7 / 100K pop.
- 2007: 5 / 100K pop.
THEN: >10 deaths per 100,000 population
NOW: 5 deaths per 100,000 population
92% of the new vehicle fleet is covered by an ANCAP safety rating.

TOTAL SALES (2016) = 1,145,000 vehicles

Source: ANCAP & VFACTS New Vehicle Sales Data, 2016
95% of vehicles rated by ANCAP in 2016 achieved 5 stars.
Previously, **passive safety** test performance (physical crash test results) differentiated the **good** from the **bad**.

This differentiation point has shifted now to **active collision avoidance technologies**.
Questions
Future tests & assessments.
NCAPs worldwide.
Tests & assessments.

Current:
- Frontal Offset Test
- Side Impact Test
- Pole Test
- Pedestrian Protection Test
- Whiplash Test
- SAT Assessment

From 1 January 2018:
- Frontal Offset Test
- Side Impact Test (AE MDB)
- Oblique Pole Test
- Full Width Frontal Test
- SAT Performance Testing
- Child Occupant Protection
Safety assist technologies.

The **performance / effectiveness** of the following driver assistance technologies will form part of the ANCAP rating process from 2018:

- Speed Assistance Systems (SAS)
- Autonomous Emergency Braking (AEB)
- Lane Support Systems (LSS)
AEB: What are the safety benefits?

- **38% reduction** in real world rear end crashes.
  ANCAP, Euro NCAP, DoIRD research by B. Fildes, 2015

- **Est. 20-25% reduction** in fatal crashes.
  Centre for Automotive Safety Research, 2013

- **27% reduction** in fatal crashes.
  Euro NCAP, 2012

- Reduces the risk of real world rear end crashes in
  - metro areas by **54-57%**
  - all areas by **35-41%**
  ICROBI study by M. Rizzi, A.Kullgren, C. Tingvall, 2014
How ‘available’ is AEB?

40% of new car buyers rated autonomous technologies such as **autonomous emergency braking (AEB)** and **blind spot monitoring (BSM)** as safety must-haves.

However, only 13 of the top 100 selling models in Australia offered AEB as standard (9% of all sales).
Questions
What should you look for?
Ratings are datestamped.
Fleet purchasing consideration.
You choose...
You choose...
Local market applicability.

- Key to this is **vehicle specification**.
  - Identical specification =
    - Euro NCAP test results utilised
    - Published / branded as an **ANCAP safety rating**
  - Differing specification =
    - Technical evidence required from vehicle brand; *or*
    - Additional local testing required; *or*
    - Vehicle left ‘unrated’.

No ‘NCAP’ rating applies in Australia / New Zealand unless or until it is published by ANCAP.
Availability of 5 star cars from 2018.

- Increasingly stringent criteria may see some adjustment in the ratings mix in coming years.

- However, vehicle brands acknowledge the ‘value’ and competitive advantage of a 5 star car.

- Responsible brands are keeping pace.

- Of the 233 ‘current’ ANCAP safety ratings:
  - 65 models have been rated to the most recent criteria*.
  - 92% (60) of these held a 5 star ANCAP safety rating.

* 2017, 2016 or 2015 datestamp.
Questions
What does the future hold?
What is the car of the future?
Cars of the future.

The “future” car will most likely look very similar to the cars we are driving today…

…with autonomous technology.
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Latest Results.

Monday, 24 October 2016

Toyota responds to consumer demand: Upgraded Landcruiser 70 Series now 5 star.

Leading independent vehicle safety assessor, the Australian New Car Assessment Program (ANCAP), today announced - in amendments to its 5 star ANCAP safety rating for the upgraded Toyota Landcruiser 70. The Toyota Prado also retained its 5 stars.

Toyota worldwide, the Landcruiser on single cab Chassis has been upgraded and now offers a better option for comparison with other single cab vehicles. This is a significant improvement in providing extra safety for drivers, passengers and pedestrians.

The latest model now has improved full-time 4WD, more advanced traction and stability control, improved safety bags and superior braking performance.

Toyota Landcruiser 70 Single Cab Chassis (November 2016 - awarded)

The Toyota Landcruiser 70 has been awarded a 5 star ANCAP rating, with upgraded safety features.

This latest model now includes improved full-time 4WD, more advanced traction and stability control, improved safety bags and superior braking performance.

The Toyota Prado, which has been on sale in Australia and New Zealand since March, will also receive a 5 star ANCAP rating.

The upgraded models include improved safety features, such as updated front and rear bumpers, side skirts, more aggressive headlights and improved body protection.
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Questions
Thank you for your participation today
Road Design 101 online series

Thu, Apr 27
2:00 PM - 3:30 PM AEST
Meets 5 times
29 April to 2 May 2018 - Brisbane

The much anticipated ARRB conference welcomes road and transport practitioners and researchers, to join us in discussing ‘Next Generation Connectivity’. Over three days, attendees will be treated to talks from world renowned experts on Smart Roads, Next-Gen Asset Management, Disruptive Technologies, Enabled Mobility and Human Factors – not to mention a dazzling array of social and networking functions.

Save the date today!