



# RCAR

Research Council for Automobile Repairs

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www.rcar.org

# Newsletter

March 2008

## News From The Centres

### CESVI Argentina

#### 4th International Congress on Insurance



**Fabian Pons, Gerente General, CESVI Argentina**

In order to analyse the problematic situation of fraud the insurance companies are facing in Argentina, last 21 November 2007 the IV International Congress on Insurance Fraud was organized by CESVI Argentina. Local and foreign speakers exchanged experiences and highlighted the importance of prevention and strategic action to take against fraud.

#### 2007 Safest Car Award by CESVI Argentina

For the first time in Argentina, an award for car security has been given. This award is in recognition of the Argentinean car manufacturers working to raise car security levels on the standard versions of each model. The choice of winners was based on CEVI Argentina's Security Ratings and the price of the vehicle concerned. The vehicle with the lowest co-efficient won.

#### Special points of interest:

- News from 9 RCAR Centres
- Euro NCAP Briefing
- Forthcoming Events

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## News From The Centres

### CESVI Argentina (continued)

The winners were:      Small Cars:      Fiat Punto and Suzuki Swift  
                                 Medium Cars: Nissan Tiida and Kia Magenta  
                                 Big Cars:        Ford Mondeo  
                                 4WD vehicles: Jeep Compass

### 1<sup>st</sup> Latin American Insurance Companies Conference



On 14 November 2007 CESVI Argentina hosted the 1<sup>st</sup> Latin American Insurance Companies Conference focused to promote the exchange of experiences and the consolidation of relationships between the Latin American insurance companies. For the first time the main insurance companies from Argentina, Brasil, Chile, Colombia, Mexico, Perú, Puerto Rico, Dominican Republic, Uruguay and Venezuela, among others, met to learn the important technological advances into claims management that CESVI Argentina has generated with the CLEAS, ORION and SOFIA systems.

All the participant expressed a wish that this meeting should not be the last one. The next conference will take place in Brasil and in every Latin American country where there is a CESVI research centre.



### 2008 PROJECTS

Among others, CESVI Argentina are planning to build a test track for defensive driving courses and a store yard for its Car Recycling Center – CESVIAUTO

(CESVI Argentina is at: [www.cesvi.com.ar](http://www.cesvi.com.ar))

## News From The Centres

### IIHS—USA

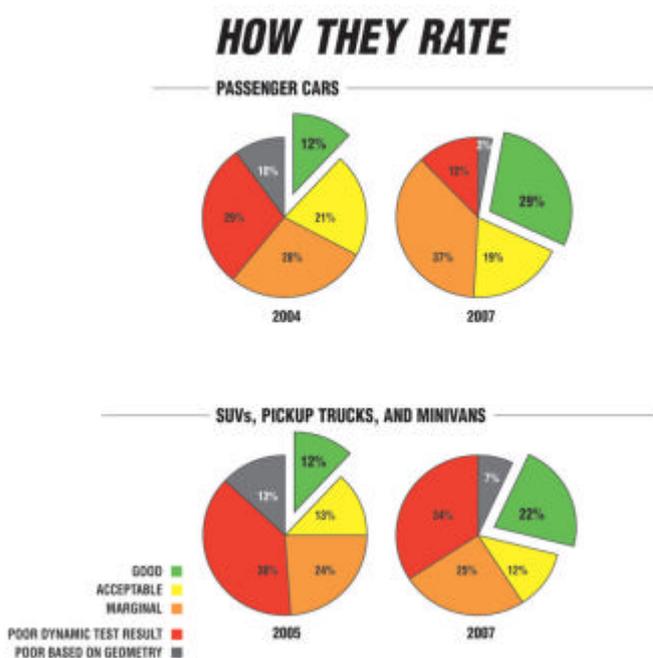
#### Top Safety Pick Winners for 2008

Thirty-six vehicles and counting earn the IIHS's *TOP SAFETY PICK* award for 2008. The award recognizes US vehicles that do the best job of protecting people in front, side, and rear crashes based on ratings in the IIHS tests. Winners also have to be equipped with electronic stability control, which research shows can significantly reduce the risk of crashing. Designating vehicles *TOP SAFETY PICK* winners makes it easier for consumers to identify vehicles that afford the best overall protection without sifting through multiple sets of comparative crash test results.



Compared with last year, automakers have more than doubled the number of vehicles that meet the criteria for *TOP SAFETY PICK*. At the beginning of the 2007 model year, 13 models qualified, but as manufacturers have made changes and introduced new vehicle designs, 10 additional vehicles qualified during the year. Another 13 vehicles are being added to the list for 2008.

#### Relationship Between Neck Injury Risk and Seat Ratings



For the first time, IIHS has compared seat/head restraint ratings based on RCAR-IIWPG dynamic tests with real-world neck injury results. The main finding is a 15 percent lower rate of neck injury in cars and SUVs with seat/head restraint combinations rated good compared with poor.

The results for more serious neck injuries are dramatic. Thirty-five percent fewer insurance claims with neck injuries lasting three months or more are filed for cars and SUVs with good seat/head restraints than for ones rated poor.

We conducted this study with State Farm and Nationwide, two of the biggest insurance companies in the United States.

Results for seats rated acceptable and marginal were less clear. Initial claims for neck injury were not significantly lower than for poor seats and head restraints.

Still long-term neck injuries were one-fourth to one-third lower in seats with acceptable and marginal head restraints, and the long-term injuries are the ones we most want to reduce. They are the most serious ones.

To correlate seat/head restraint ratings with real-world neck injury risk, IIHS studied about 3,000 insurance claims associated with rear crashes of 105 of the 175 passenger vehicles (2005-06 models) for which IIHS has ratings based on both restraint geometry and seat performance in dynamic tests. The researchers modeled the odds of a neck injury occurring in a rear-struck vehicle as a function of seat ratings (good, acceptable, marginal, or poor), while controlling for other factors that also affect neck injury risk such as vehicle size and type and occupant age and gender.

Results show that RCAR-IIWPG's dynamic test procedure is driving seat and head restraint designs in the right direction, but there also may be room to improve the evaluation criteria. IIHS will look further into the data and share information with RCAR members later this year in Paris.

## News From The Centres

### IIHS—USA (continued)

#### Bumper Comparisons



The bumpers on US cars and other passenger vehicles do not do a good job of resisting damage in minor impacts. In IIHS’s most recent series of 4 low-speed crash tests, the front and rear bumper systems on 6 minivans allowed more than \$5,000 damage. The Nissan Quest was the worst, sustaining damage that cost more than \$8,000 to repair.

IIHS’s 4 bumper tests are based on work of the RCAR working group. Two tests are conducted according to recent RCAR standards. – the full width of a vehicle’s front and rear bumpers strike a barrier at 10 km/h. The steel barrier’s plastic absorber and flexible cover simulate cars’ energy absorbers and plastic bumper covers. In addition, the corners of vehicles are tested at 5 km/h. The bottom of the barrier is 18 inches off the ground in the full-width tests and 16 inches from the ground in the corner impacts. These heights are designed to drive bumper improvements and lead to better protection from damage in a range of real-world crashes. The corner tests are not yet part of the RCAR standard but are under discussion

The 6 minivans in the latest round of tests don’t have the worst bumpers we’ve tested, but they still allow way too much damage in minor impacts. For example, the Quest miserably failed the rear full-width test, sustaining more than twice as much damage as the best performer, the Honda Odyssey. The tailgates on 5 of the 6 minivans IIHS tested — all but the Chevrolet Uplander — sustained damage in the rear full-width test. This is damage that consumers shouldn’t have to pay for. Nor should they have to put up with the aggravation of having to get their vehicles repaired.



Besides the amount of damage sustained in low-speed impacts, repair costs are influenced by both the price of replacement parts and the complexity of the necessary repairs. For example, the one-piece plastic radiator supports on both the Quest and the Grand Caravan had to be replaced after the front corner impact. Although the repairs were essentially the same, the price of the jobs differed a lot — US \$347 for the Grand Caravan compared with almost twice as much (US \$674) for the Quest.

There are a few good examples from these bumper tests. Although neither the Odyssey nor the Dodge Grand Caravan performed particularly well in the two frontal tests and the Toyota Sienna didn’t do particularly well in the rear tests, all three of these vehicles did turn in good performances in one or two tests apiece. What IIHS and other RCAR members are seeking is for all passenger vehicles to perform as well or better than the best examples in each test.

#### **REPAIR COSTS AFTER LOW-SPEED CRASH TESTS**

Vehicle model	Front full	Front corner	Rear full	Rear corner	TOTAL DAMAGE
Honda Odyssey	\$1,538	\$1,446	\$1,531	\$743	\$5,258
Dodge Grand Caravan	\$1,347	\$1,581	\$2,084	\$483	\$5,495
Toyota Sienna	\$840	\$767	\$2,890	\$1,229	\$5,726
Chevrolet Uplander	\$1,631	\$1,227	\$1,896	\$1,045	\$5,799
Kia Sedona	\$1,176	\$1,854	\$2,369	\$1,126	\$6,525
Nissan Quest	\$1,603	\$1,955	\$3,549	\$995	\$8,102

(IIHS is at: [www.highwaysafety.org](http://www.highwaysafety.org))

## News From The Centres

### KTI—Germany

#### KTI Focuses on Vehicle Electronics

It is very difficult, sometimes even impossible, to get a professional judgement whether a damaged electronic control unit (ECU), eg damaged by an accident, is still fully functional or not. The identification of kind and coverage of the specific electronic vehicle equipment is very complex, time-consuming and so very costly, too. Because of these uncertainties ECUs are often replaced as a precautionary measure. According to estimates about 50% of all returned ECUs were replaced even though they had no defects.

The KTI made it its business to generate a tool for identifying the number and kind of ECUs and to check their functionality. This is not only an assistance device for legal experts, technical employees, and mechanics to identify the individual electronic-equipment but also a tool to determine the claims amount exactly. With the German Insurance Association (GDV) also being interested in reducing the cost of repair they guaranteed to provide financial aid.

DEKRA and premium suppliers of diagnostic tools have been called in as strategic partners to assure a practical result. At the moment the market coverage of special multi-brand test devices is analysed. At the same time a new software concept for the required needs is developed. First results are expected by June 2008.



**Some test gear components being assessed (from right):  
WOW Snooper, AVL Ditest, Bosch KTS, shown with a conventional laptop**



**The Problem:  
Part of the Audi A6 Electrical System**



**Assessment in Progress  
At KTI's Research Facility**

## News From The Centres

### Centro Zaragoza – Spain

#### Centro Zaragoza will have new facilities in “The City of the Motor”, in Alcañiz (Teruel—Spain)

On 17 December 2007 a Protocol of Collaboration was signed at the Seat of the Government of Aragon by The Technological Park of the Motor of Aragón, S.A., the University of Zaragoza, the I.A.F., and Centro Zaragoza (The Research Institute for automobile repairs owned by 23 insurance companies) agreeing to build new facilities for Centro Zaragoza at the Technological Park of the Motor of Aragón.

The agreement was signed by the Minister of Industry of the Aragon Government and President of the Society Technological Park of the Motor of Aragón, S.A, Mr. Aliaga; the Rector of the University of Zaragoza, Mr. Pétriz; the General Manager of IAF, Mr. Gasión; the President of Centro Zaragoza, Mr. Vilá; and the General Manager of Centro Zaragoza, Mr. Carcaño.



Centro Zaragoza (CZ) has actively carried out research in the automobile field for more than 20 years in its facilities at Pedrola (Zaragoza - Spain). The development reached during this time has encouraged the insurance entities associated to CZ, which represent approximately 85% of the automobile insurance premiums in Spain, to respond to this growth by opening a second research institute situated in the city of Alcañiz.

This Technological Park will be composed of a sport area, with race circuit, Karting and gravel circuits, which will be able to use for the development of sports events and specialized professional activities. The complex will also include an area of leisure and culture, with a multiple offer of facilities, services and activities for all kind of visitors, as well as a technological area where companies related to the automobile and road safety will be based. This is the area where the new facilities of CZ will be located.

CZ in Alcañiz will have more than 13.300 m<sup>2</sup> of building land and 13.00m<sup>2</sup> dedicated to Laboratories. These facilities will be suitable for the installation of innovative equipment mainly for the research of vehicles and their road safety, a crash simulation system, a pedestrians' test system and an area dedicated to thermic engines. The agreement establishes the joint use of this equipment and facilities on the part of the University of Zaragoza.

This Centre will be provided with the most specialist facilities in Europe for research and training related to the Industrial Vehicle, promoting activities of research, training and transfer of knowledge in the automobile field.

**(Centro Zaragoza is at: [www.centro-zaragoza.com](http://www.centro-zaragoza.com))**

## News From The Centres

### KART—Korea

#### Technical Seminar between JKC & KART

KART and JKC held a two-day joint technical seminar in Icheon, Korea on 8 and 9 November 2007. This was the 9<sup>th</sup> seminar since 1999. Five members from JKC, including Audatex Japan, attended this seminar and 9 subjects, 3 from JKC, 1 from Audatex Japan, and 5 from KART were presented. The conference was conducted entirely in English.



The presentations were as follows.

#### **KART**

- Research on the impact of RCAR low speed crash standard modification on damageability and reparability.
- Study on injury depth according to vehicle damage types in low speed rear-end crash.
- The Korea-US FTA and its influence on Korea auto insurance.
- Audit Service Program on Claim Payment Report of Insurers.
- New AOS program 2007.

#### **JKC & Audatex Japan**

- Proposal to modify the structure of the outer panel accessories.
- Design Guide for Improvement Repairability & Damageability.
- History of Body structural report.
- Auda Seven.

There was also a free discussion on issues by group in order to understand more about the activities and status of each other's centres. After the first day's meeting, KART arranged for JKC to visit the Samsung Fire & Marine Insurance Company's headquarters and repair shop to give them a chance of experiencing the Korean market.

These annual seminars provide an opportunity to learn from each other's research results by making presentations and exchanging information. It also gives the presenters, who are usually young engineers, good experience in communicating and presenting in English.

The next technical seminar (10th) will in Japan and hosted by JKC at the end of 2008.

**(KART is at: [www.kidi.co.kr](http://www.kidi.co.kr))**



## News From The Centres

### CESVI Brasil

#### CESVI BRASIL Breaks the Record of 200 Crash Tests

During 2007, CESVI Brasil broke its record of 200 crash tests with 210 impact tests performed at its headquarters track. This is another important sign of the CESVI's contribution to the repair and insurance market in Brazil.

CESVI BRASIL is in partnership with most assemblers who are based in Brasil and conducts impact tests on vehicles from the prototype phase. This way, the values of reparability and damageability can be identified and reported on to the insurance companies. The crash test studies also result in suggestions to the assemblers to help the to improve their repair methods:

- Adoption of repair kits for headlights
- Adoption of repair kits for radiators
- Supply of partial parts such as the string and backsides
- Implementation of screwed parts such as headlights set, frontal dashboard and crash box of the frontal support
- Change of vehicles VIN search which were placed in regions subjected to impacts
- Change of diverse components search.

Besides the tests related to reparability, CESVI also works with the assemblers to evaluate the components through tests such as calibration of air-bags and evaluation of the components behavior.

#### Movie on the Law Enforcement of Drivers Under the Influence of Alcohol

Drivers in Brazil are allowed to refuse to take the breathmeter tests during enforcement. However, the Brazilian Code of Traffic has been recently altered and changed its way to approach drivers suspected of driving under the influence of alcohol. Now **if** a driver refuses to take the breathmeter test, the traffic cop can characterize the influence of alcohol observing the driver reflex and behaviour among other things. This way, CESVI has produced a training video in partnership with ABRAMET (Brazilian Association of Traffic Medicine), and with the support of the MAPFRE FOUNDATION. The DVD *Medical Directions for the Enforcement of the Law for Drunk Drivers without the Ethylometer* has been distributed, free of charge, to the Police corporations involved in the enforcement processes.



## News From The Centres

### JKC—Japan

#### Body Repair Conference

JKC held the 49<sup>th</sup> Body Repair Conference on the afternoon of 23 October 2007 at its Chiba facility. It was attended by 32 representatives from 10 Japanese car manufacturers and 12 members of JKC. The representatives were mostly from fields of car development and after market. This conference has been held, usually twice a year, since 1981 and has been a good opportunity for both JKC and the Japanese manufacturers to exchange opinions about improvement in reparability and damageability of new models. JKC also expect that the car manufacturers attending the conference will understand and appreciate their efforts and that they will reflect the results of JKC's research in future car development as much as possible.



Examples of topics presented at this conference are:

- JKC Design Guide for improvement of damageability
- JKC' s D&R research report
- JKC' s review on aqueous repair paints
- The gist of 2007 RCAR Brazil conference
- Extent of usage of headlamp blanket parts in the Japanese repair market

During the Q & A session after each of presentation, most of the car manufacturers actively participated and JKC are hoping that this will lead to improved D&R car performance in the near future. Also, the manufacturers and JKC are working together to promote the use of low price headlamp brackets rather than replacing the entire expensive headlamp. They are doing this not only to decrease the repair costs of headlamps but also in consideration of environmental burdens and the effective use of natural resources.

#### Renewal of JKC' s homepage (Japanese version)

In October last year, JKC renewed its homepage which was originally installed in 2001. We received positive feedbacks from the Japanese carmakers and insurance companies. The renewed homepage enables them and others to easily access the JKC' s past research and news articles, and there is a newly added search function. The renewal of the English version is now under way.

#### A Large Increase of People Taking JKC' s Training Courses

This year the number of insurance adjusters taking JKC' s training courses has increased to about 11,000 (the total number of person - training days), which is 23% increase on last year. Also, the number of insurance claims personnel taking our correspondence courses this year is about 2,000 and this is nearly a 40% increase on last year. JKC is now very busy accommodating and keeping up with these increased numbers.

These trends are expected to continue for a few years and are mostly due to the increase of newly hired insurance adjusters because many baby boomers are now reaching retirement age. It is also due to the increasing awareness of enhanced professionalism and servicing quality of insurance activities such as claims handling, appraisals, sales activities, etc.

(JKC is at: [www.jkcenter.co.jp](http://www.jkcenter.co.jp))

## News From The Centres

### Thatcham—UK



**Andrew Miller, Thatcham Director of Research, at the initial briefing**

Collision avoidance systems were unveiled at a major European media conference sponsored by Thatcham and held at UK's Transport Research Laboratory on Tuesday 12 February. Three revolutionary systems were demonstrated to an international grouping of insurers, manufacturers, key consumer interests and the media.

The launch was in two parts with an initial briefing on the context and the technologies and then a drive and experience outdoor session with the delegates getting hands-on experience

Matthew Avery, Thatcham Research Manager—Crash, said:

“These systems are a massive breakthrough for keeping motorists safe. Vehicle manufacturers should be congratulated for developing and introducing this technology, which is significant for the safety of all UK road users. Collision avoidance systems represent the future of accident and injury reduction on UK roads. They will make a major impact on the number of slow speed accidents—in Britain and across the World.

“Thatcham believes that if manufacturers embrace the new systems and fit them as standard, more than 125,000 injuries will be prevented each year in Britain alone. It will take a number of years before enough cars in the UK “car parc” are fitted with this technology but once a threshold is reached injury figures will tumble. Most accidents involve two or more vehicles so every car fitted with the kit can save damage and injury to multiples of others.”



**Matthew Avery, Thatcham Research Manager—Crash, talking to the Media**



**RCAR Members at the Launch**

**Anders Kullgren (Folksam), Juan L de M Miranda (Centro Zaragoza), Andrew Miller (Thatcham), Anders Ydenius (Folksam), Mariano Bistuer (Centro Zaragoza), Anton Brunner (AXA-Winterthur)**

## News From The Centres

### Thatcham—UK (continued)

Thatcham has been evaluating three different systems:

**The Volvo City Safety**, which will be fitted as standard to their XC60, on sale from November 2008. The system is active at up to 20 mph and uses a form of laser radar (LIDAR) mounted in top of the windscreen. It is programmed to respond if the vehicle in front is either at a standstill or is moving in the same direction as the car itself. The brakes are pre-charged and should a collision be imminent it applies them and cuts the throttle. If the car is travelling below 10 mph it should prevent the collision entirely and at a speed of up to 20 mph will reduce the impact by 50%.

**The Mercedes Distronic Plus** is currently available on some S-class models. It uses two radar systems linked to the car's cruise control system to maintain a safe distance between you and the car in front. It provides continual calculation of the distance between the vehicle in front and the speed differential between them and will bring the car to a complete stop if necessary.

**The Honda CMBS** currently on the CR-V is a radar system that again calculates the distance and speed differential with the vehicle in front. Should this become out of kilter the driver receives visual and audible warnings before brakes are progressively activated. Seat belts are also tightened to alert the driver of an impending problem and lessen any resulting injuries.

Commenting on Thatcham test results, Matthew Avery said: "All three systems offer enhanced protection—the Volvo in particular impressed because of its autonomous operation and the fact that it intervened at the last second and can completely avoid a crash.

"It is imperative that driver vigilance is not lowered by the inclusion of such systems in their vehicles. These systems should not allow the driver to compensate and take additional risks. The car is not the driver—the driver is the car.

"This is just the beginning of the collision avoidance revolution. We will see systems that can detect pedestrians and other vulnerable road users and even steer the car to avoid a crash."

(Thatcham is at: [www.thatcham.org](http://www.thatcham.org))

## CESVIMAP—SPAIN

### CESVIMAP and the Red Cross Join Forces on the Neo Motor Solidario Project



CESVIMAP has signed a collaborative agreement with the Red Cross Project in defence of the environment, Neo Motor Solidario (*New Engine Solidarity*). Under the terms of the agreement, CESVIMAP will donate funds towards the training of young people concerned with the environment, who are sensitive to matters such as caring for Nature. CESVIMAP has built upon the idea of one its employees at its End-of-Life Vehicle Treatment Centre (Cesvi Recambios), who proposed the donation of a Euro to an environmentally oriented NGO for each engine the centre sold.

## News From The Centres

### CESVIMAP—Spain (continued)

The Neo Motor Solidario project is aimed at young people between the ages of 14 and 18. They will be offered a variety of educational and fun activities relating to the protection and conservation of Nature.

Neo Motor Solidario began its activities in January 2008 and will train young people in matters such as the care of water and its treatment, forest fire prevention, recycling for a variety of materials, and the application of the 3 “R”s – reduction, recovery and recycling. These are the same recommendations that Cesvi Recambios defends for the protection of the environment, through the decontamination of vehicle and the use of reusable parts.

The collaboration agreement expects to cover engines sold in 2007 and 2008. Funds donated in the year 2007 reached 2,500 Euros.

### CESVIMAP Brings Out a New Collection of Text Books on Electromechanics

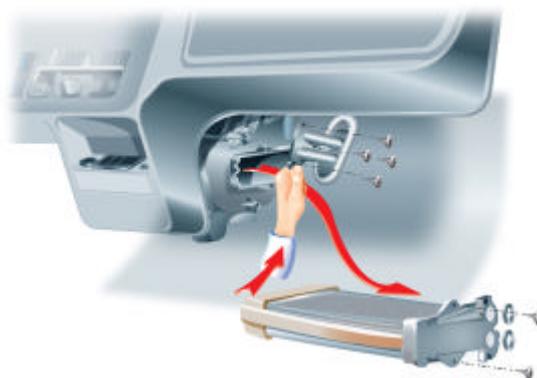
CESVI has just published a new text book aimed at Secondary School pupils, for students wishing to join the working world without going on to higher education at university level. For the first time, CESVIMAP deals with the subject of Electromechanics in a book, entitled “*Sistemas de Seguridad y Confortabilidad*” (“Safety and Comfort Systems”).



CESVIMAP takes a thorough tour of the wide variety of mechanical and electronic systems which make life aboard an automobile safer and more comfortable. This work describes how ventilation, heating and climate control systems work, their components, principle assemble and dismounting processes and the most frequent malfunctions, and all the safety and health at work precautions needed are always observed.

It also deals with safety systems for people (belts, pre-tensors and airbags) and for objects (mechanical locking systems, immobilisers and alarms), as well as other safety and comfort systems, like memory seats, speed limiters and regulators, or rain sensors. Sound systems, window mounting and replacements, and bodywork accessories also receive extensive explanation.

The format of this work is new: published in full colour, in great and thorough detail, it has more than 400 illustrations, along with a section for self-evaluation, diagrams and practical proposals. The book is accompanied by a CD to help teachers with class preparation.



## Euro NCAP— A Motor for Change

Dr Michiel van Ratingen, Secretary General of Euro NCAP, and Cordelia Wilson, Communications Manager, provide a briefing on Euro NCAP



Choosing the right car has always been dependent on a variety of different factors, but for the past 10 years the European new Car Assessment Programme (otherwise known as Euro NCAP) has endeavoured to make “safety” a top priority for consumers in making their purchasing decision.

Euro NCAP is an independent organisation aiming to encourage manufacturers to exceed the minimum safety requirements for new cars. By law all new passenger car models must pass certain safety tests before they are sold on the European market. However these tests only set a minimum standard of safety that manufacturers must adhere to. Safety tests for vehicles such as pick-ups, for example, are far less stringent.



By testing new production vehicles, Euro NCAP offers the consumer independent and reliable information about the safety of the most popular cars sold in Europe that otherwise they would never be able to obtain. In recent tests, the organisation discovered potentially fatal weaknesses in pick-ups that even their own manufacturers were unable to detect. In response to these results, the manufacturer immediately took market action and sought to update the safety systems in the car.



**Euro NCAP’s recent frontal impact test of the Nissan Navarra**

Dr Michiel van Ratingen, Secretary General of Euro NCAP said *“Euro NCAP must act as a guardian of car safety for consumers—manufacturers must realise we will test all cars that could have an impact on the safety of European consumers and their families.”*

As motoring safety becomes more and more of a priority for customers, Euro NCAP’s three ratings for adult, child and pedestrian protection are rapidly becoming catalysts for encouraging important safety improvements to new car design. Since 1997 when Euro NCAP was first formed, the organisation has seen a huge increase in the number of safety features that are fitted as standard in new cars. From the humble seatbelt to the array of new active safety technology that is currently available on the market, it is clear that manufacturers have taken note of the rising demand for safer cars. Safety has now become a marketing tool that manufacturers use to compete with each other on the public stage, seeking the highest accolade of five stars for adult occupant protection from Euro NCAP’s stringent crash-testing programme.

## Euro NCAP— A Motor for Change (continued)

### The Birth of Euro NCAP

This was not always the case. Way back in February 1997 when Euro NCAP'S very first set of results for a group of super-minis were released amid great media interest and a negative response from industry; manufacturers claimed that ***the assessment criteria were so severe that no car could ever achieve four stars for adult occupant protection.***



**Euro NCAP's test of the Rover 100 in Phase 1 (1997)**

Since the 1970s a number of European governments had been working together through the European Experimental Vehicles Committee (EEVC) on the development of car safety protection procedures. This research resulted in the early 1990s in a set of full scale crash test procedures for the protection of car occupants in frontal and side impact, and a component test procedure assessing the protection of pedestrians.

At that time, the only full scale crash test required by European legislation was a full width rigid block impact. This test was intended to control intrusion of the steering column.

In June 1994, safety engineers from the Transport Research Laboratory proposed to the UK Department of Transport that an ambitious New Car Assessment programme based on scientific evidence should begin in the UK and later be rolled out to Europe. The European Commission soon became involved in the discussions. In November 1996, the Swedish National Road Administration (SNRA), the Federation Internationale de l'automobile (FIA) and International Testing were the first organisations to join the programme. Euro NCAP's inaugural meeting was held in December 1996.

Today Euro NCAP is backed by seven European governments, as well as motoring and consumer organisations in every EU country.



Euro NCAP now tests around 35 car models every year, using three vehicles for the testing process that takes place under strict and monitored conditions in six laboratories across Europe. Euro NCAP inspectors evaluate crash-tested vehicles and apply modifiers in situations where they believe safety weaknesses in the car could be potentially more far-reaching.

All information, including films of the crash tests, are released regularly and displayed on Euro NCAP's website: [www.euroncap.com](http://www.euroncap.com).

## Euro NCAP— A Motor for Change (continued)

### Beyond Five Stars

It is clear more and more manufacturers are achieving Euro NCAP's five stars in adult occupant protection. So where should we progress from here?

As Dr van Ratingen points out, *“Euro NCAP's challenge is to ensure that both consumers and manufacturers remain engaged. Consumers need to recognise the importance of improving the safety systems in their car, not only for their safety but for other drivers and pedestrians. Manufacturers need to recognise the importance of investing in safety so we can all commit to reducing car accident casualties.”*



**The Five Star Fiat Punto**

Euro NCAP plans to meet this challenge. Opening Euro NCAP's new category for pick-ups last month was one first step in widening the range of vehicles that the organisation tests. Euro NCAP wants to ensure that consumers have safety information for every car they drive.

Euro NCAP will introduce a new overall rating for car safety in 2009 that will include whiplash and electronic stability control as part of its assessment. Euro NCAP also hopes that this new overall rating will boost manufacturers' interest in improving the level of child and pedestrian protection systems carmakers fit into their cars. Euro NCAP intends to keep car safety at the top of everyone's agenda.



For latest results of testing (released February 2008) go to: [www.euroncap.com](http://www.euroncap.com).

### From the Secretary General

Welcome to the March 2008 Newsletter where there is plenty of interest with news from nine of our research centres and a briefing on Euro NCAP by Michiel van Ratingen and Cordelia Wilson. The Brazil conference of 2008 seems a long time ago and I hope that this newsletter fills a gap and provides a fresh platform for networking within the RCAR community.

There are a number of themes and one in particular I found of interest was brought out in news from CES-VIMAP Spain and KTI Germany. This is the very difficult area of automobile electronics. With the changing technology and growth in complexity, “repair by substitution” is carried out to a greater extent than is necessary with resultant increases in insurance claims costs. There is an urgent need for good test equipment and for training of repair staff. Both these areas have been identified and acted upon by the two centres (and others in the past). I congratulate them on their work.

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## Dates For Your Diary

**SAE 2008 World Congress** is to be held in Detroit, Michigan, 14-17 April 2008  
Details: [www.sae.org](http://www.sae.org)

**Crash Test Expo Europe 2008** is to be held in the New Trade Fair Center, Stuttgart Airport, 6-8 May 2008.  
Details: [www.crashtest-expo.com](http://www.crashtest-expo.com)

**International Bodyshop Industry Symposium (IBIS 2008)** is to be held in Montreux Palace Hotel, Montreux, Switzerland, 9-11 June 2008.  
Details: [www.ibisworldwide.com](http://www.ibisworldwide.com)

**Annual RCAR Conference 2007** is to be held in Paris, France, September 2008 and will be hosted by CESVI France..

**52nd Annual Conference of the Association for the Advancement of Automotive Medicine (AAAM)** is to be held in San Diego, California, 5-8 October 2008.  
Details: [www.carcrash.org](http://www.carcrash.org)

**52nd STAPP Car Crash Conference** is to be held in San Antonio, Texas, 3-5 November 2008  
Details: [www.stapp.org](http://www.stapp.org)

**NACE 2008** is to be held at the Mandalay Bay Convention Centre, Las Vegas, Nevada, 5-8 November 2008.  
Details: [www.naceexpo.com](http://www.naceexpo.com)

**21st International Technical Conference on the Enhanced Safety of Vehicles (ESV)** is to be held at the International Congress Center, Stuttgart, Germany, 15-18 June 2009.  
Details at: [www-esv.nhtsa.dot.gov](http://www-esv.nhtsa.dot.gov)

## The RCAR Network

AZT Germany	<a href="http://www.allianz-azt.de">www.allianz-azt.de</a>
Centro Zaragoza Spain	<a href="http://www.centro-zaragoza.com">www.centro-zaragoza.com</a>
Cesvimap Spain	<a href="http://www.cesvimap.com">www.cesvimap.com</a>
Cesvi Argentina	<a href="http://www.cesvi.com.ar">www.cesvi.com.ar</a>
Cesvi Brasil	<a href="http://www.cesvibrasil.com.br">www.cesvibrasil.com.br</a>
Cesvi Colombia	<a href="http://www.cesvicolombia.com">www.cesvicolombia.com</a>
Cesvi France	<a href="http://www.cesvifrance.fr">www.cesvifrance.fr</a>
Cesvi Mexico	<a href="http://www.cesvimexico.com.mx">www.cesvimexico.com.mx</a>
CESTAR Italy	<a href="http://www.cestar.it">www.cestar.it</a>
VAT Finland	<a href="http://www.liikennevakuutuskeskus.fi">www.liikennevakuutuskeskus.fi</a>
Folksam Auto Sweden	<a href="http://www.folksamauto.com">www.folksamauto.com</a>
ICBC Canada	<a href="http://www.icbc.com">www.icbc.com</a>
IIHS USA	<a href="http://www.highwaysafety.org">www.highwaysafety.org</a>

KTI Germany	<a href="http://www.k-t-i.de">www.k-t-i.de</a>
Lansforsakringar Sweden	<a href="http://www.lansforsakringar.se">www.lansforsakringar.se</a>
MPI Canada	<a href="http://www.mpi.mb.ca">www.mpi.mb.ca</a>
JKC Japan	<a href="http://www.jikencenter.co.jp">www.jikencenter.co.jp</a>
KART Korea	<a href="http://www.kidi.co.kr">www.kidi.co.kr</a>
MRC Malaysia	<a href="http://www.e-mrc.com.my">www.e-mrc.com.my</a>
FNH Norway	<a href="http://www.fnh.no">www.fnh.no</a>
IAG Australia	<a href="http://www.nrma.com.au">www.nrma.com.au</a>
State Farm USA	<a href="http://www.statefarm.com">www.statefarm.com</a>
Tech-Cor USA	<a href="http://www.tech-cor.com">www.tech-cor.com</a>
Thatcham UK	<a href="http://www.thatcham.org">www.thatcham.org</a>
AXA-Winterthur Switzerland	<a href="http://www.winterthur.com">www.winterthur.com</a>

## From the Secretary General (continued)

Earlier this month I spent a very pleasant and worthwhile day with Thatcham at the Road Research Laboratory where they launched their drive to increase awareness and take up of Collision Avoidance systems. Not only did I learn a great deal, I also met up with RCAR Members from Sweden, Spain and Germany. I congratulate Thatcham on an extremely well organised launch that provided an opportunity for all to experience the new technology. I report the event on pages 10 and 11 of this newsletter.

I also welcome the briefing on Euro NCAP. RCAR works closely with this organisation and indeed some RCAR Members are on the Board of Euro NCAP. We receive this briefing at an interesting time when a new class of vehicles, namely pick-ups, are being tested for the first time. This has thrown up some issues and illustrates how Euro NCAP goes to the heart of the matter by testing the structural integrity of the vehicle.

This newsletter is also my last as in May of this year I shall hand over to Wilf Bedard who was voted in as the new Secretary General late last year. I have enjoyed editing 25 newsletters over the past 8 years, not to mention the other duties of the Secretary General. I believe that RCAR is now on a very sound financial footing and that the work carried out and standards created are important and well respected. The Working Group system of standards creation, by a group of interested and involved research centres, has produced some excellent results. Recent examples are the work on Head and Neck Injury, Low Speed Crash Testing, Primary Safety and Repair. As I leave the Council for retirement I note with interest the formation of a Working Group to examine the structure, progress and future of the Council itself. I fully support this. It is a healthy exercise with future growth and value as its stated aims.

I wish you all the very best in the future. I hope your research continues to benefit the insurance industry, the vehicle manufacturers and the motorist and I look forward to seeing you all to say farewell properly at the 2008 RCAR Conference in Paris in September.

**Michael Smith**