



New year greetings RCAR members,

The January 2019 newsletter includes articles from 13 RCAR members. There is a good mixture of articles spanning, safety, repair, ADAS and special events spanning four continents.

As usual, my contact for any feedback or questions is rmcdonald@rcar.org

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EU-project VIRTUAL: improving road safety with virtual crash tests



Crash tests are used to improve safety on roads. Therefore the EU now funds a research project to develop virtual methods of crash testing.

The project called VIRTUAL (Open Access Virtual Testing Protocols for Enhanced Road User Safety), is a research project funded by Horizon 2020, the EU's framework programme for research and innovation. Horizon 2020 is the world's largest investment in research and innovation and has a budget of around 80 billion euros.

The VIRTUAL project will develop virtual testing methods and open source human body models, of pedestrians, cyclists, passengers in vehicles and standing occupants in public transport. VIRTUAL will bridge the gap between virtual testing using HBMs and physical testing with mechanical dummies for safety assessment of new vehicles and products.

VIRTUAL's long term goal is to jointly provide a HBM that can be morphed and is therefore suitable to represent any human length, gender, age, BMI, posture etc. The HBM will be divided into sections which allows users to refine one body section and then attach it to the full HBM. The models will have active muscle functions. Which makes it possible to simulate what happens to the human body before and during a crash.

VIRTUAL started on 1 June 2018 and will last for four years. Fifteen partners from eight countries are involved in the project. AXA Accident Research is leading one of the working packages. More information can be found on the website: <https://projectvirtual.eu/>



Virtual consortium, Madrid 2018.



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 768960

6th „Allianz Autotag“ at AZT: „Parking 4.0“

The topic of parking is of great relevance in current and future traffic events. For insurance companies, accidents during parking and manoeuvring have a major impact on claim costs. With driver assistance systems, parking and manoeuvring claims running into billions could be avoided.

At the 6th „Allianz Autotag“ (the largest annual press event at the AZT) on 27 September 2018, everything revolved around the topic of "Parking 4.0". Experts from Allianz, politics and the automotive industry dealt with the future of mobility, how to avoid parking and manoeuvring claims in the future and how to measure the quality of currently installed parking assistants.

Reduction of claims costs through modern parking assistance systems

Meanwhile, it is not only the automotive industry that is interested in the further development of parking and manoeuvring assistants. Almost every second reported property claim in motor insurance is a parking and manoeuvring accident. The savings potential is high: According to a study by the German Association of Insurers involving the AZT*, two thirds (63 percent) of parking and manoeuvring claims in Germany could be avoided, and thus claims expenditure of 2.1 billion euros, if all vehicles were equipped with actively braking parking assistants. Christoph Lauterwasser, Managing Director of the AZT, summed it up vividly and memorably for the press representatives present at the Autotag: "One of our biggest opponents is the bollard".

The relevance for insurance customers was emphasized by the Allianz board members present. If manufacturers install better assistance systems, less damage is caused and insurers can pass the savings on to their customers in the form of price advantages.



Dr. Christoph Lauterwasser, Managing Director of the AZT, explains the new test standard for actively braking parking and manoeuvring protection systems to journalists

** German Association of Insurers (Gesamtverband der Deutschen Versicherungswirtschaft e. V.) (GDV): Automated driving - Impact on claims payments up to 2035*

RCAR test standard for emergency braking systems presented

In order for all participants to benefit from the corresponding assistance systems in the future, the quality and effectiveness of the installed systems must be assessed and, if necessary, improved. In order to demonstrate an approach to quality testing, the test standard for parking emergency braking systems jointly developed by RCAR was presented for the first time in Germany at the Allianz Autotag. It tests automatic braking systems when approaching obstacles such as other vehicles, bollards and columns. The systems must be activated automatically each time the engine is started and must be continuously active. The test scenarios represent real accidents in terms of speed, approach routes and direction.

A live demo in the exterior area of the AZT showed a driving test with a BMW 5 series. The vehicle was driven backwards onto various test objects in order to demonstrate the effectiveness of the built-in Reverse AEB and the possible precision of this system. But also the currently still existing limits and open potentials of the systems were discussed by the experts on the podium.

This discussion also dealt with the evolution of assistance systems and the relevance of research on their effectiveness. An earlier study conducted by the AZT together with the supplier Continental in 2015 showed that purely acoustic warning systems to support the parking process prevent very little claims. The message presented at the Autotag was therefore that a significant increase in safety could only be expected from automated active braking systems. For this reason, the Allianz conclusion and recommendation was that new vehicles should be equipped with modern parking assistants as a standard.



Reverse AEB - test with bollard as test object

Insurers need exact equipment data

To take advantage of the driver assistant systems also for the tariffing of motor insurance insurers need precise information about the installed systems. Since these are not directly included in the vehicle identification number the Allianz called on the car manufacturers at the Allianz Autotag to provide easy and fast possibilities for identification. This would reward vehicle manufacturers who invest in the development of suitable assistance systems. At the same time, safety-conscious customers benefit from lower insurance premiums.

One conclusion of the Allianz Autotag was that the quality of the installed driver assistance systems will be a decisive criterion for the number of traffic accidents in the future. The no-claims bonus in the German motor insurance system will then be less oriented towards the driver and more and more towards the quality of the driver assistance systems.

After the presentations and panel discussions, the press representatives had the opportunity to ask the experts present their questions during the Q&A session. Afterwards, it was possible to gain practical impressions of current developments in the field of assistance systems from various exhibitors in the exterior area of the AZT. Valeo, among others, was present and presented the functionality of the self-parking vehicle by means of a demo vehicle. The AZT gave an impression of a self-developed test stand for the evaluation of ultrasonic-based parking sensors. The tests carried out with it met with great interest among the journalists and manufacturers present and were the impulse for further discussions after the Allianz Autotag.



Panel discussion on the future of parking with representatives from automotive, mobility and insurance industries

Overall, the resonance on site and also in the subsequent media reports was very good and highlighted the relevance of the topic of assistance systems.

A summary of the Allianz Autotag and various impressions can be found on the AZT website:

<https://azt-automotive.com/en/topics>



Centro Zaragoza holds the IV Conference on Biomechanics of Impacts

Centro Zaragoza held its **"IV Conference on Biomechanics of impacts"** in the Auditorium of the University of Zaragoza, which was attended by representatives of most of the car insurance companies, as well as personalities from law and medicine, whose field of action is specialized in the claim of automobile accidents and the valuation of personal injuries.

The Conference opened with a welcome speech and a presentation of the programme and objectives, by **Mr. Casademont**, President of Centro Zaragoza.

Following this, **PhD. Carlos Arregui**, General Manager of Centro Zaragoza, in his speech "Biomechanics as an automobile research tool", explained the fundamental pillars of biomechanics, as well as the importance of tests to try to define the injury thresholds through the different tools of experimentation and design.



PhD. Carlos Arregui during his intervention

Next, **Mr. Pérez Tirado**, a lawyer who represents the Victims Associations in the Commission of Experts and in the Commission of Follow-up of Law 35/2015 intervened, who explained the vision of biomechanics from the point of view of the victims associations. For her part, **Ms. García**, medical advisor of Zurich Insurance PLC, made a presentation entitled "The reports of biomechanics. Medical criteria" the guidelines that a biomechanical medical report should include, indicating the necessary aspects for its elaboration. He also explained the problems encountered by the medical expert in determining causality criteria.

For his part, **Mr. de Miguel**, Research Director of Centro Zaragoza, highlighted the importance of technical research in the analysis of collisions, and explained the methodology used in the collision intensity reports prepared by Centro Zaragoza. Finally, **Ms. Agüero**, prosecutor, gave a presentation on "Whiplash from a jurisprudential perspective. The courts and art. 135 of Law 35/2015", the function of the Public Prosecutor's Office when a traffic accident occurs, as well as the criteria of causality already consolidated by the Courts.

To end the day, all attendees were able to participate in a round table, moderated by **Mr. Hernandez**, President of the Bodily Injury Committee of Centro Zaragoza, which could discuss the issues raised by each of the speakers.

The overall assessment of the attendees was very positive; road safety can only be addressed from a multidisciplinary approach, where the knowledge of experts generate responses aimed at alleviating road accident figures, as well as an agile and efficient resolution of claims for damages.

Centro Zaragoza hosts Interpol's Formatrain Conference

Centro Zaragoza's facilities were the location for the one-week **"Formatrain" training sessions organized by Interpol**, in which law enforcement officials from different Interpol member countries and collaborators from the private sector took part, including the insurance companies belonging to the Centro Zaragoza's Stolen Vehicles Committee.



Closing ceremony speakers -Mr. Carcas, Ms. Júlvez, Mr. Schipani and Ms. Bustos-

Centro Zaragoza's activity with Interpol's General Secretariat aims to **increase the recovery of stolen and compensated vehicles**, thus consolidating co-operation between the two organizations in the field of training for police forces. It also involves the joint **development of new digital tools to facilitate the detection of stolen vehicles**, which is a major step forward against illicit vehicle trafficking.

The closing ceremony was attended by the sub-delegate of the Government in Zaragoza, Mr. Abadía; the General Manager of Justice and Interior of the Government of Aragón, Ms. Júlvez; the Criminal Intelligence Officer of Interpol, Mr. Schipani; the President of the Committee of Vehicles Stolen from Centro Zaragoza, Ms. Bustos; and the Engineering Director of Centro Zaragoza, Mr. Carcas.

The different personalities coincided in pointing out the unanimous desire of the different intervening organisms to **look for solutions that allow to help the victims in case of theft of the car**.

Centro Zaragoza joins the Mobility City Project

Centro Zaragoza has signed the adhesion agreement to the **Mobility City** Project, whose objective is to configure an innovation project on intelligent and sustainable mobility for companies, with the vocation of being an international reference for the development of mobility.

Carlos Arregui, General Manager of Centro Zaragoza has signed the adhesion protocol, together with José Luis Rodrigo, general director of Fundación Bancaria Ibercaja; reaching the figure of 28 organizations that bet on advancing jointly in the impulse of intelligent mobility.



Signature of the protocol

"Mobility City" will be the gateway to the **knowledge and use of automotive technology, mobility and connectivity** in a strategic sector of the economy, such as the automotive sector.

Centro Zaragoza, through this adhesion, is consolidated as **part of the group of reference companies in the automotive industry, contributing its innovative vision on new forms of mobility**, in an ambitious project that will transform the emblematic "Pabellón Puente" of the Expo Zaragoza 2008 International Exposition into a driving centre of the automotive industry and sustainable mobility.

Airbag Deployment Testing Laboratory

In 2018, an Airbag Deployment Testing Laboratory was set up with a view to assessing the performance of the airbag module functional components and all of its surrounding elements.

For this purpose, a device was fully designed and constructed in which the airbag module to be tested is placed in its original position, as if mounted inside the car, and high-speed video cameras make it possible to evaluate the deployment and dynamic performance of the front airbags.



The test is conducted subject to three ambient conditions:

Test temperature

-35 \pm 2.5°C
23 \pm 5°C
85 \pm 2.5°C

The main points to consider during and after the test are as follows:

- No detachment or throw of material should occur during airbag deployment.
- During the static airbag deployment test, neither the airbag surface nor the airbag seams (except for those intended to do so) should suffer any damage observable with the high-speed camera during inflation or visible to the naked eye afterwards.
- Following inflation, and if observed with the naked eye, the airbag unit should not stretch at any of its anchorage points.
- The inflation relative time should remain the same under all the ambient conditions to which the airbag module is subjected.

The parameters to be registered, whether through high-speed filming (HF) or through the data acquirer (DA), are the following:

- Specimen number, identification number, test temperature and test date (HF and M).
- Ambient temperature during the test (M) in C°.
- Squib resistance of the gas generators.
- Detonation point (HF and M) and igniter current curve (M) over time.
- Airbag inflation time t_F (HF) according to the specification.
- Time t_a at which the airbag cover begins to tear (HF).



In connection with this development, research has been conducted on airbags under Takata's recall in order to assess the activation of the potentially defective inflators. In line therewith, internal and external communication activities have been performed, the former involving the participation of all of CESVI ARGENTINA staff in talks and deployment tests, and the latter consisting in talks and discussions. Working in collaboration with Honda towards the massive dissemination of this issue, CESVI ARGENTINA has included a direct link on its website so that the users of the Japanese cars can check whether their vehicles are affected by the recall.



ORIÓN FOR WORKSHOPS

This product offers solutions for the operation of insurance companies, spare part suppliers, and repair workshops, generating information on the vehicle repair and providing it to both the insured and the insurance company and, at the same time, generating the budgets for the insurance companies so that they can be controlled and managed by the claims adjusters.

How does it work?

A customizable piece of software generates all the information on the process undergone by the car, from its arrival at the workshop to the supply of spare parts, final verification, and delivery to the customer.

Parts

Wheels

Glass/Locks

Miscellaneous

Spare parts

Photographs

Comments

Info

Wreck

New

Partial record


Totals

Suggestions

> Damage Area

Figure:

- Hood (1)
- Front (2)
- Right front fender
- Left front fender
- Right front rail
- Left front rail



Clean

> Parts

Parts:


Search in all the parts

S	R	P	M	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hood
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hood sound insulator
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Right hood hinge
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Left hood hinges
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hood lock
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hood support rod
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hood weather strip
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Right hood air intake

S: Substitution/Replacement R: Repair P:Paint M:Mounting

Add

Modify	M	No.	Part	Op.	Time	Std. Time	Qty.	Paint %	Labor Deprec.	Spares Deprec.	Rep. Damage	Code	Price	Quality	Remove
Modify		1	Hood	RP	2.48	2.48	1.14	100	0	0	Medium	7901K1	0	-	Remove
Modify		2	Left front door	RP	3.74	3.74	0.73	100	0	0	Medium	9002K5	0	-	Remove
Modify		3	Left back door	P	0	0	0.62	37	0	0		900678	0	-	Remove



Figures 1 2

Benefits

- Process traceability.
- Spare part management control.
- Availability of online data on the status of the repairs arranged at the workshops, which digitalizes the operation.

The screenshot displays the ORION CESVICOM web application interface. At the top left is the ORION CESVICOM logo. On the top right, there are links for 'Frequently asked questions', 'Online assistance', and 'Log out'. Below the header, a navigation menu on the left includes 'New Adjustments', 'Adjustments', and 'Repairs' (highlighted in red). The main content area is titled '> Repair Search' and contains a search form with the following fields: Accident No. (PRUEBA11), License plate No. (AAA-111), Make (empty), Repair Status (dropdown menu showing ALL), Model (empty), and Insurance Company (CAPACITACION COM). A red 'Search' button is located below the form. Below the search form, there is a section titled 'Ongoing Repairs' with a table showing the following data:

Accident No.	Make	Model	License Plate	Company	Repair Status
PRUEBA11	AUDI	A3	AAA-111	CAPACITACIÓN COMPAÑÍAS	ONGOING (39%)

It is possible to manage and optimize customer service levels through a system that is easy to use and implement, thus defining a standardized work process for the entire operation of the insurance company.

Capabilities:

- The repair workshops' initial budgets are generated and then controlled by the insurance company staff, increasing productivity and maximizing service levels.
- The claims adjuster, intermediary [*tramitador*], workshop, spare part supplier, and the different individuals involved in handling the loss at the insurance company are kept informed.
- The data generated are directly connected with the insurance company's core system using the **ORIÓN G2** system interface.
- All of the repairs in the workshop network are subject to direct follow-up.
- The repair stages can be visualized through images.
- The invoices for the repairs generated are incorporated, sent, and kept in the system's permanent records.

Progress

Receipt of spare parts

Invoice

Return

> Repair Progress

Stage	Progress Percentage
DYM BODYWORK	100 %
BODYWORK REPAIR AND REPLACEMENT	60 %
PRE-PAINT WORK	10 %
FINISH PAINT	0 %

Save

Select

Workshop CERTA Fast repair and ultra fast repair UV technology

The CERTA (Automotive Technical Reference Center) event held for the automotive repair market in September 05, focused on fast and ultra-fast repair. CESVI Brazil was the protagonist of the technical knowledge regarding fast and ultra-fast repair, counting with the partners Glasurit, Wurt, Usitalia, Meguiars, Walcon, Sprinte and Band equipment's that were responsible for the presentation of the products and supply of the inputs that were used in the repairs carried out by CESVI in real time in the model workshop.

Partnerships were made with manufacturers and suppliers that cover the whole process of quick and ultra-fast repair, aiming at demonstrating to the market the products used in the technical processes for repair. The event had three main moments.

The first was focused on technically passing on how to diagnose the damages that could be recovered using rapid and ultra-fast repair repayment.

The second moment was dedicated to the operation of the products and benefits of the results in practice, with repairs being carried out in the model workshop CESVI Brazil.

Moreover, in the third moment, having completed all technical content applied, a presentation was made on how to use in a business model aimed at fast and ultra-fast repair the past technical information, with real cases of projects accompanied by CESVI Brazil.

The event had an optimum acceptance by the participants due to the practical model that generates excellent results, in a short time and with good profitability if well managed and a great repercussion in media and among the public of workshops, dealers, manufacturers and suppliers, due to the format and technical information transmitted.



Technical Event Participants



Demonstração prática da reparação utilizando a tecnologia



Lecture during the event

The new technologies cars brings new challenges to the repair and insurance companies

As all the RCAR members knows, the cars are in continuous changes and brings new challenges to the repair and insurance companies. The city mobility is developing very quickly showing new challenges too.

For this reason, CESVI BRAZIL have study this technology to show to the automotive market the challenge that all will find when this kind of car and mobility start to be more popular. This view has the target point to prepare body shops and insurance companies to the new.

The study brings to the market the follow issues:

Autonomous and semi-autonomous vehicles

This world technology is getting to the new cars but it is a new issue to the Brazil market because just the premium cars have this technology. It is true that we have the migration of this technology to others category of cars, but there is no expressive numbers of models bring this technology as features.

The technologies showed to the market brings the ADAS features and the challenges to repair cars with them. The study show how the features works and the importance of ADAS calibration to the right functionality of AEB – autonomous emergency brake; BSD – Blind spot detection; LKA – Lane Keeping Assist – after the repair. Furthermore, CESVI Brazil have showed the risk of a poor repair based on the RCAR partners studies.

Hybrid and electric vehicles

As a new technology to the Brazil market too, the hybrid and electrics cars do not have expressive fleet in our country. The electric and hybrid vehicles models is around 0,2% of the total fleet but there is a good expectative with the new government incentives to the automotive market.

The study show what the different and new in this kind of car that is different to the combustion-only vehicle models. The issue showed to the market is the safe operation repair due the high voltage from the batteries and some particularities of these kind of models as the safety in the repair environment and the highlight color high voltage cables.

Car Sharing

As a new mobility possibility, the car sharing is a new model of transportation and, to the insurance market, there are some particularities issues that is different of a particular car who has a fixed number of users. To the insurance companies, CESVI Brazil have showed the necessity to know the environment where this car is traveling, how is the models of car sharing available and the risk of telematics system in our market who has a big number of car theft.

All this themes have been the discussion point in a market insurance and body repair companies meeting at CESVI Brazil in May,18 with the target to explain the issues of this research.

CESVI BRASIL and Fundación MAPFRE promote action to reduce pedestrian accidents

A partnership with Fundación MAPFRE brought to CESVI BRASIL the demonstration of the risk of high speeds in places with great pedestrian movement.

The aim of the project was to demonstrate to the public that high speeds in urban areas with high pedestrian concentrations can have severe consequences in road crashes due to the driver's reaction time.

In this project, CESVI BRASIL gathered the research and development team for the assembly of the pedestrian crossing simulation device. With specialists in the area of design, development and electronics, the team realized the assembly of the device in the same characteristics of the project realized in CESVIMAP.

The development of the structure was carried out entirely in Brazil with the support of the CESVIMAP technical team. The technicians realized the assembly of an aluminum structure with motor and belt system to carry out the movement of the doll, besides sensors for the detection of the vehicle.

The electronics of the equipment were also set up at CESVI BRASIL and had the partnership of the CESVIMAP technical team for programming, which had already been developed by the technical team of the research center of Spain.

In the simulation, demonstrations were performed at speeds of 30 km / h and 40 km / h, where the puppet leaves behind a van, reducing the reaction time of the driver. In the simulation, it was evident to the drivers that there was great possibility of being hit at speeds above 40 km / h. Already at a speed close to 30 km / h, the reaction time of the driver was enough so that the pedestrian was not reached.

The event was held at the Sambódromo (same venue as the São Paulo carnival) and was attended by the major press, as well as the managers of the engineering areas of the main organs of the São Paulo government.



Picture of the test performed



Receive Cesvi Mexico and Lloyd's Register ISO 39001 certified under the auspices of the EMA

On October 15, 2018, the ceremony of delivery of the first certification of accreditation of the International Standard ISO 39001-2012 (road safety management) by the Mexican Accreditation Entity (EMA), to the certifying body was carried out Lloyd'Register.

In turn, Cesvi México received from Lloyd's Register the first accredited certificate of compliance with the ISO 39001: 2012 standard of its Road Safety Management System, a document received by Ángel J. Martínez Álvarez, Cesvi CEO, from Cliff Muckleroy and Sergio Garza.

"We are very excited and committed to this accredited certification, not only because we are the first company to achieve it, but because we are now in a better position to continue helping organizations with fleets to develop their own security management system road" said Ing. Angel Martínez.

Attested to the delivery of the certificates, Juan Botis, Vehicle Director of Grupo Bimbo, Vicente Zenith, Director of Occupational Health of The Coca-Cola Company and Leonardo Gómez Vargas, General Director of the ANTP; who congratulated Cesvi's achievement and said they will continue working hand in hand in favor of road safety in Mexico.



Expo Cesvi Begins A New Adventure: Bets For Car Tuning

Cesvi Mexico is preparing what would be the 17th edition of his auto repair show, which has been performed continuously since 2002. But in this time, the organization committee has designed a new commercial strategy: open the doors –and mind- to car tuning concept.

Lieto Morales Álvarez, Deputy Director of Marketing for Cesvi Mexico said that a great effort is being made so that all the exhibitors join the theme of the event: "we want to see a Cesvi Expo full of neon lights, with customized vehicles, special effect paints, candies, trilaterals, matt finishes ... of everything without abandoning the best practices in repair with premium quality materials and tools, which can be appreciated in the demonstration area and in some stands of the exhibitors "

When asked if the tuning does not contradict Cesvi's philosophy, he clarified: "the personalization that we are promoting has to do with the aesthetic part of the cars, special paints, airbrushing, stickers, led lights ... nothing that affects performance or vehicle safety."

So save the date, february 21st to 23rd in the World Trade Center of Mexico City. You can pre-register your attendance clicking the link: <https://www.expocesvi.com/pre-registro>



RCAR 2018 in Spain

From 30th September until 5th October, CESVIMAP was the host for the annual RCAR convention for the third time in its history. Debate and exchange of the most recent research projects analysed by the 26 RCAR member centres, from 19 countries.

The majority of the more than 60 presentations grouped into the customary thematic groups -autonomous and connected vehicles, ADAS and cyber security, damageability and repairability and insurance and other subjects-, coincided in something: the implications of the new concepts of mobility, autonomous driving, as well the conflicts which may arise when insuring the risk, along with vehicle data protection.

CESVIMAP set out its experience in tests carried out on various ADAS systems: AEB, pedestrian detection, lane keep assist, sign recognition, etc. Tests designed and patented by our centre which are valid for cameras, radars or LIDAR (*Laser Imaging Detection and Ranging*).

Our second presentation was: "*Limits in painting vehicle sensors*". We have studied how to paint sensors without affecting their capacity to work properly, to detect people or obstacles. The fact is that certain paintwork products, technologies, like special effect paintwork, include pearlised or metallic particles (for instance, aluminium), and this can affect the ADAS sensors.

Our research into motorcycle crash helmets included crash tests as its practical test, carried out on helmets of different materials, at low and high speed, from different heights, and with subsequent analysis of the possible damage caused, both radiological and tomographical.

Lastly, we explained our experience in training with Virtual Reality, to overcome language and spatial barriers, which may affect the automotive sector, meaning it constitutes a significant learning hub.

After this, each RCAR member centre will pass on these advances to the actors involved: vehicle manufacturers, component manufacturers, related businesses, appraisers, repair shops... Their work is of enormous service to society, encouraging the undertaking of certain investments to boost repairability and, in short, safety.

We wish CIRI the best of luck in the organisation and presentation of thrilling topics from the world of the automobile: CIRI is taking on organisation of RCAR 2019



Technical presentations at RCAR 2018

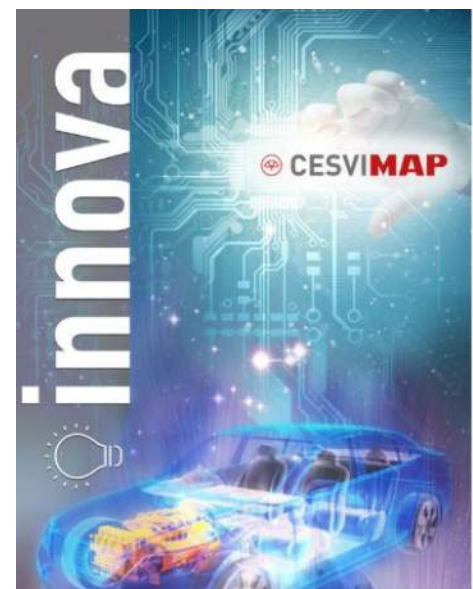
MAPFRE Insurtech

MAPFRE has put its faith in its strategy for innovation by launching **MAPFRE Open Innovation, MOI**, which brings together strategic innovation and disruptive innovation. This new space for active collaboration enables the development of new ideas, concepts and products, and will develop pilot schemes and tests, under the tutelage of MAPFRE experts, with access to real data from our international markets. The programme reflects MAPFRE's commitment to the development of disruptive solutions which will generate a positive impact on our business and on society.

CESVIMAP, worldwide one of the most prestigious centres when it comes to research into vehicle damage repair, has joined MOI as MAPFRE's R+D centre. It is a point of reference worldwide in research into repair methodologies for vehicle damage arising from road accidents, and represents an opportunity to stand out with regard to the insurance business and the services associated with the automobile, along with people mobility, while at the same time furthering the training of professionals.

Insur_space, also present at MAPFRE Open Innovation, is a platform which connects internal capacities with those of insurtech and other start-ups. All the markets where MAPFRE has presence have an Office for Innovation, there are agreements with universities and business schools in place, and it is working with over 20 start-ups.

A new business model based on innovation!



CESVIMAP, MAPFRE's centre for R+D

Tesla Model S Crash Test

CESVIMAP, always eager to find out about the latest technologies, has acquired the Tesla Model S 75d in order to analyse it and conduct research on it. The work it has carried out in different stages includes crash tests, and analysis of bodywork and of electrical parts.

The front and rear crash tests have been conducted according to RCAR standards; in the first case the speed of impact was 15.33 kph, and 15.10 kph for the rear test, both taking into account that this vehicle is remarkably heavy: 2,100 kg.



Despite this, the behaviour of its impact absorption features was good. The front bumper cross-bar presents a first tranche of impact absorption, up to -10g, a collapse of this zone, and a tranche of progressive absorption of the rest of the absorber until the end of the impact, without transmitting damage to the front side-rail, as could be observed under measurement on the work bench. There has been no structural damage, and the cross-bar has behaved well. The action of the safety restraint systems was the activation of the driver airbag and of the pyrotechnic pretensioner, give that the manufacturer has it calibrated at a specific speed. Good progressive behaviour in the deformation of

the impact absorption features was observed in the rear crash test. The rear bumper cross-bar does not have impact absorbers installed, but instead is mounted directly on the rear side-rail via the rear apron. Practically all the deformation is absorbed by the cross-bar, although minor damage is transmitted in the form of a small deformation to the rear apron which needs repairing. The rear side-rail shows no deformation.



Why and how do we test Autonomous Vehicles?

Even if autonomous driving technology overcomes all technical and regulatory obstacles imminently and we see the first cars driving in traffic, they will be sharing the roads for quite a while with conventional human driven road vehicles. Therefore, even though they might be able to prevent many accidents a human driver might cause, they will still suffer from accidents caused by human drivers impacting into them. Conventional risk assessment criteria for insurance costs will therefore still remain and risk assessments for these will need to be adjusted. Many sensors on autonomous vehicles will need to be positioned on quite exposed areas of the vehicles like the bumpers or side panels. Repairs of these parts often necessitate sensor re-calibration after adjustment or replacement, introducing more complexity, repair time, and therefore cost than an equivalent conventional vehicle.

However, the second big contributor to the risk insured in conventional vehicles is the driver. Up to now, this risk is estimated by the insurance companies based on historical claims data and statistical analyses of these. By considering the past, insurance companies make forecasts of future behaviour and calculate the connected risks.

For autonomous vehicles, this is not possible, since this technology is completely new and the necessary statistical background is not available. Similarly, autonomous systems will be “retrained” frequently via new firmware being pushed out during the life of the vehicle, introducing a potentially rapid rate of change to the underlying performance of the driving system. A suitable approach to assessing the operating risk of autonomous vehicles must therefore be developed.

The question arises, “Why do insurance companies and independent third parties have to assess the driving behaviour of autonomous vehicles despite them having undergone a more or less thorough sign-off process by the developing manufacturers for the respective markets?”

The assessment to introduce these products into markets will be done from a failure point of view and test measures that are put in place to avoid or control these. This will be against industry standards like ISO or self-certification criteria issued by some governments. However, even if the automated vehicles operate flawlessly in regards to these safety criteria within their operational design domain, the overall design of the product and design philosophy will have an impact on the insurance risk connected to the operation of the car. One of the big questions within the autonomous driving community is, “How good is good enough?” Different manufacturers will answer this question differently and still be able to provide a safe product in the mindset of the standards mentioned above. So even if the product is safe, the operational design domains of SAE level 3 and 4 vehicles are not defined in a standardised way. Therefore, each manufacturer will have its own interpretation and design, where and how their products will drive autonomously. This is similar to the situation we see today with widespread deployment of SAE level 1 and 2 advanced driving assistance systems. Moreover, different markets and different regions on this planet will need different styles of driving to inter-operate safely on the roads. So, even if a vehicle has passed a baseline set of tests somewhere in the world, each country/state will also likely have scenarios that they need to test for. Speaking of Australia, these might be Kangaroos, flooded roadways or harsh sunlight. Driving strategies that might work in Europe might not be transferable to other parts of the world and vice versa. Likewise, the expected driver behaviour at roadway merges and intersections differ from region to region, and these expectations are not outlined in law or standards.

Therefore, even though an autonomous vehicle may obtain the approval to be sold in any respective market, there might still be a difference in the final insurance risk rating based on different interpretations and implementations of the driving style by the different manufacturers. To quantify this, the insurance industry will have to develop appropriate procedures, infrastructure and frameworks.

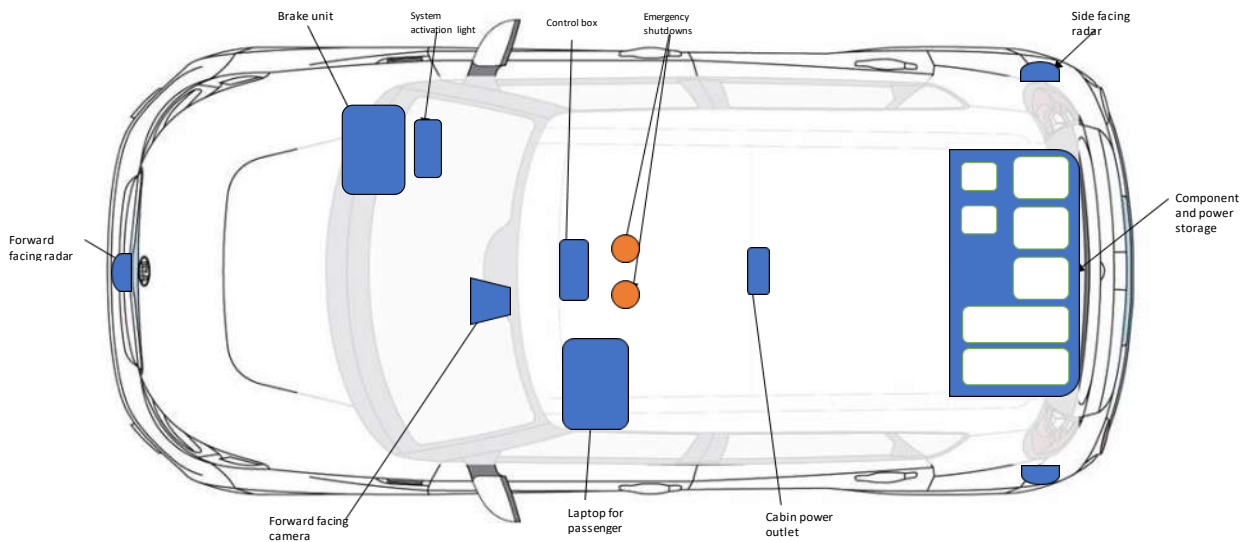
The IAG Research Centre is doing the first steps on this journey by defining assessment criteria for AV trials which are currently refined in collaboration with IAG’s underwriting departments. However, to test the assessing concepts and infrastructure there are not enough test candidates available, especially such that allow a deeper insight into the architecture, perception and decision making process of the autonomous part.

Out of these reasons, the IAG Research Centre has started a collaboration with the University of New South Wales (UNSW) within the iMOVE Cooperative Research Centre (<https://imovecrc.com/>) that has been set up by the Australian government to find new and better ways to move people and goods around the country.



UNSW Autonomous Vehicle

In this collaboration, the IAG Research Centre is converting a conventional vehicle into an autonomous driving prototype that will be used by UNSW on private proving grounds to research behavioural economics in regards to the human interaction with automated vehicles. This autonomous vehicle is planned to be commissioned approximately mid of 2019.



Schematics of UNSW Autonomous Vehicle

In addition to the full scale vehicle, a team of engineers and computer experts are currently building up a small fleet of 1/10 scale vehicles that can drive autonomously. Here, the whole design, based on an off-the-shelf RC car is being developed within the IAG Research Centre. The setup of the vehicles comprises all aspects that a full size autonomous vehicle would have. Amongst these are sensors, modules for sensor fusion, perception of the environment and the artificial intelligence engine that does the decision making and operates the car.



1/10 Scale Autonomous Vehicle and Screenshot of Object Recognition and Classification Engine

Stepping into a 1/10 scale environment significantly reduces the risks and costs involved, but can still provide enough insight and components that can be used to develop appropriate risk assessment concepts for the upcoming real products.

Based on these two vehicles, the IAG Research Centre will test strategies and conceptual prototypes of an infrastructure that facilitates the assessment of the driving behaviour of autonomous vehicles in real life and a simulated virtual world.

Headlights improve, but base models lag

Just over half of 2018 model vehicles the Insurance Institute for Highway Safety evaluated are available with headlights that do an adequate job of lighting the road at night while limiting glare for oncoming drivers, but most good-rated headlights are optional or bundled with features that can raise the price of the vehicle.

Since IIHS released its first headlight ratings for passenger vehicles in 2016, most manufacturers have focused on improving this key safety component. That year, only 2 of 95 headlight systems on 2016-model vehicles IIHS evaluated earned a good rating. For the 2018 model year, the best-available headlights on 32 of 165 models evaluated earn the highest rating of good, and the best-available headlights on 58 models earn the second-highest rating of acceptable. Thirty-two models have only marginal-rated headlights, while poor-rated headlights are the only ones available for 43 models.

As part of its headlight evaluations, IIHS gathered price data on original equipment manufacturer (OEM) headlights. Replacing just one front headlight on two-thirds of the good-rated vehicles costs more than US\$1,000, far exceeding the typical insurance deductible of US\$500.

All of the good-rated headlights are LEDs or high-intensity discharge (HID) lamps, which are more expensive than traditional halogen headlights but more energy-efficient.

Prices for a good-rated OEM headlight range from US\$526 for the Subaru Legacy and Outback to about US\$3,200 for the BMW 5 series. This is the case for headlights that rate poor, too. For instance, a poor-rated halogen headlight on the Mercedes-Benz GLE-Class is US\$615, an LED on the Honda Civic is US\$826, and an HID on the Chevrolet Silverado is US\$1,295.

Expensive headlights aren't a new issue. The IIHS bumper test program has highlighted the problem since the 1990s.

For more information, go to www.iihs.org/iihs/sr

The 2018 Kia Sedona's HID-projector headlights are rated good. To get them, consumers need to buy the SX trim line equipped with the Advanced Touring package or the SXL trim line. The minivan's other trim lines have halogen projector headlights rated poor. These lamps produce excessive glare.

Retrofit collision warning system gives older vehicles a safety boost

An aftermarket collision warning system paired with a telematics device that provides feedback on driving can encourage safer habits behind the wheel, giving drivers of older model vehicles a safety upgrade to fight distraction and fatigue, a new study by the Insurance Institute for Highway Safety shows.

The finding may be especially encouraging for families of teenage drivers when newer models with the latest driver assistance technology aren't in the budget. The same applies to business owners whose staff drive company vehicles.

As part of an ongoing internal driver experience program, 22 IIHS and HLDI staff members signed up to have their personal vehicles outfitted with a Mobileye aftermarket collision warning system, and 17 of them also agreed to have their driving monitored by a Geotab in-vehicle telematics unit. The volunteers made their usual drives during the 12-week study period in the spring and early summer of 2017 and completed surveys about their experiences. Drivers were split into two groups: those who live in the Washington, D.C., metropolitan area near the Institute's Arlington office, and those who live in rural and suburban Central Virginia near the Vehicle Research Center in Ruckersville.

Drivers in the study used turn signals more often and increased following distances in response to alerts from the Mobileye system. Speeding, already infrequent, was the only thing that didn't change much between the baseline and alert periods.

The Mobileye (model 630) package featured an in-vehicle display and included forward collision warning; urban forward collision warning, which operates at speeds below 20 mph; pedestrian collision warning; headway monitoring and warning, which measures following distance at speeds above 19 mph; lane departure warning; and a speed limit indicator, which displays the posted speed limit.

For drivers at both locations, forward collision warnings, lane departure warnings and headway monitoring warnings per 100 miles decreased significantly during the active warning period. Across the baseline and active warning periods, the rural group of drivers had lower mean rates of forward collision warnings, lane departure warnings and headway monitoring warnings.

As drivers got used to the system between the baseline and alert periods, the rate of forward collision alerts decreased more among the rural drivers than the urban drivers (45 percent vs. 30 percent).

The opposite was true for lane departure warning. Urban drivers saw a bigger decline in the rate of alerts than the rural drivers (70 percent vs. 54 percent) between the baseline and treatment periods.

Warnings about following too closely dropped off, too. Headway alerts fell 63 percent for rural drivers and 39 percent for urban drivers between the baseline and treatment periods.

In a post-study survey, 62 percent of the IIHS-HLDI volunteers agreed that the Mobileye system helped improve their safety while driving. Drivers assessed forward collision warning as the most useful system, followed by lane departure warning, headway monitoring and the speed limit indicator.

For more information, go to www.iihs.org/iihs/sr

Crashes are up in U.S. states with legalized retail sales of marijuana

Crashes are up by as much as 6 percent in Colorado, Nevada, Oregon and Washington, compared with neighboring U.S. states that haven't legalized marijuana for recreational use, new research from the Insurance Institute for Highway Safety and Highway Loss Data Institute shows. The findings come as campaigns to decriminalize marijuana gain traction with voters and legislators in the U.S., and Canada begins allowing recreational use of marijuana across all of its provinces this month.

In the new report, HLDI analysts estimate that the frequency of collision claims rose a combined 6 percent following the start of retail sales of recreational marijuana in Colorado, Nevada, Oregon and Washington, compared with the control states of Idaho, Montana, Utah and Wyoming.

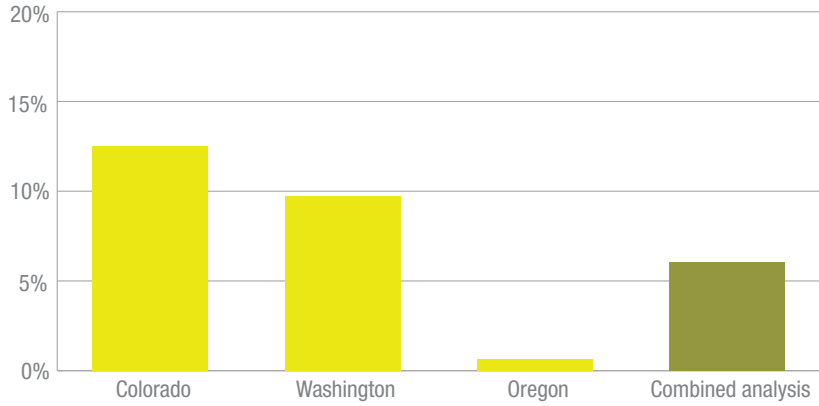
The new combined-state analysis adds another year of collision loss data (January 2012 through October 2017) and accounts for the 2017 start of retail marijuana sales in Nevada, which was used as a control state for Oregon in the prior report.

A separate IIHS study examined 2012–16 police-reported crashes before and after retail sales began in Colorado, Oregon and Washington. IIHS estimates that the three states combined saw a 5.2 percent increase in the rate of crashes per million vehicle registrations, compared with neighboring states that didn't legalize marijuana sales.

For more information, go to www.iihs.org/iihs/sr

Estimated effects of recreational marijuana sales in 3 states

Change in claim frequency for vehicles up to 33 years old, 2012-17

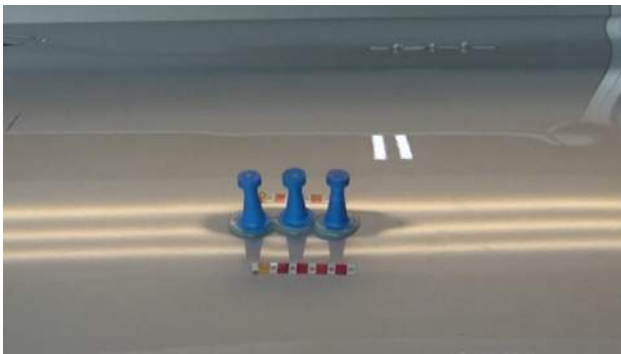


New Repair Method of Aluminum Panels

Currently, it is said that aluminum door panels are difficult to repair unless it is done by a skilled automobile repair technician, and therefore the frequency of replacing the aluminum panels is higher compared with the steel panels.

Jiken Center has worked to develop a new repair method so that even an inexperienced repair technician can easily repair the aluminum door panels just like the steel door panels, and in 2018, we submitted a patent application in Japan.

The feature of this new method is the use of aluminum's thermal expansion. Since thermal expansion coefficient of aluminum metal is twice that of iron, it is easier to extract the damaged surface by heating its surface and applying force in the direction opposite to the one causing the damage.

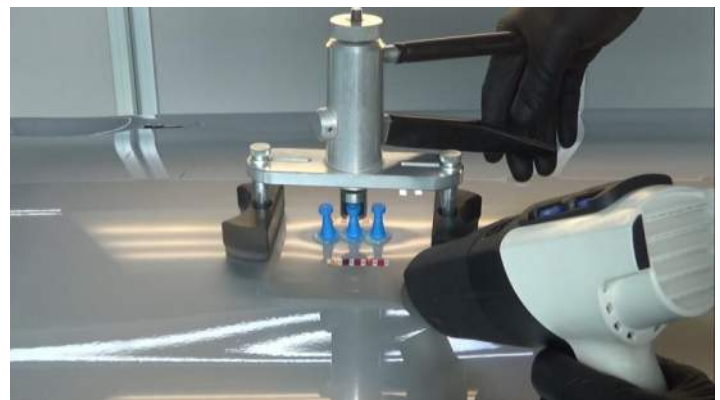


Specifically, the extraction is done by gluing a special pull-tab using a two-part adhesive on the coated surface of the damaged aluminum panel. In this case, thermal expansion of aluminum can be utilized by heating its panel surface at approximately between 60°C and 70°C. In addition, while this adhesive exhibits sufficient results against vertical tensile strength, it can easily be peeled off by applying a force going diagonally.

Compared with the conventional repair method, it has

following advantages.

- It is easier for even an inexperienced repair technician to confirm the surface roughness of the aluminum panel because there is no need to peel off the film coatings.
- The conventional method requires heating to approximately 200°C in order to perform the annealing process at the initial stage of the repair. It is difficult adjusting the temperature and there is a risk of reducing the strength of the base material if it is overheated. This new method, however, does not require the annealing process, and therefore there will be no such risk factors.
- Since it does not require a special aluminum dust separator, cost reduction will be easier to achieve.



Creating Supplemental Documents for the Design Evaluation Tool

At Jiken Center, we created the Design Evaluation Tool (DET), which summarized the key factors leading to improved D&R performance, by analyzing the results of the tests we conducted so far.

After we introduced the DET (Figure 1) at last year's annual RCAR conference, we provided it to the Japanese auto manufacturers so that they could utilize it during their vehicle's design and development phases in order to effectively improve the D&R performance.

Recently, we have completed the supplemental documents to the DET, which provide detailed explanation of items contained in the DET. Its sample is shown in Figure 2.

Aiming to provide easier-to-understand explanations of the structures recommended in the DET, these documents use

Figure 1 65 guidances

13 Front parts

20 guidances for 13 Rear parts

17 guidances for 11 Mechanical parts

Parts Code	No.	RCAR Test	Viewpoint	Parts name	Design guidance	Score
FB1	1	○	○	Fr Bumper Cover	Front bumper cover should be jointed in a manner, which enables the panels to be readily separated in a collision.	1.40

RCAR

illustrations & photos and show desirable/ examples from the perspective of D&R.

We are now working in creating the English version and we will share it with the RCAR members after its completion hoping it to be useful.

Reason for DET recommendations

Explanation using illustrations

Front Bumper Reinforcement Figure 2

Yes or No

Detailed items

The distance between the front bumper reinforcement and parts behind it should be no less than 100mm.

Reasons

If the distance is narrow, there is a possibility that condenser and radiator may be damaged by the moving reinforcement at low speed accident.

This distance should be over 100 mm.

Check whether or not the distance between the reinforcement and the parts behind it is over 100mm.

Good

Not good

Feasibility study and development of AI based automatic estimating system

In order to investigate whether the artificial intelligence technology can be applied to the existing estimation system, KART conducted overseas case investigations and pilot study for building the artificial intelligence estimating system last year.

The international seminar was held in July 2018 to present and discuss the insurtech cases of the Financial Supervisory Service(Korea), Tractable(UK), Jingyou International Group / ZhongAn Technology(China) and Mitsui-sumitomo(Japan). KART also held briefing seminars for insurance company employees.

The feasibility study was conducted to check whether the recognition of part types and damage depths of the three parts(bumper, fender, and door) can be grasped. As a result, KART confirmed that the AI technology could be used to recognize the parts and damage. In order to upgrade the accuracy, improving the quality of the photographs, increasing the photo database, and learning iteratively are needed.

To build an AI-based automatic estimating system, KART plans to introduce the existing commercialized program or develop a system directly in 2019. The goal is to automate the damage assessment process by automatically recognizing part types, AI-based automatic estimation, and license plate recognition. Artificial Intelligence system will recognize the main exterior parts of the vehicle and automatically associates them with the repair lists to provide relevant photos without having to find them. It will judge the damage size and depth in photographs of the vehicle, recognize license plate and link with insurance contract information to streamline compensation process.

The repair cost is automatically calculated to support the damage assessment work of the claim adjusters and repair shop workers. Therefore, it is possible to standardize estimation of repair works, so it is expected that the inconvenience of customers according to the different repair cost of each repair shop will be reduced.

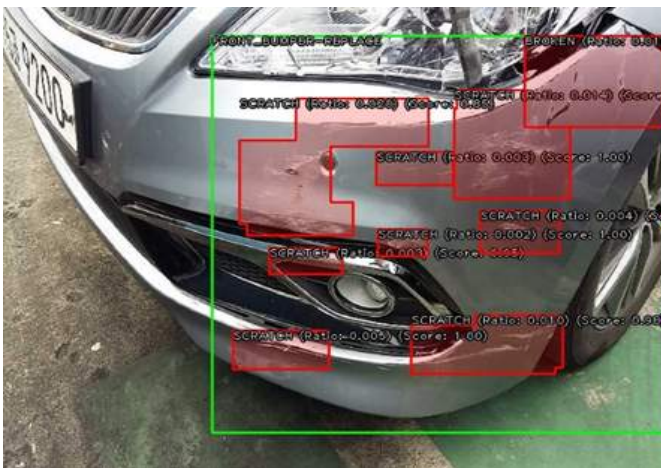


Image Recognition by AI

Evaluation of Park Distance Warning systems (Part 1/2)

According to statistics provided by RCAR¹ parking and manoeuvring accidents became increasingly relevant in third party damage liability and first party or motor own damage claims. Up to 40 % of all claims are parking and manoeuvring accidents who caused up to 30 % of all claim costs.

Within a research project, KTI has conducted studies to determine the performance of ultrasonic-based Park Distance Warning (PDW) systems.

Furthermore, KTI has already tested seven vehicles of different OEM (e.g. VW Tiguan (AD1), BMW 5 series (G30), Mazda 6) according to the RCAR R-AEB test procedure. However, the results of these tests are not part of this article.

Static test setup

The static test setup basically bases-on ISO 17386² and enables to determine the detection range and detection capability of a vehicle's PDW system. This means, the target and the vehicle are not moved during the determination.

Assuming a symmetrical behavior of the PDW system, only one half of the vehicle rear and / or front were tested in a rectangular test field (260 cm length x 160 cm width). Three different bollard targets were positioned consecutively within the test field to estimate the reaction of the PDW system towards the target in three-dimensions. Optical and / or acoustic feedback by the test vehicle have been applied as criteria for bollard target recognition. See Figure 1 for the illustration of the test targets, setup and exemplary result.

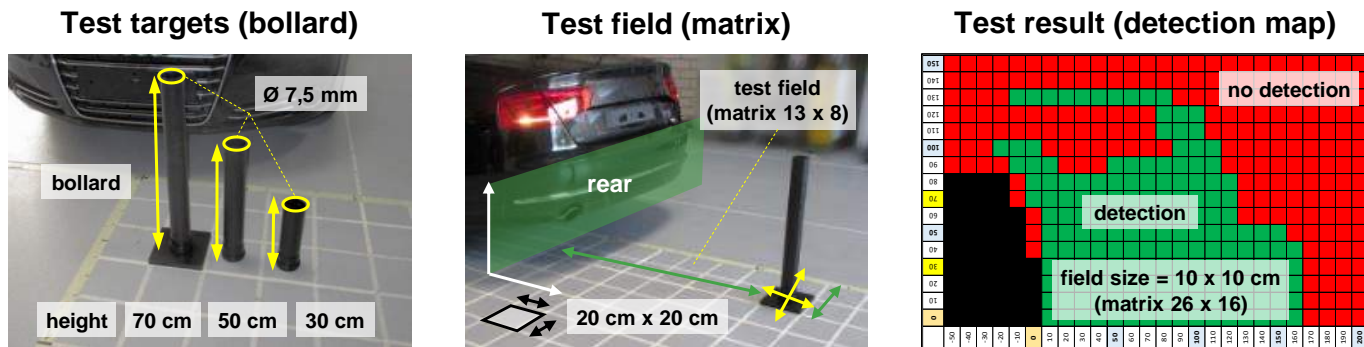


Figure 1: Static test setup

In this study seven different vehicles have been tested and parts of their results are summarized in Figure 2 in form of specific detection maps of the test field in top view. A detection map provides a visual result of the detected fields by the PDW system around the vehicle.

Summarizing the performance of ultrasonic-based PDW systems in a static test set up shows five major findings with regard to target detection ratio as a potential quality measure³ :

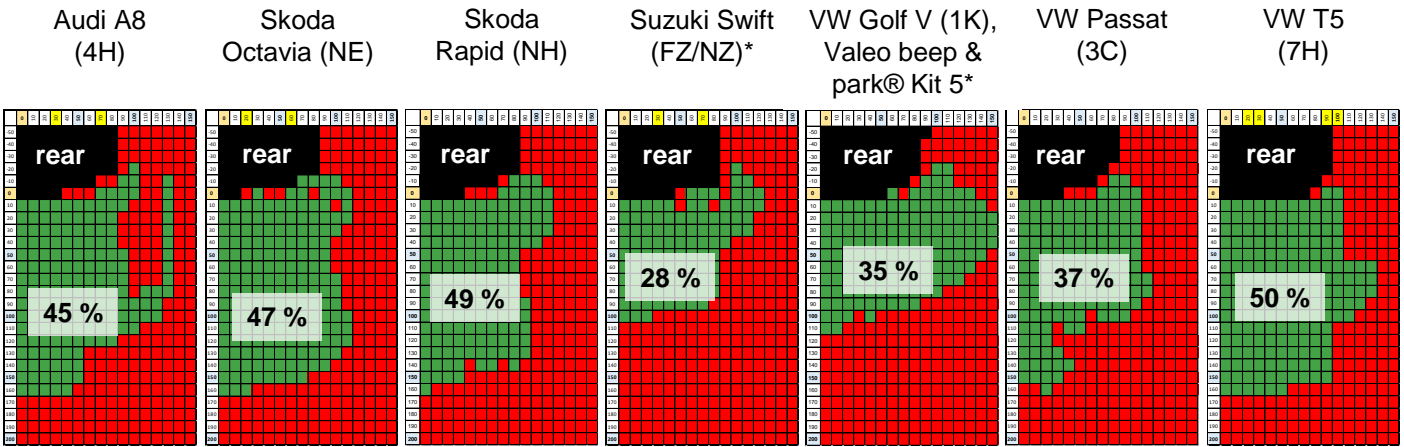
- Performance of PDW systems varies strongly between all vehicles.
- Bollard target recognition is positive correlated to the targets height, 30 cm targets are only detected sporadically.
- Difference in performance between front and rear is negligible regarding to maximum lateral detection.
- Rearward orientated sensors show a higher performance in detecting targets in a longitudinal position to the vehicle than forward orientated ones.
- Some vehicles show "blind areas" in their detection maps (e.g. detection map of Audi A8 in the rear at a bollard height of 70 cm).

¹ "Position paper regarding parking and manoeuvring accidents"; version 1.0; June 2015; <http://rcar.org>

² ISO 17386: "Transport information and control systems – Manoeuvring Aids for Low Speed Operation (MALSO) – Performance requirements and test procedures"; First edition 2004-07-01

³ Within this study, only qualitative measures and statements were made as there are no quantitative measures (e.g. benchmarks). In addition, the test field size varies from one vehicle to the other as the vehicles have different sizes and shapes.

(a) Detection maps of all tested vehicles in the rear (bollard height = 70 cm)



*equipped with aftermarket PDW system

(b) Detection maps of Audi A8 (4H) in the front and rear with all targets

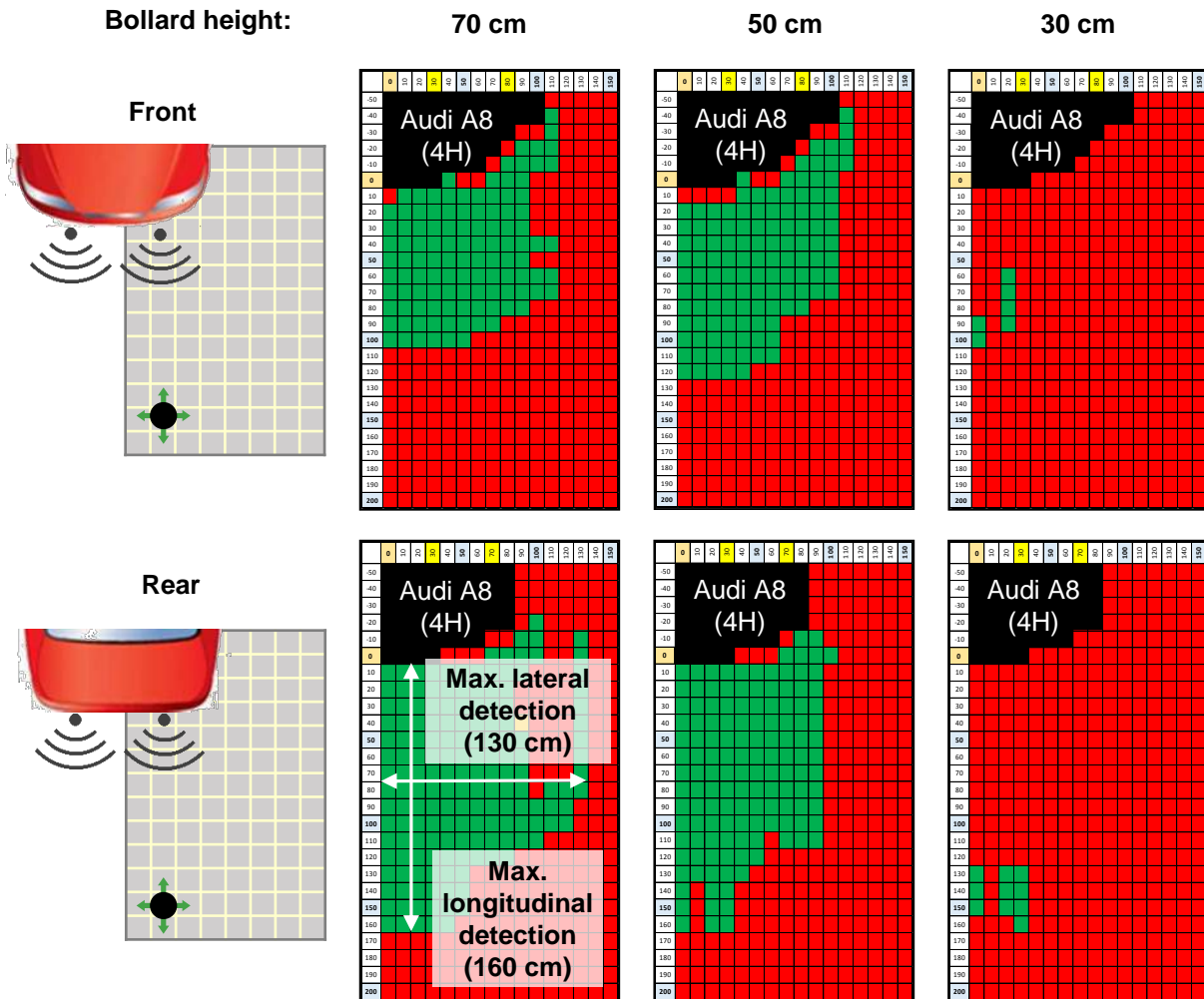


Figure 2: Test results for static test setup

Conclusion and outlook

As parking assistance systems have been developed rapidly during the last decades and have become sophisticated, elaborated systems, expectations considering their functionality and reliability have increased from different points of view.

Nevertheless, system performances in terms of obstacle (target) recognition show a significant spread between the tested vehicles. In the meantime, new systems and functionalities – especially Reverse Autonomous Emergency Braking (R-AEB) systems – have been developed and undergo an increasing market introduction and fleet penetration.

Within a first step, RCAR has developed a structured test procedure to address the substantial share of parking and maneuvering collisions – based on statistical analysis and evaluation of RCAR members and their corresponding markets. Actual findings support the relevance of collisions occurring in reversing situations, but results from experiments and real world cases underline the necessary consideration of further collision constellations (e.g. forwarding parking collisions and / or vehicles side sections) as well. Further results will be published as part 2 within the next RCAR newsletter.

Contact

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MRC Claims Seminar 2018 : Motor Insurance Moving Forward

MRC Malaysia organized its annual Claims Seminar with theme “Motor Insurance Moving Forward” at the Renaissance Hotel, Kuala Lumpur on November 22, 2018.



Mr Steve Miller, CEO of MRC Malaysia opened the Seminar which saw attendees from all stakeholders of the industry, including insurance companies and takaful operators, The Central Bank of Malaysia, Road Transport Department, The General Insurance Association of Malaysia, Malaysian Takaful Association, the Federation of Automobile Workshop Owners Association, Association of Malaysian Loss Adjusters, and vehicle manufacturers.

The key program of the seminar was the presentations from many distinguished speakers across the globe to share their expertise and experience and keeping the audience abreast of all the latest advances in the industry.

The presentation started with Mr. Neale Philipps, Global Product Director of Thatcham Research,

UK on the importance of bodyshop accreditation schemes, followed by Mr. Tony Young of ITAS, UK on setting standards through bodyshop software and training. Subsequently, Mr. Jonathan Law of Ingenie Telematics, UK shared “Developing Win-win Solutions for Consumer and Insurers”, followed by Mr Joey Caisse of Pickles Auctions Australia on “Total Loss Vehicle Auctions and Educating the Buyer”.

After the lunch break, the session continued with Ir. Dr. Khairil Anuar of ASEAN NCAP on “Vehicle Safety and its contribution to Risk Profiling”, followed by Mr Paolo Francesco Fedele of Tractable, UK on “Artificial Intelligence for Claims Handling and the Automotive Sector”, followed by Mr. Peter Holce of H2 Technical Services on “Malaysia Insurance Claims Landscape 2018” and finally ended by Mr Lim Fang Chen of MRC Malaysia on “Vehicle Parts Procurement Made Easy”.

This year saw the biggest attendance with more than 140 delegates, and the highlight for the day was the Industry Awards Ceremony.

AIG Malaysia Insurance Berhad won two categories i.e. “The Fastest Estimate Claim Approval Time for Own Damage Claims 2017” and “The Most Accurate Average Estimate to Approval Amount in 2017”.



From top left, clockwise: Mr. Neale Philipps, Mr. Tony Young, Mr. Jonathan Law, Mr. Joey Caisse, Ir. Dr. Khairil Anuar, Mr. Paolo Francesco Fedele, Mr. Peter Holce and Mr. Lim Fang Chen

For “The Most Improved Average Estimate to Approval Time for Own Damage Claims 2016 to 2017” was won by the Pacific & Orient Insurance Co. Berhad while AmGeneral Insurance Berhad has been awarded for their active participation in “MRC Industry Training & Accreditation Best Supporting Client 2017/2018”.

MRC also recognized industry stakeholders with the Partnership Appreciation Awards to Bermaz Motor Trading Sdn Bhd, the sole distributor of Mazda vehicles and spare parts in Malaysia.



Recipients of the Industry Awards Ceremony.

MRC Malaysia collaboration with Southeast Asia’s ASEAN NCAP

In keeping an active involvement to promote safety and safer cars, MRC Malaysia has collaborated with ASEAN NCAP, the New Car Assessment Program for the Southeast Asian Countries. We have been tasked to assist with raising consumer awareness and thus encourage a market for safer vehicles in the region.

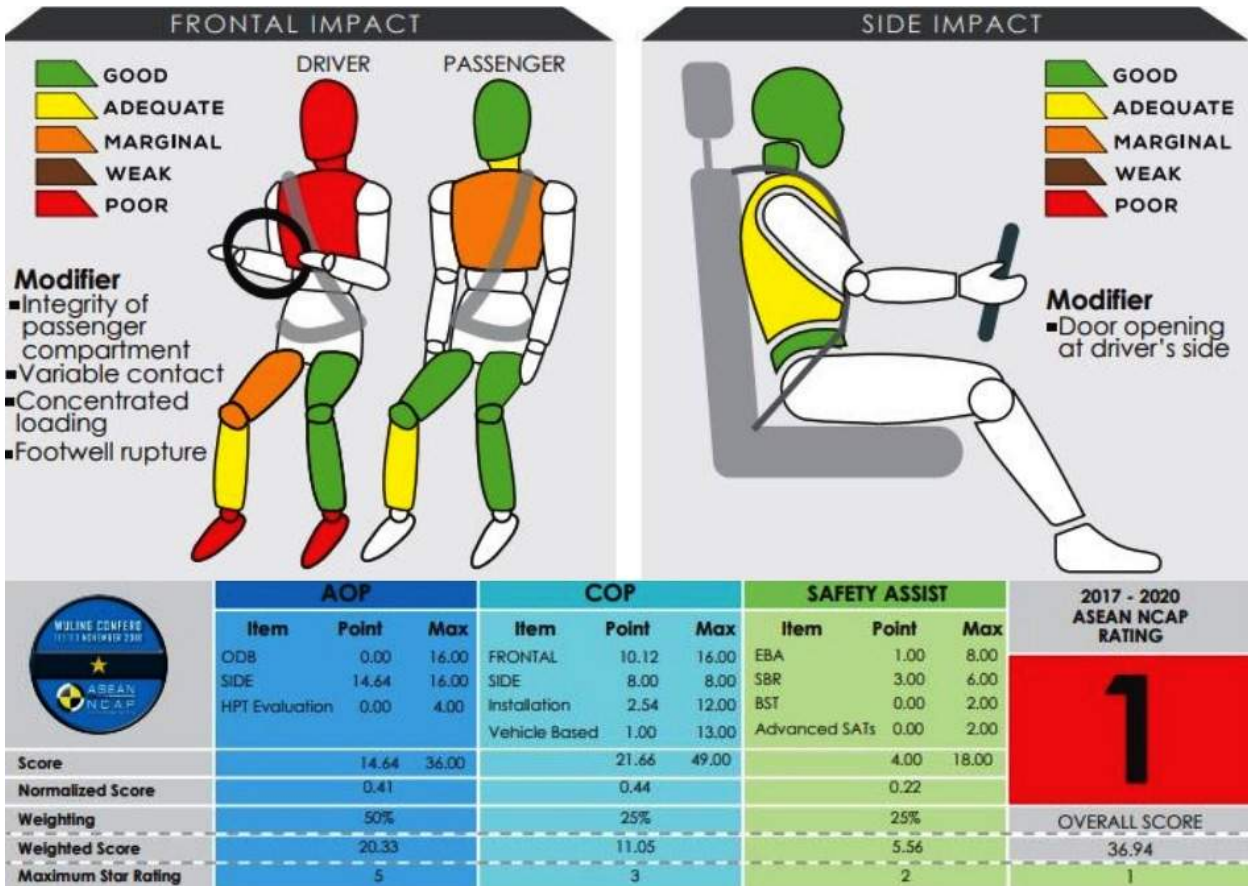


MRC Malaysia participated in a crash test of an China-made MPV for the Indonesian market, conducted by ASEAN NCAP at their PC3 crash facility in Melaka, Malaysia on November 7, 2018.

The MPV was a Wuling Confero 1.5L DVVT 2018. As this model was not equipped with any airbags, the dummy readings showed the driver sustained a fatal injury to the head and chest.

Wuling Confero is the first model under the Wuling brand that is being tested by ASEAN NCAP.

With an overall score of 36.94 points, the Wuling Confero is eligible for 1-Star ASEAN NCAP rating.



Subsequent to the initial collaboration above, MRC Malaysia has also engaged in the ASEAN NCAP's new research project called ASEAN NCAP Collaborative Holistic Research (ANCHOR II) under the administration of Malaysian Institute of Road Safety Research (MIROS) and SAE International (Society of Automotive Engineers).

ANCHOR II projects are opened to all academia, researchers and industry related organizations to assist ASEAN NCAP finding answers to applications of new technology in its new roadmap 2021-2025 and beyond. Besides adult occupant protection (AOP) and child occupant protection (COP), among other areas of interest are emerging technologies in safety assist (SA), motorcyclist safety, market study and automotive consumerism (MS).

MRC Malaysia has collaborated with Faculty of Mechanical Engineering, Universiti Teknikal Malaysia Melaka (UTeM) for a joint-submission for the proposed research projects. This collaboration is looking into several areas in the emerging technologies i.e. Advanced Driver Assistance Systems (ADAS), Adaptive Cruise Control System (ACC) and Lane Keeping Assist System (LKA).

MRC Malaysia has also collaborated with Faculty of Engineering Technology, Universiti Malaysia Pahang (UMP) for a joint-submission for the proposed research projects. This collaboration is looking into Blind Spot Detection technology in relation to motorcyclist safety.

The ANCHOR II project proposal submission by January 2019 and the selected proposals will be announced in March 2019 for a-year long project commencing from April 2019.