

## Companies, regulators come together to

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head-restraint systems, 18 times better than the centre belt and 10 to 28 times superior to advanced airbags. “As we know, Malaysia is a tropical country.

It rains all the time, and roads are quite slippery, while police investigations show more than 45 per cent of fatal incidents are caused by instability or inability to control the car.”

He added that a stable car was needed, and with ESC, it was possible to reduce the risk of collision by having significantly better maneuvering control during critical situations. In hopes to reduce road mishap fatalities and improve road safety, Asean NCAP collaborated with Global New Car Assessment Programme (NCAP) to organise its inaugural “Stop The Crash” campaign in Malaysia.

This campaign focuses primarily on three key safety systems which help to promote road safety; ESC, Autonomous Emergency Braking (AEB) and Anti-lock Braking System (ABS) for motorcycles.

Transport Minister chairman (3rd left) with Malaysian Institute of Road Safety Research (3rd right) and other industry officials. ESC is said to be the most significant advanced technology after seat-belts.

This anti-skid technology helps to prevent thousands of loss-of-control crashes and save tens of thousands of lives. It is done by correcting the slide, by reducing engine torque and braking individual wheels to bring the vehicle back on course as it starts to skid, and turning it back onto the path intended by the driver.

ESC is now mandatory in Australia, Canada, the European Union, Israel, Japan, New Zealand, Russia, South Korea, Turkey and the US. Being the first Asean country to mandate the system, all new vehicles must be equipped with ESC as a step forward in road safety, said Liow.

“The 2017 Asean NCAP new test protocol has incorporated standard fitment of ESC as one of the key assessment criteria. Without the standard fitment, only a maximum of two stars will be awarded,” he said.

As for AEB, it helps mitigate collisions in sudden braking situations. A combination of forward-looking radar and an optical sensor system is installed to detect potential obstacles, be it vehicles or pedestrians.

Not only that, the AEB system automatically applies the brakes when the driver fails to respond. The ABS for motorcycles was also demonstrated during the event.

ABS is available for all types of motorcycles in all markets — from small bikes to big bikes. How does ABS work? It prevents wheel lock-up, thus ensuring bike stability as well as optimal deceleration while braking. It significantly reduces the risk of falling and reduces stopping distance when ABS is applied.

On a motorcycle with such a system, the ABS control unit constantly monitors the speed of the wheels using wheel-speed sensors. The system regulates braking pressure to ensure optimum braking.

However, ABS system comes preinstalled in vehicles and can't be installed after purchase. For riders who wish to install the ABS system, "it is not possible to obtain the ABS as an aftermarket feature," said Christian Grouger, general manager for motorcycle application safety, Bosch Japan.

The three key crash avoidance technologies and tyre safety features were demonstrated in a series of live demonstrations. Led by Global NCAP, the Stop the Crash Partnership includes ADAC, Autoliv, Bosch, Consumers International, Continental, Denso, Thatcham, ZF-TRW, and the Toward Zero Foundation — all sharing the same commitment to promote advanced vehicle safety technologies in support of the UN's Global Goals and the Decade of Action for Road Safety.

Also present at the event were Malaysian Institute of Road Safety Research (Miros) chairman Tan Sri Lee Lam Thye and Global New Car Assessment Programme secretarygeneral David Ward.

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