

**GOVERNMENT OF INDIA
HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
LOK SABHA**

UNSTARRED QUESTION NO:1226

ANSWERED ON:28.07.2015

Car Safety

Lakhanpal Shri Raghav

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) whether it is a fact that India's best-selling car Maruti-Suzuki Alto 800 and a few others like the Tata Nano and the Hyundai i10 failed the independent crash test conducted by global NCAP, if so, the details thereof and remedial measures taken by the Government in this regard;
- (b) whether these cars lack structural stability resulting in high risk of life-threatening injuries to the occupants;
- (c) the steps taken/being taken to provide safety to occupants of these cars; and
- (d) whether the Government is considering airbags as a mandatory feature in all passenger cars to provide safety to occupants, if so, the details thereof and if not, the reasons therefor?

Answer

MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI G.M. SIDDESHWARA)

(a) to (d): Madam, the vehicles selected by Global NCAP for the crash test were not designed as per GNCAP crash protocols which is not valid in the Indian context.

Indian vehicles are governed by the CMVR 1989 and meet all the safety regulations notified by the MoRT&H from time to time. There are more than 70 different regulations covering various aspects of design and construction of vehicles which are met by the Indian auto industry. The prototypes are homologated and type approved by the independent testing agencies notified by the MoRT&H in Rule 126 of the CMVR. Only after the approval of the vehicle, the same are put into production and marketed in the country.

The MoRT&H has also notified advanced safety regulations on crash as given below, which will be mandatory for all new models of vehicles before selling with effect from October 2017.

â€¢ Steering Impact requirement

â€¢ Requirements for behaviour of steering mechanism of a vehicle in a Head-on Collision

â€¢ Protection of occupants in the event of an Offset Frontal Collision

â€¢ Side door Impact for all passenger cars

â€¢ Approval of vehicles with regard to the Protection of occupants in the event of a Lateral Collision

â€¢ Approval of vehicles with regard to the Protection of Pedestrian and other Vulnerable Road users in the event of a Collision with a Motor Vehicle

These standards are in line with the "Global Technical Regulations (GRT)" formulated under the UN WP.29, 1998 Agreement, for which India is the signatory. Indian safety regulations are technically aligned with international regulations.

Government is not directly mandating fitment of airbags; however, Government is mandating occupant safety through the notified crash standards; to comply with these requirements, manufacturers may deploy various safety technologies, including airbags.
