



Passive Safety Engineering Centre



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Summary



28

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Highlights


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New Multi-Million Pound Passive Safety Centre Crash Facility Opens in the UK

Staff Writer · Sep 10 2024



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We're smashing up supercars to help save drivers' lives

The first test track in Britain to replicate head-on car crashes aims to improve vehicle safety — by destroying vehicles worth £15m this year

Nicholas Helen, Transport Editor

Sunday September 08



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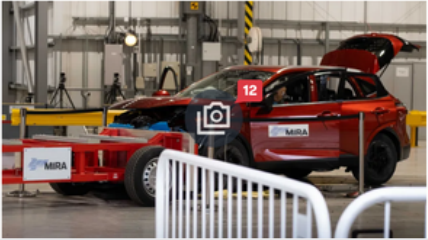

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Horiba Mira crash test hub: the UK's most advanced car safety centre

We witness Euro NCAP's "most exacting" crash test

By: Tom Jervis

3 OCT 2024



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September - Passive Safety Centre launch coverage

20 pieces



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NEWS

WIRE SERVICE FOR THE SUNDAY TIMES



Jo Smith, of Horiba Mira, has helped to crash 10,000 cars in 29 years. Above, one of the high-speed shunts

20mph breaches land drivers first tickets in decades

Nicholas Hellen
Transport Editor

cracked but not shattered. "Going back 30 years, the side doors would have been stuck and the occupants would have had to be cut out. The pedals would have come up and you could have had a terrible head injury from the steering column, which now rides down," she said. Smith has been fascinated by how things worked since childhood when she would regularly take her toys apart. "I once dismantled my sister's Pippa doll to try and make the leg bionic. I was chuffed to bits when I got it to bend the other way – although she didn't thank me for it," she said.

Matthew Avery, strategic director of Euro NCAP, the car safety ratings body, said the new safety standards would discourage manufacturers from making "great big heavy tanks" to reassure drivers. "If you are driving a typical family car with a five-star safety rating, and hit another car with a five-star rating, it means both of you stand a chance of walking away without a scratch."

Other new Euro NCAP tests will also improve pedestrians' chances of survival or avoiding serious injury if hit by a vehicle. New cars are designed with airbags under the bonnet to cushion the impact. Tests on these are carried out at up to 25mph.

"If I smack you with a pillow that weighs one kilogram it's not going to hurt you too much, but if I pick up a brick that weighs one kilogram and hit you with it, it's going to hurt a lot," Avery explained.

The 62mph industry standard for head-on crash tests may appear too low to replicate the impact of a catastrophic overtaking manoeuvre on an A road, but, according to Avery, that is the most common speed for collisions, because both drivers will slam on the brakes in the moments before impact.

Gracie Stewart, 43, chief technical officer at Horiba Mira, said that the new frontal crash tests would play a vital part in reducing the death toll on Britain's roads. "Someone in Great Britain gets injured on average every four minutes on our roads, and killed or seriously injured every 18 minutes," he said. "People will do hundreds of simulations but you have to check that it is working, so you need physical tests."

Before the official launch, Smith also tested a Honda Civic in a 62mph crash. The cabin of the car was almost entirely unscathed, and even the windscreen was

More people are being fined for breaking 20mph limits, with penalties issued to thousands of motorists – some of whom are receiving their first ticket in decades on the road.

Last year, the Metropolitan Police issued 251,000 notices of intended prosecution (NIPs) to people driving too fast in 20mph zones. Tickets are issued when a driver exceeds 24mph and prosecutions begin at 35mph.

A 20mph limit applies to nearly 6,000 miles of London roads and, increasingly, elsewhere. In many areas it is not heavily policed. Avon and Somerset police issued 16,600 NIPs in 2023 to drivers breaking 20mph limits. The only other forces to issue more than 1,000 were South Wales and Essex.

A pedestrian is five times more likely to die if hit by a vehicle at 30mph than 20mph, according to the Royal Society for the Prevention of Accidents.

Last year police in Manchester and the West Midlands issued more than 240,000 NIPs across all speed limits, according to data obtained by the 20's Plenty for Us campaign. None were for 20mph breaches, Rod King, its founder, said he was confident enforcement would increase as councils try to eliminate road deaths in an initiative known as Vision Zero.

Rose, 38, a film-maker who would give only her first name, got a ticket in May after driving through Hackney, east London, at 26mph. It was her first speeding offence in 20 years and she chose to go on an awareness course costing £57 rather than accept penalty points. Ultimately she believes it was

fair. "I was annoyed I had to do the course but a little later my two-year-old son ran off and I only just caught him before he went between two cars," she said.

Michael Smith, 78, from Watford, a black cab driver for 52 years, faces losing his licence after being caught driving at 24mph and 25mph on 20mph roads. He is aggrieved a moment's inattention can lead to a driver straying over 20. "If you talk to passengers, it's easy to creep over."

Driving groups believe stricter enforcement of 20mph limits might cause problems. "The best rules are those that are well understood and become self-enforcing," said Edmund King, the AA president. "We need policing by consent but according to our mailbag that is not happening when it comes to blanket 20mph."

Esure Group, the insurer, said it would cut premiums by £50 a year for drivers who live in 20mph zones. It pointed out that crash claims dropped by 20 per cent after the Welsh government introduced a default 20mph limit 12 months ago.

The Met said: "Speeding is the single biggest factor in a significant number of collisions in London. [We] will continue to ensure the safety of all London's road users."

The National Police Chiefs' Council said: "Enforcement of legislation is a matter for individual forces."

6,000

Miles of 20mph roads in London. Other areas also apply the speed limit

We smash up supercars, but we're no dummies

A new test track will boost car safety by replicating high-speed crashes – and will write off vehicles worth £15m this year. Nicholas Hellen visits it

In a business park in the West Midlands, Joanne Smith has just written off a £600,000 supercar travelling at speed. It is a dry run of the British motor industry's first test facility for head-on crashes.

Her work begins this Tuesday when, in front of industry leaders, she will wreck a Nissan Qashqai by sending it down a 90-metre track to collide with a test vehicle created to represent a real car coming in the opposite direction.

British-based car manufacturers such

as BMW, Jaguar Land Rover, Nissan, Stellantis and Toyota are expected to use the track as part of the formal process to secure safety authorisation for new models. Until now they have had to use centres outside the UK to carry out sophisticated vehicle safety tests first introduced in 2020. Testing how a single new car will stand up in a crash typically involves wrecking 35 vehicles.

Smith, 52, who leads a 60-strong team at the Nuneaton headquarters of Horiba Mira, formerly the Motor Industry Research Association, expects to destroy vehicles worth 25 million over the next year in the name of safety. She has been involved in crashing 10,000 cars since 1995, as her team already undertakes a wide range of crash testing, including smash-ups into a solid block.

If the Nissan Qashqai stands up to Tuesday's head-on smash as hoped,

crash test dummies representing an average man, woman and child, will be entirely unscathed. Horiba Mira has a collection of dummies representing different body types and ages worth about £10 million. The dummies are so expensive – with the male costing £1 million – because of precision equipment that can measure internal damage, including brain injuries.

A typical adult in a car that passes the new tests should expect to walk away uninjured if cars approaching one another at a combined speed of 62mph hit head-on. The new safety standards would mean a small family car would be as well protected as large, expensive and heavily reinforced vehicles.

Before the official launch, Smith also tested a Honda Civic in a 62mph crash. The cabin of the car was almost entirely unscathed, and even the windscreen was

Both of you can walk off without a scratch



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topgear.com/

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Joanne Smith is responsible for a car crash almost every single day. Sometimes even twice a day. Thankfully, she isn't some kind of West Midlands-based Pastor Maldonado. Being responsible for pretty much all of the passive safety crash testing that takes place at Horiba MIRA in Nuneaton, Smith smashes up cars for a living.

"It'll be 30 years in January that I've worked here," she says. "It has completely changed in that time. When I first started as a test engineer most cars were only just getting airbags and seatbelts were just developing to have pretensioners. The roads were a very different place."

In the early days of her career, it wasn't always so pleasant to see how the sausage was made. "I used to drive an original Rover Mini. Now there is a car that didn't crash well. At the time they were putting the driver's airbag into the steering wheel. I remember watching the crash test quite late one night and afterwards I didn't want to get in the car to drive home.

"I'll also always remember doing a test with an estate car where child dummies were sat in the jump seats in the boot. They had seatbelts on, but we did a rear impact and that was horrible. Every now and then you will see a test that makes you feel quite sick."

But how do you get into a job that lets you legally crash cars? Well, when Smith was 16 she attended a Women in Science and Engineering residential at Manchester Uni. While there she was inspired to enrol in a mechanical engineering degree. "I was always one of those people who wanted to pull things apart," she says. "I just had a curious mind. I used to pull all of my toys apart. I wanted to see how everything worked."

Around the turn of the century Smith moved into management at MIRA. "I saw a different side to work, watching people, as well as watching crash safety, develop.

"I've never wanted to leave Passive Safety because no day is ever the same. This is the most exciting job in the world. Smashing things up and then watching that work go out into the industry and affect everyday lives."

It's not just the team of 60 humans that Smith manages either, because the crash lab is also home to a whole school of dummies. Officially anthropomorphic test devices, the latest and greatest can cost over £1m each and, because they're set up differently for each test, the lab needs different dummies for front, rear and side impact crashes.

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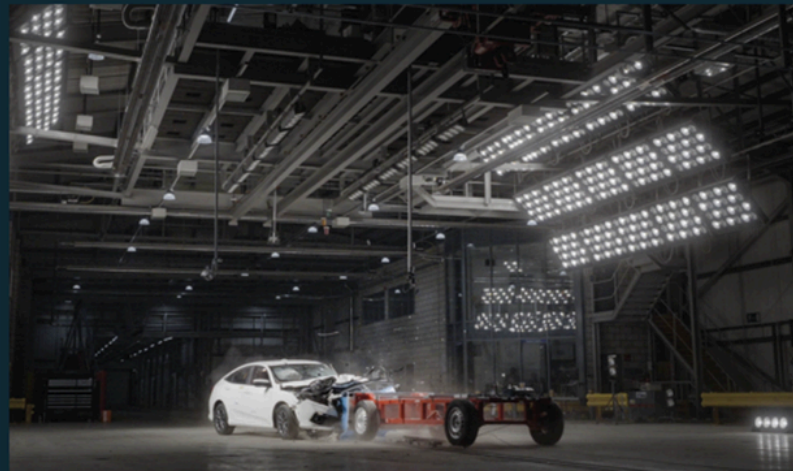


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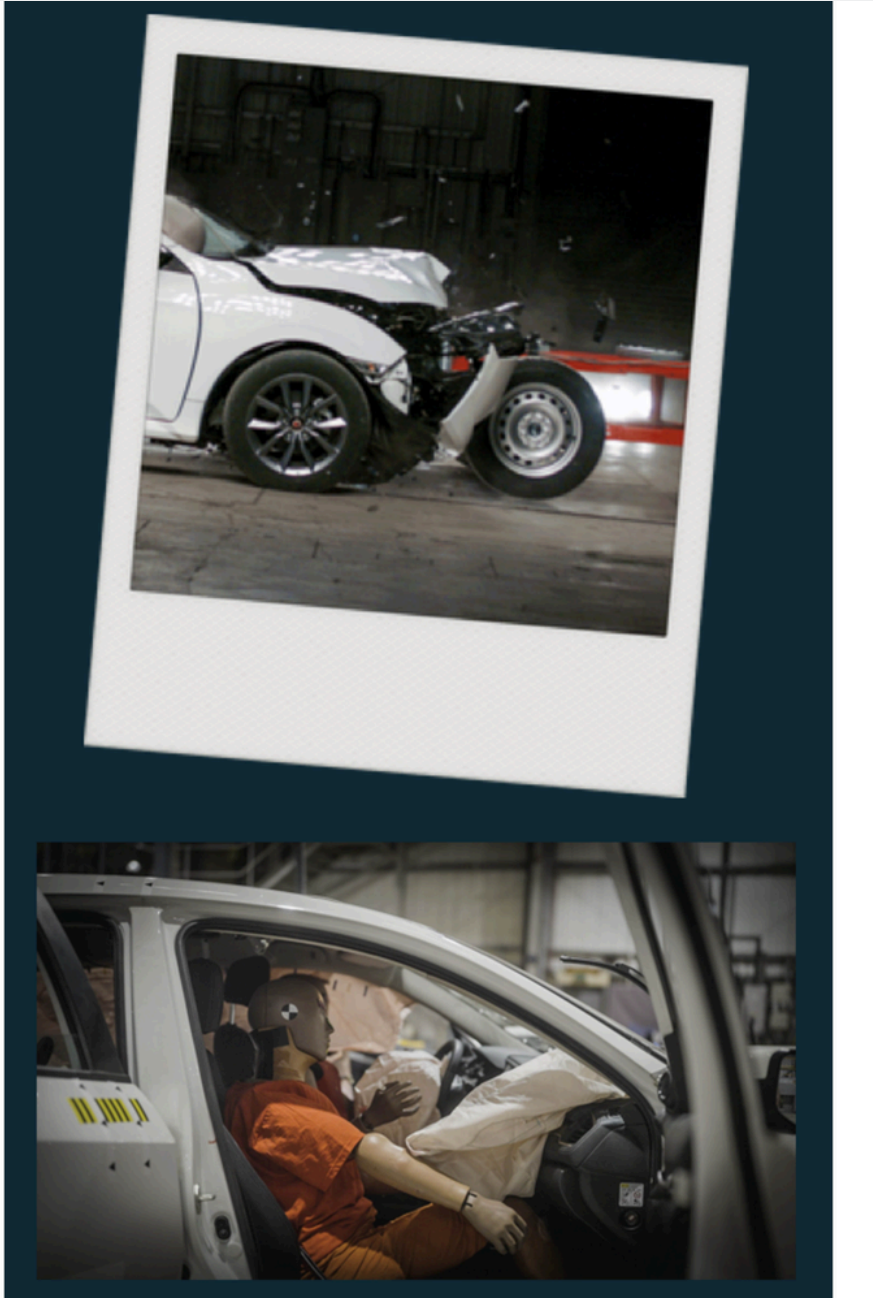
"Nothing is cheap in this industry," says Smith as she explains the new £380,000 camera system that has just been installed to film at 10,000fps in order to capture just 250 milliseconds of crash. That camera setup will pair with a new electric winch and 'multimillion pound' crash lab extension to allow the Horiba MIRA team to conduct the latest Euro NCAP car to car impact tests.

Said test is conducted with each car doing 50mph, although for consistency only the car being rated actually looks like something you might see on the road. The control is essentially a bare chassis with a deformable front end that comes in both standard and SUV sizes. The impact takes place with a 50 per cent overlap, because frontal collisions are rarely dead-on. "The 50 or 40 per cent overlap is actually much more severe than a dead-on hit," explains Smith. "With a 100 per cent overlap the energy is dissipated across a full front end and then down both sides of the car. If you hit 50 per cent, all of the energy goes down one side of the car so it's quite severe."

Joanne's lab now becomes the first facility in the UK able to perform the test, but what's the end goal here? Can cars ever be considered completely safe? "I think ultimately we just want to reduce road deaths and serious injuries," says Smith. "To think that over the last 30 years, I've seen Euro NCAP introduced and been part of its development, all the way through to this new protocol being introduced that includes the car to car test. It now feels like a new era of crash testing."



Crashing is the fun bit, it's the putting it all back together that is tedious





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The nearest we get to addressing drivers' concerns about getting Britain moving, with references to car insurance or get a driving-test stick, and bus can't get their people or product where they want any actual action. The new motto to 'move fast, good, but perhaps, congestion, parking fines and costs and the UK's electric vehicle charging network things that could go with some fast moves and

I'd wholeheartedly agree that the UK's railway is and is very expensive to use. There would also be more frequent and reliable, but addressing those

Better buses and trains plus more bike lanes will be good news for everyone, but the city's needs to include a road to be

PAUL BARKER-JARVIS
 Paul Barker-Jarvis
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 Statement

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2 October 2024 •

FEATURE £4m crash test hub



ADVANCED SIMULATION
The test is set up so that a car travelling at 30mph collides with a deformable barrier moving at the same speed



"THE THOR 50 CRASH TEST DUMMY IS SO FUTURISTIC IT HASN'T BEEN STANDARDISED YET AS PART OF EURO NCAP'S PROGRAMME"



FEATURE

LIVE DATA
Real-world crash test always in place of advance and simulation software, since there is no other way to accurately record how certain materials will respond to impacts



GRAEME STEWART CTO of HORBA MIRA
"THE UK HAS NEVER HAD THIS LEVEL OF PASSIVE TESTING CAPABILITY BEFORE. OPENING OUR NEW CRASH FACILITY IS A LANDMARK MOMENT"



STATE OF THE ART Each of the dummies costs over £500,000 and contains a network of sensors that evaluate impact on the human body

UK's £4M CRASH HUB TESTED

We visit the UK's most advanced car safety centre to witness Euro NCAP's "most exacting" crash test



Thomas.jervis@autospies.co.uk

WHEN you bought your car, you were probably made aware of its Euro NCAP rating. The star-rating system accurately represents each model's level of safety, and despite its European-sounding name, it actually originated in the UK in the mid-nineties as a project led by the Department for Transport. In the three decades since, testing has become more stringent, with Euro NCAP introducing what it described as its "most exacting test ever" in 2020. To see it in action, Auto Express was given exclusive access to the nation's brand-new frontal car-to-car impact test lab at HORBA MIRA in Nuneaton, Warwickshire, for a 'crash course' in how the UK intends to re-establish itself at the forefront of car safety. The crash testing laboratory at the

facility opened in 1993 and has since carried out over 10,000 simulated impacts, but has never before been able to simulate a car-to-car accident. Thanks to a £4.1m overhaul funded by Japanese parent firm, HORBA, that's now possible, with the main development being a 170-metre-long track that can catapult cars at speeds of up to 70mph into controlled crash tests, aided by a 1,600hp winch. Other improvements include new lighting and camera technology to accurately photograph each simulation for analysis. This puts the test centre in line for Euro NCAP accreditation, meaning UK manufacturers will soon be able to test their cars to the latest safety standards without having to send them abroad, as is currently the case. The new track will be the key to Euro NCAP approval. It's an extension of the 85-metre one previously at the site, and required the construction of a substantial new building in which to house it. The introduction of such a long track enables MIRA to perform Euro NCAP's latest MPDB (Mobile

Progressive Deformable Barrier) test, which involves a test car and deformable barrier being fired into each other, both travelling at 50km/h (30mph), to understand how a car's frontal impact structure distributes the force in an accident. To demonstrate it, HORBA MIRA sourced a Nissan Qashqai to act as the proverbial 'lamb to the slaughter'. Chief Technical Officer Graeme Stewart took us round the Qashqai and pointed out how in each test, the company hooks up a number of sensors to measure different forces impacting on the car which, along with the photographs and damage to the deformable barrier, are analysed to provide the vehicle's safety score. Sitting in the car was another of HORBA MIRA's latest investments: the THOR 50 crash test dummy. So futuristic it hasn't been standardised yet as part of Euro NCAP's tests, each of these units costs well over half a million pounds and contains many more sensors than previous dummies – primarily around the chest, pelvis and internal organs

body during an impact. Of course, unlike their human equivalents, these can undergo a crash several times before they need any sort of repair. Perhaps the most remarkable aspect, though, is the accuracy of each test. "There are tight tolerances in terms of alignment," Stewart explained. "The target speed here was 50km/h, and we achieved 50.1km/h – you're allowed plus or minus 1km/h deviation, so that's quite a result." a pride on show among being the only facility in the world to have this level of passive force," added Stewart. crash facility is a landmark to support all legislative and is, as well as the important work that supports the global 'bid to design safer vehicles' of physical crash tests, given advanced computer simulation intelligence (AI), especially

given how expensive each one is? According to Stewart, it's a question of not only ethics, but also scientific variables. "You have to consider material strength, the density of seat foam, the way an airbag deploys – all of these can't be represented on a computer model," he said. "They get close, but you still need that physical test." Auto Express also spoke to Matthew Avery, Director for Strategic Development at Euro NCAP. "It's great that, for the first time ever in the UK, we've got a facility that can perform the most

exacting test Euro NCAP has ever undertaken," he said. "Everyone has an obligation to be driving as safe a vehicle as they can – bear in mind that vehicles not only protect themselves in a crash but also other road users." While HORBA MIRA's ability to provide UK manufacturers with the means to crash test their cars without the need to go abroad brings with it financial benefits, as well as being the subject of national pride, the new crash test facilities appear to be just the beginning for the company. It is also developing a brand-new sophisticated autonomous driving centre in which various scenarios can be simulated in order to properly evaluate advanced driver-assistance functions. In addition, HORBA MIRA is also planning to crash test lorries, with a focus on protecting other road users – primarily vulnerable car drivers.

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Horiba Mira crash test hub: the UK's most advanced car safety centre

We witness Euro NCAP's "most exacting" crash test

By: Tom Jervis
3 OCT 2024

When you bought your car, you were probably made aware of its **Euro NCAP** rating. The star-rating system accurately represents each model's level of safety, and despite its European-sounding name, it actually originated in the UK in the mid-nineties as a project led by the Department for Transport.

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To see it in action, Auto Express was given exclusive access to the nation's brand-new frontal car-to-car impact test lab at Horiba Mira in Nuneaton, Warwickshire, for a 'crash course' in how the UK intends to re-establish itself at the forefront of car safety. The crash testing laboratory at the facility opened in 1993 and has since carried out over 10,000 simulated impacts, but has never before been able to simulate a car-to-car accident.

Thanks to a £4.1million overhaul funded by Japanese parent firm, Horiba, that's now possible, with the main development being a 170-metre-long track that can catapult cars at speeds of up to 70mph into controlled crash tests, aided by a 1,600bhp winch.

Other improvements include new lighting and camera technology to accurately photograph each simulation for analysis. This puts the test centre in line for Euro NCAP accreditation,



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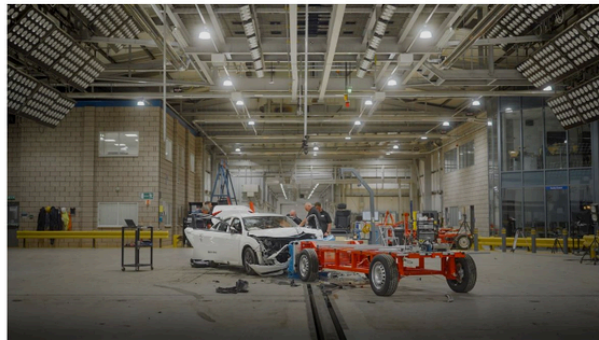


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New Multi-Million Pound Passive Safety Centre Crash Facility Opens in the UK

Staff Writer - Sep 10 2024



A new passive safety crash facility has opened in the UK at the home of Europe's leading automotive engineering consultancy, HORIBA MIRA. It is the first facility in the UK capable of testing frontal car-to-car impacts - one of the main contributors to death and injury on the roads.

The new safety centre is the result of a multi-million-pound investment.

Jointly funded by HORIBA MIRA and West Midlands Combined Authority's (WMCA) funding partner, Frontier Development Capital, the project has enabled the length of the previous Crash Facility runway to be doubled from 85 to 170 metres.

This distance is needed to conduct 'car-to-car Mobile Progressive Deformable Barrier' (MPDB) crash tests in the UK for the first time.

The facility is also home to the UK's only THOR anthropomorphic test device, the most advanced test dummy in the world.

According to Euro NCAP, frontal crashes are responsible for more deaths than any other accident type.

Graeme Stewart, HORIBA MIRA's Chief Technical Officer, says: "The MPDB test is integral to the vehicle development work that's needed to help vehicle makers fully understand frontal, car-to-car impacts and to develop - with support and guidance from our engineers - the vehicle safety improvements that will reduce casualties for that type of accident scenario."

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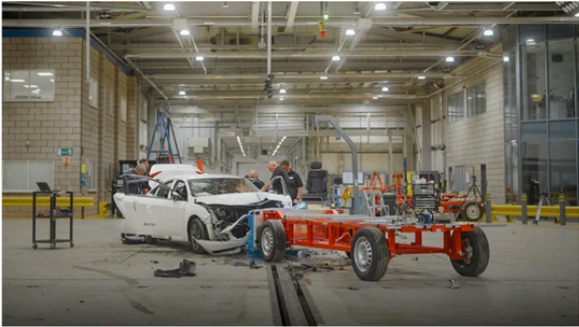
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New, UK-first car crash test centre to run 70mph, head-on crashes with £500k dummies

Horiba Mira's new crash test facility features a 170-metre crash track, as well as state-of-the-art crash test dummies

By: Tom Jarvis
11 SEP 2024



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The UK's first-ever frontal car-to-car impact crash test lab has just opened its doors in Nuneaton, Warwickshire as part of a £4.1 million investment at the Horiba Mira test centre.

No doubt the highlight of Mira's Passive Safety Centre Crash Facility is the 170-metre long track that, along with a 1,600bhp winch, can catapult cars at speeds of up to 70mph in controlled crash tests.

The investment, which includes new lighting and camera technology to accurately photograph each test for analysis, has put the test centre in line for **Euro NCAP** accreditation by November this year, meaning UK manufacturers will soon be able to test their cars to the latest safety standards without having to send their vehicles abroad.

Key to this accreditation is the aforementioned track, which is an extension of the 85 metres already present and required the construction of a giant new building to house it all. Such a long track enables Mira to perform Euro NCAP's latest MPDB (Mobile Progressive Deformable Barrier) test, which involves a test car and deformable barrier being fired into each other, both travelling at 50kph to understand how the car in question's front impact structure distributes the huge amount of force present in an accident.

In these tests, Mira hooks up a multitude of sensors to measure all the different forces impacting on the car

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Crash Test Technology International

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EDITOR'S LETTER

It's been 20 years since the first edition of *Crash Test Technology International* was published. Blending technical research papers, news, case studies and feature content, it has become essential reading for passive safety analysts. From the start, CTTI has brought you the latest in vehicle safety design, test tools, research, crash facilities and regulatory updates.

A lot's changed since then – within the sector and here at UKI. I've been working on the publication for over a decade, having started as an assistant editor in 2012. One of my favorite career memories is still my tour of FCA's crash facilities in Turin back in 2015, which I've mentioned in a previous foreword. Some experiences just stick with you, and that visit is one of them. I'd love to go back and do it all over again.

Even after 12 years, I'm constantly learning. Writing my editor's letter is a bit of a love-hate task – it's pressure! But honestly, it's you, CTTI's readers, who deserve the

spotlight. You're the ones making discoveries and breaking boundaries.

To celebrate, we've got a special anniversary story with a selection of industry technologists looking ahead to the next two decades of crash evaluation while also revisiting some of the highlights from CTTI's first 20 years in print (p42).

This forward-looking theme runs throughout the magazine and will continue at this year's Automotive Testing Expo North America, happening October 22, 23 and 24 at the Suburban Collection Showplace in Novi, Michigan. The expo will showcase a wide range of safety analysis equipment, software and hardware. For a preview of what to expect, turn to page 52.

Many thanks to everyone who has supported the magazine and contributed to its success over the years!

Rachel Evans

IN THIS ISSUE

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FRONTAL COLLISION RESEARCH HUB

New passive safety testing facilities will enable the UK to contribute to vital frontal, car-to-car vehicle safety research for the first time

Speak to any number of vehicle safety experts and they'll all likely confirm the same chilling fact: frontal collisions are responsible for more deaths and serious injuries than any other type of accident. The frontal car-to-car collision is still the biggest challenge for the industry to overcome and the UK hasn't been able to contribute to the global research effort. Until now.

In September 2024, independent automotive engineering consultancy Horiba Mira opened its remodeled Passive Safety Centre Crash Facility in Nuneaton, giving the UK the capability to conduct potentially life-saving car-to-car mobile progressive deformable barrier (MPDB) tests for the very first time. The multimillion-pound facility is the result of a joint investment by Horiba Mira and the West Midlands Combined Authority's funding partner, Frontier Development Capital.

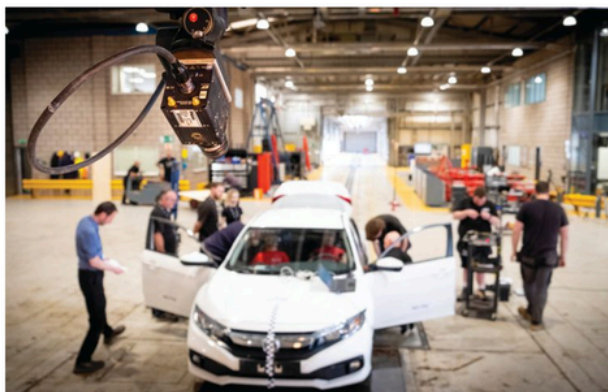
Work to reconstruct the previous-generation crash facility got underway in October 2023 and was primarily focused on doubling the length of the crash runway from 85m to 170m – the distance needed for MPDB simulations. Funding has also enabled the installation of a raft of new instrumentation, state-of-the-art high-speed cameras and a new vehicle winch system.

According to the last *Reported road casualties Great Britain*, annual report, published by the Department for Transport, 1,711 people lost their lives on UK roads in 2022, 788 of them car occupants. Additionally, 53% of all casualties were car occupants. Factoring in the statistic that 59% of road fatalities occurred on rural roads



ABOVE: Horiba Mira's latest asset completes the UK's automotive safety engineering circle

BELOW: The new runway equipped with winch system and high-speed cameras



and 63% of all casualties in 2022 were recorded on urban roads – environments where frontal accidents are likely to occur through single carriageway misadventure such as overtaking and lane deviation – the need for the advanced passive safety testing capability that will be afforded by Horiba Mira's remodeled crash facility is clear.

Graeme Stewart, Horiba Mira's chief technical officer, says, "The MPDB test is integral to the research that's needed to help vehicle makers fully understand frontal car-to-car impacts, and to develop – with the support and guidance of our engineers – the vehicle safety improvements that will reduce KSI [killed or seriously injured] statistics for that particular accident scenario.

"We already have world-class active safety testing capability and facilities at Horiba Mira, but the UK has never had this level of passive testing capability before.

"We're delighted we could secure the necessary funding support to bring this project to fruition. Opening this new crash facility is a landmark moment, allowing us to support all legislative and consumer standards, as well as to conduct the important research that will support the global automotive industry's bid to design safer vehicles."

The new MPDB capability will enable Horiba Mira's engineers to simulate the typical frontal accident scenarios that lead to severe and fatal injuries, which often occur during overtaking and lane exit maneuvers. In these simulations, a test vehicle and a test trolley are propelled toward each other at 50km/h, resulting in a combined closing velocity of 100km/h. The trolley is offset with the front of the test vehicle to create a 50%

impact overlap, replicating a common lane deviation on the road.

Colin Smith, Horiba Mira's head of crash, says, "The combined closing speed of both vehicles is the significant factor in this type of accident and is the reason current KSI data is so high. Carrying out the MPDB test allows us to see how the test vehicle structure behaves, what occupant injuries occur as a result, and to assess the 'compatibility' of that vehicle in an accident. All these insights will fuel the crucial development work that's required to make our roads safer - both in the UK and globally."

The opening of Horiba Mira's latest-generation crash facility gives UK and international manufacturers access to a comprehensive suite of critical active and passive safety testing facilities in a single location - and an opportunity to realize other efficiencies within their vehicle development programs.

"Opening the Passive Safety Centre Crash Facility allows the UK to

Mobile progressive deformable barrier testing will enhance Horiba Mira's vehicle safety development expertise

make an even bigger contribution to the push to reduce serious and fatal injuries on the roads, and it gives Horiba Mira the opportunity to provide a one-stop automotive safety test engineering solution to customers from across the world," explains Roisin Hopkins, Horiba Mira's chief commercial officer. "This will pave the way for customers to realize new and valuable efficiencies in their work, including minimizing prototypes, logistics, shipping and carbon costs."

The opening of Horiba Mira's remodeled Passive Safety Centre Crash Facility enables the UK to maintain its competitive advantage in an industry where it has already had decades of influence and made a huge contribution to improving vehicle safety standards domestically and internationally.

The facility is home to the UK's only 116-channel Kistler THOR ATD. Developed with funding from NHTSA, the THOR ATD is currently the most advanced dummy model for frontal impact testing.

"Horiba Mira identified there's capacity for the UK to offer even more in the field of automotive safety engineering, and that was the catalyst for us to take the decisive action we did and win the necessary support to bolster Horiba Mira's current passive safety capability," says Stewart.

"We are a country with a proud automotive history. While we have deep knowledge and capability in vehicle safety engineering and testing, we had gaps in our facility capabilities to support all legislative and consumer standards. Capability in safety engineering is central to the success of the UK's automotive engineering ecosystem.

"We already have world-class active safety testing capability and facilities at Horiba Mira - a fact underlined by Euro NCAP extending

Need to know

- » An investment at Horiba Mira has extended the safety center by more than 40%
- » The expansion enables the delivery of legislative and NCAP crash test protocols
- » State-of-the-art new analysis facilities offer leading-edge capability in the UK

the facility's accreditation to conduct active safety system testing on passenger cars and light commercial vehicles in February.

"But giving the UK a remodeled crash facility that completes the automotive safety engineering circle enables us to give vehicle manufacturers even more active and passive safety system support, as well as allowing the UK to maintain its competitive advantage in the automotive sector." ◀



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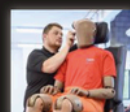
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FRONTAL COLLISION RESEARCH HUB

New passive safety testing facilities will enable the UK to contribute to vital frontal, car-to-car vehicle safety research for the first time

Speak to any number of vehicle safety experts and they'll all likely confirm the same chilling fact: frontal collisions are responsible for more deaths and serious injuries than any other type of accident. The frontal car-to-car collision is still the biggest challenge for the industry to overcome and the UK hasn't been able to contribute to the global research effort. Until now.

In September 2024, independent automotive engineering consultancy Horiba Mira opened its remodeled Passive Safety Centre Crash Facility in Nuneaton, giving the UK the capability to conduct potentially life-saving car-to-car mobile progressive deformable barrier (MPDB) tests for the very first time. The multimillion-pound facility is the result of a joint investment by Horiba Mira and the West Midlands Combined Authority's funding partner, Frontier Development Capital.

Work to reconstruct the previous generation crash facility got underway in October 2023 and was primarily focused on doubling the length of the crash runway from 60m to 100m - the distance needed for MPDB simulations. Funding has also enabled the installation of a raft of new instrumentation, state-of-the-art high-speed cameras and a new vehicle winch system.

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Story by Jack Evans, PA Motoring Reporter • 1d • 2 min read

A new UK site designed to crash-test cars as a way of furthering vehicle safety has opened its doors.

The Horiba Mira Passive Safety Centre Crash Facility in Nuneaton, Warwickshire, has undergone extensive development to create a new site capable of testing frontal car-to-car impacts, becoming the first in the UK to offer these tests. Frontal crashes are responsible for more vehicle deaths than any other type of collision, according to Euro NCAP testing data.

It's why the Passive Safety Centre Crash Facility has been opened with funding coming from both Horiba Mira and West Midlands Combined Authority's (WMCA) funding partners, Frontier Development Capital.



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Roisin Hopkins, Horiba Mira's chief commercial officer, said: "Opening our Passive Safety Centre Crash Facility not only allows the UK to make an even bigger contribution to the push to reduce serious and fatal

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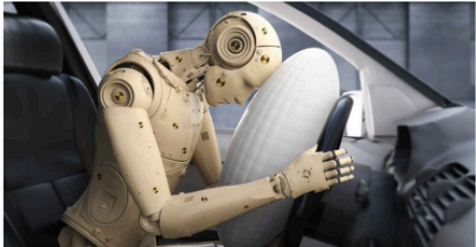

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ILC ARTICLE

HORIBA MIRA unveils UK-first crash testing facility

11th September 2024

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Automotive engineering consultancy HORIBA MIRA has opened the UK's first vehicle crash testing facility capable of testing frontal car-to-car impacts.

These collisions are responsible for more deaths than any other accident type, according to Euro NCAP.

HORIBA MIRA's new Passive Safety Centre Crash Facility doubles the length of the previous Crash Facility runway from 85m to 170m, enabling 'car-to-car Mobile Progressive Deformable Barrier' (MPDB) crash tests to be carried out in the UK for the first time.

State-of-the-art high-speed cameras have also been installed to support post-crash data analysis.

Graeme Stewart, HORIBA MIRA's Chief Technical Officer, said, "The MPDB test is integral to the vehicle development work that's needed to help vehicle makers fully understand frontal, car-to-car impacts and to develop – with support and guidance from our engineers – the vehicle safety improvements that will reduce casualties for that type of accident scenario.

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"Opening our new Crash Facility is a landmark moment, allowing us to support all legislative and consumer standards, as well as to conduct the important vehicle development work that will support the global automotive industry's bid to design safer vehicles."

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HORIBA MIRA opens crash testing facility to boost vehicle safety

By Adam Beech
10 Sep 2024

Watch our business briefing for insights into today's news

HORIBA MIRA opens crash testing facility to boost vehicle safety (image credit: Pixabay)

A new crash testing facility has opened at the West Midlands home of automotive engineering consultancy HORIBA MIRA in a move that represents a multimillion-pound investment.

HORIBA MIRA – which has been conducting life-saving vehicle safety testing in Nuneaton for 60 years and has crash-tested circa 10,000 cars since 1994 alone – has opened its new Passive Safety Centre Crash Facility.

Jointly funded by HORIBA MIRA and West Midlands Combined Authority's (WMCA) funding partner, Frontier Development Capital, the project has enabled the length of the previous Crash Facility runway to be doubled from 85 to 170 metres. This distance is needed to conduct 'car-to-car' Mobile Progressive Deformable Barrier (MPDB) crash tests in the UK for the first time.

The support has also enabled a raft of other instrumentation and hardware, including high-speed cameras, to be installed in the facility to support post-crash data analysis.

"The MPDB test is integral to the vehicle development work that's needed to

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New UK crash-test facility aims to boost development of safer vehicles

Site is the first in the UK to enable frontal car-to-car impact tests.

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Horiba Mira Facility The Passive Safety Centre Crash Facility can test high-speed frontal impacts

By Jack Evans, PA Motoring Reporter

September 10, 2024 at 10:29am BST

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By Staff Reporter
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11 September 2024

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Automotive engineering consultancy HORIBA MIRA has opened the UK's first vehicle crash testing facility capable of testing frontal car-to-car impacts.

These collisions are responsible for more deaths than any other accident type, according to Euro NCAP.

HORIBA MIRA's new Passive Safety Centre Crash Facility doubles the length of the previous Crash Facility runway from 85m to 170m, enabling 'car-to-car Mobile Progressive Deformable Barrier' (MPDB) crash tests to be carried out in the UK for the first time.

State-of-the-art high-speed cameras have also been installed to support post-crash data analysis.

Graeme Stewart, HORIBA MIRA's Chief Technical Officer, said, "The MPDB test is integral to the vehicle development work that's needed to help vehicle makers fully understand frontal, car-to-car impacts and to develop – with support and guidance from our engineers – the vehicle safety improvements that will reduce casualties for that type of accident scenario.

"We already have world-class active safety testing capability and facilities at HORIBA MIRA, but the UK has never had this level of passive testing capability before. We're delighted we could secure the necessary support to bring that to fruition.

"Opening our new Crash Facility is a landmark moment, allowing us to support all legislative and consumer standards, as well as to conduct the important vehicle development work that will support the global automotive industry's bid to design safer vehicles."

Roisin Hopkins, Chief Commercial Officer, added, "Opening our Passive Safety Centre Crash Facility not only allows the UK to make an even bigger contribution to the push to reduce serious and fatal injuries on the roads, but it also means we can provide a one-stop automotive safety test engineering solution to customers from across the world."

September 11, 2024

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Horiba MIRA expands UK crash testing facility

By **IZZY WOOD** — March 26, 2024 2 Mins Read

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To strengthen the UK's position in the automotive safety testing sector, Horiba MIRA has expanded and upgraded its Passive Safety Engineering Centre in the West Midlands.

The investment, supported by the government's West Midlands Combined Authority (WMCA) funding partner, Frontier Development Capital, will extend the safety center by more than 40%, and will enable the delivery of legislative and NCAP crash test protocols.

The upgraded facility will be extended by 85m – taking the total runway length to 170m – and will feature an extended crash laboratory and advanced equipment such as a new vehicle crash system and test track access. The upgrade will enable vehicle manufacturers to take the

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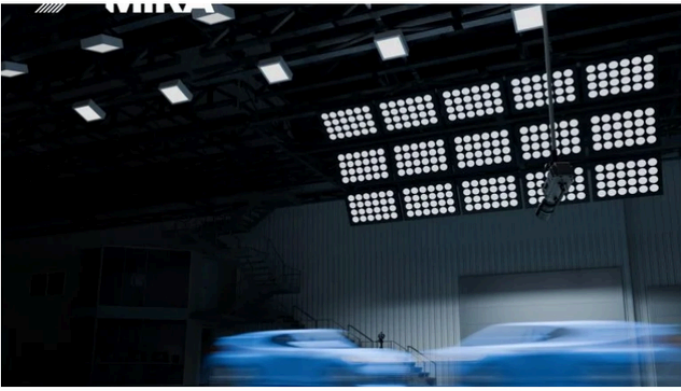
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Taking steps towards safeguarding the UK's future as an automotive safety testing powerhouse, [Horiba Mira](#) is upgrading and investing in its Passive Safety Engineering Centre, located in the UK's West Midlands.

The investment will allow the UK to attract, and continue to maintain, important vehicle safety engineering and test work from UK and non-UK based manufacturers. Construction work is nearing completion with hopes to have the centre up and running in the summer, allowing OEMs to undertake a full selection of safety compliance tests, including those set out by Euro NCAP.

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The investment extends and upgrades the existing crash lab, allowing manufacturers to conduct a full suite of passive safety compliance tests

Horiba Mira, a leading automotive safety test engineering company, is investing in its Passive Safety Engineering Centre in the West Midlands, UK, to ensure the country's continued contribution to vehicle safety engineering, it said in a press release dated March 26.

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Horiba Mira invests in Passive Safety Engineering Centre

Date: 28th March 2024 Author: Andrew Bogle Comments: 0



Horiba Mira has secured funding for the construction of its enhanced Passive Safety Engineering Centre (Photo: Horiba Mira)

Horiba Mira has announced its plans to upgrade and enhance significantly its Passive Safety Engineering Centre. The West Midlands testing centre said that the upgrades would "safeguard the UK's future as an automotive safety test engineering powerhouse". The investment will extend the safety centre by more than 40 per cent and enable the delivery of legislative and NCAP crash test protocols. The project is receiving support from the West Midlands Combined Authority funding partner, Frontier Development Capital. It will position Horiba Mira as a full-service provider of active and passive testing, according to the company, boosting the UK's "unique" capability in passive safety engineering.

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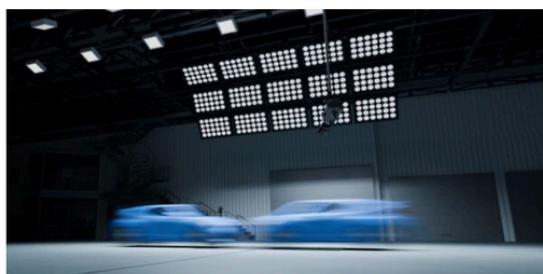
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HORIBA MIRA invests to deliver significant enhancements to its Passive Safety Engineering Centre

Article continues below:



HORIBA MIRA is taking steps to safeguard the UK's future as an automotive safety test engineering powerhouse by investing in its Passive Safety Engineering Centre in the West Midlands – a move that guarantees its continued contribution to the development of critical safety features on vehicles.

The organisation is globally recognised as a leader in vehicle safety engineering, validation and verification. This investment is delivering a significant extension to its Passive Safety Engineering Centre, creating a third-generation facility that builds on almost 60 years of safety testing heritage on its site that's close to Nuneaton.

HORIBA MIRA believes the investment will allow the UK to retain and attract important vehicle safety engineering and test work – from both resident and non-UK manufacturers. Construction work is nearing completion to extend and upgrade the existing crash lab at



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