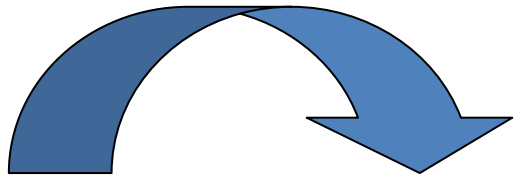
Pole Side Impact Protection – Cost Data

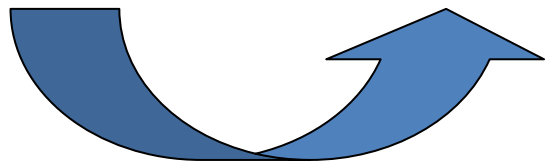
Based on Studies from EEVC and NHTSA

Informal Group on Pole Side Impact
22 March 2012
London

Changes in Side Protection Requirements



	Basis (Reference level)	**Step 1**	**Step 2**
	Side Barrier Test (UN-R 95)	Side Pole Impact **90°; 29 km/h** (FMVSS 201)	Side Pole Impact **75°; 32 km/h** (FMVSS 214)
Vehicle equipment	(Thorax Airbags)	+ Curtain Airbags + Stuctural changes	+ Modified restraint system + Structural changes



Step 1

Basis: EEVC

Car Category (% of fleet)	Option C (Pole)		
	Low	Base	High
Super-mini Small family (66%)	€ 118	€ 290	€ 377
Large family Executive (18%)	€ 141	€ 348	€ 453
Roadster Coupe (4%)	€ 42	€ 105	€ 135
SUV MPV (12%)	€ 131	€ 322	€ 419
Weighted Average based on fleet mix	€ 121	€ 297	€ 387

Vehicle…
- complies with UN-R 95
- achieves max. Euro NCAP score (side impact -protocol 2008)

Vehicle…
- complies with UN-R 95
- achieves 13 of 18 points in the Euro NCAP side impact test (2008 protocol)

Vehicle…
- complies with UN-R 95

Step 2

In 2004, the NHTSA published an economic assessment of adding an oblique pole and estimated compliance costs of **between €64 and €203**. These costs did not include redesigning a vehicle, nor those associated with structural changes. Elsewhere, it has been estimated that the costs of structural improvements to enable a current vehicle to meet an oblique pole test, similar in specification to the proposal considered here may be as little as **€20**.

Basis: EEVC presentation during 2nd meeting of IG (PSI-01-17)