



# Scope of GTR- Pole Side Impact

**Commercial vehicle use and accident data**

**Informal Group on Pole Side Impact**

**27 October 2011**

**Seoul**

# Scope of Draft GTR on Pole Side Impact



Scope in the first version of the draft document:

“This regulation shall apply to all **Category 1-1** vehicles; **Category 1-2** vehicles with a Gross Vehicle Mass of up to 4,500 kg; and **Category 2** vehicles with a Gross Vehicle Mass of up to 4,500 kg<sup>1</sup>.

1) A contracting party may restrict application of the requirements in its domestic legislation if it decides that such restriction is appropriate.”

# Typical vehicles of category 1-1



## Small vehicles

Kei-car



## Sedan and Wagons



## MPV



## SUV



## Sport cars



# Typical vehicles of category 1-2 and 2



## Category 1-2



## Category 2



# Global Market Situation & Accident Analysis



## Japan:

- Vehicle fleet with small passenger and commercial vehicles; the smallest of them (Kei-cars) are a specific vehicle category for the Japanese market
- Vehicles of category 1-2 and category 2 are mainly for commercial use
- No significant number of fatalities and severe injuries from side pole impact in vehicles of category 1, 1-2 and 2

## US:

- High number of pick-up trucks. A large number of those vehicles are for private use
- Accident research indicated a larger number of category 2 vehicles involved in severe pole side impacts

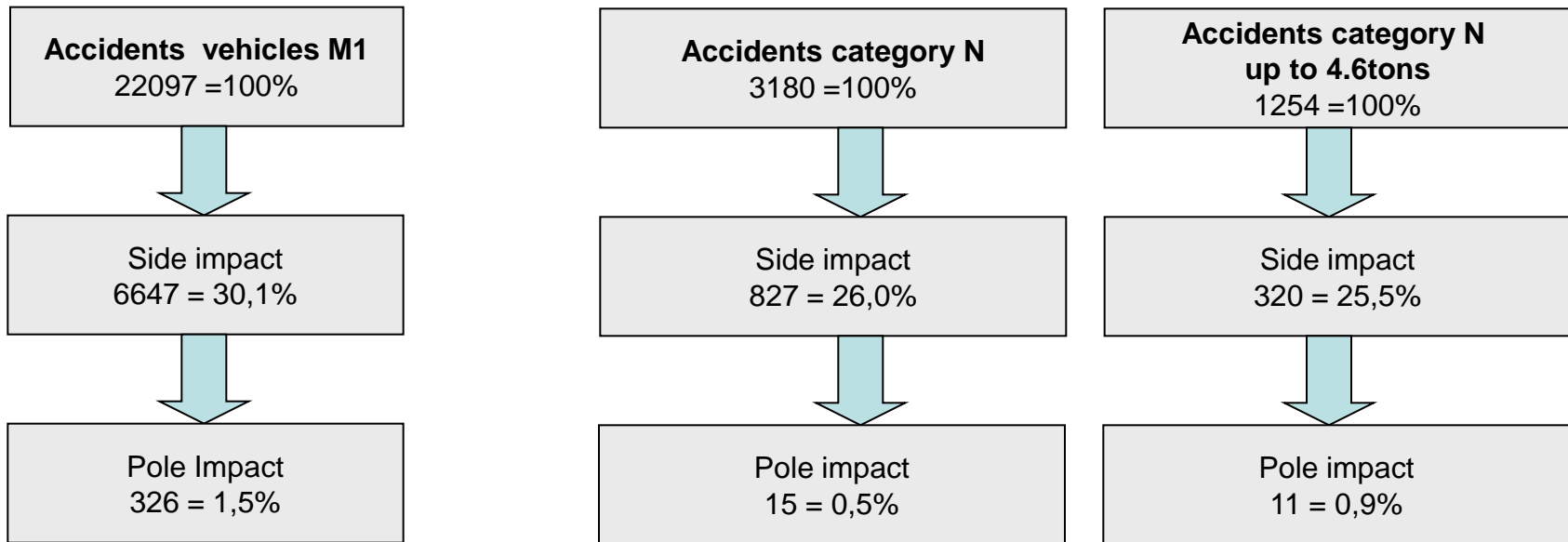
## Europe:

- Most category 1-2 and 2 vehicles have a flat front design and are mainly for commercial use. The number of pick-up trucks is low
- Low number of Pole Side Impact with vehicles of category 1-2 and 2
- Marginal number of fatalities and severe injuries in those accidents

# Result of German Accident Analysis



## Example: GIDAS data; number of pole side impact accidents



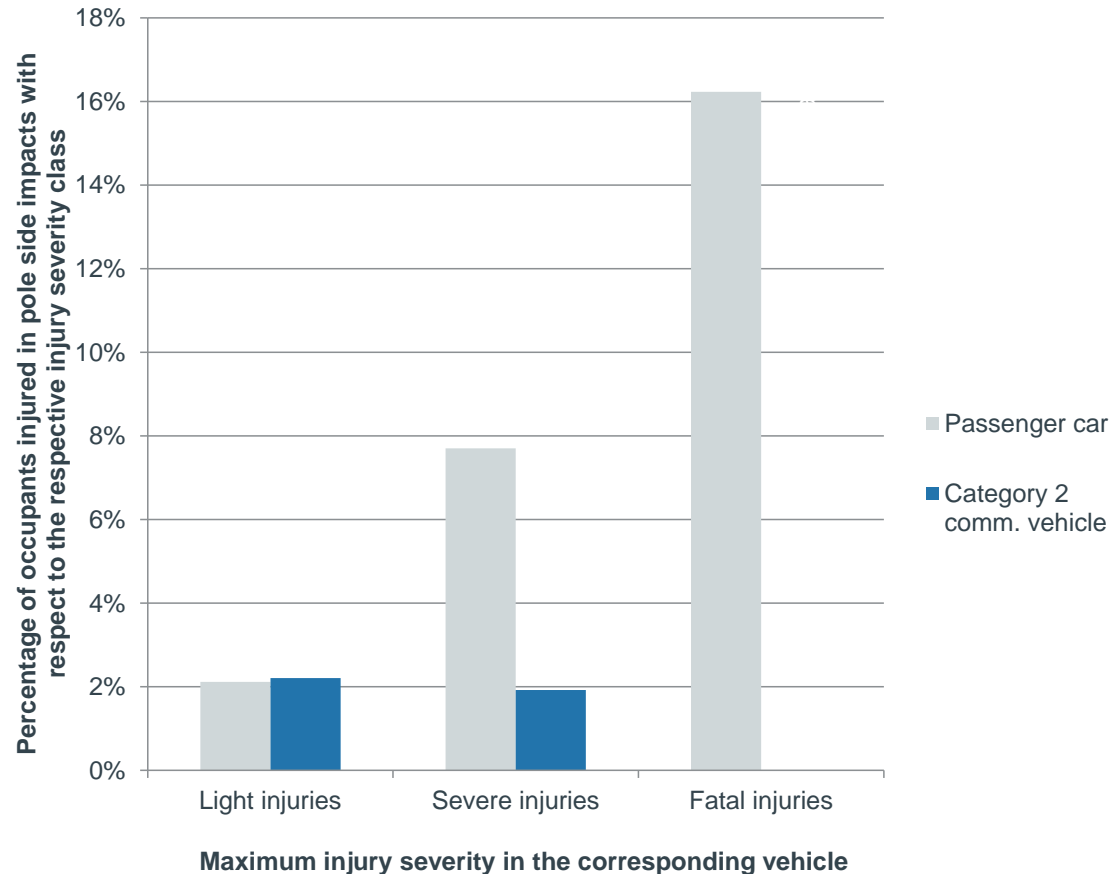
→ M1 vehicles involved in pole impacts about twice as much vehicles of category N

# Result of German Accident Analysis



## Example: GIDAS data; number of severe injuries and fatalities

- Percentage of occupants in pole side impacts with respect to the corresponding injury severity class
- In the GIDAS sample (10667 occupants of passenger cars or light utility vehicles) there is no fatally injured occupant of a light utility vehicle in a pole side impact, and only one severely injured occupant



# Conclusion



- Kei-cars are specific and very small vehicles for the Japanese market
- Low number of severe injuries and fatalities with category 1-2 and 2 vehicles in Japan and Europe
- Main idea: Exclude vehicles of category 1-2 and category 2 from pole side impact.
- Differences in the vehicle fleet between US and other regions of the world:
  - Pick up in US
  - Flat front vehicles in other regions of the world

## **OICA proposes to modify the scope of the draft gtr:**

- Exclude category 1-1 and 2 with a width of less than 1500 mm from the scope
- Exclude category 1-2 and category 2 vehicles from the scope





Thank you