

Newsletter No. 2

(March 2020)

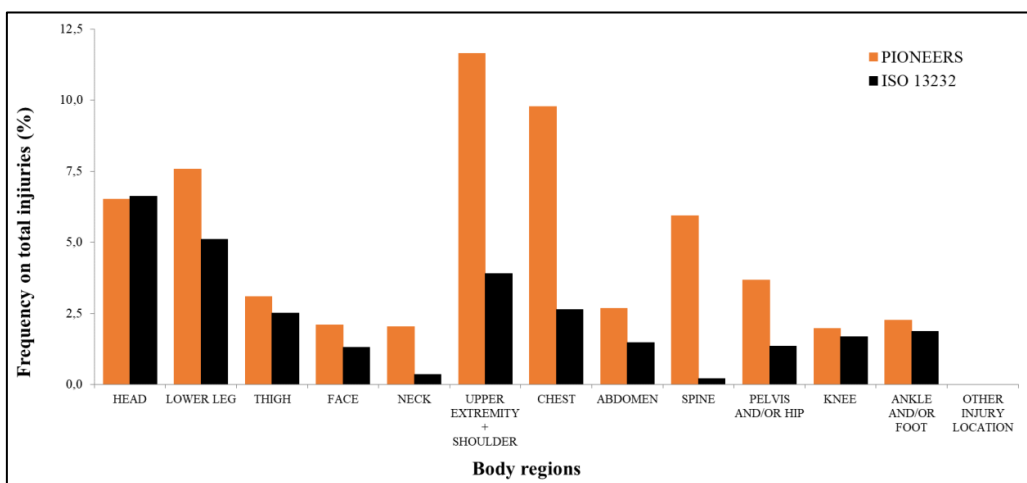
Guidelines for the policy making: It is necessary ISO 13232 review!

One of the objectives of PIONEERS is to develop guidelines for policy making. To this end, the most **critical scenarios identified in our road traffic accident data analysis have been compared with the ISO13232:2005 standard.**

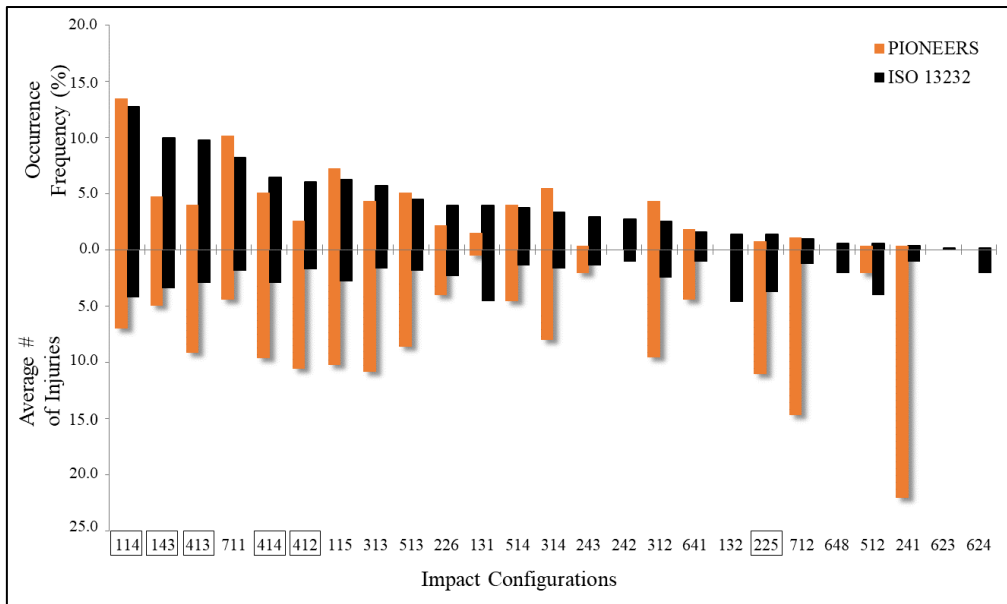
The ISO13232:2005 standard, 'Test and analysis procedures for research evaluation of rider crash protective devices fitted to motorcycles', sets out a set of configurations of PTW-to-car impact scenarios to be tested in full-scale crash tests, first developed in 1996 and revised in 2005.

The comparison between our in-depth analysis and ISO13232:2005 has delivered the following outcomes: the application of the ISO13232:2005 methodology in recent crash data triggered some consideration on the crash configurations suggested by the ISO standard. Both literature and PIONEERS data processed using the ISO13232:2005 methodology, showed **differences in the selection of the crash configurations to be tested.**

The next figure shows AIS2+ injury frequency distribution (percentage): PIONEERS vs ISO13232:



Below configuration occurrence frequency (left) and average number of injuries per configuration (right), PIONEERS vs ISO13232 (required accident configurations are boxed) is shown



Unfortunately, the question of whether these crash configurations are representative of the current European accident configurations is still open.