

FRONTAL PULP WIDTH ADAPT

What is it about? Strengthening the safety systems of a vehicle for a car-to-car frontal impact collision with an overlap of 100%.

Effectiveness? Proven to be effective.

Supported by ACEA?



DOWNWARD AND ATTENTION DETECTION

What is it about? Safety systems to assist the driver's attention (for example by monitoring how long a car has been driving) and warn the driver to take a break when needed.

Effectiveness? Can make a real difference.

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ALCOHOL INTERLOCK SYSTEMS FOR REDUCTION

What is it about? Installing a standardized interface (discretion) to facilitate the removal of alcohol interlock devices in motor vehicles, e.g. to prevent roadblock checks from operating a vehicle under the influence of alcohol.

Effectiveness? Facilitates completion of journeys without driving under the influence.

Supported by ACEA?



AUTONOMOUS EMERGENCY BRAKING

What is it about? Autonomous emergency braking (AEB) systems start warning or braking automatically if a collision is imminent, and the driver is not taking any action (or not fast enough).

Effectiveness? Very effective. AEB can detect a potential collision and activate the brakes to avoid a collision, or at least to mitigate the impact.

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REVERSING DETECTION

What is it about? Detection technology (e.g. cameras or sensors) to make the driver aware of people and objects at the rear of the vehicle when reversing.

Effectiveness? For passenger cars and vans, this is an effective way of drawing the attention of the driver to vulnerable road users, such as pedestrians.

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EMERGENCY STOP SIGNAL

What is it about? Flashing brake lights (or comparable solutions) to indicate to other road users behind the vehicle that the driver is braking heavily / rapidly slowing down.

Effectiveness? Good way to warn other road users.

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REAR IMPACT

What is it about? Strengthening the structure (e.g. passenger compartment and tail tank) of a vehicle for a car-to-car rear impact collision.

Effectiveness? These design measures can limit the effect of a crash significantly.

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LANE KEEPING SYSTEMS

What is it about? Safety systems that warn the driver if he/she leaves a lane/lane without using the indicator or if the vehicle is drifting out of its lane.

Effectiveness? Very effective, but there is no evidence that lane keeping assistance (LKA) is more effective than lane departure warning (LDW).

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ACEA believes that the requirement should be technology neutral and that lane departure warning should be added as an alternative.

TYPE PRESSURE MONITORING

What is it about? Systems that monitor the air pressure of the tyres and report this information in real time to the driver (e.g. a 'low pressure' warning light).

Effectiveness? Can prevent accidents caused by under inflated tyres.

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ACEA believes that the requirement should be technology neutral, allowing for both direct and indirect systems.

COMPLETE PROCEDURES TO SWITCH OFF SAFETY SYSTEMS

What is it about? Proposal to switch off safety systems only one of a time, at the start and with the parking brake engaged, following a complete sequence of actions.

Effectiveness? Not recommended, as there are still specific situations in which systems have to be switched off. Should remain possible (see UNECE regulation).

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FRONTAL OFF-SET IMPACT (+0.5%)

What is it about? Strengthening the structure of a vehicle for a car-to-car frontal impact collision with an overlap of 40%.

Effectiveness? Heavy vehicles (e.g. vans and trucks) not proportioning the safety of smaller cars. However, heavier vehicles already have a high level of occupant protection.

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SIDE IMPACT (+0.5%)

What is it about? Strengthening the structure of a vehicle for side-impact accident types.

Effectiveness? Heavy vehicles (e.g. vans and trucks) not proportioning the safety of smaller cars. However, heavier vehicles already have a high level of occupant protection.

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ADVANCED DISTRACTION RECOGNITION

What is it about? Safety systems capable of recognizing the level of visual attention of the driver to the traffic situation and warning the driver if needed.

Effectiveness? Technology to identify a distracted driver has strong limitations, as everybody drives differently. Facial recognition is also hampered by practical issues, such as reflective glasses. Finally, using cameras to monitor drivers also raises serious privacy concerns.

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Effective alternatives are enforcement, driver education, autonomous emergency braking, lane-keeping systems, etc.

INTELLIGENT SPEED ASSISTANCE (ISA)

What is it about? Systems that actively prevent drivers from exceeding the speed limit using real-time recognition cameras and GPS-linked speed limit databases.

Effectiveness? In practice, the systems do not show too many false warnings, due to incorrect road signs or outdated information – something that road consumers would not accept. However, cameras cannot anticipate all scenarios, e.g. when traffic signs are covered up.

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Speed limit information (SLI) systems are an effective alternative.

PEDSTRIAN AND CYCLIST ENLARGED HEAD-IMPACT ZONE

What is it about? Including the windscreen of the vehicle (besides the bonnet, etc.) in the so-called 'head impact zone'. In practice, this means that windscreens would have to be soft to reduce the impact.

Effectiveness? Very limited as today's windscreens are already soft. Research shows that autonomous emergency braking systems are much more effective in protecting vulnerable road users than enlarging the head impact zone.

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Regulation Of Automobile Safety

Peter Asch



Regulation Of Automobile Safety:

The Struggle for Auto Safety Jerry L. Mashaw, David L. Harfst, 1990 Combining superb investigative reporting with incisive analysis Jerry Mashaw and David Harfst provide a compelling account of the attempt to regulate auto safety in America Their penetrating look inside the National Highway Traffic Safety Administration NHTSA spans two decades and reveals the complexities of regulating risk in a free society Hoping to stem the tide of rising automobile deaths and injuries Congress passed the National Traffic and Motor Vehicle Safety Act in 1966 From that point on automakers would build cars under the watchful eyes of the federal regulators at NHTSA Curiously however the agency abandoned its safety mission of setting monitoring and enforcing performance standards in favor of the largely symbolic act of recalling defective autos Mashaw and Harfst argue that the regulatory shift from rules to recalls was neither a response to a new vision of the public interest nor a result of pressure by the auto industry or other interest groups Instead the culprit was the legal environment surrounding NHTSA and other regulatory agencies such as the EPA OSHA and the Consumer Product Safety Commission The authors show how NHTSA's decisions as well as its organization processes and personnel were reoriented in order to comply with the demands of a legal culture that proved surprisingly resistant to regulatory pressures This broad gauged view of NHTSA has much to say about political idealism and personal ambition scientific commitment and professional competition long range vision and political opportunism A fascinating illustration of America's ambivalence over whether government is a source of or solution to social ills The Struggle for Auto Safety offers important lessons about the design and management of effective health and safety regulatory agencies today

Regulation of Automobile Safety Sam Peltzman, 1975

The Regulation of Motor Vehicle and Traffic Safety Glenn C. Blomquist, 2012-12-06 Decisions twenty years ago during the first generation of modern traffic safety policymaking were easier than today After all the mandate for specific mandatory motor vehicle safety standards was derived rather clearly during legislative hearings Since the initial standards decisions have been based on the more general guidelines of practicality and avoiding unreasonable risks Now with more difficult decisions pending the demand for analysis is greater My purpose in writing this book is to promote second generation policymaking in traffic safety The dominant theme is that an individual net benefit approach is useful in the design evaluation and improvement of traffic safety policy Hopefully this book provides some guidance for today's tougher decisions Evaluative review of modern traffic safety policy especially automobile safety standards yields several results The technological approach the basis for the 1966 legislation is shown to produce mistakes Benefits are overestimated and endangerment of nonoccupants is ignored The risk homeostatic approach the devil's idea to some in the safety community is shown to be a limiting case of the more general individual net benefit approach Rationality and competency in travelers safety decisions are reviewed in a broad context Evidence beyond the realm of behavioral psychology indicates considerable albeit imperfect competency in traffic safety decisions Conventional benefit cost analysis is

critiqued Existing studies of passive restraints are shown to overestimate net benefits because travelers responses and costs are ignored Auto Safety Regulation Henry G. Manne, Henry L. Manne, Roger LeRoy Miller, 1976 Consists of papers and a transcript of an auto safety conference sponsored by the Liberty Fund and held at the Law and Economics Center of the School of Law of the University of Miami **Regulation of Automobile Safety** Canada. Transport Canada. Road and Motor Vehicle Traffic Safety. Systems Evaluation Division, J. Lawson, 1977 **Consumer Safety Regulation** Peter Asch, 1988-05-26 Advocates of consumer safety regulation an active and controversial area of public policy in the United States contend that markets do not adequately protect the interests of vulnerable consumers market traditionalists respond that public agencies increasingly make risk safety decisions that individual citizens ought to be making for themselves This book written by an economist critically assesses the rationales for and the effects of our major consumer safety programs Addressed to a general audience and incorporating relevant literature on cognitive psychology as well as economics the author argues that although legitimate reasons for public protection of consumers exist in some markets the particular programs we adopt often produce results that fall far short of what their advocates desire and at least occasionally yield perverse outcomes *Federal Motor Vehicle Safety Standards and Regulations, with Amendments and Interpretations* United States. National Highway Traffic Safety Administration, 1980 *State Rules & Regulations Governing Safety Education in the United States* American Automobile Association. Traffic Engineering and Safety Department, 1938 *Federal Motor Vehicle Safety Standards and Regulations* United States. National Highway Traffic Safety Administration, 1994 Car Safety Wars Michael R. Lemov, 2015-03-19 Car Safety Wars is a gripping history of the hundred year struggle to improve the safety of American automobiles and save lives on the highways Described as the equivalent of war by the Supreme Court the battle involved the automobile industry unsung and long forgotten safety heroes at least six US Presidents a reluctant Congress new auto technologies and most of all the mindset of the American public would they demand and be willing to pay for safer cars The Car Safety Wars were at first won by consumers and safety advocates The major victory was the enactment in 1966 of a ground breaking federal safety law The safety act was pushed through Congress over the bitter objections of car manufacturers by a major scandal involving General Motors its private detectives Ralph Nader and a gutty cigar chomping old politician The act is a success story for government safety regulation It has cut highway death and injury rates by over seventy percent in the years since its enactment saving more than two million lives and billions of taxpayer dollars But the car safety wars have never ended GM has recently been charged with covering up deadly defects resulting in multiple ignition switch shut offs Toyota has been fined for not reporting fatal unintended acceleration in many models Honda and other companies have for years sold cars incorporating defective air bags These current events suggesting a failure of safety regulation may serve to warn us that safety laws and agencies created with good intentions can be corrupted and strangled over time This book suggests ways to avoid this result but shows that safer cars

and highways are a hard road to travel We are only part of the way home

Embracing the Track of Expression: An Emotional Symphony within **Regulation Of Automobile Safety**

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Table of Contents Regulation Of Automobile Safety

1. Understanding the eBook Regulation Of Automobile Safety
 - The Rise of Digital Reading Regulation Of Automobile Safety
 - Advantages of eBooks Over Traditional Books
2. Identifying Regulation Of Automobile Safety
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Regulation Of Automobile Safety
 - User-Friendly Interface
4. Exploring eBook Recommendations from Regulation Of Automobile Safety
 - Personalized Recommendations

- Regulation Of Automobile Safety User Reviews and Ratings
- Regulation Of Automobile Safety and Bestseller Lists
- 5. Accessing Regulation Of Automobile Safety Free and Paid eBooks
 - Regulation Of Automobile Safety Public Domain eBooks
 - Regulation Of Automobile Safety eBook Subscription Services
 - Regulation Of Automobile Safety Budget-Friendly Options
- 6. Navigating Regulation Of Automobile Safety eBook Formats
 - ePub, PDF, MOBI, and More
 - Regulation Of Automobile Safety Compatibility with Devices
 - Regulation Of Automobile Safety Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Regulation Of Automobile Safety
 - Highlighting and Note-Taking Regulation Of Automobile Safety
 - Interactive Elements Regulation Of Automobile Safety
- 8. Staying Engaged with Regulation Of Automobile Safety
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Regulation Of Automobile Safety
- 9. Balancing eBooks and Physical Books Regulation Of Automobile Safety
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Regulation Of Automobile Safety
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Regulation Of Automobile Safety
 - Setting Reading Goals Regulation Of Automobile Safety
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Regulation Of Automobile Safety
 - Fact-Checking eBook Content of Regulation Of Automobile Safety

- Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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