Abstract:

Projects for the analysis of traffic accidents are focused mostly on personal damage. But analyses show that property damage occurs 42 times more often than personal damage [4]. Officially registered accidents on German roads result in mere damage to property (2.1 mio accidents [1]). A significantly higher number of property damage accidents are not reported to the police. Some of which are reported to the insurers [2]. A significant number of minor damage does not appear in the statistics. According to [3] the number of minor damage cases amounts to 4.8 mio cases per annum. 35% of full comprehensive cover accidents occur at low speeds and pose a high potential for future advanced driver assistance systems (ADAS) [4]. Details of accidents involving minor damage cannot be found in official statistics. In “In-Depth” property damage analysis, the conflict leading to damage is of high relevance. Uncertainties need to be settled by means of an expansion of the existing accident conflict situations [4]. Currently, equipment rates of ADAS are low requiring a purchase incentive for customers. Based on [5] this paper describes how damages of vehicles can be classified and brought into relationship with ADAS functions and the vehicle itself. Various configurations and different materials of outer attaching parts (OAP), e.g. aluminum, CFRP or plastics induce variable costs of repair. For a prospective evaluation method of the monetary effect of ADAS it is necessary to know all influence parameters and to quantify them. The
evaluation of vehicle concepts in combination with an ADAS is possible. Keywords: In-Depth Property Damage Analysis, Field Effectiveness, Prospective Evaluation, Property Damage Risk Function, Accident Research.

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