

FAKTA

Ett antal motorcyklister dör eller skadas varje år i kollisioner med andra fordon.

I ett antal olyckor säger bilföraren att han/hon inte såg motorcykeln.

Det finns ett antal rapporter som beskriver problemet A-pillar. Ju bredare den är, desto större är chansen att man inte ser motorcyklisten.

SMC har skannat av forskning i hela världen och det finns mängder på området.

Australien: Blind spot rating, NRMA insurance: <http://www.nrma.com.au/keeping-safe-secure/car-safety/driver-visibility/driver-vision-tables.shtml>

Hur bra ser man genom bilfönstret?

UK: The Transport Research Laboratory Limited in the UK has researched this issue and produced a report. "Investigation into 'A' pillar obscuration" – a study to quantify the problem using real world data", TRL Report No. PPR159, March 2006.

As part of the research they reconstructed 10 crashes in which it was thought A Pillar obscuration could have been a factor. Three of these crashes involved motorcycles, all at T intersections where a car was turning right and a motorcycle was approaching from the right. In one case the motorcycle was obscured for 4 seconds and in the other two for about 2 seconds. A moped was involved in another case at a T intersection but it was determined that a parked car played a greater role in obscuring the moped than did the A Pillar.

It is of concern that out of 10 cases investigated, 4 involved motorcycles or a moped and that the motorcycles were obscured for between 2 and 4 seconds. As it is possible to travel a considerable distance in 2 to 4 seconds and motorcyclists should be aware that they could be invisible to a car driver for this period of time.

UK: 1963 presenterades den första forskningen om problemet med A-pelare:

<http://www.safespeed.org.uk/bike005.pdf>

UK: <http://www.dft.gov.uk/rmd/project.asp?intProjectID=11835>

Project: 'A' Pillar Obscuration. An On The Spot Study to Quantify the Problem

Summary of results

This study was based on real life accident data collected from current OTS accident studies. Those accidents which matched the strict selection criteria were reconstructed using computer generated video clips showing scaled road and vehicle details, along with the 'A' pillar sight obscuration area matched to both the vehicle and driver in monocular vision to give a 'worst possible scenario' of the drivers field of vision. This allowed detailed analysis of the accident to show whether 'A' pillar obscuration may have been a causative factor. The findings are that, whilst 'A' pillar obscuration can occur, there is rarely only one factor that contributes to an accident and at this stage there is not enough evidence to suggest that changes to the current legislation regarding 'A' pillar design would be of benefit.

Vad är viktigt ur ett MC-perspektiv?

Att man syns av andra trafikanter.

Att andra trafikanter är medvetna om att motorcyklister syns sämre i trafiken och tittar extra noga.

Vad saknas?

Kunskap bland bilförare om problemet.

Biltillverkare måste känna till problemet och ha idéer om hur det kan lösas.

Direktiv om utformning av A-stolpar för att minska problemet.