

Realunfallbezogene Fahrzeugsicherheit

2001, pp. 115 - 123 (#4)

Following the enormous progress in the field of self-protection, new goals for safety development are deduced from findings of accident analysis studies and biomechanical research. One often discussed example of such a new aspect is the problem of compatibility, but there are many less known safety items which are developed due to customer's behaviour. too.

Observations of the real world traffic show, that only a minority of parents use child seats in a proper way, Volkswagen reacted to this problem by introducing the ISOFIX fixation method for child restraint systems. It is very fast and easy to handle and will reduce the misuse of child restrained systems when they are installed in the car.

Finally the interaction of active and passive safety is discussed. The Volkswagen Electronic Stability Control Program does not only reduce the total number of skidding accidents; it also transforms the possible resulting lateral impact to a pole into a less harmful oblique impact.

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Inhaltsverzeichnis

- [1 Zitat](#)
- [2 Inhaltsangabe](#)
- [3 Weitere Beiträge zum Thema im VuF](#)
- [4 Weitere Infos zum Thema](#)

Zitat

[Friedewald, K.](#): Realunfallbezogene Fahrzeugsicherheit. Verkehrsunfall und Fahrzeugtechnik 39 (2001), pp. 115 - 123 (#4)

Inhaltsangabe

Weitere Beiträge zum Thema im VuF

Weitere Infos zum Thema