Submitted by the expert from Israel

Saving Riders' Lives

RIDEVISION

See it in action

Informal document GRVA-07-77
7th GRVA, 21-25 September 2020
Agenda item 12(b)
THE MOST VULNERABLE VEHICLE ON THE ROAD

700M on the roads

28x higher chance of fatality

78K fatalities every year

EU: 4,666 Fatalities (2015) - 18%

4.1% GDP

and growing...
ACCIDENTS = COLLISIONS

- >98% COLLISION_
  - 93% FWD, FWD/SIDE
  - 75% MOTORBIKE VS. VEHICLE
  - 25% FIXED OBJECTS
  - 7% BKWD
  - 100% MOTORBIKE VS. VEHICLE

- << 2% ROAD AND/OR MOTORCYCLE CONDITIONS

76%
RIDERS ≠ DRIVERS, AND WHAT RIDE VISION SOLVES?

- Riders are alerted, but suffer from
  - Object Fixation
  - Tunnel Visioning

- Drivers are not alerted, but have good field of view

- Alerts shouldn’t impact riders’ focus (non intrusive alerts)

- Alerts have to be intense (to get drivers’ focus)
**BIKES ≠ CARS, AND WHAT RIDE VISION SOLVES?**

**Built specifically for 2W:**
- Small, doesn’t require lots of space
- Low power consumption
- Suitable price

**Crafted for 2W:**
- Narrow path riding (no lanes)
- Rides close or/and between the cars

**Designed to compensate 2W’s:**
- Vibrations, rotations
- Tilting up/down
- Rolling (leaning)
Ride Vision Software - fusion of computer vision, sensor data & machine learning technologies
AFTERMARKET PRODUCT: COLLISION AVOIDANCE SYSTEM
Continuous left blind spot
The car stays at the left BS area
Preventing Accidents

Reducing 10 km/h reduces up to 25% of Front Collisions*

Using Front Collision Alert systems reduces chances of forward collision by 27% **

Ride Vision’s internal research shows using Ride Vision Front Alerts reduces average speed by 15 km/h

40%
Summary

- Building the right system will ensure high adoption rate.
- Regulating ARAS systems for new vehicles is not futuristic.