



# Press Release

## FIM Europe 8<sup>th</sup> Road Safety Conference

The 20<sup>th</sup> FIM Europe Congress in Cracow hosted the 8<sup>th</sup> edition of Road Safety Conference. The event traditionally combines with the Continental Union Congress, and every year a different subject matter is illustrated. After dealing with the themes of road incidentality, of industry responses and initiatives, of the systems to improve Road Safety, on traumatic injuries and first aid, of 2-wheeler behaviour and safety, of roadside barriers and crash tests, this year the Road Safety Conference dealt with themes related with Safety concepts and devices derived from Track, such as airbag for motorcyclists. The main aim was to demonstrate how the experience of the track can be transferred to improve road safety in everyday's use.

The conference was held under the auspices Silvio Manicardi, chairman of FIM Europe Marketing Commission, and of Jean-Pierre Moreau, Chairman of Public Affairs Commission.

As tradition dictates, the first lecturer to speak was a representative of the hosting Federation: Ms Ilona Buttler, of Road Safety Centre, in the Motor Transport Institute, opened the Conference illustrating Road Safety situation in Poland. It emerged that the percentage of motorcycle and moped riders involved in road accidents in Poland in 2013 is respectively of 3,3% and of 3% and that the percentage of killed in motorcycle accidents is 6,4%, while 2,6% is injured. Among the main causes: high speed for the conditions, illegal overtaking, failure to maintain a safe distance. It also emerged that only 34,1% of motorcyclists wears a technical jacket.

The second lecturer was racetrack designer Jarno Zaffelli from Dromo: in his intervention «From circuit safety to road safety», he explained the safety and risk analysis system he developed: DroCAS, which deals with Run Off dimensioning and risk assessment for motorsports. The core of this process is the use of latest technologies in terms of performance simulation (MotoGP and Formula 1) and risk assessment. DroCAS is used to turn incident experience in an objective tool to assess risks inside and outside racetracks. «When we know the real limit of the track, we start to simulate accidents depending on vehicle categories. With this huge amount of data in mind, we develop escape lines diagrams with meter by meter accuracy to locate safety barriers, concrete barriers, fences, marshalls posts and cameramen in the safest and best place, even after track modification», Zaffelli said, referring also to the correct positioning of ambulances.

Another interesting theme was that by Colin Ballantyne of Alpinestars, about the «Development of an airbag system for racing». The protection system was explained, with all its devices, and in particular the Tech Air Race Control Unit, which is able to analyse the collision and classify it as a crash, detecting the necessity of "fire decision". The video with Jorge Lorenzo's high side in Laguna Seca was cast, to show the flight time and the impact with the ground. In the event of a crash, airbaig inflation requires 45 ms, the protective performance is guaranteed for 5 seconds and the deflation within 20s. In 60 s it is ready for next inflation.



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The following intervention was by Federico Sabbioni, Head of Vehicle Project Management in Ducati Motor Holding, who illustrated Ducati Multistrada D-Air with Dainese Airbag system together with Stefano Grasselli of Dainese. Until now, a motorcycle with airbag jacket system did not exist. Multistrada D-Air is the first ever production motorcycle wirelessly integrated with airbag riding jackets. Combining the expertise of both Ducati and Dainese, the intelligent passive safety system uses sensors built into the Multistrada's existing electronics to constantly understand the vehicle's dynamic situation and deploying only when subjected to a genuine accident scenario. The Multistrada D-Air system completes the data analysis and airbag deployment inside both the rider and passenger jackets in just 45 milliseconds, considerably reducing the risk of injury upon impact.

Ducati D-Air Street System comprehends double sensors and double radio connections, and provides the back and the chest with airbag protection and prevents hyperextension, hyperflexion and compression of the neck.

The intelligent system of sensors is wirelessly connected to Ducati Apparel airbag jackets by Dainese. The Multistrada D-Air system completes the data analysis and airbag deployment inside both the rider and passenger jackets in just 45 milliseconds, considerably reducing the risk of injury upon impact.

The full presentations of the Conference are published on FIM Europe website in "Social" section.

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