

SVENSK STANDARD

SS-ISO 12353-1:2020

Vägfordon – Trafikskadeanalyser –
Del 1: Terminologi (ISO 12353-1:2020, IDT)

Road vehicles – Traffic accident analysis –
Part 1: Vocabulary (ISO 12353-1:2020, IDT)



sis Svenska
Institutet för
Standarder

Language: engelska/English

Edition: 1

This preview is downloaded from www.sis.se. Buy the entire standard via <https://www.sis.se/std-80019236>

Den här standarden kan hjälpa dig att effektivisera och kvalitetssäkra ditt arbete. SIS har fler tjänster att erbjuda dig för att underlätta tillämpningen av standarder i din verksamhet.

SIS Abonnemang

Snabb och enkel åtkomst till gällande standard med SIS Abonnemang, en prenumerationstjänst genom vilken din organisation får tillgång till all världens standarder, senaste uppdateringarna och där hela din organisation kan ta del av innehållet i prenumerationen.

Utbildning, event och publikationer

Vi erbjuder även utbildningar, rådgivning och event kring våra mest sålda standarder och frågor kopplade till utveckling av standarder. Vi ger också ut handböcker som underlättar ditt arbete med att använda en specifik standard.

Vill du delta i ett standardiseringsprojekt?

Genom att delta som expert i någon av SIS 300 tekniska kommittéer inom CEN (europeisk standardisering) och/eller ISO (internationell standardisering) har du möjlighet att påverka standardiseringsarbetet i frågor som är viktiga för din organisation. Välkommen att kontakta SIS för att få veta mer!

Kontakt

Skriv till kundservice@sis.se, besök [sis.se](https://www.sis.se) eller ring 08 - 555 523 10

© Copyright/Upphovsrätten till denna produkt tillhör Svenska institutet för standarder, Stockholm, Sverige. Upphovsrätten och användningen av denna produkt regleras i slutanvändarlicensen som återfinns på [sis.se/slutanvandarlicens](https://www.sis.se/slutanvandarlicens) och som du automatiskt blir bunden av när du använder produkten. För ordlista och förkortningar se [sis.se/ordlista](https://www.sis.se/ordlista).

© Copyright Svenska institutet för standarder, Stockholm, Sweden. All rights reserved. The copyright and use of this product is governed by the end-user licence agreement which you automatically will be bound to when using the product. You will find the licence at [sis.se/enduserlicenseagreement](https://www.sis.se/enduserlicenseagreement).

Upplysningar om sakinnehållet i standarden lämnas av Svenska institutet för standarder, telefon 08 - 555 520 00. Standarder kan beställas hos SIS som även lämnar allmänna upplysningar om svensk och utländsk standard.

Standarden är framtagen av kommittén för Fordonssäkerhet, SIS/TK 237.

Har du synpunkter på innehållet i den här standarden, vill du delta i ett kommande revideringsarbete eller vara med och ta fram andra standarder inom området? Gå in på www.sis.se - där hittar du mer information.

Den internationella standarden ISO 12353-1:2020 gäller som svensk standard. Detta dokument innehåller den officiella engelska versionen av ISO 12353-1:2020.

The International Standard ISO 12353-1:2020 has the status of a Swedish Standard. This document contains the official English version of ISO 12353-1:2020.

Contents		Page
Foreword		v
Introduction		vi
1	Scope	7
2	Normative references	7
3	Terms related to classification and inclusion	7
4	Terms related to accident-descriptive elements and data collection	9
5	Terms related to crash analysis and reconstruction	19
6	Terms related to aggregate data analysis and interpretation	25
Annex A (informative) Fundamental road terms		27
Bibliography		30

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 36, *Safety and impact testing*.

This second edition cancels and replaces the first edition (ISO 12353-1:2002), which has been technically revised.

The main changes compared to the previous edition are as follows:

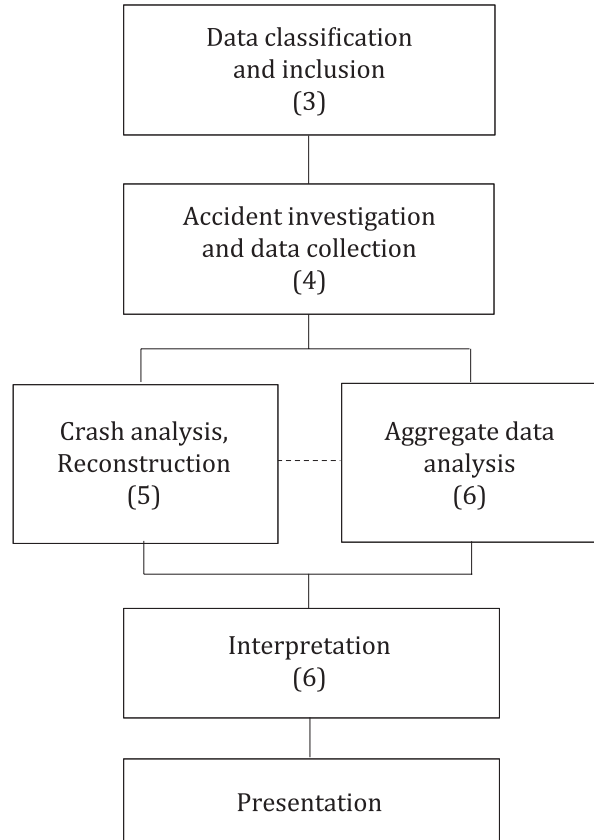
- Revision of the following terms and/or definitions: 3.8, 3.13, 3.14, 4.1, 4.2.5, 4.2.20, 4.2.21, 4.2.21.1, 4.2.21.3, 4.2.21.3.1, 4.3.1, 4.3.7, 4.3.14.5, 4.3.16, 4.3.18, 4.3.22 (old deleted), 4.3.23, 5.1, 5.2, 5.5, 5.16, 5.18, 5.22.2, 5.26, 5.27, 5.28, 5.31, 5.34, and 5.40.1;
- [Table A.1](#);
- Removal of A.3;
- Redrawn figures, and;
- Added references in Bibliography.

A list of all parts in the ISO 12353 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

The various clauses of this document are based on a model of the accident analysis process as outlined in [Figure 1](#).



NOTE The numbers in parentheses correspond to clauses in this document.

Figure 1 — Road traffic accident analysis

Road vehicles — Traffic accident analysis —

Part 1: Vocabulary

1 Scope

This document establishes a vocabulary relating to the investigation and analysis of road traffic accidents and to the application of accident data.

It also lists other, commonly used terms in the domain.

NOTE Additional terms and definitions, related to configuration aspects of road vehicle collisions, can be found in ISO 6813.

2 Normative references

There are no normative references in this document.

3 Terms related to classification and inclusion

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

3.1

road vehicle accident

unintended event that involves at least one *road vehicle* (4.3) in motion and leads to personal *injury* (4.4.6) or property damage, or both

3.2

accident classification

classification of *road vehicle accidents* (3.1) according to a predetermined classification system

Note 1 to entry: There is no common and universally useful classification of accident types. Several systems have proven useful in accident research and analysis, for example:

- accident classification by vehicle type,
- accident classification by injury *severity* (4.4.6.2),
- accident classification by damage severity,
- accident classification by number of vehicles,
- accident classification by *first harmful event* (5.26), and
- accident classification by location.

Attention is here drawn to some common terms used for accident classification.

Note 2 to entry: See 5.26 for definition of first harmful event.

3.3

injury accident

road vehicle accident (3.1) in which at least one *road user* (4.4) sustains an *injury* (4.4.6)

SS-ISO 12353-1:2020 (E)

3.3.1

fatal accident

injury accident (3.3) in which at least one *road user* (4.4) sustains a *fatal injury* (4.4.6)

3.4

damage-only accident

property damage accident

road vehicle accident (3.1) in which the only outcome is damage to vehicles, or other property, with no *injury* (4.4.6)

3.5

on-road accident

road vehicle accident (3.1) in which the *first harmful event* (5.26) occurs on the road

3.6

off-road accident

road vehicle accident (3.1) in which the *first harmful event* (5.26) occurs off the road

3.7

towaway accident

road vehicle accident (3.1) in which at least one vehicle is removed from the scene for reasons of vehicle damage

3.8

single-vehicle accident

road vehicle accident (3.1) in which only one vehicle is involved

3.9

multi-vehicle accident

road vehicle accident (3.1) in which more than one vehicle is involved

3.10

accident-involved vehicle

vehicle involved in a *road vehicle accident* (3.1)

3.11

injury vehicle

accident-involved vehicle (3.10) in (or on) which at least one vehicle occupant sustains an *injury* (4.4.6)

3.11.1

fatal vehicle

injury vehicle (3.11) in (or on) which at least one vehicle occupant sustains a *fatal injury* (4.4.6)

3.12

non-injury vehicle

accident-involved vehicle (3.10) in (or on) which no vehicle occupant sustains an *injury* (4.4.6)

3.12.1

non-fatal vehicle

accident-involved vehicle (3.10) in (or on) which no vehicle occupant sustains a *fatal injury* (4.4.6)

3.13

damaged vehicle

vehicle involved sustaining damage

3.14

undamaged vehicle

vehicle involved not sustaining damage

3.1.15

towaway vehicle

vehicle involved in a *towaway accident* (3.7) and removed from the scene for reasons of vehicle damage

3.16

non-towaway vehicle

vehicle involved in a *towaway accident* (3.7) and not removed from the scene for reasons of vehicle damage

3.17

inclusion criteria

sampling criteria

principle of evaluation of scope and coverage of an *accident investigation* (4.1) referring to different aspects

Note 1 to entry: An aspect of an accident investigation could be a *road user* (4.4), vehicle, *injury* (4.4.6) or *fatality* (4.4.10.1), traffic environment or property damage.

3.18

sampling unit

combination of *inclusion criteria* (3.17) used for selection of data

EXAMPLE Injured passenger car *drivers* (4.4.1.2).

3.19

data source

origin of data in terms of time and type of investigation, type of institution or organization, and type of record

4 Terms related to accident-descriptive elements and data collection

4.1

accident investigation

acquisition and documentation of factual information regarding an accident

Note 1 to entry: An accident investigation can include on-scene elements, elements collected retrospectively, or both these.

4.1.1

first-level investigation

accident investigation (4.1) conducted by an investigator without specialized knowledge

4.1.2

in-depth investigation

accident investigation (4.1) conducted by an investigator with specialized knowledge

Note 1 to entry: An in-depth investigation covers one or more aspects of an accident in more detail than a first level investigation.

4.1.3

multidisciplinary investigation

accident investigation (4.1) conducted by a team of investigators with specialized knowledge encompassing several professional disciplines

4.1.4

self-reported investigation

accident investigation (4.1) based on data submitted by a person involved in an accident

SS-ISO 12353-1:2020 (E)

4.1.5

on-scene investigation

accident investigation (4.1) conducted at the *accident scene* (4.2) with the purpose of collecting on-scene information before physical evidence (e.g. the vehicles involved) has been removed

4.2

accident scene

area of a traffic accident before the vehicles and people involved have left

4.2.1

accident site

geographic location of the *accident scene* (4.2)

Note 1 to entry: The accident site may be given as exact coordinates [see *point of impact* (5.23)] or in a less detailed way.

4.2.2

road category

trafficway category

subdivision of road, with respect to a predetermined set of parameters

Note 1 to entry: A road may be categorized by a description of the following parameters:

- main function (long distance, local, parking lot, etc.);
- size (width, number of lanes, etc.);
- separation level (vertical or horizontal);
- access restrictions (from adjacent areas);
- type of surface;
- design standard;
- *road user* (4.4) preferences or restrictions (allowed or prohibited traffic).

If this method is not applicable, a definition according to other relevant standards could be accepted, provided that the reference source is given. For more details, see [Annex A](#).

4.2.3

roadside

area adjoining the outer edge of the road

Note 1 to entry: See [Figure A.1](#).

4.2.4

median strip, US

central reservation, GB

median

dividing strip

area separating two roadways

Note 1 to entry: See [Figure A.1](#).

4.2.5

traffic island

facility in an intersection, gore (see [Table A.2](#)), etc., designed to secure a safe and smooth passing of vehicles or to ensure the safe crossing of *pedestrians* (4.4.2)

4.2.6

bicycle way, GB

bikeway, US

part of a trafficway specifically designated as being open for pedal cycle travel

4.2.7

footpath, GB

pavement, GB

sidewalk, US

paved strip adjacent to the roadway intended for *pedestrian* ([4.4.2](#)) use

4.2.8

kerb, GB

curb, US

stone or concrete edging separating a road from a *pavement* ([4.2.7](#)) or a path

4.2.9

pedestrian crossing, GB

crosswalk, US

part of a road indicated for pedestrian crossing

4.2.10

road alignment

top view (plan view) of road geometry

4.2.11

road profile

longitudinal side view of road geometry

4.2.12

road cross-section

transverse view of road geometry

4.2.13

horizontal curve

curve in the horizontal plane

4.2.14

vertical curve

curve in the vertical plane

Note 1 to entry: A vertical curve can be either a hill or a valley.

4.2.15

road condition

status of maintenance and condition of a road surface

EXAMPLE Descriptions of maintenance: smooth, pitted, rough; descriptions of road surface: dry, wet, snowy, icy.

4.2.16

visibility conditions

conditions that may possibly affect visibility for the *driver* ([4.4.1.2](#))

EXAMPLE Conditions that affect visibility are weather and light conditions, dirt on the windscreen, objects blocking the view, etc.