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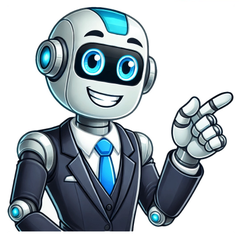

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The classification of a Sport Utility Vehicle (SUV) is not universally agreed upon, with varying definitions across countries and regions. The definition of an SUV has not been universally agreed upon, with various websites describing it as ranging from "combining car-like appointments and wagon practicality with steadfast off-road capability" to more general terms like "nearly anything with available all-wheel drive and raised ground clearance". In the US, dictionaries define an SUV as a rugged vehicle similar to a station wagon but built on a light-truck chassis, while in the UK, terms like "4x4", "jeep", and "off-road vehicle" are commonly used instead. The term is also sometimes referred to as a "Chelsea tractor", due to its perceived popularity among urban residents. SUVs avec des définitions spécifiques sont soumises à une taxe d'accise de 27 %. Celles qui mesurent 4 mètres de long, ont un moteur de 1 500 cc ou plus et 170 mm de garde au sol sont soumises à une taxe d'accise de 30 %. En Australie, les ventes de SUV ont été aidées par des droits d'importation plus bas que ceux des voitures particulières. Jusqu'en janvier 2010, les SUV étaient soumis à un tarif d'importation de 5 %, contre 10 % pour les voitures particulières. En février 2024, les électeurs de Paris ont mis en place une taxe de stationnement triple pour les SUV, invoquant l'impact environnemental et la capacité des rues. Les premiers SUV de masse produits avec une construction monocoque à quatre roues motrices étaient les voitures russes GAZ-M20 Pobeda M-72 en 1955. La Lada Niva de 1977 a été le premier véhicule tout-terrain à utiliser à la fois une construction monocoque et une suspension avant indépendante à ressorts hélicoïdaux. Les SUV actuels sont généralement de conception à deux boîtes similaires à celle d'une break. Le compartiment moteur est à l'avant, suivi d'un espace passagers/marchandises combiné. Jusqu'en 2010, de nombreux modèles de SUV étaient disponibles en carrosseries deux portes. Depuis lors, les fabricants ont commencé à abandonner les modèles deux portes au profit des modèles quatre portes plus populaires. Les SUV sont généralement caractérisés par une garde au sol élevée et un corps haut, ce qui les rend plus susceptibles aux accidents de retournement. Entre 1991 et 2001, les États-Unis ont connu une augmentation de 150 % des décès dans des accidents de retournement de SUV. Les SUV sont également critiques pour leur impact environnemental et leur consommation d'énergie. De nombreux pays ont mis en place des politiques visant à réduire l'utilisation des SUV, telles que des taxes sur les véhicules polluants ou des restrictions sur les zones où ils peuvent être utilisés. Malgré ces critiques, les ventes de SUV continuent de croître dans de nombreux marchés, en particulier dans les pays en développement où les routes sont souvent mauvaises et les conditions de conduite difficiles. Les constructeurs automobiles répondent à la demande en proposant des modèles de SUV plus petits et plus économes en carburant, qui visent à réduire l'impact environnemental tout en conservant les caractéristiques de robustesse et de polyvalence associées aux SUV. Nearly three times as many car passengers riding in Sport Utility Vehicles were killed compared to other passengers. High center-of-gravity vehicles like some SUV models often fail the moose test of maneuverability conducted by Swedish magazine Teknikens Värld, such as the 1997 Mercedes-Benz A-Class and 2011 Jeep Grand Cherokee. The growing popularity of SUVs from the 1990s through early 2000s was partly due to buyers perceiving them as safer for occupants because of their larger size and raised ride height. However, when it comes to safety for other road users, SUVs are exempted from U.S. regulations that require passenger cars to protect a certain area above the ground in bumpers. This often leads to increased damage during collisions with SUVs due to impacts occurring at higher locations on other vehicles. In 2000-2001, 60% of fatal side-impact crashes involved an SUV as the other vehicle, up from 30% in 1980-1981. The introduction of electronic stability control and rollover mitigation has contributed to a significant decrease in rollover-related deaths. According to a study by the IIHS in 2015, the rollover death rate for 2011 models was less than one-quarter of what it was for 2004 models. The safety features of today's SUVs have led to them having the lowest driver death rate among any vehicle type. Despite these advancements, SUVs pose a significant threat to cyclists and pedestrians due to their large size and weight. This has sparked public protests against SUVs in urban areas. A study by the IIHS found that SUVs caused more serious injuries compared to cars when impacts occurred at speeds greater than 31 km/h. The increasing popularity of SUVs has also contributed to an increase in pedestrian fatalities in the U.S. during the 2010s, alongside other factors such as distracted and drunk driving. A study by the University of Illinois Springfield found that SUVs are eight times more likely to kill children in a collision than passenger cars and multiple times more lethal to adult pedestrians and cyclists. In addition to safety concerns, SUVs generally have poorer fuel efficiency than smaller cars, contributing more to environmental degradation and global warming. They emit approximately 700 megatonnes of carbon dioxide per year, which is linked to global warming. According to the International Energy Agency, from 2010 SUVs have been the second-largest contributor to the increase in global CO2 emissions. SUVs were responsible for all of the growth in oil demand from passenger cars between 2010 and 2018. While they can be electrified or converted to alternative fuels like hydrogen, their manufacturing emissions will always be larger than those of smaller electric cars. Sports utility vehicles (SUVs) consume approximately a quarter more energy than medium-sized cars. Additionally, most SUVs have not been converted to utilize alternative fuels. Between 2010 and 2018, SUVs were the second-largest contributor to the global increase in carbon emissions. The crossover SUV segment has gained immense popularity since around 2010. These vehicles are often built on a platform shared with passenger cars and jeeps, resulting in better comfort and fuel economy but reduced off-road capability. Crossovers are typically constructed using a unibody platform, whereas traditional SUVs use a body-on-frame platform. However, the distinction between crossovers and SUVs can be blurry, as unibody vehicles are also referred to as SUVs. The term "crossover" is relatively recent, and early unibody SUVs are rarely categorized as such. As a result, the term SUV is often used to encompass both crossovers and SUVs. Outside of the United States, the term crossover usually applies to compact or smaller vehicles, while larger unibody vehicles are referred to as SUVs. In the UK, a crossover is sometimes defined as a hatchback model with raised ride height and SUV-like styling features. The smallest size class of SUVs is the mini SUV, which includes vehicles like the Mitsubishi Pajero Mini. Many recent vehicles labeled as mini SUVs are technically subcompact crossovers built on the platform of a subcompact passenger car. The next larger size class is the compact SUV, which includes vehicles like the Nissan Xterra and Land Rover Defender 90. Some compact SUVs are based on platforms shared with passenger cars, while others are based on compact or mid-size pickups. Mid-size SUVs, such as the Toyota Fortuner and Ford Bronco, offer a balance between comfort and off-road capability. Full-size SUVs, like the Ford Expedition and Chevrolet Tahoe, are the largest size of commonly produced SUVs, often marketed for their spacious interiors and towing capacity. The Full-size SUV Market: A Brief History and Overview Full-size SUVs are categorized as luxury vehicles, such as the Lincoln Navigator and Cadillac Escalade. Most full-size SUVs share platforms with full-size pickup trucks. Some examples of full-size SUVs include the Jeep Wagoneer, Cadillac Escalade, Mercedes-Benz GLS-class, and the Ford Expedition EL. These extended-length SUVs are built on dedicated platforms or heavy-duty pickups to provide extra space for rear passengers or cargo. Additionally, some North American SUVs are available as long-bodied versions, known as "extended-length SUVs". These vehicles are mostly sold in North America but may also be exported to other markets. Several carryall wagons introduced four-wheel drive options starting from 1949 with the Willys Jeep Station Wagon. The Chevrolet Suburban followed suit in 1955, then the International Harvester Travelall in 1956, credited as being the first full-size SUV. The Power Wagon Town Wagon was introduced in 1957. In the 1960s, the compact International Scout emerged, offering two- or four-wheel drive and various engine options. The Jeep Wagoneer (SJ) debuted in 1963 with a sophisticated station wagon body design, while the Toyota Land Cruiser FJ55 station wagon became the first comfort-oriented version of the off-road vehicle in 1967. Other notable introductions include the Chevrolet K5 Blazer and GMC K5 Jimmy in 1969, the International Scout II in 1971, and the Range Rover Classic in 1970, marketed as a luxury car for both on- and off-road use. The Subaru Leone 4WD wagon, introduced in Japan in 1972, was not designed as an off-road vehicle but rather a version of the front-wheel-drive passenger car. The term "sport utility vehicle" was first used in advertising brochures for the full-sized 1974 Jeep Cherokee (SJ). The VAZ-2121 (Lada Niva Legend) was the first mass-market 4WD unibody car in some markets in 1977, while the AMC Eagle introduced in North America in 1979 is often called the first mass-market "crossover". The compact-sized 1984 Jeep Cherokee (XJ) is often credited as the first SUV in the modern understanding of the term due to its use of unibody construction and appeal to urban families. The U.S. corporate average fuel economy standard of 1975 created a loophole that led to the rise of SUVs as light trucks, despite their primary use as passenger vehicles. This allowed manufacturers to sell more profitable and polluting vehicles, taking sales away from smaller, less profitable cars. The Jeep Cherokee's introduction in the 1980s triggered an era of cheap gasoline, making SUVs more appealing. As a result, manufacturers began classifying SUVs as light trucks, enabling them to receive tax concessions and less stringent fuel economy requirements. This led to an increase in SUV sales, with many manufacturers introducing their own models in response to the Cherokee's success. By 1994, the Environmental Protection Agency had classified over 20 vehicle models as SUVs, including several Ford and General Motors models. The trend continued until 2003, when SUVs and light trucks accounted for approximately 35% of vehicles on U.S. roads. SUVs have experienced a significant surge in global numbers since 2010, with sales multiplying sixfold from 35 million to 200 million vehicles. By 2013, small SUVs had become the third-largest market segment, and their market share has continued to grow, reaching 40% of worldwide new light-vehicle sales by the end of the decade. The introduction of new models in the early 2000s, such as crossovers and compact SUVs, has been a key factor in this growth. Larger SUVs have also remained popular, with sales of General Motors' large SUV models increasing significantly in 2013. Commercial SUVs have become a common sight on roads across Europe, with manufacturers like Land Rover producing factory-built models that can be purchased from dealerships and showrooms. Examples of such SUVs include the Citroen C5 Aircross Commercial, Land Rover Discovery, Dacia Duster Flika, and Mitsubishi Pajero. The term 'Sport-Utility Vehicle' was first used by the US Environmental Protection Agency in 2001, as described in Sam Glucksberg's book 'Understanding Figurative Language'. According to Merriam-Webster, an SUV is an automobile similar to a station wagon but built on a light truck frame. The concept of SUVs has been present since at least 1999, as seen in Regulation (EEC) No 4064/89 - Merger Procedure by the European Commission. In recent years, SUV sales have increased significantly in urban areas, with reports suggesting that they are becoming increasingly popular among city dwellers. The Guardian published an article in 2021 stating that the 'Chelsea tractor' stereotype reflects the reality of urban SUV sales. This trend is also observed in North America, where production of small and compact SUVs has shifted into high gear. The classification of SUVs as cars or trucks has been a topic of debate. According to the US Environmental Protection Agency, SUVs are considered light trucks for regulatory purposes, despite their primary function being that of a passenger vehicle. This categorization affects fuel economy and emissions standards for these vehicles. Some experts have raised concerns about the environmental impact of SUVs, citing greenhouse gas emission standards set by the EPA in 2010. However, others argue that hybrid SUVs can provide a more sustainable option for consumers. The ongoing debate highlights the complexities surrounding the definition and regulation of SUVs in various regions. In addition to environmental considerations, economic factors also play a role in the production and sale of SUVs. Budget 2013 mentioned SUVs as a notable segment, with increased demand and sales figures reported in several countries. Manufacturers are responding to this trend by introducing new models and technologies to cater to consumer preferences. However, not all experts agree on the benefits of SUVs. Some argue that they create an uneven playing field due to varying regulatory standards and tax policies across different regions. Overall, the rise of SUVs reflects shifting consumer preferences and demographic changes in urban areas. The safety and design of sport utility vehicles (SUVs) have been a concern for many years, with various studies and reports highlighting issues related to their safety performance. A review of existing literature reveals that SUVs have been involved in numerous accidents and fatalities, often due to their high center of gravity and poor crashworthiness. This has led some critics to argue that SUVs are inherently unsafe and should be banned or heavily restricted. However, others have pointed out that advances in vehicle design and technology have improved the safety performance of SUVs, with some models now boasting advanced safety features such as lane departure warning systems and blind spot detection. The debate surrounding SUV safety has also been influenced by cultural attitudes towards car ownership and the perceived need for larger vehicles. In some countries, such as the US, there is a strong culture of car ownership and a desire for larger, more powerful vehicles, which can contribute to a higher risk of accidents and fatalities. Despite these concerns, many manufacturers continue to market and sell SUVs, often touting their off-road capabilities and spacious interiors. However, some experts argue that this emphasis on utility and practicality has come at the expense of safety, with many SUVs performing poorly in crash tests and being more prone to rollovers than other types of vehicles. As a result, there have been calls for greater regulation and oversight of the SUV market, as well as efforts to educate consumers about the potential risks associated with these vehicles. Ultimately, the debate surrounding SUV safety highlights the need for continued research and innovation in vehicle design and technology, as well as greater awareness among manufacturers and consumers about the importance of prioritizing safety on our roads. A recent study suggests that SUVs are more lethal to pedestrians than cars, with larger vehicles posing a significant risk to those on foot. In fact, being hit by an SUV can be particularly traumatic for victims. Research has also shown that large vehicles contribute to severe injuries among cyclists. However, not all high-riding vehicles are created equal. Crossovers, in particular, have become increasingly popular and are often confused with SUVs. But what's the difference? While both types of vehicles share some similarities, crossovers typically prioritize on-road driving over off-road capabilities, whereas SUVs are designed for more rugged terrain. The environmental impact of these vehicles is also a concern. With rising greenhouse gas emissions contributing to climate change, many experts argue that larger vehicles, including SUVs and crossovers, are a significant contributor to the problem. Despite this, some companies are working to address the issue by developing electric and hybrid versions of popular models, such as the Hummer H1. However, these alternatives may not be widely available yet, and the automotive industry still has a long way to go in terms of sustainability. The history of SUVs and crossovers is also worth noting. The concept of the crossover dates back to World War II, when military vehicles were designed for off-road use. In the 1940s, Crosley automobiles even produced a line of crossover-style vehicles. Today, with the rise of SUVs and crossovers, it's clear that these types of vehicles are here to stay. Overall, while there is still much debate surrounding the merits of SUVs and crossovers, one thing is certain: they have become an integral part of modern automotive culture. The concept of an SUV has evolved over time, and it's difficult to pinpoint exactly when and where it originated. However, it's clear that early pioneers such as Jeep and International Harvester were experimenting with off-road vehicles in the mid-20th century. The 1959 International Harvester B-120 Travelall is often cited as one of the first true SUVs. The term "SUV" wasn't widely used until the 1990s, but it's believed to have been coined by the American Automobile Manufacturers Association (AAMA). One of the earliest examples of a vehicle that could be considered an SUV was the Subaru Leone 4WD Wagon, which was produced in the early 1970s. The Range Rover is another iconic model that helped popularize the SUV concept. First introduced in 1970, it was marketed as a luxury off-road vehicle and became synonymous with the term "SUV". In the 1980s, car manufacturers began to create vehicles that combined elements of cars and trucks, leading to the development of crossovers. The AMC Eagle is often cited as one of the first true crossover SUVs. The rise of SUVs in popularity was a gradual process, but by the late 1990s they had become a dominant force in the automotive market. However, with rising fuel costs and concerns about safety and environmental impact, sales began to decline in the mid-2000s. Today, the term "SUV" encompasses a wide range of vehicles, from luxury off-roaders to compact crossovers. The original pioneers may be gone, but their legacy lives on in the many different types of SUVs available today. The rise of Sport Utility Vehicles (SUVs) has been a significant trend in the automotive industry over the past few decades. By 2015, SUVs had become the largest and fastest-growing segment, surpassing sales of traditional cars. According to Euromonitor International, this growth was fueled by increasing demand for larger vehicles with more space and features. As sales of SUVs continued to surge, manufacturers began to respond to consumer demand by launching new models. For example, General Motors introduced the GMC Yukon and Chevy Suburban, Tahoe in 2015, while Ferrari announced its first SUV in 2018. Hyundai also expanded its lineup with new SUV models. The shift towards SUVs has been driven by a number of factors, including increasing urbanization and changing consumer preferences. As cities become more congested, drivers are looking for vehicles that offer more space and versatility. Additionally, the rise of e-commerce and online shopping has led to an increase in demand for larger vehicles with cargo capacity. However, this trend also raises concerns about environmental impact and safety. SUVs often have higher emissions and a larger carbon footprint than traditional cars, contributing to air pollution and climate change. Moreover, their size and weight can make them more dangerous on the road, particularly in low-speed collisions. Despite these concerns, manufacturers continue to innovate and adapt to changing consumer preferences. As one article notes, "The Wonderful World Of The Commercial SUV Market" is a growing segment that offers a range of benefits for businesses and individuals alike. With new models being launched regularly, it's clear that the SUV market will remain a significant force in the automotive industry for years to come. David H.'s 1998 publication "Sport Utility Vehicles: The Off-Road Revolution" was released by Todtri Book Publishers in New York, with an ISBN of 1577170857.