

## GRSP INFORMAL GROUP ON PEDESTRIAN SAFETY

### 10<sup>th</sup> meeting

Washington DC, 16-19 January 2006

#### Draft detailed meeting minutes:

#### **Part 1: Government meeting (attendance: governments only)**

**Monday January 16, 9:00 – 12:30**

Mr Mizuno opened the meeting and explained this government meeting was set up to clear some political issues. He went on to explain this morning's proposed agenda. The first item is to confirm the scope which relates to the vehicles and the vehicle weight. The second item is to reflect on the need to work with options / modules keeping in mind that a single unified proposal is the best. The third item relates to windscreen testing where the main question is whether to retain the test or not given the problems related to the braking of the windscreen and the sensor issue. Mr Mizuno said that of course other items can be discussed as well (the request for extra justification from NHTSA). Mr Mizuno explained that our proposal must be finalised and sent to GRSP in May as an official document. This is why the meeting is split in several parts and why there is a separate part dealing with the preamble only. At the same time OICA is having its own pre-meeting to prepare for the official meeting.

Ms Fujita appreciates the government only meeting as it is a good way to advance the issues.

#### 1. Confirmation of scope

Mr Mizuno explained there is an additional proposal from EC to exclude cars below 500 kg. Mr Saul said that nationally they have similar cars but these are limited by speed. Ms Fujita asked why the vehicles would need to be excluded. Mr Doyle said that the tests are related to passenger cars and not related to small light weight vehicles. Mr Van der Plas explained that under the 58 Agreement these are motorcycles (L6) and in this gtr they would suddenly be part of the passenger car category. The proposal was agreed basically but we will come back to it in the next part of the meeting.

#### 2. Need for modules / options

See discussion under item 3.

#### 3. Need for windscreen head testing

Mr Mizuno asked if windscreen head testing needs to be included or not.

Mr Saul asked in which regions windscreen testing is included. Mr Doyle explained that the EU Phase 2 does not include any windscreen testing. Mr Kubota explained that today the Japanese requirements do not include windscreen testing, only J-NCAP includes it. Japan will follow the gtr and is ready to include or exclude the windscreen testing. Mr Youn explained that Korea does not have any regulation yet. Mr Yoon explained Korea is still investigating and is also looking into windscreen testing. So far they have not experienced any problems with their windscreen testing, if there are problems experienced by others, they would like to know this. Mr Nishida explained that the reason not to include in current Japanese legislation is because the technology to reduce the impact is not yet established. Secondly the likelihood of pedestrian to windscreen impact is smaller than impacts to the bonnet. Mr Doyle added that in Europe it was concluded that the windscreen borders are very difficult to work with. It was kept in Phase 1 for monitoring but not in Phase 2. The Phase 1 test is just to collect info which maybe or maybe not will offer some possibilities in future. Mr Mizuno explained that the windscreen borders are very dangerous but very difficult to find countermeasures for whilst the rest of the windscreen is generally very safe. IHRA included windscreen testing but only on the basis of accident data. Mr Yoon asked if Japan experienced problems with measuring the accelerations. Mr Konosu said that with damped accelerometer there is no problem. Ms Fujita said that the current gtr text includes the windscreen but excludes the borders. She asked how big of the population hits the windscreen. Mr Césari said that a big part of the population does hit the windscreen but very few of them produce injuries. Ms Fujita asked by including the windscreen we are not excluding a large part of the fatalities. Mr Saul said this is correct, about 20% are related to windscreen and bonnet. In the US the windscreen was excluded because they do not see any countermeasures. This came down to 6% so about 15% of injuries was related