

MINUTES OF THE FIFTH MEETING OF

THE GRSP INFORMAL GROUP ON A POLE SIDE IMPACT GTR

1. Welcome and Introductions

(Attendees as noted above)

Mr Hogan thanked the UK, particularly Mr Frost, for hosting this meeting as well as other GRSP informal group meetings in London during the week.

2. Adoption of the Agenda

The agenda circulated by the chairman immediately prior to the meeting was amended by removing the French crash test and US category 2 vehicle presentations from the agenda. The agenda was then adopted (see [PSI-05-01](#)).

ACTION: France to make a presentation on its crash program at the 6th meeting in June.

3. Minutes of the Fourth Meeting and Progress Report to WP29

The minutes ([PSI-05-02](#)) from the fourth meeting held in Seoul, South Korea and circulated by the chairman prior to the meeting were agreed without amendment.

Mr Hogan advised that Australia had submitted an informal document ([GRSP-50-20](#)) to the 50th session of GRSP (December 2011) incorporating the second progress report of the informal group and a proposed change to the terms of reference to allow a pole side impact GTR to be developed in two phases. During the first phase, the informal group would draft pole side impact requirements for a WorldSID 50th percentile adult male. In the second phase, the informal group would draft pole side impact requirements for a WorldSID 5th percentile adult female. Mr Hogan advised that GRSP had agreed to the proposed changes to the informal group terms of reference in December 2011 and that in-principal agreement had also been received from AC3 in March 2012 (during the week preceding the PSI GTR informal group meeting). Formal agreement of AC3 to this proposed change in the terms of reference would be sought in June 2012.

4. Actions of 4th Meeting

Mr Hogan summarized the action list from the 4th meeting of the PSI GTR informal group, noting the work that had been done with respect to each action item.

5. MUARC Analysis of Australian and UK Side Impact Data

Dr Fitzharris presented MUARC's analysis of in-depth (CCIS) and mass crash data