

## **Action plan resulting from the 7<sup>th</sup> meeting of the Informal Group on Pedestrian Safety**

- 1. CLEPA / OICA to finalise the active deployable bonnet systems and to supply a final document before next meeting**
- 2. Damped accelerometer location for the head impactors proposal needs to be checked**
- 3. OICA to develop a definition for high bumper vehicles in relation to the upper leg to high bumper test**
- 4. §3 needs a better text (by OICA) in order to solve the type approval versus gtr principle clash**
- 5. §3.35 (lower windscreen reference line): OICA to make an agreeable proposal and definition**
- 6. Request IHRA to review the upper leg to high bumper test (to be mentioned in preamble)**
- 7. Request IHRA to discuss about upper leg to bonnet leading edge test (to be mentioned in preamble)**
- 8. Japan to draft a working document for the FlexPLI monitoring committee**
- 9. Secretariat to word the FlexPLI rigid legform compromise**
- 10. OICA to check fixed values for the upper legform impactor in §6.3.1.2 and subsequent paragraphs**
- 11. OICA to check if there are many cars which change from one test condition to another along the width of the bonnet depending on the head impact point relating to §3.3 and §7.2.6.2, 7.2.6.3.**
- 12. Various issues (test parameters, injury limits, ...) remain in square brackets until the EU feasibility study is finalised**
- 13. Preamble to be developed and draft circulated one month before next meeting: the drafting group to consist at least of Mr Saul, Mr Doyle, Mr Notsu, Mr Césari, Mr Mizuno and Mr Van der Plas**