

Action plan / decisions resulting from the 6th meeting of the Informal Group on Pedestrian Safety

General time schedule:

- draft gtr (based on updated PS/69) to May 04 GRSP. To serve as basis for the feasibility / effectiveness / repeatability / reproducibility assessment and resulting in
- first official draft gtr to Dec 04 GRSP. To serve as basis for comments from all CPs and industry and resulting in
- official draft gtr to May 05 GRSP for final adoption at AC3 in November 05.

	Decided items	Action items
1	PS/71 head test area proposal (OICA) as starting point for the windscreen / A-pillar area	Need for more test data (all) J: to provide J-NCAP data + proposal
2		Governments to make a recommendation on the selection of the impact points based on their own national / regional approach (recommended impact points versus free selection (worst case) by test house)
3	PS/72 impact angle and speed (OICA / JARI / JAMA) proposed and accepted as basis	EU and US study reservation: NHTSA to check if more information is available + EU to study results of PS/72.
4	PS/74 head impact specification as established by IHRA (J) agreed with [] for certain specifications for the 3,5 kg headform and [4,5] kg.	EU study reservation for specifications of the 3,5 kg headform and for the weight of the adult headform.
		Accelerometer position accuracy under discussion at J and US. Any info from other source is welcome.
		Need for drawings to be made available
		Skin ageing under study (J)
5		Bring together certification data and check the response uniformity (J, IDIADA).
6	PS/67 + PS/75 active bonnet test method (CLEPA) as starting point for discussions.	Include the certification test established by IHRA (PS/49 and PS/50) in the draft gtr and correct the wording in PS/69 §6.4.1, 6.4.2, 6.5.1, 6.5.2
7	PS/67 + PS/75 active bonnet test method (CLEPA) as starting point for discussions.	OICA to give comments
8	Lower leg anthropometry as proposed by IHRA (and same as the existing impactors) is agreed.	
9	Lower leg test speed: 40 km/h	
9	In draft gtr explain currently for the lower leg test tool there are two options and explain the merits and de-merits. A decision will be made at a later stage.	In order to decide which legform to be used we need by Sept 04 : - IHRA to finalise its work asap (corridors, injury risk curves, ...). (Summer 04) - info on repeatability and reproducibility of EU

		<p>legform (EEVC) / FlexPLI (J)</p> <ul style="list-style-type: none"> - biofidelity information of FlexPLI (J) / EU impactor (EEVC) - comparison result after test on same car of FlexPLI versus EU impactor (J to provide info on 2 cars) - information on general availability of FlexPLI (J) - information on sensitivity, durability, ... - information on the certification procedures and specifications for each impactor (J, EEVC)
10	<p>For feasibility studies using the FlexPLI the injury thresholds are tentatively set at:</p> <ul style="list-style-type: none"> - 350 Nm for the tibia bending moment - 20° for the knee bending angle 	<p>Results of ACEA study on feasibility (EU Phase 2) will be available next meeting.</p> <p>JAMA to check if J mfr can provide feasibility test data.</p> <p>EU feasibility study result will be available next meeting.</p> <p>Korea will check if KAMA has information to share.</p>
11	<p>Update PS/69 YvdS send to KVdP and forward to group immediately. Input to KVdP by March 22 for second circulation on March 29 for final submission as informal document to ECE secretariat on April 13.</p>	