

# Minutes of 2<sup>nd</sup> meeting of the Informal Group on Frontal Impact

Held at OICA office- Paris  
6<sup>th</sup> October 2008

## 1 Welcome and Introductions

Pierre Castaing opened the meeting and welcomes the new secretary of the group Eberhard FAERBER.

The target of the group is to find the best compromise using all the results of different working groups involved in compatibility and frontal impact.

## 2 Roll call

See participant list.

**Attendees and Apologies for Absence:** See Annex 1

## 3 Approval of Agenda

**Doc. INF GR / FI-02-01**

The draft agenda was adopted with the addition of:

- NL presentation concerning the latest results on their crash testing.
- France presentation concerning accident study.
- Open issues and questions from Sweden.
- Japanese presentation on their work program.
- A list of question coming from UK.

## 4 Approval of the Minutes of last meeting

Comments on minutes from the last meeting:

Germany proposes to replace "chairman position" in the minute by "French position".

Pierre CASTAING answers that he will take care in the future minute on the position from which it comes to distinguish the position of the group from the position of France.

Pierre CASTAING proposes to make a short resume at each end of meeting to be clear on position of the group and decision.

Neil BOWERMAN from UK asks for modifications in the minutes: in §6 the UK meaning is that self protection should not be reduced by the introduction of a new test procedure and in §7 replace "impact influence" by "impact assessment".

Pierre CASTAING indicated that concerning the Terms of reference:

**Doc. INF GR / FI-01-02**

- They have been validated during the last meeting => available in the website
- Proposed to GRSP and validated by WP29

If there is some question or comment don't hesitate to provide them.

Hans AMMERLAAN comments on ToR: the group can bring some new data from members of this group

Pierre CASTAING ensured that all members can come with new data and if needed, the ToR can be extended.

Franck VAN WEST ask to add that in FMVSS208 it is not a full frontal test but a full width test.  
The Minutes were adopted with these changes:

**Doc. INF GR / FI-01-01\_Final**

## 5 Actions from the Minutes of last meeting

The action list was reviewed.  
Only one document from Sweden was received

**Doc. INF GR / FI-02-02\_Final**

Presentations and discussions followed each item.

- Accident analysis:

France will propose some new data to support existing study (WG15 and VC-Compat)

Pierre CASTAING asks if it is possible to separate frontal impact self-protection and compatibility on accident study performed in WG15 and VC-Compat. Data concerning Germany and UK.

Japan probably will be able to present some data to support accident data from Europe  
Need to make a request to SC to have some data and work from WG21 to perform some analysis

Pascal DELANNOY made a presentation on French accident data.

**Doc. INF GR / FI-02-05**

- Self and partner protection
- Focus on accident data on self protection
- Definition of a severity rate
- Gain 8% on fatalities and 6% on mortality

UK doesn't really understand the slope of curves >> need more explanation.

Robert THOMSON had some question on thorax injury: influence yes or no?

- Harmonization:

JAPAN asks for the possibility to have harmonization between signatory of R94 regulation?  
Pierre CASTAING said that it's not the question today. We need to answer items of the ToR and the possible harmonization will be looked in due time.

- Guarantee minimum EES

Information needs to come from accident data and crash test results.  
Investigate also Deutsch proposal.

Presentation by Hans AMMERLAAN on the state of the art of UNECE Reg.94 -  
Past, Present & Future. Propose an alternative method for frontal impact: MPDB

**Doc. INF GR / FI-02-03**

Presentation by Richard SCHRAM on additional tests performed by TNO on MPDB.  
Fiat 500 MPDB 56 / 56.

**Doc. INF GR / FI-02-04**

- Very severe test.

- Lack of resistance of the compartment
- dummy readings much higher than in EURONCAP

Pierre CASTAING said that MPDB is a long term approach; it will be studied in the FIMCAR project that was evaluated as good by commission.

The purpose today is to evaluate current proposal.

- EES calculation method

Pascal DELANNOY explained that EES is a tool, to sensitize that we can't think in terms of test speed when there is a deformable element.

France informs the group that software to calculate EES and energy will be available soon.

Question coming from Mervyn EDWARDS and Sean O'BRIEN: what is the algorithm used in this software, is it different from version1?

- Need to provide information on energy compression curve, etc..

- Dummy criteria

Robert THOMSON asks if we need a modification on dummy criteria.

Pascal DELANNOY answers that there is no need to increase the dummy criteria because test speed and overlap are higher so the deceleration pulse is higher.

- Misuse of PDB

Concerning point 6, Richard DAMM will present during the next meeting some data on test and simulation, showing potential misuse of the PDB.

Pierre CASTAING asks urgently to members to provide written list of open questions because if there is no question, it means that there is no problem with the French proposal!

Presentation by Mervyn EDWARDS

**Doc. INF GR / FI-02-06**

- Cost benefit
- Impact assessment
- Ensure mini test severity and sufficient stiffness for the PDB if the slope of the force curves decrease

Presentation by JAPAN of the test program on PDB:

**Doc. INF GR / FI-02-07**

Comparison of PDB test with regulation test JNCAP tests. Test program will begin in November. Perhaps it will be possible to present preliminary results during the next meeting in December.

Mervyn EDWARDS asks why the comparison will be between PDB tests with rating results, whereas the aim of the project is to evaluate the influence on regulation change.

Pierre CASTAING added that it is important to take into account the problem of mass differences in regulation and rating test.

- Presentation done by Sean O'BRIEN on VDA position:

**Doc. INF GR / FI-02-08**

- No problem with the current EEVC barrier
- Not enough investigation on PDB

- WG15 never investigate PDB for replacing current barrier.
- Not enough study.

Comment from Pierre CASTAING: this presentation give an opinion, there is no possibility to answer. Perhaps it will be better to make a new presentation with clear questions which will give the possibility to provide some answers.

## 6 Date and Venue of Next Meetings

Dates of next meetings were planned:

- December, 9<sup>th</sup> – Palais des Nations (Geneva) (Room 16)
- March, 10<sup>th</sup> – OICA (Paris)

## 7 AOB

## 8 Actions

- Amend the minute => Pierre CASTAING
- Update the Swedish document => Pierre CASTAING
- Document on French accident analysis: more detail for December + all countries: separate data for frontal and compatibility => France, Germany, Japan
- Need to make a request to chairman sc to ask WG21 for help and accident data
- Injury mechanism (thorax injury) => Sweden, Aprosys and France will provide data for the next meeting.
- Potential for harmonization. Request to Japan to bring some data. UK to provide information from Aprosys
- Finalize test severity for regulation test. TNO will provide more information on test results with MPDB and comparison with static PDB
- Validate PDB EES calculation method > Pascal DELANNOY to provide more information on test methodology.
- Japan test comparison PDB EEVC barrier
- VDA: redo the presentation with question and not statement

## 9 Attachments and Working Documents

<b>Annex No.</b>	<b>Presented by / on behalf of</b>	<b>Title</b>
1	PC	Attendance list
2	PC	Actions list
3	PC	Documents list

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Group Chairman  
08 December 2008

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 OICA - PARIS  
 October 6th 2008

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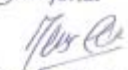

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