



IWG DPPS: Clarification of the Scope

**11th Meeting of the UN/ECE IWG DPPS
Teams, 27 & 28 April 2021**

Oliver Zander

Bundesanstalt für Straßenwesen

(Federal Highway Research Institute)



During the 10th IWG DPPS meeting on 9 & 10 March 2021, BASt explained that the proposed detection area (IWG-DPPS-9-04) must also take into account the lateral offset between lower extremity impact and head impact in real world accidents (IWG-DPPS-10-09).

Japan expressed their concern that this rationale would be linked with changes of the scope of the IWG and GTR No 9 (IWG-DPPS-11-03).

BASt cannot follow that concern. The work performed within the IWG is to a great extent linked to the prerequisites of DPPS for being tested in a deployed position. These prerequisites (such as pedestrian detection, $HIT > TRT$, minimum performance at lower speeds, protection at higher speeds) are related to real world conditions, to make sure that the systems work in the real world as suggested in the test laboratory during impactor tests.



B) OBJECTIVE OF THE PROPOSAL

The objective of the Informal Working Group on Deployable Pedestrian Protection Systems is to develop a proposal for a test procedure for DPPS such as active bonnets, external airbags etc. The procedure will serve for the testing of such systems to show compliance with the requirements of GTR No. 9. However, the IWG will also develop new and more detailed requirements, where needed, so that the new procedure guarantees that deployable systems are correctly activated as designed to protect pedestrians and other vulnerable road users, and provide the same level of protection to pedestrians and other vulnerable road users as non-deployable systems. Consequently, the relevant sections of GTR No. 9 will be amended. Finally, the IWG DPPS shall also consider the development of a corresponding proposal to amend the UN Regulation 127 on Pedestrian Safety.



Besides developing a proposal for a test procedure, the IWG DPPS is tasked with developing new and more detailed requirements, where needed, so that deployable systems are correctly activated in order to protect pedestrians and other vulnerable road users.

It is a common understanding within the IWG that the detection of pedestrians is one of the indispensable prerequisites which are part of the more detailed requirements.

Since deployable systems need to be correctly activated, the prerequisites must account for what is actually happening on the street.

Thus, real world conditions must be considered for the prerequisites.

The pedestrian trajectory during an accident is one of these real world conditions. Thus considering the variety of this trajectory is indispensable.



Thank you!