

Chest deflection in worldwide regulation

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Worldwide regulatory requirements: actual

Chest	Mannequin	Crash	Country	Risk(AIS3+), 45 Y	Risk(AIS3+), 65 Y
50	Driver H50	ODB 56 km/h (Actual regulation)	Europe + Australia, Japan, Russia	40%	68%
50	Passenger H50	ODB 56 km/h (Actual regulation)	Europe + Australia, Japan, Russia	40%	68%
63	Driver H50	FWRB 56 km/h	USA	65%	86%
52	Passenger F5	FWRB 56 km/h	USA	66%	86%
76,2	Driver H50	FWRB 48 km/h	Australia	83%	94%
76,2	Passenger H50	FWRB 48 km/h	Australia	83%	94%
55	Driver H50	FWRB 56 km/h	Canada	50%	76%
45	Passenger F5	FWRB 56 km/h	Canada	50%	76%
75 (ThPC)	Driver H50	FWRB 50km/h (actual and future r	China	82%	94%
75 (ThPC)	Passenger H50	FWRB 50km/h (actual and future r	China	82%	94%
no chest deflection	Driver H50 Passenger H50	FWRB 48 km/h	Korea	NA	NA
no chest deflection but	Driver H50 Passenger H50	FWRB 50km/h	Japan	NA	NA

ECE requirements: future

Chest	Mannequin	Crash	Country	Risk(AIS3+), 45 Y	Risk(AIS3+), 65 Y	
50	Driver H50	ODB 56 km/h (Actual regulation)	Europe + Australia, Japan, Russia	40%	68%	
50	Passenger H50	ODB 56 km/h (Actual regulation)	Europe + Australia, Japan, Russia	40%	68%	
42	Driver H50	ODB 56 km/h (future regulation)	Europe + Australia, Japan, Russia + other countries	24%	50%	Risk decrease between 26 to 40%
42	Passenger H50	ODB 56 km/h (future regulation)	Europe + Australia, Japan, Russia + other countries	24%	50%	Risk decrease between 26 to 40%
42	Driver H50	FWRB 50 km/h (future regulation)	Europe + Australia, Japan, Russia + other countries	24%	50%	Compared with: - USA : Risk decrease between 41 to 63% - Australia :risk decrease between 71 to 74% - Canada : 52 to 68% - China : 70 à 74%
42	Passenger F5	FWRB 50 km/h (future regulation)	Europe + Australia, Japan, Russia + other countries	42%	70%	Compared with USA : Risk decrease between 18 to 36%

Going for 34mm chest deflection would make the level of severity a lot more stringent in the ECE regulation compared to worldwide regulation.