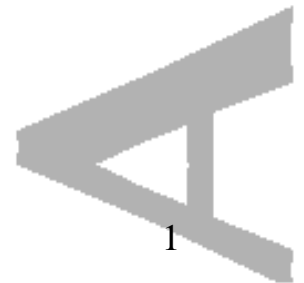
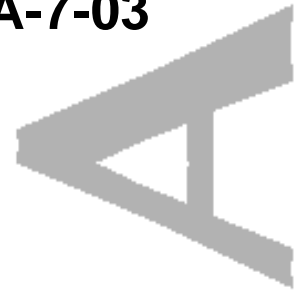


European
Automobile
Manufacturers
Association

TF-BTA-7-03

**ACEA position
for re-definition of bumper test area**

**Task Force Bumper Test Area
Web conference 29 Aug. 2014**





Introduction (1)

- Industry admits that in average a decrease of the test area for the legform to bumper test can be seen



Introduction (2)

- However:
 - Protective effects are not necessarily limited to the smaller bumper test areas and do not depend on design elements (see document TF-BTA-2-05)
 - Rounded vehicle styling was one of the „historic directions“ given to industry for pedestrian safety (see document TF-BTA-3-09)
 - Rounded vehicle styling is regarded to facilitate compliance with pedestrian safety requirements but was initially caused by other design premises (design language, fuel consumption, CO2 reduction etc.)
 - Clear determination of test areas is beneficial to assure repeatability/reproducibility of mark-up for official testing (compliance with legislation)
 - There was no evidence that the decrease of the test area for the legform to bumper test impacted real world pedestrian safety



Introduction (3)

- Industry agrees that measures can be taken to avoid that the current definition of the test area may be misused, potentially resulting in a decreased pedestrian safety



Status

- Within TF-BTA, several ideas were developed to enhance the definition of the bumper test area
- Any final conclusion of TF-BTA's work must take into consideration:
 - Limitations of the impactor (see documents TF-BTA-3-03r1, TF-BTA-3-07, TF-BTA-3-08, TF-BTA-4-03, further information to be provided)
 - Potential issues with test execution (see document TF-BTA-5-05)
 - Usability of test procedure in type-approval and self certification environments without risk of misinterpretation or failure-affected test execution
 - Results of cost and benefits assessment, taking into account competitiveness and affordability (in line with the EU CARS21 guidelines) (see document TF-BTA-6-09)



Conclusion

- ACEA therefore prefers the definition of the legform to bumper test area using measures at the outer surface of the vehicles:
 - Represents the status of the vehicle during an accident with a pedestrian
 - Test procedure can be executed independent of the different legal systems with acceptable test efforts
 - Parallel testing at NCAP (using a different test procedure) provides for the best consideration of different scenarios for the vast majority of vehicles

ACEA requests to use the initial proposal of document TF-BTA-6-04 for the final development of the new definition of the legform to bumper test area.