



# **Development of Regulation 94 Frontal Impact OICA**

**GRSP Informal Group on Frontal Impact – 18 April 2012**



# Full Width Test: Rigid or Deformable?

OICA supports the Full Width Rigid Barrier:

- (1) Both FWRB and FWDB can detect PEAS structure height.
- (2) Neither FWRB nor FWDB can assess SEAS structure.
- (3) FWDB has major dis-benefits in terms of cost increase and dis-harmonization (current full width test in US and Japan) - especially important in view of Phase 2 goals

	Importance	FWRB	FWDB
Harmonization with US or Japan	High	Yes	No
PEAS height detection	High	Yes	Yes
SEAS Assessment	High	No	No
Cost	Medium	Additional burden	High additional burden
Engine mass effect	Low	No	Yes

# OICA position on the evolution of R94

	Today:	Phase I: ~2014	Phase II: ~ 2020 (GTR?)
Scope	Self Protection Fuel Integrity	Self Protection Fuel Integrity + Restraint Test + Compatibility Assessment	Tbd.
Configuration	ODB 56 km/h, 40%	ODB 56 km/h, 40% + FWRB 50 km/h + [Geometric Assessment PEAS / SEAS]	
Dummy	HIII 50%	HIII 50% [HIII 50%, HIII 5%]	[THOR %]