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

<table>
<thead>
<tr>
<th>Importance</th>
<th>FWRB</th>
<th>FWDB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harmonization with US or Japan</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>PEAS height detection</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>SEAS Assessment</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Cost</td>
<td>Medium</td>
<td>Additional burden</td>
</tr>
<tr>
<td>Engine mass effect</td>
<td>Low</td>
<td>No</td>
</tr>
</tbody>
</table>

16.04.2012
OICA position on the evolution of R94

Today:
- Self Protection
- Fuel Integrity

Phase I:
- ~2014
- ODB 56 km/h, 40%
- ODB 56 km/h, 40%
- Restraint Test
- Compatibility Assessment

Phase II:
- ~2020 (GTR?)
- [Geometric Assessment PEAS / SEAS]
- Tbd.

Dummy:
- HIII 50%
- HIII 50%
- [HIII 50%, HIII 5%]
- [THOR %]