

Informal Group on Frontal Impact DRAFT meeting minutes of the 17th meeting

DG Enterprise and Industry,
Meeting room 5/B,
Avenue d'Auderghem 45;
(9:00 – 16:00 full day)

1.1. Welcome

1.2. Roll call

Attendance: see attending list

1.3. Adoption of the agenda

Adopted with one additional topic (Swedish proposal)

1.4. Adoption of the Minutes of our last Meeting

FI-16-07e-R1

The minutes are adopted with two corrections.

- §3.4: **no significant improvement** for elderly and female occupants will result from OICA's suggestions.
- spelling correction to "Mr Trosseille"

STATUS OF THE GROUP

2.1. Status of Expert Group to validate the use of thorax injury prediction tools

X.Trosseille informs the group that a first webex meeting will be held in W48/12. The target will be to prepare a list of pros and cons for the DEQ criteria and try to find a quotation for the rodpot on HIII dummy.

X.Trosseille will report to the IG FI in January.

2.2. Status of Expert Group to conduct an impact assessment

The IG FI has to better define what needs to be achieved. P.Castaing hopes that this group will be able to start next January.

People involved: Claus Pastor (BAST) as leader of this group Jim Hand (UK). Cyril Chauvel.

FRONTAL IMPACT

3.1. EU Project FIMCAR cost / benefit

FI-17-03e

Presentation by R.Thomson.

R.Thomson recalls that all deliverables are available on the FIMCAR website.

3.2. Euro NCAP Frontal Impact Status report

Report given by Pierre Castaing:

The last meeting was held early W47/12. For the time being, EuroNCAP plans to start its validation program in January 2013. The common decision for EuroNCAP (if no change due to the work in the IG FI) is to use the rigid barrier and a 5th in front driver and in rear passenger positions. During this validation program, all dummy readings and shoulder belt force will be measured. The goal is to check if DEQ is something that could bring a better knowledge of the risk of injury.

Full Width Barrier (FWRB or FWDB): the board will confirm its position in the January meeting, depending on the work in the IG FI.

Final protocol of the group will be made in June 2013 so that the evaluation can be conducted on a full year 2014.

3.3. Evolution of Regulation ECE R94 (UTAC)

FI-17-02e

Presentation by P.Delannoy

priority for phase 1: restraint system improvement and assessment

priority for phase 2: body structure improvement and assessment

OICA notices that the French proposal for phase 1 and the proposal made by OICA at the 16th IG meeting have almost the same vision, considering that the FWRB is the only solution that will allow the group to finish on time and that the 50th dummy will be able to cover the average population.

The main difference between the OICA proposal and the French proposal is the DEQ. Some questions arise to know whether it has been proven that this criteria is checked and ready for regulation. P.Castaing explains that the DEQ is a method/calculation. This criterion has been discussed in different groups: the principle of the DEQ is accepted, the limits associated with the DEQ are still to be defined.

Regarding the study of the effect that DEQ would have on the real world, P.Castaing indicates that it will depend on the limits that will be defined. When a decision is made on these limits, it will become possible to work on cost benefits. X.Trosseille confirms that there are already proposals for limits (see §4.1).

For phase 2, 1958 Agreement is mentioned, whereas the TORs mentioned the possibility of a phase 2 under 1998 Agreement. P.Castaing confirms that France will push to have the frontal impact regulation modified in 2018 even if the framework is not a GTR.

In the same time, P.Castaing confirms that the timing proposed by France is that phase 2 does not start until the THOR is available

3.4. FWRB Repeatability (VTI)

FI-17-04e

Presentation by R.Thomson on FWDB repeatability. This presentation is following a presentation made by Japan in a previous IG meeting.

Biomechanics

4.1. Presentation of DEQ update – Chest Risk Curves (LAB)

FI-17-05e FI-17-06e FI-17-07e

Presentation by X.Trosseille to explain the DEQ criteria.

The presentation, user manual and excel file were circulated by X.Trosseille to the group, as well as the matlab file.

Summary from P.Castaing:

- 1) use of DEQ only to ban vehicles that have high level loading on the shoulder
- 2) if HIII 50th is used, several possibilities to make sure that elderly people protection is also assured, such as decrease the rodpot limit, or in order to decrease the rodpot limit, use the DEQ.

5. AOB

R94 evolution criteria

The group started to fill in possible future ECE R94 criteria.

Open issues and proposal from the group for the future, see Excel File prepared during the meeting. Among these open issues:

- electric vehicle safety
 - configuration for the full width test + clearance, rigidity, width...
 - dummy seating position
 - dummy definition (dummy version)
 - Structural integrity
- X.Trosseille to give data on the importance of the neck criteria for small female (Injury Risk Curves, percentage of risk to be covered).

To keep in mind: the first draft should be available for May 2013 GRSP (2014 is the date for WP29 adoption).

6. Next Meetings

24th of January 2013, Paris, OICA

27th February 2013, Bruxelles, European Commission 45 rue d'Auderghem

9th April 2013, Paris, OICA