

**Action plan / decisions resulting from the 5th meeting of the
Informal Group on Pedestrian Safety**

GENERAL

1. Develop skeleton gtr by GRSP May 2004 for use by EU in their review of Phase 2. Use EU (and other) feasibility study to finalise the details.
2. PS 53 to be used as basis for draft gtr format. Depth of detail for preamble to be discussed later.
3. **OICA** to work with **Secretary** to draft a gtr proposal based on decisions of the INF GR and consult with **EU**.

HEAD TEST METHOD

4. Shapes: 3 vehicle shapes with specific test conditions for each shape
 - If bonnet angle $\geq 30^\circ$: 1-box
 - BLEH ≥ 835 mm : SUV
 - BLEH < 835 mm : Sedan
5. If some CPs want to move to other vehicles not included in gtr, more validation has to be done.
6. Boundary line favored over overlap for child and adult head impact area. Boundary: WAD = 1700 mm.
7. Areas (A-pillar, windscreen, frame) to be defined after collection of data (EURO-NCAP (**IDIADA**)/ AUS-NCAP (**Mizuno**)). Results of feasibility study to be used on exemption of areas or different test conditions / injury limits.

8. Test points:
 - either define areas for compulsory tests
 - or
 - divide area in squares of [20 x 20 cm] and allow a certain % to be over the requirements
 9. Headform impactors:
 - child head: 3,5 kg and 165 mm diameter
 - adult head: 4,5 kg and 165 mm diameter
 - Impactor details to be proposed and decided next meeting (**IHRA**,...).
 10. Head impact speed and angles: **IHRA / JARI** will re-analyze data to determine feasibility of establishing a “relational graph” approach, rather than via vehicle shapes as in item 4. If no workable result then use current JARI proposal where angle / speed is based on vehicle shape. **OICA** to start feasibility study based on the current JARI proposal.
 11. Injury levels: in principle $HIC < 1000$. After feasibility study this can be adapted to higher level or exemption for certain areas.
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