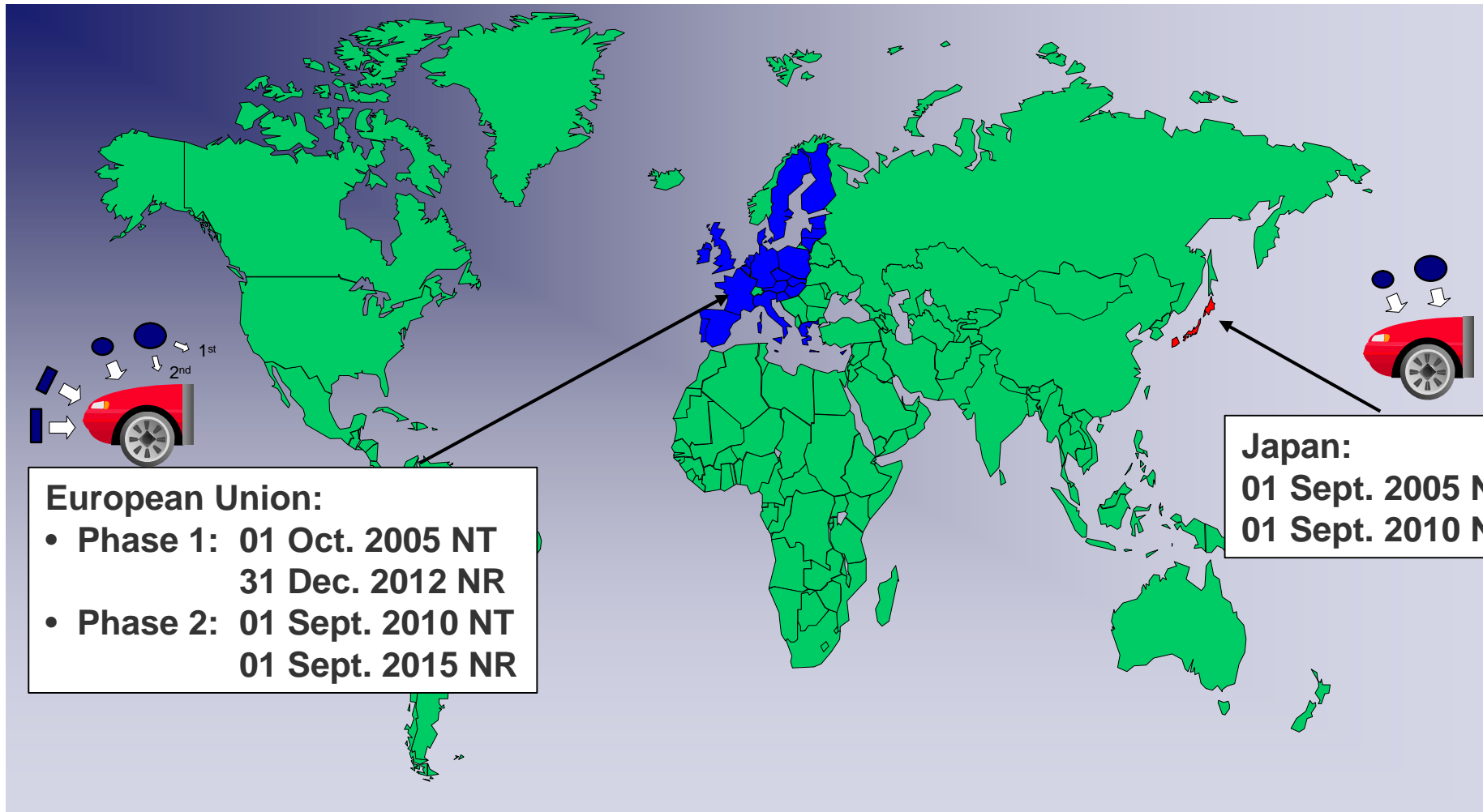


# **The Need for Harmonized Legislation on Pedestrian Protection**

**Industry Position  
provided by  
the International Organization of Motor Vehicle Manufacturers (OICA)**

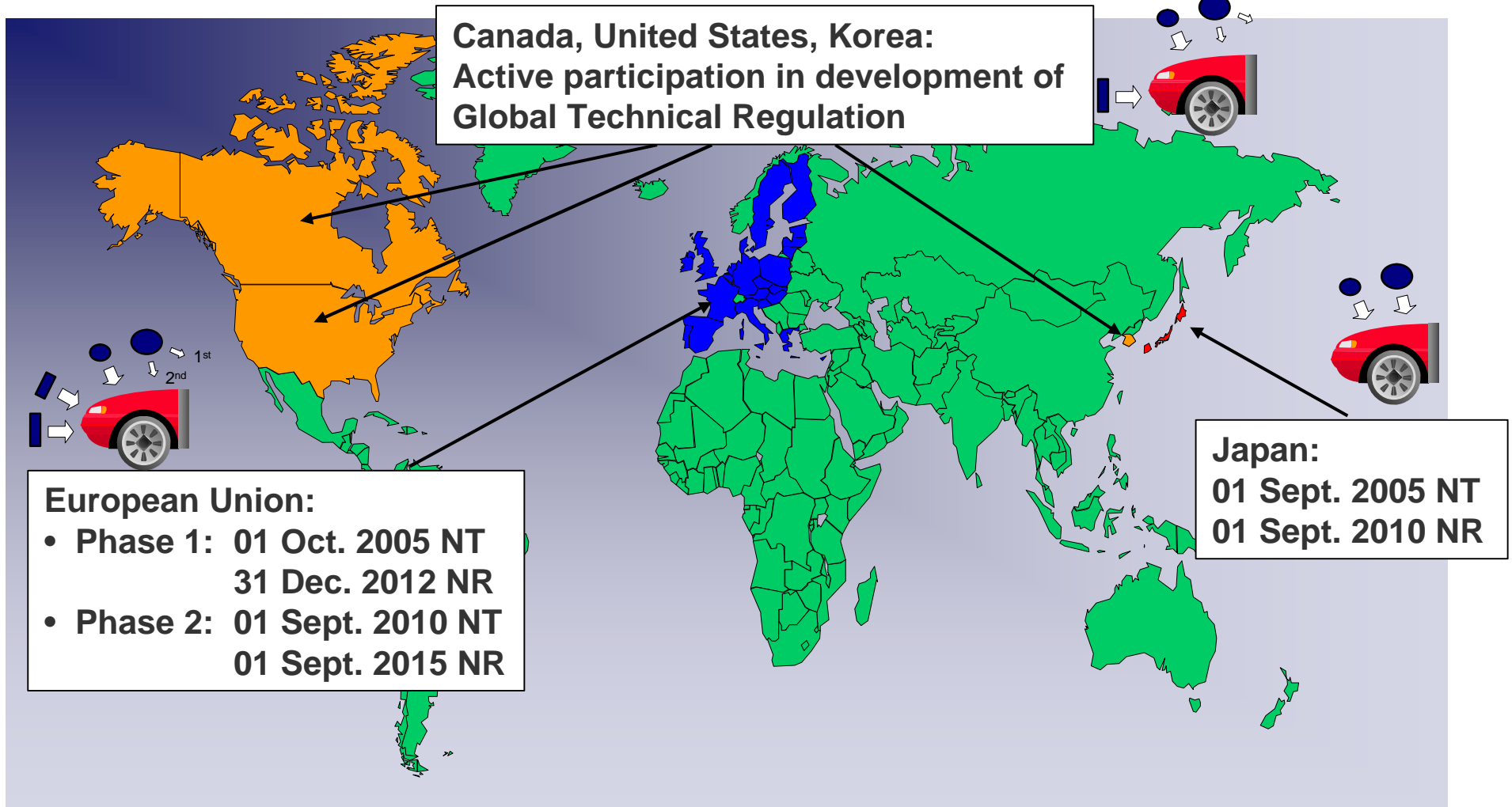
# Development of a GTR on Pedestrian Protection

## Countries with Enforced Legal Requirements



# Development of a GTR on Pedestrian Protection

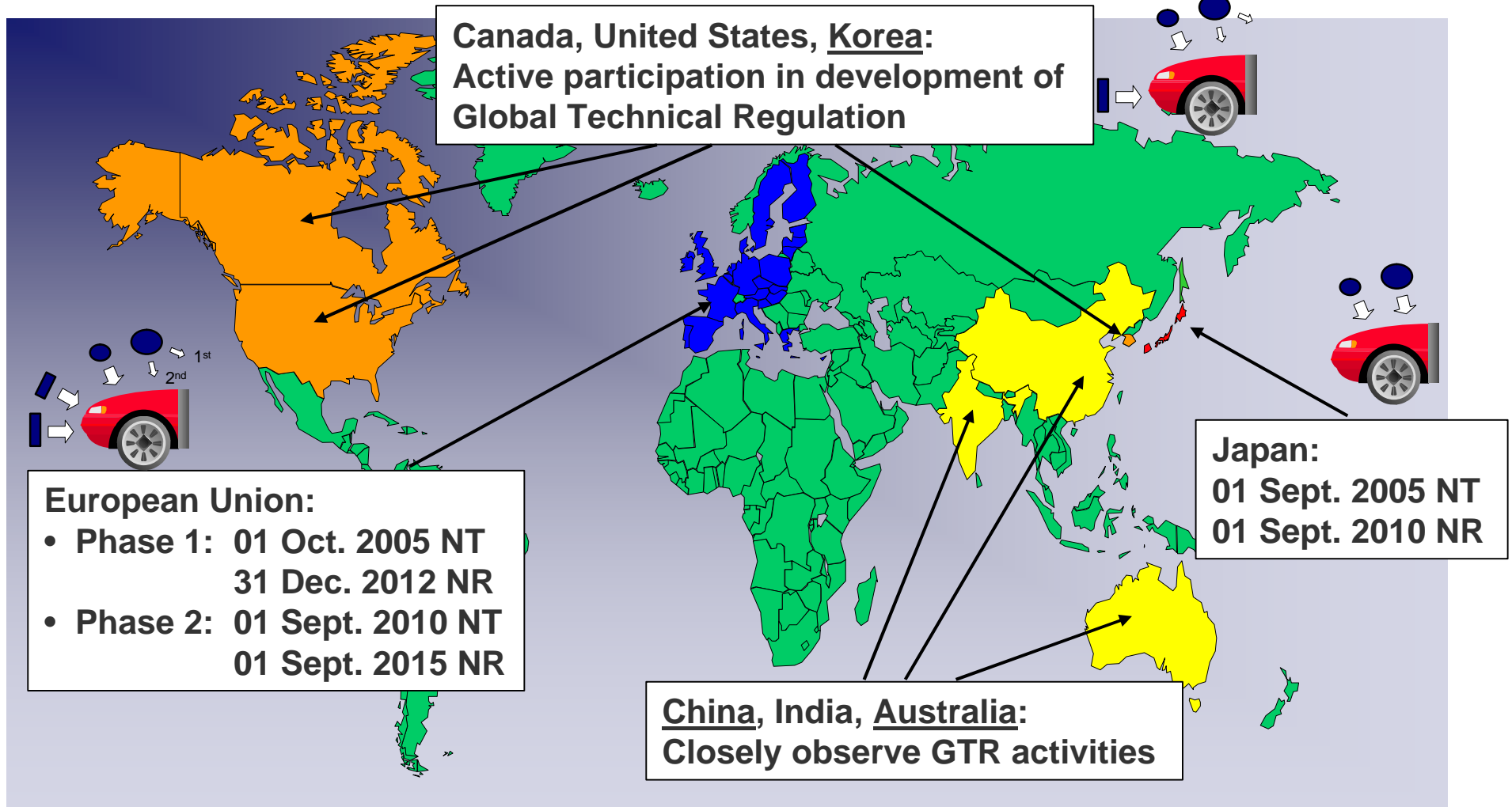
## Countries Involved in GTR Discussion



# Development of a GTR on Pedestrian Protection

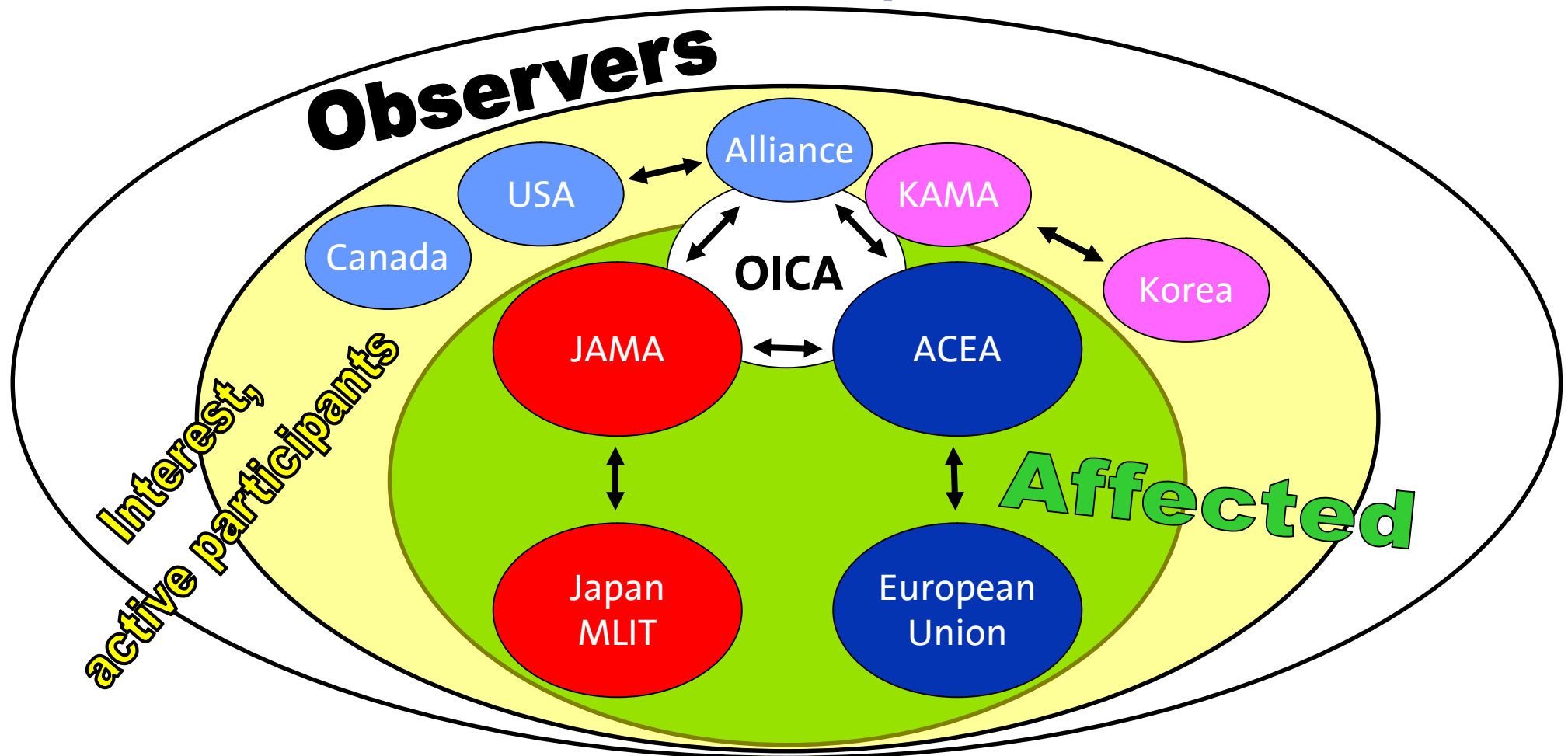
## Future Outlook

Underlined countries are those that are already assessing the introduction of pedestrian legislation.



# Development of a GTR on Pedestrian Protection

## Parties Involved in GTR Development



## Development of a GTR on Pedestrian Protection

### If GTR is **NOT** Agreed

- Risk of different or unique national legislation in all countries mentioned before.
- Risk of “cherry-picking” of parts of national legislation that does not translate into benefits for the pedestrian but creates unsolvable feasibility problems.
- Risk of creation of trade barriers.

## Development of a GTR on Pedestrian Protection

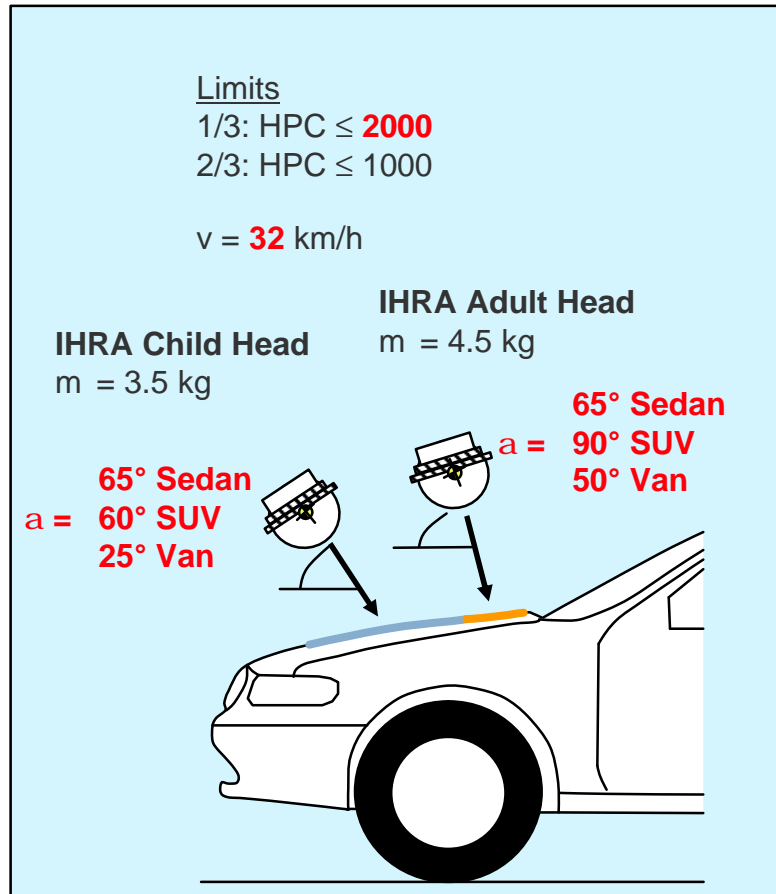
### If GTR is **NOT** Agreed

- Designing vehicles to meet different exterior requirements (and possible other or new requirements if no GTR):
  - Means additional burden for Industry:
    - Duplication of designs from the beginning of the platform design (at least 6 years before SoP of a model, considering a lifespan of platforms of around 15 years);
    - manufacturing complexity;
    - complexity of interpretations;
    - certification costs and lead-times etc.
  - Could exclude certain vehicles from some markets.
  - Increases consumer costs.

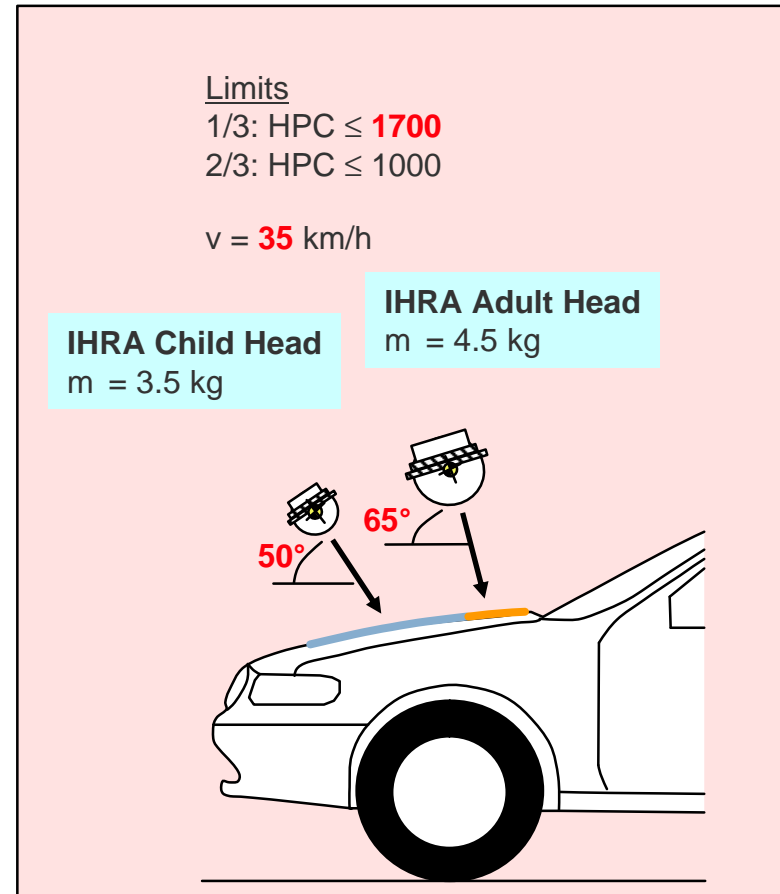
# Development of a GTR on Pedestrian Protection

## Headform test requirements are very close...

### Japan (IHRA based)



### ACEA Proposal for Europe Phase 2



... a GTR is possible!



## Development of a GTR on Pedestrian Protection

### Certification acc. to Different Existing Legislation \*)

	Europe Phase 1	Japan
Number of headform impacts to bonnet	18 (minimum)	3 to 10 depending on the bonnet size
Replacement of bonnet	6 (minimum)	2 to 10 depending on the bonnet size
Total time for all headform to bonnet tests (estimation)	6 to 10 working days	2 to 4 working days

\*) In fact, even more tests are needed during development:

- Estimated between 100 and 200 tests for one national legislation;
- 150 to 300 for two different national legislations!

➤ **Harmonization is urgently needed.**

**Existing requirements are still close –  
harmonization is possible!**