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Global Harmonisation
OICA Priorities

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OICA Principles

- OICA supports the principle of global harmonisation of vehicle regulations through the 1998 Agreement.
- Experience has shown that the process can be difficult and costly and that the results may not always justify the cost.
- OICA is examining a range of subjects to evaluate likely benefit, expected difficulty and chance of success.
Evaluation of gtr subjects

- Political support from key CPs?
- Non-harmonised current requirements?
- Parallel rulemaking planned or in progress?
- Research Available?
- Cost-effective technical solution?
- Industry consensus on objectives?
- Consensus of all NGOs?

Score 0 or 1 for each question →
Head Restraints – Phase II

- gtr (Phase I) completed
- The chance of agreement in the short term on a dynamic test seems remote
  - Hybrid III dummy is unacceptable to some parties
  - BioRID is not yet ready for regulatory use.
- A case for increased height has not been demonstrated
- Further gtr activity would be premature
  - Wait until BioRID is mature
  - Conduct further research
  - Exchange Information & Views
Tyre Pressure Monitoring Systems

- Activity under 1958 Agreement seems likely to produce a non-harmonised requirement, different from US-FMVSS
- OICA would like harmonisation of TPMS
- Benefits and chance of success cannot be evaluated until GRRF work is complete.
- OICA priority assessment awaits GRRF conclusion.
Crash Test Dummies

- Long Term harmonisation of crash tests will be easier if dummies are harmonised first.
  - Hybrid III dummy for Front Impact is already harmonised.
  - Side and rear dummies may be suitable next steps.
- UN repository for definitions/specifications.
  - Special Resolution?
  - Use Hybrid III as non-contentious first step to develop necessary structure.
Pedestrian Protection Phase II

- New test tool (FlexPLI) now under evaluation
- Believed to be more biofidelic – OICA support
- Unknowns and/or still under study:
  - measurement & calibration procedures
  - responses compared to current tool
  - effect on compliance
- Process for incorporation of new test tools under 1998 Agreement?
  - No mechanism for gtr “Transitional Provisions”
  - How to ensure orderly transition?
  - Transition to Phase II should not conflict with Phase I application – period of manufacturer choice
W.L.T.P.

Evaluation Phase:
✓ Scope - Listing of elements to be covered
? Assessment of size of task
? Allocation of task elements
? Establishment of Budget

OICA Priorities:
❖ Complete a thorough task evaluation
❖ Necessary resources/chance of success.
❖ Reassurance of adoption by contracting parties
Safety Glazing

- gtr established but lacks provisions for plastic glazing and marking.
- R.43 permits side and rear Plastic glazing
- May permit plastic windshield in future.

- OICA supports development of gtr-6 to add plastic glazing provisions:
  - Ideally including plastic windshield
  - If not yet possible, side and rear glazing, as R.43.

- Marking – NOT an OICA priority
  - No benefit foreseen
  - Could result in *ADDITIONAL* markings!
Braking

- Large degree of harmonisation already
- In principle should be harmonised, but:
  - Complex subject with established practices in different regions
  - Large task with compromises necessary
  - Very little benefit from formal harmonisation

NOT a gtr priority for OICA
Thank you for your attention