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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 →

	A	B	C	D	E	F
Political pressure in key CP's	≥2	≥2	≥2	≥1	≥1	≥1
Existing regulation EU <u>or</u> US						
Existing regulation EU <u>and</u> US						
Parallel rulemaking in key CP						
Research available						
Consistent DICA direction						
Consensus with other NGOs						3



# 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**