



Economic and Social Council

Distr.: General
21 September 2011

Original: English
English and French only

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Fiftieth session

Geneva, 6–9 December 2011

Item 14 of the provisional agenda

Regulation No. 94 (Frontal collision)

Proposal for new terms of reference for the mandate to the informal group on frontal collision

Submitted by the Chair of the informal group on frontal collision *

The text reproduced below was prepared by the informal group on frontal collision for revising Regulation No. 94. It proposes new terms of references of the informal group on the basis of possible scenarios to amend the Regulation, pending comments of the experts from the Working Party on Passive safety (GRSP) (see ECE/TRANS/WP.29/GRSP/49, para. 30).

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

1. The informal group shall consider the update of Regulation No. 94 on protecting older occupants, female occupants and also focus on optimization of vehicles' structural interaction to improve self-protection and partner protection.
2. The informal group will make use of existing tools, consider and develop the results of ongoing research and validation programmes.
3. In particular, the informal group expects to make use of results from:
 - (a) Frontal Impact and Compatibility Assessment Research (FIMCAR) on the set of test procedures (target end of 2012).
 - (b) Thoracic injury assessment for improved vehicle safety (THORAX) on thorax injury prediction tools (target mid 2012).
 - (c) An expert group who will validate the use of thorax injury prediction tools (deflection equivalent (DEQ), Thorax Multi-Point and high Rate measurement device (THMPR) and RibEye) for the Hybrid III dummy (target end of 2012).
 - (d) An expert group who will conduct an impact assessment (until the end of 2013).
4. As a first step following these results, the group will propose a final draft for amendment to Regulation No. 94, for GRSP at its May 2014 session.
5. A second step would be to improve the Regulation, preferably by means of a global technical regulation (gtr), starting at least mid-2014, depending on the availability and the progress of the Test Device for Human Occupant Restraint New Type (THOR NT) with input from the research project THORAX.
6. The informal group encourages collaboration on the development of a harmonized THOR dummy for this second step.
7. A "grandfathering" clause could be used for the second phase, so that the new requirements may apply only to completely new vehicle designs.
8. The informal group submits the above proposal for comments and endorsement to GRSP experts to seek consent from the World Forum for Harmonization of Vehicle Regulation (WP.29) for an extension of the mandate of the informal group until the end of 2014.

II. Justification

At the last two meetings of the informal group held on 27 June and on 7 September 2011, it was agreed to focus on new possible scenarios of revising Regulation No. 94 with particular attention to the protection of older occupants, female occupants and also focus on optimization of vehicles' structural interaction to improve self-protection and partner protection. The above proposal is submitted to GRSP experts to gather comments and endorsement, then for submission to WP.29 to seek its consent for an extension of mandate until the end of 2014.
