

GTR-7 IWG Meeting 3 – Summary of Decisions and Actions

- Harmonised drawings
 - Most drawings and tolerance agreed. Completion expected June
- Upright spine option
 - The group will need to decide whether this should be treated as a second, later deliverable and who has resource to put towards solving this issue, before making a further proposal to WP.29
- Action OICA
 - To collate information on design torso angles in the fleet, including cars and light commercial vehicles to establish proportion of fleet with upright seats
- Action Japan
 - To compare the new sled test results with e.g. Euro NCAP thresholds (seat test results appeared high compared with Euro NCAP capping levels, so may be outside range of regulatory need)

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- Decision
 - TEG to focus on all seat performance criteria at this stage (NIC, Fx, Fz, My for upper and lower neck). Review progress in September
- Action US
 - To finalise US position on delta-v for low and moderate speed tests
- Action OICA
 - To distribute an update on progress with VDA/SAE discussions on finalising HPM/HRMD ahead of the September meeting
- Action Korea
 - To update the IWG about these durability concerns
- Action All
 - To report any durability concerns

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- Decision
 - It was agreed that the upright BioRID version may require delivery on a separate timeline and may require further evaluation of biofidelity, R&R etc.
- Action IWG
 - To define the design torso angle range over which the standard BioRID can be used and from that define the torso angle to be used in regulation
- Decision
 - The text will give a range of design torso angles, with the caveat that it must be possible to level the head