

**Concern of the Italian delegation with regard to the
development of a rear impact collision test procedure.**

With reference to the proposal of a new draft amendment to Regulation 17 (see informal document n°2 and 12 of the 29th session from the German delegation), concerning a Rear Impact collision test procedure, the Italian delegation address to the GRSP the current situation about the studies in progress on the matter.

ISO Studies

ISO/TC22/SC12/WG5 (Anthropomorphic Test Devices) in his last review of the dummies recommended for use in evaluating low-severity, rear-end impacts, no dummy received enough votes to be recommended by this group.

ISO/TC22/SC12/WG6 (Performance Criteria expressed in Biomechanical Terms) concluded that temporary criteria and tolerance limits for the RID-2 dummy are not yet be established; axial neck loads as a candidate injury criterion will be further investigated.

EEVC ad hoc group on Whiplash Injuries

The ad-hoc group has been defined by the EEVC Steering Committee to review current research knowledge on whiplash associated disorder injuries, taking into account research world wide from, inter alia, research institutes and insurance organizations. Furthermore to determine whether sufficient progress has been made to justify the creation of an EEVC Working Group to develop a test procedure for the evaluation of the risk of WAD injuries in rear impacts.

The deadline of the ad hoc group in this first phase will be within one year of the first meeting of the ad-Hoc Group. In this spell the experts shall report the review findings to the EEVC Steering Committee.

Federal Motor Vehicle Safety Standards; Head Restraints; Proposed Rule.

NHTSA presented a NPRM that would establish higher minimum height requirements for head restraints, and add a requirement limiting backset, i.e., the distance between a person's head and his or her head restraint. The proposal would harmonize the standard with the counterpart Regulation of the Economic Commission for Europe (ECE) and improve the protection that head restraints provide in rear-end collisions.

Conclusions:

Whereas ISO working groups have concluded that temporary criteria, tolerance limits and dummies are not yet finalized.

Whereas EEVC has started a first phase of survey, lasting one year, to determine whether a test procedure for the evaluation of the risk of WAD injuries in rear impacts is feasible.

Whereas NHTSA presented a NPRM to accomplish an improvement of head restraints in rear end collisions.

The Italian delegation consider that a widespread scenario of studies on the matter has been started. Accordingly further studies, as those presented in informal documents 2 and 12, would seem more an overlap to those of trustworthy Agencies and Institutes rather than a significant step forward on the matter. Eventually these initiatives should not disregard harmonization implication introduced by US Federal Standards.

Finally a discussion within GRSP session on a draft Regulation on whiplash seems premature at this stage. A postponement of this item from the GRSP agenda should be advisable at least until EEVC ad hoc group will present his report to the steering committee. This at the aim to start a fruitful discussion with solid bases in GRSP.

Responsibility of our group is also aimed to avoid premature conclusion that would affect the programs of the work in progress (i.e. EEVC), the validation of criteria and test tools (dummies).