

Options for addressing gap in readiness between WorldSID male 50th and WorldSID female 5th in drafting the Pole Side Impact GTR

- Option 1: GTR with simultaneous implementation date for WorldSID 50th male and SID-IIs 5th female (no consideration of later replacement of SID-IIs)
 - OICA – not supported
 - BMW – not supported
 - Canada – not supported
 - Netherlands – not supported

SID-IIs seen as outdated and with major weaknesses.

- Option2: as above but replace SID-IIs 5th female with WorldSID 5th female when ready
 - OICA – not supported
 - BMW – not supported
 - Canada – not supported
 - Netherlands – not supported

SID-IIs seen as outdated and with major issues; stepped process seen as adding unnecessary problems and potentially adding to lead time for WorldSID 5th female.

- Option 3: 2 phase approach – proceed with WorldSID 50th male and introduce WorldSID 5th female later when ready
 - “OICA could, if needed, accept such approach.”
 - “BMW has a clear preference for the Option 3”
 - “Transport Canada feels this is the best option” but open to other ideas
 - Netherlands – worth further exploration

Possibility raised of modular approach, with 5th female implemented where justified.

- Option 4: draft GTR provides for both dummies (WorldSID 50th male and WorldSID 5th female) – framed on basis that the WorldSID 5th female will be ready by the time of the implementation date
 - OICA – not supported
 - BMW – not supported
 - Canada – not supported
 - Netherlands – not supported

Seen as unrealistic and inappropriate.

- Option 5 – proceed with WorldSID 50th male with industry identifying a creative way to extend protection to other occupants
 - OICA – sought clarification
 - BMW – not supported
 - Canada – not supported
 - Netherlands – worth further exploration

Seen as vague and creating risk of further disharmony on one hand, but worth further consideration on the other.

- Option 6 – draft GTR to allow parties to proceed with WorldSID 50th male (with WorldSID 5th female to follow when ready) or to wait so that they can implement the WorldSID 50th male and WorldSID 5th female at the same time
 - OICA – not supported
 - BMW – seen as similar to Option 3
 - Canada – not supported
 - Netherlands – not supported

Generally seen as adding to disharmony.

- Option 7 – proceed with WorldSID male 50th with WorldSID female 5th to follow when ready, without preclusion of other tests in the interim
 - OICA – not supported but sought clarification
 - BMW – not supported
 - Canada – not supported (seems similar to Option 3)
 - Netherlands – not supported (as part of content of the GTR)

Seen as raising risk of disharmony, but intent needs to be explained.