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WorldSID: The First International Crash Dummy Ready for Production

The WorldSID Task Group of the International Organization for Standardization has officially released the world's first internationally designed crash test dummy for production. For the first time in the automotive history, a crash test dummy was designed, developed and tested collectively by technical working groups from the America's, European and the Asia/Pacific regions. The dummy, known as WorldSID (for World Side Impact Dummy), has been under development since 1997. Its 212 sensors capture data more than 1000 times per second and store the information in special memory boards inside the dummy, making it the most advanced (and probably the smartest) crash test dummy in the world.

The work evolved through three regional Task Groups and involved hundreds of engineers and scientists from over 45 organizations in the world that took part in the design, development and testing of the WorldSID, including some governmental safety organizations such as Transport Canada. "This dummy could not have been developed without such outstanding international cooperation," said Ms. Risa D. Scherer, Chairwoman of the America's Region Task Group. American participation came from Ford, General Motors, DaimlerChrysler, First Technology Safety Systems, RA Denton Inc, Denton ATD, DTS and numerous others.

"People are physically the same around the world, so it only makes sense to have a single crash dummy to test vehicle safety. The WorldSID's biofidelity, a measure of how well the dummy simulates a human, is the best to date of any crash dummy made for side impact and far exceeds that of its closest rival", said Mr. Akihiko Akiyama, Chairman of the Asia/Pacific Region Task Group Organisations participating in this_Region included Honda, Nissan, Toyota, JAMA, JARI, Mitsubishi, Mazda and others. The 11 existing dummies have survived more than 500 tests performed at more than a dozen crash labs around the world.

"The WorldSID dummy was developed in an effort to end the years of nationally developed crash dummies," said Mr. Edmund Hautmann, Chairman of the European Region Task Group and Project Manager for the WorldSID Program within ACEA, the Association of European Automobile Manufacturers. "There are presently at least three different adult male sized side impact dummies in existence. One, developed by the NHTSA in the U.S., has served as the crash dummy to be used in the existing U.S. side impact crash regulation (FMVSS 214)," he added. "Another was developed in Europe and is the only dummy one can use to crash test for European Regulations. The WorldSID was developed to allow a single test procedure to be used for side impact in any regulation around the world." European participation came from Audi, BMW, DaimlerChrysler, Fiat, Ford of Europe, Porsche, PSA Peugeot Citroën, Renault, Volkswagen, Volvo, TNO, TRL, Bast, INRETS and others, in the framework of the EU Commission subsidized project "SIBER". Acea member companies will now proceed, in continued cooperation with the US, Japanese and European regulatory offices, to carefully prove out and evaluate WorldSiID, and if necessary resolve remaining problems, in order to establish how it could best be incorporated into the global regulatory framework.

Highlighting the international nature of this massive effort, the WorldSID dummy will make its official debut in June at a meeting of the Working Party on Passive Safety at the United Nations in Geneva.

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