

Are you an expert in the field of pedestrian protection?  
Do you work in design and development of vehicle systems for pedestrian protection?  
Are you involved in testing or simulation activities?  
Want to know what's next in pedestrian protection safety regulation?  
[take the opportunity of](#) Then you are the right Subject Matter Expert for IMVITER,  
[being part of the IMVITER validation metrics study!](#)

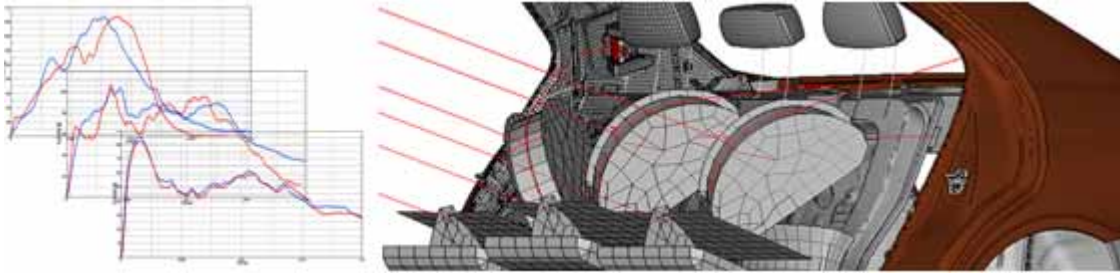


Please contribute with your expertise to the definition of Virtual Testing validation requirements.  
Help us in selecting an objective metric capable of comparing Virtual vs. Real Testing time history signals as an SME would do.  
The application field of this study is the EC Type-Approval of motor vehicles with regard to the protection of pedestrians and other vulnerable users.  
Introduction of Virtual Testing in the assessment of EC Type-Approval safety requirements



came into force, the use of Virtual Testing (meaning replacing [Reg. 371/2010](#) Since Type-Approval physical tests by computer simulations) is allowed in certain regulatory acts, listed in its Annex XVI, for the assessment of vehicle Type-Approval technical requirements. Those cases in which Virtual Testing is currently accepted as a tool to prove that new vehicles, systems, components and separate technical units meet the specified requirements are still limited, and no safety related regulatory act is still admitted.

Besides a detailed description on how Virtual Testing should be developed is essential, as well as a thoroughly study of all its possibilities and implementation approaches is necessary. For these reasons IMVITER is researching with the aim of fostering and extend the use of Virtual Testing.  
Why is IMVITER interesting to you?



Taking part to the IMVITER validation metrics survey as an SME on pedestrian protection, you will receive information on the results as well as complete information on the project development and outcomes.

Virtual Testing will be the next step in the regulatory assessment of pedestrian protection requirements. In fact simulation predictions are under consideration within . IMVITER results will be opened to [EuroNcap assessment protocols](#) the latest's standardisation groups like the European Enhanced Vehicle-safety Committee and the ISO TC22 SC10 and SC12 WG4 Virtual Testing. [www.imviter.com](http://www.imviter.com) Want to know more? visit

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