Relationship of Impact Location between Leg and Head in Lateral Car to Pedestrian Impact

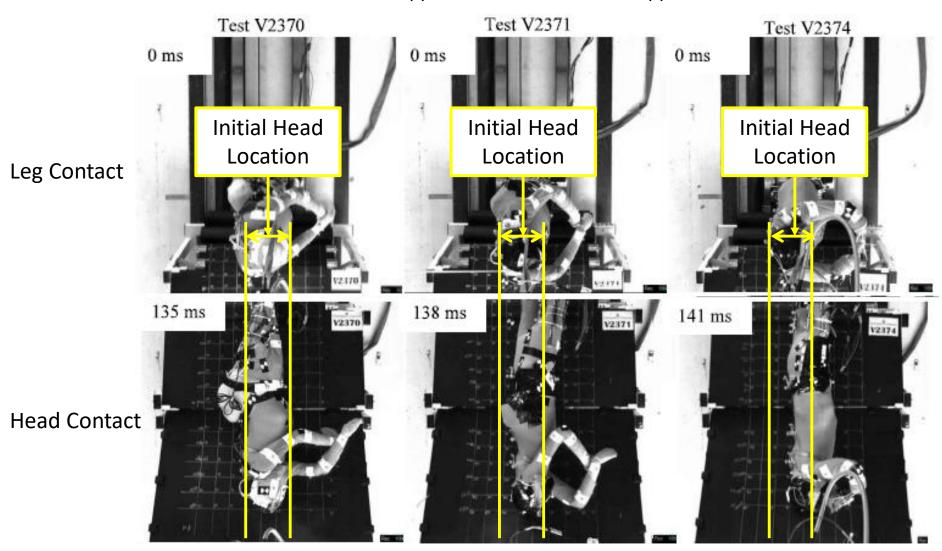
10th IWG-DPPS March 2021



JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER

PMHS vs SAE Buck @ 40km/h

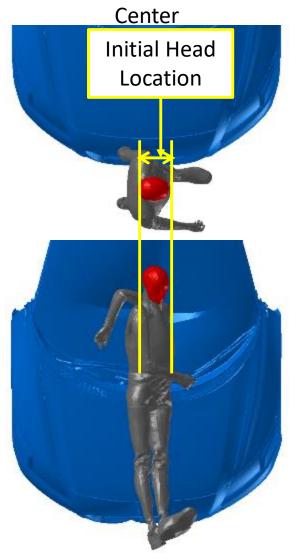
Forman et al., Stapp car Crash Journal Vol59, pp. 401-444, 2015

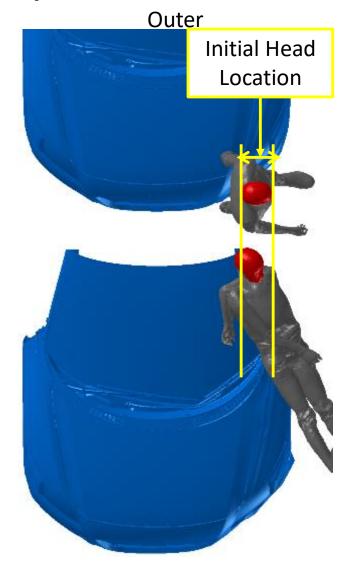


Lateral movement of the head until HIT seems to be small

Simulation Results

HBM vs Small Sedan @ 40km/h

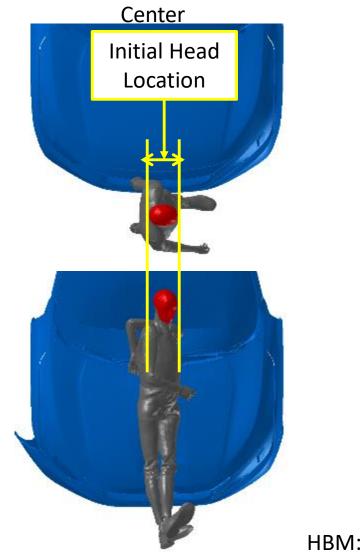


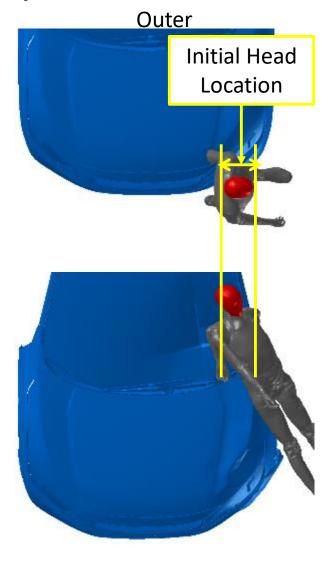


HBM: Takahashi et. al., 2015

Simulation Results

HBM vs Small Sedan @ 40km/h

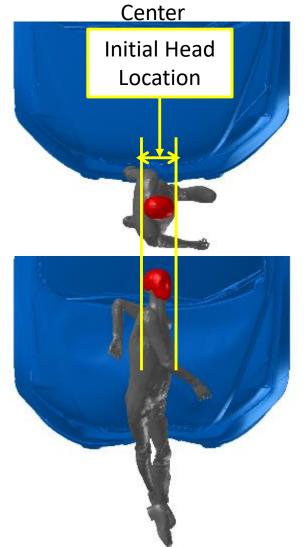


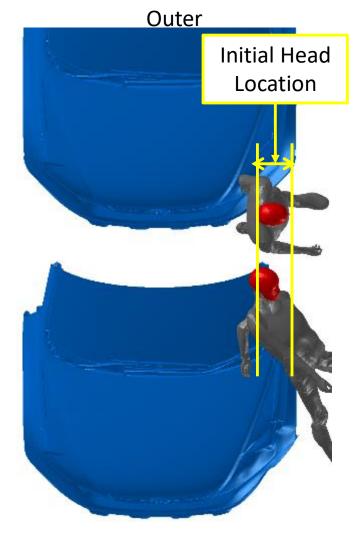


HBM: Takahashi et. al., 2015

Simulation Results

HBM vs SUV @ 40km/h





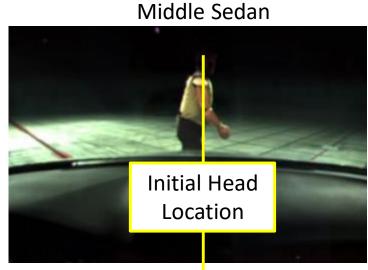
HBM: Takahashi et. al., 2015

Polar II vs Production Cars @ 40km/h

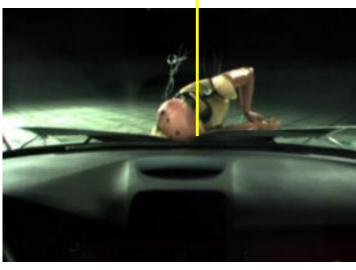
Initial Head Location Leg Contact

Small Sedan

Leg Contact



Head Contact



Head Contact

Lateral movement of the head until HIT seems to be small

Hybrid II AM50 vs Production Cars @ 40km/h

Tested Vehicle







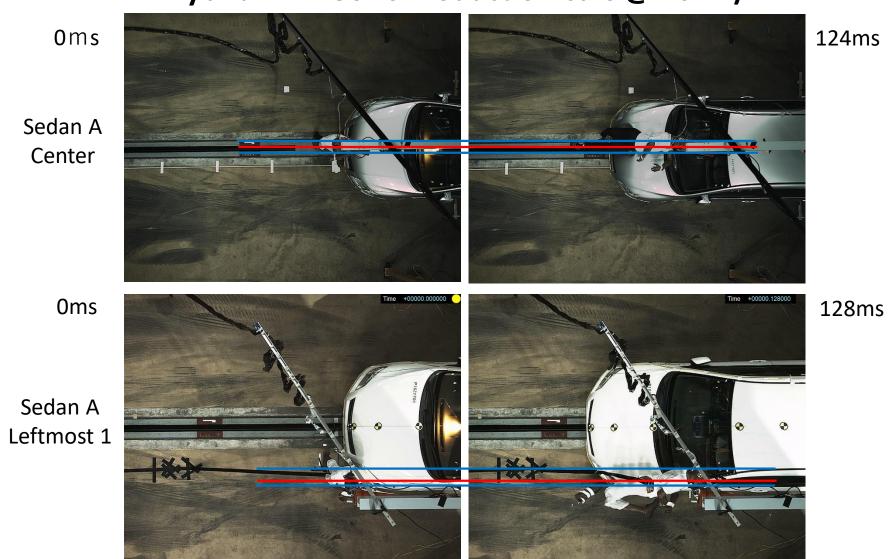
Sedan A Sedan B Sedan C



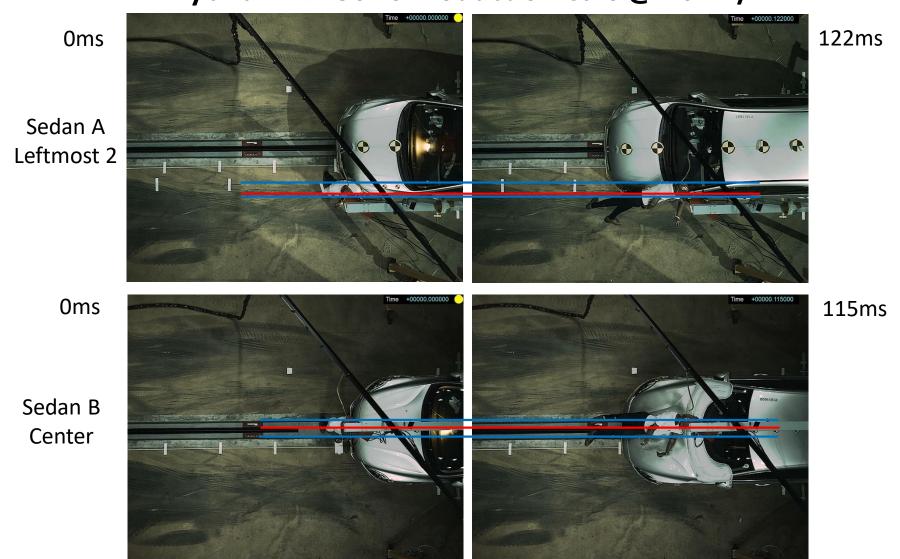




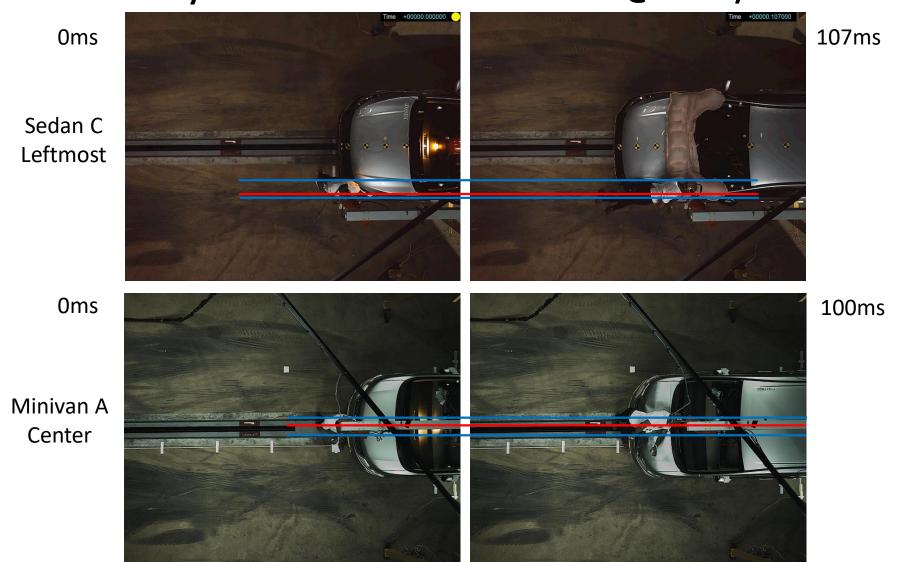
Kei-Car A



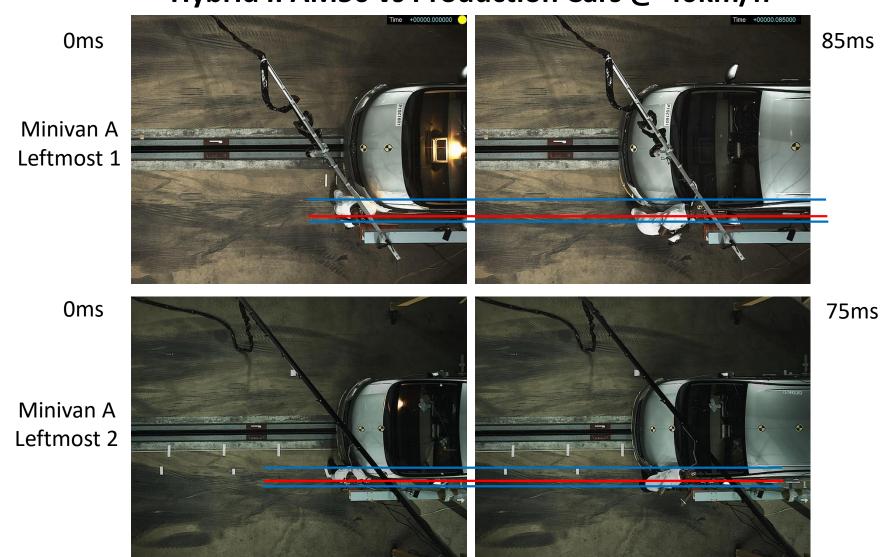
Lateral movement of the head until HIT seems to be small



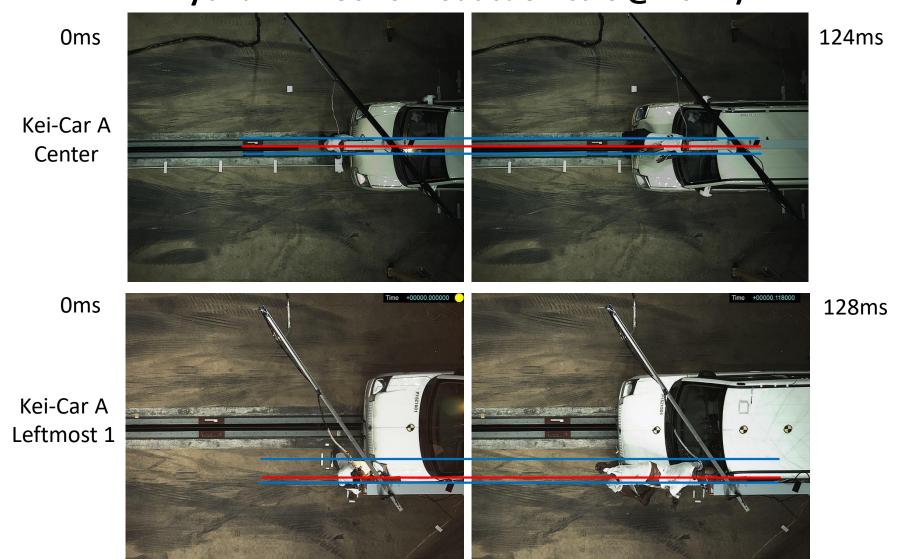
Lateral movement of the head until HIT seems to be small



Lateral movement of the head until HIT seems to be small



Lateral movement of the head until HIT seems to be small

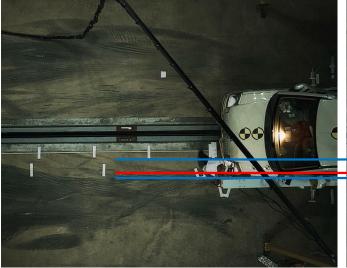


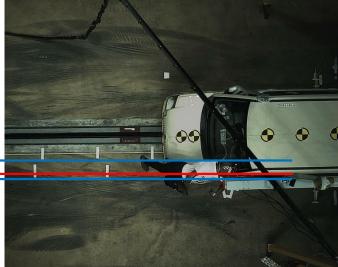
Lateral movement of the head until HIT seems to be small

Hybrid II AM50 vs Production Cars @ 40km/h

0ms

Kei-Car A Leftmost 2





122ms

Conclusion

Lateral movement of the head until HIT seems to be small in PMHS tests, HBM simulations and ATD tests

It can be said that the impact location of the head is regarded as same as that of the leg