**IWG-DPPS Decision List – until IWG-DPPS 13th Meeting** -included

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| Issues | Decision(Agreement) or Majority Opinion | Remarks |
| HIT determination by simulation  | Decision (IWG-DPPS-9)* HBM certification or FE model simulation procedures will be based on Euro NCAP TB024
* The justification of biofidelity of GHBMC and THUMS for TB024 was agreed.
 | Specific procedures by subgroup: everyone is welcome to join! |
| HIT determination by physical testing | Decision (IWG-DPPS-3)* HIT determination is done by simulation but IWG cannot close the door to physical dummy testing
 | T.B.D.- dummies (6yo, 5%F, 95%M),- what if different HIT, compared to simulation result(different protocol, if SAE-J 2782\_201910)- updated version? |
| HIT determination by a generic approach | To be discussed | USA will present in next meeting a more detailed plan/proposal. |
| Information HIT vs WAD | Decision (IWG-DPPS-13)- Linear regression with HIT vs WAD(on DPPS) points- smallest HIT for TRT comparison is the smallest appropriate stature- for dynamic testing: extrapolation of the regression line until WAD1000 & end of bonnet head test area. | TBD- if R2 <0.99 dot-to-dot |
| Head test area | Majority (IWG-DPPS-7)* Define head test area with un-deployed DPPS
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| Detection area | Majority (IWG-DPPS-11)* 75% relevant width(>=BTA), 12.5% of each side(≤250mm)
 | T.B.D - BTA as the minimum width of detection area |
| Verification impactor | Decision (IWG-DPPS-9)* Flex-PLI (Preamble/justification were agreed as well)
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| Protection at higher impact speed, bonnet deflection due to body loading, etc. | Decision (IWG-DPPS-2, IWG-DPPS-5)Include general wording by Germany(/EC), *mentioning that the required safety level provides a reasonable actual bonnet protection level (refer to IWG-DPPS-5-07)* |  |
| Protection at speed below lower threshold  | Decision (IWG-DPPS-2)* static head test with un-deployed hood at 0.9 x lower threshold speed of the DPPS
* no requirement of number of tests for GTR No.9 (UN R127 may specified number of tests)
* requirement: fulfil the current regulation criteria
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| ST/TRT measurement test | Decision (IWG-DPPS-2)* impact speed: 40km/h (same as the speed of HIT determination simulation or physical test)

If launching the leg for static vehicle or rolling vehicle respectively:- Impact speed tolerance: ±0.2m/s ; ±0.56m/s, - Impact location lateral tolerance: ± 10mm ; ±50mm, * impact location: center (other location may be possible if the center is not the worst case
* impactor: Flex-PLI
* result: TRT (=ST+DT)
* test mode

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| Test result | Head test mode |
| Un-deployed | Static headform test with un-deployed hood |
| TRT ≤ HIT | Static headform test with deployed hood |
| TRT > HIT | Dynamic headform test |

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| Deployment verification test at lower threshold speed | Decision (IWG-DPPS-3)- impact speed: lower threshold speed of the DPPS system If launching the leg for static vehicle or rolling vehicle respectively:- Impact speed tolerance: ±0.2m/s ; ±0.56m/s,Remark: if no deployment, test to be repeated. - Impact location lateral tolerance: ± 10mm ; ±50mm, * impact location: within detection area
* impactor: verification impactor (Flex-PLI)
* no requirement of number of tests for GTR No.9 (UN R127 may specified number of tests)
* result: deployment or not deployment check
* test mode

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| Test result | Head test mode |
| Un-deployed | Static headform test with un-deployed hood |
| Deployed | Static headform test with deployed hood,or dynamic headform test |

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| Dynamic headform test | Decision (IWG-DPPS-2, IWG-DPPS-3)* Synchronization DPPS ST(sensing time) with the test propulsion system, depending on the corresponding HIT
* impact location tolerance: Technical services or Government authority can show the accuracy of the headform test through pre-test before the dynamic test
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| Phase 1 and Phase 2 working packages | Decision (IWG-DPPS-13)Split in 2 Working PackagesPhase 1: nr simulationPhase 2: generic approach & physical dummy testing | TBD:Japan’s opinion on physical Dummy certification  |