

Comments on HIT calculation tool and HIT-WAD Diagram

The 14th IWG-DPPS
16-17 November 2021



JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER

Comments on HIT calculation tool

Background:

In the last IWG meeting, Japan was asked for the thought for the HIT calculation tools and methods which are different from the one defined in Euro NCAP TB024

Japan proposal:

Since there are possibilities that more appropriate simulation tools and methods may be developed in future and no issues to add CP option, Japan proposes that following sentences should be added as the CP option for the HIT calculation.

“A Contracting Party may choose to alternatively accept to use the (physical or numerical) simulation tools and method for HIT calculation different from the tool and method defined in *.* and *.* of this Annex, respectively, in case the validity is shown by the manufacturer and is agreed by such Contracting Party.”

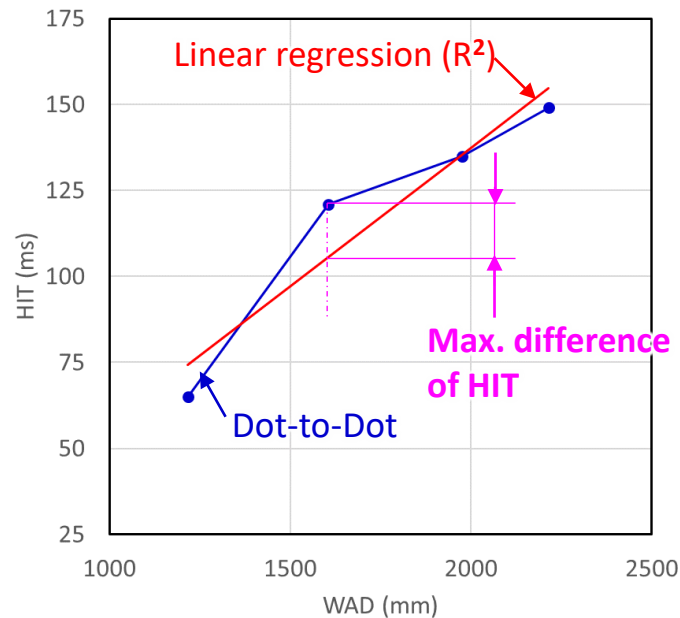
(This proposal is the same condition of current UN R127')

Comments of HIT-WAD Diagram

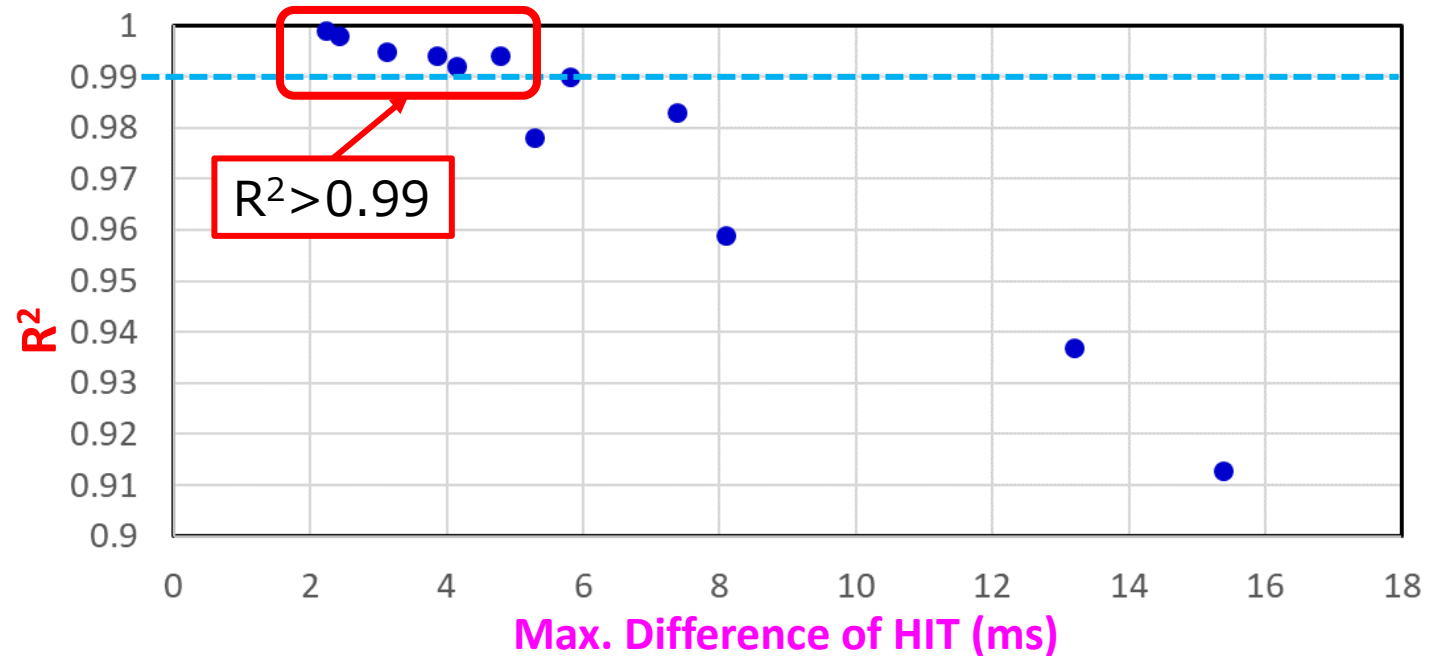
Analysis the data in IWG-DPPS 5th Intermediate web meeting presented from JASIC

- **Background:** Chair of IWG proposed that linear regression line should be used in case $R^2 > 0.99$ otherwise use Dot-to-Dot
- **Question:** Is the regression line regarded as same one as Dot-to-Dot in case $R^2 > 0.99$?

HIT-WAD diagram



Relationship bet. R^2 and Max. Difference of HIT



- **Maximum difference of HIT is smaller than 5ms**
- **Japan agrees with the proposal from chair of IWG for drawing method for HIT-WAD diagram**