Topic	Description	Po1C	MP	Remark	Illustrations
Test Area	Greatest test area is expected to provide	Ø	Ø	Depending on the vehicle contur,	
	the greatest benefit in terms of pedestrian safety			either Po1C or MP method provides a greater test area	Impact Area: HIC 1700: 33 1/3% HIC 1000: 66 1/3 %
Testable Area	Taking into account limitations of component tests and test methods, the area that is allowed for being tested; see: 7.3.2 and 7.4.2		+	Po1C method allows the MP outside the test area, which could result in impactor spin off	possible reduction of test area due to the bonnet curvature first contact poin of contour 2 Side Reference Line HIC 1000 HIC 1000 HIC 1000 HIC 1000 HIC 1000 Measuring Point
Markup	Definition of HIC 1000/1700 zones	-	+	GTR9 Phase 1 allows HIC zones in the offset zones which don't belong to the test area. Draft Amendment 3 clarifies that HIC zones can only be defined in the test area.	Impact Area: Impact Area: HIC 1700 share unknown* HIC 1000 share unknown* HIC 1000 share unknown* HIC 1000 Impact Area HIC 1000 S6 1/3 % HIC 1000 Impact Area HIC 1000 Impact Area HIC 1000 HIC 1000 HIC 1700 >> 33 1/3% HIC 1000 << 66 1/3 % HIC 1000 << 66 1/3 % HIC 1000 << 66 1/3 % HIC 1000 HIC 1700 >> 33 1/3% HIC 1000 << 66 1/3 % HIC 1000 << 66 1/3 % HIC 1000 << 66 1/3 % HIC 1000 HIC 1700 >> 33 1/3% HIC 1000 << 66 1/3 % HIC 1000 << 66 1/3 % HIC 1000 << 66 1/3 % HIC 1000 HIC 1700 HIC
Markup	Offset zones		+	GTR9 Phase 1 allows HIC 1000 zones in the offset zones. This leads to an increase of HIC 1700 zones in the test area.	
Test Point	Allocation of (HIC) result to a certain point	-	+	Po1C allows allocating the HIC to a point on a vertical longitudinal plane different to that of the CoG of the impactor. MP allocates the HIC to a point on the vertical longitudinal centreplane of the impactor, containg both CoG and aiming point	The POFC method encompasses the fender, which is a much harder area than the AP method, which crushes the hood primarily
Test Point	Allocation of (HIC) result to a certain point	-	+	In most of the times, the main share of acceleration used for HIC calculation can be attributed to aiming point / measuring point. Assessment of Po1C can be thus misleading.	
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