**IWG-DPPS Decision List –21st Meeting (IWG-DPPS 18th Meeting version updated)**

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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 (aim: before 72nd GRSP) |
| 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 |  |
| HIT determination by a generic approach | Decision  To be discussed in Phase 2 (USA research) |  |
| 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. |  |
| Head test area | Decision (IWG-DPPS-18)   * Define head test area with un-deployed DPPS |  |
| Detection area | Decision (IWG-DPPS-18)   * 75% relevant width, 12.5% of each side(≤250mm), COB-42 * The preamble(justification) is agreed as well |  |
| Verification impactor | Decision (IWG-DPPS-9)   * Flex-PLI (Preamble/justification were agreed as well) |  |
| 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 |  |
| 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  |  |  | | --- | --- | | 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 | |  |
| 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(lower than LT or outside of DTA), 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  |  |  | | --- | --- | | 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 | |  |
| 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 |  |
| Phase 1 and Phase 2 working packages | Decision (IWG-DPPS-13)  Split in 2 Working Packages  Phase 1: nr simulation  Phase 2: generic approach & physical dummy testing | Majority agreed on the discussion in phase 2  Japan will come with another preamble proposal wording which is representing the majority’s opinion in the next meeting, if possible. |
| Testing with oncoming hood | **C1: Dynamically only**  C2: optional – dynamically or statically | Issue: how to test with oncoming hood, definitions related to deployment time |