

Applicability Information

Action List Item 1. k)

Evaluation of vehicle countermeasures (assessment of technical feasibility)

5th IG GTR9-PH2 Meeting

6-7/December/2012

Japan Automobile Manufacturers Association (JAMA)

Pedestrian Safety Experts Group

GTR9-4-19

Overview of NHTSA Pedestrian Activities

Sept. 17-18, 2012

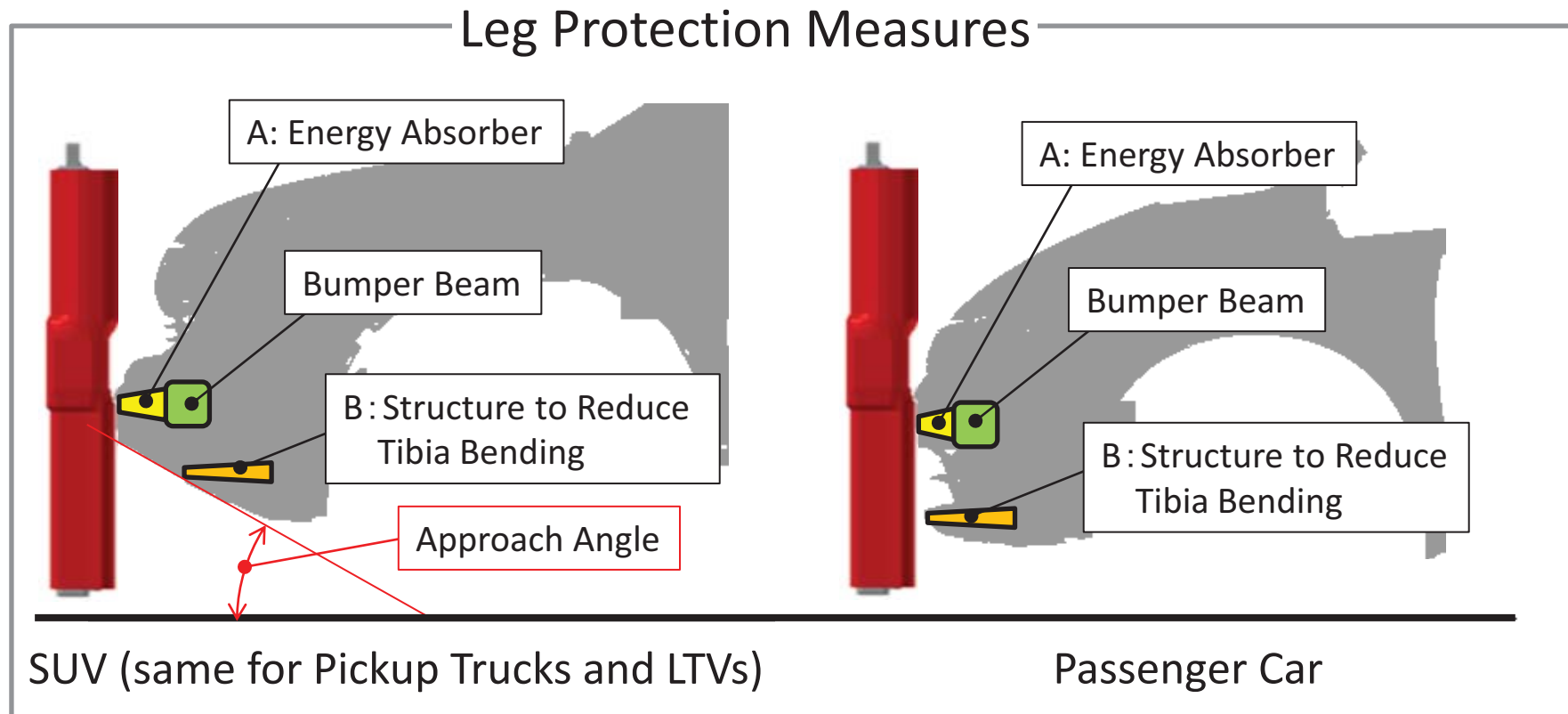
GTR9-4-19

GTR No. 9 Leg: Applicability

Previous	Current	IWG Question
<ul style="list-style-type: none">• Majority of vehicles in early VRTC testing were passenger cars	<ul style="list-style-type: none">• Tested more aggressive points on large range of vehicle sizes• Found that performance with respect to GTR criteria not correlated to bumper height/vehicle size	<ul style="list-style-type: none">• Is it feasible to implement passenger car countermeasures into pickup trucks and LTVs?• How are we addressing vehicles > 500 mm? Interested in upper body mass study• Upper leg test data available?

Implementation - Pickup Trucks and LTVs GTR9-5-09

- Similar to passenger cars, the basic idea is to absorb energy around the knee joint by means of the energy absorber (A), and to reduce tibia bending by means of the structure at the lower part of the bumper (B)
- Due to the restriction from the approach angle, the location of the structure at the lower part of the bumper is higher and more backward compared to passenger cars
- For this reason, a larger stroke of the energy absorber (A) is necessary



GTR9-4-19

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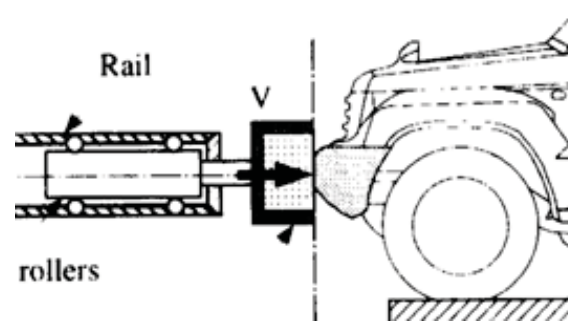
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Upper Legform Test Data

GTR9-5-09

Test Conditions

- Guided ram
- Impact velocity: 11.1 ± 0.2 m/s
- Impactor mass: 9.5 ± 0.1 kg



Test Results

6 vehicles, 23 test points in total

