

- The Flex and EEVC leg test time history data files and videos from NHTSA's 2012 SAE G/I presentation by Suntay, et al. are located in the NHTSA biomechanics database found at <http://www-nrd.nhtsa.dot.gov/database/asp/biodb/querytesttable.aspx>.

The test numbers are b10971 thru b10986.

The model years of the vehicles in the study are as follows:

- 2006 Volkswagen Passat
- 2002 Mazda Miata
- 2002 Honda Civic
- 2003 Honda Pilot
- 2007 Chevrolet Silverado
- 2009 Chevrolet Equinox

The G/I presentation can be accessed at

<http://www.nhtsa.gov/Research/Public+Meetings/SAE+2012+Government+Industry+Meetings>.

If the model years are not too old, we propose that the EEVC/Flex peak data from this study be included with the OICA test survey data shown in GTR9-5-07e, as a North American vehicle subset to compare with the EU sample. The purpose is to expand the overall evaluation of how the Flex and EEVC leg results from the same vehicle compare with one another for a given injury measure. The Flex leg used in that testing meets the updated pendulum certification corridors:

| Channel | Corridor (Midpoint) | Test 1 | Test 2 | Test 3 |
|----------------|---------------------|--------|--------|--------|
| Tibia 1 | 235-272 (253.5) | 249.5 | 252.5 | 252.1 |
| Tibia 2 | 187-219 (203) | 206.6 | 209.7 | 209.3 |
| Tibia 3 | 139-166 (152.5) | 154.7 | 157.0 | 156.2 |
| Tibia 4 | 90-111 (100.5) | 105.6 | 106.9 | 106.4 |
| ACL | 8-10.5 (9.25) | 9.95 | 10.3 | 10.3 |
| MCL | 20.5-24 (22.25) | 23.0 | 23.2 | 23.0 |
| PCL | 3.5-5 (4.25) | 4.22 | 3.98 | 3.98 |

We also propose that vehicle and certification data collected using the NHTSA legform and any other legs meeting the new corridors should be included in the IWG database (even for reproducibility), for the purposes of evaluating Flex PLI performance. This will increase the data sample for IWG review, providing some North American vehicle test data.