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Item 4(a) of the provisional agenda

Global technical regulation No. 9 (Pedestrian safety) – Phase 2 of the global technical regulation

Proposal for Amendment 2

Submitted by the expert from Japan*

The text reproduced below was prepared by the expert from Japan proposing the use of the flexible pedestrian lower legform impactor (Lower legform II) in global technical regulation (gtr) No. 9 (pedestrian safety) Phase 2. It supersedes ECE/TRANS/WP.29/GRSP/2010/37 and it is based on a document without symbol (GRSP-48-41) distributed after the forty-eighth session of the Working Party on Passive Safety (GRSP). The modifications to the current text of gtr No. 9 on pedestrian safety are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

A. Statement of technical rationale and justification

Paragraph 64., amend to read:

"64. The lower legform ...in the United Kingdom, **and then called as European Enhanced Vehicle-safety Committee (EEVC) pedestrian lower legform impactor (Lower legform I)**. However, it is known to also have certain limitations regarding the biofidelity and the repeatability of the test results. Therefore, Japan proposed to use a completely new legform, the so-called Flexible Pedestrian Legform Impactor (**Lower legform II**). As the FlexPLI legform is considered by some to have high biofidelity and an excellent ability to assess potential leg injuries, the **Lower legform II FlexPLI** should be considered to replace **Lower legform I** ~~lower legform impactor~~ in the future. However, because of the lack of experience in using the **Lower legform II FlexPLI** as a certification tool, a further confirmation process is needed. Therefore, a Technical Evaluation Group (TEG) was established to evaluate the reliability of the **Lower legform II FlexPLI** as a certification tool (TRANS/WP.29/GRSP/36). The TEG is currently assessing the **Lower legform II FlexPLI** and will advise GRSP by the end of 2007 as to the suitability of the **Lower legform II FlexPLI** for testing and compliance verification purposes (TRANS/WP.29/GRSP/37). The TEG is also expected to provide its recommendation as to the effective date of entry into force and the date on which the **Lower legform II FlexPLI** could replace the rigid lower legform impactor. **The TEG will also consider a transitional period during which the Lower legform II FlexPLI and the Lower legform I rigid lower legform impactor can be used as alternatives. Several years have since passed, and the TEG finalized their technical evaluation on the Lower legform II by a majority of its members in 2010. Therefore, this gtr also includes the lower legform II requirements as well as the Lower legform I requirements.**"

Paragraph 102., amend to read:

"102. For vehicles....Therefore, the group recommends to use the upper legform to bumper test as an optional alternative to the lower legform to bumper test for these vehicles. **The test methods for high bumper vehicles can be applied not only when using both the Lower legform I and the Lower legform II.**"

Paragraph 106., amend to read:

"106. It was agreed....However, it was also recommended to consider the possible future use of the Lower legform II, which is considered by some to be more biofidelic and expected to be highly usable and repeatable, following the evaluation to be conducted by the Technical Evaluation Group (TEG) (INF GR/PS/106).¹⁹ **Several years have passed, and the TEG finalized their technical evaluation on the Lower legform II by a majority of its members in 2010. Therefore, this gtr also includes the Lower legform II requirements as well as the Lower legform I requirements.**"

"110. These studies....For these reasons, a bending limit of 19° **for the Lower legform I** was selected for this gtr. **As for the Lower legform II, a limit of medial collateral ligament (MCL) elongation at the knee was set at 22 mm based on the agreement of the TEG from a biomechanical point of view (based on Bundesanstalt fuer Strassenwesen (BASt – German Federal Highway Research Institute) correlation study and Japan Automobile Manufacturers Association (JAMA) biomechanical study, TEG-127).**"

Paragraph 111., amend to read:

"111. With regard to knee shearing limits, the informal group selected a limit of 6 mm **for the Lower legform I**, based on the analysis of PMHS by EEVC WG17 and WG10 that showed that a 6 mm shear displacement corresponds to a 4 kN shear force. The 4 kN shear force in the **Lower legform I TRL device** approximates the 3 kN average peak shearing force acting at the knee joint level that was found associated in the PMHS tests with diaphysis/metaphysis failure. **[With regards to the occurrence of pedestrian cruciate ligament injuries in vehicle-to-pedestrian accidents, the members of TEG agreed that on the assessment of anterior cruciate ligament (ACL) and posterior cruciate ligament (PCL) elongations with the Lower legform II are required to provide at least the same level of protection as with the currently used Lower legform I. However, considering that there is only limited biomechanical data available, some members of TEG felt the need to gain sufficient experience and to collect more data with the new impactor before establishing of a mandatory threshold value. Therefore, and in order to ensure technical feasibility and fulfil a mandatory ACL/PCL requirement, TEG strongly recommends to the Contracting Parties of the 1998 Agreement to monitor the ACL/PCL elongation against a threshold value of 13 mm for the 60 months following the agreement incorporating the Lower legform II into the gtr. However, at the forty-seventh session of GRSP, several Contracting Parties were opposed to monitoring ACL/PCL because of the requirement that the maximum dynamic shearing displacement of Lower legform I shall not exceed 6 mm in the current gtr No. 9 (gtr No. 9 Phase 1) in order to protect ACL/PCL of pedestrian. Finally, it was agreed to set the mandatory requirement of ACL/PCL as follows, "The maximum dynamic ACL and PCL of Lower legform II elongation shall not exceed 13 mm. In case of a car that can not fulfil the Maximum ACL and PCL elongation \leq 13 mm with lower legform II, the car shall fulfil the Maximum lateral knee shearing displacement \leq 6mm with Lower legform I instead if the car needs to obtain approval from a Contracting Party.]"**

Paragraph 112., amend to read:

"112. With regard.....To protect a higher proportion of the population at risk, the informal group recommends a maximum lateral tibia acceleration limit of 170g **for the Lower legform I**. **As for the Lower legform II, the limit of tibia bending moment is set at 340 Nm based on the agreement of the TEG from a biomechanical point of view (based on BASt and JAMA biomechanical studies, TEG-127)."**

Paragraph 113., amend to read:

"113. In summary...at the following limits:

For Lower legform I

- Maximum lateral knee bending angle \leq 19.0°;
- Maximum lateral knee shearing displacement \leq 6.0 mm;
- Maximum lateral tibia acceleration \leq 170g.

For Lower legform II

- Maximum MCL elongation \leq 22 mm;**
- Maximum Tibia bending moment \leq 340 Nm;**
- [Maximum ACL and PCL elongation \leq 13 mm with Lower legform II;**
- in case a car can not fulfil the Maximum ACL and PCL elongation \leq 13 mm with lower legform II, the car shall fulfil the Maximum lateral knee shearing**

displacement \leq 6mm with Lower legform I instead if the car needs to obtain approval from a Contracting Party.]"

Paragraph 114., amend to read:

"114. These values **for Lower legform I** are identical to those **that were** under consideration by the EC in its review of the Phase 2 requirements of the European directive."

Paragraph 115., amend to read:

"115. In order.....For feasibility reasons, this gtr allows manufacturers to nominate bumper test widths up to 264 mm in total where the acceleration measured at the upper end of the tibia **of the Lower legform I** shall not exceed 250g. The relaxation zone of 264 mm corresponds to an area that is twice the width of the legform. **As for the Lower legform II, on the need for a tibia relaxation zone for the bumper area, TEG proposes to introduce relaxation zones with a total width of 264 mm, allowing a maximum tibia bending moment of 380 Nm.**"

Insert a new section 10., to read:

"10. METHOD OF INTRODUCING THE LOWER LEGFORM II

133. As for the smooth introduction of the new lower legform impactor Lower legform II by each Contracting Party, the Working Party on Passive Safety (GRSP) and some TEG members provided the following recommendations:

- (a) **GRSP recommended that if a Contracting Party chooses to use the Lower legform II in its national legislation, the Contracting Party shall consider setting a recommended minimum period of lead time based upon considerations of reasonableness and practicability (see paragraph 4.1.3.3. of Article 4 of the 1998 Agreement).**
- [(b) Some TEG members propose that a vehicle model once certified using the lower legform I, would not need to be re-certified using the Lower legform II.]**

Section 10 (former), renumber as section 11 and amend to read:

"...

INF GR/PS/188	Draft meeting minutes of the 10th meeting
INF GR/PS/189	Attendance list 10th meeting
GRSP-47-18/Rev.2	(USA) Proposal for amendments to global technical regulation No. 9 (Pedestrian safety)

A list of working papers used by the FlexTEG group is available on the UNECE WP.29 website:
www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/pedestrian_FlexPLI.html

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
TEG-001	Agenda for 1st Meeting of Flex PLI Technical Evaluation Group.doc
TEG-002	Flex-G_General_Information_050904.pdf
TEG-003	Flex-G_Preparation_Manual_050904.pdf
TEG-004	2005.09.02 - BAST Flex-G Test Programme.pdf
TEG-005	Revised Agenda for 1st Flex-G_MT.pdf
TEG-006	2005_06_ESV_JAMA-Flex.pdf
TEG-007	2005_06_ESV_JMLIT-Flex.pdf
TEG-008	2005_06_ESV_NHTSA_TRL-Flex.pdf
TEG-009	Attendance list 1st Lower legform II Meeting
TEG-010	Draft minutes 1st Flex PLI meeting_051011.pdf
TEG-010-R1	Modified_Minutes 1st Flex PLI meeting_051122.pdf
TEG-011	Agenda for 2nd Meeting of Flex-TEG.pdf
TEG-011-R1	Modified_Agenda for 2nd Meeting of Flex-TEG.pdf
TEG-012	Flex-G_Minor_Modifications_onto_SN01_051122.pdf
TEG-013	Flex Repeatability and Reproducibility for Thigh Leg Knee.pdf
TEG-014	Flex_Assembly_Test_Results_and_Tentative_Corridors_051122.pdf
TEG-015	Report_on_Flex-G_Car_Test_Results_051122_final.pdf
TEG-016	Flex-TEG_Schedule_051115.pdf
TEG-016-R1	Flex-TEG_Schedule_051122.pdf

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
TEG-017	Attendance list 2nd Lower legform II .pdf
TEG-018	DRAFT Minutes 2nd Flex-TEG_060228.pdf
TEG-018- R1	FINAL Minutes 2nd Flex-TEG_060424.pdf
TEG-019	Draft Agenda for 3rd Meeting of Flex-TEG_060327.pdf
TEG-020	Status Report on Action Items_060424.pdf
TEG-021	Flex-GT-alpha_General_Information_060424.pdf
TEG-022	Flex-GT-alpha_Injury_Assessment_Ability_060424.pdf
TEG-023	TRL-LFI_Retry_Test_060424.pdf
TEG-024	Flex-GT-alpha_Typical_Dynamic_Assembly_Calibration_Test_Result_060424.xls
TEG-025	Attendance list 3rd Flex-TEG_060424.pdf
TEG-026	DRAFT Minutes 3rd Flex-TEG
TEG-026- R1	Final_Minutes_3rd_Flex-TEG_MT_070402.pdf
TEG-027	ACEA_draft_comments_Flex-GT-alpha_060530.pdf
TEG-028	Chairperson_Answer_on_the_ACEA_draft_comments_Flex-GT-alpha_060606.pdf
TEG-029	Draft_Agenda_on_4th_Flex-TEG_Meeting_070316.pdf
TEG-029- R1	Final_Agenda_on_4th_Flex-TEG_Meeting_070402.pdf
TEG-030	Status_Report_on_Action_Items_070402.pdf
TEG-031	Development of an FE Biofidelic Flexible Pedestrian Legform Impactor Model (FLEX-GT-prototype Model)
TEG-032	Development of a Biofidelic Flexible Pedestrian Legform Impactor Type GT (FLEX-GT)
TEG-033	Information on Flexible Pedestrian Legform Impactor Type GT (FLEX-GT)
TEG-034	Flexible Pedestrian Legform Impactor Type GT (FLEX-GT) Evaluation Test Results
TEG-035	Flexible Pedestrian Legform Impactor Type GT (FLEX-GT) Car Test Results
TEG-036	Flex-GT-alpha BAST/ACEA Tests
TEG-037	Handling and Usage (Flex-GT-alpha)

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
TEG-038	Certification Histories (Flex-GT-alpha)
TEG-039	ACEA Preliminary Test Results with FlexPLI-alpha
TEG-040	Attendance list of 4th Flex-TEG meeting
TEG-041	Draft minutes of 4th Flex-TEG meeting
TEG-041-Rev.1	Finalized_the_4th_Flex-TEG_Meeting_Minutes_071207
TEG-042	FlexPLI Comments ACEA 20070808 TFPapproved
TEG-043	ACEA/BASSt Joint Project Report on Tests with the Flexible Pedestrian Legform Impactors Flex GT alpha and Flex GT
TEG-044	5th_Flex-TEG_Meeting_DRAFT_Agenda
TEG-044-Rev.1	Revised 5th Flex-TEG Meeting DRAFT Agenda_071204
TEG-044-Rev.2	Finalized 5th Flex-TEG Meeting Agenda 071207
TEG-045	J-MLIT Flex-GT Simplified Car Test Results 071129
TEG-045-Rev.1	J-MLIT Flex-GT Simplified Car Test Results 080331
TEG-046	JAMA-JARI Answer for the ACEA Comments Sep 2007 071129
TEG-047	Flex-GT Full Calibration Test Procedures 071129
TEG-048	Review of Injury Criteria and Thresholds for Flex 071129
TEG-049	Evaluation of Protection Level Provided by Lower legform II 071129
TEG-050	Status of Action Items 071130
TEG-051	BAST/ACEA Joint Project Preliminary Report on Flex-GT Repeatability and Reproducibility of Assembly Certification and inverse test results
TEG-052	FTSS Design Review of Flex-GT and FLEX-GTR Development dec14-07
TEG-053	Draft Minutes of the 5th Flex-TEG Meeting, 080124
TEG-053-Rev.1	Final Minutes of the 5th Flex-TEG Meeting, 080331
TEG-054	Flex-GTR_Mechanical_Design_080229
TEG-054-Rev.1	Flex-GTR_Mechanical_Design_080331
TEG-055	Flex-GTR_Instrumentation_Electrical_Design_080229

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
TEG-055- Rev.1	Flex-GTR_Instrumentation_Electrical_Design_080331
TEG-056	Flex-GTR_Full_Calibration_Test_Procedure_080229
TEG-056- Rev.1	Flex-GTR_Full_Calibration_Test_Procedure_080331
TEG-057	Flex-GTR_Optional_Instrumentation_080304
TEG-057- Rev.1	Flex-GTR_Optional_Instrumentation_080327
TEG-058	M=BUS_Onboard_DAS_Information_080305
TEG-058- Rev.1	M=BUS_Onboard_DAS_Information_080331
TEG-059	Slice_Onboard_DAS_Information_080331
TEG-060	Draft_Agenda_6th_Flex-TEG_Meeting_080314
TEG-060- Rev.1	Final_Agenda_6th_Flex-TEG_Meeting_080331
TEG-061	Status of the Action Items_080331
TEG-062	BASt Proposal for a Full Assembly Certification Test_080331
TEG-063	NHTSA_Flex-GT_Test_summary_080331
TEG-064	NHTSA_Flex-GT_Certification_Tests_080331
TEG-065	NHTSA_Design_Upper_Body_Mass_080331
TEG-066	TIPS_for_Measurement_Cable_Repairment_080331
TEG-067	Repeatability_of_Dynamic_Assembly_Test_Stopper_Material_080331
TEG-068	Draft Minutes of the 6th Flex-TEG Meeting
TEG-068- Rev.1	Finalized_Minutes_of_the_6th_Flex-TEG_Meeting_081208
TEG-069	Draft_Agenda_7th_Flex-TEG_Meeting_081208
TEG-069- Rev.1	Finalized_Agenda_7th_Flex-TEG_Meeting_081208
TEG-070	Status_Action_Items_081208
TEG-070- Rev.1	Finalized_Status_Action_Items_081208
TEG-071	FTSS_Flex_GTR_prototype_Development_071208
TEG-071-	Bone_Core_Durability_Improvement_081208

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
Add.1	
TEG-071-	Develop_Dynamic_Assy_Calibration_Test_Methods
Add.2	
TEG-072	Japan_Flex-GTR-prototye_Evaluation_Report
TEG-072-	Japan_Flex-GTR-prototye_Evaluation_Test Result
Rev1	
TEG-073	MESSRING_ISO_MME_corde_Flex_Proposal
TEG-073-	MESSRING_Suggest_ISO_MME_corde_Flex
Rev1	
TEG-074	FTSS_Flex_Pendulum_Dynamic_Calbration_Proposal
TEG-075	BASt_Flex_Inverse_Dynamic_Calibration_Proposal
TEG-076	JAMA_Proposal_MCL_Threshod_Value
TEG-077	JAMA_Proposal_Tibia_Threshod_Value
TEG-078	BASt_Proposal_ACL-PCL-MCL_Threshod_Value
TEG-079	JAMA_Proposal_Flex-GTR-prot_Evaluation_Schedule
TEG-080	J-MLIT proposal for the Flex-TEG working schedule
TEG-081	JAMA_Flesh_Sensitivity_TRL_Flex
TEG-082	BASt_Flesh_Sensitivity_TRL
TEG-083	Draft Minutes of the 7th Flex-TEG Meeting
TEG-083-	Finalized_Minutes_7th_Flex-TEG_Meeting
Rev1	
TEG-084	JAMA_Proposal_Tibia_Injury_Criteria
TEG-085	Draft_Agenda_8th_Flex-TEG_Meeting
TEG-085-	Finalized_Agenda_8th_Flex-TEG_Meeting
Rev1	
TEG-086	Draft_Status_Report_Action_Items
TEG-086-	Finalized_Status_Report_Action_Items
Rev1	
TEG-087	JAMA-JARI_L-R_Symetric_Bumper_Corner_Test_0903011
TEG-088	JAMA_Flex-GTR-proto_Round_Robin_Test
TEG-089	BASt_BGS_Flex_Test_Report
TEG-090	ACEA_Summary

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
TEG-091	Opel_Report
TEG-092	FTSS_Proposal
TEG-093	JAMA-JARI_Study_for_Inverse_Test_090517
TEG-094	BASt_Tentative_Corridor_Inverse_Test
TEG-095	JAMA_Investigation_Human_MCL_Injury_Criteria
TEG-096	Correlation_Flex-GTR-<i>proto</i>_and_Human_Lower_Limb_Output
TEG-097	JAMA_Proposal_Flex-GTR-<i>proto</i>_Tibia_MCL_Threshold
TEG-098	BASt_Proposal_Flex-GTR-<i>proto</i>_Tibia_Threshold
TEG-099	Evaluation_Test_Schedule_Flex-GTR-<i>proto</i>
TEG-100	DRAFT_Minutes_8th_Flex-TEG_Meeting_090812
TEG-100- Rev.1	Final: 8th Flex-TEG Minutes
TEG-101	DRAFT: 9th Flex-TEG Agenda
TEG-101- Rev.1	Final: 9th Flex-TEG Agenda
TEG-102	Review of Dynamic Calibration Corridor Making Method
TEG-103	DRAFT: Status of Action Items
TEG-103- Rev.1	Final: Status of Action Items
TEG-104	Pushing surface Information for Flex-GTR-prototype for Flex-GTR- prototype
TEG-105	JAMA Round Robin Test Results Flex-GTR-prototype (SN03)
TEG-106	ACEA Comments, 9th TEG meeting
TEG-107	9th Flex-TEG Meeting Discussion Results of day 1
TEG-108	Refinement of (tentative) Certification Corridors for the Dynamic Full Assembly (Inverse) Certification Test Procedure
TEG-109	DRAFT: 9th Flex-TEG Minutes
TEG-109- Rev.1	Final: 9th Flex-TEG Minutes
TEG-110	DRAFT: 10th Flex-TEG Agenda
TEG-110- Rev.1	Final: 10th Flex-TEG Agenda

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
TEG-111	DRAFT: Status of Action Items
TEG-111- Rev.1	Final: Status of Action Items
TEG-112	Flex-GTR Testing, NHTSA
TEG-113	KATRI Round Robin Tests Using the Flex-GTR-Prototype (SN03)
TEG-114	ACEA Comments, 10th Flex-TEG Meeting
TEG-115	Influence of Test Parameter Variations on The Flex GTR Joint Project of ACEA and BAST
TEG-116	Impact Parameter Tolerances for Inverse Certification Test and Vehicle Testing, BAST
TEG-117	Minor updates and pusher plate discussion for Flex Pli GTR, FTSS
TEG-118	General Status from FLEX Pli GTR Model Consortium, FTSS
TEG-119	Finalization of Impact and Assessment Conditions for Inverse Certification Test, BAST
TEG-120	Requirement Corridor (BAST-Method) for Pendulum Type (Type 3) Dynamic Calibration Test Method, JAMA-JARI
TEG-121	Flex-GTR Flesh Dimensions and Mass Tolerance, JAMA-JARI with FTSS communications
TEG-122	Flex-GTR (Mass, COG, Inertia) Tolerances , JAMA-JARI with FTSS communications
TEG-123	SLICE Updates for FLEX-GTR, DTS
TEG-124	DRAFT Minutes
	10th Lower legform II Technical Evaluation Group (Flex-TEG) Meeting
TEG-124- Rev.1	Finalized Minutes
	10th Lower legform II Technical Evaluation Group (Flex-TEG) Meeting
TEG-125	Draft Agenda
	11th Lower legform II Technical Evaluation Group (Flex-TEG) Meeting
TEG-125- Rev.1	Finalized Agenda
	11th Lower legform II Technical Evaluation Group (Flex-TEG) Meeting
TEG-126	Status Report on Action Items at 11th Flex-TEG meeting
TEG-127	Technical Background Information Document for the UN-ECE GRSP explaining the Derivation of Threshold Values and Impactor Certification methods for the FlexPLI version GTR agreed by the FlexPLI-TEG at their 9th Meeting

<i>Number of working paper</i>	<i>Title of Flex TEG document</i>
TEG-128	ACEA; Injury values : impact vs rebound
TEG-129	ACEA Comments
TEG-130	BASt; Flex-GTR: Proposal for ACL/PCL injury threshold
TEG-131	TEG Agreement on the Tibia and ACL Issues (Finalized)
TEG-132	FTSS; Flex PLI Catch Rope and Bracket Proposal
TEG-133	FTSS; 400 Nm Tibia Gage Loading Results
TEG-134	FTSS; FLEX PLI GTR Model development status

"

B. Text of the regulation

Insert new paragraphs 3.30 and 3.31, to read:

3.30 "Lower legform I"² means the pedestrian lower legform impactor used in the Phase 1 of the gtr.

3.31 "Lower legform II"³ means the flexible pedestrian lower legform impactor."

Paragraph 4.1.1., amend to read:

"4.1.1. Lower legform to bumper

To verify compliance with the performance requirements as specified in paragraph 5.1.1., both the test impactor specified in paragraph 6.3.1.1. and the test procedures specified in paragraph 7.1.1. **for the Lower legform I⁴ or both the test impactor specified in paragraph 6.3.1.2. and the test procedures specified in paragraph 7.1.2. for the Lower legform II⁵**, shall be used **respectively**."

Paragraph 4.1.2, amend to read:

"4.1.2. Upper legform to bumper:

To verify compliance with the performance requirements as specified in paragraph 5.1.2., both the test impactor specified in paragraph ~~6.3.1.2.~~ **6.3.1.3.** and the test procedures specified in paragraph ~~7.1.2.~~ **7.1.3.** shall be used."

Insert a new paragraph 5.1.1., to read:

["5.1.1. When tested in accordance with paragraph 7.1.1. (Lower legform I to bumper) or paragraph 7.1.2. (Lower legform II to bumper) according to the choice of each contracting party, the results shall comply with 5.1.1.1. or 5.1.1.2. respectively."]

Paragraph 5.1.1. (former), renumber as paragraph 5.1.1.1. and amend to read:

"... tested in accordance with paragraph 7.1.1. (~~lower legform to bumper~~), the maximum dynamic knee bending"

² It is the lower legform used in the Phase I of the gtr developed by EEVC WG 17. The impactor corresponds to that described in the EEVC report xxx.

³ It is the lower legform used in the Phase II of the gtr developed by the Japan Automobile Research Institute (JARI).

⁴ [The technical specifications and detailed drawings of Lower legform I, corresponding to the principal dimension corresponding to the 50th percentile male of the United States of America, and the technical specifications for its adjustment for this test are deposited with the Secretary General of the United Nations and may be consulted on request at the secretariat of the UNECE, Palais de Nations, Geneva, Switzerland.]

⁵ [The technical specifications and detailed drawings of Lower legform II, corresponding to the principal dimension corresponding to the 50th percentile male of the United States of America, and the technical specifications for its adjustment for this test are deposited with the Secretary General of the United Nations and may be consulted on request at the secretariat of the UNECE, Palais de Nations, Geneva, Switzerland.]

Insert a new paragraph 5.1.1.2., to read:

"5.1.1.2. When tested in accordance with paragraph 7.1.2., the maximum dynamic medial collateral ligament elongation at the knee shall not exceed 22 mm, and the dynamic bending moments at the tibia shall not exceed 340 Nm. [The maximum dynamic anterior cruciate ligament and posterior cruciate ligament elongation shall not exceed 13 mm. In case a car can not fulfil the maximum ACL and PCL elongation ≤ 13 mm with Lower legform II, the car shall fulfil the maximum lateral knee shearing displacement ≤ 6 mm with Lower legform I instead if the car needs to obtain approval from a Contracting Party.] In addition, the manufacturer may nominate bumper test widths up to a maximum of 264 mm in total where the tibia bending moment of the Lower legform II shall not exceed 380 Nm. A Contracting Party may restrict application of the relaxation zone requirement in its domestic legislation if it decides that such restriction is appropriate."

Paragraph 5.1.2., amend to read:

"5.1.2. When tested in accordance with paragraph ~~7.1.2.~~ 7.1.3. (upper legform to bumper), the instantaneous sum of the impact forces with respect to time shall not exceed 7.5 kN and the bending moment on the test impactor shall not exceed 510 Nm."

Title of paragraph 6.3.1.1., amend to read:

"6.3.1.1. [**Lower legform I** ~~Lower legform impactor~~]."

Title of Figure 12., amend to read:

"Figure 12:[**Lower legform I** ~~Lower legform impactor~~] (see paragraph 6.3.1.1.)"

Insert new paragraphs 6.3.1.2. to 6.3.1.2.7.2., to read:

"6.3.1.2. **Lower legform II:**

The Lower legform II shall consist of flesh, flexible long bone segments (representing femur and tibia), and a knee joint as shown in Figure 13.

The overall length of the impactor shall be 928 ± 3 mm, having a required mass of 13.2 ± 0.7 kg including flesh. The length of the femur, knee joint, and tibia shall be 339 ± 2 mm, 185 ± 1 mm, and 404 ± 2 mm respectively. The knee joint centre position shall be 94 ± 1 mm from the top of the knee joint.

Brackets, pulleys, protectors, connection parts, etc. attached to the impactor for the purpose of launching and/or protecting may extend beyond the dimensions shown in Figure 13 and Figure 14.

6.3.1.2.1. The cross-sectional shape perpendicular to the Z-axis of the femur and tibia main bodies shall be 90 ± 2 mm in width along the Y-axis, and 84 ± 1 mm in width along the X-axis as shown in Figure 14 (a). The impact face shall be 30 ± 1 mm in radius, 30 ± 1 mm in width along the Y-axis, and 48 ± 1 mm in width along the X-axis as shown in Figure 14 (a).

6.3.1.2.2. The cross-sectional shape perpendicular to the Z-axis of the knee joint shall be 108 ± 2 mm in width along the Y-axis, and 118 ± 1 mm in width along the X-axis as shown in Figure 14 (b). The impact face shall

be 103 ± 1 mm in radius, 12 ± 1 mm in width along the Y-axis, and 86 ± 1 mm in width along the X axis as shown in Figure 14 (b).

- 6.3.1.2.3. The masses of the femur and tibia without flesh, including the connection part to the knee joint, shall be 2.46 ± 0.12 kg and 2.64 ± 0.13 kg respectively. The mass of the knee joint without flesh shall be 4.28 ± 0.21 kg. The total mass of the femur, knee joint and tibia shall be 9.38 ± 0.47 kg.

The centre of gravity of the femur and tibia without flesh, including the connection part to the knee joint, shall be 159 ± 8 mm and 202 ± 10 mm respectively from the top, but not including the connection part to the knee joint, of each part as shown in Figure 13. The centre of gravity of the knee shall be 92 ± 5 mm from the top of the knee joint as shown in Figure 13.

The moment of inertia of the femur and tibia without flesh, including the connection part inserted to the knee joint, about the X-axis through the respective centre of gravity shall be 0.0325 ± 0.0016 kg m² and 0.0467 ± 0.0023 kgm² respectively. The moment of inertia of the knee joint about the X axis through the respective centre of gravity shall be 0.0180 ± 0.0009 kg m².

- 6.3.1.2.4. For each test, the impactor (femur, knee joint, and tibia) shall be covered by flesh composed of synthetic rubber sheets (R1, R2) and neoprene sheets (N1F, N2F, N1T, N2T, N3) as shown in Figure 15. The sheets are required to have a compression characteristic as shown in Figure 16. The compression characteristic shall be checked using the same batch of sheets as those used for the impactor flesh. The size of the sheets shall be within the requirements described in Figure 16.

- 6.3.1.2.5. The test impactor or at least the flesh shall be stored for at least four hours in a controlled storage area with a stabilized temperature of $20 \pm 2^\circ\text{C}$ prior to impactor removal for calibration. After removal from the storage, the impactor shall not be subjected to conditions other than those pertaining in the test area.

- 6.3.1.2.6. Lower legform II instrumentation

- 6.3.1.2.6.1. Four transducers shall be installed in the tibia to measure bending moments applied to the tibia. The sensing locations of each of the transducers are as follows: tibia-1: 134 ± 1 mm, tibia-2: 214 ± 1 mm, tibia-3: 294 ± 1 mm and tibia-4: 374 ± 1 mm below the knee joint centre respectively as shown in Figure 17. The measurement axis of each transducer shall be the X-axis of the impactor.

- 6.3.1.2.6.2. Three transducers shall be installed in the knee joint to measure elongations of the medial collateral ligament (MCL), anterior cruciate ligament (ACL), and posterior cruciate ligament (PCL). The measurement locations of each transducer are shown in Figure 17. The measurement locations shall be within ± 4 mm along the X-axis from the knee joint centre.

- 6.3.1.2.6.3. The instrumentation response value channel frequency class (CFC), as defined in ISO 6487:2002, shall be 180 for all transducers. The CAC response values, as defined in ISO 6487:2002, shall be 30 mm for the knee ligament elongations and 400 Nm for the tibia bending moments.

This does not require that the impactor itself be able to physically elongate or bend until these values.

- 6.3.1.2.6.4. The measurements for the Lower legform II shall be taken only for the major impact with the vehicle prior to the rebound phase. All maxima occurring during or after the rebound phase shall be ignored. For example, the zero crossing after the maximum of the MCL elongation or of the tibia bending moments shall be considered as the end of the major impact with the vehicle.
- 6.3.1.2.7. Lower legform certification
 - 6.3.1.2.7.1. The Lower legform II shall meet the performance requirements specified in paragraph 8.
 - 6.3.1.2.7.2. [The impactor shall be certified according to the inverse type dynamic certification test described in paragraph 8.2.3. After the initial inverse type dynamic certification test, the certified impactor shall be re-certified according to the pendulum type dynamic certification test described in paragraph 8.2.2. after every 10 vehicle tests, except that the inverse type dynamic certification test will be repeated instead after every 30 vehicle tests.]

or

[The impactor shall be certified according to the inverse type dynamic certification test described in paragraph 8.2.3. (test A). After 10 vehicle tests, the certified impactor shall be re-certified according to the pendulum type dynamic certification test described in paragraph 8.2.2. (test B). After every subsequent 10 vehicle tests, the impactor shall be re-certified according to one of the two tests in the following sequence – B, A, B, B, A, B, B,]"

Insert new Figures 13 to 17., to read:

"Figure 13
Lower legform II; Dimensions and C.G. locations of femur, knee joint and tibia (Side view)

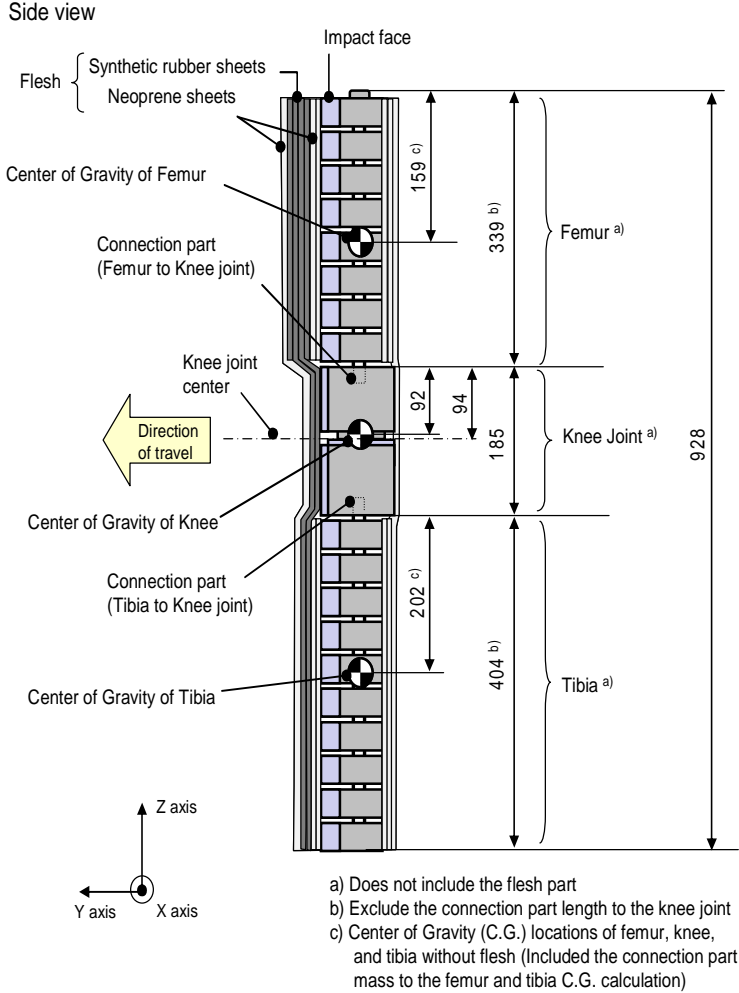


Figure 14
Lower legform II; femur, tibia, and knee dimensions (Top view)

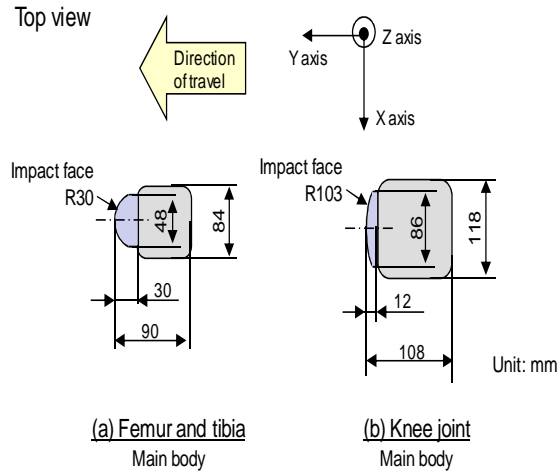


Figure 15
Lower legform II; flesh dimensions

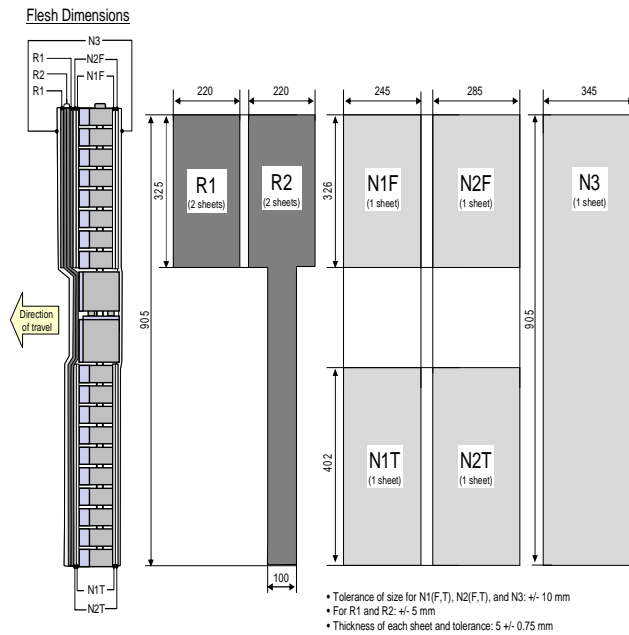
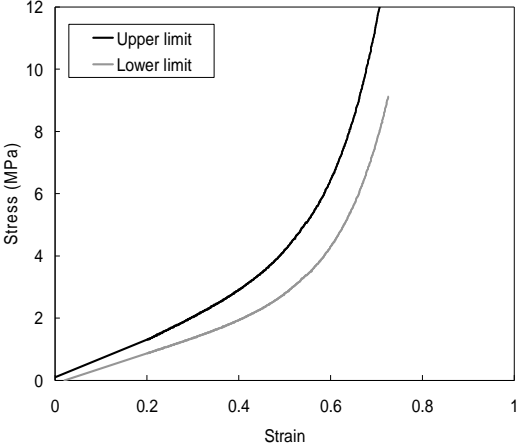


Figure 16
Lower legform II; flesh compression characteristics

(a) Synthetic rubber sheets



(b) Neoprene sheets

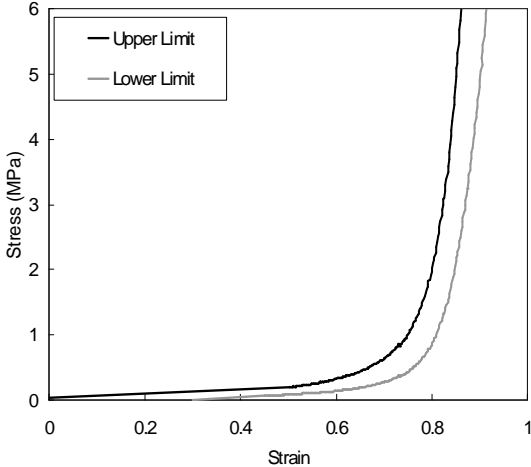
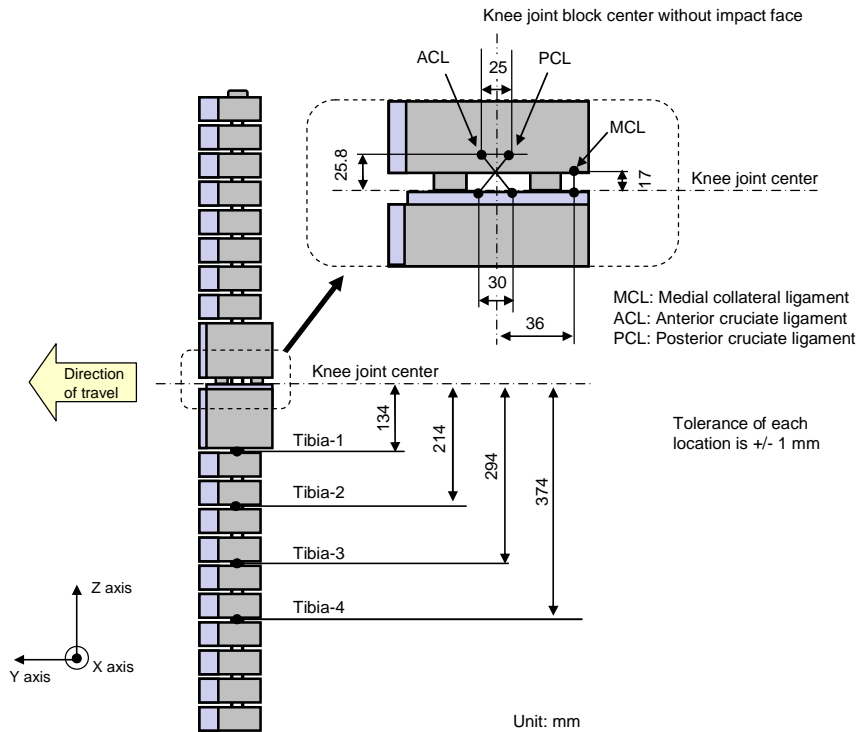


Figure 17
Lower legform II; instrument locations
Instruments locations



Paragraph 6.3.1.2. (former), renumber as paragraph 6.3.1.3. and amend to read:

"..., foam covered at the impact side, and 350 ± 5 mm long (see Figure ~~4318~~)."

Paragraphs 6.3.1.2.1. to 6.3.1.2.9. (former), renumber as paragraphs 6.3.1.3.1. to 6.3.1.3.9.

Paragraph 6.3.1.2.9.1. (former), renumber as paragraph 6.3.1.3.9.1. and amend to read:

"...in three positions, as shown in Figure ~~4318~~, each using a separate channel."

Paragraph 6.3.1.2.9.2. (former), renumber as paragraph 6.3.1.3.9.2. and amend to read:

"...at positions 50 mm either side of the centre line (see Figure ~~4318~~)."

Paragraphs 6.3.1.2.9.3. to 6.3.1.2.10.2. (former), renumber as paragraphs 6.3.1.3.9.3. to 6.3.1.3.10.2.

Title of Figure 13(former), renumber as Figure 18 and amend to read:

"... Upper legform impactor (see paragraph ~~6.3.1.2~~ **6.3.1.3**)."

Paragraph 6.3.2.1., amend to read:

"6.3.2.1. Child headform impactor (see Figure ~~4419~~)

The child....."

Paragraph 6.3.2.1.1., amend to read:

"6.3.2.1.1. ... axis perpendicular to the mounting face A (see Figure 14) and ..."

Figure 14 (former), renumber as Figure 19.

Paragraph 6.3.2.2., amend to read:

"6.3.2.2. Adult headform impactor (see Figure 15)

The adult ... as shown in Figure 15. The mass ..."

Figure 15 (former), renumber as Figure 20.

Paragraph 6.3.2.2.1., amend to read:

"6.3.2.2.1. ... axis perpendicular to the mounting face A (see Figure 15) and ..."

Paragraph 7.1.1., amend to read:

"7.1.1. **[Lower legform I Lower legform]** to bumper test procedure:...."

Paragraph 7.1.1.2., amend to read:

"7.1.1.2. ... and lateral planes are orthogonal to each other (see Figure 16)."

Paragraph 7.1.1.3., amend to read:

"7.1.1.3. ... at the time of first contact with the bumper (see Figure 17), ..."

Paragraph 7.1.1.3.2., amend to read:

"7.1.1.3.2. ...its knee joint, with a tolerance of $\pm 5^\circ$ (see Figure 16)."

Figures 16 to 17 (former), renumber as Figures 21 to 22.

Insert new paragraphs 7.1.2. to 7.1.2.4., to read:

7.1.2. Lower legform II to bumper test procedure

Each test shall be completed within two hours of the impactor's to be removed from the controlled storage area.

7.1.2.1. The selected target points shall be in the bumper test area.

7.1.2.2. The direction of the impact velocity vector shall be in the horizontal plane and parallel to the longitudinal vertical plane of the vehicle. The tolerance for the direction of the velocity vector in the horizontal plane and in the longitudinal plane shall be $\pm 2^\circ$ at the time of first contact. The axis of the impactor shall be perpendicular to the horizontal plane, with a roll and pitch angle tolerance of $\pm 2^\circ$ in the lateral and longitudinal plane. The horizontal, longitudinal and lateral planes are orthogonal to each other (see Figure 23).

7.1.2.3. The bottom of the impactor shall be at 75 mm above ground reference plane at the time of first contact with the bumper (see Figure 24), with a ± 10 mm tolerance. When setting the height of the propulsion system, an allowance must be made for the influence of gravity during the period of free flight of the impactor.

7.1.2.3.1. The lower legform impactor for the bumper tests shall be in 'free flight' at the moment of impact. The impactor shall be released to free flight at such a distance from the vehicle that the test results are not influenced by contact of the impactor with the propulsion system during rebound of the impactor.

The impactor may be propelled by any means that can be shown to meet the requirements.

- 7.1.2.3.2. At the time of first contact the impactor shall have the intended orientation about its vertical axis, for the correct operation of its knee joint, with a yaw angle tolerance of $\pm 5^\circ$ (see Figure 23).
- 7.1.2.3.3. At the time of first contact the centre line of the impactor shall be within a ± 10 mm tolerance of the selected impact location.
- 7.1.2.3.4. During contact between the impactor and the vehicle, the impactor shall not contact the ground or any object which is not part of the vehicle.
- 7.1.2.4. The impact velocity of the impactor when striking the bumper shall be 11.1 ± 0.2 m/s. The effect of gravity shall be taken into account when the impact velocity is obtained from measurements taken before the time of first contact."

Insert new Figures 23 and 24., to read:

"Figure 23

Tolerances of angles for the Lower legform II at the time of the first impact (see paragraphs 7.1.2.2. and 7.1.2.3.2.)

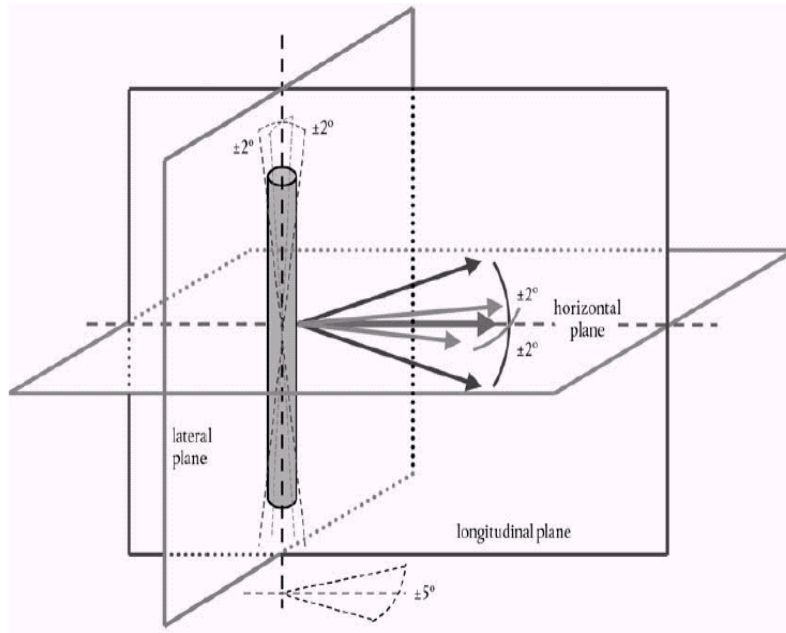
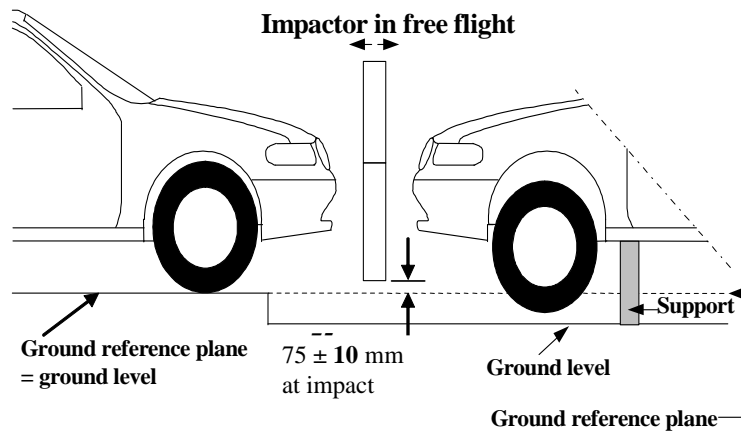


Figure 24
Lower legform II to bumper tests for complete vehicle in normal ride attitude (left) and for cut-body mounted on supports (right) (see paragraph 7.1.2.3.)



Paragraphs 7.1.2. to 7.1.2.3. (former), renumber as paragraphs 7.1.3. to 7.1.3.3.

Paragraph 8., amend to read:

"8. Certification of impactors

....The requirements for the lower legform impactors are specified in paragraph 8.1. ~~to 8.2.~~, the upper legform impactor requirements are specified in paragraph ~~8.28.3.~~ and the adult and child headform impactors requirements are specified in paragraph ~~8.38.4.~~"

Paragraph 8.1., amend to read:

"8.1. **Lower legform I** ~~Lower legform impactor certification~~"

Paragraph 8.1.1.2., amend to read:

"8.1.1.2. ... shall be within the limits shown in Figure ~~1825.~~ Also, the energy ..."

Paragraph 8.1.1.3., amend to read:

"8.1.1.3. ...shall be within the limits shown in Figure ~~1926.~~"

Paragraph 8.1.1.4., amend to read:

"8.1.1.4. ... firmly to the femur, as shown in Figure ~~2027.~~ The rotational axis ..."

Paragraph 8.1.1.5., amend to read:

"8.1.1.5. ... from the centre of the knee joint, as shown in Figure ~~2128.~~ ..."

Paragraph 8.1.2.4.1., amend to read:

"8.1.2.4.1. ...of 2000 mm minimum length, as shown in Figure ~~2229.~~ It shall be ..."

Paragraph 8.1.2.4.2., amend to read:

"8.1.2.4.2. ...the certification impactor shall be as specified in Figure 2330. The face of ..."

Paragraph 8.1.2.4.5., amend to read:

"8.1.2.4.5 ...the stationary impactor as shown in Figure 2330. The certification impactor ..."

Insert new paragraphs 8.2. to 8.2.3.4.4., to read:

"8.2. Lower legform II certification

8.2.1. Static certification tests

8.2.1.1. The femur and tibia of the Lower legform II shall meet the requirements respectively specified in paragraph 8.2.1.2. when tested as specified in paragraph 8.2.1.4. The knee joint of the lower legform impactor shall meet the requirements specified in paragraph 8.2.1.3. when tested as specified in paragraph 8.2.1.5. The stabilized temperature of the impactor during the certification tests shall be $20^{\circ} \pm 2^{\circ}\text{C}$.

The CAC response values, as defined in ISO 6487:2002, shall be 30 mm for the knee ligament elongations and 4 kN for the applied external load. For these tests, low-pass filtering at an appropriate frequency is permitted to remove higher frequency noise without significantly affecting the measurement of the response of the impactor.

8.2.1.2. When the femur and tibia of the impactor are loaded in bending in accordance with paragraph 8.2.1.4., the applied moment and generated deflection at the centre of the femur and tibia (M_c and D_c) shall be within the corridors shown in Figure 31.

8.2.1.3. When the knee joint of the impactor is loaded in bending in accordance with paragraph 8.2.1.5., the MCL, ACL, and PCL elongations and applied bending moment or force at the centre of the knee joint (M_c or F_c) shall be within the corridors shown in Figure 32.

8.2.1.4. The edges of the femur and tibia, not bending parts, shall be mounted to the support rig firmly as shown in Figure 33 and Figure 34. The Y-axis of the impactor shall be parallel to the loading axis within $180 \pm 2^{\circ}$ tolerance. In order to avoid friction errors, roller plates shall be set underneath the support rigs.

The centre of the loading force shall be applied at the centre of the femur and tibia within $\pm 2^{\circ}$ tolerance along the Z-axis. The force shall be increased at a rate between 10 and 100 mm/minute until the bending moment at the centre part (M_c) of the femur or tibia reaches 400 Nm.

8.2.1.5. The edges of the knee joint, not bending parts, shall be mounted to the support rig firmly as shown in Figure 35. The Y-axis of the impactor shall be parallel to the loading axis within $180 \pm 2^{\circ}$. In order to avoid friction errors, roller plates shall be set underneath the support rigs. To avoid impactor damage, a neoprene sheet shall be set underneath the loading ram and the impactor face of the knee joint which is described in the Figure 14 shall be removed. The neoprene sheet used in this test shall have compression characteristics as shown in Figure 16.

The centre of the loading force shall be applied at the centre of the knee joint within $\pm 2^{\circ}$ tolerance along the Z-axis. The external load shall be

increased at a rate between 10 and 100 mm/minute until the bending moment at the centre part of the knee joint (M_c) reaches 400 Nm.

- 8.2.2. Dynamic certification tests (pendulum type)**
- 8.2.2.1. The Lower legform II (femur, knee joint and tibia are connected/assembled firmly) shall meet the requirements specified in paragraph 8.2.2.3. when tested as specified in paragraph 8.2.2.4.**
- 8.2.2.2. Certification**
- 8.2.2.2.1. The test facility used for the certification test shall have a stabilized temperature of 20 ± 2 °C during certification.**
- 8.2.2.2.2. The temperature of the certification area shall be measured at the time of certification and recorded in a certification report.**
- 8.2.2.3. Requirements**
- 8.2.2.3.1. When the Lower legform II is used for a test as specified in paragraph 8.2.2.4., the maximum bending moment of the tibia at tibia-1 shall be not more than 272 Nm and not less than 235 Nm, the maximum bending moment at tibia-2 shall be not more than 211 Nm and not less than 185 Nm, the maximum bending moment at tibia-3 shall be not more than 160 Nm and not less than 135 Nm, and the maximum bending moment at tibia-4 shall be not more than 108 Nm and not less than 94 Nm. The maximum elongation of MCL shall be not more than 26 mm and not less than 23 mm, the maximum elongation of ACL shall be not more than 11 mm and not less than 9.0 mm, and the maximum elongation of PCL shall be not more than 5.4 mm and not less than 4.0 mm.**
- For all these values, the readings used shall be from the initial impact timing to 250 ms after the impact timing.
- 8.2.2.3.2. The instrumentation response value CFC, as defined in ISO 6487:2002, shall be 180 for all transducers. The CAC response values, as defined in ISO 6487:2002, shall be 30 mm for the knee ligament elongations and 400 Nm for the tibia bending moments. This does not require that the impactor itself be able to physically elongate and bend to these values.**
- 8.2.2.4. Test procedure**
- 8.2.2.4.1. The Lower legform II, including flesh, shall be suspended from the dynamic certification test rig $15 \pm 1^\circ$ upward from the horizontal as shown in Figure 36. The impactor shall be released from the suspended position, whereupon the impactor falls freely against the pin joint of the test rig as shown in Figure 36.**
- 8.2.2.4.2. The knee joint centre of the impactor shall be 30 ± 1 mm below the bottom line of the stopper bar, and the tibia impact face without flesh shall be located 13 ± 2 mm from the front upper edge of the stopper bar when the impactor is hanging freely as shown in Figure 36.**
- 8.2.3. Dynamic certification tests (inverse type)**
- 8.2.3.1. The Lower legform II with flesh (femur, knee joint, and tibia are connected/assembled firmly) shall meet the requirements specified in paragraph 8.2.3.3. when tested as specified in paragraph 8.2.3.4.**
- 8.2.3.2. Certification**

- 8.2.3.2.1. The test facility used for the certification test shall have a stabilized temperature of 20 ± 2 °C during certification.
- 8.2.3.2.3. The temperature of the certification area shall be measured at the time of certification and recorded in a certification report.
- 8.2.3.3. Requirements
- 8.2.3.3.1. When the Lower legform II is used for the test specified in paragraph 8.2.3.4., the maximum bending moment of the tibia at tibia-1 shall be not more than 277 Nm and not less than 237 Nm, the maximum bending moment at tibia-2 shall be not more than 269 Nm and not less than 223 Nm, the maximum bending moment at tibia-3 shall be not more than 204 Nm and not less than 176 Nm, and the maximum bending moment at tibia-4 shall be not more than 120 Nm and not less than 98 Nm. The maximum elongation of the MCL shall be not more than 23 mm and not less than 18 mm, that of the ACL shall be not more than 10.5 mm and not less than 8.5 mm, and that of the PCL shall be not more than 6 mm and not less than 4.5 mm.
- For all these values, the readings used shall be from the initial impact timing to 50 ms after the impact timing.
- 8.2.3.3.2. The instrumentation response value CFC, as defined in ISO 6487:2002, shall be 180 for all transducers. The CAC response values, as defined in ISO 6487:2002, shall be 30 mm for the knee ligament elongations and 400 Nm for the tibia bending moments. This does not require that the impactor itself be able to physically elongate and bend to these values.
- 8.2.3.4. Test procedure
- 8.2.3.4.1. The fully assembled Lower legform II (with flesh and skin) shall be stationary suspended vertically from a test rig as shown in Figure 37. It is then impacted by the upper edge of a linearly guided Al honeycomb impactor, covered by a thin (less than 1 mm thickness) paper cloth, at an impact speed of $11,1 \pm 0,2$ m/s. The legform is to be released from the test rig within 10 ms after the time of first contact to ensure a free flight condition.
- 8.2.3.4.2. The honeycomb of 5052 alloy, which is attached in front of the moving ram, shall have a crush strength of 75 psi \pm 10 per cent and dimensions of $l = 200 \pm 5$ mm, $w = 160 \pm 5$ mm and $d = 60 \pm 2$ mm. To ensure a consistent and good level of repeatability, the honeycomb should either have a 3/16 inch cell size or a 1/4 inch cell size. The honeycomb should have a density of 2.0 pcf in combination with a 3/16 inch cell size or a density of 2.3 pcf in combination with a 1/4 inch cell size.
- 8.2.3.4.3. The upper edge of the honeycomb face is to be in line with the rigid plate of the linearly guided impactor. At the time of first contact, the upper edge of the honeycomb is to be in line with the knee joint centre line within a vertical tolerance of 0 ± 2 mm. The honeycomb shall not be deformed before the impact test.
- 8.2.3.4.4. The Lower legform II pitch angle and therefore the pitch angle of the velocity vector of the honeycomb impactor (rotation around Y-axis) at the time of first contact shall be within a tolerance of $0 \pm 2^\circ$ in relation to the lateral vertical plane. The Lower legform II roll angle and therefore the roll angle of the honeycomb impactor (rotation around X-axis) at the

time of first contact shall be within a tolerance of $0 \pm 2^\circ$ in relation to the longitudinal vertical plane. The Lower legform II yaw angle and therefore the yaw angle of the velocity vector of the honeycomb impactor (rotation around Z-axis) at the time of first contact shall be within a tolerance of $0 \pm 2^\circ$, to ensure a correct operation of the knee joint."

Paragraph 8.2. (former), renumber as paragraph 8.3.

Paragraph 8.2.1. (former), renumber as 8.3.1. and amend to read:

"... specified in paragraph ~~8.2.3.~~ **8.3.3.** when tested as specified in paragraph ~~8.2.4.~~ **8.3.4.**"

Paragraphs 8.2.2. to 8.2.4.5. (former), renumber as paragraphs 8.3.2. to 8.3.4.5.

Paragraph 8.2.4.6. (former), renumber as paragraph 8.3.4.6. and amend to read:

"... at a velocity of 7.1 ± 0.1 m/s into the stationary pendulum as shown in Figure ~~2438.~~"

Paragraphs 8.2.4.7. to 8.3.1. (former), renumber as paragraphs 8.3.4.7. to 8.4.1.

Paragraph 8.3.1.1. (former), renumber as paragraph 8.4.1.1. and amend to read:

"... specified in paragraph ~~8.3.2.~~ **8.4.2.** when tested as specified in paragraph ~~8.3.3.~~ **8.4.3.**"

Paragraphs 8.3.2. to 8.3.3. (former), renumber as paragraphs 8.4.2. to 8.4.3.

Paragraph 8.3.2.1. (former), amend to read:

"...in accordance with paragraph ~~8.3.3.~~ **8.4.3.** the peak resultant ..."

Paragraph 8.3.3.1. (former), renumber as paragraph 8.4.3.1. and amend to read:

"...impactor shall be suspended from a drop rig as shown in Figure ~~2539.~~"

Paragraph 8.3.3.2. (former), renumber as paragraph 8.4.3.2.

Paragraph 8.3.3.3. (former), renumber as paragraph 8.4.3.3. and amend to read:

"... impactor with respect to the vertical as shown in Figure ~~2539.~~ The suspension of ..."

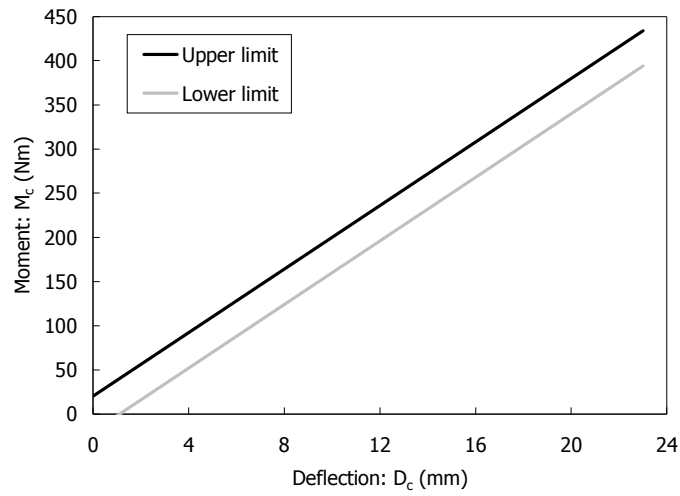
Paragraph 8.3.3.4. (former), renumber as paragraph 8.4.3.4.

Figures 18 to 23 (former), renumber as Figures 25 to 30.

Insert new Figures 31 to 37., to read:

"Figure 31
Lower legform II requirement corridor of femur and tibia in static certification test (see paragraph 8.2.1.2.)

(a) Femur bending corridor



(b) Tibia bending corridor

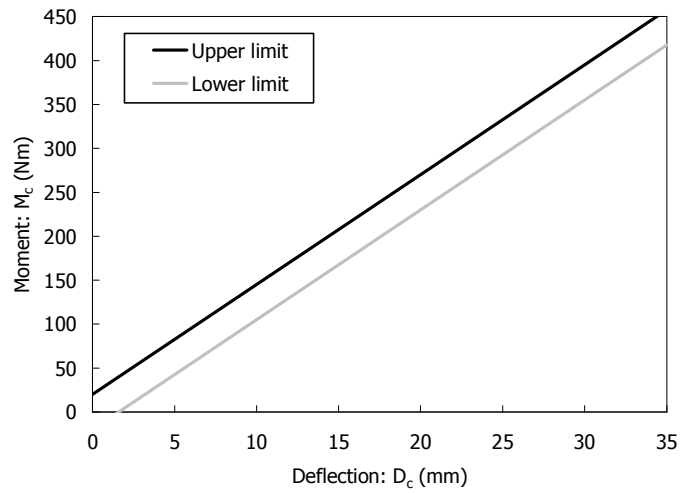
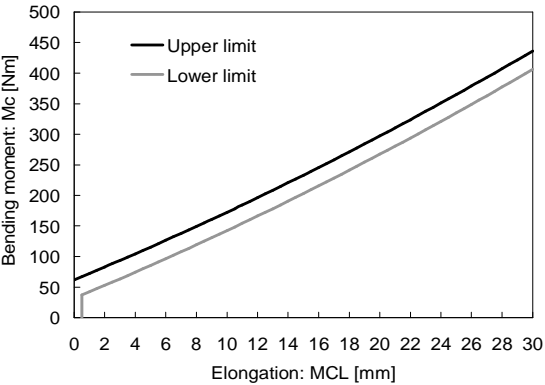
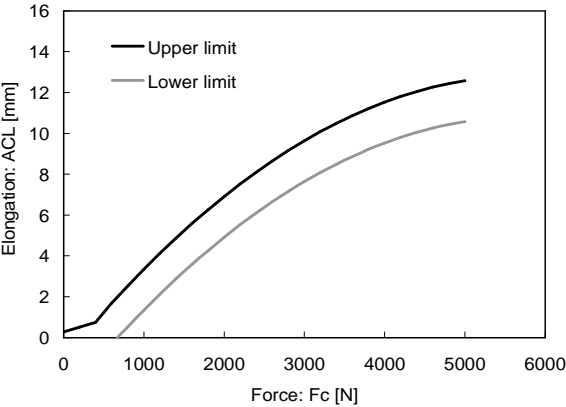


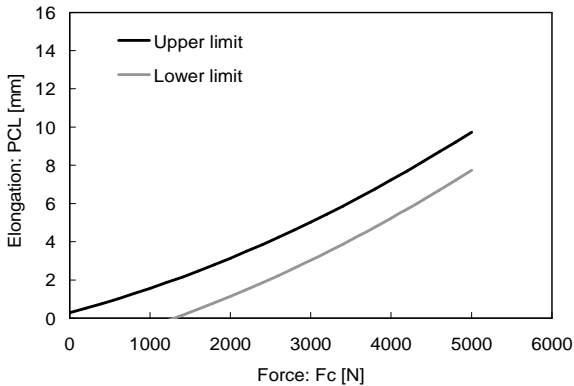
Figure 32
Lower legform II requirement corridors for knee joint in static certification test (see paragraph 8.2.1.3.)



(a) for MCL



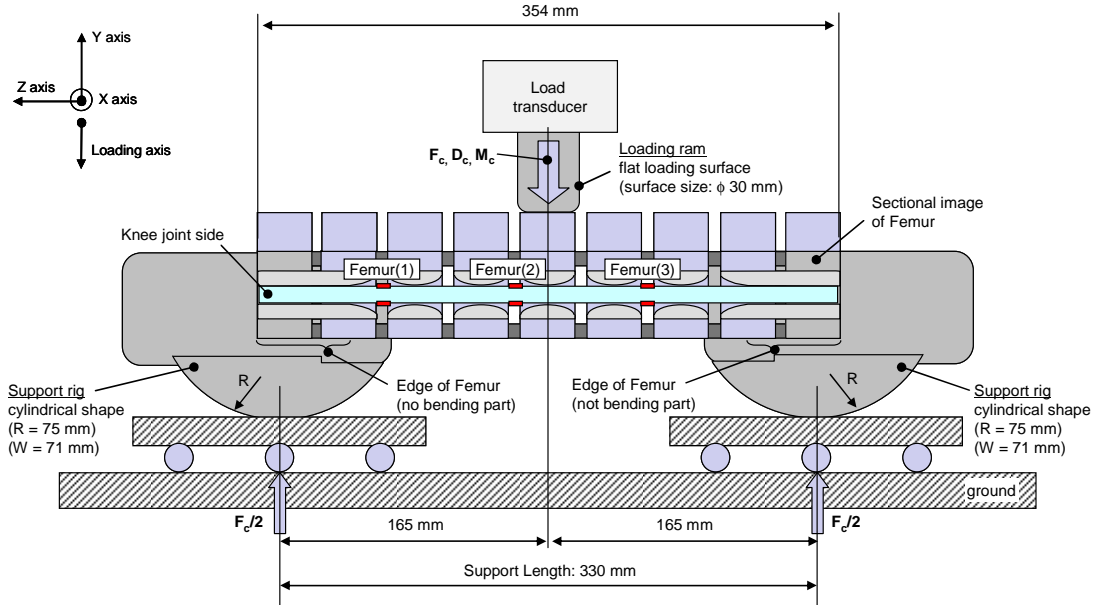
(b) for ACL



(c) for PCL

Figure 33

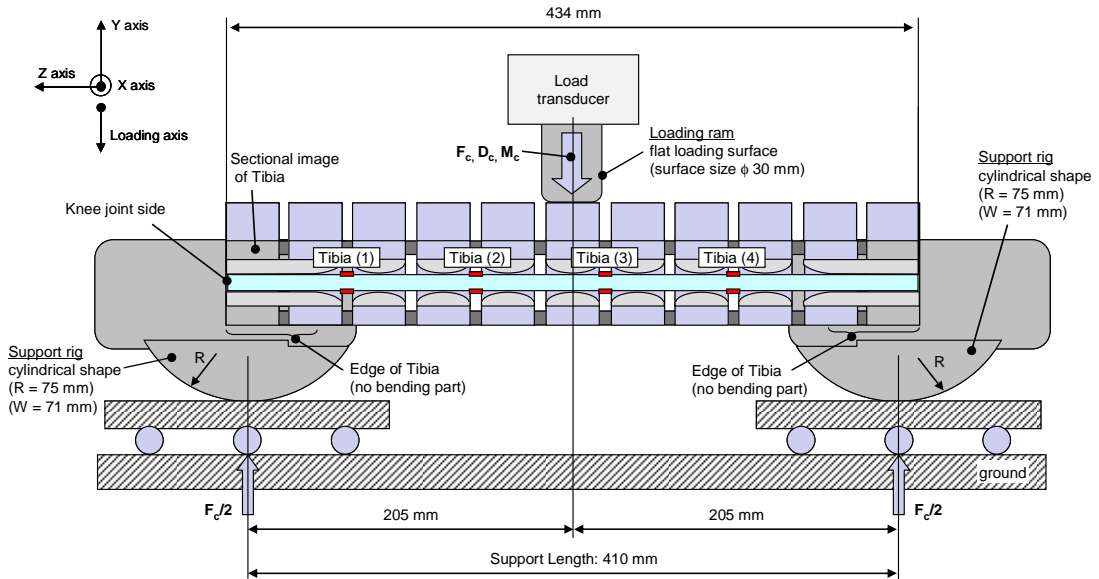
Lower legform II test set-up for femur in static certification tests (see paragraph 8.2.1.4.)



F_c : External loading force at center of the femur
 D_c : Deflection at center of the femur
 M_c : Moment Center (Nm) = $F_c/2$ (N) x 0.165 (m)
 R: Radius, W: Width along to the side axis

Figure 34

Lower legform II test set-up for tibia in static certification test (see paragraph 8.2.1.4.)



F_c : External loading force at center of the tibia
 D_c : Deflection at center of the tibia
 M_c : Moment Center (Nm) = $F_c/2$ (N) x 0.205 (m)
 R: Radius, W: Width along to the side axis

Figure 35
 Lower legform II test set-up for knee joint in static certification test (see paragraph 8.2.1.5.)

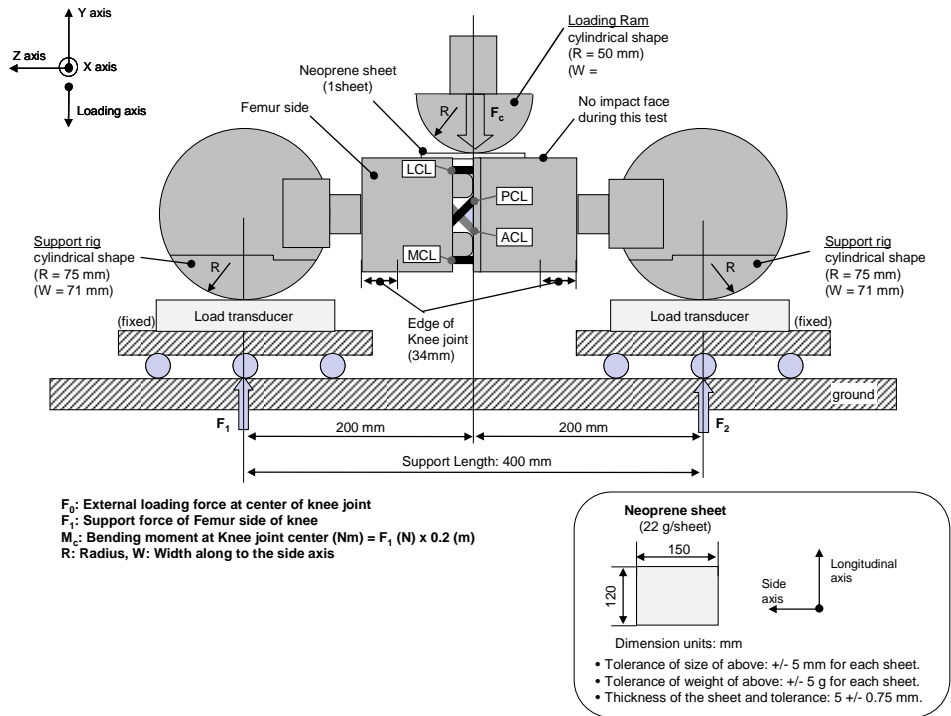


Figure 36
 Lower legform II test set-up for dynamic lower legform impactor certification test, pendulum type (see paragraph 8.2.2.4.)

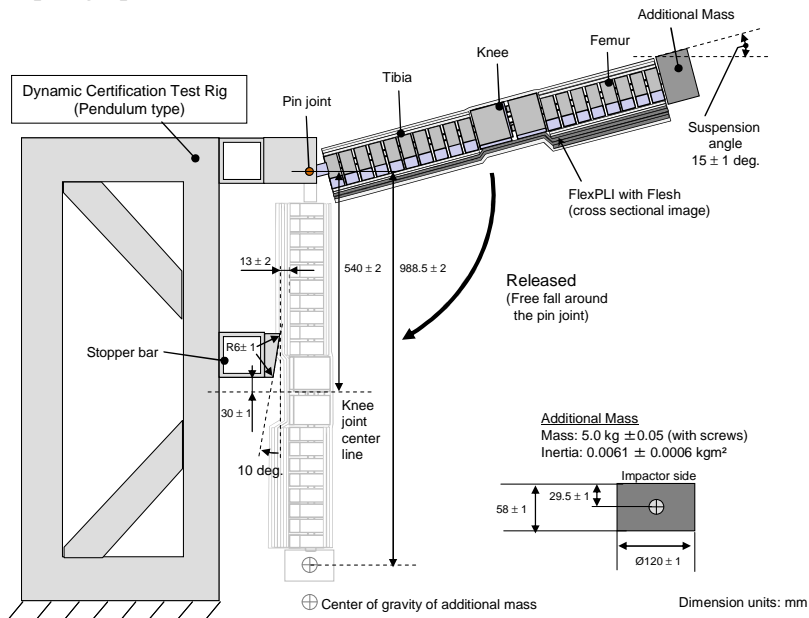
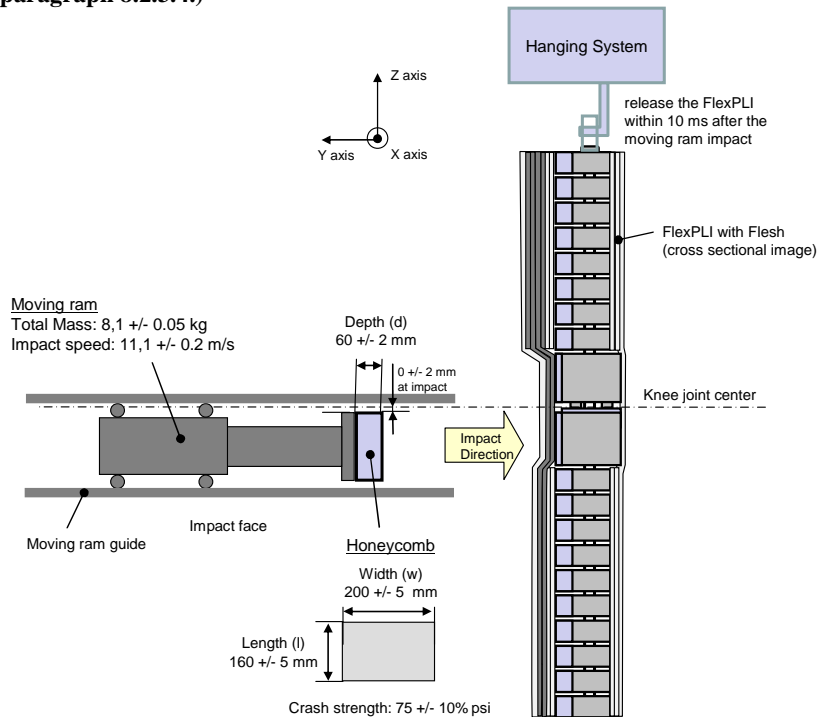


Figure 37
Lower legform II test set-up for dynamic lower legform impactor certification test, inverse type (see paragraph 8.2.3.4.)



Figures 24 (former), renumber as Figures 38 and amend to read:

" ... certification test (see paragraph 8.2.4.6 8.3.4.6)"

Figures 25 (former), renumber as Figures 39 and amend to read:

" ... certification test (see paragraph 8.3.3.1 8.4.3.1)"

II. Justification

Based on the results of the TEG activities up to now, the expert from Japan proposes the above-mentioned draft amendments to the gtr on pedestrian protection (gtr No. 9) following the responsibility of the TEG chairmanship.

A. Statement of technical rationale and justification

Paragraph 64: new text to introduce Lower legform II (editorial).

Paragraphs 102: new text regarding Lower legform II requirements.

Paragraph 106: new text to introduce Lower legform II (editorial).

Paragraphs 110, 111, 112, 113: new text regarding Lower legform II requirements.

Paragraph 114: clarification (editorial).

Paragraphs 115: new text regarding Lower legform II requirements.

Insert a new section 10: new text to introduce the Lower legform II to each Contracting Party smoothly.

Section 10 (former): renumbering (editorial) and described TEG documents.

B. Text of the regulation

Insert a new Paragraph 3.30. and 3.31: new definitions were inserted (editorial)

Paragraph 4.1.1: clarification on the EEVC WG17 pedestrian lower legform impactor as well as to the Lower legform II (editorial).

Paragraph 4.1.2: renumbering (editorial).

Insert a new Paragraph 5.1.1.: guidance for a contracting party choice that to use of the Lower legform I or Lower legform II.

Paragraph 5.1.1.(former): renumbering and delete unnecessarily description.

Insert a new Paragraph 5.1.1.2.: new text on the Lower legform II requirements.

Paragraph 5.1.2: renumbering (editorial).

Title of Paragraph 6.3.1.1.: clarification (editorial).

Title of Figure 12: clarification (editorial).

Insert a new paragraphs 6.3.1.2. to 6.3.1.2.7.2.: new paragraphs regarding the Lower legform II.

Insert new Figures 13 to 17: new figures regarding the Lower legform II.

Paragraph 6.3.1.2. (former): renumbering (editorial).

Paragraph 6.3.1.2.1. to 6.3.1.2.9. (former): renumbering (editorial).

Paragraph 6.3.1.2.9.1. (former): renumbering (editorial).

Paragraph 6.3.1.2.9.2. (former): renumbering (editorial).

Paragraph 6.3.1.2.9.3. to 6.3.1.2.10.2 (former): renumbering (editorial).

Title of Figure 13(former): renumbering (editorial).

Paragraph 6.3.2.1.: renumbering (editorial).

Paragraph 6.3.2.1.1.: renumbering (editorial).

Figure 14 (former): renumbering (editorial).

Paragraph 6.3.2.2.: renumbering (editorial).

Figure 15 (former): renumbering (editorial).

Paragraph 6.3.2.2.1.: renumbering (editorial).

Paragraph 7.1.1.: clarification (editorial).

Paragraph 7.1.1.2.: renumbering (editorial).

Paragraph 7.1.1.3.: renumbering (editorial).

Paragraph 7.1.1.3.2.: renumbering (editorial).

Figure 16 to 17 (former): renumbering (editorial).

Insert new paragraphs 7.1.2. to 7.1.2.4.: new paragraphs regarding the Lower legform II.

Figures 23 and 24: new figures regarding the Lower legform II.

Paragraphs 7.1.2. to 7.1.2.3. (former): renumbering (editorial).

Paragraph 8.: renumbering (editorial).

Paragraph 8.1.: clarification (editorial).

Paragraph 8.1.1.2.: renumbering (editorial).

Paragraph 8.1.1.3.: renumbering (editorial).

Paragraph 8.1.1.4.: renumbering (editorial).

Paragraph 8.1.1.5.: renumbering (editorial).

Paragraph 8.1.2.4.1.: renumbering (editorial).

Paragraph 8.1.2.4.2.: renumbering (editorial).

Paragraph 8.1.2.4.5.: renumbering (editorial).

Insert new paragraphs 8.2. to 8.2.3.4.4.: new paragraphs regarding the FlexPLI.

Paragraph 8.2. (former): renumbering (editorial).

Paragraph 8.2.1 (former): renumbering (editorial).

Paragraph 8.2.2. to 8.2.4.5. (former): renumbering (editorial).

Paragraph 8.2.4.6. (former): renumbering (editorial).

Paragraph 8.2.4.7. to 8.3.1. (former): renumbering (editorial).

Paragraph 8.3.1.1. (former): renumbering (editorial).

Paragraph 8.3.2. to 8.3.3. (former): renumbering (editorial).

Paragraph 8.3.2.1. (former): renumbering (editorial).

Paragraph 8.3.3.1. (former): renumbering (editorial).

Paragraph 8.3.3.2. (former): renumbering (editorial).

Paragraph 8.3.3.3. (former): renumbering (editorial).

Paragraph 8.3.3.4. (former): renumbering (editorial).

Figure 18 to 23 (former): renumbering (editorial).

Insert new Figures 31 to 37 (former): new figures regarding the Lower legform II.

Figure 24 (former): renumbering (editorial).

Figure 25 (former): renumbering (editorial).
