



# EXPLANATORY PRESENTATION TO CLEPA NECK LOAD LIMITS PROPOSAL

*Submitted by the experts from CLEPA*

*68<sup>th</sup> session of GRSP, 07 - 11<sup>th</sup> December 2020*



# BACKGROUND

- ECE/TRANS/WP.29/GRSP/2019/19 proposed chest vertical acceleration limits for Q0, Q1 and Q1.5 dummies
  - Justification was potential for increased neck loading in rear-facing CRS with a supine seating position
  - R129 requires **tensile neck force** and **flexion moment** to be measured for monitoring only
- GRSP deferred discussion to allow analysis of neck loads collected during R129 type-approvals
  - Data provided by **UK(VCA), Spain** and **CLEPA**

# ANALYSIS METHOD

## Overview

1. UK, Spain and CLEPA samples combined: 49 CRS = 471 tests
2. Data separated for each dummy by impact direction and CRS orientation
3. Worst-case condition identified for each dummy
4. Statistical analyses carried out (95<sup>th</sup> percentile; Mean+2SD)
5. Limits proposed based on statistical analyses and outliers

# ANALYSIS METHOD

## Caveats

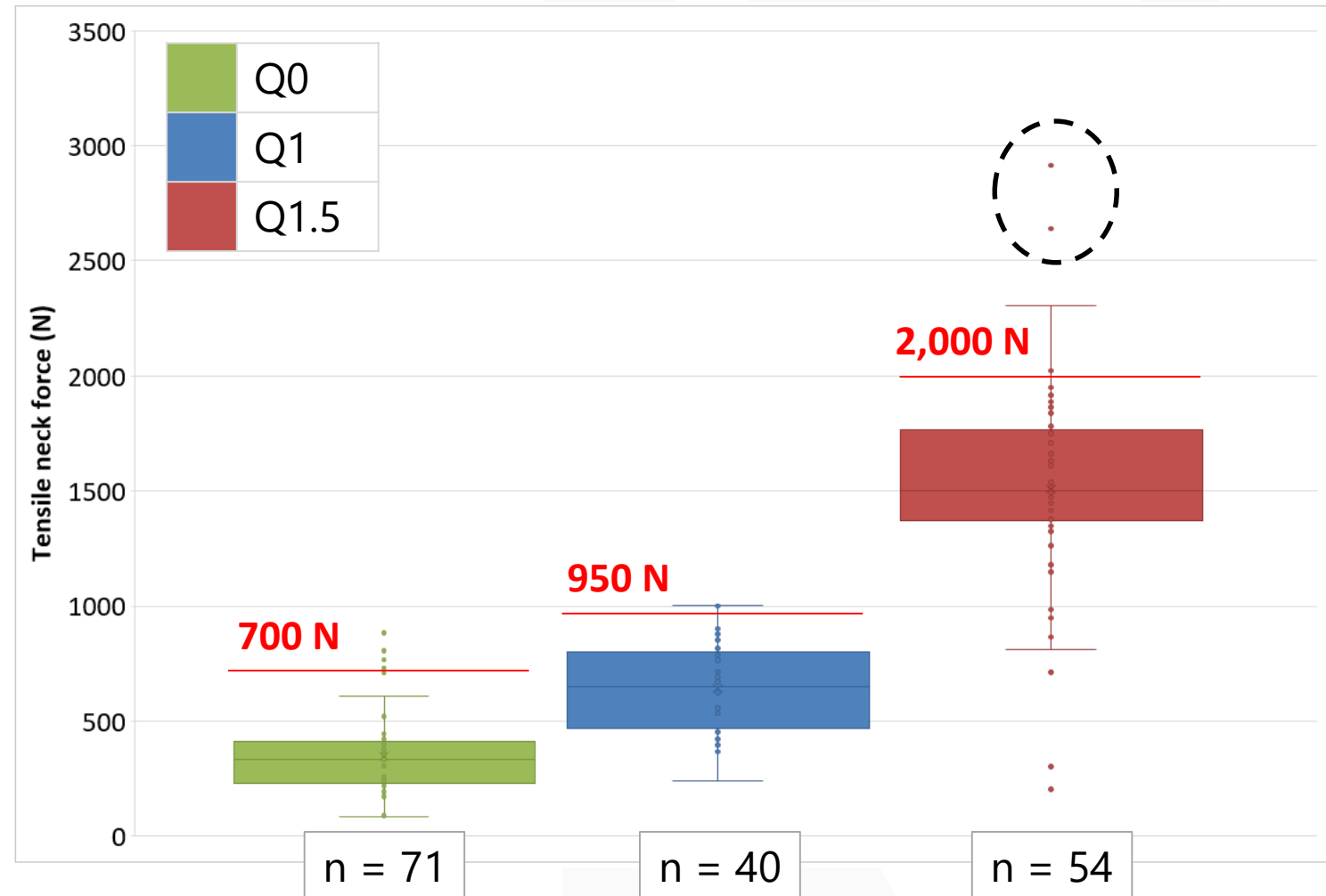
- SAE J211 sign convention may not have been used in all tests in VCA sample (especially flexion moment)
- Timing of peak value is unknown and may have been generated in rebound (especially flexion moment)
- UK, Spain and CLEPA samples may not be representative of the wider CRS market
- Any limits are pragmatic and their relationship to real-world injury risk is unknown

# PROPOSAL

## Tensile neck force

Dummy	95 <sup>th</sup> %ile	Mean + (2*SD)	Limit proposal
Q0	720	670	<b>[700] N</b>
Q1	905	1018	<b>[950] N</b>
Q1.5	2,122	2,443	<b>[2,300] N</b>
With upper outliers removed*:			
Q1.5	1,931	2,261	<b>[2,000] N</b>

\* CLEPA-Japan discussion – 26.11.20

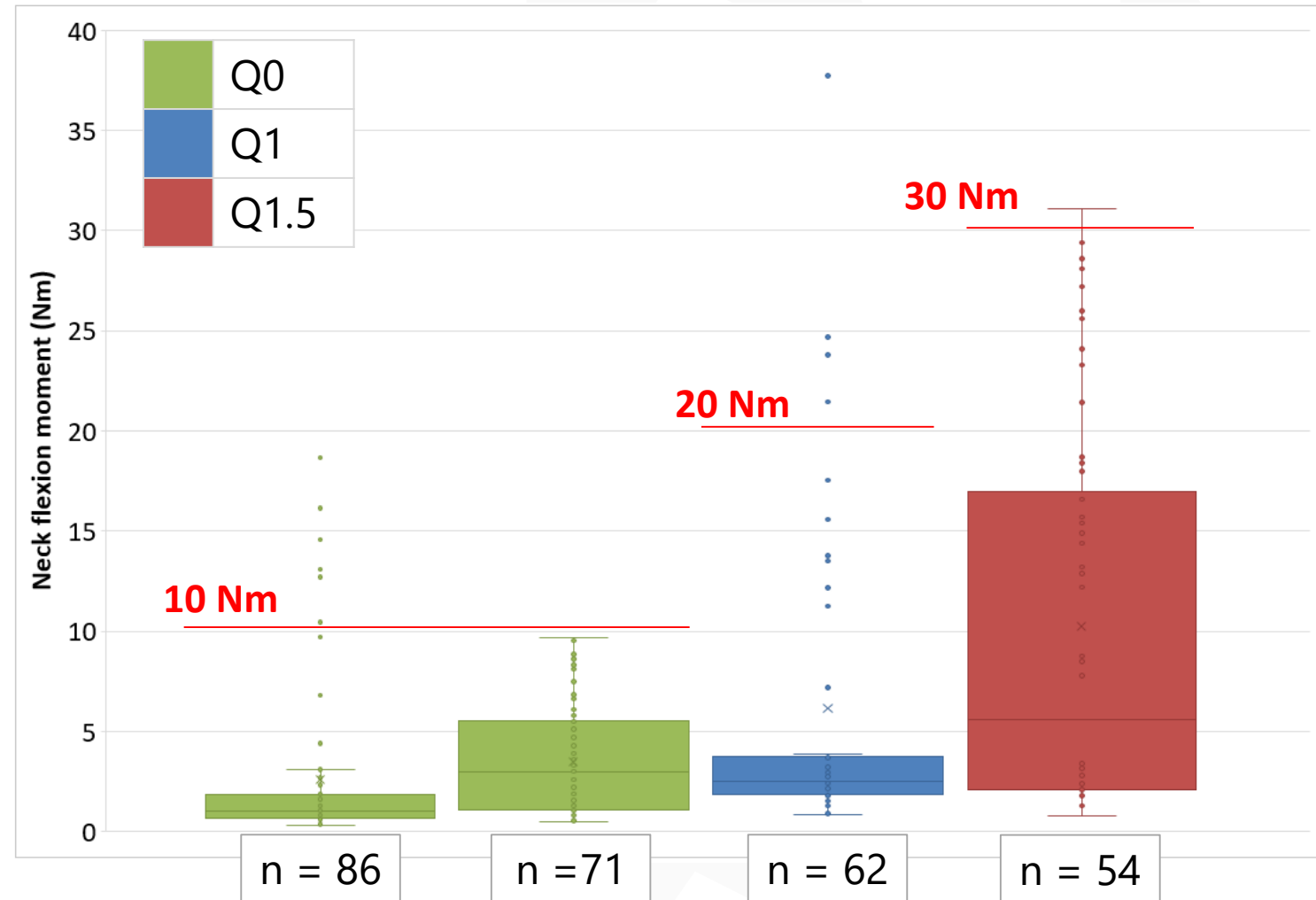


# PROPOSAL

## Neck flexion moment

Dummy	95 <sup>th</sup> %ile	Mean + (2*SD)	Limit proposal
Q0*	13.0	10.8	<b>[10] Nm</b>
	8.7	8.8	
Q1	23.7	23.3	<b>[20] Nm</b>
Q1.5	28.3	29.5	<b>[30] Nm</b>

\* Worst-case is unclear for Q0 dummy



# MOVING FORWARD

- The analysis and limits presented here are **work-in-progress** based on samples from **UK, Spain** and **CLEPA** only (**49 CRS**)
- Can other **Contracting Parties** provide their anonymised monitoring data to support our analysis and confirm the proposed limits?
- CLEPA proposes to defer a decision until **May 2021** with the understanding that further monitoring data will be provided





European Association of Automotive Suppliers

Informal document GRSP-68-XX  
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Agenda item 12

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**CLEPA Secretariat**