

Submitted by the expert from Republic of Korea

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agenda item 3(a))

Clarification of Test Methods for Active Devices in Pedestrian Protection

1. Current Statement (text)
2. Open Issues and Justifications
3. Proposed Test Procedures

1. Current Statement

- ECE/TRANS/180/Add.9 (26 January 2009) –GTR 9

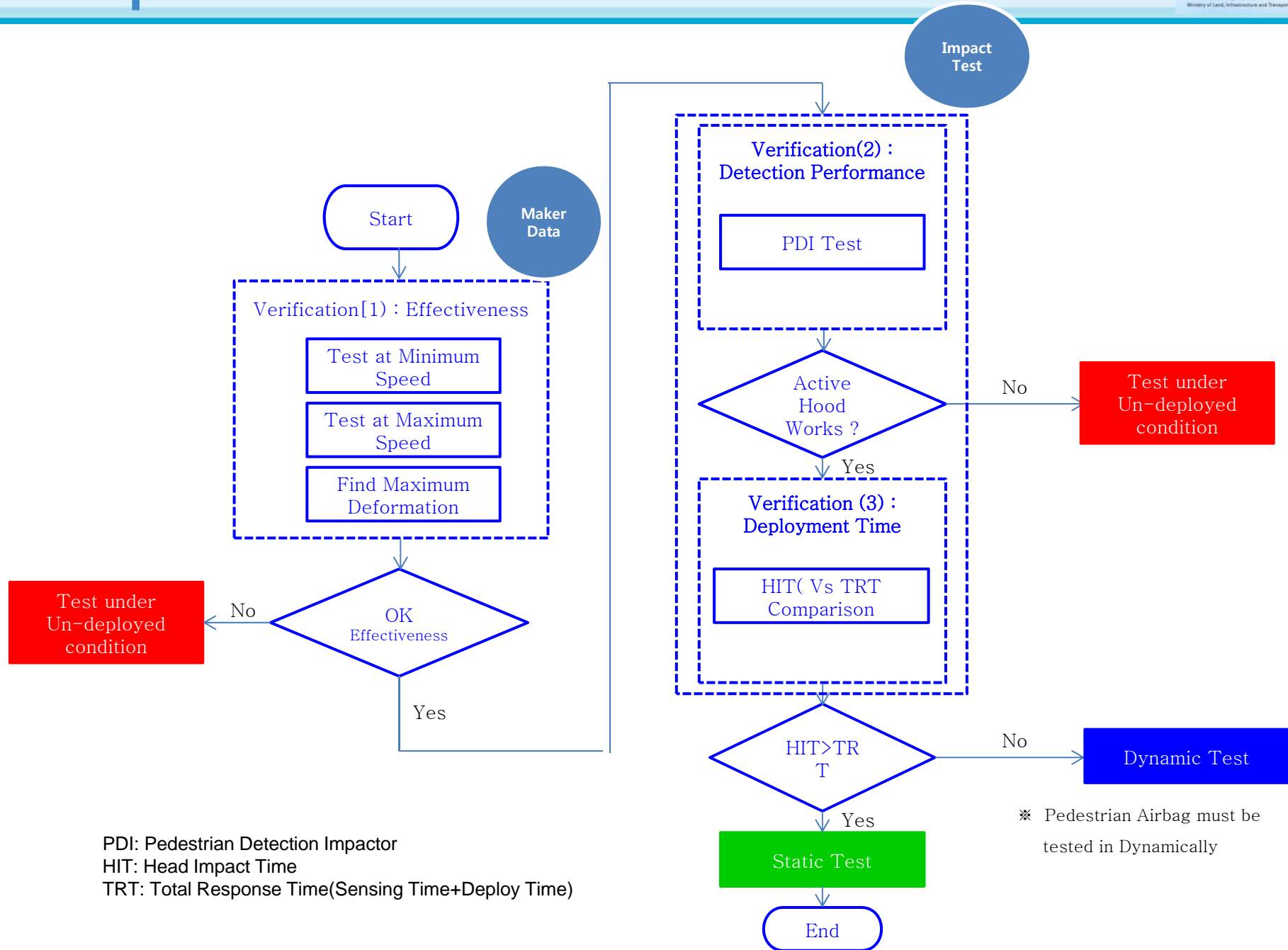
6.2.2. All devices designed to protect vulnerable road users when impacted by the vehicle shall be **correctly activated before and/or be active during the relevant test**. It shall be the responsibility of the manufacturer to show that any devices will act as intended in a pedestrian impact.

Clarification of Test Methods for Active Devices in Pedestrian Protection

Justification:

1. Recently, the active deployable devices for pedestrian protection are available in the market.
2. Republic of Korea, both 1958 and 1998 agreement member country, implements the vehicle self-certification system. The system requires the precise test procedure. Therefore, clarification of test procedures for the active devices (such as active hood, pedestrian airbag) is needed.
3. For the active devices, there are the detailed test procedures being practiced in EuroNCAP and KNCAP
4. EuroNCAP or KNCAP procedures can be considered as a reference materials to amend GTR No.9.

2. Proposed Test Procedures



PDI: Pedestrian Detection Impactor
 HIT: Head Impact Time
 TRT: Total Response Time(Sensing Time+Deploy Time)

※ Pedestrian Airbag must be tested in Dynamically

Thank you for your attention.