

1st Meeting of Flex PLI Technical Evaluation Group (Flex-TEG)

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Japan Automobile Research Institute (JARI)

Agenda

1. Welcome
2. Adoption of the draft agenda
3. Confirmation of TOR for this group
4. Information for the Flex-PLI type G
5. Discussion on issues of Flex-PLI
6. Confirmation of future action plan
7. Others
8. Closing

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1. Welcome
 - 1.1 Appreciation from convener
 - 1.2 Introduction of each participants
 - 1.3 Selection of secretariat for this group

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2. Adoption of the draft agenda
3. Confirmation of TOR for this group
 - 3.1 Delegations
 - 3.2 Task
 - 3.3 Schedule
4. Information for the Flex-PLI type G
 - 4.1 General
 - 4.2 Preparation
 - 4.3 Test results from BAST
5. Discussion on issues of Flex-PLI
6. Confirmation of future action plan
 - 6.1 Test schedule (who, what, when, how)
 - 6.2 Review and Modification schedule
7. Others
8. Closing

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3. Confirmation of TOR for this group

3.1 Delegations (in blue is needed confirmation)

Governmental Parties

EU/EEVC: D. Cesari, C. Masson (INRETS)

Germany: B. Lorenz, O. Zander (BAST)

NHTSA/Transport Canada:

Korea: J.-W. Lee (KATRI) and Y.-H. Youn (Korea Univ. of Tech.-Education)

MLIT of Japan: A. Konosu (JARI)

Industrial Parties (related to car product)

ACEA: O. Ries, S. O. Siems (Volkswagen), T. Kinsky (GM-Europe),
R. Fleischhacker, W. Rentschler (Porsche),

JAMA: M. Tanahashi (Head of Pedestrian Safety of JAMA/ Honda R&D)

Alliance:

KAMA:

CLEPA: R. Fredriksson (Autolib)

Volvo: B. Trommler

Independent Parties

UTAC: F. Minne

TUV: no information

Dummy Product Makers

FTSS: W. Onvlee (FTSS-Europe)

Agenda

3. Confirmation of TOR for this group

3.1 Delegations

3.2 Task

3.3 Schedule

3. Confirmation of TOR for this group

3.2 Task

Task1: Evaluation and Modification of the usability, repeatability, reproducibility, and durability of Flex-PLI as a tool for GTR/PS legform test. And shows the comparison results of all the above issue between the TRL-LFI and Flex-PLI.

- Usability
- Repeatability (component level and assembly level)
- Reproducibility (component level and assembly level)
- Durability (at least until threshold level durability is needed)
- Comparison between TRL-LFI and Flex-PLI for all above issue

Task 2: Review for the Injury Risk Function

Task 3: Technical Feasibility

- Can develop a car which complies the new threshold/requirement
- Evaluation of vehicle design and Evaluation of design process

Task 4: Evaluation of Protection Level provided by the Flex-PLI and the new threshold values

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3. Confirmation of TOR for this group

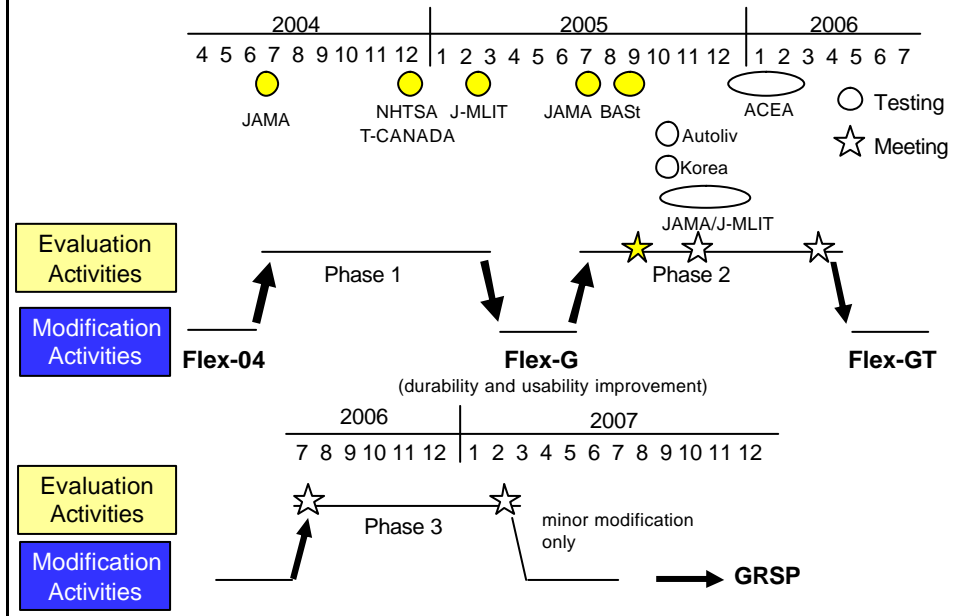
3.1 Delegations

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3. Confirmation of TOR for this group

3.3 Schedule



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6. Confirmation of future action plan
 - 6.1 Test schedule (who, what, when, how)
 - 6.2 Review and Modification schedule

6. Confirmation of future action plan

6.1 Test schedule (who, what, when, how)

Evaluation Items (what)	Who	When	How
Usability for car test for dynamic assembly test			
Repeatability Assembly level Component level			
Reproducibility Assembly level Component level			
Durability Assembly level Component level			

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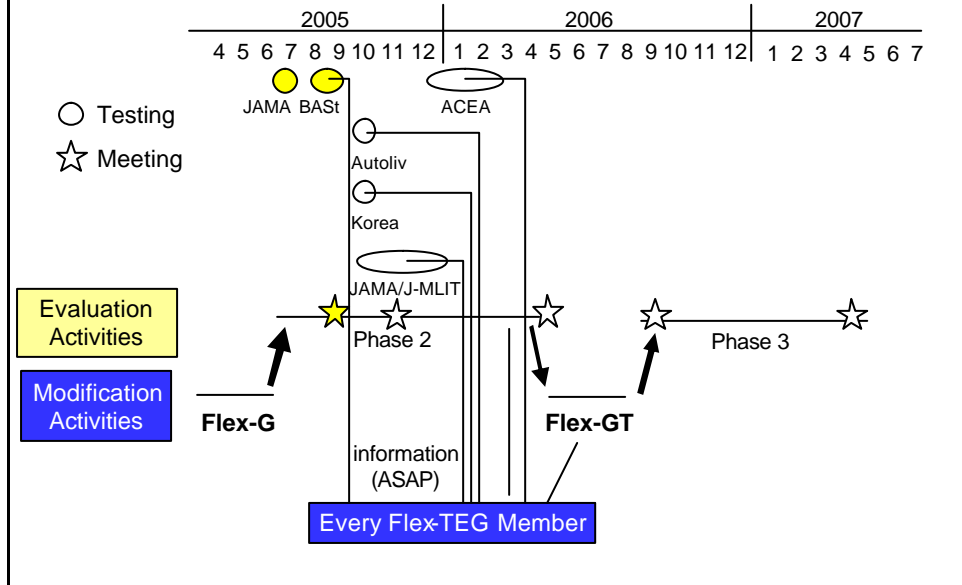
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6. Confirmation of future action plan

6.2 Review and Modification schedule



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Thank you very much for your coming!
And, See you at the 2nd Flex-TEG MT!