Current Status of the
Euro NCAP
Whiplash Assessment Protocol

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Structure of subgroup

– Chaired by Wilfried Klanner, ADAC
– Formed in 2002 and incorporating representatives of all Euro NCAP members, plus industry experts nominated by ACEA
– Occasional guests from IIHS on behalf of IIWPG
– Several members are also members of EEVC WG20 (Rear Impact)
Present situation

– TWG has developed a proposal, which they recommended to the Steering Committee (SC) in January 2006
– Proposal encourages state of the art seat performance associated with reduced field experience of whiplash injury
– Proposal builds on experience of separate established whiplash assessment methods used by IIWPG, SRA/Folksam and ADAC
– no final decisions made by the SC on January meeting
Test set up

Based on the following:

– Geometric and dynamic assessments
– Seat on sled
– BioRID
– Multiple pulses
– Measures of seat performance as opposed to injury criteria
Proposed Assessment

– Dynamic assessment, multiple energy levels
– Dynamic results modified for
  • adequacy of head restraint adjustment
  • Vertical locking
  • Seat stability
– Stepped access to tests based on seat performance.
  • This minimises dummy damage and limits test costs
Proposed Assessment

- Encourages state of the art seat design for whiplash protection
- Produces comparative score for whiplash protection features
- Allows integration of whiplash protection score into adult occupant protection rating
State of protocol

- Concepts within protocol agreed
- Protocol ready for use in validation trial
- Proposed assessment methodology ready for checking against latest seat tests
- Results will be used to finalise protocol
Next steps

- Multiple laboratory programme, mainly sponsored by participating laboratories, to check robustness of test protocol for widespread use

- Major programme, funded by Thatcham, SRA and Folksam, to verify assessment protocol on latest designs of seats
  - This will provide robust basis for supporting structure and limits within assessment protocol
Next steps

- Multiple laboratory harmonisation programme
  - Six laboratories for use by Euro NCAP
  - Five seat models representing a range of latest anti-whiplash designs
  - Harmonisation to ensure good reproducibility
  - check robustness of protocol
Next steps

- Large independent test programme funded by Thatcham, SRA and Folksam (30 seats, 90 tests)
- Offered as trial run for Euro NCAP by sponsors
- Provides for protocol refinement in light of latest seat performances
- Potential for Euro NCAP’s first whiplash publication in 2006
Thank You
for
Your
Attention!