• JARI purchased this flat body parts from S-Tech. (JARI does not have any drawings)

SHALL BE RIGID ENOUGH, i.e. shall not be bent during the launch of the impactor to the car
**Size**
- \( t = 12 \text{ mm} \)
- \( L_f = 290 \text{ mm} \) (for Femur),
- \( L_t = 385 \text{ mm} \) (for Tibia)
- \( W_f = 80 \text{ mm} \) (for Femur)
- \( W_t = 60 \text{ mm} \) (for Tibia)

**Material**
Relatively hard material is required.
(JARI uses MC-Nylon or Aluminum)

- This gap (g) size depends on the acceleration level of the pushing surface at each test lab.

- If the acceleration which is applied to the pushing surface during the launch the impactor to the car is around 30G as well as JARI, 12 mm gap will be OK.

- If the launch acceleration level is higher than the JARI one, it will be recommended to reduce the gap size up to 6 mm step by step (gradually decrease the gap is recommended) by adding a flat plate at the knee pushing area (see right figures).
Pushing surface Information for Flex-GTR-prototype, contd.
for Flex-GTR-prototype

Frontal view

Impactor guide Length: 100

Impactor guide width = 113

spacer block

unit: mm

Impactor guide Length: 100
Pushing surface Information for Flex-GTR-prototype, contd.
for Flex-GTR-prototype

Side view

around 441 mm
(from top of the
surface of the
hanging bar)

C.G. position of Flex-GTR-prototype

C.G. position of Flex-GTR-prototype

Shall not be bent this pushing surface during the launch of the impactor to the car

hanging parts (around 15 degree backward from the vertical position)

hanging bar

launch system