9th Flex-TEG Meeting
Discussion Results of DAY 1

TEG-107
4 Sep 2009
Flex-TEG chair

Injury Threshold Values for Flex-GTR

	Proposal	Remarks
1. Tibia	**[340] Nm**	• **[] was set because automaker need to check technical feasibility issues on that value by the next GRSP meeting** • **340 Nm itself was agreed from biomechanical point of views (from BASt and JAMA biomechanical studies)**
2. MCL	**[22] mm**	• **[] was set because automaker need to check technical feasibility issues on that value by the next GRSP meeting** • **22 mm itself was agreed from biomechanical point of views (from BASt correlation study and JAMA biomechanical studies)**
3. ACL/PCL	• **Monitoring only with 13 mm for the reference or Nothing (ACEA)** • **Monitoring only with 13 mm for the reference (JAMA)** • **13 mm Mandatory (BASt)** ***describe above proposals in the gtr 9 amendments with [ ]**	• **Percentage of only ACL/PCL damage in the car-pedestrian accidents is very small, 3%, besides there are not good enough biomechanical data (only two data available) for the ACL/PCL threshold values (JAMA, ACEA opinion)** • **Need to set it as mandatory because of the current gtr 9 sets shearing displace requirement for the current legform impactor and because of existing though limited biomechanical data. (BASt opinion)**

9th Flex-TEG Meeting DAY 2 agreed on the above contents.

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Dynamic Certification Test Procedure for Flex-GTR

	Proposal	Remarks
1. Selective	**Contracting Party can choose to use Pendulum test or Inverse test**	
2. Combined	**Combined the Inverse test and Pendulum test**	**•Step 1: Inverse test has to be conducted just before the homologation test series** **•Step 2: Pendulum test has to be conducted after every 10 car test** **•Step 3: Inverse test has to be conducted after every 30 car test (need not to do pendulum test in this time)**

9th Flex-TEG Meeting DAY 2 selected the "2. Combined" Method.