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Road vehicles — Pedestrian protection — Head impact test method

Véhicules routiers — Protection des piétons — Méthode d'essai de choc de la tête

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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information

The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 36, *Safety and impact testing*.

This second edition cancels and replaces the first edition (ISO 14513:2006), of which it constitutes a minor revision.

It also incorporates the Technical Corrigendum ISO 14513:2006/Cor 1:2007.

Introduction

The intent of this International Standard is to help reduce pedestrian head injuries by providing a standardized test method which will allow different test organizations to use the results from pedestrian impact tests conducted by other organizations. The test method specified applies to adults, but it is anticipated that biomechanical data for children will later be studied in order to determine the potential for child pedestrian protection.

Road vehicles — Pedestrian protection — Head impact test method

1 Scope

This International Standard specifies a test method to simulate the head impact of an adult pedestrian to the bonnet top of passenger vehicles or light truck vehicles of up to 3,5 t (GVM), as defined in ISO 3833. The impact device to be used in this test method will be robust for a vehicle impact velocity of up to 11 m/s. The test method specified addresses the reduction of an adult pedestrian head injury risk; it does not test for injuries to other regions of the pedestrian. The evaluation of injury risk to other pedestrian body regions is to be determined using other test methods. This test method does not consider downward pitching of the vehicle due to pre-impact braking. This test method and the corresponding HIC measurement utilizes a free flight head form impactor and does not consider the kinematics of the pedestrian body as a whole, nor does it consider the subsequent post-impact kinematics and potential injury risk.

NOTE The test method covers an adult pedestrian head in a simulated impact with a motorized road vehicle. Research suggests vehicle safety improvements in vehicle derived from such pedestrian impact tests may be beneficial also to bicyclists in vehicle front impact.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3784, *Road vehicles — Measurement of impact velocity in collision tests*

ISO 6487, *Road vehicles — Measurement techniques in impact tests — Instrumentation*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1
normal ride attitude
vehicle attitude in driving order positioned on the ground, with the tires inflated to recommended pressures, the front wheels in the straight-ahead position, with maximum capacity of all fluids necessary for operation of the vehicle (with all standard as provided by the vehicle manufacturer), with one adult male 50th percentile dummy or an equivalent mass placed on the driver's seat and with one adult male 50th percentile dummy or an equivalent mass placed on the passenger's seat, and the suspension set in normal running conditions specified by the manufacturer (especially for vehicles with an active suspension or a device for automatic levelling)

3.2
ground reference plane
horizontal plane, either real or imaginary, that passes through all tire contact points of a vehicle while the vehicle is in its *normal ride attitude* (3.1)

Note 1 to entry: See Figure 1.

Note 2 to entry: If the vehicle is resting on the ground, then the ground plane and the ground reference plane are one and the same. If the vehicle is raised off the ground such as to allow extra clearance below the bumper, then the ground reference plane is above the ground plane.