



OPTIMIZATION OF VEHICLE FRONT END
GEOMETRY FOR ADULT AND CHILD
PEDESTRIAN PROTECTION

BY

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ABSTRACT

Motor Vehicle Crash statistics globally indicate that pedestrians make up the second largest category of fatalities after vehicle occupants. Pedestrian kinematics during the crash event with the vehicle has been shown to significantly affect the injury mechanism contributing to severe injuries to the head in particular. The paediatric population stands at significantly higher risk of sustaining heavy casualties during pedestrian vehicle impact compared to adults as they face an additional fatal risk of the vehicle running over them following the initial impact. This work aims to achieve an optimized vehicle front end profile which caters for improved protection for both adult and child pedestrian groups and simultaneously avoiding the Run-over scenario. A hybrid vehicle front end model is developed, and subjected to extensive validation. It is found that despite the simplified structure, the model's deformability provides excellent kinematic accuracy to better capture vehicle-impact, pedestrian fall patterns and corresponding injury values. The hybrid case model records similar impact locations with the verification models for the three tested speeds of 40, 32 and 25 km/h. The HIC values for these three cases showed an error margin of ± 200 . The fall pattern of the case model closely conforms to the PHMS verification model. The model offers the distinct advantages of relatively fast processing speed as well as ease of modifications due to its simple profile, which satisfy the criteria necessary for a multi-parameter optimization study. The processing speed is reduced approximately by 705 times achieving 99.85% efficiency in CPU time in comparison to a full FE vehicle model using the similar processing capacity. Design of Experiments (DoE) using the Central Composite Design (CCD) is initially utilized in which, a total of 100 computational runs are generated. The Head Injury Criteria (HIC) results from the simulations are tabulated as the response functions. Polynomial Response Surface Method (RSM) is used to generate mathematical models. Thereafter, the Latin Hypercube Sampling (LHS) design is used with 80 computational runs and the mathematical models are generated using the Radial Basis Function (RBF). A comparison is made between the CCD-RSM models and the LHS-RBF models. The CCD-RSM models fitness is at 82.66% with a RMSE of 0.058 and the LHS-RBF has a fitness of 99.91% and a RMSE of 0.044. This clearly indicates that the LHS-RBF pair is best suited for optimization work. Optimization is performed using Genetic Algorithm. Unconstrained optimization is carried out separately for adults and for 6 year old child. A combined Adult-Child optimization is carried out as well. The individual adult optimized design and the child optimized design are shown to be not mutually applicable to each other i.e., HIC for Adult-Opt is 115.09 and using the similar optimized vehicle for the child records a HIC of 1797.4. The combined optimized profile however indicates high probability of Run-over scenario occurring for the child pedestrian, which invalidates the design. Thus, the Run-over occurrences from the DoE data are mapped using Logistic Regression and the resultant mathematical model is introduced as a constraint for the combined optimization. The final optimized model is shown to achieve a safe vehicle front-end profile with Combined-opt showing an observed HIC of 181.92, and Adult and Child-opt each respectively record a HIC of 209.34 and 195.47 successfully addressing both adult and child pedestrians, while simultaneously avoiding Run-over scenarios.

ملخص البحث

علم الحركة للمشاة أثناء الحدث تحطم يؤثر تأثيرا كبيرا على إصابة آلية تسهم في إصابات الرأس الشديدة التي تكون فيها الهندسة الأمامية السيارة يلعب دورا حيويا. تم تطوير نموذج أمامي سيارة هجينة، وتعرض لإثبات واسعة النطاق. استنادا إلى سبعة التصميم. على الرغم من تبسيطها، وسهلة الأمامية نهاية المعلمات لتعديل هيكل، ويوفر التشوه للنموذج دقة حركية ممتازة لالتقاط أفضل سيارة للتأثير، وأنماط سقوط المشاة والإصابات. بالإضافة إلى ذلك، فإن النموذج يضم سرعة نسبية سرعة المعالجة. يستخدم تصميم لدراسة زارة (LHS) اللاتينية المكعب الزائدي أخذ العينات الطاقة. يتم إنشاء النماذج الرياضية باستخدام وظيفة أساس شعاعي يتم تنفيذ غير المقيدة. وتظهر تصميم الكبار الأمثل (RBF) الفردية وتصميم طفل الأمثل لتكون غير قابلة للتطبيق بصورة متبادلة لبعضها البعض. ومع ذلك الشخصي الأمثل جنبا تمال كبير لطفل السيناريو الدهس التي إلى جنب يشير اح تحدث. لذلك، يتم تعيين حوادث الدهس من بيانات وزارة الطاقة باستخدام الانحدار اللوجستي وتقديم موديل رياضي الناتجة كعائق لتحسين مجتمعة. هذا النموذج الأمثل النهائي يحقق أمن كبارلمحة السيارة الأمامية، والتصدي بنجاح كل من المشاة ال . كثرأ والأطفال، مع تجنب تشغيل في وقت واحد بين

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DECLARATION

I hereby declare that this thesis is the result of my own investigation, except where otherwise stated. I also declare that it has not been previously or concurrently submitted as a whole for any other degrees at IIUM or other institutions.

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**OPTIMIZATION OF VEHICLE FRONT END GEOMETRY FOR ADULT
AND CHILD PEDESTRIAN PROTECTION**

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TABLE OF CONTENTS

Abstract	ii
Abstract in Arabic	iii
Approval Page	iv
Declaration	v
Copyright Page	vi
Acknowledgement	vii
List Of Figures	xi
List Of Tables	xiv
List Of Abbreviations	xvi
List Of Symbols	xix
CHAPTER 1: INTRODUCTION	1
1.1 Introduction	1
1.2 Problem Statement And Research Significance	3
1.3 Research Philosophy	6
1.4 Research Objectives	7
1.5 Research Methodology	8
1.6 Scope Of Research	9
1.7 Organization Of The Thesis	10
CHAPTER 2: LITERATURE REVIEW	13
2.1 Introduction	13
2.2 Pedestrians - The Vulnerable Road Users (Vru's)	14
2.2.1 The Global Crash Statistics	14
2.2.1.1 Children and Senior Citizens	15
2.2.2 Malaysian Crash Statistics	17
2.2.2.1 Children	18
2.2.3 Cost Aspects of Pedestrian Crashes	20
2.2.4 Common Causes of Pedestrian Accidents	22
2.3 Pedestrian Crash Mechanism	25
2.3.1 Adults	25
2.3.2 Children	26
2.4 Injury Severity	27
2.4.1 Based on Body Regions	28
2.4.1.1 Adults	28
2.4.1.2 Children	29
2.4.2 Based on Vehicle Factors	31
2.5 The Head Injury Criterion (HIC)	31
2.6 Mitigation Methods	33
2.6.1 Standards	34
2.6.2 Government Efforts / Legislations	37
2.6.3 Active Mitigation Efforts	37

2.6.4 Passive Mitigation Efforts.....	39
2.6.4.1 Stiffness Studies	39
2.6.4.2 Collision kinematics	41
2.7 Optimization Problem	42
2.8 Numerical Models	44
2.8.1 Simulation Models	44
2.8.2 Finite Element Model.....	45
2.8.3 Multi -Body Models.....	46
2.8.4 Hybrid Model.....	47
2.9 Design of Experiments	48
2.10 Optimization Method	49
2.10.1 Introduction.....	49
2.10.2 Genetic Algorithm (GA)	51
2.11 Summary	54
CHAPTER 3: MATERIALS AND METHODS	56
3.1 Introduction	56
3.2 Model Development.....	57
3.2.1 Dummy Models.....	57
3.2.2.1 Pedestrian Ellipsoid Model.....	57
3.2.2.2 Head form and Leg form Impactors	58
3.2.2 Hybrid Vehicle Model	60
3.2.4 Simulation Set-Up.....	65
3.2.4.1 Piecewise Vehicle Part Validation Set-Up	65
3.2.4.2 Crash Kinematics and Secondary Injury Criteria Validation Set-Up.....	66
3.3 Application of DOE and META models.....	67
3.3.1 Vehicle Front-end Profile and the Design Parameters.....	69
3.3.2 Simulation	71
3.3.3 The Sampling Methods	73
3.3.3.1 Central Composite Design.....	73
3.3.3.2 Latin Hypercube Sampling.....	76
3.3.4 Meta models.....	78
3.3.4.1 Response Surface Methodology (RSM)	78
3.3.4.2 Radial Basis Function (RBF).....	82
3.4 Multi-linear Logistic Regression.....	87
3.5 Optimization	89
3.5.1 Application of Genetic Algorithm	89
3.5.1.1 Unconstrained Optimisation	91
3.5.1.2 Constrained Optimisation	92
3.6 Summary	93
CHAPTER 4: RESULTS AND DISCUSSION	94
4.1 Introduction	94
4.2 Model Development.....	94
4.2.2 Crash Kinematics Validation	96
4.2.2 Secondary Injury Criteria Validation.....	99

4.2.2.1 Head.....	100
4.2.2.2 Neck.....	101
4.2.2.3 Sternum.....	102
4.2.2.4 Lumbar.....	103
4.2.2.5 Lower body (femur and tibia).....	104
4.2.3 Piecewise Vehicle Parts Validation	106
4.2.3.1 Windshield.....	106
4.2.3.2. Cowl.....	108
4.2.3.3. Hood	109
4.2.3.4 Bumper and HLE.....	110
4.3 Design of Experiments (DoE)	113
4.3.1 Central Composite Design	113
4.3.1.1 ANOVA.....	114
4.3.1.2 Simplified Models	116
4.3.1.3 Effects of Parameters.....	117
4.3.1.4 Predicted Versus Observed HIC.....	118
4.4 Meta models	119
4.4.1 Polynomial RSM with CCD Sampling	120
4.4.2 Radial Basis Function (RBF) with Latin Hypercube Sampling (LHS)	123
4.5 Optimization.....	128
4.5.1 Unconstrained Optimization	128
4.5.2 Constrained Optimisation	132
4.6 Summary	136
CHAPTER 5: CONCLUSIONS AND RECOMMENDATIONS.....	138
5.1 Conclusions	138
5.2 Main Contributions.....	144
5.3 Recommendations	145
REFERENCES.....	146
LIST OF PUBLICATIONS	162
APPENDIX.....	165

LIST OF FIGURES

<u>Figure No.</u>		<u>Page No.</u>
2.1	Frequency of pedestrian accidents by age and country	16
2.2	Number and proportion of fatal child pedestrian injuries in Malaysia, 2007–2009	19
2.3	Proportion of child pedestrian injuries by type of activity, 2007–2009	20
2.4	Probablility of pedestrian fatality by impact speed	24
2.5	Pedestrian protection test methods proposed by EEVC WG10	36
2.6	EURO NCAP pedestrian testing and ratings	37
2.7	Local deformations upon impact	47
2.8	Genetic system using Eas	51
2.9	Block Diagram for a typical GA	53
3.1	The complete range of human models from TNO (Multi body ellipsoid dummies)	58
3.2	(a) EEVC wg17 adult headform (b) Complete finite element legform	59
3.3	Vehicle model development flowchart	62
3.4	Dimensions of vehicle front-end geometry	63
3.5	Hybrid model vehicle parts and nodal constraints	63
3.6	Placement of the impactors (a) headform to win shield (b) headform to cowl (c) headform to hood (d) bumper and HLE to legform	65
3.7	Impact position of vehicle to dummy	66
3.8	DoE and meta Modelling	68
3.9	Car front shape corridors	70
3.10	Vehicle front-end design parameters and profile shape	71
3.11	Impact position of vehicle to pedestrian dummy	72

3.12	Simulation set up for 6 year child pedestrian dummy in MADYMO	72
3.13	A comparison of CCC (circumscribed) and CCF (faced) designs	73
3.14	A graphical representation of the Central Composite Design with three factors (k=3)	74
3.15	Comparison between CCD (a) and Latin Hypercube Sampling (b)	77
3.16	RBF dialog box-model set up inputs	86
3.17	RBF dialog box-options inputs	86
3.18	Optimization parameters input dialog box	91
4.1	Kinematic Post Impact Fall Pattern Comparison	99
4.2	(a) Head centre of gravity acceleration plot (b) Head angular acceleration plot	101
4.3	Neck injury criteria - compressive forces plot comparison with benchmark	102
4.4	Sternum acceleration - plot comparison with benchmark	103
4.5	Lumbar bending moment - plot comparison with benchmark	104
4.6	Femur bending moment plot comparison with benchmark	105
4.7	Tibia acceleration plot comparison with benchmark	106
4.8	TNO head impactor acceleration plot and benchmark for windshield validation	107
4.9	Cowl validation experiment, resulting acceleration plot of the head impactor and benchmark	109
4.10	Hood validation acceleration plot of the head impactor and benchmark	110
4.11	Leg impactor used for bumper and HLE validation	112
4.12	Bumper and HLE validation tibia acceleration plots and benchmark	112
4.13	Scatter plot for adult HIC (CCD-RSM)	122
4.14	Scatter plot for child HIC (CCD-RSM)	122
4.15	Scatter plot for adult-child HIC (CCD-RSM)	123

4.16	Scatter plot for adult HIC (LHS-RBF)	126
4.17	Scatter plot for child HIC (LHS-RBF)	126
4.18	Scatter plot for adult-child HIC (LHS-RBF)	127
4.19	Predicted and observed HIC comparisons (unconstrained)	129
4.20	Vehicle profiles and crash patterns for the adult unconstrained Optimization	131
4.21	Vehicle profiles and crash patterns for the child unconstrained optimization	132
4.22	Vehicle profiles and crash patterns for the adult and child unconstrained optimization	132
4.23	Vehicle profiles and crash kinematics for child Run-over scenarios	133
4.24	Vehicle front-end profile geometry of final combined optimized (C-Opt) design with Run-over consideration	135
4.25	Crash kinematics of adult and child for final C-Opt design with Run-over consideration	136

LIST OF TABLES

<u>Table No.</u>		<u>Page No.</u>
2.1	The number of pedestrian accidents in Malaysia during daytime and night-time from 2006 until 2008	18
2.2	Pedestrian death rates from 2005-2010	18
2.3	Pedestrian crash numbers by severity and their costs	22
3.1	Dimensions of vehicle front-end geometry	63
3.2	Material properties for the simplified vehicle profile hybrid model	64
3.3	Design parameters (mm, deg)	75
4.1	Model Development Characteristics	95
4.2	Crash kinematics validation results	98
4.3	Windshield validation results	107
4.4	Cowl validation results	108
4.5	Hood validation results	110
4.6	Bumper and HLE validation results	111
4.7	Design matrix and responses of the HIC for the axial values	113
4.8	Results of Analysis of Variance (ANOVA)	114
4.9	Adjusted R2 and PRESS RMSE values for full and reduced models	116
4.10	Parameter interaction sensitivity	118
4.11	Predicted vs. observed HIC	118
4.12	Statistical diagnostics of RSM using Central Composite Design (CCC) sampling	121
4.13	Evaluation of kernel fitness	124
4.14	RBF model definitions	124

4.15	Statistical diagnostics of RBF using Latin Hypercube Sampling	125
4.16	RSM and RBF model fitness and statistical data	128
4.17	Comparison of predicted and observed HIC (unconstrained)	129
4.18	Predicted design values for each parameter	130
4.19	MLR model fitness and statistical data	134
4.20	Final optimised HIC values with constrained optimization	134
4.21	Design parameters of final combined optimized design with Run-over event consideration	135

LIST OF ABBREVIATIONS

Adult-Opt	Adult Optimization
AIS	Abbreviated Injury Scale
ANOVA	Analysis of Variance
AOP	Adult Occupant Protection
ATD	Anthropomorphic Test Dummies
BCH	Bumper Centre Height
BL	Bumper Lead
BLE	Bonnet Leading Edge
CCC	Central Composite Design Circumscribed
CCD	Central Composite Design
CCF	Central Composite Design Faced
CFC	Channel Frequency Class Filters
Child-Opt	Child Optimization
COP	Child Occupant Protection
C-Opt	Combined Optimisation
DoE	Design of Experiments
DRL	Day Running Lights
EA	Evolutionary Algorithm
EEVC	European Experimental Vehicles Committee
FE	Finite Element
GA	Genetic Algorithm
GIDAS	The German In-Depth Accident Study

HEH	Hood Edge Height
HIC	Head Injury Criteria
HL	Hood Length
HLE	Hood Leading Edge Height
IHRA	International Harmonised Research Activities
ISA	Intelligent Speed Assistance
ISO	International Standards Organisation's
JARI	Japan Automobile Research Institute
LHS	Latin Hypercube Design
LTV	Light Truck Vehicles
MADYMO	Mathematical Dynamical Models
MB	Multi-body
MIROS	Malaysian Institute of Road Safety Research
MLR	Multi-linear Logistic Regression
MPV	Multi-Purpose Vehicle
MVC	Motor Vehicle Crash
NCAP	New Car Assessment Programme
NHTSA	National Highway Traffic Safety Administration
PCDS	Pedestrian Crash Data Study
PMHS	Post Mortem Human Subjects
PRESS	Predictive Error Sum of Squares
PRESS R2	PRESS Coefficient of Determination R
PRESS RMSE	PRESS Root Mean Square Prediction Error
RARU	Road Accident Research Unit of Adelaide University

RBF	Radial Basis Function
RMSE	Root Mean Square Error
RSM	Response Surface Method
SAE	Society of Automotive Engineers
SSE	Sum Of Square Errors
SSR	Sum of Squared Residuals
SST	Total Sum Of Squares
SUV	Sports Utility Vehicle
TNO	Netherlands Organization for Applied Scientific Research
TRL	Transport Research Laboratory
U.S.	United States of America
VRU	Vulnerable Road Users
WG17	Working Group 17

LIST OF SYMBOLS

t_1	initial time in seconds
t_2	final time in seconds
a	acceleration measured in g's (standard gravity acceleration)
g	standard gravity acceleration
$a_{resultant}$	resultant acceleration
a_x^2	acceleration in x-direction
a_y^2	acceleration in y-direction
a_z^2	acceleration in z-direction
E	Young's Modulus
t	Quadratic Element Thickness
$f(x)$	Response Function / Objective Function
$f'(x)$	Approximation of Response Function / Objective Function
m	Total Number of Design Variables
x	Design Variable
p	Number Of Non-Constant Terms In The RSM Model
n	Number of observations / Sampling Points
R^2	Coefficient Of Determination
f_i	Measured Function Value at the i th Design Point
\bar{f}	Mean Value of f_i
k_i	Unknown Weighting Coefficient
x_{1-7}	Vehicle Design Parameters
R^2_{adj}	Adjusted R-Squared

r	Euclidean distance
c	Prescribed parameter
α	Axial Values in CCD
$H\alpha$	Hood Inclination Angle
$WS\alpha$	Windshield Inclination Angle
ϕ	Basis Function
β	Coefficients of design variables in RSM equation
ε	Error in RSM equation
ρ	Density
σ_y	Yield Stress
μ	Poisson's Ratio
λ	Coefficient vector in RBF model

CHAPTER ONE

INTRODUCTION

1.1 INTRODUCTION

Pedestrian injuries pose a significant problem throughout the globe. More than a third of the 1.2 million people killed and the 10 million injured annually in road traffic crashes worldwide are pedestrians (World Bank, 2002). In Malaysia, police statistics show that pedestrians rank third in road fatalities after motorists and motorcyclists (MIROS Report, 2011). In comparison to the injuries sustained by vehicle occupants, pedestrians sustain more multi-system injuries, with concomitantly higher injury severity scores and mortality (Brainard, 1986; Crandall et al., 2002)). This is also true for children who make up one quarter of these figures, where fatality and severity of injury is much more likely (Brainard, 1986). In motor vehicle-pedestrian crashes, head injuries are frequently the most common injury types, often leading to lifelong disabilities. Statistically, they also record the highest fatality occurrence (Otte, 1999; Maki et al., 2003; Pedestrian Safety Working Group 2001). Much effort has been extended in addressing this problem including law enforcement, increasing awareness, active and passive vehicle safety enhancement, and legislation. The existing literature abounds with researches of this nature. In this regard, one effort is the study of the relationship between vehicle front-end shape and the ensuing pedestrian fall pattern and kinematics for improved injury mitigation.

About 84% of all pedestrian fatalities involve frontal impacts and it is found that the vehicle front-end structure plays a key role in the determination of severity of injuries (Crandall et al., 2002; Liu et al., 2003). Literature shows that apart from the

impact velocity, the vehicle's front-end contour is considered the most crucial vehicle design related factor in determining pedestrian kinematics (Kuehn et al., 2003; Liu et al., 2003; Carter et al., 2005). The resulting post-impact kinematics of the pedestrian in turn, determines the head impact locations, impact angle and head impact speed which finally influence the injury outcome (Kuehn et al., 2003; Liu et al., 2003; Yong et al., 2012). Although injuries to the lower extremities are generally attached to long term consequences, it is well established that the major cause of pedestrian fatality is due to injuries sustained on the head (Liu et al., 2003; Yao et al., 2007). Due to the non-linear nature of the problem, optimization of the vehicle geometry has not been a direct affair. Nevertheless, the usage of statistical methods and evolutionary optimization techniques has generated efforts in this direction. However, almost all of these are catered for mostly singular groups of adult pedestrians (Liu et al., 2003; Carter et al., 2005). In the determination of injury severity, studies of pedestrian post kinematics show that vehicle front-end geometry affects child and adult pedestrians in a different ways and as such the optimized profiles are shown to be not mutually applicable for safety. Furthermore, Run-over scenario is observed in child pedestrian optimized profiles, where its occurrence invalidates the optimization (ITARDA 2009; Serre et al., 2010; Bronwyn et al., 2011). This is a scenario where following impact, the child is knocked down in front of the vehicle and is run over by it instead of rolling over the vehicle and falling relatively safely to the side. Such an event serves a potentially greater fatality risk than primary impact induced head injuries (Bronwyn et al., 2011). Difficulties therefore are encountered in mitigation efforts involving both pedestrian groups (Kramlich et al., 2002; Peng et al., 1999; Carter et al., 2005; Zhao et al., 2010). Another consideration is that majority of these studies are done using the multi-body dynamics environment which offers the advantage of fast modeling and processing

speed coupled with model simplicity (Liu et al., 2003; Dunmore et al., 2006). However, due to the exclusive use of rigid bodies, one major drawback is that multi body modeling method does not consider deformation properties. As local deformations of the vehicle body due to impact may significantly affect the kinematics of the pedestrian fall and hence the corresponding injury, the use of a deformable simplified Finite Element (FE) model is deemed more advantageous than the use of rigid bodies (Liu et al., 2003).

Therefore, this study emphasizes on the development of a deformable vehicle front-end hybrid model built using simple finite element profile shapes and a multi-body plane. This model is designed to be optimization-friendly, i.e., having simple, easily modifiable profile geometry with economical processing time. Multiple optimizations are then performed upon this vehicle front-end profile in the interest of achieving an optimized vehicle front-end profile design which offers mutual safety for both groups while simultaneously avoiding Run-over scenarios for child pedestrians.

1.2 PROBLEM STATEMENT AND RESEARCH SIGNIFICANCE

The shape or contour of a vehicle front end is customarily designed according to aerodynamics, engine packaging, manufacturability, occupant safety, and styling. With the rising concerns over pedestrian safety in the recent years (Niederer et al., 1984; Kuehn et al., 2003; Carter et al., 2005; Zhao et al., 2010), much has been done to create additional safety features onto vehicles to improve and mitigate pedestrian injuries, i.e. deployable airbags at hood and A-pillar, intelligent speed assistants (ISA), laser active night vision and thermal imaging for better visibility and detection, braking optimization such as brake assist etc. (Crandall et al., 2002). Nevertheless, some of

these additional features are considerably expensive and highly unlikely to be market friendly and hence do not serve their purpose fully. Thus, a more design inherent approach is required in which the pedestrian protection provided is built-in to the vehicle design. This passive pedestrian-vehicle safety measure involves a two-fold approach. The first approach involves the control of the stiffness of vehicle parts such as the bumper, bonnet and windscreen-A-pillars that will tend to deflect upon impact and in so doing, serve to dissipate shock and thus reduce injury. Liu et al. (2002), Svobodha et al. (2003), Simms et al. (2006), Lange et al. (2006) and Han et al. (2012), reported that the vehicle stiffness plays a big role on the resultant injury of the struck pedestrian especially on the head and the lower limb regions.

The second approach involves the study of the collision kinematics between the pedestrian and the vehicle whereby the pedestrian size, angle of approach, vehicle speed and vehicle front-end geometry dictate the motion of the human body upon impact and the determination of the likelihood of areas of impact. Ishikawa et al., (1993) and Liu et al., (2003) in their study reported that stiffness properties of the vehicle structure have little influence on the kinematic motion of the pedestrian during an impact. It is also found that the shape of the vehicle's front-end is the most important design related factor in determining pedestrian kinematics which in turn determines the injury outcome (Lange et al., 2006; Liu et al., 2003; Carter et al., 2005). Higuchi et al. (1991), Ishikawa et al., (1993) and Liu et al. (2003) studied the effects of the vehicle front-end structure on adult pedestrian injuries by investigating the relationship between the vehicle front-end profiles such as the bonnet leading edge height, bumper height and bumper lead on the head impact speed but not on combined effects. Liu et al. (2003) did a parametric study to show the interaction between the vehicle parameters on the head impact conditions and injury responses of a child