

Test Results

ECE17 test on van racking system H616B1

Customer:	Lucy Harris The Van Hubb Unit 3, 4 and 5, Brook Street Lakeside Redditch B98 8NG lucy@thevanhubb.co.uk	Contact:	Alan Case HORIBA MIRA Ltd Safety Development Dept Watling Street Nuneaton Warwickshire CV10 0TU, UK +44(0)24 7635 118
Authority:	1678	Witnesses:	A Case HORIBA MIRA Clive Harris The Van Hubb
Test Date(s)	20/04/2016		

Test Objective / Method / Specification No

ECE R17-04 (2002) dynamic test pulse, used on a Ford Transit to ensure that there would be no intrusion into the occupant area.

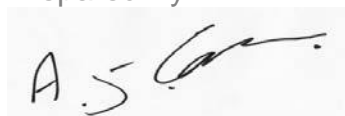
Specimen Description / Part No(s)

The Van Hubb racking system was secured in the rear of a Transit high top van.

400kg of mass was placed on the shelving and in the draws of the racking system. The mass was made up of fourteen bags of sand 25kg each, a 300x300mm wooden block 20kg and six lead weights 5kg each

Two steel tubes were fastened into the gas bottle holder.

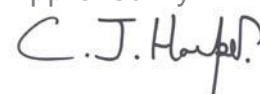
Prepared By:



Alan Case

Test Engineer

Approved By:



C Harper

Principal Engineer

Date: 20/4/16

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Results Summary

The subject was tested in accordance with the test specification with without deviation. The acceptance criteria of the test specification were:	Met	✓	Not Met		See comments	
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Test Results Detail

During and after the 30mph frontal impact, the occupant area of the vehicle was not intruded with any item.

For Acceleration Graph, see Appendix 1

For Test Photographs, see Appendix 2

For Quality Assurance, see Appendix 3

Test Equipment

MIRA HyGe Pneumatic Reverse Accelerator Facility

Mini Dau Data Acquisition Unit

High Speed Cameras

Instrumentation – see Appendix 3

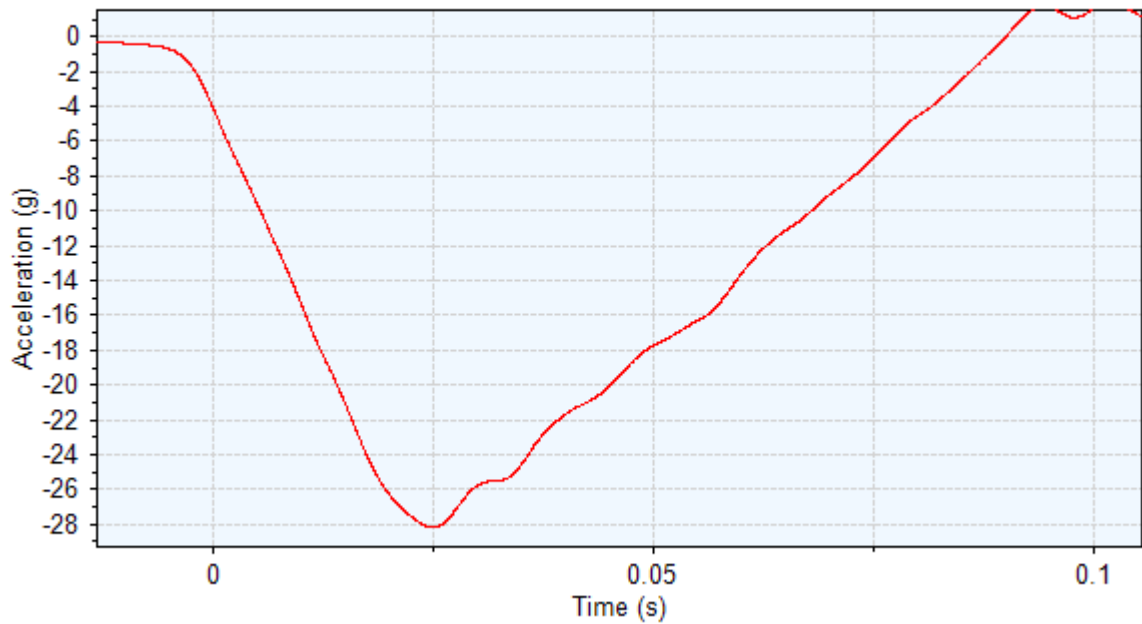
Attachments

All high speed video, instrumentation data, calibration details and still photographs were supplied to The Van Hubb via a secure web based data transfer site.

Appendix 1 Acceleration Plot

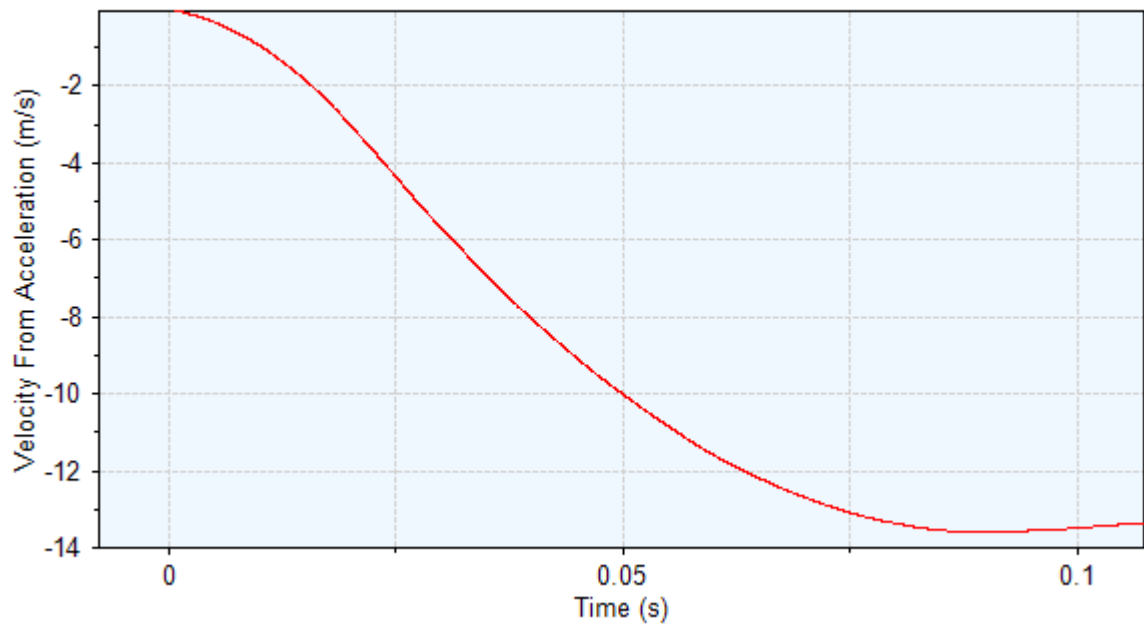
28g peak 20g for a duration of 30ms

616B1 SLED:HYGE SLED LH X:X:ACC, CFC 60



13.6m/s = 30.5mph

616B1 SLED:HYGE SLED LH X:X:VEL, CFC 180



Appendix 2 Test Photographs



Photo 1 – Pre-Test
LH side view



Photo 2 – Pre-Test
Rear view



Photo 3 – Post-Test
LH view



Photo 4 – Post-Test
Rear view

Appendix 3; Quality Assurance of Measurements

The test equipment is checked on a regular schedule to traceable standards in an International Assurance of Measurements (QAM) procedure. Each item of equipment is issued with a QAM number.

The numbers for the equipment used in these tests were:-

Description	QA Number	CAC	Due on
Weigh scales	16658	2000kg	27/10/2016



Crash/Hyge Test Instrumentation Record

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MIRA Project Number 1211658

Print Date 20/Apr/16 13:43

Customer Test Number ~

Test Date 20/Apr/16 11:55

Customer The Van Hubb

Test Number 616B1

Test Configuration ECER 17

MIRA Engineer Alan Case

Legislation None

Customer Engineer C Harris

Timing Offset (ms) 0

Test Object Sled

Group Name Sled

Location	ISO Code	Dire c	Type	DAU	Cha n	Q-No	CAC	MU	Cal Due Date
Hyge Sled LH X	S0SLEDLE0000ACXP	X	ACC	MD1 4	28	13907	200	g	01 Nov 16
Hyge Sled RH X	S0SLEDRI0000ACXP	X	ACC	MD1 4	32	6679	100	g	23 Aug 16

Channel Count for Group : 2

Channel Count for Test Object : 2

Channel Count for Test : 2

Event Count for Test : 0

End of Report