

SECTION 4

EVALUATION OF TEST RESULTS

4.1 STRUCTURAL ADEQUACY

The factors used to determine structural adequacy was NCHRP 350 Evaluation Criteria:

B. The test article should readily activate in a predictable manner by breaking away, fracturing, or yielding.

4.2 OCCUPANT RISK

The factors used to determine occupant risk were NCHRP 350 Evaluation Criteria:

D. Detached elements should not penetrate the occupant compartment, or present an undue hazard to other traffic, pedestrians, or personnel in a work zone. Deformations of the occupant compartment that could cause serious injuries should not be permitted.

E. Detached elements, fragments or other debris from the test article, or vehicular damage should not block the driver's vision or otherwise cause the driver to lose control of the vehicle.

F. The vehicle should remain upright during and after collision although moderate roll, pitching and yawing are acceptable.

H. Occupant impact velocities should satisfy the following:

Occupant Impact Velocity Limits (m/sec.)		
Component	Preferred	Maximum
Longitudinal	3	5

I. Occupant ridedown accelerations should satisfy the following:

Occupant Ridedown Acceleration Limits (G's)		
Component	Preferred	Maximum
Longitudinal and Lateral	15	20

J. (Optional) Hybrid III dummy. Response should conform to evaluation criteria of Part 571.208, Title 49 Code of Federal Regulation, Chapter V (10-1-88 Edition).

4.3 VEHICLE TRAJECTORY

The factors used to determine occupant risk were NCHRP 350 Evaluation Criteria:

K. After collision it is preferable that the vehicle's trajectory, not intrude into adjacent traffic lanes.

N. Vehicle trajectory behind the test article is acceptable.