

Realitätsbezug von Crashtestbedingungen zu den Situationen des realen Unfallgeschehens

1991, pp. 329 - 336 (#12)

This study shows that only approximately 1/3 of all real accident constellations are covered by the discussed crash-tests. This means that 3/4 have not been taken into account. Have they really not been taken into account?

Many of the situations which have not been registered are of a low force level so that the crash-tests represent higher demands. The energy level of a 50 km/h impact does represent a heavy load on the passengers. However, the rotation of the passengers relative movement should be made possible, as can be derived from the real accident occurrence. And further, the overlapping degree of a frontal collision need not exceed 30%. Because this conforms with reality and leads to a stronger deformation of the passenger compartment. The analysis of real accidents continuously shows the direct influence of a body impact and the injuries which can be expected. HIC values are, of subordinated importance, especially at lower force levels. The fact that none of the test methods allow a realistic reproduction of the interactions between the both colliding vehicles does not conform with procedures, only related to vehicle being tested. But cars collide with each other in 71% of all accident cases.

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Zitat

[Otte, D.](#): Realitätsbezug von Crashtestbedingungen zu den Situationen des realen Unfallgeschehens. Verkehrsunfall und Fahrzeugtechnik 29 (1991), pp. 329 - 336 (#12)

Inhaltsangabe

Weitere Beiträge zum Thema im VuF

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