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2010 Toyota Prius NHTSA Side Impact
Crash Test 2008 Ford Taurus X (Side Impact) IIHS~~2012-2019 Volkswagen Beetle NHTSA Side Pole Impact~~ Evaluation Of Fmvss 214 Side

In most cases, manufacturers met FMVSS 214 by equipping cars with a longitudinal beam in vehicle doors. NHTSA evaluated the benefits of the crush resistance regulation in passenger cars, and found single vehicle side impact occupant fatalities were reduced by 14 percent, saving 480 lives.

Evaluation of FMVSS 214 Side Impact Protection for Light ...

FMVSS 214 will be evaluated in two phases. Phase 1, contained in this report, is a statistical analysis of relationships between TTI(d) and fatality risk in actual side impacts on the highway, in baseline, pre-FMVSS 214 cars of model years 1981-93. It is based on Fatality Analysis Reporting System (FARS) data from late 1980 through early 1998.

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the moving deformable barrier (MDB) dynamic FMVSS 214 side impact test, in place of the test with two 50th percentile male side impact dummies on the struck side of the vehicle (49 CFR Part 572 Subpart F (SID). Countermeasures The agency believes that side air bags for the head and thorax will be used to pass the

FMVSS NO 214 AMENDING SIDE IMPACT DYNAMIC TEST ADDING ...

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Federal Motor Vehicle Safety Standard 214, “ Side Impact Protection ” was amended to assure occupant protection in a 33.5 mph crash test and phased-in to new passenger cars during model years 1994-1997. A Thoracic Trauma Index, TTI(d) is measured on Side Impact Dummies seated adjacent to the impact point. Manufacturers upgraded side structures and affixed padding in cars to improve TTI(d). Later, they installed two types of side air bags –

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torso bags and head air bags – for additional occupant protection in cars and LTVs. This report provides statistical analyses of 1993-2005 crash data from the Fatality Analysis Reporting System (FARS) and the General Estimates System (GES) estimate fatality reductions for these technologies.

Beginning September 1, 1993, all light trucks (pickup trucks, vans, and sport utility vehicles) were required to meet a crush resistance standard for side doors. Data from calendar years 1989 through 2001 of the Fatality Analysis Reporting System (FARS) were used to determine the effectiveness of changes made by vehicle manufacturers to meet this standard. Effectiveness was determined by comparing changes in the number of fatalities in side impacts relative to those in frontal impacts.

Federal Motor Vehicle Safety Standard 214, Side Impact Protection was amended to assure occupant protection in a 33.5 mph crash test and phased-in to new passenger cars during model years 1994-1997. A Thoracic Trauma Index, TTI(d) is measured on Side Impact Dummies seated adjacent to the impact point. Manufacturers upgraded side structures and affixed padding in cars to improve TTI(d). Later, they installed two types of side air bags, torso bags and head air bags for additional occupant protection in cars and LTVs. Statistical analyses of 1993-2005 crash data from the Fatality Analysis Reporting System (FARS) and the General Estimates System (GES) estimate fatality reductions for these technologies. Average TTI(d) improved in 2-door cars from 114 in 1981-1985 to 44 in 214-certified cars with side air bags, and in 4-door cars from 85 to 48. TTI(d) improvements without side air bags reduced fatality risk for nearside occupants in multivehicle crashes by an estimated 33 percent in 2-door cars and 17 percent in 4-door cars. Torso plus head air bags reduce fatality risk for nearside occupants by an estimated 24 percent; torso bags alone, by 12 percent. TTI(d) improvements, torso bags and head-curtain air bags could have saved an estimated 2,934 lives in calendar year 2003 if every car and LTV on the road had been equipped with them.

Mitigating injury in side impact has been an important topic of research for decades. In the mid 1980's the American government began a program intended to improve the crashworthiness of vehicles in side impact. This program ultimately led to the introduction of a dynamic side impact test (Federal Motor Vehicle Safety Standard (FMVSS) 214), which new vehicles must pass, along with a very similar test aimed at consumer awareness (New Car Assessment Program (NCAP) side impact test). The work presented in this thesis involved the study and simulation of these tests to evaluate occupant response in side impact, with a focus on the thoracic response.

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