

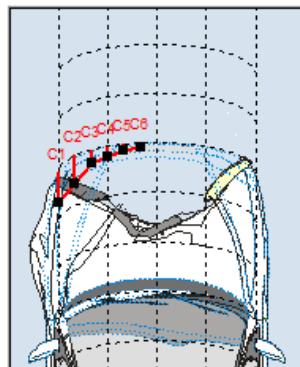
Stanovení EES vozidel v Crash 3

Příloha č. 1,

list 1

Stanovení EES vozidla Škoda Fabia III

Hloubky deformace použité pro výpočet v Crash 3:



Hloubka deformace

Počet míst měření:

C1	C2	C3	C4	C5	C6
0.31	0.28	0.14	0.11	0.07	0.04
L1	L2	L3	L4	L5	L6
0	0.17	0.34	0.5	0.67	0.84
C7	C8	C9	C10	C11	C12
0	0	0	0	0	0
L7	L8	L9	L10	L11	L12
0	0	0	0	0	0

Databanka NHTSA | Deformace | EBS

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
2631	0263	FORD	FIESTA	1979	TWO DOOR SEDAN	991.0	2.283	3.747	1.590
69892	6989	FORD	FIESTA	2011	FOUR DOOR SEDAN	1338.0	2.490	4.425	1.681
69961	6996	FORD	FIESTA	2011	FOUR DOOR SEDAN	1359.0	2.497	4.419	1.683
74272	7427	FORD	FIESTA	2011	FOUR DOOR SEDAN	1365.0	2.489	4.414	1.685
74282	7428	FORD	FIESTA	2011	FOUR DOOR SEDAN	1371.0	2.499	4.416	1.696

Rychlost při testu vt: 56.5 km/h
 Šířka deformace Lt: 0.95 m
 Hmotnost mt: 1359 kg

Hloubka deformace

Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.55	0.584	0.601	0.606	0.592	0.57

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.589 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.76 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 100141 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 630914.3 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 7947.4 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 24 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 30298 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 23.9 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.4 km/h

Databanka NHTSA | Deformace | EBS

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
74442	7444	TOY...	YARIS	2010	FOUR DOOR SEDAN	1332.0	2.546	4.302	1.697
74412	7441	TOY...	YARIS	2011	FOUR DOOR SEDAN	1331.0	2.547	4.295	1.697
76022	7602	TOY...	YARIS	2012	FIVE DOOR HATCHBACK	1245.0	2.511	3.814	1.692
76051	7605	TOY...	YARIS	2012	FIVE DOOR HATCHBACK	1261.0	2.505	3.885	1.685

Rychlost při testu vt: 56.1 km/h
 Šířka deformace Lt: 1.266 m
 Hmotnost mt: 1261 kg

Hloubka deformace

Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.315	0.39	0.362	0.335	0.305	0.233

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.333 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 1.32 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 122037.3 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 1345694.9 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 5533.6 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 29.2 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 41537 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 29.1 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.92 km/h

Stanovení EES vozidel v Crash 3

Příloha č. 1, list 2

Databanka NHTSA Defomace EBS

NISSAN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
61732	6173	NISS...	VERSA	2008	FOUR DOOR SEDAN	1446.0	2.597	4.264	1.691
69932	6993	NISS...	VERSA	2011	FOUR DOOR SEDAN	1327.0	2.597	4.375	1.694
76031	7609	NISS...	VERSA	2012	FOUR DOOR SEDAN	1287.0	2.600	4.450	1.700
76362	7636	NISS...	VERSA	2012	FOUR DOOR SEDAN	1275.0	2.595	4.316	1.694
09062	0906	NISS...	VERSA	2013	FOUR DOOR SEDAN	1429.0	2.599	4.466	1.695

Rychlost při testu vt: 56.3 km/h
Šířka deformace Lt: 1.422 m
Hmotnost mt: 1287 kg

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}}$: 1.41 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 117886.7 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 1381951.8 N/m²
 $G = \frac{A^2}{2 \cdot B}$: 5028.1 N

Hloubka deformace
Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.262 0.289 0.328 0.348 0.354 0.252 m
Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n - 1}$: 0.315 m

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 28.7 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 15 deg

Deformační energie: Ed: 41026 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: 28.6 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.87 km/h

Databanka NHTSA Defomace EBS

FORD Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
74272	7427	FORD	FIESTA	2011	FOUR DOOR SEDAN	1365.0	2.489	4.414	1.685
74282	7428	FORD	FIESTA	2011	FOUR DOOR SEDAN	1371.0	2.489	4.416	1.686
78981	7898	FORD	FIESTA	2011	FOUR DOOR SEDAN	1286.0	2.493	4.385	1.681
84891	8489	FORD	FIESTA	2014	FOUR DOOR SEDAN	1243.0	2.500	4.415	1.690
09062	0906	FORD	FIESTA	2014	FOUR DOOR SEDAN	1219.0	2.490	4.415	1.695

Rychlost při testu vt: 39.6 km/h
Šířka deformace Lt: 1.192 m
Hmotnost mt: 1286 kg

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}}$: 1.34 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 133644.4 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 1489976.5 N/m²
 $G = \frac{A^2}{2 \cdot B}$: 5993.7 N

Hloubka deformace
Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.082 0.204 0.205 0.236 0.274 0.143 m
Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n - 1}$: 0.206 m

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 30.3 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 15 deg

Deformační energie: Ed: 45664 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: 30.2 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.03 km/h

Databanka NHTSA Defomace EBS

MAZDA Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
84982	8498	MAZ...	MAZDA3	2014	FOUR DOOR SEDAN	1448.0	2.700	4.570	1.780
85391	8539	MAZ...	MAZDA3	2014	FOUR DOOR SEDAN	1470.0	2.700	4.575	1.802
87872	8787	MAZ...	MAZDA3	2014	FIVE DOOR HATCHBACK	1588.0	2.697	4.461	1.796
89992	8999	MAZ...	MAZDA3	2014	FIVE DOOR HATCHBACK	1582.0	2.697	4.462	1.798
09062	0906	MAZ...	MAZDA3	2014	FIVE DOOR HATCHBACK	1749.0	2.740	4.597	1.769

Rychlost při testu vt: 56.4 km/h
Šířka deformace Lt: 1.021 m
Hmotnost mt: 1470 kg

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}}$: 0.88 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 117438 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 862120.9 N/m²
 $G = \frac{A^2}{2 \cdot B}$: 7998.7 N

Hloubka deformace
Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.438 0.531 0.532 0.529 0.523 0.371 m
Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n - 1}$: 0.504 m

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 25.2 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 15 deg

Deformační energie: Ed: 36111 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: 25.1 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.52 km/h

Stanovení EES vozidel v Crash 3

Příloha č. 1, list 3

Databanka NHTSA Deformace EBS

HYUNDAI Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
55861	5586	HYU...	ACCENT	2006	FOUR DOOR SEDAN	1336.0	2.503	4.283	1.700
68332	6833	HYU...	ACCENT	2010	THREE DOOR HATCHBACK	1309.0	2.498	3.946	1.690
75041	7504	HYU...	ACCENT	2012	FOUR DOOR SEDAN	1330.0	2.568	4.364	1.688
55911	5591	HYU...	AZERA	2006	FOUR DOOR SEDAN	1939.0	2.780	4.895	1.850
57472	5747	HYU...	AZERA	2006	FOUR DOOR SEDAN	1939.0	2.777	4.890	1.847

Rychlost při testu vt: 56.2 km/h
Šířka deformace Lt: 1.366 m
Hmotnost mt: 1330 kg

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http://www.ncac.qwu.edu
Žádná deformace po

Konstanta tuhosti
b0 : 12 km/h

$b_1 = \frac{v_t - b_0}{C_{Ave\ t}}$: 1.21 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 109111 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 1100471.9 N/m^2
 $G = \frac{A^2}{2 \cdot B}$: 5409.1 N

Hloubka deformace
Počet míst měření:
☒ n = 2 ☐ n = 4 ☐ n = 6
C1 C2 C3 C4 C5 C6
0.253 0.351 0.402 0.403 0.391 0.305 m
Průměrná deformace:
 $C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1}$: 0.365 m

EBS: $EBS = \sqrt{\frac{2 \cdot E_d}{m}}$: 26.5 km/h
Směr rázu (-45 - 45°): θ : 15 deg
Deformační energie: Ed: 36066 J
 $E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$
 $w_i = L_{i+1} - L_i$
EES: EES: 26.4 km/h
☒ Restituce: k: 0.1
☐ Rychlost bodu rázu: v: 2.65 km/h

Databanka NHTSA Deformace EBS

KIA Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO ^
76372	7637	KIA	SOUL	2012	UTILITY VEHICLE	1427.0	2.550	4.007	1.742	1.0
77511	7751	KIA	RIO	2012	FOUR DOOR SEDAN	1377.0	2.570	4.364	1.709	1.1
78941	7894	KIA	SORENTO	2011	OTHER	1832.0	2.706	4.646	1.858	1.2
82941	8294	KIA	FORTE	2014	FOUR DOOR SEDAN	1455.0	2.700	4.570	1.770	1.1
82971	8297	KIA	SORENTO	2014	UTILITY VEHICLE	1832.0	2.700	4.646	1.858	1.2

Rychlost při testu vt: 56.1 km/h
Šířka deformace Lt: 1.104 m
Hmotnost mt: 1377 kg

http://www.nrd.nhtsa.dot.gov
http://www.ncac.qwu.edu
Žádná deformace po

Konstanta tuhosti
b0 : 12 km/h

$b_1 = \frac{v_t - b_0}{C_{Ave\ t}}$: 1 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 115071.6 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 955463.8 N/m^2
 $G = \frac{A^2}{2 \cdot B}$: 6929.3 N

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.409 0.448 0.452 0.458 0.447 0.407 m
Průměrná deformace:
 $C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1}$: 0.443 m

EBS: $EBS = \sqrt{\frac{2 \cdot E_d}{m}}$: 26.1 km/h
Směr rázu (-45 - 45°): θ : 15 deg
Deformační energie: Ed: 36169 J
 $E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$
 $w_i = L_{i+1} - L_i$
EES: EES: 26 km/h
☒ Restituce: k: 0.1
☐ Rychlost bodu rázu: v: 2.61 km/h

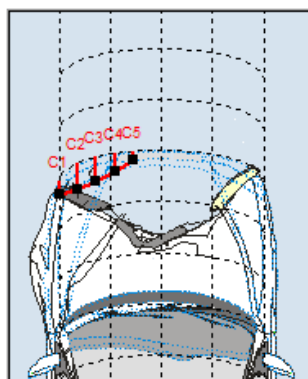
Stanovení EES vozidla v Crash 3

Příloha č. 2,

list 1

Stanovení EES vozidla Škoda Superb III

Hloubky deformace použité pro výpočet v Crash 3:



Hloubka deformace

Počet míst měření:

C1	C2	C3	C4	C5	C6
0.13	0.25	0.24	0.17	0.09	0.04
L1	L2	L3	L4	L5	L6
0	0.18	0.36	0.55	0.73	0.84
C7	C8	C9	C10	C11	C12
0	0	0	0	0	0
L7	L8	L9	L10	L11	L12
0	0	0	0	0	0

Databanka NHTSA | Deformace | EBS

HONDA

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
64811	6481	HON...	ACCORD	2008	FOUR DOOR SEDAN	1749.0	2.797	4.894	1.849
66081	6608	HON...	ACCORD	2008	FOUR DOOR SEDAN	1597.0	2.800	4.930	1.852
70781	7078	HON...	ACCORD	2011	FOUR DOOR SEDAN	1663.0	2.794	4.964	1.850
70982	7098	HON...	ACCORD	2011	FOUR DOOR SEDAN	1655.0	2.794	4.964	1.850

Rychlost při testu vt: km/h

Šířka deformace Lt: m

Hmotnost mt: kg

Hloubka deformace

Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.456	0.501	0.515	0.526	0.548	0.502

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.514 \text{ m}$$

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Žádná deformace po

b0 : km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.87 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 125813.9 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 908057.2 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 8715.9 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 24.9 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 15 \text{ deg}$

Deformační energie: $E_d : 39762 \text{ J}$

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: km/h

☒ Restituce: k:

☐ Rychlost bodu rázu: v: km/h

Databanka NHTSA | Deformace | EBS

VOLKSWAGEN

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
54862	5486	VOLK...	PASSAT	2006	FOUR DOOR SEDAN	1810.0	2.710	4.781	1.813
62841	6284	VOLK...	PASSAT	2006	UTILITY VEHICLE	1684.0	2.710	4.780	1.807
75261	7526	VOLK...	PASSAT	2012	FOUR DOOR SEDAN	1755.0	2.805	4.866	1.790
83881	8388	VOLK...	PASSAT	2013	FOUR DOOR SEDAN	1745.0	2.806	4.860	1.785

Rychlost při testu vt: km/h

Šířka deformace Lt: m

Hmotnost mt: kg

Hloubka deformace

Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.352	0.47	0.489	0.489	0.47	0.336

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.452 \text{ m}$$

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<http://www.ncac.gwu.edu>

Žádná deformace po

b0 : km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.97 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 123947.7 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 1006869.7 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 7629.1 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 24.4 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 15 \text{ deg}$

Deformační energie: $E_d : 40151 \text{ J}$

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: km/h

☒ Restituce: k:

☐ Rychlost bodu rázu: v: km/h

Stanovení EES vozidla v Crash 3

Příloha č. 2,

list 2

Databanka NHTSA | Deformace | EBS

MAZDA

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
75331	7533	MAZ...	MAZDA6	2012	FOUR DOOR SEDAN	1568.0	2.787	4.918	1.841
75372	7537	MAZ...	MAZDA6	2012	FOUR DOOR SEDAN	1654.0	2.789	4.916	1.837
75651	7566	MAZ...	MAZDA6	2012	FOUR DOOR SEDAN	1669.0	2.787	4.912	1.827
84921	8492	MAZ...	MAZDA6	2014	FOUR DOOR SEDAN	1534.0	2.830	4.885	1.840

Rychlost při testu vt: 56.4 km/h
 Šířka deformace Lt: 1.385 m
 Hmotnost mt: 1669 kg

Hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
 C1 C2 C3 C4 C5 C6
 0.203 0.454 0.452 0.401 0.317 0.23 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.368 \text{ m}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
 Žádná deformace po
 b0 : 12 km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 1.21 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 134707.3 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 1355245.7 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 6694.7 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 26.8 \text{ km/h}$$

$$\text{Směr rázu (45 - 45°): } \theta : 15 \text{ deg}$$

$$\text{Deformační energie: } Ed : 46404 \text{ J}$$

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

$$EES : 26.7 \text{ km/h}$$

$$\text{Restituce: } k : 0.1$$

$$\text{Rychlost bodu rázu: } v : 2.68 \text{ km/h}$$

Databanka NHTSA | Deformace | EBS

VOLVO

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
71182	7118	VOLVO	XC60	2011	UTILITY VEHICLE	2014.0	2.773	4.621	1.829
71881	7188	VOLVO	XC60	2011	UTILITY VEHICLE	2124.0	2.772	4.628	1.830
75771	7577	VOLVO	S60	2012	FOUR DOOR SEDAN	2096.0	2.770	4.615	1.835
75782	7578	VOLVO	S60	2012	FOUR DOOR SEDAN	1869.0	2.770	4.618	1.826

Rychlost při testu vt: 56.5 km/h
 Šířka deformace Lt: 1.295 m
 Hmotnost mt: 2096 kg

Hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
 C1 C2 C3 C4 C5 C6
 0.315 0.453 0.473 0.477 0.443 0.335 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.434 \text{ m}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
 Žádná deformace po
 b0 : 12 km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 1.03 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 153695.3 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 1313536.8 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 8991.8 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 25 \text{ km/h}$$

$$\text{Směr rázu (45 - 45°): } \theta : 15 \text{ deg}$$

$$\text{Deformační energie: } Ed : 50421 \text{ J}$$

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

$$EES : 24.8 \text{ km/h}$$

$$\text{Restituce: } k : 0.1$$

$$\text{Rychlost bodu rázu: } v : 2.5 \text{ km/h}$$

Databanka NHTSA | Deformace | EBS

AUDI

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
65202	6520	AUDI	A4	2009	FOUR DOOR SEDAN	1973.0	2.812	4.651	1.811
70282	7028	AUDI	A4	2011	FOUR DOOR SEDAN	1845.0	2.808	4.695	1.814
80241	8024	AUDI	A4	2013	FOUR DOOR SEDAN	1945.0	2.804	4.708	1.818
22091	2209	AUDI	A6	1995	FOUR DOOR SEDAN	1833.0	2.692	4.892	1.777

Rychlost při testu vt: 56.2 km/h
 Šířka deformace Lt: 1.248 m
 Hmotnost mt: 1945 kg

Hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
 C1 C2 C3 C4 C5 C6
 0.351 0.495 0.535 0.535 0.523 0.447 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.497 \text{ m}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
 Žádná deformace po
 b0 : 12 km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.89 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 128261.4 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 950012.9 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 8658.3 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 23.3 \text{ km/h}$$

$$\text{Směr rázu (45 - 45°): } \theta : 15 \text{ deg}$$

$$\text{Deformační energie: } Ed : 40731 \text{ J}$$

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

$$EES : 23.2 \text{ km/h}$$

$$\text{Restituce: } k : 0.1$$

$$\text{Rychlost bodu rázu: } v : 2.33 \text{ km/h}$$

Stanovení EES vozidla v Crash 3

Příloha č. 2,

list 3

Databanka NHTSA
Deformace
EBS

HONDA
Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
78791	7879	HON...	ODYSSEY	2011	OTHER	2203.0	3.005	5.120	1.985
80332	8033	HON...	ACCORD	2013	FOUR DOOR SEDAN	1644.0	2.784	4.861	1.841
80351	8035	HON...	ACCORD	2013	FOUR DOOR SEDAN	1718.0	2.780	4.863	1.840
80962	8096	HON...	CRV	2012	FIVE DOOR HATCHBACK	1757.0	2.623	4.528	1.821

Rychlost při testu vt: 56.3 km/h
Šířka deformace Lt: 1.424 m
Hmotnost mt: 1718 kg

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}}$: 1.01 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 112625.4 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 946241.4 N/m^2
 $G = \frac{A^2}{2 \cdot B}$: 6702.6 N

Hlubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.351	0.426	0.475	0.485	0.47	0.327

Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n - 1}$: 0.439 m

$EBS = \sqrt{\frac{2 \cdot E_d}{m}}$: 23.6 km/h
Směr rázu (45 - 45°): θ : 15 deg
Deformační energie: Ed: 36786 J
 $E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$
 $w_i = L_{i+1} - L_i$
EES: EES: 23.4 km/h
☒ Restituce: k: 0.1
☐ Rychlost bodu rázu: v: 2.36 km/h

Databanka NHTSA
Deformace
EBS

MERCEDES
Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
45081	4508	MER...	A170	2000	FOUR DOOR SEDAN	1389.0	2.423	3.575	1.719
80792	8079	MER...	C-CLASS	2013	FOUR DOOR SEDAN	1715.0	2.765	4.613	1.765
80801	8080	MER...	C-CLASS	2013	FOUR DOOR SEDAN	1900.0	2.763	4.630	1.775
20521	2052	MER...	C220	1994	FOUR DOOR SEDAN	1650.0	2.690	4.507	1.720

Rychlost při testu vt: 56.2 km/h
Šířka deformace Lt: 1.452 m
Hmotnost mt: 1900 kg

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}}$: 1.31 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 158391.8 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 1725523.3 N/m^2
 $G = \frac{A^2}{2 \cdot B}$: 7269.7 N

Hlubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.181	0.345	0.393	0.39	0.358	0.225

Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n - 1}$: 0.338 m

$EBS = \sqrt{\frac{2 \cdot E_d}{m}}$: 27.7 km/h
Směr rázu (45 - 45°): θ : 15 deg
Deformační energie: Ed: 56123 J
 $E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$
 $w_i = L_{i+1} - L_i$
EES: EES: 27.5 km/h
☒ Restituce: k: 0.1
☐ Rychlost bodu rázu: v: 2.77 km/h

Databanka NHTSA
Deformace
EBS

HONDA
Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mass ...	Whe...	Leng...	Wid...
80972	8097	HON...	ODYSSEY	2012	VAN	2210.0	3.000	5.147	1.983
81022	8102	HON...	ACCORD	2013	TWO DOOR COUPE	1656.0	2.730	4.792	1.845
81041	8104	HON...	ACCORD	2013	TWO DOOR COUPE	1682.0	2.728	4.810	1.850
81561	8156	HON...	CIVIC	2013	TWO DOOR COUPE	1437.0	2.625	4.467	1.740

Rychlost při testu vt: 55.6 km/h
Šířka deformace Lt: 1.605 m
Hmotnost mt: 1682 kg

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}}$: 1.05 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 102234.3 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 897603.6 N/m^2
 $G = \frac{A^2}{2 \cdot B}$: 5822.1 N

Hlubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.285	0.436	0.465	0.472	0.46	0.192

Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n - 1}$: 0.414 m

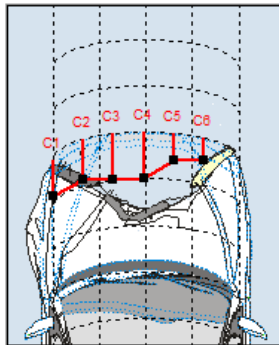
$EBS = \sqrt{\frac{2 \cdot E_d}{m}}$: 22.8 km/h
Směr rázu (45 - 45°): θ : 15 deg
Deformační energie: Ed: 33782 J
 $E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$
 $w_i = L_{i+1} - L_i$
EES: EES: 22.7 km/h
☒ Restituce: k: 0.1
☐ Rychlost bodu rázu: v: 2.28 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 3, list 1

Stanovení EES vozidla Fiat Punto I

Hloubky deformace použité pro výpočet v Crash 3



Hloubka deformace

Počet míst měření: 6

C1	C2	C3	C4	C5	C6
0.38	0.43	0.49	0.49	0.29	0.23
L1	L2	L3	L4	L5	L6
0	0.33	0.65	0.98	1.3	1.63
C7	C8	C9	C10	C11	C12
0	0	0	0	0	0
L7	L8	L9	L10	L11	L12
0	0	0	0	0	0

Databanka NHTSA Defomace EBS

HONDA

Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
1422	0142	HON...	CIVIC	1980	THREE DOOR HATCHBACK	1013.0	2.250	3.759	1.580	0.986	0.0	180.0
1852	0185	HON...	CIVIC	1979	THREE DOOR HATCHBACK	949.0	2.200	3.696	1.506	0.833	0.0	180.0
2161	0216	HON...	PRELUDE	1980	TWO DOOR COUPE	1154.0	2.311	4.084	1.646	1.011	56.2	0.0
2171	0217	HON...	CIVIC	1980	THREE DOOR HATCHBACK	1042.0	2.250	3.741	1.580	0.927	55.8	0.0
2731	0273	HON...	CIVIC	1981	FOUR DOOR SEDAN	1114.0	2.316	4.084	1.585	1.034	56.3	0.0
2932	0293	HON...	CIVIC	1981	FOUR DOOR SEDAN	1082.0	2.311	4.059	1.575	1.024	0.0	180.0
3561	0356	HON...	CIVIC	1981	THREE DOOR HATCHBACK	980.0	2.248	3.759	1.580	0.988	56.5	0.0
4212	0421	HON...	ACCORD	1982	FOUR DOOR SEDAN	1186.0	2.380	4.569	1.621	0.963	0.0	180.0
4491	0449	HON...	CIVIC	1981	THREE DOOR HATCHBACK	950.0	2.256	3.759	1.580	0.859	32.2	0.0
4551	0455	HON...	ACCORD	1982	FOUR DOOR SEDAN	1195.0	2.464	4.394	1.651	1.234	56.0	0.0
5001	0500	HON...	ACCORD	1982	THREE DOOR HATCHBACK	943.0	2.451	4.191	1.638	0.955	47.3	0.0

Rychlost při testu vt: 55.8 km/h

Šířka deformace Lt: 1.499 m

Hmotnost mt: 1042 kg

Hloubka deformace

Počet míst měření: n = 2 n = 4 n = 6

C1 C2 C3 C4 C5 C6

0.505 0.516 0.513 0.516 0.475 0.439 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.498\ m$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.88\ km/h / cm$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 56563.8\ N/m$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 414241.1\ N/m^2$$
$$G = \frac{A^2}{2 \cdot B} : 3861.8\ N$$

<http://www-nd.nhtsa.dot.gov>

<http://www.ncac.qwu.edu>

Žádná deformace po b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 49.8\ km/h$$

Směr rázu (-45 - 45°): $\Theta : 0\ deg$

Defomační energie: Ed: 99863 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 49.6 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 4.98 km/h

Databanka NHTSA Defomace EBS

FORD

Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
2061	0206	FORD	ESCORT	1981	THREE DOOR HATCHBACK	1175.0	2.400	4.209	1.674	1.029	56.5	0.0
3531	0353	FORD	ESCORT	1981	THREE DOOR HATCHBACK	1074.0	2.393	4.158	1.674	0.991	56.6	30.0
3731	0373	FORD	ESCORT	1981	THREE DOOR HATCHBACK	1100.0	0.000	4.161	1.674	0.000	48.6	0.0
4071	0407	FORD	ESCORT	1982	FIVE DOOR HATCHBACK	1168.0	2.393	4.166	1.674	0.000	56.5	0.0
4521	0452	FORD	ESCORT	1982	FIVE DOOR HATCHBACK	1172.0	2.400	4.161	1.372	1.006	55.5	0.0
5091	0509	FORD	ESCORT	1982	THREE DOOR HATCHBACK	923.0	2.388	4.153	1.613	0.912	47.0	0.0
9602	0960	FORD	ESCORT	1983	THREE DOOR HATCHBACK	900.0	2.395	4.173	1.697	0.907	0.0	270.0
9612	0961	FORD	ESCORT	1983	THREE DOOR HATCHBACK	900.0	2.395	4.173	1.697	0.907	0.0	90.0
12161	1216	FORD	ESCORT	1985	THREE DOOR HATCHBACK	1254.0	2.388	4.082	1.692	0.686	16.3	0.0
12171	1217	FORD	ESCORT	1985	THREE DOOR HATCHBACK	1254.0	2.388	4.082	1.692	0.686	31.9	0.0
12181	1218	FORD	ESCORT	1985	THREE DOOR HATCHBACK	1254.0	2.388	4.082	1.692	0.686	32.0	0.0

Rychlost při testu vt: 47 km/h

Šířka deformace Lt: 1.613 m

Hmotnost mt: 923 kg

Hloubka deformace

Počet míst měření: n = 2 n = 4 n = 6

C1 C2 C3 C4 C5 C6

0.381 0.381 0.381 0.381 0.381 0.381 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.381\ m$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.92\ km/h / cm$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 48672.8\ N/m$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 372604.8\ N/m^2$$
$$G = \frac{A^2}{2 \cdot B} : 3179\ N$$

<http://www-nd.nhtsa.dot.gov>

<http://www.ncac.qwu.edu>

Žádná deformace po b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 49.7\ km/h$$

Směr rázu (-45 - 45°): $\Theta : 0\ deg$

Defomační energie: Ed: 87904 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 49.4 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 4.97 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 3, list 2

Databanka NHTSA Deformace EBS

NISSAN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
85441	8544	NISS...	ROGUE	2014	UTILITY VEHICLE	1658.0	2.706	4.640	1.835	1.129	32.7	285.0
85462	8546	NISS...	ROGUE	2014	UTILITY VEHICLE	1731.0	2.705	4.643	1.830	1.186	0.0	270.0
85881	8588	NISS...	ROGUE	2014	UTILITY VEHICLE	1815.0	2.708	4.644	1.825	1.234	56.6	0.0
89871	8987	NISS...	ROGUE	2015	UTILITY VEHICLE	1812.0	2.708	4.643	1.819	1.235	56.2	0.0
4641	0464	NISS...	SENTRA	1982	FOUR DOOR SEDAN	1114.0	2.400	4.239	1.621	1.125	56.6	0.0
5101	0510	NISS...	SENTRA	1982	FOUR DOOR SEDAN	888.0	2.400	4.239	1.621	0.930	47.3	0.0
7042	0704	NISS...	SENTRA	1982	TWO DOOR SEDAN	1061.0	2.403	4.244	1.623	1.130	0.0	280.0
8202	0820	NISS...	SENTRA	1982	TWO DOOR SEDAN	1078.0	2.413	4.242	1.638	1.146	0.0	280.0
8562	0856	NISS...	SENTRA	1983	TWO DOOR SEDAN	1080.0	2.400	4.229	1.626	1.097	0.0	280.0
13442	1344	NISS...	SENTRA	1985	TWO DOOR COUPE	905.0	2.400	4.196	1.626	0.889	0.0	0.0
13452	1345	NISS...	SENTRA	1985	TWO DOOR COUPE	905.0	2.400	4.196	1.626	0.889	0.0	0.0

Rychlost při testu vt: 47.3 km/h
Šířka deformace Lt: 1.621 m
Hmotnost mt: 888 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.381 0.391 0.411 0.417 0.422 0.432 m

Průměrná deformace:
$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.41 \text{ m}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
Konstanta tuhosti b0 : 12 km/h
$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.86 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 43724.7 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 314099 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 3043.4 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 47.2 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 76454 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 47 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.72 km/h

Databanka NHTSA Deformace EBS

MAZDA Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
8941	0894	MAZ...	323	1986	THREE DOOR HATCHBACK	1139.0	2.400	4.097	1.646	1.072	56.6	0.0
10472	1047	MAZ...	323	1986	THREE DOOR HATCHBACK	1120.0	2.400	4.120	1.646	0.935	0.0	180.0
14111	1411	MAZ...	323	1990	FOUR DOOR SEDAN	1243.0	2.504	4.348	1.671	1.074	47.6	0.0
15242	1524	MAZ...	323-PROT...	1990	FOUR DOOR SEDAN	1252.0	2.494	4.356	1.676	0.986	47.5	180.0
15601	1560	MAZ...	323-PROT...	1991	FOUR DOOR SEDAN	1286.0	2.499	4.356	1.674	1.029	57.1	0.0
21561	2156	MAZ...	323-PROT...	1995	FOUR DOOR SEDAN	1290.0	2.609	4.430	1.697	1.082	47.8	0.0
21611	2161	MAZ...	323-PROT...	1995	FOUR DOOR SEDAN	1282.0	2.605	4.430	1.475	1.094	56.6	180.0
22492	2249	MAZ...	323-PROT...	1995	FOUR DOOR SEDAN	1235.0	2.604	4.342	1.706	1.061	0.0	297.0
30011	3001	MAZ...	323-PROT...	1999	FOUR DOOR SEDAN	1321.0	2.610	4.415	0.000	1.133	56.4	0.0
31332	3133	MAZ...	323-PROT...	1999	FOUR DOOR SEDAN	1346.0	2.608	4.440	1.320	1.228	0.0	270.0
32402	3240	MAZ...	323-PROT...	1999	FOUR DOOR SEDAN	1311.0	2.603	4.420	0.000	1.044	0.0	180.0

Rychlost při testu vt: 56.6 km/h
Šířka deformace Lt: 1.448 m
Hmotnost mt: 1139 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.508 0.528 0.538 0.538 0.538 0.533 m

Průměrná deformace:
$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.533 \text{ m}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
Konstanta tuhosti b0 : 12 km/h
$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.84 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 61002.4 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 425775.5 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 4370 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 48.9 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 105167 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 48.7 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.89 km/h

Databanka NHTSA Deformace EBS

VOLKSWAGEN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
11171	1117	VOLK...	FOX	1988	TWO DOOR SEDAN	1225.0	2.362	4.143	1.461	1.067	56.5	0.0
2602	0260	VOLK...	GOLF	1985	THREE DOOR HATCHBACK	1202.0	2.466	4.013	1.664	1.077	0.0	180.0
8981	0898	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1189.0	2.471	4.013	1.664	0.947	48.4	330.0
9031	0903	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1214.0	2.479	4.011	1.671	0.965	48.3	330.0
9451	0945	VOLK...	GOLF	1986	FOUR DOOR SEDAN	1188.0	2.471	4.021	1.664	1.074	56.2	0.0
10531	1053	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	1232.0	2.469	3.973	1.656	1.092	47.5	0.0
18292	1829	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18302	1830	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18312	1831	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
12722	1272	VOLK...	GOLF	1988	THREE DOOR HATCHBACK	1207.0	2.479	4.011	1.651	1.034	0.0	334.0
20801	2080	VOLK...	GOLF	1994	FIVE DOOR HATCHBACK	1469.0	2.471	4.074	1.694	1.151	46.7	180.0

Rychlost při testu vt: 56.2 km/h
Šířka deformace Lt: 1.41 m
Hmotnost mt: 1188 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.503 0.526 0.544 0.549 0.546 0.528 m

Průměrná deformace:
$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.536 \text{ m}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
Konstanta tuhosti b0 : 12 km/h
$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.82 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 64320.6 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 441921.6 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 4680.9 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 49 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 110048 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 48.8 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.9 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 3, list 3

Databanka NHTSA

Defomace

EBS

VOLKSWAGEN

Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
11171	1117	VOLK...	FOX	1988	TWO DOOR SEDAN	1225.0	2.362	4.143	1.461	1.067	56.5	0.0
2602	0260	VOLK...	GOLF	1985	THREE DOOR HATCHBACK	1202.0	2.466	4.013	1.664	1.077	0.0	180.0
8981	0898	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1189.0	2.471	4.013	1.664	0.947	48.4	330.0
9031	0903	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1214.0	2.479	4.011	1.671	0.965	48.3	330.0
9451	0945	VOLK...	GOLF	1986	FOUR DOOR SEDAN	1188.0	2.471	4.021	1.664	1.074	56.2	0.0
10531	1053	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	1232.0	2.469	3.973	1.656	1.092	47.5	0.0
18292	1829	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18302	1830	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18312	1831	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
12722	1272	VOLK...	GOLF	1988	THREE DOOR HATCHBACK	1207.0	2.479	4.011	1.651	1.034	0.0	334.0
20801	2080	VOLK...	GOLF	1994	FIVE DOOR HATCHBACK	1469.0	2.471	4.074	1.694	1.151	46.7	180.0

Rychlost při testu

vt: 47.5 km/h

Šířka deformace

Lt: 1.41 m

Hmotnost

mt: 1232 kg

Hlubka deformace

Počet míst měření:

n = 2

n = 4

n = 6

C1

C2

C3

C4

C5

C6

0.442

0.47

0.478

0.485

0.465

0.447

m

Průměrná deformace:

$$C_{\text{Avg t}} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.469 \text{ m}$$

http://www-nrd.nhtsa.dot.gov

http://www.ncac.qwu.edu

Žádná deformace po

b0 : 12 km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{\text{Avg t}}} : 0.76 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 61303.7 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 387100.8 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 4854.2 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 46.1 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Defomační energie: Ed: 100866 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 45.8 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.61 km/h

Databanka NHTSA

Defomace

EBS

FORD

Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
1342	0134	FORD	FAIRMONT	1978	TWO DOOR SEDAN	1427.0	2.680	4.973	1.803	1.364	0.0	180.0
0921	0092	FORD	FAIRMONT	1979	FOUR DOOR SEDAN	1497.0	2.680	4.950	1.803	1.257	57.0	0.0
0842	0084	FORD	FAIRMONT	1980	FOUR DOOR SEDAN	1519.0	2.667	4.994	1.803	2.428	0.0	0.0
0852	0085	FORD	FAIRMONT	1980	FOUR DOOR SEDAN	1516.0	2.667	5.001	1.803	2.428	0.0	330.0
2801	0280	FORD	FAIRMONT	1980	STATION WAGON	2157.0	2.687	4.923	1.753	1.577	49.2	0.0
11871	1187	FORD	FESTIVA	1988	THREE DOOR HATCHBACK	993.0	2.296	3.559	1.605	0.996	56.0	0.0
12602	1260	FORD	FESTIVA	1988	THREE DOOR HATCHBACK	1136.0	2.273	3.543	1.608	1.618	0.0	180.0
17291	1729	FORD	FESTIVA	1992	THREE DOOR HATCHBACK	1034.0	2.289	3.581	1.582	1.008	56.2	0.0
0262	0026	FORD	FIESTA	1979	THREE DOOR HATCHBACK	1012.0	2.286	3.759	1.567	0.851	0.0	180.0
2631	0263	FORD	FIESTA	1979	TWO DOOR SEDAN	991.0	2.283	3.747	1.590	0.851	56.3	0.0
69892	6989	FORD	FIESTA	2011	FOUR DOOR SEDAN	1338.0	2.490	4.425	1.681	1.112	0.0	297.0

Rychlost při testu

vt: 56.2 km/h

Šířka deformace

Lt: 1.803 m

Hmotnost

mt: 1034 kg

Hlubka deformace

Počet míst měření:

n = 2

n = 4

n = 6

C1

C2

C3

C4

C5

C6

0.472

0.528

0.533

0.536

0.531

0.48

m

Průměrná deformace:

$$C_{\text{Avg t}} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.521 \text{ m}$$

http://www-nrd.nhtsa.dot.gov

http://www.ncac.qwu.edu

Žádná deformace po

b0 : 12 km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{\text{Avg t}}} : 0.85 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 45066.3 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 318729.6 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 3186 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 44.3 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Defomační energie: Ed: 78196 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 44.1 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.43 km/h

Databanka NHTSA

Defomace

EBS

MITSUBISHI

Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
68242	6824	MIT...	LANCER	2010	FOUR DOOR SEDAN	1558.0	2.635	4.574	1.749	1.161	0.0	297.0
77201	7720	MIT...	LANCER	2012	FOUR DOOR SEDAN	1596.0	2.634	4.572	1.742	1.147	56.3	0.0
17001	1700	MIT...	MIGHTY ...	1992	PICKUP TRUCK	1518.0	2.672	4.496	1.656	1.275	56.7	0.0
17951	1795	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1196.0	2.494	4.277	1.689	1.054	47.2	0.0
18001	1800	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1147.0	2.463	4.280	1.415	0.963	55.6	0.0
23141	2314	MIT...	MIRAGE	1996	TWO DOOR COUPE	1178.0	2.445	4.370	1.685	0.961	47.6	0.0
23721	2372	MIT...	MIRAGE	1996	TWO DOOR COUPE	1185.0	2.445	4.321	1.670	0.994	56.5	0.0
25342	2534	MIT...	MIRAGE	1997	FOUR DOOR SEDAN	1265.0	2.498	4.286	1.705	1.058	0.0	63.0
90301	9030	MIT...	MIRAGE	2015	FIVE DOOR HATCHBACK	1115.0	2.450	3.663	1.646	1.036	56.4	0.0
90311	9031	MIT...	MIRAGE	2015	FIVE DOOR HATCHBACK	993.0	2.450	3.640	1.646	1.058	32.3	285.0
90322	9032	MIT...	MIRAGE	2015	FIVE DOOR HATCHBACK	1069.0	2.450	3.708	1.646	1.071	0.0	297.0

Rychlost při testu

vt: 55.6 km/h

Šířka deformace

Lt: 1.415 m

Hmotnost

mt: 1147 kg

Hlubka deformace

Počet míst měření:

n = 2

n = 4

n = 6

C1

C2

C3

C4

C5

C6

0.48

0.578

0.633

0.633

0.578

0.5

m

Průměrná deformace:

$$C_{\text{Avg t}} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.582 \text{ m}$$

http://www-nrd.nhtsa.dot.gov

http://www.ncac.qwu.edu

Žádná deformace po

b0 : 12 km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{\text{Avg t}}} : 0.75 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 56188.6 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 350535.7 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 4503.3 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 45.6 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Defomační energie: Ed: 91955 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 45.4 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.56 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 3, list 4

Databanka NHTSA Defomace EBS

FORD Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
11181	1118	FORD	ESCORT	1987	FIVE DOOR HATCHBACK	1280.0	2.383	4.288	1.631	1.082	47.5	0.0
19481	1948	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	15.6	0.0
19491	1949	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	32.0	0.0
19501	1950	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	32.2	0.0
19511	1951	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	56.5	0.0
15231	1523	FORD	ESCORT	1991	TWO DOOR SEDAN	1254.0	2.489	4.298	1.694	0.970	56.2	0.0
19692	1969	FORD	ESCORT	1993	TWO DOOR COUPE	1237.0	2.477	4.351	1.689	1.008	0.0	180.0
20621	2062	FORD	ESCORT	1994	STATION WAGON	1369.0	2.502	4.343	1.630	1.051	56.3	0.0
22411	2241	FORD	ESCORT	1995	THREE DOOR HATCHBACK	1272.0	2.497	4.331	1.700	1.031	47.8	0.0
22641	2264	FORD	ESCORT	1995	FOUR DOOR SEDAN	1325.0	2.493	4.346	1.701	0.995	56.4	0.0
27801	2780	FORD	ESCORT	1995	THREE DOOR HATCHBACK	1165.0	2.495	99...	0.000	1.025	22.5	90.0

Rychlost při testu vt: 32.2 km/h
Šířka deformace Lt: 0.838 m
Hmotnost mt: 1135 kg

hloubka deformace
Počet míst měření: ☒ n = 2 ☐ n = 4 ☐ n = 6
C1 C2 C3 C4 C5 C6
0.122 0.371 0.635 0.638 0.244 0.069 m
Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.397$ m

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.51$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 63858.3$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 270972.5$ N/m^2
 $G = \frac{A^2}{2 \cdot B} : 7524.5$ N

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
Žádná deformace po

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 45.6 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Defomační energie: Ed: 91014 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 45.4 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.56 km/h

Databanka NHTSA Defomace EBS

FORD Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
11181	1118	FORD	ESCORT	1987	FIVE DOOR HATCHBACK	1280.0	2.383	4.288	1.631	1.082	47.5	0.0
19481	1948	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	15.6	0.0
19491	1949	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	32.0	0.0
19501	1950	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	32.2	0.0
19511	1951	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	56.5	0.0
15231	1523	FORD	ESCORT	1991	TWO DOOR SEDAN	1254.0	2.489	4.298	1.694	0.970	56.2	0.0
19692	1969	FORD	ESCORT	1993	TWO DOOR COUPE	1237.0	2.477	4.351	1.689	1.008	0.0	180.0
20621	2062	FORD	ESCORT	1994	STATION WAGON	1369.0	2.502	4.343	1.630	1.051	56.3	0.0
22411	2241	FORD	ESCORT	1995	THREE DOOR HATCHBACK	1272.0	2.497	4.331	1.700	1.031	47.8	0.0
22641	2264	FORD	ESCORT	1995	FOUR DOOR SEDAN	1325.0	2.493	4.346	1.701	0.995	56.4	0.0
27801	2780	FORD	ESCORT	1995	THREE DOOR HATCHBACK	1165.0	2.495	99...	0.000	1.025	22.5	90.0

Rychlost při testu vt: 56.5 km/h
Šířka deformace Lt: 0.838 m
Hmotnost mt: 1135 kg

hloubka deformace
Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.566 0.907 1.168 1.179 0.175 0.084 m
Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.751$ m

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.59$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 74329.9$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 367128.7$ N/m^2
 $G = \frac{A^2}{2 \cdot B} : 7524.5$ N

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
Žádná deformace po

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 50.3 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Defomační energie: Ed: 110997 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 50.1 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 5.03 km/h

Databanka NHTSA Defomace EBS

SUZUKI Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
9461	0946	SUZ...	SAMURAI	1986	UTILITY VEHICLE	1209.0	2.029	3.279	1.532	1.138	56.5	0.0
15631	1563	SUZ...	SWIFT	1991	THREE DOOR HATCHBACK	889.0	2.273	3.713	1.575	0.986	58.1	0.0
15891	1589	SUZ...	SIDEKICK	1991	UTILITY VEHICLE	1477.0	2.477	3.962	1.631	1.354	56.3	0.0
16082	1608	SUZ...	SIDEKICK	1991	UTILITY VEHICLE	1188.0	2.210	3.518	1.631	1.052	0.0	270.0
17472	1747	SUZ...	SIDEKICK	1989	CONVERTIBLE	1290.0	2.190	3.482	1.626	1.021	0.0	297.0
19921	1992	SUZ...	SWIFT	1994	FOUR DOOR SEDAN	1033.0	2.365	4.077	1.590	1.130	47.2	0.0
22541	2254	SUZ...	SIDEKICK	1995	UTILITY VEHICLE	1471.0	2.477	3.990	1.575	1.313	56.3	180.0
24322	2432	SUZ...	SIDEKICK	1996	UTILITY VEHICLE	1370.0	2.200	3.558	1.630	0.957	0.0	180.0
28252	2825	SUZ...	ESTEEM	1998	TWO DOOR SEDAN	1212.0	2.479	99...	0.000	0.945	0.0	180.0
30612	3061	SUZ...	VITARA	1999	UTILITY VEHICLE	1686.0	2.485	4.046	1.780	1.259	0.0	297.0
30881	3088	SUZ...	VITARA	1999	UTILITY VEHICLE	1576.0	2.480	4.180	1.695	1.275	47.4	0.0

Rychlost při testu vt: 47.2 km/h
Šířka deformace Lt: 1.321 m
Hmotnost mt: 1033 kg

hloubka deformace
Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.363 0.404 0.401 0.391 0.381 0.335 m
Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.385$ m

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.91$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 66165.3$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 503854.7$ N/m^2
 $G = \frac{A^2}{2 \cdot B} : 4344.4$ N

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
Žádná deformace po

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 54.7 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Defomační energie: Ed: 119170 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 54.4 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 5.47 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 3,

list 5

Databanka NHTSA Deformace EBS

GEO Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
19722	1972	GEO	METRO	1993	THREE DOOR HATCHBACK	964.0	2.266	3.747	1.593	0.953	0.0	180.0
45021	4502	GEO	METRO	1993	THREE DOOR HATCHBACK	892.0	2.265	3.745	1.592	1.041	67.8	0.0
22011	2201	GEO	METRO	1995	THREE DOOR HATCHBACK	995.0	2.357	3.772	1.590	1.024	47.6	0.0
22282	2228	GEO	METRO	1995	FOUR DOOR SEDAN	1100.0	2.372	4.202	1.570	1.091	0.0	297.0
22391	2239	GEO	METRO	1995	FOUR DOOR SEDAN	1125.0	2.375	4.161	1.390	1.117	56.6	180.0
26502	2650	GEO	METRO	1995	THREE DOOR HATCHBACK	1039.0	2.365	3.665	1.572	1.064	0.0	270.0
23392	2339	GEO	METRO	1996	THREE DOOR HATCHBACK	1002.0	2.365	3.660	1.556	1.086	0.0	297.0
34442	3444	GEO	METRO	1996	THREE DOOR HATCHBACK	1038.0	2.365	3.725	1.574	1.077	0.0	270.0
49652	4965	GEO	METRO	1997	THREE DOOR HATCHBACK	1031.0	2.635	3.671	1.576	1.085	0.0	15.0
49682	4968	GEO	METRO	1997	THREE DOOR HATCHBACK	1030.0	2.635	3.761	1.580	1.084	0.0	15.0
44201	4420	GEO	METRO	1998	TWO DOOR COUPE	1021.0	2.370	3.790	1.590	1.064	56.3	0.0

Rychlost při testu vt: 56.6 km/h
 Šířka deformace Lt: 1.39 m
 Hmotnost mt: 1125 kg

Hloubka deformace
 Počet míst měření: ☒ n = 2 ☐ n = 4 ☐ n = 6
 C1 C2 C3 C4 C5 C6
 0.506 0.6 0.635 0.609 0.653 0.525 m

Průměrná deformace:

$$C_{Avg} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.602 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Avg} t} : 0.74 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 55474.3 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 342206.6 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4496.4 \text{ N}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 45.6 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 90339 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 45.4 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.56 km/h

Databanka NHTSA Deformace EBS

NISSAN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
17681	1768	NISS...	SENTRA	1993	TWO DOOR COUPE	1244.0	2.428	4.328	1.671	0.975	47.2	0.0
18881	1888	NISS...	SENTRA	1993	FOUR DOOR SEDAN	1263.0	2.430	4.200	1.422	0.947	56.3	0.0
19861	1986	NISS...	SENTRA	1994	FOUR DOOR SEDAN	1263.0	2.413	4.323	1.656	0.988	47.2	0.0
22611	2261	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1268.0	2.538	4.275	1.682	1.038	47.6	0.0
22981	2298	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1293.0	2.537	4.088	1.704	0.995	56.3	0.0
23652	2365	NISS...	SENTRA	1996	FOUR DOOR SEDAN	1228.0	2.536	4.296	1.690	1.074	0.0	297.0
27062	2706	NISS...	SENTRA	1997	FOUR DOOR SEDAN	1307.0	2.535	4.261	1.668	1.085	0.0	270.0
27682	2768	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1323.0	2.536	4.281	1.676	1.039	0.0	297.0
27711	2771	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1288.0	2.532	4.320	1.692	1.068	56.6	180.0
28631	2863	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1230.0	2.535	4.342	1.692	1.040	47.5	0.0
28871	2887	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1229.0	2.535	4.342	1.692	1.038	39.9	0.0

Rychlost při testu vt: 56.6 km/h
 Šířka deformace Lt: 1.51 m
 Hmotnost mt: 1288 kg

Hloubka deformace
 Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6
 C1 C2 C3 C4 C5 C6
 0.445 0.5 0.545 0.551 0.54 0.485 m

Průměrná deformace:

$$C_{Avg} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.52 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Avg} t} : 0.86 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 67714.2 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 483796.7 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4738.8 \text{ N}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 48.7 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 118083 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 48.5 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.87 km/h

Databanka NHTSA Deformace EBS

NISSAN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
22611	2261	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1268.0	2.538	4.275	1.682	1.038	47.6	0.0
22981	2298	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1293.0	2.537	4.088	1.704	0.995	56.3	0.0
23652	2365	NISS...	SENTRA	1996	FOUR DOOR SEDAN	1228.0	2.536	4.296	1.690	1.074	0.0	297.0
27062	2706	NISS...	SENTRA	1997	FOUR DOOR SEDAN	1307.0	2.535	4.261	1.668	1.085	0.0	270.0
27682	2768	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1323.0	2.536	4.281	1.676	1.039	0.0	297.0
27711	2771	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1288.0	2.532	4.320	1.692	1.068	56.6	180.0
28631	2863	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1230.0	2.535	4.342	1.692	1.040	47.5	0.0
28871	2887	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1229.0	2.535	4.342	1.692	1.038	39.9	0.0
35621	3562	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1438.0	2.530	4.327	1.720	1.014	56.3	0.0
36121	3612	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1369.0	2.540	4.274	1.638	1.063	56.3	0.0
41992	4199	NISS...	SENTRA	2002	FOUR DOOR SEDAN	1323.0	2.531	4.502	1.700	1.157	0.0	297.0

Rychlost při testu vt: 47.5 km/h
 Šířka deformace Lt: 1.488 m
 Hmotnost mt: 1230 kg

Hloubka deformace
 Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6
 C1 C2 C3 C4 C5 C6
 0.397 0.431 0.475 0.49 0.468 0.471 m

Průměrná deformace:

$$C_{Avg} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.46 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Avg} t} : 0.77 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 59119 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 380534.3 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4592.3 \text{ N}$$

<http://www-nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 45.5 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 98115 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 45.2 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.55 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 3, list 6

Databanka NHTSA Defomace EBS

GEO Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
15341	1534	GEO	METRO	1991	CONVERTIBLE	975.0	2.261	3.706	1.588	1.031	47.6	0.0
16871	1687	GEO	METRO	1991	CONVERTIBLE	921.0	2.273	3.708	1.593	0.975	58.3	0.0
18971	1897	GEO	METRO	1993	CONVERTIBLE	988.0	2.261	4.509	1.549	1.008	47.2	0.0
19722	1972	GEO	METRO	1993	THREE DOOR HATCHBACK	964.0	2.266	3.747	1.593	0.953	0.0	180.0
45021	4502	GEO	METRO	1993	THREE DOOR HATCHBACK	892.0	2.265	3.745	1.592	1.041	67.8	0.0
22011	2201	GEO	METRO	1995	THREE DOOR HATCHBACK	995.0	2.357	3.772	1.590	1.024	47.6	0.0
22282	2228	GEO	METRO	1995	FOUR DOOR SEDAN	1100.0	2.372	4.202	1.570	1.091	0.0	297.0
22391	2239	GEO	METRO	1995	FOUR DOOR SEDAN	1125.0	2.375	4.161	1.390	1.117	56.6	180.0
26602	2660	GEO	METRO	1995	THREE DOOR HATCHBACK	1039.0	2.365	3.665	1.572	1.064	0.0	270.0
23392	2339	GEO	METRO	1996	THREE DOOR HATCHBACK	1002.0	2.365	3.660	1.556	1.086	0.0	297.0
34442	3444	GEO	METRO	1996	THREE DOOR HATCHBACK	1038.0	2.365	3.725	1.574	1.077	0.0	270.0

Rychlost při testu vt: 67.8 km/h
 Šířka deformace Lt: 1.301 m
 Hmotnost mt: 892 kg

hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.596	0.62	0.628	0.622	0.582	0.551

 Průměrná deformace:

$$C_{Ave t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.605 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.92 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 58542.4 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 449880 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 3809 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 55.5 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 0 deg

Defomační energie: Ed: 105941 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 55.2 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 5.55 km/h

Databanka NHTSA Defomace EBS

GEO Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
22391	2239	GEO	METRO	1995	FOUR DOOR SEDAN	1125.0	2.375	4.161	1.390	1.117	56.6	180.0
26602	2660	GEO	METRO	1995	THREE DOOR HATCHBACK	1039.0	2.365	3.665	1.572	1.064	0.0	270.0
23392	2339	GEO	METRO	1996	THREE DOOR HATCHBACK	1002.0	2.365	3.660	1.556	1.086	0.0	297.0
34442	3444	GEO	METRO	1996	THREE DOOR HATCHBACK	1038.0	2.365	3.725	1.574	1.077	0.0	270.0
49652	4965	GEO	METRO	1997	THREE DOOR HATCHBACK	1031.0	2.635	3.671	1.576	1.085	0.0	15.0
49682	4968	GEO	METRO	1997	THREE DOOR HATCHBACK	1030.0	2.635	3.761	1.580	1.084	0.0	15.0
44201	4420	GEO	METRO	1998	TWO DOOR COUPE	1021.0	2.370	3.790	1.590	1.064	56.3	0.0
45061	4506	GEO	METRO	1998	THREE DOOR HATCHBACK	1088.0	2.370	3.790	1.590	1.187	56.2	0.0
30721	3072	GEO	METRO	1999	THREE DOOR HATCHBACK	984.0	2.370	3.790	1.590	1.019	47.7	0.0
30781	3078	GEO	METRO	1999	THREE DOOR HATCHBACK	986.0	2.370	3.790	1.620	1.022	33.4	0.0
19312	1931	GEO	PRIZM	1993	FOUR DOOR SEDAN	1244.0	2.466	4.399	1.684	0.993	0.0	180.0

Rychlost při testu vt: 56.2 km/h
 Šířka deformace Lt: 1.402 m
 Hmotnost mt: 1088 kg

hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.446	0.632	0.686	0.681	0.637	0.462

 Průměrná deformace:

$$C_{Ave t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.618 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.71 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 51344.9 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 305743.4 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4311.3 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 44.3 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 0 deg

Defomační energie: Ed: 82356 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 44.1 km/h

☒ Restituce: k: 0.1

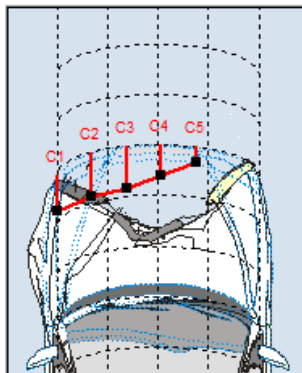
☐ Rychlost bodu rázu: v: 4.43 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 4, list 1

Stanovení EES vozidla Peugeot 406

Hloubky deformace použité pro výpočet v Crash 3:



Hloubka deformace

Počet míst měření:

C1	C2	C3	C4	C5	C6
0.36	0.43	0.41	0.31	0.16	0.075
L1	L2	L3	L4	L5	L6
0	0.34	0.69	1.03	1.38	1.726
C7	C8	C9	C10	C11	C12
0	0	0	0	0	0
L7	L8	L9	L10	L11	L12
0	0	0	0	0	0

Databanka NHTSA Deformace EBS

RENAULT

Partnery ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
2952	0295	REN...	18	1981	FOUR DOOR SEDAN	1219.0	2.438	4.503	1.689	0.988	0.0	180.0
3371	0337	REN...	18	1981	FOUR DOOR SEDAN	1274.0	2.438	4.547	1.679	1.021	55.5	30.0
3631	0363	REN...	18	1981	FOUR DOOR SEDAN	1247.0	2.436	4.539	1.689	1.054	56.6	0.0
3921	0392	REN...	5	1976	THREE DOOR HATCHBACK	980.0	2.400	3.592	1.400	1.057	46.7	0.0
6491	0649	REN...	ALLIANCE	1983	FOUR DOOR SEDAN	897.0	2.489	4.115	1.636	1.016	47.3	0.0
7561	0756	REN...	ALLIANCE	1984	TWO DOOR SEDAN	1116.0	2.477	4.171	1.651	1.138	56.0	0.0
7991	0799	REN...	ALLIANCE	1985	CONVERTIBLE	1275.0	2.484	4.171	1.651	1.087	56.2	0.0
10561	1056	REN...	ALLIANCE	1987	TWO DOOR SEDAN	1103.0	2.489	4.178	1.628	1.143	47.6	0.0
5612	0561	REN...	ENCORE	1984	FIVE DOOR HATCHBACK	1154.0	2.484	4.087	1.651	1.080	0.0	180.0
6321	0632	REN...	ENCORE	1984	FIVE DOOR HATCHBACK	1179.0	2.489	4.074	1.651	1.148	56.2	0.0
4631	0463	REN...	FUEGO	1982	TWO DOOR COUPE	1316.0	2.441	4.470	1.692	1.102	56.3	0.0

Rychlost při testu vt: 47.6 km/h

Šířka deformace Lt: 1.468 m

Hmotnost mt: 1103 kg

Hloubka deformace

Počet míst měření: ☐ n=2 ☐ n=4 ☒ n=6

C1	C2	C3	C4	C5	C6
0.417	0.419	0.427	0.419	0.406	0.411

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.417\ m$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.85\ km/h / cm$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 59393.6\ N/m$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 422544.4\ N/m^2$$
$$G = \frac{A^2}{2 \cdot B} : 4174.2\ N$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 41.9\ km/h$$

Směr rázu (-45 - 45°): $\theta : 10\ deg$

Deformační energie: Ed: 74752 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: 41.7 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 4.19 km/h

Databanka NHTSA Deformace EBS

MITSUBISHI

Partnery ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
13171	1317	MIT...	PRECIS	1989	FIVE DOOR HATCHBACK	1173.0	2.383	4.077	1.613	1.026	48.0	0.0
13671	1367	MIT...	ECLIPSE	1990	THREE DOOR HATCHBACK	1350.0	2.451	4.249	1.702	0.988	56.5	0.0
14011	1401	MIT...	PRECIS	1989	FOUR DOOR SEDAN	1193.0	2.375	4.077	1.697	1.052	47.5	0.0
14052	1405	MIT...	PRECIS	1989	FOUR DOOR SEDAN	1387.0	2.649	4.681	1.727	1.095	0.0	180.0
15481	1548	MIT...	GALANT	1991	FOUR DOOR SEDAN	1468.0	2.596	4.674	1.681	1.072	56.3	0.0
15561	1556	MIT...	GALANT	1991	FOUR DOOR SEDAN	1461.0	2.616	4.661	1.707	1.118	47.5	0.0
16611	1661	MIT...	DIAMANTE	1992	FOUR DOOR SEDAN	1759.0	2.718	4.831	1.773	1.110	47.6	0.0
17001	1700	MIT...	MIGHTY	1992	PICKUP TRUCK	1518.0	2.672	4.496	1.656	1.275	56.7	0.0
17522	1752	MIT...	PICKUP	1989	PICKUP TRUCK	1517.0	2.957	4.864	1.656	1.346	0.0	297.0
17951	1795	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1196.0	2.494	4.277	1.689	1.054	47.2	0.0
18001	1800	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1147.0	2.463	4.280	1.415	0.963	55.6	0.0

Rychlost při testu vt: 56.3 km/h

Šířka deformace Lt: 1.6 m

Hmotnost mt: 1468 kg

Hloubka deformace

Počet míst měření: ☐ n=2 ☐ n=4 ☒ n=6

C1	C2	C3	C4	C5	C6
0.559	0.589	0.592	0.592	0.569	0.559

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.58\ m$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.76\ km/h / cm$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 64864.7\ N/m$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 412717.7\ N/m^2$$
$$G = \frac{A^2}{2 \cdot B} : 5097.2\ N$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 37.1\ km/h$$

Směr rázu (-45 - 45°): $\theta : 10\ deg$

Deformační energie: Ed: 77898 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: 36.9 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.71 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 4, list 2

Databanka NHTSA Deformace EBS

MITSUBISHI Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
13171	1317	MIT...	PRECIS	1989	FIVE DOOR HATCHBACK	1173.0	2.383	4.077	1.613	1.026	48.0	0.0
13671	1367	MIT...	ECLIPSE	1990	THREE DOOR HATCHBACK	1350.0	2.451	4.249	1.702	0.988	56.5	0.0
14011	1401	MIT...	PRECIS	1989	FOUR DOOR SEDAN	1193.0	2.375	4.077	1.697	1.052	47.5	0.0
14052	1405	MIT...	GALANT	1989	FOUR DOOR SEDAN	1387.0	2.649	4.681	1.727	1.095	0.0	180.0
15481	1548	MIT...	GALANT	1991	FOUR DOOR SEDAN	1468.0	2.596	4.674	1.681	1.072	56.3	0.0
15561	1556	MIT...	GALANT	1991	FOUR DOOR SEDAN	1461.0	2.616	4.661	1.707	1.118	47.5	0.0
16611	1661	MIT...	DIAMANTE	1992	FOUR DOOR SEDAN	1759.0	2.718	4.831	1.773	1.110	47.6	0.0
17001	1700	MIT...	MIGHTY ...	1992	PICKUP TRUCK	1518.0	2.672	4.496	1.656	1.275	56.7	0.0
17522	1752	MIT...	PICKUP	1989	PICKUP TRUCK	1517.0	2.957	4.864	1.656	1.346	0.0	297.0
17951	1795	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1196.0	2.494	4.277	1.689	1.054	47.2	0.0
18001	1800	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1147.0	2.463	4.280	1.415	0.963	55.6	0.0

Rychlost při testu vt: 47.5 km/h
Šířka deformace Lt: 1.397 m
Hmotnost mt: 1461 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.47 0.455 0.472 0.472 0.45 0.419 m
Průměrná deformace:
$$C_{\text{ave t}} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.459 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
$$b_1 = \frac{v_t - b_0}{C_{\text{ave t}}} : 0.77 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 74942.8 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 483334.8 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 5810.1 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 40.1 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 10 deg

Deformační energie: Ed: 90489 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 39.9 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.01 km/h

Databanka NHTSA Deformace EBS

TOYOTA Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
5631	0563	TOY...	COROLLA	1983	STATION WAGON	1252.0	2.400	4.298	1.610	1.209	56.6	0.0
5602	0560	TOY...	COROLLA	1984	FOUR DOOR SEDAN	1222.0	2.431	4.224	1.636	1.003	0.0	180.0
6821	0682	TOY...	COROLLA	1984	TWO DOOR COUPE	1216.0	2.400	4.293	1.626	1.217	56.3	0.0
6851	0685	TOY...	COROLLA	1984	FOUR DOOR SEDAN	1184.0	2.426	4.196	1.636	1.059	56.2	0.0
11301	1130	TOY...	COROLLA	1988	THREE DOOR HATCHBACK	1247.0	2.436	4.069	1.435	1.062	55.7	0.0
13891	1389	TOY...	COROLLA	1990	FOUR DOOR SEDAN	1236.0	2.426	4.316	1.654	1.059	47.6	0.0
17711	1771	TOY...	COROLLA	1993	FOUR DOOR SEDAN	1229.0	2.576	4.378	1.684	1.110	56.0	0.0
22661	2266	TOY...	COROLLA	1993	FOUR DOOR SEDAN	1111.0	2.400	4.300	1.600	0.940	38.9	270.0
20191	2019	TOY...	COROLLA	1994	FOUR DOOR SEDAN	1271.0	2.469	4.371	1.689	1.064	47.6	0.0
20341	2034	TOY...	COROLLA	1994	FOUR DOOR SEDAN	1344.0	2.170	4.372	1.685	1.268	56.2	0.0
27791	2779	TOY...	COROLLA	1994	FOUR DOOR SEDAN	1196.0	2.470	99...	0.000	1.015	24.1	48.0

Rychlost při testu vt: 56 km/h
Šířka deformace Lt: 1.684 m
Hmotnost mt: 1229 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.435 0.476 0.495 0.512 0.519 0.495 m
Průměrná deformace:
$$C_{\text{ave t}} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.493 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
$$b_1 = \frac{v_t - b_0}{C_{\text{ave t}}} : 0.89 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 60261.4 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 447828.6 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 4054.5 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 40.4 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 10 deg

Deformační energie: Ed: 77353 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 40.2 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 4.04 km/h

Databanka NHTSA Deformace EBS

CHEVROLET Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
16661	1666	CHE...	CORSICA	1991	FOUR DOOR SEDAN	1292.0	2.624	4.658	1.732	1.031	58.3	0.0
18031	1803	CHE...	CORSICA	1991	FOUR DOOR SEDAN	1455.0	2.626	4.653	1.270	1.090	48.3	0.0
18721	1872	CHE...	CORSICA	1991	FOUR DOOR SEDAN	1459.0	2.629	4.651	1.750	1.120	48.3	0.0
19271	1927	CHE...	CORSICA	1991	FOUR DOOR SEDAN	1445.0	2.631	4.648	1.737	1.097	48.4	0.0
17701	1770	CHE...	CORSICA	1992	FOUR DOOR SEDAN	1301.0	2.639	4.661	1.732	1.087	58.7	0.0
17801	1780	CHE...	CORSICA	1992	FOUR DOOR SEDAN	1297.0	2.639	4.653	1.732	1.100	59.4	0.0
18961	1896	CHE...	CORSICA	1992	FOUR DOOR SEDAN	1315.0	2.642	4.648	1.732	1.085	58.1	0.0
18831	1883	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1297.0	2.639	4.653	1.727	1.163	64.9	0.0
19022	1902	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1451.0	2.626	4.648	1.732	1.133	0.0	0.0
19801	1980	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1315.0	2.634	4.653	1.732	1.756	62.4	330.0
24481	2448	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1400.0	2.624	4.640	1.744	1.068	65.7	345.0

Rychlost při testu vt: 59.4 km/h
Šířka deformace Lt: 1.732 m
Hmotnost mt: 1297 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
1.367 1.29 0.884 0.63 0.368 0.178 m
Průměrná deformace:
$$C_{\text{ave t}} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.789 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
$$b_1 = \frac{v_t - b_0}{C_{\text{ave t}}} : 0.6 \text{ km/h / cm}$$
$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 41660.5 \text{ N/m}$$
$$B = \frac{m_t \cdot b_1^2}{L_t} : 208593.1 \text{ N/m}^2$$
$$G = \frac{A^2}{2 \cdot B} : 4160.3 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 30.3 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 10 deg

Deformační energie: Ed: 46073 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 30.2 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.03 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 4, list 3

Databanka NHTSA Deformace EBS

▼ MITSUBISHI ▼ Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
60022	6002	MIT...	LANCER	2008	FOUR DOOR SEDAN	1523.0	2.640	4.584	1.742	1.135	0.0	297.0
60792	6079	MIT...	LANCER	2008	FOUR DOOR SEDAN	1549.0	2.637	4.578	1.725	1.100	0.0	297.0
68242	6824	MIT...	LANCER	2010	FOUR DOOR SEDAN	1558.0	2.635	4.574	1.749	1.161	0.0	297.0
77201	7720	MIT...	LANCER	2012	FOUR DOOR SEDAN	1596.0	2.634	4.572	1.742	1.147	56.3	0.0
17001	1700	MIT...	MIGHTY ...	1992	PICKUP TRUCK	1518.0	2.672	4.496	1.656	1.275	56.7	0.0
17951	1795	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1196.0	2.494	4.277	1.689	1.054	47.2	0.0
18001	1800	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1147.0	2.463	4.280	1.415	0.963	55.6	0.0
23141	2314	MIT...	MIRAGE	1996	TWO DOOR COUPE	1178.0	2.445	4.370	1.685	0.961	47.6	0.0
23721	2372	MIT...	MIRAGE	1996	TWO DOOR COUPE	1185.0	2.445	4.321	1.670	0.994	56.5	0.0
25342	2534	MIT...	MIRAGE	1997	FOUR DOOR SEDAN	1265.0	2.498	4.286	1.705	1.058	0.0	63.0
90301	9030	MIT...	MIRAGE	2015	FIVE DOOR HATCHBACK	1115.0	2.450	3.663	1.646	1.036	56.4	0.0

Rychlost při testu vt: 47.2 km/h
 Šířka deformace Lt: 1.384 m
 Hmotnost mt: 1196 kg

Hloubka deformace
 Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.389	0.412	0.462	0.465	0.422	0.381

Průměrná deformace:

$$C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.429 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.82 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 65622.7 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 448493.3 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4800.9 \text{ N}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 41.9 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 81163 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: km/h

☒ Restituce: k:

☐ Rychlost bodu rázu: v: km/h

Databanka NHTSA Deformace EBS

▼ MITSUBISHI ▼ Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
17522	1752	MIT...	PICKUP	1989	PICKUP TRUCK	1517.0	2.957	4.864	1.656	1.346	0.0	297.0
17951	1795	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1196.0	2.494	4.277	1.689	1.054	47.2	0.0
18001	1800	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1147.0	2.463	4.280	1.415	0.963	55.6	0.0
18211	1821	MIT...	3000 GT	1993	TWO DOOR COUPE	1687.0	2.464	4.559	1.842	1.046	47.2	0.0
18791	1879	MIT...	MONTERO	1993	UTILITY VEHICLE	2204.0	2.712	4.679	1.700	1.343	56.3	0.0
19751	1975	MIT...	GALANT	1994	FOUR DOOR SEDAN	1467.0	2.640	4.632	1.530	1.126	56.0	0.0
20962	2096	MIT...	GALANT	1994	FOUR DOOR SEDAN	1469.0	2.639	4.775	1.722	1.102	0.0	297.0
21921	2192	MIT...	ECLIPSE	1995	THREE DOOR HATCHBACK	1383.0	2.520	4.332	1.735	1.053	47.3	0.0
22172	2217	MIT...	GALANT	1995	FOUR DOOR SEDAN	1450.0	2.636	4.770	1.720	1.095	0.0	297.0
22311	2231	MIT...	MONTERO	1995	UTILITY VEHICLE	2252.0	2.725	4.555	1.695	1.499	56.5	180.0
22312	2232	MIT...	ECLIPSE	1995	TWO DOOR COUPE	1490.0	2.510	4.365	1.425	1.011	56.5	180.0

Rychlost při testu vt: 56 km/h
 Šířka deformace Lt: 1.53 m
 Hmotnost mt: 1467 kg

Hloubka deformace
 Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.492	0.493	0.551	0.486	0.469	0.436

Průměrná deformace:

$$C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.493 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.89 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 79300 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 590269.3 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 5326.8 \text{ N}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 42.4 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 101868 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: km/h

☒ Restituce: k:

☐ Rychlost bodu rázu: v: km/h

Databanka NHTSA Deformace EBS

▼ CHEVROLET ▼ Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
18961	1896	CHE...	CORSICA	1992	FOUR DOOR SEDAN	1315.0	2.642	4.648	1.732	1.085	58.1	0.0
18831	1883	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1297.0	2.639	4.653	1.727	1.163	64.9	0.0
19022	1902	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1451.0	2.626	4.648	1.732	1.133	0.0	0.0
19801	1980	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1315.0	2.634	4.653	1.732	1.756	62.4	330.0
24481	2448	CHE...	CORSICA	1993	FOUR DOOR SEDAN	1400.0	2.624	4.640	1.744	1.068	65.7	345.0
20301	2030	CHE...	CORSICA	1994	FOUR DOOR SEDAN	1456.0	2.630	4.621	1.326	1.121	56.3	0.0
21241	2124	CHE...	CORSICA	1994	FOUR DOOR SEDAN	1467.0	2.637	4.658	1.750	1.092	47.5	0.0
21441	2144	CHE...	CORSICA	1994	FOUR DOOR SEDAN	1423.0	2.637	4.656	1.746	1.289	66.4	330.0
6131	0613	CHE...	CORVETTE	1984	TWO DOOR COUPE	1669.0	2.438	4.468	1.803	1.265	55.8	0.0
52802	5280	CHE...	CORVETTE	2005	TWO DOOR COUPE	1589.0	2.686	4.420	1.836	1.378	0.0	297.0
71581	7158	CHE...	CRUZE	2011	FOUR DOOR SEDAN	1631.0	2.690	4.609	1.750	1.183	56.2	0.0

Rychlost při testu vt: 47.5 km/h
 Šířka deformace Lt: 1.316 m
 Hmotnost mt: 1467 kg

Hloubka deformace
 Počet míst měření: ☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.427	0.457	0.554	0.513	0.432	0.389

Průměrná deformace:

$$C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.473 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.75 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 77499.9 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 484921 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 6193 \text{ N}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 40.4 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 92462 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: km/h

☒ Restituce: k:

☐ Rychlost bodu rázu: v: km/h

Stanovení EES vozidla v Crash 3

Příloha č. 4,

list 4

Databanka NHTSA Deformace EBS

VOLKSWAGEN

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
84531	8453	VOLK...	JETTA	2014	FOUR DOOR SEDAN	1537.0	2.652	4.633	1.780	1.335	32.8	285.0
84512	8451	VOLK...	JETTA HY...	2014	FOUR DOOR SEDAN	1765.0	2.652	4.636	1.783	1.385	0.0	297.0
45071	4507	VOLK...	OTHER	2000	THREE DOOR HATCHBACK	1097.0	2.323	3.527	1.639	0.942	48.0	0.0
22081	2208	VOLK...	PASSAT	1995	FOUR DOOR SEDAN	1650.0	2.623	4.596	1.715	1.113	56.3	0.0
32391	3239	VOLK...	PASSAT	2000	FOUR DOOR SEDAN	1695.0	2.715	4.650	0.000	1.222	55.9	0.0
32892	3289	VOLK...	PASSAT	2000	FOUR DOOR SEDAN	1713.0	2.704	4.670	1.718	1.238	0.0	297.0
45411	4541	VOLK...	PASSAT	2000	FOUR DOOR SEDAN	1637.0	2.702	4.675	1.740	1.207	50.4	0.0
54862	5486	VOLK...	PASSAT	2006	FOUR DOOR SEDAN	1810.0	2.710	4.781	1.813	1.236	0.0	297.0
62841	6284	VOLK...	PASSAT	2006	UTILITY VEHICLE	1684.0	2.710	4.780	1.807	1.128	32.1	285.0
75261	7526	VOLK...	PASSAT	2012	FOUR DOOR SEDAN	1755.0	2.805	4.866	1.790	1.353	56.1	0.0
83881	8388	VOLK...	PASSAT	2013	FOUR DOOR SEDAN	1745.0	2.806	4.860	1.785	1.372	39.6	0.0

Rychlost při testu vt: 56.3 km/h
 Šířka deformace Lt: 1.575 m
 Hmotnost mt: 1650 kg

Počet míst měření: n = 2 n = 4 n = 6
 C1 C2 C3 C4 C5 C6
 0.5 0.652 0.685 0.653 0.623 0.415 m

Průměrná deformace: $C_{Ave} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.614$ m

Konstanta tuhosti $b_1 = \frac{v_t - b_0}{C_{Ave} t} : 0.72$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 69975.2$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 420656.5$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 5820.1$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 35.9 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 10$ deg

Deformační energie: Ed: 82221 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 35.8 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.59 km/h

Databanka NHTSA Deformace EBS

NISSAN

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
22981	2298	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1293.0	2.537	4.088	1.704	0.995	56.3	0.0
23652	2365	NISS...	SENTRA	1996	FOUR DOOR SEDAN	1228.0	2.536	4.296	1.690	1.074	0.0	297.0
27062	2706	NISS...	SENTRA	1997	FOUR DOOR SEDAN	1307.0	2.535	4.261	1.668	1.085	0.0	270.0
27682	2768	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1323.0	2.536	4.281	1.676	1.039	0.0	297.0
27711	2771	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1288.0	2.532	4.320	1.692	1.068	56.6	180.0
28631	2863	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1230.0	2.535	4.342	1.692	1.040	47.5	0.0
28871	2887	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1229.0	2.535	4.342	1.692	1.038	39.9	0.0
35621	3562	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1438.0	2.530	4.327	1.720	1.014	56.3	0.0
36121	3612	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1369.0	2.540	4.274	1.638	1.063	56.3	0.0
41992	4199	NISS...	SENTRA	2002	FOUR DOOR SEDAN	1323.0	2.531	4.502	1.700	1.157	0.0	297.0
46951	4695	NISS...	SENTRA	2003	FOUR DOOR SEDAN	1404.0	2.535	4.508	1.710	1.139	47.9	0.0

Rychlost při testu vt: 56.6 km/h
 Šířka deformace Lt: 1.51 m
 Hmotnost mt: 1288 kg

Počet míst měření: n = 2 n = 4 n = 6
 C1 C2 C3 C4 C5 C6
 0.445 0.5 0.545 0.551 0.54 0.485 m

Průměrná deformace: $C_{Ave} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.52$ m

Konstanta tuhosti $b_1 = \frac{v_t - b_0}{C_{Ave} t} : 0.86$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 67714.2$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 483796.7$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 4738.8$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 41.5 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 10$ deg

Deformační energie: Ed: 85385 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 41.2 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 4.15 km/h

Databanka NHTSA Deformace EBS

HONDA

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
27692	2769	HON...	ACCORD	1998	FOUR DOOR SEDAN	1588.0	2.710	4.708	1.754	1.128	0.0	270.0
27782	2778	HON...	ACCORD	1991	FOUR DOOR SEDAN	1311.0	2.719	99...	0.000	1.081	29.5	285.0
28041	2804	HON...	CRV	1998	UTILITY VEHICLE	1661.0	2.655	4.370	0.000	1.266	56.5	0.0
28151	2815	HON...	ACCORD	1998	TWO DOOR SEDAN	1630.0	2.655	4.705	1.785	1.093	57.0	180.0
28361	2836	HON...	ACCORD	1998	FOUR DOOR SEDAN	1541.0	2.710	4.910	1.790	1.135	47.7	0.0
28621	2862	HON...	ACCORD	1998	FOUR DOOR SEDAN	1530.0	2.715	4.795	1.785	1.142	47.9	0.0
28861	2886	HON...	ACCORD	1998	FOUR DOOR SEDAN	1530.0	2.715	4.795	1.785	1.153	39.5	0.0
29011	2901	HON...	ACCORD	1995	FOUR DOOR SEDAN	1502.0	2.718	4.639	1.720	1.127	29.6	270.0
29141	2914	HON...	ACCORD	1997	FOUR DOOR SEDAN	1523.0	2.713	4.690	1.780	1.111	56.8	330.0
29151	2915	HON...	ACCORD	1997	FOUR DOOR SEDAN	1521.0	2.710	4.742	1.780	1.105	56.8	330.0
29162	2916	HON...	ACCORD	1997	FOUR DOOR SEDAN	1550.0	2.718	4.702	1.779	1.154	0.0	90.0

Rychlost při testu vt: 47.7 km/h
 Šířka deformace Lt: 1.525 m
 Hmotnost mt: 1541 kg

Počet míst měření: n = 2 n = 4 n = 6
 C1 C2 C3 C4 C5 C6
 0.254 0.456 0.57 0.475 0.39 0.28 m

Průměrná deformace: $C_{Ave} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.432$ m

Konstanta tuhosti $b_1 = \frac{v_t - b_0}{C_{Ave} t} : 0.83$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 77392$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 533459.4$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 5613.8$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 40.2 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 10$ deg

Deformační energie: Ed: 96070 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 40 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 4.02 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 4, list 5

Databanka NHTSA Deformace EBS

MITSUBISHI Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
29842	2984	MIT...	GALANT	1999	FOUR DOOR SEDAN	1591.0	2.648	4.763	1.727	1.149	0.0	297.0
29942	2994	MIT...	GALANT	1999	FOUR DOOR SEDAN	1606.0	2.648	4.750	1.747	1.159	0.0	270.0
30041	3004	MIT...	GALANT	1999	FOUR DOOR SEDAN	1608.0	2.748	4.697	1.745	1.130	56.2	0.0
32062	3206	MIT...	ECLIPSE	2000	TWO DOOR COUPE	1540.0	2.574	4.175	1.756	1.054	0.0	297.0
35152	3515	MIT...	GALANT	2001	FOUR DOOR SEDAN	1581.0	2.648	4.777	1.742	1.130	0.0	297.0
35411	3541	MIT...	GALANT	2001	FOUR DOOR SEDAN	2074.0	99...	99...	0.000	9.999	0.0	0.0
37312	3731	MIT...	ECLIPSE	2001	THREE DOOR HATCHBACK	1636.0	2.570	4.433	1.756	1.017	0.0	297.0
38971	3897	MIT...	ECLIPSE	2002	THREE DOOR HATCHBACK	1512.0	2.570	4.462	1.750	1.047	56.0	0.0
39042	3904	MIT...	MONTER...	2002	UTILITY VEHICLE	2137.0	2.722	4.595	1.400	1.331	0.0	270.0
39512	3951	MIT...	LANCER	2002	FOUR DOOR SEDAN	1393.0	2.596	4.473	1.697	1.101	0.0	297.0
40901	4090	MIT...	LANCER	2002	FOUR DOOR SEDAN	1411.0	2.600	4.497	1.628	1.033	56.3	0.0

Rychlost při testu vt: 56.2 km/h
 Šířka deformace Lt: 1.82 m
 Hmotnost mt: 1608 kg

Hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
 C1 C2 C3 C4 C5 C6
 0.265 0.501 0.574 0.582 0.499 0.306 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.488 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.91 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 74050.2 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 558574 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4908.4 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 39.3 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 10 deg

Deformační energie: Ed: 95713 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 39.1 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.93 km/h

Databanka NHTSA Deformace EBS

HONDA Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
35582	3558	HON...	INSIGHT	2001	TWO DOOR COUPE	937.0	2.400	3.921	1.654	1.055	0.0	297.0
35652	3565	HON...	CIVIC	2001	TWO DOOR COUPE	1283.0	2.616	4.437	1.692	1.232	0.0	117.0
35921	3592	HON...	CIVIC	2001	FOUR DOOR SEDAN	1301.0	99...	99...	0.000	9.999	0.0	0.0
36101	3610	HON...	CIVIC	2001	FOUR DOOR SEDAN	1297.0	2.620	4.256	1.712	1.147	56.5	0.0
36111	3611	HON...	ACCORD	2001	FOUR DOOR SEDAN	1564.0	2.714	4.613	1.782	1.168	56.3	0.0
37871	3787	HON...	ACCORD	2001	FOUR DOOR SEDAN	1520.0	2.606	4.810	1.787	1.135	48.1	0.0
38011	3801	HON...	ACCORD	2001	FOUR DOOR SEDAN	1555.0	2.710	4.800	1.525	1.159	47.9	0.0
38071	3807	HON...	ACCORD	2001	FOUR DOOR SEDAN	1556.0	2.707	4.782	1.525	1.157	40.2	0.0
38752	3875	HON...	ODYSSEY	2002	VAN	2213.0	3.003	5.128	1.939	1.389	0.0	270.0
39132	3913	HON...	ODYSSEY	2002	MINIVAN	2248.0	3.004	5.072	1.918	1.414	0.0	297.0
40822	4082	HON...	CRV	2002	UTILITY VEHICLE	1722.0	2.619	4.353	1.772	1.241	0.0	297.0

Rychlost při testu vt: 48.1 km/h
 Šířka deformace Lt: 1.787 m
 Hmotnost mt: 1520 kg

Hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
 C1 C2 C3 C4 C5 C6
 0.25 0.437 0.456 0.439 0.377 0.273 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.394 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.92 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 72143.3 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 550700.6 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4725.5 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 40 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 10 deg

Deformační energie: Ed: 93769 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 39.8 km/h

☒ Restituce: k: 0.1

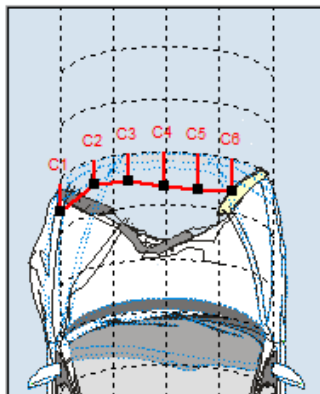
☐ Rychlost bodu rázu: v: 4 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 5, list 1

Stanovení EES vozidla Daewoo Nexia

Hloubky deformace použité pro výpočet v Crash 3:



Hloubka deformace

Počet míst měření:

C1	C2	C3	C4	C5	C6
0.26	0.22	0.25	0.32	0.33	0.3
L1	L2	L3	L4	L5	L6
0	0.32	0.65	0.98	1.31	1.63
C7	C8	C9	C10	C11	C12
0	0	0	0	0	0
L7	L8	L9	L10	L11	L12
0	0	0	0	0	0

Databanka NHTSA | Deformace | EBS

VOLKSWAGEN

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
8981	0898	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1189.0	2.471	4.013	1.664	0.947	48.4	330.0
9031	0903	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1214.0	2.479	4.011	1.671	0.965	48.3	330.0
9451	0945	VOLK...	GOLF	1986	FOUR DOOR SEDAN	1188.0	2.471	4.021	1.664	1.074	56.2	0.0
10531	1053	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	1232.0	2.469	3.973	1.656	1.092	47.5	0.0
18292	1829	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18302	1830	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18312	1831	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
12722	1272	VOLK...	GOLF	1988	THREE DOOR HATCHBACK	1207.0	2.479	4.011	1.651	1.034	0.0	334.0
20801	2080	VOLK...	GOLF	1994	FIVE DOOR HATCHBACK	1469.0	2.471	4.074	1.694	1.151	46.7	180.0
22272	2227	VOLK...	GOLF	1995	FIVE DOOR HATCHBACK	1441.0	2.471	4.083	1.684	1.088	0.0	297.0
2772	0277	VOLK...	JETTA	1981	FOUR DOOR SEDAN	1202.0	2.413	4.333	1.610	0.980	0.0	180.0

Rychlost při testu vt: 47.5 km/h
Šířka deformace Lt: 1.41 m
Hmotnost mt: 1232 kg

Hloubka deformace
Počet míst měření: n = 2 ☒ n = 4 ☐ n = 6 ☐
C1 C2 C3 C4 C5 C6
0.442 0.47 0.478 0.485 0.465 0.447 m
Průměrná deformace:
 $C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.469$ m

Konstanta tuhosti
 $b_0 : 12$ km/h
 $b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.76$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 61303.7$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 387100.8$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 4854.2$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 36.4 \text{ km/h}$$

Směr rázu (-45° - 45°): deg

Deformační energie: Ed: 63014 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 36.2 km/h

☒ Restituce: k: 0.1
☐ Rychlost bodu rázu: v: 3.64 km/h

Databanka NHTSA | Deformace | EBS

NISSAN

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
11452	1145	NISS...	SENTRA	1987	TWO DOOR SEDAN	1139.0	2.426	4.288	1.648	1.201	0.0	6.0
14852	1485	NISS...	SENTRA	1987	TWO DOOR SEDAN	1156.0	2.426	4.280	1.641	1.080	0.0	334.0
11571	1157	NISS...	SENTRA	1988	STATION WAGON	1213.0	2.428	4.371	1.636	1.095	56.6	0.0
15381	1538	NISS...	SENTRA	1991	FOUR DOOR SEDAN	1284.0	2.428	4.328	1.674	1.039	56.6	0.0
15531	1553	NISS...	SENTRA	1991	FOUR DOOR SEDAN	1236.0	2.403	4.300	1.656	1.031	47.2	0.0
18622	1862	NISS...	SENTRA	1992	FOUR DOOR SEDAN	1275.0	2.431	4.326	1.669	1.039	0.0	270.0
18632	1863	NISS...	SENTRA	1992	FOUR DOOR SEDAN	1258.0	2.431	4.331	1.669	1.024	0.0	270.0
20082	2008	NISS...	SENTRA	1992	FOUR DOOR SEDAN	1225.0	2.445	4.223	1.650	1.076	0.0	297.0
20122	2012	NISS...	SENTRA	1992	FOUR DOOR SEDAN	1229.0	2.435	4.215	1.668	1.068	54.0	297.0
17681	1768	NISS...	SENTRA	1993	TWO DOOR COUPE	1244.0	2.428	4.328	1.671	0.975	47.2	0.0
18881	1888	NISS...	SENTRA	1993	FOUR DOOR SEDAN	1263.0	2.430	4.200	1.422	0.947	56.3	0.0

Rychlost při testu vt: 56.6 km/h
Šířka deformace Lt: 1.321 m
Hmotnost mt: 1284 kg

Hloubka deformace
Počet míst měření: n = 2 ☐ n = 4 ☐ n = 6 ☒
C1 C2 C3 C4 C5 C6
0.63 0.648 0.676 0.683 0.681 0.676 m
Průměrná deformace:
 $C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.668$ m

Konstanta tuhosti
 $b_0 : 12$ km/h
 $b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.67$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 60071.3$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 334128.9$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 5399.9$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 34.7 \text{ km/h}$$

Směr rázu (-45° - 45°): deg

Deformační energie: Ed: 59792 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 34.6 km/h

☒ Restituce: k: 0.1
☐ Rychlost bodu rázu: v: 3.47 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 5, list 2

Databanka NHTSA Deformace EBS

FORD

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
11871	1187	FORD	FESTIVA	1988	THREE DOOR HATCHBACK	993.0	2.296	3.559	1.605	0.996	56.0	0.0
12602	1260	FORD	FESTIVA	1988	THREE DOOR HATCHBACK	1136.0	2.273	3.543	1.608	1.618	0.0	180.0
17291	1729	FORD	FESTIVA	1992	THREE DOOR HATCHBACK	1034.0	2.299	3.581	1.582	1.008	56.2	0.0
0262	0026	FORD	FIESTA	1979	THREE DOOR HATCHBACK	1012.0	2.286	3.759	1.567	0.851	0.0	180.0
2631	0263	FORD	FIESTA	1979	TWO DOOR SEDAN	991.0	2.283	3.747	1.590	0.851	56.3	0.0
69892	6989	FORD	FIESTA	2011	FOUR DOOR SEDAN	1338.0	2.490	4.425	1.681	1.112	0.0	297.0
69961	6996	FORD	FIESTA	2011	FOUR DOOR SEDAN	1359.0	2.497	4.419	1.683	1.091	56.5	0.0
74272	7427	FORD	FIESTA	2011	FOUR DOOR SEDAN	1365.0	2.489	4.414	1.685	1.194	0.0	353.0
74282	7428	FORD	FIESTA	2011	FOUR DOOR SEDAN	1371.0	2.489	4.416	1.686	1.177	0.0	345.0
78981	7898	FORD	FIESTA	2011	FOUR DOOR SEDAN	1286.0	2.493	4.385	1.681	1.074	39.6	0.0
84891	8489	FORD	FIESTA	2014	FOUR DOOR SEDAN	1243.0	2.500	4.415	1.690	1.128	32.5	0.0

Rychlost při testu vt: 56.2 km/h
Šířka deformace Lt: 1.803 m
Hmotnost mt: 1034 kg

hloubka deformace
Počet míst měření: n = 2 n = 4 n = 6
C1 C2 C3 C4 C5 C6
0.472 0.528 0.533 0.536 0.531 0.48 m

Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^n C_i + \frac{C_n}{2}}{n-1} : 0.521$ m

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.85$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 45066.3$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 318729.6$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 3186$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 34.7 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 10$ deg

Deformační energie: Ed: 47975 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 34.5 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.47 km/h

Databanka NHTSA Deformace EBS

MITSUBISHI

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
14052	1405	MIT...	GALANT	1989	FOUR DOOR SEDAN	1387.0	2.649	4.681	1.727	1.095	0.0	180.0
15481	1548	MIT...	GALANT	1991	FOUR DOOR SEDAN	1468.0	2.596	4.674	1.681	1.072	56.3	0.0
15561	1556	MIT...	GALANT	1991	FOUR DOOR SEDAN	1461.0	2.616	4.661	1.707	1.118	47.5	0.0
16611	1661	MIT...	DIAMANTE	1992	FOUR DOOR SEDAN	1759.0	2.718	4.831	1.773	1.110	47.6	0.0
17001	1700	MIT...	MIGHTY ...	1992	PICKUP TRUCK	1518.0	2.672	4.496	1.656	1.275	56.7	0.0
17522	1752	MIT...	PICKUP	1989	PICKUP TRUCK	1517.0	2.957	4.864	1.656	1.346	0.0	297.0
17951	1795	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1196.0	2.494	4.277	1.689	1.054	47.2	0.0
18001	1800	MIT...	MIRAGE	1993	FOUR DOOR SEDAN	1147.0	2.463	4.280	1.415	0.963	55.6	0.0
18211	1821	MIT...	3000 GT	1993	TWO DOOR COUPE	1687.0	2.464	4.559	1.842	1.046	47.2	0.0
18791	1879	MIT...	MONTERO	1993	UTILITY VEHICLE	2204.0	2.712	4.679	1.700	1.343	56.3	0.0
19751	1975	MIT...	GALANT	1994	FOUR DOOR SEDAN	1467.0	2.640	4.632	1.530	1.126	56.0	0.0

Rychlost při testu vt: 55.6 km/h
Šířka deformace Lt: 1.415 m
Hmotnost mt: 1147 kg

hloubka deformace
Počet míst měření: n = 2 n = 4 n = 6
C1 C2 C3 C4 C5 C6
0.48 0.578 0.633 0.633 0.578 0.5 m

Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^n C_i + \frac{C_n}{2}}{n-1} : 0.582$ m

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.75$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 56188.6$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 350535.7$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 4503.3$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 36.1 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 10$ deg

Deformační energie: Ed: 57560 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 35.9 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.61 km/h

Databanka NHTSA Deformace EBS

HONDA

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
19261	1926	HON...	CIVIC	1992	THREE DOOR HATCHBACK	1203.0	2.571	3.988	1.689	1.039	48.3	0.0
19322	1932	HON...	DEL SOL	1993	TWO DOOR COUPE	1223.0	2.370	4.001	1.694	0.983	0.0	180.0
19431	1943	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1082.0	2.578	4.069	1.689	0.973	7.6	0.0
19441	1944	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1082.0	2.578	4.069	1.689	0.973	24.0	0.0
19451	1945	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1082.0	2.578	4.069	1.689	0.973	23.8	0.0
19461	1946	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1082.0	2.578	4.069	1.689	0.973	32.0	0.0
19471	1947	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1082.0	2.578	4.069	1.689	0.973	55.3	0.0
19521	1952	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1060.0	2.565	4.079	1.692	1.036	15.8	0.0
19531	1953	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1060.0	2.565	4.079	1.692	1.036	32.2	0.0
19541	1954	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1060.0	2.565	4.079	1.692	1.036	32.0	0.0
19551	1955	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1060.0	2.565	4.079	1.692	1.036	56.3	0.0

Rychlost při testu vt: 56.3 km/h
Šířka deformace Lt: 1.626 m
Hmotnost mt: 1082 kg

hloubka deformace
Počet míst měření: n = 2 n = 4 n = 6
C1 C2 C3 C4 C5 C6
0.003 0.434 0.894 0.927 0.782 0.254 m

Průměrná deformace:
 $C_{Ave t} = \frac{C_1 + \sum_{i=2}^n C_i + \frac{C_n}{2}}{n-1} : 0.633$ m

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.gwu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave t}} : 0.7$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 43113.6$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 251399.6$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 3696.9$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 32.2 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 10$ deg

Deformační energie: Ed: 43392 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 32.1 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.22 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 5, list 3

Databanka NHTSA Defomace EBS

HONDA

Partnery ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
19531	1953	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1060.0	2.565	4.079	1.692	1.036	32.2	0.0
19541	1954	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1060.0	2.565	4.079	1.692	1.036	32.0	0.0
19551	1955	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1060.0	2.565	4.079	1.692	1.036	56.3	0.0
19572	1957	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1122.0	2.570	4.070	1.690	1.120	0.0	340.0
19582	1958	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1132.0	2.580	4.072	1.724	1.126	0.0	0.0
19592	1959	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1121.0	2.565	4.060	1.695	1.098	0.0	340.0
20782	2078	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1122.0	2.570	4.085	1.702	1.140	0.0	340.0
23291	2329	HON...	CIVIC	1993	TWO DOOR COUPE	1137.0	10...	4.070	0.000	0.000	47.8	0.0
20661	2066	HON...	CIVIC	1994	FOUR DOOR SEDAN	1249.0	2.618	4.385	1.710	1.103	56.5	0.0
26292	2629	HON...	CIVIC	1994	THREE DOOR HATCHBACK	1150.0	9.999	4.067	0.999	0.999	0.0	0.0
59862	5986	HON...	CIVIC	1995	FOUR DOOR SEDAN	1249.0	2.616	4.374	1.695	1.117	0.0	63.0

Rychlost při testu vt: 56.5 km/h

Šířka deformace Lt: 1.445 m

Hmotnost mt: 1249 kg

Hloubka deformace

Počet míst měření:

☐ n = 2 ☐ n = 4 ☒ n = 6

C1 C2 C3 C4 C5 C6

0.465 0.628 0.637 0.631 0.607 0.495 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.597\ m$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.75\ km/h / cm$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 59696.3\ N/m$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 371059.1\ N/m^2$$

$$G = \frac{A^2}{2 \cdot B} : 4802\ N$$

<http://www.nrd.nhtsa.dot.gov>

<http://www.ncac.gwu.edu>

Žádná deformace po

b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 35.6\ km/h$$

Směr rázu (-45 - 45°): $\theta : 10\ deg$

Deformační energie: Ed: 61092 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 35.4 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.56 km/h

Databanka NHTSA Defomace EBS

FORD

Partnery ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
8951	0895	FORD	AEROSTAR	1986	VAN	1608.0	3.028	4.465	1.765	1.328	56.6	0.0
9771	0977	FORD	AEROSTAR	1987	VAN	1641.0	3.010	4.468	1.824	1.323	56.5	0.0
21231	2123	FORD	ASPIRE	1994	THREE DOOR HATCHBACK	1084.0	2.322	3.866	0.000	1.001	47.8	180.0
21291	2129	FORD	ASPIRE	1995	FIVE DOOR HATCHBACK	1124.0	2.382	3.978	1.370	1.000	56.8	180.0
25002	2500	FORD	ASPIRE	1997	THREE DOOR HATCHBACK	1111.0	2.310	3.702	1.674	0.952	0.0	63.0
2221	0222	FORD	BRONCO	1980	UTILITY VEHICLE	2206.0	2.667	4.445	1.956	1.397	47.3	0.0
6701	0670	FORD	BRONCO	1984	UTILITY VEHICLE	1471.0	2.517	4.084	1.588	1.283	47.6	0.0
18771	1877	FORD	BRONCO	1993	UTILITY VEHICLE	2501.0	2.667	4.680	0.000	1.381	56.5	0.0
20041	2004	FORD	BRONCO	1994	PICKUP TRUCK	2447.0	2.648	4.674	2.026	1.385	56.2	0.0
5801	0580	FORD	BRONCO II	1984	UTILITY VEHICLE	1744.0	2.393	4.084	1.588	1.265	57.0	0.0
6422	0642	FORD	BRONCO II	1984	UTILITY VEHICLE	1758.0	2.388	4.021	1.656	1.288	0.0	180.0

Rychlost při testu vt: 56.8 km/h

Šířka deformace Lt: 1.37 m

Hmotnost mt: 1124 kg

Hloubka deformace

Počet míst měření:

☐ n = 2 ☐ n = 4 ☒ n = 6

C1 C2 C3 C4 C5 C6

0.484 0.559 0.594 0.61 0.574 0.502 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.566\ m$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.79\ km/h / cm$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 60128.9\ N/m$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 396610.2\ N/m^2$$

$$G = \frac{A^2}{2 \cdot B} : 4558\ N$$

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Žádná deformace po

b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 38\ km/h$$

Směr rázu (-45 - 45°): $\theta : 10\ deg$

Deformační energie: Ed: 62602 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 37.8 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.8 km/h

Databanka NHTSA Defomace EBS

NISSAN

Partnery ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
22981	2298	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1293.0	2.537	4.088	1.704	0.995	56.3	0.0
23652	2365	NISS...	SENTRA	1996	FOUR DOOR SEDAN	1228.0	2.536	4.296	1.690	1.074	0.0	297.0
27062	2706	NISS...	SENTRA	1997	FOUR DOOR SEDAN	1307.0	2.535	4.261	1.668	1.085	0.0	270.0
27682	2768	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1323.0	2.536	4.281	1.676	1.039	0.0	297.0
27711	2771	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1288.0	2.532	4.320	1.692	1.068	56.6	180.0
28631	2863	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1230.0	2.535	4.342	1.692	1.040	47.5	0.0
28871	2887	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1229.0	2.535	4.342	1.692	1.038	39.9	0.0
35621	3562	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1438.0	2.530	4.327	1.720	1.014	56.3	0.0
36121	3612	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1369.0	2.540	4.274	1.638	1.063	56.3	0.0
41992	4199	NISS...	SENTRA	2002	FOUR DOOR SEDAN	1323.0	2.531	4.502	1.700	1.157	0.0	297.0
46951	4695	NISS...	SENTRA	2003	FOUR DOOR SEDAN	1404.0	2.535	4.508	1.710	1.139	47.9	0.0

Rychlost při testu vt: 47.5 km/h

Šířka deformace Lt: 1.488 m

Hmotnost mt: 1230 kg

Hloubka deformace

Počet míst měření:

☐ n = 2 ☐ n = 4 ☒ n = 6

C1 C2 C3 C4 C5 C6

0.397 0.431 0.475 0.49 0.468 0.471 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.46\ m$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.77\ km/h / cm$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 59119\ N/m$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 380534.3\ N/m^2$$

$$G = \frac{A^2}{2 \cdot B} : 4592.3\ N$$

<http://www.nrd.nhtsa.dot.gov>

<http://www.ncac.gwu.edu>

Žádná deformace po

b0 : 12 km/h

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 35.9\ km/h$$

Směr rázu (-45 - 45°): $\theta : 10\ deg$

Deformační energie: Ed: 61104 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 35.7 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.59 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 5, list 4

Databanka NHTSA Deformace EBS

GEO

Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
34442	3444	GEO	METRO	1996	THREE DOOR HATCHBACK	1038.0	2.365	3.725	1.574	1.077	0.0	270.0
49652	4965	GEO	METRO	1997	THREE DOOR HATCHBACK	1031.0	2.635	3.671	1.576	1.085	0.0	15.0
49682	4968	GEO	METRO	1997	THREE DOOR HATCHBACK	1030.0	2.635	3.761	1.580	1.084	0.0	15.0
44201	4420	GEO	METRO	1998	TWO DOOR COUPE	1021.0	2.370	3.790	1.590	1.064	56.3	0.0
45051	4505	GEO	METRO	1998	THREE DOOR HATCHBACK	1088.0	2.370	3.790	1.590	1.107	56.2	0.0
30721	3072	GEO	METRO	1999	THREE DOOR HATCHBACK	984.0	2.370	3.790	1.590	1.019	47.7	0.0
30781	3078	GEO	METRO	1999	THREE DOOR HATCHBACK	986.0	2.370	3.790	1.620	1.022	33.4	0.0
19312	1931	GEO	PRIZM	1993	FOUR DOOR SEDAN	1244.0	2.466	4.399	1.684	0.993	0.0	180.0
24402	2440	GEO	PRIZM	1996	FOUR DOOR SEDAN	1326.0	2.450	4.288	1.680	0.953	0.0	180.0
19952	1995	GEO	TRACKER	1991	UTILITY VEHICLE	1292.0	2.210	3.528	1.630	1.085	0.0	297.0
16831	1683	GEO	TRACKER	1992	UTILITY VEHICLE	1320.0	2.200	3.625	1.631	1.140	47.2	0.0

Rychlost při testu vt: 56.2 km/h

Šířka deformace Lt: 1.402 m

Hmotnost mt: 1088 kg

Hloubka deformace

Počet míst měření:

☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.446	0.632	0.686	0.681	0.637	0.462

Průměrná deformace:

$$C_{Ave\ t} = \frac{\frac{C_1}{2} + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.618 \text{ m}$$

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Žádná deformace po

b0 : 12 km/h

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.71 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 51344.9 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 305743.4 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4311.3 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 35.2 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 10 deg

Deformační energie: Ed: 51949 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: 35 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.52 km/h

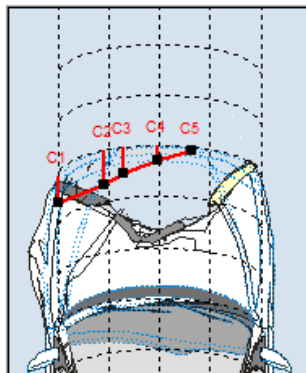
Stanovení EES vozidla v Crash 3

Příloha č. 6,

list 1

Stanovení EES vozidla Škoda Felicia Combi

Hloubky deformace použité pro výpočet v Crash 3:



Hloubka deformace

Počet míst měření:

C1	C2	C3	C4	C5	C6
0.26	0.34	0.26	0.15	0.03	0.2
L1	L2	L3	L4	L5	L6
0	0.46	0.65	0.98	1.32	1.63
C7	C8	C9	C10	C11	C12
0	0	0	0	0	0
L7	L8	L9	L10	L11	L12
0	0	0	0	0	0

Databanka NHTSA Deformace EBS

MAZDA

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
8941	0894	MAZ...	323	1986	THREE DOOR HATCHBACK	1139.0	2.400	4.097	1.646	1.072	56.6	0.0
10472	1047	MAZ...	323	1986	THREE DOOR HATCHBACK	1120.0	2.400	4.120	1.646	0.935	0.0	180.0
14111	1411	MAZ...	323	1990	FOUR DOOR SEDAN	1243.0	2.504	4.348	1.671	1.074	47.6	0.0
15242	1524	MAZ...	323-PROT...	1990	FOUR DOOR SEDAN	1252.0	2.494	4.356	1.676	0.986	47.5	180.0
15601	1560	MAZ...	323-PROT...	1991	FOUR DOOR SEDAN	1286.0	2.499	4.356	1.674	1.029	57.1	0.0
21561	2156	MAZ...	323-PROT...	1995	FOUR DOOR SEDAN	1290.0	2.609	4.430	1.697	1.082	47.8	0.0
21611	2161	MAZ...	323-PROT...	1995	FOUR DOOR SEDAN	1282.0	2.605	4.430	1.475	1.094	56.6	180.0
22492	2249	MAZ...	323-PROT...	1995	FOUR DOOR SEDAN	1235.0	2.604	4.342	1.706	1.061	0.0	297.0
30011	3001	MAZ...	323-PROT...	1999	FOUR DOOR SEDAN	1321.0	2.610	4.415	0.000	1.133	56.4	0.0
31332	3133	MAZ...	323-PROT...	1999	FOUR DOOR SEDAN	1346.0	2.608	4.440	1.320	1.228	0.0	270.0
32402	3240	MAZ...	323-PROT...	1999	FOUR DOOR SEDAN	1311.0	2.603	4.420	0.000	1.044	0.0	180.0

Rychlost při testu: vt: 56.6 km/h

Šířka deformace: Lt: 1.448 m

Hmotnost: mt: 1139 kg

Hloubka deformace

Počet míst měření: ☐ n=2 ☐ n=4 ☒ n=6

C1	C2	C3	C4	C5	C6
0.508	0.528	0.538	0.538	0.538	0.533

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.533 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t^2 - b_0}{C_{Ave\ t}} : 0.84 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 61002.4 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 425775.5 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4370 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 30.4 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 7 \text{ deg}$

Defomační energie: Ed: 40483 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 30.2 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.04 km/h

Databanka NHTSA Deformace EBS

VOLKSWAGEN

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
10521	1052	VOLK...	FOX	1987	TWO DOOR SEDAN	1184.0	2.367	4.145	1.473	1.125	56.8	0.0
11171	1117	VOLK...	FOX	1988	TWO DOOR SEDAN	1225.0	2.362	4.143	1.461	1.067	56.5	0.0
2602	0260	VOLK...	GOLF	1985	THREE DOOR HATCHBACK	1202.0	2.466	4.013	1.664	1.077	0.0	180.0
8981	0898	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1189.0	2.471	4.013	1.664	0.947	48.4	330.0
9031	0903	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1214.0	2.479	4.011	1.671	0.965	48.3	330.0
9451	0945	VOLK...	GOLF	1986	FOUR DOOR SEDAN	1188.0	2.471	4.021	1.664	1.074	56.2	0.0
10531	1053	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	1232.0	2.469	3.973	1.656	1.092	47.5	0.0
18292	1829	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18302	1830	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18312	1831	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
12722	1272	VOLK...	GOLF	1988	THREE DOOR HATCHBACK	1207.0	2.479	4.011	1.651	1.034	0.0	334.0

Rychlost při testu: vt: 56.2 km/h

Šířka deformace: Lt: 1.41 m

Hmotnost: mt: 1188 kg

Hloubka deformace

Počet míst měření: ☐ n=2 ☐ n=4 ☒ n=6

C1	C2	C3	C4	C5	C6
0.503	0.526	0.544	0.549	0.546	0.528

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.536 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t^2 - b_0}{C_{Ave\ t}} : 0.82 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 64320.6 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 441921.6 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4680.9 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 30.5 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 7 \text{ deg}$

Defomační energie: Ed: 42512 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 30.3 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.05 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 6, list 2

Databanka NHTSA Deformace EBS

VOLKSWAGEN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
10521	1052	VOLK...	FOX	1987	TWO DOOR SEDAN	1184.0	2.367	4.145	1.473	1.125	56.8	0.0
11171	1117	VOLK...	FOX	1988	TWO DOOR SEDAN	1225.0	2.362	4.143	1.461	1.067	56.5	0.0
2602	0260	VOLK...	GOLF	1985	THREE DOOR HATCHBACK	1202.0	2.466	4.013	1.664	1.077	0.0	180.0
8981	0898	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1189.0	2.471	4.013	1.664	0.947	48.4	330.0
9031	0903	VOLK...	GOLF	1986	THREE DOOR HATCHBACK	1214.0	2.479	4.011	1.671	0.965	48.3	330.0
9451	0945	VOLK...	GOLF	1986	FOUR DOOR SEDAN	1188.0	2.471	4.021	1.664	1.074	56.2	0.0
10531	1053	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	1232.0	2.469	3.973	1.656	1.092	47.5	0.0
18292	1829	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18302	1830	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
18312	1831	VOLK...	GOLF	1987	FIVE DOOR HATCHBACK	972.0	2.477	4.013	1.656	0.991	0.0	315.0
12722	1272	VOLK...	GOLF	1988	THREE DOOR HATCHBACK	1207.0	2.479	4.011	1.651	1.034	0.0	334.0

Rychlost při testu vt: 47.5 km/h
Šířka deformace Lt: 1.41 m
Hmotnost mt: 1232 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.442 0.47 0.478 0.485 0.465 0.447 m
Průměrná deformace:
 $C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.469$ m

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.76$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 61303.7$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 387100.8$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 4854.2$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 28.9 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 39725 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 28.8 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.89 km/h

Databanka NHTSA Deformace EBS

HONDA Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
8632	0863	HON...	CIVIC	1982	FOUR DOOR SEDAN	1113.0	2.322	4.100	1.582	1.153	0.0	280.0
6691	0669	HON...	CIVIC	1984	TWO DOOR COUPE	1048.0	2.210	3.683	1.580	1.013	56.5	0.0
6941	0694	HON...	CIVIC	1984	STATION WAGON	1139.0	2.456	3.995	1.384	1.135	56.2	0.0
7051	0705	HON...	CIVIC	1984	THREE DOOR HATCHBACK	1048.0	2.352	3.795	1.613	1.057	57.0	0.0
9232	0923	HON...	CIVIC	1984	TWO DOOR COUPE	972.0	2.200	3.673	1.623	0.927	0.0	180.0
11521	1152	HON...	CIVIC	1988	THREE DOOR HATCHBACK	1153.0	2.454	3.965	1.692	1.072	56.3	0.0
12762	1276	HON...	CIVIC	1988	FOUR DOOR SEDAN	1683.0	2.502	4.229	1.664	1.232	0.0	180.0
20261	2026	HON...	CIVIC	1988	THREE DOOR HATCHBACK	994.0	0.000	0.000	0.000	0.965	49.6	270.0
23992	2399	HON...	CIVIC	1990	THREE DOOR HATCHBACK	989.0	2.500	4.288	1.695	0.858	0.0	270.0
24002	2400	HON...	CIVIC	1990	THREE DOOR HATCHBACK	989.0	2.500	4.288	1.695	0.858	0.0	270.0
24012	2401	HON...	CIVIC	1990	THREE DOOR HATCHBACK	989.0	2.500	4.288	1.695	0.858	0.0	270.0

Rychlost při testu vt: 56.3 km/h
Šířka deformace Lt: 1.554 m
Hmotnost mt: 1153 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.455 0.483 0.49 0.495 0.475 0.452 m
Průměrná deformace:
 $C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.479$ m

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.92$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 63496.7$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 489064.2$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 4122$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 31.2 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 43341 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 31.1 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.12 km/h

Databanka NHTSA Deformace EBS

NISSAN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
18431	1843	NISS...	SENTRA	1985	FOUR DOOR SEDAN	1042.0	2.393	4.171	1.626	0.884	23.7	0.0
18441	1844	NISS...	SENTRA	1985	FOUR DOOR SEDAN	1042.0	2.393	4.171	1.626	0.884	32.0	0.0
18451	1845	NISS...	SENTRA	1985	FOUR DOOR SEDAN	1042.0	2.393	4.171	1.626	0.884	56.3	0.0
11102	1110	NISS...	SENTRA	1987	TWO DOOR SEDAN	1110.0	2.433	4.277	1.636	0.963	0.0	180.0
11452	1145	NISS...	SENTRA	1987	TWO DOOR SEDAN	1139.0	2.426	4.288	1.648	1.201	0.0	6.0
14852	1485	NISS...	SENTRA	1987	TWO DOOR SEDAN	1156.0	2.426	4.280	1.641	1.080	0.0	334.0
11571	1157	NISS...	SENTRA	1988	STATION WAGON	1213.0	2.428	4.371	1.636	1.095	56.6	0.0
15381	1538	NISS...	SENTRA	1991	FOUR DOOR SEDAN	1284.0	2.428	4.328	1.674	1.039	56.6	0.0
15531	1553	NISS...	SENTRA	1991	FOUR DOOR SEDAN	1236.0	2.403	4.300	1.656	1.031	47.2	0.0
18622	1862	NISS...	SENTRA	1992	FOUR DOOR SEDAN	1275.0	2.431	4.326	1.669	1.039	0.0	270.0
18632	1863	NISS...	SENTRA	1992	FOUR DOOR SEDAN	1258.0	2.431	4.331	1.669	1.024	0.0	270.0

Rychlost při testu vt: 56.6 km/h
Šířka deformace Lt: 1.321 m
Hmotnost mt: 1284 kg

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.63 0.648 0.676 0.683 0.681 0.676 m
Průměrná deformace:
 $C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.668$ m

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qvu.edu>
Žádná deformace po
b0 : 12 km/h
Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.67$ km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 60071.3$ N/m
 $B = \frac{m_t \cdot b_1^2}{L_t} : 334128.9$ N/m²
 $G = \frac{A^2}{2 \cdot B} : 5399.9$ N

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 27.7 \text{ km/h}$$

Směr rázu (-45 - 45°): deg

Deformační energie: Ed: 38041 J

$$E_d = \sum_{i=1}^{n-1} w_i \cdot \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 27.6 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.77 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 6,

list 3

Databanka NHTSA Deformace EBS

FORD

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
16532	1653	FORD	ESCORT	1986	THREE DOOR HATCHBACK	971.0	0.000	0.000	1.626	2.537	0.0	270.0
16542	1654	FORD	ESCORT	1986	THREE DOOR HATCHBACK	971.0	1.981	4.072	1.626	2.537	0.0	270.0
9971	0997	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1243.0	2.388	4.247	1.674	1.001	55.8	0.0
11181	1118	FORD	ESCORT	1987	FIVE DOOR HATCHBACK	1280.0	2.383	4.288	1.631	1.082	47.5	0.0
19481	1948	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	15.6	0.0
19491	1949	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	32.0	0.0
19501	1950	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	32.2	0.0
19511	1951	FORD	ESCORT	1987	THREE DOOR HATCHBACK	1135.0	2.388	4.216	1.676	0.912	56.5	0.0
15231	1523	FORD	ESCORT	1991	TWO DOOR SEDAN	1254.0	2.489	4.298	1.694	0.970	56.2	0.0
19692	1969	FORD	ESCORT	1993	TWO DOOR COUPE	1237.0	2.477	4.351	1.689	1.008	0.0	180.0
20621	2062	FORD	ESCORT	1994	STATION WAGON	1369.0	2.502	4.343	1.630	1.051	56.3	0.0

Rychlost při testu vt: 56.5 km/h
 Šířka deformace Lt: 0.838 m
 Hmotnost mt: 1135 kg

hloubka deformace
 Počet míst měření: n = 2 n = 4 n = 6
 C1 C2 C3 C4 C5 C6
 0.566 0.907 1.168 1.179 0.175 0.084 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.751 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.59 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 74329.9 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 367128.7 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 7524.5 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 32.6 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 0 deg

Deformační energie: Ed: 46408 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 32.4 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.26 km/h

Databanka NHTSA Deformace EBS

HONDA

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
20391	2039	HON...	ACCORD	1992	FOUR DOOR SEDAN	1534.0	2.715	4.630	1.720	1.158	48.8	0.0
20401	2040	HON...	ACCORD	1992	FOUR DOOR SEDAN	1536.0	2.715	4.630	1.720	1.155	48.8	0.0
20411	2041	HON...	ACCORD	1992	FOUR DOOR SEDAN	1532.0	2.715	4.630	1.720	1.159	56.5	0.0
20421	2042	HON...	ACCORD	1992	FOUR DOOR SEDAN	1523.0	2.715	4.630	1.720	1.162	56.5	0.0
20481	2048	HON...	ACCORD	1994	FOUR DOOR SEDAN	1509.0	2.715	4.675	1.580	1.131	56.6	0.0
20661	2066	HON...	CIVIC	1994	FOUR DOOR SEDAN	1249.0	2.618	4.385	1.710	1.103	56.5	0.0
20782	2078	HON...	CIVIC	1993	THREE DOOR HATCHBACK	1122.0	2.570	4.085	1.702	1.140	0.0	340.0
20872	2087	HON...	ACCORD	1994	FOUR DOOR SEDAN	1452.0	2.718	4.666	1.783	1.163	0.0	297.0
22471	2247	HON...	ODYSSEY	1995	VAN	1775.0	2.830	4.760	0.000	1.247	46.5	180.0
22631	2263	HON...	ODYSSEY	1995	VAN	1830.0	2.830	4.717	1.791	1.226	56.2	0.0
23291	2329	HON...	CIVIC	1993	TWO DOOR COUPE	1137.0	10.000	4.070	0.000	0.000	47.8	0.0

Rychlost při testu vt: 56.5 km/h
 Šířka deformace Lt: 1.445 m
 Hmotnost mt: 1249 kg

hloubka deformace
 Počet míst měření: n = 2 n = 4 n = 6
 C1 C2 C3 C4 C5 C6
 0.465 0.628 0.637 0.631 0.607 0.495 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.597 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.75 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 59696.3 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 371059.1 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4802 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 28.3 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 0 deg

Deformační energie: Ed: 38556 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 28.1 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 2.83 km/h

Databanka NHTSA Deformace EBS

FORD

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
8951	0895	FORD	AEROSTAR	1986	VAN	1608.0	3.028	4.465	1.765	1.328	56.6	0.0
9771	0977	FORD	AEROSTAR	1987	VAN	1641.0	3.010	4.468	1.824	1.323	56.5	0.0
21231	2123	FORD	ASPIRE	1994	THREE DOOR HATCHBACK	1084.0	2.322	3.866	0.000	1.001	47.8	180.0
21291	2129	FORD	ASPIRE	1995	FIVE DOOR HATCHBACK	1124.0	2.382	3.978	1.370	1.000	56.8	180.0
25002	2500	FORD	ASPIRE	1997	THREE DOOR HATCHBACK	1111.0	2.310	3.702	1.674	0.952	0.0	63.0
2221	0222	FORD	BRONCO	1980	UTILITY VEHICLE	2206.0	2.667	4.445	1.956	1.397	47.3	0.0
6701	0670	FORD	BRONCO	1984	UTILITY VEHICLE	1471.0	2.517	4.084	1.588	1.283	47.6	0.0
18771	1877	FORD	BRONCO	1993	UTILITY VEHICLE	2501.0	2.667	4.680	0.000	1.381	56.5	0.0
20041	2004	FORD	BRONCO	1994	PICKUP TRUCK	2447.0	2.648	4.674	2.026	1.385	56.2	0.0
5801	0580	FORD	BRONCO II	1984	UTILITY VEHICLE	1744.0	2.393	4.084	1.588	1.265	57.0	0.0
6422	0642	FORD	BRONCO II	1984	UTILITY VEHICLE	1758.0	2.388	4.021	1.656	1.288	0.0	180.0

Rychlost při testu vt: 56.8 km/h
 Šířka deformace Lt: 1.37 m
 Hmotnost mt: 1124 kg

hloubka deformace
 Počet míst měření: n = 2 n = 4 n = 6
 C1 C2 C3 C4 C5 C6
 0.484 0.559 0.594 0.61 0.574 0.502 m

Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + \frac{C_n}{2}}{n-1} : 0.566 \text{ m}$$

Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.79 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 60128.9 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 39610.2 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4558 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 30.1 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 0 deg

Deformační energie: Ed: 39347 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 30 km/h

Restituce: k: 0.1

Rychlost bodu rázu: v: 3.01 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 6,

list 4

Databanka NHTSA Deformace EBS

GEO Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
15341	1534	GEO	METRO	1991	CONVERTIBLE	975.0	2.261	3.706	1.588	1.031	47.6	0.0
16871	1687	GEO	METRO	1991	CONVERTIBLE	921.0	2.273	3.708	1.593	0.975	58.3	0.0
18971	1897	GEO	METRO	1993	CONVERTIBLE	988.0	2.261	4.509	1.549	1.008	47.2	0.0
19722	1972	GEO	METRO	1993	THREE DOOR HATCHBACK	964.0	2.266	3.747	1.593	0.953	0.0	180.0
45021	4502	GEO	METRO	1993	THREE DOOR HATCHBACK	892.0	2.265	3.745	1.592	1.041	67.8	0.0
22011	2201	GEO	METRO	1995	THREE DOOR HATCHBACK	995.0	2.357	3.772	1.590	1.024	47.6	0.0
22282	2228	GEO	METRO	1995	FOUR DOOR SEDAN	1100.0	2.372	4.202	1.570	1.091	0.0	297.0
22391	2239	GEO	METRO	1995	FOUR DOOR SEDAN	1125.0	2.375	4.161	1.390	1.117	56.6	180.0
26602	2660	GEO	METRO	1995	THREE DOOR HATCHBACK	1039.0	2.365	3.665	1.572	1.064	0.0	270.0
23392	2339	GEO	METRO	1996	THREE DOOR HATCHBACK	1002.0	2.365	3.660	1.556	1.086	0.0	297.0
34442	3444	GEO	METRO	1996	THREE DOOR HATCHBACK	1038.0	2.365	3.725	1.574	1.077	0.0	270.0

Rychlost při testu vt: 56.6 km/h
Šířka deformace Lt: 1.39 m
Hmotnost mt: 1125 kg

http://www.nrd.nhtsa.dot.gov
http://www.ncac.qvu.edu
Žádná deformace po

b0 : 12 km/h

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave} t}$: 0.74 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 55474.3 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 342206.6 N/m²
 $G = \frac{A^2}{2 \cdot B}$: 4496.4 N

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.506 0.6 0.635 0.609 0.653 0.525 m
Průměrná deformace:
 $C_{Ave} t = \frac{C_1 + \sum_{i=2}^n C_i + C_n}{n - 1}$: 0.602 m

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 28.7 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 7 deg

Deformační energie: Ed: 35774 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 28.6 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.87 km/h

Databanka NHTSA Deformace EBS

NISSAN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
22981	2298	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1293.0	2.537	4.088	1.704	0.995	56.3	0.0
23652	2365	NISS...	SENTRA	1996	FOUR DOOR SEDAN	1228.0	2.536	4.296	1.690	1.074	0.0	297.0
27062	2706	NISS...	SENTRA	1997	FOUR DOOR SEDAN	1307.0	2.535	4.261	1.668	1.085	0.0	270.0
27682	2768	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1323.0	2.536	4.281	1.676	1.039	0.0	297.0
27711	2771	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1288.0	2.532	4.320	1.692	1.068	56.6	180.0
28631	2863	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1230.0	2.535	4.342	1.692	1.040	47.5	0.0
28871	2887	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1229.0	2.535	4.342	1.692	1.038	39.9	0.0
35621	3562	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1438.0	2.530	4.327	1.720	1.014	56.3	0.0
36121	3612	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1369.0	2.540	4.274	1.638	1.063	56.3	0.0
41992	4199	NISS...	SENTRA	2002	FOUR DOOR SEDAN	1323.0	2.531	4.502	1.700	1.157	0.0	297.0
46951	4695	NISS...	SENTRA	2003	FOUR DOOR SEDAN	1404.0	2.535	4.508	1.710	1.139	47.9	0.0

Rychlost při testu vt: 56.6 km/h
Šířka deformace Lt: 1.51 m
Hmotnost mt: 1288 kg

http://www.nrd.nhtsa.dot.gov
http://www.ncac.qvu.edu
Žádná deformace po

b0 : 12 km/h

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave} t}$: 0.86 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 67714.2 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 483796.7 N/m²
 $G = \frac{A^2}{2 \cdot B}$: 4738.8 N

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.445 0.5 0.545 0.551 0.54 0.485 m
Průměrná deformace:
 $C_{Ave} t = \frac{C_1 + \sum_{i=2}^n C_i + C_n}{n - 1}$: 0.52 m

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 30.2 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 7 deg

Deformační energie: Ed: 45219 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 30 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 3.02 km/h

Databanka NHTSA Deformace EBS

NISSAN Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
22981	2298	NISS...	SENTRA	1995	FOUR DOOR SEDAN	1293.0	2.537	4.088	1.704	0.995	56.3	0.0
23652	2365	NISS...	SENTRA	1996	FOUR DOOR SEDAN	1228.0	2.536	4.296	1.690	1.074	0.0	297.0
27062	2706	NISS...	SENTRA	1997	FOUR DOOR SEDAN	1307.0	2.535	4.261	1.668	1.085	0.0	270.0
27682	2768	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1323.0	2.536	4.281	1.676	1.039	0.0	297.0
27711	2771	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1288.0	2.532	4.320	1.692	1.068	56.6	180.0
28631	2863	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1230.0	2.535	4.342	1.692	1.040	47.5	0.0
28871	2887	NISS...	SENTRA	1998	FOUR DOOR SEDAN	1229.0	2.535	4.342	1.692	1.038	39.9	0.0
35621	3562	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1438.0	2.530	4.327	1.720	1.014	56.3	0.0
36121	3612	NISS...	SENTRA	2001	FOUR DOOR SEDAN	1369.0	2.540	4.274	1.638	1.063	56.3	0.0
41992	4199	NISS...	SENTRA	2002	FOUR DOOR SEDAN	1323.0	2.531	4.502	1.700	1.157	0.0	297.0
46951	4695	NISS...	SENTRA	2003	FOUR DOOR SEDAN	1404.0	2.535	4.508	1.710	1.139	47.9	0.0

Rychlost při testu vt: 47.5 km/h
Šířka deformace Lt: 1.488 m
Hmotnost mt: 1230 kg

http://www.nrd.nhtsa.dot.gov
http://www.ncac.qvu.edu
Žádná deformace po

b0 : 12 km/h

Konstanta tuhosti
 $b_1 = \frac{v_t - b_0}{C_{Ave} t}$: 0.77 km/h / cm
 $A = \frac{m_t \cdot b_0 \cdot b_1}{L_t}$: 59119 N/m
 $B = \frac{m_t \cdot b_1^2}{L_t}$: 380534.3 N/m²
 $G = \frac{A^2}{2 \cdot B}$: 4592.3 N

Hloubka deformace
Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6
C1 C2 C3 C4 C5 C6
0.397 0.431 0.475 0.49 0.468 0.471 m
Průměrná deformace:
 $C_{Ave} t = \frac{C_1 + \sum_{i=2}^n C_i + C_n}{n - 1}$: 0.46 m

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 28.5 \text{ km/h}$$

Směr rázu (-45 - 45°): θ : 7 deg

Deformační energie: Ed: 38470 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} \cdot (c_{i+1} + c_i) + G \right) \cdot (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 28.3 km/h

☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.85 km/h

Stanovení EES vozidla v Crash 3

Příloha č. 6, list 5

Databanka NHTSA | Deformace | EBS

▼ GEO ▼ Partnera ukázat

No.	Te...	Make	Model	Year	Body Style	Mas...	Wh...	Len...	Wi...	CO...	S...	PD...
26602	2660	GEO	METRO	1995	THREE DOOR HATCHBACK	1039.0	2.365	3.665	1.572	1.064	0.0	270.0
23392	2339	GEO	METRO	1996	THREE DOOR HATCHBACK	1002.0	2.365	3.660	1.556	1.086	0.0	297.0
34442	3444	GEO	METRO	1996	THREE DOOR HATCHBACK	1038.0	2.365	3.725	1.574	1.077	0.0	270.0
49652	4965	GEO	METRO	1997	THREE DOOR HATCHBACK	1031.0	2.635	3.671	1.576	1.085	0.0	15.0
49682	4968	GEO	METRO	1997	THREE DOOR HATCHBACK	1030.0	2.635	3.761	1.580	1.084	0.0	15.0
44201	4420	GEO	METRO	1998	TWO DOOR COUPE	1021.0	2.370	3.790	1.590	1.064	56.3	0.0
45061	4506	GEO	METRO	1998	THREE DOOR HATCHBACK	1088.0	2.370	3.790	1.590	1.187	56.2	0.0
30721	3072	GEO	METRO	1999	THREE DOOR HATCHBACK	984.0	2.370	3.790	1.590	1.019	47.7	0.0
30781	3078	GEO	METRO	1999	THREE DOOR HATCHBACK	986.0	2.370	3.790	1.620	1.022	33.4	0.0
19312	1931	GEO	PRIZM	1993	FOUR DOOR SEDAN	1244.0	2.466	4.399	1.684	0.993	0.0	180.0
24402	2440	GEO	PRIZM	1996	FOUR DOOR SEDAN	1326.0	2.450	4.288	1.680	0.953	0.0	180.0

Rychlost při testu vt: 56.2 km/h
 Šířka deformace Lt: 1.402 m
 Hmotnost mt: 1088 kg

Hloubka deformace
 Počet míst měření:
☐ n = 2 ☐ n = 4 ☒ n = 6

C1	C2	C3	C4	C5	C6
0.446	0.632	0.686	0.681	0.637	0.462

 Průměrná deformace:

$$C_{Ave\ t} = \frac{C_1 + \sum_{i=2}^{n-1} C_i + C_n}{n-1} : 0.618 \text{ m}$$

<http://www.nrd.nhtsa.dot.gov>
<http://www.ncac.qwu.edu>
 Žádná deformace po
 b0 : 12 km/h
 Konstanta tuhosti

$$b_1 = \frac{v_t - b_0}{C_{Ave\ t}} : 0.71 \text{ km/h / cm}$$

$$A = \frac{m_t \cdot b_0 \cdot b_1}{L_t} : 51344.9 \text{ N/m}$$

$$B = \frac{m_t \cdot b_1^2}{L_t} : 305743.4 \text{ N/m}^2$$

$$G = \frac{A^2}{2 \cdot B} : 4311.3 \text{ N}$$

$$EBS = \sqrt{\frac{2 \cdot E_d}{m}} : 28 \text{ km/h}$$

Směr rázu (-45 - 45°): $\theta : 0 \text{ deg}$

Deformační energie: Ed: 32887 J

$$E_d = \sum_{i=1}^{n-1} w_i \left(\frac{B}{6} \cdot \frac{c_{i+1}^3 - c_i^3}{c_{i+1} - c_i} + \frac{A}{2} (c_{i+1} + c_i) + G \right) (1 + \tan^2 \theta)$$

$$w_i = L_{i+1} - L_i$$

EES: EES: 27.9 km/h

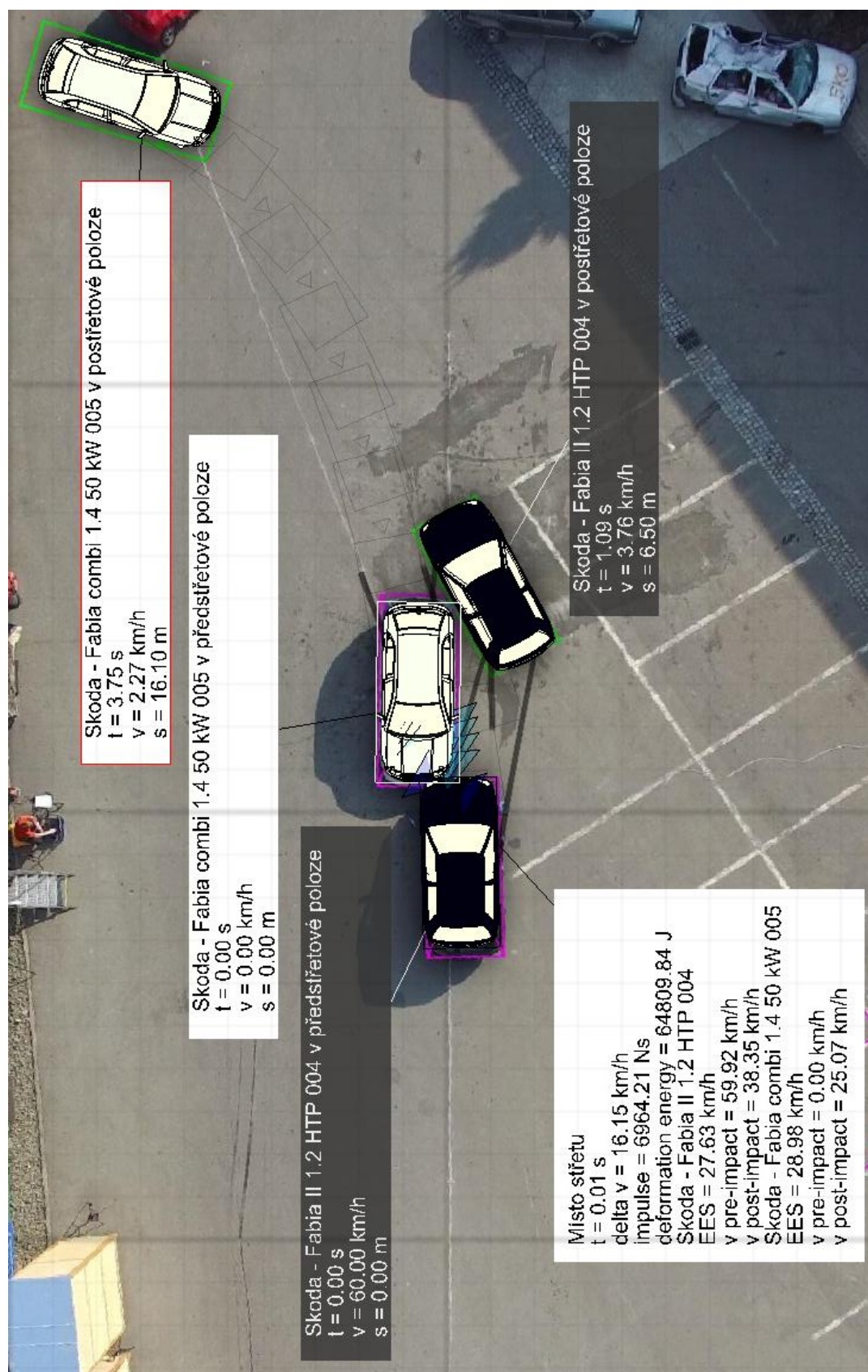
☒ Restituce: k: 0.1

☐ Rychlost bodu rázu: v: 2.8 km/h

Stanovení EES vozidla ve Virtual Crash 3.0

Příloha č. 7,
list 1

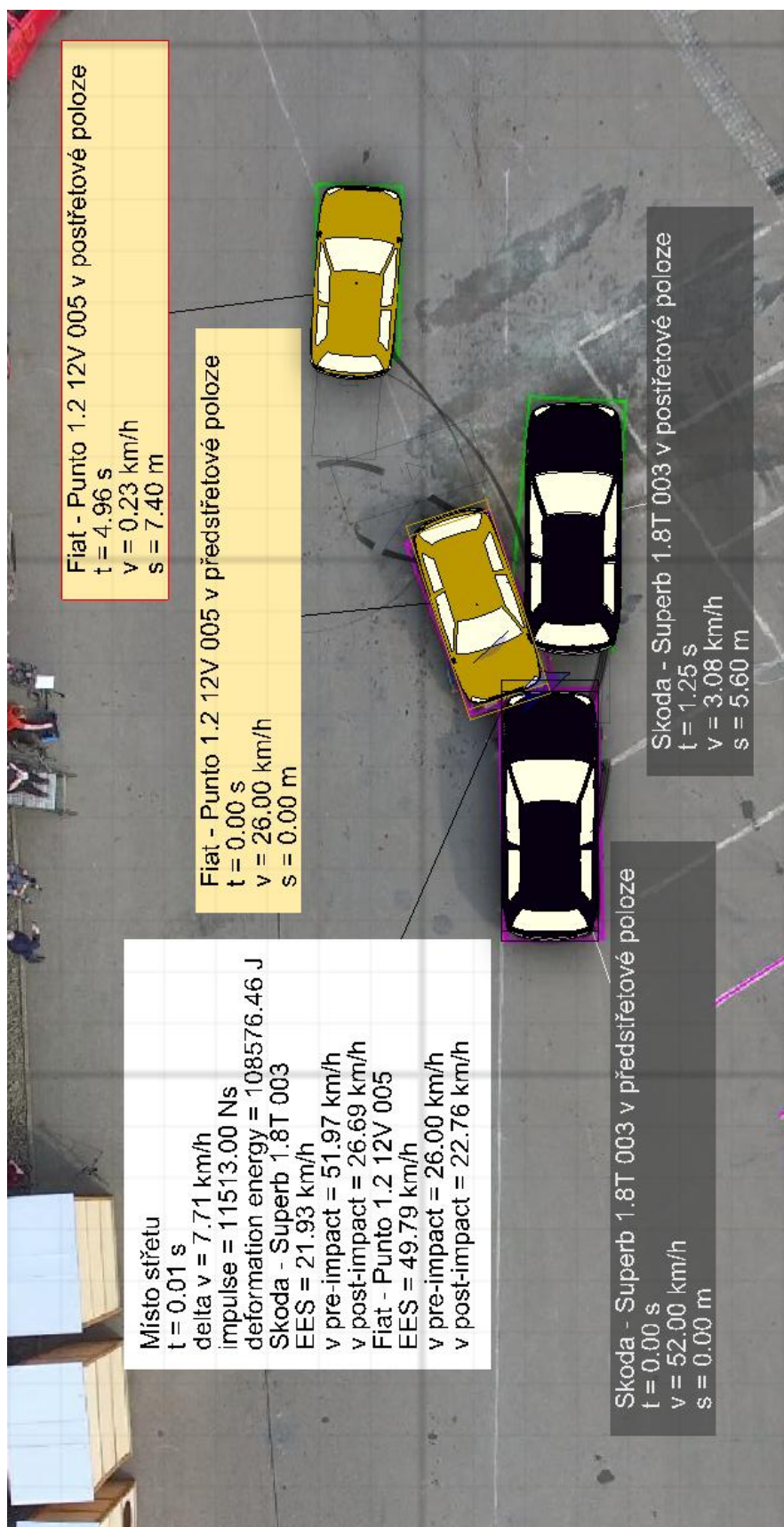
Stanovení EES vozidel Škoda Fabia Combi I a Škoda Fabia III



Stanovení EES vozidla ve Virtual Crash 3.0

Příloha č. 8,
list 1

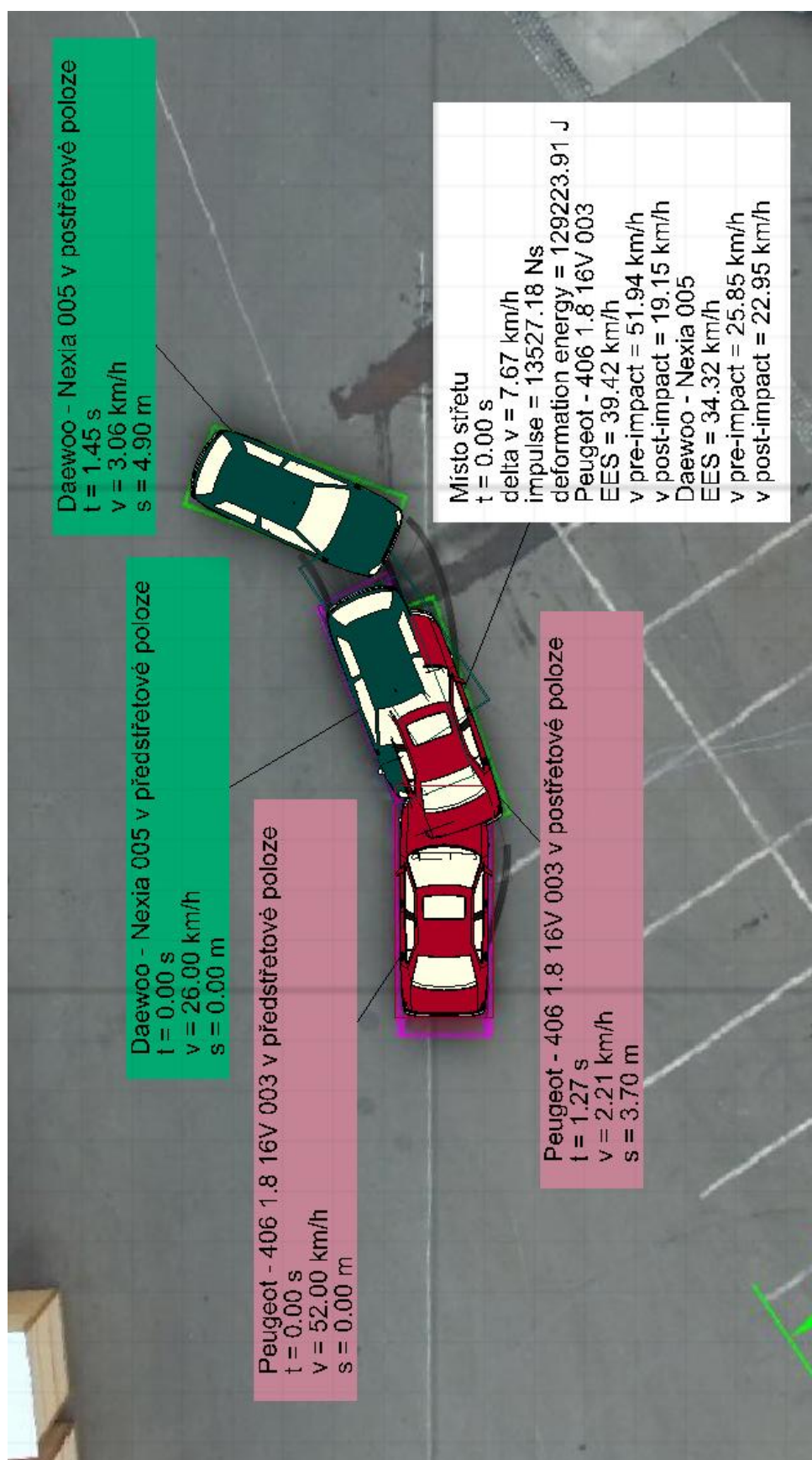
Stanovení EES vozidel Škoda Superb III a Fiat Punto I



Stanovení EES vozidla ve Virtual Crash 3.0

Příloha č. 9,
list 1

Stanovení EES vozidel Peugeot 406 a Daewoo Nexia



Stanovení EES vozidla ve Virtual Crash 3.0

Příloha č. 10,

list 1

Stanovení EES vozidel Citroen Xantia a Škoda Felicia Combi

