



CSI
Certificazione e Testing

DIVISIONE:
DIVISION:

MECCANICA

LABORATORIO:
LABORATORY:

PROVE CRASH

RAPPORTO DI PROVA <i>(Test Report)</i>		Pag. di/of	1
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N°	0153\ME\CRH\10_2	Data:	08/07/2010
		Date:	

IDENTIFICAZIONE E DESCRIZIONE DEL CAMPIONE:
SPECIMEN DESCRIPTION:

“Modular Racking System”

DATI IDENTIFICATIVI DEL CLIENTE:
CLIENT:

F.lli Gentili s.a.s.
Via Balitrona, 12
47042 Bagnarola di Cesenatico (FC)

NORMA DI RIFERIMENTO:
REFERENCE STANDARD:

Test	M1360B	Date	24/06/2010	Vel.	31.5 kph
Barr.	bar-bending sled 20g	Scope	ECE R17	Col.	frontal

DISTRIBUZIONE ESTERNA:
OUTSIDE DISTRIBUTION:

F.lli Gentili s.a.s.
Luca Vandi

DISTRIBUZIONE INTERNA:
INSIDE DISTRIBUTION:

Laboratory Head

ENTE DI ACCREDITAMENTO:
ACCREDITATION BODY:



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RAPPORTO DI PROVA
(Test Report)

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N° **0153\ME\CRH\10_2**

Data: **08/07/2010**
Date:

Test	M1360B	Date	24/06/2010	Vehic.	Modular Racking System
Vel.	31.5 kph	Barr	bar-bending sled 20g	Scope	ECE R17

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Test	M1360B	Date	24/06/2010	Vehic.	Modular Racking System
Vel.	31.5 kph	Barr	bar-bending sled 20g	Scope	ECE R17

1 GENERAL DATA

- Date of test specimen arrival: **17/06/2010**
- Test date: **24/06/2010**
- Test date end: **24/06/2010**
- Identification of test method: **The body in white, equipped with the Modular Racking System, has undergone the deceleration prescribed by the ECE R17 regulation (frontal impact only). The required deceleration is above 20 g for at least 30 ms.**
- Standard procedure: **Yes**
- Deviation from standard procedure: **No**
- Test conditions: **T = 20 +/- 1°C**

SAMPLING

The sampling of the test specimen has been executed by the customer.

DECLARATION

- **Test results contained in this test report pertain exclusively to the tested specimen.**
- **This test report cannot be reproduced partially without the consent of the test center's managing director.**



Test	M1360B	Date	24/06/2010	Vehic.	Modular Racking System
Vel.	31.5 kph	Barr	bar-bending sled 20g	Scope	ECE R17

2 General

1. Model : **Modular Racking System installed on Fiat Scudo body in white with sliding door only on the right side**
2. Impact side : **Frontal**
3. Barrier type : **Bar-bending simulation sled 20g 30 ms**
4. Test number: **M1360B**
5. Scope : **Strength test in the event of a frontal crash**
6. Impact velocity : **31.5 kph**

3 Test sled condition

1. Dummies
 - 1.1. Driver seat: **None**
 - 1.2. Passenger seat: **None**
2. Airbag
 - 2.1. Driver side: **No**
 - 2.2. Passenger side: **No**
3. Ballast

Ballast bags filled with sand has been put in the Modular Racking System compartments.
The total mass of the ballast bags is 200 kg.



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Data: **08/07/2010**
Date:

Test	M1360B	Date	24/06/2010	Vehic.	Modular Racking System
Vel.	31.5 kph	Barr	bar-bending sled 20g	Scope	ECE R17

4 Test results

The Fiat Scudo body in white, equipped with the Modular Racking System, has undergone the same deceleration as prescribed by the ECE R17 Regulation and by the 74/408/CE Directive for the frontal impact test.

The equipment has been installed in the vehicle cargo space using, where possible, the original fixing points provided by the vehicle manufacturer.

During the test no intrusion of Modular Racking System elements, or ballast bags contained in it, occurred in the driver compartment.

After the test no failure can be noticed in the Modular Racking System, and in its fixing points to the vehicle body.

After the test, two ballast bags and one separator escaped from the Modular Racking System.

During the test, the locking system of the movable workbench released.

5 Attachments

Pictures of the Modular Racking System before and after the test are included in attachment 1 ;
The sled deceleration diagram is included in attachment 2.

5.1 Attachment 1: photos