# Level of TCZ document classification: SECRET

# TÜV SÜD Czech s.r.o.

Technical Expertise No.:

121954 - 19 - TAC

Test method:

**FMVSS 212** 

Manufacturer / Order party:

SISTAR s.a.s. di Spadoni Giovanni & C, Italy

Product under test:

**POLI-STAR 60** 



Czech

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### **TECHNICAL EXPERTISE** No. 121954 - 19 - TAC

crashes.

Test according to FMVSS Standard No. 212; Windshield mounting This standard establishes windshield retention requirements for motor vehicles during

Test method: FMVSS 212 of 1968-08-16

including all amendments up to and including: FMVSS 212 of 2018-10-01

Objectives: Document for the manufacturer

I. **Technical data** 

0.1.1. Order party: SISTAR s.a.s. di Giovanni Spadoni & C.

Via Lavoratori Autobianchi 1

Polo Technologico Brianza - Edifico 14 -

Strada 11

20832 Desio (MB), Italy

0.1.2. Manufacturer: SISTAR s.a.s. di Giovanni Spadoni & C.

Via Lavoratori Autobianchi 1

Polo Technologico Brianza - Edifico 14 -

Strada 11

20832 Desio (MB), Italy

0.2. Product under test: POLI-STAR 60

0.3. Test required: Test of the windshield mounting according to

**FMVSS 212** 

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Product under test:

POLI-STAR 60



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### II. Test report

1. Test conditions

1.1. Test (vehicle) sample:

Skoda Fabia with the new windshield glued

by POLI-STAR 60

1.2. Test procedures used:

Test of the windshield mounting according to

FMVSS 212 see base Technical Report

121771-19-TAC

1.5. Test track or site:

Test laboratory TÜV SÜD Czech - ŠKODA

Úhelnice, Czech Republic

### 2. Test results

The adhesive bond was tested under the following conditions:

- Impact speed of the vehicle v<sub>0</sub> = 48,1 kph
- Frontal crash, 0°, 100% offset
- Temperature 20,4°C
- Humidity 42%
- Vehicle equipped with frontal airbags (activated by timer device)
- On each front seat was belted 50% H III-dummy
- Windscreen was glued 60 minutes before the test

#### 2.1. Conclusion:

The windshield stayed on its place during and after the impact. Perimeter of the windshield: 4105mm, Limit: 1026mm (each side of the windshield). During the passenger airbag activation there was small gap (less then 200 mm) between the windshield and the windshield frame, but it doesn't influence the positive result of the test.

3. Specimen submitted to test on: 2019-09-13

4. Date of test: 2019-09-17



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## III. Other documentation

No other documentation

### IV. Attachments

No attachments

Measuring and test equipment and test site meet the requirements of the applicable legislation. This report must never be reproduced incomplete and without a written permission of the testing laboratory.

## V. Final assessment

The described sample

complies

with the requirements of

**FMVSS 212** 

This technical report consists of pages No. 1 to 3.

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Vít Bursík

Report author

**Profit Center Manager** 

Prague, 2019-10-21

End of the technical report