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

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

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

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book. an evaluation of side impact protection fmvss 214 ttid improvements and side air bags essentially offers what everybody wants. The choices of the words, dictions, and how the author conveys the declaration and lesson to the readers are totally simple to understand. So, with

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Evaluation of Side Impact Protection. FMVSS 214 TTI(d) Improvements and Side Air Bags Federal Motor Vehicle Safety Standard 214, Side Impact Protection was amended to assure occupant protection in a 33.5 mph crash test and phased-in to new passenger cars during model years 1994-1997.

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

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

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