

TEST RESULT SHEET



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TITLE:	ECE 17 Computer Retention		
Test No:	H828B2	Page 1 of 3	
Project No:	1020089	Client:	Tempus Developments
Test Date(s):	09/07/08	Client Liaison Engineer:	T Mann Units 3 & 4, The Sahota Ctr Heath Street Smethwick West Midlands B66 2SA
Authority:	Via R Whiting	Witnesses:	T Mann – Tempus R Whiting -MIRA A Case – MIRA Ltd J Masters – Leicestershire Police
Test Objective/Specification No: ECE Regulation 17.07/ Computer Retention			
Test Conditions: <ul style="list-style-type: none">• Skoda Octavia dashboard mounted on a rigid frame• Tempus computer fitted into the Skoda Octavia dashboard.• The dashboards were positioned on the test sled to simulate a forwards impact.• ECE17 legislation pulse was used			
Test Equipment: <ol style="list-style-type: none">1 MIRA HyGe pneumatic reverse accelerator facility.2 Four high-speed digital cameras.3 Test sled.4 Two sled accelerometers and data acquisition system.			
Test Results: The dock remained completely secured to the Skoda Octavia dashboard and the computer remained fully restrained within the dock.			

Test Result Sheet (Continued)	Page 2 of 3	MIRA – 1020089 H828B2
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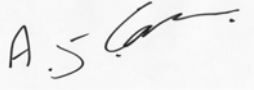
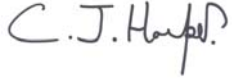
Attachments/Notes:

Appendix 1 Instrumentation Calibration And Quality Assurance Data (one page)

DataViewer disc including pre and post-test photographs, high-speed imaging and acceleration profiles.



1105

*	Name	Position	Signature	Date
Prepared By	A Case	Test Engineer Safety Developments		09/07/08
Concurred By	C Harper	Project Engineer Safety Developments		09/07/08

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APPENDIX 1
INSTRUMENTATION
Calibration And Quality Assurance Data

The means of calibrating test equipment is checked on a regular schedule to traceable standards in an International Assurance of Measurements (QAM) procedure. Each item of equipment is issued with a QAM number.

The numbers for the equipment used in these tests were: -

Channel	Q No.	Cal. Date	Recall Date	Description	Location
1	13907	26/09/07	26/09/08	Accelerometer	RH Sled
2	13901	03/01/08	03/01/09	Accelerometer	LH Sled

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Engineer: Alan Case

End of report