

Live crash test in front of 50 journalists and major customers in London

Sortimo can look back on a long history of crash tests. In 1995, Sortimo was the first in-vehicle equipper to go public with its forum "Safety and transport inside vehicles". The objective was to highlight the serious safety risks posed by the transport of loads within vehicles and to cooperate with experts and the accident research agencies with the aim of introducing suitable countermeasures. Within the concept of the European community, Sortimo took a first step and carried out a crash test for the **first time outside Germany**.

The live crash test on the TRL (Transport Research Laboratory) premises in Berkshire, England, was attended by over 50 major customers and reporters from Great Britain and Ireland. They were all extremely impressed with the unusual demonstration of frankness and transparency. A completely equipped vehicle was driven against the wall (crash sled test as per ECE 17) at 31 mph (50 km/h). The body in white was equipped with Sortimo Globelyst in-vehicle equipment weighing 150 kg. The cases, boxes and drawers were loaded with sand sacks (approx. 365 kg) to simulate a realistic load.

The unusual thing about a crash sled test is that the white body fastened to the sled is hardly damaged at all. The major part of impact energy is absorbed by the in-vehicle equipment and only the residual energy is transmitted to the vehicle body, thus protecting the skeletal structure from destruction.

Calculated deformation

As was evident immediately after the crash, the Globelyst in-vehicle equipment took the punishment without endangering the driver. The kinetic energy was converted into planned distortion, but the structure itself was preserved and everything remained in its place. This system constitutes the perfect solution to securing material and tools!

Comparative test with DIY shelving

All those present were absolutely stunned and speechless as the test was repeated. This time, the body in white was equipped with a DIY shelving unit (total weight approx. 446 kg). The shelving elements simply broke away from the system upon collision and shot towards the driver's cab at an acceleration of 22 g. The delay that occurs corresponded to a sudden load of over 11 tons. Neither driver nor passengers would have survived the crash.

Yet again, this comparative test shows just how important it is to stow materials and tools safely and securely! Sortimo – your guarantee of on-board safety!

Technical Specifications

Realisation:	TRL, Berkshire, England on 7 September 2006
Crash specs as defined in:	ECE-R-17
Sortimo Globelyst:	150 kg (dead weight)
Additional load:	365 kg (sand sacks)
Total weight:	514 kg
Barrier impact speed:	50 km/h (31 mph)
Average impulse:	22 g over 30 ms "abrupt load 11 t"

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