



Technical Report No.: 61050 - 10 - TAC
 Test method: FMVSS 212
 Manufacturer / Order party: Adolf Würth GmbH & Co. KG
 Reinhold-Würth-Strasse 12-17
 D-74653 Künzelsau
 Product under test: Glazing adhesive - Scheibenkleber MS3

TECHNICAL REPORT
No. 61050 - 10 - TAC

Test according to
FMVSS 212
Windshield mounting

Test method: FMVSS 212 of --
 including all amendments up to and including: of --

Objectives: Technical report

I. Technical data

0.1.1. Order party:

Adolf Würth GmbH & Co. KG
 Reinhold-Würth-Strasse 12-17
 D-74653 Künzelsau

0.1.2. Manufacturer:

Adolf Würth GmbH & Co. KG
 Reinhold-Würth-Strasse 12-17
 D-74653 Künzelsau

0.2. Specimen:

- Scheibenkleber MS3 – Glazing adhesive
- degreased via a glass cleaner

0.3. Test required:

Frontal crash, 100% offset, 48km/h -
 according to FMVSS 212.

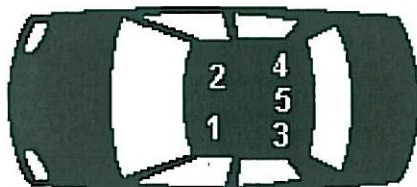
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II. Test report

1. Test conditions

- 1.1. Test object: Windscreen glued to the vehicle Seat Cordoba by glazing adhesive.
- 1.2. Test procedures used: Vehicle Seat Cordoba with windscreen and two dummies Hybrid III was put through crash to the rigid barrier with speed 48 km/h according to FMVSS 212. Both frontal airbags were activated by timer device in time 28 ms after crash start time. Windscreen was glued 1 hour before the test.

1.2.1. Interior status and adjustment:



	seat 1	seat 2
torso angle	25°	25°
Longitudinal:	middle	middle
High adjustment	middle	-
Cushion tilt	-	-
Head restraint adjustment	uppermost	uppermost

Dummies:

Type:	H III	HIII
Measurement:	ballast	ballast

Restraint system

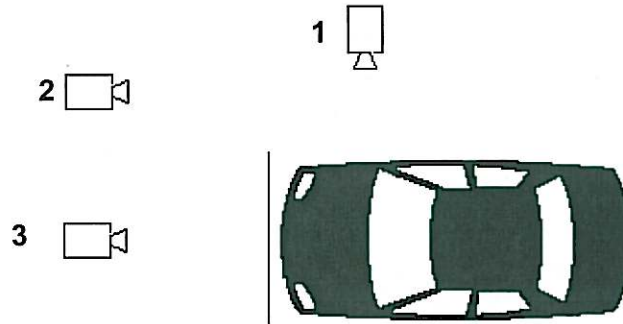
Type	three point belts Ar	three point belts Ar
Adjustment	middle	middle

Steering wheel

Longitudinal adjustment	-
Vertical adjustment	-

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1.2.3. Scheme of video shooting:



Pos	name	Fps
1	Total from the right	1000
2	Sideward from the right front	1000
3	Passengers from the front	1000

1.3. Measuring and test equipment:

- Propulsion system EPJ TÜV SÜD Czech
- Test trolley NV 03 – TÜV SÜD Czech
- 2x dummy H III
- Speedometer with reflex gauge
- Timer device TÜV SÜD Czech
- Hydraulic brake INOVA
- Deceleration Sensor Endevco

1.4. Ambient conditions:

see annex No. 3

1.5. Test track or site:

Passive safety laboratory TÜV SÜD Czech in Úhelnice.

2. Test results

Vehicle Speed	$v_0 = 48,22 \text{ km/h}$
Time of gluing windscreen	13:46 hod
Test time	14:46 hod

Course of deceleration on the tunnel rear – see annex No. 2

Time limit from gluing to test was fulfilled and was 1:00 hour.

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Czech

4/4

3. Specimen submitted to test on: 13.07.2010

4. Date of test: 15.07.2010

III. Enclosures

Enclosure No. 1: Chosen photos	1	page
Enclosure No. 2: Course of deceleration on the tunnel rear	3	pages
Enclosure No. 3: Ambient conditions	1	page

Results presented above have been measured/found in the laboratory of TÜV SÜD Czech s.r.o. and relate only to items tested. Measuring and test equipment and test site meet requirements of the applicable legislation.

This report must never be reproduced incomplete without a written permission of the testing laboratory.

IV. Final confirmation

The described sample

comply

with the requirements of the test method

FMVSS 212, paragraph S5.1

This technical report consists of pages No. 1 to 4 and 5 total pages of enclosures

behalf: DAN VALENTA

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Report author

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Vehicle Safety Business unit
manager

In Úhelnice, 21.07.2010

Technical Report No.:
Test method:
Manufacturer / Order party:

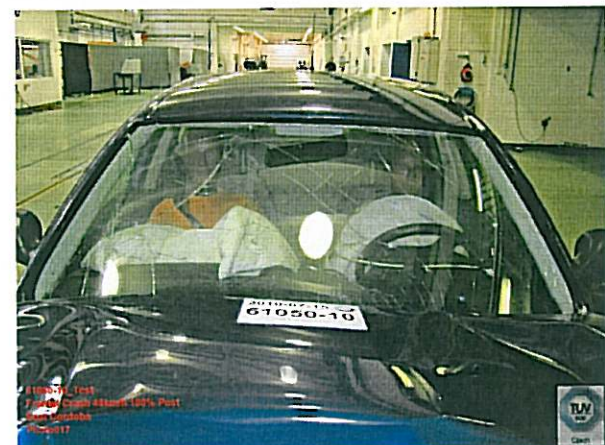
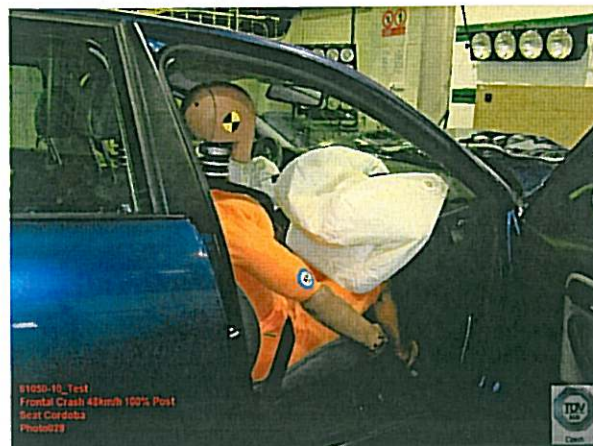
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Product under test:

1/1

Enclosure No. 1: Chosen photos



Temperature and humidity of the lab / die Raumtemperatur und die Humidität

FMVSS 212

Hum %RH

Temp °C

