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## Road vehicles — Frontal fixed barrier or pole impact test procedure

*Véhicules routiers — Procédure d'essai de choc frontal contre barrière fixe ou poteau*



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Printed in Switzerland

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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this International Standard may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 3560 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 10, *Impact test procedures*.

This second edition cancels and replaces the first edition (ISO 3560:1975), which has been technically revised.

# Road vehicles — Frontal fixed barrier or pole impact test procedure

## 1 Scope

This International Standard specifies frontal fixed barrier and pole impact test procedures applicable to road vehicles that will ensure such tests are conducted under the same conditions.

## 2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this International Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 612:1978, *Road vehicles — Dimensions of motor vehicles and towed vehicles — Terms and definitions*

ISO 1176:1990, *Road vehicles — Masses — Vocabulary and codes*

ISO 3784:1976, *Road vehicles — Measurement of impact velocity in collision tests*

ISO 6487:—<sup>1)</sup>, *Road vehicles — Measurement techniques in impact tests — Instrumentation*

ISO 6549:1999, *Road vehicles — Procedure for H- and R-point determination*

SAE J211:1995, *Instrumentation for impact tests*

49 CFR, Part 572 E, *Anthropomorphic test devices — Hybrid III test dummy*, subpart E of FMVSS 208:1997, *Occupant crash protection*

## 3 Terms and definitions

For the purposes of this International Standard, the terms and definitions given in ISO 612 and the following apply.

### 3.1

#### **impact angle**

angle between the longitudinal median plane (of the vehicle) and a vertical plane perpendicular to the contact plane of the barrier face

NOTE The longitudinal median plane (of the vehicle) is also called the longitudinal plane of symmetry or zero Y plane (see ISO 4130).

1) To be published. (Revision of ISO 6487:2000)