

Expertise No.: 121683 – 15 – TAC
Test method: FMVSS 212
Manufacturer / Order party: Adolf Würth GmbH & Co. KG, Deutschland
Product under test: WÜRTH Scheibenkleber Classic Expert

**EXPERTISE
No. 121683 – 15 – TAC**

Test according to
according to FMVSS 212

Windshield mounting

Test method: FMVSS 212

Objectives: Document for manufacturer

I. Technical data

- 0.1.1. Order party: Adolf Würth GmbH & Co. KG
74650 Künzelsau
Deutschland
- 0.1.2. Manufacturer: Adolf Würth GmbH & Co. KG
74650 Künzelsau
Deutschland
- 0.2. Product under test: 1 K Polyurethan-Scheibenklebstoff
- 0.2.1 Trade mark: WÜRTH Scheibenkleber Classic Expert
- 0.2.2 Nature: WÜRTH Scheibenkleber Classic Expert
- 0.3. Test required: Frontal crash, 100% offset, 48km/h
According to FMVSS 212

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II. Expertise

1. Conditions

Vehicle Škoda Fabia with windscreen glued according manufacturer's installation instructions was put through crash to the rigid barrier.

The adhesive bond was tested under the following conditions:

- Vehicle crash according to USA Standard FMVSS 212
- Impact speed of the vehicle $v_0 = 48,23$ kph
- Frontal crash, 0°, 100% offset
- Temperature 20°C
- Air Humidity 42%
- On each front seat was belted 50% H III-dummy
- Vehicle was equipped with driver and passenger airbag
- Windscreen was glued 60 minutes before the test

2. Results

The windscreen remained glued to the vehicle.

Perimeter of the windscreen: 4,415m

Glued off part on one side of the windscreen: 0 m it is 0% (the limit is 50%)

Note: This report is based on report 61076 – 10 – TAC

Test was performed 2010-11-03

3. Date of expertise: 2015-12-01

III. Other documentation

No other documentation

IV. Attachments

No attachments

Measuring and test equipment and test site meet the requirements of the applicable legislation. This report must never be reproduced incomplete and without a written permission of the testing laboratory.



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V. **Final assessment**

The described sample

complies

with the requirements of FMVSS 212, paragraph S5.1

This expertise consists of pages No. 1 to 3.


Martin Škopek
Report author


Martin Hron
Business Unit Manager

TÜV SÜD Czech s.r.o.
Division Auto Service
Novodvorská 994/138
142 21 Praha 4, Czech Republic
DIČ: CZ63987121

Prague, 2015-12-01

End of the technical report