

Erratum

The effect of bull bars on head impact kinematics in pedestrian crashes

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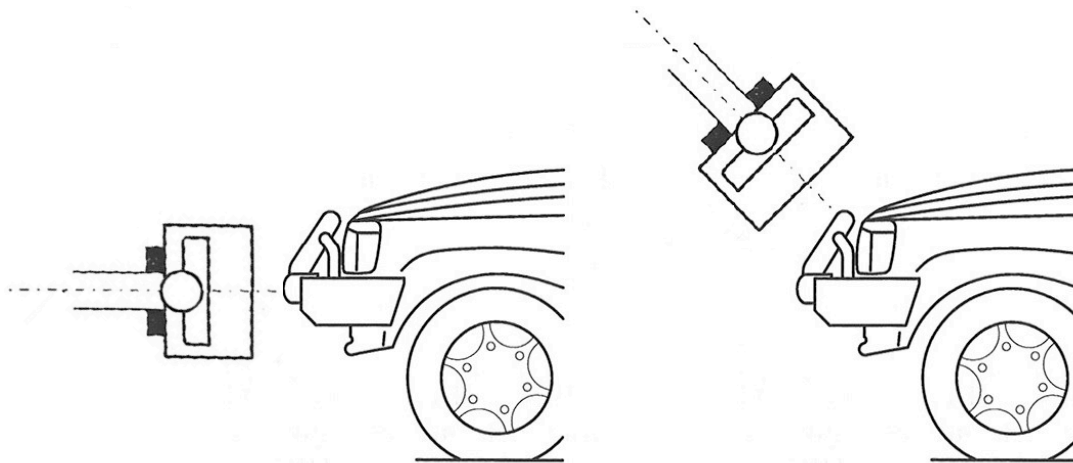


Figure 2.1

Upper legform test to the bumper (left) and top rail (right) and used to determine the contact-impact behaviour of the bull bars and vehicles for the simulation

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Figure 3.4 shows the same velocity data as Figure 3.3, but plotted against time. (The plots of head speed over time for the simulation of the other vehicles can be found in Appendix B.) As one would expect, the speed of head in the non-bull bar simulation rises and peaks later than the simulations with bull bars. The head also strikes the bonnet later than when a bull bar is not present. This appears to be one reason for the lower head impact velocity.