

Fig.4 Drop test of a front wheel.

218kg 3.54m
 □□
 10mm/min. R 200
 □□
 50kg 0.2m
 CS
 ISO13232
 3.2.2 □□□□□□ CS
 □□ CS □□
 CS -
 100mm 120mm
 120mm 100mm
 □□ CS □□
 I-deas CS
 □ CS 50mm
 -
 CS



Fig.5 Compression test of a seat.

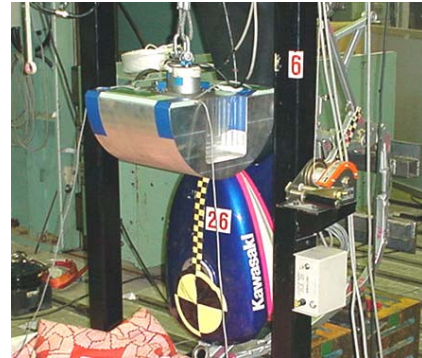


Fig.6 Drop test of a tank.



Fig.3 Measurement points.

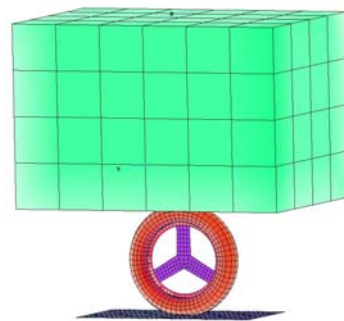


Fig.7 Drop test of a front wheel.



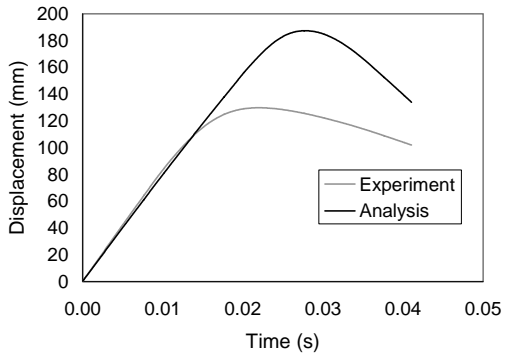


Fig.8 Displacement-time curves of experimental and CS results in drop test of a front wheel.

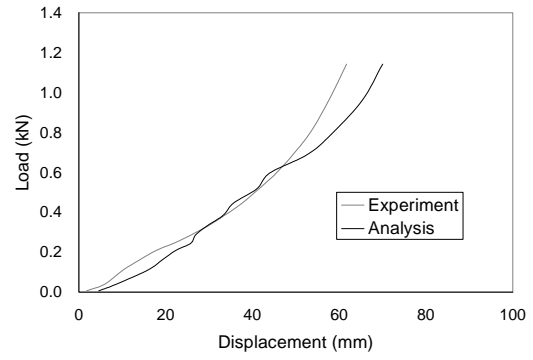


Fig.12 Load-displacement curves of experiment and CS in static compression test of a seat.

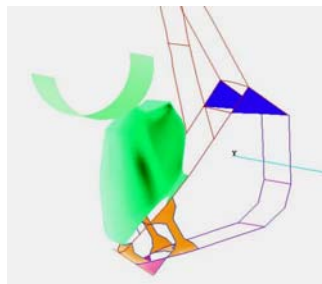


Fig.9 Drop test to a tank.

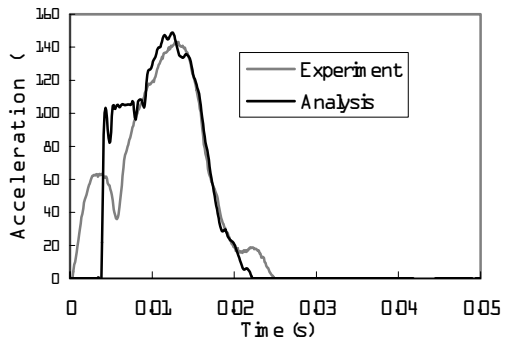


Fig.10 Acceleration-time curves of experiment and CS results in drop test to a tank.

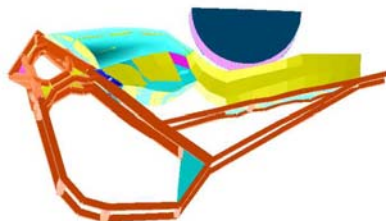


Fig.11 Static compression test of a seat.

3.3 □□□ CS □□□□□□
 3.3.1 □□□□□□□□□□
 □□□ CS □□□ CS □□□ CS
 □□□ CS
 48km/h



Fig.13 Crash test of a motorcycle to a wall.

3.3.2 □□□ CS
 □□□ CS

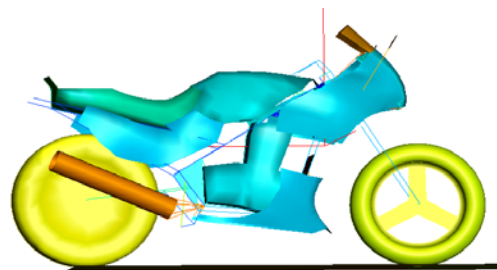
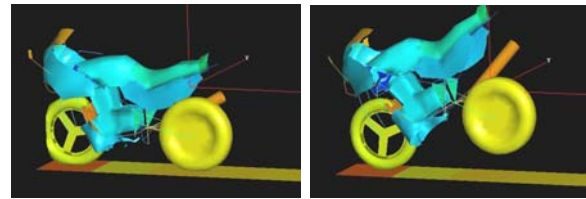


Fig.14 Motorcycle computer simulation model.

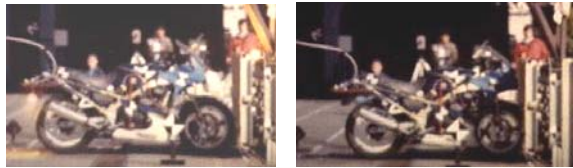
□□□ 20msec
 40msec
 60msec 100msec
 CS
 □□□



40msec 100msec

Fig.16 Behaviors of motorcycles in computer simulation results of wall crash tests.

CS



0msec 20msec



40msec 100msec

Fig.15 Behaviors of motorcycles in experimental results of wall crash tests.

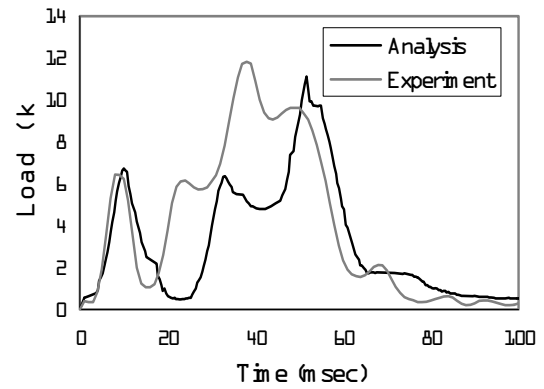


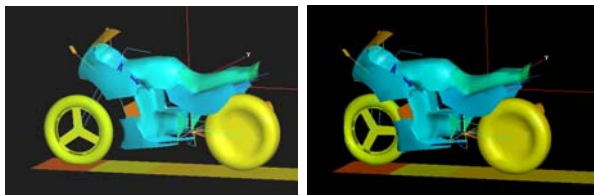
Fig.17 Force-time curves measured on a wall.

□□□□□□

CS

CS

ISO13232



0msec 20msec

□□□□

1)ISO13232 Motorcycles- Test and Analysis Procedures for Research Evaluation of Rider Crash Protective Devices Fitted to Motorcycle, Dec.1996.

2) A.Chawla A methodology for Car-Motorcycle Crash Simulation, , Vo.23, No.2, 2001