



# Automotive Safety Engineering Pty Ltd

ABN 88 066 476 051

Postal Address: PO Box 113, LONSDALE, SA, 5160.

Test Facility: 28 Donegal Road, LONSDALE, SA, 5160.

Mobile: 0417 845 711

Email: [ase@internode.on.net](mailto:ase@internode.on.net)  
Web: [www.autosafety.com.au](http://www.autosafety.com.au)



Phone: 08 8384 7863

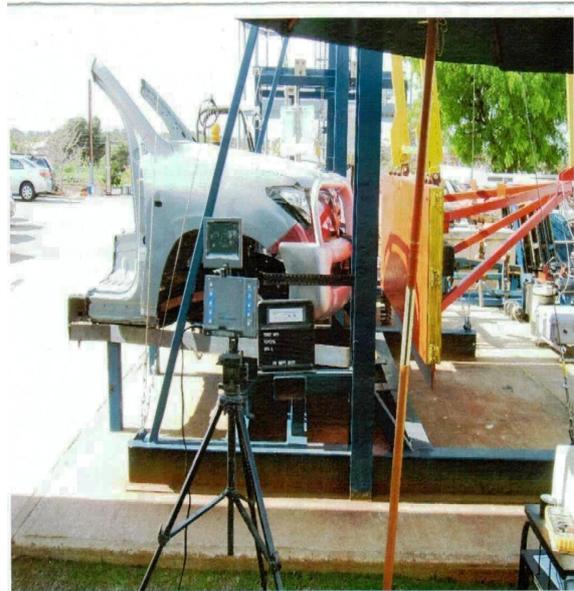
Fax: 08 8384 3447

## BULLBAR TESTS—ADR69

Bullbars is one of the most common car component ASE tests and we have done tests for some of the biggest manufacturers on the market right now.

A bullbar is fitted to the front of a vehicle to protect it and its patrons from damage in a collision. They vary in size and form, dependent on what kind of area the vehicle will be driving in and the purpose and size of the vehicle. Usually a bullbar is made out of welded steel or alumin-

There are many aspects relating to the proper construction of a bullbar. It is widely accepted that the channel section which provides the strength for the protection system must be constructed from one piece of material and free from sections bolted on or welded together. The thickness of the material is something which should be considered when choosing a bullbar. Generally the thicker the material, the stronger the product delivering greater protection. The grade of material is also important, products manufactured from steel or hi-tensile/structural grade alloys are stronger than a standard alloy or polymer products.



Our Pendulum Test Facility, designed and built to Society of Automotive Engineers (SAE) standards, is one of ASE's achievements in cost-effective testing techniques in testing bullbars and other car components. As the rig components are reusable, only the component being tested is damaged, which leads to cost-effective testing as late model motor vehicles are not used and damaged during the testing process. The pendulum mass is adjustable to represent the mass of the vehicle being tested and therefore has a wide range of applications. ASE's Pendulum Test Facility is ideal for the aftermarket or low volume manufacturer with a budget that does not extend to crash testing new motor vehicles. It is also used by larger companies to gain an indication of concepts and design capabilities before embarking on full-scale vehicle impact tests, and allows design engineers to carry out low-cost multiple tests to prove the validity of their design.