Tim Arney

DOT ϕ 182

Dynamic Science Report No. 212-DYS-79-011
Dynamic Science Report No. 219-DYS-79-010
Dynamic Science Report No. 301-DYS-79-023

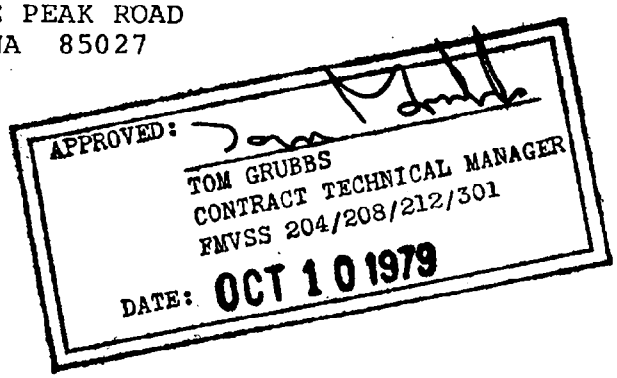
NEW VEHICLE ASSESSMENT AND STANDARDS ENFORCEMENT INDICANT TESTING

FMVSS 212, 219, AND 301-75

CHRYSLER CORPORATION
1979 DODGE ST. REGIS 4-DOOR SEDAN
NHTSA NO. 790312

Prepared by:

DYNAMIC SCIENCE, INC.
A TALLEY INDUSTRIES COMPANY
1850 WEST PINNACLE PEAK ROAD
PHOENIX, ARIZONA 85027



FINAL REPORT

AUGUST 1979

Prepared for:

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
-----ENFORCEMENT-----
OFFICE OF VEHICLE SAFETY COMPLIANCE
400 SEVENTH STREET, S.W.
WASHINGTON, D.C. 20590

dsi DynamicScience Inc.
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1850 WEST PINNACLE PEAK ROAD · PHOENIX, ARIZONA 85027 · (602) 942-3300

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FINAL REPORT ACCEPTED BY:

TOM GRUBBS

NHTSA Contract Technical Manager
FMVSS 212/219/301-75

OCT 1 0 1979

Date of Report Acceptance

TECHNICAL REPORT STANDARD TITLE PAGE

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7. Author(s) M. Pozzi Mark Pozzi		8. Performing Orgn Rpt No. 3066-79-143/1497
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15. Supplementary Notes

Approved: E. Grasenick, Director of Test Operations

16. Abstract

FMVSS 212, 219, and 301-75 Standards Enforcement Indicant Testing of a 1979 Dodge St. Regis 4-door Sedan, NHTSA No. 790312, VIN EH42K9A146561, was conducted at the Dynamic Science, Inc., Phoenix facility in Arizona.

The vehicle was tested using test parameter values which are in excess of the current upper limits of the subject FMVSS in order to obtain research and vehicle rating data. This test, therefore, can only be viewed as an "indicant" test by the Office of Vehicle Safety Compliance.

The front of the test vehicle impacted the fixed collision barrier at a speed of 34.93 mph. The test was conducted June 27, 1979, with the following results:

(a) FMVSS 212 - No loss of windshield retention.
(b) FMVSS 219 - No intrusion noted to windshield protected zone.
(c) FMVSS 301 - No fuel leakage or observable damage to fuel system.

17. Key Words	18. Distribution Statement
Frontal Impact Windshield Testing Fuel Integrity	Available from Technical Reference Division, National Highway Traffic Safety Administration, Room 5108, Nassif Building, 400 7th Street, S.W., Washington, D.C. 20590

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Unclassified	Unclassified	106	

Form DOT F 1700.7 (8-69)

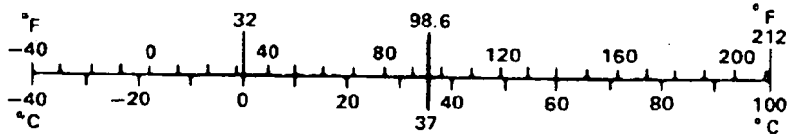
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
	AREA			
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
	MASS (weight)			
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	metric ton	t
	VOLUME			
tsp	teaspoons	5	milliliters	mL
Tbsp	tablespoons	15	milliliters	mL
in^3	cubic inches	16	milliliters	mL
fl oz	fluid ounces	30	milliliters	mL
c	cups	0.24	liters	L
pt	pints	0.47	liters	L
qt	quarts	0.95	liters	L
gal	gallons	3.8	liters	L
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
	TEMPERATURE (exact)			
°F	degrees Fahrenheit	5/9 (after subtracting 32)	degrees Celsius	°C

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
	AREA			
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10 000 m^2)	2.5	acres	
	MASS (weight)			
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	metric ton (1000 kg)	1.1	short tons	
	VOLUME			
mL	milliliters	0.03	fluid ounces	fl oz
mL	milliliters	0.06	cubic inches	in^3
L	liters	2.1	pints	pt
L	liters	1.06	quarts	qt
L	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
	TEMPERATURE (exact)			
°C	degrees Celsius	9/5 (then add 32)	degrees Fahrenheit	°F



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SECTION 1
PURPOSE AND INTRODUCTION

PURPOSE:

The purpose of the test was to subject a 1979 Dodge St. Regis 4-door Sedan to the indicant test requirements of DOT Test Plan TP-212-01, March 20, 1979, Standard Enforcement Indicant Testing for FMVSS No. 212, "Windshield Mounting," FMVSS No. 219, "Windshield Zone Intrusion," and FMVSS 301-75, "Fuel System Integrity." The vehicle was tested using test parameters which are in excess of the current upper limits of the subject FMVSS, in order to obtain research and vehicle rating data. This test, therefore, can only be viewed as an "indicant" test by the Office of Vehicle Safety Compliance (OVSC).

INTRODUCTION:

The test procedure describing the facilities used and the test checklists completed for each vehicle indicant tested for FMVSS 212, 219, 301-75 are contained in Appendix A. Section 2 contains General Test and Vehicle Parameter Data. Section 3 contains Compliance Related Data for FMVSS 212, 219, 301-75 Indicant Testing, together with photographs related to these tests. Appendix B contains Calcomp plots.

SECTION 2

GENERAL TEST AND VEHICLE PARAMETER DATA

The following data sheets and photographs describe the General Test and Vehicle Parameter Data.

SECTION 2
GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Vehicle Manufacturer: Chrysler Corporation
Make/Model: Dodge St. Regis
Body Style: 4-door Sedan — Model Year: 1979
VIN: EH42K9A146561 — Build Date: 12/78
NHTSA No.: 790312 — Color: Blue
Engine Data: 8 cylinders; 360 in.^{3} displacement
Transmission Data: 3 speed ( ) Manual (X) Automatic
Date Vehicle Received by Laboratory: March 9, 1979
Dealer Name & Address: Valley Dodge, Inc.
4240 West Glendale, Phoenix, AZ

DATA FROM CERTIFICATION LABEL ON LEFT DOOR REAR FACE OR B-POST:

Vehicle Manufactured By: Chrysler Corporation
Date of Manufacture: 12/78 ; VIN: EH42K9A146561
GVWR: 5375 lb; GAWR: Front = 2650 lb; Rear = 2775 lb

DATA FROM "RECOMMENDED TIRE PRESSURE" LABEL ON DOOR, POST, GLOVE BOX, ETC.:

Vehicle Load:	FRONT	REAR	RECOMMENDED TIRE SIZE:	LOAD RANGE:
Up to Capacity	29 psi	29 psi		
Vehicle Capacity:			P195-75 R 15	B

Type of Seats - ___ Bench; ___ Bucket; X Split Bench
Number of Occupants (Designated Seating Capacity) = 3 Front, 3 Rear, 6 Total

CARGO LOAD = 200 lb
TOTAL = 1100 lb

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with max. fluids) (UDW)

Right Front = 1070 lb — Right Rear = 888 lb
Left Front = 1136 lb — Left Rear = 837 lb
TOTAL FRONT WEIGHT = 2210 lb (56.0% of Total Vehicle Weight)
TOTAL REAR WEIGHT = 1725 lb (44.0% of Total Vehicle Weight)
TOTAL DELV. WEIGHT = 3935 lb

WEIGHT OF TEST VEHICLE WITH REQUIRED DUMMIES AND 200 lb CARGO:

Right Front = 1132 lb — Right Rear = 1112 lb
Left Front = 1140 lb — Left Rear = 1073 lb
TOTAL FRONT WEIGHT = 2272 lb (51.0% of Total Vehicle Weight)
TOTAL REAR WEIGHT = 2185 lb (49.0% of Total Vehicle Weight)
TOTAL TEST WEIGHT = 4457 lb

Weight of ballast secured in vehicle trunk area = 0 lb

TARGET WEIGHT = CARGO LOAD + UDW + 164 (NO. OF DUMMIES) = 4463 lb

SECTION 2
GENERAL TEST AND VEHICLE PARAMETER DATA (CONTD)

TEST CONDITIONS:

Date of Test: June 27, 1979 Time of Test: 0928

Ambient Temperature: 104 °F at impact area.

Temperature in Occupant Compartment: 80.7 °F Windshield Molding Temperature: 80.7 °F

VEHICLE ATTITUDE: (all dimensions in inches)

Delivered Attitude:	RF 31.0	LF 31.0	RR 31.0	LR 31.0
Test Attitude:	RF 31.1	LF 31.0	RR 29.0	LR 28.9

VEHICLE TIRE DATA:

Recommended Cold Tire Pressure: Front = 29 psi
Rear = 29 psi

Recommended Tire Size: FR-78-15
Load Range: B

Tires on Vehicle: FR-78-15

Is Spare Tire a "Space Saver": No (yes/no)

Is Spare Tire standard equipment: Yes (yes/no)

TEST FLUID DATA:

Test Fluid Type: Red Stoddard Solvent ; Spec. Grav.: 0.764

Kinematic Viscosity: 0.99 centistokes

Spill Point Volume: 23.3 Gallons (SPV)

Test Volume: 21.3 Gallons (90 to 91% of SPV)

Fuel System Capacity (data from Owner's Manual): 21.0 gallons

Details of Fuel System: The fuel tank is mounted beneath the trunk floor aft of the rear wheels by two tank straps. The filler tube inserts into the top of the tank through a grommet and terminates at the center of the vehicle behind the rear license plate fixture. The tube is sealed by a locking gas cap.

Electric Fuel Pump: No (yes/no); Fuel Injection: No (yes/no)

Does electric fuel pump operate with ignition switch "on" and the engine not operating: NA (yes/no)

VEHICLE REBOUND AND CRUSH:

Overall Length of Test Vehicle	Pre-test = R 217.4	L 217.0	inches
	Post-test = R 190.8	L 187.3	inches

CRUSH = R 26.6 L 29.7

FOR FRONTAL IMPACTS, distance from front of test vehicle to the barrier after impact = 28 inches

SECTION 2
GENERAL TEST AND VEHICLE PARAMETER DATA (CONTD)

VISIBLE DUMMY CONTACT POINTS

	Driver	Passenger	Child
Head	Steering Wheel	Dash	None
Chest	Steering Wheel	None	None
Abdomen	None	None	None
Left Knee	Dash	Dash	None
Right Knee	Dash	Dash	None

	Front		Rear	
DOOR OPENING	Left	Right	Left	Right
Easy			X	
Difficult				
Tools Required	X	X		X
SEAT BACK				
Failure	None	None		
GLAZING DAMAGE				
Windshield	Cracked			
Backlight			None	
Others	None	None	None	None

OTHER NOTABLE IMPACT EFFECTS: Top panel of dashboard separated. Driver's knee impact broke the dashpanel around the steering column. Passenger knee impact broke the dashpanel around the glovebox. Driver's seat moved forward one inch. Steering column broke loose from shear capsule prior to dummy contact with steering wheel.

Figure 2-1. Pre-test Front View.

L1 SL6

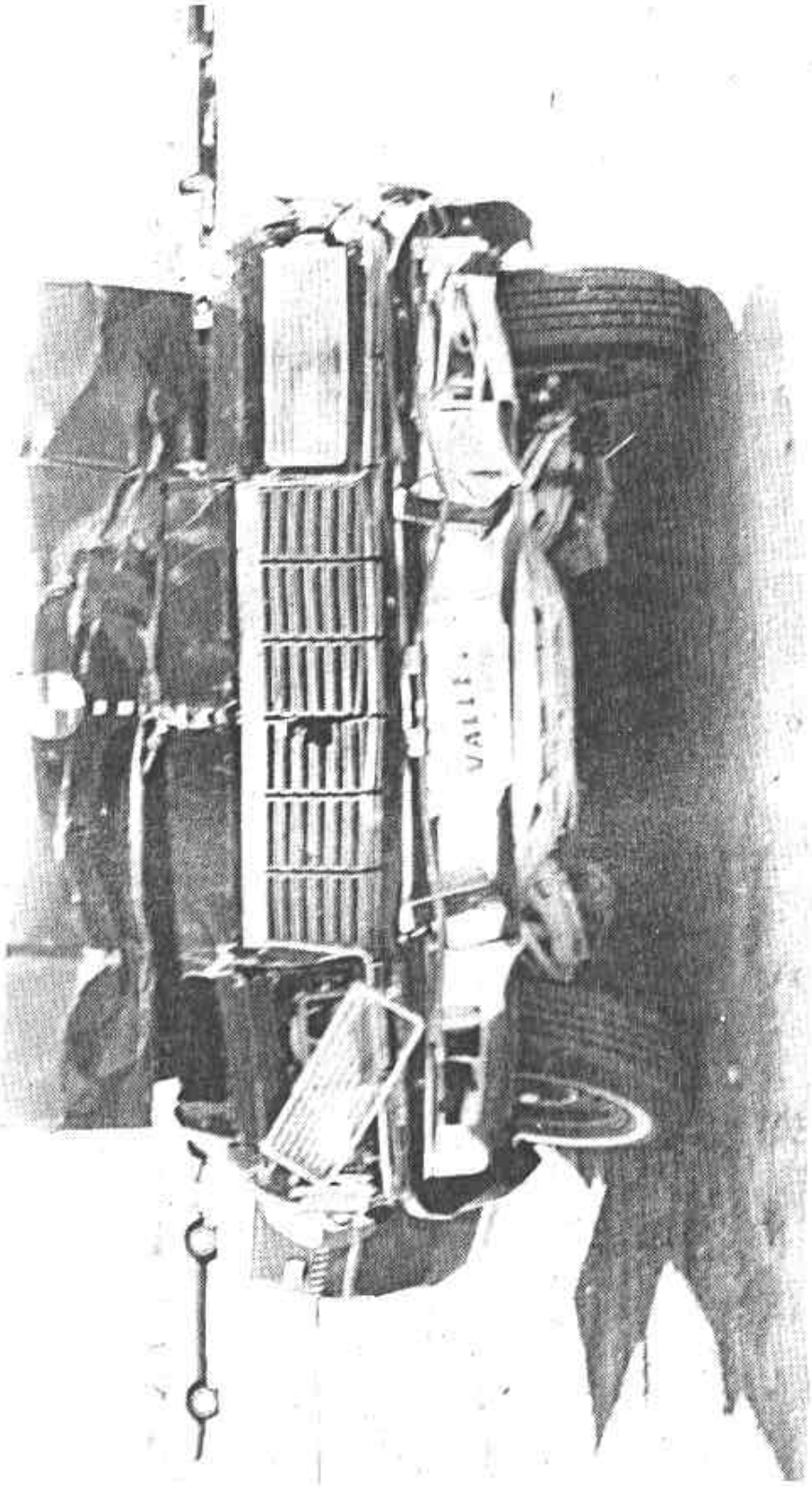


Figure 2-2. Post-test Front View.

Figure 2-3. Pre-test Side View.

Figure 2-4. Post-test Left Side View.

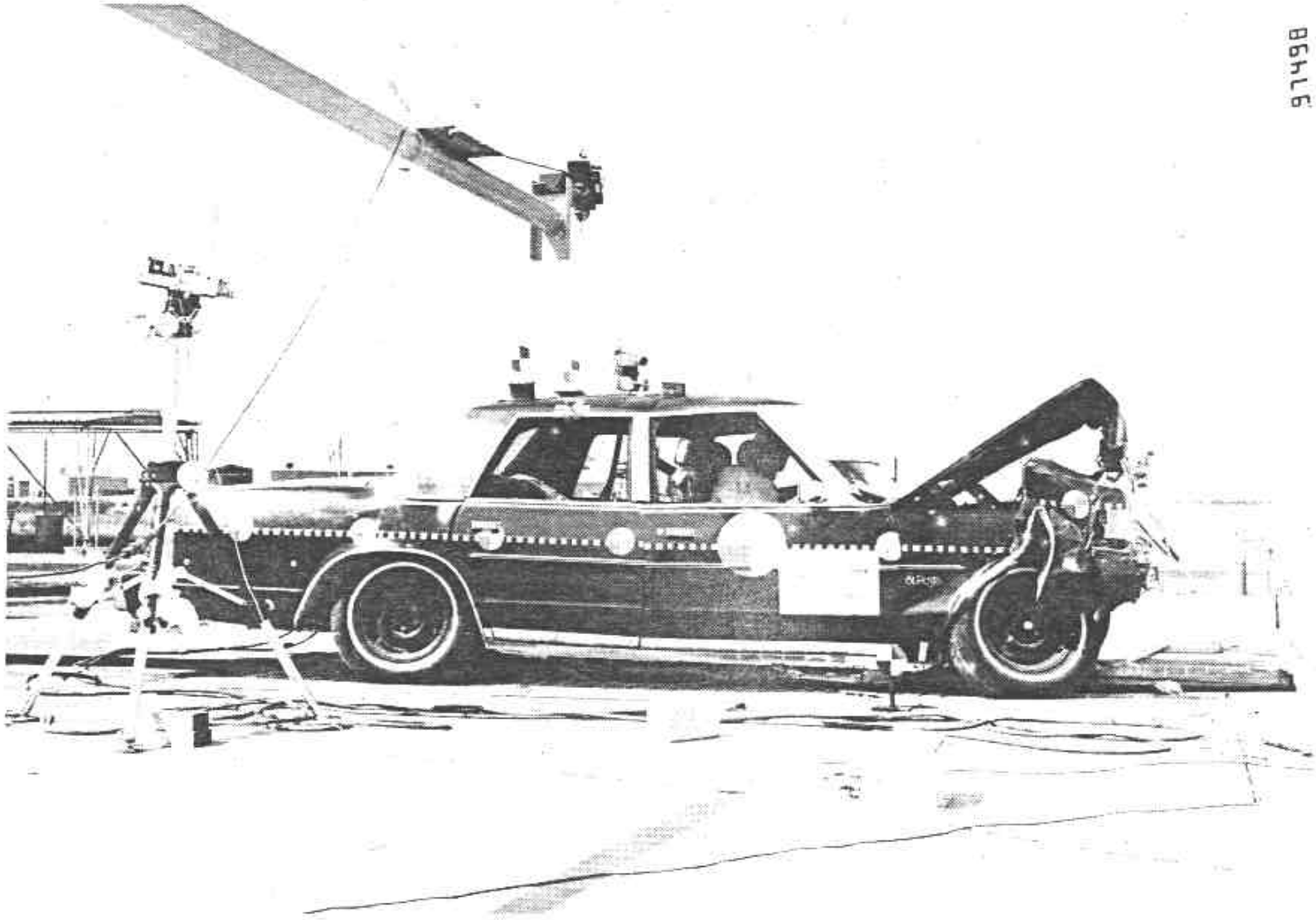


Figure 2-5. Post-test Right Side View.

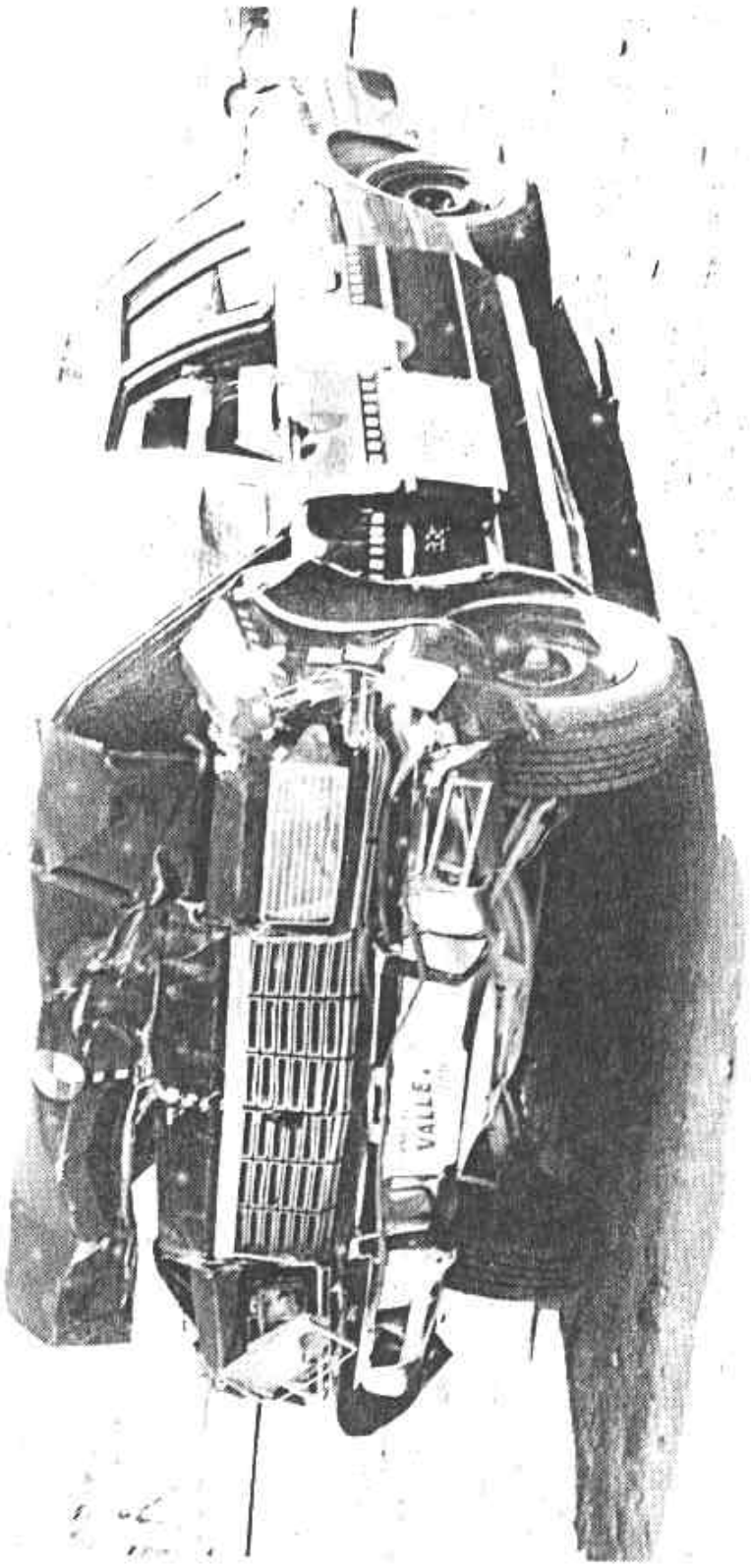


Figure 2-6. Post-test Left Front Quarter View.

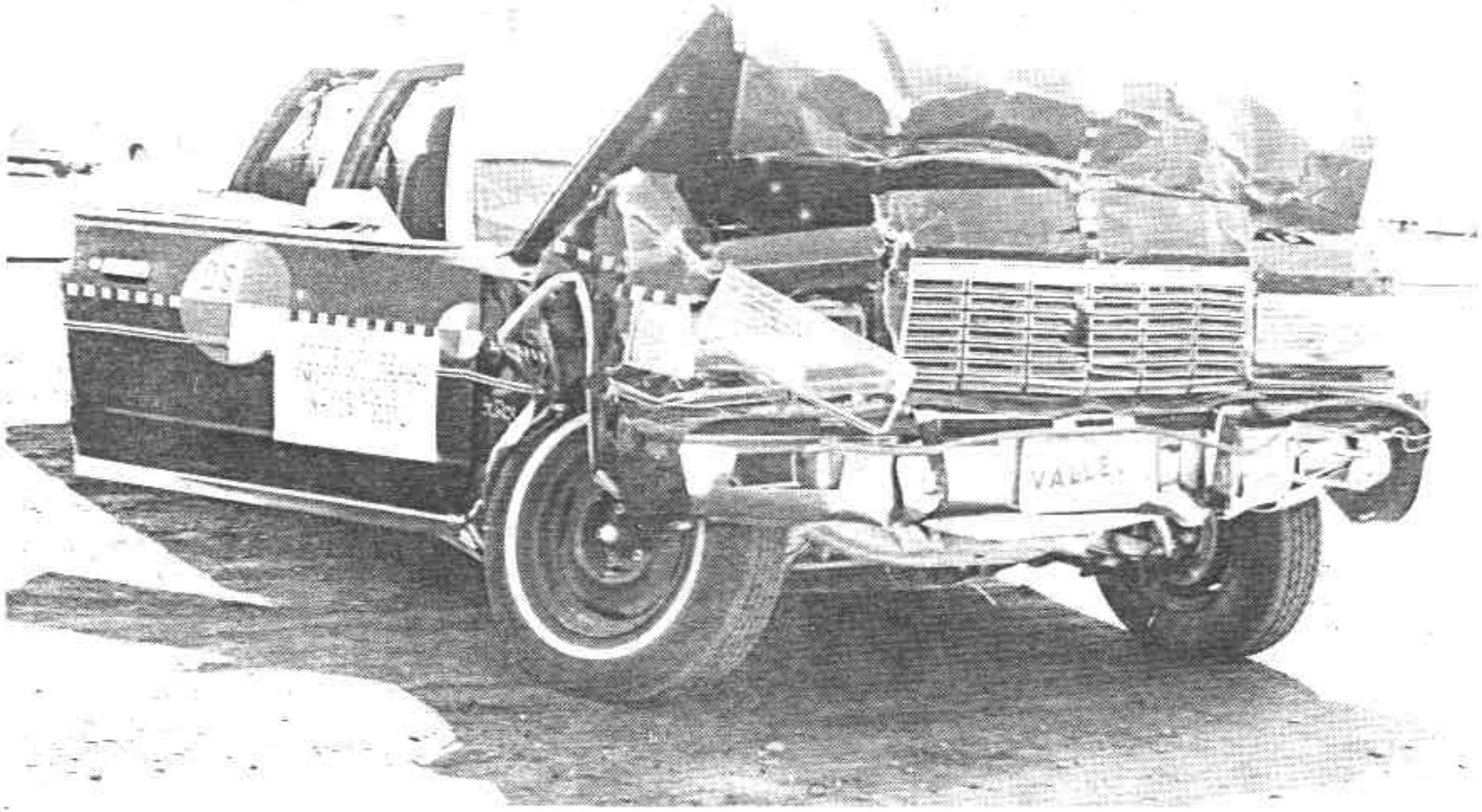


Figure 2-7. Post-test Right Front Quarter View.

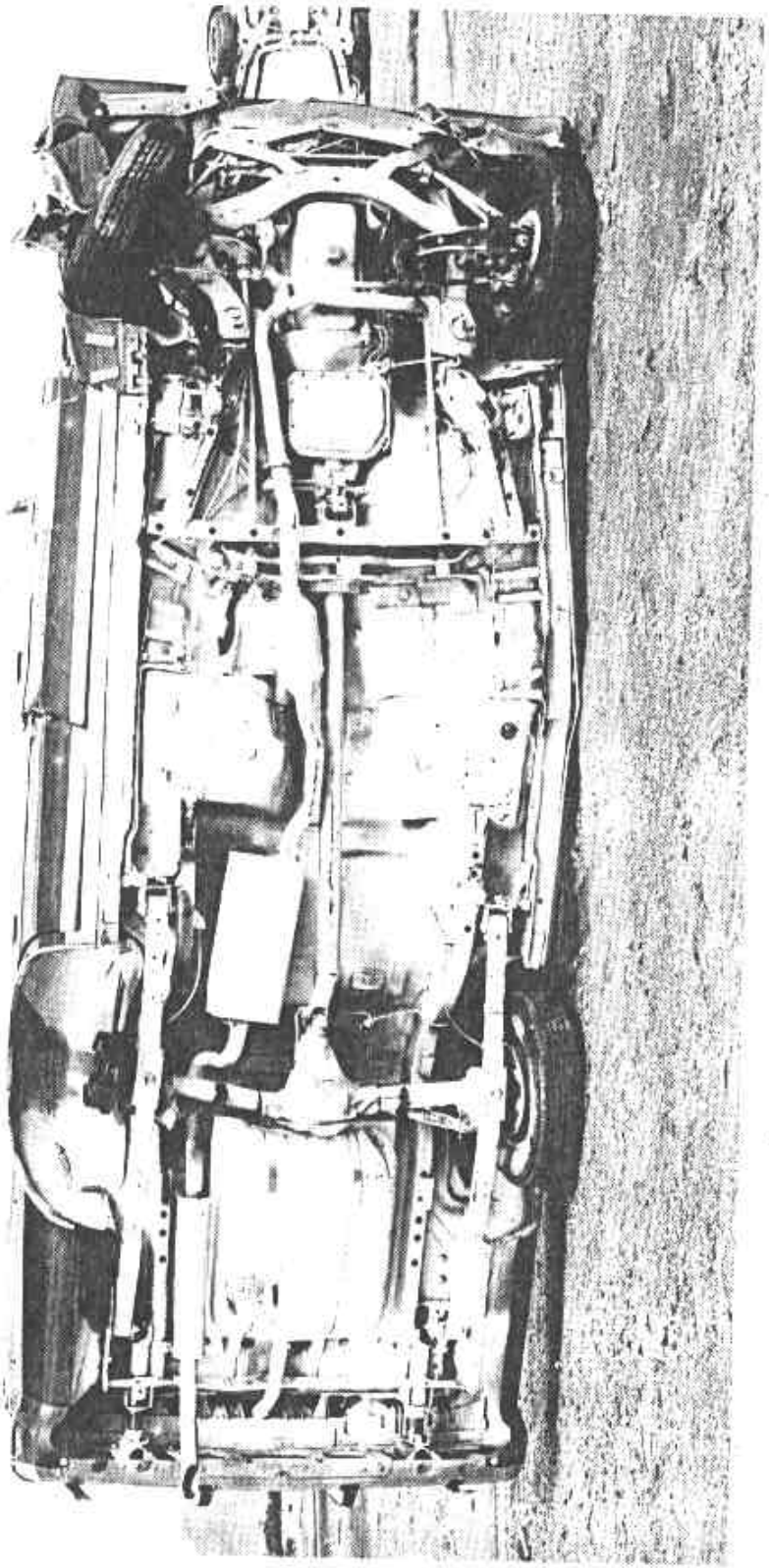


Figure 2-8. Post-test Overall Underside View.

SECTION 3

COMPLIANCE-RELATED DATA
FMVSS 212, 219, 301-75 INDICANT TESTING

The following data sheets and photographs document compliance data related to FMVSS 212, 219, and 301-75.

SECTION 3

SUMMARY OF RESULTS
FMVSS 212 INDICANT DATA

VEHICLE DATA:

Manufacturer: Chrysler Corporation Model Year: 1979

Make/Model: Dodge St. Regis

Body Style: 4-door Sedan Manufacture Date: 12-78

VIN: EH42K9A146561 NHTSA No.: 790312

Delivery Weight: 3935 lb; Test Weight: 4457 lb; GVWR: 5375 lb

Engine: No. of Cylinders 8 Displacement 360 $in.^3$

Vehicle Mileage: 122 miles

Remarks: Power seats and windows, radio, clock, cruise control, air conditioning, electric door locks, power brakes and steering, power antenna

GENERAL TEST CONDITIONS:

Vehicle Impact Speed:

Primary 34.93 mph; Secondary 34.92 mph

Speed Range Specified by CTM: 34.5 to 35.5 mph

Ambient Temperature at Time of Test: 104 °F

Date of Test: June 27, 1979 Time: 0928

Windshield Molding Temperature: 80.7 °F

SUMMARY FOR FMVSS NO. 212:

			Actual Data	Standard Requirement	Pass/Fail
1.	Pre-test Windshield Periphery (in.)	Right	84.1		
		Left	84.1		
		Total	168.2		
2.	Post-test Windshield Periphery (in.)	Right	84.1		
		Left	84.1		
		Total	168.2	75% Minimum	Pass

LABORATORY INFORMATION:

Project Engineer: R. Pirtle Date: June 1979

Project Manager: E. Enserink Date: June 1979

SECTION 3

TEST DATA SHEET FOR
FMVSS 212 INDICANT DATA

VEHICLE DATA:

NHTSA No.: 790312 Tire Size and Type: FR-78-15

Cold Tire Inflation Pressure (psi): RF 29.0 LF 29.0
RR 29.0 LR 29.0 Spare 29.0

Delivered Vehicle Attitude (in.):

RF 31.0 LF 31.0 RR 31.0 LR 31.0

Vehicle Test Attitude (in.):

RF 31.0 LF 31.0 RR 29.0 LR 28.9

Static Crush: 26.6 in. (Right Side) 29.7 in. (Left Side)

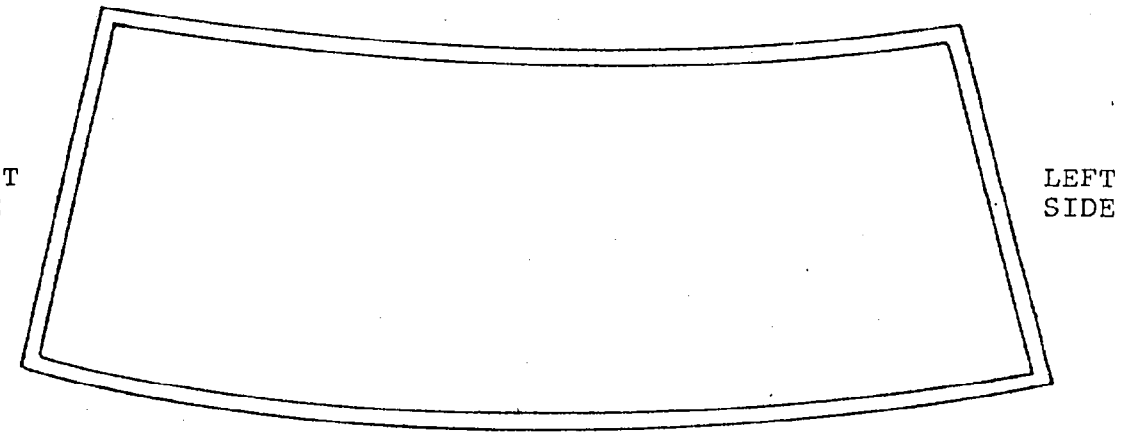
Rebound Distance: Right 28 in. Left 28 in.

SPECIFIC TEST DATA FOR FMVSS 212:

Details of Windshield Mounting:

The windshield is mounted in the vehicle body by a 3/4-inch mastic on the top and sides, and by a 2-inch mastic on the bottom edge. The windshield is bordered by a 1-inch chrome molding on the top and sides, and a 3-1/4-inch chrome molding on the bottom.

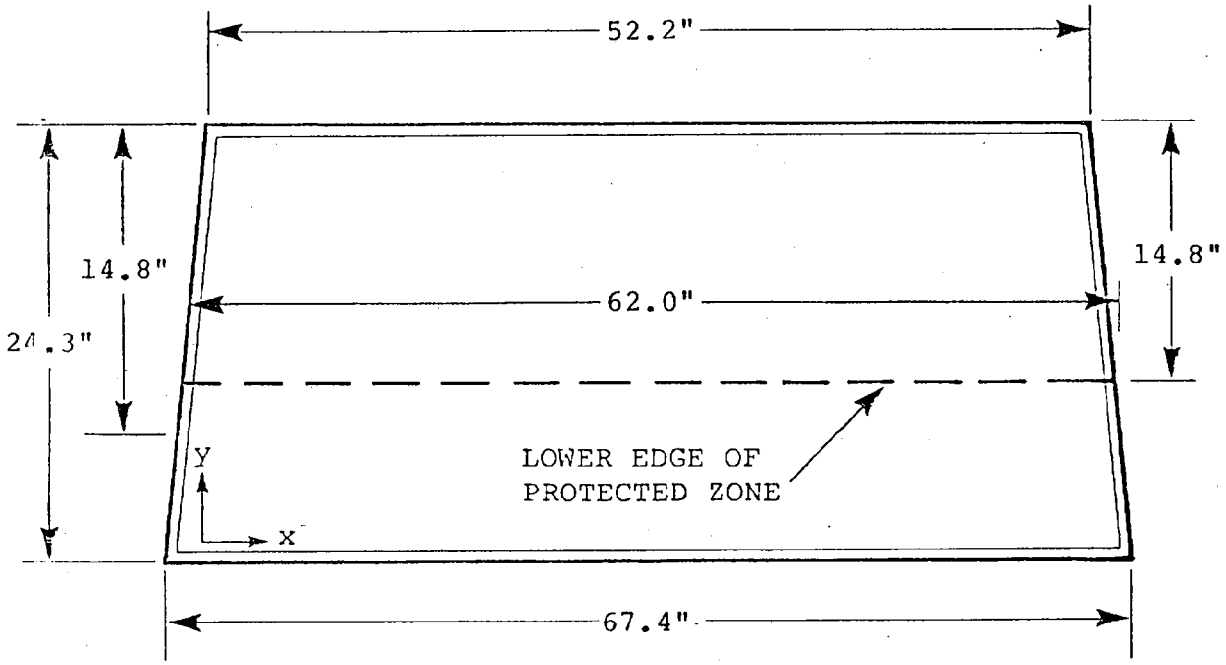
Area of Retention Failure (as noted): None.



FRONT VIEW

SECTION 3
FMVSS 219 INDICANT DATA

1. PROTECTED ZONE DEFINITION:



FRONT VIEW OF WINDSHIELD

Method of adhering styrofoam to the windshield:
One-half inch cut cell foam panels glued on with 3M cement and at least 24 hours of compression. Template then undergoes final 45° contouring and is recovered to protect template.

2. TEST RESULTS:

Zone Intrusion Description/Cause: None

	Coordinates X	Coordinates Y	Depth (in.)
1.	NA	NA	NA
2.	NA	NA	NA
3.	NA	NA	NA

SECTION 3
FMVSS 301-75 INDICANT DATA

GENERAL TEST CONDITIONS:

Vehicle Impact Speed:

Primary 34.93 mph Secondary 34.92 mph

Speed Range Specified by CTM: 34.5 to 35.5 mph

Ambient Temperature at Time of Test: 104 °F

Date of Test: June 27, 1979 Time: 0928

FUEL SYSTEM DATA:

Test Fluid: Stoddard Solvent No. 2 Specific Gravity: 0.764

Kinematic Viscosity: 0.99 centistokes

Spill Point Volume: 23.3 U.S. gal/lb Liquid Temp: 74 °F

Test Volume: 21.3 U.S. gal/lb Liquid Temp: 74 °F

Details of Fuel Tank, Filler Pipes, and Connections:

Fuel tank is mounted beneath trunk floor aft of rear axle by two metal straps. The filler tube inserts into center of rear vertical side through a grommet, and terminates on vehicle centerline beneath rear license plate fixture. Filler tube is sealed by a locking gas cap.

PERFORMANCE SUMMARY FOR FMVSS NO. 301-75:

		Actual Data	Standard Requirement	Pass/Fail
1.	Transimpact Fluid Loss (oz)	0.0	1 oz maximum	Pass
2.	Post-impact Fluid Loss (oz) (30-minute period post-impact)	0.0	1 oz/ minute maximum	Pass

Details of Leakage: None

3. Static Rollover: See following four pages

LABORATORY INFORMATION:

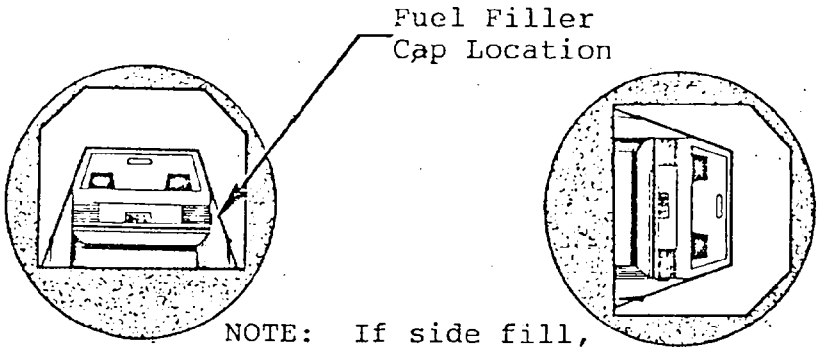
Project Engineer: R. Pirtle Date: June 1979

Project Manager: E. Enserink Date: June 1979

SECTION 3

FMVSS 301-75 INDICANT STATIC ROLLOVER DATA SHEET

TEST PHASE: 0° to 90° VEHICLE NHTSA NO. 790312



NOTE: If side fill, rotate so that filler cap is down.

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time.... = 1 min, 39 sec +
(Spec. Range = 1 to 3 min)

FMVSS 301 Position Hold Time..... = 5 min, 00 sec =

Total..... = 6 min, 39 sec

Next Whole Minute Interval..... = 7 min

FMVSS 301 REQUIREMENTS AND ACTUAL TEST RESULTS:

Time Period	First 5 min (from onset)	6th min	7th min	8th min (if req'd)
Maximum Spillage Allowed (oz)	5	1	1	1
Actual Spillage Recorded	0	0	0	

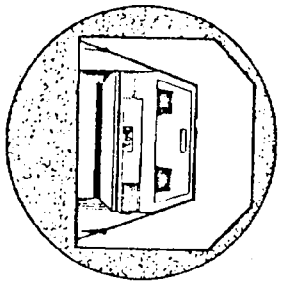
NOTE: Spillage is recorded in whole minute intervals only - as determined above.

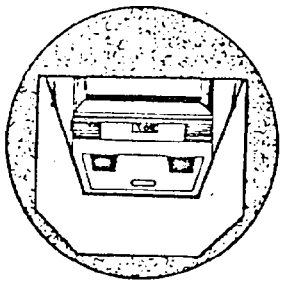
SOLVENT SPILLAGE LOCATION(S):

SECTION 3

FMVSS 301-75 INDICANT STATIC ROLLOVER DATA SHEET

TEST PHASE: 90° to 180° VEHICLE NHTSA NO. 790312





DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time.... = 1 min, 40 sec +
(Spec. Range = 1 to 3 min)

FMVSS 301 Position Hold Time..... = 5 min, 00 sec =

Total..... = 6 min, 40 sec

Next Whole Minute Interval..... = 7 min

FMVSS 301 REQUIREMENTS AND ACTUAL TEST RESULTS:

Time Period	First 5 min (from onset)	6th min	7th min	8th min (if req'd)
Maximum Spillage Allowed (oz)	5	1	1	1
Actual Spillage Recorded	0	0	0	

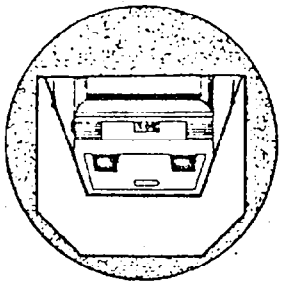
NOTE: Spillage is recorded in whole minute intervals only - as determined above.

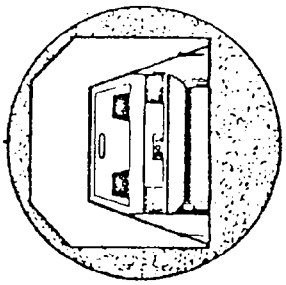
SOLVENT SPILLAGE LOCATION(S):

SECTION 3

FMVSS 301-75 INDICANT STATIC ROLLOVER DATA SHEET

TEST PHASE: 180° to 270° VEHICLE NHTSA NO. 790312





DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time.... = 1 min, 35 sec +
(Spec. Range = 1 to 3 min)

FMVSS 301 Position Hold Time..... = 5 min, 00 sec =

Total..... = 6 min, 35 sec

Next Whole Minute Interval..... = 7 min

FMVSS 301 REQUIREMENTS AND ACTUAL TEST RESULTS:

Time Period	First 5 min (from onset)	6th min	7th min	8th min (if req'd)
Maximum Spillage Allowed (oz)	5	1	1	1
Actual Spillage Recorded	0	0	0	

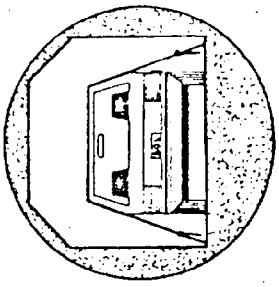
NOTE: Spillage is recorded in whole minute intervals only - as determined above.

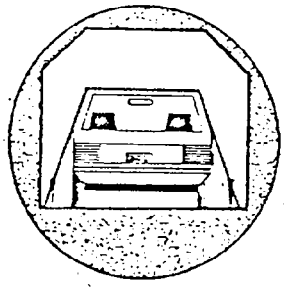
SOLVENT SPILLAGE LOCATION(S):

SECTION 3

FMVSS 301-75 INDICANT STATIC ROLLOVER DATA SHEET

TEST PHASE: 270° to 360° VEHICLE NHTSA NO. 790312





DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time.... = 1 min, 37 sec +
(Spec. Range = 1 to 3 min)

FMVSS 301 Position Hold Time..... = 5 min, 00 sec =

Total..... = 6 min, 37 sec

Next Whole Minute Interval..... = 7 min

FMVSS 301 REQUIREMENTS AND ACTUAL TEST RESULTS:

Time Period	First 5 min (from onset)	6th min	7th min	8th min (if req'd)
Maximum Spillage Allowed (oz)	5	1	1	1
Actual Spillage Recorded	0	0	0	

NOTE: Spillage is recorded in whole minute intervals only - as determined above.

SOLVENT SPILLAGE LOCATION(S):

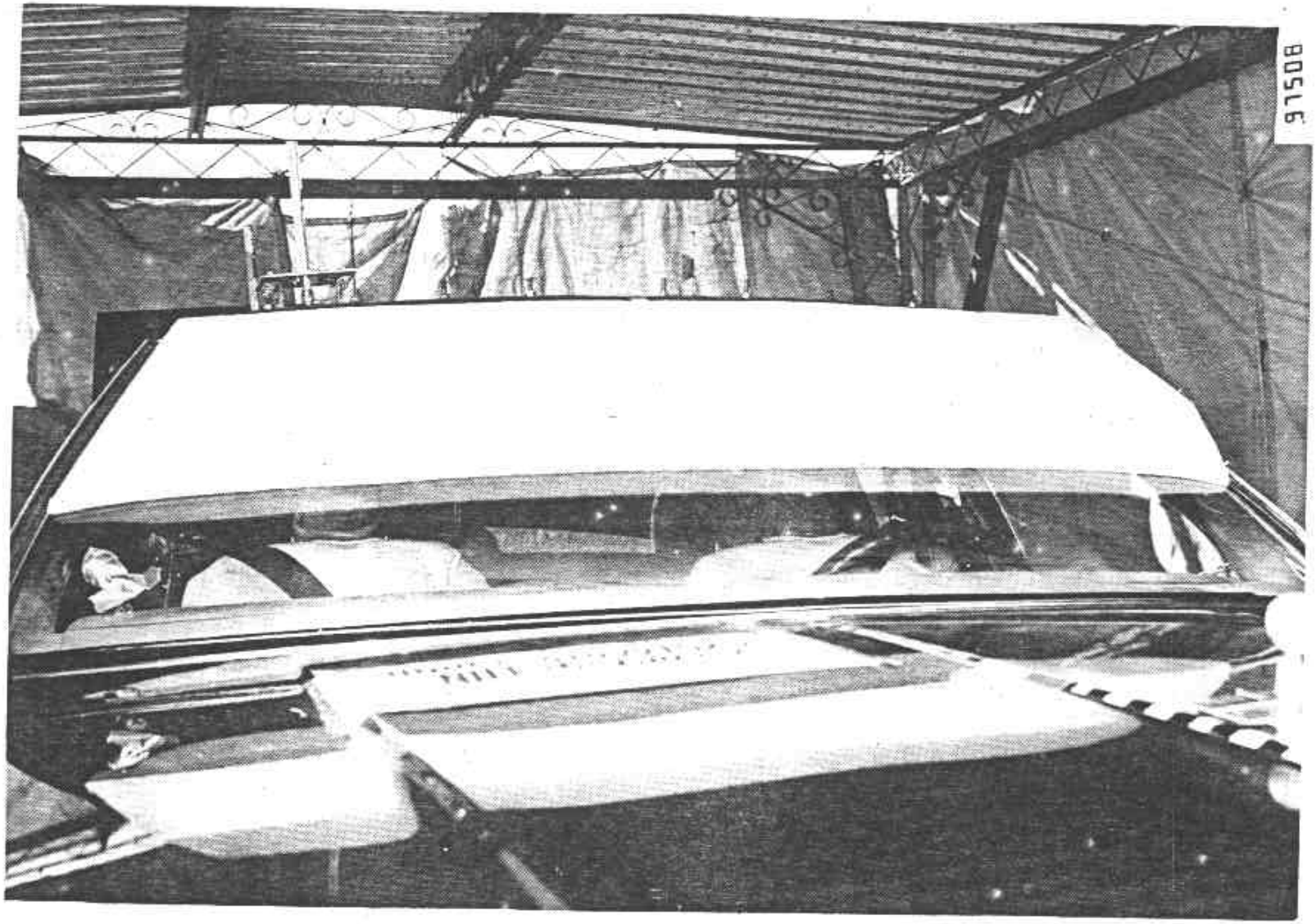


Figure 3-1. Pre-test Windshield - Overall View.

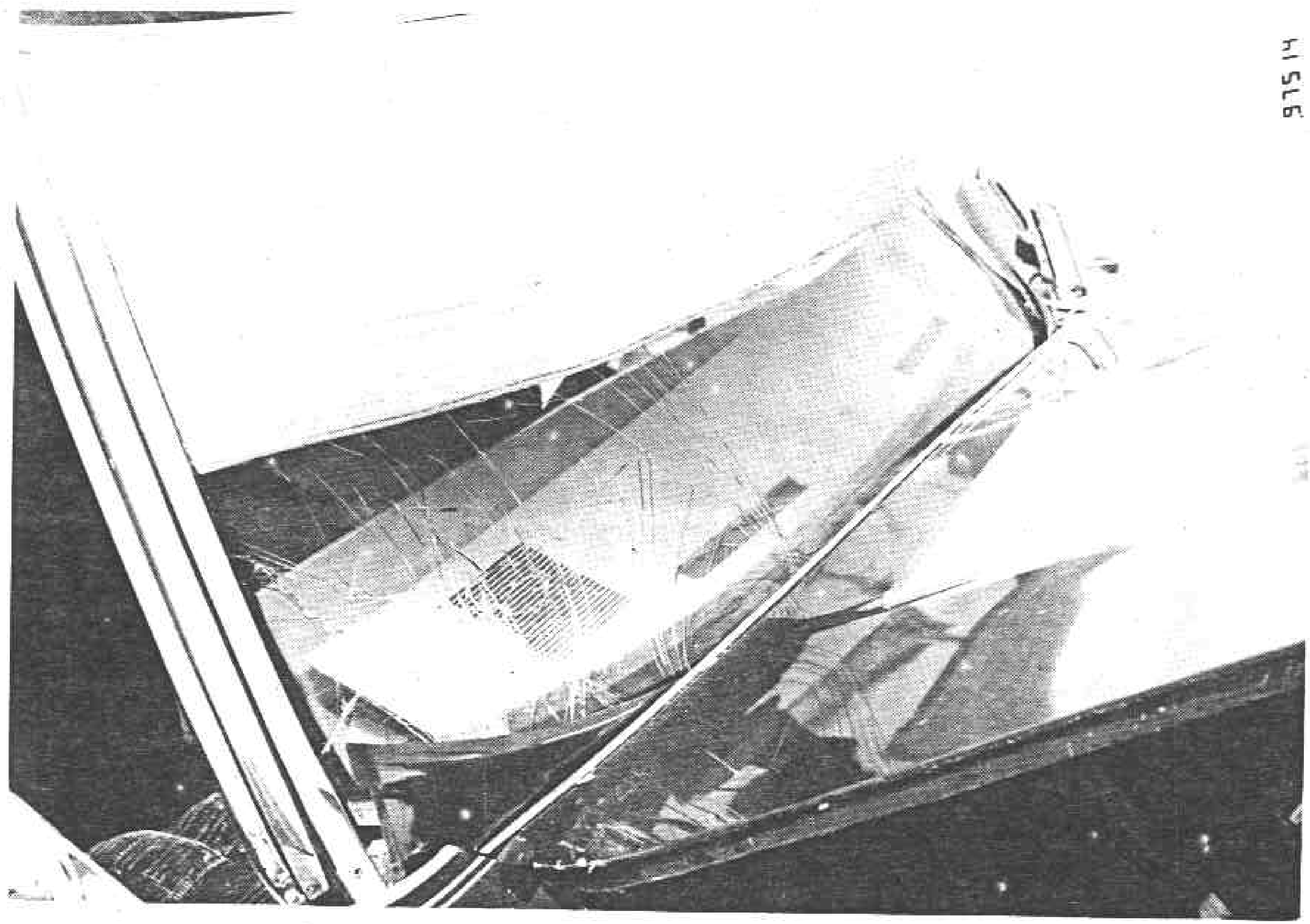


Figure 3-2. Post-test Windshield - Right Overall View.

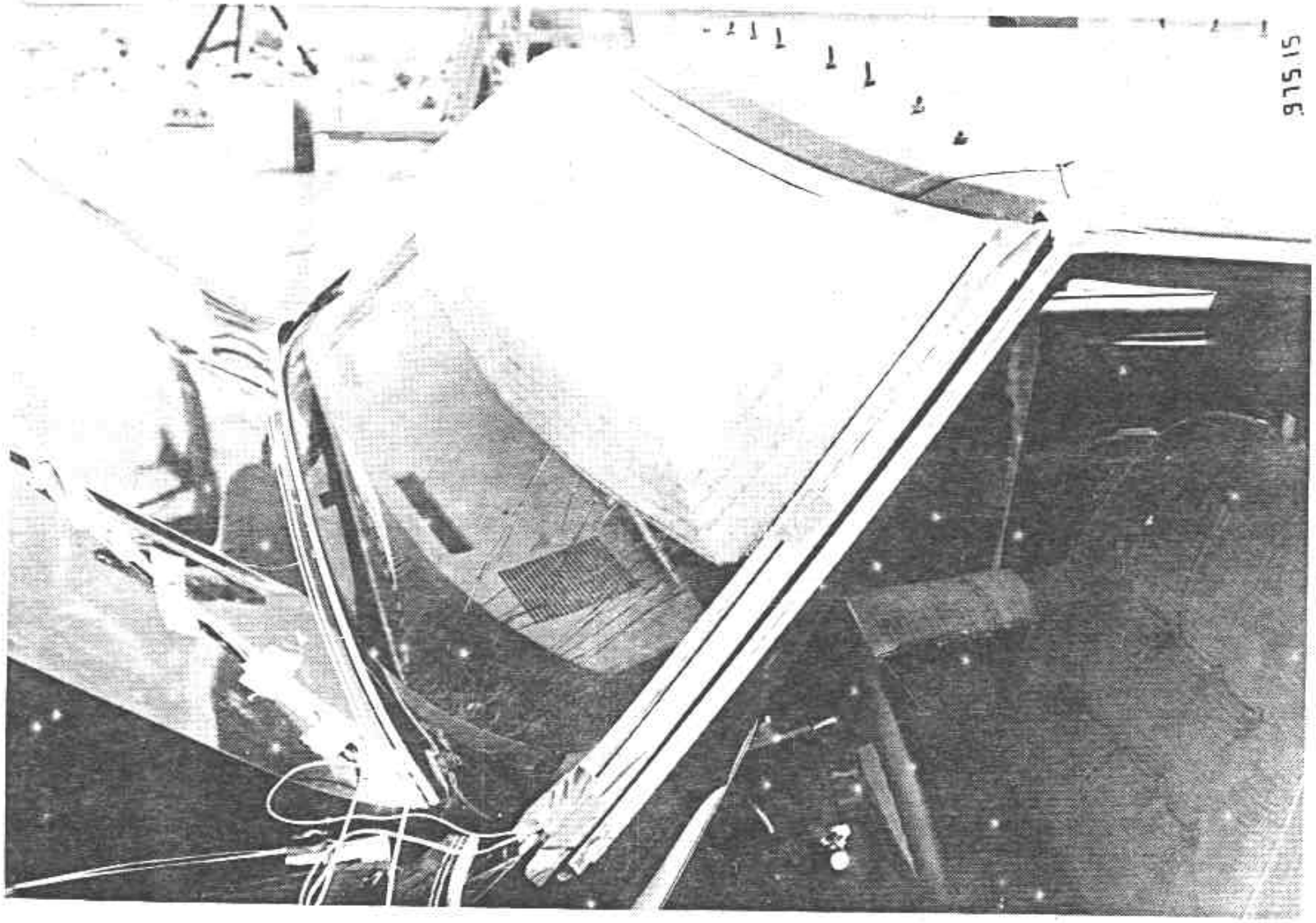


Figure 3-3. Post-test Windshield - Left Overall View.

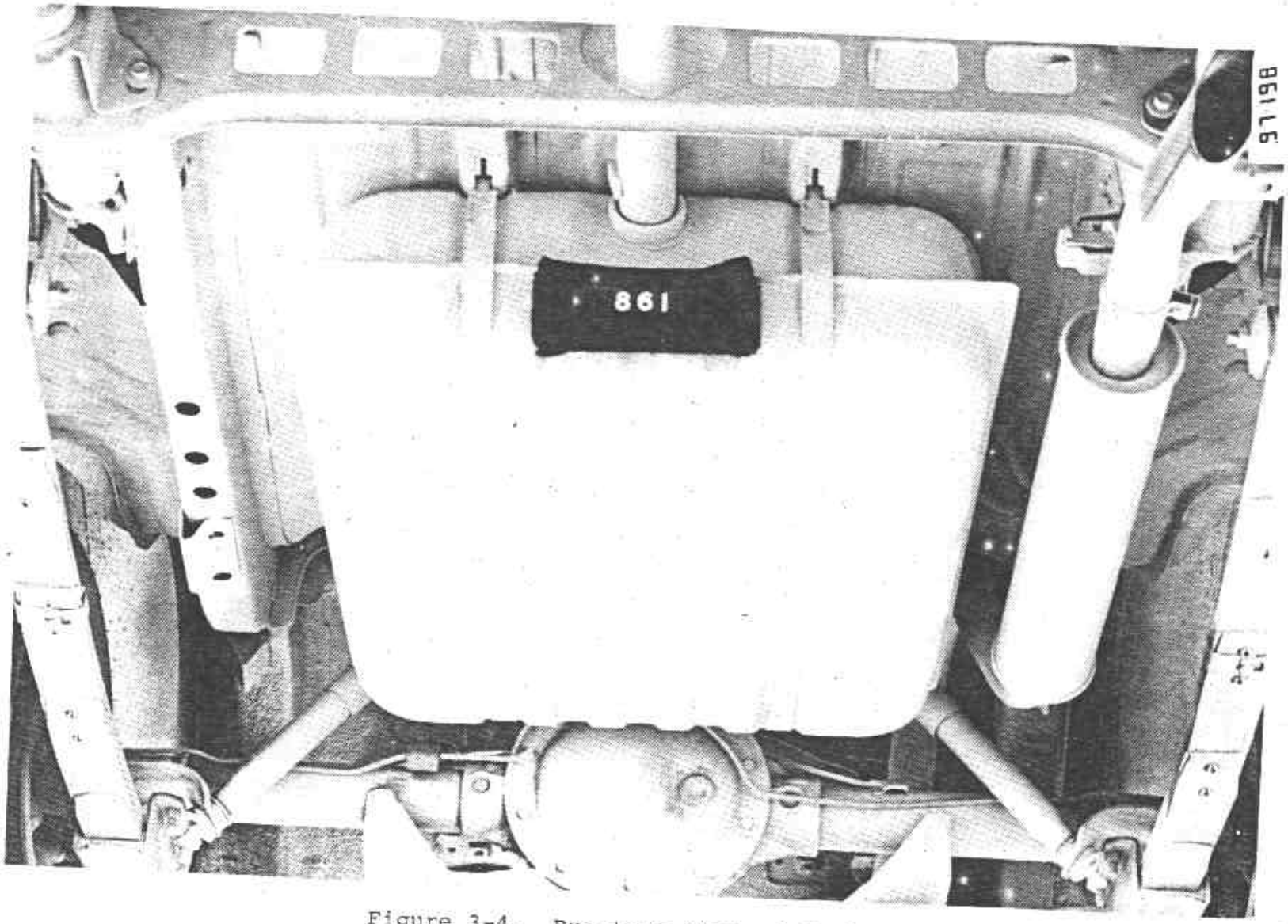


Figure 3-4. Pre-test View of Fuel Tank.

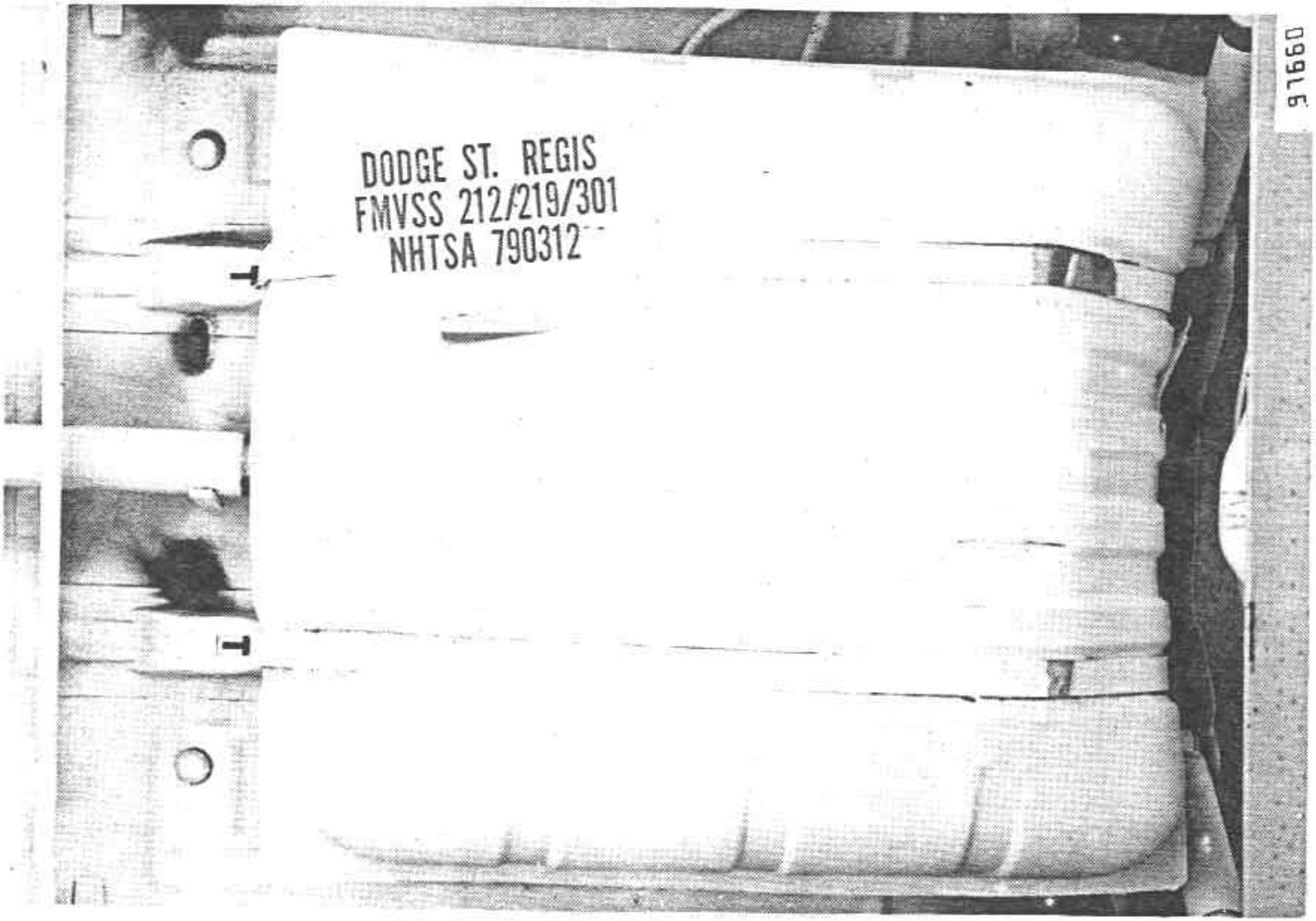


Figure 3-5. Post-test View of Fuel Tank.

SECTION 4
DATA REQUIRED BY R&D AND OAR

The following pages are included in this section:

1. Dummy positional data
2. Dummy injury summaries
3. Vehicle crush data
4. Accelerometer location and data summary
5. Photographs pertinent to R&D and OAR

Calcomp plots of dummy and vehicle accelerometer data are presented in Appendix B.

SECTION 4
DUMMY POSITIONING

Pre-test Dummy Positions

Measurement	Driver (in.)	Passenger (in.)	Child (in.)
Dummy Centerline to Vehicle Centerline	14.0	15.5	-
Nose to Upper Rim Steering Wheel	16.8	-	-
Nose to Windshield (Horizontal Distance)	18.4	15.6	-
Chest to Steering Wheel Hub	-	-	-
Chest to Instrument Panel	-	-	-
Left Knee to Closest Point on Lower Panel	7.8	6.8	-
Right Knee to Closest Point on Lower Panel	8.3	7.0	-
Ankle Distance	12.0	10.0	-
Knee Distance	9.0	9.0	-
Nose to Seatback	-	-	24.5

Additional dummy positioning information is presented in the PART 572 DUMMY IN-VEHICLE POSITION RECORDING SHEET which follows.

SECTION 4

PART 572 DUMMY IN-VEHICLE POSITION RECORDING SHEET

NHTSA No.: 790312 Manufacturer: Chrysler Corporation

Make/Model: Dodge St. Regis Model Year: 1979

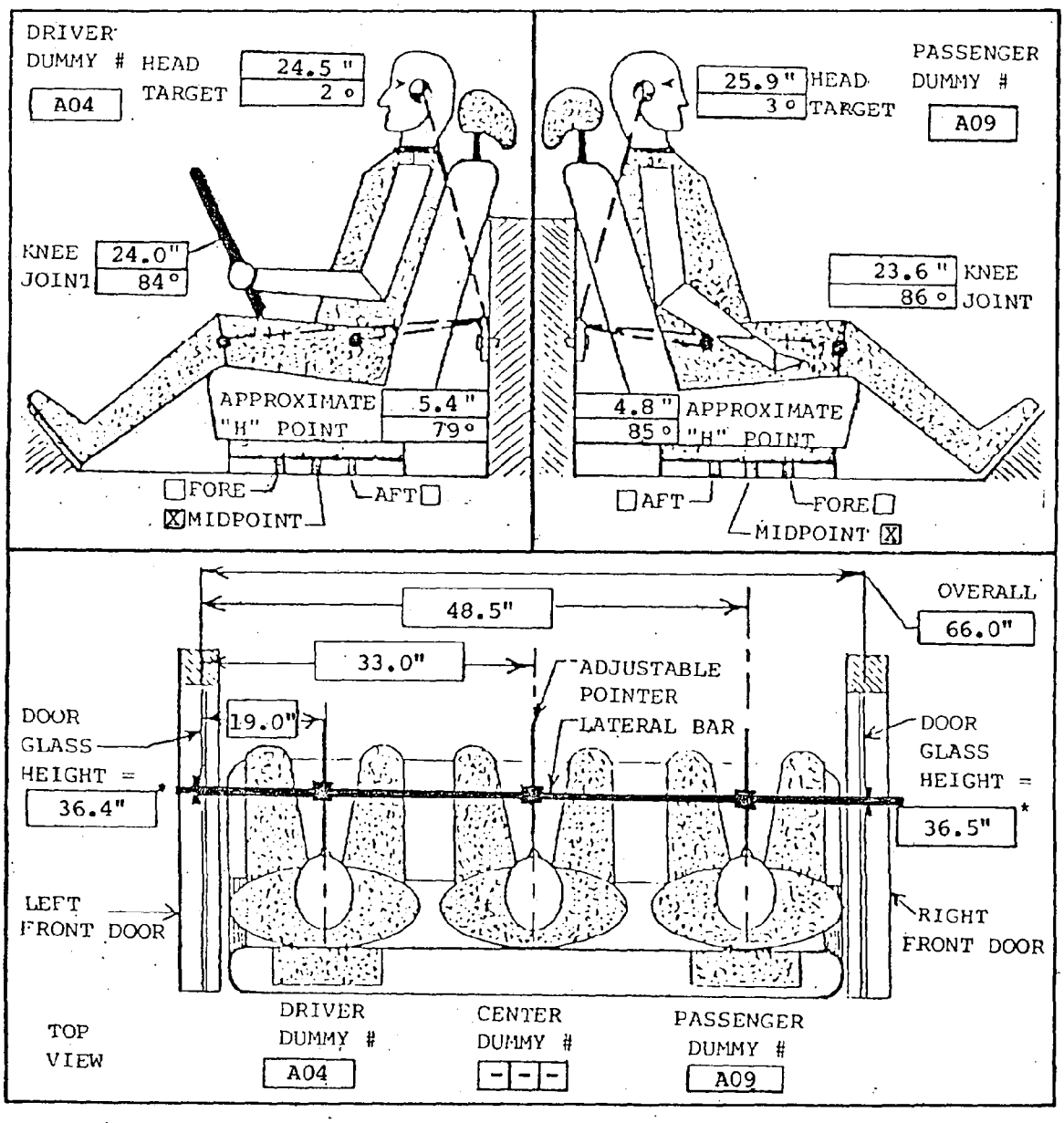
SEAT TYPE:	ADJUSTER TYPE:	BUCKET SEAT BACK TYPE:
___ Bench ___ Bucket	X Manual (Passenger)	___ Adjustable Reclining
X Split Bench	X Power (Driver)	X Fixed

AMBIENT TEMPERATURE: 79 °F; TIME: 0714

POSITIONING DATE: June 27, 1979

TECHNICIANS: 1. R. Pirtle 2. M. Pozzi

All front seat dummies shall be positioned according to the procedure "OSE RECOMMENDED PROCEDURE FOR POSITIONING PART 572 DUMMIES IN TEST VEHICLE."



*Door glass height is equal on the right and left side of vehicle

SECTION 4

PART 572 DUMMY DATA SUMMARY

	Driver Dummy				Passenger Dummy			
	Positive Direction*		Negative Direction**		Positive Direction*		Negative Direction**	
	Peak (G)	Time (msec)	Peak (G)	Time (msec)	Peak (G)	Time (msec)	Peak (G)	Time (msec)
Head Acceleration								
Longitudinal	11.1	138	102.8	108	16.0	89	53.6	61
Lateral	3.8	154	55.0	108	NO DATA			
Vertical	93.4	102	5.5	22	61.7	124	16.6	91
Resultant	133.6	102			102.2	117		
HIC	1908.5 @ 94-115 msec				***			
Chest Acceleration								
Longitudinal	1.6	196	68.4	86	2.9	149	57.2	116
Lateral	6.0	60	27.5	83	38.3	114	2.3	49
Vertical	12.8	75	8.6	91	11.2	135	9.0	90
Resultant (Max)	71.5	86			63.1	116		
Resultant (clip)	66.7	88			50.3	118		
TIME > 60 G	8 msec				1 msec			
SEVERITY INDEX	676.2 @ 200 msec				371.0 @ 200 msec			
	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)
Femur Loads								
Left			832.1	81			646.7	74
Right			531.4	79			588.8	101
Belt Loads								
Torso	1228.4	86			2567.4	92		

Vehicle Impact Speed (mph): 34.93

*Longitudinal: Forward
Lateral: Rightward
Vertical: Downward
**Longitudinal: Rearward
Lateral: Leftward
Vertical: Upward
***HIC is unavailable because of a bad lateral acceleration channel.

SECTION 4
CHILD DUMMY DATA SUMMARY

	Child Dummy			
	Positive Direction*		Negative Direction**	
	Peak G	Time (msec)	Peak G	Time (msec)
Head Acceleration				
Longitudinal	10.4	100	170.0	128
Lateral	29.2	135	6.1	114
Vertical	94.7	120	6.8	41
Resultant	187.4	128		
HIC	2579.5 @ 105-135 msec			
Chest Acceleration				
Longitudinal	9.9	126	83.0	136
Lateral	18.4	140	7.6	135
Vertical	66.4	121	4.9	153
Resultant (Maximum)	86.0	136		
Resultant (clip)	73.5	134		
TIME > 60 G	15 msec			
SEVERITY INDEX	1043.3 @ 200 msec			
Vehicle Impact Speed (mph): 34.93				

*Longitudinal: Forward
Lateral: Rightward
Vertical: Downward
**Longitudinal: Rearward
Lateral: Leftward
Vertical: Upward

SECTION 4

PRE-/POST-TEST STATIC MEASUREMENT DATA
(See Following Page for Dimension Definition)

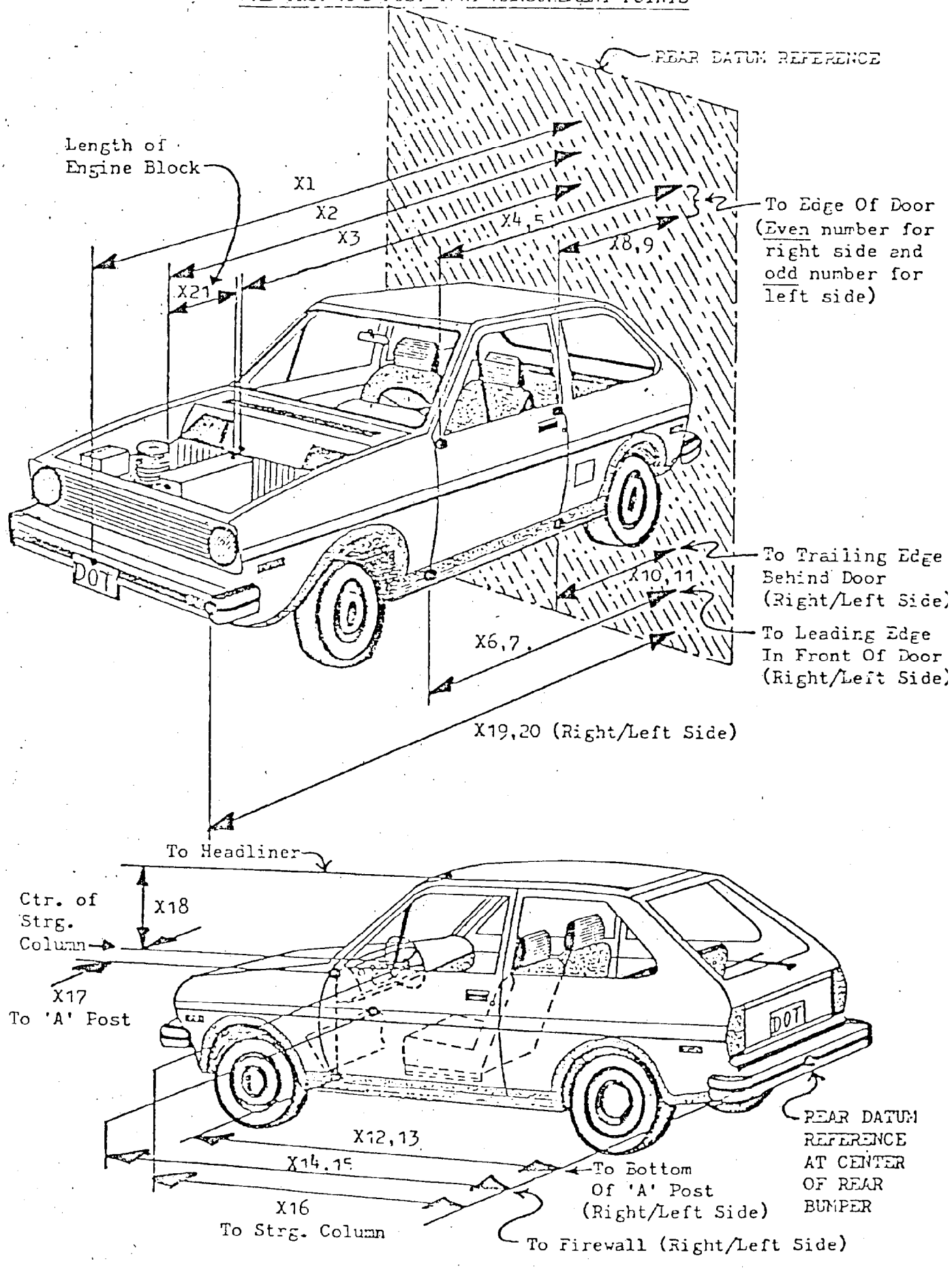
Vehicle: 1979 Dodge St. Regis 4-door Sedan NHTSA No.: 790312

Test Date: June 27, 1979 D.S. No.: 861

Reference Dimension	Pre-test Measurement	Post-test Measurement	Change
X_1*	219.5	192.0	27.5
X_2	185.5	176.7	8.8
X_3	158.5	153.5	5.0
X_4	150.0	149.5	0.5
X_5	150.0	149.5	1.1
X_6	150.1	149.0	1.1
X_7	150.8	149.6	1.2
X_8*	105.1	104.8	0.3
X_9*	105.5	105.5	0.0
X_{10}	105.5	105.5	0.0
X_{11}	106.0	105.5	0.5
X_{12}	147.2	146.5	0.7
X_{13}	147.3	145.8	1.5
X_{14}	163.3	154.8	8.5
X_{15}	166.5	162.0	4.5
X_{16}	129.5	126.0	3.5
Y_{17}	18.0	14.0	4.0
Z_{18}	17.1	28.0	10.9
X_{19}*	217.4	NA - Obscured	-
X_{20}*	217.0	NA - Obscured	-
X_{21}	27.0	23.4	3.6

*Rear impact data requirements.

PRE-TEST AND POST-TEST MEASUREMENT POINTS



SECTION 4
VEHICLE PROFILE DATA SHEET

Vehicle: 1979 Dodge St. Regis 4-door Sedan D.S. No.: 861

Test Date: June 27, 1979

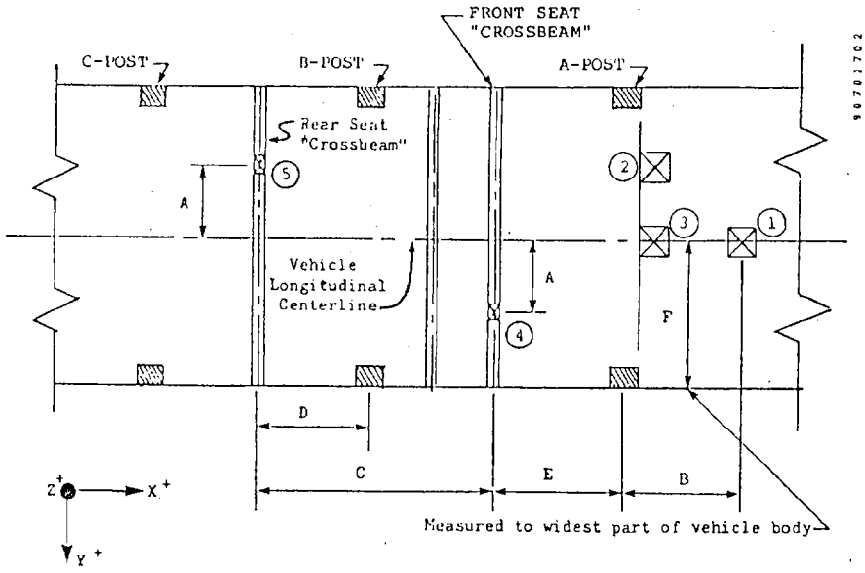
Measurement Date: Pre-test: June 26, 1979 Post-test August 10, 1979

Exterior Measurements
Referenced to Plane: 14 feet Forward of: Rear Axle

Location	Height	Vehicle Left (in.) 30	24	18	12	6	0	Vehicle Right (in.) 6	12	18	24	30
Pre-test Profile (in.)												
Top of Front Bumper	20.8		8.8				6.9				8.7	
Front of Hood												
Post-test Profile (in.)												
Top of Front Bumper			38.5				36.3				35.3	
Front of Hood												
Post-test Static Crush (in.)												
Top of Front Bumper			29.7				29.4				26.6	
Front of Hood												

SECTION 4
TEST VEHICLE ACCELEROMETER LOCATION DEFINITION AND DATA SUMMARY

Dim.	Length (in.)
A	17.0 Front 13.5 Rear
B	30.0
C	32.5
D	8.0
E	17.5
F	38.0



No.	Location Description	Component Direction X	Y	Z	Data Summary Peak G @ MSEC X "+"	X "-"	Y "+"	Y "-"	Z "+"	Z "-"
1	Engine	✓		✓	23.9 @ 75	75.2 @ 41	@	@	24.8 @ 62	24.1 @ 80
2	Firewall above steering column	✓		✓	31.4 @ 35	50.2 @ 27	@	@	49.9 @ 74	51.7 @ 80
3	Firewall @ vehicle centerline	✓		✓	17.3 @ 56	42.7 @ 34	@	@	31.0 @ 67	35.0 @ 63
4	Below front seat area	✓	✓	✓	16.3 @ 82	42.8 @ 71	19.8 @ 71	26.5 @ 65	74.2 @ 61	59.6 @ 74
5	Below rear seat area	✓		✓	37.8 @ 15	62.5 @ 29	@	@	47.3 @ 28	46.3 @ 83

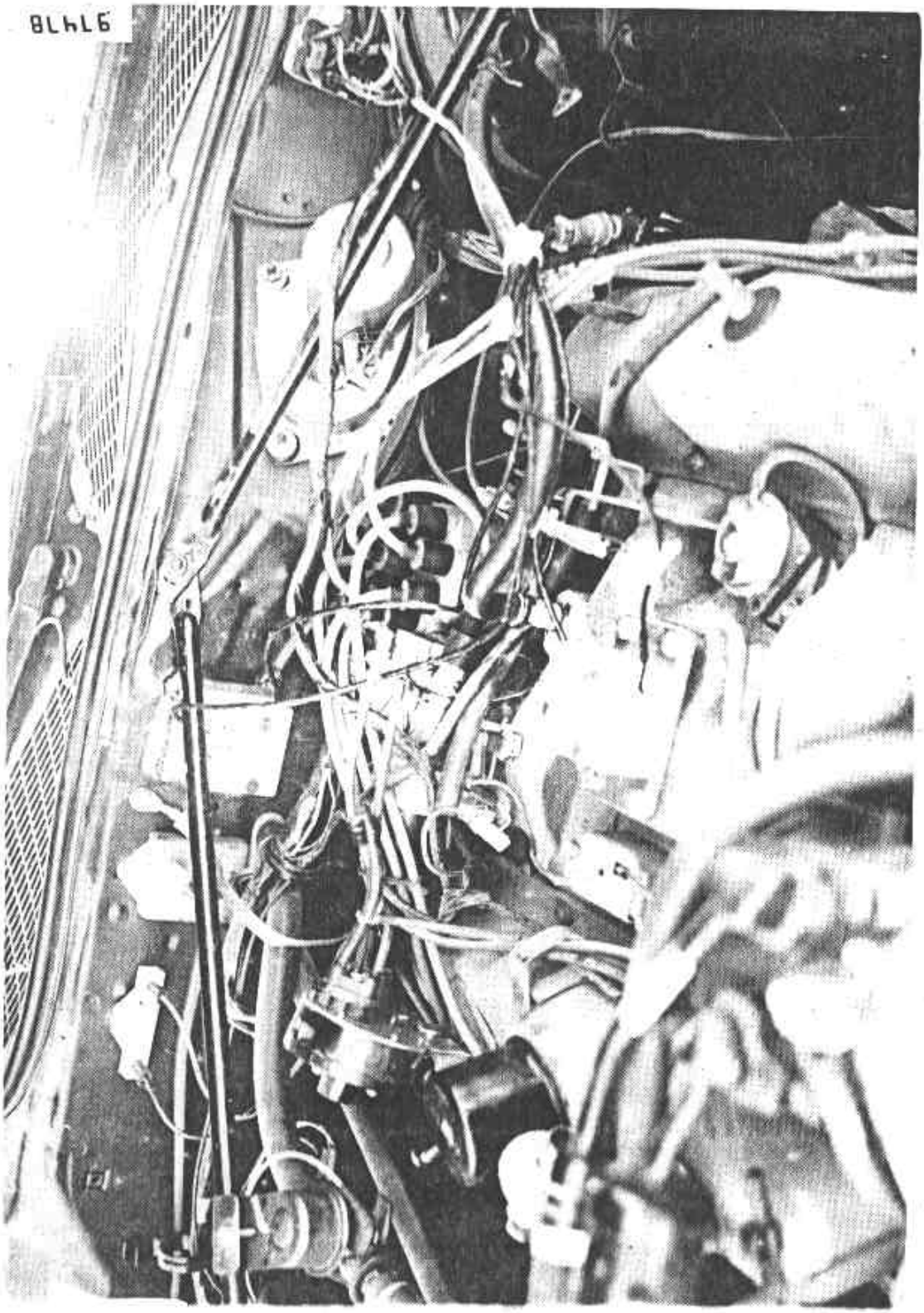


Figure 4-1. Engine Compartment Accelerometer Location.

Figure 4-2. Pre-test Driver Dummy Position.

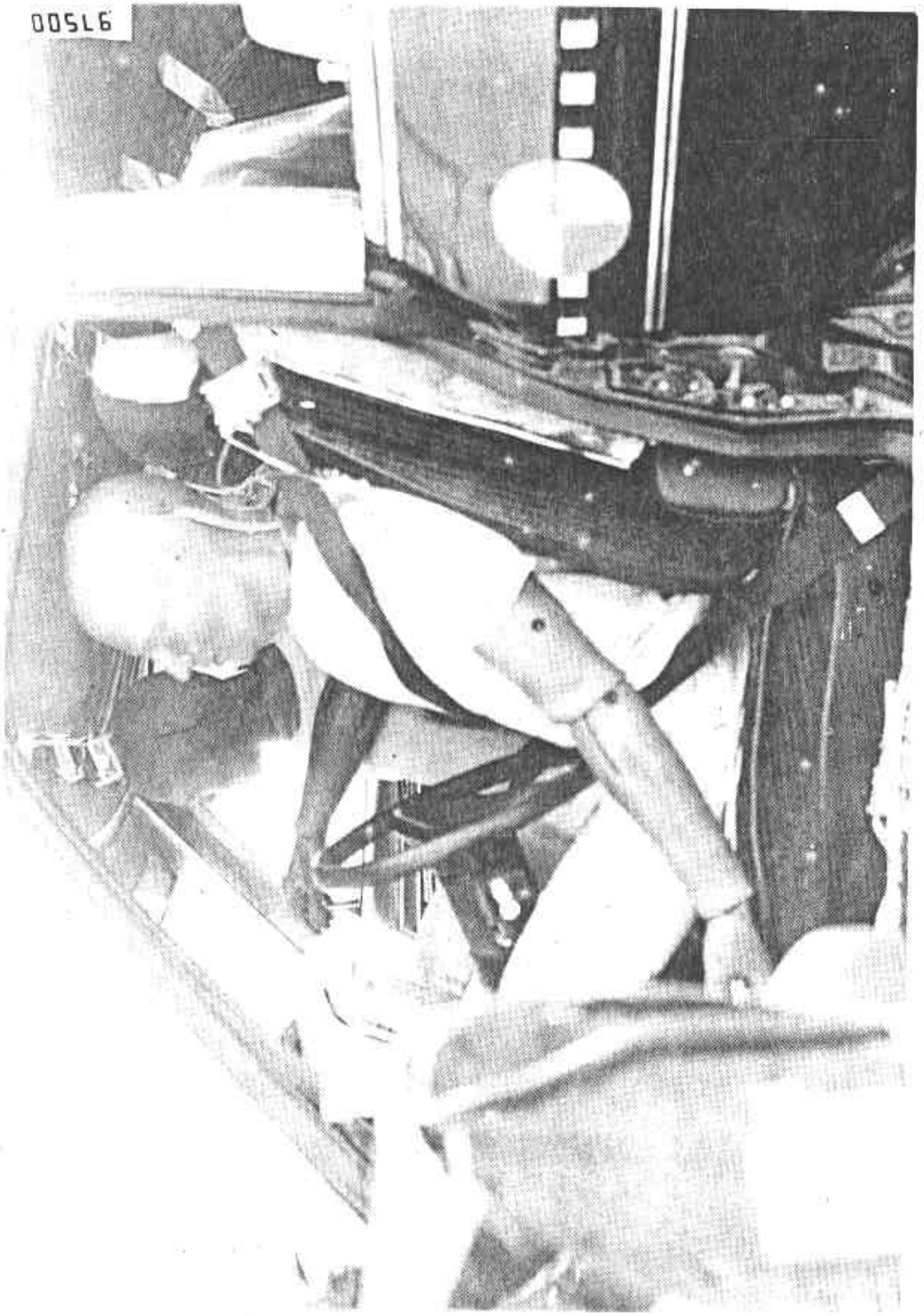


Figure 4-3. Post-test Driver Dummy Position.

E6416

Figure 4-4. Post-test Driver Dummy Position.

Figure 4-5. Post-test Driver Compartment.

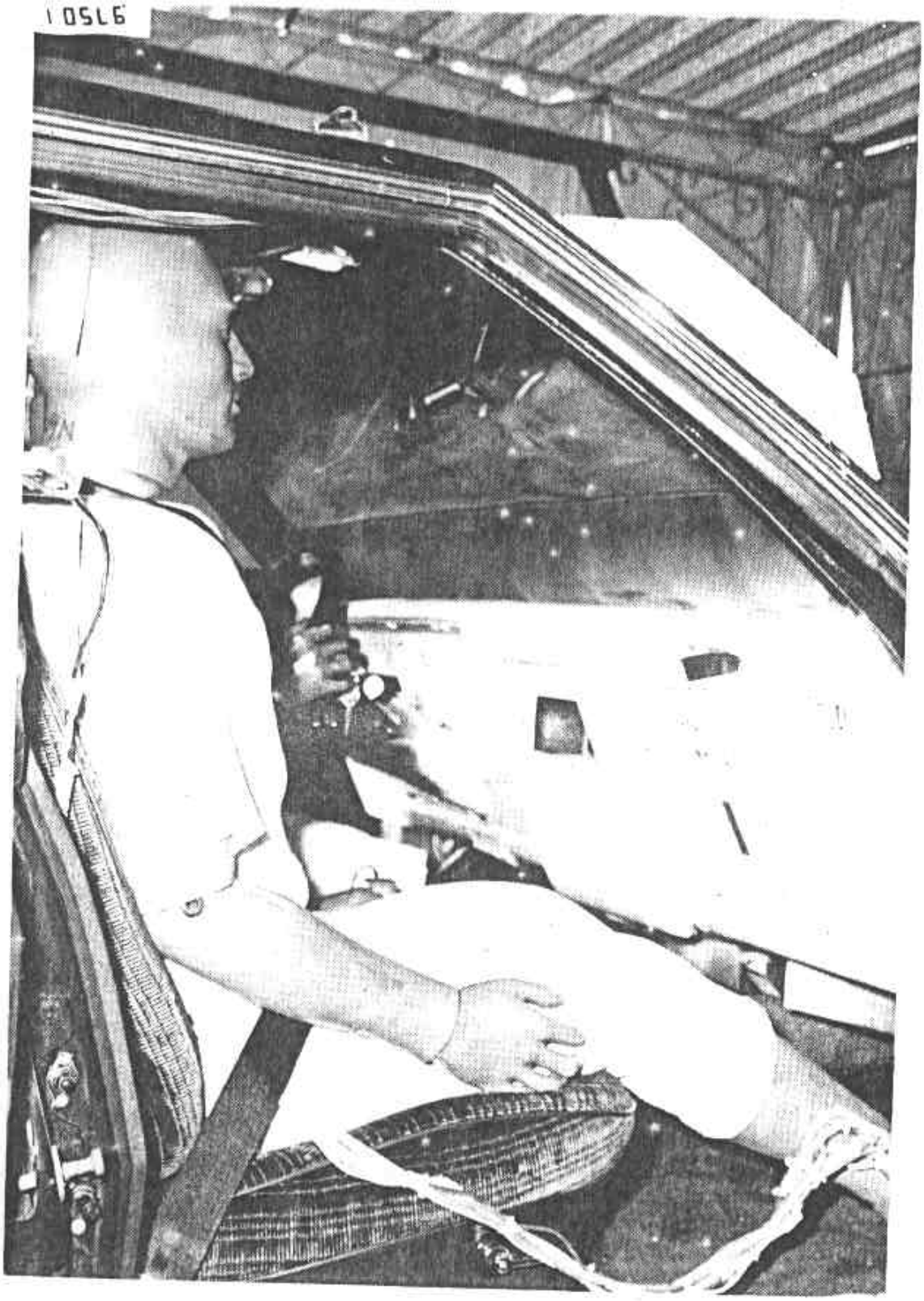


Figure 4-6. Pre-test Passenger Position.

Figure 4-7. Post-test Passenger Position.

Figure 4-8. Post-test Passenger Position.

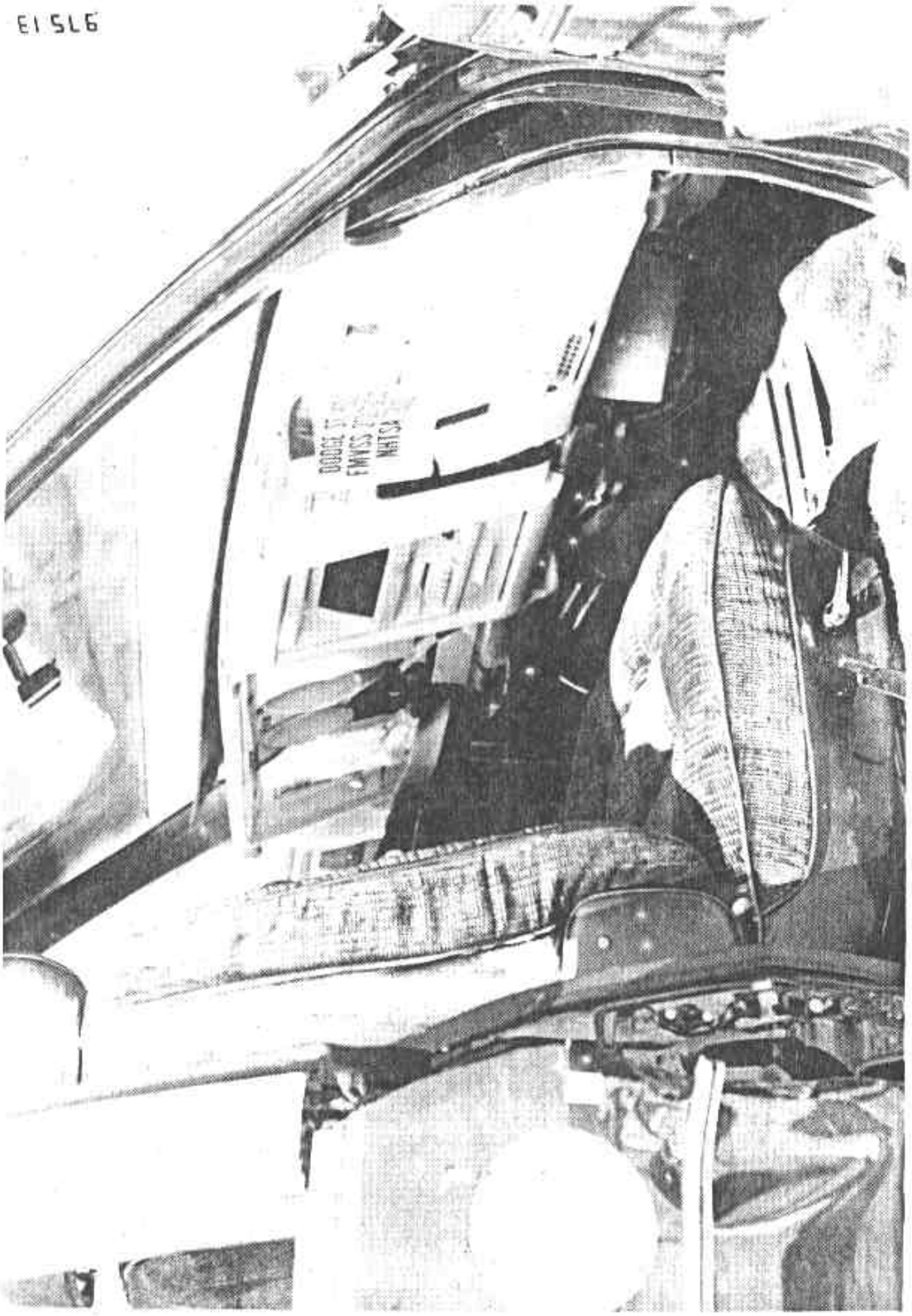


Figure 4-9. Post-test Passenger Compartment.

Figure 4-10. Pre-test Child Dummy Position.

Figure 4-11. Post-test Child Dummy Position.

Figure 4-12. Post-test Child Dummy Position.

DUMMY KINEMATIC SUMMARY

DRIVER -

Immediately upon impact, steering column broke loose from shear capsule, prior to any contact by dummy. Dummy chest then contacted steering wheel, with forward motion of torso pushing steering wheel downward even more. Head then impacted top of dash severely with full face contact. Seatback followed torso forward. Dummy came to rest in near pre-test position, but leaning laterally 10° to 15°.

PASSENGER -

Both knees impacted dash severely, breaking dashpanel around glove-box. Seatback followed torso forward. Dummy torso and head rotated clockwise due to torso belt, with left side of head impacting dash primarily with nose-to-chin area. Dummy came to rest in near pre-test position, but torso rotated approximately 10° clockwise.

CHILD -

Smooth motion forward, but head appears to impact floor or ankles. Dummy then rebounds backward and toward vehicle left. Dummy came to rest lying on left side with head near C-pillar.

OTHER COMMENTS:

APPENDIX A

TEST FACILITIES AND PROCEDURE

TEST FACILITY AND EQUIPMENT FOR FMVSS 301-75 and 219 IMPACT TESTS

General Test Facility Description

FMVSS 301-75 and 219 impact tests are conducted at the Dynamic Science, Inc. Phoenix Facility in Phoenix, Arizona. Figure A-1 is an overall aerial view of that facility.

More specifically, the Monorail Impact Facility shown schematically in Figure A-2 is used. As indicated in Figure A-2, the Monorail Impact Facility accommodates a variety of test modes and configurations.

Test Track and Guidance System

The test track consists of 1,200 feet of asphalt pavement (SN = 75 ±5), 14 feet in width. The length allows sufficient acceleration distance to accommodate impact speeds in excess of 60 mph with sufficient distance remaining to abort the test if necessary. Guidance for the test vehicle is provided by a sliding shoe attached to the vehicle. The sliding shoe rides on the monorail embedded in the test track. Prior to impact, the shoe is mechanically released from the test vehicle.

Tow System and Velocity Control

The tow system consists of a drum-driven endless cable powered by a pair of 390-cubic-inch engines driven in tandem driving a modified three-speed C-6 automatic truck transmission. The tow system can propel a 6,000-pound vehicle into the fixed barrier at 75 mph. Velocity control is achieved through a manually controlled throttle system. A visual readout of speed versus distance is provided and compared with the "ideal curve." Velocity control under ±0.5 mph is realizable down to 20 mph and ±2.0 percent down to zero mph.

1. ENGINEERING/ADMINISTRATION CENTER
2. MECHANICAL/INSTRUMENTATION SHOPS
3. DUMMY CALIBRATION LABORATORY
4. GARAGE/MAINTENANCE SHOP
5. ENVIRONMENTAL CHAMBER
6. STATIC CRUSH FACILITY
7. TWO-MILE OVAL
8. TURNAROUND (TYPICAL OF TWO)
9. BARRIER IMPACT FACILITY
10. DROP TOWER/SLED TEST FACILITY
11. CENTRAL DATA ACQUISITION AND CONTROL STATION
12. PENDULUM FACILITY
13. NONMETALLICS LABORATORY
14. TEST SERVICE FACILITY
15. VEHICLE-TO-VEHICLE TEST FACILITY
16. ROLLOVER TEST FACILITY
17. RIDE QUALITY COURSE
18. SKID PAD
19. HIGH AND LOW SKID NUMBER BRAKING LANES
20. SALT WATER TROUGH
21. BELGIAN BLOCK
22. PARKING BRAKE TEST RAMP
23. PULL-OFF AREA (TYPICAL OF THIRTEEN)
24. BALLISTIC TEST RANGE

Figure A-1. The Dynamic Science, Inc. Phoenix Facility.

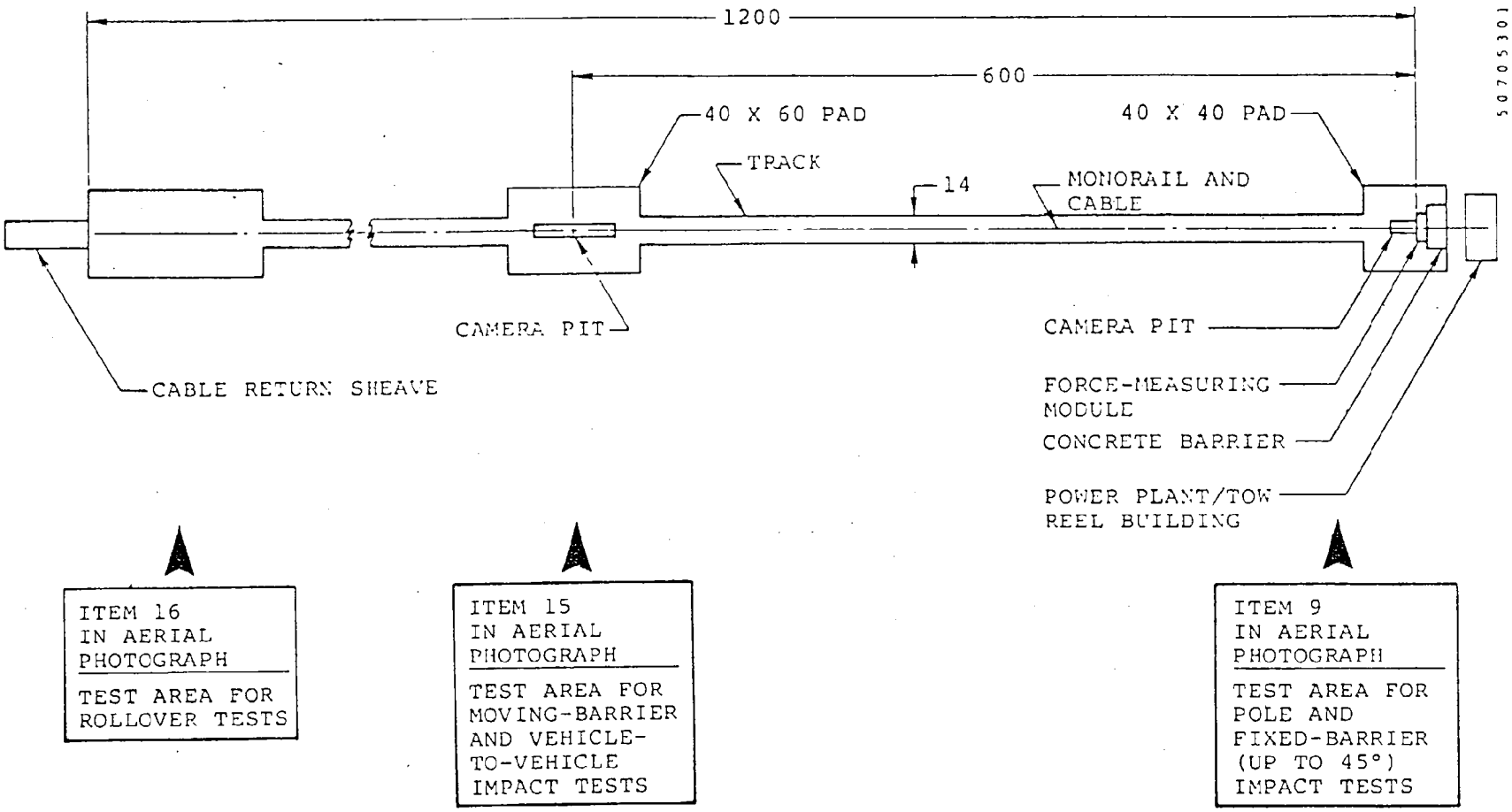


Figure A-2. Monorail Impact Facility.

Automatic abort capability is provided through the vehicle service brakes which are actuated by releasing high-pressure air into the hydraulic system. Abort criteria consist of vehicle speed, data acquisition and instrumentation system readiness, and stability of the vehicle on the test track. The first two criteria are automatically monitored by the test control system, while the third criterion is visually monitored by the test conductor. Manual abort provisions are available to the test conductor. Upon verifying vehicle speed, the test control system automatically deactivates the abort system to preclude inadvertent test abort immediately prior to impact.

Control System

The master control system used for impact tests controls and monitors all primary system functions that must operate throughout a predetermined interval during a test. This includes the starting and stopping of the tape recorder, high-speed cameras, and oscillograph, and control of the power winch which propels the test vehicle. The operation of the various devices is confirmed, including vehicle velocity and tape recorder speed synchronization, before it passes through a "commit" window. When the vehicle is committed, the abort system is disarmed, preventing an accidental abort after the point of no return is reached.

Any system malfunction, including improper vehicle velocity up to the commit window, generates an abort. The control system uses the pulse output from the IRIG time base generator as a clock with a manual push button defining time zero. The logic circuits compare pulse counts from time zero to preset values dialed in at the control panel. As each control circuit gets an equal comparison, that circuit is turned on. If the self-test circuit does not verify, the abort system is automatically activated. After successful vehicle test, the last control circuit shuts the entire system down. The manual backup control system provides the test conductor the option for manually aborting the test if the need arises.

Fixed Collision Barrier

The basic fixed collision barrier conforms to the definition in Part 571-1, Paragraph 571.3 - Definitions, 36 F.R. 11242, dated July 14, 1970 and effective September 1, 1970. The fixed impact barrier is a reinforced concrete structure, 6-feet high, 6-feet thick, 12-feet wide, and weighing approximately 100,000 pounds. The barrier face is adjustable for conducting 30-degree oblique impact tests.

Fuel Simulation

As prescribed in the FMVSS 301-75 Laboratory Procedure, the vehicle fuel system is filled to 90-91 percent of capacity with Stoddard Solvent.

The fuel is pumped out of the fuel tank, and the residual fuel in the fuel lines and the carburetor is burned by operating the vehicle engine. The fuel system is filled with Stoddard Solvent No. 2. The solvent is then pumped into the fuel lines, up to the carburetor. The weight of the Stoddard Solvent added and removed is determined with two Western Beam Scales (Model No. WP 2000).

The solvent used, Stoddard Solvent No. 2, has a specific gravity of 0.764 at 75°F and a viscosity of 0.99 centistokes.

Windshield Zone Intrusion Template

A windshield zone intrusion template is laid out and fabricated for each vehicle to spatially define the windshield protected zone.

Windshield Protected Zone Boundaries

The lower boundary of the protected zone is determined as follows:

1. A 6.5-inch diameter rigid sphere, weighing 15 pounds, is positioned so it simultaneously contacts the inner surface of the windshield glazing and the surface of the instrument panel, and the locus of points contacted by the sphere is marked. The line is then extended horizontally to the edge of the glazing material.

2. A line is drawn on the inner surface of the windshield below and one-half inch distant from the locus of points determined in Step 1.

The top and side boundaries of the zone are the top and sides of the windshield opening. The protected zone extends three inches outward from the outer surface of the windshield measured perpendicular to any point along the outer boundary of the zone. The protected zone is shown in Figure A-3.

Fabrication of Windshield Zone Intrusion Template

In order to determine whether or not there is any penetration into the protected zone, FMVSS No. 219 specifies that a template be formed of Styrofoam, type DB, cut cell, conforming to the shape of the zone and attached to the windshield. The Styrofoam exhibits essentially only plastic deformation characteristics, making it excellent for recording possible intrusion but difficult to shape to the windshield contour. The ultimate thickness of 3 inches is achieved by laminating six 1/2-inch-thick layers which can be individually bent to the windshield curvature, an operation not possible with 3-inch-thick Styrofoam because of its brittleness. The laminations are glued together in place on the windshield and the 45° bevel is applied to the perimeter of the template after it is bonded to the windshield.

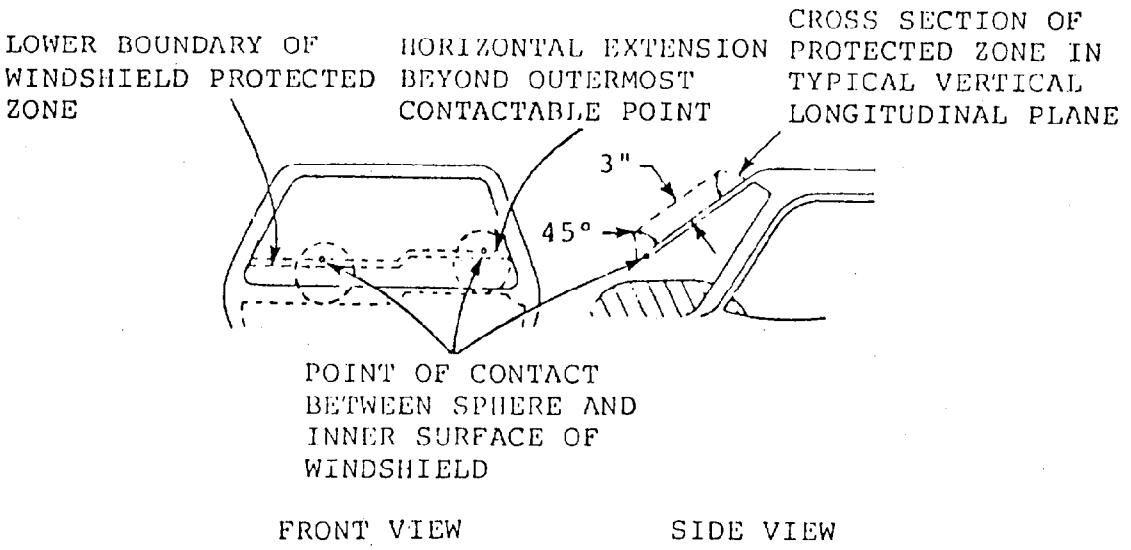


Figure A-3. Windshield Protected Zone.

Camera Coverage

Eight high-speed cameras are positioned on and around the impact barrier and test vehicle to provide total coverage of the barrier impact (Figure A-4). Specific locations are:

1. Left side overall
2. Offboard vehicle right side to view windshield.
3. At the front end of the pit to view possible fuel spillage in the engine compartment.
4. In the pit under the fuel tank to view possible fuel spillage from the tank.
5. Right side closeup of dummy motion and the windshield zone template.
6. Left side closeup of dummy motion and the windshield zone template.
7. On the barrier to provide a front view of the windshield template.

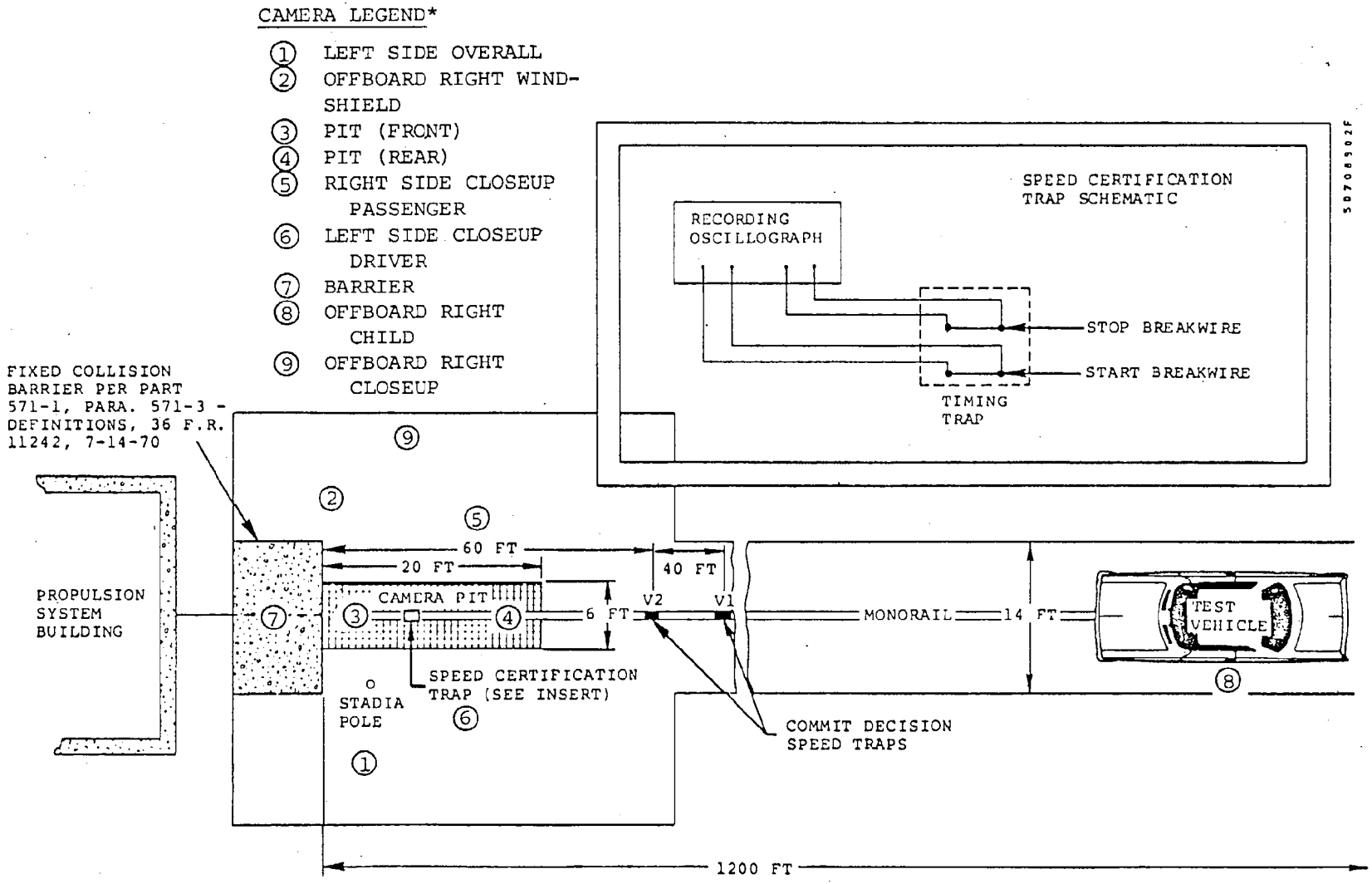


Figure A-4. FMVSS 301-75 and 219 (Frontal Impact Test) Barrier Test Site Layout.

Test Equipment List and Function

Item	Manufacturer	Model	Purpose
Timing Trap	Dynamic Science	None	Determine impact speed by furnishing a start and stop signal to recording oscillograph.
Oscillograph	Bell and Howell	5-134	Records timing start and stop signals from timing traps, cable drum drive rpm, and impact switch.
Speed Control	Dynamic Science	None	Precision control of cable drive drum rpm.
Beam Scales	Western	WP 2000	Used to determine vehicle test weights.
High-speed Motion Picture Cameras	Photosonics Milliken Red Lake Labs	16-1B 5A 164-5AC	Used for front, side, overhead, and underside film coverage.
Motion Picture Camera	Canon Scoopic		Panning and documentation.
Still Camera	Mamiya	RB 67	Documentary photo coverage.
100 and 1000 Hz Time Code Generators	Dynamic Science	None	Furnish timing signal for high-speed cameras and a 1 second timing for velocity determination.
Stop Watch	Brietling	None	Time for collection of fuel leak samples.
Containers	-	-	Collection for fuel leak samples.
Graduated Cylinder	Pyrex	3022	Fuel volume measurement.
Graduated Cylinder	Kimax	-	Fuel volume measurement.
Calibrated Steel Rule	Starret	48 in.	Precision measurement of velocity trap spacing.
Anthropomorphic Dummies	Alderson Research Labs	Hybrid II	To ballast the vehicle and to gather occupant response data.

8. Offboard right to view child in rear seat.

9. Offboard right to view two-thirds of vehicle.

Ballast Weight

The ballast used in this program is weighed on a Howe platform scale prior to installation in the test vehicle.

The platform scale is calibrated by placing precision weights thereon and recording the scale reading. The accuracy of the ballast weights is:

- ±1/2 pound for 0 to 300-pound weights
- ±1 pound for 300 to 1000-pound weights.

Vehicle Weight

The weights of the test vehicle are determined by placing each wheel on a Western Model WP 2000 beam scale, certified with test weights scaled to National Bureau of Standards Class B tolerances.

Dummy Positioning

The following table summarizes the steps taken to position the instrumented, calibrated dummies in the test vehicle. The dummies were kept in a temperature-controlled enclosure at the head of the track until t-30 seconds. The temperatures both in the enclosure, and the outside ambient temperature were recorded immediately prior to rollout.

DUMMY PLACEMENT AND POSITIONING

Part 572 Dummy	Driver DSP	Passenger DSP
HEAD	Surface of transverse instrument mounting platform is horizontal & midsagittal plane falls in longitudinal plane.	Surface of transverse instrument mounting platform is horizontal & midsagittal plane falls in longitudinal plane.
UPPER TORSO	Placed against seat back. Midsagittal plane is vertical & longitudinal & passes through center point of steering wheel rim.	Placed against seat back. Midsagittal plane is vertical, longitudinal, & the same distance from vehicle longitudinal centerline as driver dummy midsagittal plane.
UPPER ARMS	Initially placed against seat back & tangent to side of Upper Torso. Push arms rearward into seat back with bending at elbows.	Initially placed against seat back & tangent to side of Upper Torso. Push arms rearward into seat back with bending at elbows. Remains tangent.
LOWER ARMS	Initially placed against the outside of the thighs. Centerline as close as possible in a vertical plane.	Initially placed against the outside of the thighs. Centerline as close as possible in a vertical plane.
HAND PALMS	Palms contact outer part of steering wheel rim at horizontal centerline.	Palms contact the outsides of the thighs.
HAND THUMBS	Placed over steering wheel rim.	
HAND LITTLE FINGERS		Barely in contact with the seat cushion.

DUMMY PLACEMENT AND POSITIONING (CONTD)

Part 572 Dummy	Driver DSP	Passenger DSP
LOWER TORSO	Centered on bucket seat cushion. Midsagittal plane is vertical & longitudinal. For bench seat, midsagittal plane is vertical & longidinal & passes through center point of plane described by steering wheel rim.	Centered on bucket seat cushion. Midsaggital plane is vertical & longitudinal. For bench seat, midsagittal plane is vertical, longitudinal, and same distance from vehicle longitudinal centerline as driver dummy midsagittal plane.
UPPER LEGS (thighs or femurs)	Placed against seat cushion. Plane defined by femur and tibia centerlines is as close as possible to vertical.	Placed against seat cushion. Plane defined by femur and tibia centerlines is as close as possible to vertical.
RIGHT KNEE	Knees initially set 14.5" apart between pivot bolt head outer surfaces.	Located so that plane defined by femur and tibia centerlines is as close as possible to vertical.
LEFT KNEE	Outer surface of pivot bolt head is 5.9" from midsagittal plane of dummy.	Located as above.
LOWER LEGS (tibias)	Plane defined by femur and tibia centerlines is as close as possible to vertical longitudinal plane.	Plane defined by femur and tibia centerlines is as close as possible to vertical longitudinal plane.
RIGHT FOOT	Placed on undepressed accelerator pedal--rearmost point of heel on floorpan in plane of pedal.	Centerline falls in vertical longitudinal plane. Placed on toeboard--rearmost point of heel on floorpan as close as possible to intersection of toeboard and floorpan.
LEFT FOOT	Placed on toeboard--rearmost point of heel on floorpan as close as possible to intersection of toeboard and floorpan. Centerline falls in vertical longitudinal plane.	Centerline falls in vertical longitudinal plane. Placed on toeboard--rearmost point of heel on floorpan as close as possible to intersection of toeboard and floorpan.

APPENDIX B

CALCOMP PLOT PRESENTATION

Calcomp plots generated from the crash test data are presented on the following pages. All data will be recorded on magnetic tape for inclusion in the NHTSA crash test data base system. All data was filtered according to SAE J211. Plot legends and test anomalies are listed below:

PLOT LEGEND

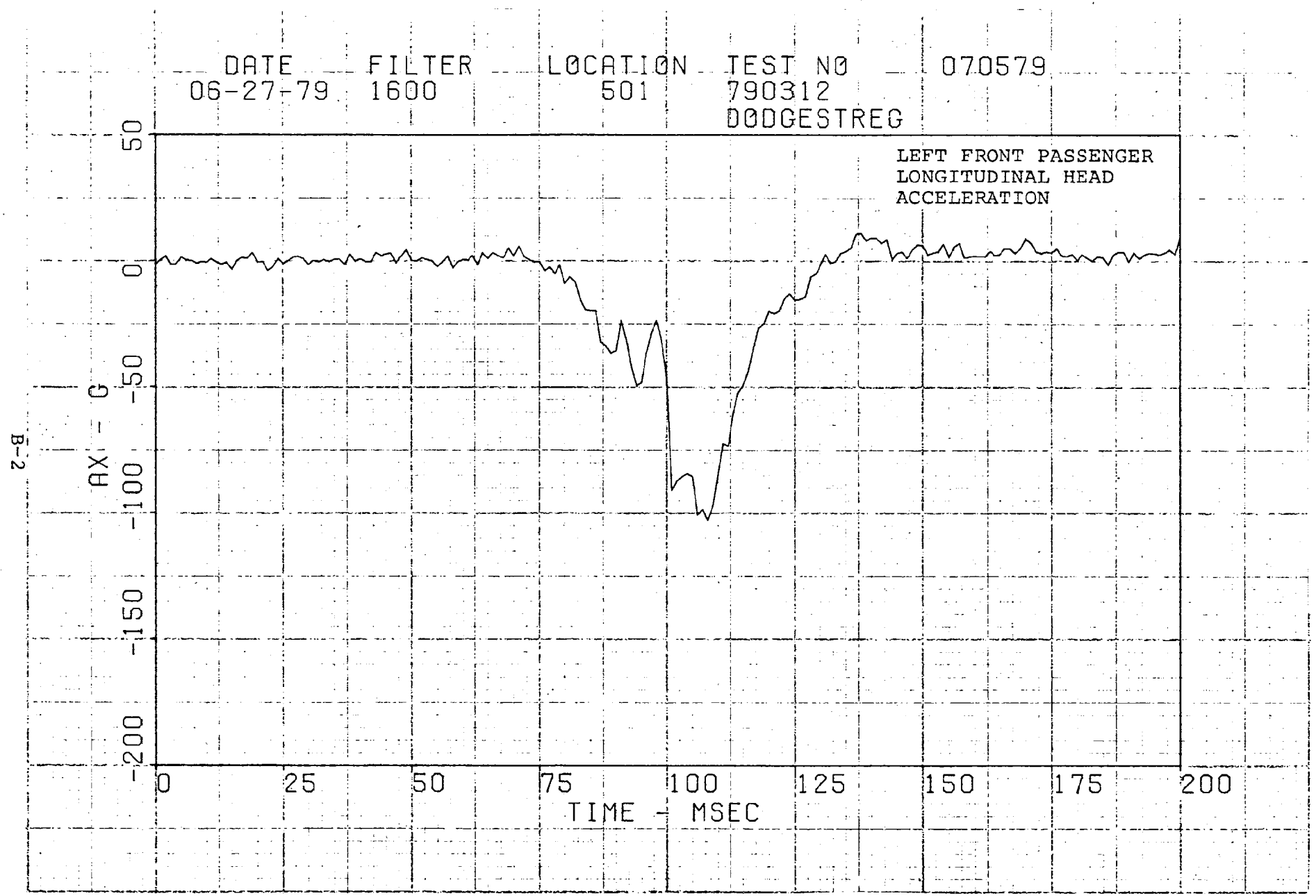
Dummy Data*

Driver	RF Outboard Passenger	RR 6-year-Child	Data Description
501	503	506	Head Acceleration
1101	1103	1106	Chest Acceleration
2111	2131	2161	Left Femur Load
2112	2132	2162	Right Femur Load
4101	4103	-	Torso Belt Load

Vehicle Data**

	Location
101	Engine
102	Firewall
103	Firewall at Vehicle Centerline
104	Front Seat Area
105	Rear Seat Area

*Dummy Injury Summary presented on pages 4-4 and 4-5.
**Vehicle accelerometer location and data summarized on page 4-9.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1600
LOCATION
501
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DODGESTREG
070579
LEFT FRONT PASSENGER
LONGITUDINAL HEAD
ACCELERATION
AX - G
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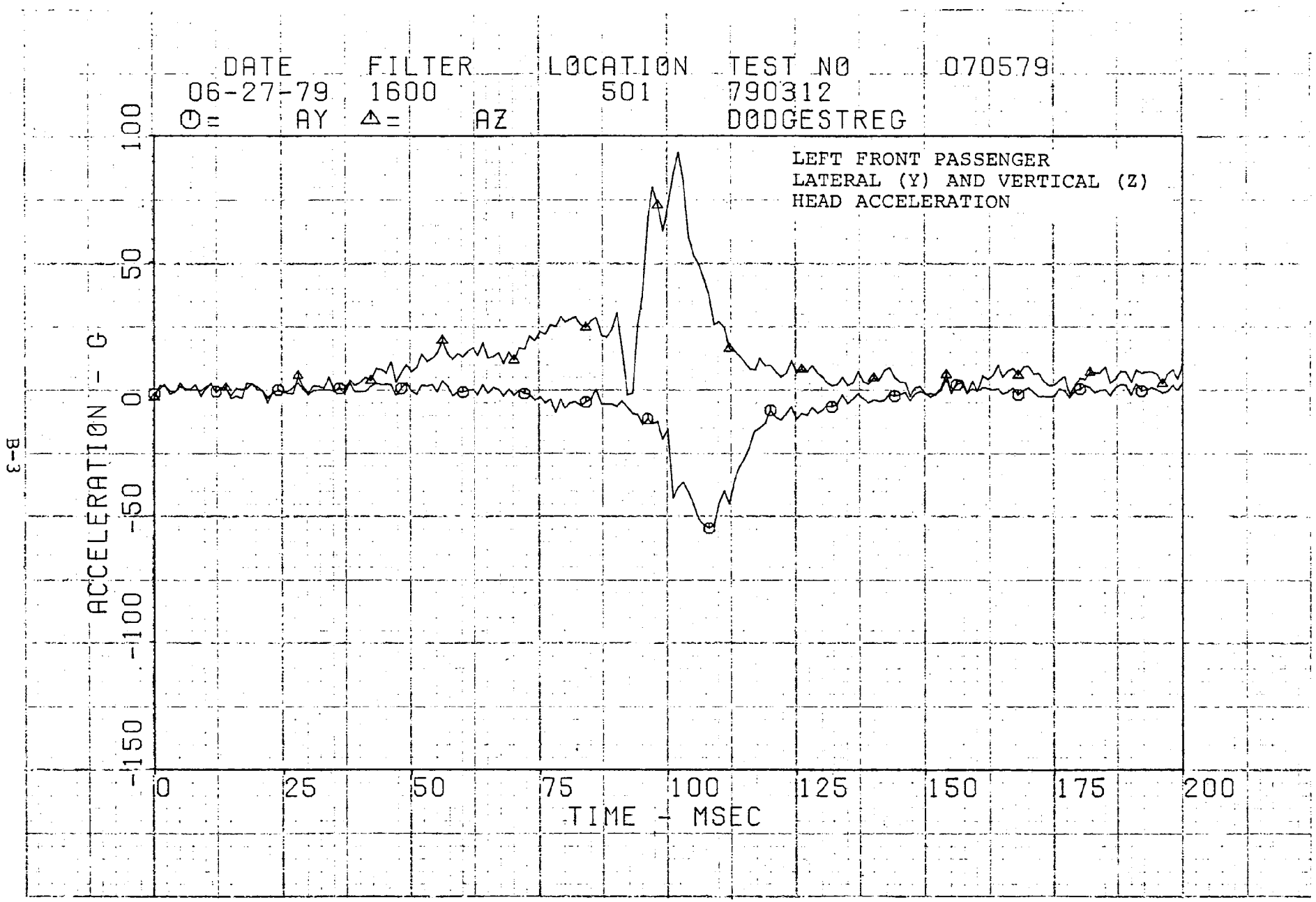
-50
-100
-150
-200
0
25
50
75
100
125
150
175
200
TIME - MSEC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△= AZ
DODGESTREG
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LATERAL (Y) AND VERTICAL (Z)
HEAD ACCELERATION
ACCELERATION - G
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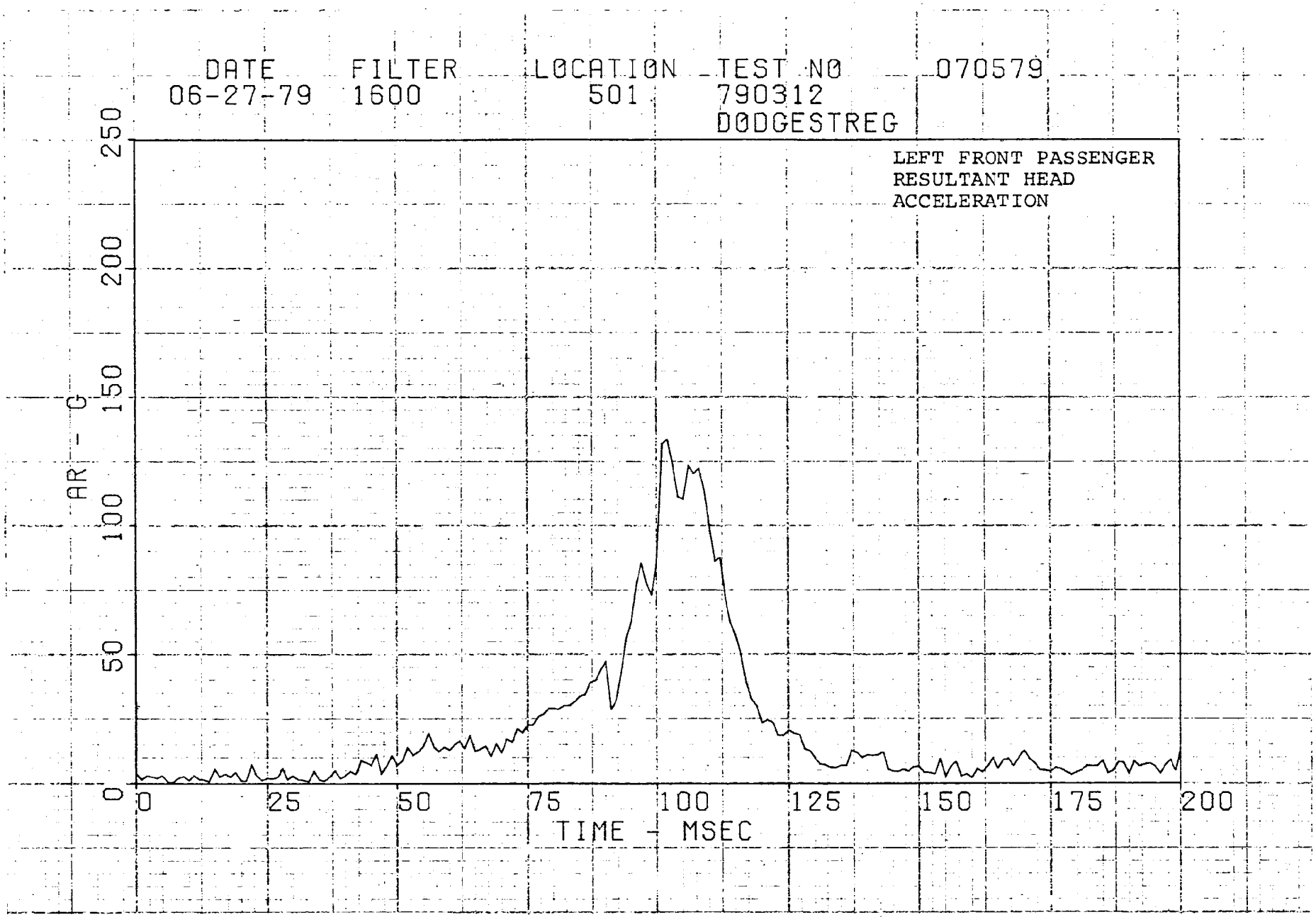
75
100
125
150
175
200
TIME - MSEC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RESULTANT HEAD
ACCELERATION
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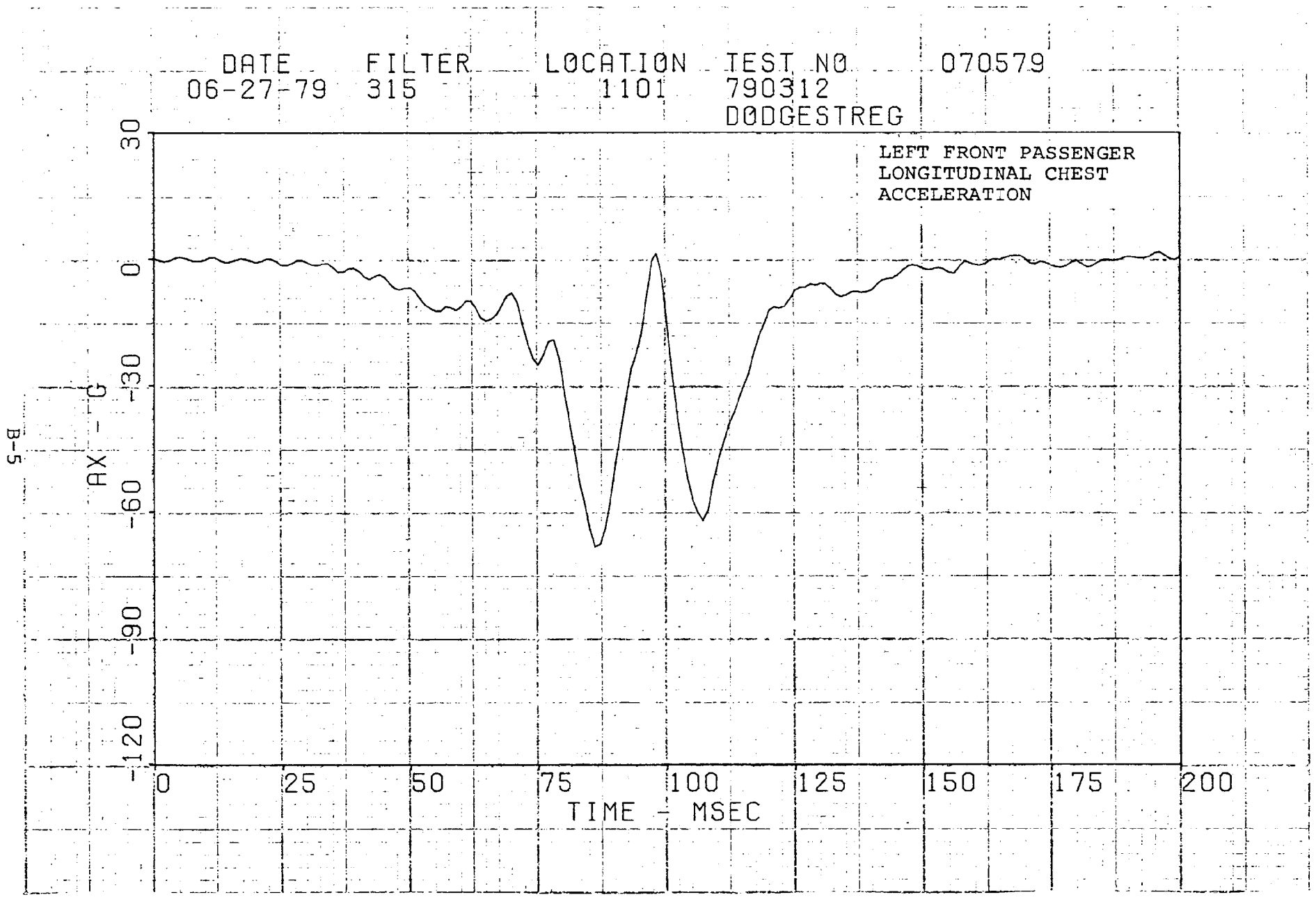
100
150
200
250
0
25
50
75
100
125
150
175
200
TIME - MSEC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TEST NO
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DODGESTREG
070579
LEFT FRONT PASSENGER
LONGITUDINAL CHEST
ACCELERATION
AX - G
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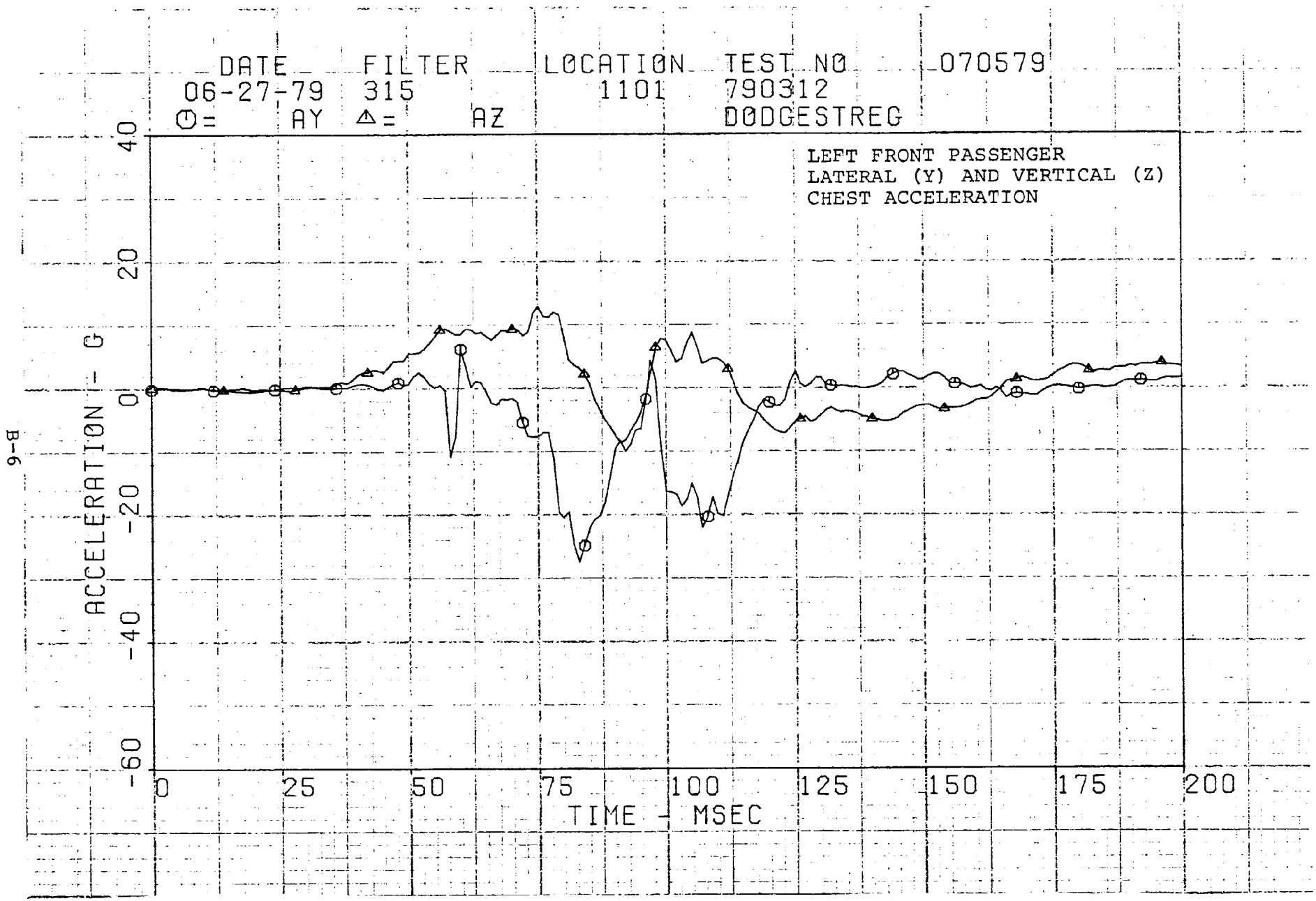
-60
-90
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC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070579
DODGESTREG
⊖= AY
△= AZ
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LATERAL (Y) AND VERTICAL (Z)
CHEST ACCELERATION
ACCELERATION - G
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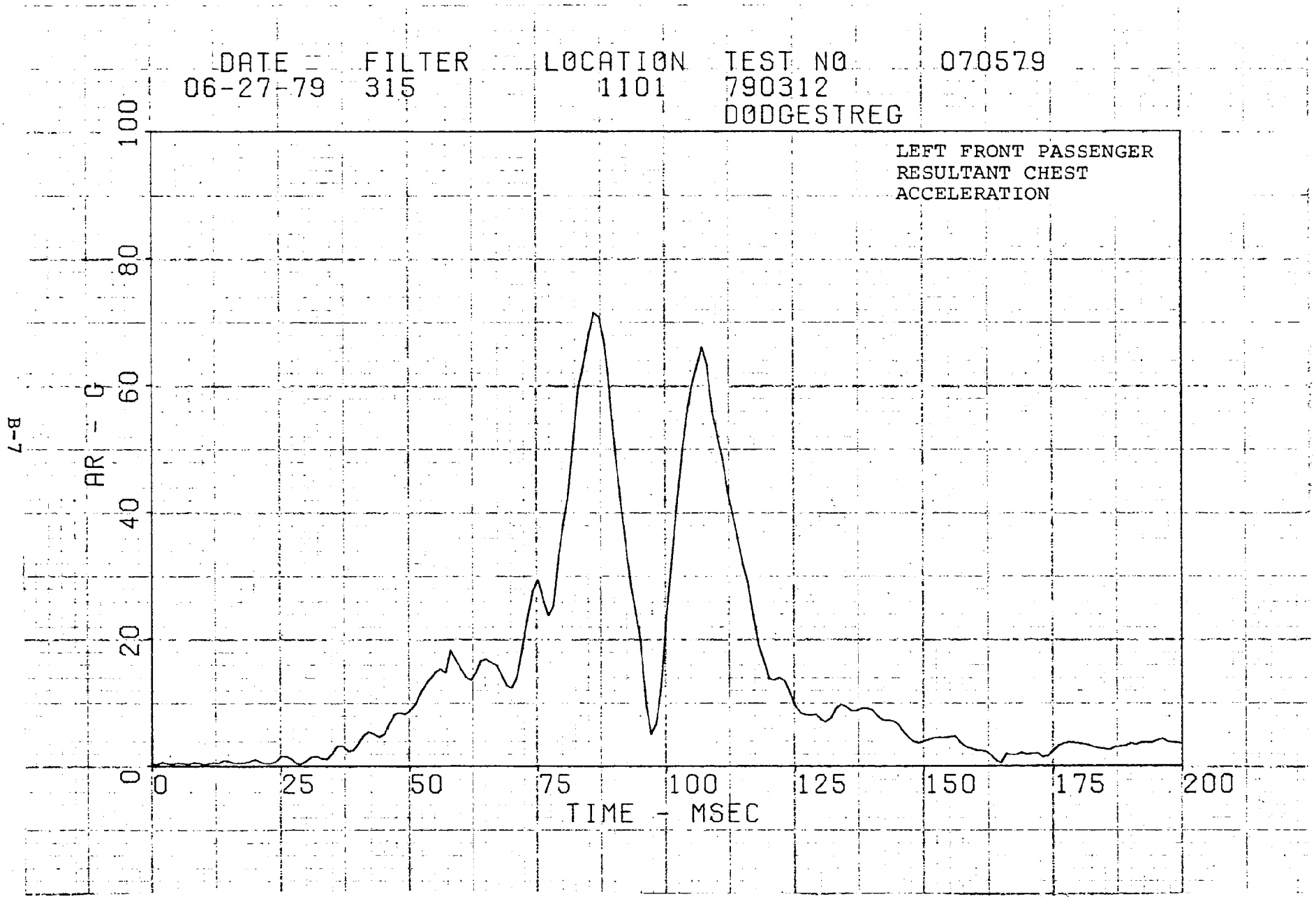
20
0
-20
-40
-60
0
25
50
75
100
125
150
175
200
TIME - MSEC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RESULTANT CHEST
ACCELERATION
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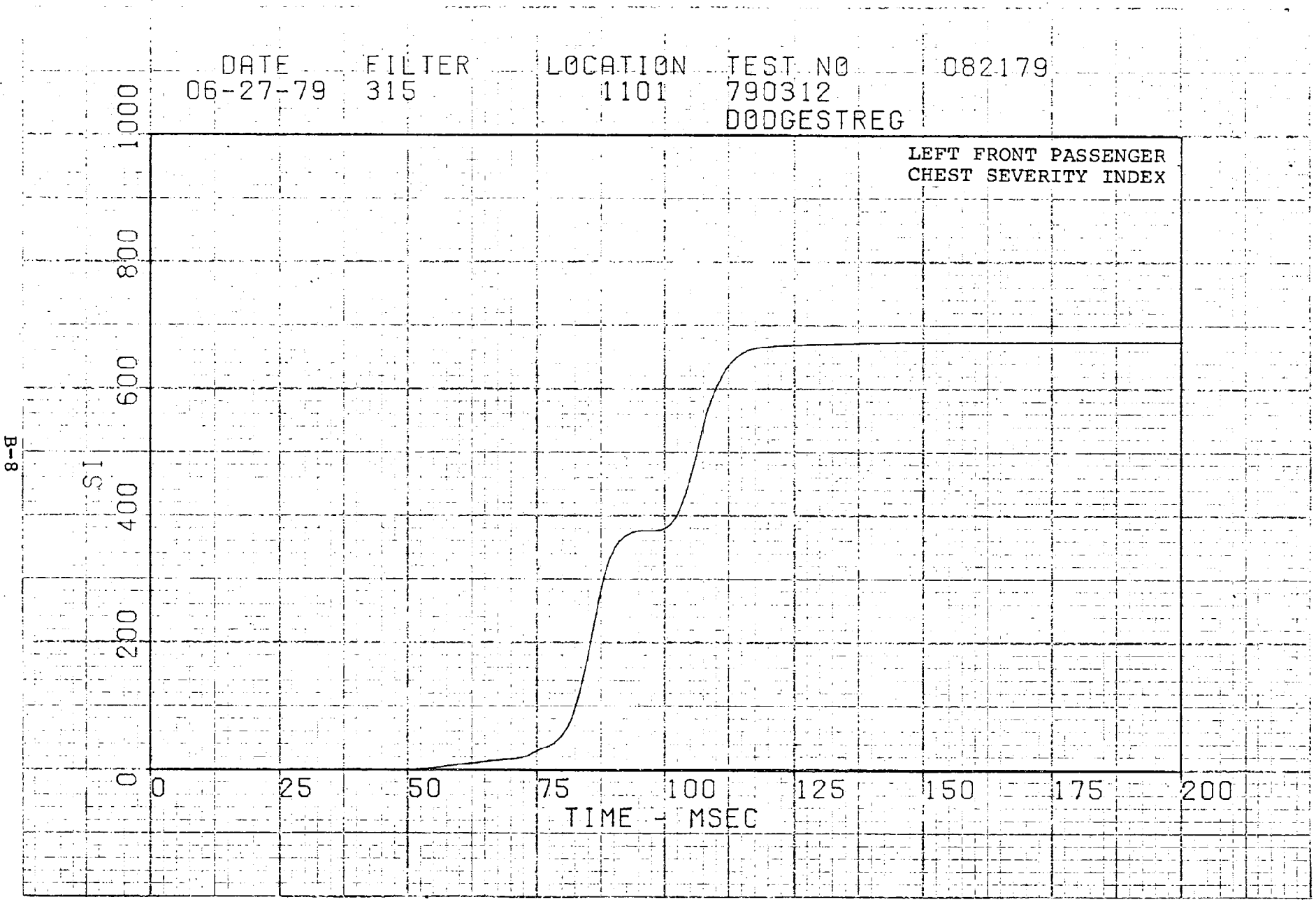
20
40
60
80
100
0
25
50
75
100
125
150
175
200
TIME - MSEC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400
200
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SI
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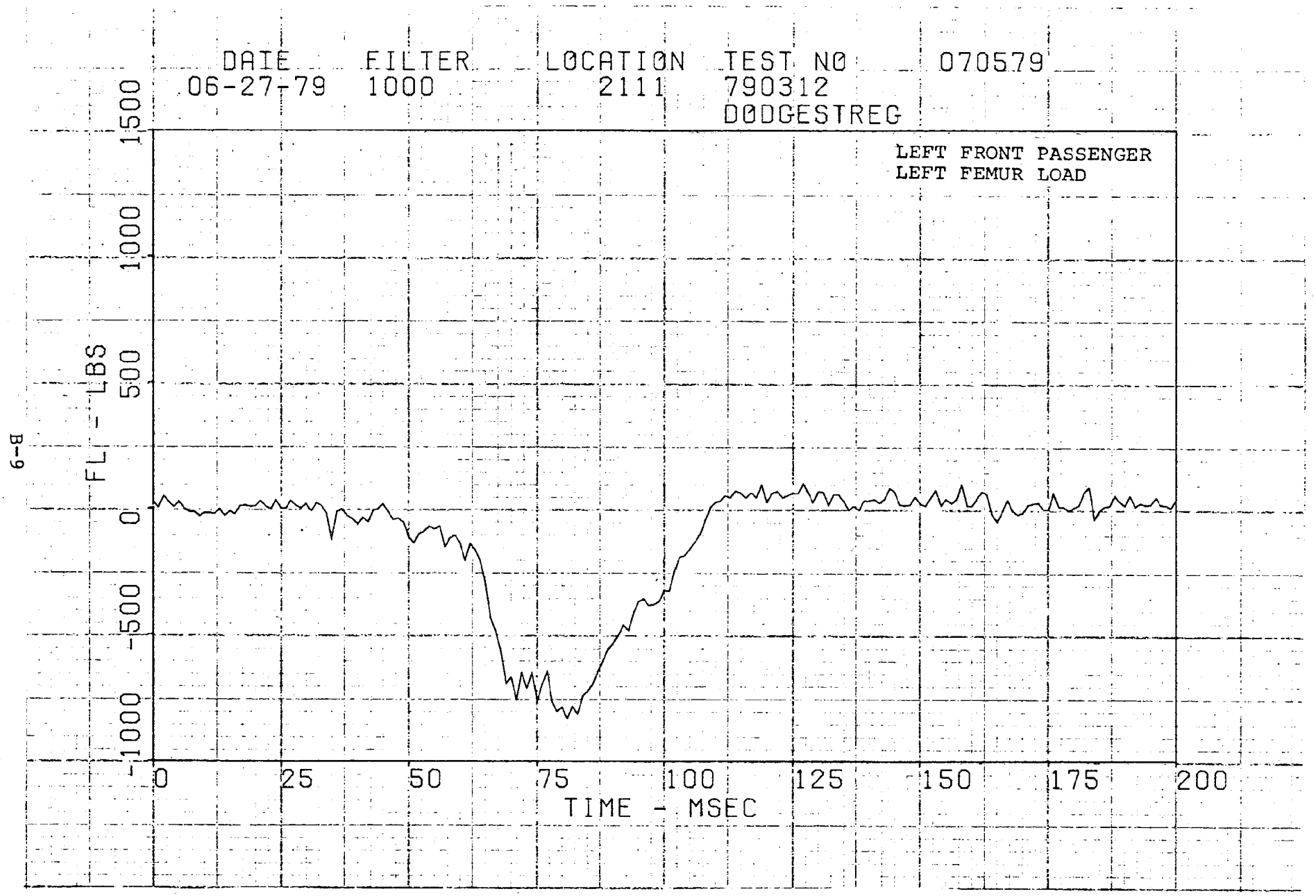
75
100
125
150
175
200
TIME - MSEC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LEFT FEMUR LOAD
FL - LBS
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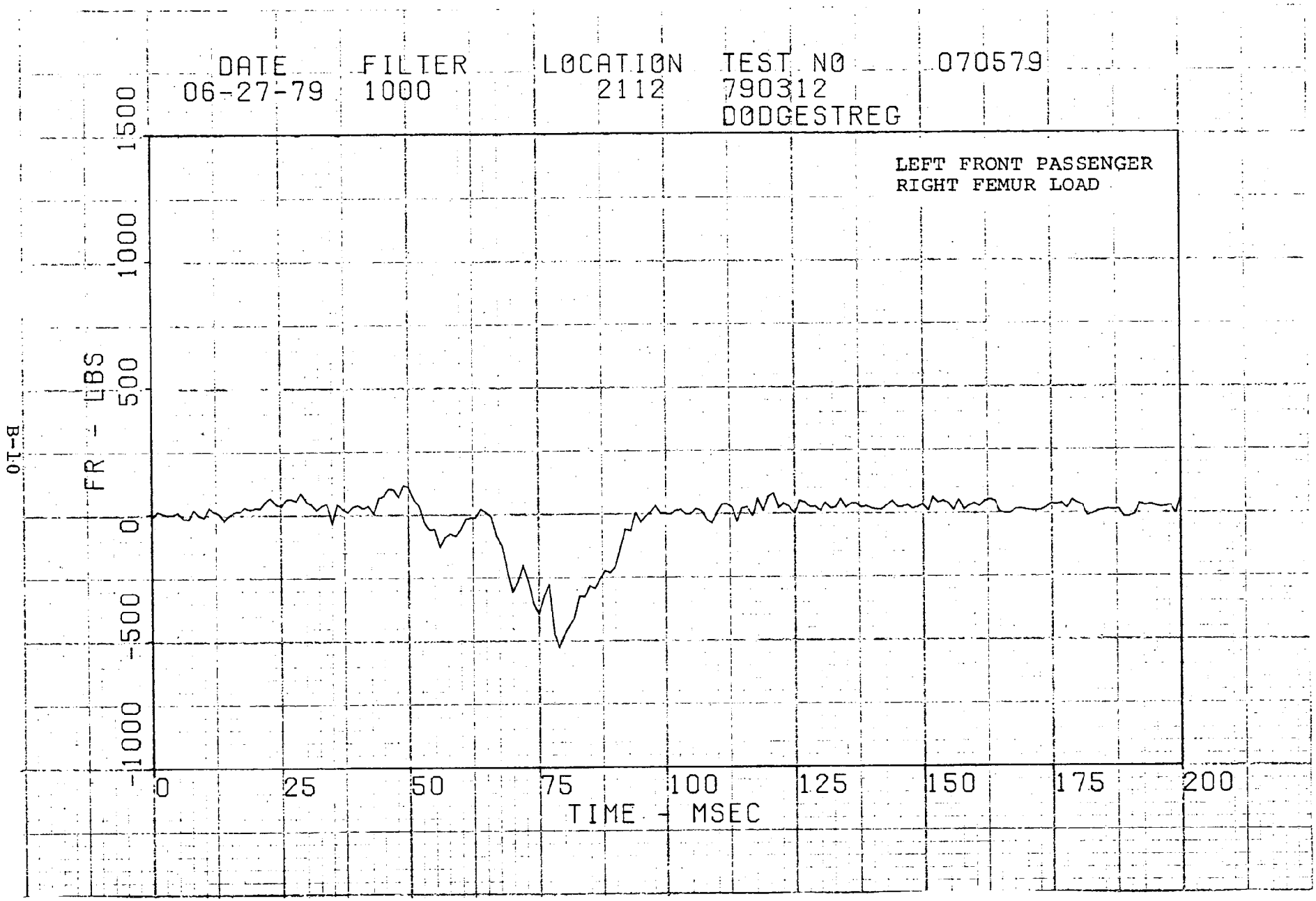
1000
500
0
-500
-1000
0
25
50
75
100
125
150
175
200
TIME - MSEC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FILTER
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DODGESTREG
070579
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RIGHT FEMUR LOAD
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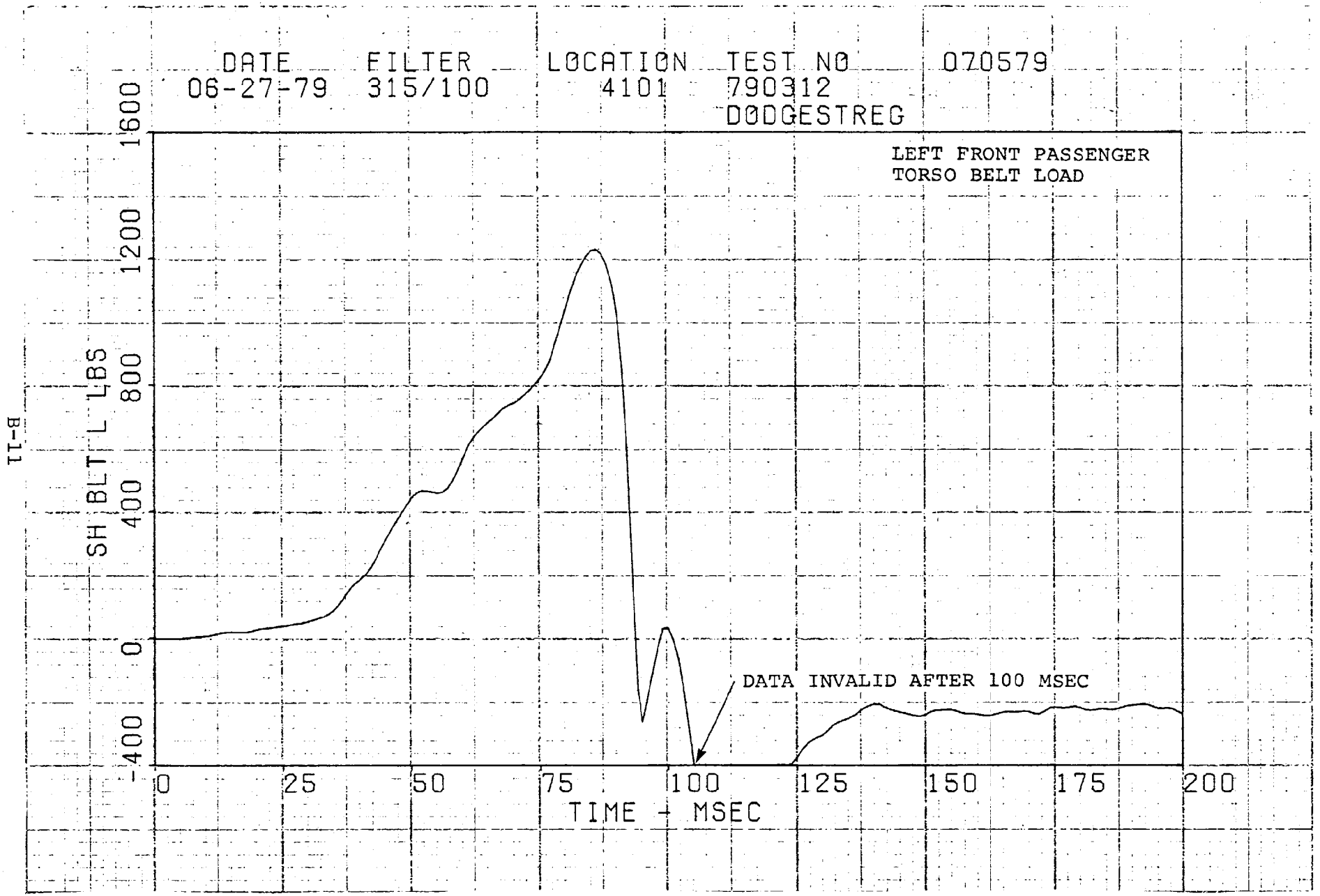
1000
500
0
-500
-1000
FR - LBS
0
25
50
75
100
125
150
175
200
TIME - MSEC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LOCATION
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TORSO BELT LOAD
SH BLT L LBS
1600
1200
800
400
0
-400
DATA INVALID AFTER 100 MSEC
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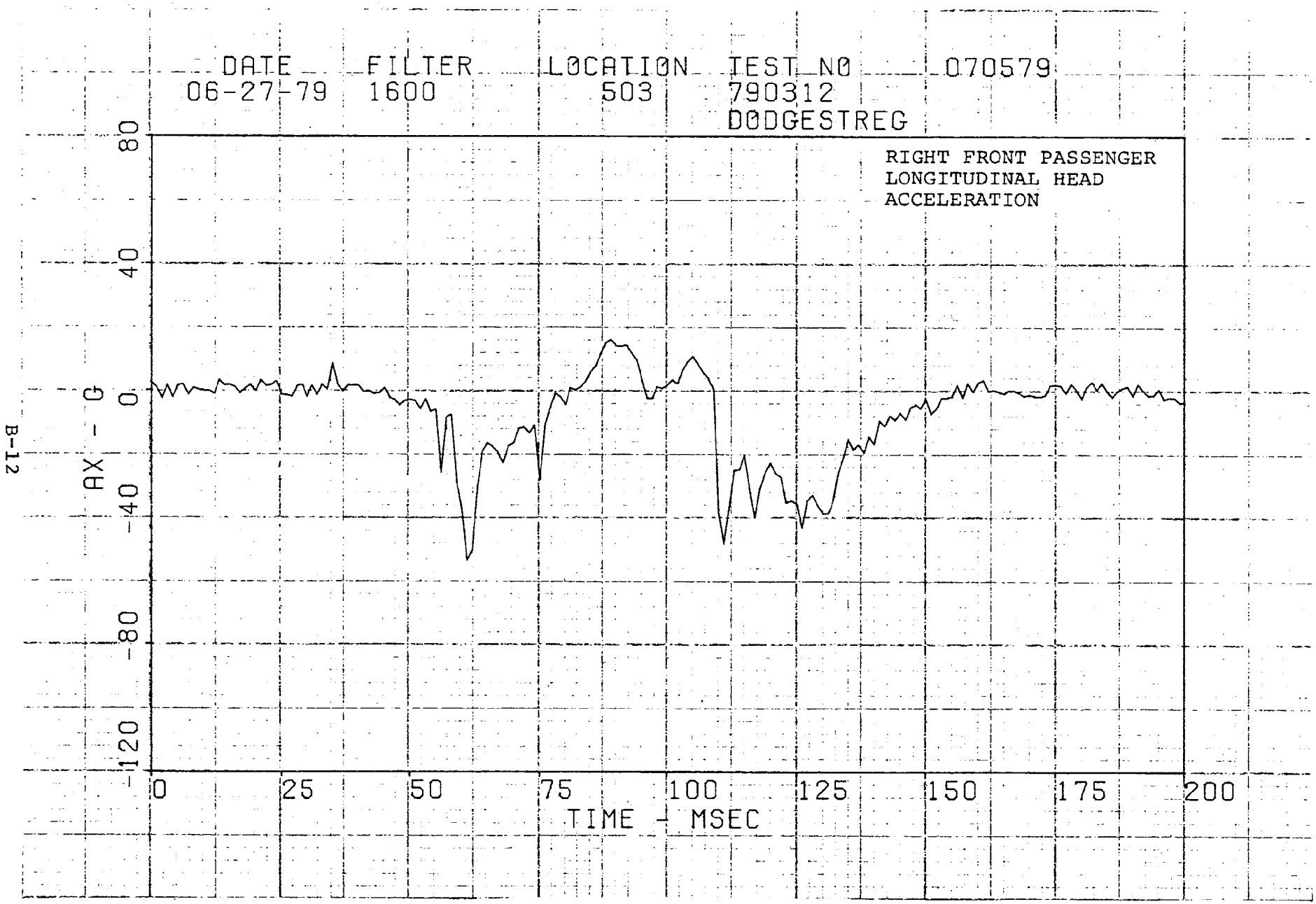
50
75
100
125
150
175
200
TIME - MSEC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1600
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503
TEST NO
790312
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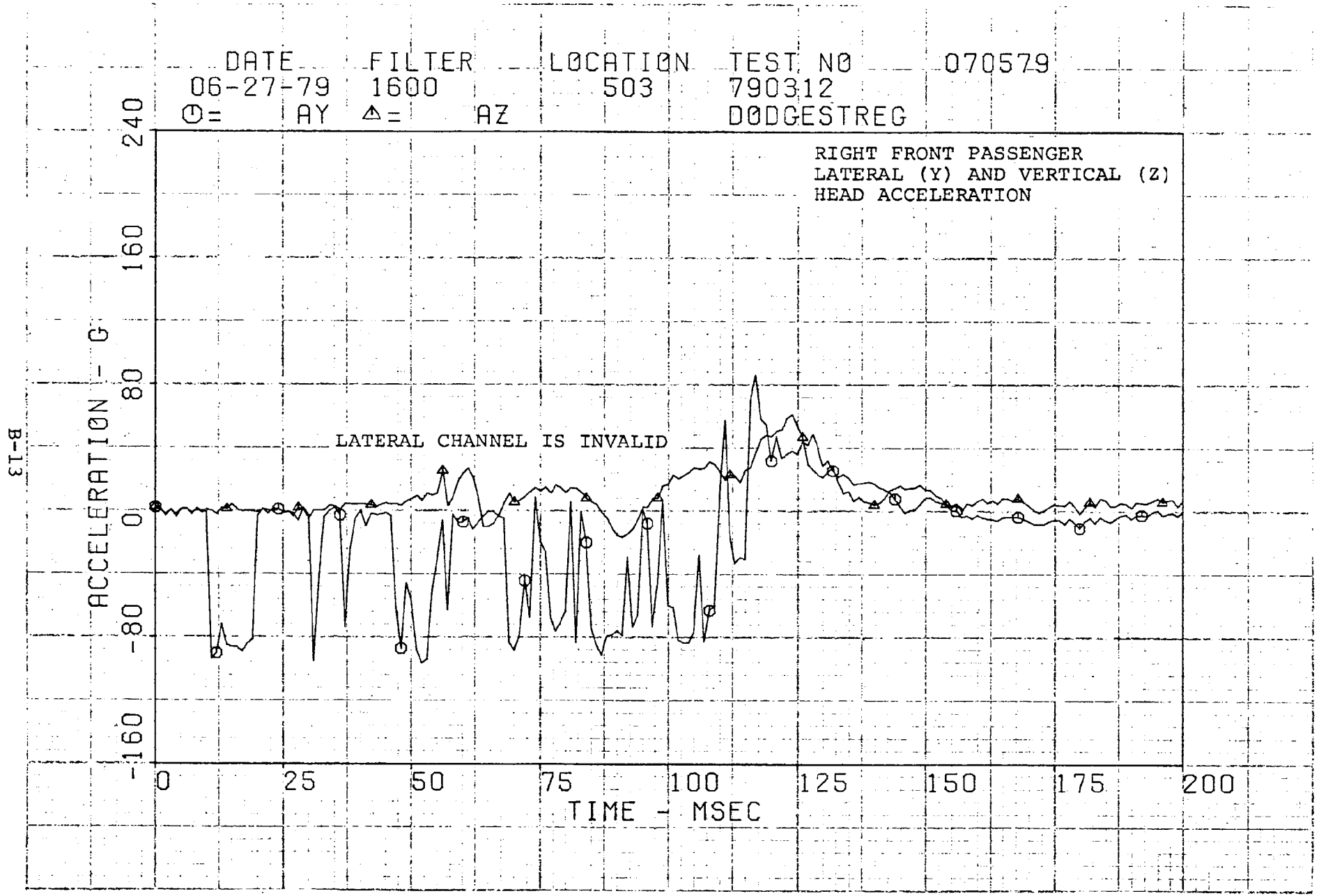
RIGHT FRONT PASSENGER
LONGITUDINAL HEAD
ACCELERATION
AX - G
80
40
0
-40
-80
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC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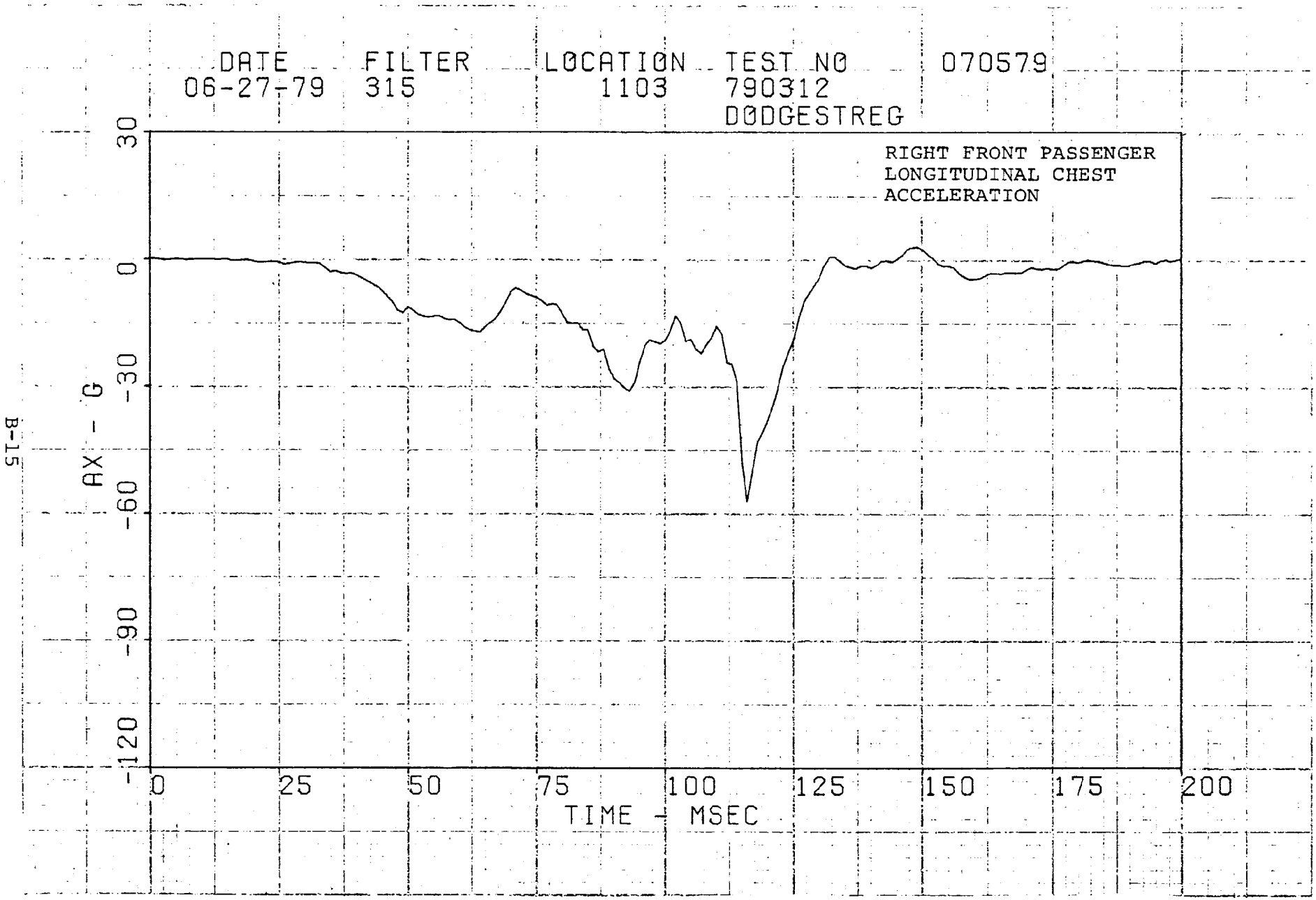
FILTER
1600
LOCATION
503
TEST NO
790312
070579
DODGESTREG
AY
AZ
RIGHT FRONT PASSENGER
LATERAL (Y) AND VERTICAL (Z)
HEAD ACCELERATION
LATERAL CHANNEL IS INVALID
ACCELERATION - G
240
160
80
0
-80
-160
0
25
50
75
100
125
150
175
200
TIME - MSEC

RIGHT FRONT PASSENGER
RESULTANT HEAD
ACCELERATION

RESULTANT ACCELERATION IS
UNOBTAINABLE BECAUSE OF BAD
LATERAL ACCELERATION CHANNEL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FILTER
315
LOCATION
1103
TEST NO
790312
DODGESTREG
070579
RIGHT FRONT PASSENGER
LONGITUDINAL CHEST
ACCELERATION
AX - G
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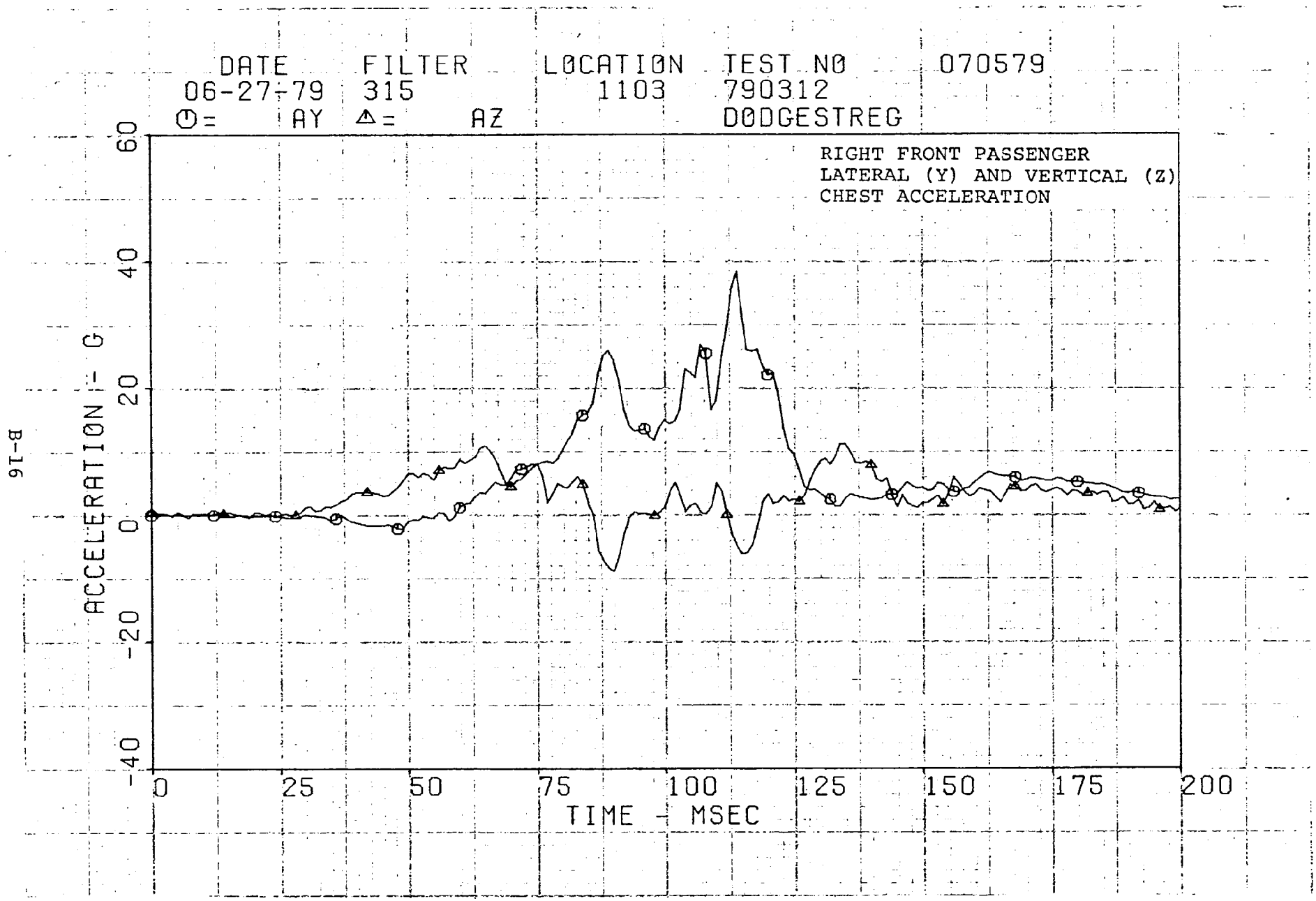
-30
-60
-90
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC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⊙= AY
△= AZ
RIGHT FRONT PASSENGER
LATERAL (Y) AND VERTICAL (Z)
CHEST ACCELERATION
ACCELERATION - G
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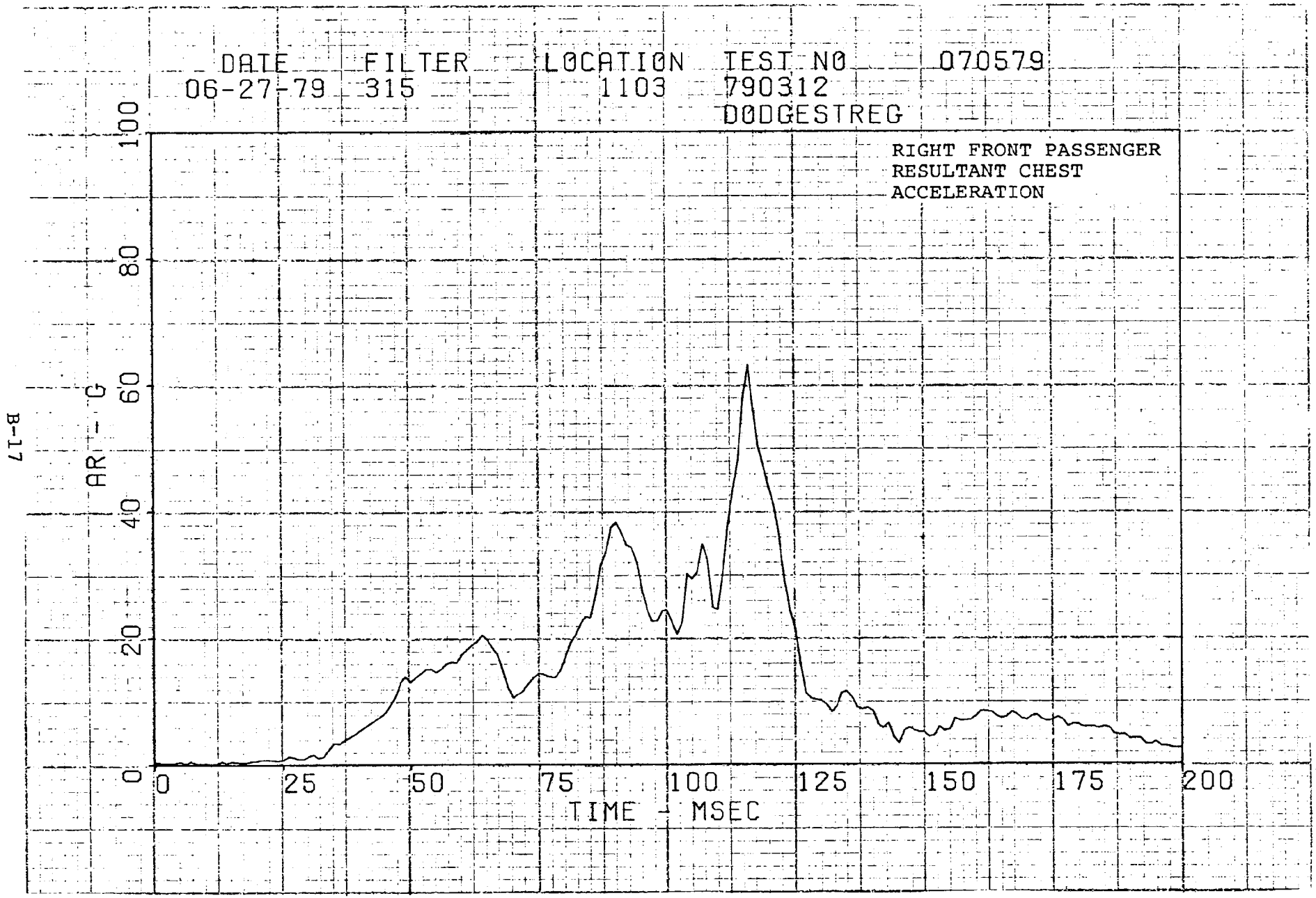
20
0
-20
-40
0
25
50
75
100
125
150
175
200
TIME - MSEC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LOCATION
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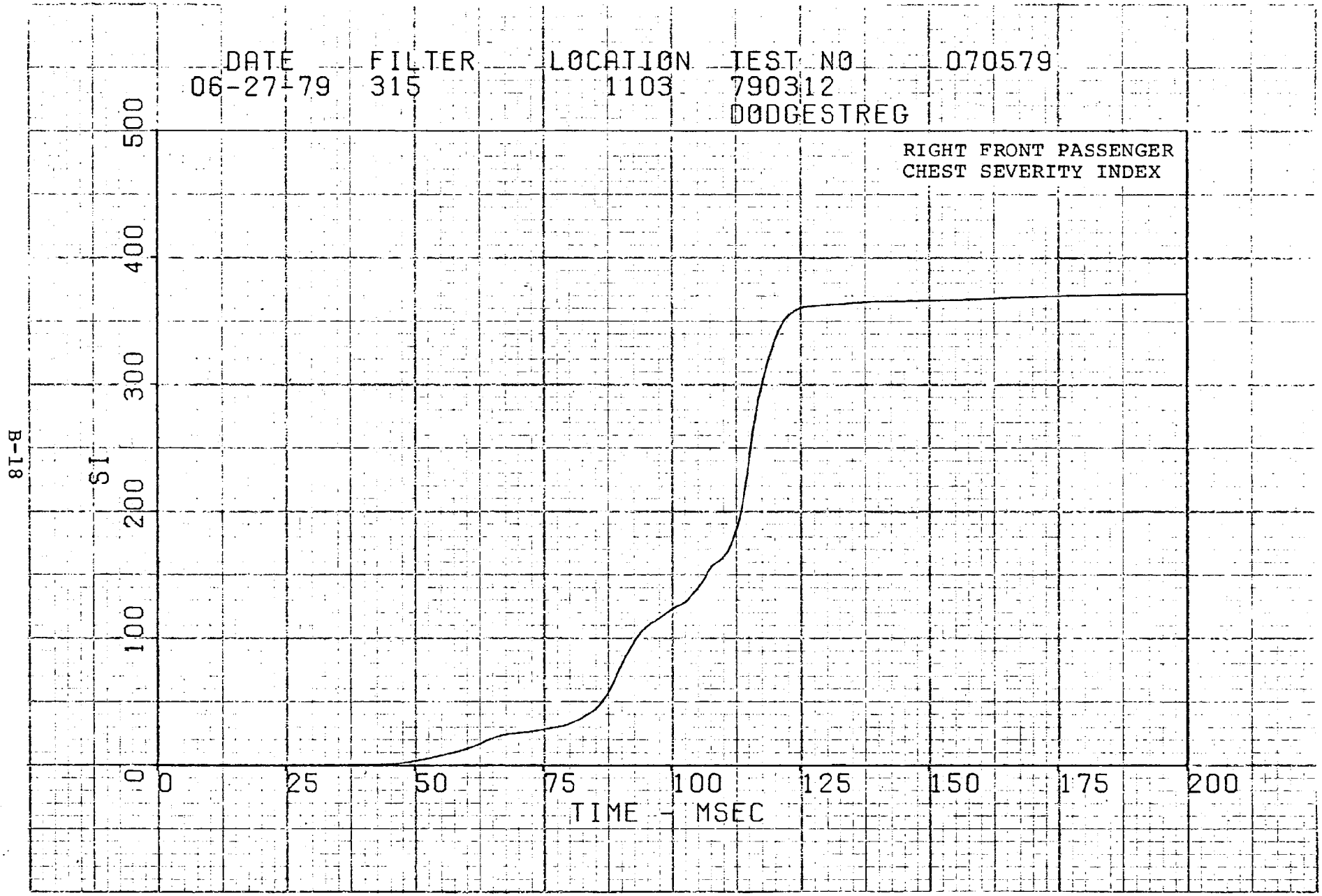
TEST NO
790312
070579
DODGESTREG
RIGHT FRONT PASSENGER
RESULTANT CHEST
ACCELERATION
AR - G
0
20
40
60
80
100
0
25
50
75
100
125
150
175
200
TIME - MSEC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LOCATION
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DODGESTREG
070579
RIGHT FRONT PASSENGER
CHEST SEVERITY INDEX
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200
300
400
500
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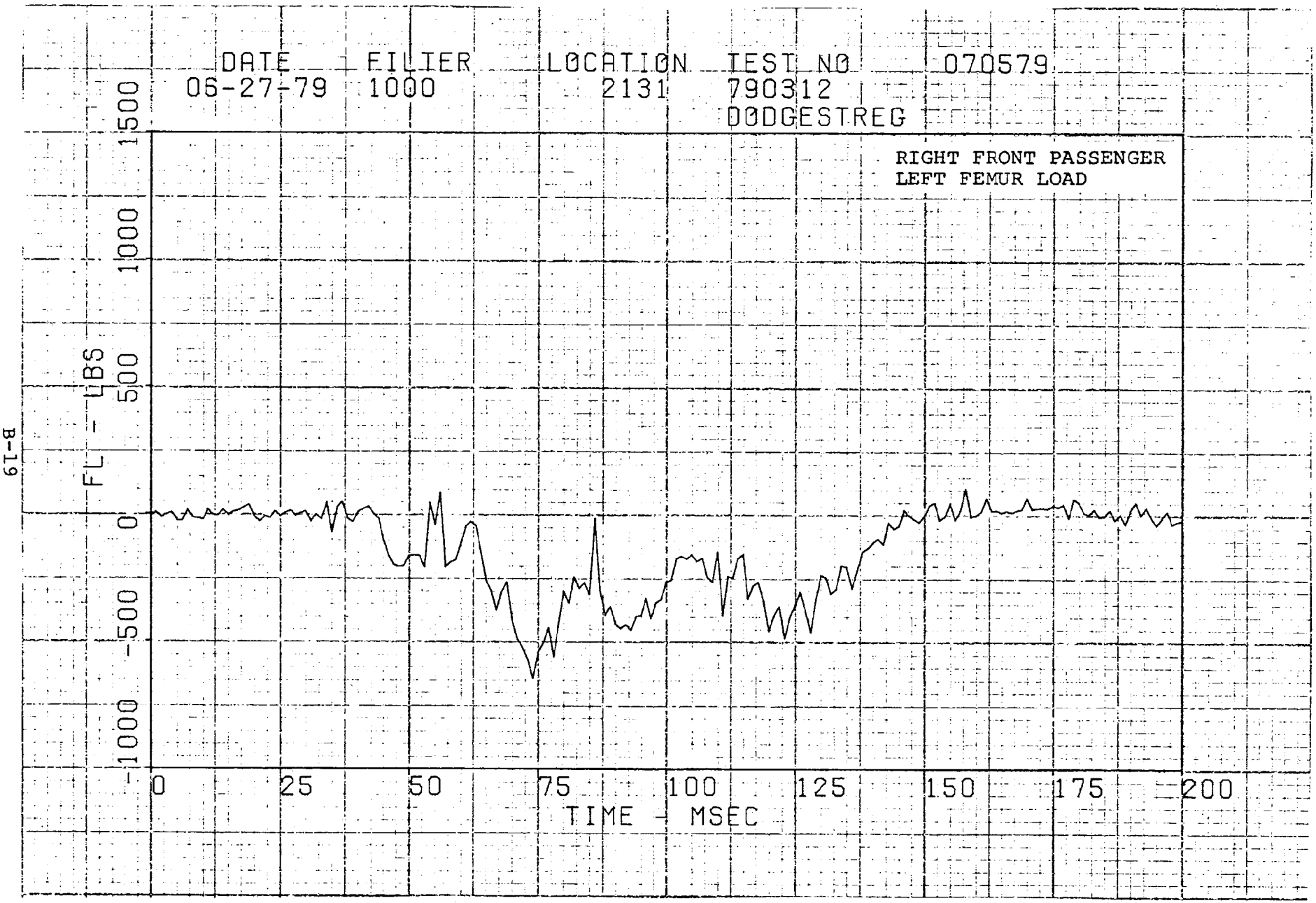
75
100
125
150
175
200
TIME - MSEC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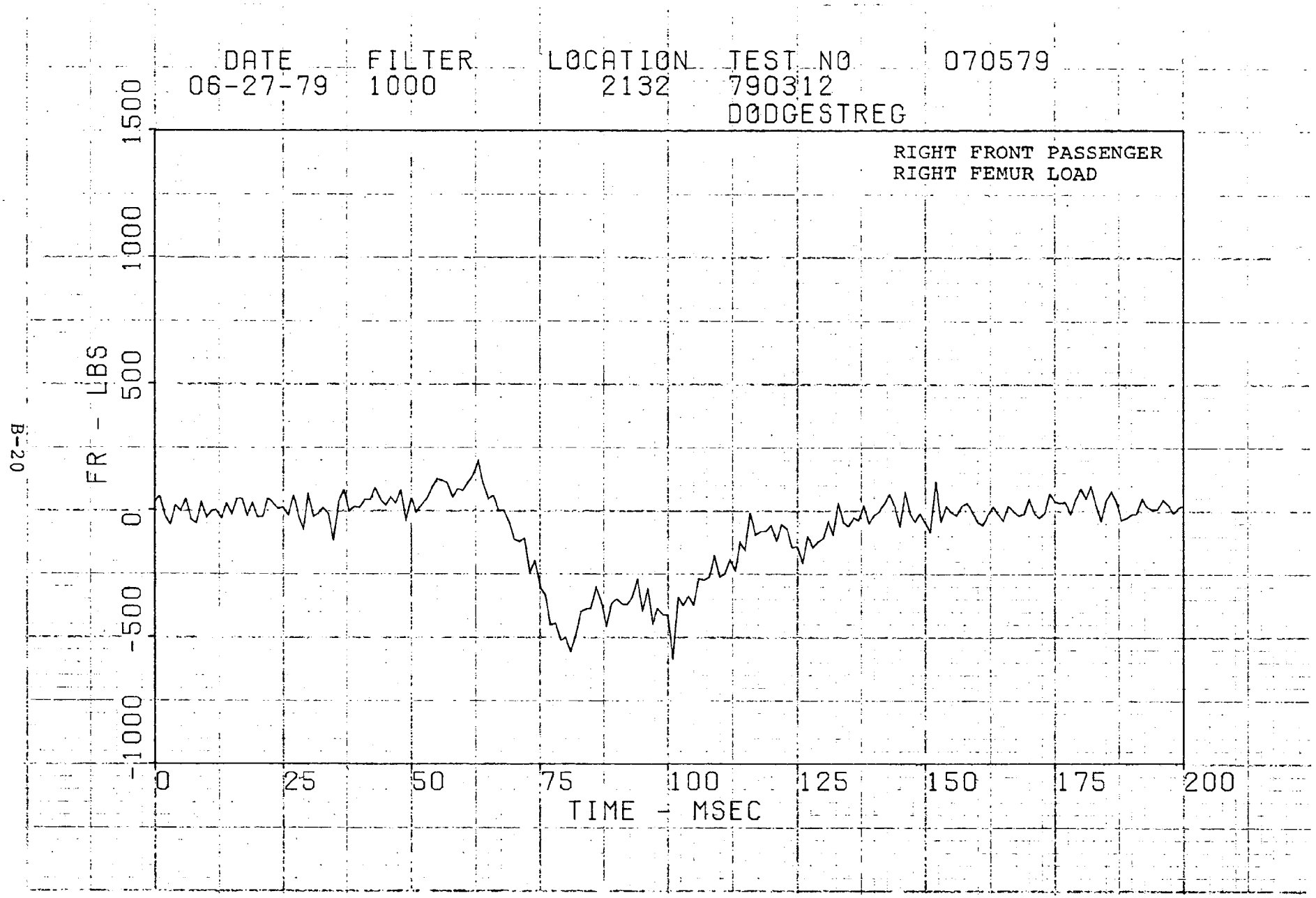
FILTER
1000
LOCATION
2131
TEST NO
790312
DODGESTREG
070579
RIGHT FRONT PASSENGER
LEFT FEMUR LOAD
FL - LBS
1500
1000
500
0
-500
-1000
0
25
50
75
100
125
150
175
200
TIME - MSEC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FILTER
1000
LOCATION
2132
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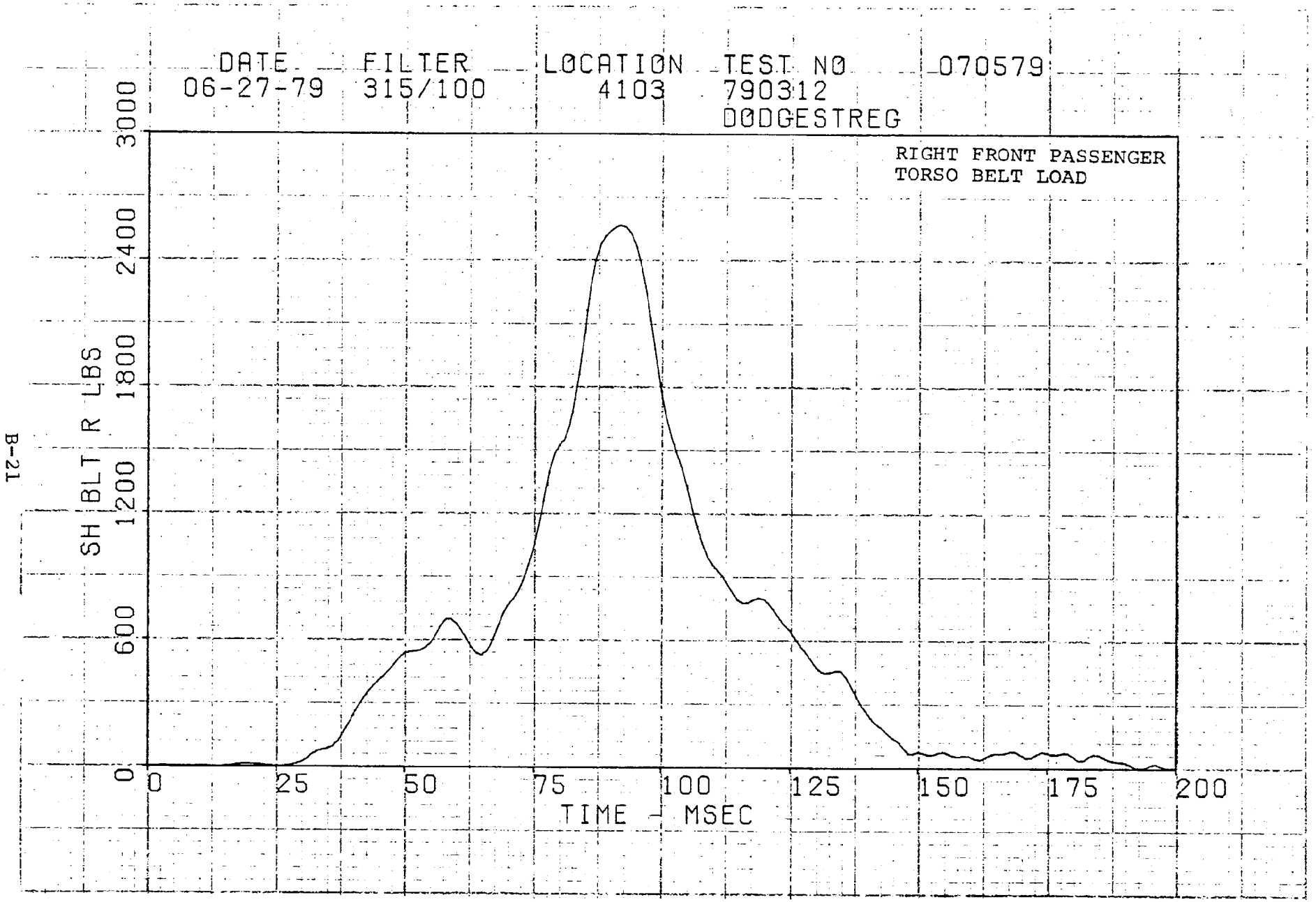
790312
DODGESTREG
070579
RIGHT FRONT PASSENGER
RIGHT FEMUR LOAD
FR - LBS
1500
1000
500
0
-500
-1000
0
25
50
75
100
125
150
175
200
TIME - MSEC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FILTER
315/100
LOCATION
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070579
RIGHT FRONT PASSENGER
TORSO BELT LOAD
SH BLT R LBS
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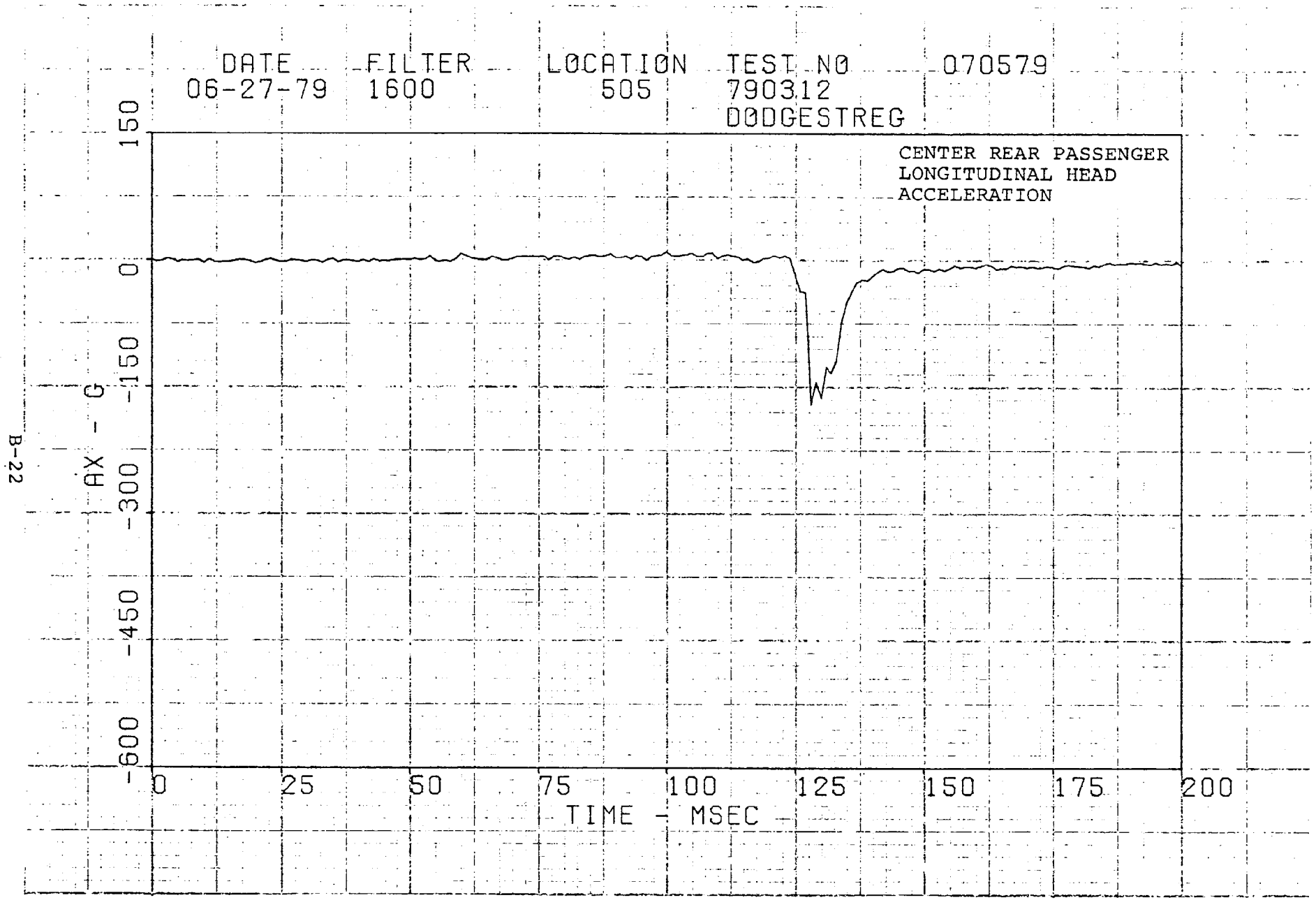
2400
1800
1200
600
0
0
25
50
75
100
125
150
175
200
TIME - MSEC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FILTER
1600
LOCATION
505
TEST NO
790312
DODGESTREG
070579
CENTER REAR PASSENGER
LONGITUDINAL HEAD
ACCELERATION
AX - G
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-300
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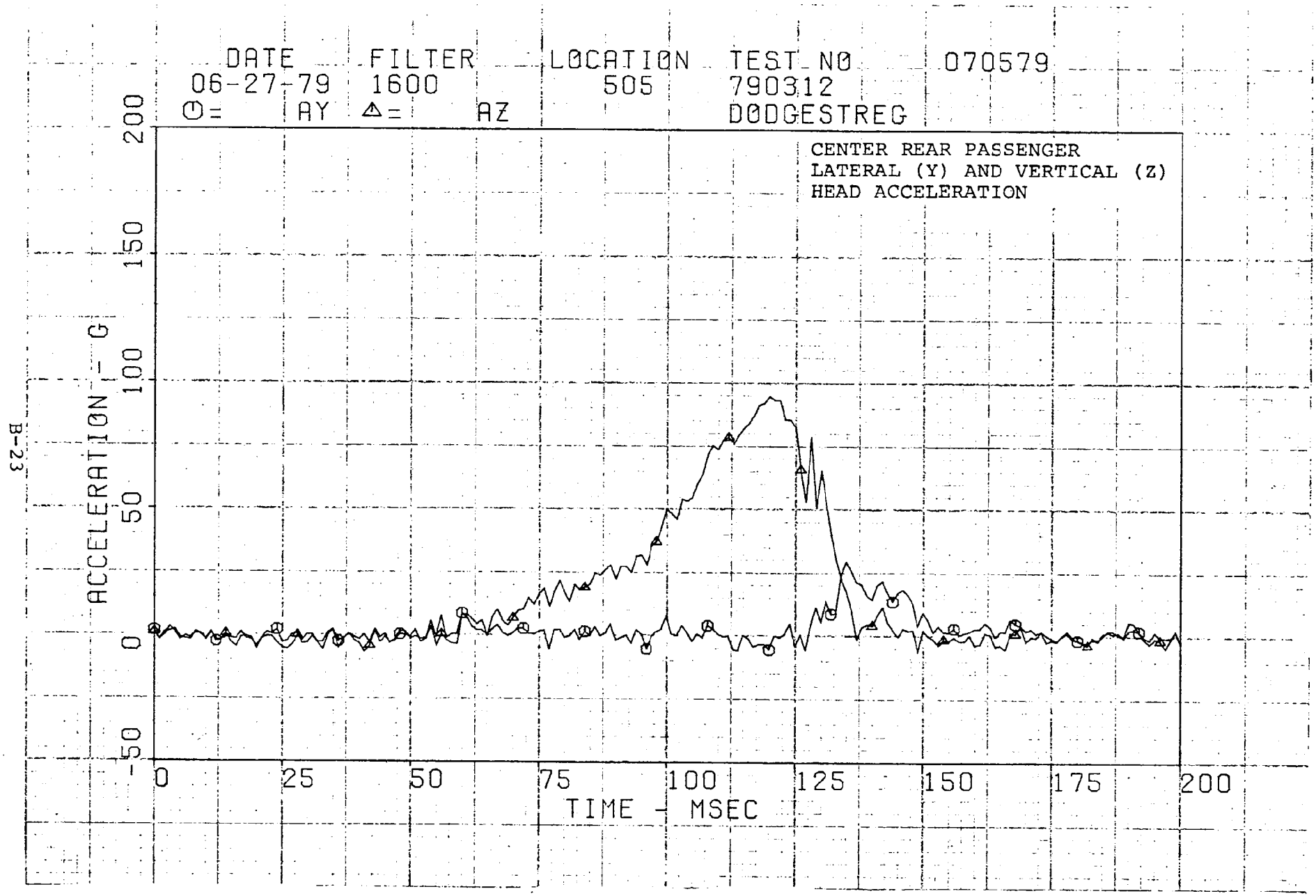
75
100
125
150
175
200
TIME - MSEC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LOCATION
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790312
070579
⏲= AY
△= AZ
DODGESTREG
CENTER REAR PASSENGER
LATERAL (Y) AND VERTICAL (Z)
HEAD ACCELERATION
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100
50
0
-50
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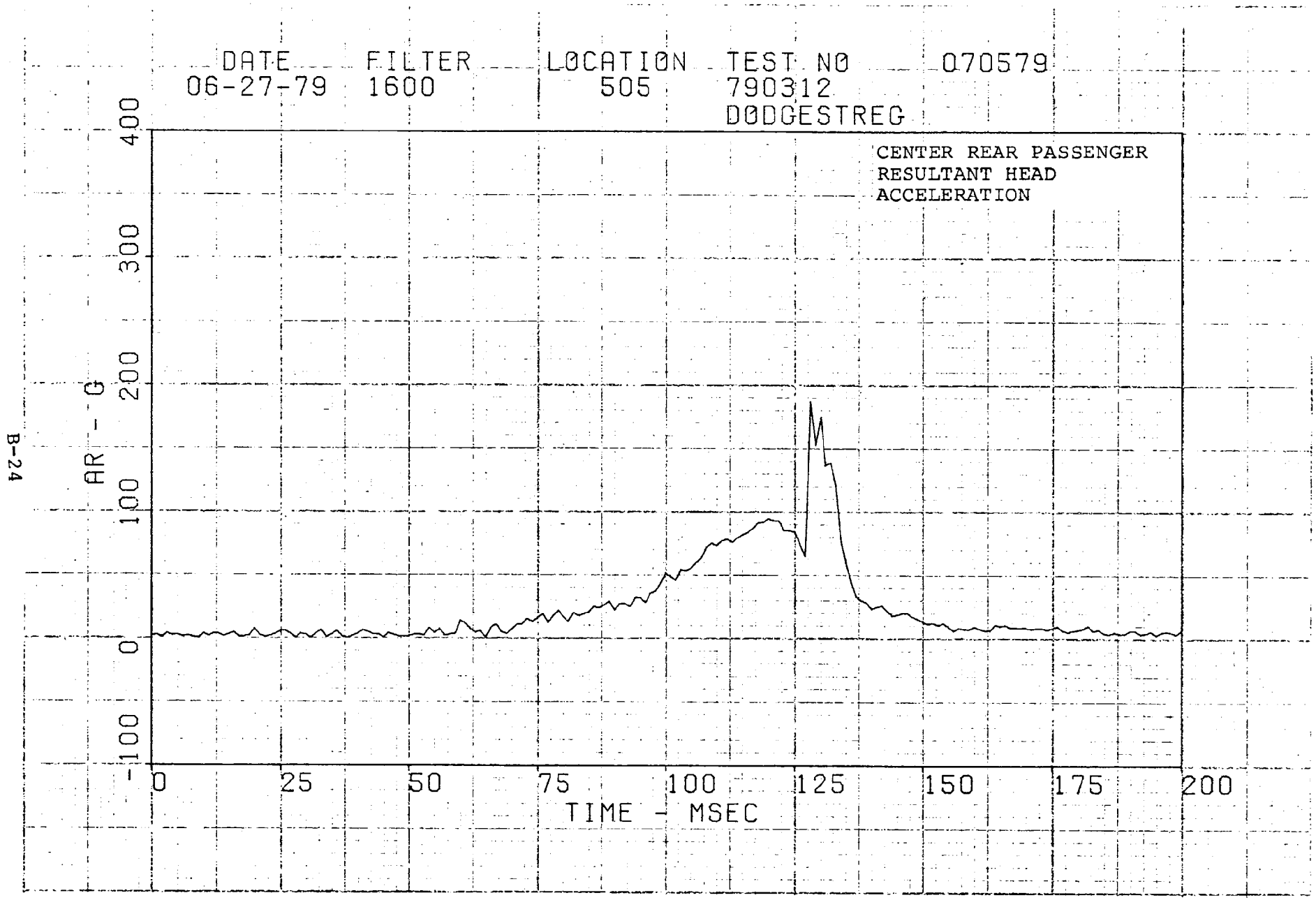
25
50
75
100
125
150
175
200
TIME - MSEC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1600
LOCATION
505
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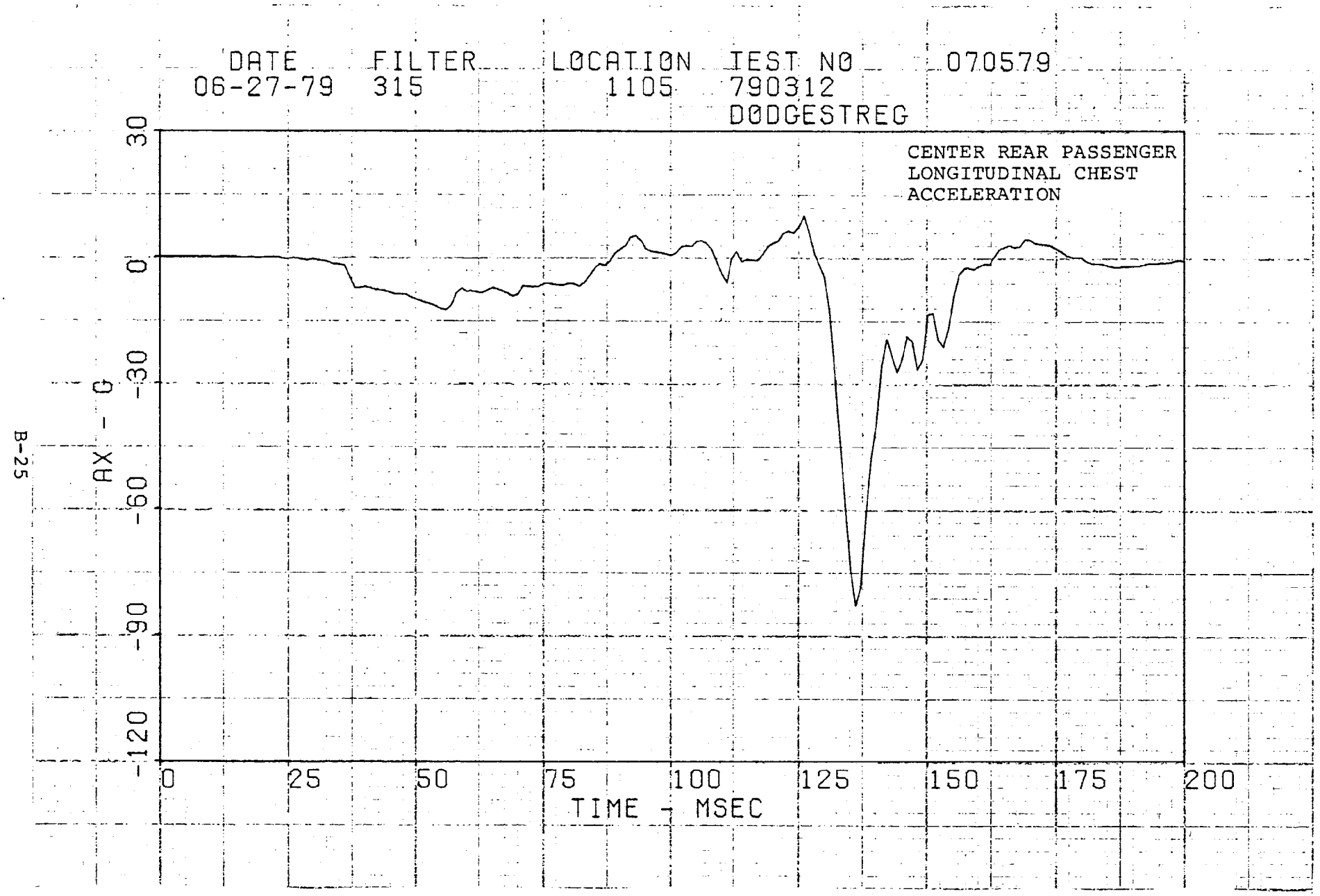
790312
DODGESTREG
070579
CENTER REAR PASSENGER
RESULTANT HEAD
ACCELERATION
AR - G
400
300
200
100
0
-100
0
25
50
75
100
125
150
175
200
TIME - MSEC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315
LOCATION
1105
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070579
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LONGITUDINAL CHEST
ACCELERATION
AX - G
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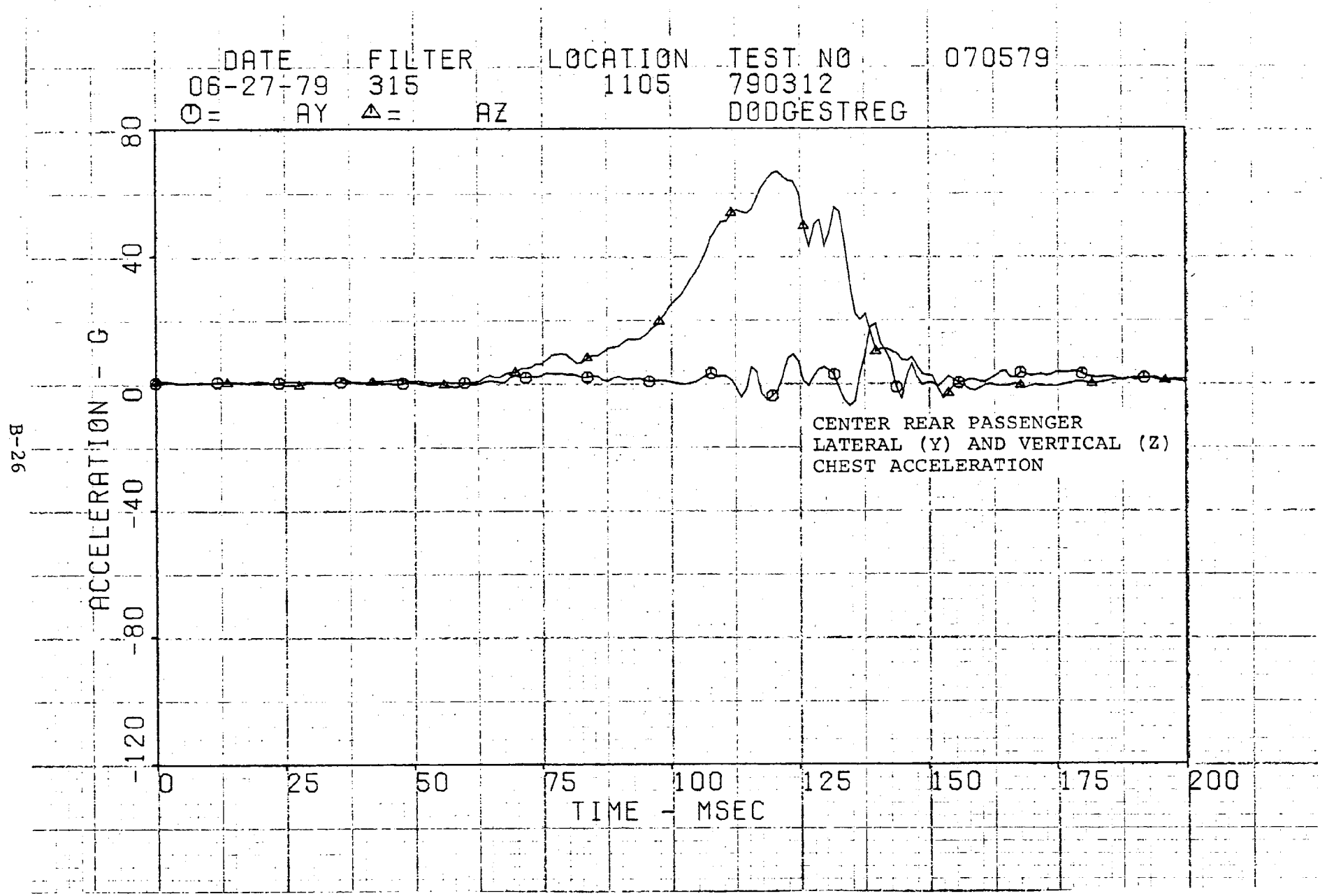
-60
-90
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC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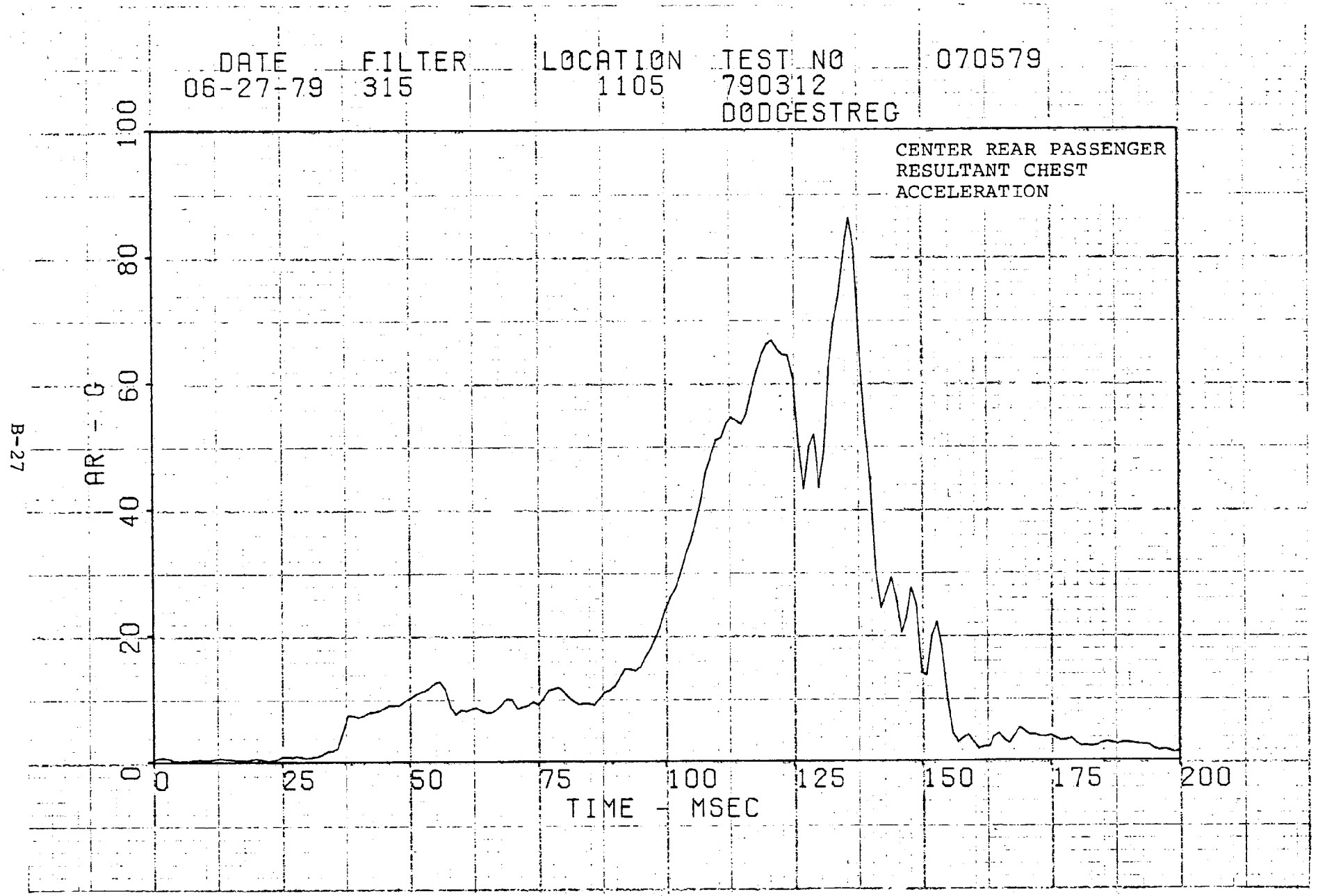
FILTER
315
LOCATION
1105
TEST NO
790312
070579
DODGESTREG
⊙= AY
△= AZ
80
40
0
-40
-80
-120
ACCELERATION - G
0
25
50
75
100
125
150
175
200
TIME - MSEC
CENTER REAR PASSENGER
LATERAL (Y) AND VERTICAL (Z)
CHEST ACCELERATION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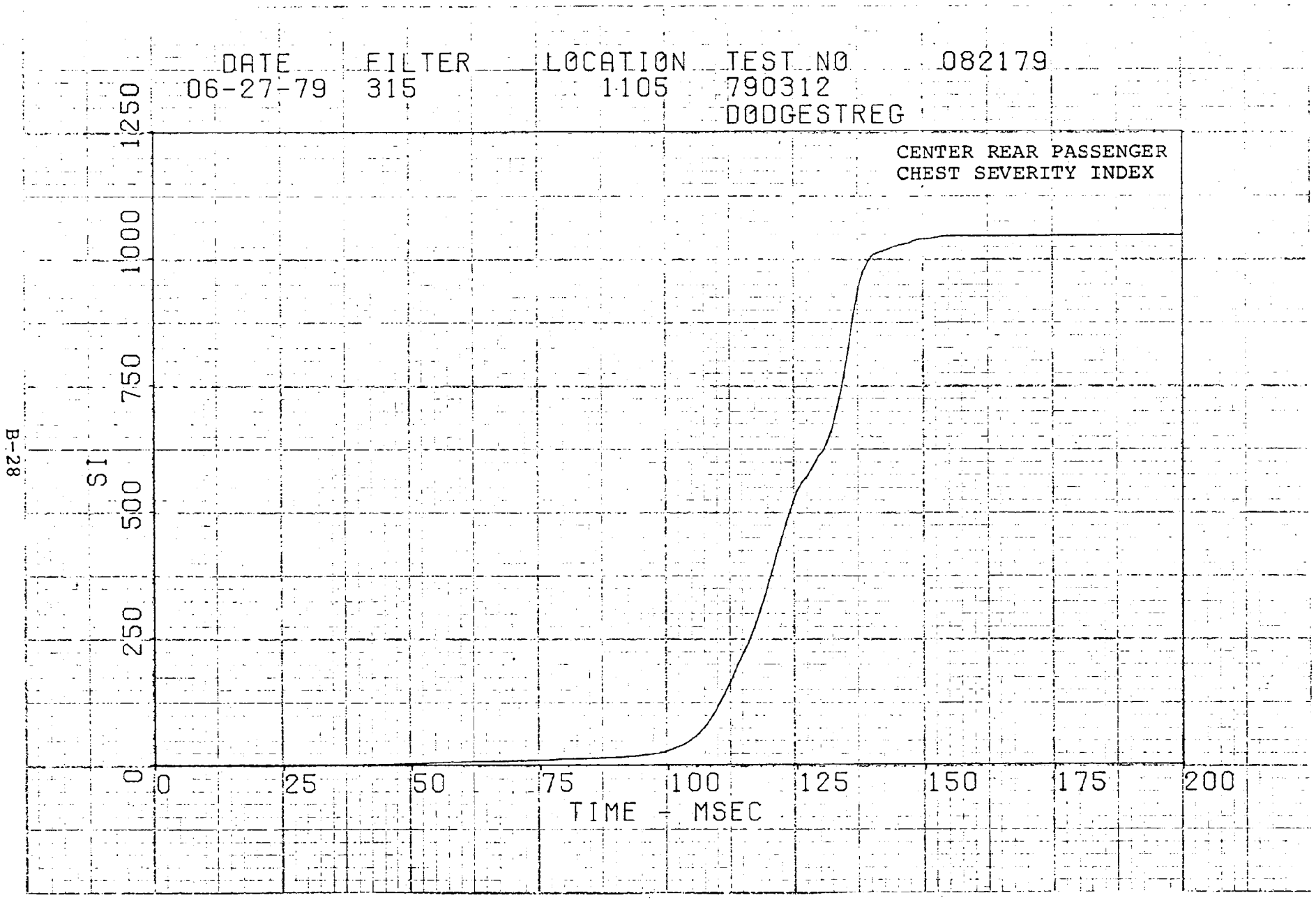
FILTER
315
LOCATION
1105
TEST NO
790312
DODGESTREG
070579
CENTER REAR PASSENGER
RESULTANT CHEST
ACCELERATION
AR - G
0
20
40
60
80
100
0
25
50
75
100
125
150
175
200
TIME - MSEC


DATE
06-27-79
FILTER
315
LOCATION
1105
TEST NO
790312
DODGESTREG
082179
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CHEST SEVERITY INDEX
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750
1000
1250
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25
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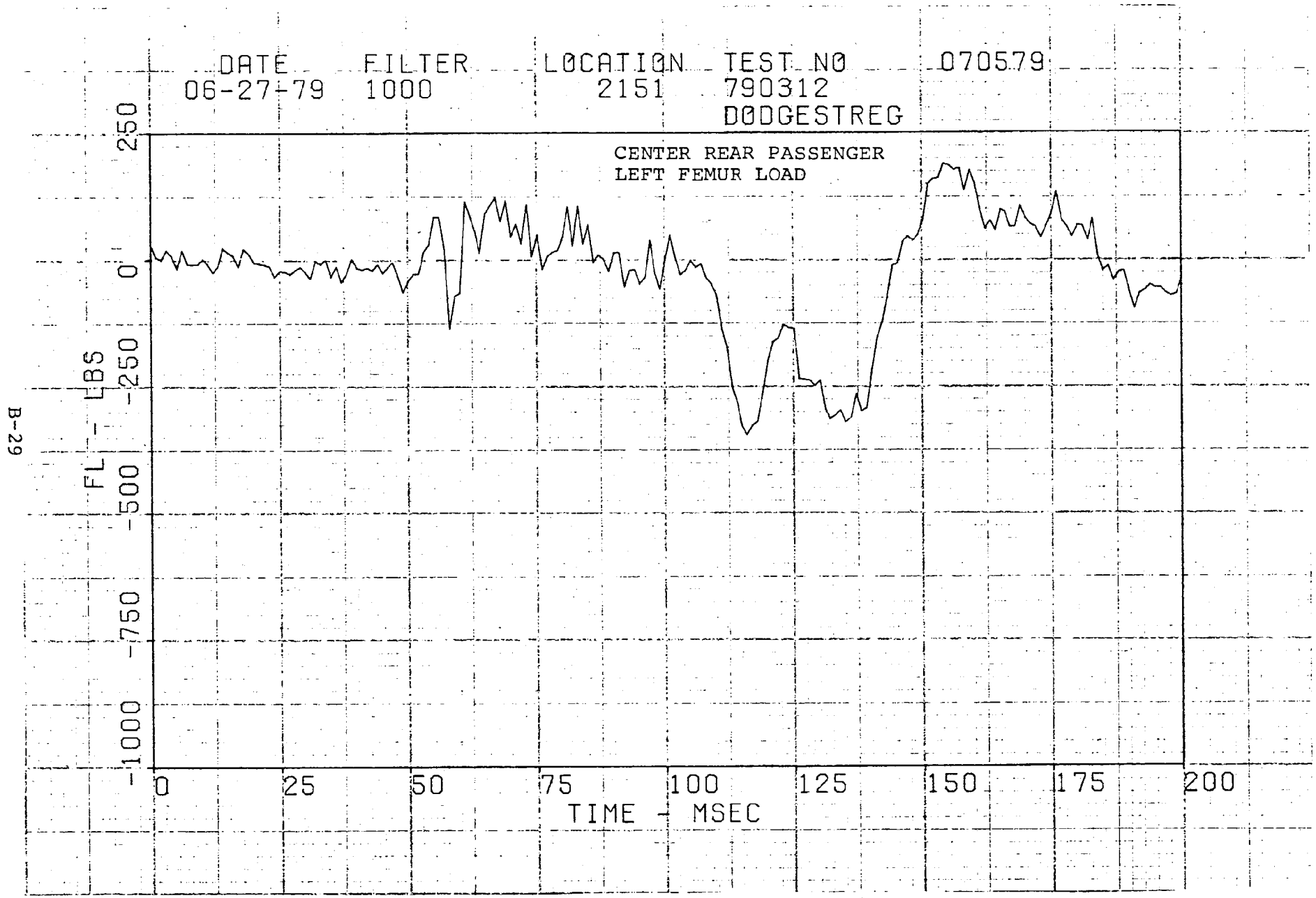
75
100
125
150
175
200
TIME - MSEC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FILTER
1000
LOCATION
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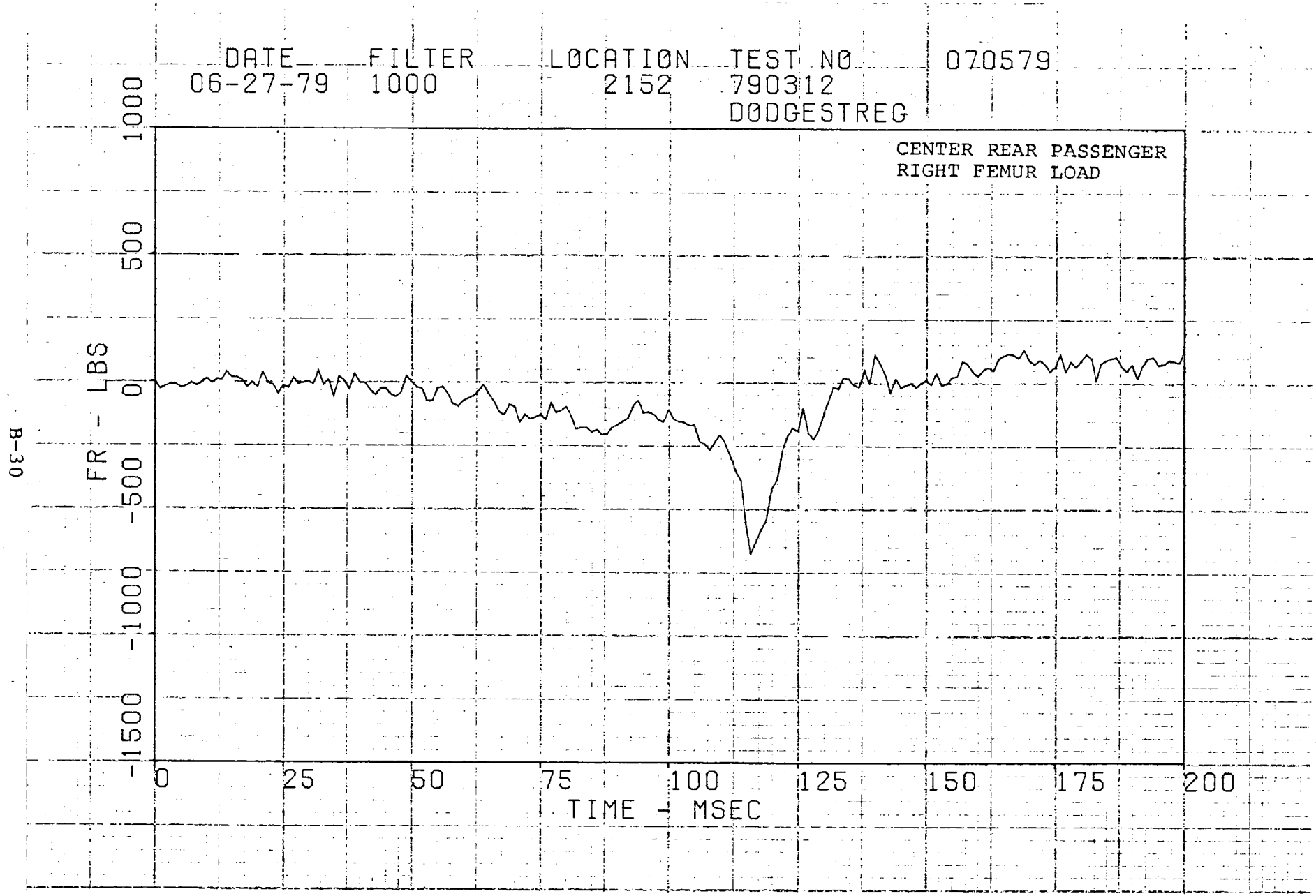
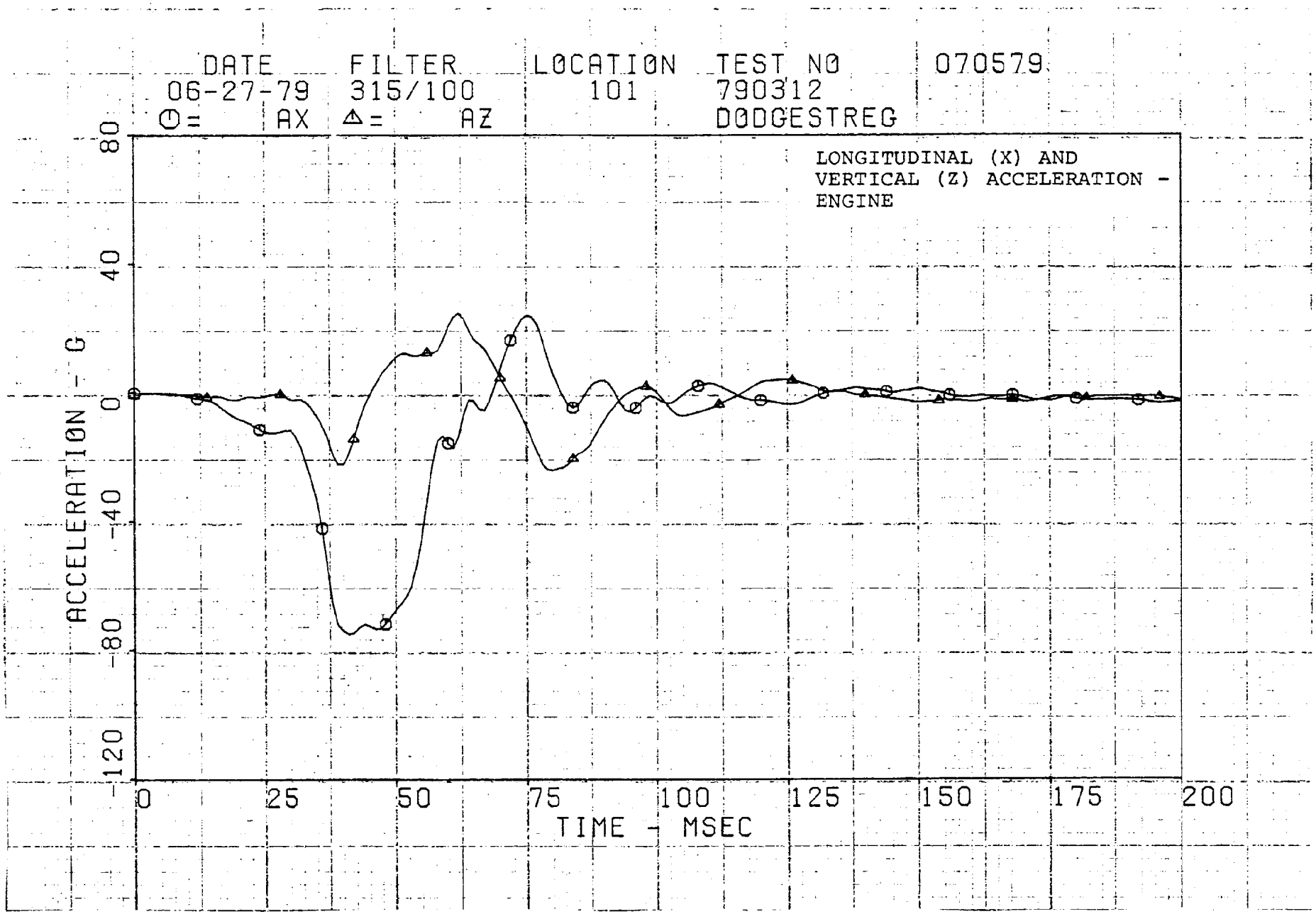
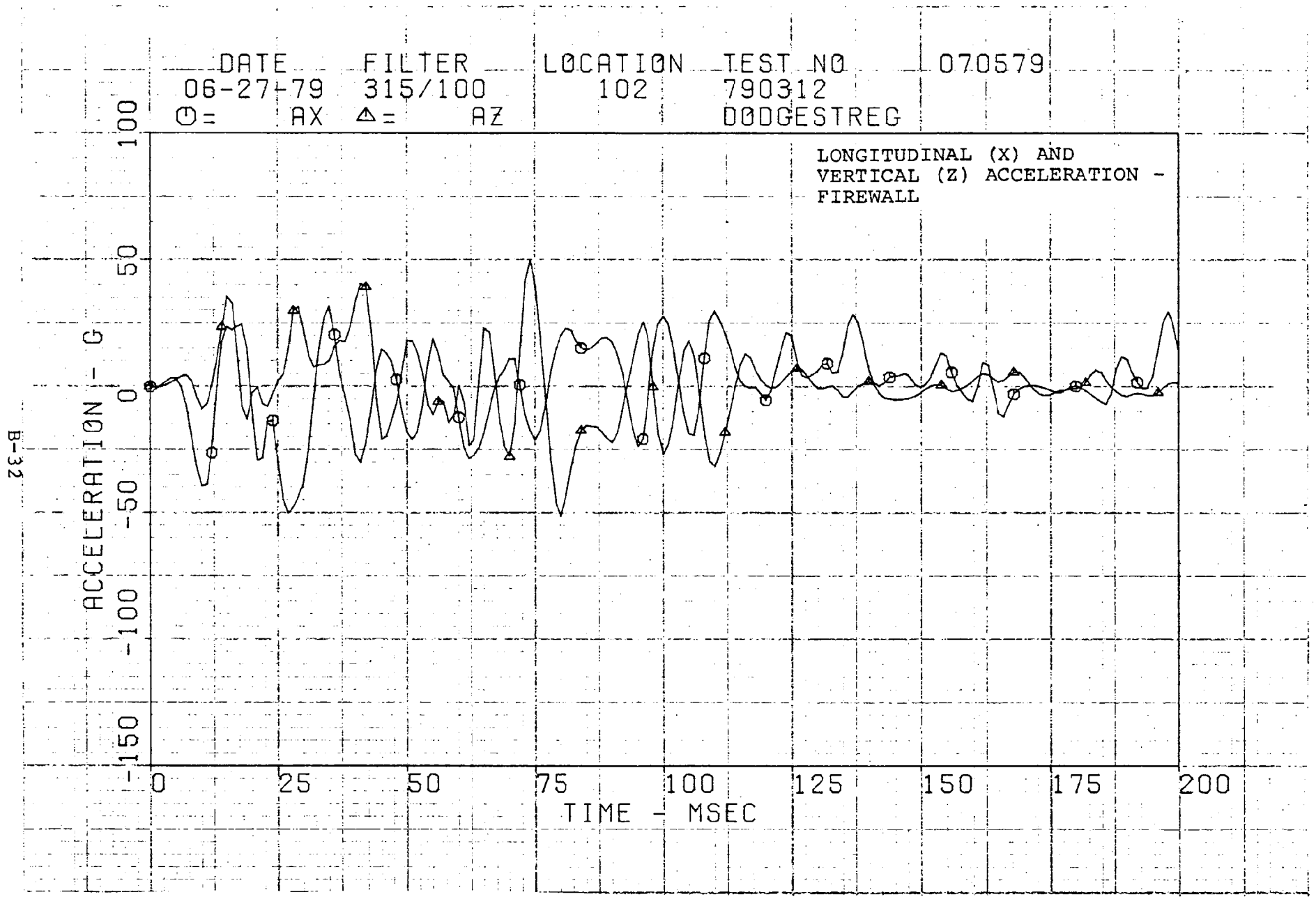
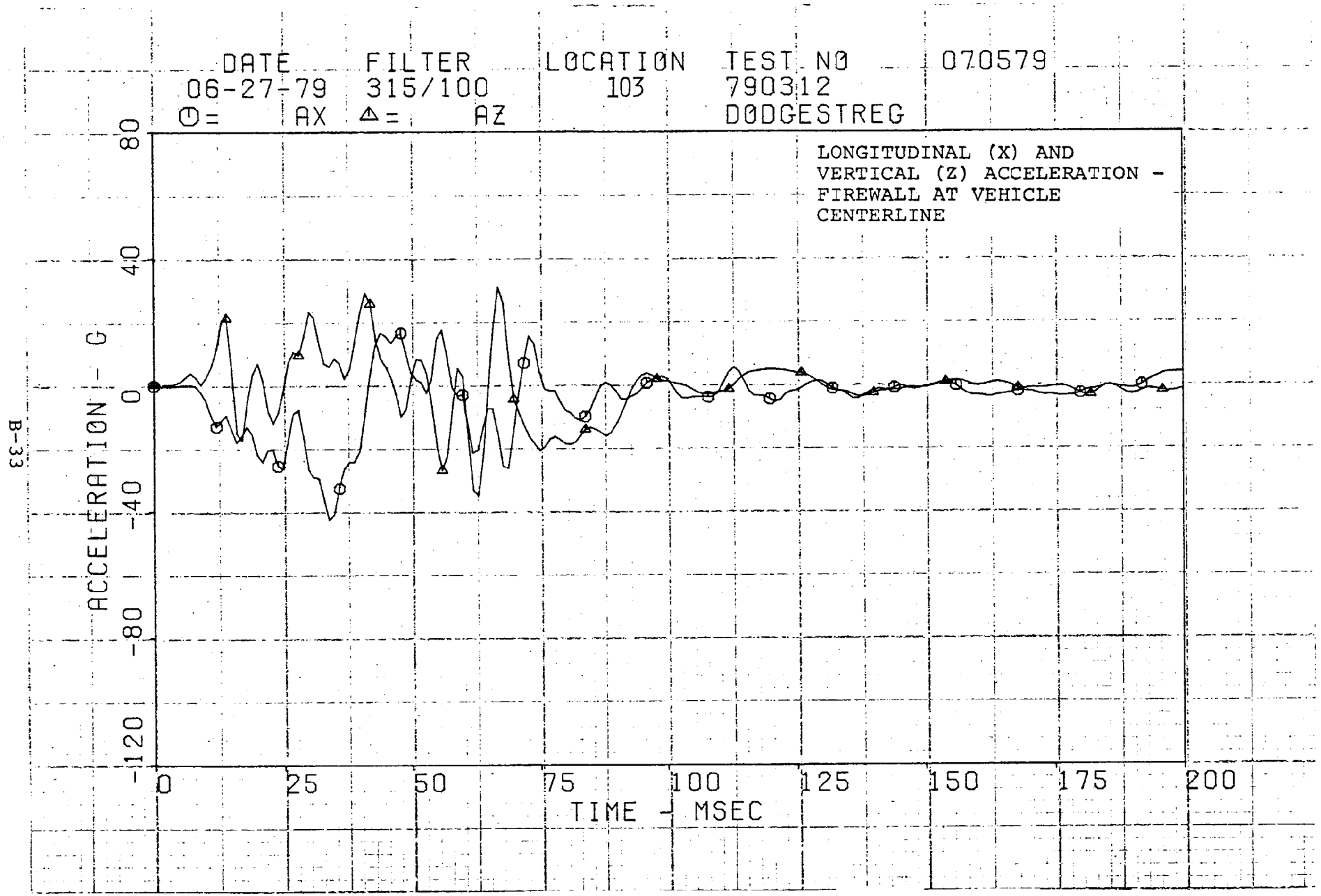
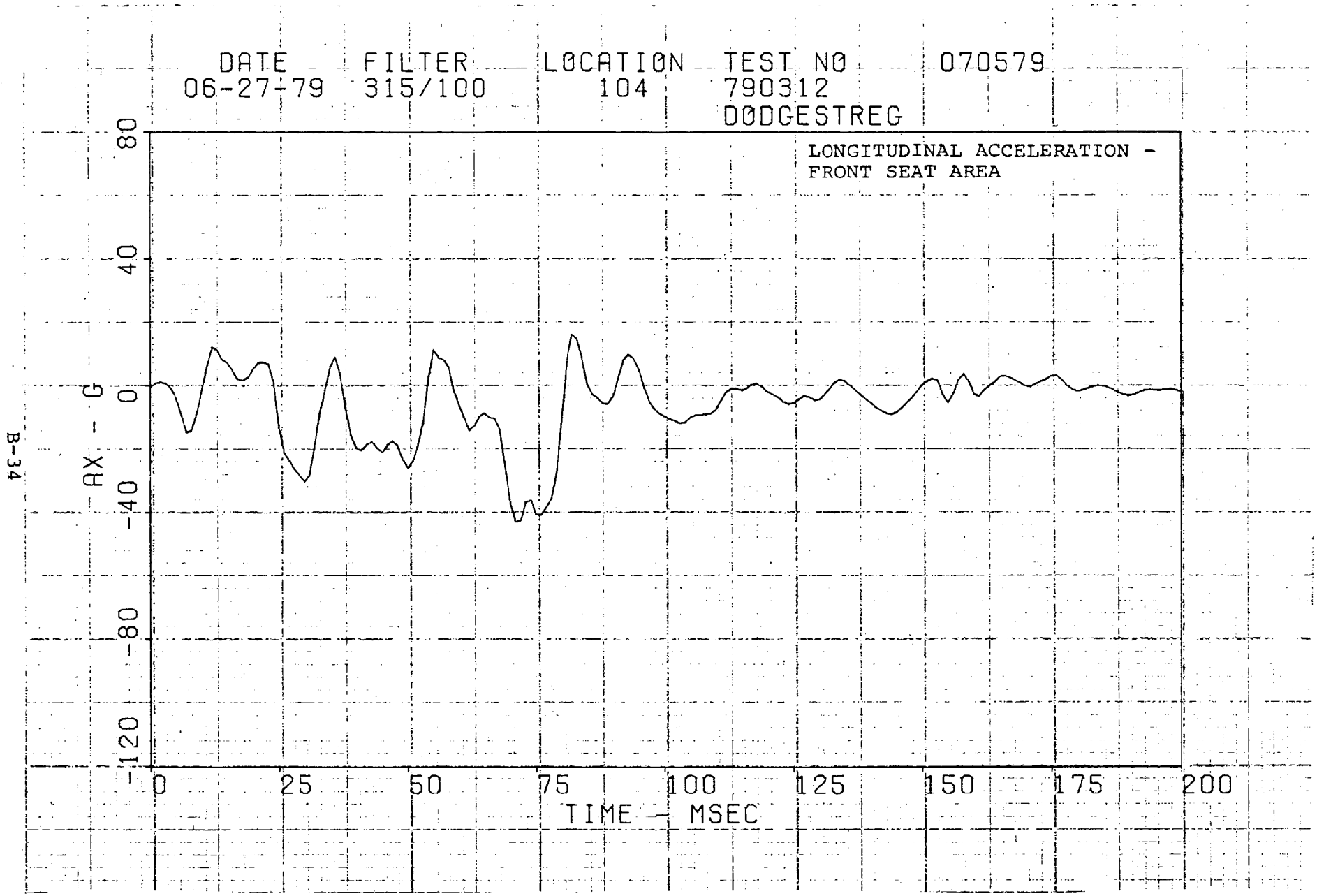
TEST NO
790312
DODGESTREG
070579
CENTER REAR PASSENGER
LEFT FEMUR LOAD
250
0
-250
-500
-750
-1000
FL - LBS
0
25
50
75
100
125
150
175
200
TIME - MSEC

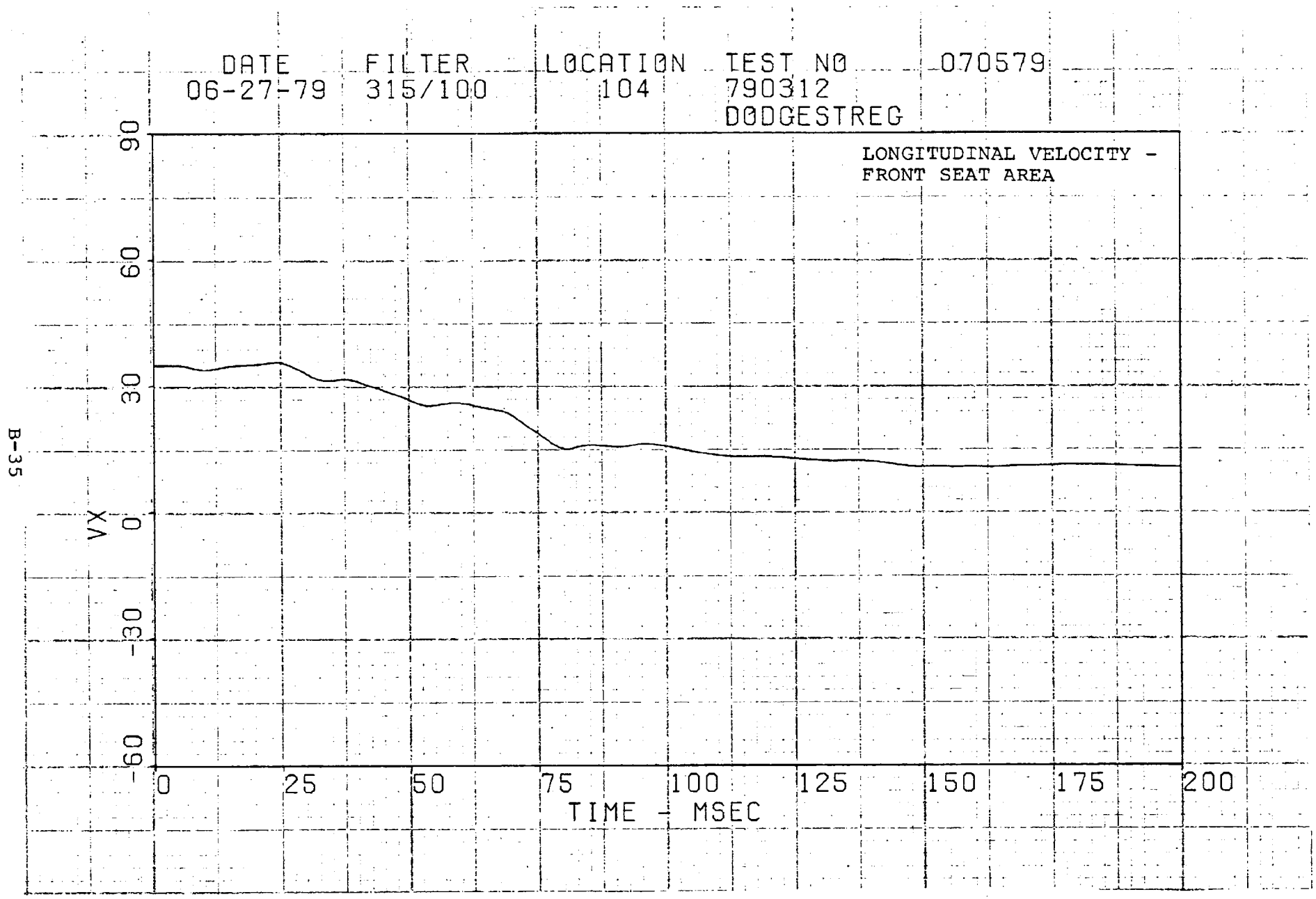

DATE
06-27-79
FILTER
1000
LOCATION
2152
TEST NO
790312
DODGESTREG
070579
CENTER REAR PASSENGER
RIGHT FEMUR LOAD
1000
500
0
-500
-1000
-1500
FR - LBS
0
25
50
75
100
125
150
175
200
TIME - MSEC

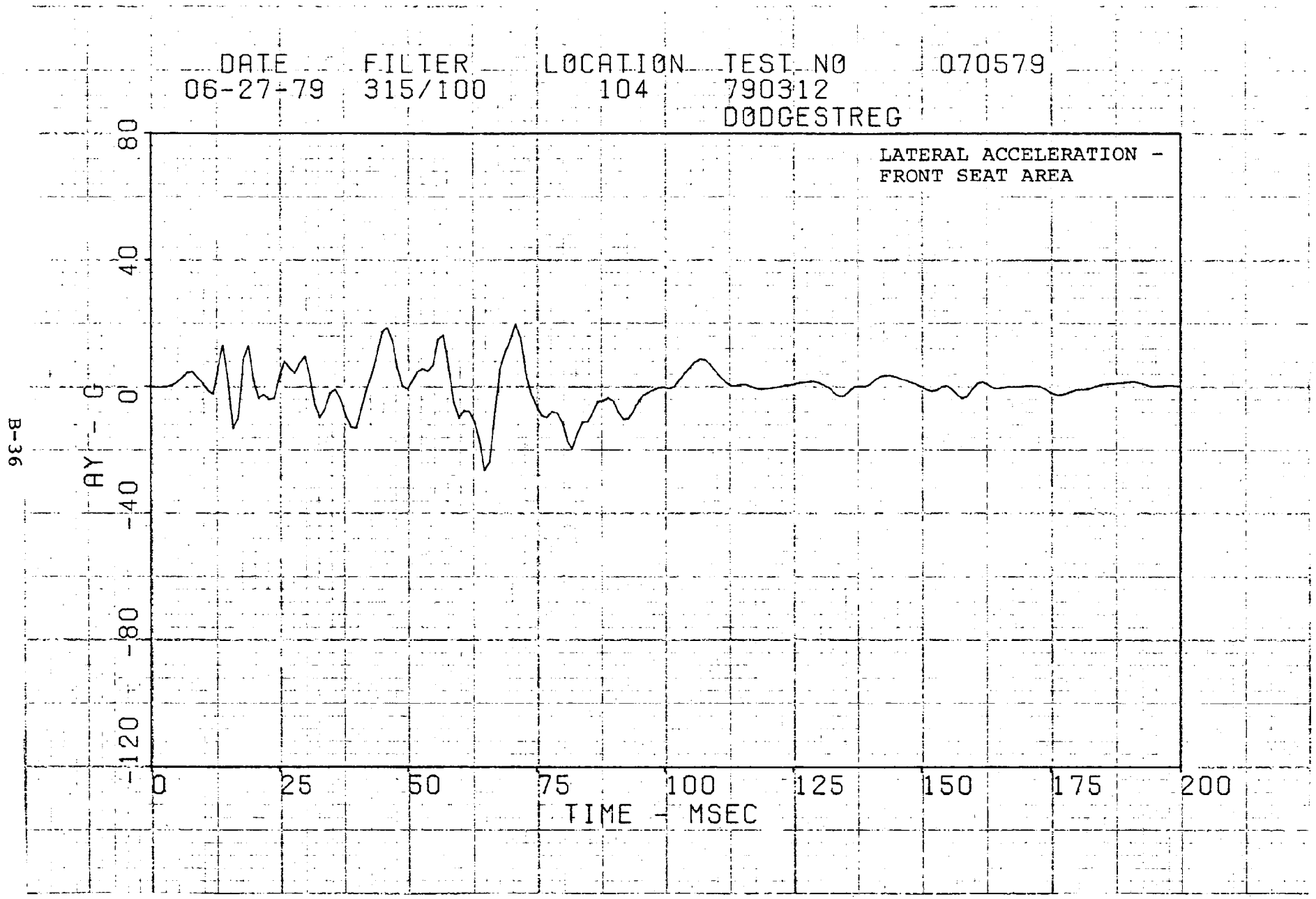

DATE
06-27-79
FILTER
315/100
LOCATION
101
TEST NO
790312
070579
⊖= AX
△= AZ
DODGESTREG
LONGITUDINAL (X) AND VERTICAL (Z) ACCELERATION - ENGINE
ACCELERATION - G
80
40
0
-40
-80
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC

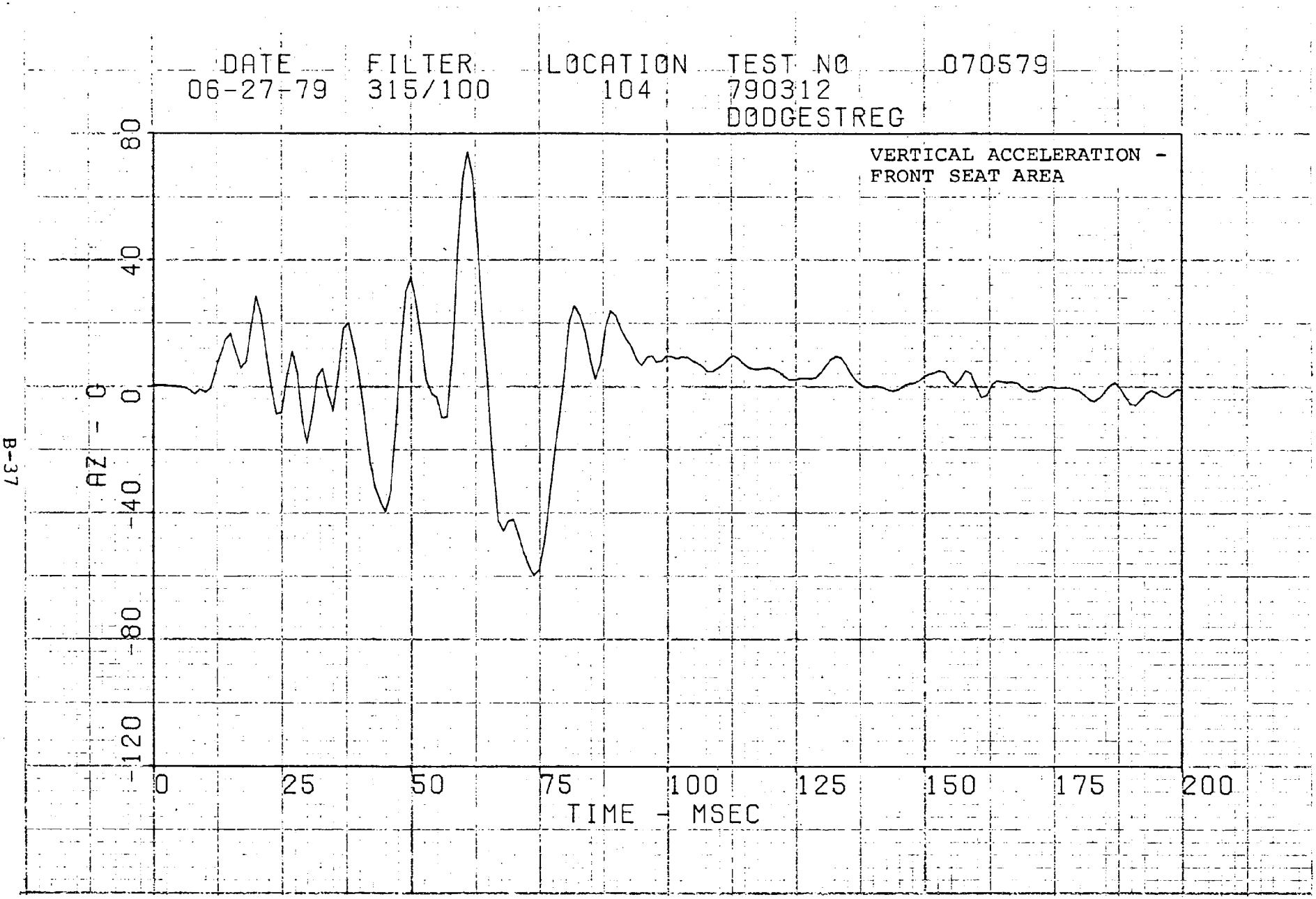

DATE
06-27-79
FILTER
315/100
LOCATION
102
TEST NO
790312
070579
⊙= AX △= AZ
DODGESTREG
LONGITUDINAL (X) AND VERTICAL (Z) ACCELERATION - FIREWALL
ACCELERATION - G
100
50
0
-50
-100
-150
0
25
50
75
100
125
150
175
200
TIME - MSEC

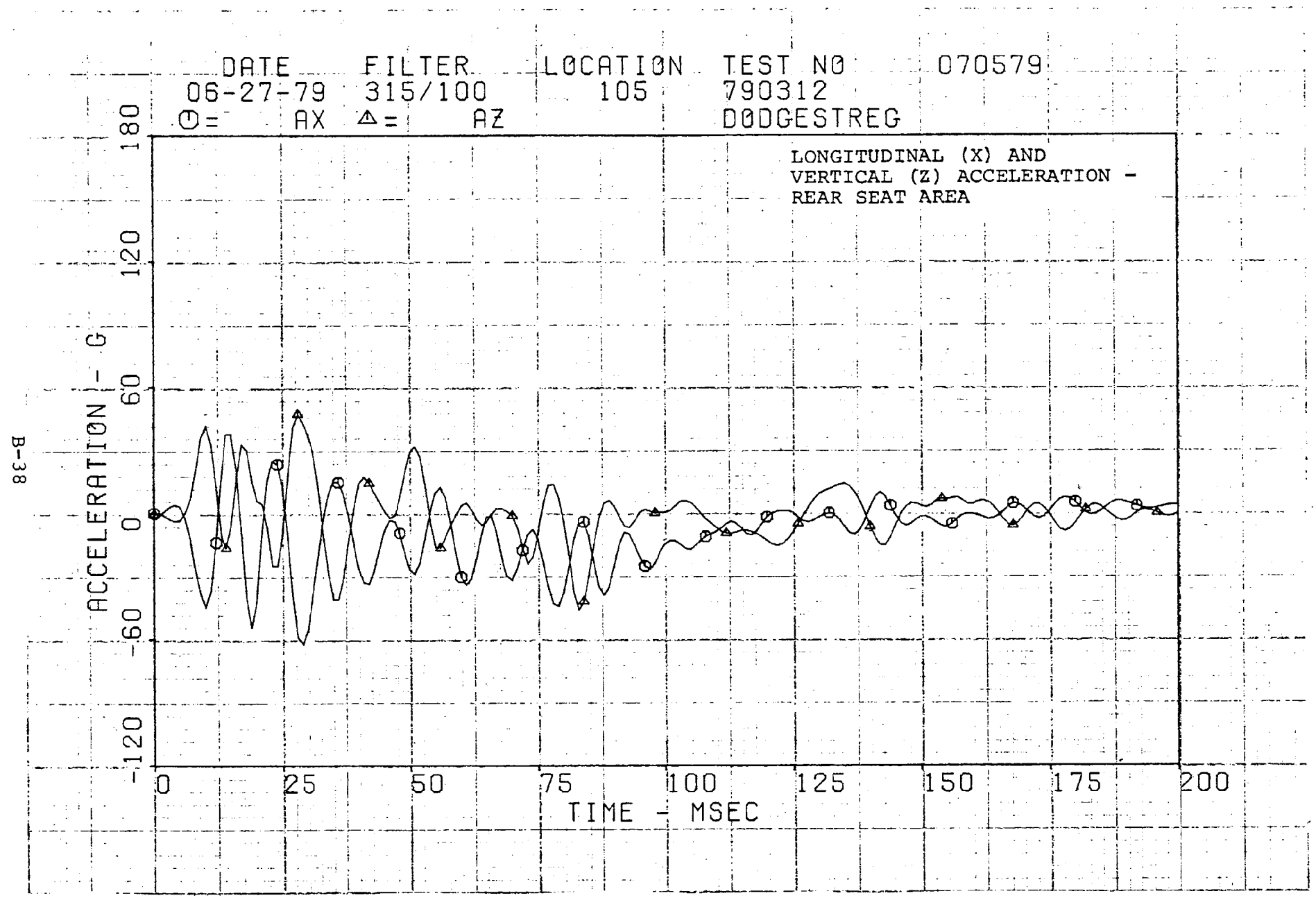

DATE
06-27-79
FILTER
315/100
LOCATION
103
TEST NO
790312
070579
⏱= AX
△= AZ
DODGESTREG
LONGITUDINAL (X) AND VERTICAL (Z) ACCELERATION - FIREWALL AT VEHICLE CENTERLINE
ACCELERATION - G
80
40
0
-40
-80
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC


DATE
06-27-79
FILTER
315/100
LOCATION
104
TEST NO
790312
DODGESTREG
070579
LONGITUDINAL ACCELERATION -
FRONT SEAT AREA
AX - G
80
40
0
-40
-80
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC


DATE
06-27-79
FILTER
315/100
LOCATION
104
TEST NO
790312
DODGESTREG
070579
LONGITUDINAL VELOCITY -
FRONT SEAT AREA
VX
90
60
30
0
-30
-60
0
25
50
75
100
125
150
175
200
TIME - MSEC


DATE
06-27-79
FILTER
315/100
LOCATION
104
TEST NO
790312
DODGESTREG
070579
LATERAL ACCELERATION -
FRONT SEAT AREA
AY - G
80
40
0
-40
-80
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC


DATE
06-27-79
FILTER
315/100
LOCATION
104
TEST NO
790312
DODGESTREG
070579
VERTICAL ACCELERATION -
FRONT SEAT AREA
AZ - G
80
40
0
-40
-80
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC


DATE
06-27-79
FILTER
315/100
LOCATION
105
TEST NO
790312
070579
D0DGESTREG
⊖= AX ⊿= AZ
LONGITUDINAL (X) AND
VERTICAL (Z) ACCELERATION -
REAR SEAT AREA
ACCELERATION - G
180
120
60
0
-60
-120
0
25
50
75
100
125
150
175
200
TIME - MSEC