

Dynamic Science Report No. 212-DYS-79-002
Dynamic Science Report No. 219-DYS-79-002
Dynamic Science Report No. 301-DYS-79-008

DOT 202

NEW VEHICLE ASSESSMENT AND
STANDARDS ENFORCEMENT INDICANT
TESTING

FMVSS 212, 219, AND 301-75

GENERAL MOTORS CORPORATION
1979 PONTIAC FIREBIRD 2-DOOR COUPE
NHTSA NO. 790114

Prepared by:

dsi Dynamic Science Inc.

a **TALLEY INDUSTRIES** Company

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APPROVED: *Tom Grubbs*
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FMVSS 204/208/212/301
DATE: **AUG 30 1979**

FINAL REPORT

July 1979

Prepared for:

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
-----ENFORCEMENT-----

OFFICE OF VEHICLE SAFETY COMPLIANCE
2100 Second Street, S.W.
WASHINGTON, D.C. 20590

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FINAL REPORT ACCEPTED BY:

TOM GRUBBS

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

AUG 30 1979

Date of Report Acceptance

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No.		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle FMVSS 212, 219, AND 301-75, NEW VEHICLE ASSESSMENT AND STANDARDS ENFORCEMENT INDICANT TESTING - 1979 PONTIAC FIREBIRD 2-DOOR COUPE, NHTSA 790114				5. Report Date JULY 1979	
				6. Performing Orgn Code	
7. Author(s) <i>M. Pozz</i> , Project Engineer				8. Performing Orgn Rpt No. 3066-79-110	
9. Performing Organization Name and Address Dynamic Science, Inc. A Talley Industries Company 1850 West Pinnacle Peak Road Phoenix, Arizona 85027				10. Work Unit No.	
				11. Contract or Grant No. DOT-HS-6-01478	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration 2100 Second Street, S.W. Washington, D.C. 20590				13. Type of Report and Period Covered FINAL TEST REPORT May - July 1979	
				14. Sponsoring Agency Code	
15. Supplementary Notes Approved: <i>G. Gensert</i> , Director of Technical Support Operations					
16. Abstract FMVSS 212, 219, 301-75 Standards Enforcement Indicant Testing of a 1979 Pontiac Firebird 2-Door Coupe, NHTSA 790114, VIN 2S97A9L159392, was conducted at the Dynamic Science, Inc. facility in Phoenix, 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. If a vehicle indicates an apparent failure to meet any of the requirements of these standards, another comparable vehicle will be tested to the appropriate test procedure. The front of the test vehicle impacted the fixed collision barrier at a speed of 35.24 mph. The test was conducted May 23, 1979 with the following results: (a) FMVSS 212 - Loss of retention was within the amount allowed. (b) FMVSS 219 - There was no intrusion into the windshield protected zone. (c) FMVSS 301-75 - No fuel leakage or observable damage to the fuel system.					
17. Key Words Frontal Impact Windshield Testing Fuel System Integrity			18. Distribution Statement Available through the Technical Reference Division, National Highway Traffic Safety Administration, Room 5108, Nassif Building, 400 7th Street, S.W., Washington, D.C. 20590		
19. Security Classif. (of this report) Unclassified		20. Security Classif. (of this page) Unclassified		21. No. Pages 108	22. Price

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	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons	0.9	metric ton	t
	(2000 lb)			
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	2.5	acres	
	(10 000 m ²)			
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	metric ton	1.1	short tons	
	(1000 kg)			
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

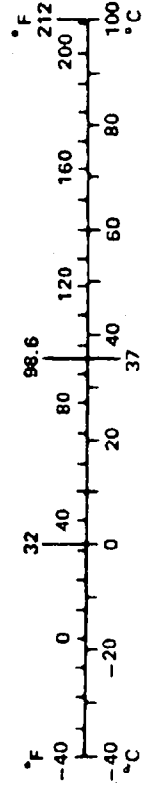


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SECTION 1
PURPOSE AND INTRODUCTION

PURPOSE:

The purpose of the test was to subject a 1979 Pontiac Firebird 2-door Coupe to the indicant test requirements of DOT Test Plan TP-212-01, March 20, 1979, Standard Enforcement Indicant Testing for FMVSS 301-75, "Fuel System Integrity." The vehicle was tested using test parameters which are in excess of the current upper limits of FMVSS 301-75, 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 301-75 are contained in the Appendix. Section 2 contains General Test and Vehicle Parameter Data. Section 3 contains Compliance Related Data for FMVSS 301-75 Indicant Testing, together with photographs related to these tests. Appendix B contains Cal-comp 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: General Motors Corporation
 Make/Model: Pontiac Firebird
 Body Style: 2-door Coupe Model Year: 1979
 VIN: 2S87A9L159392 Build Date: 2/79
 NHTSA No.: 790114 Color: Gold
 Engine Data: 6 cylinders; 3.8 litre displacement
 Transmission Data: -- speed () Manual (X) Automatic
 Date Vehicle Received by Laboratory: 3/14/79
 Dealer Name & Address: Mecham Pontiac
P.O. Box 970, Glendale, AZ 85311

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

Vehicle Manufactured By: General Motors Corporation
 Date of Manufacture: 2/79 ; VIN: 2S87A9L159392
 GVWR: 4314 lb; GAWR: Front = 2081 lb; Rear = 2233 lb

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

Vehicle Load:	FRONT	REAR	RECOMMENDED	LOAD RANGE:
Up to Capacity	<u>28</u> psi	<u>30</u> psi	TIRE SIZE:	
Vehicle Capacity:			<u>FR 78-15</u>	<u>B</u>

Type of Seats -	<u> </u> Bench	Number of Occupants =	<u>2</u> Front
	<u>X</u> Bucket	(Designated Seating	<u>2</u> Rear
	<u> </u> Split Bench	Capacity)	<u>4</u> Total

CARGO LOAD = 200 lb
 TOTAL = 800 lb

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

Right Front =	<u>950</u> lb	Right Rear =	<u>754</u> lb
Left Front =	<u>934</u> lb	Left Rear =	<u>752</u> lb
TOTAL FRONT WEIGHT =	<u>1884</u> lb (<u>55.6%</u> of Total Vehicle Weight)		
TOTAL REAR WEIGHT =	<u>1506</u> lb (<u>44.4%</u> of Total Vehicle Weight)		
TOTAL DELV. WEIGHT =	<u>3390</u> lb		

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

Right Front =	<u>976</u> lb	Right Rear =	<u>950</u> lb
Left Front =	<u>1006</u> lb	Left Rear =	<u>976</u> lb
TOTAL FRONT WEIGHT =	<u>1982</u> lb (<u>50.7%</u> of Total Vehicle Weight)		
TOTAL REAR WEIGHT =	<u>1926</u> lb (<u>49.3%</u> of Total Vehicle Weight)		
TOTAL TEST WEIGHT =	<u>3908</u> lb		

Weight of ballast secured in vehicle trunk area = 0 lb

TARGET WEIGHT = CARGO LOAD + UDW + 164 (NO. OF DUMMIES) = 3918 lb

SECTION 2
GENERAL TEST AND VEHICLE PARAMETER DATA (CONTD)

TEST CONDITIONS:

Date of Test: May 23, 1979 Time of Test: 1002
Ambient Temperature: 94 °F at impact area.
Temperature in Windshield Molding
Occupant Compartment: 77 °F Temperature: 77 °F

VEHICLE ATTITUDE: (all dimensions in inches)

Delivered Attitude: RF 32.0 LF 32.0 RR 32.0 LR 32.0
Test Attitude: RF 31.5 LF 31.3 RR 29.3 LR 29.3

VEHICLE TIRE DATA:

Recommended Cold Tire Pressure:* Front = 28 psi
Rear = 30 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: 20.8 Gallons (SPV)
Test Volume: 18.9 Gallons (90 to 91% of SPV)
Fuel System Capacity (data from Owner's Manual): _____ gallons
Details of Fuel System:

The fuel tank is centered in the vehicle just behind the rear axle and muffler. The tank is secured by two straps to the trunk floor. The filler tube is connected to the center top side of the tank, and terminates at the rear of the vehicle behind the rear license plate fixture. The tube is sealed by a screw-type (ratchet tight) 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: No (yes/no)

VEHICLE REBOUND AND CRUSH:

Overall Length of Pre-test = R 190.5 L 190.7 inches
Test Vehicle Post-test = R 163.2 L 163.9 inches
CRUSH = R 27.3 L 26.8

FOR FRONTAL IMPACTS, distance from front of test vehicle to the barrier after impact = 37.0 inches

*26/26 is recommended tire pressure at 350 lb or less load.

SECTION 2

GENERAL TEST AND VEHICLE PARAMETER DATA (CONTD)

VISIBLE DUMMY CONTACT POINTS

	<u>Driver</u>	<u>Passenger</u>	<u>Child</u>
Head	<u>Steering Wheel</u>	<u>None</u>	<u>None</u>
Chest	<u>None</u>	<u>None</u>	<u>None</u>
Abdomen	<u>None</u>	<u>None</u>	<u>None</u>
Left Knee	<u>Dash</u>	<u>Dash</u>	<u>None</u>
Right Knee	<u>Dash</u>	<u>Dash</u>	<u>None</u>

<u>DOOR OPENING</u>	<u>Front</u>		<u>Rear</u>	
	<u>Left</u>	<u>Right</u>	<u>Left</u>	<u>Right</u>
Easy	<u> </u>	<u> </u>	<u>NA</u>	<u>NA</u>
Difficult	<u> </u>	<u> </u>	<u> </u>	<u> </u>
Tools Required	<u>X</u>	<u>X</u>	<u> </u>	<u> </u>

SEAT BACK

Failure	<u>No</u>	<u>No</u>
---------	-----------	-----------

GLAZING DAMAGE

Windshield	<u>Shattered</u>			
Backlight			<u>None</u>	
Others	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>

OTHER NOTABLE IMPACT EFFECTS: Neither passenger nor driver seat moved in seat track. Passenger torso belt prevented dummy head contact with dash.

56096

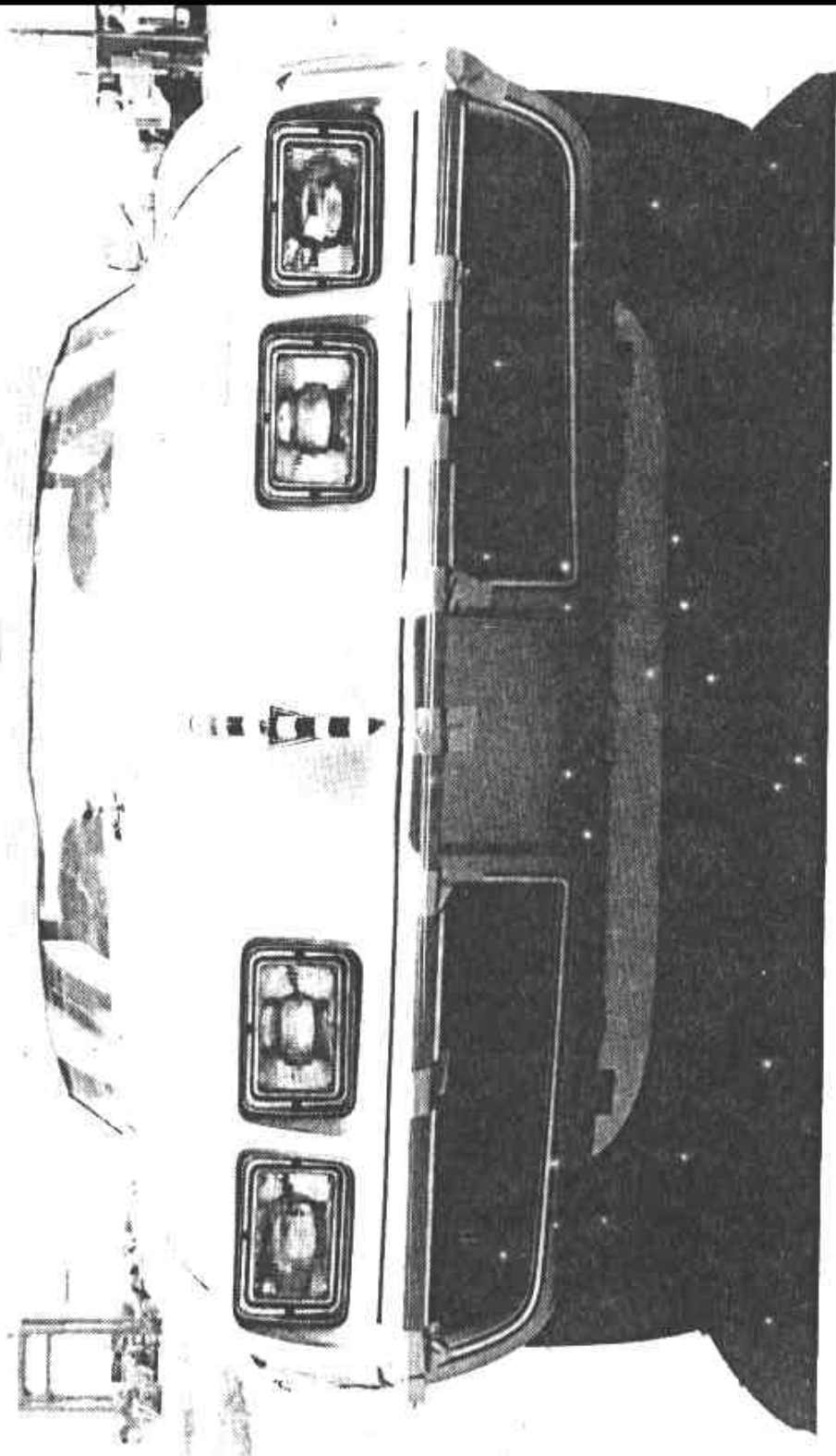


Figure 2-1. Pre-test Front View of 1979 Pontiac Firebird - NHTSA No. 790114.

221 96

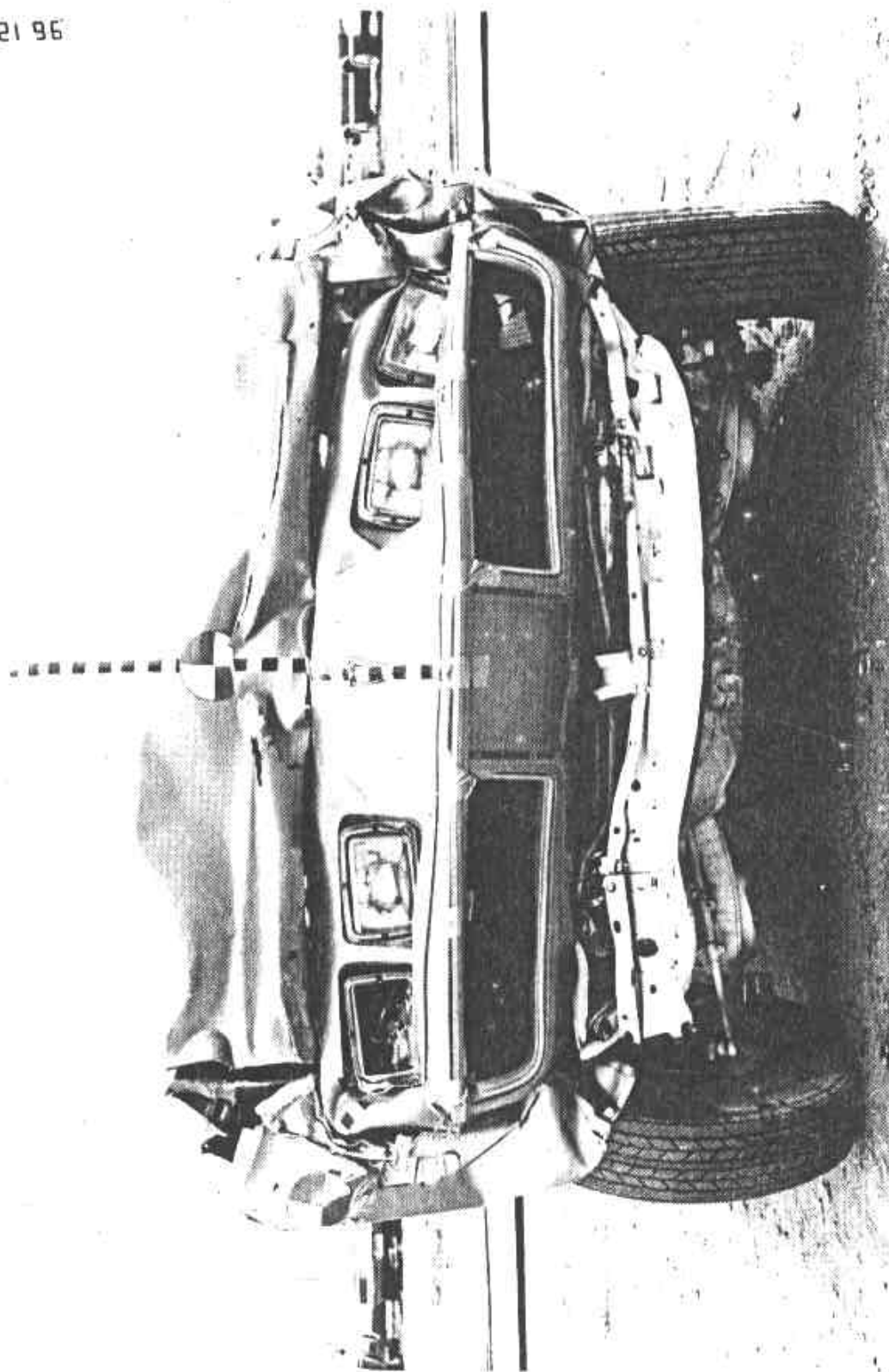


Figure 2-2. Post-test Front View of 1979 Pontiac Firebird - NHTSA No. 790114.

66096

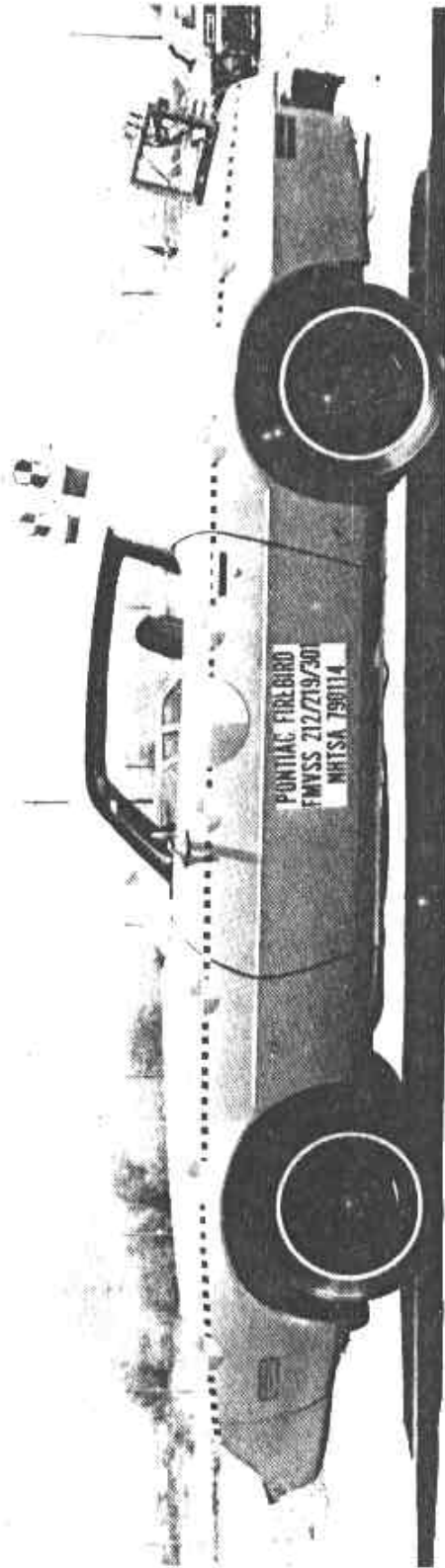


Figure 2-3. Pre-test Side View of 1979 Pontiac Firebird - NHTSA No. 790114.

11196

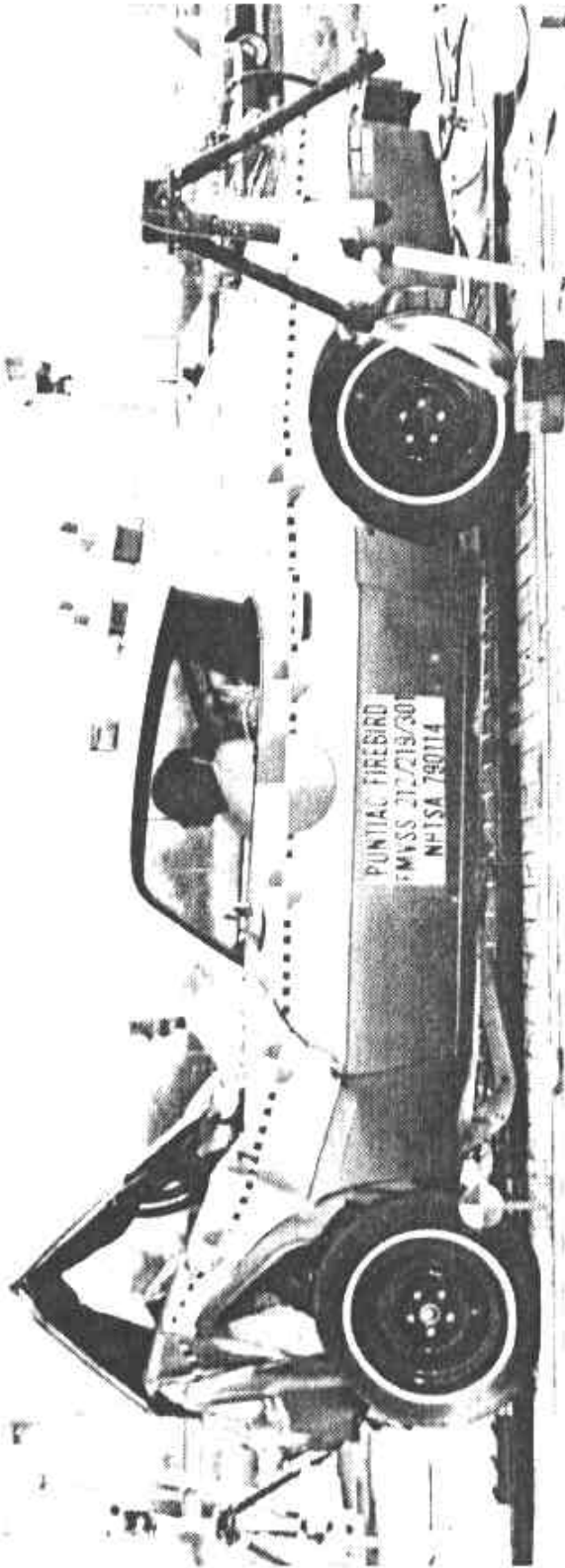


Figure 2-4. Post-test left side view of 1979 Pontiac Firebird - NHTSA No. 790114.

01196

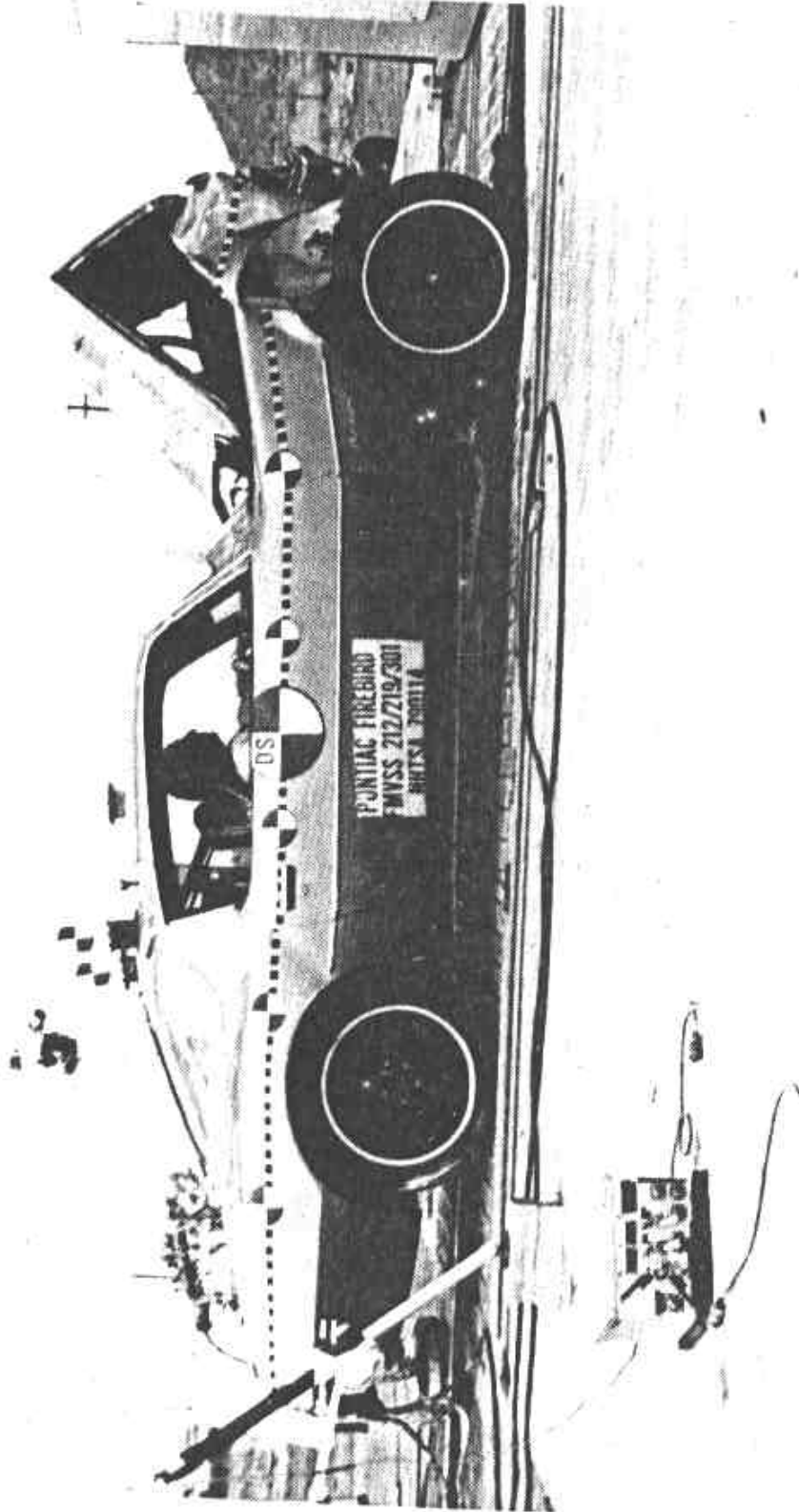


Figure 2-5. Post-test Right Side View of 1979 Pontiac Firebird - NHTSA No. 790114.

E21 96

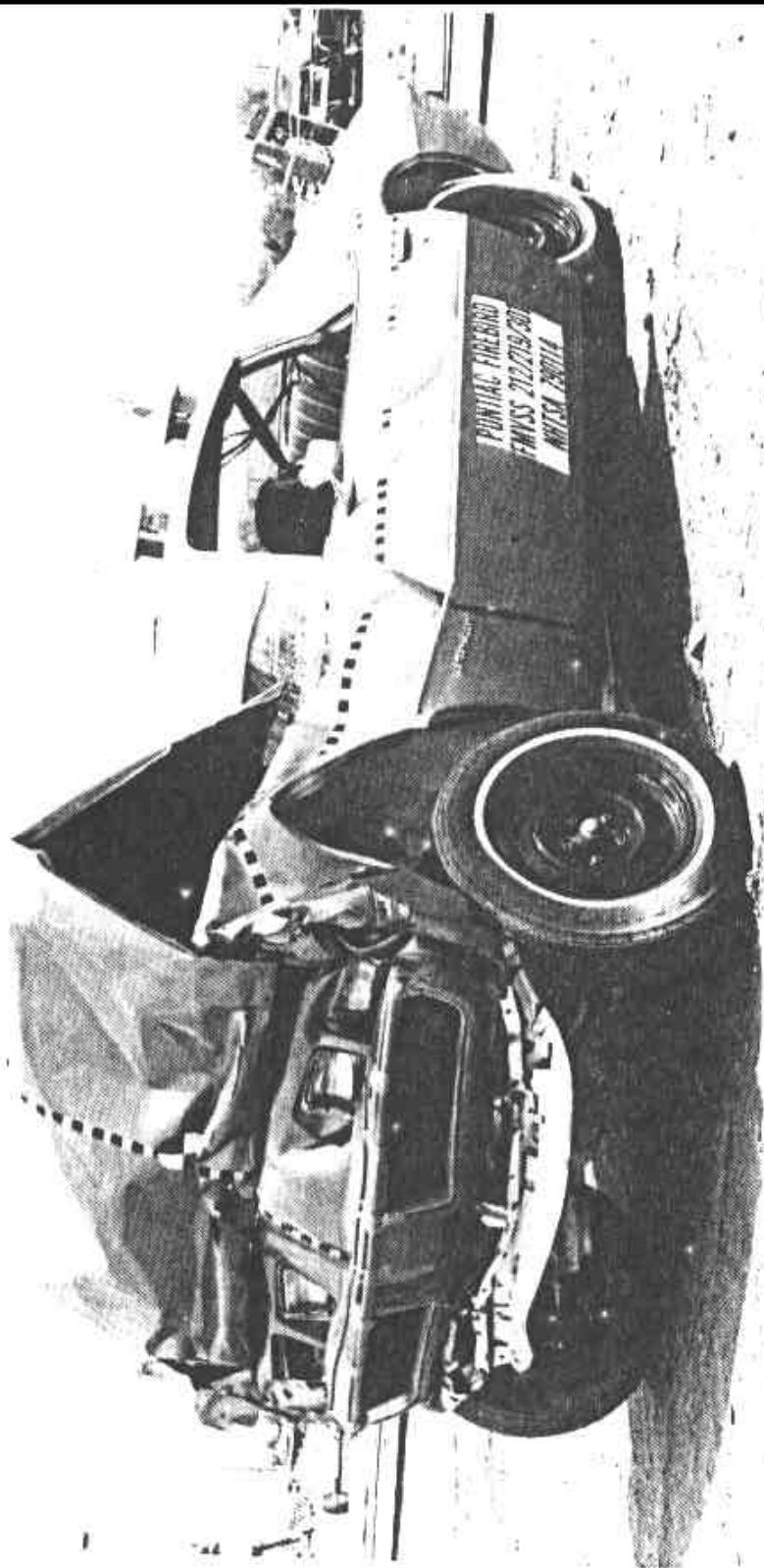


FIGURE 2-6. Post-test Three-quarter Left Front View of 1979 Pontiac Firebird -
NHTSA No. 790114.

1 21 96

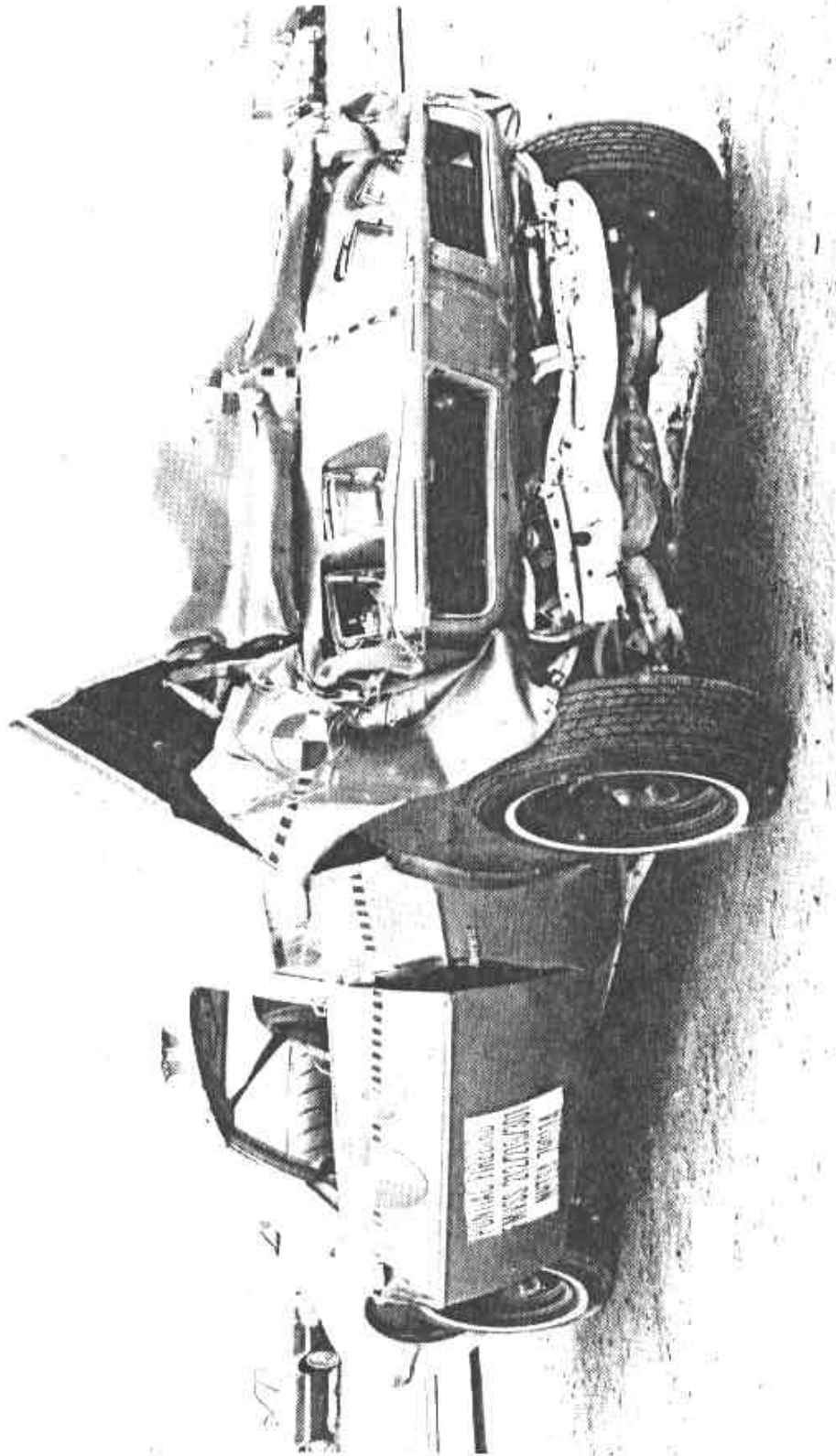


Figure 2-7. Post-test Three-quarter Right Front View of 1979 Pontiac Firebird - NHTSA No. 790114.

1266

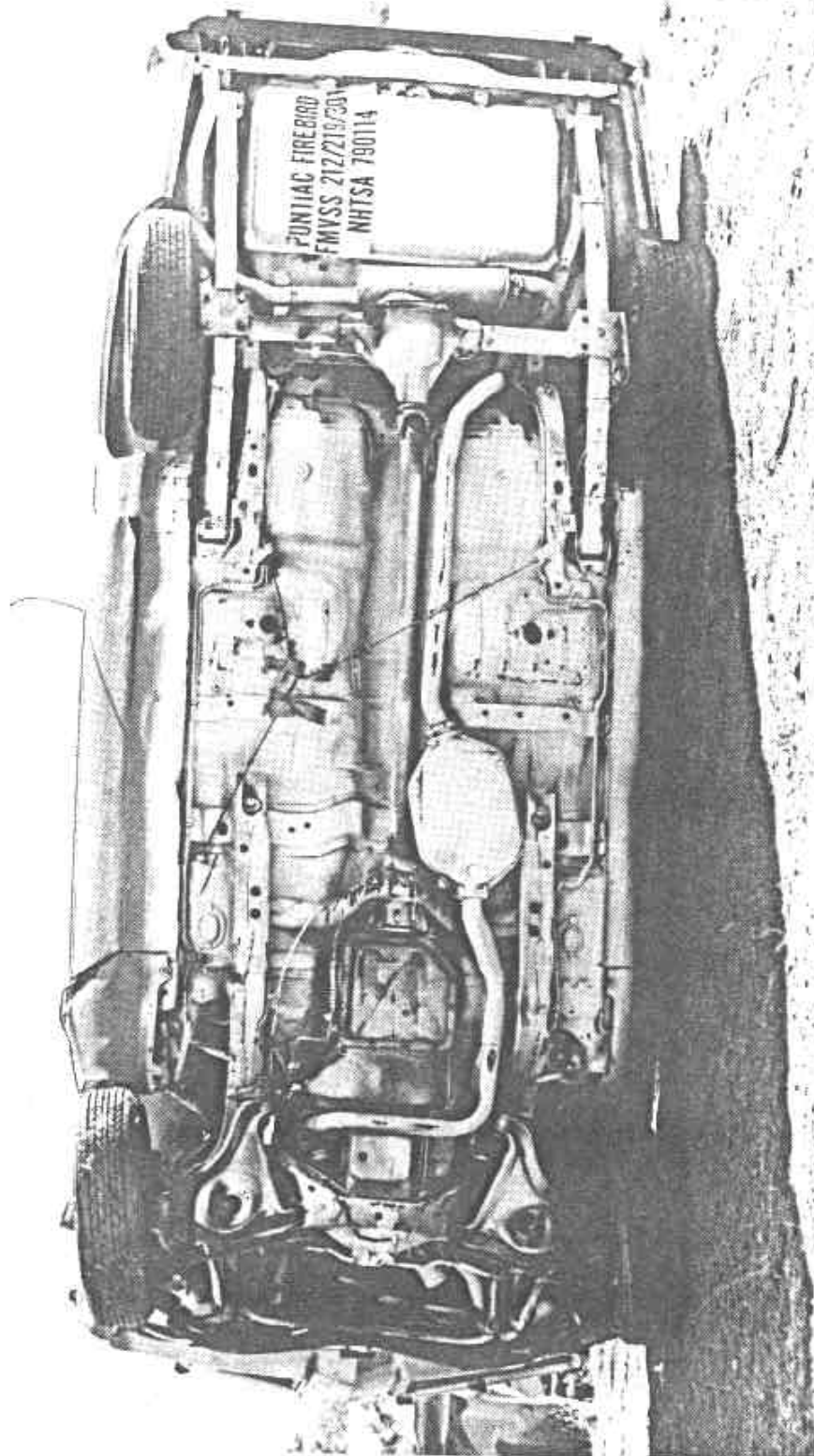


Figure 2-8. Post-test Overall Underside View of 1979 Pontiac Firebird -
NHTSA No. 790114.

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: General Motors Corporation Model Year: 1979
Make/Model: Pontiac Firebird
Body Style: 2-door Coupe Manufacture Date: 2/79
VIN: 2S87A9L159392 NHTSA No.: 790114
Delivery Weight: 3390 lb; Test Weight: 3908 lb; GVWR: 4314 lb
Engine: No. of Cylinders 6 Displacement 3.8 litre
Vehicle Mileage: 20 miles
Remarks: Automatic Transmission, Power Brakes, Power Steering,
Tinted Glass, Radio, Air Conditioning, Front Disc Brakes

GENERAL TEST CONDITIONS:

Vehicle Impact Speed:
Primary 35.24 mph; Secondary 35.23 mph
Speed Range Specified by CTM: 34.5 to 35.5 mph
Ambient Temperature at Time of Test: 94 °F
Date of Test: May 23, 1979 Time: 1002
Windshield Molding Temperature: 77 °F

SUMMARY FOR FMVSS NO. 212:

		Actual Data	Standard Requirement	Pass/Fail
1. Pre-test Windshield Periphery (in.)	Right	<u>74.75</u>		
	Left	<u>74.75</u>		
	Total	<u>149.5</u>		
2. Post-test Windshield Periphery (in.)	Right	<u>72.75</u>		
	Left	<u>71.75</u>		
	Total	<u>144.5</u>	75% Minimum	<u>Pass</u>

LABORATORY INFORMATION:

Project Engineer: M. Pozzi Date: 5/79
Project Manager: E. Enserink Date: 5/79

SECTION 3
TEST DATA SHEET FOR
FMVSS 212 INDICANT DATA

VEHICLE DATA:

NHTSA No.: 790114 Tire Size and Type: FR 78-15

Cold Tire Inflation RF 26 LF 26
Pressure (psi): RR 26 LR 26 Spare 26

Delivered Vehicle Attitude (in.):

RF 32.0 LF 32.0 RR 32.0 LR 32.0

Vehicle Test Attitude (in.):

RF 31.5 LF 31.3 RR 29.3 LR 29.3

Static Crush: 27.3 in. (Right Side) 26.8 in. (Left Side)

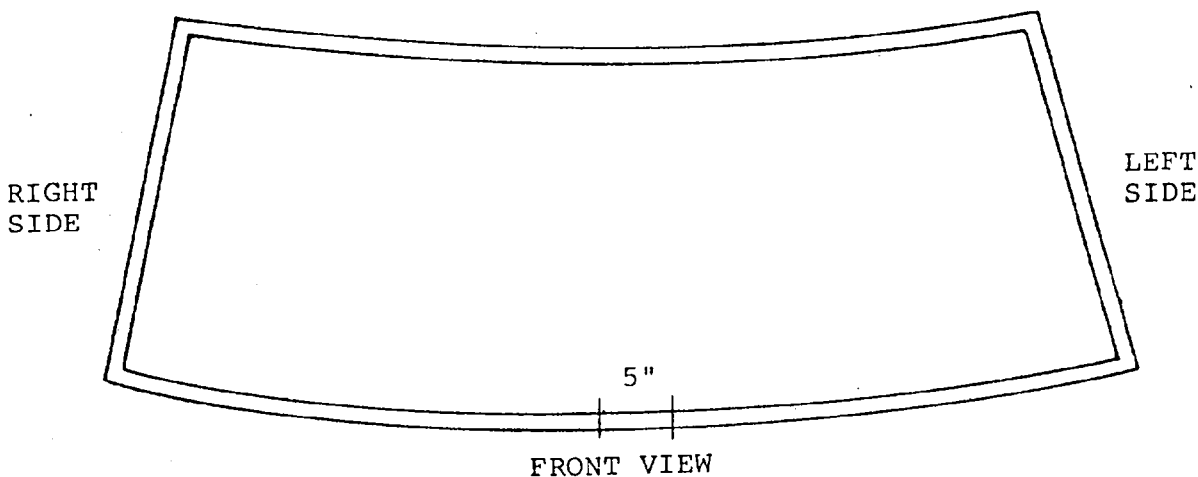
Rebound Distance: Right 37.0 in. Left 37.0 in.

SPECIFIC TEST DATA FOR FMVSS 212:

Details of Windshield Mounting:

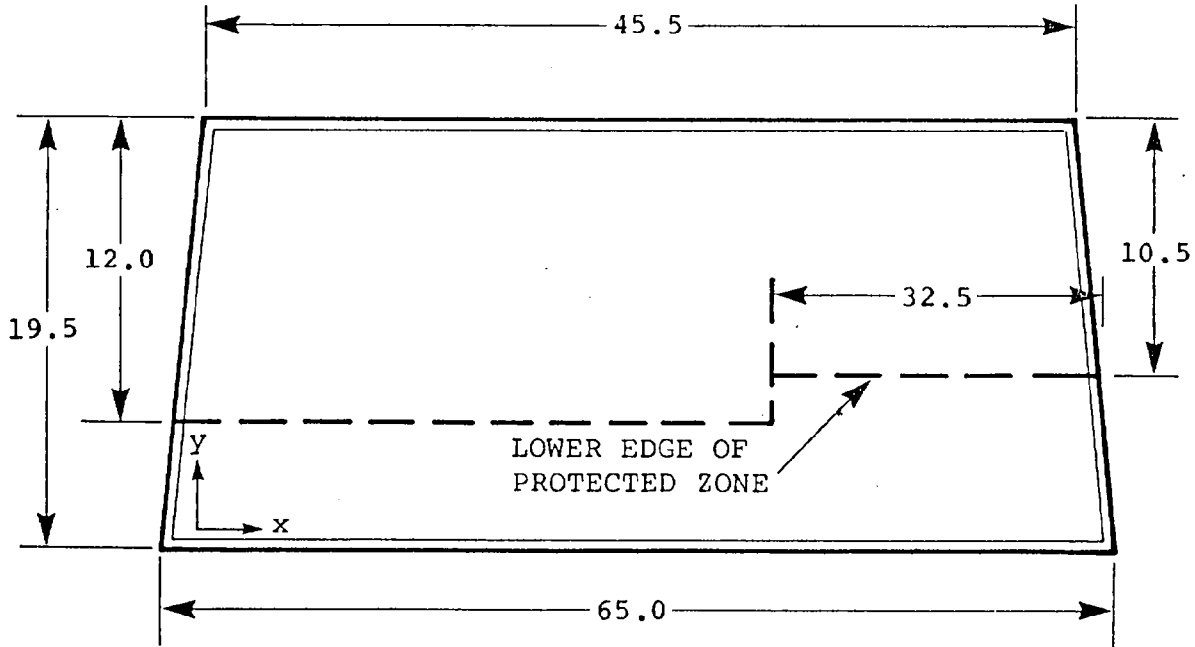
The windshield is mounted to the body with a 3/4-inch wide mastic on all sides. A 1-inch wide chrome molding borders the window on the top, and left and right sides.

Area of Retention Failure (as noted):



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		Depth (in.)
	X	Y	
1.	<u>NA</u>	<u>NA</u>	<u>NA</u>
2.	<u>NA</u>	<u>NA</u>	<u>NA</u>
3.	<u>NA</u>	<u>NA</u>	<u>NA</u>

SECTION 3
FMVSS 301-75 INDICANT DATA

GENERAL TEST CONDITIONS:

Vehicle Impact Speed:

Primary 35.24 mph Secondary 35.23 mph
Speed Range Specified by CTM: 34.5 to 35.5 mph
Ambient Temperature at Time of Test: 94 °F
Date of Test: May 23, 1979 Time: 1002

FUEL SYSTEM DATA:

Test Fluid: Stoddard Solvent No. 2 Specific Gravity: 0.764
Kinematic Viscosity: 0.99 centistokes
Spill Point Volume: 20.8 U.S. gal/lb Liquid Temp: 72 °F
Test Volume: 18.9 U.S. gal/lb Liquid Temp: 72 °F

Details of Fuel Tank, Filler Pipes, and Connections:

The fuel tank is centered in the vehicle just behind the rear axle and muffler. The tank is secured by two straps to the trunk floor. The filler tube is connected to the center top side of the tank, and terminates at the rear of the vehicle behind the rear license plate fixture. The tube is sealed by a screw-type (ratchet tight) cap.

PERFORMANCE SUMMARY FOR FMVSS NO. 301-75:

	<u>Actual Data</u>	<u>Standard Requirement</u>	<u>Pass/Fail</u>
1. Transimpact Fluid Loss (oz)	<u>0</u>	1 oz maximum	<u>Pass</u>
2. Post-impact Fluid Loss (oz) (30-minute period post- impact)	<u>0</u>	1 oz/ minute maximum	<u>Pass</u>

Details of Leakage: None

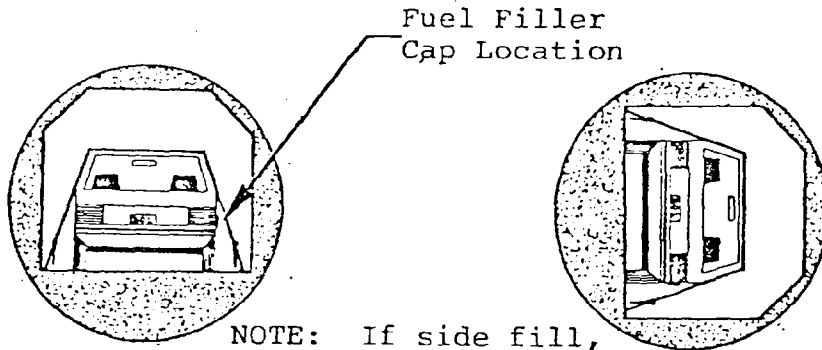
3. Static Rollover: See following four pages

LABORATORY INFORMATION:

Project Engineer: M. Pozzi Date: 5/79
Project Manager: E. Enserink Date: 5/79

SECTION 3
 FMVSS 301-75 INDICANT STATIC ROLLOVER DATA SHEET

TEST PHASE: 0 to 90° VEHICLE NHTSA NO. 790114



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

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time.... = 1 min, 41 sec +
 (Spec. Range = 1 to 3 min)
 FMVSS 301 Position Hold Time..... = 5 min, 0 sec =
 Total..... = 6 min, 41 sec
 Next Whole Minute Interval..... = 7 min

FMVSS 301 REQUIREMENTS AND ACTUAL TEST RESULTS:

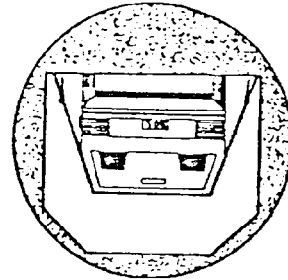
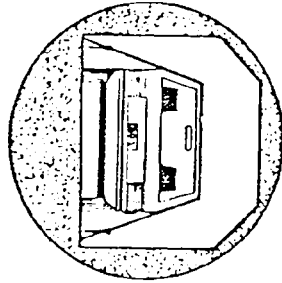
Time Period	First 5 min (from onset)	6th min	7th min	8th min (if req'd)
Maximum Spillage Allowed (oz)	5	1	1	1
Actual Spillage Recorded	0	0	0	

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. 790114



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, 0 sec =
 Total..... = 6 min, 37 sec
 Next Whole Minute Interval..... = 7 min

FMVSS 301 REQUIREMENTS AND ACTUAL TEST RESULTS:

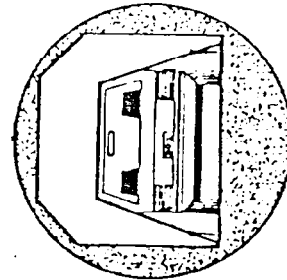
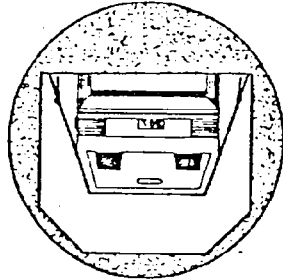
Time Period	First 5 min (from onset)	6th min	7th min	8th min (if req'd)
Maximum Spillage Allowed (oz)	5	1	1	1
Actual Spillage Recorded	0	0	0	

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

SOLVENT SPILLAGE LOCATION(S):

SECTION 3
 FMVSS 301-75 INDICANT STATIC ROLLOVER DATA SHEET

TEST PHASE: 180° to 270° VEHICLE NHTSA NO. 790114



DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time.... = 1 min, 36 sec +
 (Spec. Range = 1 to 3 min)
 FMVSS 301 Position Hold Time..... = 5 min, 0 sec =
 Total..... = 6 min, 36 sec
 Next Whole Minute Interval..... = 7 min

FMVSS 301 REQUIREMENTS AND ACTUAL TEST RESULTS:

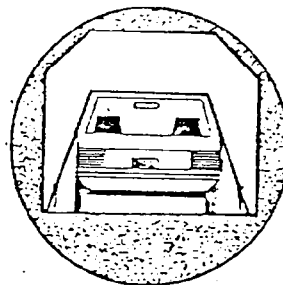
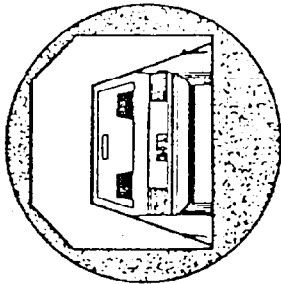
Time Period	First 5 min (from onset)	6th min	7th min	8th min (if req'd)
Maximum Spillage Allowed (oz)	5	1	1	1
Actual Spillage Recorded	0	0	0	

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. 790114



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, 0 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):

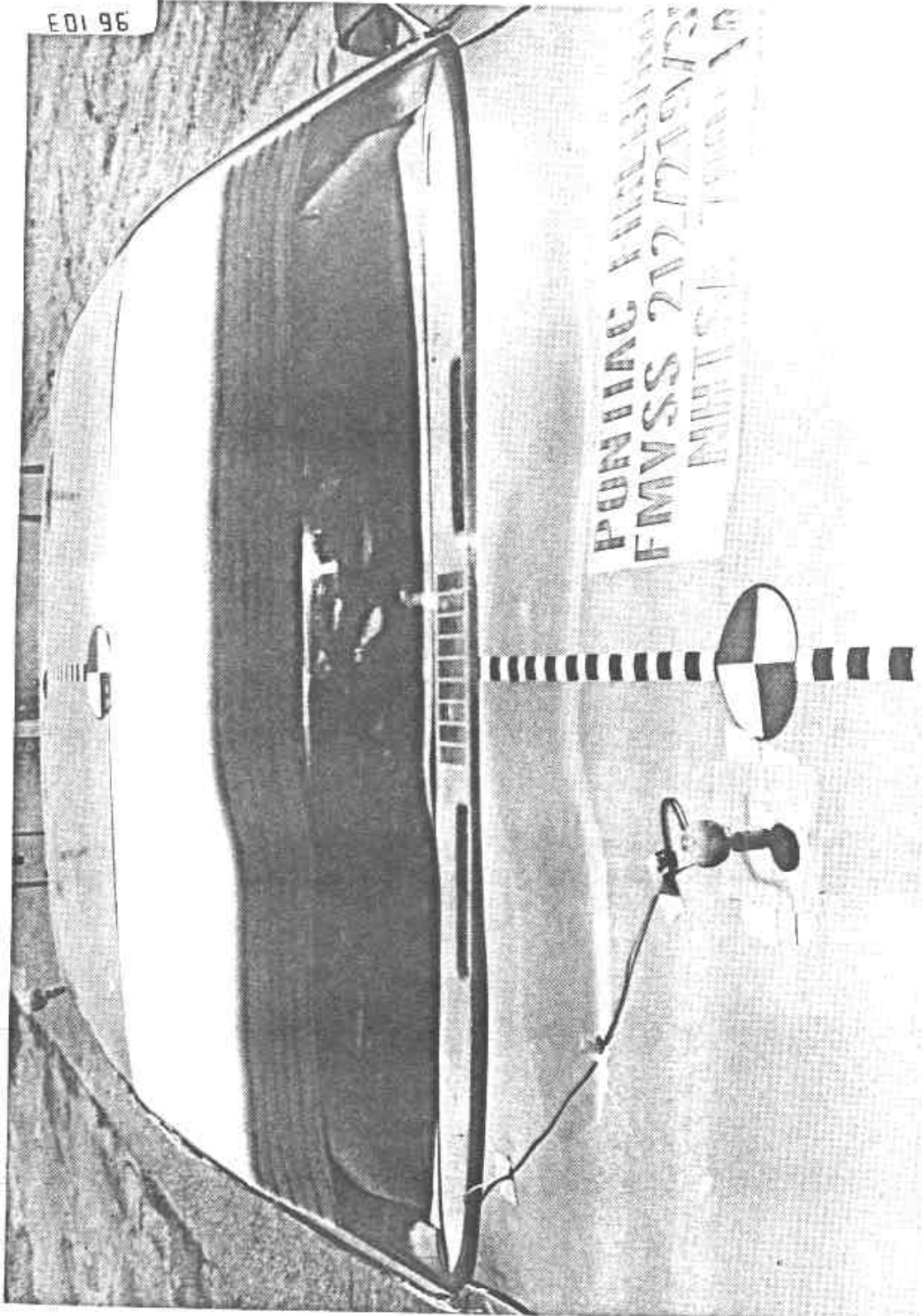


Figure 3-1. Pre-test Windshield - Overall View of 1979 Pontiac Firebird -
NHTSA No. 790114.

81196

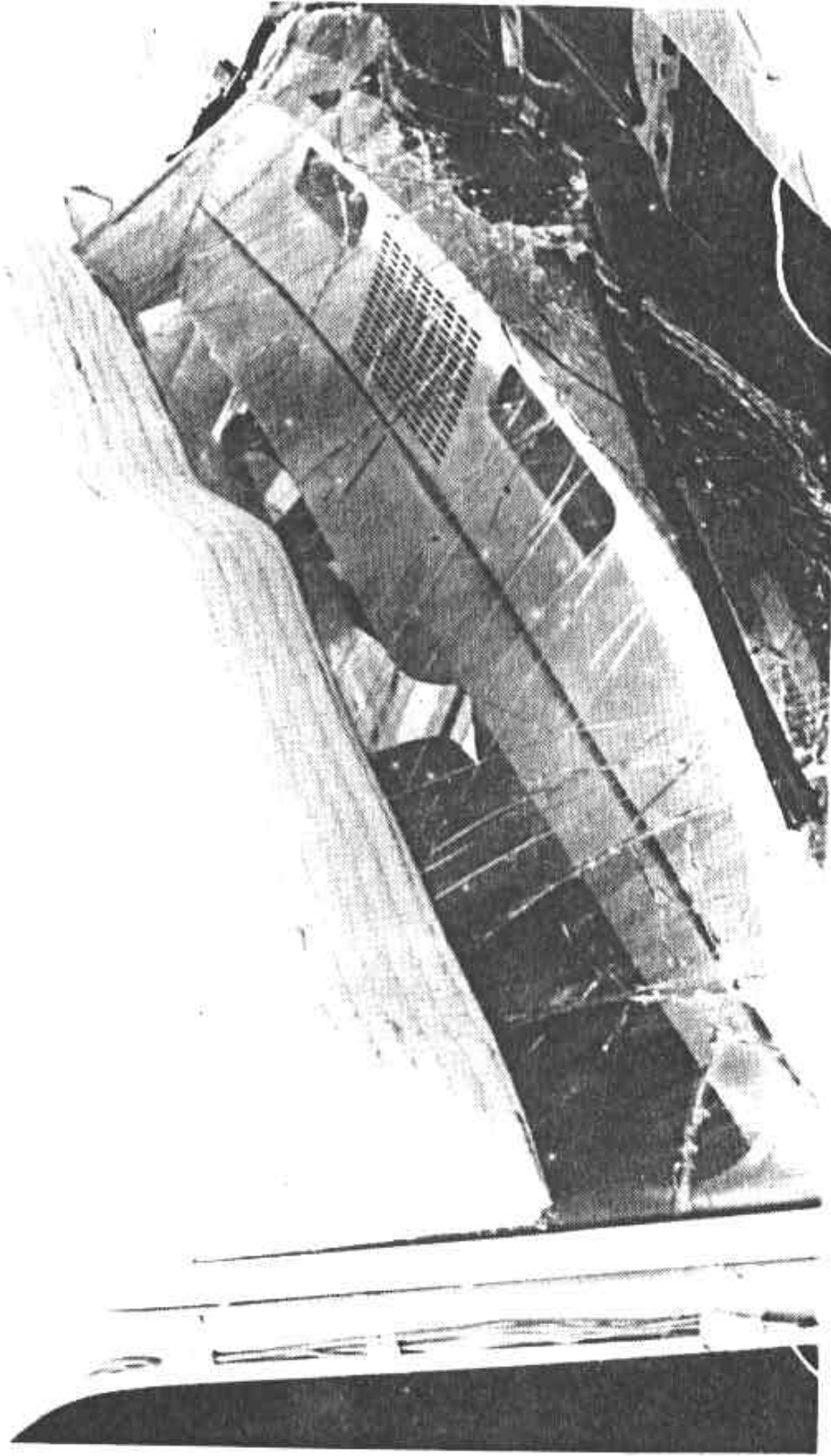


Figure 3-2. Post-test Windshield - Right Side View of 1979 Pontiac Firebird -
NHTSA No. 790114.

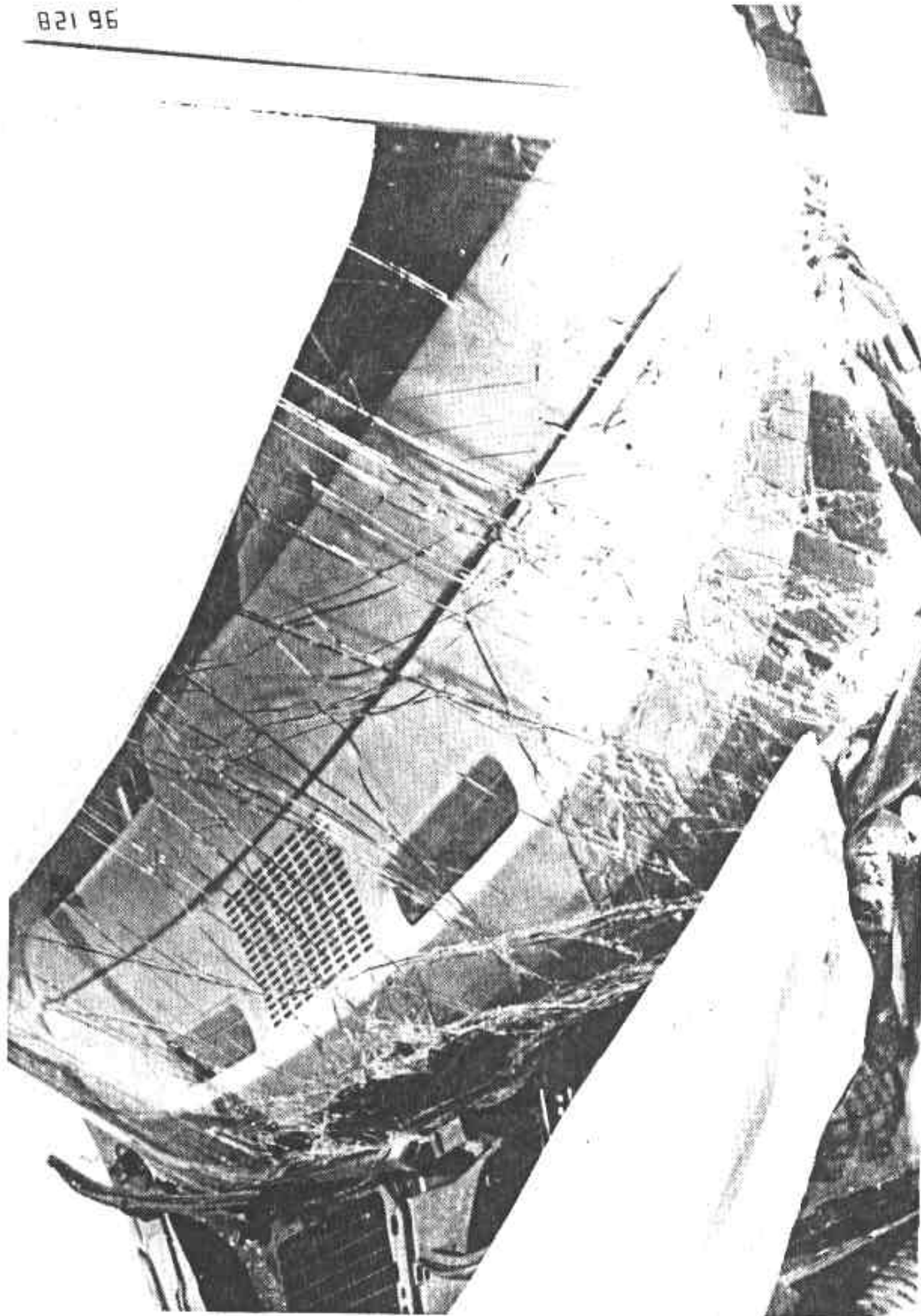


Figure 3-3. Post-test Windshield - Left Side View of 1979 Pontiac Firebird - NHTSA No. 790114.

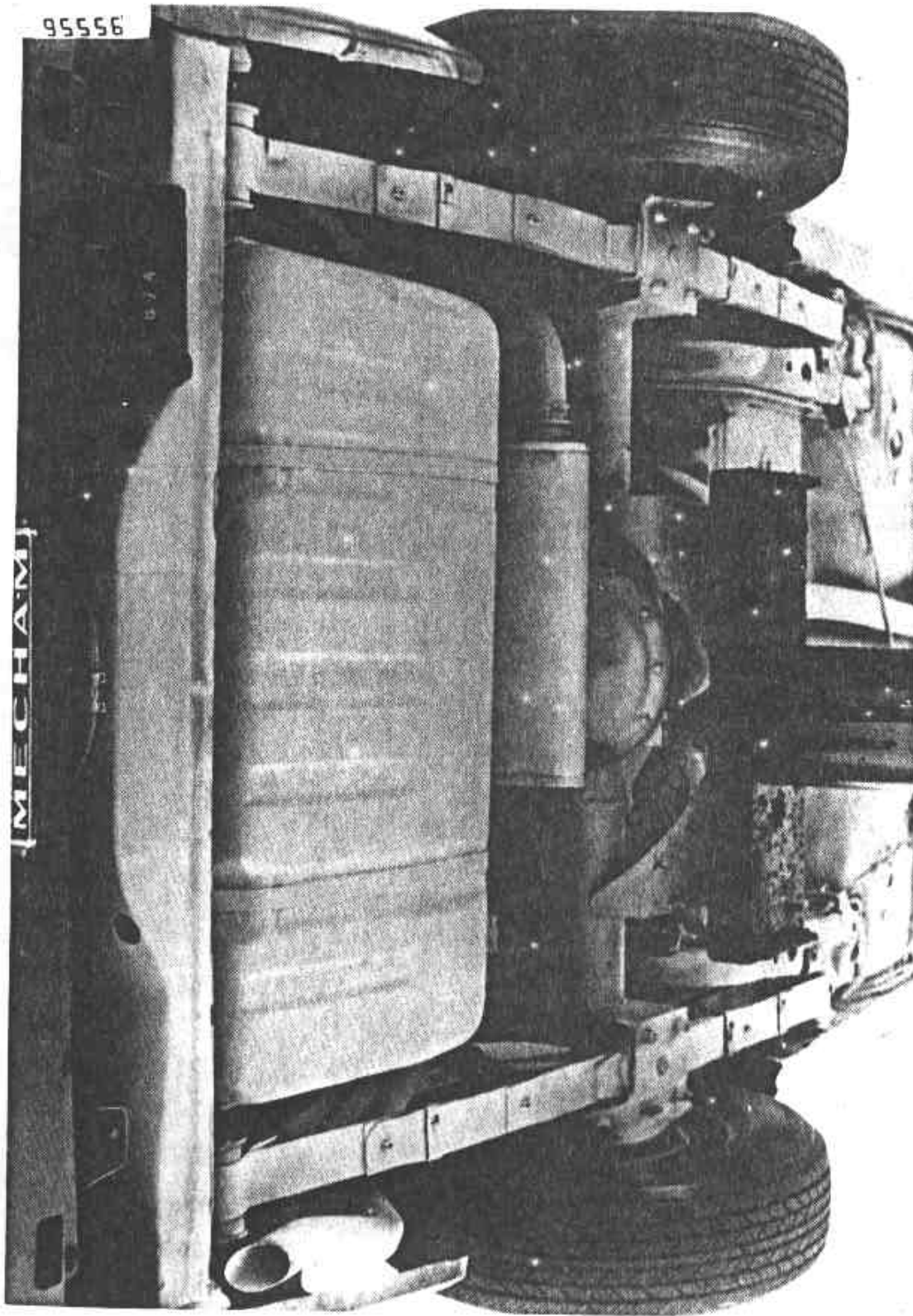


Figure 3-4. Pre-test View of Fuel Tank - 1979 Pontiac Firebird - NHTSA No. 790114.

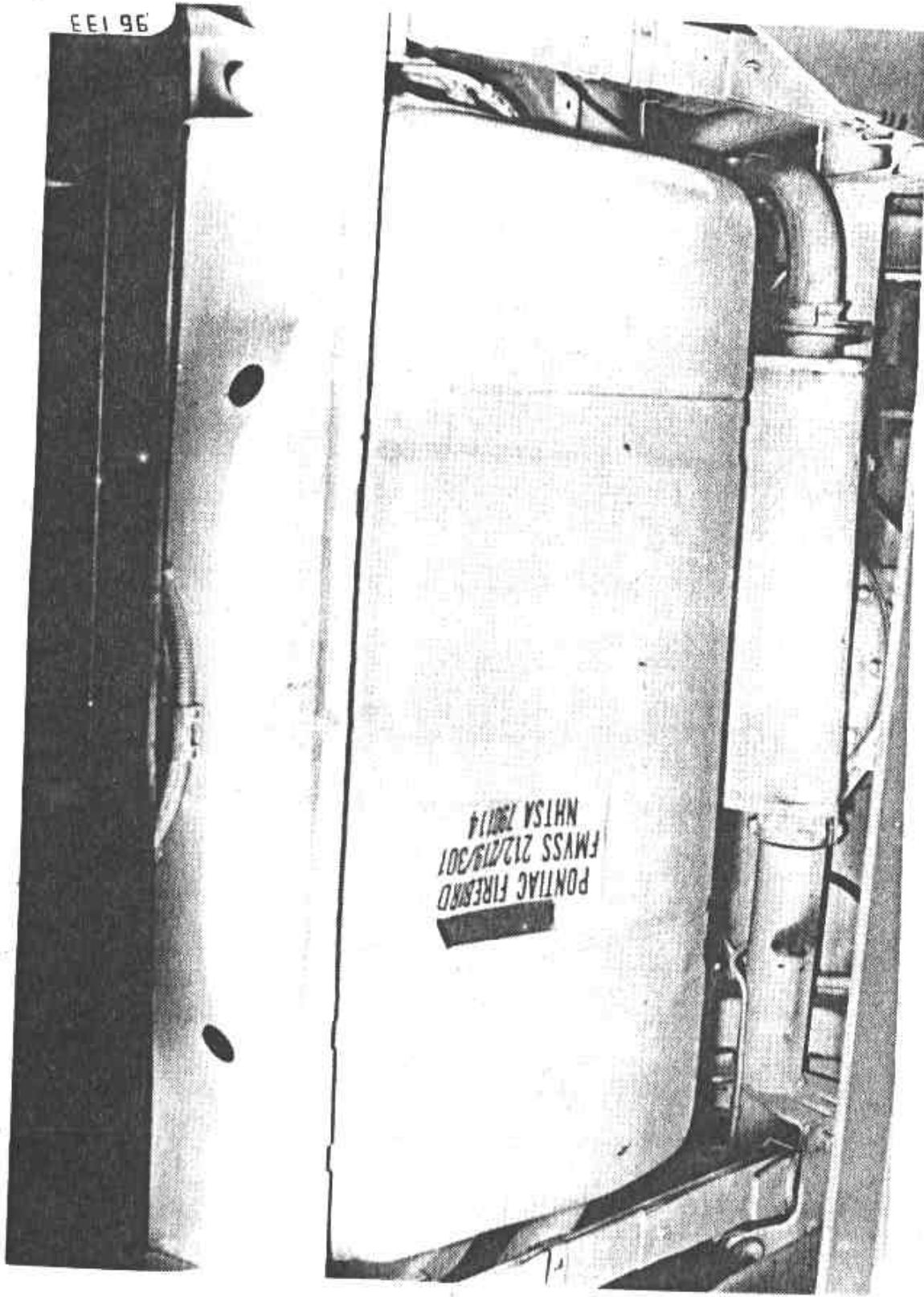


Figure 3-5. Post-test View of Fuel Tank - 1979 Pontiac Firebird - NHTSA No. 790114.

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

<u>Measurement</u>	<u>Driver (in.)</u>	<u>Passenger (in.)</u>	<u>Child (in.)</u>
Dummy Centerline to Vehicle Centerline	<u>14.5</u>	<u>15.3</u>	<u>-</u>
Nose to Upper Rim Steering Wheel	<u>17.1</u>	<u>NA</u>	<u>-</u>
Nose to Windshield (Horizontal Distance)	<u>22.0</u>	<u>22.0</u>	<u>-</u>
Left Knee to Closest Point on Lower Panel	<u>9.0</u>	<u>6.7</u>	<u>-</u>
Right Knee to Closest Point on Lower Panel	<u>8.0</u>	<u>6.3</u>	<u>-</u>
Ankle Distance	<u>12.0</u>	<u>9.0</u>	<u>-</u>
Knee Distance	<u>10.0</u>	<u>10.0</u>	<u>-</u>
Nose to Seatback	<u>-</u>	<u>-</u>	<u>17.8</u>

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.: 790114 Manufacturer: General Motors Corporation

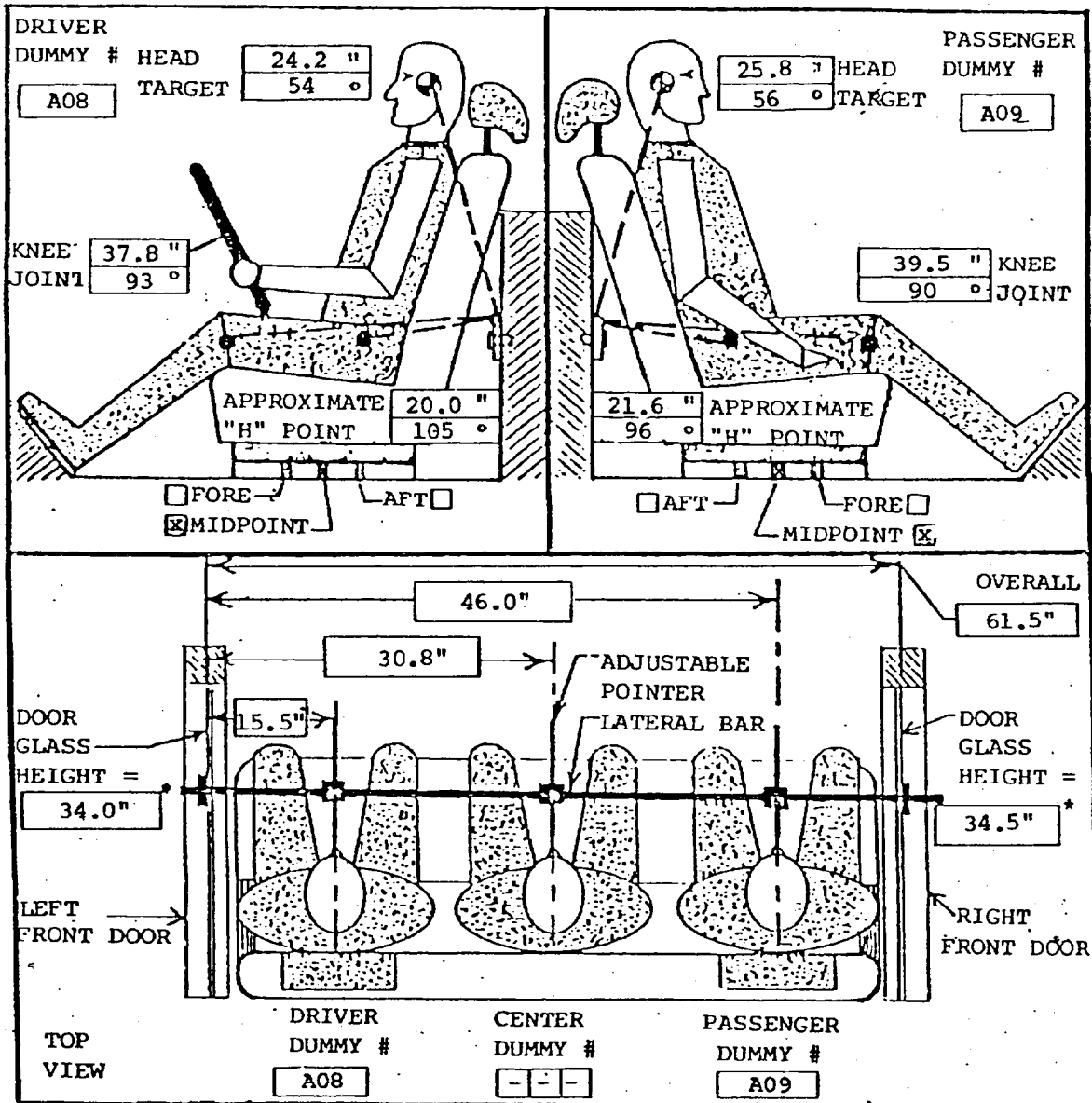
Make/Model: Pontiac Firebird Model Year: 1979

SEAT TYPE: ADJUSTER TYPE: BUCKET SEAT BACK TYPE:
 Bench Bucket Manual Adjustable Reclining
 Split Bench Power Fixed

AMBIENT TEMPERATURE: 77 °F; TIME: 0830

POSITIONING TECHNICIANS: 1. R. Pirtle
 DATE: 5/23/79 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

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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	3.7	20	60.8	94	8.4	188	46.6	123
Lateral	5.9	193	29.4	129	9.4	136	7.8	105
Vertical	58.1	102	2.9	18	73.4	102	2.7	0
Resultant	74.2	94			74.4	99		
HIC								
	964.5 @ 81-128 msec				1296.9 @ 85-141 msec			
Chest Acceleration								
Longitudinal	1.4	39	41.97	85	3.75	170	50.7	94
Lateral	4.35	63	13.17	100	3.24	111	7.26	102
Vertical	5.24	80	8.86	101	12.89	75	10.93	140
Resultant (Max)	42.4	97			50.8	94		
Resultant (clip)	42.23	87			46.85	95		
TIME > 60 G								
	0 msec				0 msec			
SEVERITY INDEX								
	359.72				391.14			
Femur Loads								
	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)
Left			581.7	88			502.9	46
Right			472.4	59			716.9	78
Belt Loads								
Torso	1532.8	90			1646.3	98		
Vehicle Impact Speed (mph): 35.24								
*Longitudinal:	Forward							
Lateral:	Rightward							
Vertical:	Downward							
**Longitudinal:	Rearward							
Lateral:	Leftward							
Vertical:	Upward							

SECTION 4
CHILD DUMMY DATA SUMMARY

	Child Dummy			
	Positive Direction*		Negative Direction**	
	Peak G	Time (msec)	Peak G	Time (msec)
Head Acceleration				
Longitudinal	13.03	88	184.98	99
Lateral	9.04	117	52.84	99
Vertical	171.53	99	9.13	136
Resultant	257.7	99		
HIC				
	1411 @ 98-109 msec			
Chest Acceleration				
Longitudinal	0.8	56	46.8	114
Lateral	3.9	116	23.6	103
Vertical	68.9	103	4.6	185
Resultant (Maximum)	74.25	103		
Resultant (clip)	65.2	113		
TIME > 60 G				
	11 msec			
SEVERITY INDEX				
	693.8			
Femur Loads				
Left			762.1	111
Right			356.1	109
Vehicle Impact Speed (mph): <u>35.24</u>				
*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)

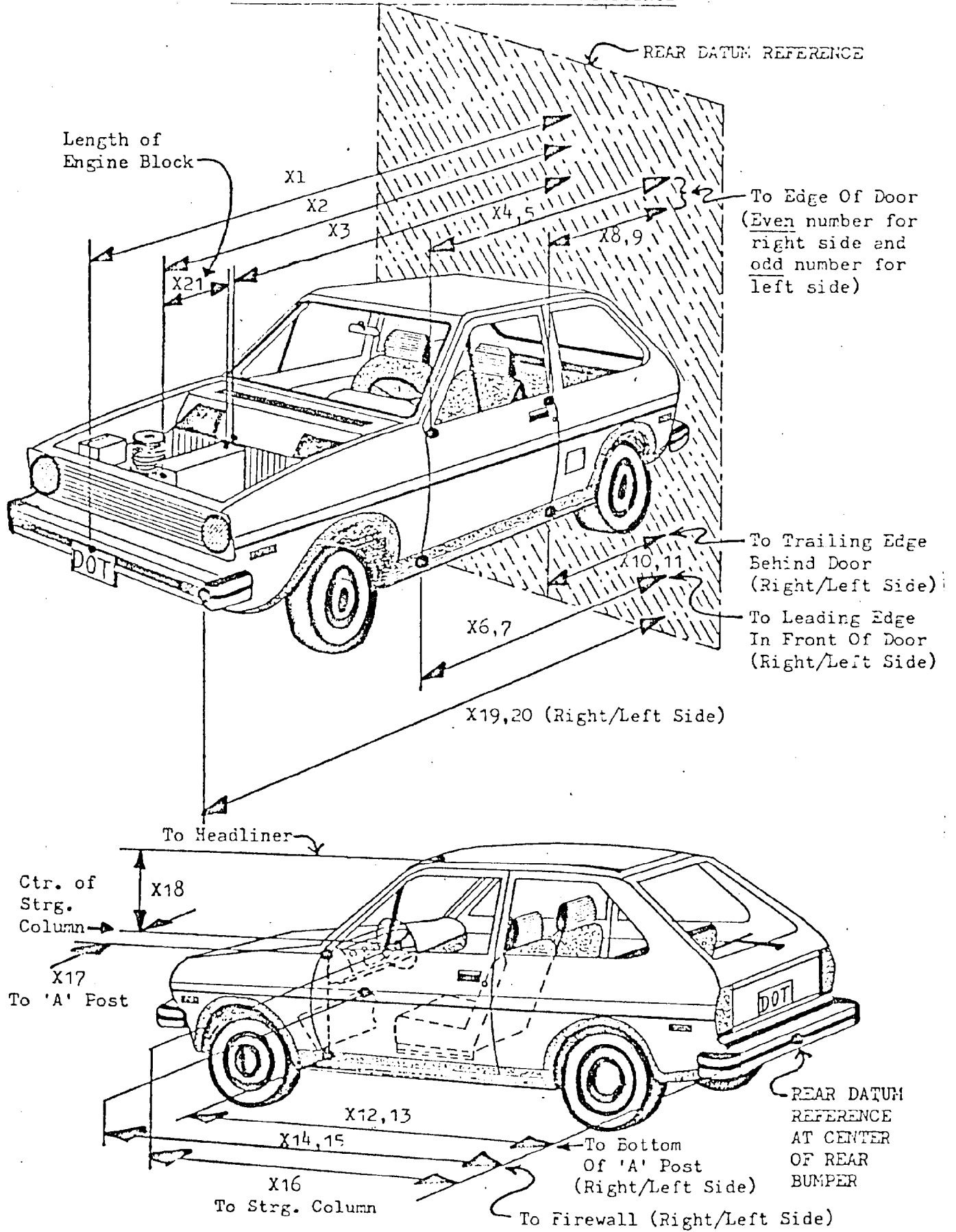
Vehicle: 1979 Pontiac Firebird 2-door Coupe NHTSA No.: 790114

Test Date: May 23, 1979 D.S. No.: 874

<u>Reference Dimension</u>	<u>Pre-test Measurement</u>	<u>Post-test Measurement</u>	<u>Change</u>
X ₁ *	192.0	169.0	-23.0
X ₂	154.0	140.2	13.8
X ₃	134.8	121.7	13.1
X ₄	112.3	110.6	1.7
X ₅	112.3	110.5	1.8
X ₆	116.9	116.2	0.7
X ₇	116.5	116.0	0.5
X ₈ *	63.0	61.4	1.6
X ₉ *	63.0	62.0	1.0
X ₁₀	65.3	64.7	0.6
X ₁₁	65.3	62.7	2.6
X ₁₂	114.3	113.3	1.0
X ₁₃	114.2	113.2	1.0
X ₁₄	130.0	122.3	-7.7
X ₁₅	127.0	121.2	-5.8
X ₁₆	101.0	99.0	2.0
Y ₁₇	15.5	16.5	1.0
Z ₁₈	16.7	19.0	2.3
X ₁₉ *	190.5	163.2	-27.3
X ₂₀ *	190.7	163.9	-26.8
X ₂₁	18.5	18.5	0.0

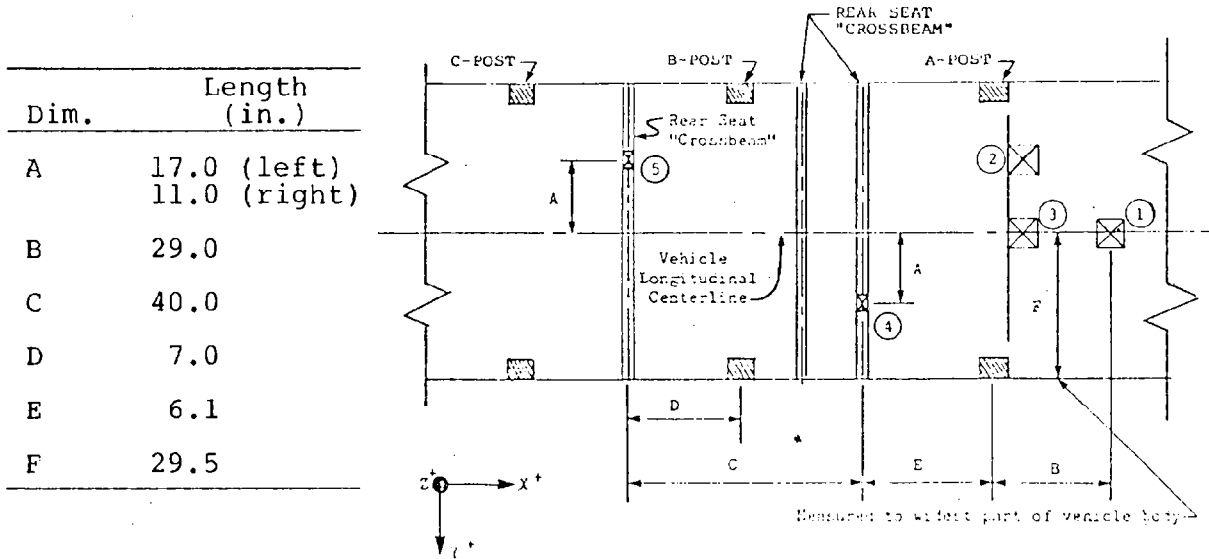
*Rear impact data requirements.

PRE-TEST AND POST-TEST MEASUREMENT POINTS



SECTION 4

TEST VEHICLE ACCELEROMETER LOCATION DEFINITION AND DATA SUMMARY



Dim.	Length (in.)
A	17.0 (left) 11.0 (right)
B	29.0
C	40.0
D	7.0
E	6.1
F	29.5

No.	Location Description	Component Direction		Data Summary						
				Peak G @ MSEC						
				X		Y		Z		
X	Y	Z	"+"	"-"	"+"	"-"	"+"	"-"		
1	Engine	✓		✓	31.42 @ 90	80.72 @ 63	@	@	20.9 @ 75	35.56 @ 94
2	Firewall above steering column	✓		✓	24.4 @ 70	48.3 @ 81	@	@	30.1 @ 72	55.2 @ 98
3	Firewall @ vehicle centerline	✓		✓	0 @ 0	0 @ 0	@	@	19.0 @ 47	33.8 @ 78
4	Below front seat area	✓	✓	✓	15.6 @ 78	44.1 @ 85	17.3 @ 53	18.1 @ 91	41.5 @ 78	34.0 @ 73
5	Below rear seat area	✓		✓	10.0 @ 25	37.6 @ 77	@	@	18.6 @ 68	19.1 @ 50

SECTION 4
DUMMY KINEMATIC SUMMARY

DRIVER - Struck steering wheel with head and chest. Head impact was at approximately 98 msec. Came to rest lying medially with head touching passenger.

PASSENGER - Head came in line with dash at 90 msec, but there was no head or chest impact.

CHILD - Impacted passenger seat back at approximately 105 msec. Came to rest in pre-test position, leaning laterally.

OTHER COMMENTS: Limited camera view of child dummy due to extensive crush and design of car (coupe).



Figure 4-1. Engine Compartment Accelerometer Location - 1979 Pontiac Firebird - NHTSA No. 790114.

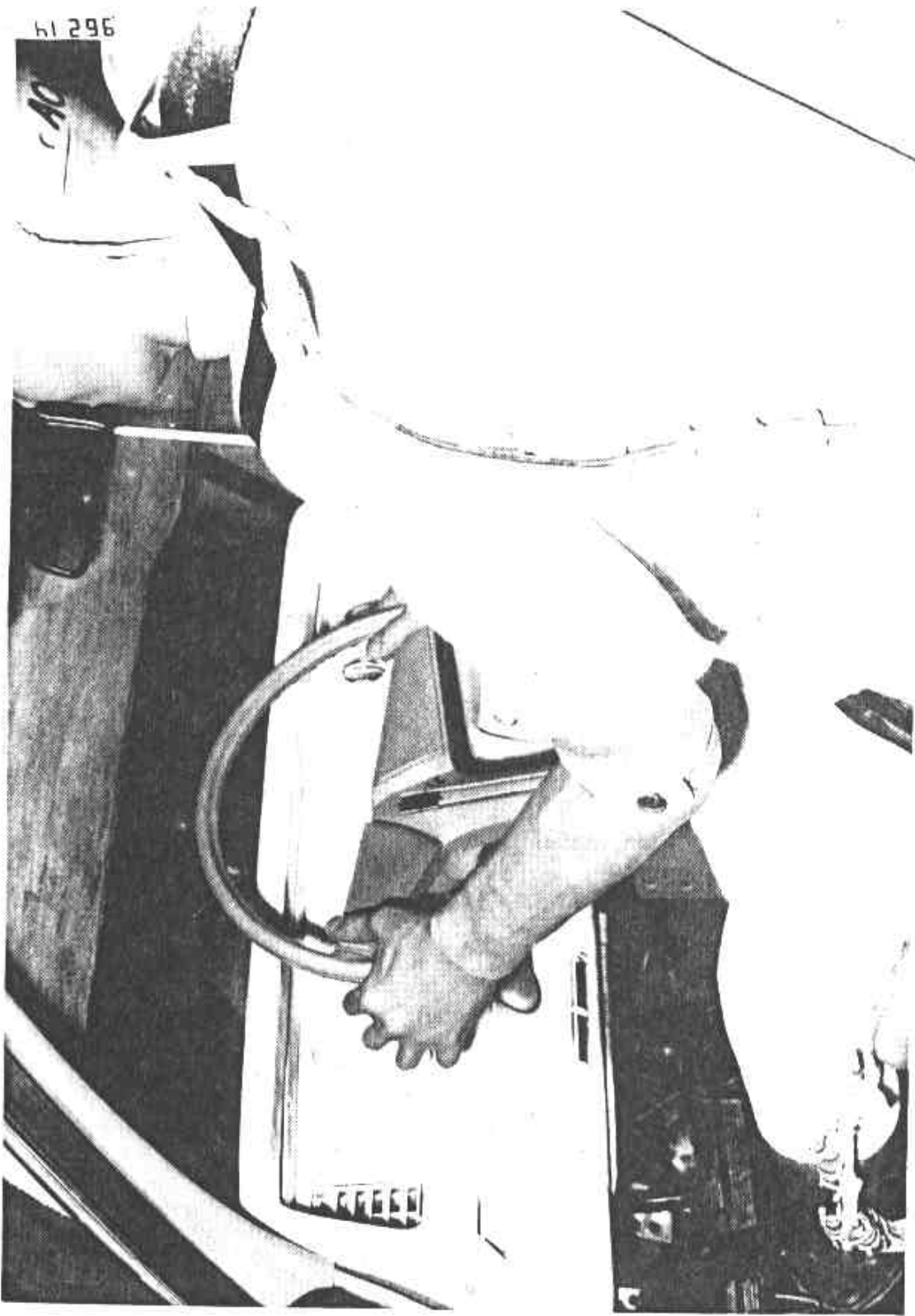


Figure 4-2. Pre-test Driver Dummy Position - 1979 Pontiac Firebird - NHTSA No. 790114.

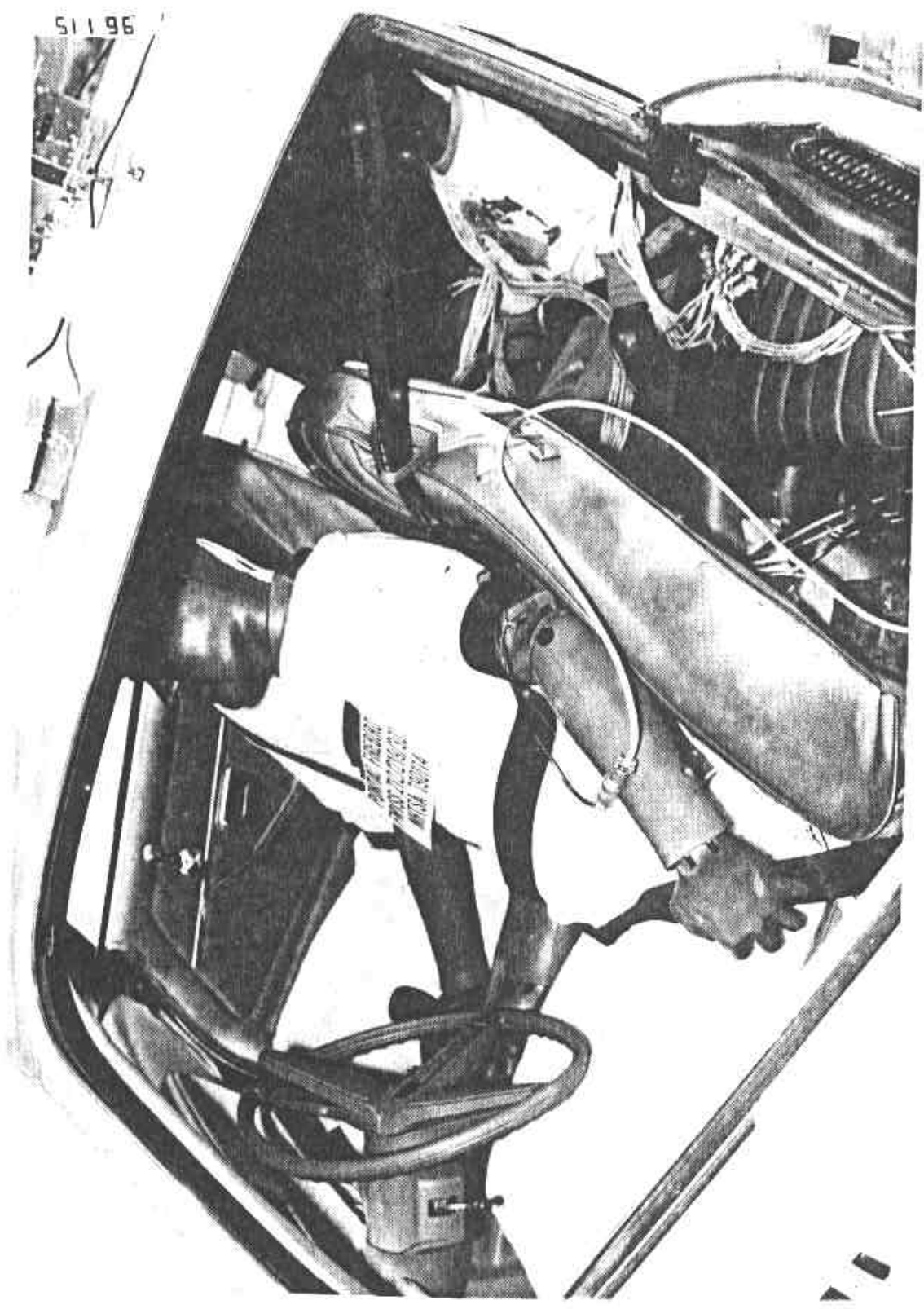


Figure 4-3. Post-test Driver Dummy Position - 1979 Pontiac Firebird - NHTSA No. 790114.

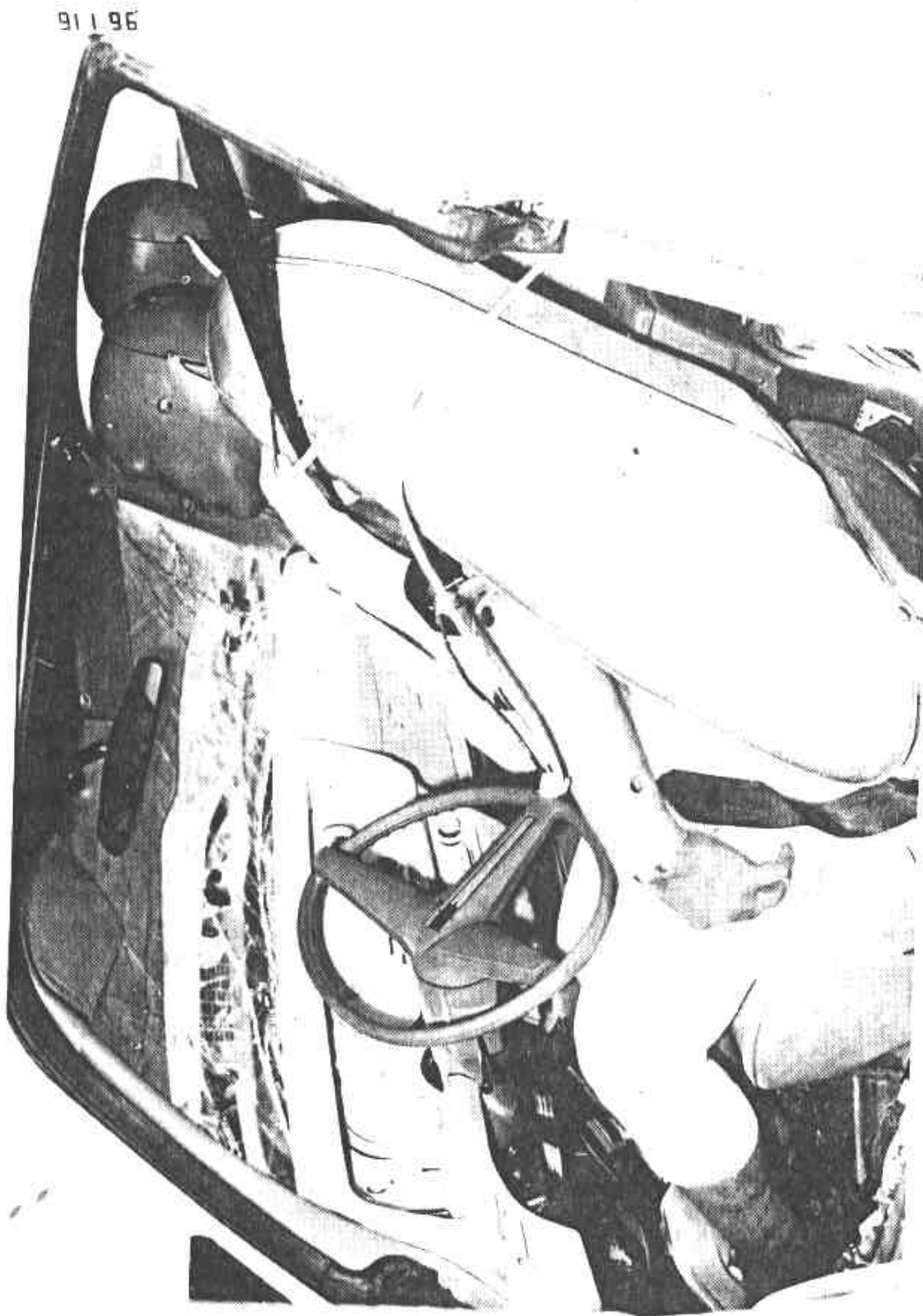
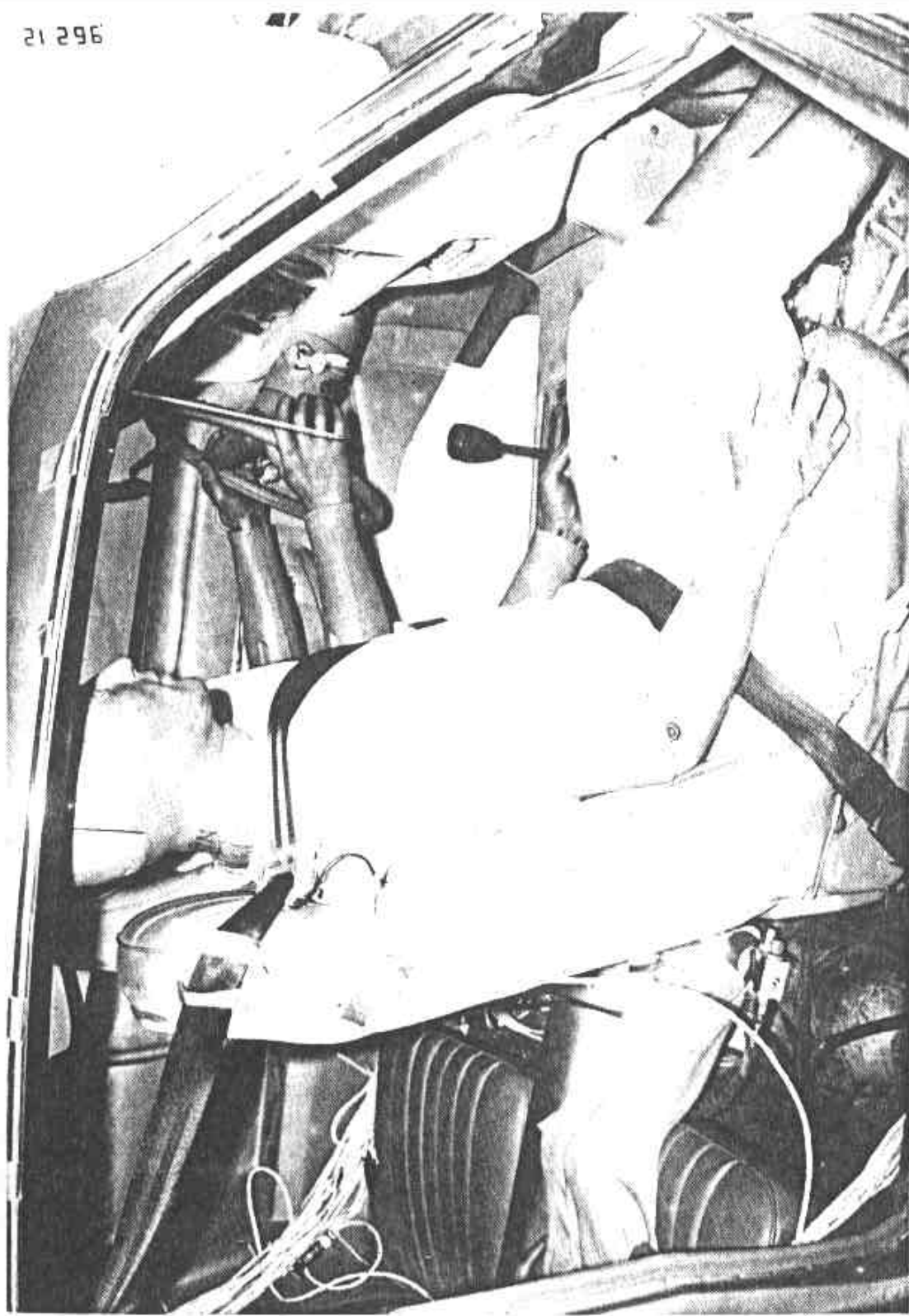


Figure 4-4. Post-test Driver Dummy Position - 1979 Pontiac Firebird - NHTSA No. 790114.



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Figure 4-6. Pre-test Passenger Position - 1979 Pontiac Firebird -
NHTSA No. 790114.

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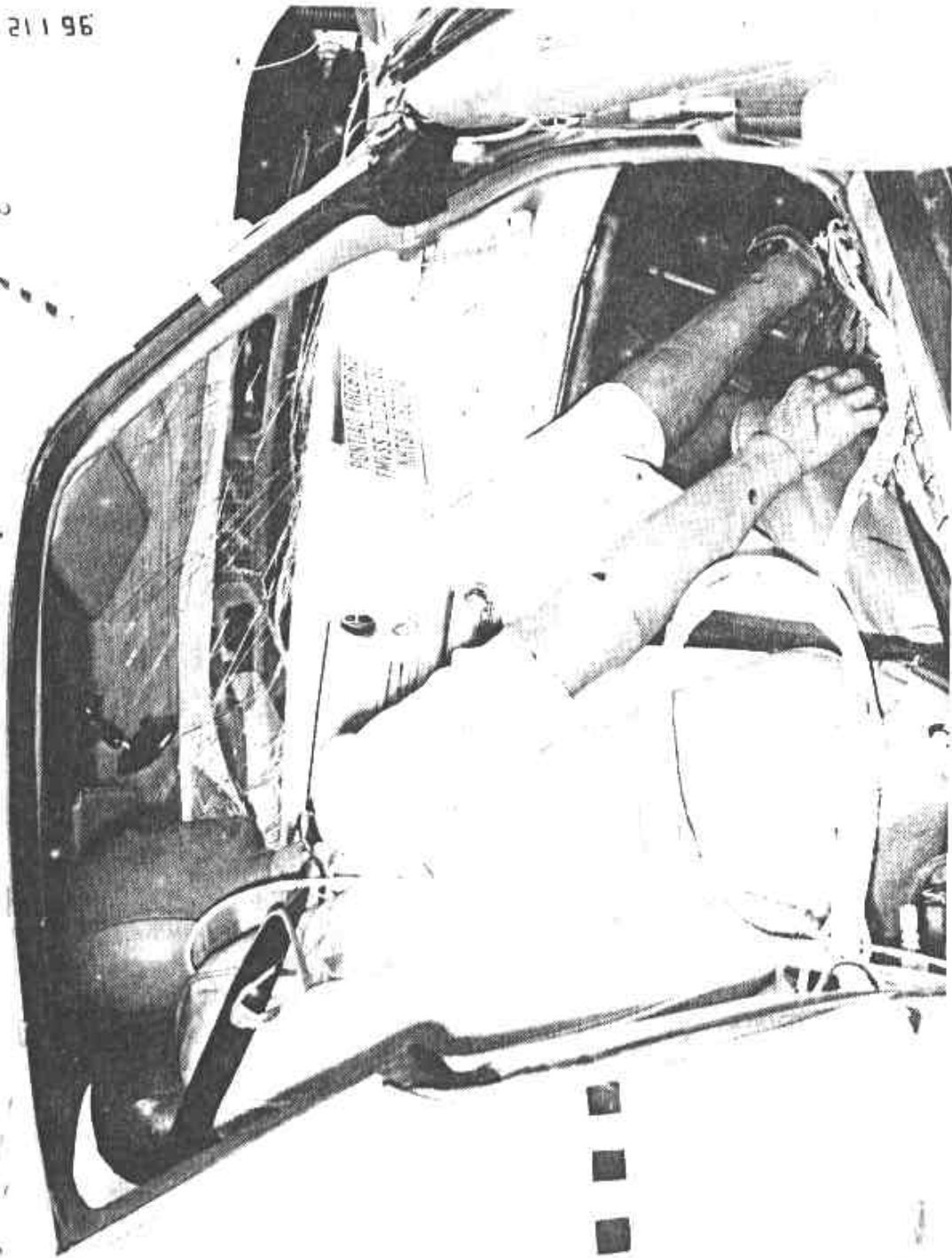


Figure 4-7. Post-test Passenger Position - 1979 Pontiac Firebird -
NHTSA No. 790114.



Figure 4-8. Post-test Passenger Position - 1979 Pontiac Firebird -
NHTSA No. 790114.

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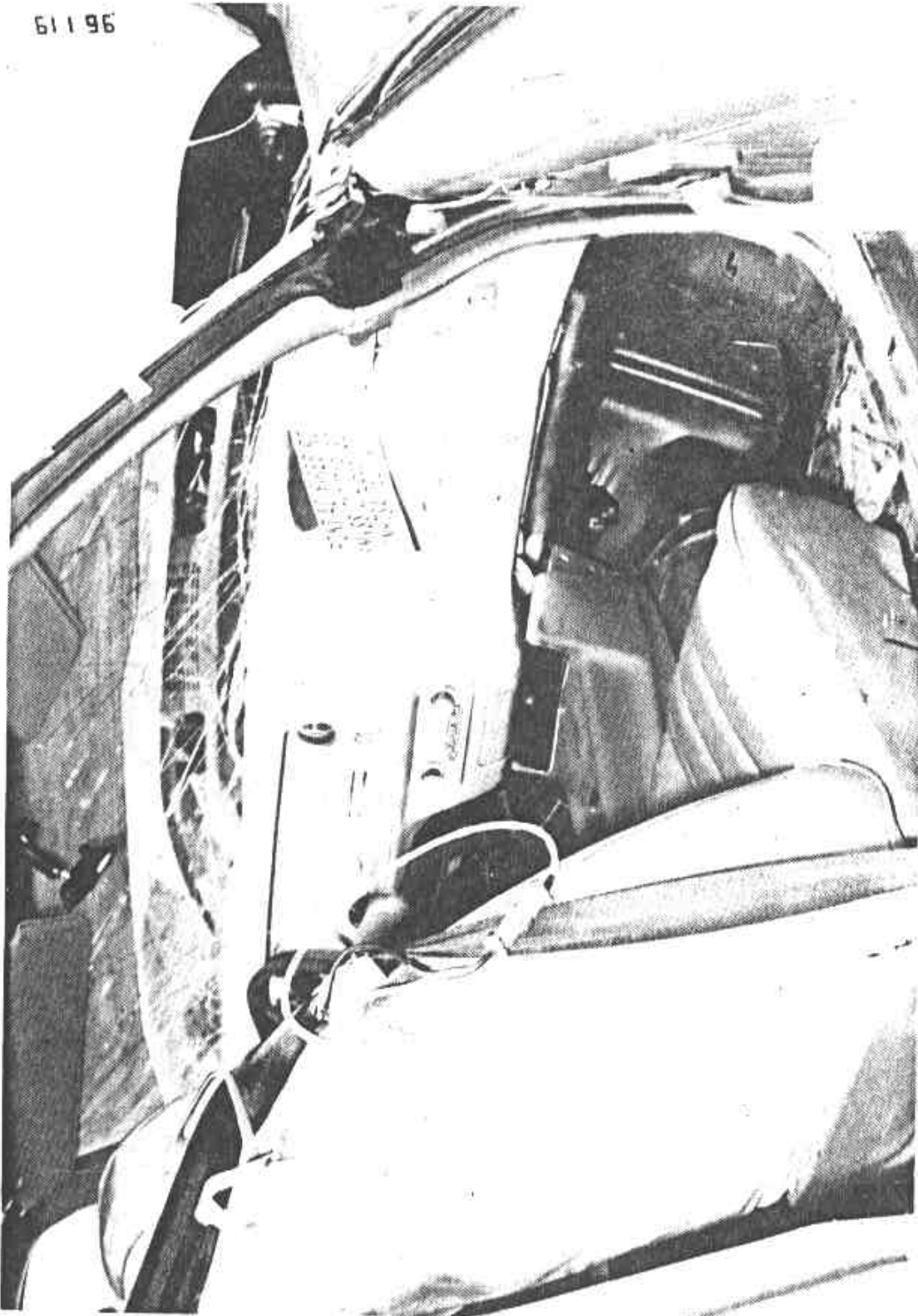


Figure 4-9. Post-test Passenger Compartment - 1979 Pontiac Firebird -
NHTSA No. 790114.

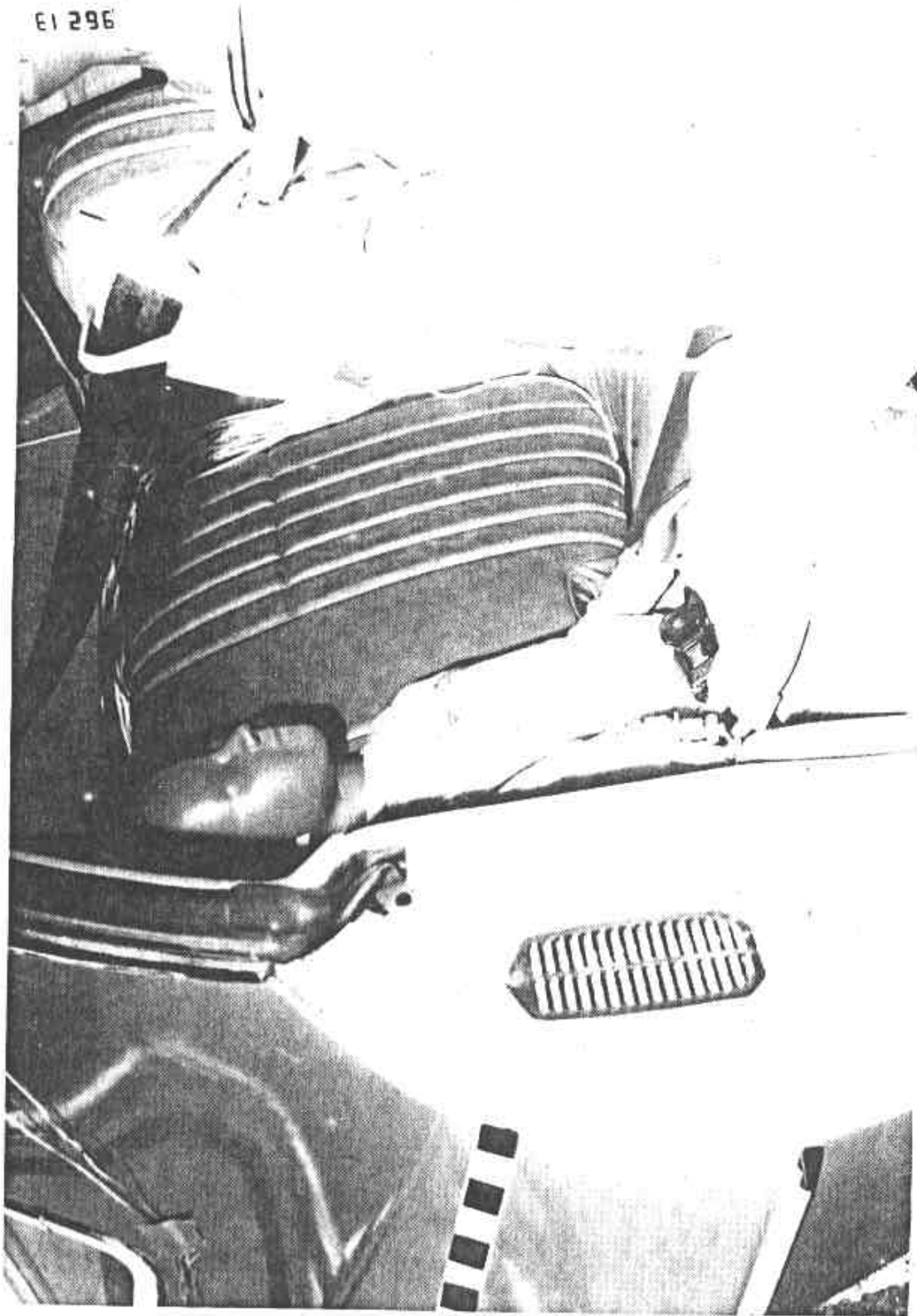


Figure 4-10. Pre-test Child Dummy Position - 1979 Pontiac Firebird - NHTSA No. 790114.

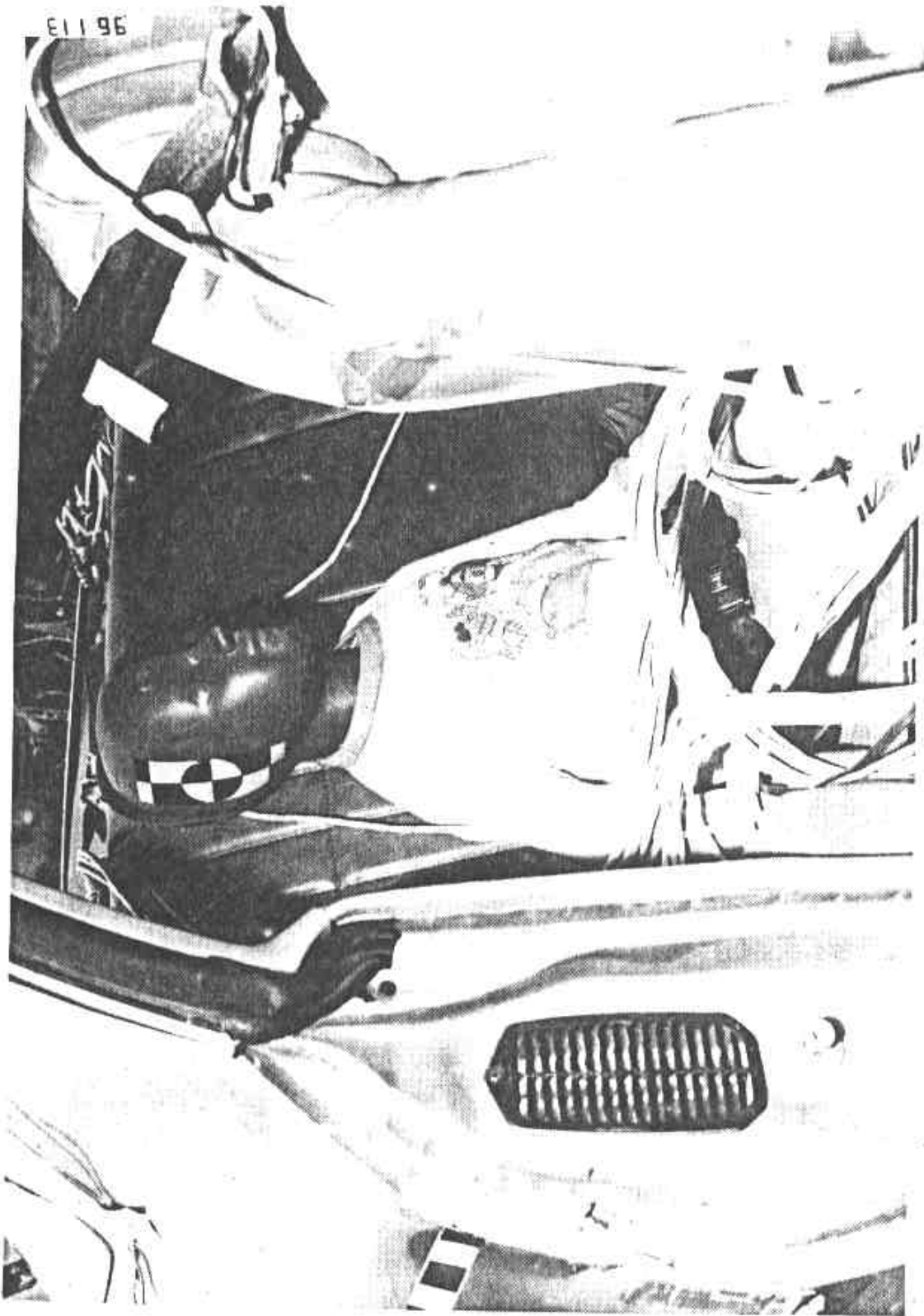
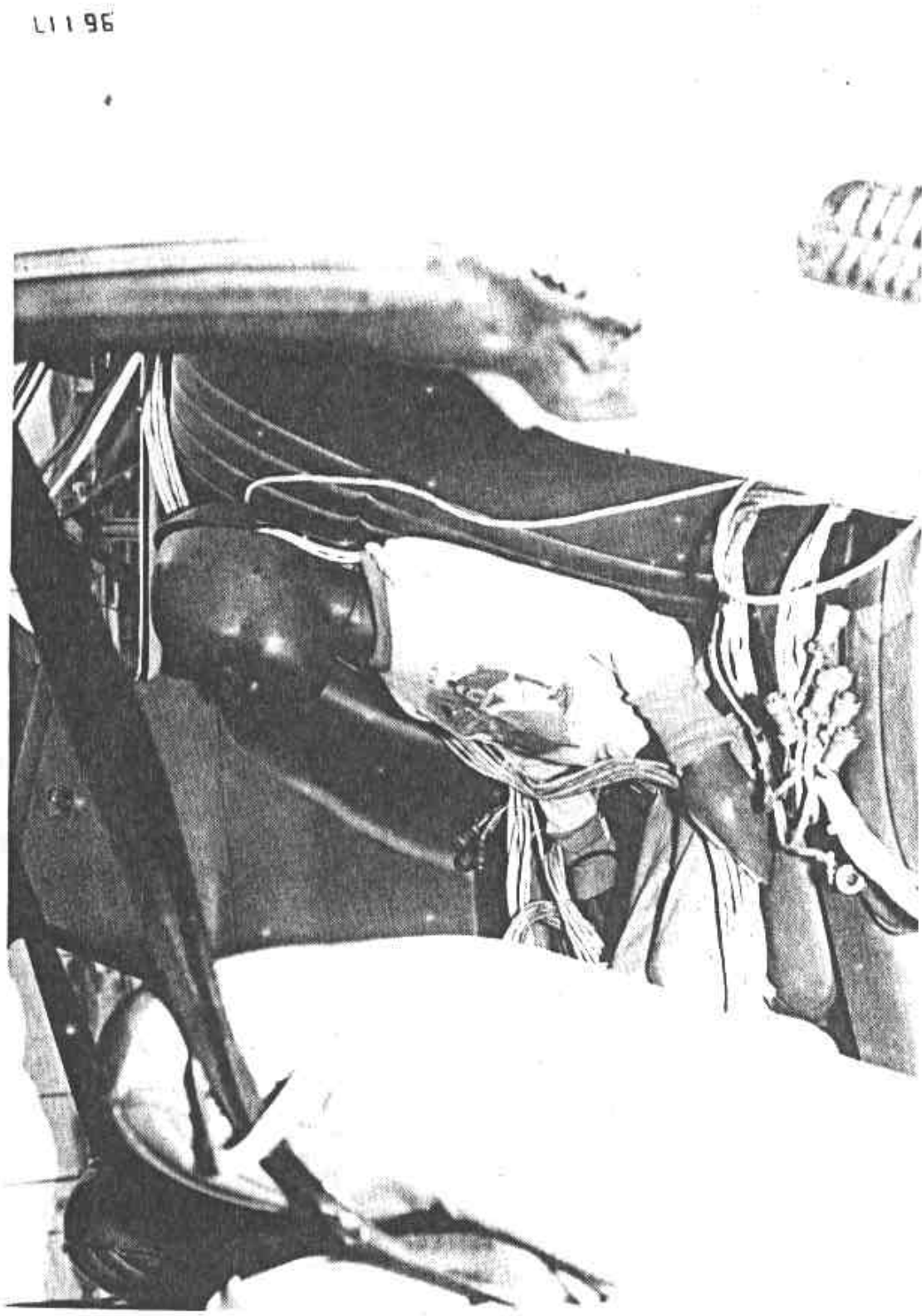


Figure 4-11. Post-test Child Dummy Position - 1979 Pontiac Firebird - NHTSA No. 790114.



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Figure 4-12. Post-test Child Dummy Position - 1979 Pontiac Firebird - NHTSA No. 790114.

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 \pm 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

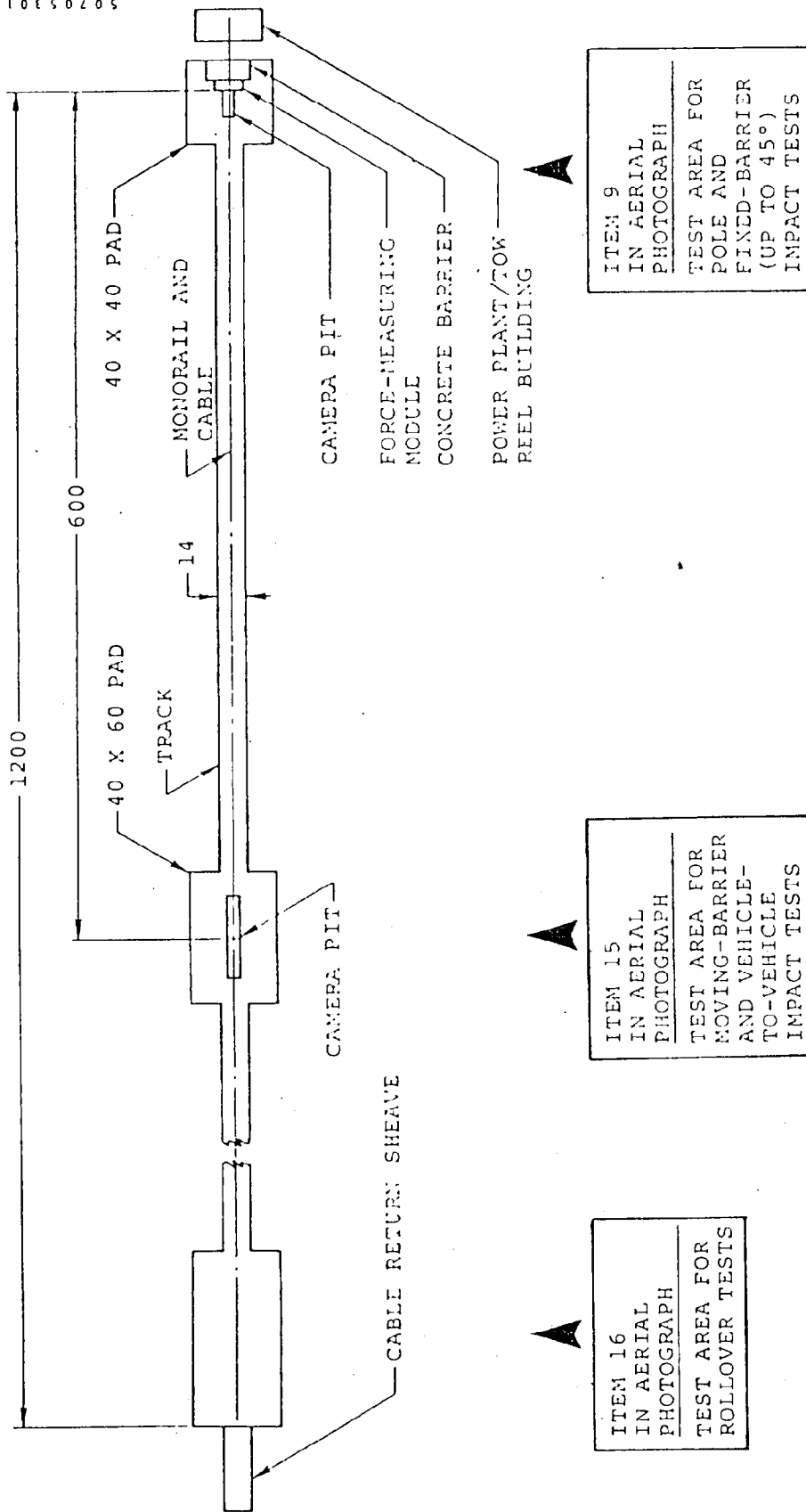
The tow system consists of a drum-driven endless cable powered by a pair of 390-cubic-inch engines driven in tandem driving a modified three-speed C-6 automatic truck transmission. The tow system can propel a 6,000-pound vehicle into the fixed barrier at 75 mph. Velocity control is achieved through a 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 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 PARKING BRAKE TEST RAMP
23. PULL-OFF AREA (TYPICAL OF THIRTEEN)
24. BALLISTIC TEST RANGE



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

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ITEM 16
IN AERIAL
PHOTOGRAPH
TEST AREA FOR
ROLLOVER TESTS

ITEM 15
IN AERIAL
PHOTOGRAPH
TEST AREA FOR
MOVING-BARRIER
AND VEHICLE-
TO-VEHICLE
IMPACT TESTS

ITEM 9
IN AERIAL
PHOTOGRAPH
TEST AREA FOR
POLE AND
FINNED-BARRIER
(UP TO 45°)
IMPACT TESTS

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.

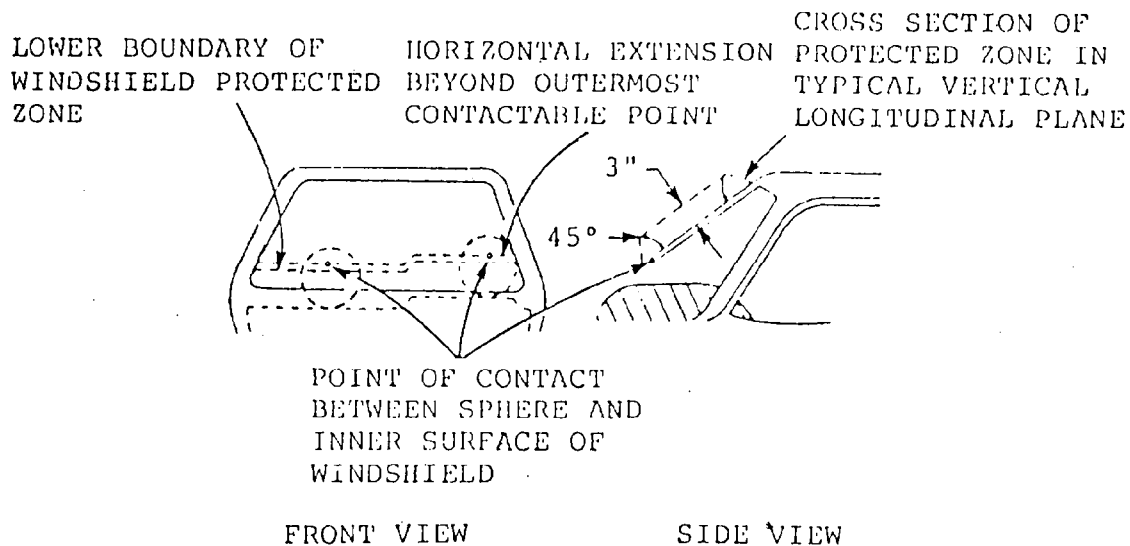


Figure A-3. Windshield Protected Zone.

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.

CAMERA LEGEND*

- ① LEFT SIDE OVERALL
- ② OFFBOARD RIGHT WIND-SHIELD
- ③ PIT (FRONT)
- ④ PIT (REAR)
- ⑤ RIGHT SIDE CLOSEUP PASSENGER
- ⑥ LEFT SIDE CLOSEUP DRIVER
- ⑦ BARRIER
- ⑧ OFFBOARD RIGHT CHILD
- ⑨ OFFBOARD RIGHT CLOSEUP

FIXED COLLISION BARRIER PER PART 571-1, PARA. 571-3 - DEFINITIONS, 36 F.R. 11242, 7-14-70

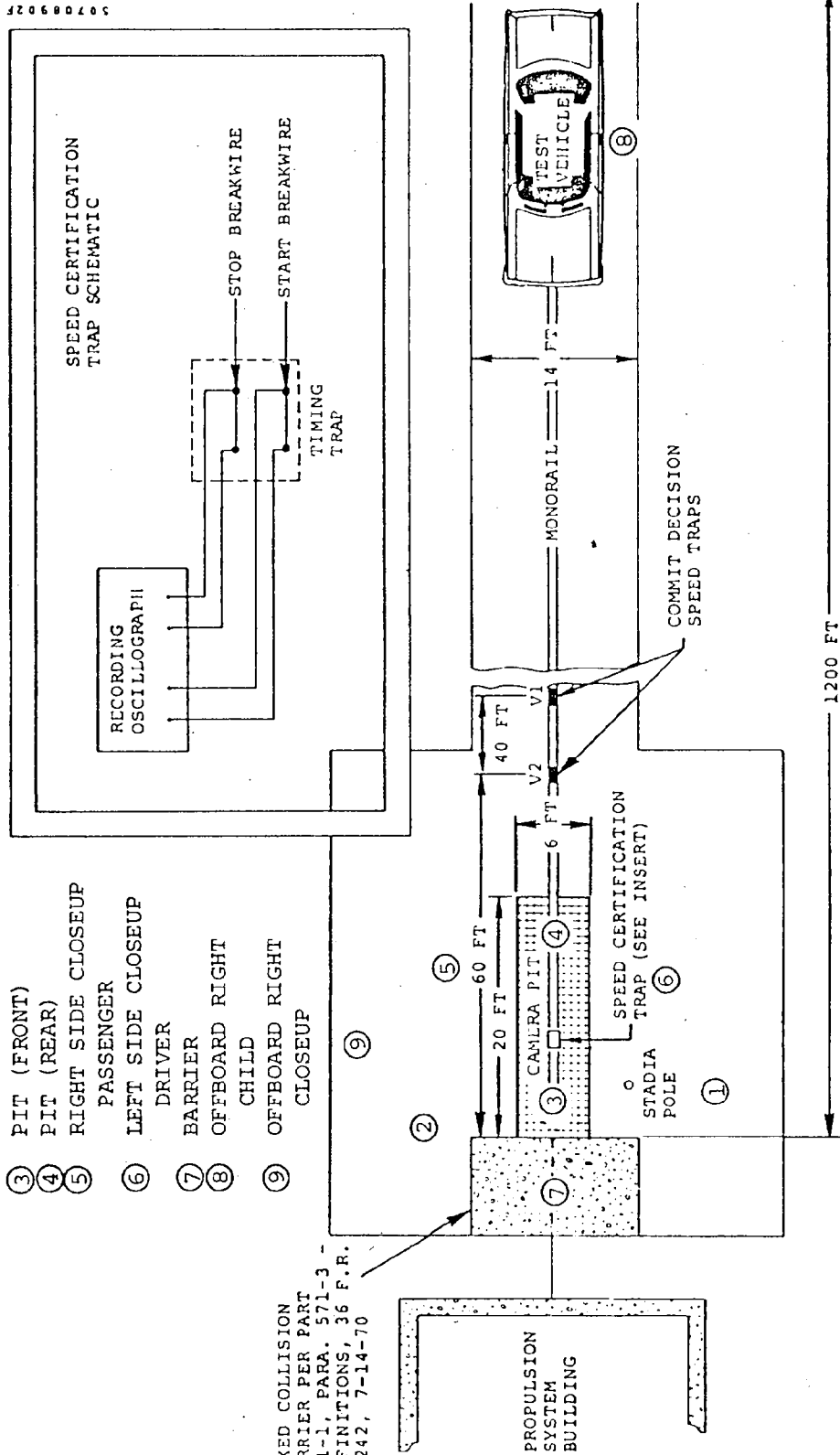


Figure A-4. FMVSS 301-75 and 219 (Frontal Impact Test) Barrier Test Site Layout.

Test Equipment List and Function

<u>Item</u>	<u>Manufacturer</u>	<u>Model</u>	<u>Purpose</u>
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:

- $\pm 1/2$ 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 & longitudinal & passes through center point of plane described by steering wheel rim.	Centered on bucket seat cushion. Midsagittal 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*			Data Description
Driver	RF Outboard Passenger	RR 6-year-Child	
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

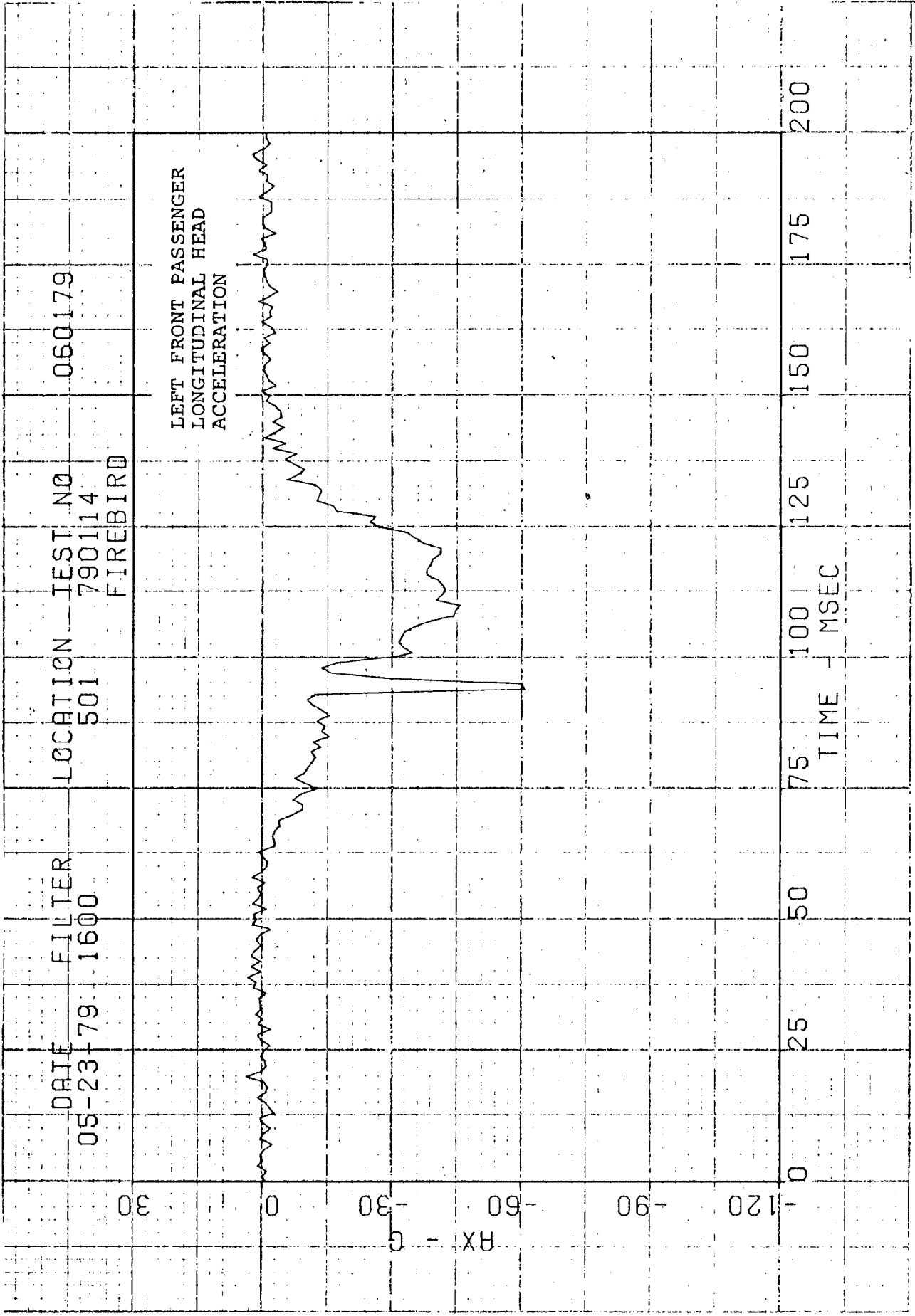
*Dummy Injury Summary presented on page 4-4 and 4-5.
**Vehicle accelerometer location and data summarized on page 4-9.

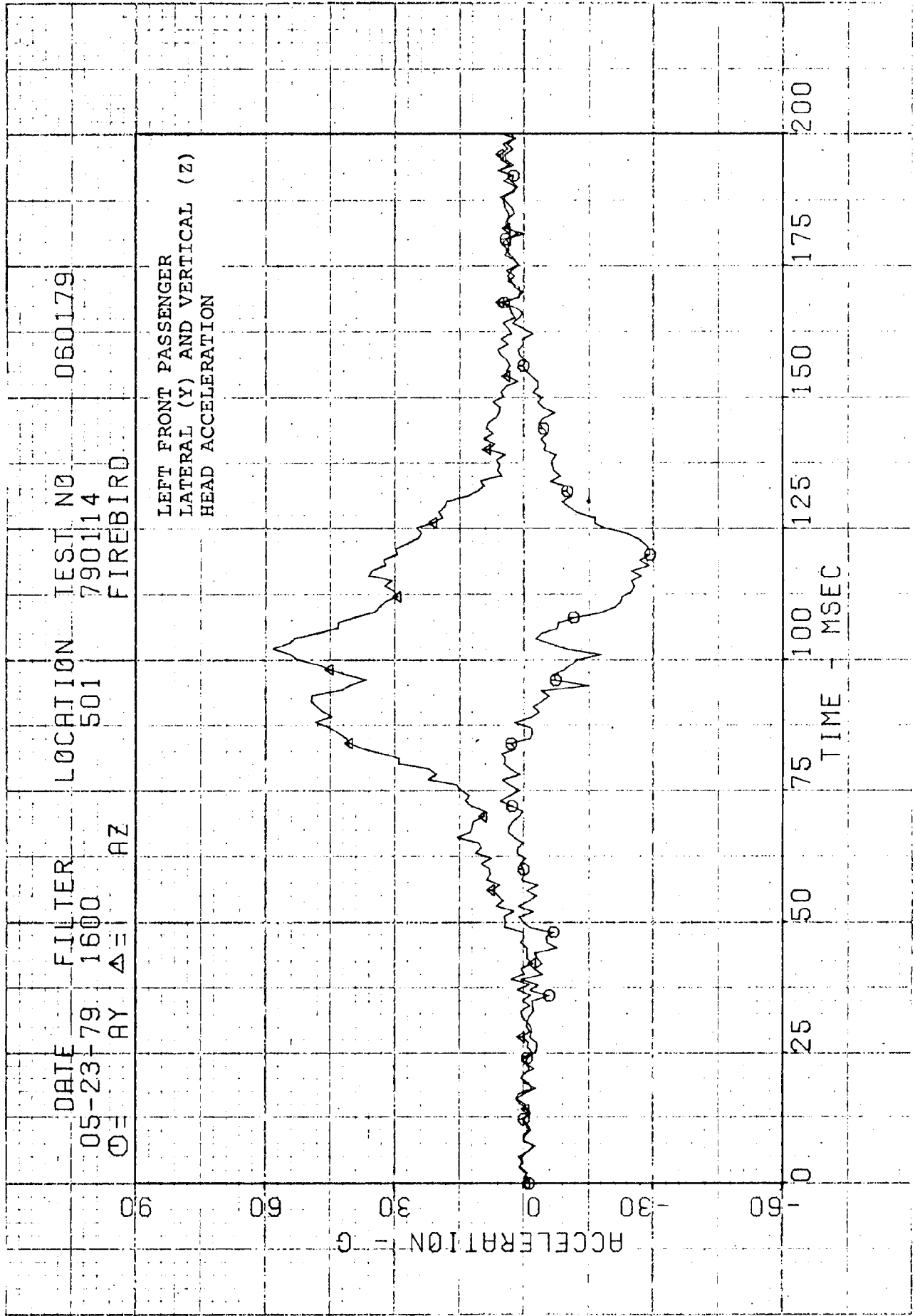
APPENDIX B (CONTD)

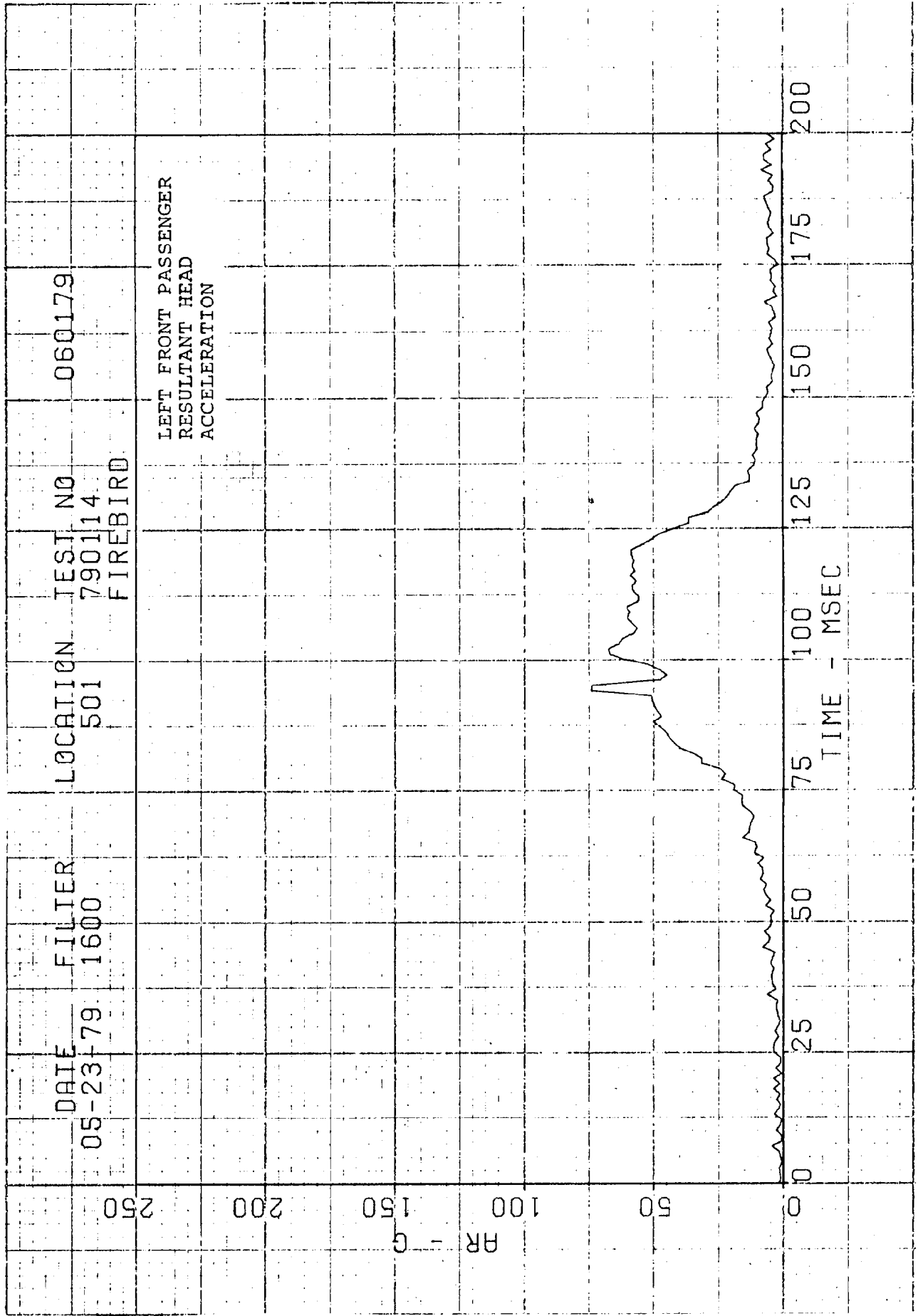
Test Anomalies:

Placards from Mercury Bobcat (NHTSA 790211) were in photo pit beneath Firebird at impact.

Vehicle preparation error: Unplugged fuel line caused some fuel leakage which was still within FMVSS 301 standard. There was no leakage due to vehicle damage.







DATE 05-23-79
FILIER 315
LOCATION 1101
TEST NO 790114
FIREBIRD

060179

LEFT FRONT PASSENGER
LONGITUDINAL CHEST
ACCELERATION

30

0

-30

-60

-90

-120

0

25

50

75

100

125

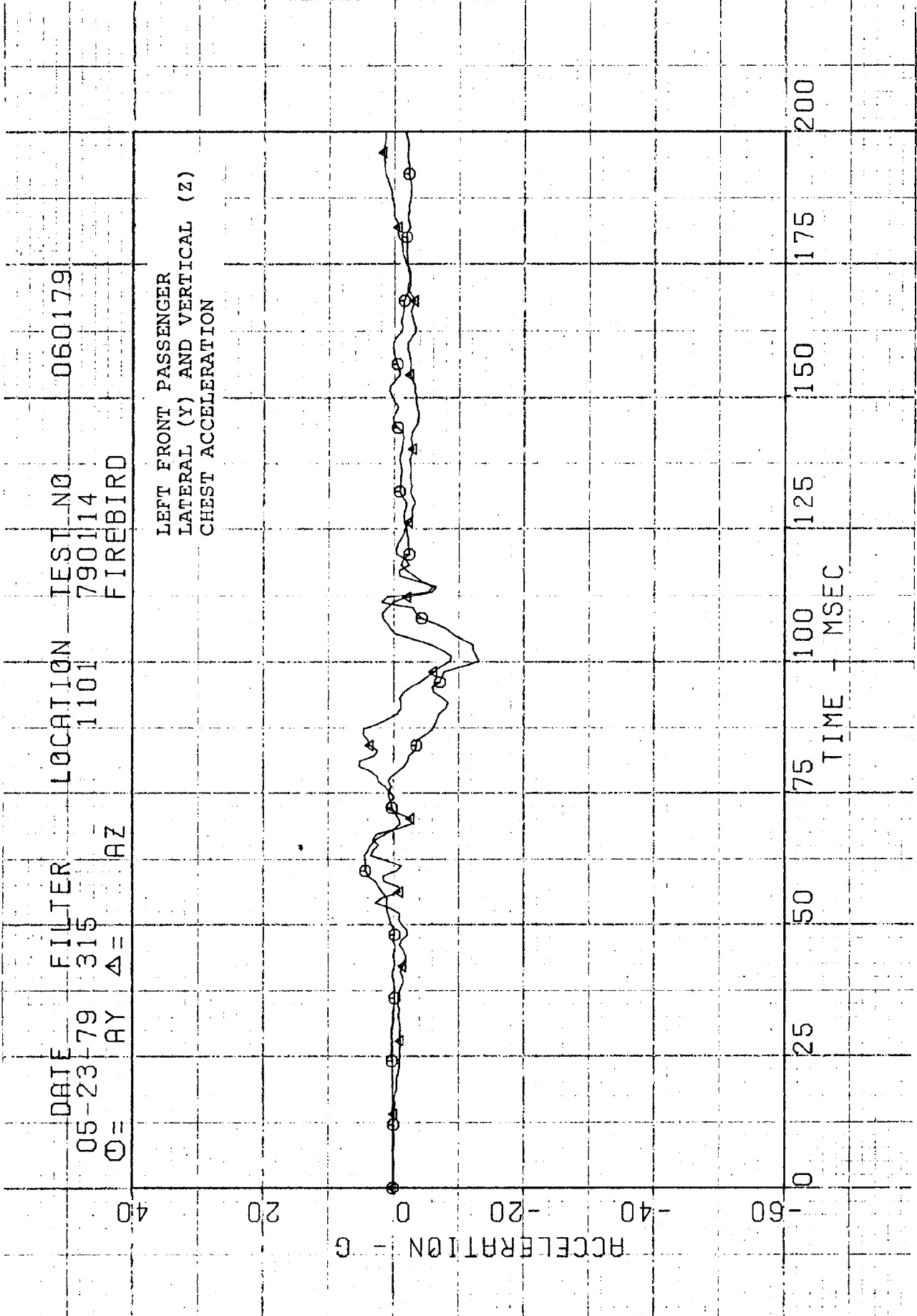
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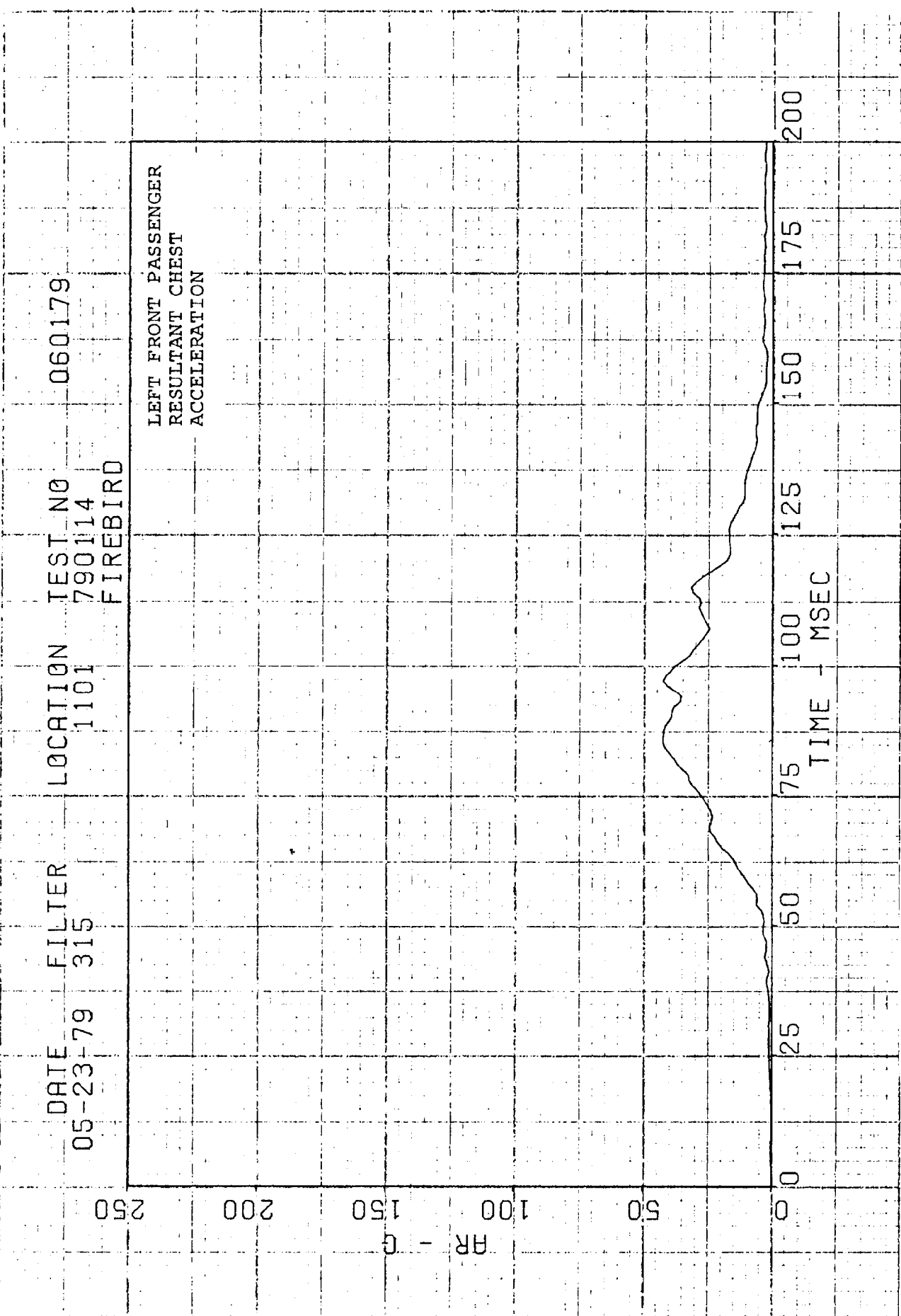
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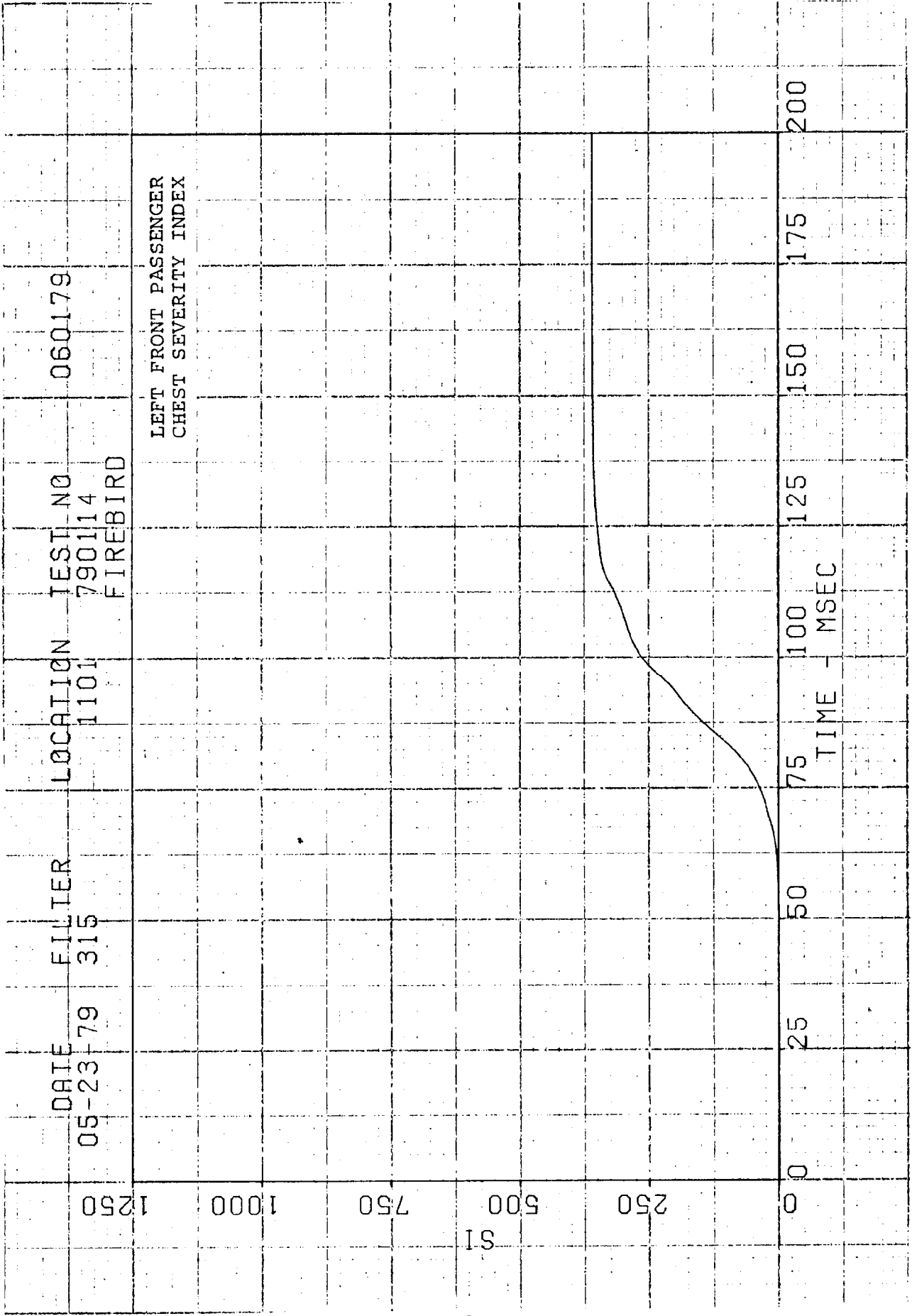
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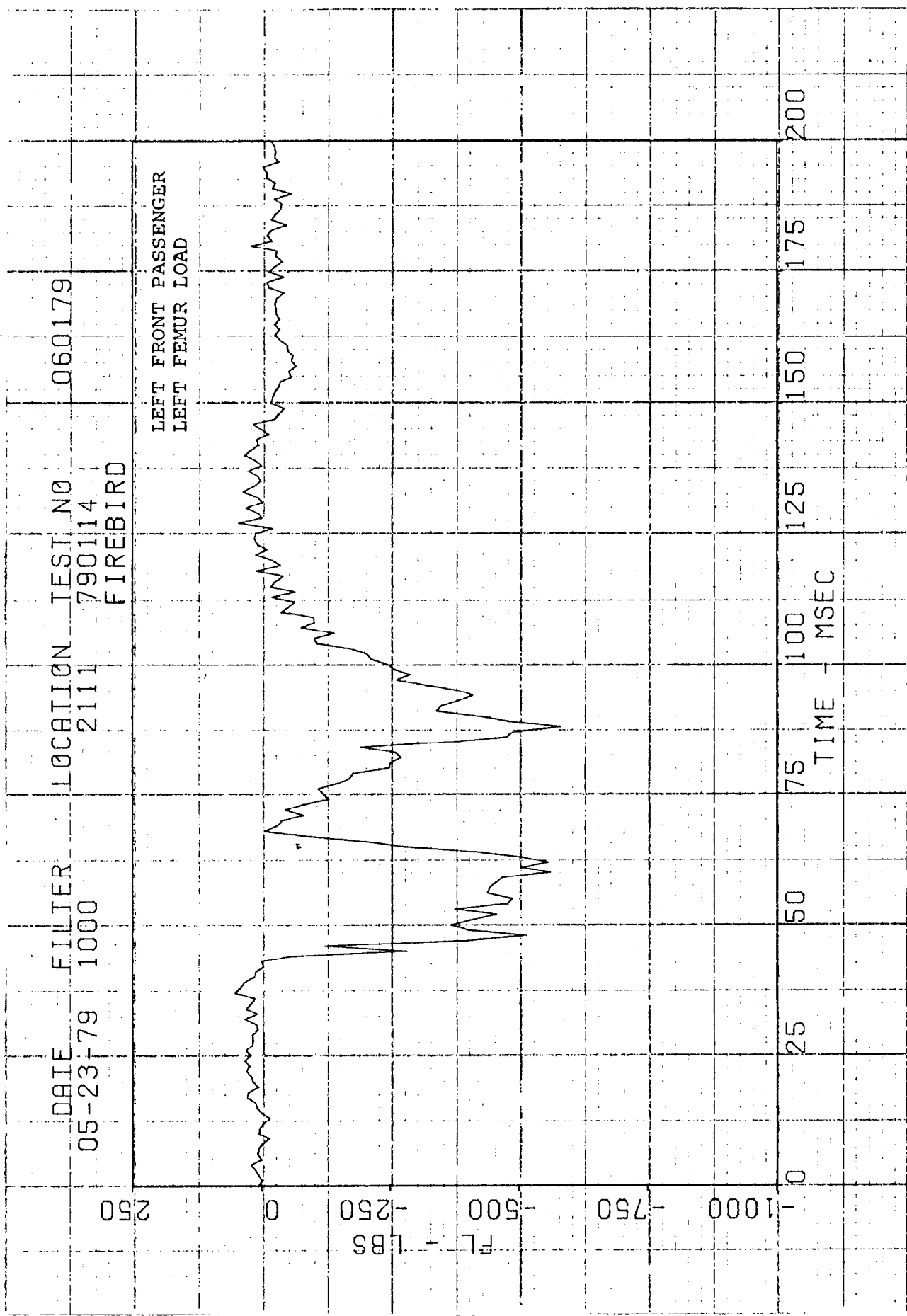
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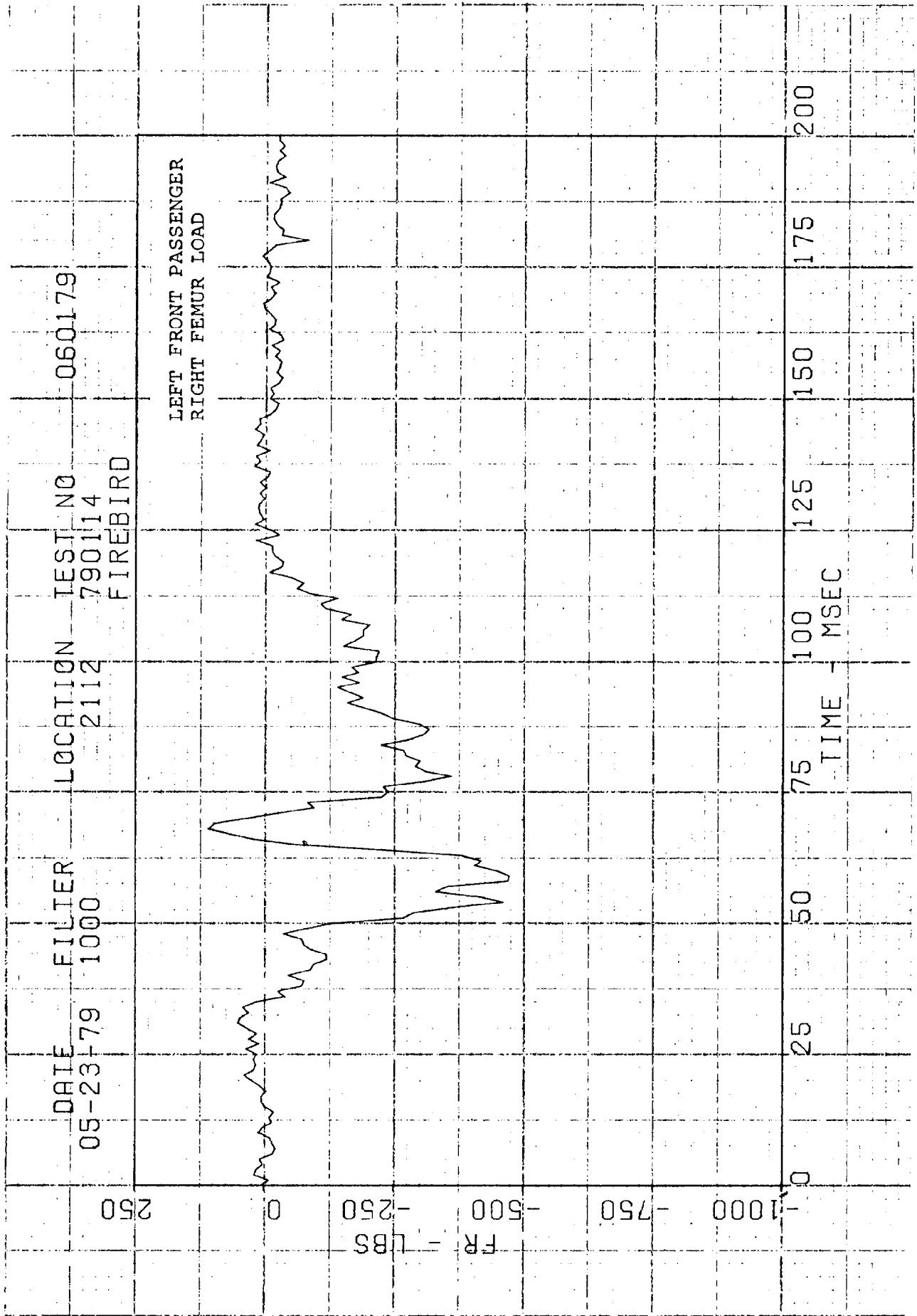
RX - G

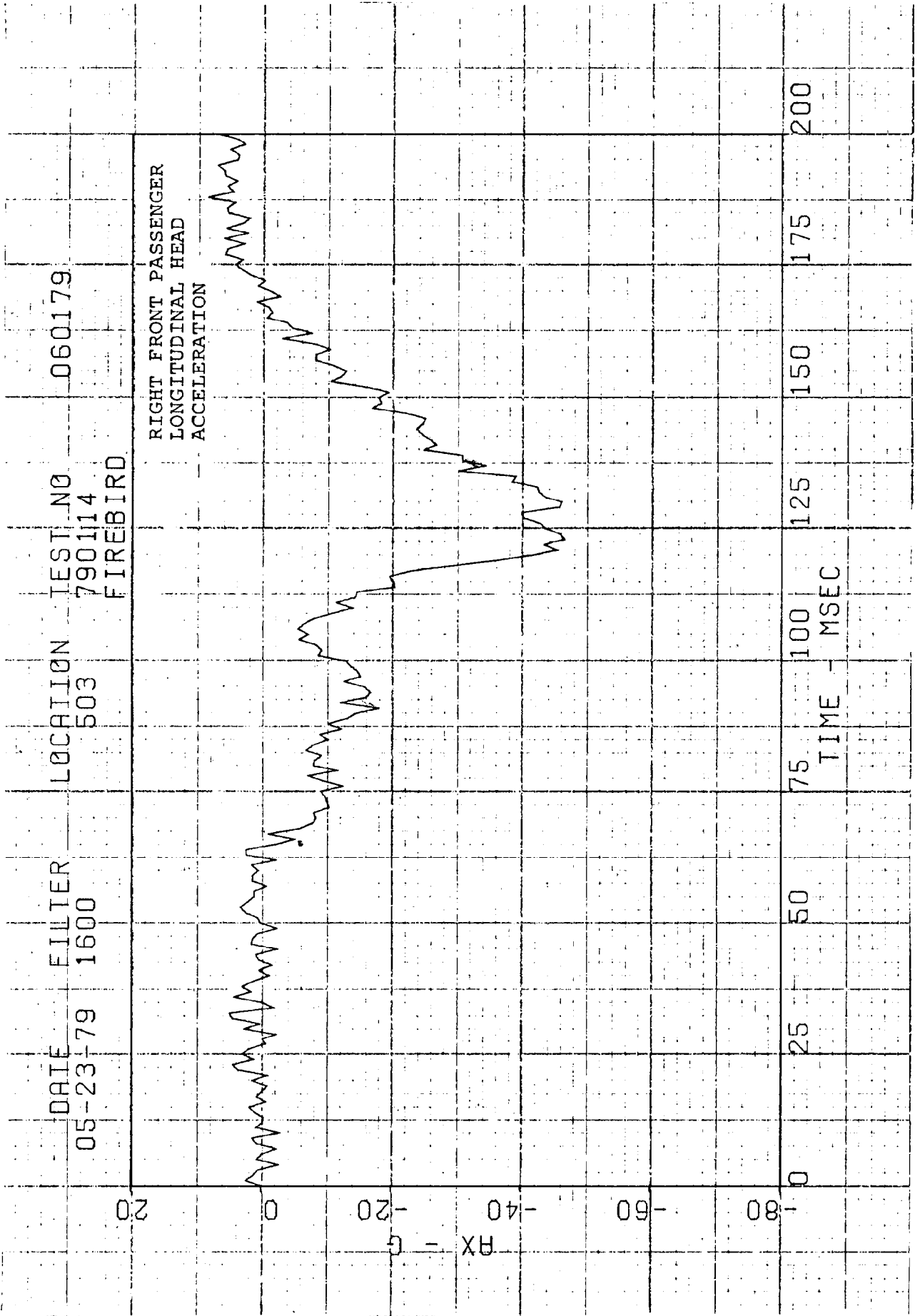


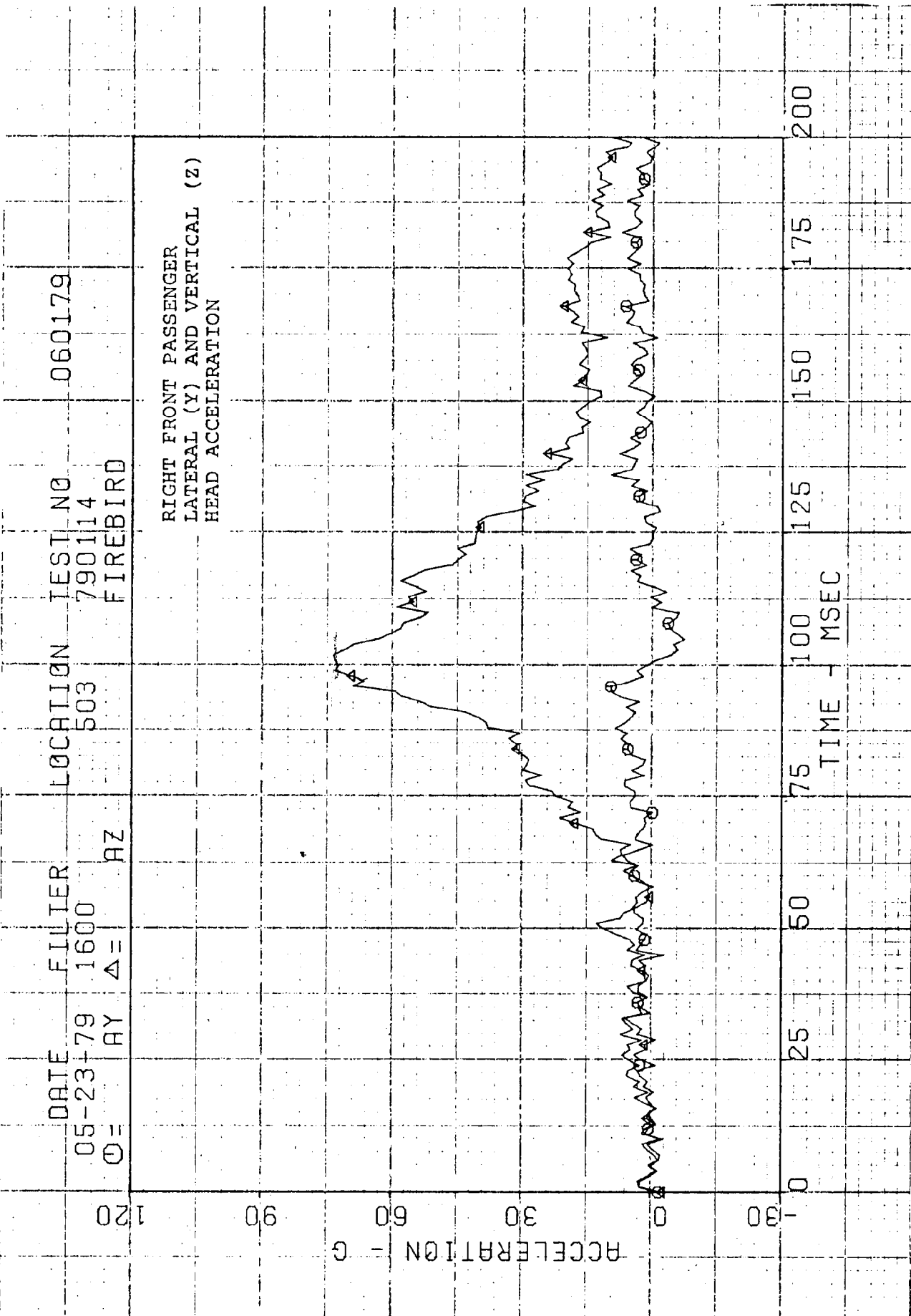








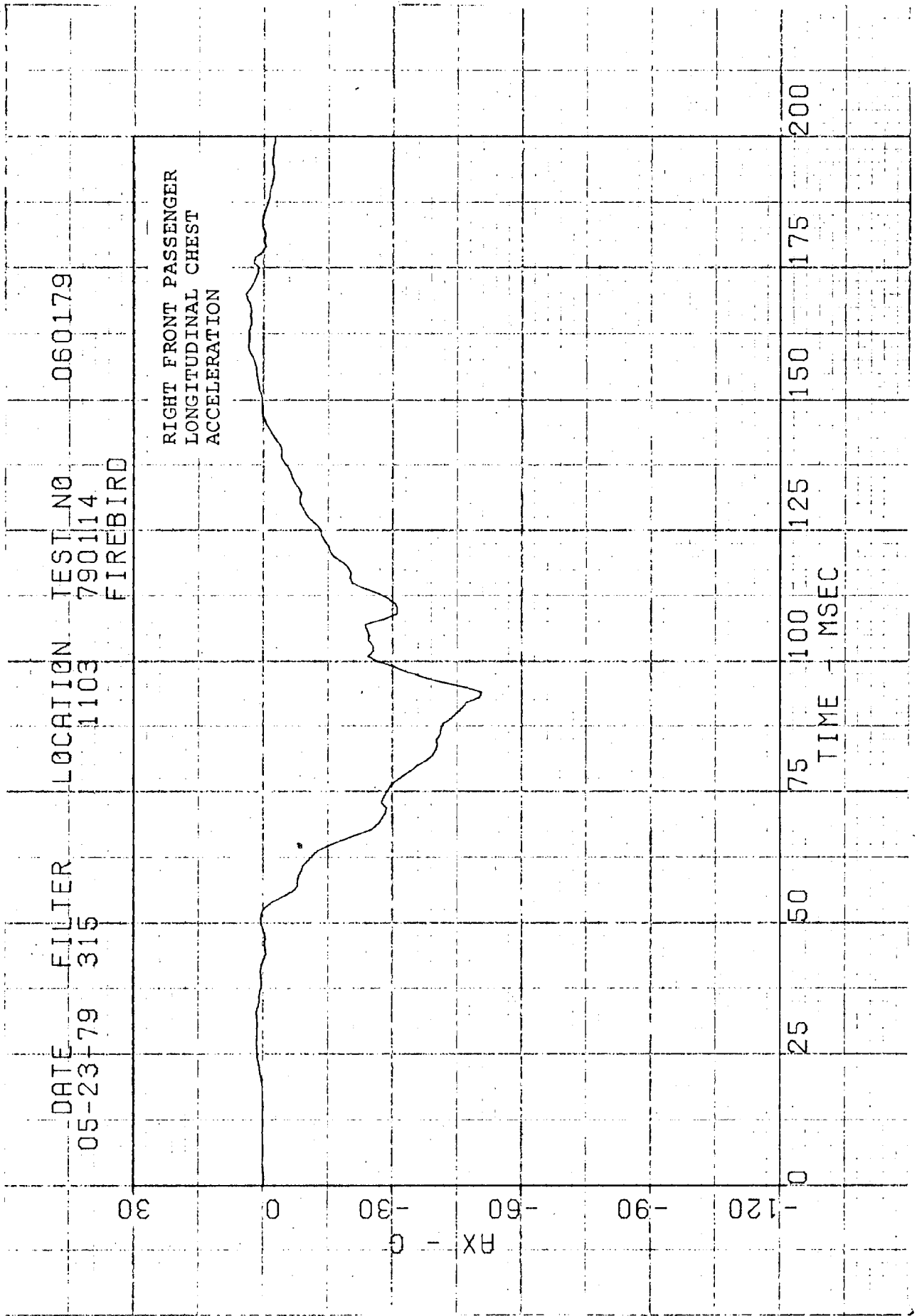




DATE 05-23-79 FILTER 1600 LOCATION 503 TEST NO 790114 060179
FIREBIRD

RIGHT FRONT PASSENGER
RESULTANT HEAD
ACCELERATION

100
80
60
40
20
0
0 25 50 75 100 125 150 175 200
TIME - MSEC



DATE 05-23-79
 FILTER 315
 LOCATION 1103
 TEST NO 790114
 FIREBIRD

060179

DATE 05-23-79
FILT 315
AZ
AY Δ
LOCATION 1103
TEST NO 790114
FIREBIRD
060179

RIGHT FRONT PASSENGER
LATERAL (Y) AND VERTICAL (Z)
CHEST ACCELERATION

40

20

ACCELERATION - G

-20

-40

-60

0

25

50

75

100

125

150

175

200

TIME - MSEC

DATE 05-23-79 FILTER 315 LOCATION 1103 TEST NO 790114 060179
FIREBIRD

RIGHT FRONT PASSENGER
RESULTANT CHEST
ACCELERATION

250

200

150

100

50

0

AR - G

200

175

150

125

100

75

50

25

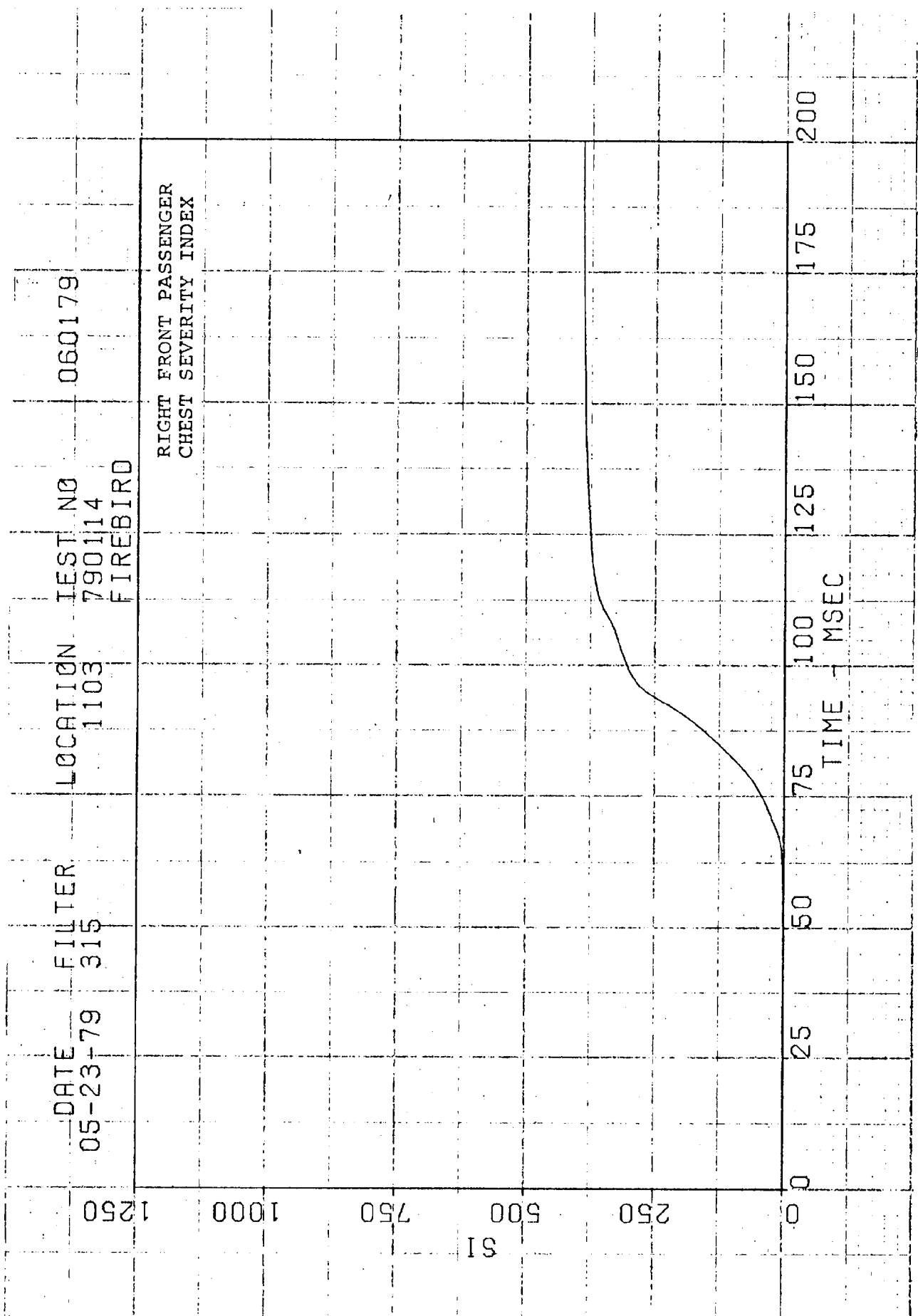
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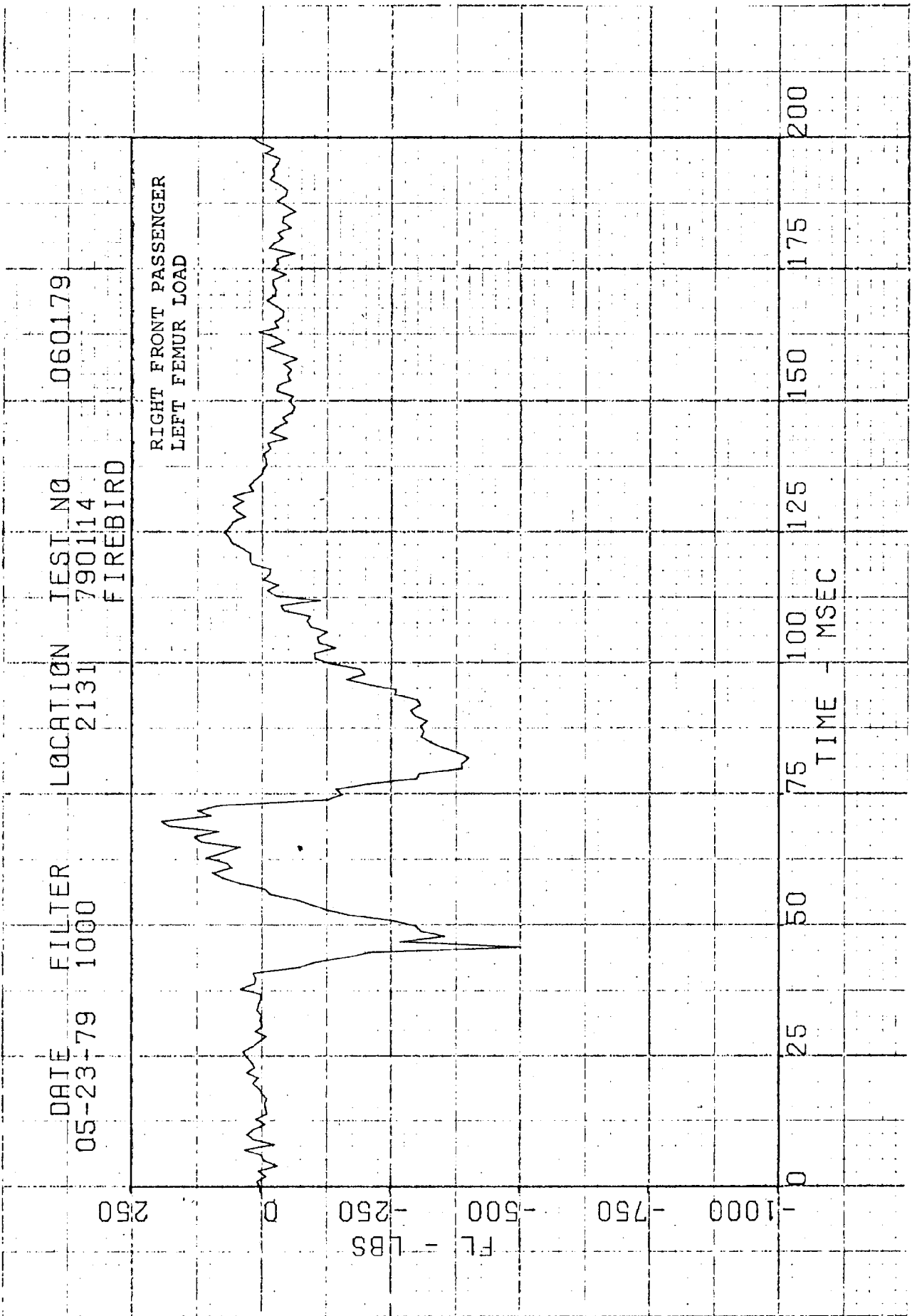
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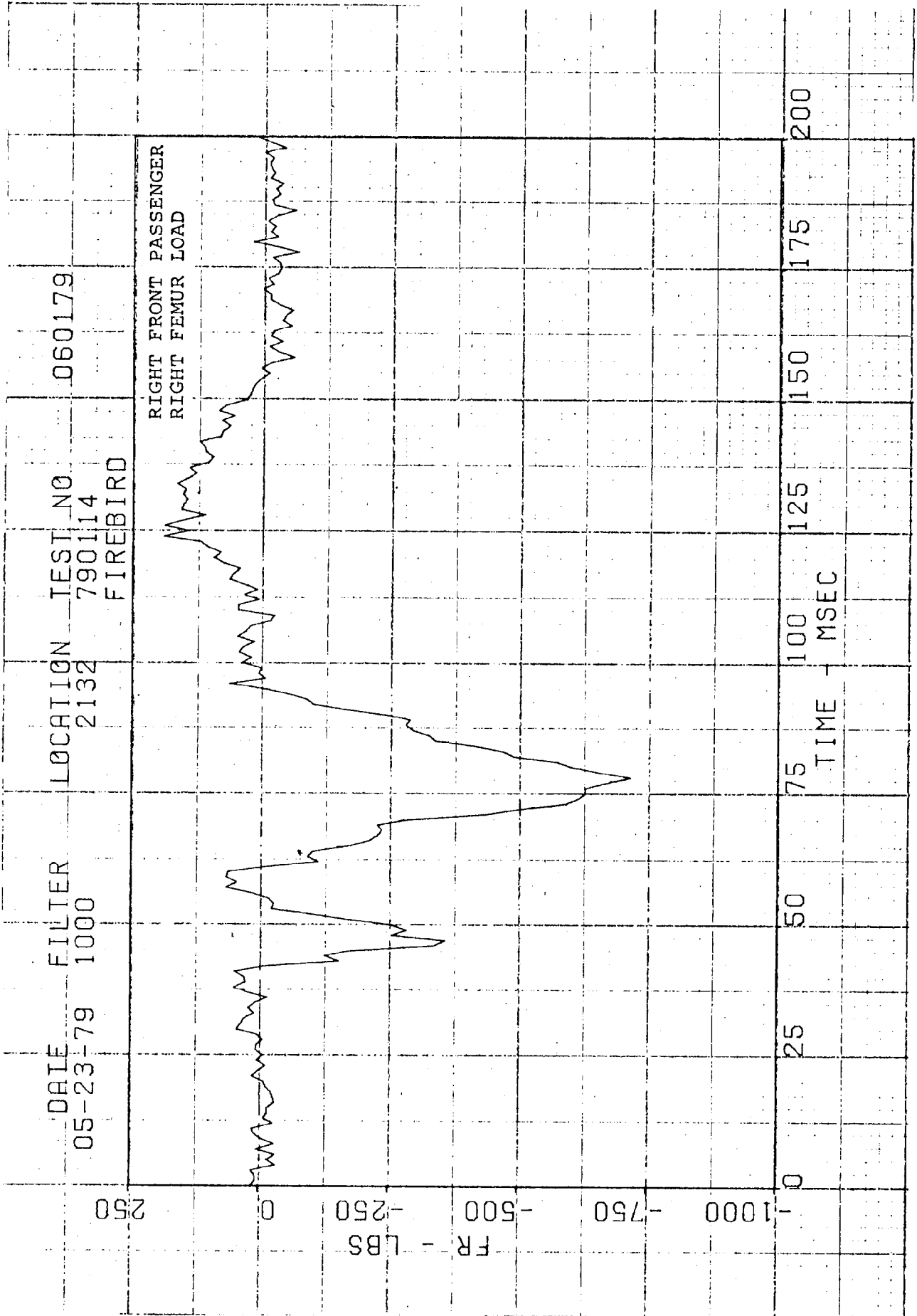
DATE 05-23-79
FILTER 315
LOCATION 1103
TEST NO 790114
FIREBIRD

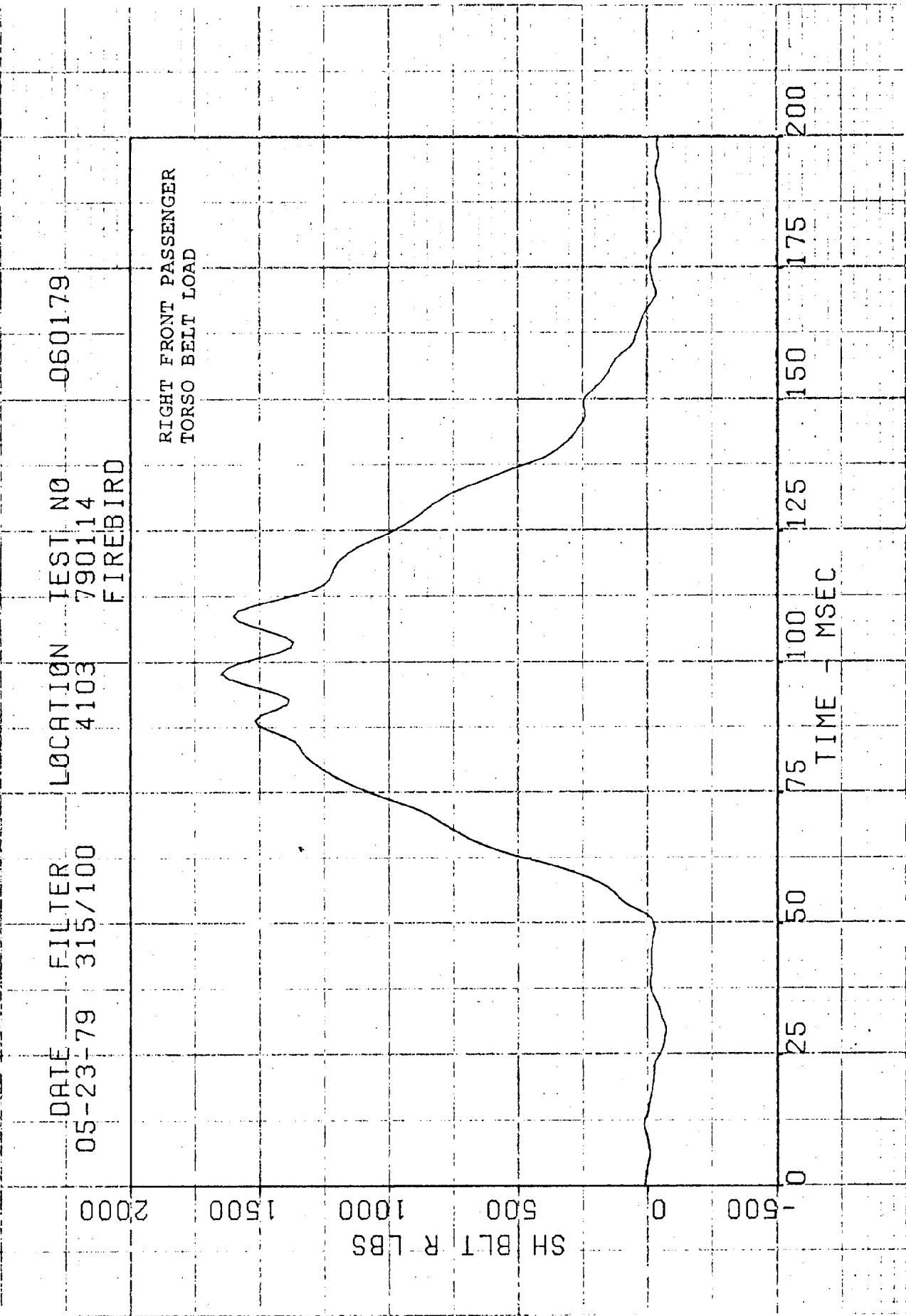
060179

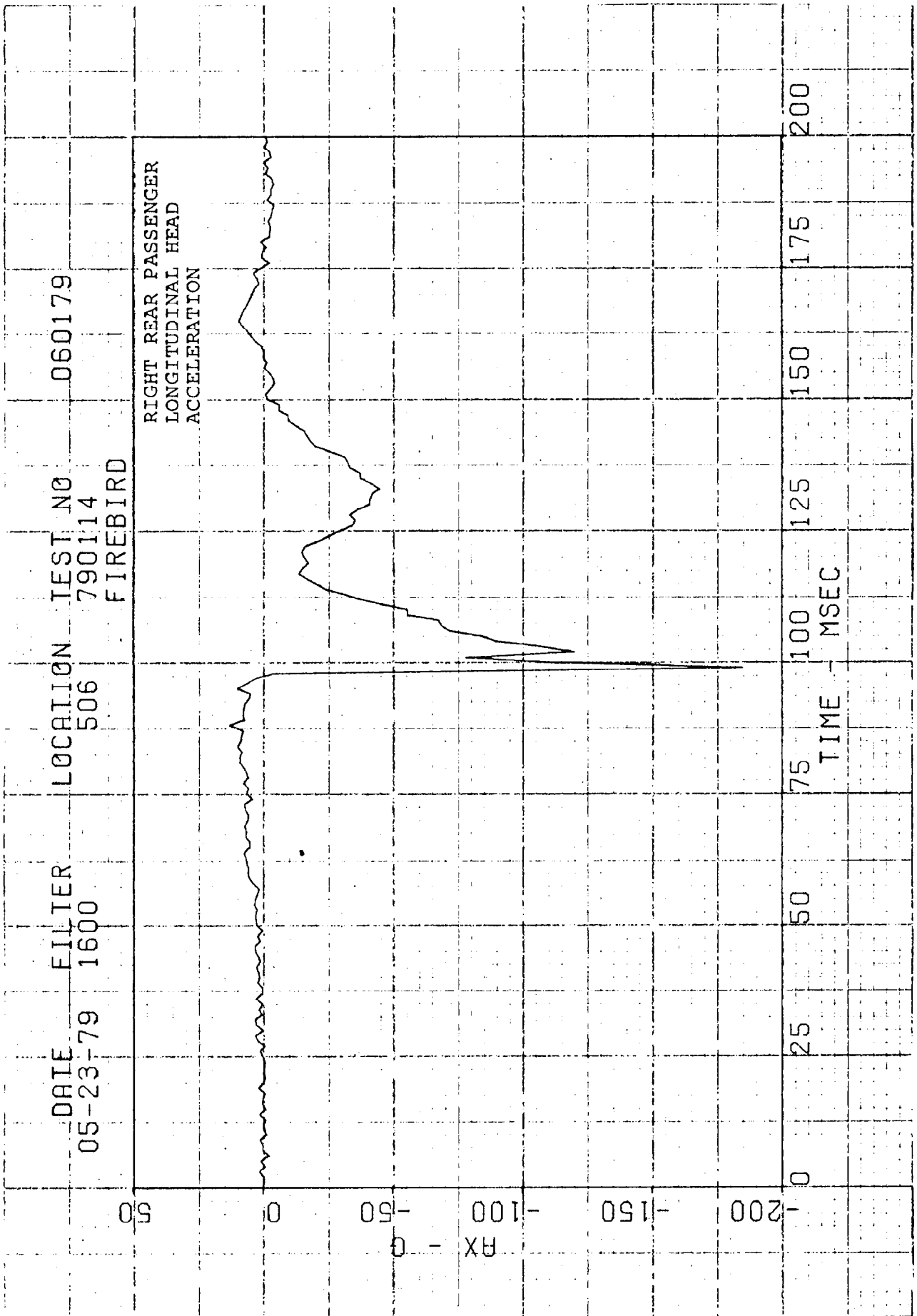
RIGHT FRONT PASSENGER
CHEST SEVERITY INDEX









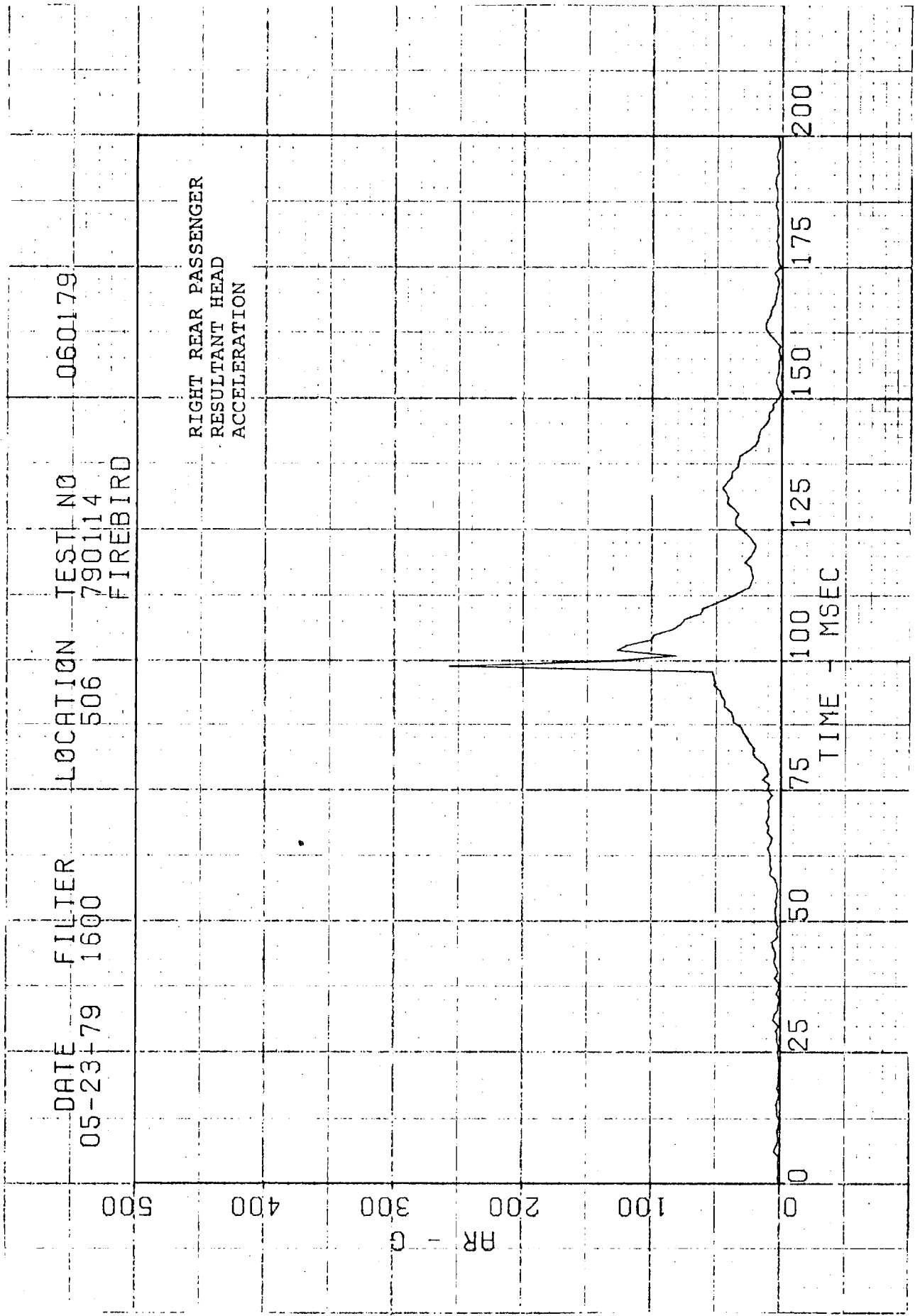


DATE 05-23-79
0= AY Δ= AZ
FILTER 1600
LOCATION 506
TEST NO 790114
060179
FIREBIRD

RIGHT REAR PASSENGER
LATERAL (Y) AND VERTICAL (Z)
HEAD ACCELERATION

ACCELERATION - G

0 25 50 75 100 125 150 175 200
TIME - MSEC

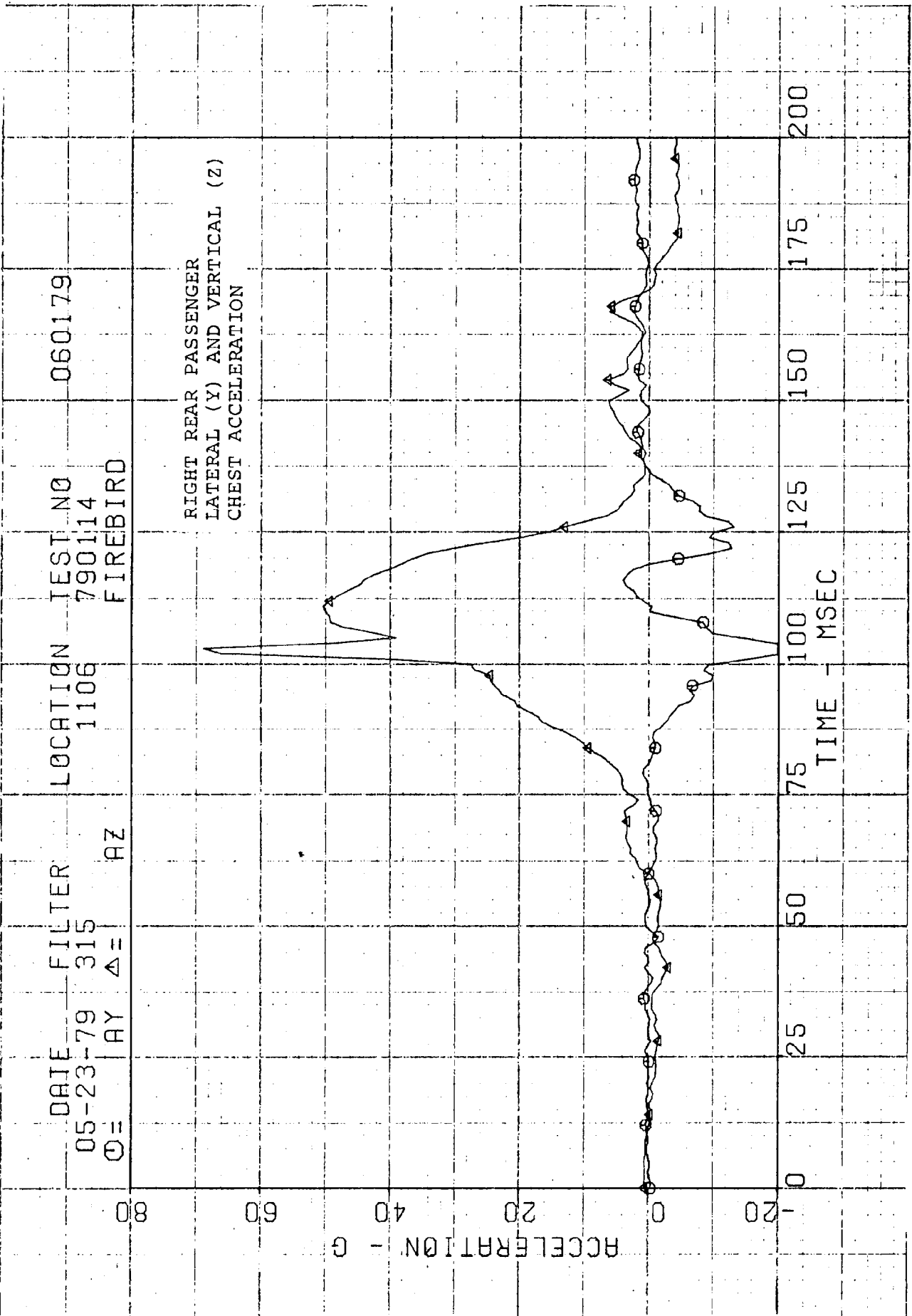


DATE 05-23-79 FILTER 315 LOCATION 1106 TEST NO 060179
790114 FIREBIRD

RIGHT REAR PASSENGER
LONGITUDINAL CHEST
ACCELERATION

40
20
0
-20
-40
-60
RX - G

0 25 50 75 100 125 150 175 200
TIME - MSEC



DATE 05-23-79
FILTER 315
LOCATION 1106
TEST NO 790114
FIREBIRD

060179

RIGHT REAR PASSENGER
RESULTANT CHEST
ACCELERATION

100

80

60

40

20

0

RR - G

200

175

150

125

100

75

50

25

0

TIME - MSEC

DATE 05-23-79

FILTER 315
LOCATION 1106
TEST NO 790114
FIREBIRD

060179

RIGHT REAR PASSENGER
CHEST SEVERITY INDEX

1250

1000

750

500

250

0

SI

25

50

75

100

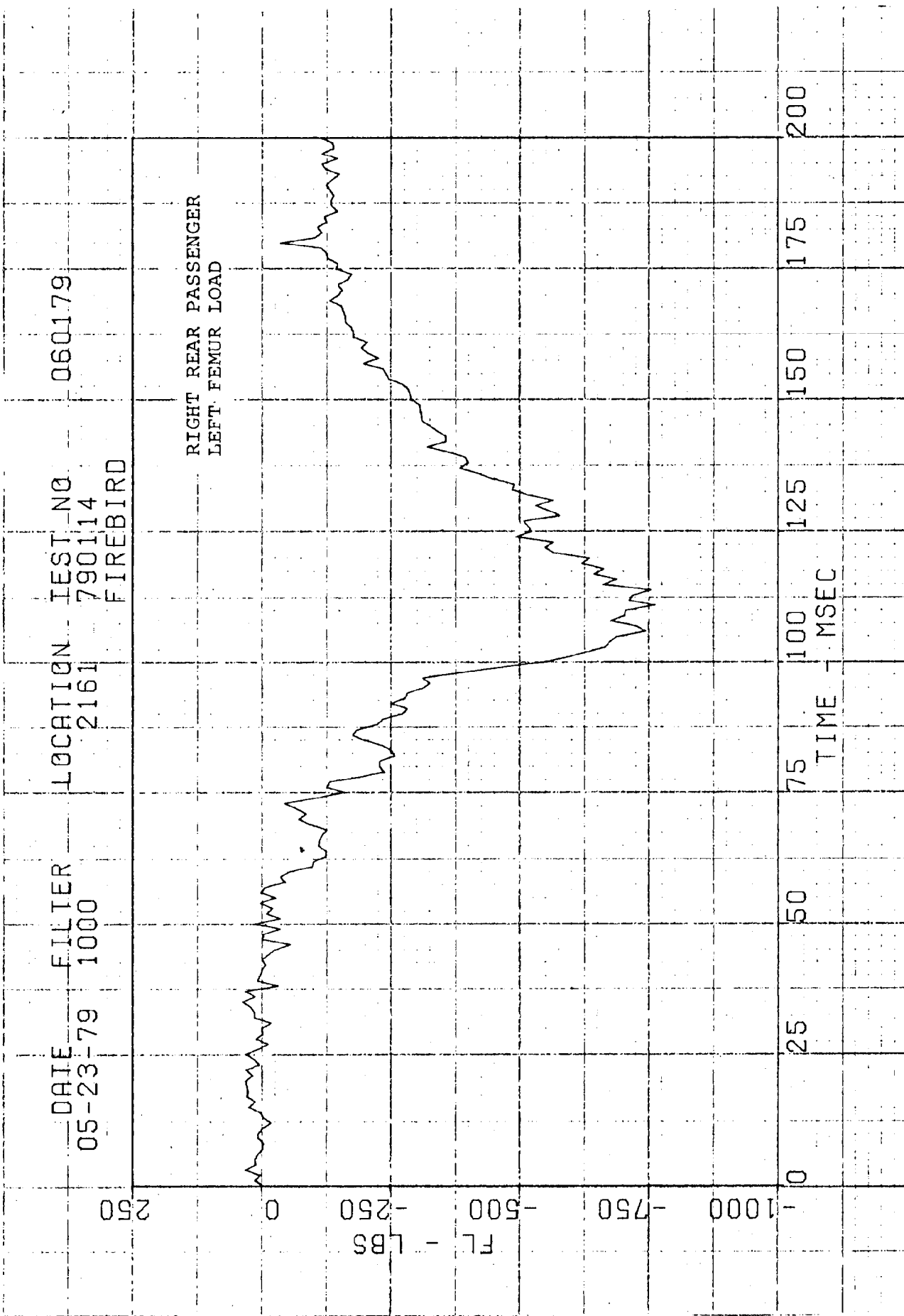
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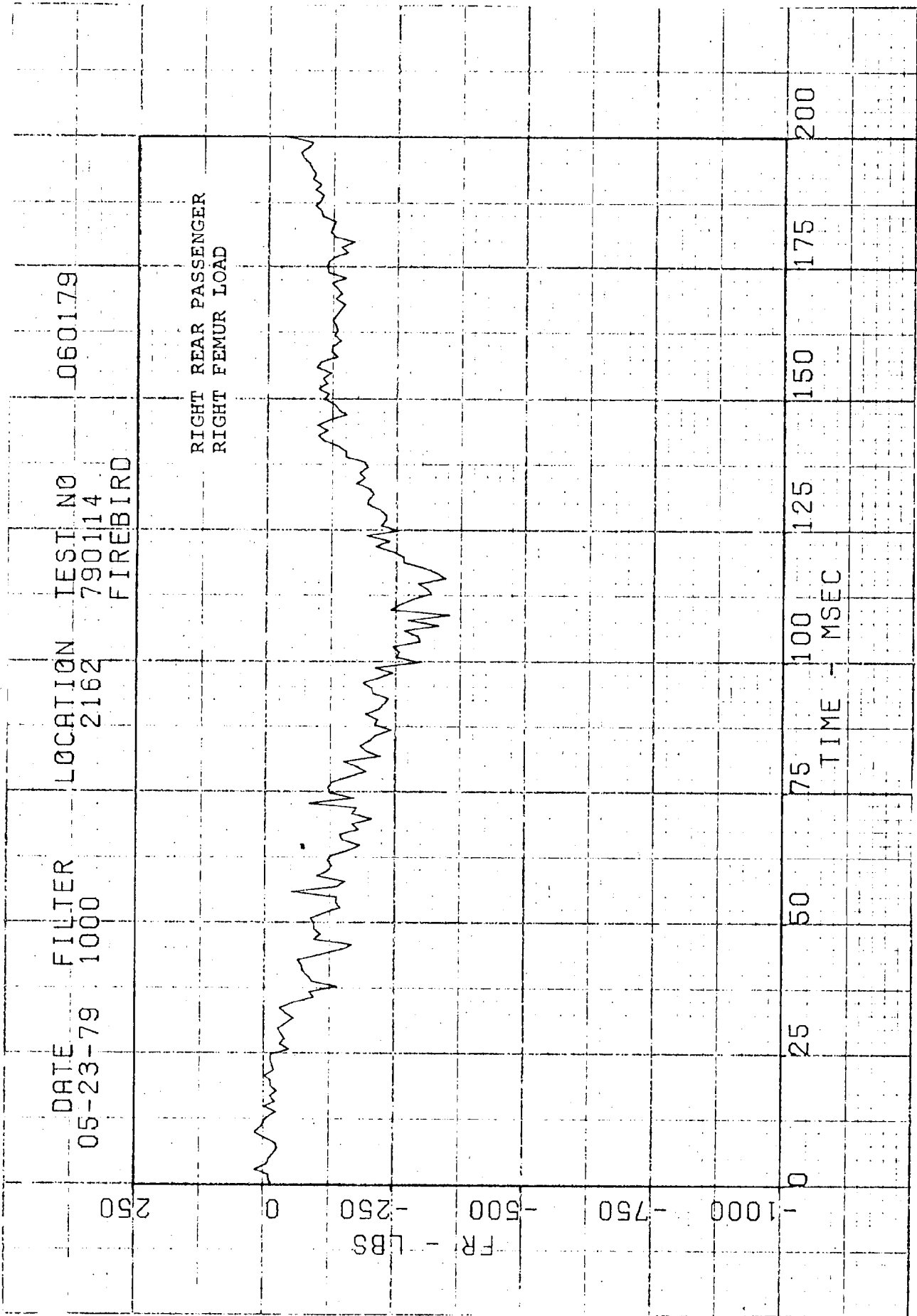
150

175

200

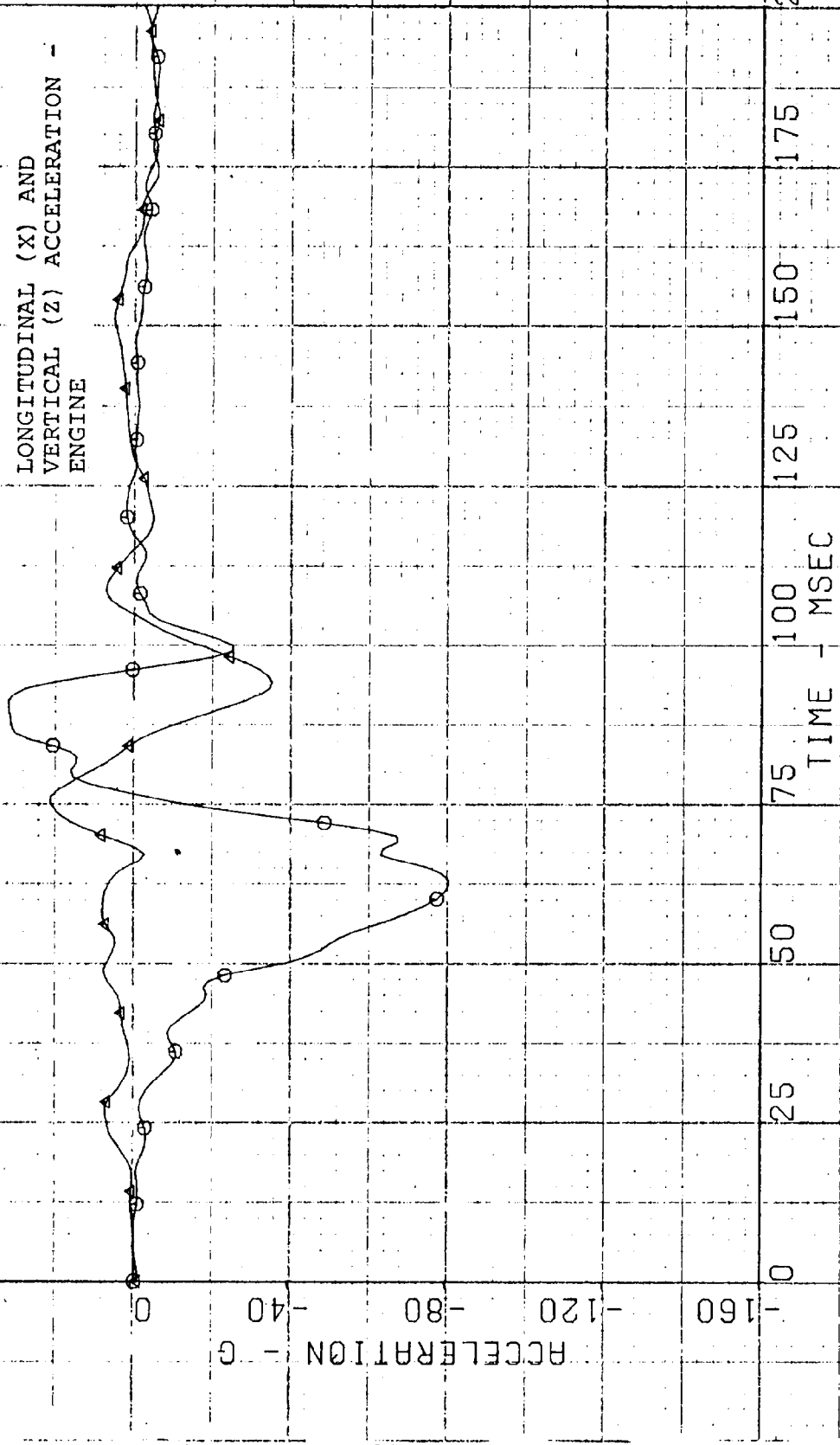
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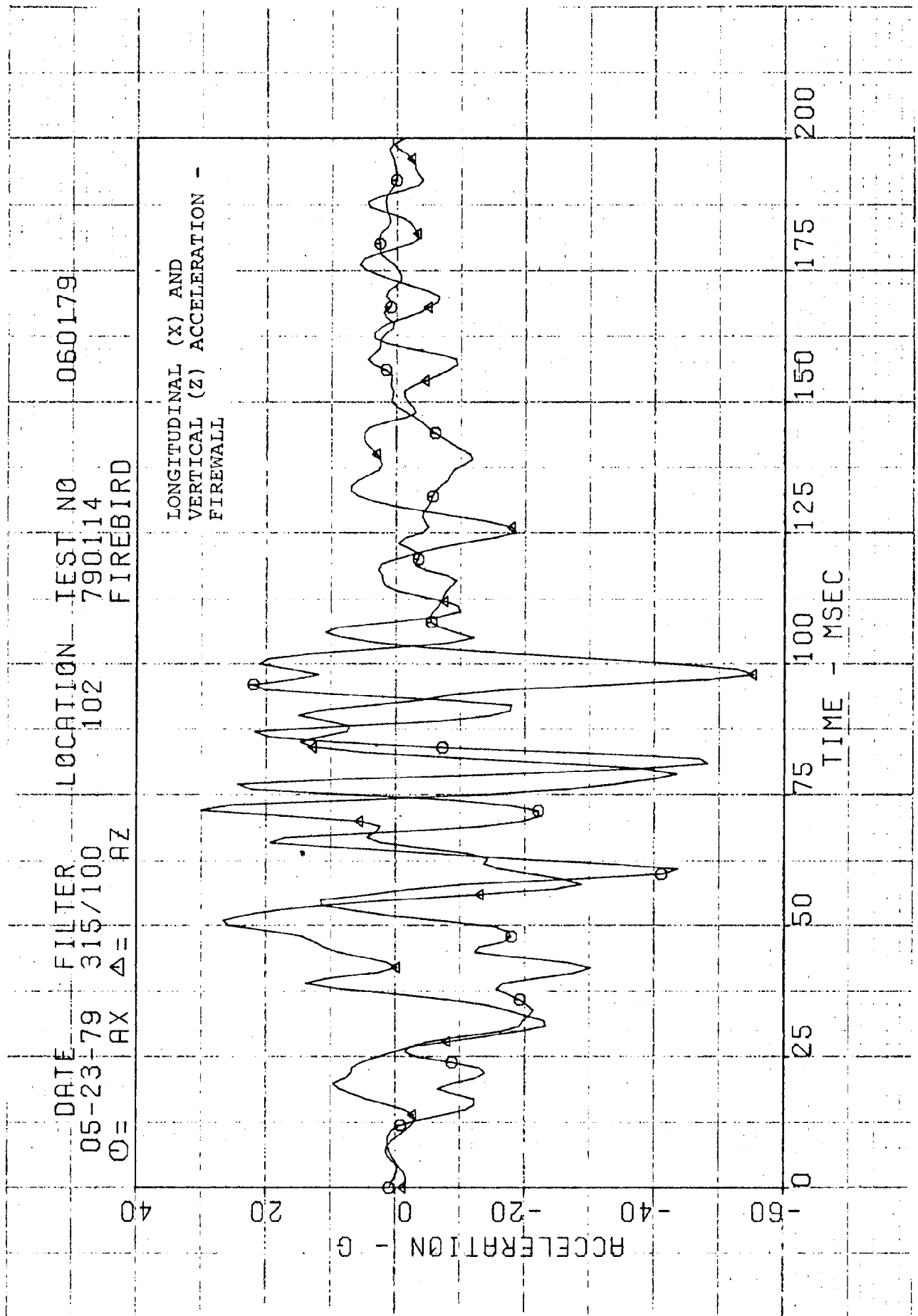


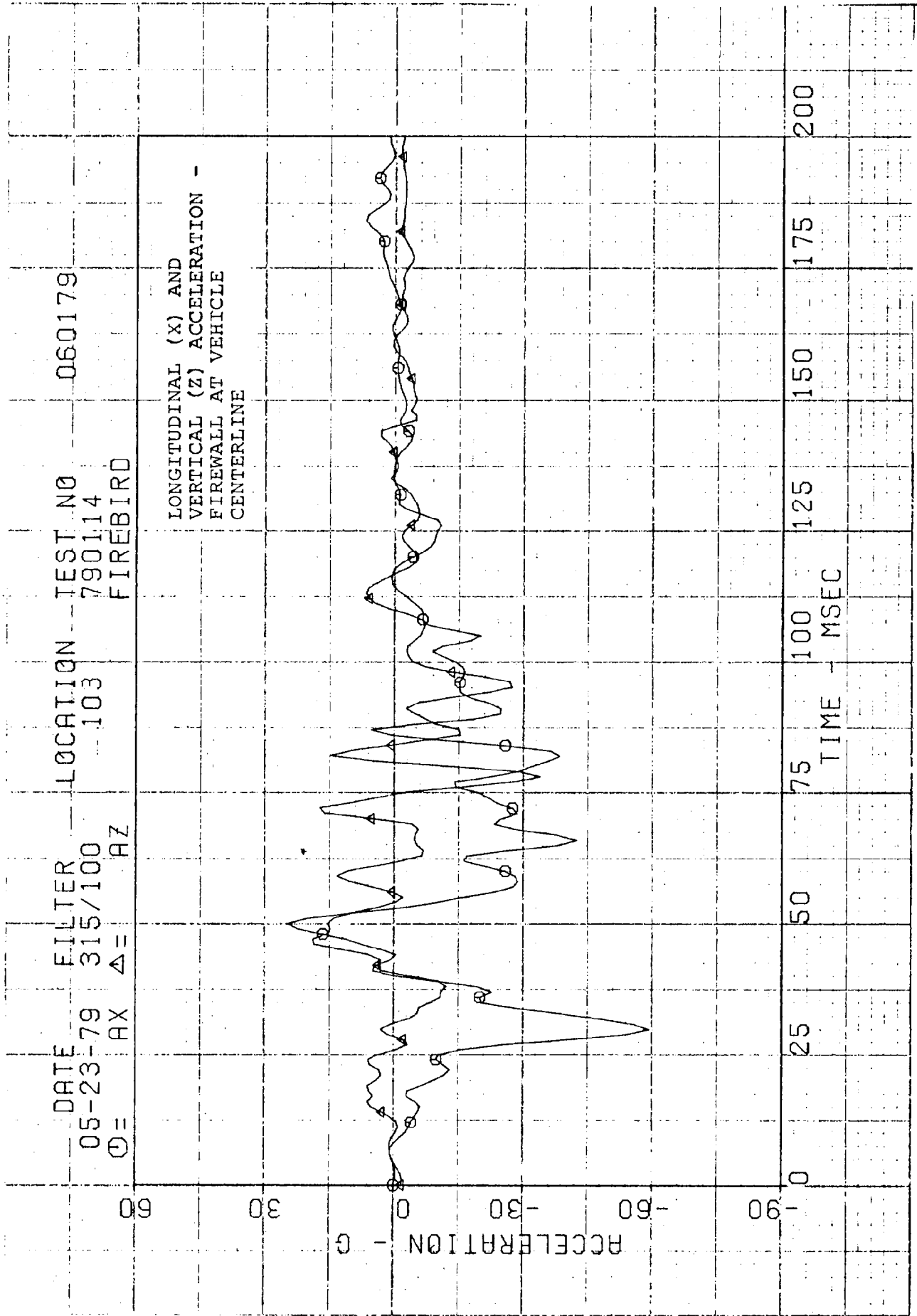


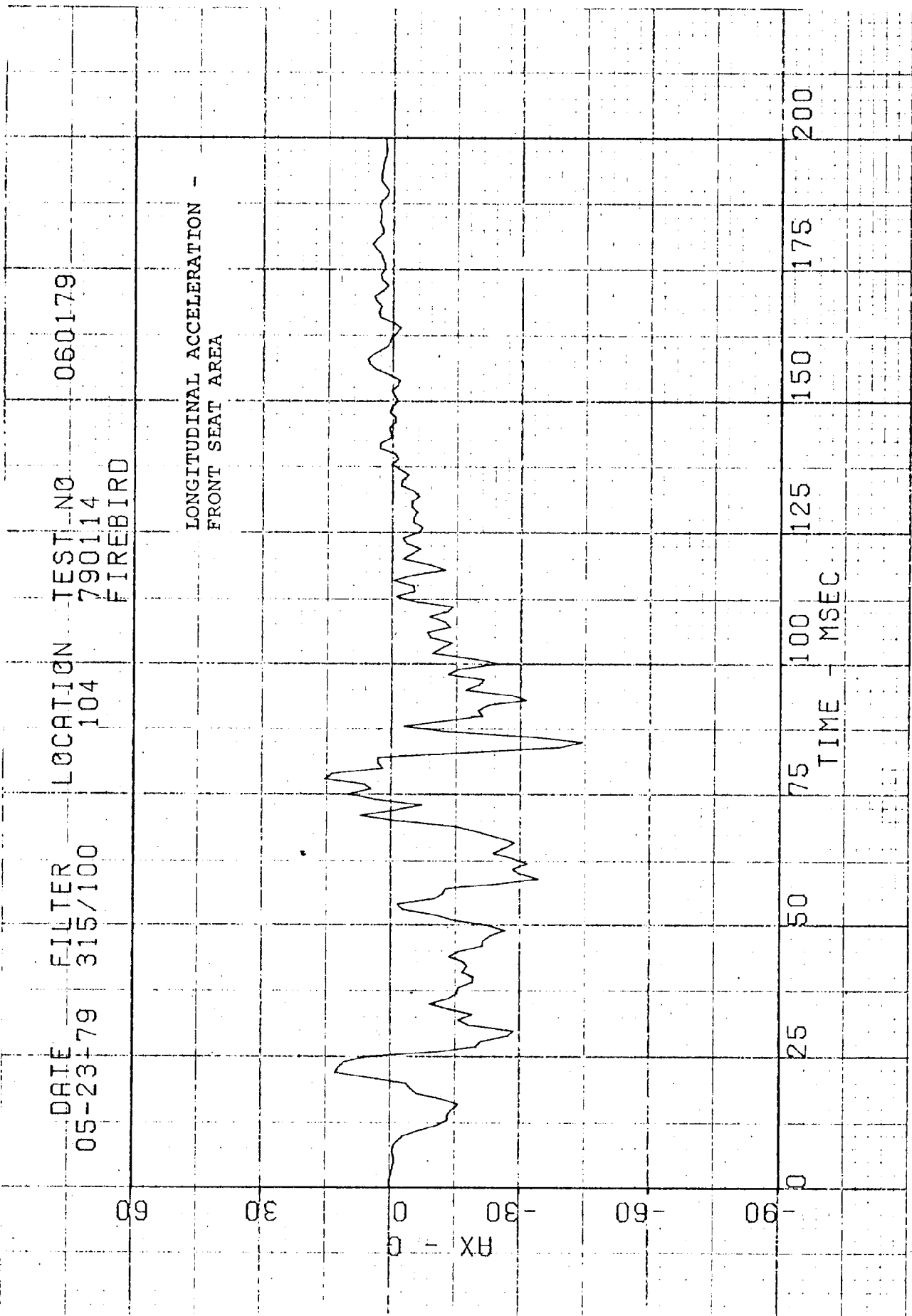
DATE 05-23-79
 FILTER 315/100
 LOCATION 101
 TEST NO 790114
 FIREBIRD
 060179

LONGITUDINAL (X) AND
 VERTICAL (Z) ACCELERATION -
 ENGINE









DATE 05-23-79 FILTER 315/100 LOCATION 104 TEST NO 790114 060179
FIREBIRD

LONGITUDINAL VELOCITY -
FRONT SEAT AREA

40

30

20

10

0

-10

VX

0

25

50

75

100

125

150

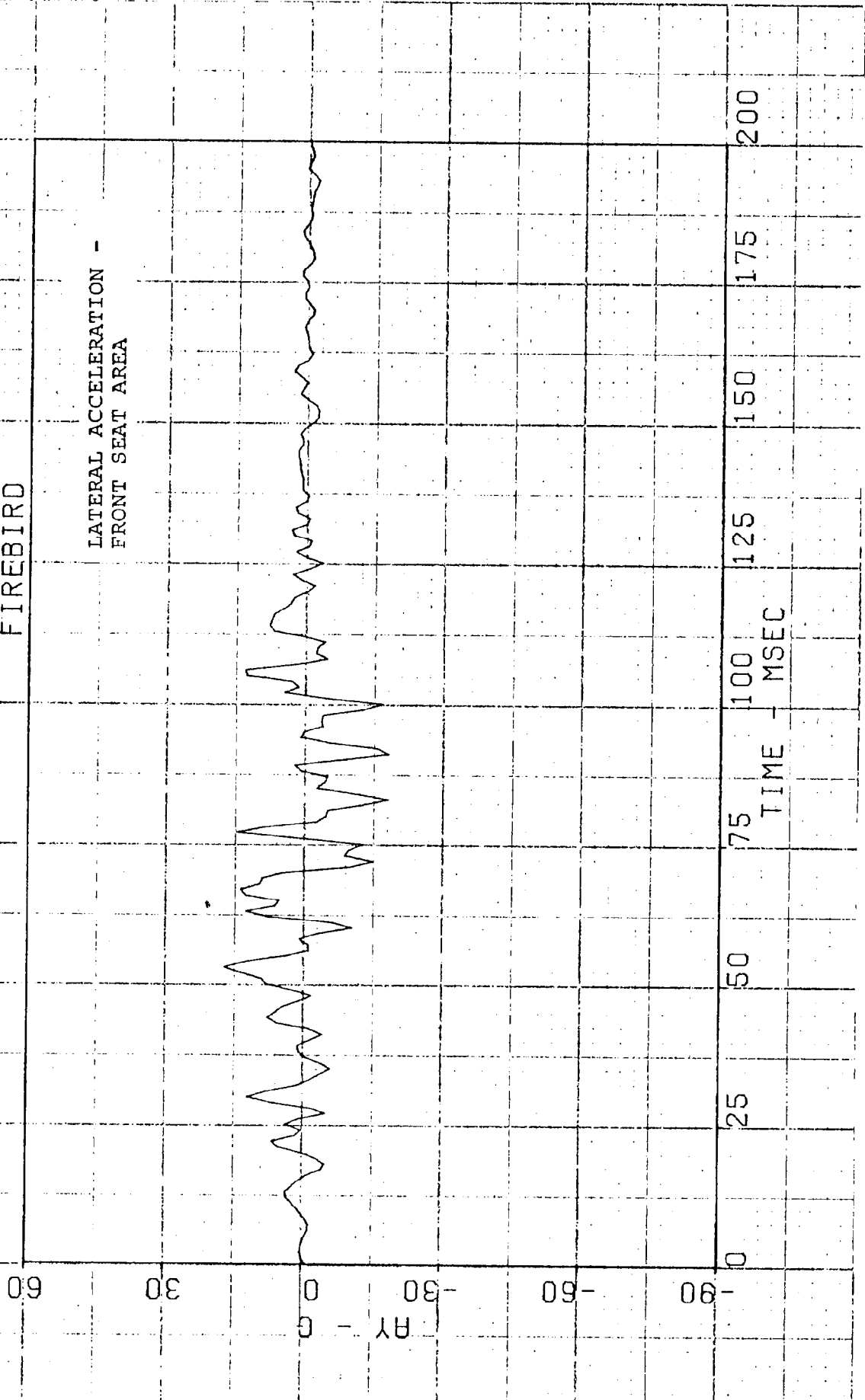
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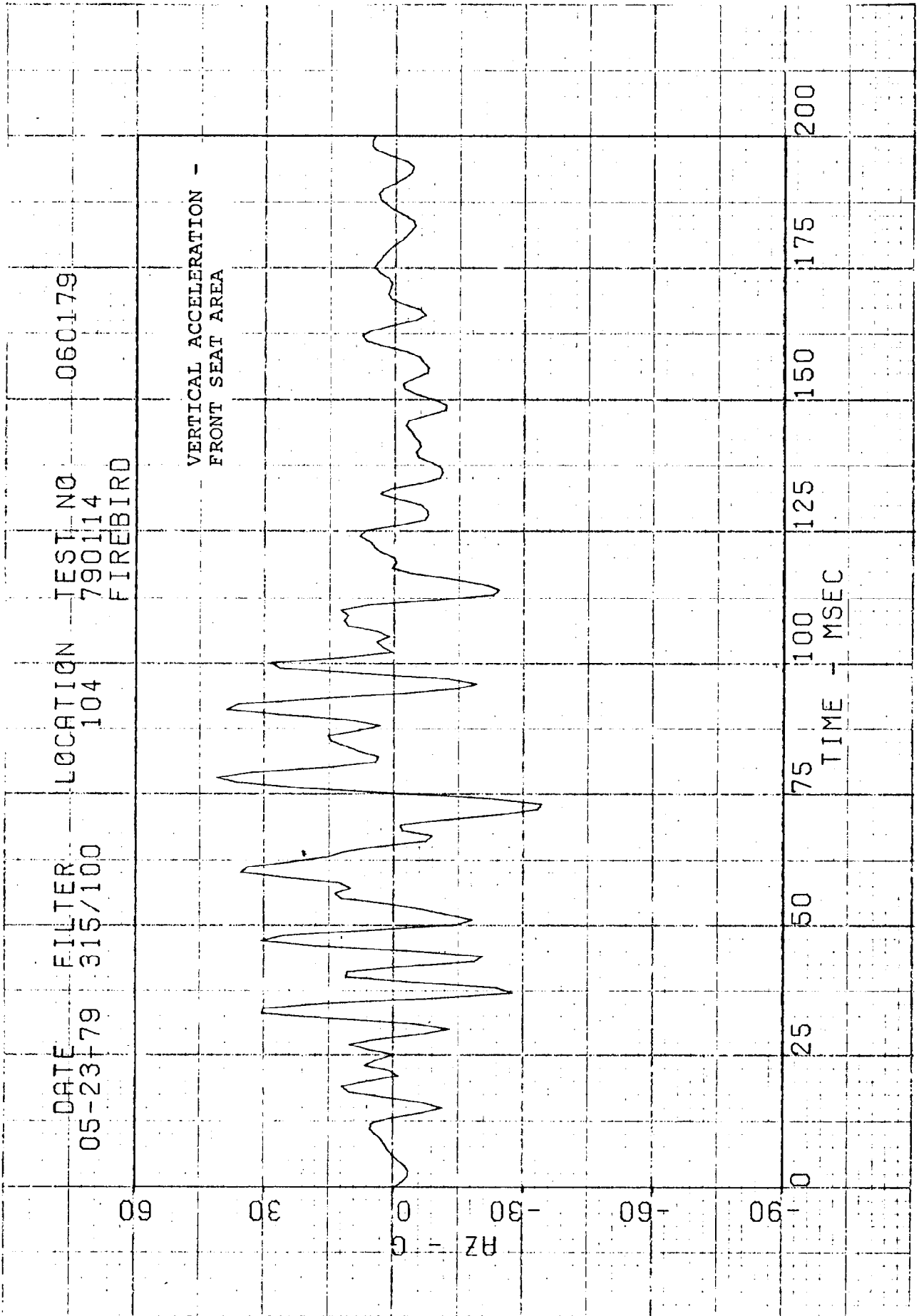
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TIME - MSEC

DATE 05-23-79 FILTER 315/100 LOCATION 104 TEST NO 790114 FIREBIRD 060179

LATERAL ACCELERATION -
FRONT SEAT AREA





DATE 05-23-79
 FILTER 315/100
 LOCATION 105
 TEST NO 060179
 AX AX
 AZ AZ
 FIREBIRD

LONGITUDINAL (X) AND
 VERTICAL (Z) ACCELERATION -
 REAR SEAT AREA

40

20

ACCELERATION - G

-20

-40

-60

0

25

50

75

100

125

150

175

200

TIME - MSEC

