



DOT 220

APPROVED ENGINEERING TEST LABORATORIES / 1536 EAST VALENCIA / FULLERTON, CALIFORNIA 92631 / TEL. (714) 879-6110
A NATIONAL TECHNICAL SERVICES COMPANY

REPORT NOS. 212-AETL-80-006-971-3882-16
219-AETL-80-006-971-3882-16
301-AETL-80-016-971-3882-16

NEW VEHICLE ASSESSMENT
AND
STANDARDS ENFORCEMENT INDICANT TESTING

FMVSS NOS. 212, 219, AND 301-75

CHRYSLER CANADA LTD.
1980 DODGE MIRADA - 2 DOOR SPECIALTY HARDTOP
NHTSA 800303

APPROVED ENGINEERING TEST LABORATORIES
1536 EAST VALENCIA DRIVE
FULLERTON, CALIFORNIA 92631



OCTOBER 1980

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
- ENFORCEMENT -
OFFICE OF VEHICLE SAFETY COMPLIANCE
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16. Abstract New Vehicle Assessment and Standards Enforcement Inducant Test to the requirement of FMVSS 212, 219, and 301-75 on a 1980 Dodge Mirada - 2 Door Specialty Hardtop, NHTSA 800303, VIN-XH22HAR128784 was conducted at Approved Engineering Test Laboratories test facility in Fullerton, California. The average vehicle impact speed was 35.48 mph in the frontal (0°) mode. Test date was September 5, 1980, and the ambient temperature was 85°F. The subject test vehicle appears to comply with all the requirements of FMVSS 212/219/301-75. The driver dummy experienced a HIC value of 948 and the passenger dummy a HIC value of 959; both are within the limit specified in FMVSS 208. All other values satisfy FMVSS 208.					
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TABLE OF CONTENTS

Section	Paragraph	Description	Page
1	1.0	Introduction	8
	1.1	Administrative Data	9
2	2.0	General Test Information and Summary Data	12
3	3.0	Test Data	18
	3.1	Test Results and Photographs	27
4	4.0	Occupant Response and Vehicle Acceleration Summary Data	52
5	5.0	Test Facilities and Equipment	65
	5.1	Frontal Collision Barrier Facility	65
	5.2	Oblique Angle Collision Barrier	67
	5.3	Moving Collision Barrier	68
	5.4	Vehicle Static Rollover Machine	69
	5.5	Impact Velocity Measurement	69
	5.6	Photograph Coverage	71
	5.7	Data Acquisition	74
Appendix A		Pre and Post Test Dummy Photographs	84
Appendix B		Computer Plots	101
Appendix C		Dummy Calibration Test Data	134



TABLES

<u>Table</u>	<u>Description</u>	<u>Page</u>
I	Summary of Test Conditions	13
III	Post-Impact Summary	16
II	Summary of Test Conditions - FMVSS 212	19
IV	Windshield Retention	20
V	Windshield Zone Intrusion	21
VI	Post-Impact Summary - FMVSS 301-75	22
VII	Static Rollover	23
VIII	Static Rollover	24
IX	Static Rollover	25
X	Static Rollover	26
4-1	Part 572 Dummy In-Vehicle Position	54
4-2	Part 572 Dummy Pre-Test Clearance Distances	55
4-3	Manufacturers Seat Belt Instructions	56
4-4	Part 572 Dummy Data	57
4-5	Vehicle Structural Data	58
4-6	Pre-Test - Vehicle Measurement Data	59
4-7	Post-Test - Vehicle Measurement Data	60
4-8	Pre-Test and Post-Test Vehicle Dimensions	61
4-9	Camera Positions	62
4-10	Camera Positions	63
5-1	Instrumentation for Crash Test	80
5-2	Data Acquisition and Reduction Process	81
5-3	Data Designations for Vehicle Crash Impact Data Acquisition	82

ILLUSTRATIONS

<u>Figure</u>	<u>Description</u>	<u>Page</u>
3-1	Pre-Test, Windshield View	29
3-2	Pre-Test, Windshield Template View	31
3-3	Pre-Test, Full Front View	33
3-4	Pre-Test, Left Side View	35
3-5	Pre-Test, Right Side View	37
3-6	Post-Impact, Windshield View	39
3-7	Post-Impact, Windshield Retention Loss	41
3-8	Post-Impact, Left Side View	43
3-9	Post-Impact, Right Side View	45
3-10	Post-Impact, Rollover Test, 90° Increment	47
3-11	Post-Impact, Rollover Test, 270° Increment	49
5-1	Vehicle and Occupant Crash Impact Data Acquisition System	79
5-2	Comparison Plot of SAE Filters	83
A-1	Pre-Test, Driver Dummy View	86
A-2	Pre-Test, Passenger Dummy View	88
A-3	Post-Impact, Driver Dummy View	90
A-4	Post-Impact, Driver Dummy Contact Area	92
A-5	Post-Impact, Driver Dummy Contact Area	94
A-6	Post-Impact, Driver Dummy Contact Area	96
A-7	Post-Impact, Passenger Dummy View	98
A-8	Post-Impact, Passenger Dummy Contact Area	100



APPROVED ENGINEERING TEST LABORATORIES

SECTION 1



SECTION 1

1.0 INTRODUCTION

This report contains information regarding a joint program for the Office of Vehicle Safety Compliance (OVSC), Office of Automotive Ratings (OAR), and Research and Development (R&D) for a vehicle assessment and standards enforcement indicant tests of windshield mounting, windshield zone intrusion, and fuel system integrity relative to Federal Motor Vehicle Safety Standard (FMVSS) No's. 212, 219 and 301-75. This test was performed under Contract Number DOT-HS-9-02273 by Approved Engineering Test Laboratories, 1536 East Valencia Drive, Fullerton, California, in accordance with the Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures (TP212-02).

The specific purpose of this test was to obtain research and vehicle rating data in conjunction with windshield mounting, windshield zone intrusion, and fuel system integrity indicant data, when a vehicle is impacted in excess of the velocity (30 mph) requirement of FMVSS 212, 219, and 301-75.

Section 2 contains general test and vehicle information, occupant/vehicle acceleration summary data, while Section 3 contains all compliance related data. Section 4 contains test dummy and vehicle measurements, along with camera positions. Section 5 discusses AETL's test facilities and data acquisition and reduction system. Appendix A contains additional



SECTION 1

photographs not related to vehicle compliance. Appendix B contains the computer-generated plots, while Appendix C contains the dummy certification reports if applicable.

1.1 ADMINISTRATIVE DATA

A. References

1. Federal Motor Vehicle Safety Standard No. 212 "Windshield Mounting" as published in the Federal Register, Volume 41, No. 36493, dated 30 August 1976.
2. Federal Motor Vehicle Safety Standard No. 219 "Windshield Zone Intrusion" as published in the Federal Register, Volume 40, No. 25462, dated 16 June 1975.
3. Federal Motor Vehicle Safety Standard No. 301-75 "Fuel System Integrity" as published in the Federal Register, Volume 38, No. 22397, dated 20 August 1973.
4. National Highway Traffic Safety Administration - Office of Vehicle Safety Compliance Laboratory Procedures for Vehicle Assessment and Standards Enforcement Indicant Testing for "Windshield Mounting", FMVSS 212 - "Windshield Zone Intrusion", FMVSS 219 - "Fuel System Integrity", FMVSS 301-75, TP 212-02, dated April 1, 1980.



APPROVED ENGINEERING TEST LABORATORIES

SECTION 1

B. Description of Test Vehicle

1. 1980 Dodge Mirada - 2 Door Specialty Hardtop
2. Vehicle Identification No.: XH22HAR128784
3. NHTSA No.: 800303
4. Manufactured Date: October 1979
5. GVWR: 4,965 pounds

C. Dates

1. Vehicle Received: July 2, 1980
2. Start of Test: August 30, 1980
3. Completion of Test: September 5, 1980



APPROVED ENGINEERING TEST LABORATORIES

SECTION 2



SECTION 2

2.0 GENERAL TEST INFORMATION AND SUMMARY DATA

The 1980 Dodge Mirada - 2 Door Specialty Hardtop was subjected to a frontal fixed barrier impact and a static rollover maneuver as required by Federal Motor Vehicle Safety Standards Nos. 212/219/301-75.

Two (2) Part 572 test dummies were positioned in each front designated outboard sitting position and were restrained by the belt system in the test vehicle. Just prior to the impact event, the driver dummy head was painted with red chalk and his knees were painted with white chalk. The passenger dummy head was painted with blue chalk and his knees were painted with yellow chalk to provide post-impact visual inspection of possible dummy head and knee contact with the interior components during the impact event.

TABLE 1

SUMMARY OF TEST CONDITIONS

TEST VEHICLE INFORMATION:

Manufacturer: Chrysler Canada LTD.
Make/Model: Dodge Mirada
Body Style: 2 Door Specialty Hardtop Model Year: 1980
VIN: XH22HAR128784 Build Date: October 1979
NHTSA No.: 800303 Color: Red w/white vinyl top
Engine Data: Eight (8) Cylinders; 318.0 Cu. In. Displ.
Transmission Data: Three (3) Speed () Manual (XX) Automatic
Major Options: AM Radio, Air Condition

VEHICLE ATTITUDE:

Delivered Attitude: LF 28.6 in.; RF 28.7 in.; LR 28.0 in.; RR 28.8 in.
Test Attitude: LF 28.0 in.; RF 28.2 in.; LR 26.7 in.; RR 26.7 in.

VEHICLE TIRE DATA:

Recommended Cold Tire Pressure: Front = 29 psi
(Up to Vehicle Load Capacity) Rear = 29 psi
Recommended Tire Size: P195-75R15 Load Range: unknown
Tires on Vehicle: P195-75R15 - w/s/w - Goodyear
Spare Tire: X Yes; No; Space Saver: X Yes; No

TABLE 1a

SUMMARY OF TEST CONDITIONS (Cont'd)

TEST CONDITIONS:

Date of Test: September 5, 1980 Time of Test: 1214

Ambient Temperature: 85 °F at Impact Area

VEHICLE CAPACITY:Type of Seats: Bench; x Bucket; Split Bench

Designated Seating Capacity:	Front	<u>3</u>
	Center	<u>0</u>
	Rear	<u>3</u>
	Total	<u>6</u>

Cargo: 200 lbs.Total 1,100 lbs. (Vehicle Capacity Weight)GVWR: 4,965 lbs. (Taken From Certification Label)GAWR: Front 2,550 lbs.; Rear 2,465 lbs.VEHICLE DELIVERED WEIGHT: (Fuel - 93% of NFC)

Left Front	<u>1,004</u> lbs.	Left Rear	<u>795</u> lbs.
Right Front	<u>1,082</u> lbs.	Right Rear	<u>721</u> lbs.
Total Front Weight	<u>2,086</u> lbs.	(<u>57.9</u> % of Total Vehicle Weight)	
Total Rear Weight	<u>1,516</u> lbs.	(<u>42.1</u> % of Total Vehicle Weight)	
Total Delivered Weight	<u>3,602</u> lbs.		

CALCULATED VEHICLE TEST WEIGHT: 4,130 lbs.
(With Required Dummies and 200 lbs. Cargo)

ACTUAL VEHICLE TEST WEIGHT:

Left Front	<u>1,165</u> lbs.	Left Rear	<u>945</u> lbs.
Right Front	<u>1,148</u> lbs.	Right Rear	<u>878</u> lbs.
Total Front Weight	<u>2,313</u> lbs.	(<u>55.9</u> % of Total Vehicle Weight)	
Total Rear Weight	<u>1,823</u> lbs.	(<u>44.1</u> % of Total Vehicle Weight)	
Total Test Weight	<u>4,136</u> lbs.		

SUMMARY OF TEST CONDITIONS (Cont'd)

TEST FLUID DATA:

Test Fluid Type: Red Stoddard Solvent ; Specific Gravity: 0.764Kinematic Viscosity: 1.31Nominal Fuel Capacity: 18.00 gals. (NFC)Test Volume: 16.74 gals. (92-94% of NFC)Fuel System Capacity: 21.00 gals.
(Data from Owner's Manual)Electric Fuel Pump: Yes; X No; Fuel Injection: Yes; X No

Does Electric Fuel Pump Operate with Ignition Switch "On"

And the Engine Not Operating: Yes; No; X N/A

Details of Fuel System: Fuel filler located on the left rear fender aft of
wheel opening recessed behind a hinged door, fuel tank located horizon-
tally between frame side rails under trunk floor pan between differential
and bumper.

VEHICLE TEST CONDITIONS:

Temperature in Occupant Compartment: 73 °FTemperature of Windshield Glazing/Moulding: 77 °F

VEHICLE CRUSH AND REBOUND:

Overall Length of Test Vehicle: Pre-Test - Left 203.8 in.; Right 203.8 in.Post-Test - Left 182.0 in.; Right 179.4 in.Crush: Left 21.8 in.; Right 24.4 in.Rebound (From Rigid Barrier Only): 11.0 in.

TABLE 111

POST IMPACT SUMMARY

Vehicle 1980 Dodge MiradaNHTSA NO. 800303Test Date September 5, 1980TYPE OF TEST: ☒ 0° Frontal Impact☐ 30° Oblique Impact (Driver/Passenger) Side☐ Rear ImpactREQUIRED IMPACT VELOCITY RANGE: 34.5 to 35.5 mph

IMPACT VELOCITY: (Traps within 5 feet of impact event)

Trap 1 = 35.48 mphTrap 2 = 35.48 mphAverage 35.48 mphActual distance from vehicle front bumper to barrier
face when entering timing trap 57.4 in.Actual distance from vehicle front bumper to barrier
face when exiting timing trap 33.4 in.VEHICLE STATIC CRUSH: Driver's Side = 21.8 inchesPassenger's Side = 24.4 inchesAverage = 23.1 inchesCrush Details: Windshield cracked, roof buckled over both "B" posts, driver
dummy head impacted steering wheel and both knees impacted dash, passenger
dummy knees impacted dash assembly.

VEHICLE REBOUND: (From rigid barrier only)

Driver's Side = 10.6 inchesPassenger's Side = 11.4 inchesAverage = 11.0 inches



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SECTION 3



APPROVED ENGINEERING TEST LABORATORIES

SECTION 3

3.0 TEST DATA

The 1980 Dodge Mirada - 2 Door Specialty Hardtop was subjected to a frontal fixed barrier impact and a static rollover maneuver as required by Federal Motor Vehicle Safety Standard Nos. 212/219/301-75.

Color motion picture coverage of the impact along with the static rollover test are considered part of the accumulated pertinent data. Where applicable still photographs are presented in this report; while the motion picture coverage is submitted separately.

TABLE 11

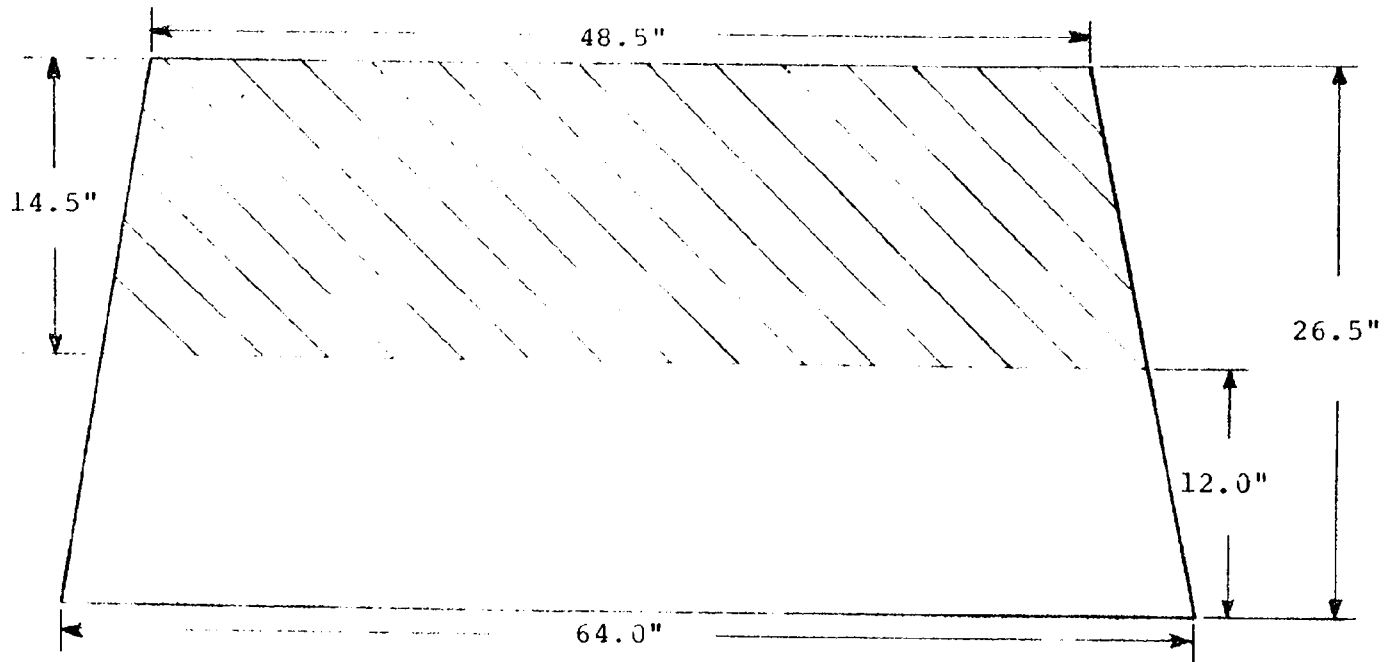
SUMMARY OF TEST CONDITIONS - FMVSS 219

Vehicle 1980 Dodge Mirada

NHTSA No. 800303

Test Date September 5, 1980

PROTECTED AREA



FRONT VIEW OF WINDSHIELD

Provide all dimensions necessary to reproduce the protected zone.

Method of adhering styrofoam to the windshield _____

Panel and Foam Adhesive

Details of Special Windshield Retention Clips (If Applicable) _____

Not Applicable

TABLE IV

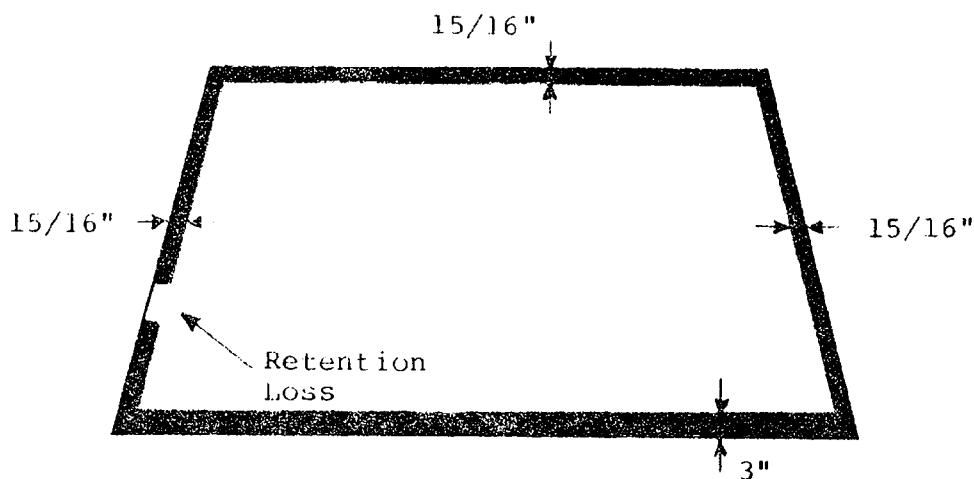
POST IMPACT SUMMARY

WINDSHIELD RETENTION - FMVSS 212

Vehicle 1980 Dodge Mirada

NHTSA No. 800303

Test Date September 5, 1980



FRONT VIEW OF WINDSHIELD

	Windshield Periphery	
	Pre Test	Post Test
Left Side	85.0 in.	85.0 in.
Right Side	85.1 in.	84.1 in.
Total	170.1 in.	169.1 in.

Type of Occupant Restraints: Combination Lap/Shoulder Belt

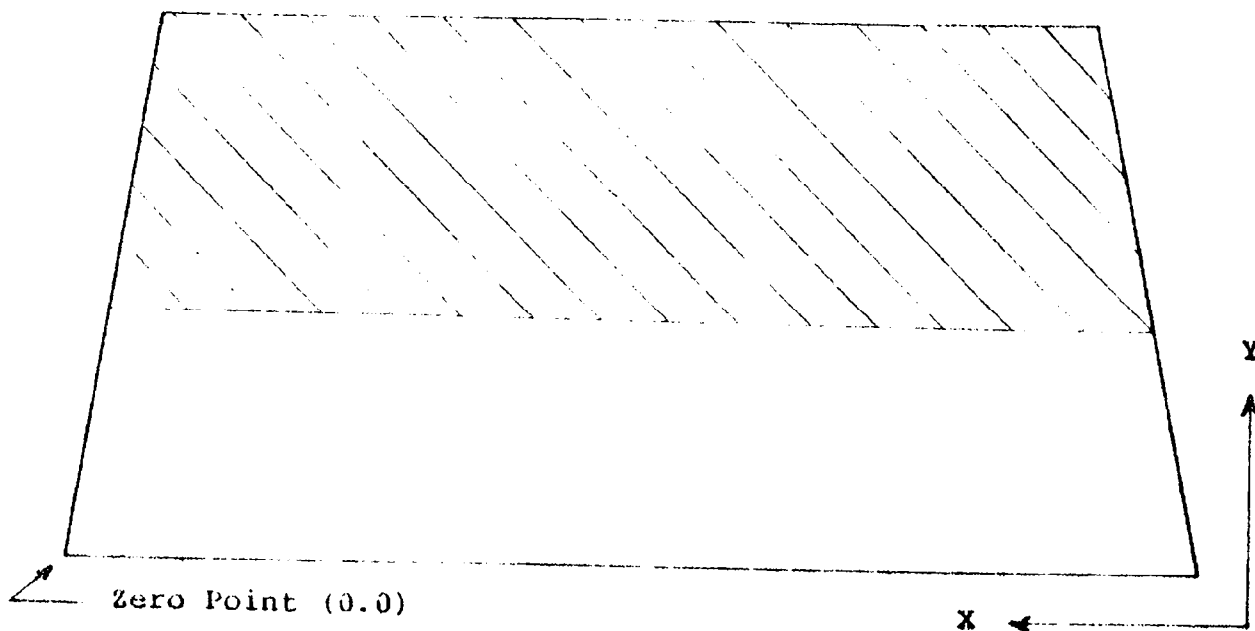
Windshield Retention:	Actual	Min. Allow
Left Side	100.0	37.5 percent
Right Side	98.8	37.5 percent
Total	99.4	75.0 percent

Details of Windshield Mounting: Adhesive between windshield glass and body opening.

TABLE V

POST IMPACT SUMMARY

WINDSHIELD ZONE INTRUSION - FMVSS 219

Vehicle 1980 Dodge MiradaNHTSA No. 800303Test Date September 5, 1980FRONT VIEW OF WINDSHIELD

- (A) The area that the "Protected Zone" template was penetrated more than 0.25 inches by a vehicle component other than one which is normally in contact with the windshield

Not Applicable

Coordinates

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

- (B) The area beneath the "Protected Zone" that the inner surface of the windshield was penetrated by a vehicle component.

Not Applicable

Coordinates

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

TABLE VI

POST IMPACT SUMMARY

FUEL SYSTEM INTEGRITY - FMVSS 301-75

Vehicle 1980 Dodge MiradaNHTSA No. 800303Test Date September 5, 1980

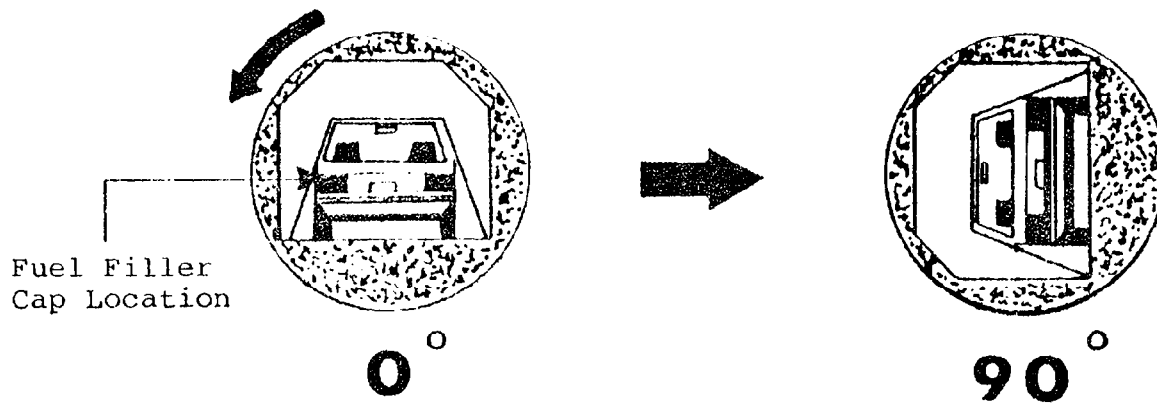
	Actual	Max. Allow.
Fuel spillage from impact until vehicle motion ceases.	- 0 -	1 ounce
Fuel spillage for 5 minute period following cessation of vehicle motion after impact.	- 0 -	5 ounces
Fuel spillage for next 25 minute period.	- 0 -	1 ounce/ 1 minute
Time duration from impact until start of rollover test periods.	30 minutes	30 minutes

Fuel Spillage Location: Not Applicable

TABLE VII

FUEL SYSTEM INTEGRITY - FMVSS 301-75

STATIC ROLLOVER

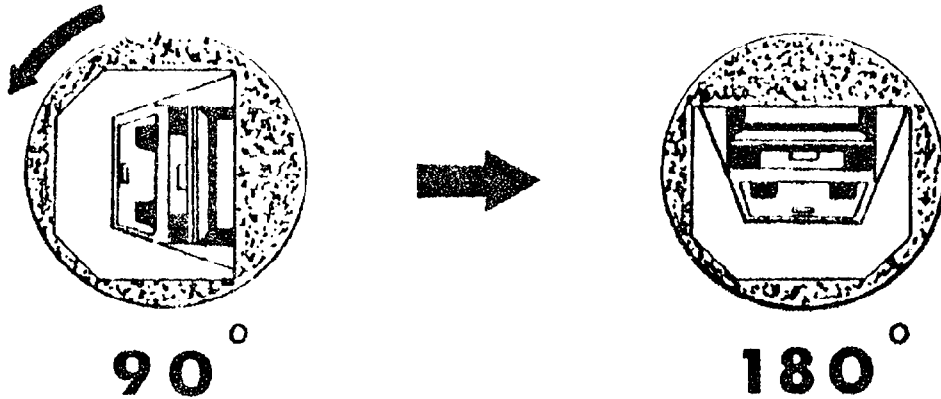
Vehicle 1980 Dodge MiradaNHTSA No. 800303

	Actual	Max. Allowed
Rollover fixture 90° rotation time	2 min. 16 sec.	1 to 3 Minutes
Fuel spillage during 5 minute period from onset of rotation	- 0 -	5 ounces
Fuel spillage during 6th minute period from onset of rotation	- 0 -	1 ounce
Fuel spillage during 7th minute period from onset of rotation	- 0 -	1 ounce

Fuel Spillage Location: Not Applicable

TABLE VIII
FUEL SYSTEM INTEGRITY - FMVSS 301-75
STATIC ROLLOVER

Vehicle 1980 Dodge Mirada NHTSA No. 800303



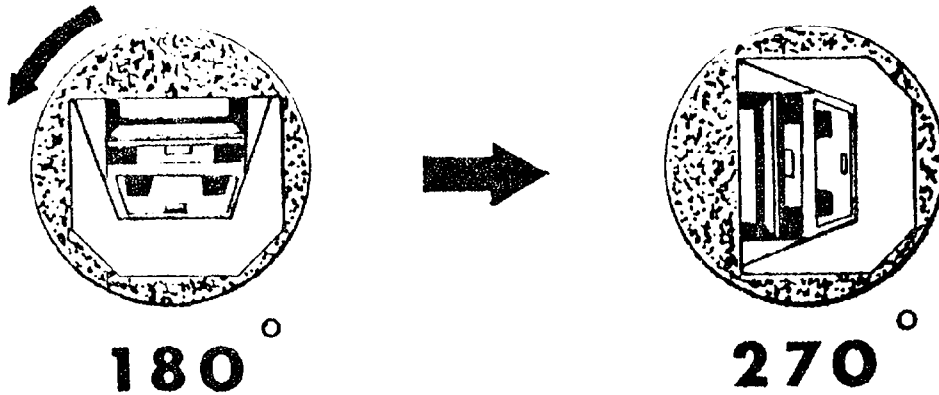
	Actual	Max. Allowed
Rollover fixture 90° rotation time	2 min. 17 sec.	1 to 3 Minutes
Fuel spillage during 5 minute period from onset of rotation	- 0 -	5 ounces
Fuel spillage during 6th minute period from onset of rotation	- 0 -	1 ounce
Fuel spillage during 7th minute period from onset of rotation	- 0 -	1 ounce

Fuel Spillage Location: Not Applicable

TABLE IX

FUEL SYSTEM INTEGRITY - FMVSS 301-75

STATIC ROLLOVER

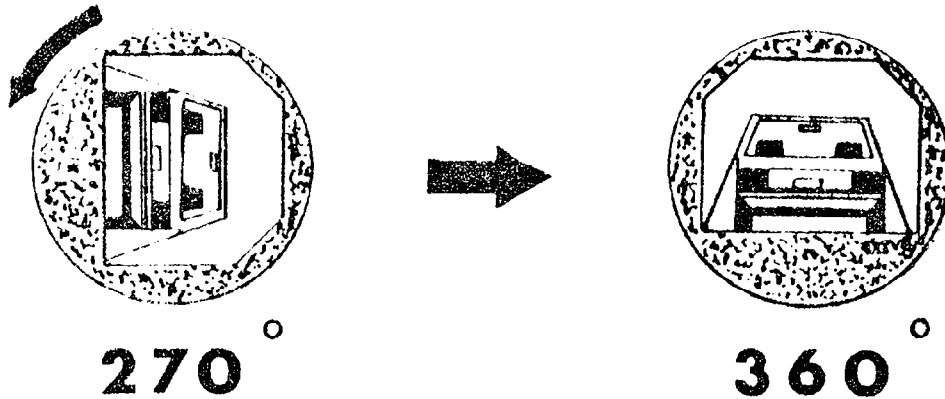
Vehicle 1980 Dodge Mirada NHTSA No. 800303

	Actual	Max. Allowed
Rollover fixture 90° rotation time	2 min. 13 sec.	1 to 3 Minutes
Fuel spillage during 5 minute period from onset of rotation	- 0 -	5 ounces
Fuel spillage during 6th minute period from onset of rotation	- 0 -	1 ounce
Fuel spillage during 7th minute period from onset of rotation	- 0 -	1 ounce

Fuel Spillage Location: Not Applicable

TABLE X
FUEL SYSTEM INTEGRITY - FMVSS 301-75
STATIC ROLLOVER

Vehicle 1980 Dodge Mirada NHTSA No. 800303



	Actual	Max. Allowed
Rollover fixture 90° rotation time	2 min. 12 sec.	1 to 3 Minutes
Fuel spillage during 5 minute period from onset of rotation	- 0 -	5 ounces
Fuel spillage during 6th minute period from onset of rotation	- 0 -	1 ounce
Fuel spillage during 7th minute period from onset of rotation	- 0 -	1 ounce

Fuel Spillage Location: Not Applicable



SECTION 3

3.1 TEST RESULTS AND PHOTOGRAPHS

Post-impact inspection of the test vehicle revealed almost all crush occurred forward of the front doors. The roof buckled over both left and right "B" post. The front passenger compartment floor pan buckled on the right side and center tunnel. The left and right quarter panel buckled under the side windows. The driver dummy head contacted the steering wheel assembly and both knees impacted the dash assembly. The passenger dummy knees impacted the dash assembly.

The windshield assembly revealed a minimal retention loss during the impact event. The retention loss was limited to the right "A" pillar area approximately seventeen inches down from the top of the windshield. The windshield had numerous cracks developed by apparent cowl/body deformation. A chrome trim strip encompasses three sides of the windshield glass and a three inch metal trim strip is attached along the bottom edge of the windshield glass. There is apparent adhesive all around the windshield glass to the body opening.



SECTION 3

No windshield zone intrusion was recorded following the test vehicle impact. The protected windshield zone area did not appear to have been contacted by an object sufficiently to penetrate the styrofoam template outer surface. The unprotected windshield zone area was not penetrated by an object, although the windshield had numerous cracks developed by apparent cowl/body deformation.

No fuel spillage was recorded following the test vehicle impact, nor during the time period before the start of the rollover test. No fuel spillage was recorded during the rollover test increment time periods.

The 1980 Dodge Mirada - 2 Door Specialty Hardtop test vehicle appears to comply with all the requirements of FMVSS 212/219/301-75.



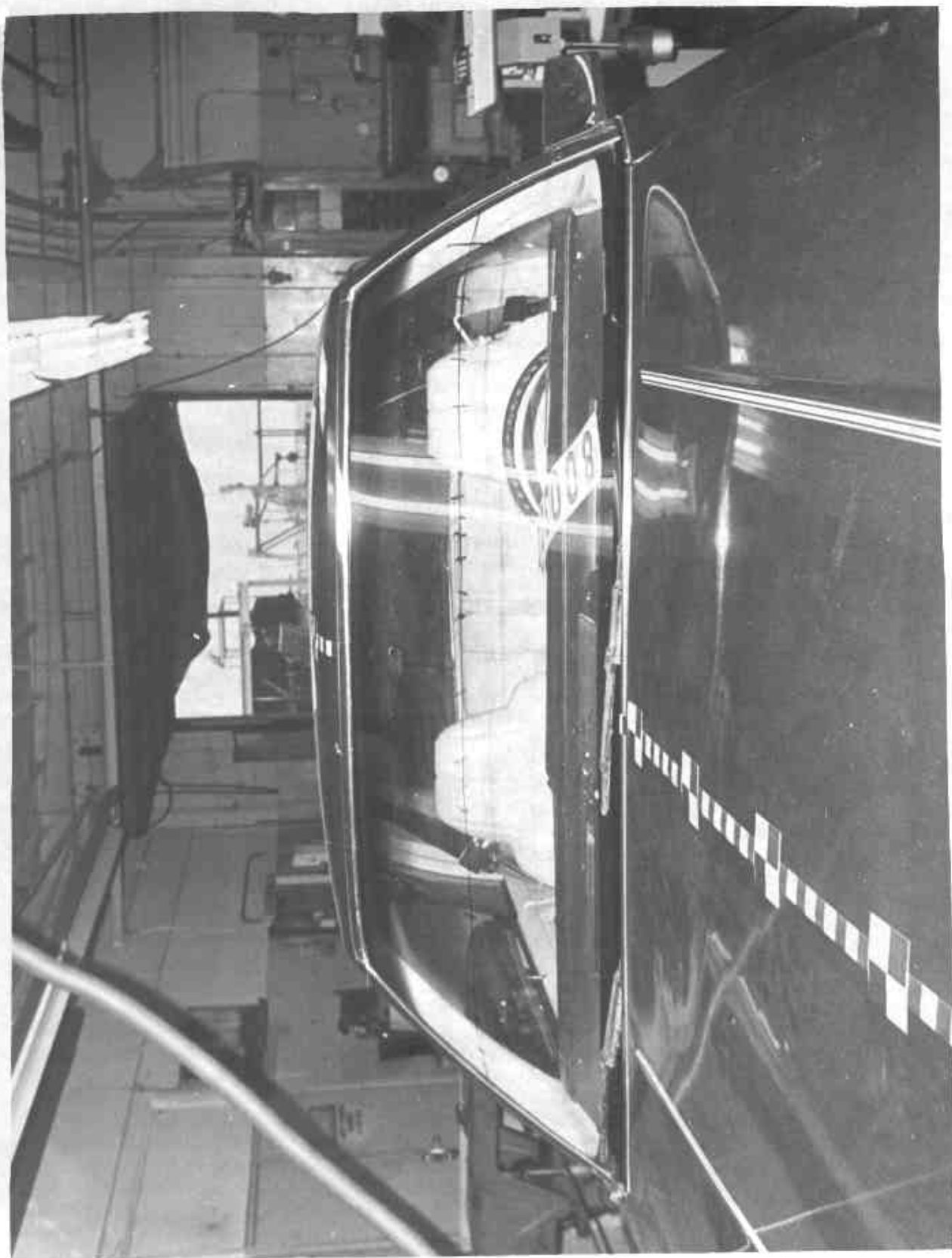
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Figure 3-1

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Pre-Test, Windshield View





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Figure 3-2

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Pre-Test, Windshield Template View





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Figure 3-3

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Pre-Test, Full Front View





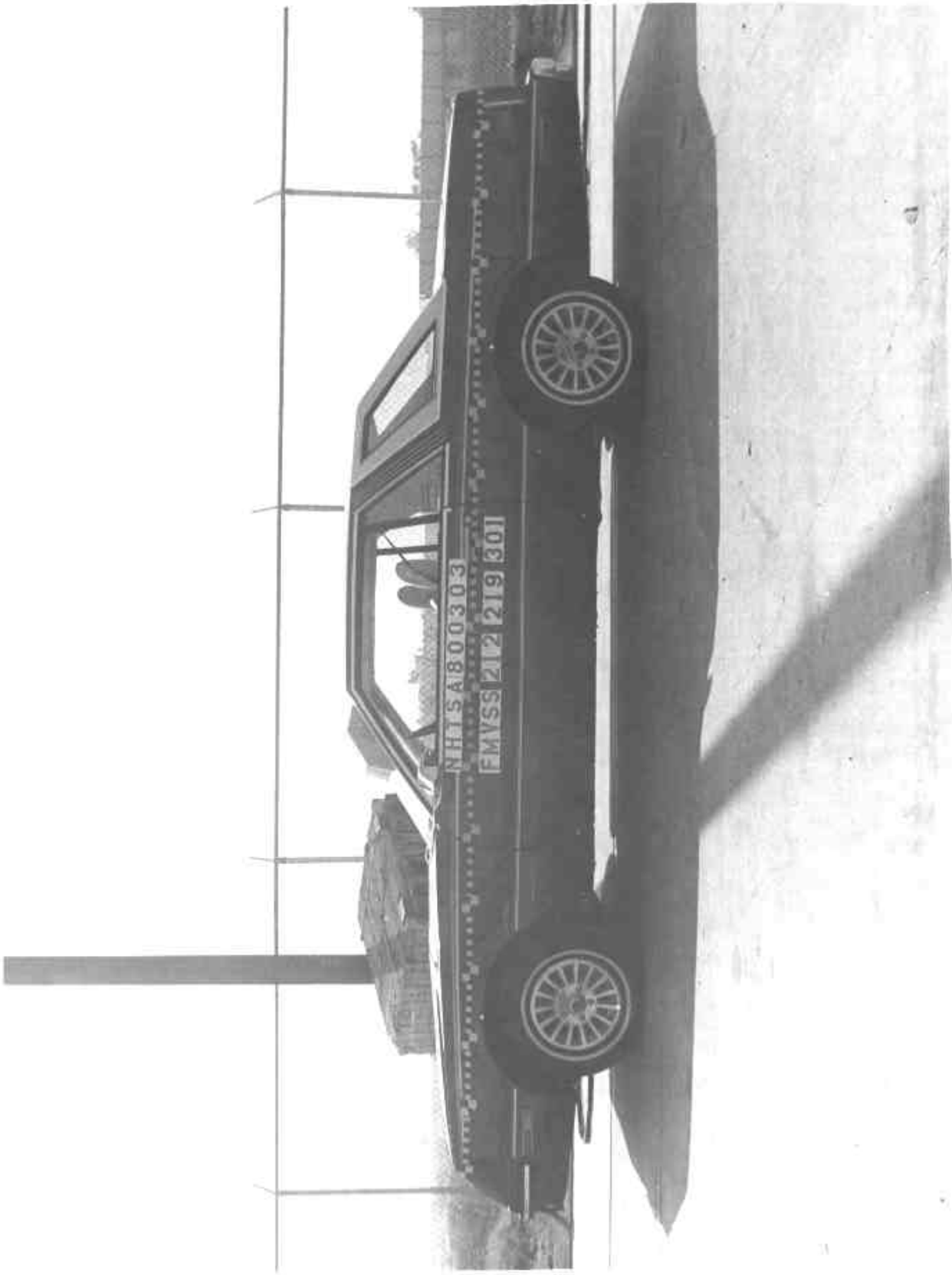
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Figure 3-4

1980 Dodge Mirada - 2 Door Specialty Hardtop

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Pre-Test, Left Side View





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Figure 3-5

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Pre-Test, Right Side View





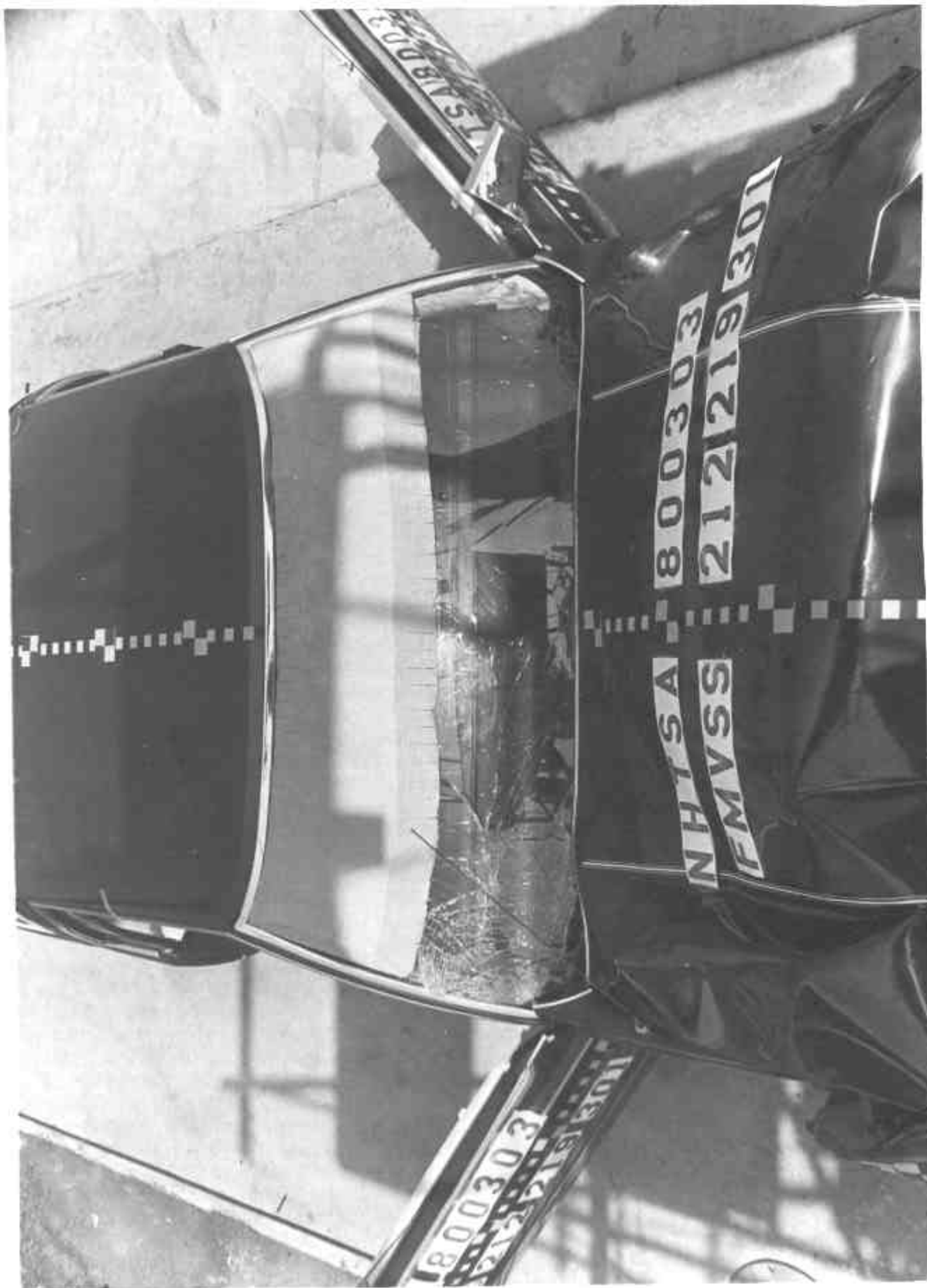
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Figure 3-6

1980 Dodge Mirada - 2 Door Specialty Hardtop

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Post-Impact, Windshield View





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Figure 3-7

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Windshield Retention Loss





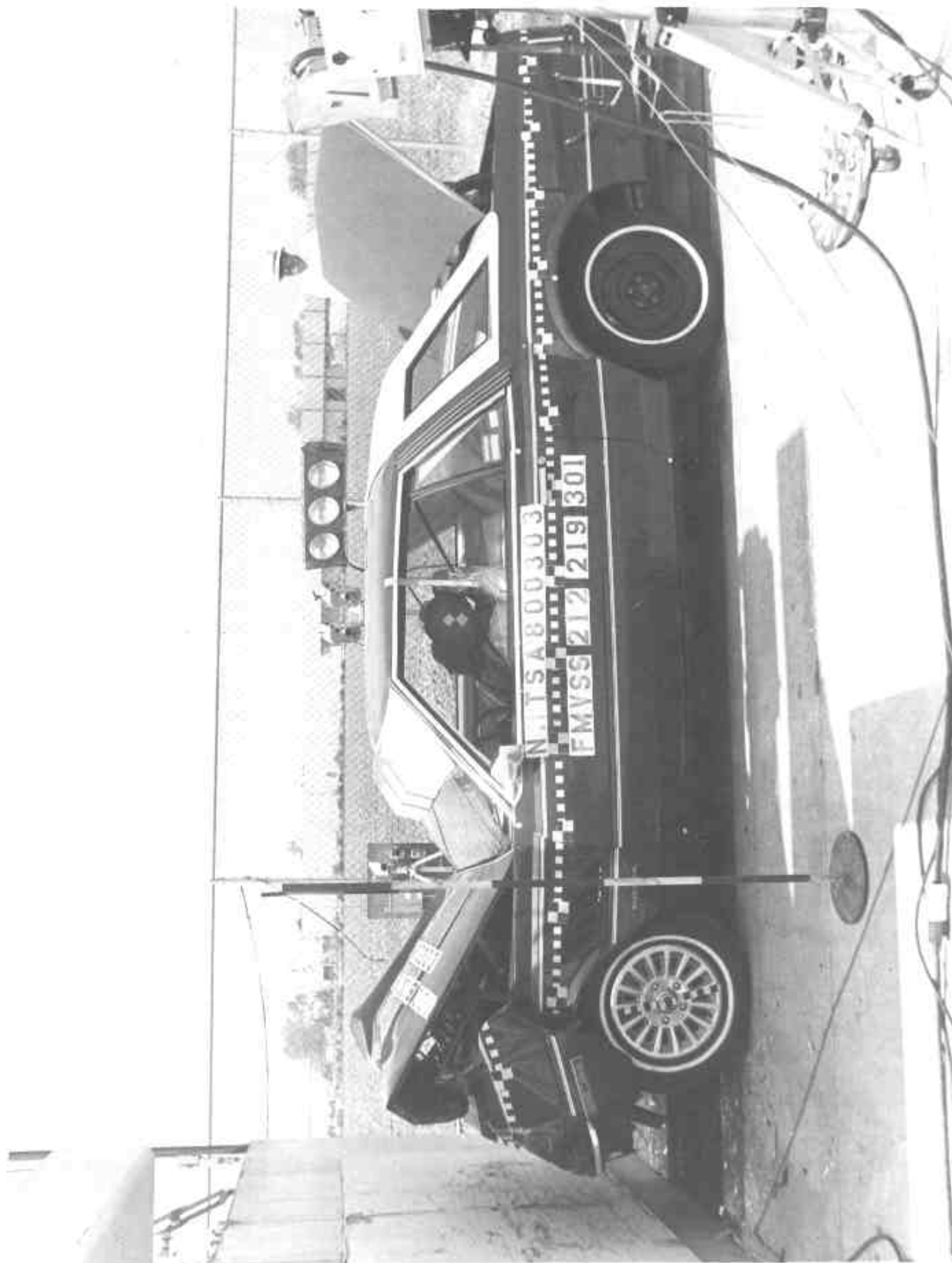
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Figure 3-8

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Left Side View





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Figure 3-9

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Right Side View





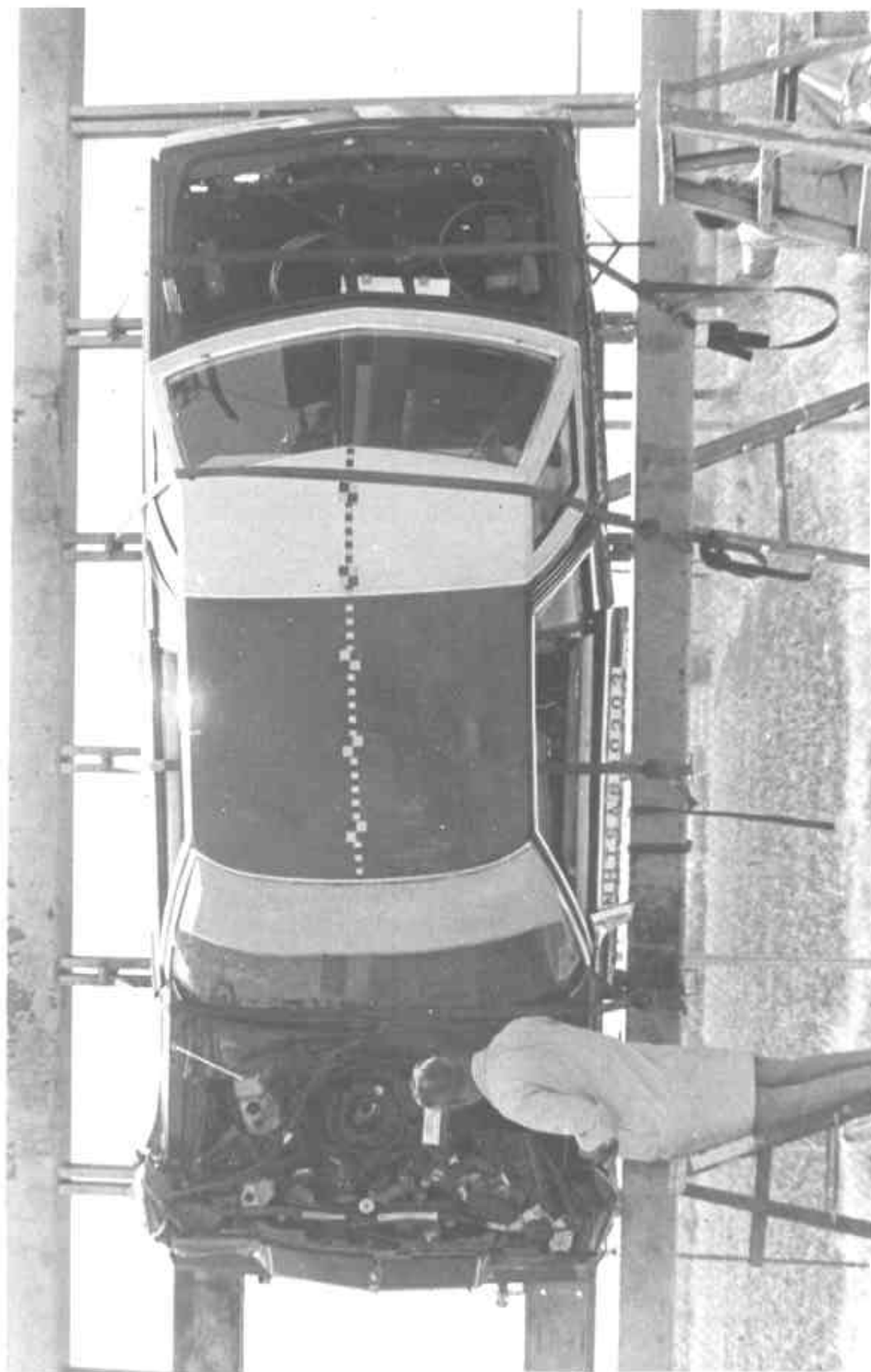
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Figure 3-10

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Rollover Test, 90° Increment





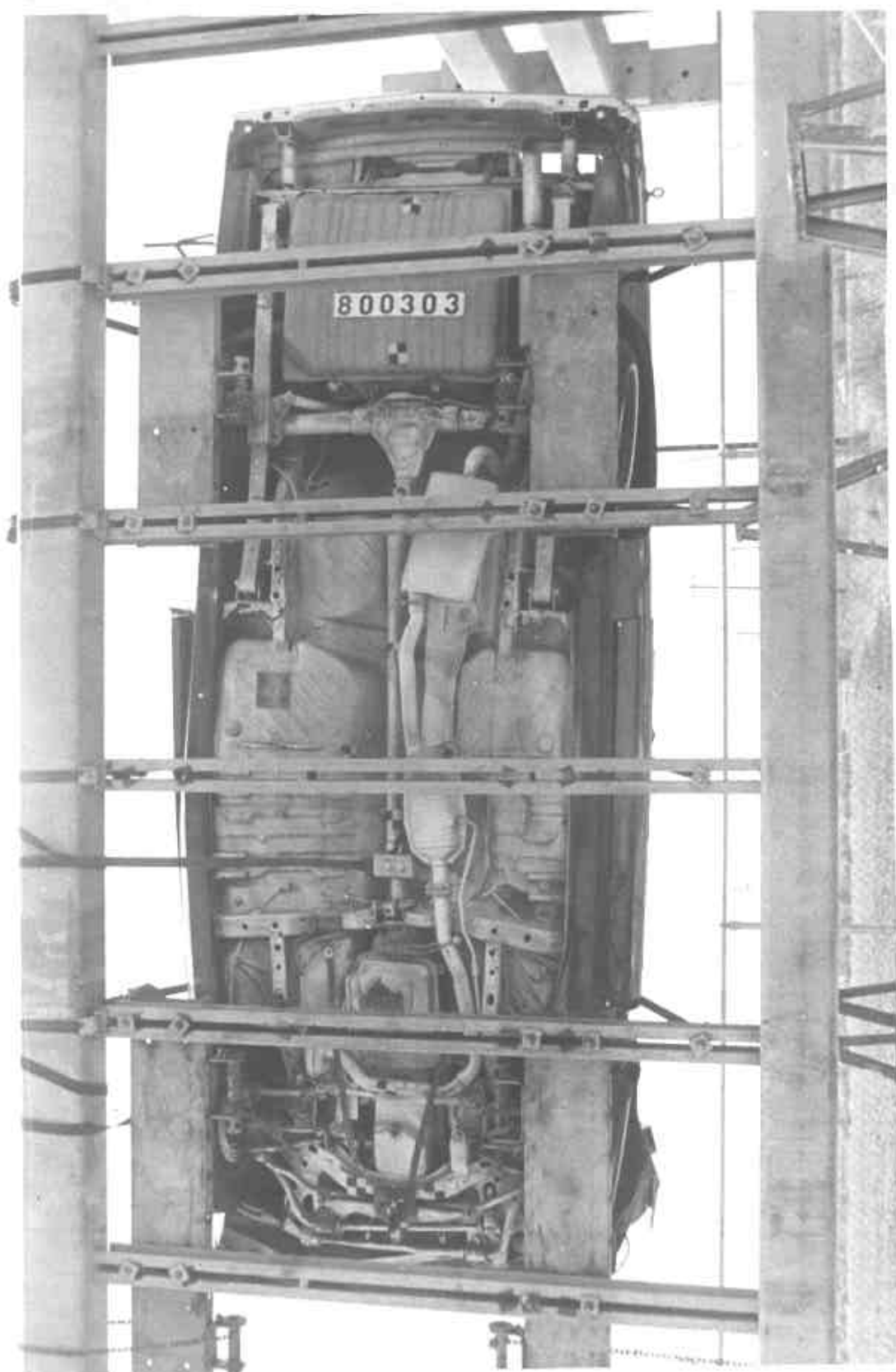
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Figure 3-11

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Rollover Test, 270° Increment





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SECTION 4



SECTION 4

4.0 OCCUPANT RESPONSE AND VEHICLE ACCELERATION SUMMARY DATA

The following data sheets summarize:

- A. The Dummy Position Data (Part 572 Dummy In-Vehicle Position/Part 572 Dummy Pre-Test Clearance Distances Sheets)
- B. The Occupant Response Data (Part 572 Dummy Data Sheet)
- C. The Vehicle Acceleration Data (Vehicle Structural Data Sheet)
- D. The Pre and Post-Test Vehicle Dimensions Data (Vehicle Measurement Data Sheet)

More comprehensive data is presented in Appendix B in the form of computer-generated plots.



SECTION 4

The driver dummy experienced a HIC value of 948 and the passenger dummy experienced a HIC value of 959; both are within the limit specified in FMVSS 208 injury criteria. All other values from both test dummies satisfy the FMVSS 208 requirements.

In addition to the occupant and vehicle data, each shoulder belt was marked at the D-ring, after dummy positioning, to provide a static measurement of belt position after the impact event. Post-impact measurement of the driver shoulder belt was 1.5 inch, and the passenger shoulder belt was 0.5 inch.

PART 572 DUMMY IN-VEHICLE POSITION

VEHICLE 1980 Dodge Mirada NHTSA NO. 800303

POSITIONING DATE: Sept. 5, 1980 AMBIENT TEMP: 85 °F TIME 1214

SEAT TYPE: Bench ADJUSTER TYPE: X Manual
 X Bucket Power
 Split Bench

BUCKET SEAT BACK TYPE: X Fixed
 Adjustable Reclining

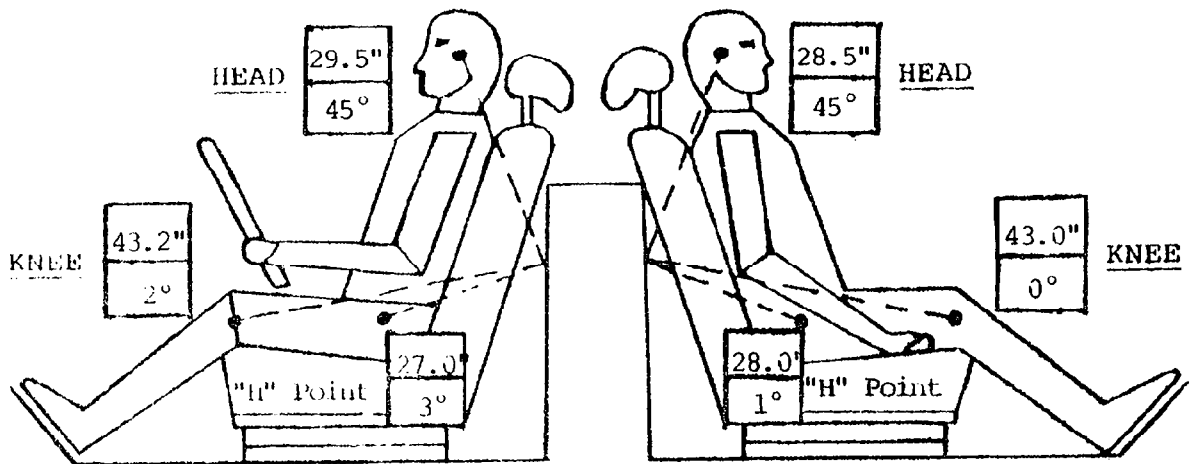
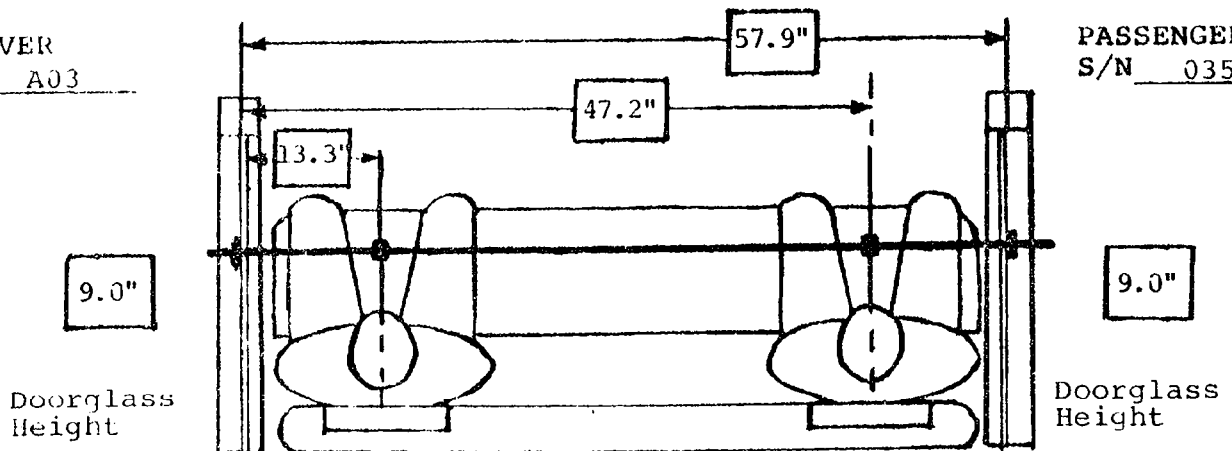
DRIVER
S/N A03PASSENGER
S/N 0358

TABLE 4-2

PART 572 DUMMY PRE-TEST CLEARANCE DISTANCES

DRIVER

HH = 14.0 in.

HW = 19.0 in.

HR = 7.0 in.

HS = 10.8 in.

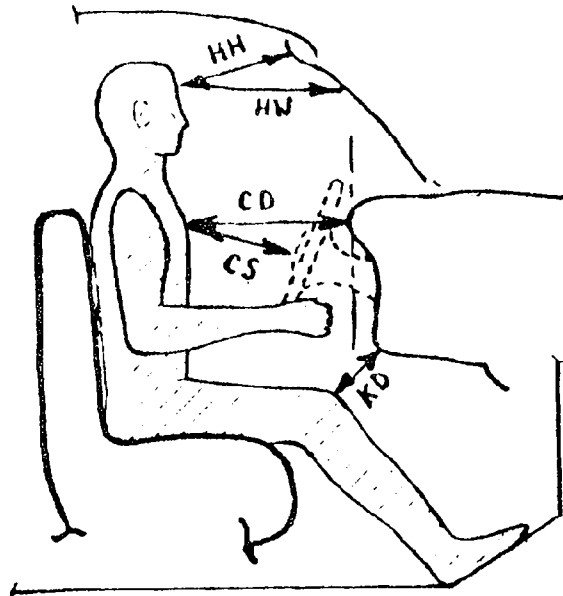
CD = 20.3 in.

CS = 13.0 in.

AD = 5.0 in.

HD = 8.0 in.

KD = 8.0 in.



PASSENGER

HH = 13.0 in.

HW = 19.5 in.

HR = 5.0 in.

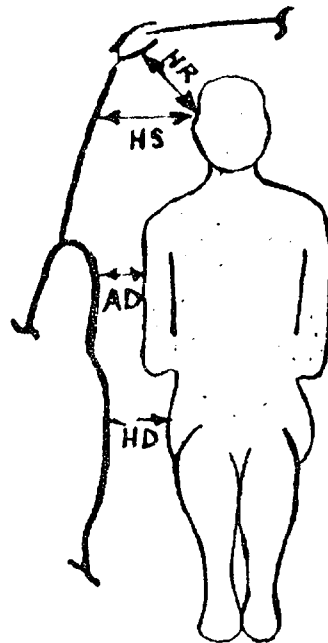
HS = 8.8 in.

CD = 20.5 in.

AD = 4.8 in.

HD = 9.0 in.

KD = 5.5 in.



MANUFACTURERS SEAT BELT INSTRUCTIONS

Seats, Seat Belts, Mirrors

Seat Belts

Always use the seat belts. The chance of a serious injury is greatly reduced when the seat belts are properly used.

Seat belts provide protection against being thrown from the vehicle, as well as reducing the risk of an injury caused by striking the interior of the vehicle.

The following pages contain the recommended procedures for fastening, adjusting, and wearing the belts for maximum comfort and safety.

Front Seats

The "UNIBELT", or single belt restraint system, is installed for the driver and front seat passenger. This system incorporates a vehicle sensitive shoulder belt retractor, designed to lock (i.e. restrict belt travel) **only during very sudden stops or impacts**. This feature allows the shoulder belt to move freely with the wearer. It will not lock by jerking or pulling the webbing.

UNIBELT OPERATING INSTRUCTIONS

1. Enter the car and adjust the seat.
2. Grasp the metal tip located beside the seat and pull the belt forward across the body so that the shoulder portion of the belt crosses the shoulder and chest.
3. As you pull the metal tip toward the buckle, allow the webbing to slide through the tip. This system will not lock up if you stop or hesitate, so relax and continue to "buckle-up".
4. Slack will automatically be removed due to tension created by the retractor.
5. To release the belt, push the button on the buckle. The belt will automatically return to its stowed position.



PART 572 DUMMY DATA

Vehicle: 1980 Dodge Mirada

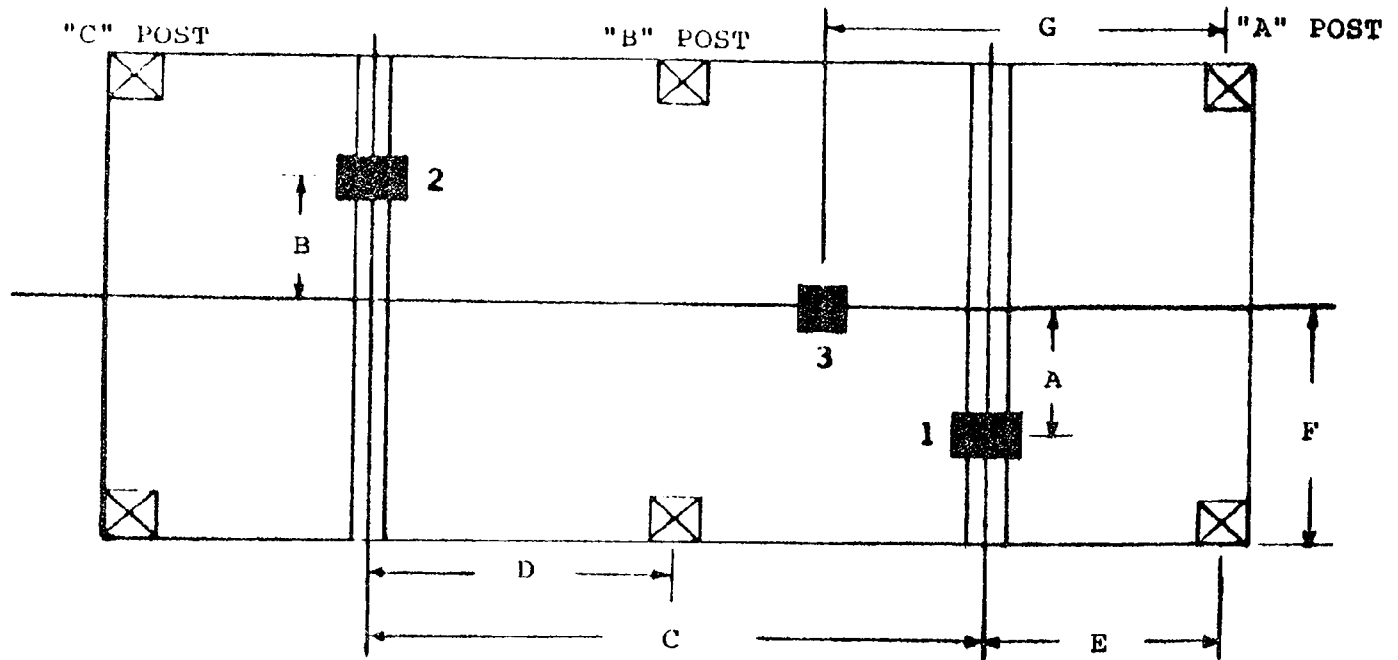
NIHTSA No. 800303

Driver S/N <u>A03</u> Passenger S/N <u>0358</u>	DRIVER				PASSENGER			
	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	23.8	126.6	120.5	49.4	37.3	140.0	40.7	80.4
Lateral	9.0	145.2	10.6	73.0	15.4	76.2	5.2	181.4
Vertical	1.9	99.4	42.7	70.2	6.6	146.2	58.2	73.0
Resultant	125.8	49.4			66.0	73.8		
HIC	948 (41 - 81 msec)				959 (38 - 94 msec)			
CHEST ACCELERATION								
Longitudinal	7.4	185.8	46.4	50.2	9.9	141.2	38.9	39.2
Lateral	4.3	181.2	13.3	48.6	16.4	65.6	20.9	62.0
Vertical	15.5	56.0	11.3	40.6	11.4	63.8	4.9	40.2
Resultant	47.5	62.2			41.3	50.0		
CS1	350 (43.2g - 3 msec clip)				313 (36.9g - 3 msec clip)			
	(lb)	Time (msec)	(lb)	Time (msec)	(lb)	Time (msec)	(lb)	Time (msec)
FEMUR LOAD								
Left	290	26.3	784	54.6	54	196.0	1032	44.6
Right	199	19.6	950	52.4	83	30.0	431	75.4
BELT LOAD								
Torso	1451	90.0			1461	77.8		
Lap	1417	68.6			741	67.8		
Average Vehicle Impact Speed <u>35.48</u> mph								
*Positive Direction - Longitudinal: Forward Lateral: Leftward Vertical: Upward Femur: Tension *Negative Direction - Longitudinal: Rearward Lateral: Rightward Vertical: Downward Femur: Compression								

TABLE 4-5
VEHICLE STRUCTURAL DATA

VEHICLE Dodge Mirada

NHTSA NO. 800303



DIMENSIONS			
LOCATION	MEASUREMENT (IN.)	LOCATION	MEASUREMENT (IN.)
A	17.5	E	8.3
B	18.3	F	36.5
C	34.8	G	18.0
D	12.5		

ACCELERATION PEAKS				
ACCELEROMETER LOCATION	POSITIVE* DIRECTION		NEGATIVE* DIRECTION	
	PEAK "G"	TIME (MSEC)	PEAK "G"	TIME (MSEC)
NO. 1 LONGITUDINAL	9.7	16.8	39.0	9.0
NO. 2 LONGITUDINAL	7.8	53.0	45.6	62.6
NO. 3 LONGITUDINAL	197.9	58.2	162.8	60.0
*POSITIVE - LONGITUDINAL: FORWARD DIRECTION *NEGATIVE - LONGITUDINAL: REARWARD DIRECTION				

TABLE 4-6
PRE-TEST
VEHICLE MEASUREMENT DATA

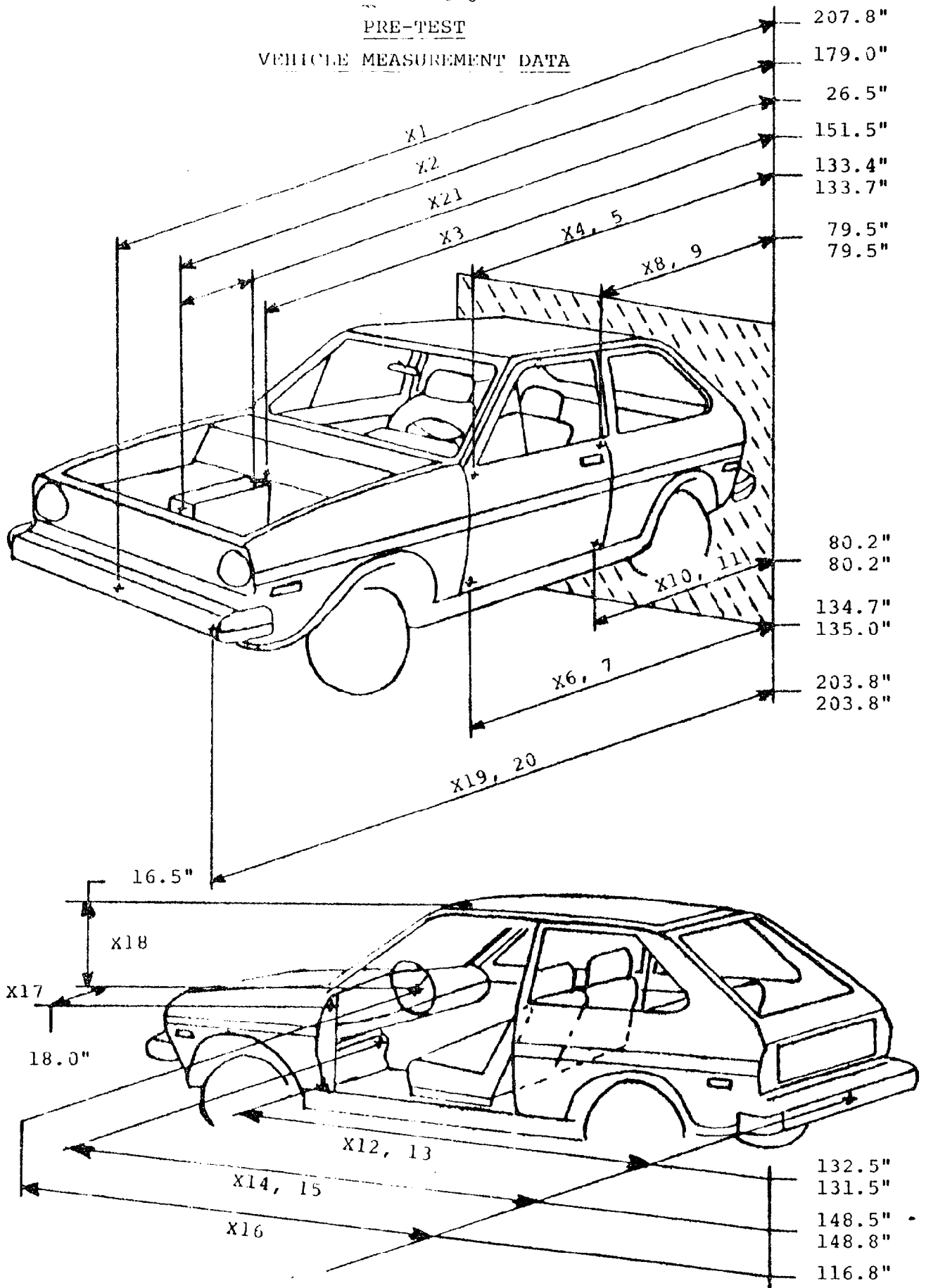
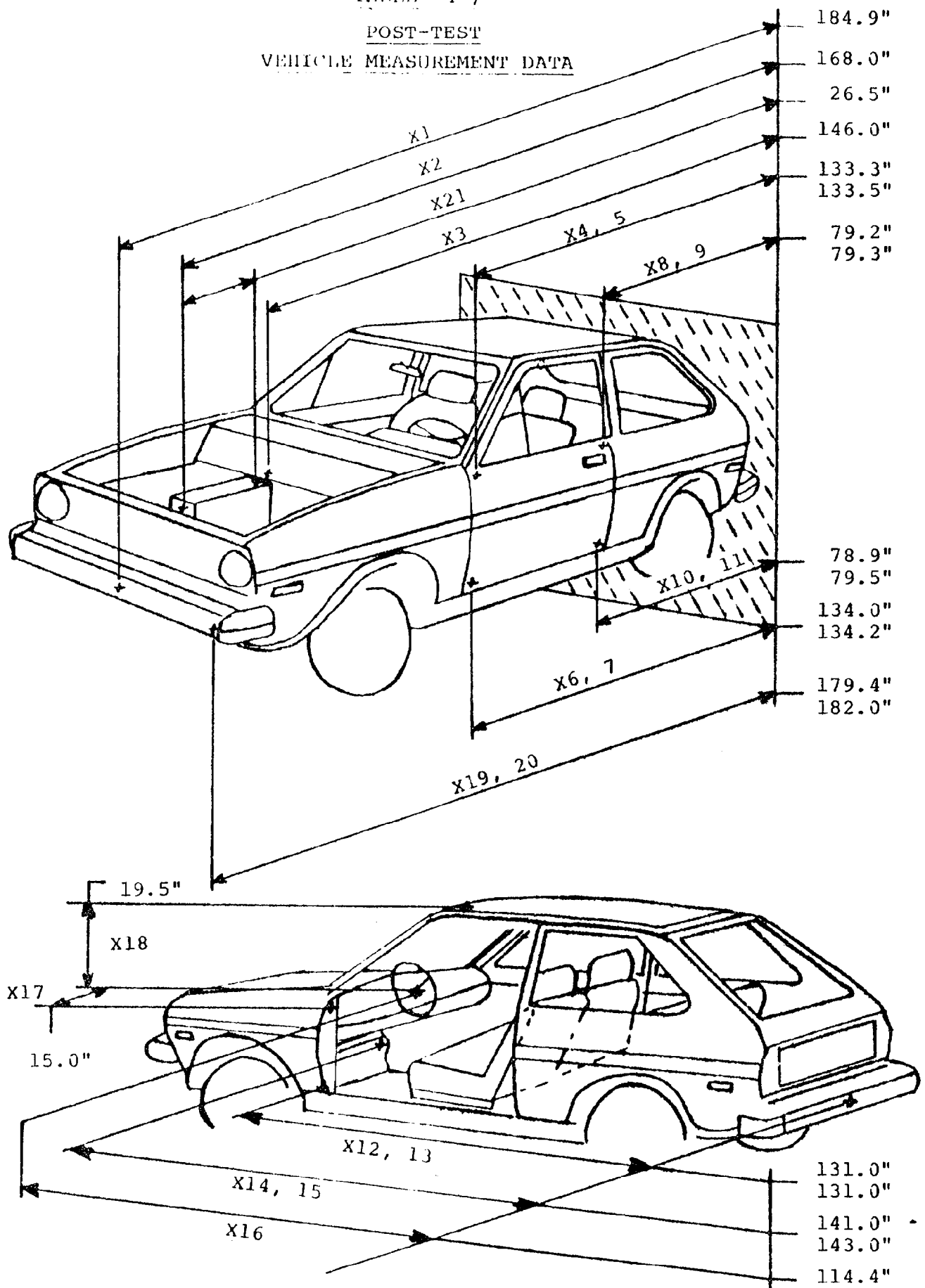


TABLE 4-7
POST-TEST
VEHICLE MEASUREMENT DATA





APPROVED ENGINEERING TEST LABORATORIES

TABLE 4-8

SUMMARY

PRE-TEST AND POST-TEST VEHICLE DIMENSIONS

<u>Measurement Point</u>	<u>Pre-Test</u>	<u>Post-Test</u>	<u>Difference</u>
X1	207.8 "	184.9 "	22.9 "
X2	179.0 "	168.0 "	11.0 "
X3	151.5 "	146.0 "	5.5 "
X4	133.4 "	133.3 "	0.1 "
X5	133.7 "	133.5 "	0.2 "
X6	134.7 "	134.0 "	0.7 "
X7	135.0 "	134.2 "	0.8 "
X8	79.5 "	79.2 "	0.3 "
X9	79.5 "	79.3 "	0.2 "
X10	80.2 "	78.9 "	1.3 "
X11	80.2 "	79.5 "	0.7 "
X12	132.5 "	131.0 "	1.5 "
X13	131.5 "	131.0 "	0.5 "
X14	148.5 "	141.0 "	7.5 "
X15	148.8 "	143.0 "	5.8 "
X16	116.8 "	114.4 "	2.4 "
X17	18.0 "	15.0 "	3.0 "
X18	16.5 "	19.5 "	+3.0 "
X19	203.8 "	179.4 "	24.4 "
X20	203.8 "	182.0 "	21.8 "
X21	26.5 "	26.5 "	0.0 "

TABLE 4-9
FMVSS 212/219/301-75
CAMERA POSITIONS

VEHICLE 1980 Dodge Mirada

NHTSA NO. 800303

TEST DATE September 5, 1980

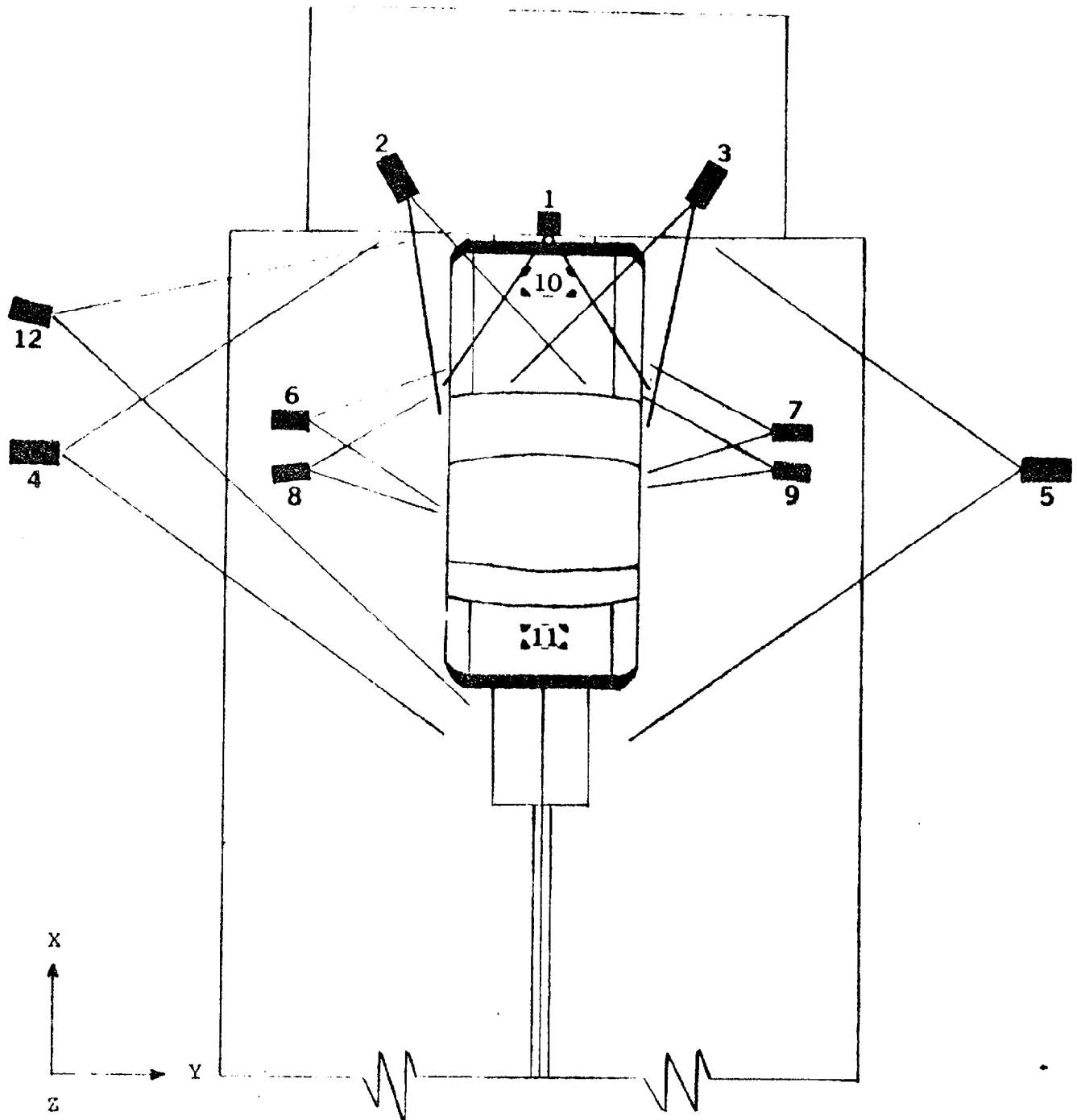


TABLE 4-10
FMVSS 212/219/301-75
CAMERA POSITIONS

VEHICLE 1980 Dodge Mirada

NHTSA NO. 800303 TEST DATE September 5, 1980

1. Photo-Sonics 13mm 500FPS	X 10.5" Y - 0 - Z 235.5"	2. Photo-Sonics 13mm 500FPS	X -6.0" Y 20.0" Z 107.0"
3. Photo-Sonics 13mm 500FPS	X -4.0" Y 33.5" Z 102.0"	4. Photo-Sonics 13mm 500FPS	X 63.0" Y 287.0" Z 51.0"
5. Photo-Sonics 13mm 500FPS	X 57.0" Y 182.0" Z 43.0"	6. Locam 12.5mm 500FPS Dummy Head	X 118.0" Y 118.0" Z 57.0" 101.0"
7. Locam 13mm 500 FPS Dummy Head	X 113.5" Y 98.5" Z 56.5" 86.5"	8. Locam 15mm 500FPS Dummy Head	X 125.0" Y 115.0" Z 57.0" 99.0"
9. Locam 12.5mm 500 FPS Dummy Head	X 122.5" Y 97.0" Z 56.5" 89.0"	10. Photo-Sonics 13mm 500FPS	X 4.0" Y 1.0" Z -39.0"
11. Photo-Sonics 13mm 500FPS	X 219.0" Y 9.0" Z -39.0"	12. Canon Scoopic 12.5 - 75mm 24FPS - Documentary -	



APPROVED ENGINEERING TEST LABORATORIES

SECTION 5



SECTION 5

5.0 TEST FACILITIES AND EQUIPMENT

Approved Engineering Test Laboratories (AETL) collision barriers, vehicle static rollover machine, and data processing/computer analysis test facilities are located at the Fullerton, California Division.

This section discusses these specialized facilities, along with associated equipment and instrumentation required for the performance of this test.

5.1 FRONTAL COLLISION BARRIER FACILITY

5.1.1 The frontal (fixed) collision barrier conforms to the requirements as set by the NHTSA Office of Vehicle Safety Compliance (OVSC) and as defined in the Laboratory Procedures for FMVSS 212/219/301-75, TP219-02, dated January 9, 1979, with the following special characteristics.

5.1.2 The fixed collision barrier is a steel clad, steel reinforced concrete block with a 6'4" X 12' face. The face is 1" steel plate faced with 3/4 inch plywood. The total mass of the structure is approximately 200,000 pounds, with a substantial portion below ground to provide resistance against sliding or tipping of the barrier during impact.



SECTION 5

5.1.3 The facility consists of a 500 foot concrete paved runway, with a steel monorail embedded in the approach surface. Two camera pits are provided to allow photographing the test vehicle at impact. One pit is located immediately in front of the fixed collision barrier and is 36 inches wide (expandable to 48 inches), 7 feet deep, and 23 feet long (3 feet of the pit length extends under the barrier face). The second (mid) pit with removable monorail section is located approximately 160 feet from the fixed collision barrier and is 43 inches wide, 7 feet deep, and 23 feet long.

5.1.4 Tow propulsion is provided by a fixed prime mover and continuous cable drive system located near the mid camera pit position. The power plant for the tow cable system is a 200 h.p. synchronous electric motor, coupled to an electronically controlled Eddy Current Clutch and a 4:1 gear reduction transfer assembly.

The endless 1/2 inch diameter steel tow cable is wrapped around the drive pulley and is tensioned by a pneumatic loaded idler wheel. The tow cable passes through the fixed collision barrier and around fixed idler pulleys to complete the loop. The test vehicle or moving collision barrier is towed by a dolly assembly attached to the vehicle



SECTION 5

or moving collision barrier by a shear pin release mechanism. For a fixed collision barrier test, the test vehicle is towed within 20 feet of the fixed barrier, at which point the towing dolly assembly is disconnected from the test vehicle and the test vehicle proceeds under its own momentum for the final 20 feet to impact. For a moving collision barrier test, the moving collision barrier is towed within 5 feet of the test vehicle, at which point the towing dolly is disconnected from the moving collision barrier and the moving collision barrier proceeds under its own momentum for the final 5 feet to impact. Heavy steel stops actuate the tow cable release mechanism and prevent the towing dolly from continuing past the point of impact. The towing dolly is designed to fit inside the monorail such that it is constrained in the vertical and lateral directions, and capable of sliding freely along the monorail.

5.2 OBLIQUE ANGLE COLLISION BARRIER

- 5.2.1 The oblique angle collision barrier conforms to the requirements as set by NHTSA Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures TP219-02, with the following special characteristics.



SECTION 5

5.2.2 The oblique angle collision barrier is constructed of a flat 1 1/2 inch steel plate faced with 3/4 inch plywood. The barrier face is 6' X 12' and is adjustable for left or right angle impacts by means of seven tubular gussets that attach to the standard fixed frontal collision barrier to form a rigid buttress structure.

5.3 MOVING COLLISION BARRIER

5.3.1 The moving collision barrier conforms to the requirements as set by Federal Motor Vehicle Safety Standard No. 208, Paragraph S8.2 with the following special characteristics.

5.3.2 The chassis is constructed of 12 inch steel channel with tubular frame gussets. The flat impacting face plate is 1/2 inch steel plate faced with 3/4 inch plywood. The face plate is reinforced with 6 inch steel channel horizontally welded to the chassis to form a rigid symmetrical structure. A camera boom extends above the barrier face plane to provide a view of barrier to vehicle impact. The barrier assembly weighs 3,977 pounds and has a four wheel electric brake system.



SECTION 5

5.4 VEHICLE STATIC ROLLOVER MACHINE

- 5.4.1 The vehicle static rollover machine conforms to the requirements as set by the NHTSA Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures TP219-02 with the following special characteristics.
- 5.4.2 The vehicle static rollover machine is constructed of 10 inch square tube with adjustable wheelbase and tread width platforms to accommodate the various test vehicles. The total usable platform area is 8 feet wide and 25 feet long with special design feature to accomodate vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds or less with various body configuration heights to 12 feet. The test vehicle can be rotated left or right and can turn each 90° rotational increment in approximately two (2) minutes.

5.5 IMPACT VELOCITY MEASUREMENT

The test vehicle impact velocity is measured by two (2) separate certification timing trap systems located within five (5) feet of the vehicle to fixed collision barrier face and to one side on the approach apron. Each timing



SECTION 5

trap system contains two (2) optical beams, mounted twenty four (24) inches apart, in a mechanical housing assembly providing a start-stop signal to a digital display counter. As the test vehicle traverses the impact apron, a blade attached to the test vehicle rear fender interrupts each optical beam providing the precise measurement of time interval for the test vehicle to advance the known distance between the optical beams. Each interval of time measurement is stored in the digital display counter and photographically recorded.

The moving collision barrier impact velocity is measured by two (2) separate certification timing trap systems located within five (5) feet of the moving collision barrier to vehicle impact location and to one side on the approach apron. Each timing trap system contains two (2) optical beams, mounted twenty-four (24) inches apart, in a mechanical housing assembly providing a start-stop signal to a digital display counter. As the moving barrier traverses the impact apron, a blade attached to the moving barrier side interrupts each optical beam providing the precise measurement of time interval for the moving barrier to advance the known distance between the optical beams. Each interval of time measurement is stored in the digital display counter and photographically recorded.



SECTION 5

5.6 PHOTOGRAPH COVERAGE

5.6.1 Because FMVSS 212/219/301-75 may be a combined test, it is necessary that all photographic coverage of the test vehicle be done at one time with specific photographs to document the areas for Vehicle Safety Compliance consideration; windshield area and the fuel system. Each report will utilize only those photographs pertaining to the Vehicle Safety Compliance Test being reported.

5.6.2 FIXED BARRIER IMPACT TEST

Motion picture coverage of the event employs seven (7) 16mm 1B Photo-Sonics cameras and four (4) 16mm 51 Redlake Locam cameras using color film at 500 frames per second (fps).

Also a 16mm Canon Scoopic 24 frames per second (fps) camera with color film is used to record vehicle pre-test condition, vehicle in-run, impact, and post-impact vehicle conditions including the rollover increments for documentary purposes. The eleven (11) high speed cameras are located at stationary positions near the point of impact. One is an overhead camera mounted on a tower above the fixed barrier face on centerline of the test vehicle at impact. Its field of view includes the barrier face and the front of the vehicle to a point about one foot aft of the windshield. A second and third camera are mounted on top of the fixed barrier with



SECTION 5

their field of view concentrating on the windshield area (FMVSS 212/219). The fourth and fifth cameras each have a side view of the test vehicle at impact. The sixth, seventh, eighth, and ninth cameras are located adjacent to the test vehicle front passengers compartment and positioned to photograph motion of each test dummy at impact. The tenth and eleventh cameras are located in the pit and positioned to photograph the underside of the engine compartment and fuel tank area.

5.6.3 MOVING BARRIER IMPACT TEST

Motion picture coverage of the event employs four (4) 16mm 1B Photo Sonics cameras and two (2) 16mm 51 Redlake Locam cameras using color film at 500 frames per second (fps). Also a 16mm Canon Scoopic 24 frames per second (fps) camera with color film is used to record vehicle pre-test condition, barrier in-run, impact, and post-impact vehicle conditions including the rollover increments for documentary purposes. Five (5) of the high speed cameras are located at stationary positions near the point of impact. Three (3) cameras are located in the pit and positioned to photograph the underside of the engine compartment, with overlapping field of views, aft to the fuel tank area. The fourth and fifth cameras each have a side view of the test vehicle at impact.



SECTION 5

The sixth camera is attached to the moving collision barrier to photograph the contact between the barrier and the test vehicle.

5.6.4 TIME PULSE GENERATOR

Time data from two (2) sources are contained in the high speed film coverage. The first is a time reference of 100 pulse per second (pps) light emitting diode event mark along the film edge. This pulse is generated by the time pulse generator and fed to all high speed cameras. Thus, it is possible to relate film data to a real time base. The second time record is an indication of time zero (moment of impact). This is accomplished by a trip switch and event mark system. The trip switch is positioned at the impact point so that it triggers the light emitting diode event mark along the film edge at the moment of bumper-barrier contact. Thus, the particular film frame corresponding to the point of impact is clearly indicated on all the high speed film.



SECTION 5

5.7 DATA ACQUISITION AND REDUCTION

The data acquisition and analysis system used for acquiring occupant response and vehicle acceleration are shown schematically in Figure 5-1. A complete list of instrumentation is provided in Table 5-1. An itemized procedure for acquiring data is provided on Table 5-2.

Prior to the vehicle impact test the onboard instrumentation package is installed and a calibration and null reference check is performed to checkout all data analog devices including the FM magnetic tape recorders. The moment of impact trigger switch attached to the vehicle is also checked out. Immediately following vehicle impact a post-impact calibration and null reference check is performed.

The analog data is then played back into a Hewlett Packard Digital Fourier Analyzer (DFA) system using a HP 2100S mini computer with 32K word core storage. This system uses four program controlled analog filters which provides pre-digitizing filter capability of 60 db/octave above 1250 Hz.



SECTION 5

The DFA is a hard disc based system with standard HP design software for performing data acquisition and analysis functions. The HP software is programmed using direct keyboard functions to automate the data reduction process. The data is entered into temporary storage, four channels (one set) at a time with eight total sets. Table 5-3 defines each data channel and data set. The data sets are divided into driver and passenger tape recorder groups to facilitate simultaneous data acquisition for the head, chest and vehicle accelerometers to assure appropriate calibration of injury criteria and vehicle dynamics. At the time of entry, test personnel enter the appropriate calibration for each data channel and the computer then scales the data appropriately. When all data has been acquired it is moved as a vehicle set to permanent storage on a removable magnetic disc. (Eight vehicle sets are stored on each magnetic disc. All magnetic discs and FM recorder tapes are retained on file at AETL).

The only modifications to the data at the time of permanent storage is the filtering and digitizing process of the FM tape recorder (2500 Hz) and the DFA (2000 Hz sampling for a 500 ms window). After the data is moved to permanent storage it is recalled by test personnel and plotted with the appro-



SECTION 5

appropriate labels and vehicle designation. As the data is recalled, the DFA is programmed to automatically apply the appropriate SAE filter where applicable.

A 1250 Hz predigitizing analog filter with a rolloff of 60 db/octave, shown in figure 5-2, was applied to all data. Also shown in figure 5-2 are SAE class 60 and class 180 filters. These filters are in accordance with SAE J211A, Instrumentation for Impact Tests. These SAE recommended filters are quadratic double pole with 65% damping and a 12 db/octave rolloff. They are applied using a fast fourier transform of the data, frequency domain multiplication, and an inverse fast fourier transform of the product. The class 60 filters is applied to vehicle acceleration and belt restraint forces. The class 180 filter is applied to chest acceleration. SAE filters were not applied to head accelerations and femur forces.

5.7.1 IMPACT DATA

All impact data is presented in computer plots of data digitized at 500 microseconds. Special SAE filters are applied to appropriate data sets. Each data plot includes labeling, defining the test vehicle, filter class, and the complete identification of the data plotted.



SECTION 5

5.7.1.2 DUMMY HEAD DATA

The dummy head accelerations are processed and the Head Injury Criteria (HIC) calculation is performed. The HIC calculations are maximized for start time (T1) and end time (T2), using a manual iteration routine, usually requiring about ten iterations and between 5,000 and 10,000 combinations of start and end times. Data output is in the form of computer plots with the final HIC calculations. Listing of data value and HIC calculations are available, but not provided in the final report.

5.7.1.3 DUMMY CHEST DATA

The dummy chest accelerations are processed as class 180 data, and direct Chest Severity Index (CSI) calculations are performed. Data output is in the form of computer plots with the CSI calculations.

5.7.1.4 FEMUR LOAD DATA

The dummy femur loads are processed and presented as computer plots.



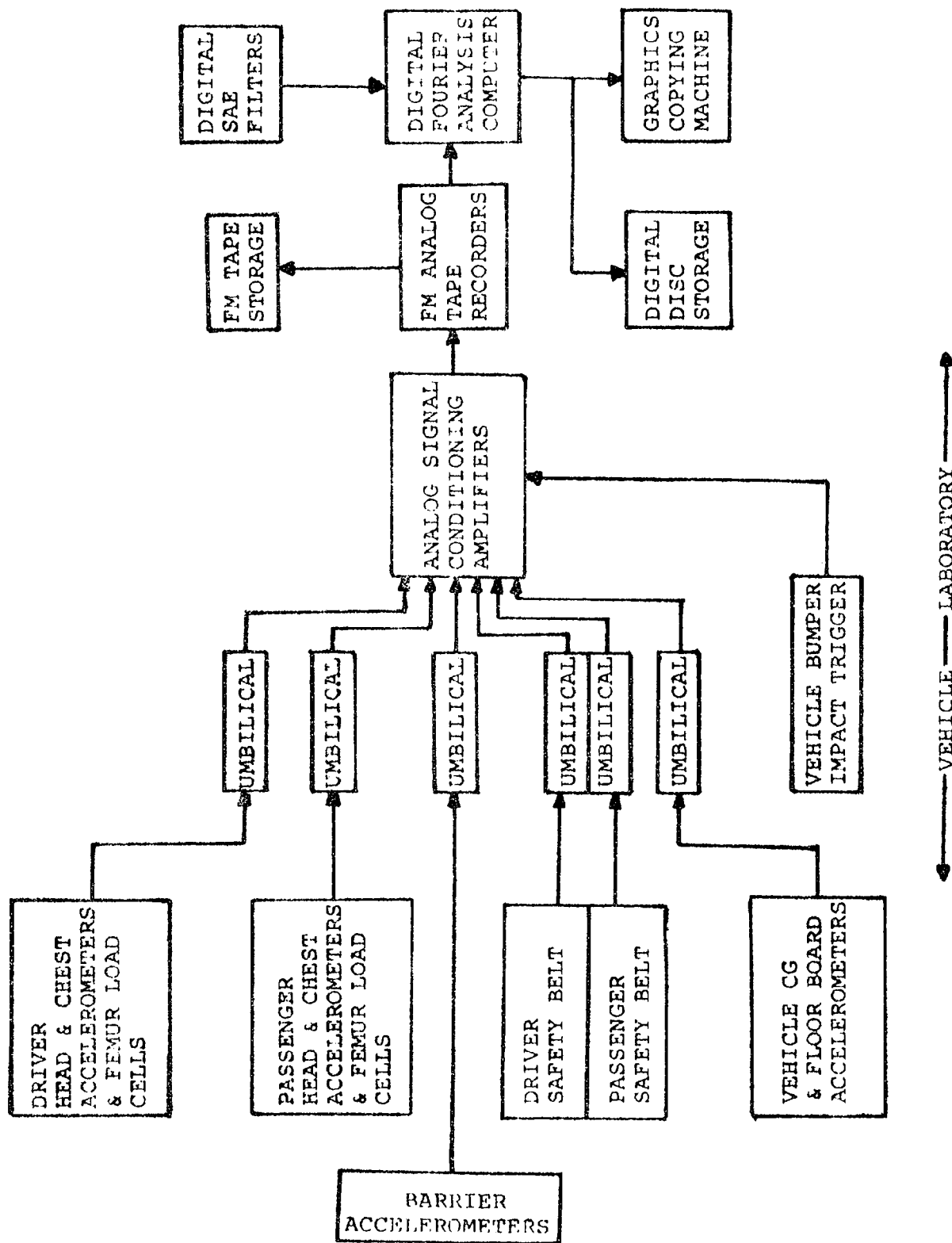
SECTION 5

5.7.1.5 RESTRAINT LOAD DATA

The dummy restraint loads are processed as class 60 data, and presented as computer plots.

5.7.1.6 VEHICLE ACCELERATION DATA

The vehicle accelerations are processed as class 60 data, and presented as computer plots.



VEHICLE AND OCCUPANT CRASH IMPACT DATA ACQUISITION SYSTEM

FIGURE 5-1

TABLE 5-1 INSTRUMENTATION FOR CRASH TEST

<u>Instrument</u>	<u>Manufacturer</u>	<u>Model No.</u>	<u>Full Scale</u>	<u>Accuracy</u>	<u>Frequency Range</u>
Accelerometers, Head, Chest, Vehicle	Endevco	2262C-200	200g	±1%	5000 Hz
Load Cells, Femurs	GSE	2430	3000 lb	±1%	>3000 Hz
Load Cells, Safety Belts	GSE	2500	3000 lb	±1%	>3000 Hz
Contact Switch, Impact	AETL	-	2 V	-	<100 us Rise Time
FM Tape Recorder	Bell & Howell	4020	±2.8 V	47 db SNR	2500 Hz BW
Programmable Filter, All Data	Hewlett Packard	54440A	-	0.5%	1250 Hz, 60 db/oct
Analog-Digital Converter, All Data	Hewlett Packard	5466B	-	0.5%	200 us sampling
Analysis Computer, All Analysis	Hewlett Packard	2100S	32 K Words	16 Bit Word	-
Disc Drive	Hewlett Packard	7900A	5 Meg Words	-	-



TABLE 5-2

DATA ACQUISITION AND REDUCTION PROCESS

<u>STEP</u>	<u>DESCRIPTION</u>
1	DA System Installation
2	DA System Pre-Impact Calibration
3	Impact Trigger Checkout
4	Vehicle Impact Performed
5	DA System Post-Impact Calibration
6	Data Reproduced From FM Tape Into Computer a) Data analog filtered at 1250 Hz b) Data digitized at 500 ms sample rate c) Data synchronized by impact trigger signal
7	Digitized Data Examined
8	Data Transferred Permanent Disc Storage
9	Appropriate SAE Filters Are Applied
10	Each Data Signal Plotted With Lables
11	Chest Severity Index Values Determined
12	Head Injury Criteria Values Determined

CRASH 1-1

DATA DESIGNATIONS FOR VEHICLE CRASH IMPACT DATA ACQUISITION

DATA SEC	TAPE NO.	CHANNEL NO.	DESCRIPTION
1	1	1	Driver Longitudinal Head Acceleration Ax
1	1	2	Driver Lateral Head Acceleration Ay
1	1	3	Driver Vertical Head Acceleration Az
1	1	4	Driver Right Femur Force
1	1	5	Driver Longitudinal Chest Acceleration Ax
1	1	6	Driver Lateral Chest Acceleration Ay
1	1	7	Driver Vertical Chest Acceleration Az
1	1	8	Driver Left Femur Force
1	1	9	Driver Restraint Belt Force
1	1	10	Vehicle Vertical CG Acceleration Az
1	1	11	Vehicle Lateral CG Acceleration Ay
1	1	12	Vehicle Longitudinal CG Acceleration Ax
1	1	13	Left Rear Floor Pan Longitudinal Acceleration Ax
1	1	14	Left Rear Floor Pan Vertical Acceleration Az
1	1	1	Passenger Longitudinal Head Acceleration Ax
2	2	2	Passenger Lateral Head Acceleration Ay
2	2	3	Passenger Vertical Head Acceleration Az
2	2	4	Passenger Right Femur Force
2	2	5	Passenger Longitudinal Chest Acceleration Ax
2	2	6	Passenger Lateral Chest Acceleration Ay
2	2	7	Passenger Vertical Chest Acceleration Az
2	2	8	Passenger Femur Force
2	2	9	Passenger Restraint Belt Force
2	2	10	Barrier Lateral Acceleration Ay
2	2	11	Barrier Longitudinal Acceleration Ax
2	2	12	Barrier Vertical Acceleration Az
2	2	13	Right Front Floor Pan Longitudinal Acceleration Ax
2	2	14	Right Front Floor Pan Vertical Acceleration Az

COMPARISON PLOT OF SAE CLASS 60, 180, 600, 1000 FILTERS AND
THE DATA ANALYSIS 1250 HZ FREQUENCYING ANALOG FILTER.

SAE FILTERS PULL OFF IN 1250 OCT, ANALOG FILTER PULL OFF IS 60DB/OCT

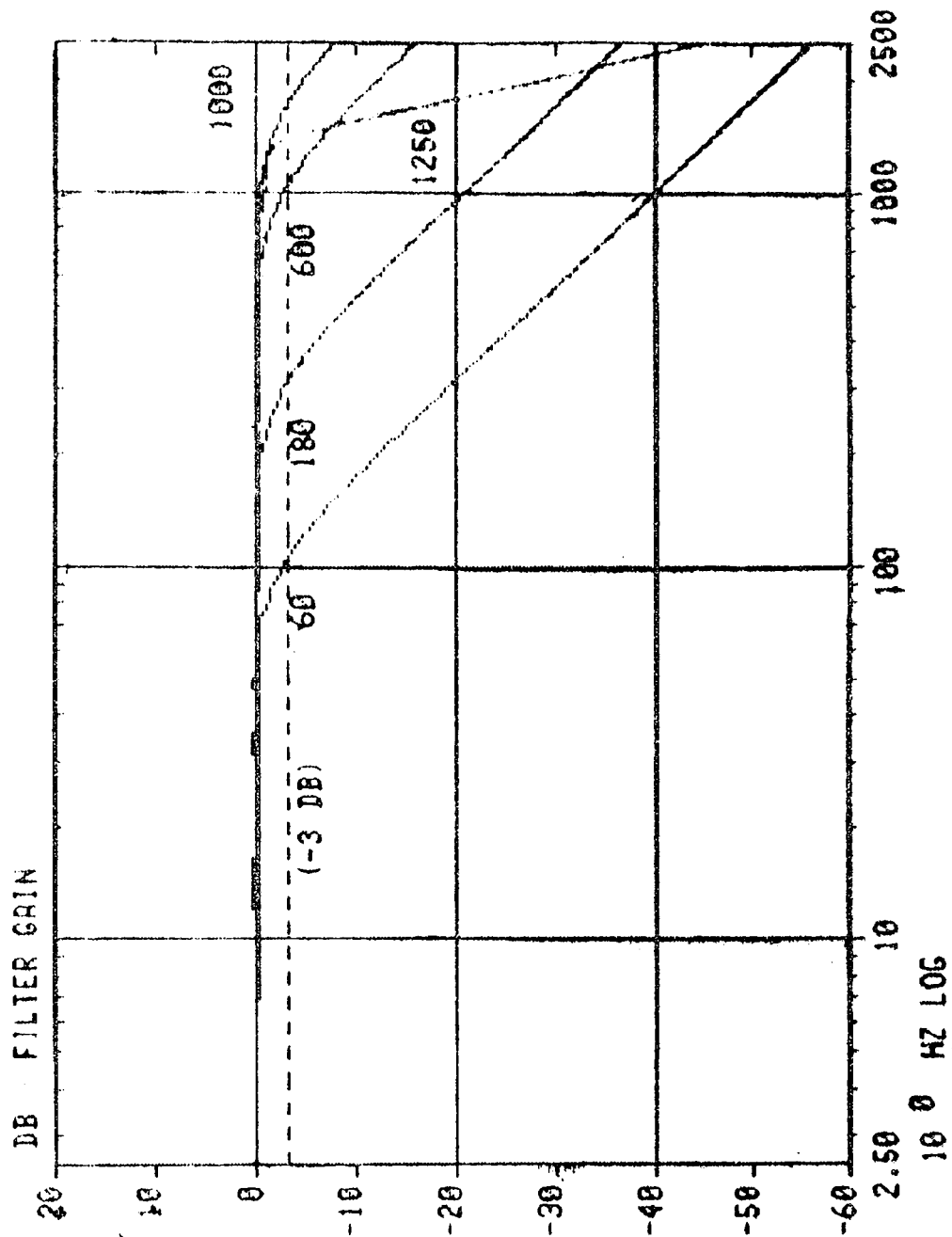


FIGURE 5-2



APPROVED ENGINEERING TEST LABORATORIES

APPENDIX A



APPROVED ENGINEERING TEST LABORATORIES

APPENDIX A

The following photographs are pre and post test dummy positions and interior compartment locations of dummy contact during the impact event.



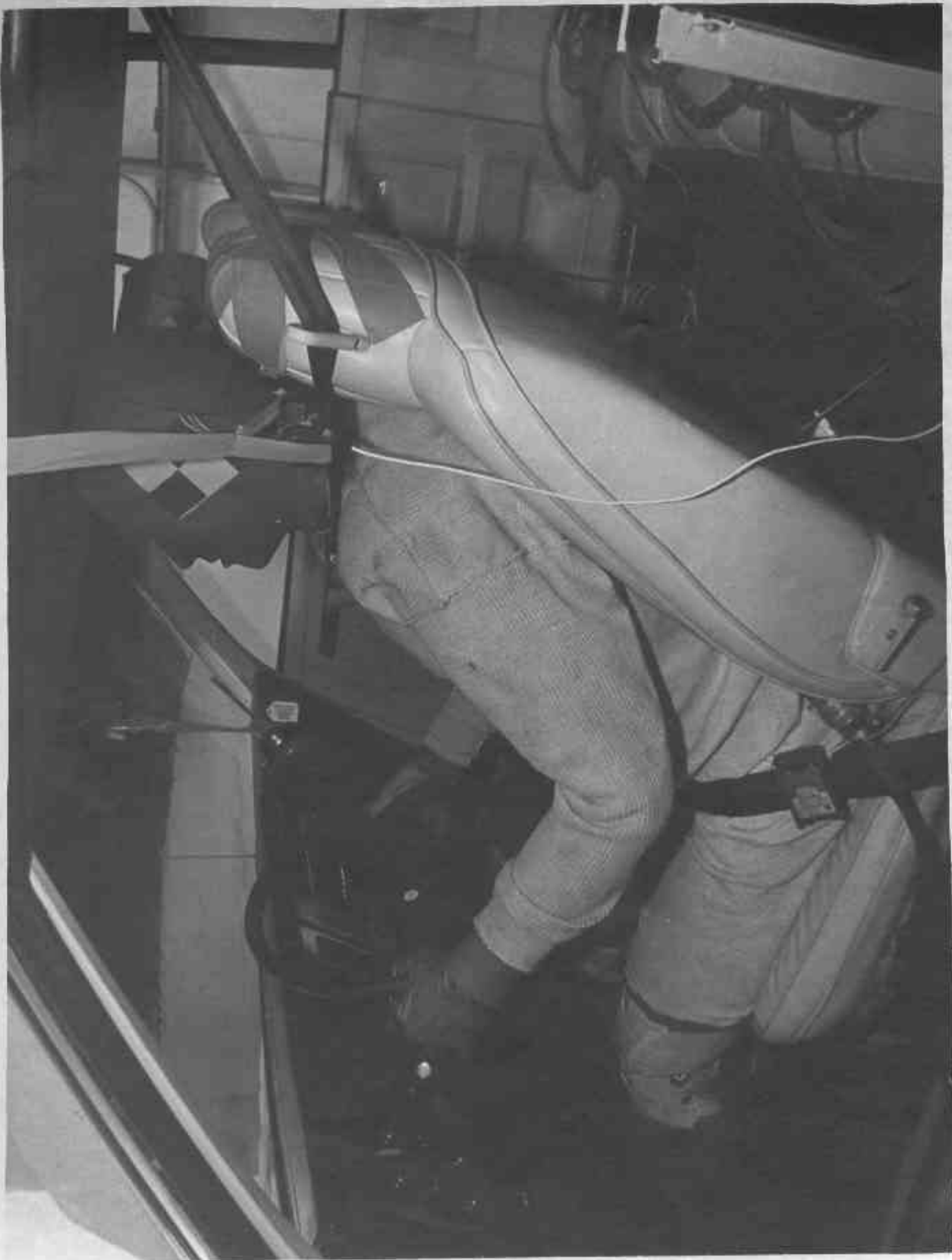
APPROVED ENGINEERING TEST LABORATORIES

Figure A-1

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Pre-Test, Driver Dummy View





APPROVED ENGINEERING TEST LABORATORIES

Figure A-2

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Pre-Test, Passenger Dummy View





APPROVED ENGINEERING TEST LABORATORIES

Figure A-3

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Driver Dummy View





APPROVED ENGINEERING TEST LABORATORIES

Figure A-4

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Driver Dummy Contact Area





APPROVED ENGINEERING TEST LABORATORIES

Figure A-5

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Driver Dummy Contact Area





APPROVED ENGINEERING TEST LABORATORIES

Figure A-6
1980 Dodge Mirada - 2 Door Specialty Hardtop
NHTSA 800303
Post-Impact, Driver Dummy Contact Area





APPROVED ENGINEERING TEST LABORATORIES

Figure A-7

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Passenger Dummy View





APPROVED ENGINEERING TEST LABORATORIES

Figure A-8

1980 Dodge Mirada - 2 Door Specialty Hardtop

NHTSA 800303

Post-Impact, Passenger Dummy Contact Area





APPROVED ENGINEERING TEST LABORATORIES

APPENDIX B



APPROVED ENGINEERING TEST LABORATORIES

APPENDIX B

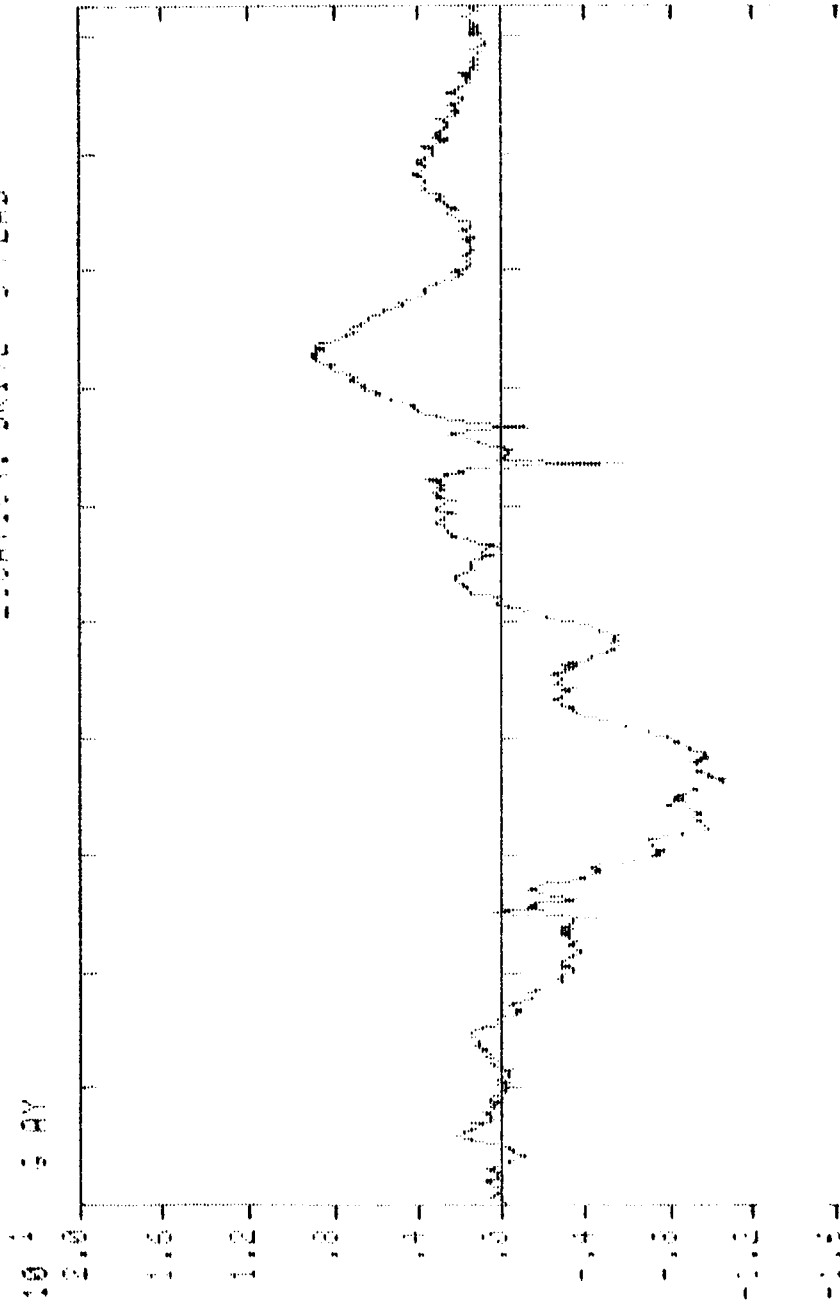
The following computer plots provide complete and comprehensive vehicle acceleration during the rear moving barrier impact test of a 1980 Dodge Mirada - 2 Door Specialty Hardtop, NHTSA 800303.

001 3940H 880320M

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VEHICLE: DODGE "1990H
VEHICLE ID: "WY" 800000
TEST FILE NO.: 81 35.42 MPH
DATE: SEPT. 10. 1980 FRONTAL

WAD NO.: 81-3382-13
FILTER: DATE: 1980
ACCELEROMETER: TYPE 1, 2H 2
DIRECTION: LEFT
LOCATION: DRIVE-0 FERS



0.0 0.2 0.4 0.6 0.8 1.0 1.2 1.4 1.6 1.8 2.0

0 100 200 300 400 500 600 700 800 900 1000

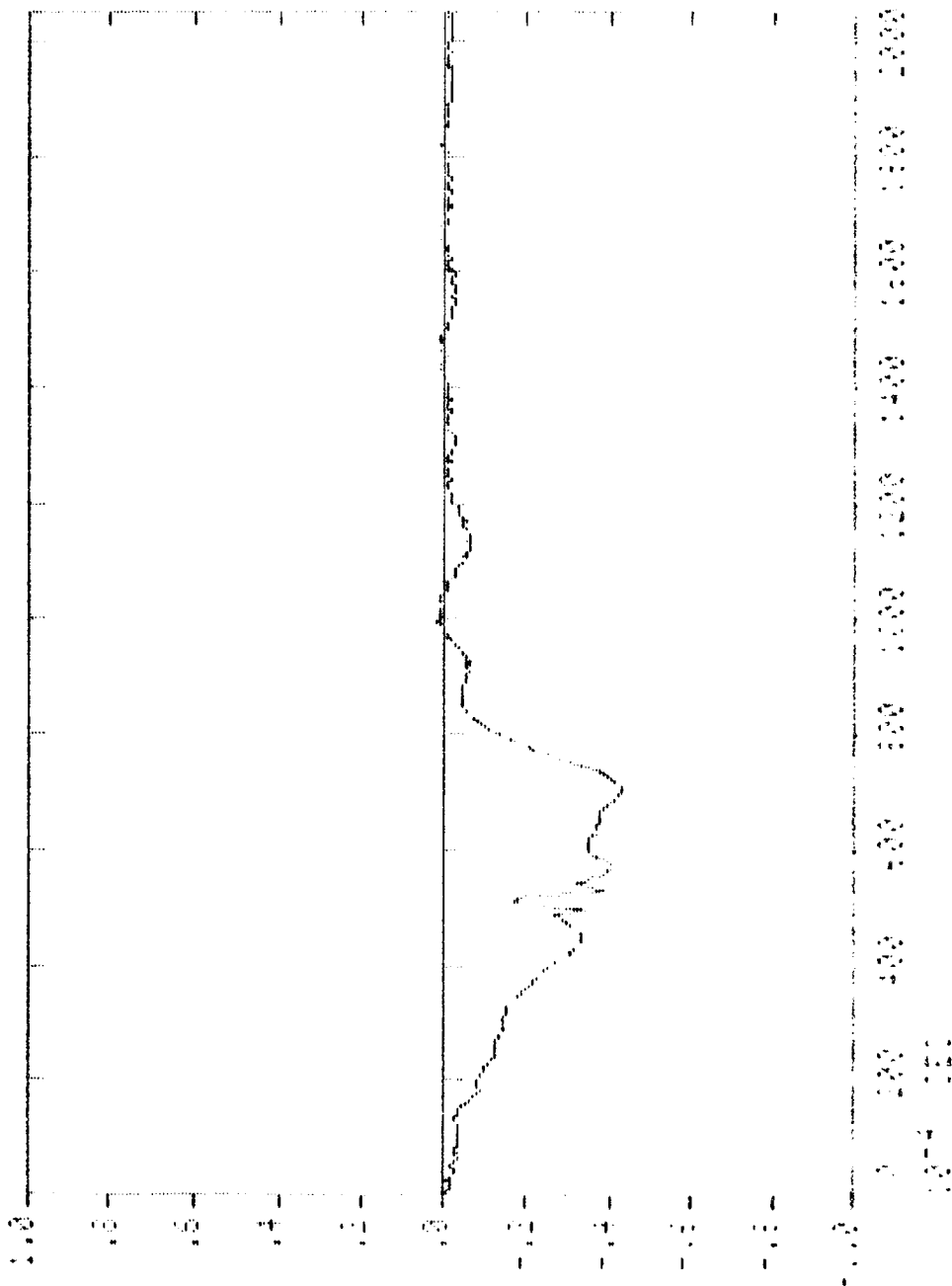
0.0 0.2 0.4 0.6 0.8 1.0 1.2 1.4 1.6 1.8 2.0

[illegible][illegible]

DATE: 000E WFO08
TIME : 01 UTC 000000
FILE NO. : 37 35.48 MPH
DATE: SEPT. 19, 1960 FRONTAL

SECRET
TO : DIRECTOR, FBI
FROM : SAC, NEW YORK
SUBJECT: [REDACTED]
DATE: 10-10-68

100



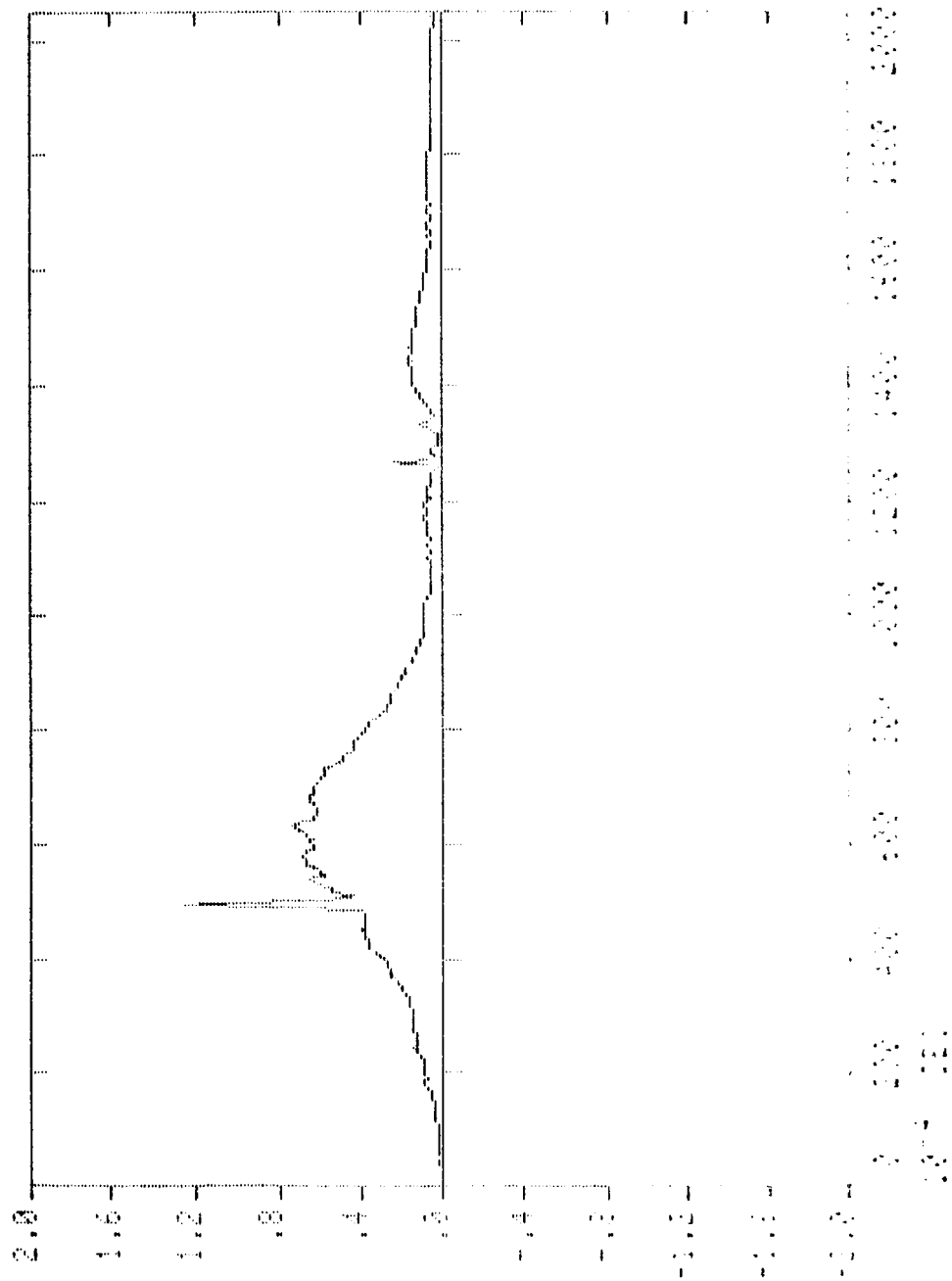
DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: DODGE IMPADA
 VEHICLE ID: NHTCA 800203
 TEST FILE NO.: 221 35.48 MPH
 DATE: SEPT. 5, 1980 FRONTAL

WJO NO.: 371-3282-16
 FILTER: CLACC 1000
 ACCELEROMETER: TAPE 1, CH 1-3
 DIRECTION: RESULTANT OF XYZ
 LOCATION: DRIVER'S HEAD

10 2 G AR RESULTANT



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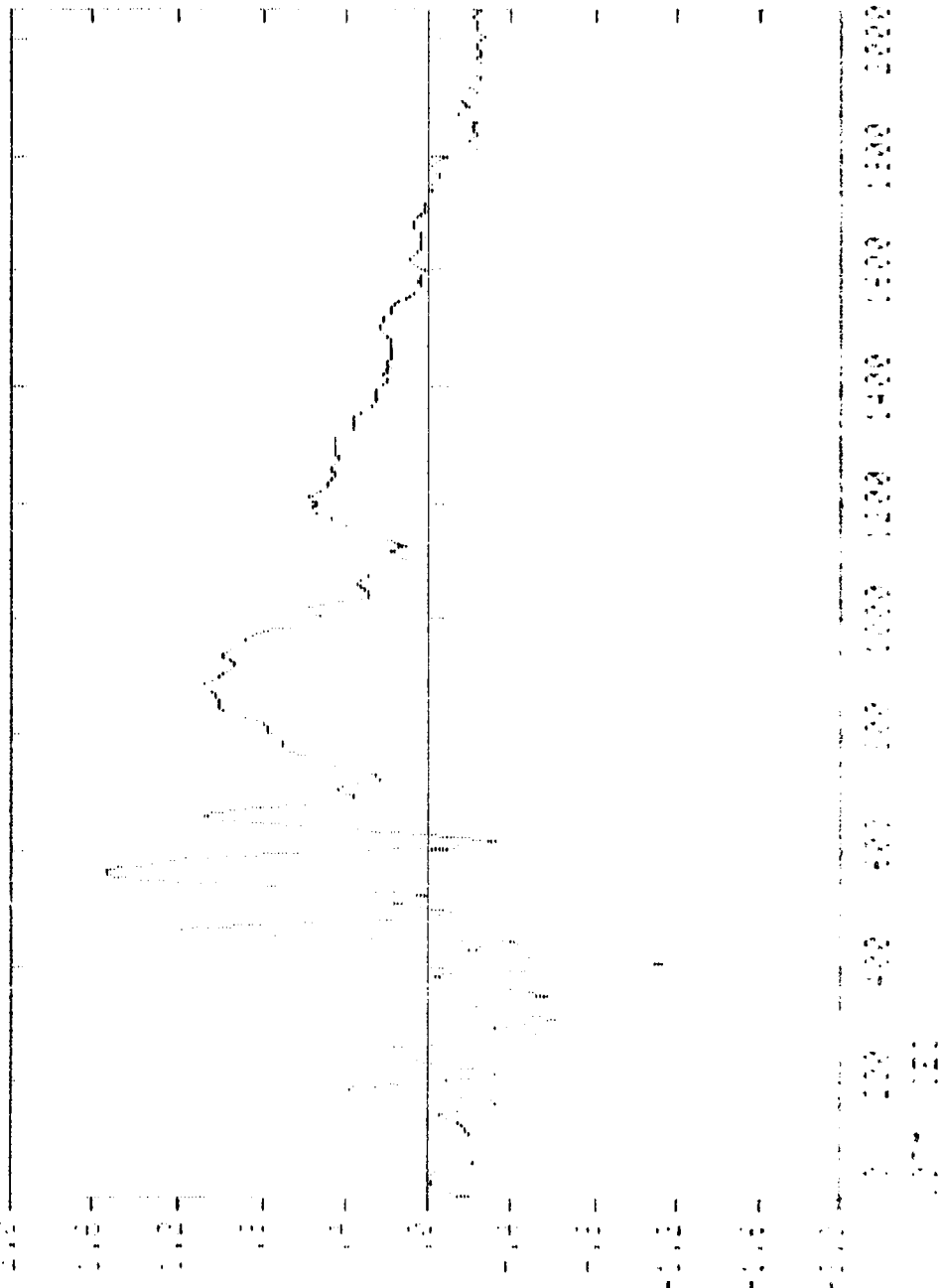
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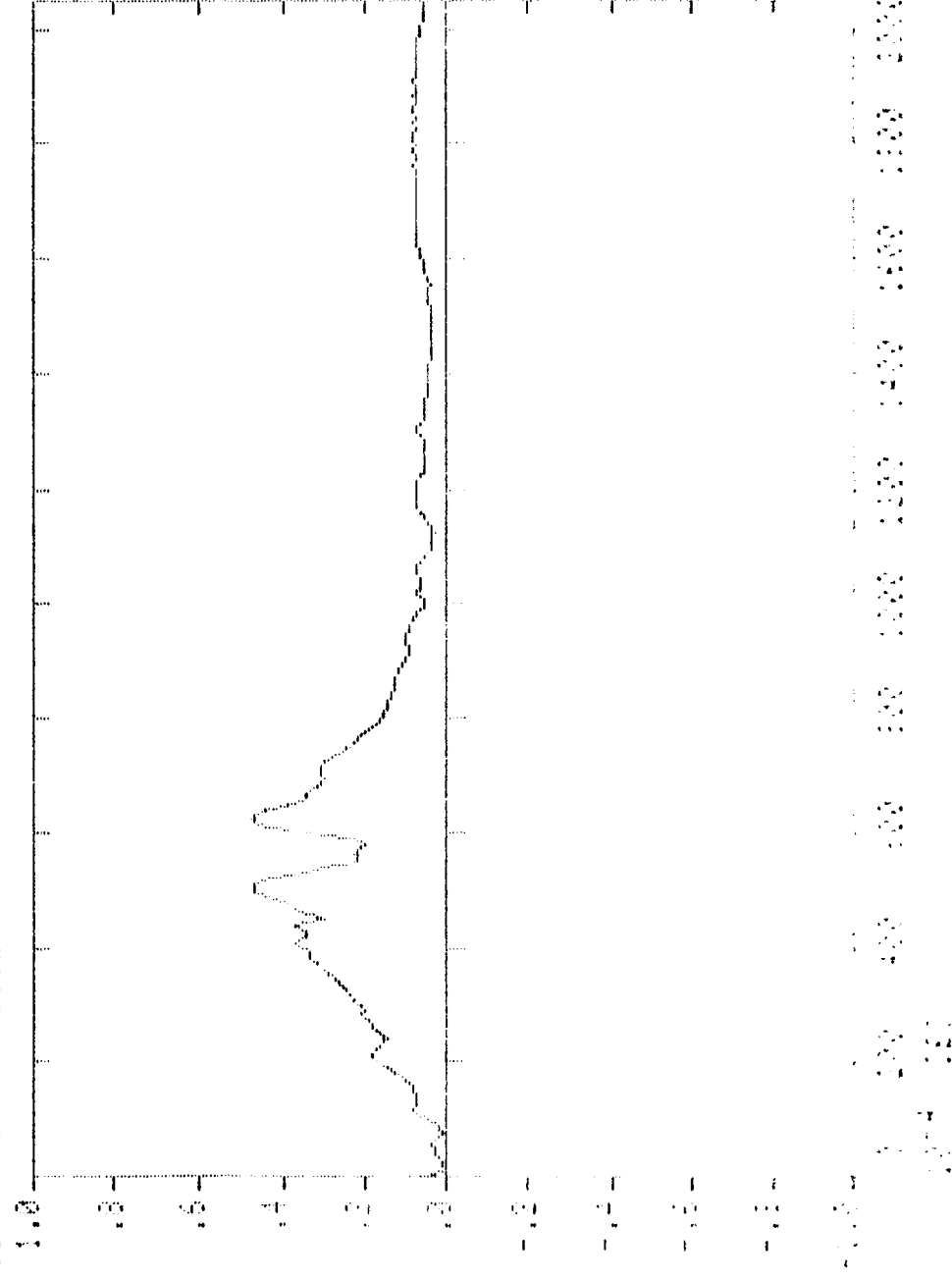
JOY COACH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: DODGE MIRADA
 VEHICLE ID: NHTCA 800303
 TEST FILE NO.: 221 35.48 MPH
 DATE: SEPT. 5, 1980 FRONTAL

MUD NO.: 971-3882-16
 FILTER: CLASS 130
 ACCELEROMETER: TAPE 1, CH 5-7
 DIRECTION: RESULTANT OF XYZ
 LOCATION: DRIVER'S CHEST

10 2 G AR RESULTANT



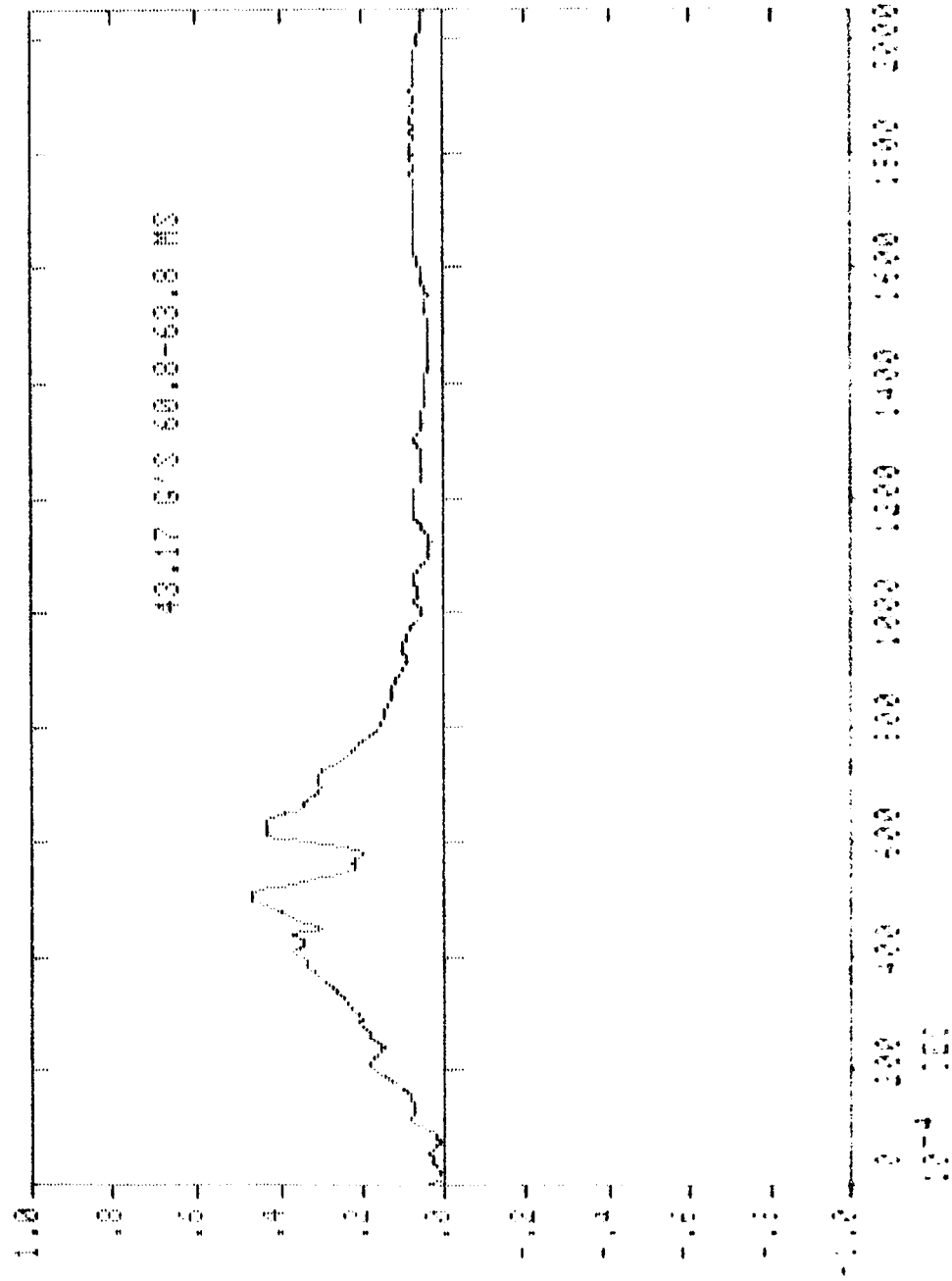
DOT CRASH RECORD

APPROVED ENGINEERING TEST LOG

VEHICLE: JUDGE WIPACIA
 VEHICLE ID: WATCA 300303
 TEST FILE NO.: 21 35.43 MPH
 DATE: SEPT. 10, 1980 FRONTAL

MJD NO.: 371-2382-16
 FILTER: CLASS 100
 ACCELEROMETER: TAPE 1, CH 5-0
 DIRECTION: RESULTANT OF XYZ
 LOCATION: DRIVER'S CHEST

10 2 G AR RESULTANT

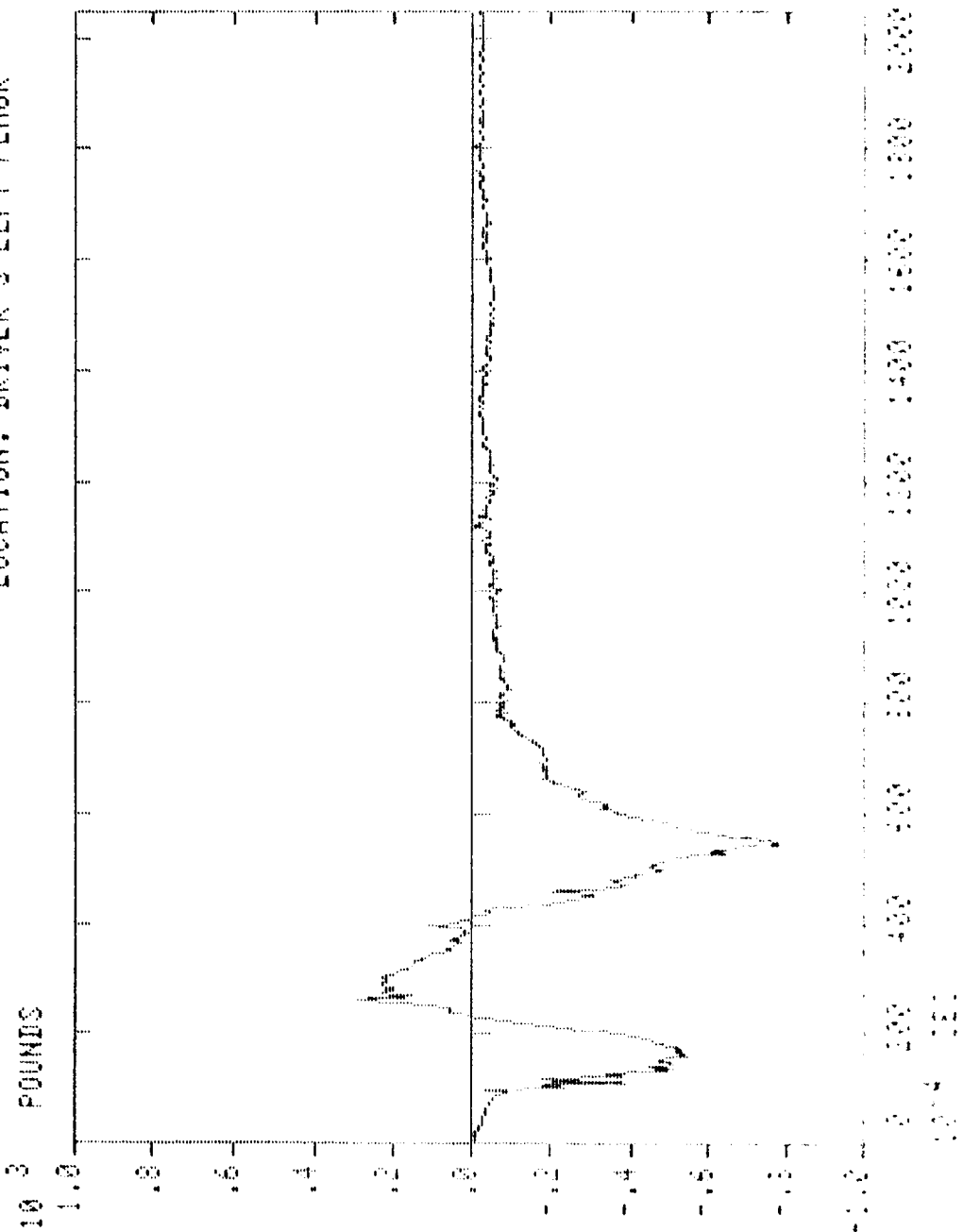


DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: DODGE MIRADA
 VEHICLE ID: NHTCA 800303
 TEST FILE NO.: 221 35.48 MPH
 DATE: SEPT. 5, 1980 FRONTAL

MJO NO.: 971-3882-16
 FILTER: CLASS 600
 LOAD CELL: TAPE 1, CH 8
 DIRECTION: TENSION
 LOCATION: DRIVER'S LEFT FEMUR

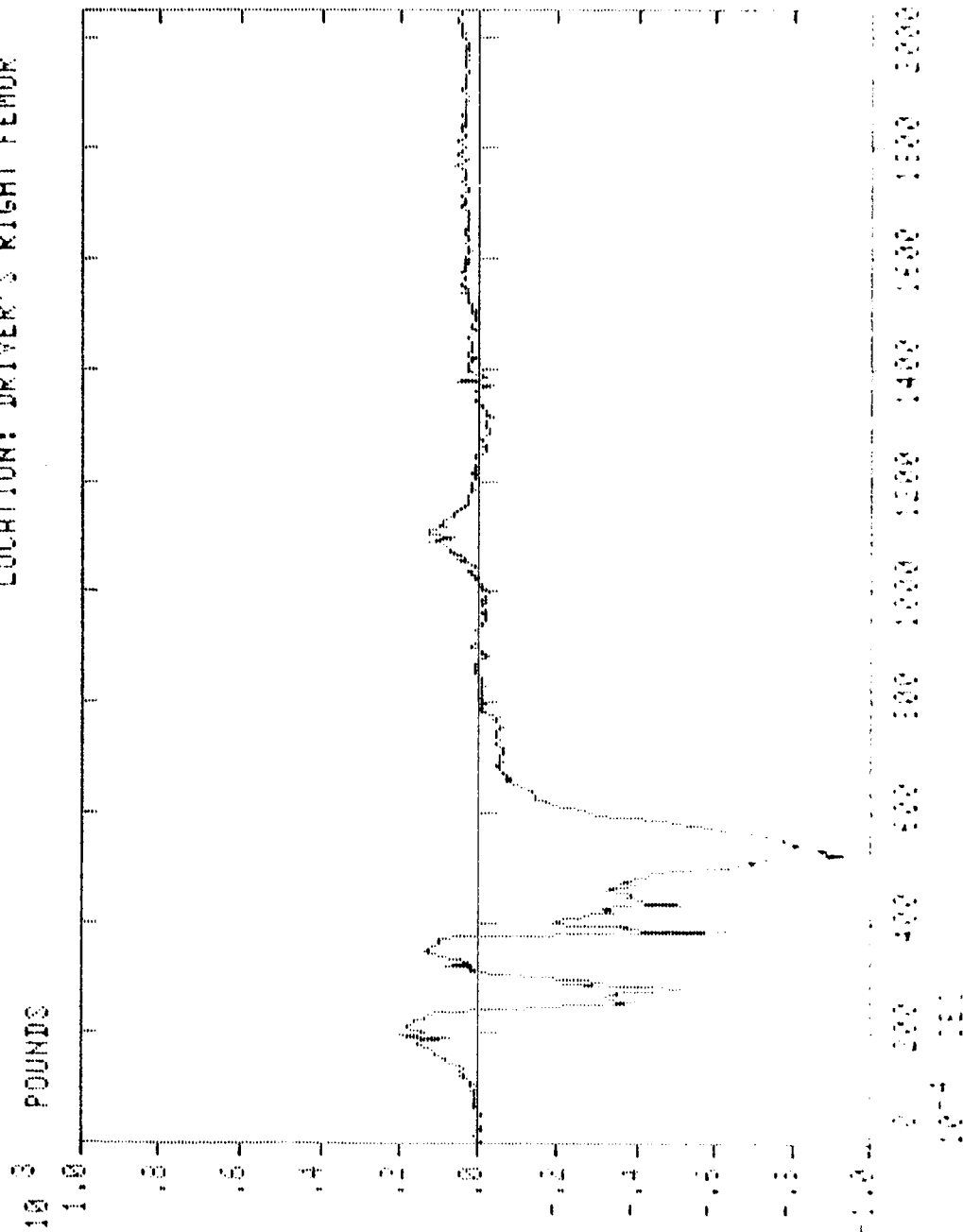


DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: DODGE MIRADA
 VEHICLE ID: NHYCA 900303
 TEST FILE NO.: 221 35.48 MPH
 DATE: SEPT. 5, 1980 FRONTAL

MJO NO.: 971-3882-16
 FILTER: CLASS 500
 LOAD CELL: TAPE 1, CH 4
 DIRECTION: TENSION
 LOCATION: DRIVER'S RIGHT FEMUR



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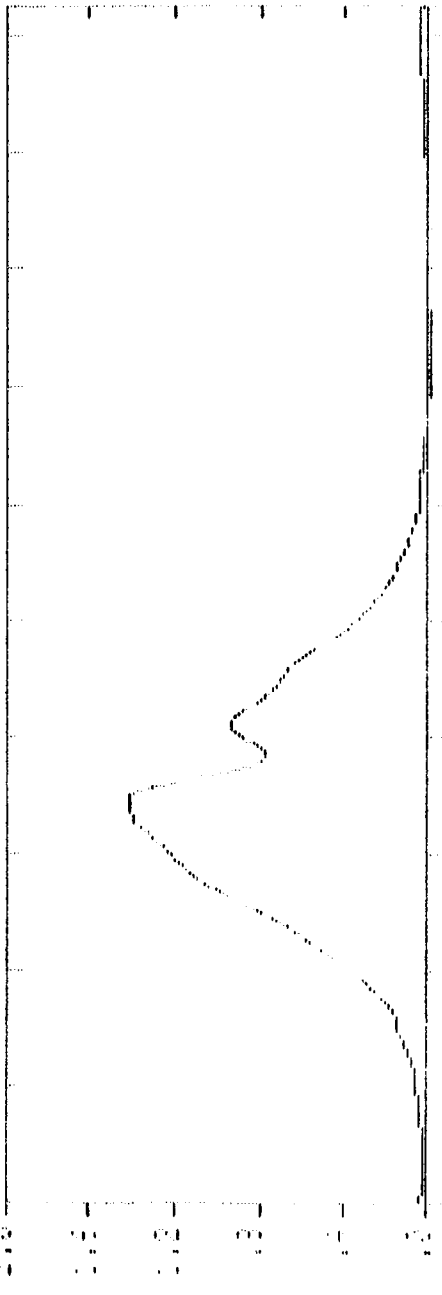
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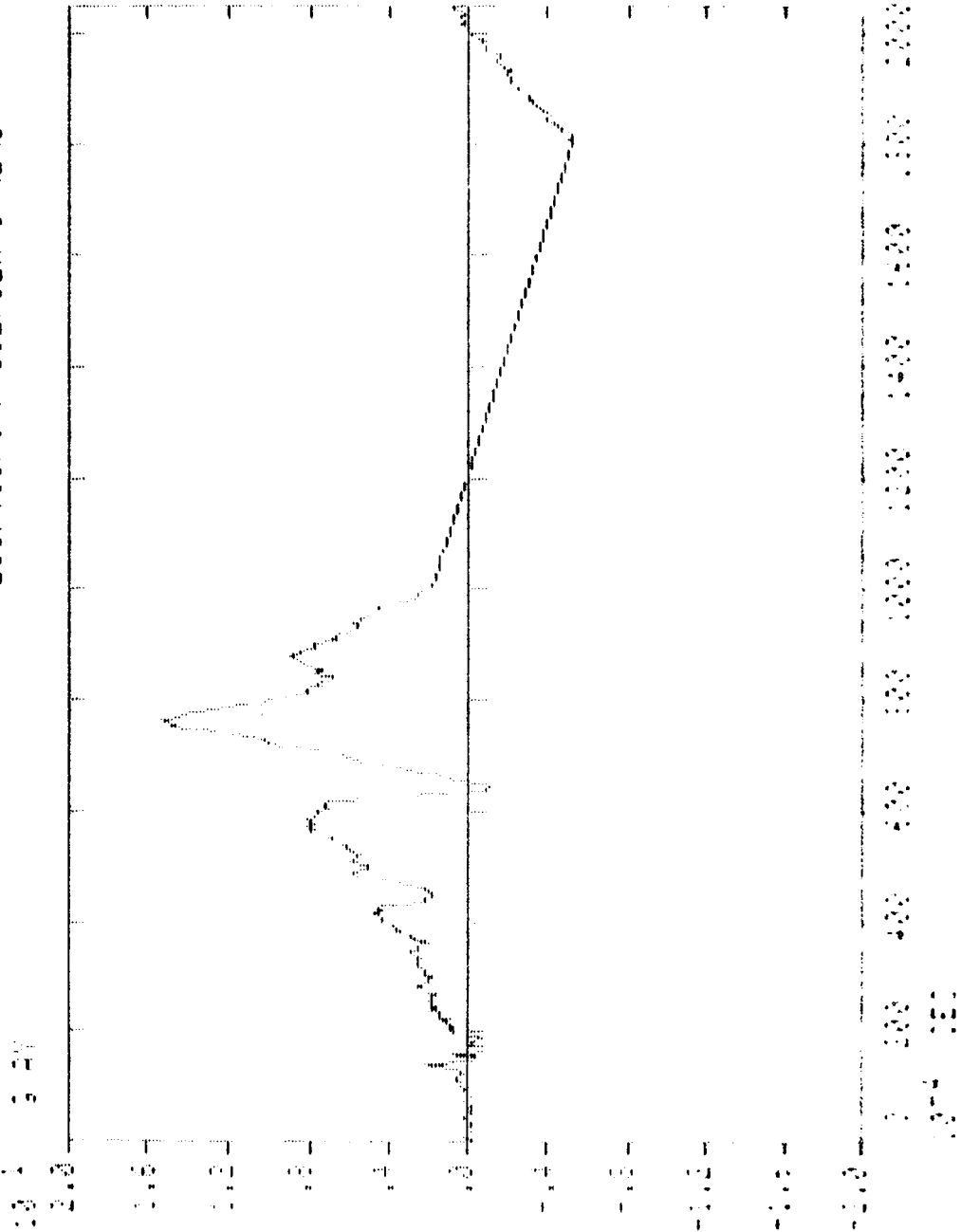
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DATE: SEPT. 10. 1990 FRONTAL
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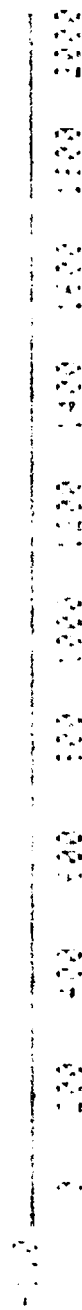
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FILE NO. : 21 35.48 MPH
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ACCELEROMETER: TAPE 2, CH 2
DIRECTION: LEFT
LOCATION: PASSENGER'S SEAT



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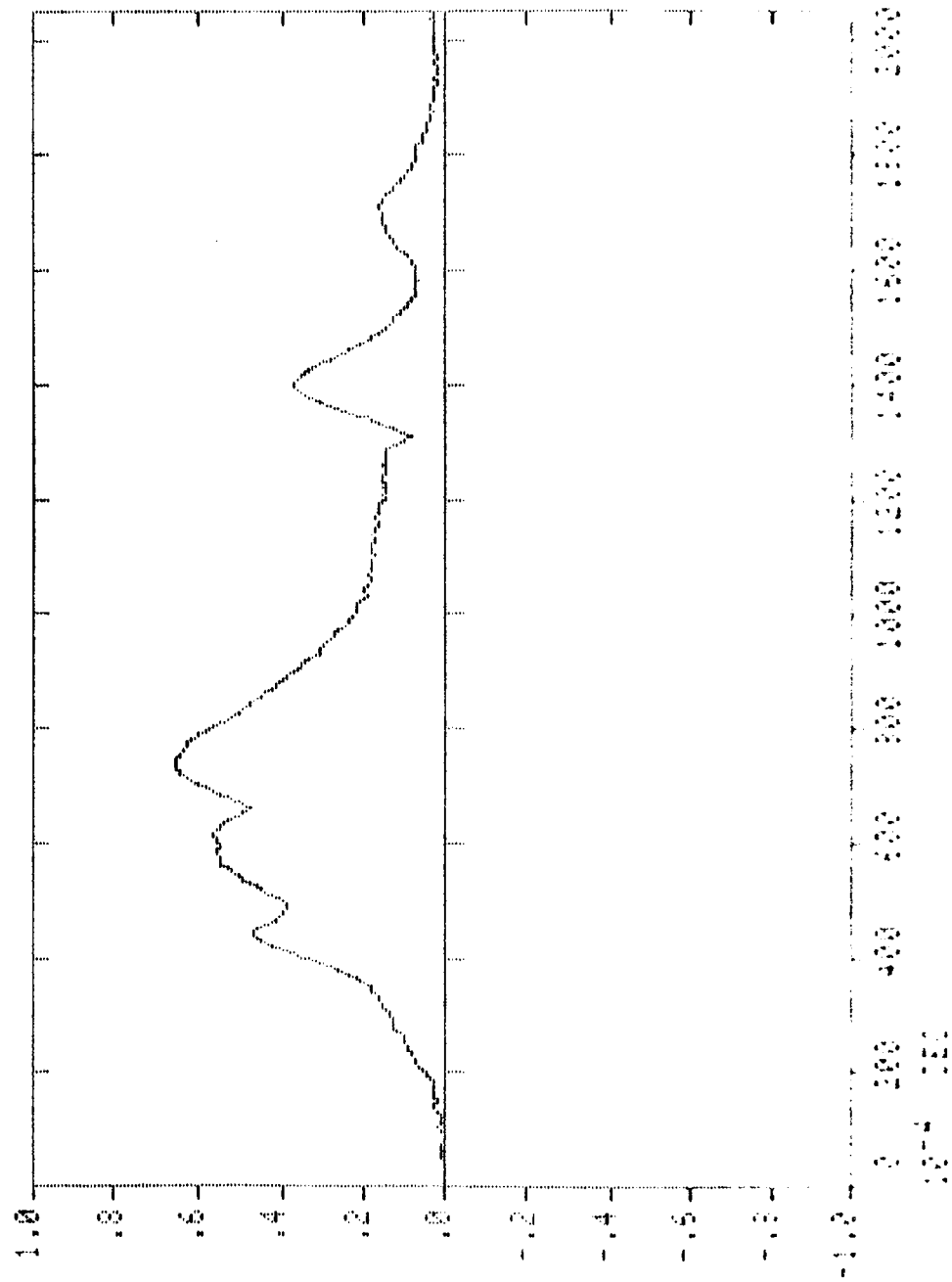
DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: DODGE MIRADA
 VEHICLE ID: NHTSA 880303
 TEST FILE NO.: 221 35.48 MPH
 DATE: SEPT. 5, 1988 FRONTAL

MJO NO.: 971-3882-16
 FILTER: CLASS 1000
 ACCELEROMETER: TAPE 2, CH 1-3
 DIRECTION: RESULTANT OF XYZ
 LOCATION: PASSENGER'S HEAD

10 2 G AR RESULTANT

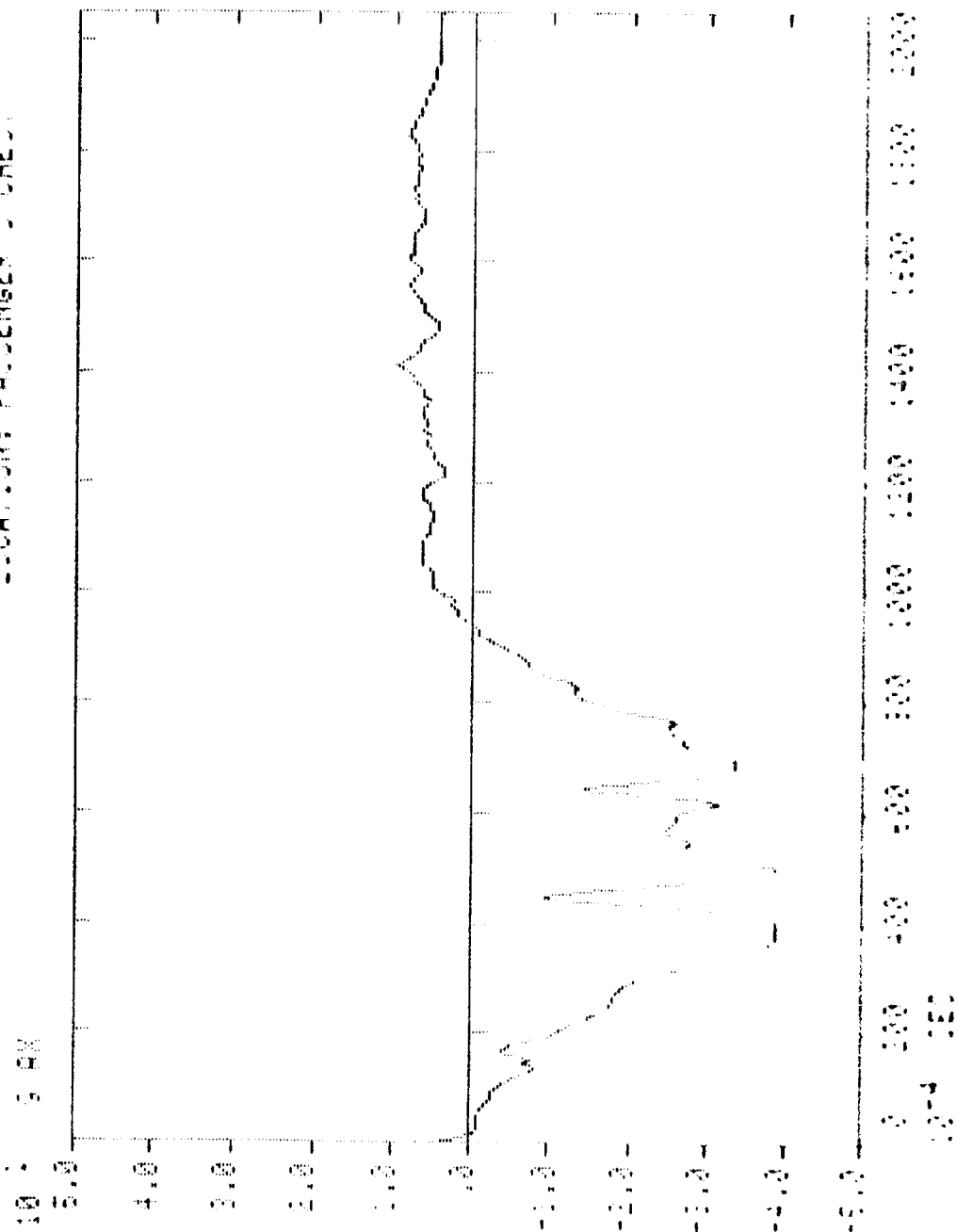


DATA FILE NO. 10, 1980 FRONTAL

APPROVED ENGINEERING TEST 1980

DATE: SEPT. 10, 1980 FRONTAL
FILE NO. : 21 35.48 MPH
SPEED: 30000 MPH
SPEED: 30000 MPH

JO NO. : 271-1982-18
FILTER: 2000 100
ACCELEROMETER: TAPE 2. 3m 5
DIRECTION: FORWARD
LOCATION: PASSENGER'S SEAT



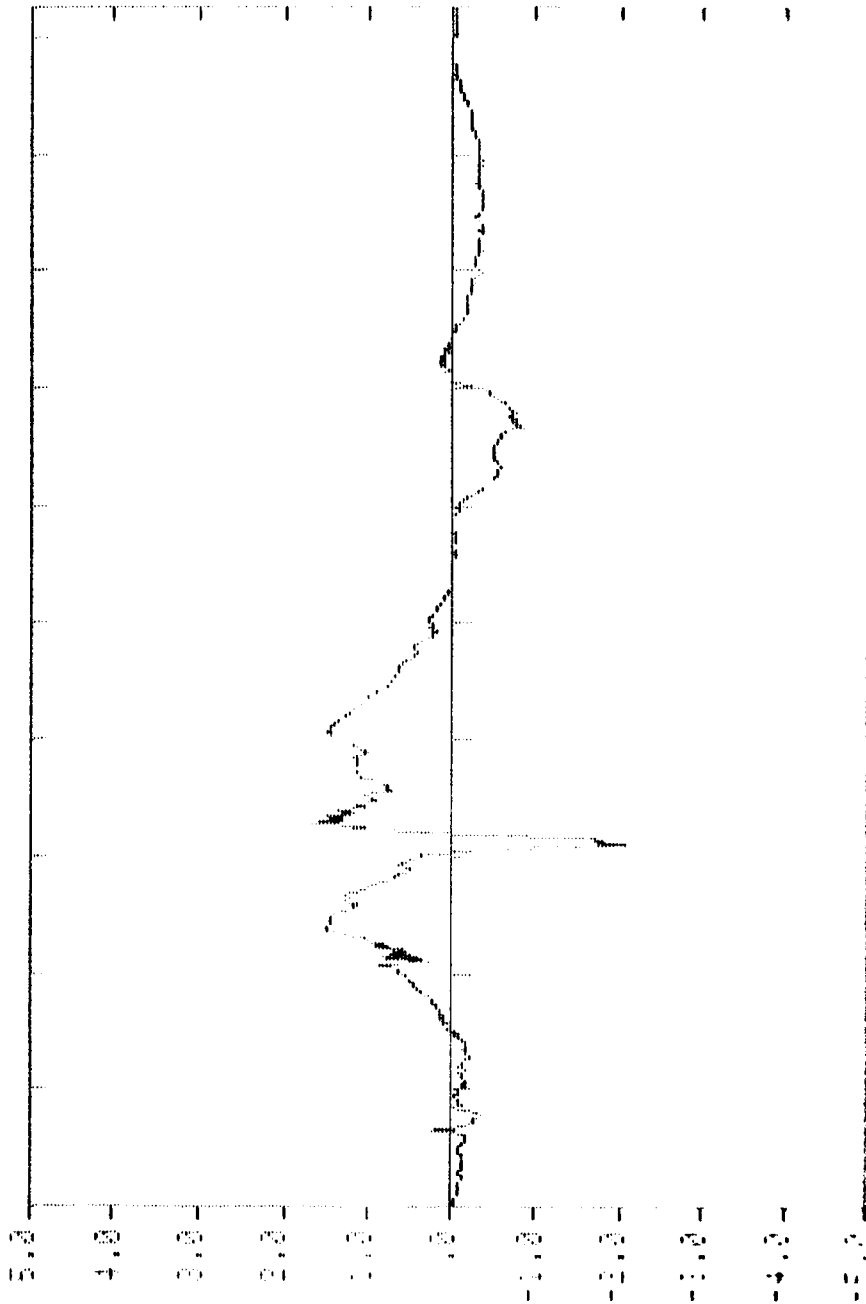
NOISE RECORD

RECEIVED ENGINEERING TEST UNIT

CHARGE: 000000000000
CHARGE NO: 000000000000
TEST FILE NO: 21 35.48 MPH
DATE: SEPT. 10, 1990 0000000000

WIND NO: 21 35.48 MPH
FILTER: 1000 100
ACCELEROMETER: TAPE: 2, 3H 3
DIRECTION: LEFT
LOCATION: PASSENGER'S SEAT

10 : 5 MV



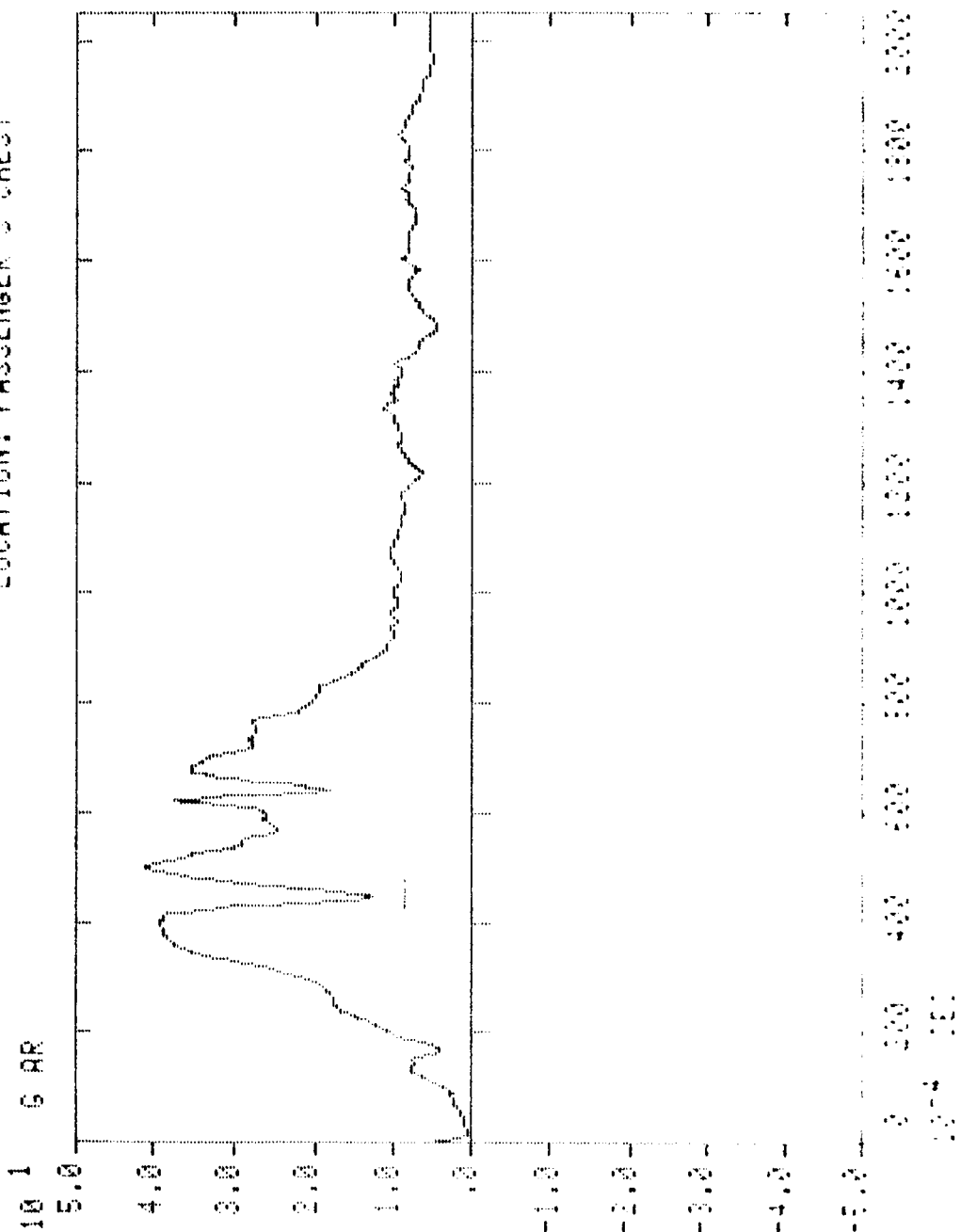
10 : 5 MV

DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: DODGE MIPADA
 VEHICLE ID: NHTCA 800303
 TEST FILE NO.: 221 35.48 MPH
 DATE: SEPT. 5, 1980 FRONTAL

MJO NO.: 971-3882-16
 FILTER: CLASS 1000
 ACCELEROMETER: TAPE 2, CH 5-7
 DIRECTION: RESULTANT OF XYZ
 LOCATION: PASSENGER'S CHEST



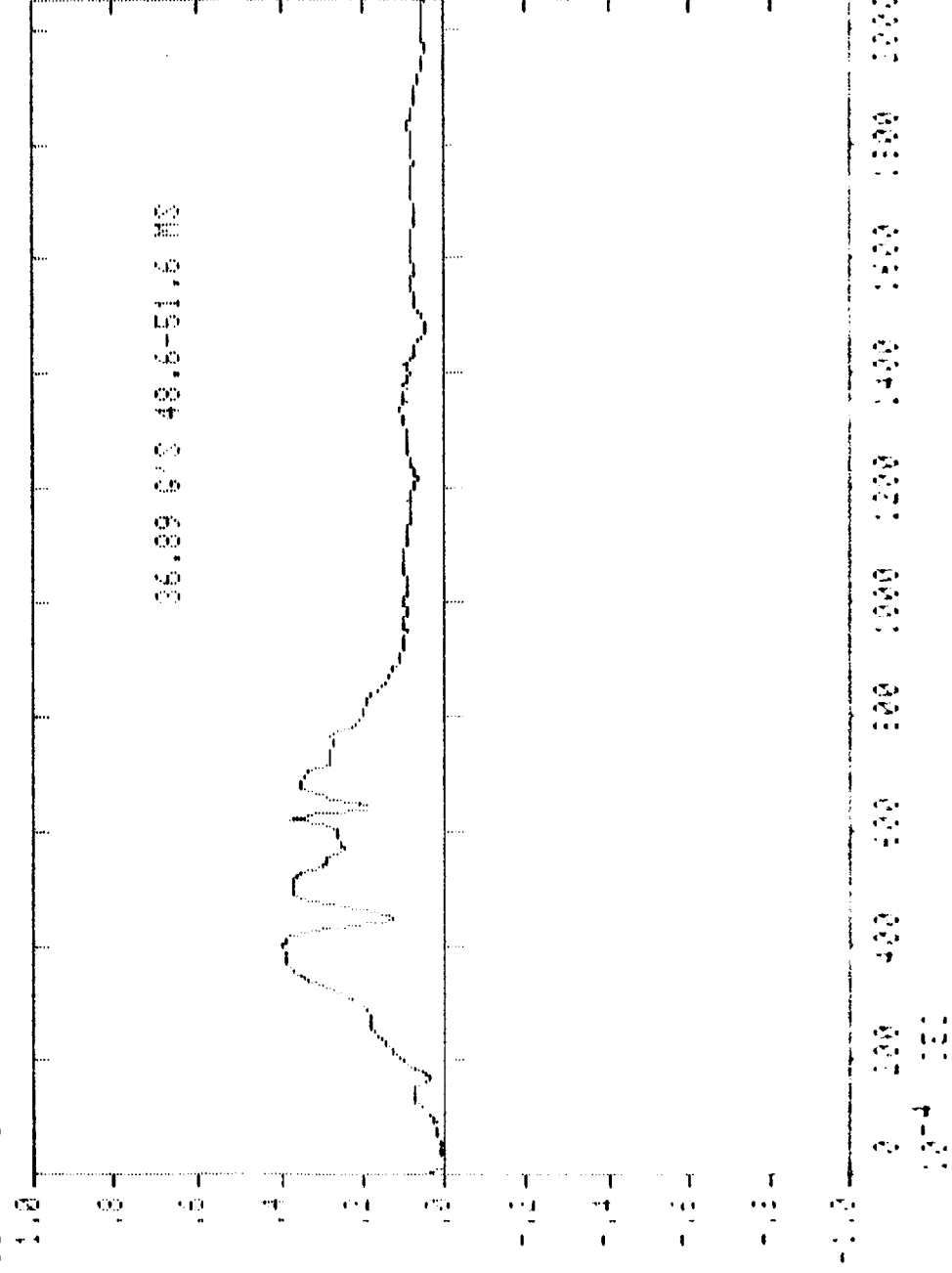
300 CRASH PROGRAM

APPROVED ENGINEERING TEST 1283

VEHICLE: DODGE VIPADA
 VEHICLE ID: WHTCA 800303
 TEST FILE NO.: 21 35.48 MPH
 DATE: SEPT. 10, 1990 FRONTAL

WJO NO.: 371-1982-19
 FILTER: CLASS 1000
 ACCELEROMETER: TAPE 2, CH 5-7
 DIRECTION: RESULTANT OF VY2
 LOCATION: PASSENGER'S CHEST

10 5 AR

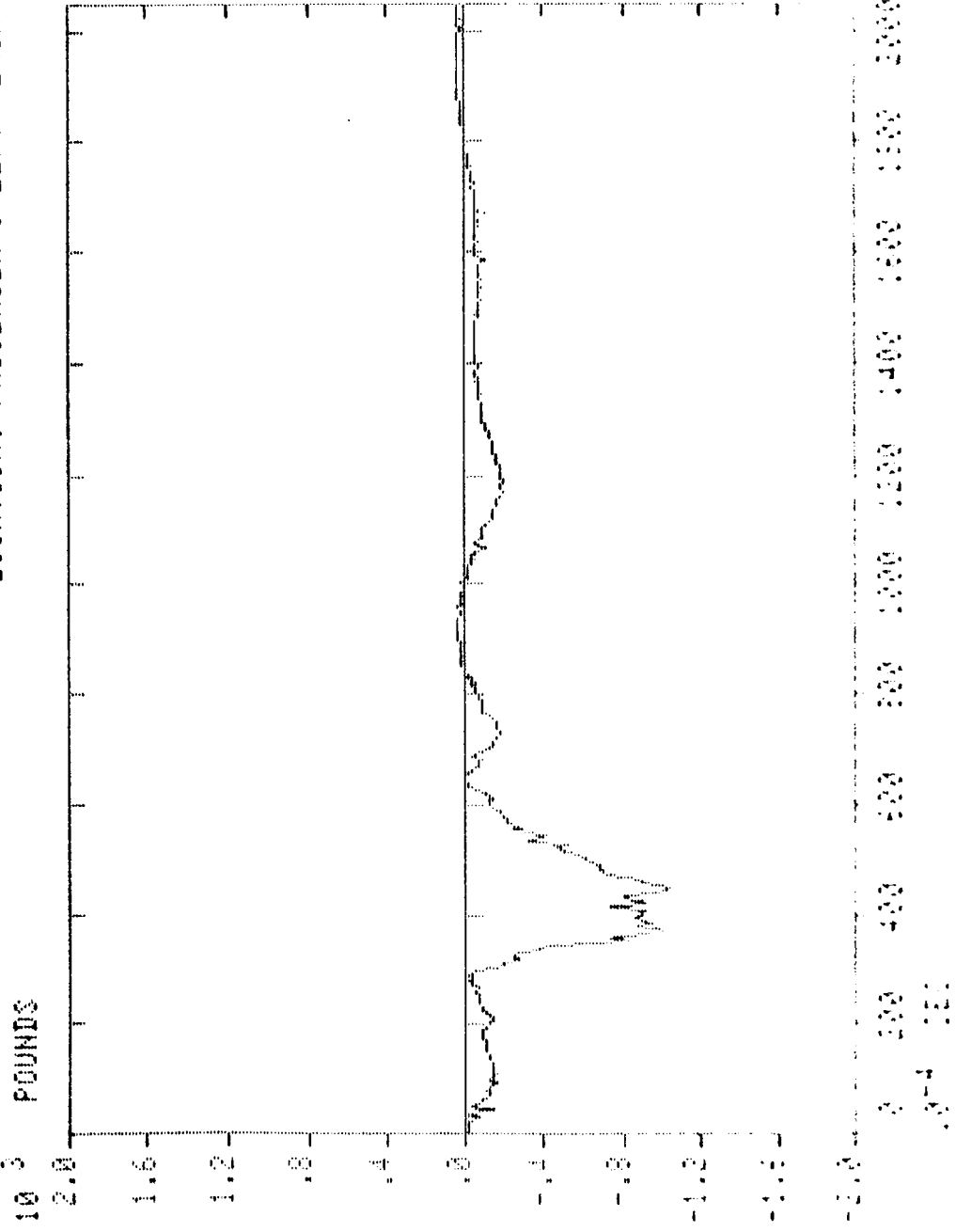


DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: DODGE MIRADA
 VEHICLE ID: NHTCA 800303
 TEST FILE NO. : 221 35.48 MPH
 DATE: SEPT. 5, 1980 FRONTAL

MJO NO. : 971-3882-16
 FILTER: CLASS 500
 LOAD CELL: TAPE 2, CH 8
 DIRECTION: TENSION
 LOCATION: PASSENGER'S LEFT FEMUR

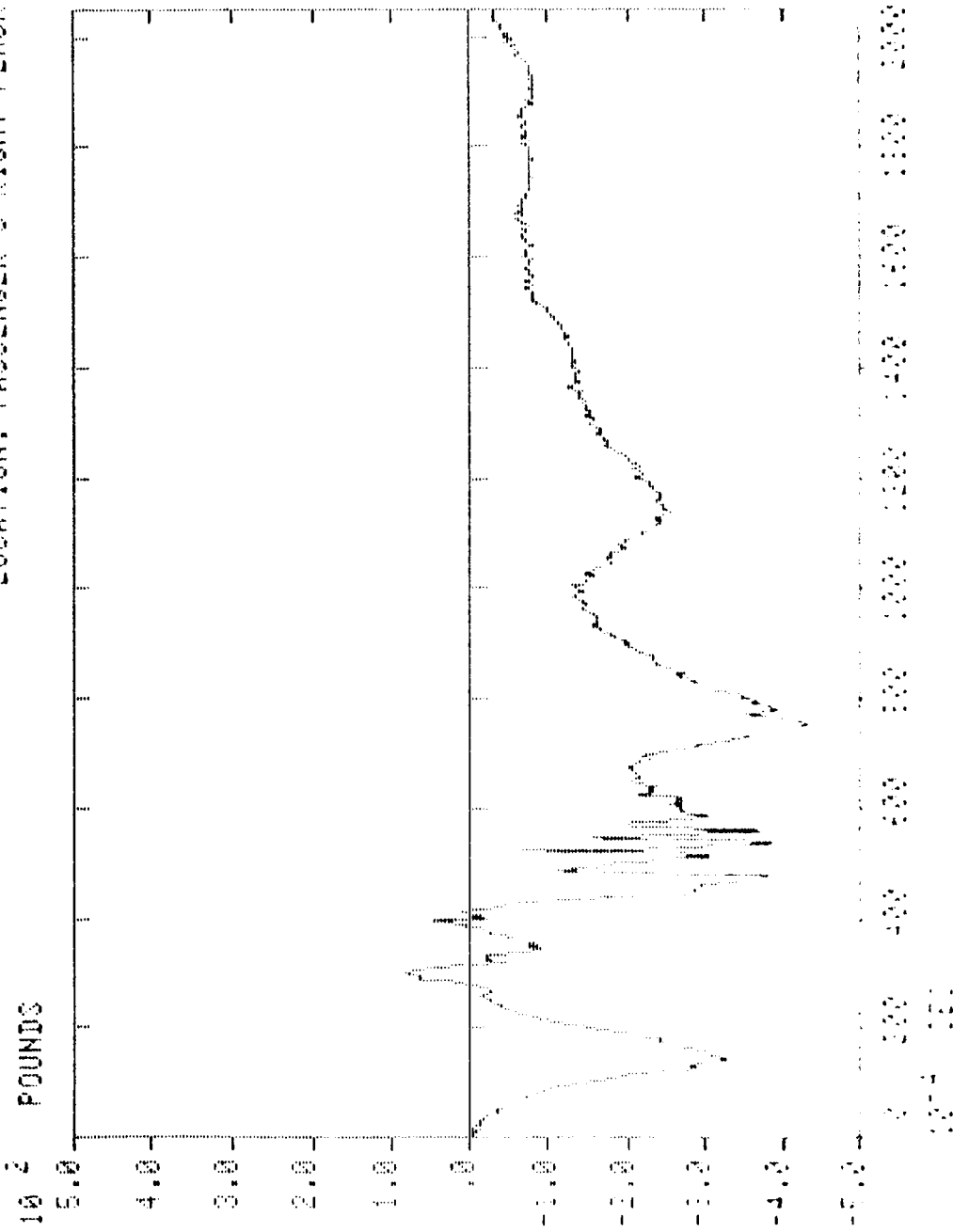


DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LAB

VEHICLE: DODGE MIRADA
 VEHICLE ID: NHTR 808303
 TEST FILE NO.: 221 35.48 MPH
 DATE: SEPT. 5, 1980 FRONTAL

MJO NO.: 971-3882-16
 FILTER: CLASS 600
 LOAD CELL: TAPE 2, CH 4
 DIRECTION: TENSION
 LOCATION: PASSENGER'S RIGHT FEMUR

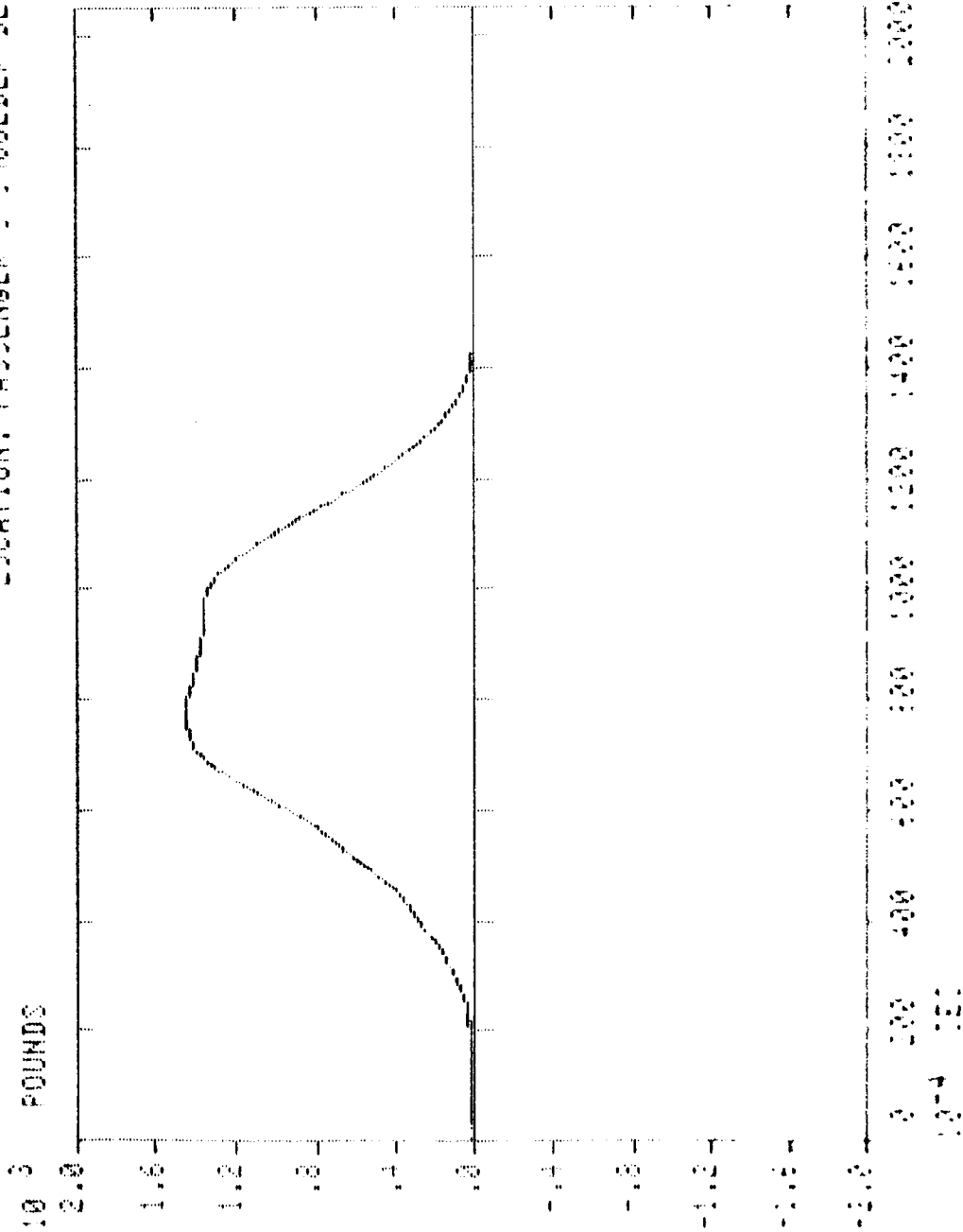


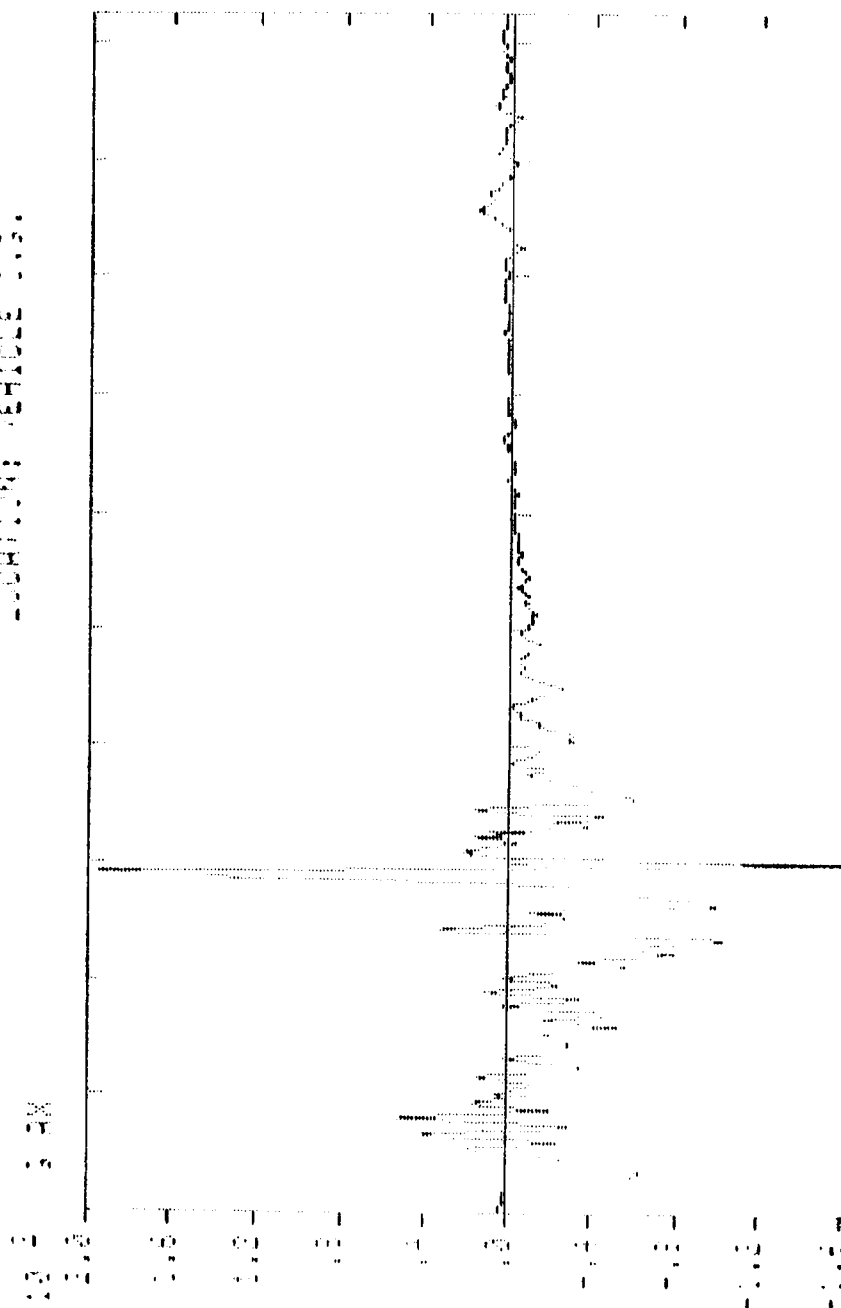
107 CRASH PROGRAM

APPROVED ENGINEERING TEST LAB

VEHICLE: DODGE MIRADA
 VEHICLE ID: WHTCA 200203
 TEST FILE NO.: 21 25.48 MPH
 DATE: DEPT. 10, 1980 FRONTAL

WTO NO.: 871-3882-13
 FILTER: CLASS 50
 LOAD CELL: TAPE 2, CH 3
 DIRECTION: TENSION
 LOCATION: OCCUPANT'S SHOULDER BELT



[illegible][illegible]

100



APPROVED ENGINEERING TEST LABORATORIES

APPENDIX C



APPROVED ENGINEERING TEST LABORATORIES

APPENDIX C

The following report sheets are the part 572 test dummy calibration test data for the dummies used in the 1980 Dodge Mirada - 2 Door Specialty Hardtop, NHTSA 800303 frontal fixed barrier impact test.

TABLE 5-7 DUMMY CALIBRATION TEST DATA

Dummy 5/R A03

Calibration Laboratory Dynamic Science (Pre)

		Pre-Test Calibration	Post-Test Calibration
Date of Dummy Calibration		6/25/80	
Calibration Sequential Number for Dummy		17	
Temperature in Lab. (Spec. - 66 to 78°F)		N/A	
Relative Humidity in Lab. (Spec. - 10 to 70%)		N/A	
TEST PARAMETER	SPECIFICATION		
1. HEAD DROP TEST:			
a. Peak Resultant Accel.	210 to 260G	257.3 g	
b. Peak Lateral Accel.	$\leq 10G$	8.34 g	
c. Time above 100G	0.9 to 1.5 ms	1.25 ms	
2. NECK BENDING TEST:			
a. Pendulum Speed	21.5 to 25.5 fps	22.01 fps	
b. Pendulum Avg. Decel. (over $t_3 - t_2$)	20 to 24G	21.68 g	
c. Peak Resultant Head Acceleration	26G maximum	19.38 g	
d. Pendulum Decel. ($t_2 - t_1$)	≤ 3 ms	2.75 ms	
e. Pendulum Decel. ($t_3 - t_2$)	25 to 30 ms	27.5 ms	
f. Pendulum Decel. ($t_4 - t_3$)	≤ 10 ms	5.5 ms	
g. Pendulum Direction Reversal Time	≥ 123 ms	N/A	
h. Max. Head Rotation	63 to 73°	72.6°	
i. Chordal Displacement:			
Head Rotation Angle			
0°	Time	-2 to 2 ms	0 ms
	Displ.	-.5 to .5 in.	0 in.
30°	Time	25.6 to 34.4 ms	28.5 ms
	Displ.	2.1 to 3.1 in.	2.39 in.

FORM 77 DYNAMIC CALIBRATION TEST DATA
(Continued)

Summary 5, H A03

Calibration Laboratory Dynamic Science (Pre)

TEST PARAMETER		SPECIFICATION	Pre-Test Calibration	Post-Test Calibration
2. NECK BENDING TEST Continued:				
i. Chordal Displacement: Head Rotation Angle				
60°	Time	40.3 to 51.7 ms	44.5 ms	
	Displ.	4.3 to 5.3 in.	4.62 in.	
Maximum (°)	Time	53.2 to 66.8 ms	64.5 ms	
	Displ.	5.0 to 6.0 in.	5.47 in.	
60°	Time	67.0 to 83.0 ms	81.0 ms	
	Displ.	4.3 to 5.3 in.	4.61 in.	
30°	Time	85.4 to 104.6 ms	97.3 ms	
	Displ.	2.1 to 3.1 in.	2.38 in.	
0°	Time	101.0 to 123.0 ms	114.3 ms	
	Displ.	-.5 to 0.5 in.	0 in.	
3. ABDOMINAL COMPRESSION TEST: (Preload - 10 pounds)				
a. Force @ .5"		14 to 26 lbs.	18.81 lbs.	
b. Force @ .75"		27 to 40 lbs.	28.94 lbs.	
c. Force @ 1.0"		40 to 53 lbs.	43.41 lbs.	
d. Force @ 1.3"		63 to 78 lbs.	69.46 lbs.	
4. LUMBAR FLEXION TEST:				
a. Force @ 20°		22 to 34 lbs.	27.20 lbs.	
b. Force @ 30°		34 to 46 lbs.	40.52 lbs.	
c. Force @ 40°		46 to 58 lbs.	46.30 lbs.	
d. Return Angle		12° maximum	6.8°	

TABLE 5-7. DUMMIE CALIBRATION TEST DATA
(Continued)

Dummay 5/14 A03

Calibration Laboratory Dynamic Science (Pre)

TEST PARAMETER	SPECIFICATION	Pre-Test Calibration	Post-Test Calibration
5. <u>CHEST IMPACT TESTS:</u>			
a. High Speed			
(1) Probe Speed	21.78-22.22 fps	22.01 fps	
(2) Peak Deflection	1.7" maximum	1.681 in.	
(3) Peak Resistive Force	2250 lbs. max.	1722.3 lbs.	
(4) Internal Hysteresis	50 to 70%	60.1%	
b. Low Speed			
(1) Probe Speed	13.86-14.14 fps	13.89 fps	
(2) Peak Deflection	1.1" maximum	1.095 in.	
(3) Peak Resistive Force	1450 lbs. max.	1042.8 lbs.	
(4) Internal Hysteresis	50 to 70%	61.7%	
6. <u>KNEE IMPACT TESTS:</u>			
a. Right Side			
(1) Probe Side	6.76 to 7.04 fps	6.84 fps	
(2) Maximum Force	1850 to 2500 lbs.	2103.6 lbs.	
(3) Time Above 1000#	1.7 ms minimum	2.0 ms	
b. Left Side			
(1) Probe Speed	6.76 to 7.04 fps	6.84 fps	
(2) Maximum Force	1850 to 2500 lbs.	2420.6 lbs.	
(3) Time Above 1000#	1.7 ms minimum	1.75 ms	

PART 572 DUMMY CALIBRATION TEST DATA

Dummy S/N 0358

Calibration Laboratory Dynamic Science (Pre)

		Pre-Test Calibration	Post-Test Calibration
Date of Dummy Calibration		8/5/80	
Calibration Sequential Number for Dummy		1	
Temperature in Lab. (Spec. = 66 to 78°F)		73°	
Relative Humidity in Lab. (Spec. = 10 to 70%)		N/A	
TEST PARAMETER	SPECIFICATION		
1. HEAD DROP TEST:			
a. Peak Resultant Accel.	210 to 260G	239.1 g	
b. Peak Lateral Accel.	$\leq 10G$	6.9 g	
c. Time above 100G	0.9 to 1.5 ms	1.25 ms	
2. NECK BENDING TEST:			
a. Pendulum Speed	21.5 to 25.5 fps	21.98 fps	
b. Pendulum Avg. Decel. (over $t_3 - t_2$)	20 to 24G	22.2 g	
c. Peak Resultant Head Acceleration	26G maximum	24.2 g	
d. Pendulum Decel. ($t_2 - t_1$)	≤ 3 ms	2.0 ms	
e. Pendulum Decel. ($t_3 - t_2$)	25 to 30 ms	29.0 ms	
f. Pendulum Decel. ($t_4 - t_3$)	≤ 10 ms	3.0 ms	
g. Pendulum Direction Reversal Time	≥ 123 ms	N/A	
h. Max. Head Rotation	63 to 73°	65.83°	
i. Chordal Displacement:			
Head Rotation Angle			
0°	Time	-2 to 2 ms	0 ms
	Displ.	-.5 to .5 in.	0 in.
30°	Time	25.6 to 34.4 ms	29.0 ms
	Displ.	2.1 to 3.1 in.	2.69 in.

PART 5.2 DUMMY CALIBRATION TEST DATA
(Continued)

Dummy S/N 0358

Calibration Laboratory Dynamic Science (Pre)

TEST PARAMETER		SPECIFICATION	Pre-Test Calibration	Post-Test Calibration
2. <u>NECK BENDING TEST</u>				
<u>Continued:</u>				
i. Chordal Displacement:				
Head Rotation Angle				
60°	Time	40.3 to 51.7 ms	48.0 ms	
	Displ.	4.3 to 5.3 in.	5.16 in.	
Maximum (°)	Time	53.2 to 66.8 ms	66.0 ms	
	Displ.	5.0 to 6.0 in.	5.63 in.	
60°	Time	67.0 to 83.0 ms	68.0 ms	
	Displ.	4.3 to 5.3 in.	5.15 in.	
30°	Time	85.4 to 104.6 ms	87.0 ms	
	Displ.	2.1 to 3.1 in.	2.69 in.	
0°	Time	101.0 to 123.0 ms	101.0 ms	
	Displ.	-0.5 to 0.5 in.	0 in.	
3. <u>ABDOMINAL COMPRESSION TEST:</u>				
(Preload = 10 pounds)				
a. Force @ .5"		14 to 26 lbs.	26.0 lbs.	
b. Force @ .75"		27 to 40 lbs.	36.5 lbs.	
c. Force @ 1.0"		40 to 53 lbs.	47.5 lbs.	
d. Force @ 1.3"		41 to 63 lbs.	68.3 lbs.	
4. <u>LUMBAR FLEXION TEST:</u>				
a. Force @ 20°		22 to 34 lbs.	34.7 lbs.	
b. Force @ 30°		34 to 46 lbs.	45.2 lbs.	
c. Force @ 40°		46 to 58 lbs.	46.9 lbs.	
d. Return Angle		12° maximum	5.9°	

PART 5/7 DUMMIE CALIBRATION TEST DATA
(Continued)

Dummy S/N 0358

Calibration Laboratory Dynamic Science (Pre)

TEST PARAMETER	SPECIFICATION	Pre-Test Calibration	Post-Test Calibration
5. CHEST IMPACT TESTS:			
a. High Speed			
(1) Probe Speed	21.78-22.22 fps	22.0 fps	
(2) Peak Deflection	1.7" maximum	1.7 in.	
(3) Peak Resistive Force	2250 lbs. max.	1883.0 lbs.	
(4) Internal Hysteresis	50 to 70%	64.2%	
b. Low Speed			
(1) Probe Speed	13.86-14.14 fps	13.9 fps	
(2) Peak Deflection	1.1" maximum	1.05 in.	
(3) Peak Resistive Force	1450 lbs. max.	1281.7 lbs.	
(4) Internal Hysteresis	50 to 70%	61.1%	
6. KNEE IMPACT TESTS:			
a. Right Side			
(1) Probe Side	6.76 to 7.04 fps	7.01 fps	
(2) Maximum Force	1850 to 2500 lbs.	2028.0 lbs.	
(3) Time Above 1000#	1.7 ms minimum	2.0 ms	
b. Left Side			
(1) Probe Speed	6.76 to 7.04 fps	6.9 fps	
(2) Maximum Force	1850 to 2500 lbs.	1973.2 lbs.	
(3) Time Above 1000#	1.7 ms minimum	1.9 ms	



APPROVED ENGINEERING TEST LABORATORIES

SERVICE 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

CONTRACT NUMBER: DOT-HS-9-02273

I hereby certify that the preceding report is true and correct to the best of my knowledge.

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