



AETL

DOT 292

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

REPORT NO. 301-AETL-81-029-971-3882-29

NEW VEHICLE ASSESSMENT
AND
STANDARDS ENFORCEMENT INDICANT TESTING

FMVSS 301-75

CHRYSLER CANADA LTD.
1981 CHRYSLER IMPERIAL SPECIALTY - 2 DOOR HARDTOP
NHTSA 810301

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



JANUARY 1981

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
- ENFORCEMENT -
OFFICE OF VEHICLE SAFETY COMPLIANCE
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Prepared for the Department of Transportation, National Highway Traffic Safety Administration under Contract No. DOT-HS-9-02273. This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.

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Date 17 February 1981

Report Accepted by:

Contract Technical Manager
Office of Vehicle Safety Compliance

Date

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APPROVED ENGINEERING TEST LABORATORIES

TABLE OF CONTENTS

<u>Section</u>	<u>Paragraph</u>	<u>Description</u>	<u>Page</u>
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	24
4	4.0	Occupant Response and Vehicle Acceleration Summary Data	44
5	5.0	Test Facilities and Equipment	55
	5.1	Frontal Collision Barrier Facility	55
	5.2	Oblique Angle Collision Barrier	57
	5.3	Moving Collision Barrier	58
	5.4	Vehicle Static Rollover Machine	59
	5.5	Impact Velocity Measurement	59
	5.6	Photograph Coverage	61
	5.7	Data Acquisition and Reduction	64
Appendix A		Pre and Post Test Dummy Photographs	75
Appendix B		Computer Plots	89

TABLES

<u>Table</u>	<u>Description</u>	<u>Page</u>
I	Summary of Test Conditions	13
III	Post-Impact Summary	16
VI	Post-Impact Summary - Fuel System Integrity	19
VII	Fuel System Integrity - Static Rollover	20
VIII	Fuel System Integrity - Static Rollover	21
IX	Fuel System Integrity - Static Rollover	22
X	Fuel System Integrity - Static Rollover	23
4-1	Part 572 Dummy Pre-Test Clearance Distances	45
4-2	Manufacturers Seat Belt Instructions	46
4-3	Vehicle Structural Data	48
4-4	Pre-Test - Vehicle Measurement Data	49
4-5	Post-Test - Vehicle Measurement Data	50
4-6	Pre-Test and Post-Test Vehicle Dimensions	51
4-7	FMVSS 301-75 - Camera Positions	52
4-8	FMVSS 301-75 - Camera Positions	53
5-1	Instrumentation For Crash Test	71
5-2	Data Acquisition And Reduction System	72
5-3	Data Designations For Vehicle Crash Impact Data Acquisition	73

ILLUSTRATIONS

<u>Figure</u>	<u>Description</u>	<u>Page</u>
3-1	Pre-Test, Left Side View	25
3-2	Pre-Test, Full Rear View	27
3-3	Pre-Test, Right Side View	29
3-4	Post-Impact, Left Side View	31
3-5	Post-Impact, Full Rear View	33
3-6	Post-Impact, Right Side View	35
3-7	Post-Impact, Rollover Test, 90° Increment	37
3-8	Post-Impact, Fuel Tank Vent Line, Spillage Location	39
3-9	Post-Impact, Rollover Test, 270° Increment	41
5-1	Vehicle and Occupant crash Impact Data Acquisition System	70
5-2	Comparison Plot of SAE Filters	74
A-1	Pre-Test, Driver Dummy View	77
A-2	Pre-Test, Passenger Dummy View	79
A-3	Post-Impact, Driver Dummy View	81
A-4	Post-Impact, Driver Dummy Contact Area	83
A-5	Post-Impact, Passenger Dummy View	85
A-6	Post-Impact, Passenger Dummy Contact Area	87



APPROVED ENGINEERING TEST LABORATORIES

SECTION 1



APPROVED ENGINEERING TEST LABORATORIES

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 fuel system integrity relative to Federal Motor Vehicle Safety Standard (FMVSS) No. 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 fuel system integrity indicant data, when a vehicle is impacted in excess of the velocity (30 mph) requirements of FMVSS 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.



APPROVED ENGINEERING TEST LABORATORIES

SECTION 1

Appendix A contains additional 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. 301-75 "Fuel System Integrity" as published in the Federal Register, Volume 38, No. 22397, dated August 20, 1973.
2. 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, TP212-02, dated April 4, 1980.



APPROVED ENGINEERING TEST LABORATORIES

B. Description of Test Vehicle

1. 1981 Chrysler Imperial Specialty - 2 Door Hardtop
2. Vehicle Identification No.: 2A3BY62J6BR105417
3. NHTSA No.: 810301
4. Manufactured Date: August 1980
5. GVWR: 5,240 pounds

C. Dates

1. Vehicle Received: November 5, 1980
2. Start of Test: December 5, 1980
3. Completion of Test: January 6, 1981



APPROVED ENGINEERING TEST LABORATORIES

SECTION 2



APPROVED ENGINEERING TEST LABORATORIES

SECTION 2

2.0 GENERAL TEST INFORMATION AND SUMMARY DATA

The 1981 Chrysler Imperial Specialty - 2 Door Hardtop was subjected to a rear moving barrier impact and a static rollover maneuver as required by Federal Motor Vehicle Safety Standard No. 301-75.

Two (2) Part 572 test dummies were positioned in each front designated outboard seating 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 white chalk and the passenger dummy head painted with yellow chalk to provide post-impact visual inspection of possible dummy head contact with interior components during the impact event.

TABLE I

SUMMARY OF TEST CONDITIONS

TEST VEHICLE INFORMATION:

Manufacturer: Chrysler Canada LTD.
Make/Model: Chrysler Imperial Specialty
Body Style: 2 Door Hardtop Model Year: 1981
VIN: 2A3BY62J6BR105417 Build Date: August 1980
NHTSA No.: 810301 Color: White
Engine Data: Eight (8) Cylinders; 318.0 Cu. In. Displ.
Transmission Data: Three (3) Speed () Manual (X) Automatic
Major Options: None

VEHICLE ATTITUDE:

Delivered Attitude: LF 28.2 in.; RF 28.0 in.; LR 27.8 in.; RR 27.7 in.
Test Attitude: LF 27.5 in.; RF 27.5 in.; LR 26.4 in.; RR 26.0 in.

VEHICLE TIRE DATA:

Recommended Cold Tire Pressure: Front = 29 psi
(Up to Vehicle Load Capacity) Rear = 29 psi

Recommended Tire Size: P205-75R15 Load Range: 1598 @ 35 psi

Tires on Vehicle: P205-75R15 - w/s/w - Goodyear

Spare Tire: X Yes; No; Space Saver: X Yes; No

Note: Spare T125/70D15 - Goodyear
(60 psi)

TABLE Ia

SUMMARY OF TEST CONDITIONS (Cont'd)

TEST CONDITIONS:

Date of Test: January 6, 1981 Time of Test: 1500
Ambient Temperature: 79 °F at Impact Area

VEHICLE CAPACITY:

Type of Seats: Bench; Bucket; X 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: 5,240 lbs. (Taken From Certification Label)

GAWR: Front 2,695 lbs.; Rear 2,595 lbs.

VEHICLE DELIVERED WEIGHT: (Fuel - 93% of NFC)

Left Front	<u>1,156</u> lbs.	Left Rear	<u>865</u> lbs.
Right Front	<u>1,166</u> lbs.	Right Rear	<u>868</u> lbs.
Total Front Weight	<u>2,322</u> lbs.	(<u>57.3</u> % of Total Vehicle Weight)	
Total Rear Weight	<u>1,733</u> lbs.	(<u>42.7</u> % of Total Vehicle Weight)	
Total Delivered Weight	<u>4,055</u> lbs.		

CALCULATED VEHICLE TEST WEIGHT: 4,583 lbs.

(With Required Dummies and 200 lbs. Cargo)

ACTUAL VEHICLE TEST WEIGHT:

Left Front	<u>1,302</u> lbs.	Left Rear	<u>999</u> lbs.
Right Front	<u>1,174</u> lbs.	Right Rear	<u>1,092</u> lbs.
Total Front Weight	<u>2,476</u> lbs.	(<u>54.2</u> % of Total Vehicle Weight)	
Total Rear Weight	<u>2,091</u> lbs.	(<u>45.8</u> % of Total Vehicle Weight)	
Total Test Weight	<u>4,567</u> lbs.		

TABLE Ib

SUMMARY OF TEST CONDITIONS (Cont'd)

TEST FLUID DATA:

Test Fluid Type: Red Stoddard Solvent ; Specific Gravity: 0.764

Kinematic Viscosity: 1.31

Nominal Fuel Capacity: 18.00 gals. (NFC)

Test Volume: 16.74 gals. (92-94% of NFC)

Fuel System Capacity: 18.00 gals.
(Data from Owner's Manual)

Electric Fuel Pump: X Yes; No; Fuel Injection: X Yes; No

Does Electric Fuel Pump Operate with Ignition Switch "On"

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

Details of Fuel System: Fuel filler located on 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 rear axle
and bumper.

VEHICLE TEST CONDITIONS:

Temperature in Occupant Compartment: N/A °F

Temperature of Windshield Glazing/Moulding: N/A °F

VEHICLE CRUSH AND REBOUND:

Overall Length of Test Vehicle: Pre-Test - Left 208.3 in.; Right 208.6 in.

Post-Test - Left 190.7 in.; Right 190.0 in.

Crush: Left 17.6 in.; Right 18.6 in.

Rebound (From Rigid Barrier Only): N/A in.

TABLE III
POST IMPACT SUMMARY

Vehicle 1981 Chrysler Imperial

NHTSA No. 810301 Test Date January 6, 1981

TYPE OF TEST: ☐ 0° Frontal Impact
☐ 30° Oblique Impact (Driver/Passenger) Side
☒ Rear Impact

REQUIRED IMPACT VELOCITY RANGE: 34.5 to 35.5 mph

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

Trap 1 = 35.09 mph

Trap 2 = 35.08 mph

Average 35.085 mph

Actual distance from vehicle rear bumper to barrier
face when entering timing trap 52.0 in.

Actual distance from vehicle rear bumper to barrier
face when exiting timing trap 28.0 in.

VEHICLE STATIC CRUSH: Driver's Side = 17.6 inches

Passenger's Side = 18.6 inches

Average = 18.1 inches

Crush Details: Frame buckled over rear axle, roof buckled over both "C"
posts, both dummies made contact with rear seat back.

VEHICLE REBOUND: (From rigid barrier only)

Driver's Side = N/A inches

Passenger's Side = N/A inches

Average = N/A inches



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SECTION 3



APPROVED ENGINEERING TEST LABORATORIES

SECTION 3

3.0 TEST DATA

The 1981 Chrysler Imperial Specialty - 2 Door Hardtop was subjected to a rear moving barrier impact and a static rollover maneuver as required by Federal Motor Vehicle Safety Standard No. 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 VI

POST IMPACT SUMMARY

FUEL SYSTEM INTEGRITY - FMVSS 301-75

Vehicle 1981 Chrysler Imperial

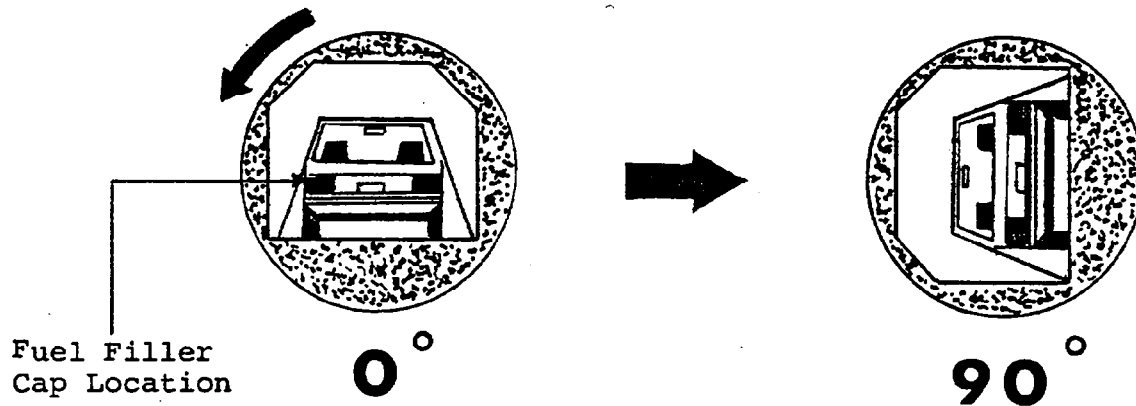
NHTSA No. 810301 Test Date January 6, 1981

	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.	unmeasureable	5 ounces
Fuel spillage for next 25 minute period.	unmeasureable	1 ounce/ 1 minute
Time duration from impact until start of rollover test periods.	29 min. 20 sec.	30 minutes

Fuel Spillage Location: Fuel tank vent line connection

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

Vehicle 1981 Chrysler Imperial NHTSA No. 810301

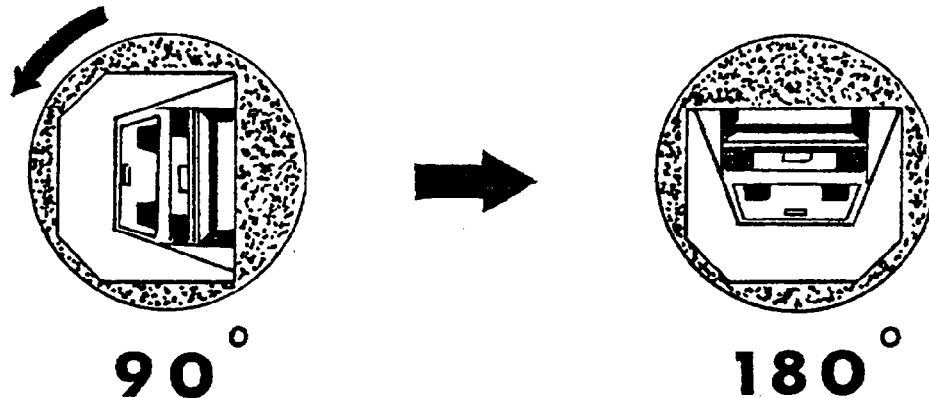


	Actual	Max. Allowed
Rollover fixture 90° rotation time	2 min. 16 sec.	1 to 3 Minutes
Fuel spillage during 5 minute period from onset of rotation	unmeasureable	5 ounces
Fuel spillage during 6th minute period from onset of rotation	- 0 -	1 ounce
Fuel spillage during 7th minute period from onset of rotation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

Fuel Spillage Location: Fuel tank vent line connection

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

Vehicle 1981 Chrysler Imperial NHTSA No. 810301



	Actual	Max. Allowed
Rollover fixture 90° rotation time	2 min. 18 sec.	1 to 3 Minutes
Fuel spillage during 5 minute period from onset of rotation	0.08 oz.	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

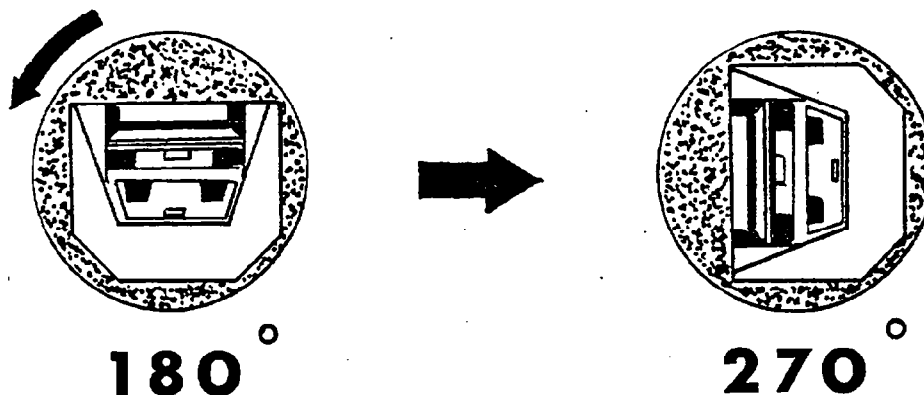
Fuel Spillage Location: Fuel tank vent line connection

TABLE IX

FUEL SYSTEM INTEGRITY - FMVSS 301-75

STATIC ROLLOVER

Vehicle 1981 Chrysler Imperial NHTSA No. 810301

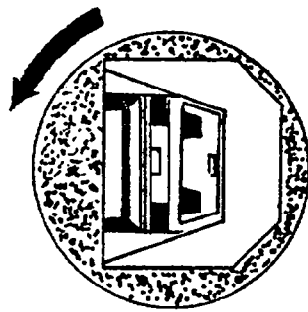


	Actual	Max. Allowed
Rollover fixture 90° rotation time	.2 min. 13 sec.	1 to 3 Minutes
Fuel spillage during 5 minute period from onset of rotation	unmeasureable	5 ounces
Fuel spillage during 6th minute period from onset of rotation	- 0 -	1 ounce
Fuel spillage during 7th minute period from onset of rotation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

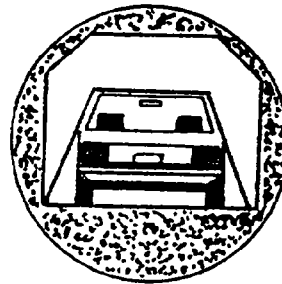
Fuel Spillage Location: Fuel tank vent line connection

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

Vehicle 1981 Chrysler Imperial NHTSA No. 810301



270°



360°

	Actual	Max. Allowed
Rollover fixture 90° rotation time	2 min. 11 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 rearward of the doors. The left and right frame rail buckled over the rear axle and both rear wheels were jammed. The roof buckled over both left and right "C" post and no window glass was broken. Both front seat backs bent backward unto the rear seat cushion. Both the driver and passenger dummy head made contact with the rear seat back.

Fuel spillage was noted immediately following cessation of vehicle motion after impact, however the fuel spillage was considered un-measureable. The fuel spillage was intermittent during the rollover test increment time periods. The fuel spillage was due to a partially severed fuel tank vent line connection, located in front of the fuel tank, which appeared to have been contacted by the differential during the impact event.

The 1981 Chrysler Imperial Specialty - 2 Door Hardtop test vehicle appears to comply with all the requirements of FMVSS 301-75.



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Figure 3-1

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Pre-Test, Left Side View





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Figure 3-2

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Pre-Test, Full Rear View





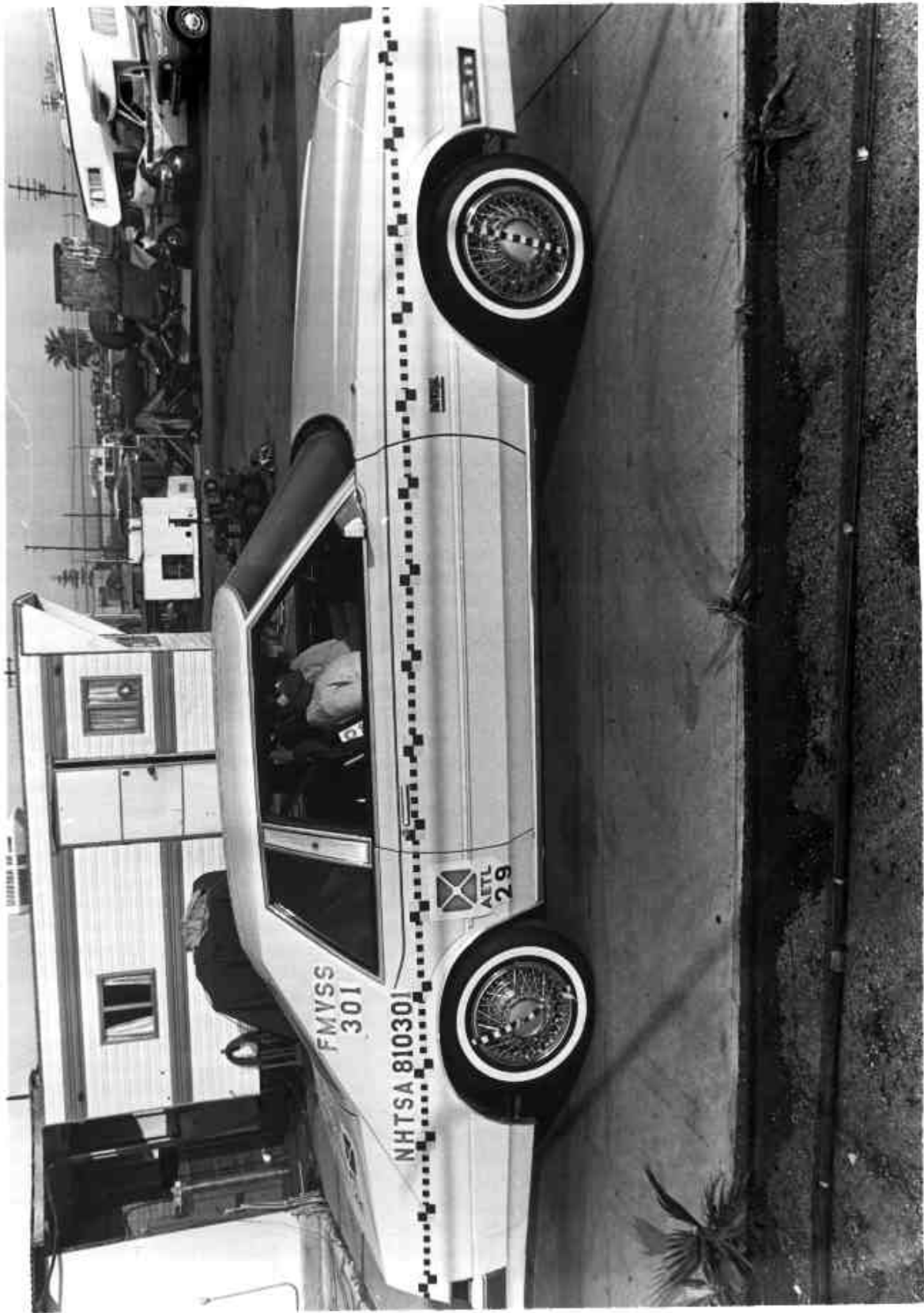
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Figure 3-3

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Pre-Test, Right Side View





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Figure 3-4
1981 Chrysler Imperial Specialty - 2 Door Hardtop
NHTSA 810301
Post-Impact, Left Side View





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Figure 3-5

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Full Rear View





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Figure 3-6

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Right Side View





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Figure 3-7

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Rollover Test, 90° Increment





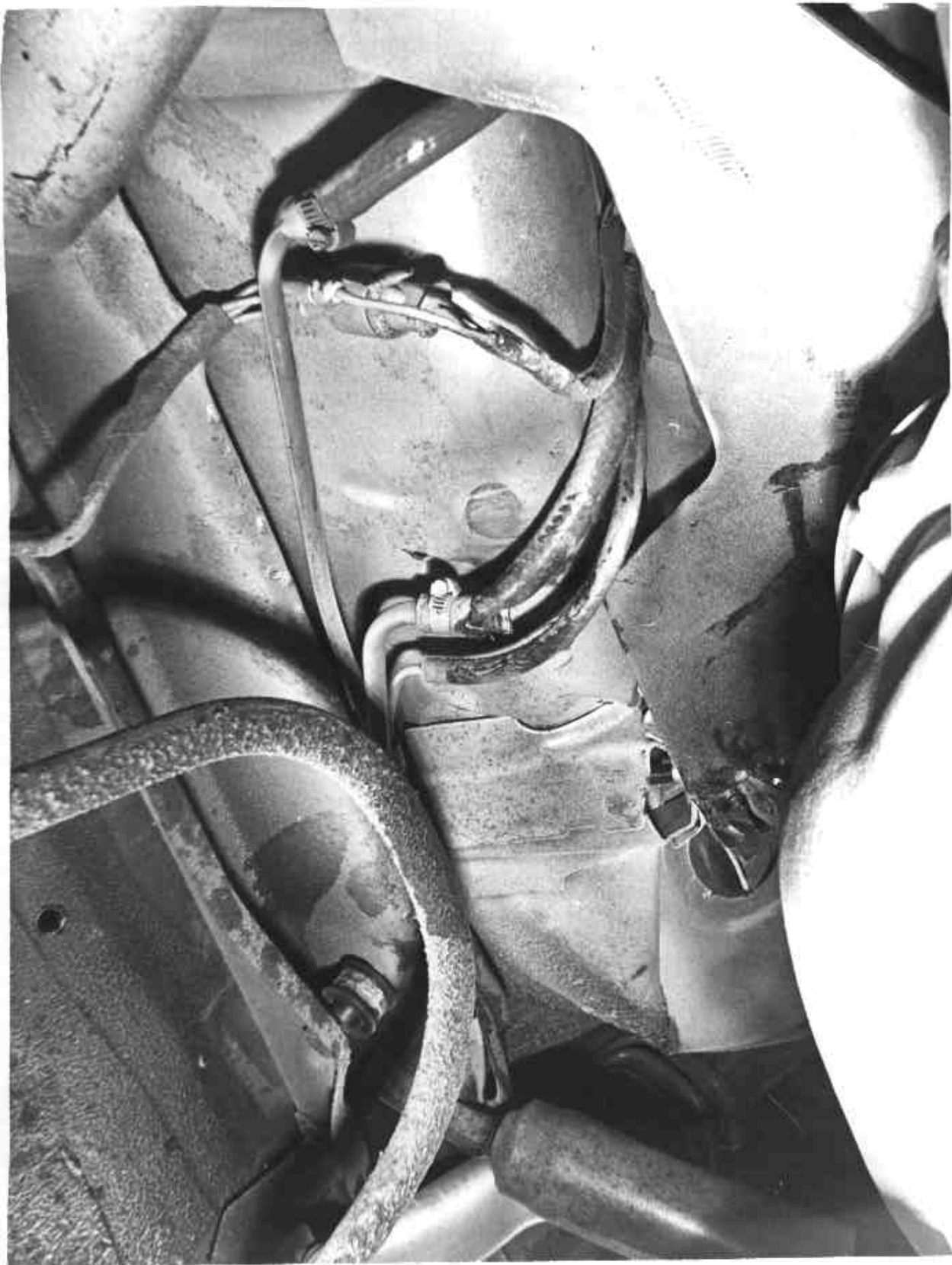
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Figure 3-8

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Fuel Tank Vent Line, Spillage Location





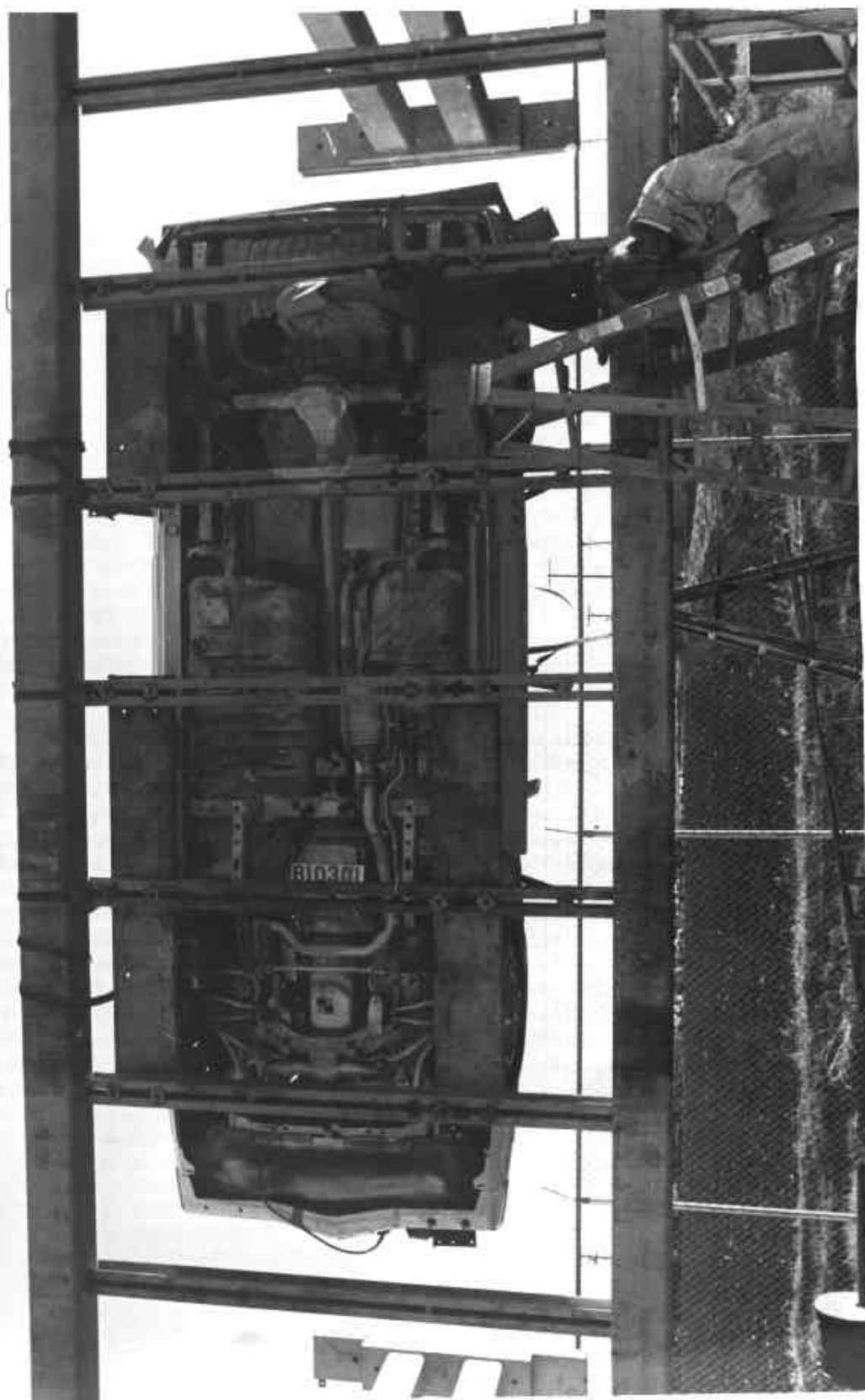
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Figure 3-9

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Rollover Test, 270° Increment





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SECTION 4



APPROVED ENGINEERING TEST LABORATORIES

SECTION 4

4.0 OCCUPANT RESPONSE AND VEHICLE ACCELERATION SUMMARY DATA

The following data sheets summarize:

- A. The dummy position data (Part 572 Dummy Pre-Test Dummy Clearance Distances Sheet)
- B. The vehicle acceleration data (Vehicle Structural Data Sheet)
- C. 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 plots.

TABLE 4-1

PART 572 DUMMY PRE-TEST CLEARANCE DISTANCES

DRIVER

HH = 14.0 in.

HW = 18.0 in.

HR = 9.5 in.

HS = 12.0 in.

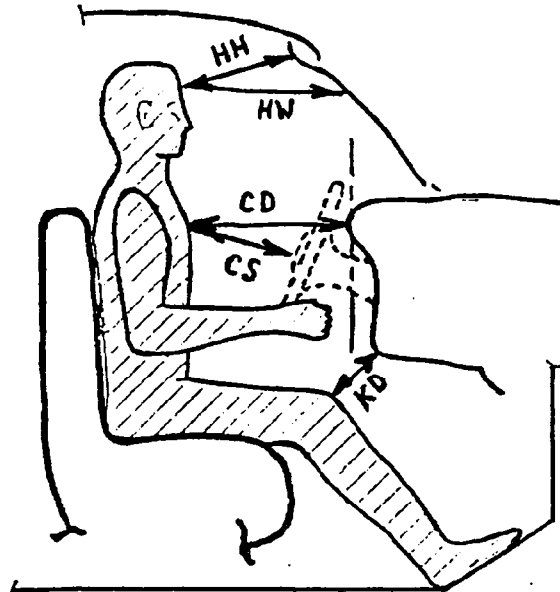
CD = 19.5 in.

CS = 12.5 in.

AD = 6.3 in.

HD = 7.5 in.

KD = 9.5 in.



PASSENGER

HH = 10.5 in.

HW = 14.0 in.

HR = 7.0 in.

HS = 10.0 in.

CD = 17.5 in.

AD = 5.0 in.

HD = 6.0 in.

KD = 6.5 in.

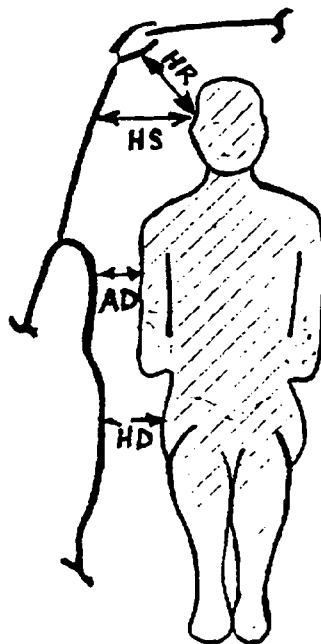


TABLE 4-2
MANUFACTURERS SEAT BELT INSTRUCTIONS

Seats, Seat Belts, Mirrors

Seat Belts

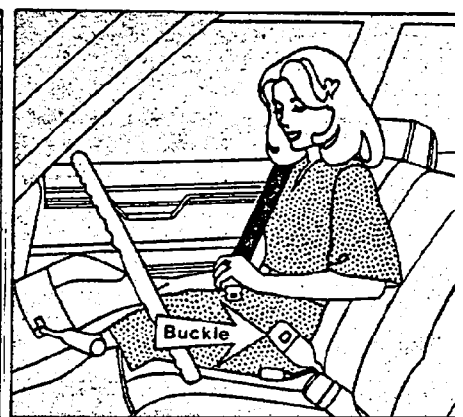
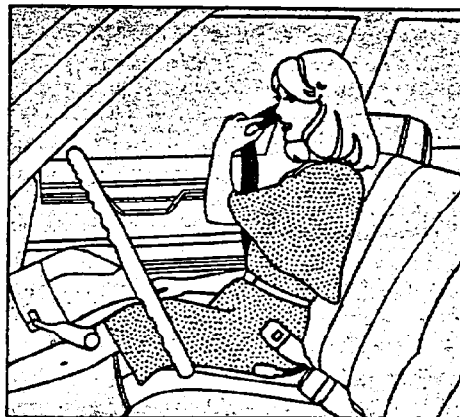
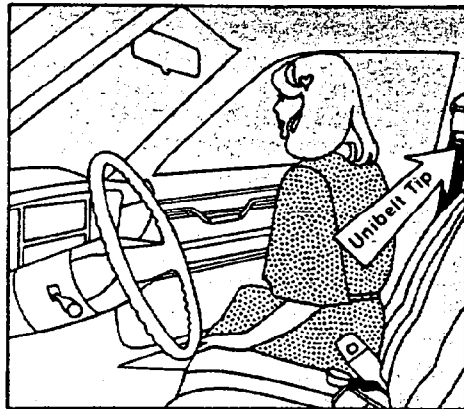
Always use the seat belts. The chance of a serious injury is greatly reduced when the seat belts are properly used.

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 continuous-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. Note the metal tip of the Unibelt in stowed position at the guide loop on the head rest.

CLOSE DOOR

2. Grasp the metal tip and slide it up the webbing as far as necessary to go around your lap as you pull out the webbing. A couple of tries and this will become an automatic one handed operation.

3. As you pull the webbing, move the metal tip toward the buckle. This system will not lock up if you stop or hesitate, so relax and continue to "buckle up".

Insert the tip into the buckle until a "click" is heard.

TABLE 4-2 (Con't)
MANUFACTURERS SEAT BELT INSTRUCTIONS

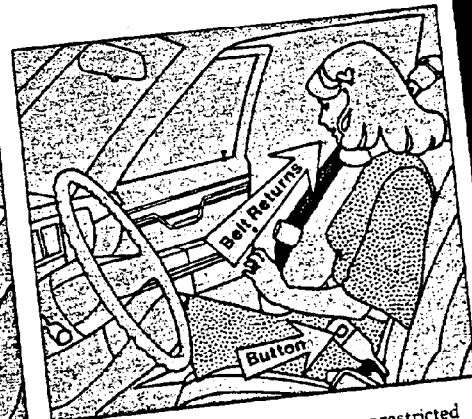


4. Slack will automatically be removed due to tension created by the retractor. If a snug fit in the lap belt portion is desired, pull up on the shoulder belt as shown.



5. If the shoulder belt feels snug, move your shoulder forward slightly, or give a slight tug on the belt, such that you withdraw an inch or so of webbing.

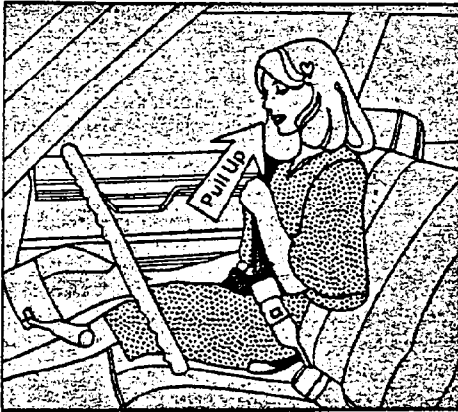
The belt will retain the small amount of slack necessary for comfort when you return to your normal seating position. If the belt is still too tight, pull out 6 to 8 inches of webbing, let it return to your chest and repeat the above motion. NOTE: The door must be closed to achieve belt tension relief.



The shoulder belt will allow unrestricted movement of the upper body under normal conditions. Extreme movements will probably require resetting the slack in the shoulder belt. The belt will lock in the event of an accident.

6. To release the belt, push the button on the buckle. The belt will automatically retract to its stowed position when the door is opened.

TABLE 4-2 (Con't)
MANUFACTURERS SEAT BELT INSTRUCTIONS

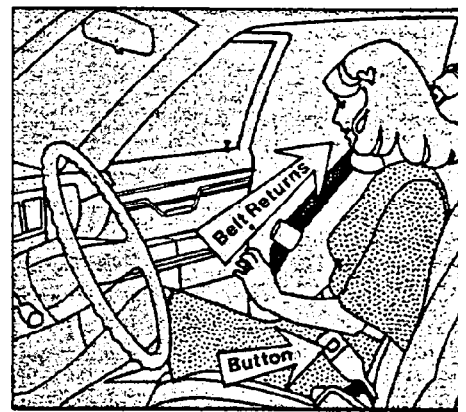


4. Slack will automatically be removed due to tension created by the retractor. If a snug fit in the lap belt portion is desired, pull up on the shoulder belt as shown.



5. If the shoulder belt feels snug, move your shoulder forward slightly, or give a slight tug on the belt, such that you withdraw an inch or so of webbing.

The belt will retain the small amount of slack necessary for comfort when you return to your normal seating position. If the belt is still too tight, pull out 6 to 8 inches of webbing, let it return to your chest and repeat the above motion. NOTE: The door must be closed to achieve belt tension relief.

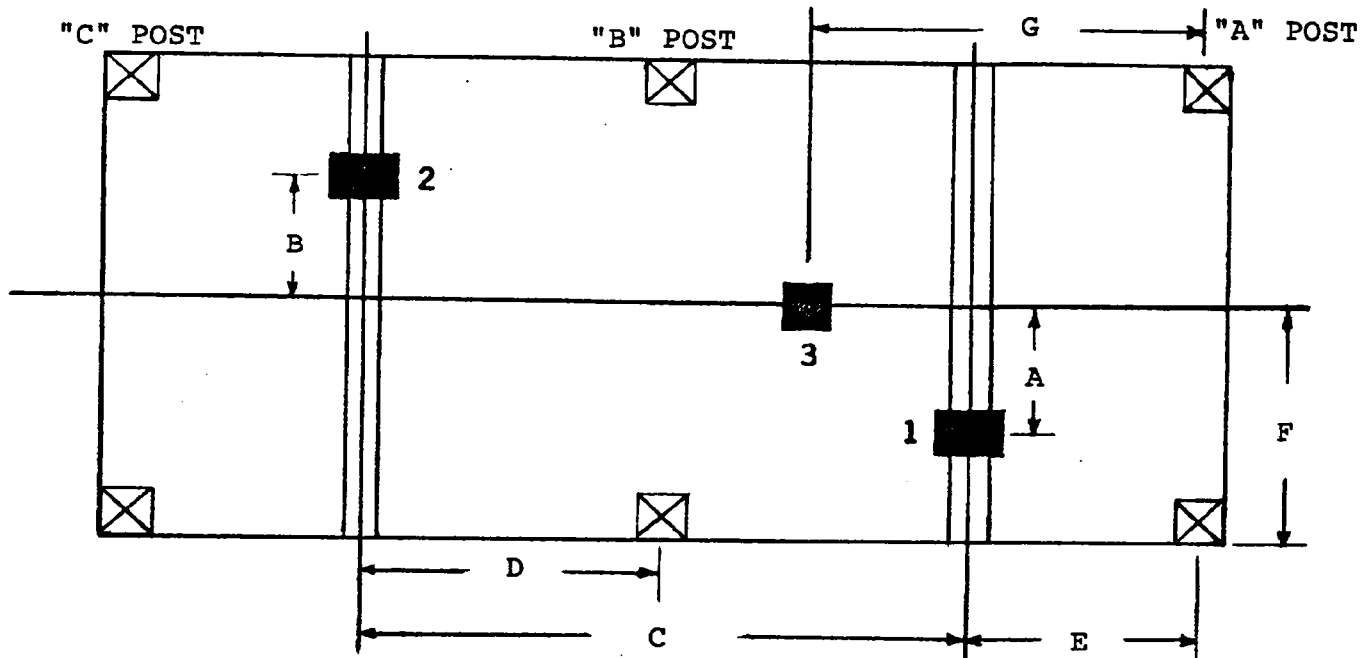


The shoulder belt will allow unrestricted movement of the upper body under normal conditions. Extreme movements will probably require resetting the slack in the shoulder belt. The belt will lock in the event of an accident.

6. To release the belt, push the button on the buckle. The belt will automatically retract to its stowed position when the door is opened.

TABLE 4-3
VEHICLE STRUCTURAL DATA

VEHICLE 1981 Chrysler Imperial NHTSA NO. 810301



DIMENSIONS			
LOCATION	MEASUREMENT (IN.)	LOCATION	MEASUREMENT (IN.)
A	19.1	E	11.0
B	19.3	F	36.8
C	29.0	G	22.5
D	-12.4		

ACCELERATION PEAKS				
ACCELEROMETER LOCATION	POSITIVE* DIRECTION		NEGATIVE* DIRECTION	
	PEAK "G"	TIME (MSEC)	PEAK "G"	TIME (MSEC)
NO. 1 LONGITUDINAL	23.2	116.0	21.5	113.0
NO. 2 LONGITUDINAL	23.5	121.0	4.9	112.0
NO. 3 LONGITUDINAL	18.5	146.0	4.3	232.0
*POSITIVE - LONGITUDINAL: FORWARD DIRECTION *NEGATIVE - LONGITUDINAL: REARWARD DIRECTION				

TABLE 4-4

PRE-TEST

VEHICLE MEASUREMENT DATA

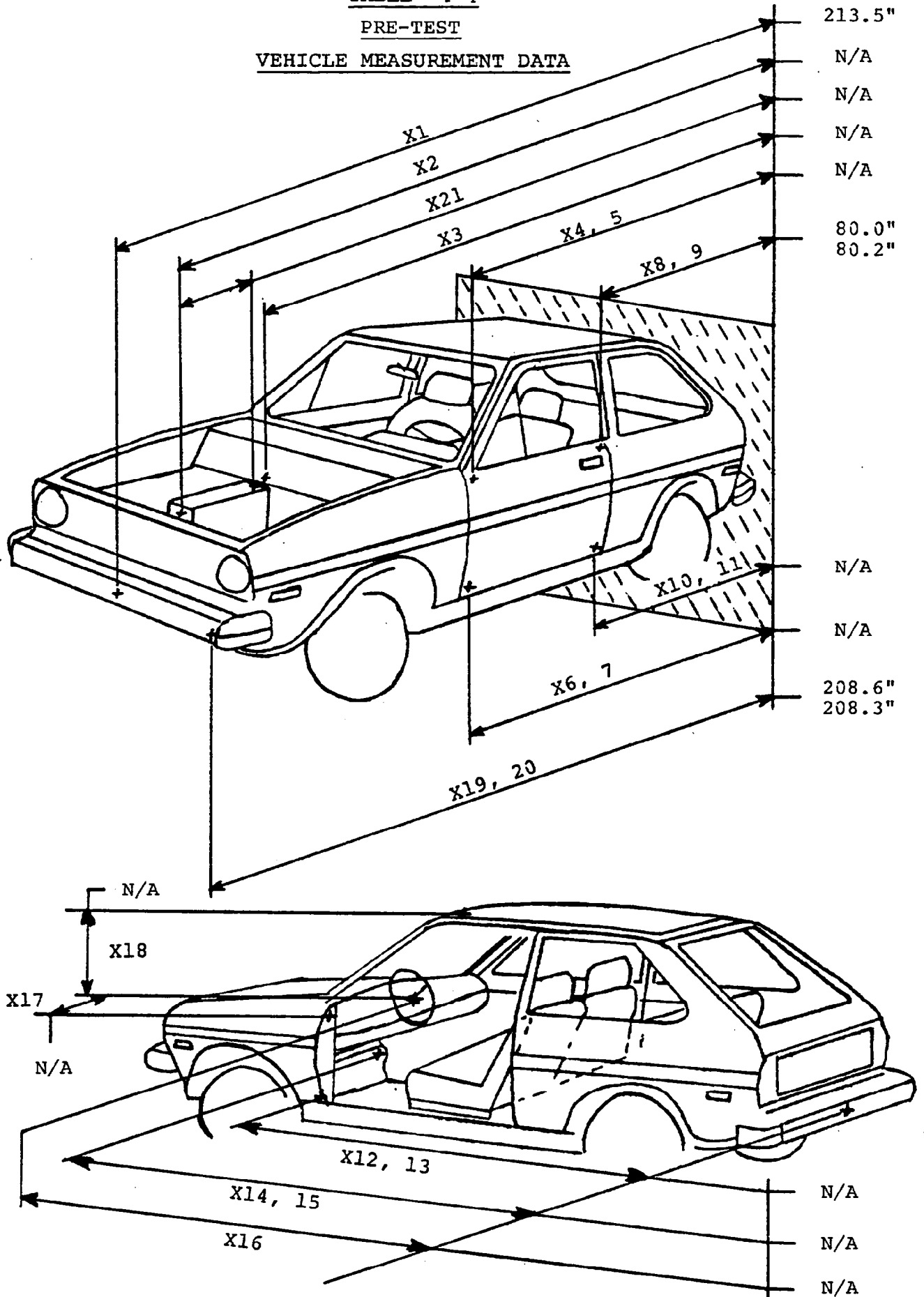
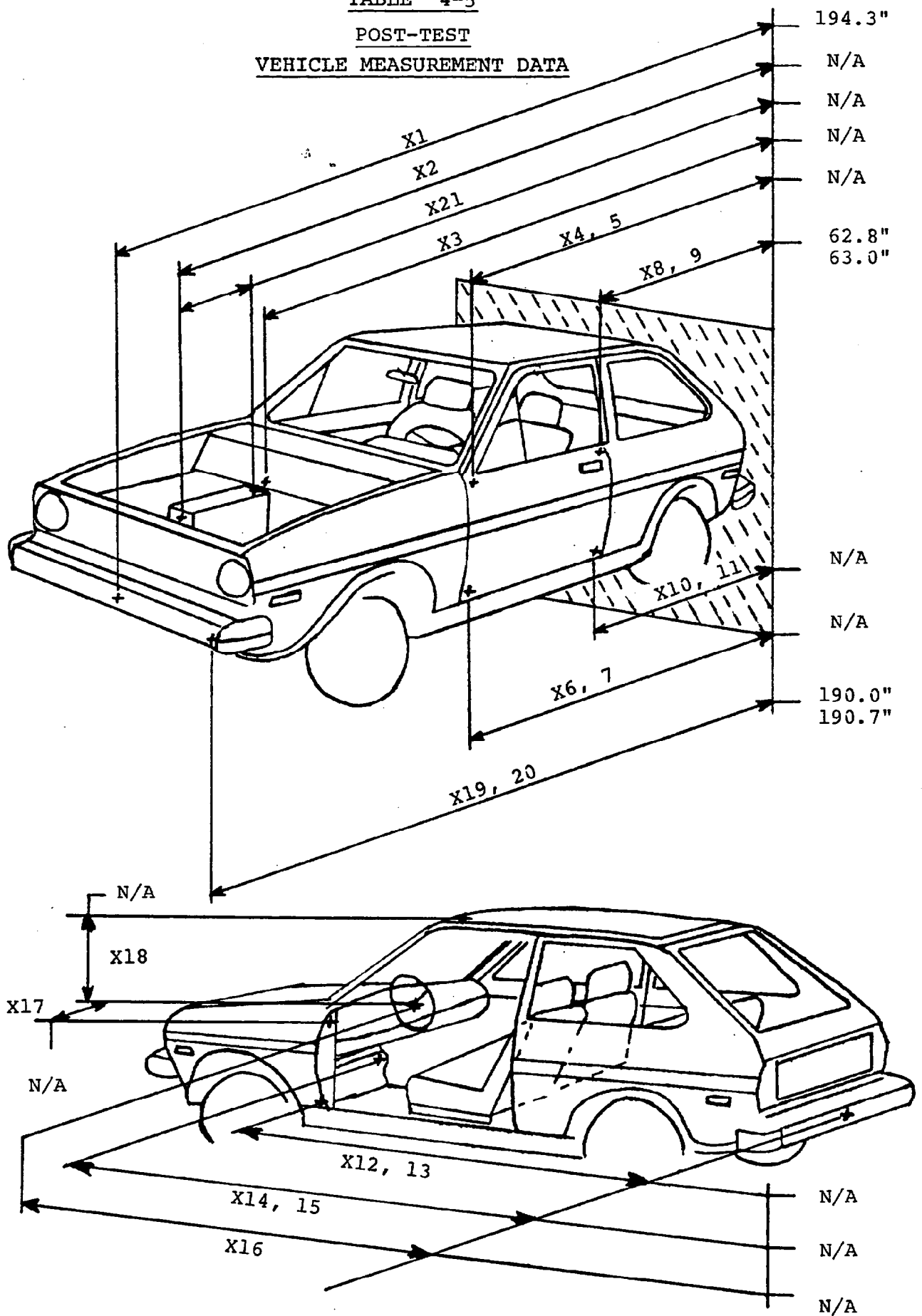


TABLE 4-5
POST-TEST
VEHICLE MEASUREMENT DATA





APPROVED ENGINEERING TEST LABORATORIES

TABLE 4-6

SUMMARY

PRE-TEST AND POST-TEST VEHICLE DIMENSIONS

<u>Measurement Point</u>	<u>Pre-Test</u>	<u>Post-Test</u>	<u>Difference</u>
X1	213.5"	194.3"	19.2"
X8	80.0"	62.8"	17.2"
X9	80.2"	63.0"	17.2"
X19	208.6"	190.0"	18.6"
X20	208.3"	190.7"	17.6"

TABLE 4-7
FMVSS 301-75
CAMERA POSITIONS

VEHICLE 1981 Chrysler Imperial

NHTSA NO. 810301 TEST DATE January 6, 1981

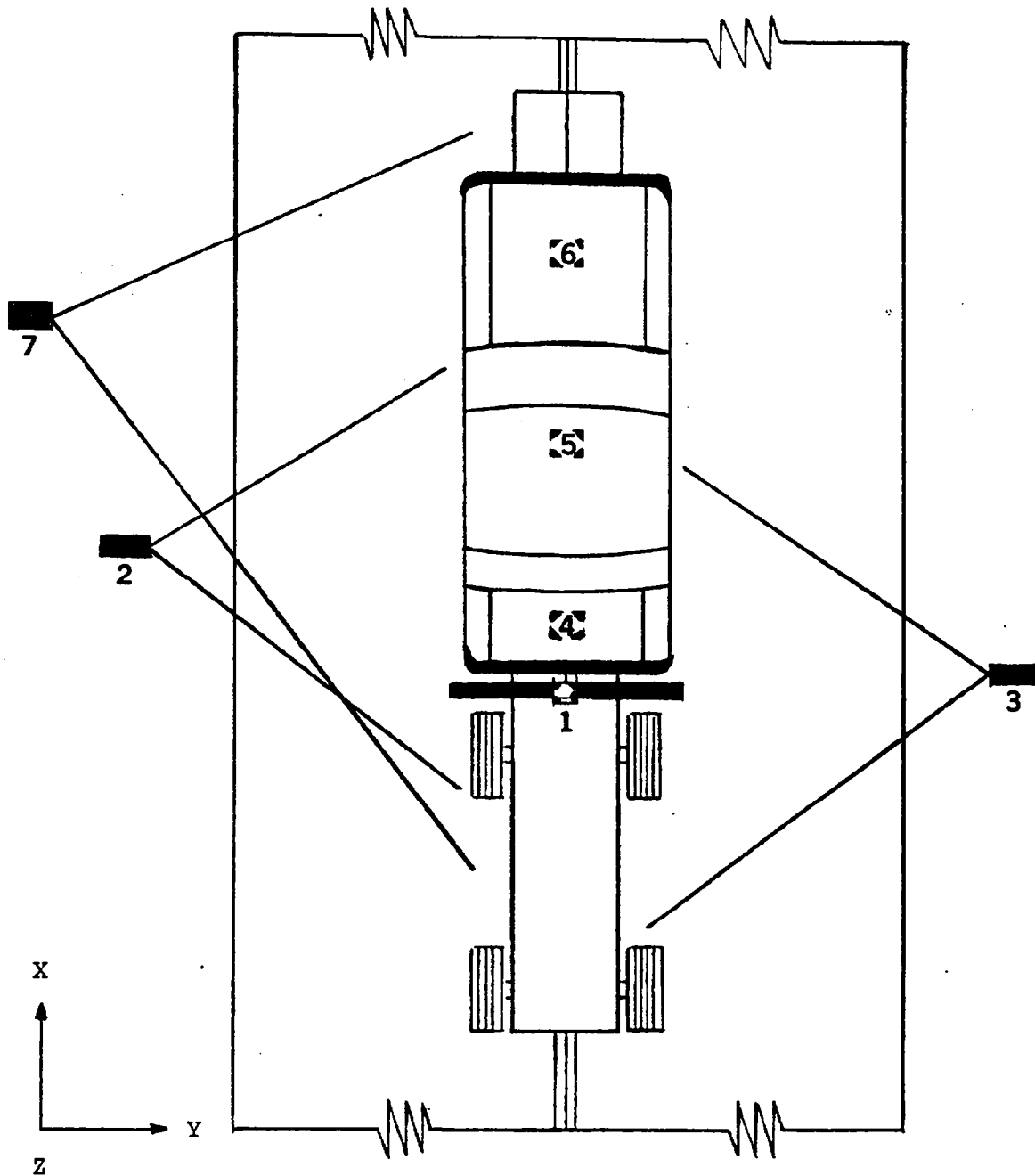


TABLE 4-8

FMVSS 301-75

CAMERA POSITIONS

VEHICLE 1981 Chrysler Imperial

NHTSA NO. 810301 TEST DATE January 6, 1981

1. Photo-Sonics	X	<u>7.5"</u>	2. Locam	X	<u>32.0"</u>
13mm 500FPS	Y	<u>- 0 -</u>	13mm 500FPS	Y	<u>218.0"</u>
	Z	<u>99.0"</u>		Z	<u>54.0"</u>
3. Locam	X	<u>29.0"</u>	4. Photo-Sonics	X	<u>-16.0"</u>
15mm 500FPS	Y	<u>186.0"</u>	13mm 500FPS	Y	<u>1.0"</u>
	Z	<u>49.0"</u>		Z	<u>-38.0"</u>
5. Photo-Sonics	X	<u>33.0"</u>	6. Photo-Sonics	X	<u>103.0"</u>
13mm 500 FPS	Y	<u>7.0"</u>	13mm 500FPS	Y	<u>- 0 -</u>
	Z	<u>-41.0"</u>		Z	<u>-39.0"</u>
7. 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 48 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. 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. (Nine 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 (1250 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

priate label and vehicle designation. As the data is recalled, the DFA is programmed to automatically filter the data with the appropriate SAE filter.

Figure 5-2 illustrates the SAE class 60, 180, 600 and 1000 filters applied to the data. These filters are in accordance with SAE J211a, Instrumentation for Impact Tests. These recommended filters are quadratic double pole with 65% damping and a 12 db/octave rolloff. They are applied to the data using a Fast Fourier Transform (FFT) of the data, frequency domain multiplication, and an inverse Fast Fourier Transform (FFT) of the product.

It should be noted that in Figure 5-2 the predigitizing analog filter attenuates all signals above the 1250 Hz cutoff frequency. This has no effect on the class 60 or class 180 data. The class 600 data is within SAE J211a recommendation to 1900 Hz and -20 db. Above 1900 Hz the class 600 data is attenuated at 48 db/octave instead of 24 db/octave. This has very negligible effect on the class 600 data. The modification of class 1000 data, by predigitizing filter, is attenuation of 48 db/octave above



SECTION 5

1250 Hz instead of 24 db/octave above 1650 Hz. Examination of typical class 1000 data shows the high frequency components between 1250 Hz and 1650 Hz are uniformly less than 3 percent of the largest components at lower frequencies. The effect of the predigitizing filter has a very slight smoothing of the plotted data.

Class 60 filters are applied to the vehicle acceleration and belt restraint forces, while the class 180 filter is applied to the chest acceleration forces. The class 600 filter is applied to the femur forces and class 1000 filter is applied to the head acceleration 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 the 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 as class 1000 data, 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 and the highest acceleration value of at least three millisecond duration (3 ms clip) are performed. Data output is in the form of computer plots with the 3 ms clip calculations.

5.7.1.4 FEMUR LOAD DATA

The dummy femur loads are processed as class 600 data, and presented as computer plots.



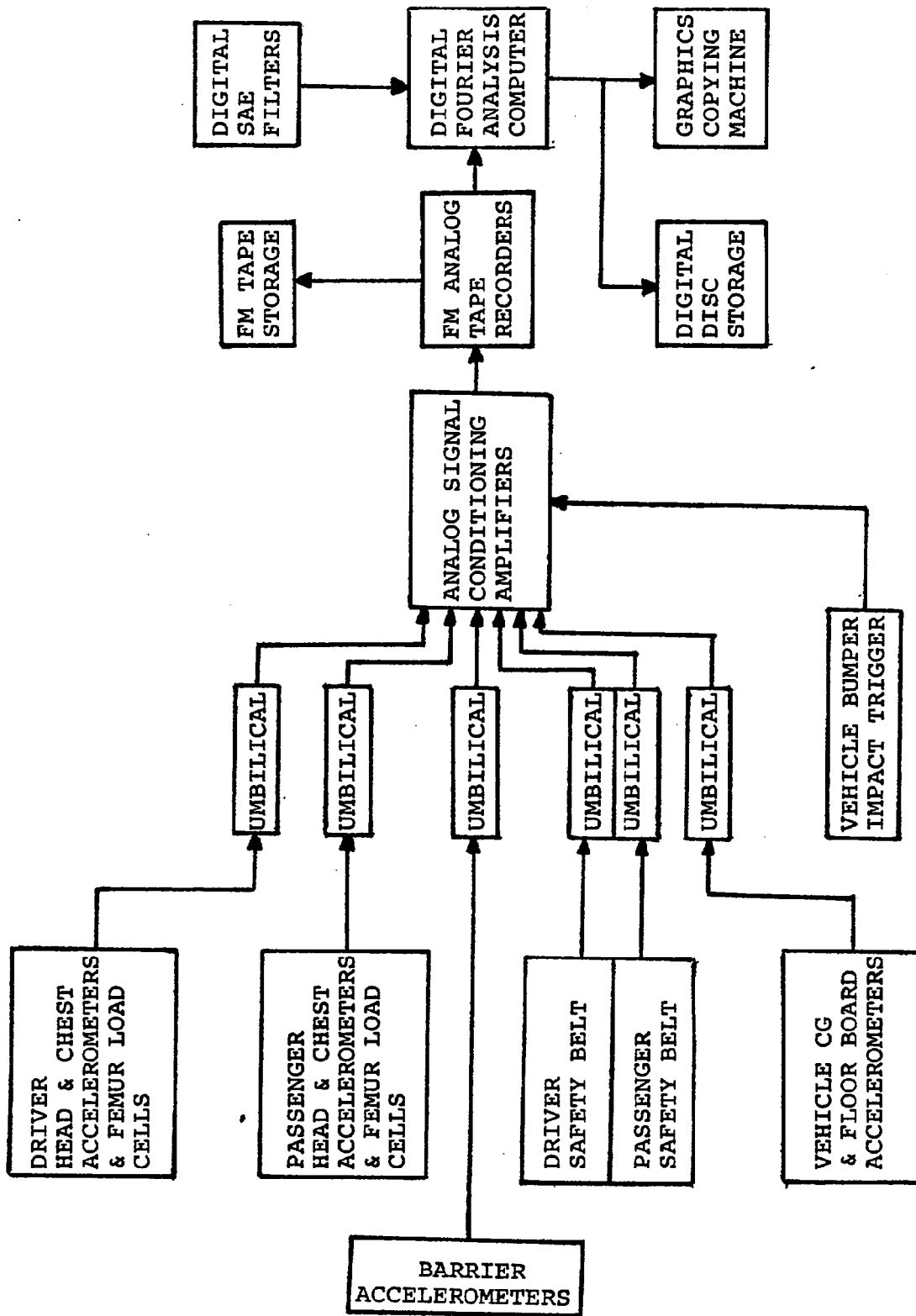
SECTION 5

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. Additionally, the longitudinal vehicle acceleration is integrated to provide approximate vehicle velocity change and vehicle crush during the impact event.



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 Max.</u>
Accelerometers, Head, Chest, Vehicle	Endevco	2262C-200	200g	±1%	3600 Hz
Load Cells, Femurs	GSE	2430	3000 lb	±1%	>3600 Hz
Load Cells, Safety Belts	GSE	2500	3000 lb	±1%	>3600 Hz
Contact Switch, Impact	AETL	-	2 V	-	<200 us rise time
FM Tape Recorder	Bell & Howell	4020	±2.8 V	47 db SNR	2500 Hz WB
Programmable Filter, All Data	Hewlett Packard	54440A	-	0.5%	1250 Hz, 48 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 5-2DATA 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 sychronized 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
13	Vehicle Dynamics Evaluated (MPH & Crush)

TABLE 5-3

DATA DESIGNATIONS FOR VEHICLE CRASH IMPACT DATA ACQUISITION

<u>DATA SET</u>	<u>TAPE NO.</u>	<u>CHANNEL NO.</u>	<u>DESCRIPTION</u>
1	1	1	Vehicle Longitudinal CG Acceleration Ax
1	1	2	Right Front Floor Pan Longitudinal Acceleration Ax
1	1	3	Left Rear Floor Pan Longitudinal Acceleration Ax
1	1	4	Barrier Longitudinal CG Acceleration Ax

DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

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

SAE FILTER ROLL OFF IS 12 DB/OCTAVE, ANALOG FILTER ROLL OFF IS 48 DB/O

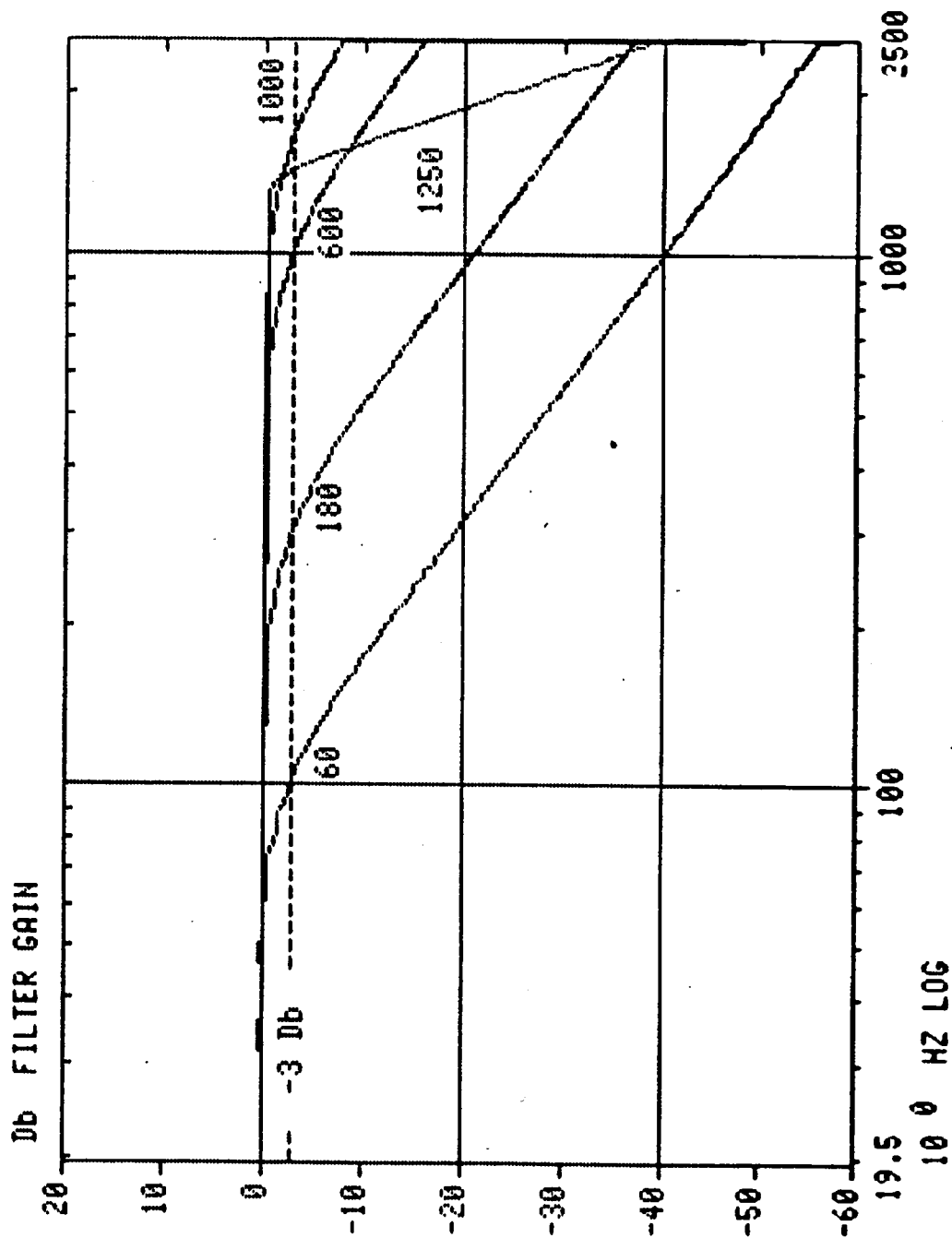


FIGURE 5-2



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

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Pre-Test, Driver Dummy View





APPROVED ENGINEERING TEST LABORATORIES

Figure A-2

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Pre-Test, Passenger Dummy View





APPROVED ENGINEERING TEST LABORATORIES

Figure A-3

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Driver Dummy View





APPROVED ENGINEERING TEST LABORATORIES

Figure A-4

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Driver Dummy Contact Area





APPROVED ENGINEERING TEST LABORATORIES

Figure A-5

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Passenger Dummy View





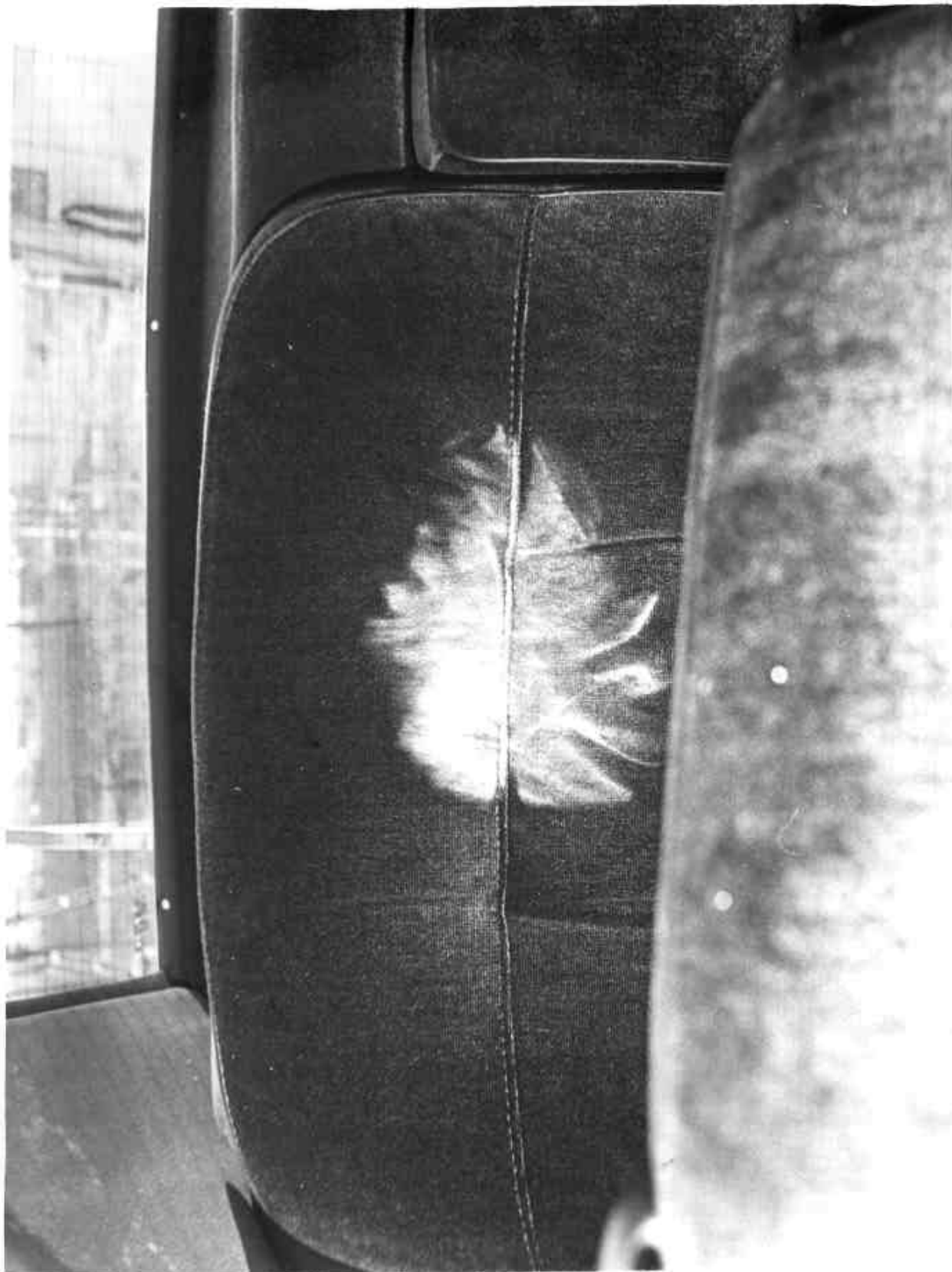
APPROVED ENGINEERING TEST LABORATORIES

Figure A-6

1981 Chrysler Imperial Specialty - 2 Door Hardtop

NHTSA 810301

Post-Impact, Passenger Dummy Contact Area





APPROVED ENGINEERING TEST LABORATORIES

APPENDIX B



APPROVED ENGINEERING TEST LABORATORIES

APPENDIX B

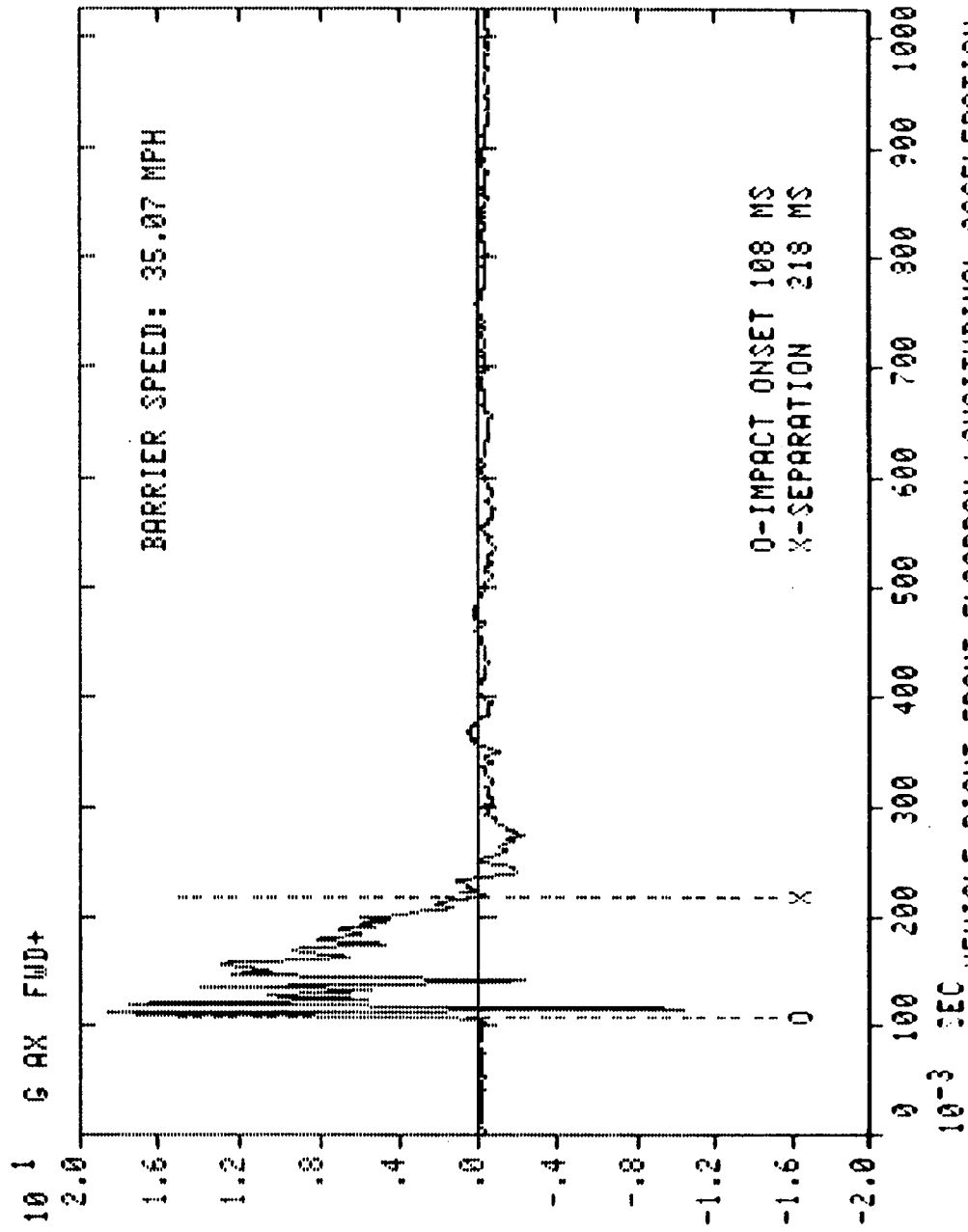
The following computer plots provide complete and comprehensive vehicle acceleration during the rear moving barrier impact test of a 1981 Chrysler Imperial Specialty - 2 Door Hardtop, NHTSA 810301.

DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: CHRYSLER IMPERIAL
VEHICLE ID: NHTSA 810301
TEST FILE NO: 21 REAR IMPACT
DATE: JANUARY 1, 1981

MJO NO: 971-3882-29
FILTER: CLASS 60

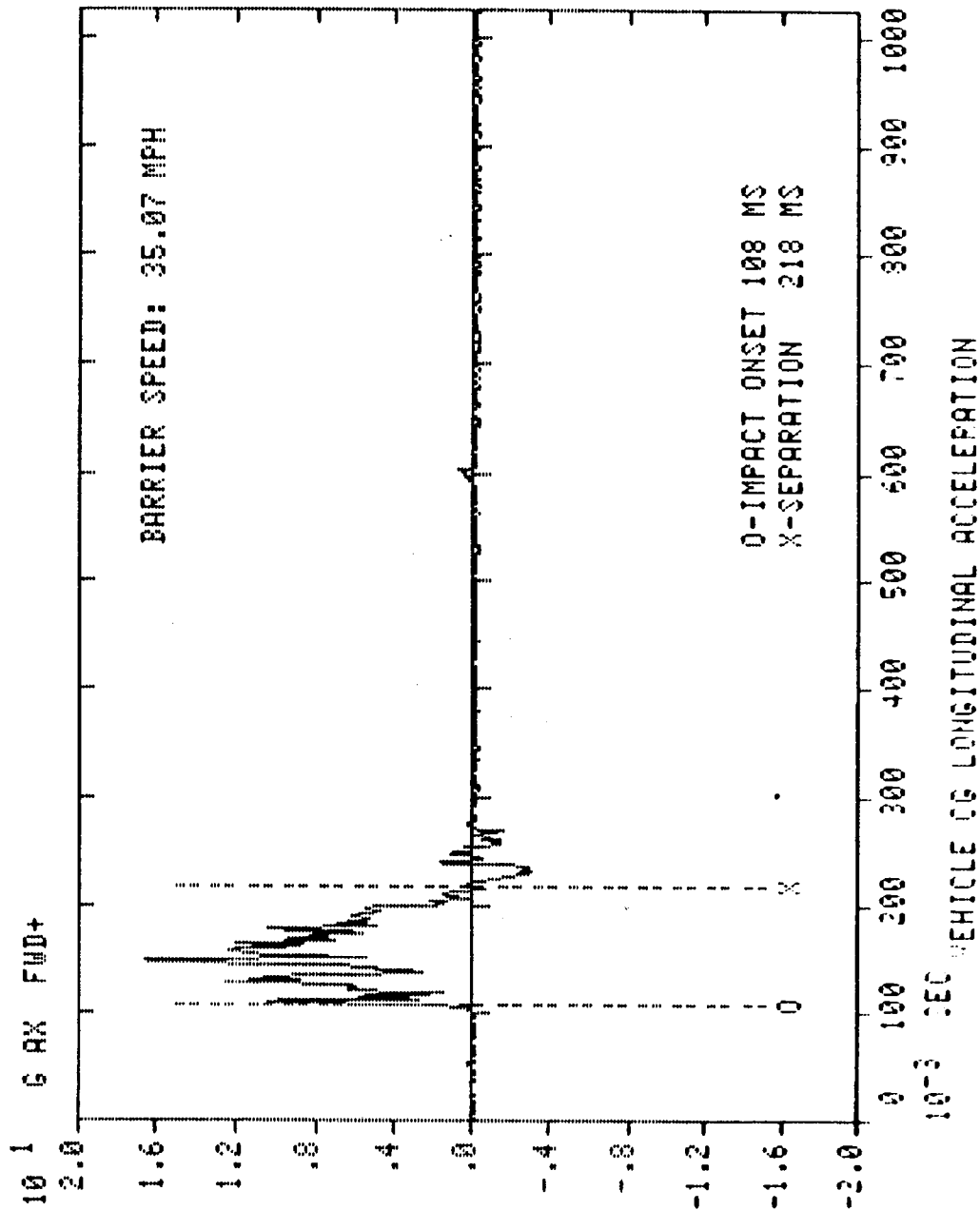


DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: CHRYSLER IMPERIAL
VEHICLE ID: NHTSA 810301
TEST FILE NO: 21 REAR IMPACT
DATE: JANUARY 1, 1981

MJO NO: 371-3882-29
FILTER: CLASS 60

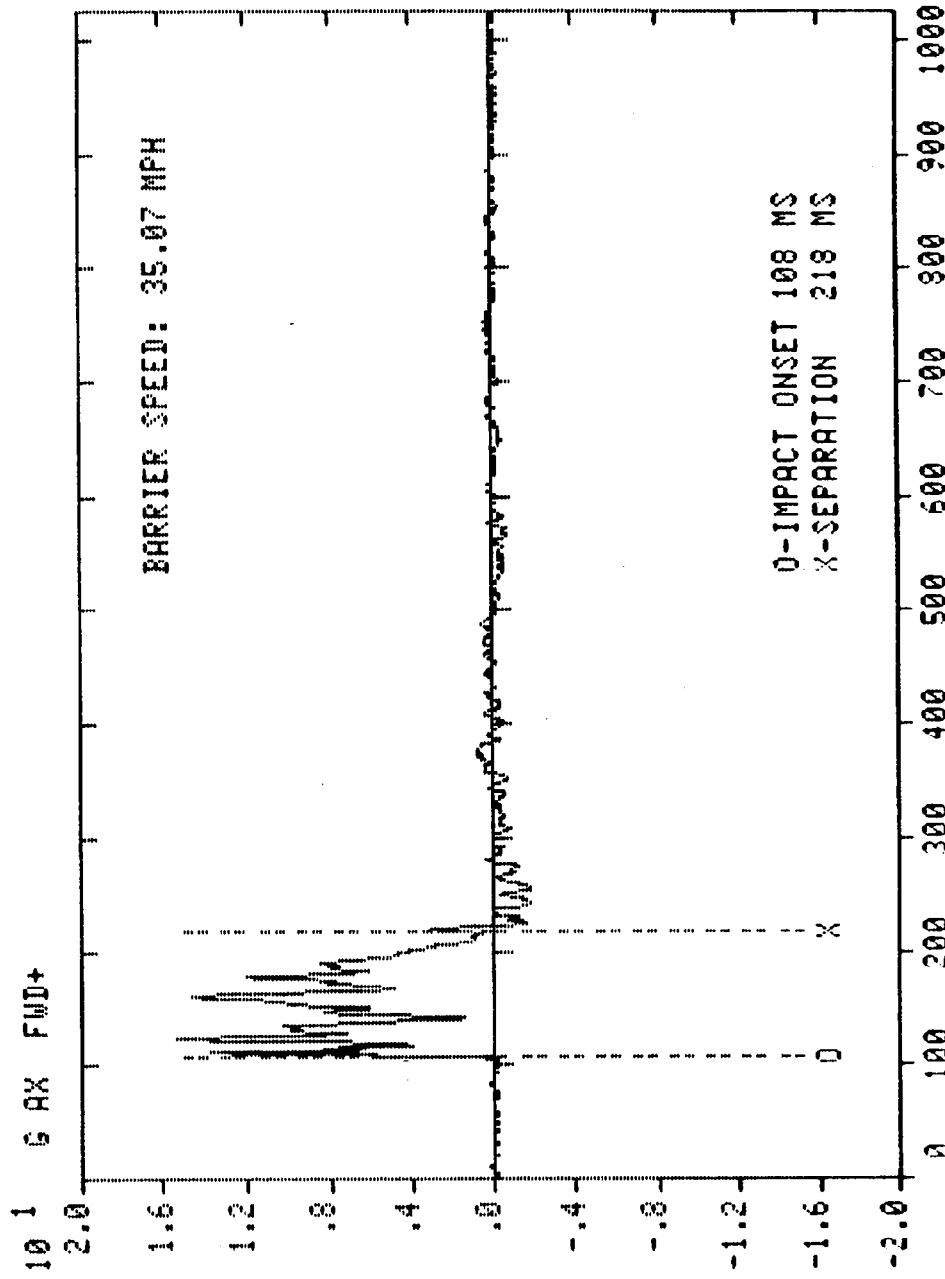


DOT CRASH PROGRAM

APPROVED ENGINEERING TEST LABS

VEHICLE: CHRYSLER IMPERIAL
VEHICLE ID: NHTSA 810301
TEST FILE NO: 21 REAR IMPACT
DATE: JANUARY 1, 1981

MJO NO: 971-3882-29
FILTER: CLASS 60



-10⁻³ SEC VEHICLE LEFT REAR FLOORPAN LONGITUDINAL ACCELERATION



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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rmh