RESEARCH RABBIT (MIV)
Modified Integrated Vehicle

Phase 1

VOLKSWAGENWERK
Aktiengesellschaft
WOLFSBURG

Contract No. DTNH 22-81-C-17085
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Final Report
Volume III/3 Side Impact

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15. Supplementary Notes

16. Abstract

Vehicle and vehicle occupant response data and technical data from side impact test no. 3 - Crabbed Barrier/1981 Production 4 door Rabbit at 60° impact angle and v = 35 mph impact speed are summarized in this report.

Volume III/3

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The Test Results belong to the specified NHTSA Test Configuration for Side Impacts with the Crabbed Barrier and HSRI-SID-Dummies both of which are currently under development.

NHTSA Project DTNH 22-81-C-17085

Volume III/ 3

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1. Introduction

The Objective of the MIV project was to optimize the contradictory design aspects of a high degree of passive safety and low fuel consumption.

The project was arranged in Phase I and II. The results of Phase I are the basis of this report. Phase II was redefined by NHTSA. According to this, the three engine/transmission concepts that were to be newly developed are no longer part of Phase II.

Possibilities were to be found for a 4 door Rabbit for further increasing occupant protection in specified side and frontal impacts. The Rabbit Modifications should be possible to implement on the production line. NHTSA's design goals were the 35 mph frontal fixed barrier impact and the 30, 35 or 40 mph side impact with the new 1.565 kg (3,450 lbs) deformable Crabbed Barrier and the new HSRI Dummy which were specially conceived for the side impact and are presently still under development.

Modifications for the 4 door Rabbit were derived from Crabbed Barrier/ Production Rabbit baseline tests.
NHTSA contract specifications called for a maximum weight increase of 20 lbs for the modified 4 door Rabbit.

The NHTSA goal to achieve the greatest possible reduction in dummy loads, in keeping with the objective of lowest possible weight together with the prerequisite that the design be suited to mass production at the lowest possible cost, required the development of a new "Integrated Structure" for the 4 Door Modified Rabbit. This concept requires that the greatest number of components be effective during a frontal and a side impact. The "Integrated Structure" approach, rather than the Budd strategy to use add-on parts, is necessary to achieve the goals established by NHTSA.

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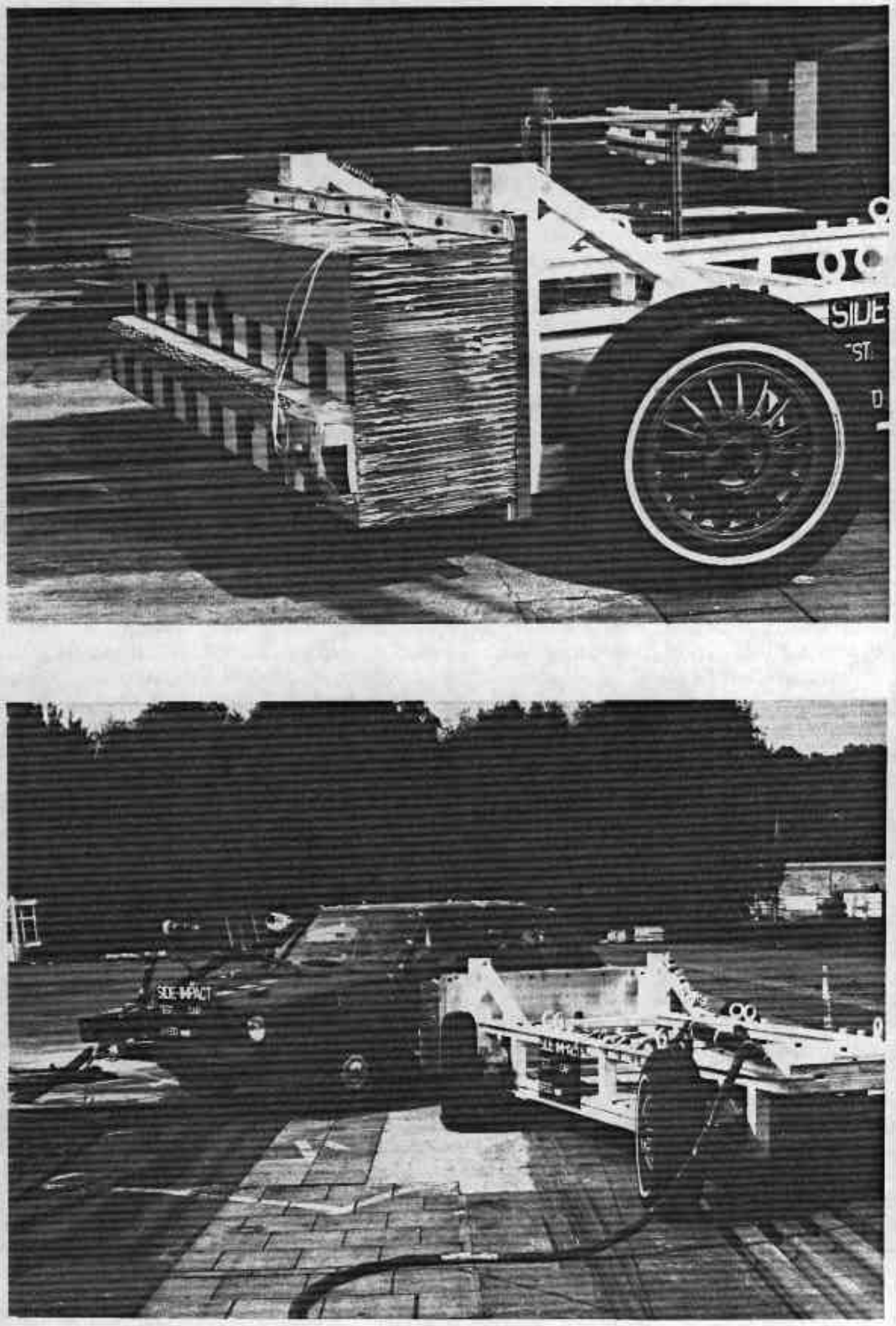


FIGURE 1 : 19° CRABBED BARRIER TEST DEVICE

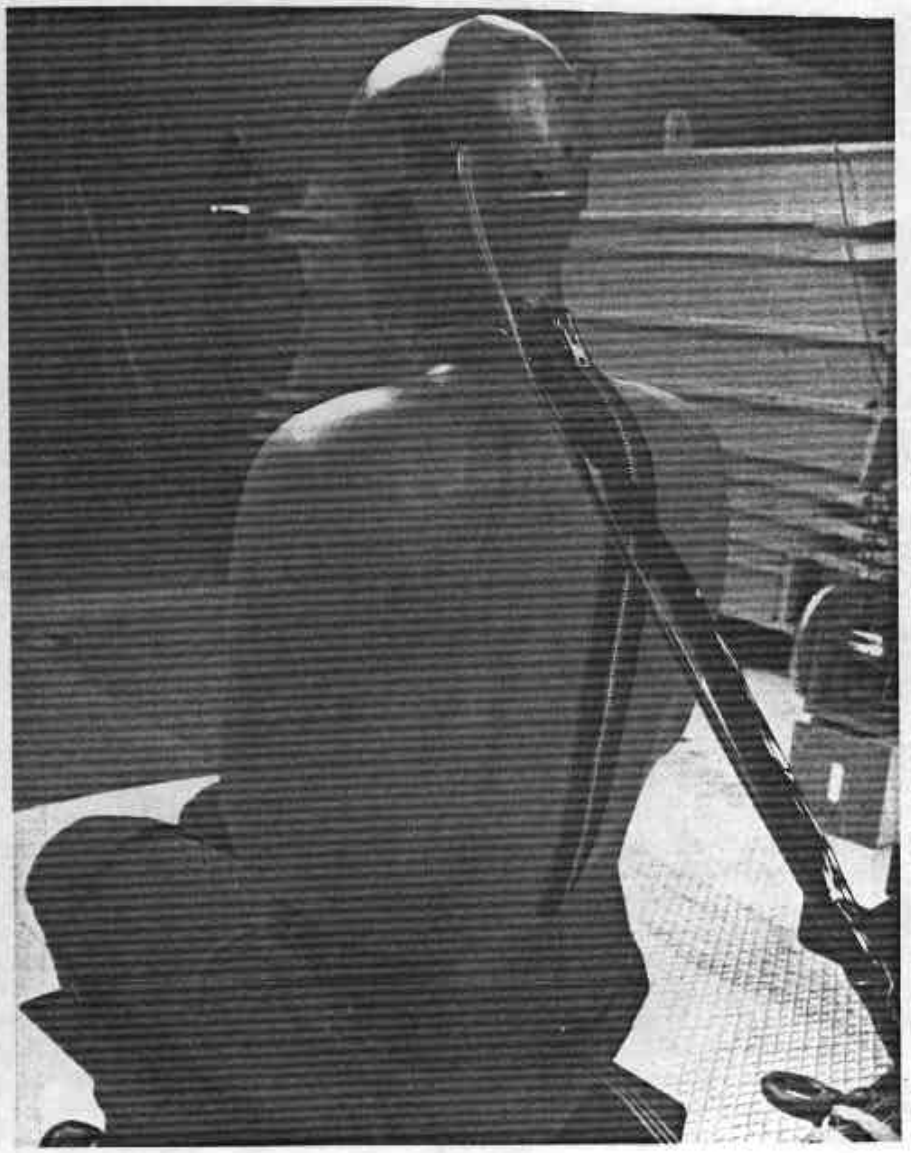
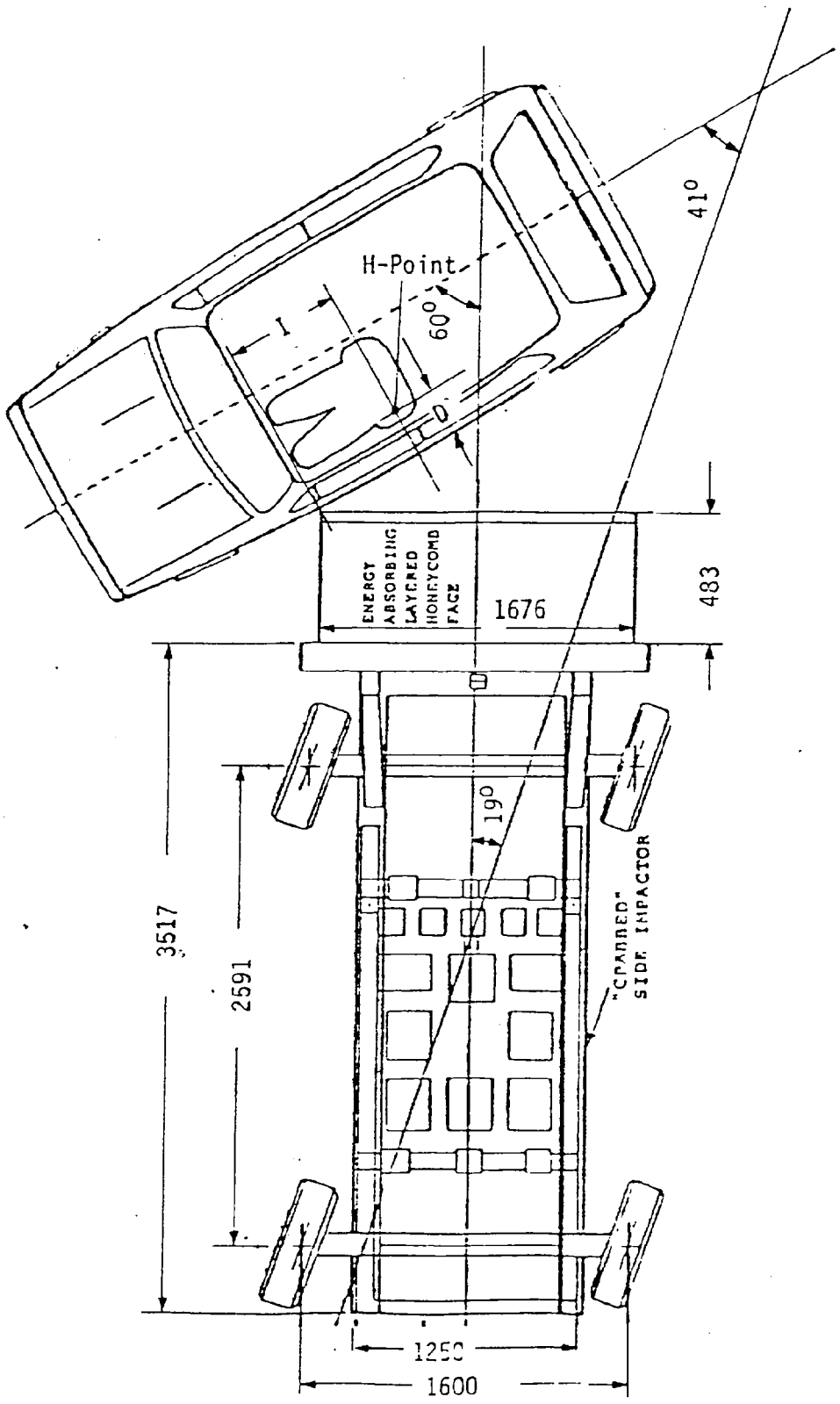


FIGURE 2 : HSRI SIDE IMPACT DUMMY



$$I = \frac{D + 6"}{0,8693} + 1,5 \quad (\pm 1,5") \qquad \text{(D and I in inch)}$$

Remarks: I = Impact-Point

D = Distance H-Point - Door Exterior

Figure 3: Test Configuration

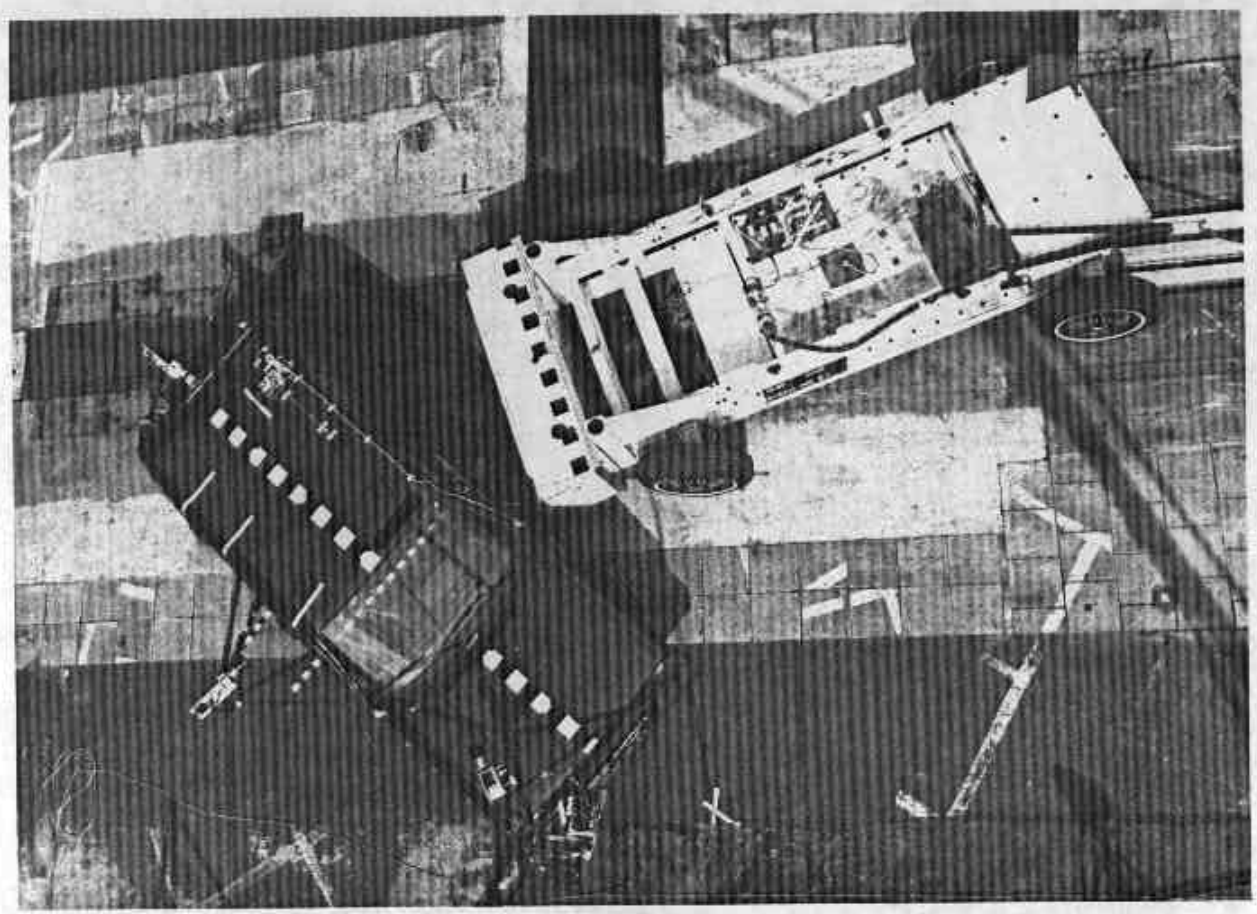


FIGURE 4 : SIDE IMPACT TEST CONFIGURATION

CRABBED BARRIER / VW RABBIT

Table 1: List of Accelerometer - Location

V E H I C L E

No.	Location	Shortened Form	Direction
1	Right Front-Doorsill	TSVR	Y
2	Left Front-Doorsill	TSVL	Y
3	Left Rear-Doorsill	SHHL	Y
4	Rear Deck over Centerline	KOBO	X, Y, Z
5	Front Firewall over C_L	SWMI	X, Y, Z
6	Mid-front Edge of left Front-Door	TTRV	Y
7	Middle of left Front-Door	TTRM	Y
8	Shoulder Contact at Front-Door	SASL	Y
9	Pelvis Contact at Front-Door	BASL	Y
10	Left Front-Door on Windowsill	FBVL	Y
11	Right Front-Door on Windowsill, directly across No. 10	FBVR	Y
12	Left B-Pillar near Door Latch	BSLL	Y
13	Right B-Pillar across No. 12	BSLR	Y
14	Underneath left Front Seat attached to Seat	SGFA	Y
15	Vehicle Center of Gravity	RTMI	X, Y, Z
16	Left Front-Door Intrusion	FTWE	Y
17	B-Pillar Intrusion	THWE	Y
18	Shoulder Contact Driver	SKO1K	
19	Pelvis Contact Driver	BKO1K	
20	Shoulder Contact Left Rear Passenger	SKO3K	
21	Pelvis Contact Left Rear Passenger	BKO3K	

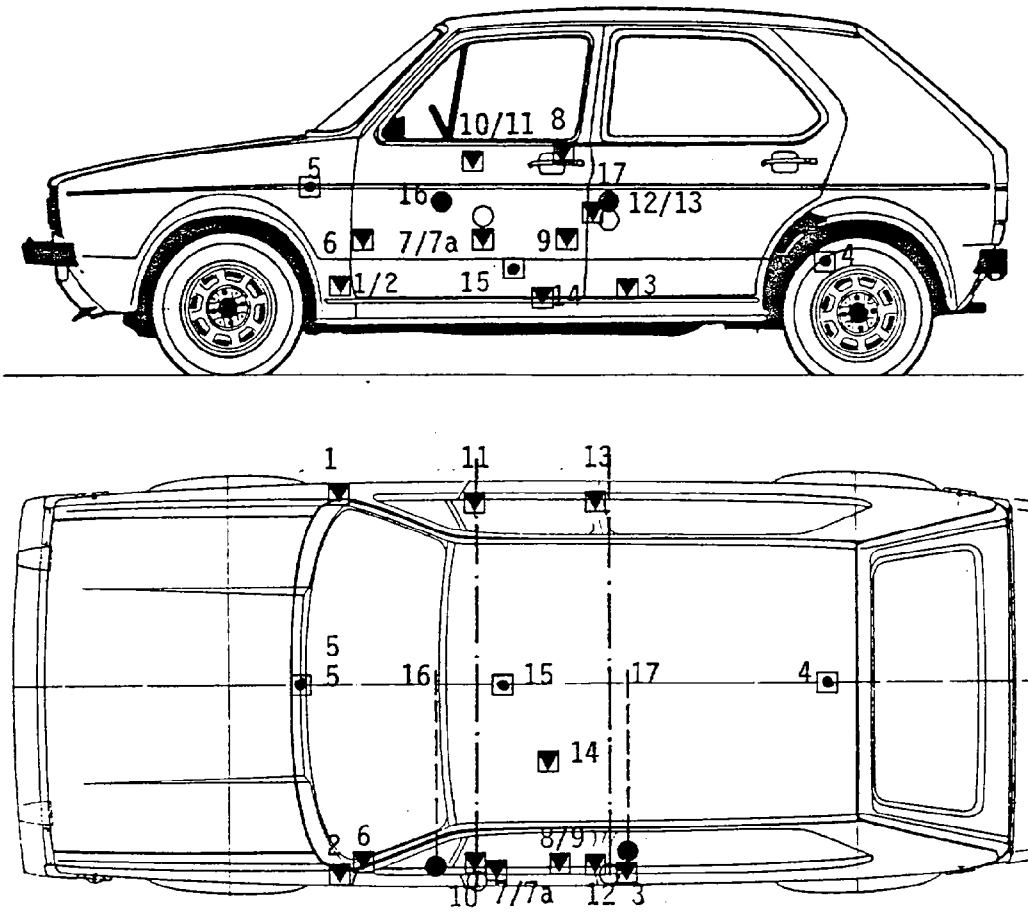
19° CRABBED SIDE IMPACTOR

1	Right Frame Rail	LTRR	X
2	Left Frame Rail	LTRL	X
3	Front Crossmember at C_L	QTVM	X
4	Right Rear Vertikal Framerail	RHTR	X, Y
5	Center of Gravity	SPKT	X, Y, Z

Declaration: X = Longitudinal
Y = Lataral
Z = Vertikal

Location of Accelerometer for the HSRI Side Impact Dummies

Location	Shortened Form	Direction
DRIVER		
Head Triaxial	K001	X, Y, Z
Upper Sternum	B001	X
Lower Sternum	BU01	X
Left upper Rib	L001	Y
Left lower Rib	LU01	Y
Right upper Rib	R001	Y
Right lower Rib	RU01	Y
Upper Thorax (T 1)	T001	X, Y, Z
Lower Thorax (T 12)	TU01	X, Y, Z
Pelvis Triaxial	BE01	X, Y, Z
Chest Deflection	WE01	Y
Shoulder Beltforce	GU01SA	
REAR LEFT PASSENGER		
Head Triaxial	K003	X, Y, Z
Upper Sternum	B003	X
Lower Sternum	BU03	X
Left upper Rib	L003	Y
Left lower Rib	LU03	Y
Right upper Rib	R003	Y
Right lower Rib	RU03	Y
Upper Thorax (T 1)	T003	X, Y, Z
Lower Thorax (T 12)	TU03	X, Y, Z
Pelvis Triaxial	BE03	X, Y, Z
Chest Deflection	WE03	Y
Pelvis Beltforce	GU03BA	



Axial Accelerometer (Y - Direction)

Biaxial Accelerometer (X, Y - Direction)

Triaxial Accelerometer (X, Y, Z -Direction)

Displacement Tube

Displacement Transducer

Note: See Table for Additional Information

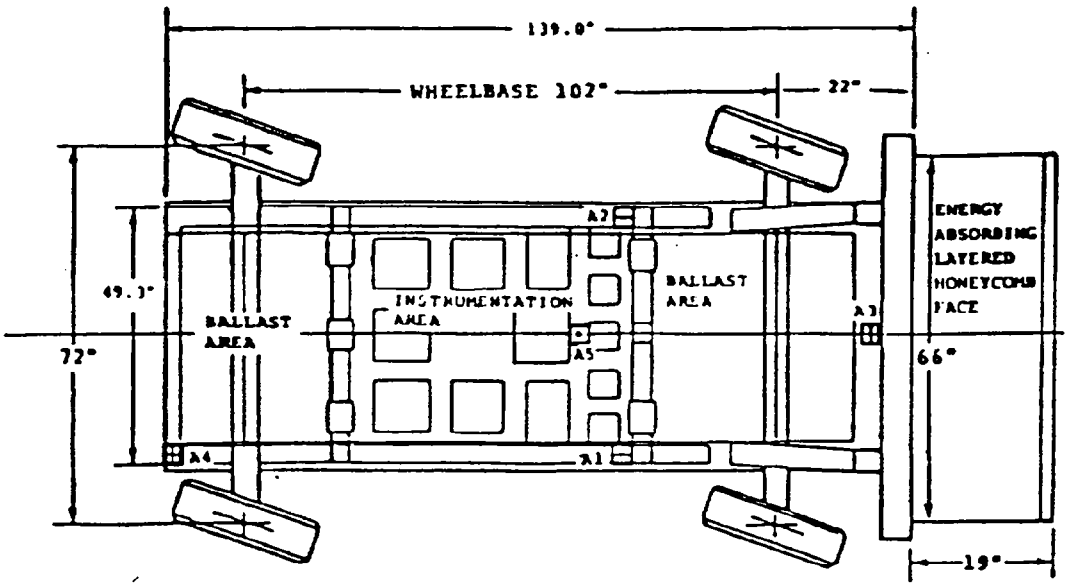
Figure 5 : Target Vehicle Instrumentation

Accelerometer -		Coordinates [mm]			Results [g_{max}]		
No.	Location	X *	Y *	Z *	X	Y	Z
1	Occupant Compartment, right Front-Doorsill	2630	620	300	--	15.2	--
2	Occupant Compartment, left Front-Doorsill	2630	-620	300	--	57.5	--
3	Occupant Compartment, left Rear-Doorsill	1410	-560	290	--	155.8	--
4	Rear Deck over Vehicle Centerline	910	0	440	15.0	23.2	13.8
5	Front Firewall over Vehicle Centerline	2890	0	650	15.6	16.6	12.4
6	Mid-front Edge of Left Front Door	2550	-620	457	--	--	--
7	Middle of left Front Door	2060	-620	630	--	65.3	--
8	Shoulder Contact Front Door	1775	-665	850	not avilable		
9	Pelvis Contact Front Door	1840	-660	480	--	--	--
10	Left Front Door on Windowsill, slightly forward of surrogate's	2050	-650	850	--	125.7	--
11	Right Front Door on Windowsill, directly across from Nr. 10	2050	650	850	--	28.8	--
12	Left B-Pillar near Door Lock	1480	-650	670	--	110.9	--
13	Right B-Pillar across from Nr. 12	1480	650	670	--	25.5	--
14	Underneath left Front Seat attached to Seat	1960	325	285	--	116.2	--
15	Vehicle Center of Gravity				17.1	39.7	15.7
16	Displacement Transducer Front Door	2235	-	670	--	--	--
17	Displacement Transducer B-Pillar	1415	-	850	--	--	--

* Reference Points: X - Rear Bumper
Y - Vehicle Centerline
Z - Ground Level

Table 2: Summary of Target Vehicle Instrumentation

TEST NO : 3



Axial Accelerometer, Longitudinal

Biaxial Accelerometer, Long., Lat.

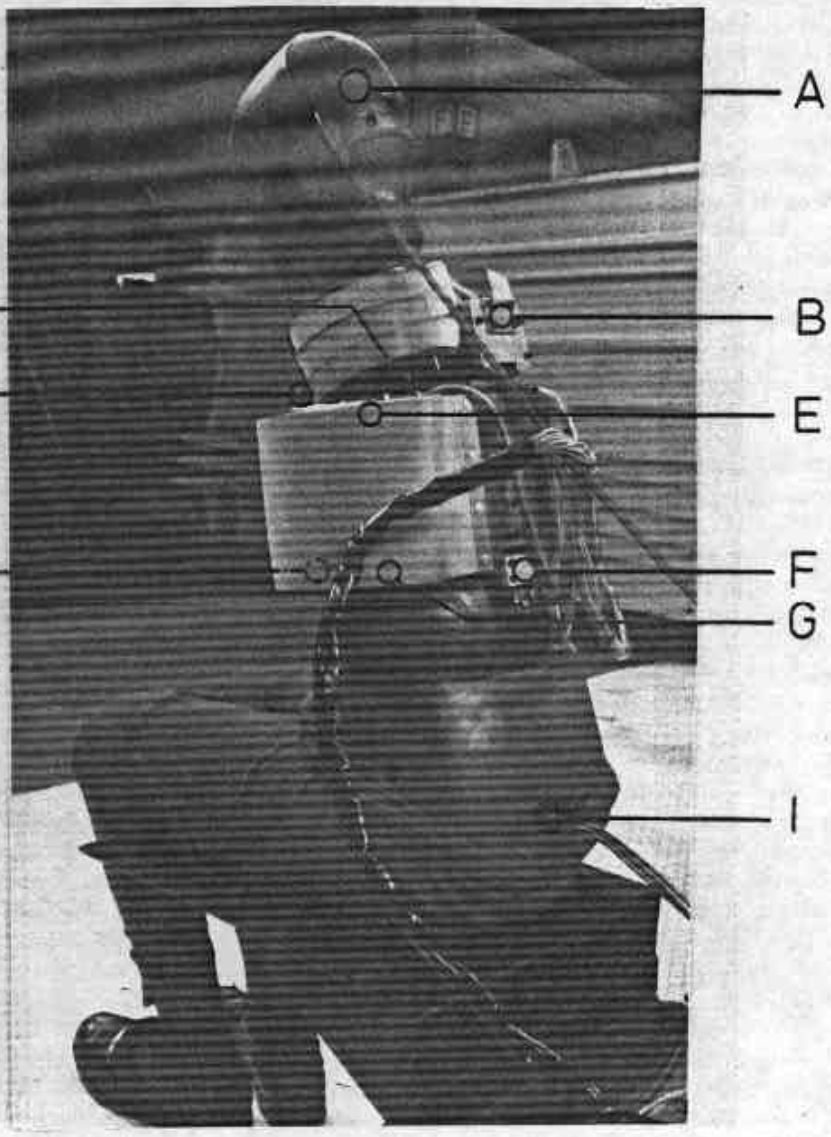
Triaxial Accelerometer, Long., Lat., Vert.

No.	Accelerometer - Location	Coordinates [mm]			Results [G]		
		X	Y	Z	Long	Lat	Vert
A 1	Right Frame Rail	2134	584	508	8.4	--	--
A 2	Left Frame Rail	2134	-584	508	13.2	--	--
A 3	Front Crossmember at Centerline	3300	0	610	11.2	--	--
A 4	Right rear vertikal Frame Rail	228	560	407	8.5	5.2	--
A 5	Side Impactor Center of Gravity	1727	0	305	8.8	3.3	6.8

Reference Plane: X - Rear of Side Impactor
Y - Side Impactor Centerline
Z - Ground

FIGURE 6 : SIDE IMPACTOR INSTRUMENTATION

TEST NO : 3



A. Head Triaxial
B. Upper Thorax (T 1), Triaxial
C. Upper Sternum, Longitudinal
D. Lower Sternum, Longitudinal
E. Left Upper Rib, Lateral (also on right)
F. Lower Thorax (T 12), Triaxial
G. Left Lower Rib, Lateral (also on right)
H. Displacement Transducer
I. Pelvis, Triaxial

Figure 7 : Location of 18 Accelerometer for Side Impact Dummy

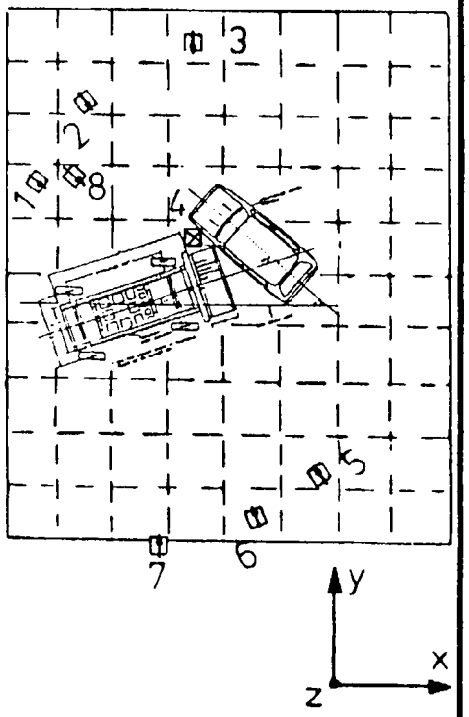
Test No: 3 Test Date: 09.18.1981

Test Type: 60° Side Impact Simulation

Vehicle A : Side Impactor

Vehicle B: VW-Rabbit

Comments: Side Impactor "Crabbed" 19°



Camera	Yes
Stills	
Movie	
Slides	
Polaroid	

Camera Symbols

- ⊙ Pit
- I Ground
- △ Barrier
- ⊠ Overhead
- □ On-Board

Frame Rate

1. 1000 fr/sec
2. 25 fr/sec
3. 400 fr/sec

Timing Light, Speed

1. 100 Hz (10 msec/light)
2. Other

Loc. No.	Location	Field of View	Lens Size	Frm Rate	Tmng Spd	Real Fr.R.	Impact Dist-X	C. L. Dist-Y	Cam [m] Dist-Z
1	North Side -Parallel To Bullet	Overall of Both Vehicles (Locam)	16	3	10	367	-7.0	4.0	1.3
2	North Side -Parallel to Target	Close-up of Both Vehicles at Impact (Locam)	10	3	10	360	-3.0	4.5	2.2
3	North Side-Perpendicular to Bullet	Overall of Both Vehicles (Locam)	26	3	10	407	8.0	4.0	1.3
4	Overhead	Elevated - Looking Down at Impact Point (Locam)	10	3	10	387	-0.8	2.0	7.0
5	South Side -Parallel to Target	Close-up of Both Vehicles at Impact (Locam)	16	3	10	360	10.0	-12.0	1.3
6	South Side- Perpendicular to Target	Overall of Both Vehicles (GSMO)	16	2	-	---	5.0	-12.0	1.0
7	South Side	Overall of Both Vehicles (Locam)	16	3	10	360	2.0	-12.0	1.3
8	North Side	Overall of Both Vehicles (Mitchel)	50	2	-	---	-4.5	4.0	1.4

Figure 8 :Camera Location - Ground based

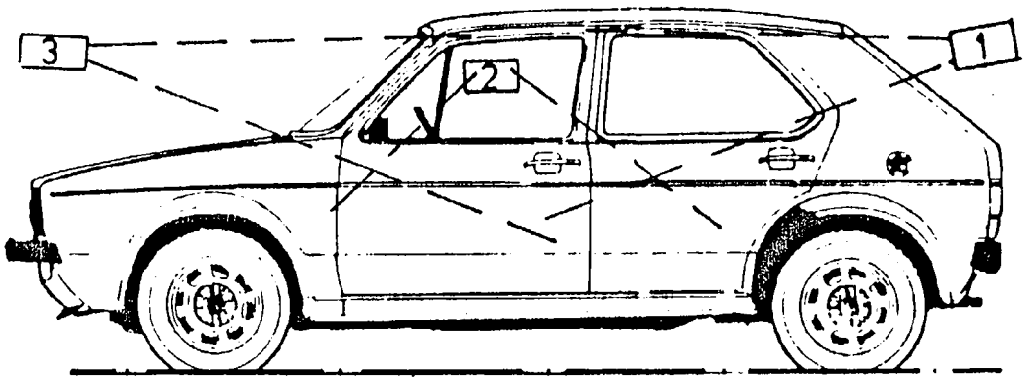
Test No.: 3 Test Date: 09.18.1981

Test Type: 60° Side Impact Simulation

Vehicle A: Side Impactor

Vehicle B: VW-Rabbit

Comments: Side Impactor "Crabbed" 19°



Camera Symbols

- ☐ on-Board
- [1] Ground
- △ Overhead

Frame Rate

1. 1000 fr/sec
2. 400 fr/sec
3. Other _____ fr/sec

Timing Light, Speed

1. 100 Hz (10msec/light)
2. Other _____

Loc. No.	Location	Field of View	Lens Size	Frm Rate	Tmng Spd	Real Fr.R.	Impact Dist-X	C. L. Dist-Y	CAM Dist-Z [m]
1	Vehicle Rear Hatch-back Door	Front and Rear Occupant Compartment (Photosonics)	8	1	1	1026			
2	Vehicle Right Front Door	Front Occupant Compartment (Photosonics)	8	1	1	1053			
3	Vehicle Front Right Side	Front and Rear Occupant Compartment (Photosonics)	8	1	1	1000			

Figure 9: Camera Locations - on Board

3. Test Parameter and Results
   - 3.1 Crash Test Summary
     - 3.1.1 Target Vehicle
     - 3.1.2 Side Impactor (19° Crabbed Barrier)
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     - 3.2.1 Driver Pre-Test Position
     - 3.2.2 Rear Passenger Pre-Test Position
   - 3.3 Vehicle Pre- and Post-Test Position
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     - 3.6.2 Exterior and Interior Vehicle Measurement
     - 3.6.3 Exterior and Interior Static Crush (Top View)
     - 3.6.4 Exterior and Interior Static Crush (Front View)
   - 3.7 Crabbed Barrier Test Response
     - 3.7.1 Pre- and Post-Test Frontal Profile
     - 3.7.2 Exterior Static Crush

Table 3: Crash Test Summary for Target Vehicle

VEHICLE DATA	TEST 3
Test Vehicle	VW Rabbit 4-Door
Overall Length/Width (mm)	3923 / 1611
Test Weight by Wheel (kp)	LR 272 RR 252 LF 332 RF 315
Total Weight (kp)	1171
Wheelbase (mm)	2405
Longitudinal C.G. (from Center of Front Axle) (mm)	1076,19
Impact Angle (deg) *	60
Impact Speed (mph)	0 (stationary)
Maximum C.G. Resultant Velocity Change (mph // msec)	
Maximum C.G. Resultant Acceleration (G // msec)	
Maximum Door Acceleration (G msec)**	
Maximum Exterior Static Crush (mm)	
• Level 4 (32.0")	383
• Level 3 (26.0")	397
• Level 2 (20.0")	439
• Level 1 (12.0")	272
Maximum Post-test Intrusion (mm)	366
OCCUPANTS	
Type	SID / SID
Location	Driver / Left Rear Passenger
Restraints	RA / Pelvis Belt
INSTRUMENTATION	
Number of Data Channels	66
Number of cameras (On Board)	3

* With respect to bullet vehicle.
**At mid-rear edge of left front door.

Table 4 : Crash Test Summary for Side Impactor

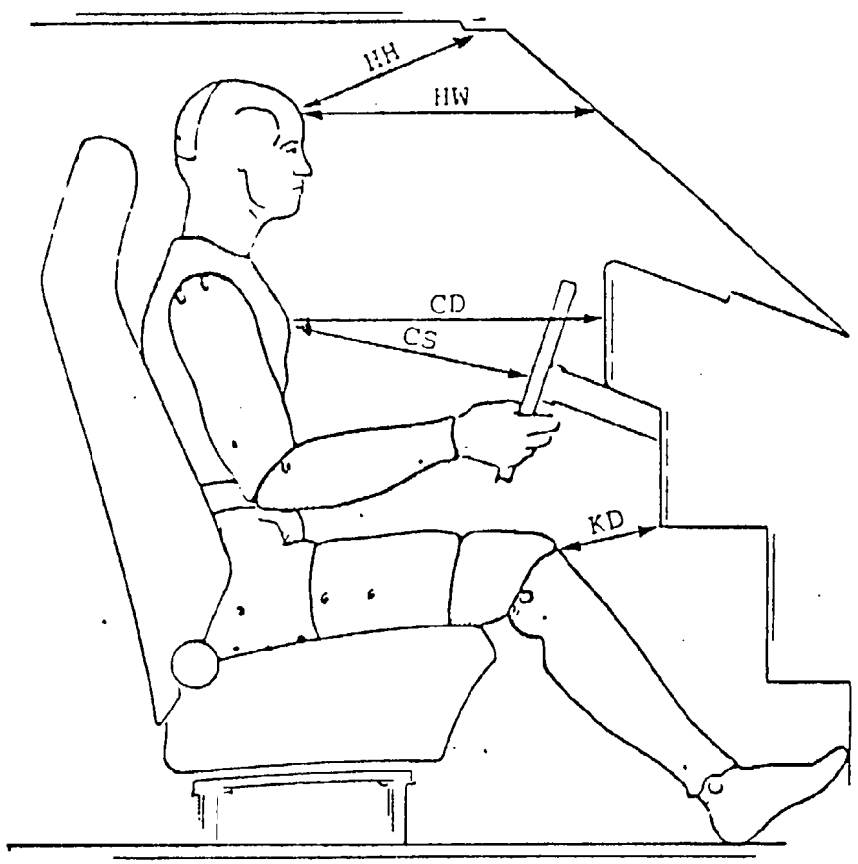
VEHICLE DATA	TEST 3
Test Vehicle	19° Crabbed Side Impactor
Overall Lenght/Width (mm)	4000 / 2155
Test Weight by Axle (kp)	LR 398 RR 383 LF 390 RF 401
Total Weight (kp)	1572
Wheelbase (mm)	2591
Longitudinal C.G. (from Center of Front Axle) (mm)	1266
Impact Angle (deg)	60
Impact Speed (mph)	34,66
Maximum C.G. Resultant Velocity Change (mph // msec)	
Maximum C.G. Averange Resultant Compartment Acceleration (G // msec)	
Maximum Static Crush (mm)	
• Row C (Top of Stack Level)	133
• Row B (Mod-Stack Level)	94
• Row A (Bumper Level)	92
OCCUPANTS	
Type	-
Location	-
Restraints	-
INSTRUMENTATION	
Number of Data Channels	10
Number of Cameras (Ground Based)	7

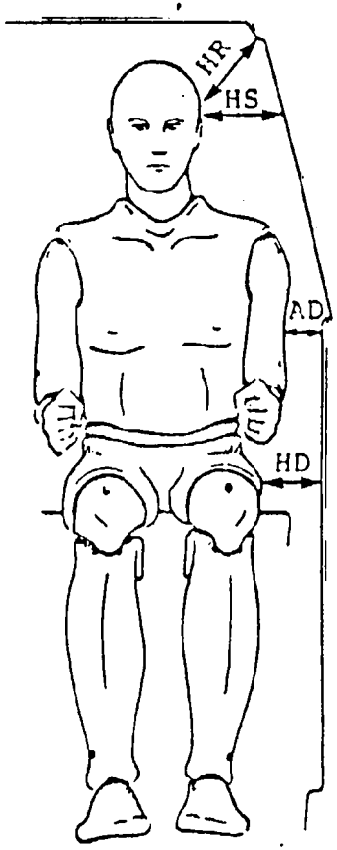
Test No.: 3 Vehicle: 3 LF 332 (kp) RF 315 (kp)
Test Date: 09.18.81 Total Test Wt. 1171 (kp) LR 272 (kp) RR 252 (kp

HEAD RESTS - up down other none
FRONT SEAT - forward midpoint rearward latched welded
FRONT SEAT TILT - forward midpoint back other 25° none
REAR SEAT - in place removed
STEERING WHEEL - up midpoint down not adjustable
SUN VISORS - up down removed
GLOVE COMPARTMENT - locked closed none
SEAT BELT - fastened unfastened removed none
SHOULDER HARNESSES - fastened unfastened removed
VENT WINDOW _ closed open removed none stationary
LEFT FRONT WINDOW - up down removed
RIGHT FRONT WINDOW - up down removed
LEFT REAR WINDOW - up down removed
RIGHT REAR WINDOW - up down removed
BACKLIGHT - in place removed (right)
LEFT FRONT DOOR - closed locked removed
RIGHT FRONT DOOR - closed locked removed
LEFT REAR DOOR - closed locked removed
RIGHT REAR DOOR - closed locked removed
ENGINE - in place removed mounts modified
TRANSMISSION - neutral other _____ removed
DRIVESHAFT - in place removed
PARKING BRAKE - off on disconnected
FRONT BUMPER - in place removed none
REAR BUMPER - in place removed none
HOOD - in place removed none
WINDSHIELD WIPERS - in place removed
FUEL TANK - 95 Percent full empty other _____
RADIATOR - full empty none removed
BATTERY - in place removed drained
SPARE TIRE - in place removed none
JACK - in place removed none
WHEEL COVERS - in place removed none
BALLAST - none _____ kg
DUMMY LOCATION - LF RF LR RR none
DUMMY POSITIONING CRITERIA - FMVSS 208 side impact criteria other

Table 5 : Pre-Test Conditions

TEST NO : 3





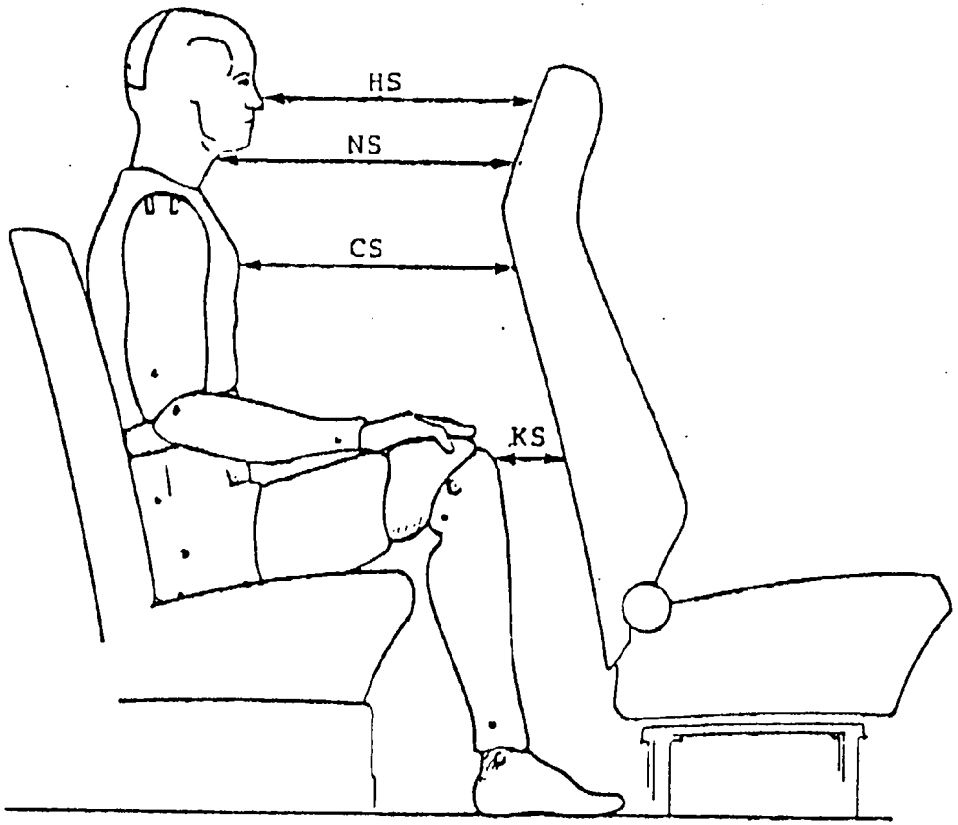
HH=	405
HW=	530
CD=	535
CS=	345
KD=	100

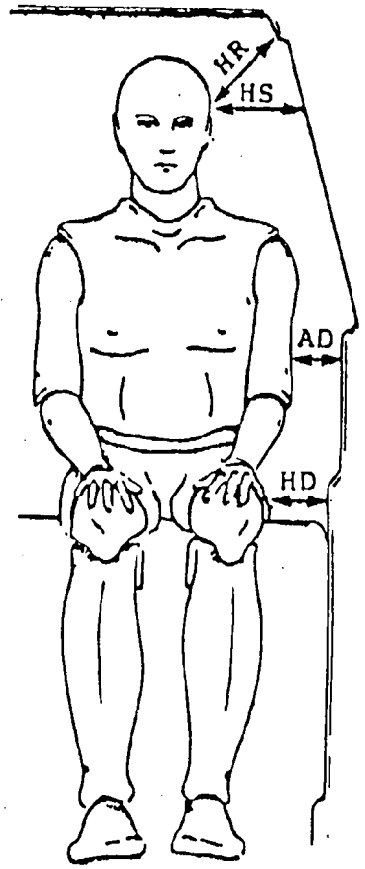
(ALL DIMENSION IN MM)

HR=	140	
HS=	185	7.28
AD=	95	3.74
HD=	150	5.90

Table 6 : **Driver Pre-Test Position**

TEST NO : 3





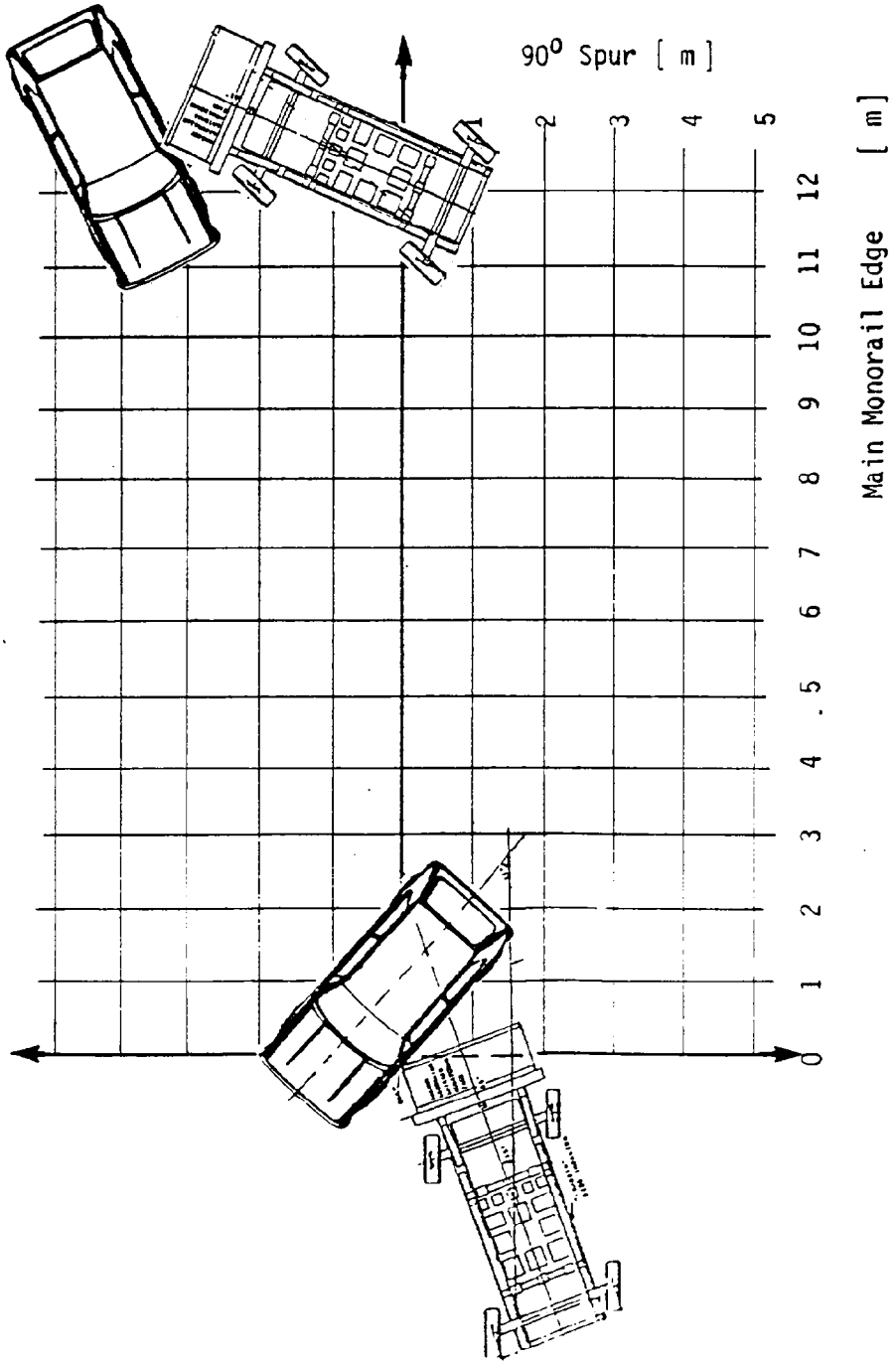
HS	470
NS	500
CS	400
KS	80

HR	105
HS	210 8.27
AD	150 5.91
HD	190 7.48

Table 7 : **Rear Passenger Pre-Test Position**

Table 8 : Vehicle Pre- and Post-Test Position

TEST NO : 3



Form FE 76a

Table 9 : Summary of Post-Test Observations

VEHICLE: VW Rabbit 3

Test No. (Moving Test Device) 3

Dummy Contact Points:	Left Front	Left Rear
Head	no Contact	Contact at Roofline
Chest	Upper Door Panel and lower Window-Sill	Upper Door Panel and lower Window-Sill
Knees/Hip	Lower Front-Door Panel	Lower Rear-Door Panel

Glazing: Left Front- and Rear Side-Window shattered. Windshield cracked.

Doors: Left Front- and Rear Door damaged, would not open. Hinge Reinforce- tore out from Door.

Seat Belt Anchorages : Left Seat Frame damaged, but Seat Anchorages remained intact. Seat Legs and Seat-Runner not separated from Floor-Rails. Seat Support damaged.

Restraints: Driver (RA) and Left Rear (Lap - Belt) in use.

Fuel Leakage: None

General Observations: Impact Point 650 mm from Front Axle.

Side Impactor Bumper impacted under the Door Beams. Buckling on the Area of the B-Pillar. B-Pillar damaged and bended on the Level of the Window-Sill. Left Front-Door separated from lower Sill. Knee-Bolster supported the A-Pillar. A-Pillar turned. Upper Hinge Reinforcement tore out from A-Pillar.

Driver-Dummy - Knee broken, Leather was torn up from Spine on the left Side.

Left Rear - no damage

TEST NO. 3 TEST DATE 09.18.1981

TEST CONFIGURATION:

Target Vehicle VW Rabbit 4-Door Speed 0 [mph]

Bullet Vehicle 19° Crabbed Side Impactor Speed 34.66 [mph]

Impact Location behind Front Axle 650 [mm] Angle 60 [deg]

PASSENGER: D R I V E R

HEAD RESPONSE:

Peak a_R 84.8 [g] Impacted Objekt none

HIC 576.8 Time T 1 52 [ms] T2 96 [ms]

CHEST RESPONSE:

Location	[g]	≥ 3ms [g]	SI	Δv_y [mph]	Imp.Time [ms]	Time a-max [ms]
Upper Sternum (X)	92.64	64	--	---	38	70.5
Lower Sternum (X)	79.53	60	--	---	38	70.5
LUR (Y)	100.77	77	--	25.29	34	48
LLR (Y)	109.67	81	--	27.02	33	46
RUR (Y)	103.82	92	--	23.96	38	53
RLR (Y)	127.65	105	--	27.92	35	51

CHEST DEFLECTION: Damper - DY 48.5 [mm]

VERTEBRAL COLUMN RESPONSE:

Location	Pk ay[g]	Pk a_R[g]	≥3 ms[g]	SI	Δv_y[mph]	Imp.Time [ms]	Time a-max [ms]
Upper Thorax (T1)	92.11	101.17	88	903	25.04	35	53
Lower Thorax (T12)	111.13	115.32	105	1121	28.73	30	48

PELVIS RESPONSE:

Pk a_R[g] 132.50 SI 1469 ≥3 ms [g] 106.86 Impact Time [ms] 33

IMPACT TIME:

Shoulder 30 msec ; Pelvis 33 msec

Table 10: Side Impact Dummy Test Response Summary

TEST NO. 3 TEST DATE 09.18.1981

TEST CONFIGURATION:

Target Vehicle VW Rabbit 4-Door Speed 0 [mph]

Bullet Vehicle 19° Crabbed Side Impactor Speed 34.66 [mph]

Impact Location behind Front Axle 650 [mm] Angle 60 [deg]

PASSENGER: R E A R L E F T

HEAD RESPONSE:

Peak a_R 116.80 [g] Impacted Objekt C-Pillar

HIC 566.89 Time T 1 83 [ms] T2 107 [ms]

CHEST RESPONSE:

Location	[g]	≥ 3ms [g]	SI	Δv_y [mph]	Imp.Time [ms]	Time a-max [ms]
Upper Sternum (X)	41.31	38.5	---	---	58	90
Lower Sternum (X)	38.21	33.0	---	---	55	92
LUR (Y)	70.22	61.5	---	25.31	66	87
LLR (Y)	74.17	70.0	---	20.52	58	85
RUR (Y)		defect				
RLR (Y)	64.32	58.0	---	27.83	67	88

CHEST DEFLECTION: Damper - DY 34.8 [mm]

VERTEBRAL COLUMN RESPONSE:

Location	Pk ay[g]	Pk a_R[g]	>3 ms[g]	SI	Δv_y[mph]	Imp.Time [ms]	Time a-max [ms]
Upper Thorax (T1)	73.25	80.01	73.5	406	13.08	51	92
Lower Thorax (T12)	56.40	81.91	54.5	313	16.43	50	83

PELVIS RESPONSE:

Pk a_R[g] 83.29 SI 641 ≥3 ms [g] 76.57 Impact Time [ms] 43

IMPACT TIME:

Shoulder 64 msec ; Pelvis 66 msec

Table 11: Side Impact Dummy Test Response Summary

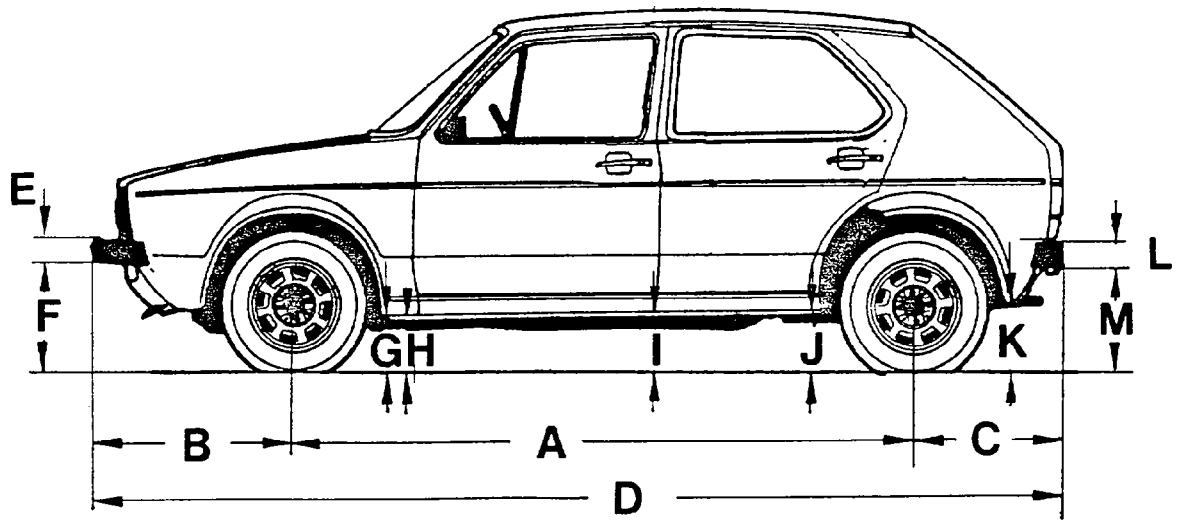
TEST NO. 3 TEST DATE 09.18.1981

COMPUTED COEFFICIENTS:

Location of Accelerometer	AIS B-Param.	AIS Av.Pow.	PAP TB / TE (ms)	B	Q	V_{1050}	V_{1090}	RVS
Left Upper Rib LUR	3.79	3.89	2459 88.1/ 103.8	7.0265	1073.0	5.00	15.00	3.000
Left Lower Rib LLR	3,96	4.18	3180 86.9/ 106.9	7.1423	1225.6	5.63	15.63	2.7778
Upper Thorax T 1 Y	3.91	4.19	3030 93.1/ 108.8	7.1066	1127.2	5.63	13.13	2.3333
Lower Thorax T 12 Y	4.15	4.62	4030 90.0/ 105.6	7.2652	1341.2	6.87	14.37	2.0909

TABLE 12 : AIS AND COEFFICIENTS

TEST NO : 3



	PRE - TEST	POST - TEST	Δ CHANGE
A	2405	2325	-80
B	820	820	0
C	700	705	5
D	3923	3850	-77
E	125	125	0
F	365	400	35
G	166	220	54
H	164	228	54
I	157	250	93
J	157	245	88
K	182	270	88
L	126	126	0
M	291	372	81

Table 13: Pre-and Post-Test Measurements

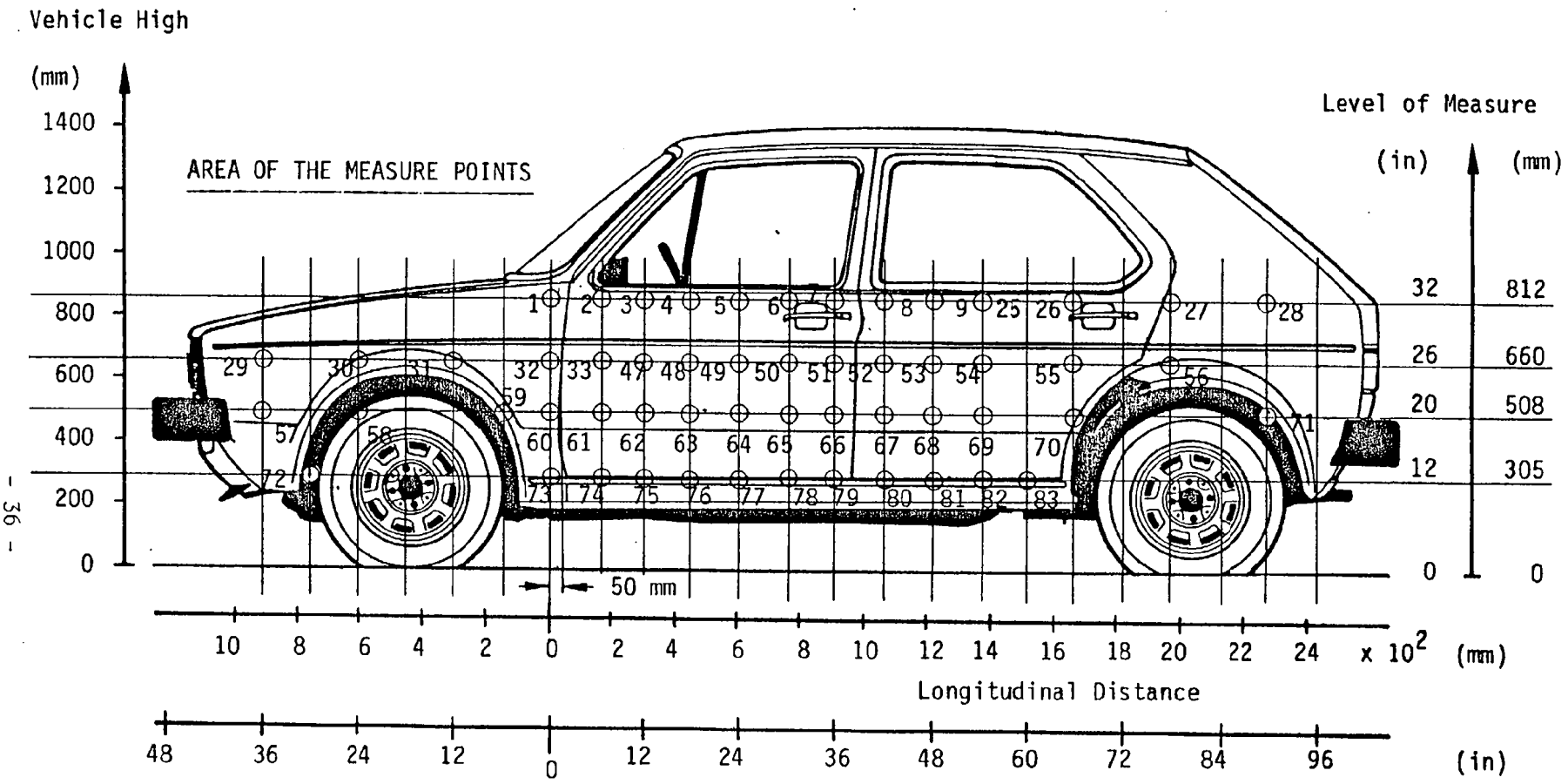


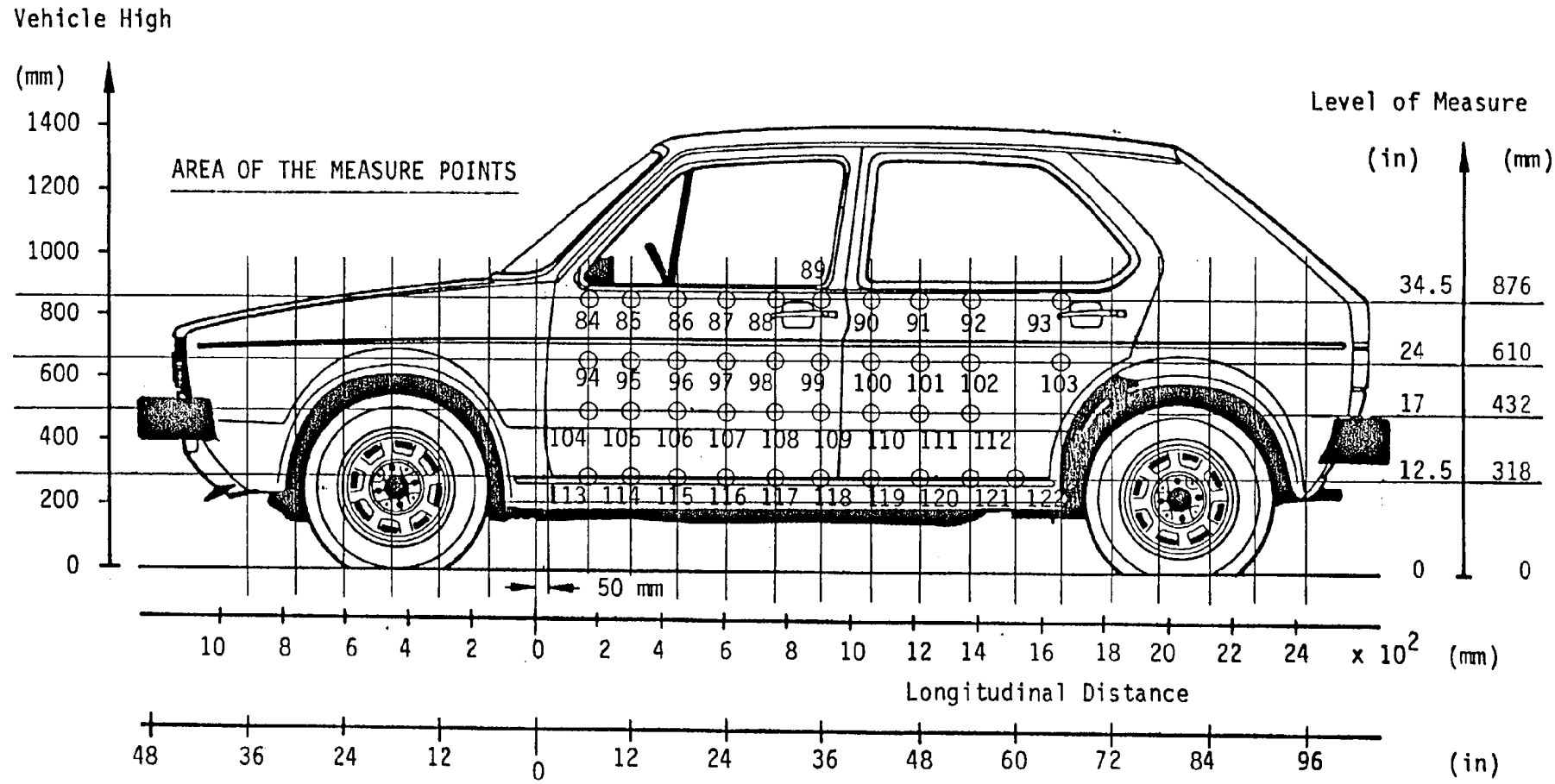
Figure 10: Vehicle Measurement Side (Exterior)

Table 14 : Exterior Static Crush for VW Rabbit

TEST NO : 3

		(Front)					Zero Distance Located at Door [mm]										(Rear)				
Location	Height [mm] *	762	610	457	305	152	0	152	305	457	610	762	914	1067	1220	1372	1524	1676	1829	1981	2286
Window-Sill	812	-	-	-	-	-	10	96	205	289	354	383	367	336	260	176	-	47	-	13	30
Bullet Vehicle Hood	660	-	11	-	7	-	15	143	233	325	378	397	378	335	269	197	-	62	-	1	-
Mid-Door	508	-	-	-	-	16	22	79	310	369	415	439	400	345	296	232	99	-	-	29	-
Rocker-Sill	305	27	-	-	-	-	27	126	159	188	221	249	272	268	178	102	59	-	-	-	-

* All heights measured above ground level.



TEST NO : 3

VEHICLE NO : 705 108

Figure 11 : Vehicle Measurement Side (Interior)

Table 15: Interior Static Intrusion for VW-Rabbit

TEST NO : 3

Location	Height [mm] *	Zero Distance Starting at Door [mm]											
		0	152	305	457	610	762	914	1067	1220	1372	1524	1676
Windowsill Level	876	-	55	151	227	297	319	342	333	250	164	-	8
Mid-door Level	610	-	96	211	272	314	348	366	314	224	162	-	42
Bullet Vehicle Bumper Level	432	-	160	249	315	336	344	335	280	181	-	-	-
Doorsill Level	318	-	53	117	134	170	194	229	179	88	-	-	-

* Heights measured above ground level.

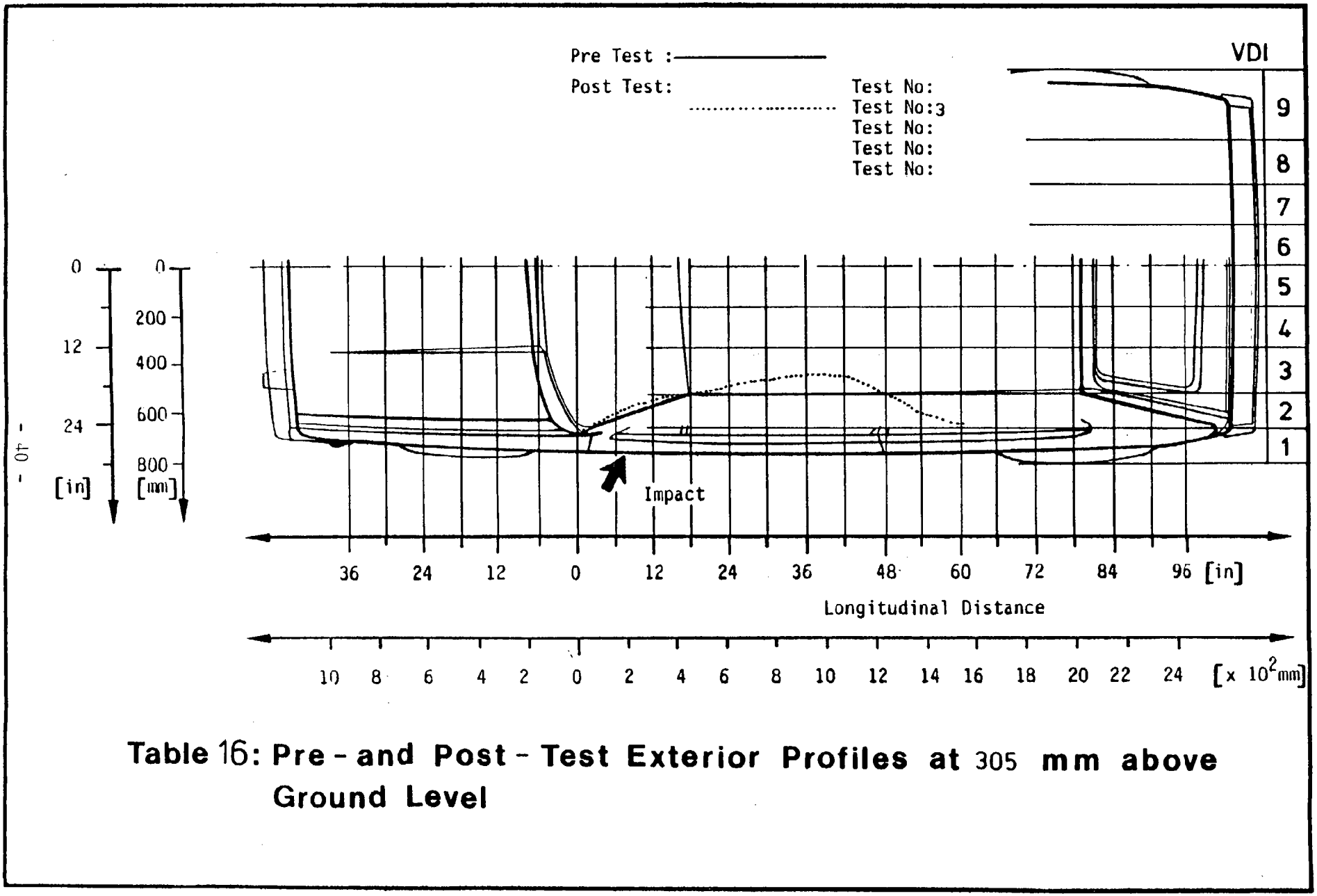


Table 16: Pre - and Post - Test Exterior Profiles at 305 mm above Ground Level

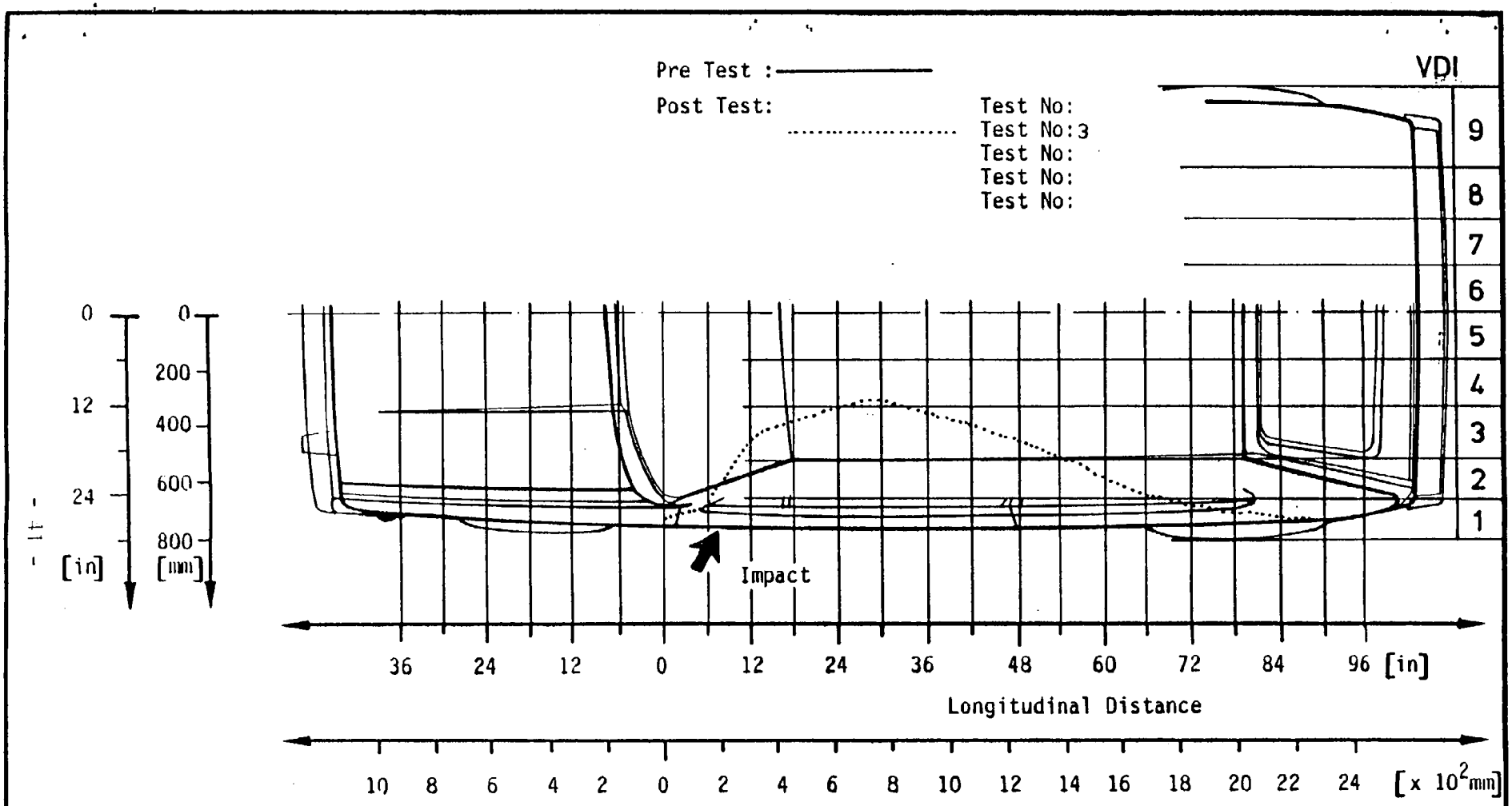


Table 17: Pre - and Post - Test Exterior Profiles at 508 mm above Ground Level

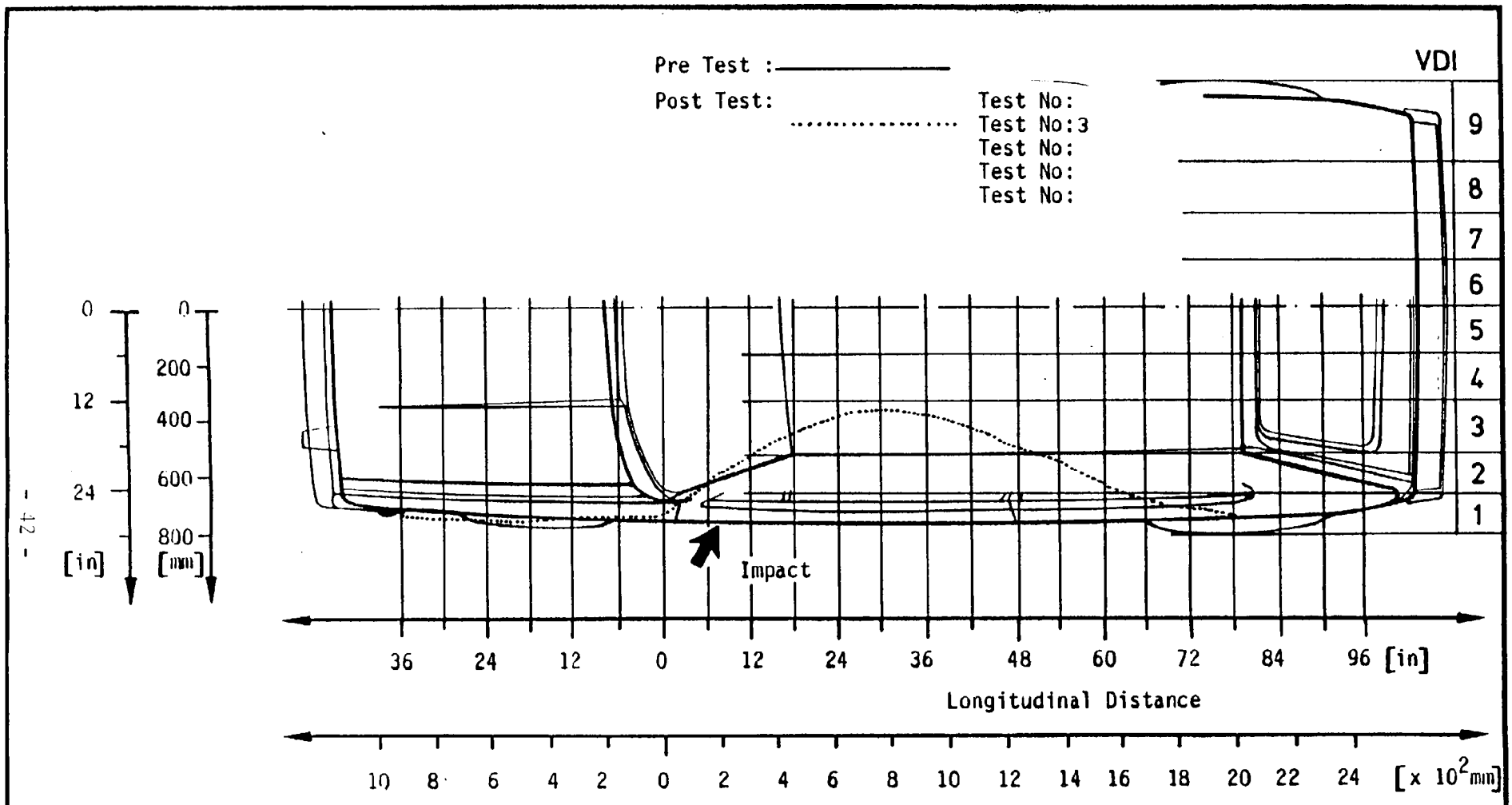


Table 18: Pre - and Post - Test Exterior Profiles at 660 mm above Ground Level

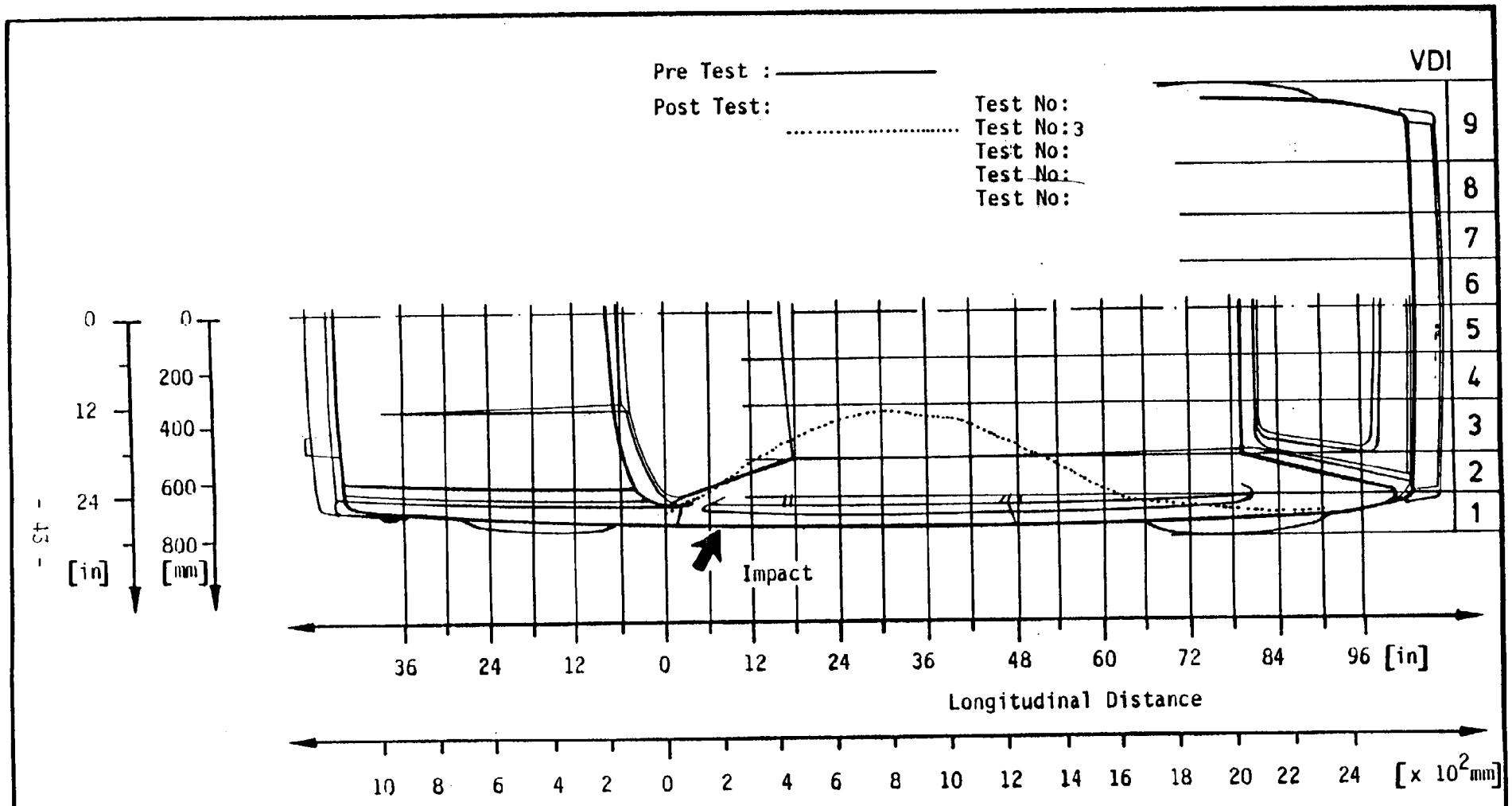


Table 19: Pre - and Post - Test Exterior Profiles at 812 mm above Ground Level

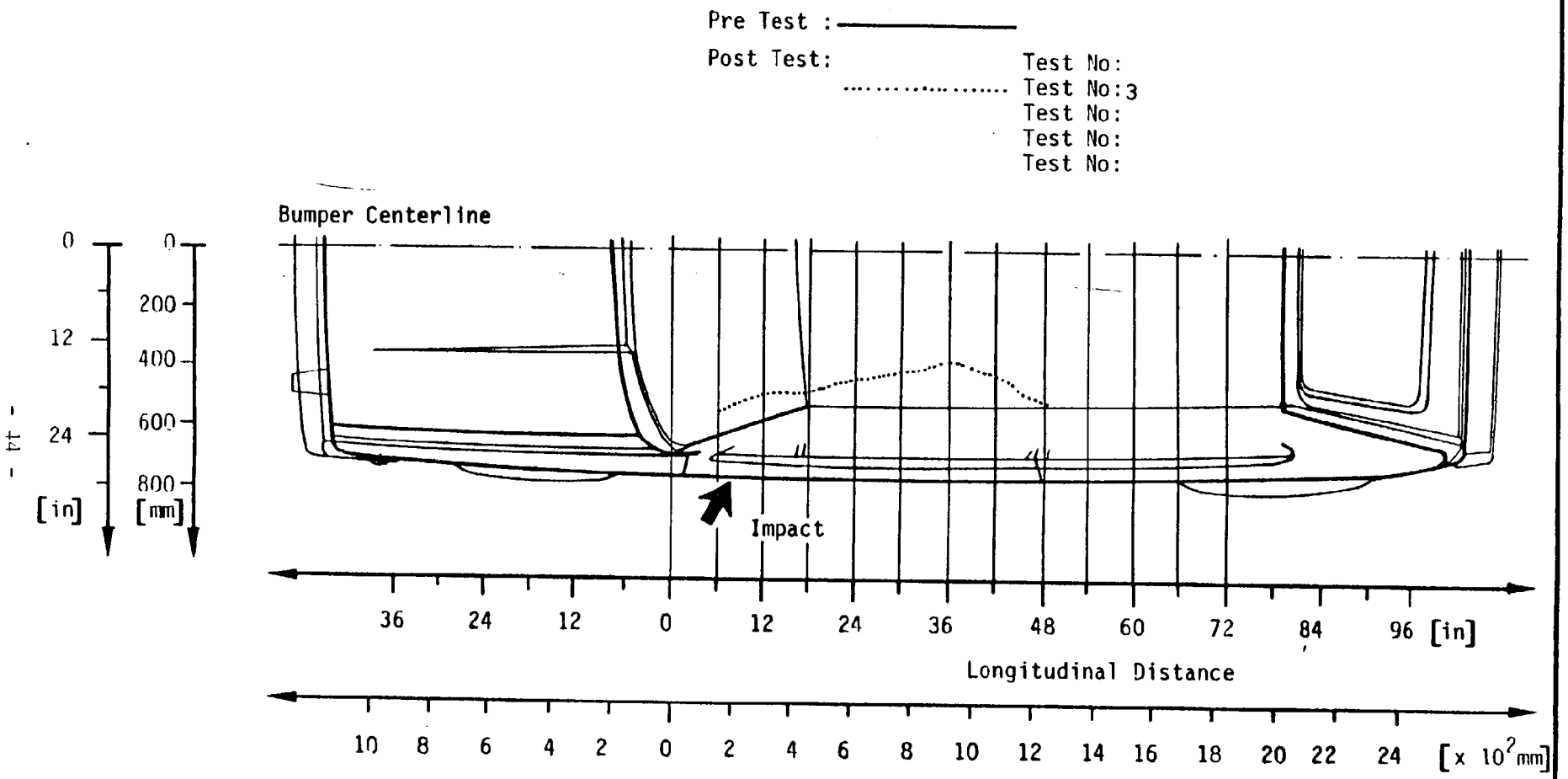


Table 20: Pre - and Post - Test Interior Profiles at 318 mm above Ground Level

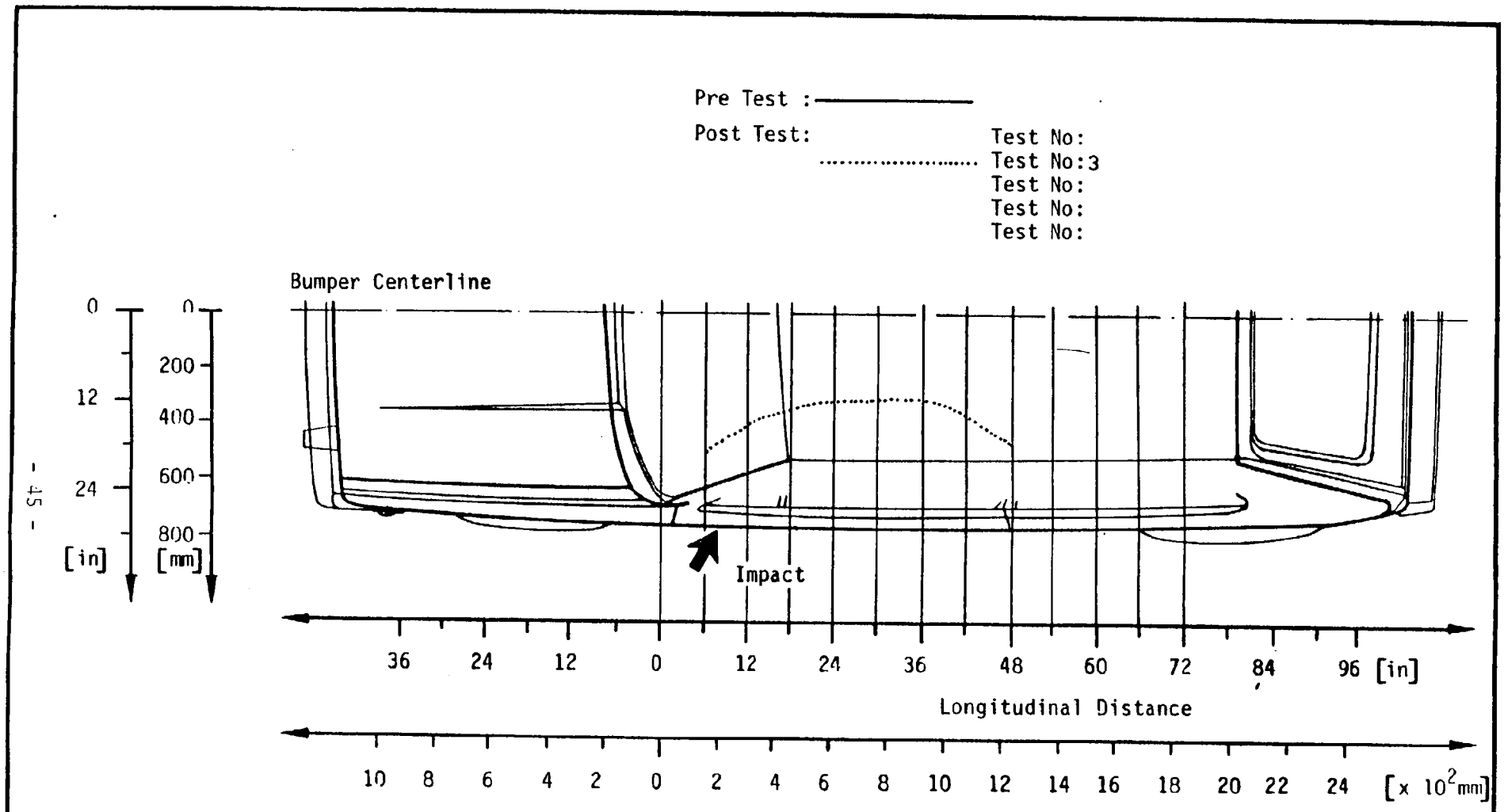


Table 21: Pre - and Post - Test Interior Profiles at 432 mm above Ground Level

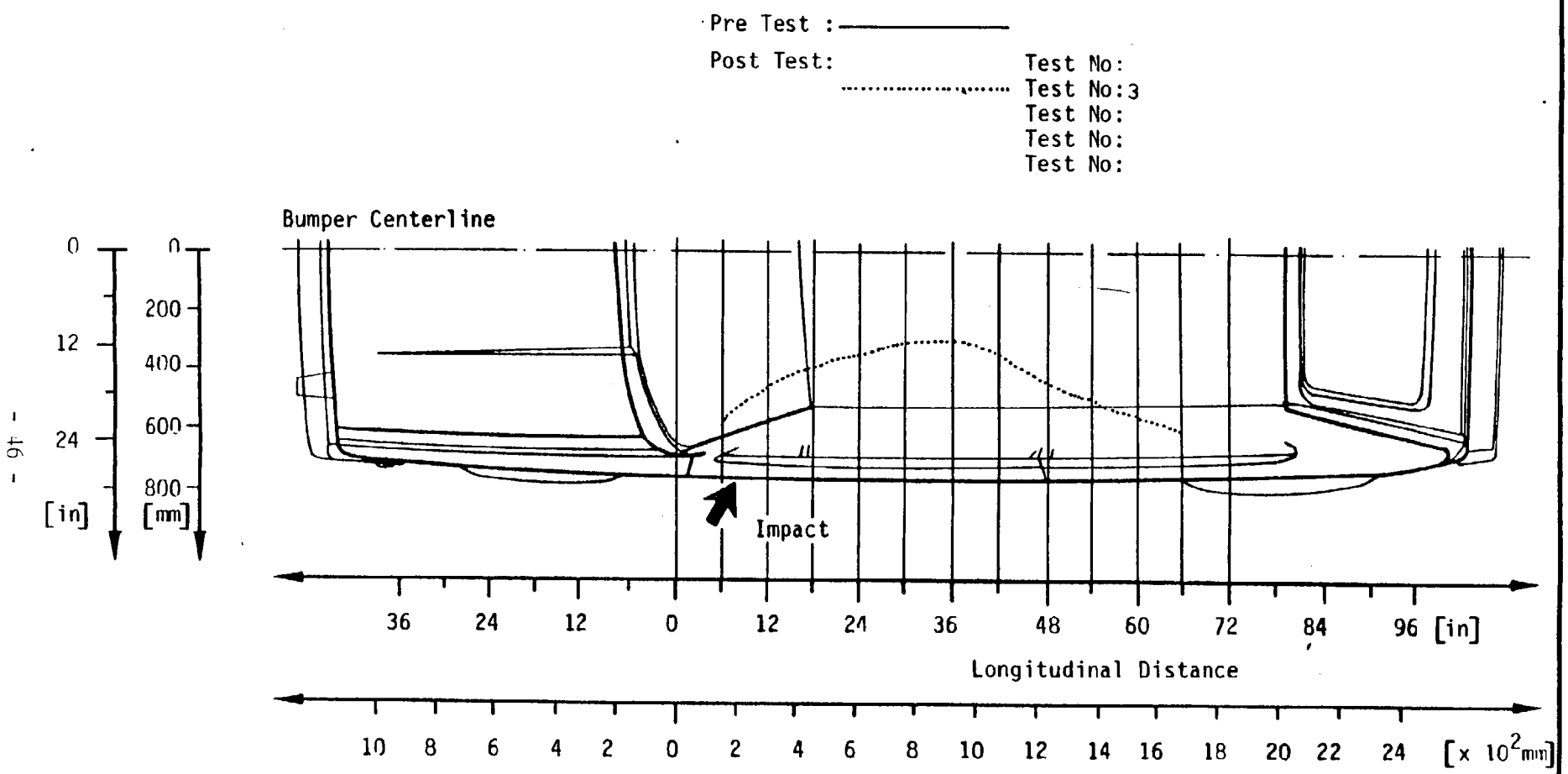


Table 22: Pre - and Post - Test Interior Profiles at 610 mm above Ground Level

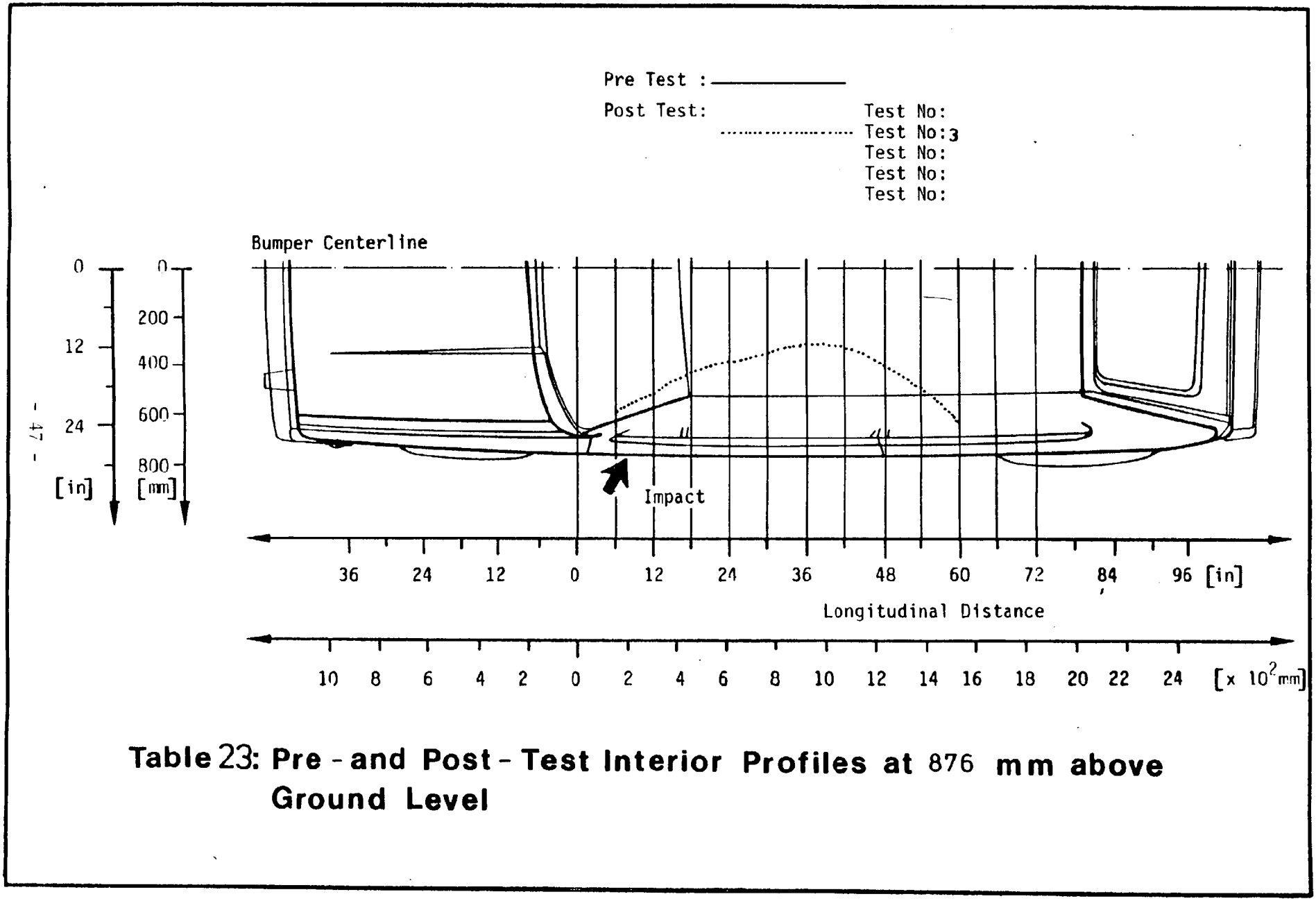


Table 23: Pre - and Post - Test Interior Profiles at 876 mm above Ground Level

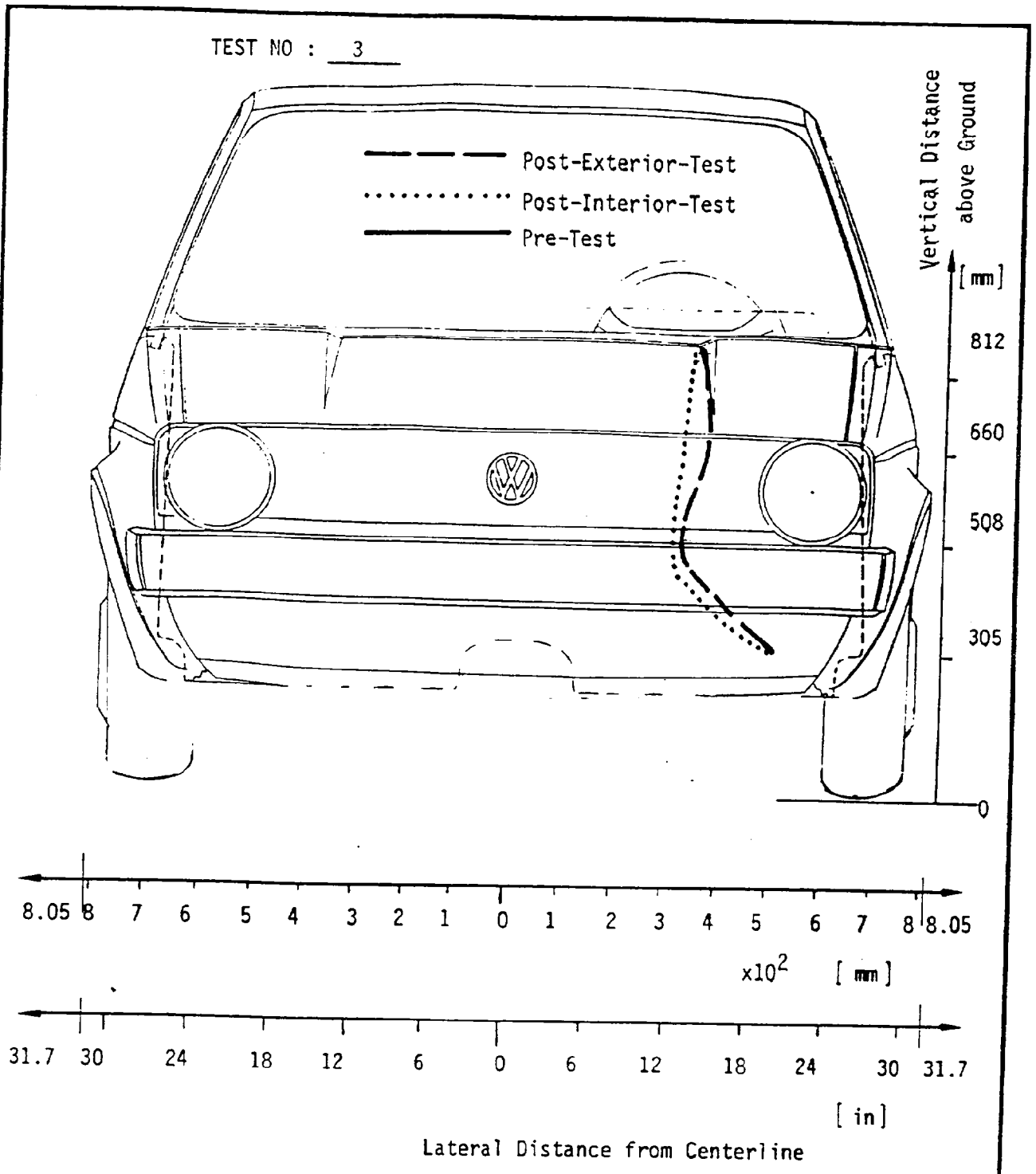


FIGURE 12 : EXTERIOR AND INTERIOR STATIC PROFILES AT THE LONGITUDINAL DISTANCE 610 MM FROM DOOR

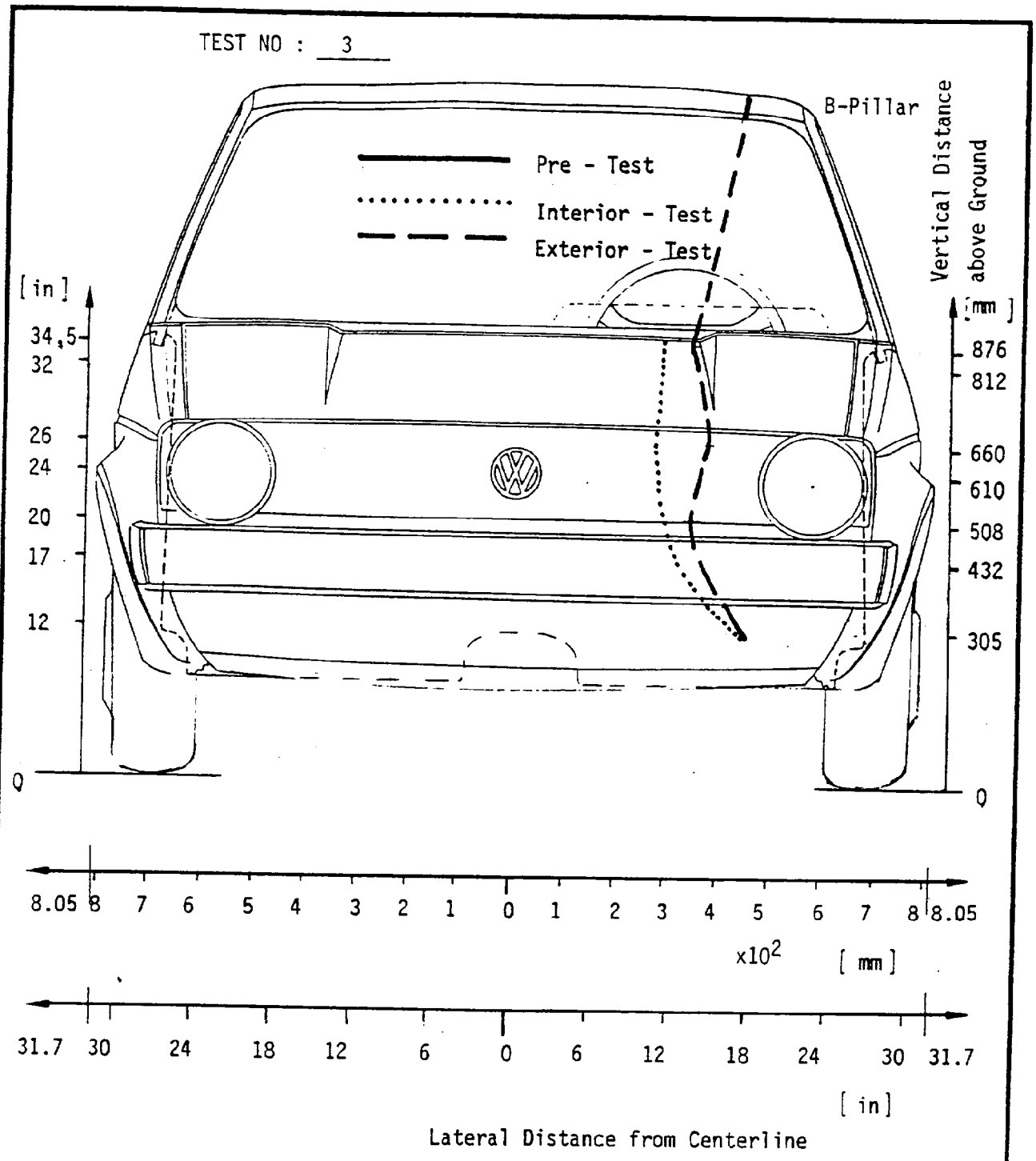


FIGURE 13 : EXTERIOR AND INTERIOR STATIC PROFILES AT THE LONGITUDINAL DISTANCE 914 MM FROM DOOR

Table 24: Exterior Static Crush for Side Impactor

TEST NO : 3

Location	Height at C_L *	Distance right of Center [mm]								Distance left of Center [mm] **							
		835	700	600	500	400	300	200	100	0	100	200	300	400	500	600	700	835
Top of Stack Level	813	-	-	-	-	-	-	-	-	-	1	1	2	3,5	6	10	44	133
Mid - Stack Level	554	-	-	-	-	-	1,5	3,5	7	9	11	13	16	24	33	43,5	56	94
Bumper Level	432	+8	+4	-	3	7	14	20	24	28,5	26	28,5	36	46,5	54,5	62	72	92

* Heights measured above ground level.

** Impact side.

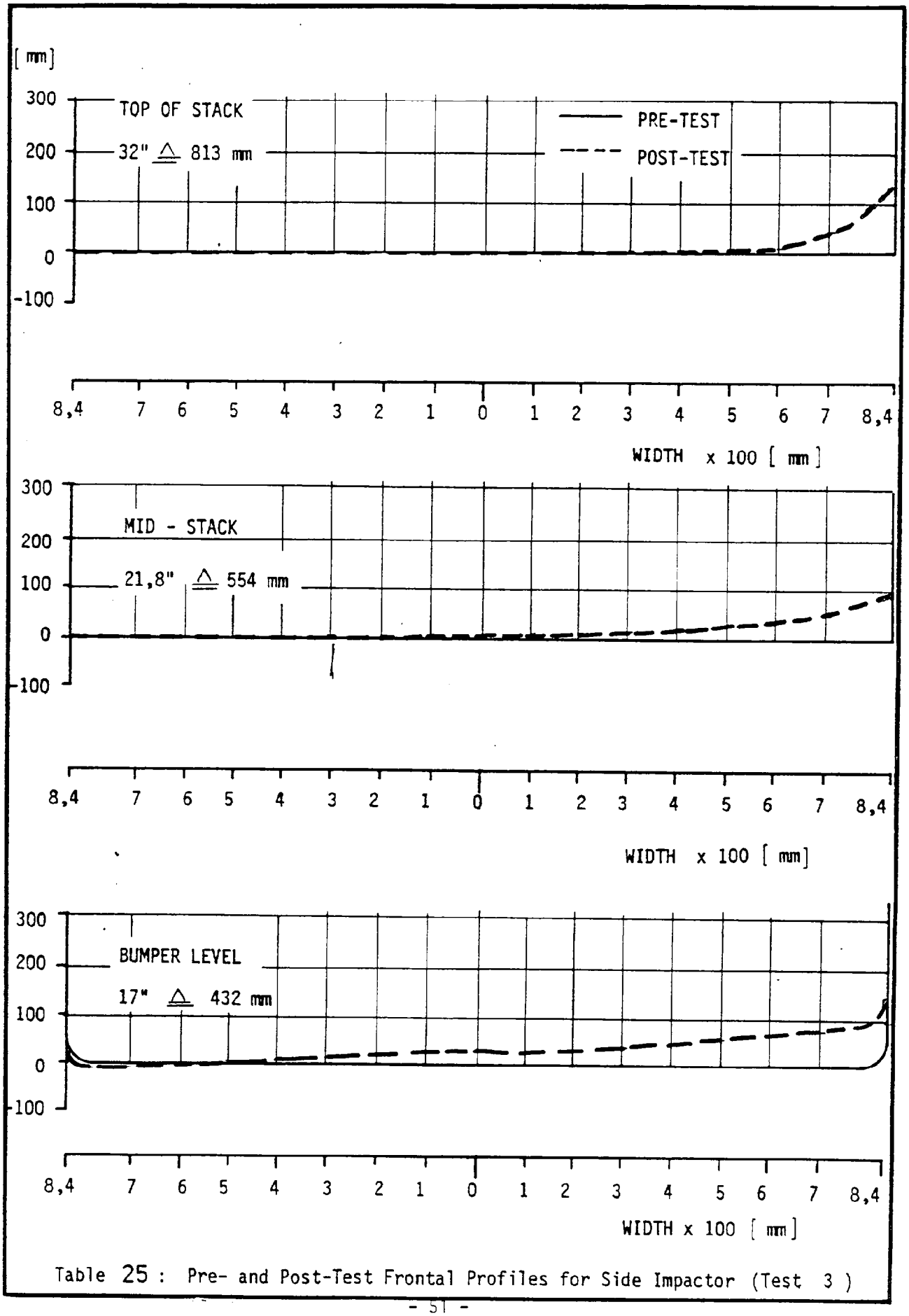


Table 25 : Pre- and Post-Test Frontal Profiles for Side Impactor (Test 3)

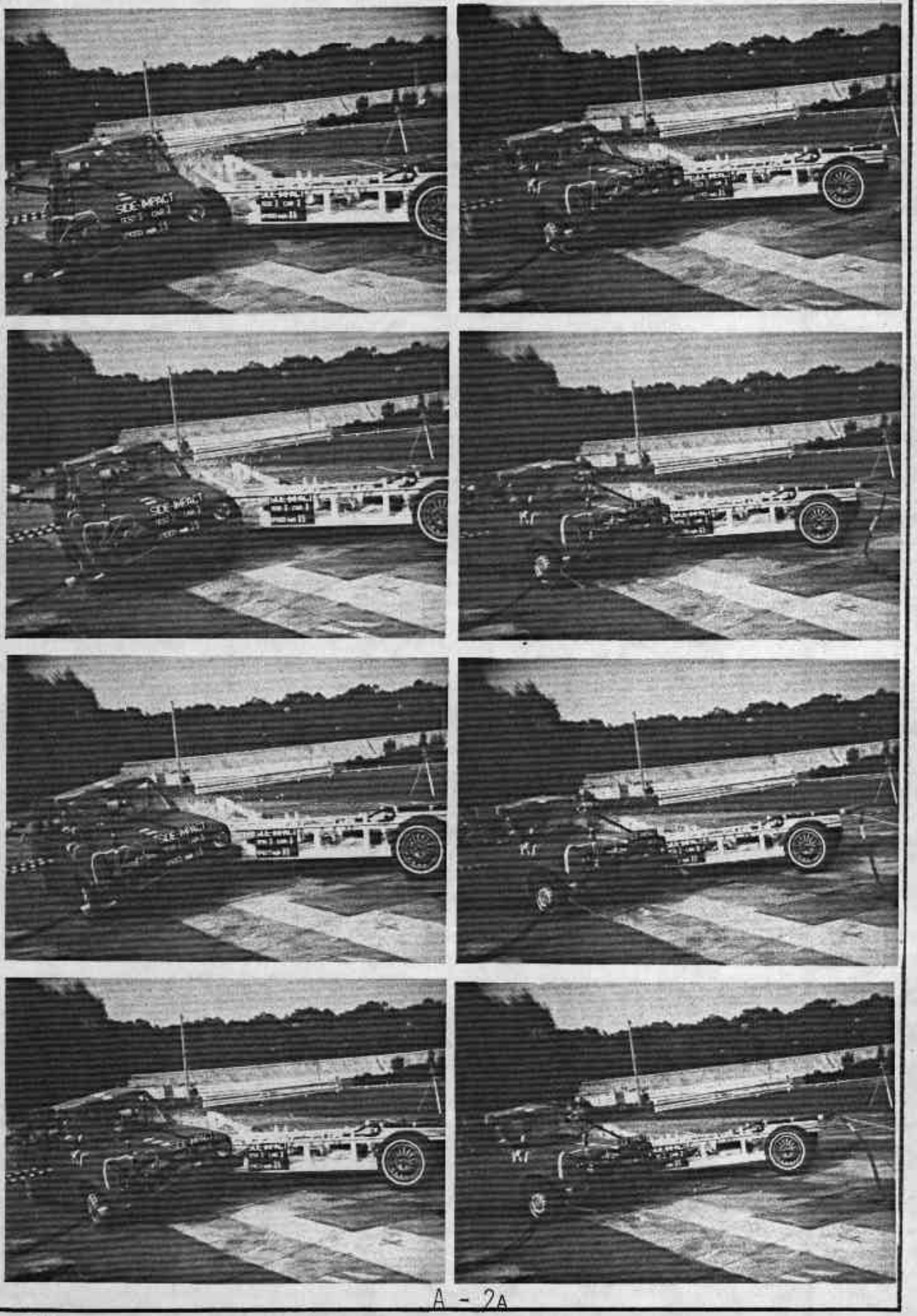
APPENDIX A

Photographs

List of Illustrations

Figure A1 : Crash Sequence Figures

TEST 3 - 35 mph



A - 2A

Form FE 166

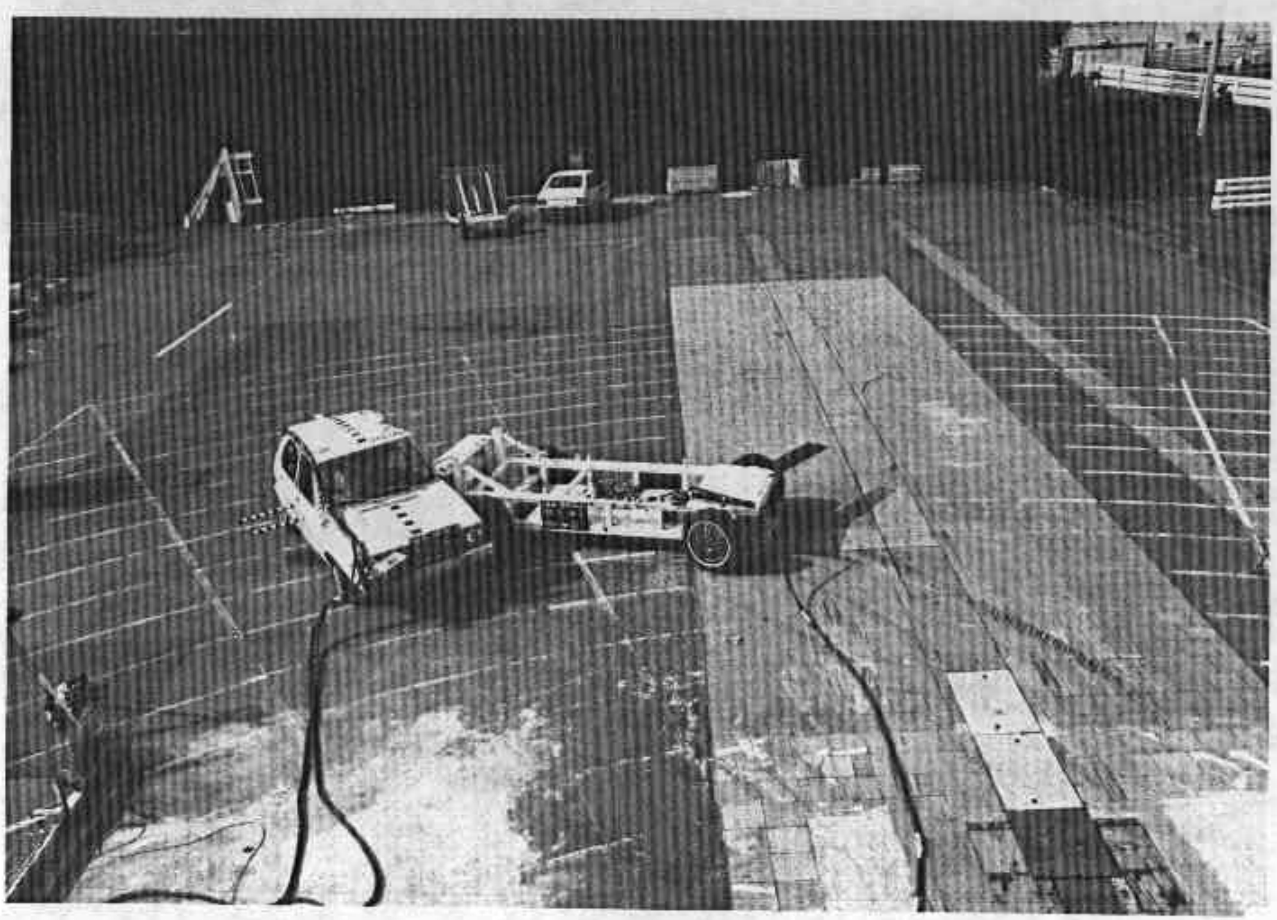


FIGURE A 2 : POST TEST 'POSITION'

CRABBED BARRIER AND VW RABBIT

FIGURE A 3 : VW RABBIT LEFT SIDE

POST TEST VIEW (FRONT-SIDE DIRECTION)

FIGURE A 4 : VW RABBIT LEFT SIDE
POST TEST VIEW

FIGURE A 5 : VW RABBIT LEFT SIDE

POST TEST VIEW (REAR-SIDE DIRECTION)

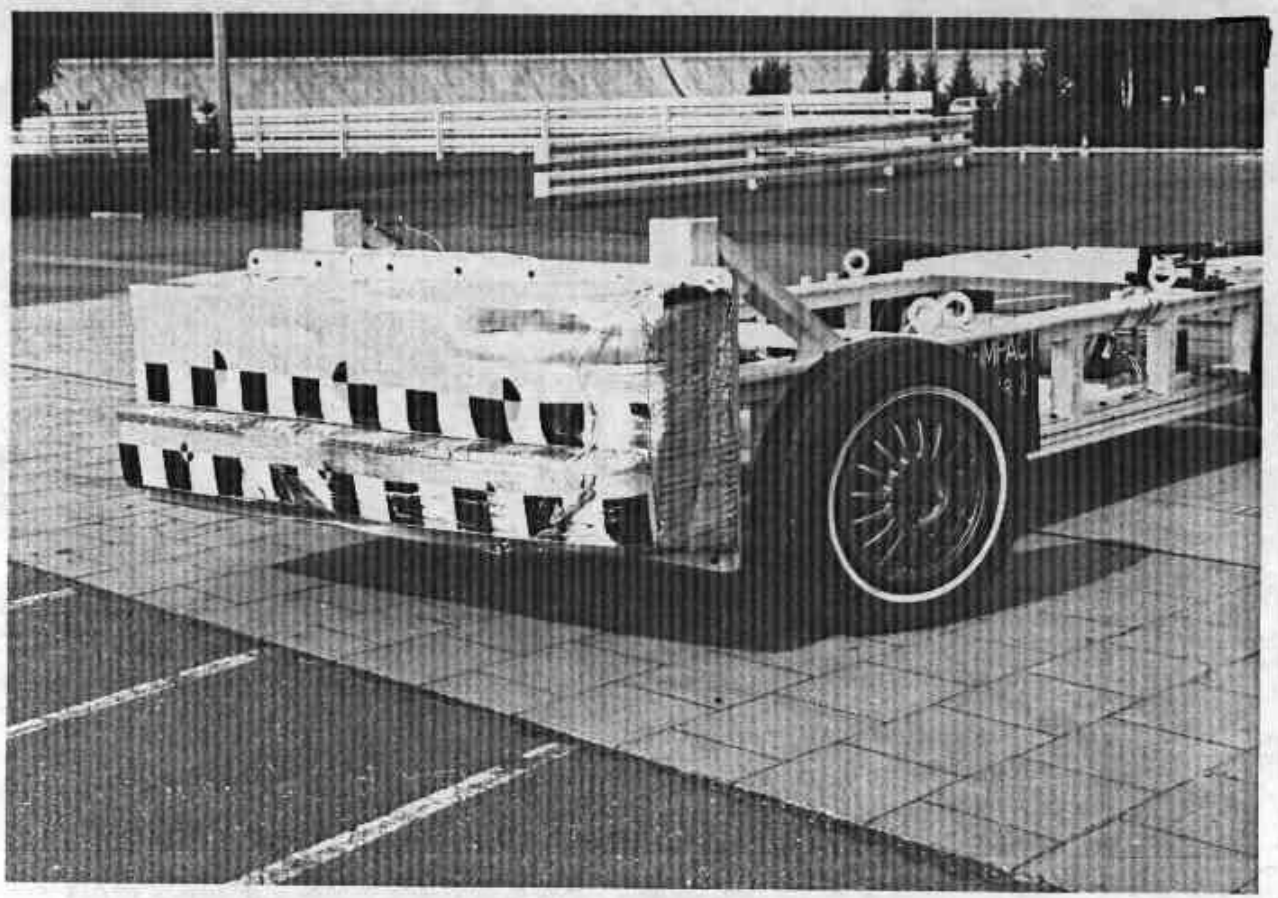


FIGURE A 6 : CRABBED BARRIER POST TEST VIEW

A P P E N D I X B

Vehicle and Dummy Test Respone Acceleration/ - and Velocity/Time History

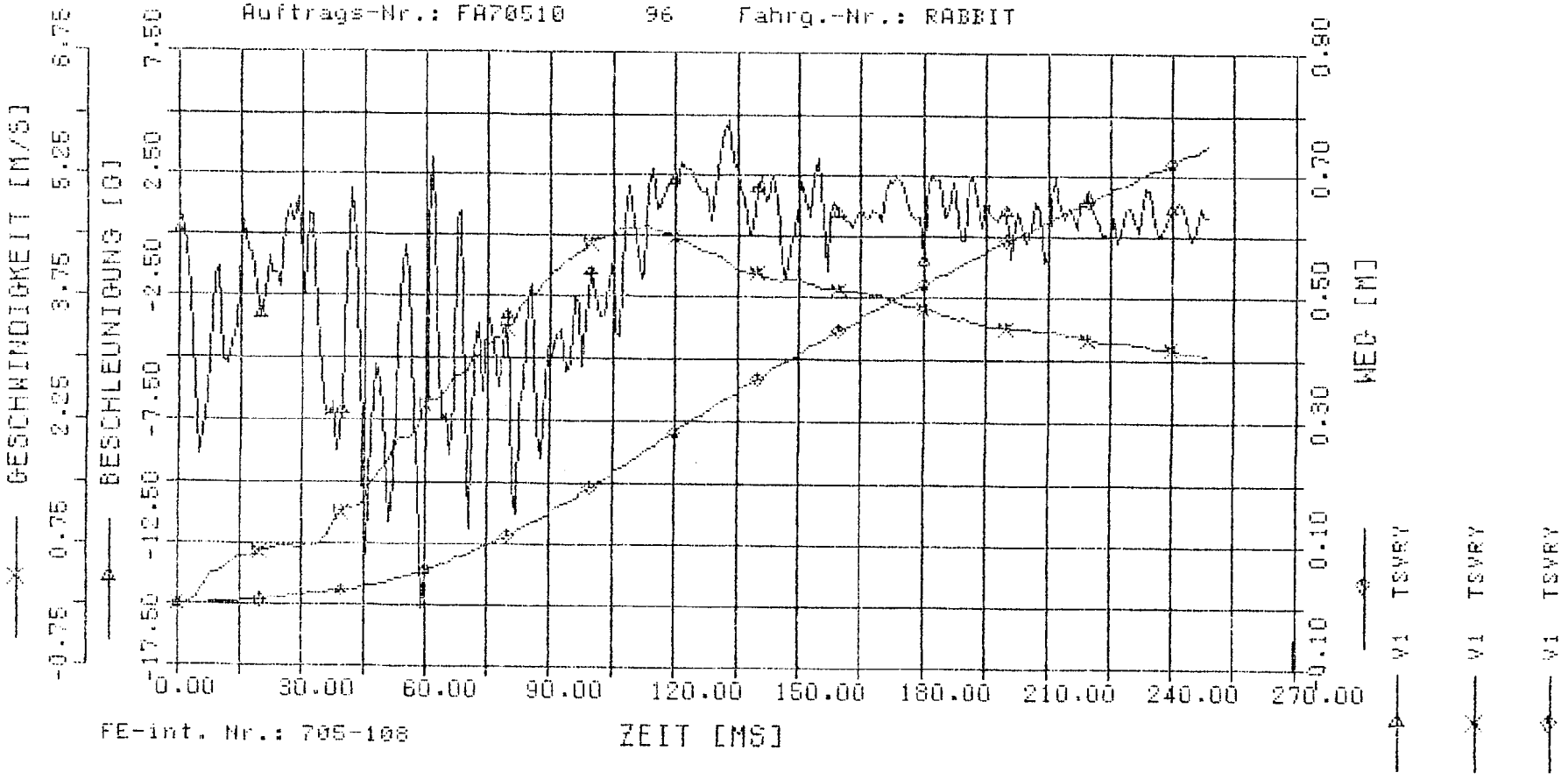
B.1 Vehicle Test Response
- B.1.1 Target Vehicle
- B.1.2 Crabbed Barrier

B.2 Dummy Test Response
- B.2.1 Driver
- B.2.2 Rear Passenger

B.1.1 Target Vehicle

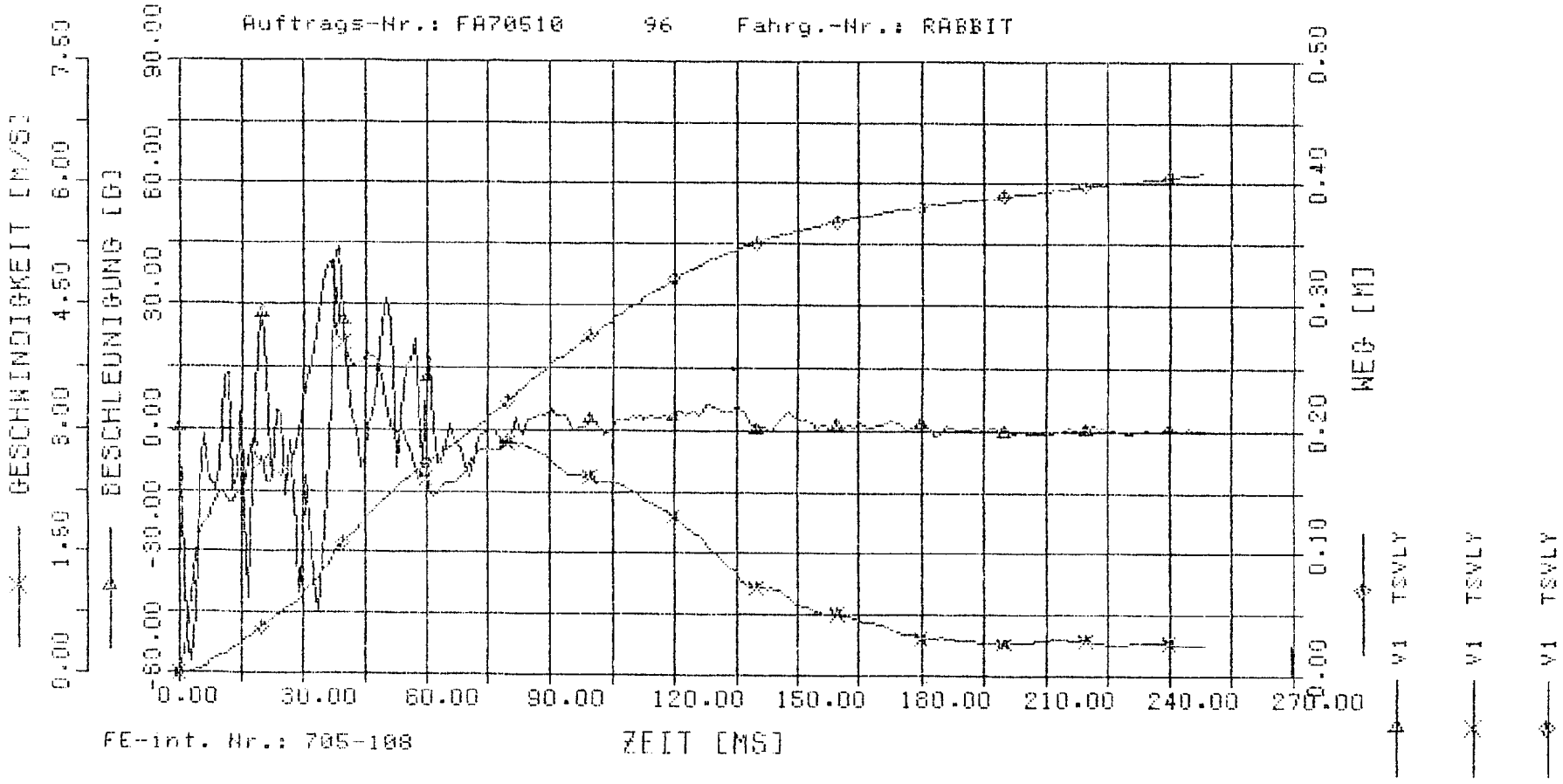
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	JMS
TSVRY	V1	BE	g	-15.211	59.00	0.00
TSVRY	V1	GE	m/s	4.590	113.00	0.00
TSVRY	V1	WE	m	.757	252.00	0.00



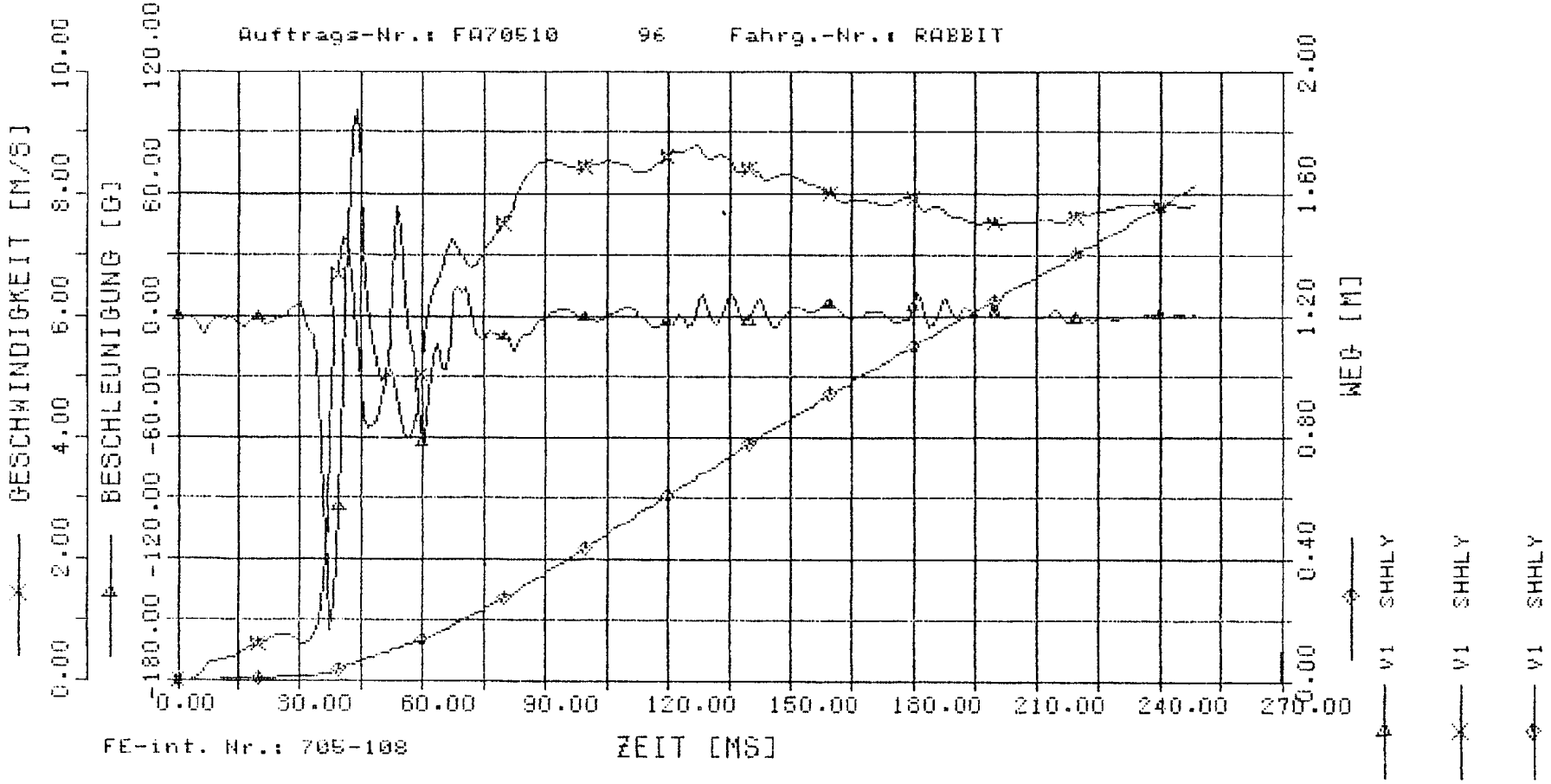
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	SMS
TSVLY	V1	BE g	-57.456	3.00	0.00
TSVLY	V1	GE m/s	5.015	32.00	0.00
TSVLY	V1	WE m	.402	252.00	0.00



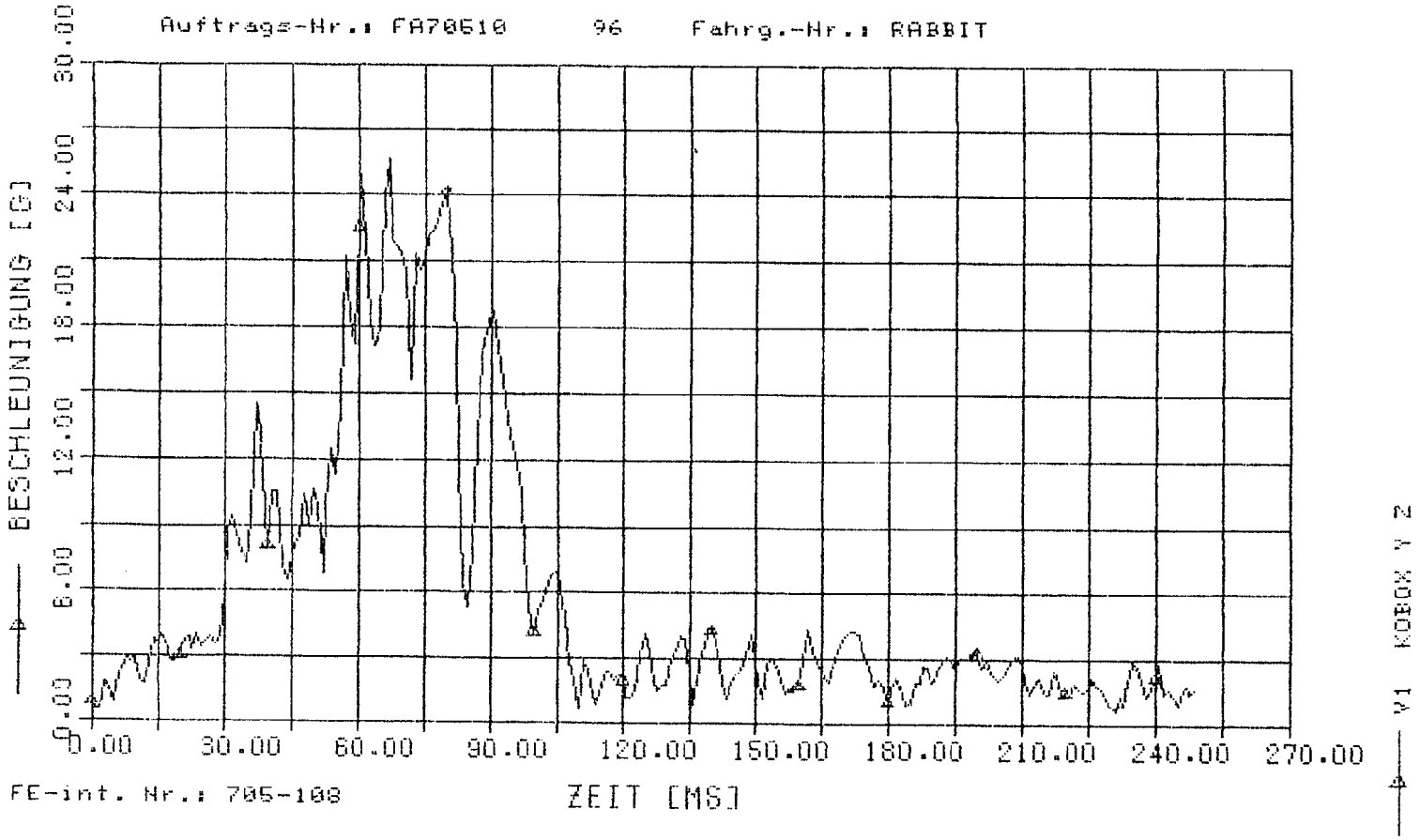
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UF	ber. Groesse		Extremum	t Extr.	ΔMS
SHHLY	V1	BE	g	-155.827	30.00	0.00
SHHLY	V1	GE	m/s	8.771	122.00	0.00
SHHLY	V1	WE	m	1.650	252.00	0.00



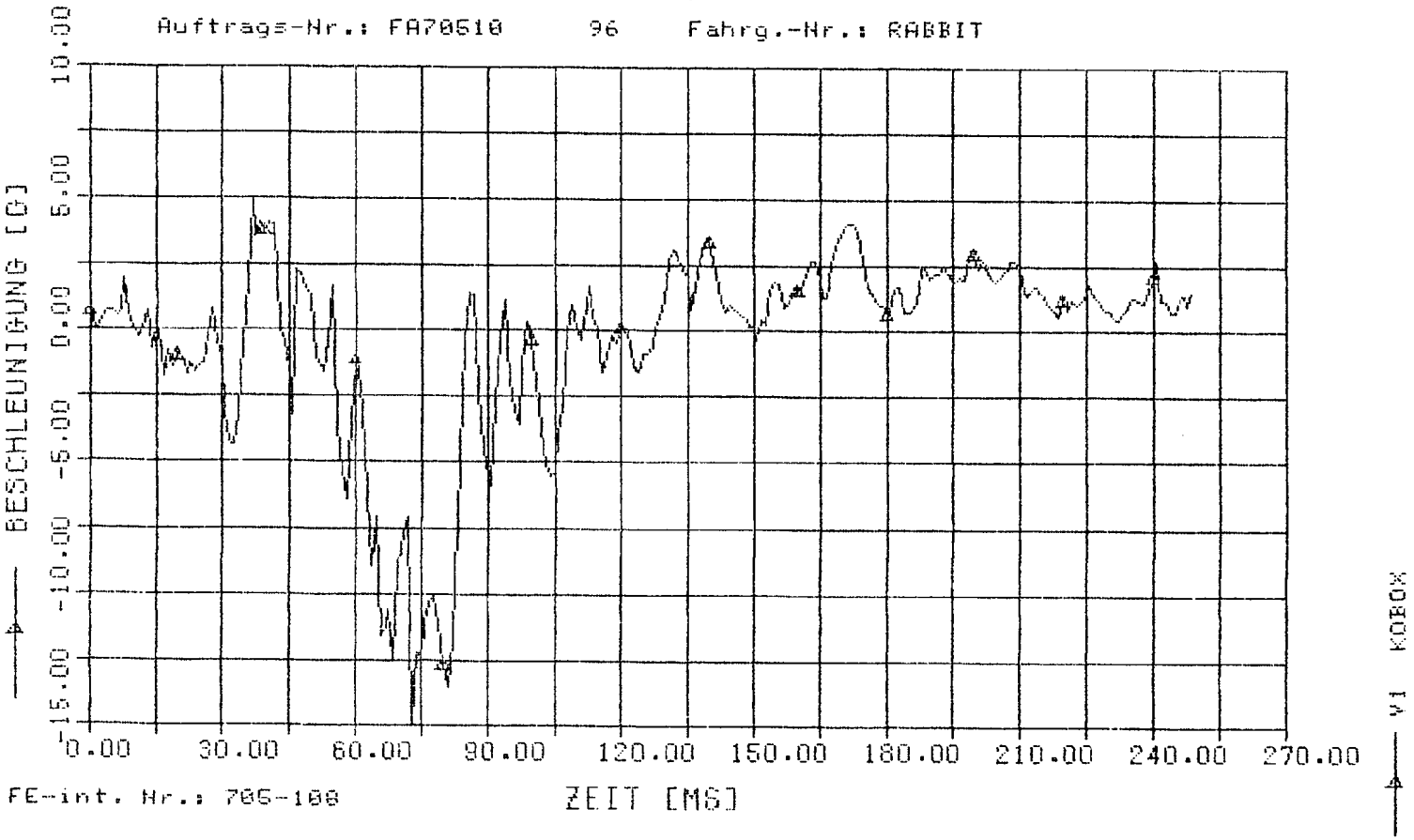
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
KOBO	V1	BE g	25.725	67.00	24.02



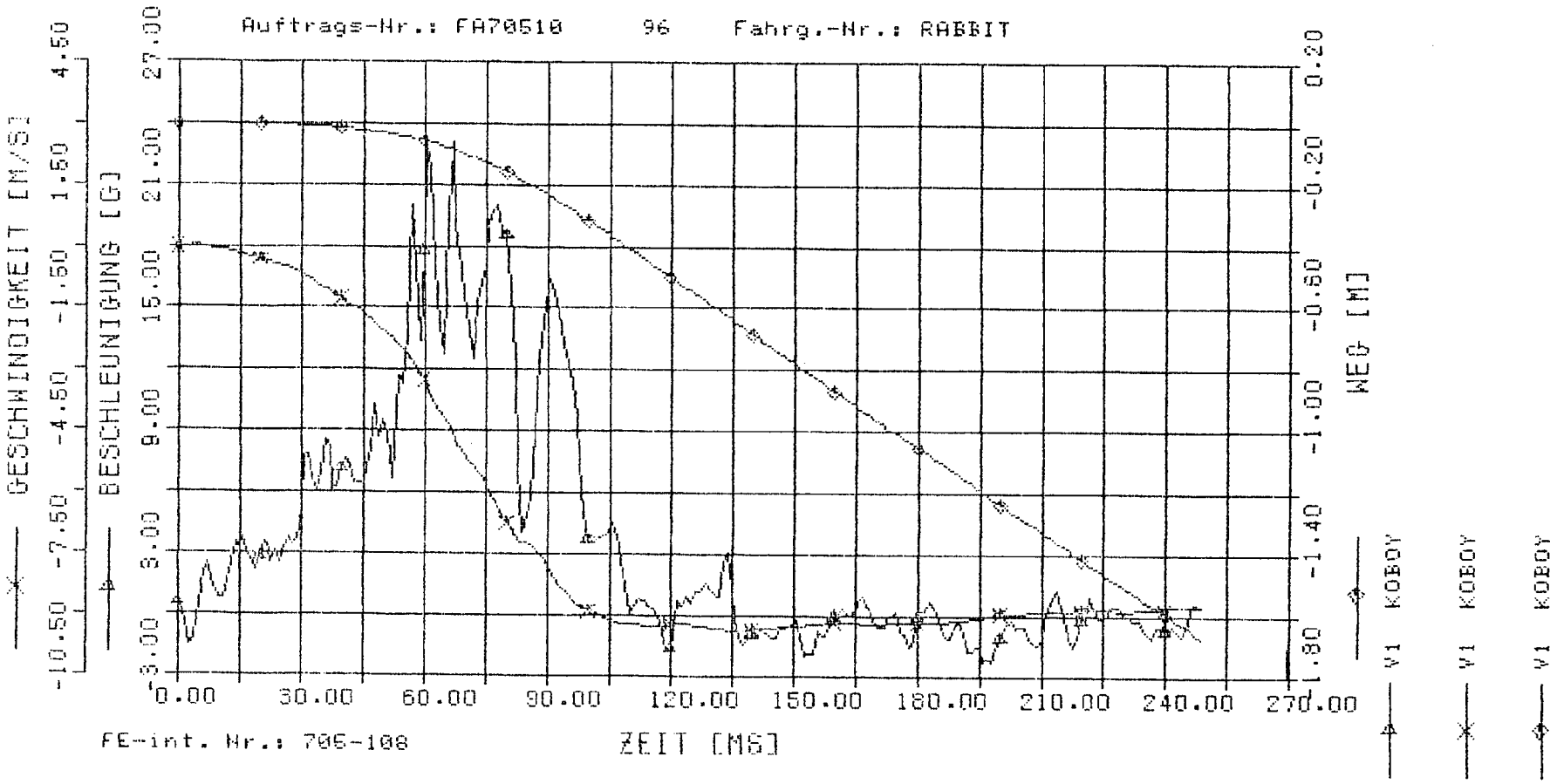
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	SMS
KOBOX	V1	BE g	-14.977	73.00	4.04



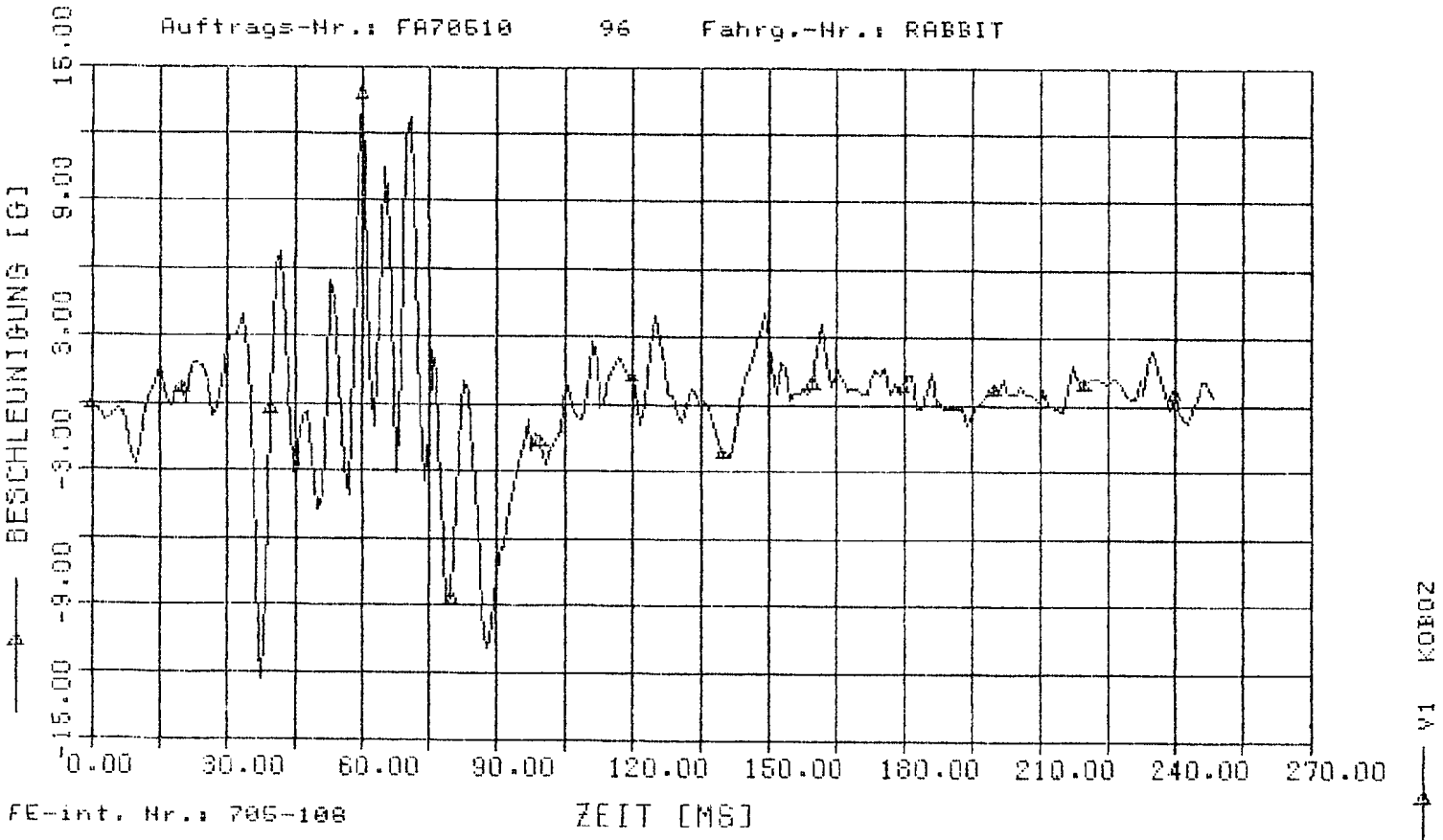
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	SMS
KOBOY	V1	BE	g	23.135	67.00	20.03
KOBOY	V1	GE	m/s	-9.405	136.00	0.00
KOBOY	V1	WE	m	-1.700	252.00	0.00



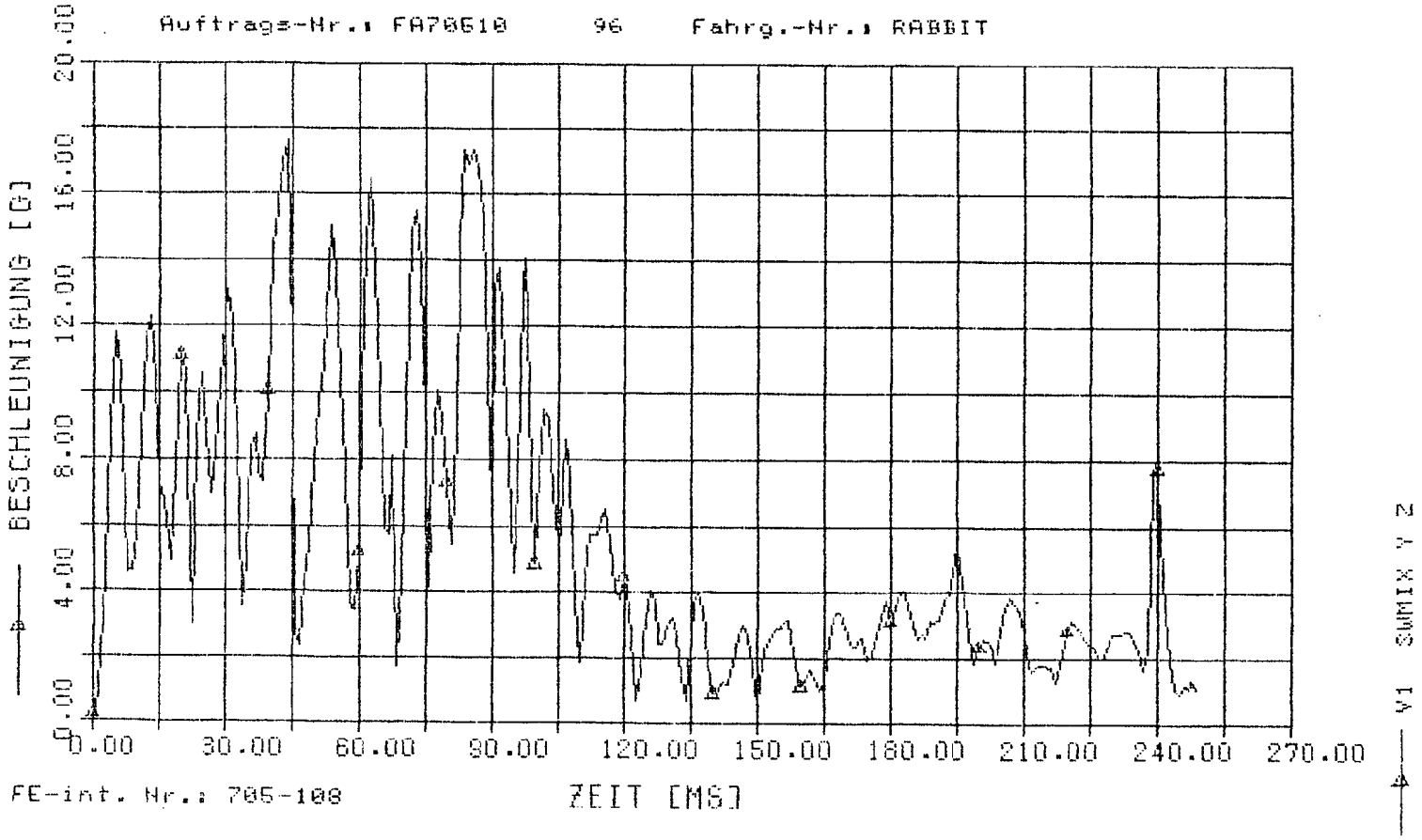
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	SMS
KOBOZ	V1	BE g	13.774	60.00	10.47



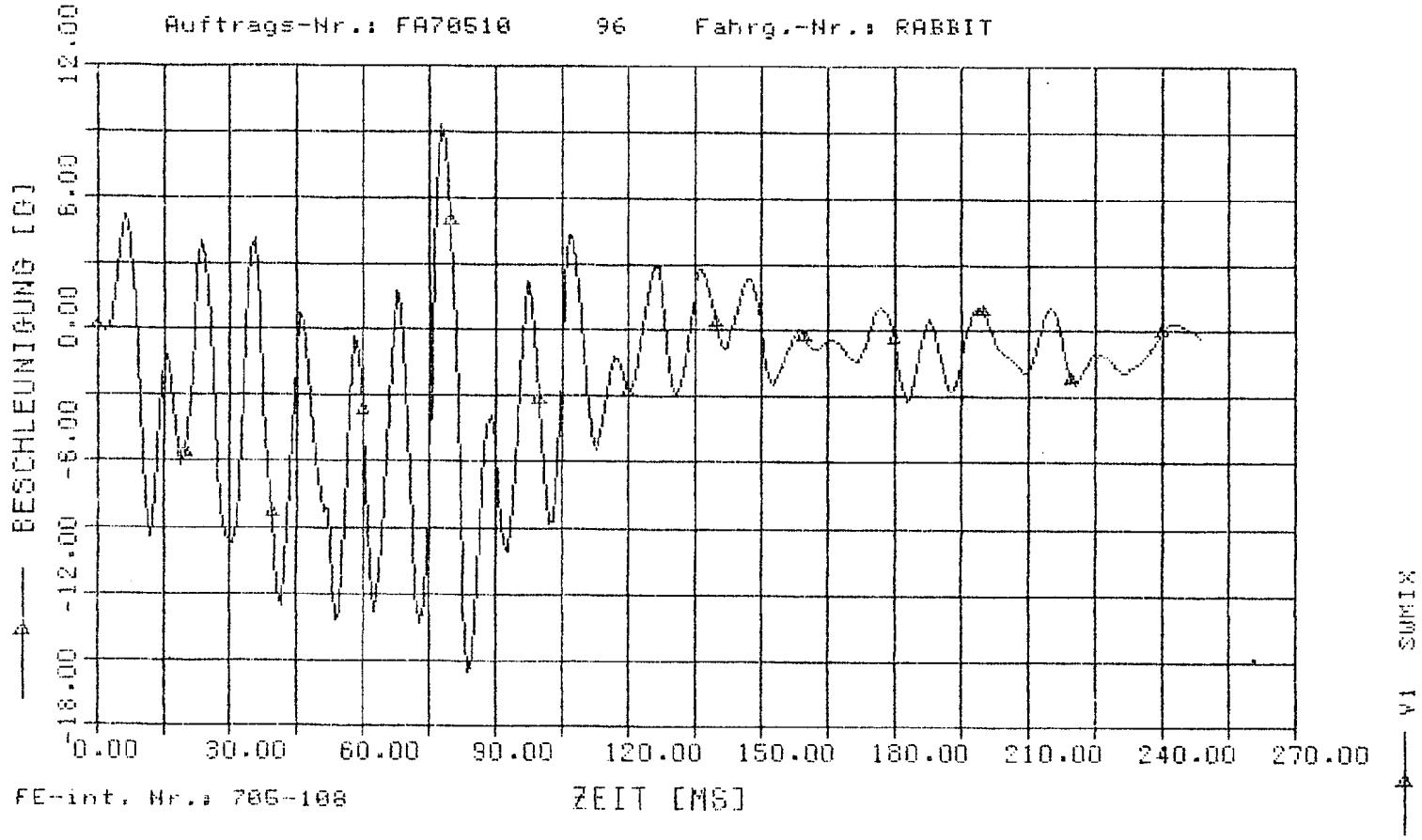
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	JMS
SWMI	V1	BE	g	17.628	44.00	0.00



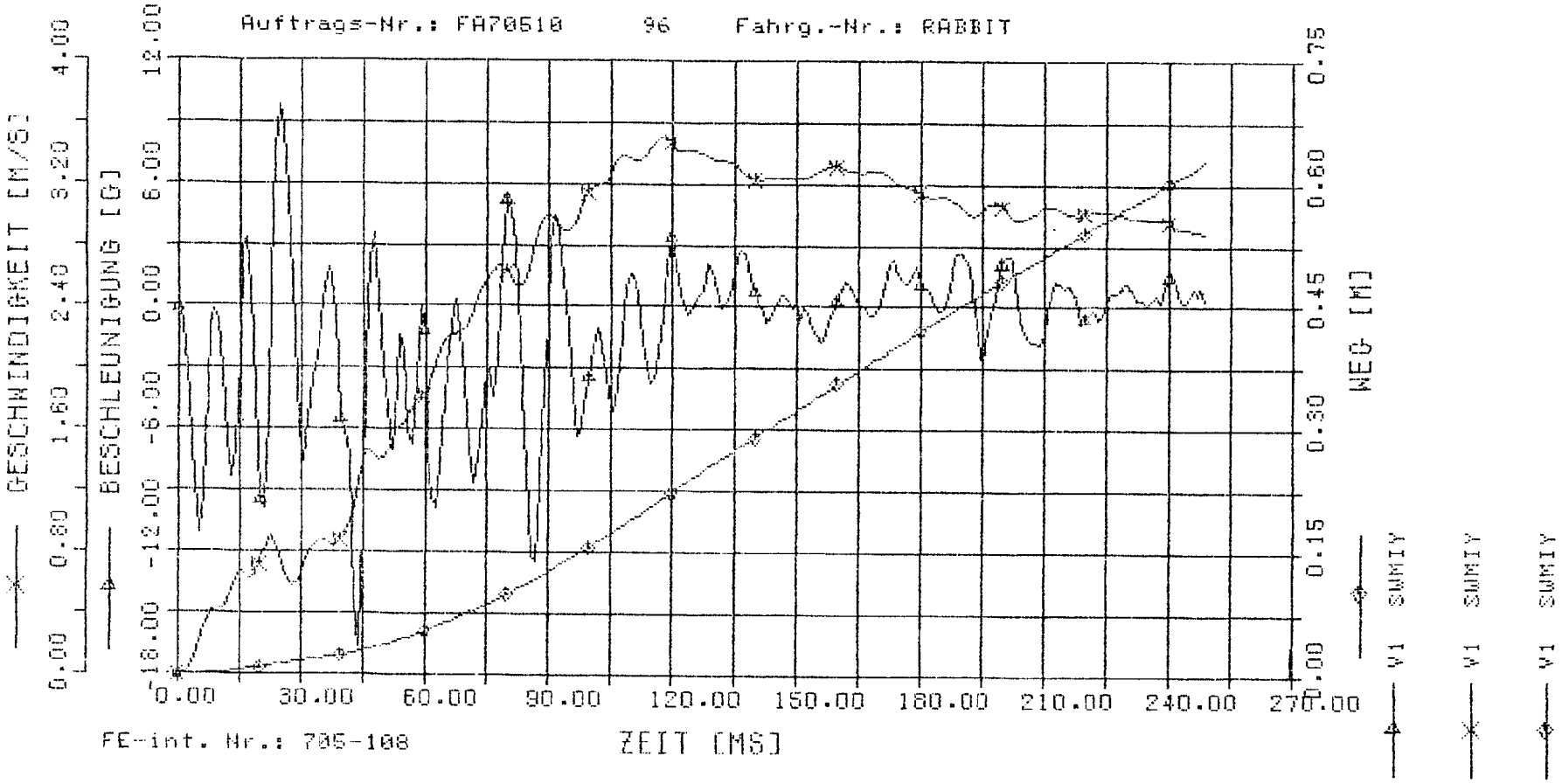
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
SWMIX	V1	BE	g	-15.567	34.00	0.00



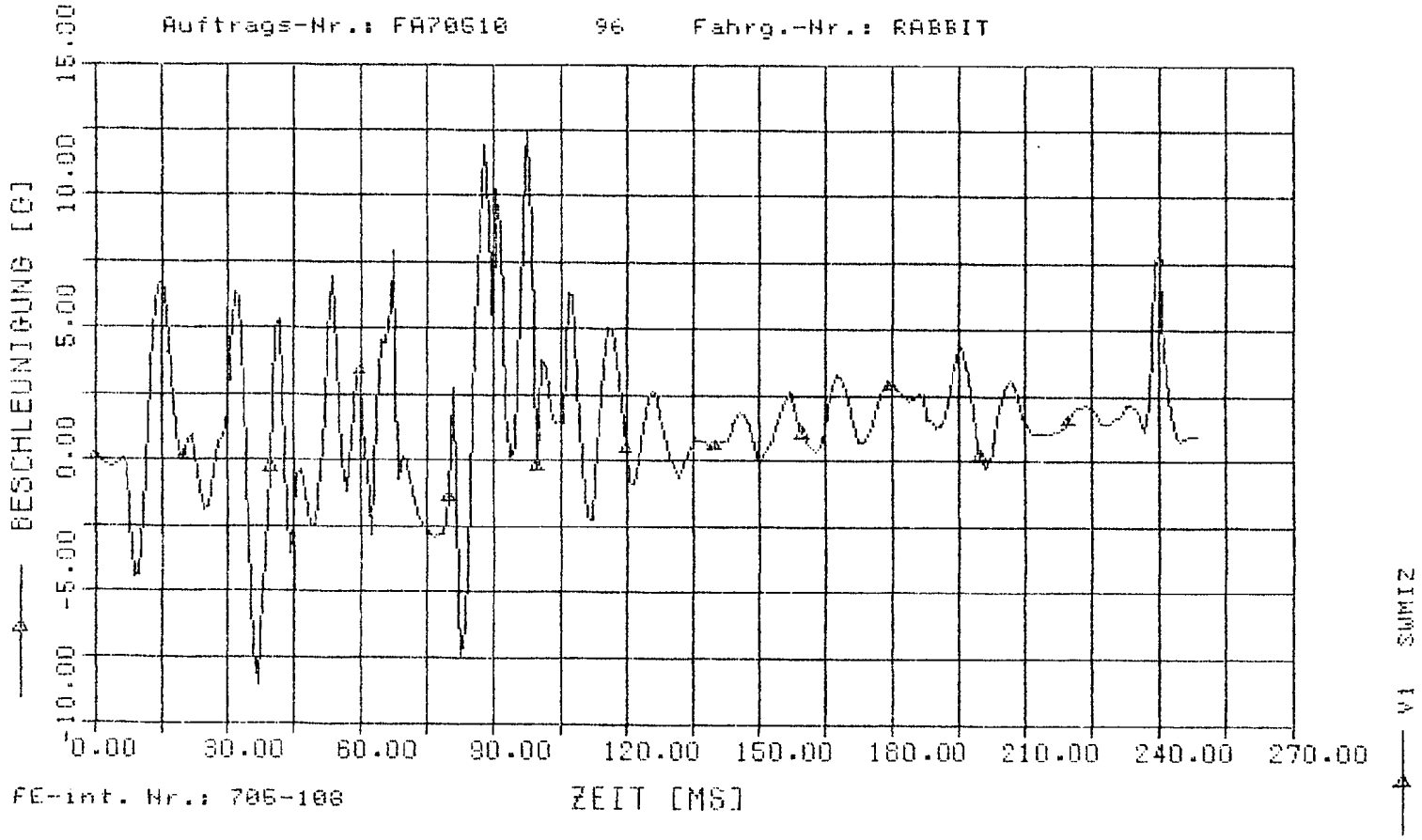
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
SWMIY	V1	BE	g	-16.538	44.00	0.00
SWMIY	V1	GE	m/s	3.496	118.00	0.00
SWMIY	V1	WE	m	.636	252.00	0.00



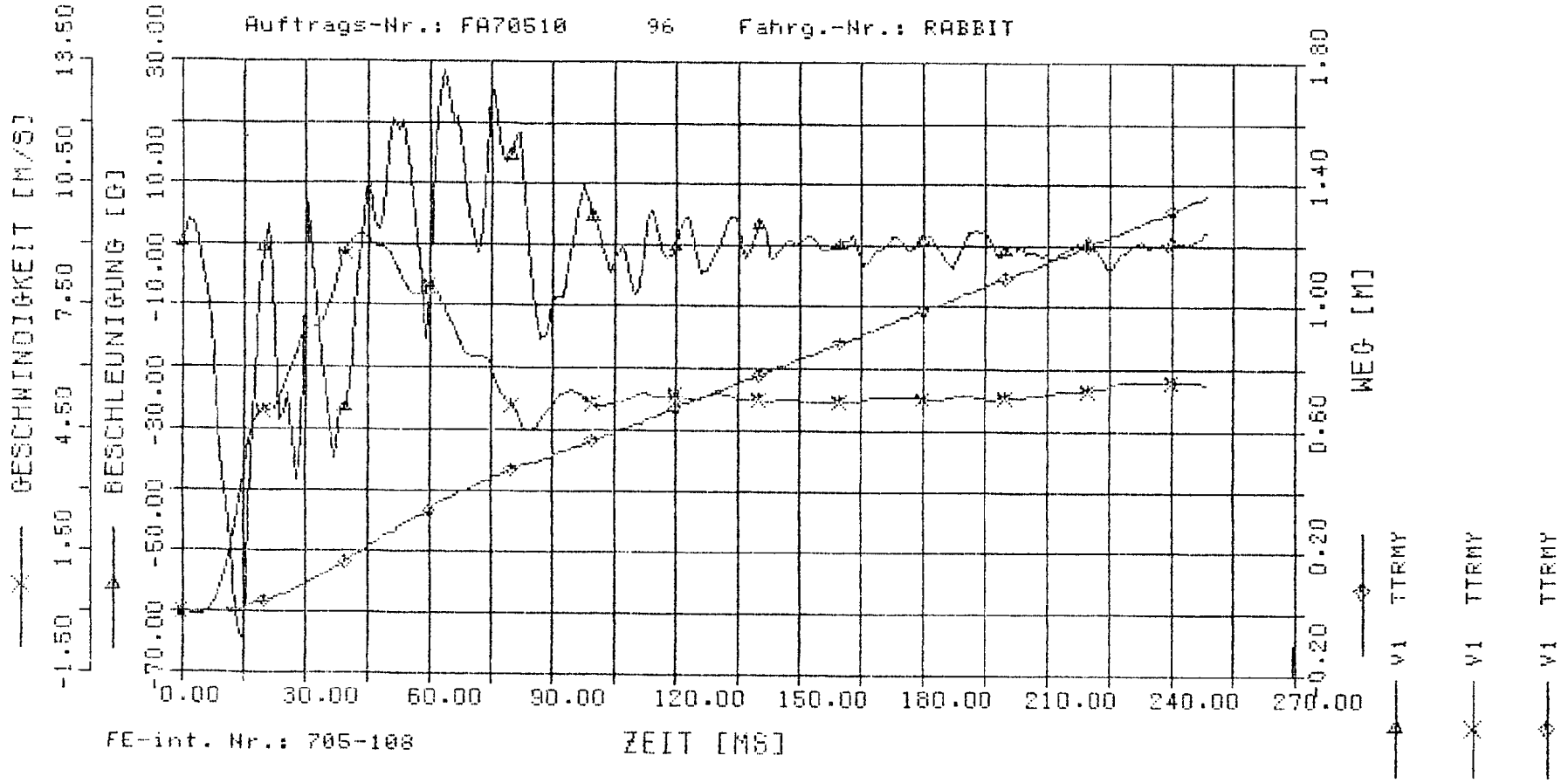
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
SWMIZ	V1	BE g	12.383	90.00	0.00



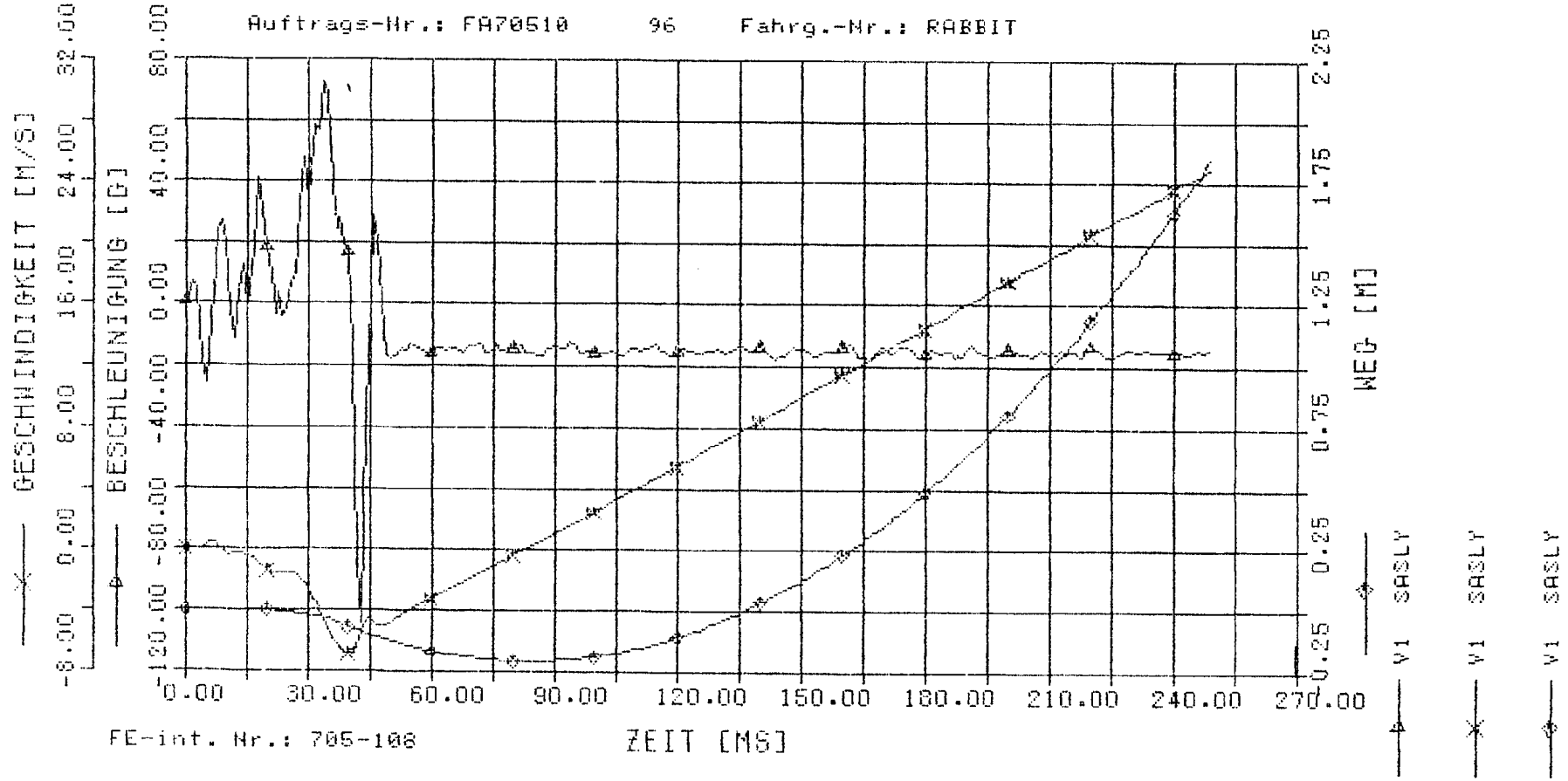
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
TTRMY	V1	BE g	-65.270	15.00	0.00
TTRMY	V1	GE m/s	9.219	43.00	0.00
TTRMY	V1	WE m	1.378	252.00	0.00



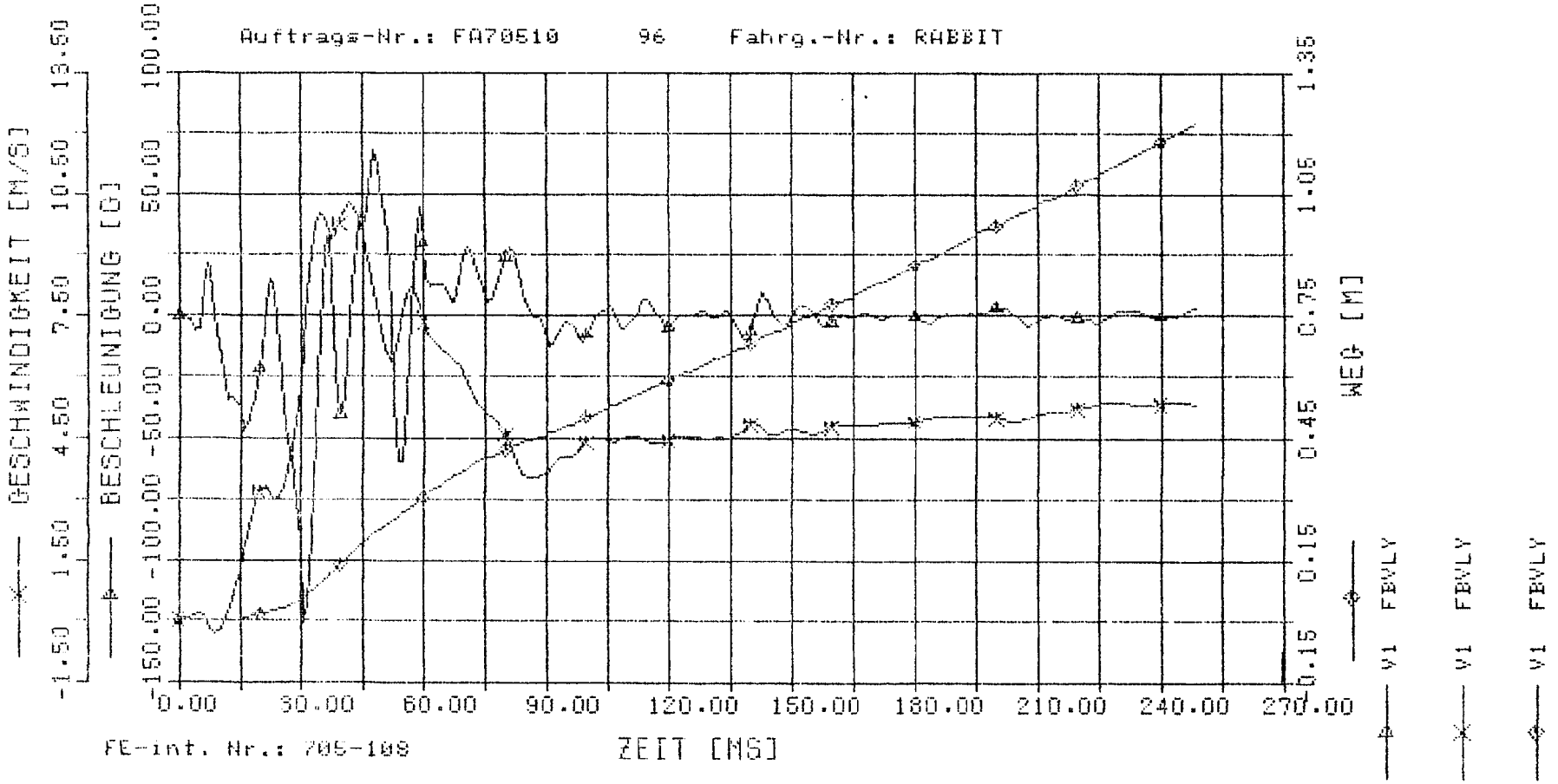
– Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
SASLY	V1	BE g	-104.635	43.00	0.00
SASLY	V1	GE m/s	25.271	252.00	0.00
SASLY	V1	WE m	1.917	252.00	0.00



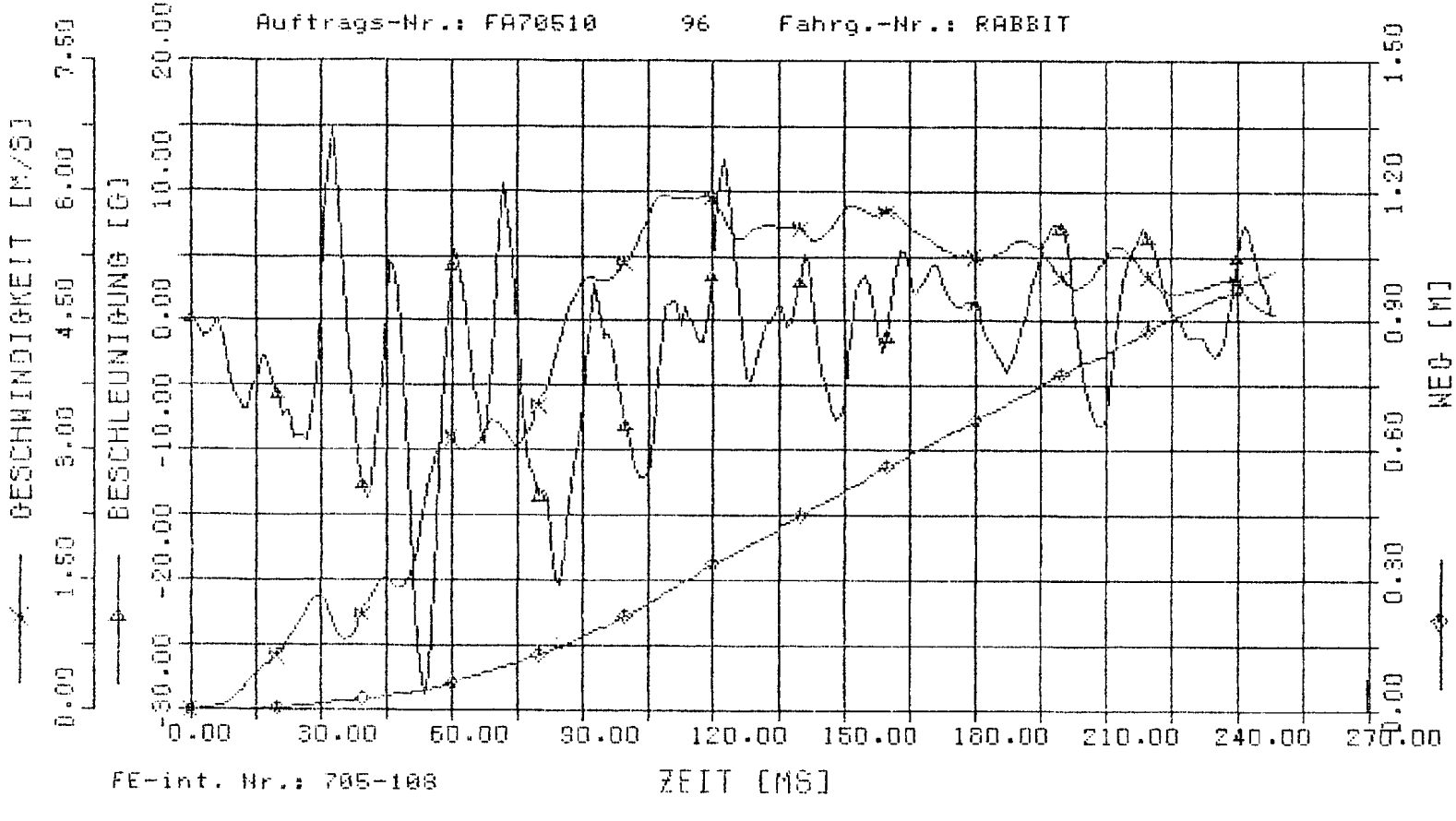
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
FBVLY	V1	BE	g	-125.727	31.00	0.00
FBVLY	V1	GE	m/s	10.276	42.00	0.00
FBVLY	V1	WE	m	1.240	252.00	0.00



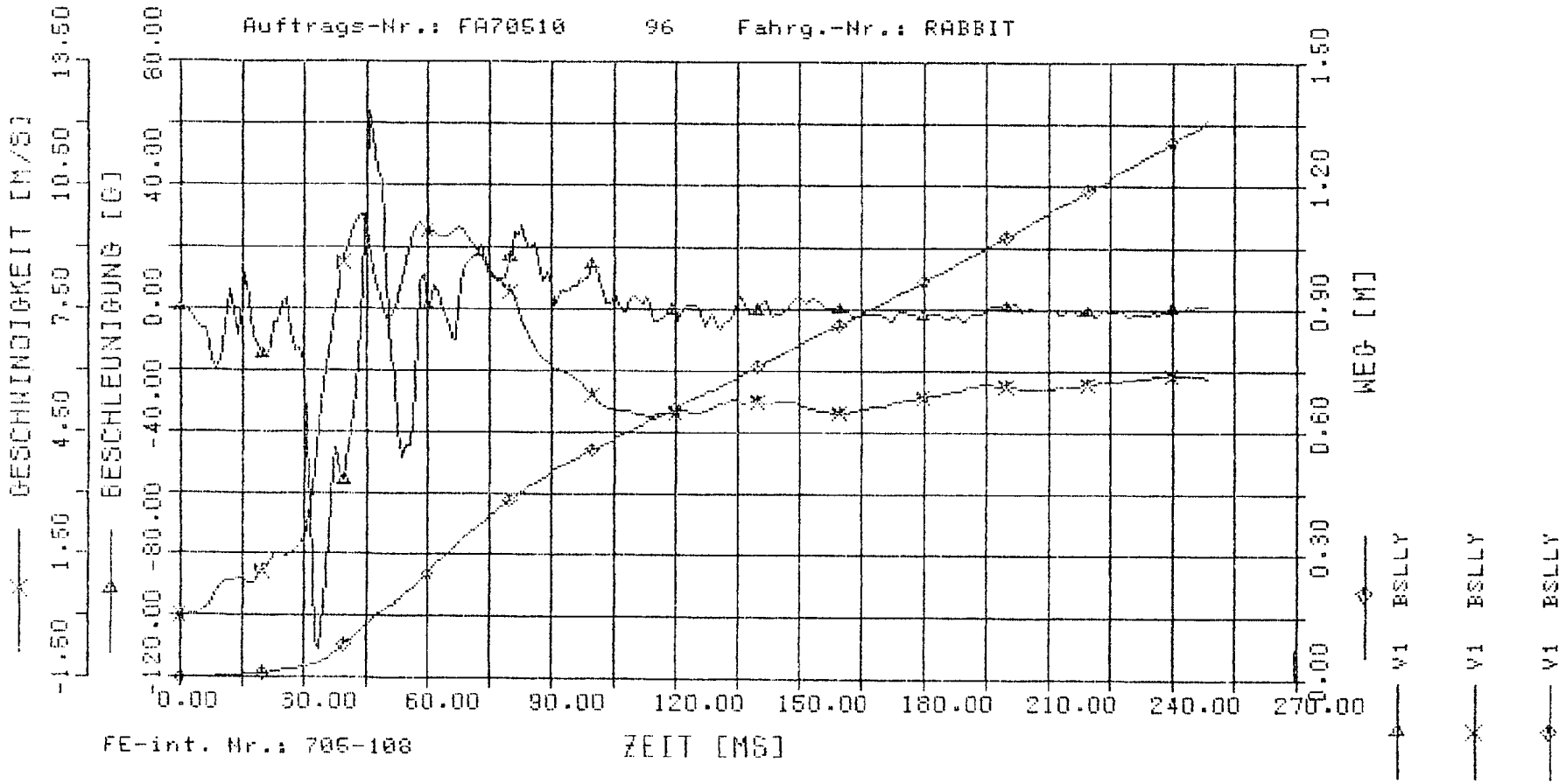
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ms
FBVRY	V1	BE g	-23.708	54.00	0.00
FBVRY	V1	GE m/s	5.947	109.00	0.00
FBVRY	V1	WE m	1.031	252.00	0.00



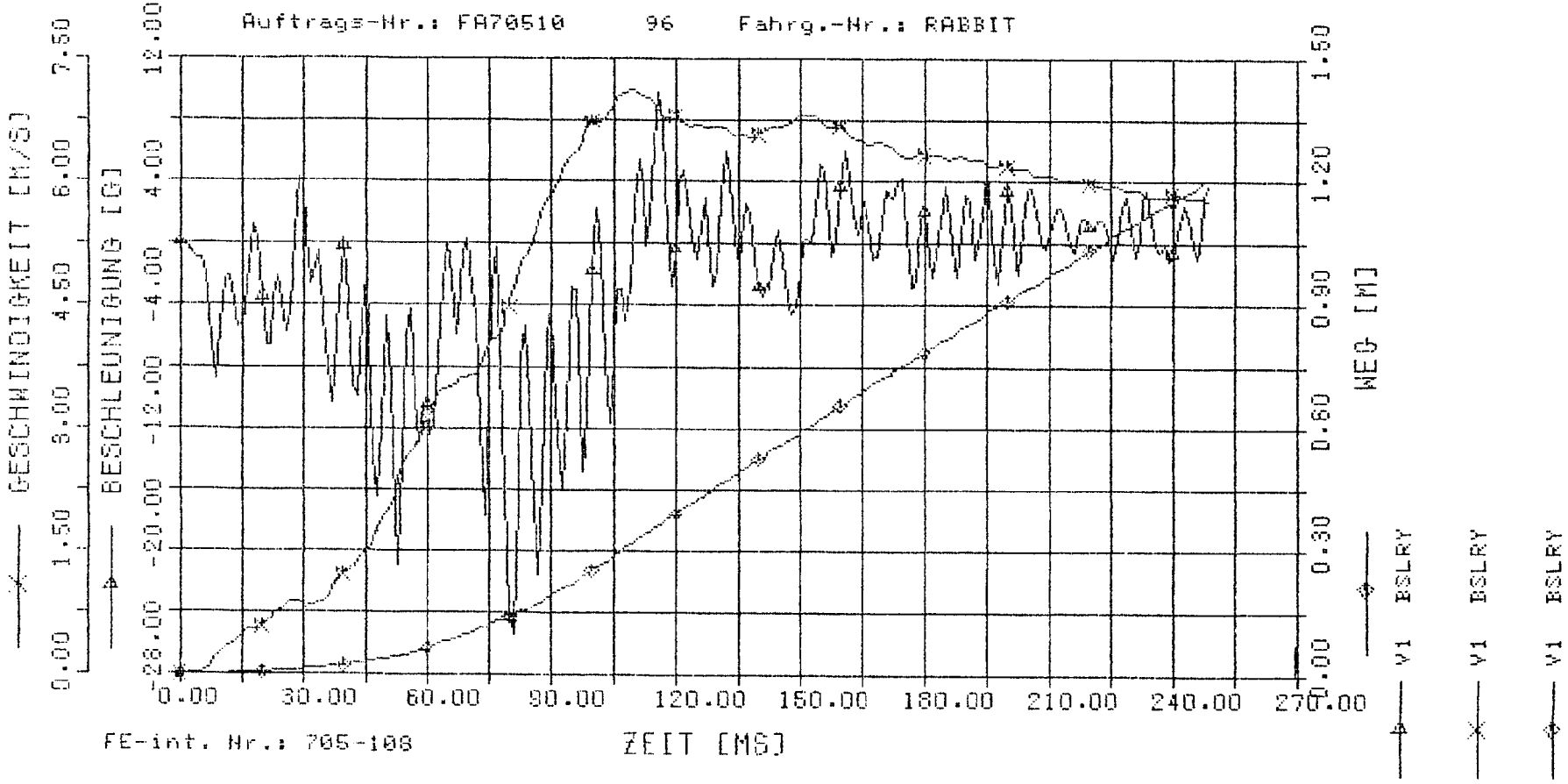
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
BSLLY	V1	BE	g	-110.960	34.00	0.00
BSLLY	V1	GE	m/s	9.766	44.00	0.00
BSLLY	V1	WE	m	1.374	252.00	0.00



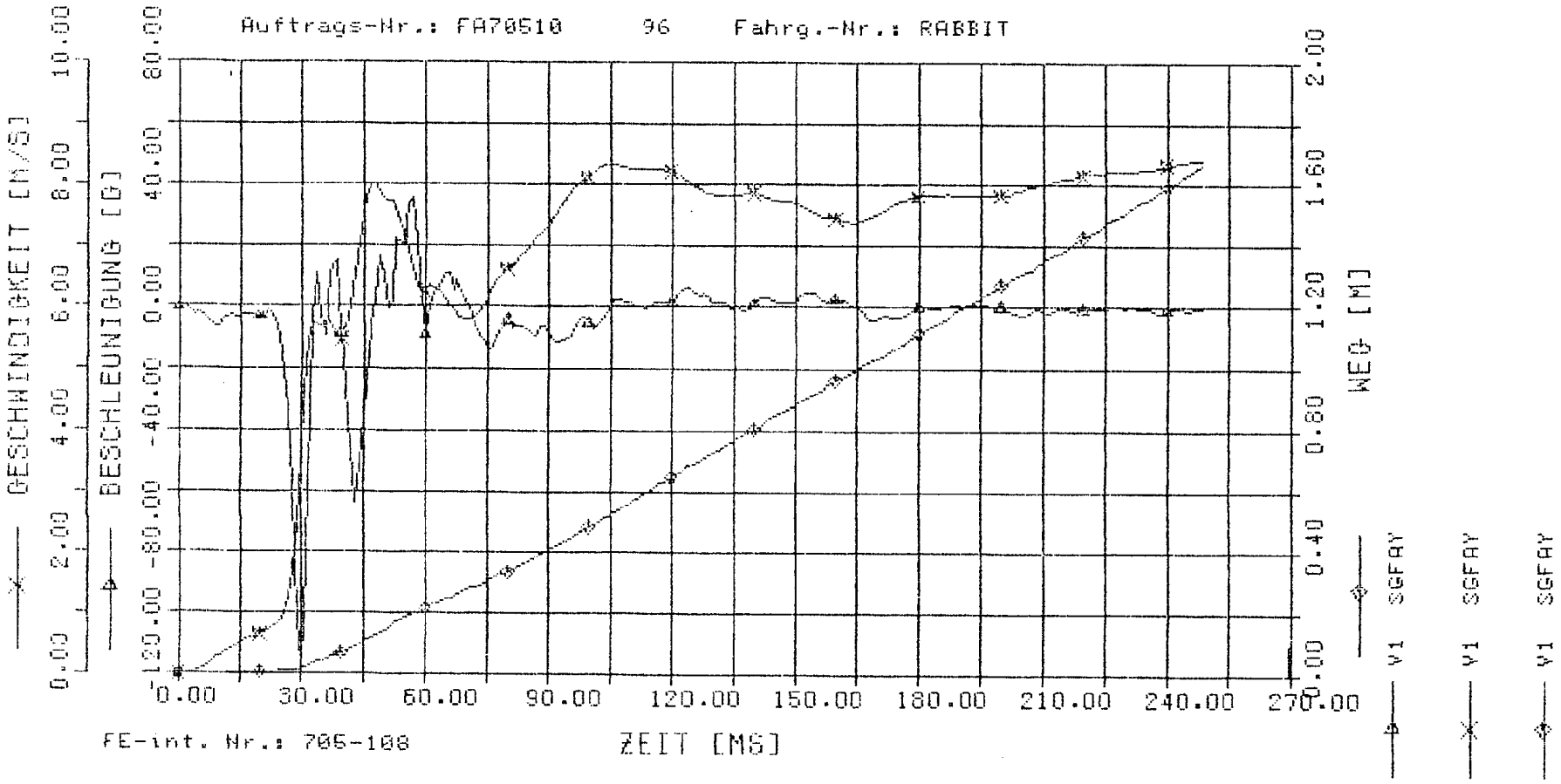
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	.3MS
BSLRY	V1	BE g	-25.533	31.00	0.00
BSLRY	V1	GE m/s	7.108	110.00	0.00
BSLRY	V1	WE m	1.212	252.00	0.00



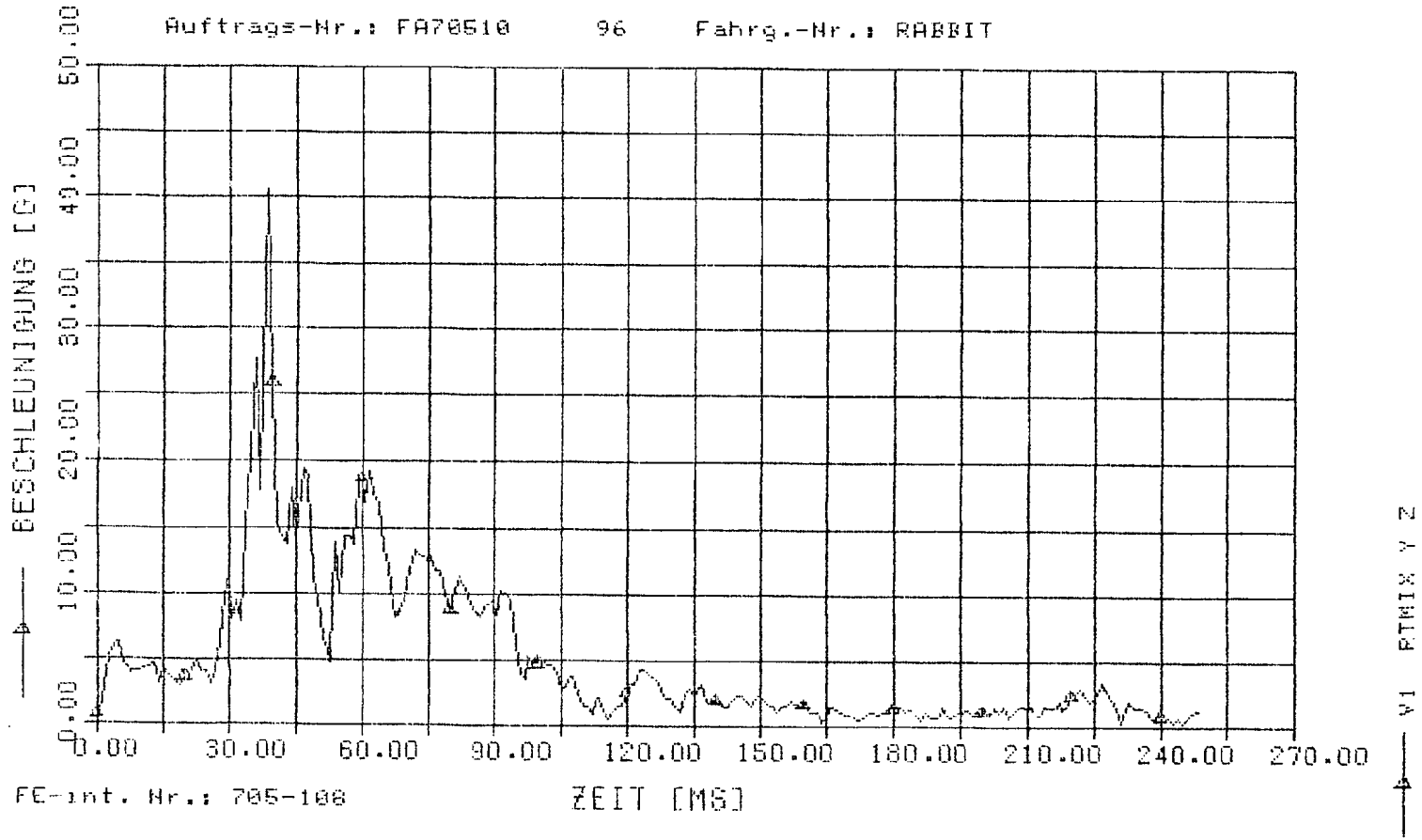
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	SMS
SGFAY	V1	BE	g	-116.175	30.00	0.00
SGFAY	V1	GE	m/s	8.411	252.00	0.00
SGFAY	V1	WE	m	1.690	252.00	0.00



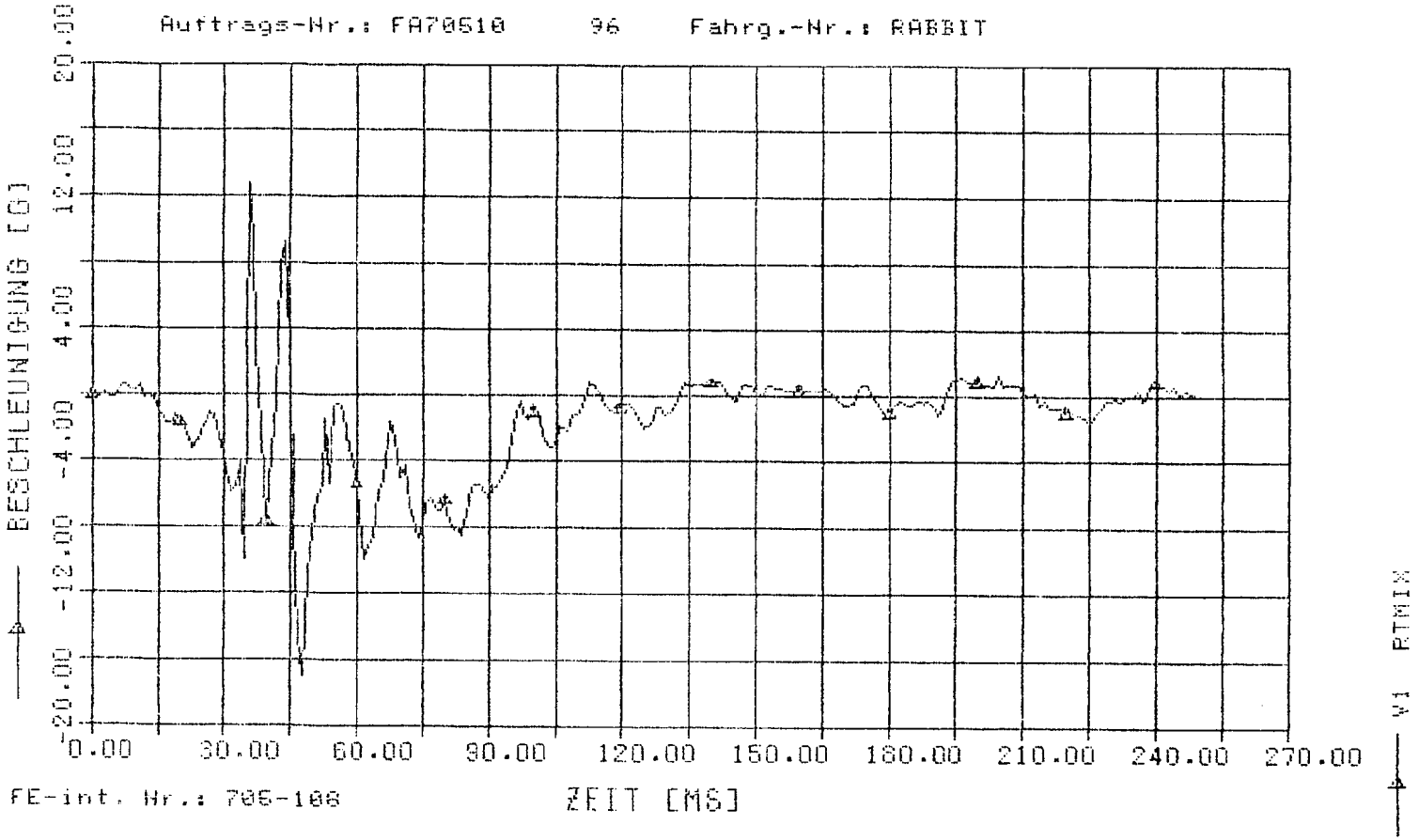
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
RTMI	V1	BE g	40.590	39.00	0.00



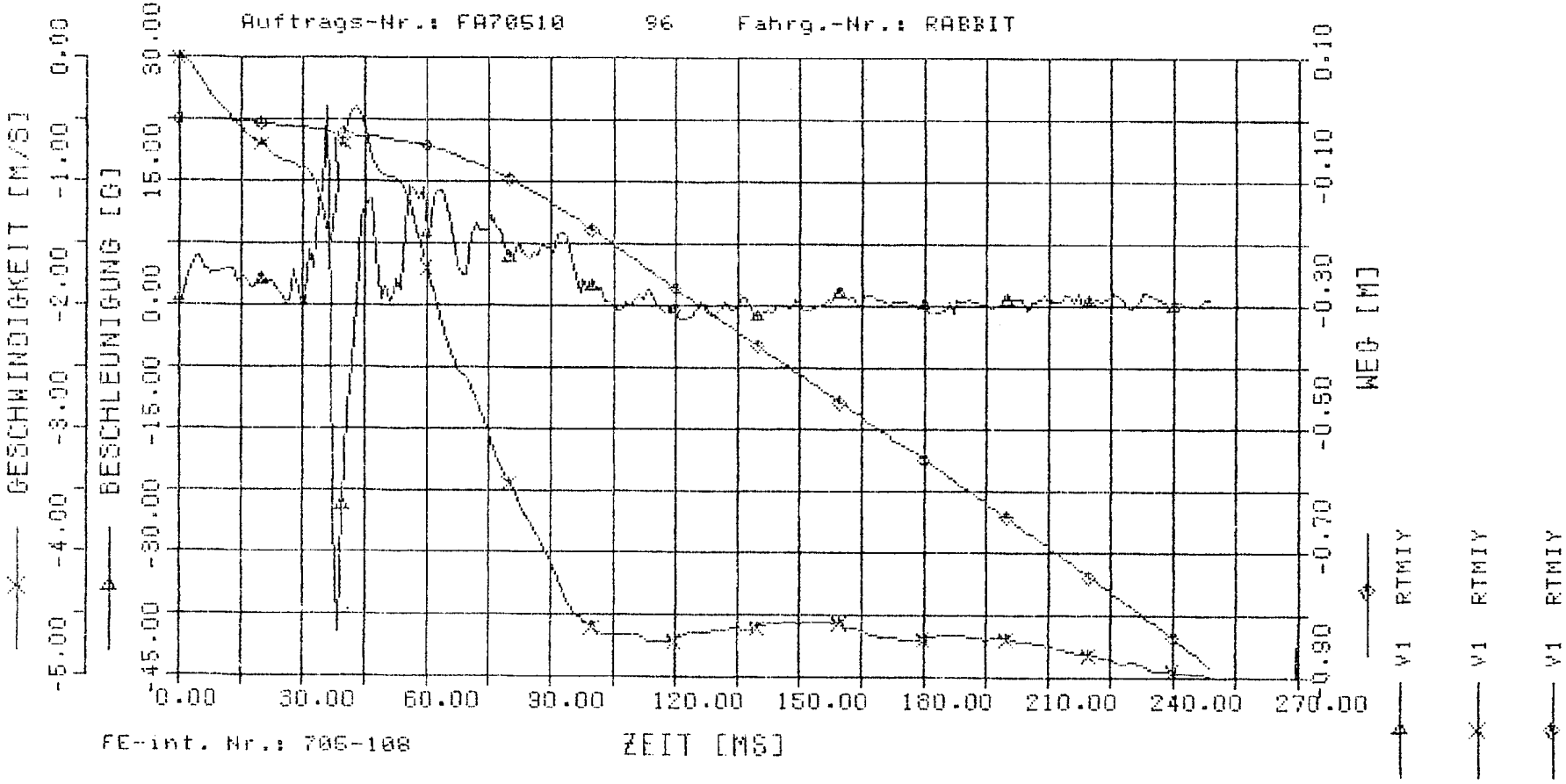
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ZMS
RTMIX	V1	BE g	-17.062	48.00	0.00



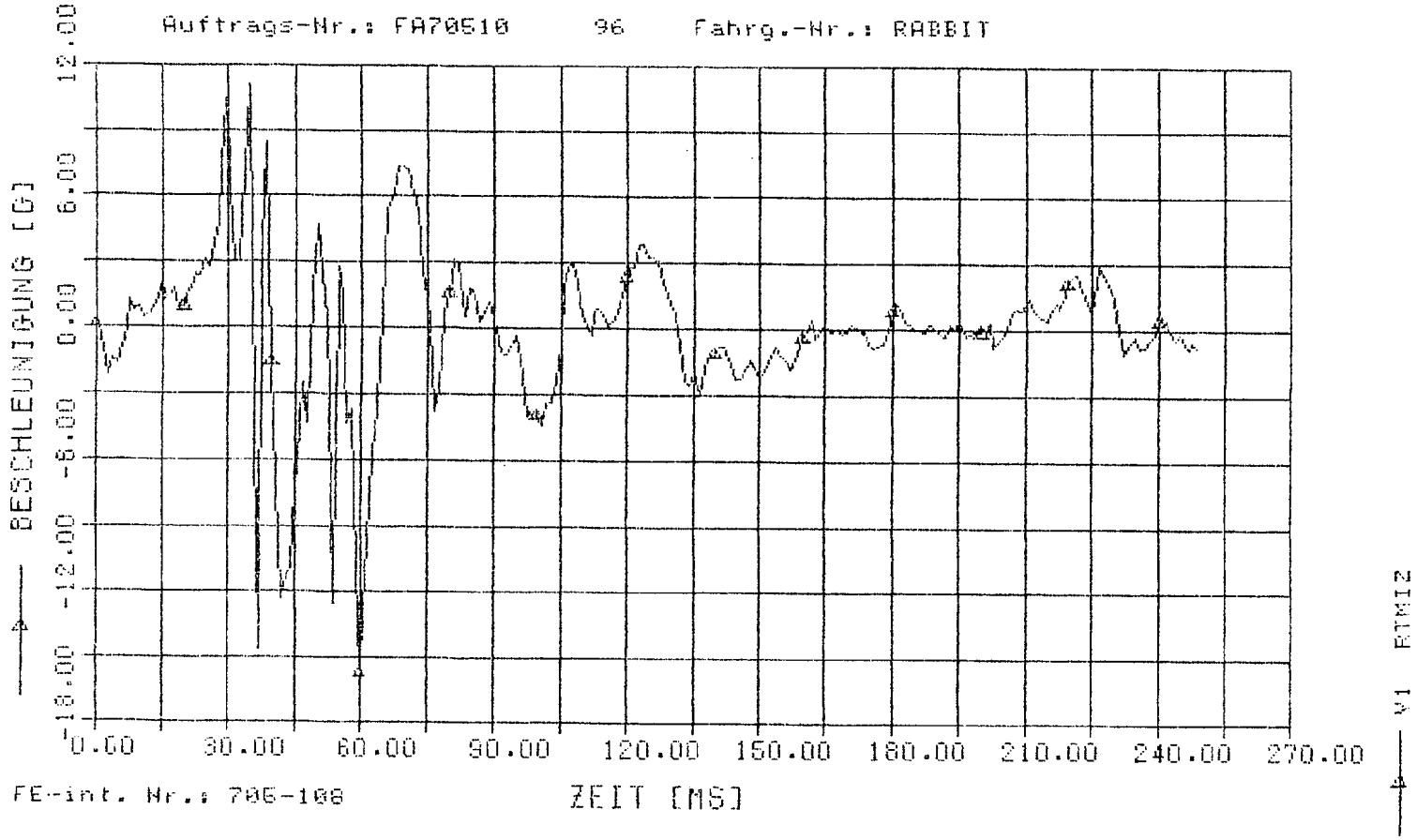
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	ms
RTMIY	V1	BE	g	-39.650	39.00	0.00
RTMIY	V1	GE	m/s	-4.996	252.00	0.00
RTMIY	V1	WE	m	-.897	252.00	0.00



Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

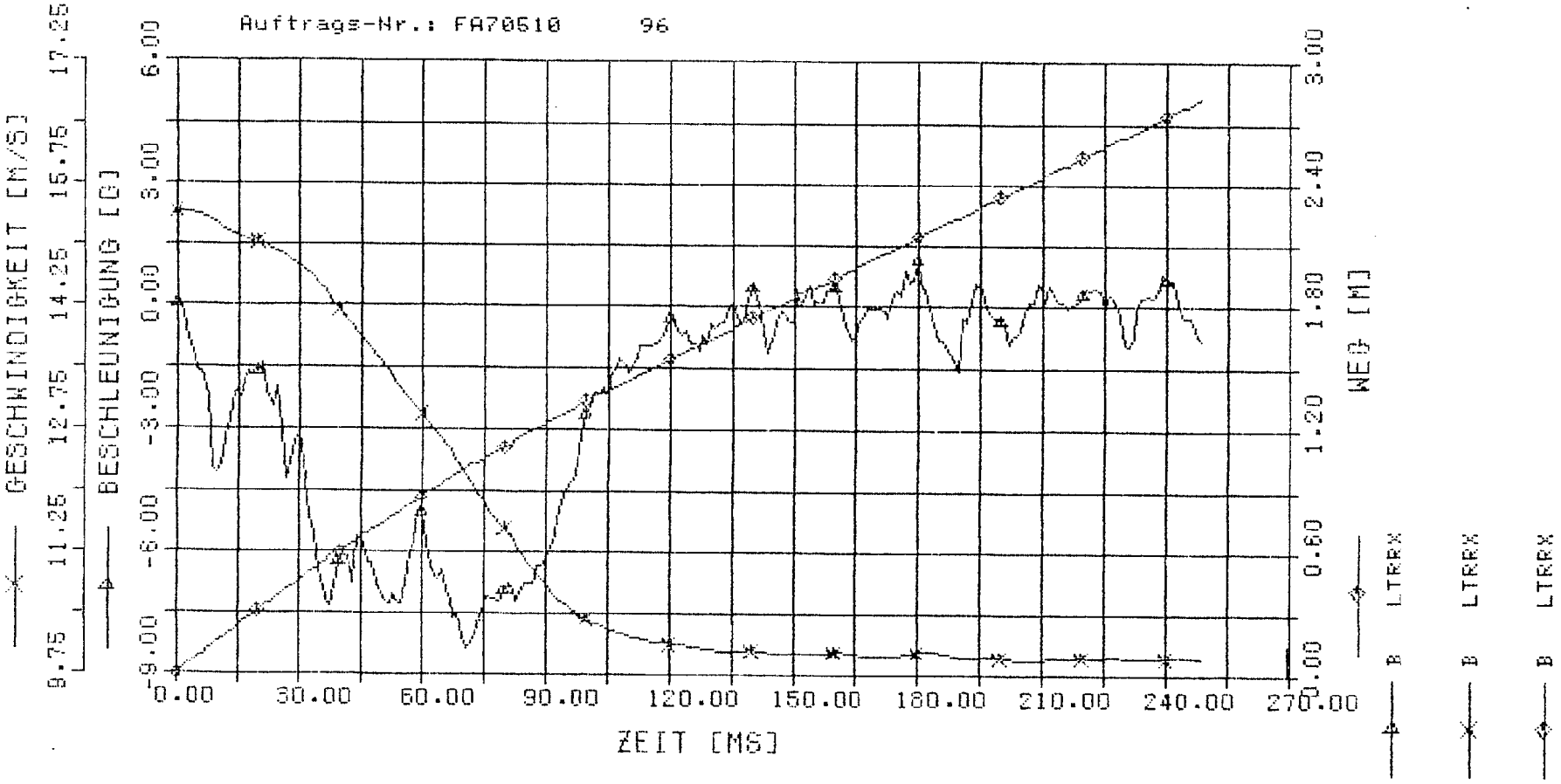
Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
RTMIZ	V1	BE g	-15.725	60.00	0.00



B.1.2 Crabbed Barrier

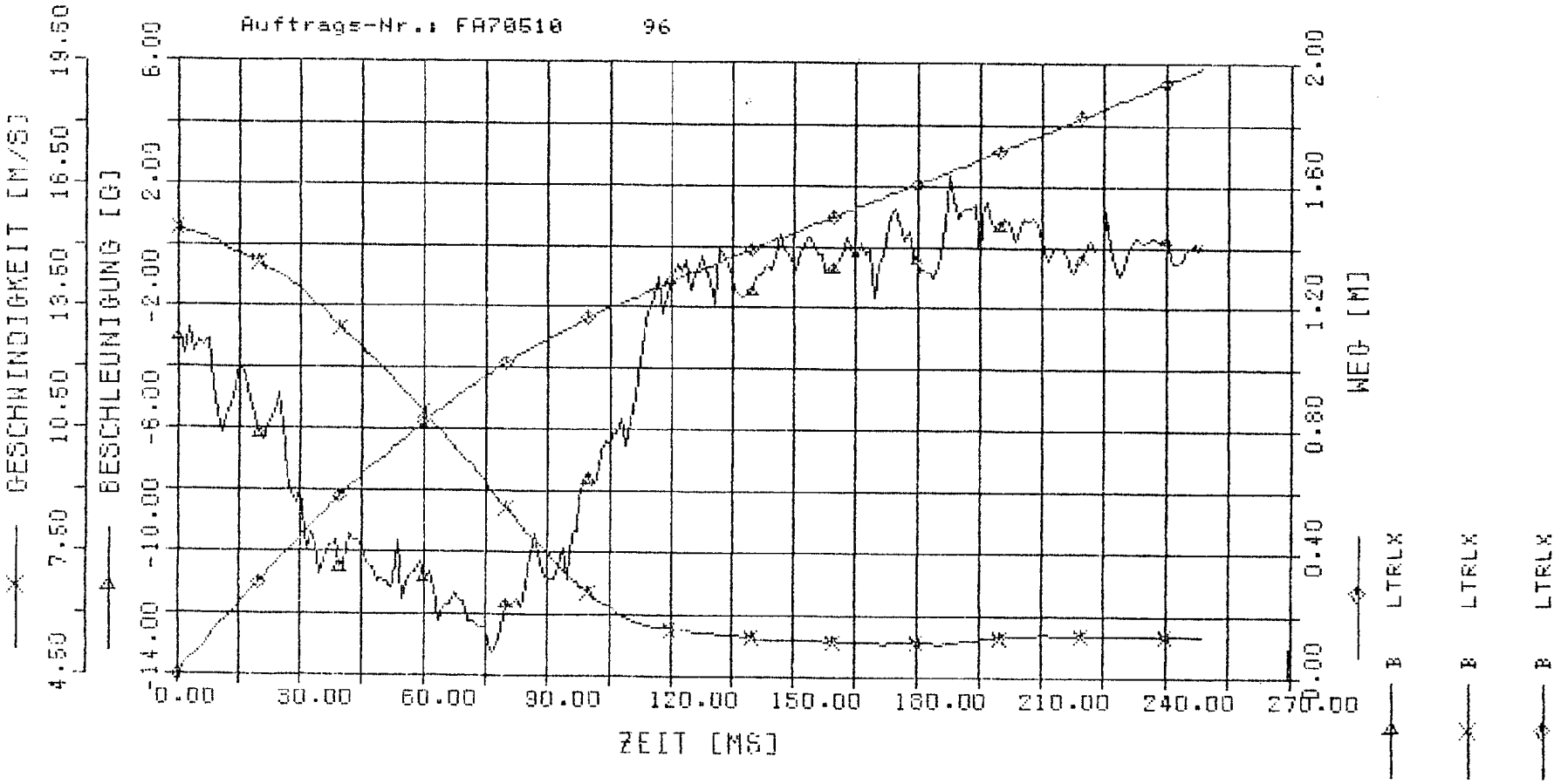
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	ZMS
LTRRX	B	BE	g	-8.398	71.00	0.00
LTRRX	B	GE	m/s	15.406	1.00	0.00
LTRRX	B	WE	m	2.657	252.00	0.00



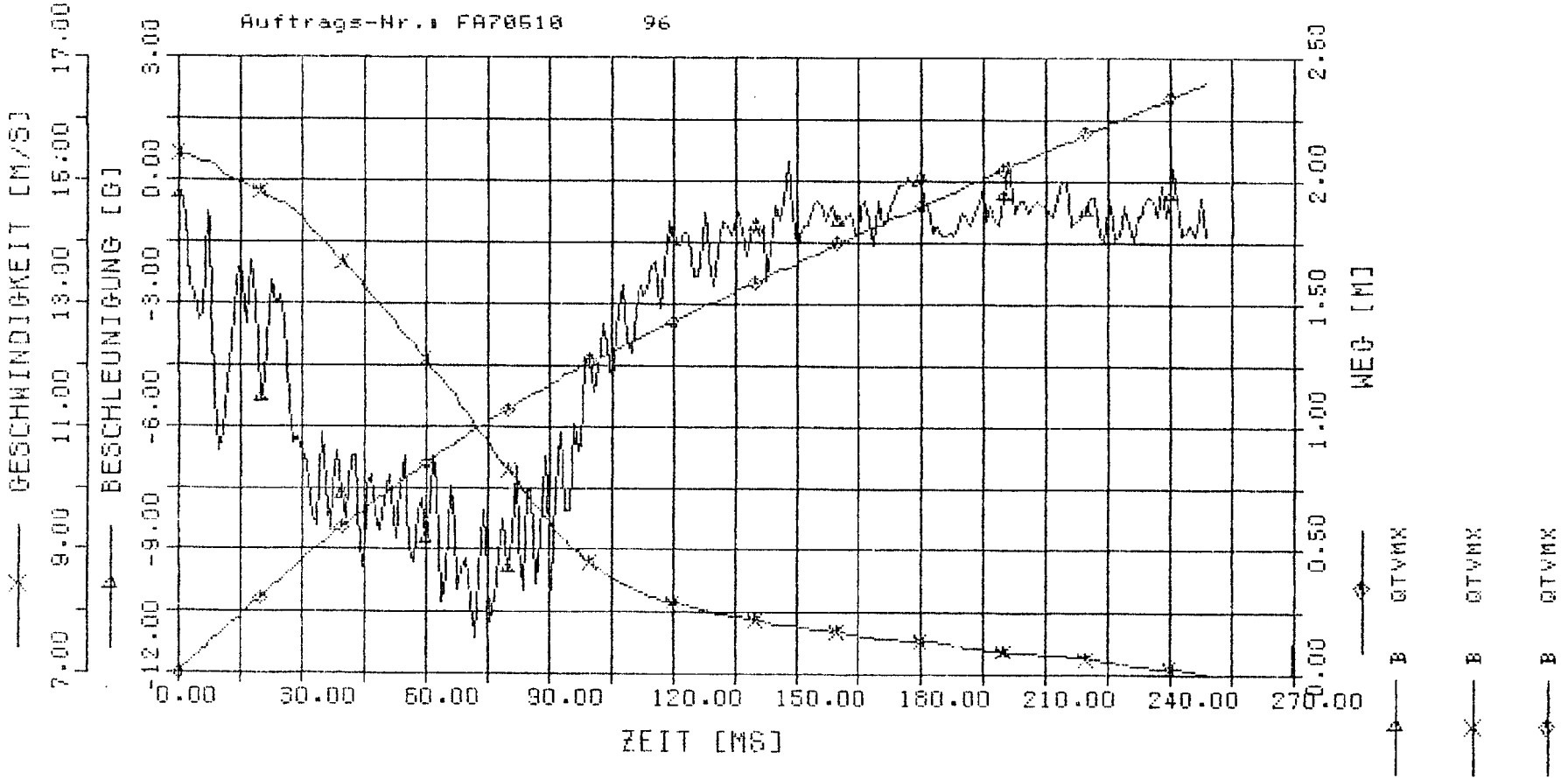
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
LTRLX	B	BE	g	-13.220	77.00	0.00
LTRLX	B	GE	m/s	15.406	0.00	0.00
LTRLX	B	WE	m	2.000	252.00	0.00



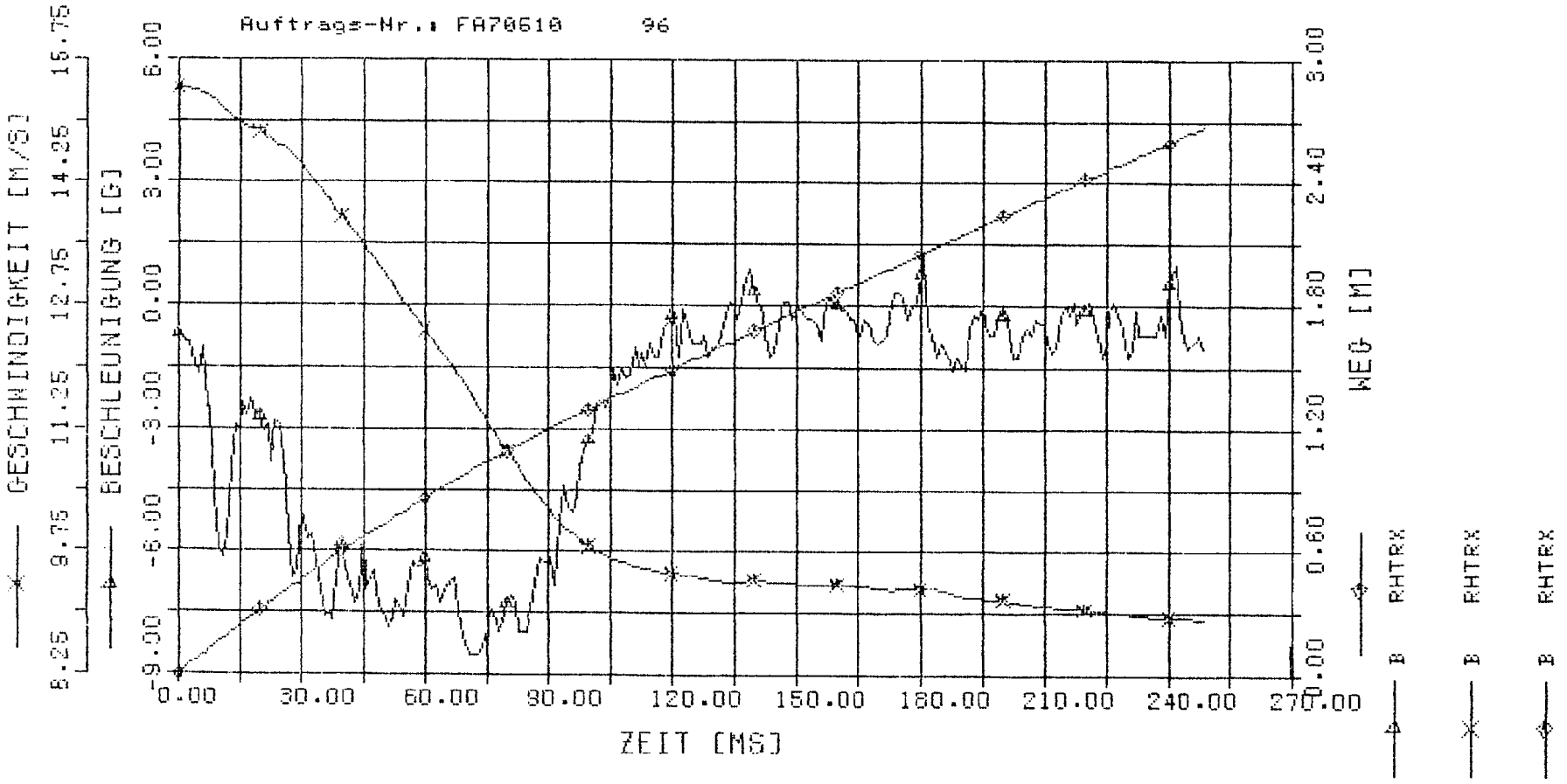
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
QTVMX	B	BE g	-11.160	72.00	0.00
QTVMX	B	GE m/s	15.406	0.00	0.00
QTVMX	B	WE m	2.419	252.00	0.00



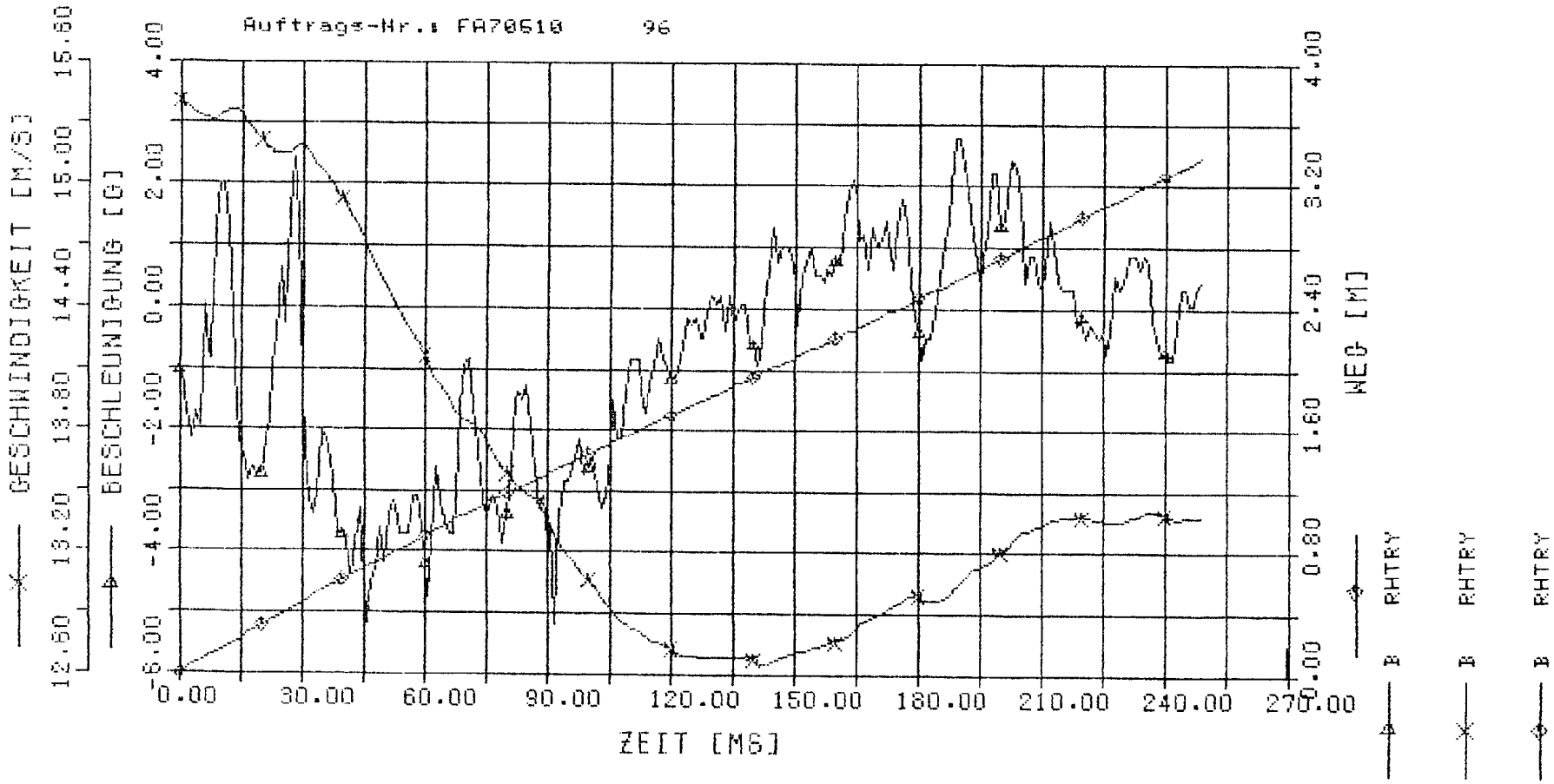
-- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
RHTRX	B	BE	g	-8.540	73.00	0.00
RHTRX	B	GE	m/s	15.406	0.00	0.00
RHTRX	B	WE	m	2.701	252.00	0.00



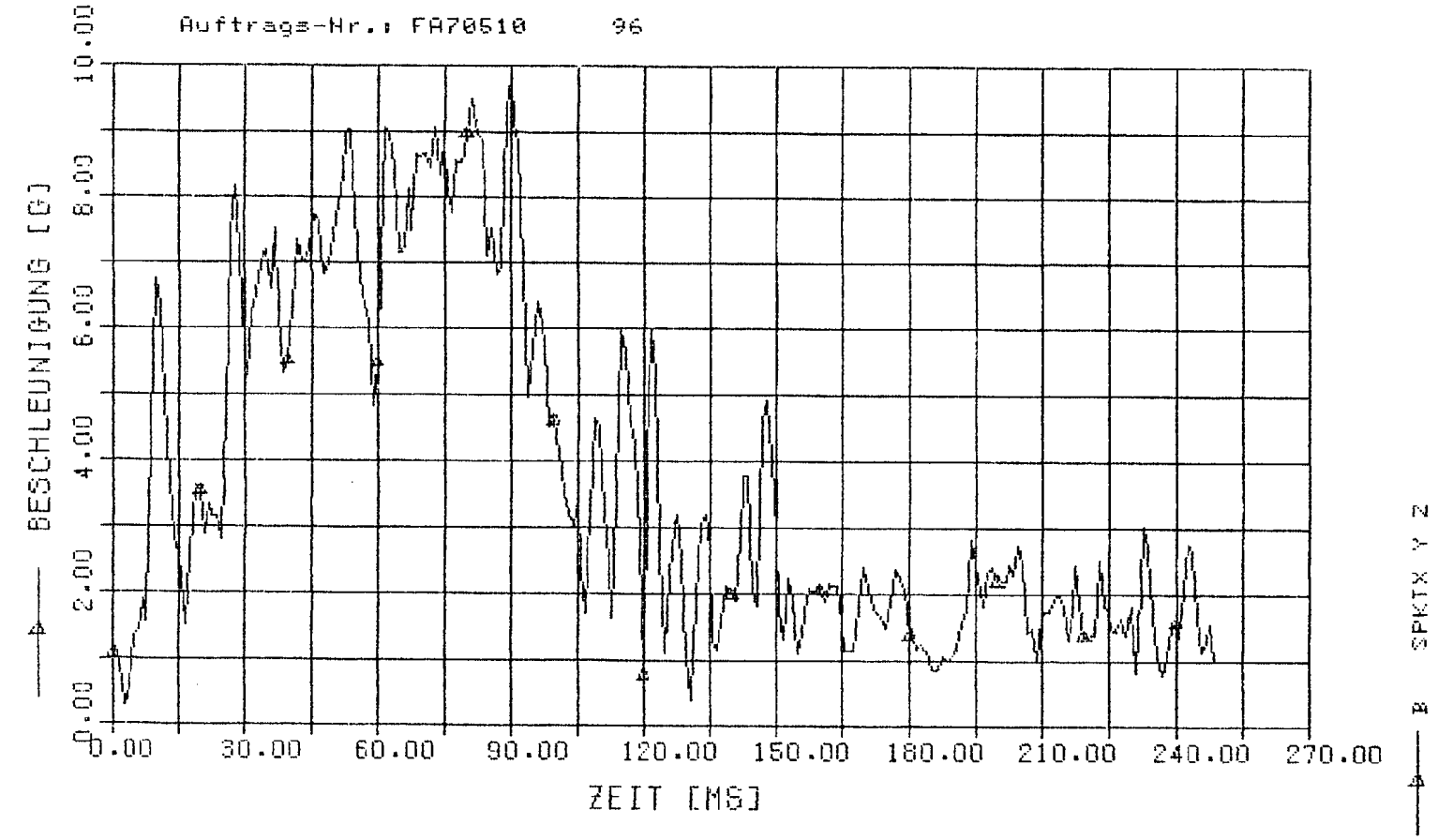
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
RHTRY	B	BE g	-5.201	92.00	0.00
RHTRY	B	GE m/s	15.406	0.00	0.00
RHTRY	B	WE m	3.421	252.00	0.00



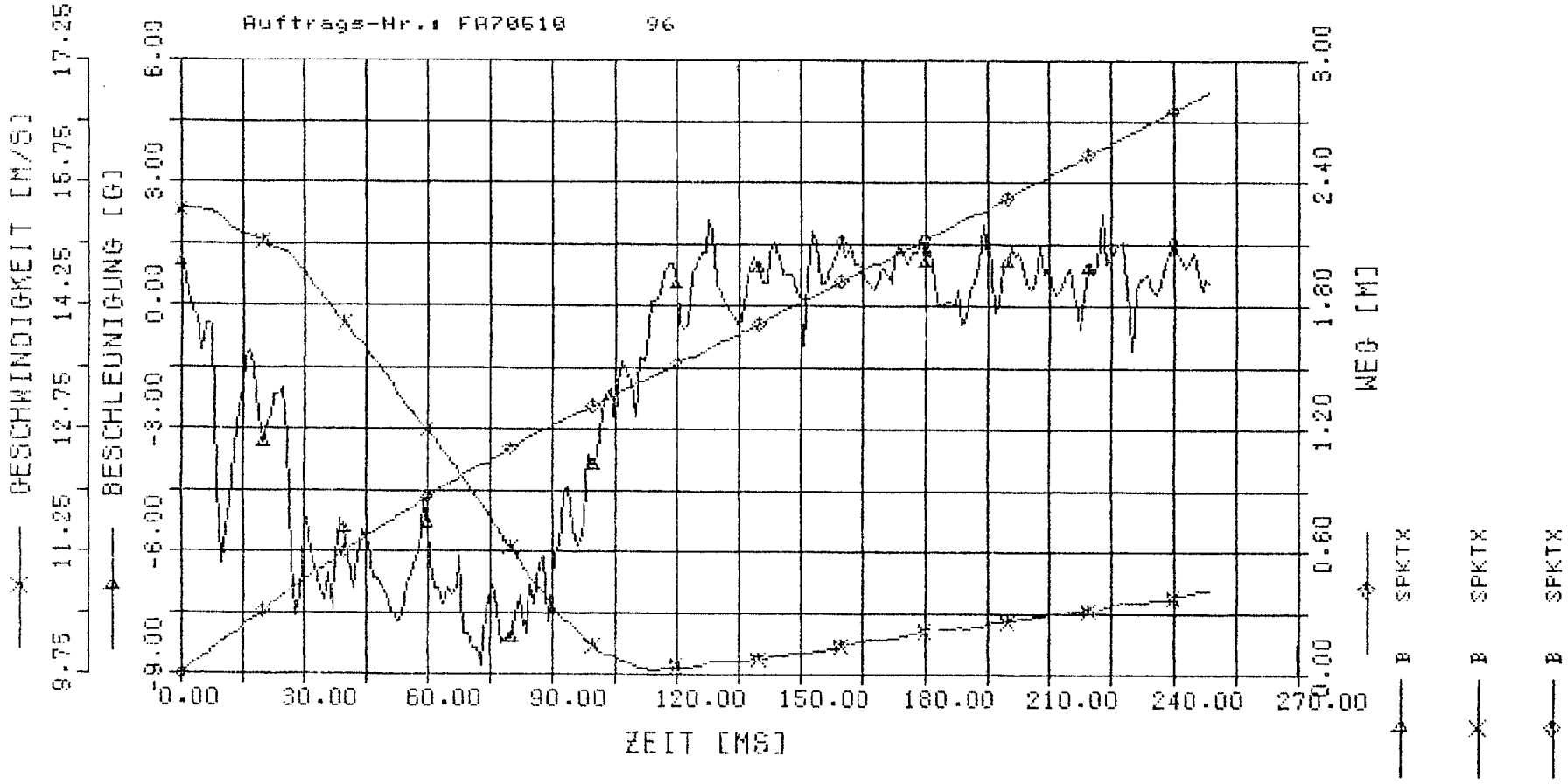
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
SPKT	B	BE	g	9.819	90.00	0.00



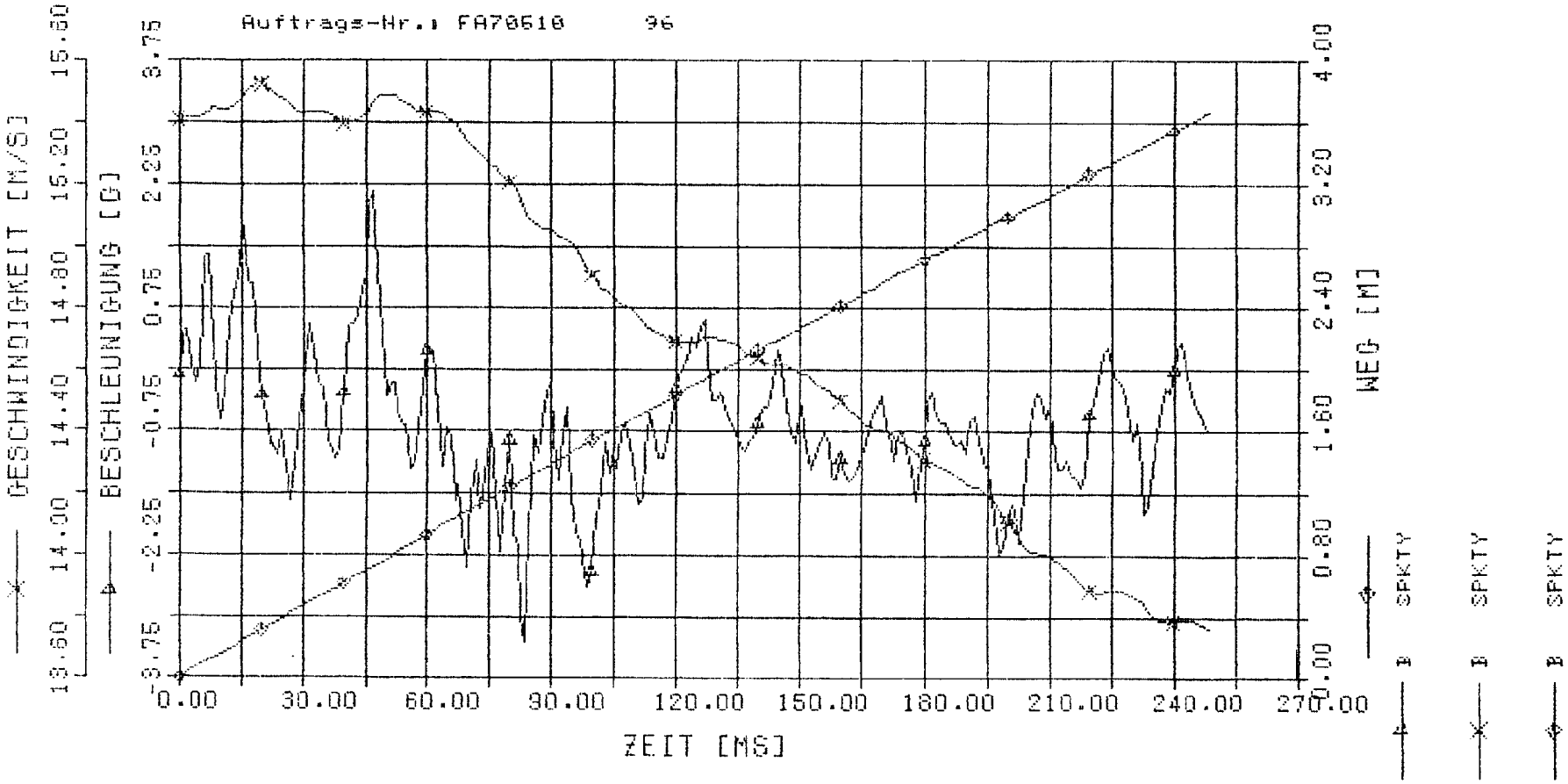
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
SPKTX	B	BE	g	-8.787	73.00	0.00
SPKTX	B	GE	m/s	15.421	3.00	0.00
SPKTX	B	WE	m	2.375	252.00	0.00



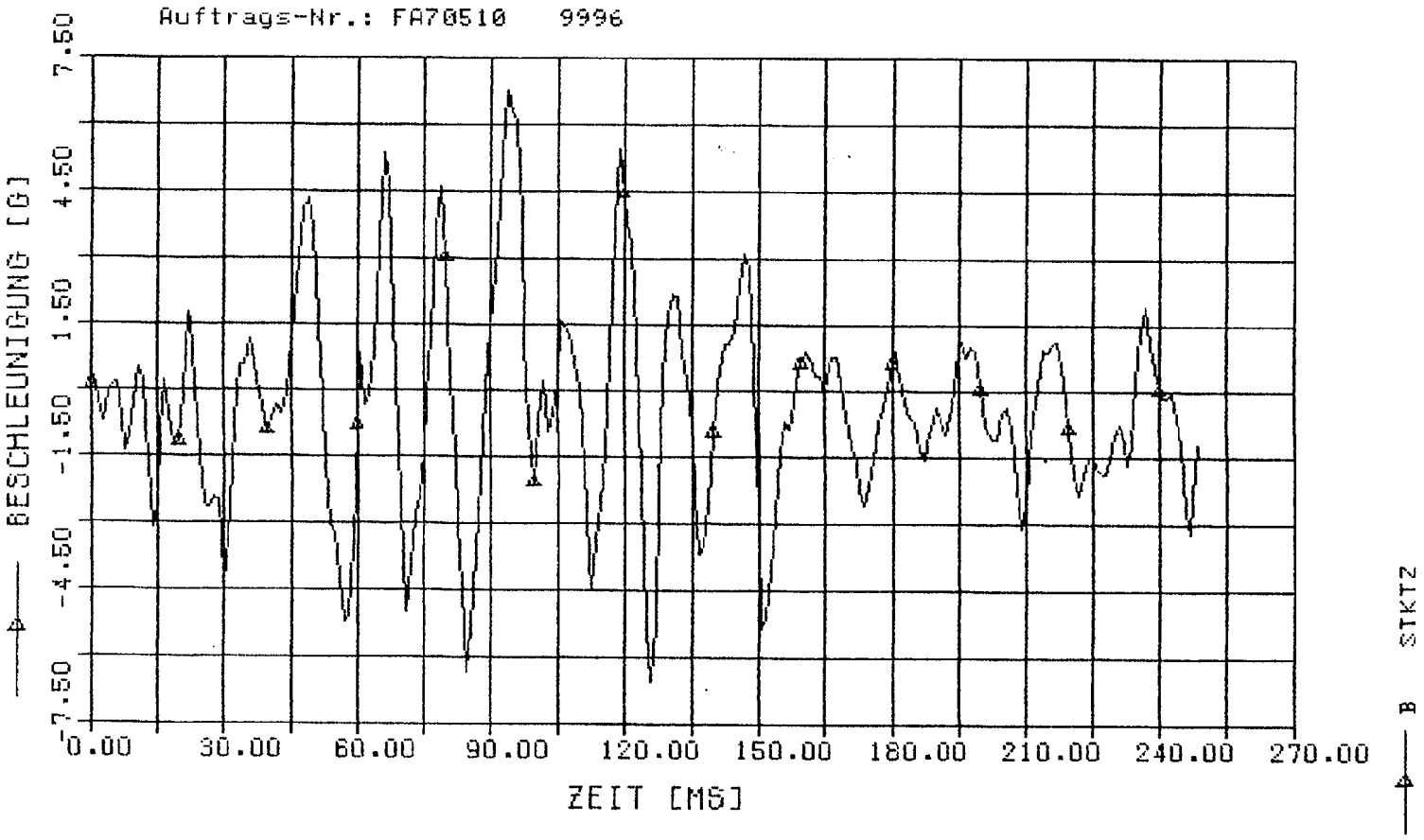
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
SPKTY	B	BE	g	-3.311	84.00	0.00
SPKTY	B	GE	m/s	15.518	19.00	0.00
SPKTY	B	WE	m	3.710	252.00	0.00



Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	SMS
STKTZ	B	BE	g	6.777	94.00	0.00

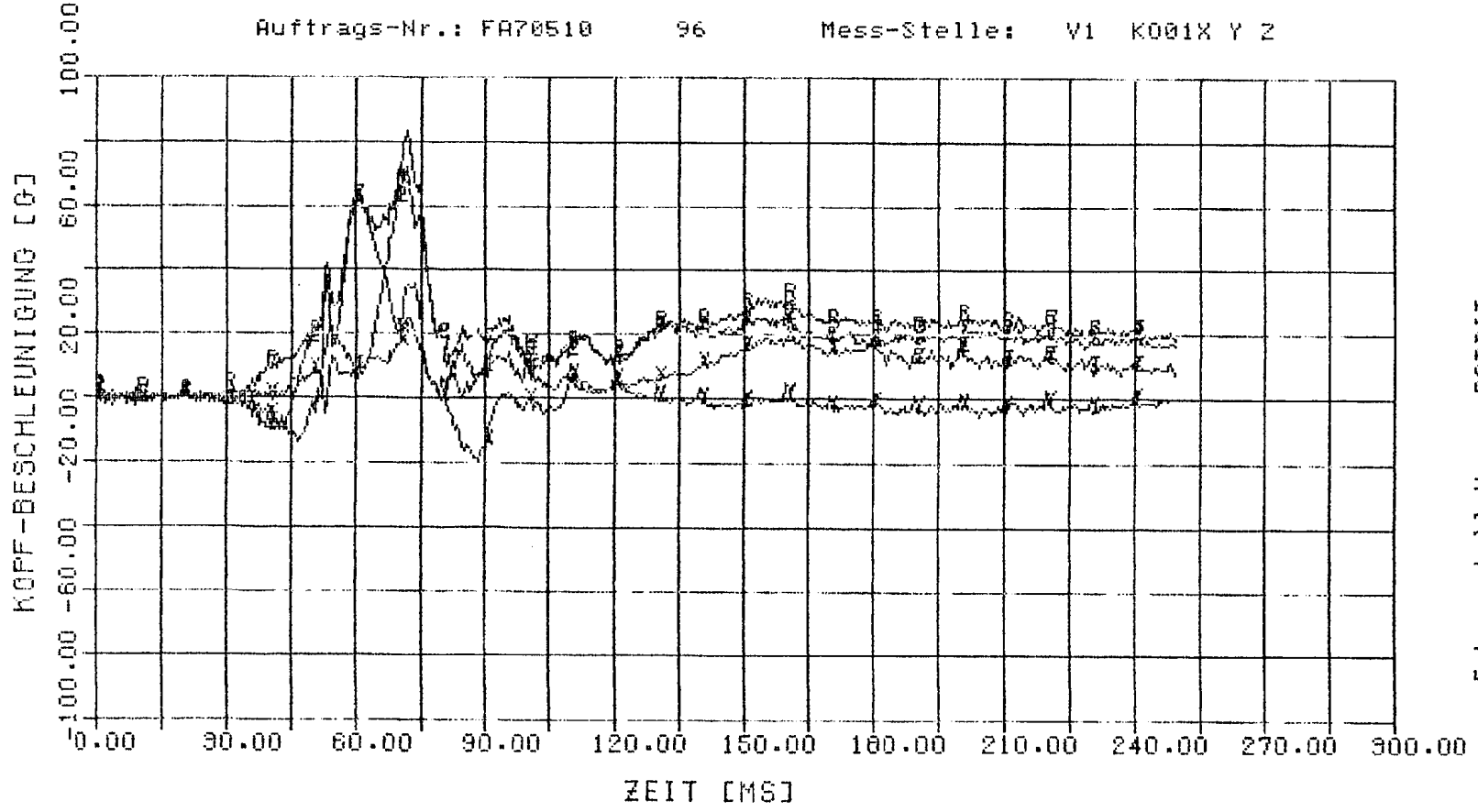


B.2 Dummy Test Response

B.2.1 Driver

- HIC-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	HIC	T0	T1	t0	t1
Kopf -01	V1	576.81	30.00	120.00	51.92	95.67

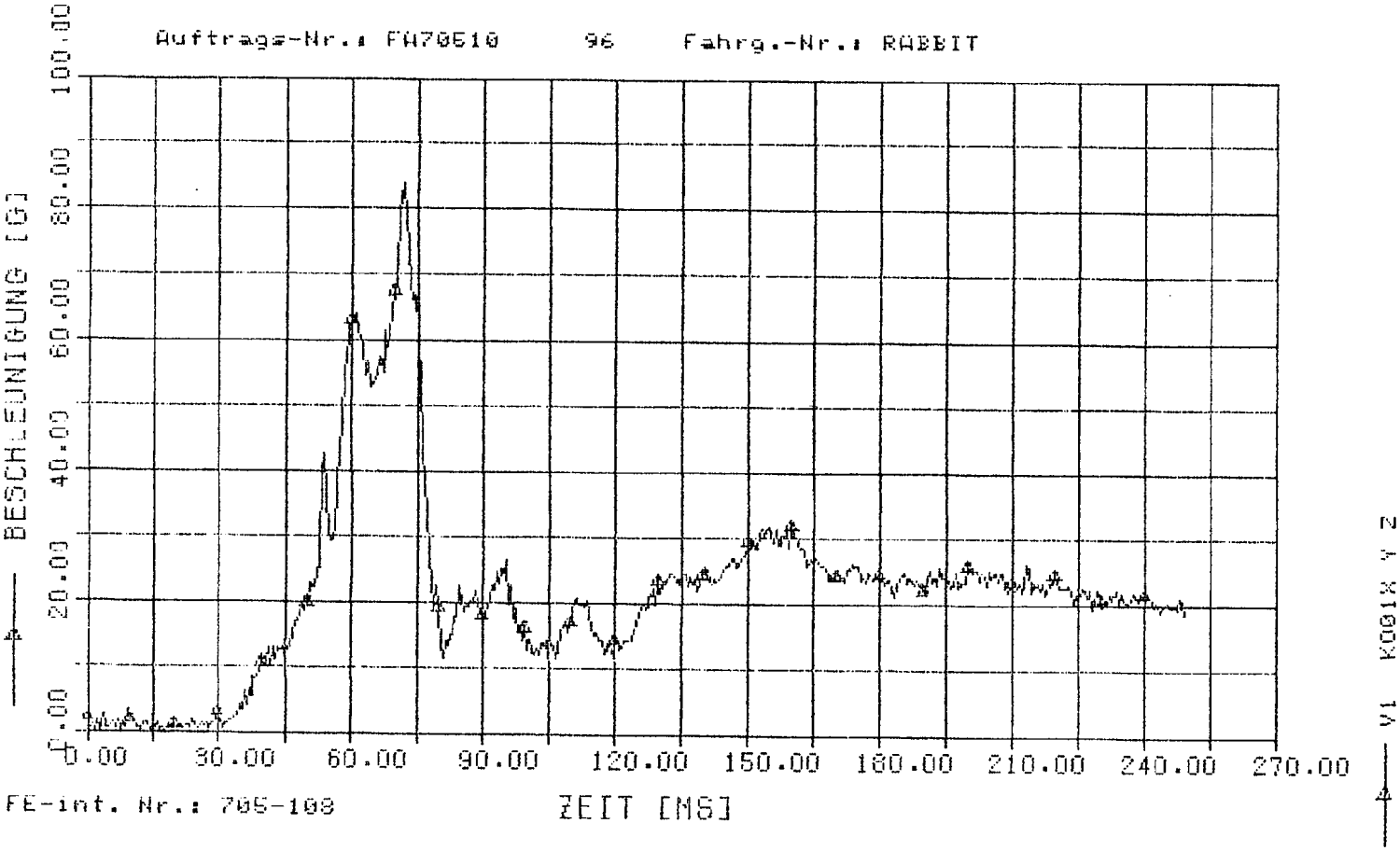


Fahrgestell-Nr.: RABBIT

FE-interne Nr. : 705-108

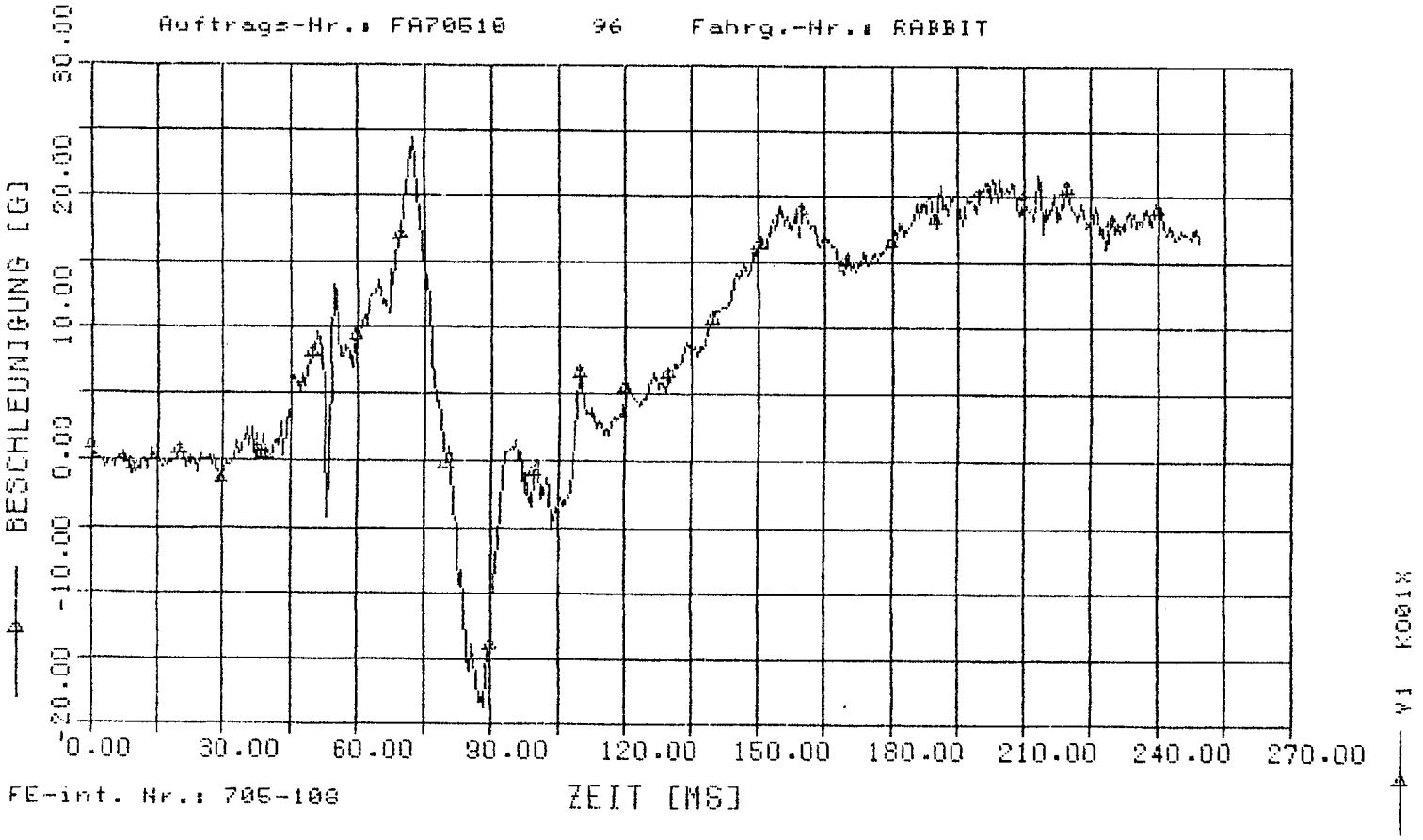
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
K001	V1	BE g	84.919	71.30	69.04



- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

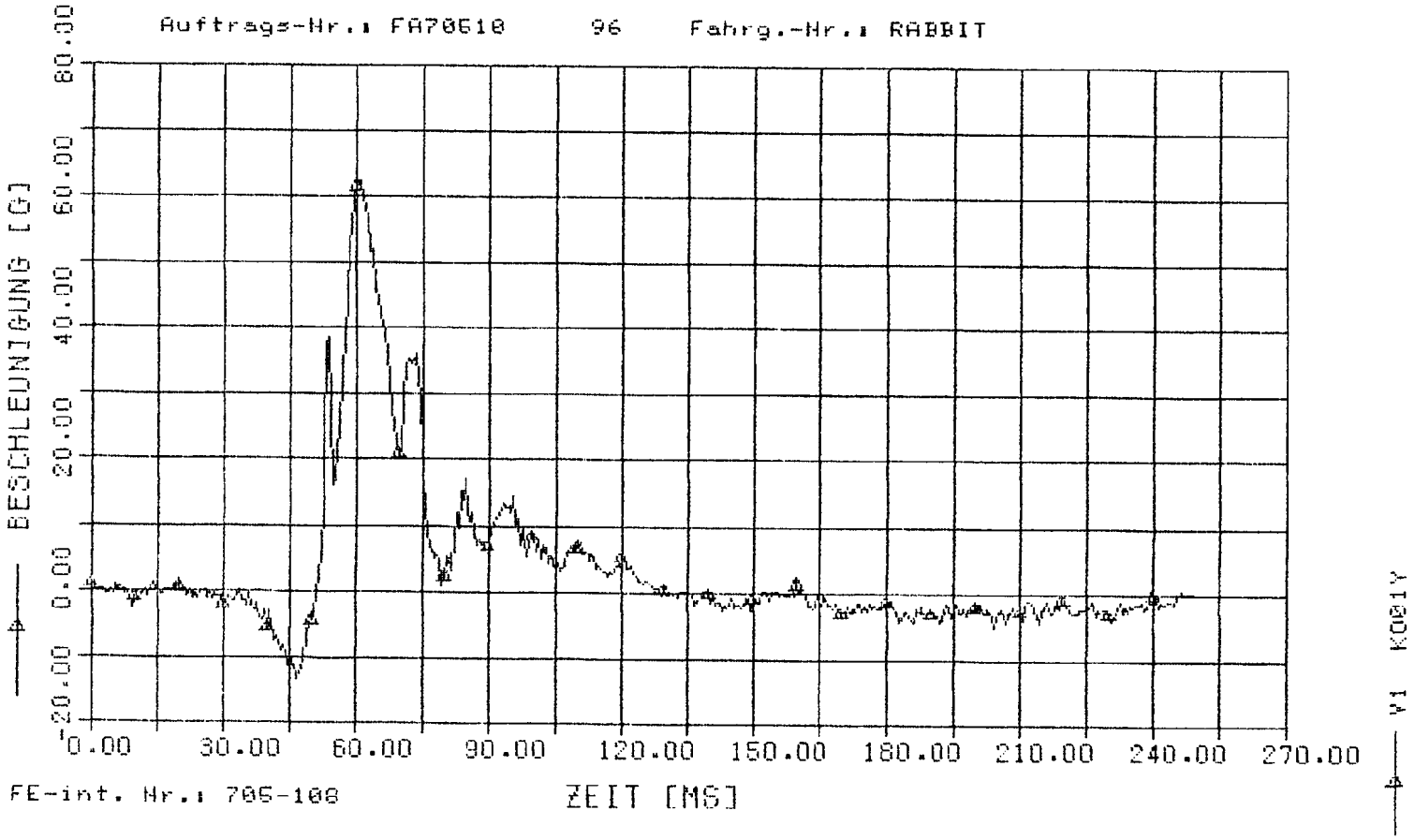
Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
K001X	V1	BE	g	25.037	72.30	21.36



FE-int. Nr.: 705-108

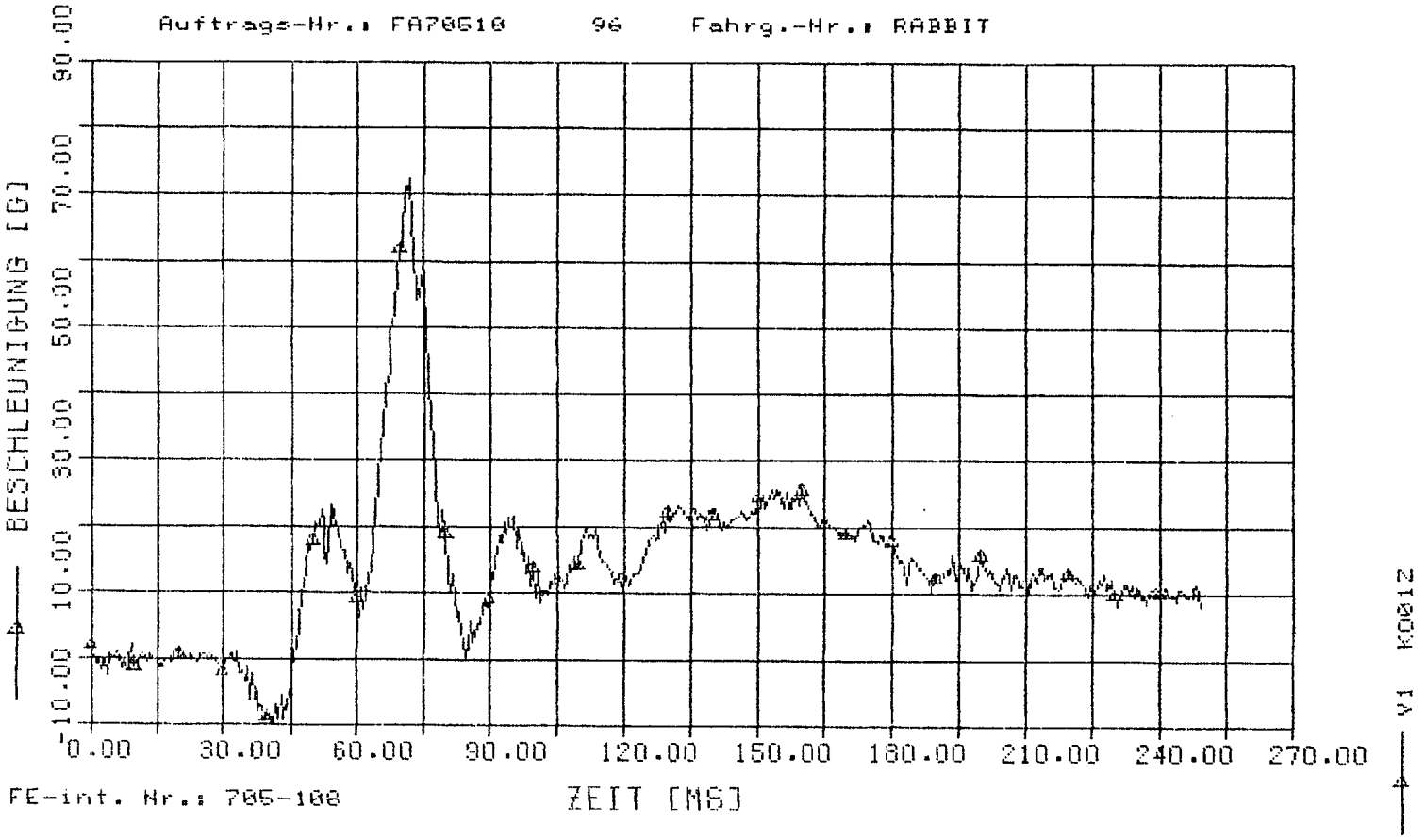
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ZMS
K001Y	V1	BE g	64.217	60.80	57.71



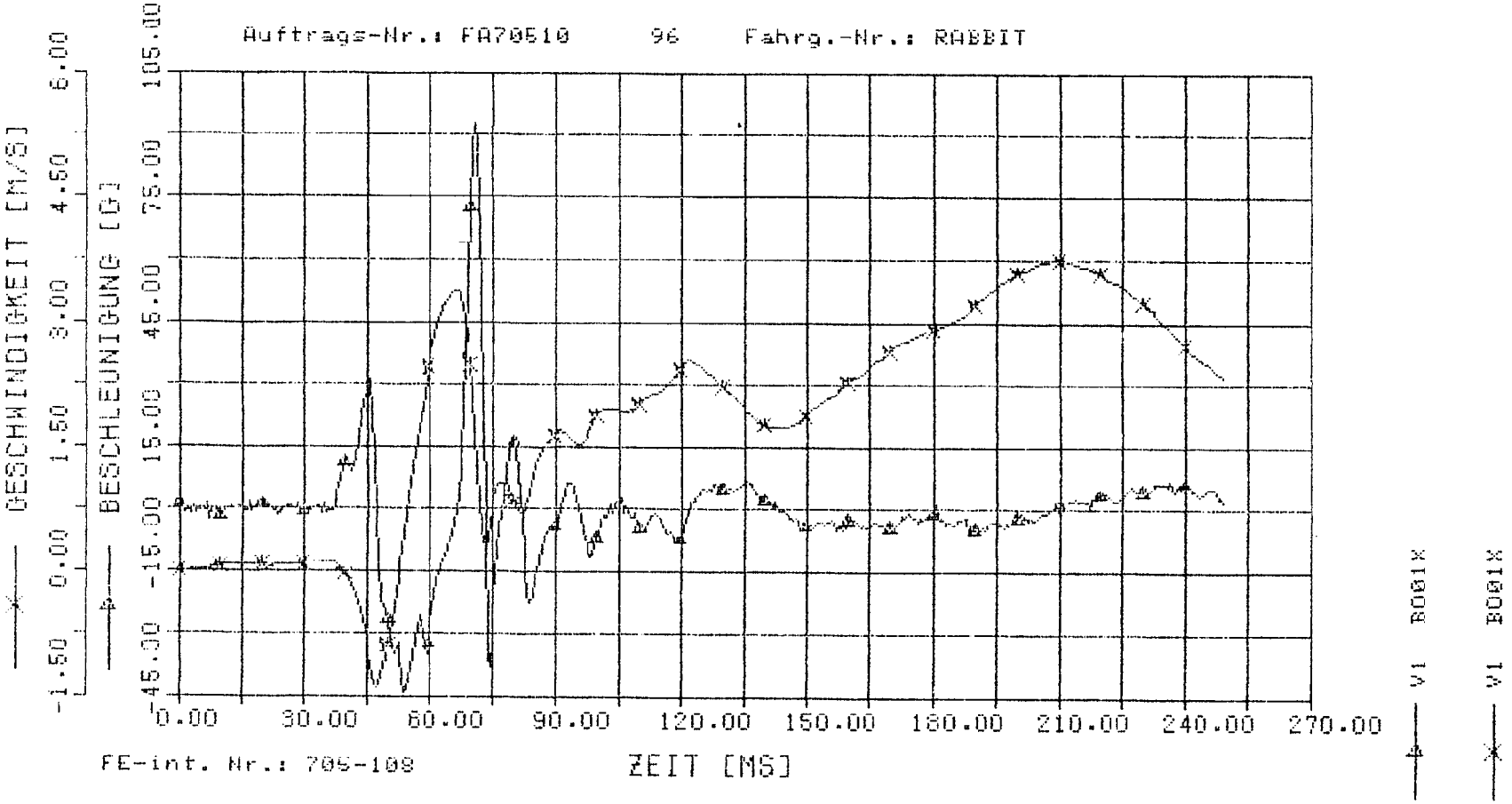
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	SMS
K001Z	V1	BE g	73.792	71.80	61.67



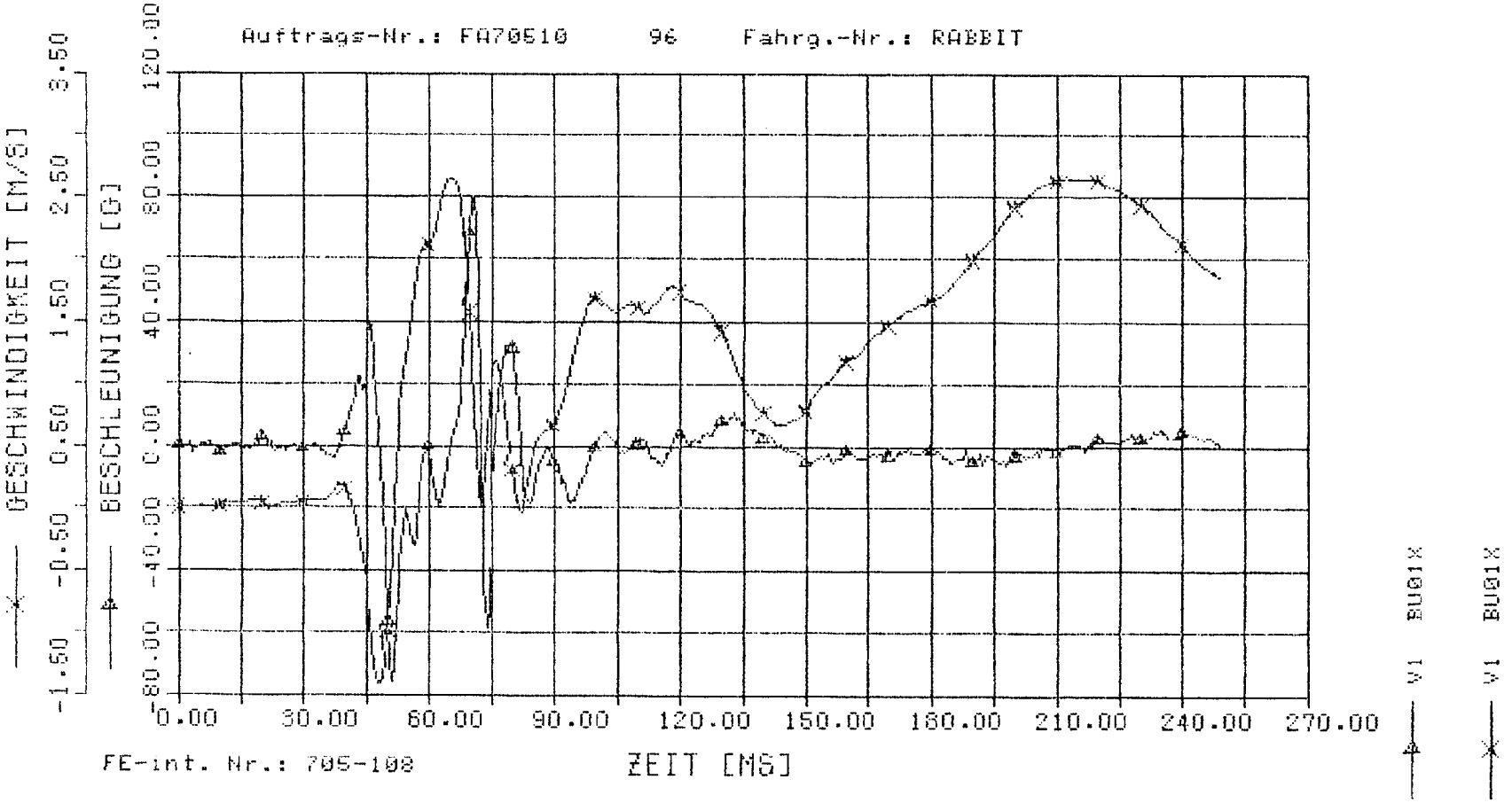
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
B001X	V1	BE g	92.638	71.00	0.00
B001X	V1	GE m/s	3.733	209.50	0.00



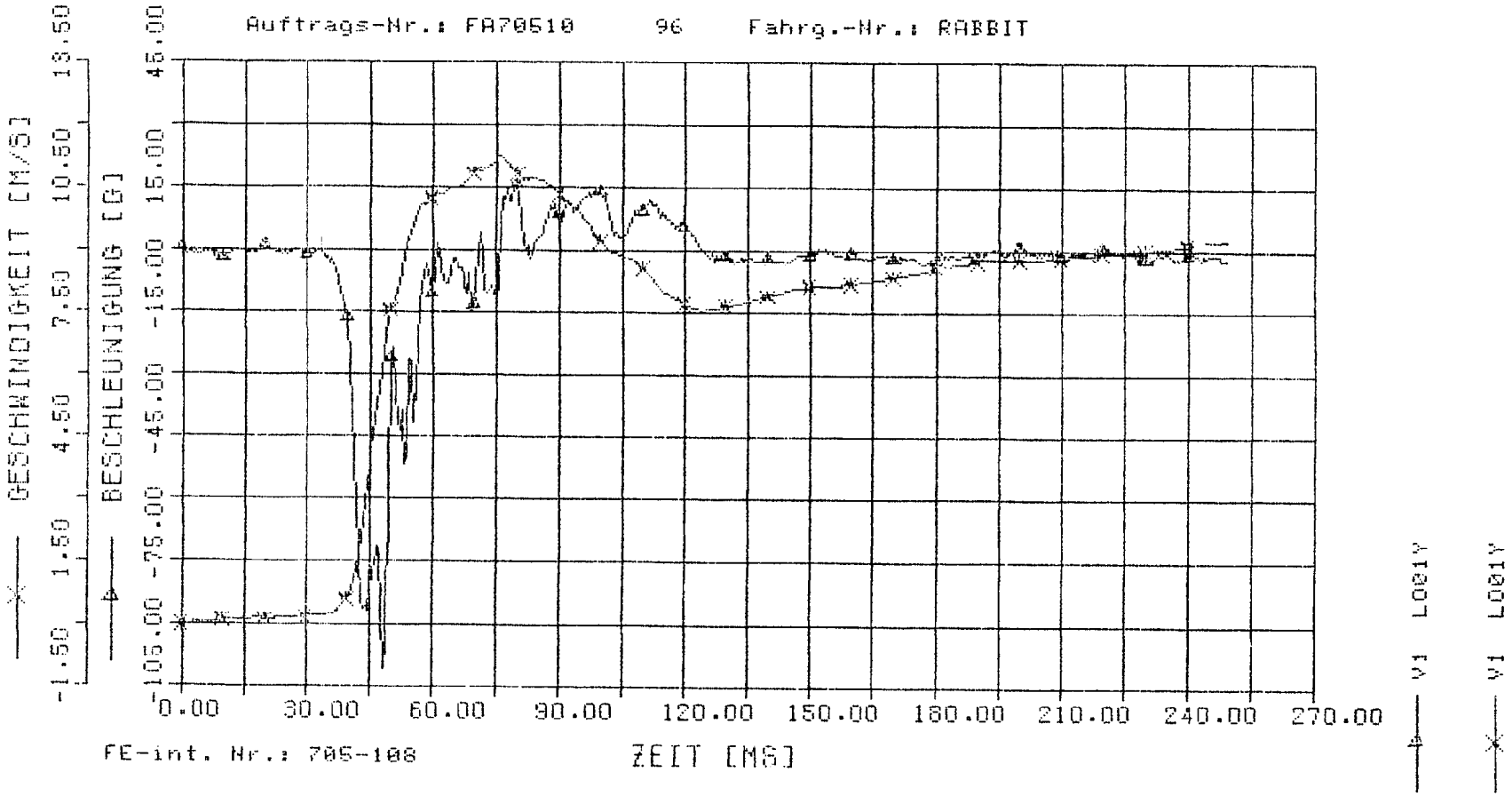
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
BU01X	V1	BE g	79.525	71.00	0.00
BU01X	V1	GE m/s	2.647	212.50	0.00



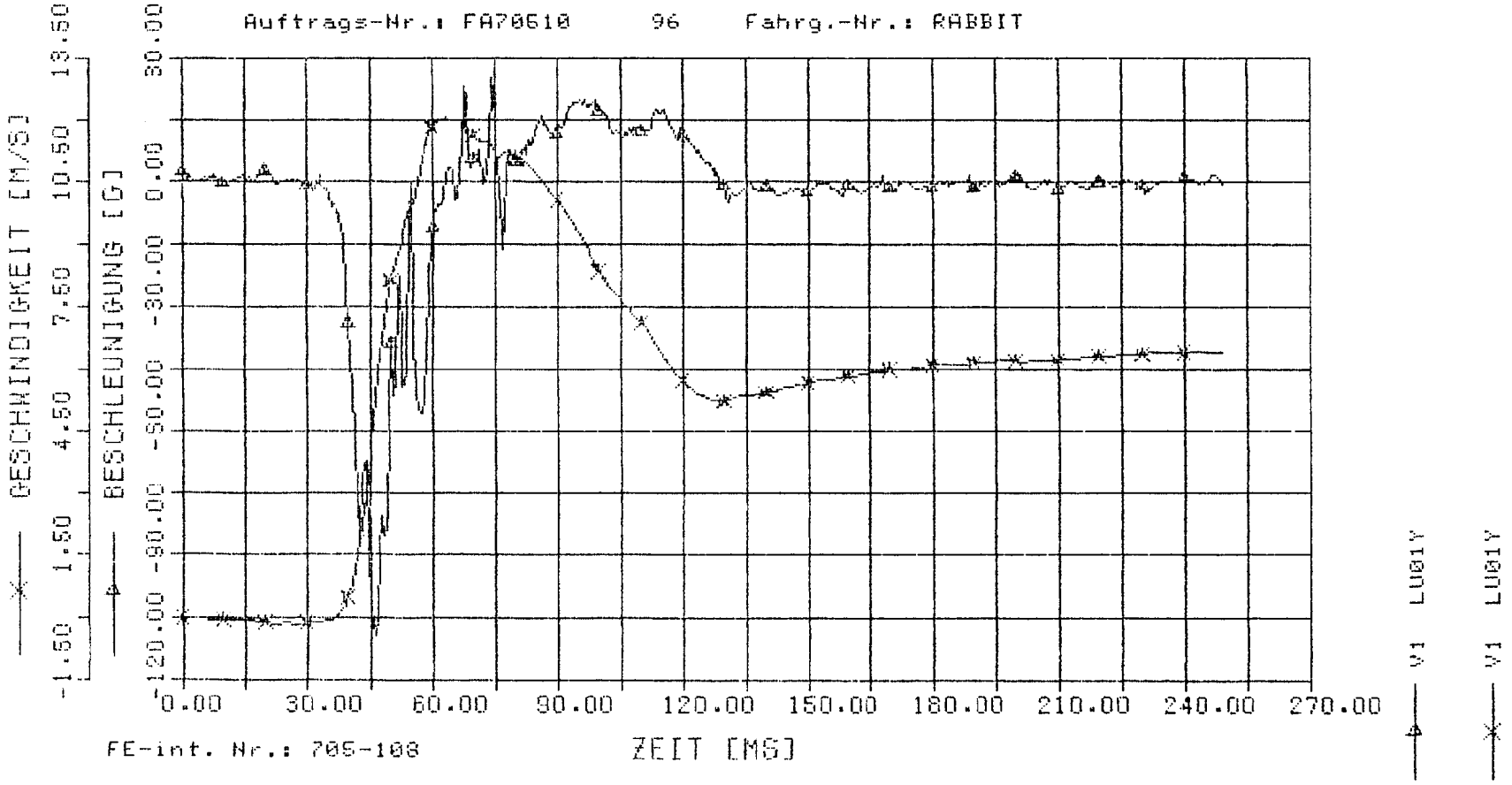
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	JMS
L001Y	V1	BE	g	-100.771	43.50	0.00
L001Y	V1	GE	m/s	11.242	76.50	0.00



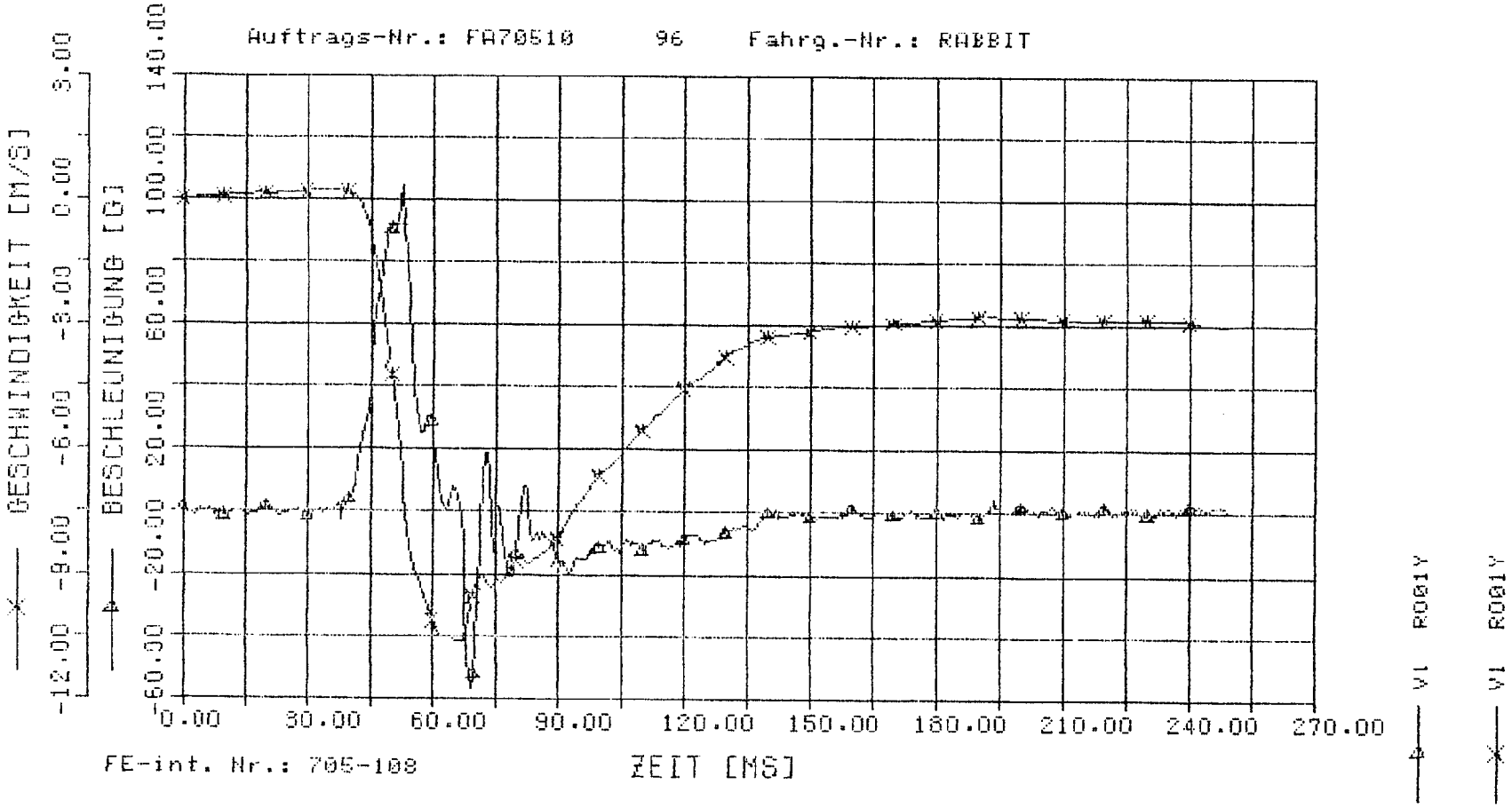
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
LU01Y	V1	BE g	-109.669	46.50	0.00
LU01Y	V1	GE m/s	12.012	63.50	0.00



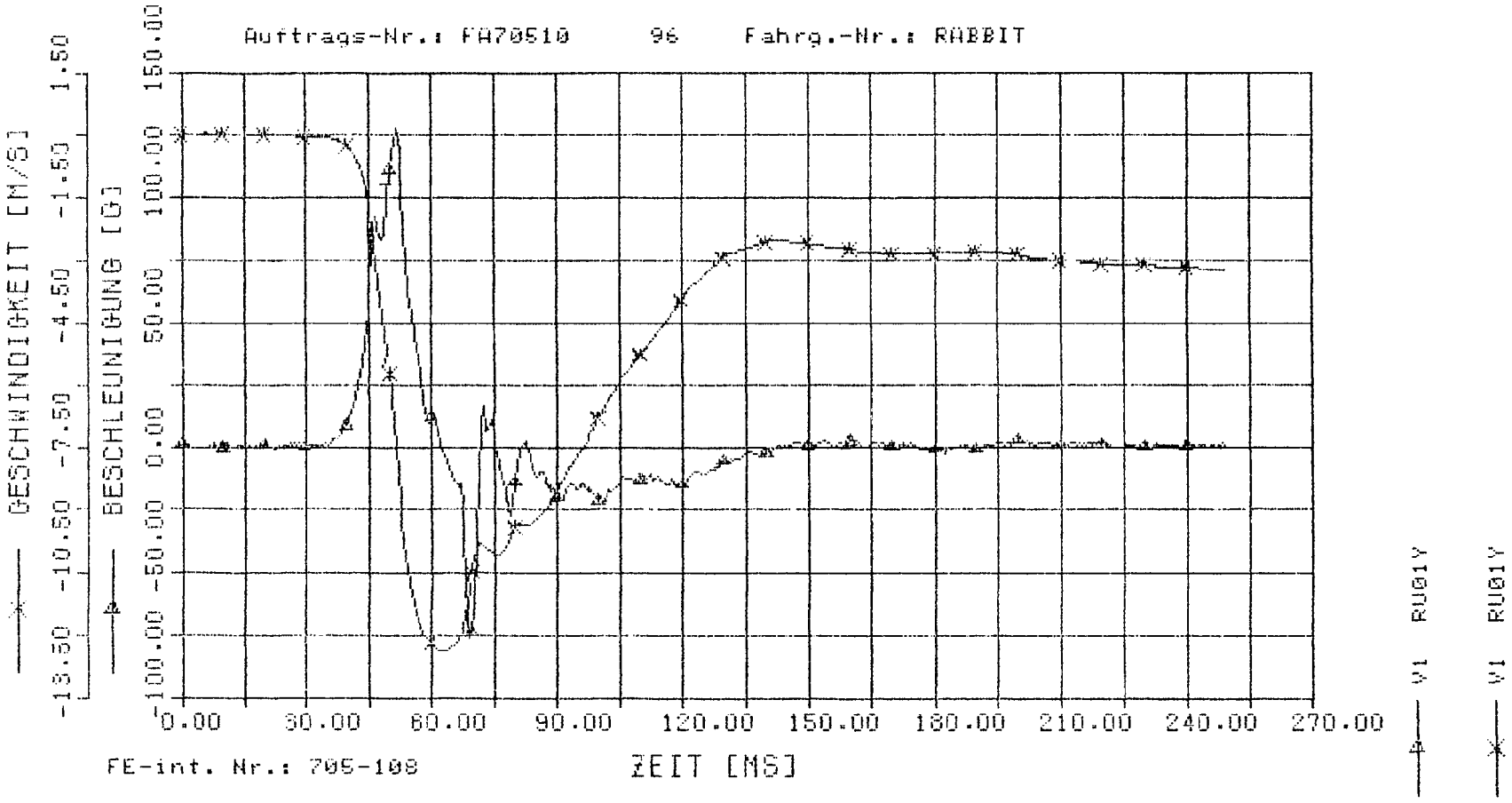
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
R001Y	V1	BE g	103.822	52.50	0.00
R001Y	V1	GE m/s	-10.647	66.50	0.00



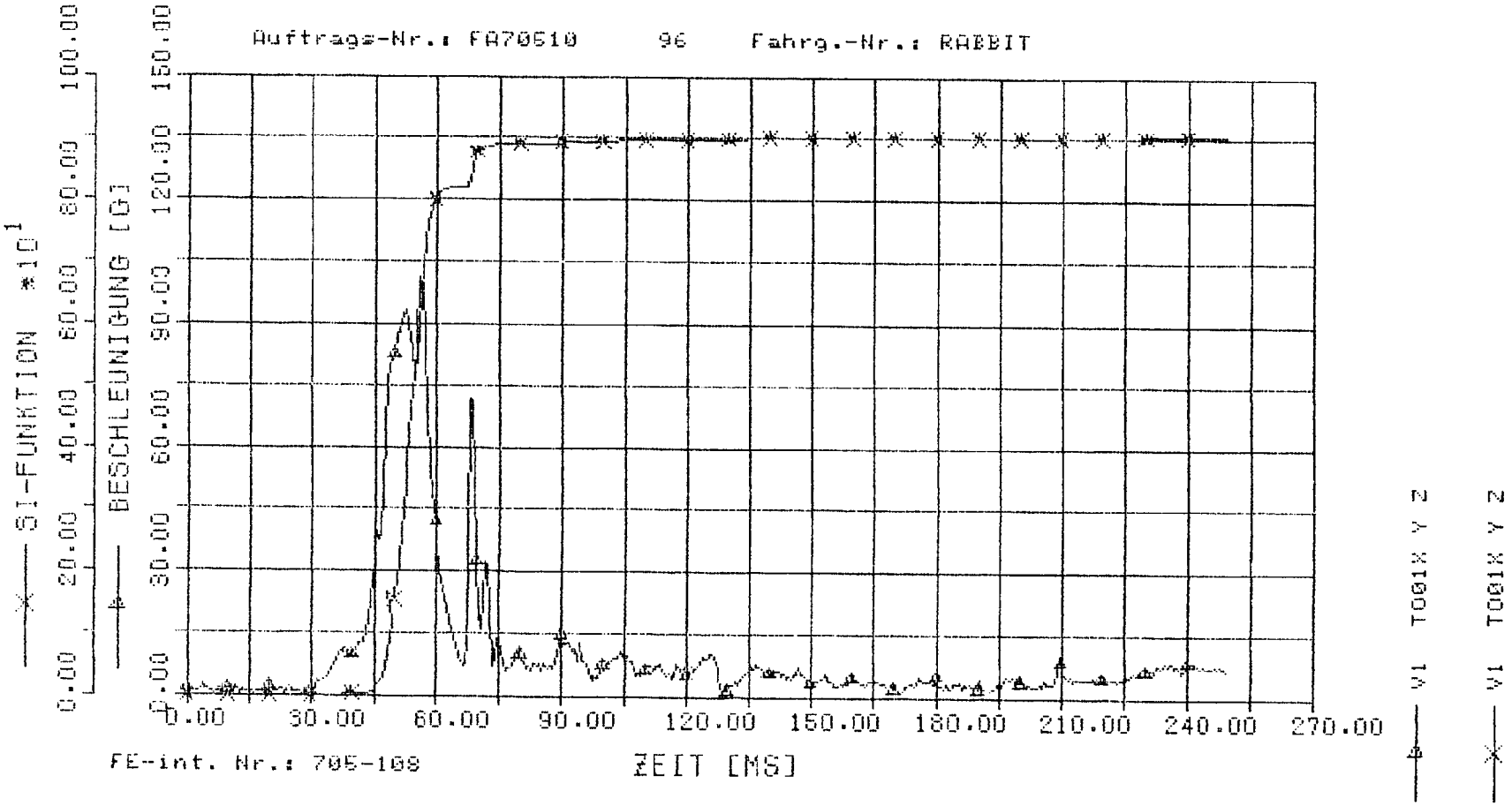
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
RU01Y	V1	BE g	127.648	51.50	0.00
RU01Y	V1	GE m/s	-12.408	62.50	0.00



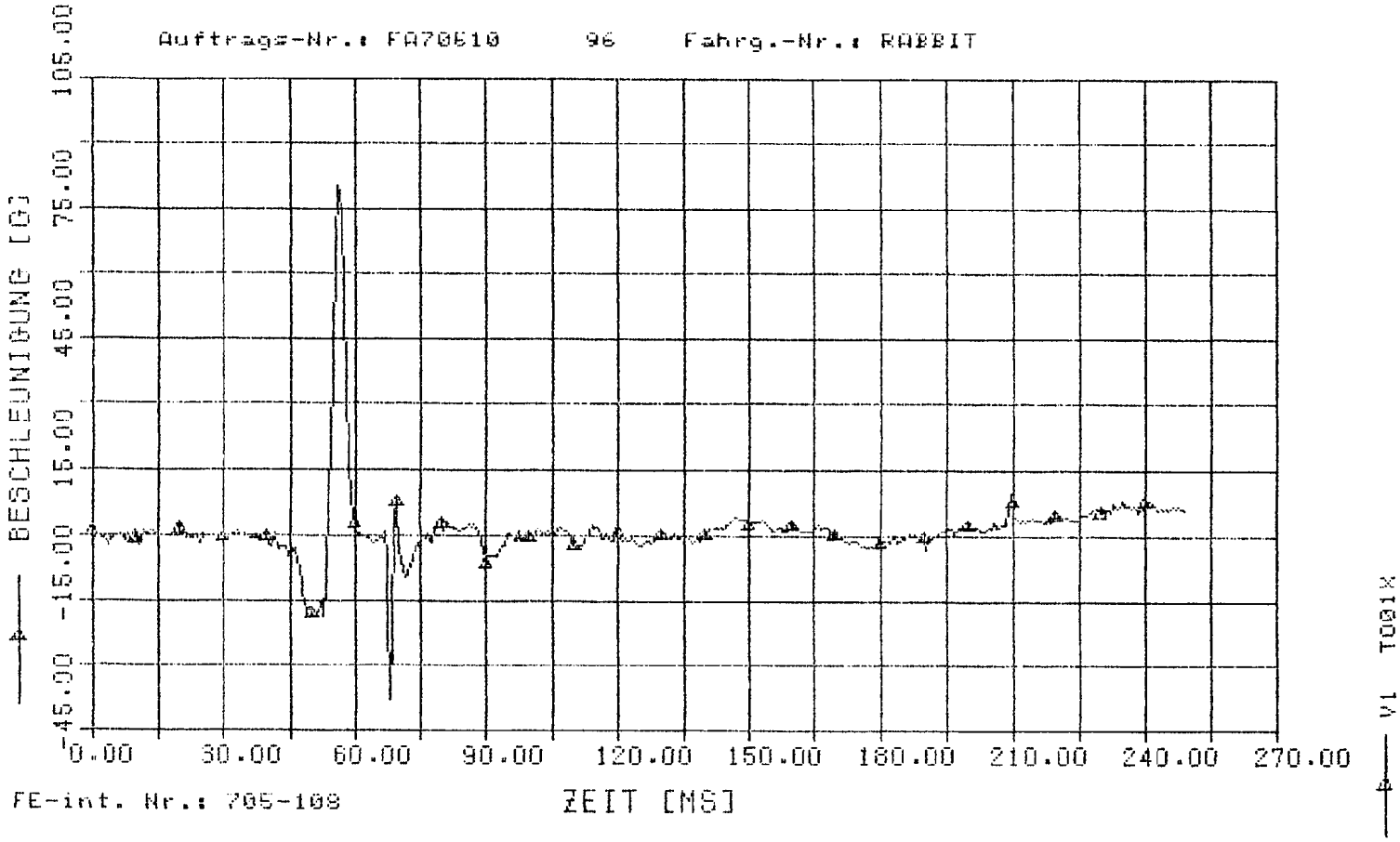
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
T001	V1	BE g	101.165	56.00	0.00
T001	V1	SI	903.286	250.00	0.00



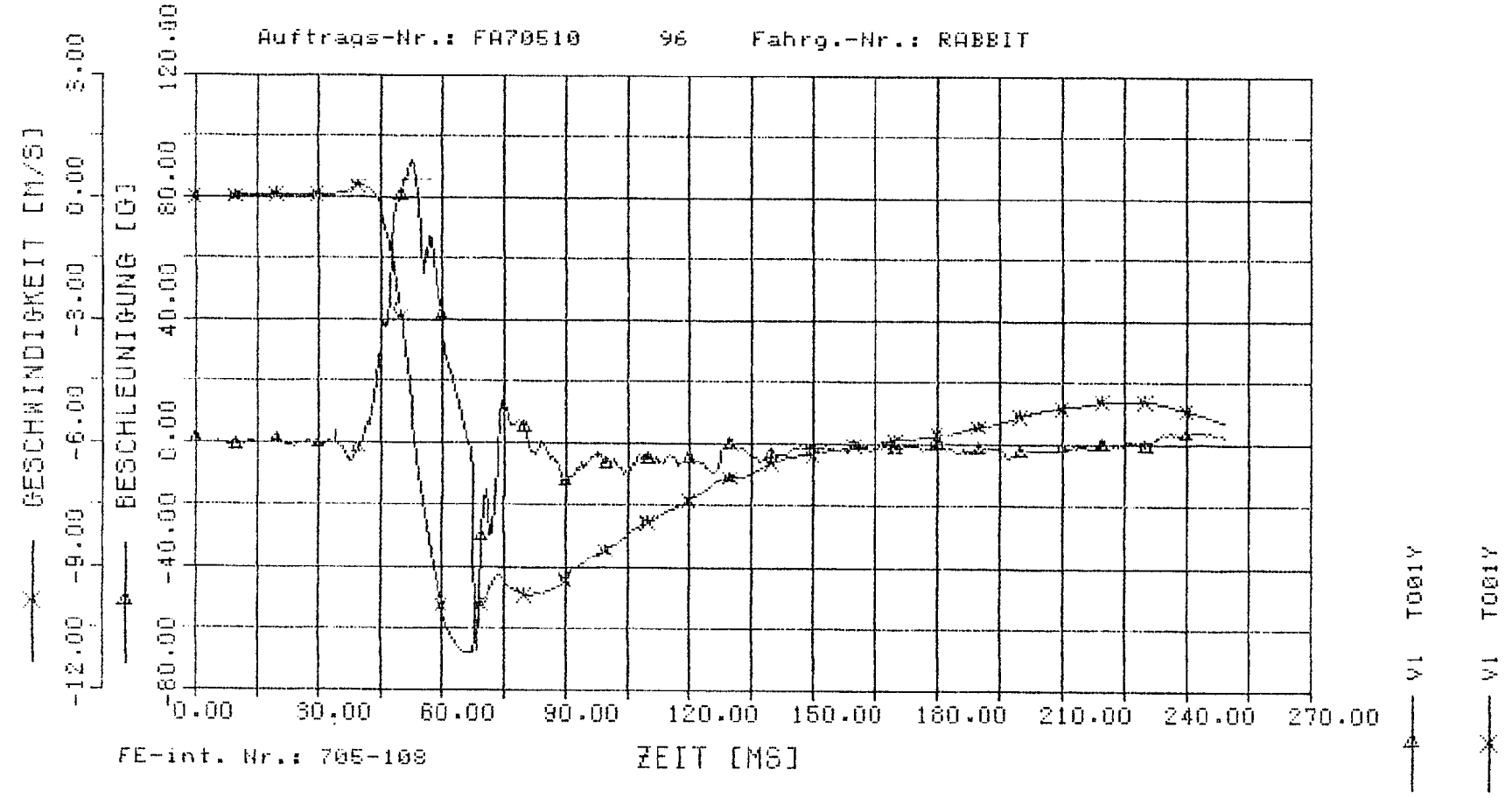
-- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
T001X	V1	BE g	79.931	56.00	0.00



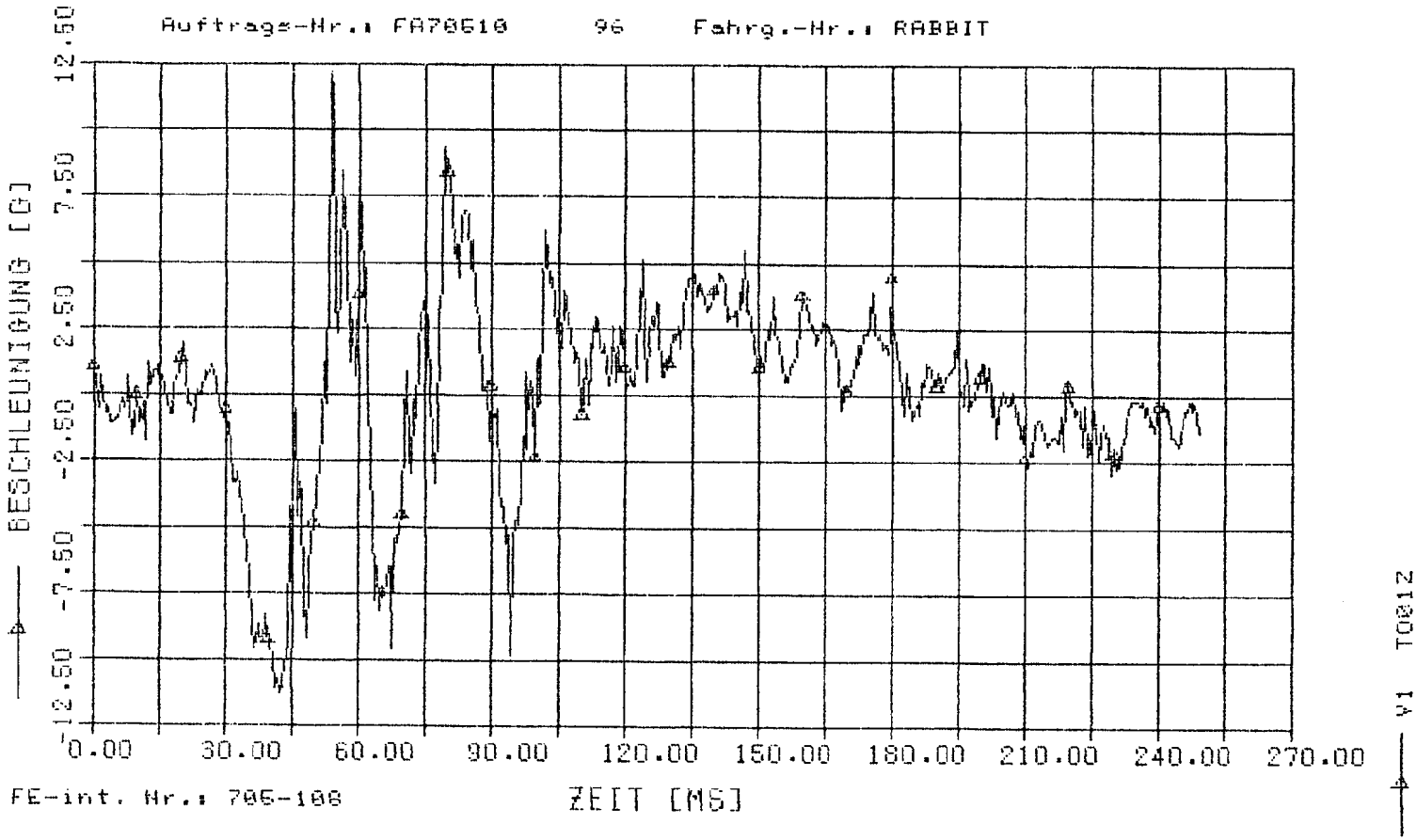
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ms
T001Y	V1	BE g	92.106	52.50	0.00
T001Y	V1	GE m/s	-11.120	66.50	0.00



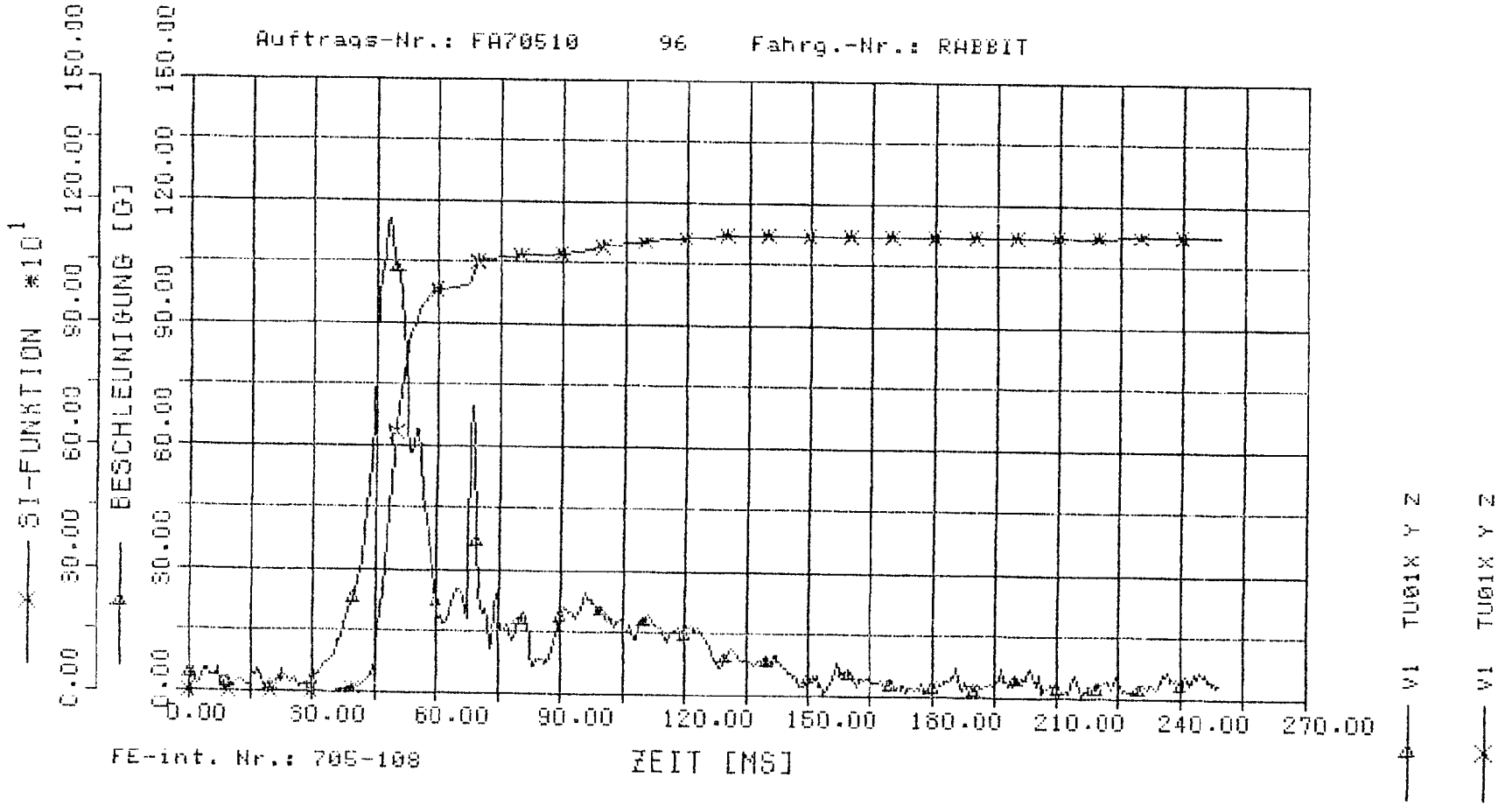
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	MS
T001Z	V1	BE	g	12.215	54.00	0.00



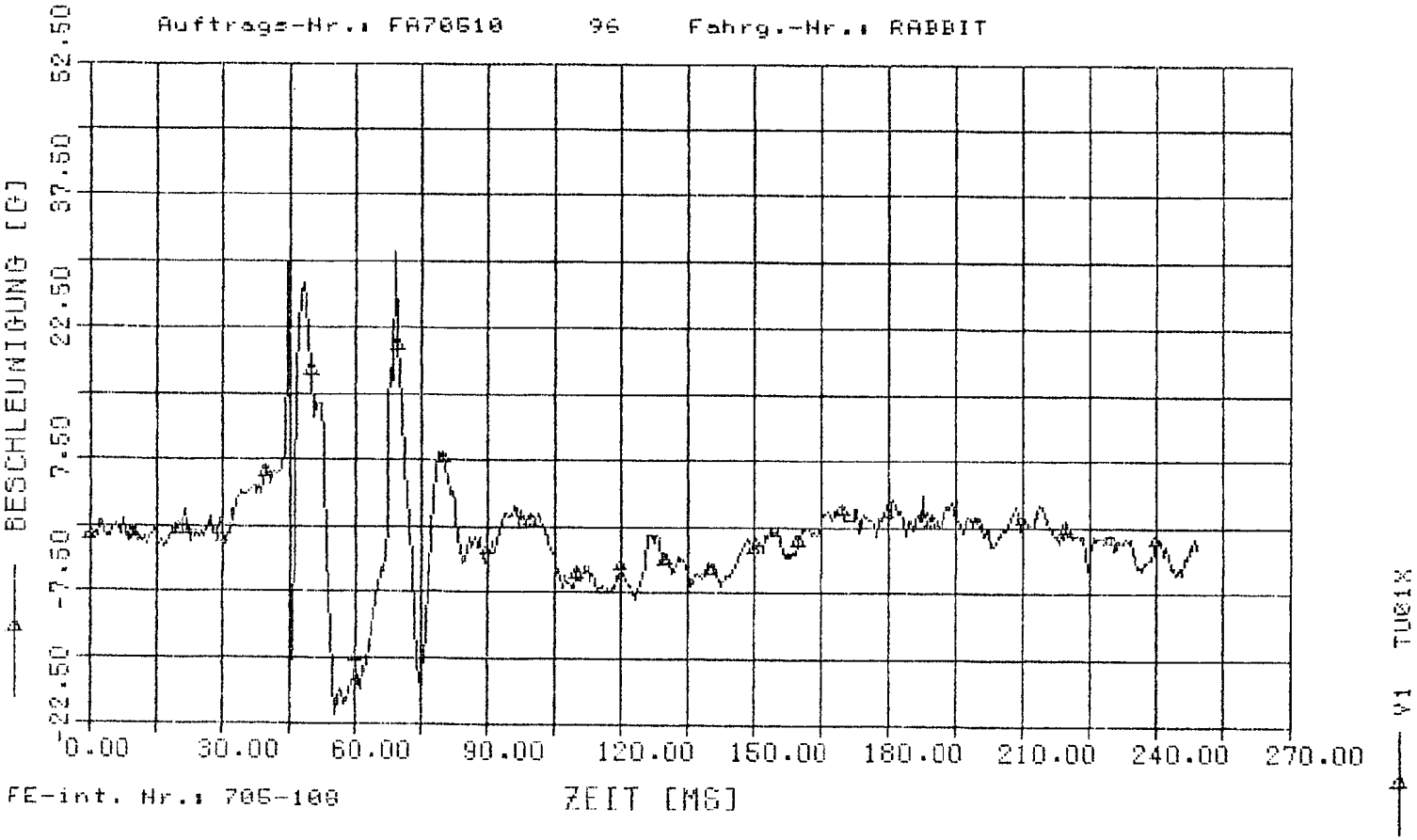
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	SMS
TU01	V1	BE g	115.317	48.50	0.00
TU01	V1	SI	1121.481	250.00	0.00



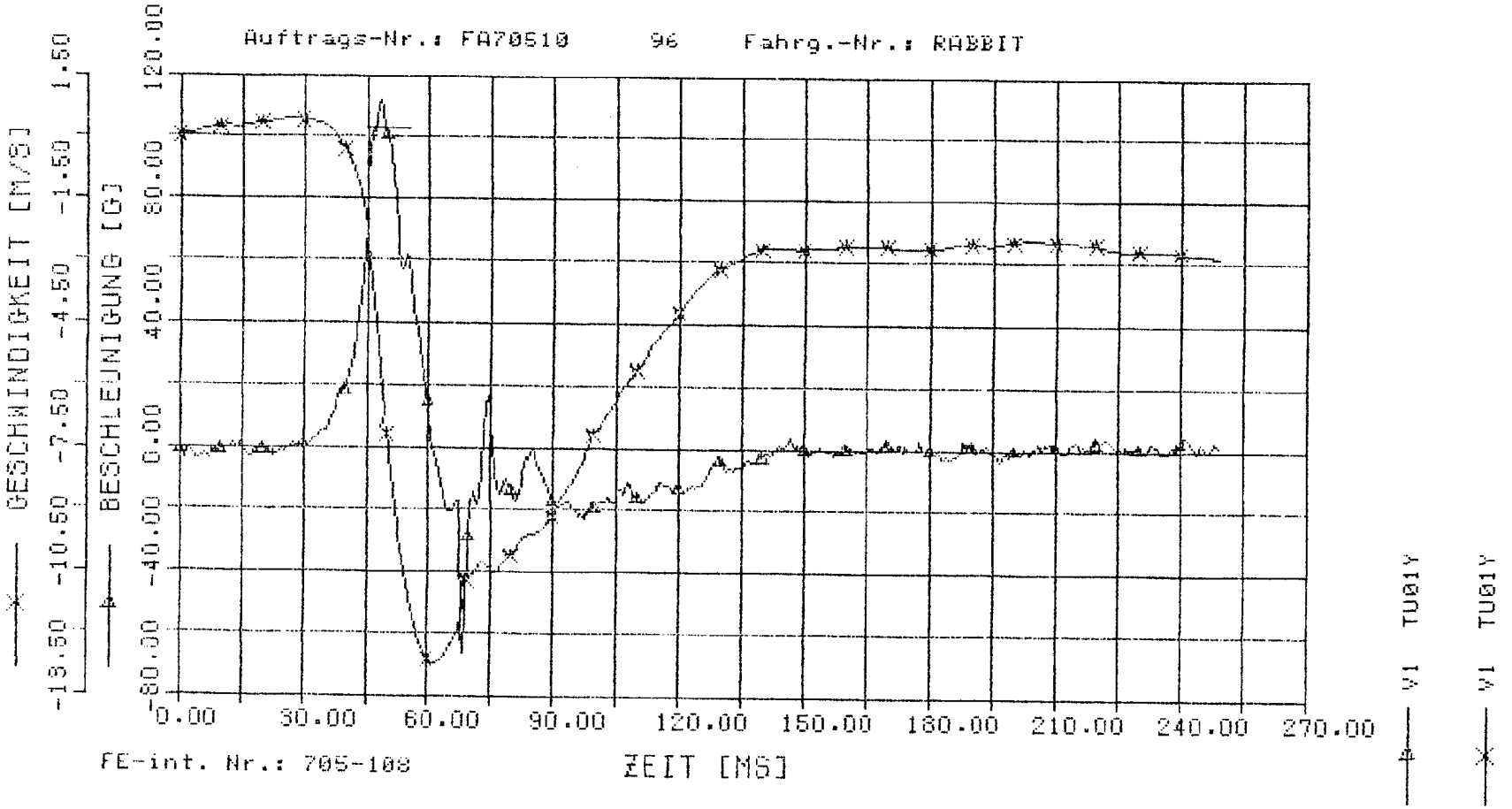
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
TU01X	V1	BE	g	39.628	45.00	0.00



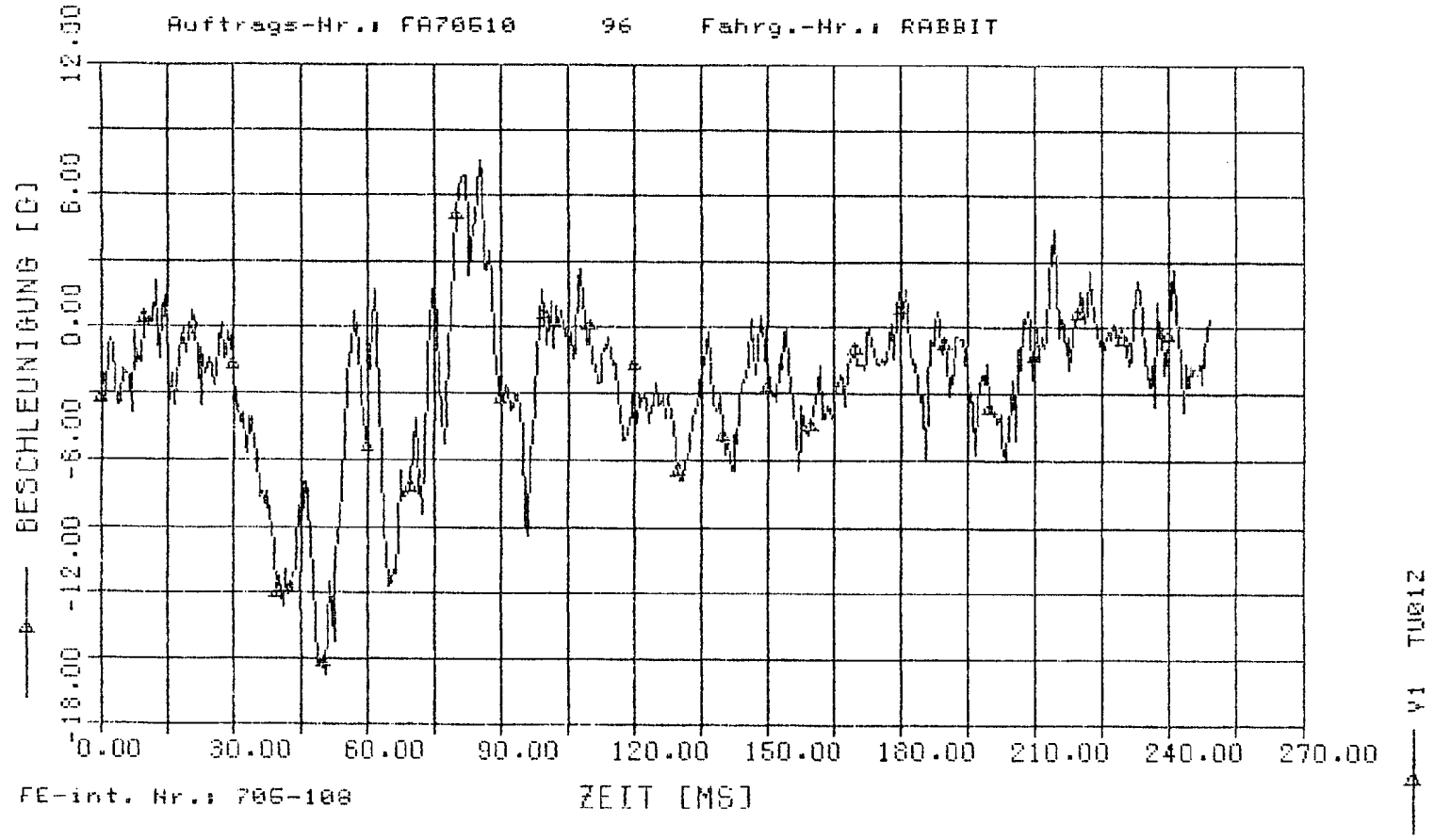
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
TU01Y	V1	BE g	111.130	48.50	0.00
TU01Y	V1	GE m/s	-12.770	61.50	0.00



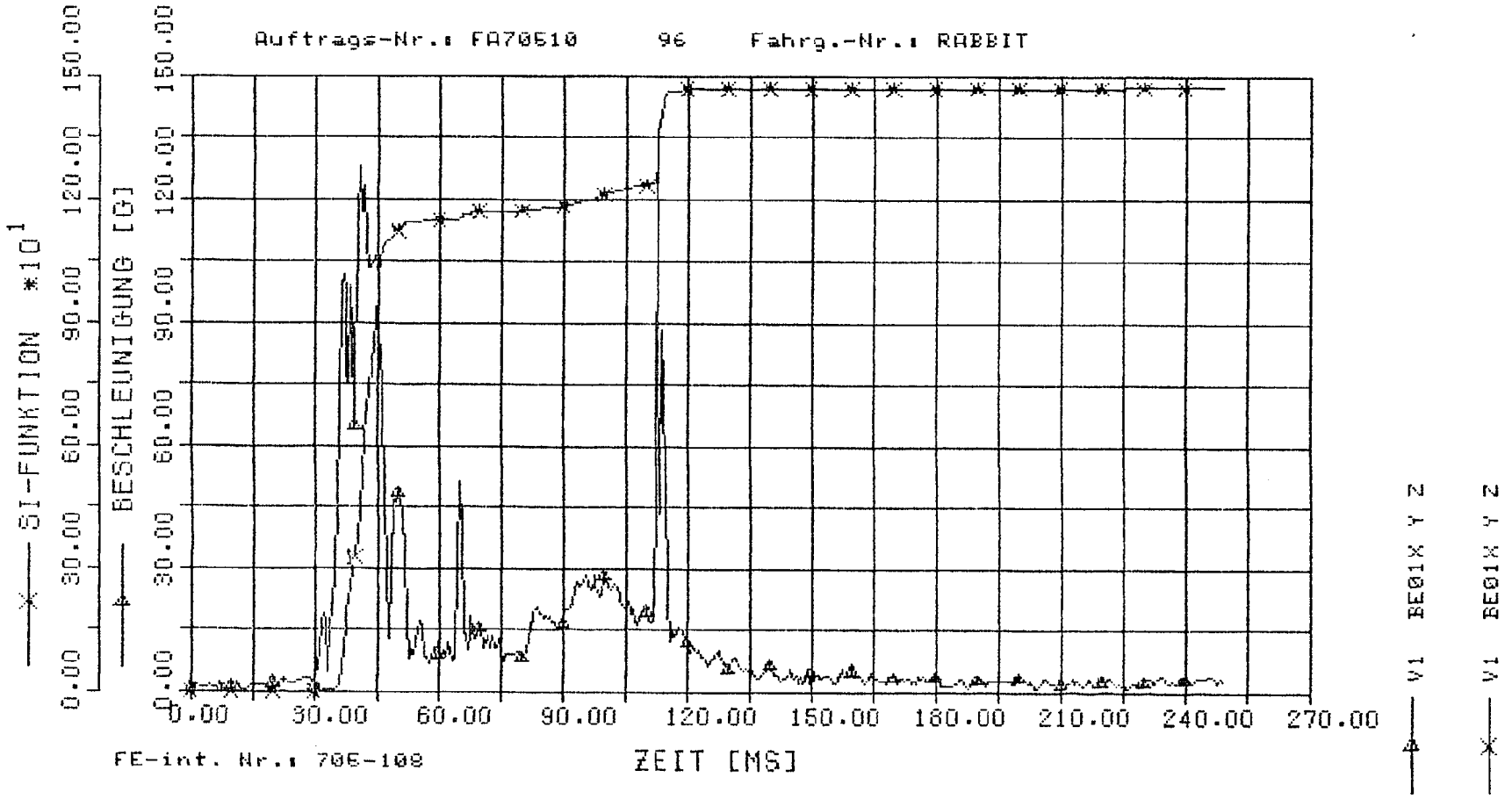
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
TU01Z	V1	BE g	-15.315	50.50	0.00



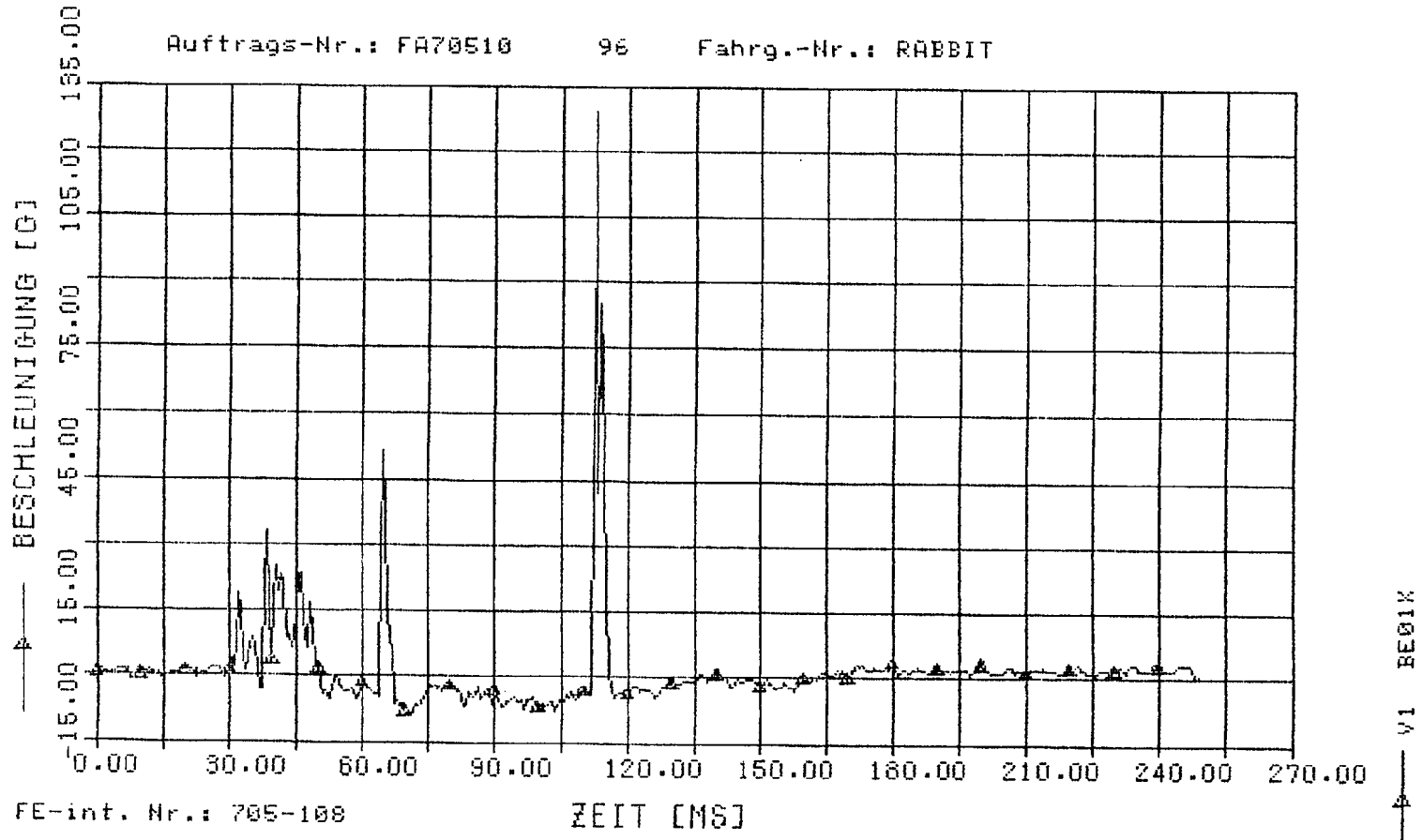
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
BE01	V1	BE g	132.428	112.50	106.36
BE01	V1	SI	1469.209	250.00	0.00



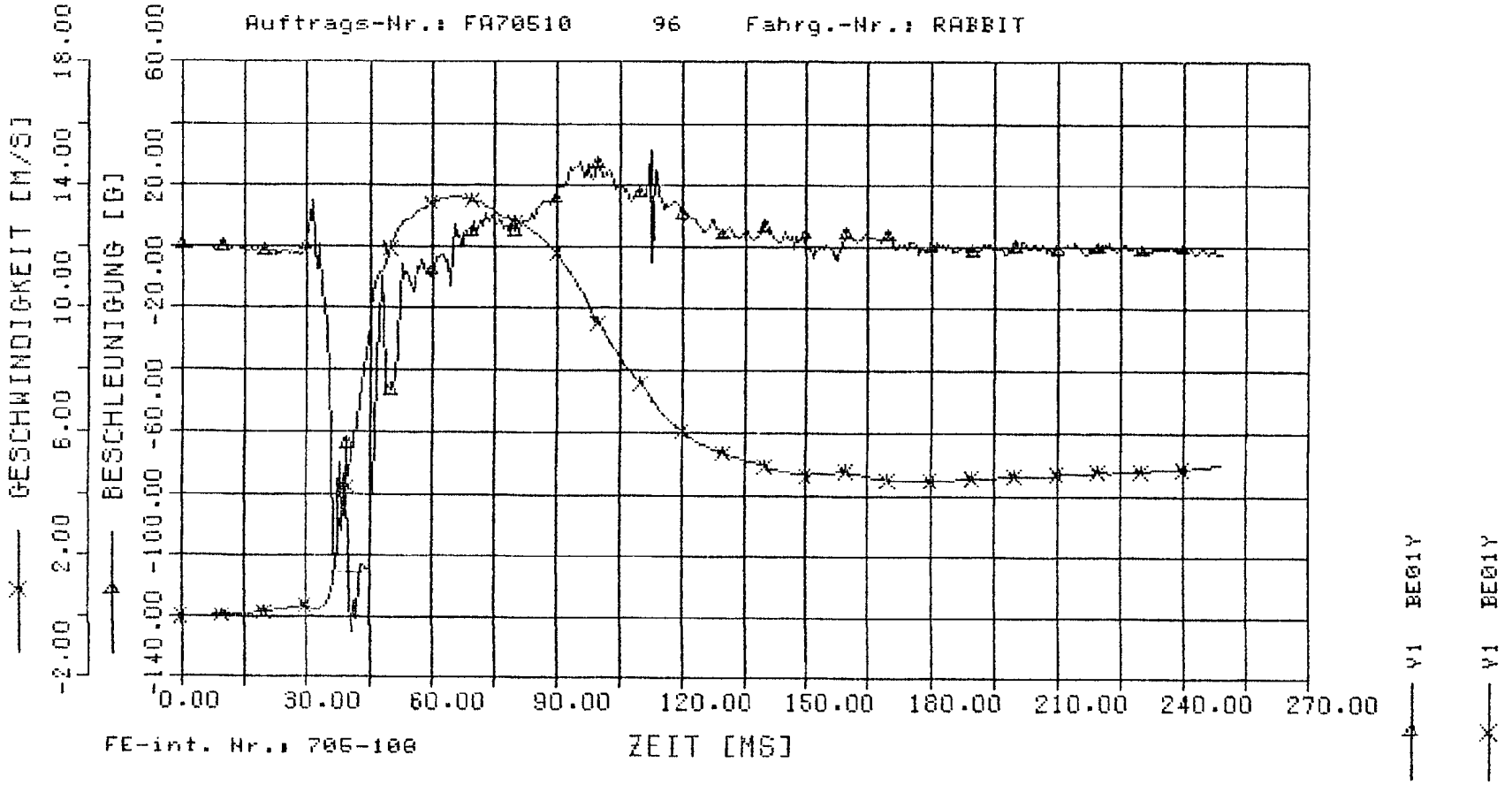
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
BE01X	V1	BE g	128.712	112.50	48.26



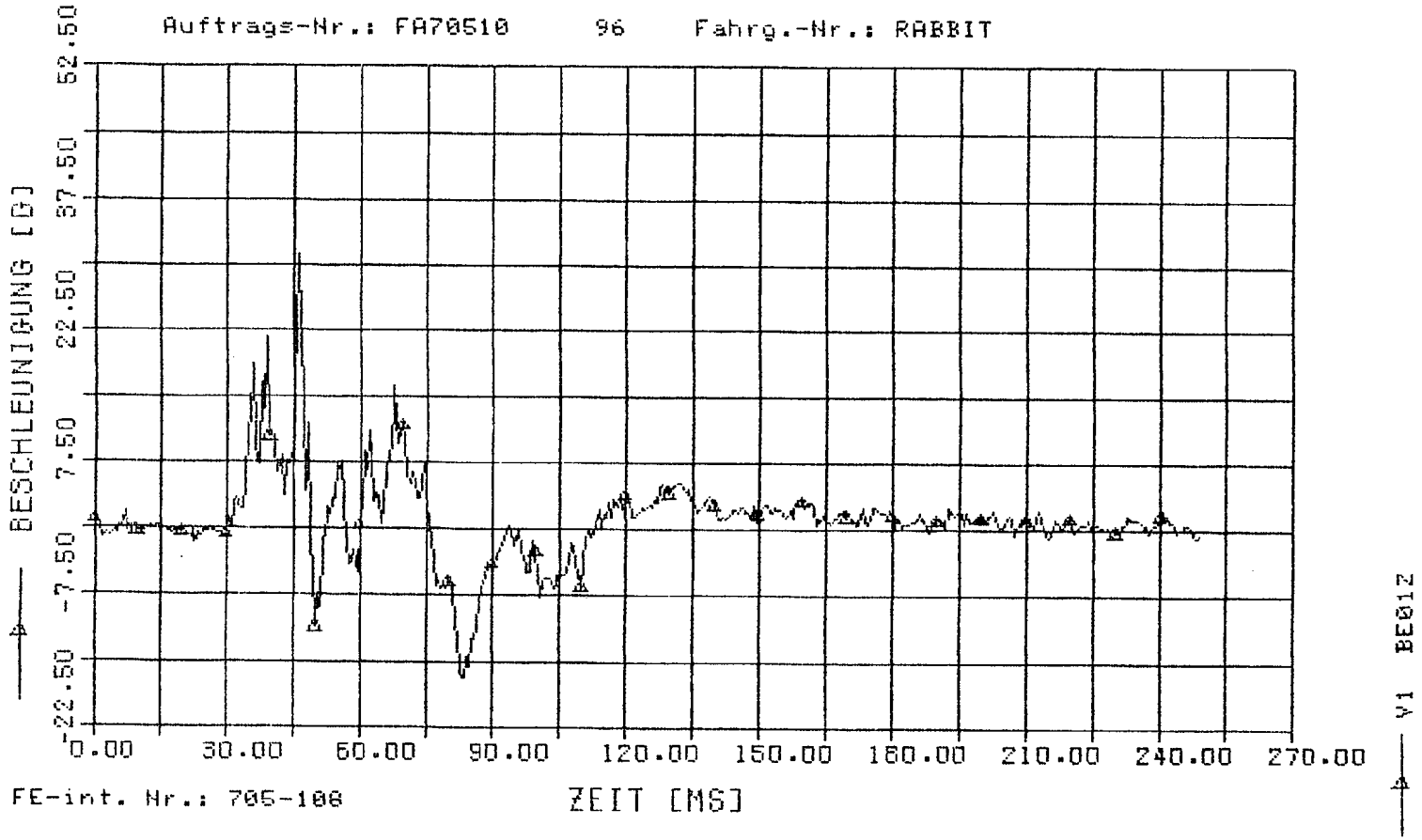
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

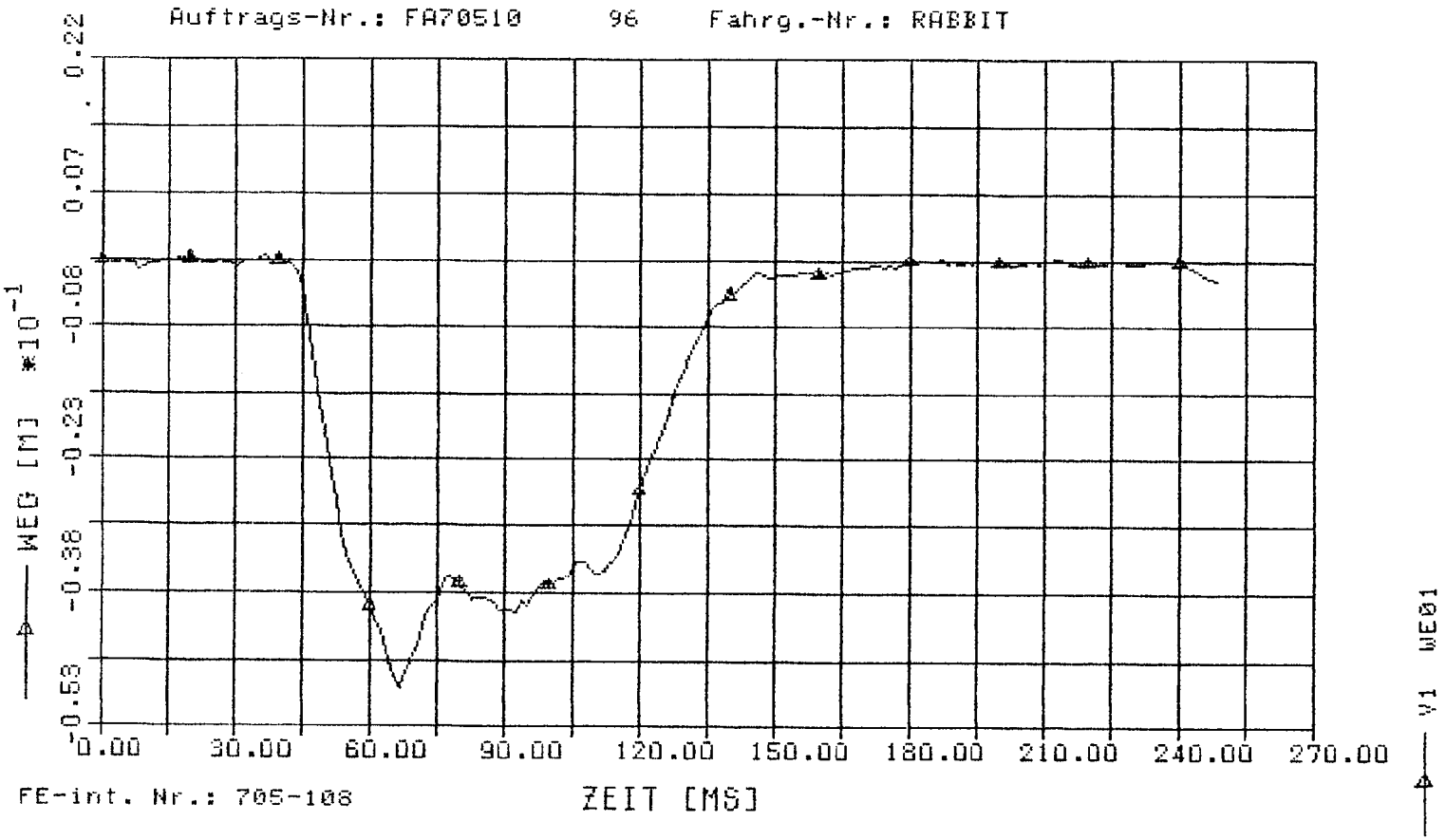
Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
BE01Y	V1	BE g	-125.337	41.00	25.63
BF01Y	V1	GE m/s	13.652	65.00	0.00



- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
BE01Z	V1	BE	g	31.181	46.50	16.65




Auftrags-Nr.: FA70510 96 Fahrg.-Nr.: RABBIT
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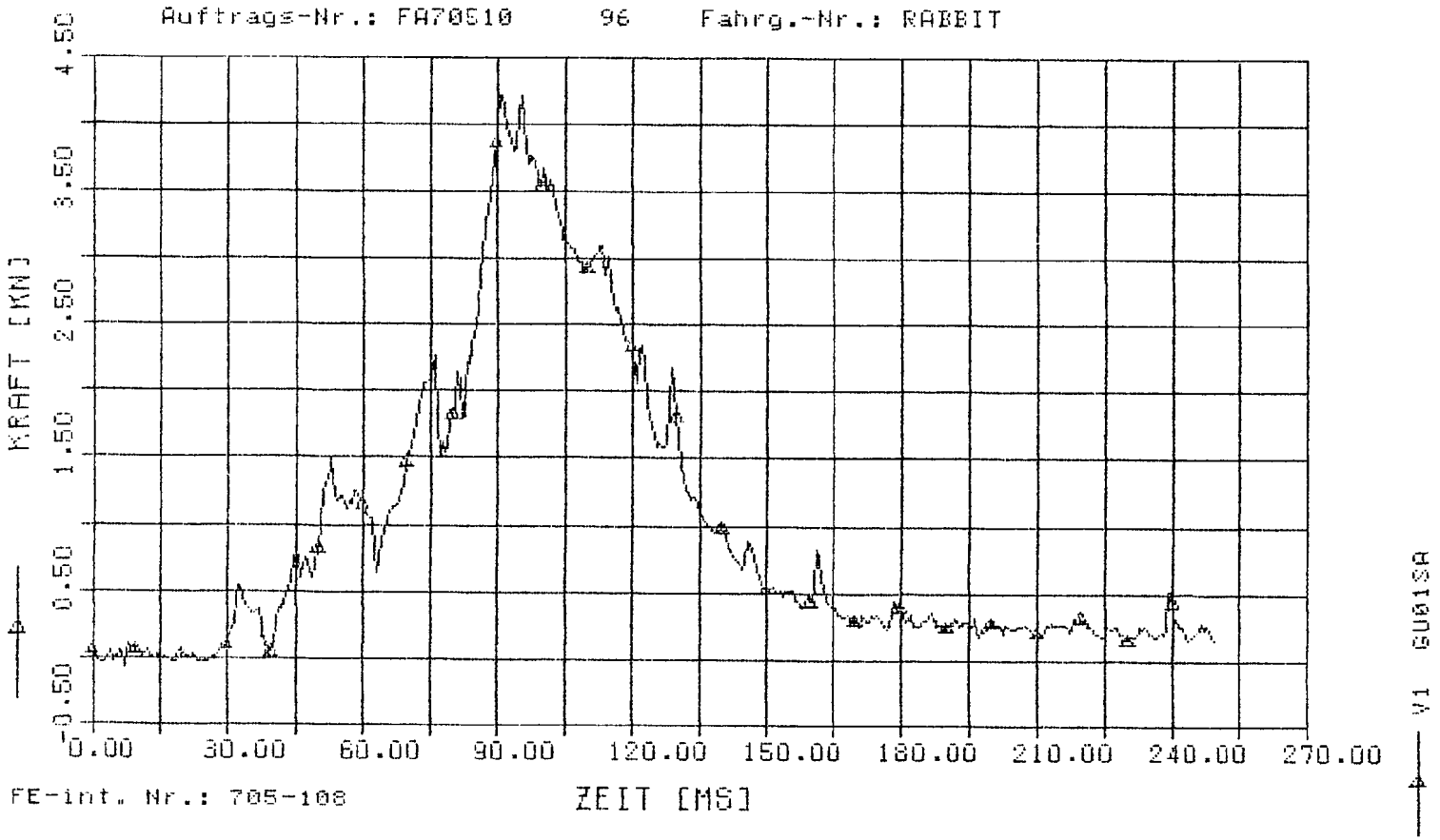
-0.08
-0.23
-0.38
-0.53
0.00
30.00
60.00
90.00
120.00
150.00
180.00
210.00
240.00
270.00
ZEIT [MS]
FE-int. Nr.: 705-108
V1 WE01

- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
GU01SA	V1	KR kN	4.210	75.50	0.00

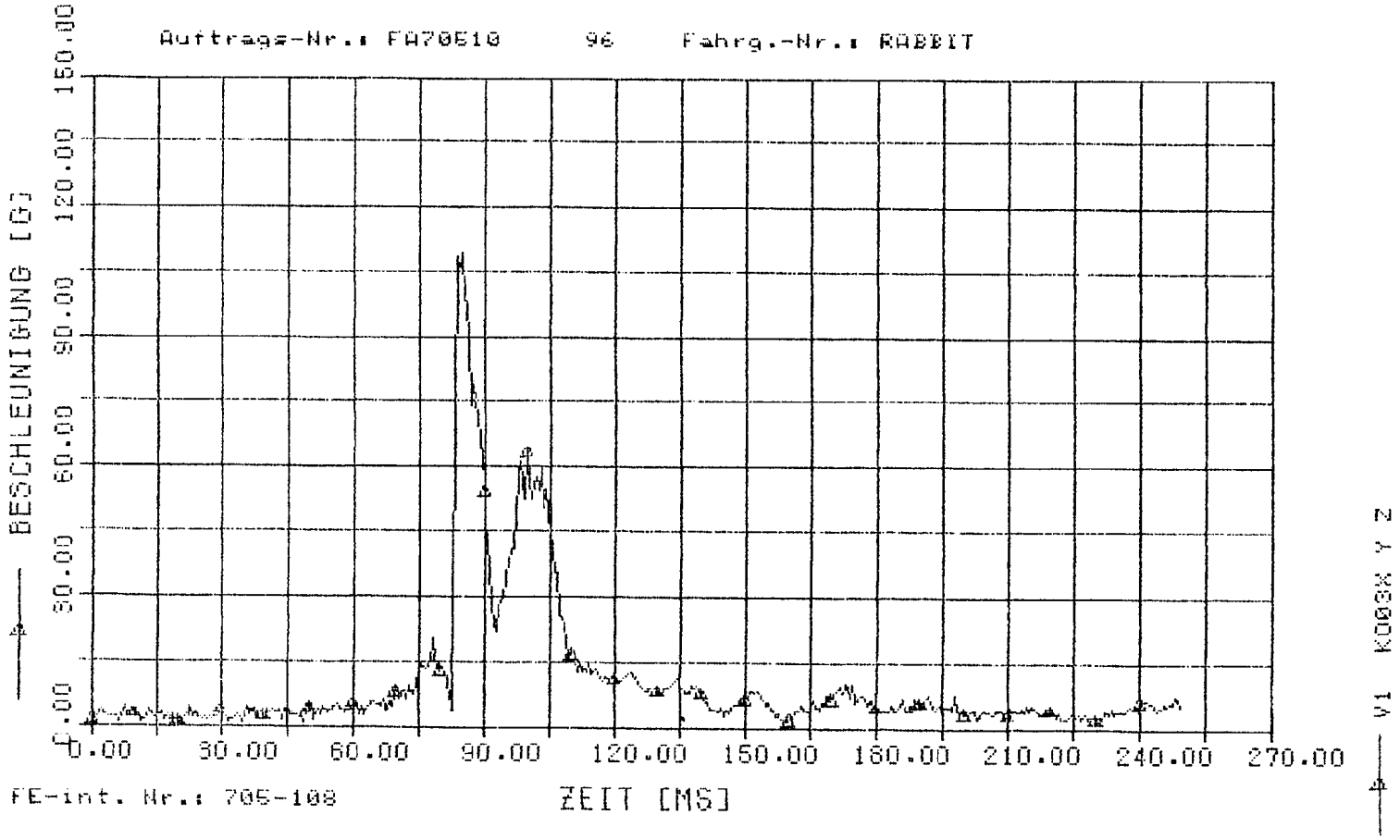


FE-Int. Nr.: 705-108

B.2.2 Rear Passenger

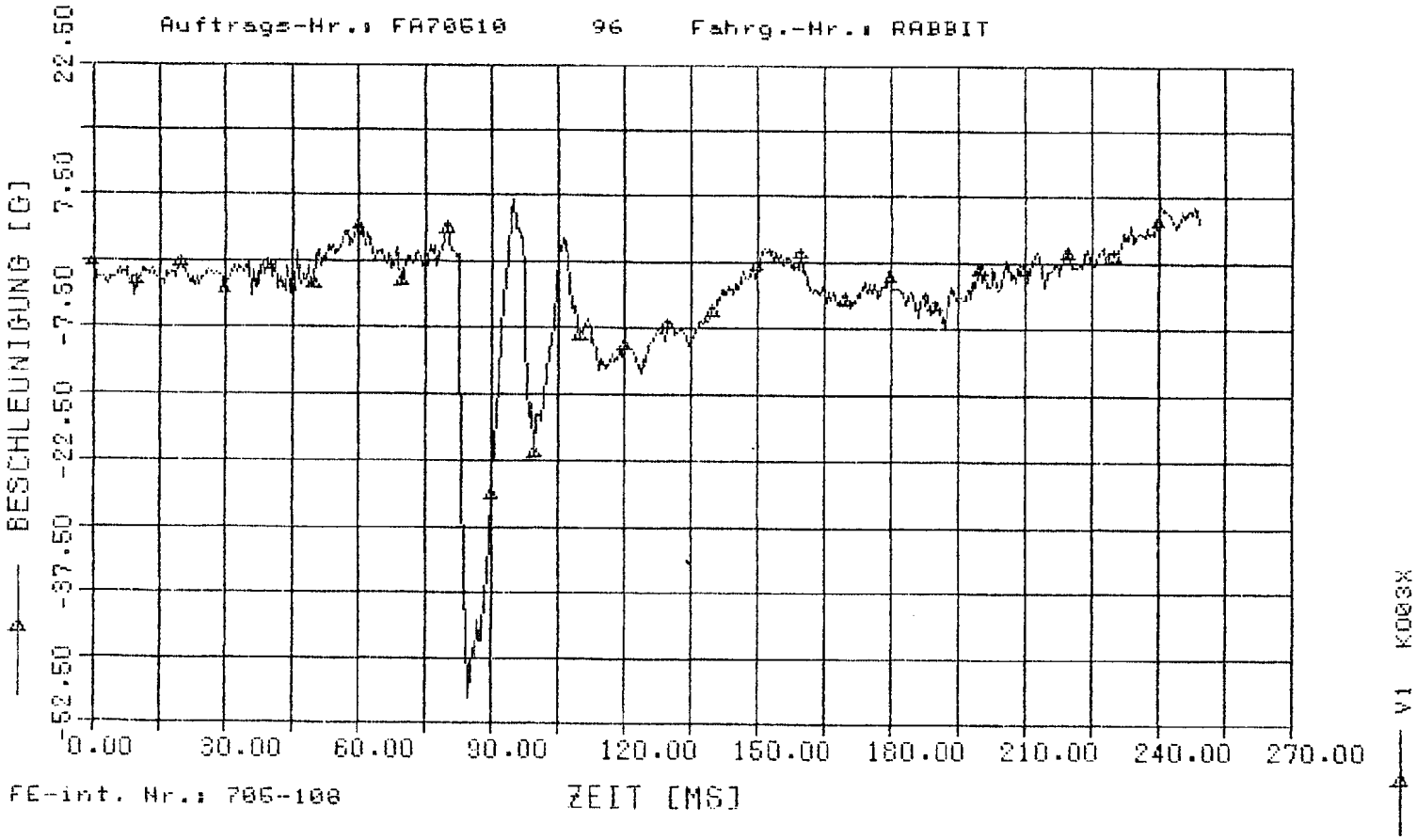
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
K003	V1	BE g	116.300	84.70	86.32



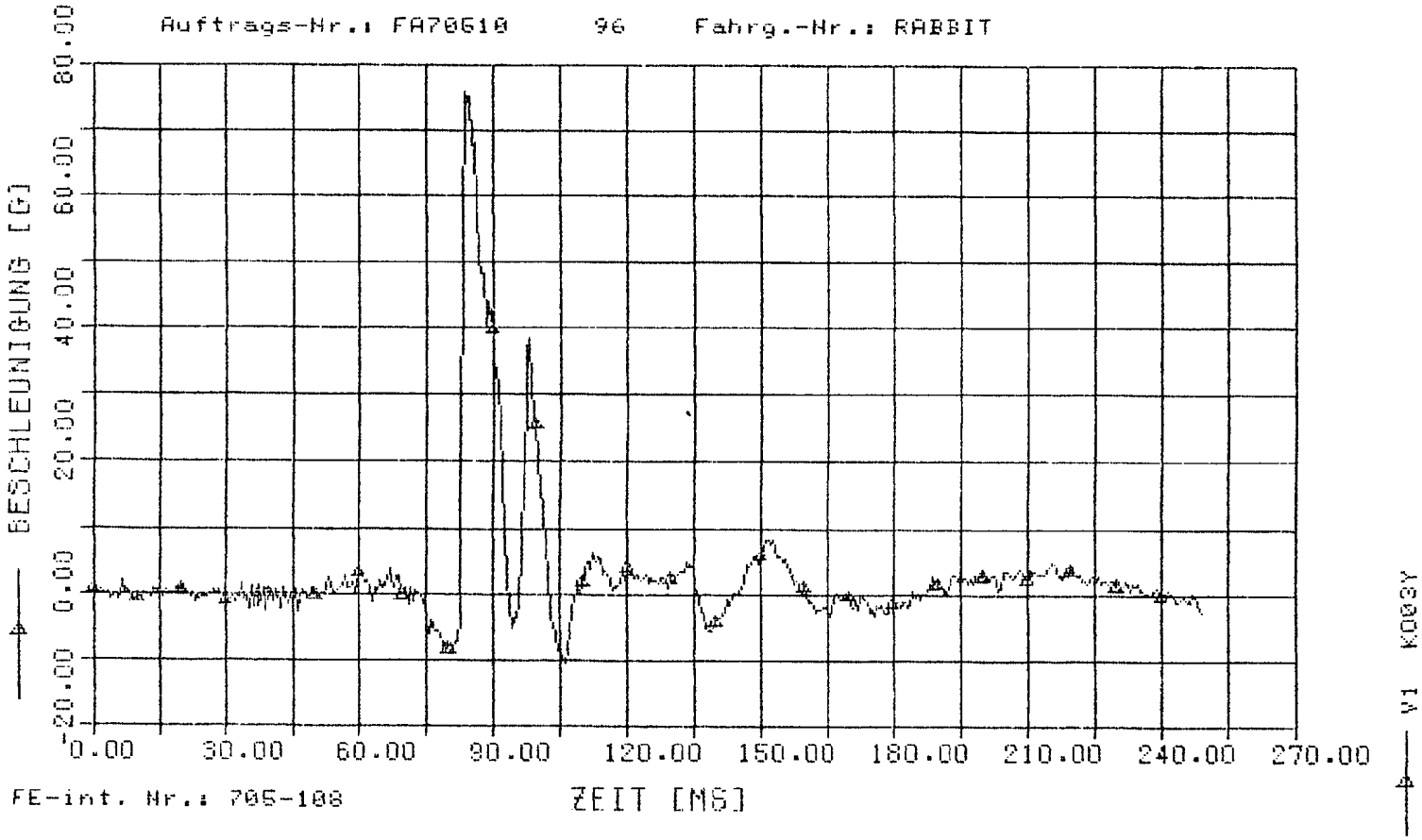
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	/MS
K003X	V1	BE q	-49.507	85.00	5.72



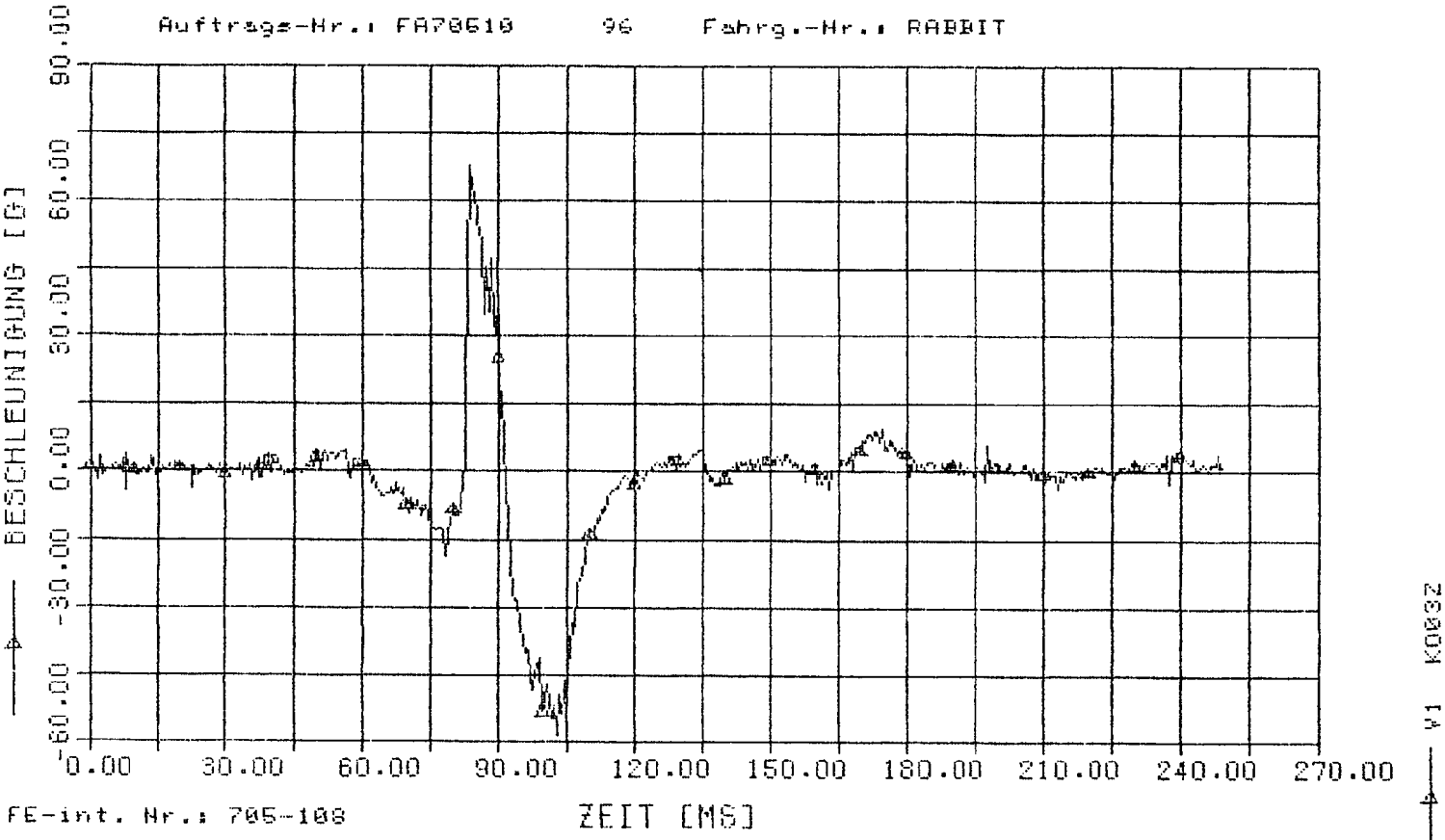
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	ms
K003Y	V1	BE	g	92.073	34.80	58.20



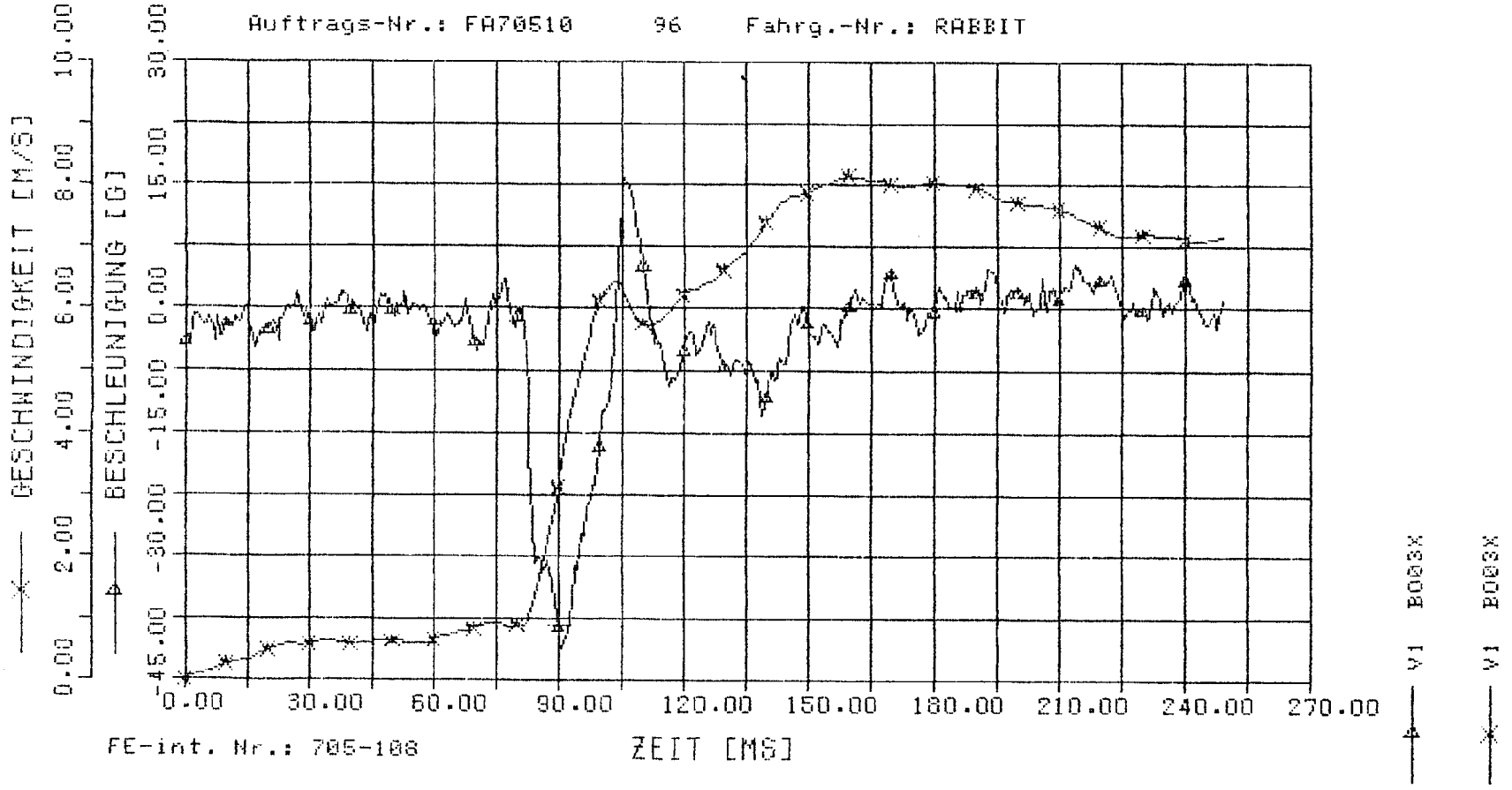
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	MS
K003Z	V1	BE	g	70.198	84.70	45.97



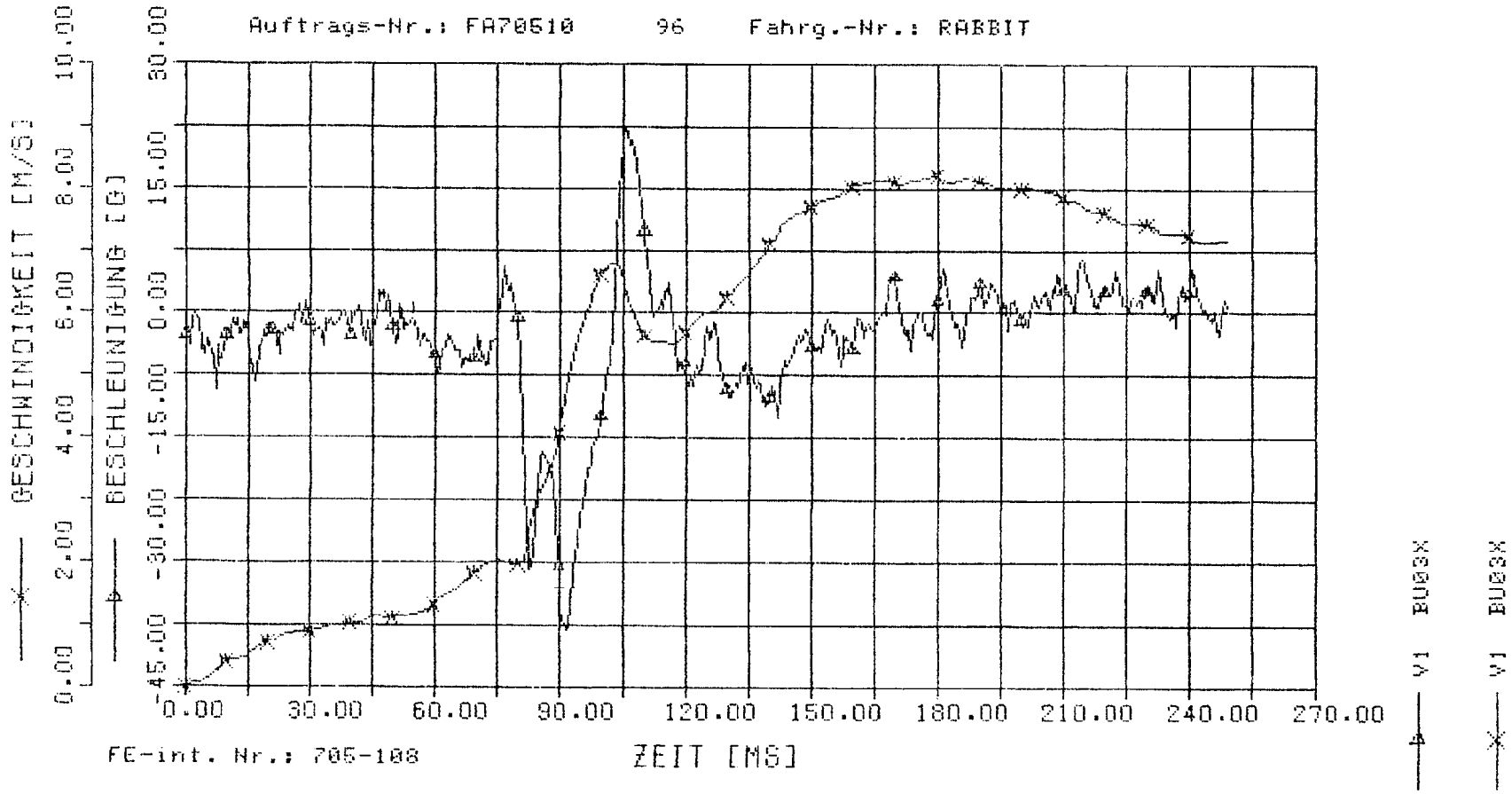
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
B003X	V1	BE g	-41.306	21.00	0.00
B003X	V1	GE m/s	8.120	160.00	0.00



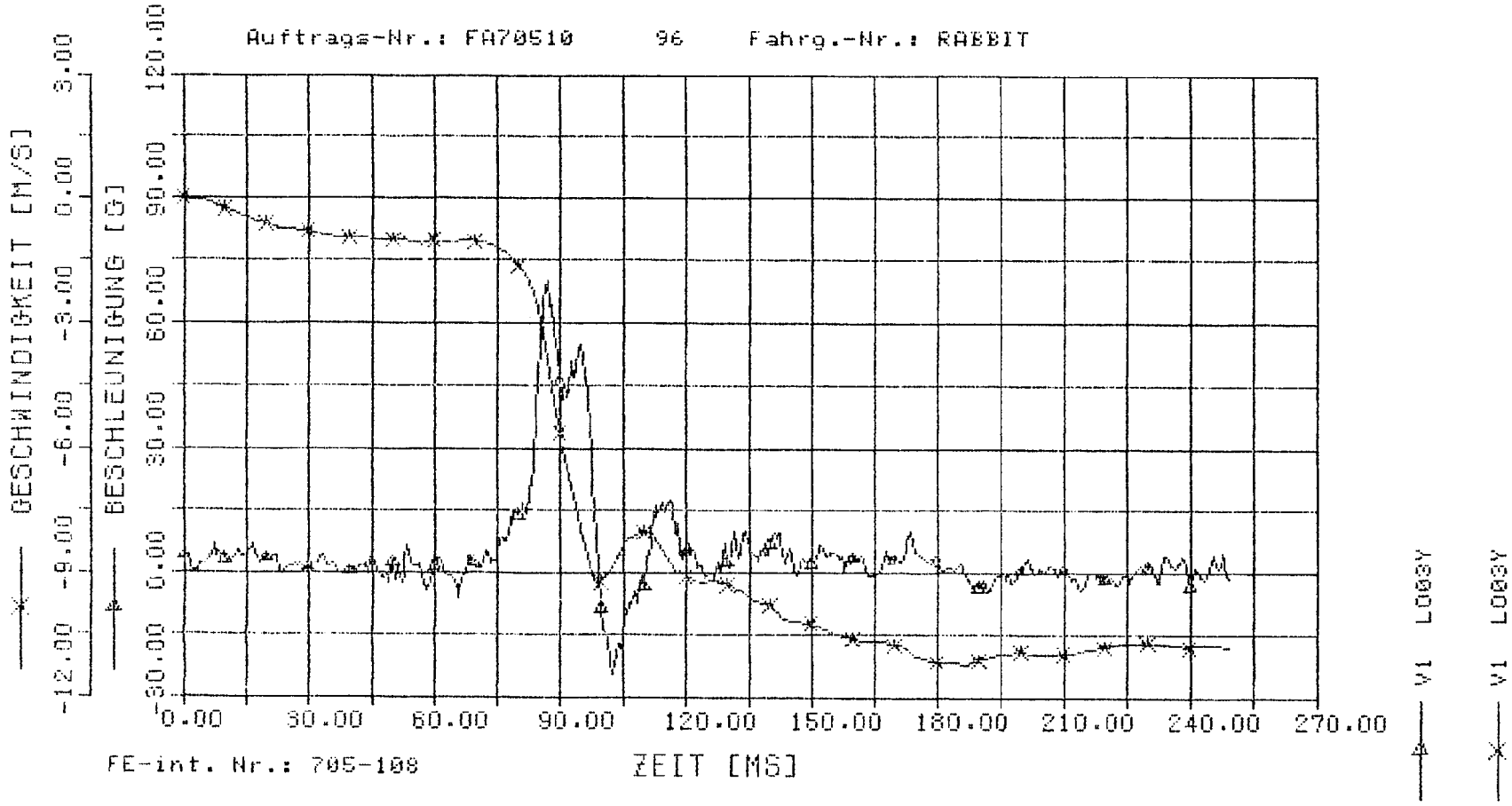
-- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
BU03X	V1	BE g	-38.210	92.00	0.00
BU03X	V1	GE m/s	8.208	179.00	0.00



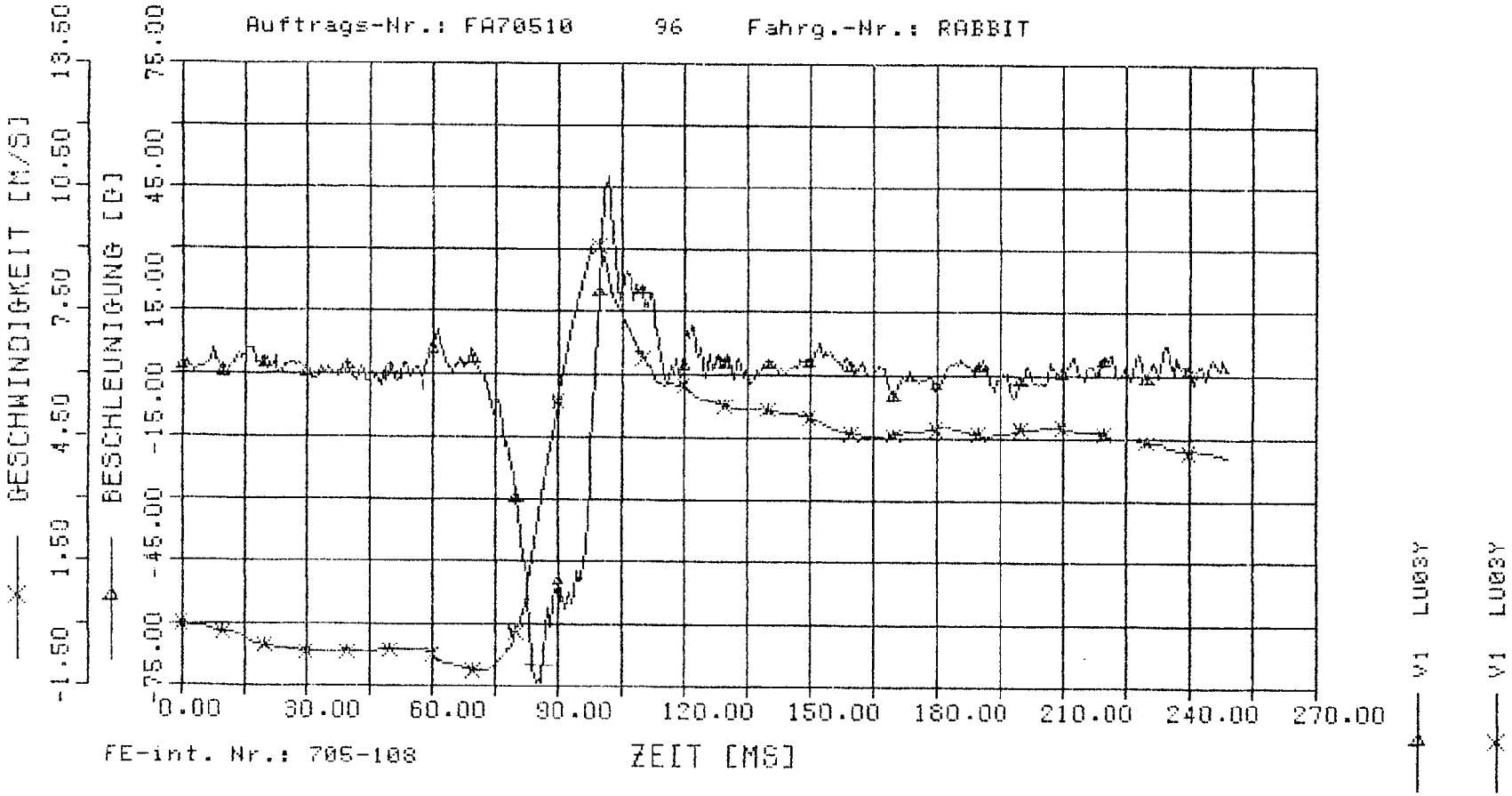
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
L003Y	V1	BE	g	70.216	87.00	0.00
L003Y	V1	GE	m/s	-11.250	106.00	0.00



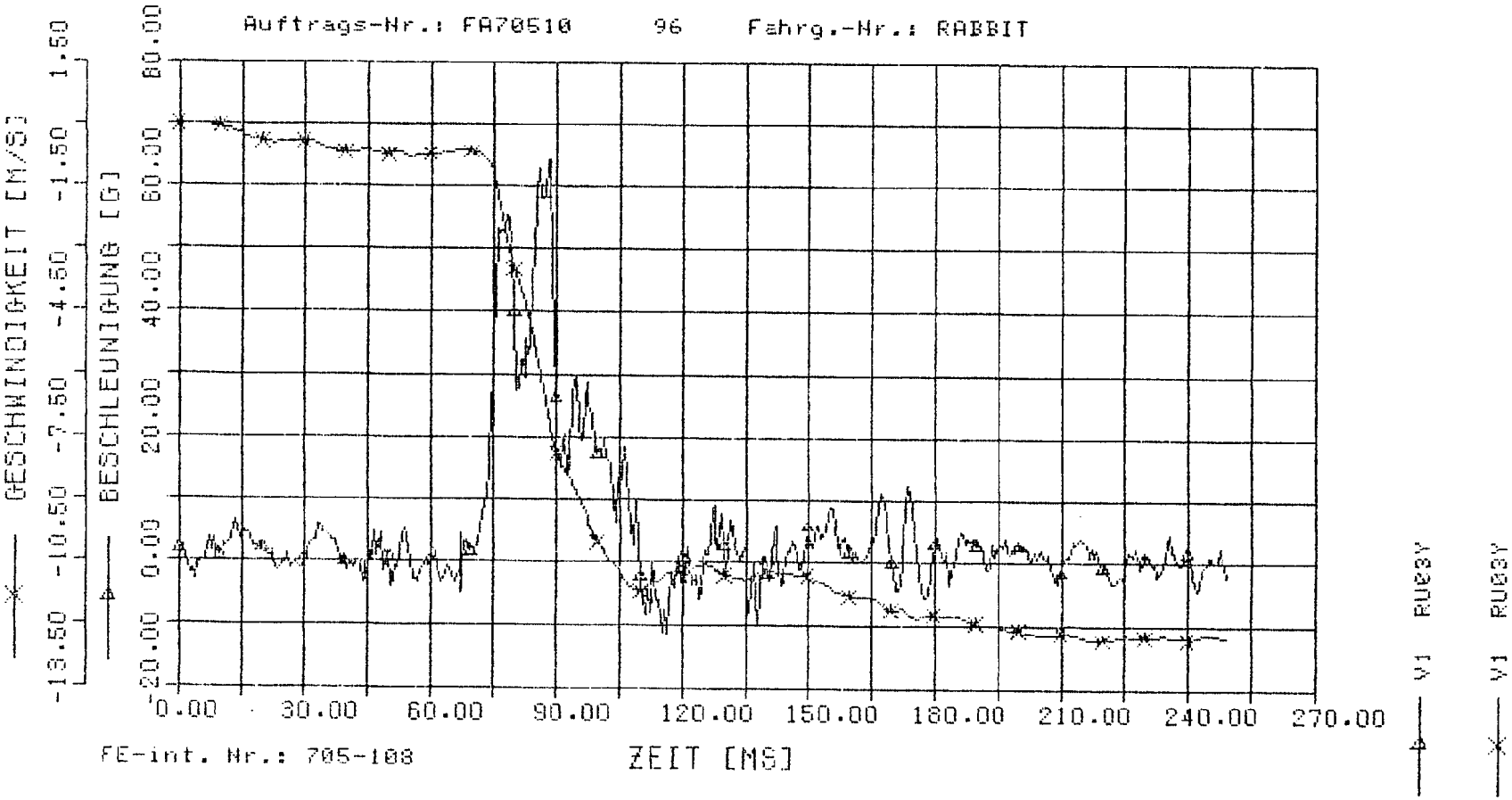
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
LU03Y	V1	BE g	-74.170	36.00	0.00
LU03Y	V1	GE m/s	9.120	99.00	0.00



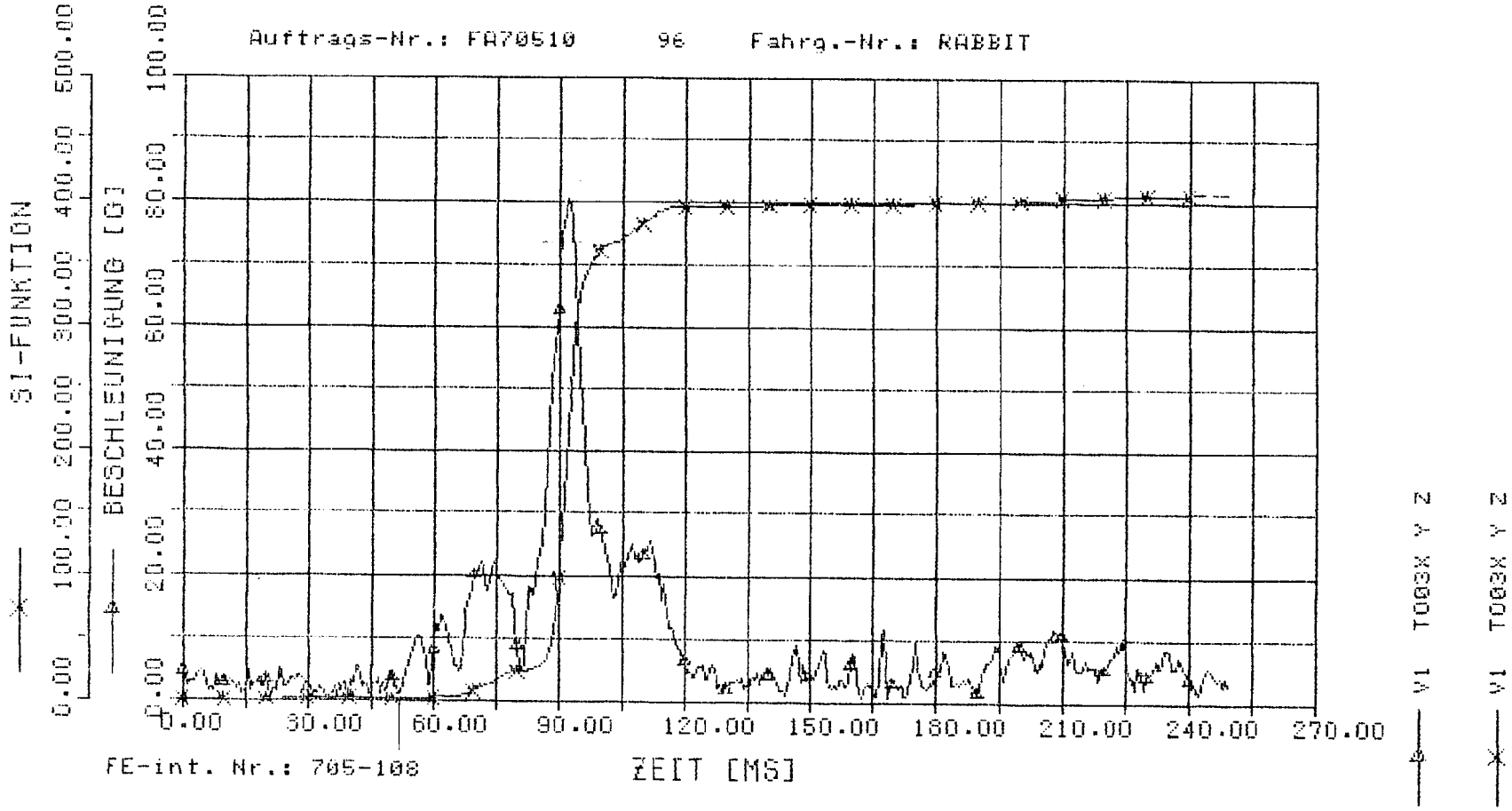
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
RU03Y	V1	BE g	64.323	38.50	0.00
RU03Y	V1	GE m/s	-12.367	219.50	0.00



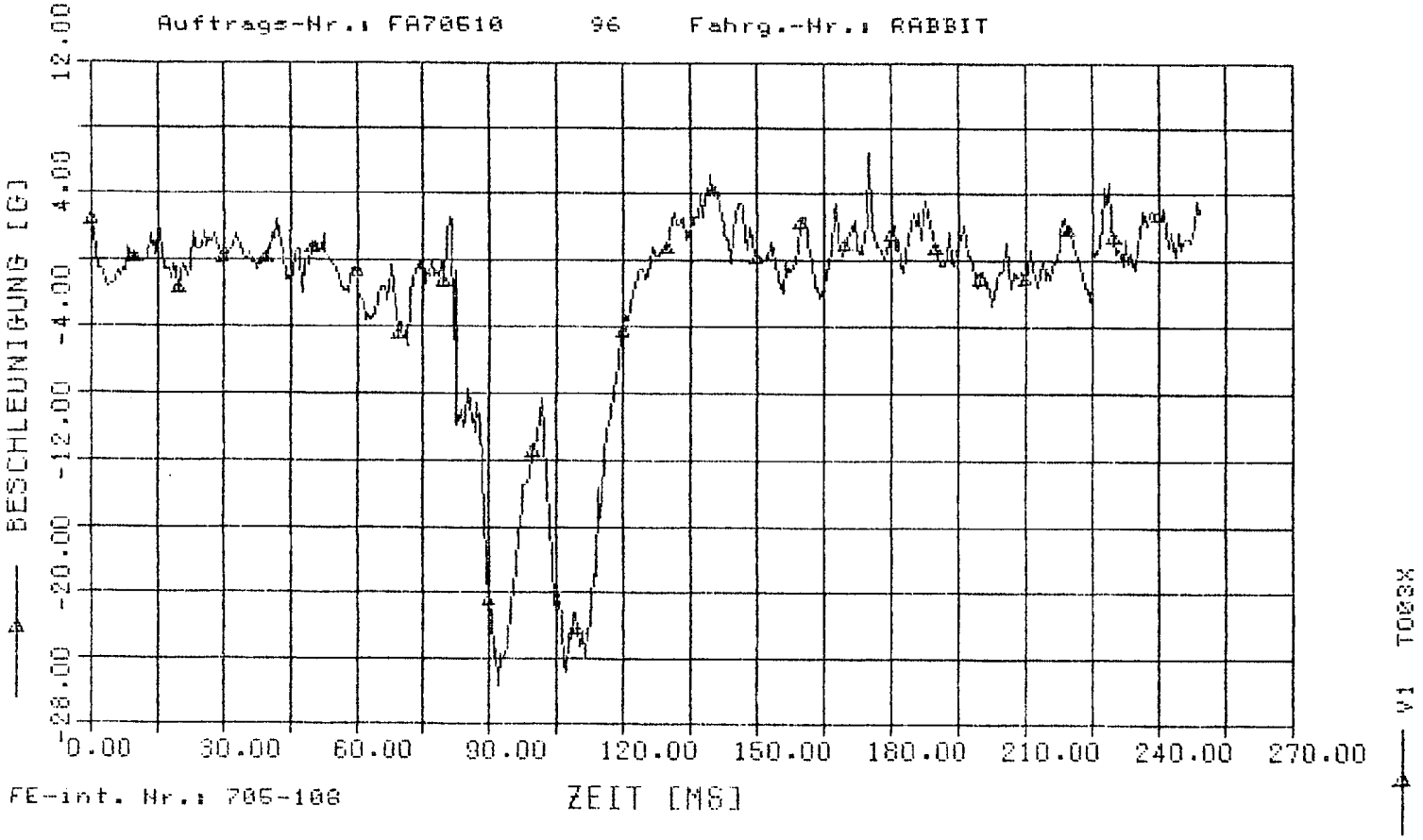
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	ZMS
T003	V1	BE	g	30.203	92.50	0.00
T003	V1	SI		405.956	250.00	0.00



- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

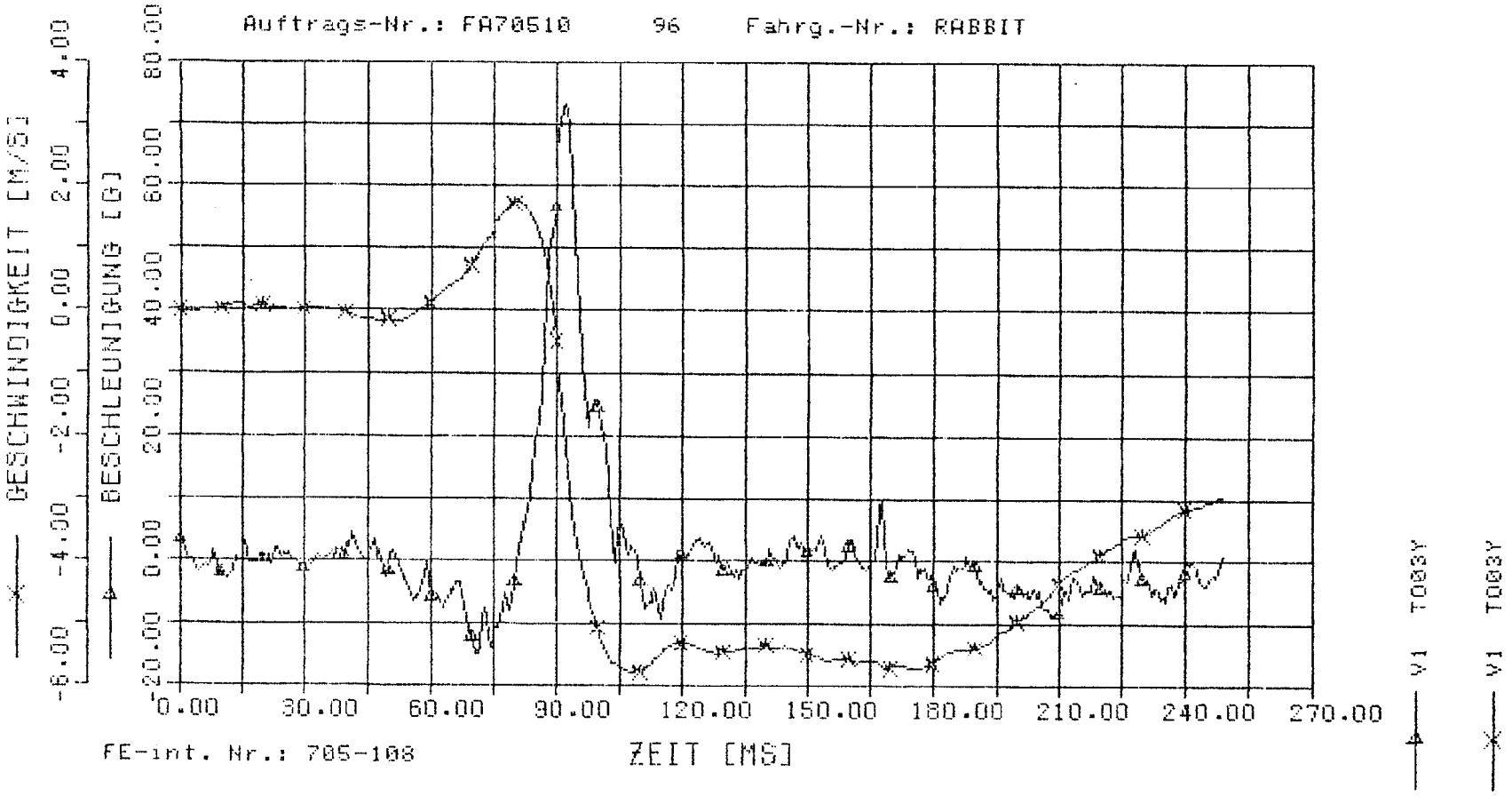
Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
T003X	V1	BE	g	-25.581	92.50	0.00



FE-int. Nr.: 705-108

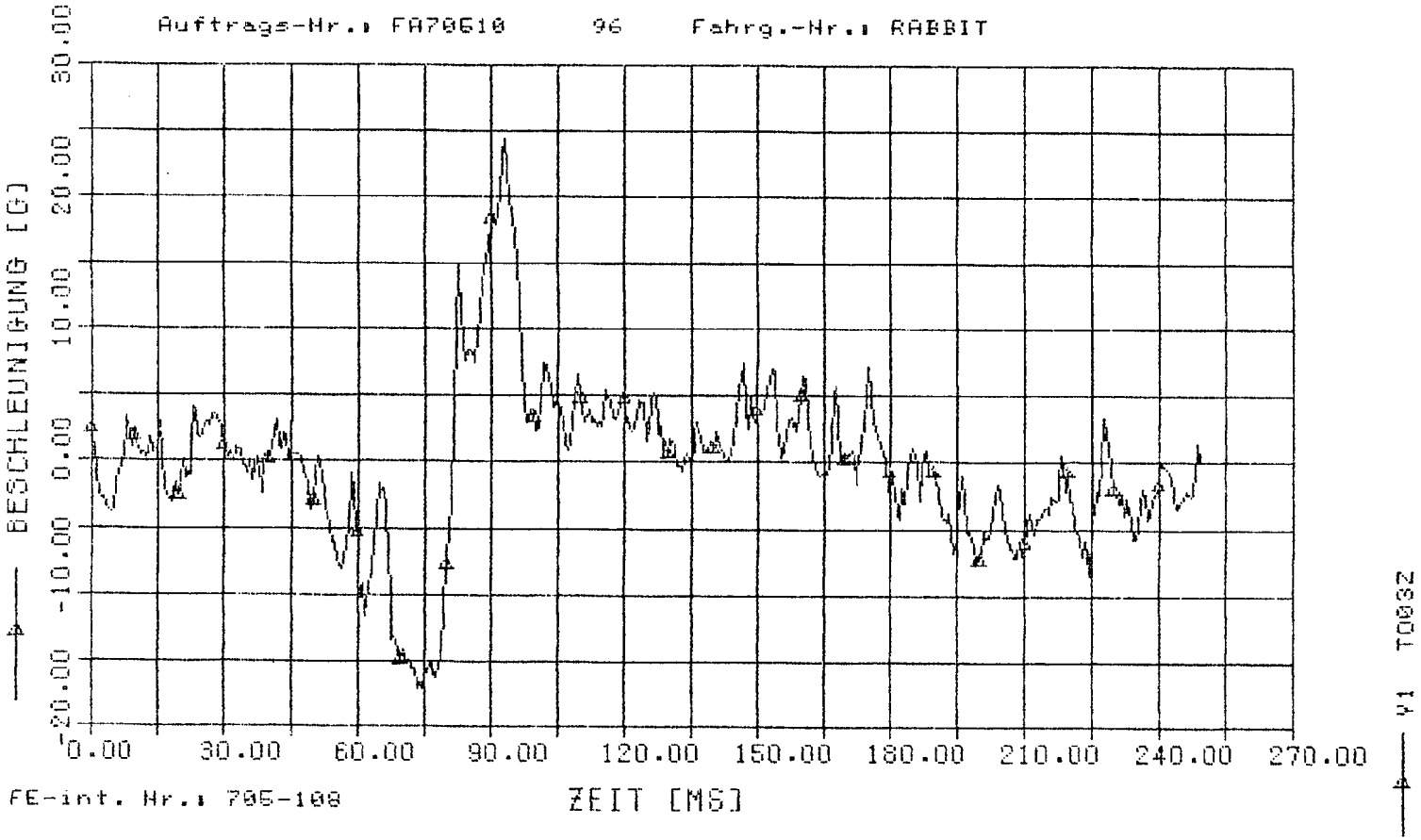
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
T003Y	V1	BE g	73.254	92.50	0.00
T003Y	V1	GE m/s	-5.015	109.50	0.00



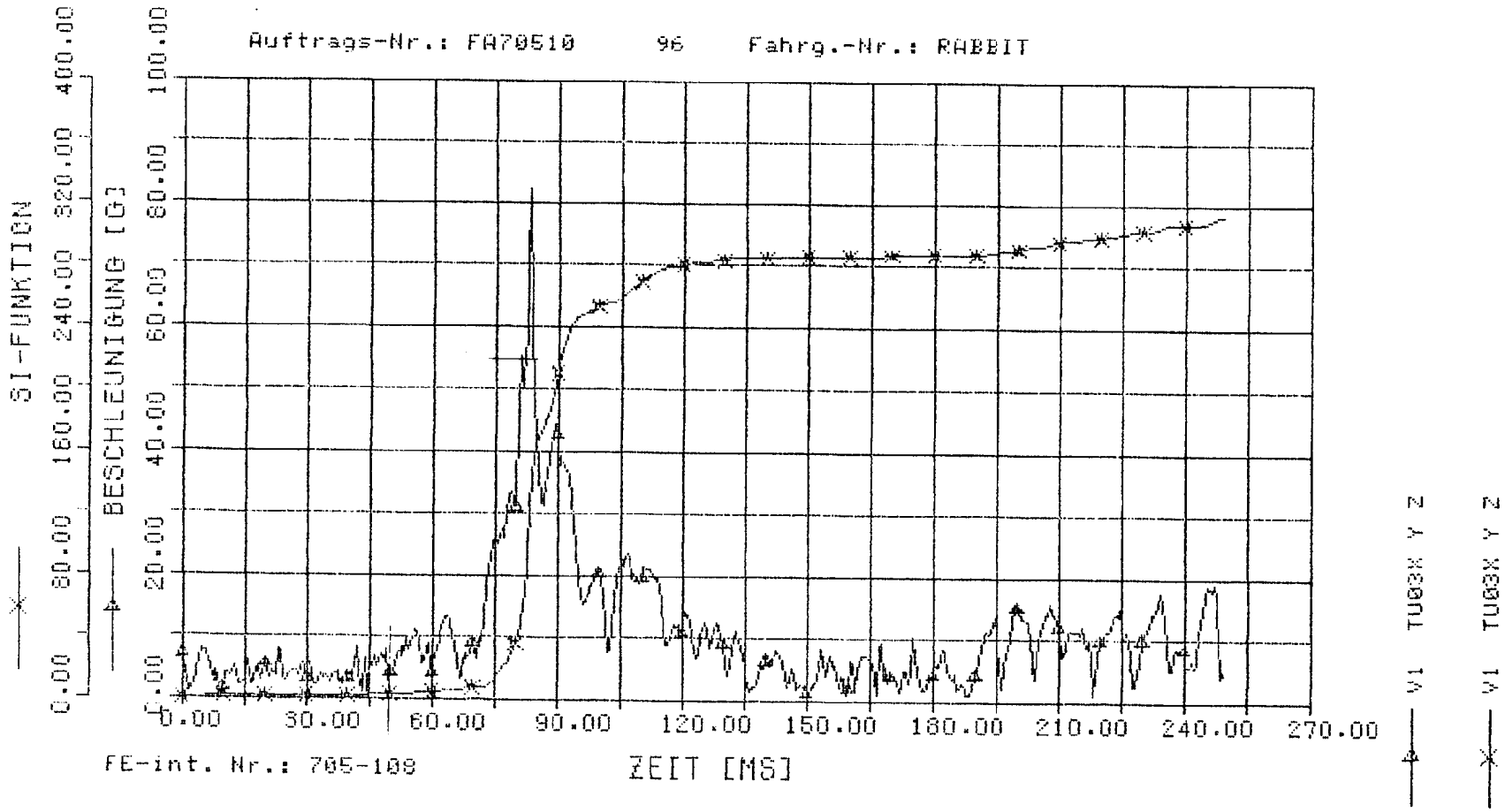
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
T003Z	V1	BE	g	24.365	93.50	0.00



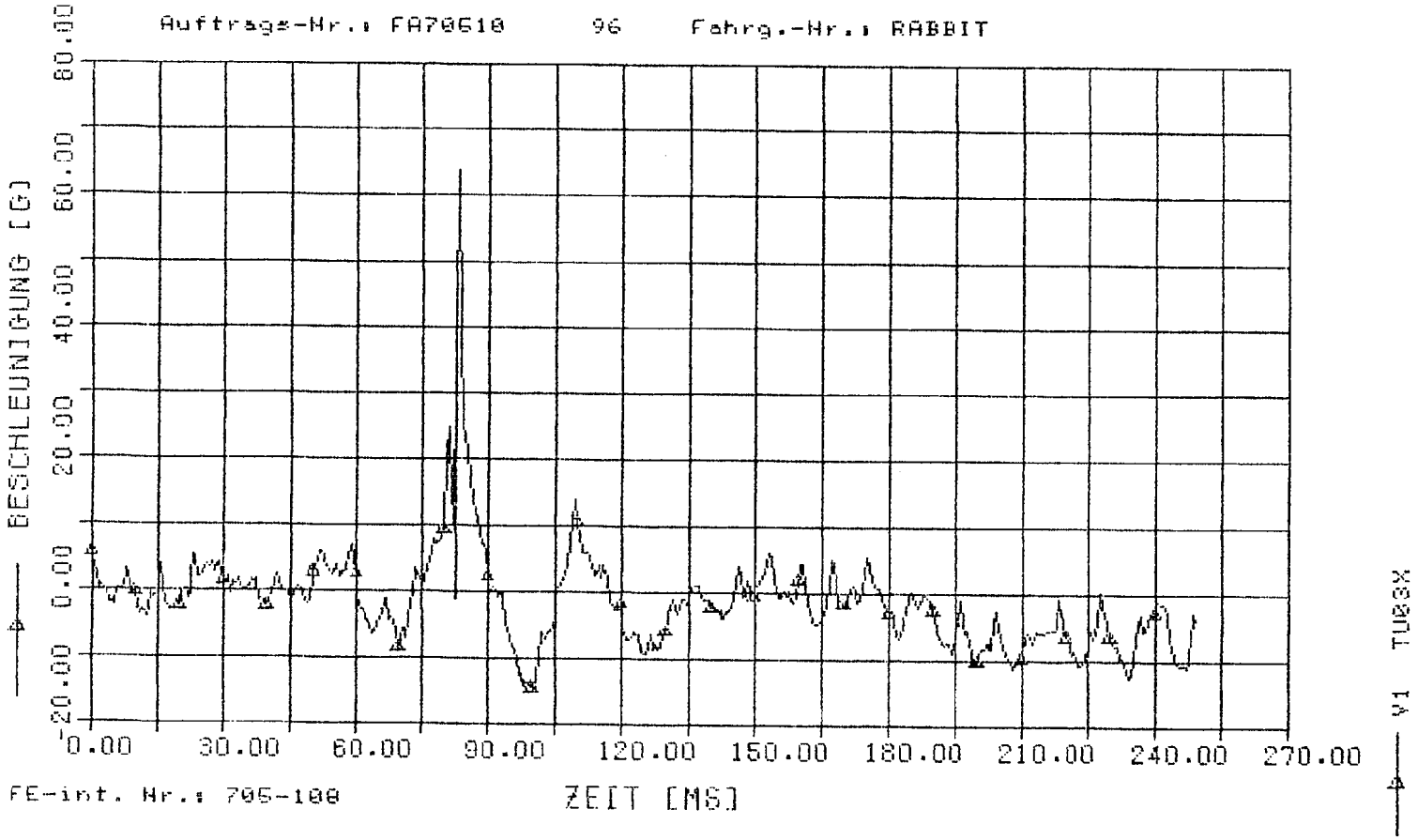
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
TU03	V1	DE g	81.913	83.50	0.00
TU03	V1	SI	312.865	250.00	0.00



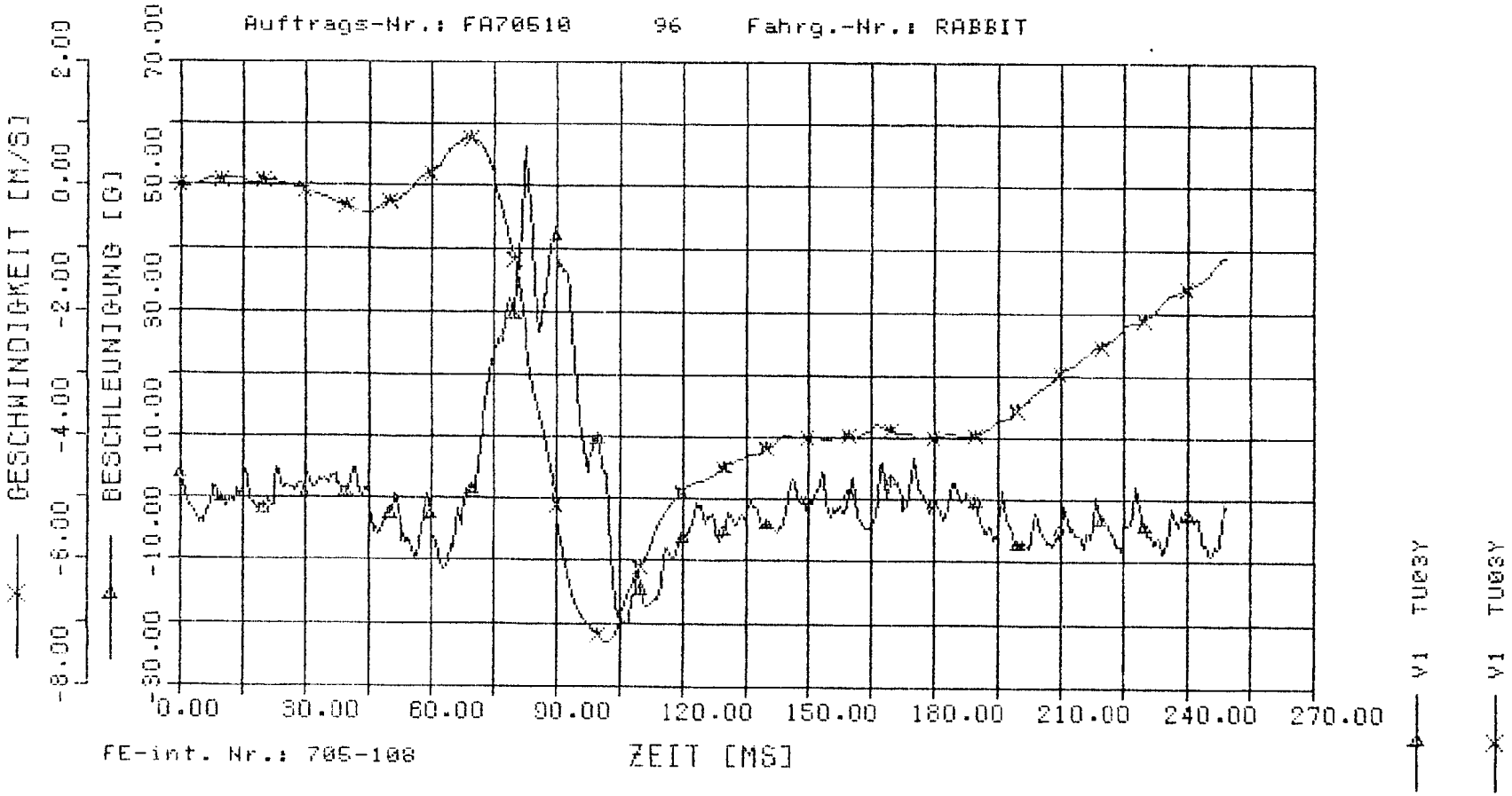
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
TU03X	V1	DE	g	63.775	33.50	0.00



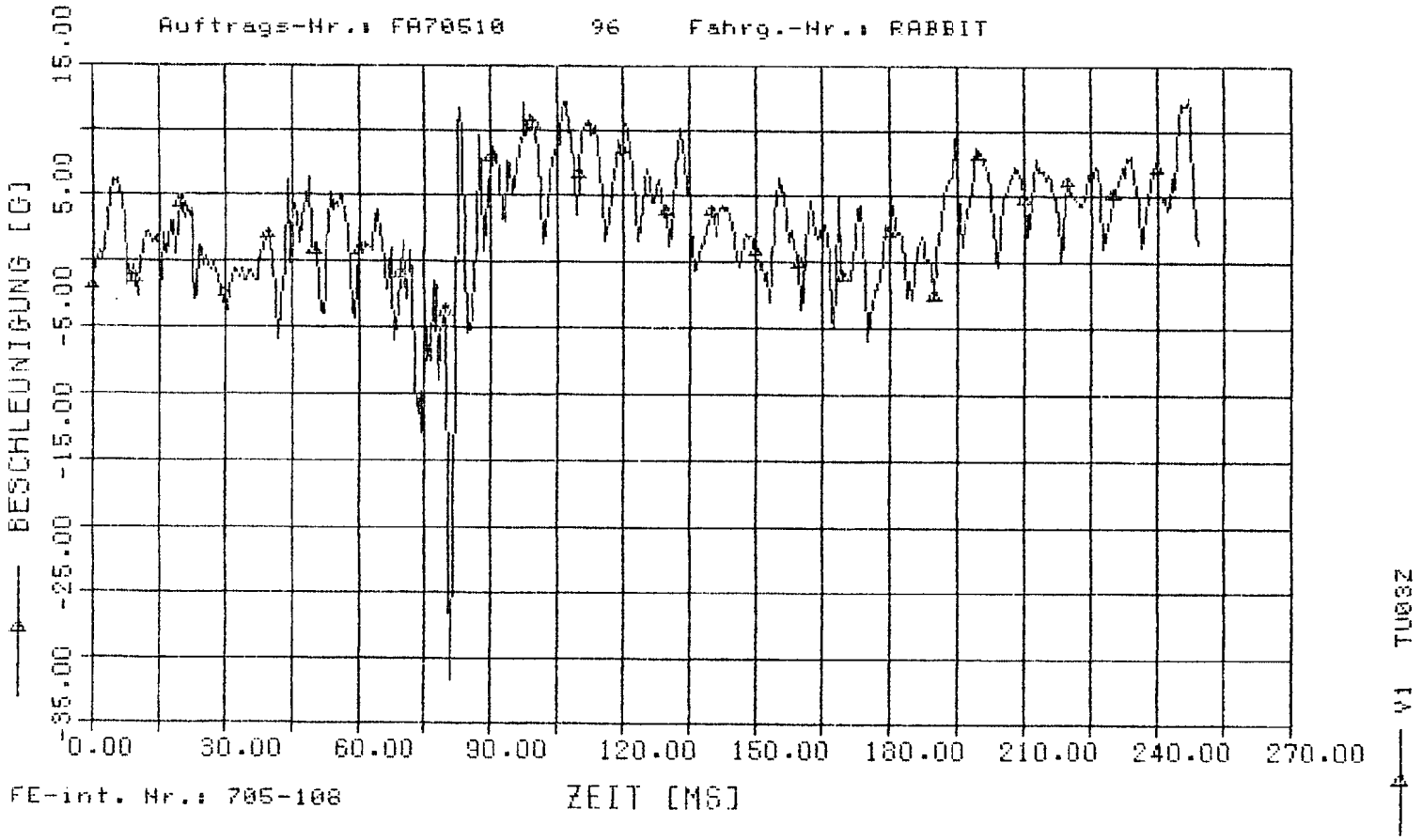
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
TU03Y	V1	BE g	56.404	82.50	0.00
TU03Y	V1	GE m/s	-7.302	102.50	0.00



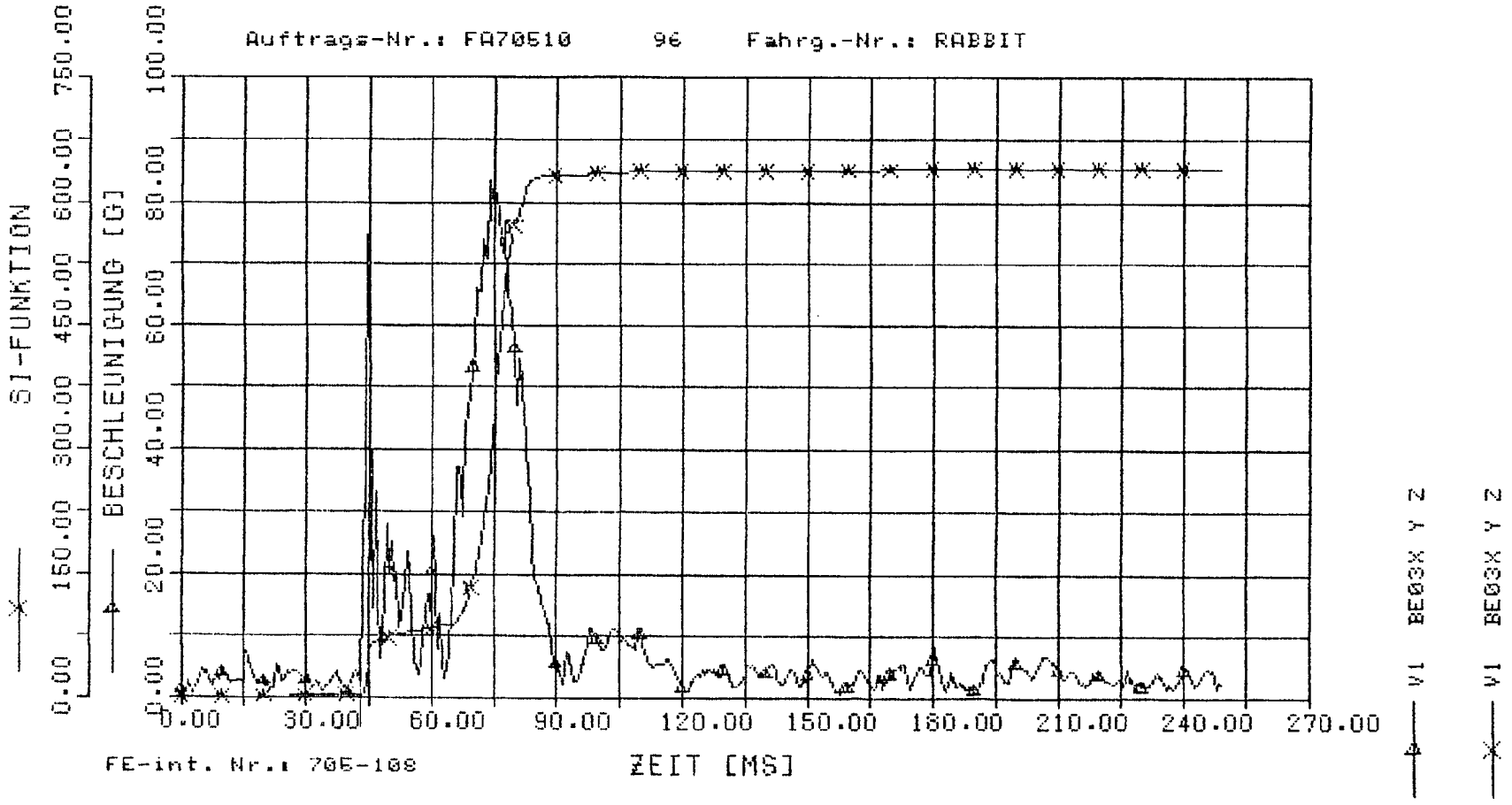
Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
TU03Z	V1	BE g	-31.648	31.00	0.00



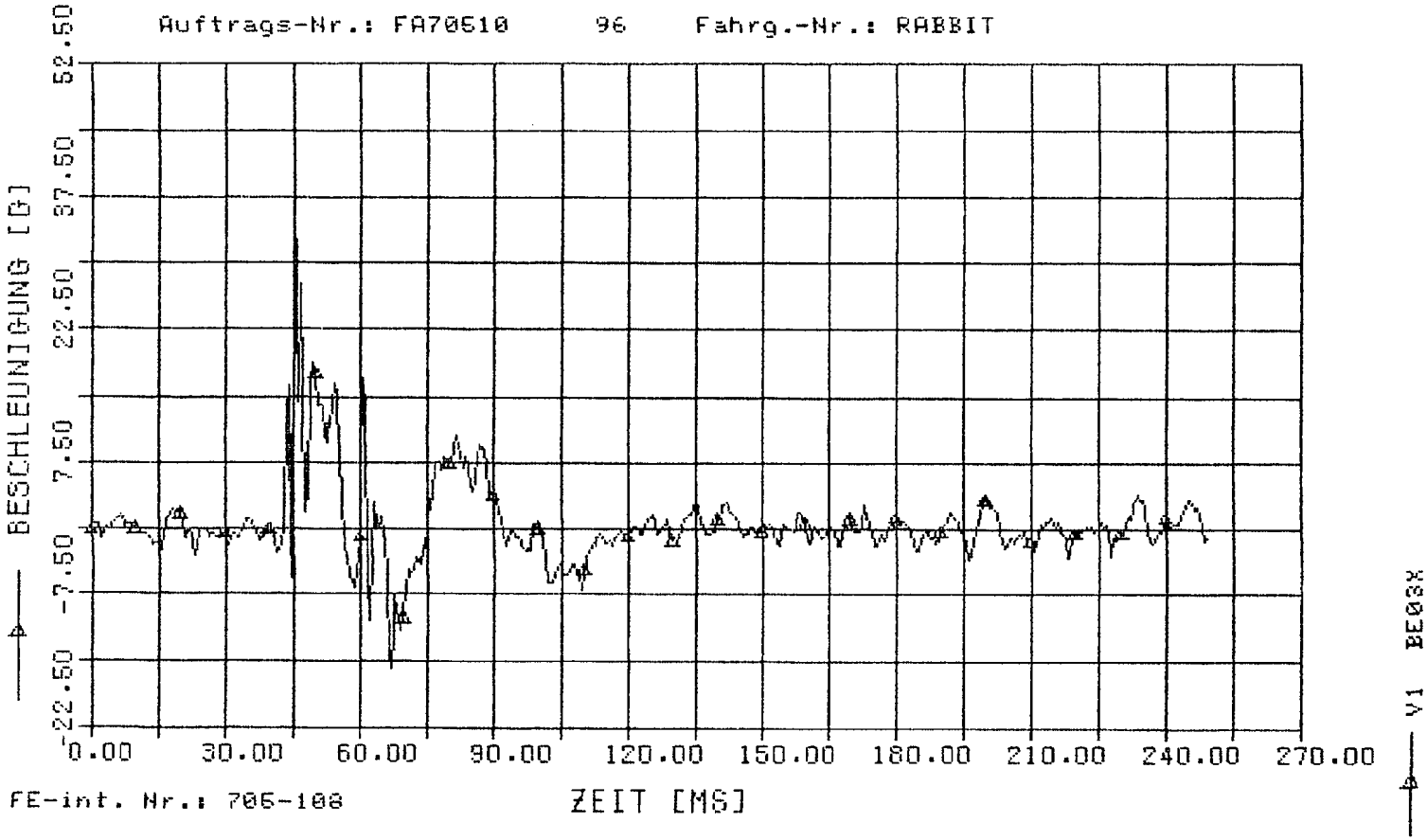
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
BE03	V1	BE	g	83.286	74.00	76.37
BF03	V1	SI		640.512	250.00	0.00



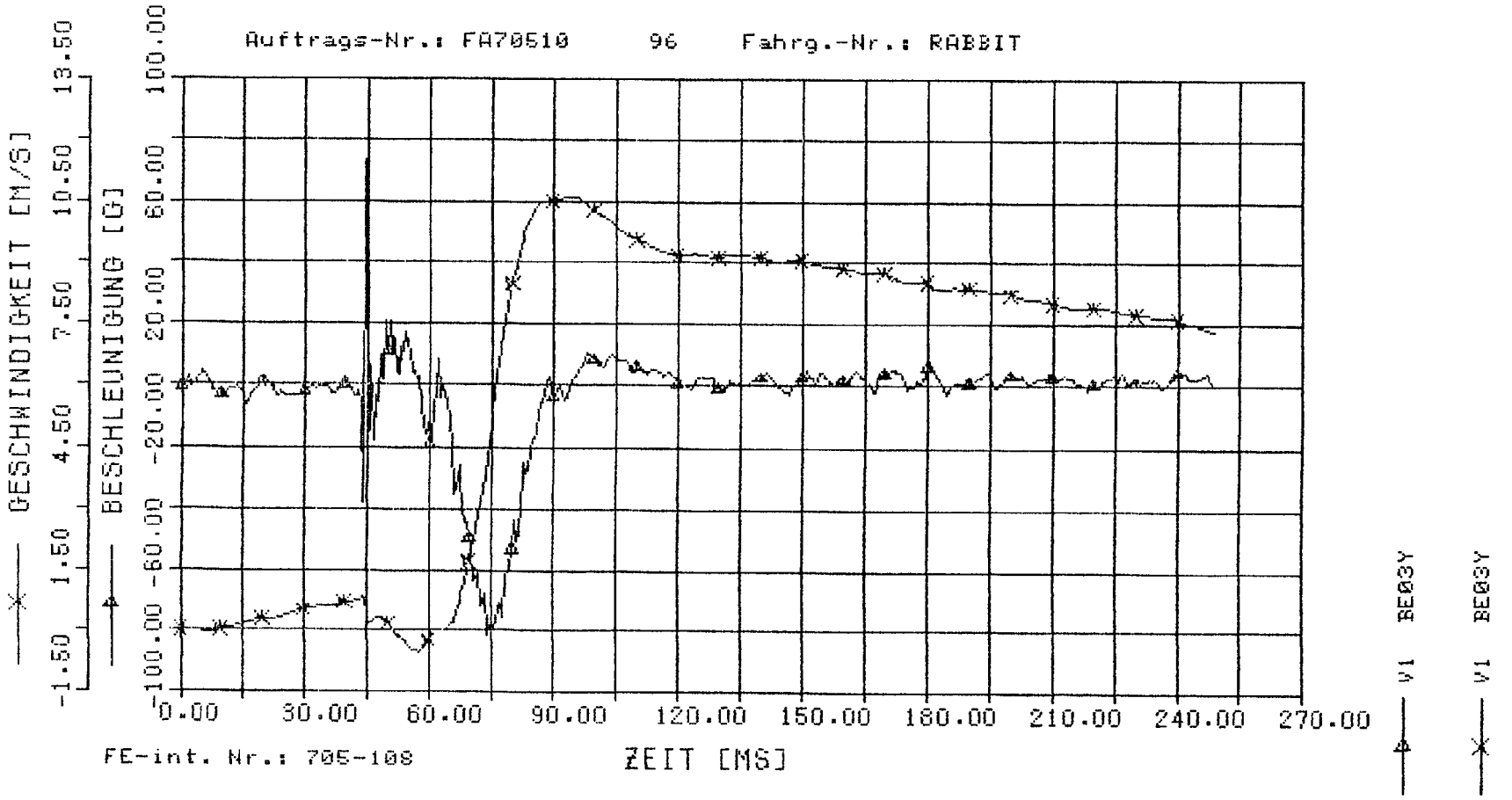
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
BE03X	V1	BE	g	41.005	45.50	17.03



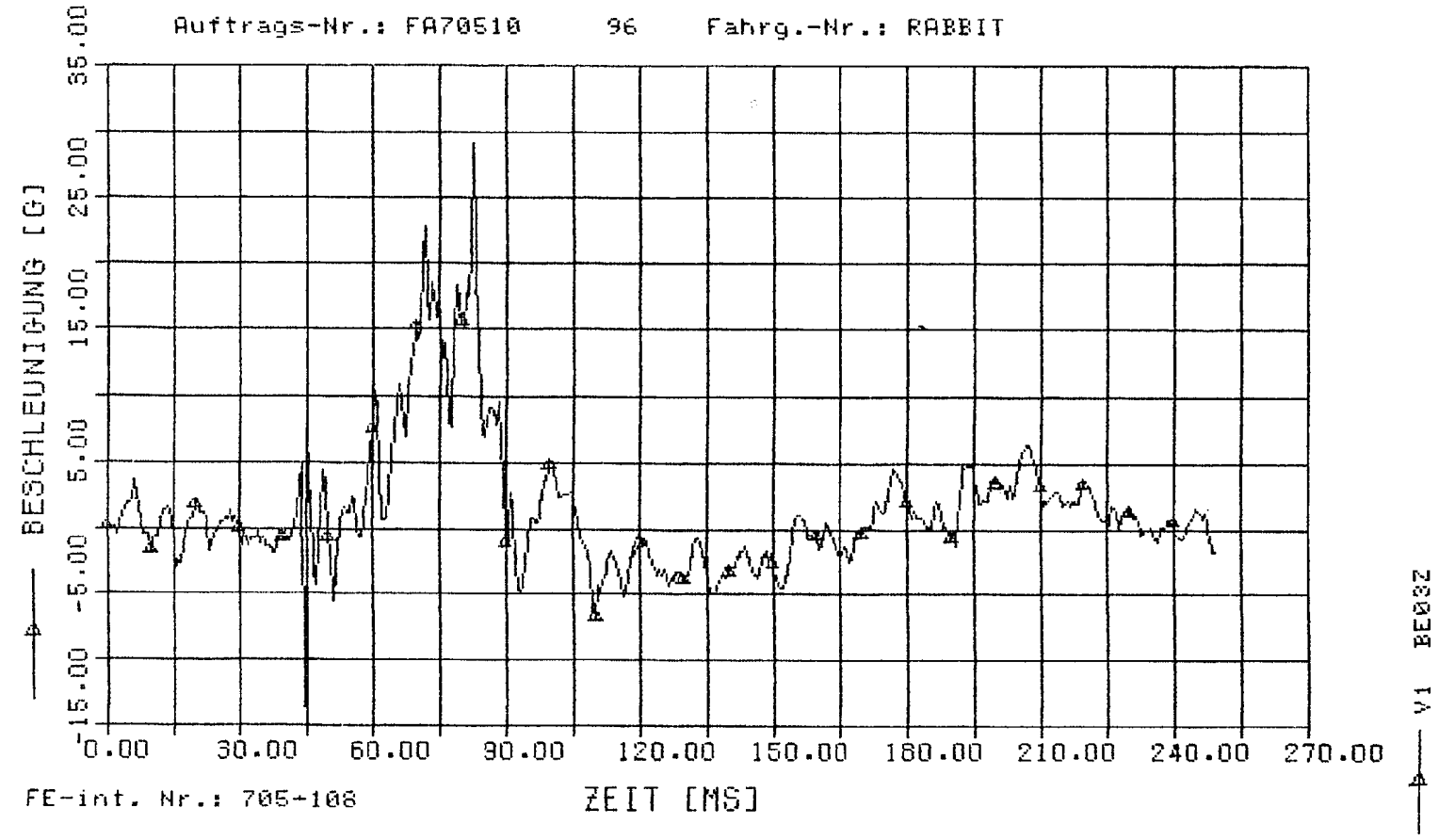
- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

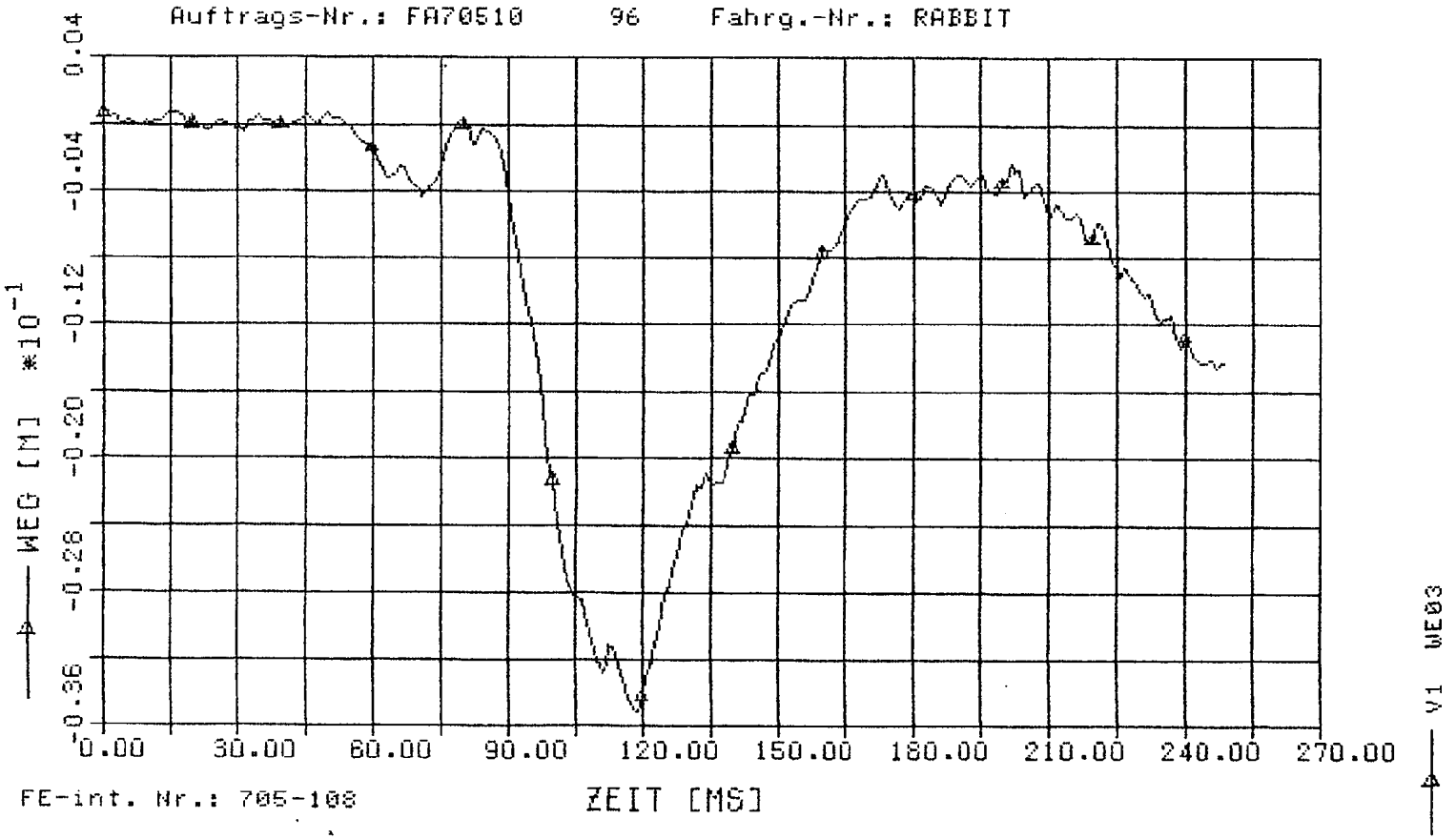
Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	3MS
BE03Y	V1	BE g	-81.444	74.00	14.79
BE03Y	V1	GE m/s	10.605	94.00	0.00



- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse		Extremum	t Extr.	3MS
BE03Z	V1	BE	g	29.034	82.50	18.55




Auftrags-Nr.: FA70510 96 Fahrg.-Nr.: RABBIT
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WEG [M] *10-1
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180.00
210.00
240.00
270.00
ZEIT [MS]
FE-int. Nr.: 705-108
V1 WE03

- Kenn-Werte: Auftrags-Nr.: FA70510 Versuchs-Nr.: 96

Mess-Stelle	UP	ber. Groesse	Extremum	t Extr.	ΔMS
GU03BA	V1	KR kN	-.165	11.00	0.00