DOT Ø 6064

Dynamic Science Report No. 3154-83-058/2116

AIR BAG FLEET RETROFIT PROGRAM
CRASH TESTS

TEST NO. 3154-5
1981 DODGE DIPLOMAT
4-DOOR SEDAN

Prepared by:

DYNAMIC SCIENCE, INC.
An Exodyne Company
1850 West Pinnacle Peak Road
Phoenix, Arizona 85027

DECEMBER 1983

TEST REPORT

Prepared for:

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

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Prepared by Matthew J. Reaves

Approved by Rod Garn

Date 3 Jan. 1984

Report Accepted by:

_____

Contract Technical Manager
Office of Vehicle Safety Compliance

_____

Date

TECHNICAL REPORT STANDARD TITLE PAGE

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16. Abstract

The objective of this program is to obtain performance data on a driver air bag restraint system retrofitted in police vehicles.

One calibrated 50th percentile Part 572 dummy was utilized to obtain occupant response data relative to FMVSS 208 requirements. Various vehicle mounted accelerometers were utilized to monitor vehicle response to the impact environment. Air bag crash sensor actuation, firing squib current, and diagnostic system power source were electronically monitored throughout the impact event.

The report contains results of all electronic data obtained during frontal barrier crash testing of a 1981 Dodge Dipolmat at Dynamic Science, Inc. on December 13, 1983. Impact speed was 29.37 mph.

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Frontal Barrier Testing, Air Cushion Restraint System	Copies are available from Technical Reference Division, National Highway Traffic Safety Administration, 400 7th Street, S.W., Washington, D.C. 20590

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Unclassified	Unclassified	43	

Form DOT F 1700.7 (8-69)

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

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

Approximate Conversions from Metric Measures

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

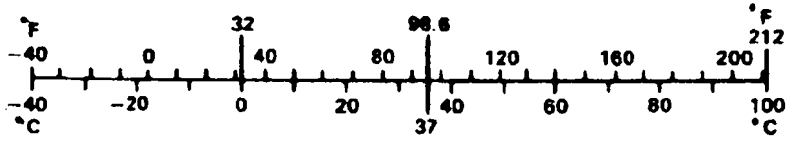


TABLE OF CONTENTS

1.0 PURPOSE AND TEST PROCEDURE

1.1 PURPOSE

A series of six tests is planned for inclusion in this program; the objective of each being to obtain performance data on a driver air bag restraint system retrofitted into selected police vehicles. Five of the planned tests will be 90° flat frontal barrier impacts, with the remaining test being a 12-inch diameter pole barrier impact.

1.2 TEST PROCEDURE

One complete air bag restraint system, including steering wheel, inflator, air bag, and auxiliary knee bolster will be retrofitted into each candidate vehicle. Installation will be accomplished in conjunction with, and under the direction of, the air bag system development contractor, Romeo Kojyo Company Ltd.

One 50th percentile Part 572 dummy will be utilized in each test to obtain occupant response data relative to FMVSS 208 requirements. Various vehicle mounted accelerometers will be utilized to monitor vehicle response to the impact environment. Air bag crash sensor actuation, firing squib current, and diagnostic system power source will be electronically monitored throughout the impact event.

Actual test procedures utilized will be in general accordance with NHTSA Laboratory Procedure TP-219-02 with modifications and substitutions as directed by the Statement of Work for Contract No. DTNH22-82-A-17148 and the designated NHTSA Contract Technical Monitor.

2.0 REPORT ORGANIZATION

This report contains results of all electronic data obtained during frontal barrier crash testing of a 1981 Dodge Diplomat 4-Door Sedan, at Dynamic Science, Inc. on December 13, 1983. Impact speed was 29.37 mph.

Summary results are presented in tabulated format in the following data sheets:

- General Test and Vehicle Parameter Data
- Part 572 Dummy In-Vehicle Position Recording Sheet
- Summary of Vehicle Accelerometer Data
- FMVSS 208 Dummy Data Summary
- Camera Locations

Calcomp plots of electronic data from the entire impact event are included in Appendix A. Selected pre- and post-test photographs are presented in Appendix B.

GENERAL TEST AND VEHICLE PARAMETER DATA

PRE-IMPACT DATA

Make/Model: Dodge Diplomat

Body Style: 4-Door Sedan (Police) Model Year 1981

NHTSA No. NA DSI No. 1405 Color: Light Blue

DATA FROM CERTIFICATION LABEL

Vehicle Manufacturer: Chrysler Corporation

Date of Manufacture: 2/81 ; VIN: 1B3BM46N6BG148561

GVWR: 5205 lb; GAWR: Front = 2605 lb; Rear = 2650 lb

DATA FROM "RECOMMENDED TIRE PRESSURE" LABEL

Vehicle Capacity: FRONT REAR RECOMMENDED LOAD RANGE:

Tire Pressure: Max 35 psi 35 psi TIRE SIZE: Standard

P215/70R14

Designated Seating: 3 Front 3 Rear 6 Total

Cargo load = 200 lb Is Spare Tire: Space Saver? No

TOTAL =1100 lb Standard Equipment? Yes

Engine: 318 C.U. IN. O.H.V-8

Transmission: 3-Speed Automatic Rear Wheel Drive

Date Vehicle Received by Laboratory: 12/1/83 ; Odometer 87541

Dealer Name & Address: Furnished by Romeo Kojyo Company Ltd

WEIGHT (LB) OF TEST VEHICLE AS RECEIVED (WITH MAX. FLUIDS) = UDW

Right Front 1057 lb Right Rear = 852 lb

Left Front = 1141 lb Left Rear = 825 lb

TOTAL FRONT WEIGHT = 2198 lb (57 % of Total Vehicle Weight)

TOTAL REAR WEIGHT = 1677 lb (43 % of Total Vehicle Weight)

TOTAL DELV. WEIGHT = 3875 lb

TARGET WEIGHT = UDW + Cargo Load + 164 lb Dummy = 4239 lb

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

Right Front = 1076 lb Right Rear = 990 lb

Left Front = 1163 lb Left Rear = 997 lb

TOTAL FRONT WEIGHT = 2239 lb (53 % of Total Vehicle Weight)

TOTAL REAR WEIGHT = 1987 lb (47 % of Total Vehicle Weight)

TOTAL TEST WEIGHT = 4226 lb

Weight of ballast secured in vehicle trunk area = 0 lb

VEHICLE ATTITUDE: (inches)

Delivered Attitude: RF 31.0 LF 31.0 RR 31.0 LR 31.0

Test Attitude: RF 31.2 LF 31.1 RR 29.4 LR 29.2

REMARKS:

GENERAL TEST AND VEHICLE PARAMETER DATA (CONT)

POST-IMPACT DATA

Type of Test: Frontal (0°) Impact

Date of Test: 12/14/83 Time: 1301 Temperature 65 °F

Required Impact Velocity Range: 28.5 to 30.5 mph

Impact Velocity: Primary = 29.37 mph Secondary = N/A mph

Distance from the vehicle's front bumper to barrier face entering the vehicle velocity measurement device is 5.0 feet and distance exiting the vehicle velocity measurement device is 1.0 foot.

VEHICLE REBOUND AND CRUSH (in.)

		R	℄	L
Vehicle Length:	Pre-test =	201.8	204.6	201.7
	Post-test =	183.5	183.3	182.9
	Crush =	18.3	21.3	18.8
Distance from front of test vehicle to point of impact:		17.2	16.5	17.5

VISIBLE DUMMY CONTACT POINTS

	Driver	Passenger
Head	Air bag	
Chest	Air bag	
Abdomen	Lower steering wheel rim	
Left Knee	Knee bolster	
Right Knee	Knee bolster	

DOOR OPENING	Front		Rear	
	Left	Right	Left	Right
	Difficult	Difficult	Difficult	Difficult

SEAT MOVEMENT

Seat Back Failure	None	None		
Seat Shift (in.)	None	None		

GLAZING DAMAGE

Backlight/Windshield: Windshield cracked on driver side from concentrated stresses in lower section.

OTHER NOTABLE IMPACT EFFECTS: The dashboard, near the steering column, had severe deformation. Rear passenger seat was dislodged forward from its original position

PART 572 DUMMY IN-VEHICLE POSITION RECORDING SHEET

PRE-IMPACT DATA

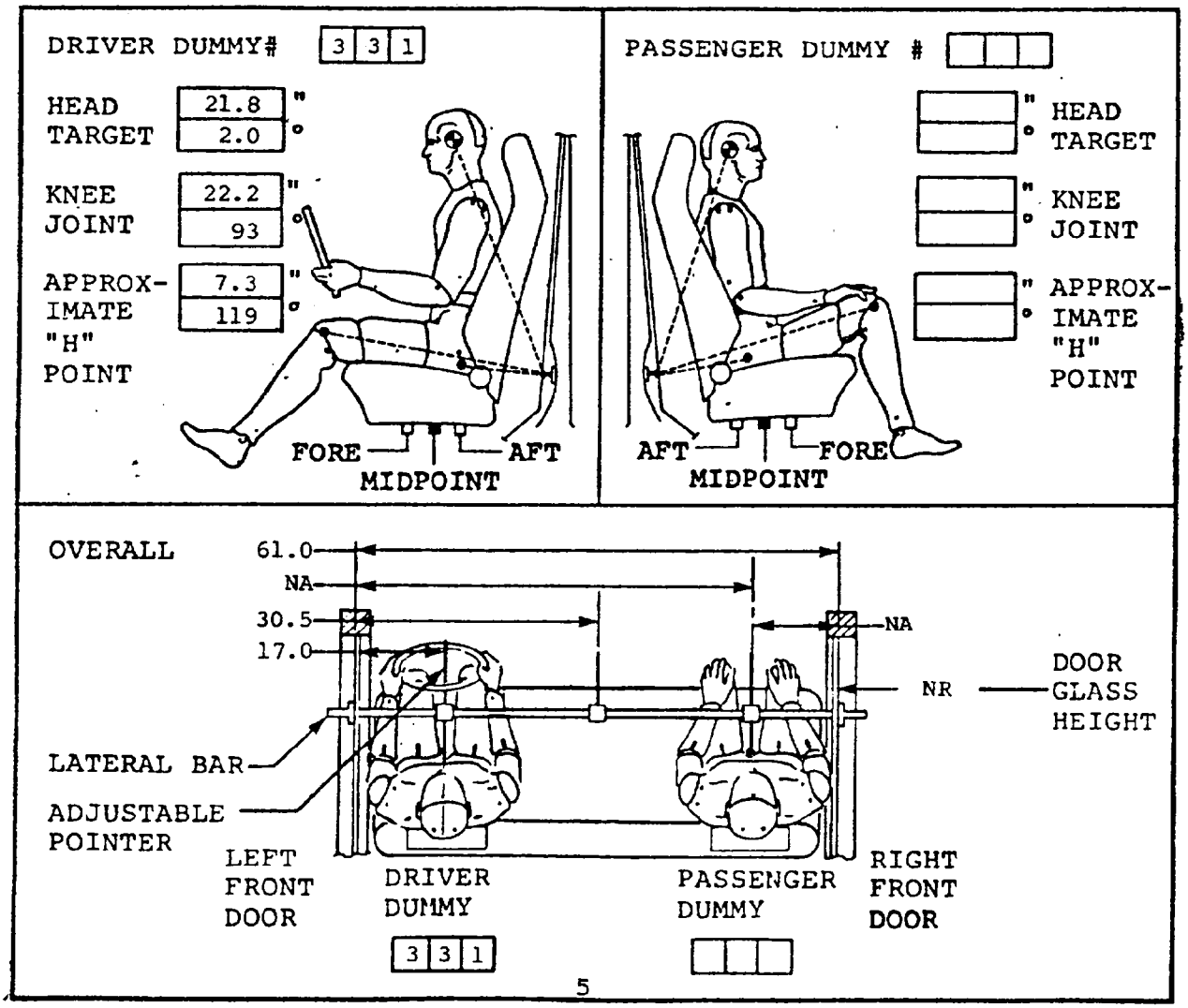
Make/Model: Dodge Diplomat
Body Style: 4-Door Sedan (Police) Model Year: 1981
NHTSA No. NA DSI No. 1405 Color: Light Blue

DATA FROM CERTIFICATION LABEL

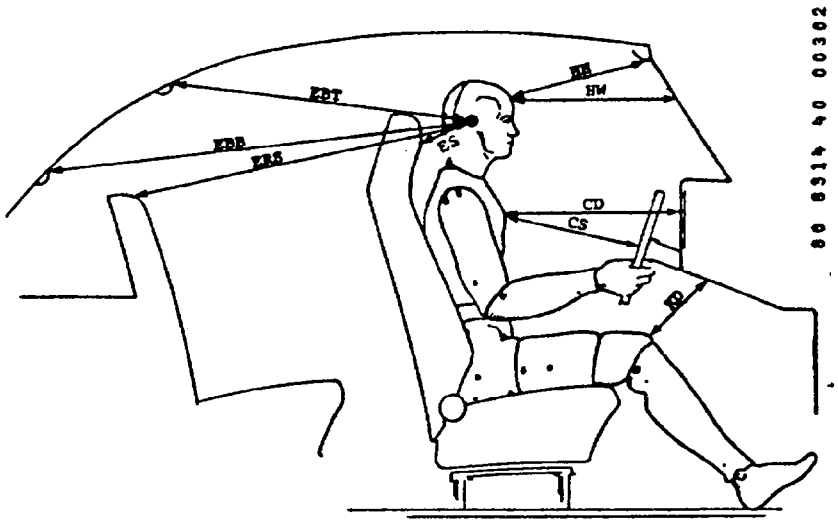
Vehicle Manufacturer: Chrysler Corporation
Date of Manufacture: 2/81 ; VIN: 1B3BM46N6BG148561
GVWR: 5205 lb; GAWR: Front = 2605 lb; Rear = 2650 lb

POST-IMPACT DATA

Type of Test: Frontal (0°) Impact
Date of Test: 12/14/83 Time: 1301 Temperature 65 °F
Required Impact Velocity Range: 28.5 to 30.5 mph
Impact Velocity: Primary = 29.37 mph Secondary = NR mph
Seat Type: Bucket Adjuster Type: Electric
Bucket Seat Type Back: Low back with head rest extended
Technicians: M. Reaves, R. Garn



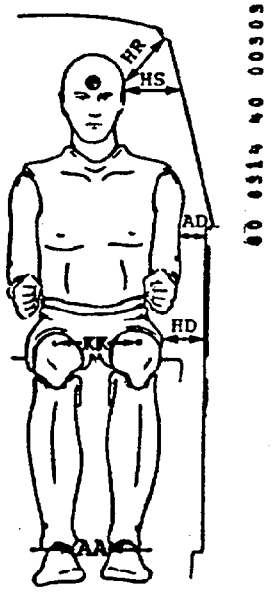
PART 572 DUMMY IN-VEHICLE POSITION RECORDING SHEET



80 8514 40 00302

	Driver	Passenger
HH	14.8	
HW	20.6	
CD	20.9	
CS	12.8	
KD L	6.0	
KD R	5.5	
Torso Angle	16°	Torso Angle °
Seat Back Angle	20°	Seat Back Angle °
HSW	19.8	

HH = Head to Windshield Header
HW = Head to Windshield
CD = Chest to Dash
CS = Chest to Steering Wheel
KD = Knees to Dash
HR = Head to Side Roof
HS = Head to Side Window
AD = Arm to Door
HD = Hip to Door
KK - Knee to Knee
Torso and seat back angles are relative to vertical.



80 8514 40 00303

	Driver	Passenger
HR	6.8	
HS	10.0	
AD	4.7	
HD	6.5	
KK	10.7	
AA	10.2	

SUMMARY OF VEHICLE ACCELEROMETER DATA

Vehicle: 1981 Dodge Diplomat 4-Door Test Date: 12/13/83

Test No.: 3154-5 Test Speed: 29.37 mph

Accelerometer		Maximum Acceleration				
No.	Location	Scale	+A (g)	T (msec)	-A (g)	T (msec)
1X	Left front air bag sensor	±250g	126.0	36	122.1	16
1Y	Left front air bag sensor	±250g	90.0	21	65.3	35
2X	Right front air bag sensor	±250g	55.4	43	129.0	31
2Y	Right front air bag sensor	±250g	88.1	30	61.8	49
3X	Diagnostic module (steering column)	±250g	23.8	98	52.8	60
4X	Driver side B-pillar	±250g	12.0	10	35.8	60
		ΔV = 31.4 mph @ 148 msec				

Positive Direction: X = Forward, Y = Rightward, Z = Downward

FMVSS 208 DUMMY DATA SUMMARY

	Driver Dummy				Passenger Dummy			
	Positive Direction*		Negative Direction**		Positive Direction*		Negative Direction**	
	Peak (G)	Time (msec)	Peak (G)	Time (msec)	Peak (G)	Time (msec)	Peak (G)	Time (msec)
Head Acceleration								
Longitudinal	18.1	233	74.3	105				
Lateral	15.8	28	12.8	32				
Vertical	49.7	97	14.5	131				
Resultant	80.8	96	-	-				
HIC	918.6 between 87 and 115 msec							
Chest Acceleration								
Longitudinal	13.5	28	65.3	100				
Lateral	8.0	114	4.5	188				
Vertical	18.7	96	13.1	101				
Resultant (Max)	66.8	101	-	-				
Resultant (clip)	61.5	-	-	-				
TIME > 60 G	7.5 msec							
SEVERITY INDEX	655.1 @ 320 msec							
	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)
Femur Loads								
Left	889.8	28	1847.8	84				
Right	295.2	227	1659.9	81				
Belt Loads								
Lap	Not instrumented							
Torso								

Vehicle Impact Speed (mph): 29.37
ΔV = 31.4 mph

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

CAMERA LOCATIONS

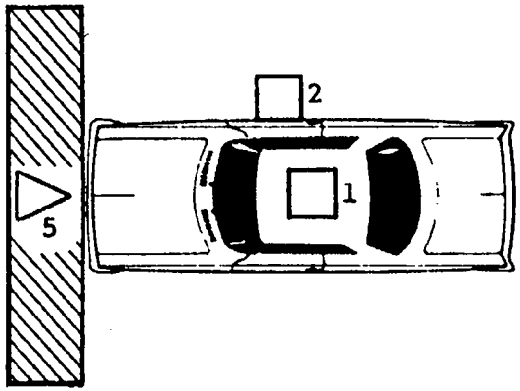
Test No: 3154-5 **Test Date:** December 13, 1983

Test Type: 90° Frontal Barrier

Vehicle A (Away): 1981 Dodge Diplomat

Vehicle B (Barrier):

Comments: Air Bag Test



CAMERA	YES
STILLS	
SLIDES	
MOVIE	
POLAROID	
VIDEO	

CAMERA SYMBOLS

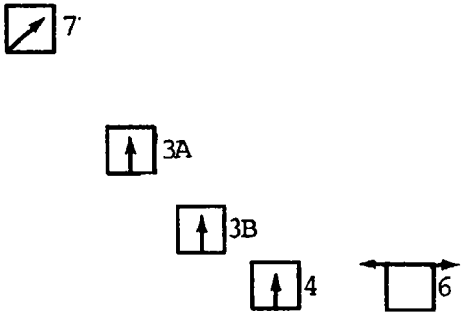
- PIT
- GROUND
- BARRIER
- OVERHEAD
- ON-BOARD

FRAME RATE

1. 1000 fr/sec
2. 200 fr/sec
3. Other 24 fr/sec
4. 400 fr/sec
5. 500 fr/sec

TIMING LIGHT, SPEED

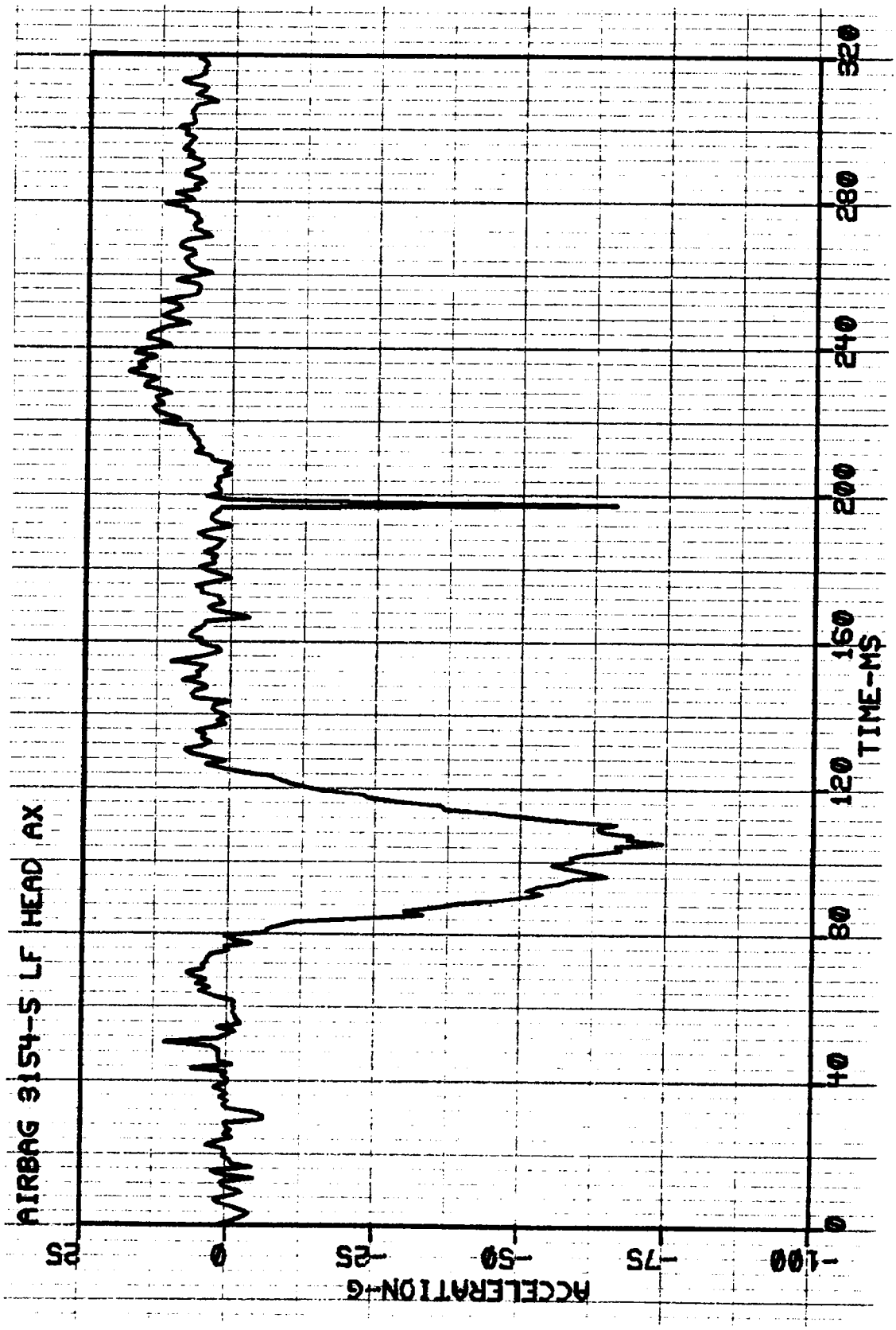
1. 100 Hz (10 msec/light)
2. 200 Hz (5 msec/light)
3. Other



Loc. No.	Location	Field of View	Lens Size	Frm Rate	Tmng Spd	Ser No	Impact Dist-X	C.L. Dist-Y	CAM Hght-Z
1	On-board vehicle roof	Over driver shoulder at dummy and air bag	8	5	1	PS11	NA	NA	NA
2	On-board pass. door	90° view of driver dummy & air bag deployment	8	5	1	PS6	NA	NA	NA
3A	Left side ground based	Close-up of driver dummy through window	25	5	1	10	42"	294"	42"
3B	Left side ground based	Close-up of driver dummy through window	50	5	1	5	72"	375"	44"
4	Left side ground based	Overall view of veh. throughout crash event	25	5	1	H168	152"	436"	48"
5	Barrier overhead	View of air bag deployment through windshield	13	5	1	8	3"	10"	78"
6	Ground based panning	Overall view of vehicle through crash event	Var	3	-	-	NA	NA	NA
7	Left side ground based	Close up oblique view of driver	25	5	1	7	-2	160	44

APPENDIX A

CALCOMP PLOTS OF ELECTRONIC DATA


AIRBAG 3154-5 LF HEAD AX
ACCELERATION-G
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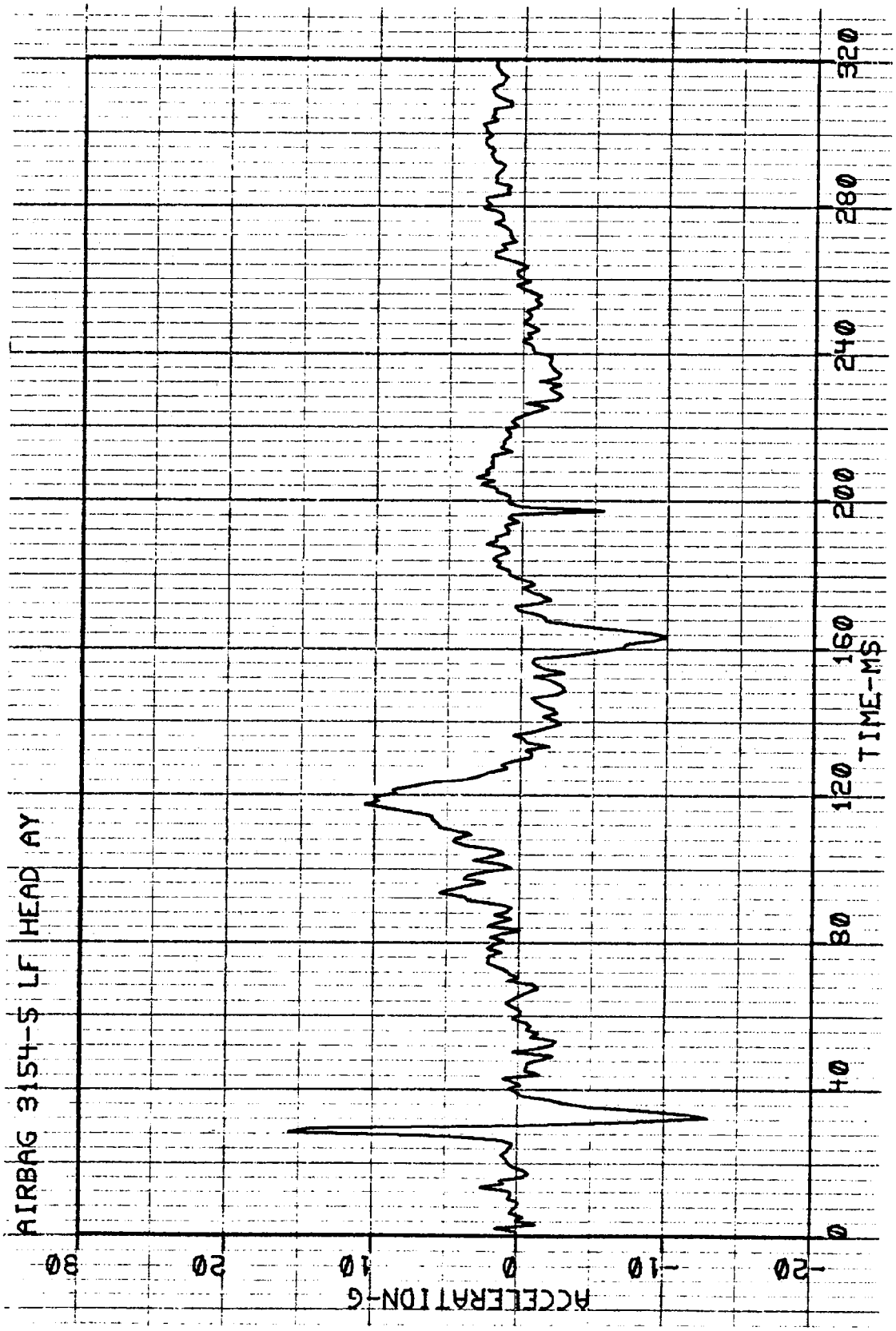
-50
-75
-100
0
40
80
120
160
200
240
280
320
TIME-MS


AIRBAG 3154-$ LF HEAD AY
ACCELERATION-G
TIME-M$
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80
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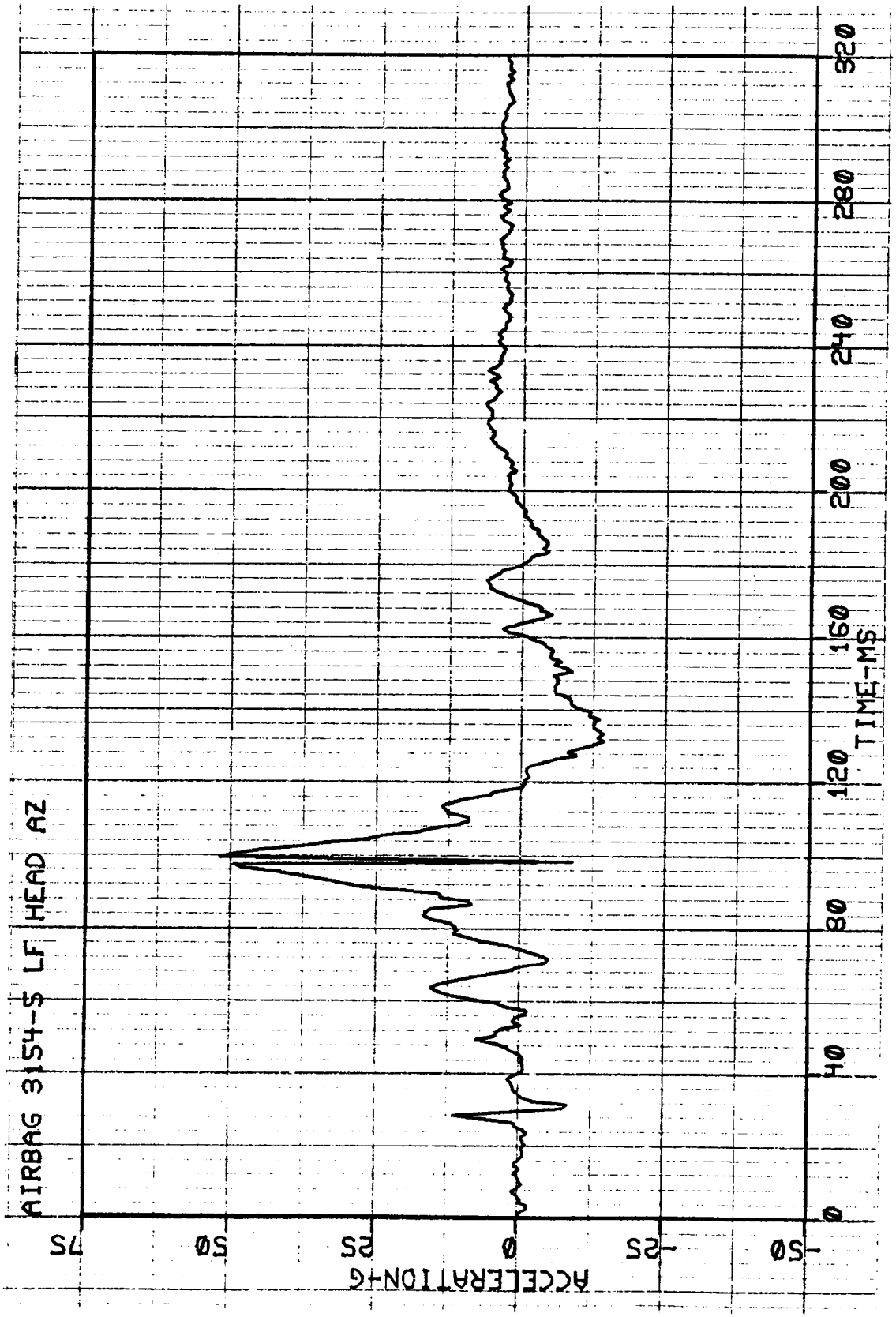
240
280
320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ACCELERATION-G
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25
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0
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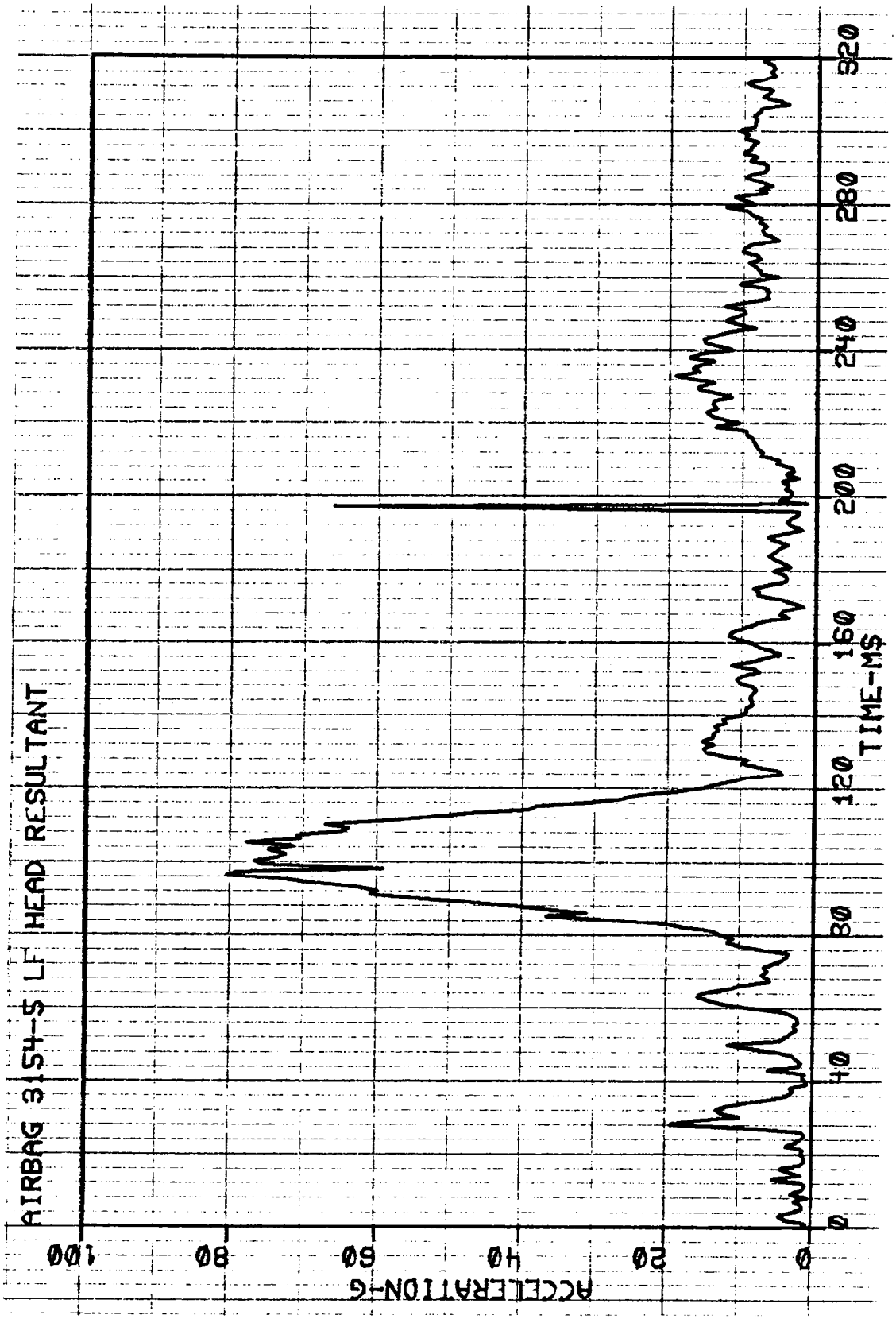
80
120
160
200
240
280
320
TIME-MS


AIRBAG 3154-S LF HEAD RESULTANT
ACCELERATION-G
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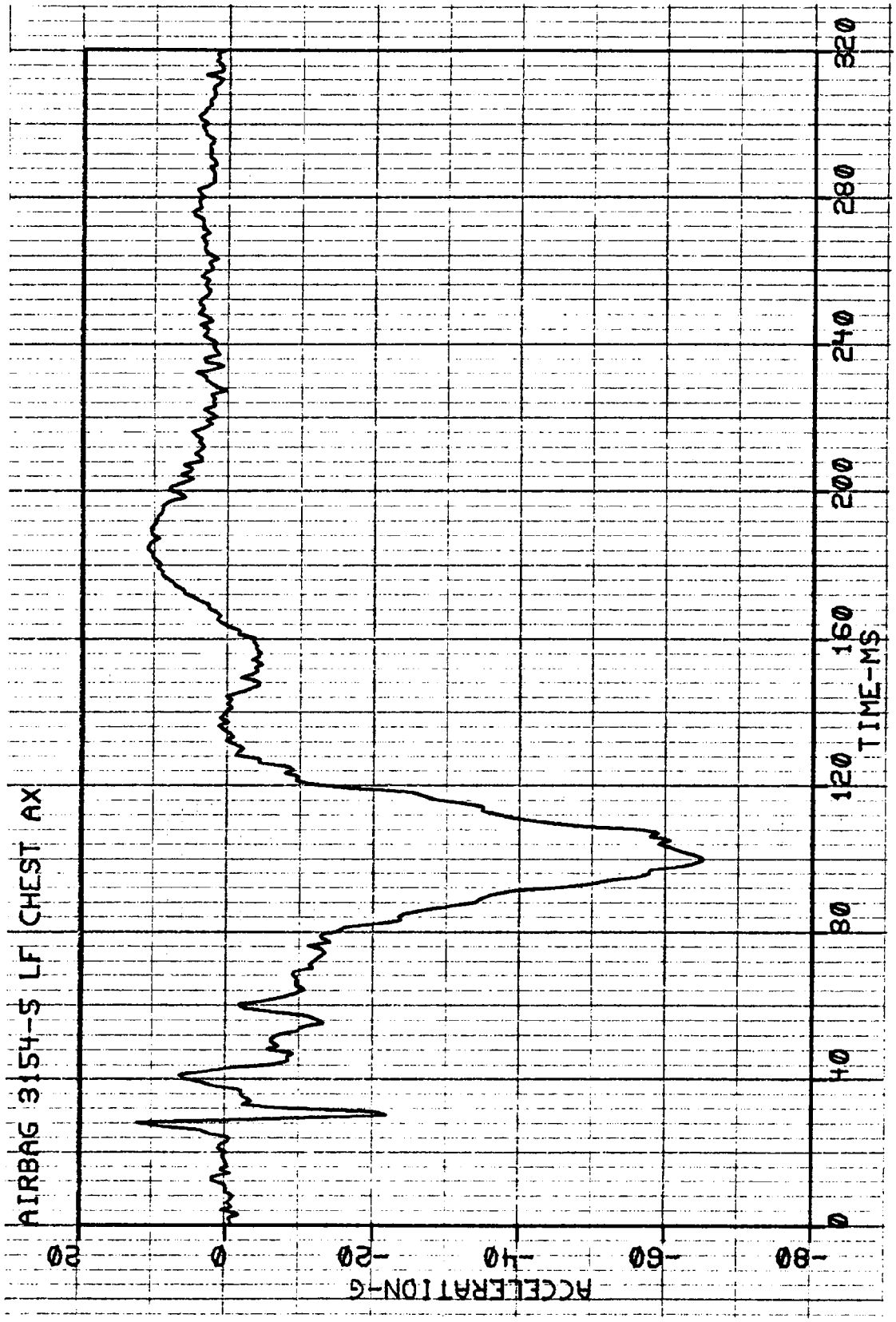
80
100
0
40
80
120
160
200
240
280
320
TIME-MS


AIRBAG 3154-5 LF CHEST AX
ACCELERATION-G
TIME-MS
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-40
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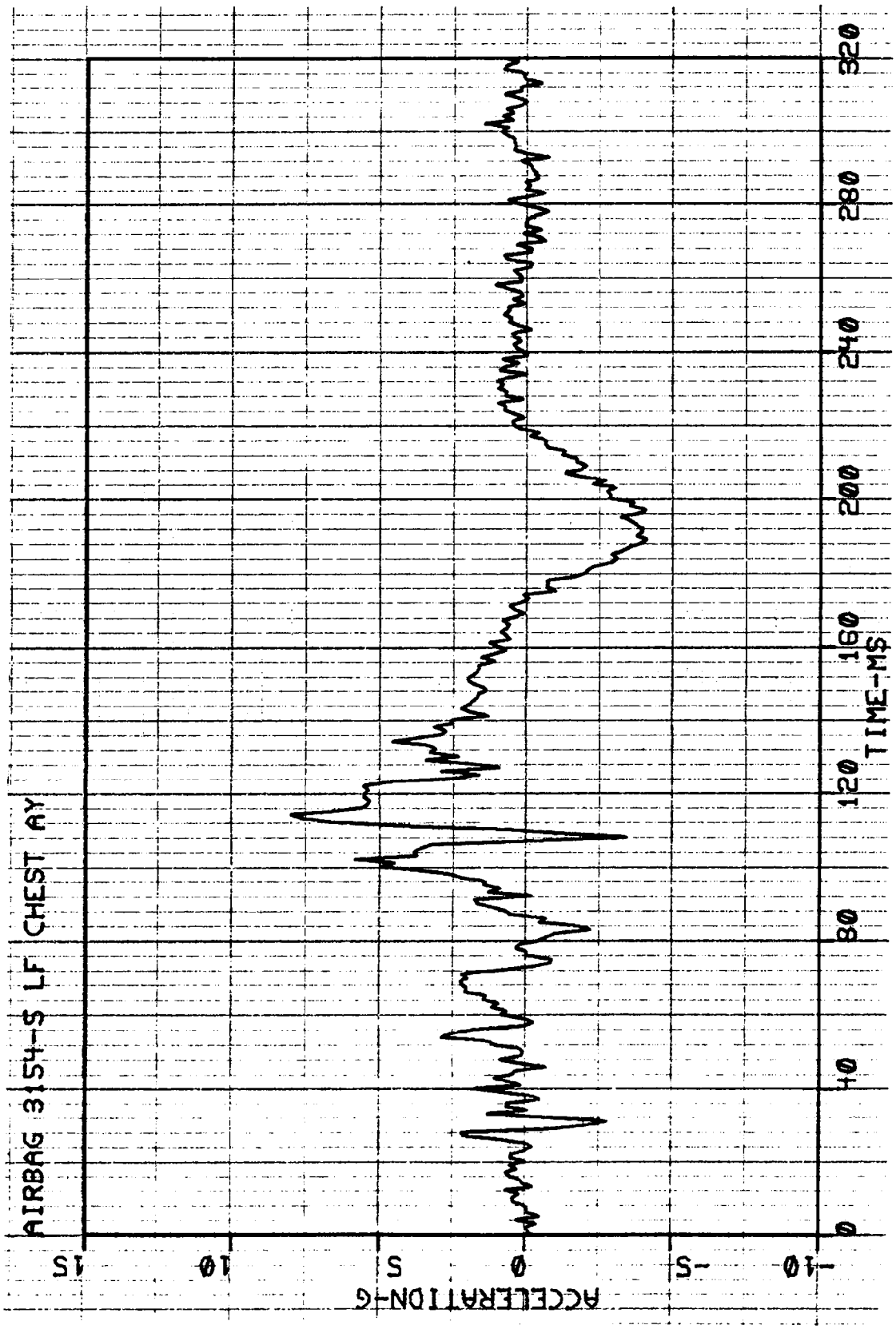
80
120
160
200
240
280
320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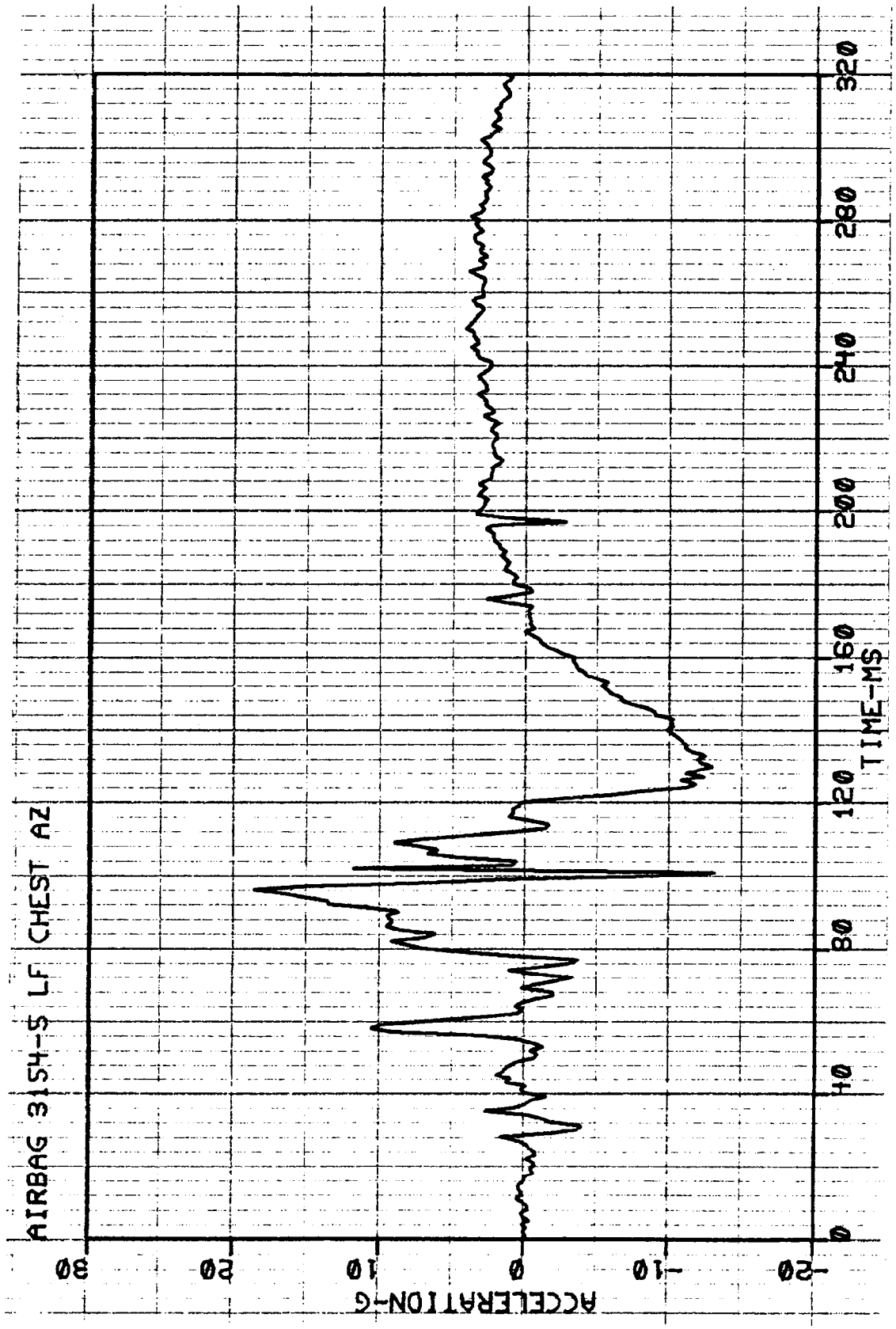
320
TIME-MS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ACCELERATION-G
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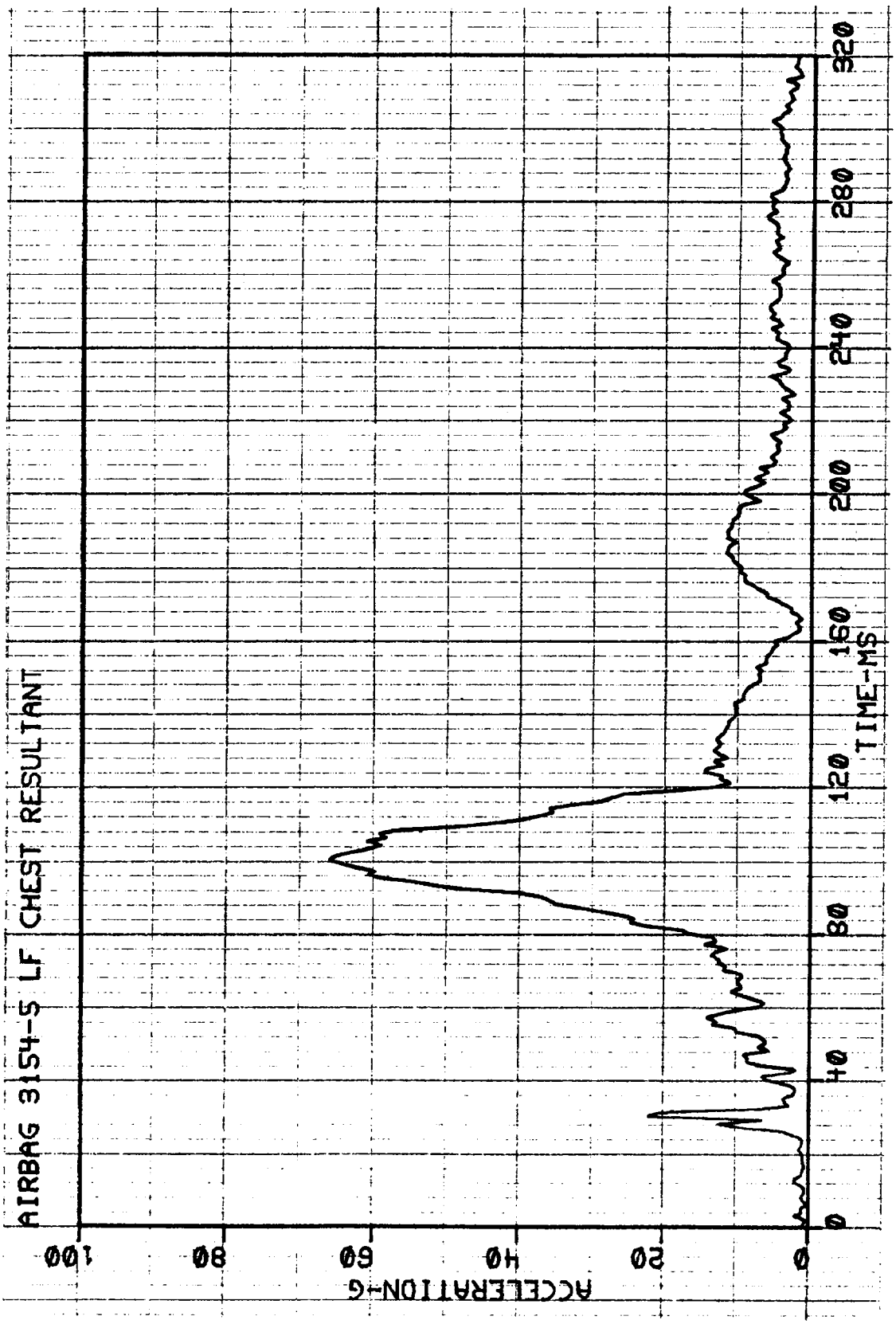
240
280
320
TIME-MS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40
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TIME-MS
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280
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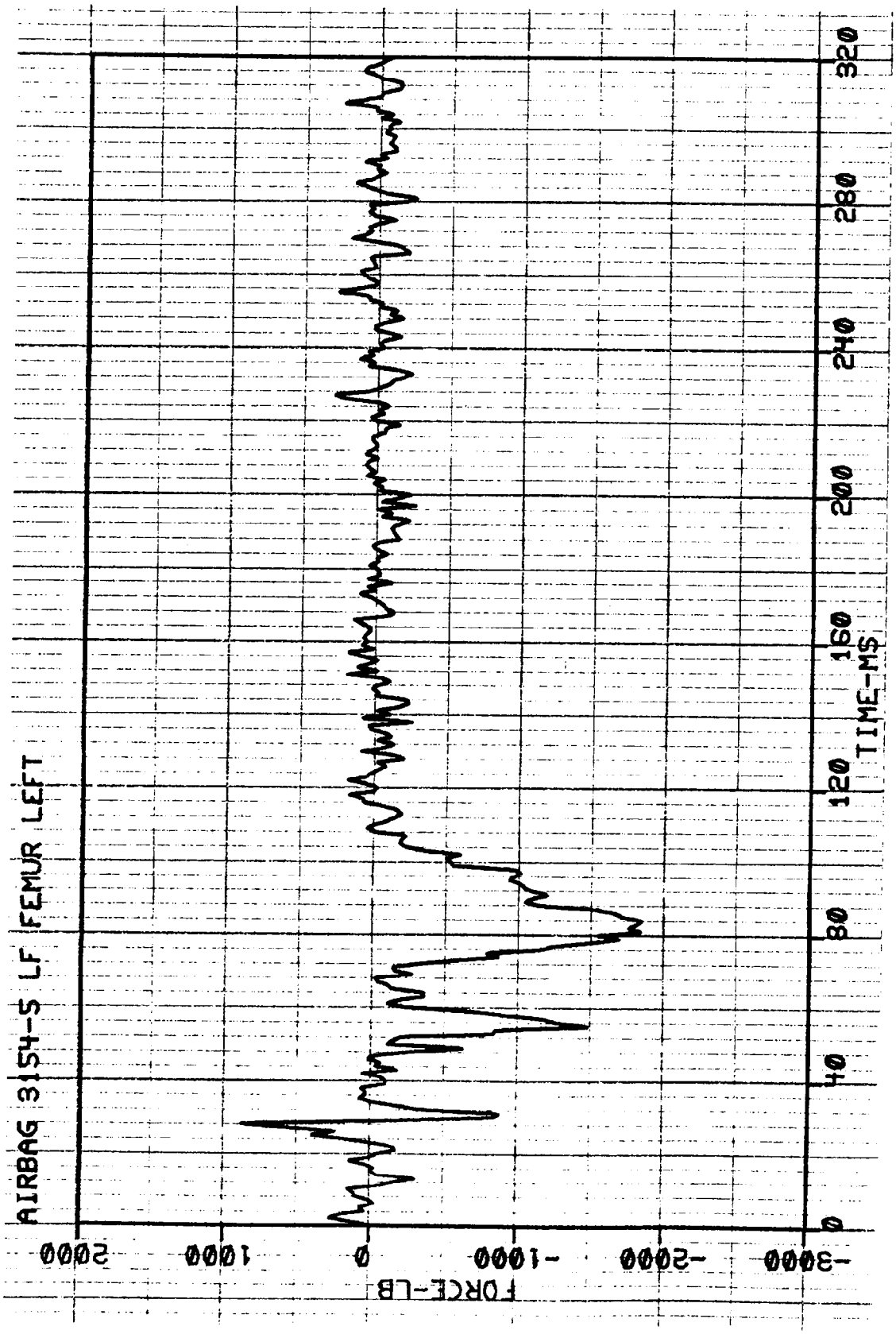
AIRBAG 3154-5 LF FEMUR LEFT
FORCE-LB
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-1000
-2000
-3000
TIME-MS
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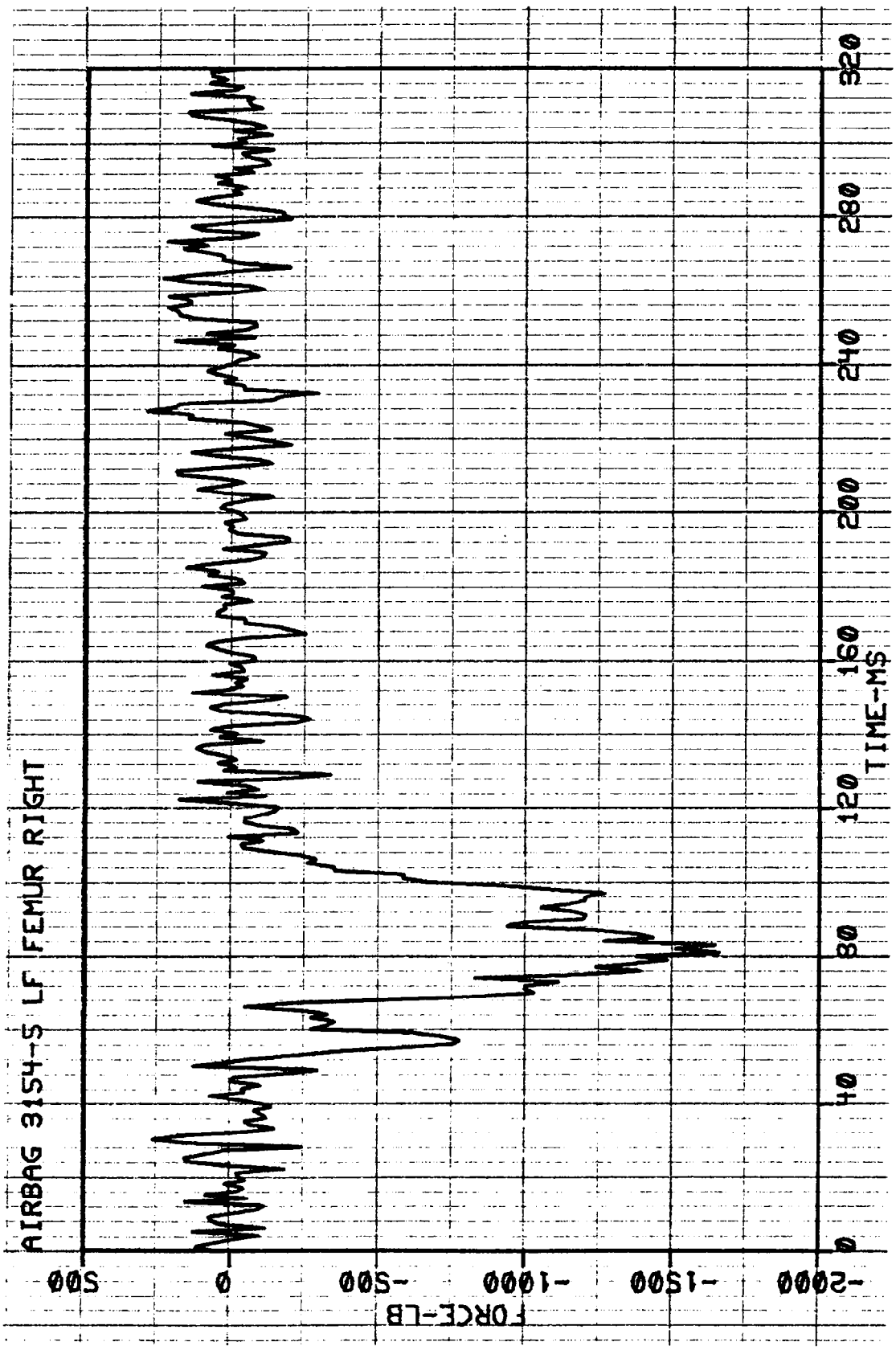
40
80
120
160
200
240
280
320


AIRBAG 3154-5 LF FEMUR RIGHT
FORCE-LB
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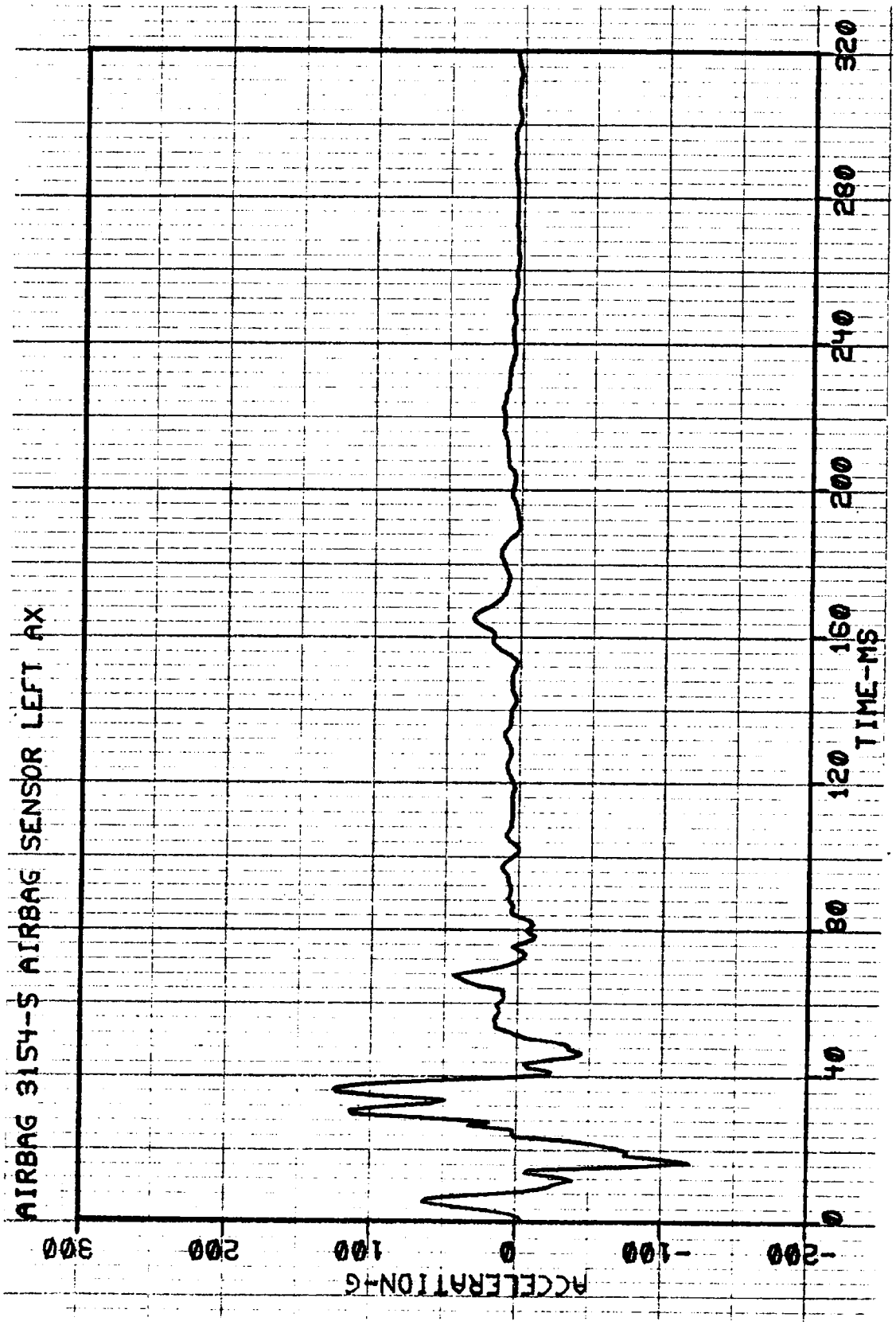
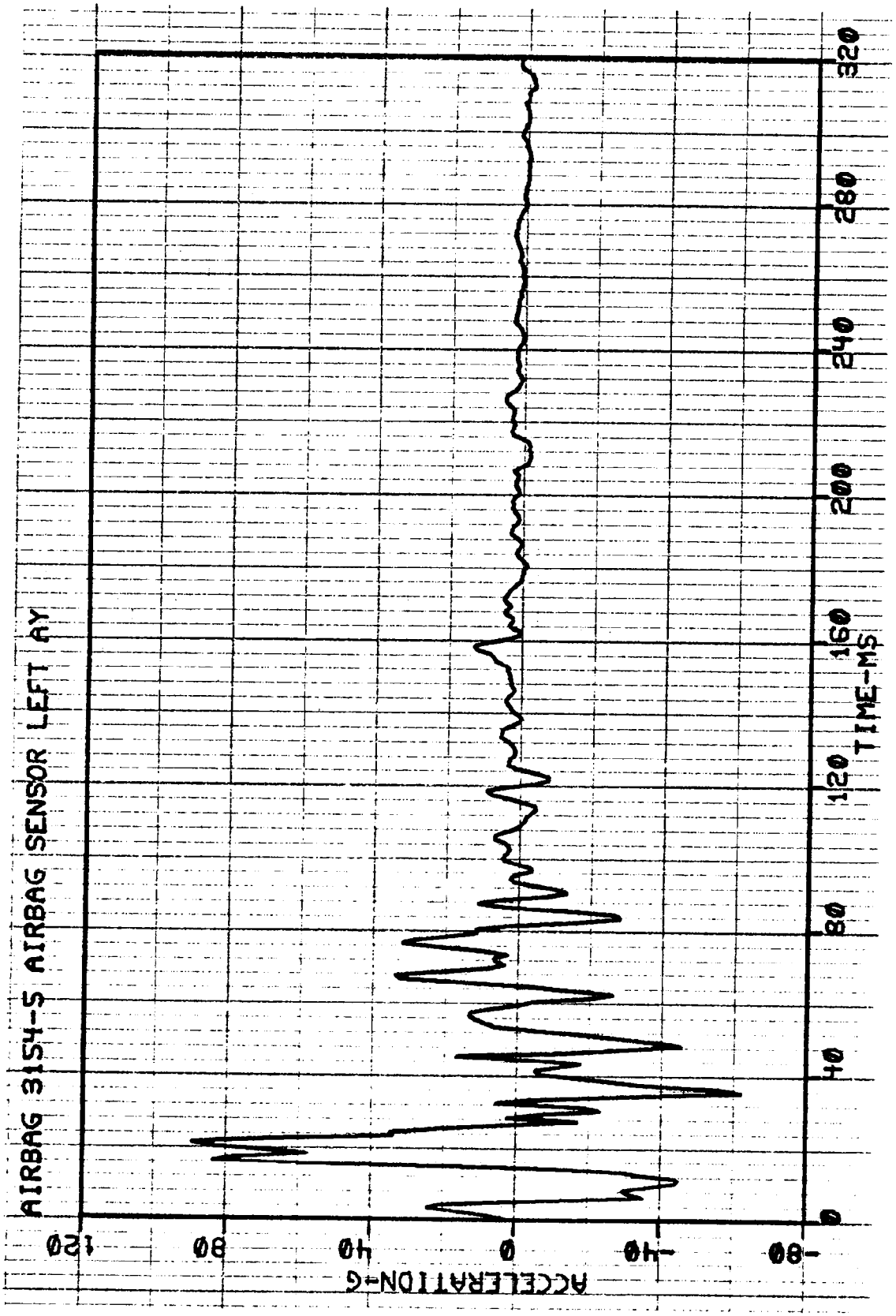
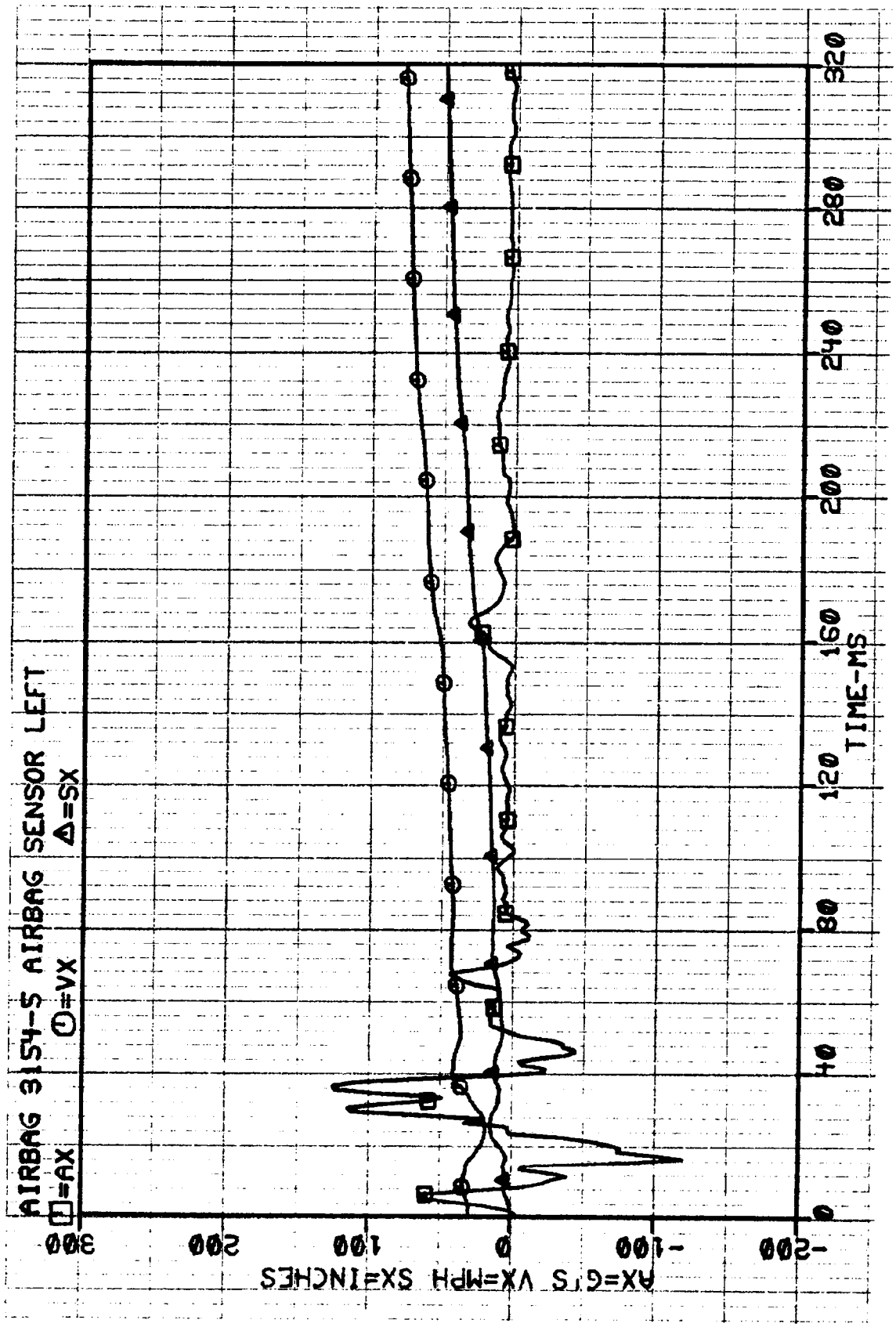
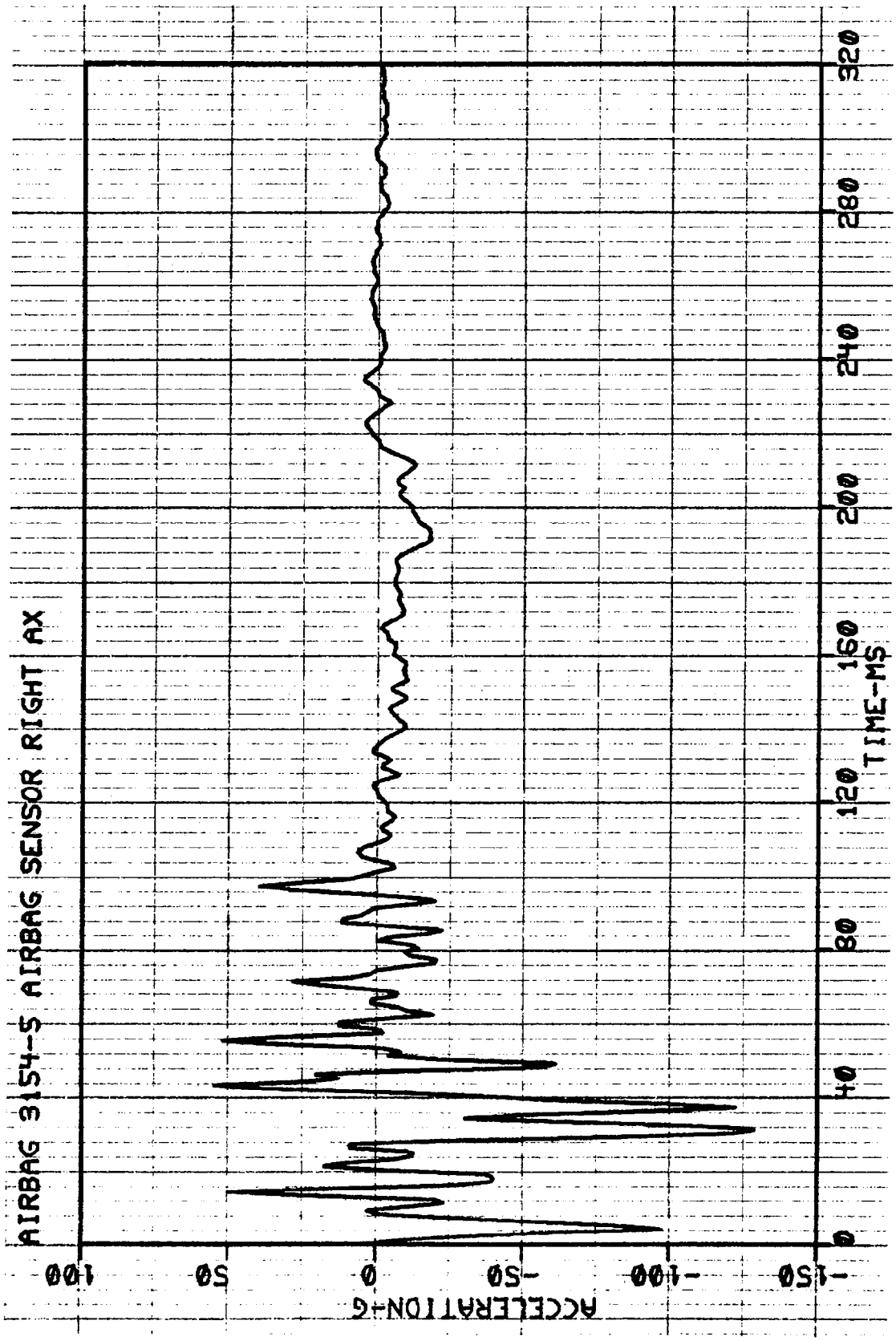
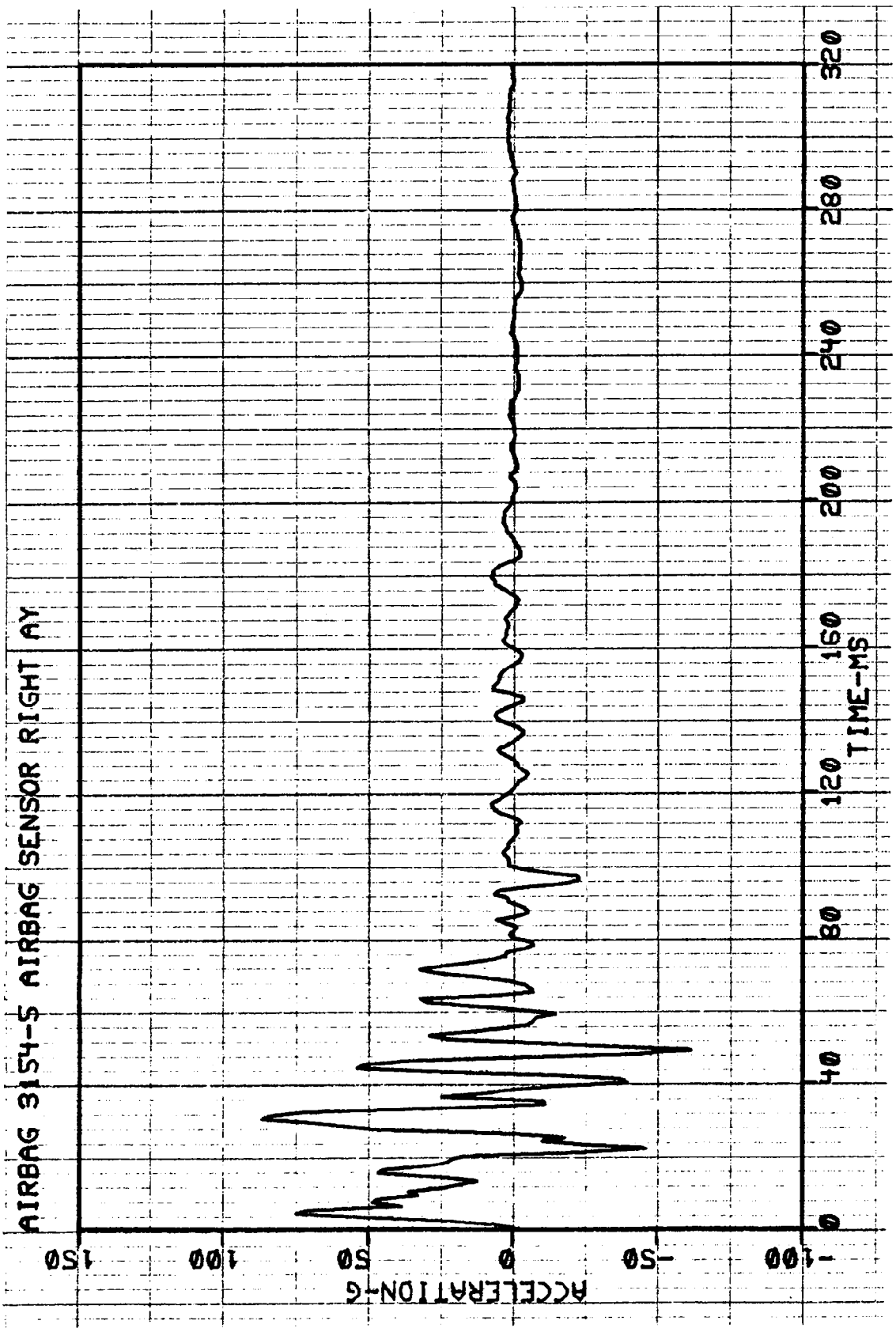
0
-500
-1000
-1500
-2000
0
40
80
120
160
200
240
280
320
TIME-MS

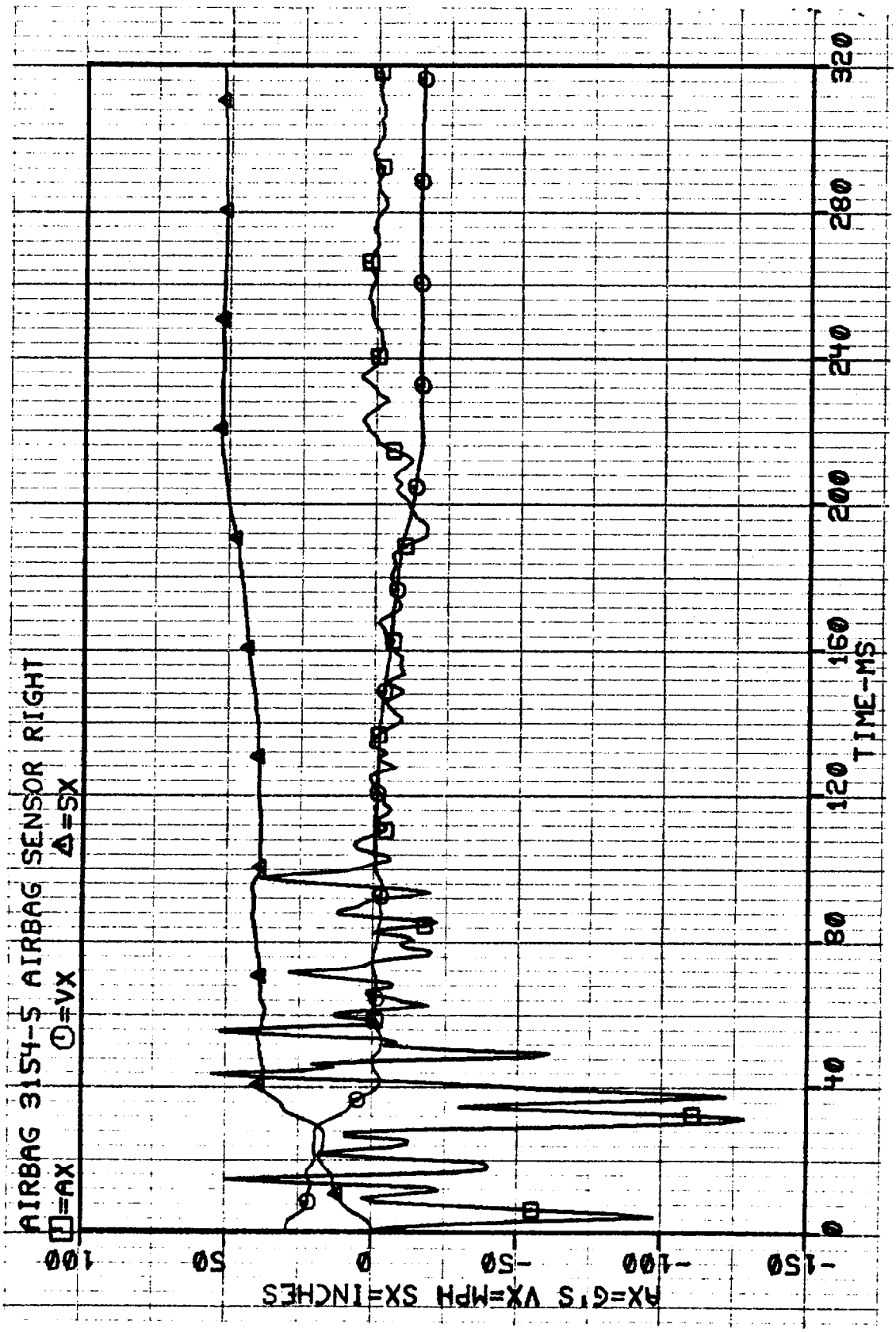

AIRBAG 3154-S AIRBAG SENSOR LEFT AX
ACCELERATION-G
300
200
100
0
-100
-200
0
40
80
120
160
200
240
280
320
TIME-MS

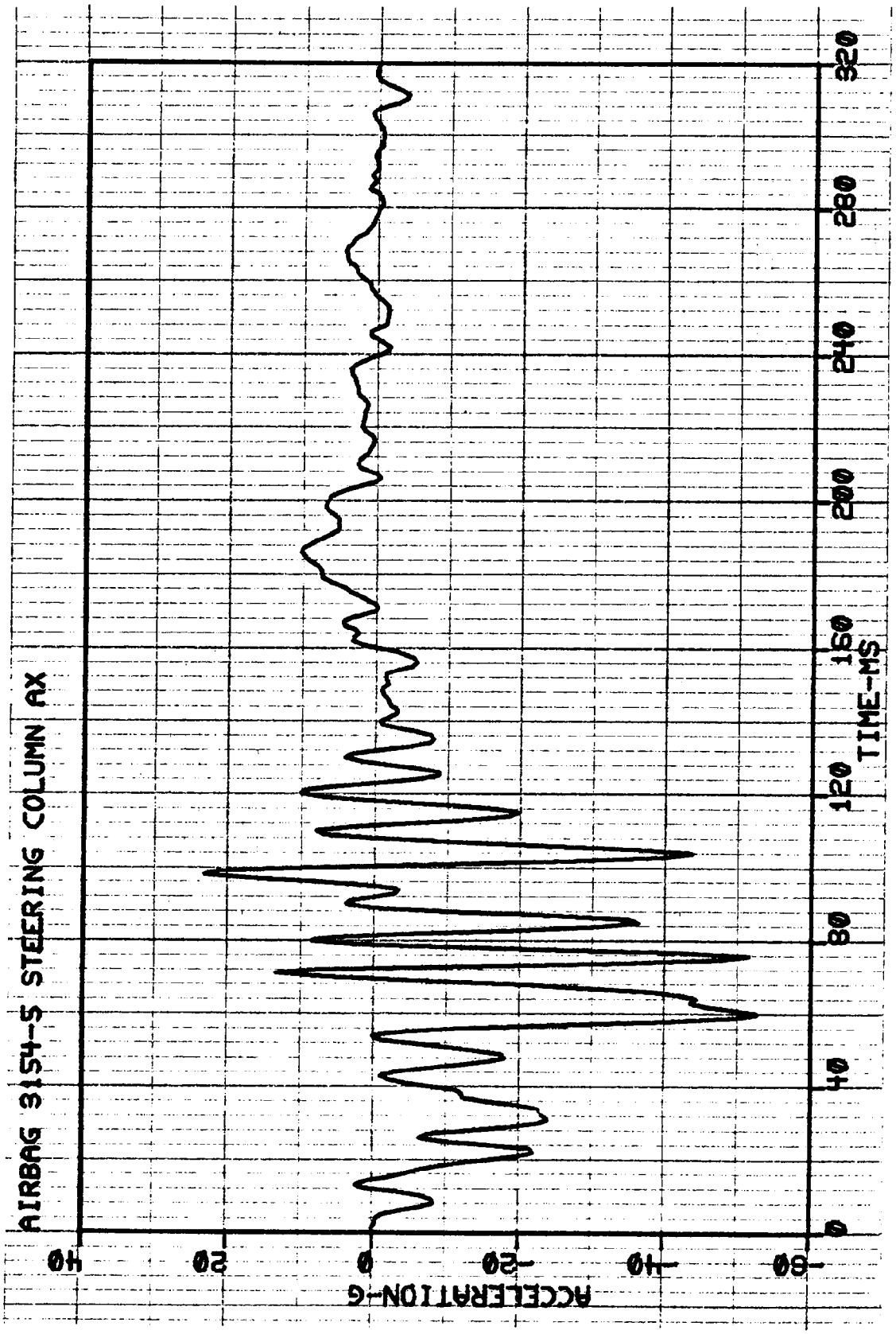

AIRBAG 3154-5 AIRBAG SENSOR LEFT AY
ACCELERATION-G
-80
-40
0
40
80
120
TIME-MS
0
40
80
120
160
200
240
280
320

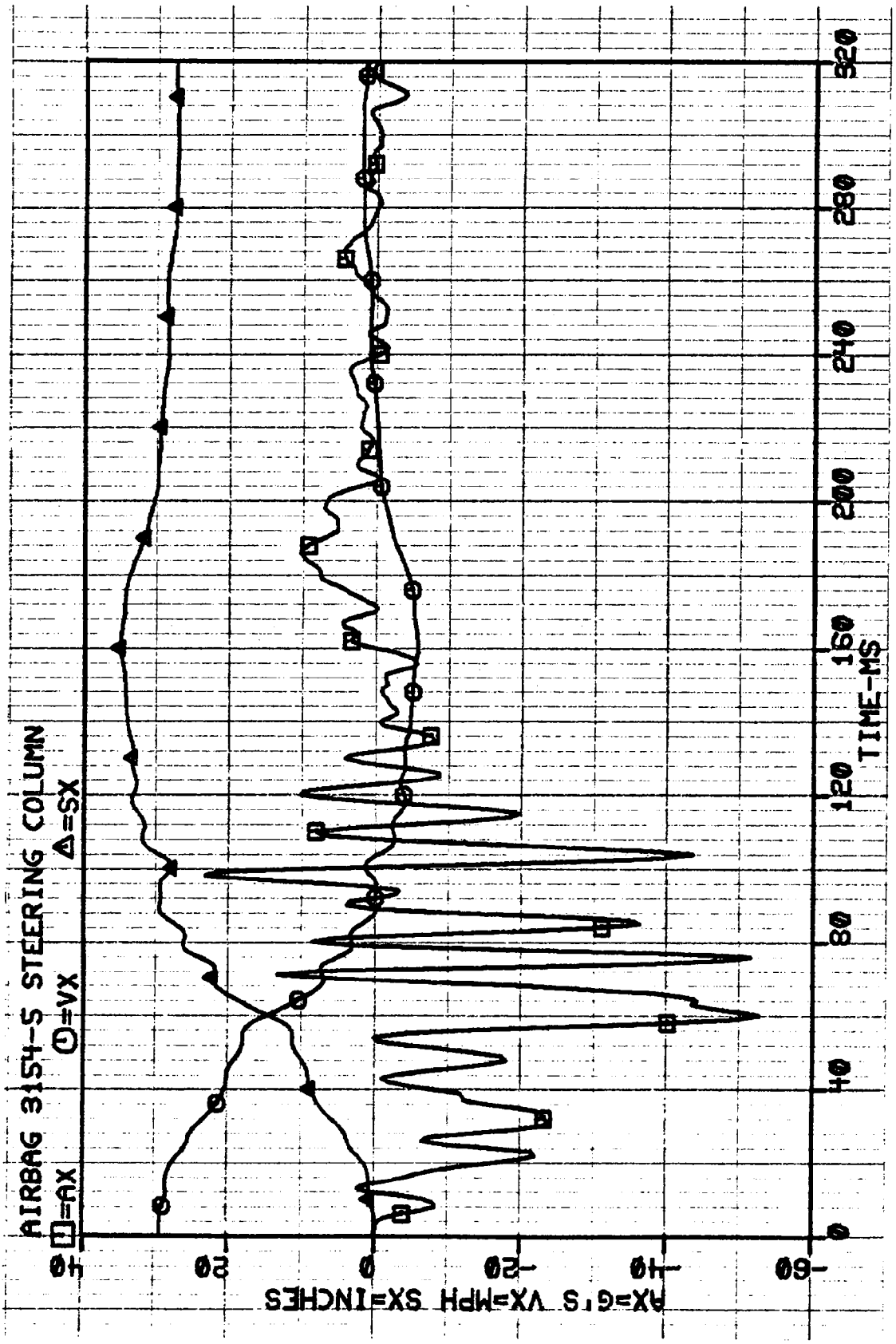

AIRBAG 3|54-5 AIRBAG SENSOR LEFT
□=AX
○=VX
Δ=SX
AX=G'S VX=MPH SX=INCHES
-200
-100
0
100
200
300
0
40
80
120
160
200
240
280
320
TIME-MS

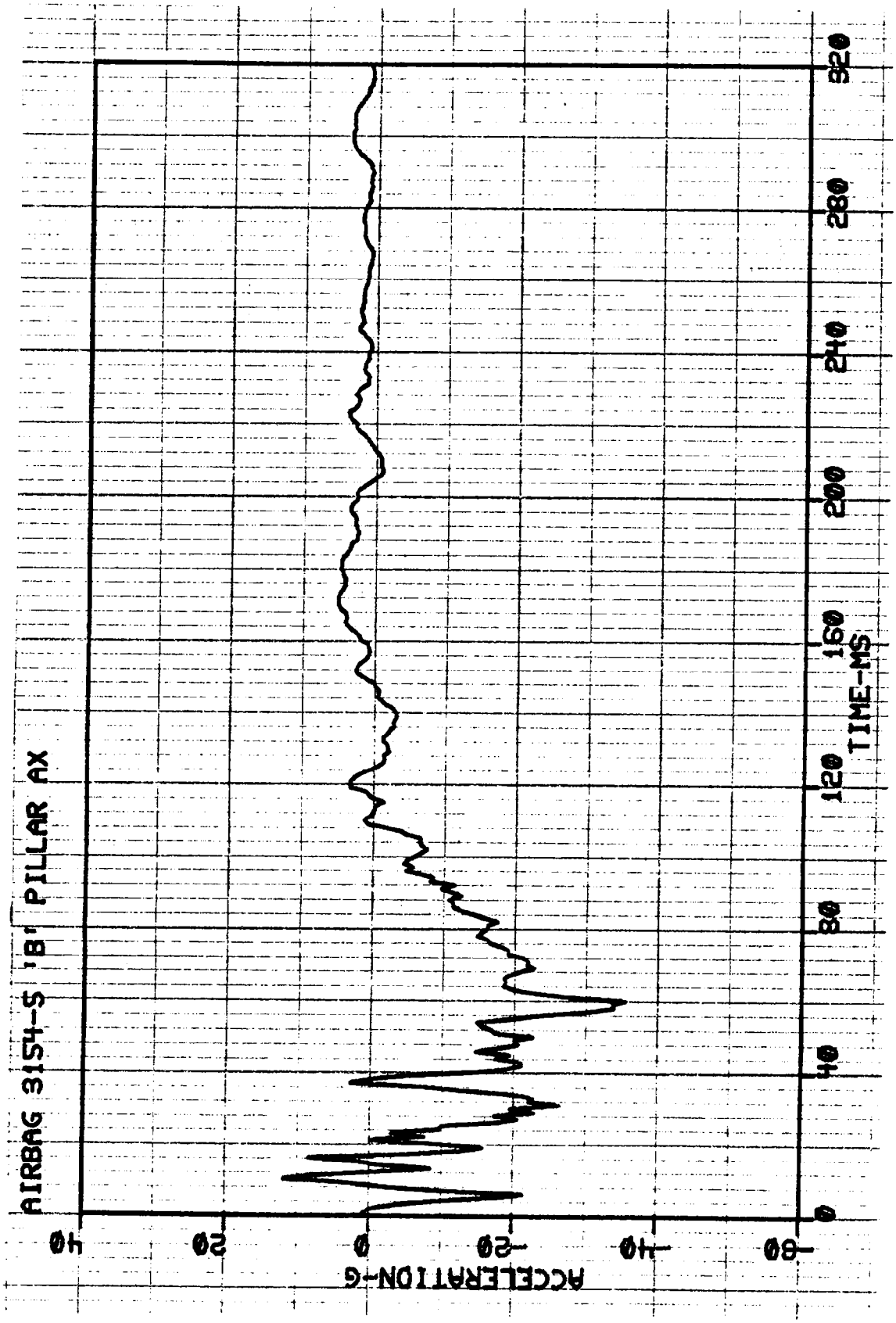

AIRBAG 3154-S AIRBAG SENSOR RIGHT AX
ACCELERATION-G
100
50
0
-50
-100
-150
0
40
80
120
160
200
240
280
320
TIME-MS

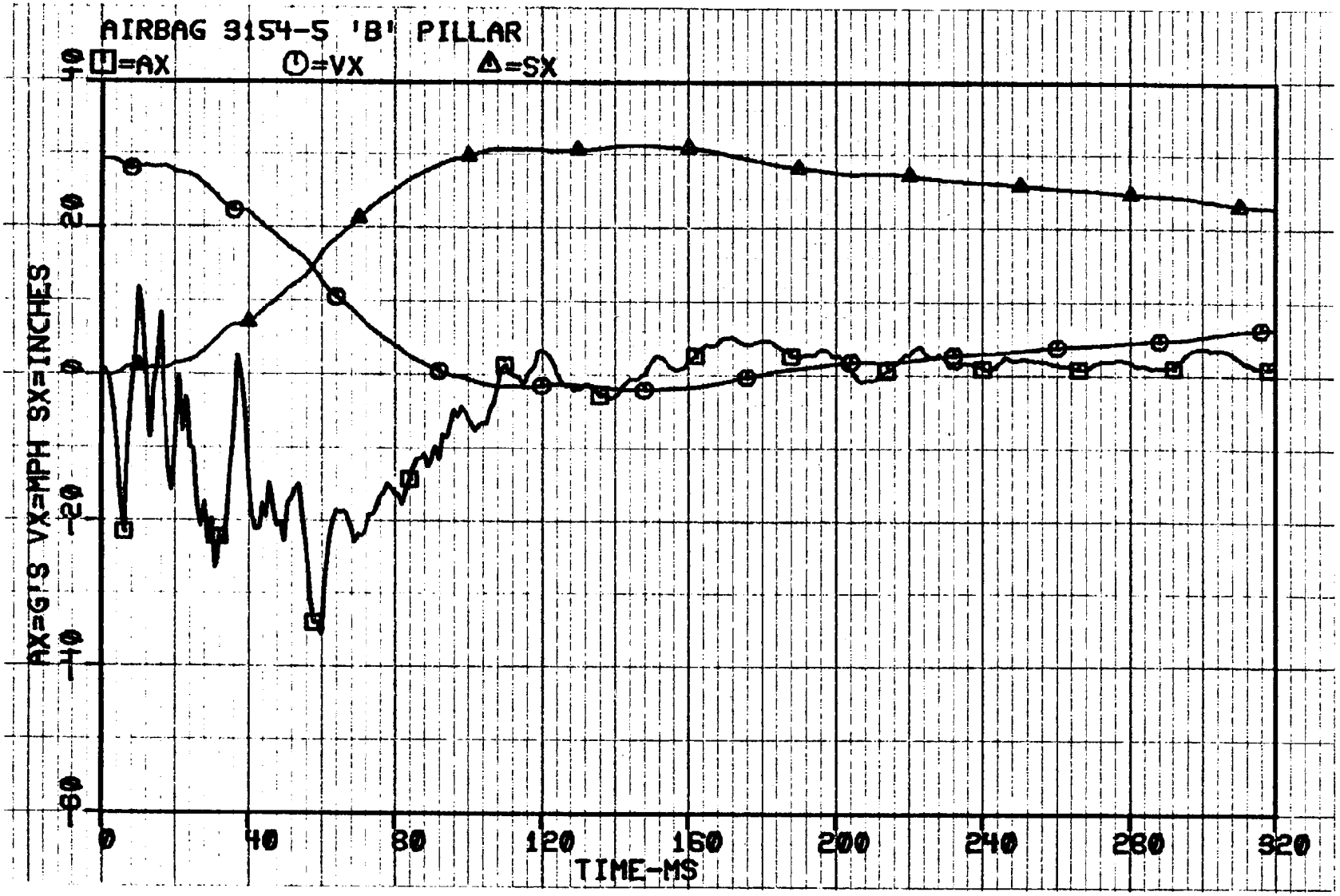

AIRBAG 3154-S AIRBAG SENSOR RIGHT AY
ACCELERATION-G
150
100
50
0
-50
-100
0
40
80
120
160
200
240
280
320
TIME-MS

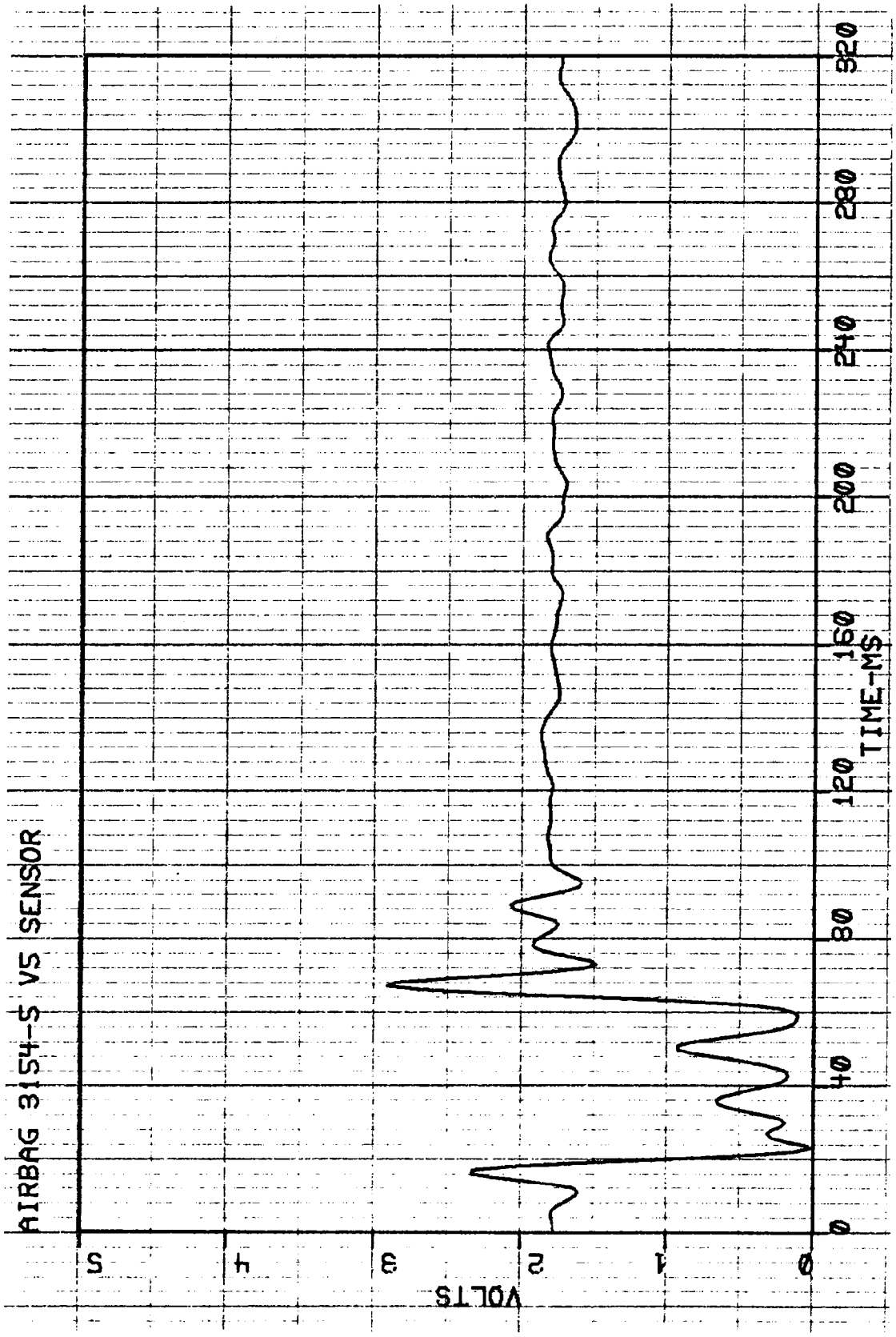

AIRBAG 3154-5 AIRBAG SENSOR RIGHT
□=AX
○=VX
Δ=SX
AX=G'S VX=MPH SX=INCHES
-150
-100
-50
0
50
100
0
40
80
120
160
200
240
280
320
TIME-MS

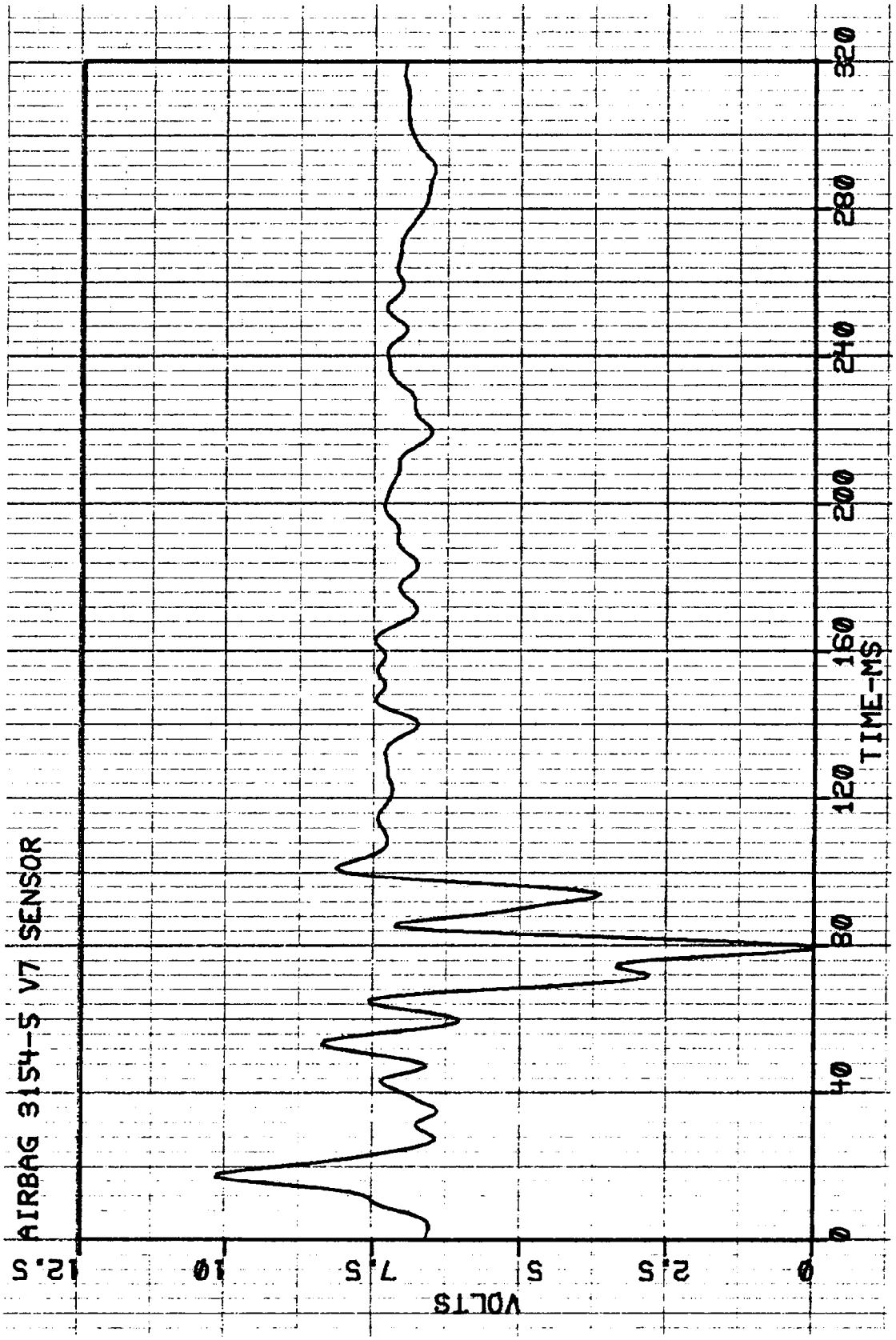

AIRBAG 3154-5 STEERING COLUMN AX
ACCELERATION-G
TIME-MS
0
40
80
120
160
200
240
280
320
-30
-10
-20
0
20
40

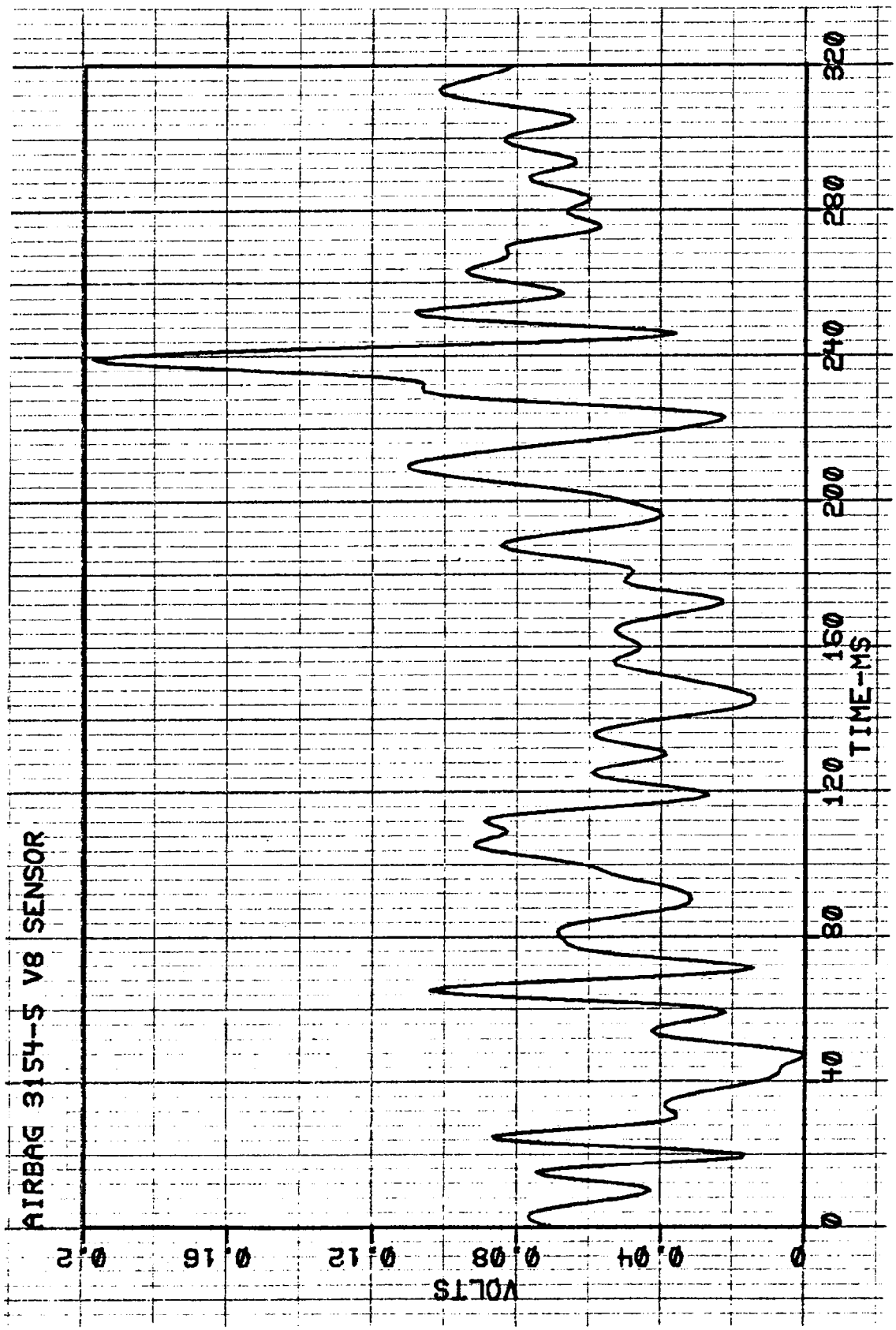

AIRBAG 3154-S STEERING COLUMN
□=AX
○=VX
Δ=SX
AX=G'S VX=MPH SX=INCHES
60
40
20
0
-20
-40
0
40
80
120
160
200
240
280
320
TIME-MS


AIRBAG 3154-S 'B' PILLAR AX
ACCELERATION-G
TIME-MS
40
20
0
-20
-40
-60
0
40
80
120
160
200
240
280
320


AIRBAG 3154-5 'B' PILLAR
□=AX
○=VX
△=SX
AX=G'S VX=MPH SX=INCHES
60
40
20
0
-20
-40
-60
0
40
80
120
160
200
240
280
320
TIME-MS


AIRBAG 3154-S VS SENSOR
VOLTS
0
1
2
3
4
5
TIME-MS
0
40
80
120
160
200
240
280
320


AIRBAG 3154-5 V7 SENSOR
VOLTS
0
2.5
5
7.5
10
12.5
TIME-MS
0
40
80
120
160
200
240
280
320


AIRBAG 3154-$ V8 SENSOR
VOLTS
0
0.04
0.08
0.12
0.16
0.2
TIME-MS
0
40
80
120
160
200
240
280
320

APPENDIX B

PHOTOGRAPHS

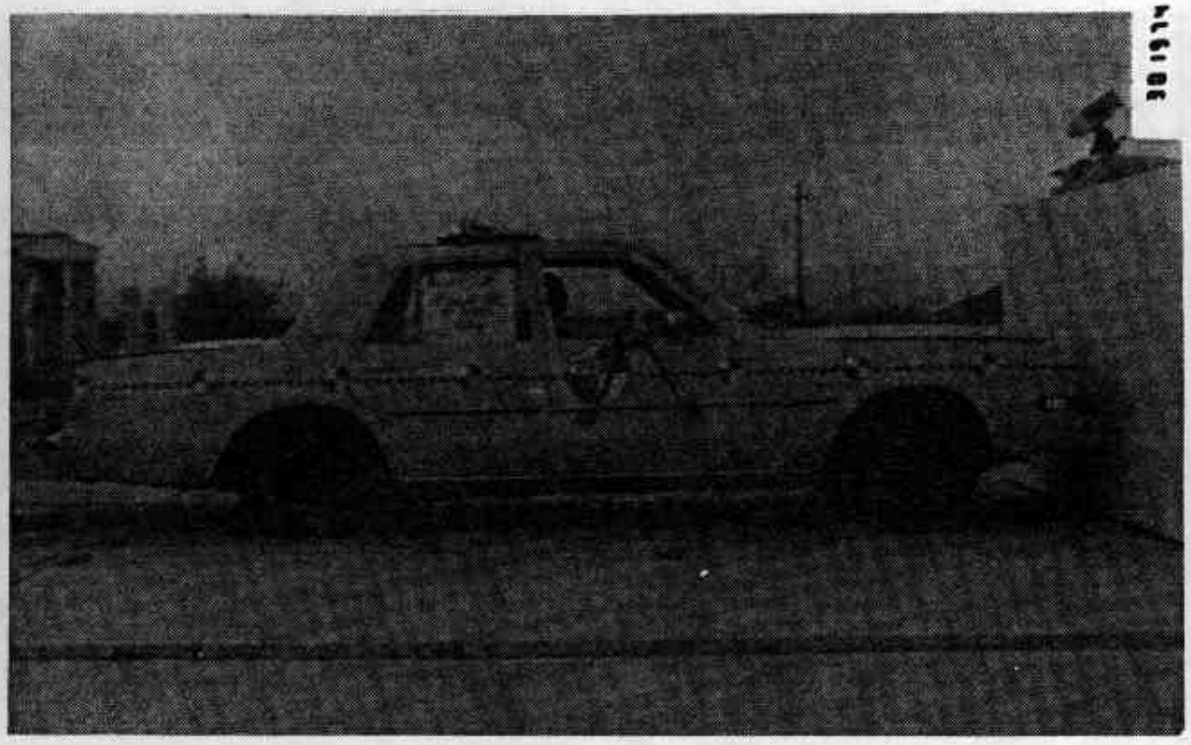


FIGURE B-1. PRE-TEST OVERALL VIEW OF VEHICLE.

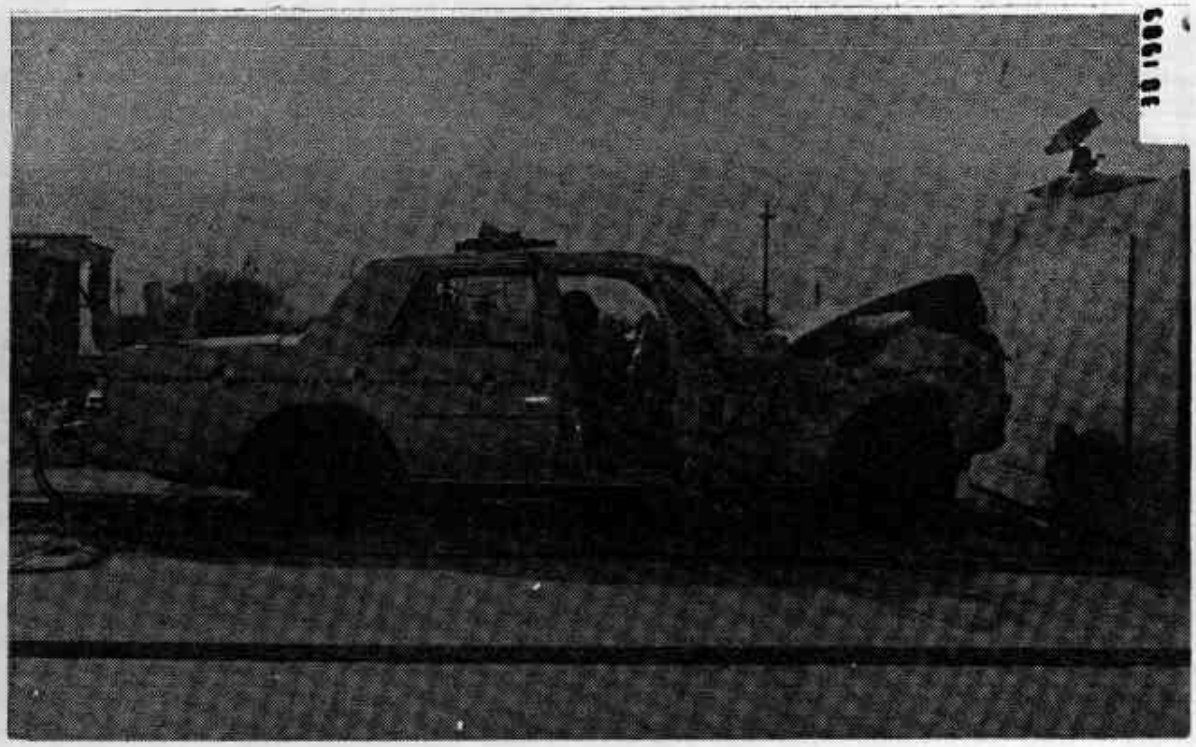


FIGURE B-2. POST-TEST OVERALL VIEW OF VEHICLE.

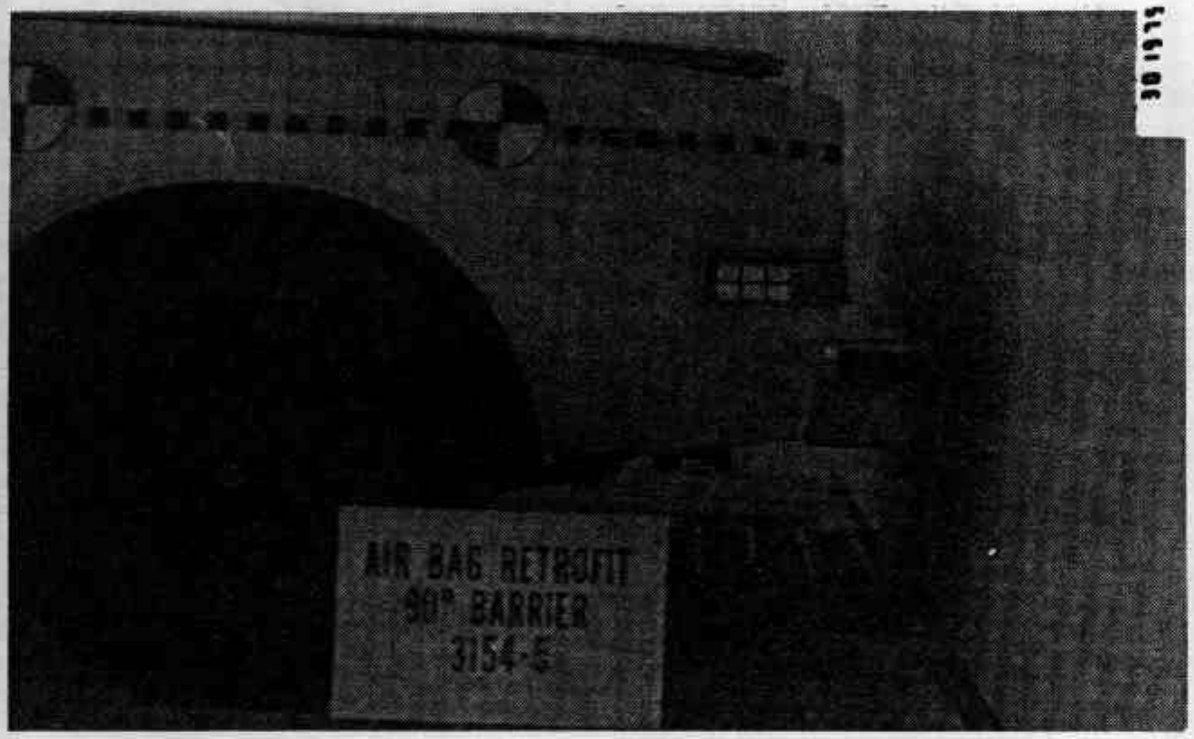


FIGURE B-3. PRE-TEST CLOSE UP VIEW OF VEHICLE.

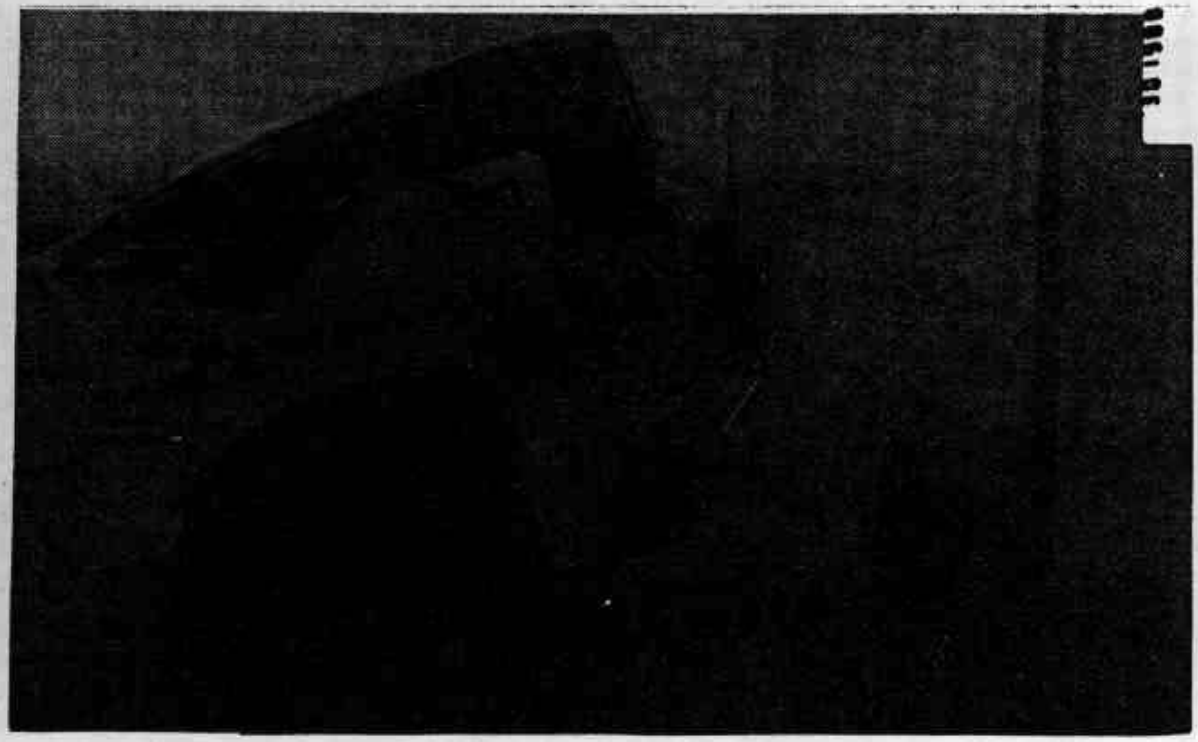


FIGURE B-4. POST-TEST CLOSE UP VIEW OF VEHICLE.

FIGURE B-5. PRE-TEST OCCUPANT COMPARTMENT VIEW OF DRIVER AND INSTRUMENT PANEL.

FIGURE B-6. POST-TEST OCCUPANT COMPARTMENT VIEW OF DRIVER AND INSTRUMENT PANEL.

FIGURE B-7. PRE-TEST OVERHEAD FRONTAL VIEW OF DRIVER AND STEERING WHEEL.

FIGURE B-8. POST-TEST OVERHEAD FRONTAL VIEW OF DRIVER AND STEERING WHEEL.