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693

NHTSA NEW VEHICLE ASSESSMENT AND
STANDARDS ENFORCEMENT INDICANT TESTING
FMVSS 212 & 301-75

NISSAN MOTOR COMPANY
1984 NISSAN STANZA
4-DOOR SEDAN
NHTSA NO. CE5209



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FMVSS 204/208/212/301
DATE: **MAR 28 1984**

MARCH 1984

FINAL REPORT

Prepared Under Contract No. DTNH22-82-D-21140

For

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Office of Vehicle Safety Compliance
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Date 03/22/84

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SECTION 1

INTRODUCTION

The test was conducted as part of the 1984 Composite Test Program being conducted for the National Highway Traffic Safety Administration (NHTSA) by Mobility Systems and Equipment Company (MSE) under Contract DTNH22-82-D-21140. The composite tests provide data for evaluation of FMVSS 212 and 301-75; occupant response, and vehicle acceleration environment, at impact speeds in excess of those specified in the current FMVSS requirements. The test was conducted in accordance with the NHTSA test procedure IP-212-02.

A summary of the test conditions is presented in Section 2, the FMVSS 212, 301 compliance data are presented in Section 3, the occupant data are presented in Section 4, and the vehicle data are presented in Section 5. All photographs are shown in Appendix A, results of ATD certification test data in Appendix B, test data plots in Appendix C, and the Owner's Manual Seat and Seatbelt Information in Appendix D.

SECTION 2

SUMMARY OF TEST CONDITIONS

A composite test was conducted on a 1984 Nissan Stanza, NHTSA No. CE5209 on 23 February 1984. The vehicle was impacted into a flat rigid load-cell barrier. The general test and vehicle descriptive information are presented in Table 1. The camera location data are presented in Table 2 and Figure 1. (The list of measurements recorded during the test is presented in Table 3.) Pretest and posttest photographs of the vehicle and occupants are presented in Appendix A.

Two certified (see Appendix B) fully instrumented Part 572, 50th percentile male anthropomorphic test devices (ATD's) were installed in the driver and right front passenger designated seating positions (DSP's). The ATD's were restrained with the standard production 3-point lap and shoulder belt system.

The test event was photographed with one real-time camera, and 16 high-speed cameras. The upper high-speed camera located to the left side of the vehicle to view the steering column did not run. The two cameras on the barrier viewing the windshield ran early. All other cameras functioned properly.

Sixty-four channels of data were recorded on six FM tape recorders. One data channel, the acceleration of the top of the engine block, was lost due to a transducer wire breaking. Time history plots of all recorded channels and appropriate resultants, and HIC and chest peak acceleration values are presented in Appendix C.

TABLE 1 - CRASH TEST SUMMARY

PROJECT: FY-84 Composite Test Program TEST NO. N64024

DATE: 02/23/84 TIME: 3:00 PM TEMP. 72 °F

VEHICLE Nissan Stanza
 TEST WEIGHT (lbs) 2,814
 IMPACT ANGLE (deg) 0
 IMPACT VELOCITY (mph) 35.19
 MAX. CRUSH (in) 21 3/8
 FIREWALL INTRUSION (in) Right Side 1 7/8 Left Side 4 7/8

ATD'S

TYPE	<u>Part 572 50th Percentile Male</u>	<u>Part 572 50th Percentile Male</u>
LOCATION	<u>Left Front</u>	<u>Right Front</u>
RESTRAINT	<u>Production 3-Point Restraint</u>	<u>Production 3-Point Restraint</u>

NUMBER OF DATA CHANNELS 64

NUMBER OF HIGH SPEED CAMERAS 16

BARRIER Load Cell

TABLE 2 SUMMARY OF CAMERA LOCATIONS AND DESCRIPTIONS

Loc. No.	Location	Field of View	Lens Size	Frame Rate	Timing Speed	Mfg./ Serial Number	Impact Dist-X	Center-line Dist-Y	Camera Height	Film Quality
1	Ground Based (left)	Left Side (documentary)	Zoom	24 fps	None	Arriflex NR6837	528	-748	58 1/2	Good
2	Ground Based (right)	Right Side	12 mm	533 fps	60 Hz	Fastax 1250	91 1/2	244 1/2	53	Good
3	Ground Based (left)	Left Side Front Half	50 mm	516 fps	None	Fastax 41650	50	66.1	50 3/4	Good
4	Above Windshield	Windshield	13 mm	413 fps	60 Hz	Fairchild 276	29	0	100	Good
5	Pit	Front of Vehicle Underside	13 mm	432 fps	1000Hz	Photosonic 45	60	- 5 3/4	-49	Good
6	Pit	Fuel Tank	25 mm	542 fps	None	Photosonic 573	35	0	-57	Good
7	Above Barrier	Windshield Passenger Side	25 mm	1100 fps	None	Fastax	- 9	10 1/2	109	Missed Impact
8	Above Barrier	Windshield Driver Side	25 mm	1100 fps	None	Fastax 16-421	- 9	- 10 1/2	109	Missed Impact
9	Ground Based (left)	Driver	35 mm	602 fps	60 Hz	Fairchild 283	132	-217 1/2	62 1/2	Good
10	Ground Based (right)	Passenger	28 mm	654 fps	None	Himac 143	133 1/2	132 1/2	56	Good

TABLE 2 SUMMARY OF CAMERA LOCATIONS AND DESCRIPTIONS (CONT'D.)

Loc. No.	Location	Field of View	Lens Size	Frame Rate	Timing Speed	Mfg./ Serial Number	Impact Dist-X	Center-line Dist-Y	Camera Height	Film Quality
11	Ground Based (right)	Right 'A' Post	20 mm	843 fps	None	Himac 138	40	126 1/2	51 1/2	Good
12	Ground Based (left)	Left 'A' Post	25 mm	723 fps	60 Hz	Fastax 641	39	-174	35 1/4	Good
13	On Board	Driver Belt	13 mm	570 fps	None	Fairchild 305	132	2 1/4	32	Good
14	On Board	Passenger Belt	13 mm	750 fps	None	Fairchild 141	132	- 2 1/4	32	Good
15	Ground Based (left)	Steering Wheel	25 mm	N/A	N/A	Fairchild 219	123	-299	92	Did Not Run
16	Ground Based (left)	Steering Wheel	25 mm	378 fps	None	Fairchild 306	123	-299	72	Good
17	Ground Based (right)	Passenger	16 mm	705 fps	None	Himac 135	57 1/2	142	52	Good

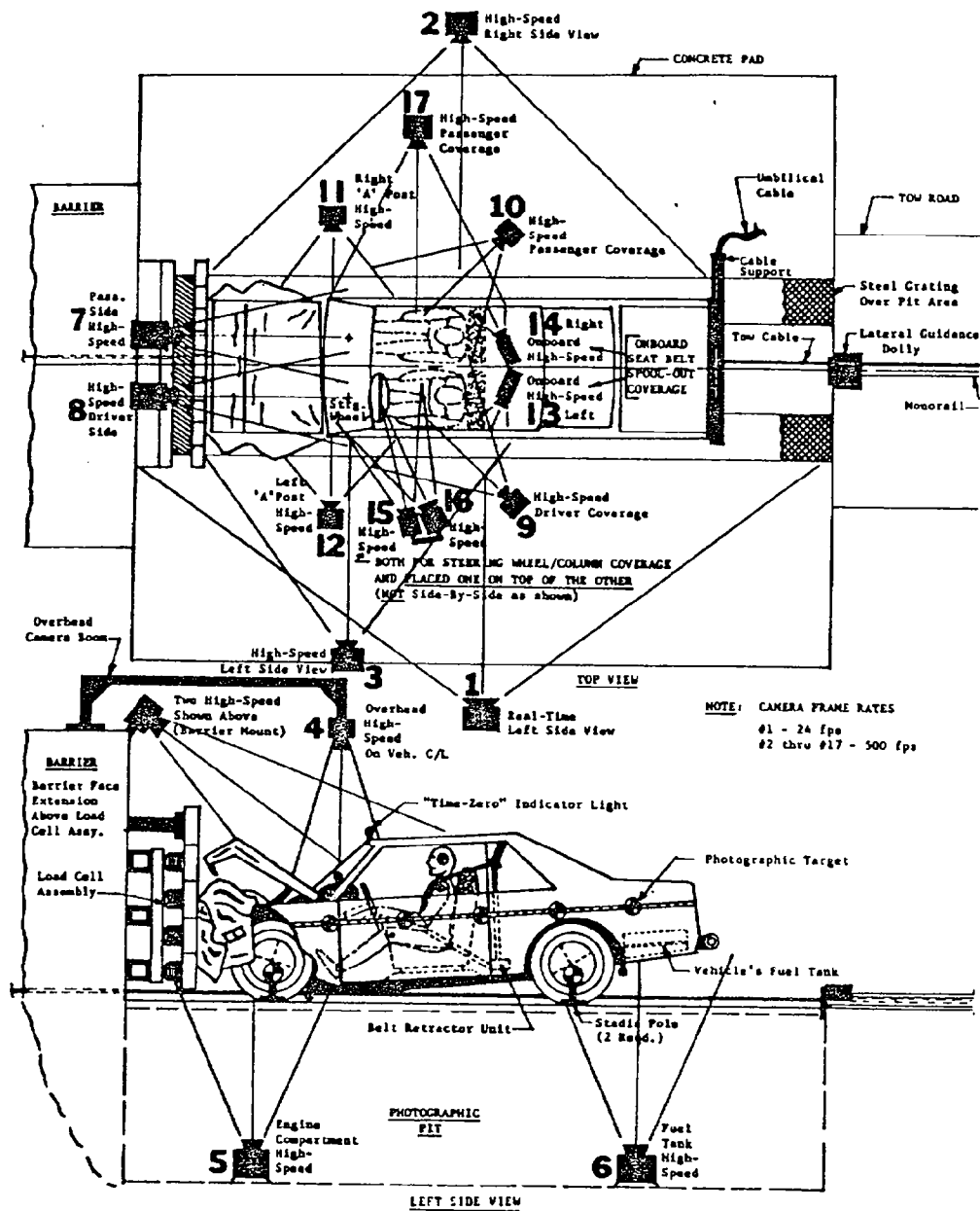


FIGURE 1
CAMERA LOCATIONS

TABLE 3 MEASUREMENT SYSTEM CHANNEL DESIGNATION

DIGITAL TAPE CHANNEL NO.	SENSOR	CHANNEL DESCRIPTION	DATA QUALITY
01	AC	DR HED X	Good
02	AC	DR HED Y	Good
03	AC	DR HED Z	Good
04	AC	DR CST X	Good
05	AC	DR CST Y	Good
06	AC	DR CST Z	Good
07	AC	PA HED X	Good
08	AC	PA HED Y	Good
09	AC	PA HED Z	Good
10	AC	PA CST X	Good
11	AC	PA CST Y	Good
12	AC	PA CST Z	Good
13	LC	DR FEMUR L	Good
14	LC	DR FEMUR R	Good
15	LC	PA FEMUR L	Good
16	LC	PA FEMUR R	Good
17	LC	DR LBO	Good
18	LC	DR SHB	Good
19	LC	PA LBO	Good
20	LC	PA SHB	Good
21	AC	VEH. BCL X	Good
22	AC	VEH. BCR X	Good
23	AC	VEH. ENG. TOP X	Lead Broke
24	AC	VEH. ENG. BOT. X	Good
25	AC	VEH. RFF X	Good
26	AC	VEH. LRF X	Good
27	DT	DR SHB	Good
28	DT	PA SHB	Good
29-64	LC	BA	Good

2.1 GENERAL COMMENTS

The 1984 Nissan Stanza 4-door sedan was equipped with a 120.4 cubic inch 4 cylinder engine, 5 speed manual transmission, power steering, power windows, and air conditioning. The test weight of the Nissan Stanza with two 50th percentile male dummies, instrumentation, and cameras was 2,814 pounds.

The Nissan Stanza was involved in a frontal load cell barrier crash at a velocity of 35.19 mph. The vehicle appears to comply with FMVSS No. 212, "Windshield Mounting", and FMVSS No. 301-75, "Fuel System Integrity". There was 88% windshield retention, and no fuel leakage after impact or during the subsequent rollover test.

A maximum static crush for the vehicle of 21 3/8 inches occurred at the right side of the front bumper. The windshield was cracked particularly at its lower corners. All other vehicle glazing remained intact. The doors required the use of tools to open them.

The driver ATD's head hit the steering wheel hub and lower rim. His knees hit the dash panel and left side of the steering column. The driver ATD had a HIC value of 1,459, which does not meet the FMVSS No. 208 "Head Injury Criteria". His maximum chest acceleration (resultant clipped) of 57.8 g's, and maximum femur loads of 197 and 714 pounds satisfy the FMVSS No. 208 requirements.

The passenger ATD's head hit the top edge of the dash panel, and his knees hit the dash panel. The HIC value for the passenger ATD of 2,216 does not meet the requirements of the FMVSS No. 208 for "Head Injury Criteria". His maximum chest acceleration (resultant clipped) of 52.9 g's, and maximum femur loads of 706 and 536 pounds satisfy the FMVSS No. 208 requirements.

Seat belt spoolouts as measured with a linear potentiometer attached to the shoulder belt between the retractor and D-ring were 3.3 inches for the driver, and 6.0 inches for the passenger. Seatbelt spoolouts observed on film from on-board cameras were 4 1/2 inches for the driver and 7 inches for the passenger.

SECTION 3

COMPLIANCE DATA

FMVSS 212, 301-75

Compliance data for FMVSS No.'s 212 and 301-75 were acquired during the test. The results are presented in Tables 4 and 5.

TABLE 4 SUMMARY OF FMVSS 212 DATA

TEST VEHICLE NHTSA NO. CE5209 TEST DATE: 02/23/84
 VEH. MFR/MAKE/MODEL Nissan Motor Co./Nissan/Stanza

Details of windshield mounting (method of retention, type of trim, etc.)

Windshield is bonded to a rubber perimeter moulding with adhesive.

A chrome moulding surrounds the top and sides of the windshield. A plastic moulding covers the lower part of the windshield above its edge.

	WINDSHIELD PERIPHERY	
	PRETEST	POSTTEST
RIGHT SIDE	76 1/4	72 1/4
LEFT SIDE	75 5/8	66 1/8
TOTAL	151 7/8	138 3/8

The standard requires that POSTTEST be a minimum of 75 percent of the PRETEST total periphery measurement for vehicles not equipped with occupant passive restraints and 50 percent for each side of the windshield for vehicles which are equipped with occupant passive restraints.

AREA OF RETENTION FAILURE:

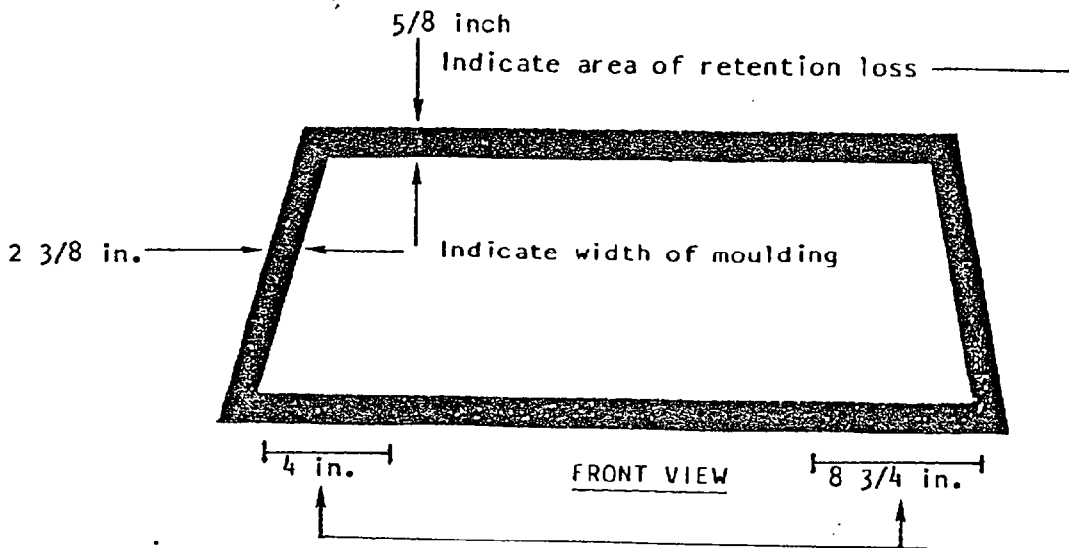


TABLE 5 FMVSS NO. 301-75 STATIC ROLLOVER DATA SHEET

TEST VEHICLE NHTSA NO. CE5209 TEST DATE 02/23/84

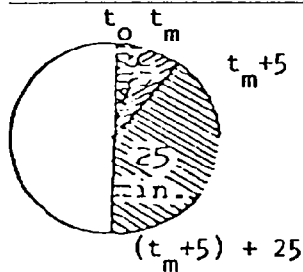
VEH. MFR/MAKE/MODEL Nissan Motor Co./Nissan/Stanza

Test vehicle fuel tank filled to 90-95% of capacity with Stoddard Solvent and with electric fuel pump operating (if it will operate without engine operation). Part 572 test dummies located at each front designated seating position.

A. TEST VEHICLE IMPACT TYPE

- Frontal (35 mph)
- Oblique (35 mph) with ° barrier face first contacting (driver/passenger) side
- Rear Moving Barrier (35 mph)
- Lateral Moving Barrier (20 mph)

FUEL SPILLAGE MEASUREMENT



1. From impact until vehicle motion ceases - - - - -
2. For 5 minute period after veh. motion ceases - - -
3. For next 25 minutes - - -

ACTUAL	MAX. ALLOW.
0	1 oz.
0	5 oz.
0	1 oz/1 min.

B. TEST VEHICLE STATIC ROLLOVER

Detail test results are recorded on the following data sheets:

- (1) Rollover data for 0° to 90° test phase.
- (2) Rollover data for 90° to 180° test phase.
- (3) Rollover data for 180° to 270° test phase.
- (4) Rollover data for 270° to 360° test phase..

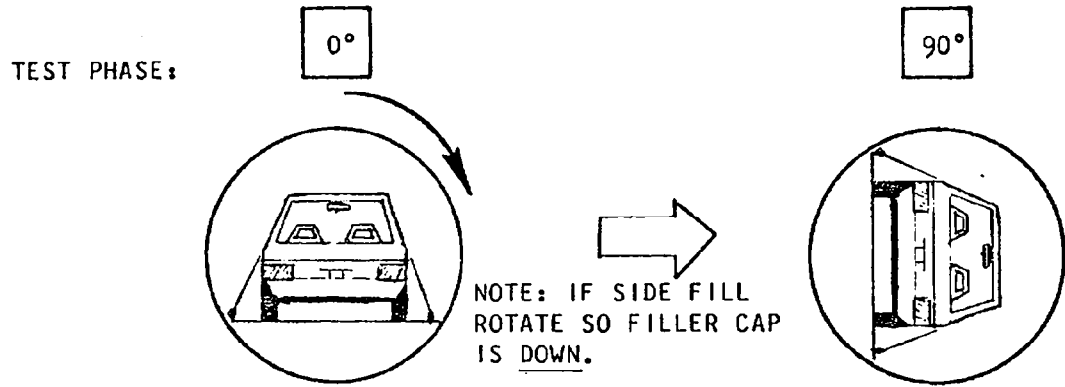
C. SOLVENT SPILLAGE DETAILS

None.

TABLE 5 FMVSS NO. 301-75 STATIC ROLLOVER DATA SHEET (CONT'D.)

TEST VEHICLE NHTSA NO. CE5209 TEST DATE 02/23/84

VEH. MFR/MAKE/MODEL Nissan Motor Co./Nissan/Stanza



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time = minutes seconds
 (Spec. Range = 1 to 3 minutes)

FMVSS 301-75 Position Hold Time = minutes seconds

+

TOTAL = minutes seconds

Next Whole Minute Interval = minutes

II. FMVSS 301-75 REQUIREMENTS:

(1) Time Period

First 5 min. FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
-------------------------------------	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	--
---	---	---	----

NOTE: Record spillage for whole minute intervals only as determined above.

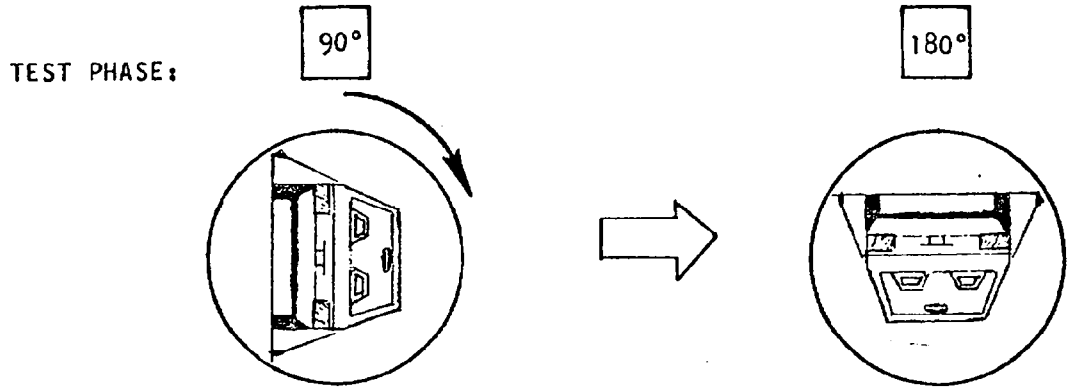
IV. SOLVENT SPILLAGE LOCATION(S):

None.

TABLE 5 FMVSS NO. 301-75 STATIC ROLLOVER DATA SHEET (CONT'D.)

TEST VEHICLE NHTSA NO. CE5209 TEST DATE 02/23/84

VEH. MFR/MAKE/MODEL Nissan Motor Co./Nissan/Stanza



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time = minutes seconds
 (Spec. Range = 1 to 3 minutes)

FMVSS 301-75 Position Hold Time = minutes seconds

+

TOTAL = minutes seconds

Next Whole Minute Interval = minutes

II. FMVSS 301-75 REQUIREMENTS:

(1) Time Period

First 5 min. FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
-------------------------------------	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	--
---	---	---	----

NOTE: Record spillage for whole minute intervals only as determined above.

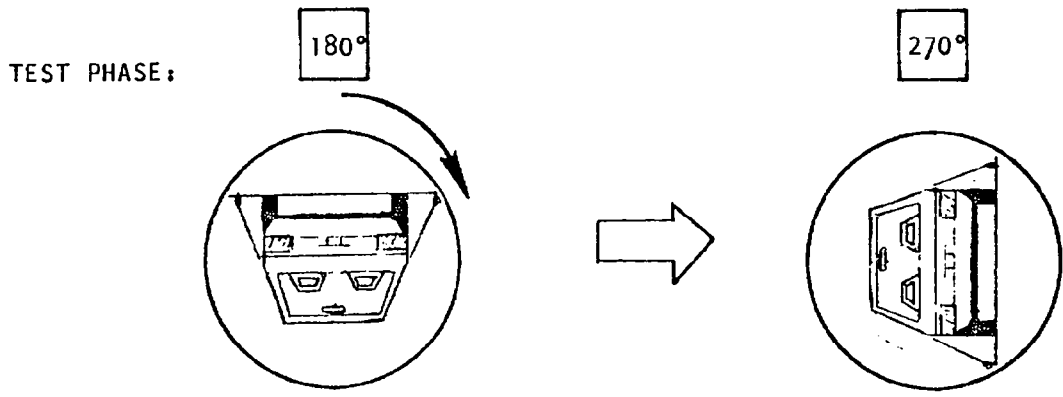
IV. SOLVENT SPILLAGE LOCATION(S):

None...

TABLE 5 FMVSS NO. 301-75 STATIC ROLLOVER DATA SHEET (CONT'D.)

TEST VEHICLE NHTSA NO. CE5209 TEST DATE 02/23/84

VEH. MFR/MAKE/MODEL Nissan Motor Co./Nissan/Stanza



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes) = minutes seconds
 FMVSS 301-75 Position Hold Time = minutes seconds
 +
 TOTAL = minutes seconds
 Next Whole Minute Interval = minutes

II. FMVSS 301-75 REQUIREMENTS:

(1) Time Period

First 5 min. FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
-------------------------------------	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	--
---	---	---	----

NOTE: Record spillage for whole minute intervals only as determined above.

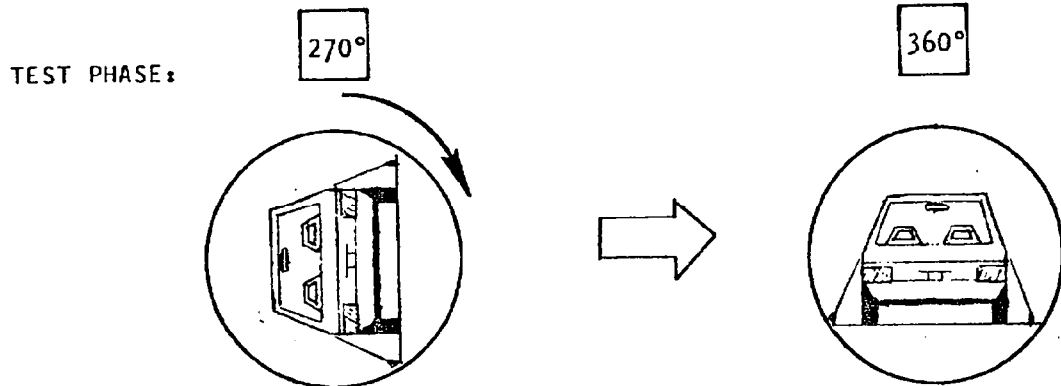
IV. SOLVENT SPILLAGE LOCATION(S):

None.

TABLE 5 FMVSS NO. 301-75 STATIC ROLLOVER DATA SHEET (CONT'D.)

TEST VEHICLE NHTSA NO. CE5209 TEST DATE 02/23/84

VEH. MFR/MAKE/MODEL Nissan Motor Co./Nissan/Stanza



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time = minutes seconds
 (Spec. Range = 1 to 3 minutes)

FMVSS 301-75 Position Hold Time = minutes seconds

+

TOTAL = minutes seconds

Next Whole Minute Interval = minutes

II. FMVSS 301-75 REQUIREMENTS:

(1) Time Period

First 5 min. FROM onset of rotation	6th min.	7th min.	8th min.
			if reqd.

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	--
---	---	---	----

NOTE: Record spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

None.

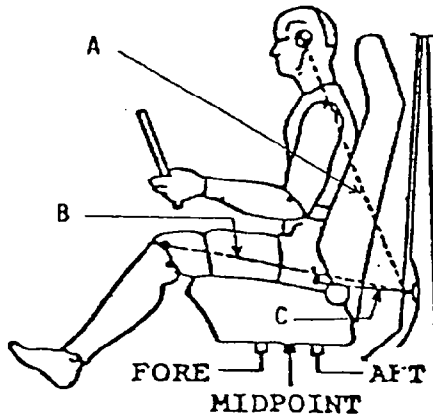
SECTION 4
OCCUPANT DATA

Two Part 572 50th percentile male ATD's were installed in the test vehicle. One was positioned in the driver's DSP, and one in the right front passenger's DSP. Both ATD's were fully instrumented with three accelerometers mounted in the head and chest, and load cells mounted in each femur.

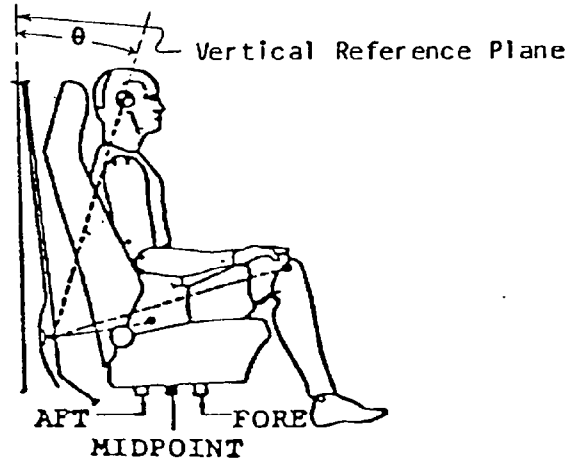
The pretest position of each ATD is shown in Tables 6 and 7. Safety belt and steering column data is presented in Table 8. A summary of the ATD measurements is shown in Table 9. A description of the posttest ATD positions is presented in Table 10.

TABLE 6 - DUMMY IN-VEHICLE POSITION RECORDING

DRIVER ATD

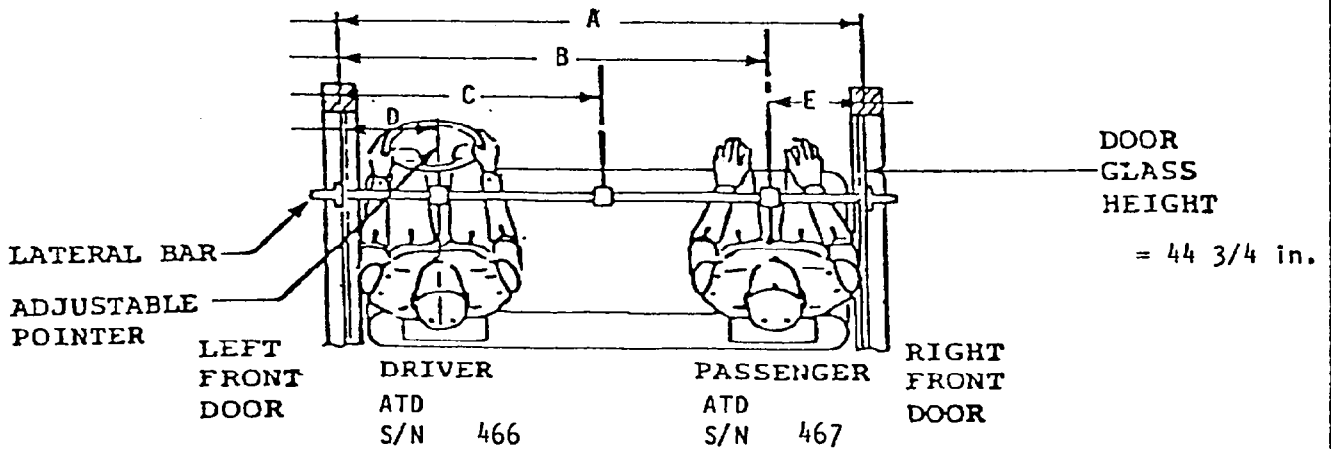


PASSENGER ATD



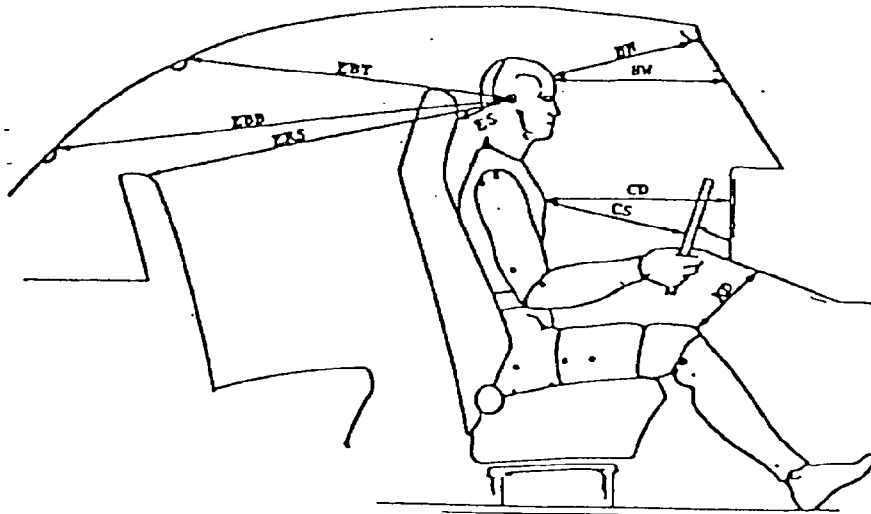
Dimension	(in.)	(θ°)	Dimension	(in.)	(θ°)
A	22 1/2	-1	A	23 5/8	-3
B	22 5/8	94	B	21 3/4	92
C	6 1/2	106	C	6 1/8	102
Torso Angle = -23°			Torso Angle = -25°		
Seat Back Angle = -24°			Seat Back Angle = -24°		

All angles are relative to the vertical plane.

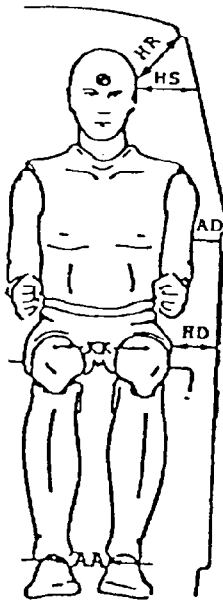


- A = 49 7/8
- B = 37 3/8
- C = 24 15/16
- D = 12 1/2
- E = 12 1/2

TABLE 7 PART 572 ATD IN-VEHICLE POSITION



	DRIVER	PASSENGER
HH	17 1/2	20 3/4
HW	23	25 3/4
CD	23 3/8	25
CS	16	--
KD L	5 7/8	8
KD R	6 5/8	7 3/4



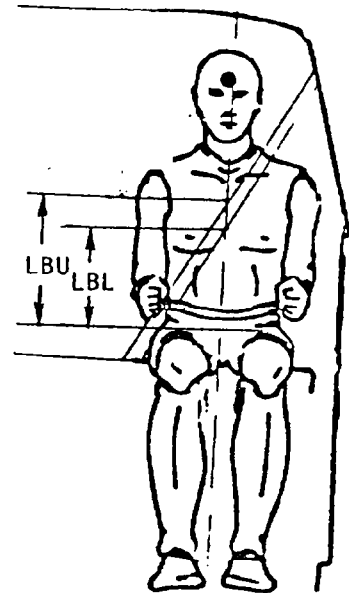
	DRIVER	PASSENGER
HR	7 1/4	7 1/8
HS	7 1/4	7
AD	4 1/8	3 7/8
HD	6 1/2	6
KK	14 1/2	12
AA	11 3/4	9 1/2

- 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
- AA = Ankle to Ankle

TABLE 8 SAFETY BELT AND STEERING COLUMN DATA

SAFETY BELT POSITIONING

	Driver	Passenger
LBU	12 1/4 in.	11 1/4 in.
LBL	9 1/2 in.	8 1/4 in.
LBT	3 lb.	3 1/2 lb.
SBT	2 3/4 lb.	2 1/2 lb.



LBU - Lap to Belt Upper Edge - Distance from plate on lap to upper edge of shoulder belt.

LBL - Lap to Belt Lower Edge - Distance from plate on lap to lower edge of shoulder belt.

LBT - Lap Belt Tension.

SBT - Shoulder Belt Tension.

STEERING COLUMN REFERENCE DIMENSIONS

Driver Measurements	
NR	20 3/8 in.
NH	20 3/4 in.
SCA	33°
SWA	64°

NR - Nose to Rim - Distance from tip of nose to surface of steering wheel rim.

NH - Nose to Hub - Distance from tip of nose to center of steering column hub.

SCA - Steering Column Angle - Angle of steering column in degrees relative to horizontal x axis.

SWA - Steering Wheel Rim Angle - Angle of steering wheel in degrees relative to horizontal x axis.

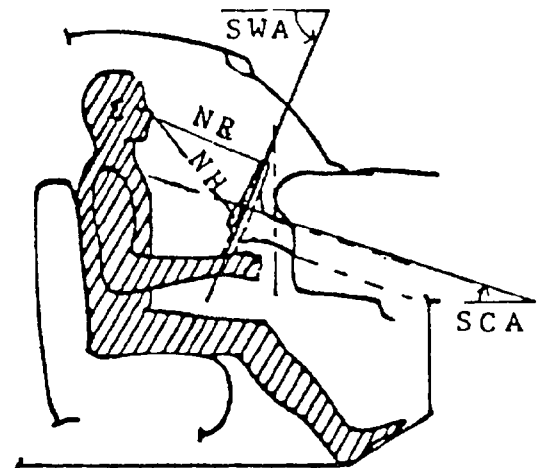


TABLE 9 PART 572 ATD DATA SUMMARY

Test Vehicle: 1984 Nissan Stanza	Driver ATD				Passenger ATD			
	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	7	195	157	70	7	52	297	90
Lateral	16	73	41	69	21	89	7	93
Vertical	65	74	85	70	159	90	13	98
Resultant	177	70	—	—	338	89	—	—
HIC	1459 btwn 69 and 90 msec				2216btwn 88 and 98 msec			
Chest Acceleration Longitudinal	4	185	70	76	4	127	49	94
Lateral	11	71	41	85	37	97	5	57
Vertical	16	51	16	73	12	100	4	94
Resultant (Max)	74	77	—	—	57	96	—	—
Resultant (clip)	57.8	—	—	—	52.9	—	—	—
Femur Loads	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)	Peak (lb)	Time (msec)
	Left	197	37	337	66	706	44	218
Right	714	48	205	61	536	44	316	59
Belt Loads Lap	1415	65	—	—	1370	72	—	—
Torso	1484	76	—	—	1560	89	—	—
Belt Spoolout: Potentiometer	Peak (in.)	Time (msec)			Peak (in.)	Time (msec)		
	3.3	160	—	—	6.0	71	—	—
Film Data	4 1/2	—	—	—	7.0	—	—	—
Vehicle Impact Speed (mph): <u>35.19</u>								
* Longitudinal: Forward Lateral: Rightward Vertical: Downward				** Longitudinal: Rearward Lateral: Leftward Vertical: Upward				

TABLE 10 GENERAL POSTTEST DESCRIPTIONS

<u>ATD Positions</u>		
<p>Driver: Twisted facing outward, right hand on passenger's lap, left hand on side, and right knee under steering column.</p>		
<p>Passenger: Twisted facing outward with right arm, and knee raised from their pretest positions.</p>		
<u>Visible ATD Contact Areas</u>		
Component	Driver	Passenger
Head	Steering wheel hub, & lower rim	Dash panel
Chest	None	None
Abdomen	None	None
Left Knee	Dash panel	Dash panel
Right Knee	Dash panel	Dash pnael
<u>Seat And Seatbelt Position Changes</u>		
Seat Forward Displacement	1 1/2 inches	2 inches

SECTION 5
VEHICLE DATA

The test vehicle is a 1984 Nissan Stanza. General vehicle descriptive information is presented in Table 11.

The pretest and posttest vehicle dimensional data are presented in Table 12. Fifteen reference targets were attached to the vehicle, and three to the barrier to aid in the film analysis of the test. The locations of these targets are shown in Figure 3. Pretest and posttest locations of these targets are presented in Table 13. Seat and steering wheel positioning data are presented in Table 14.

The accelerometer locations, and a summary of the measured peak amplitudes are presented in Table 15.

TABLE 11 TEST VEHICLE INFORMATION

Vehicle Manufacturer: Nissan Motor Co., Ltd.
 Make/Model: Nissan Stanza
 Body Style: 4-Door Model Year: 1984
 VIN: JN1HT11S3ET113448 Build Date: 12/83
 NHTSA No.: CE5209 Color: Silver
 Engine Data: 4 Cylinders: 120.4 in³
 Transmission Data: 5 Speed (X) Manual/ () Automatic
 Date Vehicle Received by Laboratory: 01/17/84
 Dealer's Name & Address: Corona Datsun - 375 N. Main St., Corona, California

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

Vehicle Manufactured By: Nissan Motor Co., Ltd.
 Date of Manufacture: 12/83 VIN: JN1HT11S3ET113448
 GWR: 3,255 lb GAWR: Front = 1,665 lb Rear = 1,720 lb

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

Vehicle Load: FRONT REAR
 Up to Capacity 26 psi 26 psi

RECOMMENDED TIRE SIZE: 165SR13	LOAD RANGE: B C D
-----------------------------------	----------------------

Vehicle Capacity:
 Type of seats Bench
 Bucket
 Split Bench

RECOMMENDED COLD TIRE PRESSURE	F <u>26</u> : R <u>26</u>
--------------------------------	---------------------------

CARGO LOAD = 1150 lb.
 TOTAL = 900 lb

Number of Occupants = 2 Front
 (Designated Seating 3 Rear
 Capacity) 5 Total

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with max. fluids): UDW 2,348

Right Front = 740 lb Right Rear = 425 lb
 Left Front = 751 lb Left Rear = 432 lb
 TOTAL FRONT WEIGHT = 1491 lb (63.5 % of Total Vehicle Weight)
 TOTAL REAR WEIGHT = 857 lb (36.5 % of Total Vehicle Weight)
 TOTAL DELV. WEIGHT = 2348 lb

CALCULATION FOR TARGET TEST WEIGHT

RCLW = Rated Cargo and Luggage Weight
 UDW = Unloaded Delivered Weight (2,348 lb)
 VCW = Vehicle Capacity Weight (900 lb)
 DSC = Designated Seating Capacity (5)
 RCLW = VCW - 150 (DSC) = 150 lb
 Target Test Weight = UDW + RCLW + (2 dummies X 164 lbs/dummy)
 Target Test Weight = 2,826 lb

TABLE 11 TEST VEHICLE INFORMATION (CONT'D)

WEIGHT OF TEST VEHICLE WITH REQUIRED DUMMIES AND 135 lb CARGO: 2,814 lb	
Right Front = <input type="text" value="803"/> lb	Right Rear = <input type="text" value="594"/> lb
Left Front = <input type="text" value="820"/> lb	Left Rear = <input type="text" value="597"/> lb
TOTAL FRONT WEIGHT = <input type="text" value="1623"/> lb	(<u>57.7</u> % of Total Vehicle Weight)
TOTAL REAR WEIGHT = <input type="text" value="1191"/> lb	(<u>42.3</u> % of Total Vehicle Weight)
TOTAL TEST WEIGHT = <input type="text" value="2814"/> lb	
Weight of ballast secured in vehicle trunk area = <input type="text" value="000"/> lb	

VEHICLE ATTITUDE: (all dimensions in inches)

Delivered Attitude: RF 25 1/2 LF 25 1/4 RR 24 3/4 LR 24 3/4

Test Attitude: RF 24 1/2 LF 24 1/2 RR 23 1/2 LR 23 1/2

Wheelbase: 97 3/8 ; Distance from c.g. to front axle: 41.2

TEST FLUID DATA:

Test Fluid Type: Red Stoddard Solvent Spec. Grav.: 0.764

Viscosity: 0.96 Centistokes

Fuel System Capacity (data from NHTSA): 13.39 gal.

Fuel System Capacity (data from Owners Manual): 14 1/4 gal.

Test Volume: 12.5 Gallons (92 to 94% of NHTSA capacity)

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

Details of Fuel System: The fuel tank is located beneath the car forward of the rear axle. The filler tube is on the right side of the vehicle.

The fuel pump is located between the fuel tank and right rear tire.

Three metal fuel lines run from the fuel tank along the right side of the floor pan to the engine compartment: one line runs through a fuel filter attached to the firewall to the right side of the intake manifold,

second goes directly to the intake manifold, and the third goes to a cannister located at the front left corner of the engine compartment.

TABLE 11. TEST VEHICLE INFORMATION (CONT'D)

TEST CONDITIONS:

Date of Test: 02/23/84 Time of Test: 3:00 am/pm
Ambient Temperature: 72 °F at impact area
Temp. In Occ. Compart.: 72 °F: W/Shld. Mldg. Temp.: 72 °F

IMPACT VELOCITY:

Trap No. 1 = 35.19 mph; Trap No. 2 = 35.20 mph
Distance from the vehicle's front bumper to the barrier face
entering the vehicle velocity measurement device = 54 inches
Exiting the vehicle velocity measurement device = 6 inches

VEHICLE REBOUND

Distance from front of test vehicle to the barrier
after impact: Ave. = 12 5/16 ; R = 11 3/4 ; L = 12 7/8

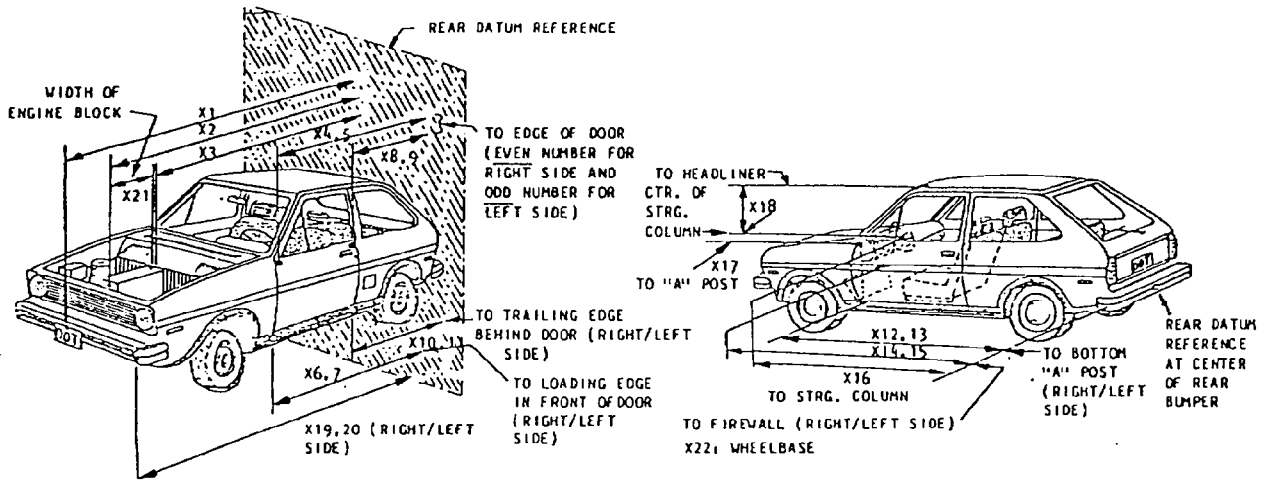
VEHICLE MAXIMUM CRUSH:

Left Side : 21 1/4 inches
Right Side: 21 3/8 inches
Centerline: 20 1/8 inches

FIREWALL INTRUSION:

Left Side: 4 7/8 inches
Right Side: 1 7/8 inches

TABLE 12 PRE/POST-TEST STATIC MEASUREMENT DATA



VEHICLE: Nissan Stanza NHTSA NO.: CE5209
 TEST DATE: 02/23/84

REFERENCE DIMENSION	PRE-TEST MEASUREMENT	POST-TEST MEASUREMENT	CHANGE
X1	172 7/8	152 3/4	-20 1/8
X2	155 3/8	142	-13 3/8
X3	128 13/16	116 1/2	-12 5/16
X4	113 3/4	113 7/16	- 5/16
X5	113 3/4	113	- 3/4
X6	116 5/8	116 1/16	- 9/16
X7	116 5/8	115 1/2	- 1 1/8
X8	77 1/16	76 5/8	- 7/16
X9	76 15/16	75 15/16	- 1
X10	76 3/16	75 7/8	- 5/16
X11	76 3/16	75 5/16	- 7/8
X12	117 3/8	116 1/2	- 7/8
X13	117 3/8	116 1/4	- 1 1/8
X14	128 5/8	126 3/4	- 1 7/8
X15	129	124 1/8	- 4 7/8
X16	102 1/16	99 1/2	- 2 9/16
X17	16 1/2	17 3/8	+ 7/8
X18	16 1/4	13 1/2	- 2 3/4
X19	168 1/8	146 3/4	-21 3/8
X20	168 1/4	147	-21 1/4
X21	19 1/2	19 1/2	0
X22	97 3/8	92 1/4	- 5 1/8

TABLE 13 PRE/POSTTEST TARGET LOCATION DIMENSIONS

	X From Barrier		Y From Rail		Z Above Ground	
	A1	65	65	39 1/2	39 1/2	61
A2	69	69	39 1/2	39 1/2	61	61
A3	73	73	39 1/2	39 1/2	61	61
	X From Rearmost Point of Vehicle		Y From Centerline		Z Above Ground	
	B1	91 7/8	91 3/4	13	13	54 3/8
B2	87 7/8	87 3/4	13	13	54 1/4	55 3/4
B3	83 7/8	83 3/4	13	13	54 1/4	55 7/8
C1	56 1/4	56 1/16	13 1/8	13 1/8	54 7/16	56 3/8
C2	52 1/4	52	13 3/16	13 3/16	54 1/2	56 1/2
C3	48 1/4	48 1/8	13 1/4	13 1/4	54 5/8	56 5/8
D	44 1/4	44 1/4	22 3/16	22 3/16	49	51 1/2
E	105 1/2	104 3/4	12 1/4	11 3/4	33 5/8	38 1/2
F	119	117 1/4	26 7/8	26 7/8	5 3/16	5 1/16
G	87 3/8	82 1/2	26 5/8	26 1/2	5 1/8	6 3/4
H	56	54 1/4	26 11/16	26 7/16	5 1/4	7 5/8
I	55 5/8	55 1/4	26 7/8	26 13/16	5 9/16	7 1/8
K	87	86 1/2	26 5/8	26 7/16	5 1/2	6 1/2
L	118 3/4	117 7/8	26 11/16	26 3/8	5 1/2	5 1/16
M	43 7/8	44 5/16	22 1/4	22 1/4	49 3/8	51

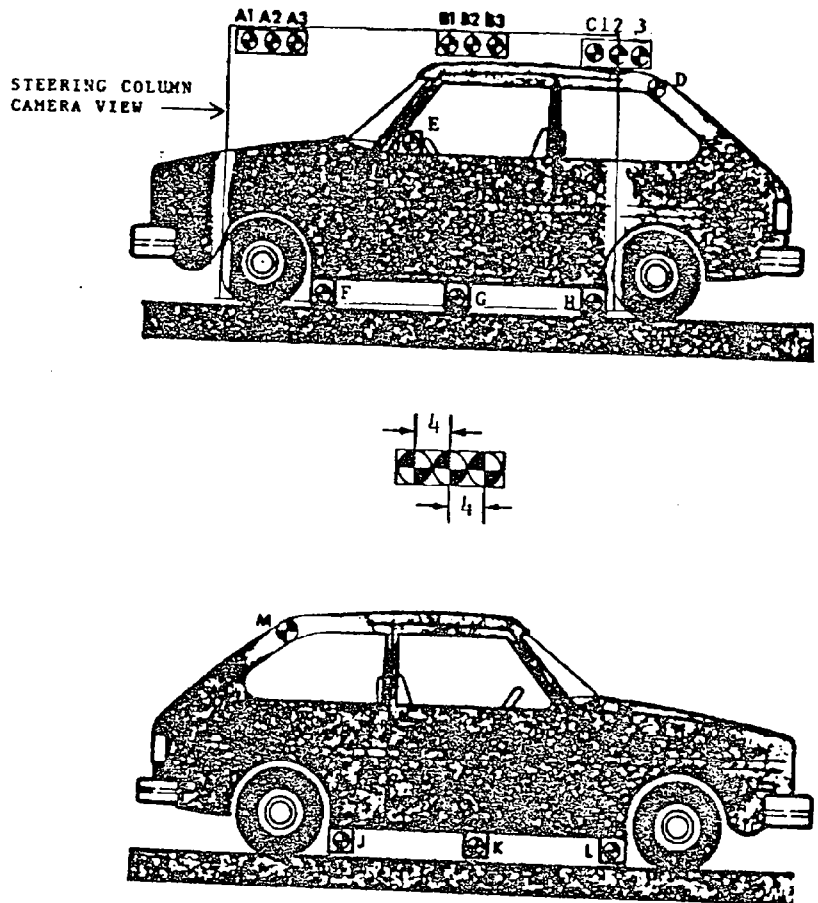


FIGURE 2
LOCATIONS OF VEHICLE TARGETS

TABLE 14 SEAT AND STEERING WHEEL POSITIONING

Vehicle: 1984 Nissan Stanza
 NHTSA No.: CE5209
 VIN: JN1HT11S3ET113448

Type of Seat(s): Bucket

<u>SEAT POSITION</u>	<u>DRIVER</u>	<u>PASSENGER</u>
Longitudinal Position		
Range of travel	<u>8 in.</u>	<u>8 in.</u>
Number of positions	<u>18</u>	<u>18</u>
Test position	<u>10th from front</u>	<u>10th from front</u>

Seatback Angle (measured relative to vertical)		
Range of travel	<u>15° to fully reclined</u>	<u>15° to fully reclined</u>
Number of positions	<u>24</u>	<u>24</u>
Test position	<u>6th from front</u>	<u>6th from front</u>

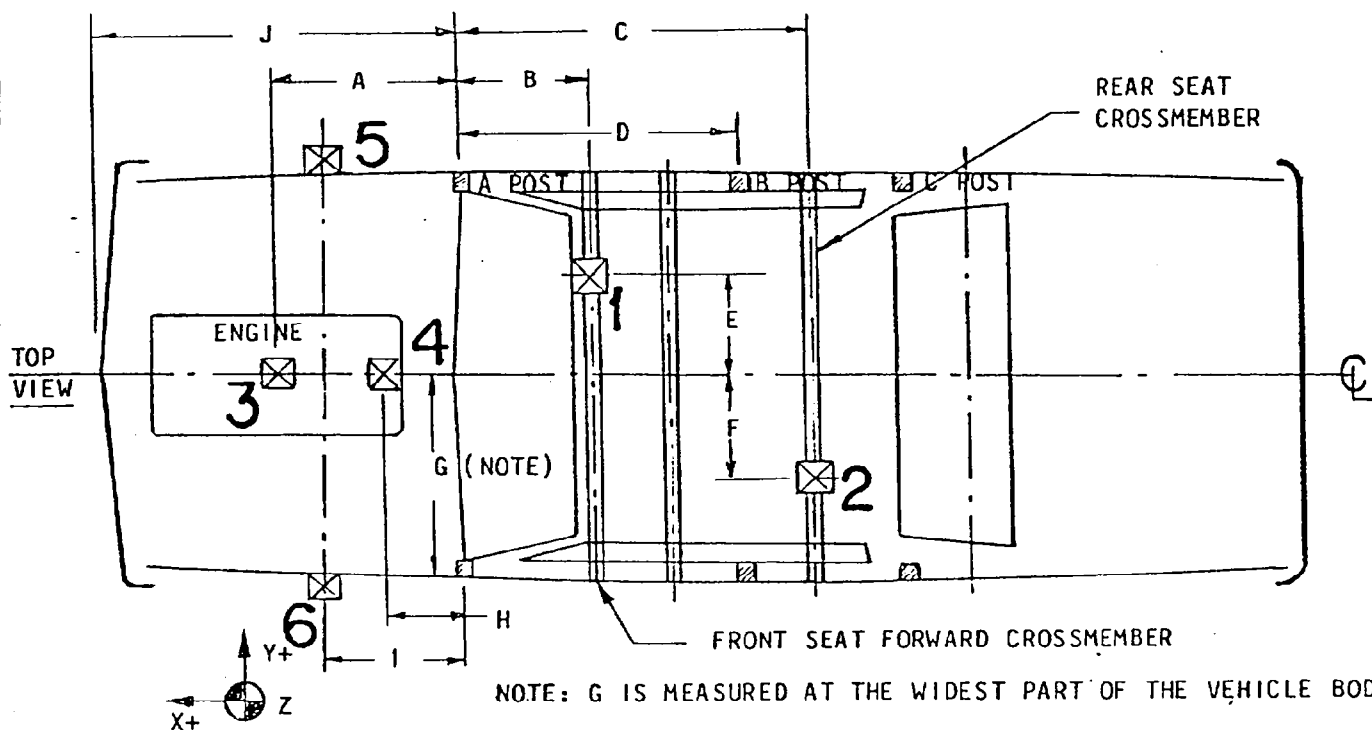
Headrest		
Range of travel	<u>3 1/4 in.</u>	<u>3 1/4 in.</u>
Number of positions	<u>4</u>	<u>4</u>
Test position	<u>2nd up</u>	<u>2nd up</u>

Vertical Position		
Range of travel	<u>NOT</u>	<u>ADJUSTABLE</u>
Number of positions	<u>N/A</u>	<u>N/A</u>
Test position	<u>N/A</u>	<u>N/A</u>

<u>STEERING WHEEL ANGLE (measured relative to vertical)</u>	
Range of travel	<u>19-33°</u>
Number of positions	<u>infinite</u>
Test position	<u>26°</u>

Driver's seat lumbar and thigh supports were set in their retracted positions.

TABLE 15 VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

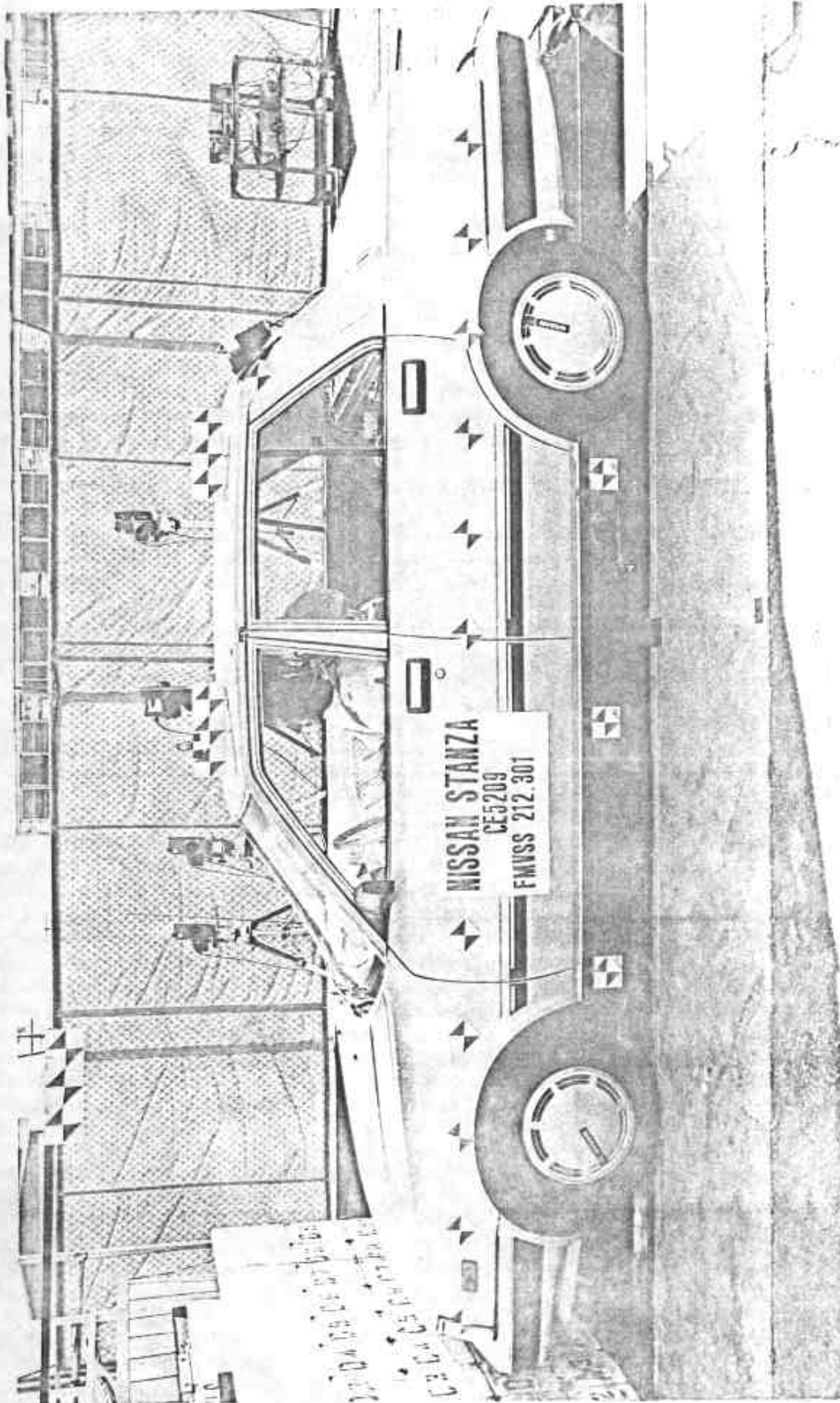


LOCATION NO. AND DESCRIPTION	LOCATION DIMENSION (IN.)	AXIS	PEAK (G' S)		TIME TO PEAK(MSEC)	
			POSITIVE	NEGATIVE	POSITIVE	NEGATIVE
1 - Below Front Seat Area	E - 19 1/2 B - 5 3/4	X	2	60	125	50
2 - Below Rear Seat Area	F - 21 C - 47 7/8	X	2	50	147	51
3 - Top of Engine at Carb. Mount	A - 24 3/4	X	ACCELEROMETER LEAD BROKE *			
4 - Bottom of Engine at Oil Pan	H - 26 1/2	X	77	114	43	32
5 - Right Front Brake Caliper	I - 23	X	57	144	63	46
6 - Left Front Brake Caliper	I - 32 5/8	X	41	123	64	48
- Vehicle Half Width	G - 32 5/8	NOTE: NEGATIVE ACCELERATION IS REARWARD * Peak of -140 g at 37 msec was recorded before the lead broke.				
- Forward Most Point At \bar{C} to A Post	J - 56 1/4					
- Distance from 'A' post to 'B' post	D - 40					

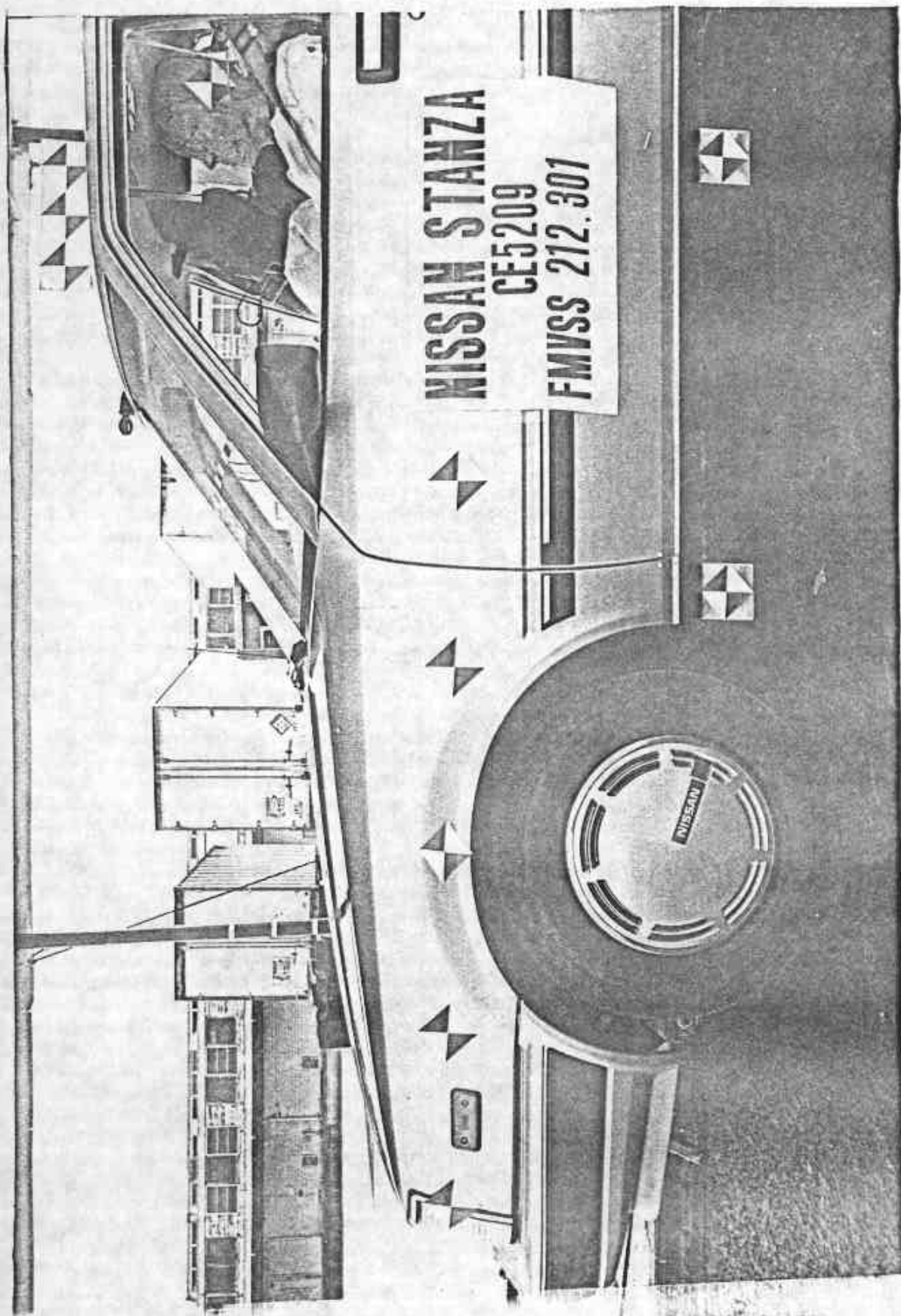
APPENDIX A
PHOTOGRAPHIC COVERAGE

LIST OF PHOTOGRAPHS

- A-1 FULL LEFT SIDE - PRETEST
- A-2 HALF LEFT SIDE - PRETEST
- A-3 FULL FRONT - PRETEST
- A-4 LEFT FRONT 3/4 - PRETEST
- A-5 RIGHT REAR 3/4 - PRETEST
- A-6 FULL FRONT WINDSHIELD - PRETEST
- A-7 DRIVER ATD GENERAL POSITION - PRETEST
- A-8 PASSENGER ATD GENERAL POSITION - PRETEST
- A-9 FULL LEFT SIDE - POSTTEST
- A-10 HALF LEFT SIDE - POSTTEST
- A-11 HALF RIGHT SIDE - POSTTEST
- A-12 LEFT FRONT 3/4 - POSTTEST
- A-13 FULL FRONT WINDSHIELD - POSTTEST
- A-14 FULL FRONT - POSTTEST
- A-15 FULL UNDERBODY - POSTTEST
- A-16 DRIVER ATD GENERAL POSITION - POSTTEST
- A-17 PASSENGER ATD GENERAL POSITION - POSTTEST
- A-18 DRIVER ATD STEERING WHEEL - POSTTEST
- A-19 DRIVER ATD KNEES - POSTTEST
- A-20 PASSENGER ATD KNEES - POSTTEST

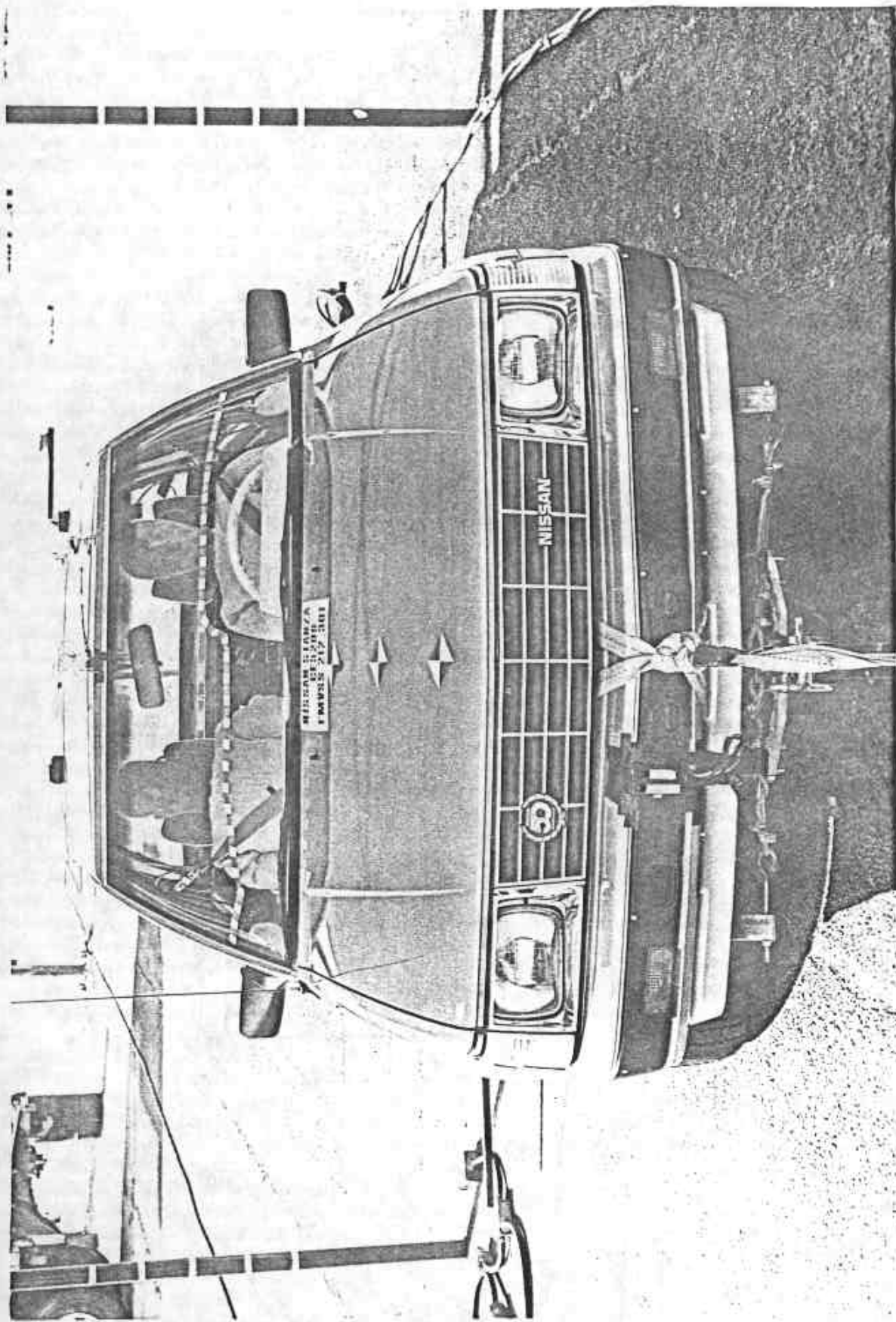


A-1 FULL LEFT SIDE - PRETEST



NISSAN STANZA
CE5209
FMVSS 212.301

A-2 HALF LEFT SIDE - PRETEST



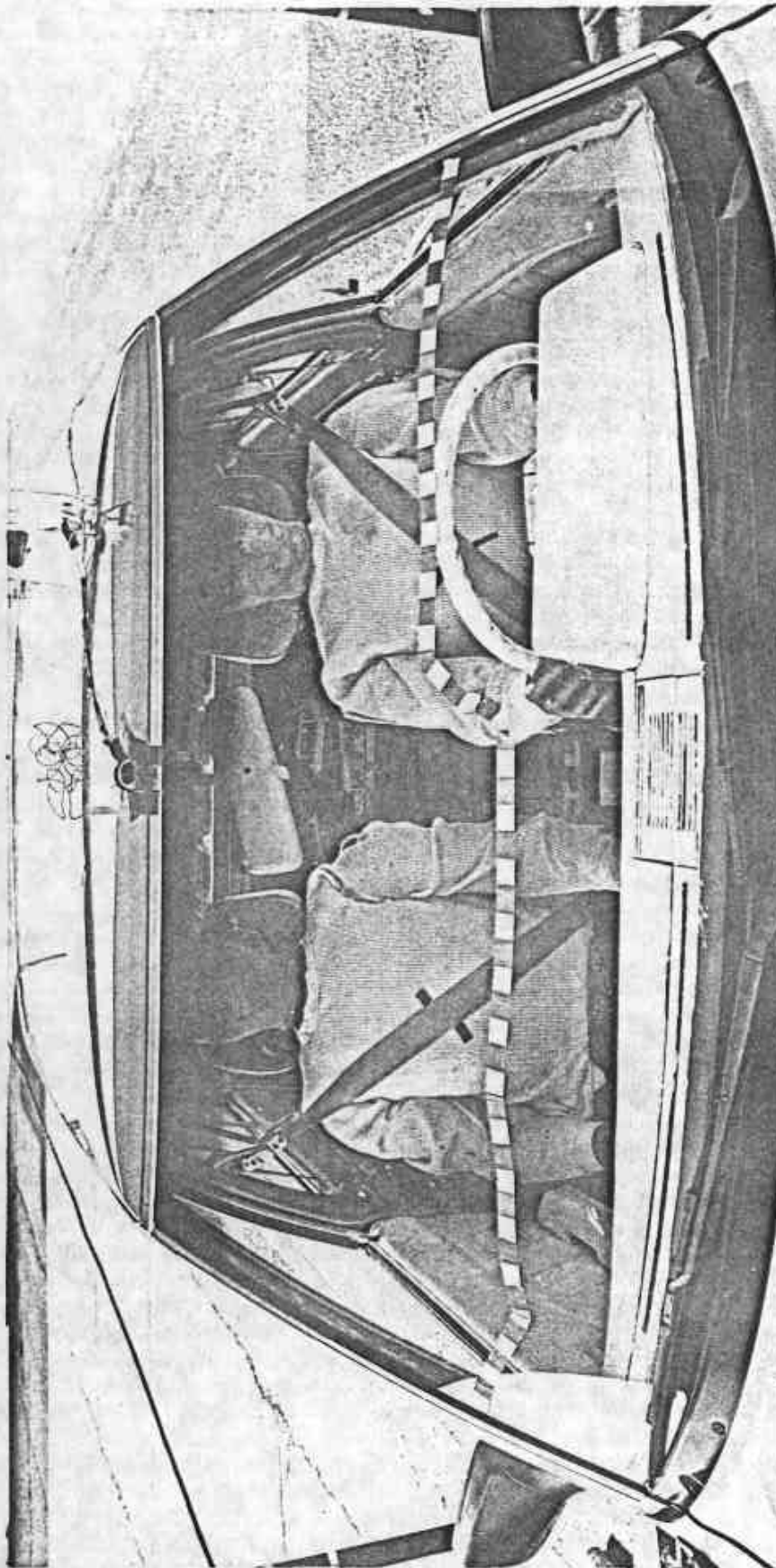
A-3 FULL FRONT - PRETEST



A-4 LEFT FRONT 3/4 - PRETEST



A-5 RIGHT REAR 3/4 - PRETEST



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GE5209
FMVSS 212.301

A-6 FULL FRONT WINDSHIELD - PRETEST



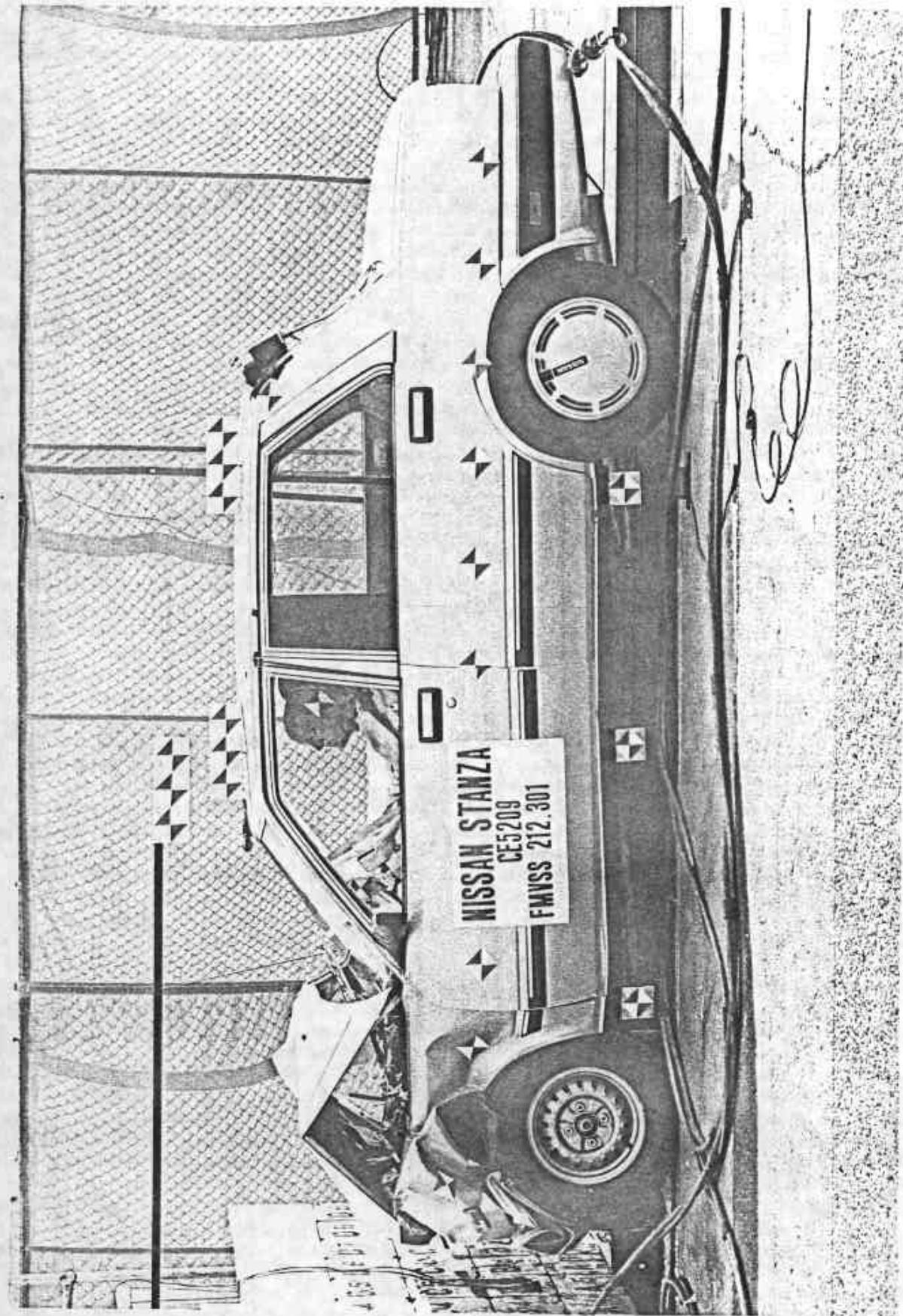
A-7 DRIVER ATD GENERAL POSITION - PRETEST

A-9

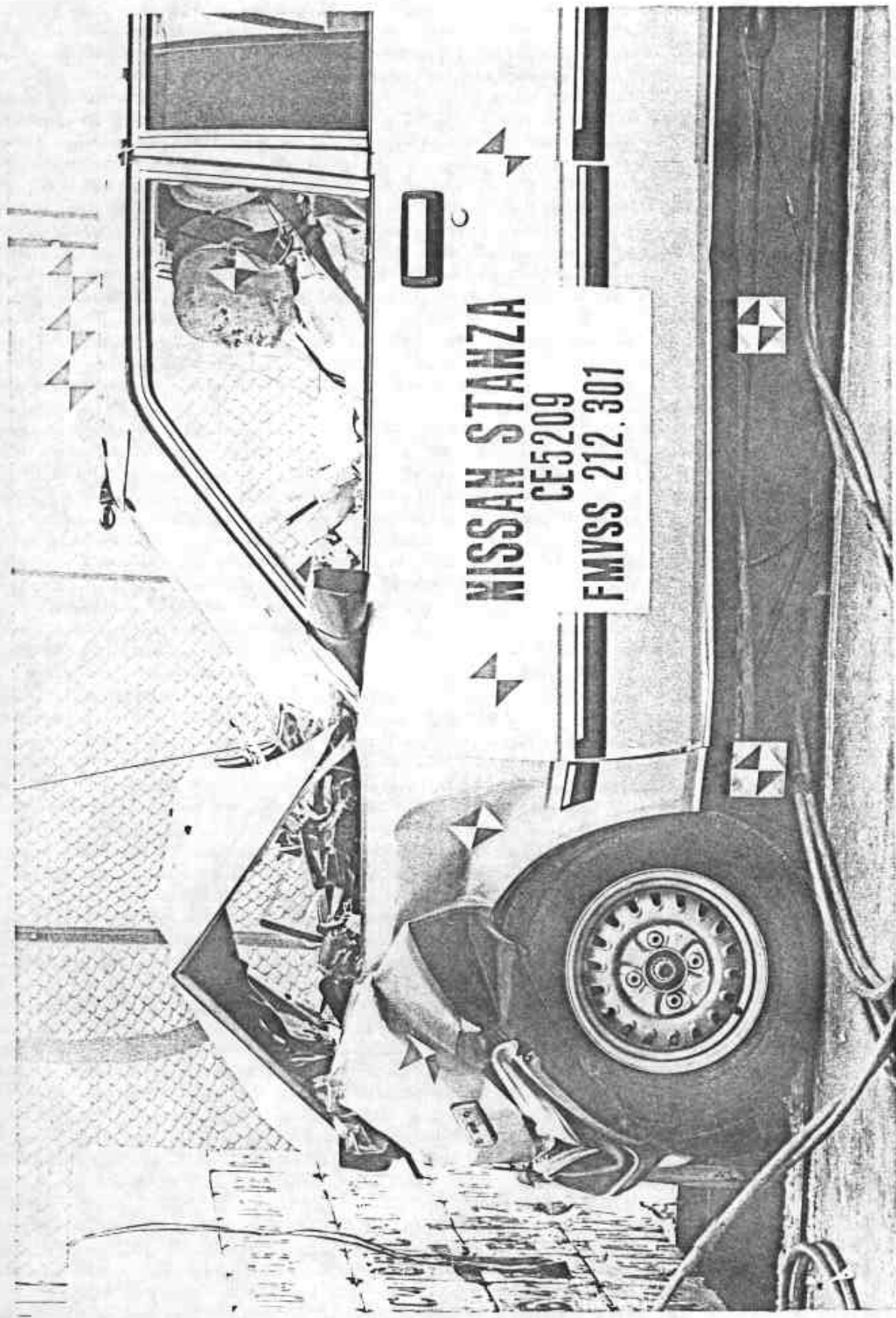


A-8 PASSENGER ATD GENERAL POSITION - PRETEST

A-10

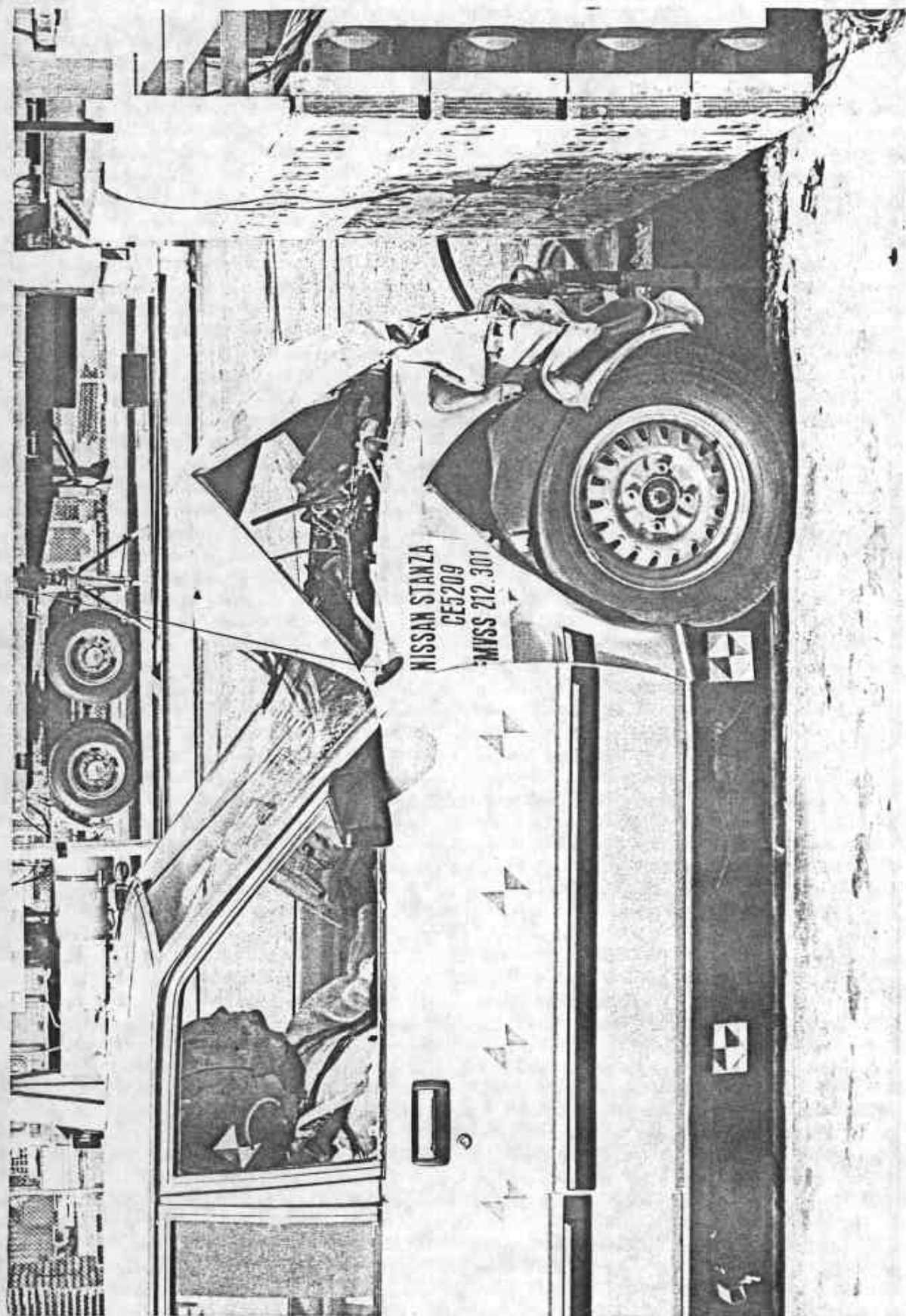


A-9 FULL LEFT SIDE - POSTTEST



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CE5209
FMVSS 212.301

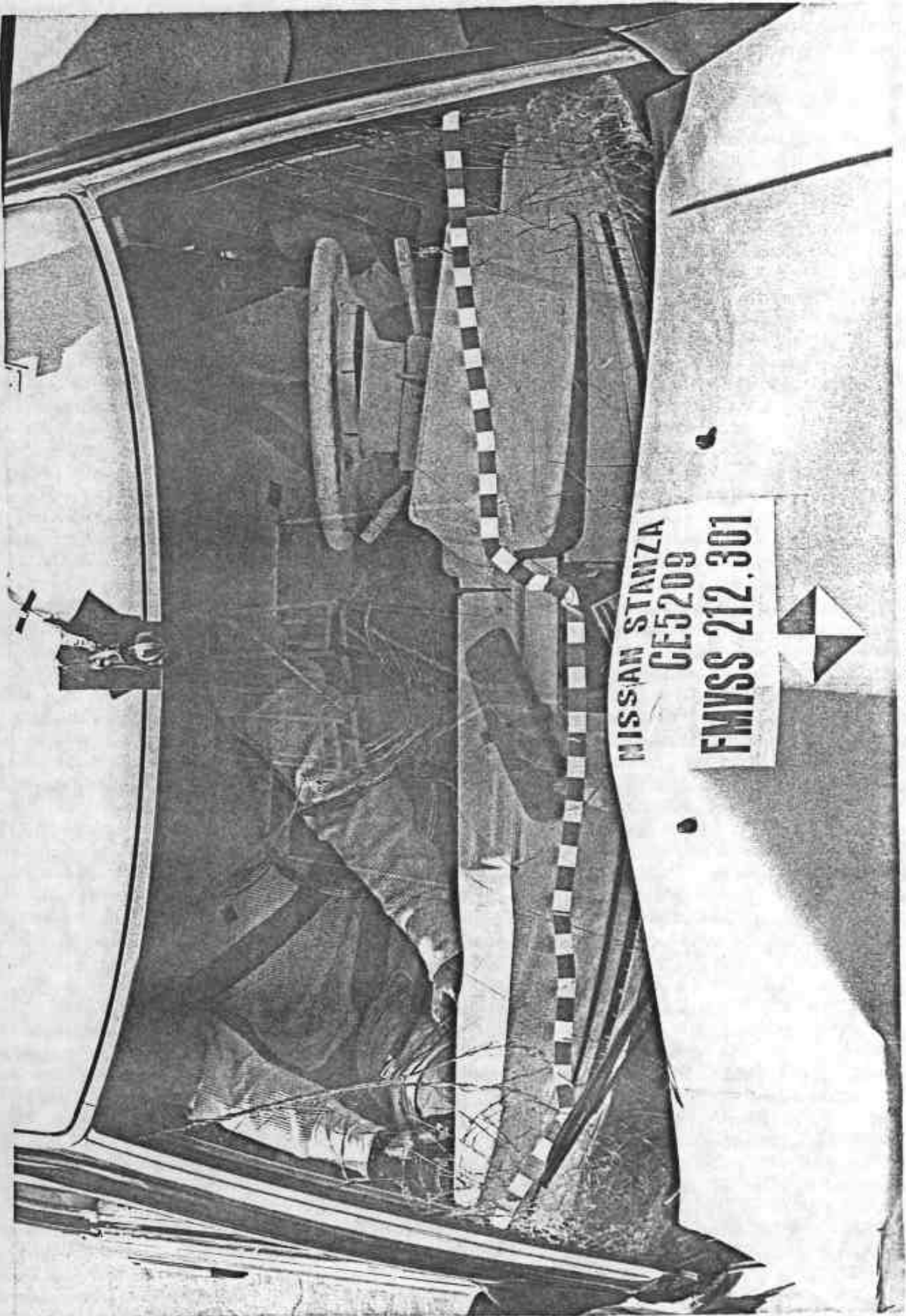
A-10 HALF LEFT SIDE - POSTTEST



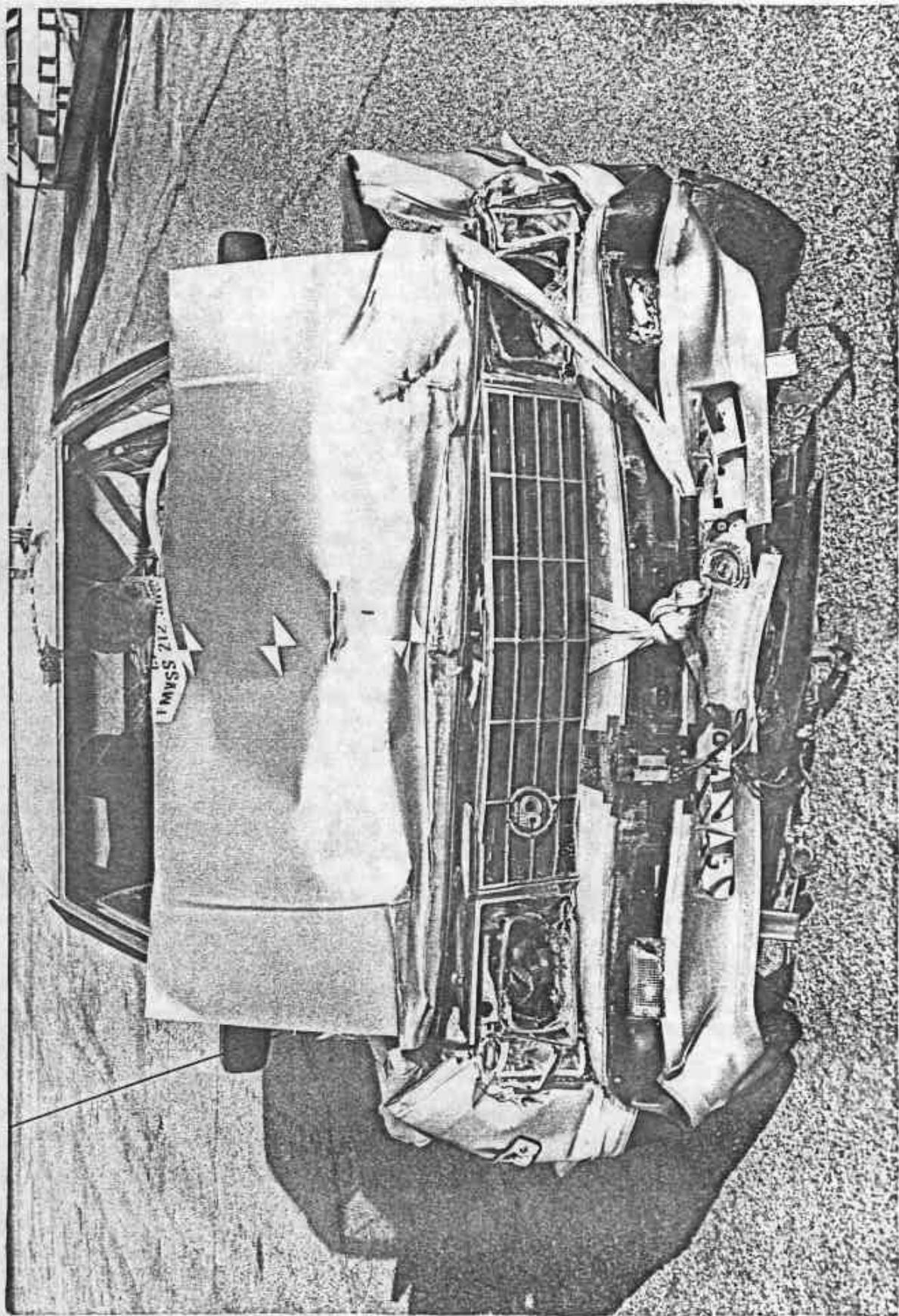
A-11 HALF RIGHT SIDE - POSTTEST



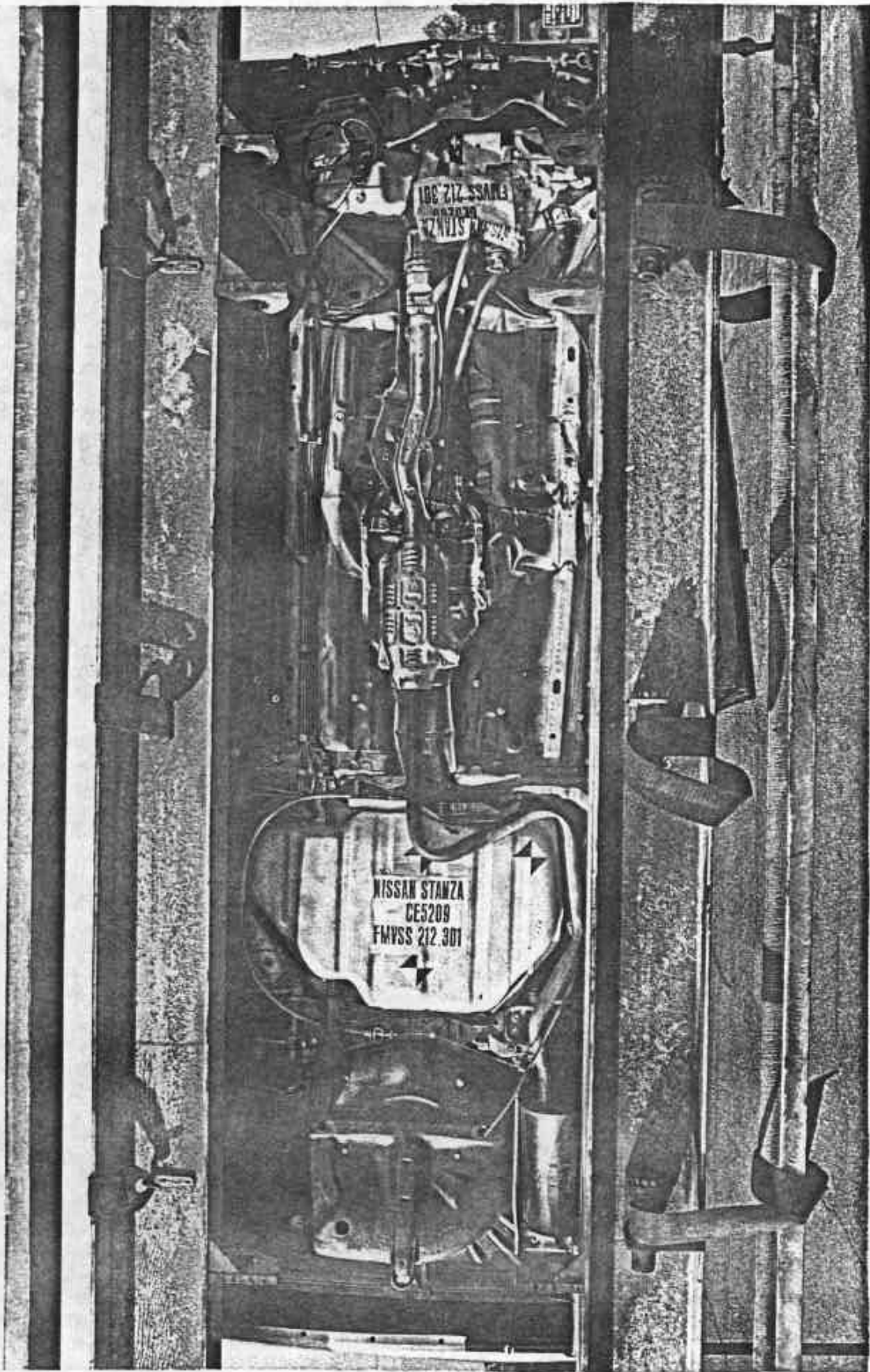
A-12 LEFT FRONT 3/4 - POSTTEST



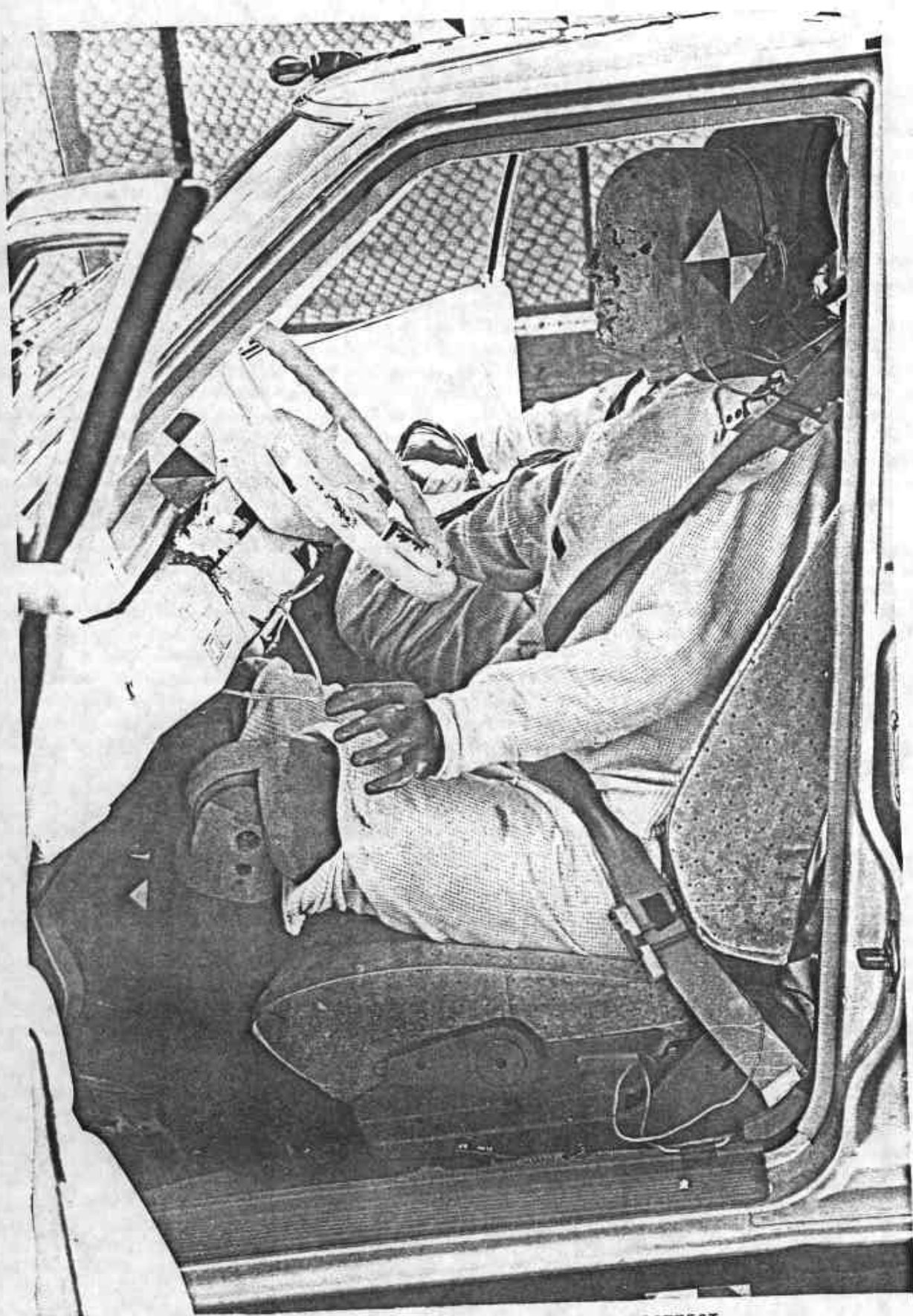
A-13 FULL FRONT WINDSHIELD - POSTTEST



A-14 FULL FRONT - POSTTEST



A-15 FULL UNDERBODY - POSTTEST



A-16 DRIVER ATD GENERAL POSITION - POSTTEST

A-18

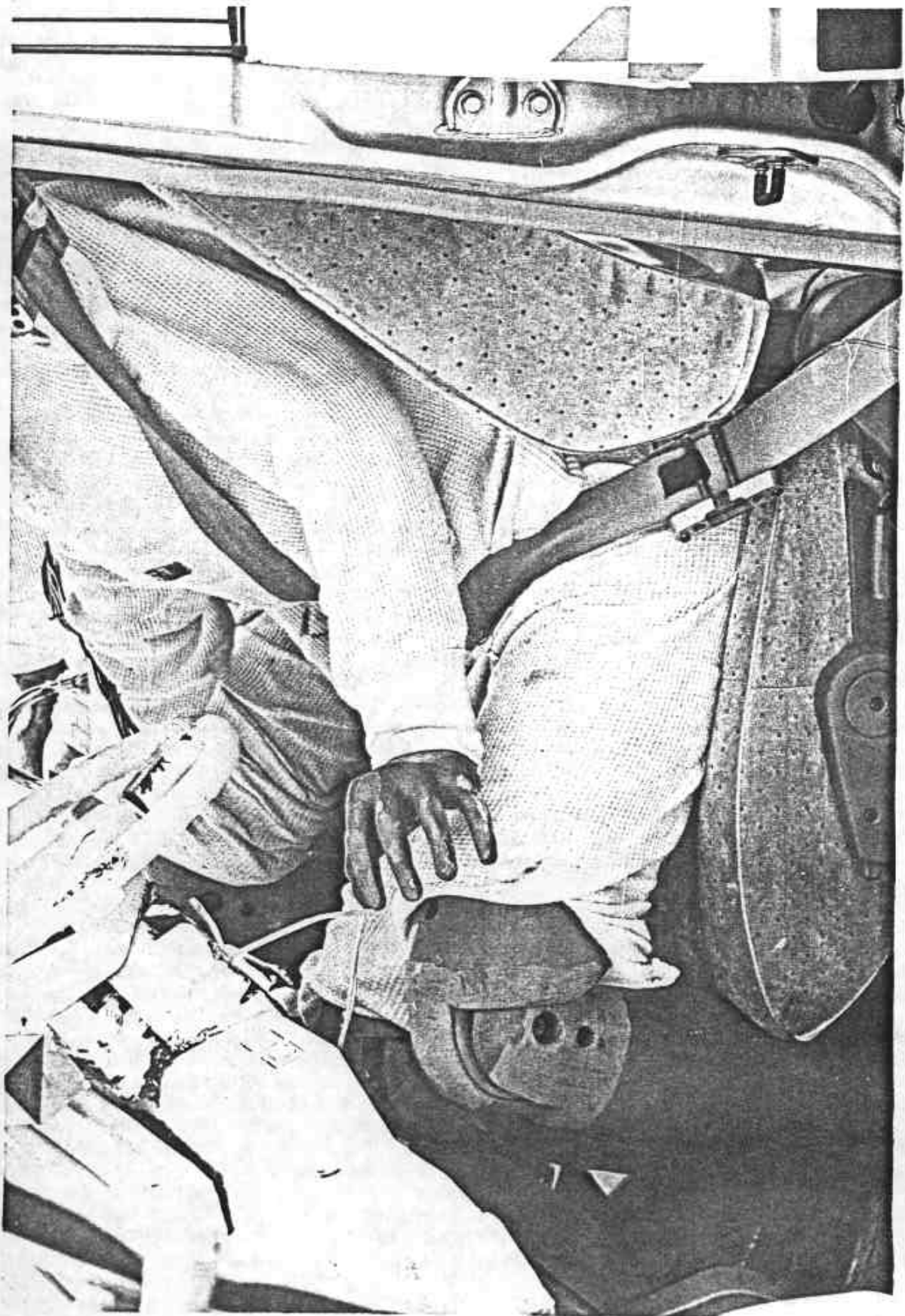


A-17 PASSENGER ATD GENERAL POSITION - POSTTEST

A-19



A-18 DRIVER ATD STEERING WHEEL - POSTTEST
A-20



A-19 DRIVER ATD KNEES - POSTTEST



A-20 PASSENGER ATD KNEES - POSTTEST

APPENDIX B
SUMMARY OF RESULTS
CERTIFICATION TESTS ON
PART 572 ANTHROPOMORPHIC TEST DEVICES
HUMANOID MODEL 572
SERIAL NO'S. 466 and 467

TABLE B1 - PART 572 ATD CERTIFICATION TEST DATA, SUMMARY

NHTSA ATD I.D. NO.: 466

LABORATORY TECHNICIAN: L. Nemirovsky

Sheet 1 of 3		Pre-Test Calibration	Post-Test Calibration
Date of ATD Calibration - - - - -		02/08-02/20/84	02/25-02/29/84
Calibration Sequential Number For Dummy - - -		4	5
Temperature in Lab. (Spec. = 66 to 78° F) - -		69-79 °F	68-78 °F
Relative Humidity in Lab. (Spec. = 10 to 70%)		11-48%	10-30%
TEST PARAMETER	SPECIFICATION		
1. HEAD DROP TEST:			
a. Peak Resultant Accel. -	210 to 260g	227	260
b. Peak Lateral Accel. - -	≤10g	10	4
c. Time above 100G - - - -	0.9 to 1.5 ms	1.4	1.5
2. NECK BENDING TEST:			
a. Pendulum Speed - - - -	21.5 to 25.5 fps	22.82	23.09
b. Pendulum Avg. Decel. (over $t_3 - t_2$) - - - -	20 to 24G	22.5	23.1
c. Peak Resultant Head Acceleration - - - - -	26G maximum	25.4	21.6
d. Pendulum Decel. ($t_2 - t_1$)	≤3 ms	3.0	1.9
e. Pendulum Decel. ($t_3 - t_2$)	25 to 30 ms	30	27.7
f. Pendulum Decel. ($t_4 - t_3$)	≤ 10 ms	10	9.5
g. Pendulum Direction Reversal Time - - - - -	≥123 ms	N/A	N/A
h. Max. Head Rotation - -	63 to 73°	63°	63.5°
i. Chordal Displacement: Head Rotation Angle - -			
0°	Time	-2 to 2 ms	0
	Displ.	-.5 to .5 in.	0
30°	Time	25.6 to 34.4 ms	32.8
	Displ.	2.1 to 3.1 in.	2.53
60°	Time	40.3 to 51.7 ms	44.6
	Displ.	4.3 to 5.3 in.	5.20
Maximum (63°)	Time	53.2 to 66.8 ms	63.0
	Displ.	5.0 to 6.0 in.	5.35

TABLE B1 - PART 572 ATD CERTIFICATION TEST DATA, SUMMARY (CONT'D)

NHTSA ATD I.D. NO.: 466

Sheet 2 of 3			Pre-Test Calibration	Post-Test Calibration
TEST PARAMETER		SPECIFICATION		
2. <u>NECK BENDING TEST</u> Continued:				
i. Chordal Displacement:				
Head Rotation Angle -				
60°	Time	67.0 to 83.0 ms	69.8	68.8
	Disp.	4.3 to 5.3 in.	5.08	5.11
30°	Time	85.4 to 104.6 ms	88.0	89.6
	Displ.	2.1 to 3.1 in.	2.52	2.42
0°	Time	101.0 to 123.0 ms	103	104
	Displ.	-.5 to 0.5 in.	0.38	0.29
3. <u>ABDOMINAL COMPRESSION TEST:</u> (Preload = 10 pounds)				
a. Force @ .5" - - - - -		23 - 36 lbs.	28	27
b. Force @ .75" - - - - -		36 - 50 lbs.	36	40
c. Force @ 1.0" - - - - -		50 - 63 lbs.	58	59
d. Force @ 1.3" - - - - -		73 - 88 lbs.	84	88
4. <u>LUMBAR FLEXION TEST:</u>				
a. Force @ 20° - - - - -		22 to 34 lbs.	34	32.4
b. Force @ 30° - - - - -		34 to 46 lbs.	46	42.8
d. Force @ 40° - - - - -		46 to 58 lbs.	57	54
e. Return Angle - - - - -		12° maximum	11	10
5. <u>CHEST IMPACT TESTS:</u>				
a. High Speed				
(1) Probe Speed - - -		21.78-22.22 fps	21.89	22.14
(2) Peak Deflection -		1.7" maximum	1.54	1.68
(3) Peak Resistive Force - - - - -		2250 lbs. maximum	2247	2178
(4) Internal Hysteresis - - -		50 to 70%	62	54

TABLE B1 - PART 572 ATD CERTIFICATION TEST DATA, SUMMARY (CONT'D)

NHTSA ATD I.D. NO.: 466

Sheet 3 of 3		Pre-Test Calibration	Post-Test Calibration
TEST PARAMETER	SPECIFICATION		
5. CHEST IMPACT TESTS:			
<u>Continued:</u>			
b. Low Speed			
(1) Probe Speed - - -	13.86-14.14 fps	13.96	14.12
(2) Peak Deflection -	1.1" maximum	0.97	0.99
(3) Peak Resistive Force - - - - -	1450 lbs. maximum	1407	1236
(4) Internal Hysteresis - - -	50 to 70%	60	54
6. KNEE IMPACT TESTS:			
a. Right Side			
(1) Probe Speed - - -	6.76 to 7.04 fps	6.79	6.82
(2) Maximum Force - -	1850 to 2500 lbs.	2000	2100
(3) Time Above 1000#-	1.7 ms minimum	1.8	1.8
b. Left Side			
(1) Probe Speed - - -	6.76 to 7.04 fps	7.03	6.81
(2) Maximum Force - -	1850 to 2500 lbs.	2040	2350
(3) Time Above 1000#-	1.7 ms. minimum	1.7	1.7

TABLE B2 - PART 572 ATD CERTIFICATION TEST DATA, SUMMARY

NHTSA ATD I.D. NO.: 467

LABORATORY TECHNICIAN: L. Nemirovsky

Sheet 1 of 3		Pre-Test Calibration	Post-Test Calibration	
Date of ATD Calibration - - - - -		02/08-02/20/84	02/25-02/29/84	
Calibration Sequential Number For Dummy - - -		5	6	
Temperature in Lab. (Spec. = 66 to 78° F) - -		68-78 °F	68-78 °F	
Relative Humidity in Lab. (Spec. = 10 to 70%)		12-42 %	10-30 %	
TEST PARAMETER	SPECIFICATION			
1. HEAD DROP TEST:				
a. Peak Resultant Accel. - -	210 to 260g	212	235.8	
b. Peak Lateral Accel. - -	≤10g	7.6	6.0	
c. Time above 100G - - -	0.9 to 1.5 ms	1.5	1.5	
2. NECK BENDING TEST:				
a. Pendulum Speed - - - -	21.5 to 25.5 fps	22.90	23.14	
b. Pendulum Avg. Decel. (over $t_3 - t_2$) - - - -	20 to 24G	23.5	23.5	
c. Peak Resultant Head Acceleration - - - - -	26G maximum	26	25.7	
d. Pendulum Decel. ($t_2 - t_1$)	≤3 ms	1.6	1.5	
e. Pendulum Decel. ($t_3 - t_2$)	25 to 30 ms	29.9	28.9	
f. Pendulum Decel. ($t_4 - t_3$)	≤ 10 ms	7.7	9.6	
g. Pendulum Direction Reversal Time - - - - -	≥123 ms	N/A	N/A	
h. Max. Head Rotation - -	63 to 73°	65 °	65 °	
i. Chordal Displacement: Head Rotation Angle - -				
0°	Time	-2 to 2 ms	0	0
	Displ.	-.5 to .5 in.	0	0
30°	Time	25.6 to 34.4 ms	30.4	29.2
	Displ.	2.1 to 3.1 in.	2.51	2.40
60°	Time	40.3 to 51.7 ms	48.8	50.6
	Displ.	4.3 to 5.3 in.	5.07	5.05
Maximum (65°)	Time	53.2 to 66.8 ms	59.4	60.3
	Displ.	5.0 to 6.0 in.	5.48	5.33

TABLE B2 - PART 572 ATD CERTIFICATION TEST DATA, SUMMARY (CONT'D)

NHTSA ATD I.D. NO.: 467

Sheet 2 of 3			Pre-Test Calibration	Post-Test Calibration
TEST PARAMETER		SPECIFICATION		
2. <u>NECK BENDING TEST</u> <u>Continued:</u>				
i. Chordal Displacement: Head Rotation Angle -				
60°	Time	67.0 to 83.0 ms	70.6	68.5
	Disp.	4.3 to 5.3 in.	5.21	4.82
30°	Time	85.4 to 104.6 ms	86.0	89.0
	Displ.	2.1 to 3.1 in.	2.49	2.07
0°	Time	101.0 to 123.0 ms	101	101
	Displ.	-.5 to 0.5 in.	0.44	0.23
3. <u>ABDOMINAL COMPRESSION TEST:</u> (Preload = 10 pounds)				
a. Force @ .5" - - - - -		23 - 36 lbs.	30	29
b. Force @ .75" - - - - -		36 - 50 lbs.	37	43
c. Force @ 1.0" - - - - -		50 - 63 lbs.	60	60
d. Force @ 1.3" - - - - -		73 - 88 lbs.	88	88
4. <u>LUMBAR FLEXION TEST:</u>				
a. Force @ 20° - - - - -		22 to 34 lbs.	31.0	34
b. Force @ 30° - - - - -		34 to 46 lbs.	44.0	43
d. Force @ 40° - - - - -		46 to 58 lbs.	58.0	48
e. Return Angle - - - - -		12° maximum	10	10.5
5. <u>CHEST IMPACT TESTS:</u>				
a. High Speed				
(1) Probe Speed - - -		21.78-22.22 fps	22.08	22.10
(2) Peak Deflection -		1.7" maximum	1.65	1.43
(3) Peak Resistive Force - - - - -		2250 lbs. maximum	2097	2225
(4) Internal Hysteresis - - -		50 to 70%	58	66

TABLE B2 - PART 572 ATD CERTIFICATION TEST DATA, SUMMARY (CONT'D)

NHTSA ATD I.D. NO.: 467

Sheet 3 of 3		Pre-Test Calibration	Post-Test Calibration
TEST PARAMETER	SPECIFICATION		
5. CHEST IMPACT TESTS:			
Continued:			
b. Low Speed			
(1) Probe Speed - - -	13.86-14.14 fps	13.89	14.17
(2) Peak Deflection -	1.1" maximum	1.00	0.86
(3) Peak Resistive Force - - - - -	1450 lbs. maximum	1354	1339
(4) Internal Hysteresis - - -	50 to 70%	62	56
6. KNEE IMPACT TESTS:			
a. Right Side			
(1) Probe Speed - - -	6.76 to 7.04 fps	6.79	6.83
(2) Maximum Force - -	1850 to 2500 lbs.	1855	1890
(3) Time Above 1000#-	1.7 ms minimum	1.7	2.0
b. Left Side			
(1) Probe Speed - - -	6.76 to 7.04 fps	7.02	6.81
(2) Maximum Force - -	1850 to 2500 lbs.	1900	2160
(3) Time Above 1000#-	1.7 ms. minimum	1.7	1.8

APPENDIX C
TEST DATA PLOTS

DIGITAL TAPE HEADER INFORMATION

ICOMB. TEST OMI.212.301 02/23/84MSEDTHH2282D21140N5402413ACQUIRE OMI DATA PLUS EVALUATE COMPLIANCE TO FMVSS 212 & 301
NCAVSB035.2000000.0999.9CONDY072FMTUMBENG
216403844-TVF120.4 C.I. MF4D2814097.4172.965.241.230THMREAR SEAT REMOVED
35.200000012FDWH6999057.621.120.419.119.419.921.400.021.4

3LCB 00 R
411CD 050M HUMANOID SYSTEMS 466 17.523.007.207.223.416.004.106.505.93PTSTDNASHNODP
412CD 050M HUMANOID SYSTEMS 467 20.325.007.107.025.099.903.906.009.53PTSTDNADPNODP
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502AC011HED0200001600000.728600360000125G'SY00.06000
503AC011HED0600001600000.728600360000125G'SZ00.06000
504AC011CST0600001600000.728600360000125G'SX35.26000
505AC011CST0200001600000.728600360000125G'SY00.06000
506AC011CST0600001600000.728600360000125G'SZ00.06000
507AC012HED0600001600000.728600360000125G'SX35.26000
508AC012HED0600001600000.728600360000125G'SY00.06000
509AC012HED0600001600000.728600360000125G'SZ00.06000
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511AC012CST0200001600000.728600360000125G'SY00.06000
512AC012CST0600001600000.728600360000125G'SZ00.06000
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514LC011RFM-999901600999.928600360000125LBS0 0000
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516LC012RFM-999901600999.928600360000125LBS0 0000
517LC011LBO-999901600999.928600360000125LBS0 NOISY
518LC011SHB-999901600999.928600360000125LBS0 0000
519LC012LBO-999901600999.928600360000125LBS0 0000
520LC012SHB-999901600999.928600360000125LBS0 0000
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522AC0INBCR0200001600000.728600360000125G'SX35.26000
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524AC0INENG0200001600000.728600360000125G'SX35.26000
525AC0INRFF0200001600000.728600360000125G'SX35.26000
526AC0INLRF0200001600000.728600360000125G'SX35.26000
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DIGITAL TAPE HEADER INFORMATION (Cont'd.)

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546LCBANBB9-999901600999.928600360000125LBS0	GOOD
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549LCBANBC3-999901600999.928600360000125LBS0	GOOD
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561LCBANBD6-999901600999.928600360000125LBS0	GOOD
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1

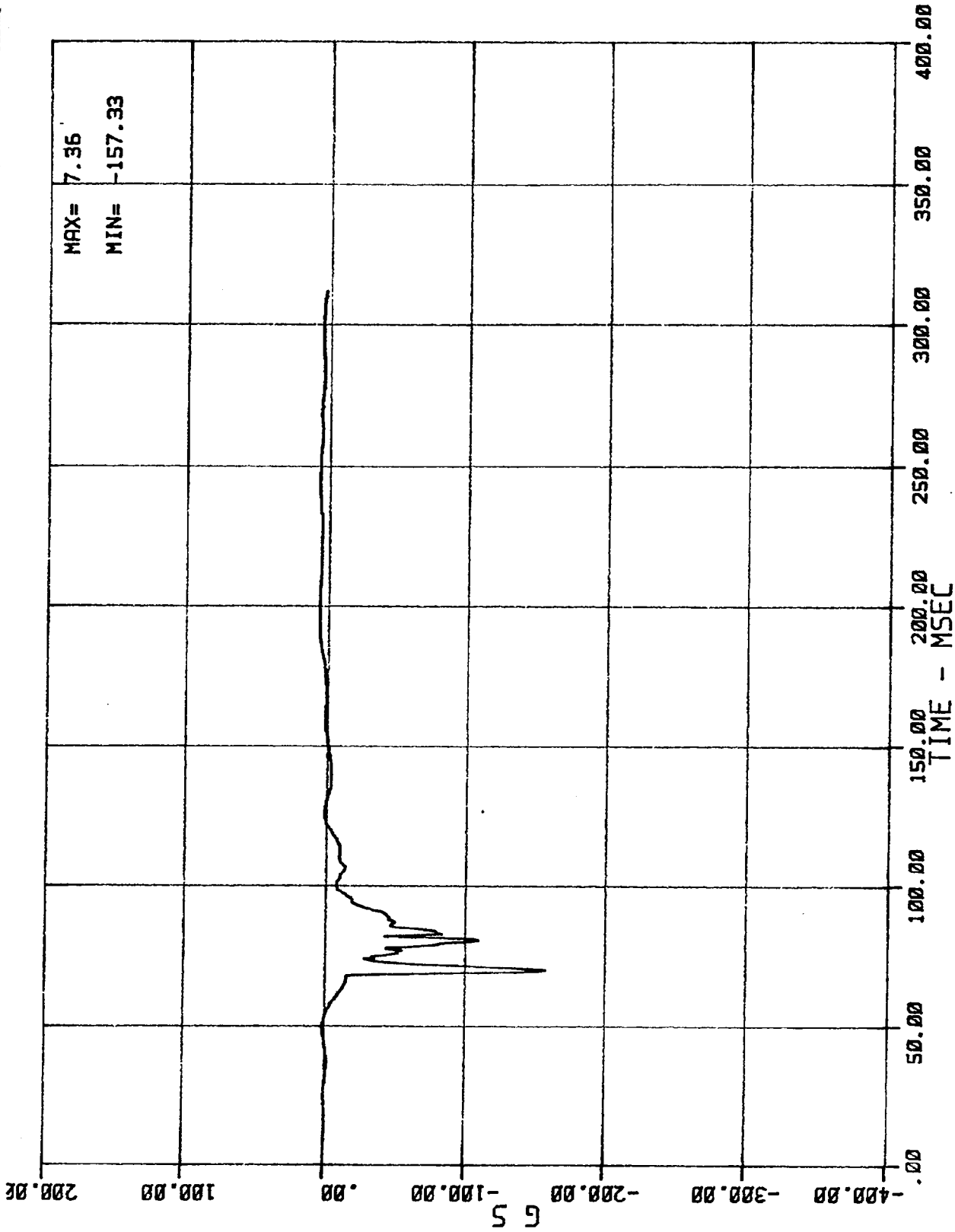
OCCUPANT RESPONSE COMPARISON TO FMVSS REQUIREMENTS 02/23/84

<u>VEHICLE</u>	<u>OCCUPANT</u>	<u>HIC</u>		<u>T2</u>	<u>T2-T1</u>	<u>*COMP. MARG.</u>
		<u>HIC</u>	<u>T1</u>			
1984 Nissan Stanza	Driver	1458.97	68.87	89.87	21.00	1.46
1984 Nissan Stanza	Passenger	2216.34	88.38	97.63	9.25	2.22

CHEST RESULTANT ACCELERATION, 3 MSEC CLIPPED PEAK

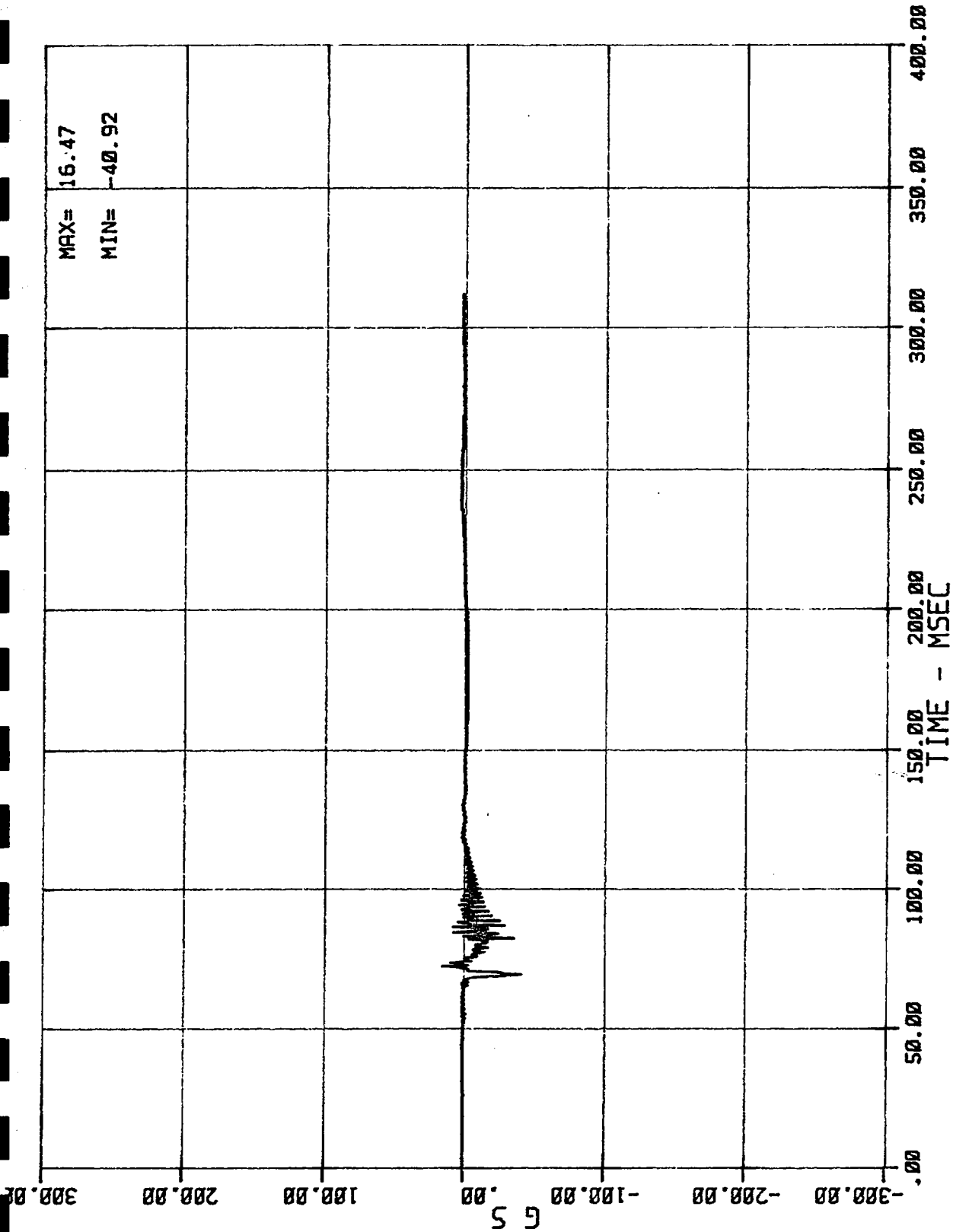
<u>VEHICLE</u>	<u>OCCUPANT</u>	<u>REQUIREMENTS</u>	<u>RESPONSE</u>	<u>*COMP. MARG.</u>
1984 Nissan Stanza	Driver	60.0	57.8	0.96
1984 Nissan Stanza	Passenger	60.0	52.9	0.88

*Values Greater Than 1 Represent Non-Compliance.



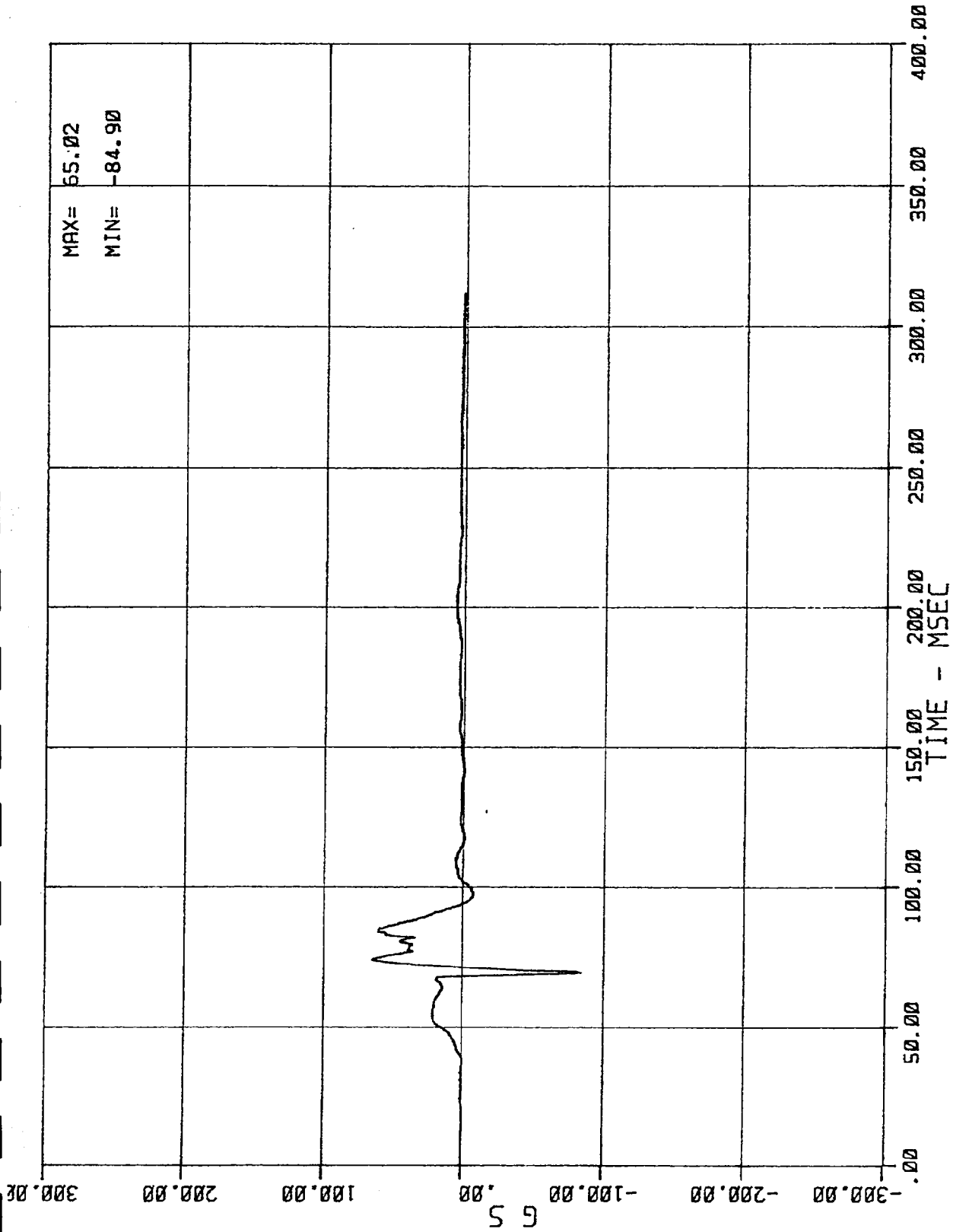
Ø1 AC Ø1 I HED X (DRIVER HEAD ACCEL. --- X AXIS)
MSE N64Ø24 1984 NISSAN STANZA

Ø2/23/84



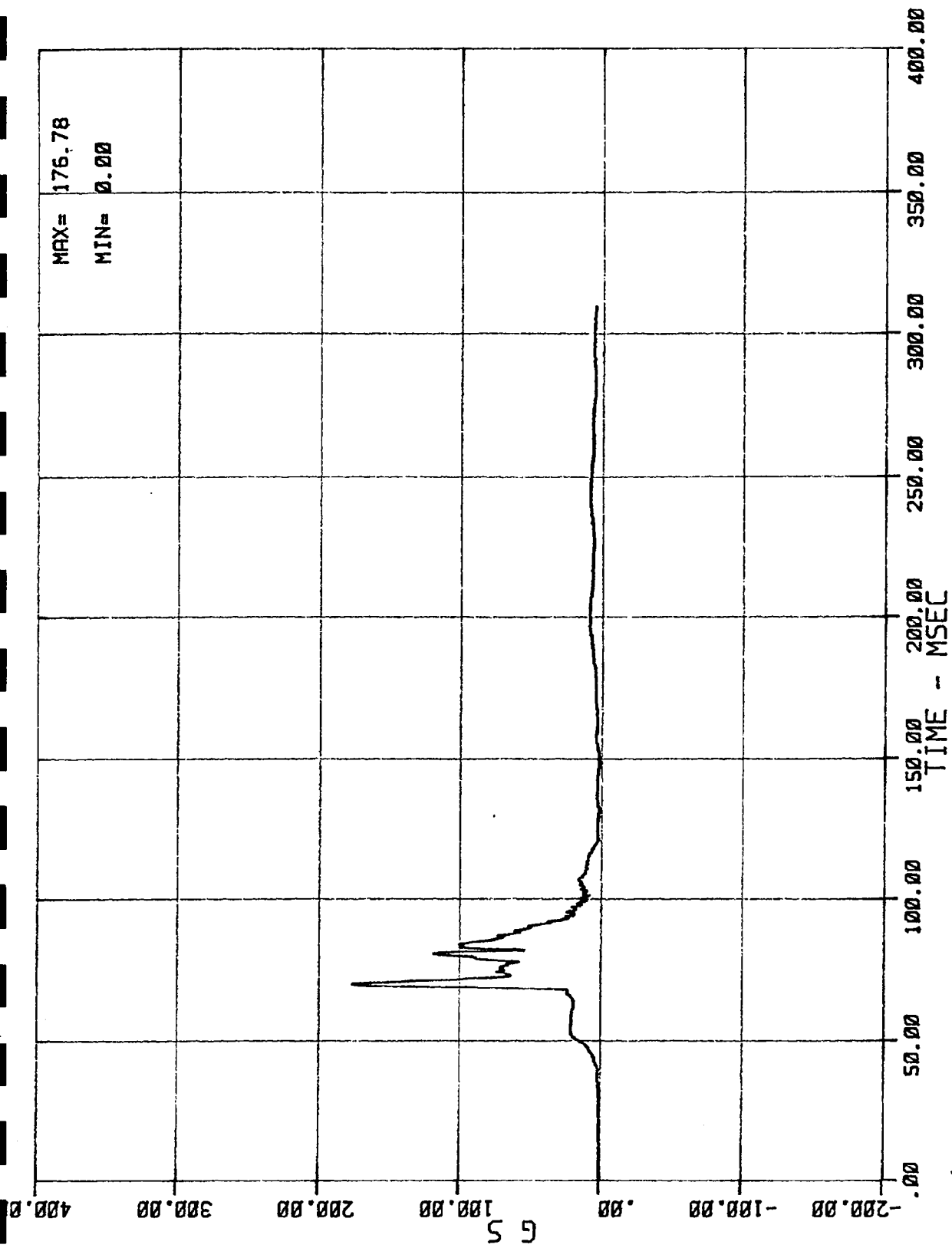
02 AC 01 1 HED Y (DRIVER HEAD ACCEL. --- Y AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



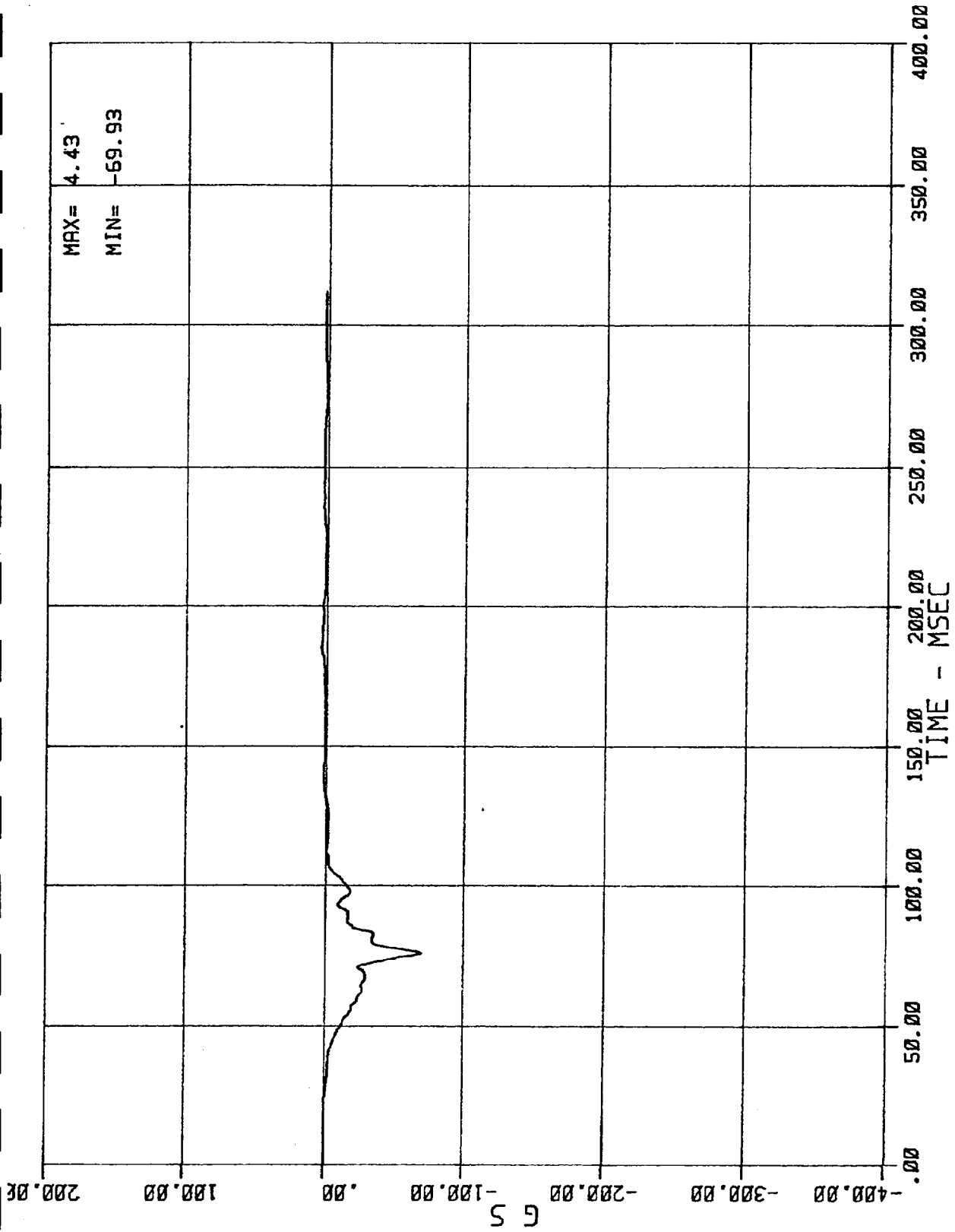
03 AC 01 1 HED Z (DRIVER HEAD ACCEL. -- Z AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



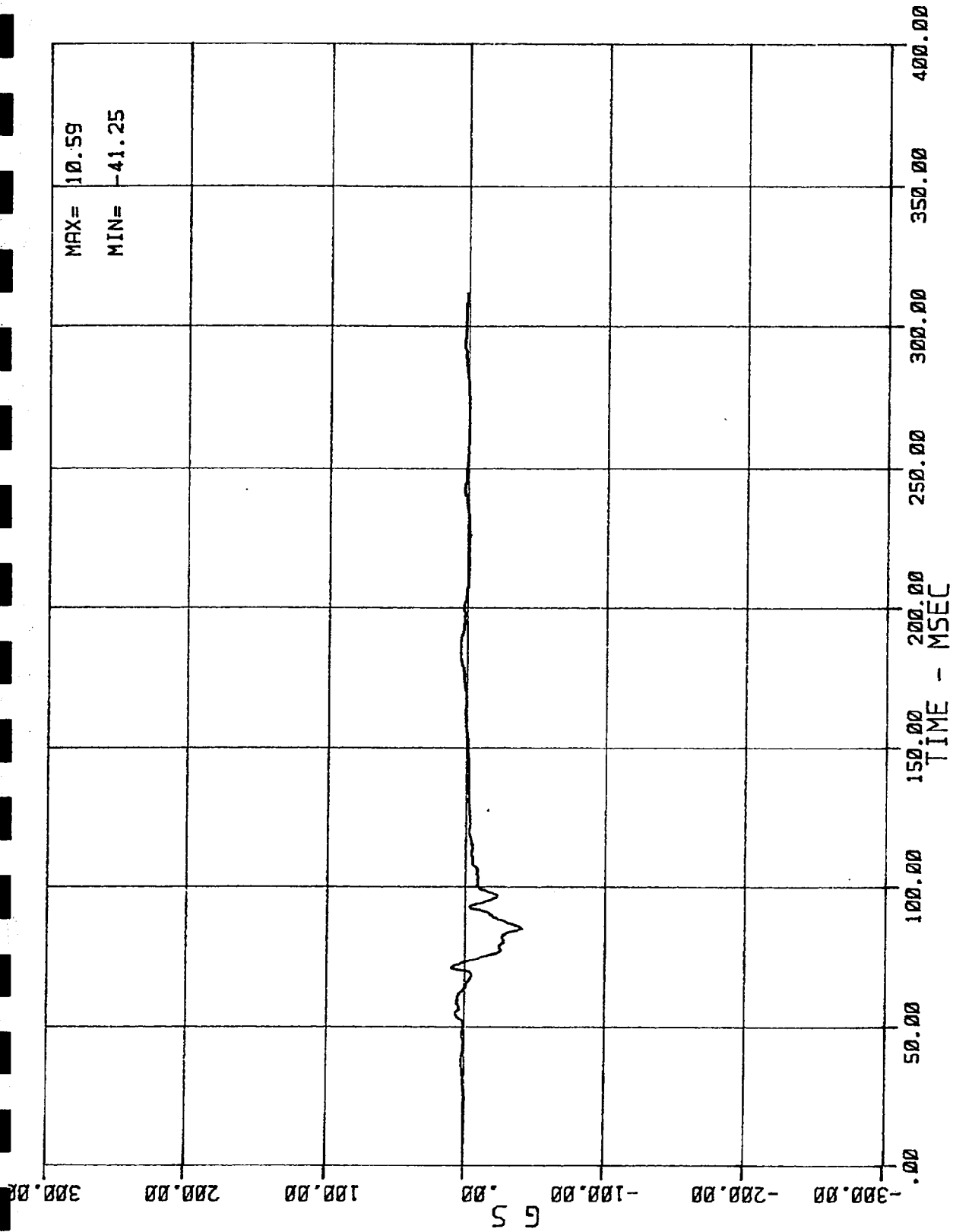
DRIVER HEAD RESULTANT ACCELERATION
MSE N64024 1984 NISSAN STANZA

02/23/84



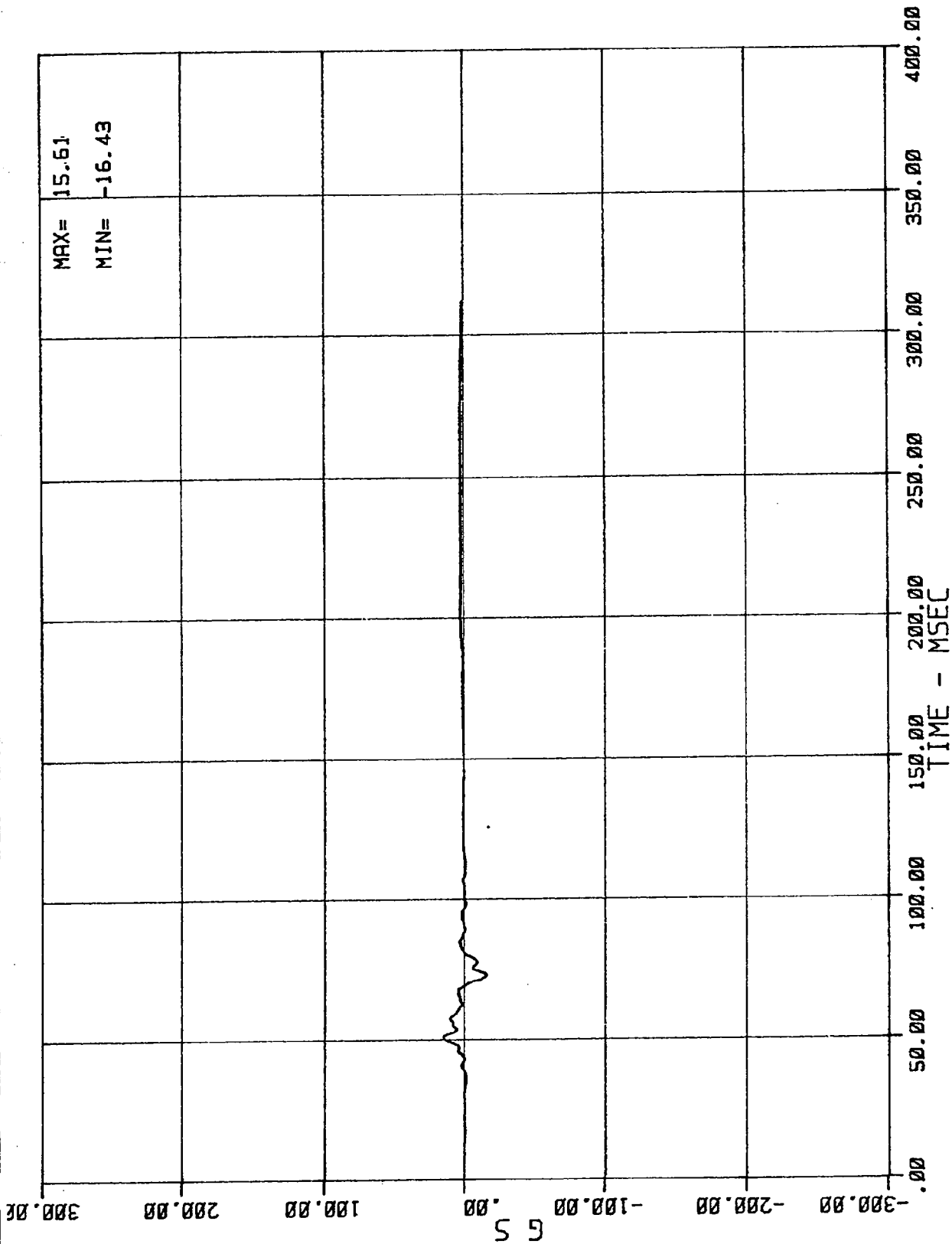
04 AC 01 1 CST X (DRIVER CHEST ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



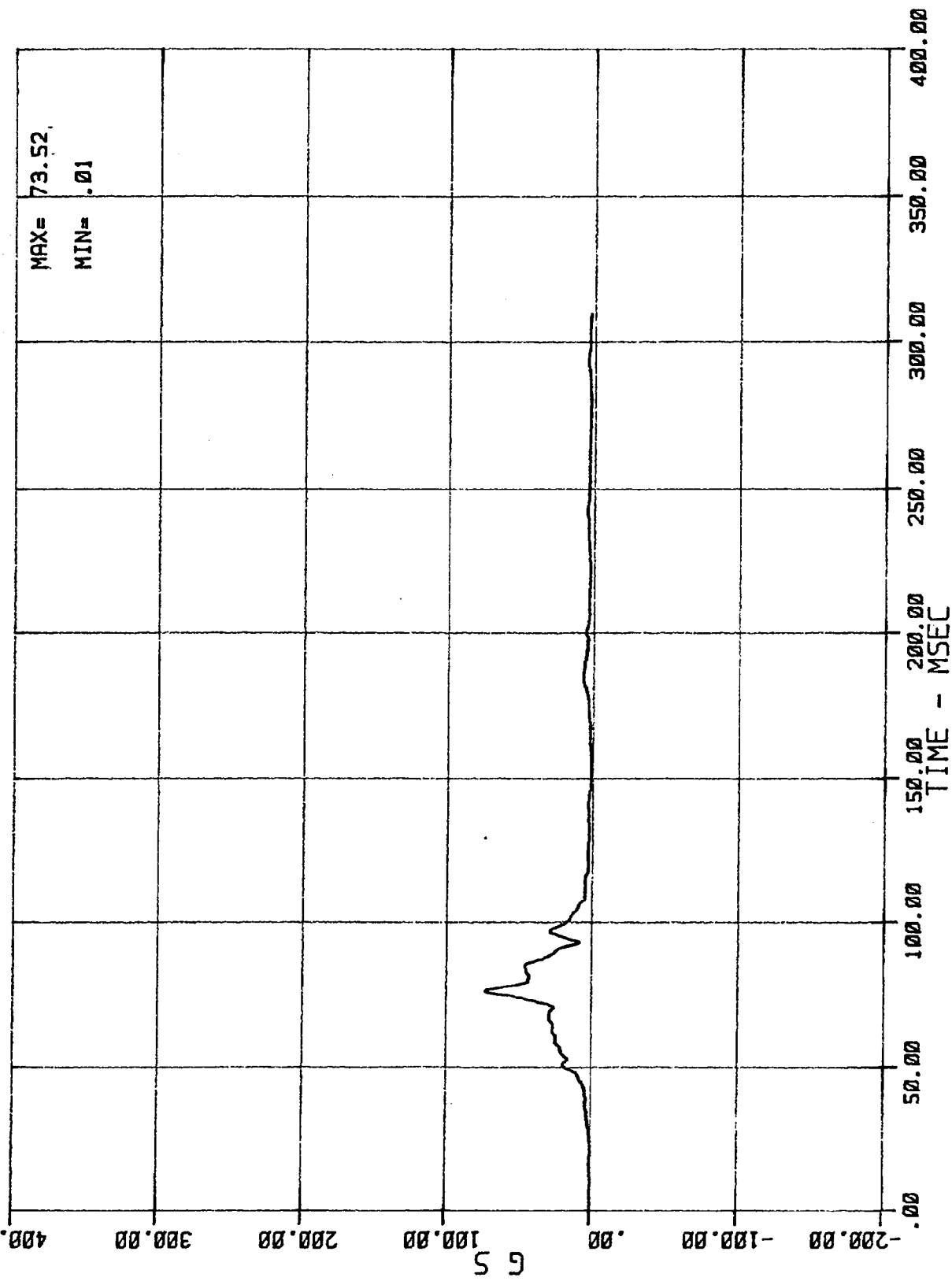
05 AC 01 1 CST Y (DRIVER CHEST ACCEL. -- Y AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84

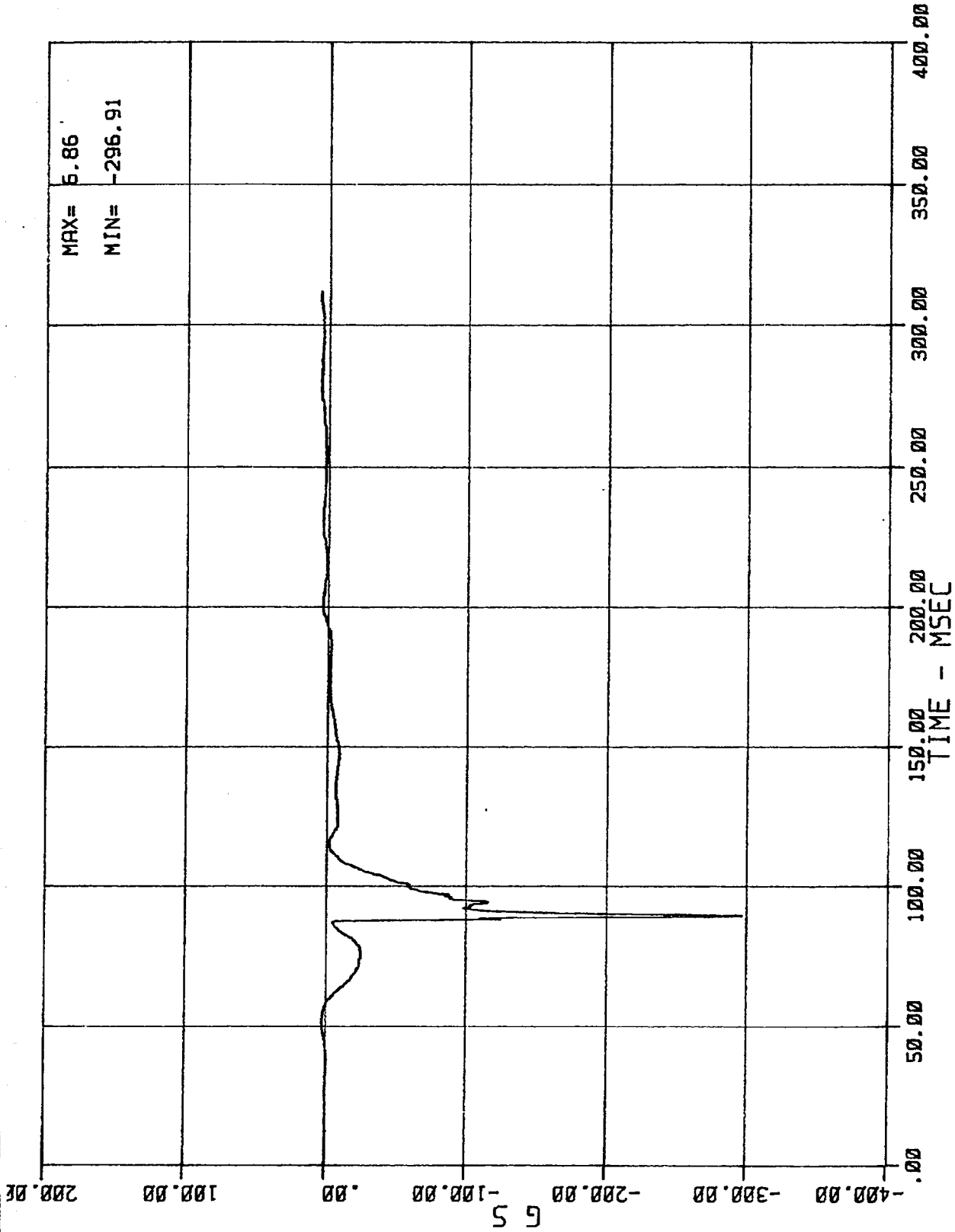


06 AC 01 1 CST Z (DRIVER CHEST ACCEL. -- Z AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84

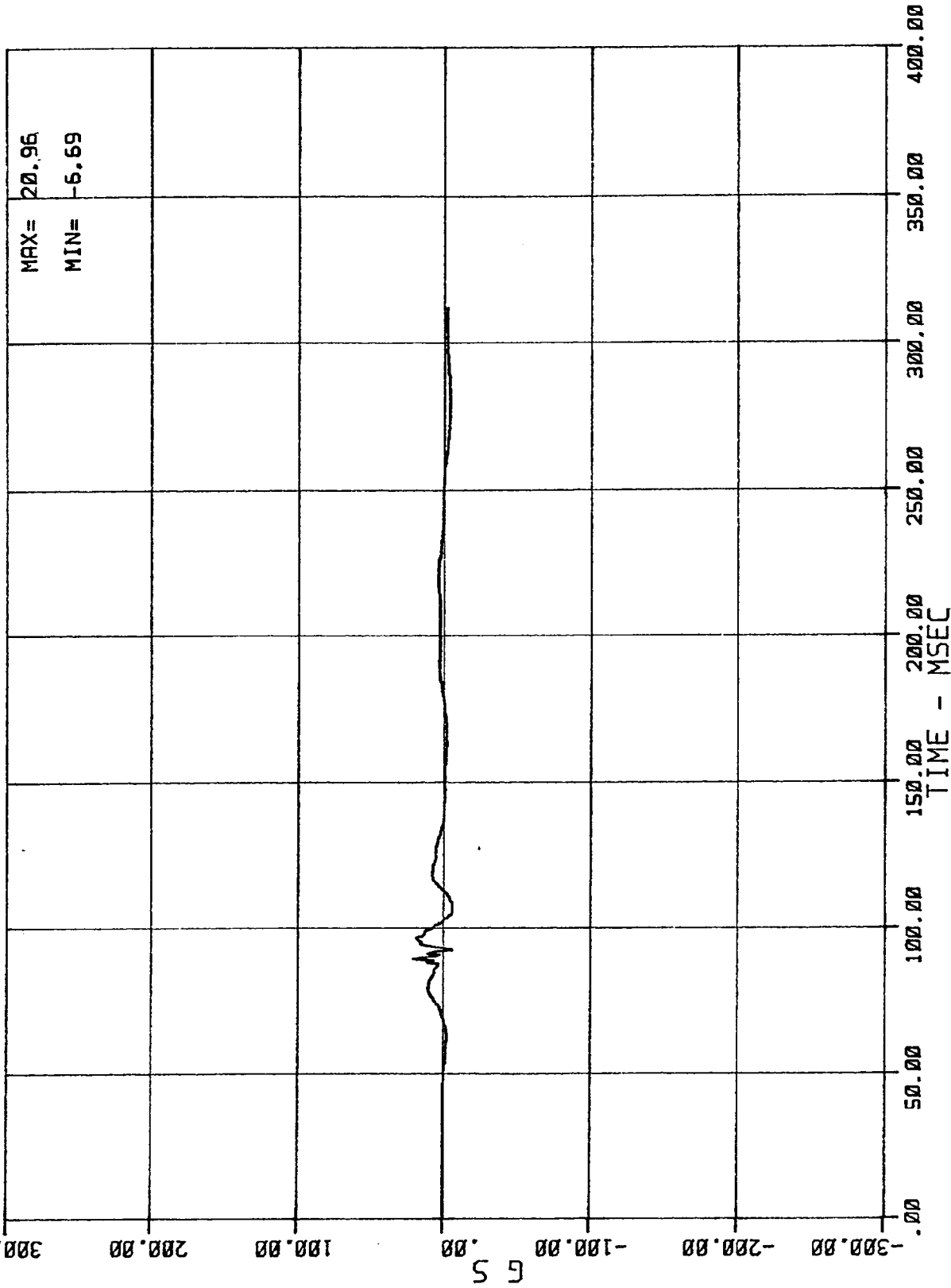


DRIVER CHEST RESULTANT ACCELERATION
MSE N64024 1984 NISSAN STANZA
02/23/84



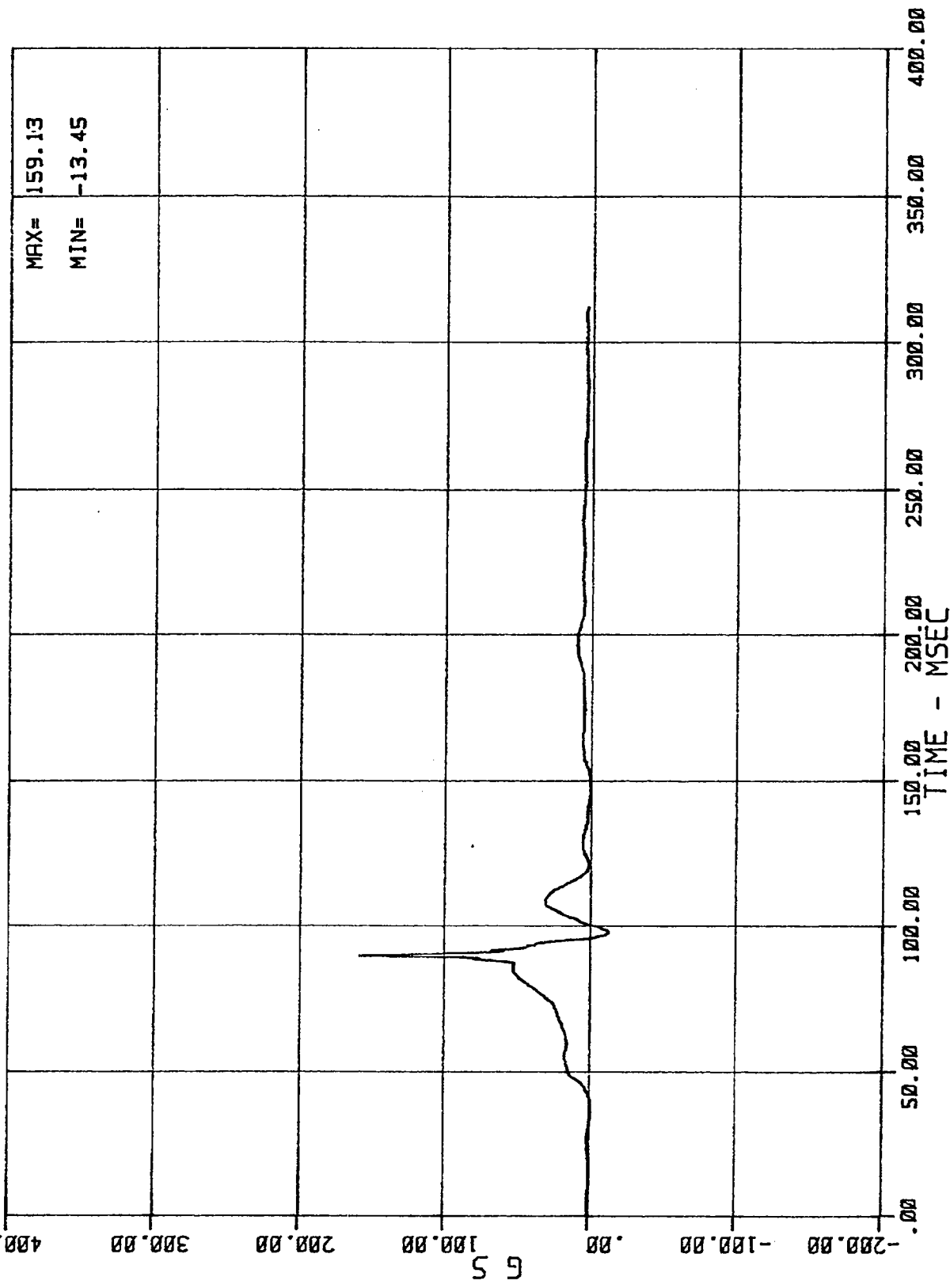
07 AC 01 2 HED X (PASSENGER HEAD ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



08 AC 01 2 HED Y (PASSENGER HEAD ACCEL, -- Y AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84

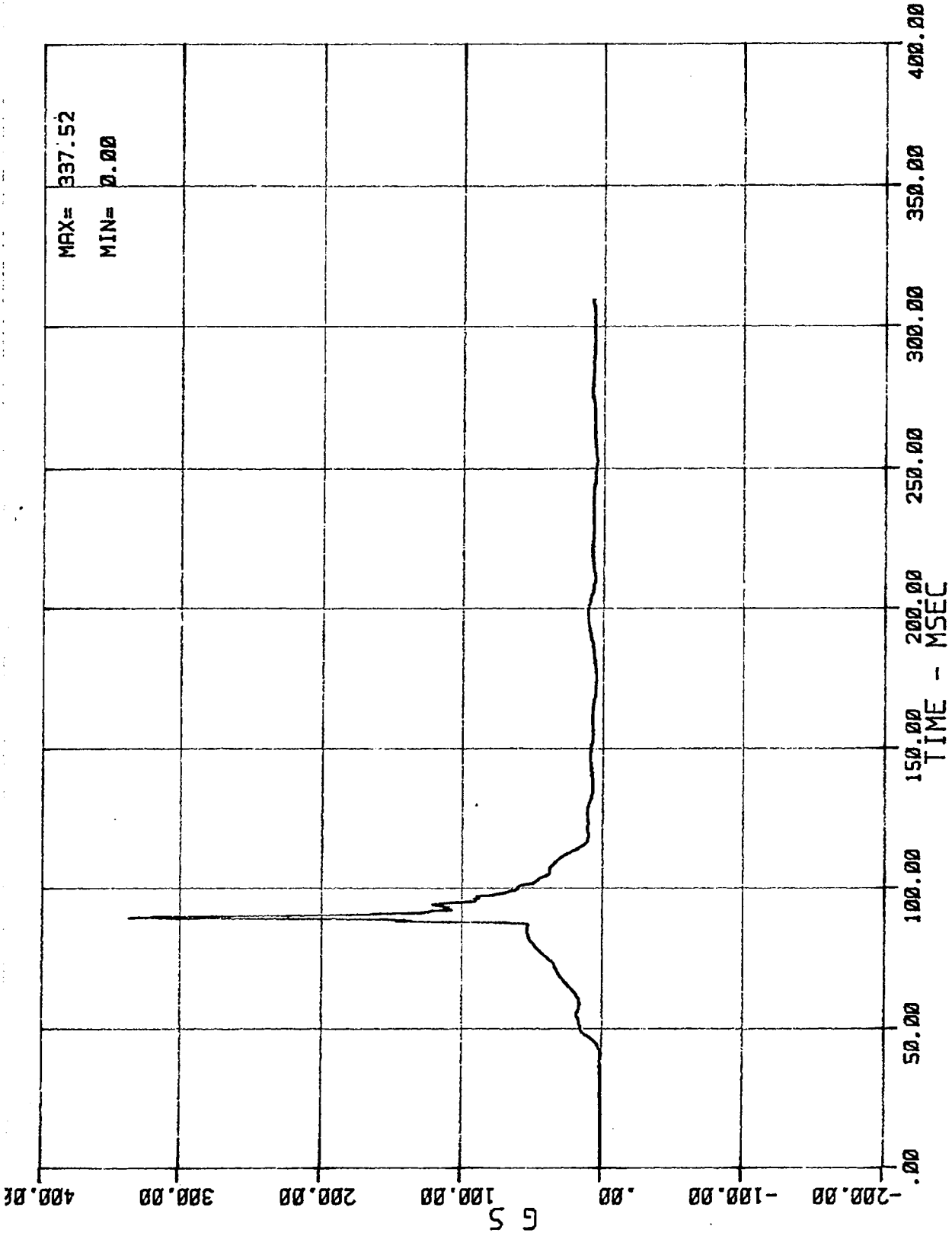


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TIME - MSEC

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MSE N64024 1984 NISSAN STANZA

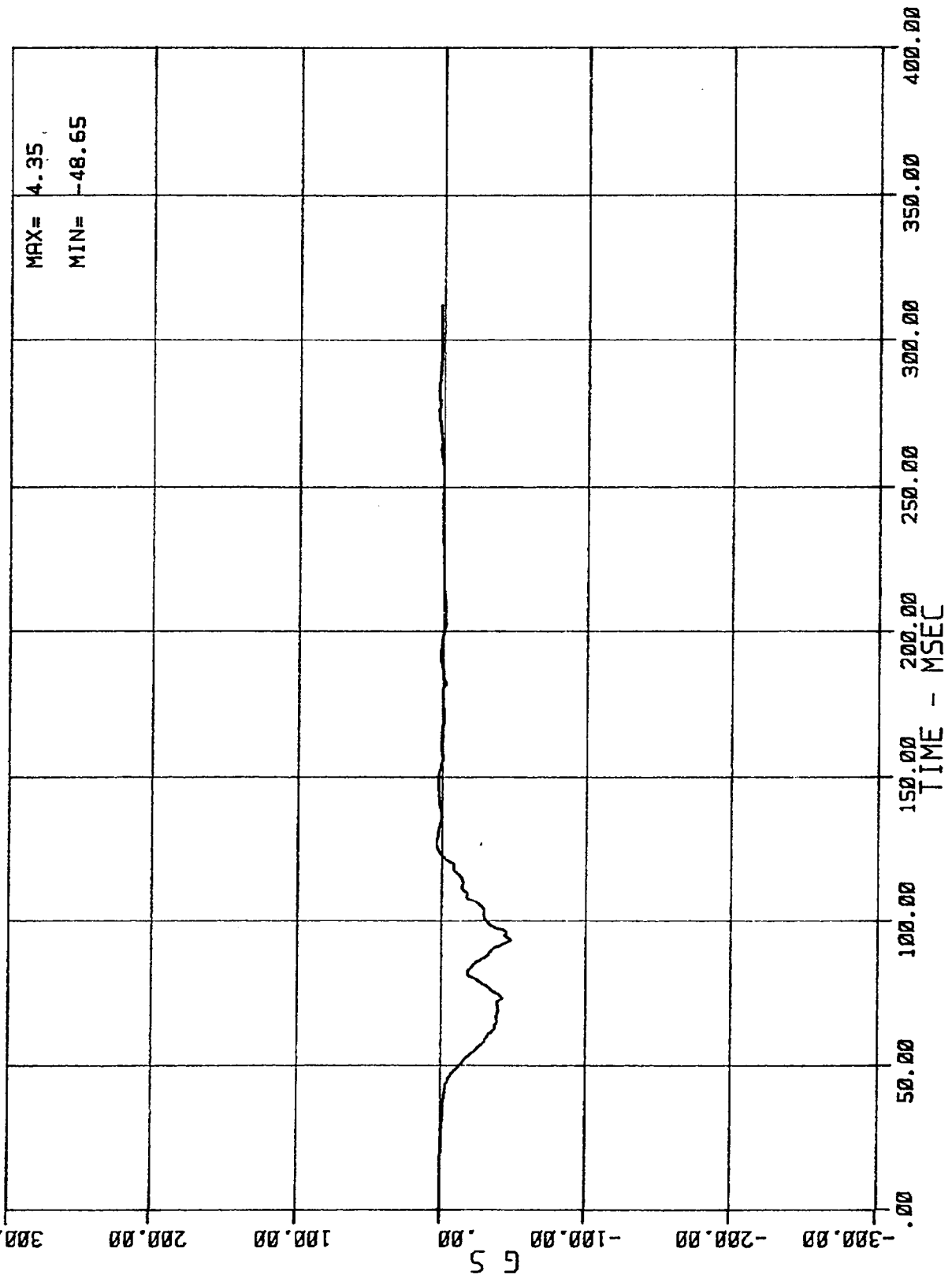
02/23/84



91-3

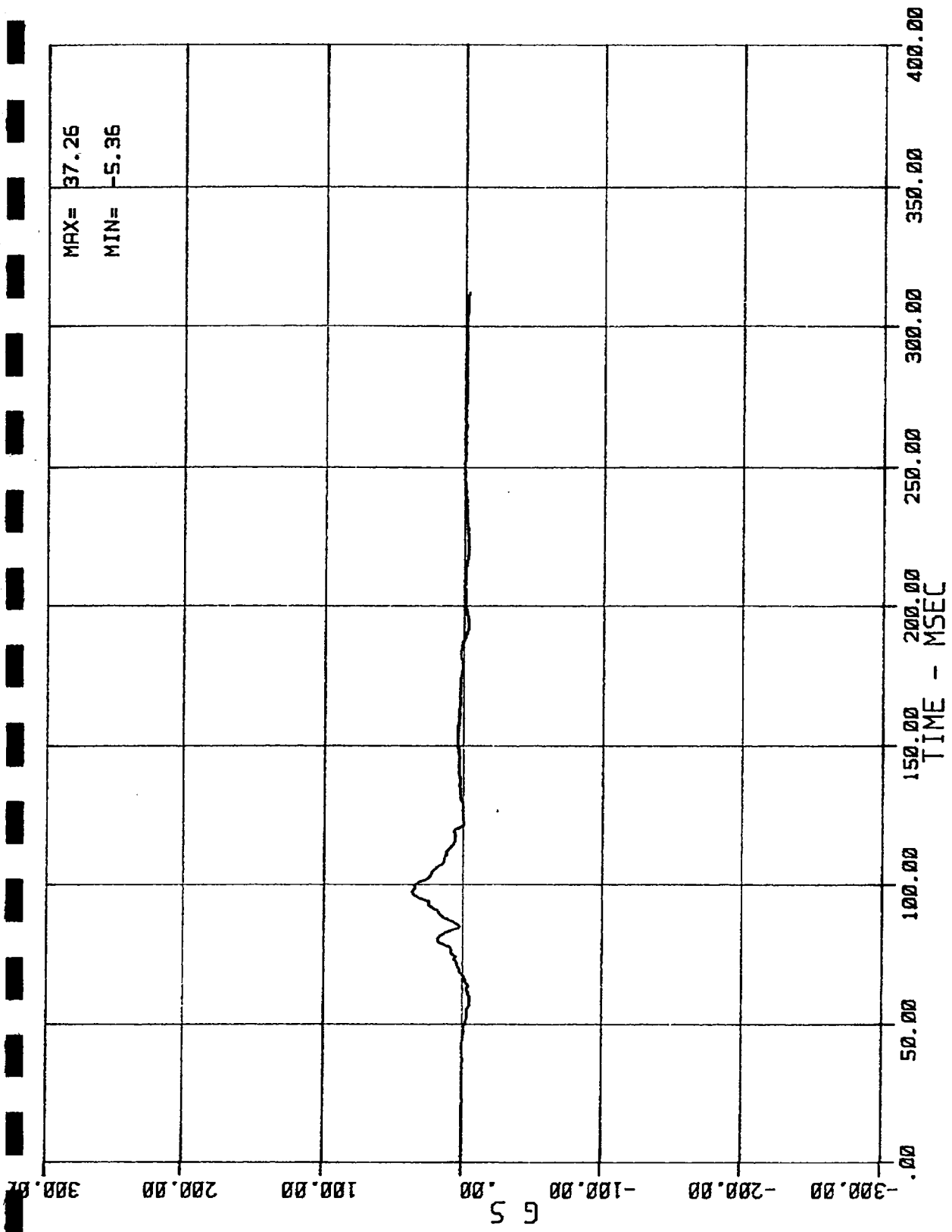
PASSENGER HEAD RESULTANT ACCELERATION
MSE N64024 1984 NISSAN STANZA

02/23/84



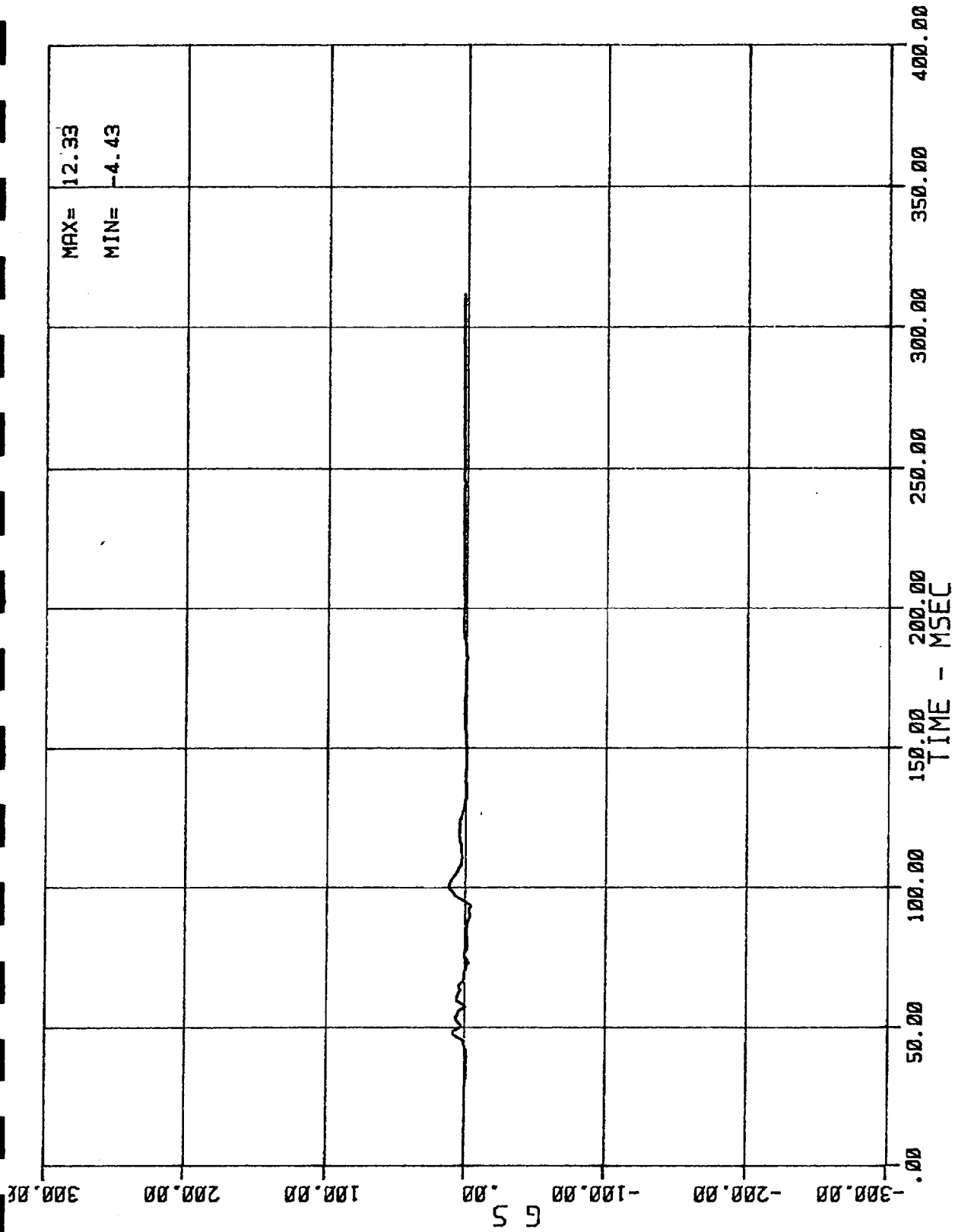
10 AC 01 2 CST X (PASSENGER CHEST ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



11 AC 01 2 CST Y (PASSENGER CHEST ACCEL. -- Y AXIS)
MSE N64024 1984 NISSAN STANZA

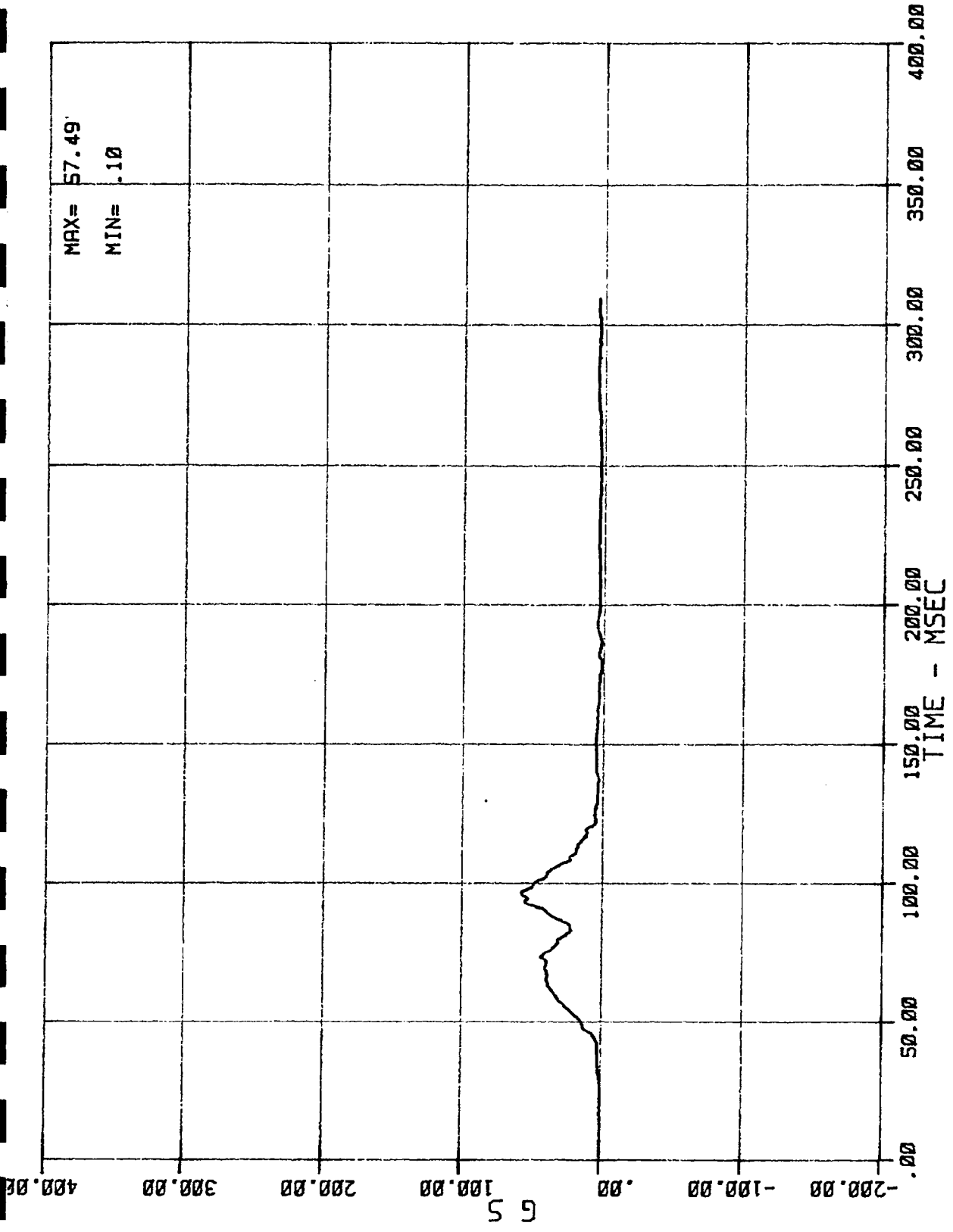
02/23/84



12 AC 01 2 CST Z (PASSENGER CHEST ACCEL. -- Z AXIS)

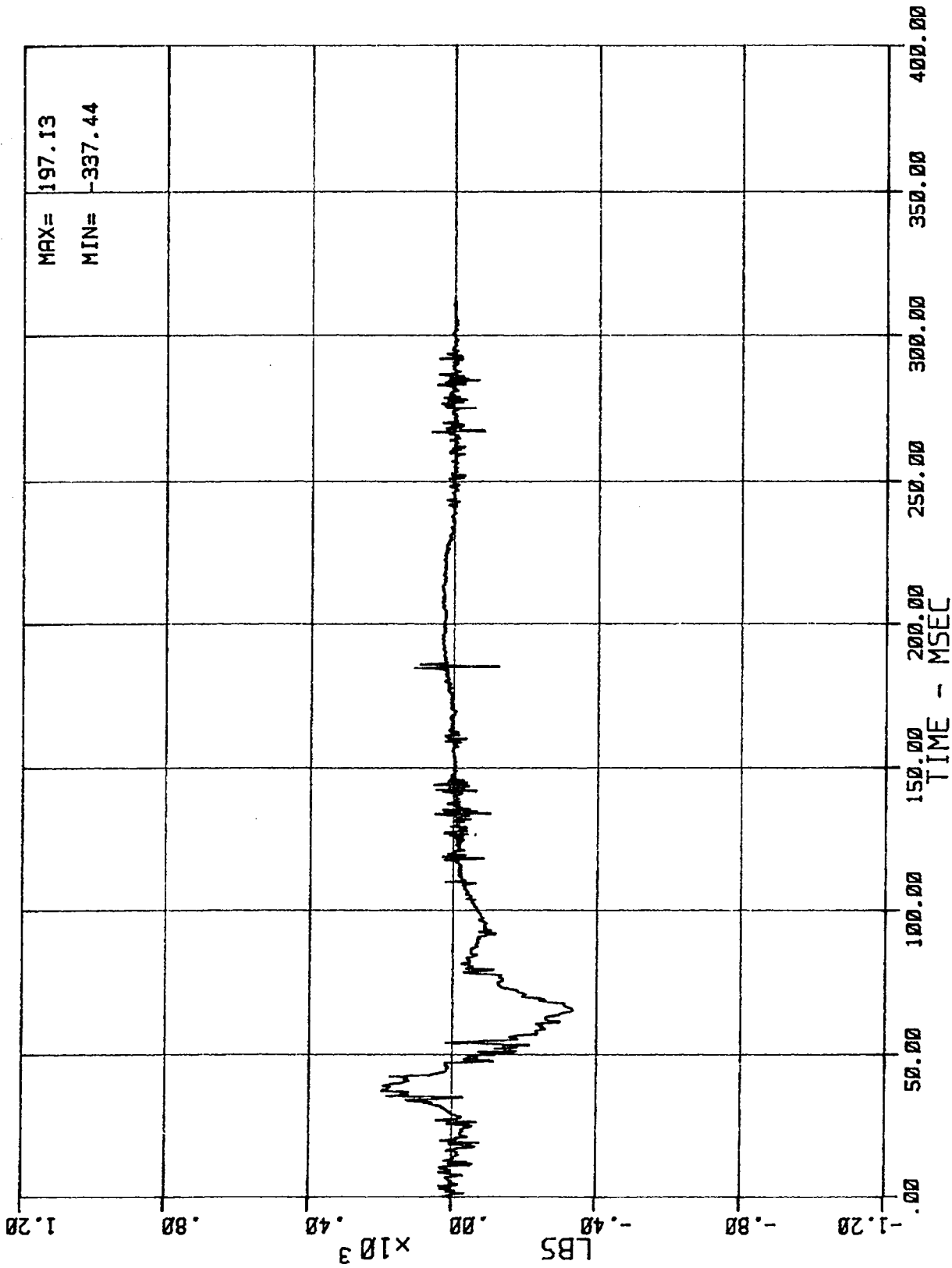
MSE N64024 1984 NISSAN STANZA

02/23/84



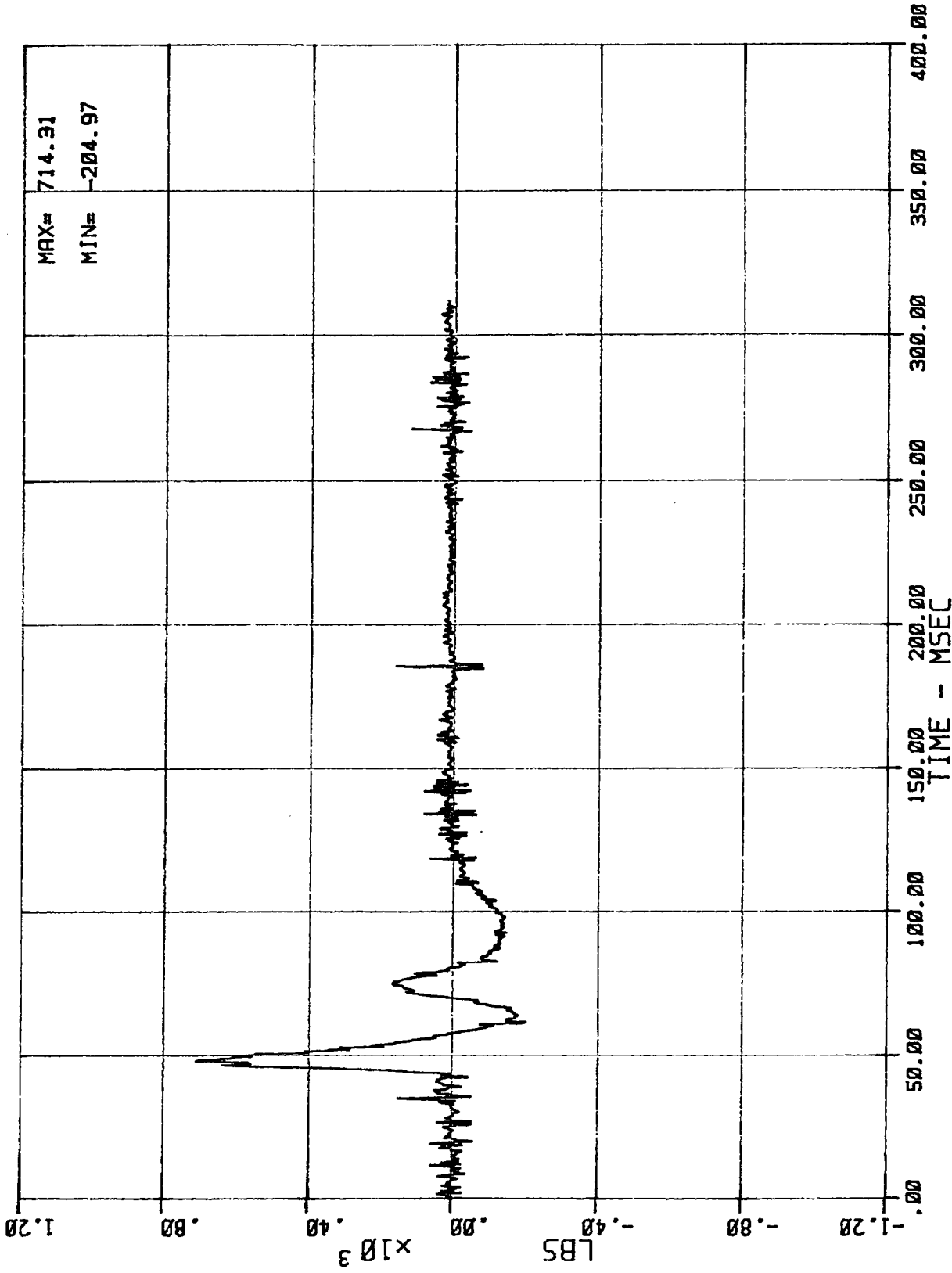
PASSENGER CHEST RESULTANT ACCELERATION
 MSE N64024 1984 NISSAN STANZA

02/23/84



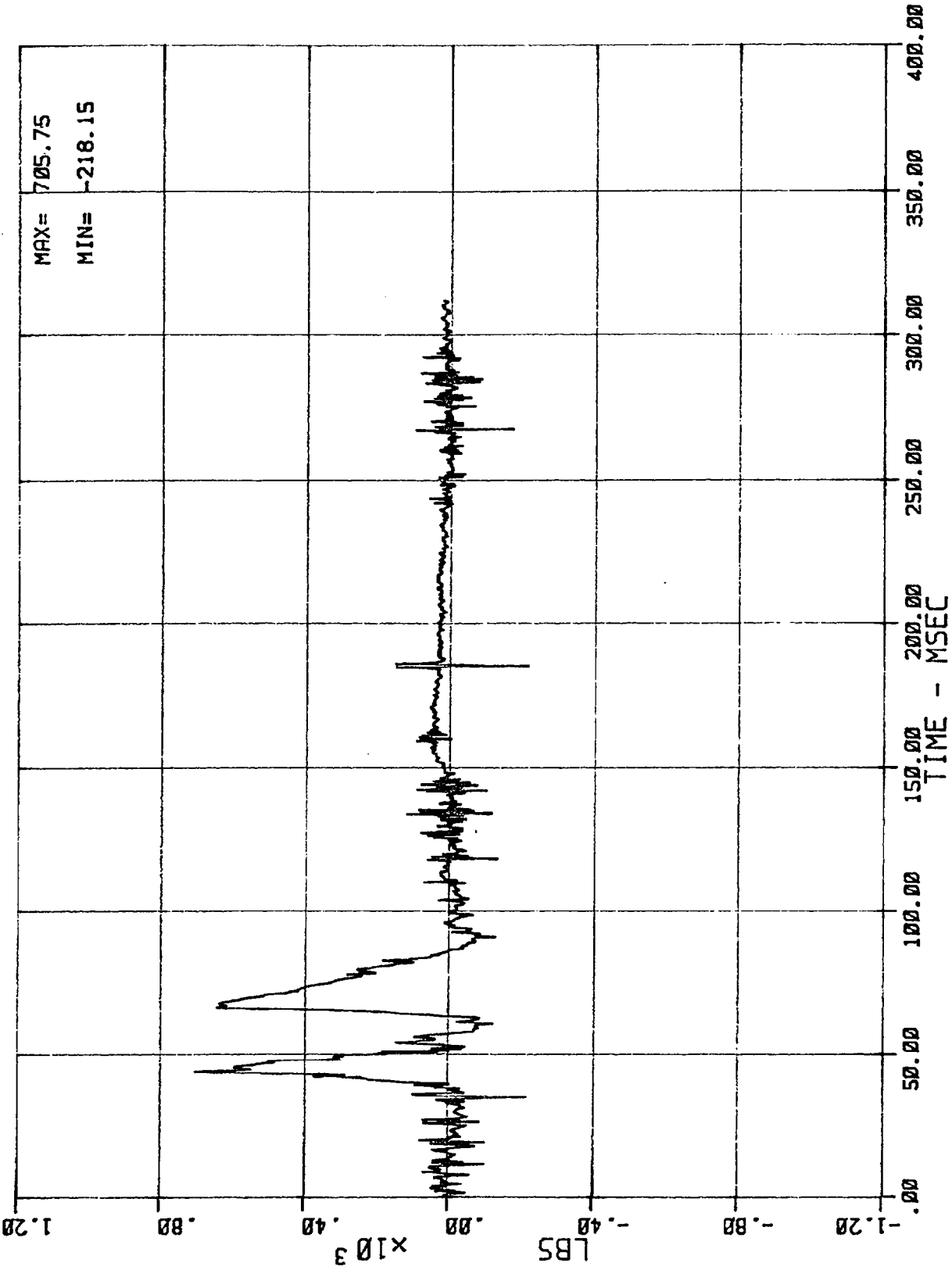
13 LC 01 1 LFM (DRIVER LEFT FEMUR FORCE)
 MSE N64024 1984 NISSAN STANZA

02/23/84



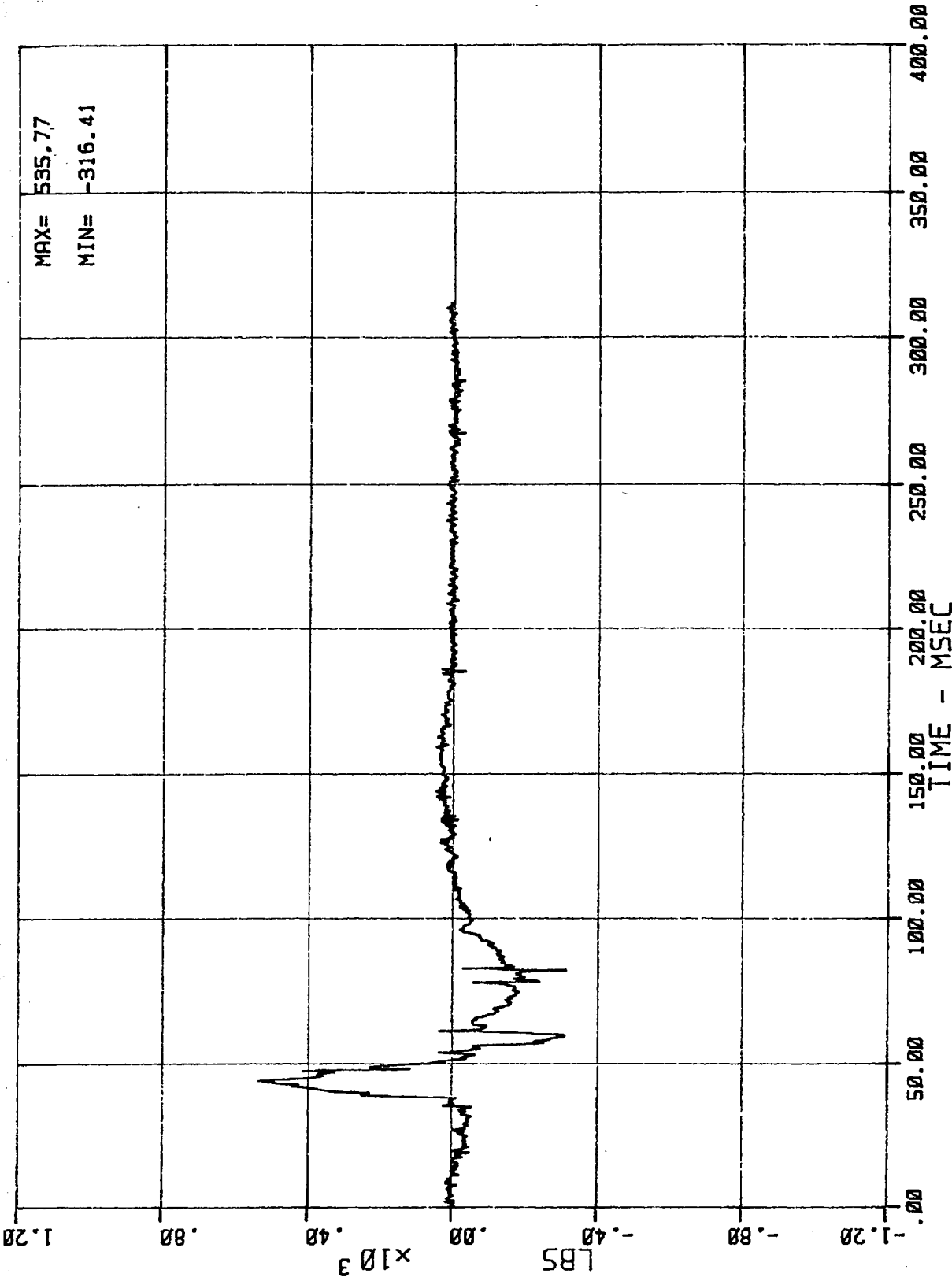
14 LC 01 1 RFM (DRIVER RIGHT FEMUR FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



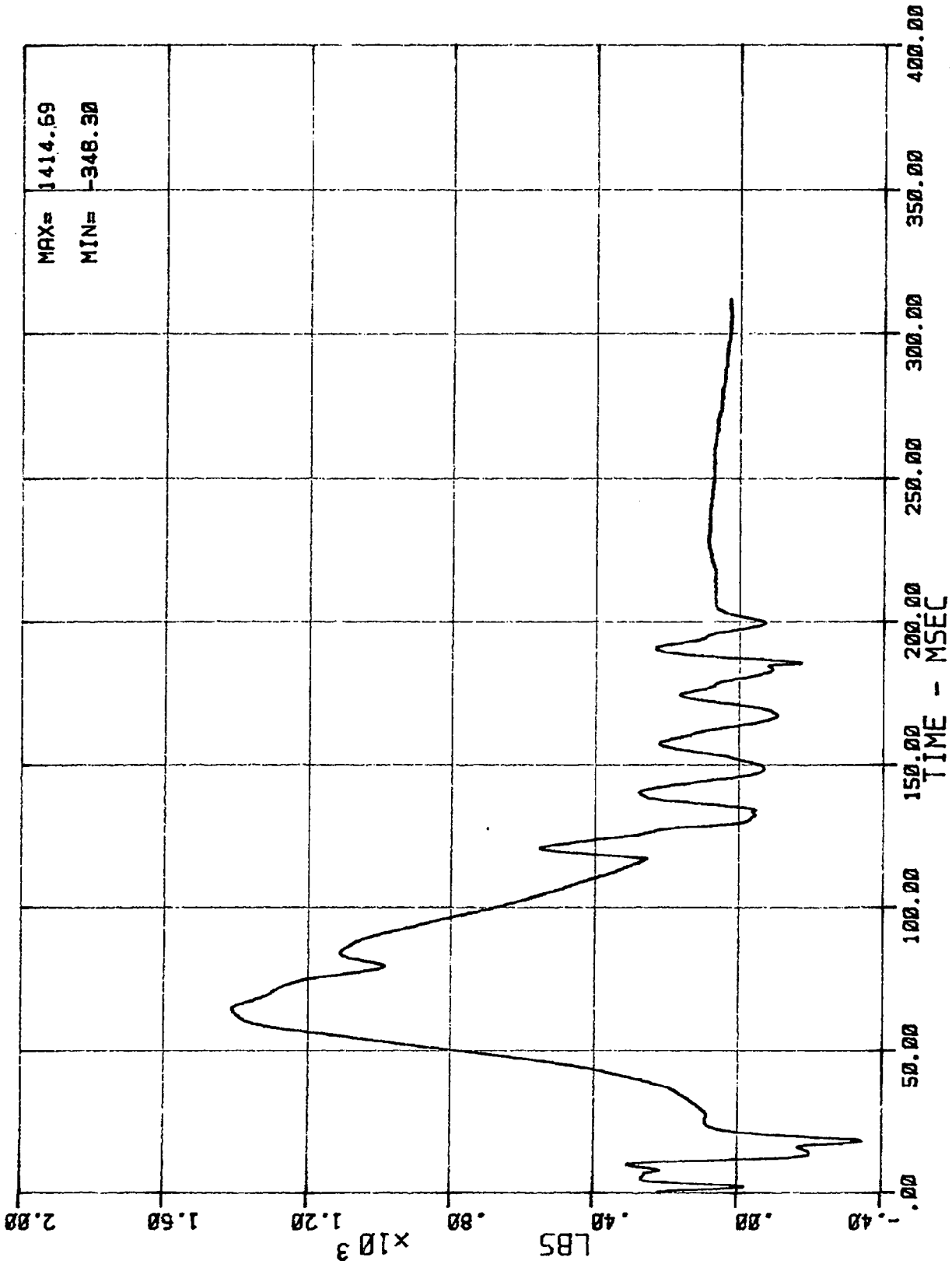
15 LC 01 2 LFM (PASSENGER LEFT FEMUR FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



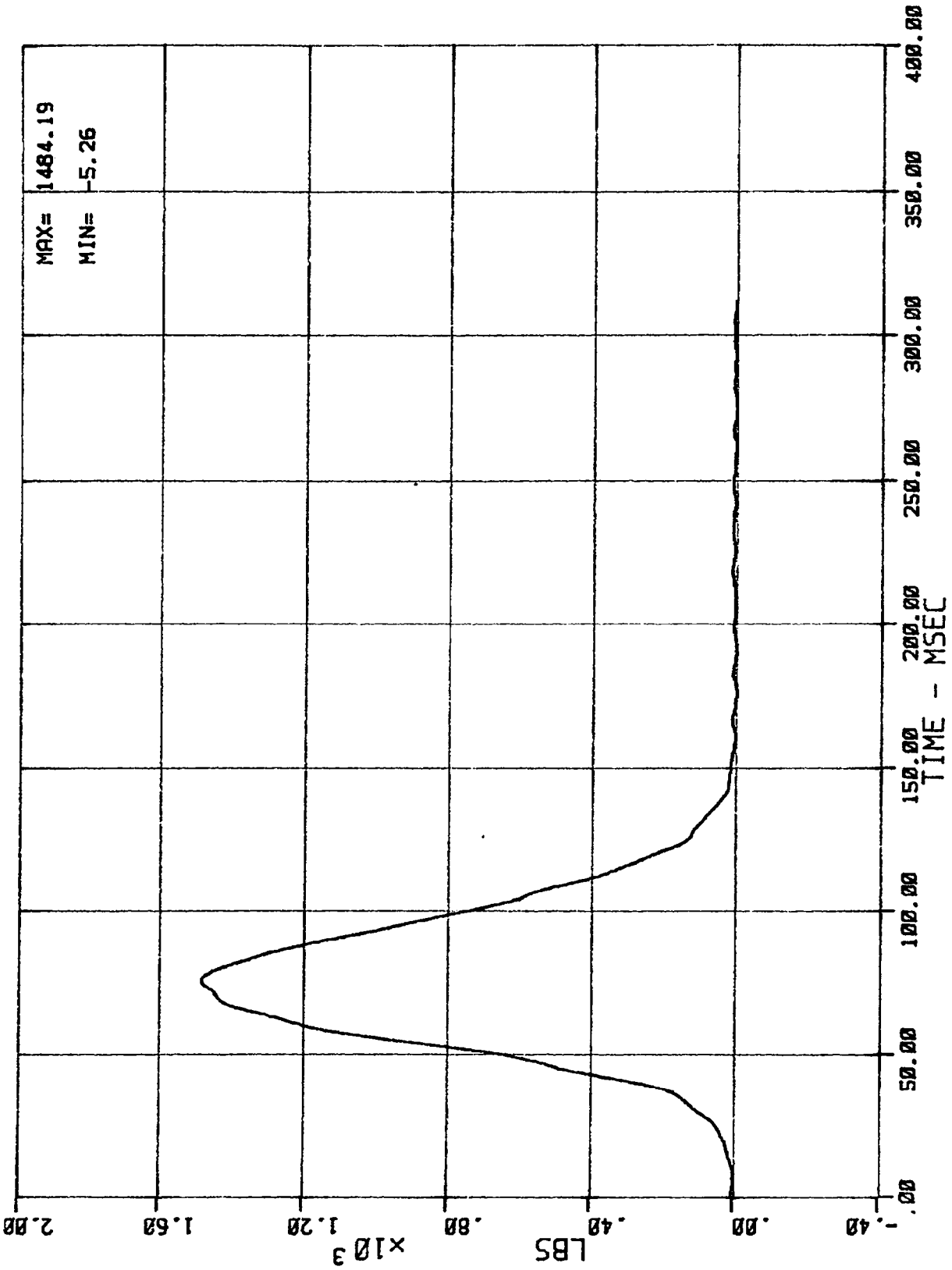
16 LC 01 2 RFM (PASSENGER RIGHT FEMUR FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



17 LC 01 1 LBO (DRIVER LAP BELT FORCE)
 MSE N64024 1984 NISSAN STANZA

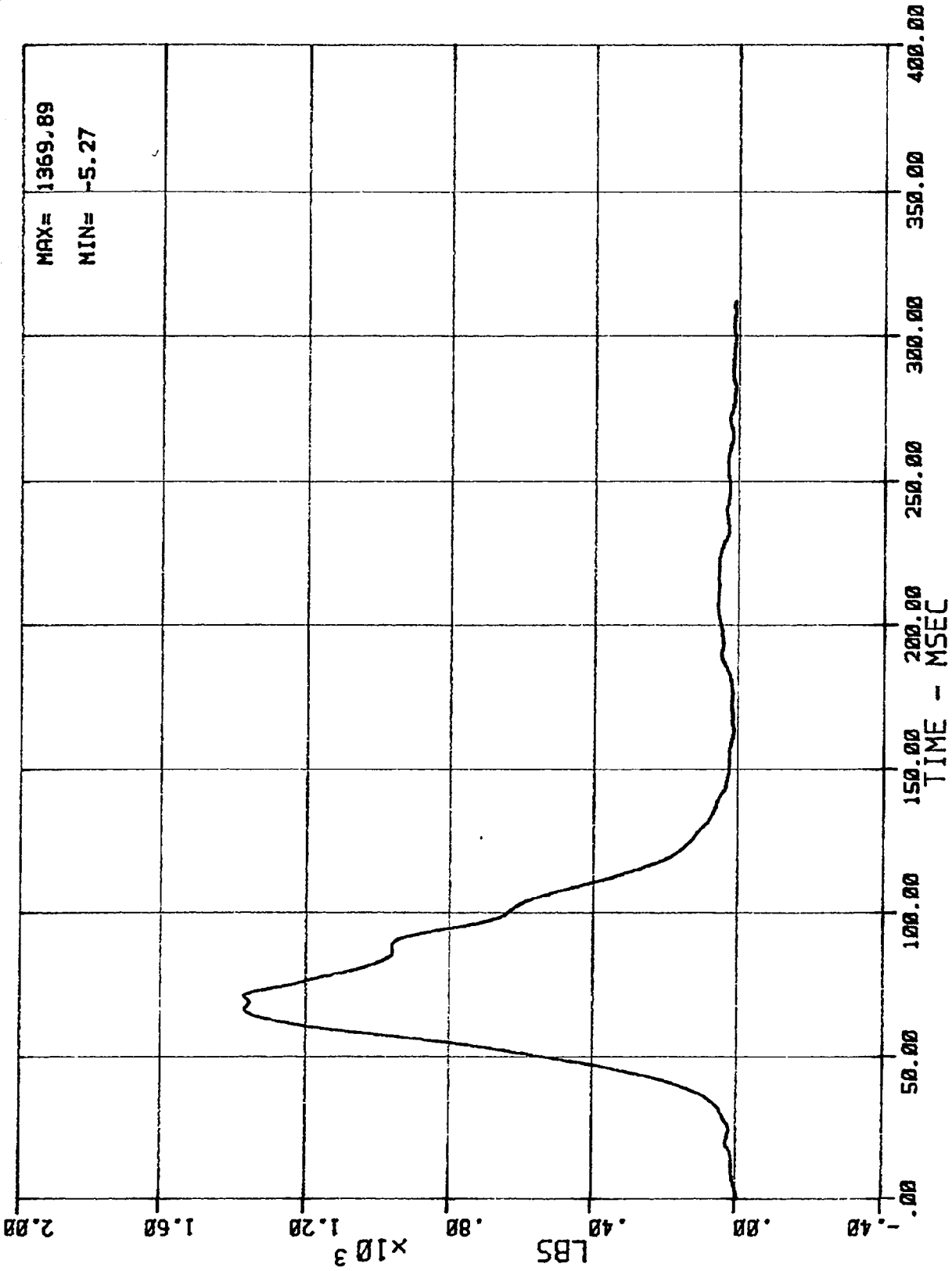
02/23/84



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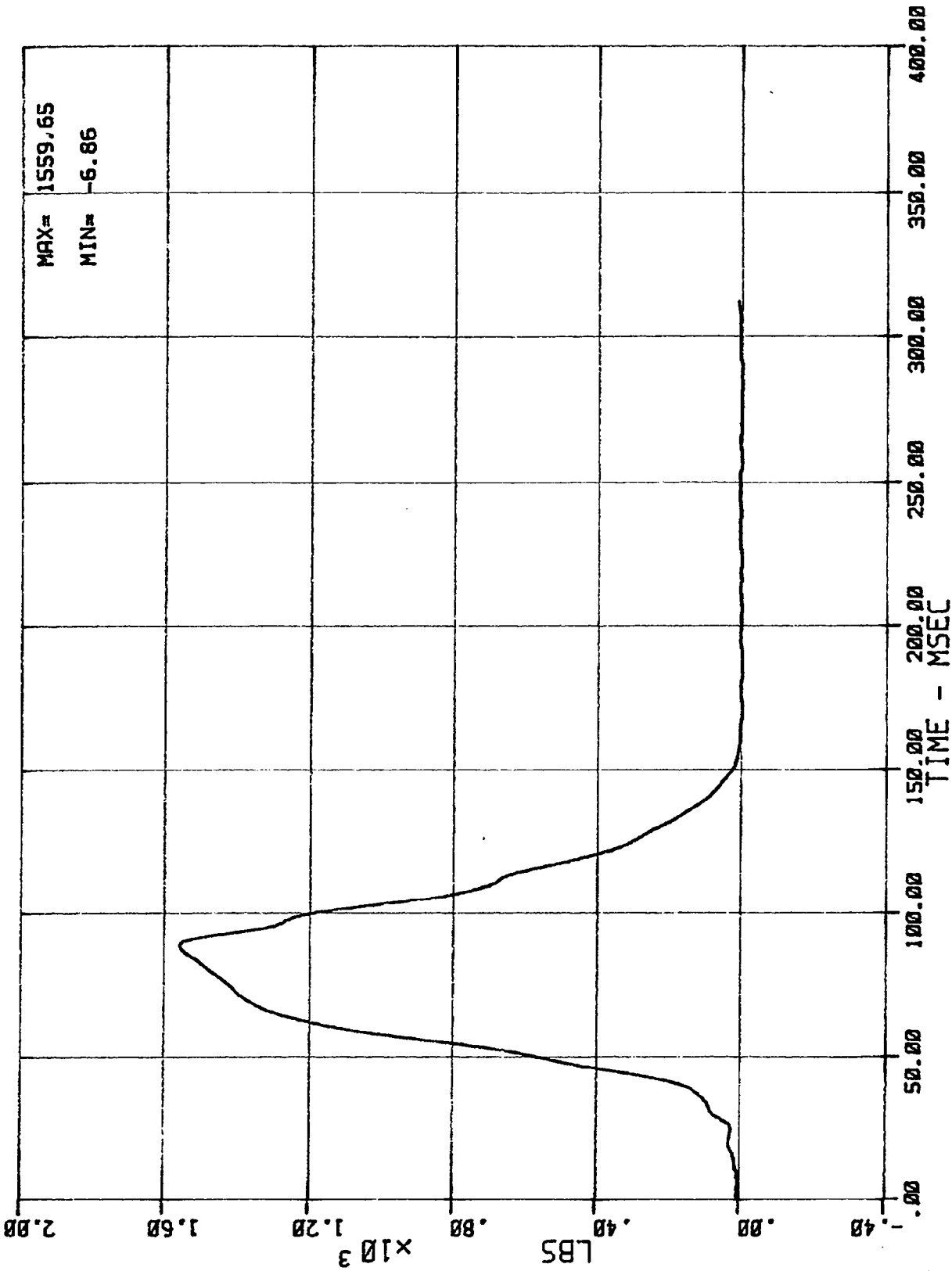
18 LC 01 1 SHB (DRIVER SHOULDER BELT FORCE)
 MSE N64024 1984 NISSAN STANZA

02/23/84



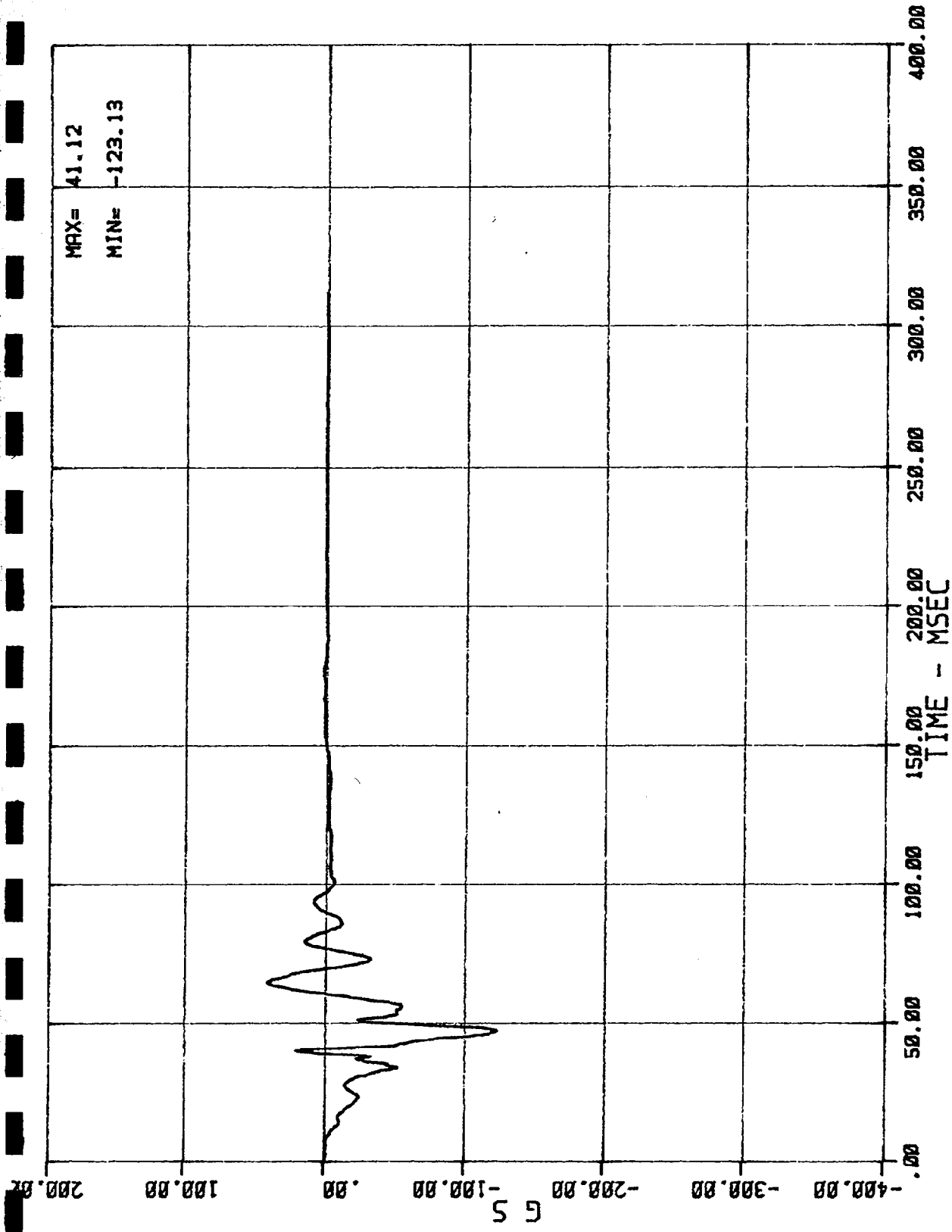
19 LC 01 2 LBO (PASSENGER LAP BELT FORCE)
 MSE N64024 1984 NISSAN STANZA

02/23/84



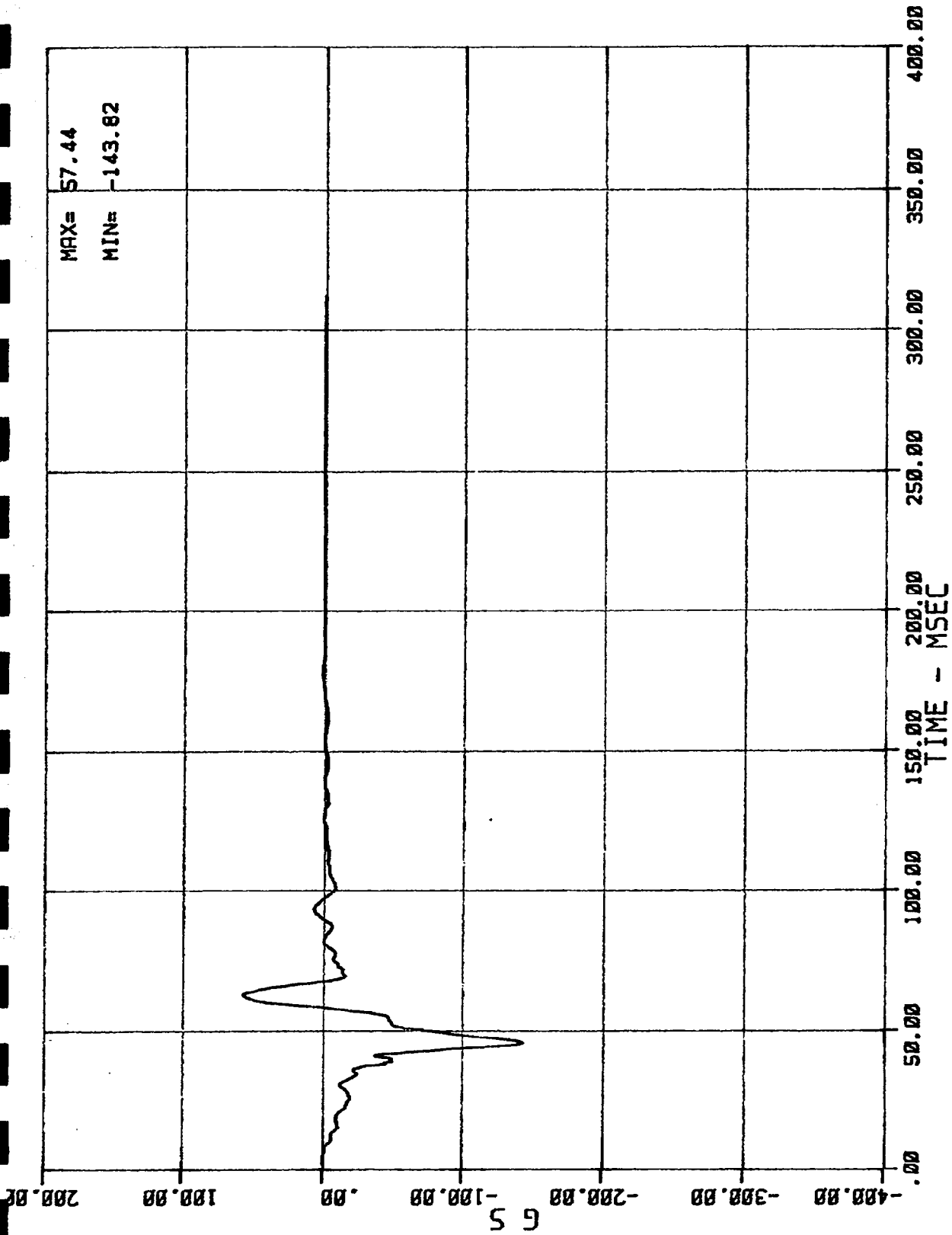
20 LC 01 2 SHB (PASSENGER SHOULDER BELT FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



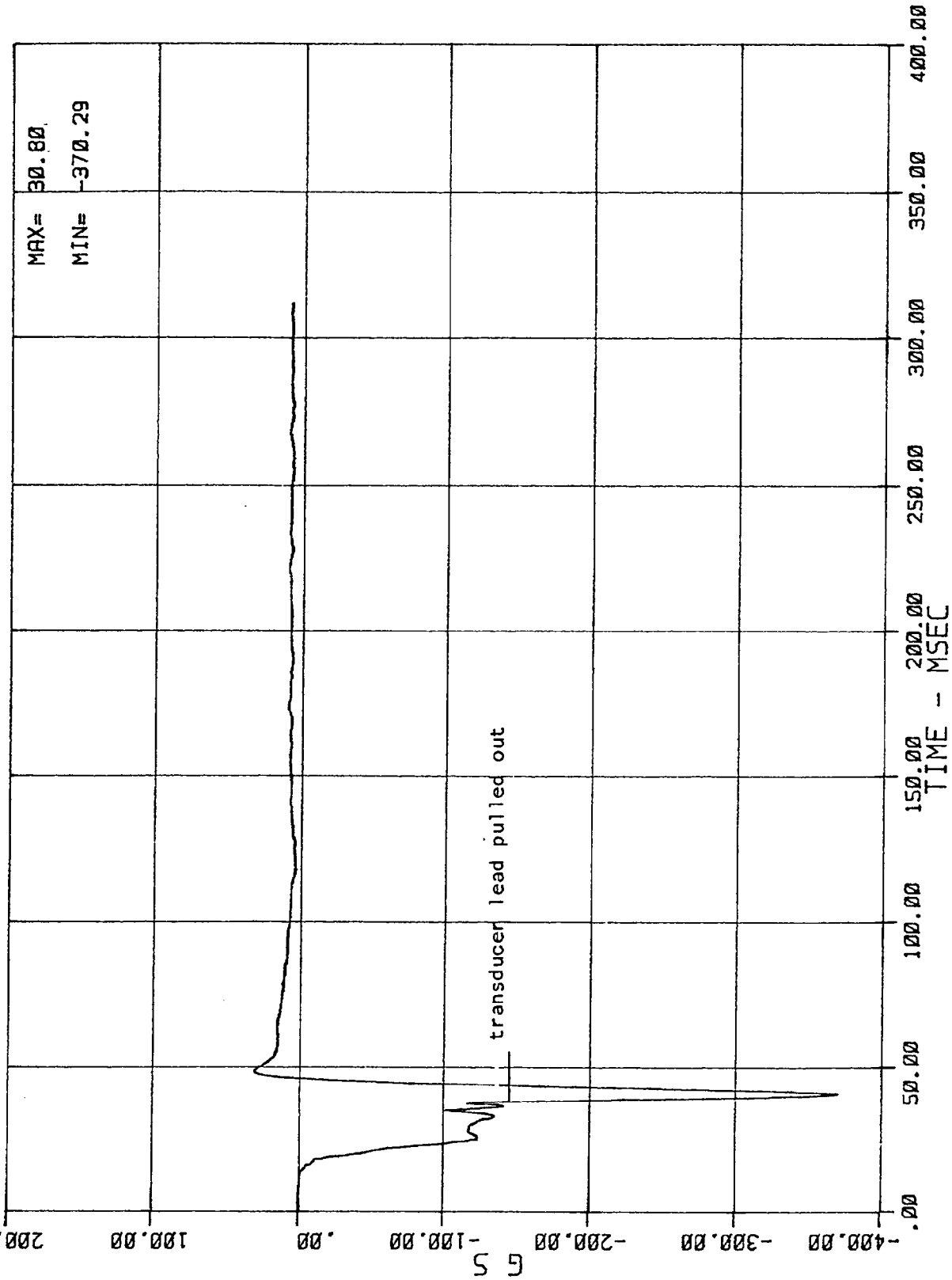
21 AC 01 N BCL X (LEFT FRONT WHEEL ACCEL. --- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



22 AC 01 N BCR X (RIGHT FRONT WHEEL ACCEL. X AXIS)
MSE N64024 1984 NISSAN STANZA

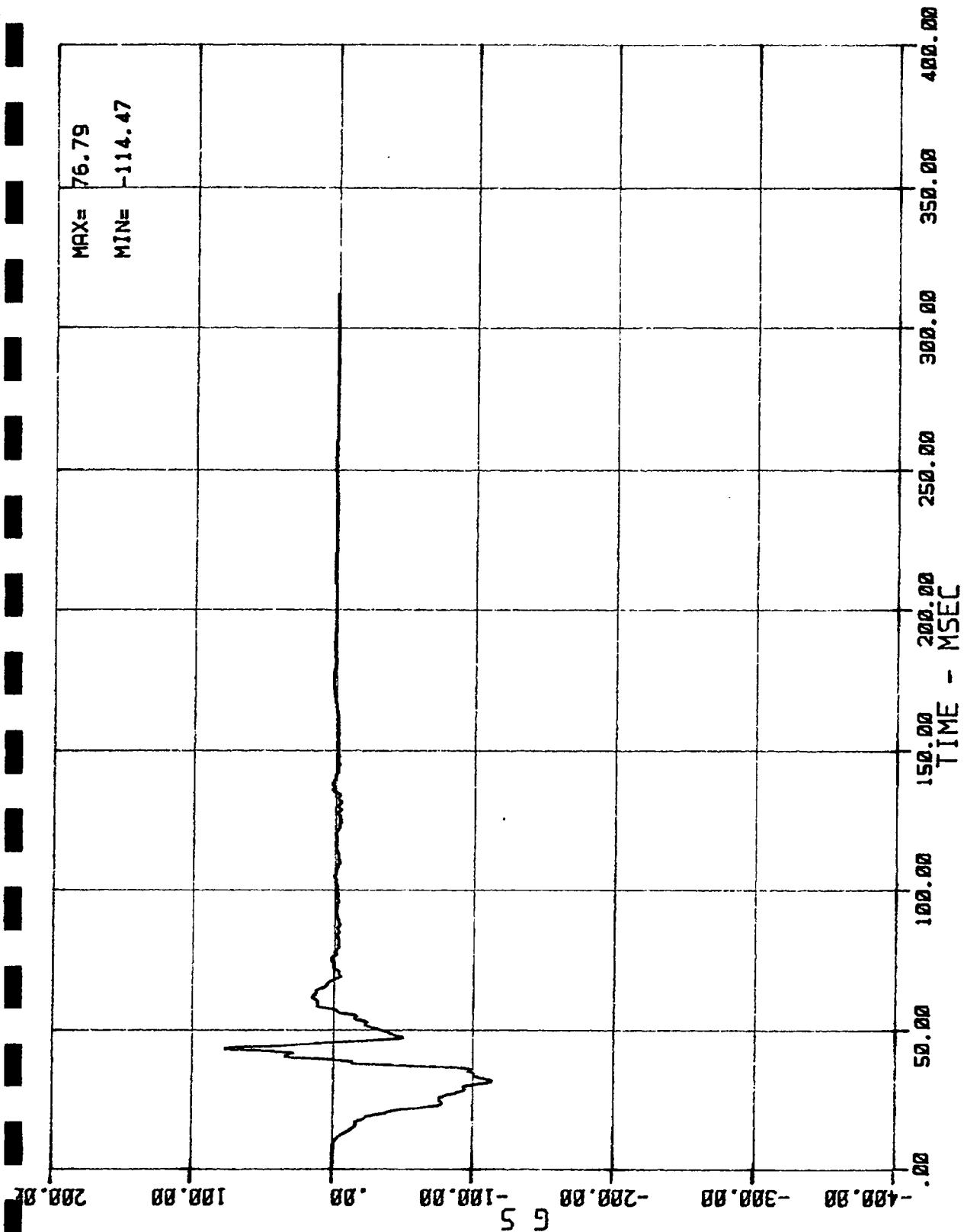
02/23/84



C-31

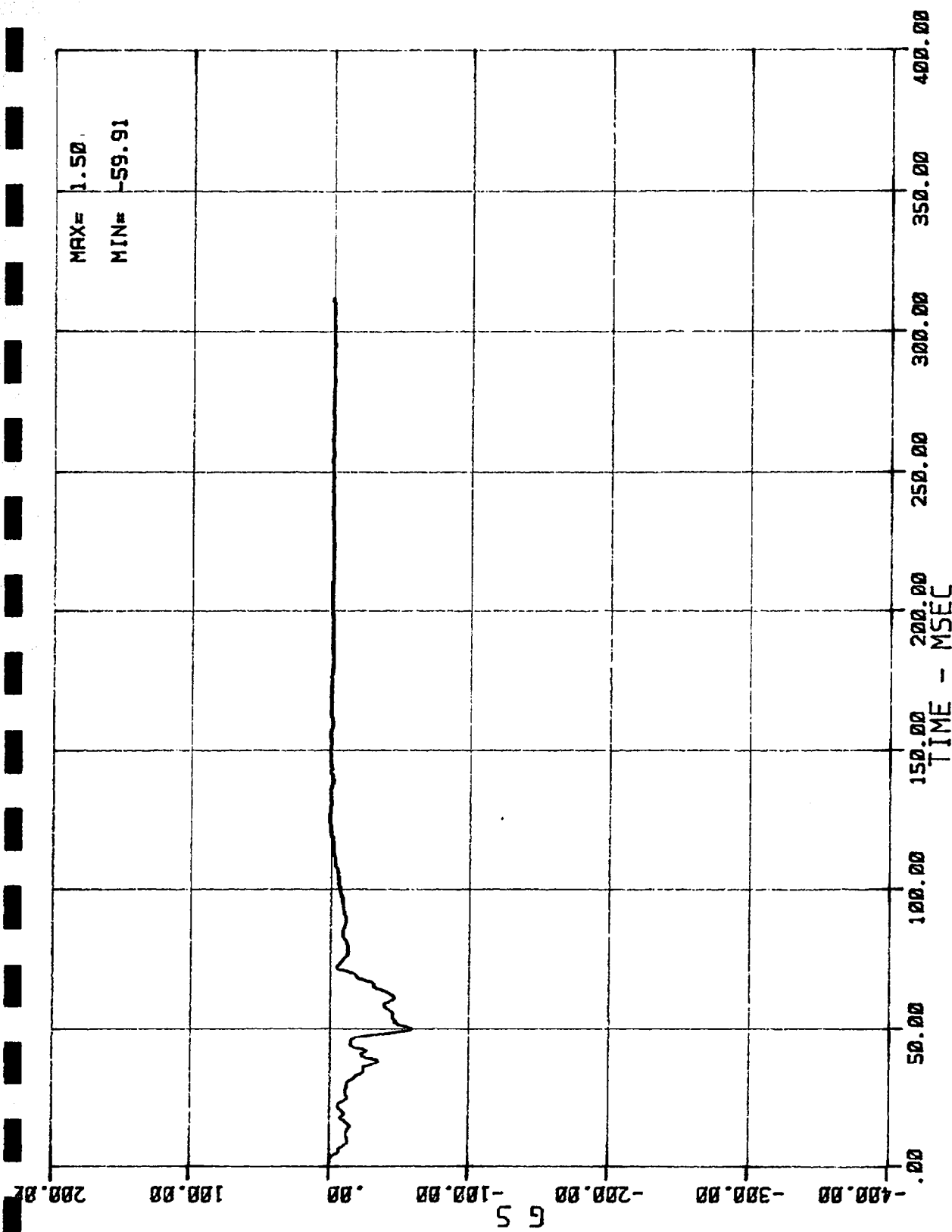
23 AC 01 N ENG X (TOP OF ENGINE ACCEL. --- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



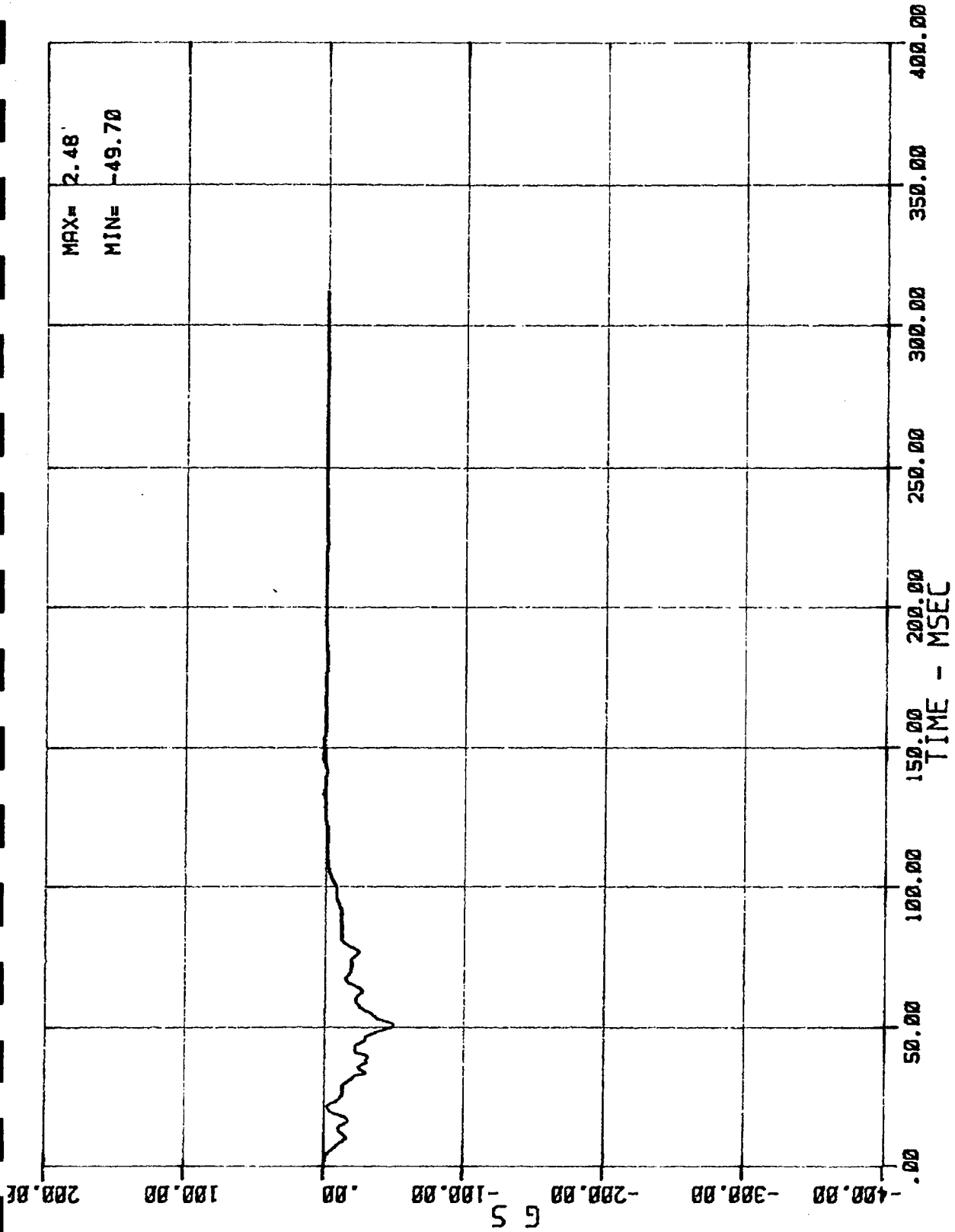
24 AC 01 N ENG X (BOTTOM OF ENGINE ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



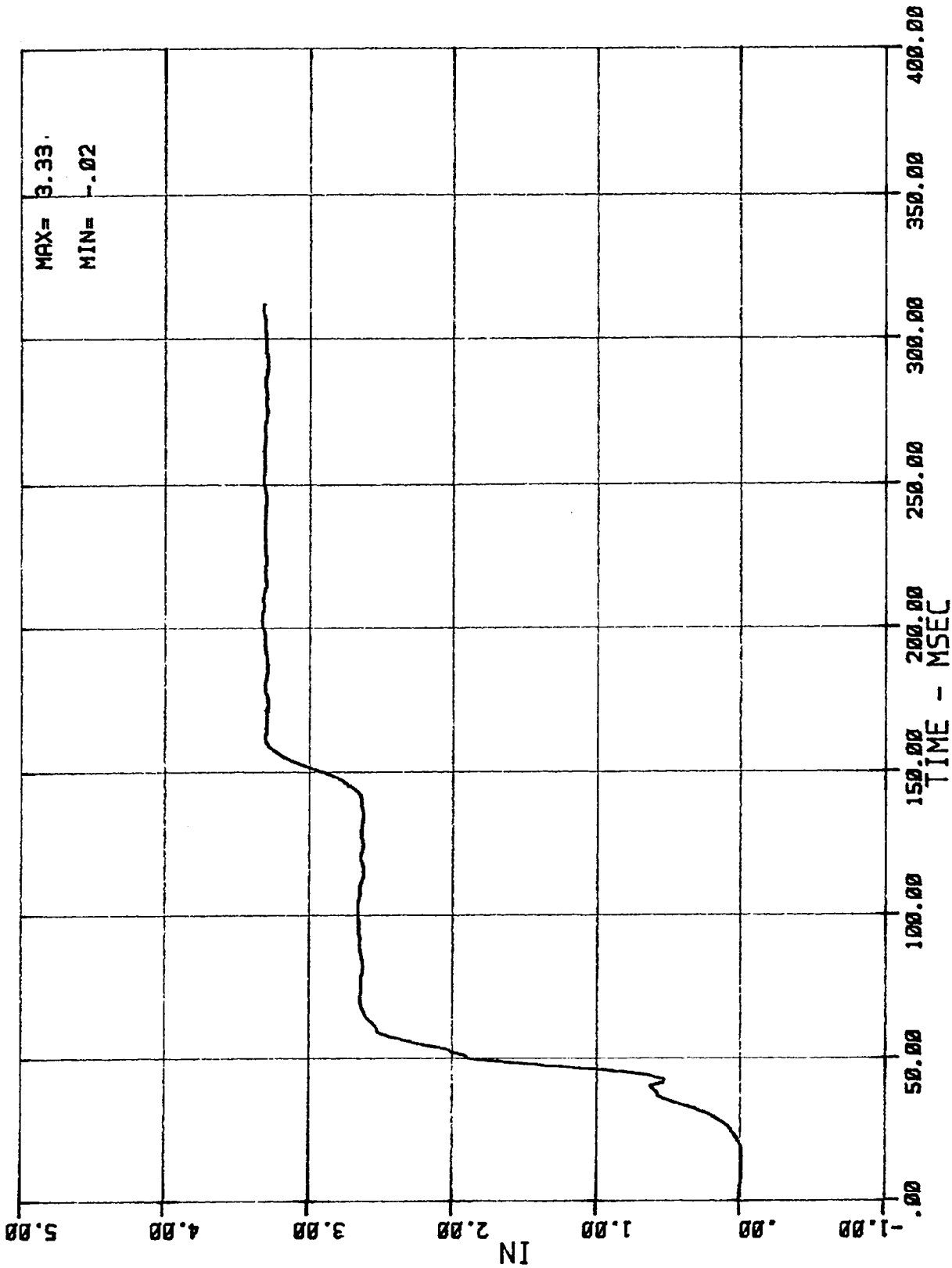
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MSE N64024 1984 NISSAN STANZA

02/23/84



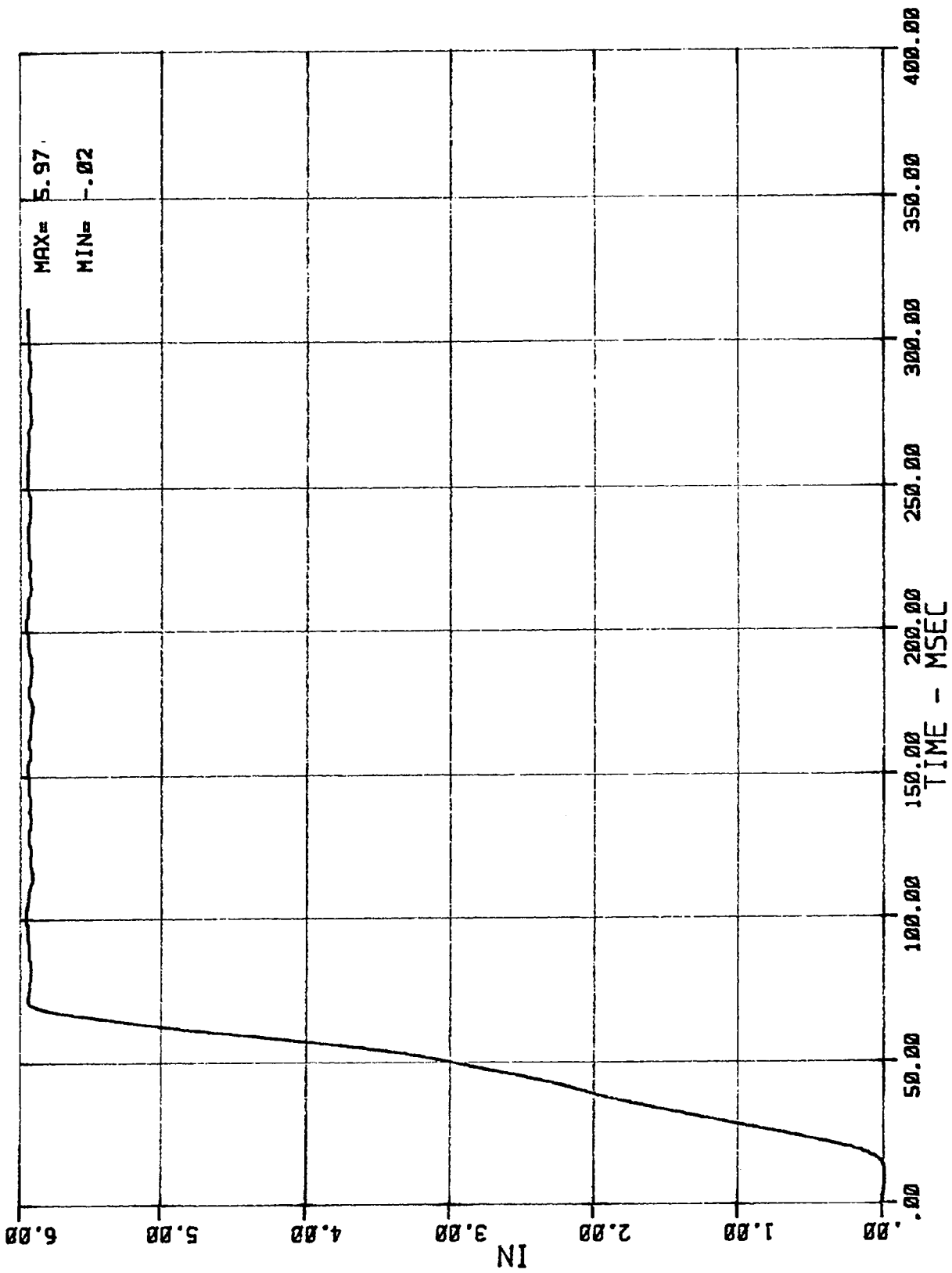
26 AC 01 N LRF X (LEFT REAR FLOOR ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



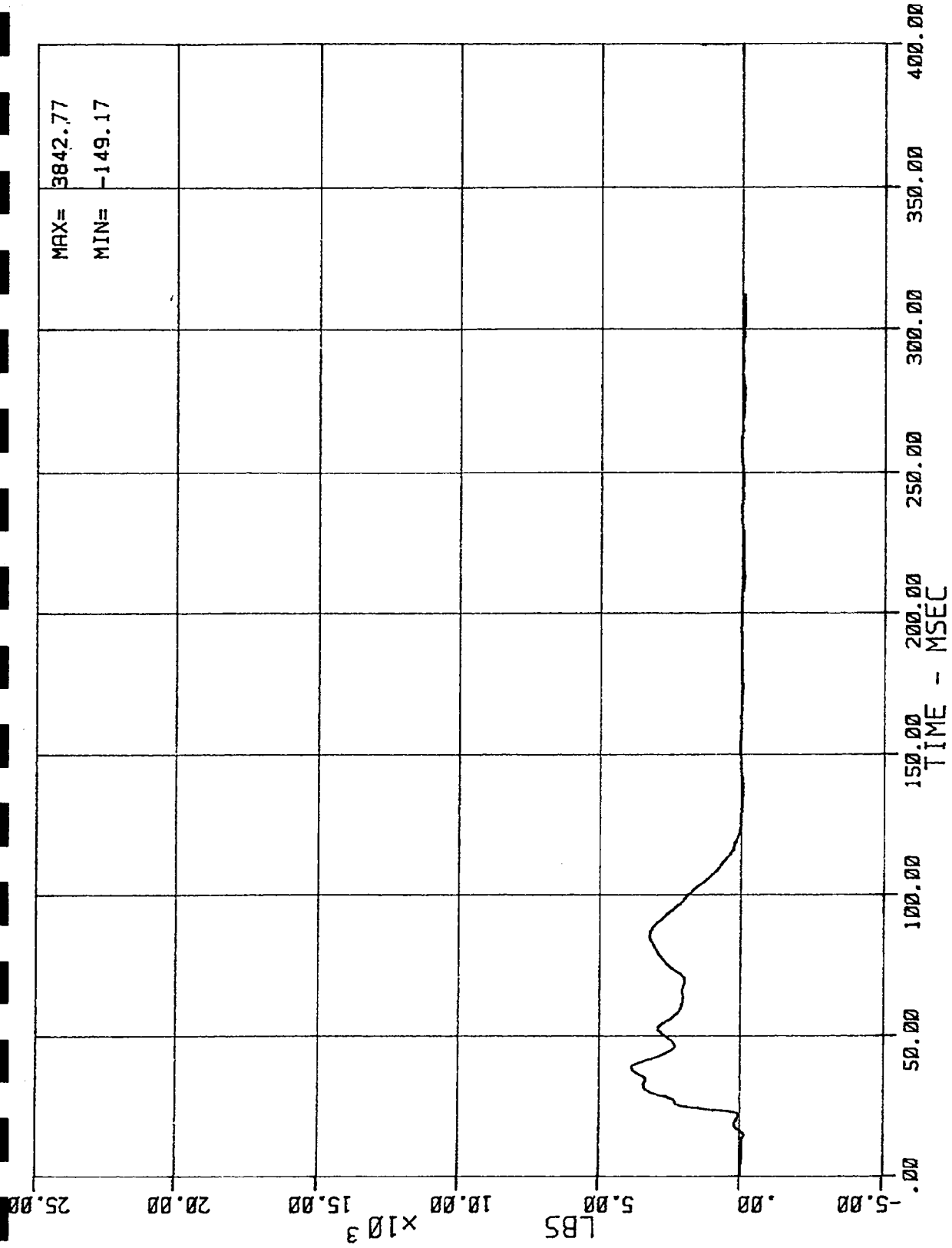
27 DT 01 1 SHB (DRIVER SHOULDER BELT PULLOUT)
MSE N64024 1984 NISSAN STANZA

02/23/84



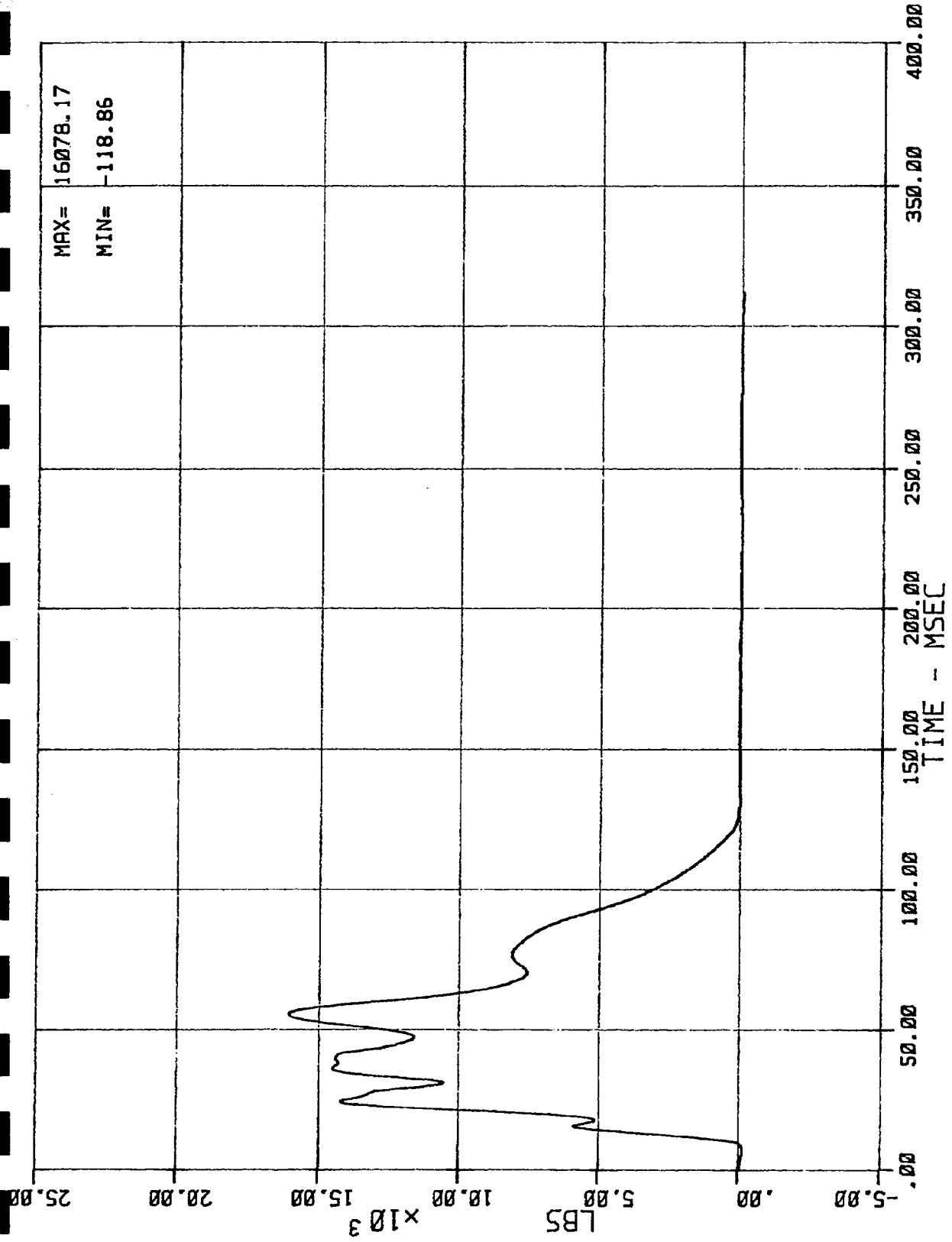
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MSE N64024 1984 NISSAN STANZA

02/23/84



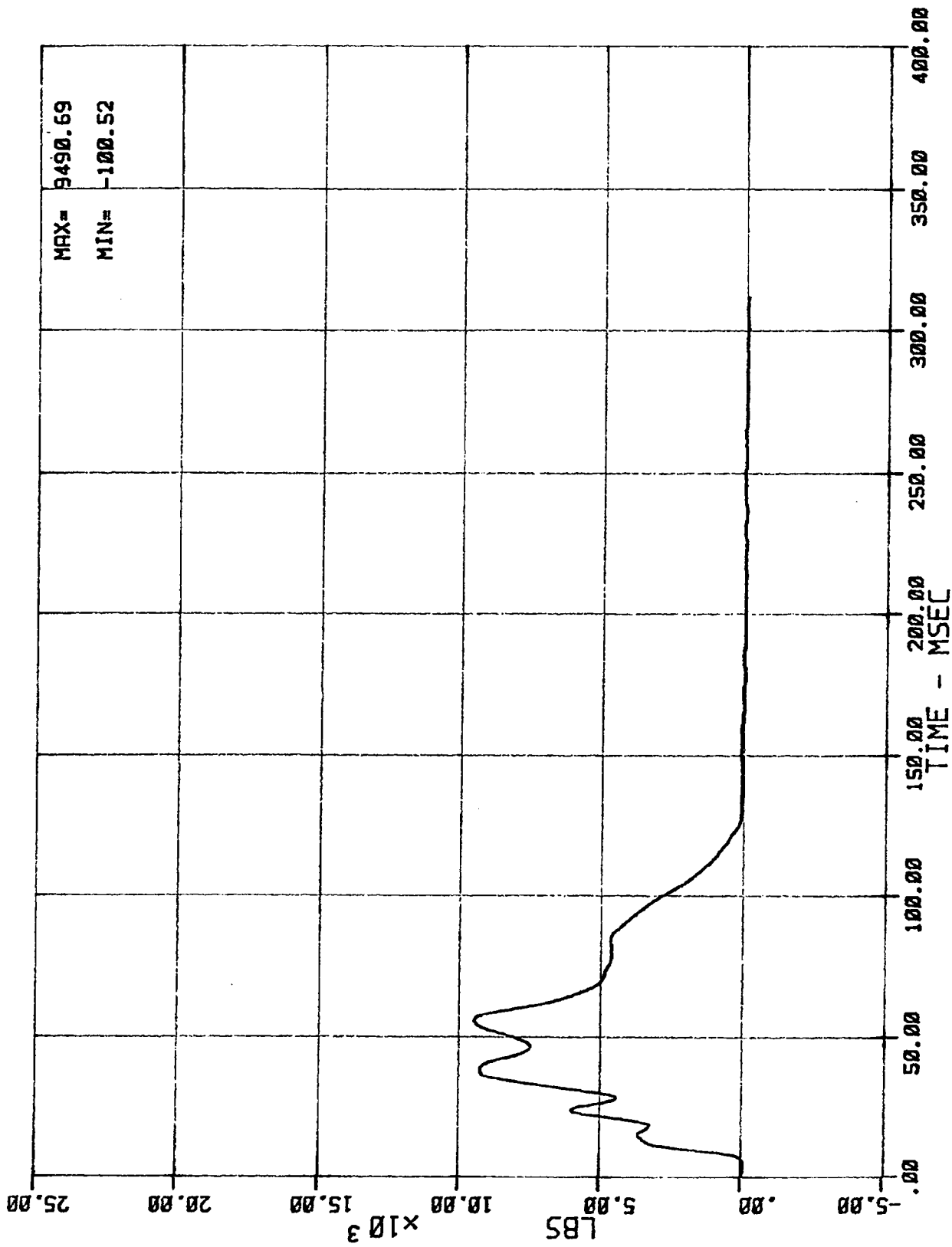
33 LC BA N BA5 (BARRIER LOAD CELL AS FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



40 LC BA N 883 (BARRIER LOAD CELL B3 FORCE)
MSE N64024 1984 NISSAN STANZA

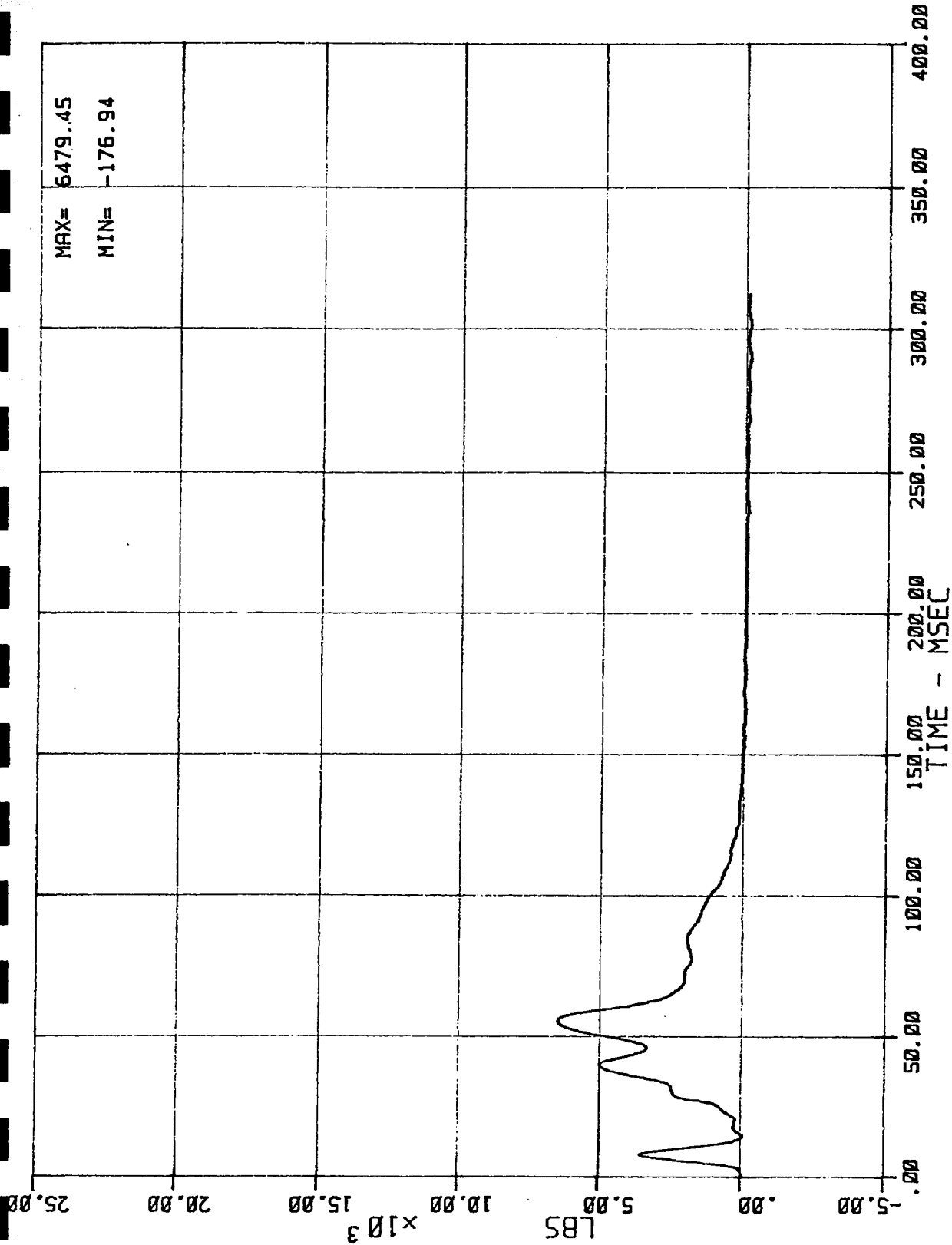
02/23/84



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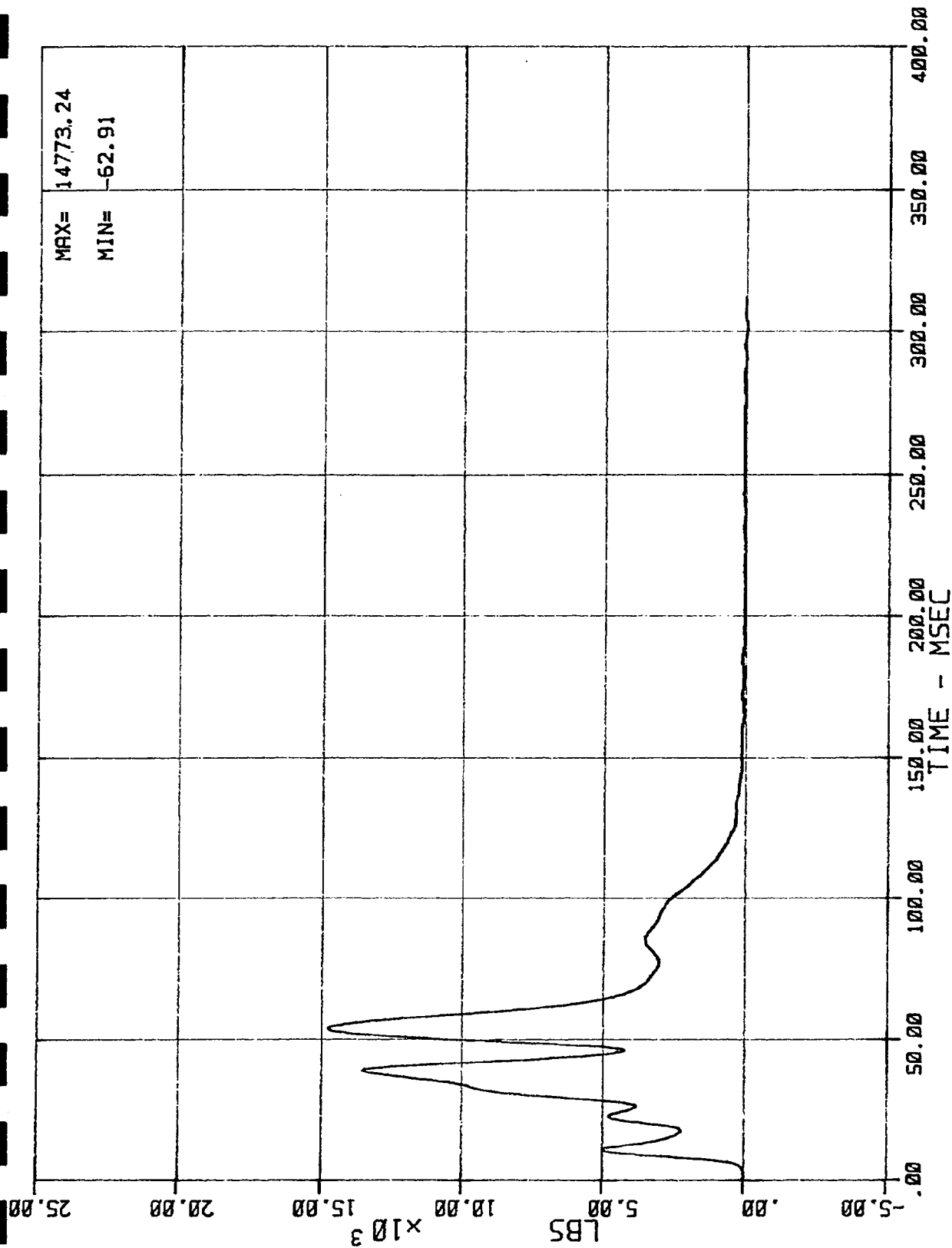
41 LC BR N BB4 (BARRIER LOAD CELL B4 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



42 LC BA N BB5 (BARRIER LOAD CELL B5 FORCE)
MSE N64024 1984 NISSAN STANZA

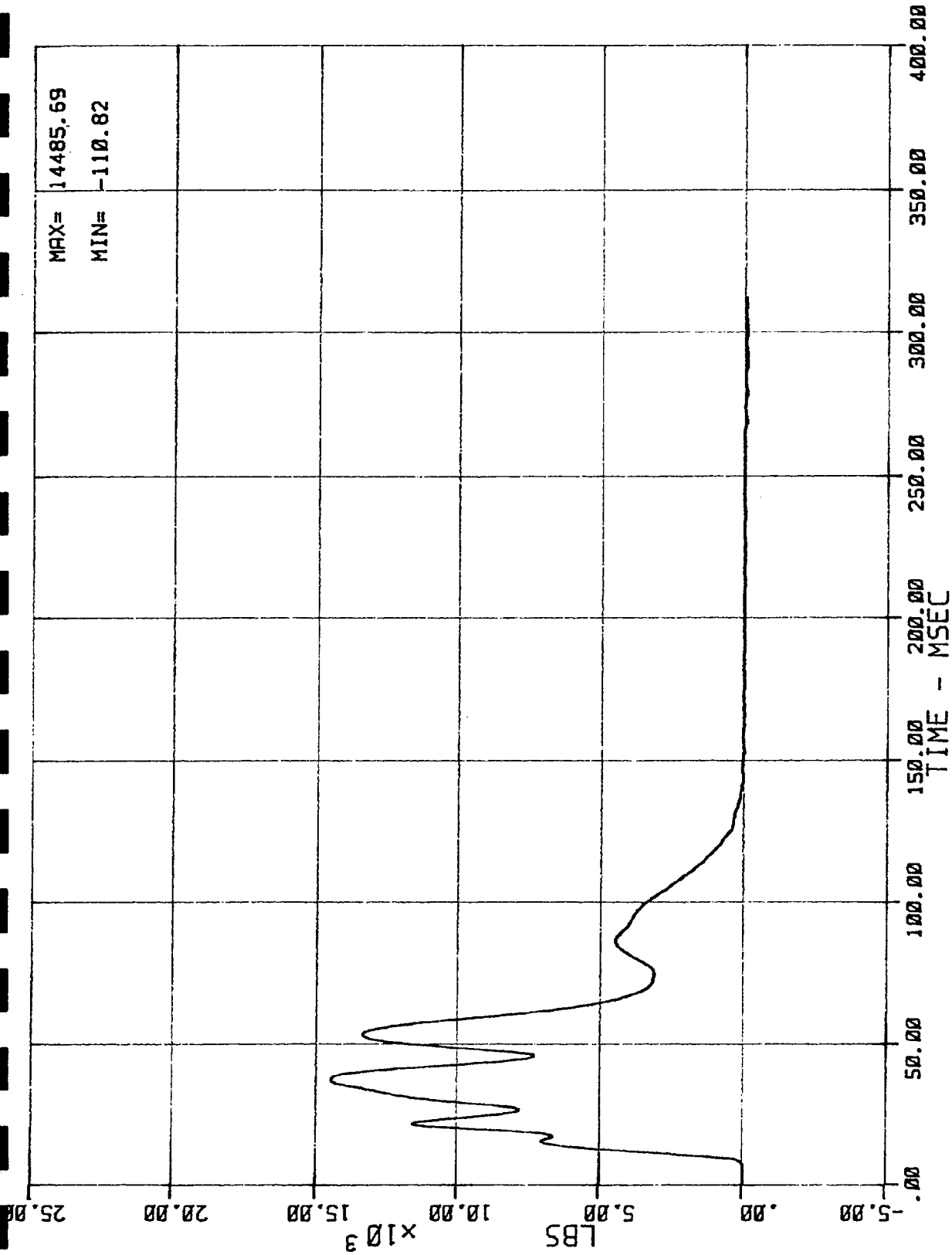
02/23/84



14-C

43 LC BA N BB6 (BARRIER LOAD CELL B6 FORCE)
 MSE N64024 1984 NISSAN STANZA

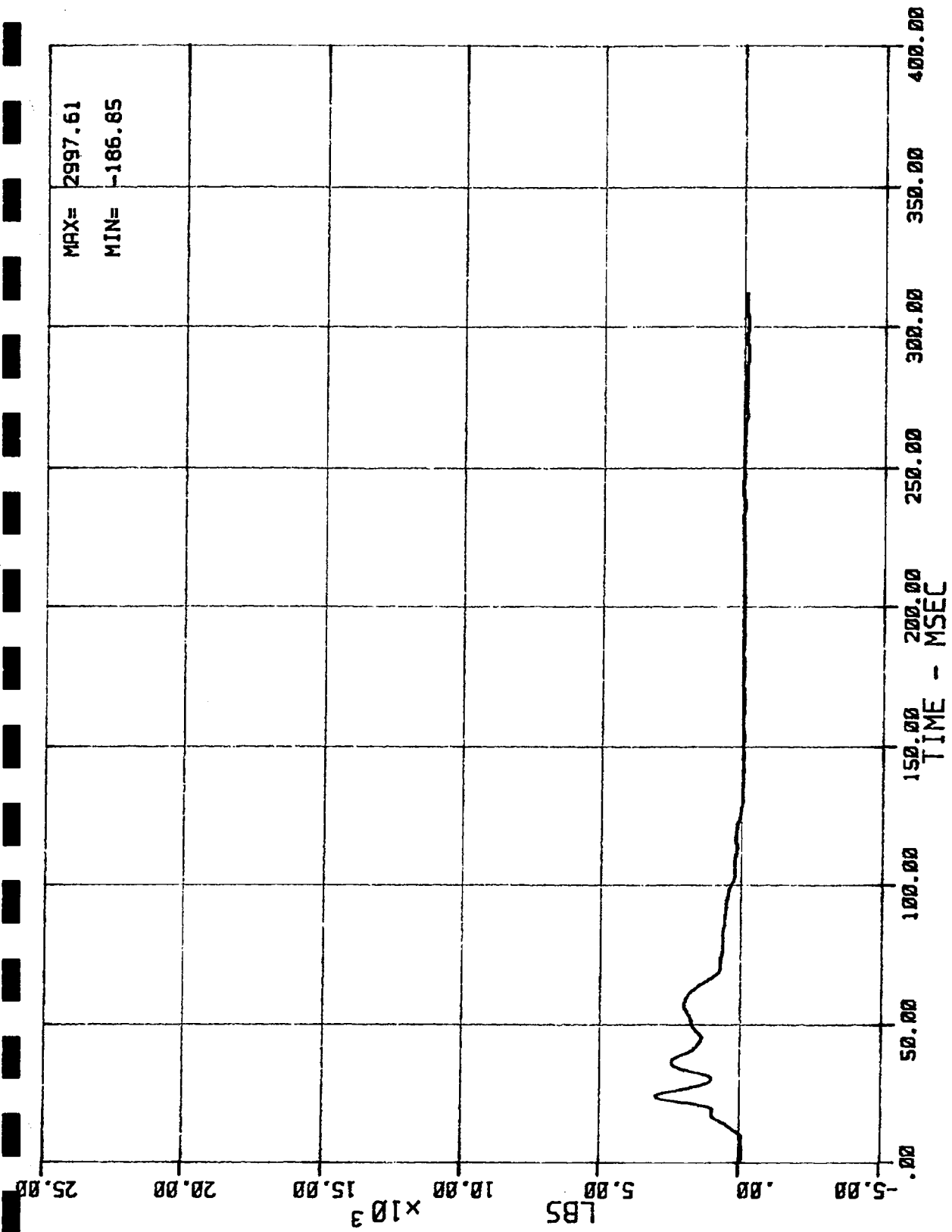
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C-42

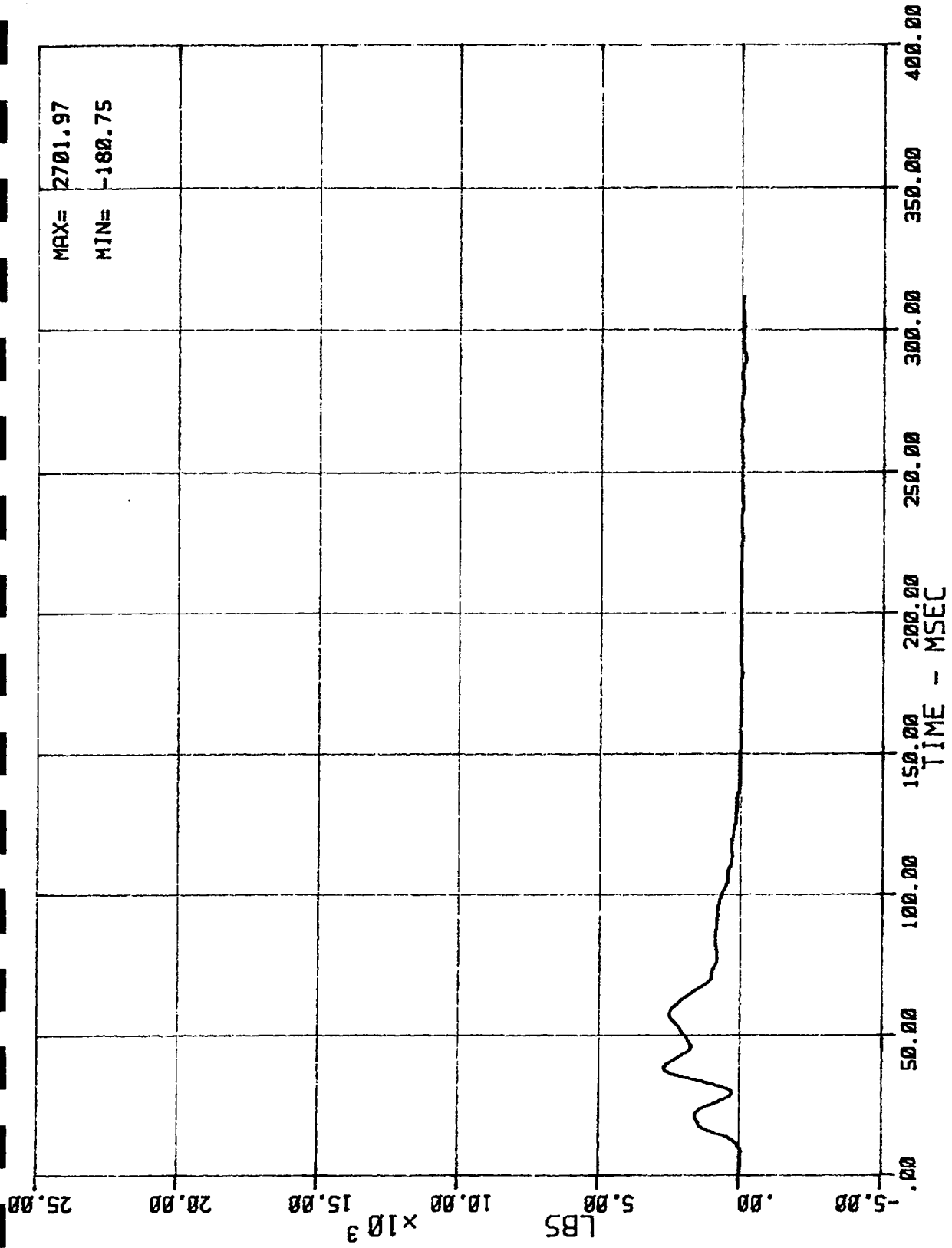
44 LC BA N BB7 (BARRIER LOAD CELL B7 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



49 LC BR N BC3 (BARRIER LOAD CELL C3 FORCE)
MSE N64024 1984 NISSAN STANZA

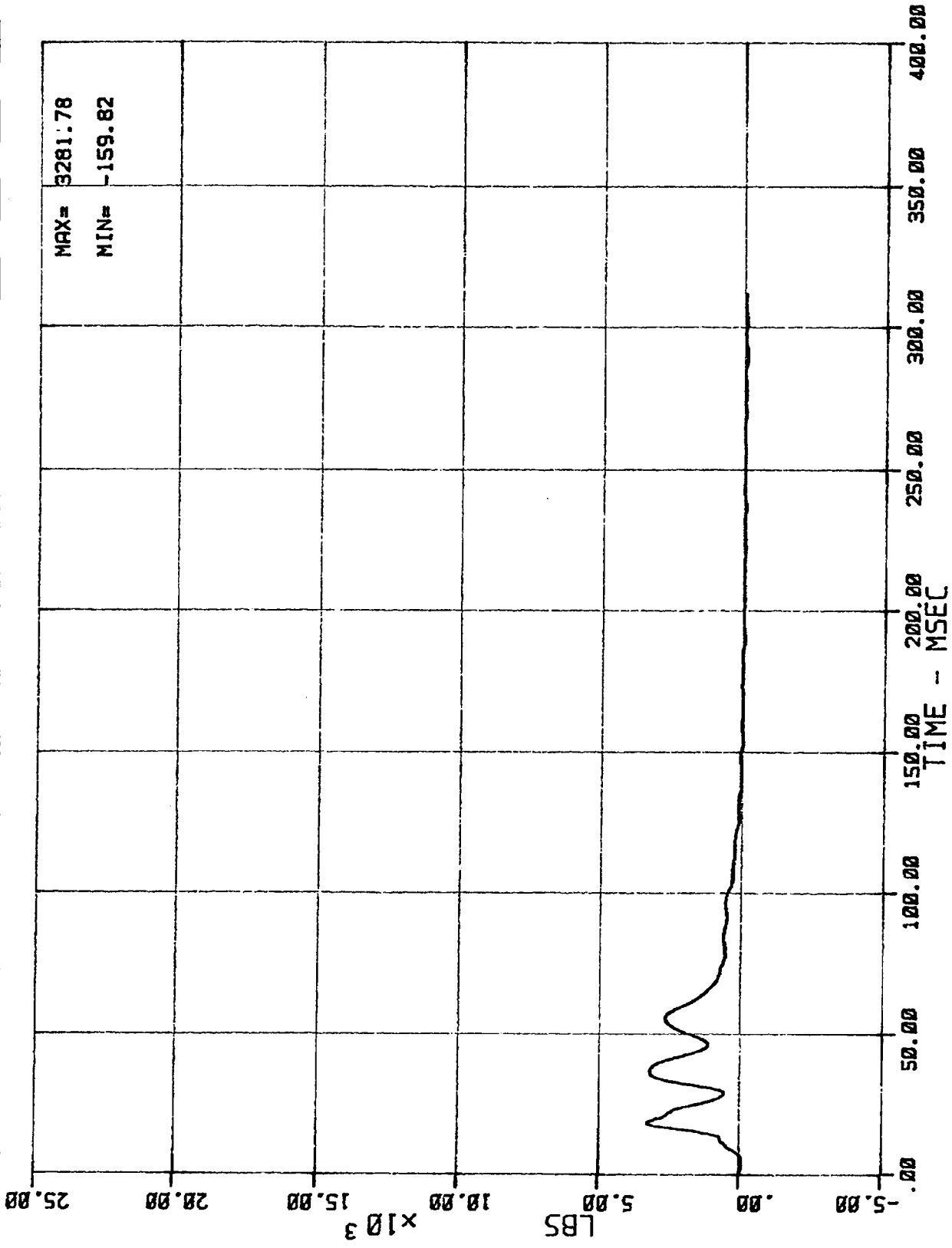
02/23/84



44-C

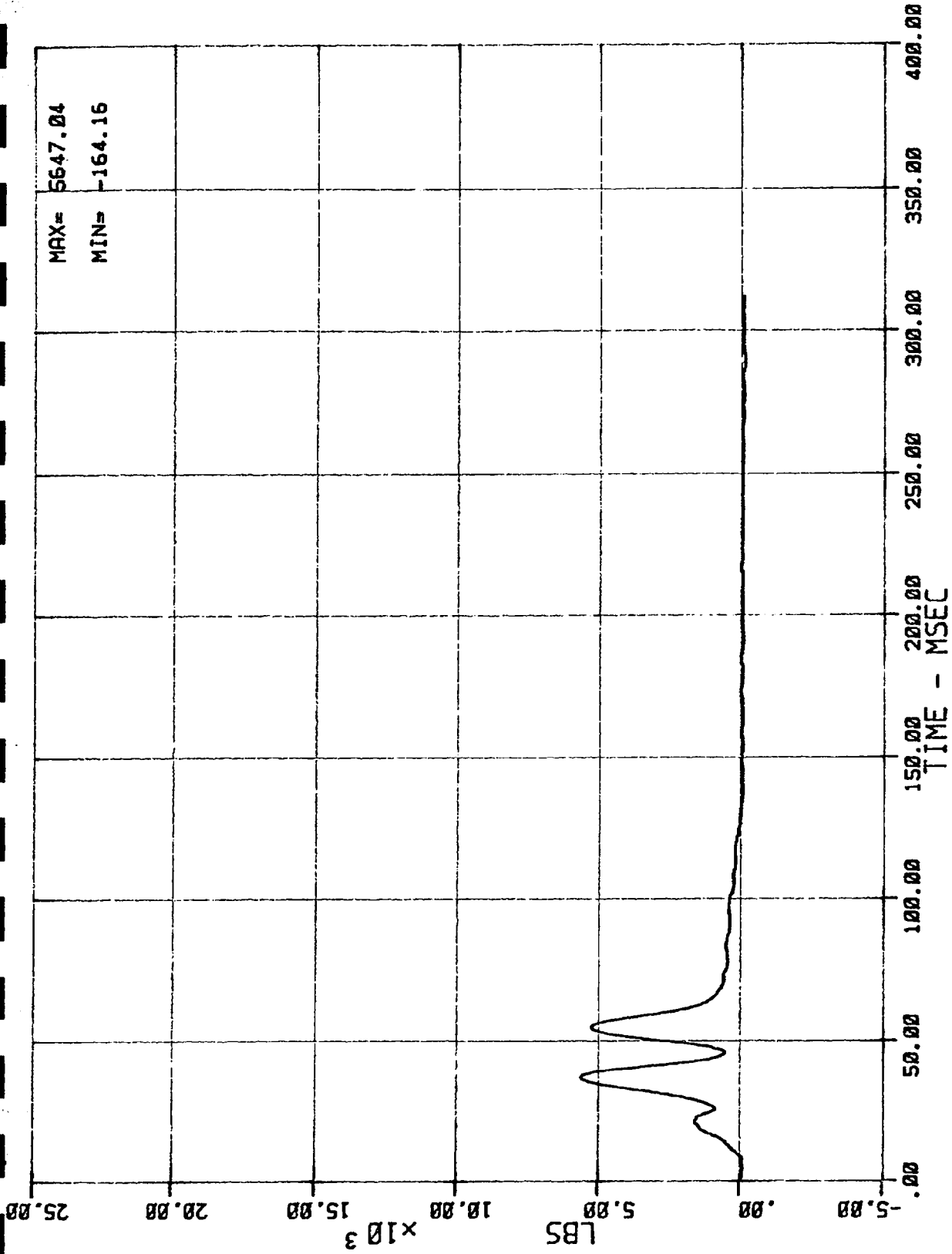
50 LC BA N BC4 (BARRIER LOAD CELL C4 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



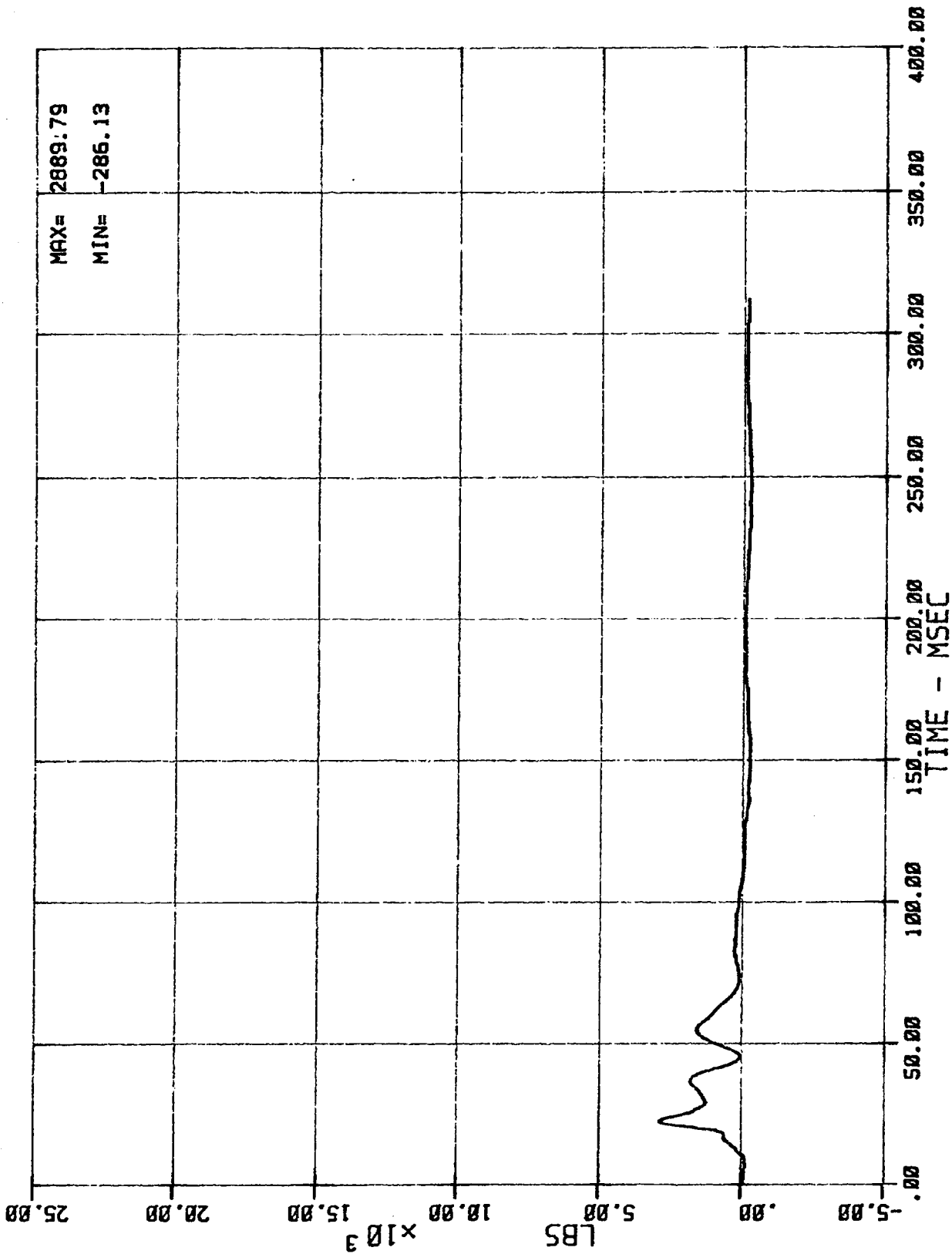
51 LC BA N BCS (BARRIER LOAD CELL CS FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



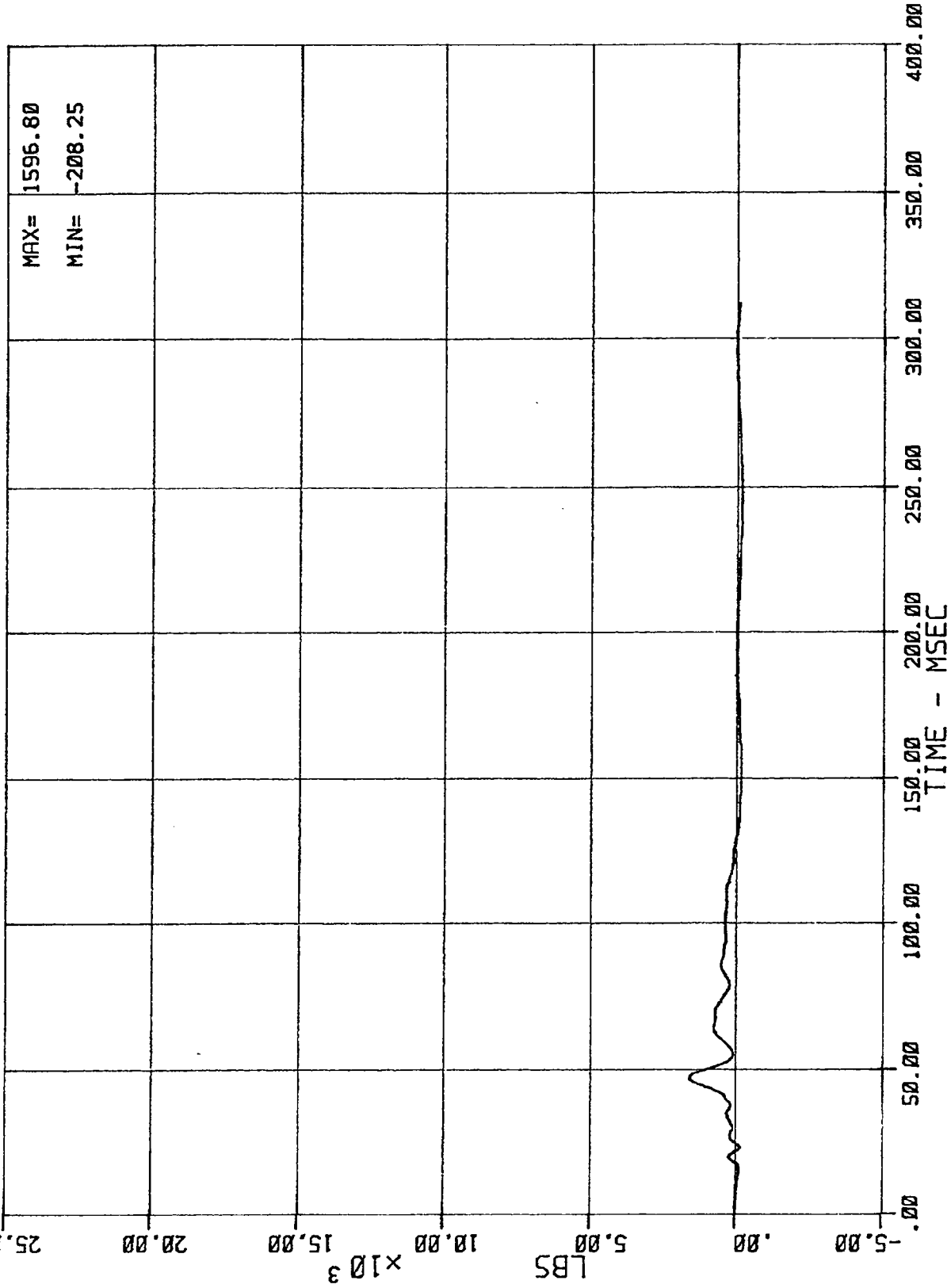
52 LC BA N BC6 (BARRIER LOAD CELL C6 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



S3 LC BA N BC7 (BARRIER LOAD CELL C7 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84

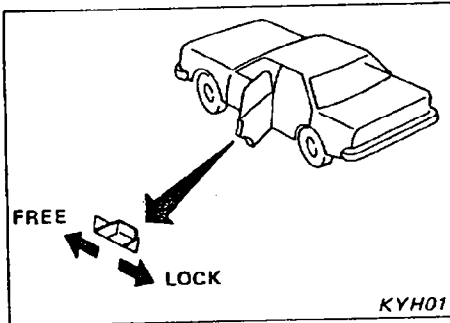


60 LC BA N B05 (BARRIER LOAD CELL D5 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84

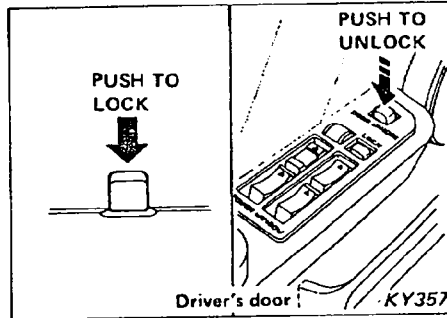
APPENDIX D
OWNER'S MANUAL
SEAT AND SEAT BELT INFORMATION

SEATS



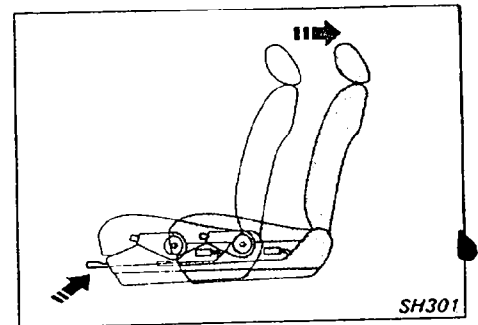
CHILD SAFETY REAR DOOR LOCK (4-door models)

When in lock position, the rear door cannot be opened from the inside, but can be opened from the outside.



POWER DOOR LOCK

All doors can be locked by locking the door on the driver's side. To unlock all doors except the driver's side, depress the "DOOR UNLOCK" button on the driver's side door. Doors can also be unlocked individually by pulling up each door lock knob.

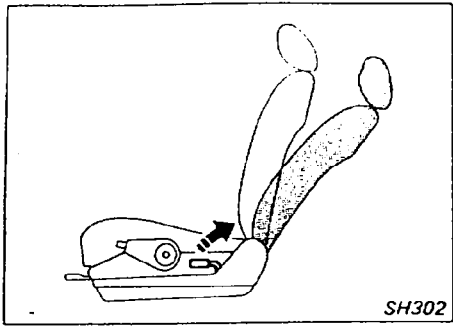


FRONT SEAT ADJUSTMENT

The fore-and-aft control lever located at the lower front of the seat releases the seat latch. To adjust the seat position, move the lever as shown and hold it while you slide the seat forward or backward to the desired position. Release the lever to lock the seat in position.

CAUTION:

- Do not adjust the driver's seat while driving. The seat may suddenly jerk forward or backward, which could result in loss of control.
- After adjustment, test to be sure seat is securely locked.



RECLINING SEATS

The reclining seat control levers are located at the outside of each front seat. To adjust the seatback, pull the lever upward, and lean back until the desired angle is obtained. To bring the seatback up again, pull the lever and it will move forward. When the desired angle is obtained, release the lever.

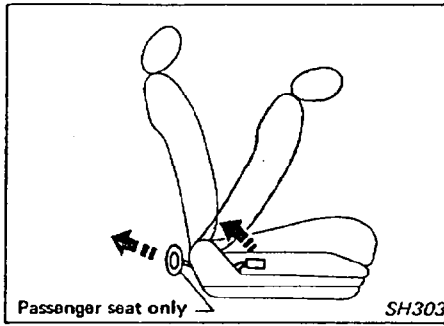
After adjustment, test to be sure seat is securely locked.

WARNING:

Never ride in a moving vehicle with the seatback in the reclining position. Seat belts are effective only when the wearer is in a fully upright position.

CAUTION:

Do not adjust the drivers seat while driving.

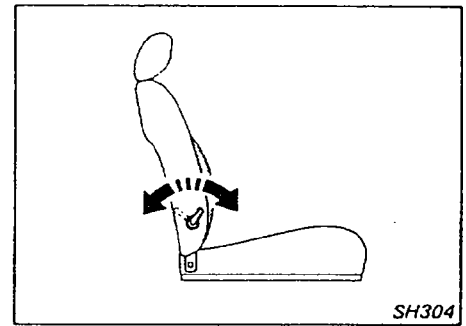


TILTING FRONT SEATS (2-door models)

To facilitate entry to the rear seat, the front seatback tilts as illustrated.

When the latch is released, the seatback will tilt forward (passenger's and driver's seats) and the seat will automatically slide forward (passenger's seat only).

Rear seat occupant can tilt the front passenger seat by pulling the knob located on the rear side of the seat as illustrated.



LUMBAR SUPPORT

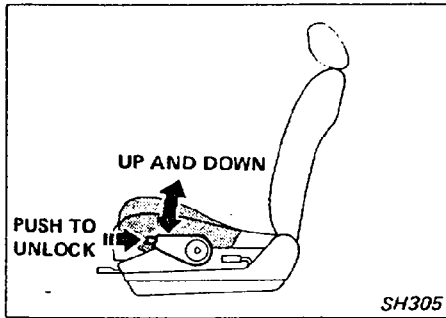
To lessen fatigue from a long drive, adjust the firmness of the part of the driver's seat which supports the lumbar-vertebra area of the back.

The degree of firmness of the seat can be adjusted by operating the adjusting lever forward or rearward.

CAUTION:

Do not adjust the driver's seat while driving.

FRONT HEAD RESTRAINTS

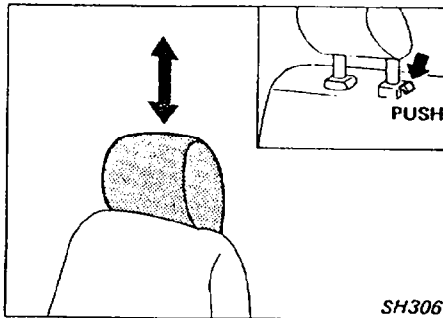


THIGH SUPPORT

Adjust the driver's seat cushion height to the desired position by pushing the button in and pulling the lever up or down.

CAUTION:

Do not adjust the driver's seat while driving.



The head restraints can be adjusted in height.

The optimum position for the head restraint is one where the head restraint is just above (or on a level with) the top of the ears. To raise, just slide the head restraint up. To lower, slide it down pushing the lock knob.

WARNING:

Head restraints may provide significant protection against whiplash injuries. Do not remove them.

SEAT BELTS

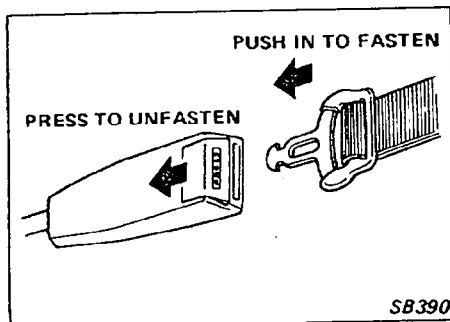
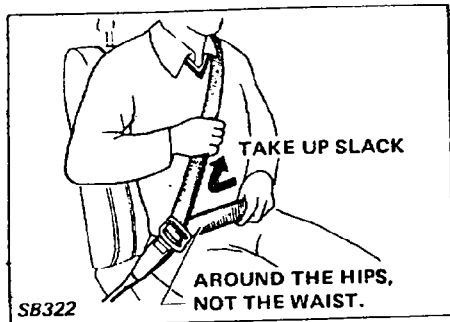
Every person who drives or rides in this vehicle should wear a seat belt at all times.

Many scientific studies have shown that your chances of being injured in an accident and/or the severity of injury, may be greatly reduced if you are wearing your seat belt and it is properly adjusted. NISSAN strongly encourages you and all of your passengers to buckle up every time you drive. Infants, children and pregnant women should see the special precautions later in this section.

CAUTION:

Some states, provinces or territories may specify that seat belts be worn at all times when a vehicle is being operated.

Seat belts are provided for each seating position. Front seats are equipped with one-piece combination lap/shoulder belts and emergency locking retractors. Rear seats have lap belts with automatic locking retractors for the outboard positions. The system includes a reminder light and chime.



FRONT SEAT BELTS

1. Adjust the seat forward or back to the preferred driving position. Adjust the seat back to a comfortable upright position, the seat belts will be less effective if the seat is reclined. Sit upright and well back in the seat; your seat belts are more effective when you sit up and face forward.
2. Take hold of the tongue and slowly pull out the lap-shoulder belt. Remove any twists in the belt and insert the tongue into the buckle until you hear a snapping sound.
3. Position the lap portion of the belt across the lap as low on the hips as possible.

4. If the lap-shoulder belt is slack after you have buckled it, pull the shoulder belt portion toward the retractor to take up the slack.

The front seat belts have an emergency locking retractor which is designed to lock during a sudden stop or in certain kinds of accidents. Under normal circumstances the belt retractor permits the belt to move, allowing you some freedom of movement in the seat.

5. To unfasten the belt, press the button of the buckle. The seat belt will automatically retract.

CAUTION:

Be sure to observe the following caution: Failure to do so could increase the chance and/or severity of injury in an accident.

- Always pass the shoulder belt over your shoulder and across your chest as shown in the illustration. Never run the belt under your arm.
- Position the lap belt as low as possible **AROUND THE HIPS, NOT THE WAIST.**
- The belt should be adjusted to a snug fit. Slack in the lap-shoulder belt will reduce the effectiveness of the entire restraint system.
- Never wear the belt inside out or twisted.
- Do not allow more than one person to use the same belt at the same time.

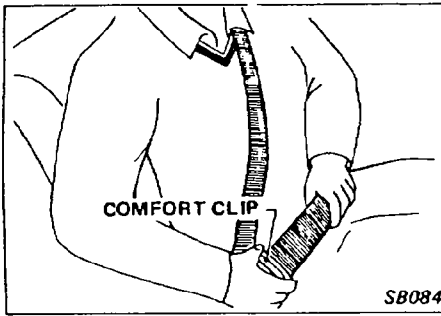
CHECKING SEAT BELT OPERATION

Your front seat belt retractors are designed to lock and restrict belt movement by two separate methods:

- 1) When the belt is pulled quickly from the retractor; and
- 2) When the vehicle slows down rapidly.

If you wish to increase your confidence in the belts by checking the operation for yourself, you may do so by the following method.

- Grasp the shoulder belt and pull sharply forward. The retractor should lock and prevent additional belt movement.
- If the retractor does not lock during this check or if you have any other questions about the operation of your seat belt, please see your NISSAN/DATSUN dealer.



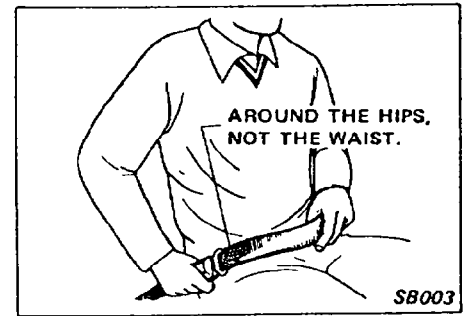
COMFORT CLIPS

When worn correctly, the lap-shoulder belt gently pushes against the lap and shoulder. When the lap belt is slack or tight at the lap portion, it can be adjusted with the comfort clip.

Adjust the belt to a snug fit, and secure the new length by pushing the comfort clip against the belt tongue.

CAUTION:

If the belt is worn too loosely, its restraint capabilities will be hampered and the chances of personal injury in an accident will be increased.



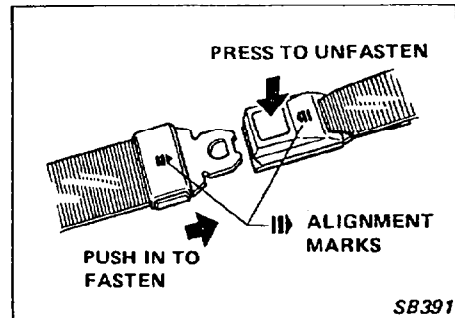
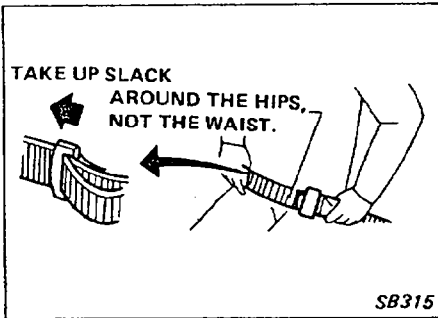
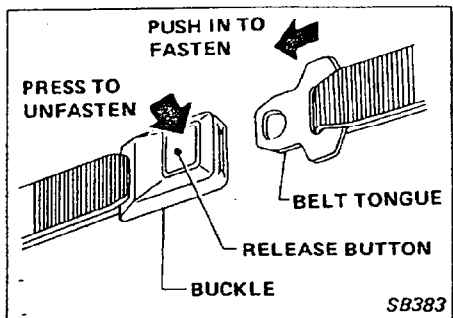
REAR SEAT BELTS

(Outboard position, with retractor)

1. Grasp the tongue. Slowly and in one motion, pull the tongue until the belt fits around your lap. Insert the tongue into the buckle until you hear a snapping sound.

If pulling motion is interrupted, the retractor will lock and restrict further movement. If this happens, let the belt rewind into the retractor all the way and then the belt can be pulled out.

2. Position the belt on the hips as low as possible and adjust for a snug fit by pulling the belt firmly toward the retractor.



3. To unfasten the belt, press the button in the center of the buckle as illustrated. The seat belt will automatically retract.

CAUTION:

Position the lap belt as low as possible **AROUND THE HIPS, NOT THE WAIST.**

- Never wear the belt inside out or twisted.
- Do not allow more than one person to use the same belt at the same time.

REAR SEAT BELTS

(Center position, manual type)

1. Insert the tongue into the buckle until you hear a snapping sound.
2. To tighten, pull on the free end of the belt. To lengthen, hold the adjuster at a right angle to the belt and pull on the lap belt.
3. To unfasten the belt, press the button in the center of the buckle.

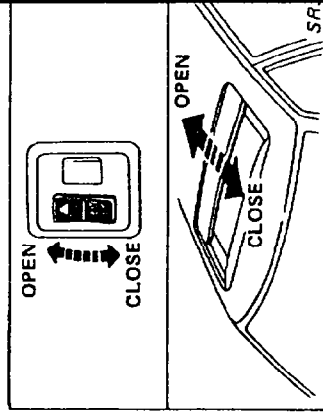
CAUTION:

Position the lap belt as low as possible **AROUND THE HIPS, NOT THE WAIST.**

- Never wear the belt inside out or twisted.
- Do not allow more than one person to use the same belt at the same time.

The seat belt buckle for the center seat cannot be fastened with the tongue of the right and left seats. Fasten with the correct tongue, observing the alignment mark.

SUN ROOF



The sun roof is controlled by an electric motor. With the ignition key in the "ON" position, the sun roof can be opened or closed using the switch located on the ceiling above the driver's seat.

OPENING THE SUN ROOF

Depress the OPEN end of the switch.

CLOSING THE SUN ROOF

Depress the CLOSE end of the switch.

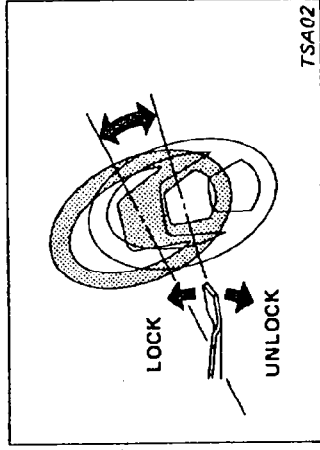
As a safety feature, the sun roof is designed to automatically stop at a position 25 mm (100 mm) before it is fully closed.

Release the switch and depress the CLOSE end again to close the sun roof completely.

CAUTION:

- Release the switch immediately after the sun roof has closed completely.

TILTING STEERING WHEEL



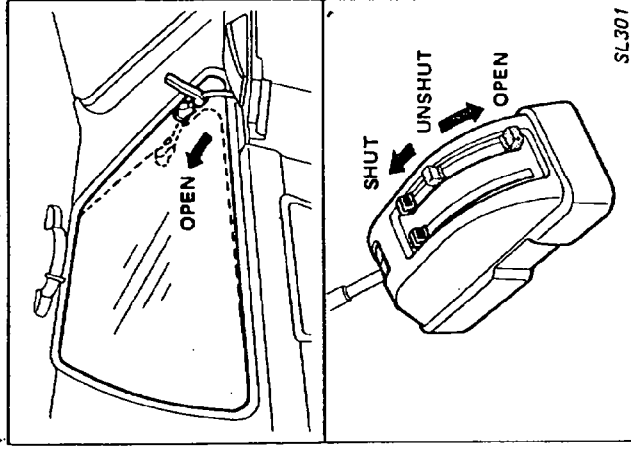
The steering column lock lever is located under the instrument panel.

To tilt the steering wheel, first unlock the steering column by releasing the lock lever. Then move the steering wheel up or down to the desired position. Be sure to lock the steering column firmly after setting the steering wheel.

CAUTION:

Do not adjust the tilting steering wheel while driving.

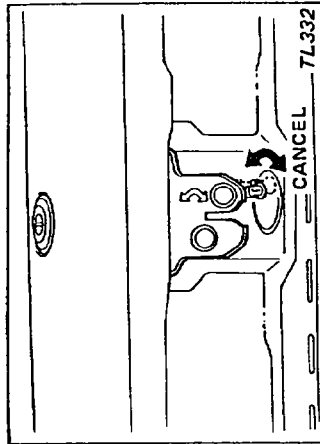
REAR WINDOW OPENER (2-door model)

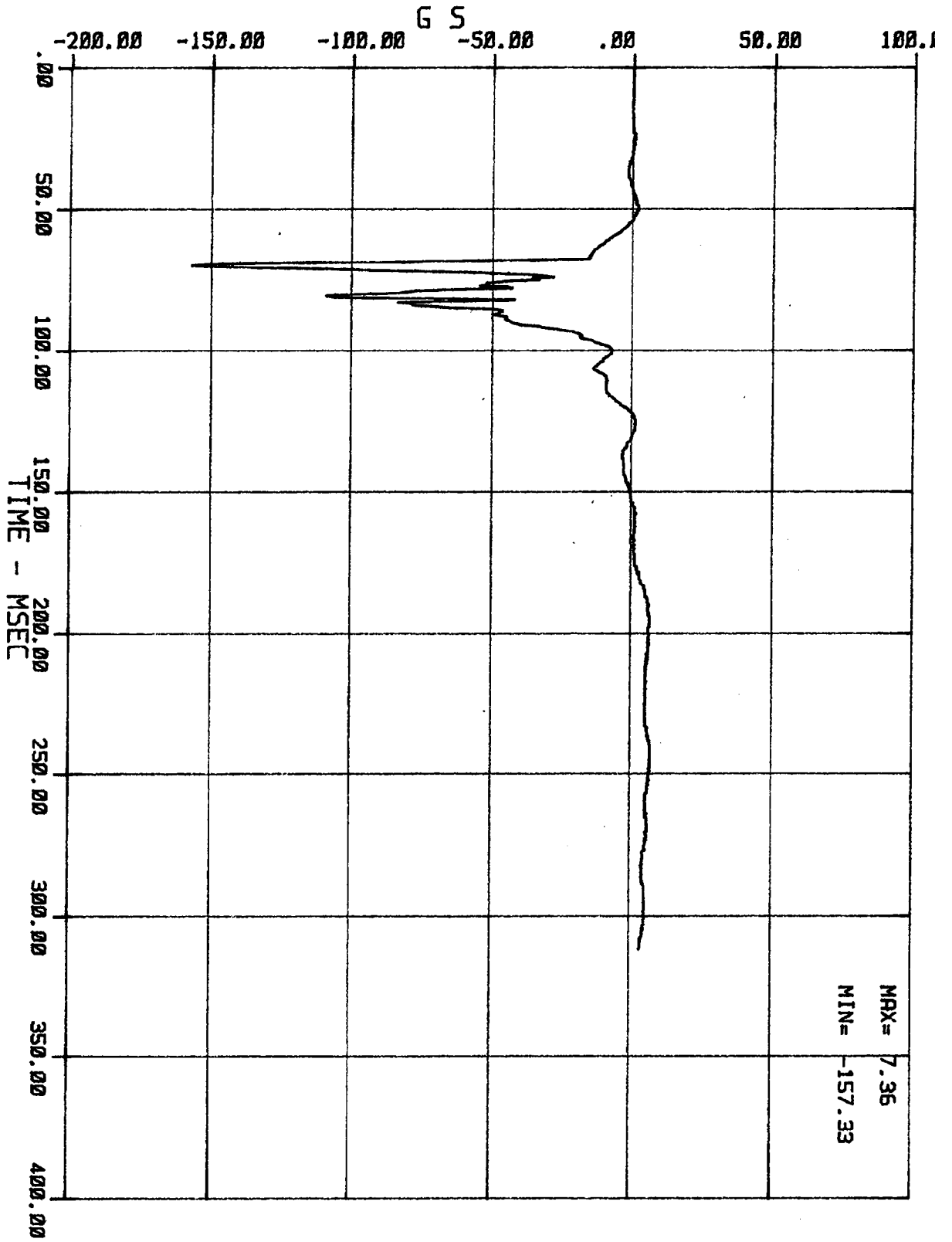


The rear side window can be opened and closed by operating the lever which is located on the rear of the parking brake cover.

OPENER CANCEL LEVER FOR TRUNK LID

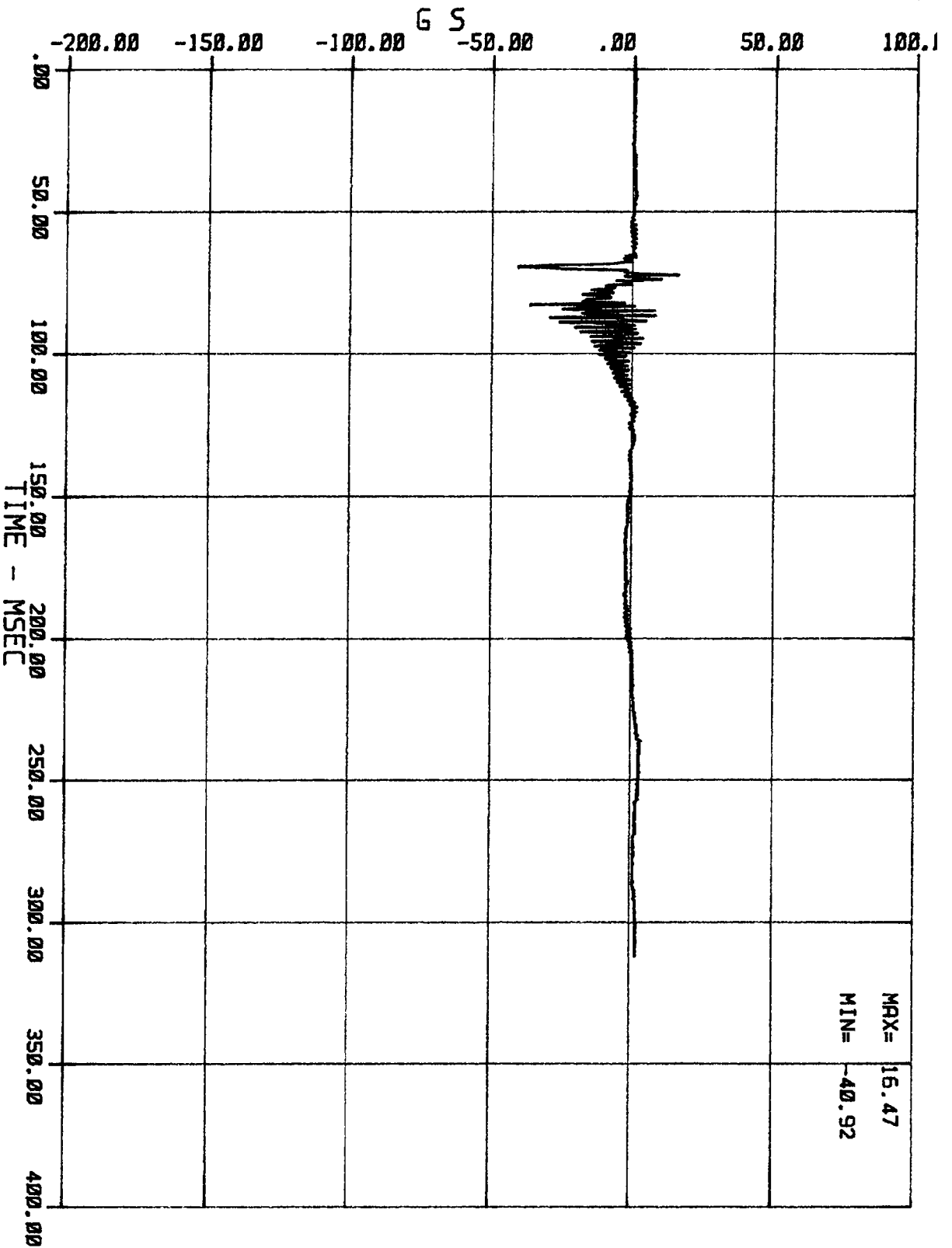
This lever is located on the trunk lid latch. When the lever is in the CANCEL position, the trunk lid cannot be opened with the trunk lid opener.





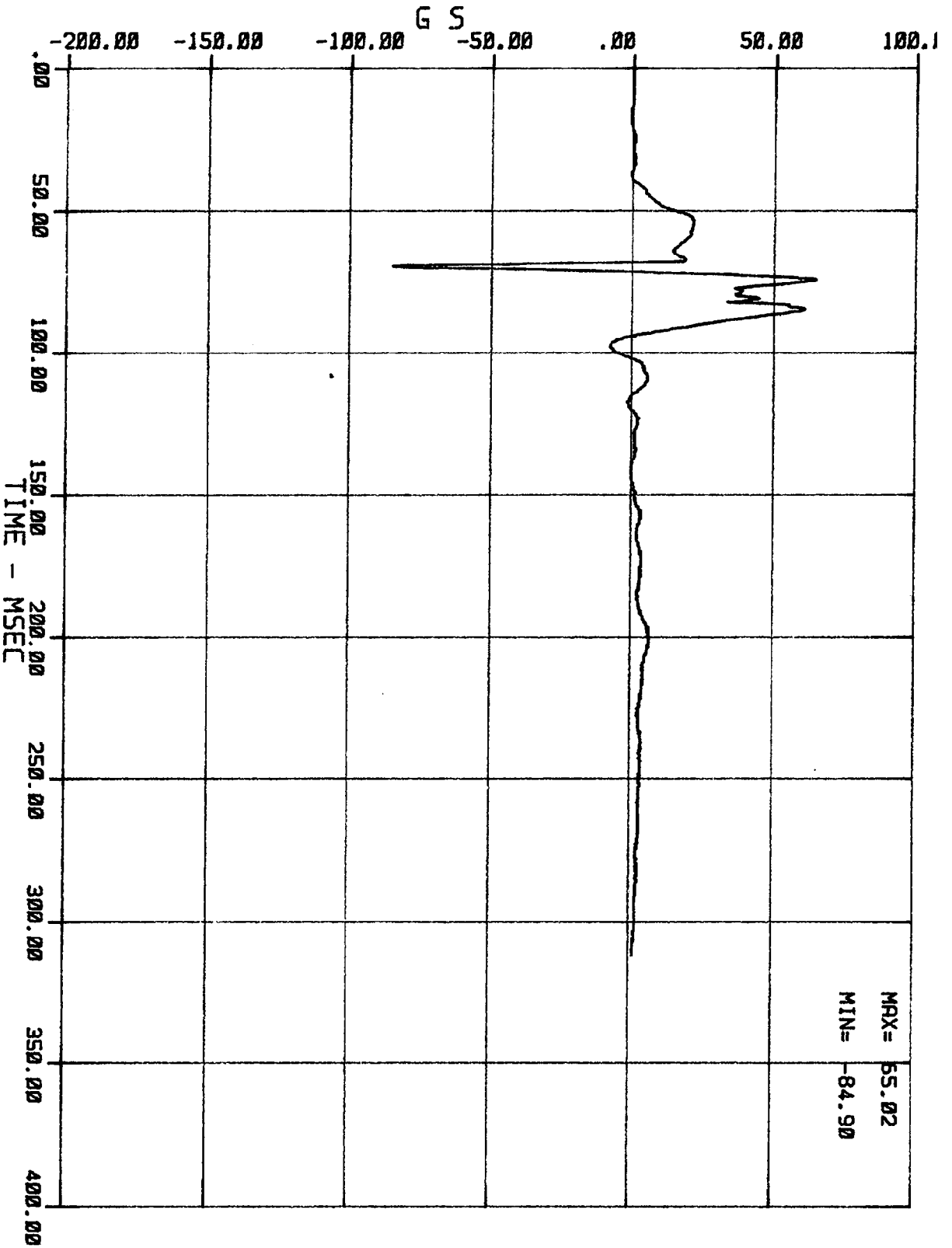
01 RC 01 1 HED X (DRIVER HEAD ACCEL. --- X AXIS)
MSE NG4024 1984 NISSAN STANZA

02/23/84



02 RC 01 1 HED Y (DRIVER HEAD ACCEL. -- Y AXIS)
MSE N64024 1984 NISSAN STANZA

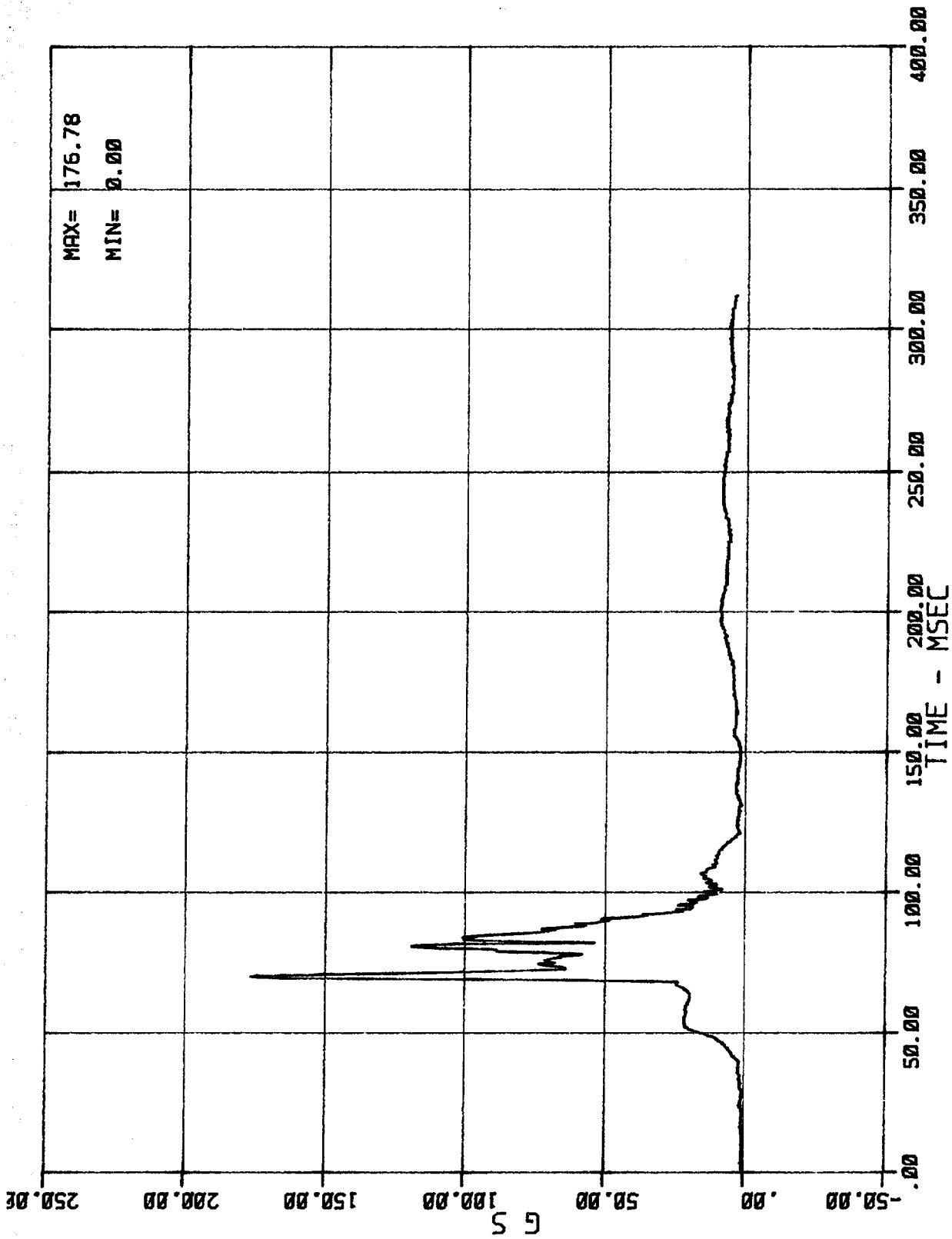
02/23/84



03 RC 01 1 HED 2 (DRIVER HEAD ACCEL. -- Z AXIS)
 MSE N64024 1984 NISSAN STANZA

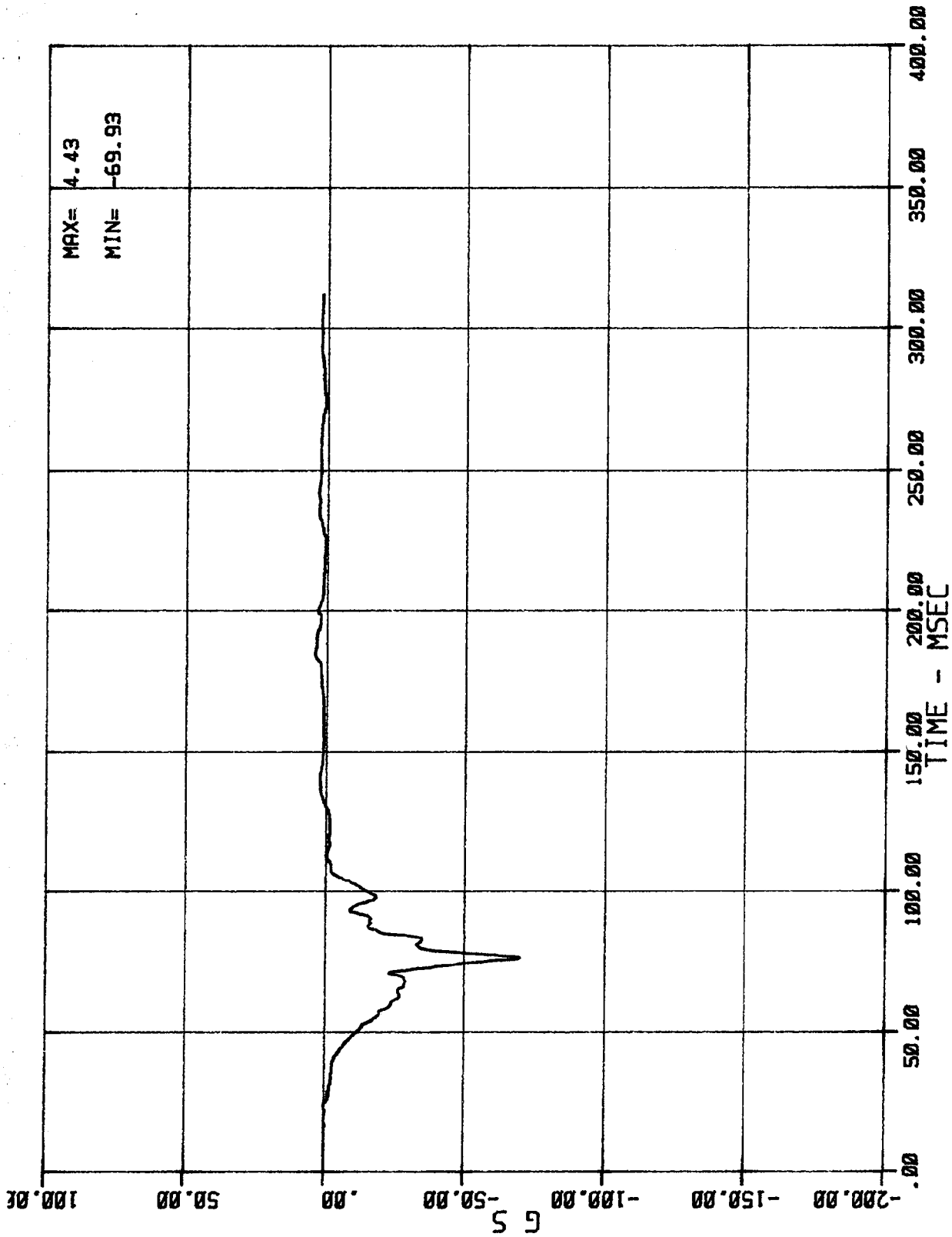
02/23/84

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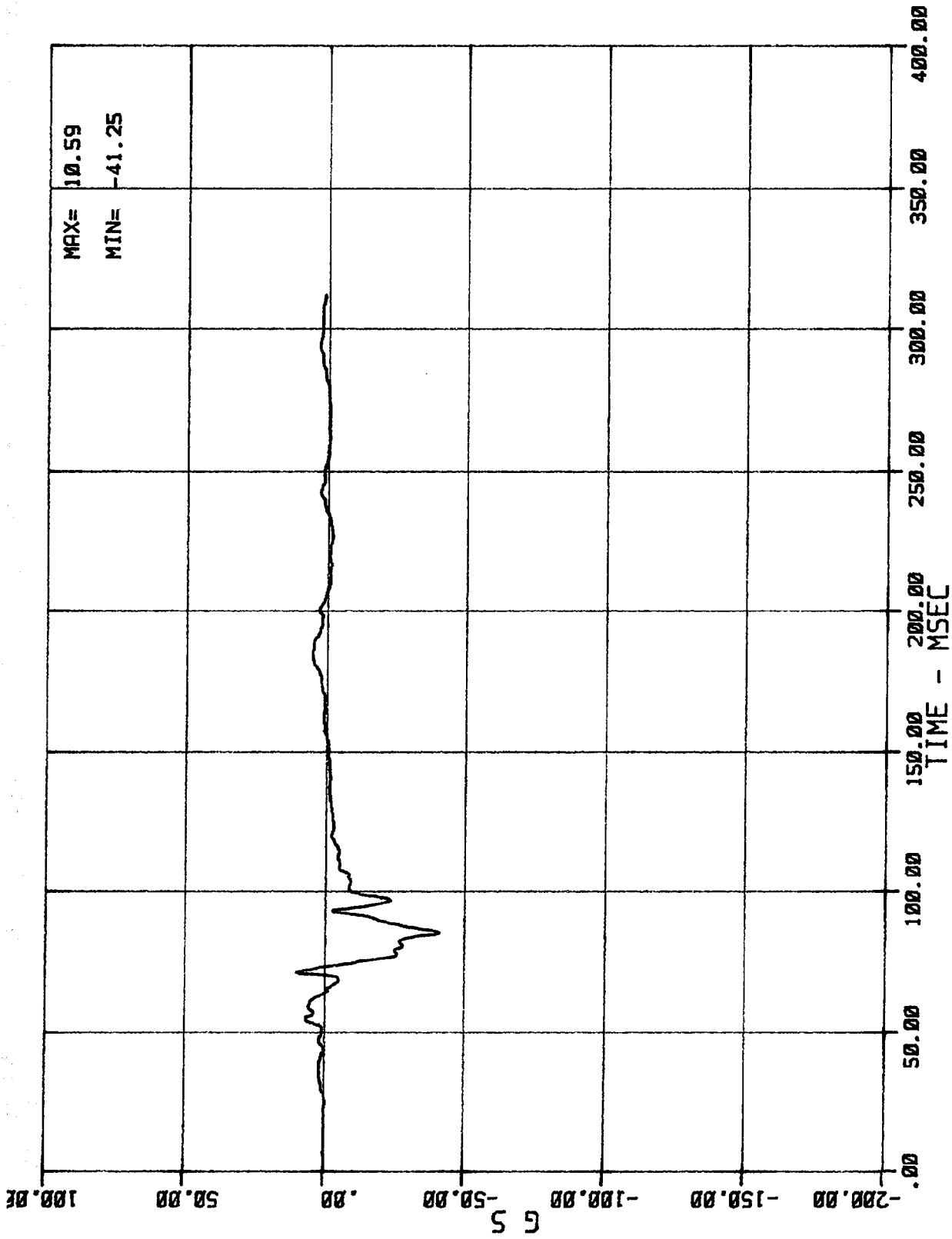
DRIVER HEAD RESULTANT ACCELERATION
MSE N64024 1984 NISSAN STANZA

02/23/84



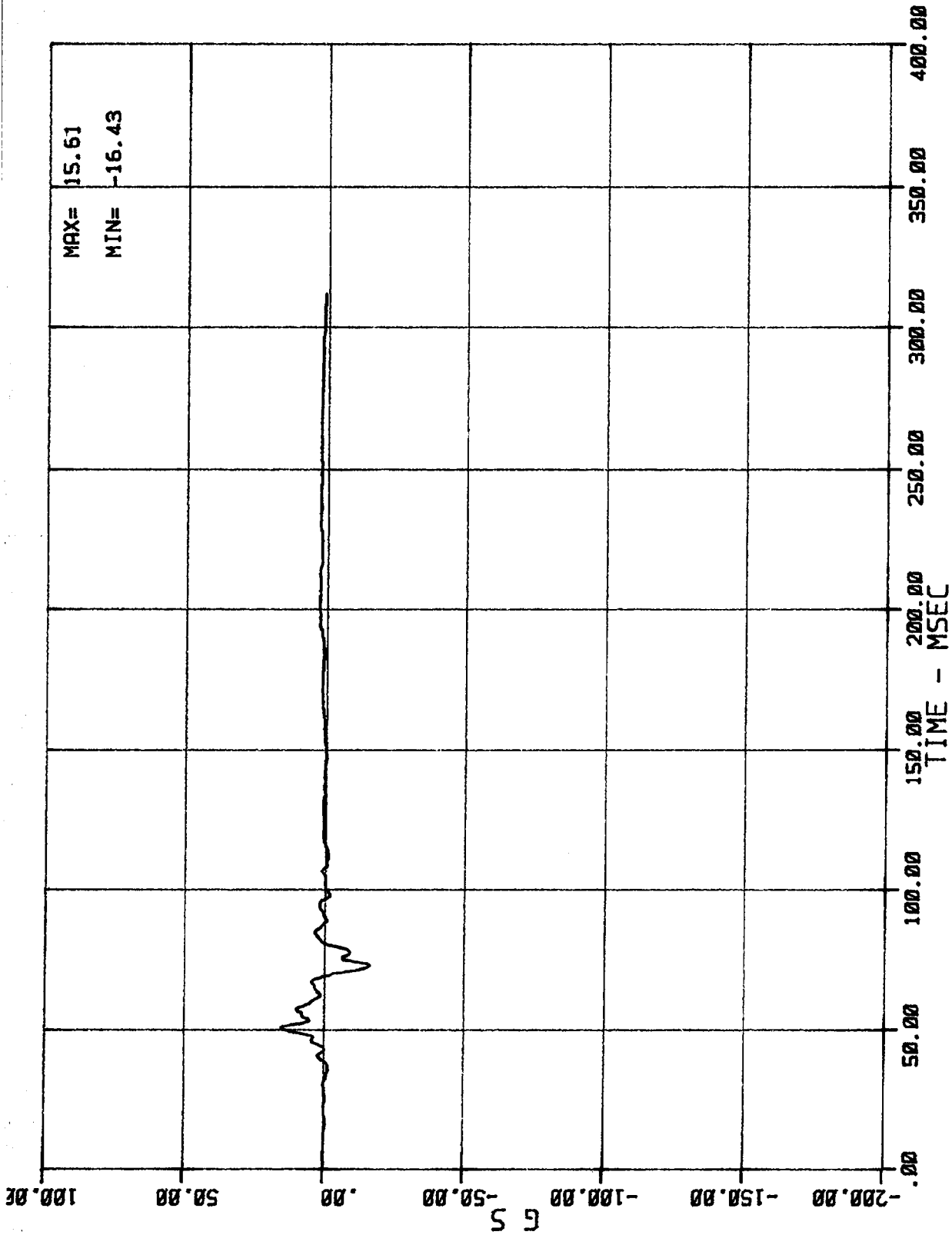
04 AC 01 1 CST X (DRIVER CHEST ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



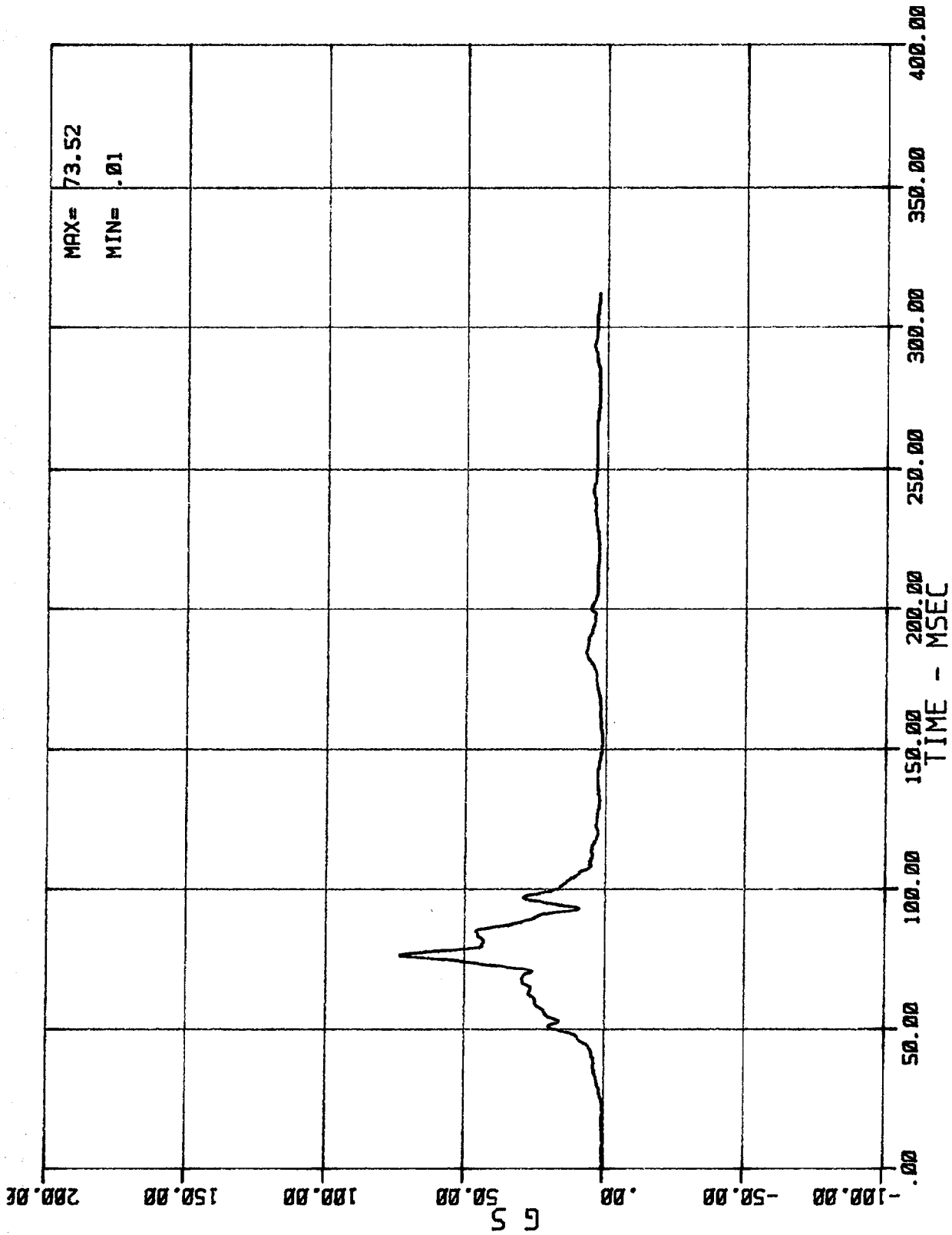
05 AC 01 1 CST Y (DRIVER CHEST ACCEL. -- Y AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



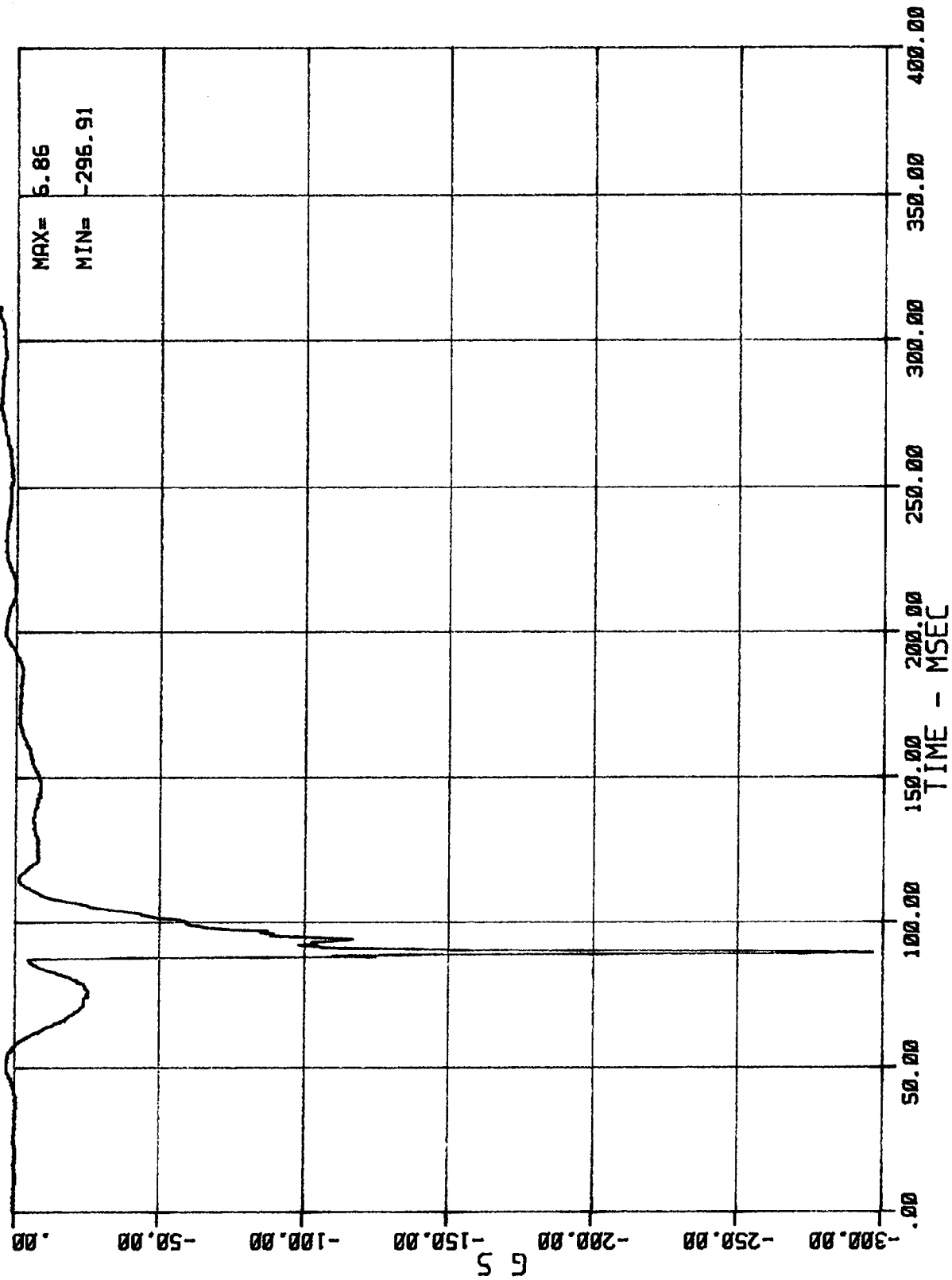
06 AC 01 1 CST Z (DRIVER CHEST ACCEL. -- Z AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



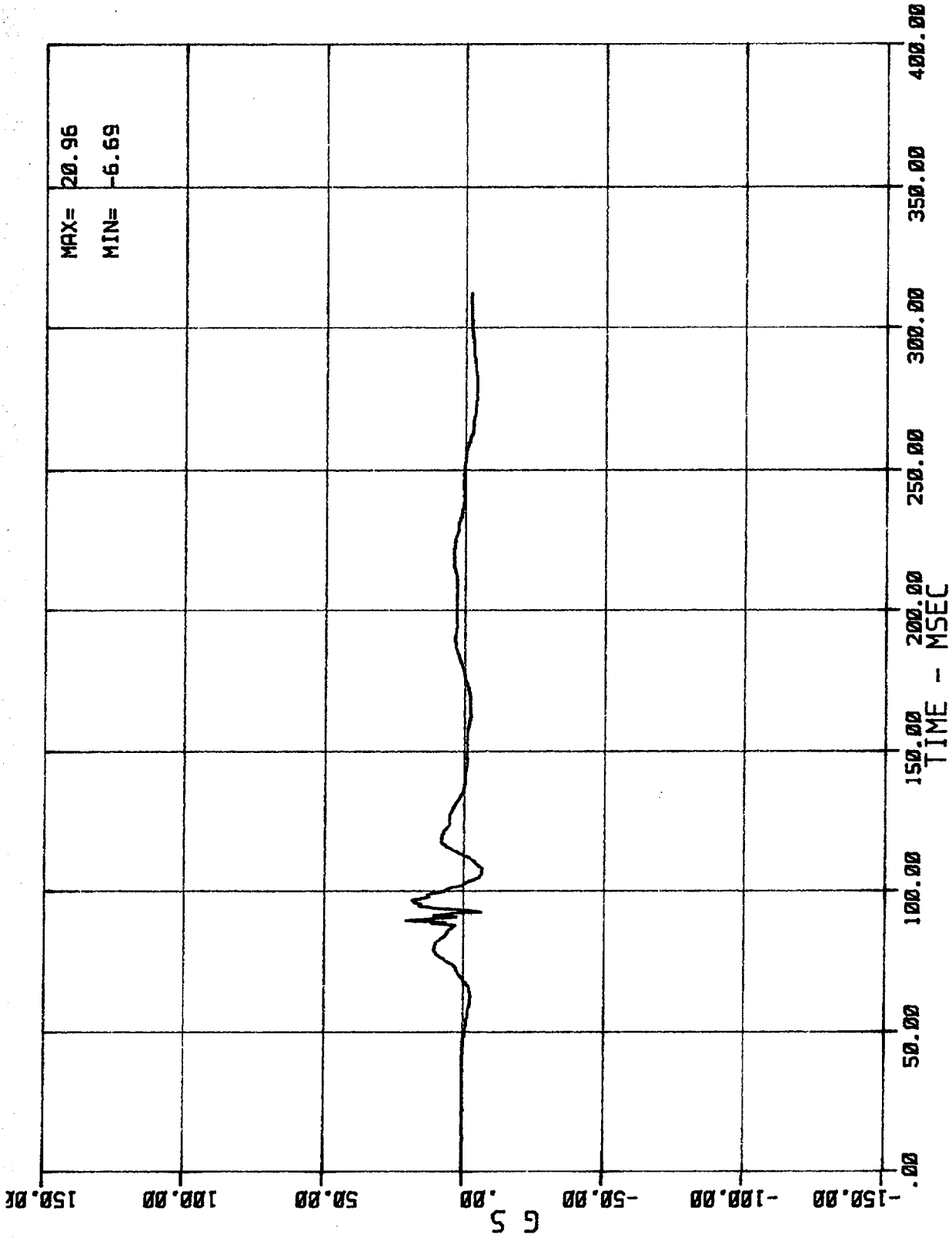
DRIVER CHEST RESULTANT ACCELERATION
MSE N64024 1984 NISSAN STANZA

02/23/84



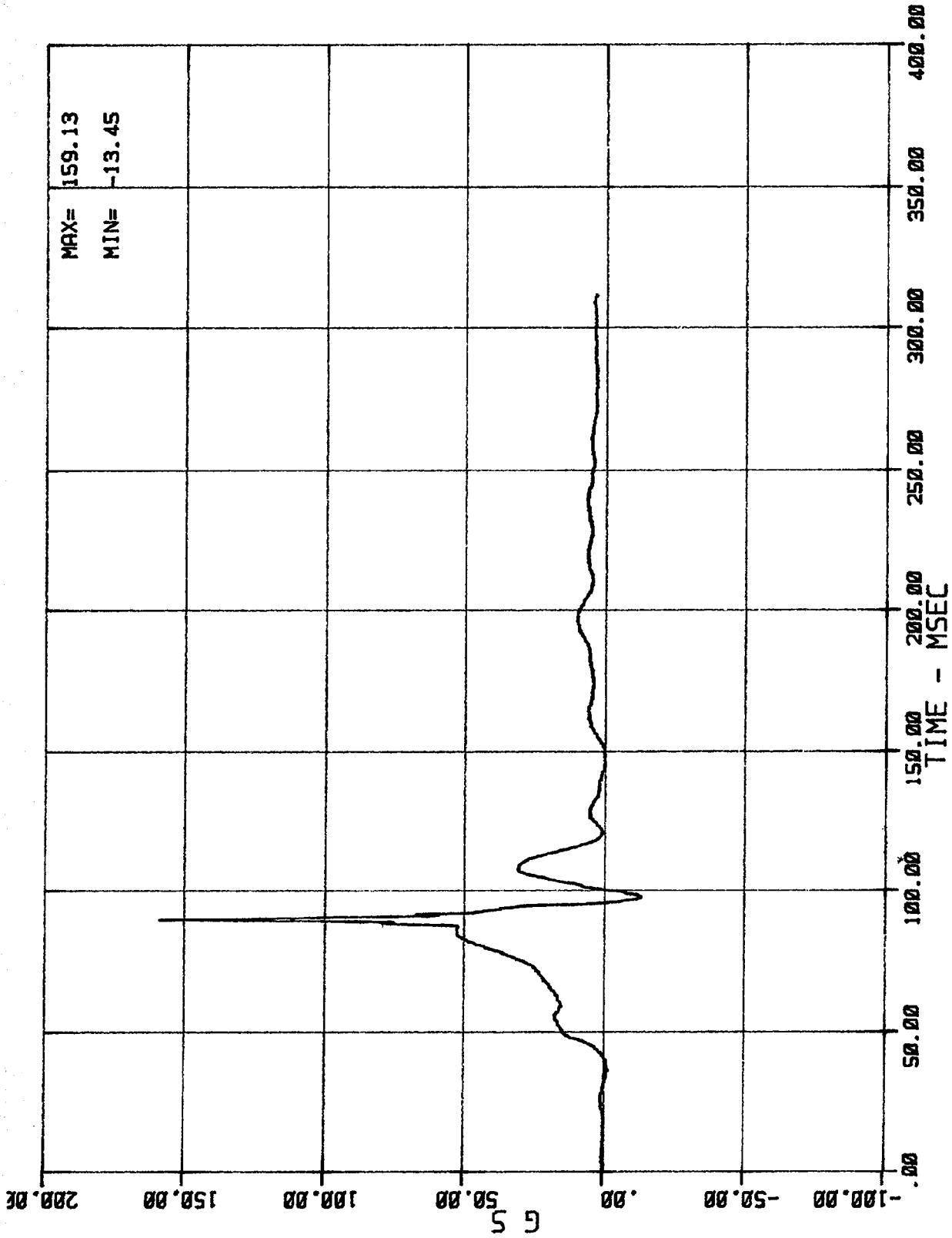
07 AC 01 2 HED X (PASSENGER HEAD ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



08 AC 01 2 HED Y (PASSENGER HEAD ACCEL. -- Y AXIS)
MSE N64024 1984 NISSAN STANZA

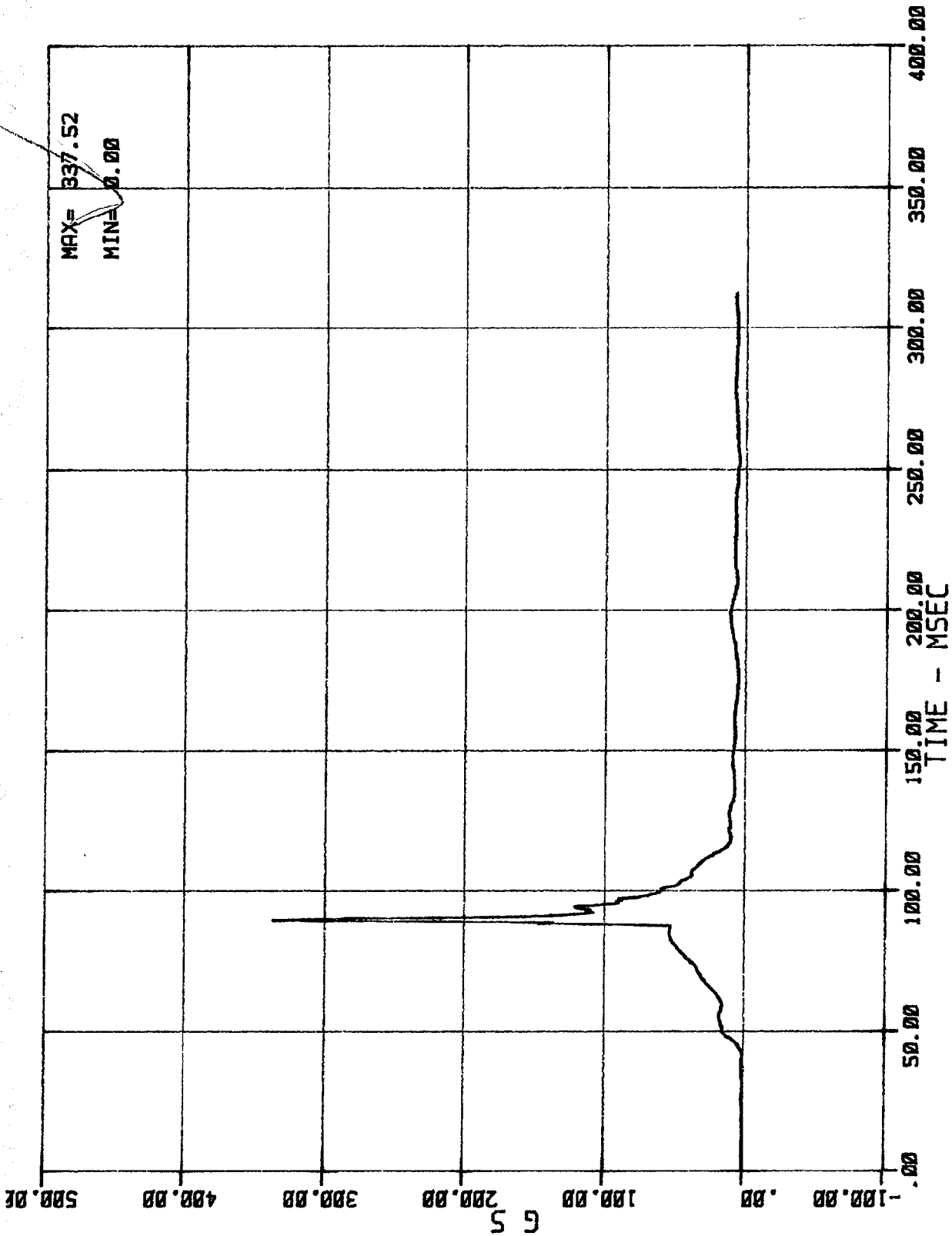
02/23/84



09 AC 01 2 HED Z (PASSENGER HEAD ACCEL. -- Z AXIS)
 MSE N64024 1984 NISSAN STANZA

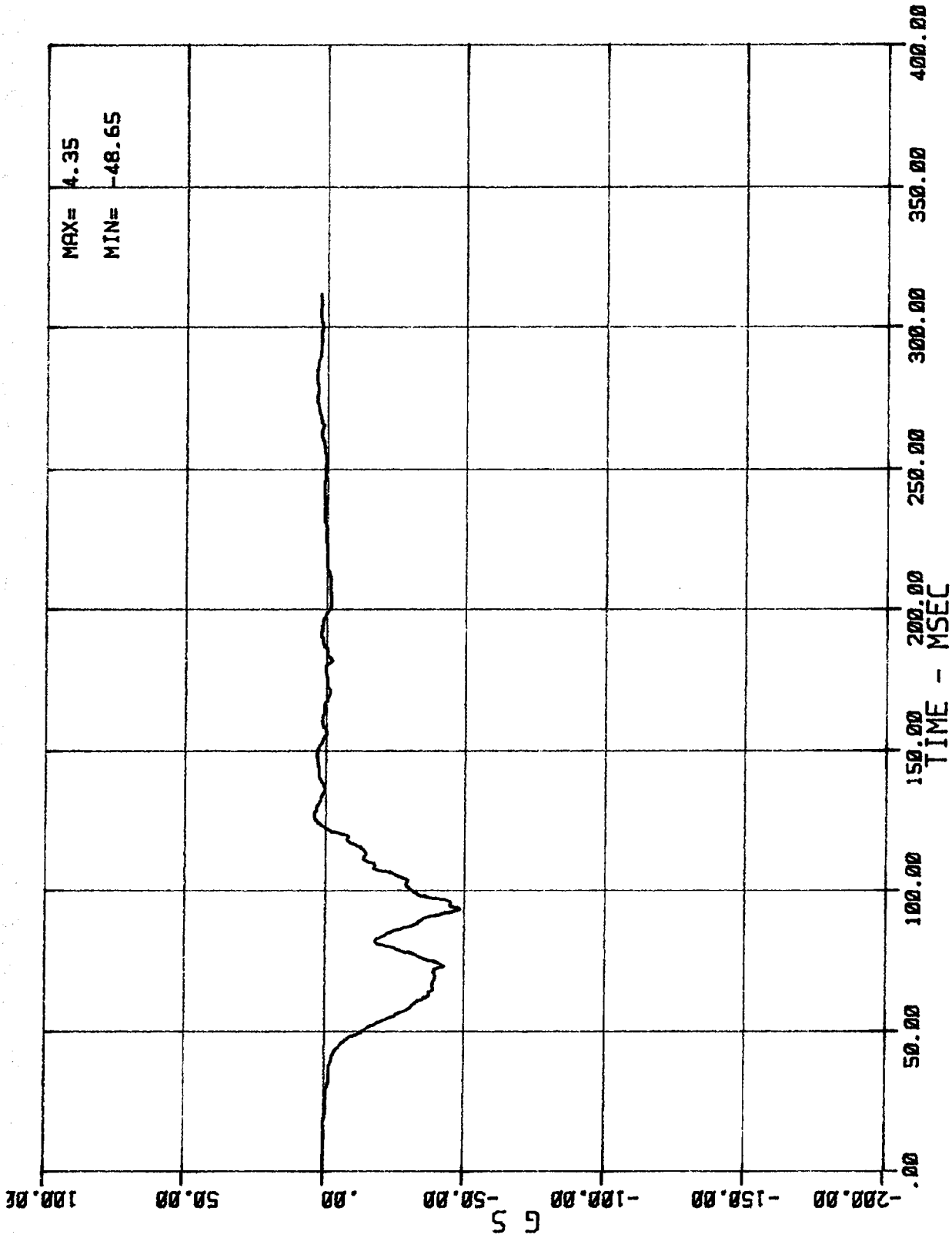
02/23/84

MAX= 159.13
 MIN= -13.45



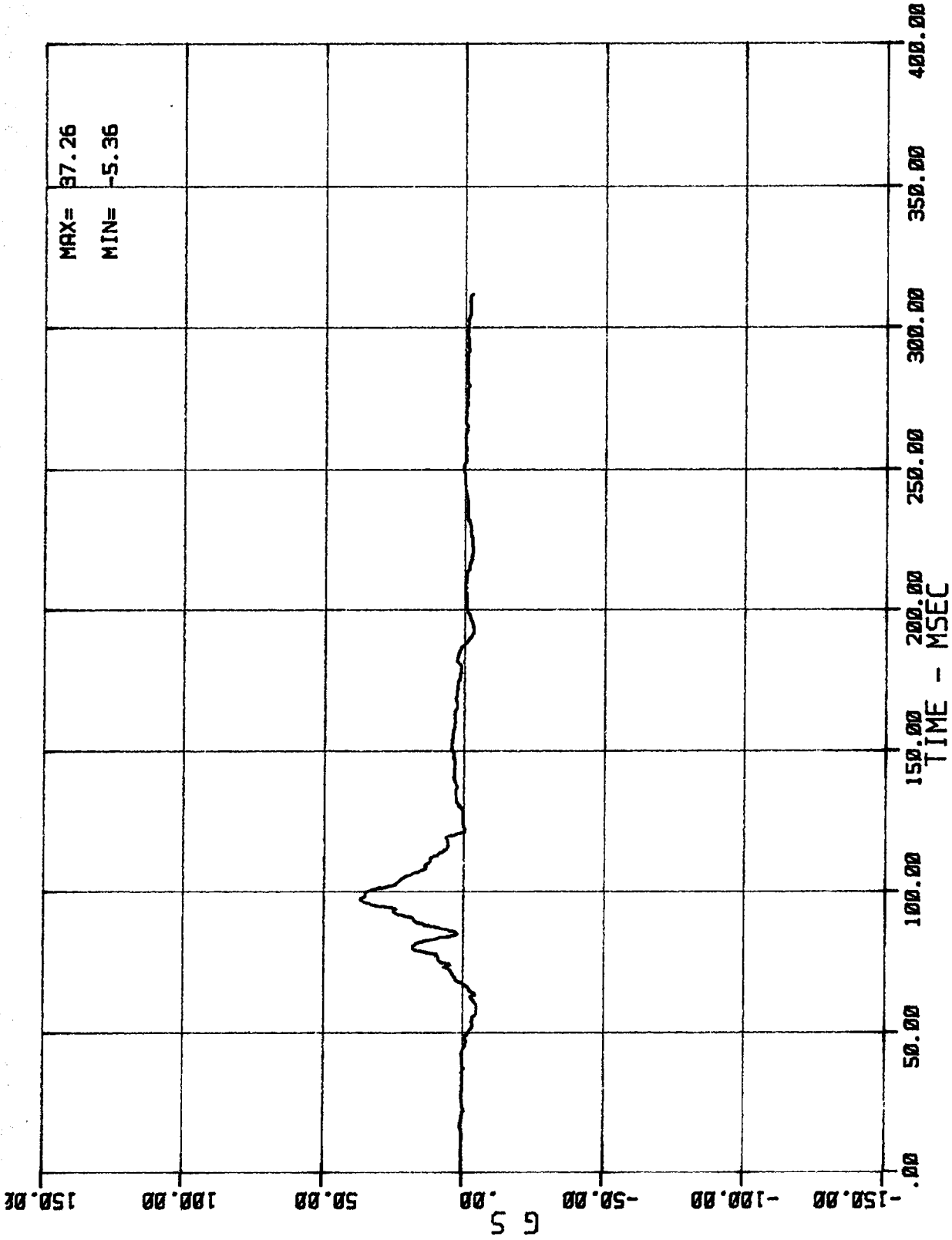
PASSENGER HEAD RESULTANT ACCELERATION
MSE N64024 1984 NISSAN STANZA

02/23/84



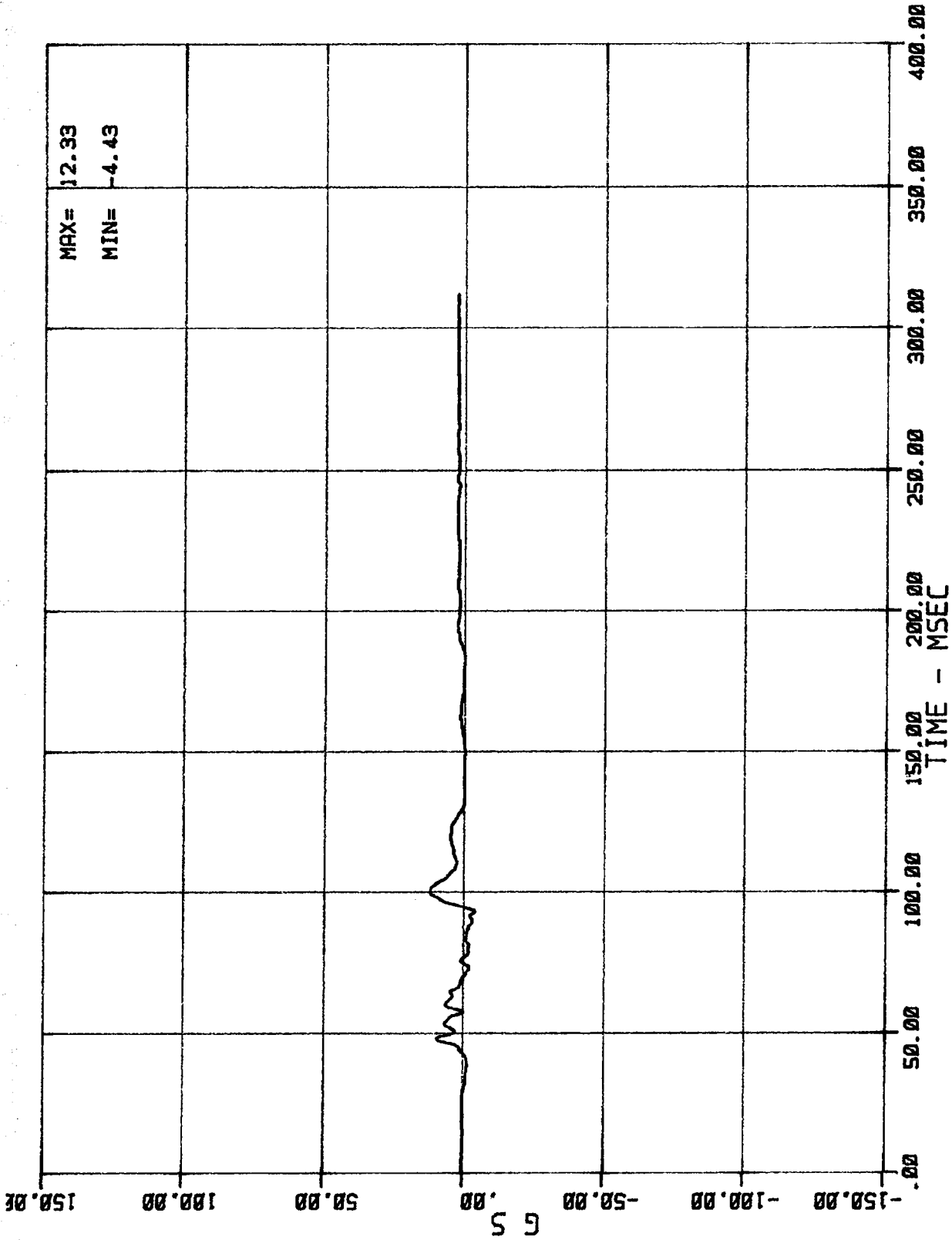
10 AC 01 2 CST X (PASSENGER CHEST ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



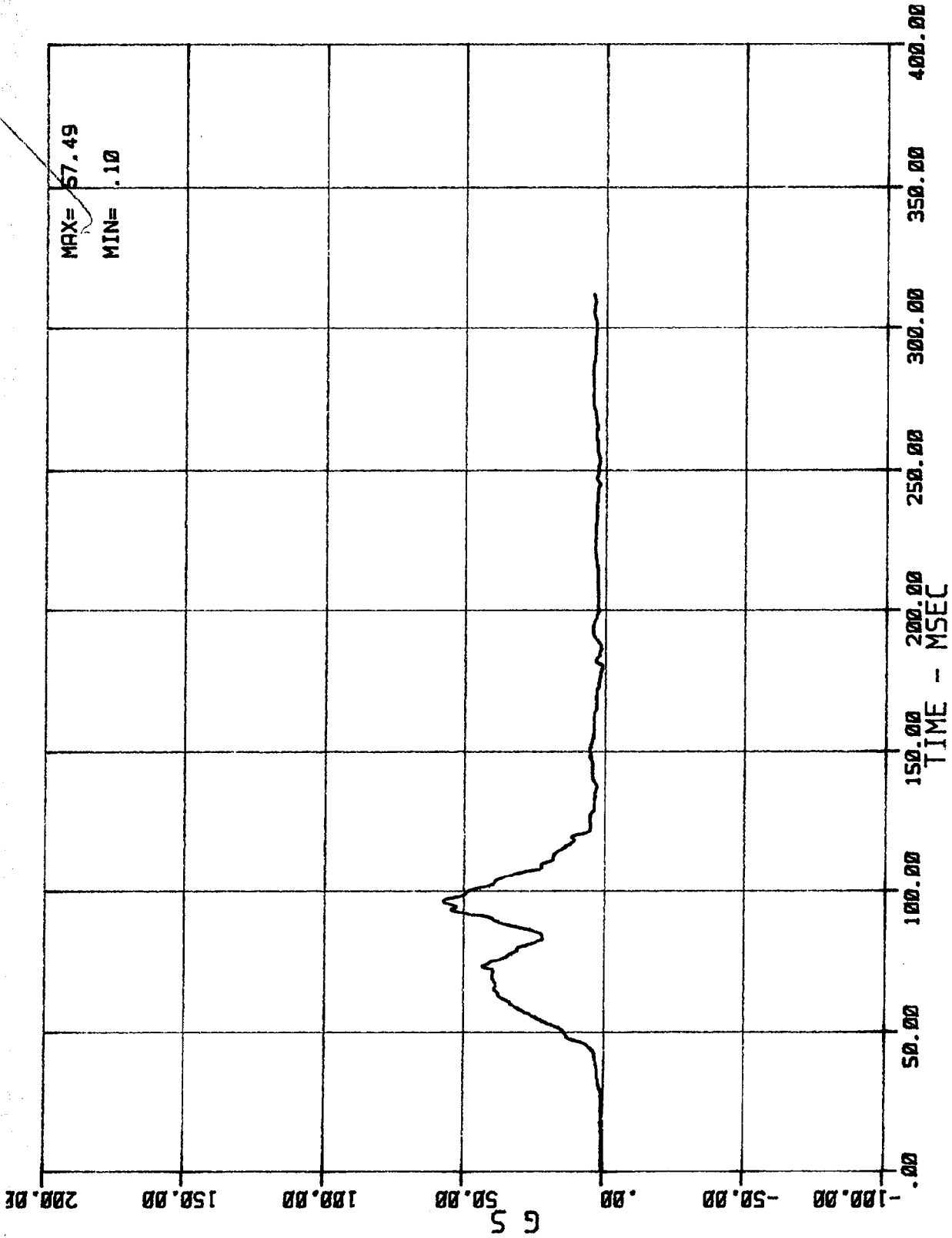
11 AC 01 2 CST Y (PASSENGER CHEST ACCEL. -- Y AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



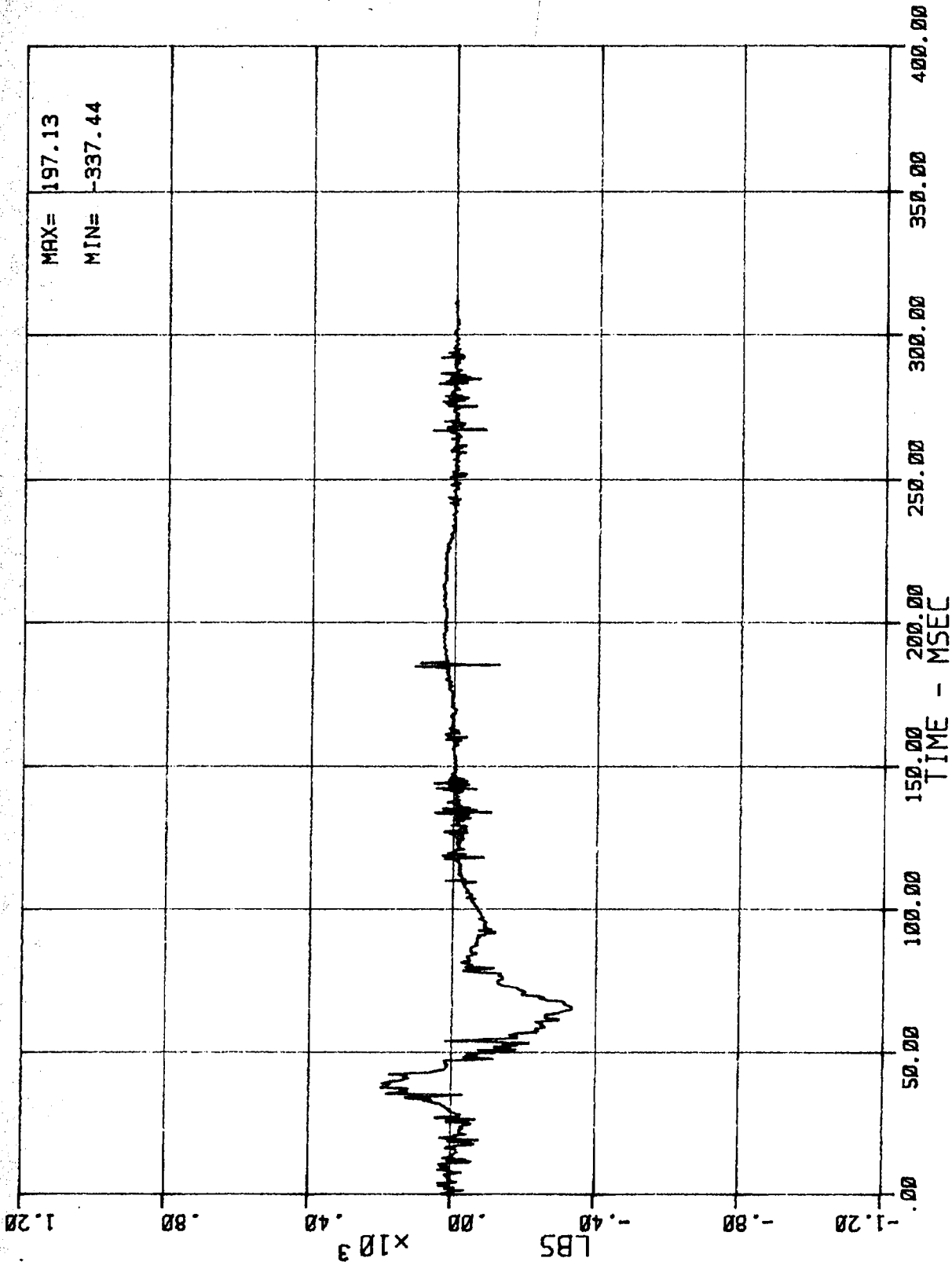
12 AC 01 2 CST Z (PASSENGER CHEST ACCEL. -- Z AXIS)
MSE N64024. 1984 NISSAN STANZA

02/23/84



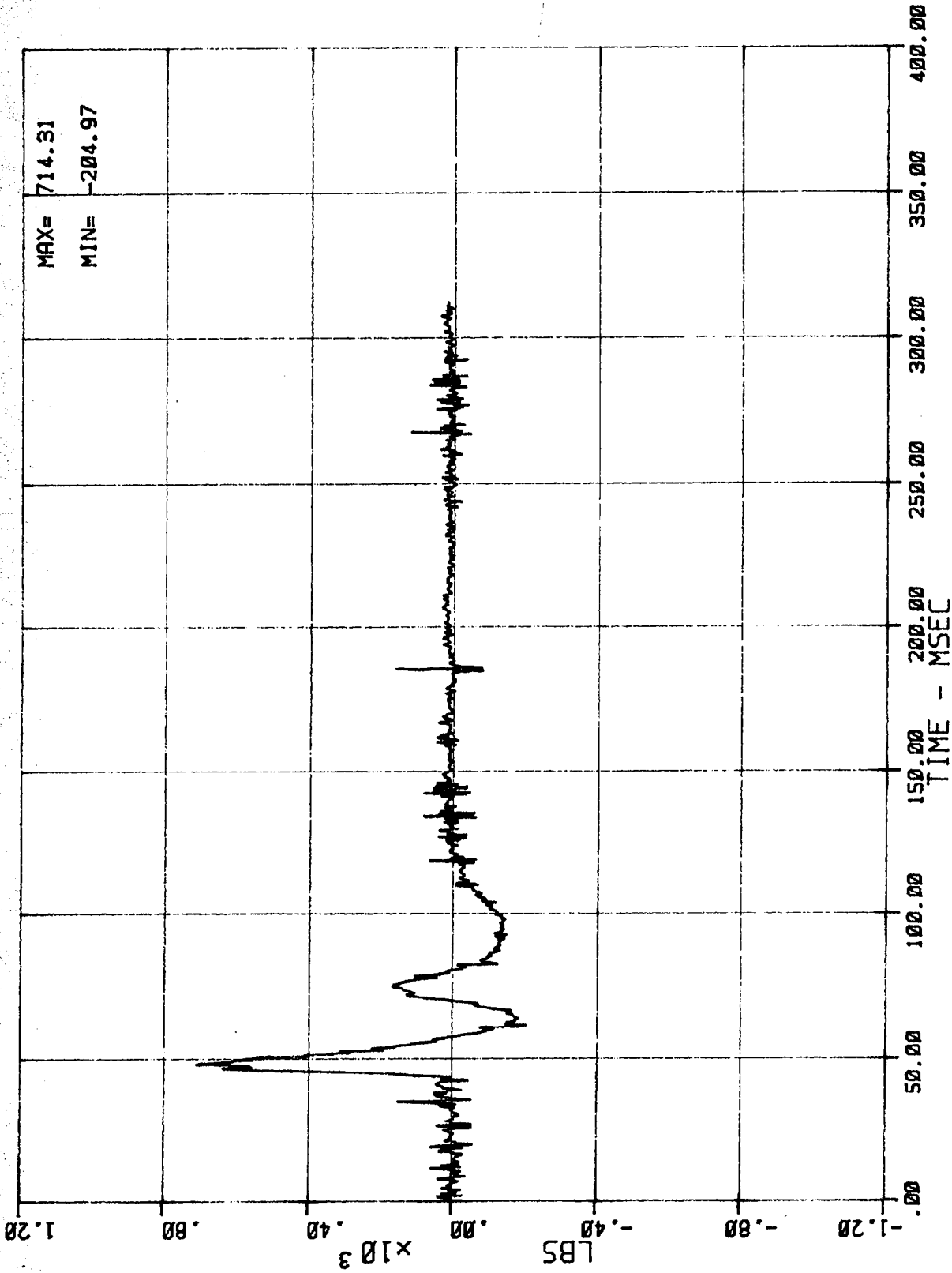
PASSENGER CHEST RESULTANT ACCELERATION
MSE N64024 1984 NISSAN STANZA

02/23/84



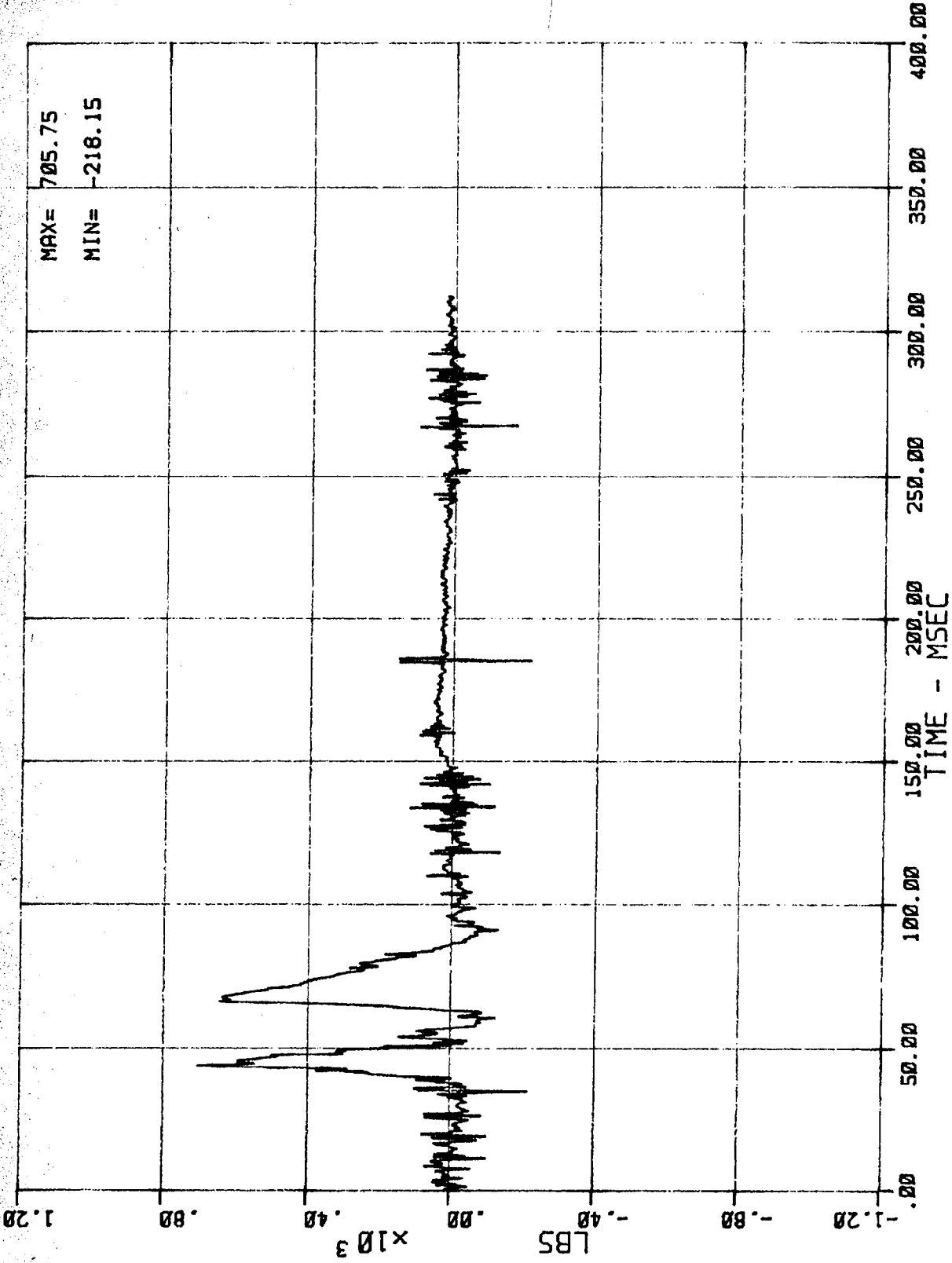
13 LC 01 1 LFM (DRIVER LEFT FEMUR FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



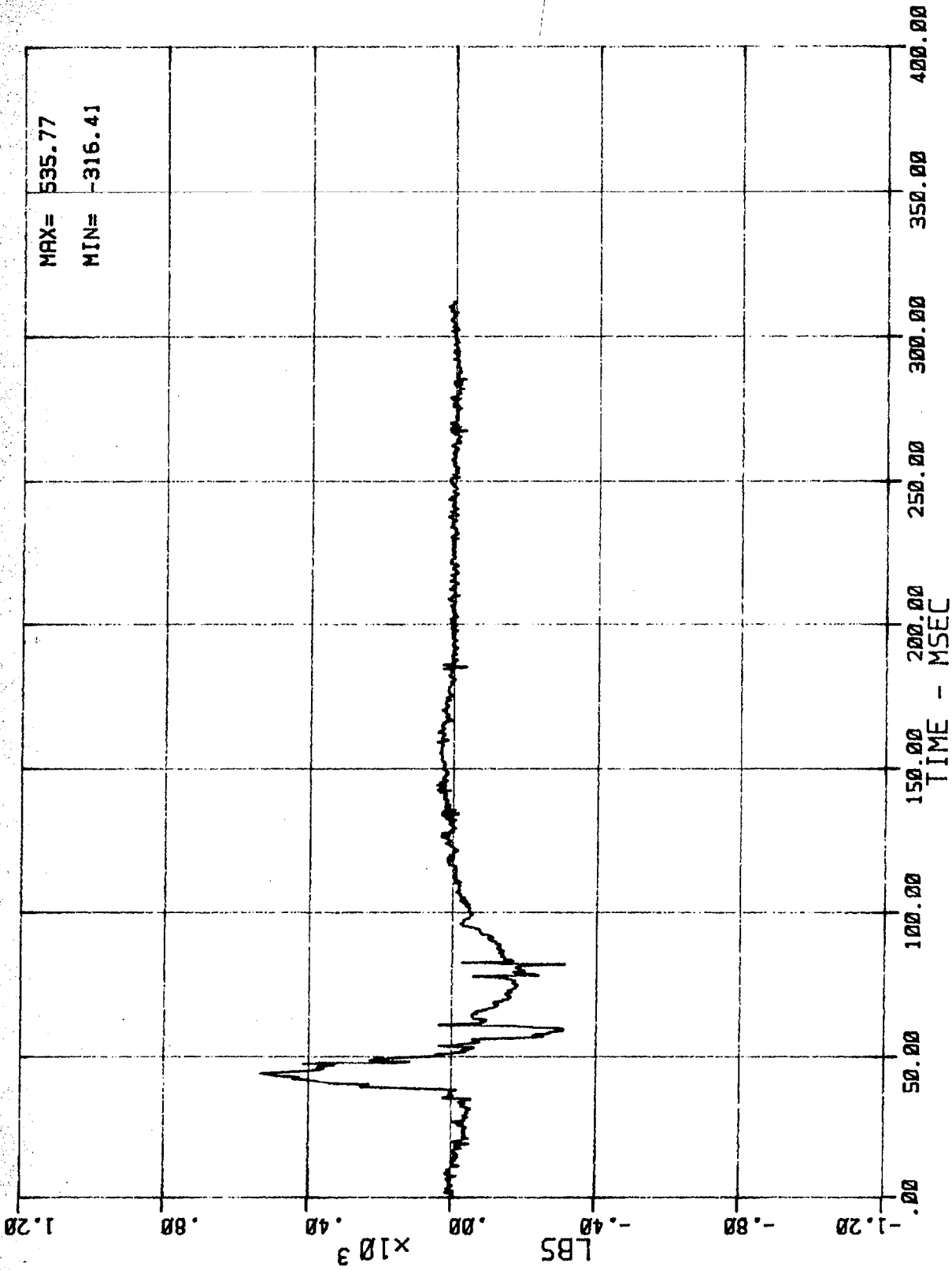
14 LC 01 1 RFM (DRIVER RIGHT FEMUR FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



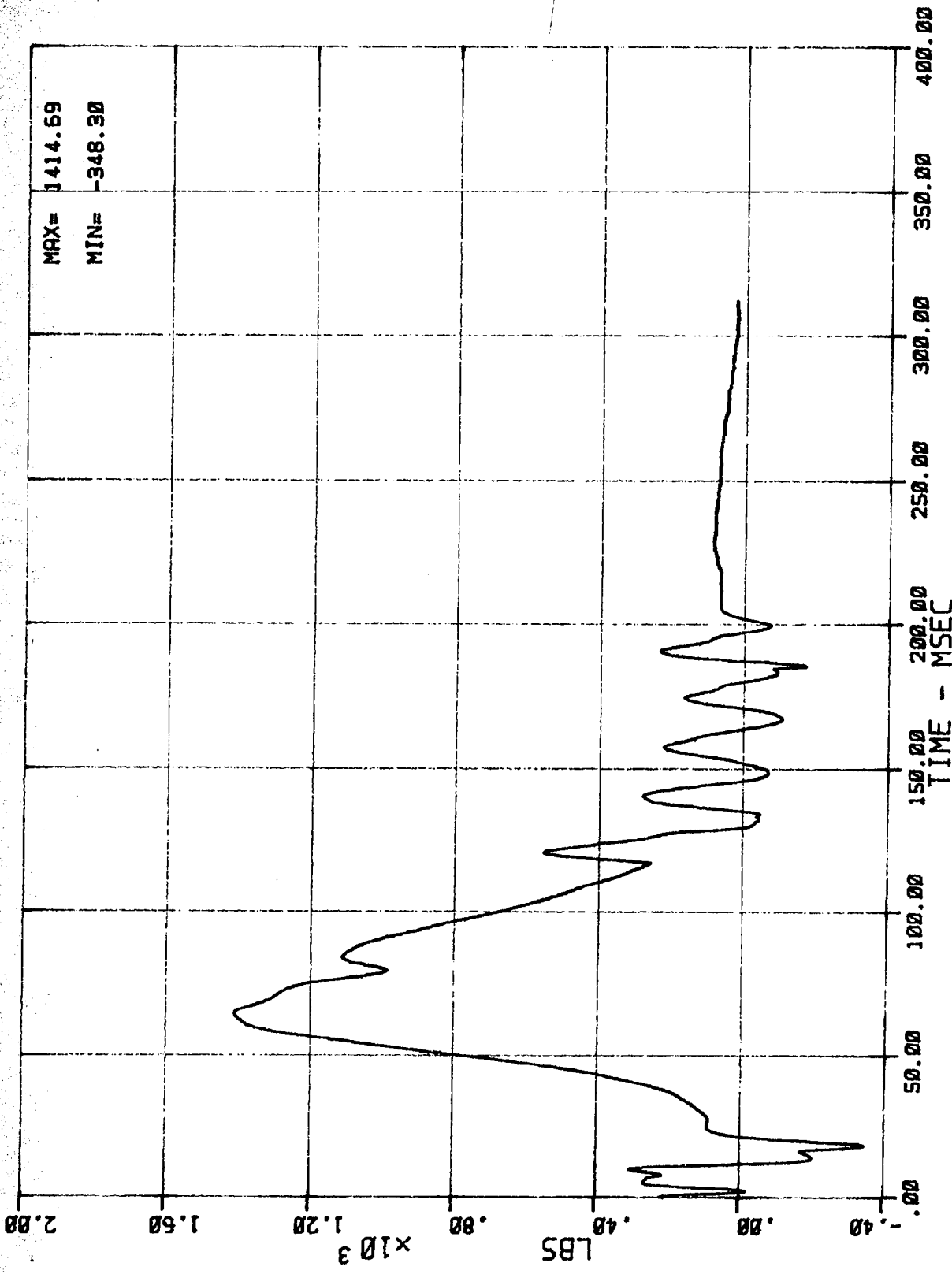
15 LC 01 2 LFM (PASSENGER LEFT FEMUR FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



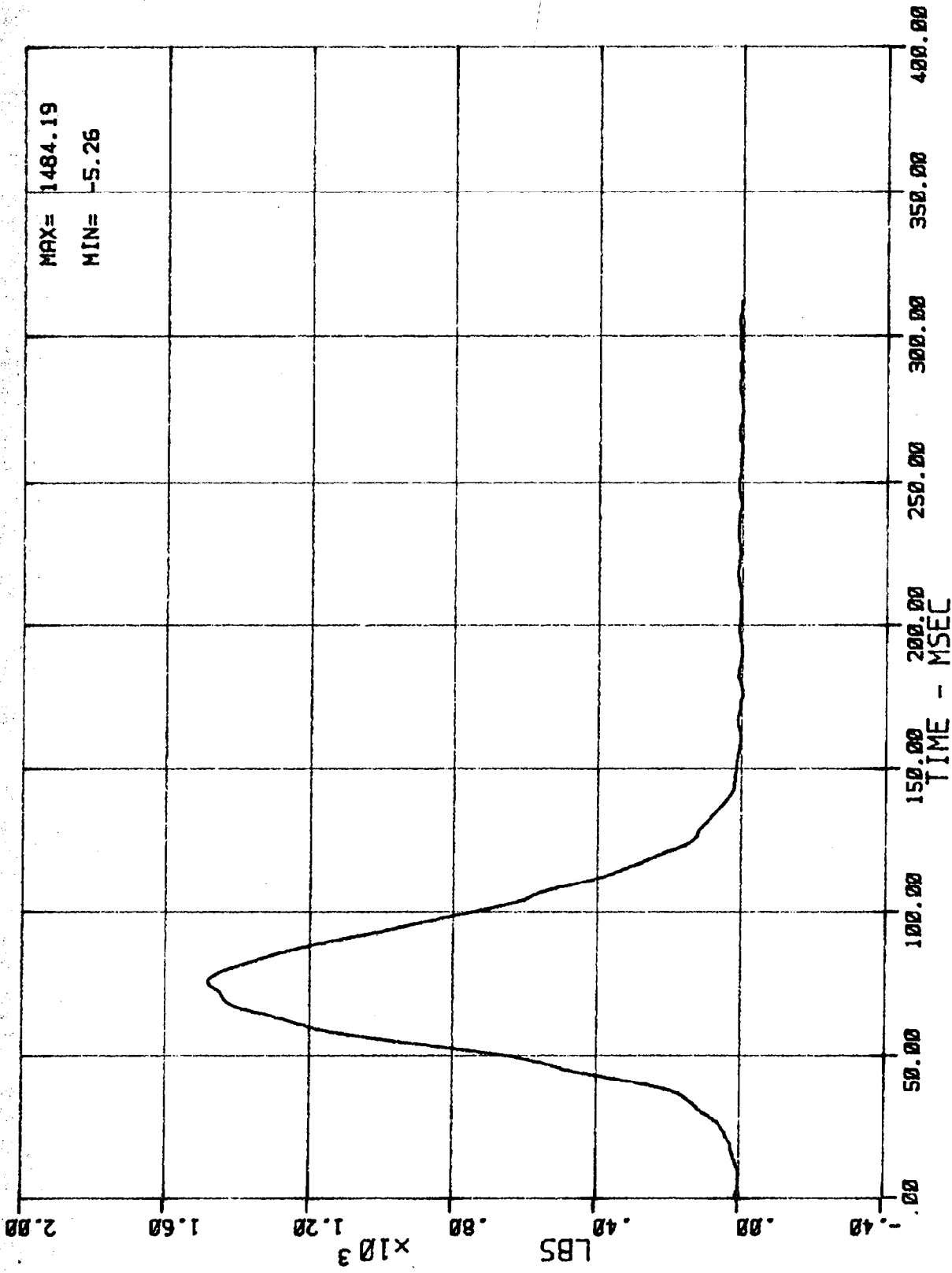
16 LC 01 2 RFM (PASSENGER RIGHT FEMUR FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



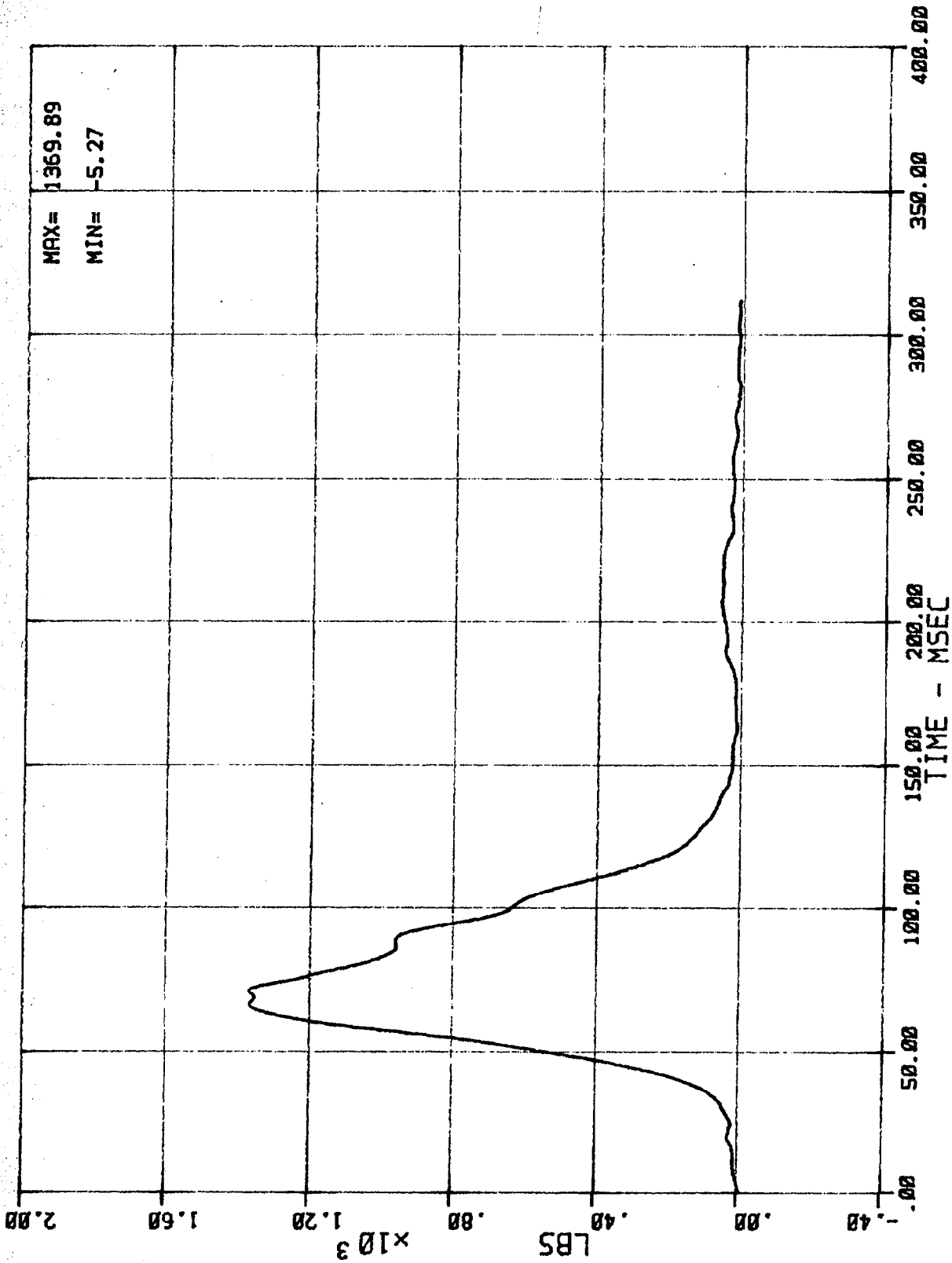
17 LC 01 1 LBD (DRIVER LAP BELT FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



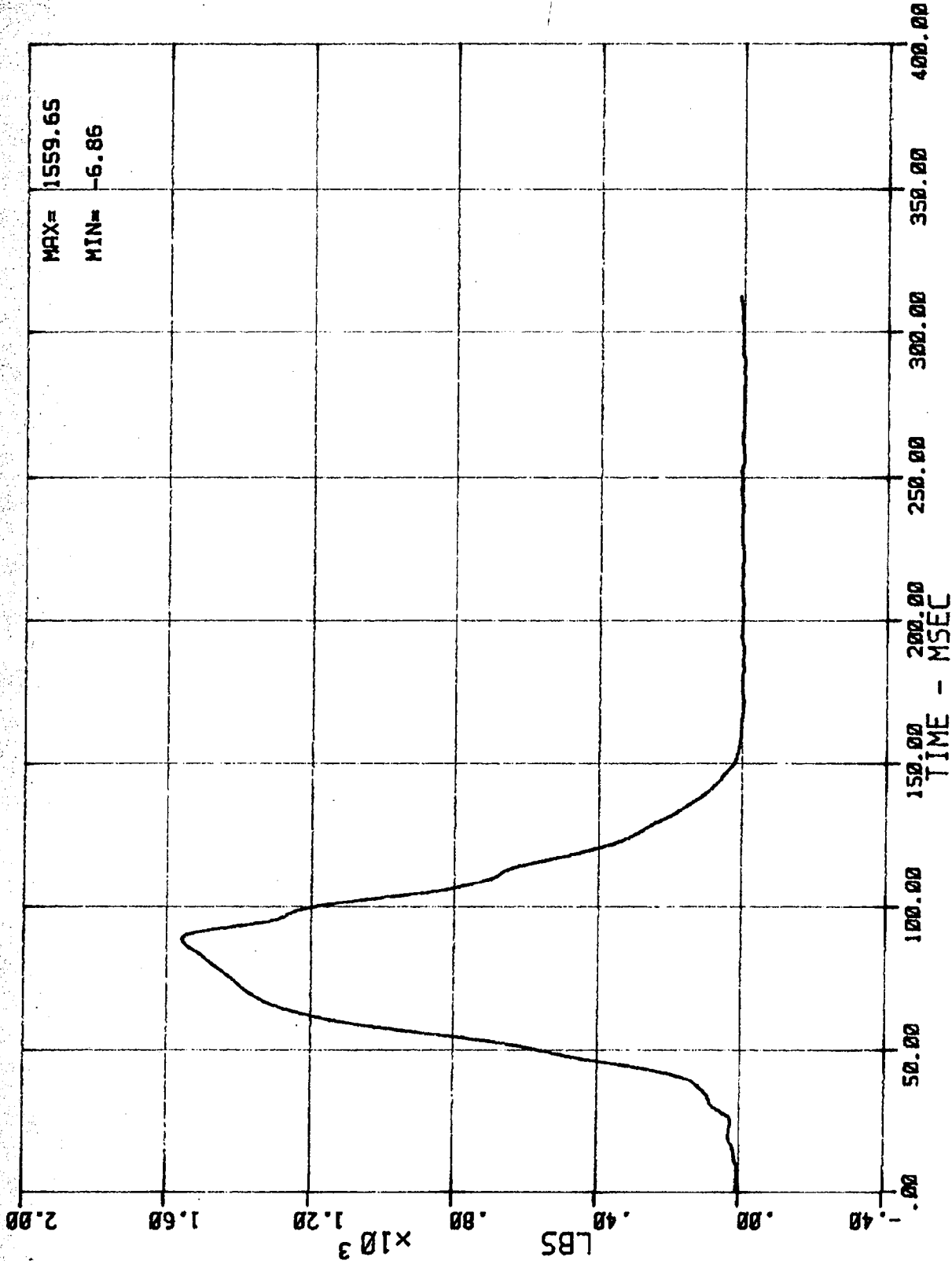
18 LC 01 1 SHB (DRIVER SHOULDER BELT FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



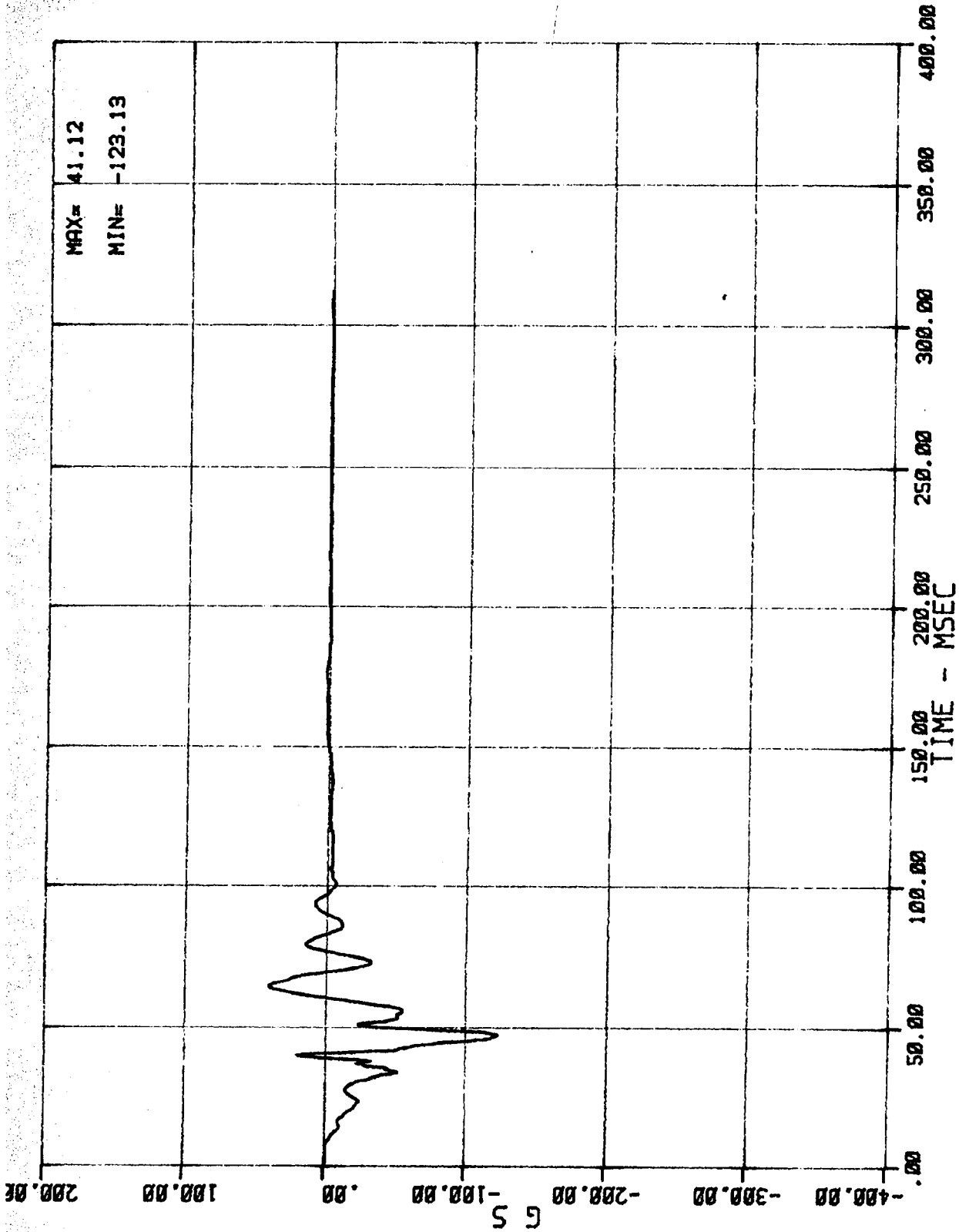
19 LC 01 2 LBD (PASSENGER LAP BELT FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



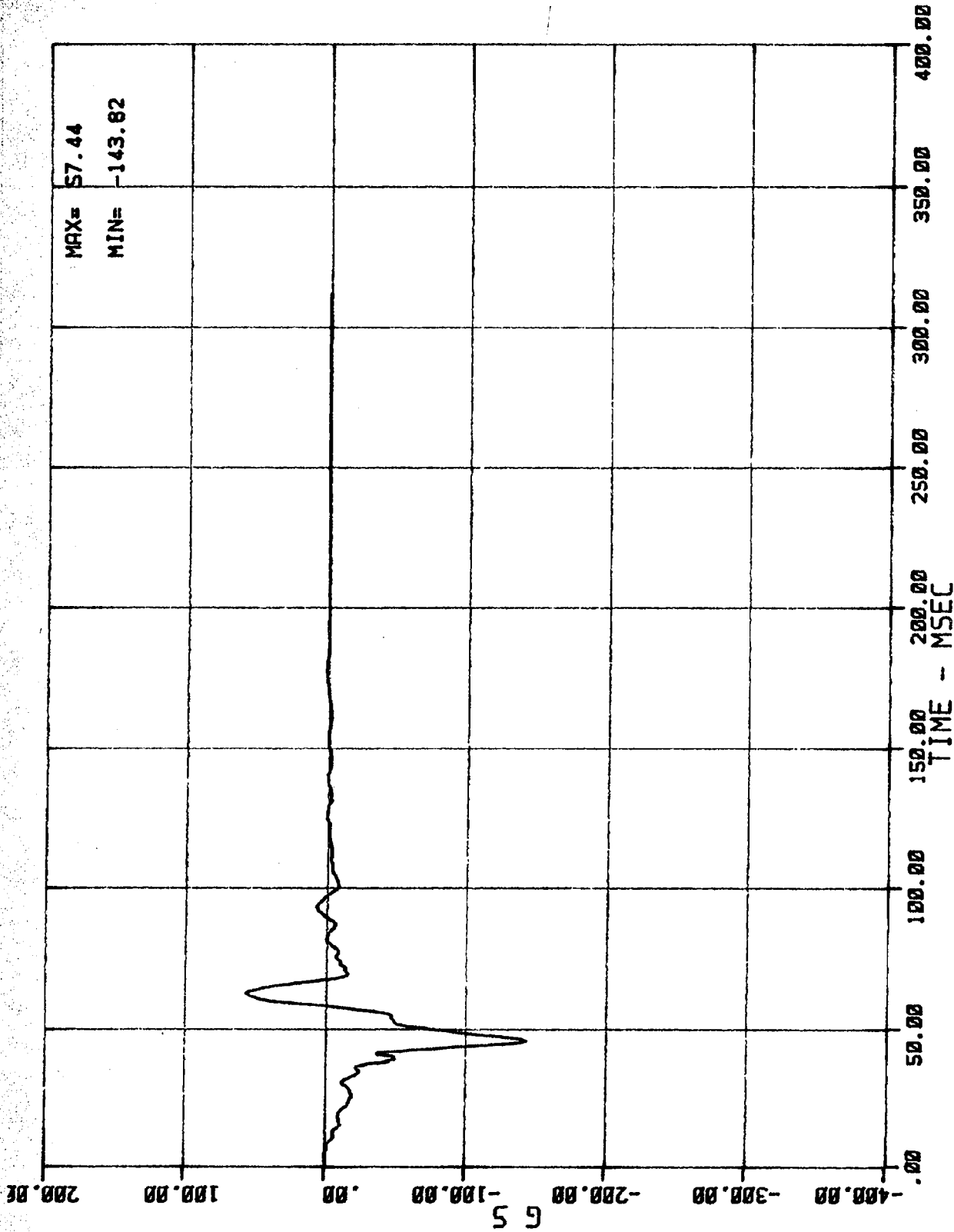
20 LC 01 2 SHB (PASSENGER SHOULDER BELT FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



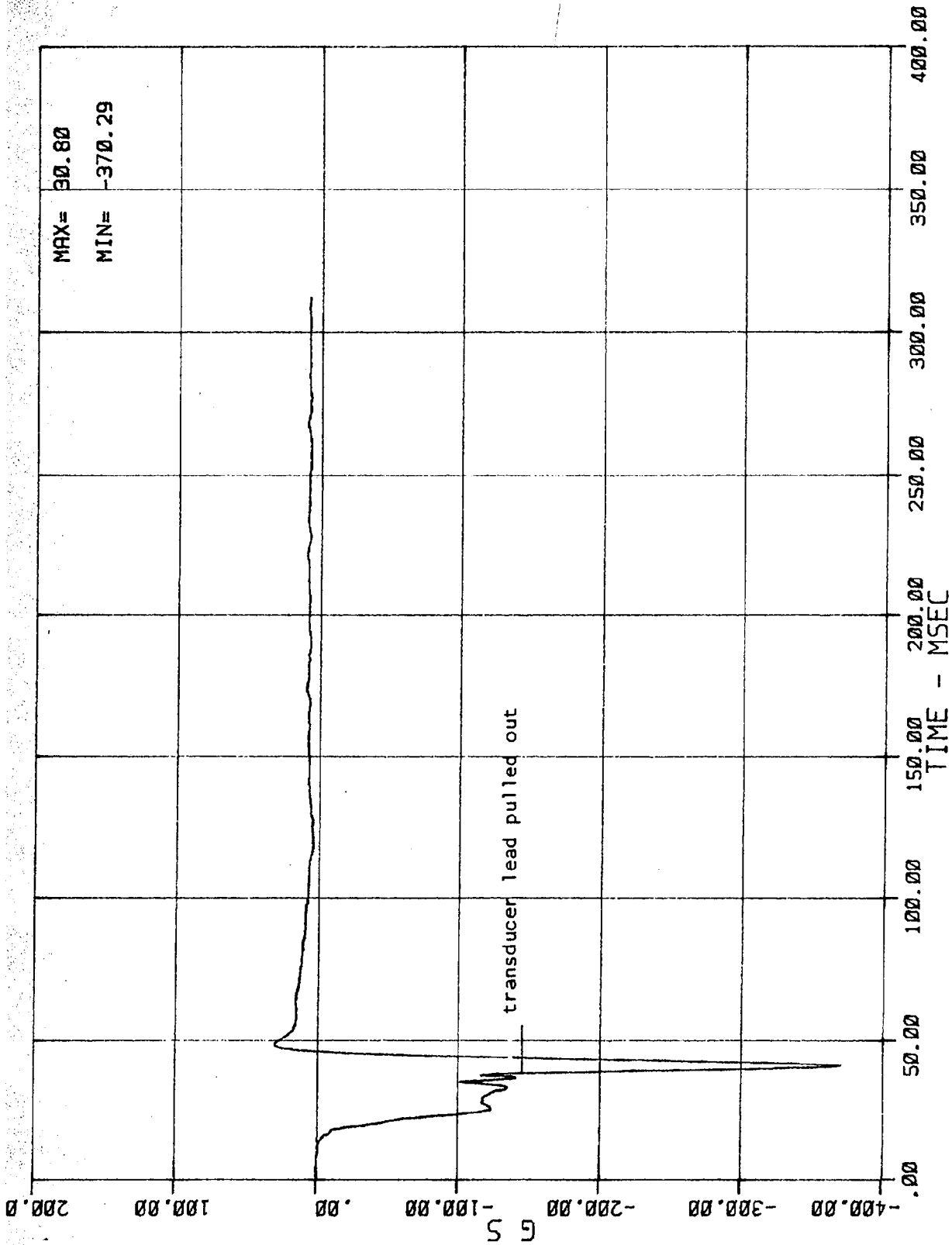
21 AC 01 N BCL X (LEFT FRONT WHEEL ACCEL. -- X AXIS)
 MSE N64024 1984 NISSAN STANZA

02/23/84



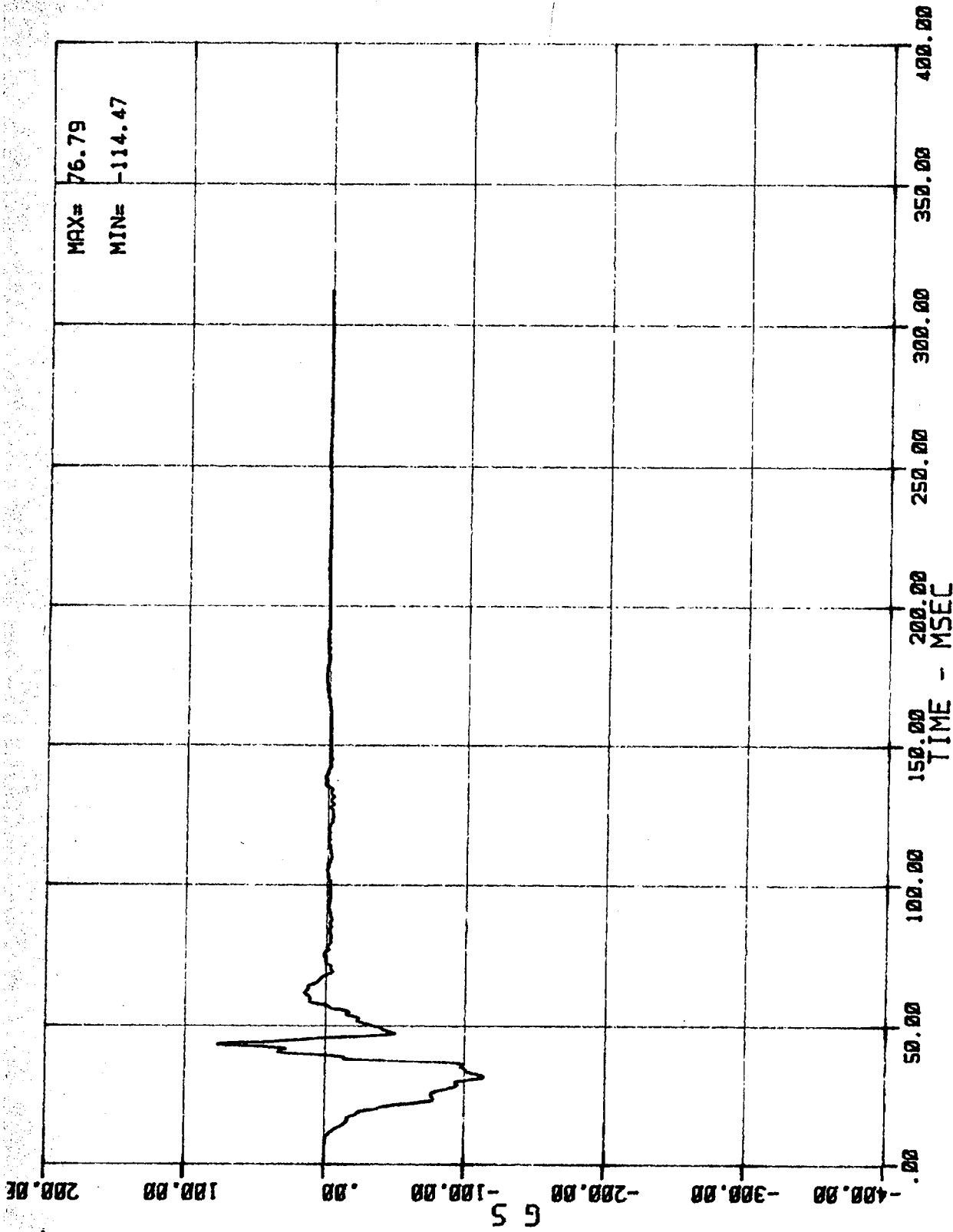
22 AC 01 N BCR X (RIGHT FRONT WHEEL ACCEL. X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



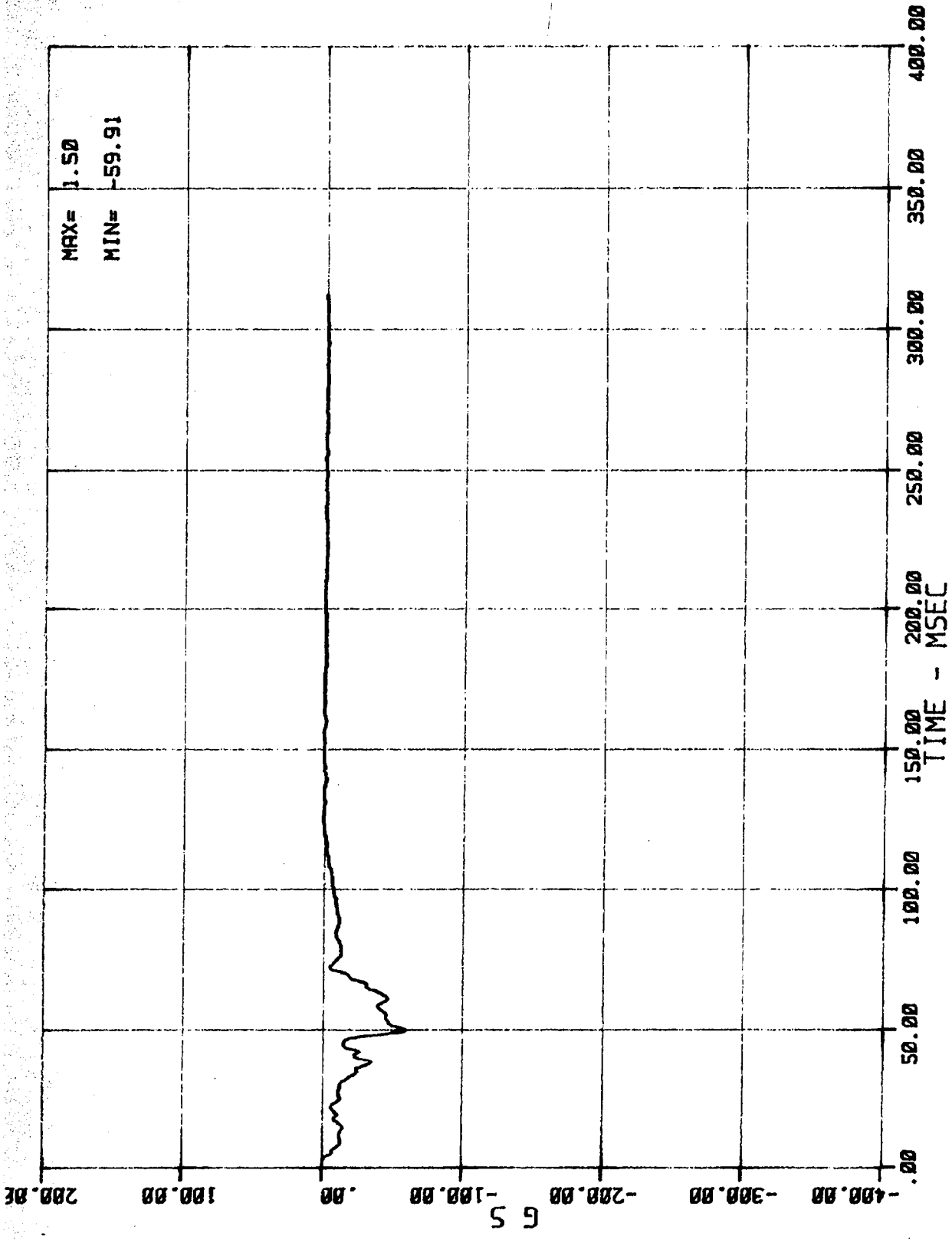
23 AC 01 N ENG X (TOP OF ENGINE ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



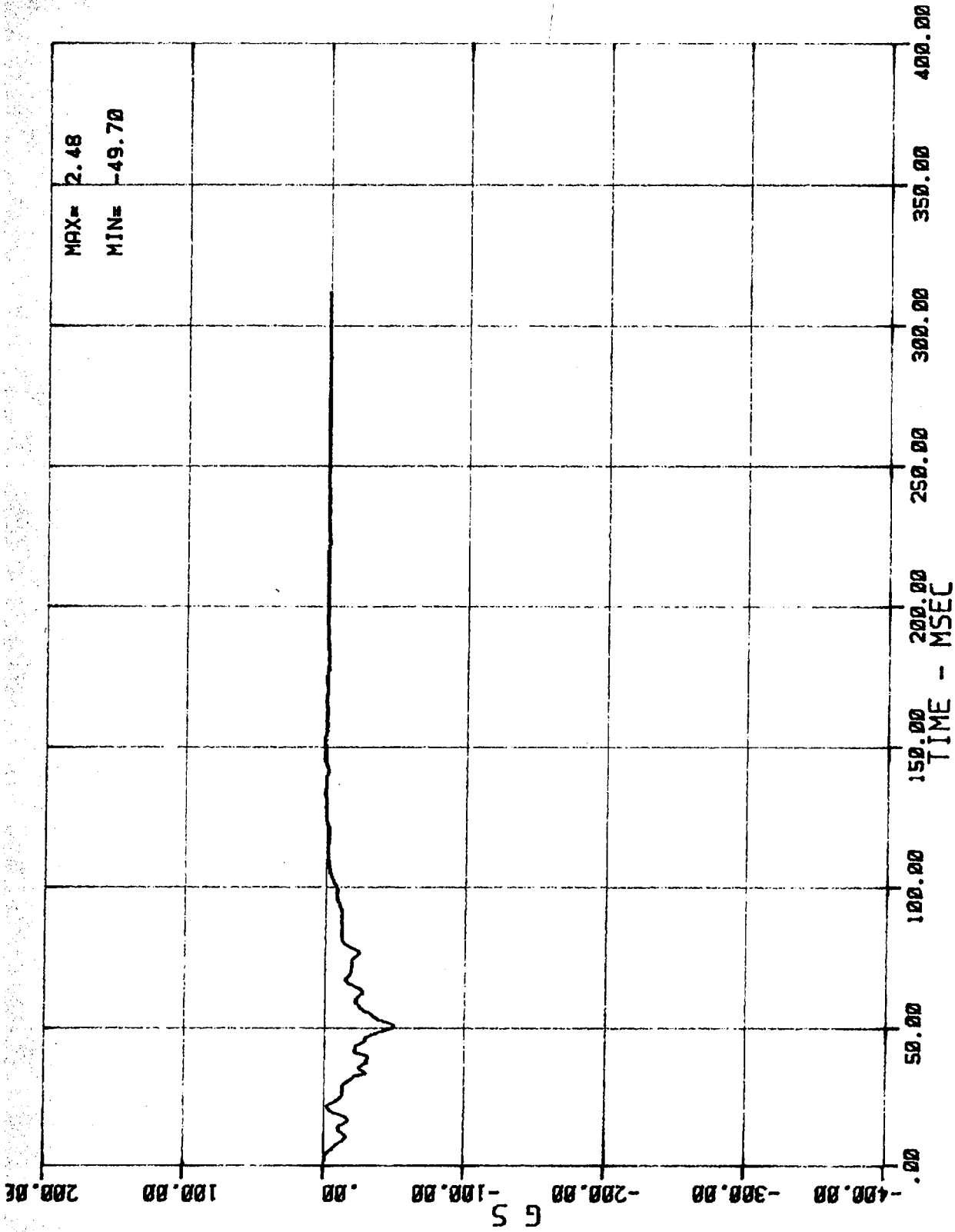
24 AC 01 N ENG X (BOTTOM OF ENGINE ACCEL. --- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



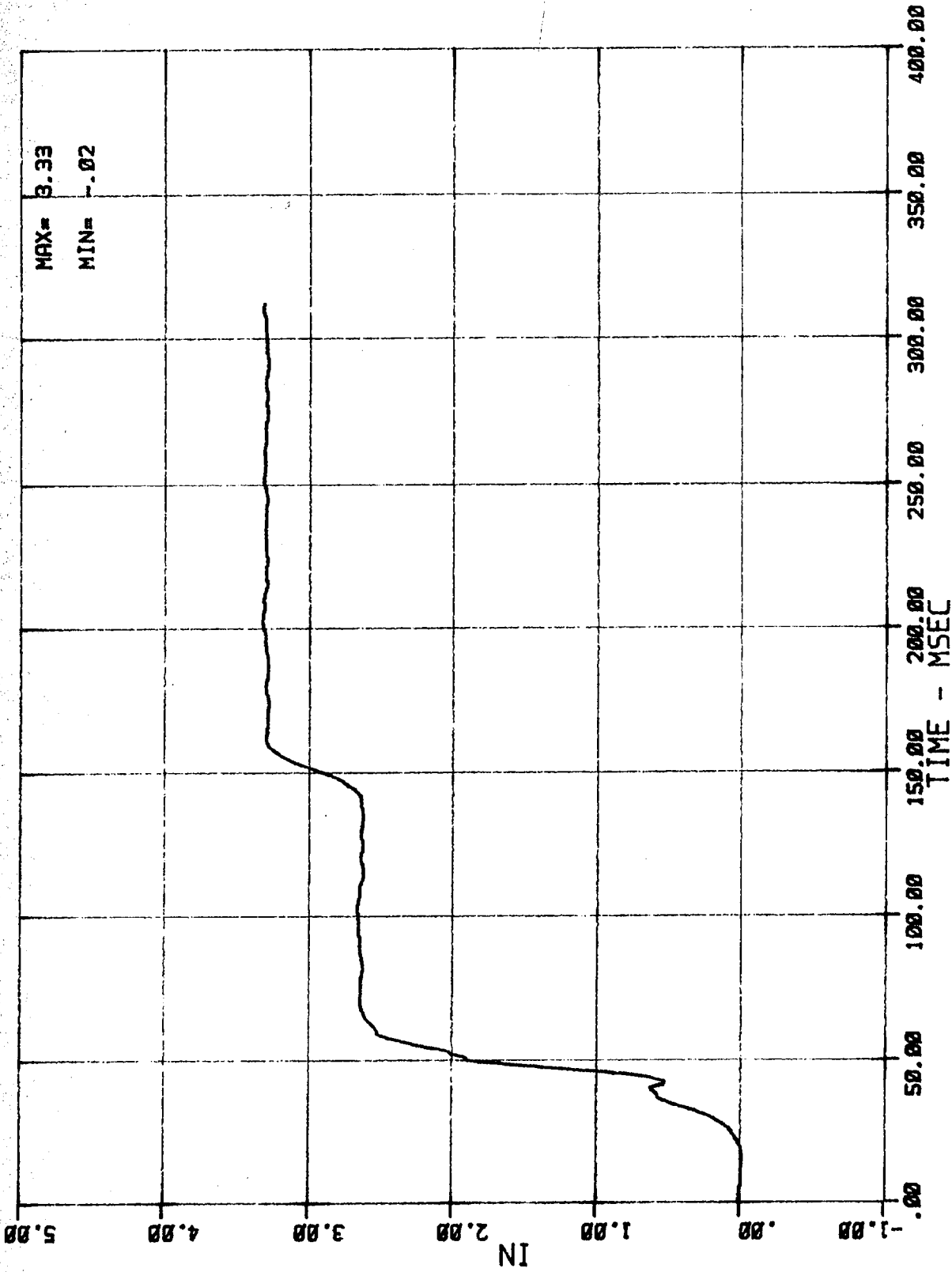
25 AC 01 N RFF X (RIGHT FRONT FLOOR ACCEL. -- X AXIS)
MSE N64024 1984 NISSAN STANZA

02/23/84



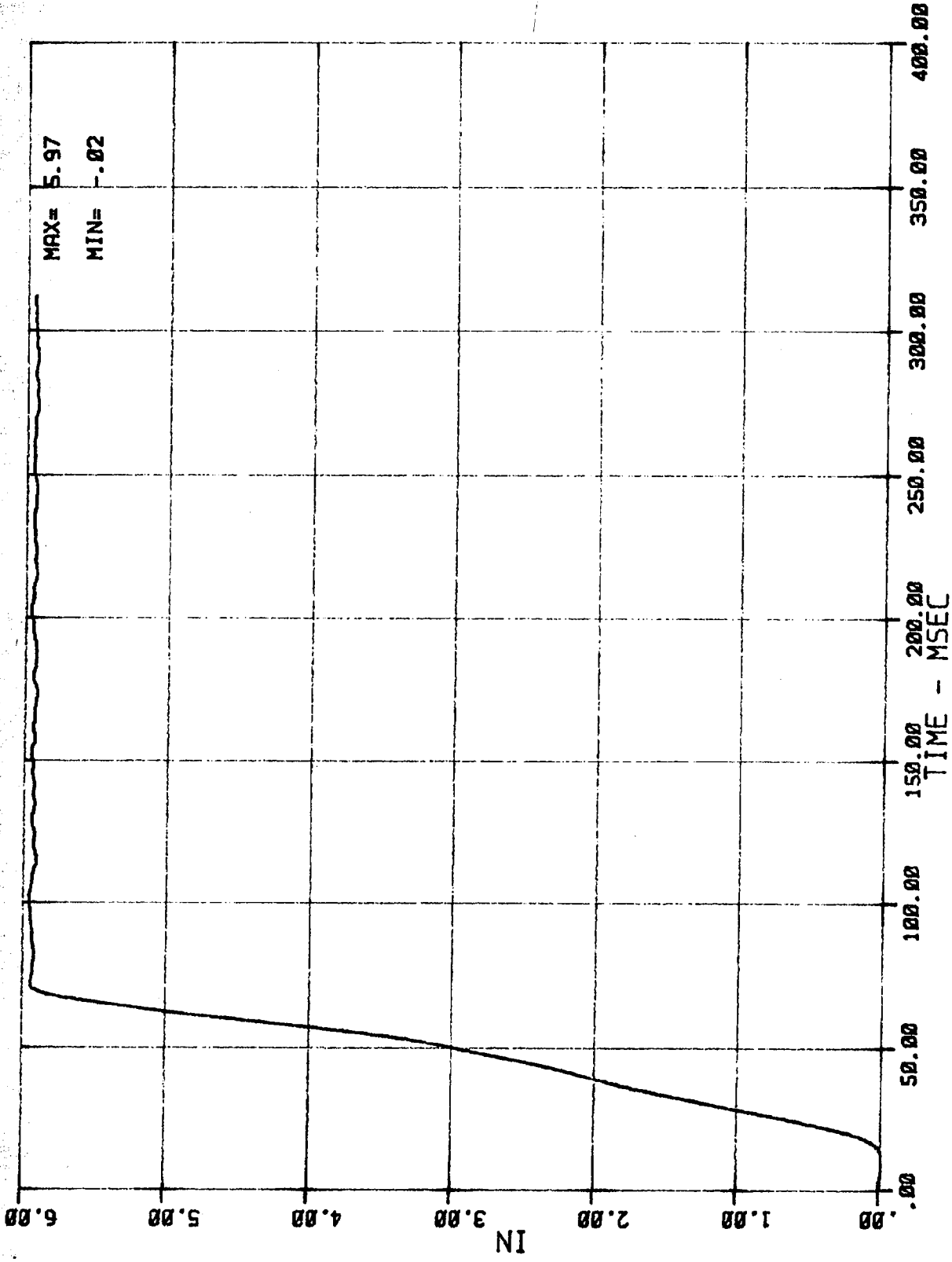
26 AC 01 N LRF X ILEFT REAR FLOOR ACCEL. --- X AXIS
MSE N64024 1984 NISSAN STANZA

02/23/84



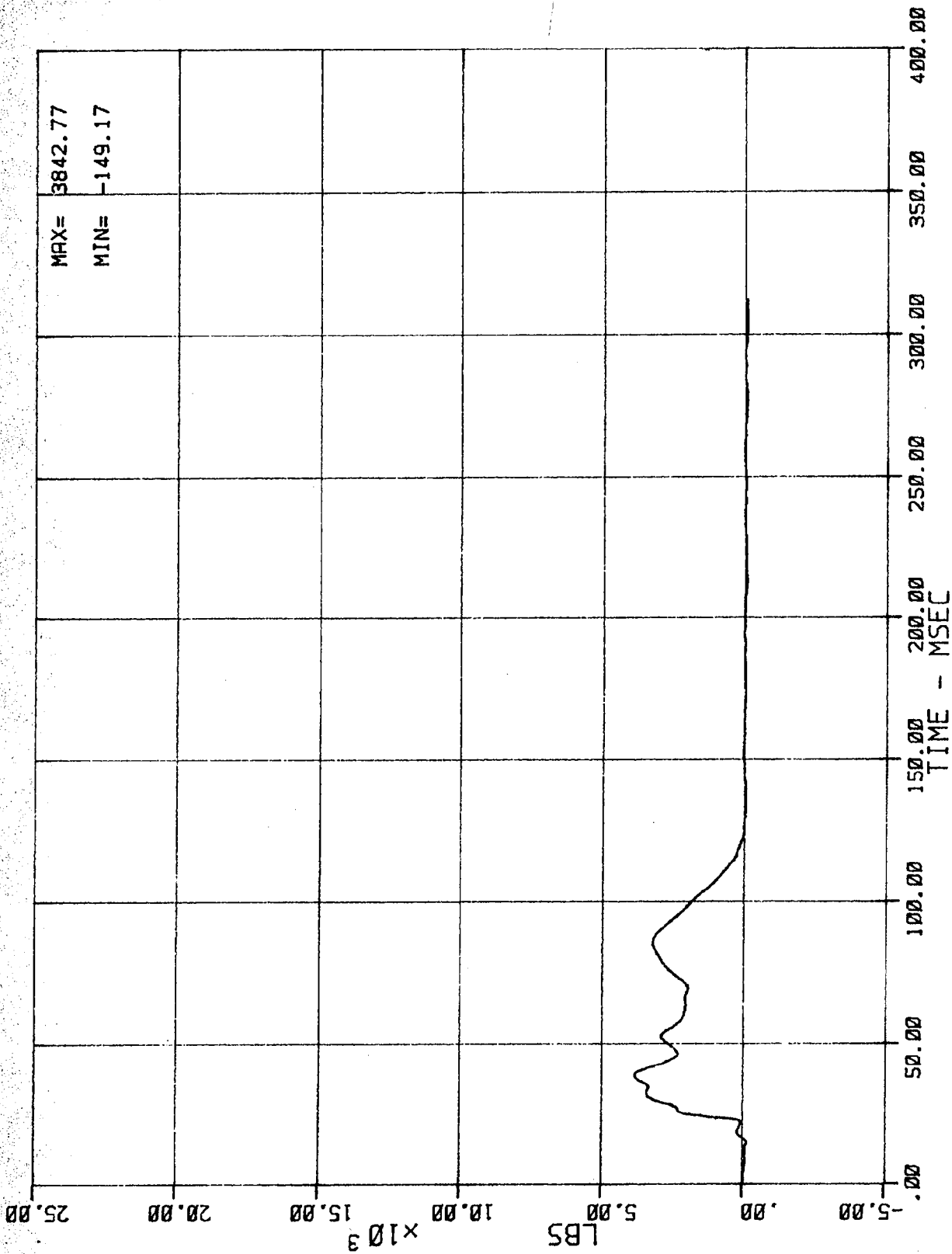
27 DT 01 1 SHB (DRIVER SHOULDER BELT PULLOUT)
MSE N64024 1984 NISSAN STANZA

02/23/84



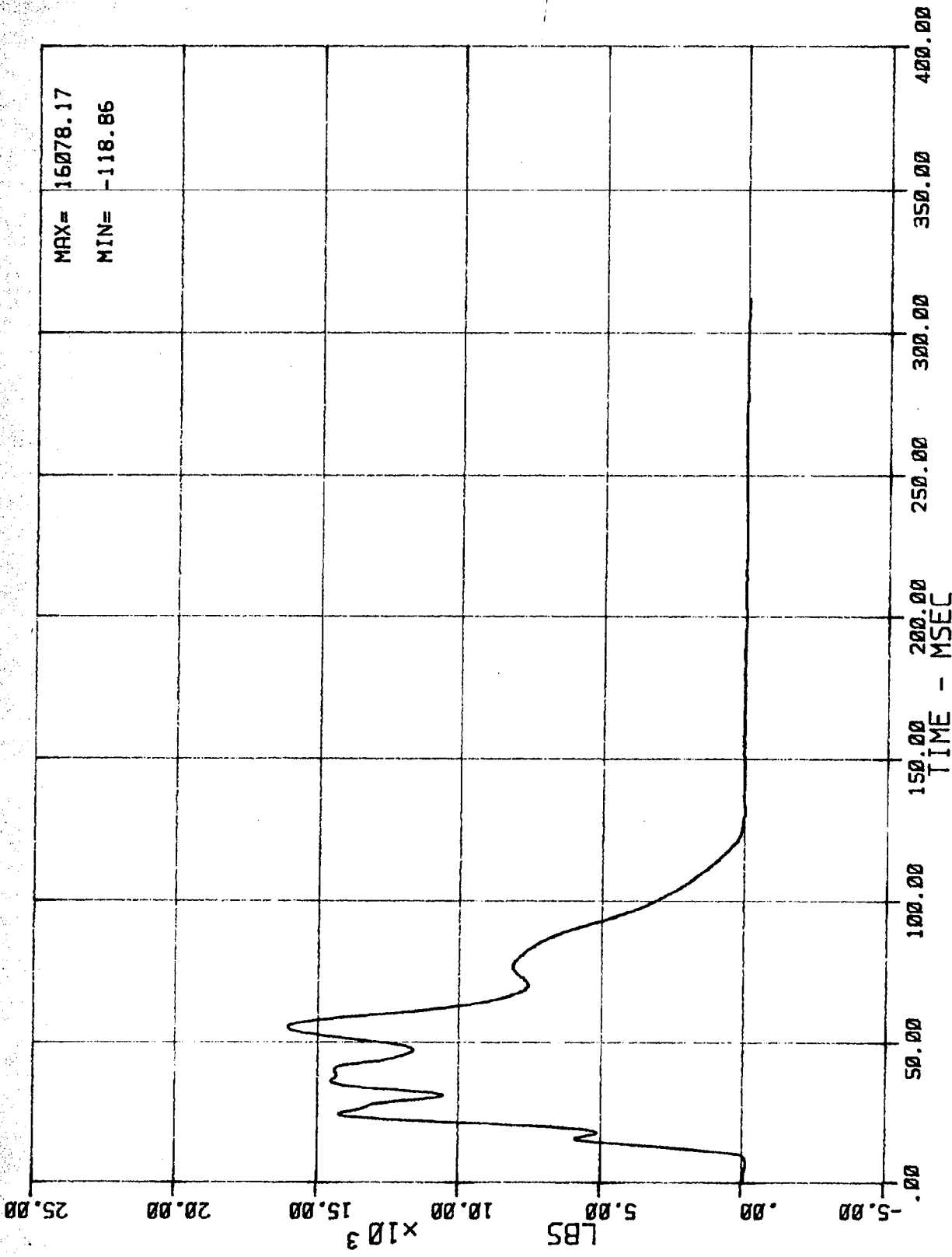
28 DT 01 2 SHB (PASSENGER SHOULDER BELT PULLOUT)
MSE N64024 1984 NISSAN STANZA

02/23/84



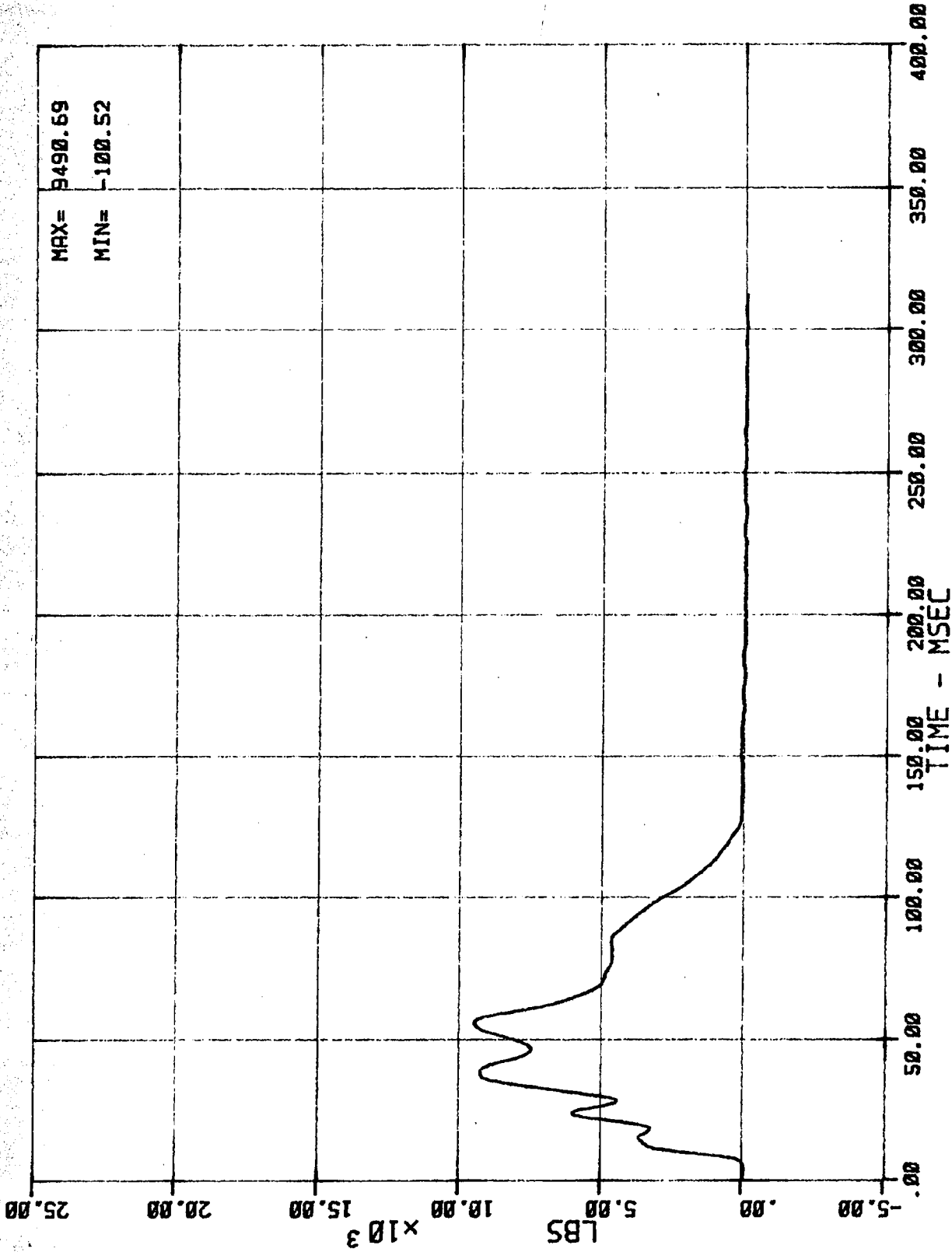
33 LC BA N BAS (BARRIER LOAD CELL AS FORCE)
 MSE N64024 1984 NISSAN STANZA

02/23/84



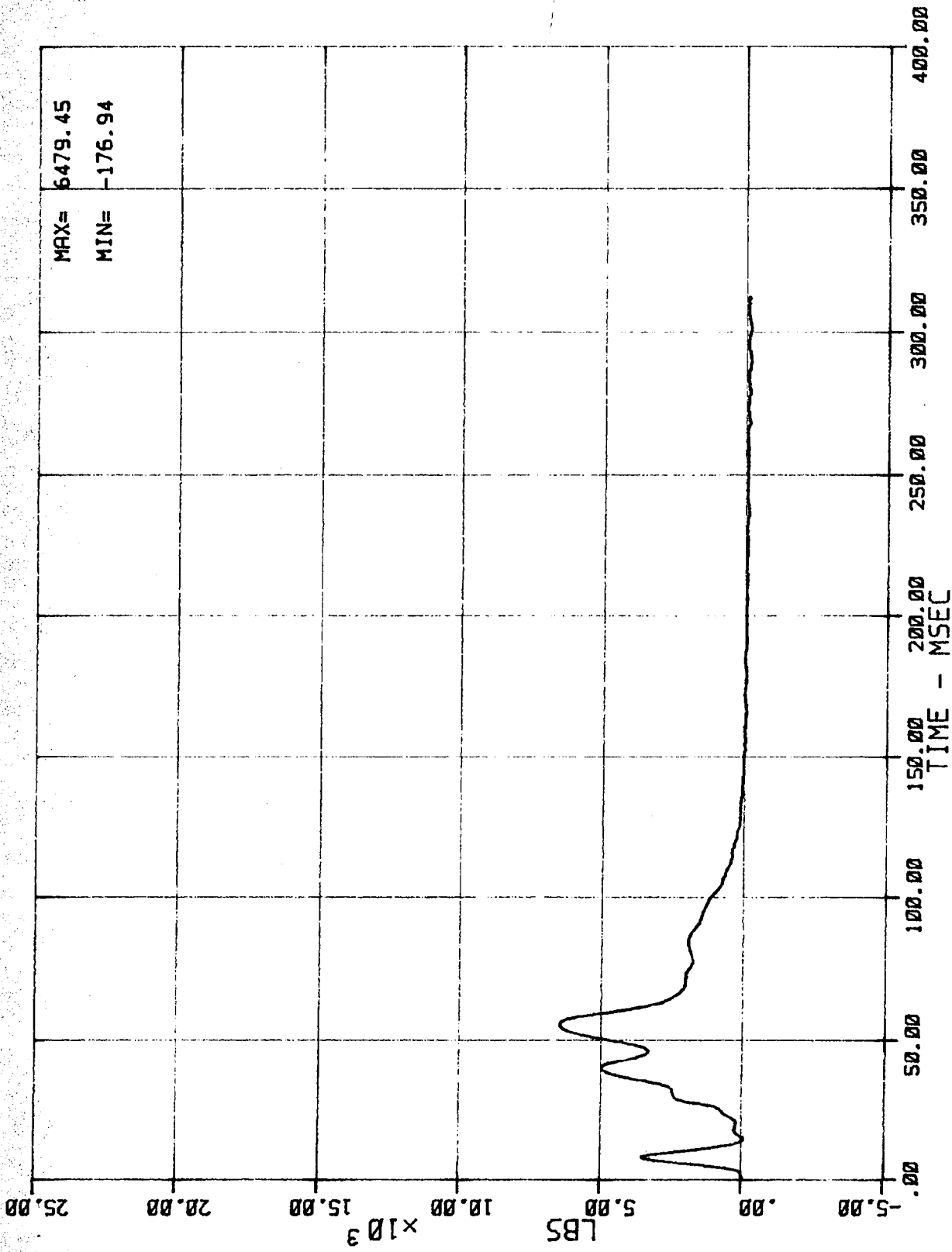
40 LC BA N BB3 (BARRIER LOAD CELL B3 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



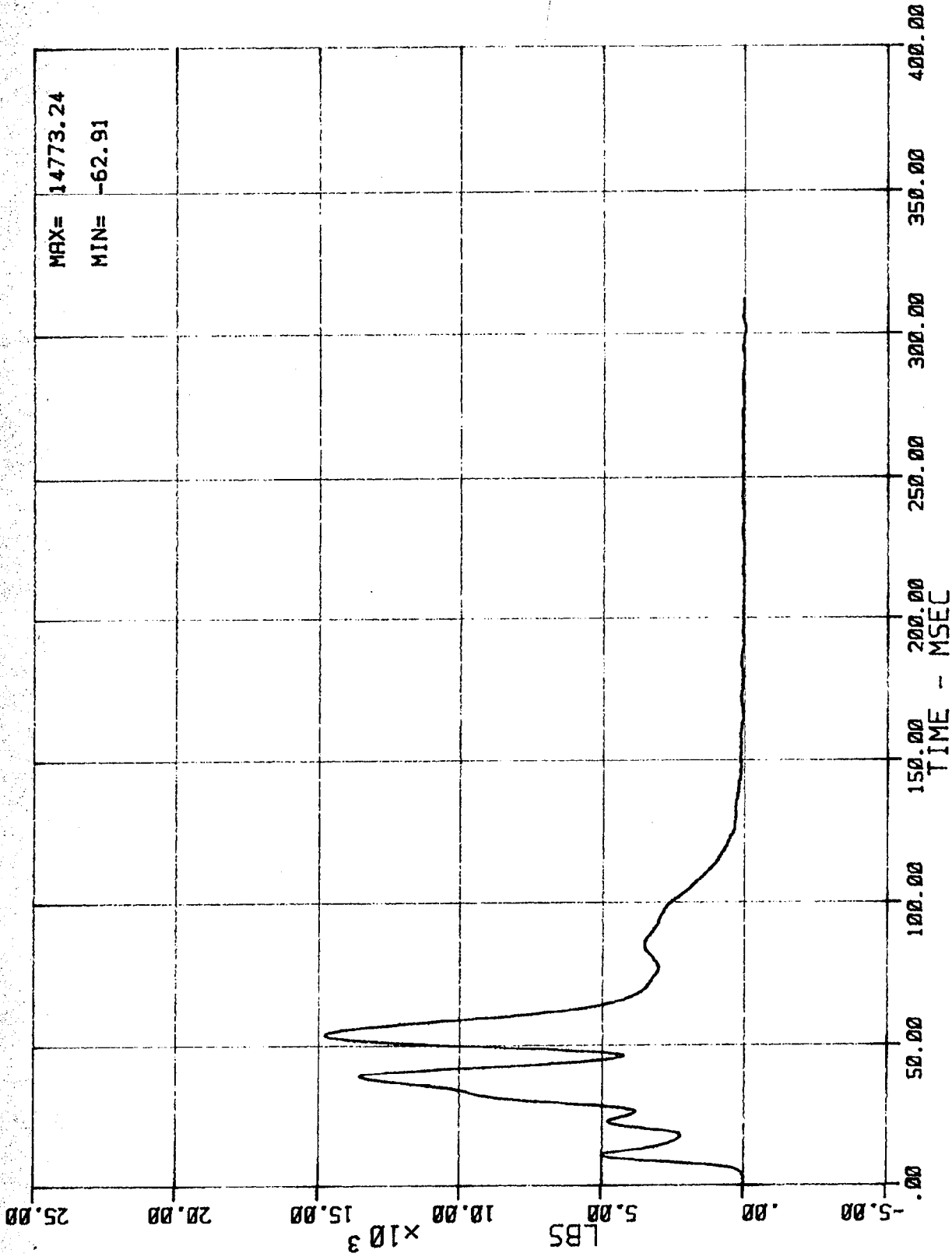
41 LC BA N BB4 (BARRIER LOAD CELL B4 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



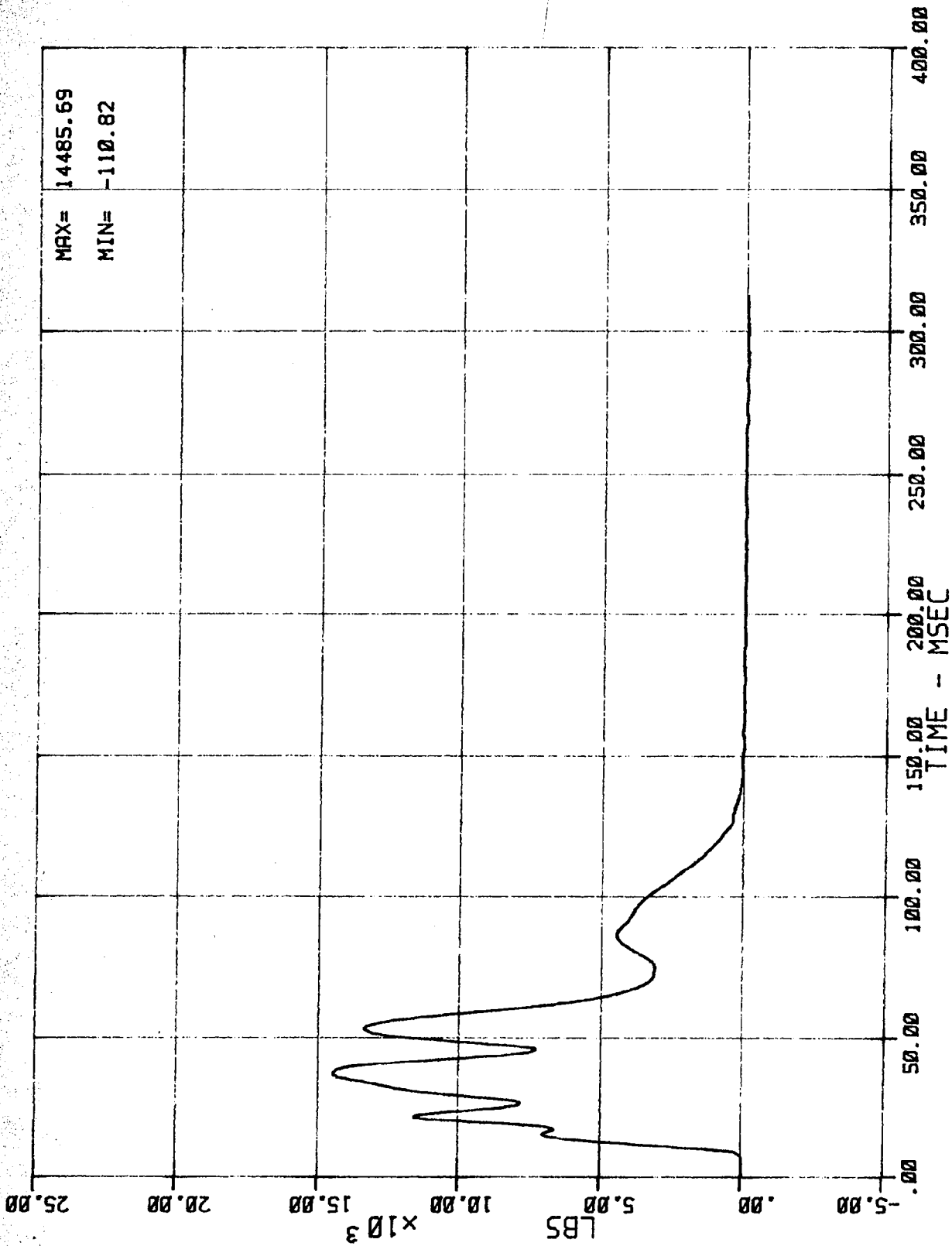
42 LC BA N BB5 (BARRIER LOAD CELL B5 FORCE)
 MSE N64024 1984 NISSAN STANZA

02/23/84



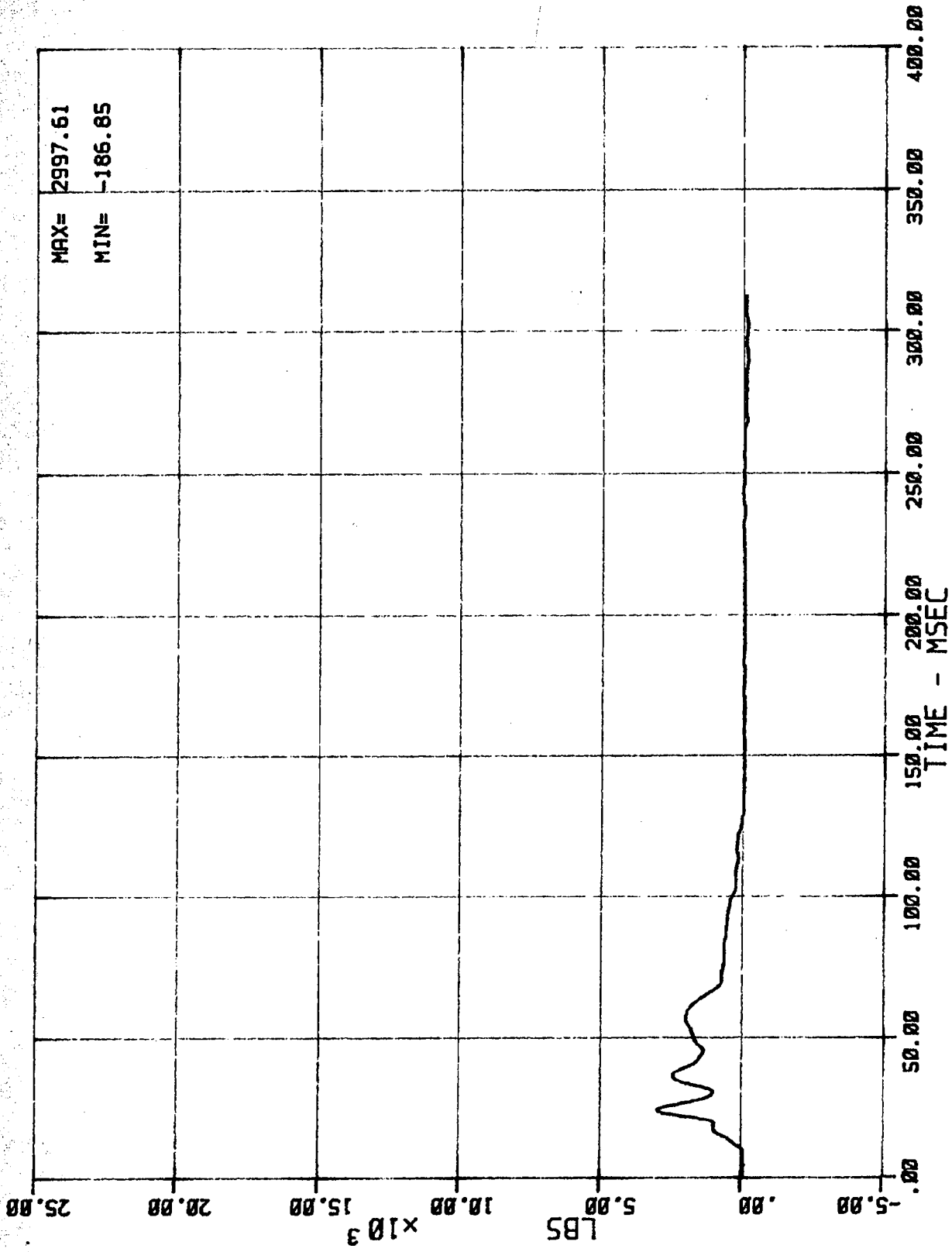
43 LC BA N BB6 (BARRIER LOAD CELL B6 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



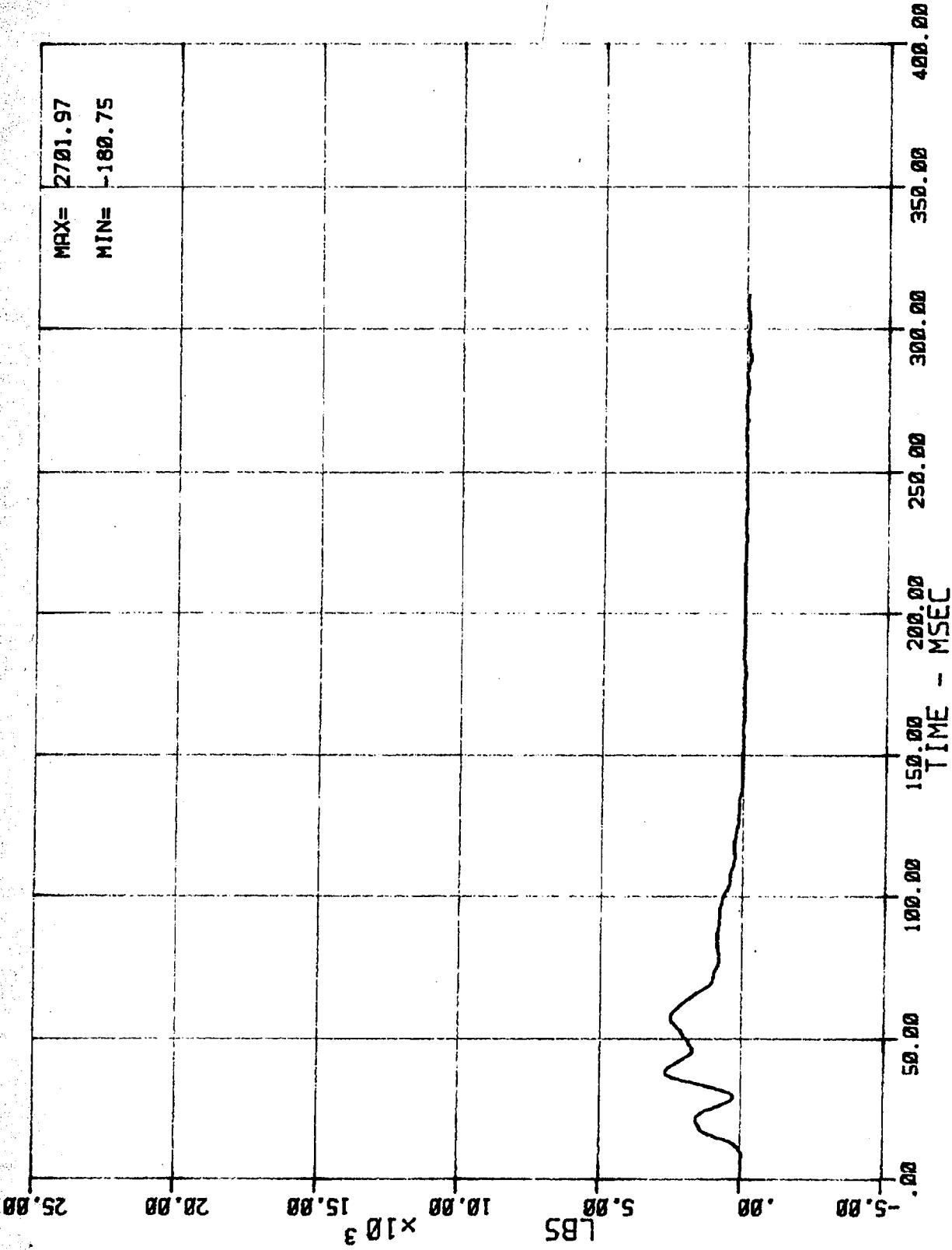
44 LC BA N BB7 (BARRIER LOAD CELL B7 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



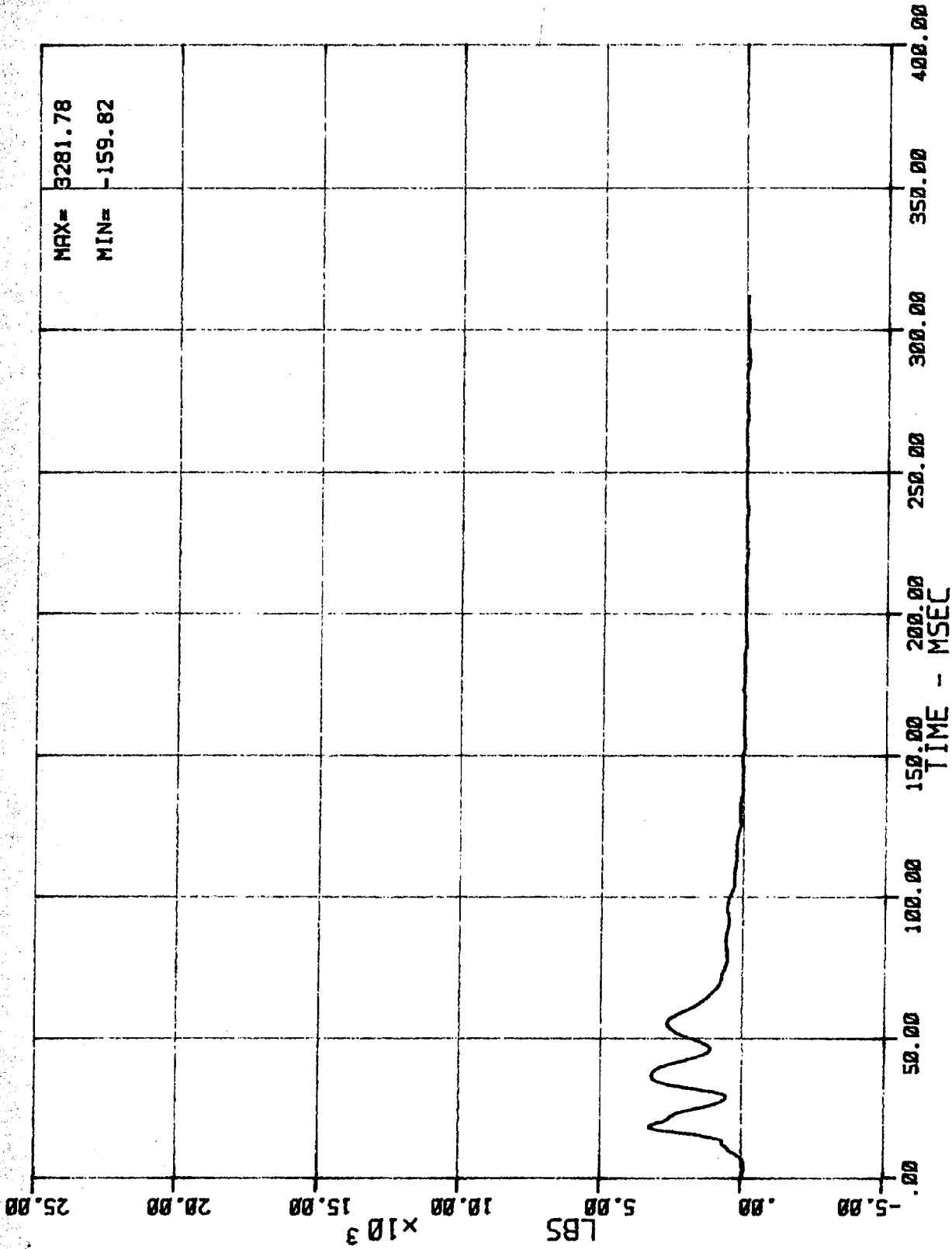
49 LC BA N BC3 (BARRIER LOAD CELL C3 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



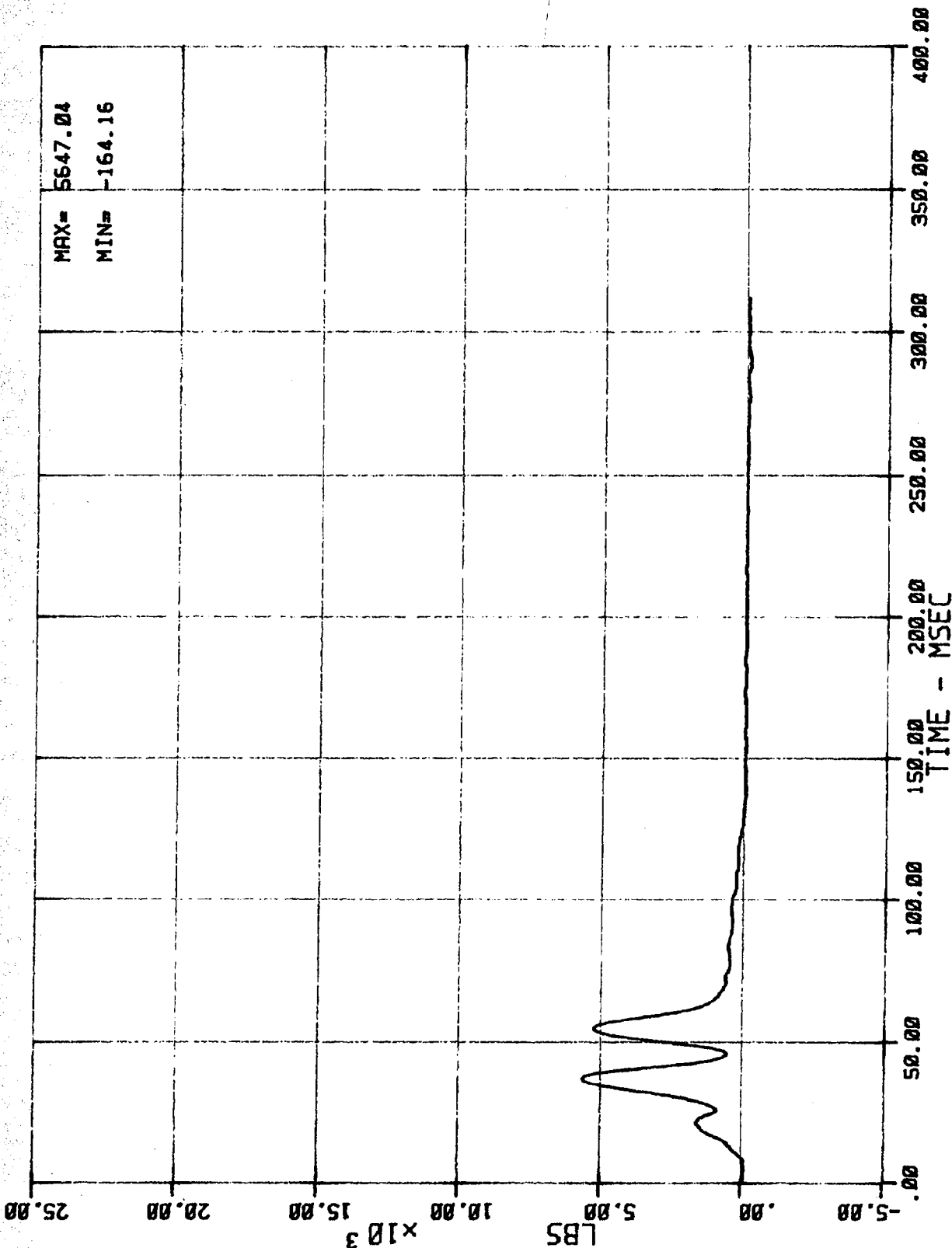
50 LC BA N BC4 (BARRIER LOAD CELL C4 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



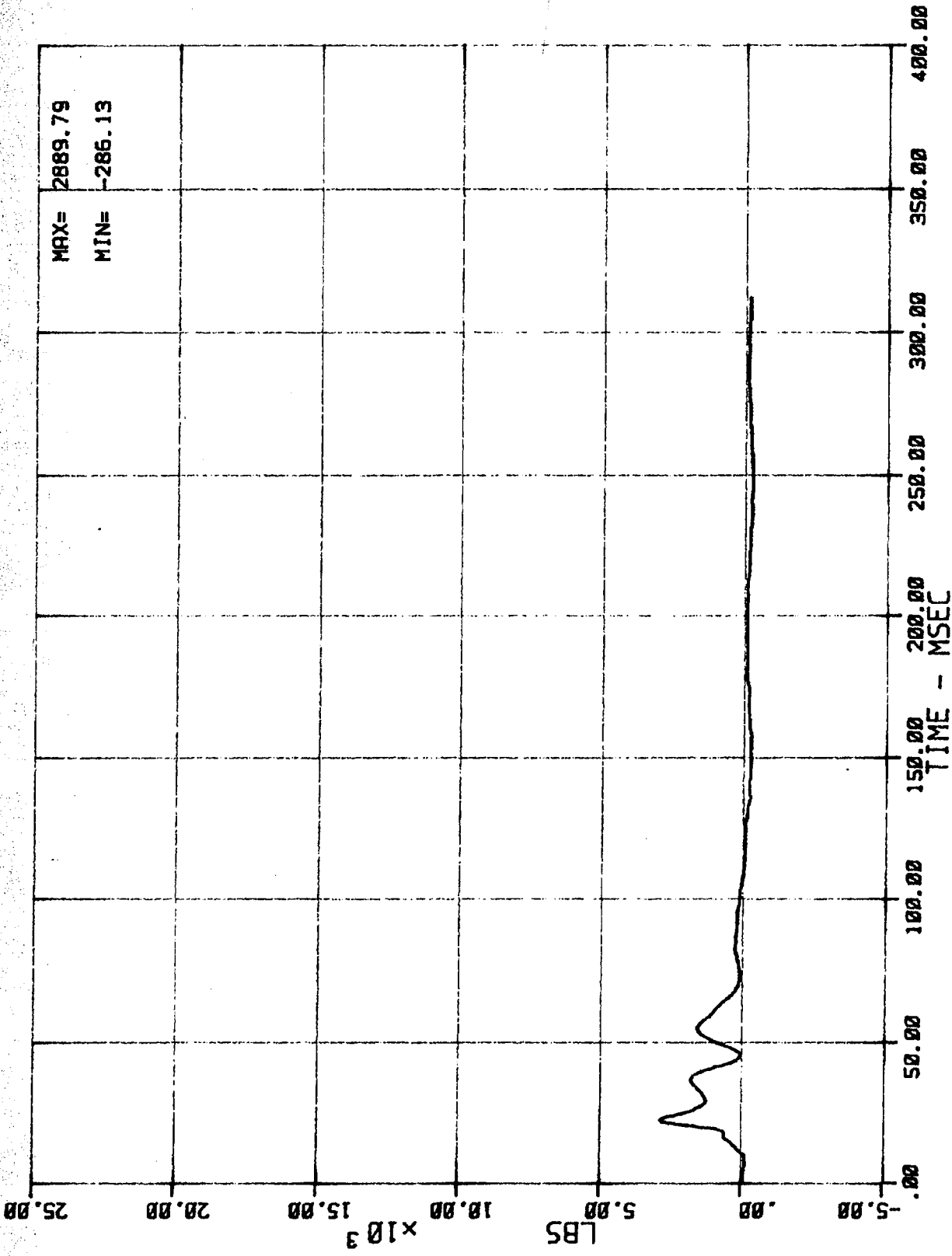
SI LC BA N BCS (BARRIER LOAD CELL CS FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



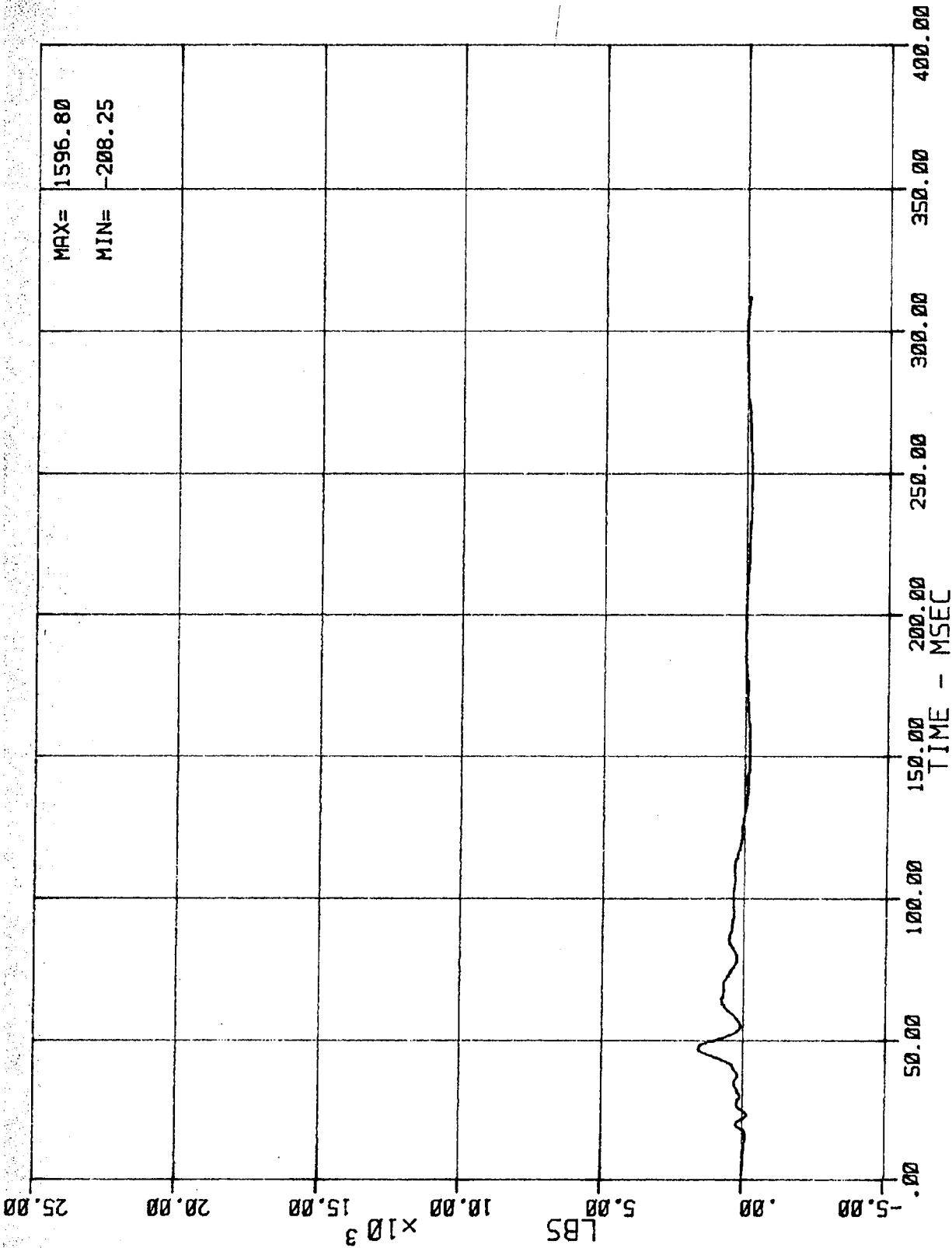
S2 LC BA N BC6 (BARRIER LOAD CELL C6 FORCE)
 MSE N64024 1984 NISSAN STANZA

02/23/84



53 LC BA N BC7 (BARRIER LOAD CELL C7 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84



60 LC BA N B05 (BARRIER LOAD CELL 05 FORCE)
MSE N64024 1984 NISSAN STANZA

02/23/84

V0693AA00.001

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

HEAD CG

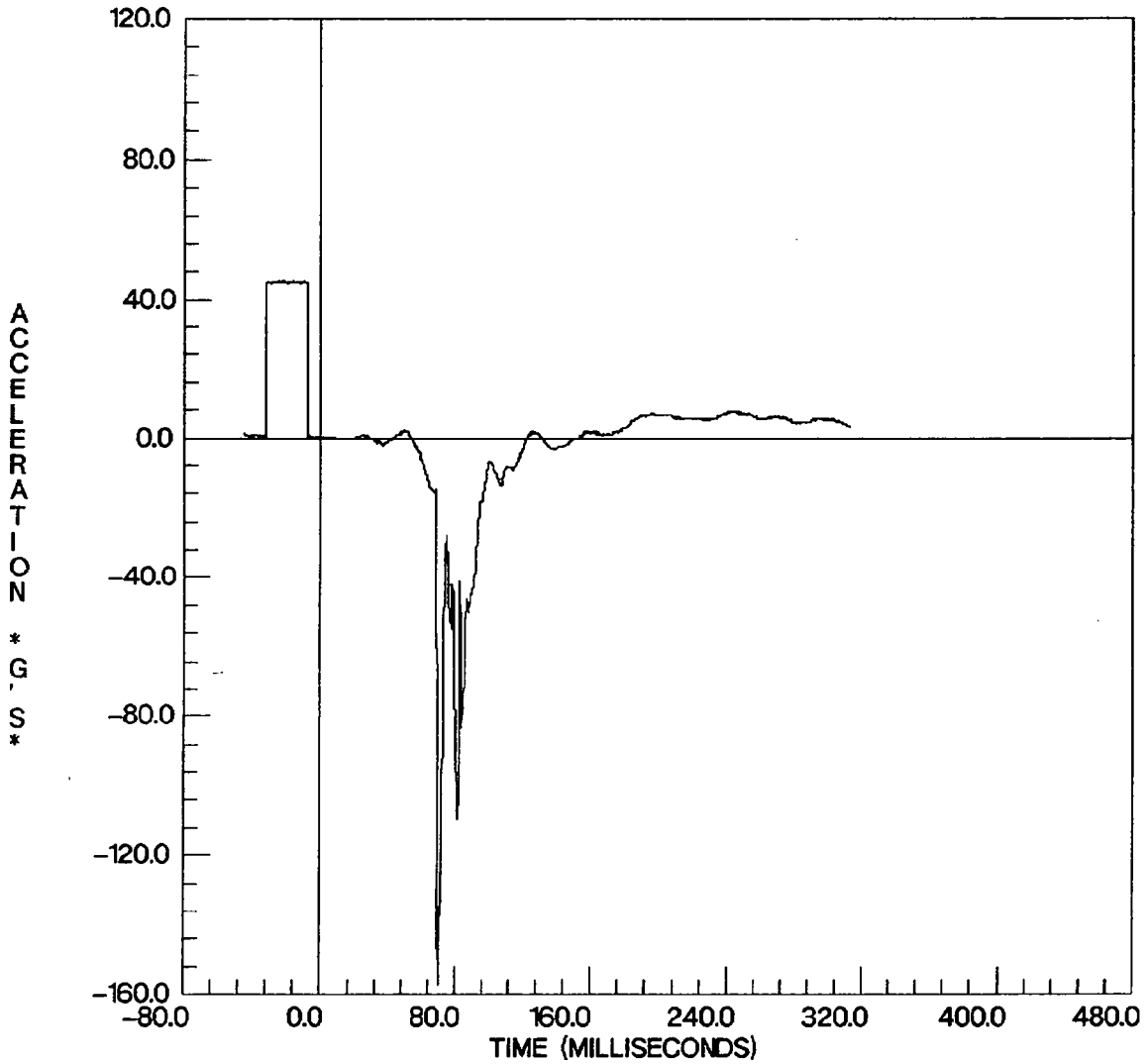
XG AXIS

YMIN = -157.3300 at 70.50000 msec

YMAX = 45.55100 at -24.75000 msec

FILTER CUTOFF: 1600Hz

GOOD



V0693AA00.002

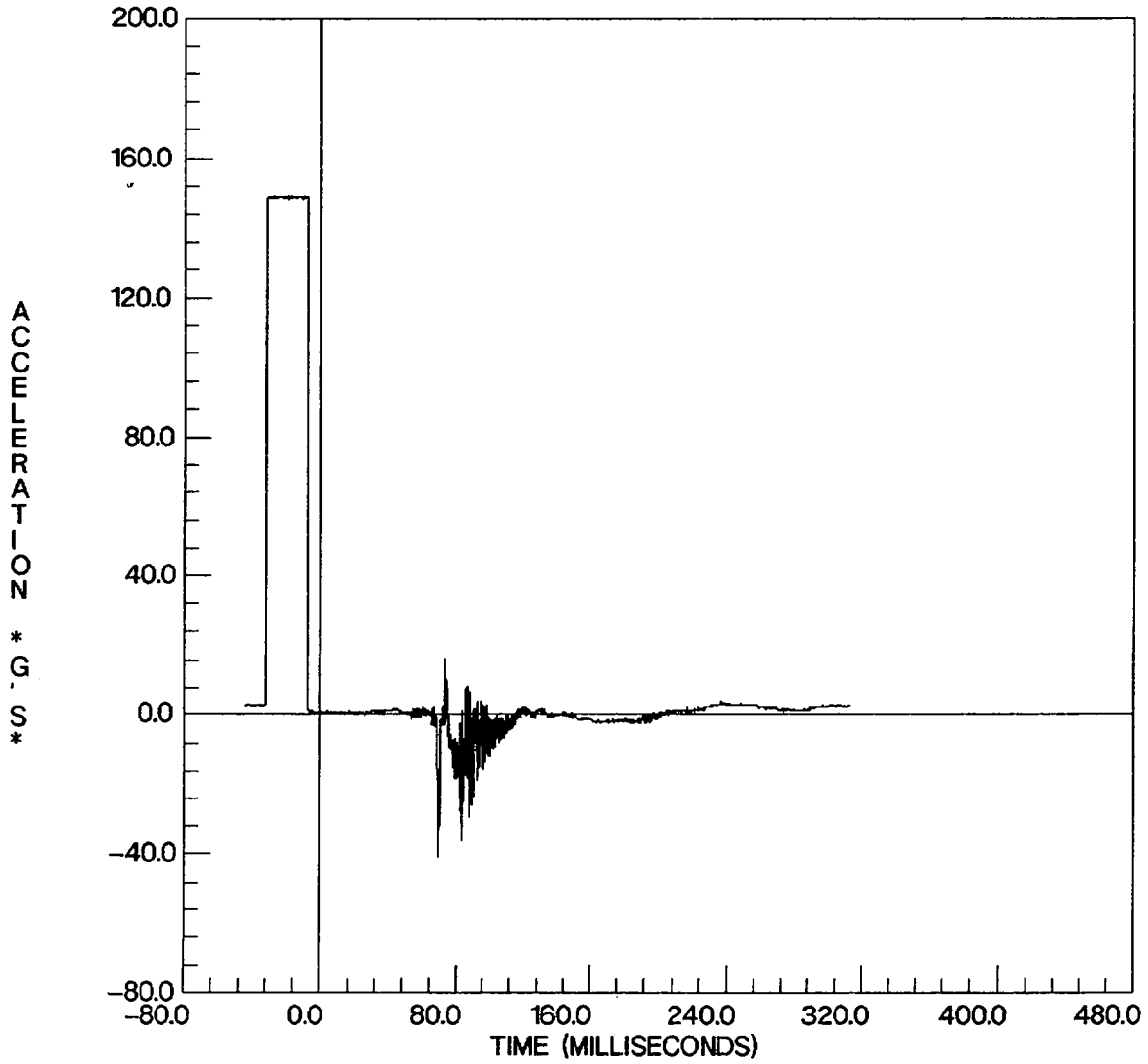
MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1
OCCUPANT LOC 1 P572DM
HEAD CG

YG AXIS
YMIN = -40.91700 at 69.75000 msec
YMAX = 149.7000 at -28.37500 msec

FILTER CUTOFF: 1600Hz
GOOD



V0693AA00.003

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

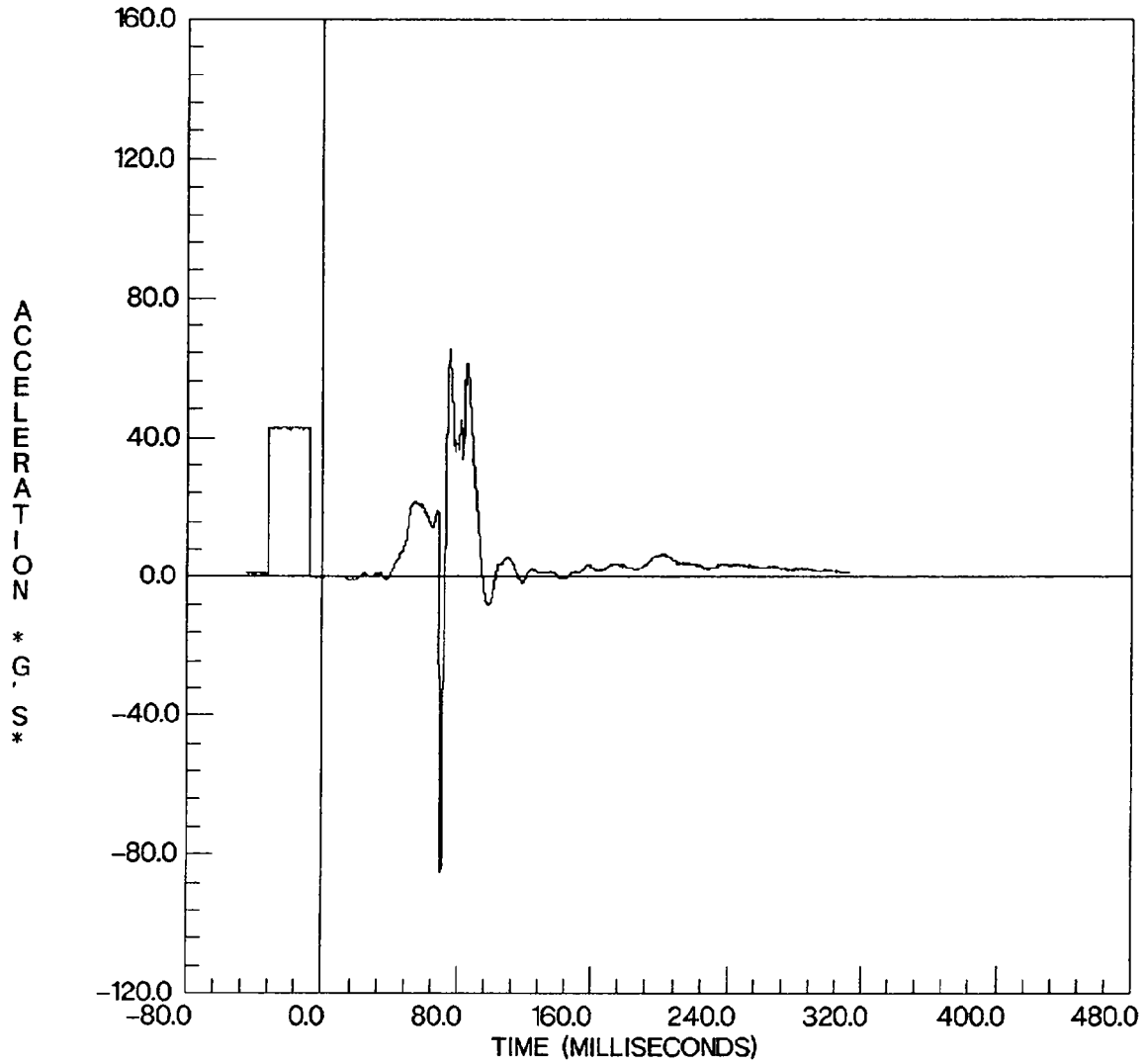
VEH 1
OCCUPANT LOC 1 P572DM
HEAD CG

ZG AXIS

YMIN = -84.90000 at 70.00000 msec

YMAX = 65.02300 at 74.75000 msec

FILTER CUTOFF: 1600Hz
GOOD



V0693AFE0.004

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

CHEST

FILTERED

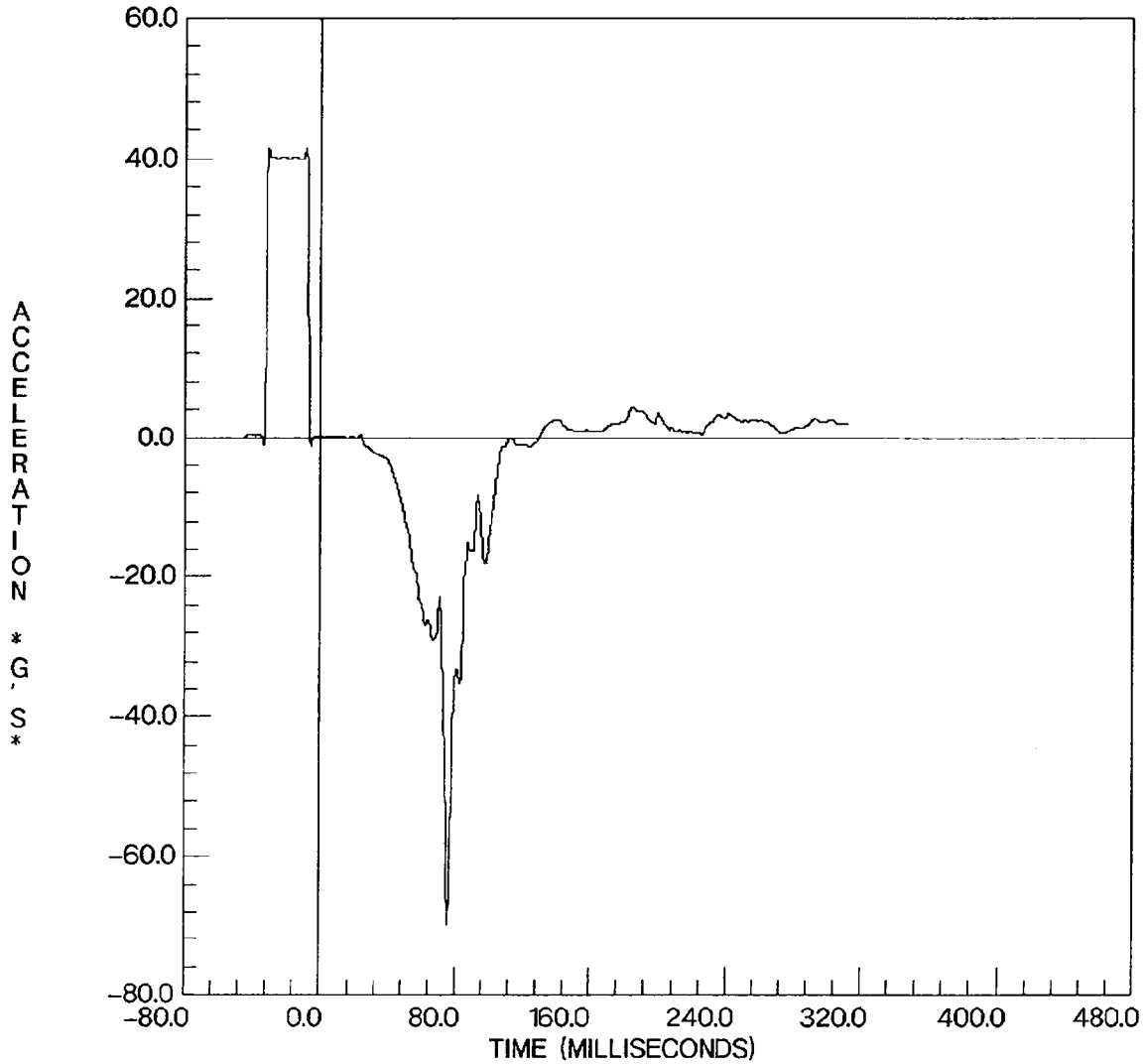
FILTER CUTOFF: 300Hz

GOOD

XG AXIS

YMIN = -69.90772 at 76.00000 msec

YMAX = 41.57794 at -31.00000 msec



V0693AFE0.005

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

CHEST

FILTERED

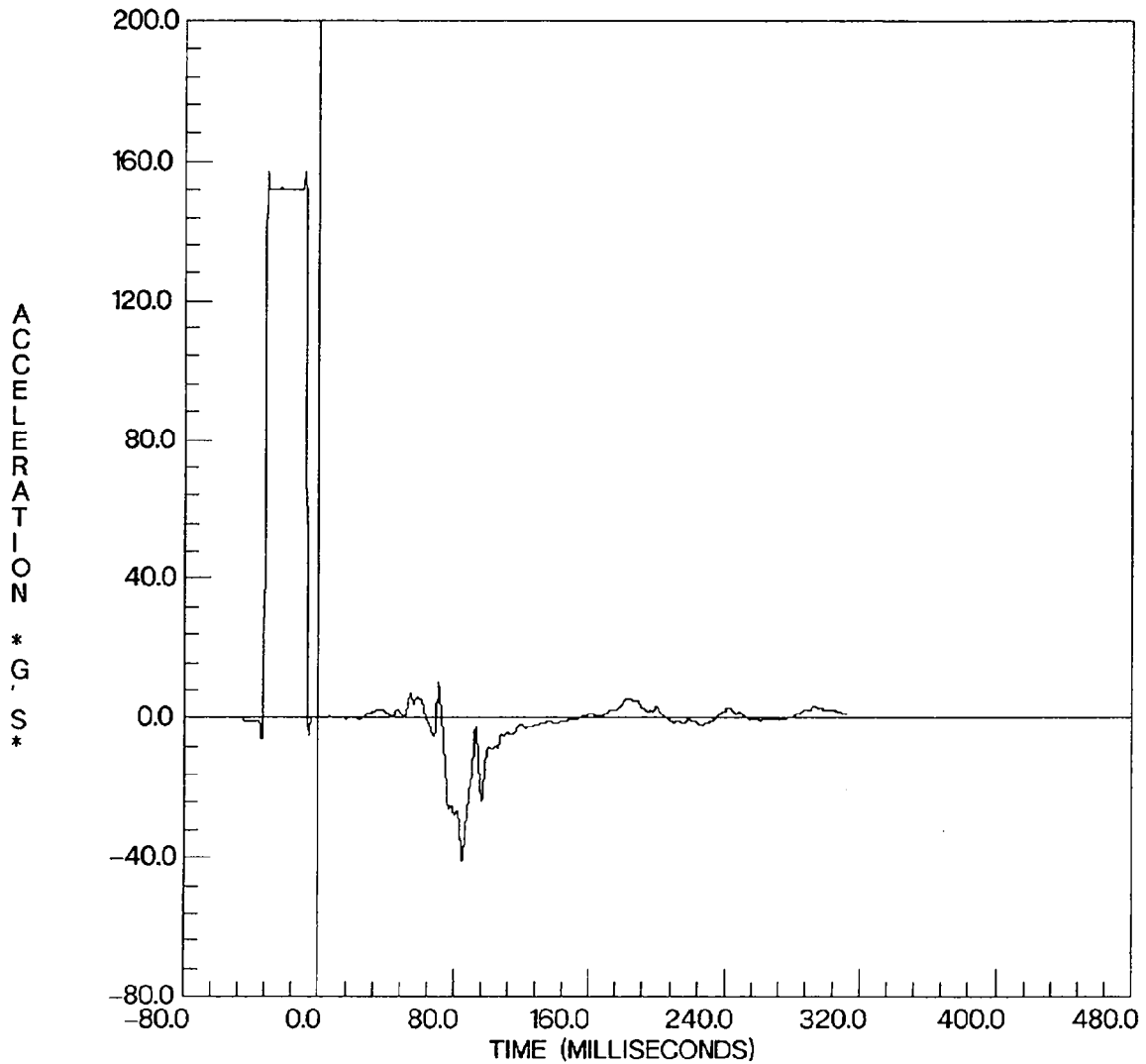
FILTER CUTOFF: 300Hz

GOOD

YG AXIS

YMIN = -41.19212 at 85.00000 msec

YMAX = 157.5359 at -31.00000 msec



V0693AFE0.006

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

CHEST

FILTERED

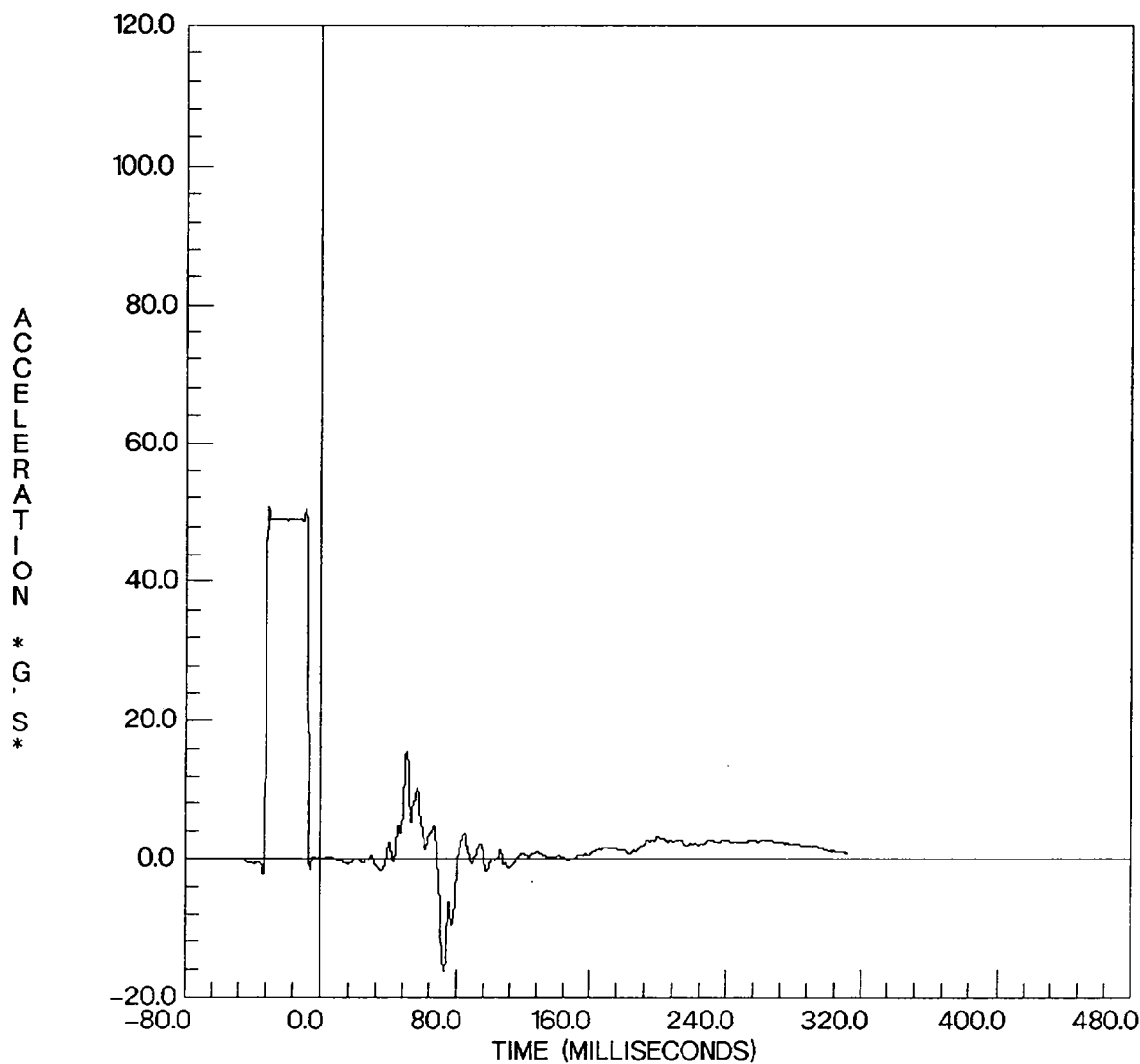
FILTER CUTOFF: 300Hz

GOOD

ZG AXIS

YMIN = -16.32579 at 72.87500 msec

YMAX = 50.73662 at -31.00000 msec



V0693AA00.007

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

HEAD CG

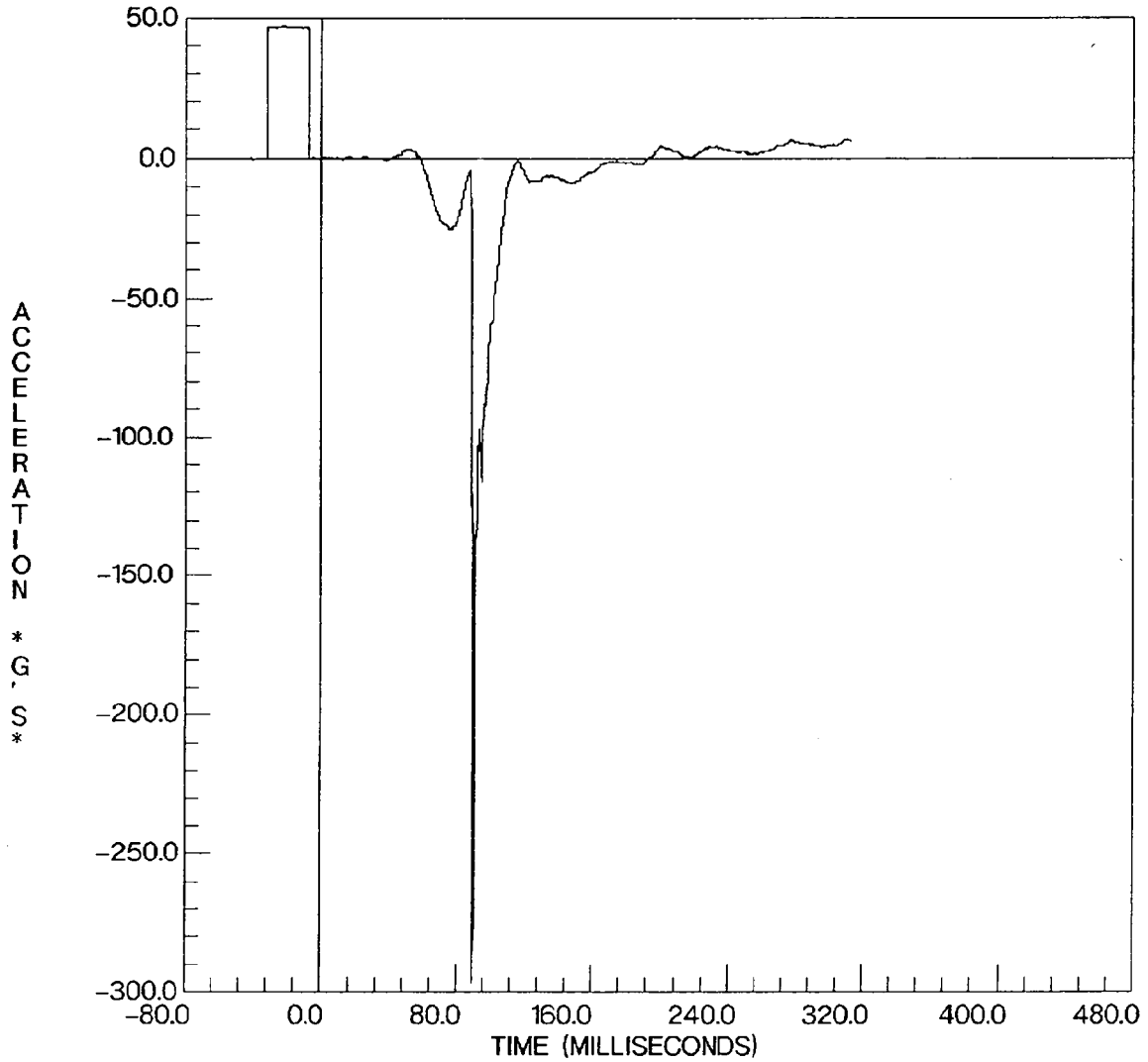
XG AXIS

YMIN = -296.9100 at 90.00000 msec

YMAX = 47.26200 at -23.25000 msec

FILTER CUTOFF: 1600Hz

GOOD



V0693AA00.008

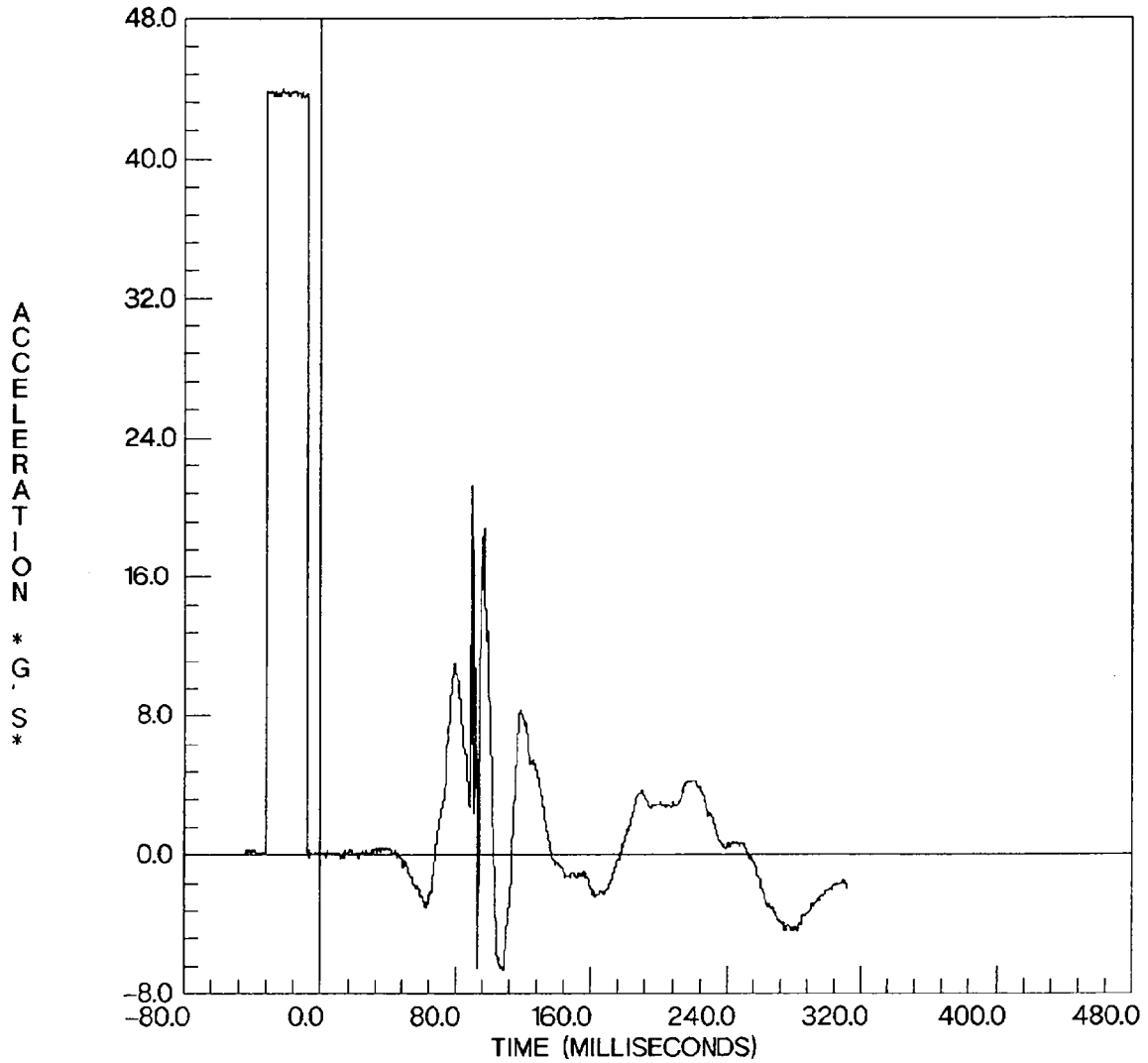
MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1
OCCUPANT LOC 2 P572DM
HEAD CG

YG AXIS
YMIN = -6.690100 at 108.0000 msec
YMAX = 44.00600 at -23.12500 msec

FILTER CUTOFF: 1600Hz
GOOD



V0693AA00.009

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

HEAD CG

ZG AXIS

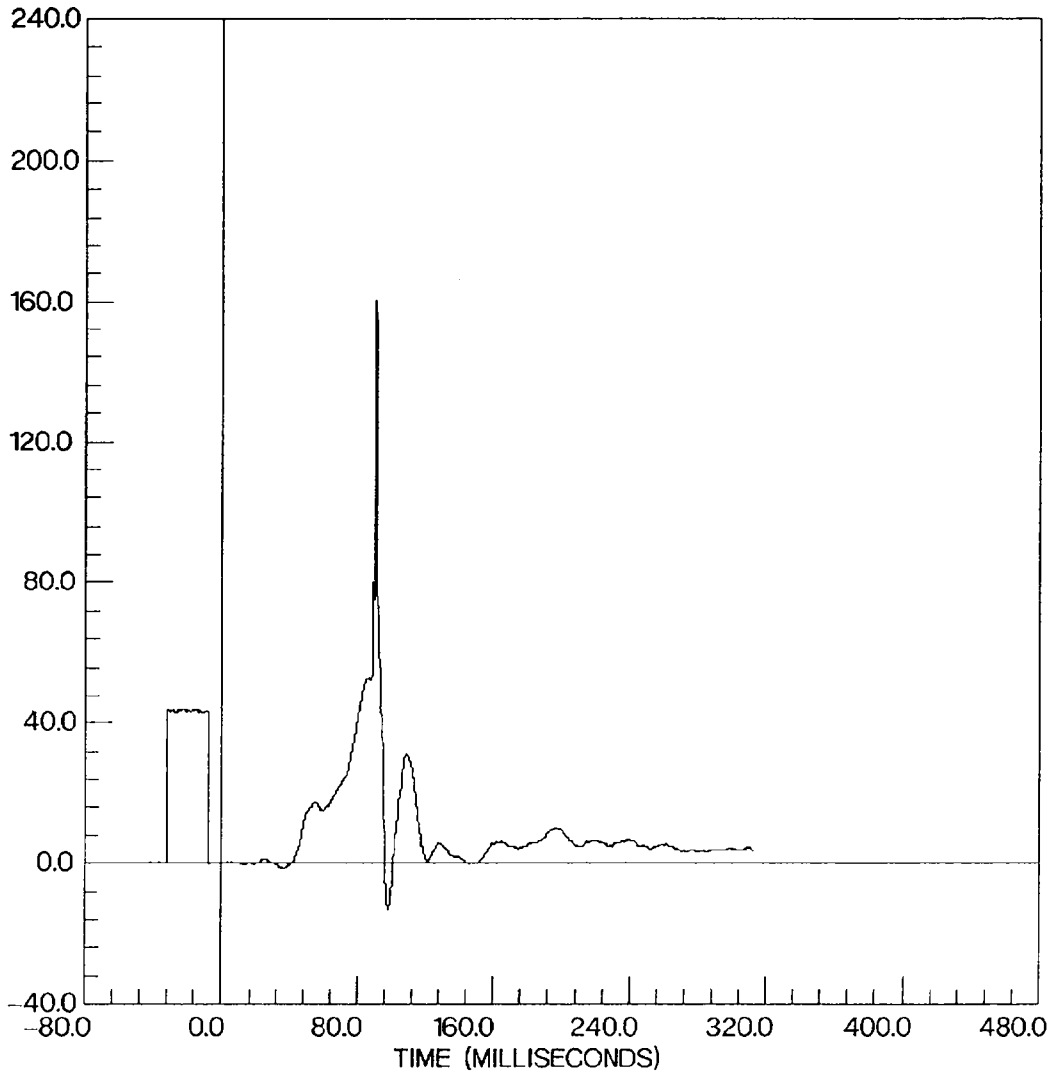
YMIN = -13.45200 at 98.00000 msec

YMAX = 160.4400 at 90.12500 msec

FILTER CUTOFF: 1600Hz

GOOD

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V0693AFE0.010

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

CHEST

FILTERED

FILTER CUTOFF: 300Hz

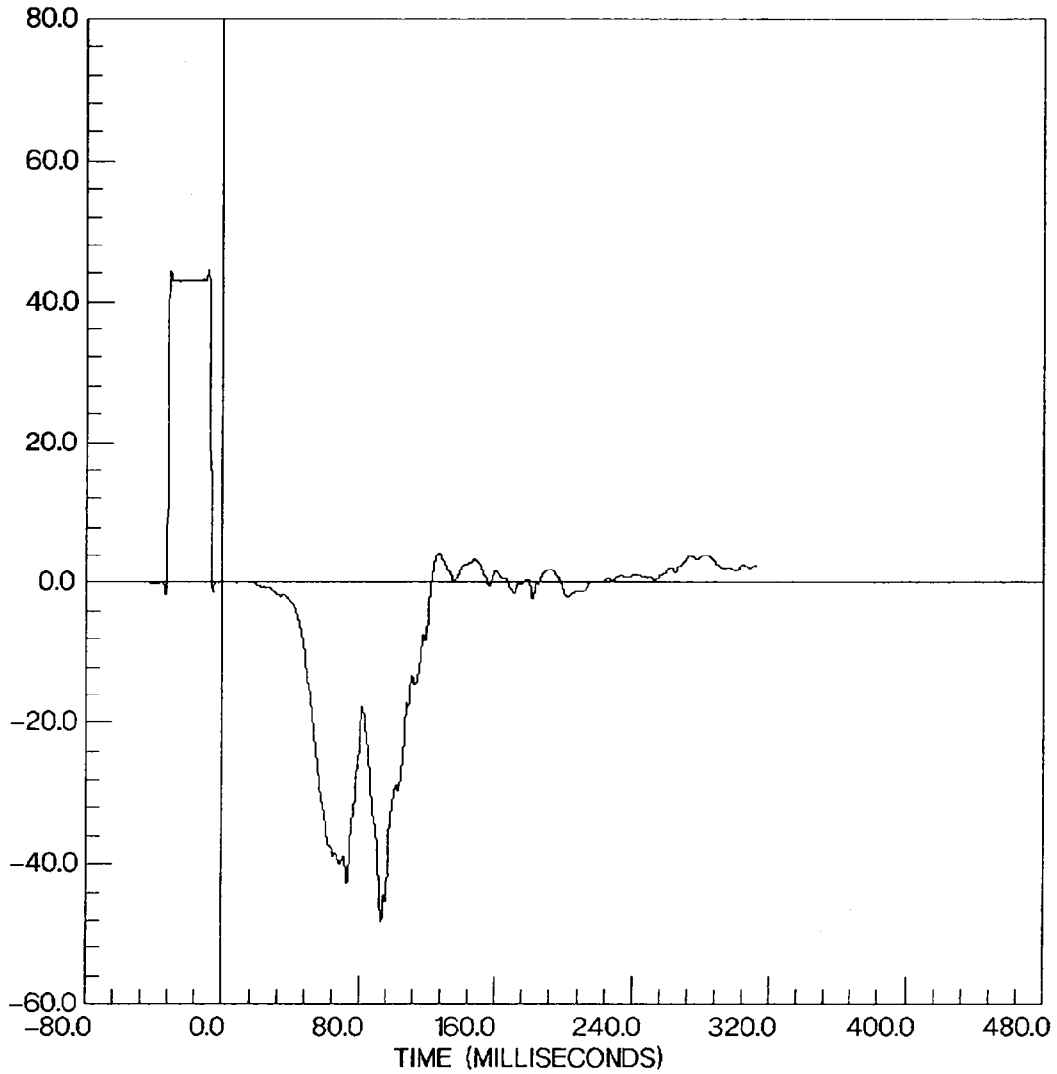
GOOD

XG AXIS

YMIN = -48.32037 at 93.12500 msec

YMAX = 44.49807 at -8.875000 msec

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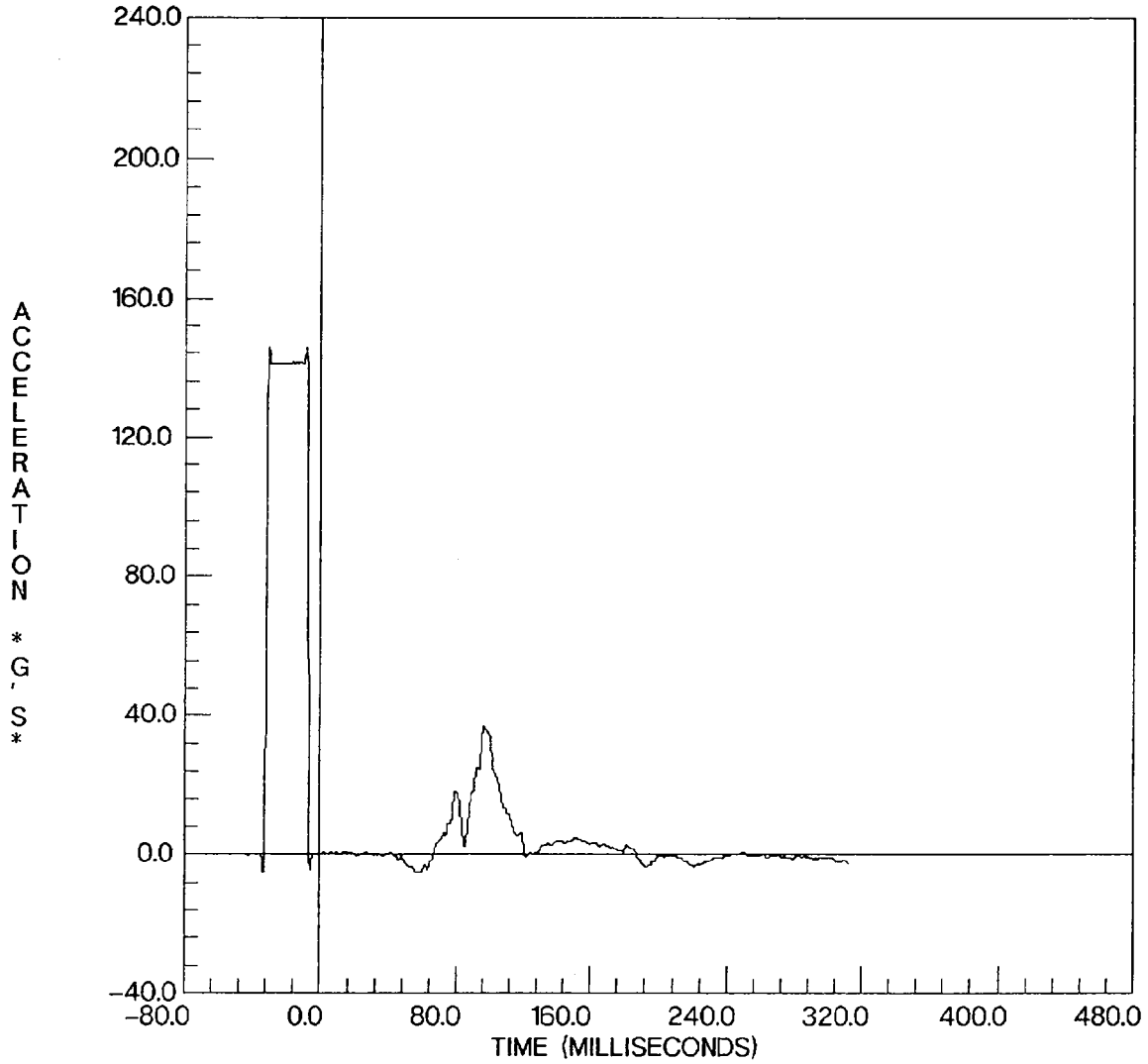


V0693AFE0.011

MOBILITY SYSTEMS N6402413 35.20 mph VTB
84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1
OCCUPANT LOC 2 P572DM
CHEST
FILTERED
FILTER CUTOFF: 300Hz
GOOD

YG AXIS
YMIN = -5.379202 at 58.50000 msec
YMAX = 146.0503 at -31.00000 msec



V0693AFE0.012

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

CHEST

FILTERED

FILTER CUTOFF: 300Hz

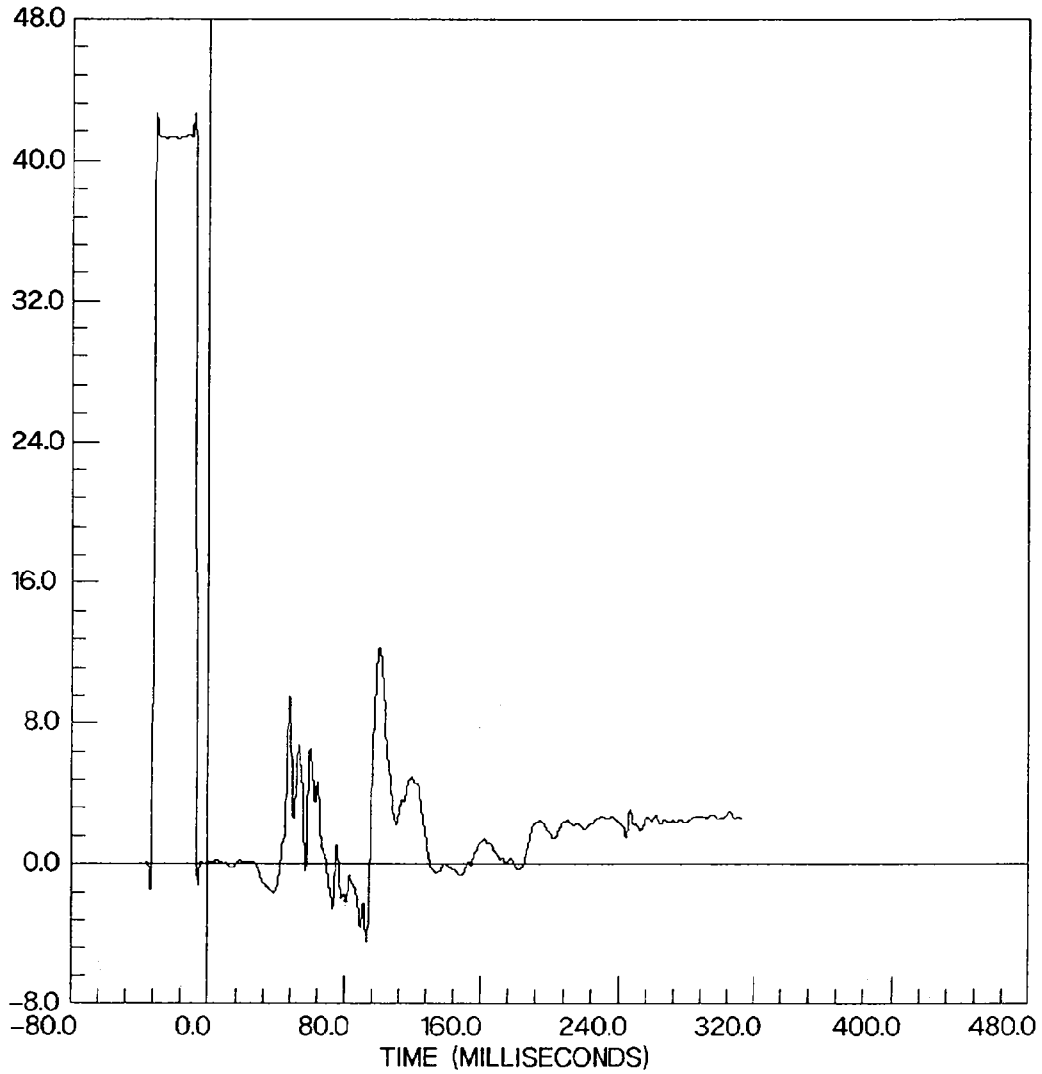
GOOD

ZG AXIS

YMIN = -4.512651 at 92.87500 msec

YMAX = 42.72884 at -8.875000 msec

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V0693FFG0.013

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

FEMUR - LEFT

DISTORTED

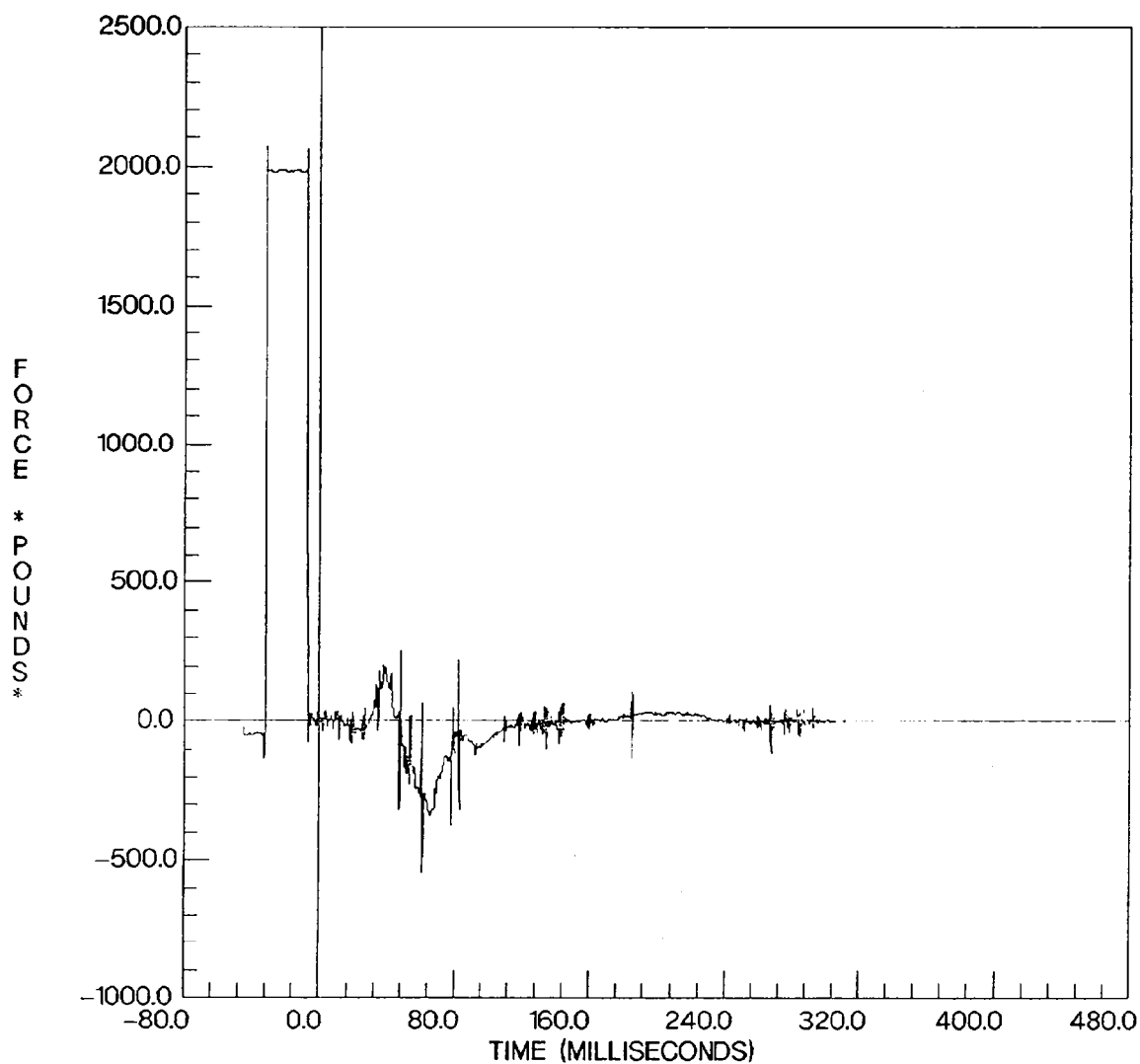
FILTER CUTOFF: 1000Hz

GOOD

OT AXIS

YMIN = -545.5536 at 61.37500 msec

YMAX = 2070.083 at -32.00000 msec



V0693FFG0.014

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

FEMUR - RIGHT

DISTORTED

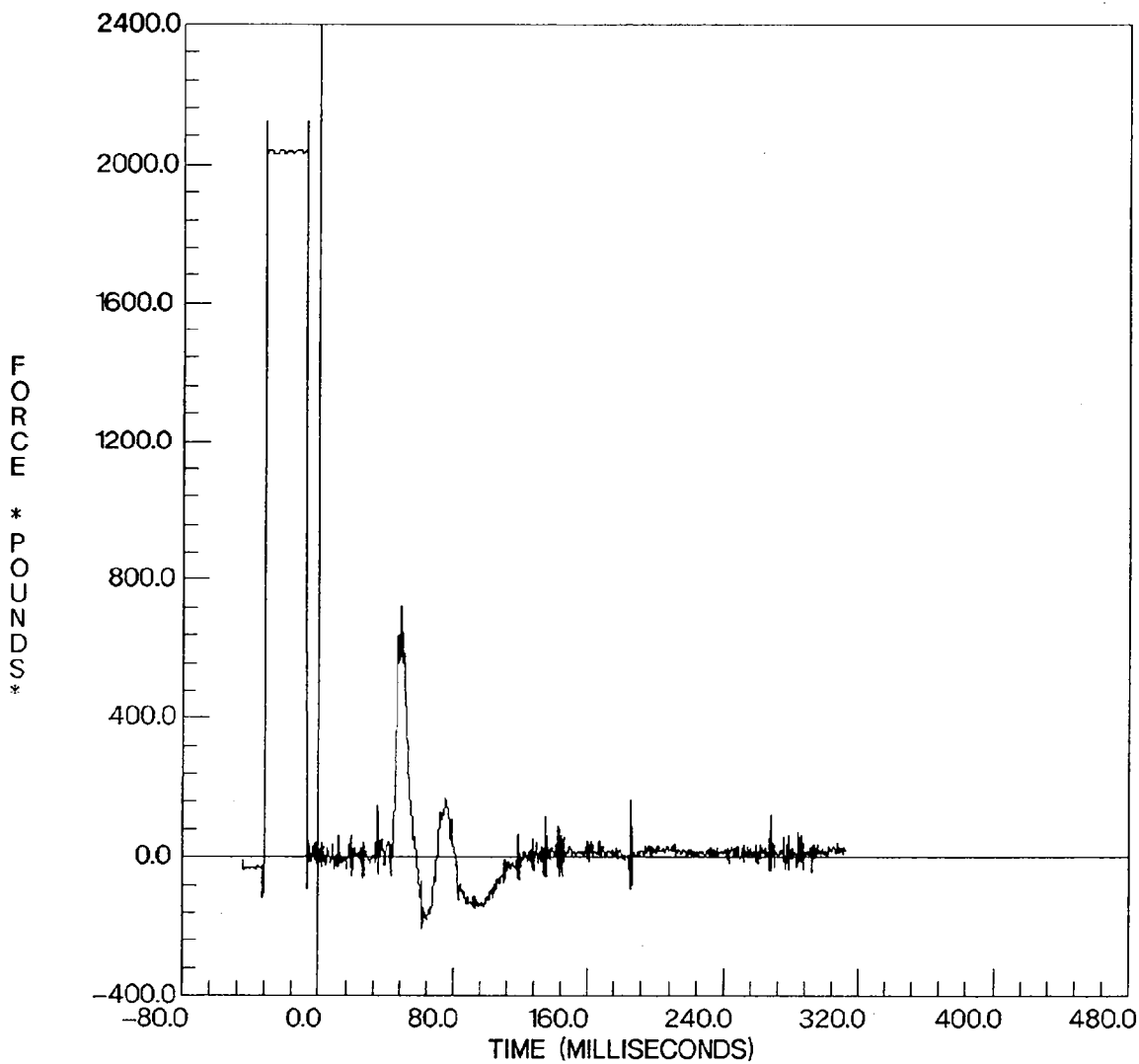
FILTER CUTOFF: 1000Hz

GOOD

OT AXIS

YMIN = -206.5095 at 61.37500 msec

YMAX = 2126.064 at -7.87500 msec



V0693FFG0.015

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

FEMUR - LEFT

DISTORTED

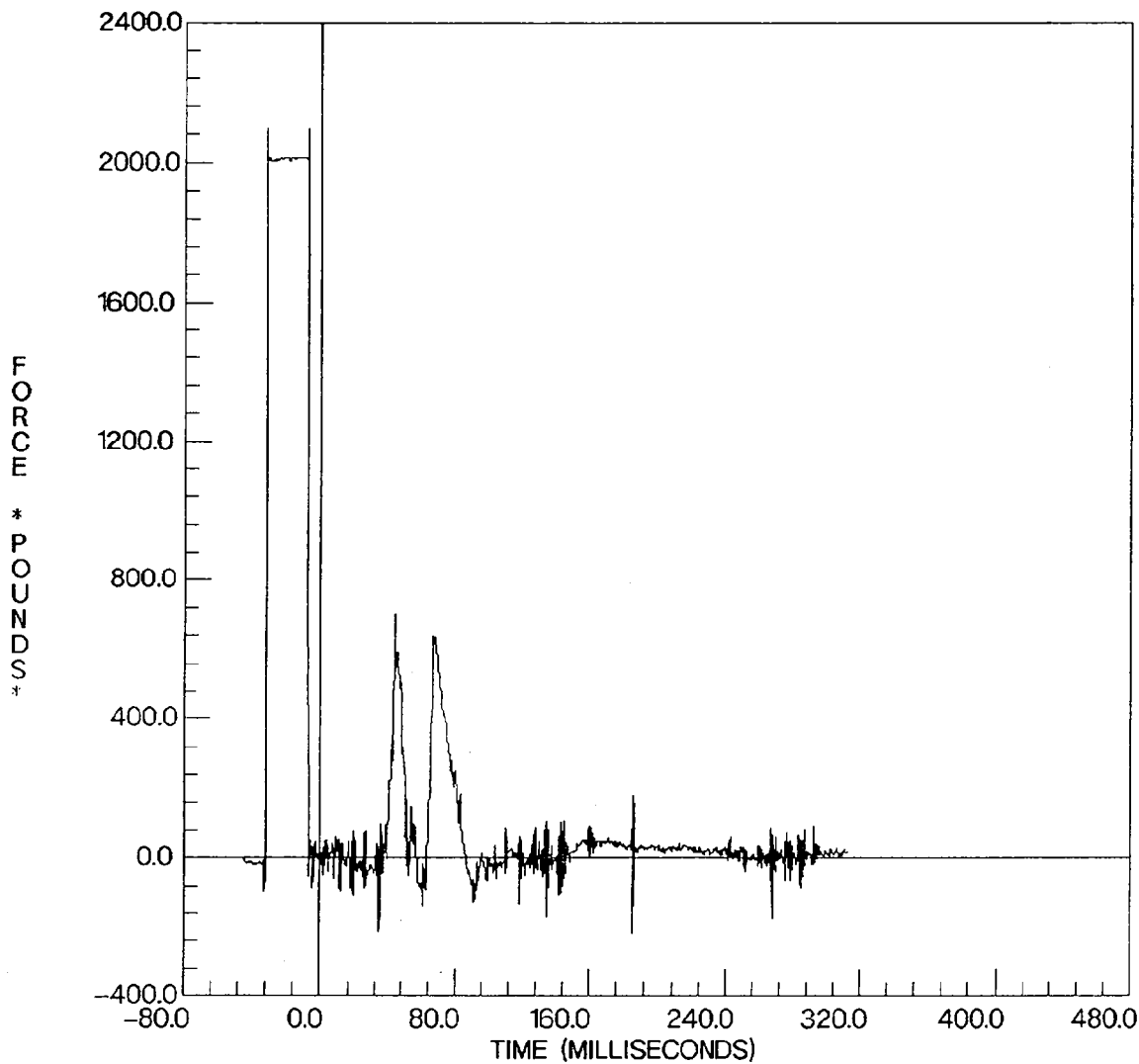
FILTER CUTOFF: 1000Hz

GOOD

OT AXIS

YMIN = -219.5773 at 185.5000 msec

YMAX = 2097.043 at -32.00000 msec



V0693FFG0.016

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

FEMUR - RIGHT

DISTORTED

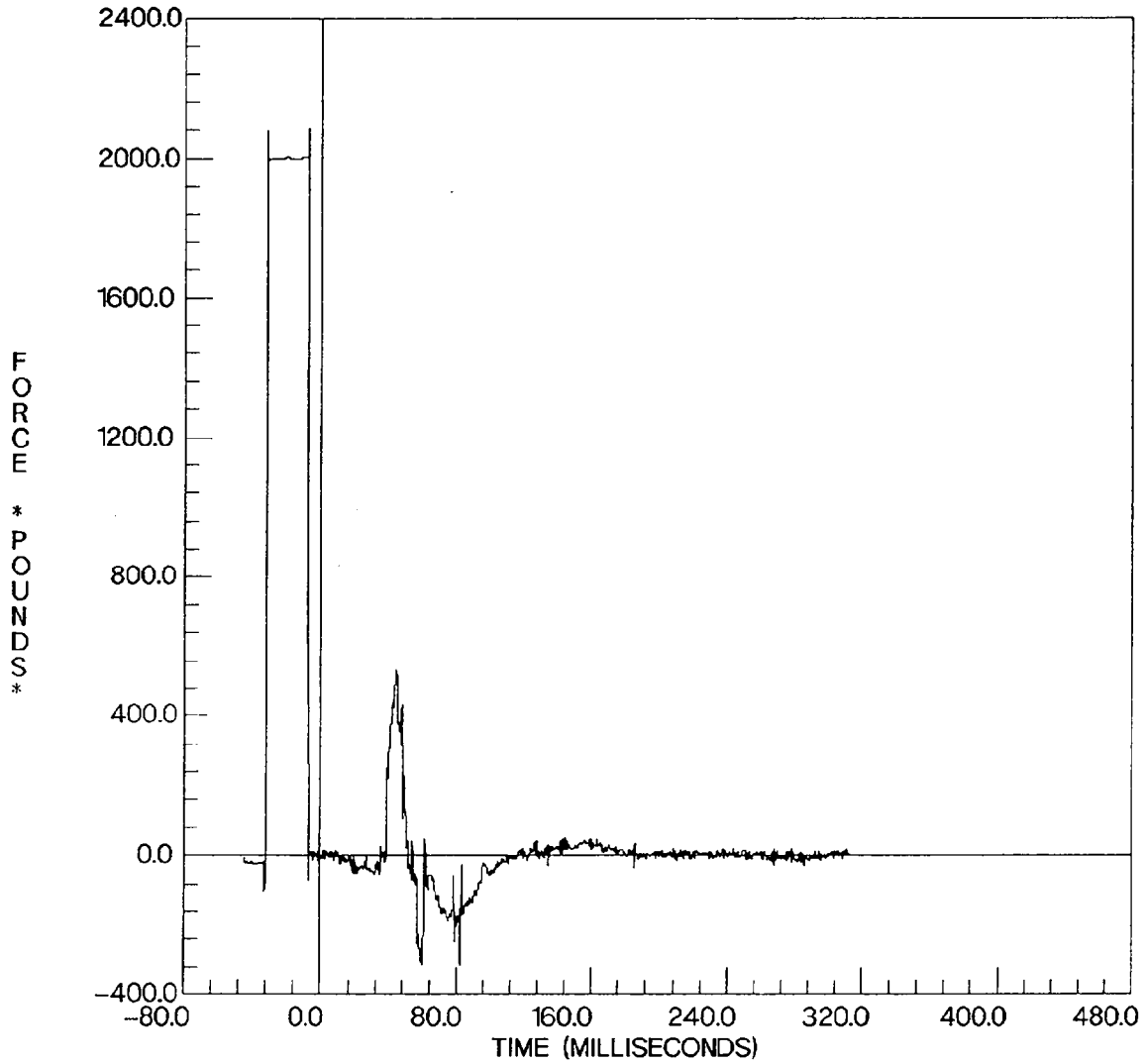
FILTER CUTOFF: 1000Hz

GOOD

OT AXIS

YMIN = -317.4358 at 82.50000 msec

YMAX = 2088.301 at -7.87500 msec



V0693FFD0.017

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

LAP BELT - OUTBOARD

FILTERED

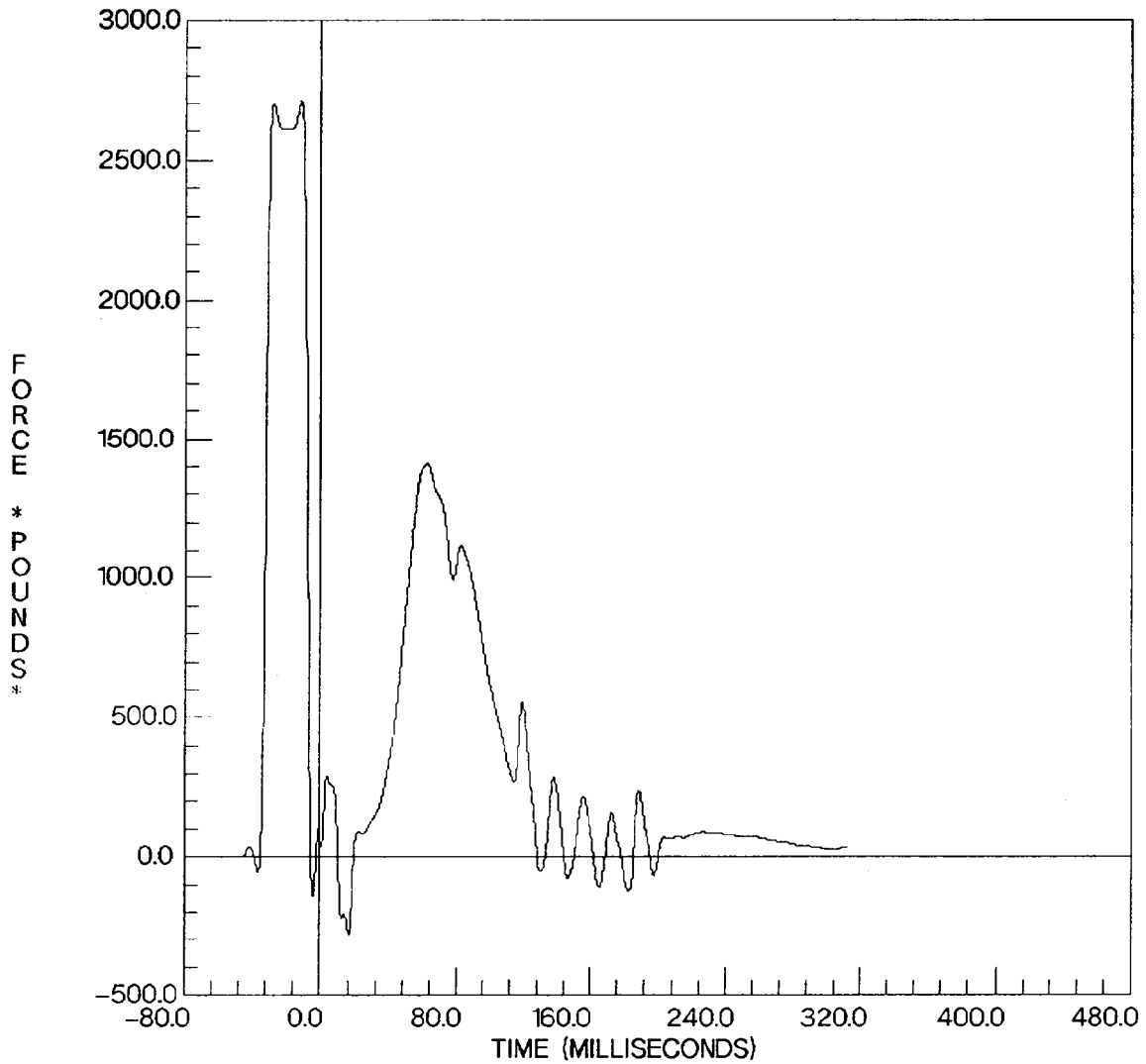
FILTER CUTOFF: 100Hz

NOISY

OT AXIS

YMIN = -285.5198 at 16.75000 msec

YMAX = 2711.270 at -11.75000 msec



V0693FFD0.018

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

SHOULDER BELT

FILTERED

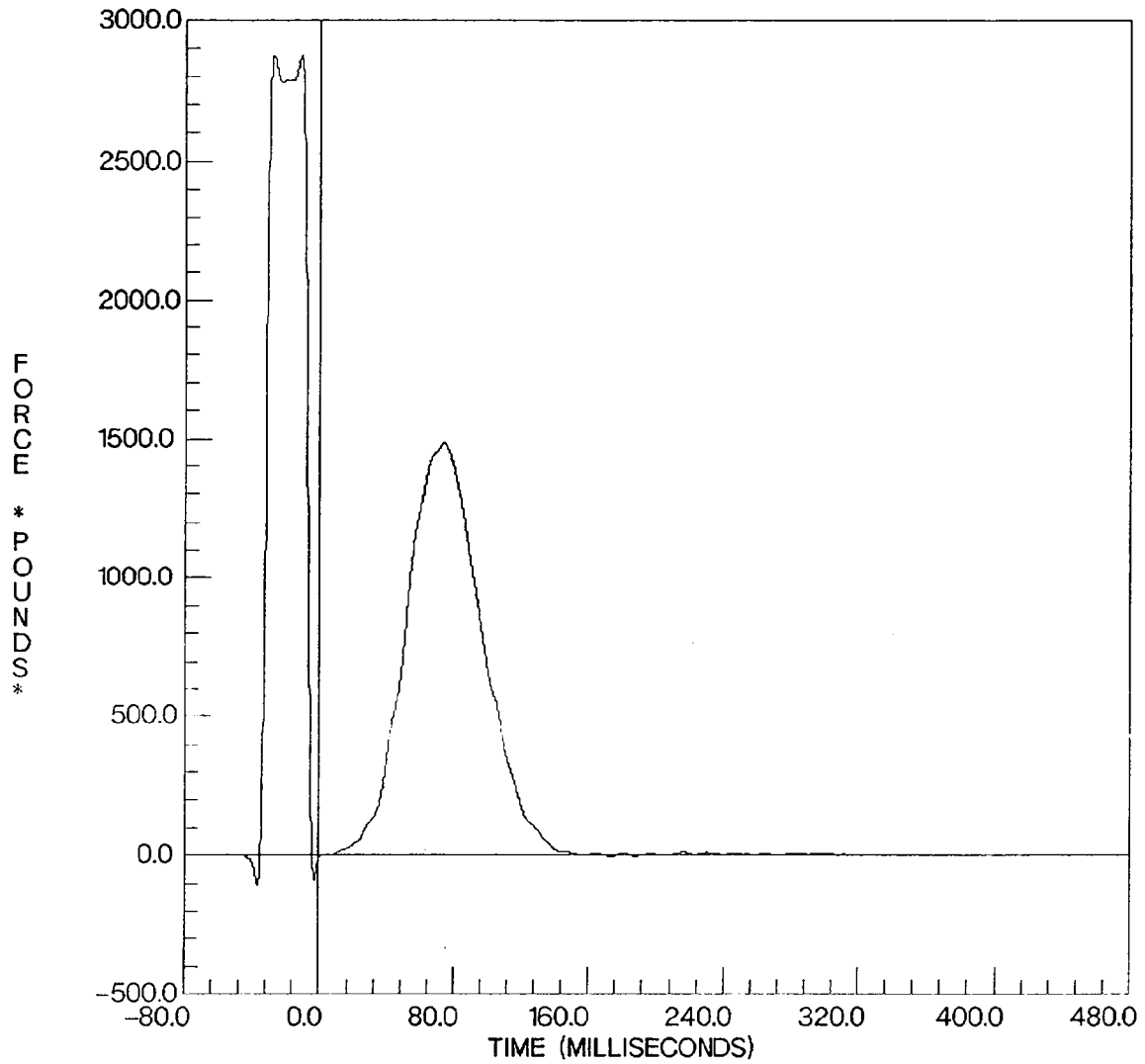
FILTER CUTOFF: 100Hz

GOOD

OT AXIS

YMIN = -108.4854 at -36.75000 msec

YMAX = 2877.943 at -11.75000 msec



V0693FFD0.019

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

LAP BELT - OUTBOARD

FILTERED

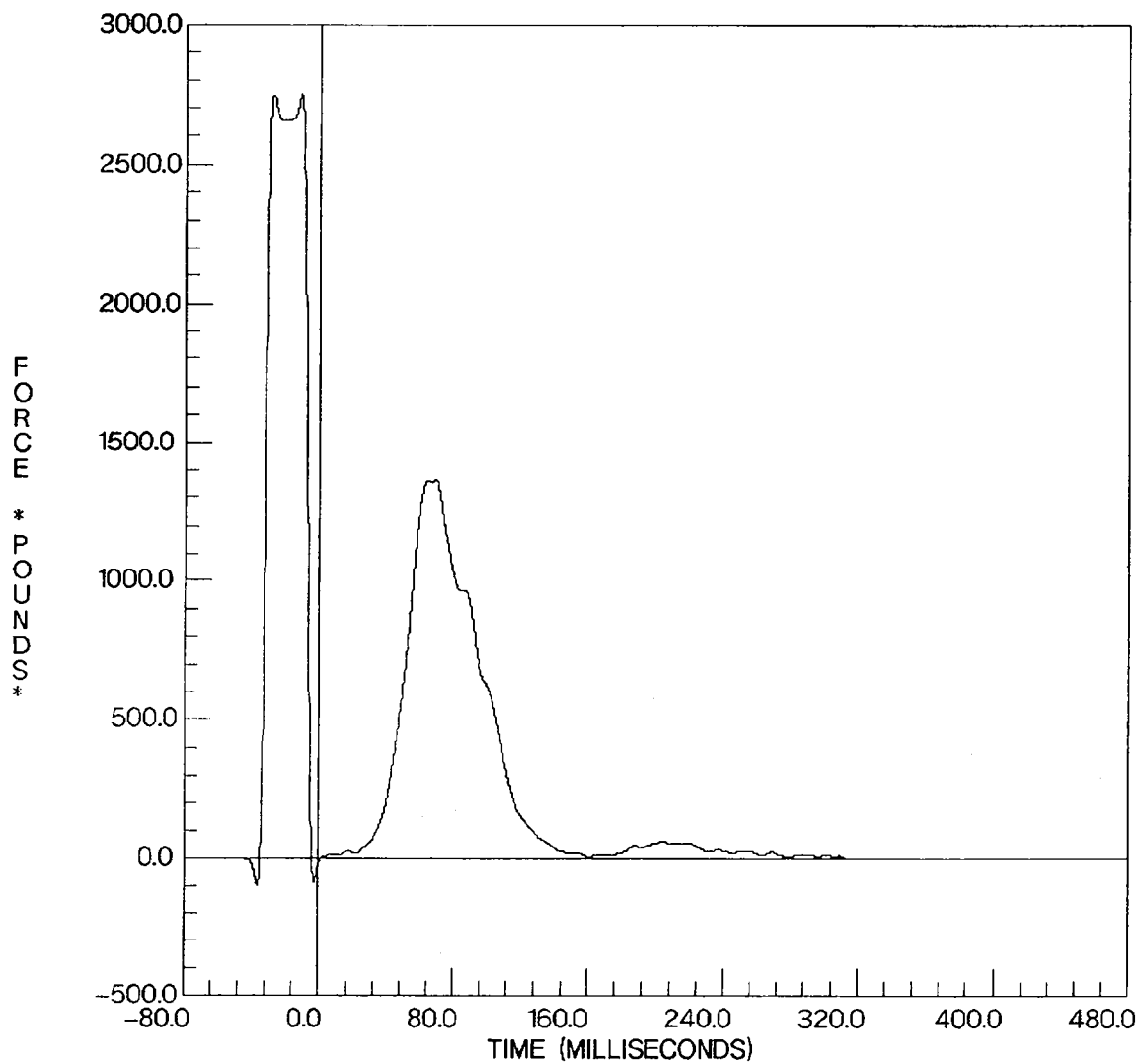
FILTER CUTOFF: 100Hz

GOOD

OT AXIS

YMIN = -100.8510 at -36.62500 msec

YMAX = 2749.862 at -11.75000 msec



V0693FFD0.020

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

SHOULDER BELT

FILTERED

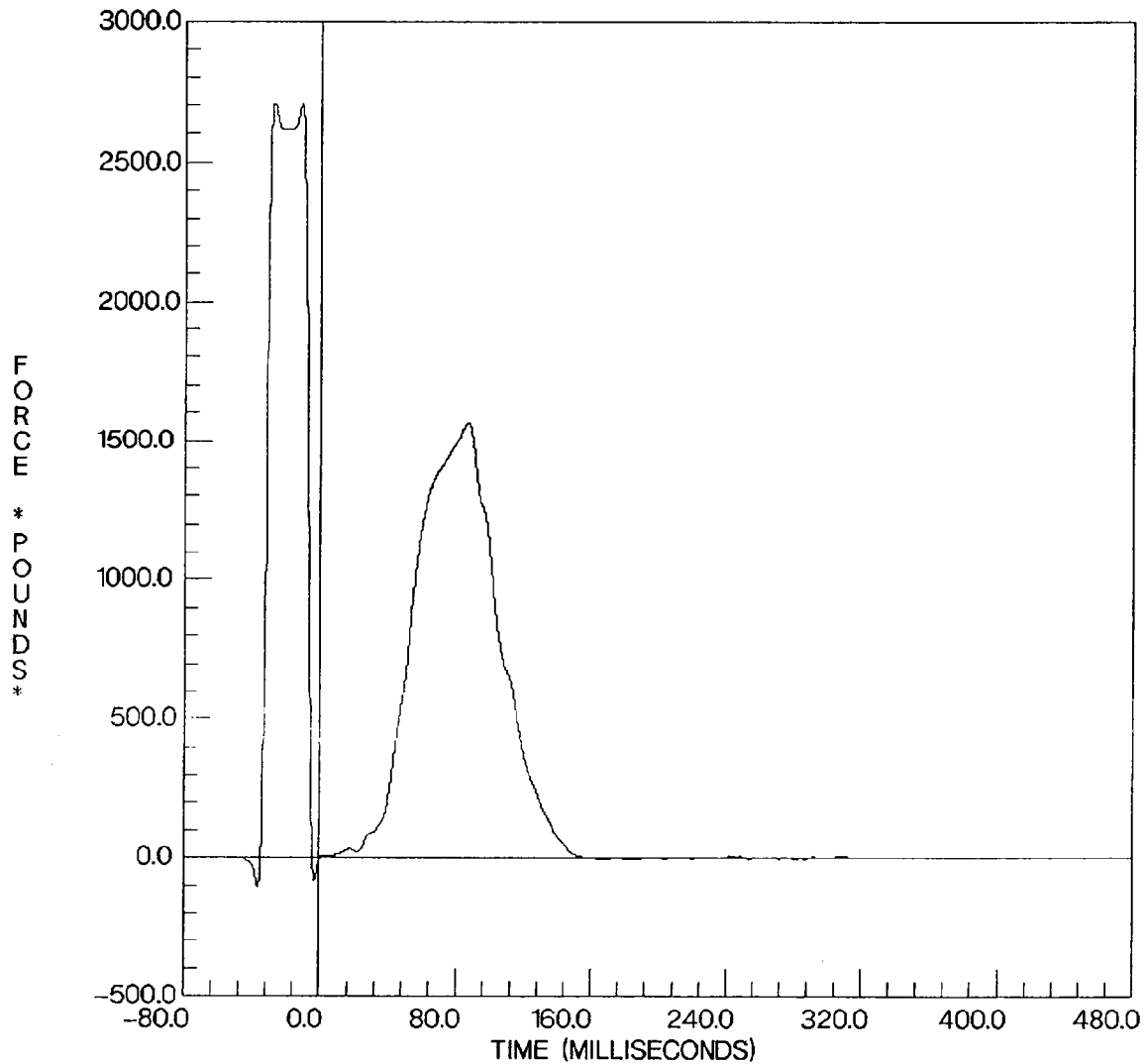
FILTER CUTOFF: 100Hz

GOOD

OT AXIS

YMIN = -107.8693 at -36.62500 msec

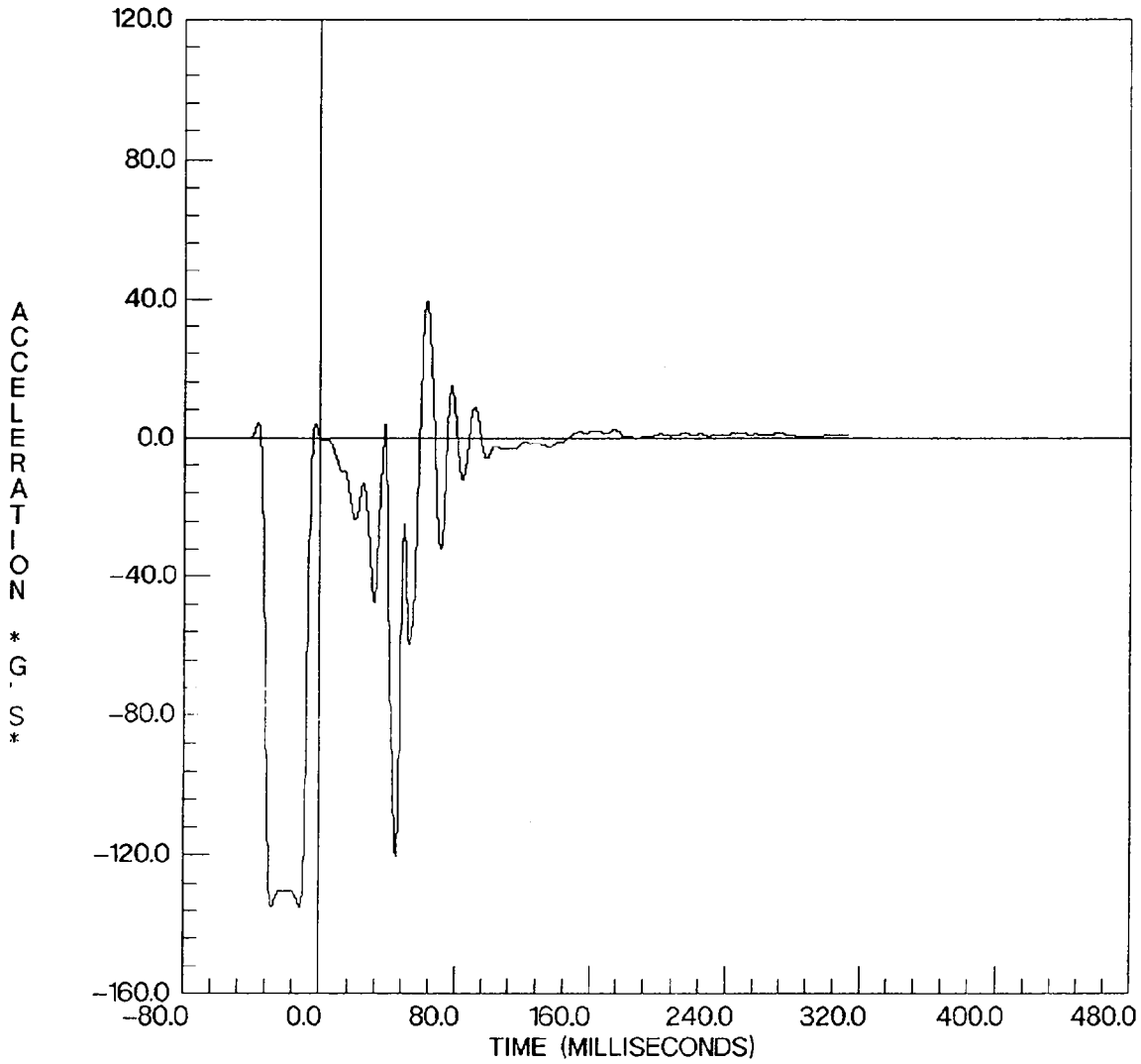
YMAX = 2709.101 at -28.25000 msec



V0693AFD0.021

MOBILITY SYSTEMS N6402413 35.20 mph VTB
84 NISSAN STANZA FOUR DOOR SEDAN
VEH 1

BRAKE CALIPER - LEFT XG AXIS
FILTERED YMIN = -134.9031 at -11.75000 msec
FILTER CUTOFF: 100Hz YMAX = 39.56915 at 62.62500 msec
GOOD

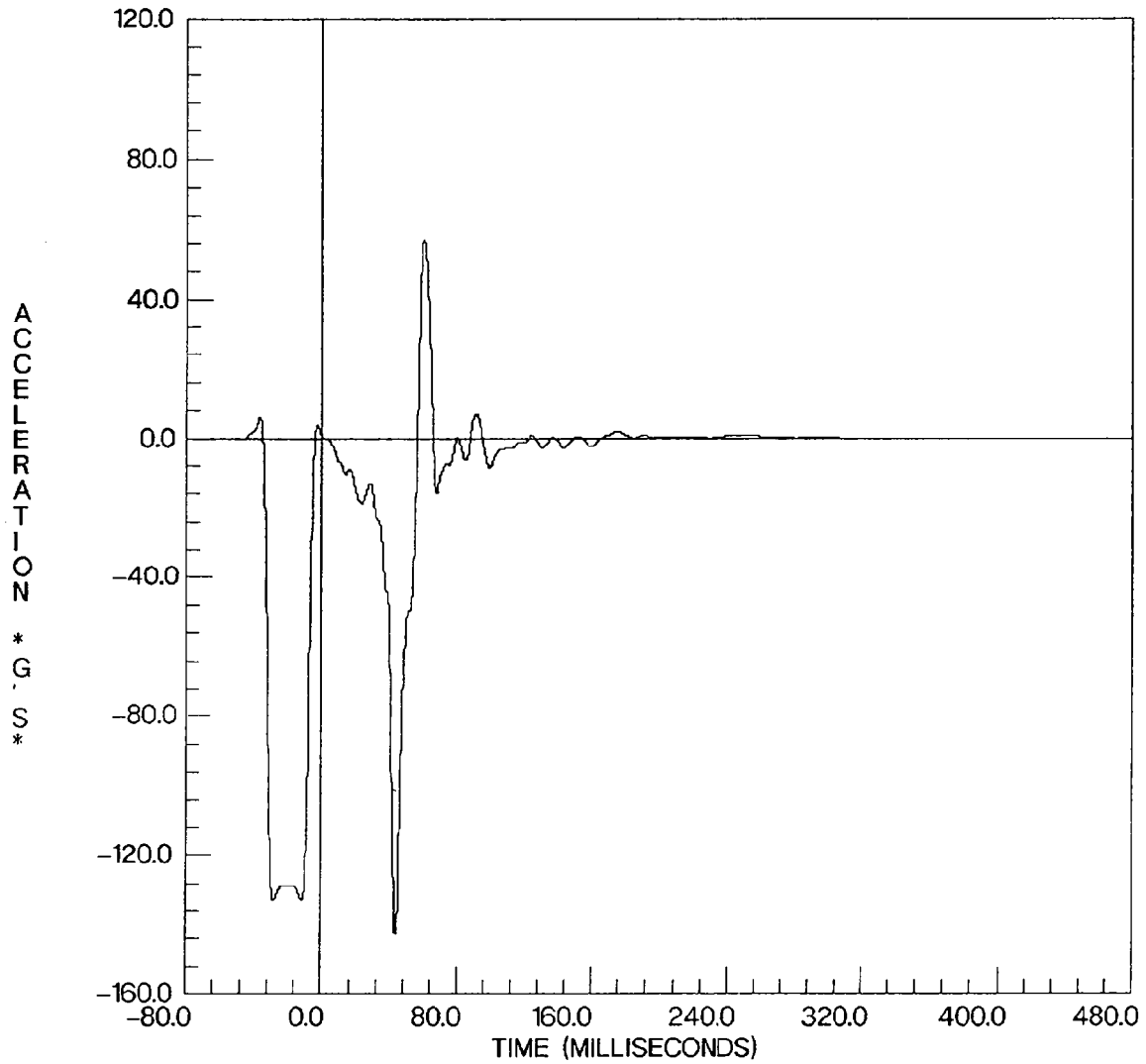


V0693AFD0.022

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN
VEH 1

BRAKE CALIPER - RIGHT XG AXIS
FILTERED YMIN = -142.9741 at 43.75000 msec
FILTER CUTOFF: 100Hz YMAX = 57.16044 at 60.00000 msec
GOOD



V0693AFD0.023

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

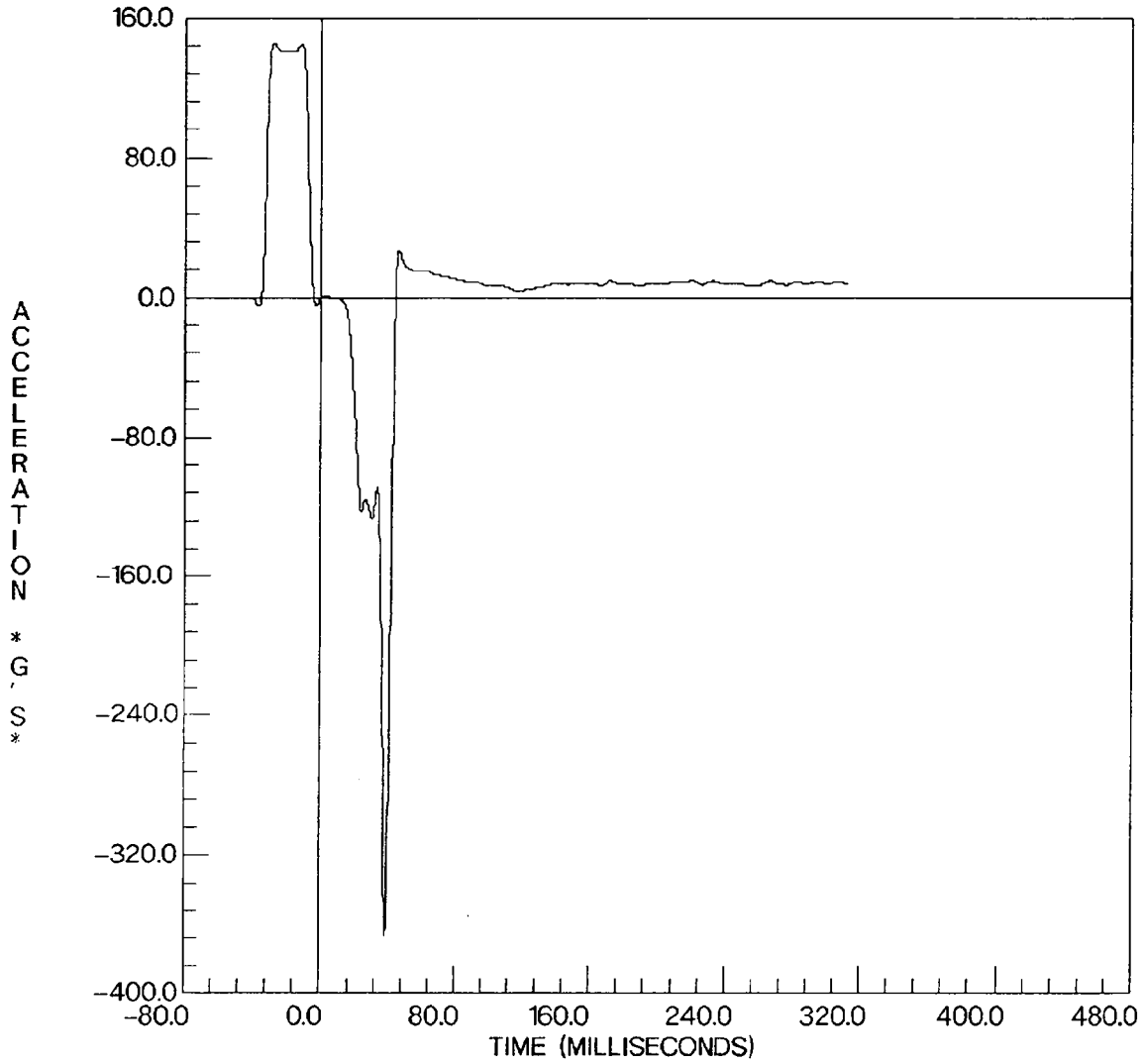
84 NISSAN
VEH 1

STANZA

FOUR DOOR SEDAN

ENGINE
FILTERED
FILTER CUTOFF: 100Hz
LEAD FAILED AT 38 ms

XG AXIS
YMIN = -366.2162 at 39.00000 msec
YMAX = 145.6745 at -11.75000 msec

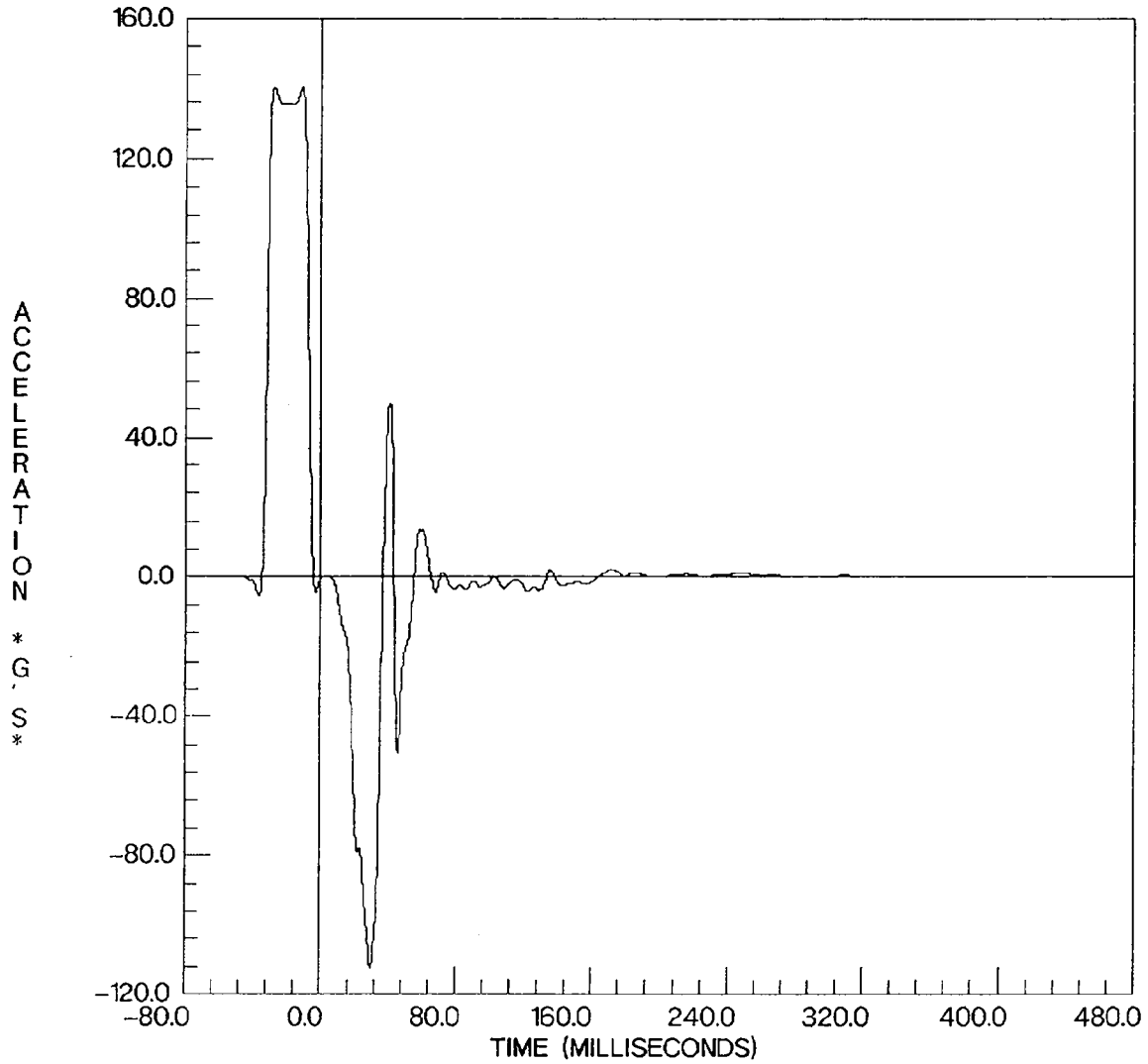


V0693AFD0.024

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN
VEH 1

ENGINE XG AXIS
FILTERED YMIN = -112.8764 at 30.25000 msec
FILTER CUTOFF: 100Hz YMAX = 140.2181 at -11.62500 msec
GOOD



V0693AFD0.025

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN
VEH 1

STANZA

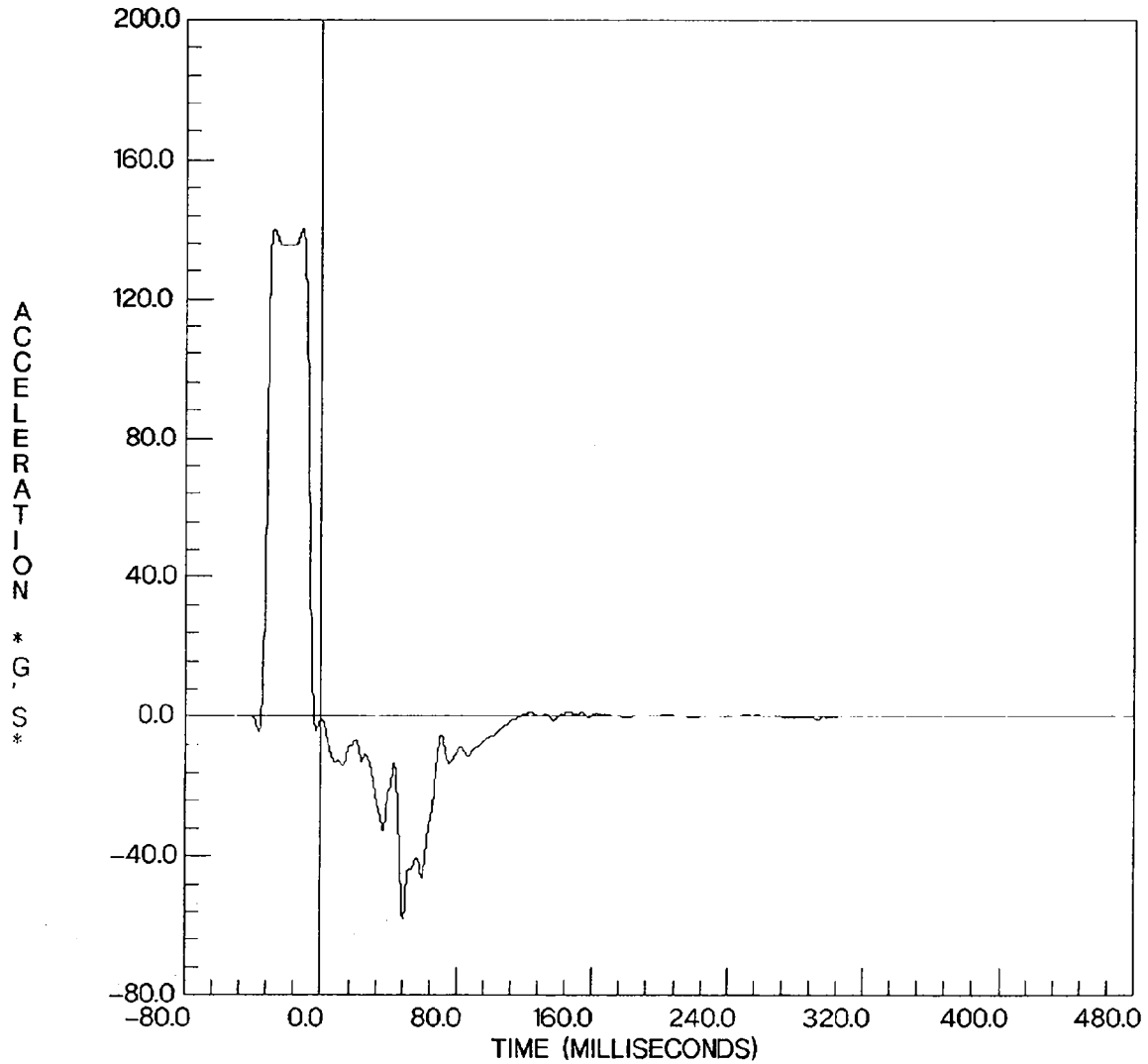
FOUR DOOR SEDAN

FLOORPAN - RIGHT FRONT
FILTERED
FILTER CUTOFF: 100Hz
GOOD

XG AXIS

YMIN = -58.19134 at 48.25000 msec

YMAX = 140.0889 at -28.12500 msec



V0693AFD0.026

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN
VEH 1

STANZA

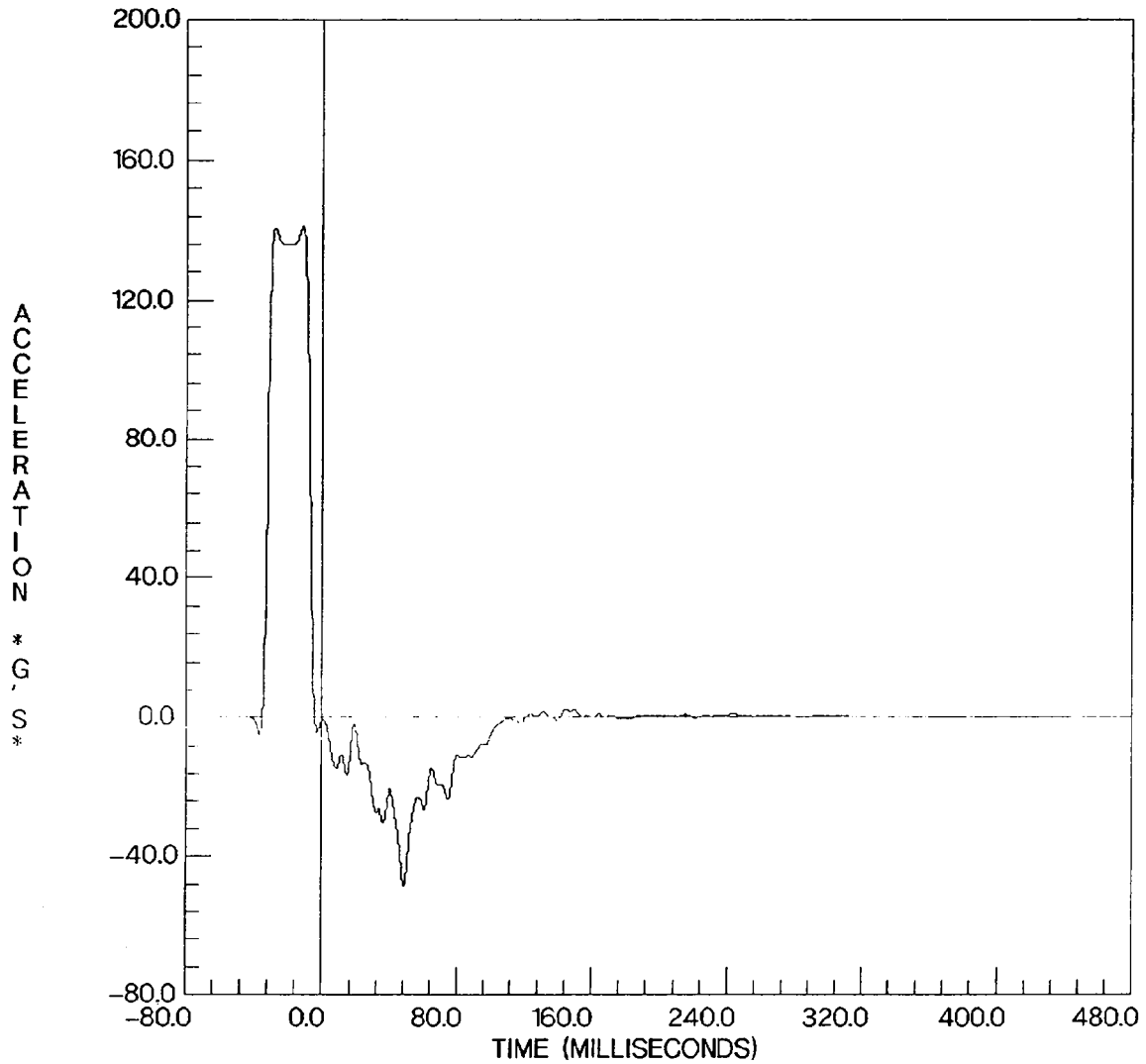
FOUR DOOR SEDAN

FLOORPAN - LEFT REAR
FILTERED
FILTER CUTOFF: 100Hz
GOOD

XG AXIS

YMIN = -48.52266 at 48.62500 msec

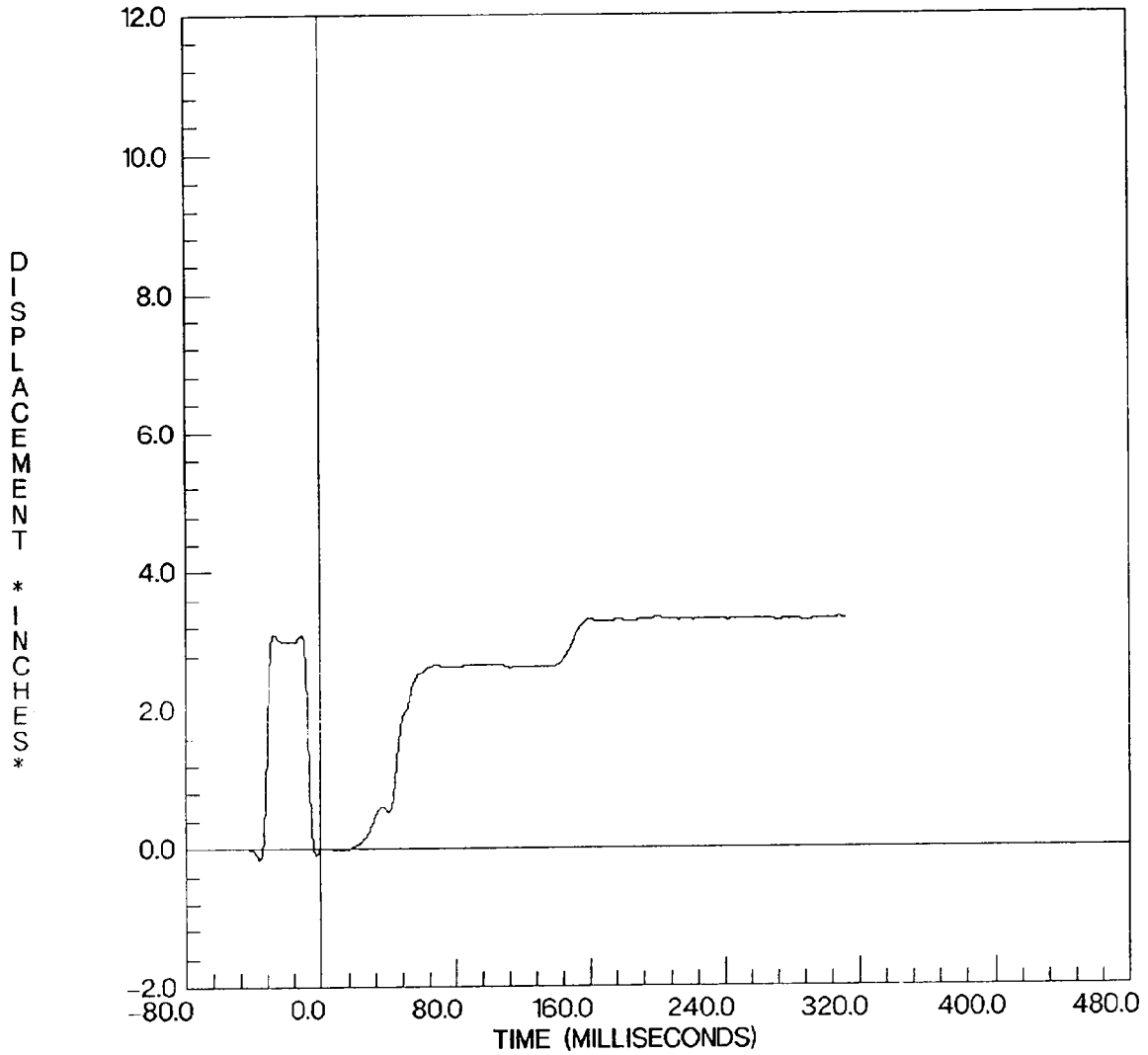
YMAX = 140.9534 at -11.75000 msec



V0693DFD0.027

MOBILITY SYSTEMS N6402413 35.20 mph VTB
84 NISSAN STANZA FOUR DOOR SEDAN
VEH 1
OCCUPANT LOC 1 P572DM
SHOULDER BELT
FILTERED
FILTER CUTOFF: 100Hz
GOOD

OT AXIS
YMIN = -0.145594 at -36.75000 msec
YMAX = 3.328357 at 200.1250 msec

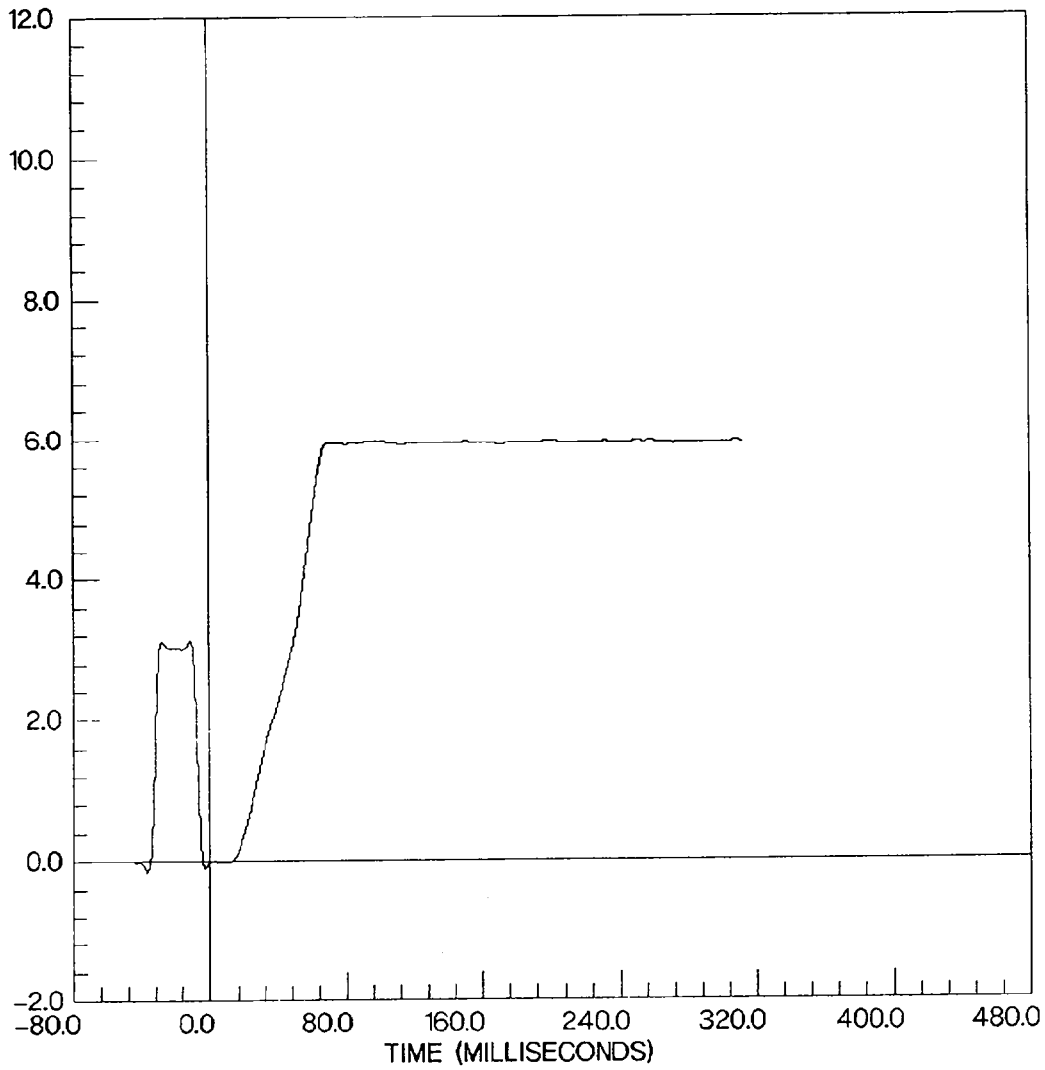


V0693DFD0.028

MOBILITY SYSTEMS N6402413 35.20 mph VTB
84 NISSAN STANZA FOUR DOOR SEDAN
VEH 1
OCCUPANT LOC 2 P572DM
SHOULDER BELT
FILTERED
FILTER CUTOFF: 100Hz
GOOD

OT AXIS
YMIN = -0.143875 at -36.75000 msec
YMAX = 5.965382 at 200.2500 msec

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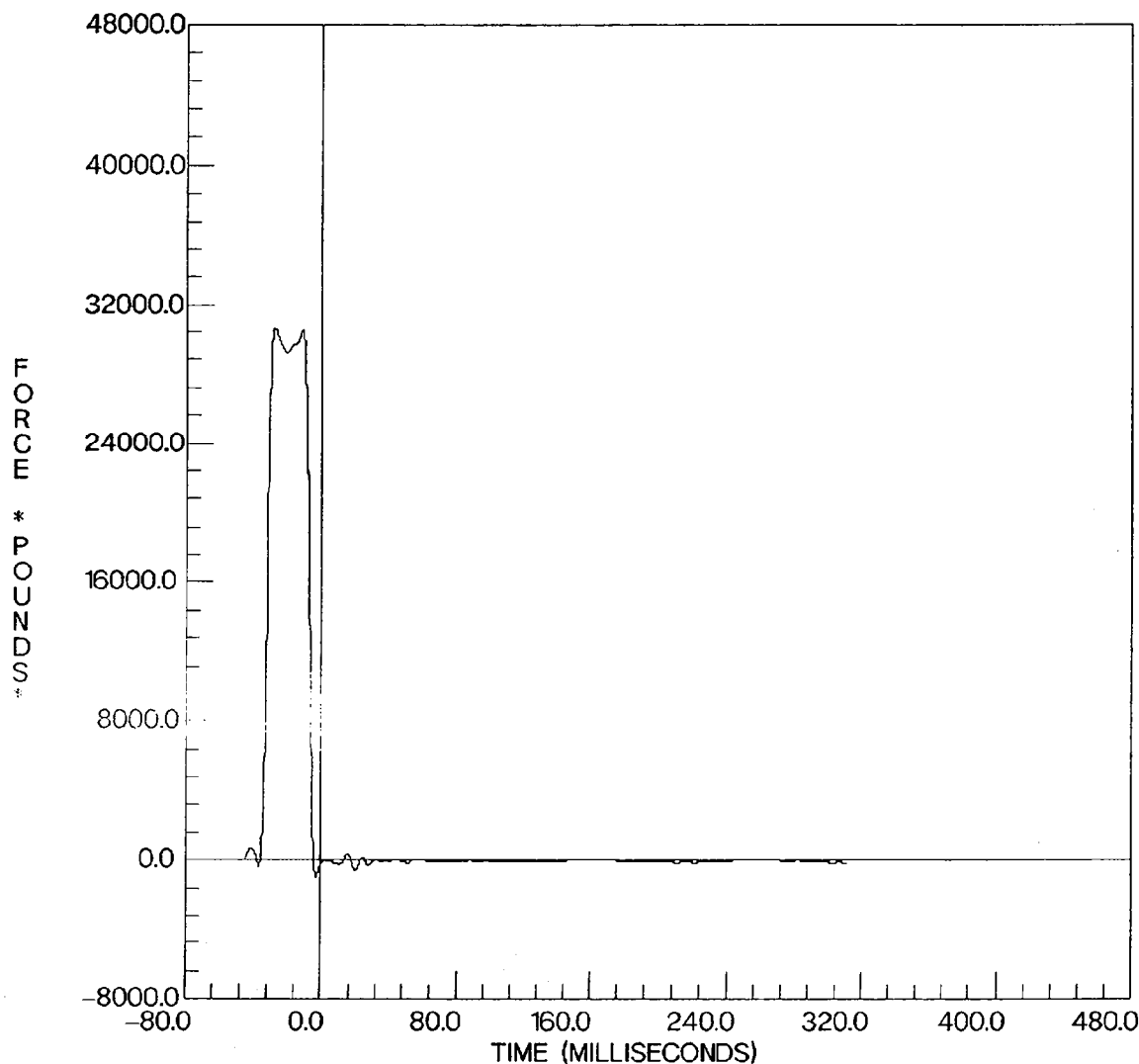


V0693FFD0.029

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A1 OT AXIS
FILTERED YMIN = -1065.407 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 30645.81 at -28.25000 msec
GOOD

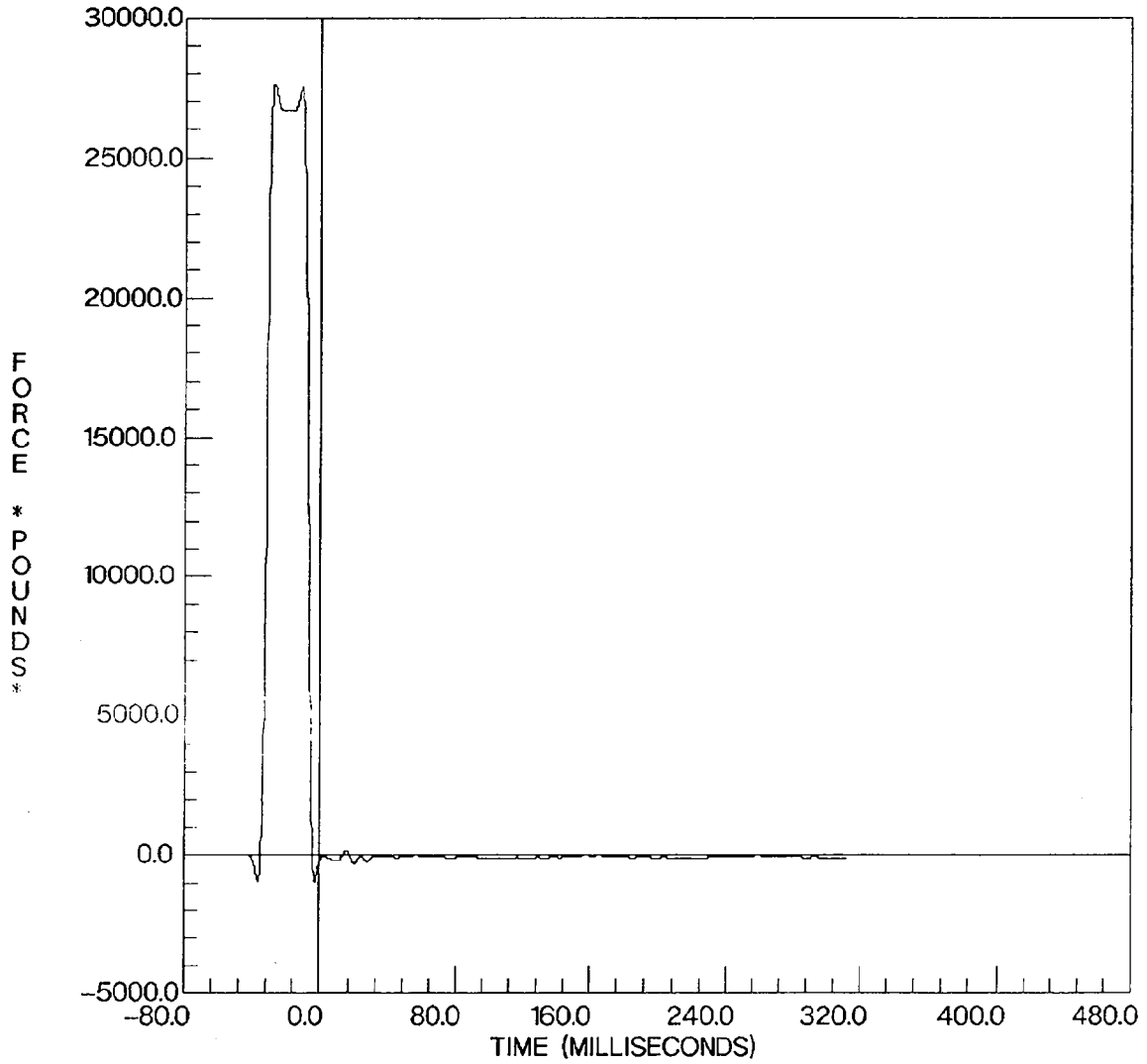


V0693FFD0.030

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A2 OT AXIS
FILTERED YMIN = -9617017 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 27618.46 at -28.25000 msec
GOOD

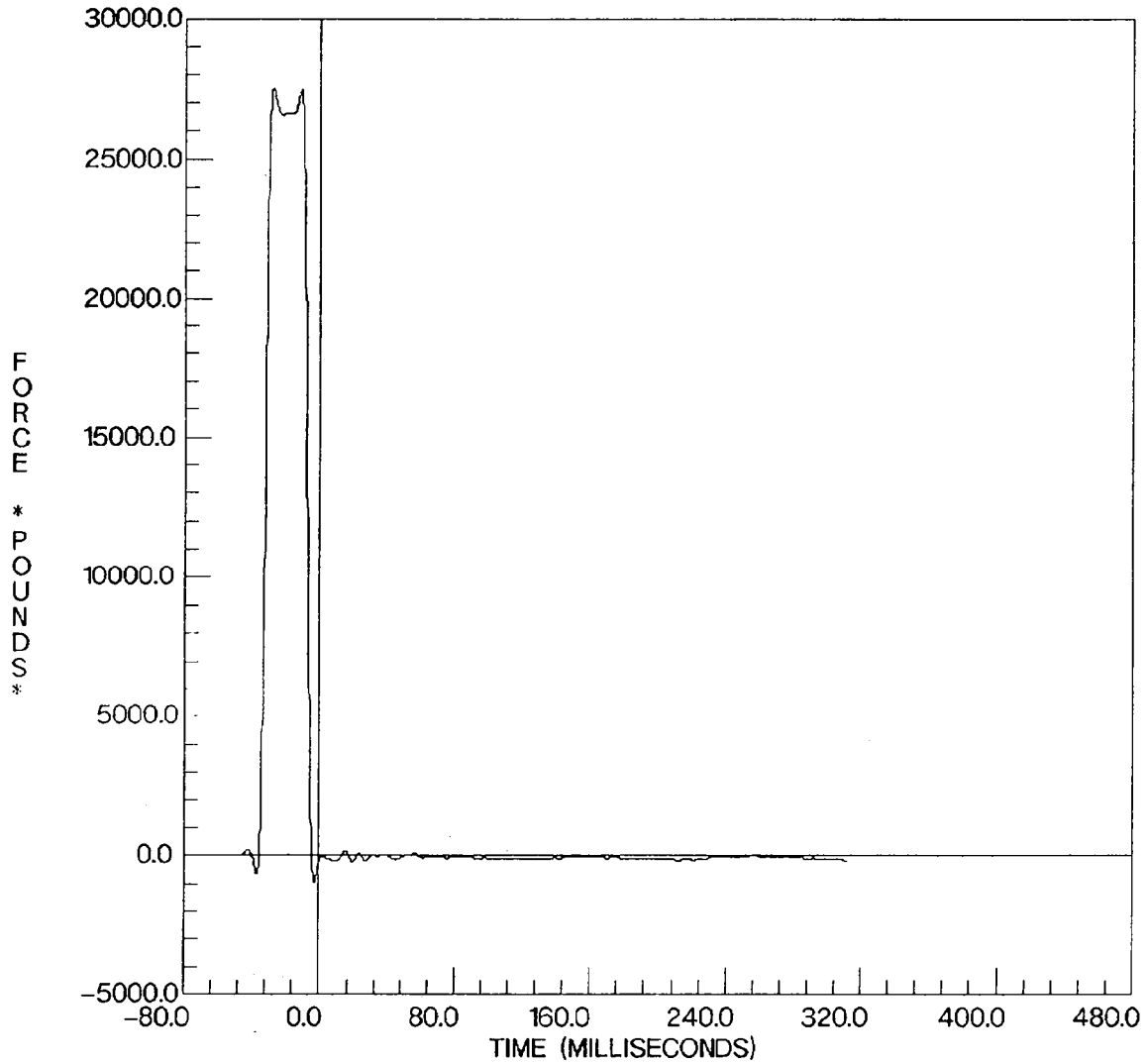


V0693FFD0.031

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A3 OT AXIS
FILTERED YMIN = -963.7180 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 27502.59 at -28.12500 msec
GOOD

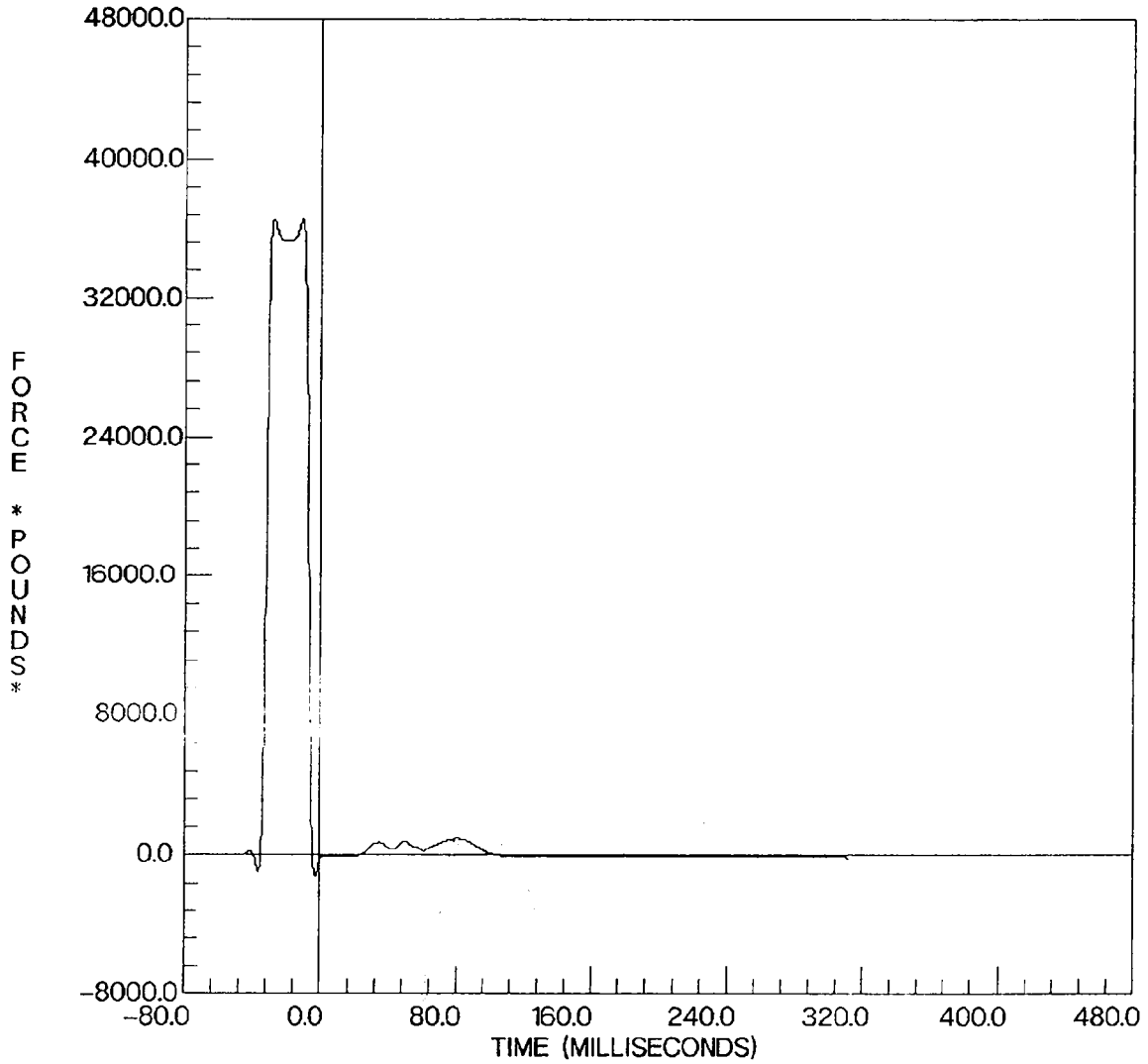


V0693FFD0.032

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A4 OT AXIS
FILTERED YMIN = -1277.835 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36550.03 at -11.62500 msec
GOOD

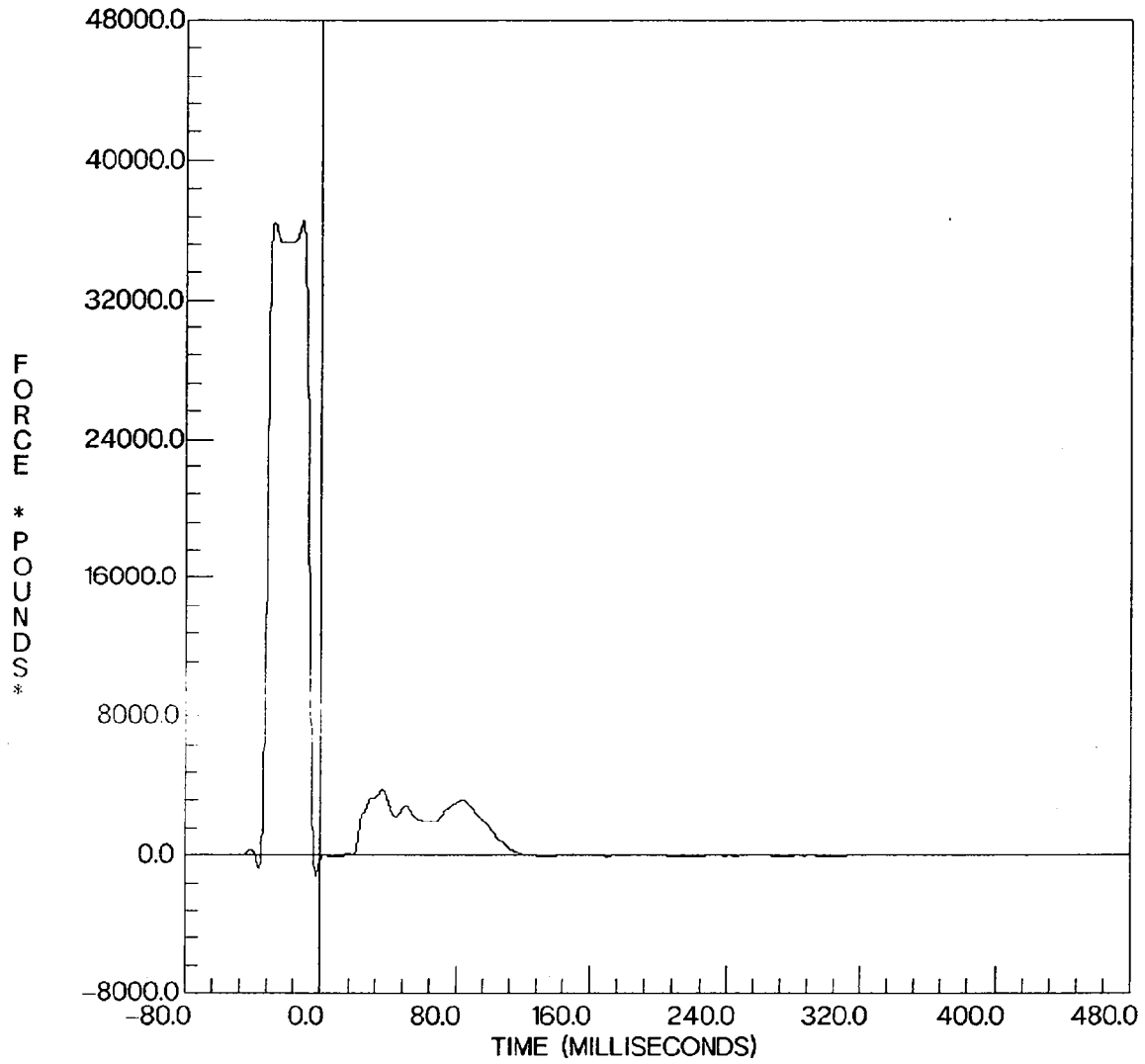


V0693FFD0.033

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A5 OT AXIS
FILTERED YMIN = -1218.586 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 36547.16 at -11.62500 msec
GOOD



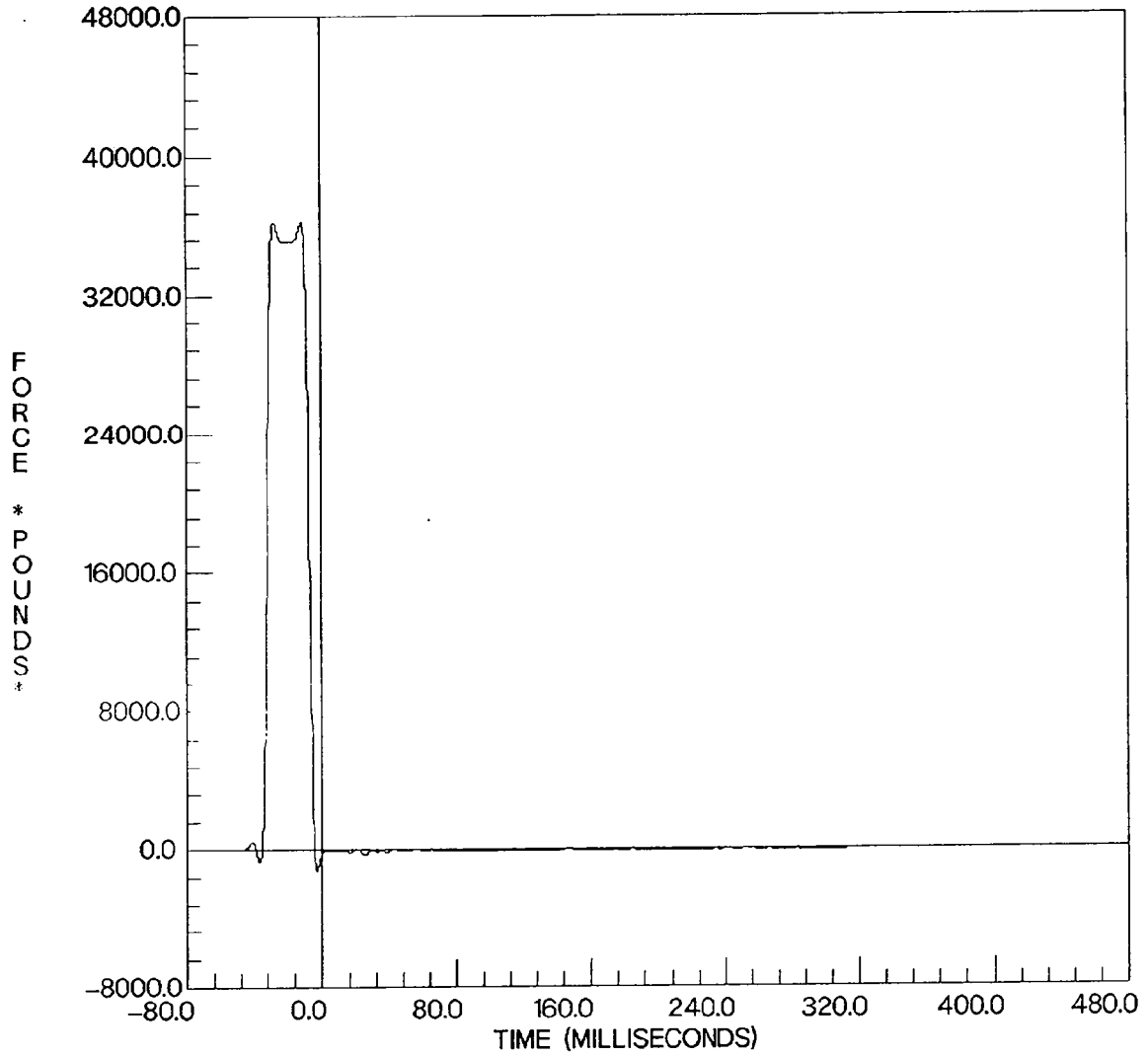
V0693FFD0.034

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A6
FILTERED
FILTER CUTOFF: 100Hz
GOOD

OT AXIS
YMIN = -1279.577 at -3.25000 msec
YMAX = 36276.23 at -11.62500 msec

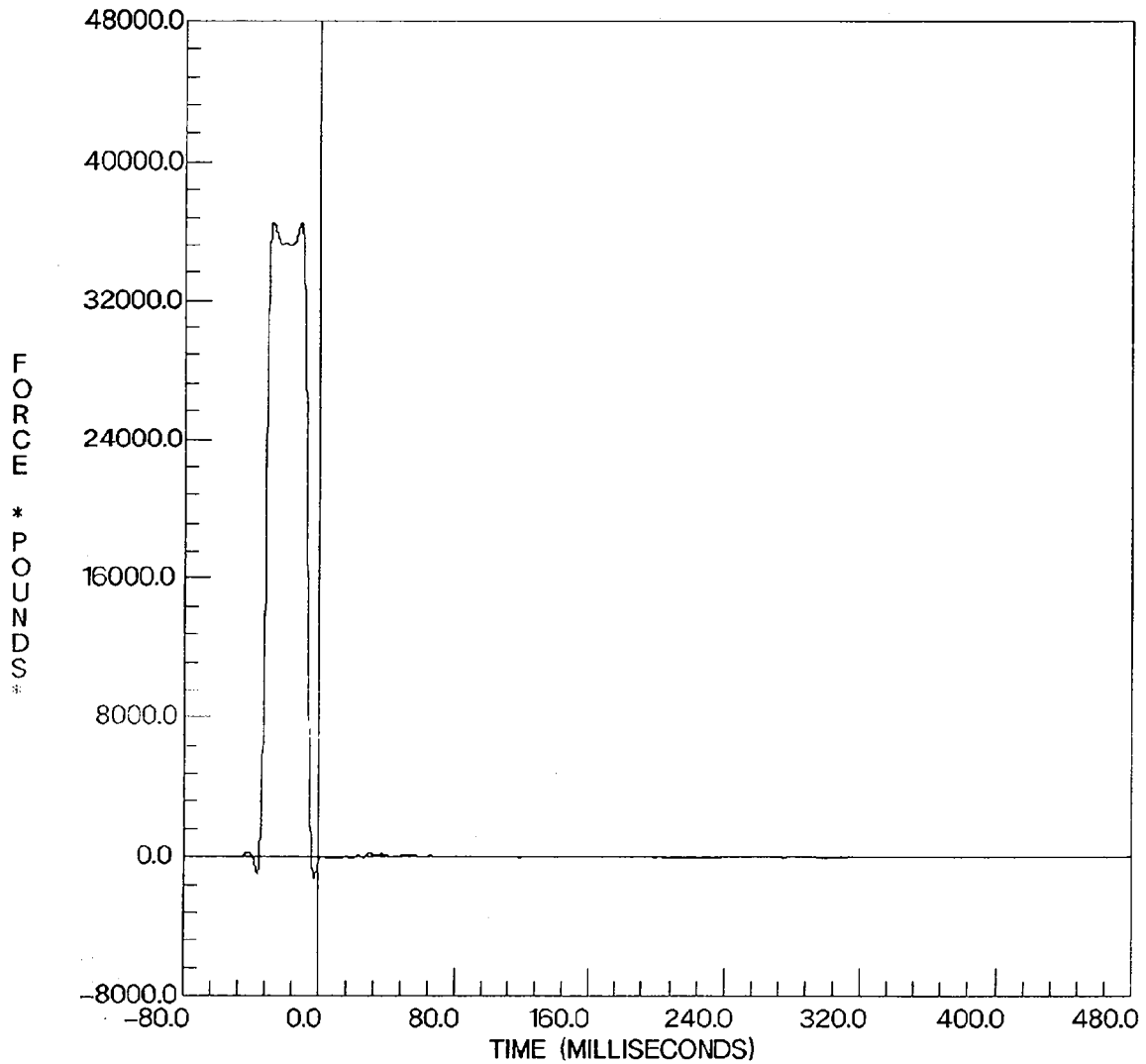


V0693FFD0.035

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A7 OT AXIS
FILTERED YMIN = -1222.041 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36469.11 at -28.25000 msec
GOOD

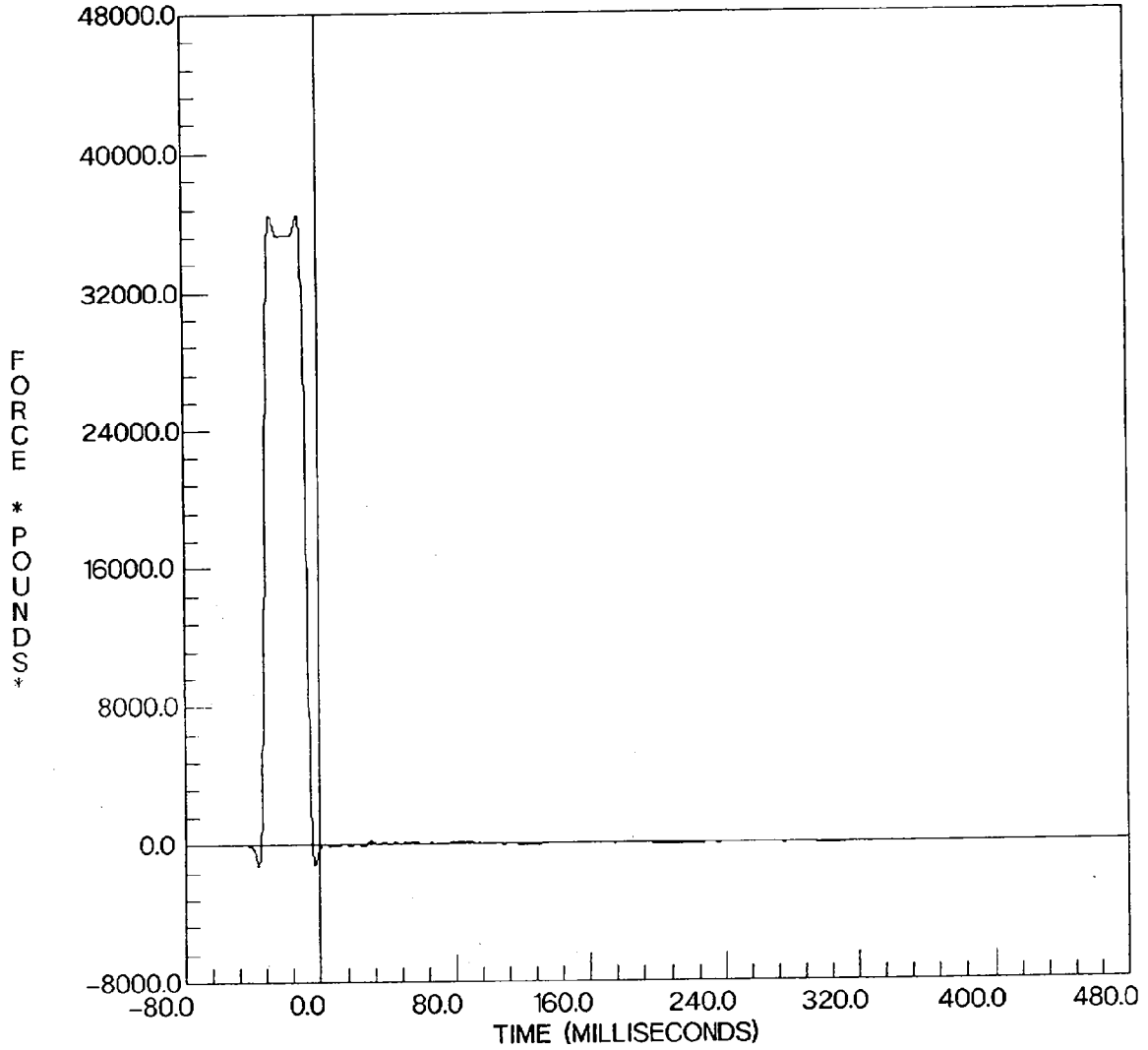


V0693FFD0.036

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A8 OT AXIS
FILTERED YMIN = -1281.742 at -36.62500 msec
FILTER CUTOFF: 100Hz YMAX = 36492.43 at -28.25000 msec
GOOD



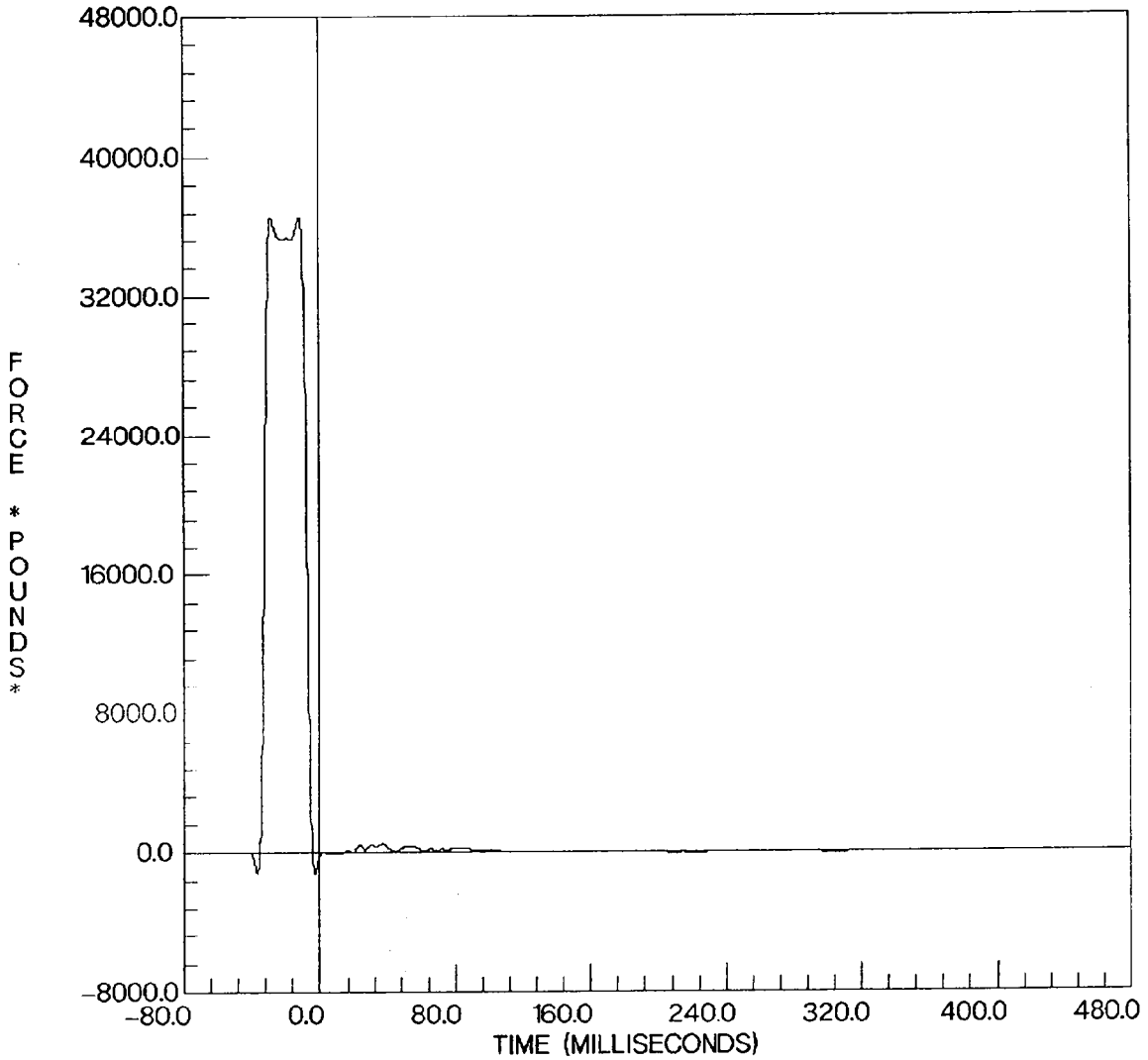
V0693FFD0.037

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL A9
FILTERED
FILTER CUTOFF: 100Hz
GOOD

OT AXIS
YMIN = -1212.721 at -3.25000 msec
YMAX = 36568.64 at -28.12500 msec

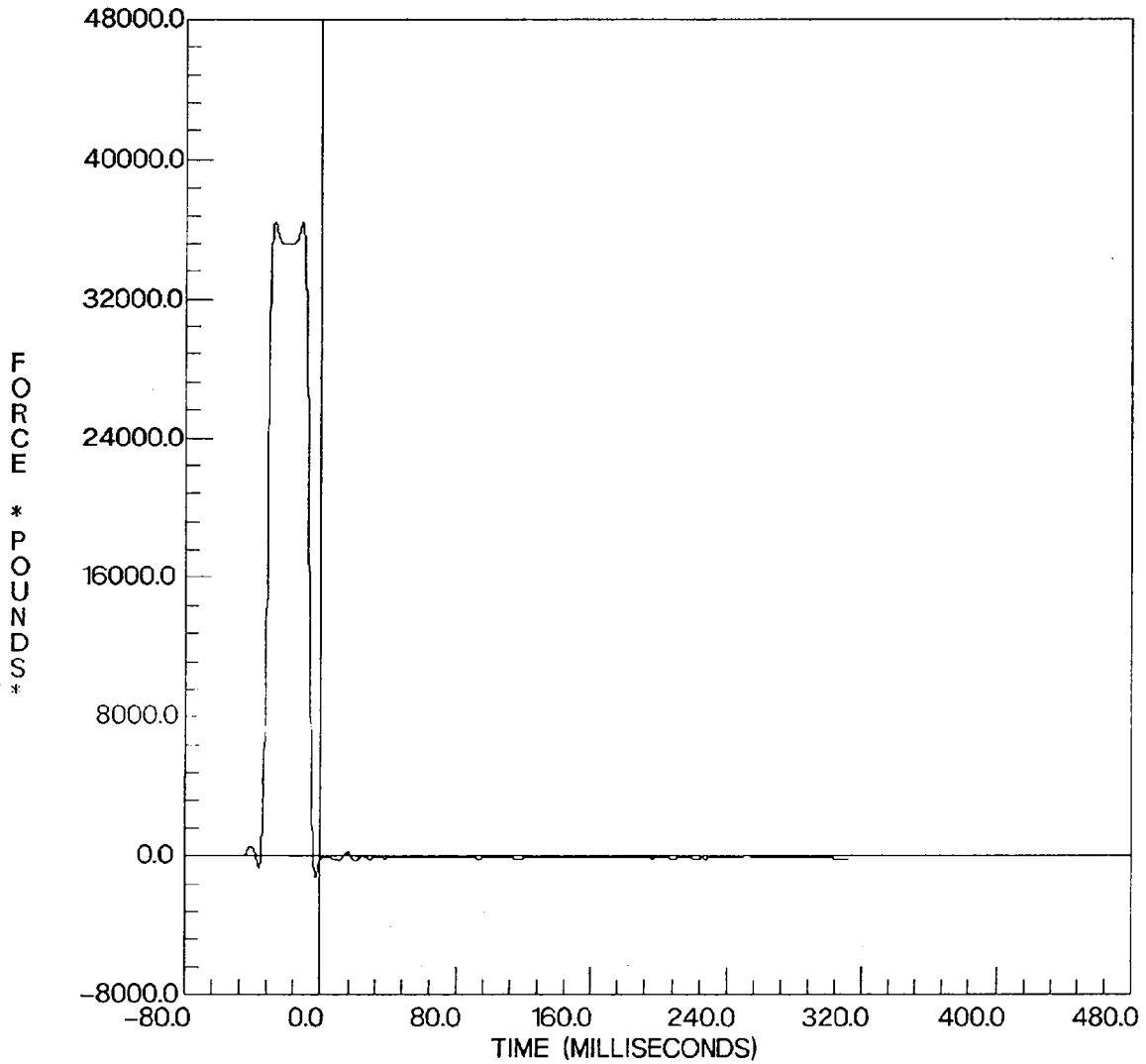


V0693FFD0.038

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B1 OT AXIS
FILTERED YMIN = -1244.581 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36405.75 at -11.62500 msec
GOOD

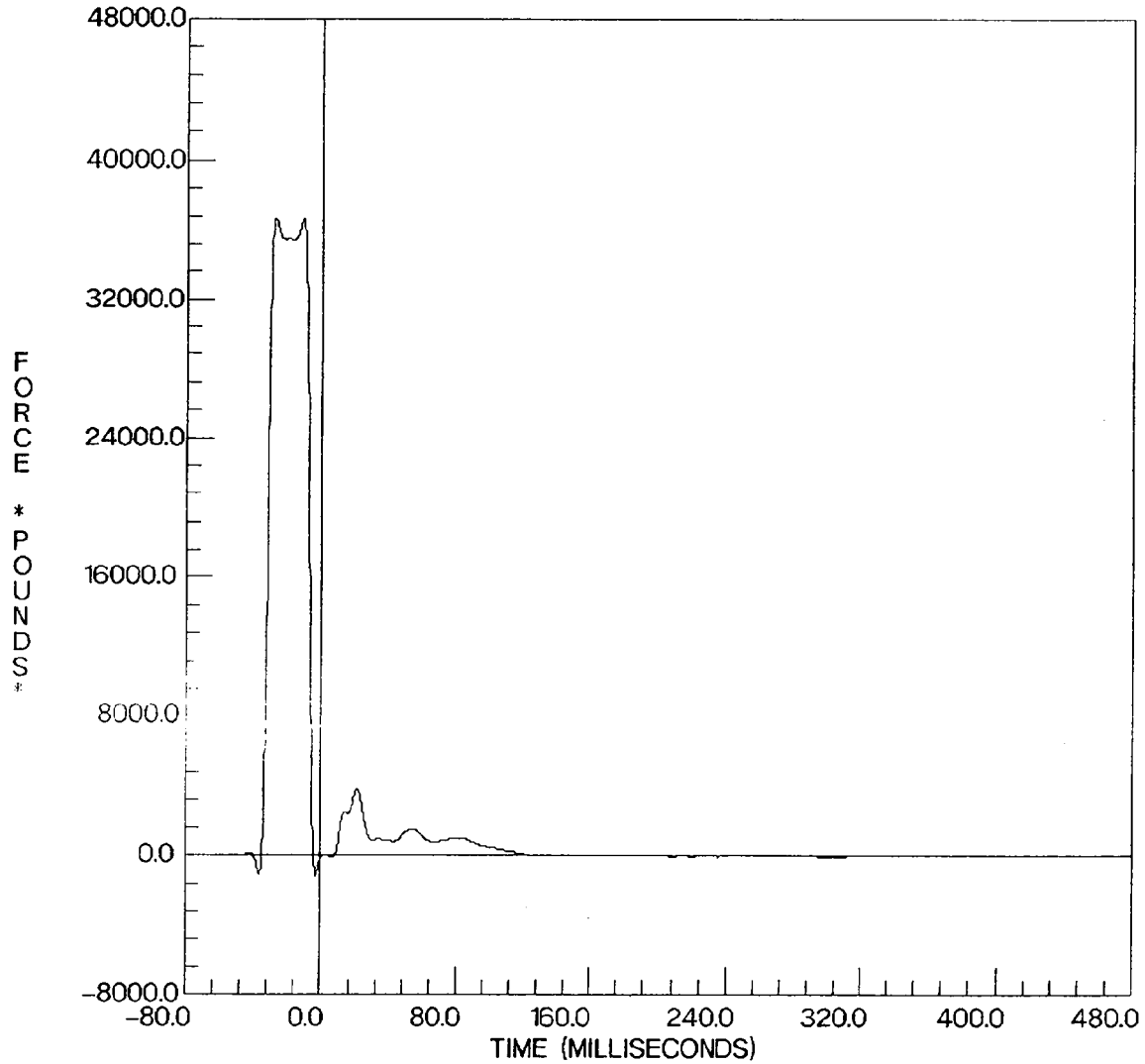


V0693FFD0.039

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B2 OT AXIS
FILTERED YMIN = -1190.414 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 36700.32 at -28.25000 msec
GOOD

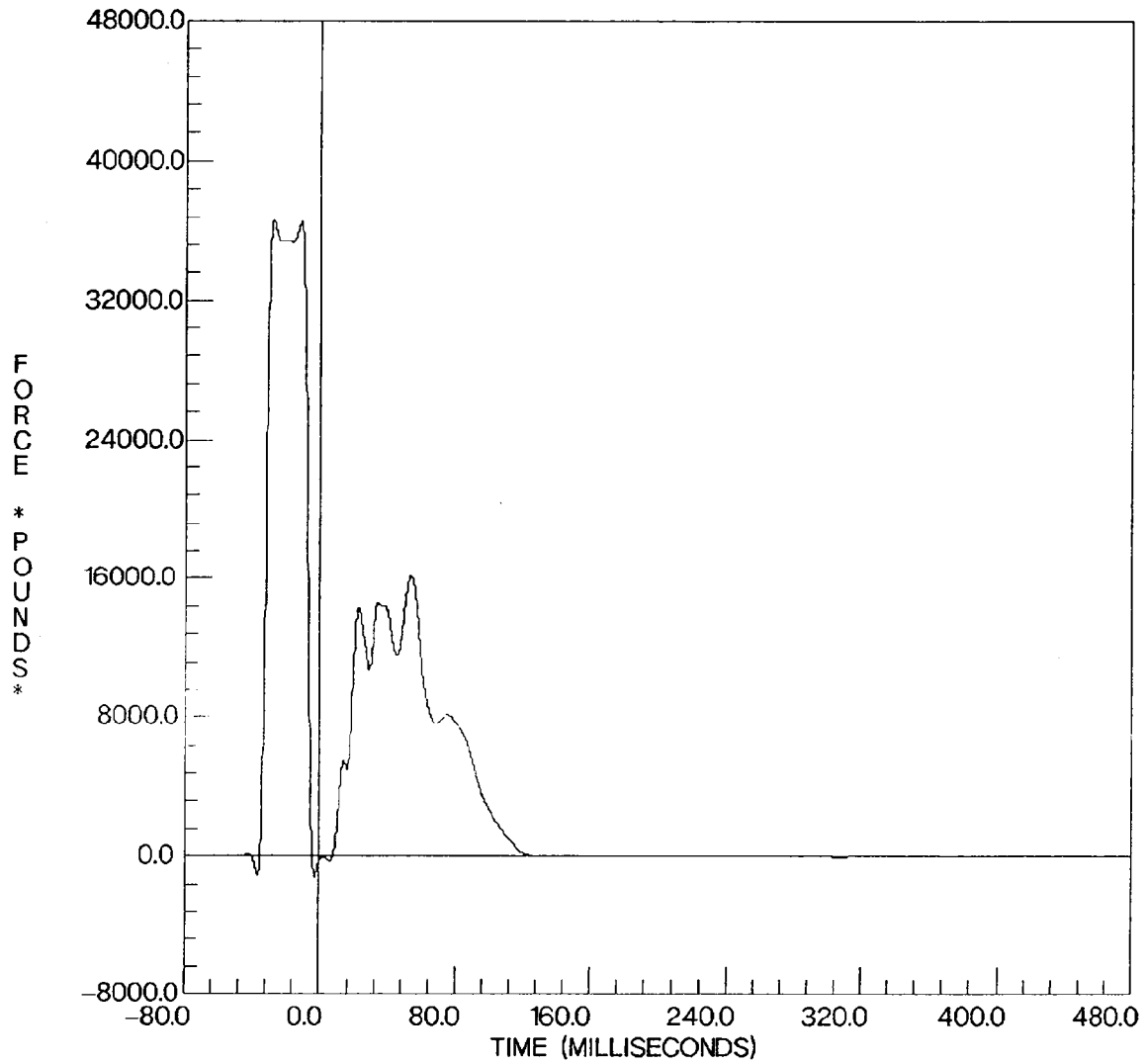


V0693FFD0.040

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B3 OT AXIS
FILTERED YMIN = -1249.076 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36603.66 at -28.25000 msec
GOOD

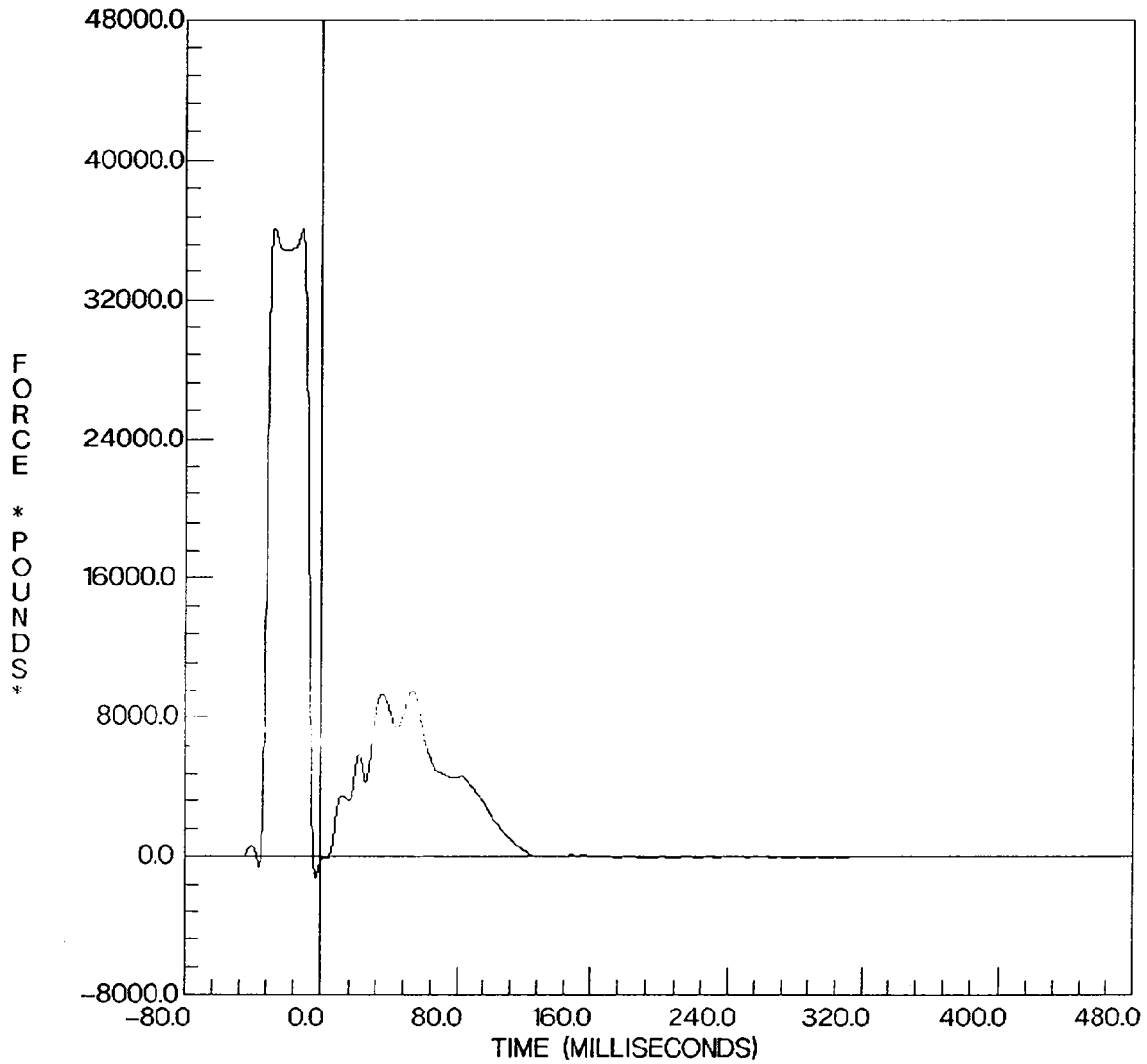


V0693FFD0.041

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B4 OT AXIS
FILTERED YMIN = -1213.678 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 36154.52 at -28.25000 msec
GOOD

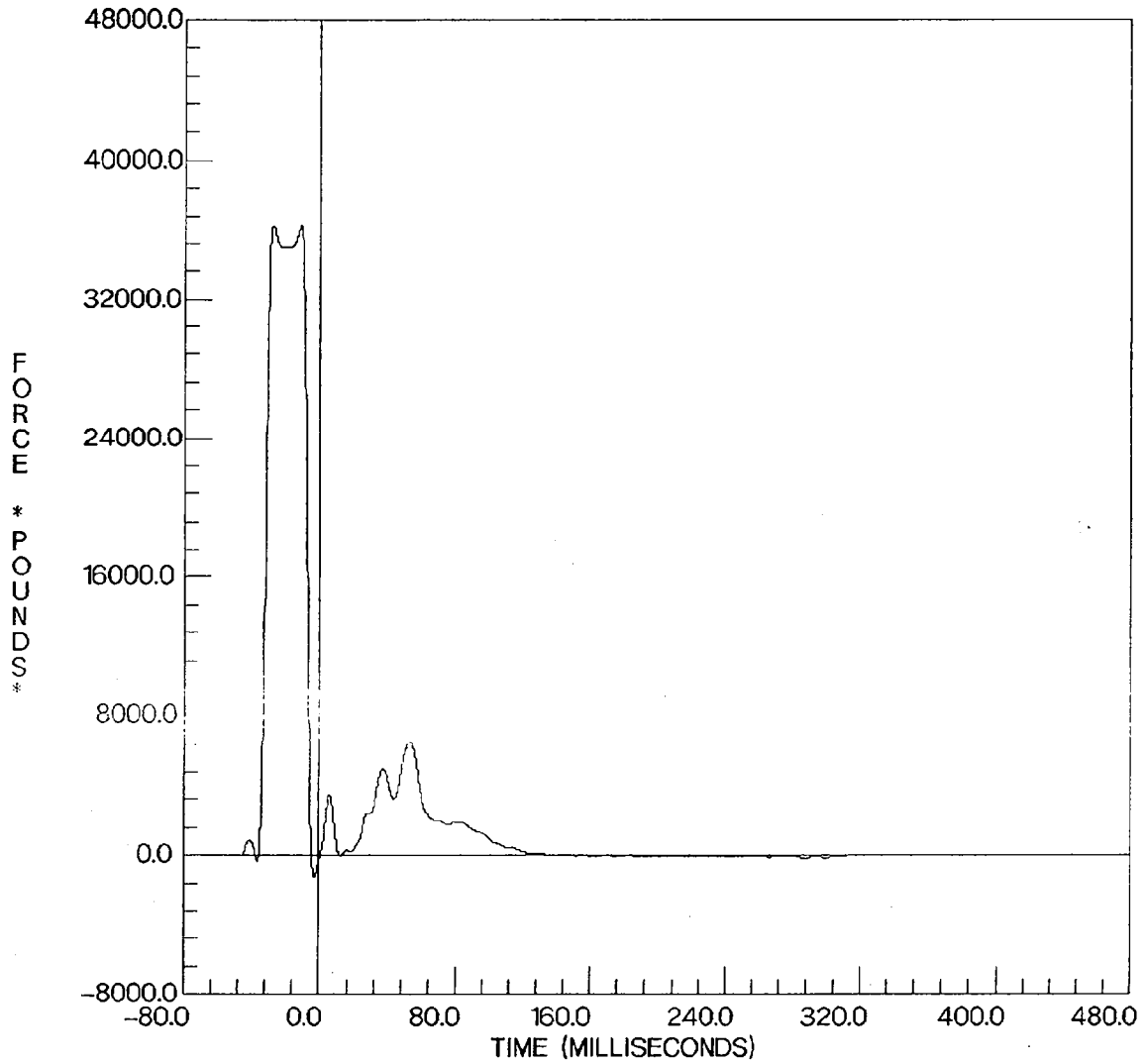


V0693FFD0.042

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B5 OT AXIS
FILTERED YMIN = -1271039 at -3.125000 msec
FILTER CUTOFF: 100Hz YMAX = 36224.71 at -11.75000 msec
GOOD

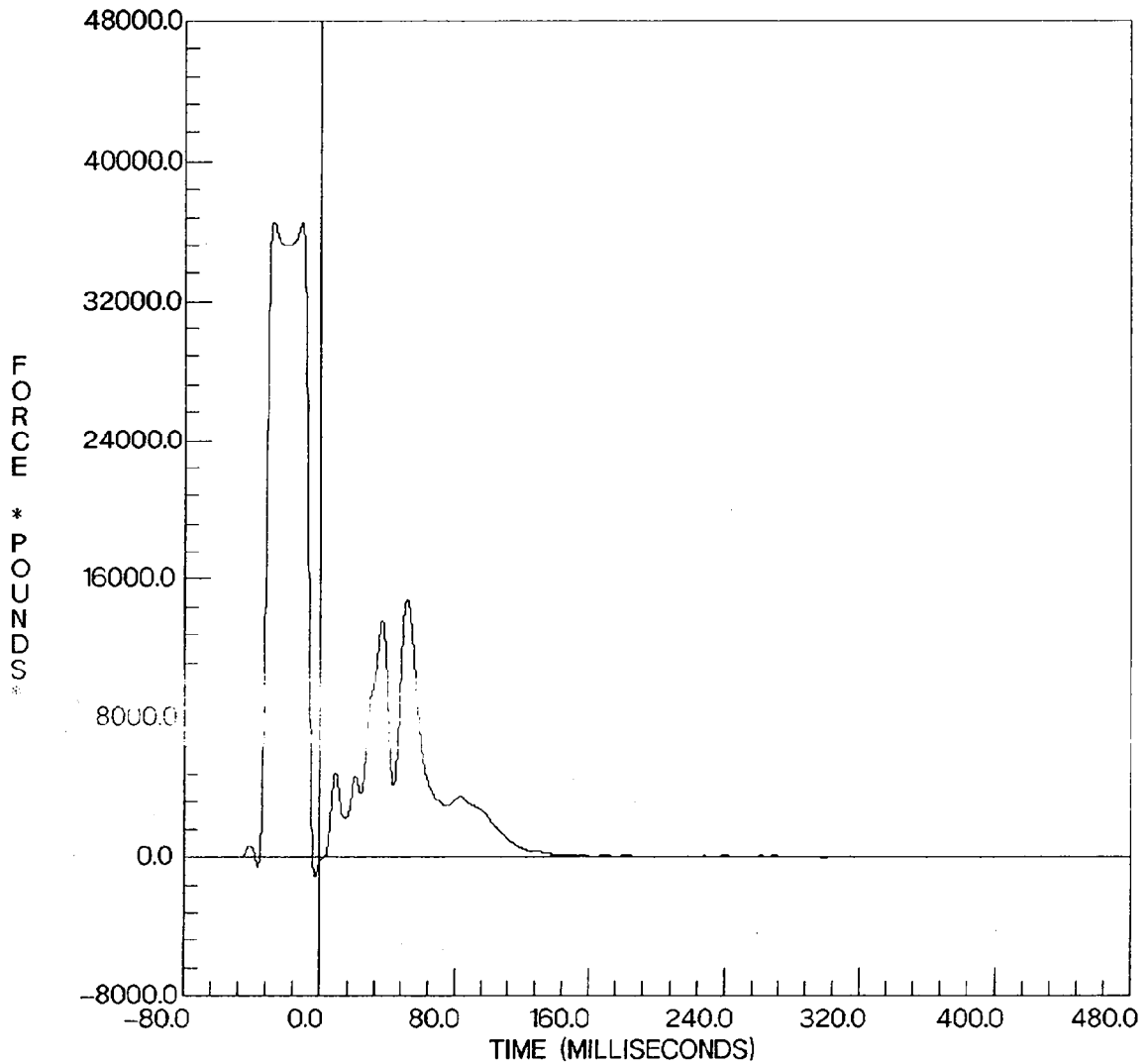


V0693FFD0.043

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B6 OT AXIS
FILTERED YMIN = -1175.266 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36487.66 at -28.25000 msec
GOOD

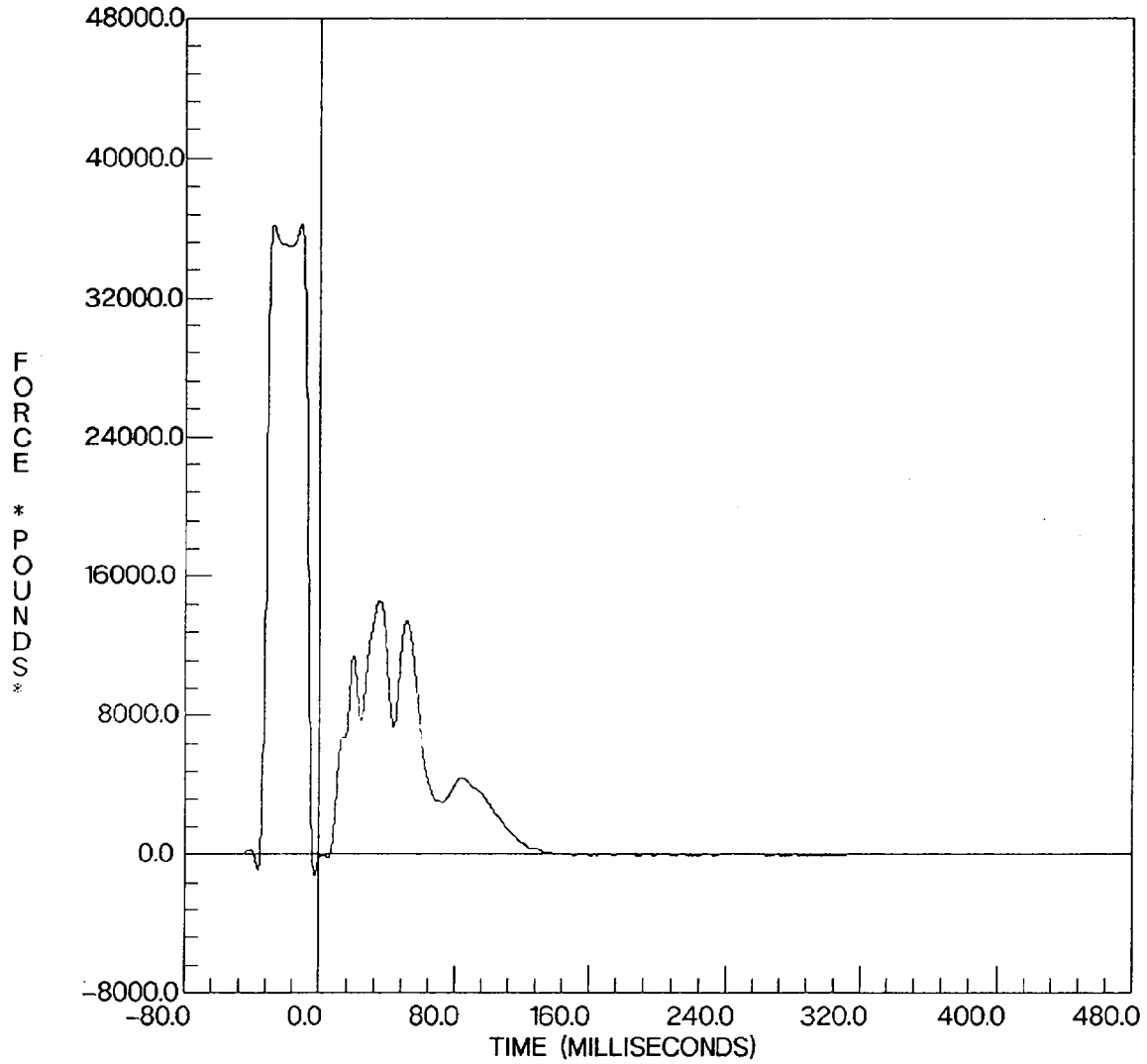


V0693FFD0.044

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B7 OT AXIS
FILTERED YMIN = -1238.027 at -3.125000 msec
FILTER CUTOFF: 100Hz YMAX = 36272.11 at -11.62500 msec
GOOD

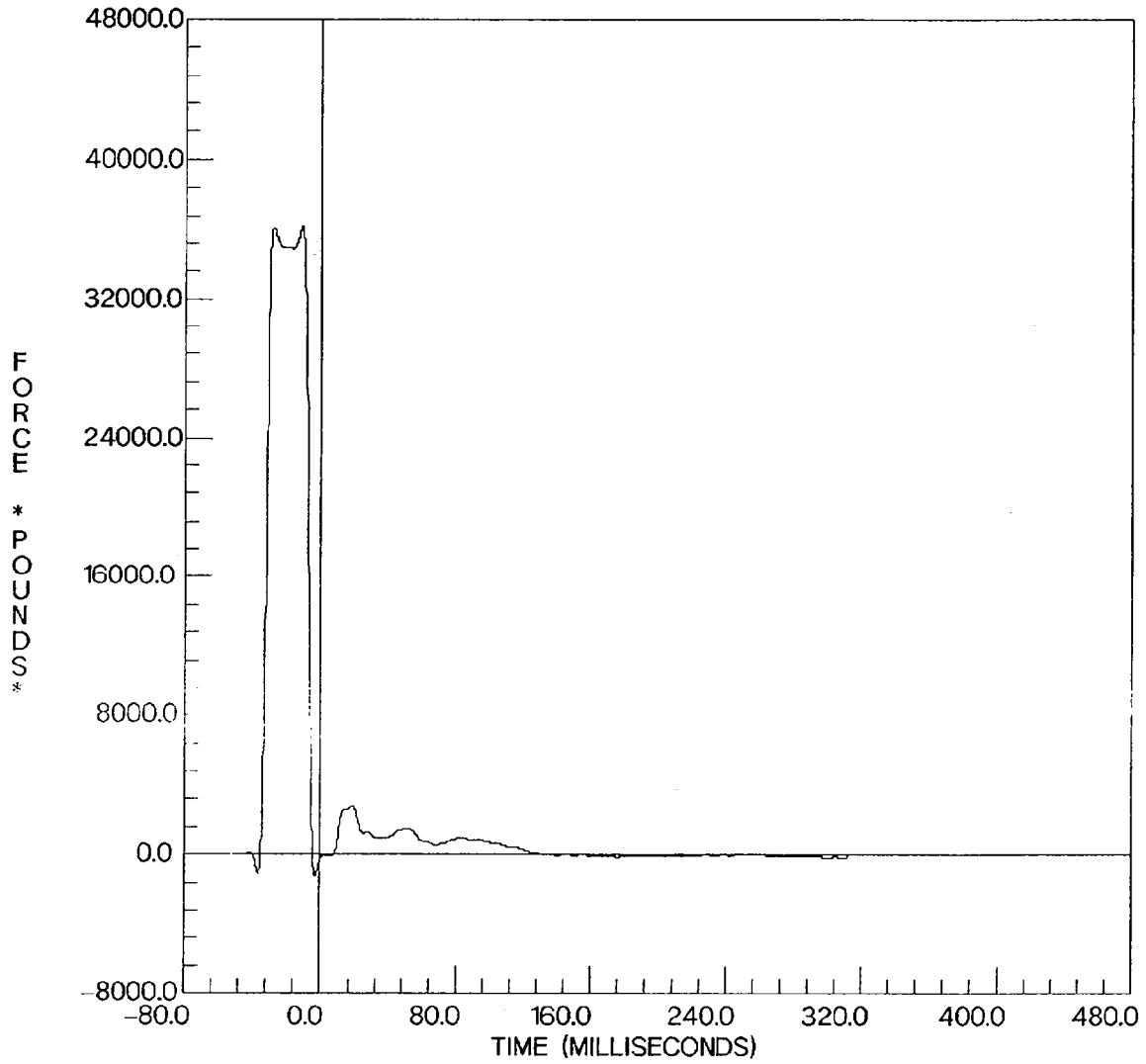


V0693FFD0.045

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B8 OT AXIS
FILTERED YMIN = -1278.811 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36200.52 at -1162500 msec
GOOD

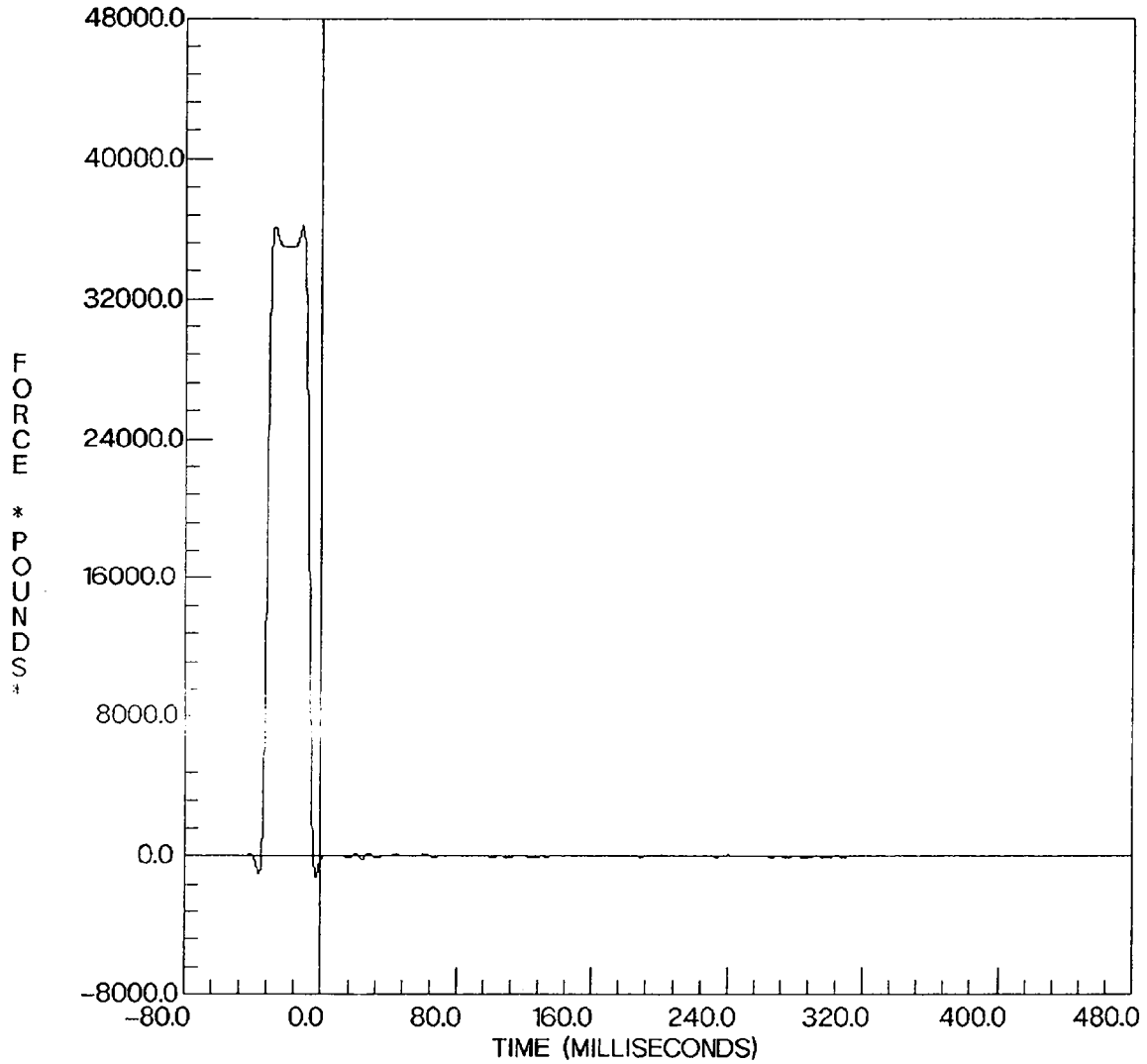


V0693FFD0.046

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL B9 OT AXIS
FILTERED YMIN = -1206.275 at -3.125000 msec
FILTER CUTOFF: 100Hz YMAX = 36190.35 at -11.62500 msec
GOOD

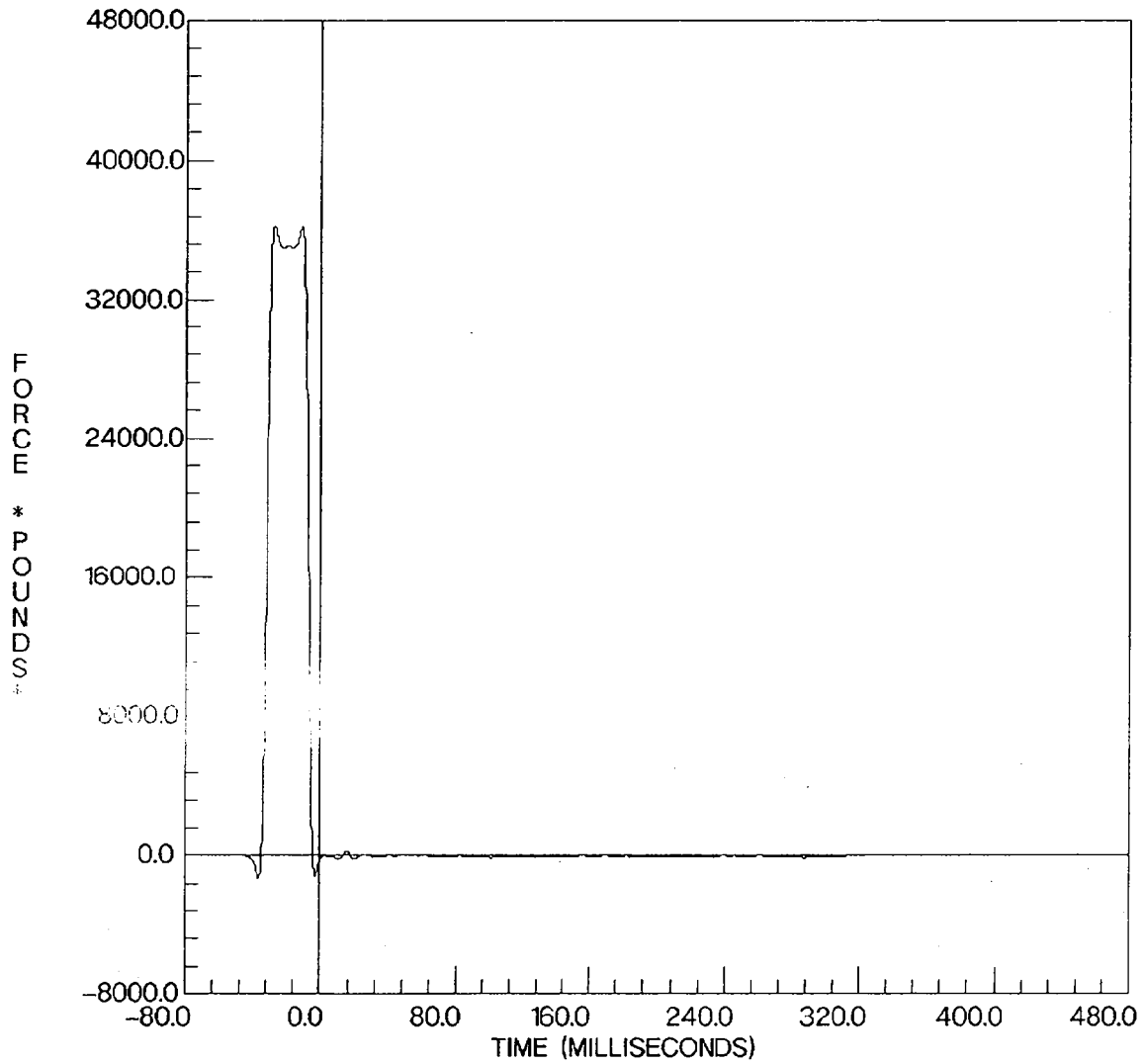


V0693FFD0.047

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C1 OT AXIS
FILTERED YMIN = -1357.585 at -36.75000 msec
FILTER CUTOFF: 100Hz YMAX = 36270.11 at -11.62500 msec
GOOD

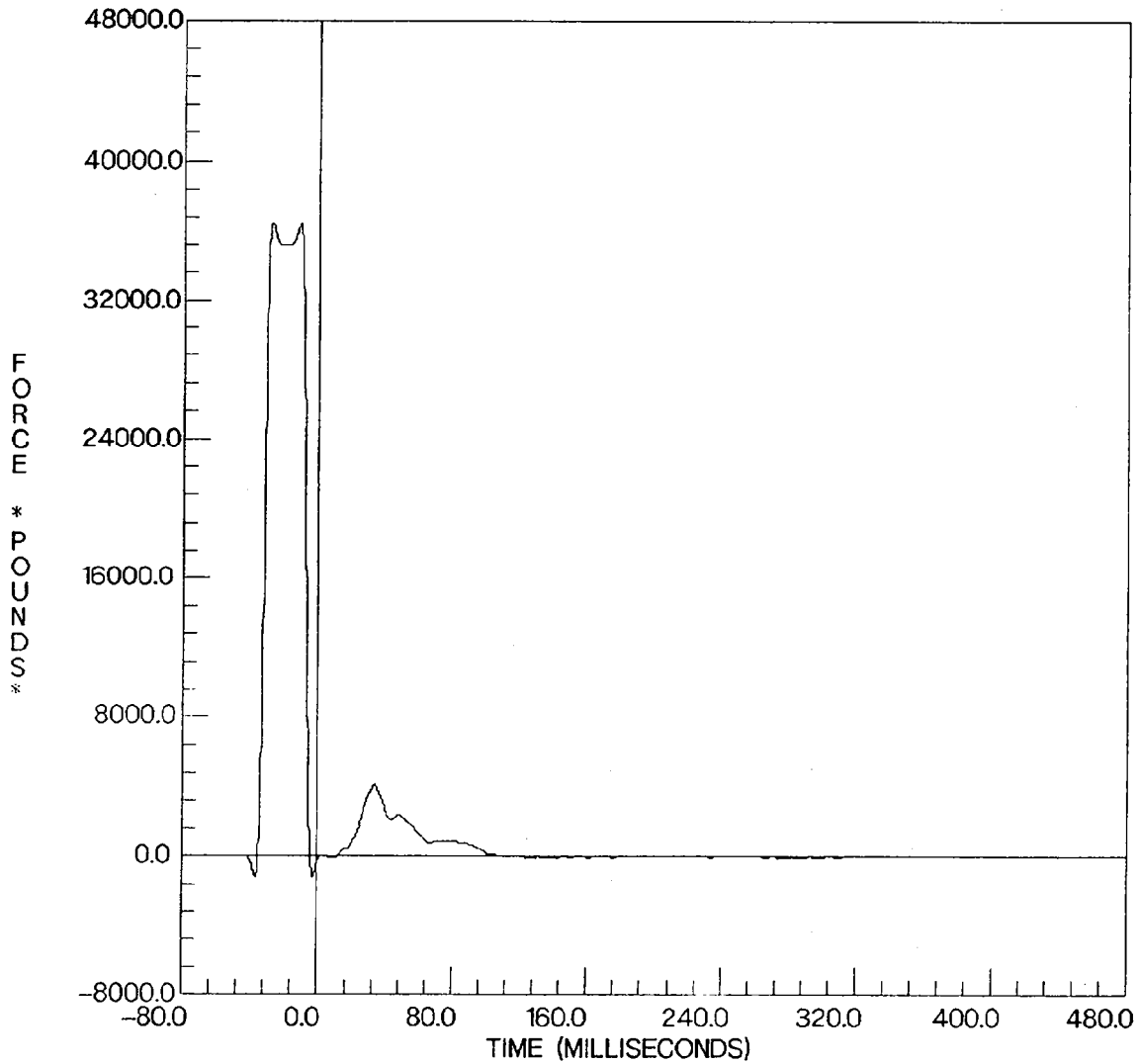


V0693FFD0.048

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C2 OT AXIS
FILTERED YMIN = -1213.094 at -36.75000 msec
FILTER CUTOFF: 100Hz YMAX = 36463.10 at -28.12500 msec
GOOD

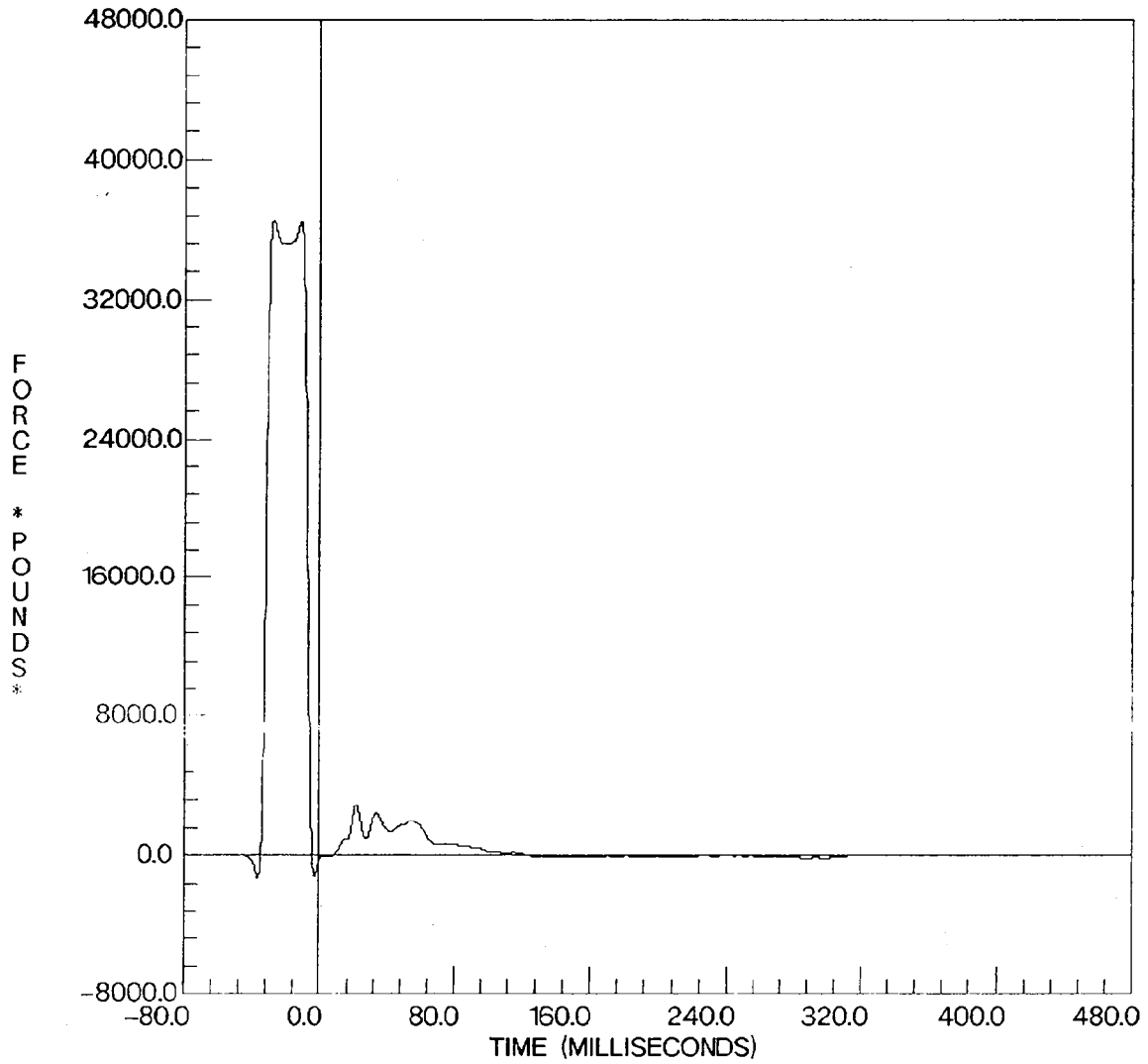


V0693FFD0.049

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C3 OT AXIS
FILTERED YMIN = -1354.810 at -36.75000 msec
FILTER CUTOFF: 100Hz YMAX = 36526.17 at -28.25000 msec
GOOD

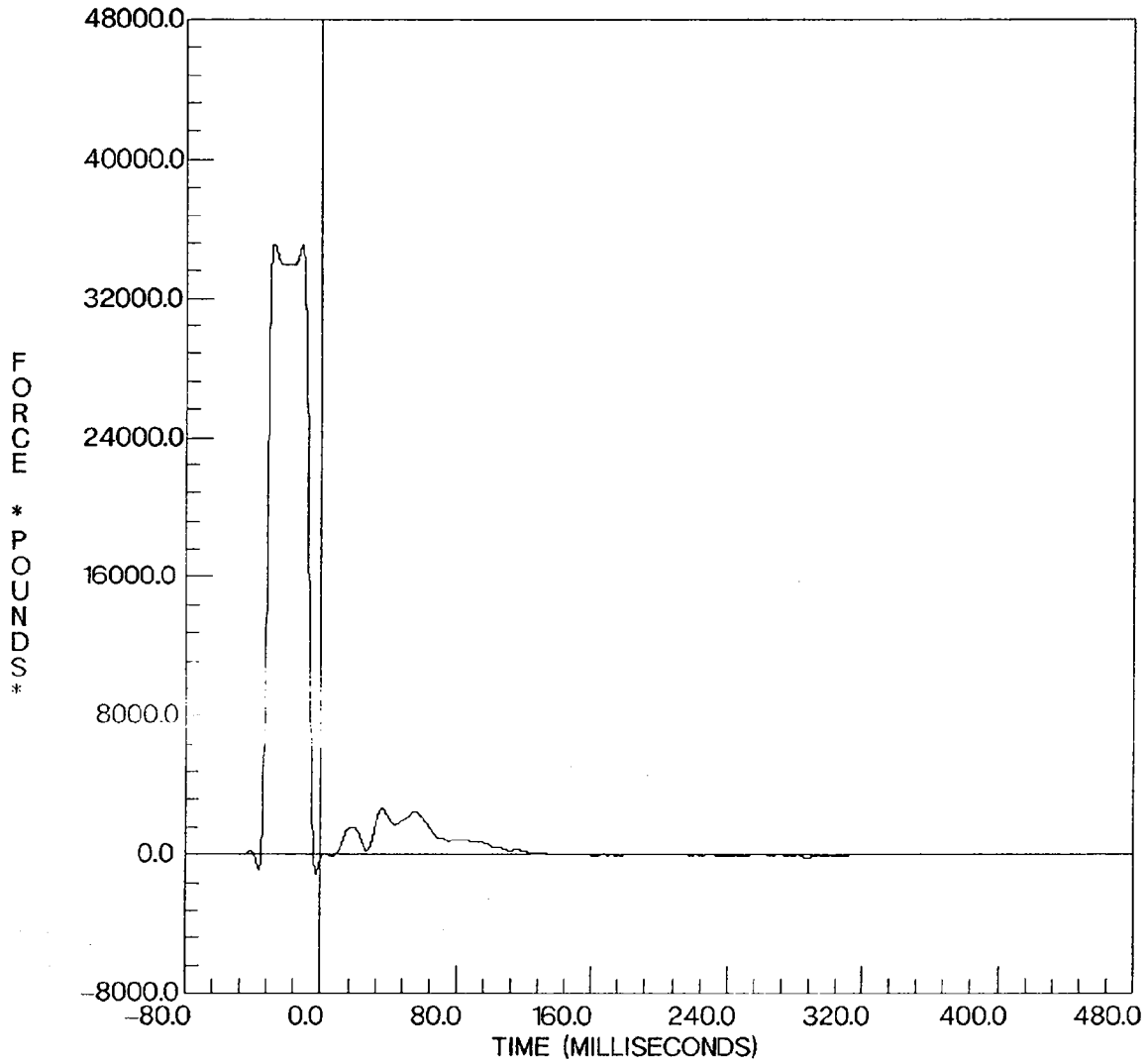


V0693FFD0.050

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C4 OT AXIS
FILTERED YMIN = -1155.277 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 35144.59 at -11.62500 msec
GOOD

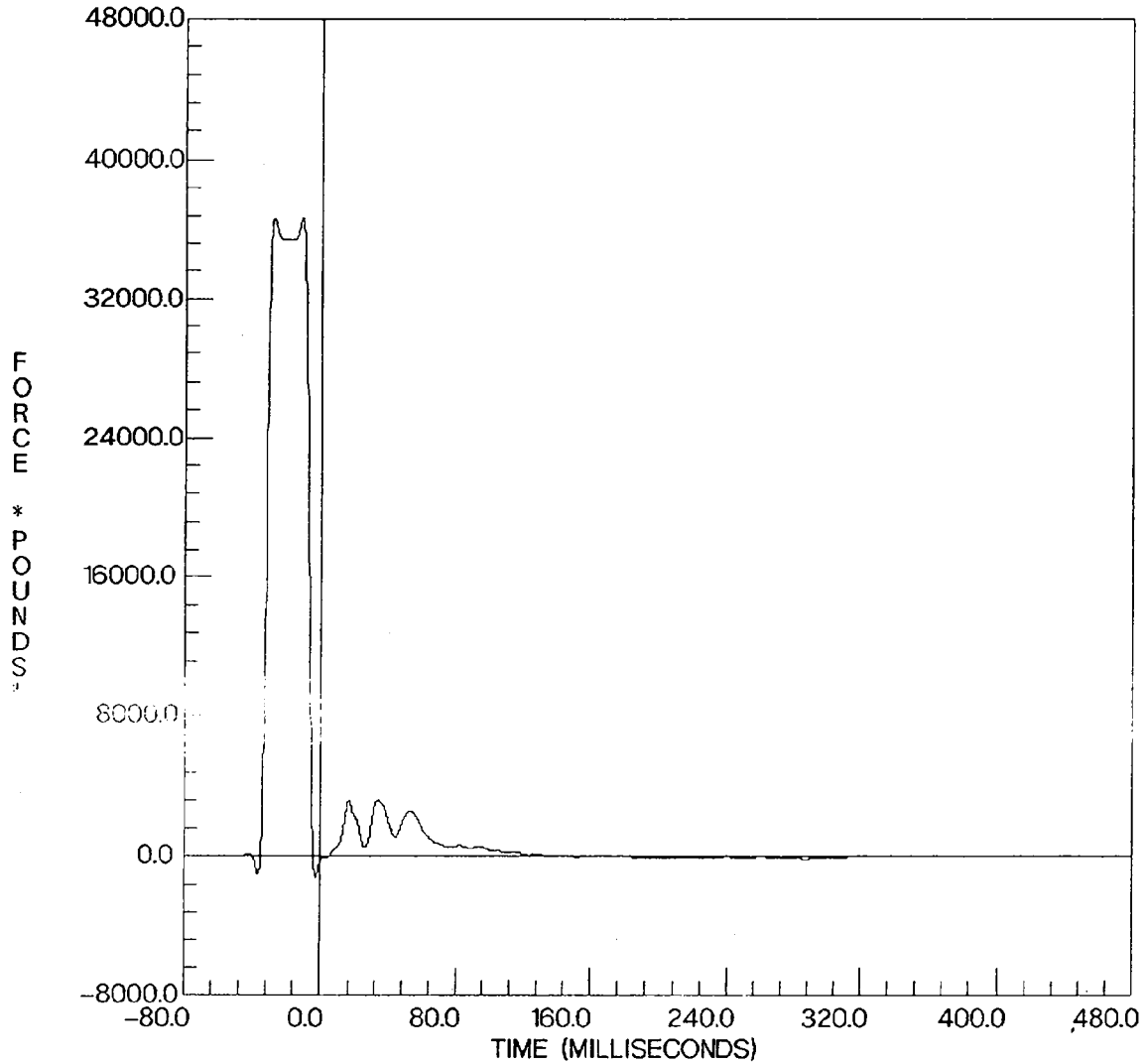


V0693FFD0.051

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C5 OT AXIS
FILTERED YMIN = -1250.929 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 36639.63 at -11.75000 msec
GOOD

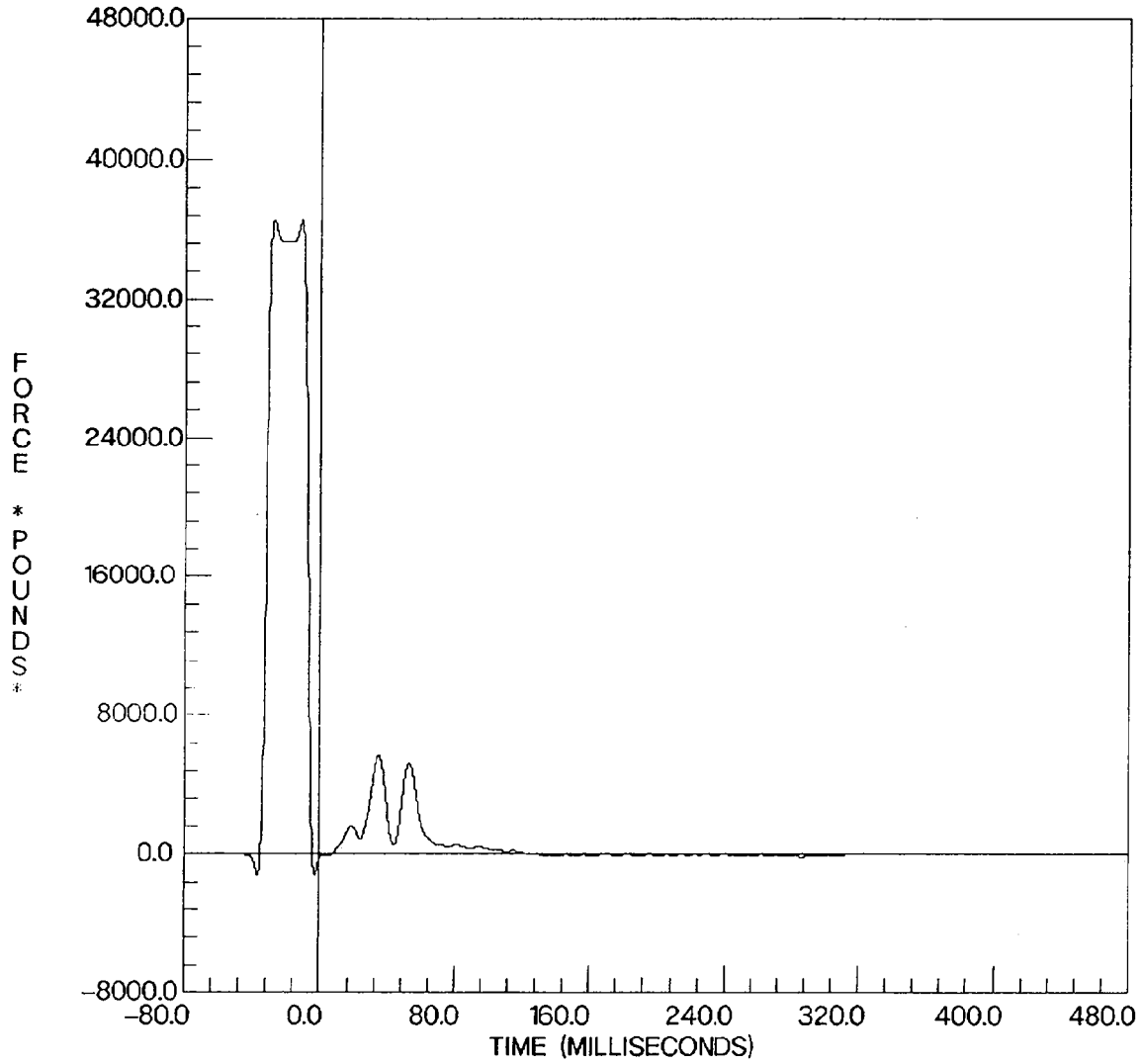


V0693FFD0.052

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C6 OT AXIS
FILTERED YMIN = -1265.445 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36518.98 at -11.75000 msec
GOOD

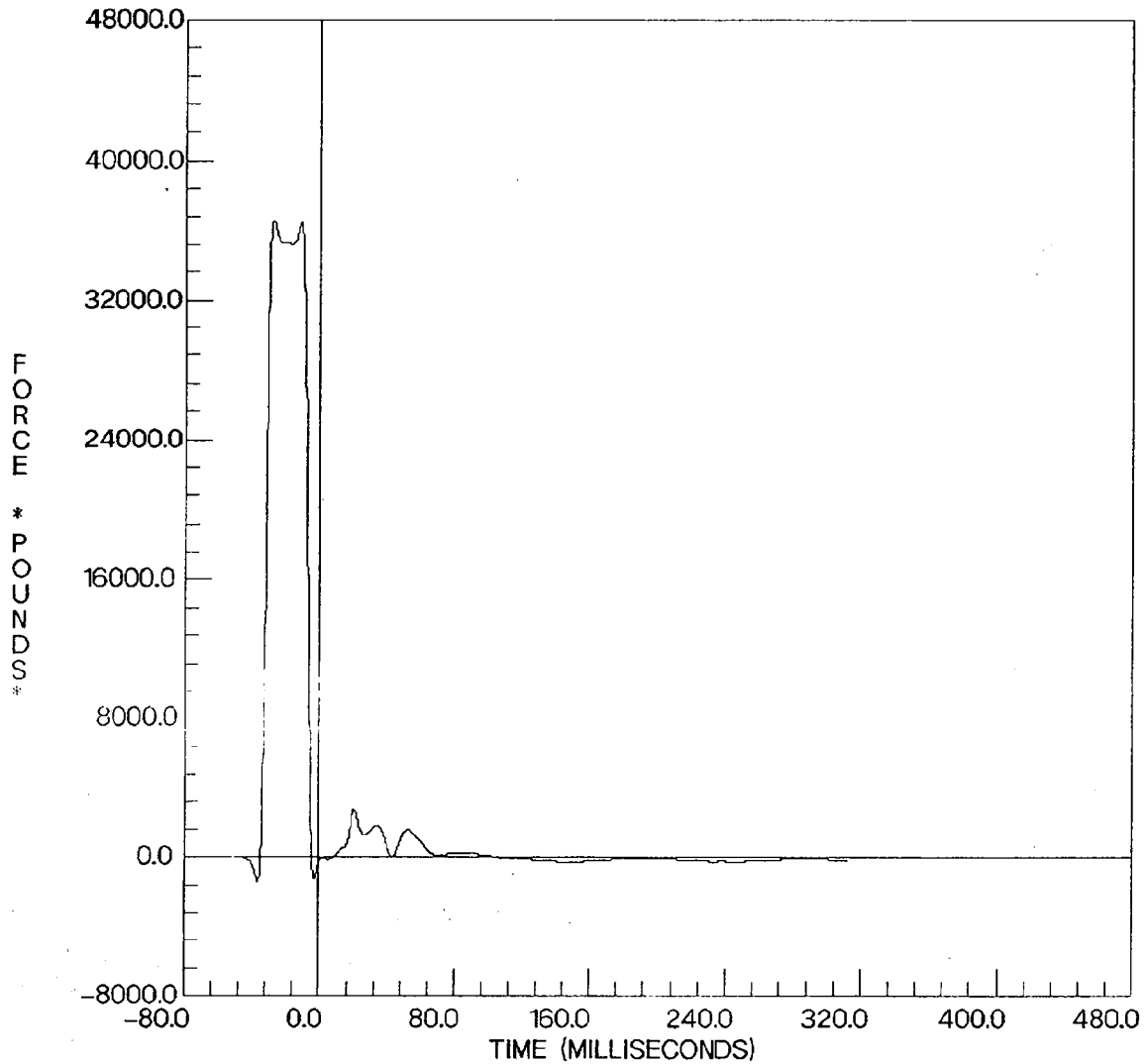


V0693FFD0.053

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C7 OT AXIS
FILTERED YMIN = -1488.291 at -36.75000 msec
FILTER CUTOFF: 100Hz YMAX = 36542.06 at -28.25000 msec
GOOD

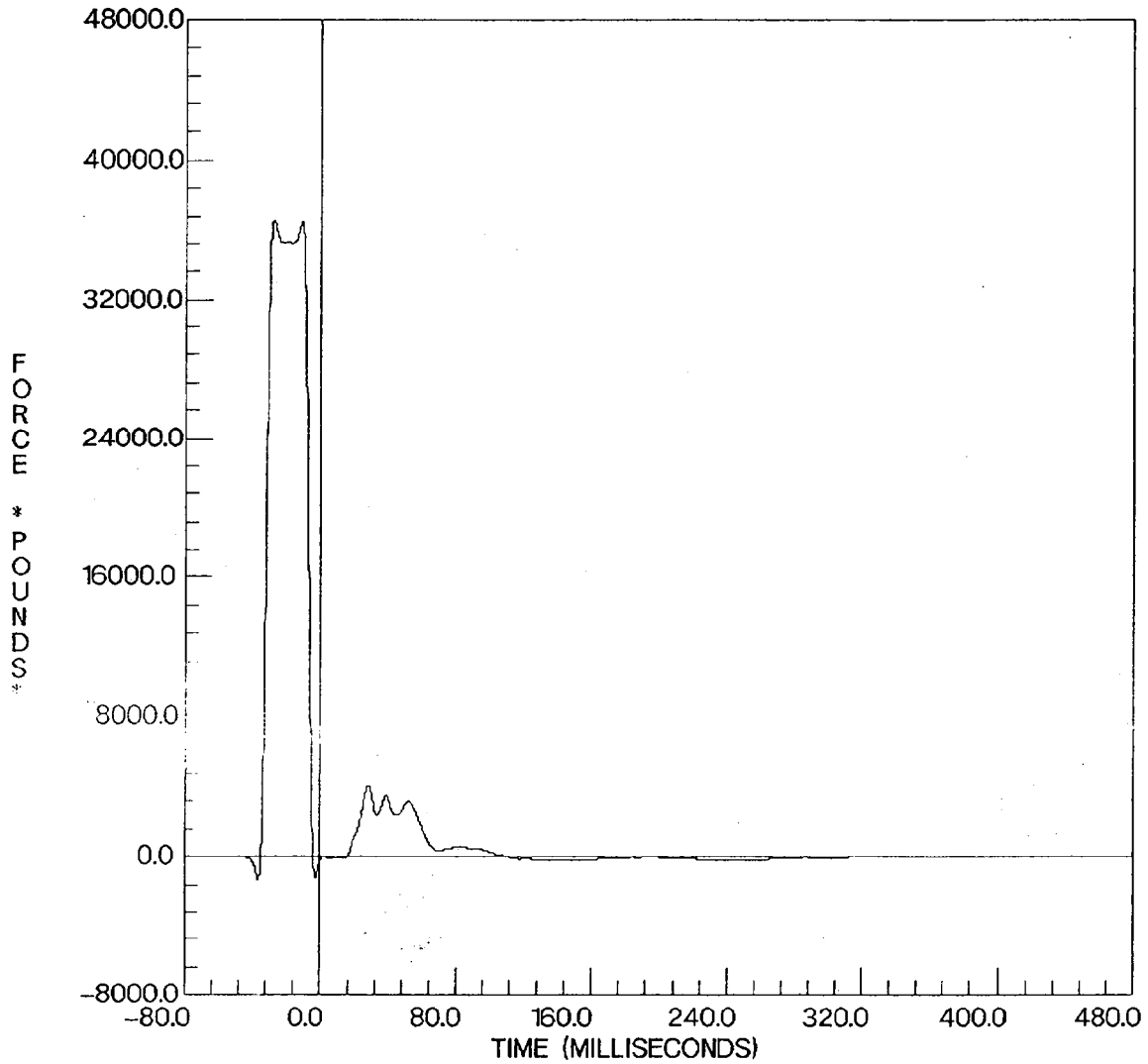


V0693FFD0.054

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C8 OT AXIS
FILTERED YMIN = -1379.950 at -36.62500 msec
FILTER CUTOFF: 100Hz YMAX = 36515.08 at -28.25000 msec
GOOD

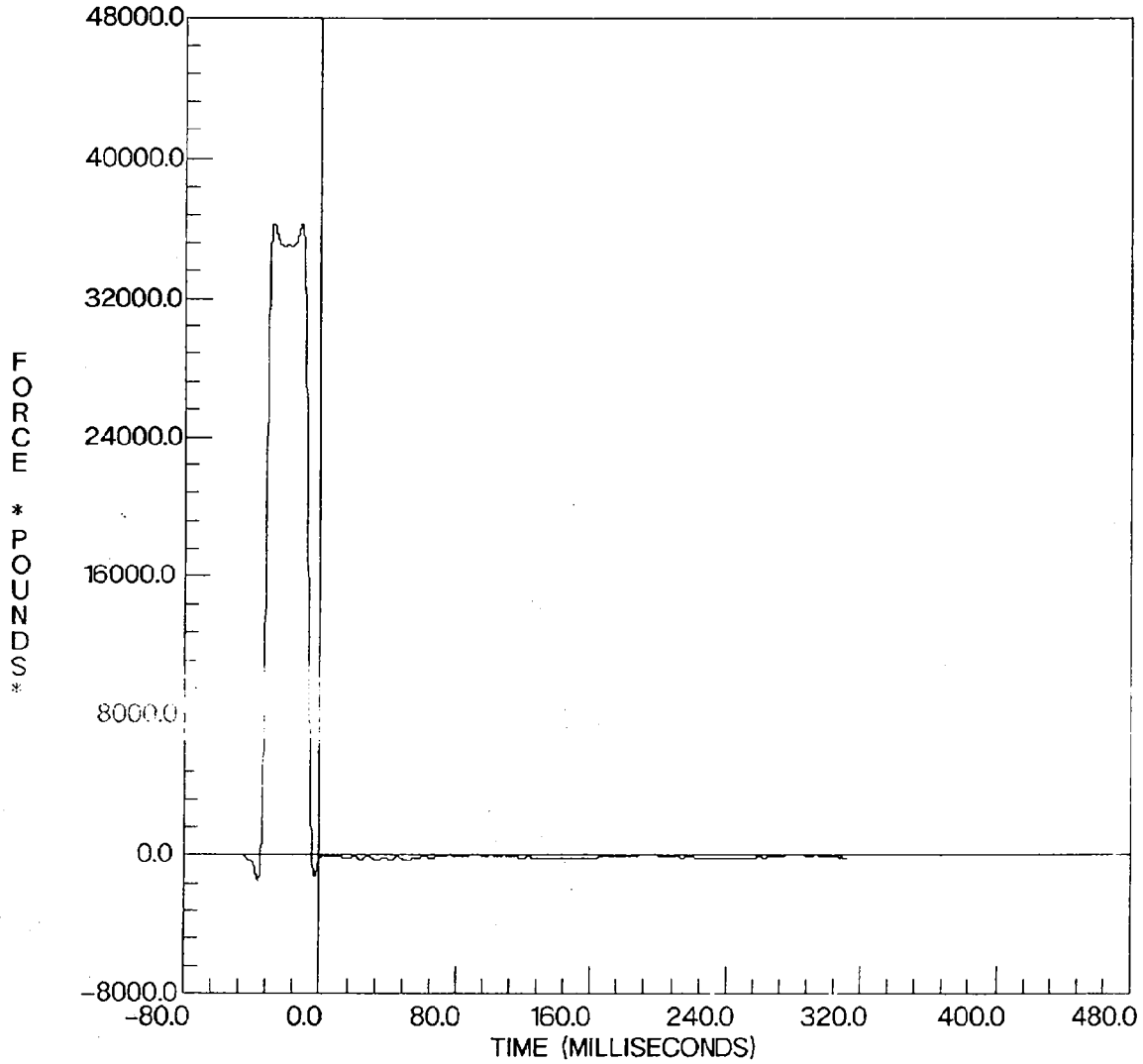


V0693FFD0.055

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL C9 OT AXIS
FILTERED YMIN = -1509.691 at -36.62500 msec
FILTER CUTOFF: 100Hz YMAX = 36289.17 at -28.25000 msec
GOOD

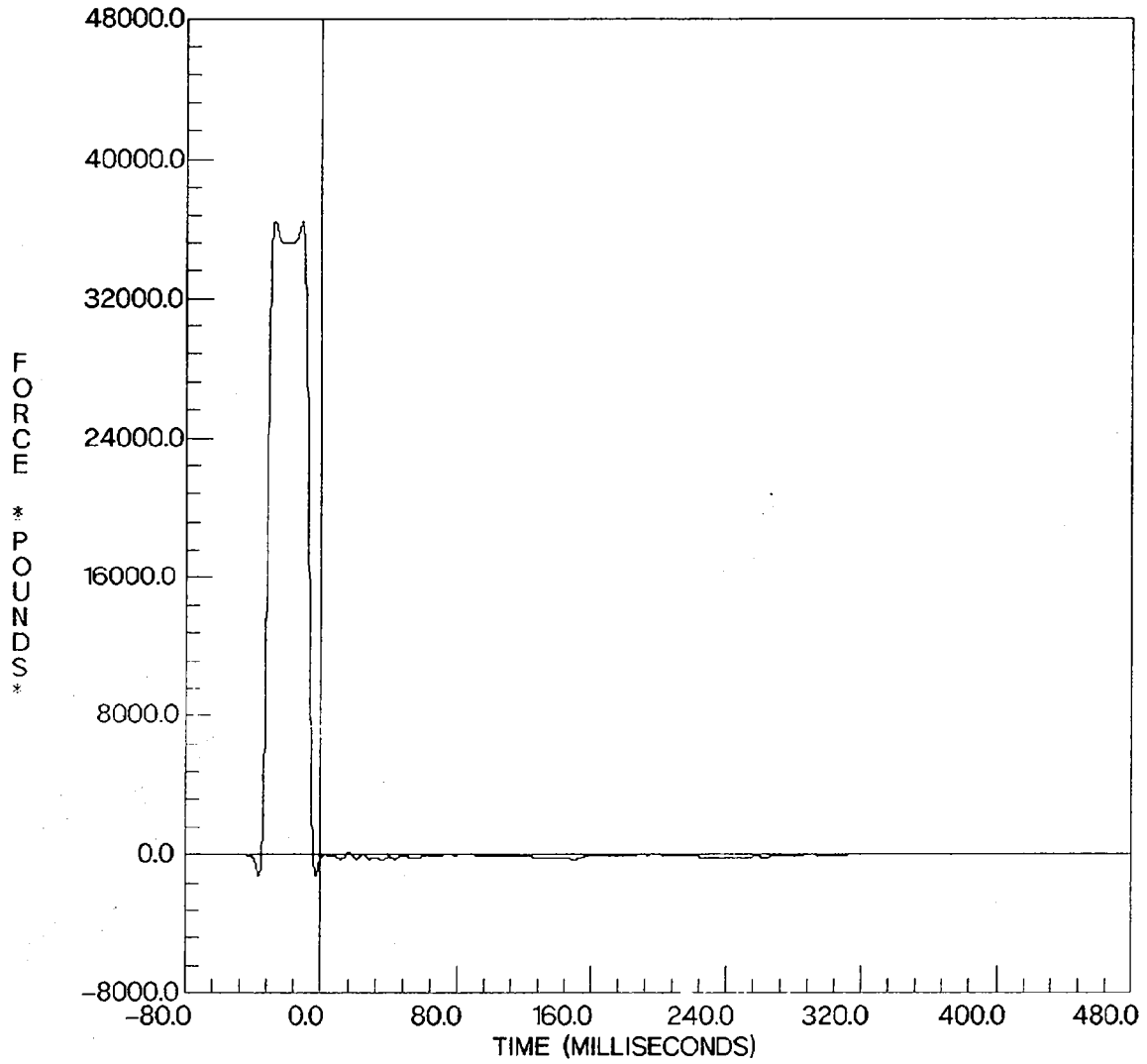


V0693FFD0.056

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D1 OT AXIS
FILTERED YMIN = -1279.659 at -36.62500 msec
FILTER CUTOFF: 100Hz YMAX = 36453.71 at -28.25000 msec
GOOD

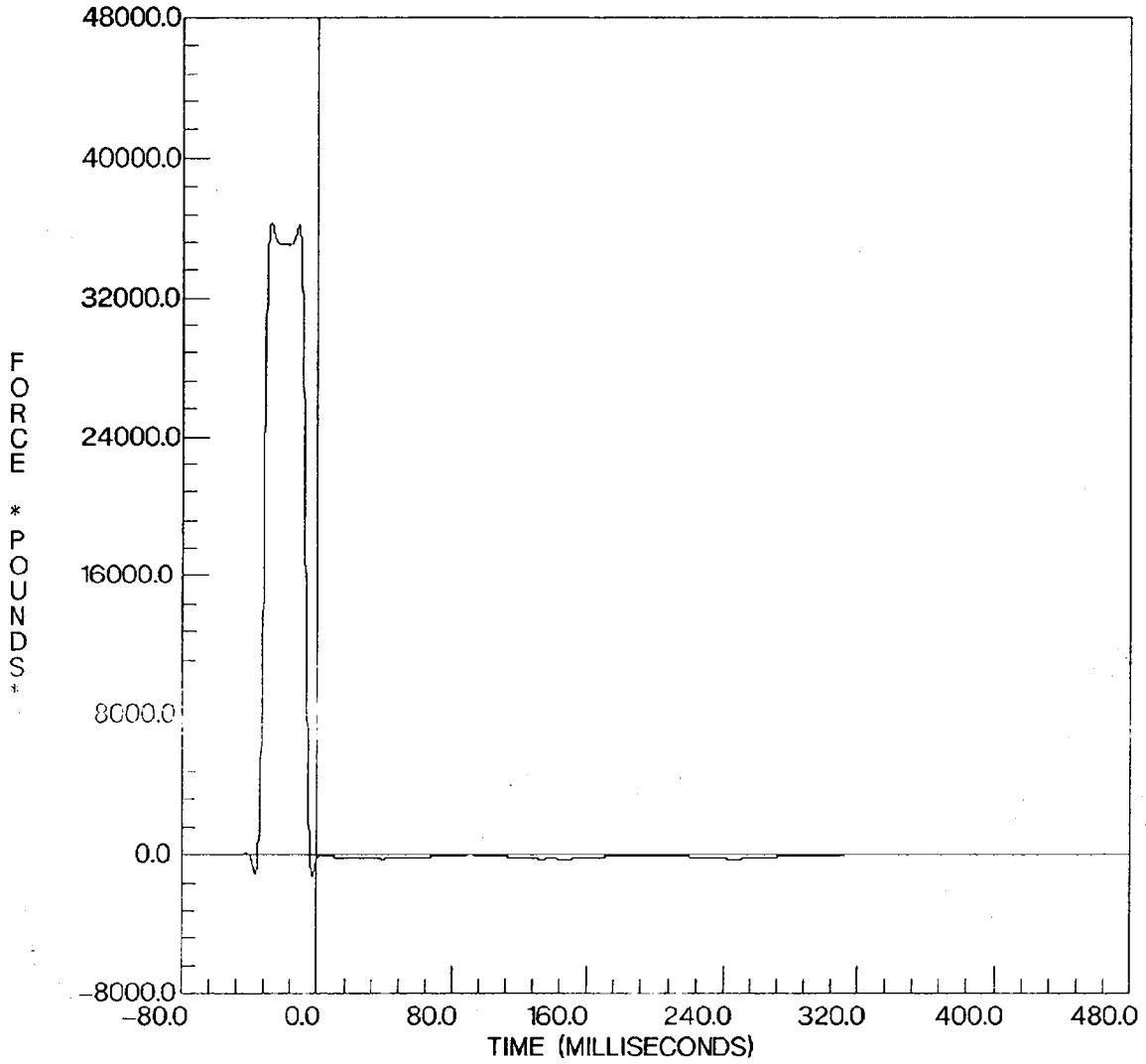


V0693FFD0.057

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D2 OT AXIS
FILTERED YMIN = -1254.252 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 36299.45 at -28.25000 msec
GOOD

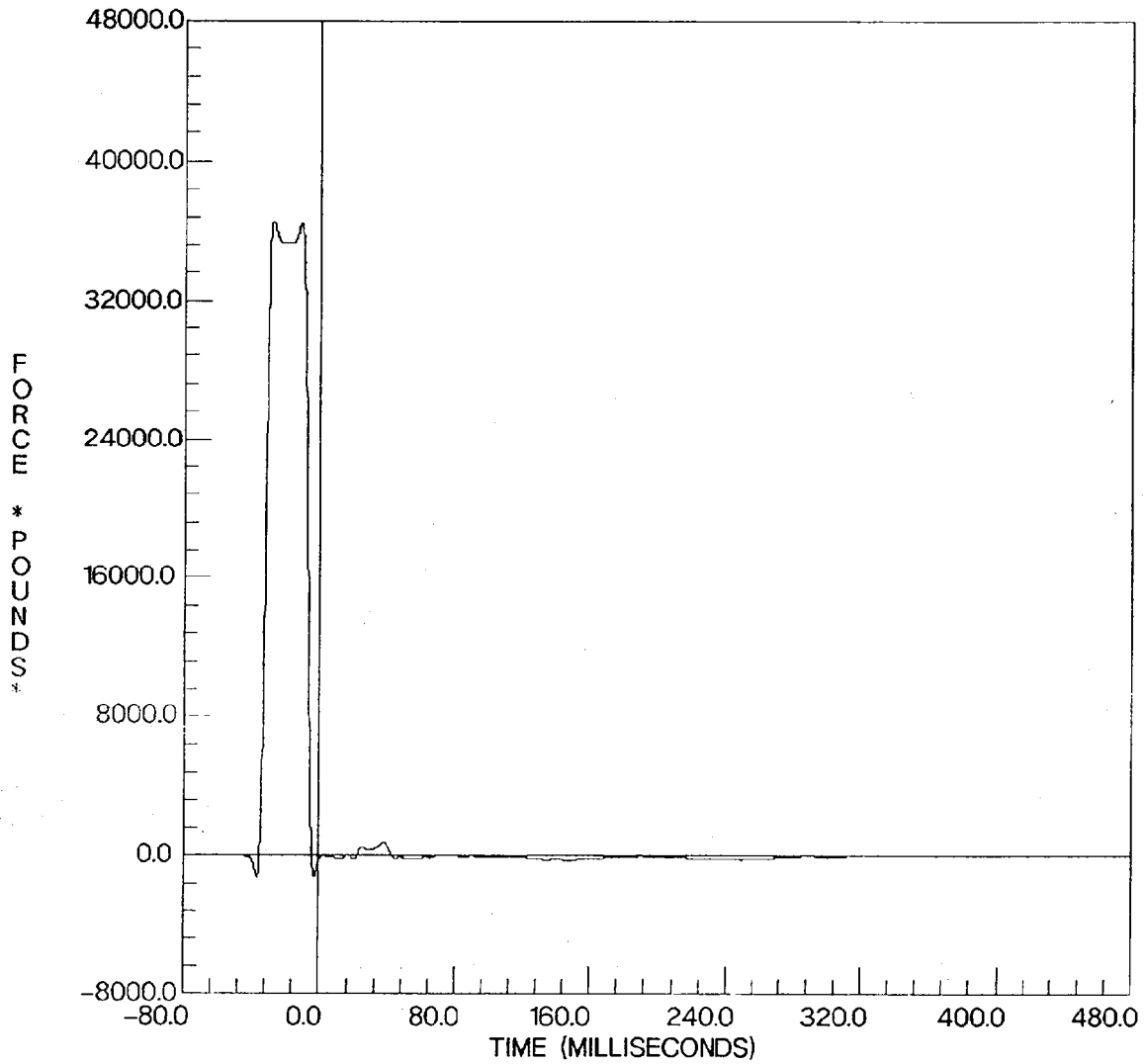


V0693FFD0.058

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D3 OT AXIS
FILTERED YMIN = -1291.575 at -36.62500 msec
FILTER CUTOFF: 100Hz YMAX = 36542.18 at -28.25000 msec
GOOD

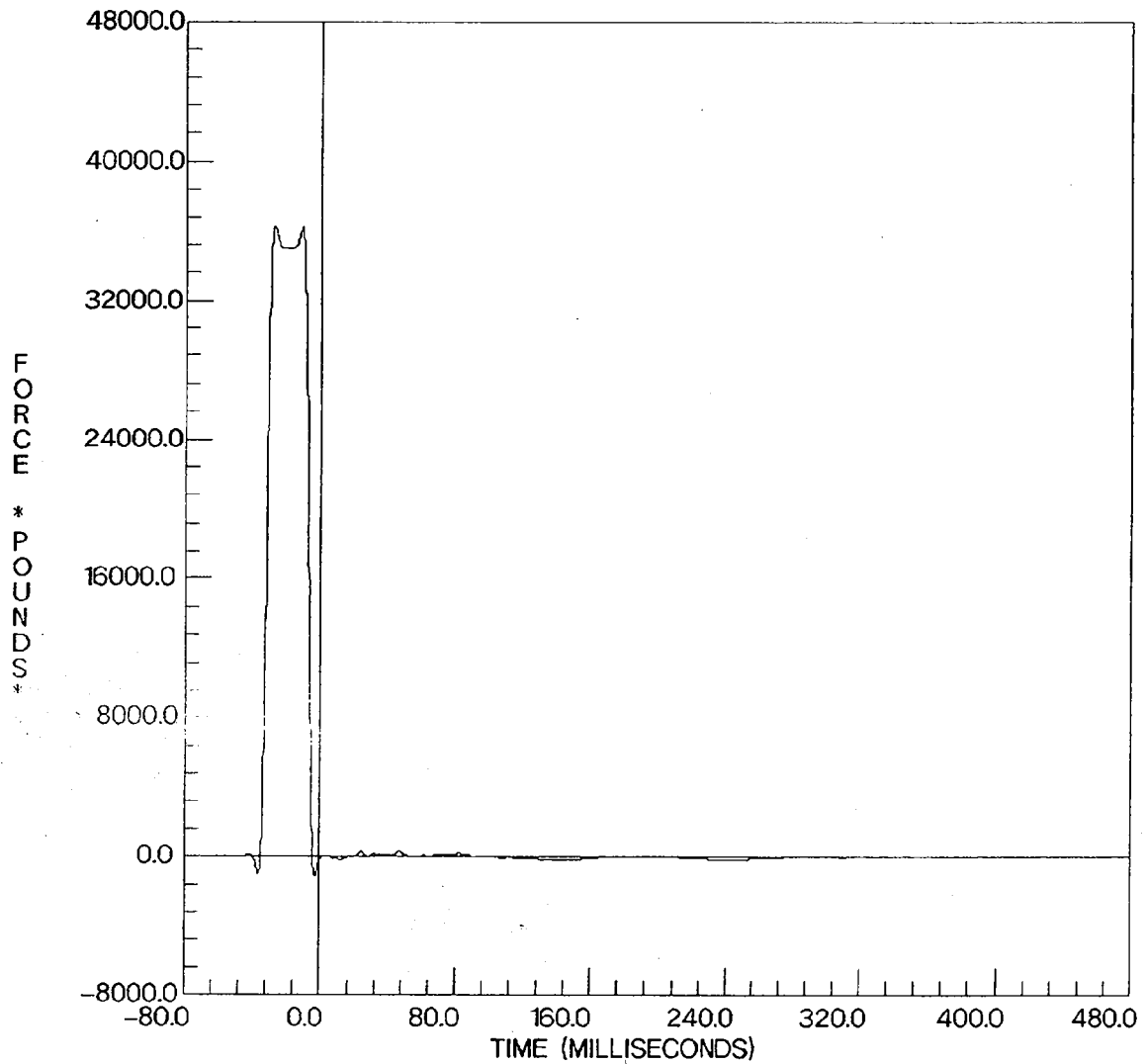


V0693FFD0.059

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D4 OT AXIS
FILTERED YMIN = -1177.940 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 36267.36 at -28.25000 msec
GOOD

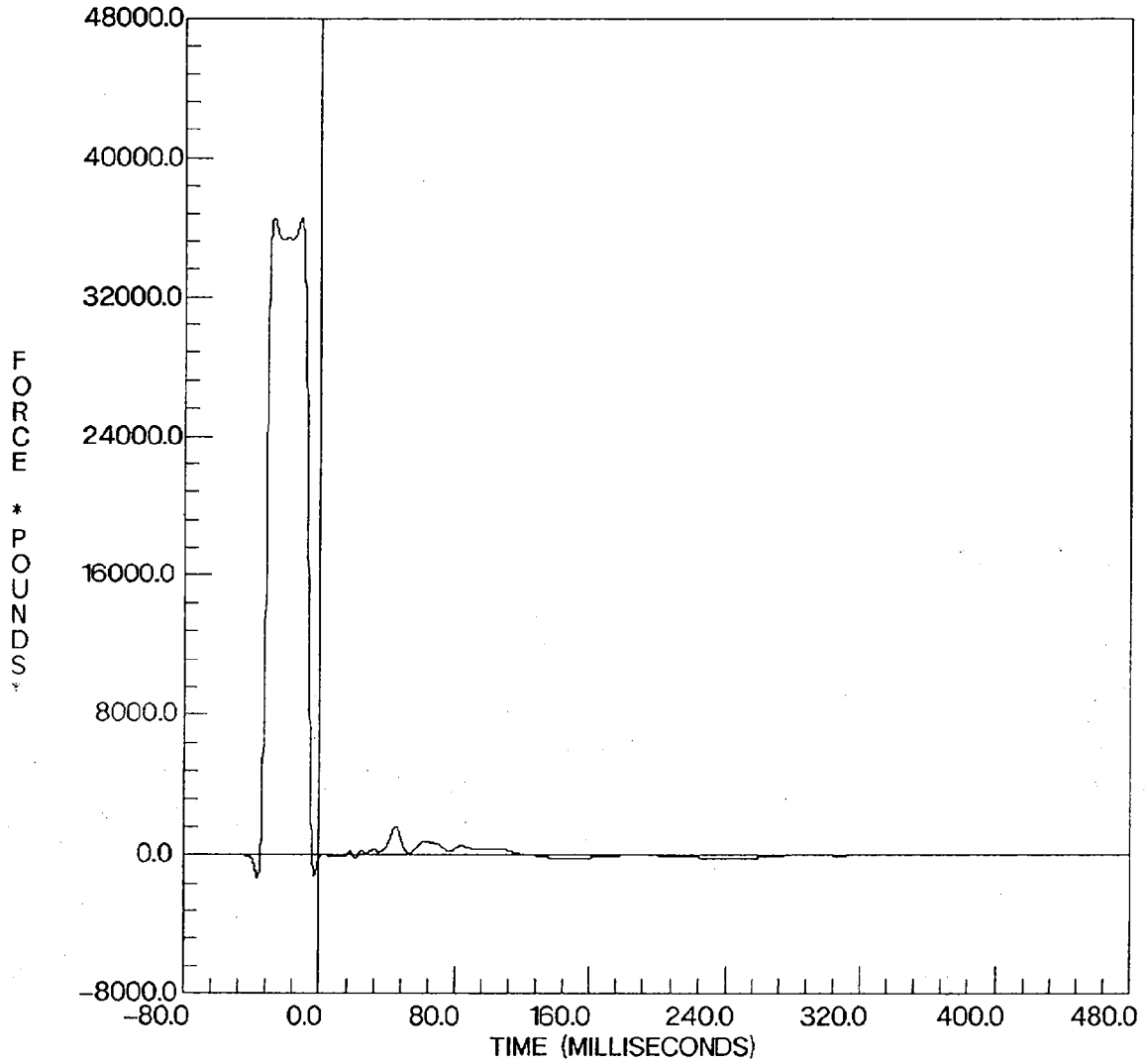


V0693FFD0.060

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D5 OT AXIS
FILTERED YMIN = -1361016 at -36.62500 msec
FILTER CUTOFF: 100Hz YMAX = 36587.66 at -11.62500 msec
GOOD

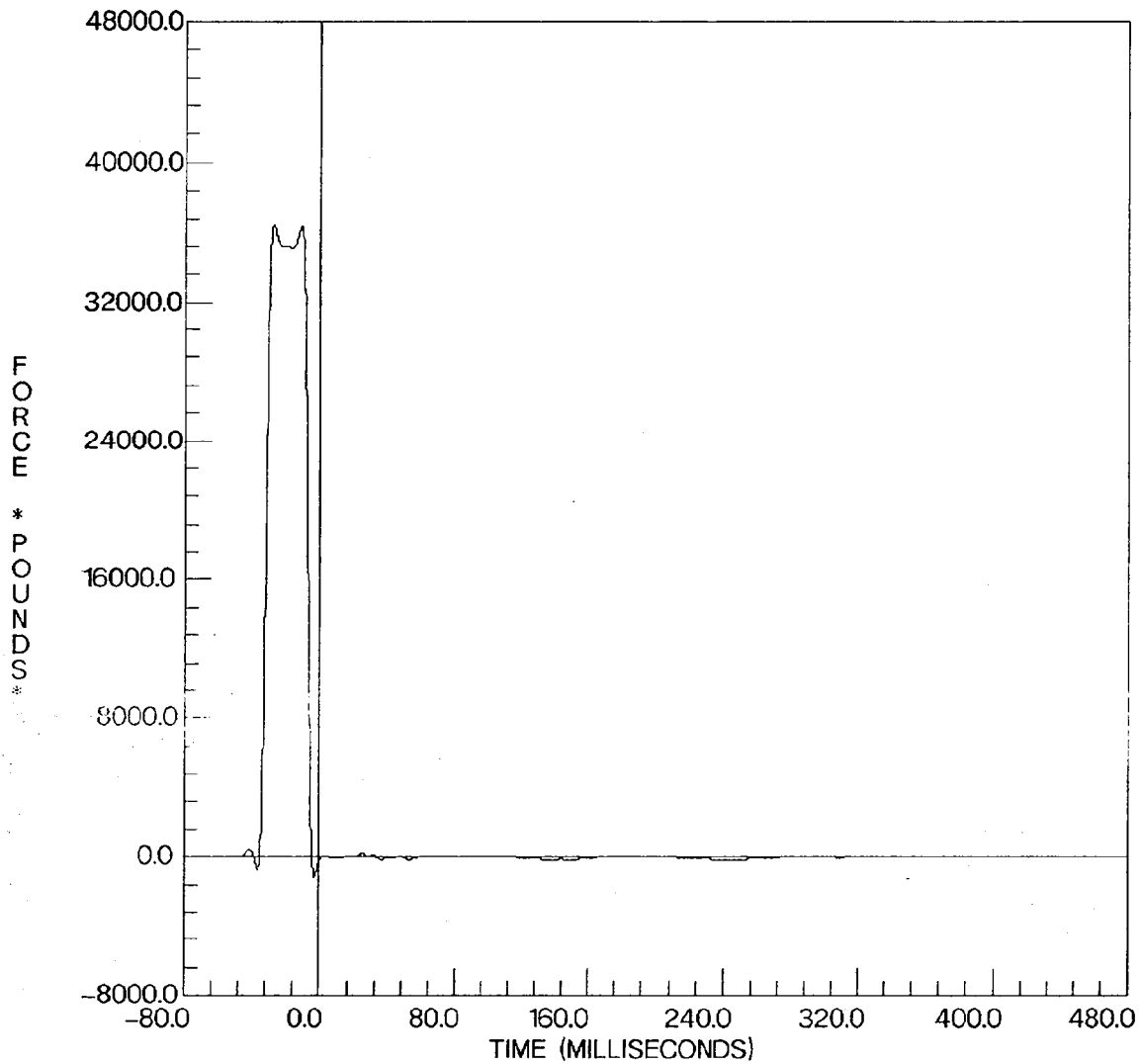


V0693FFD0.061

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D6 OT AXIS
FILTERED YMIN = -1187.888 at -3.250000 msec
FILTER CUTOFF: 100Hz YMAX = 36404.38 at -28.25000 msec
GOOD

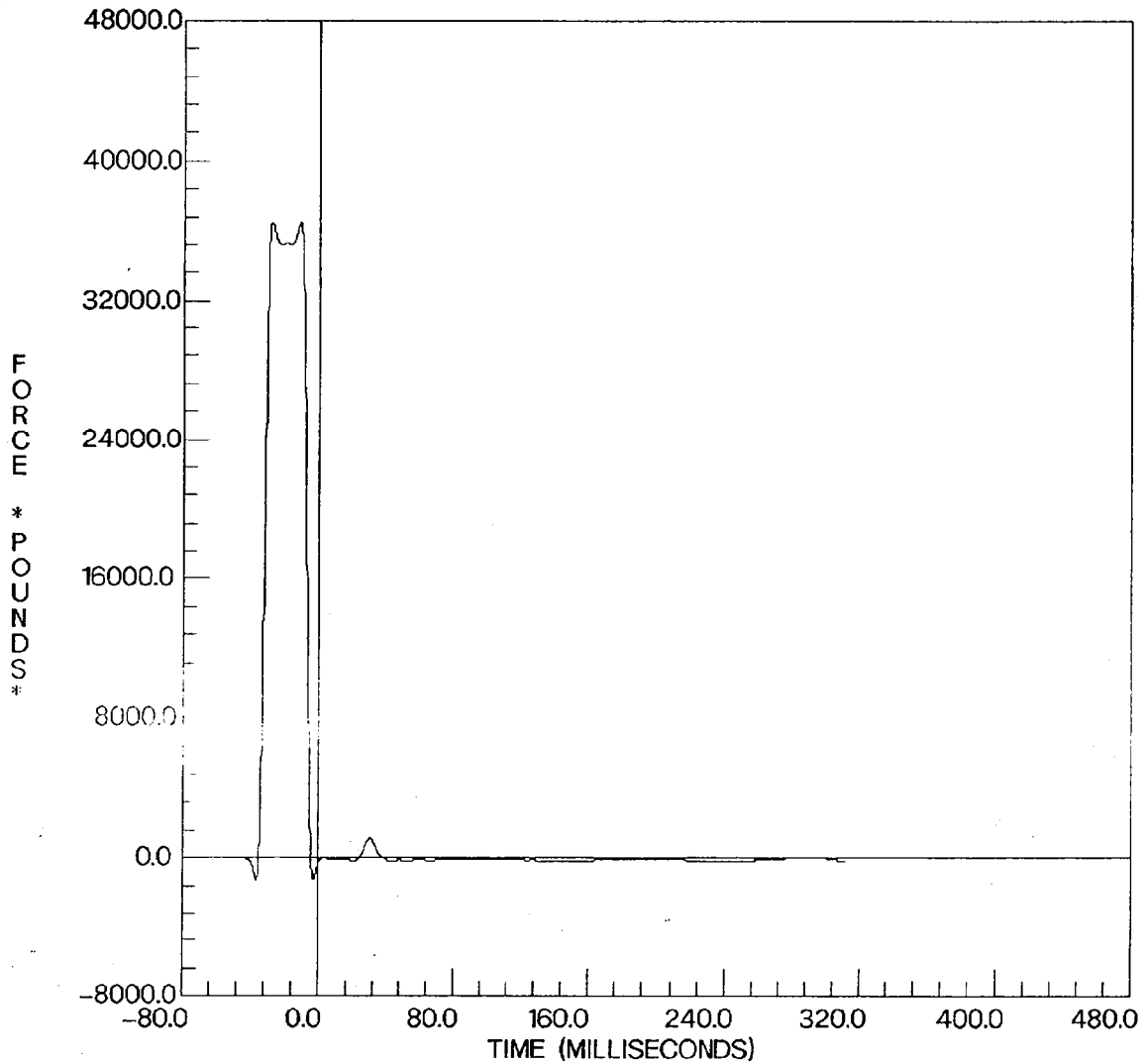


V0693FFD0.062

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D7 OT AXIS
FILTERED YMIN = -1303.541 at -36.62500 msec
FILTER CUTOFF: 100Hz YMAX = 36477.11 at -11.62500 msec
GOOD

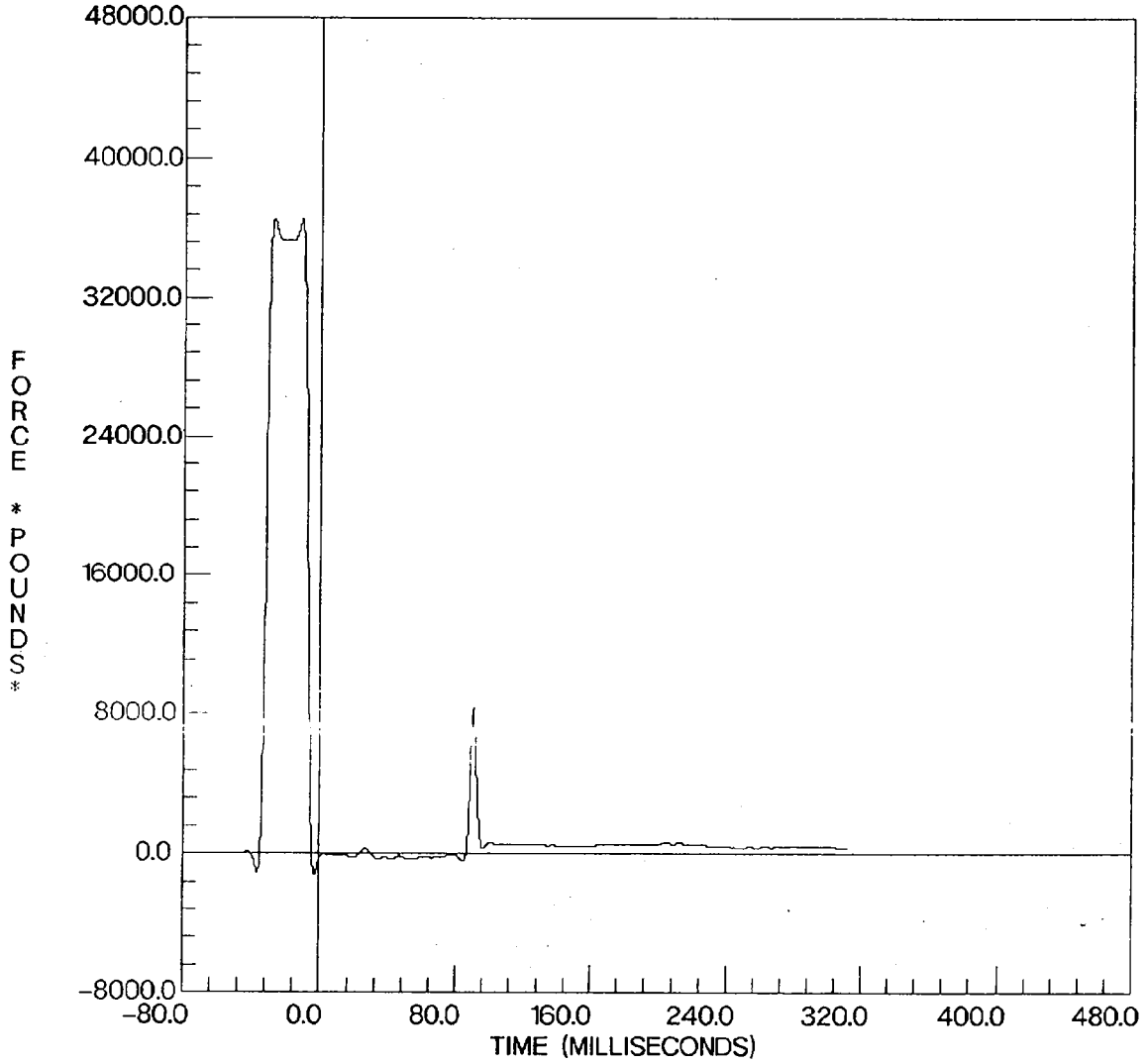


V0693FFD0.063

MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D8 OT AXIS
FILTERED YMIN = -1249.719 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36512.73 at -11.62500 msec
GOOD

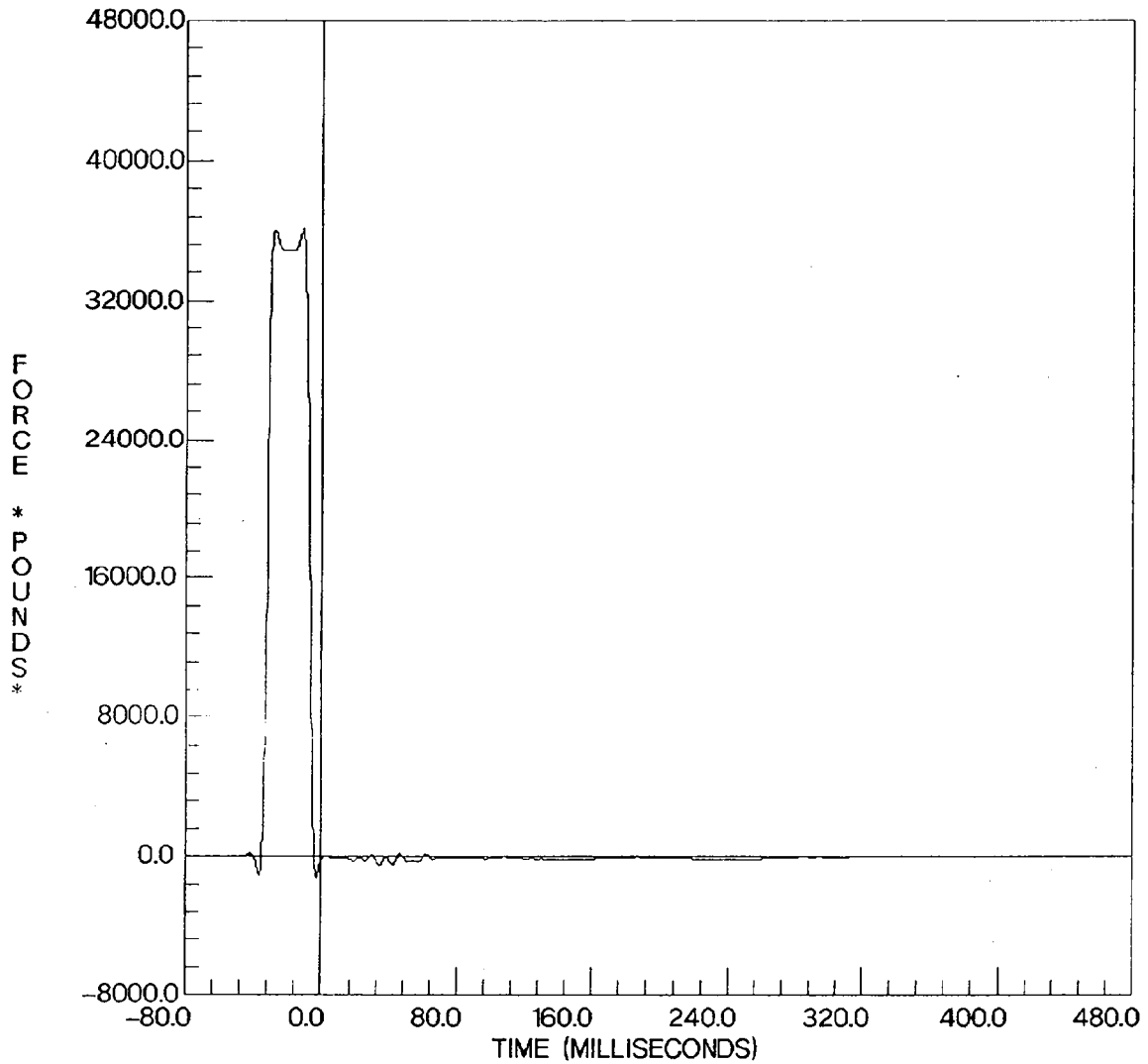


V0693FFD0.064

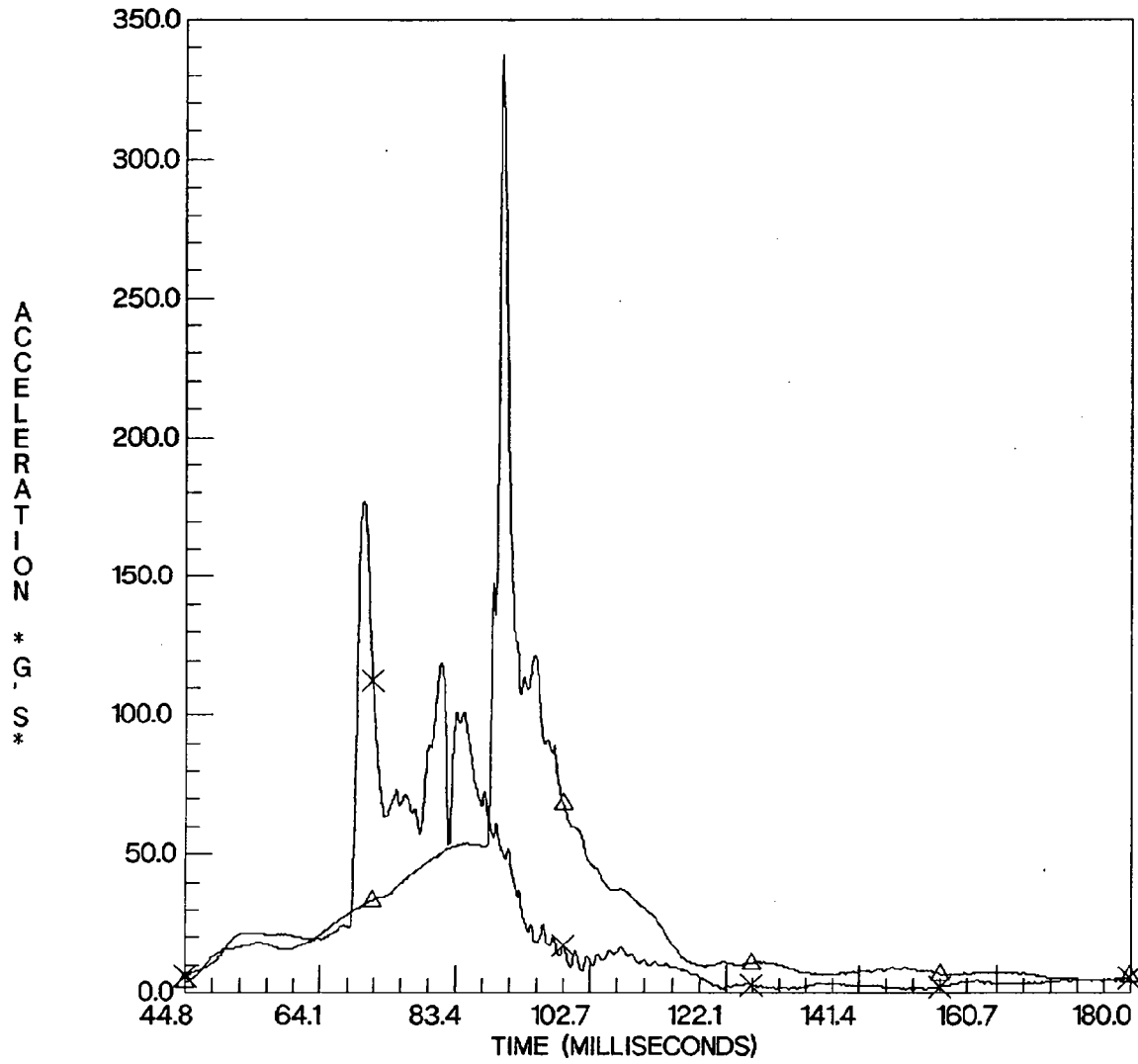
MOBILITY SYSTEMS N6402413 35.20 mph VTB

0 RIGID LOAD CELL BARRIER
VEH 0

LOAD CELL D9 OT AXIS
FILTERED YMIN = -1237.007 at -3.25000 msec
FILTER CUTOFF: 100Hz YMAX = 36104.30 at -11.62500 msec
GOOD

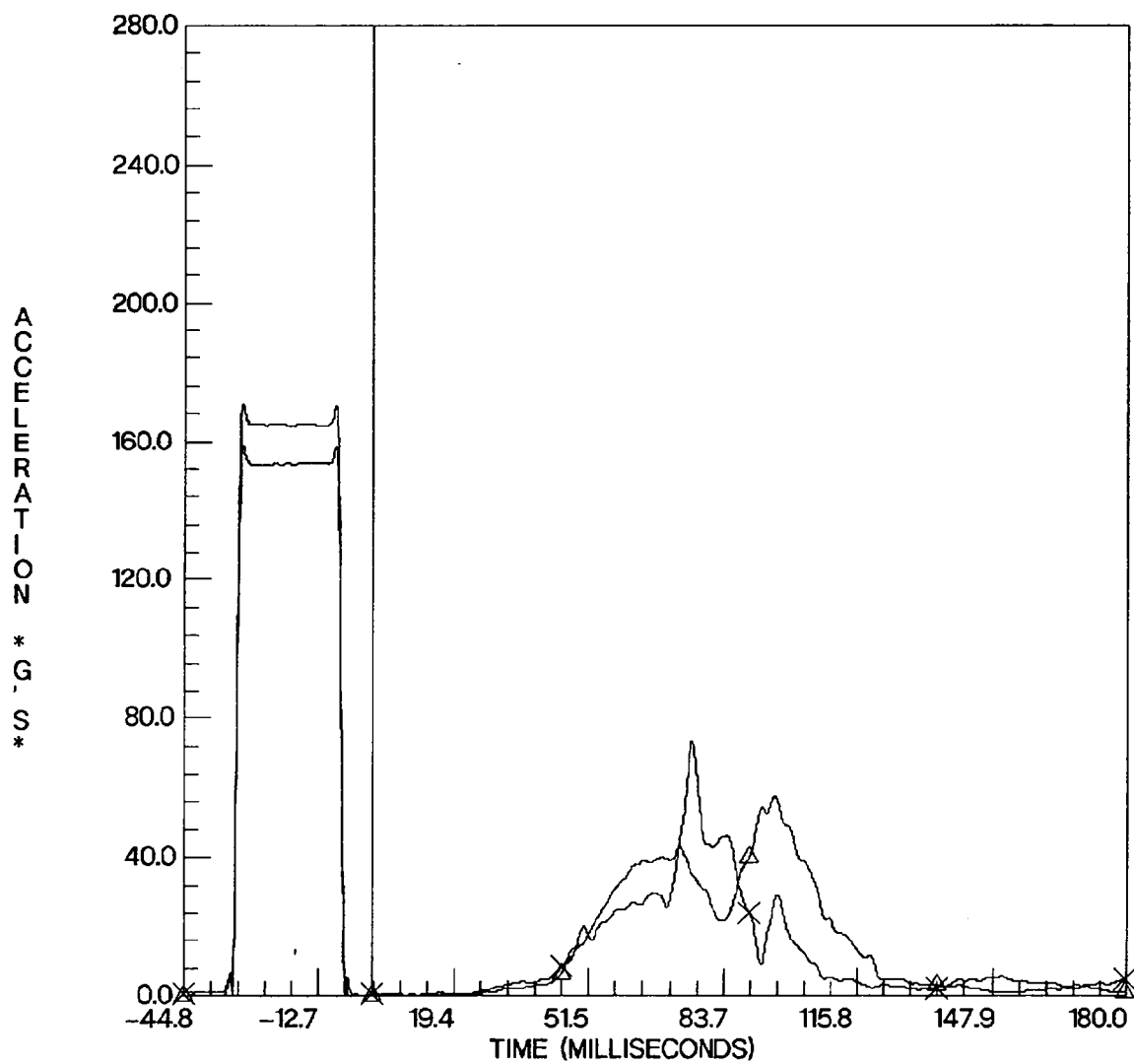


MSE 693 HEAD RESULT
V0693AN00.R1H N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 1 HEAD CG RS AXIS 1600Hz
V0693AN00.R2H N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 HEAD CG RS AXIS 1600Hz



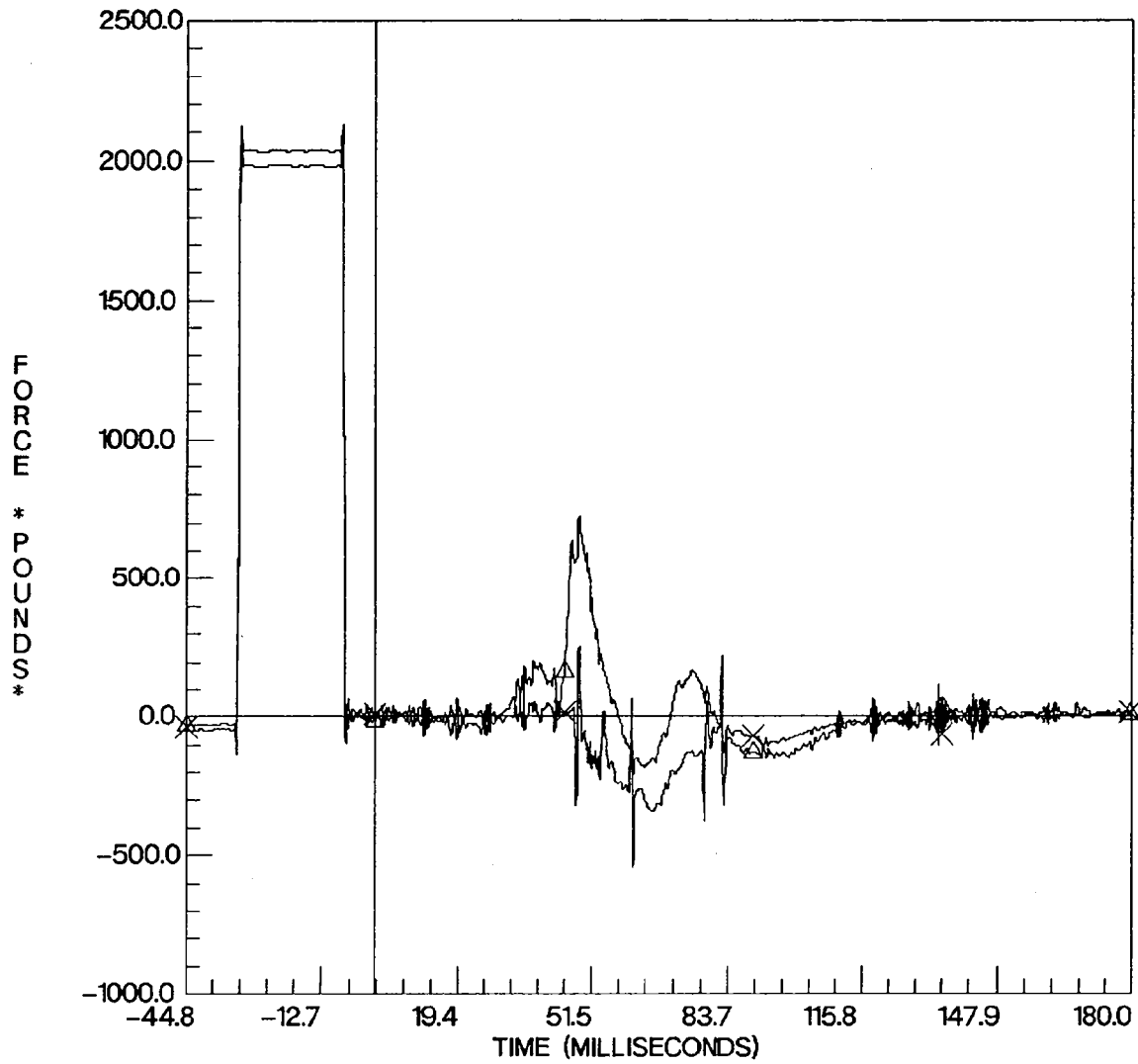
MSE 693 CHEST RESULT

- × V0693ACE0.R1C N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 1 CHEST RS AXIS 300Hz
- △ V0693ACE0.R2C N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 CHEST RS AXIS 300Hz



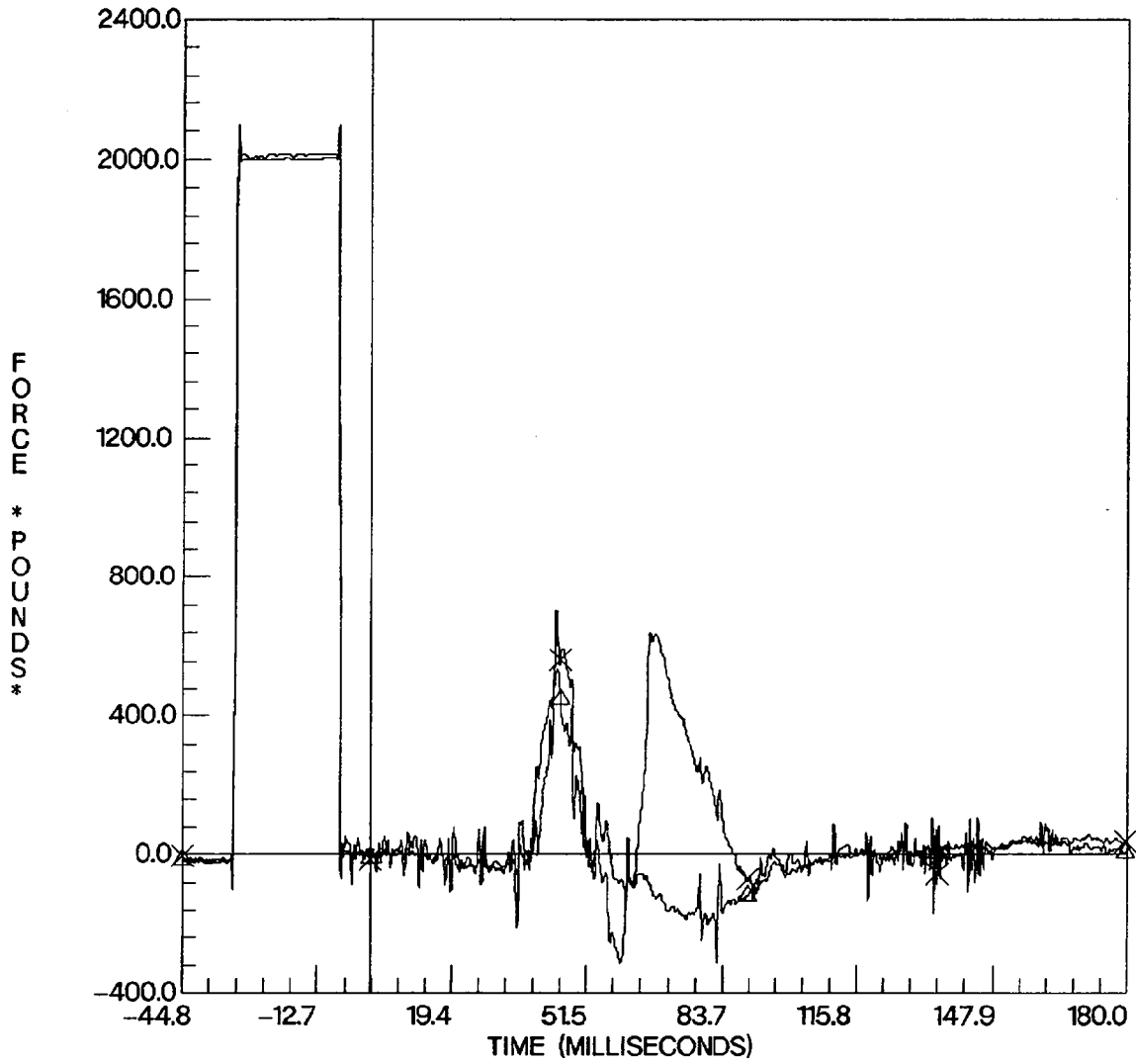
MSE 693 FEMURS (DRIVER)

- × V0693FFG0.013 N6402413 VTB 84 NISSAN STANZA VEHI
OCCUPANT 1 FEMUR - LEFT OT AXIS 1000Hz
- △ V0693FFG0.014 N6402413 VTB 84 NISSAN STANZA VEHI
OCCUPANT 1 FEMUR - RIGHT OT AXIS 1000Hz



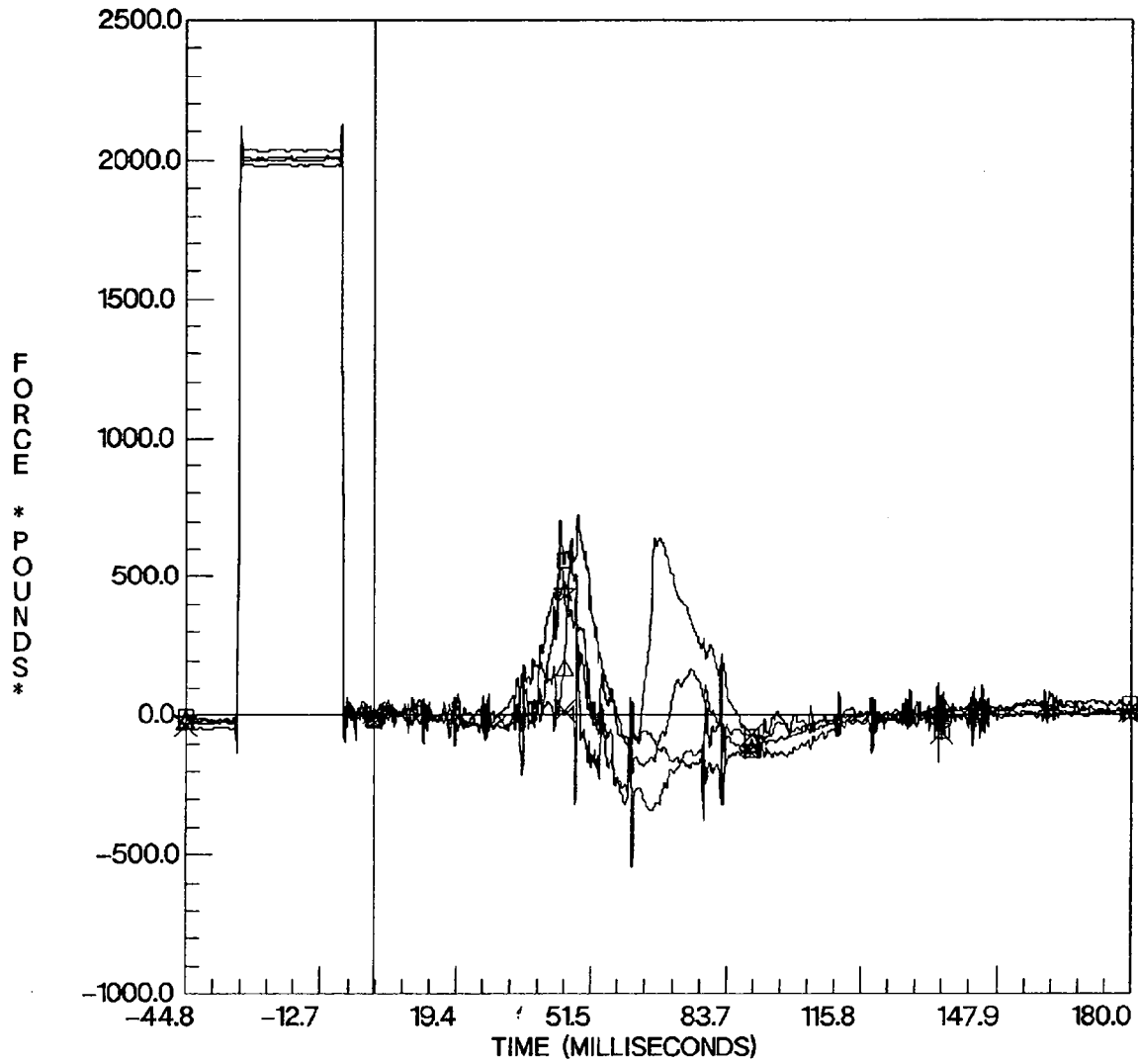
MSE 693 FEMURS (PASSENGER)

- × V0693FFG0.015 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 FEMUR - LEFT OT AXIS 1000Hz
- △ V0693FFG0.016 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 FEMUR - RIGHT OT AXIS 1000Hz



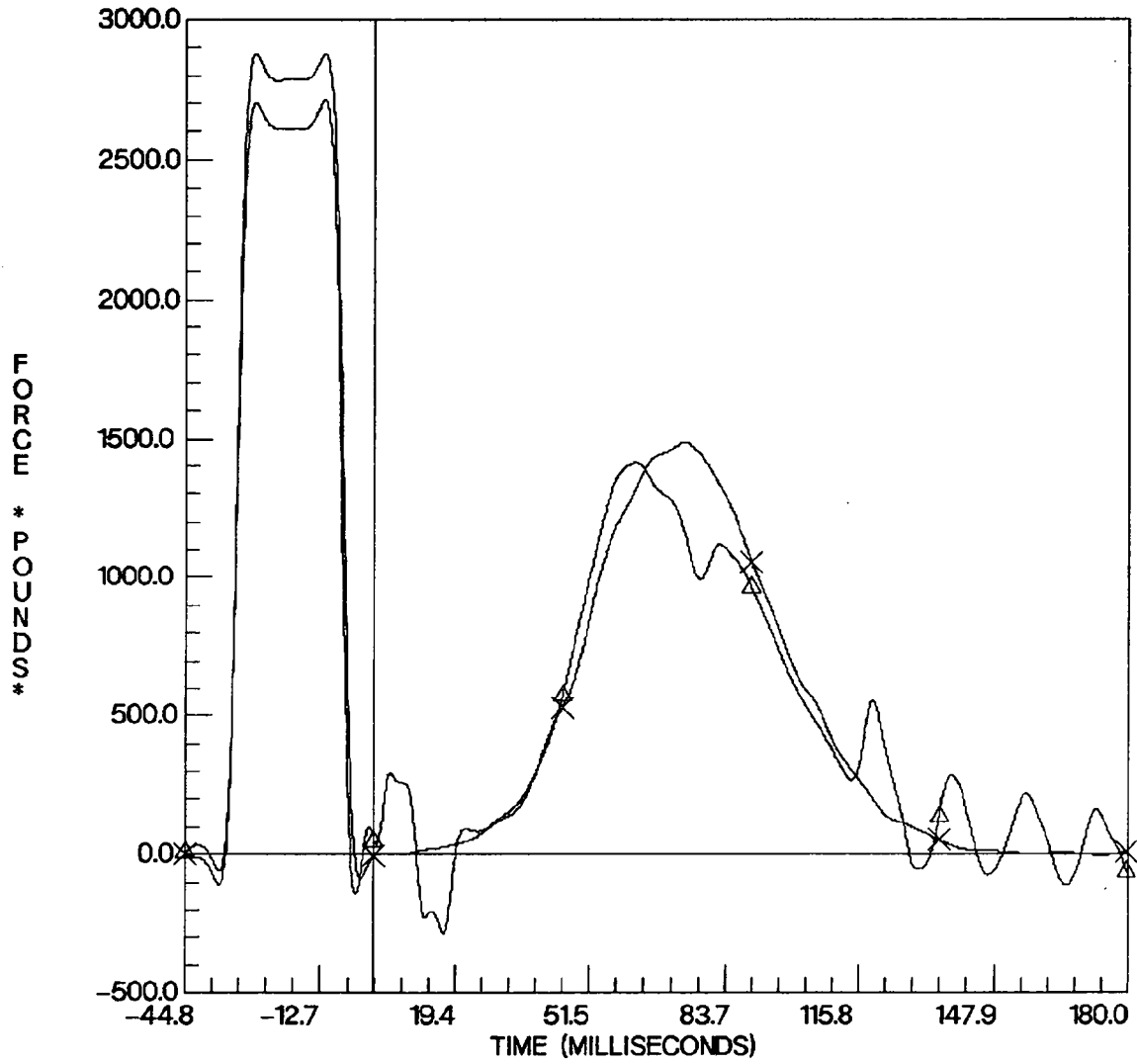
MSE 693 FEMURS

- × V0693FFG0.013 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 1 FEMUR - LEFT OT AXIS 1000Hz
- △ V0693FFG0.014 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 1 FEMUR - RIGHT OT AXIS 1000Hz
- V0693FFG0.015 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 FEMUR - LEFT OT AXIS 1000Hz
- ☆ V0693FFG0.016 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 FEMUR - RIGHT OT AXIS 1000Hz



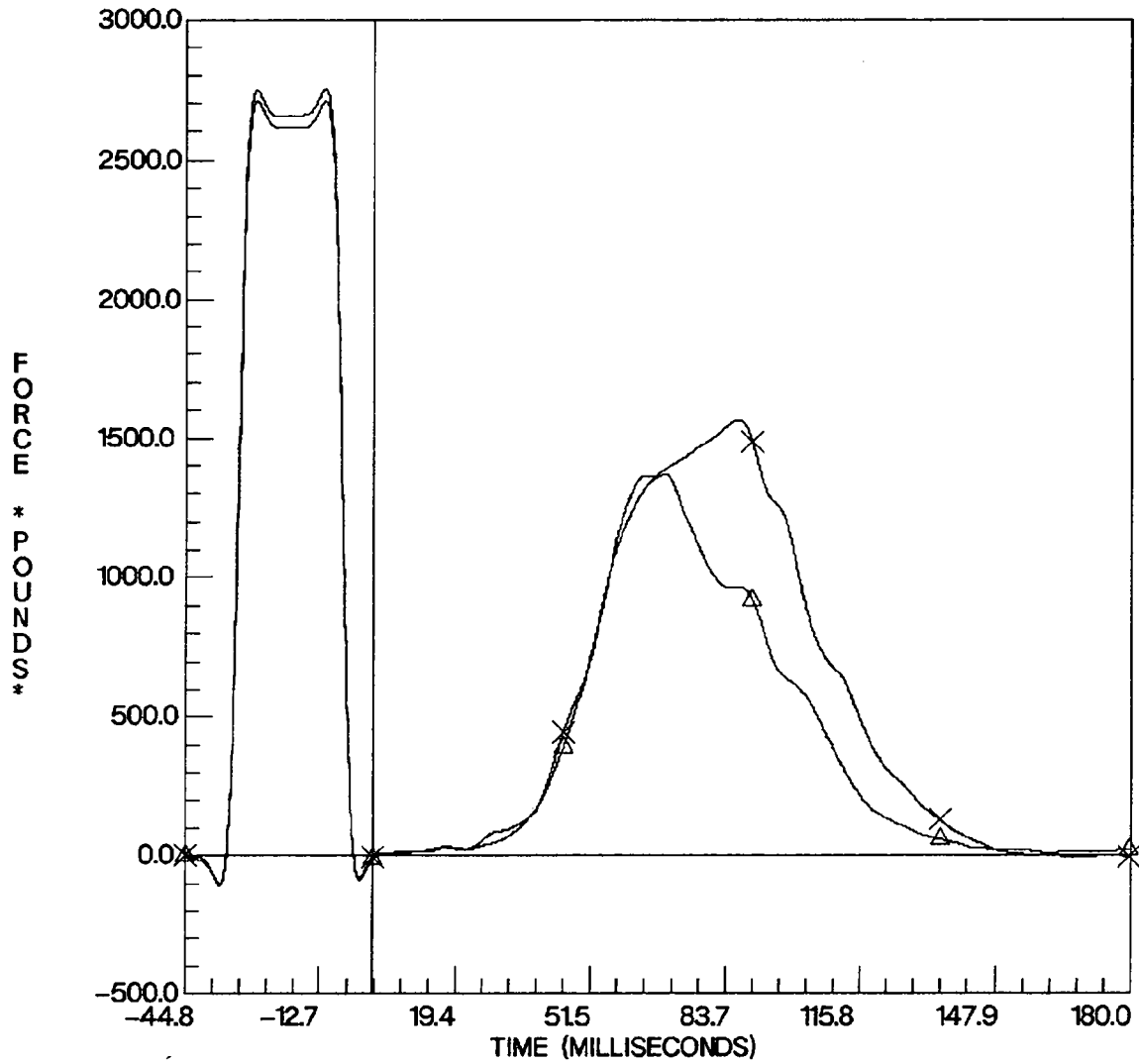
MSE 693 BELTS (DRIVER)

- × V0693FFD0.018 N6402413 VTB 84 NISSAN STANZA VEHI
OCCUPANT 1 SHOULDER BELT OT AXIS 100Hz
- △ V0693FFD0.017 N6402413 VTB 84 NISSAN STANZA VEHI
OCCUPANT 1 LAP BELT - OUTBOARD OT AXIS 100Hz



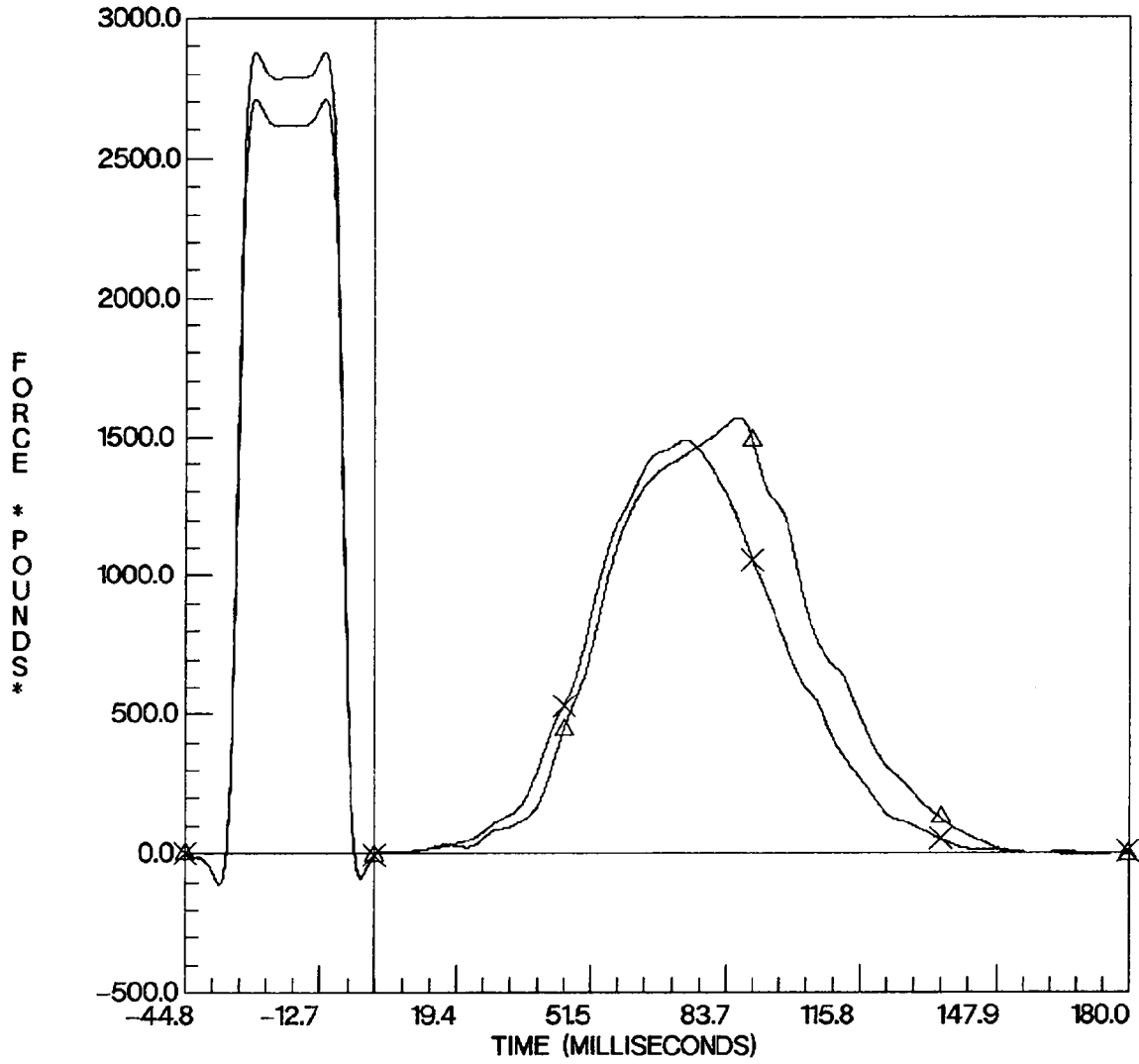
MSE 693 BELTS (PASSENGER)

- × V0693FFD0.020 N6402413 VTB 84 NISSAN STANZA VEHI
OCCUPANT 2 SHOULDER BELT OT AXIS 100Hz
- △ V0693FFD0.019 N6402413 VTB 84 NISSAN STANZA VEHI
OCCUPANT 2 LAP BELT - OUTBOARD OT AXIS 100Hz



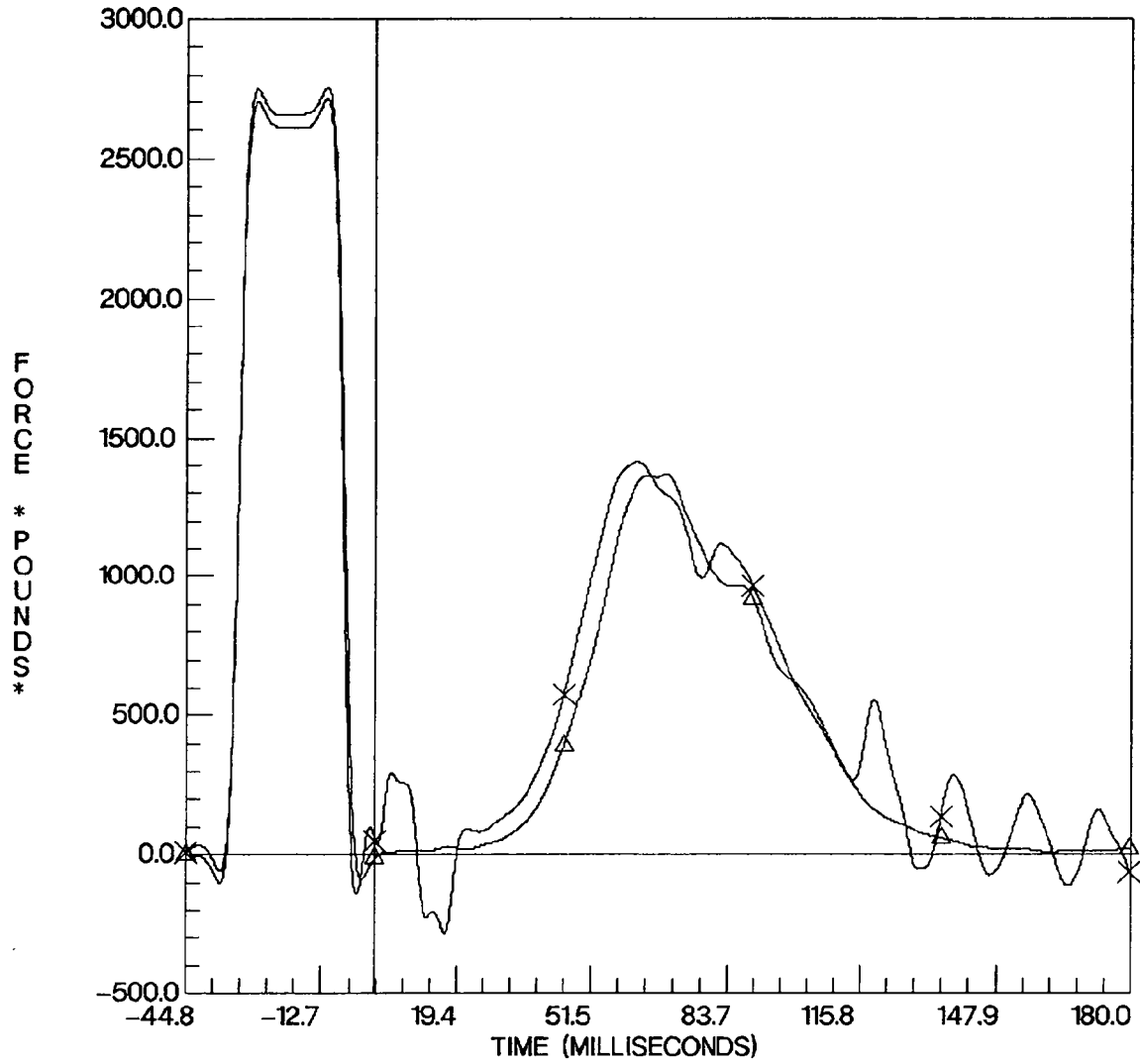
MSE 693 BELTS (DRIVER/PASSENGER)

- × V0693FFD0.018 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 1 SHOULDER BELT OT AXIS 100Hz
- △ V0693FFD0.020 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 SHOULDER BELT OT AXIS 100Hz



MSE 693 BELTS (DRIVER/PASSENGER)

- × V0693FFD0.017 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 1 LAP BELT - OUTBOARD OT AXIS 100Hz
- △ V0693FFD0.019 N6402413 VTB 84 NISSAN STANZA VEH1
OCCUPANT 2 LAP BELT - OUTBOARD OT AXIS 100Hz



V0693AN00.R1H

MOBILITY SYSTEMS N6402413 35.20 mph VTB

84 NISSAN STANZA FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

HIC = 1458.966

HEAD CG

RS AXIS

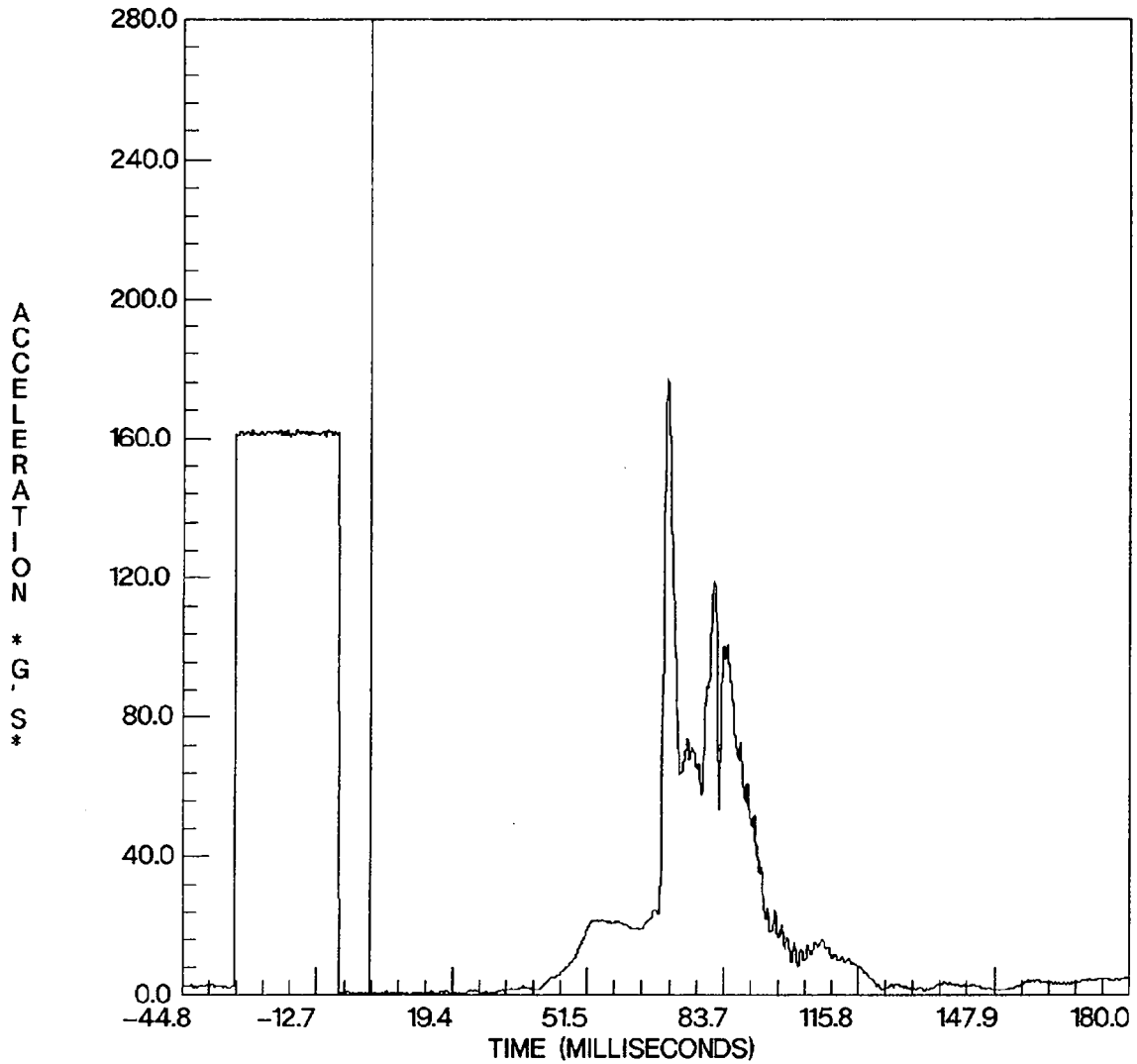
NONSTANDARD

YMIN = 0.000000 at -3.25000 msec

FILTER CUTOFF: 1600Hz

YMAX = 176.7753 at 70.25000 msec

GOOD



V0693AN00.R2H

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

HIC = 2216.348

HEAD CG

RS AXIS

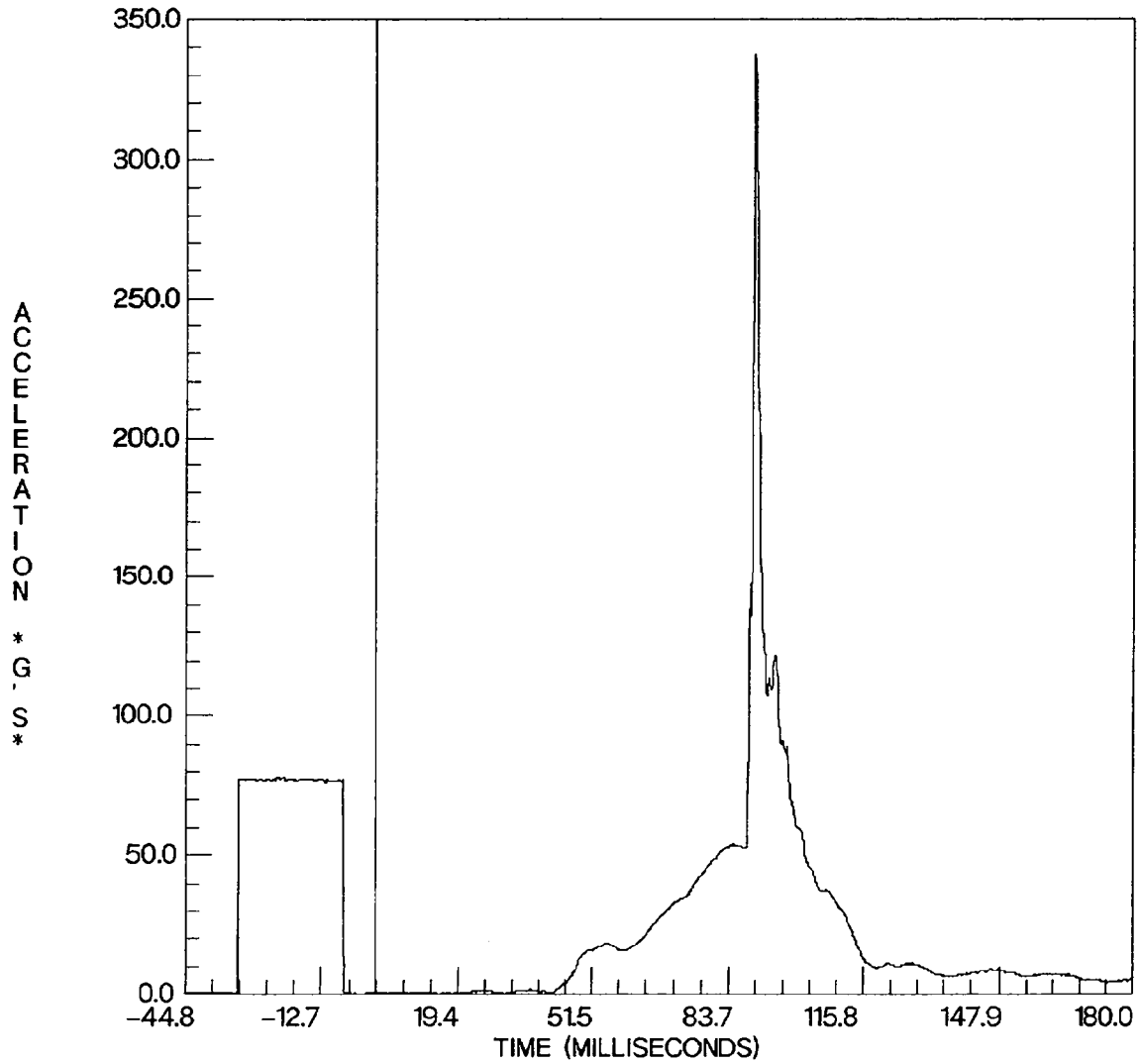
NONSTANDARD

YMIN = 0.000000 at -6.500000 msec

FILTER CUTOFF: 1600Hz

YMAX = 337.5164 at 90.00000 msec

GOOD



V0693ACE0.R1C

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 1 P572DM

CSI = 390.9115 CLIP3M = 164.9558

CHEST

RS AXIS

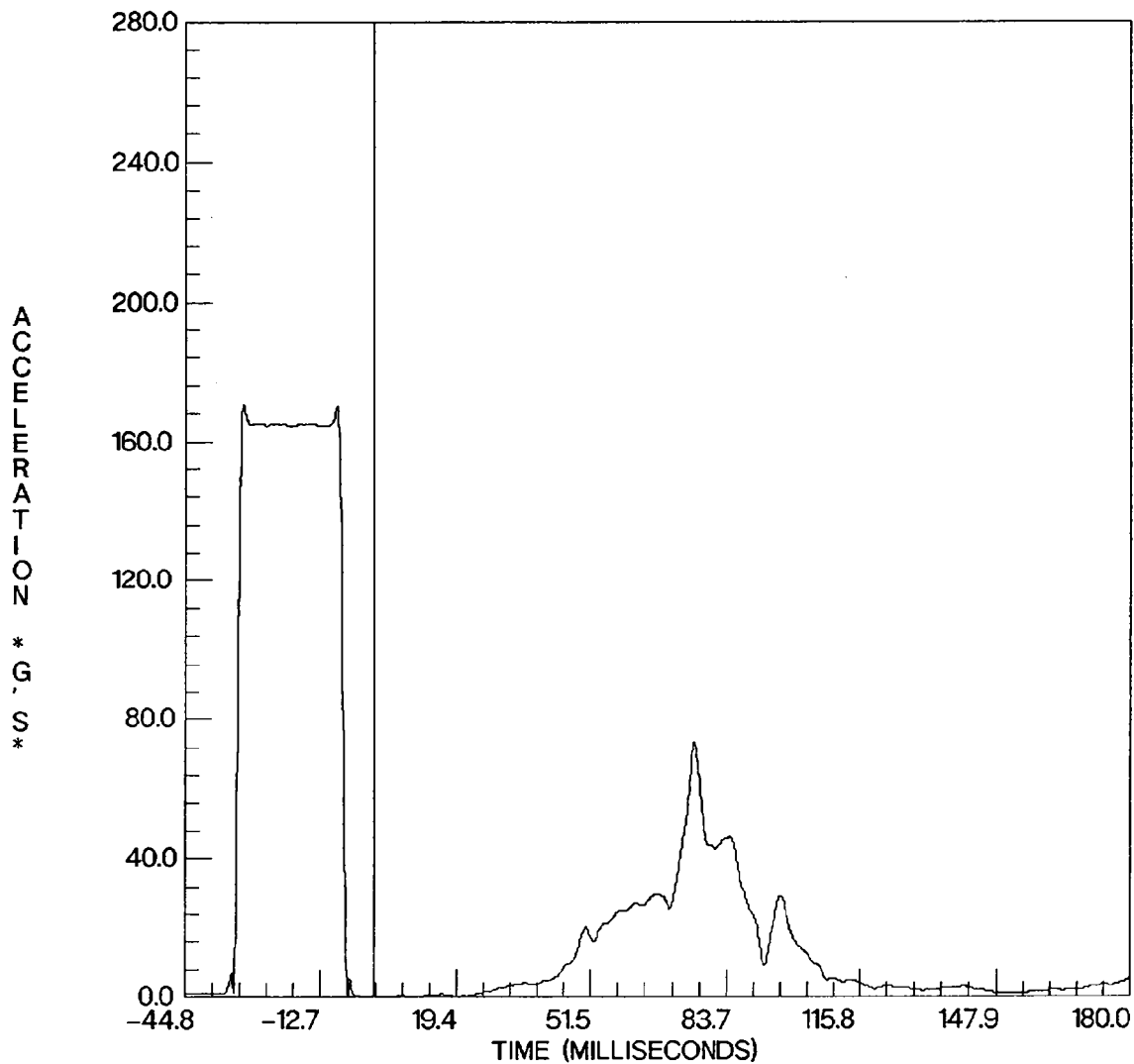
COMPUTED

YMIN = -0.0171339 at 19.87500 msec

FILTER CUTOFF: 300Hz

YMAX = 170.6472 at -31.00000 msec

GOOD



V0693ACE0.R2C

MOBILITY SYSTEMS

N6402413

35.20 mph VTB

84 NISSAN

STANZA

FOUR DOOR SEDAN

VEH 1

OCCUPANT LOC 2 P572DM

CSI = 5318375 CLIP3M = 153.4926

CHEST

RS AXIS

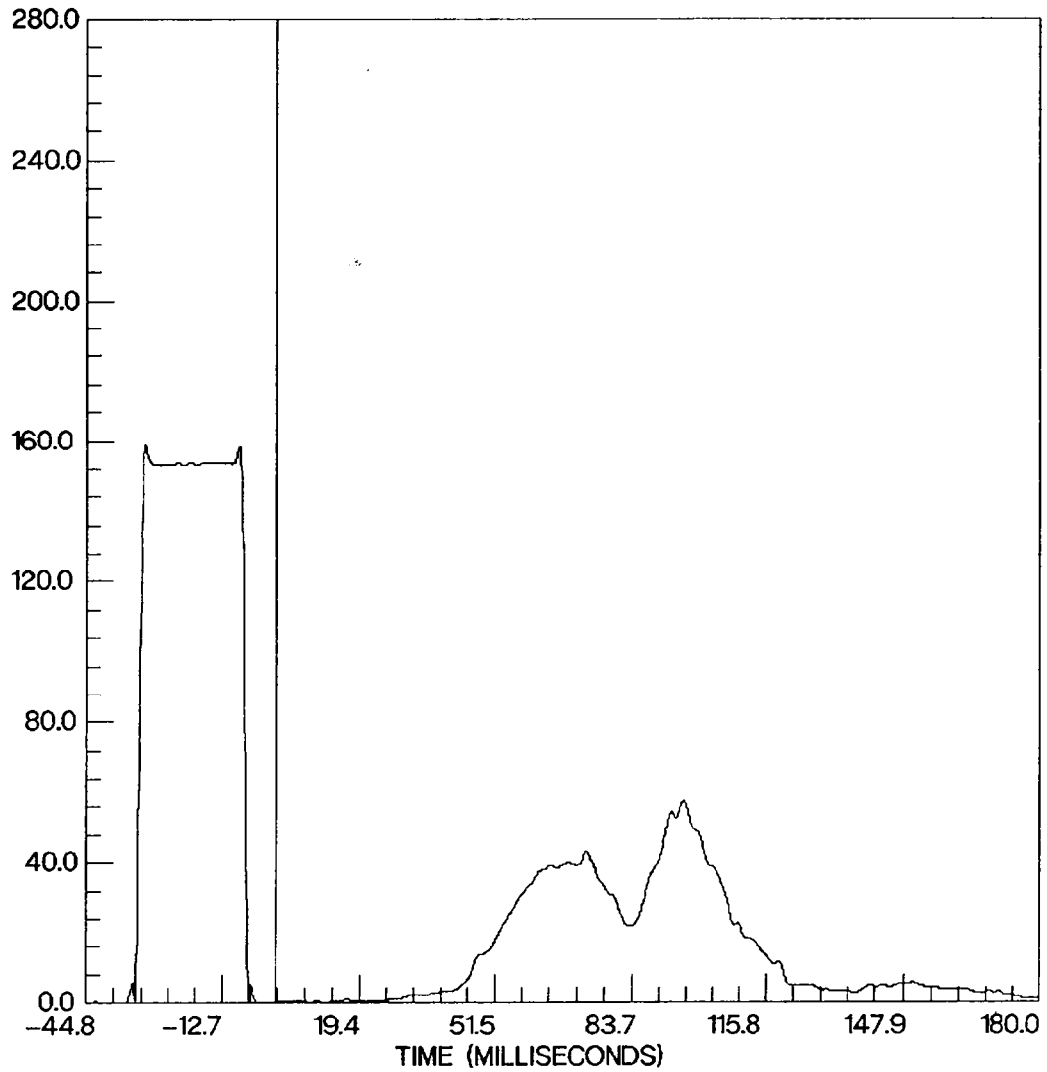
COMPUTED

FILTER CUTOFF: 300Hz

YMIN = 0.0237571 at -36.87500 msec

GOOD

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DATE: 14--JUL--86

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
CRASH AUTOMOBILE RESEARCH SYSTEM
DYNAMIC CRASH FILE CATALOG

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SELECTION CRITERION
VEHDB

VERSION 1 DATA

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HARD COPY REFERENCE NUMBER	CONTRACT NUMBER	TEST PERFORMER	TEST TITLE
693	DTNH2282D21140	MSE	COMB. TEST OMI, 212,301

DATE: 14-JUL-86

U.S. DEPARTMENT OF TRANSPORTATION
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CRASH AUTOMOBILE RESEARCH SYSTEM
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SELECTION CRITERION
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VERSION 1 DATA

TEST INFORMATION
FOR TEST 693

TEST TITLE: COMB. TEST OMI,212,301

TEST DATE: 02/23/84

ENTRY DATE: 01-MAR-84

HARD COPY REFERENCE NUMBER: 693

CONTRACT NUMBER: DTNH2282D21140

TEST PERFORMER: MOBILITY SYSTEMS

TEST REFERENCE NUMBER: N6402413

TEST CONFIGURATION: VEHICLE INTO BARRIER

TEST TYPE: NEW CAR ASSESSMENT TEST

TEST OBJECTIVES: ACQUIRE OMI DATA PLUS EVALUATE COMPLIANCE TO FMVSS 212 & 301

CLOSING SPEED: 35.20

IMPANG ANGLE: 0

TEST TRACK SURFACE: CONCRETE

TEST TRACK CONDITIONS: DRY

IMPACT POINT: 999.90

OFFSET DISTANCE: 0.00

RECORDER TYPE: FM TAPE RECORDER

DATA LINK TO RECORDER: UMBILICAL CABLE

SYSTEM OF MEASUREMENT: ENGLISH

AMBIENT TEMPERATURE: 72

DESCRIPTION OF OTHER ANOMALIES:

TOTAL CURVE: 64

SELECTION CRITERION
VEHDB

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VEHICLE INFORMATION
FOR TEST 693

VEHICLE IDENTIFICATION NUMBER: 1

MAKE: NISSAN MODEL: STANZA YEAR: 84 TEST WEIGHT: 2814

ENGINE TYPE: 4 CYLINDER TRANSVERSE FRONT ENGINE DISPLACEMENT: 120.4 C.I.

TRANSMISSION TYPE: MANUAL - FRONT WHEEL DRIVE BODY TYPE: FOUR DOOR SEDAN

VEHICLE LENGTH: 172.90 VEHICLE WIDTH: 65.20 WHEELBASE: 97.40

VEHICLE C.G. DISTANCE BEHIND FRONT AXLE: 41.20

STEERING COLUMN COLLAPSE MECHANISM: OTHER STEERING COLUMN ATTACHMENT TO DASH: UNKNOWN

VEHICLE MODIFICATION INDICATOR: MODIFIED VEHICLE

GENERAL DESCRIPTION OF VEHICLE MODIFICATIONS: REAR SEAT REMOVED

PDOF ANGLE: 0 TRAVEL ANGLE: 0 VEHICLE SPEED: 35.20 VEHICLE DAMAGE INDEX: 12FDAM6

BUMPER ENGAGEMENT: NOT APPLICABLE

STILL ENGAGEMENT: NOT APPLICABLE A-PILLAR ANGLE: NOT APPLICABLE

LENGTH OF DIRECT CONTACT DAMAGE: 57.60 MAXIMUM CRUSH DISTANCE: 21.00

DISTANCE BETWEEN CENTER OF DAMAGE AREA AND C.G. AXIS: 0.00

POINT NUMBER 1: 21.10 POINT NUMBER 2: 20.40 POINT NUMBER 3: 19.10

POINT NUMBER 4: 19.40 POINT NUMBER 5: 19.90 POINT NUMBER 6: 21.40

ANGLE OF MOVING TEST CART: 0

VEHICLE ORIENTATION ON MOVING CART: 0

DATE: 14-JUL-86

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BARRIER INFORMATION
FOR TEST 693

TYPE OF BARRIER: LOAD CELL BARRIER

DIAMETER OF POLE BARRIER: 0.00

RIGID OR YIELDING: RIGID

ADDITIONAL DESCRIPTION OF BARRIER OR ROLLOVER TEST:

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SELECTION CRITERION
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OCCUPANT INFORMATION
FOR TEST 693

VEHICLE CONTAINING OCCUPANT: 1

SEATING POSITION: LEFT FRONT SEAT

SEAT POSITION: CENTER POSITION

OCCUPANT TYPE: PART 572 DUMMY

DUMMY SIZE PERCENTILE: 50 PERCENTILE

AGE: 0 HEIGHT: 0

WEIGHT: 0 SEX: MALE

MANUFACTURER OF DUMMY AND SERIAL NUMBER:

HUMANOID SYSTEMS 466

CLEARANCE DISTANCES:

HEAD TO WINDSHIELD HEADER: 17.50
HEAD TO SIDE HEADER: 7.20
CHEST TO DASH: 23.40
ARM TO DOOR: 4.10
KNEES TO DASH: 5.90

HEAD TO WINDSHIELD: 23.00
HEAD TO SIDE WINDOW: 7.20
CHEST TO STEERING WHEEL: 16.00
HIP TO DOOR: 6.50

RESTRAINT: 3 POINT BELT

AIR BAG/BELT DEPLOYMENT: NOT APPLICABLE

KNEE RESTRAINT DESCRIPTION: DASHBOARD

HEAD CONTACT REGION: STEERING WHEEL

CHEST OR ABDOMEN CONTACT REGION: NONE

LEG CONTACT REGION: DASHBOARD

HEAD INJURY: 1458.970
LOW BOUNDARY: 68.875

UPPER BOUNDARY: 89.875

DATE: 14-JUL-86

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SELECTION CRITERION
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VERSION 1 DATA

OCCUPANT INFORMATION
FOR TEST 693

VEHICLE CONTAINING OCCUPANT: 1

SEATING POSITION: RIGHT FRONT SEAT

SEAT POSITION: CENTER POSITION

OCCUPANT TYPE: PART 572 DUMMY

DUMMY SIZE PERCENTILE: 50 PERCENTILE

AGE: 0 HEIGHT: 0

WEIGHT: 0 SEX: MALE

MANUFACTURER OF DUMMY AND SERIAL NUMBER:

HUMANOID SYSTEMS 467

CLEARANCE DISTANCES:

HEAD TO WINDSHIELD HEADER: 20.80

HEAD TO WINDSHIELD: 25.80

HEAD TO SIDE HEADER: 7.10

HEAD TO SIDE WINDOW: 7.00

CHEST TO DASH: 25.00

CHEST TO STEERING WHEEL: 99.90

ARM TO DOOR: 3.90

HIP TO DOOR: 6.00

KNEES TO DASH: 9.50

RESTRAINT: 3 POINT BELT

AIR BAG/BELT DEPLOYMENT: NOT APPLICABLE

KNEE RESTRAINT DESCRIPTION: DASHPANEL

HEAD CONTACT REGION: DASHPANEL

CHEST OR ABDOMEN CONTACT REGION: NONE

LEG CONTACT REGION: DASHPANEL

HEAD INJURY: 2216.350

LOW BOUNDARY: 88.375

UPPER BOUNDARY: 97.625

SELECTION CRITERION
 VEHDB

VERSION 1 DATA

INSTRUMENTATION INFORMATION
 FOR TEST 693

SENSOR TYPE	SEN. LOC.	OCCUPANT ATTACHMENT	REGION ATTACHED	AXIS	CRVE NO.	NFP	NLP	DAS.	PREF. FREQ.	DATA QUALITY
ACCELEROMETER	1	LEFT FRONT SEA	HEAD CG	XG	1	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	LEFT FRONT SEA	HEAD CG	YG	2	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	LEFT FRONT SEA	HEAD CG	ZG	3	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	LEFT FRONT SEA	CHEST	XG	4	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	LEFT FRONT SEA	CHEST	YG	5	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	LEFT FRONT SEA	CHEST	ZG	6	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	RIGHT FRONT SE	HEAD CG	XG	7	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	RIGHT FRONT SE	HEAD CG	YG	8	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	RIGHT FRONT SE	HEAD CG	ZG	9	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	RIGHT FRONT SE	CHEST	XG	10	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	RIGHT FRONT SE	CHEST	YG	11	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	RIGHT FRONT SE	CHEST	ZG	12	-359	2500	AM	1600	GOOD

SELECTION CRITERION
VEHDB

VERSION 1 DATA

INSTRUMENTATION INFORMATION
FOR TEST 693

SENSOR TYPE	SEN. LOC.	OCCUPANT ATTACHMENT	REGION ATTACHED	AXIS	CRVE NO.	NFP	NLP	DAS.	PREF. FREQ.	DATA QUALITY
LOAD CELL	1	LEFT FRONT SEA	FEMUR - LEFT	OT	13	-359	2500	AM	1600	GOOD
LOAD CELL	1	LEFT FRONT SEA	FEMUR - RIGHT	OT	14	-359	2500	AM	1600	GOOD
LOAD CELL	1	RIGHT FRONT SE	FEMUR - LEFT	OT	15	-359	2500	AM	1600	GOOD
LOAD CELL	1	RIGHT FRONT SE	FEMUR - RIGHT	OT	16	-359	2500	AM	1600	GOOD
LOAD CELL	1	LEFT FRONT SEA	LAP BELT - OUTBOARD	OT	17	-359	2500	AM	1600	NOISY
LOAD CELL	1	LEFT FRONT SEA	SHOULDER BELT	OT	18	-359	2500	AM	1600	GOOD
LOAD CELL	1	RIGHT FRONT SE	LAP BELT - OUTBOARD	OT	19	-359	2500	AM	1600	GOOD
LOAD CELL	1	RIGHT FRONT SE	SHOULDER BELT	OT	20	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	NOT APPLICABLE	BRAKE CALIPER - LE	XG	21	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	NOT APPLICABLE	BRAKE CALIPER - RI	XG	22	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	NOT APPLICABLE	ENGINE	XG	23	-359	2500	QD	1600	LEAD FAILED AT 38 m/s
ACCELEROMETER	1	NOT APPLICABLE	ENGINE	XG	24	-359	2500	AM	1600	GOOD

SELECTION CRITERION
 VEHDB

VERSION 1 DATA

INSTRUMENTATION INFORMATION
 FOR TEST 693

SENSOR TYPE	SEN. LOC.	OCCUPANT ATTACHMENT	REGION ATTACHED	AXIS	CRVE NO.	NFP	NLP	DAS.	PREF. FREQ.	DATA QUALITY
ACCELEROMETER	1	NOT APPLICABLE	FLOORPAN - RIGHT F	XG	25	-359	2500	AM	1600	GOOD
ACCELEROMETER	1	NOT APPLICABLE	FLOORPAN - LEFT RE	XG	26	-359	2500	AM	1600	GOOD
DISPLACEMENT TR	1	LEFT FRONT SEA	SHOULDER BELT	OT	27	-359	2500	AM	1600	GOOD
DISPLACEMENT TR	1	RIGHT FRONT SE	SHOULDER BELT	OT	28	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A1	OT	29	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A2	OT	30	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A3	OT	31	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A4	OT	32	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A5	OT	33	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A6	OT	34	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A7	OT	35	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A8	OT	36	-359	2500	AM	1600	GOOD

SELECTION CRITERION
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VERSION 1 DATA

INSTRUMENTATION INFORMATION
 FOR TEST 693

SENSOR TYPE	SEN. LOC.	OCCUPANT ATTACHMENT	REGION ATTACHED	AXIS	CRVE NO.	NFP	NLP	DAS.	PREF. FREQ.	DATA QUALITY
LOAD CELL	0	NOT APPLICABLE	LOAD CELL A9	OT	37	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B1	OT	38	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B2	OT	39	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B3	OT	40	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B4	OT	41	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B5	OT	42	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B6	OT	43	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B7	OT	44	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B8	OT	45	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL B9	OT	46	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C1	OT	47	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C2	OT	48	-359	2500	AM	1600	GOOD

SELECTION CRITERION
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VERSION 1 DATA

INSTRUMENTATION INFORMATION
 FOR TEST 693

SENSOR TYPE	SEN. LOC.	OCCUPANT ATTACHMENT	REGION ATTACHED	AXIS	CRVE NO.	NFP	NLP	DAS.	PREF. FREQ.	DATA QUALITY
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C3	OT	49	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C4	OT	50	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C5	OT	51	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C6	OT	52	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C7	OT	53	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C8	OT	54	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL C9	OT	55	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D1	OT	56	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D2	OT	57	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D3	OT	58	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D4	OT	59	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D5	OT	60	-359	2500	AM	1600	GOOD

SELECTION CRITERION
 VEHDB

VERSION 1 DATA

INSTRUMENTATION INFORMATION
 FOR TEST 693

SENSOR TYPE	SEN. LOC.	OCCUPANT ATTACHMENT	REGION ATTACHED	AXIS	CRVE NO.	NFP	NLP	DAS.	PREF. FREQ.	DATA QUALITY
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D6	OT	61	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D7	OT	62	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D8	OT	63	-359	2500	AM	1600	GOOD
LOAD CELL	0	NOT APPLICABLE	LOAD CELL D9	OT	64	-359	2500	AM	1600	GOOD