DOT 1442

NEW CAR ASSESSMENT PROGRAM (NCAP)
FRONTAL BARRIER IMPACT TEST

FORD MOTOR COMPANY

1990 FORD RANGER 4 WD PICKUP
NHTSA NO. ML0205

MOBILITY SYSTEMS AND EQUIPMENT COMPANY
9920 LA CIENEGA BOULEVARD SUITE 708
INGLEWOOD, CALIFORNIA 90301

MARCH 09, 1990

FINAL REPORT

Prepared For:

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF MARKET INCENTIVES
400 Seventh Street, S.W.
Room No. 5313 (NRM-22)
Washington, DC 20590

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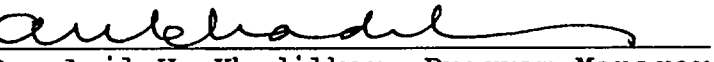
APPROVED BY: 

Dr. Anil V. Khadilkar, Program Manager

DATE: 09 March 1990

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Vincent Quarles

MANAGER, New Car Assessment Program

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15. Supplementary Notes

16. Abstract

A 35 mph frontal barrier impact test using a load cell barrier was conducted on a 1990 Ford Ranger 4 WD Pickup at the Mobility System and Equipment Company (MSE) crash test facility in Mira Loma, CA, 22 February 1990.

The barrier impact velocity was 35.3 mph, and the ambient temperature at the barrier face at the time of impact was 82 deg. F. The post-test vehicle crush maximum was 19.5 in.

A summary of occupant injury measure data from the test appears below:

Injury Criteria Threshold Value	Driver Dummy	Passenger Dummy
Head Injury Criterion HIC = 1000	1270	736
Chest Resultant Peak 60 Gs (3 ms clip)	60.6	52.1
Femur Load Left 2250 Pounds Right	572 3200	392 282

TYPE OF RESTRAINT SYSTEM: 3-point continuous webbing system at each front outboard seating position.

17. Key Words	18. Distribution Statement
35 MPH FRONTAL BARRIER IMPACT TEST NEW CAR ASSESSMENT PROGRAM (NCAP) 1990 FORD RANGER 4 WD PICKUP,	COPIES OF THIS REPORT ARE AVAILABLE FROM: Technical Reference Division Nat'l Highway Traffic Safety Admin. Room 5108, Nassif Building 400 7th St. S.W., Wash., DC 20590

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TABLE OF CONTENTS

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SECTION 1

PURPOSE AND TEST PROCEDURE

This 35 mph frontal barrier impact test is a part of the FY 89 Vehicle Barrier Impact and Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-87-D-02009. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 30 mph FMVSS 208/212/219/301-75 requirements.

This 35 mph frontal barrier impact test was conducted in accordance with the Office of Market Incentives (OMI) Laboratory Indicant Test Procedure, dated 01 September 1986.

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SECTION 2

SUMMARY OF FRONTAL BARRIER IMPACT TESTS

A load cell barrier consisting of 36 cell units was impacted by a 1990 Ford Ranger 4 WD Pickup, NHTSA No. ML0205, at a velocity of 35.3 mph. The frontal impact test was conducted by Mobility Systems and Equipment Company (MSE) on 22 February 1990. The general test and vehicle description information is presented in Tables 1 and 2. Pretest and posttest photographs of the test vehicle and dummies are shown in Appendix A.

Two (2) Part 572 50th percentile adult male Anthropomorphic Test Devices (ATDs) were placed in the driver and right front passenger designated seating positions (DSP's) according to the NHTSA test requirements.

The ATD's were instrumented with head and chest triaxial accelerometers and right/left femur load cells. In addition, load cells were placed on the driver's and passenger's lap and shoulder belts to measure dummy upper torso and pelvic section belt loading. A summary of dummy configuration and performance verification test data is presented in Appendix C.

The frontal impact event was documented by one (1) real time camera and fifteen (15) high-speed cameras. The camera location data are presented in Table 8.

Sixty-five (65) channels of crash parameters were recorded using two (2) FM tape recorders, three (3) computers and associated data acquisition system. Time history plots of all recorded channels are presented in Appendix B.

2.1 GENERAL COMMENTS

The 1990 Ford Ranger 4 WD Pickup, was equipped with a 244 cubic inch, 6 cylinder engine and 4 speed transmission. The test weight of the 1990 Ford Ranger 4 WD Pickup, with two (2) 50th percentile male dummies, instrumentation, and cameras was 4,131 pounds.

The 1990 Ford Ranger 4 WD Pickup, involved in a frontal load cell barrier crash at a velocity of 35.3 mph.

The maximum static crush for the vehicle of 19.5 inches occurred at the centerline of the front bumper. The windshield was cracked, but no separation was observed. The driver's front door was opened without the aid of tools. The passenger's door needed tools to open.

The driver ATD's head hit the steering wheel rim and

center hub. The driver's left and right knees hit the dash panel and steering column. The driver ATD had a HIC value of 1,270, the maximum chest acceleration (resultant clipped) was 60.6 g's and the maximum femur loads were 572 (left) and 3,200 (right) pounds.

The passenger ATD's head did not hit the dash panel. The passenger head did hit the passenger right knee. Both of his knees hit the dash panel and glovebox door. The HIC value for the passenger ATD was 736, the maximum chest acceleration (resultant clipped) was 52.1 g's, and the maximum femur loads were 392 (left) and 282 (right) pounds.

Seat belt spool out, measured by high-speed film analysis, was 3.8 inches for the driver and 4.2 inches for the passenger belts.

The inboard and outboard track latching devices of the front seats remained latched.

There were no apparent visual indications of any stoddard solvent leaks.

Each of the test vehicle's front outboard seating position was equipped with a manual 3-point continuous webbing system at each front outboard seating position.

Data Table No. 1 Test Vehicle Data

VEHICLE YEAR/MAKE/MODEL/BODY STYLE: 1990/FORD/RANGER/PICKUP

VEHICLE NHTSA NO.: M L 0 2 0 5 VIN: 1 F T C R 1 1 X X L U A 4 5 6 1 2

VEHICLE BODY COLOR: SILVER ; MONTH & YEAR OF MANUFACTURE: 10/89

ENGINE: 6 Cylinders; _____ C.I.D; 4.0 Liters; _____ CC
X Gas; _____ Diesel: _____ Turbocharged
PLACEMENT-- X Longitudinal; _____ Transverse (Lateral)

TRANSMISSION: 4 Speed; ____ Manual; X Automatic; X Overdrive
FINAL DRIVE: ____ Front Wheel Drive ___ Rear Wheel Drive;
X Four Wheel Drive

DATE VEHICLE AVAILABLE FOR 35 MPH CRASH TESTING: 02/15/90

ODOMETER READING: 52 miles; OPTIONS: ___ A/C; ___ P/S; ___ P/Wdo.; ___
X Tilt Whl.; X Cruise Control

DATA RECORD FROM VEHICLE'S TIRE PLACARD:

Tire Pressure (at capacity): 35 psi Front; 35 psi Rear
Recommended Tire Size: P215/75R15
Tires on Vehicle: P215/75R15 ; Manufacturer: FIRESTONE
Number of Occupants: 3 Front; 3 Rear; ____ 3rd Seat; 3 TOTAL
Type of Front Seats: _____ Bucket; _____ Bench; X Split Bench
Type of Front Seat Back: ____ Fixed; X Adjustable With X Lever
___Rotating Knob

Vehicle Maximum Capacity Loading = 1147* lbs. (A)
No. of Occupants x 150 lbs.- - - = 450 lbs. (B)
Cargo Capacity (A - B)- - - - - = 697 lbs.
* gvw - Delivered Weight.

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Right Front = 1042 lbs.
Left Front = 1110 lbs. TOTAL FRONT = 2152 lbs.(61.0% of TOTAL)
Right Rear = 692 lbs.
Left Rear = 689 lbs
TOTAL WEIGHT = 3533 lbs. TOTAL REAR = 1381 lbs.(39.0% of TOTAL)

Data Table No. 1 (Con't) Test Vehicle Data

CALCULATION OF TEST VEHICLE TARGET WEIGHT:

Total Test Vehicle Delivered Weight With Maximum Fluids = 3533 lbs.
Maximum Cargo Carrying Capacity of Test Vehicle*- - - - - 300 lbs.
Weight of Two P.572 Dummies (2 x 164 lbs.)- - - - - - - - 328 lbs.
TEST VEHICLE TARGET WEIGHT 4161 lbs.
*300 lbs. for light trucks and MPVs

ACTUAL WEIGHT OF TEST VEHICLE WITH 2 DUMMIES AND CARGO:

Right Front = 1128 lbs. TOTAL FRONT = 2339 lbs.(56.6% of TOTAL)
Left Front = 1211 lbs.
Right Rear = 885 lbs. TOTAL REAR = 1792 lbs.(43.4% of TOTAL)
Left Rear = 907 lbs.

TOTAL WEIGHT= 4131 lbs. (which includes 50 lbs. of cargo ballast weight placed in the cargo/luggage area)

VEHICLE COMPONENTS REMOVED TO MEET TARGET WEIGHT:

1. X Spare Tire 3. ___ Tail lamp hsg. ___ Rt.Side ___ Left Side
2. __ Rear Bumper Assembly 4. Rear Seat Assembly

TEST VEHICLE ATTITUDE:

As Delivered----Right Front = 31.3 inches
Left Front = 31.2 inches
Right Rear = 32.9 inches
Left Rear = 33.0 inches

Ready For Test--Right Front = 31.2 inches
Left Front = 30.9 inches
Right Rear = 31.4 inches
Left Rear = 31.1 inches

Test Vehicle Wheelbase: 114.0 inches; C.G.= 49.5 inches rearward of front wheel centerline

Total Vehicle Length:

Right Side = 183.0 inches
Left Side = 183.0 inches
Centerline = 193.0 inches

Data Table No. 2 Post Crash Test Data

DATA OF 35 MPH FRONTAL BARRIER IMPACT RATING TEST: 02/22/90

TIME OF TEST: 3:20 PM: AMBIENT TEMPERATURE AT BARRIER FACE: 82 °F

VEHICLE'S OCCUPANT COMPARTMENT TEMPERATURE: 72 °F

(spec. Range = 66 to 78 °F.)

VEHICLE WINDSHIELD MOLDING TEMPERATURE: 72 °F.

VEHICLE IMPACT VELOCITY: Primary Speed Trap = 35.31 mph
Secondary Speed Trap 35.36 mph
(Specified Range = 34.5 to 35.5 mph)

Distance from vehicle's front bumper forwardmost surface to barrier face when--

(a) entering the speed trap = 5.0 ft
(b) exiting the speed trap = 1.0 ft

VEHICLE STATIC CRUSH:

Vehicle Pre-test Length-Right Side =183.0"; C/Line=193.0"; Left Side=183.0"
Vehicle Post-test Length-Right Side=164.0"; C/Line=173.5"; Left Side=166.8"
Vehicle Static Crush --- Right Side= 19.0"; C/Line= 19.5"; Left Side= 16.2"

VEHICLE REBOUND FROM BARRIER FACE:

Vehicle Right Side = 5.5 inches
Vehicle Centerline = 5.5 inches
Vehicle Left Side = 5.5 inches

VEHICLE DUMMY CONTACT POINTS:

	DRIVER (I.D. No. 465)			PASSENGER (I.D. No. 466)		
	Strg.Col. Hub	Strg. Wheel	Instru. Panel	Instru. Panel	Knee Assy.	Glove Box Door
HEAD - - - - -	YES	YES	NO	NO	YES	NO
RIGHT KNEE - -	/////////	/////	YES	YES	//////	YES
LEFT KNEE - -	/////////	/////	YES	YES	//////	YES

VEHICLE DOOR OPENING INFORMATION:	RIGHT SIDE		LEFT SIDE	
	OPENED	JAMMED	OPENED	JAMMED
FRONT DOORS - - - - - - - - - - - - -	NO	YES	YES	NO
REAR DOORS - - - - - - - - - - - - -	N/A	N/A	N/A	N/A

Data Table No. 2 (Cont'd) Post Crash Test Data

VEHICLE'S FRONT SEAT MOVEMENT DURING CRASH EVENT:

	RIGHT SIDE	LEFT SIDE
Seat Cushion Shift - - - - -	0.0 " forward;	0.0 " forward
Seat Adjuster Failure- - - -	None ;	None

Details Of Any Failure: N/A

OTHER NOTABLE IMPACT EFFECTS:

- No solvent leaks.
- No windshield separation.
- Left and right front fenders separated from their mountings.

SECTION 3

OCCUPANT AND VEHICLE INFORMATION

I. OMI DATA

Dummy Injury Criteria Data Summary
Dummy Positioning Data
Seat Belt Positioning Data
Seat Belt Performance Assessment Data
Driver Dummy to Steering Column Dimensions
Camera Locations

II. OVR DATA

Load Cell Barrier Data
Vehicle Accelerometer Data

Data Table No. 3 FMVSS No. 208 Occupant Crash Protection Data Sheet

VEH. YR./MAKE/MODEL/BODY STYLE: 1990/FORD/RANGER/FOUR WHEEL DRIVE/PICKUP

VEH. NHTSA NO.: ML0205 ; TEST DATE: 02/22/90

MAXIMUM ACCELERATION VALUES:		DRIVER DUMMY #	PASSENGER DUMMY
Head Channel X	HEAD X	-190.43	-49.04
Head Channel Y	Y	- 43.56	32.37
Head Channel Z	Z	72.60	56.81
HEAD RESULTANT	R	196.20	79.82
Chest Channel X	CHEST X	- 63.25	-49.94
Chest Channel Y	Y	- 24.66	17.83
Chest Channel Z	Z	19.03	21.33
CHEST RESULTANT	R	60.55	52.14
TIME INTERVAL (seconds)		0.0616 to 0.0646	0.0570 to 0.0600

HEAD INJURY CRITERIA (HIC) VALUES:

HIC	HIC	1269.52	735.52
t_1 (seconds)		0.0531	0.0646
t_2 (seconds)		0.0870	0.1006
Avg. Accel. t_1 to t_2		67.43	52.99

MAXIMUM FEMUR FORCES:

Right Side (lbs.)	FR	3199.9	282.3
Left Side (lbs.)	FL	572.2	392.2

MAXIMUM SEAT BELT FORCES:

Lap Belt	LAP	1865.4	1889.5
Shoulder Belt	SHLDR	2598.4	2088.8

MAXIMUM SEAT BELT WEBBING SPOOL-OUT:

Lap/Shoulder Belt Combination *	3.8	4.2

* Determined from film analysis

Data Table No. 4 Test Dummy Positioning Data

PRE-IMPACT DATA:

Make/Model: FORD/RANGER

Body Style: 4 WHEEL DRIVE PICKUP Model Year: 1990

NHTSA No.: ML0205 Color: SILVER

DATA FROM CERTIFICATION LABEL:

Vehicle Manufacturer: FORD MOTOR CO.

Date of Manufacture: 10/89 ; VIN: 1FTCR11XXLUA45612

GVWR: 4680 lb; GAWR: Front = 2420 lb; Rear = 2570 lb

POST-IMPACT DATA:

Date of Test: 02/22/90 Time: 3:20 PM Temperature: 82 °F

Required Impact Velocity Range: 34.5 to 35.5 mph

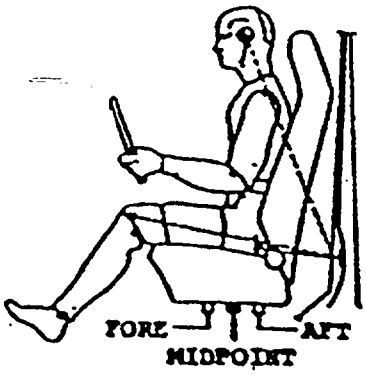
Impact Velocity: Primary = 35.31 mph Secondary = 35.36 mph

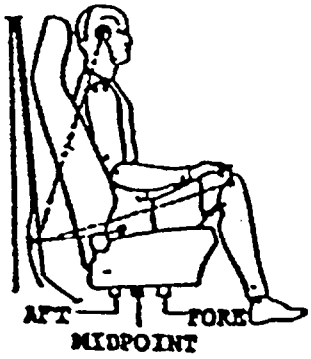
Seat Type: Split Bench Adjuster Type: Manual

Bucket Seat Back Type: No headrests

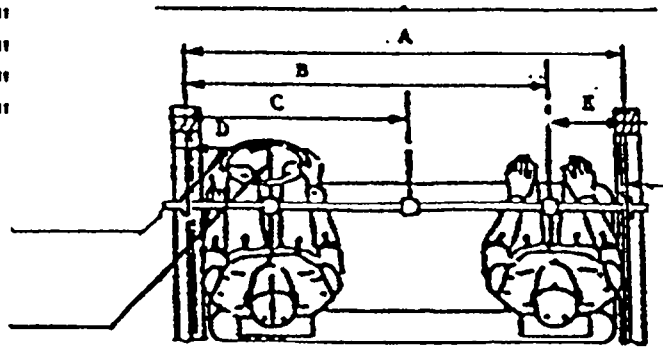
TECHNICIANS: Enrique Marin

DRIVER DUMMY # |4|6|5|		PASSENGER DUMMY # |4|6|6|	
HEAD 21.0 "		21.5 "	HEAD
TARGET 72.0		73.0	TARGET
KNEE 26.2 "		26.2 "	KNEE
JOINT - 3.0		- 4.0	JOINT
APPROX- 11.0 "		11.2 "	APPROX-
IMATE -26.0		-27.0	MATE
"H"			"H"
POINT			POINT
FORE AFT MIDPOINT		AFT FORE MIDPOINT	





A = 58.30 "
B = 42.80 "
C = 29.15 "
D = 15.30 "
E = 15.50 "



LATERAL BAR

ADJUSTABLE POINTER

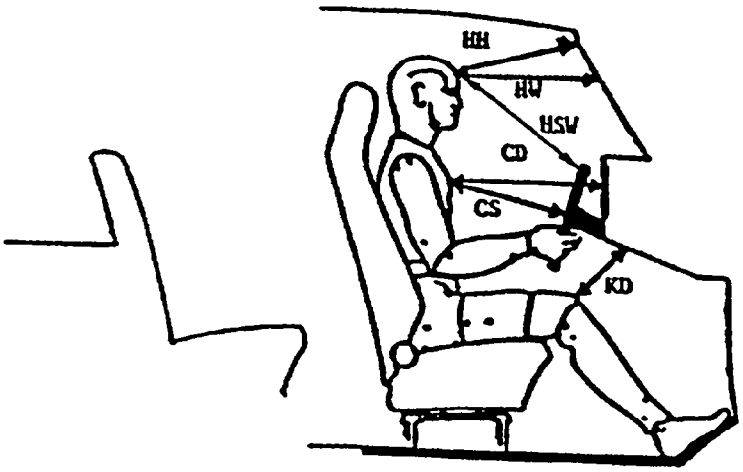
DOOR GLASS HEIGHT

LEFT FRONT DOOR

RIGHT FRONT DOOR

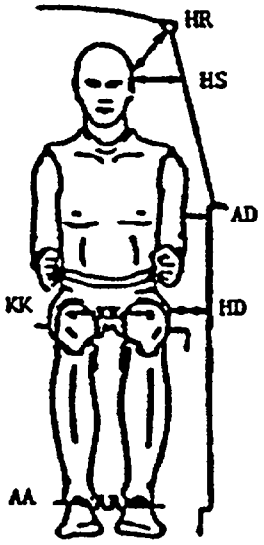
DRIVER DUMMY # |4|6|5| PASSENGER DUMMY # |4|6|6|

Data Table No. 4 (Cont'd) Test Dummy Positioning Data



	Driver	Passenger
HH	18.5	17.5
HW	23.0	22.0
CD	22.7	22.3
CS	13.0	N/A
KD	L- 7.0	L- 7.8
KD	R- 6.7	R- 8.0
Torso Angle	25.0	Torso Angle 25.0
Seat Back Angle	22.0	Seat Back Angle 22.0
HSW	18.5	N/A

HSW = Head to Steering Wheel (in.)
HA = Head Target to A Pillar (in.)
HH = Head to Windshield Header (in.)
HW = Head to Windshield (in.)
CD = Chest to Dash (in.)
CS = Chest to Steering Wheel (in.)
HR = Head to Side Roof
HS = Head to Side Window (in.)
AD = Arm to Door (in.)
HD = Hip to Door (in.)
KK = Knee to Knee (in.)
Torso and seat back angles
are relative to vertical. (deg.)



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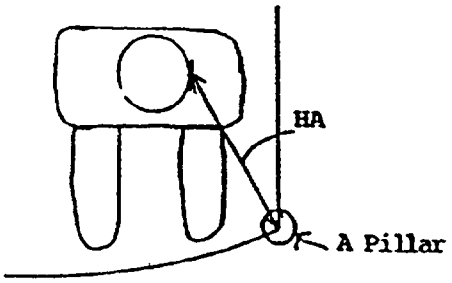
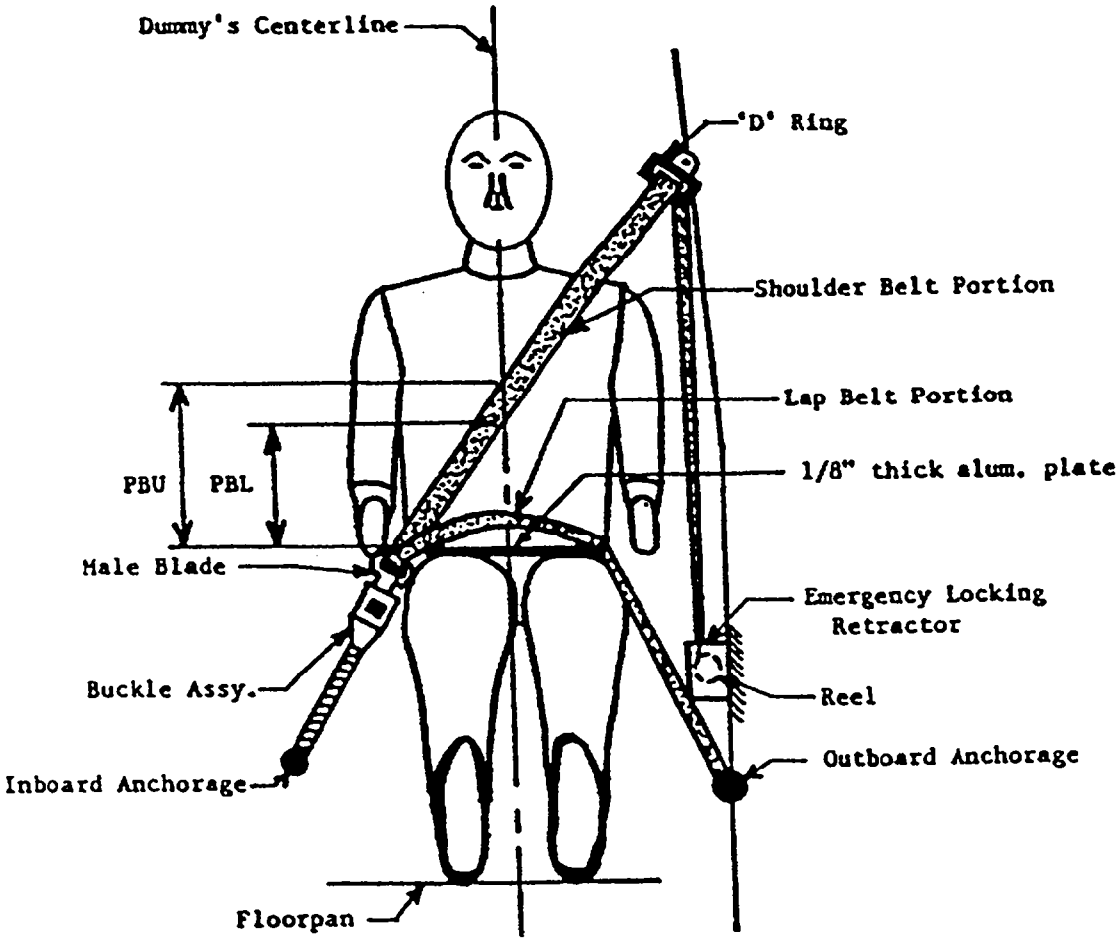


	Driver	Passenger
HR	8.4	8.3
HS	10.0	10.1
AD	3.5	3.6
HD	6.3	5.0
KK	14.5	11.7
AA	14.5	9.5
HA	23.1	22.4



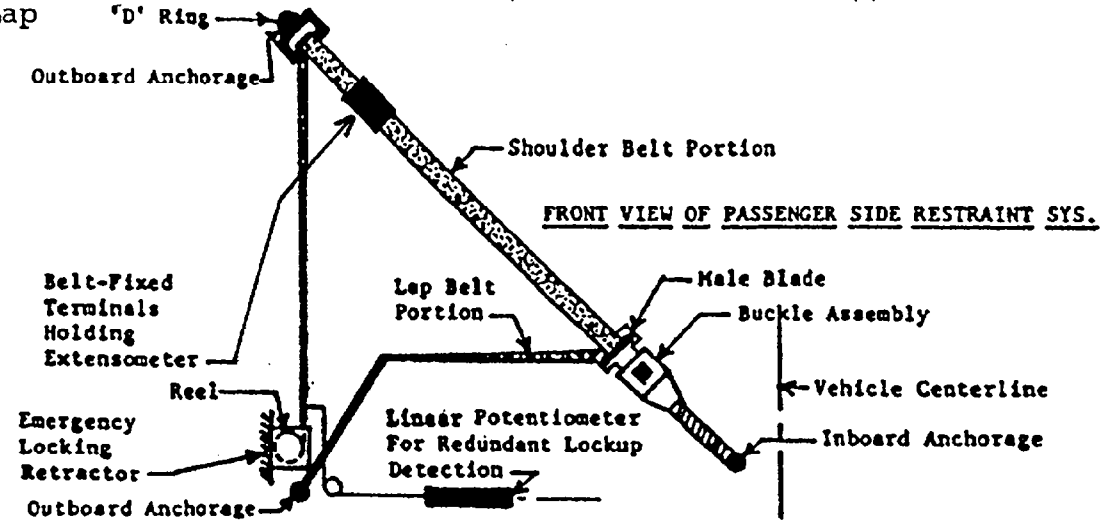
FRONT VIEW OF DRIVER DUMMY

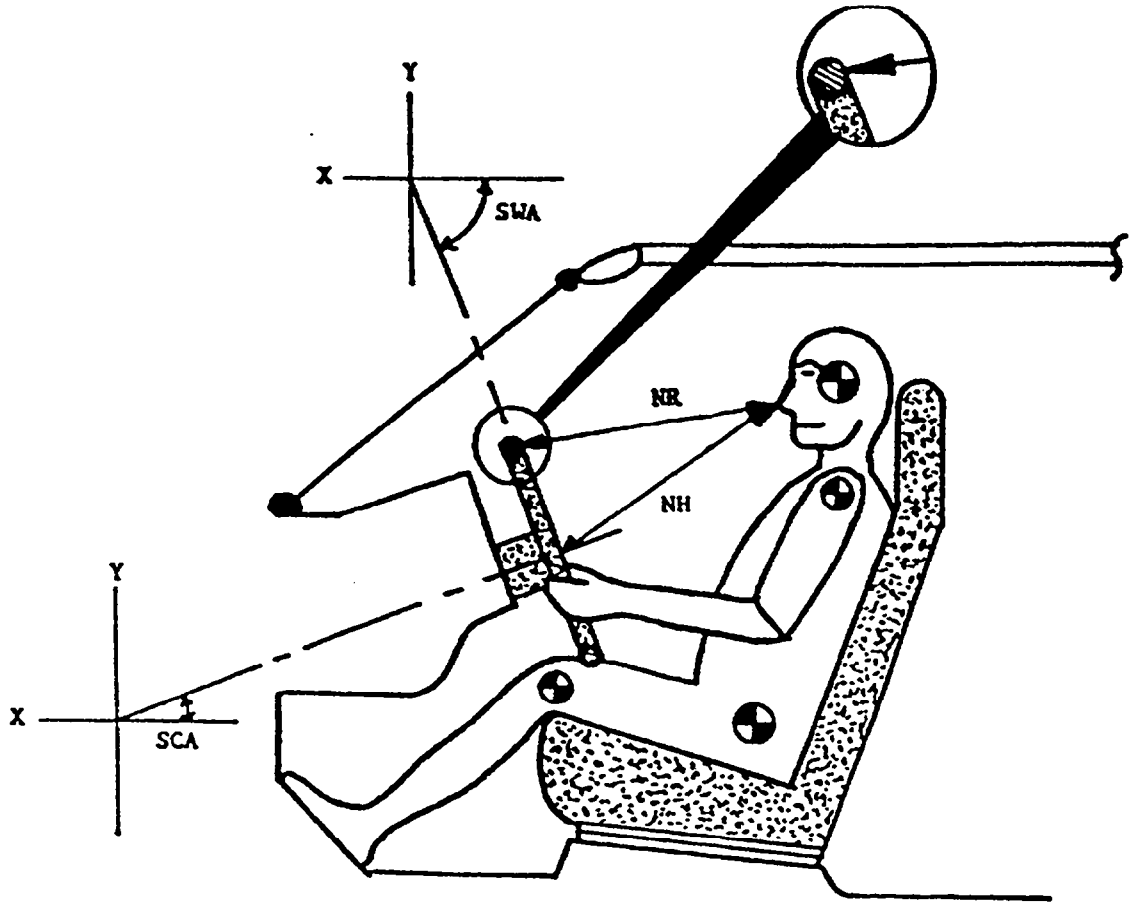
	DRIVER DUMMY (inches)	PASSENGER DUMMY (inches)
PBU -- Top surface of alum. plate to belt upper edge	14.2	13.6
PBL -- Top surface of alum. plate to belt lower edge	10.5	9.7
LAP BELT TENSION, POUNDS	3.0	3.0
SHOULDER BELT TENSION, POUNDS	3.0	3.0

Data Table 6 Seat Belt Performance Assessment Test Data

	DRIVER SIDE		PASSENGER SIDE	
BELT LENGTH DATA:	PRE-TEST	POST-TEST	PRE-TEST	POST-TEST
Total belt length from retractor reel to bolt hole anchor point for continuous webbing systems	SH-58.5 LP-29.5	SH-58.5 LP-29.5	SH-59.3 LP-30.2	SH-59.3 LP-30.2
Retractor reel to 'D' ring as measured on Part 572	Not able to measure	Not able to measure	Not able to measure	Not able to measure
Shoulder belt length as measured on Part 572 dummy	32.0	34.5	33.8	35.5
Lap belt length as measured on Part 572 dummy	29.5	30.5	30.2	31.5
Remainder of belt webbing left on retractor reel	SH-26.5 LP-N/A	SH-24.0 LP-N/A	SH-25.5 LP-N/A	SH23.8 LP-N/A
BELT SPOOL-OFF DATA:				
As determined by film analysis	3.8 in		4.2 in	
As determined electronically	NOT MEASURED		NOT MEASURED	
As determined mechanically	4.1 in		4.1 in	
BELT STRAIN DATA:				
Measured between male blade and 'D' ring	5.6 Percent		4.5 Percent	

*S = Shoulder
L = Lap





LEFT SIDE VIEW

	MEASUREMENTS
NR--Distance from tip of dummy's nose to Top Rear surface of steering wheel rim.	16.5 Inches
NH--Distance from tip of dummy's nose to center of steering column hub.	16.6 Inches
SCA-Angle of steering column relative to the horizontal X axis.	23.0 Degrees
SWA-Angle of steering wheel relative to the horizontal X axis.	65.0 Degrees

Data Table 8 Camera Location Data

VEH. NHTSA NO.: ML0205 ; TEST DATE: 02/22/90 ; TIME: 3:20 PM

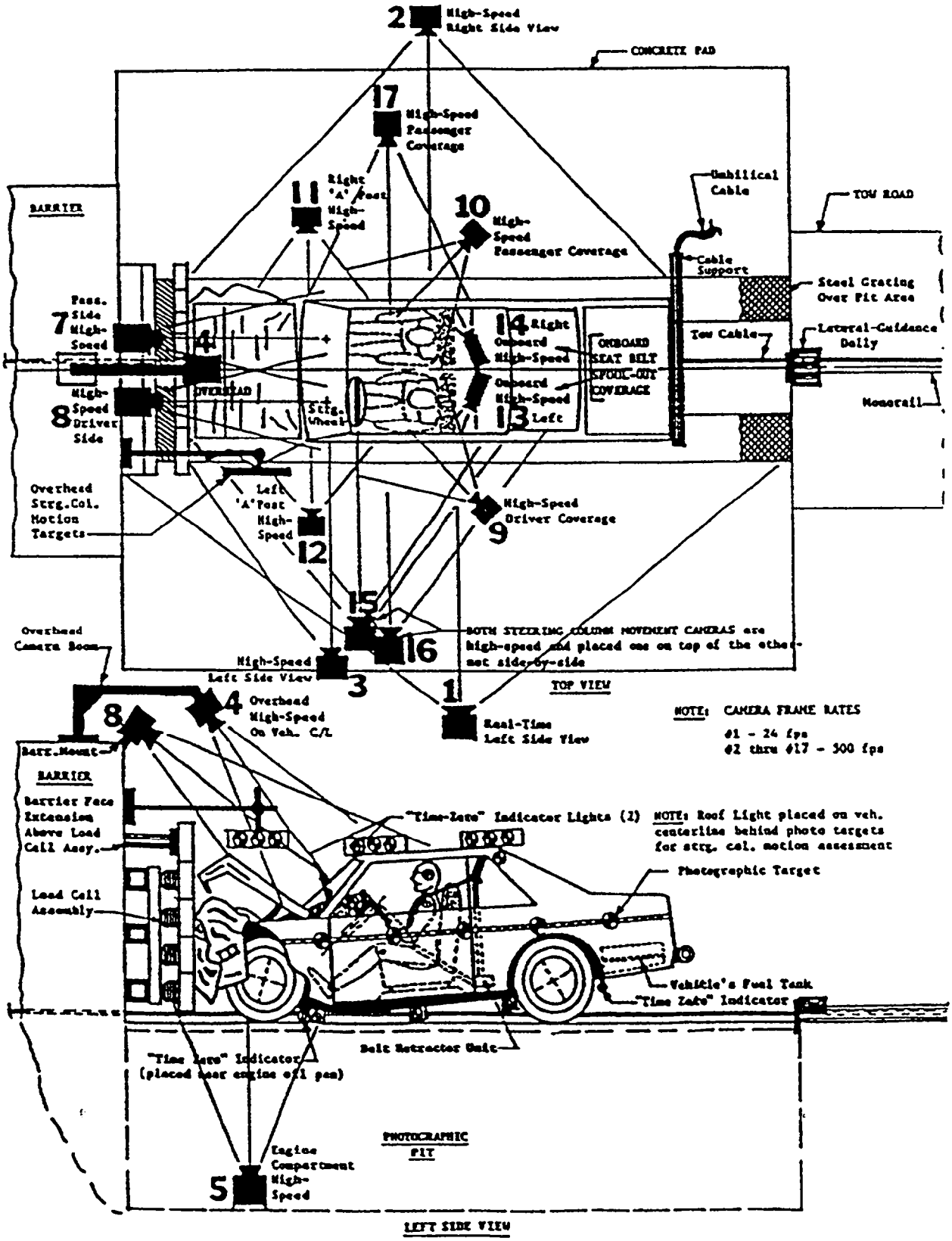
VEH. YEAR/MAKE/MODEL/BODY STYLE: 1990/FORD/RANGER/4 WD PICKUP

CAMERA NO.	VIEW	CAMERA POS. (in.) X	Y	Z	ANGLE (deg)	FILM PLANE TO HEAD TARGET	LENS (mm)	SPEED (fps)
1	Left Side View	-676	268	57	3	682	15-70 ZOOM	24
2	Right Side View	345	87	52	2	329	13	600
3	Left Side View	-297	51	35	1	283	13	600
4	Overhead	-1	-4	124	62	110	13	600
5	Pit-Engine	+2	42	-54	30	**	13	550
6	Pit-Fuel Tank	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
7	Front-Passenger	+13	-14	104	46	108	16	600
8	Front-Driver	-12	-14	104	44	108	16	500
9	Left Side-Driver	-91	94	82	22	75	16	600
10	Right Side-Passenger	90	92	82	19	76	16	600
11	Right Side-'A' Post	172	21	53	0	170	28	650
12	Left Side-'A' Post	-297	-36	50.5	0	305	50	800
13	Onboard-Left Side	- 8	118	51	- 8	35	13	700
14	Onboard-Right Side	8	118	51	-12	35	13	N/A
15	Left Side-Steering Col.	-344	87	129	13	332	28	600
16	Left Side-Steering Col.	-348	90	111	10	333	28	650
17	Right Side Passenger	131	65	59	5	117	16	500

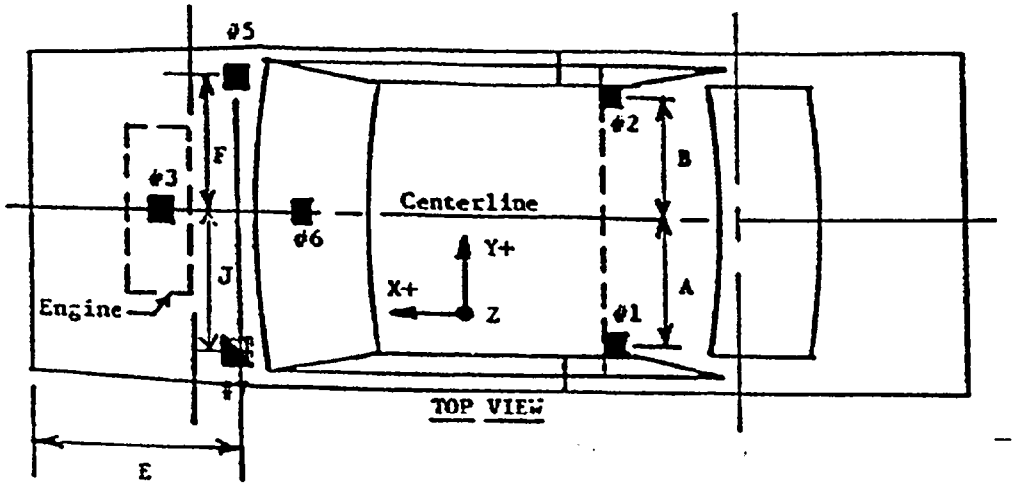
* X = film plane to monorail centerline
  Y = film plane to barrier face
  Z = film plane to ground

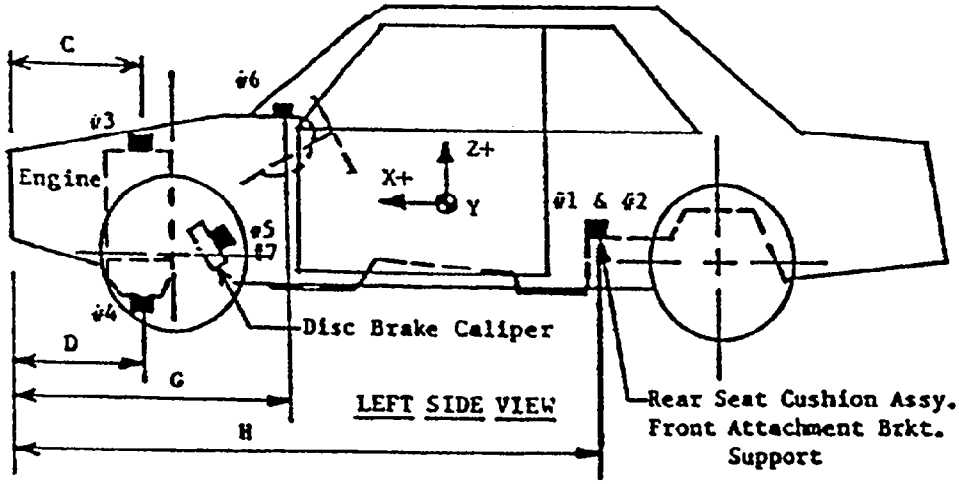
**Pit camera uses refractor lens for imagery.

Data Table No. 8 (Cont'd) Camera location Data



Data Table No. 9 Vehicle Accelerometer Location and Data Summary





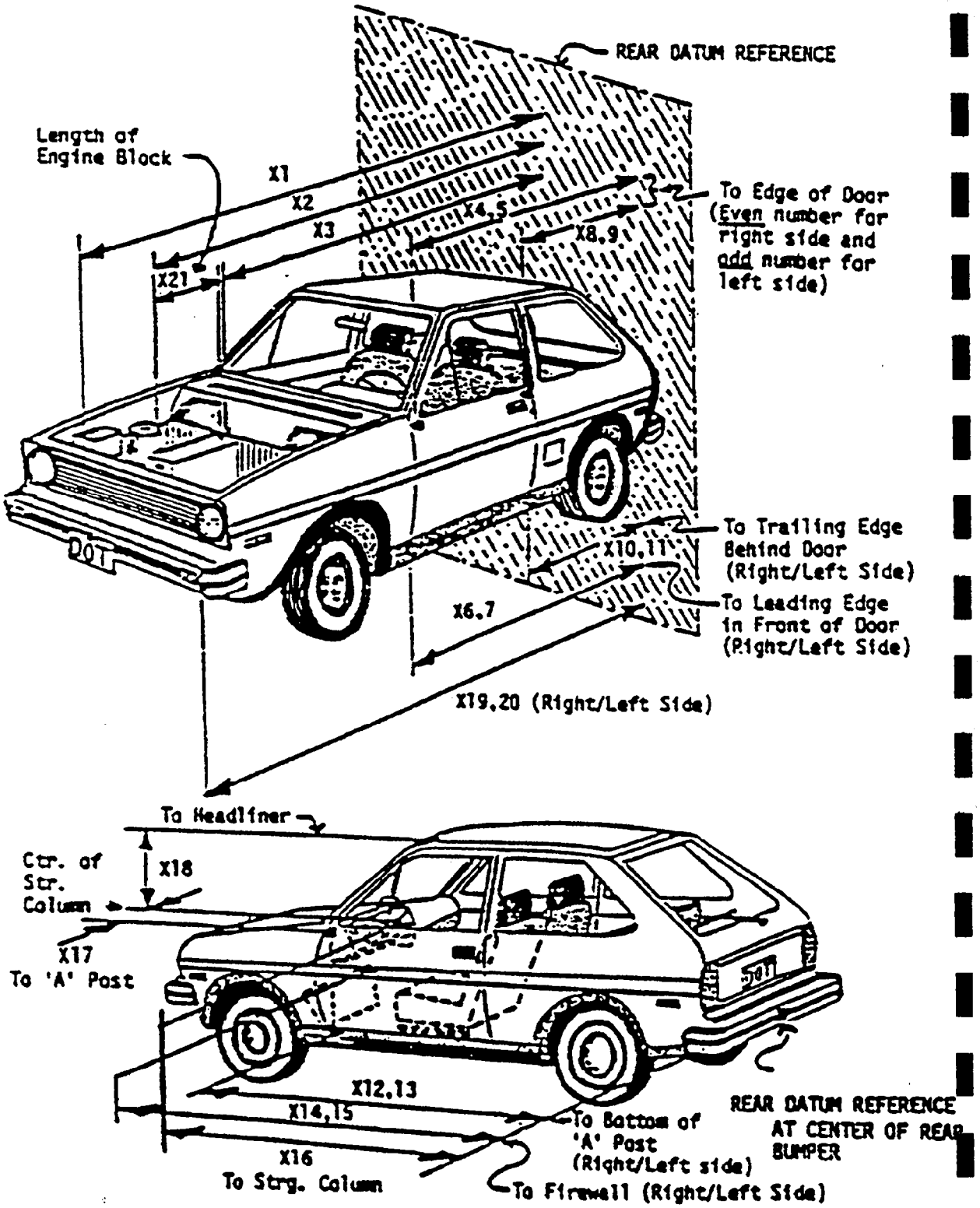
Dimension	Length (in.)
A	22.0
B	22.0
C	31.2
D	54.5
E	34.2
F	23.2
G	56.5
H	95.0
J	23.2

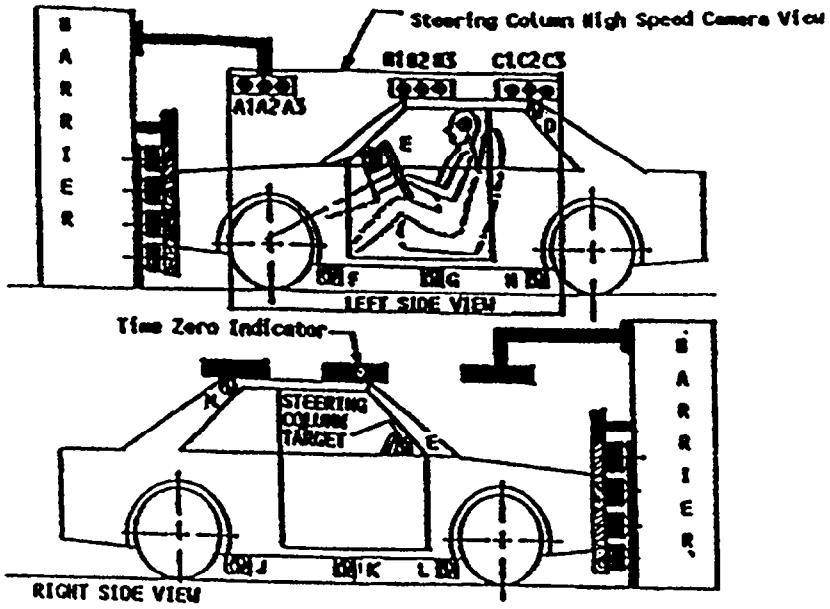
Loc. No.	Description	Maximum Value X-	msec.	X+	msec.
1	Rear seat X-member @ Left Side	-37.5	28.0	1.5	214.7
2	Rear seat X-member @ Right Side	-41.5	36.4	2.5	48.0
3	Top of Engine Block	-137.0	25.1	17.7	121.2
4	Bottom of Engine	-106.1	27.3	8.8	34.5
5	Disc Brake Caliper Right Side	- 55.2	50.2	41.3	65.1
6	Instrument Panel	-61.4	47.7	78.0	57.5
7	Disc Brake Caliper @Left Side	-114.5	24.8	48.0	48.0

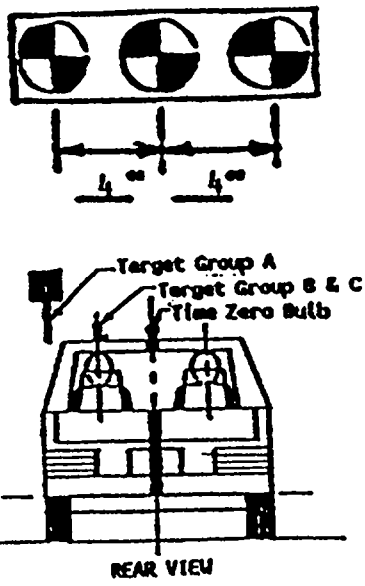
Data Table No. 10 Test Vehicle Measurements

NO.	MEASUREMENT DESCRIPTION	Pre-Test (in.)	Post-Test (in.)	Diff. (in.)
X1	Total Length of Test Vehicle at Centerline	193.0	173.5	19.5
X2	Rear Surface of Vehicle to Front of Engine	175.0	165.2	9.8
X3	Rear Surface of Vehicle to Firewall	152.6	146.5	6.1
X4	Rear Surface to Upr. Leading Edge of Right Door	140.2	137.8	2.4
X5	Rear Surface to Upr. Leading Edge of Left Door	140.3	139.2	1.1
X6	Rear Surface to Lwr. Leading Edge of Right Door	138.0	137.0	1.0
X7	Rear Surface to Lwr. Leading Edge of Left Door	138.0	138.0	0.0
X8	Rear Surface to Upr. Trailing Edge of Right Door	98.0	95.5	2.5
X9	Rear Surface to Upr. Trailing Edge of Left Door	98.0	96.8	1.2
X10	Rear Surface to Lwr. Trailing Edge of Right Door	96.9	96.0	0.9
X11	Rear Surface to Lwr. Trailing Edge of Left Door	96.9	96.8	0.1
X12	Rear Surface to Bottom 'A' Post on Right Side	138.0	136.0	2.0
X13	Rear Surface to Bottom 'A' Post on Left Side	138.0	137.4	0.6
X14	Rear Surface to Firewall on Right Side	150.0	148.0	2.0
X15	Rear Surface to Firewall on Left Side	151.5	149.5	2.0
X16	Rear Surface to Steering Column	123.2	120.0	3.2
X17	Center of Steering Column to 'A' Post	14.8	17.4	-2.6
X18	Center Steering Column to Headlining	18.0	17.5	0.5
X19	Rear Surface to Right Side of Front Bumper	183.0	164.0	19.0
X20	Rear Surface to Left Side of Front Bumper	183.0	166.8	16.2
X21	Length of Engine Block	24.0	24.0	0.0

Data Table No. 10 (Cont'd) Test Vehicle Measurements







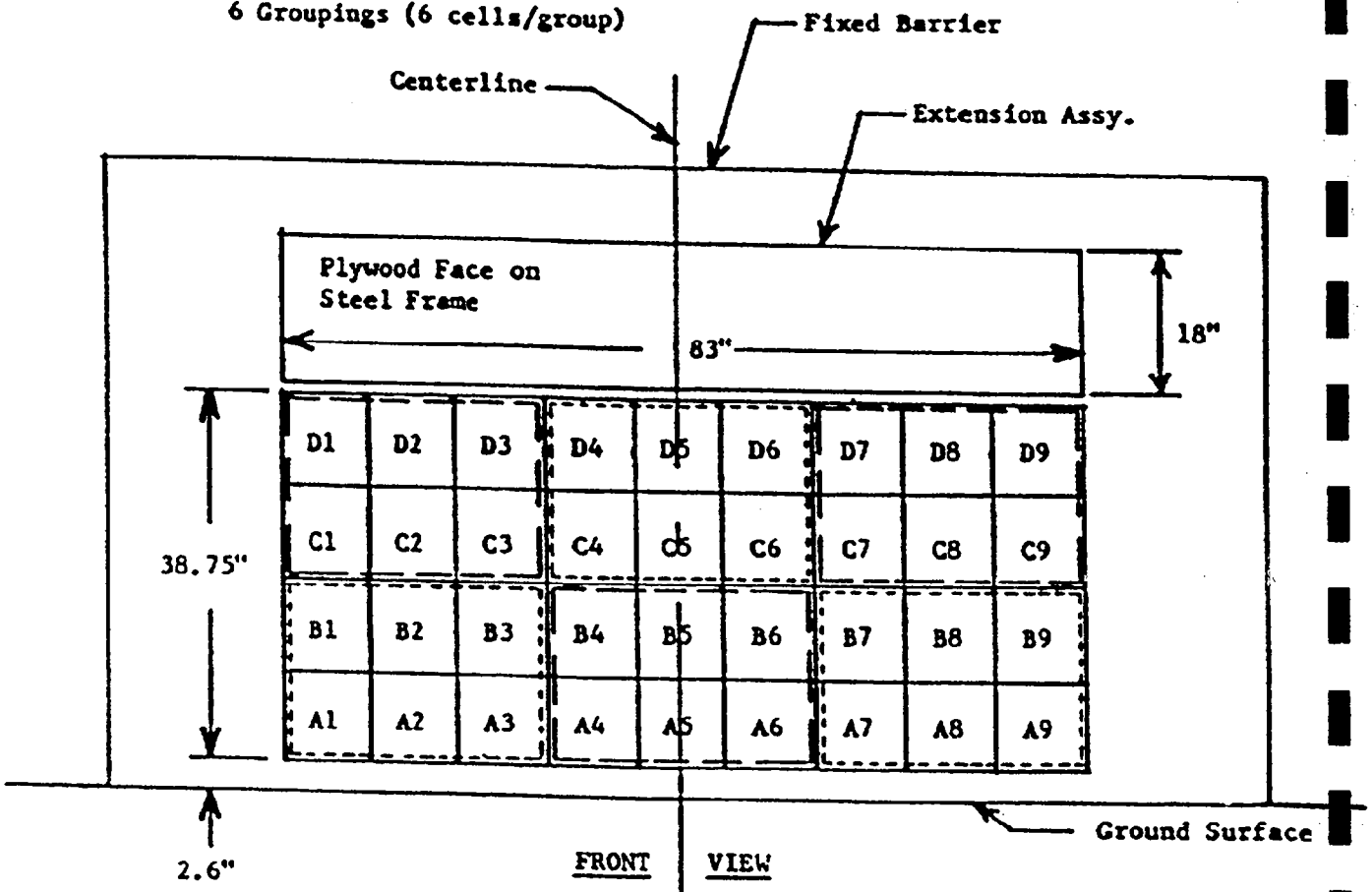
BARRIER TARGETS	'X' From Imag. Barrier Face Vertical Plane	'Y' From Monorail C/L	'Z' Above Ground
A-1	57.7	21.5	84.0
A-2	61.7	21.5	84.0
A-3	65.7	21.5	84.0

BARRIER TARGETS	'X' From Imag. Barrier Face Vertical Plane	'Y' From Monorail C/L	'Z' Above Ground
B-1	69.9	14.7	68.0
B-2	73.9	14.7	68.0
B-3	77.9	14.7	68.0
C-1	128.2	14.7	47.5
C-2	132.2	14.7	47.5
C-3	136.2	14.7	47.5
D	93.0	26.2	62.0
E	63.0	14.7	46.0
F	49.2	30.0	13.7
G	86.5	29.5	14.6
H	123.6	29.0	15.5
J	123.7	30.0	15.9
K	86.6	29.0	14.9
L	49.2	29.5	14.5
M	93.0	26.2	62.0

NOTE: Diameter of all photo targets is 4".

Data Table No. 12 Load Cell Locations on Fixed Barrier

36 Load Cells
4 Rows
9 Columns
6 Groupings (6 cells/group)



6 GROUPINGS OF 6 LOAD CELLS EACH

C1 thru D3	C4 thru D6	C7 thru D9
A1 thru B3	A4 thru B6	A7 thru B9

DATA REQUIREMENTS: (1) Data from 36 individual load cells
(2) Total or Sum of 36 individual load cells
(3) Data from 6 Groupings shown above (6 cells/group)

APPENDIX A

PHOTOGRAPHS

PRETEST FRONT VIEW
POSTTEST FRONT VIEW
PRETEST LEFT SIDE VIEW
POSTTEST LEFT SIDE VIEW
PRETEST RIGHT SIDE VIEW
POSTTEST RIGHT SIDE VIEW
PRETEST RIGHT FRONT 3/4 VIEW
POSTTEST RIGHT FRONT 3/4 VIEW
PRETEST LEFT REAR 3/4 VIEW
POSTTEST LEFT REAR 3/4 VIEW
PRETEST WINDSHIELD VIEW
POSTTEST WINDSHIELD VIEW
PRETEST ENGINE COMPARTMENT VIEW
POSTTEST ENGINE COMPARTMENT VIEW
PRETEST FRONT UNDERBODY VIEW
POSTTEST FRONT UNDERBODY VIEW
PRETEST REAR UNDERBODY VIEW
POSTTEST REAR UNDERBODY VIEW
PRETEST DRIVER DUMMY POSITION VIEW
POSTTEST DRIVER DUMMY POSITION VIEW
PRETEST PASSENGER DUMMY POSITION VIEW
POSTTEST PASSENGER DUMMY POSITION VIEW
PRETEST DRIVER DUMMY & VEHICLE INTERIOR VIEW (Door Open)
POSTTEST DRIVER DUMMY & VEHICLE INTERIOR VIEW (Door Open)
PRETEST PASSENGER & VEHICLE INTERIOR VIEW (Door Open)
POSTTEST PASSENGER DUMMY & VEHICLE INTERIOR VIEW
POSTTEST DRIVER DUMMY (ATD) HEAD AND KNEE CONTACT AREA
POSTTEST PASSENGER DUMMY (ATD) KNEE CONTACT AREA

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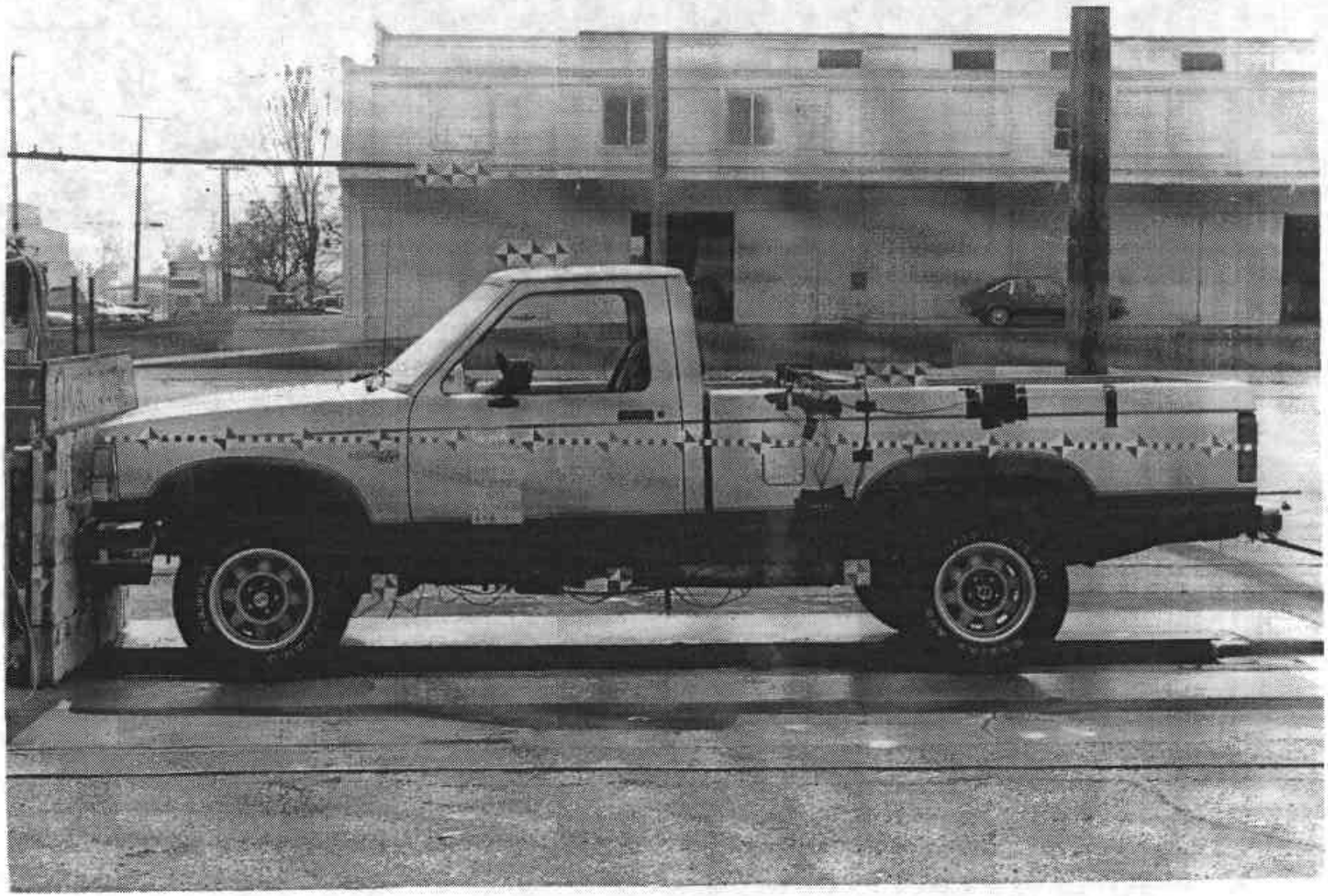
PRETEST FRONT VIEW

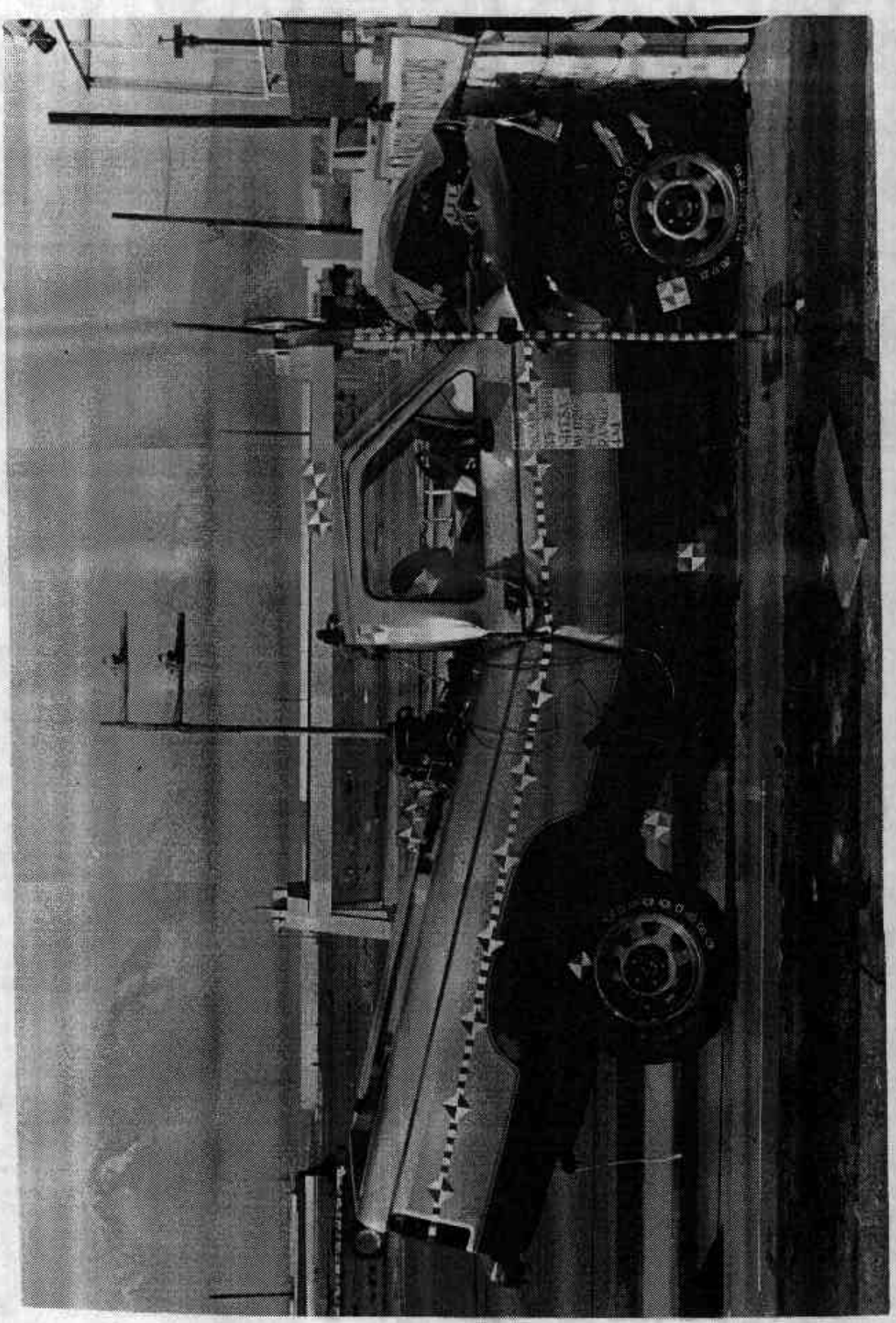
POSTTEST FRONT VIEW



PRETEST LEFT SIDE VIEW

POSTTEST LEFT SIDE VIEW

PRETEST RIGHT SIDE VIEW



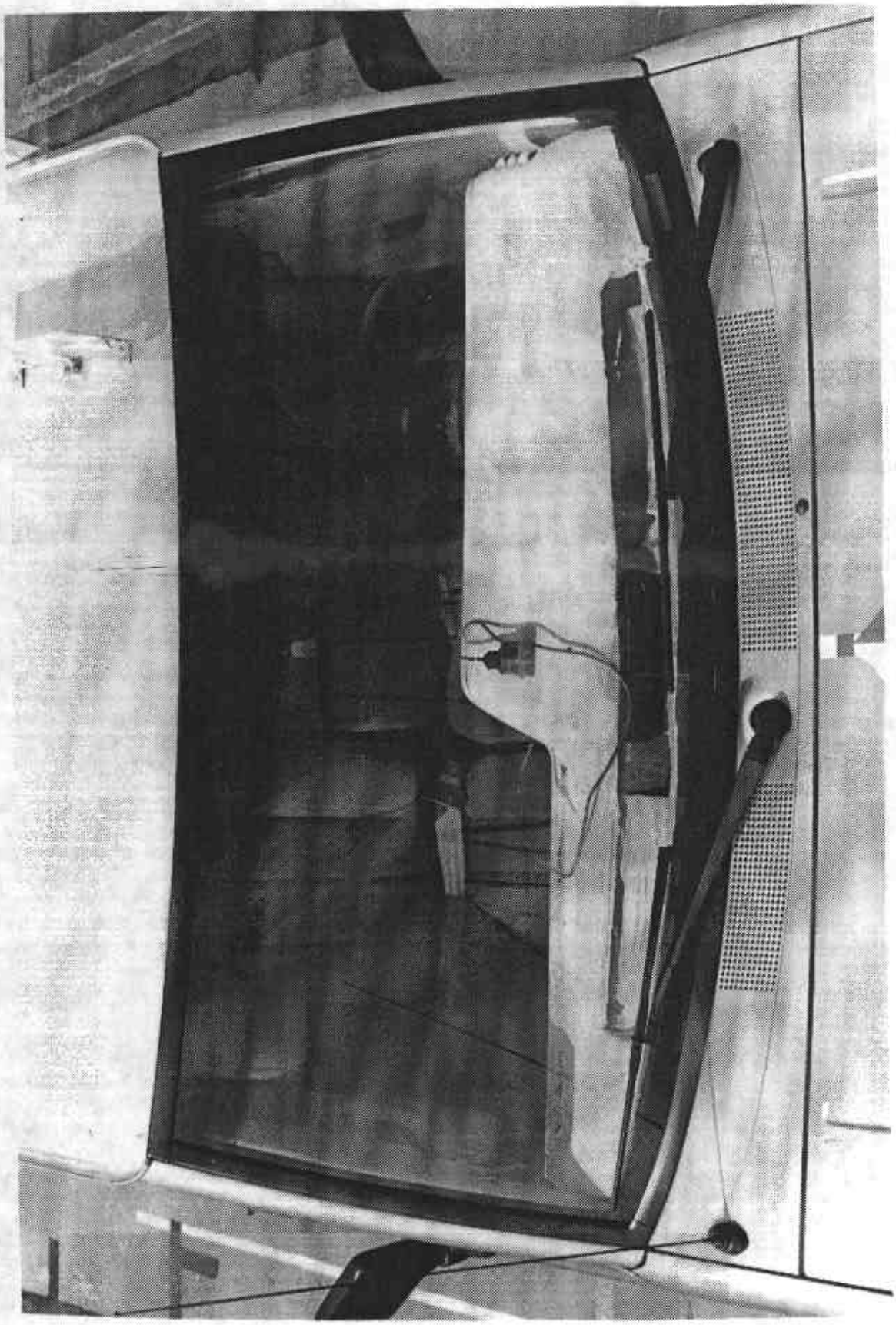
POSTTEST RIGHT SIDE VIEW

PRETEST RIGHT FRONT 3/4 VIEW

POSTTEST RIGHT FRONT 3/4 VIEW

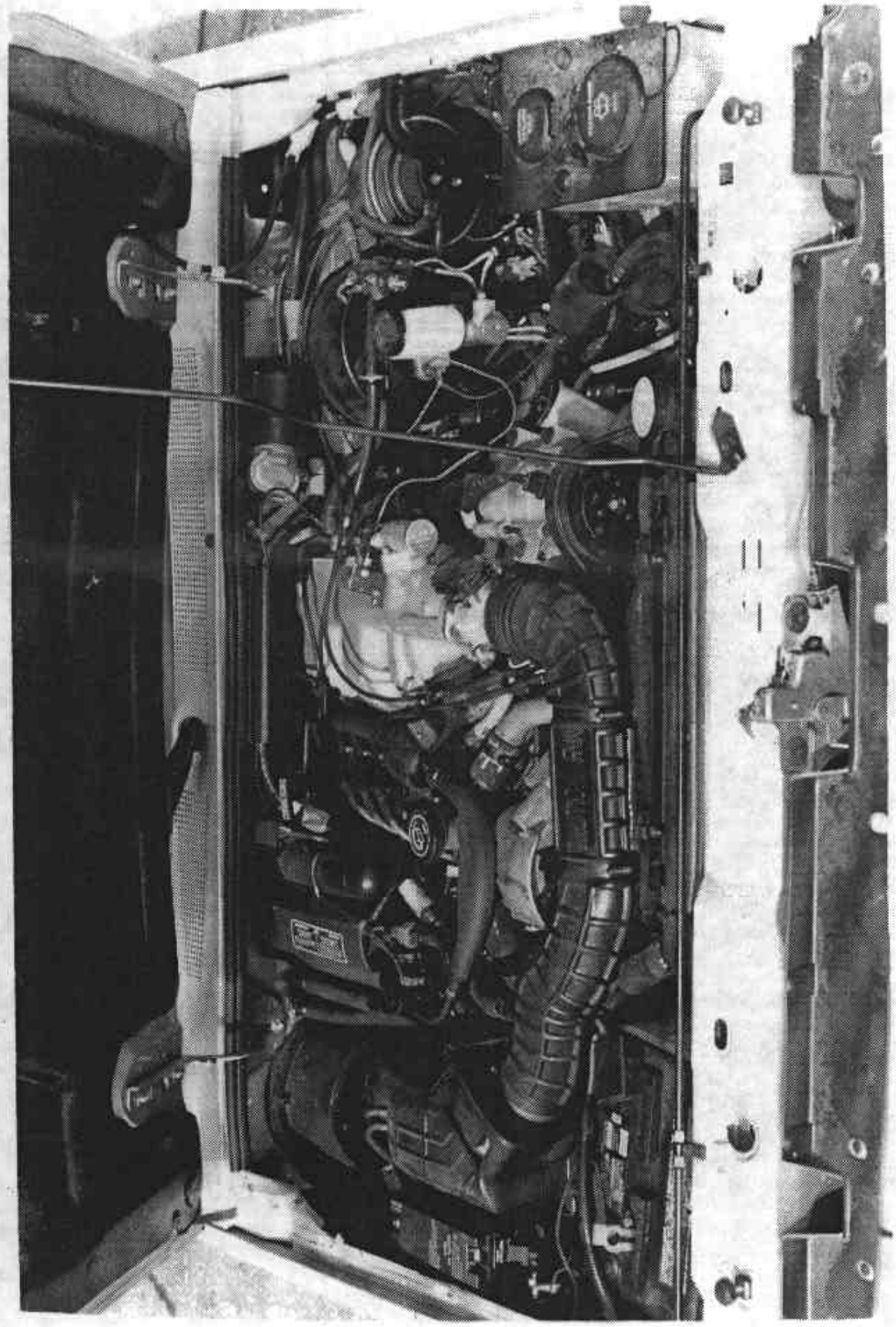
PRETEST LEFT REAR 3/4 VIEW

POSTTEST LEFT REAR 3/4 VIEW

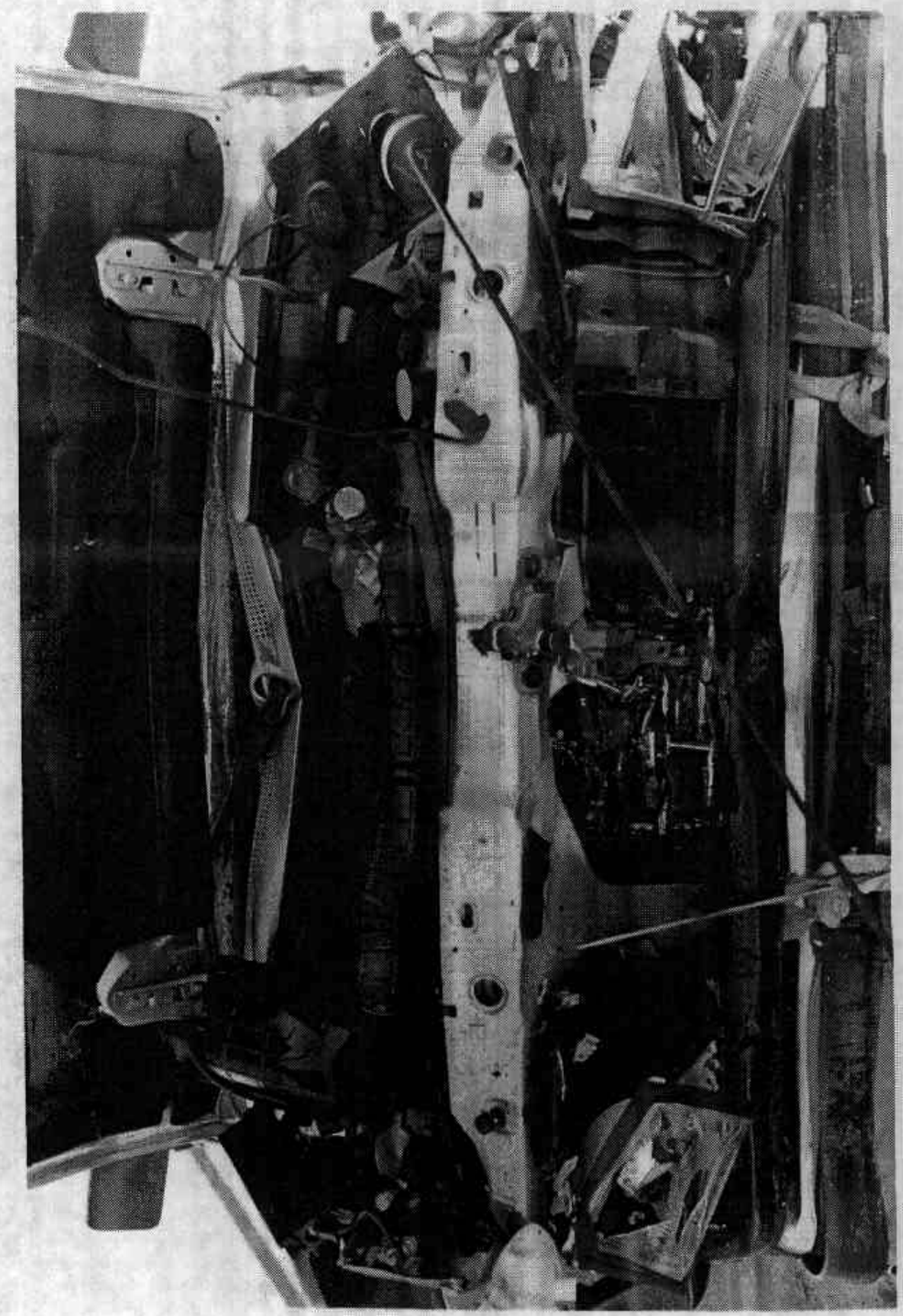


PRETEST WINDSHIELD VIEW

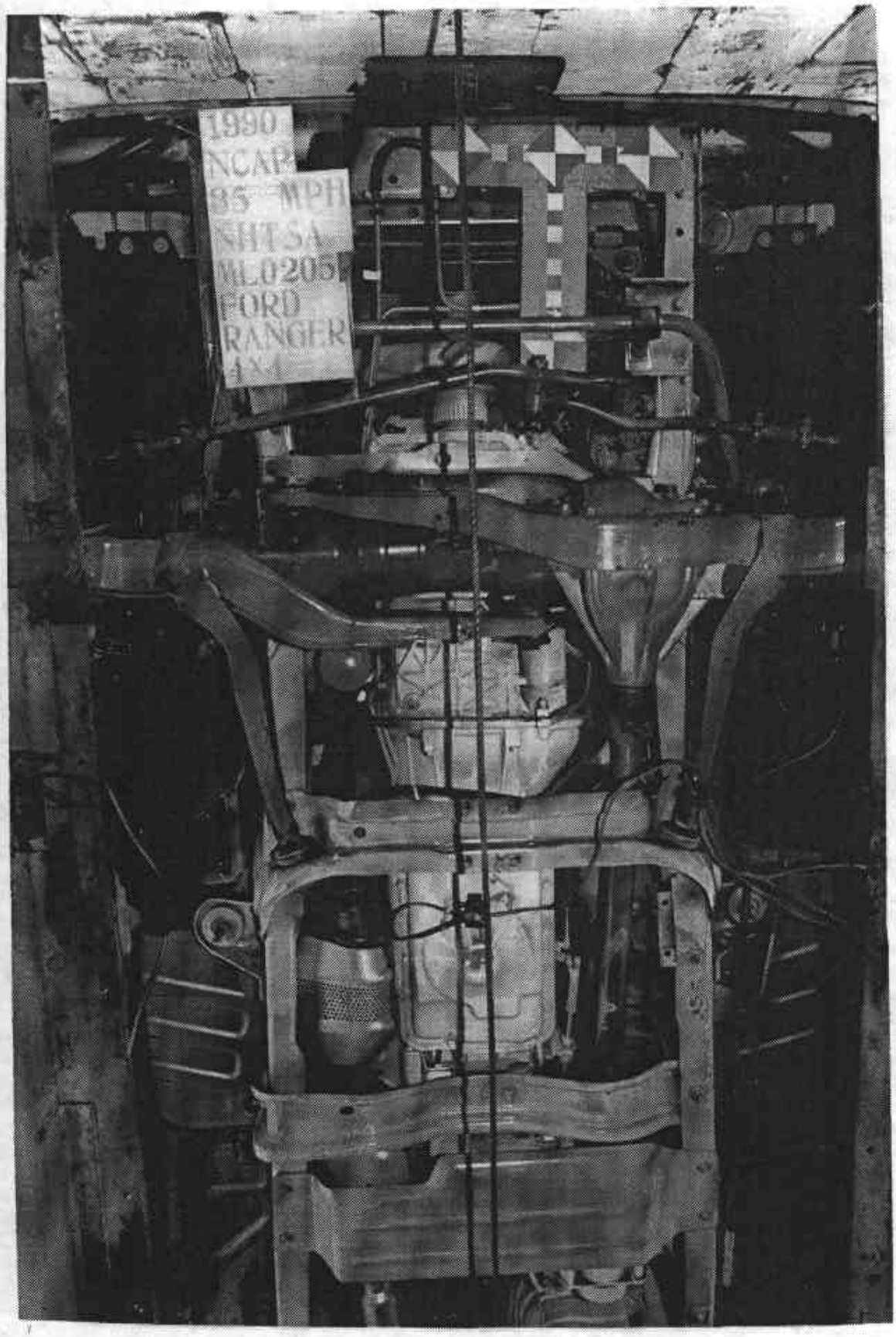
POSTTEST WINDSHIELD VIEW



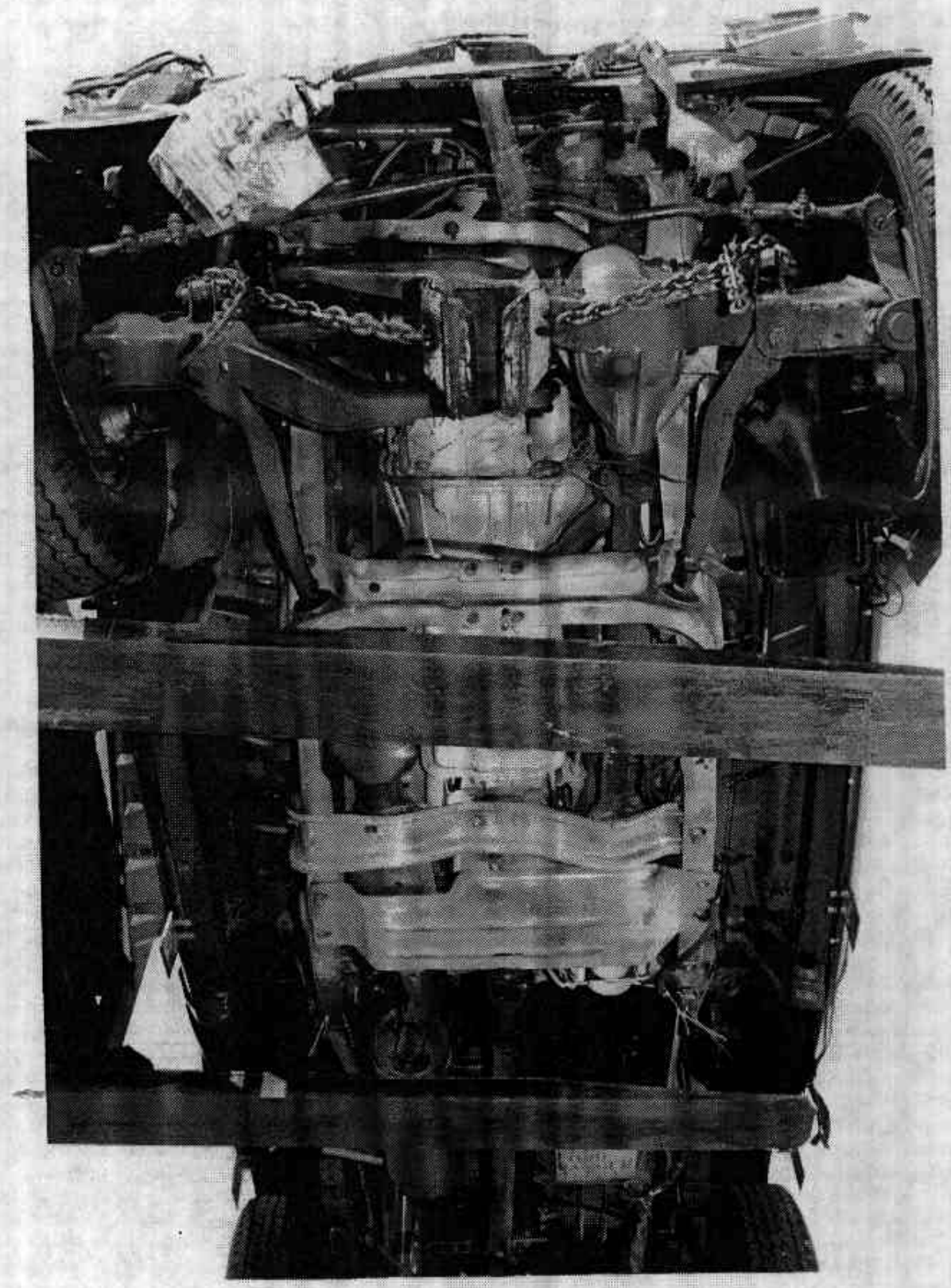
PRETEST ENGINE COMPARTMENT VIEW



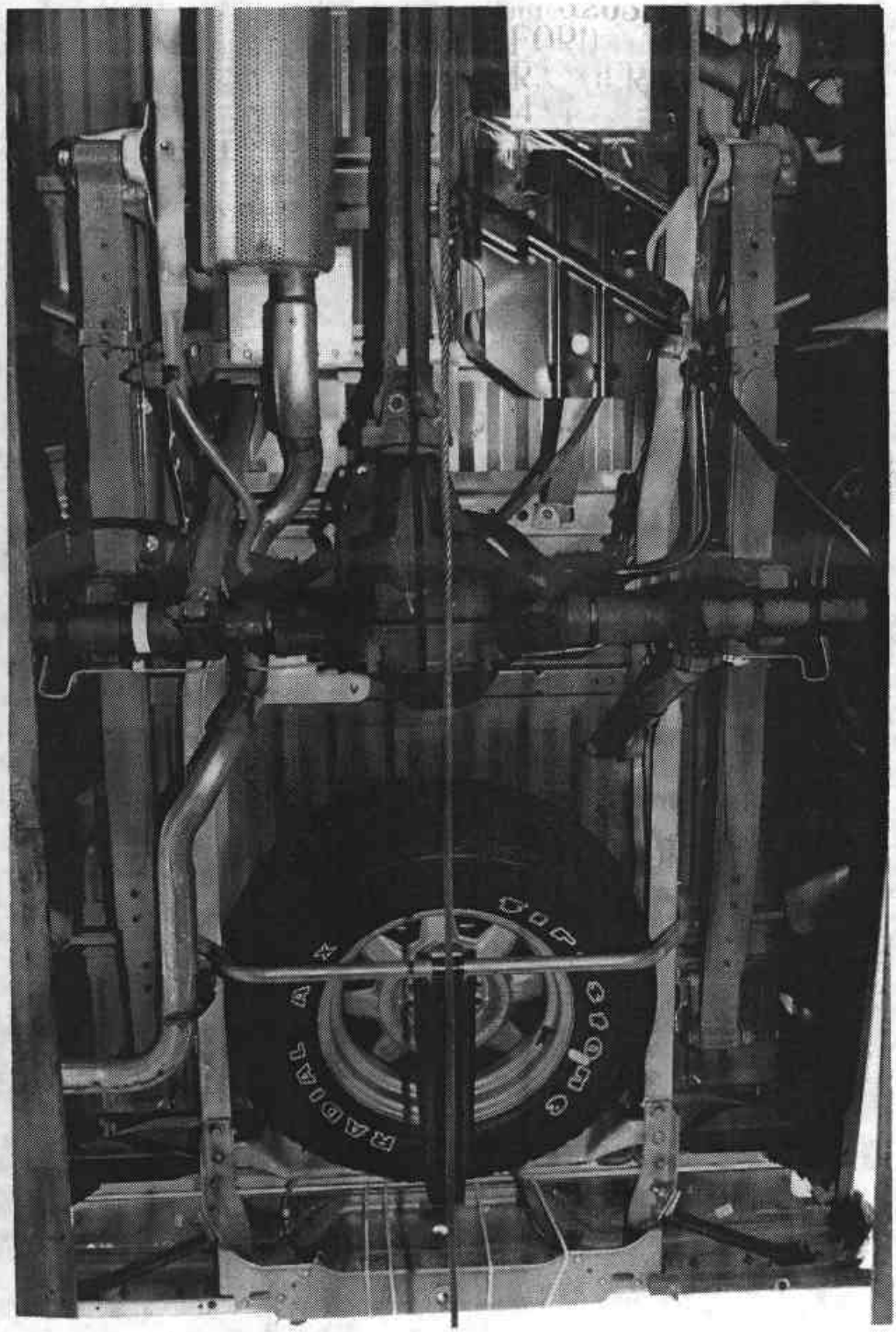
POSTTEST ENGINE COMPARTMENT VIEW



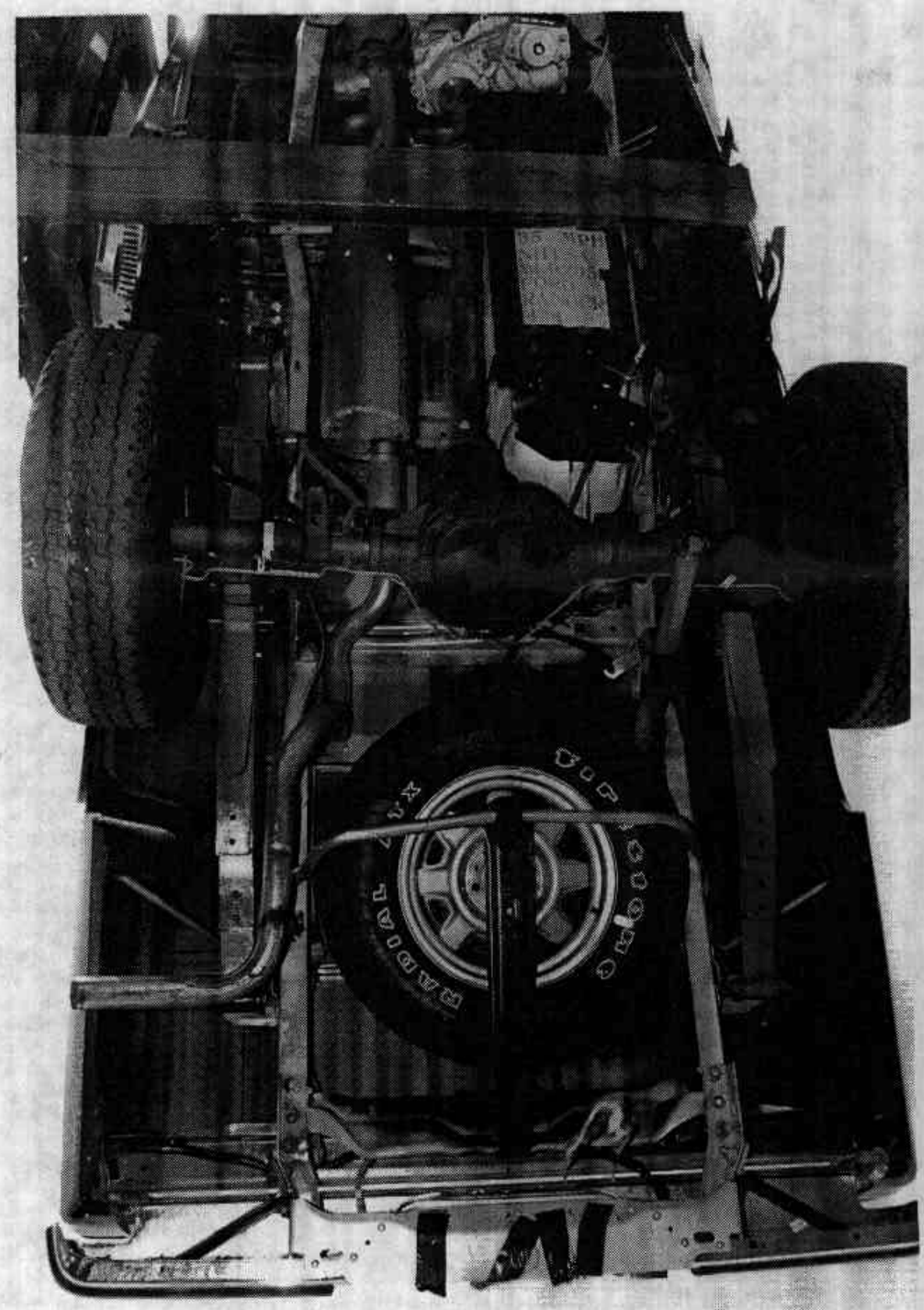
PRETEST FRONT UNDERBODY VIEW



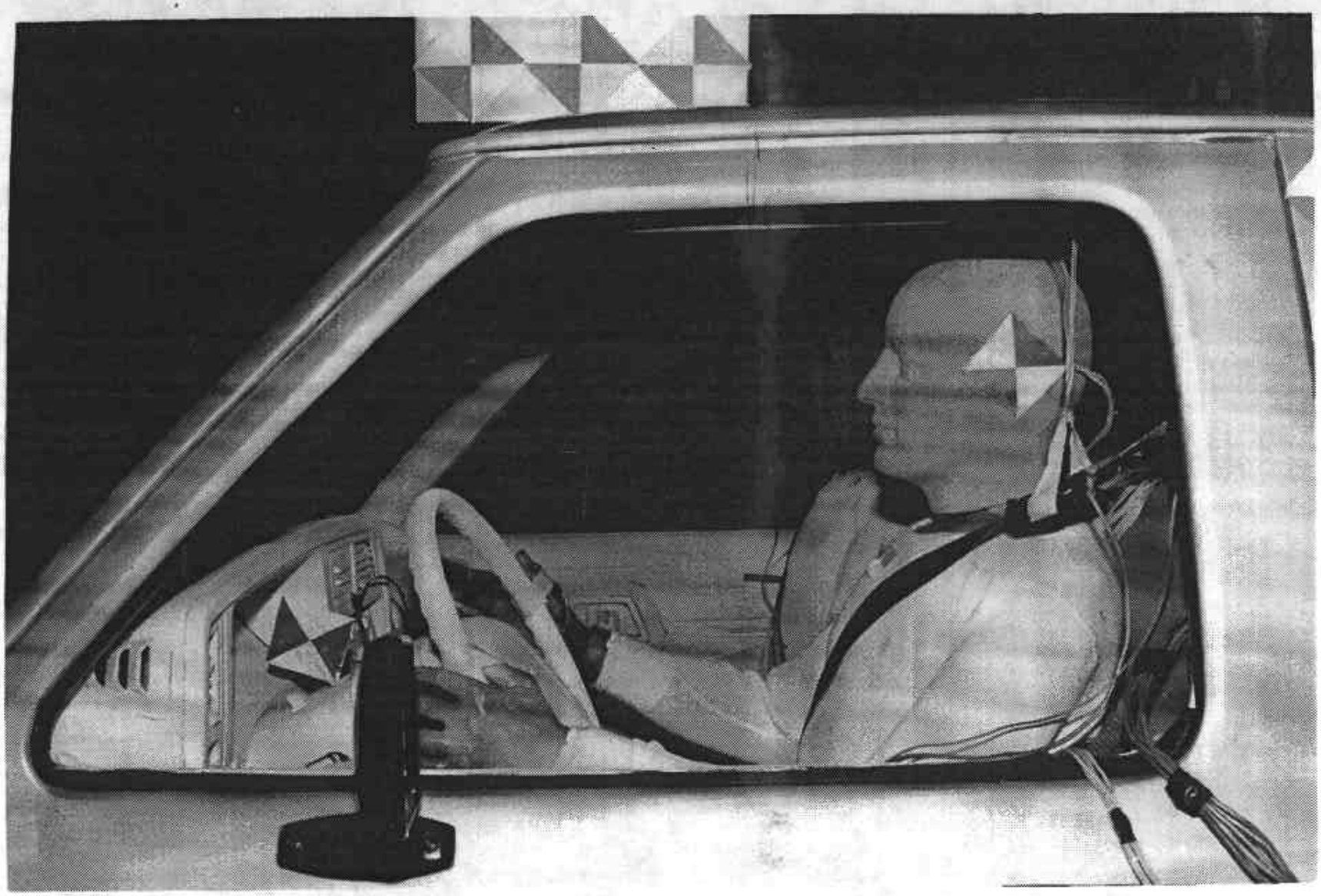
POSTTEST FRONT UNDERBODY VIEW



PRETEST REAR UNDERBODY VIEW



POSTTEST REAR UNDERBODY VIEW



PRETEST DRIVER DUMMY POSITION VIEW

POSTTEST DRIVER DUMMY POSITON VIEW

PRETEST PASSENGER DUMMY POSITION VIEW

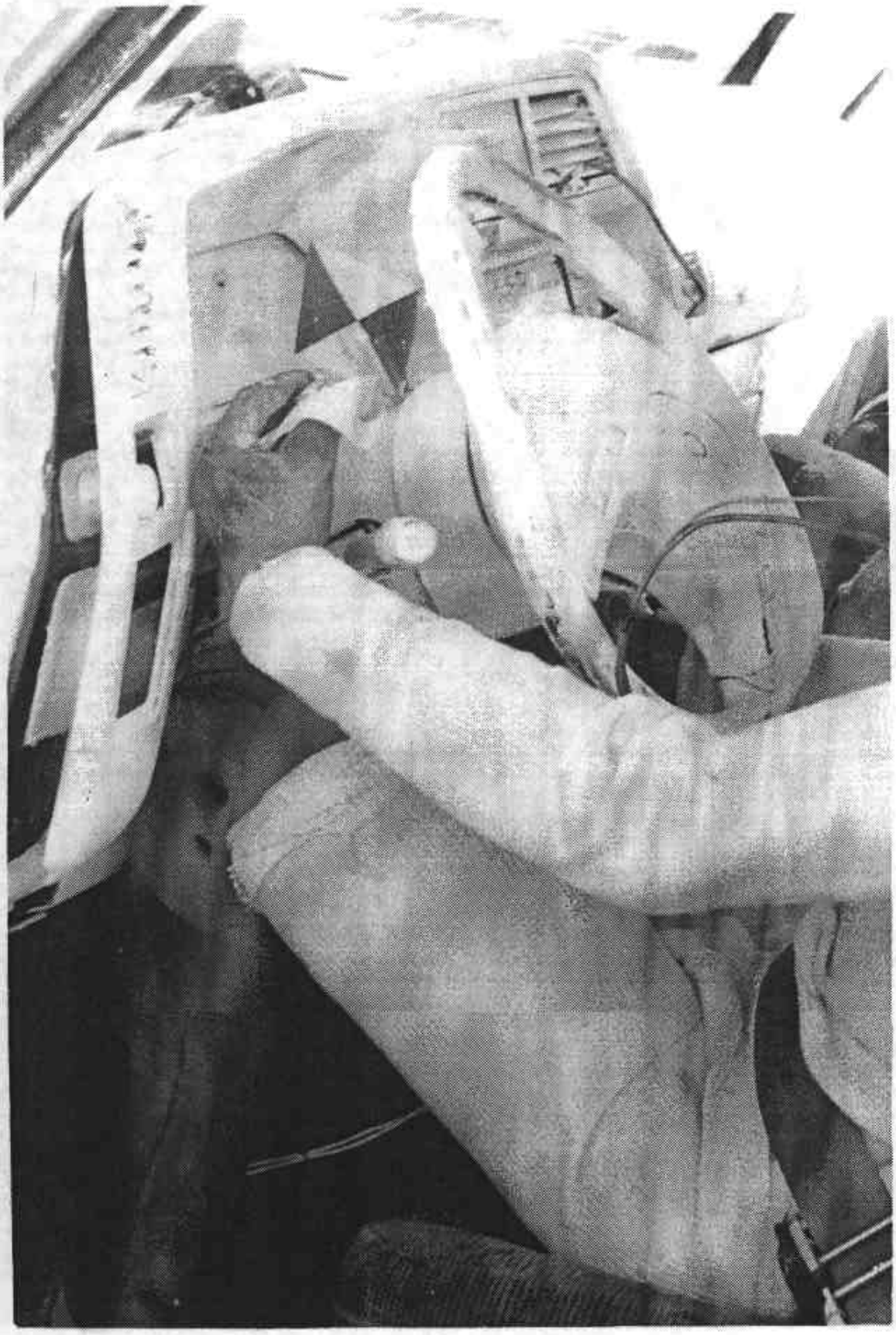
POSTTEST PASSENGER DUMMY POSITION VIEW

PRETEST DRIVER DUMMY & VEHICLE INTERIOR VIEW (Door Open)

POSTTEST DRIVER DUMMY & VEHICLE INTERIOR VIEW (Door Open)

PRETEST PASSENGER & VEHICLE INTERIOR VIEW (Door Open)

POSTTEST PASSENGER DUMMY & VEHICLE INTERIOR VIEW (Door Open)



POSTTEST DRIVER DUMMY (ATD) HEAD AND KNEE CONTACT AREA

POSTTEST PASSENGER DUMMY (ATD) KNEE CONTACT AREA

APPENDIX B-1

VEHICLE AND DUMMY (ATD) RESPONSE DATA

DATA FILTERING:

ATD Head Channels	- Class 1000
ATD Chest Channels	- Class 180
ATD Femur Channels	- Class 600
Vehicle Channels	- Class 60

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General Test Information

VERSNO: V2 TGID: 1
TITLE: 1990 35MPH NCAP FRONTAL BARRIER IMPACT
TSTOBJ: ACQUIRE NCAP DATA USING TWO INSTR. DUMMIES AND LOAD CELL BARRIER

TSTDAT: 22/FEB/90	TSTPRF: MSE	CONNO: DTNH22-87-D-02009	
TSTREF: NCAP70	TSTTYP: NCA	TSTCFN: VTB	
TKSURF: ASH	TKCOND: DRY	TEMP: 82	RECTYP: FMT
LINK: UMB	CLSSPD: 35.3	IMPANG: 0	OFFSET: 0.0
IMPPNT: 9999.9	MEASUR: ENG	TOTCRV: 65	

TSTCOM: NO COMMENTS

Vehicle Information

VGID: 2 VEHNO: 1 MAKE: 02 MODEL: 99 YEAR: 90 BODY: PU
VIN: 1FTCR11XXLUA45612 ENGINE: V6IF ENGDSP: 4.0 LITERS TRANSM: A4
VEHTWT: 4131 WHLBAS: 114.0 VEHLEN: 193.0 VEHWID: 64.0
VEHCG: 44.6 STRSEP: NO COLMEC: EMB MODIND: P
MODDSC: UNMODIFIED
BX
1: 193.0
2: 175.0
3: 152.6
4: 140.2
5: 140.3
6: 138.0
7: 138.0
8: 98.0
9: 98.0
10: 96.9
11: 96.9
12: 138.0
13: 138.0
14: 150.0
15: 151.5
16: 123.2
17: 14.8
18: 18.0
19: 183.0
20: 183.0
21: 24.0
VEHSPD: 35.3 CRBANG: 0 PDOF: 0 BMPENG: NA
SILENG: NA APLENG: NA
DPD
1: 18.0
2: 19.8
3: 20.3
4: 20.1
5: 19.5
6: 19.5
VDI: 12FCAW9 LENCNT: 64.0 DAMDST: 0.0 CRHDST: 19.5
AX
1: 173.5
2: 165.2
3: 146.5
4: 137.8
5: 139.2
6: 137.0
7: 138.0
8: 95.5
9: 96.8
10: 96.0
11: 96.8
12: 136.0
13: 137.4
14: 148.0
15: 149.5
16: 120.0
17: 17.4
18: 17.5
19: 164.0
20: 166.8
21: 24.0
CARANG: 999 VEHOR: 999
VEHCOM: MODEL IS FORD RANGER XLT 4x4 PICKUP

Barrier Information

Barrier ID: 3
BARRIG: R
BARSHP: LCB
BARANG: 0
BARDIA: 999.9
BARCOM: 36 50KLB LOAD CELLS ARRANGED IN A 9 WIDE BY 4 HIGH MATRIX.

Occupant Information

Occupant Group ID: 4 VEHNO: 1
OCCLOC: 01 OCCTYP: P5 OCCAGE: 99 OCCSEX: M OCCHT: 999 OCCWT: 999
MTHCAL: P5 DUMSIZ: 50
DUMMAN: MFG: HUMANOID SYSTEMS, S/N: 465
DUMMOD: UNMODIFIED
DUMDSC: NO COMMENTS
HH: 18.5 HW: 23.0 HR: 8.4 HS: 10.0 CD: 22.7 CS: 13.0 AD: 3.5 HD: 6.3
KD: 6.7 HB:999.9 NB:999.9 CB:999.9 KB:999.9
RESTR1: 3PT RESTR2: SWE
RESTXT: NO COMMENTS
SEPOSN: CN AIRDEP: NA
CNTRH1: SR CNTRH2: SH CNTRC1: SW CNTRC2: NO CNTRL1: OT CNTRL2: DP
HIC: 1270. T1: 53.100 T2: 87.000
CLIP3M: 60.6 LFEM: 572. RFEM: 3200. CSI: 586. LBELT: 1865. SBELT: 2598.
OCCCOM: CNTRL1 IS STEERING COLUMN

Occupant Information

Occupant Group ID: 4 VEHNO: 1
OCCLOC: 02 OCCTYP: P5 OCCAGE: 99 OCCSEX: M OCCHT: 999 OCCWT: 999
MTHCAL: P5 DUMSIZ: 50
DUMMAN: MFG: HUMANOID SYSTEMS, S/N: 466
DUMMOD: UNMODIFIED
DUMDSC: NO COMMENTS
HH: 17.5 HW: 22.0 HR: 8.3 HS: 10.1 CD: 22.3 CS:999.9 AD: 3.6 HD: 5.0
KD: 7.8 HB:999.9 NB:999.9 CB:999.9 KB:999.9
RESTR1: 3PT RESTR2: DPL
RESTXT: NO COMMENTS
SEPOSN: CN AIRDEP: NA
CNTRH1: HK CNTRH2: NO CNTRC1: NO CNTRC2: NO CNTRL1: DP CNTRL2: NO
HIC: 736. T1: 64.600 T2: 100.600
CLIP3M: 52.1 LFEM: 392. RFEM: 282. CSI: 461. LBELT: 1890. SBELT: 2089.
OCCCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 001
SENTYP: AC SENLOC: 01 SENATT: HDCG
AXIS: XL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BF83H
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 95 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 002
SENTYP: AC SENLOC: 01 SENATT: HDCG
AXIS: YL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BJ15H
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 22 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 003
SENTYP: AC SENLOC: 01 SENATT: HDCG
AXIS: ZL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BG29H
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 36 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 004
SENTYP: AC SENLOC: 01 SENATT: CHST
AXIS: XL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: AD76
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 32 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 005
SENTYP: AC SENLOC: 01 SENATT: CHST
AXIS: YL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: AD99
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 13 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 006
SENTYP: AC SENLOC: 01 SENATT: CHST
AXIS: ZL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BI60H
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 10 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 007
SENTYP: LC SENLOC: 01 SENATT: FMRL
AXIS: XL UNITS: LBS PREFIL: 1650
INSMAN: MFG: GSE INC., MODEL: 2430, S/N: 701
CALDAT: 16/JAN/90 INSRAT: 3000 CHLMAX: 19 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 008
SENTYP: LC SENLOC: 01 SENATT: FMRR
AXIS: XL UNITS: LBS PREFIL: 1650
INSMAN: MFG: GSE INC., MODEL: 2430, S/N: 707
CALDAT: 16/JAN/90 INSRAT: 3000 CHLMAX: 114 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 009
SENTYP: AC SENLOC: 02 SENATT: HDCG
AXIS: YL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: AE09
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 25 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 010
SENTYP: AC SENLOC: 02 SENATT: HDCG
AXIS: YL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: AD61
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 16 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 011
SENTYP: AC SENLOC: 02 SENATT: HDCG
AXIS: ZL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: AD98
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 28 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 012
SENTYP: AC SENLOC: 02 SENATT: CHST
AXIS: XL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BI14H
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 27 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 013
SENTYP: AC SENLOC: 02 SENATT: CHST
AXIS: YL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BI19H
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 19 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 014
SENTYP: AC SENLOC: 02 SENATT: CHST
AXIS: ZL UNITS: G'S PREFIL: 1650
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BI92H
CALDAT: 17/JAN/90 INSRAT: 200 CHLMAX: 11 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 015
SENTYP: LC SENLOC: 02 SENATT: FMRL
AXIS: XL UNITS: LBS PREFIL: 1650
INSMAN: MFG: GSE INC., MODEL: 2430, S/N: 709
CALDAT: 16/JAN/90 INSRAT: 3000 CHLMAX: 14 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 016
SENTYP: LC SENLOC: 02 SENATT: FMRR
AXIS: XL UNITS: LBS PREFIL: 1650
INSMAN: MFG: GSE INC., MODEL: 2430, S/N: 710
CALDAT: 16/JAN/90 INSRAT: 3000 CHLMAX: 9 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 017
SENTYP: LC SENLOC: 01 SENATT: LPBO
AXIS: OT UNITS: LBS PREFIL: 1650
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 333
CALDAT: 16/JAN/90 INSRAT: 3500 CHLMAX: 54 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 018
SENTYP: LC SENLOC: 01 SENATT: SHBT
AXIS: OT UNITS: LBS PREFIL: 1650
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 327
CALDAT: 16/JAN/90 INSRAT: 3500 CHLMAX: 74 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 019
SENTYP: LC SENLOC: 02 SENATT: LPBO
AXIS: OT UNITS: LBS PREFIL: 1650
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 330
CALDAT: 16/JAN/90 INSRAT: 3500 CHLMAX: 56 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 020
SENTYP: LC SENLOC: 02 SENATT: SHBT
AXIS: OT UNITS: LBS PREFIL: 1650
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 308
CALDAT: 16/JAN/90 INSRAT: 3500 CHLMAX: 60 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 021
SENTYP: DS SENLOC: 01 SENATT: SHBT
AXIS: OT UNITS: OTH PREFIL: 1650
INSMAN: MFG: ETI, MODEL: LCP12A-12, S/N: 8803-1
CALDAT: 25/JAN/90 INSRAT: 30 CHLMAX: 19 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM: SEAT BELT ELONGATION, UNITS ARE INCHES/IN. (PERCENTAGE BELT STRETCH)

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 022
SENTYP: DS SENLOC: 02 SENATT: SHBT
AXIS: OT UNITS: OTH PREFIL: 1650
INSMAN: MFG: ETI, MODEL: LCP12A-12, S/N: 8712-1
CALDAT: 25/JAN/90 INSRAT: 30 CHLMAX: 15 INIVEL: 0.0
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM: SEAT BELT ELONGATION, UNITS ARE INCHES/IN. (PERCENTAGE BELT STRETCH)

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 023
SENTYP: AC SENLOC: NA SENATT: SULF
AXIS: XG UNITS: G'S PREFIL: 1650
INSMAN: MFG: SETRA, MODEL: 111, S/N: 1103
CALDAT: 17/JAN/90 INSRAT: 100 CHLMAX: 195 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 024
SENTYP: AC SENLOC: NA SENATT: SURF
AXIS: XG UNITS: G'S PREFIL: 1650
INSMAN: MFG: SETRA, MODEL: 111, S/N: 1124
CALDAT: 17/JAN/90 INSRAT: 250 CHLMAX: 50 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 025
SENTYP: AC SENLOC: NA SENATT: ENGN
AXIS: XG UNITS: G'S PREFIL: 1650
INSMAN: MFG: SETRA, MODEL: 113B, S/N: 1877
CALDAT: 17/JAN/90 INSRAT: 250 CHLMAX: 64 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 026
SENTYP: AC SENLOC: NA SENATT: ENGN
AXIS: XG UNITS: G'S PREFIL: 1650
INSMAN: MFG: SETRA, MODEL: 1138, S/N: 1878
CALDAT: 17/JAN/90 INSRAT: 250 CHLMAX: 97 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 027
SENTYP: AC SENLOC: NA SENATT: DPLC
AXIS: XG UNITS: G'S PREFIL: 1650
INSMAN: MFG: SETRA, MODEL: 111, S/N: 1108
CALDAT: 17/JAN/90 INSRAT: 250 CHLMAX: 67 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM: ACCELEROMETER MOUNT DETACHED AT APPROX. T=55 MSEC.

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 028
SENTYP: AC SENLOC: NA SENATT: FLLR
AXIS: XG UNITS: G'S PREFIL: 1650
INSMAN: MFG: SETRA, MODEL: 111, S/N: 1123
CALDAT: 17/JAN/90 INSRAT: 250 CHLMAX: 47 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 1 CURNO: 029
SENTYP: AC SENLOC: NA SENATT: FLRR
AXIS: XG UNITS: G'S PREFIL: 1650
INSMAN: MFG: SETRA, MODEL: 111, S/N: 1105
CALDAT: 17/JAN/90 INSRAT: 100 CHLMAX: 119 INIVEL: 35.3
NFP: -300 NLP: 2999 DELT: 100 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 030
SENTYP: LC SENLOC: NA SENATT: LCA1
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19349
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 3 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 031
SENTYP: LC SENLOC: NA SENATT: LCA2
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19324
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 032
SENTYP: LC SENLOC: NA SENATT: LCA3
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19283
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 033
SENTYP: LC SENLOC: NA SENATT: LCA4
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19263
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 3 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 034
SENTYP: LC SENLOC: NA SENATT: LCA5
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19265
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 035
SENTYP: LC SENLOC: NA SENATT: LCA6
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19266
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 4 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 036
SENTYP: LC SENLOC: NA SENATT: LCA7
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19317
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 2 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 037
SENTYP: LC SENLOC: NA SENATT: LCA8
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19270
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 038
SENTYP: LC SENLOC: NA SENATT: LCA9
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19428
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 3 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 039
SENTYP: LC SENLOC: NA SENATT: LCB1
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19273
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 040
SENTYP: LC SENLOC: NA SENATT: LCB2
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19276
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 11 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 041
SENTYP: LC SENLOC: NA SENATT: LCB3
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19258
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 30 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 042
SENTYP: LC SENLOC: NA SENATT: LCB4
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19278
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 42 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 043
SENTYP: LC SENLOC: NA SENATT: LCB5
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19279
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 8 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 044
SENTYP: LC SENLOC: NA SENATT: LCB6
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19282
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 9 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: CF
INSCOM: QUESTIONABLE DATA AFTER T=114 MSEC.

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 045
SENTYP: LC SENLOC: NA SENATT: LCB7
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19262
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 27 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 046
SENTYP: LC SENLOC: NA SENATT: LCB8
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19285
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 23 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 047
SENTYP: LC SENLOC: NA SENATT: LCB9
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19286
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 3 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 048
SENTYP: LC SENLOC: NA SENATT: LCC1
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19287
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 049
SENTYP: LC SENLOC: NA SENATT: LCC2
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19288
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 12 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 050
SENTYP: LC SENLOC: NA SENATT: LCC3
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19289
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 59 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 051
SENTYP: LC SENLOC: NA SENATT: LCC4
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19291
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 52 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 052
SENTYP: LC SENLOC: NA SENATT: LCC5
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19324
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 52 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 053
SENTYP: LC SENLOC: NA SENATT: LCC6
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19313
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 21 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 054
SENTYP: LC SENLOC: NA SENATT: LCC7
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19314
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 53 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 055
SENTYP: LC SENLOC: NA SENATT: LCC8
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19315
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 14 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 056
SENTYP: LC SENLOC: NA SENATT: LCC9
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19316
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 057
SENTYP: LC SENLOC: NA SENATT: LCD1
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19460
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 5 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 058
SENTYP: LC SENLOC: NA SENATT: LCD2
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19318
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 19 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 059
SENTYP: LC SENLOC: NA SENATT: LCD3
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19322
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 15 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 060
SENTYP: LC SENLOC: NA SENATT: LCD4
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19323
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 34 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 061
SENTYP: LC SENLOC: NA SENATT: LCD5
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 120-FS, S/N: 19260
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 42 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 062
SENTYP: LC SENLOC: NA SENATT: LCD6
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19325
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 25 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

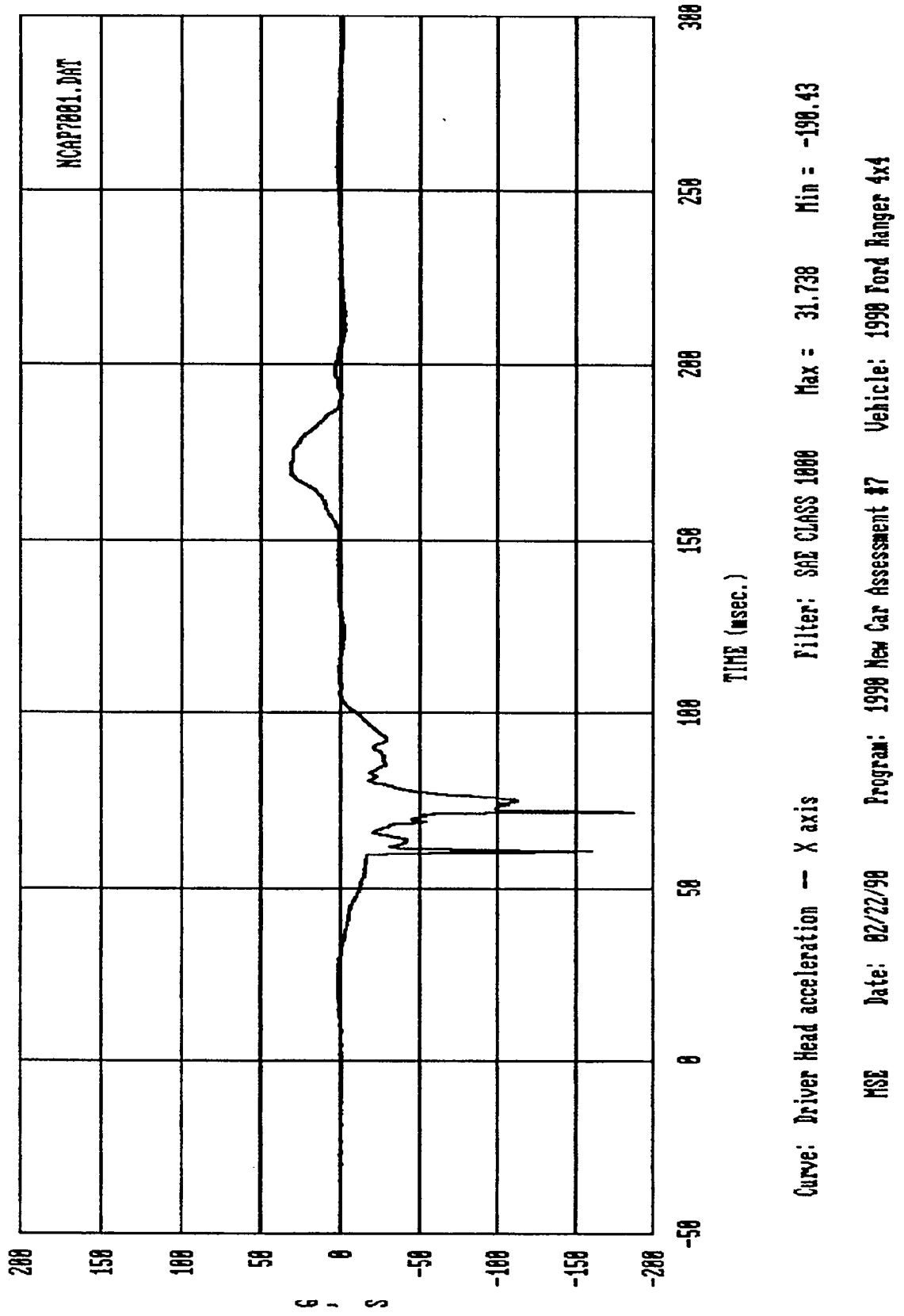
Inst. Group ID: 5 VEHNO: 0 CURNO: 063
SENTYP: LC SENLOC: NA SENATT: LCD7
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19332
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 13 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 064
SENTYP: LC SENLOC: NA SENATT: LCD8
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19333
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 21 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM:

Instrumentation Information

Inst. Group ID: 5 VEHNO: 0 CURNO: 065
SENTYP: LC SENLOC: NA SENATT: LCD9
AXIS: XG UNITS: LBS PREFIL: 1650
INSMAN: MFG: INTERFACE, MODEL: 1220-FS, S/N: 19466
CALDAT: 14/MAY/85 INSRAT: 50000 CHLMAX: 8 INIVEL: 0.0
NFP: -250 NLP: 2499 DELT: 120 DASTAT: AM
INSCOM: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-50
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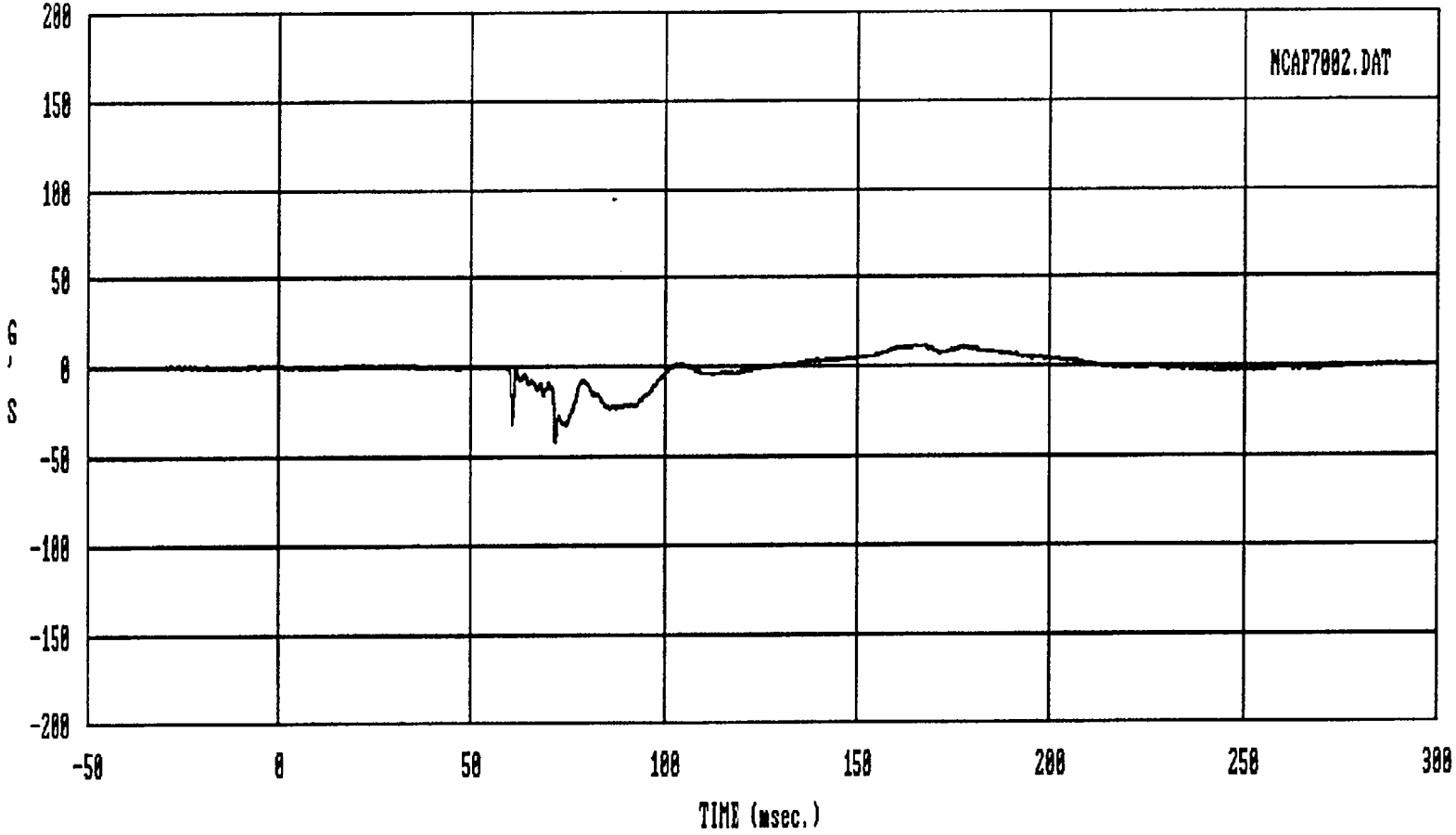
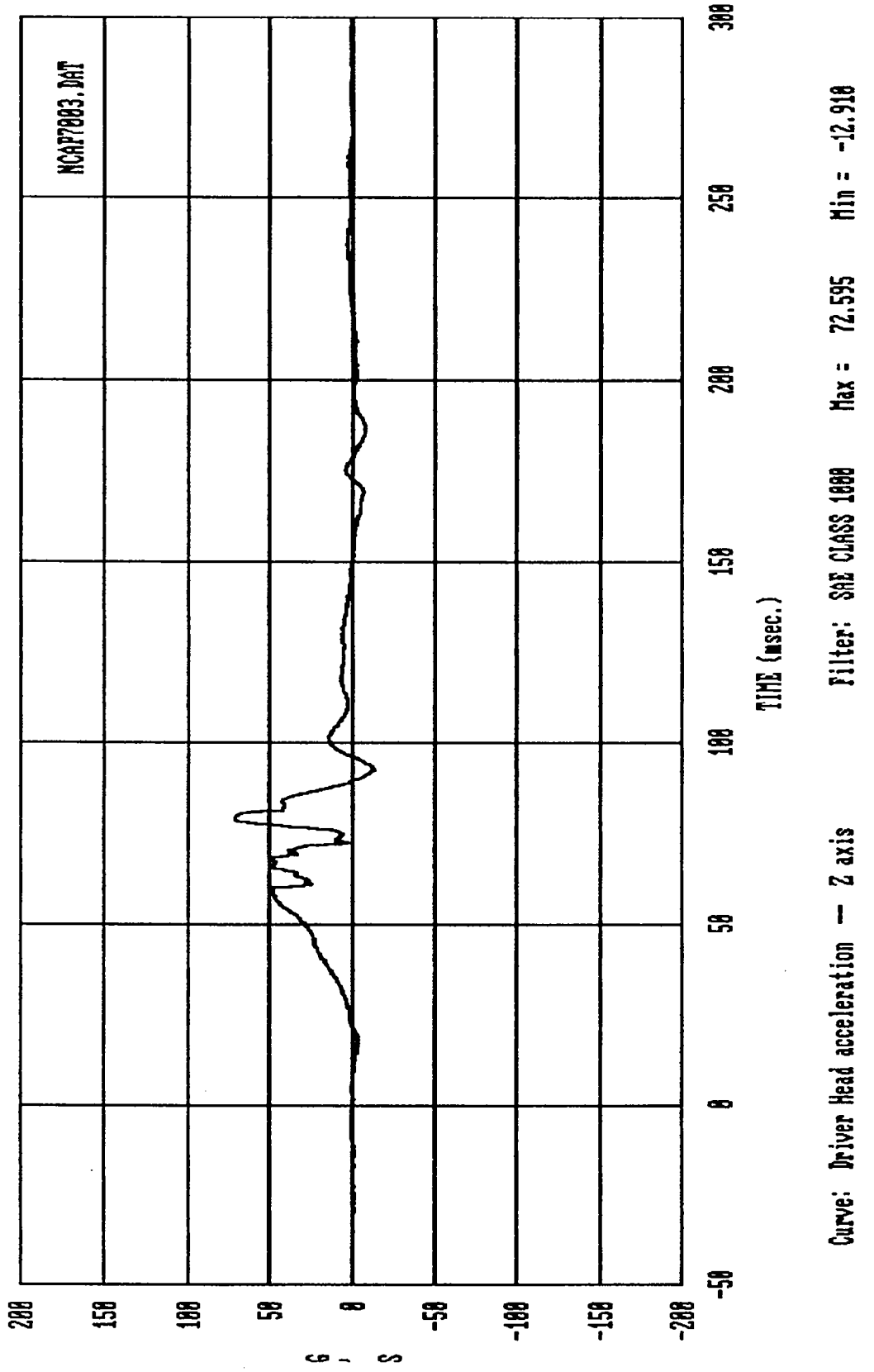
G - S
-50
0
50
100
150
200
250
300
TIME (msec.)
Curve: Driver Head acceleration -- X axis
Filter: SAE CLASS 1000
Max = 31.738
Min = -190.43
MSE
Date: 02/22/90
Program: 1990 New Car Assessment #7
Vehicle: 1990 Ford Ranger 4x4



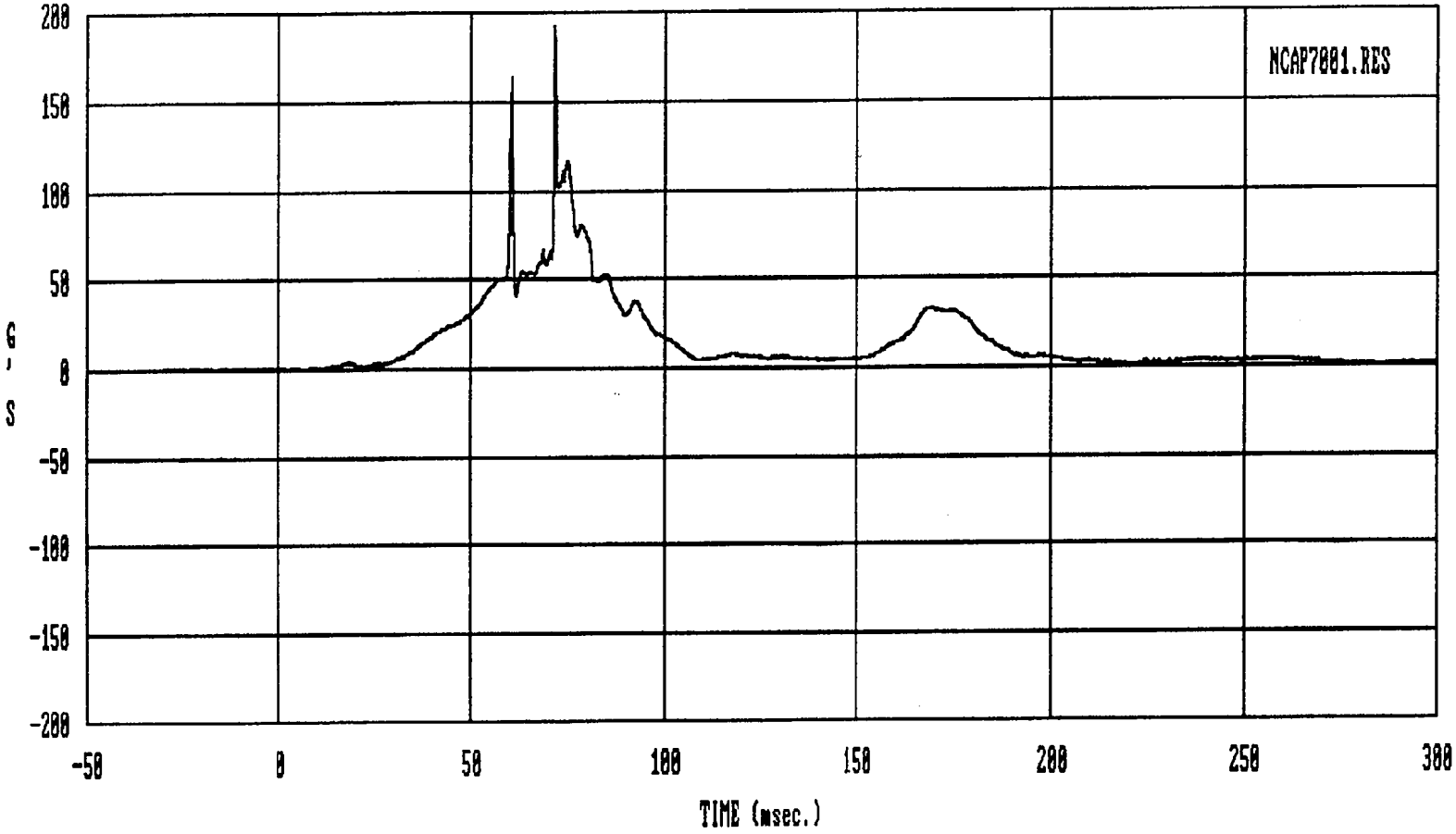
Curve: Driver Head acceleration -- Y axis Filter: SAE CLASS 1000 Max = 11.728 Min = -43.563

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



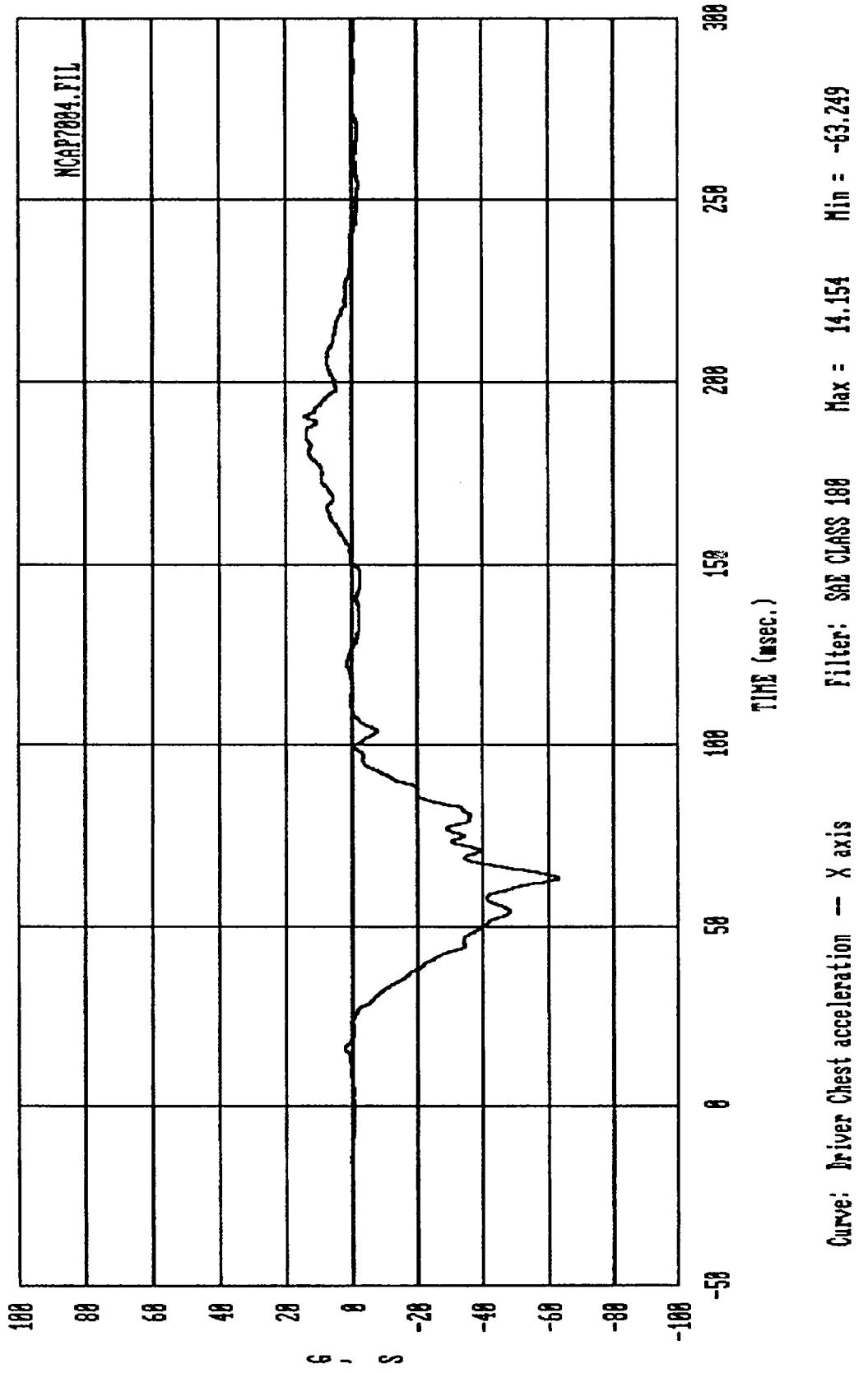
Curve: Driver Head acceleration — Z axis Filter: SAE CLASS 1000 Max = 72.595 Min = -12.910

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



Curve: Driver Head resultant acceleration Filter: SAE CLASS 1000 Max = 196.17 Min = .00000

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4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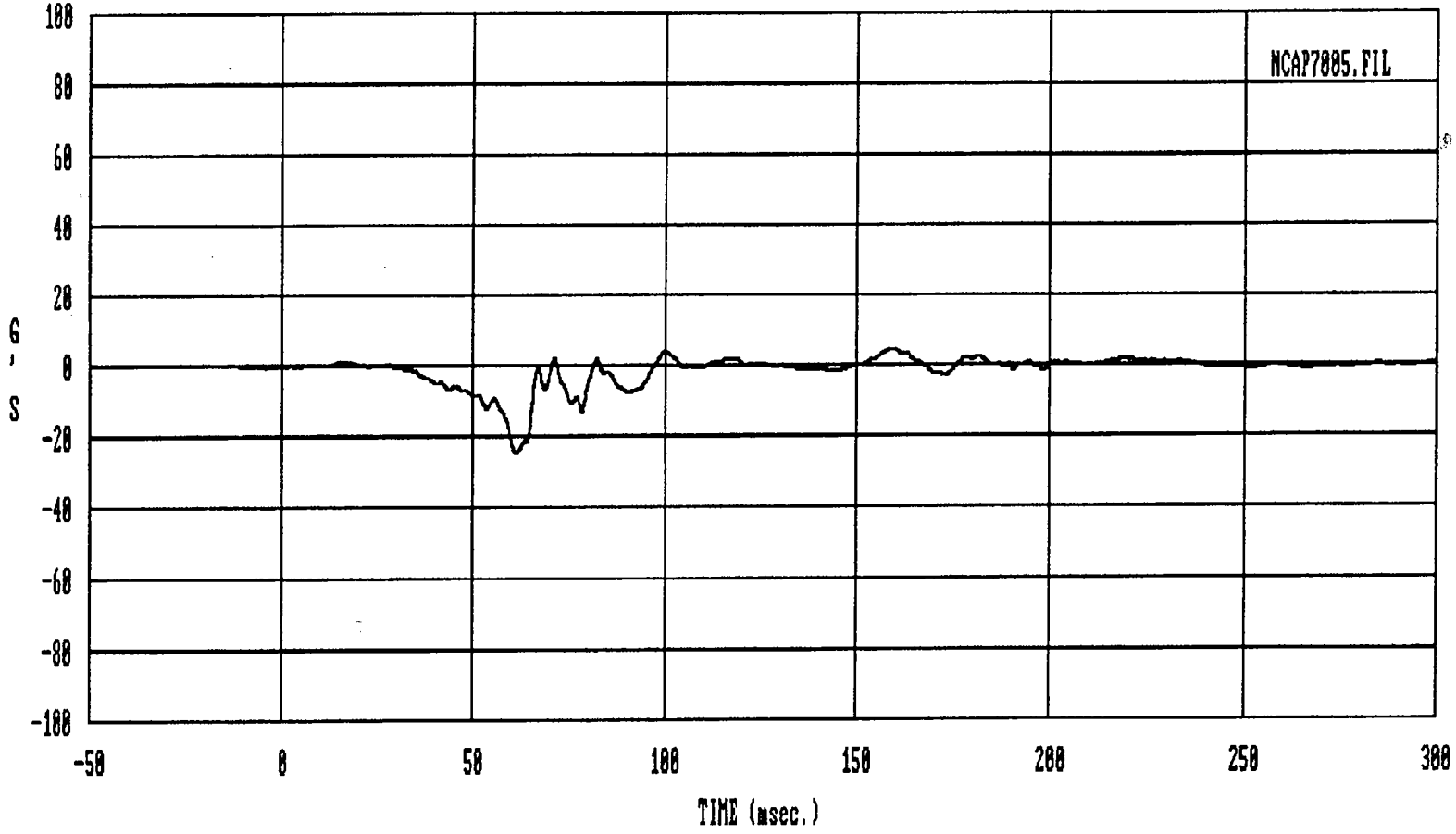
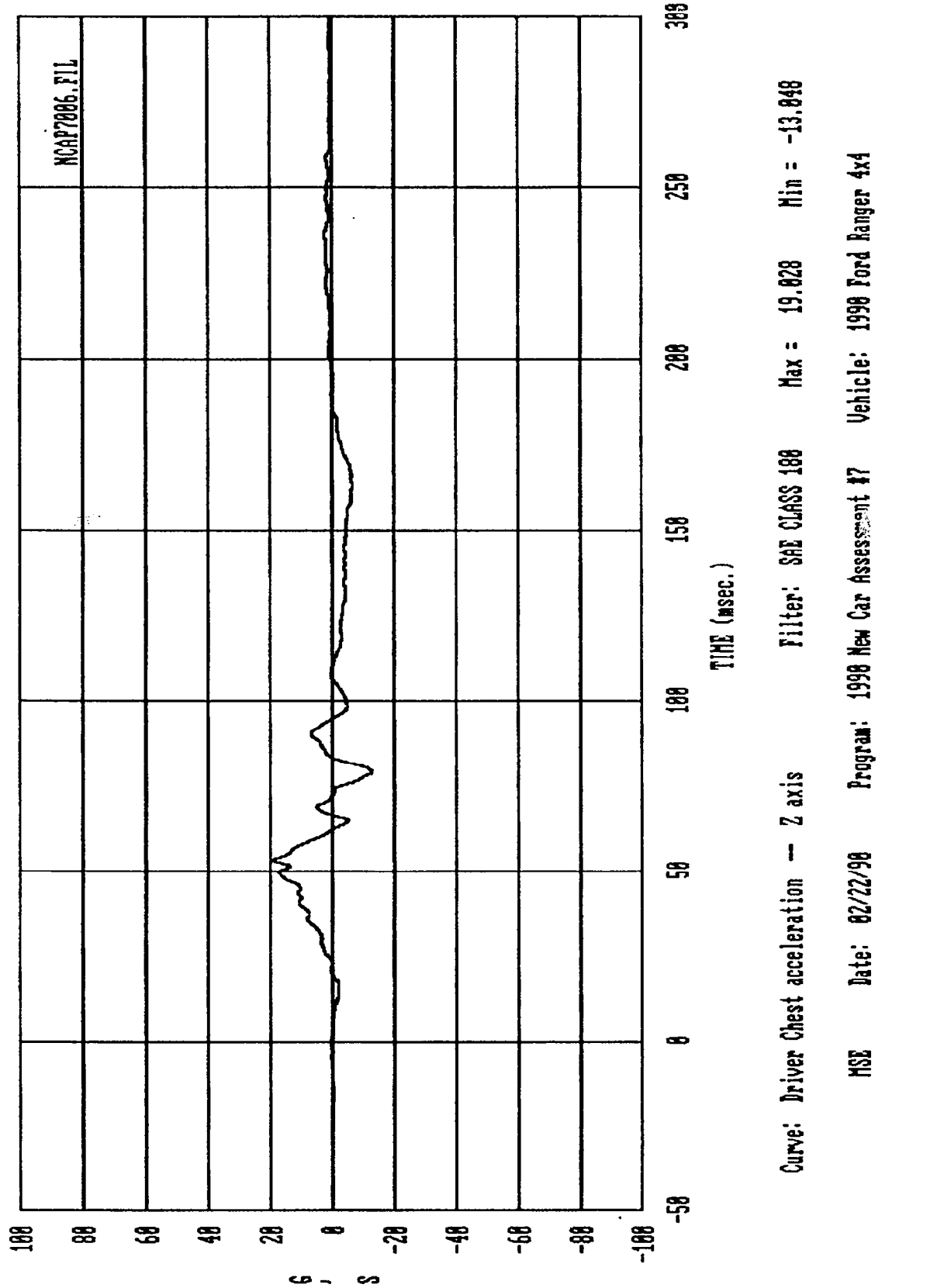
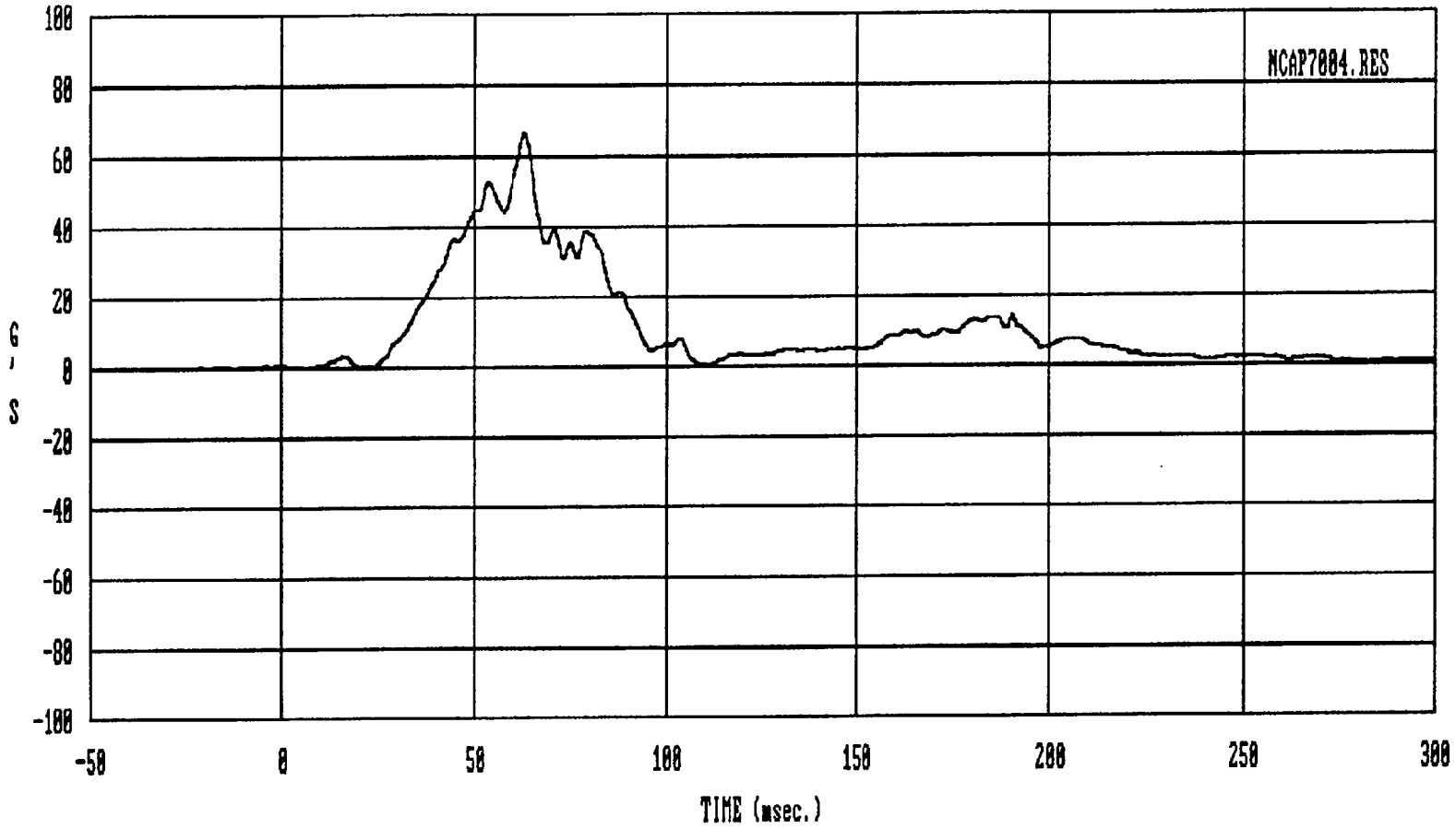
0
-20
-40
-60
-80
-100
G - S
-50
0
50
100
150
200
250
300
TIME (msec.)
Curve: Driver Chest acceleration — X axis
Filter: SAE CLASS 180
Max = 14.154
Min = -63.249
MSE
Date: 02/22/90
Program: 1990 New Car Assessment #7
Vehicle: 1990 Ford Ranger 4x4



Curve: Driver Chest acceleration -- Y axis Filter: SAE CLASS 180 Max = 4.4787 Min = -24.659

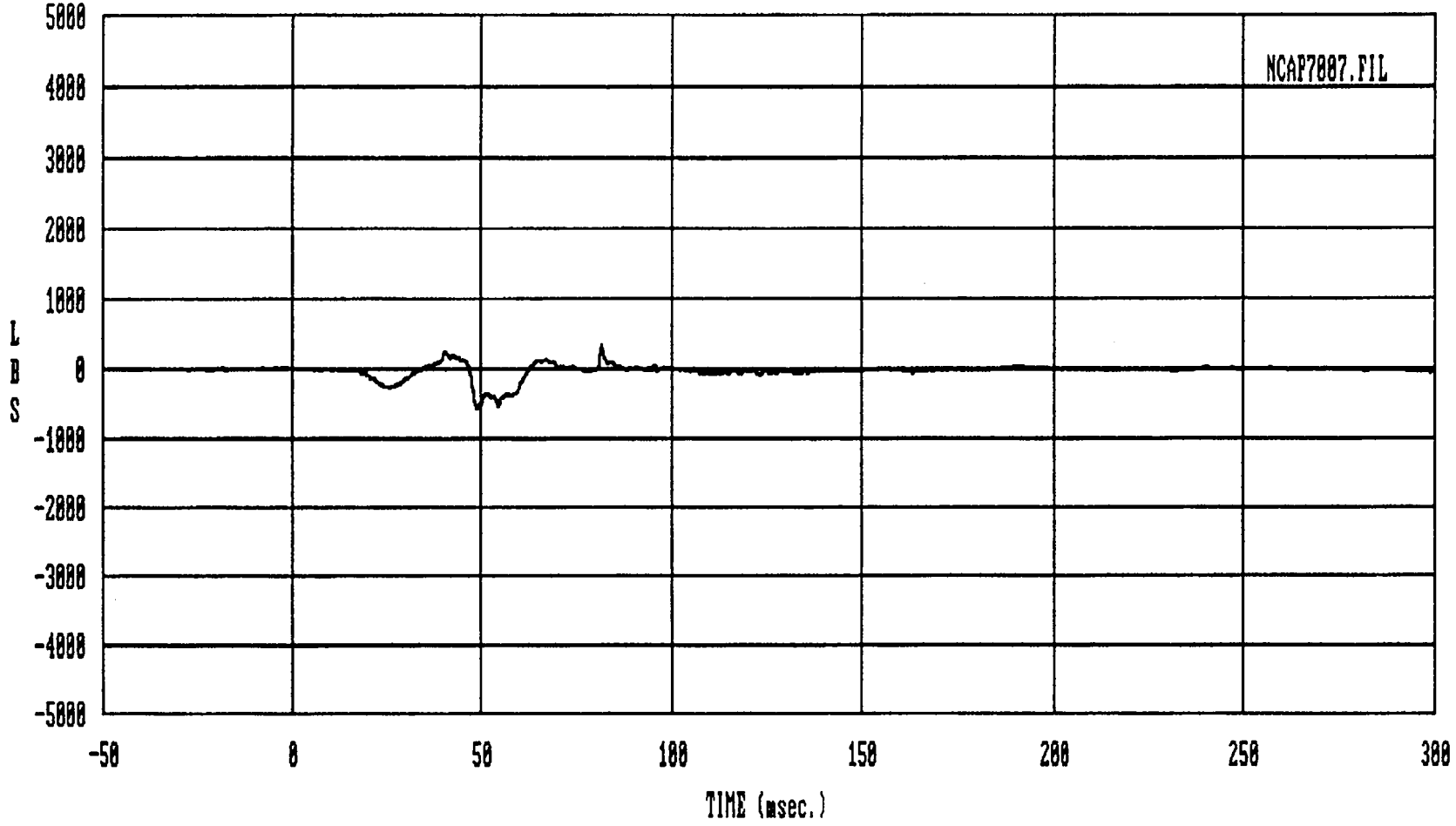
MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4


NCAP7006.FIL
100
80
60
40
20
0
-20
-40
-60
-80
-100
G's
-50
0
50
100
150
200
250
300
TIME (msec.)
Curve: Driver Chest acceleration -- Z axis
Filter: SAE CLASS 180
Max = 19.028
Min = -13.048
MSE
Date: 02/22/90
Program: 1990 New Car Assessment #7
Vehicle: 1990 Ford Ranger 4x4



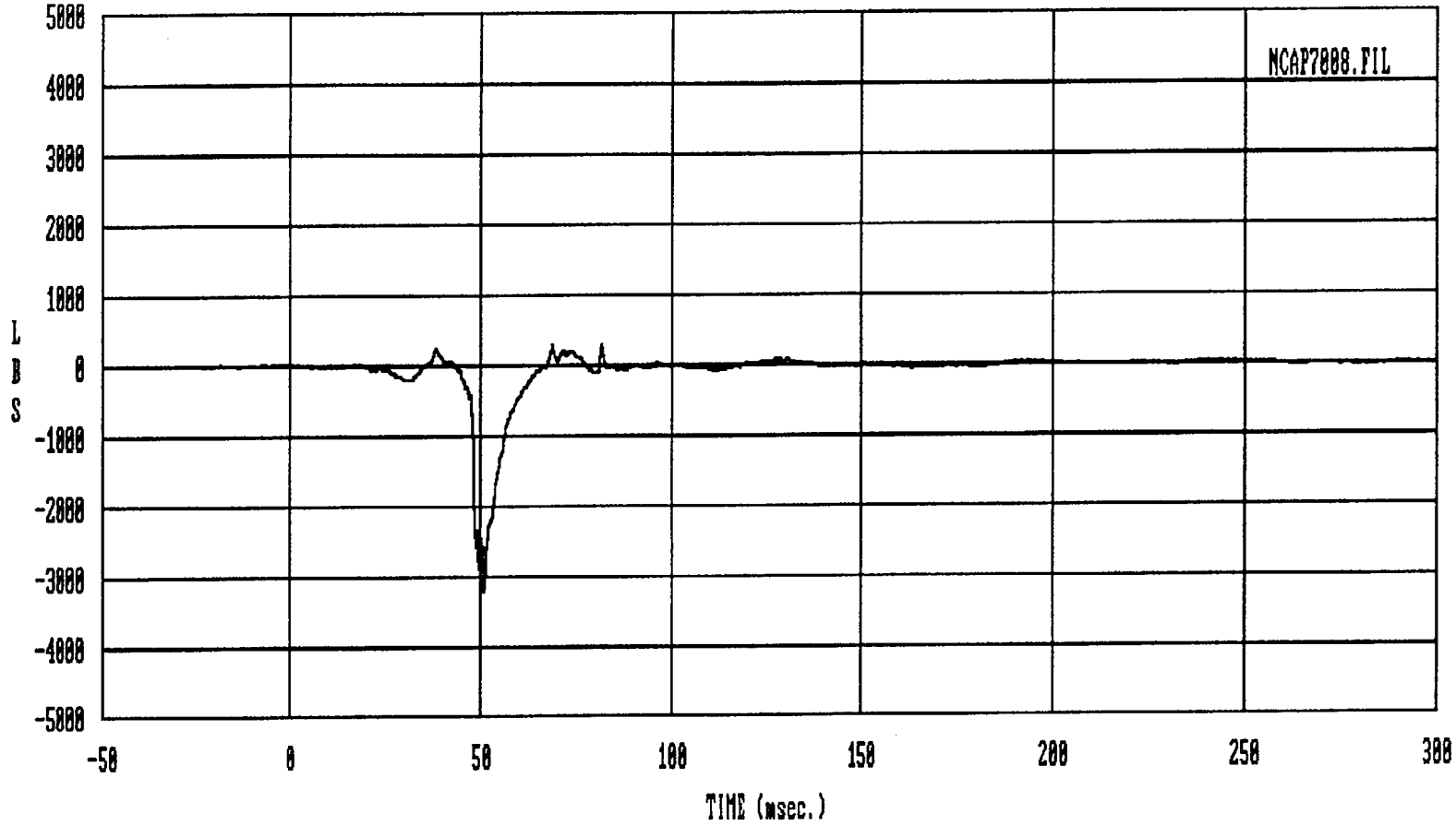
Curve: Driver Chest resultant acceleration Filter: SAE CLASS 180 Max = 66.912 Min = .13956

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



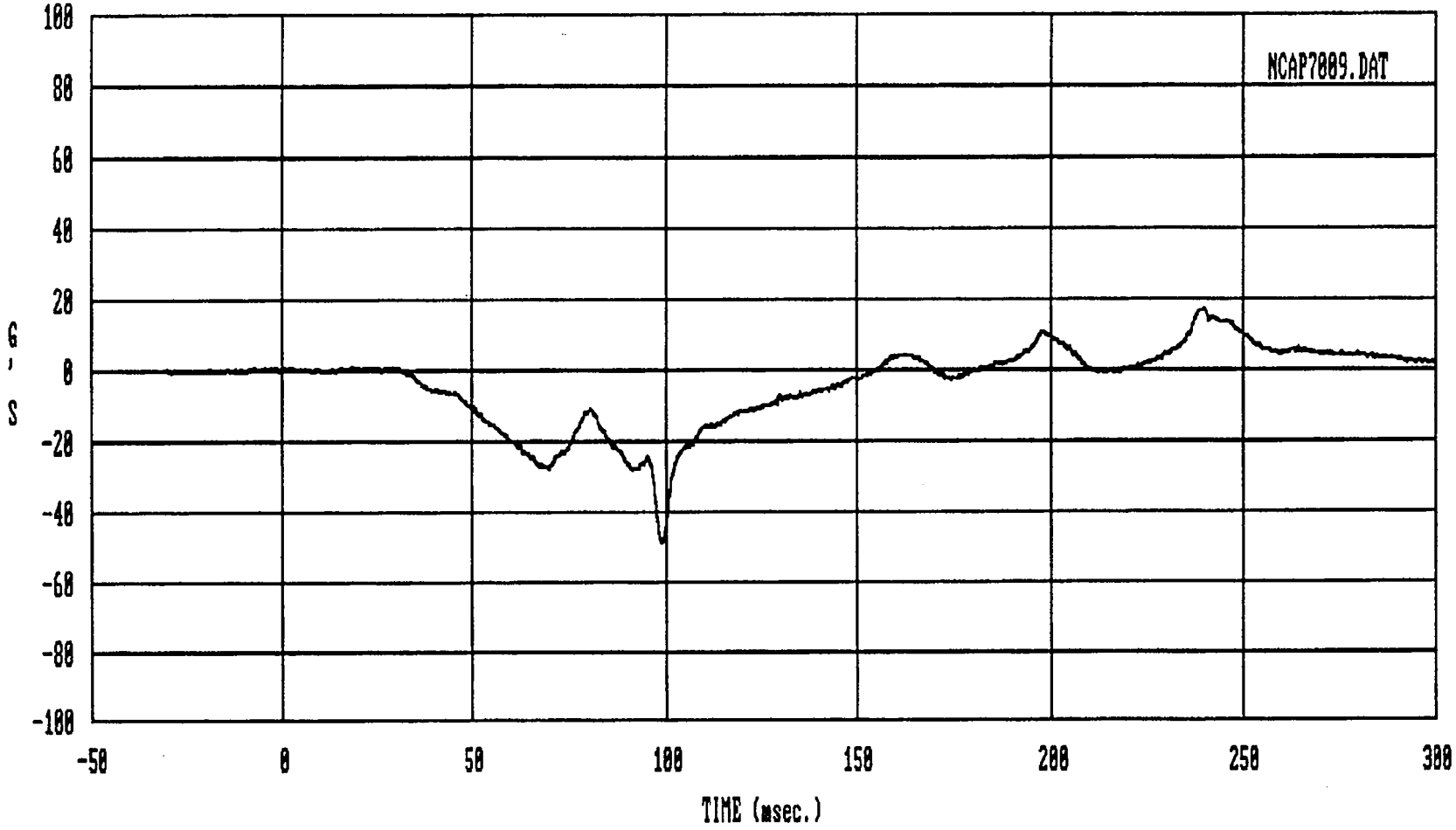
Curve: Driver Left Femur force Filter: SAE CLASS 600 Max = 342.11 Min = -572.16

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



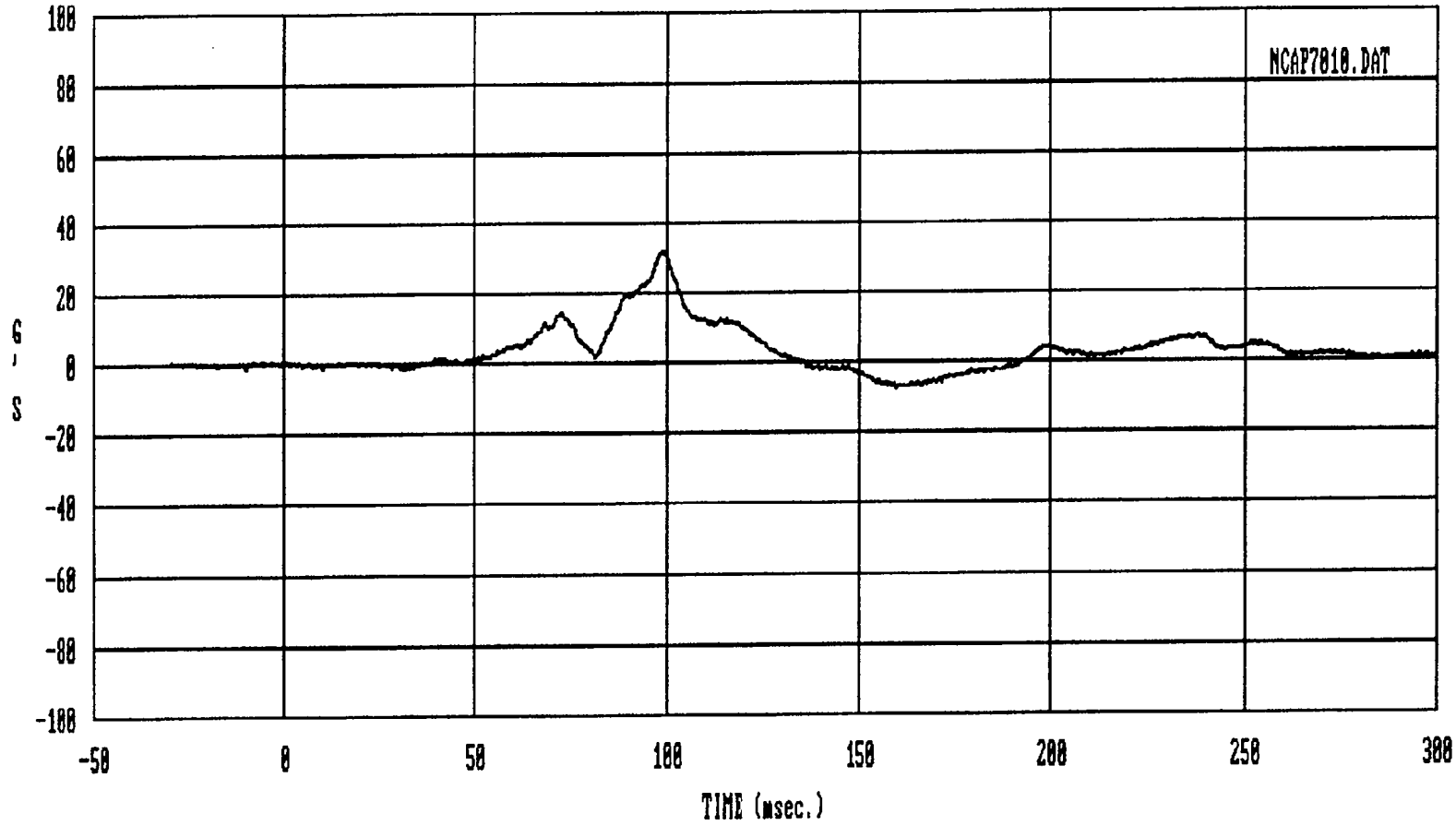
Curve: Driver Right Femur force Filter: SAE CLASS 600 Max = 297.55 Min = -3199.9

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



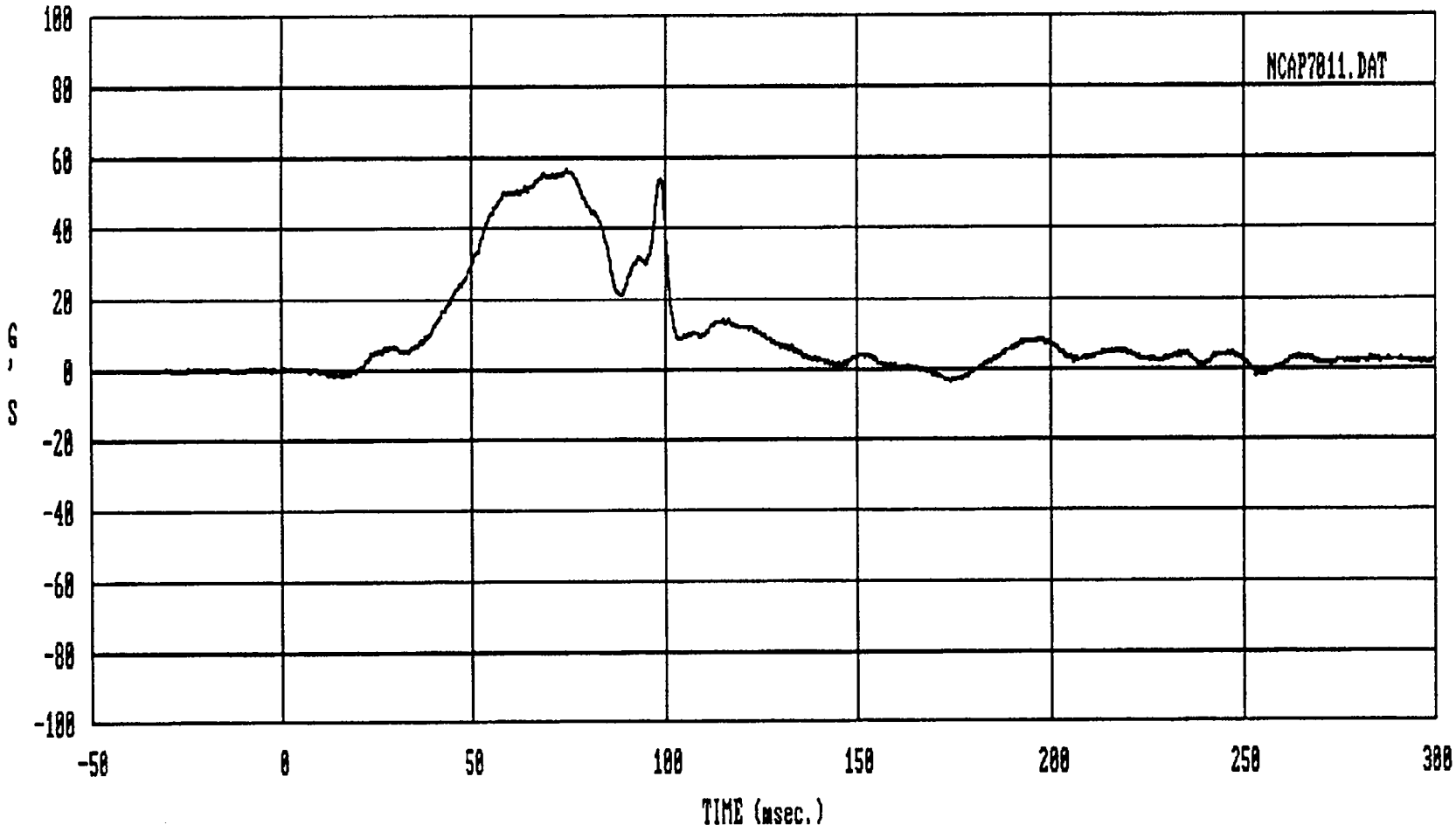
Curve: Pasngr Head acceleration — X axis Filter: SAE CLASS 1000 Max = 17.230 Min = -49.040

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



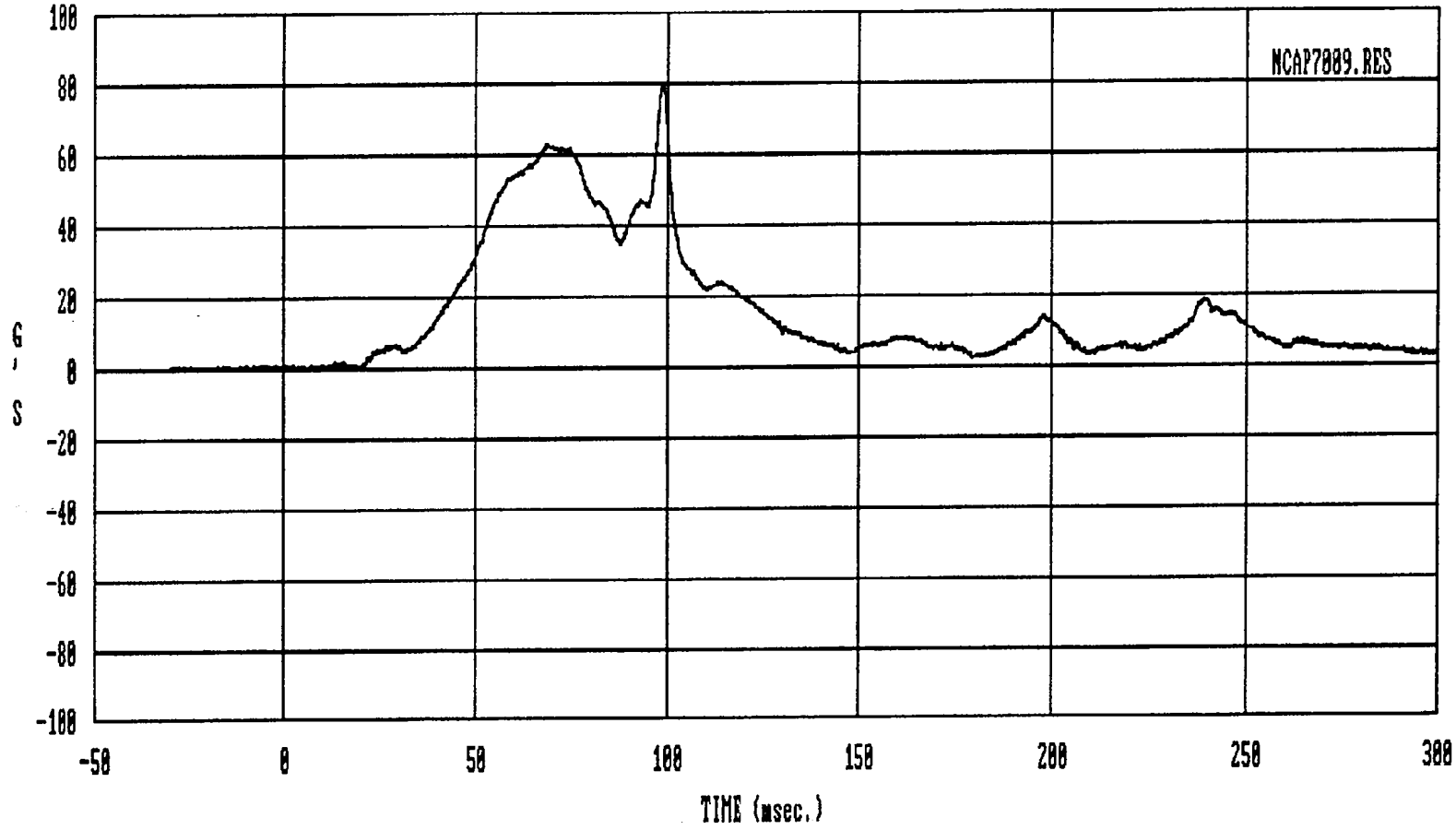
Curve: Pasngr Head acceleration — Y axis Filter: SAE CLASS 1000 Max = 32.370 Min = -7.2922

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



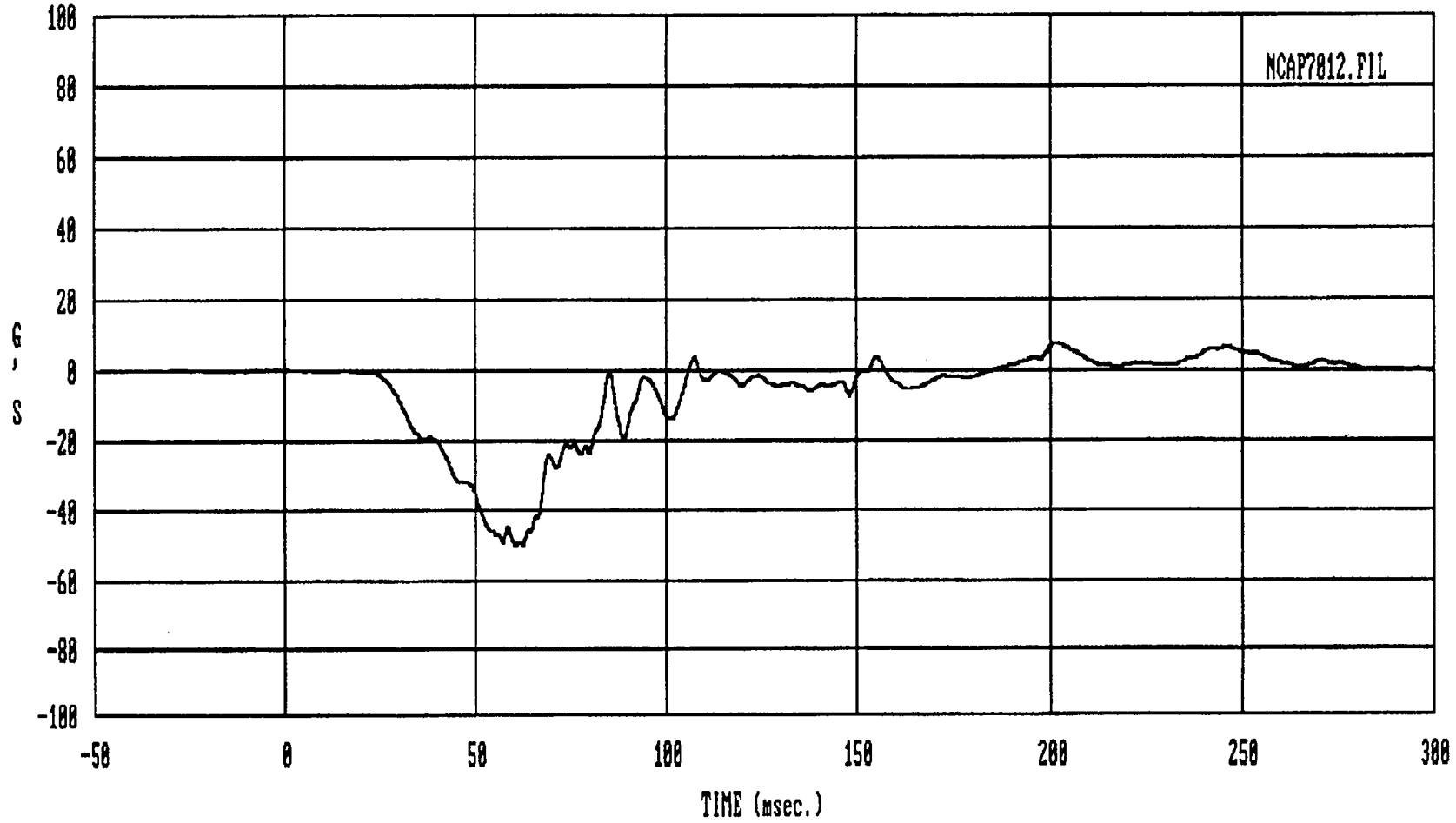
Curve: Pasngr Head acceleration — Z axis Filter: SAE CLASS 1000 Max = 56.000 Min = -3.7049

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



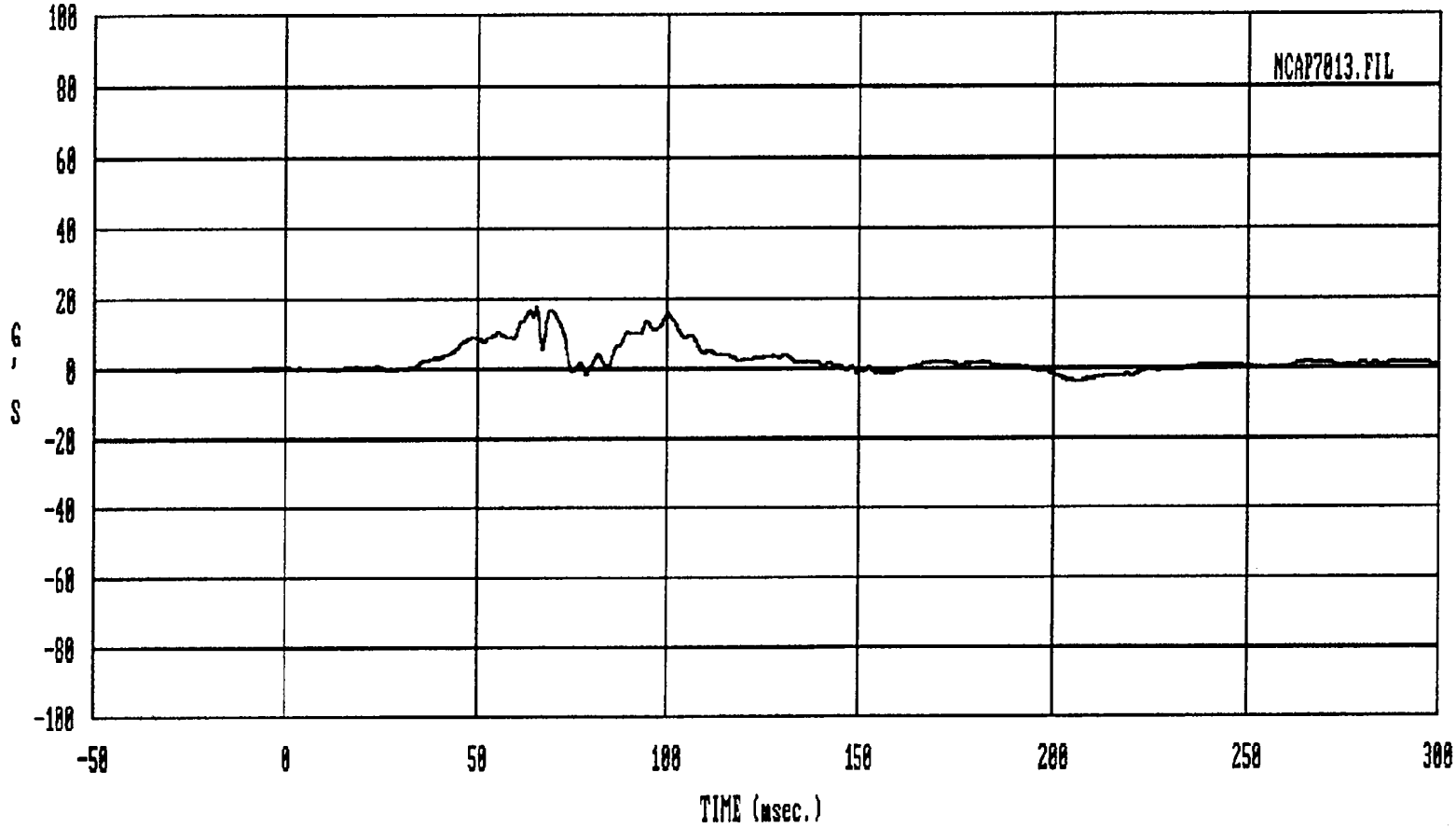
Curve: Pasngr Head resultant acceleration Filter: SAE CLASS 1000 Max = 79.819 Min = .00000

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



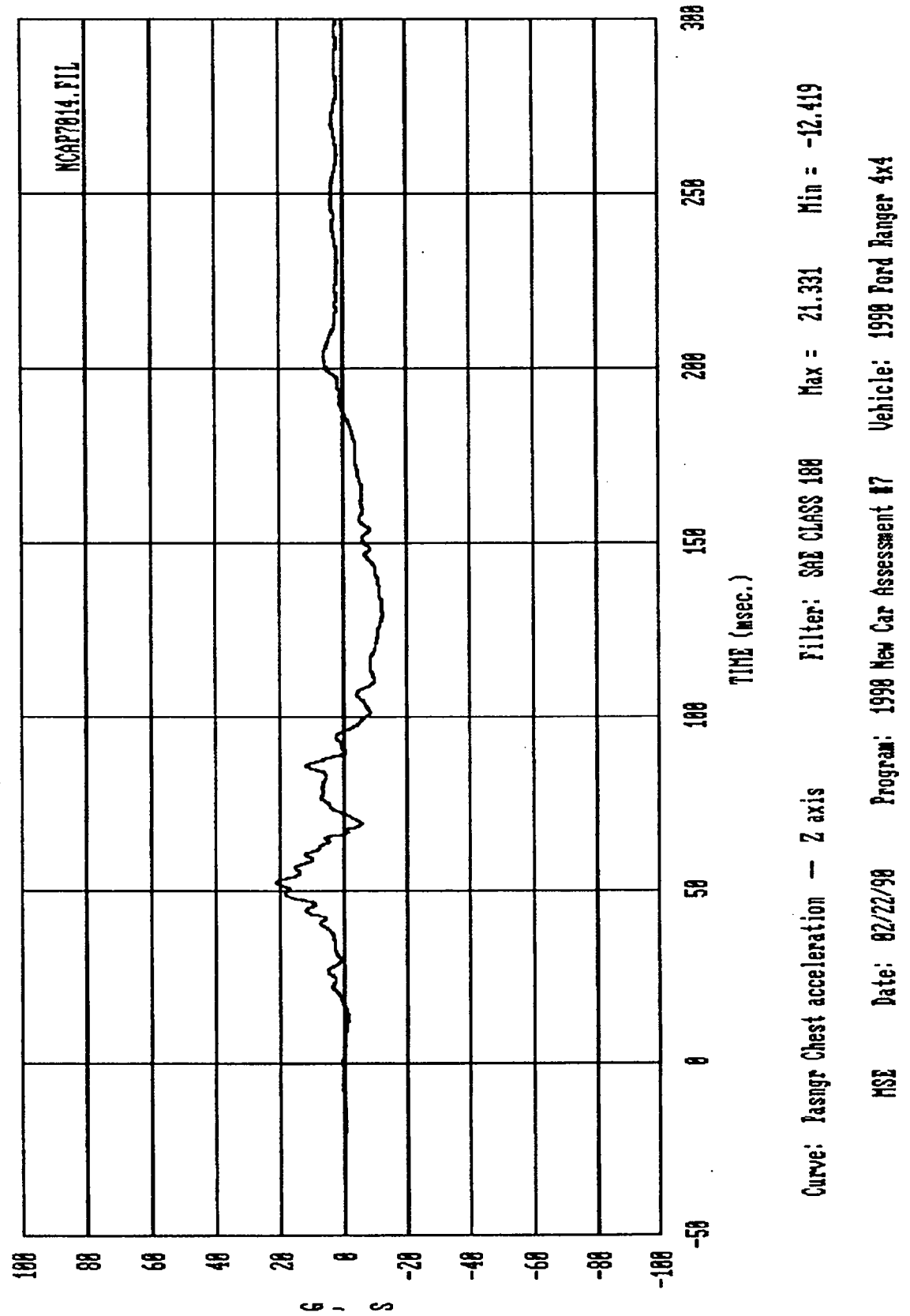
Curve: Pasngr Chest acceleration -- X axis Filter: SAE CLASS 180 Max = 7.4960 Min = -49.942

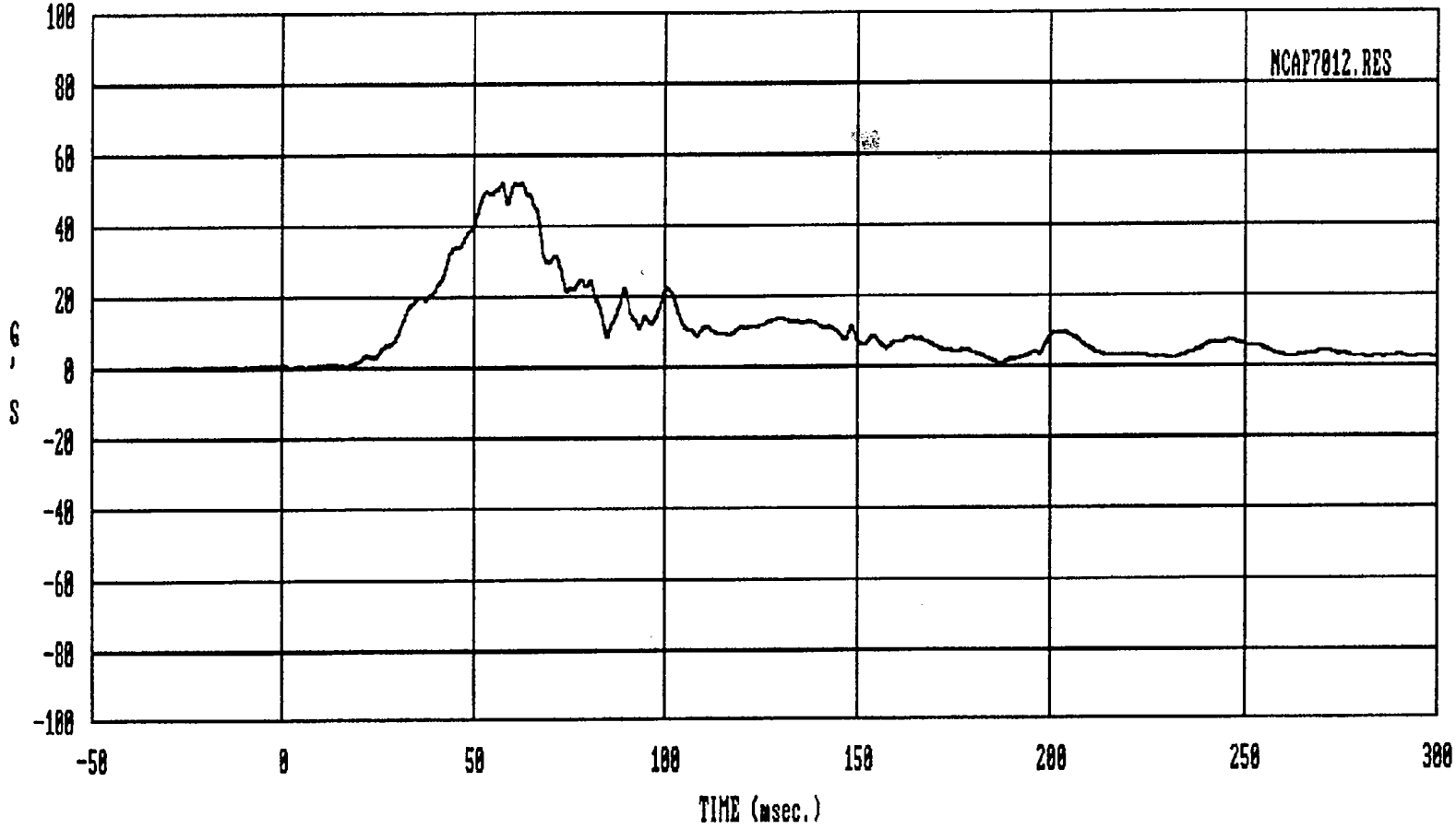
MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



Curve: Pasngr Chest acceleration — Y axis Filter: SAE CLASS 180 Max = 17.827 Min = -3.6838

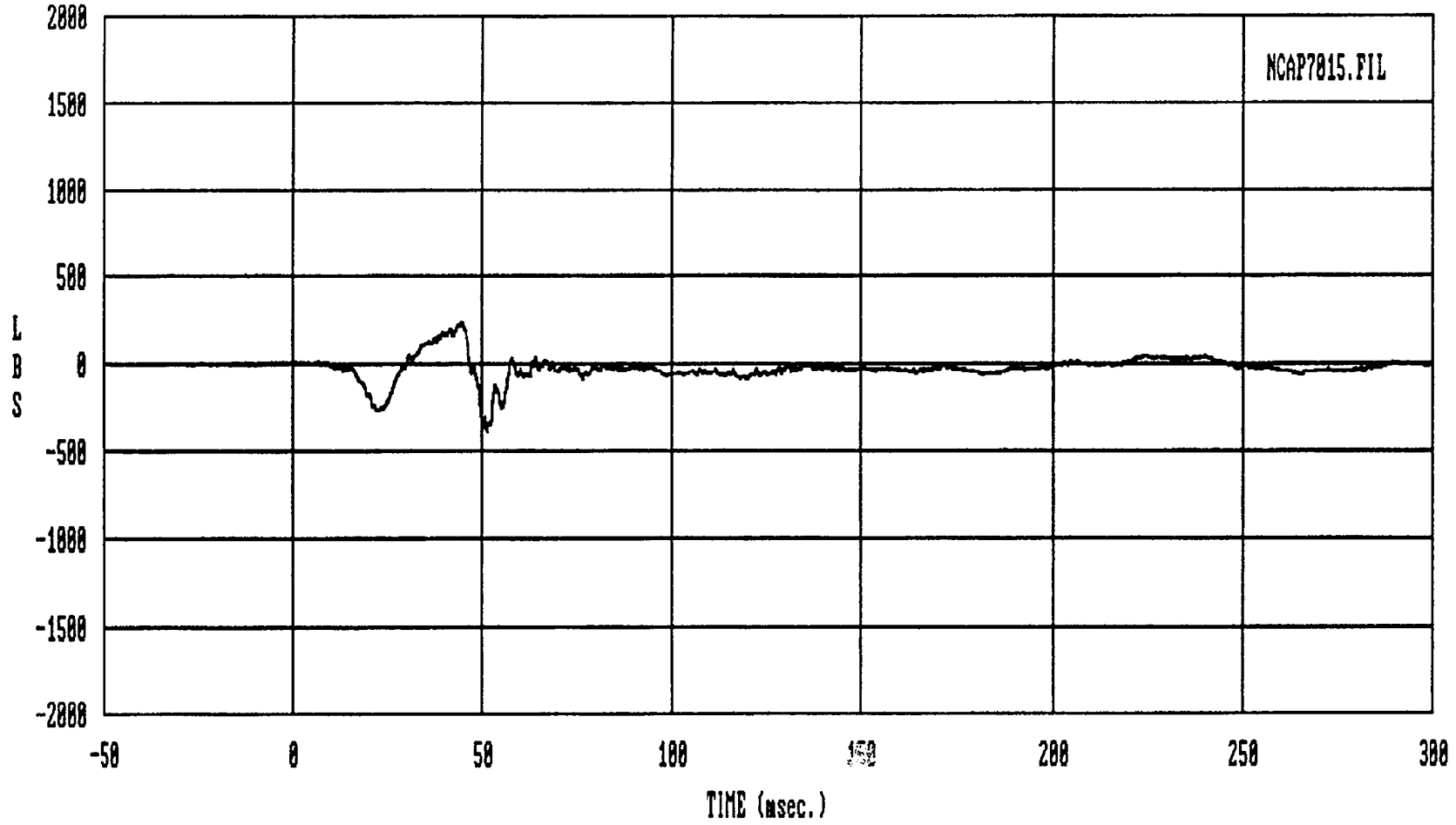
MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4


NCAP7014.FIL
100
80
60
40
20
0
-20
-40
-60
-80
-100
G - S
-50
0
50
100
150
200
250
300
TIME (msec.)
Curve: Rasngr Chest acceleration — Z axis
Filter: SAE CLASS 180
Max = 21.331
Min = -12.419
MSE
Date: 02/22/90
Program: 1990 New Car Assessment #7
Vehicle: 1990 Ford Ranger 4x4



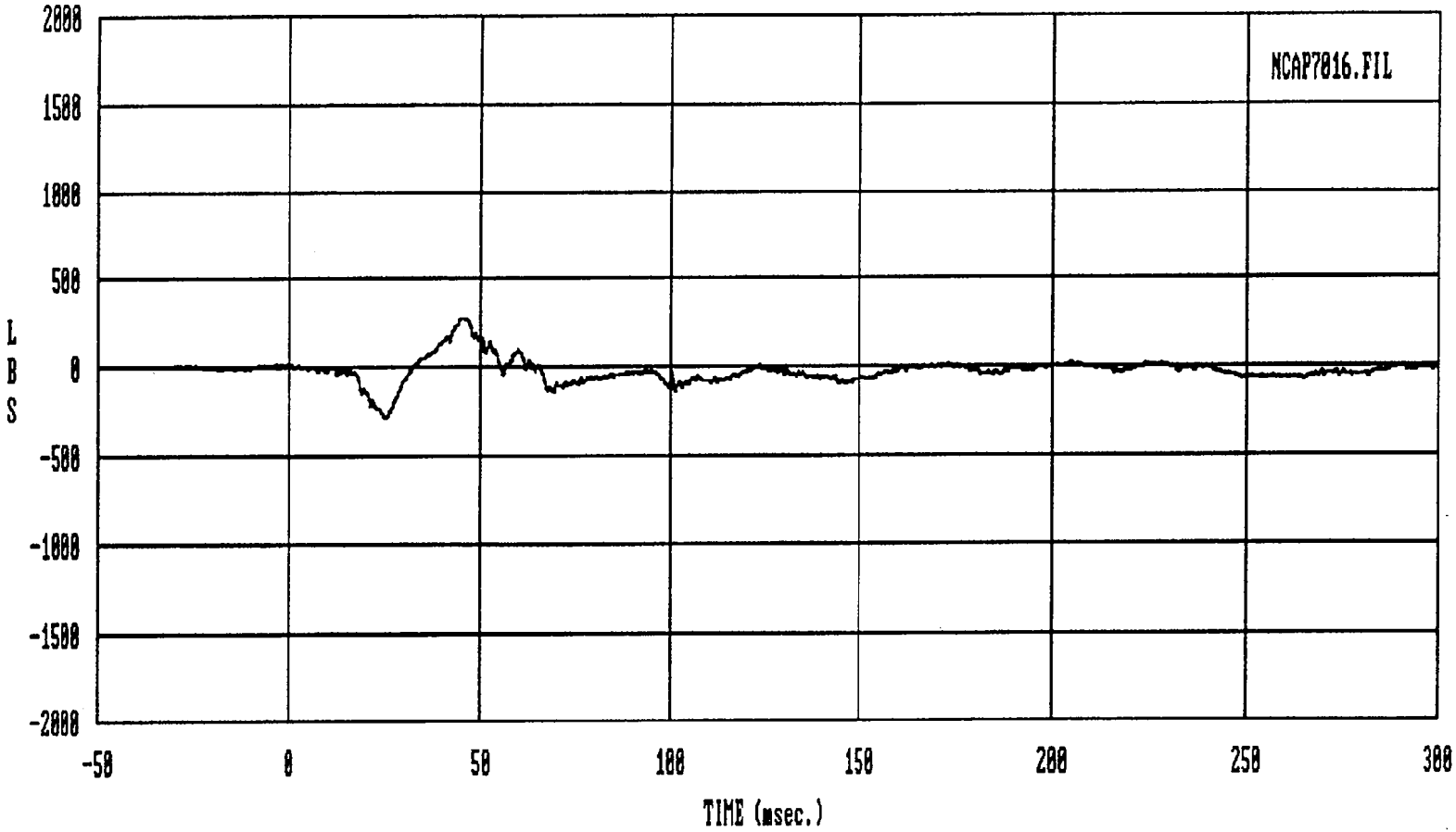
Curve: Pasngr Chest resultant acceleration Filter: SAE CLASS 180 Max = 52.295 Min = .17261

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



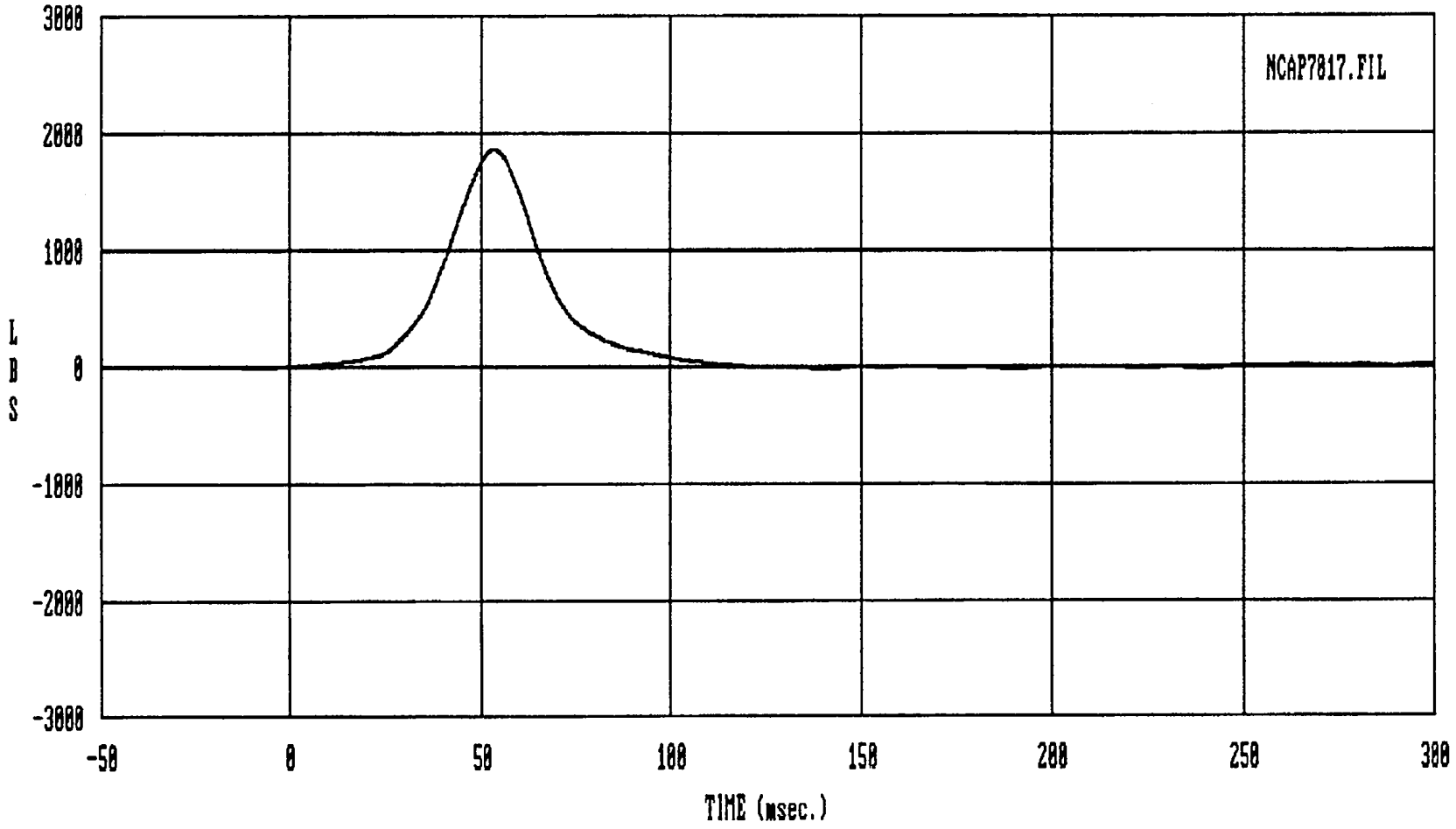
Curve: Pasngr Left Femur force Filter: SAE CLASS 600 Max = 238.64 Min = -392.22

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



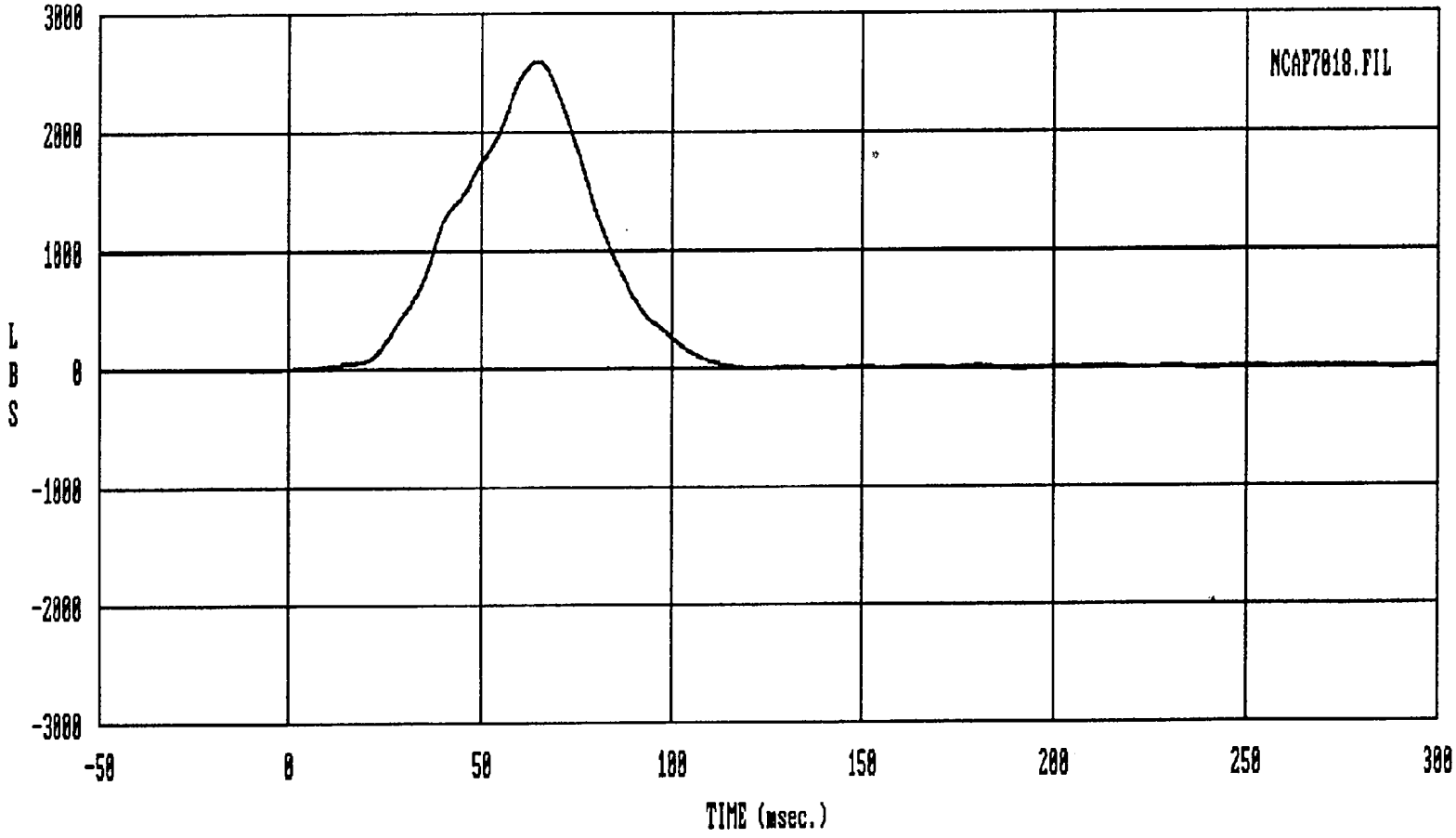
Curve: Pasngr Right Femur force Filter: SAE CLASS 600 Max = 276.58 Min = -282.33

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



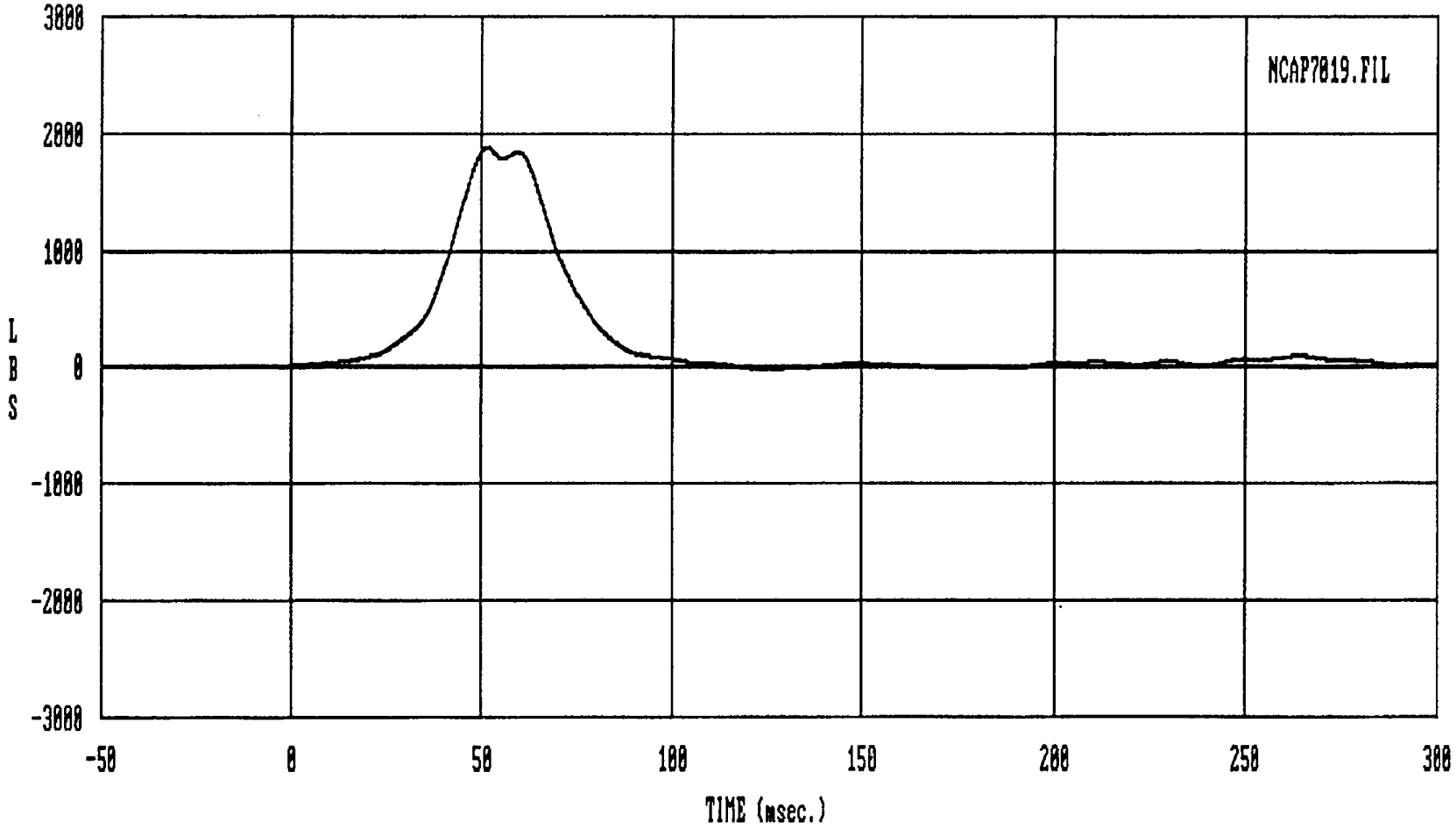
Curve: Driver Lap seat belt force Filter: SAE CLASS 60 Max = 1865.4 Min = -25.883

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



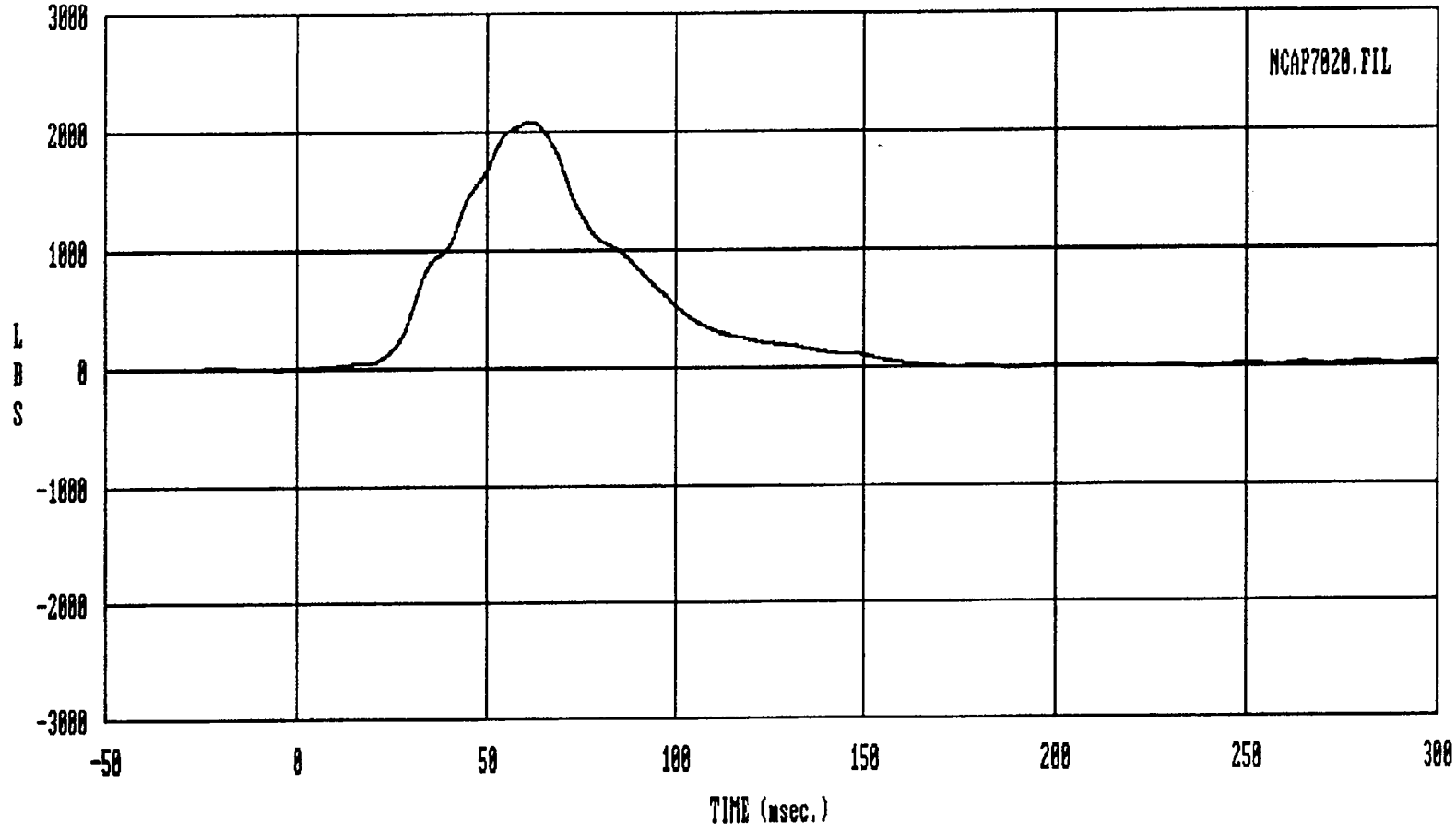
Curve: Driver Shoulder seat belt force Filter: SAE CLASS 60 Max = 2598.4 Min = -19.246

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



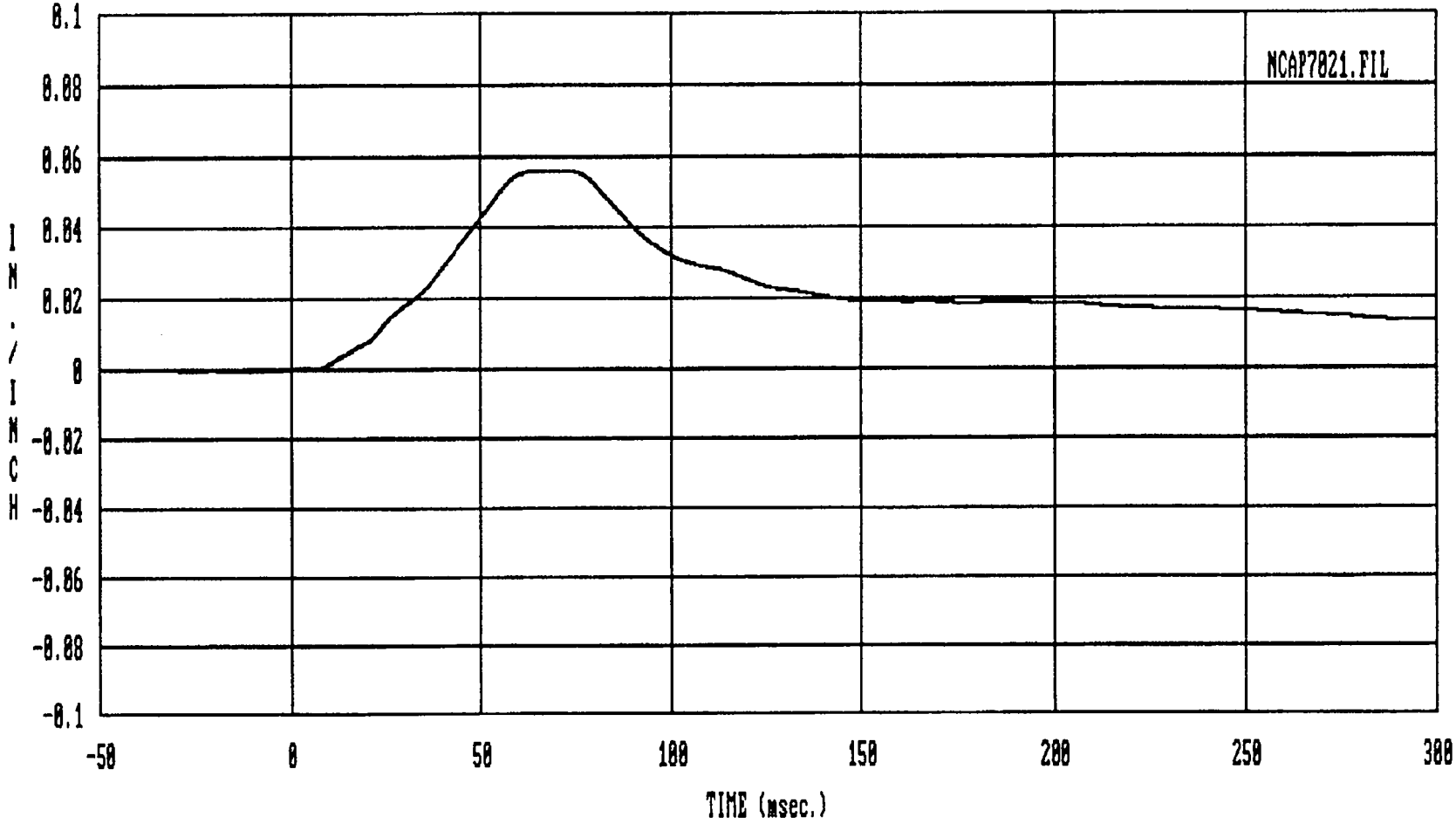
Curve: Pasngr Lap seat belt force Filter: SAE CLASS 60 Max = 1889.5 Min = -27.365

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



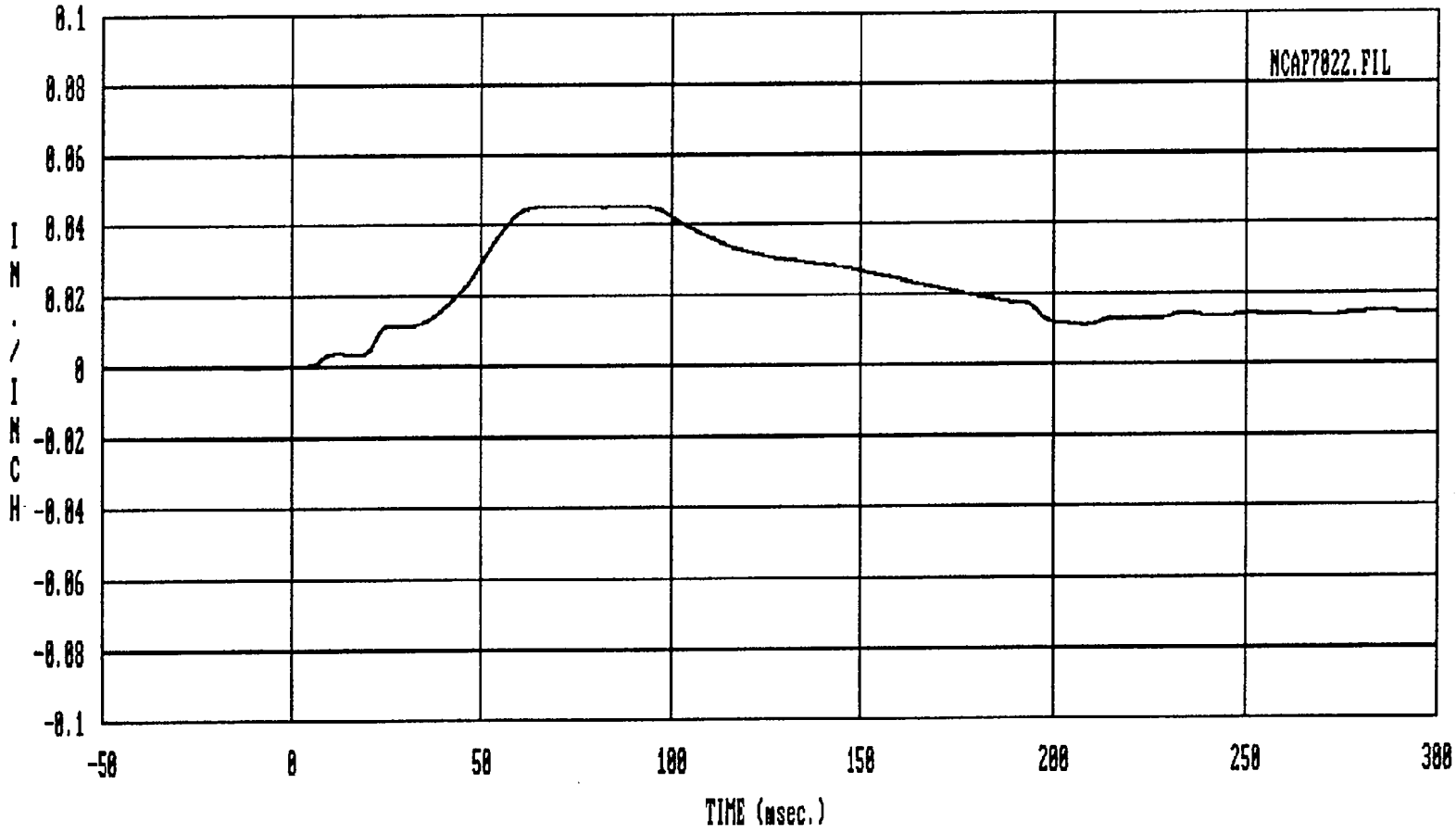
Curve: Pasngr Shoulder seat belt force Filter: SAE CLASS 60 Max = 2088.8 Min = -16.439

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



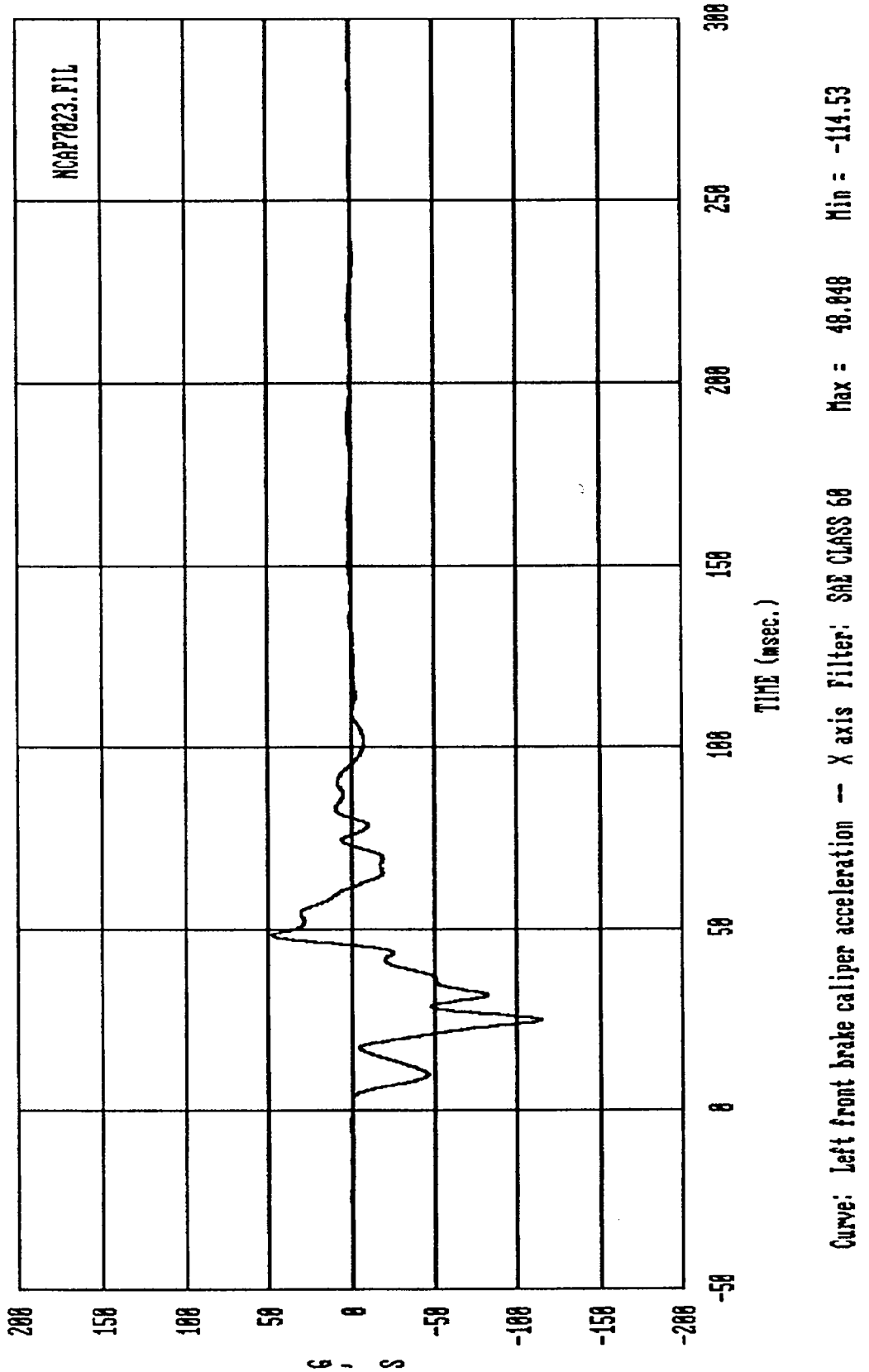
Curve: Driver seat belt elongation (Percent stretch) Filter: SAE CLASS 60 Max = .56288E-01 Min = .21985E-03

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



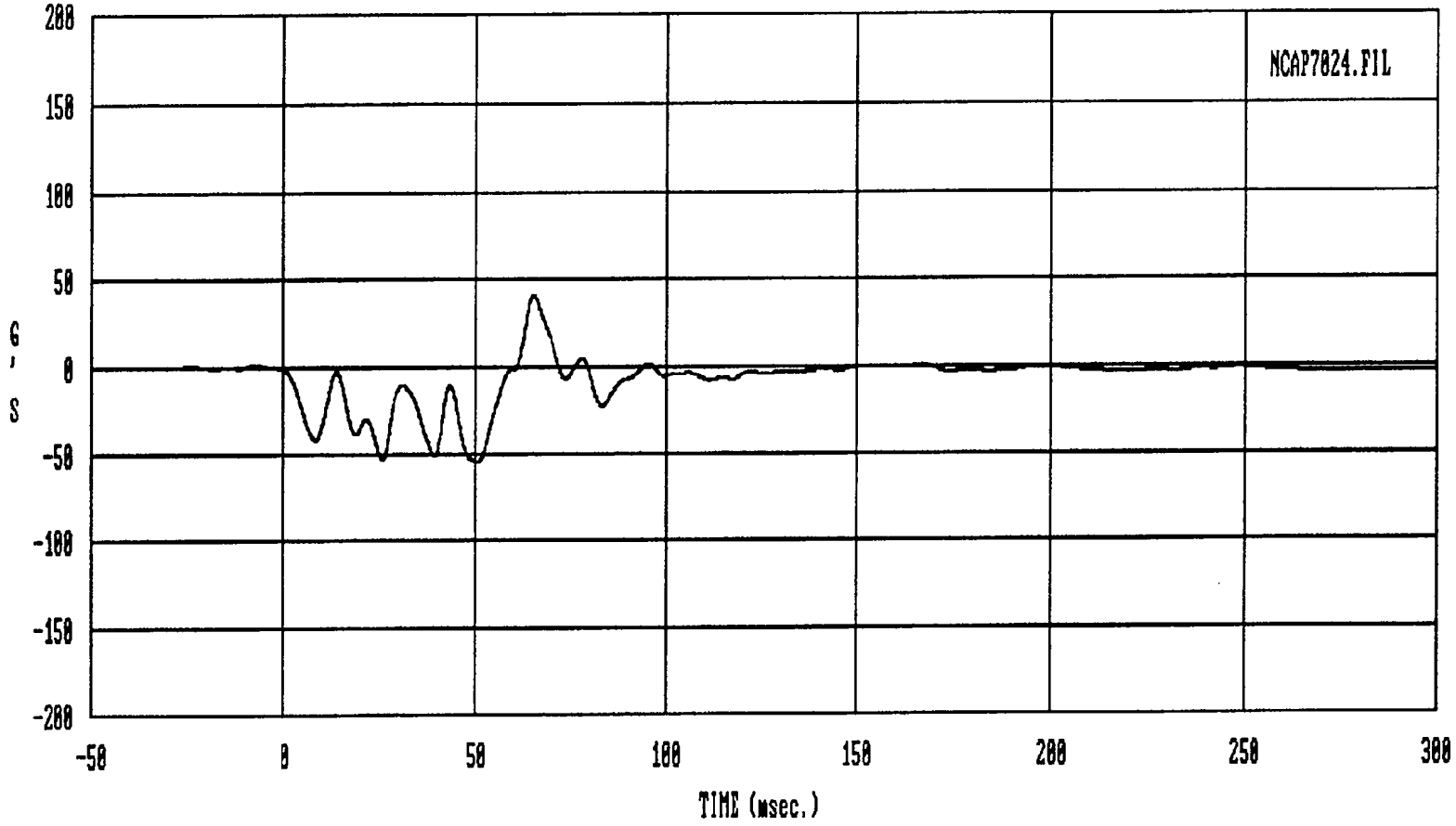
Curve: Pasngr seat belt elongation (Percent stretch) Filter: SAE CLASS 60 Max = .45199E-01 Min = .34986E-02

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



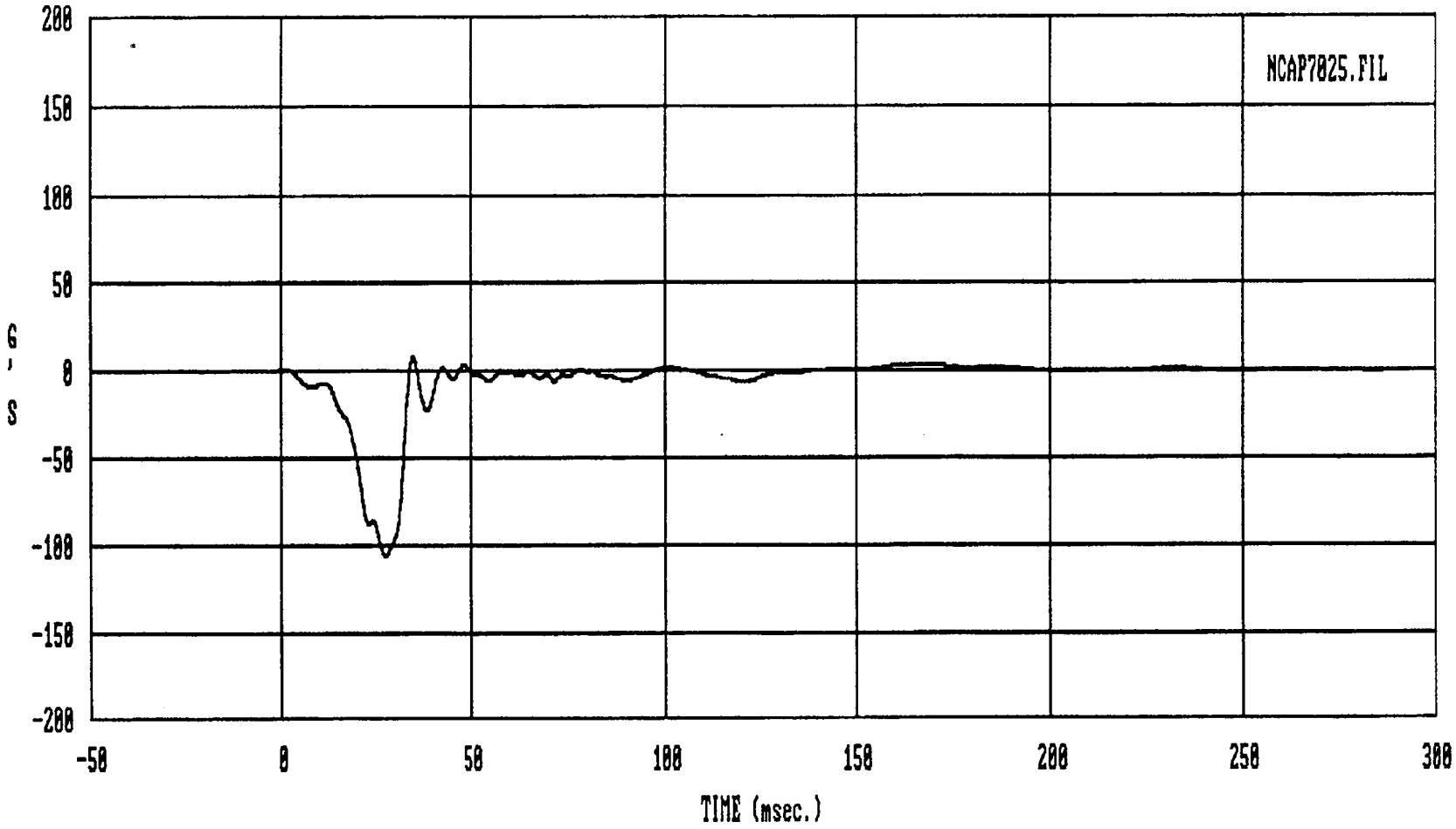
Curve: Left front brake caliper acceleration -- X axis Filter: SAE CLASS 60 Max = 48.048 Min = -114.53

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



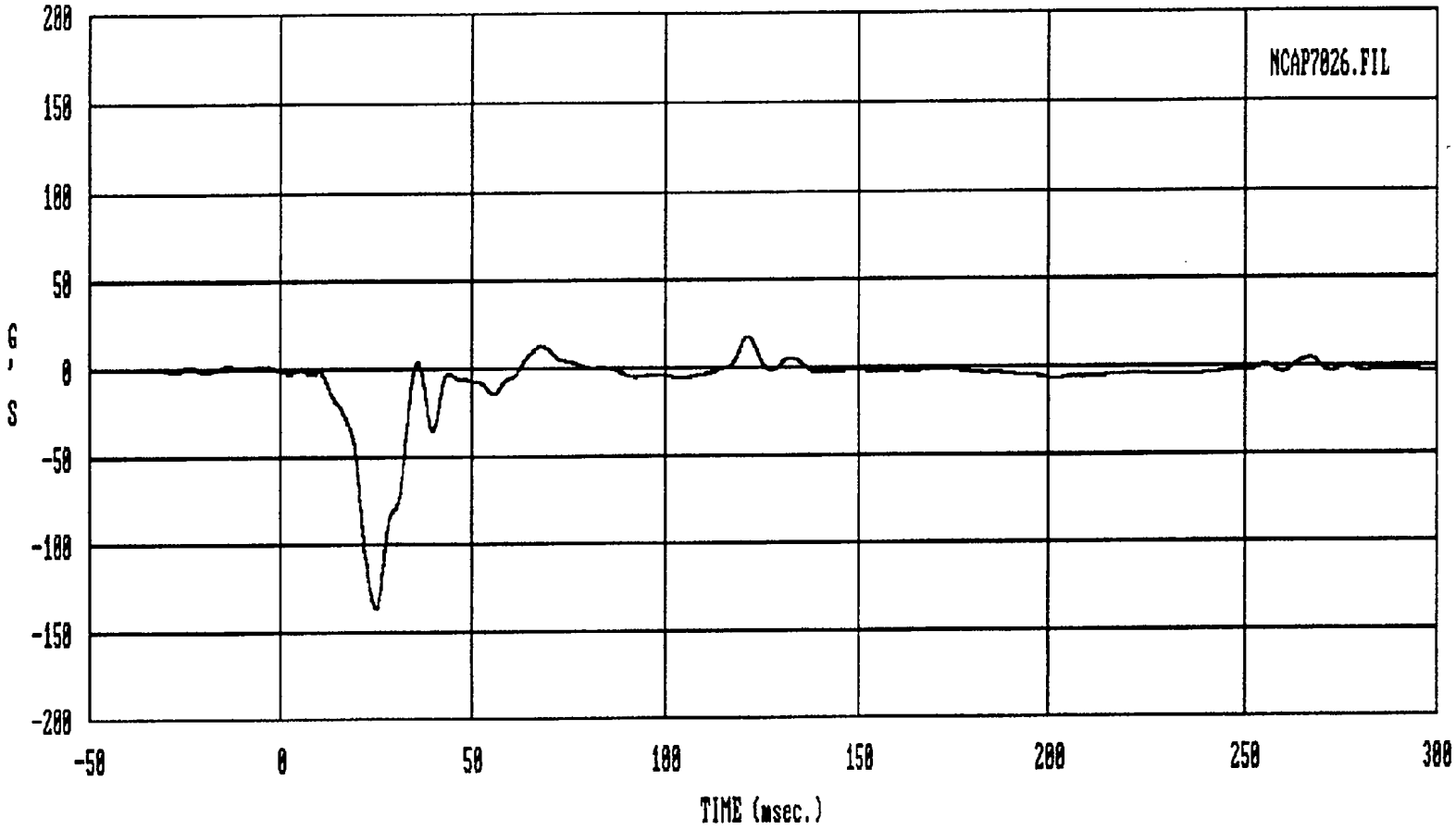
Curve: Right front brake caliper accel. — X axis Filter: SAE CLASS 60 Max = 41.250 Min = -55.170

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



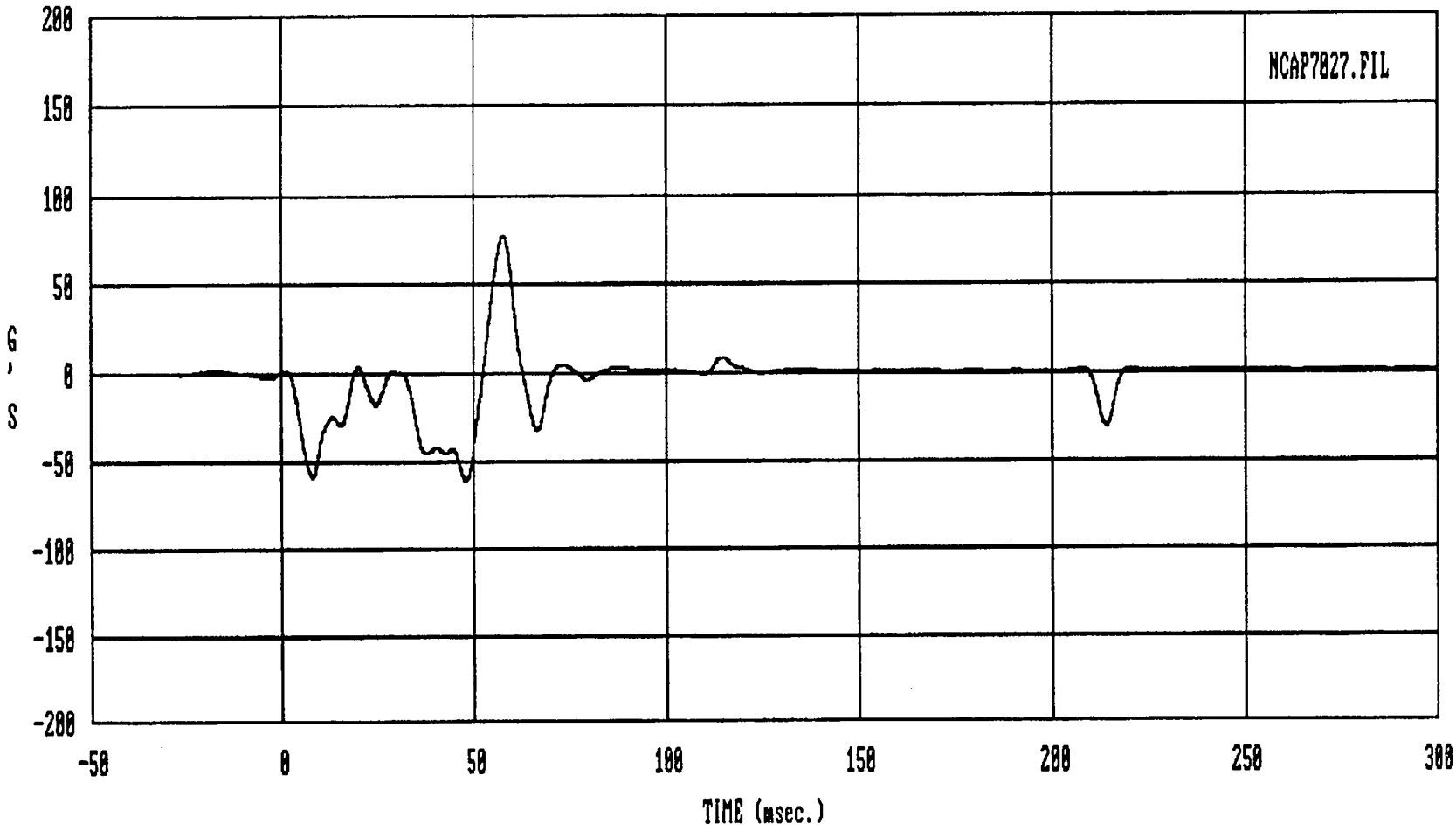
Curve: Engine bottom acceleration -- X axis Filter: SAE CLASS 60 Max = 8.8073 Min = -106.86

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



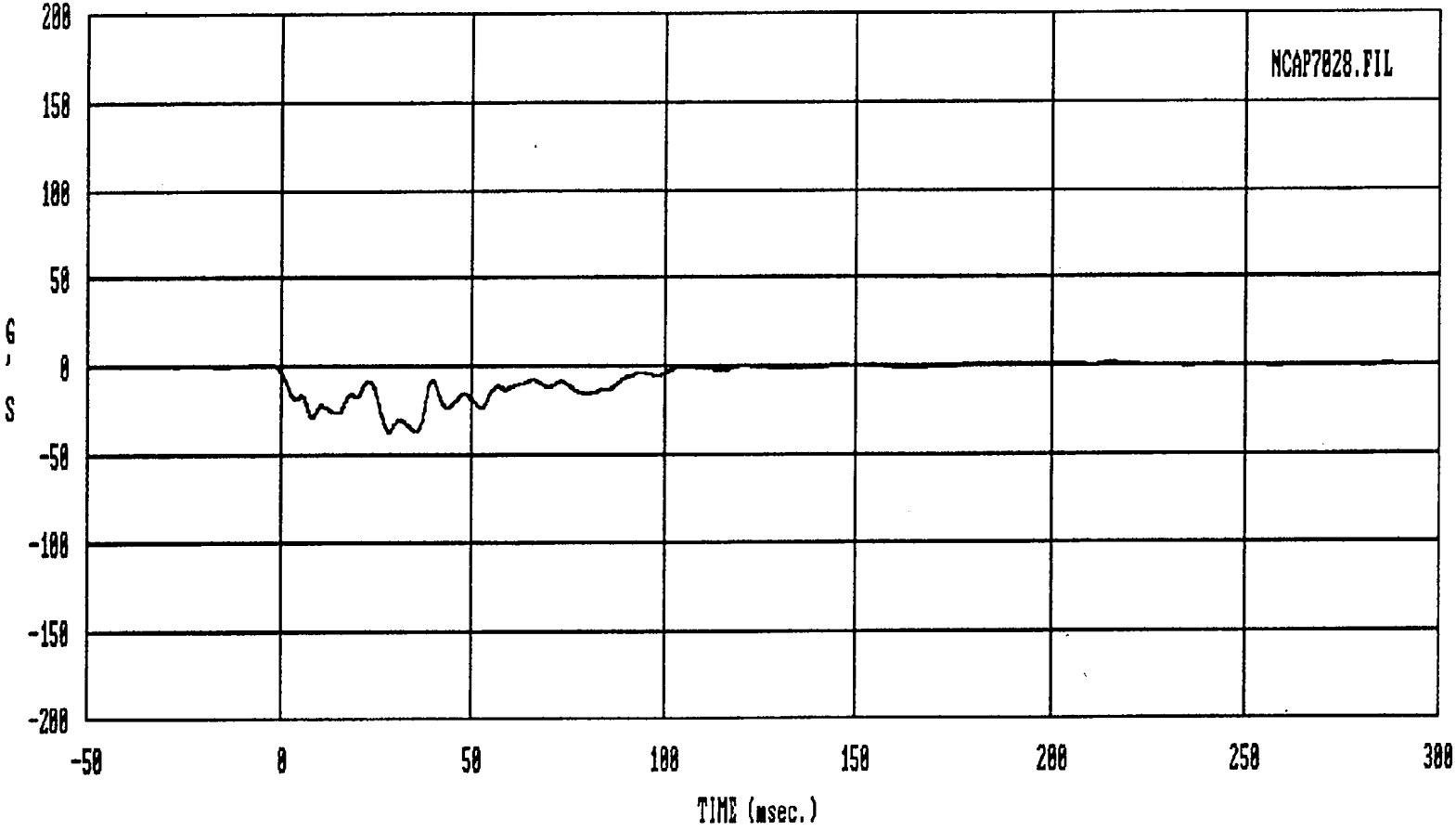
Curve: Engine top acceleration -- X axis Filter: SAE CLASS 60 Max = 17.677 Min = -137.03

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



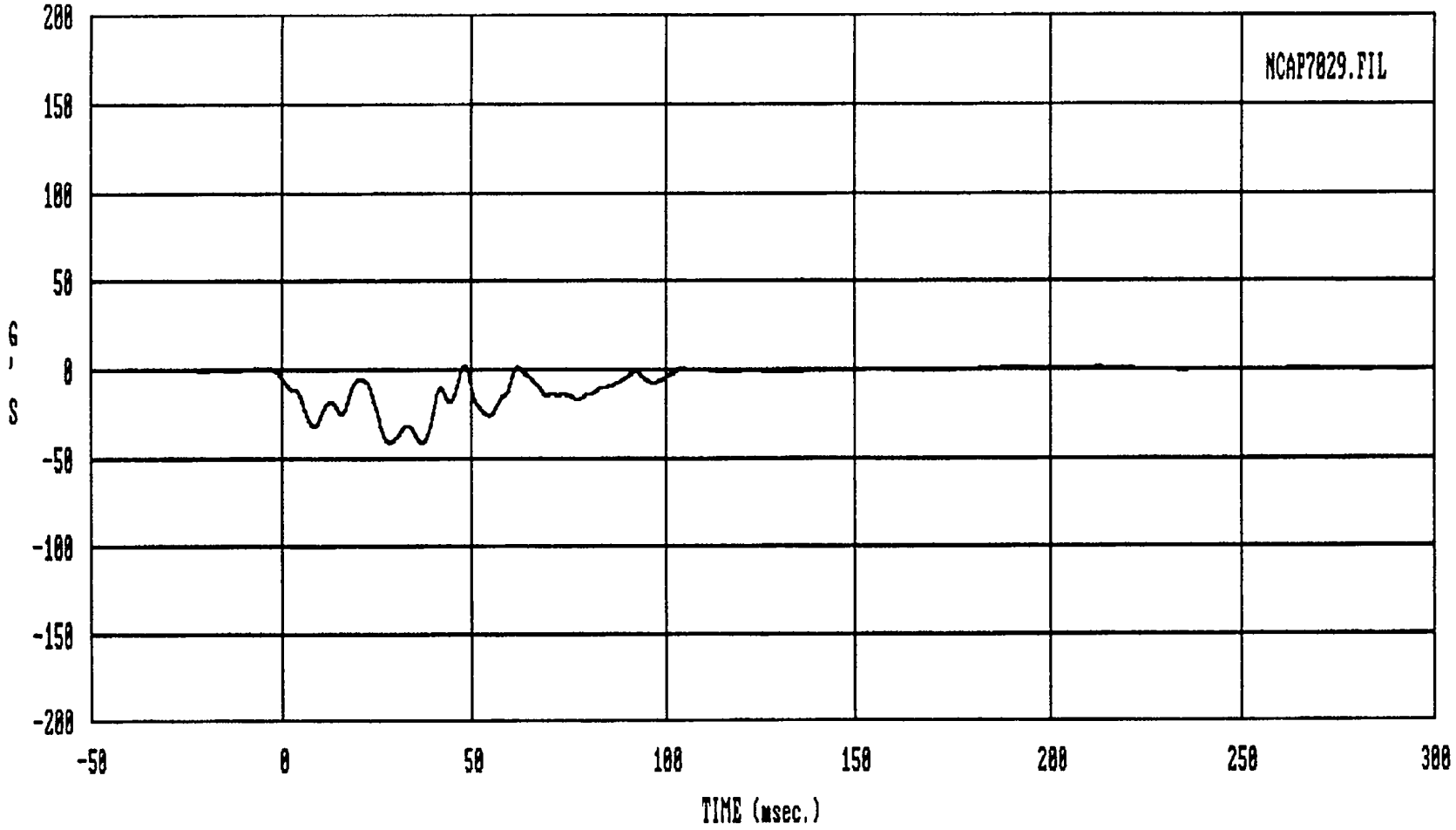
Curve: Instrument panel acceleration — X axis Filter: SAE CLASS 60 Max = 78.089 Min = -61.377

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



Curve: Left-rear seat cross-member accel. — X axis Filter: SAE CLASS 60 Max = 1.4872 Min = -37.451

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



Curve: Right-rear seat cross member accel. — X axis Filter: SAE CLASS 60 Max = 2.5030 Min = -41.540

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4

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APPENDIX B-2

LOAD CELL BARRIER DATA

DATA FILTERING:
Load Cell Barrier Channels - Class 60

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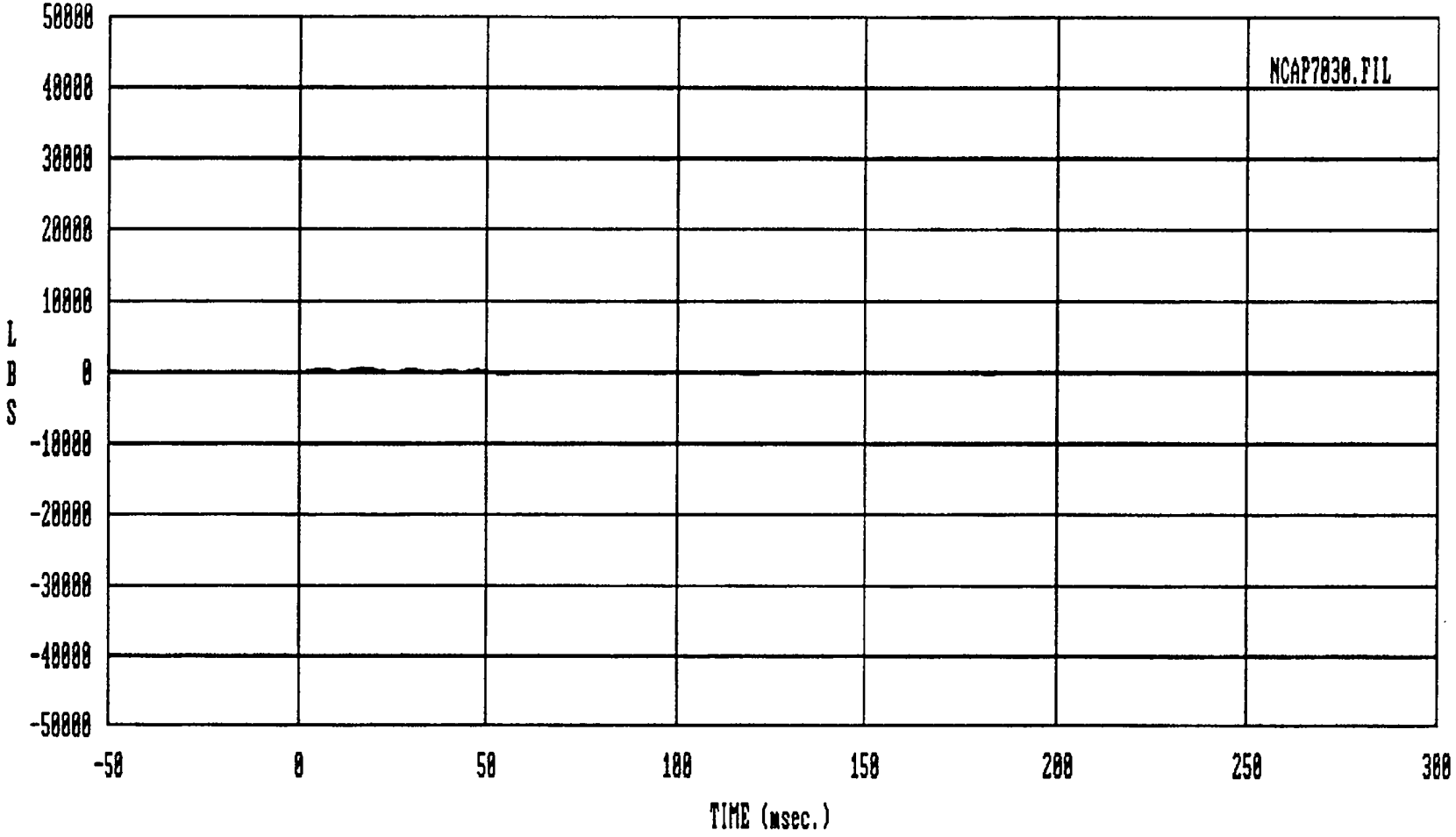
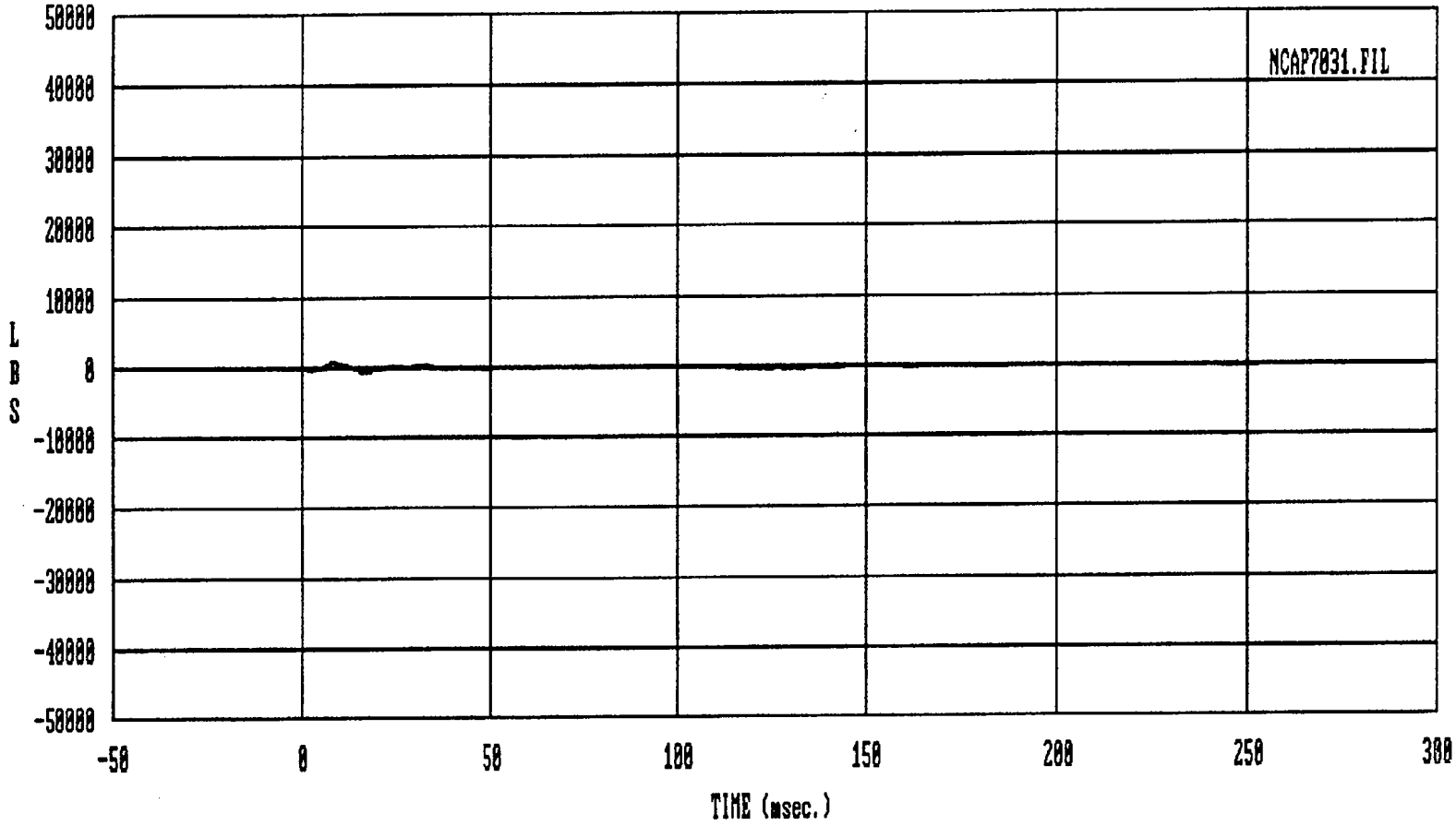


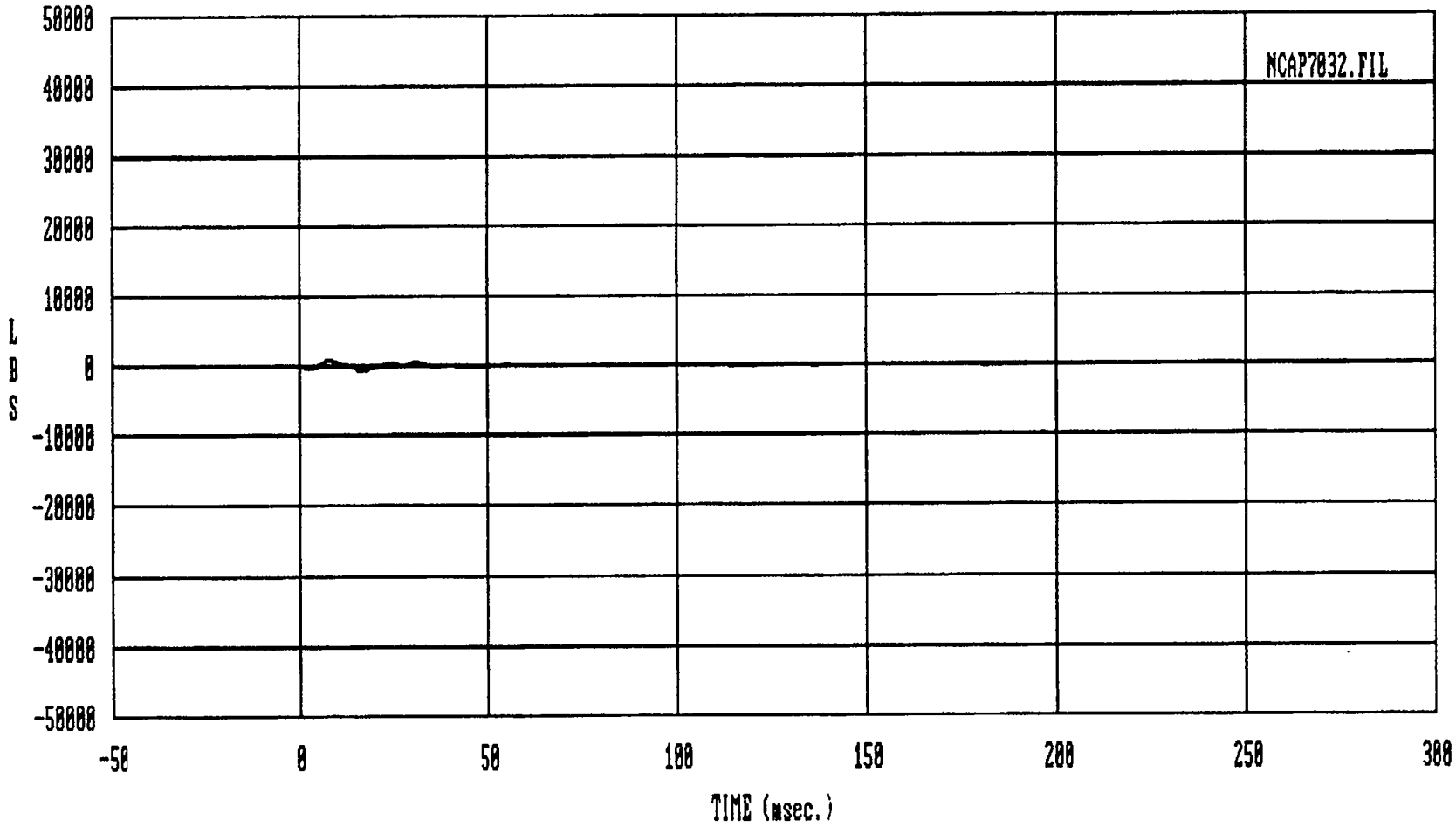
Curve: Force on Barrier load cell A1 Filter: SAE CLASS 60 Max = 625.05 Min = -110.98

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



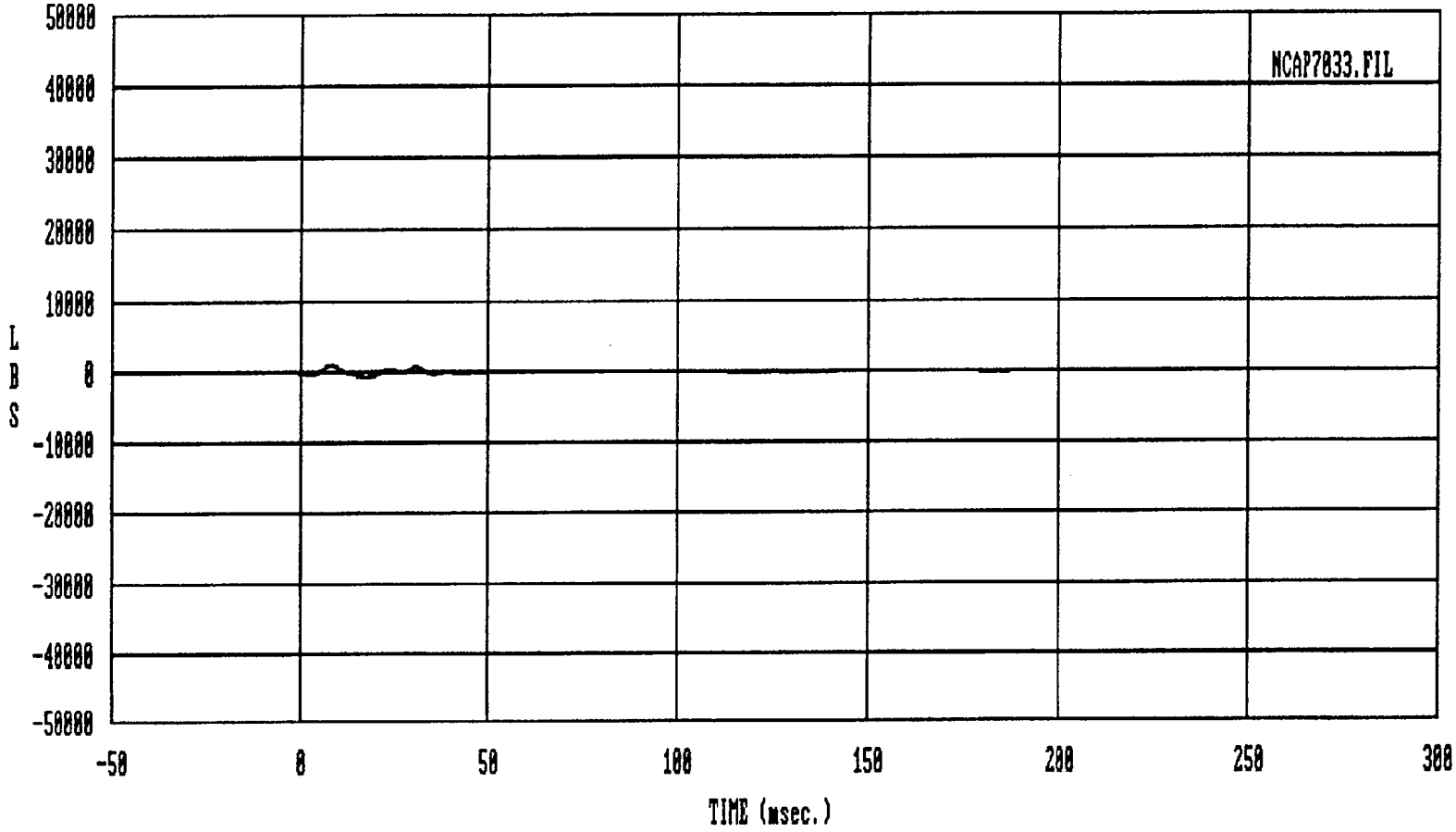
Curve: Force on Barrier load cell A2 Filter: SAE CLASS 60 Max = 747.82 Min = -659.10

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



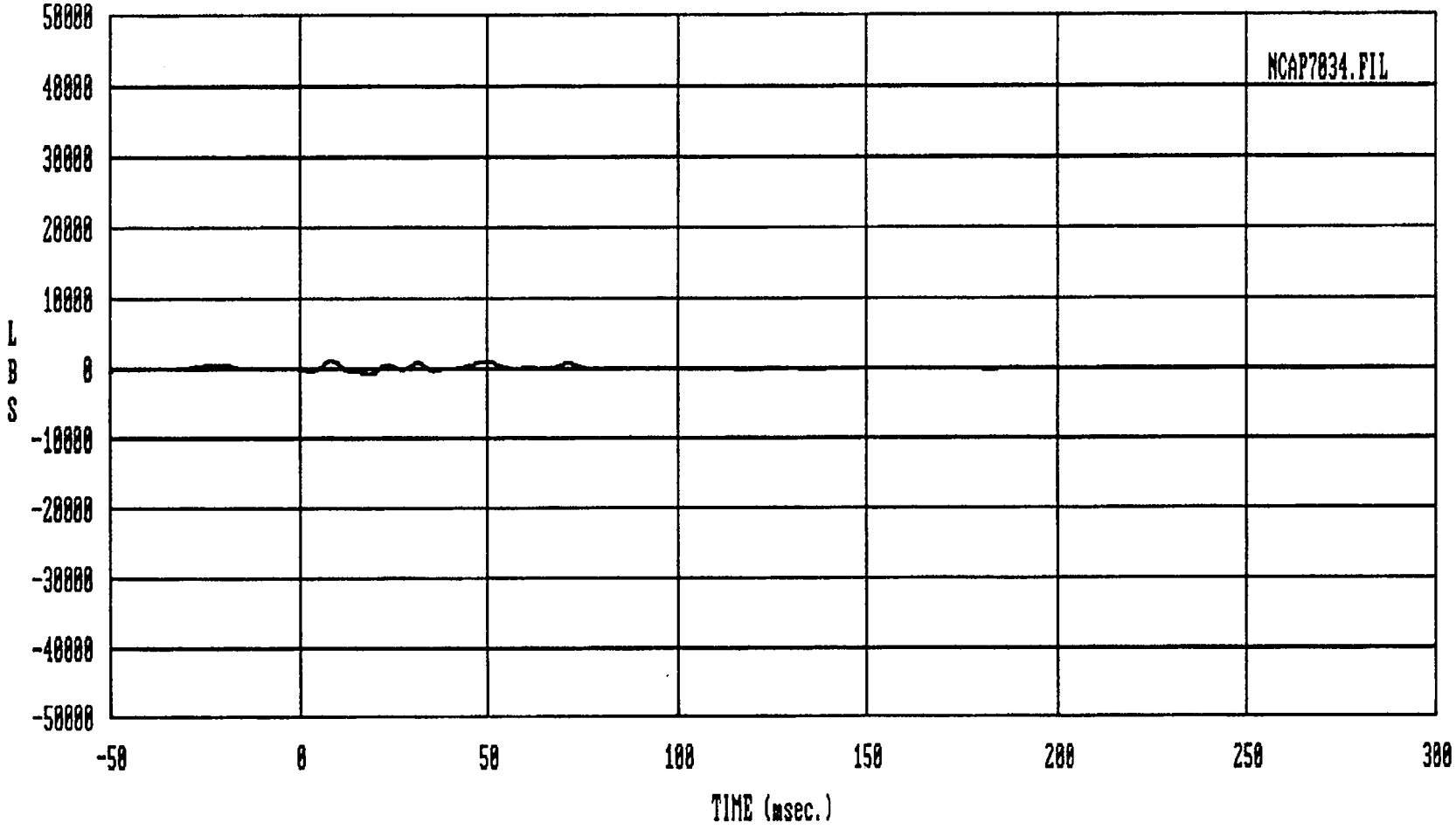
Curve: Force on Barrier load cell A3 Filter: SAE CLASS 60 Max = 804.53 Min = -634.89

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



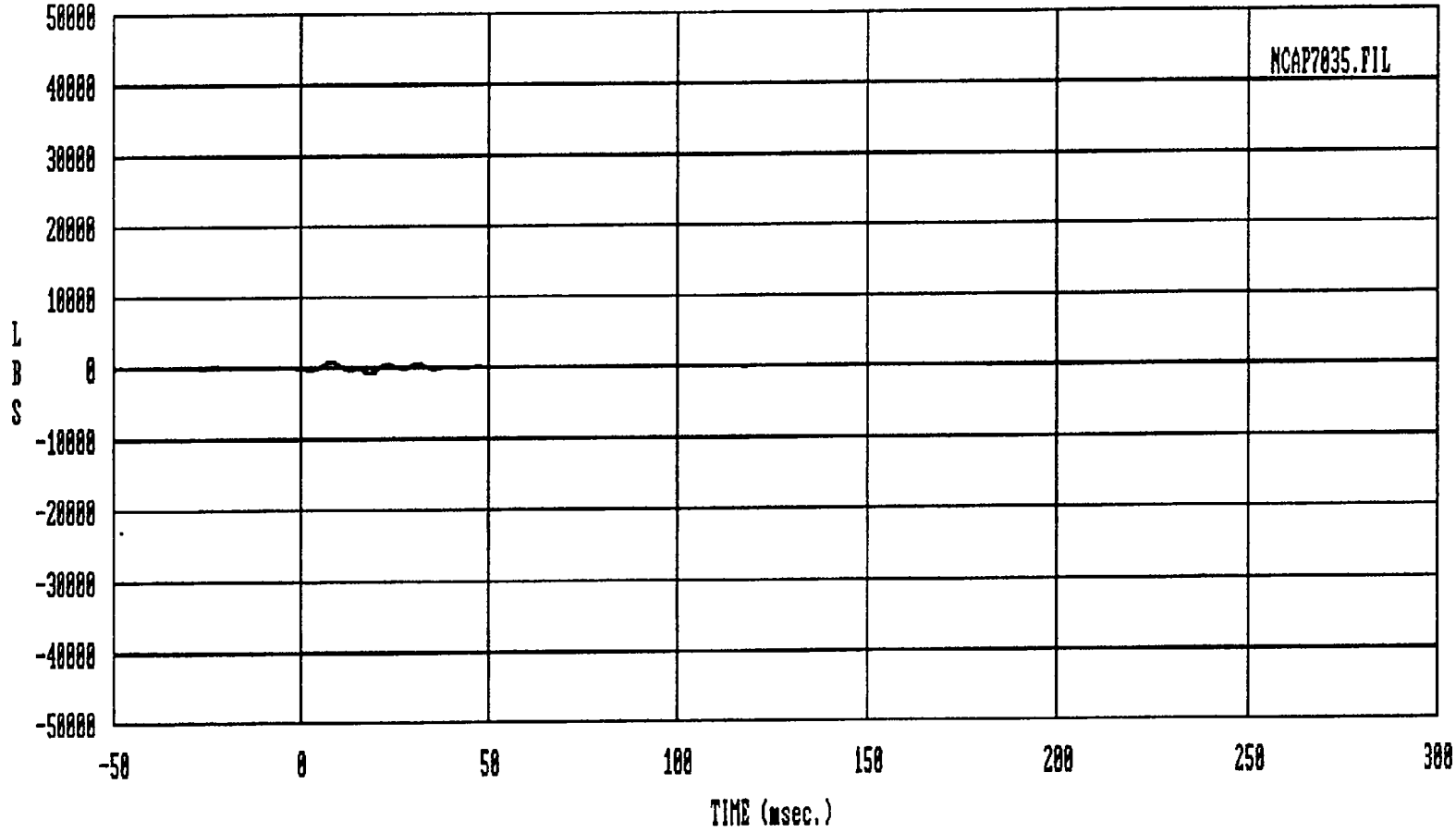
Curve: Force on Barrier load cell A4 Filter: SAE CLASS 60 Max = 1014.2 Min = -708.94

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



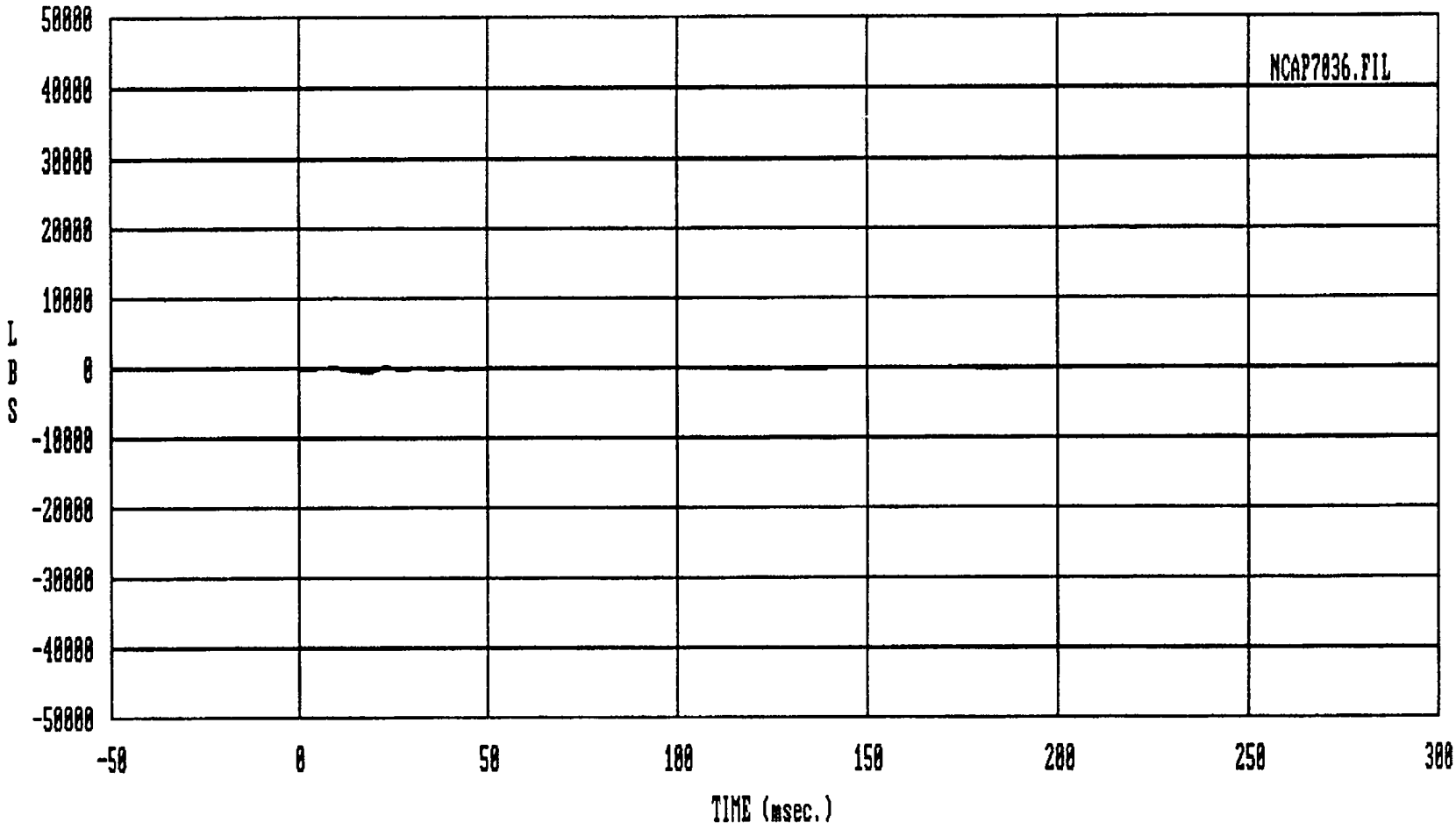
Curve: Force on Barrier load cell A5 Filter: SAE CLASS 60 Max = 1144.0 Min = -768.38

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



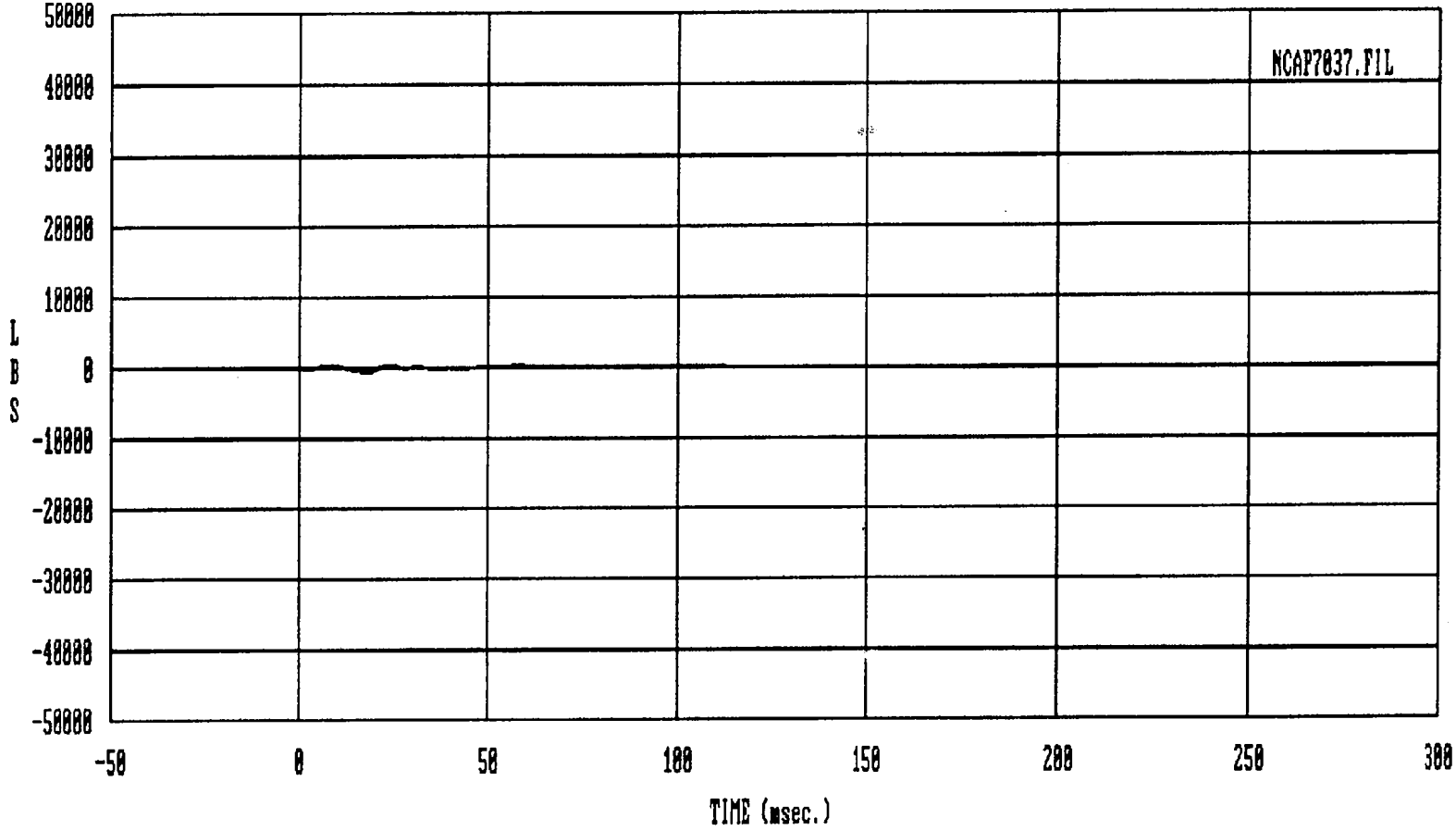
Curve: Force on Barrier load cell A6 Filter: SAE CLASS 60 Max = 854.98 Min = -751.72

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



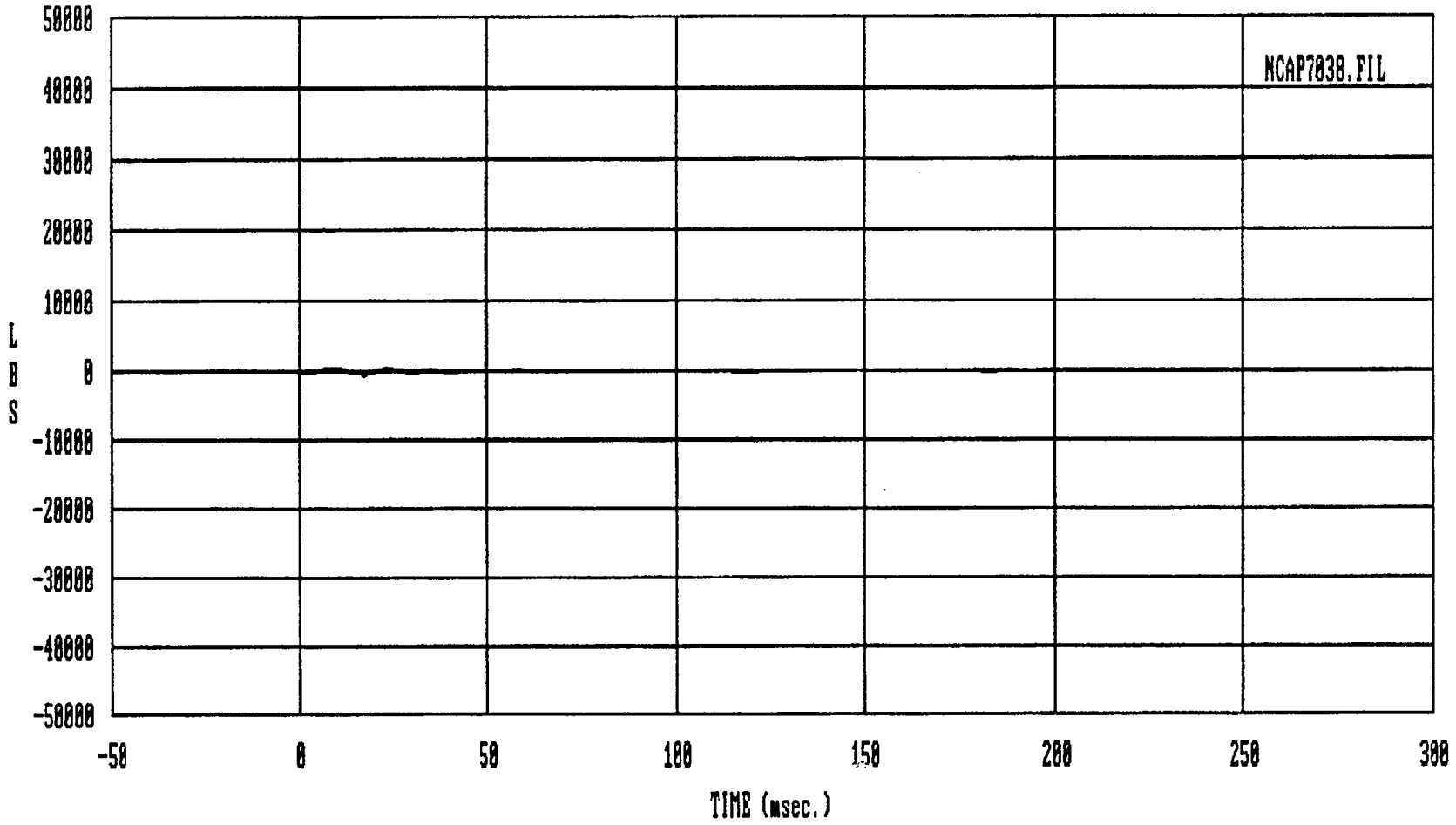
Curve: Force on Barrier load cell A7 Filter: SAE CLASS 60 Max = 189.06 Min = -613.46

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



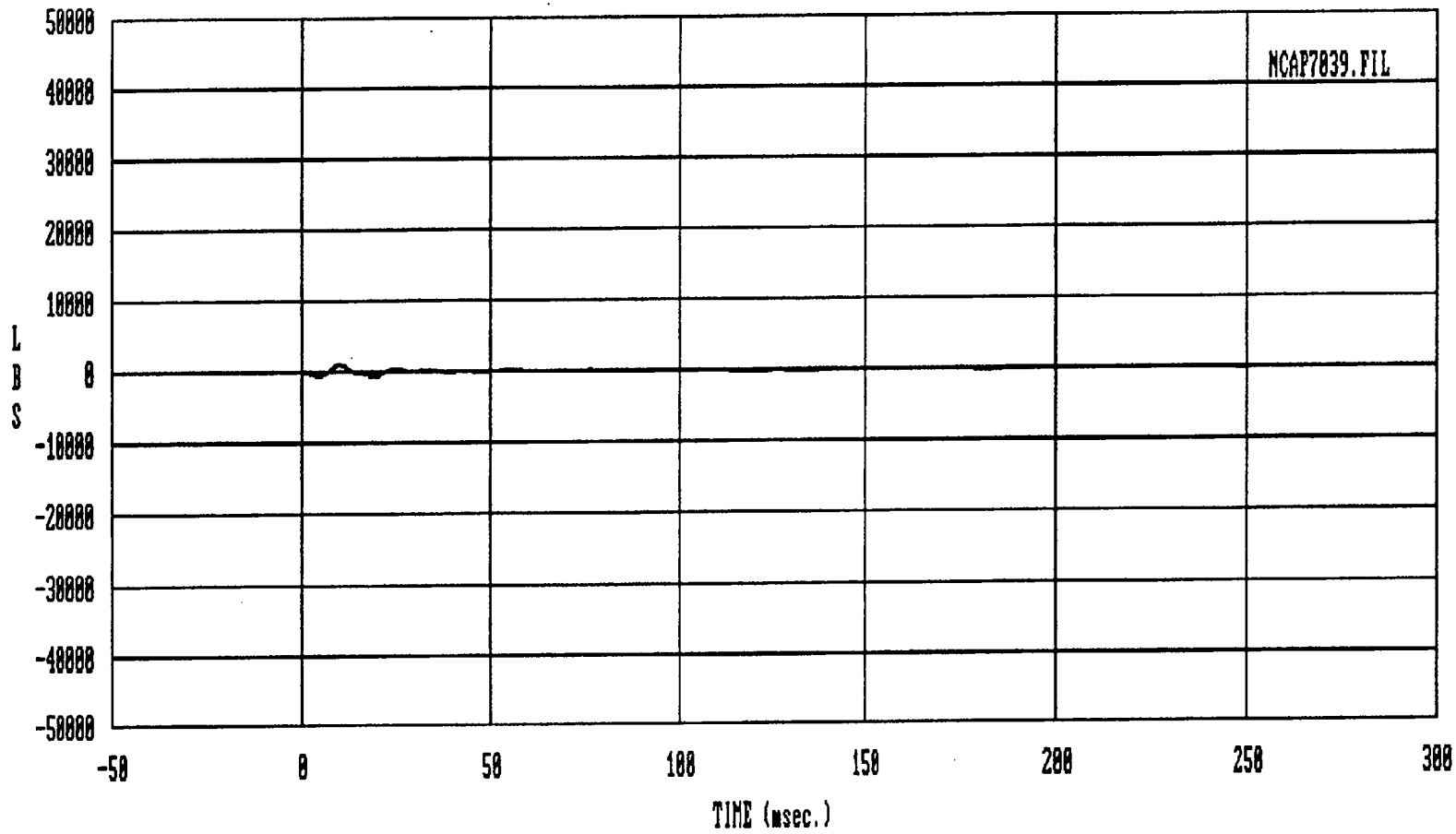
Curve: Force on Barrier load cell A8 Filter: SAE CLASS 60 Max = 507.87 Min = -572.82

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



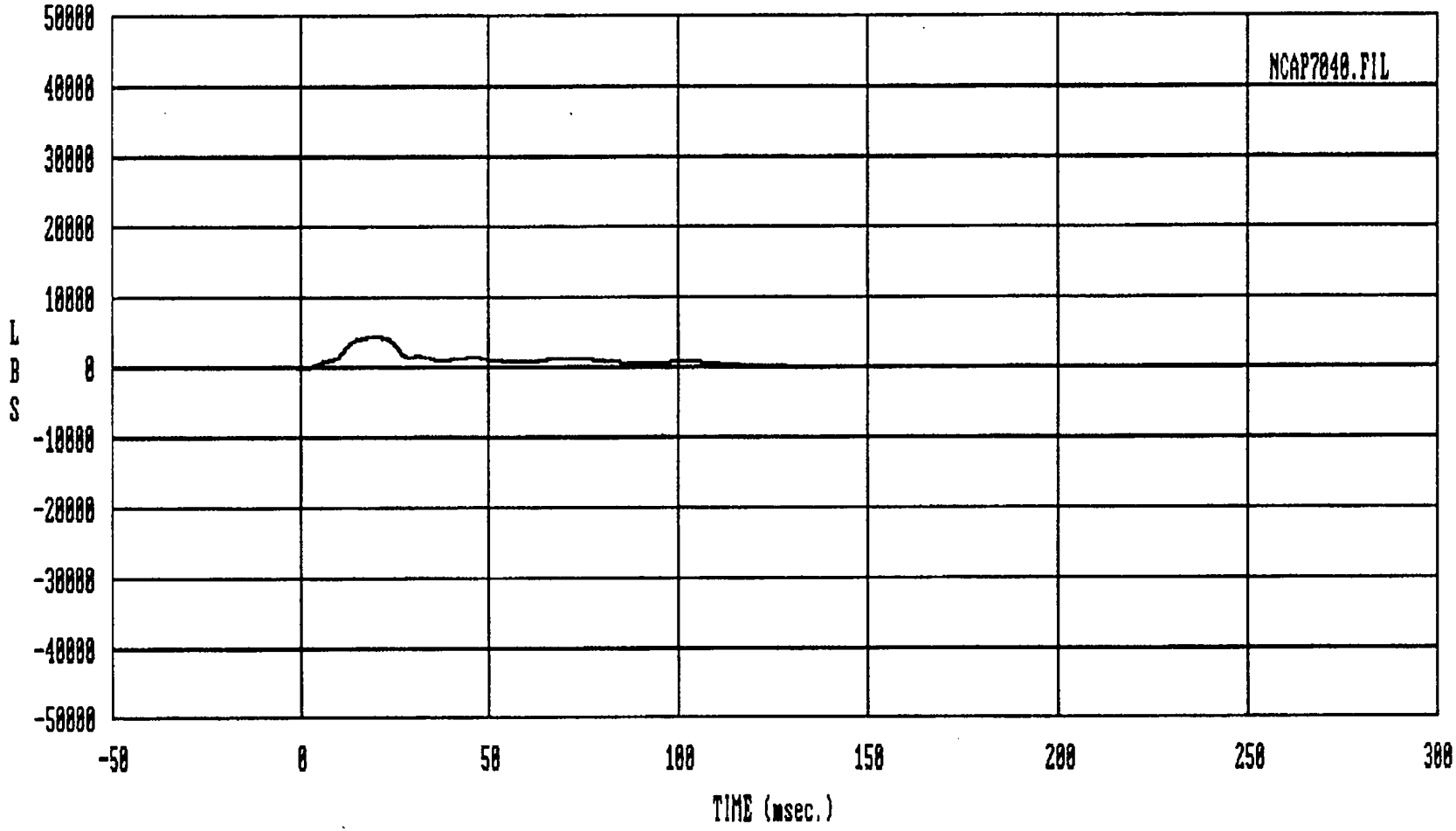
Curve: Force on Barrier load cell A9 Filter: SAE CLASS 60 Max = 468.44 Min = -488.91

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



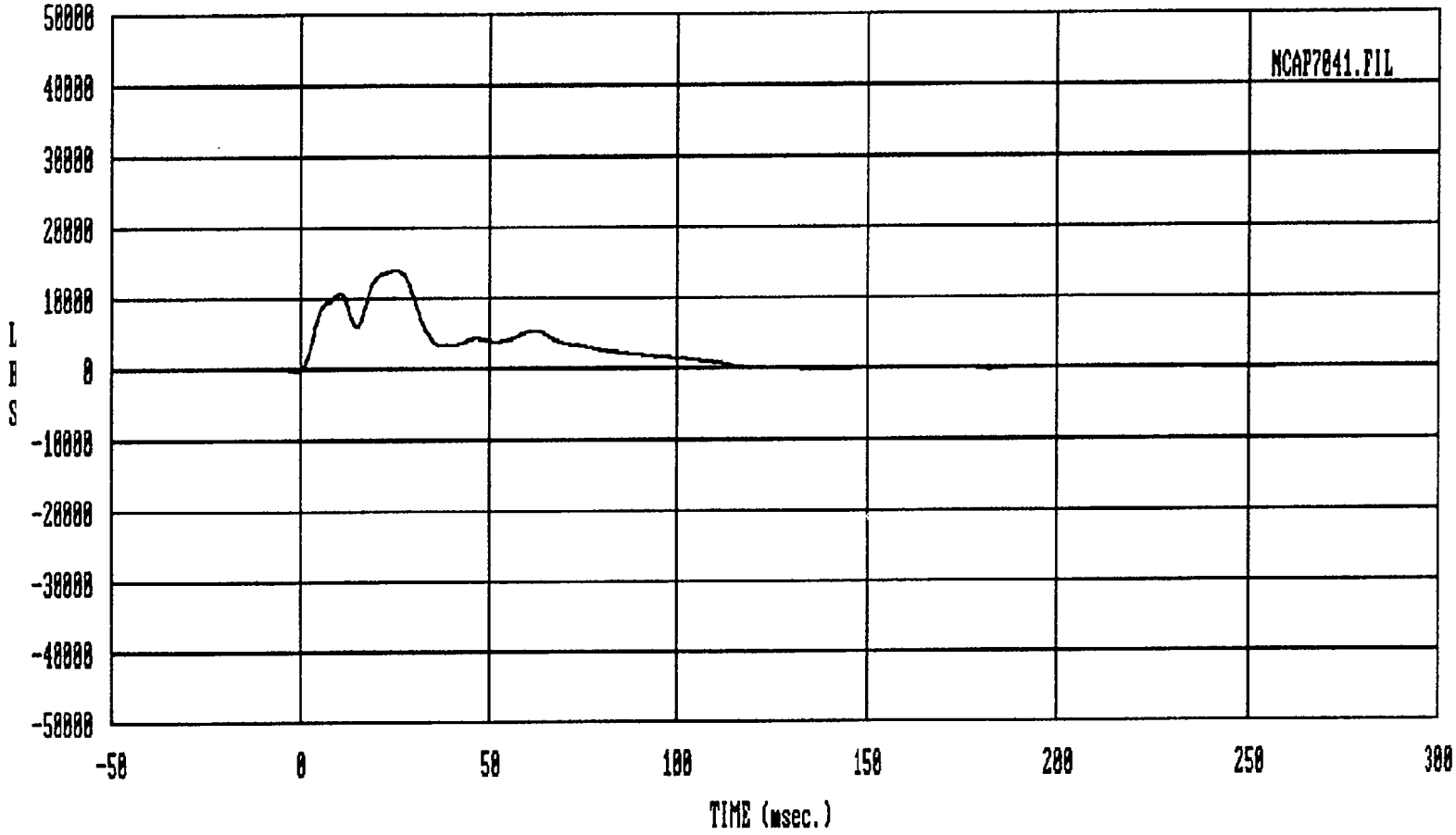
Curve: Force on Barrier load cell B1 Filter: SAE CLASS 60 Max = 959.71 Min = -586.04

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



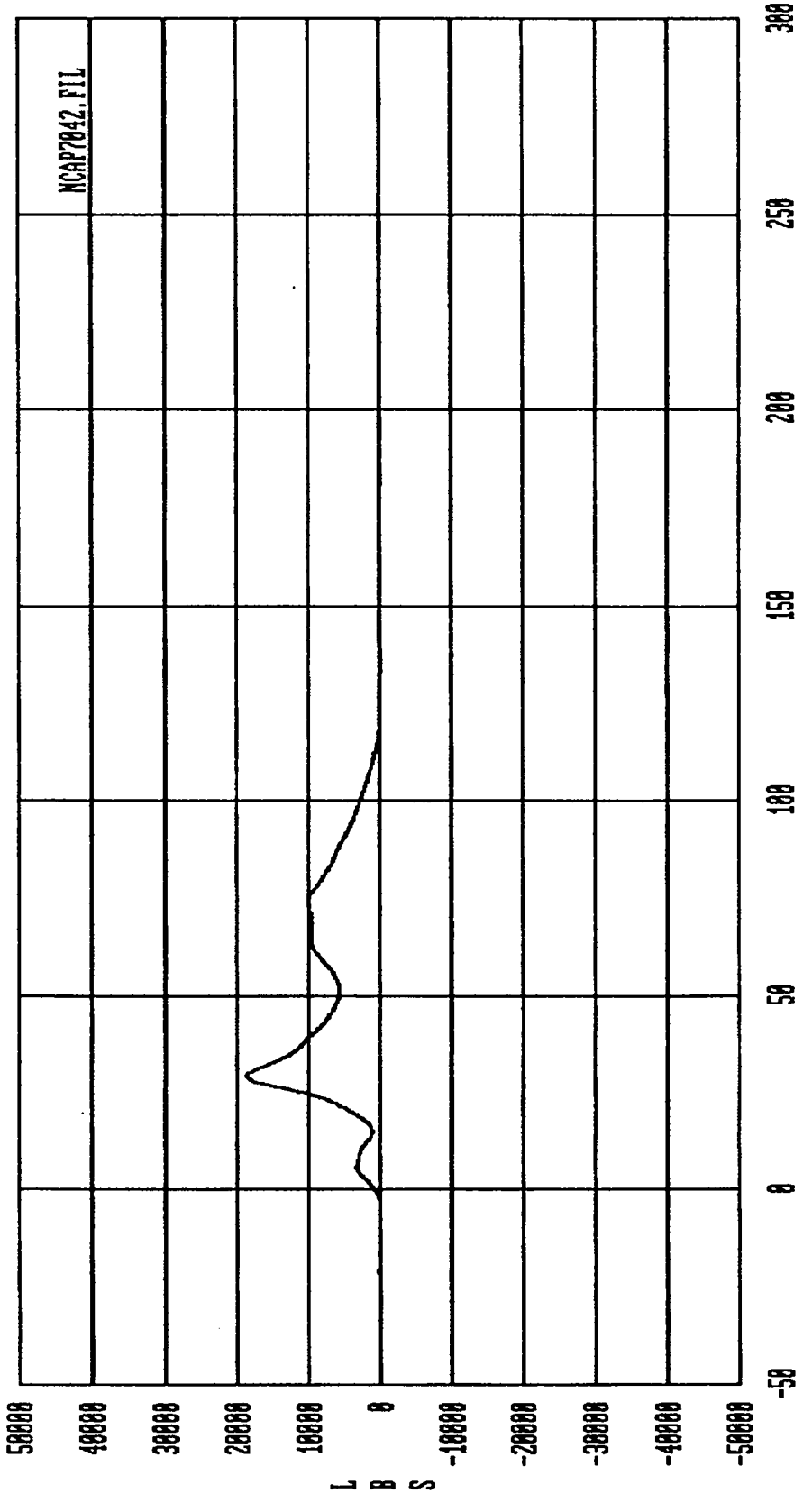
Curve: Force on Barrier load cell B2 Filter: SAE CLASS 60 Max = 4388.9 Min = -181.51

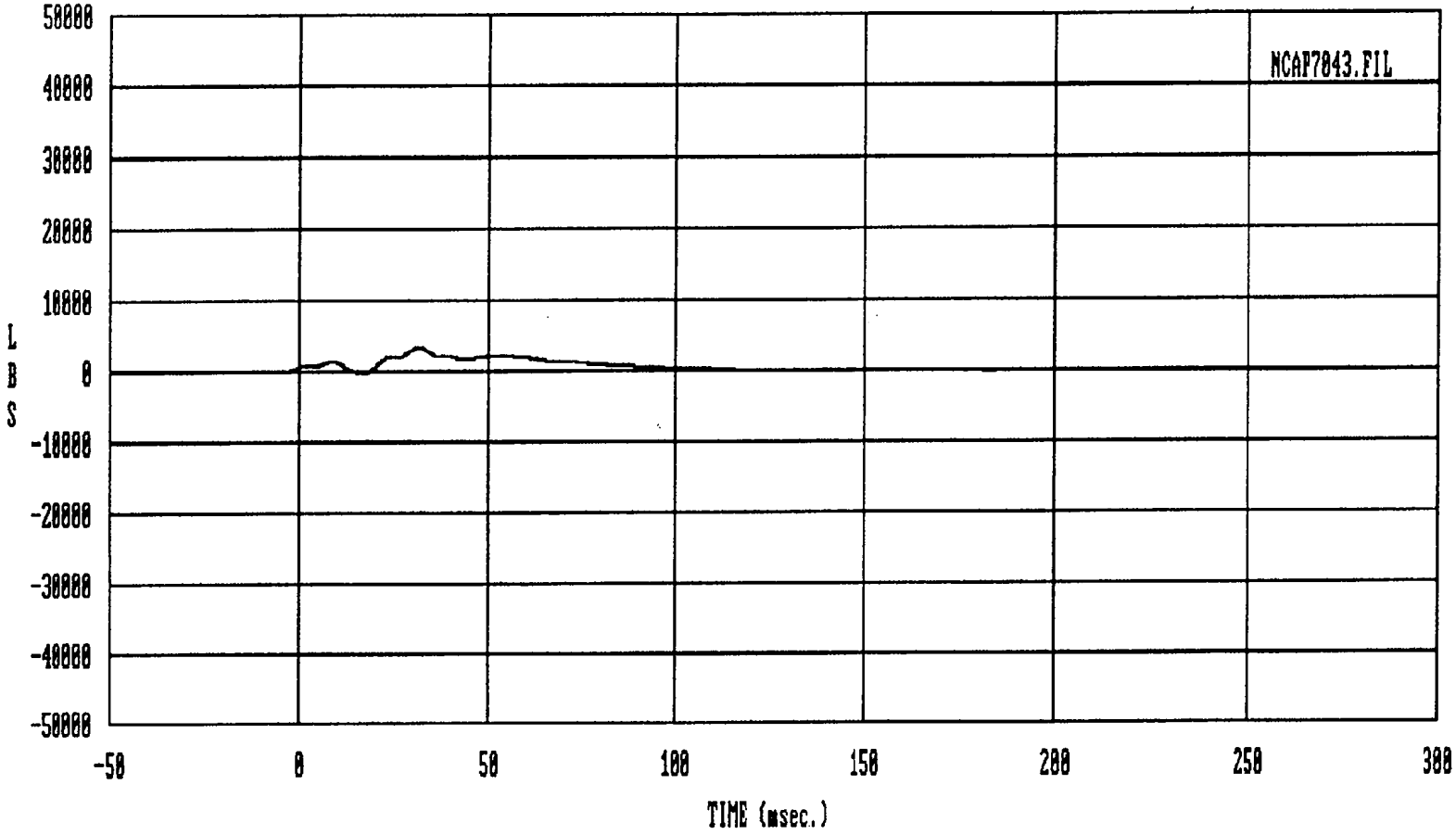
MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



Curve: Force on Barrier load cell B3 Filter: SAE CLASS 60 Max = 13939. Min = -282.20

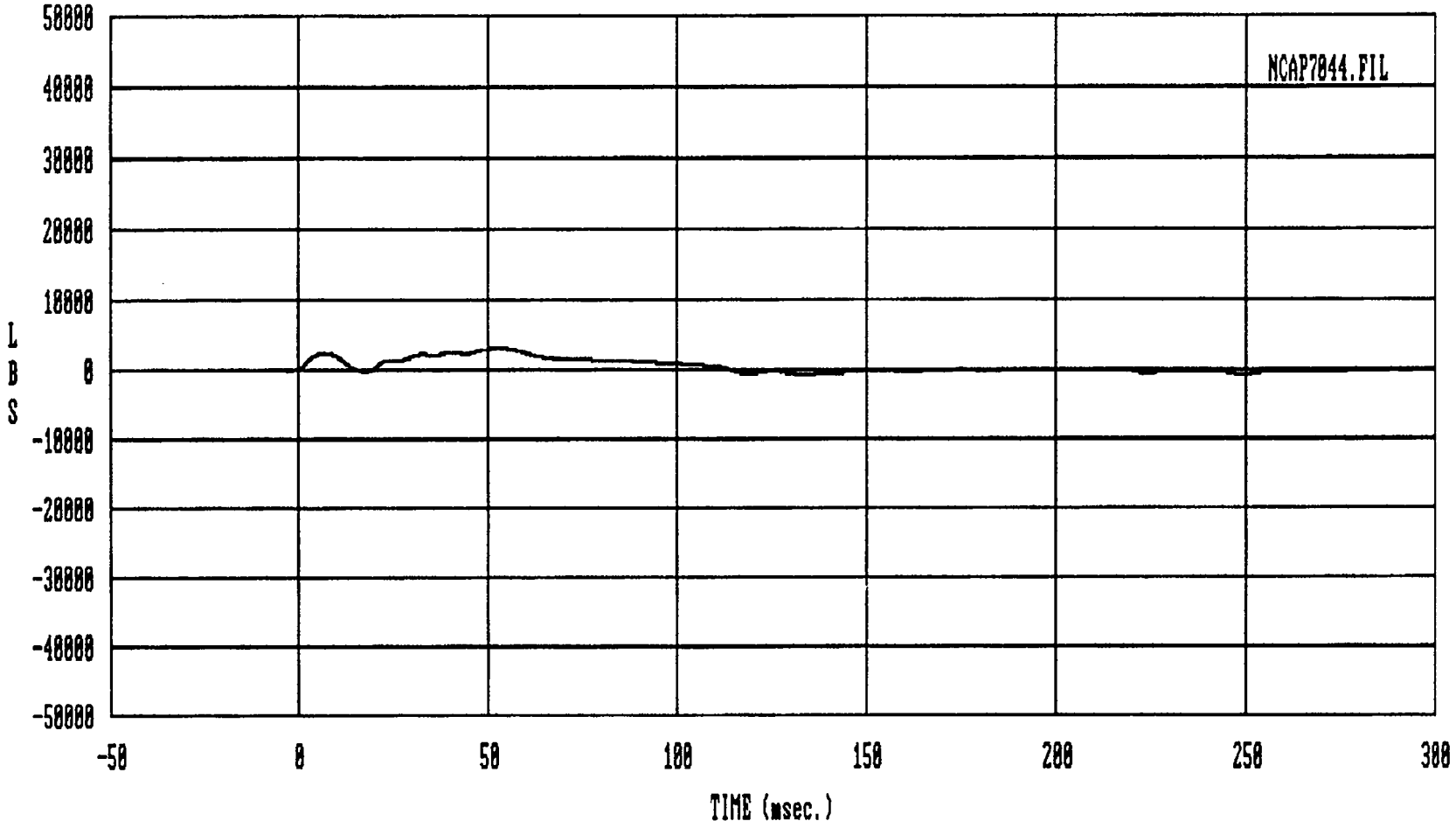
MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4


NCAP7042.FIL
50000
40000
30000
20000
10000
0
-10000
-20000
-30000
-40000
-50000
LBS
-50
0
50
100
150
200
250
300
TIME (msec.)
Curve: Force on Barrier load cell B4
Filter: SAE CLASS 60
Max = 18678.
Min = -115.12
MSE
Date: 02/22/90
Program: 1990 New Car Assessment #7
Vehicle: 1990 Ford Ranger 4x4



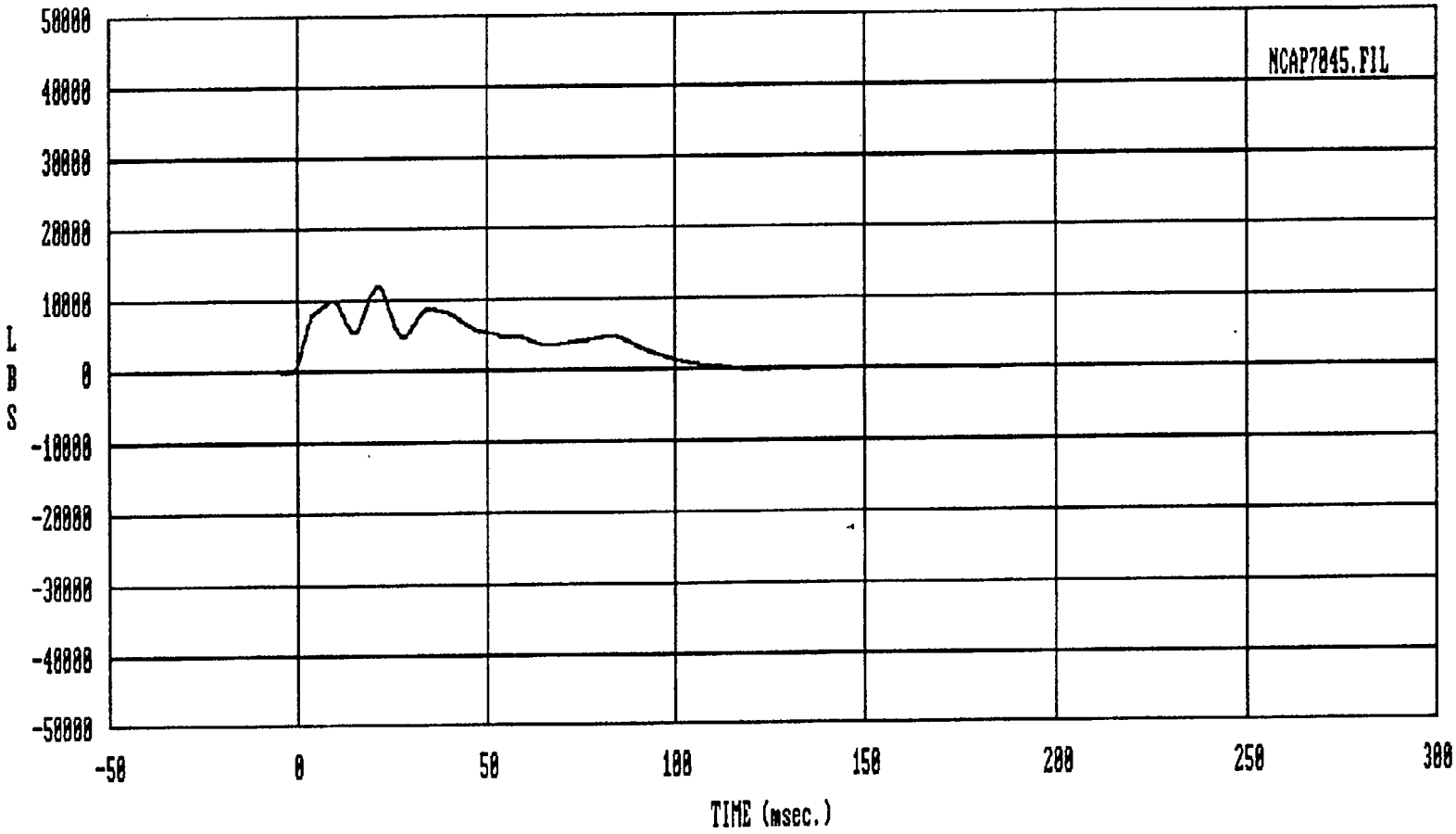
Curve: Force on Barrier load cell B5 Filter: SAE CLASS 60 Max = 3341.7 Min = -265.78

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



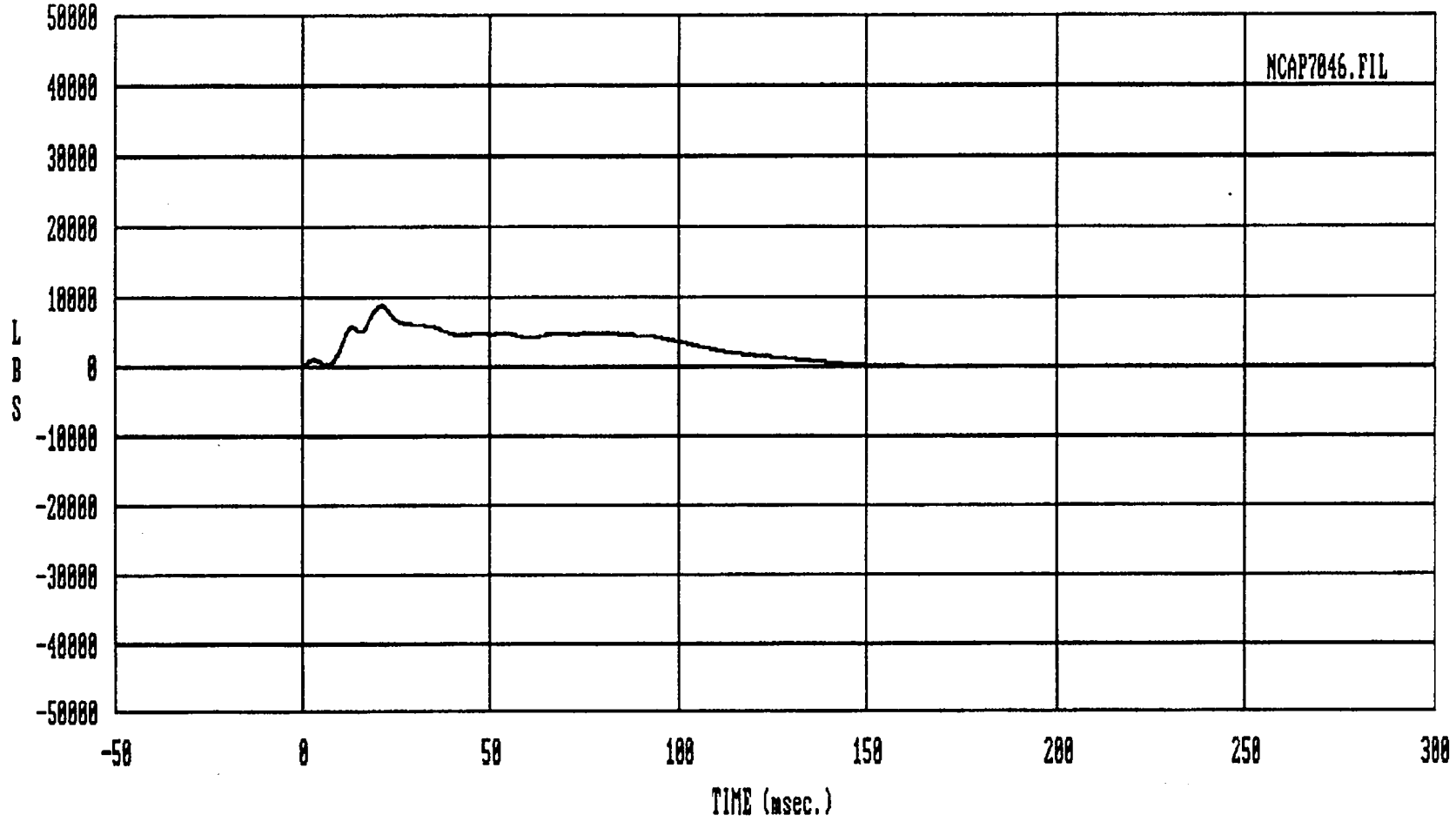
Curve: Force on Barrier load cell B6 Filter: SAE CLASS 60 Max = 3145.9 Min = -882.89

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



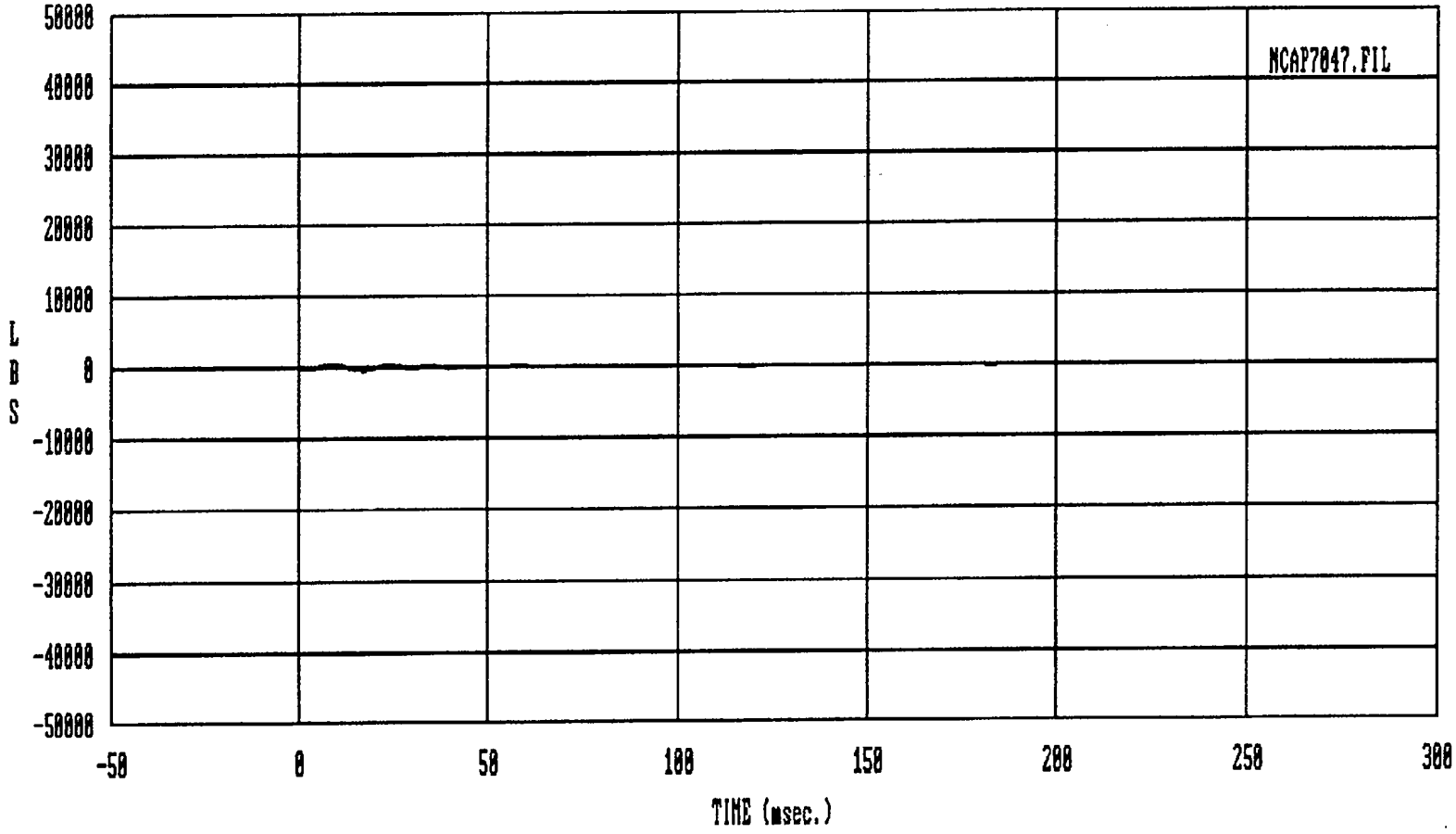
Curve: Force on Barrier load cell B7 Filter: SAE CLASS 60 Max = 11982. Min = -172.42

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



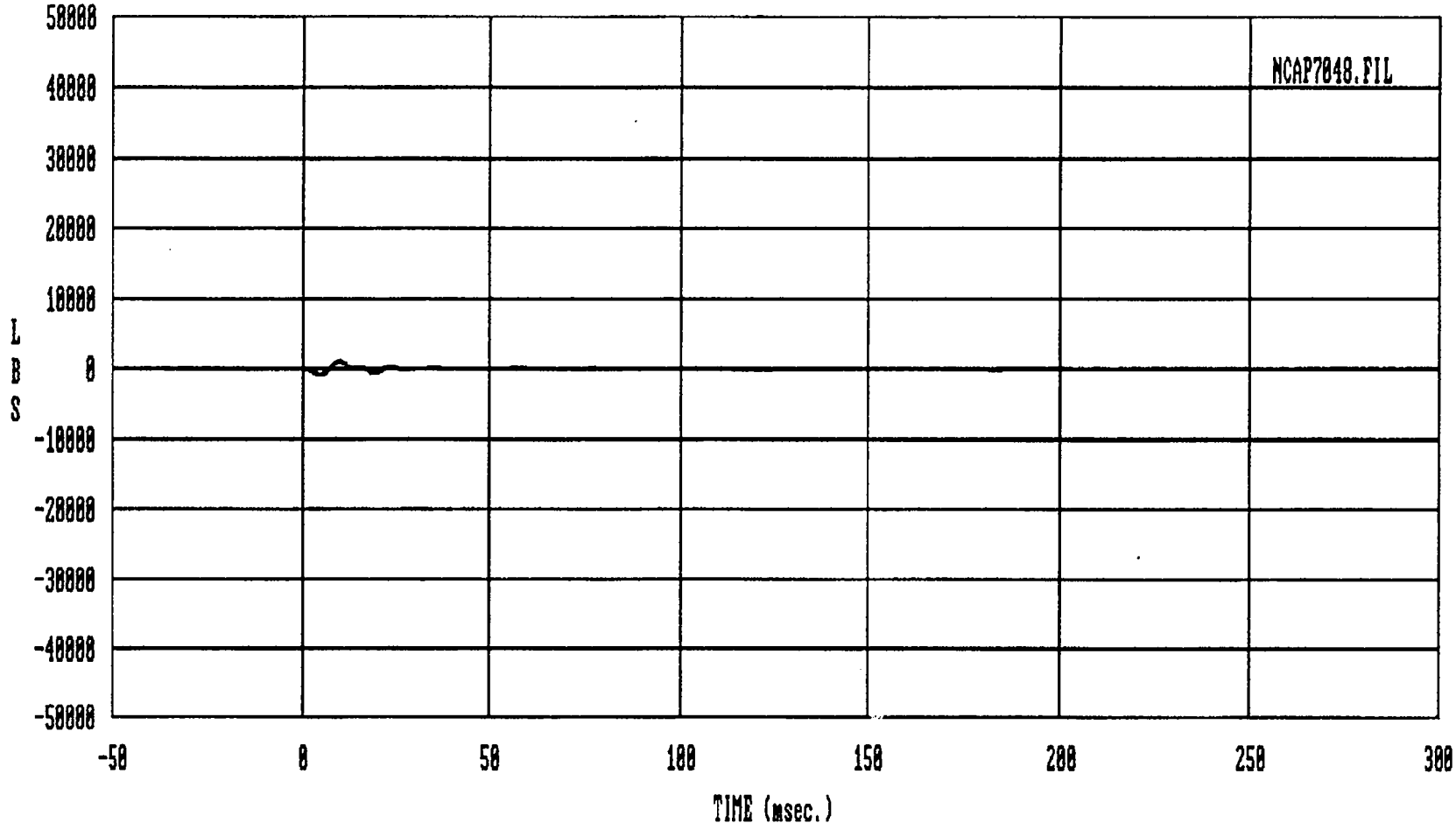
Curve: Force on Barrier load cell B8 Filter: SAE CLASS 60 Max = 8789.8 Min = -75.586

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



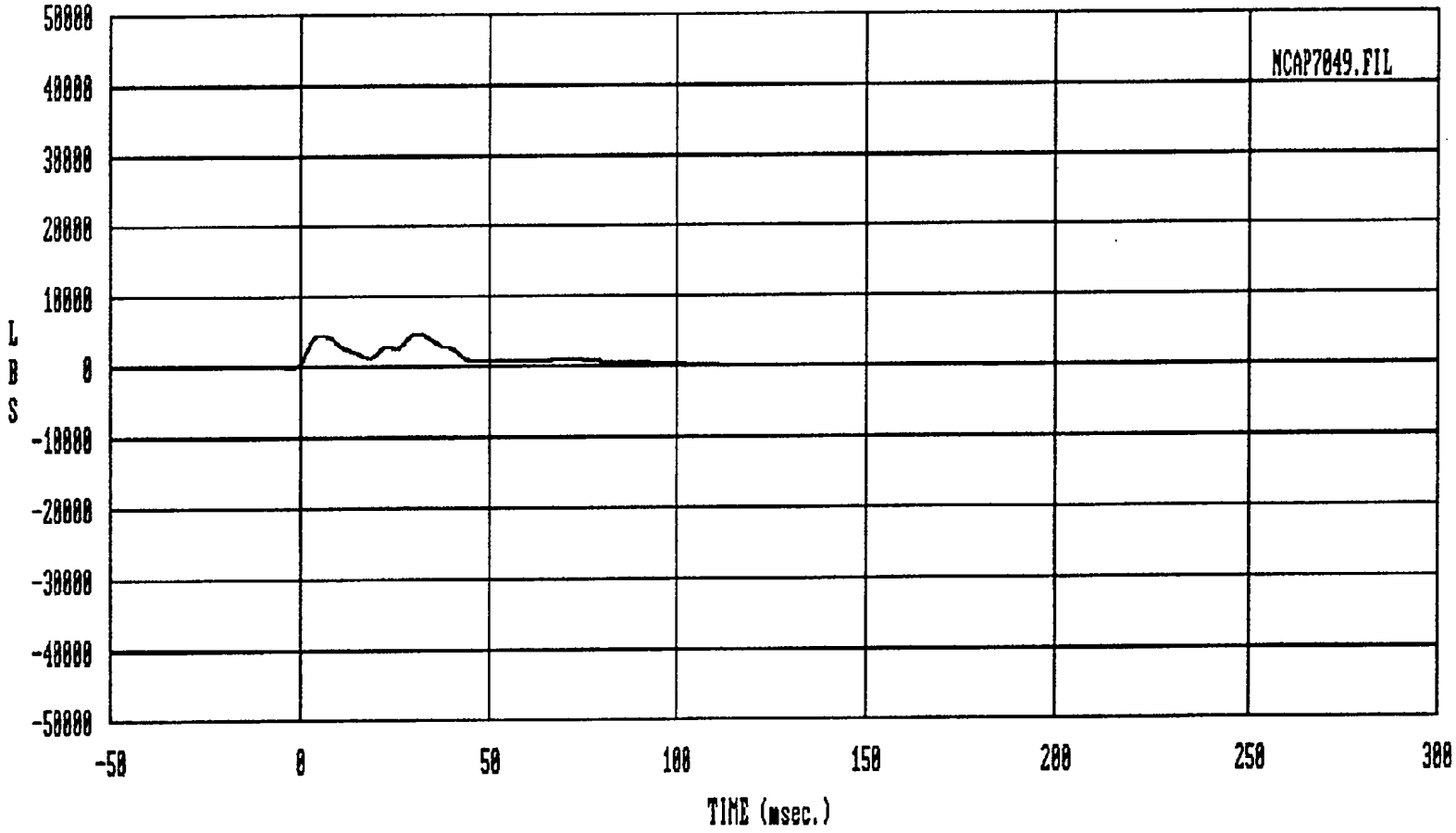
Curve: Force on Barrier load cell B9 Filter: SAE CLASS 60 Max = 484.35 Min = -488.18

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



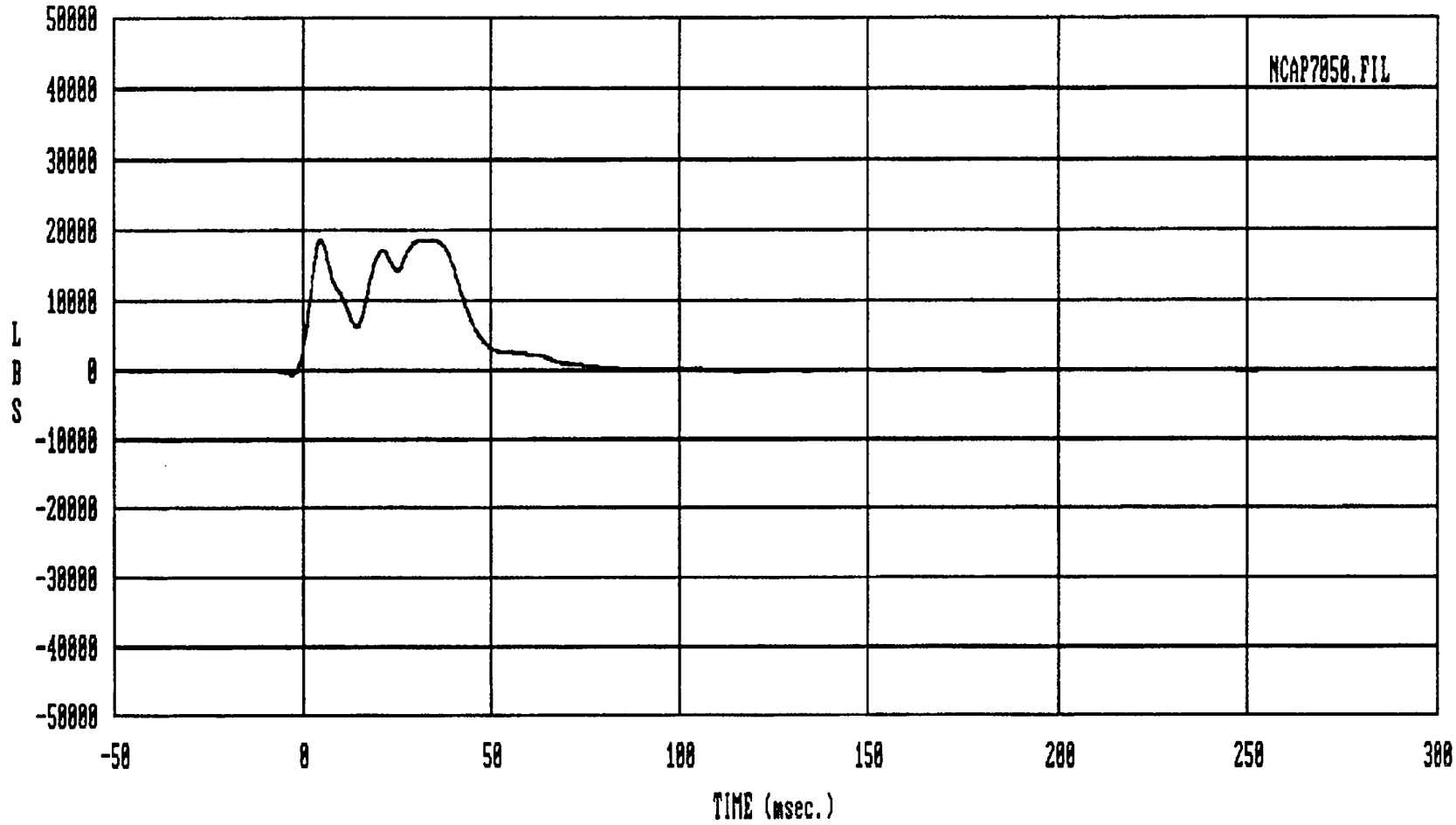
Curve: Force on Barrier load cell C1 Filter: SAE CLASS 60 Max = 1115.5 Min = -882.18

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



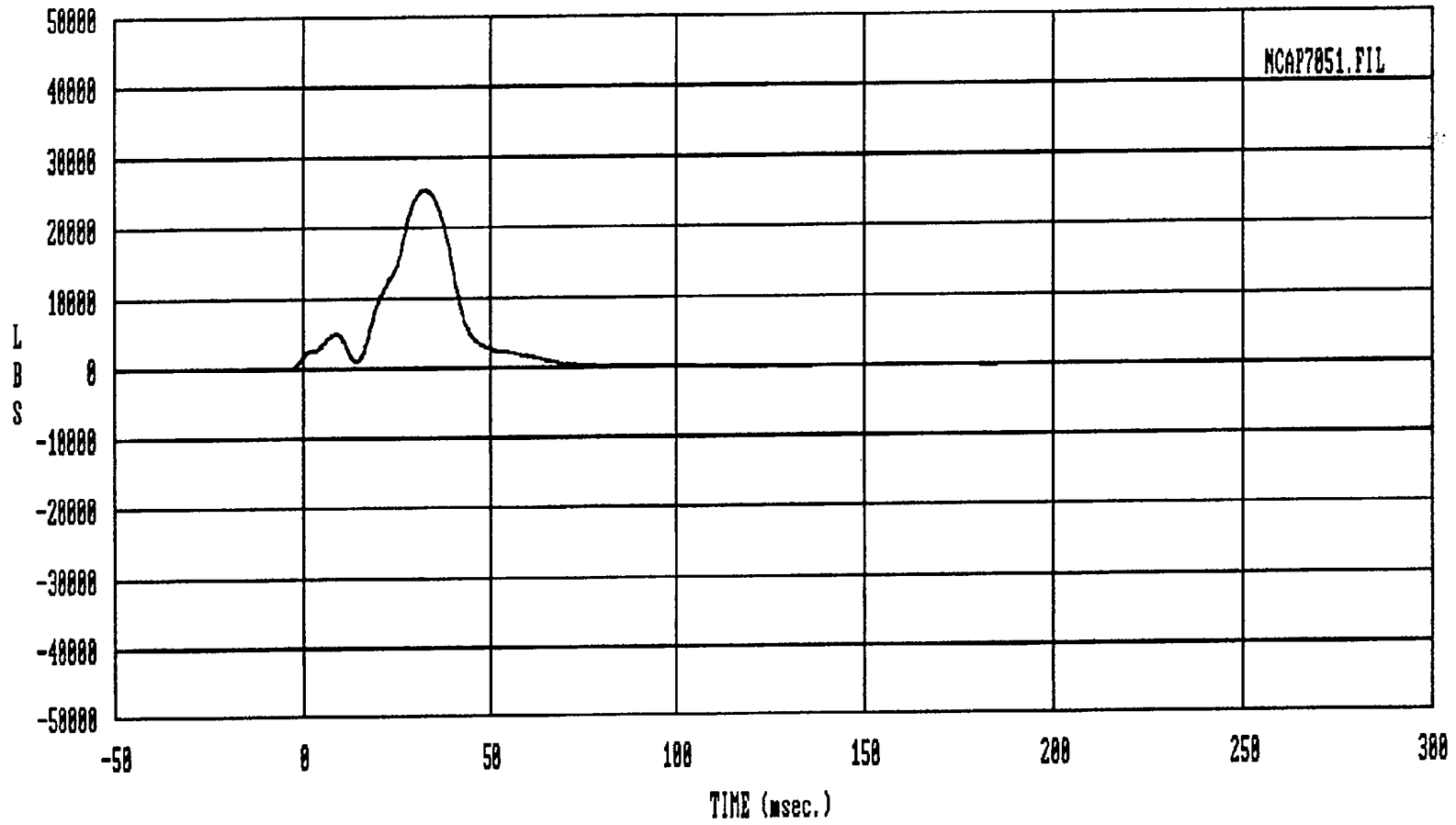
Curve: Force on Barrier load cell C2 Filter: SAE CLASS 60 Max = 4619.3 Min = -105.34

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



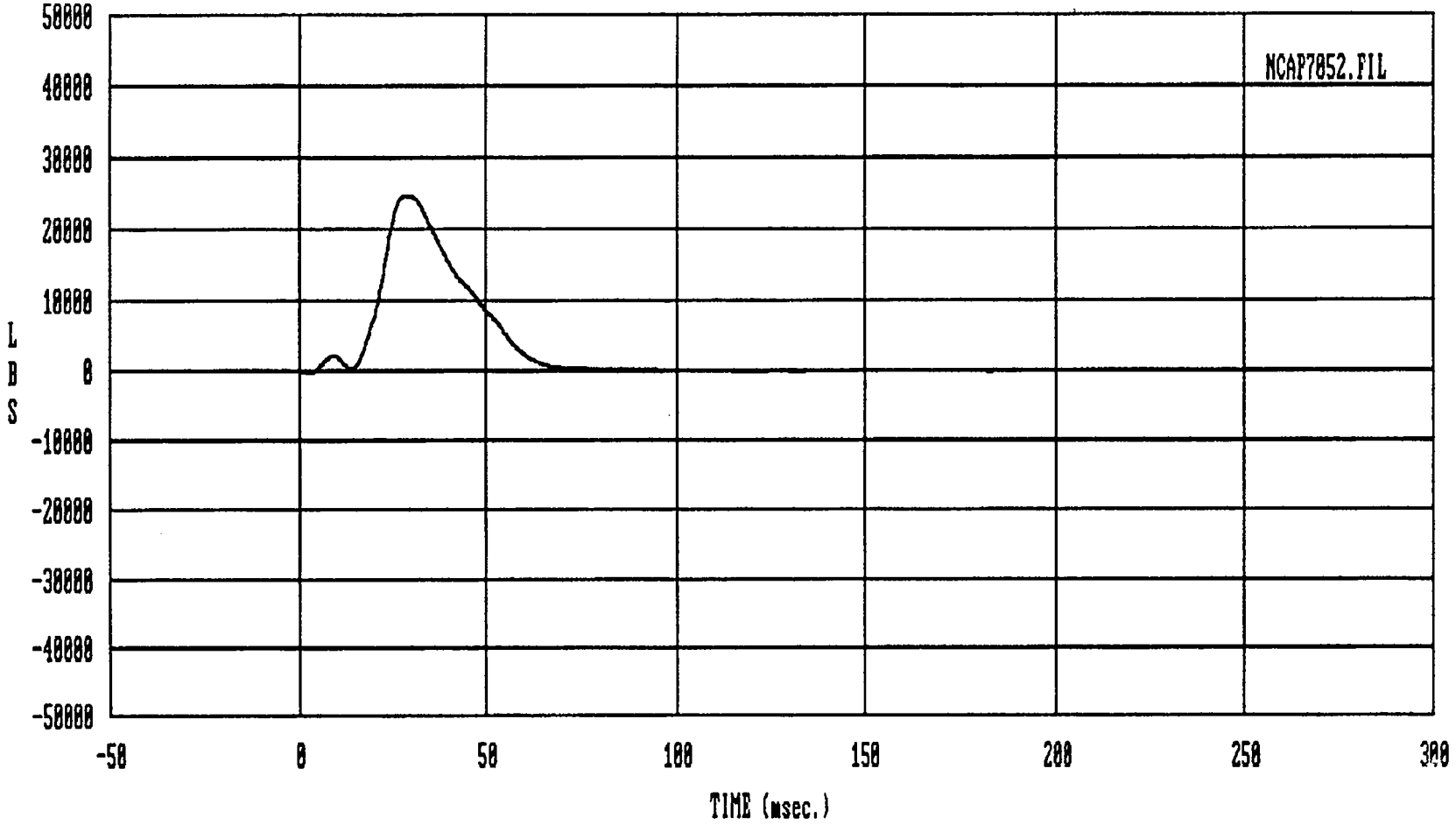
Curve: Force on Barrier load cell C3 Filter: SAE CLASS 60 Max = 18738. Min = -152.29

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



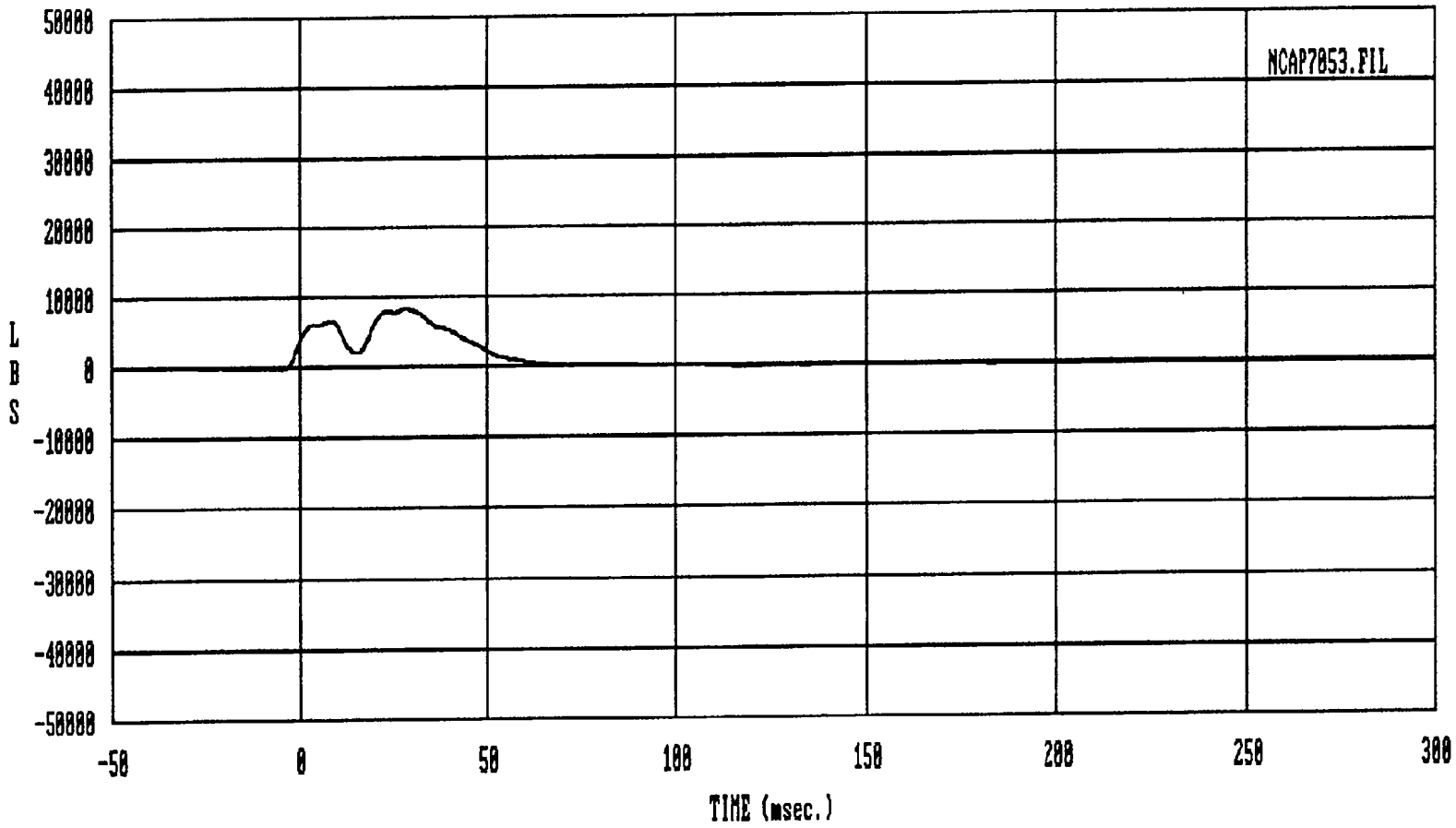
Curve: Force on Barrier load cell C4 Filter: SAE CLASS 60 Max = 25400. Min = -144.85

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



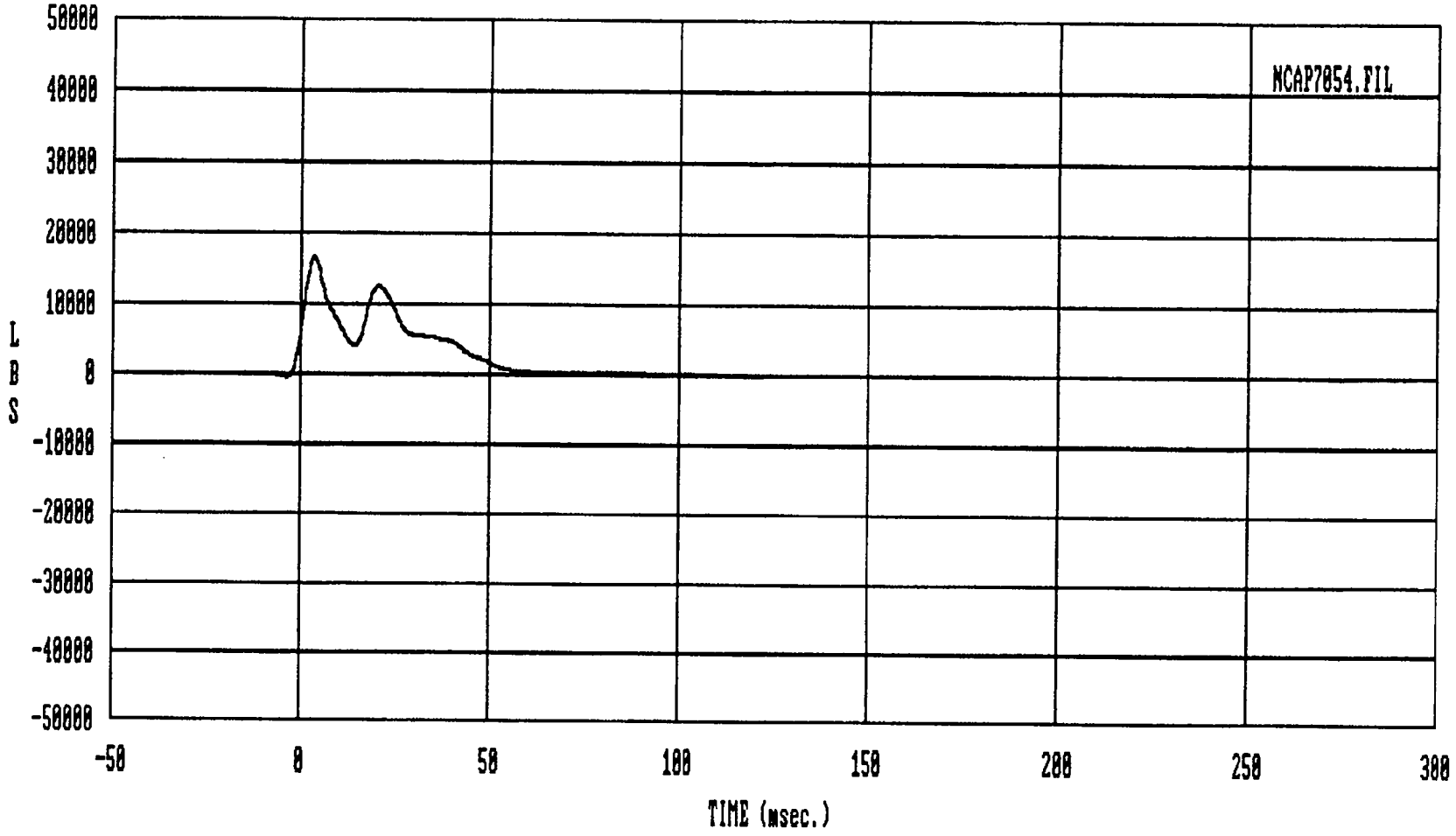
Curve: Force on Barrier load cell C5 Filter: SAE CLASS 60 Max = 24603. Min = -392.51

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



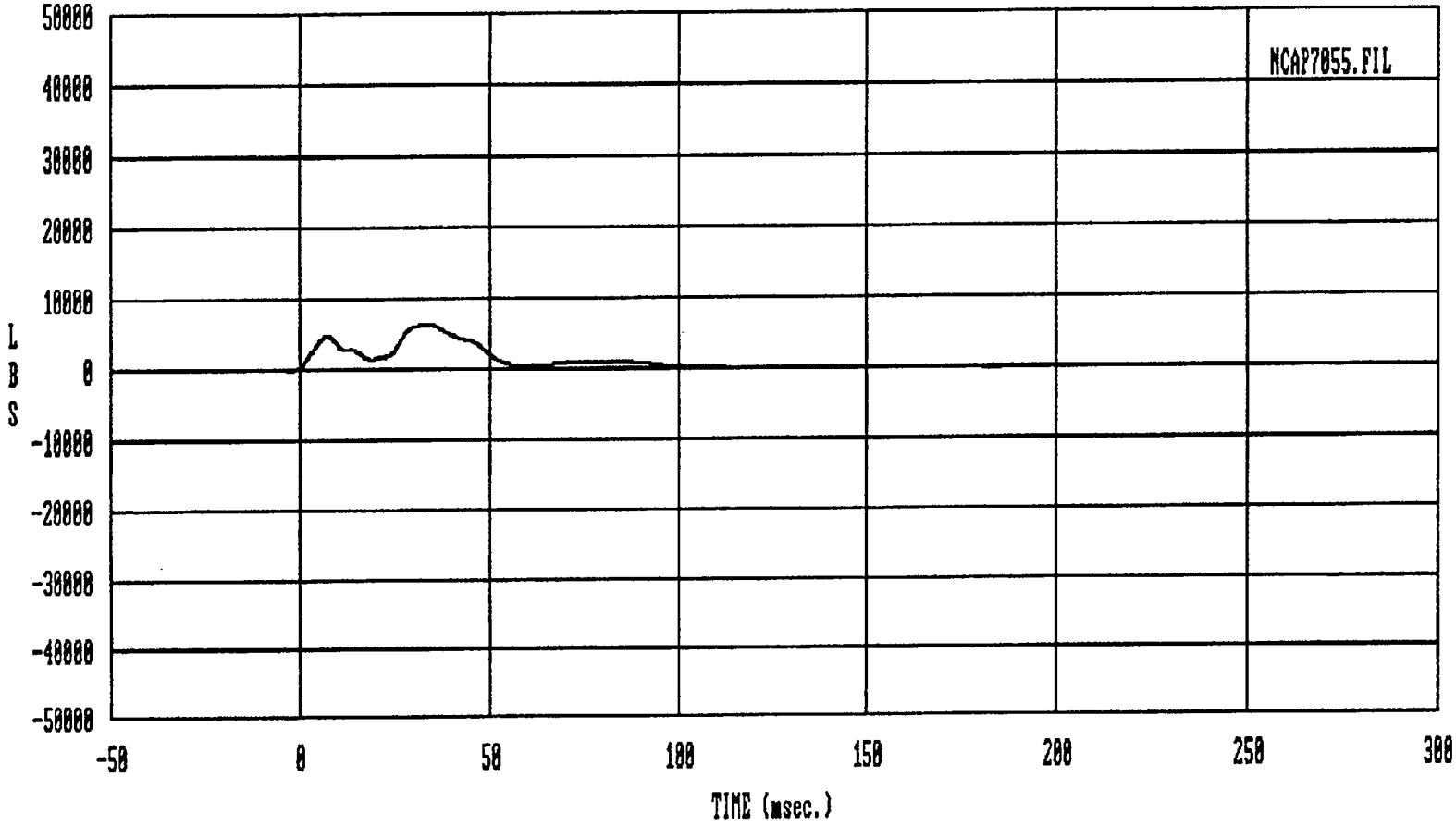
Curve: Force on Barrier load cell C6 Filter: SAE CLASS 60 Max = 8304.8 Min = -337.80

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



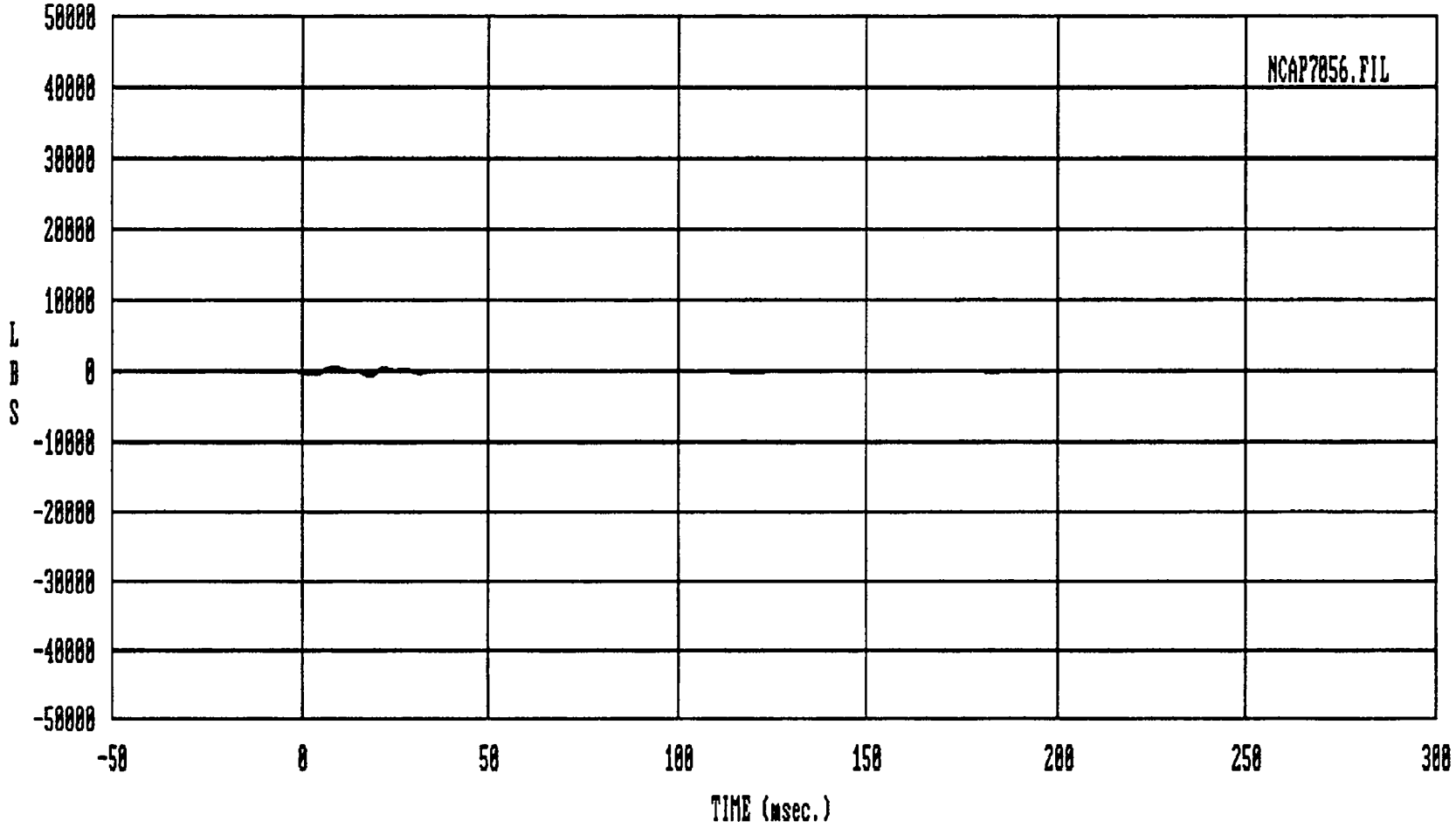
Curve: Force on Barrier load cell C7 Filter: SAE CLASS 60 Max = 16717. Min = -117.16

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



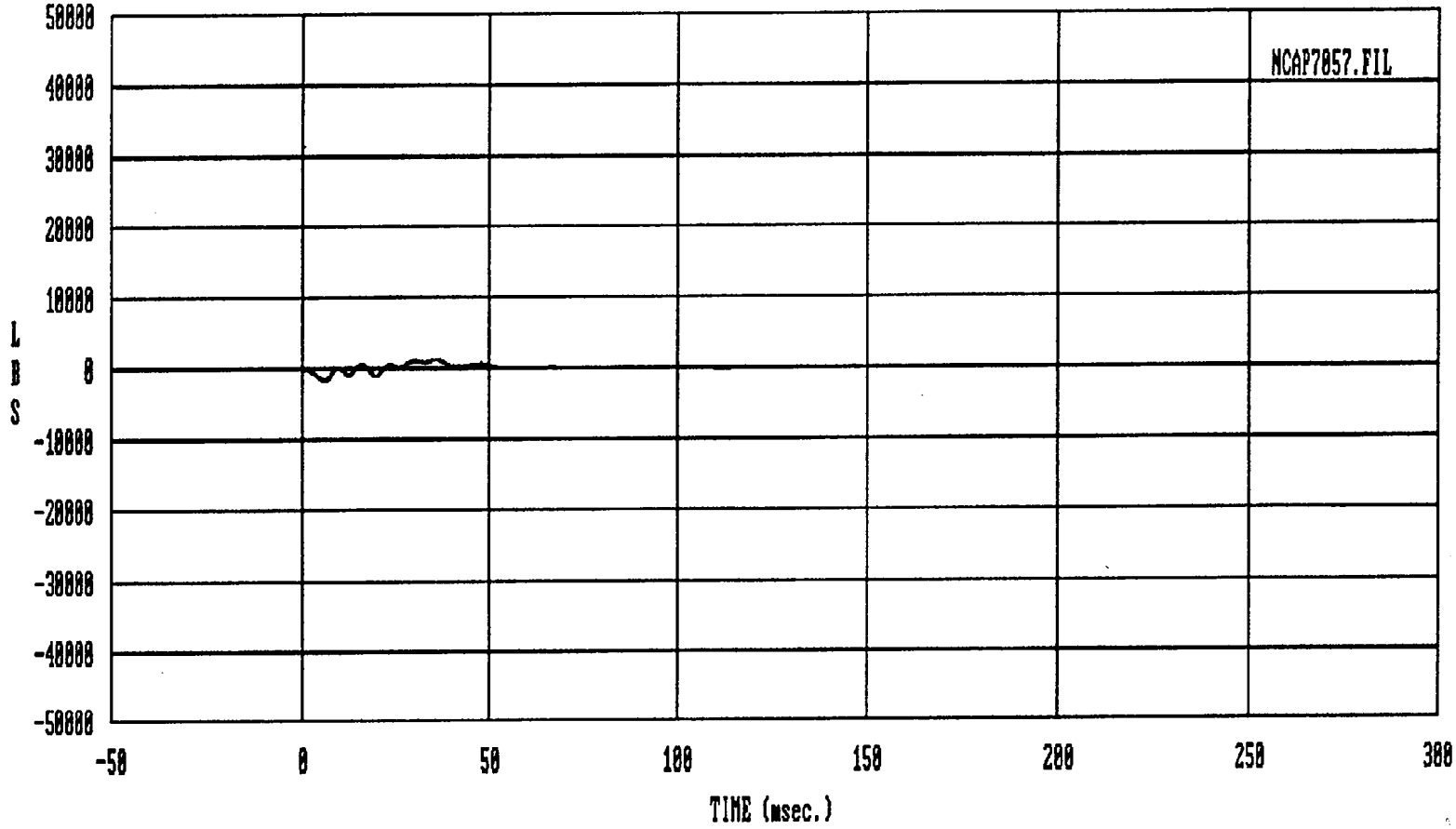
Curve: Force on Barrier load cell C0 Filter: SAE CLASS 60 Max = 6358.6 Min = -183.72

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



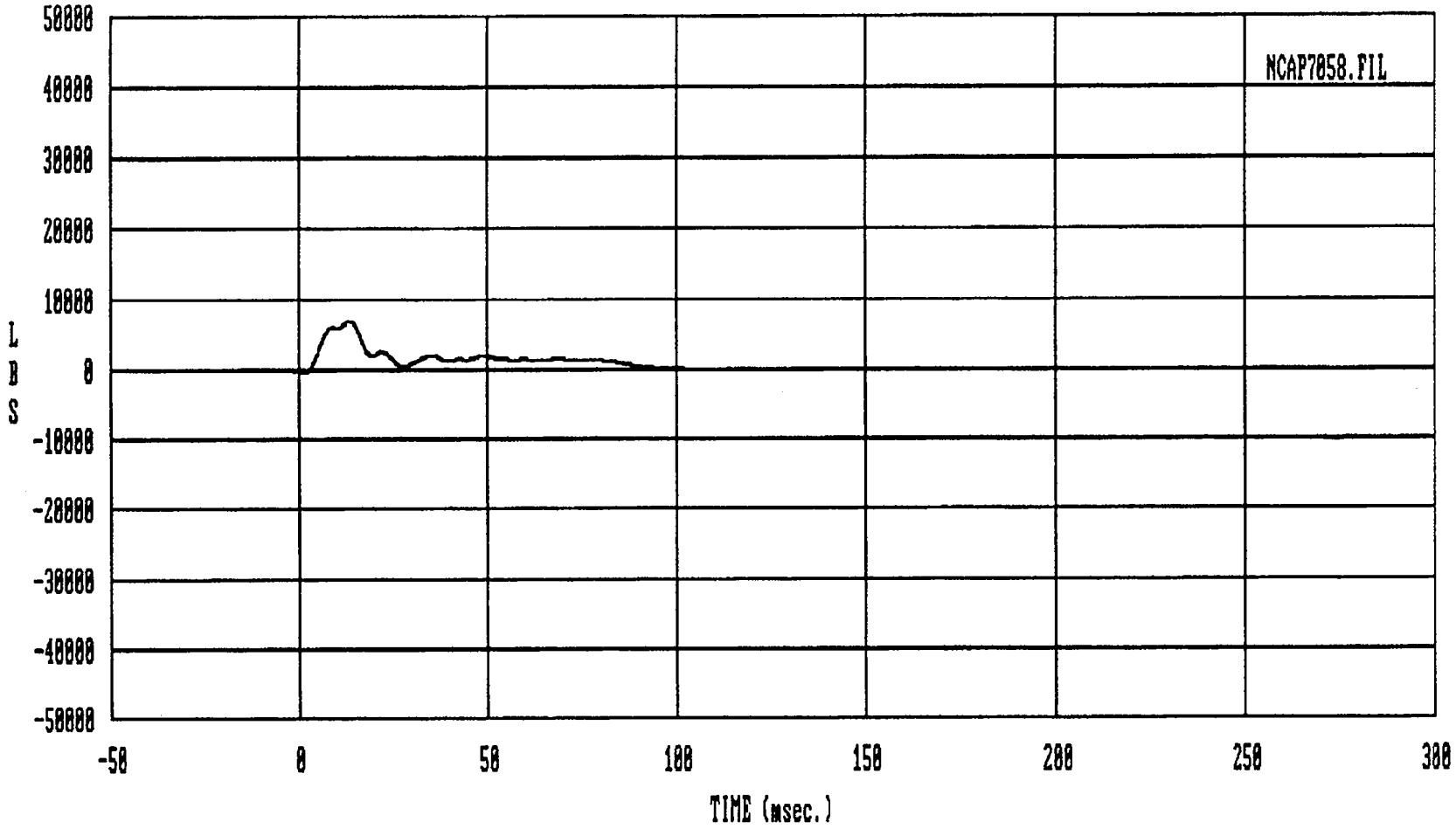
Curve: Force on Barrier load cell C9 Filter: SAE CLASS 60 Max = 602.88 Min = -596.21

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



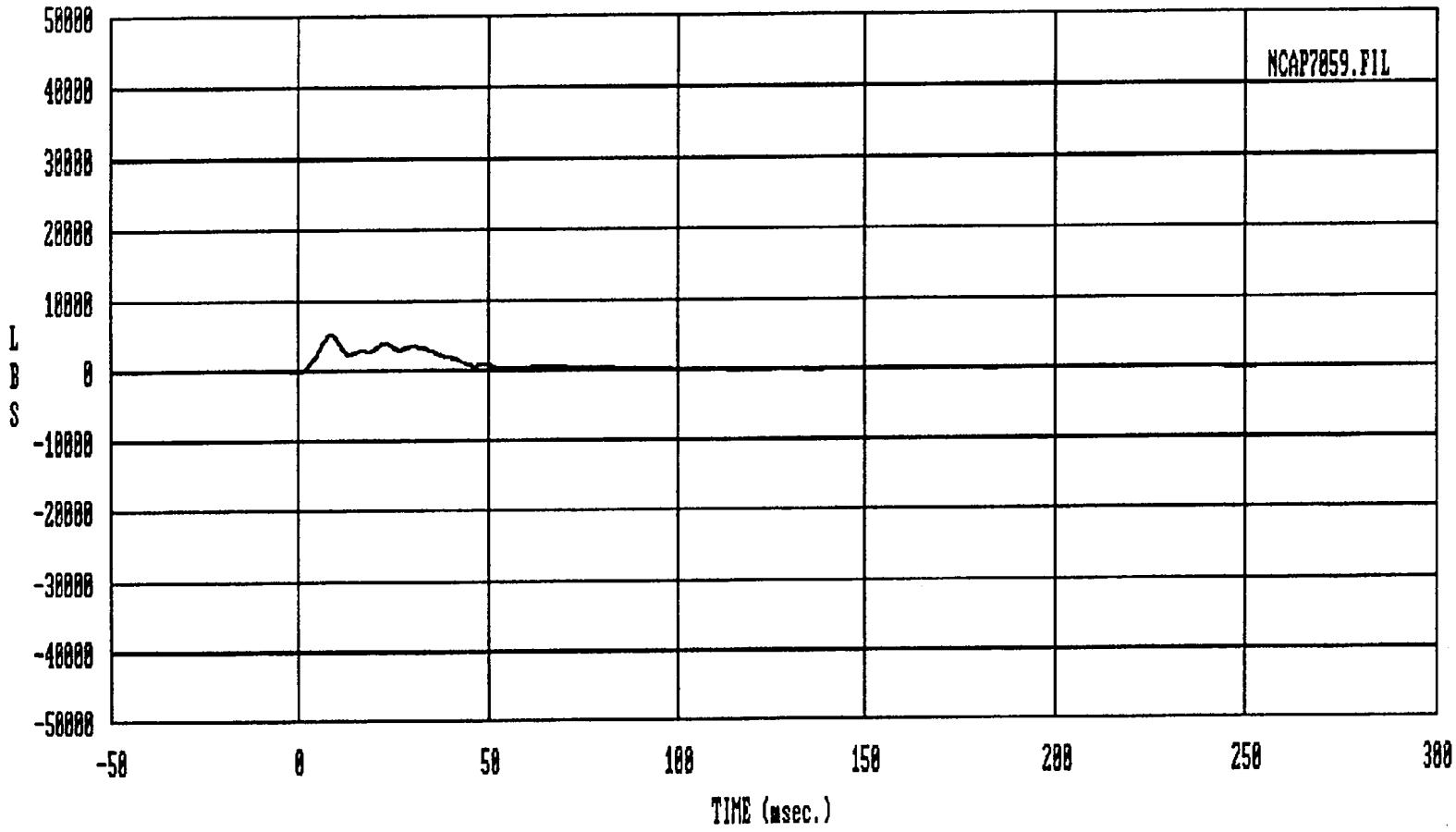
Curve: Force on Barrier load cell D1 Filter: SAE CLASS 60 Max = 1272.7 Min = -1601.6

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



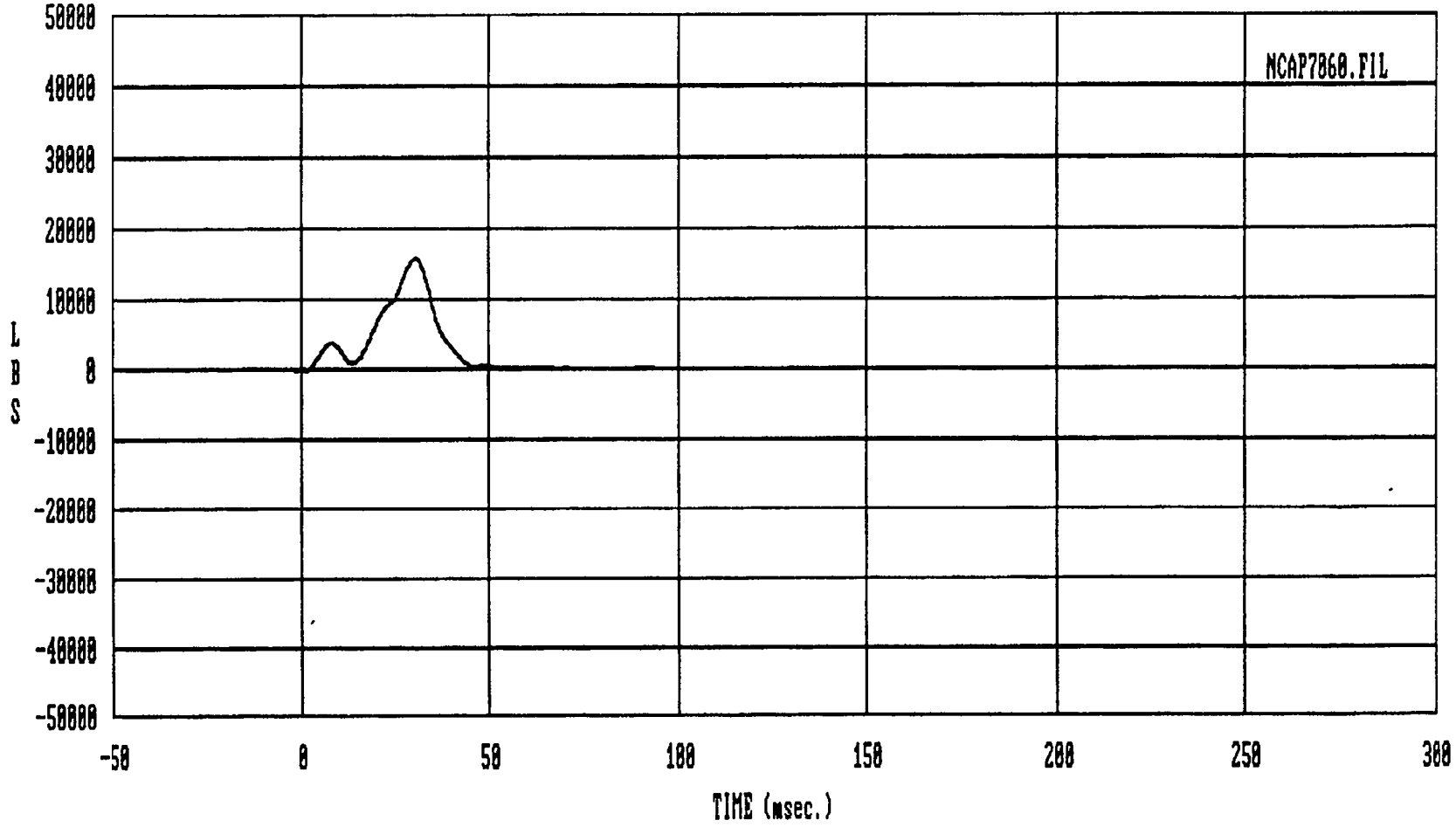
Curve: Force on Barrier load cell D2 Filter: SAE CLASS 60 Max = 6968.8 Min = -412.31

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



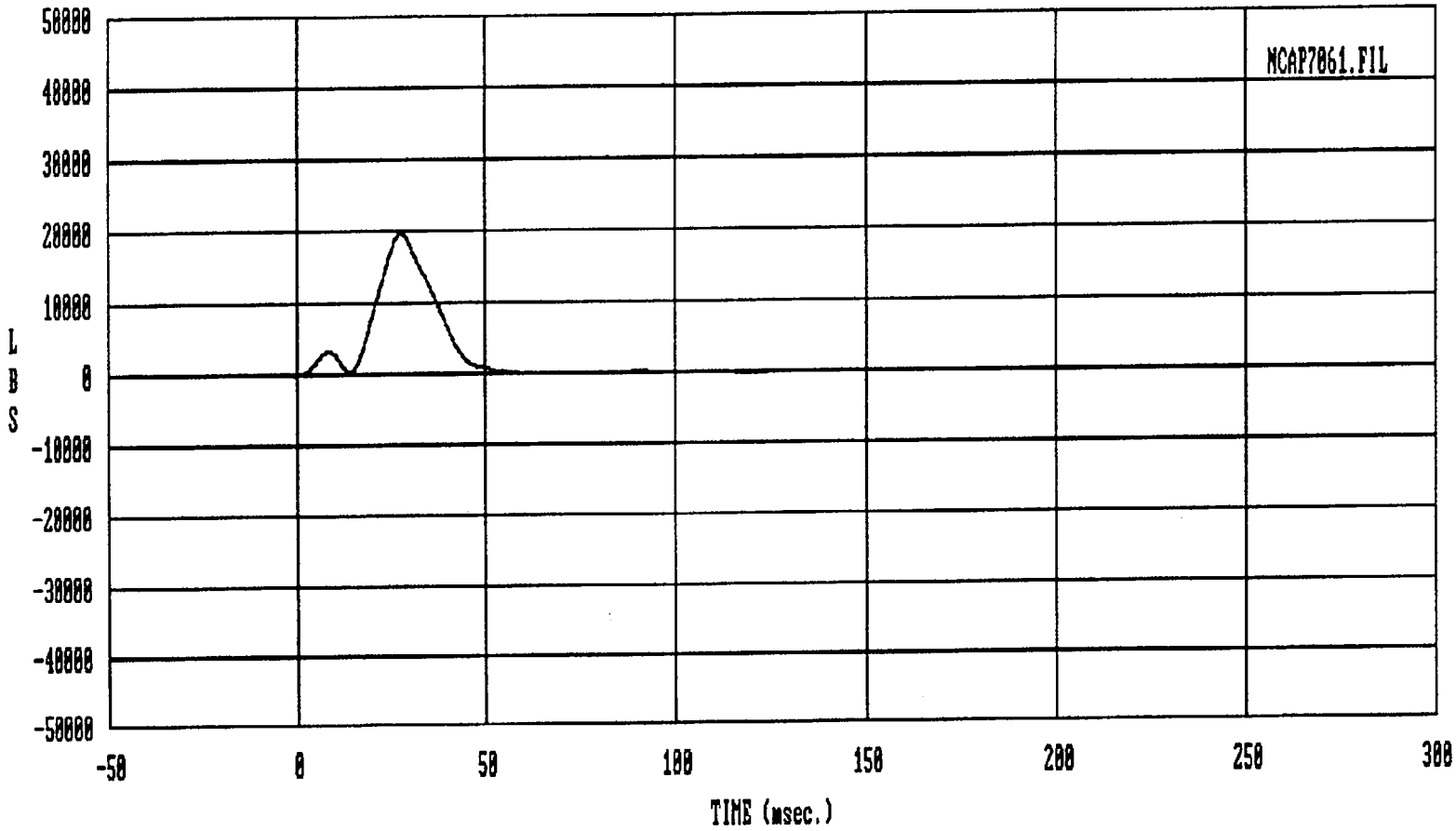
Curve: Force on Barrier load cell D3 Filter: SAE CLASS 60 Max = 5298.6 Min = -133.82

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



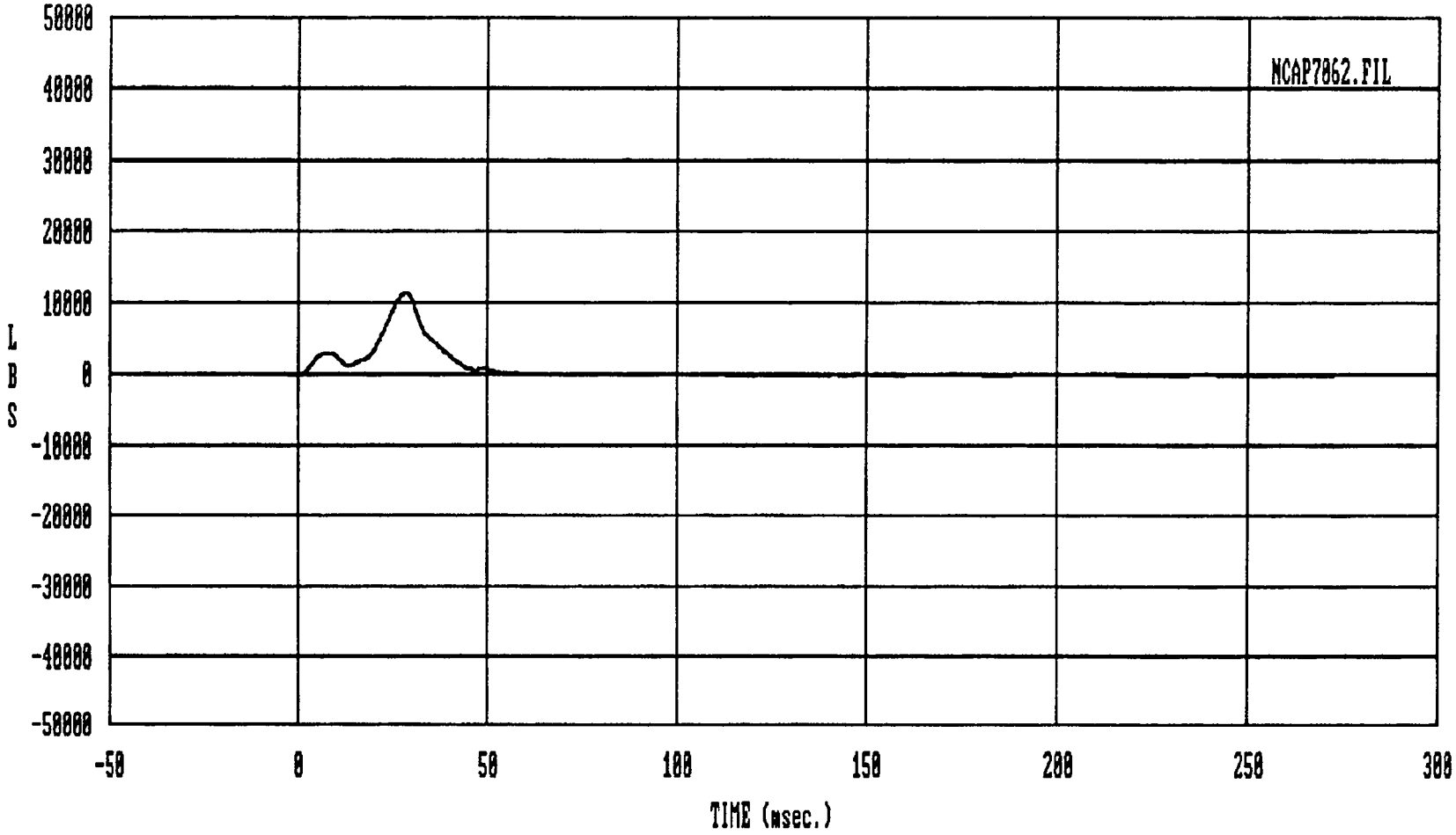
Curve: Force on Barrier load cell D4 Filter: SAE CLASS 60 Max = 15847. Min = -249.91

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



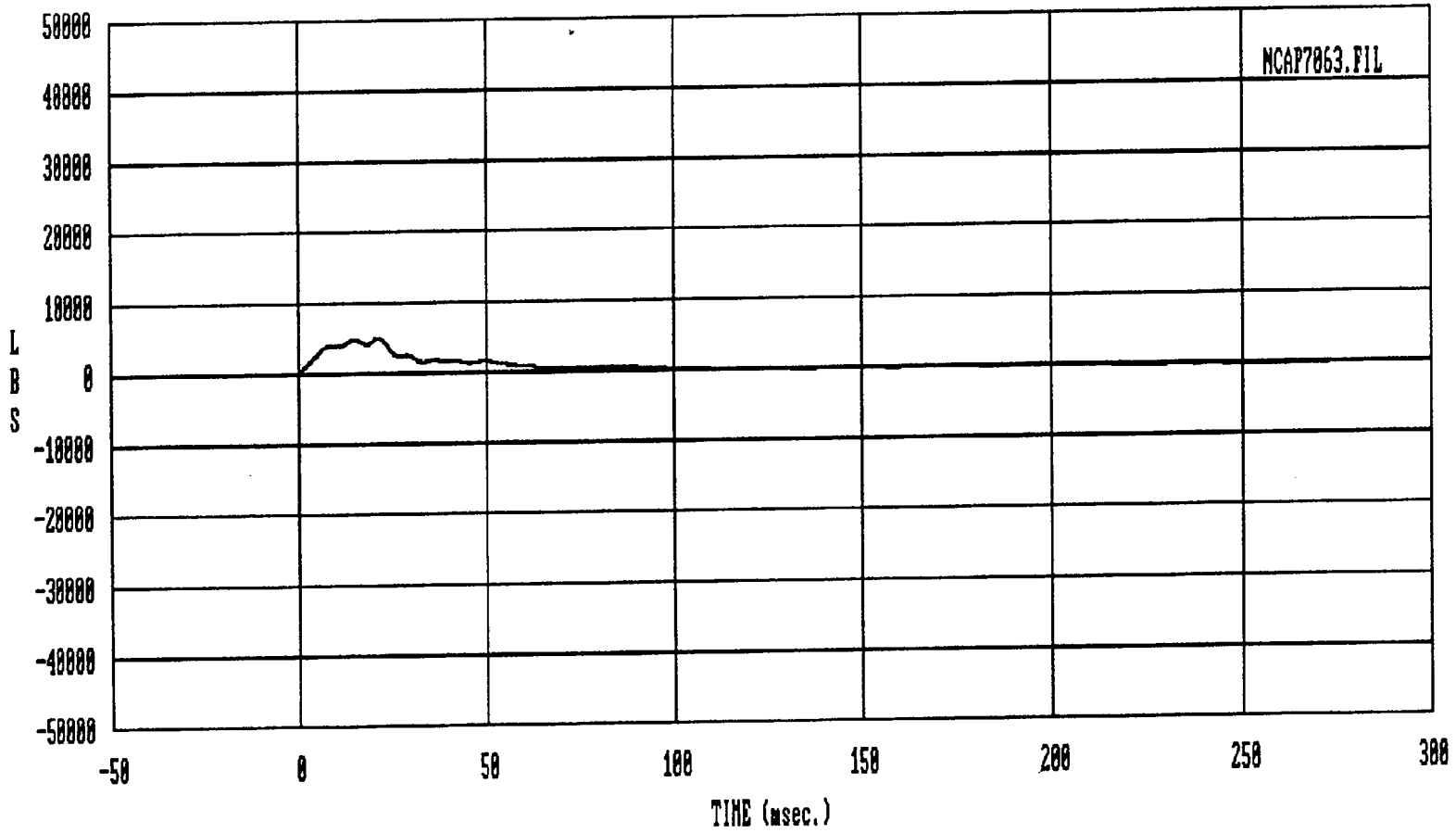
Curve: Force on Barrier load cell D5 Filter: SAE CLASS 60 Max = 19854. Min = -115.44

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



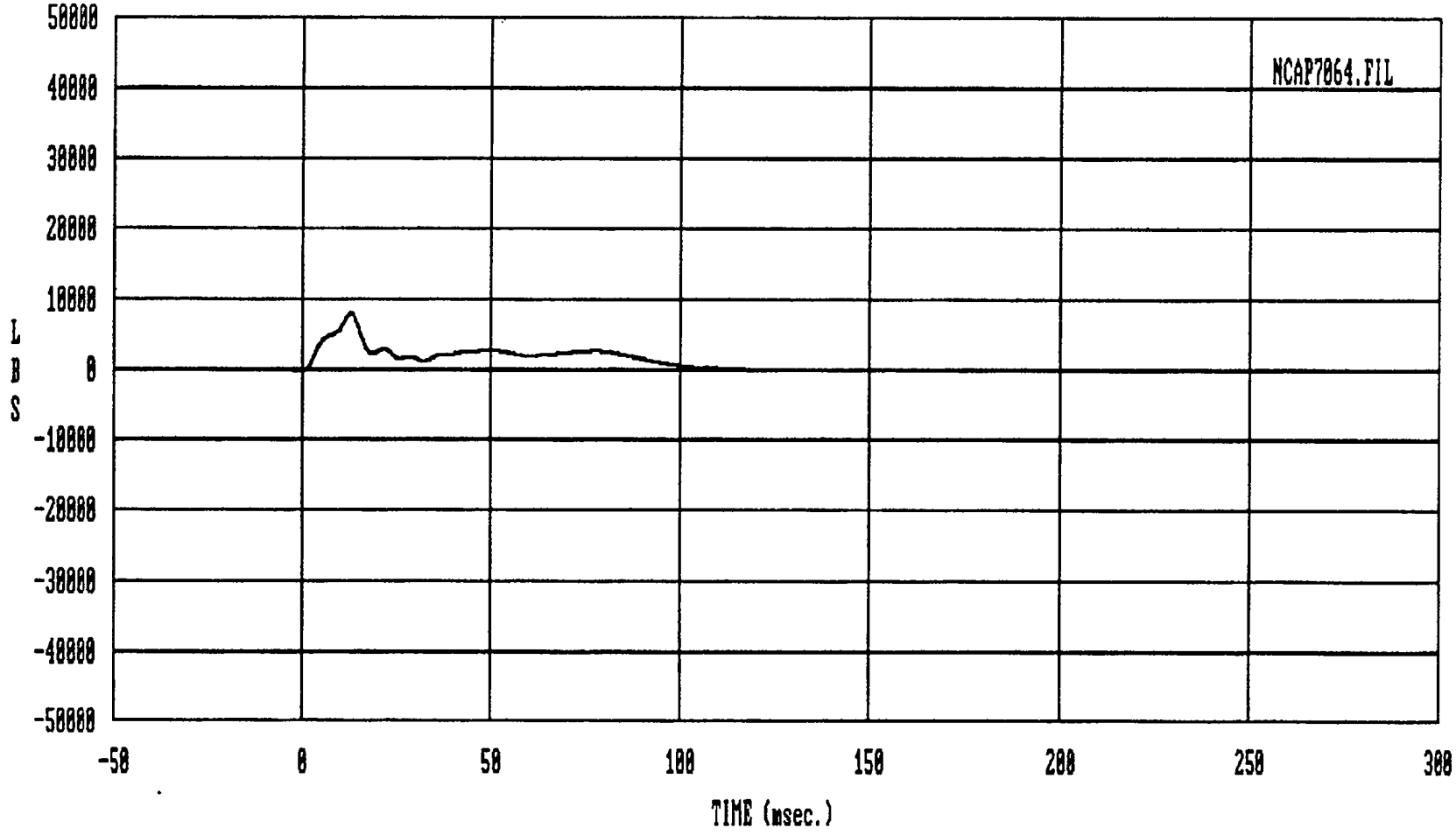
Curve: Force on Barrier load cell D6 Filter: SAE CLASS 60 Max = 11476. Min = -156.36

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



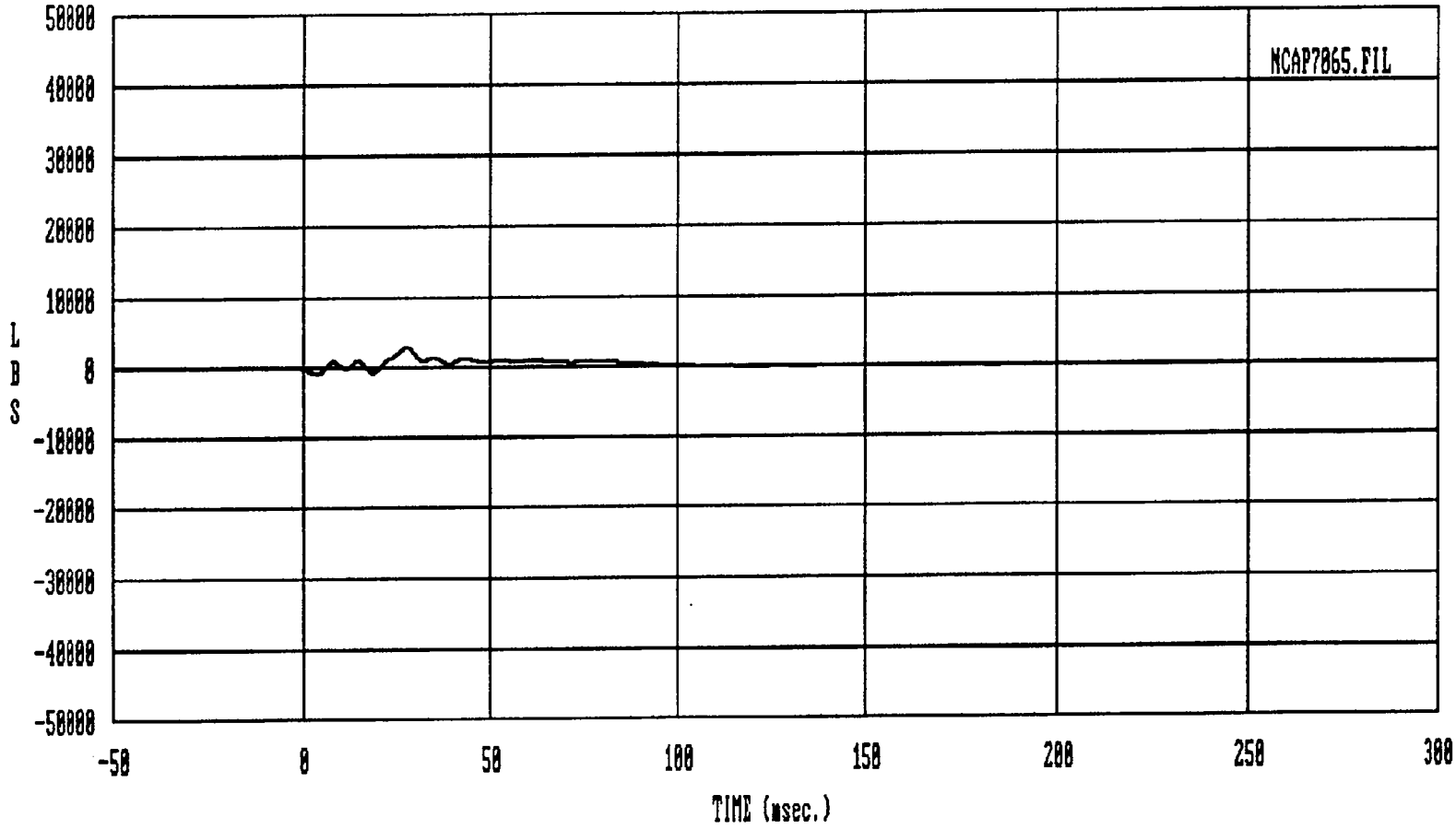
Curve: Force on Barrier load cell D7 Filter: SAE CLASS 60 Max = 4966.5 Min = -125.54

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



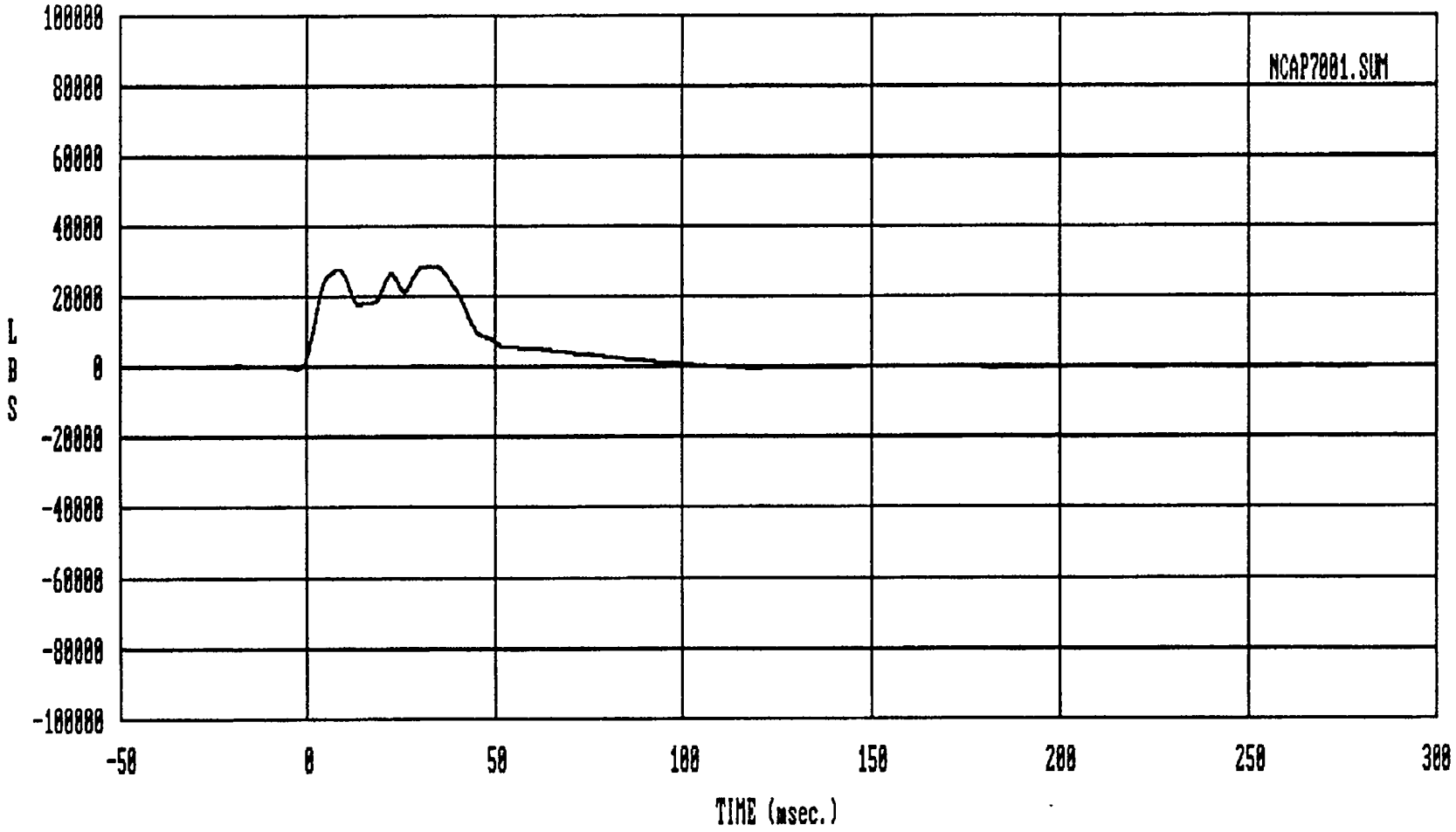
Curve: Force on Barrier load cell D8 Filter: SAE CLASS 60 Max = 8113.5 Min = -50.033

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



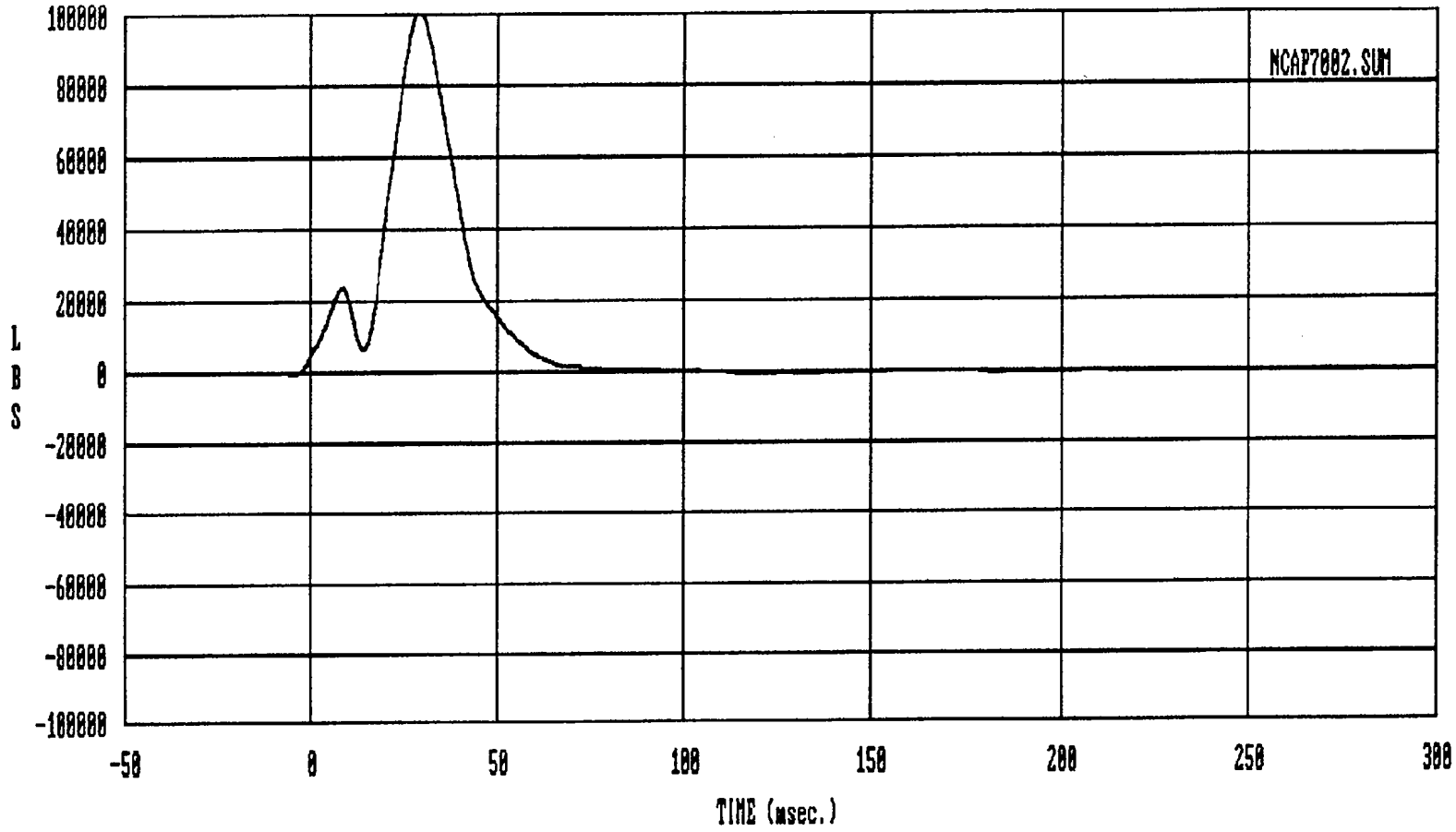
Curve: Force on Barrier load cell D9 Filter: SAE CLASS 60 Max = 2946.3 Min = -892.38

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



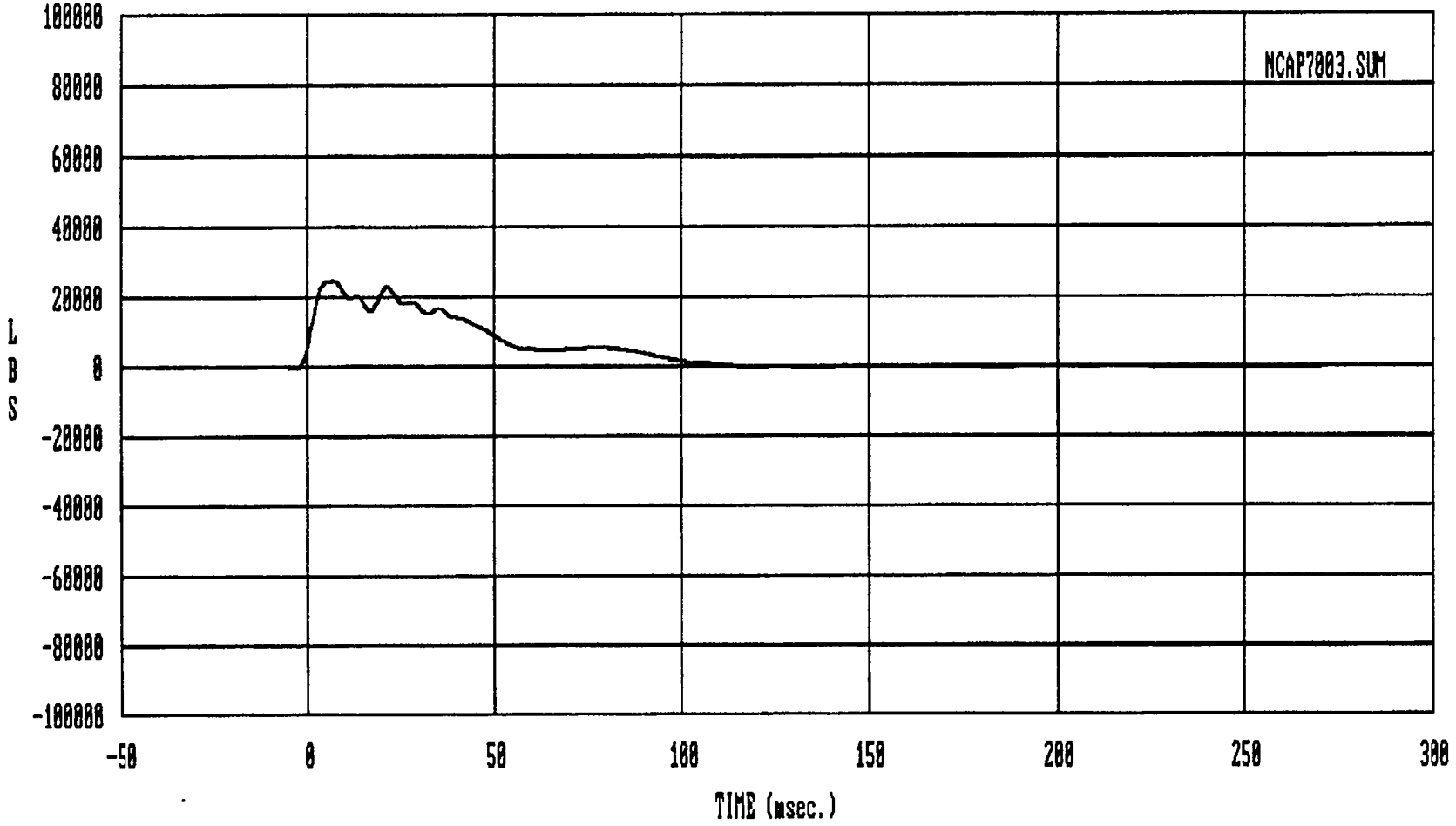
Curve: LCB sum force C1,C2,C3,D1,D2,D3 — Group 1 Filter: SAE CLASS 60 Max = 28849. Min = -612.31

MSE Date: 02/22/98 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



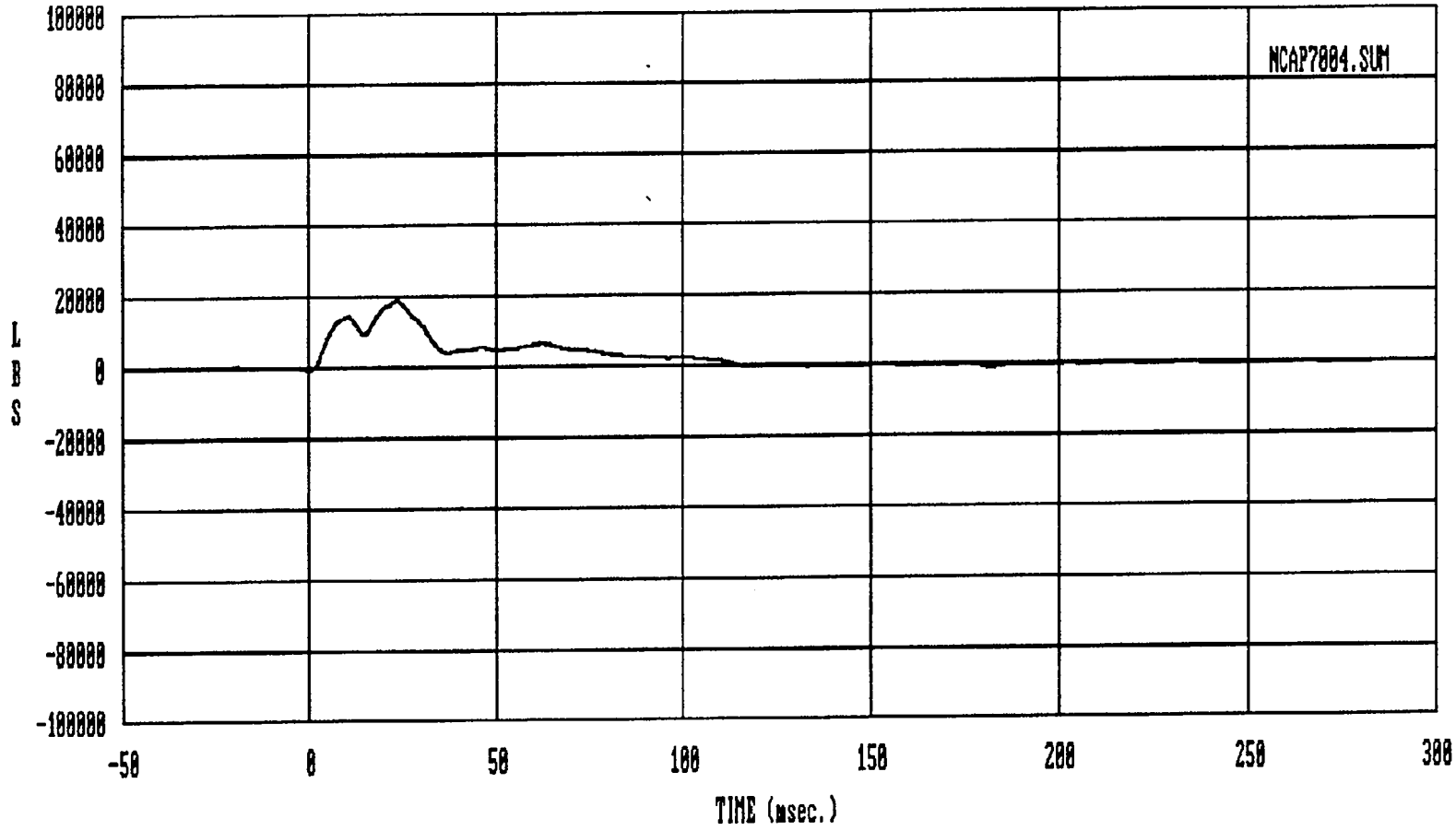
Curve: LCB sum force C4,C5,C6,D4,D5,D6 — Group 2 Filter: SAE CLASS 60 Max = .18119E+06 Min = -886.82

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



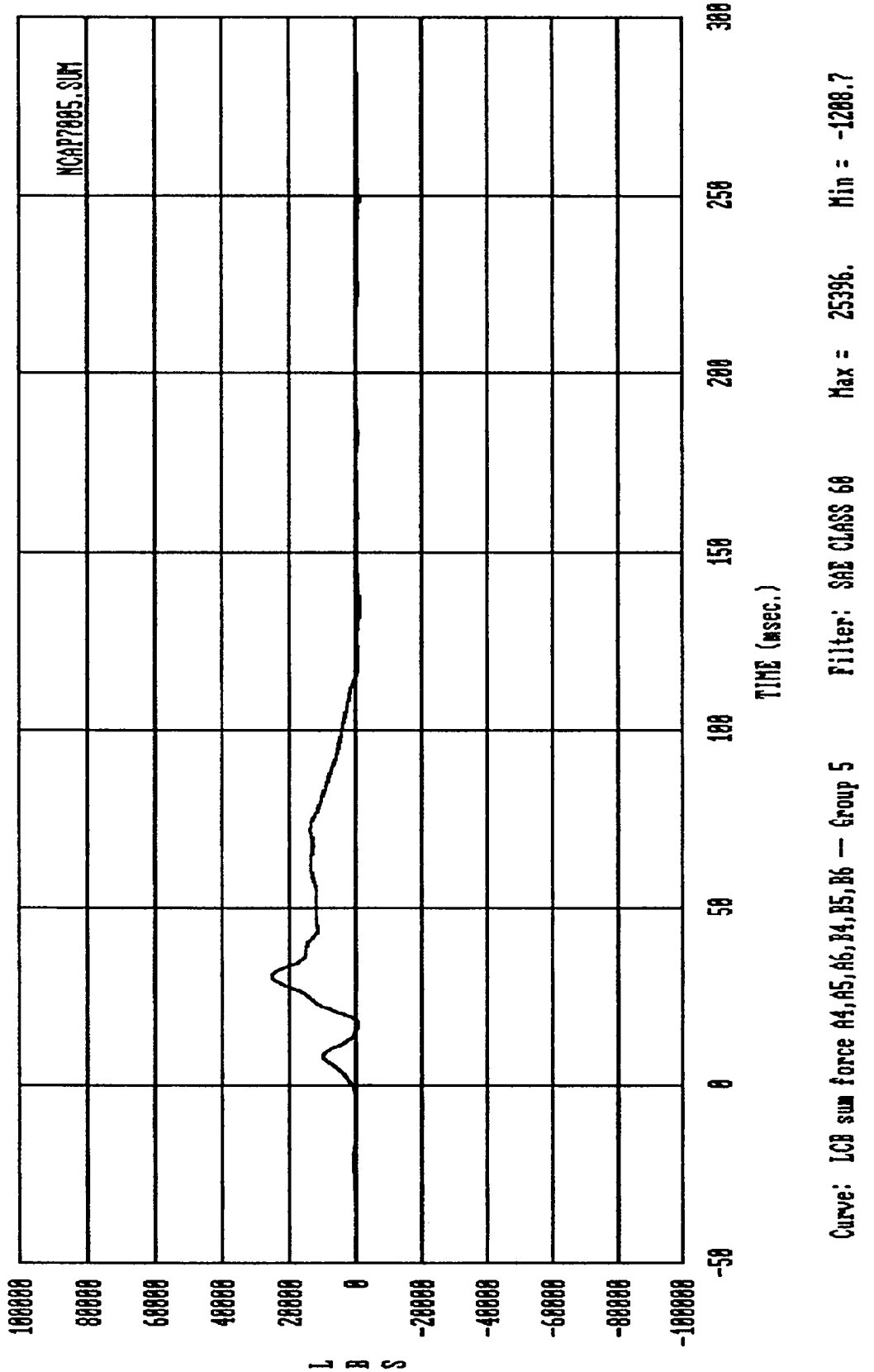
Curve: LCB sum force C7,C8,C9,D7,D8,D9 — Group 3 Filter: SAE CLASS 60 Max = 24598. Min = -532.61

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



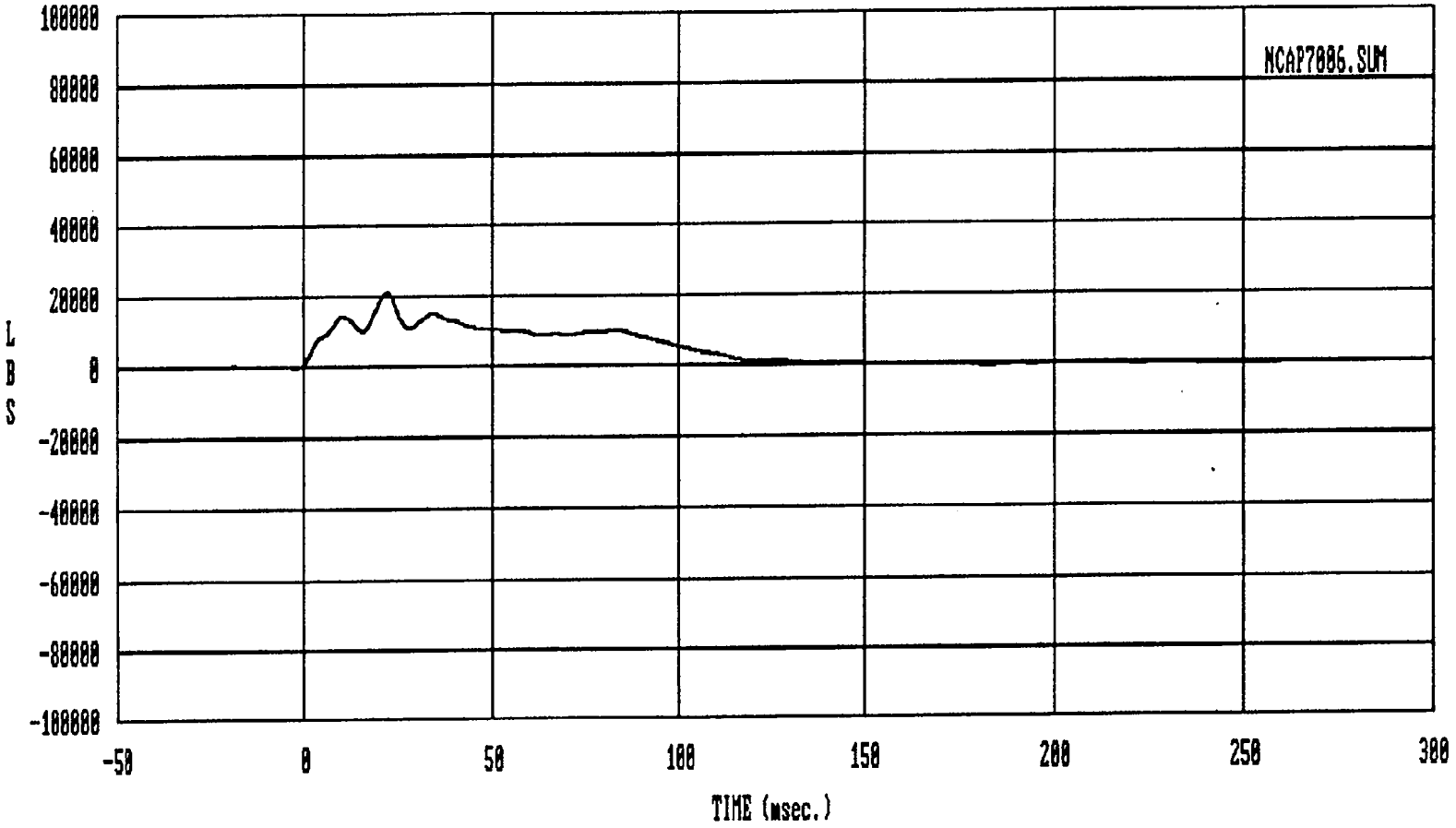
Curve: LCB sum force A1,A2,A3,B1,B2,B3 -- Group 4 Filter: SAE CLASS 60 Max = 18748. Min = -1842.3

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



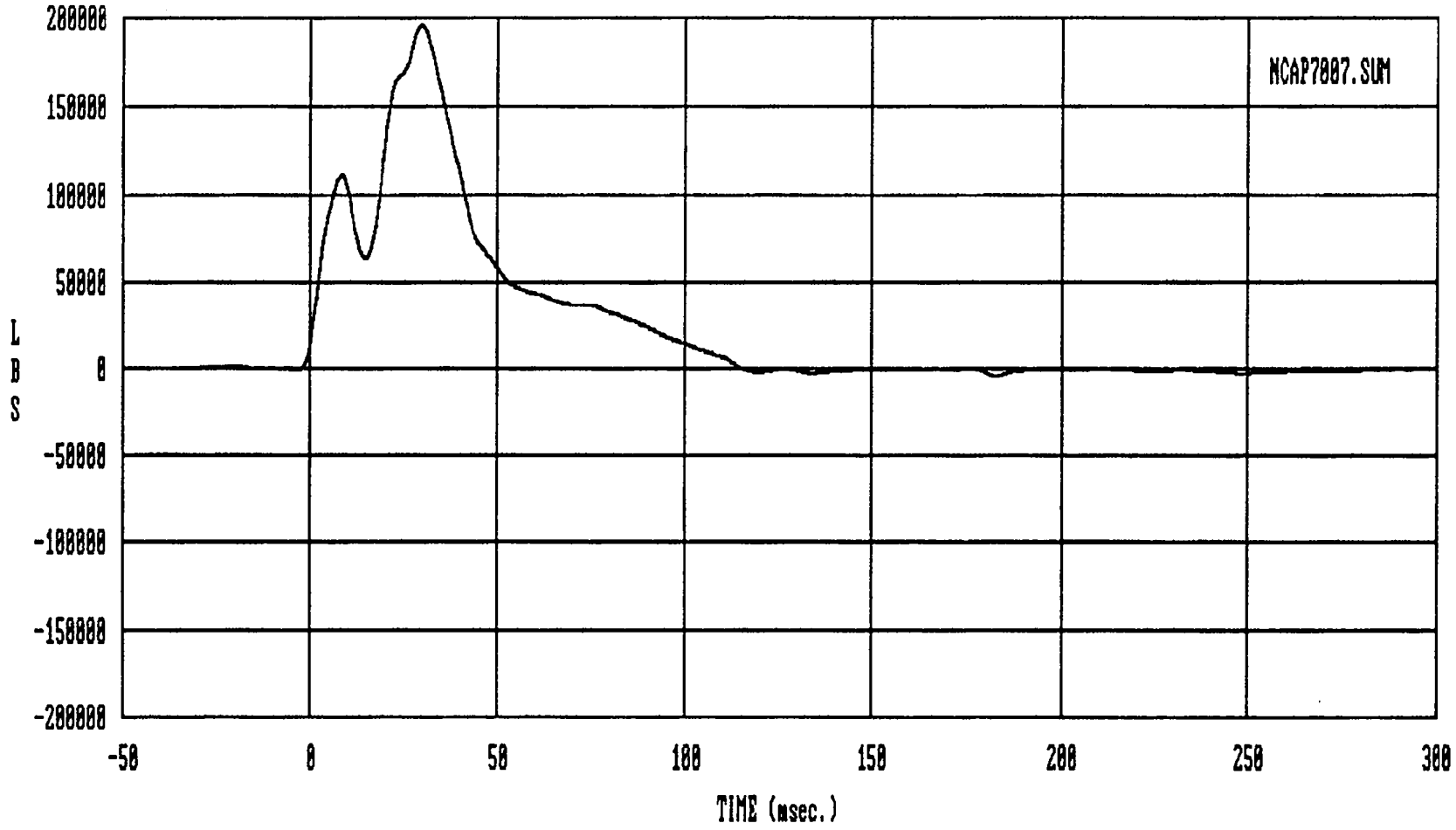
Curve: LCB sum force A4,A5,A6,B4,B5,B6 — Group 5 Filter: SAE CLASS 60 Max = 25396. Min = -1208.7

MSE Date: 02/22/90 Program: 1990 New Car Assessment #7 Vehicle: 1990 Ford Ranger 4x4



Curve: LCB sum force A7,A8,A9,B7,B8,B9 — Group 6 Filter: SAE CLASS 60 Max = 21176. Min = -814.61

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4



Curve: Load Cell Barrier total force Filter: SAE CLASS 60 Max = .19632E+06 Min = -4562.8

MSE Date: 02/22/98 Program: 1998 New Car Assessment #7 Vehicle: 1998 Ford Ranger 4x4

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APPENDIX C

PART 572 DUMMY CONFIGURATION AND PERFORMANCE VERIFICATION TESTS

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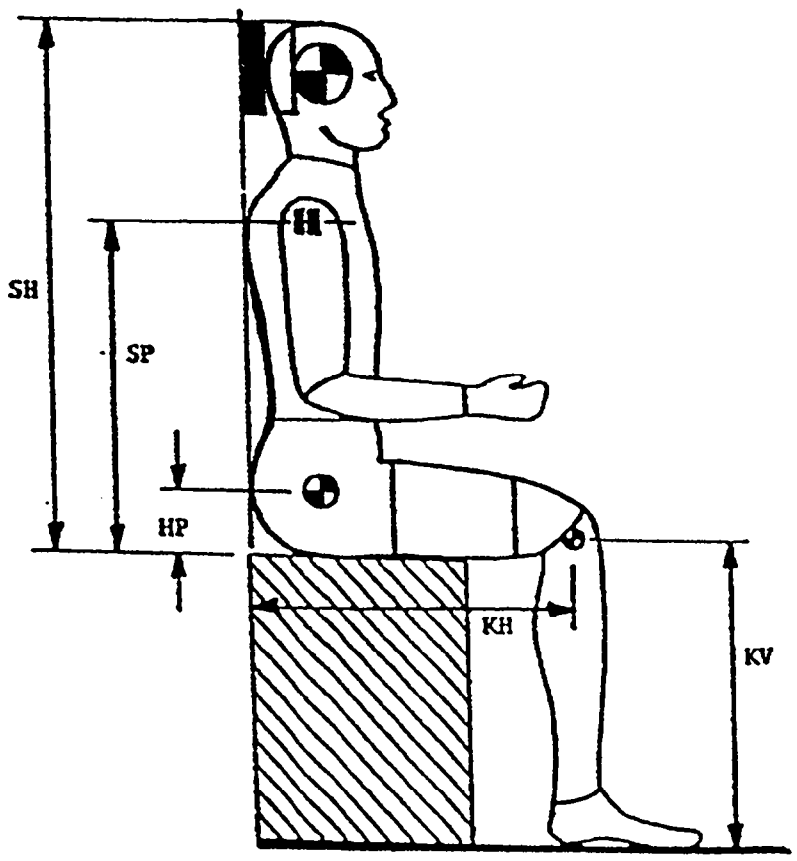
NHTSA DUMMY I.D. NO.: | 4 | 6 | 5 |

I. CONFIGURATION VERIFICATION DATA:



	P. 572 SPECIFICATION	PRE-TEST (if required)	POST-TEST (if required)
DATE OF CONFIGURATION VERIFICATION	//////////	02/05/90 to 02/20/90	
VERIFICATION NUMBER FOR DUMMY* ---	//////////	02	
SH - Seated Height- - - - - - - - -	35.6 to 35.8"	35.6	
SP - Shoulder Pivot Height- - - -	21.8 to 22.4"	21.8	
HP - Hip Pivot Height - - - - - -	3.9 ref.	3.9	
KH - Knee Pivot from back line- -	20.1 to 20.7"	20.5	
KV - Knee Pivot from floor- - - -	19.3 to 19.9"	19.3	
SW - Shoulder Width - - - - - - - -	17.8 to 18.4"	18.1	
HW - Hip Width- - - - - - - - - - -	14.0 to 15.4"	15.1	

TECHNICIAN'S NAME: APURVA MAPARA

*Sequential number beginning with "1" at the start of each fiscal year's crash test program

DUMMY CONFIG. & PERF. VERIF. DATA....Continued:

II. PERFORMANCE VERIFICATION DATA: NHTSA DUMMY I.D. NO.: | 4 | 6 | 5 |

TECHNICIAN NAME: APURVA MAPARA

		PRE-TEST (if required)	POST-TEST (if required)
DATE OF PERFORMANCE VERIFICATION----------		02/05-02/20/90	
SEQUENTIAL VERIFICATION NUMBER FOR DUMMY*-----		02	
VERIF. LAB. TEMPERATURE (66 to 78 F Range)----		68-72 F	F
VERIF. LAB. HUMIDITY (10 to 70% Range---------		60-70 %	%
TEST PARAMETER	SPECIFICATION		
1. HEAD DROP TEST--			
a. Peak Resultant Accel.	210 to 260G	255.55	
b. Peak Lateral Accel.-	<10G	4.1	
c. Time above 100G - - -	0.9 to 1.5 ms	1.2	
2. NECK BENDING TEST--			
a. Pendulum Speed- - - -	21.5 to 22.5 fps	22.0	
b. Pend. Avg. Decel. over $t_3 - t_2$	20 to 24G	23.306	
c. Peak Resultant Head Acceleration - - - -	26G max.	25.0	
d. Pendulum Decel.($t_2 - t_1$)	<3 ms	2.0	
e. Pendulum Decel.($t_3 - t_2$)	25 to 30 ms	28.25	
f. Pendulum Decel.($t_4 - t_3$)	<10 ms	8.1	
g. Max. Head Rotation -	63 to 73	63.812	
h. Chordal Displacement-Head Rotation Angle-			
0^o Time- -	-2 to 2 ms	0.0	
0^o Displ.-	-.5 to .5"	0.005	
30^o Time- -	22.6 to 34 ms	28.8	
30^o Displ.-	2.1 to 3.1"	2.61	
60^o Time- -	40.3 to 51.7ms	46.6	
60^o Displ.-	4.3 to 5.3"	5.08	
Maximum (58.4^o) Time- -	53.2 to 66.8ms	55.6	
Maximum (58.4^o) Displ.-	5.0 to 6.0"	5.39	

*beginning with "1" at the start of each fiscal year's crash test program

11. PERFORMANCE VERIFICATION DATA: NHTSA DUMMY I.D. NO.: | 4 | 6 | 5 |
TECHNICIAN NAME: APURVA MAPARA

TEST PARAMETER	SPECIFICATION	PRE-TEST (if required)	POST-TEST (if required)
2. NECK BENDING TEST---- Continued:			
h. Chordal Displacement- Head Rotation Angle-			
60° Time- -	67.0 to 83.0 ms	68.6	
Displ.-	4.3 to 5.3 in.	5.04	
30° Time- -	85.4 to 104.6 ms	86.6	
Displ.-	2.1 to 3.1 in.	2.4	
0° Time- -	101.0 to 123.0 ms	102.0	
Displ.-	-.5 to 0.5 in.	0.016	
3. ABDOMINAL COMPRESSION TEST: (Preload=10 pounds)			
a. Force @ .5" - - - -	23 to 36 lbs.	28.0	
b. Force @ .75" - - - -	36 to 50 lbs.	39.0	
c. Force @ 1.0"- - - - -	50 to 63 lbs.	58.0	
d. Force @ 1.3"- - - - -	73 to 88 lbs.	84.0	
4. LUMBAR FLEXION TEST:			
a. Force @ 20° - - - - -	22 to 34 lbs.	32.6	
b. Force @ 30° - - - - -	34 to 46 lbs.	44.5	
c. Force @ 40° - - - - -	46 to 58 lbs.	51.38	
d. Return Angle- - - - -	12° maximum	4.1	
5. CHEST IMPACT TESTS:			
a. High Speed			
(1) Probe Speed - - -	21.78-22.22 fps	22.10	
(2) Peak Deflection -	1.7" maximum	1.69	
(3) Peak Resistive Force - - - - - -	2250 lbs.maximum	1998.4	
(4) Internal Mysteresis	50 to 70%	69.8%	
b. Low Speed			
(1) Probe Speed - - -	13.86-14.14 fps	14.10	
(2) Peak Deflection -	1.1" maximum	1.1	
(3) Peak Resistive Force - - - - - -	1450 lbs.maximum	1234.2	
(4) Internal Mysteresis	50 to 70%	63.5%	

DUMMY CONFIG. & PERF. VERIF. DATA....Continued:

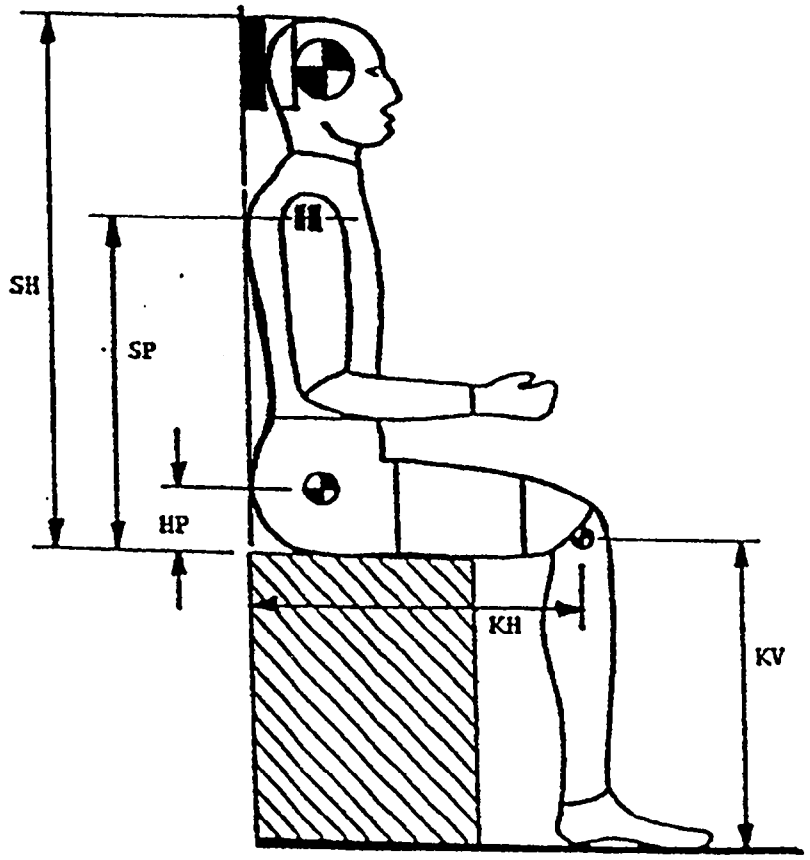
II. PERFORMANCE VERIFICATION DATA: NHTSA DUMMY I.D. NO.: 4 6 5

TECHNICIAN NAME: APURVA MAPARA

TEST PARAMETER	SPECIFICATION	PRE-TEST (if required)	POST-TEST (if required)
6. KNEE IMPCT TESTS:			
a. Right Side--			
(1) Probe Speed - - -	6.76 to 7.04 fps	6.80	
(2) Maximum Force - -	1850 to 2500 lbs	2031.86	
(3) Time Above 1000#-	1.7 ms minimum	2.1	
b. Left Side--			
(1) Probe Speed - - -	6.76 to 7.04 fps	6.79	
(2) Maximum Force - -	1850 to 2500 lbs	2230.0	
(3) Time Above 1000#-	1.7 ms minimum	1.8	

NHTSA DUMMY I.D. NO.: | 4 | 6 | 6 |

I. CONFIGURATION VERIFICATION DATA:



	P. 572 SPECIFICATION	PRE-TEST (if required)	POST-TEST (if required)
DATE OF CONFIGURATION VERIFICATION	//////////////	02/05/90 to 02/20/90	
VERIFICATION NUMBER FOR DUMMY* ---	//////////////	02	
SH - Seated Height- - - - - - - - -	35.6 to 35.8"	35.6	
SP - Shoulder Pivot Height- - - -	21.8 to 22.4"	21.9	
HP - Hip Pivot Height - - - - - -	3.9 ref.	3.9	
KH - Knee Pivot from back line- -	20.1 to 20.7"	20.5	
KV - Knee Pivot from floor- - - -	19.3 to 19.9"	19.3	
SW - Shoulder Width - - - - - - - -	17.8 to 18.4"	18.4	
HW - Hip Width- - - - - - - - - - -	14.0 to 15.4"	15.0	

TECHNICIAN'S NAME: APURVA MAPARA

*Sequential number beginning with "1" at the start of each fiscal year's crash test program

DUMMY CONFIG. & PERF. VERIF. DATA....Continued:

II. PERFORMANCE VERIFICATION DATA: NHTSA DUMMY I.D. NO.: | 4 | 6 | 6 |

TECHNICIAN NAME: APURVA MAPARA

		PRE-TEST (if required)	POST-TEST (if required)
DATE OF PERFORMANCE VERIFICATION----------		02/05-02/20/90	
SEQUENTIAL VERIFICATION NUMBER FOR DUMMY*-----		02	
VERIF. LAB. TEMPERATURE (66 to 78 F Range)----		68-72 F	F
VERIF. LAB. HUMIDITY (10 to 70% Range---------		60-70 %	%
TEST PARAMETER	SPECIFICATION		
1. HEAD DROP TEST--			
a. Peak Resultant Accel.	210 to 260G	217.59	
b. Peak Lateral Accel.-	<10G	6.42	
c. Time above 100G - - -	0.9 to 1.5 ms	1.3	
2. NECK BENDING TEST--			
a. Pendulum Speed- - - -	21.5 to 22.5 fps	22.0	
b. Pend. Avg. Decel. over $t_3 - t_2$	20 to 24G	22.4	
c. Peak Resultant Head Acceleration - - - -	26G max.	25.2	
d. Pendulum Decel.($t_2 - t_1$)	<3 ms	2.5	
e. Pendulum Decel.($t_3 - t_2$)	25 to 30 ms	27.0	
f. Pendulum Decel.($t_4 - t_3$)	<10 ms	9.8	
g. Max. Head Rotation -	63 to 73	66.5	
h. Chordal Displacement-Head Rotation Angle-			
0^o Time- -	-2 to 2 ms	0.0	
0^o Displ.-	-.5 to .5"	0.003	
30^o Time- -	22.6 to 34 ms	29.7	
30^o Displ.-	2.1 to 3.1"	2.63	
60^o Time- -	40.3 to 51.7ms	46.5	
60^o Displ.-	4.3 to 5.3"	5.2	
Maximum (58.4^o) Time- -	53.2 to 66.8ms	58.2	
Maximum (58.4^o) Displ.-	5.0 to 6.0"	5.74	

*beginning with "1" at the start of each fiscal year's crash test program

TECHNICIAN NAME: APURVA MAPARA

TEST PARAMETER		SPECIFICATION	PRE-TEST (if required)	POST-TEST (if required)
2. NECK BENDING TEST---- Continued:				
h. Chordal Displacement- Head Rotation Angle-				
60°	Time- -	67.0 to 83.0 ms	68.7	
	Displ.-	4.3 to 5.3 in.	5.15	
30°	Time- -	85.4 to 104.6 ms	85.8	
	Displ.-	2.1 to 3.1 in.	2.41	
0°	Time- -	101.0 to 123.0 ms	101.8	
	Displ.-	-.5 to 0.5 in.	0.141	
3. ABDOMINAL COMPRESSION TEST: (Preload=10 pounds)				
a. Force @ .5" - - - -		23 to 36 lbs.	30.0	
b. Force @ .75" - - - -		36 to 50 lbs.	47.0	
c. Force @ 1.0"- - - - -		50 to 63 lbs.	61.0	
d. Force @ 1.3"- - - - -		73 to 88 lbs.	84.0	
4. LUMBAR FLEXION TEST:				
a. Force @ 20° - - - - -		22 to 34 lbs.	31.5	
b. Force @ 30° - - - - -		34 to 46 lbs.	42.1	
c. Force @ 40° - - - - -		46 to 58 lbs.	50.0	
d. Return Angle- - - - -		12° maximum	4.0	
5. CHEST IMPACT TESTS:				
a. High Speed				
(1) Probe Speed - - -		21.78-22.22 fps	22.00	
(2) Peak Deflection -		1.7" maximum	1.63	
(3) Peak Resistive Force - - - - - -		2250 lbs.maximum	1974.3	
(4) Internal Mysteresis		50 to 70%	56.6%	
b. Low Speed				
(1) Probe Speed - - -		13.86-14.14 fps	14.00	
(2) Peak Deflection -		1.1" maximum	1.02	
(3) Peak Resistive Force - - - - - -		1450 lbs.maximum	1215.5	
(4) Internal Mysteresis		50 to 70%	54.40	

DUMMY CONFIG. & PERF. VERIF. DATA....Continued:
II. PERFORMANCE VERIFICATION DATA: NHTSA DUMMY I.D. NO.: | 4 | 6 | 6 |
TECHNICIAN NAME: APURVA MAPARA

TEST PARAMETER	SPECIFICATION	PRE-TEST (if required)	POST-TEST (if required)
6. KNEE IMPCT TESTS:			
a. Right Side--			
(1) Probe Speed - - -	6.76 to 7.04 fps	7.01	
(2) Maximum Force - -	1850 to 2500 lbs	1974.8	
(3) Time Above 1000#-	1.7 ms minimum	1.7	
b. Left Side--			
(1) Probe Speed - - -	6.76 to 7.04 fps	6.88	
(2) Maximum Force - -	1850 to 2500 lbs	2216.2	
(3) Time Above 1000#-	1.7 ms minimum	1.7	

APPENDIX D

VEHICLE OWNER'S MANUAL OCCUPANT RESTRAINT SYSTEM INSTRUCTIONS

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Using Safety Restraints Properly

Safety Belts

Safety belts help protect you and your passengers in case of a collision. In most states, the law requires their use. We strongly recommend that you use them every time you travel in your vehicle.

Safety belts provide best restraint when:

- ❑ the seat back is upright
- ❑ the occupant is sitting upright (not slouched)
- ❑ the lap belt is snug and low on the hips

- the shoulder belt is snug against the chest
- the knees are straight forward

For your safety, your vehicle has different types of safety belts:

- Combination lap and shoulder belts
- Lap belts without retractors
- Rear lap belts with retractors

See the following sections for directions on how to properly use these safety belts. Also see *Safety restraints for children* in this chapter for special instructions about using safety belts for children.

Warning: Make sure that you and your passengers, including pregnant women, wear safety belts. Be sure that lap belts fit snugly and as low as possible around the hips. Do not wear them around the waist. If safety belts are not used properly, the chances of you or your passengers being injured in a collision greatly increase.

Always drive and ride with your seat back upright and the lap belt snug across the hips to reduce the risk of serious injury to the abdomen or neck that could be caused by sliding under the safety belts in a collision.

Do not allow people to ride in the cargo area of your vehicle. People who are not riding in a seat with a fastened safety belt are much more likely to be injured if you have a collision.

Never let a passenger hold a child on his or her lap while the vehicle is moving. The passenger cannot protect the child from injury in a collision.

Never use a single belt for more than one person or across seating positions. This greatly increases the chance that one or both of the people will be injured in a collision. Each seating position in your vehicle has a specific safety belt assembly which is made up of one buckle and one tongue. Each assembly is designed to be used as a pair.

Warning: Use the shoulder belt on the outside shoulder only. Never wear the shoulder belt under the arm. Never swing it around your neck over the inside shoulder. Never use a single belt for more than one person. Failure to follow these precautions could increase the chance and/or severity of injury in an accident.

Warning: Be sure to lock all doors before you drive away. This will lessen the risk of your being thrown from the vehicle in a collision.

Also, check the safety belt systems periodically to make sure that they work properly and are not damaged.

Warning: Make sure that the lap belt is as low around your hips as possible. Do not wear the lap belt around your waist. If you do not use the lap belts properly, the chances of being injured in a collision greatly increase.

Combination Lap and Shoulder Belts

While your vehicle is in motion, the combination lap and shoulder belt adjusts to your movement. However, if you brake hard, corner hard or if your vehicle receives an impact of 5 mph (8 km/h) or more, the lap and shoulder belt locks and prevents you from moving. Your belt system cannot be made to lock by jerking on the belt.

After you get into your vehicle, close the door and lock it. Then adjust the seat to the position that suits you best.

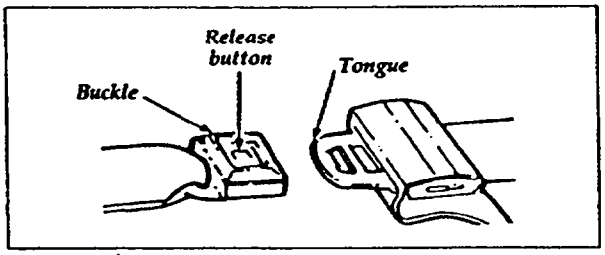
To fasten the belt, pull the lap-shoulder belt from the retractor so that the shoulder portion of the belt crosses your shoulder and chest. Insert the belt tongue into the proper buckle until you hear a snap and feel it latch.

Warning: Use the shoulder belt only on the shoulder that is closest to the vehicle door. Never wear the belt under your arm. If you do not use the shoulder belt properly, the chances of your being injured in a collision greatly increase.

To tighten the lap portion of the belt, pull up on the shoulder piece until it fits you snugly. The belt should rest as low on your hips as possible.

Lap Belts Without Retractors

On the center seat of the front three-passenger bench seat, you will find a lap belt without a retractor. Shorten and fasten your belt when you are not using it. To make your belt longer, tip the tongue at a right angle to the belt and pull the belt over your lap until the tongue reaches the buckle. When buckled, remove excess slack by pulling on the full end of the webbing extending from the tongue.



Fastening and unfastening center occupant safety belts

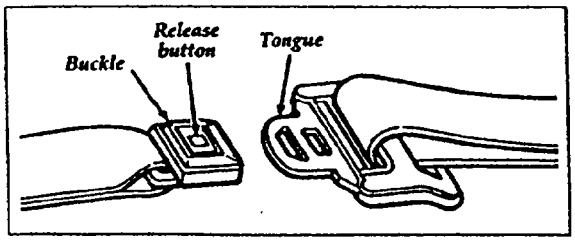
To fasten the belt, pull the belt across your hips and insert the tongue into the correct buckle on your seat until you hear a snap and feel it lock. Make sure the buckle is securely fastened.

Adjust the belt so that it fits snugly around your hips:

- ❑ If you need to lengthen the belt, unfasten it and repeat the procedure above.
- ❑ If you need to shorten the belt, pull on the loose end of the webbing.

Rear Lap Belts with Retractors

Pull the belt out of the retractor with a steady motion and insert the tongue into the buckle until you hear a snap and feel the latch engage.



Fastening and unfastening safety belts

To Untangle the Belt:

If you should jam the lap belt retractor by allowing the belt to retract when it is twisted, you can free the webbing with this procedure:

1. Pull on the belt with both hands to tighten it on the retractor spool.
2. Feed the belt back into the retractor until it is completely retracted. Repeat previous step if necessary.
3. Pull the belt out of its holder as far as it will go and untwist the belt or remove the object that is jamming the belt. Let the belt retract.
4. Then, pull the belt out and let it retract several times to make sure that the belt works properly.

To Unfasten the Belt:

1. Push the release button on the the buckle. This allows the tongue to unlatch from the buckle.
2. While the belt retracts, guide the tongue to its original position. If you do not guide the tongue, it may strike you or part of the vehicle.

Safety Belt Extension Assembly

You can lengthen a short safety belt eight inches (20 cm) with an extension assembly (611C22). See your local dealer for more details.

Warning: To ensure that the safety belt extension assembly will hold in the event of a collision, only safety belt extensions manufactured by the same supplier as the safety belt should be used. Manufacturer identification is located at the end of the webbing on a label.

Safety Belt Maintenance

Check your safety belt system periodically to make sure that it works properly and isn't damaged. Always have your safety belt system checked after a collision.

For information on cleaning the webbing of seat belt assemblies, see *"Cleaning the Safety Belts"* in the index.

Warning: All safety belt assemblies including retractors and attaching hardware should be inspected after any collision. Ford recommends that all safety belt assemblies used during a collision be replaced unless the collision was minor and a qualified technician finds that the belts do not show damage and continue to operate properly. Safety belt assemblies not in use during a collision should also be inspected and replaced if either damage or improper operation is noted.