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REPORT NOS. 208-TRC-92-004

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301-TRC-92-004

VEHICLE SAFETY COMPLIANCE TESTING
FOR OCCUPANT CRASH PROTECTION,
WINDSHIELD MOUNTING, WINDSHIELD ZONE
INTRUSION, AND FUEL SYSTEM INTEGRITY

MITSUBISHI MOTORS CORPORATION

1992 MITSUBISHI DIAMANTE

4-DOOR SEDAN

NHTSA NO. CN5601

TRC TEST NO. 911025

THE TRANSPORTATION RESEARCH CENTER OF OHIO

10820 STATE ROUTE 347

EAST LIBERTY, OHIO 43319



NOVEMBER 12, 1991

FINAL REPORT

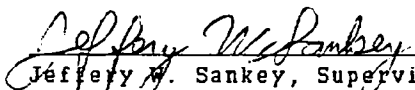
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400 SEVENTH STREET, S.W., ROOM NO. 6111
WASHINGTON, DC 20590

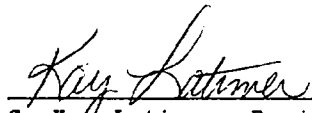
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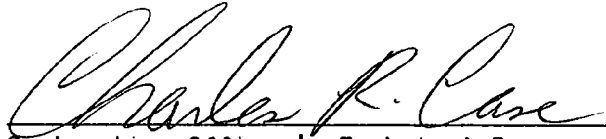
REPORT PREPARED BY:

 Date 11/14/91
Jeffrey M. Sankey, Supervisor, Laboratory Engineering
Transportation Research Center of Ohio

REPORT APPROVED BY:

 Date 11-15-91
C. Kay Latimer, Project Manager
Transportation Research Center of Ohio

FINAL REPORT ACCEPTED BY:

 Date 3/27/92
Contracting Officer's Technical Representative (COTR),
NHTSA, Office of Vehicle Safety Compliance

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16. Abstract A 30 mph flat frontal barrier impact test was conducted on a 1992 Mitsubishi Diamante 4-door sedan, NHTSA No. CN5601, at the Transportation Research Center of Ohio on October 25, 1991. This test was conducted to determine compliance with Federal Motor Vehicle Safety Standards: FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219 (partial), "Windshield Zone Intrusion"; FMVSS 301, "Fuel System Integrity." The barrier impact velocity was 29.6 mph. The vehicle's maximum static crush was 19.7 inches. The ambient temperature was 76° F. The driver's head injury criteria (HIC) was 269. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 51.4 g. The driver's chest maximum deflection was 1.2 inches. The driver's left and right femur maximum axial forces were 1687 pounds and 1427 pounds, respectively. The passenger's head injury criteria (HIC) was 472. The passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 39.2 g. The passenger's chest maximum deflection was 2.2 inches. The passenger's left and right femur maximum axial forces were 448 pounds and 830 pounds, respectively. The vehicle appears to comply with the applicable requirements of FMVSS 208, 212, 219 (partial), and 301.					
17. Key Words Frontal Impact 30 mph Vehicle Safety Compliance Testing: FMVSS 208, "Occupant Crash Protection" FMVSS 212, "Windshield Mounting" FMVSS 219P, "Windshield Zone Intrusion" FMVSS 301, "Fuel System Integrity"			18. Distribution Statement Available from: NHTSA Technical Reference Division Room 5108, (NAD-52) 400 Seventh Street, SW Washington, DC 20590 Attn: Mr. Robert Hornickie		
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METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

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

* 1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price \$2.25, SD Catalog No. C13.10286.

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	ac
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	st
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.28	gallons	gal
m ³	cubic meters	35	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F

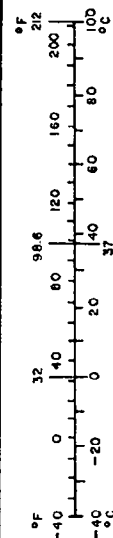


TABLE OF CONTENTS

<u>SECTION</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
1.0	PURPOSE AND TEST PROCEDURE	1-1
2.0	FRONTAL BARRIER IMPACT TEST SUMMARY	2-1
3.0	FMVSS 208, 212, 219 (PARTIAL) & 301 DATA	3-1
4.0	VEHICLE, OCCUPANT, & CAMERA MEASUREMENTS	4-1
APPENDIX A	PHOTOGRAPHS	A-1
APPENDIX B	DATA PLOTS	B-1

LIST OF TABLES

<u>NUMBER</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
1	CRASH TEST SUMMARY	2-4
2	TEST VEHICLE INFORMATION	2-5
3	POST-IMPACT DATA	2-8
4	VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY	2-12
5	DUMMY INJURY CRITERIA	3-2
6	POST-IMPACT DUMMY/VEHICLE DATA	3-3
7	FMVSS 208 COMFORT AND CONVENIENCE DATA FOR MANUAL SEAT BELTS	3-5
8	FMVSS 208 SEAT BELT WARNING SYSTEM DATA	3-7
9	FMVSS 208 LABELING AND DRIVER'S MANUAL DATA	3-8
10	FMVSS 208 READINESS INDICATOR DATA	3-9
11	FUEL SYSTEM DATA	3-12
12	FMVSS 301 POST-IMPACT TEST DATA	3-13
13	IMPACTED VEHICLE MEASUREMENTS	4-3
14	MOTION PICTURE CAMERA LOCATIONS	4-11

LIST OF FIGURES

<u>NUMBER</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
1	IMPACT VELOCITY MEASUREMENT SYSTEM	2-9
2	ACCIDENT INVESTIGATION DIVISION DATA FOR 30 MPH FRONTAL BARRIER IMPACT	2-10
3	VEHICLE ACCELEROMETER PLACEMENT	2-11
4	FMVSS 212 TEST DATA	3-10
5	FMVSS 219 TEST DATA	3-11
6	FMVSS 301 STATIC ROLLOVER TEST DATA	3-14
7	PRE-TEST AND POST-TEST MEASUREMENT POINTS	4-2
8	VEHICLE TARGET LOCATIONS	4-4
9	DUMMY AND SEAT POSITIONING DATA	4-5
10	DUMMY IN-VEHICLE POSITIONING DATA	4-6
11	SEAT BELT POSITIONING DATA	4-7
12	DRIVER DUMMY TO STEERING COLUMN/WHEEL ASSEMBLY DATA	4-8
13	CAMERA POSITIONS	4-9

LIST OF PHOTOGRAPHS

<u>NUMBER</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
A-1.	PRE-TEST FRONT VIEW	A-2
A-2.	POST-TEST FRONT VIEW	A-3
A-3.	PRE-TEST LEFT SIDE VIEW	A-4
A-4.	POST-TEST LEFT SIDE VIEW	A-5
A-5.	PRE-TEST REAR VIEW	A-6
A-6.	POST-TEST REAR VIEW	A-7
A-7.	PRE-TEST RIGHT SIDE VIEW	A-8
A-8.	POST-TEST RIGHT FRONT THREE-QUARTER VIEW	A-9
A-9.	PRE-TEST LEFT REAR THREE-QUARTER VIEW	A-10
A-10.	PRE-TEST WINDSHIELD VIEW	A-11
A-11.	POST-TEST WINDSHIELD VIEW	A-12
A-12.	PRE-TEST ENGINE COMPARTMENT VIEW	A-13
A-13.	POST-TEST ENGINE COMPARTMENT VIEW	A-14
A-14.	PRE-TEST FUEL FILLER CAP VIEW	A-15
A-15.	POST-TEST FUEL FILLER CAP VIEW	A-16
A-16.	PRE-TEST FUEL FILLER NECK VIEW	A-17
A-17.	POST-TEST FUEL FILLER NECK VIEW	A-18
A-18.	PRE-TEST FUEL TANK VIEW	A-19
A-19.	POST-TEST FUEL TANK VIEW	A-20
A-20.	PRE-TEST FRONT UNDERBODY VIEW	A-21
A-21.	POST-TEST FRONT UNDERBODY VIEW	A-22
A-22.	PRE-TEST REAR UNDERBODY VIEW	A-23
A-23.	POST-TEST REAR UNDERBODY VIEW	A-24
A-24.	PRE-TEST DRIVER DUMMY POSITION VIEW	A-25
A-25.	POST-TEST DRIVER DUMMY POSITION VIEW	A-26
A-26.	PRE-TEST PASSENGER DUMMY POSITION VIEW	A-27
A-27.	POST-TEST PASSENGER DUMMY POSITION VIEW	A-28
A-28.	PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 1	A-29
A-29.	POST-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 1	A-30
A-30.	PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2	A-31
A-31.	POST-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2	A-32
A-32.	PRE-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 1	A-33

LIST OF PHOTOGRAPHS, CONT'D.

<u>NUMBER</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
A-33.	POST-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 1	A-34
A-34.	PRE-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 2	A-35
A-35.	POST-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 2	A-36
A-36.	POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 1	A-37
A-37.	POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 2	A-38
A-38.	POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 1	A-39
A-39.	POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 2	A-40
A-40.	POST-TEST PASSENGER DUMMY HEAD CONTACT VIEW	A-41
A-41.	POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 1	A-42
A-42.	POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 2	A-43
A-43.	PRE-TEST VEHICLE CERTIFICATION LABEL VIEW	A-44
A-44.	PRE-TEST VEHICLE RECOMMENDED TIRE PRESSURE LABEL VIEW	A-45
A-45.	POST-TEST VEHICLE ON STATIC ROLLOVER MACHINE VIEW	A-46

SECTION 1.0

PURPOSE & TEST PROCEDURE

PURPOSE

This 30 mph flat frontal barrier impact test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 208, 212, 219 (partial), and 301 compliance test program conducted for the National Highway Traffic Safety Administration (NHTSA) by the Transportation Research Center of Ohio (TRC) under Contract No. DTNH22-90-C-21003. The purpose of this test was to determine if the subject vehicle, a 1992 Mitsubishi Diamante 4-door sedan, NHTSA No. CNS601, meets the performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219 (partial), "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity," in the flat frontal barrier impact mode.

TEST PROCEDURE

This test was conducted in accordance with NHTSA's Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure No. TP-208-08. Data was obtained relative to FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219 (partial), "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity," performance.

The test vehicle was instrumented with seven (7) accelerometers to measure longitudinal axis accelerations. The vehicle's specified impact velocity range was 28.9 to 29.9 mph. The vehicle impacted a flat frontal barrier.

The test vehicle contained two (2) Part 572 E 50th percentile adult male anthropomorphic test devices (dummies). The dummies were positioned in the front outboard designated seating positions according to the dummy placement procedure specified in Appendices B and Optional Appendix C of the Laboratory Test Procedure.

Both dummies were instrumented with head and chest accelerometers to measure longitudinal, lateral, and vertical accelerations, and with left and right femur load cells to measure axial forces. Each Part 572 E dummy's instrumentation also included a chest potentiometer to measure longitudinal deflection.

The twenty-five (25) data channels were multiplexed and recorded on a 14-track tape drive. The data was digitally sampled at 8000 samples per second and processed per sections 12.8 and 12.9 of the Laboratory Test Procedure.

The crash event was recorded by one (1) real-time panning motion picture camera and fourteen (14) high-speed motion picture cameras. The pre-test and post-test conditions were recorded by one (1) real-time motion picture camera.

The vehicle and occupant data are summarized in Section 2.0. The FMVSS 208, 212, 219 (partial) and 301 data are presented in Section 3.0. The vehicle, occupant, and camera measurements are presented in Section 4.0. Appendix A contains the still photographic prints. Appendix B contains the dummy and vehicle data plots.

SECTION 2.0

FRONTAL BARRIER IMPACT TEST SUMMARY

TEST RESULTS SUMMARY

This flat frontal barrier test was conducted at TRC on October 25, 1991.

The test vehicle, a 1992 Mitsubishi Diamante 4-door sedan, NHTSA No. CN5601, appeared to comply with the performance requirements of FMVSS 208, 212, 219 (partial), and 301 in the flat frontal barrier impact mode. The Head Injury Criteria (HIC) calculations were less than 1000, the chest resultant accelerations did not exceed 60 g's, and the axial forces transmitted through the upper legs did not exceed 2,250 pounds as measured by Part 572 E dummies seated in the front outboard designated seating positions. For each Part 572 E dummy, the chest deflection did not exceed 3.0 inches. The vehicle's restraint system met the applicable comfort and convenience requirements. The windshield periphery retention was 100 percent. There was no penetration into any portion of the windshield. No fluid spilled from the vehicle's fuel system following the impact or during the static rollover test.

The test vehicle was equipped with a 3.0 liter, transverse engine, automatic transmission, power steering, and power brakes. The vehicle's test weight was 3880 pounds. The vehicle's impact speed was 29.6 mph. The vehicle's maximum static crush was 19.7 inches.

The driver's head injury criteria (HIC) was 269. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 51.4 g. The driver's chest maximum deflection was 1.2 inches. The driver's left and right femur maximum axial forces were 1687 pounds and 1427 pounds, respectively.

The right front passenger's HIC was 472. The right front passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 39.2 g. The right front passenger's chest maximum deflection was 2.2 inches. The right front passenger's left and right femur maximum axial forces were 448 pounds and 830 pounds, respectively.

There was no loss of windshield periphery retention.

There was no intrusion through the windshield.

No fluid spilled from the vehicle's fuel system following the crash test event or during the static rollover test.

DATA ACQUISITION EXPLANATIONS

The instrument panel center X-axis accelerometer, DPCXG, recorded spikes at 101 milliseconds and did not return to zero following the crash test event due to the vehicle's rear view mirror falling onto the accelerometer.

TABLE 1 CRASH TEST SUMMARY

NHTSA NO.: CN5601 TEST TYPE: Frontal Barrier Impact

TEST DATE: 10/25/91 TEST TIME: 1454 AMBIENT TEMP. (°F): 76

VEHICLE YEAR/MAKE/MODEL/BODY STYLE: 1992/Mitsubishi/Diamante/4-door sedan

VEHICLE TEST WEIGHT (LBS): 3880

IMPACT ANGLE (DEG)*: 0

IMPACT VELOCITY (MPH)**: PRIMARY = 29.6 SECONDARY = 29.5

MAXIMUM STATIC CRUSH (IN): 19.7

AVERAGE REBOUND (IN): 49.8

DUMMIES: Driver #229 Passenger #230

TYPE: Part 572 E Part 572 E

LOCATION: Left front Right front

RESTRAINT: Driver's airbag Three-point unbelt

NUMBER OF DATA CHANNELS: 25

NUMBER OF CAMERAS: HIGH-SPEED 14 REAL-TIME 2

*With respect to tow track centerline.

**Speed trap measurement ($\pm$.05 mph accuracy)

TABLE 2 TEST VEHICLE INFORMATION

VEHICLE MANUFACTURER: Mitsubishi Motors Corporation

MAKE/MODEL: Mitsubishi/Diamante

VIN: JA3XC47S6NY006932

BODY STYLE: 4-door sedan

MODEL YEAR: 1992

NHTSA NO.: CN5601

COLOR: Silver

ENGINE DATA: TYPE: transverse CYLINDERS: 6 DISPLACEMENT: 3.0 liter

TRANSMISSION DATA: 4 SPEED, MANUAL, X AUTOMATIC, X FWD, RWD, 4WD

DATE VEHICLE RECEIVED: 08/19/91

ODOMETER READING: 138.0

DEALER'S NAME AND ADDRESS: Yark Motors, Inc.
6000 W. Central Ave.
Toledo, OH 43615

ACCESSORIES:

POWER STEERING	Yes	AUTOMATIC TRANSMISSION	Yes
POWER BRAKES	Yes	AUTOMATIC SPEED CONTROL	Yes
POWER SEATS	No	TILTING STEERING WHEEL	No
POWER WINDOWS	Yes	TELESCOPING STEERING WHEEL	No
TINTED GLASS	Yes	AIR CONDITIONING	Yes
RADIO	Yes	ANTI-SKID BRAKE	Yes
CLOCK	Yes	REAR WINDOW DEFROSTER	Yes
OTHER	Floor mats		

REMARKS:

1. IS THE VEHICLE STOCK THROUGHOUT? Yes
2. DOES VEHICLE SHOW EVIDENCE OF PRIOR ACCIDENT HISTORY? No
3. DOES VEHICLE SHOW ANY SIGNIFICANT CORROSION? No
4. CONDITION OF THE FRONT/REAR BUMPER AND FRAME: Good

CERTIFICATION DATA FROM VEHICLE'S LABEL:

VEHICLE MANUFACTURED BY: Mitsubishi Motors Corporation

DATE OF MANUFACTURE: 05/91

VIN: JA3XC47S6NY006932

GVWR: 4629 LBS

GAWR: FRONT: 2623 LBS., REAR: 2006 LBS.

TABLE 2 TEST VEHICLE INFORMATION CONT'D

TIRES ON VEHICLE (MFR., LINE, SIZE): Yokohama Radial 376 205/65R15

TIRE PRESSURE WITH MAXIMUM CAPACITY VEHICLE LOAD: FRONT: 44 PSI
REAR: 44 PSI

SPARE TIRE (MFR., LINE, SIZE): Yokohama Radial 376 205/65R15

TYPE OF SEATS: FRONT: Bucket
REAR: Bench

TYPE OF FRONT SEAT BACKS: Manually Adjustable

MAXIMUM WIDTH: 69.8 INCHES

WHEELBASE: 107.0 INCHES

LOCATION OF LABEL STATING TIRE & CAPACITY DATA: THE LABEL WAS LOCATED ON
THE DRIVER'S DOOR.

TIRE & CAPACITY DATA FROM VEHICLE'S LABEL:

RECOMMENDED TIRE SIZE: 205/65R15

RECOMMENDED COLD TIRE PRESSURE: FRONT: 32 PSI; REAR: 26 PSI

DESIGNATED SEATING CAPACITY: 2 FRONT 3 REAR 5 TOTAL

VEHICLE CAPACITY WEIGHT: 827 LBS. LUGGAGE: 77 LBS.

TEST VEHICLE ATTITUDE (ALL MEASUREMENTS ARE IN INCHES):

DELIVERED ATTITUDE: LF 27.5; RF 27.5; LR 27.0; RR 26.6

FULLY LOADED ATTITUDE: LF 27.1; RF 27.0; LR 26.1; RR 25.8

PRE-TEST ATTITUDE: LF 27.9; RF 27.6; LR 26.5; RR 26.2

POST-TEST ATTITUDE: LF 27.6; RF 27.0; LR 25.0; RR 25.6

TABLE 2 TEST VEHICLE INFORMATION CONT'D

WEIGHT OF TEST VEHICLE AS RECEIVED (WITH MAXIMUM FLUIDS):

RIGHT FRONT	1095 LBS.	RIGHT REAR	652 LBS.
LEFT FRONT	1072 LBS.	LEFT REAR	663 LBS.
TOTAL FRONT WEIGHT	2167 LBS.	(62.2% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1315 LBS.	(37.8% OF TOTAL VEHICLE WEIGHT)	
TOTAL DELIVERED WEIGHT 3482 LBS.			

CALCULATION OF TEST VEHICLE'S TARGET TEST WEIGHT:

RCLW = RATED CARGO AND LUGGAGE WEIGHT*

UDW = UNLOADED DELIVERED WEIGHT (3482 LBS)

VCW = VEHICLE CAPACITY WEIGHT (827 LBS)

DSC = DESIGNATED SEATING CAPACITY (5)

$RCLW* = VCW - 150 (DSC) = 827 - 150(5) = 77$

TARGET TEST WEIGHT = UDW + RCLW* + (NO. OF HYBRID III DUMMIES X 167 LBS/DUMMY)

TARGET TEST WEIGHT = 3482 + 77 + 334

TARGET TEST WEIGHT = 3893 LBS

WEIGHT OF TEST VEHICLE WITH REQUIRED DUMMIES AND 64 LBS. OF CARGO WEIGHT:

RIGHT FRONT	1170 LBS.	RIGHT REAR	798 LBS.
LEFT FRONT	1130 LBS.	LEFT REAR	782 LBS.
TOTAL FRONT WEIGHT	2300 LBS.	(59.3% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1580 LBS.	(40.7% OF TOTAL VEHICLE WEIGHT)	
TOTAL TEST WEIGHT	3880 LBS.	(0.4% UNDER TARGET TEST WEIGHT)	

WEIGHT OF BALLAST SECURED IN VEHICLE CARGO AREA: 0 LBS.

COMPONENTS REMOVED TO MEET TARGET TEST WEIGHT: Rear seat belts, tail light assembly, rear trim panels and rear carpet

CG = 43.7 INCHES REARWARD OF FRONT WHEEL CENTERLINE

*Cargo weight for multi-purpose passenger vehicles, trucks, and buses is the vehicle's rated cargo and luggage weight from the vehicle's label or 300 pounds, whichever is less.

TABLE 3 POST-IMPACT DATA

TEST NUMBER: 911025 NHTSA NO.: CN5601
TEST DATE: 10/25/91 TEST TIME: 1454
TEST TYPE: Frontal Barrier Impact IMPACT ANGLE: 0
AMBIENT TEMPERATURE AT IMPACT AREA: 76° F
TEMPERATURE IN OCCUPANT COMPARTMENT: 69° F
IMPACT VELOCITY: PRIMARY = 29.6 MPH SECONDARY = 29.5 MPH
(SPECIFIED RANGE = 28.9 TO 29.9 MPH)

DISTANCE FROM VEHICLE TO BARRIER: ENTERING VELOCITY TRAP = 26.0 IN.
EXITING VELOCITY TRAP = 2.0 IN.

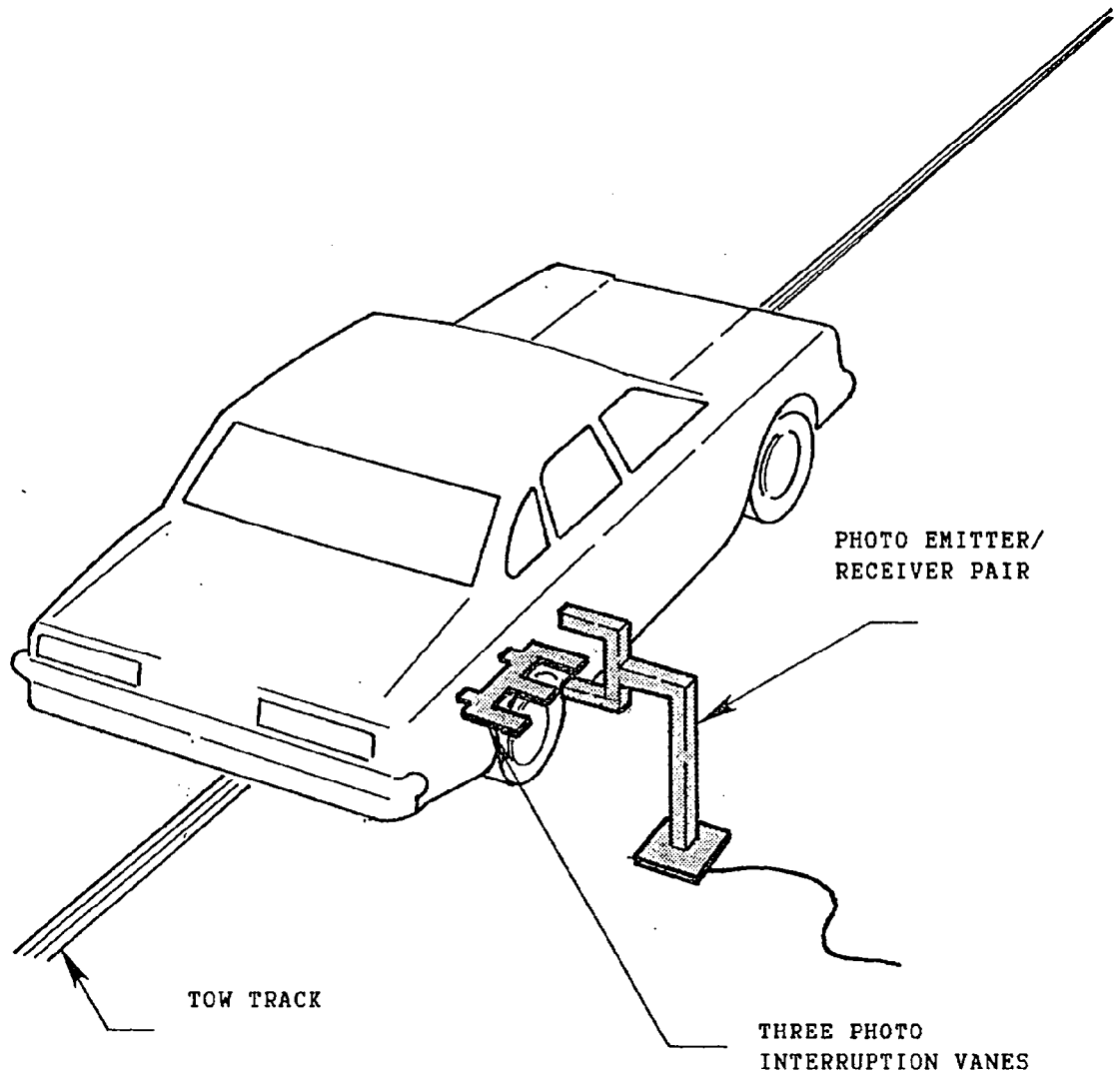
TEST VEHICLE STATIC CRUSH (ALL MEASUREMENTS ARE IN INCHES):

OVERALL LENGTH OF TEST VEHICLE: PRE-TEST: L 182.8; C 190.2; R 183.6
POST-TEST: L 170.5; C 170.5; R 172.2
TOTAL CRUSH: L 12.3; C 19.7; R 11.4
AVERAGE CRUSH: 14.4

TEST VEHICLE REBOUND FROM FLAT BARRIER (ALL MEASUREMENTS ARE IN INCHES):

DISTANCE FROM TEST VEHICLE TO BARRIER: L 48.5; C 51.1; R 49.9; AVG. 49.8

FIGURE 1 IMPACT VELOCITY MEASUREMENT SYSTEM



The final vane clears emitter/receiver two inches before impact.

The vanes have one foot spacing.

FIGURE 2 ACCIDENT INVESTIGATION DIVISION DATA
FOR 30 MPH FRONTAL BARRIER IMPACT

VEHICLE MAKE/MODEL/BODY STYLE: Mitsubishi/Diamante/4-door sedan

VEHICLE NHTSA NO.: CN5601; VIN: JA3XC47S6NY006932

MODEL YEAR: 1992; BUILD DATE: 05/91; TEST DATE: 10/25/91

VEHICLE SIZE CATEGORY: Compact; TEST WEIGHT: 3880 LBS.

VEHICLE WHEELBASE: 107.0 INCHES

MAXIMUM WIDTH: 69.8 INCHES

FRONT OVERHANG: 40.0 INCHES

COLLISION DEFORMATION
 CLASSIFICATION (CDC) CODE: 12FDEW2

CRUSH DEPTH
 MEASUREMENTS:

C1 =	<u>12.3</u>	INCHES
C2 =	<u>14.9</u>	INCHES
C3 =	<u>18.0</u>	INCHES
C4 =	<u>18.1</u>	INCHES
C5 =	<u>15.7</u>	INCHES
C6 =	<u>11.4</u>	INCHES

MIDPOINT OF DAMAGE: D = VEHICLE CENTERLINE
(LONGITUDINAL)

LENGTH OF DAMAGED
 REGION: L = 67.0 INCHES

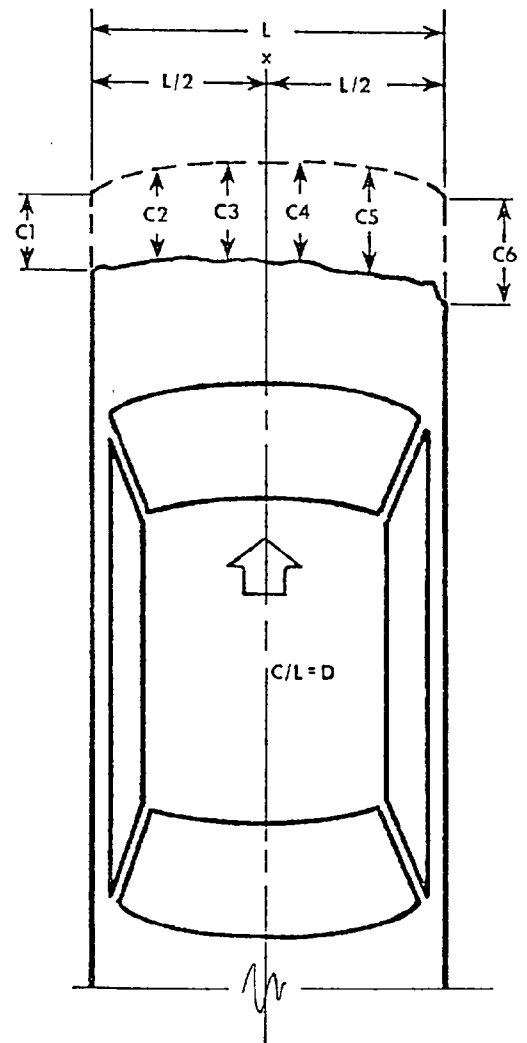


FIGURE 3
VEHICLE ACCELEROMETER PLACEMENT

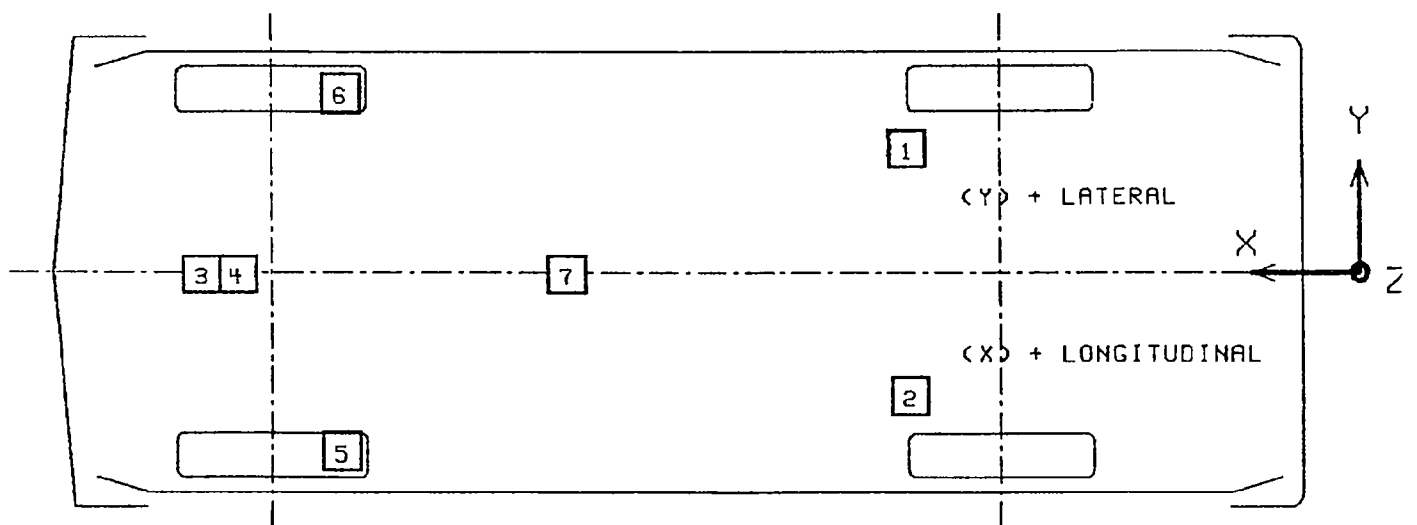
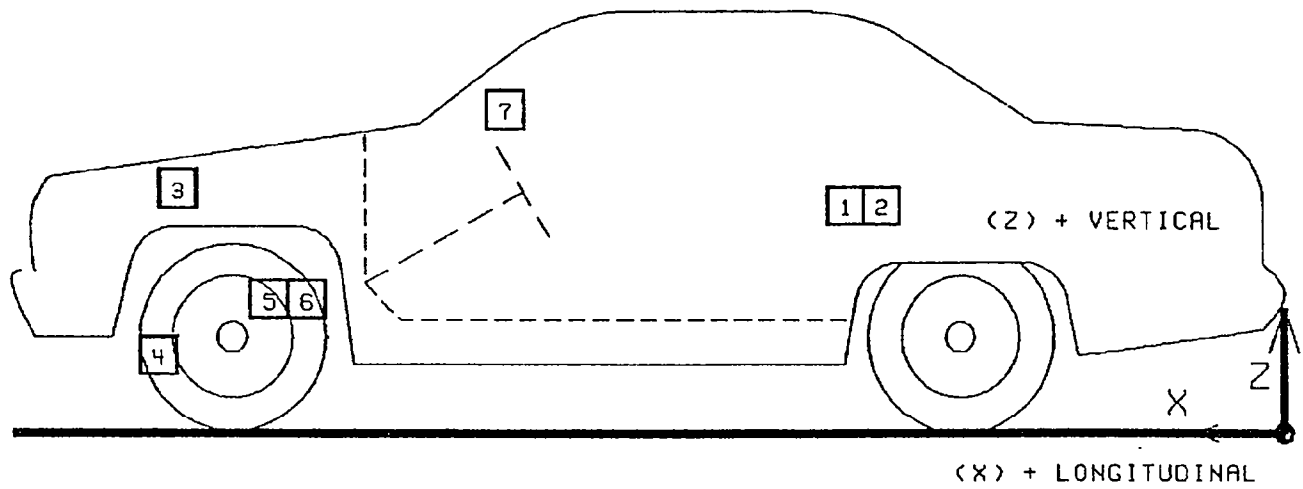


TABLE 4
VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

TEST NUMBER 911025

No.	LOCATION		X*	Y*	Z*	POSITIVE DIRECTION		NEGATIVE DIRECTION	
						MAX G	MSEC	MAX G	MSEC
1	LEFT REAR SEAT CROSSMEMBER LONGITUDINAL	PRE	74.4	14.8	15.2				
		POST	73.8	14.8	16.2				
						3.8	96.9	32.6	65.5
2	RIGHT REAR SEAT CROSSMEMBER LONGITUDINAL	PRE	74.0	-14.8	15.2				
		POST	74.3	-14.8	16.0				
						3.0	97.0	34.0	42.9
3	ENGINE TOP LONGITUDINAL	PRE	163.6	4.2	29.0				
		POST	160.5	4.2	30.0				
						15.9	48.4	96.8	38.1
4	ENGINE BOTTOM LONGITUDINAL	PRE	158.8	5.2	7.4				
		POST	153.3	6.2	5.5				
						62.3	42.3	116.8	35.0
5	RIGHT BRAKE CALIPER LONGITUDINAL	PRE	153.0	-26.6	10.6				
		POST	154.0	-26.6	10.0				
						37.2	64.4	245.4	43.9
6	LEFT BRAKE CALIPER LONGITUDINAL	PRE	153.0	26.6	10.9				
		POST	154.2	26.6	10.8				
						10.2	35.1	81.2	54.9
7	INSTRUMENT PANEL CENTER LONGITUDINAL	PRE	126.9	-0.5	38.6				
		POST	126.2	0.0	39.1				
						---	---	Y	---

* ALL MEASUREMENTS OF ACCELEROMETER LOCATIONS ARE IN INCHES.

REFERENCE: X: + FORWARD FROM REAR BUMPER
Y: + LEFTWARD FROM VEHICLE CENTERLINE
Z: + UPWARD FROM GROUND LEVEL

Y See DATA ACQUISITION EXPLANATION

REPORT OF VEHICLE CONDITION AT THE
COMPLETION OF TESTING

CONTRACT NO.: DTNH22-90-C-21003

FROM: The Transportation Research Center of Ohio
10820 State Route 347
East Liberty, OH 43319

TO: Mr. Charles Case
COTR
Office of Vehicle Safety Compliance

The following vehicle has been subjected to testing for FMVSS 208. The vehicle was inspected upon arrival at the laboratory for the test and found to contain all of the equipment listed below. All variances have been reported within 2 working days of vehicle arrival, by letter, to the NHTSA Industrial Property Manager/NAD-30, with a carbon copy to the responsible testing office. The vehicle is again inspected, after the above test has been conducted, and all changes are noted below. The final condition of the vehicle is also noted in detail.

NHTSA NO.: CN5601

MAKE/MODEL/BODY STYLE: Mitsubishi/Diamante/4-door sedan

MODEL YEAR: 1992 BODY COLOR: Silver

VIN: JA3XC47S6NY006932

ODOMETER (ARRIVAL): 138 DATE: 08/19/91

ODOMETER (COMPLETION): 148 DATE: 10/25/91

COST: \$9,392.00

☒ AIR CONDITIONER	☐ CONSOLE	BRAKES: ☒ POWER
☒ TINTED GLASS	☐ TACHOMETER	FRONT: Disc
☒ POWER STEERING	☒ SPEED CONTROL	REAR: Drum
☒ POWER WINDOWS	☒ REAR WINDOW DEF.	
☐ POWER DOOR LOCKS	☐ SUN/MOON ROOF	FRONT SEATS: ☐ POWER
☒ RADIO	☐ T-TOP	SEAT TYPE: Bucket
☒ CLOCK	☐ TILT STEERING WHEEL	NO. OF SEATS: 5
☐ ROOF RACK	☒ OTHER OPTIONS: <u>Floor mats</u>	

ENGINE: 6 CYLINDERS; 3.0 LITERS

TRANSMISSION: Automatic; DRIVE TYPE: Front wheel

TIRE SIZE: 205/65R15

GASOLINE TYPE: Unleaded

EQUIPMENT THAT IS NO LONGER ON THE VEHICLE AS NOTED ABOVE: None

EXPLANATION: NA

VEHICLE CONDITION: Vehicle has been subjected to a 30 mph frontal
barrier crash test.

SECTION 3.0

FMVSS 208, 212, 219 (partial), & 301 DATA

TABLE 5 DUMMY INJURY CRITERIA

MAXIMUM ACCELERATION (G)

	HEAD				CHEST			
	X	Y	Z	R	X	Y	Z	R*
DRIVER	84.0	-36.1	-25.6	94.4	-54.3	-4.0	-12.6	51.4
PASSENGER	-40.2	7.4	-52.5	66.0	-42.4	-5.9	8.5	39.2

MAXIMUM FEMUR COMPRESSIVE FORCE (LBS)

	LEFT FEMUR	RIGHT FEMUR
DRIVER	1687	1427
PASSENGER	448	830

HEAD INJURY CRITERIA**

	HIC	TIME t_1 (MSEC) ¹	TIME t_2 (MSEC) ²
DRIVER	269	67.2	103.2
PASSENGER	472	70.4	106.4

MAXIMUM CHEST DEFLECTION

DRIVER	1.2
PASSENGER	2.2

*Defined as exceeding 0.003 sec. duration

**As defined in FMVSS No. 208

TABLE 6 POST-IMPACT DUMMY/VEHICLE DATA

VISIBLE DUMMY CONTACT POINTS:

	DRIVER #229	PASSENGER #230
HEAD	Airbag, <u>B-pillar</u>	<u>Chest</u>
CHEST	<u>Airbag</u>	<u>None</u>
ABDOMEN	<u>None</u>	<u>None</u>
LEFT KNEE	<u>Instrument panel</u>	<u>Instrument panel</u>
RIGHT KNEE	<u>Instrument panel</u>	<u>Instrument panel</u>

DOOR OPENING:

	LEFT	RIGHT
FRONT	<u>Easy</u>	<u>Easy</u>
REAR	<u>Easy</u>	<u>Easy</u>

SEAT MOVEMENT:

	SEAT BACK FAILURE	SEAT SHIFT
FRONT	<u>None</u>	<u>None</u>
REAR	<u>NA</u>	<u>NA</u>

GLAZING DAMAGE:

The windshield was cracked in two places upon impact.

OTHER NOTABLE IMPACT EFFECTS:

None

DUMMY KINEMATIC SUMMARY

Driver Dummy

Upon impact, the driver dummy translated forward on the seat impacting both knees into the instrument panel. The dummy's head and chest were restrained by the driver's airbag. As the dummy rebounded into the seat back, the dummy's head rotated forward, then rotated rearward into the head restraint, and then rotated toward the right. The dummy came to rest seated in the driver's seat.

Right Front Passenger Dummy

Upon impact, the right front passenger dummy translated forward on the seat impacting both knees into the instrument panel. The dummy's head rotated forward and impacted the dummy's chest as the dummy was restrained by the three-point unbelt. The dummy's head rotated rearward into the head restraint as the dummy rebounded into the seat back. The dummy came to rest seated in the right front passenger's seat, restrained by the three-point unbelt.

TABLE 7 FMVSS 208 COMFORT & CONVENIENCE DATA FOR MANUAL SEAT BELTS

MAKE/MODEL: Mitsubishi/Diamante

VIN: JA3XC47S6NY006932

BODY STYLE: 4-door sedan

NHTSA NO.: CN5601

DATE OF MANUFACTURE: 05/91

WEBBING TENSION - RELIEVING DEVICE:

DO OUTBOARD SEATING POSITION SEAT BELTS HAVE WEBBING TENSION - RELIEVING
DEVICES?(check one): NO

BELT CONTACT FORCE:

BELT CONTACT FORCE ON CHEST OF TEST DUMMY: .1 POUNDS

LATCHPLATE ACCESS:

ARE THE SEAT BELT LATCHPLATES, IN THEIR NORMAL STOWED POSITION, WITHIN
THE REACH ENVELOPE? YES

DOES THE CLEARANCE TEST BLOCK MOVE UNHINDERED TO THE LATCHPLATE OR
BUCKLE? YES

RETRACTION:

SEAT BELT AUTOMATICALLY RETRACTS WHEN

(check one): The adjacent vehicle door is open and the seat belt
latchplate is released.

 X The seat belt latchplate is released.

ARE THE STOWED SEAT BELT WEBBING AND HARDWARE PINCHED WHEN THE DOOR IS
CLOSED? NO

ACCESSIBILITY:

IS THE SEAT CUSHION REMOVABLE SO THE SEAT BACK SERVES A FUNCTION OTHER
THAN SEATING? NO

IS THE SEAT REMOVABLE? NO

TABLE 7 FMVSS 208 COMFORT & CONVENIENCE DATA FOR MANUAL SEAT BELTS, CONT'D

MAKE/MODEL: Mitsubishi/Diamante

VIN: JA3XC47S6NY006932

BODY STYLE: 4-door sedan

NHTSA NO.: CN5601

DATE OF MANUFACTURE: 05/91

ACCESSIBILITY, CONT'D:

IS THE SEAT MOVABLE SO THE SPACE FORMERLY OCCUPIED BY THE SEAT CAN BE USED FOR A SECONDARY FUNCTION? NO

NOTE: IF ANY OF THE ABOVE ANSWERS ARE "YES", THE ACCESSIBILITY REQUIREMENTS DO NOT APPLY.

IF WEBBING IS DESIGNED TO PASS THROUGH THE SEAT CUSHION OR BETWEEN THE CUSHION AND SEAT BACK ARE ONE OF THE FOLLOWING PARTS NORMALLY ON TOP OF OR ABOVE THE SEAT CUSHION: LATCHPLATE, BUCKLE, WEBBING?

Not Applicable, the webbing is not designed to pass through the seat cushion or between the cushion and seat back.

ARE THE REMAINING TWO PARTS ACCESSIBLE UNDER NORMAL CONDITIONS?

Not Applicable, the webbing is not designed to pass through the seat cushion or between the cushion and seat back.

DO THE LATCHPLATE AND BUCKLE PASS THROUGH THE GUIDES PROVIDED AND FALL BEHIND THE SEAT WHEN THE BELT IS COMPLETELY RETRACTED (OR DETACHED IF NOT RETRACTABLE); THE SEAT IS MOVED TO ANY POSITION; AND THE SEAT BACK, IF FOLDABLE, IS FOLDED FORWARD AS FAR AS POSSIBLE AND THEN MOVED BACKWARD INTO POSITION?

Not Applicable, the restraint system does not provide guides.

IS THE INBOARD RECEPTACLE END OF THE OUTBOARD SEATING POSITION'S SEAT BELT ACCESSIBLE WITH THE CENTER ARM REST IN ANY POSITION TO WHICH IT CAN BE ADJUSTED WITHOUT MOVING THE ARM REST FOR ACCESS? YES

TABLE 8 FMVSS 208 SEAT BELT WARNING SYSTEM DATA

WITH OCCUPANT IN DRIVER'S POSITION AND UNIBELT IN STOWED POSITION AND
IGNITION SWITCH PLACED IN "START/ON" POSITION:

Duration of audible warning signal = 6 sec.

Duration of reminder light operation = 6 sec.

WITH OCCUPANT IN DRIVER'S POSITION AND UNIBELT IN USE AND THE IGNITION
SWITCH PLACED IN "START/ON" POSITION:

Duration of audible warning signal = 0 sec.

(NOTE: audible warning should not operate)

Duration of reminder light operation = 6 sec.

WORDING OF VISUAL WARNING:

 Fasten Seat Belt

 Fasten Belt

 X Symbol 101-80

 Other: _____

TABLE 9 FMVSS 208 LABELING AND DRIVER'S MANUAL DATA

DESCRIBE LOCATION OF LABEL WHICH DESCRIBES MANUFACTURER'S MAINTENANCE OR REPLACEMENT SCHEDULE FOR CRASH-DEPLOYED OCCUPANT PROTECTION SYSTEM: The label was located on the inner rear surface of the glove box liner.

THE MANUFACTURER'S RECOMMENDED SCHEDULE IS TO: (check one)

_____ Replace
_____ Repair
 X Other: Inspect

This system: (check one)

- a. by _____ month, _____ year
- b. by _____ miles
- c. or after a time interval of _____ months or 10 years.
- d. other: _____

WERE APPROPRIATE INSTRUCTIONS CONCERNING MAINTENANCE AND/OR REPLACEMENT OF THIS SYSTEM PROVIDED? YES

WAS A DESCRIPTION OF THE FUNCTIONAL OPERATION OF THE SYSTEM PROVIDED?

YES, owner's manual, page 34

IS THERE A REFERENCE TO THE INSTRUCTIONS AND DESCRIPTION OF THE SYSTEM ON THE LABEL? YES

WAS AN OWNER'S MANUAL PROVIDED? YES

DID THE OWNER'S MANUAL CONTAIN APPROPRIATE INFORMATION CONCERNING
MAINTENANCE AND/OR REPLACEMENT AND A DESCRIPTION OF THE FUNCTIONAL OPERATION
OF THE SYSTEMS? YES, page 34

TABLE 10 FMVSS 208 READINESS INDICATOR DATA

AN OCCUPANT RESTRAINT SYSTEM THAT DEPLOYS IN THE EVENT OF A CRASH SHALL HAVE A MONITORING SYSTEM WITH A READINESS INDICATOR. A TOTALLY MECHANICAL SYSTEM IS EXEMPT FROM THIS REQUIREMENT.

IS THE SYSTEM TOTALLY MECHANICAL? NO

IF NO:

DESCRIBE THE LOCATION OF THE READINESS INDICATOR: The readiness indicator was a light stating "SRS" and is located at the lower right corner of the instrument cluster.

IS THE READINESS INDICATOR CLEARLY VISIBLE TO THE DRIVER?

YES

IS A LIST OF THE ELEMENTS IN THE OCCUPANT RESTRAINT SYSTEM, BEING MONITORED BY THE READINESS INDICATOR, PROVIDED?

YES, owner's manual, page 34

FIGURE 4 FMVSS 212 TEST DATA

DETAILS OF WINDSHIELD MOUNTING SUCH AS RETENTION METHOD, TRIM TYPE, ETC.:

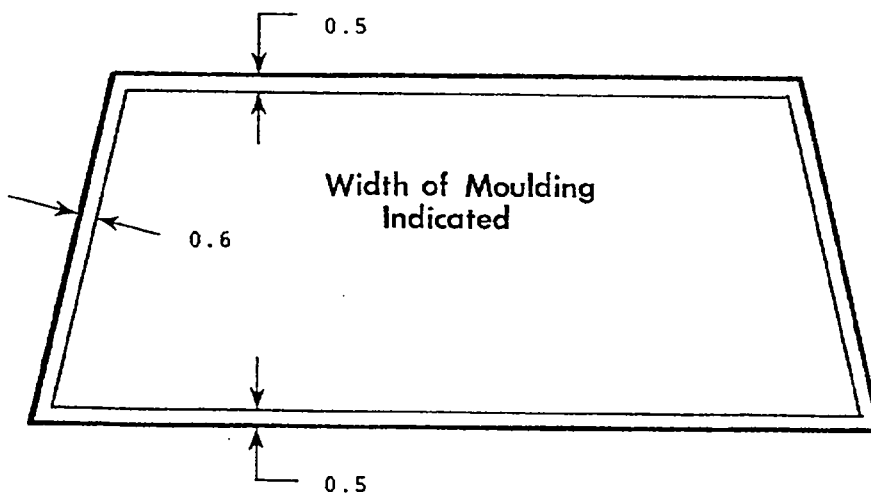
Plastic trim around outer perimeter, adhesive trim around inner perimeter.

FMVSS 212 REQUIREMENTS: The post-test periphery retention amount must be at least 75% of the pre-test periphery measurement for vehicles NOT equipped with automatic restraints, and 50% for each side of windshield for vehicles equipped with automatic restraint systems for front occupants.

WINDSHIELD PERIPHERY MEASUREMENTS:

	PRE-TEST	POST-TEST	PERCENT RETENTION
RIGHT SIDE	81.0	81.0	100
LEFT SIDE	81.0	81.0	100
TOTAL	162.0	162.0	100

PRE-TEST WINDSHIELD MOUNTING MATERIAL TEMPERATURE: 69° F



FRONT VIEW OF WINDSHIELD*

LOSS OF WINDSHIELD RETENTION LENGTHS: None

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

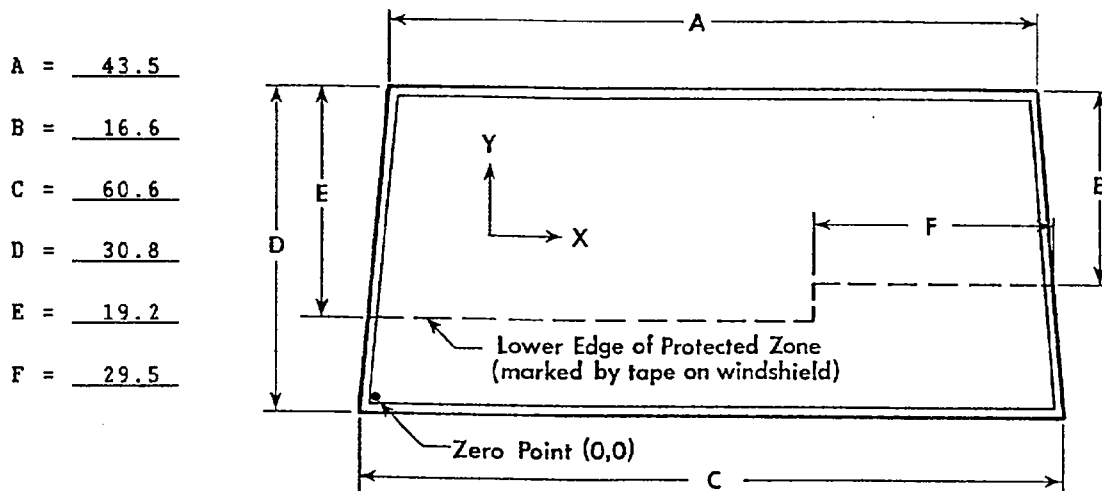
*INDICATE AREAS OF LOSS OF RETENTION, IF ANY, ON WINDSHIELD DIAGRAM.

FIGURE 5 FMVSS 219 TEST DATA

PROTECTED ZONE LOWER EDGE REQUIREMENT:

The lower edge of the protected zone is determined by placing a 6.5 inch diameter rigid sphere weighing 15 pounds in a position such that it simultaneously contacts the inner surface of the windshield and the top surface of the instrument panel including padding. Draw the locus of points on the inner surface of the windshield contactable by the sphere across the width of the instrument panel. From the outermost contactable points, extend the locus line horizontally to the edges of the windshield, and then draw a line on the inner surface of the windshield below and 0.5 inch from the locus line. The LOWER EDGE OF THE PROTECTED ZONE is the longitudinal projection onto the outer surface of the windshield of this line.

WINDSHIELD MEASUREMENTS:



FRONT VIEW

METHOD OF ADHERING PROTECTED ZONE TEMPLATE TO WINDSHIELD: NA

AREAS OF WINDSHIELD TEMPLATE PENETRATION
 GREATER THAN 0.25 IN.: NA

COORDINATES

	X	Y
1.		
2.		
3.		

AREAS OF WINDSHIELD PENETRATION, BELOW THE PROTECTED ZONE,
 THROUGH THE INNER SURFACE OF THE WINDSHIELD: None

1.
2.
3.

ALL MEASUREMENTS ARE IN INCHES.

TABLE 11 FUEL SYSTEM DATA

MAKE/MODEL: Mitsubishi/Diamante

NHTSA NO.: CN5601

FUEL SYSTEM CAPACITY: 19.0 GALLONS (FROM OWNER'S MANUAL)

USABLE CAPACITY: 19.0 GALLONS (FURNISHED BY COTR)

TEST VOLUME RANGE: 17.5 GALLONS TO 17.9 GALLONS (92-94% OF USABLE)

ACTUAL TEST VOLUME: 17.9 GALLONS (WITH ENTIRE FUEL SYSTEM FILLED)

TEST FLUID TYPE: STODDARD SOLVENT

SPECIFIC GRAVITY: 0.764

KINEMATIC VISCOSITY: 0.99 CENTISTOKES

TEST FLUID COLOR: PURPLE

DETAILS OF FUEL SYSTEM: The fuel tank is located in front of the rear
axle. The fuel lines run along the left frame rail to the front. The
fuel filler neck is located on the left side.

ELECTRIC FUEL PUMP: Yes FUEL INJECTION: Yes

DOES ELECTRIC FUEL PUMP OPERATE WITH IGNITION SWITCH "ON" AND THE ENGINE NOT
OPERATING? No

TABLE 12 FMVSS 301 POST-IMPACT TEST DATA

TEST VEHICLE NHTSA NO.: CN5601; TEST DATE: 10/25/91
VEHICLE MAKE/MODEL/BODY STYLE: Mitsubishi/Diamante/4-door sedan

TEST REQUIREMENTS:

Test vehicle fuel tank filled to 92 to 94% of manufacturer's usable capacity and with electric fuel pump operating (if it will operate without engine operation). Part 572 test dummies located at each front designated seating position.

TEST VEHICLE IMPACT TYPE:

X FRONTAL (30 MPH)
 OBLIQUE (30 MPH) WITH ° BARRIER FACE
FIRST CONTACTING (DRIVER/PASS.) SIDE.
 REAR MOVING BARRIER (30 MPH)
 LATERAL MOVING BARRIER (20 MPH)

FUEL SYSTEM FLUID SPILLAGE MEASUREMENTS:

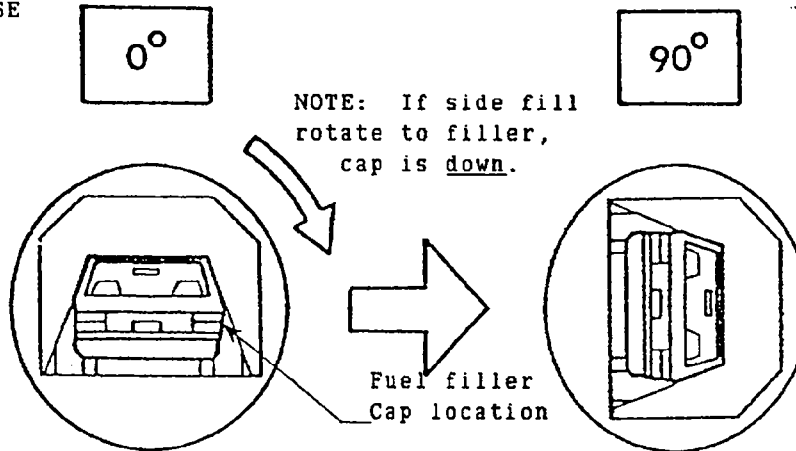
	<u>TEST</u> <u>RESULTS</u>	<u>MAXIMUM</u> <u>ALLOWABLE</u>
1. FROM IMPACT UNTIL VEHICLE MOTION CEASES - - -	0 OZ.	1 OZ.
2. 5 MINUTE PERIOD AFTER VEHICLE MOTION CEASES -	0 OZ.	5 OZ.
3. NEXT 25 MINUTES AFTER 5 MINUTE PERIOD - - - -	0 OZ.	1 OZ./1 MIN.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

FIGURE 6 FMVSS 301 STATIC ROLLOVER TEST DATA

NHTSA NO.: CN5601
TEST PHASE



STATIC ROLLOVER MACHINE ROTATION TIME INFORMATION: (Spec. Range = 1-3 min.)

TIME REQ. FOR MACHINE TO ROTATE 90° = 2 minutes, 00 seconds

FMVSS 301 POSITION HOLD TIME = 5 minutes, 00 seconds

TOTAL - - - - - = 7 minutes, 00 seconds

NEXT WHOLE MINUTE INTERVAL - - - - - = 7 minutes

FUEL SYSTEM FLUID SPILLAGE MEASUREMENTS:

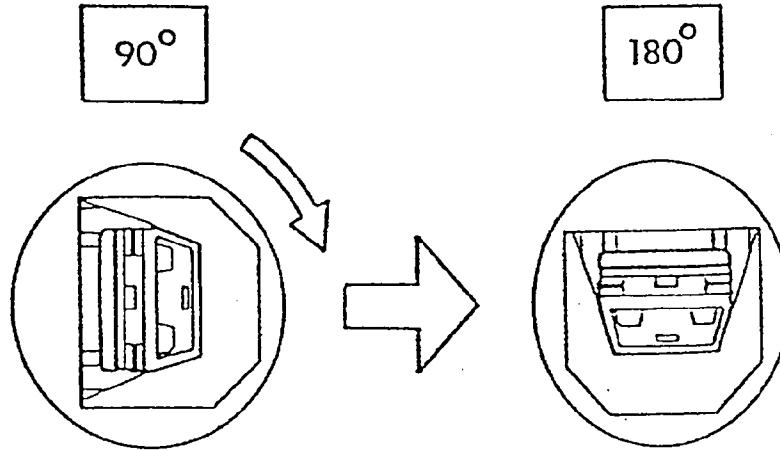
<u>0° TO 90° ROTATION (FUEL FILLER CAP DOWN)</u>	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

FIGURE 6 FMVSS 301 STATIC ROLLOVER TEST DATA, CONT'D.

NHTSA NO.: CN5601
TEST PHASE



STATIC ROLLOVER MACHINE ROTATION TIME INFORMATION: (Spec. Range = 1-3 min.)

TIME REQ. FOR MACHINE TO ROTATE 90° = 2 minutes, 00 seconds

FMVSS 301 POSITION HOLD TIME = 5 minutes, 00 seconds

TOTAL - - - - - = 7 minutes, 00 seconds

NEXT WHOLE MINUTE INTERVAL - - - - = 14 minutes

FUEL SYSTEM FLUID SPILLAGE MEASUREMENTS:

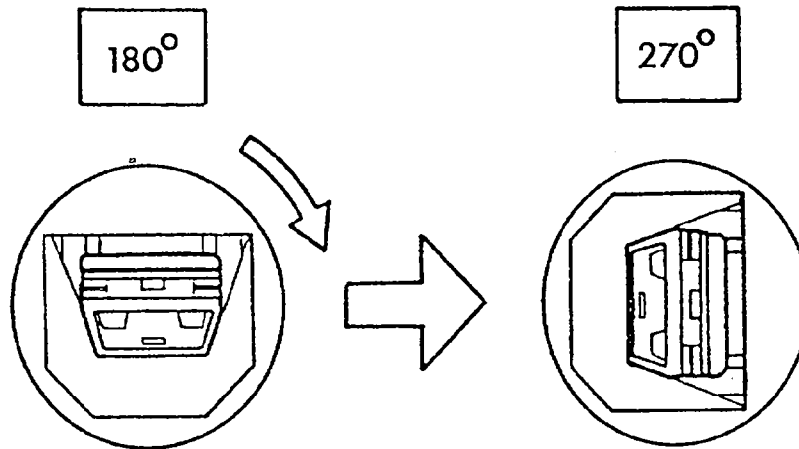
<u>90° TO 180° ROTATION</u>	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

FIGURE 6 FMVSS 301 STATIC ROLLOVER TEST DATA, CONT'D.

NHTSA NO.: CN5601
TEST PHASE



STATIC ROLLOVER MACHINE ROTATION TIME INFORMATION: (Spec. Range = 1-3 min.)

TIME REQ. FOR MACHINE TO ROTATE 90° = 2 minutes, 00 seconds

FMVSS 301 POSITION HOLD TIME = 5 minutes, 00 seconds

TOTAL - - - - - = 7 minutes, 00 seconds

NEXT WHOLE MINUTE INTERVAL - - - - - = 21 minutes

FUEL SYSTEM FLUID SPILLAGE MEASUREMENTS:

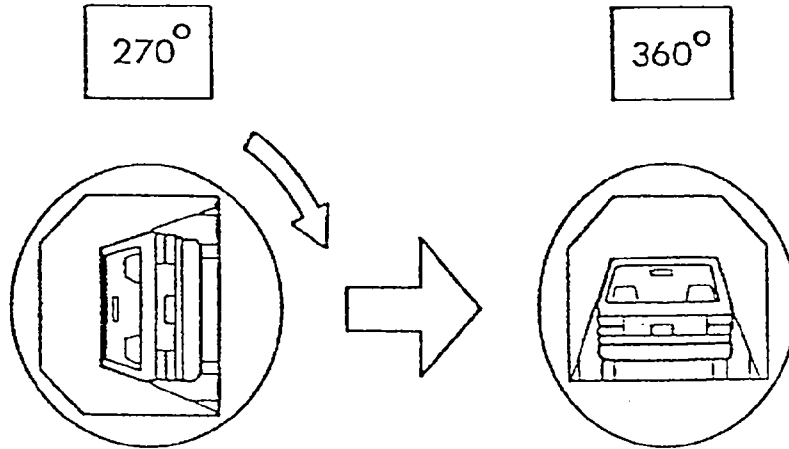
<u>180° TO 270° ROTATION</u>	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

FIGURE 6 FMVSS 301 STATIC ROLLOVER TEST DATA, CONT'D.

NHTSA NO.: CN5601
TEST PHASE



STATIC ROLLOVER MACHINE ROTATION TIME INFORMATION: (Spec. Range = 1-3 min.)

TIME REQ. FOR MACHINE TO ROTATE 90° = 2 minutes, 00 seconds

FMVSS 301 POSITION HOLD TIME = 5 minutes, 00 seconds

TOTAL - - - - - = 7 minutes, 00 seconds

NEXT WHOLE MINUTE INTERVAL - - - - = 28 minutes

FUEL SYSTEM FLUID SPILLAGE MEASUREMENTS:

<u>270° TO 360° ROTATION</u>	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

SECTION 4.0

VEHICLE, OCCUPANT, AND CAMERA MEASUREMENTS

PRE-TEST AND POST-TEST MEASUREMENT POINTS

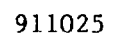
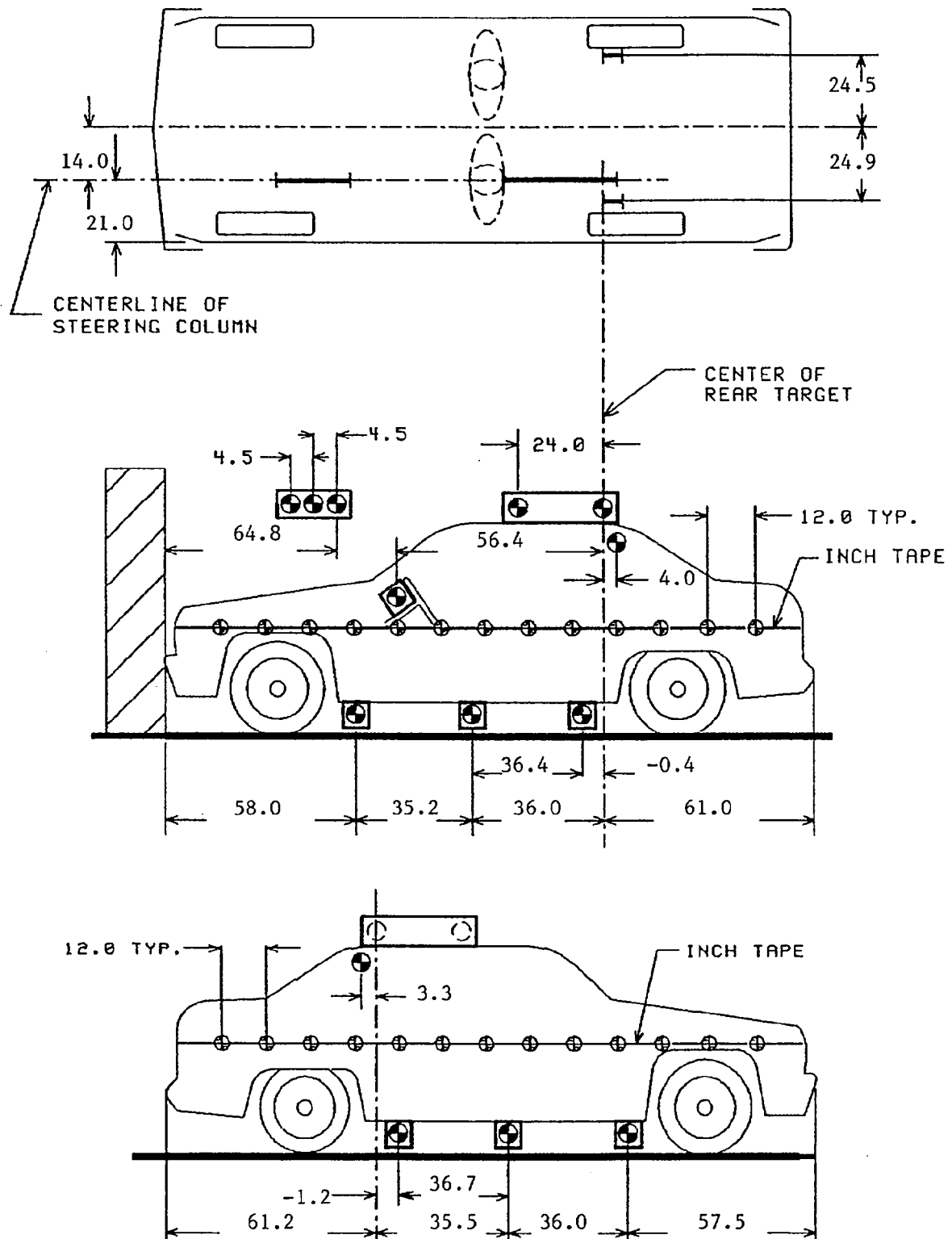


TABLE 13 IMPACTED VEHICLE MEASUREMENTS

VEHICLE MAKE/MODEL: Mitsubishi/Diamante		TEST NUMBER: 911025	ALL MEASUREMENTS ARE IN INCHES			
NO.	TYPE OF MEASUREMENT		PRE-TEST	POST-TEST	DIFF.	
X1	TOTAL LENGTH OF VEHICLE AT CENTERLINE		190.2	170.5	19.7	
X2	REAR SURFACE OF VEHICLE TO FRONT OF ENGINE BLOCK		167.8	167.5	0.3	
X3	REAR SURFACE OF VEHICLE TO FIREWALL		140.5	140.0	0.5	
X4	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF RIGHT DOOR		128.6	128.8	-0.2	
X5	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF LEFT DOOR		128.9	129.0	-0.1	
X6	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF RIGHT DOOR		129.8	129.5	0.3	
X7	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF LEFT DOOR		129.8	129.5	0.3	
X8	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF RIGHT DOOR		88.5	88.8	-0.3	
X9	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF LEFT DOOR		88.9	88.9	0.0	
X10	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF RIGHT DOOR		89.0	88.9	0.1	
X11	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF LEFT DOOR		89.1	89.1	0.0	
X12	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON RIGHT SIDE		129.1	129.0	0.1	
X13	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON LEFT SIDE		129.1	129.0	0.1	
X14	REAR SURFACE OF VEHICLE TO FIREWALL - RIGHT SIDE		140.2	139.8	0.4	
X15	REAR SURFACE OF VEHICLE TO FIREWALL - LEFT SIDE		139.5	139.7	-0.2	
X16	REAR SURFACE OF VEHICLE TO STEERING WHEEL CENTER		110.5	114.0	-3.5	
X17	CENTER OF STEERING COLUMN TO "A" POST		12.0	12.5	-0.5	
X18	CENTER OF STEERING COLUMN TO HEADLINER		17.2	17.8	-0.6	
X19	REAR SURFACE OF VEHICLE TO RIGHT SIDE OF FRONT BUMPER		183.6	172.2	11.4	
X20	REAR SURFACE OF VEHICLE TO LEFT SIDE OF FRONT BUMPER		182.8	170.5	12.3	
X21	LENGTH OF ENGINE BLOCK		12.5	12.5	0.0	

FIGURE 8
VEHICLE TARGET LOCATIONS



ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 9 DUMMY AND SEAT POSITIONING DATA

PRE-IMPACT DATA:

MAKE/MODEL: Mitsubishi/Diamante
 BODY STYLE: 4-door sedan MODEL YEAR: 1992
 NHTSA NO.: CN5601 COLOR: Silver

DATA FROM CERTIFICATION LABEL:

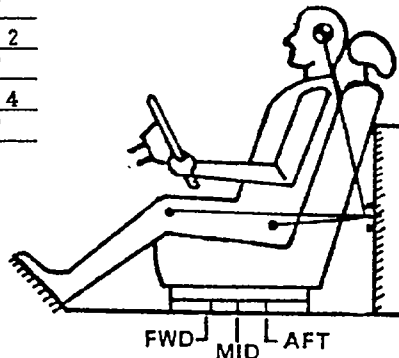
VEHICLE MANUFACTURER: Mitsubishi Motors Corporation
 DATE OF MANUFACTURE: 05/91 VIN: JA3XC47S6NY006932
 GVWR: 4629 LBS.; GAWR: FRONT = 2623 LBS.; REAR = 2006 LBS.

POST-IMPACT DATA:

DATE OF TEST: 10/25/91 TIME: 1454 TEMPERATURE: 76° F
 IMPACT VELOCITY: PRIMARY = 29.6 MPH SECONDARY = 29.5 MPH
 REQUIRED IMPACT VELOCITY RANGE: 28.9 TO 29.9 MPH
 SEAT TYPE: Bucket ADJUSTER TYPE: Manual
 FRONT SEAT BACK TYPE: Manually adjustable
 TECHNICIANS: R. Benavides, R. Cribley

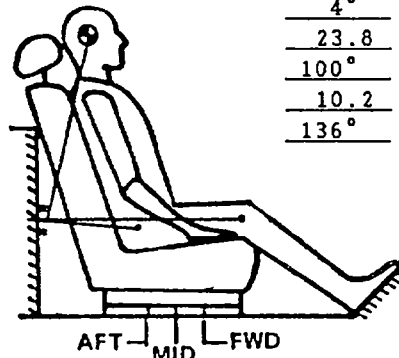
DRIVER DUMMY # 229 TYPE: HIIL

HEAD 18.6
 TARGET 4°
 KNEE 22.2
 JOINT 94°
 APPROX- 9.4
 IMATE 136°
 "H"
 POINT

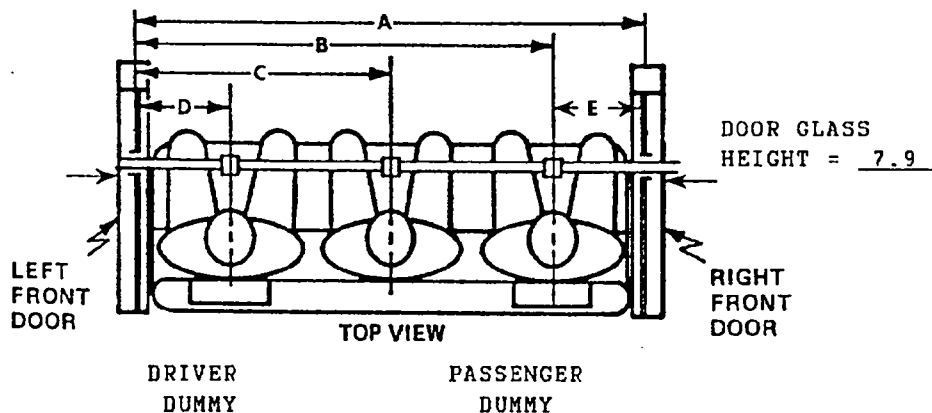


PASSENGER DUMMY # 230 TYPE: HIIL

HEAD 18.3
 TARGET 4°
 KNEE 23.8
 JOINT 100°
 APPROX- 10.2
 IMATE 136°
 "H"
 POINT



A = 55.2
 B = 41.8
 C = 27.6
 D = 12.8
 E = 13.4
 DOOR GLASS
 HEIGHT = 7.9



ALL ANGLES ARE RELATIVE TO VERTICAL PLANE THROUGH DOOR STRIKER.
 ALL DISTANCE MEASUREMENTS ARE IN INCHES/MILLIMETERS.

FIGURE 10 DUMMY IN VEHICLE POSITIONING DATA

	DRIVER	PASSENGER
HH	12.1	11.8
HW	17.0	19.6
CD	21.5	21.0
CS	12.6	NA
KDL	3.9	5.4
KDR	4.7	5.6
TA	15°	17°
SA	24°	24°
HSW	17.5	NA

	DRIVER	PASSENGER
HR	6.4	7.2
HS	9.9	10.6
AD	3.4	4.0
HD	5.5	5.6
KK	8.0	7.8
AA	7.9	6.4
HA	20.2	22.0

KNEE OUTER CLEVIS TO OUTER
CLEVIS SPACING:

DRIVER = 10.6
PASSENGER = 10.6

PELVIS ANGLE:

DRIVER = 22°
PASSENGER = 25°

HH = HEAD TO WINDSHIELD HEADER
HW = HEAD TO WINDSHIELD
CD = CHEST TO DASH
CS = CHEST TO STEERING WHEEL
KD = KNEE TO DASH
TA = TORSO ANGLE
SA = SEAT BACK ANGLE
HSW = HEAD TO STEERING WHEEL

HR = HEAD C.G. TARGET TO SIDE ROOF HEADER
HS = HEAD C.G. TARGET TO SIDE WINDOW
AD = ARM TO DOOR
HD = HIP TO DOOR
KK = KNEE TO KNEE
AA = ANKLE TO ANKLE
HA = HEAD C.G. TARGET TO A-PILLAR

TORSO AND SEAT BACK ANGLES ARE RELATIVE TO VERTICAL.
ALL DISTANCE MEASUREMENTS ARE IN INCHES.

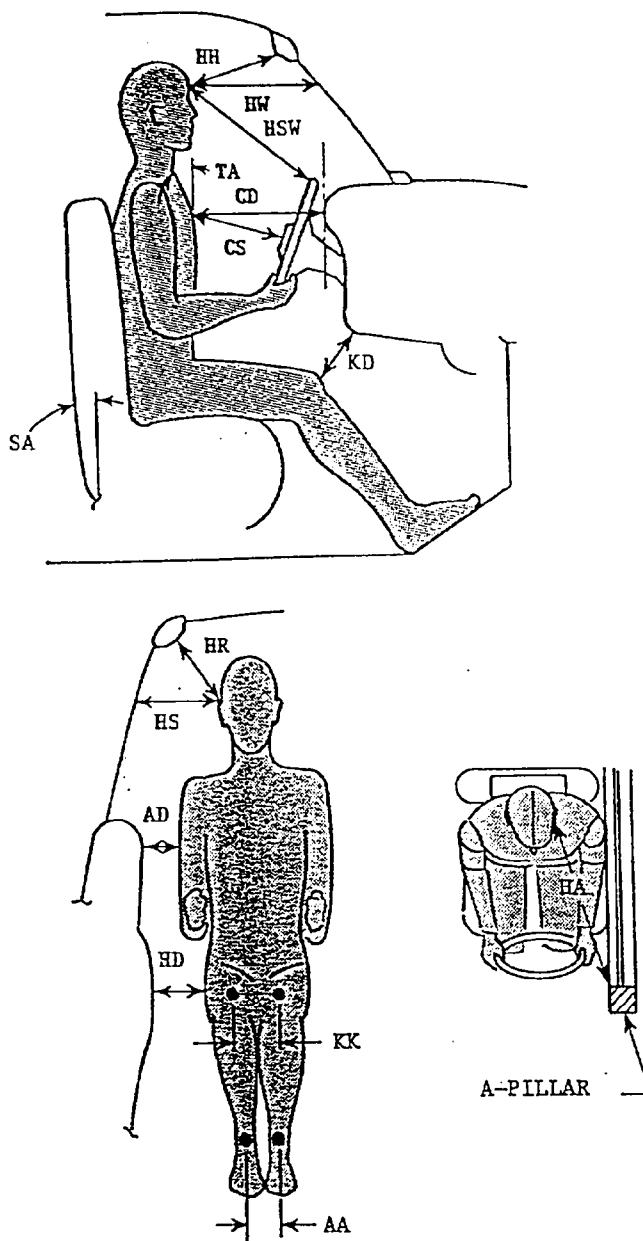
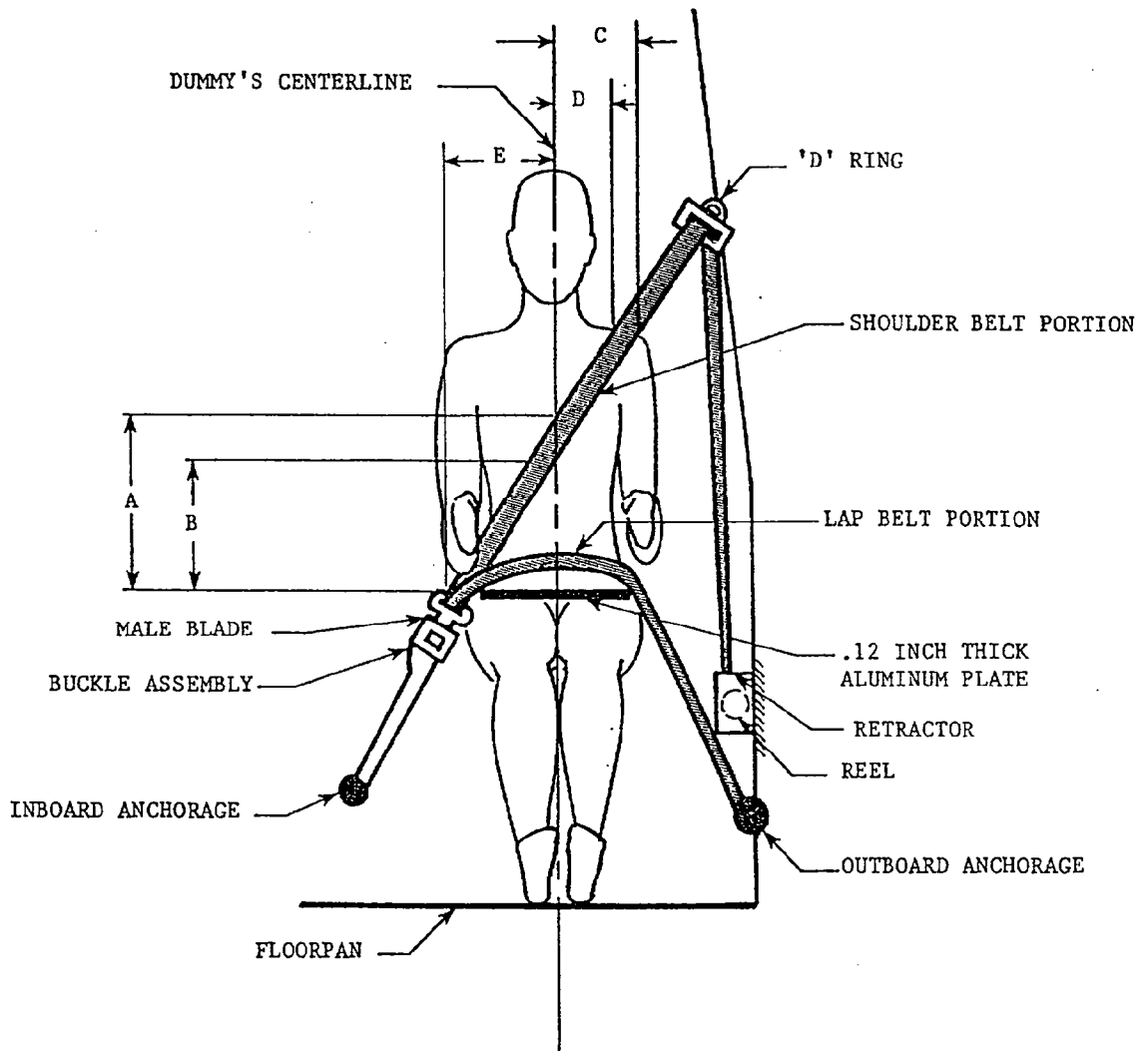


FIGURE 11 SEAT BELT POSITIONING DATA

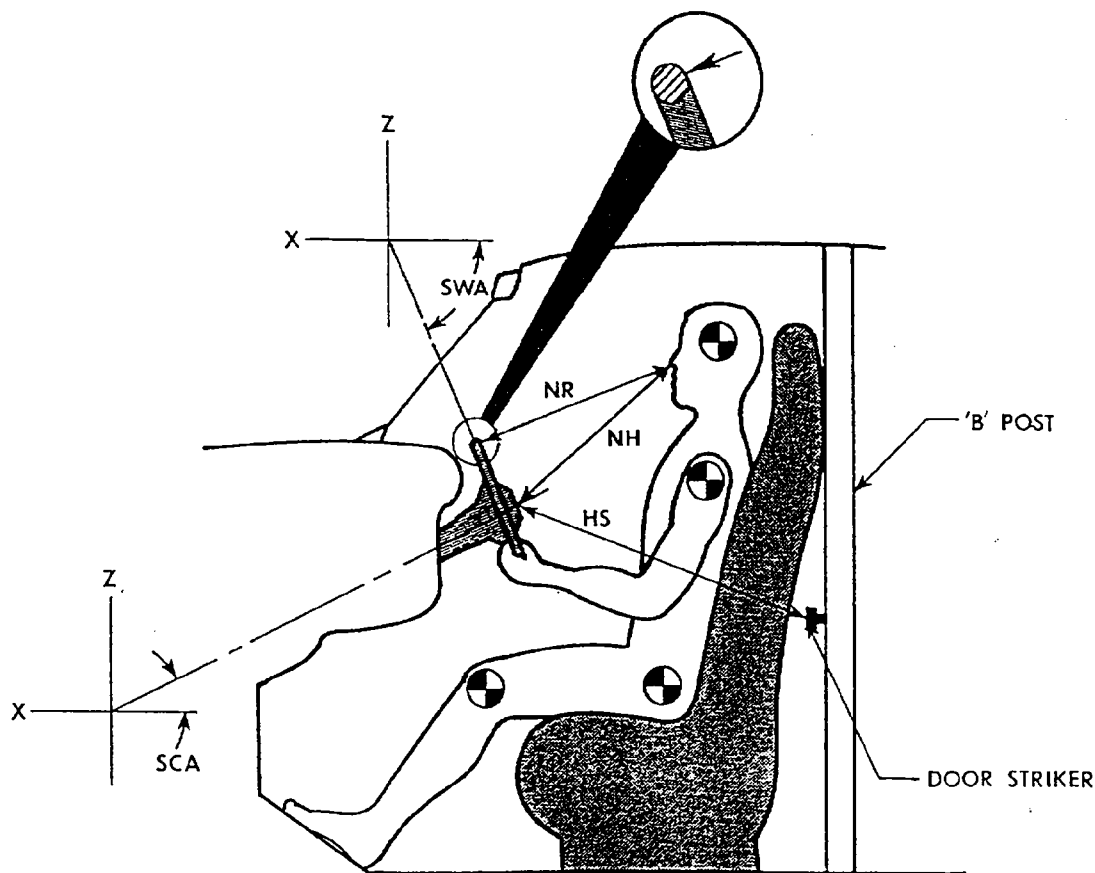


	PASSENGER DUMMY
A - TOP SURFACE OF ALUM. PLATE TO BELT UPPER EDGE	13.6
B - TOP SURFACE OF ALUM. PLATE TO BELT LOWER EDGE	10.2
C - DUMMY CENTERLINE TO OUTER EDGE OF BELT AT CHEST FLESH TOP	4.4
D - DUMMY CENTERLINE TO INNER EDGE OF BELT AT CHEST FLESH TOP	1.8
E - DUMMY CENTERLINE TO INTERSECTION OF UPPER TORSO BELT AND LAP BELT	9.6

ALL DISTANCE MEASUREMENTS ARE IN INCHES.
4-7

911025

FIGURE 12 DRIVER DUMMY TO STEERING COLUMN/WHEEL ASSEMBLY DATA



POSITION OF STEERING COLUMN TILTING AND TELESCOPING ADJUSTMENTS, IF ANY:
The right front passenger's D-ring was placed in its uppermost position.
The steering column was not adjustable.

MEASUREMENTS

NR	- DISTANCE FROM TIP OF DUMMY'S NOSE TO TOP REAR SURFACE OF STEERING WHEEL RIM.	15.6
NH	- DISTANCE FROM TIP OF DUMMY'S NOSE TO CENTER OF STEERING COLUMN HUB.	15.6
HS	- DISTANCE FROM CENTER OF STEERING COLUMN HUB TO THE FORWARD SURFACE OF THE DOOR LOCK STRIKER PIN.	21.4
SCA	- ANGLE OF STEERING COLUMN RELATIVE TO THE HORIZONTAL X AXIS	22°
SWA	- ANGLE OF STEERING WHEEL RELATIVE TO THE HORIZONTAL X AXIS	68°

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 13

4, 7, 8

CAMERA POSITIONS

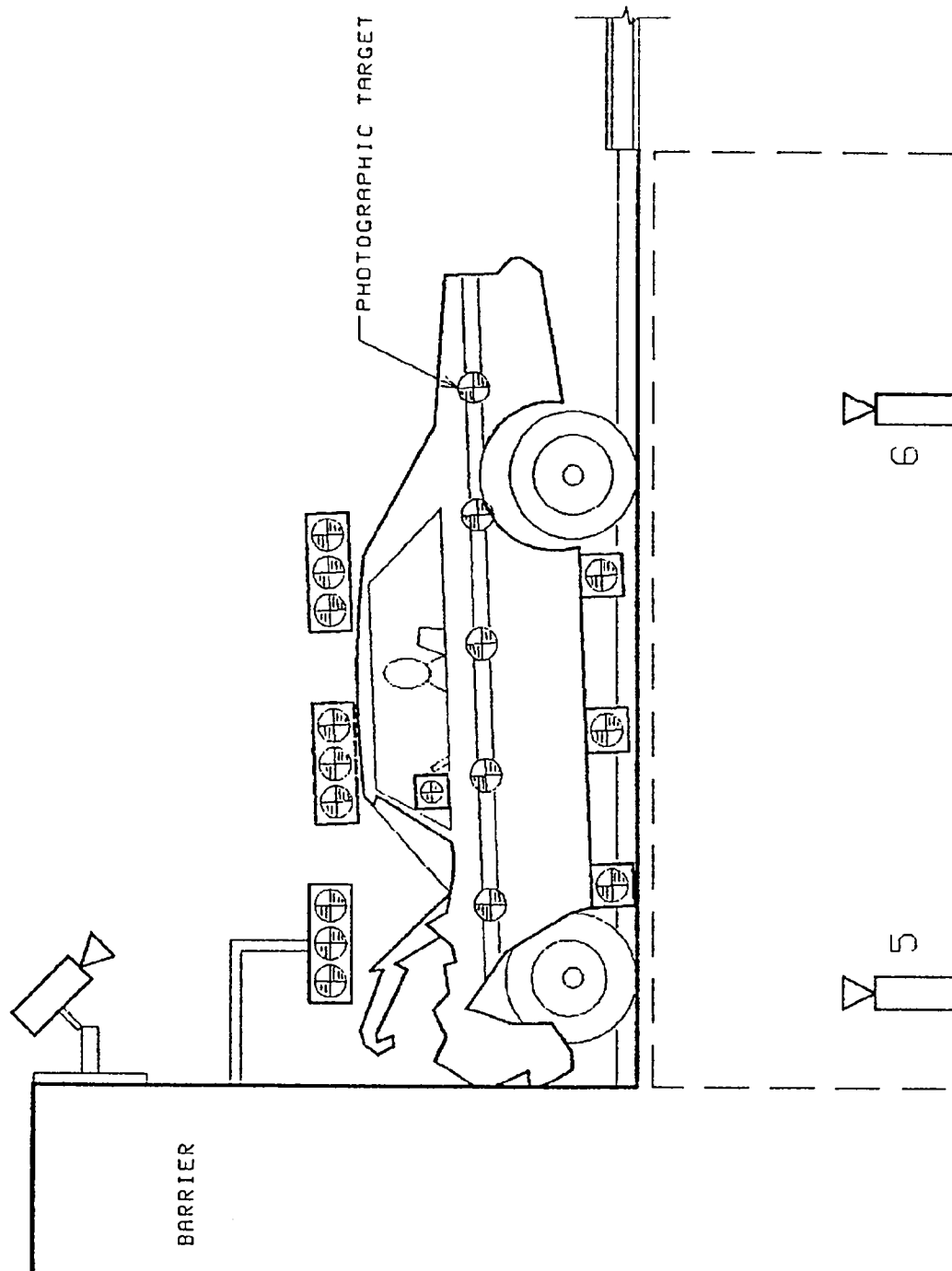


FIGURE 13

CAMERA POSITIONS, CONTINUED

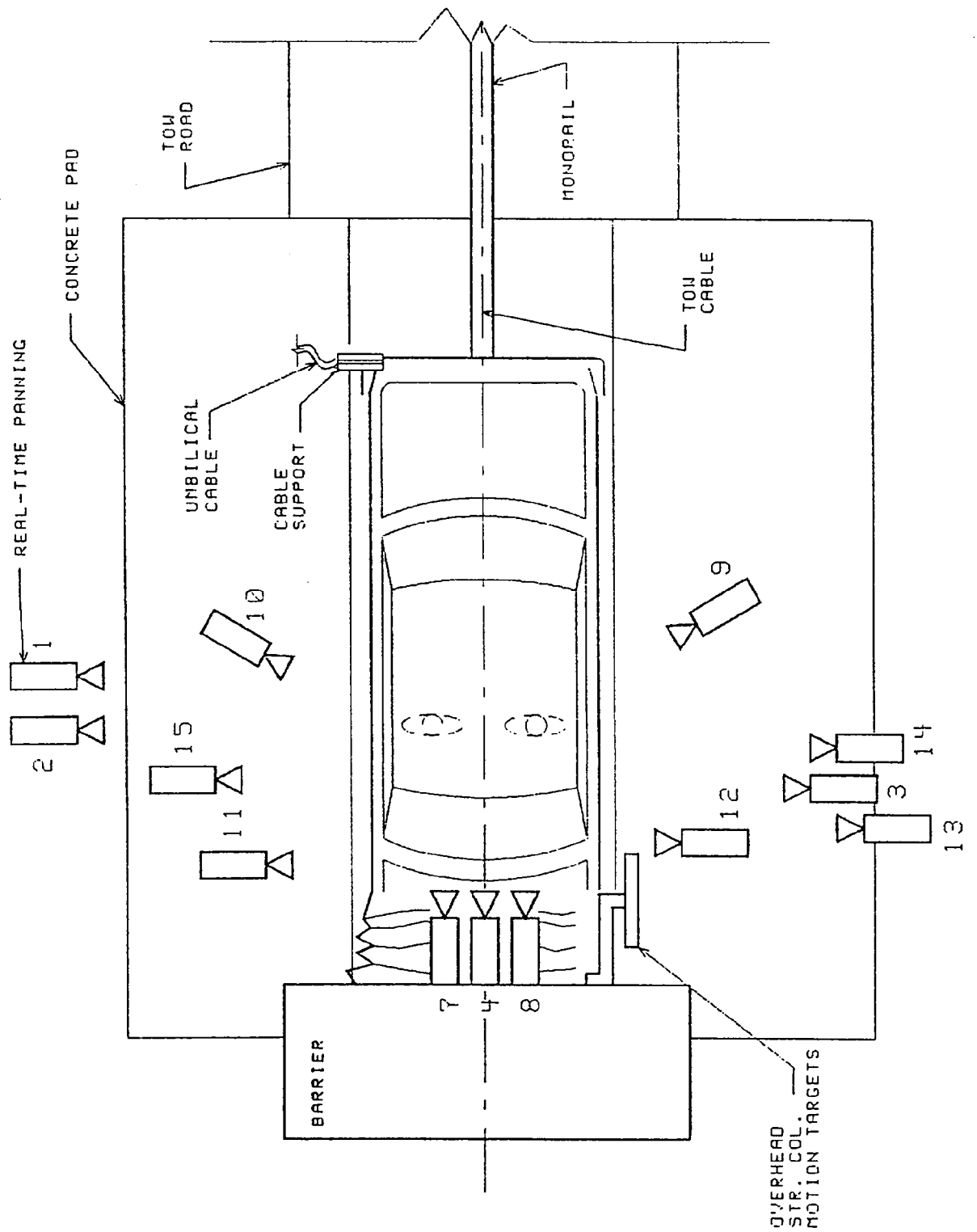


TABLE 14 MOTION PICTURE CAMERA LOCATIONS

TEST NO.: 911025		VEHICLE: Mitsubishi/Diamante/4-door sedan						
CAMERA NO.	VIEW	CAMERA POSITIONS (IN)*			ANGLE** (DEG)	FILM PLANE		FILM SPEED (FPS)
		X	Y	Z		TO HEAD TARGET(IN)	LENS (MM)	
1	Real-time panning	-142.0	-504.0	61.0	NA	NA	16	24
2	Right overall	-81.3	-266.4	37.1	-2	NA	13	500
3	Left vehicle crush	-41.5	295.0	44.0	-4	236.0	25	495
4	Windshield front view	-6.0	0.0	84.0	-40	NA	13	490
5	Pit front position	-50.5	0.0	-92.4	90	NA	13	998
6	Pit rear position	-99.3	0.0	-99.0	90	NA	13	1015
7	Passenger front view	-4.5	-13.8	93.0	-50	NA	17	500
8	Driver front view	-6.8	14.5	93.0	-50	NA	17	505
9	Driver kinematics	-157.3	116.0	87.0	-27	110.0	25	500
10	Passenger kinematics	-152.1	-116.0	87.0	-26	105.0	25	495
11	Right windshield intrusion	-38.1	-306.1	44.0	0	NA	50	495
12	Left windshield intrusion	-53.0	309.4	42.3	0	NA	50	500
13	Steering column motion	-110.0	285.0	103.0	-14	NA	25	502
14	Steering column motion	-110.0	285.0	75.1	-9	NA	25	493
15	Passenger kinematics	-38.8	-293.0	45.3	-4	231.0	25	505
16	Real-time documentation	NA	NA	NA	NA	NA	12-120	24

* +X = Film plane forward of barrier face

+Y = Film plane to left of monorail centerline

+Z = Film plane above ground level

** +Angle = Film plane angled upward from horizontal plane

APPENDIX A

PHOTOGRAPHS



FIGURE A-1. PRE-TEST FRONT VIEW

A-2

911025

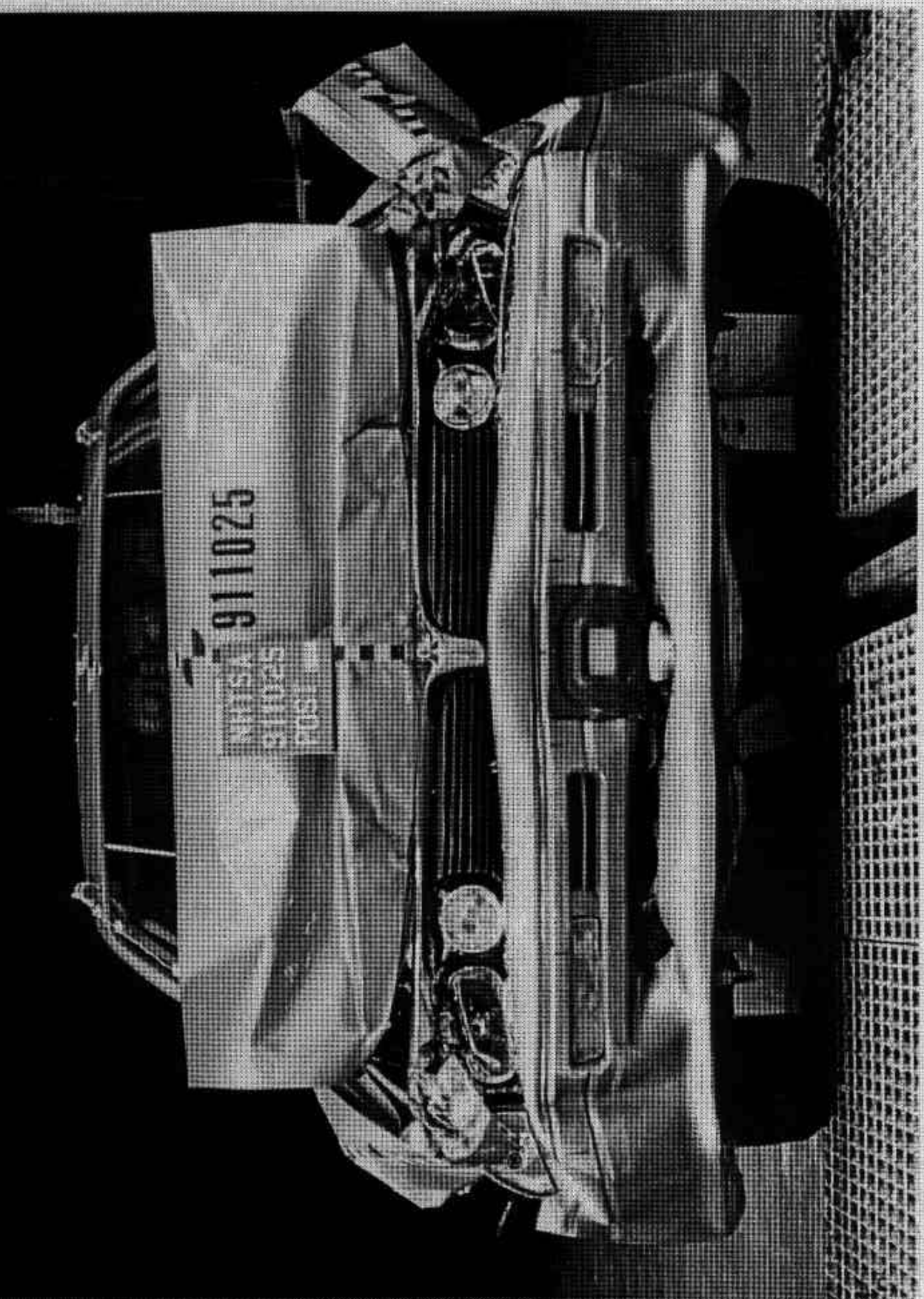


FIGURE A-2. POST-TEST FRONT VIEW

A-3

911025

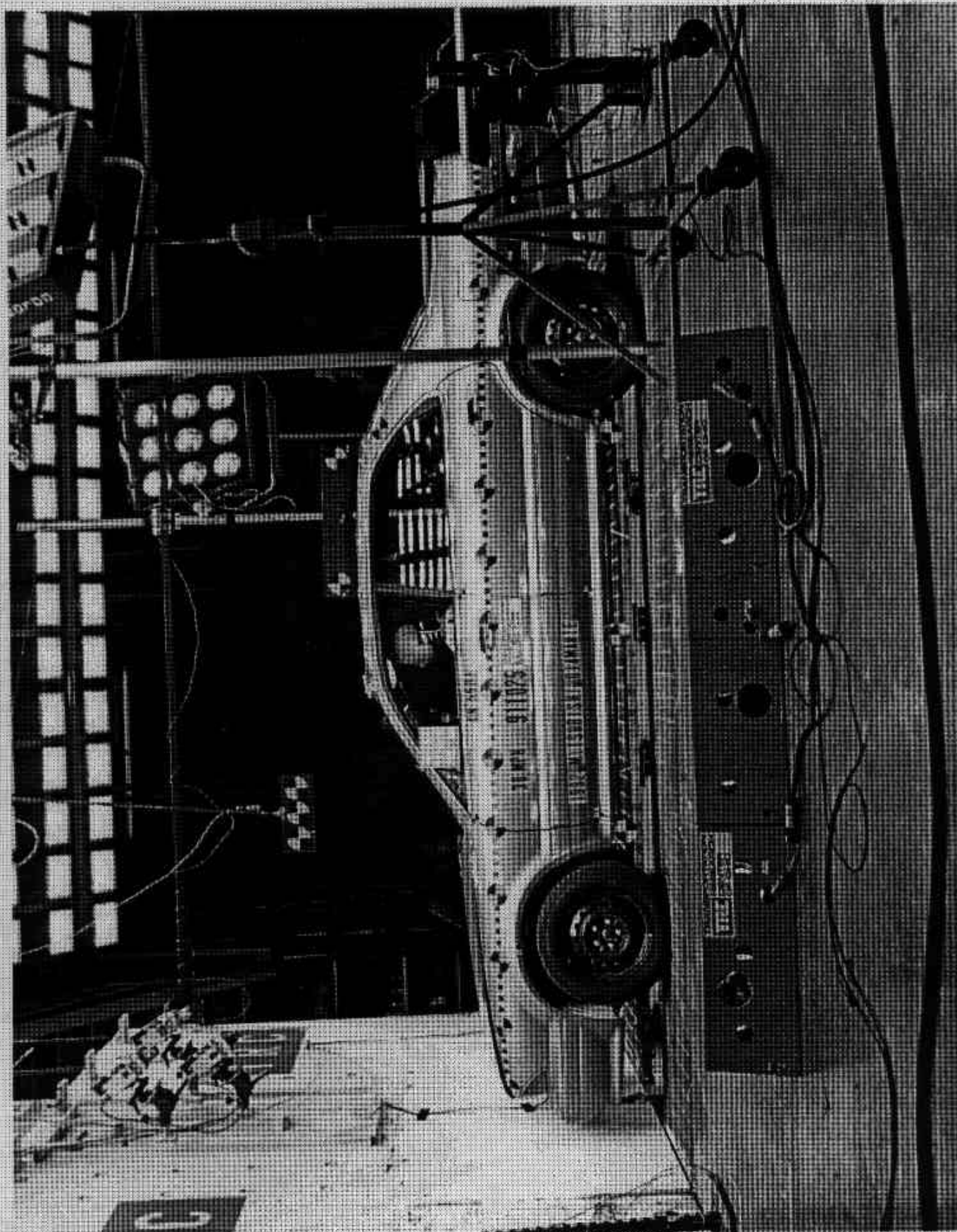


FIGURE A-3. PRE-TEST LEFT SIDE VIEW
A-4

911025

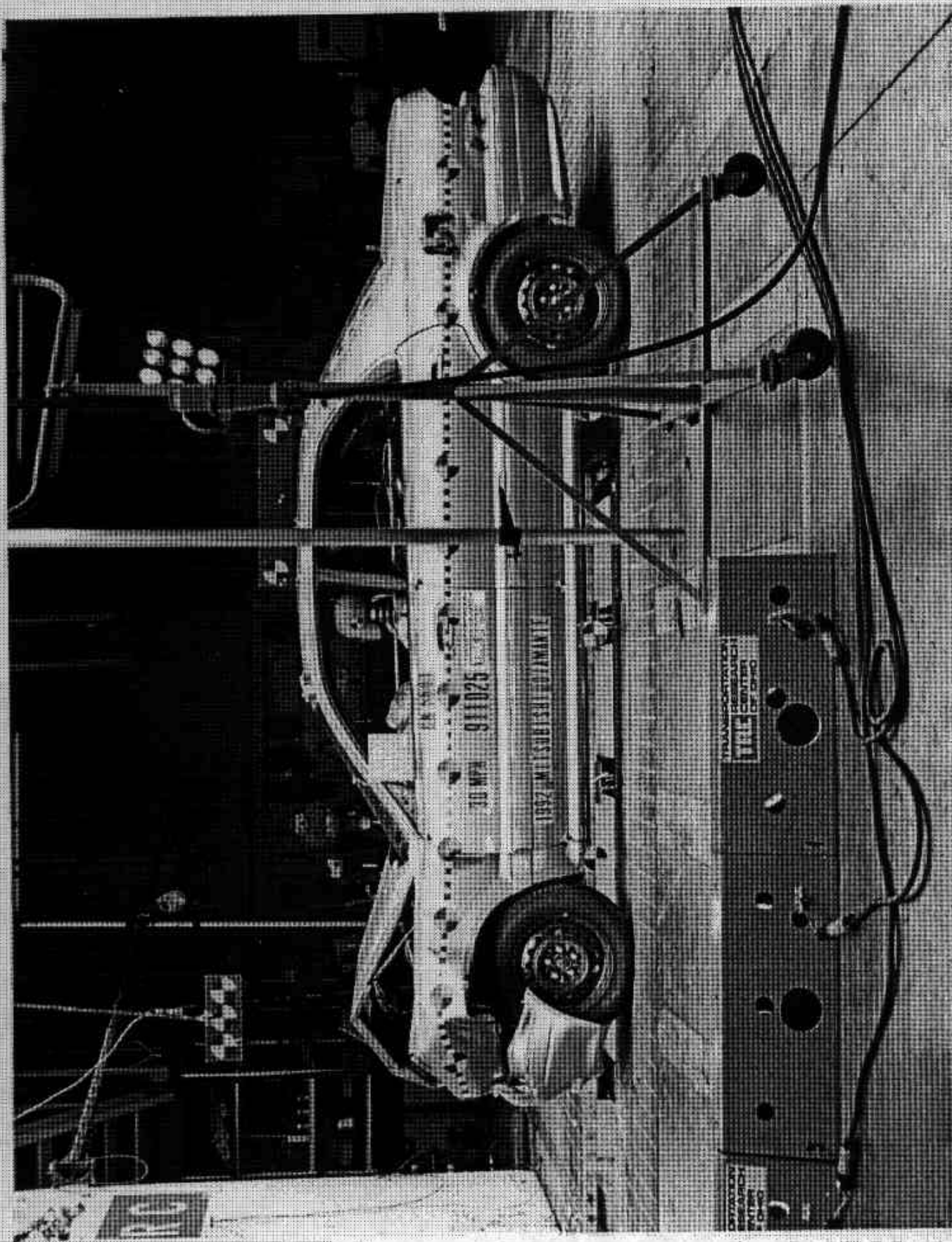


FIGURE A-4. POST-TEST LEFT SIDE VIEW
A-5

911025

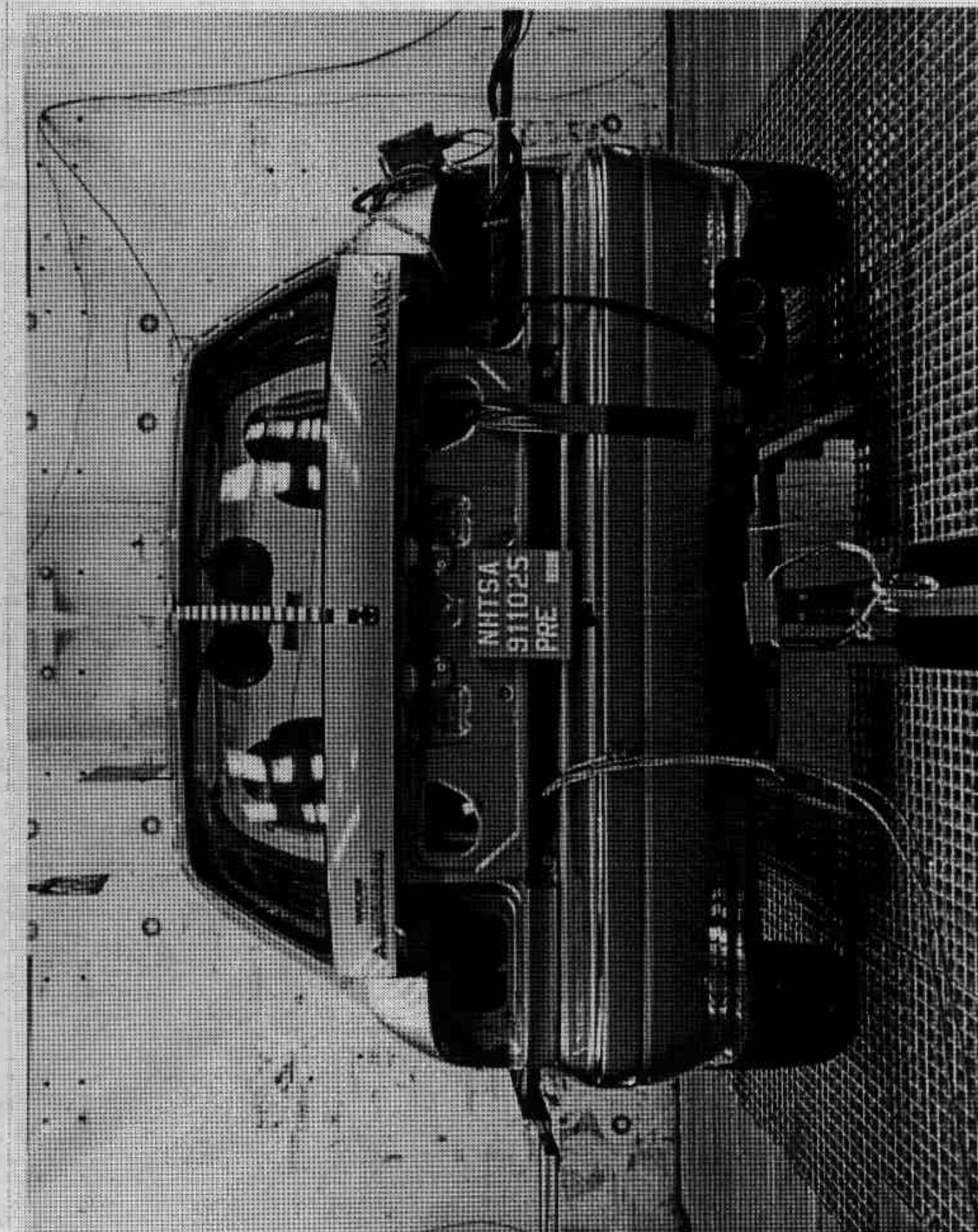


FIGURE A-5. PRE-TEST REAR VIEW

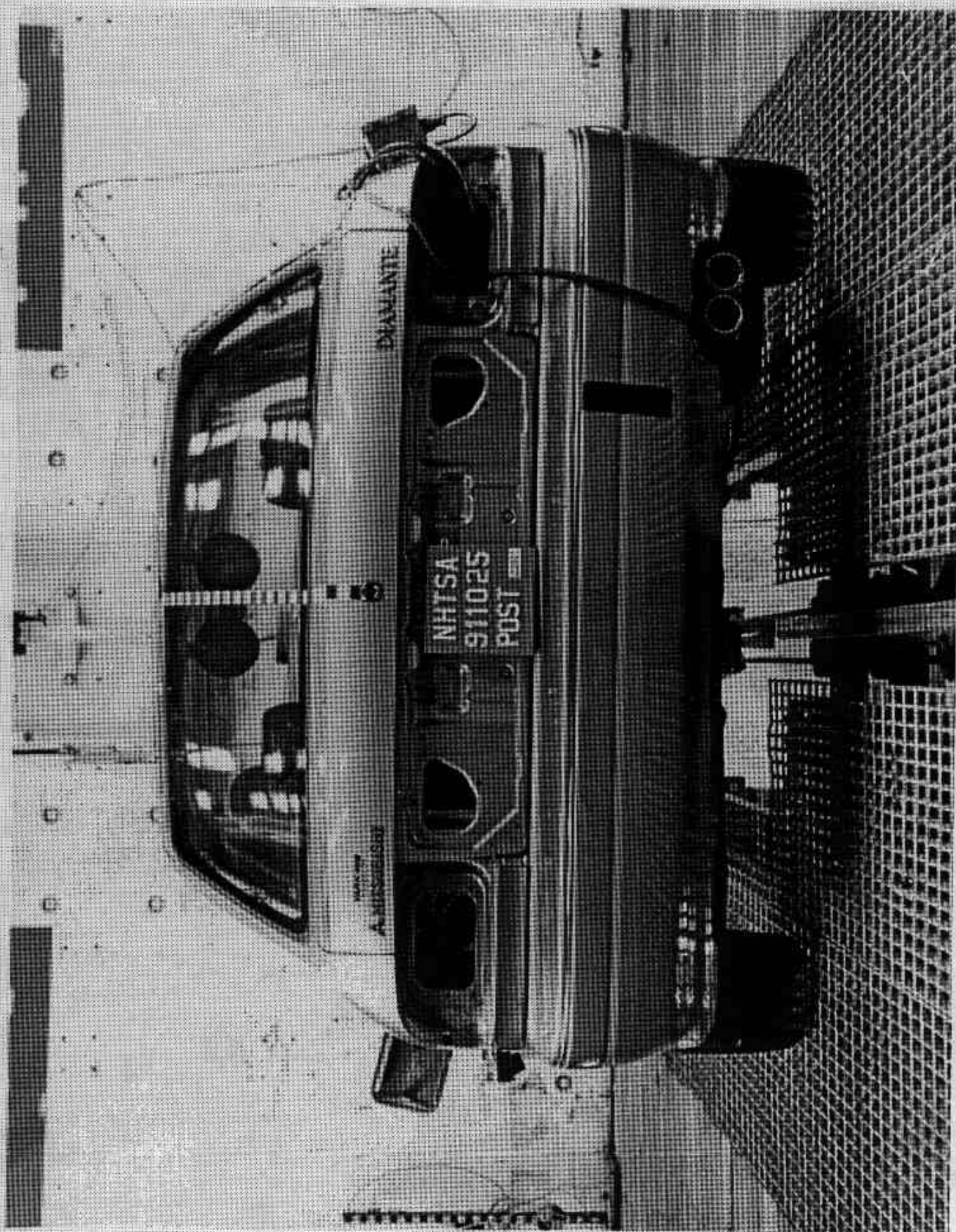


FIGURE A-6. POST-TEST REAR VIEW

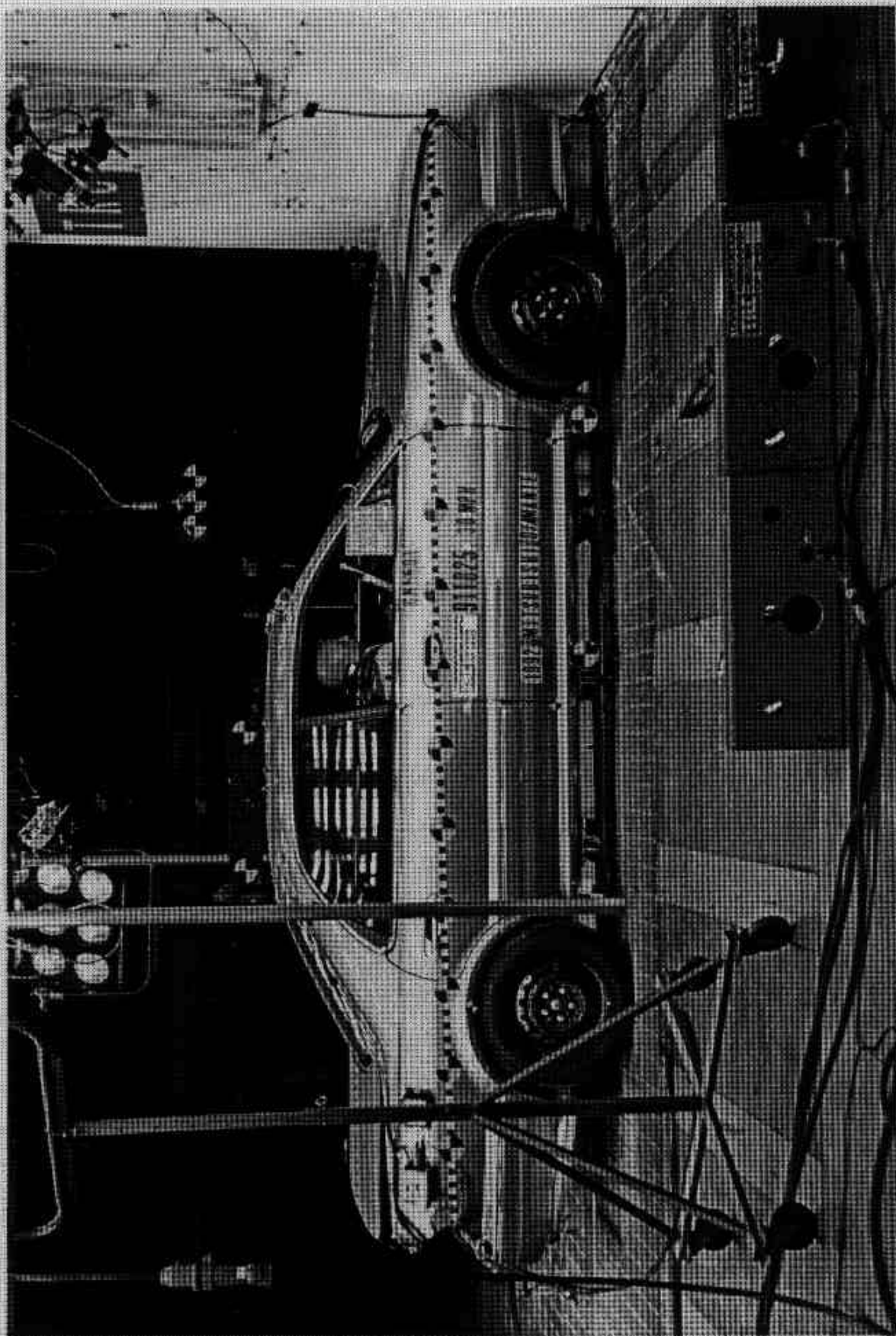


FIGURE A-7. PRE-TEST RIGHT SIDE VIEW
A-8

911025



FIGURE A-8. POST-TEST RIGHT FRONT THREE-QUARTER VIEW

A-9

911025

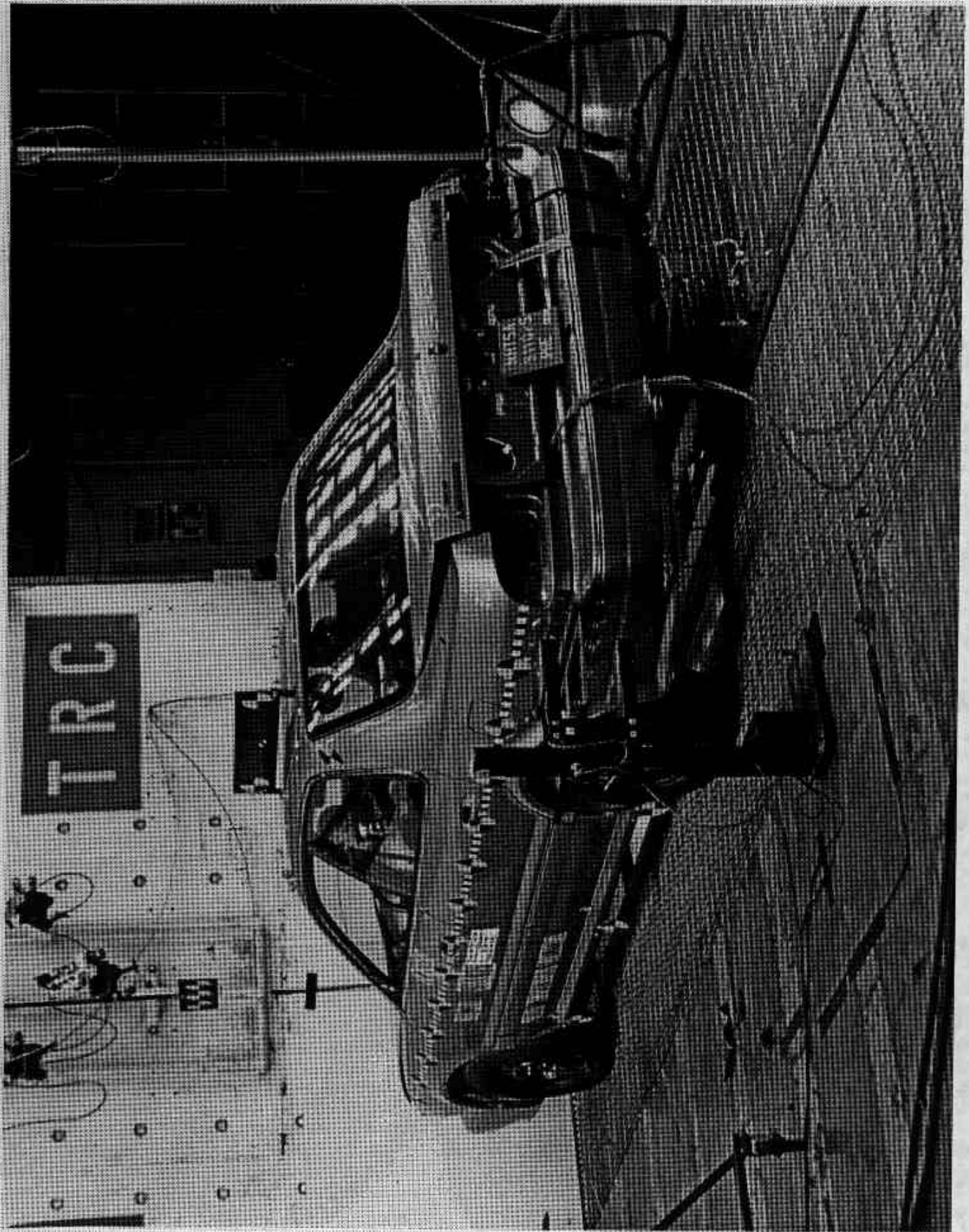


FIGURE A-9. PRE-TEST LEFT REAR THREE-QUARTER VIEW

A-10

911025

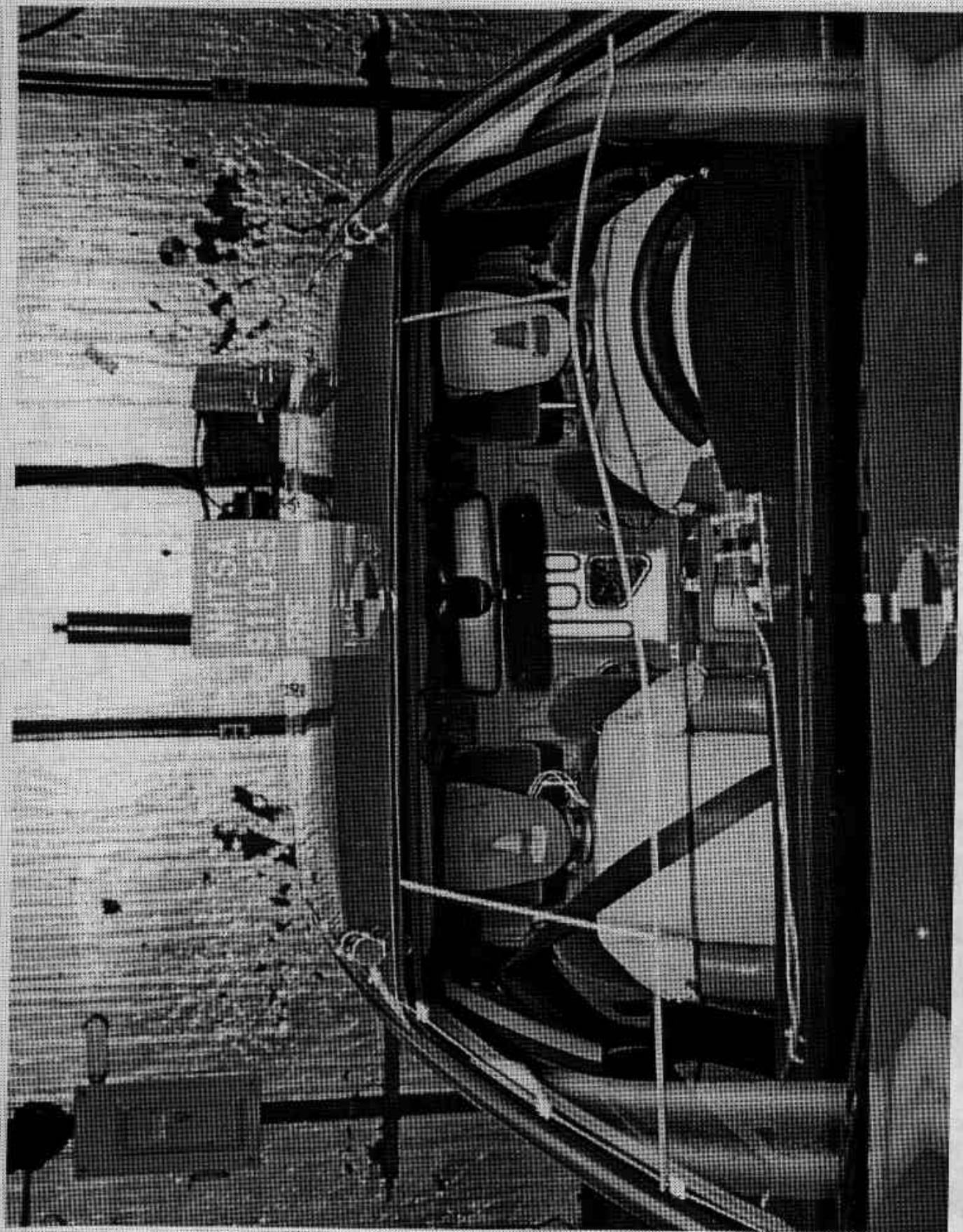


FIGURE A-10. PRE-TEST WINDSHIELD VIEW
A-11

911025

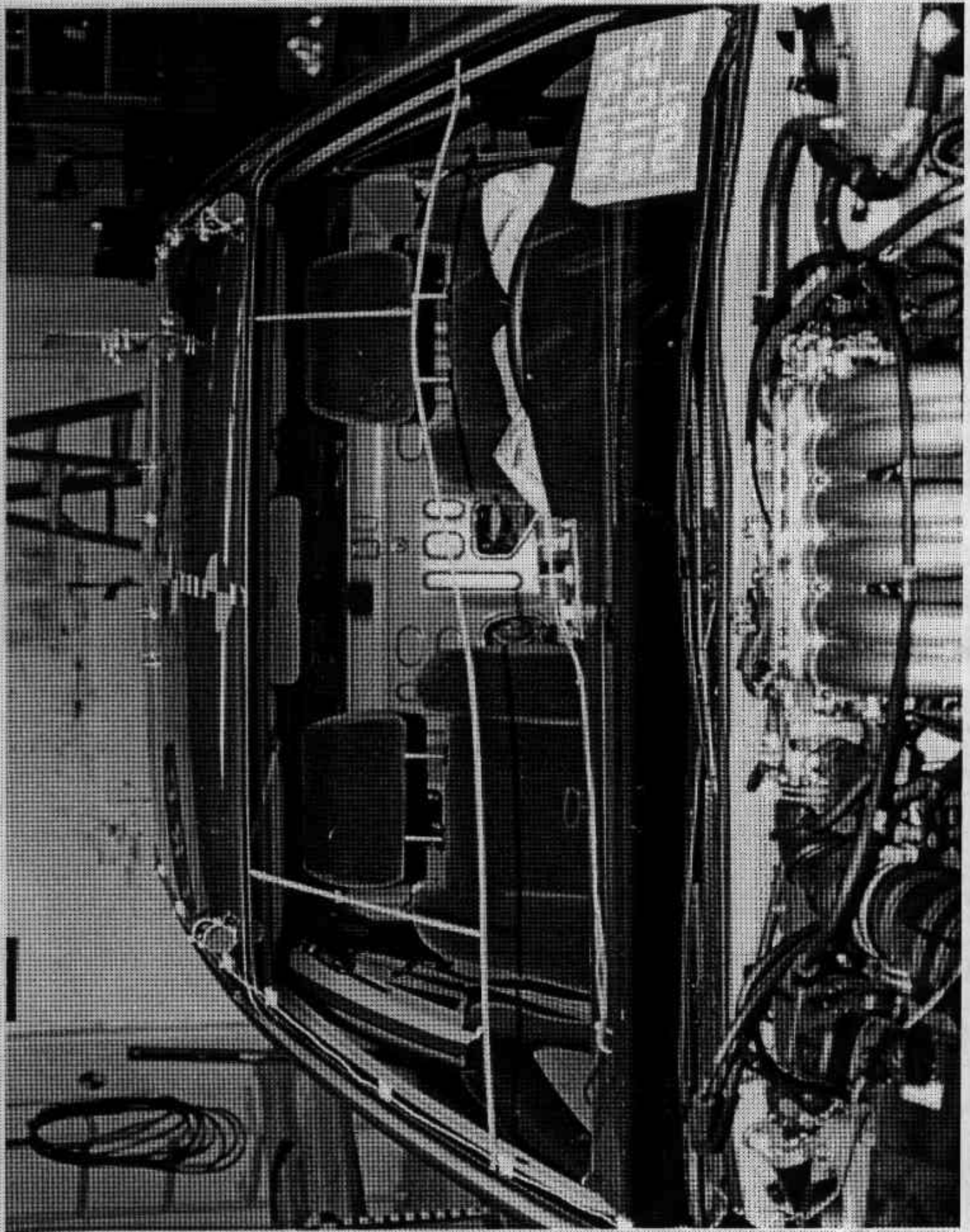


FIGURE A-11. POST-TEST WINDSHIELD VIEW
A-12

911025

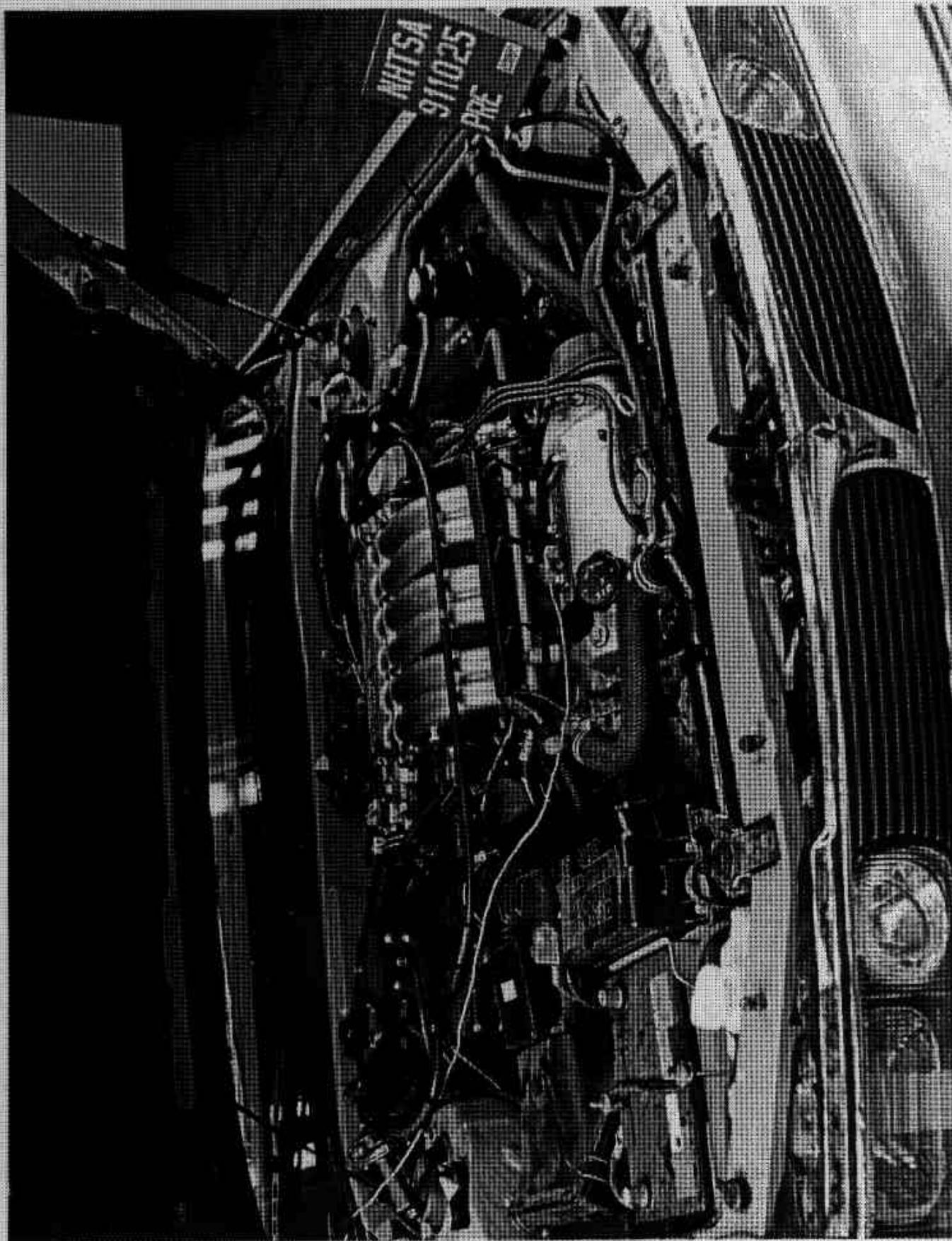


FIGURE A-12. PRE-TEST ENGINE COMPARTMENT VIEW
A-13

911025

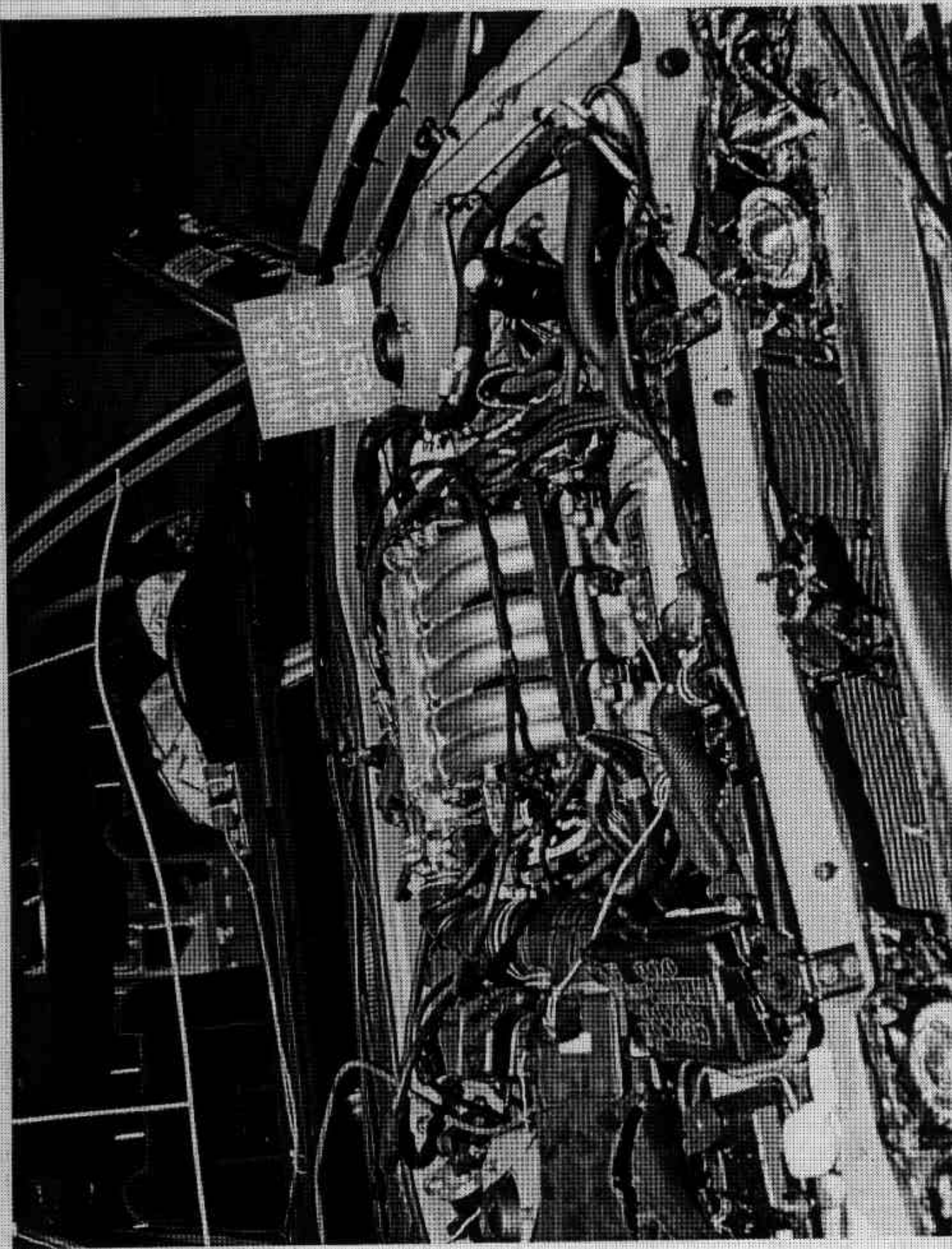


FIGURE A-13. POST-TEST ENGINE COMPARTMENT VIEW

A-14

911025



FIGURE A-14. PRE-TEST FUEL FILLER CAP VIEW

A-15

911025



FIGURE A-15. POST-TEST FUEL FILLER CAP VIEW
A-16

911025

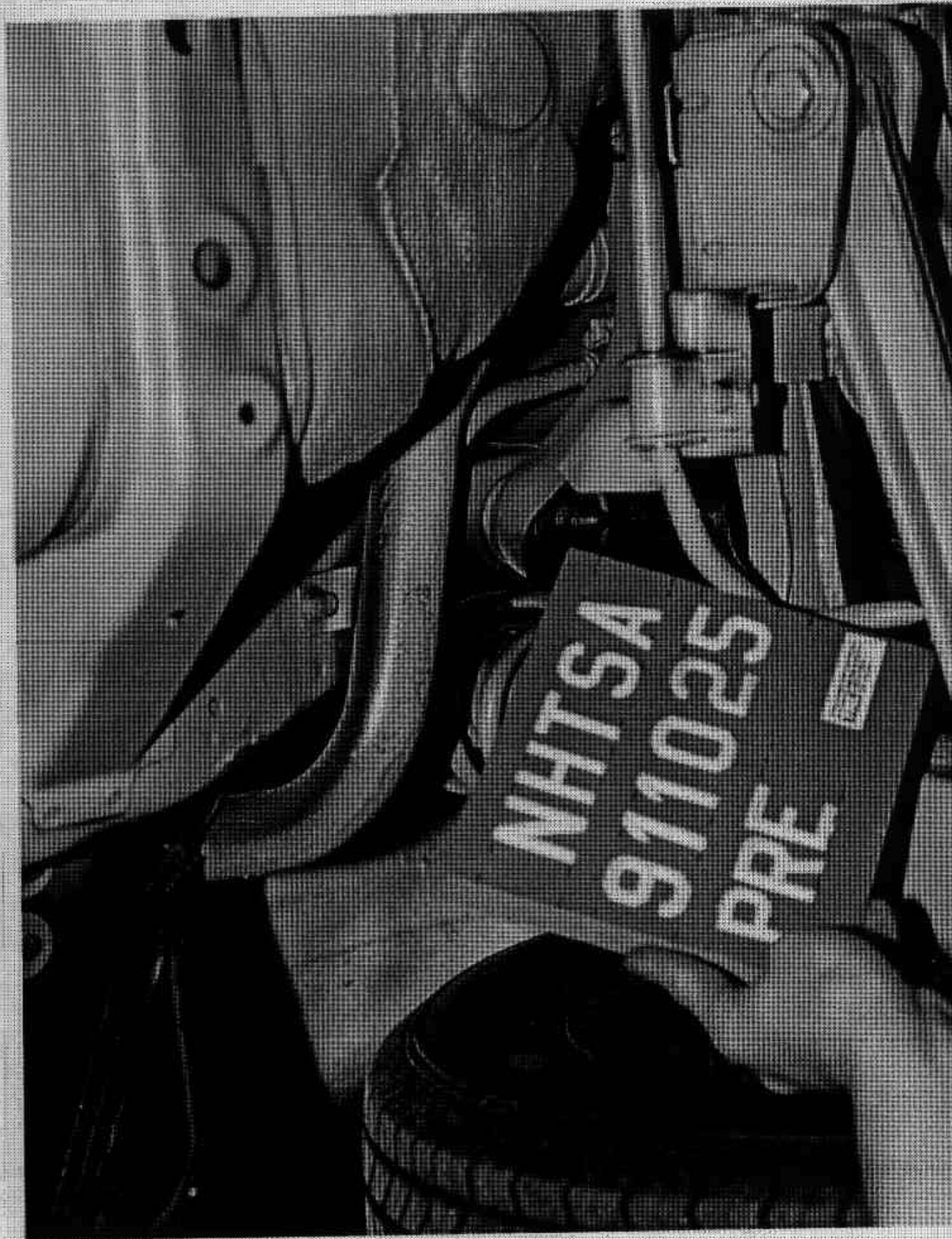


FIGURE A-16. PRE-TEST FUEL FILLER NECK VIEW
A-17

911025

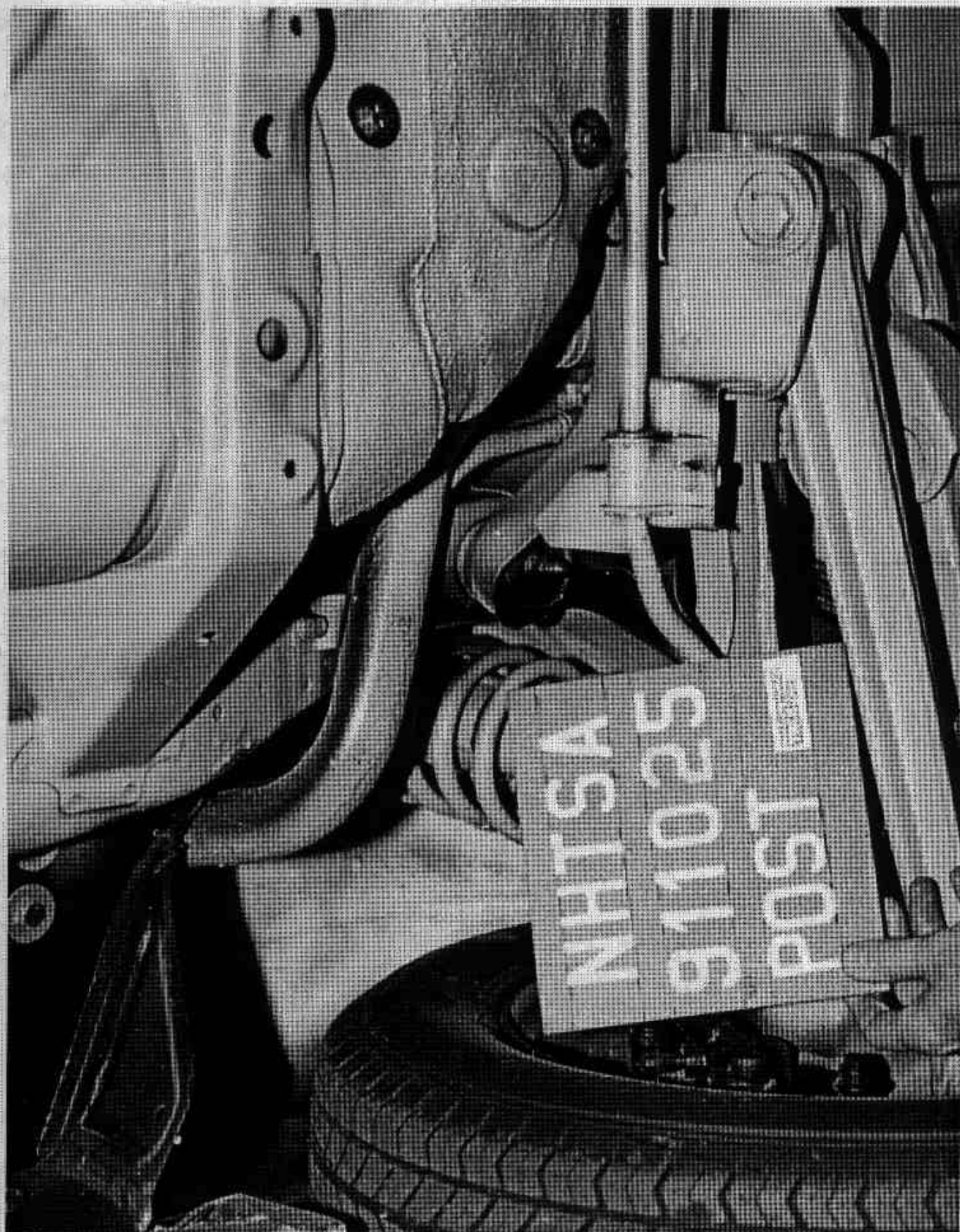


FIGURE A-17. POST-TEST FUEL FILLER NECK VIEW

A-18

911025



FIGURE A-18. PRE-TEST FUEL TANK VIEW
A-19

911025

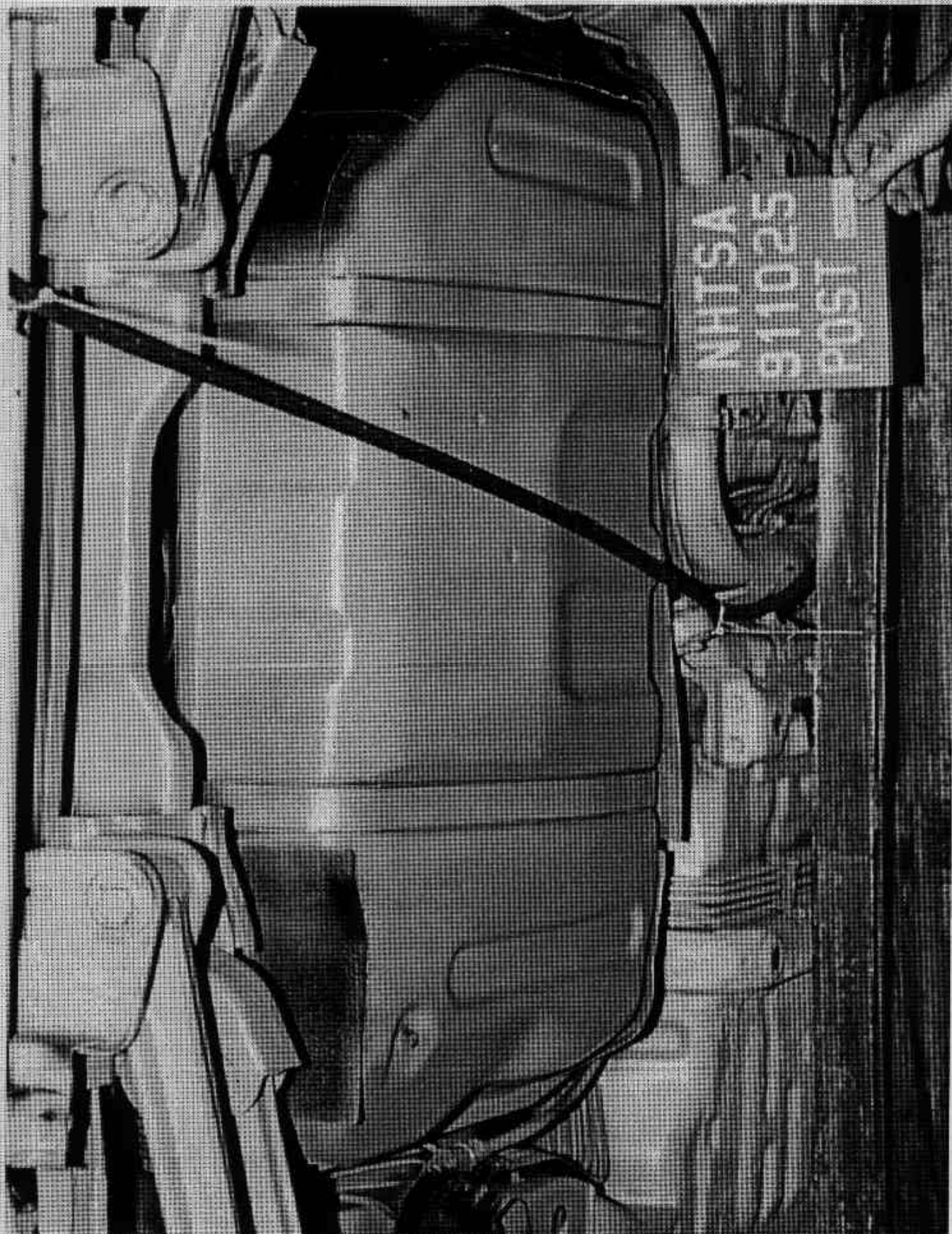


FIGURE A-19. POST-TEST FUEL TANK VIEW
A-20

911025

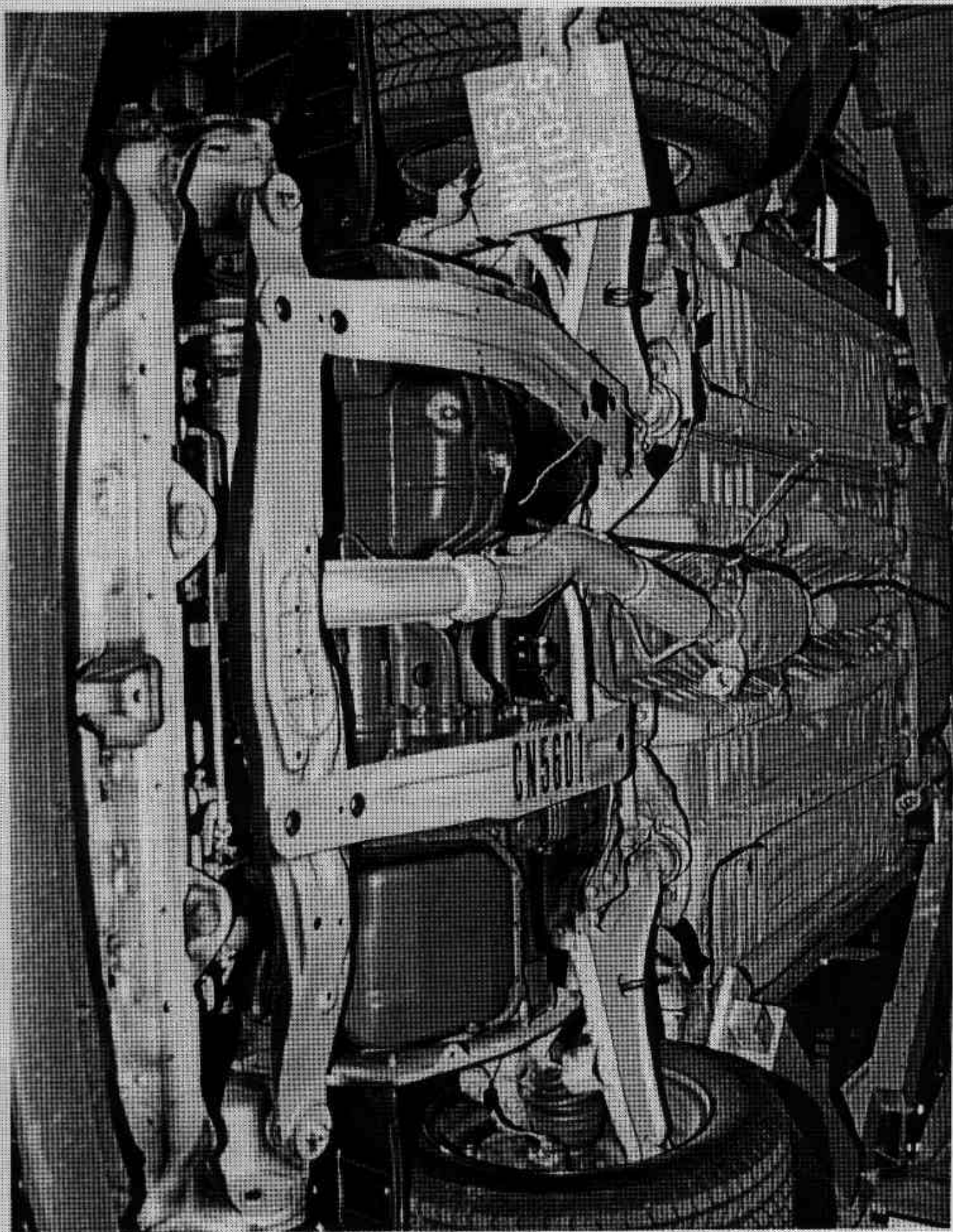


FIGURE A-20. PRE-TEST FRONT UNDERBODY VIEW

A-21

911025

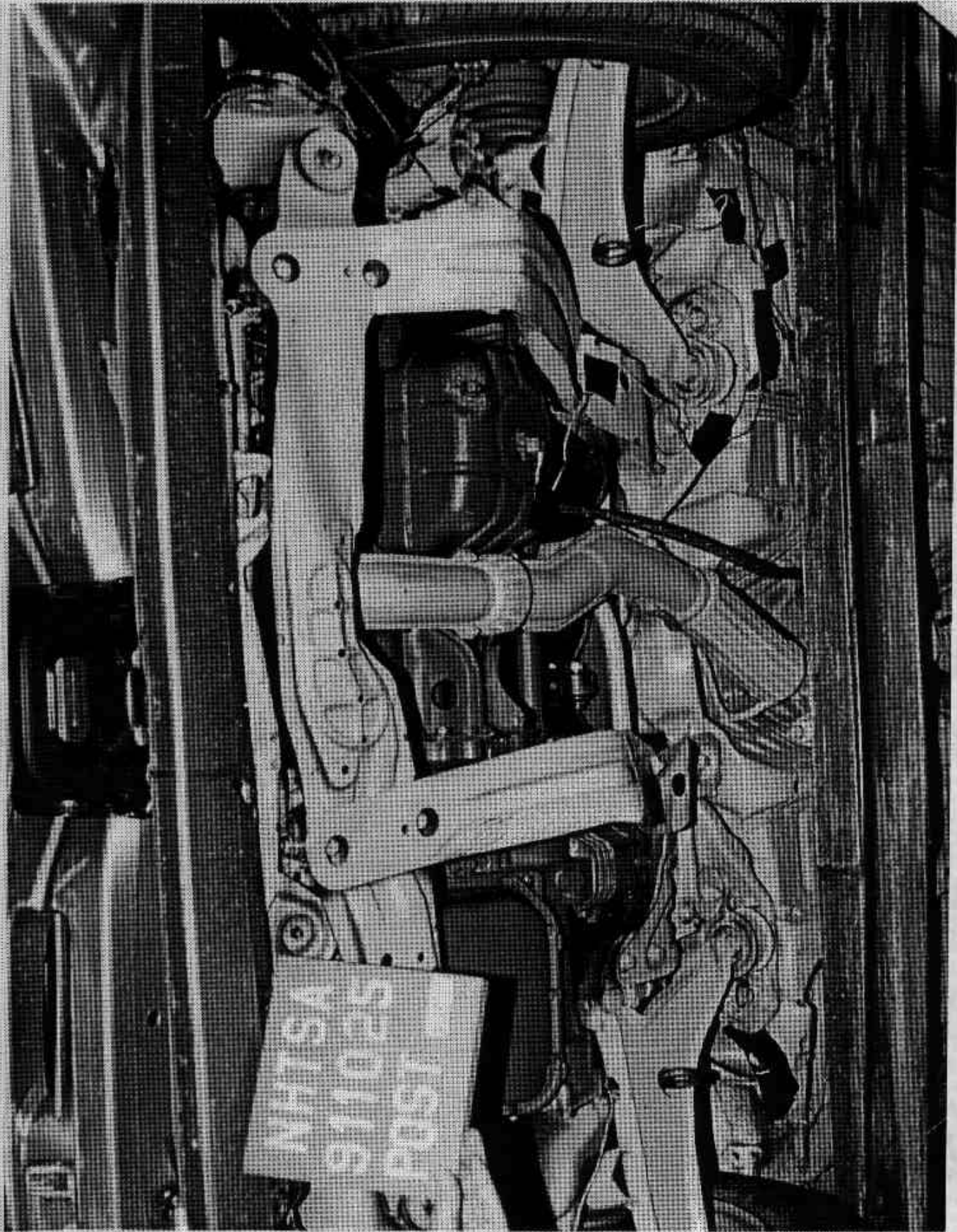


FIGURE A-21. POST-TEST FRONT UNDERBODY VIEW
A-22

911025

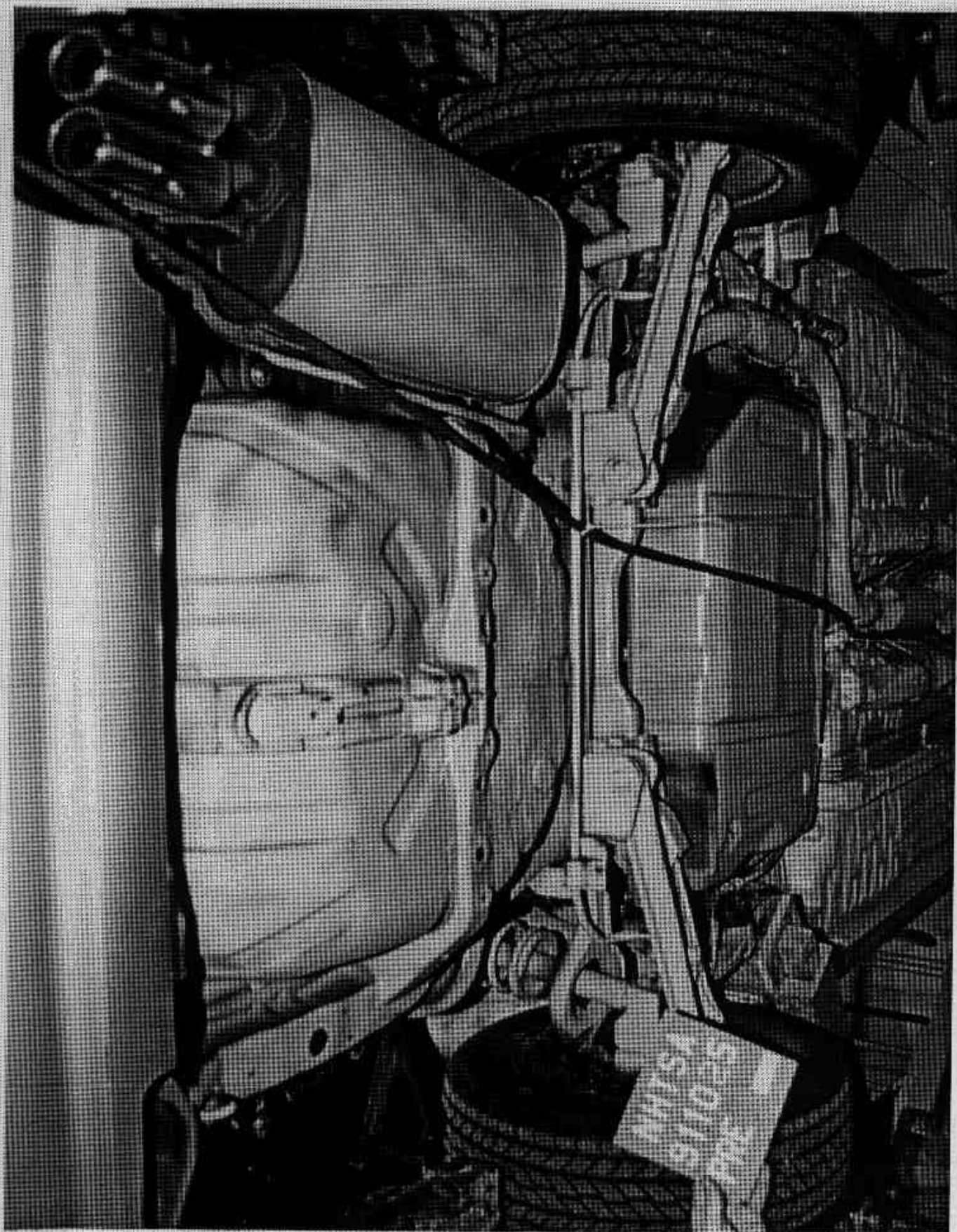


FIGURE A-22. PRE-TEST REAR UNDERBODY VIEW

A-23

911025

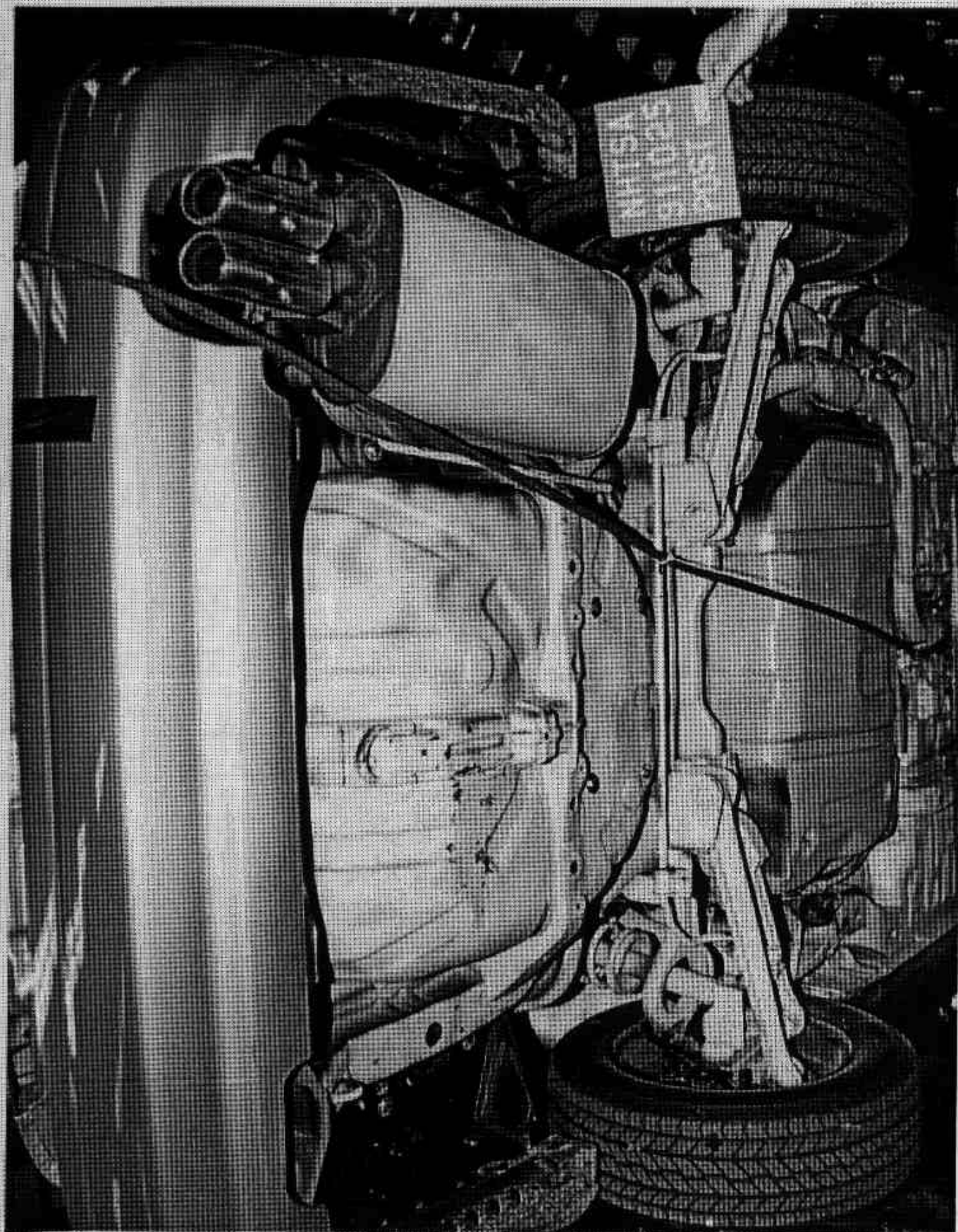


FIGURE A-23. POST-TEST REAR UNDERBODY VIEW

A-24

911025



FIGURE A-24. PRE-TEST DRIVER DUMMY POSITION VIEW

A-25

911025

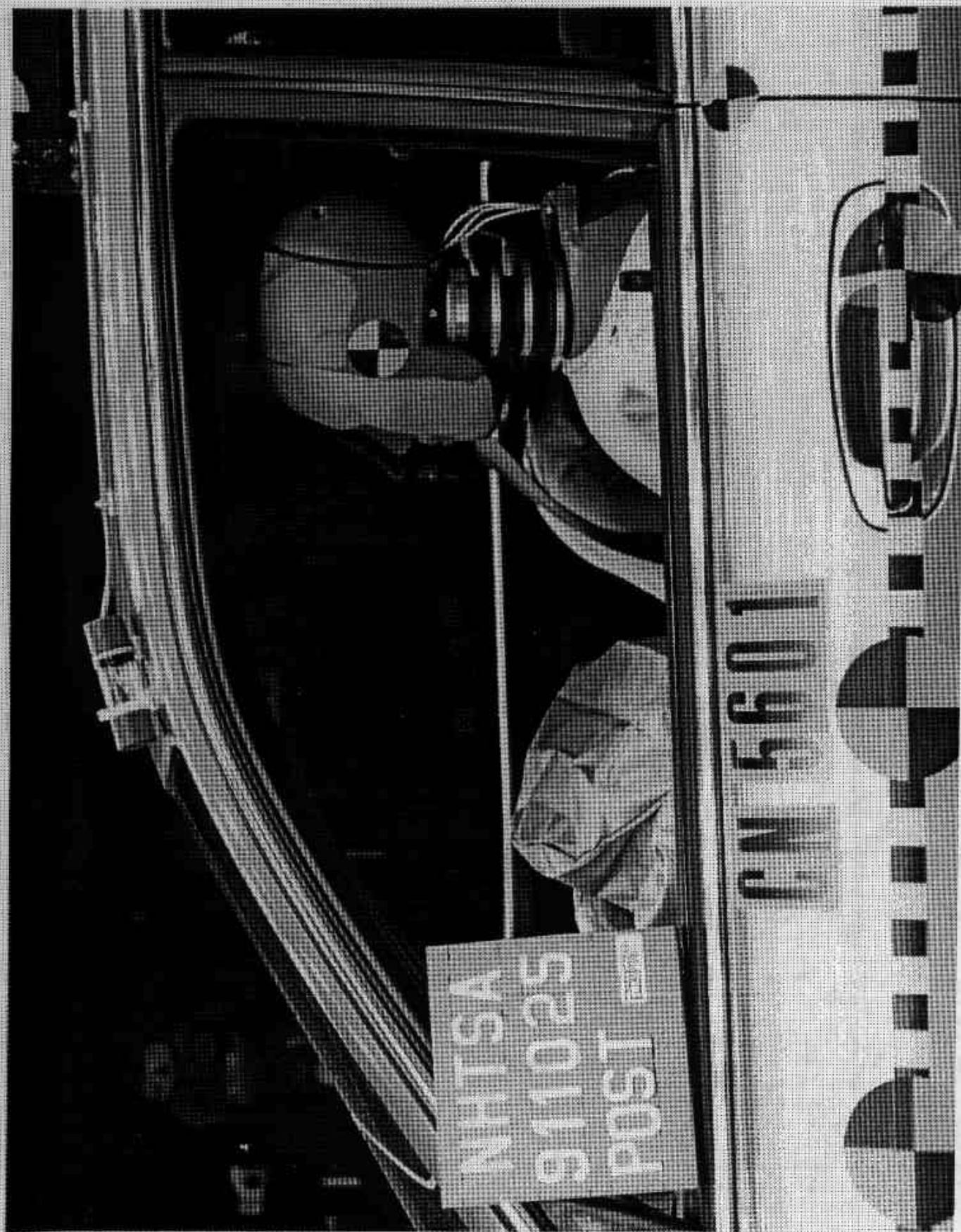


FIGURE A-25, POST-TEST DRIVER DUMMY POSITION VIEW

A-26

911025



FIGURE A-26. PRE-TEST PASSENGER DUMMY POSITION VIEW
A-27

911025

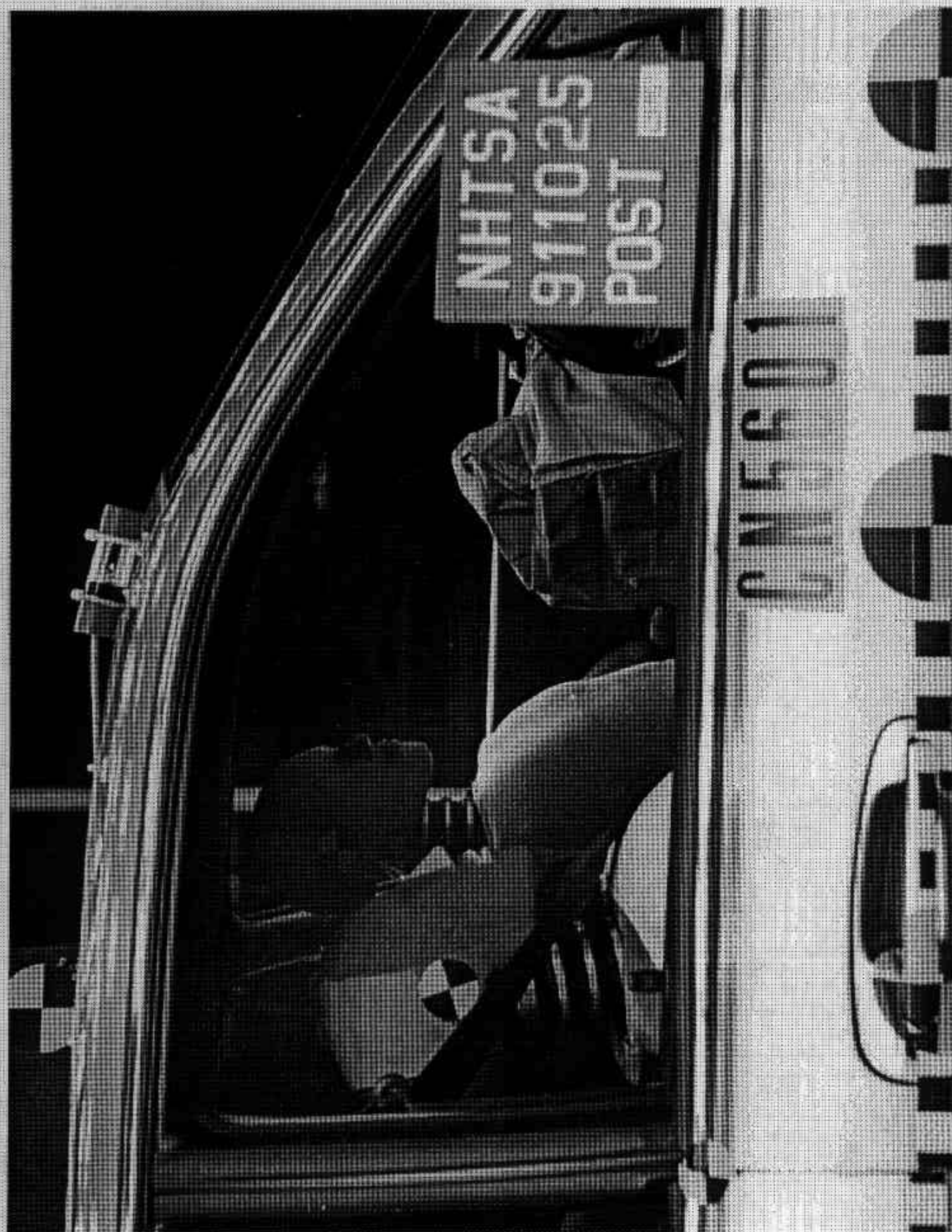


FIGURE A-27, POST-TEST PASSENGER DUMMY POSITION VIEW

A-28

911025



FIGURE A-28. PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 1

A-29

911025



FIGURE A-29. POST-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 1

A-30

911025



FIGURE A-30. PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2

A-31

911025



FIGURE A-31. POST-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2

A-32

911025



FIGURE A-32. PRE-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 1
A-33 911025



FIGURE A-33. POST-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 1
A-34 911025



FIGURE A-34. PRE-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 2
A-35 911025



FIGURE A-35. POST-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 2

A-36

911025

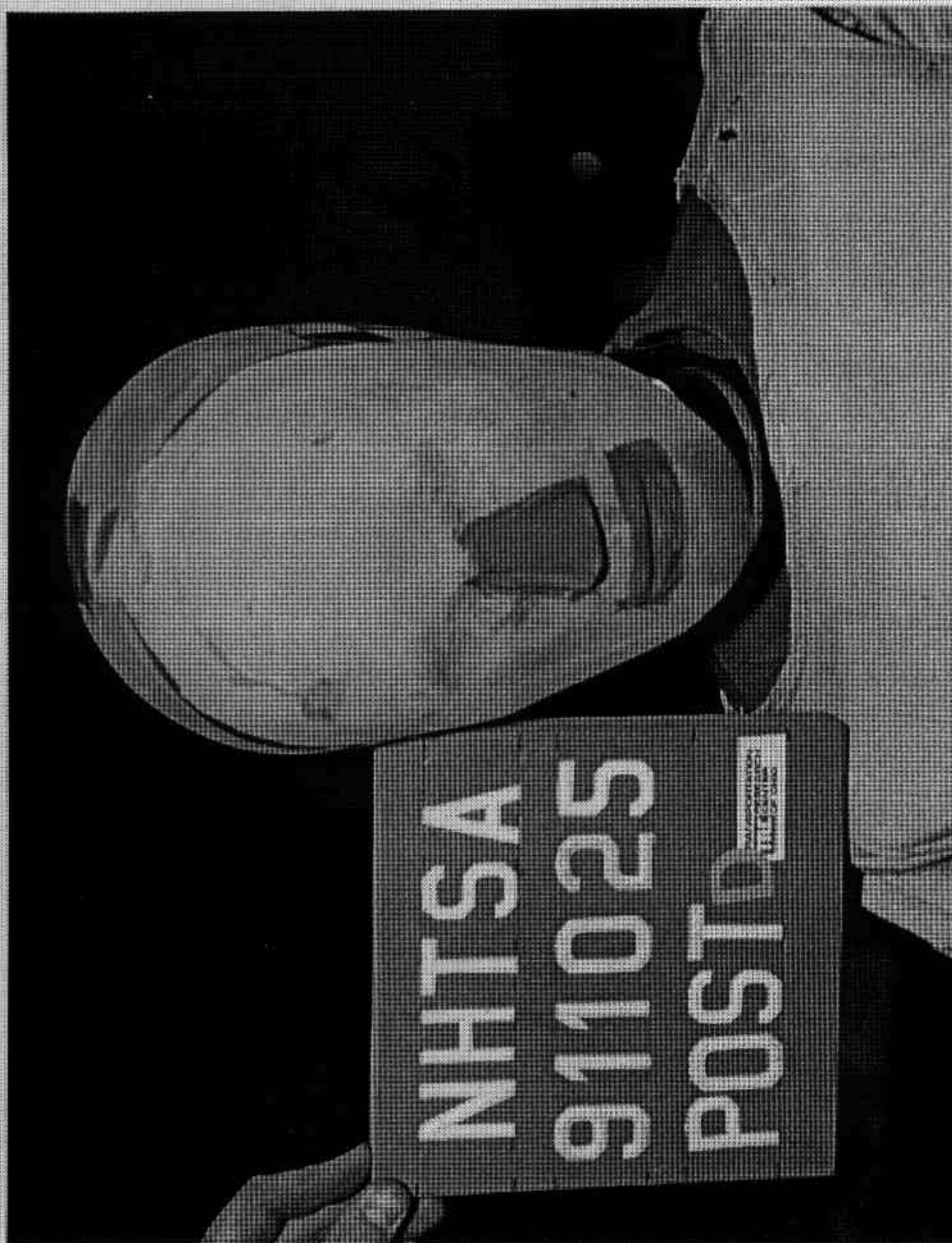


FIGURE A-36. POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 1
A-37

911025



FIGURE A-37, POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 2

A-38

911025

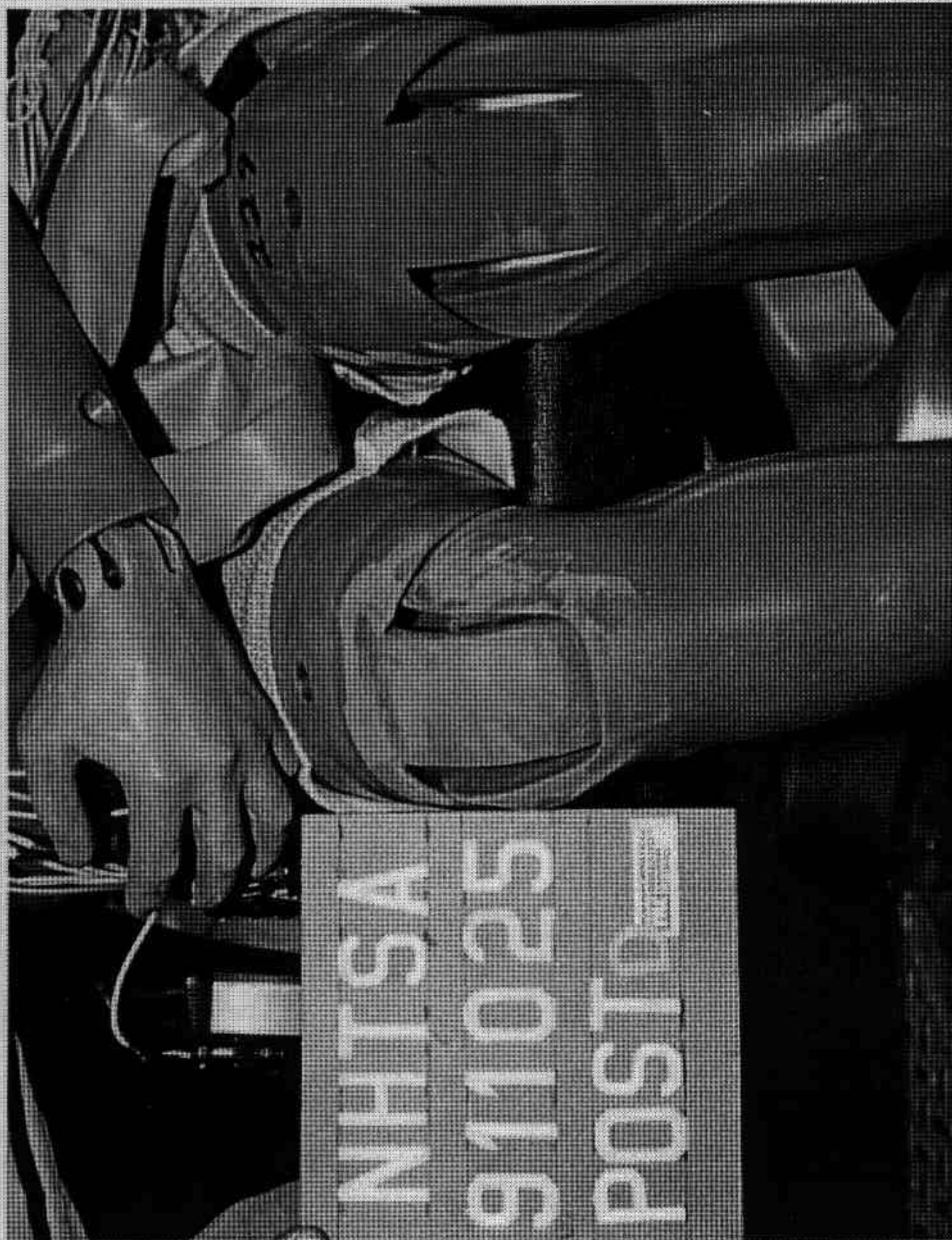


FIGURE A-38. POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 1

A-39

911025

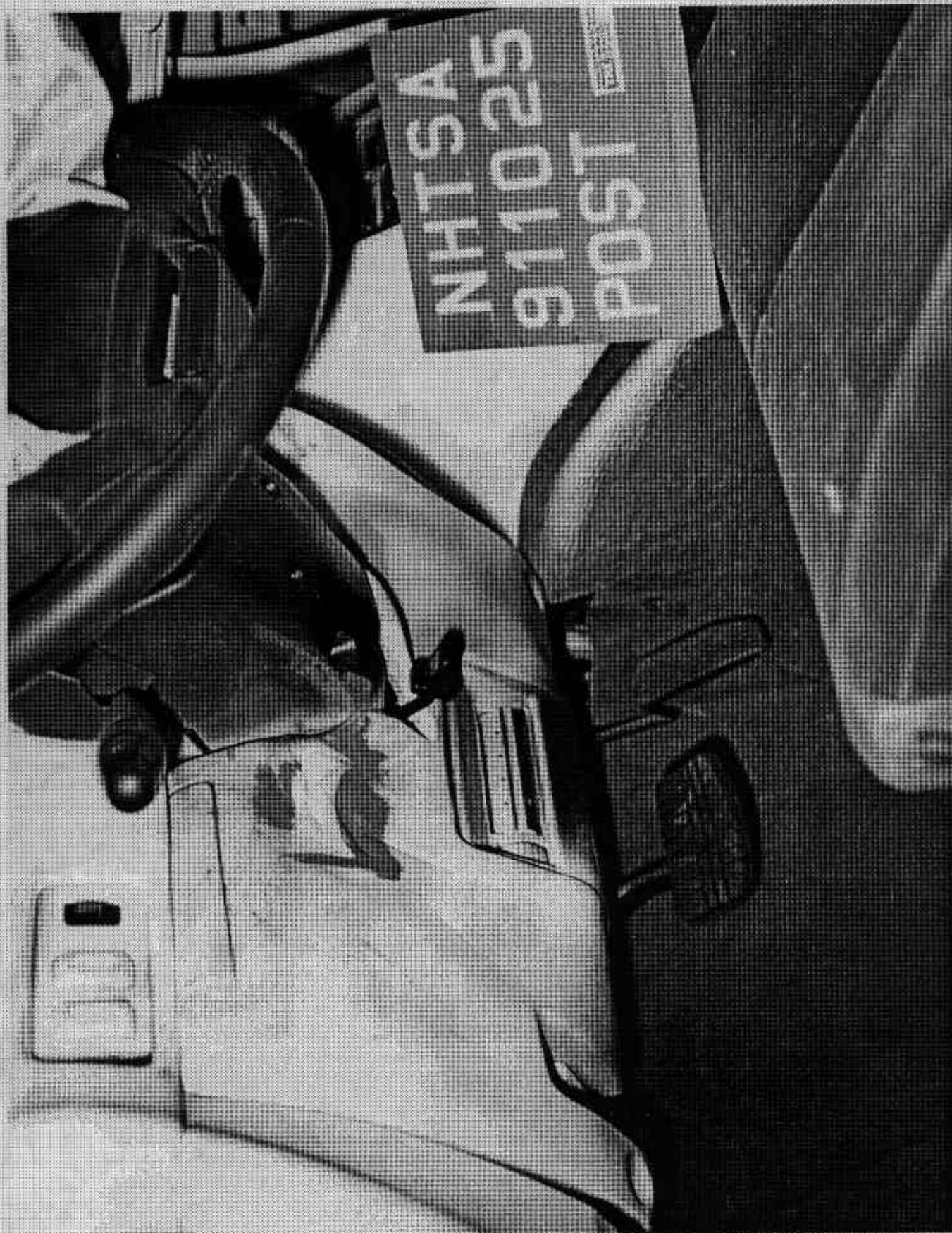


FIGURE A-39. POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 2

A-40

911025



FIGURE A-40. POST-TEST PASSENGER DUMMY HEAD CONTACT VIEW
A-41

911025



FIGURE A-41. POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 1

A-42

911025

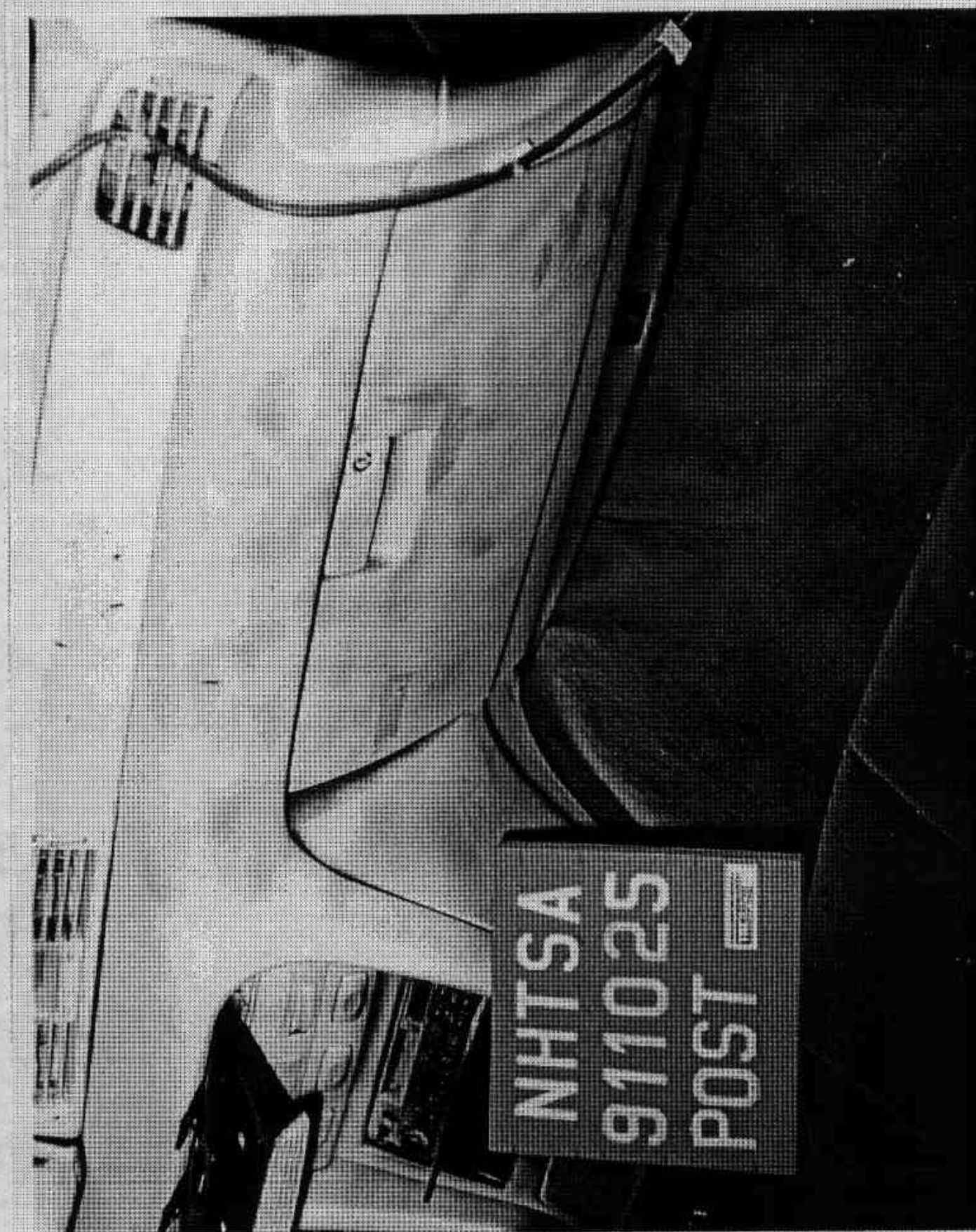


FIGURE A-42. POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 2

A-43

911025

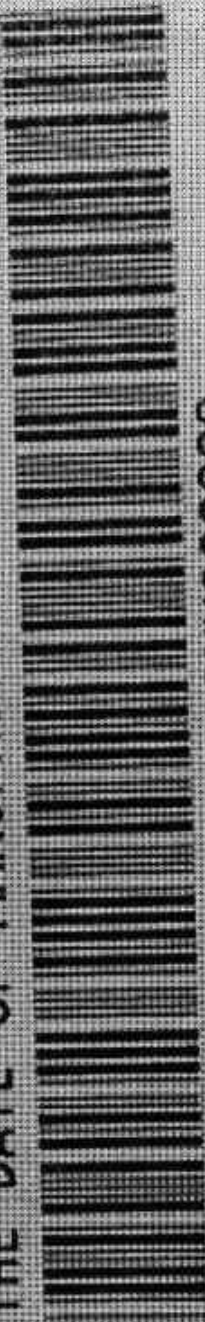
MFD. BY		MITSUBISHI MOTORS CORPORATION		MAY 1991	
GVWR	4629LBS	GAWR	2623LBS	GAWR	2006LBS
	2100KG	FR.	1190KG	RR.	910KG
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY BUMPER AND THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
					
JA3XC47S6NY006932				MU900116	
VEHICLE TYPE: PASSENGER CAR					

FIGURE A-43. PRE-TEST VEHICLE CERTIFICATION LABEL VIEW

TIRE INFLATION PRESSURE (COLD)	
STANDARD INFLATION PRESSURE FOR ALL LOAD	
1ST SEAT 2PASS.	
2ND SEAT 3PASS.	
TOTAL 5PASS.	
LUGGAGE 35kg (77lbs)	
TOTAL WEIGHT 375kg (827lbs)	
TIRE SIZE	205/65R15 94V
FRONT	REAR
220 KPa (32 PSI)	180 KPa (26 PSI)
PART NO. MB681953 C	

FIGURE A-44. PRE-TEST VEHICLE RECOMMENDED TIRE PRESSURE LABEL VIEW

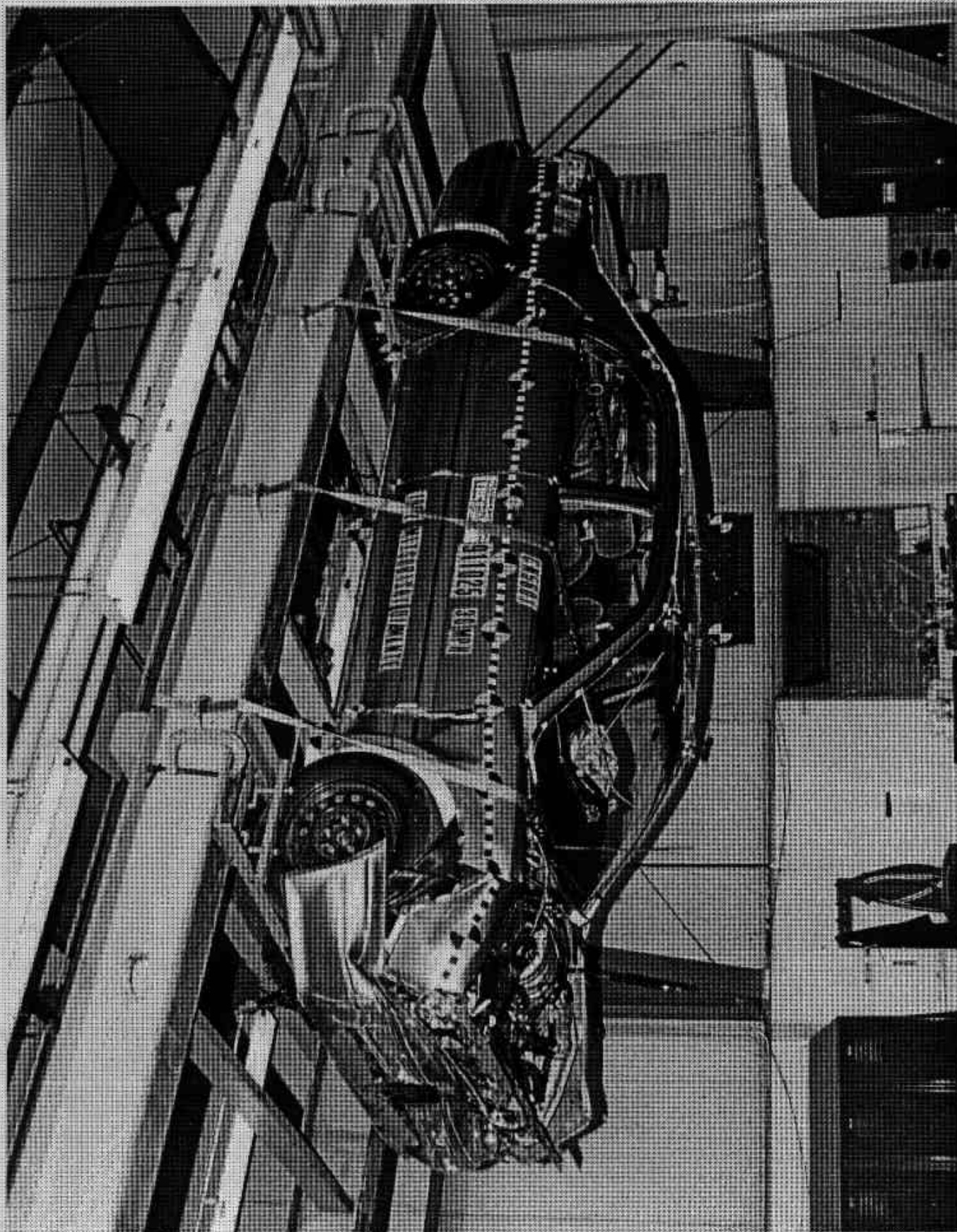


FIGURE A-45. POST-TEST VEHICLE ON STATIC ROLLOVER MACHINE VIEW

A-46

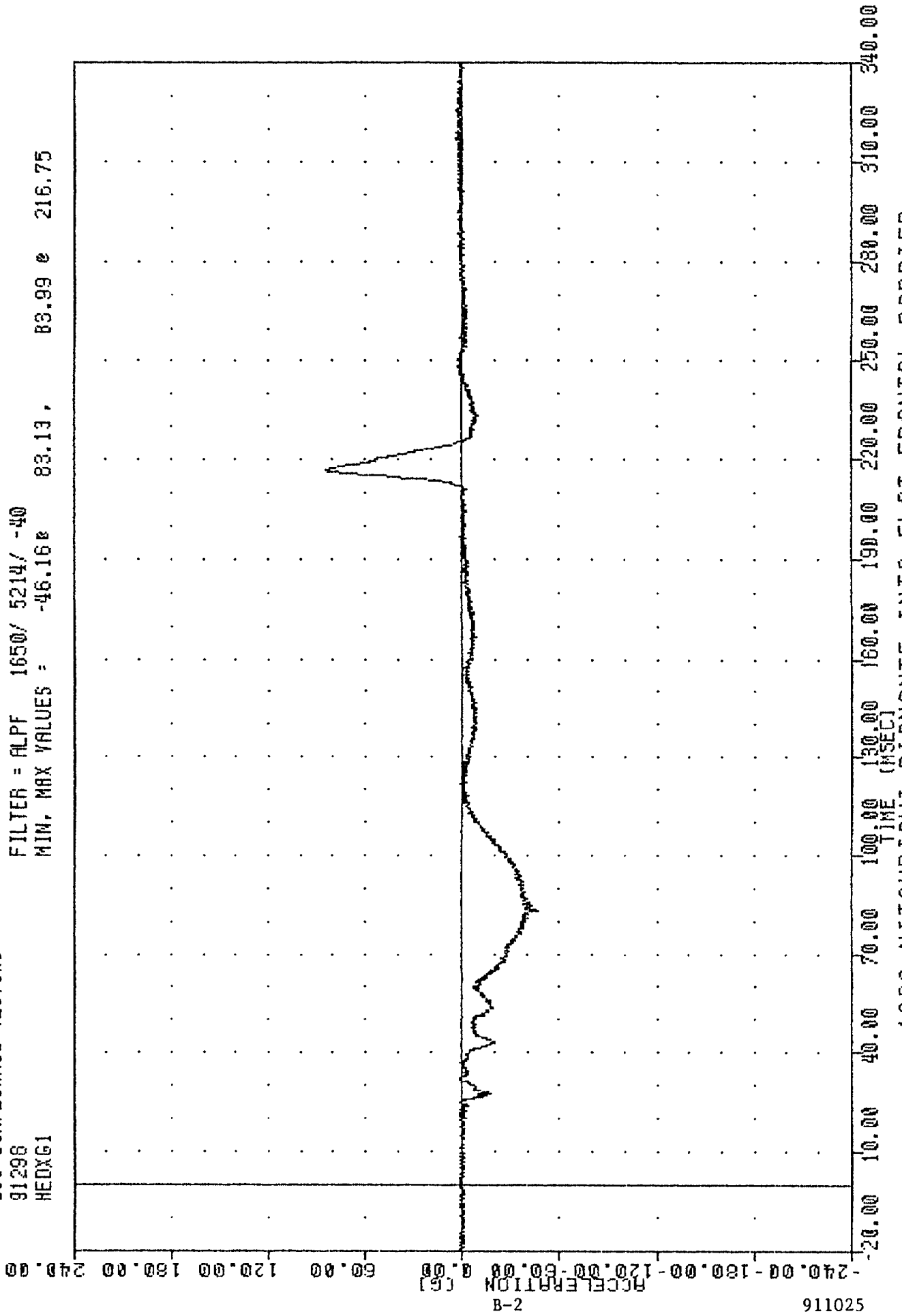
911025

APPENDIX B

DATA PLOTS

TRC , 911025
208 COMPLIANCE TESTING
91298
HEDXG1

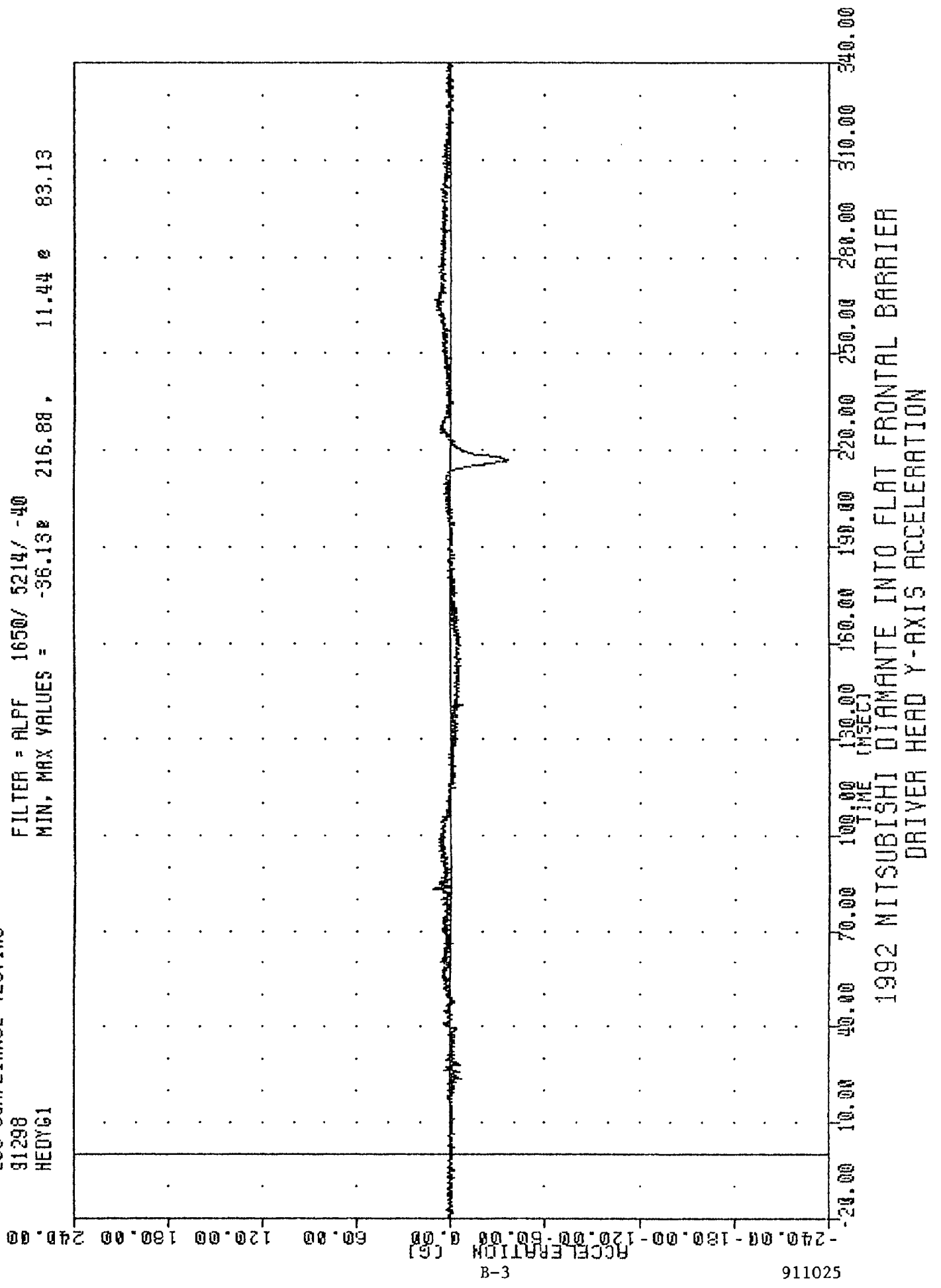
FILTER = ALPF 1650/ 5214/ -40
MIN, MAX VALUES = -46.16 83.13, 83.99 216.75



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
DRIVER HEAD X-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 HEDYG1

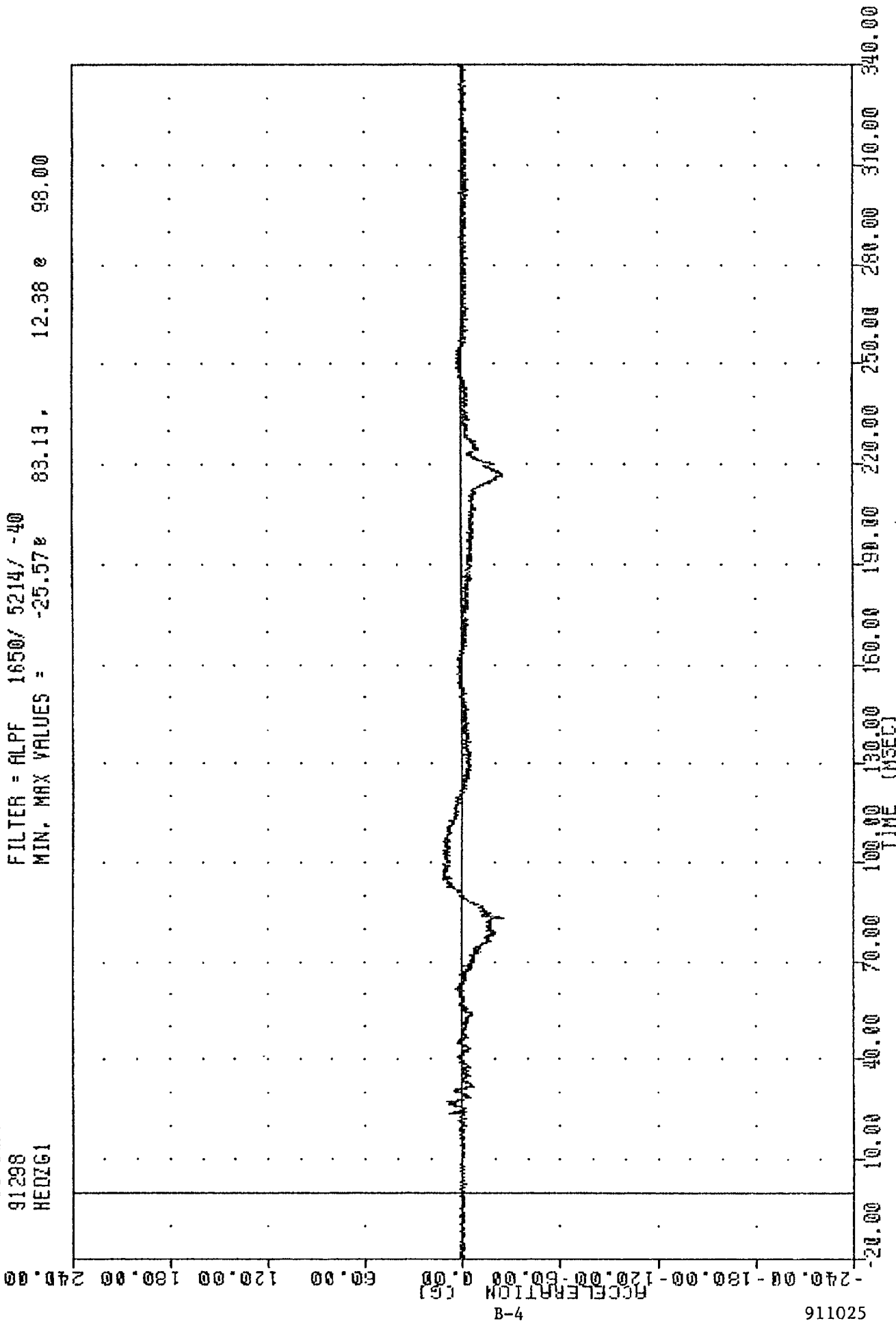
FILTER = ALPF 1650/ 5214/ -40
 MIN, MAX VALUES = -36.13 216.88, 11.44 83.13



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 DRIVER HEAD Y-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 HEDZG1

FILTER = ALPF 1650/ 5214/ -40
 MIN. MAX VALUES = -25.57e 83.13, 12.38 e 98.00



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 DRIVER HEAD Z-AXIS ACCELERATION

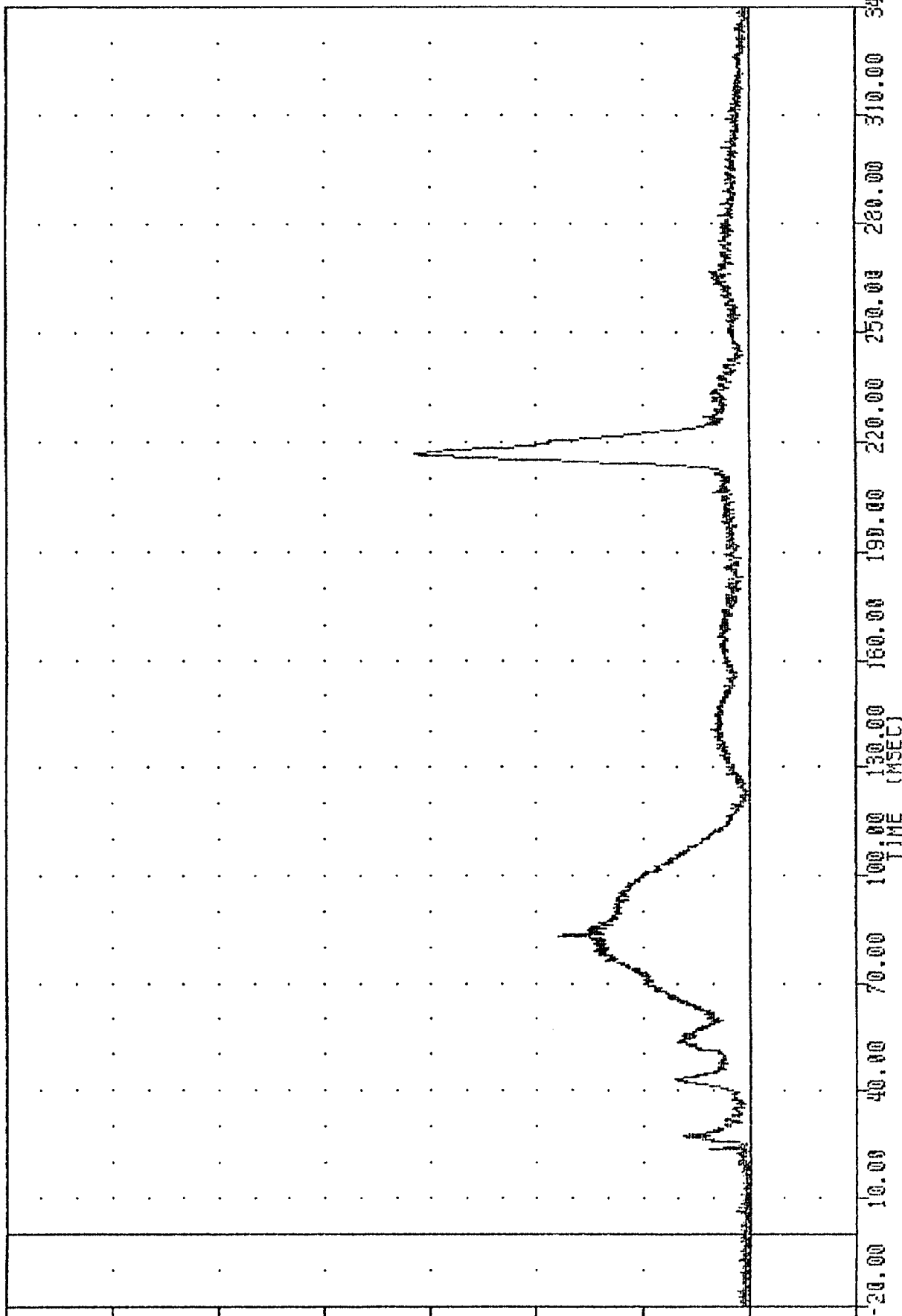
TRC , 911025
208 COMPLIANCE TESTING
91298
HEAD61

FILTER = ALPF 1650/ 5214/ -40
MIN. MAX VALUES = 0.108 7.13, 94.42 e 216.75

ACCELERATION [G]
-30.00 0.00 30.00 60.00 90.00 120.00 150.00 180.00 210.00

B-5

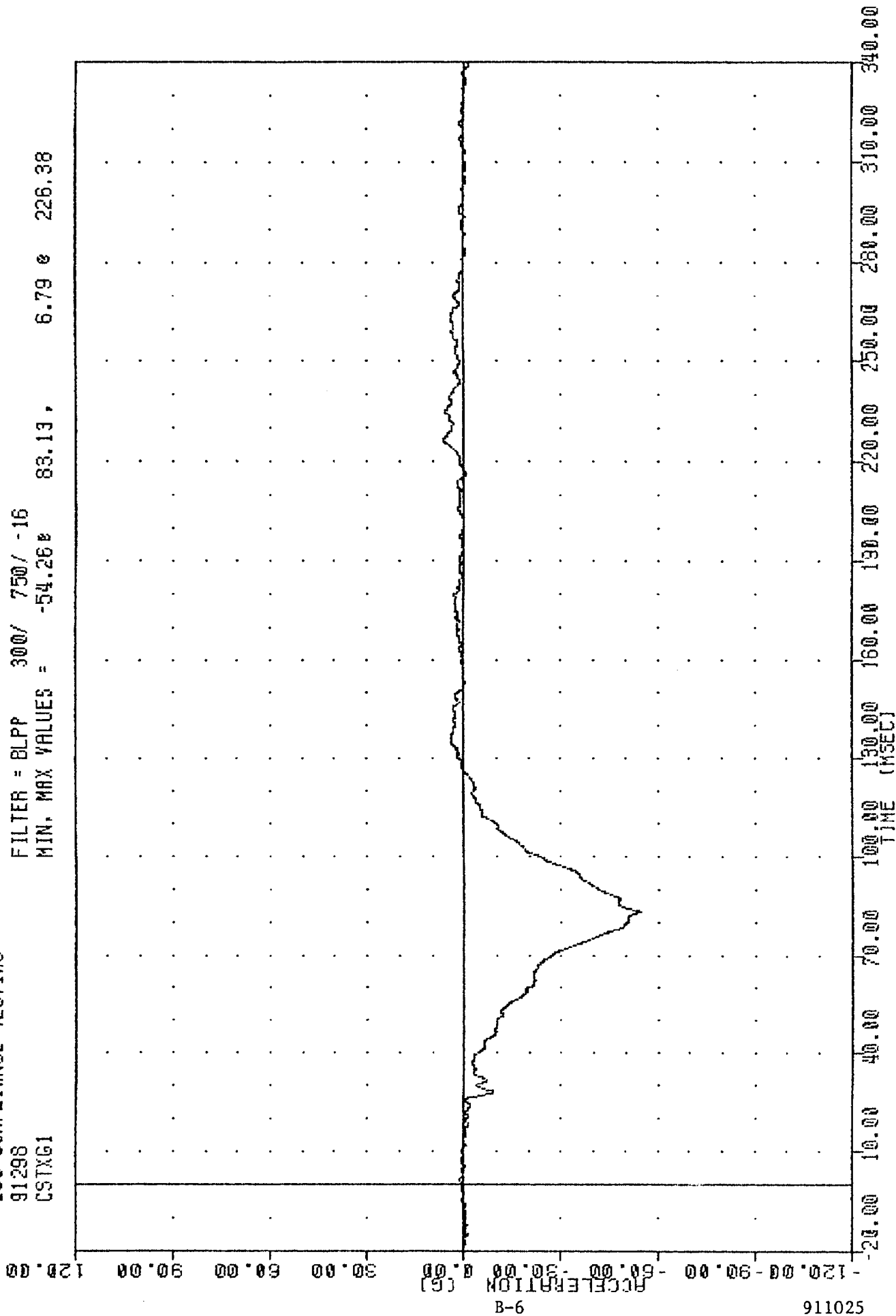
911025



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
DRIVER HEAD RESULTANT ACCELERATION

TRC , 911025
208 COMPLIANCE TESTING
91298
CSTXG1

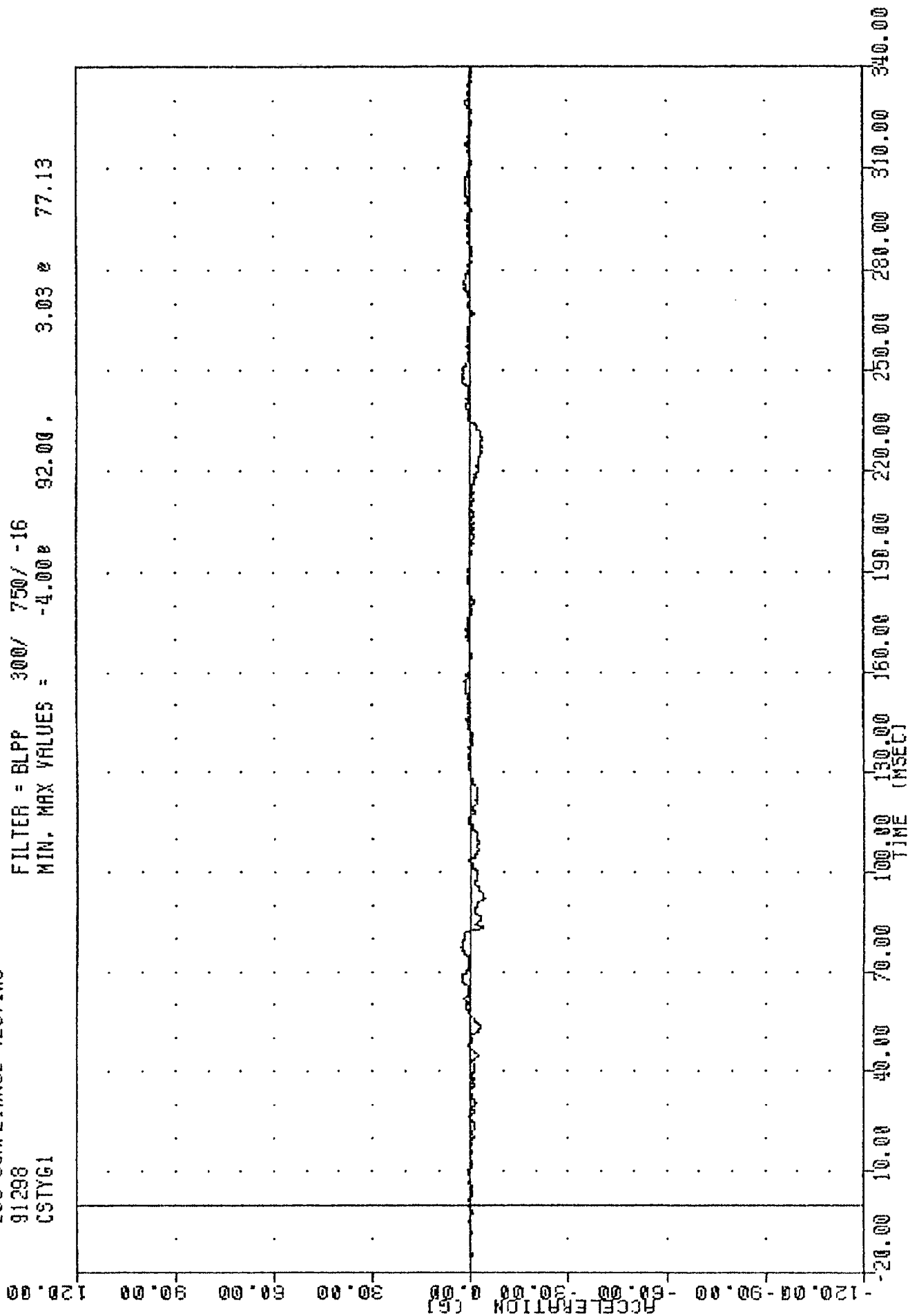
FILTER = BLPP 300/ 750/ -16
MIN. MAX VALUES = -54.26% 83.13, 6.79 @ 226.38



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
DRIVER CHEST X-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 CSTYG1

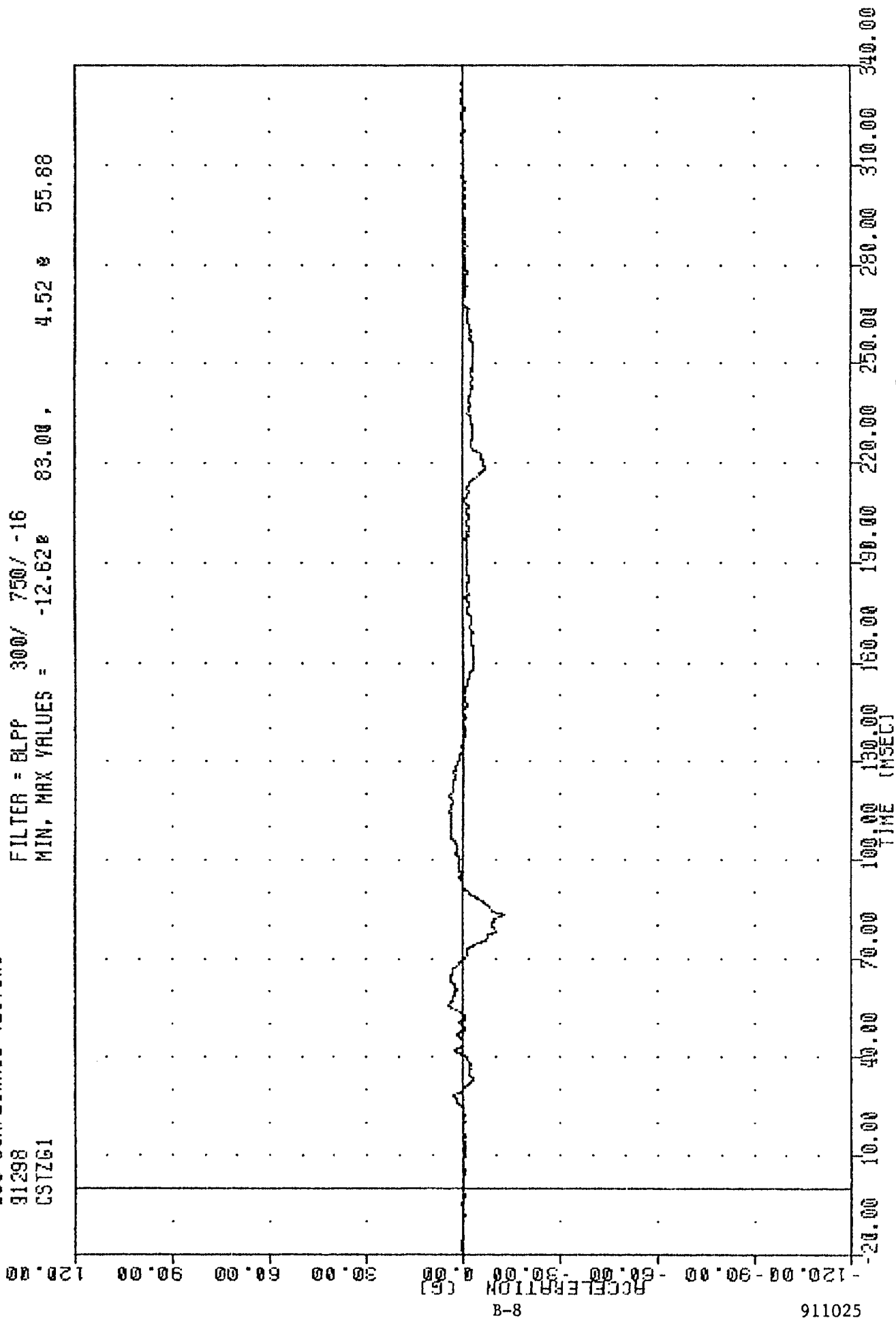
FILTER = BLPP 300/ 750/ -16
 MIN. MAX VALUES = -4.000 92.00 , 3.03 77.13



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 DRIVER CHEST Y-AXIS ACCELERATION

TRC 911025
208 COMPLIANCE TESTING
91298
CSTZG1

FILTER = BLPP 300/ 750/ -16
MIN, MAX VALUES = -12.62 83.00, 4.52 55.88



B-8

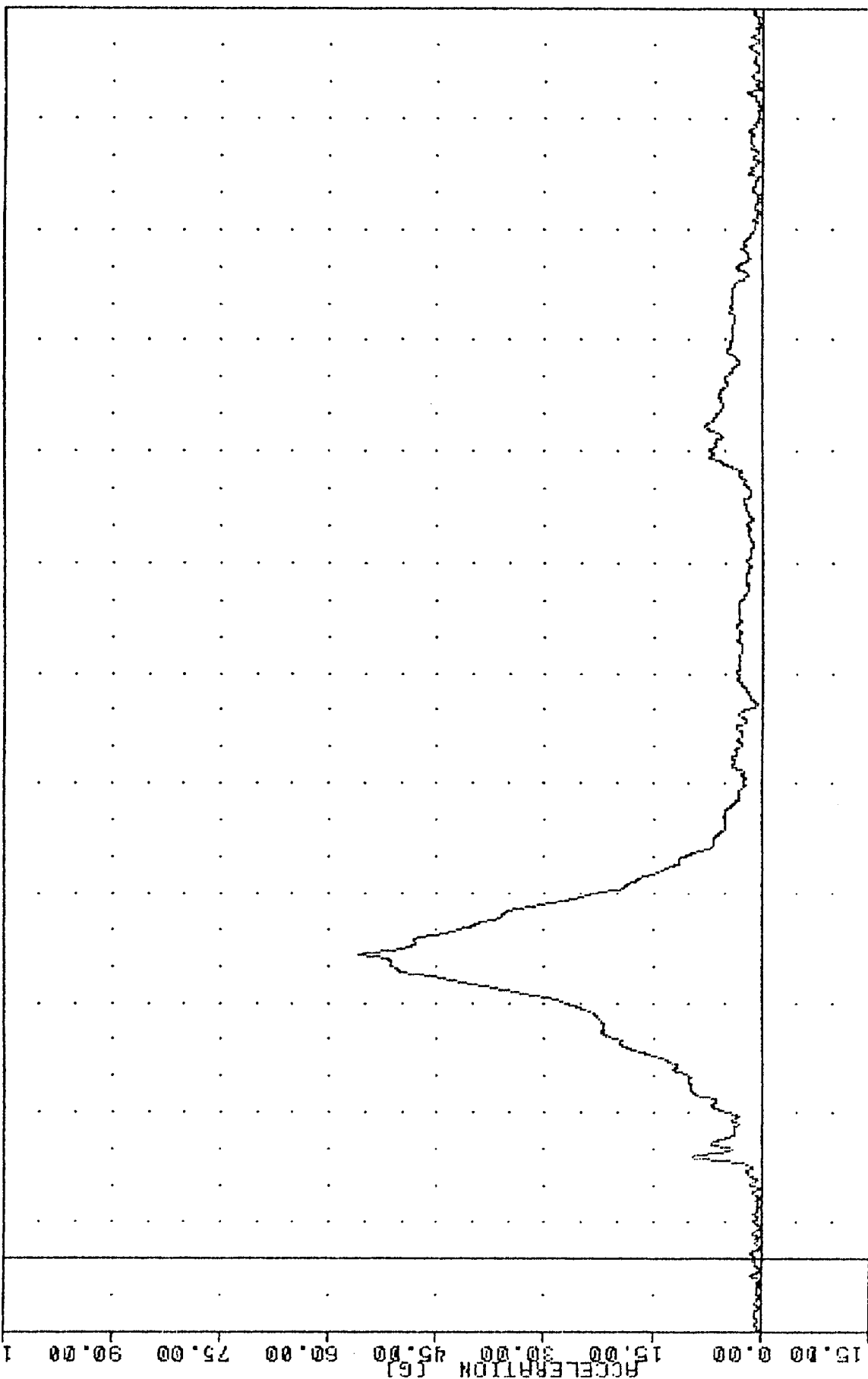
911025

1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
DRIVER CHEST Z-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 CSTRG1

FILTER = BLPP 300/ 750/ -16
 MIN. MAX VALUES = 0.06e -20.00, 55.84 e 83.13

105.00



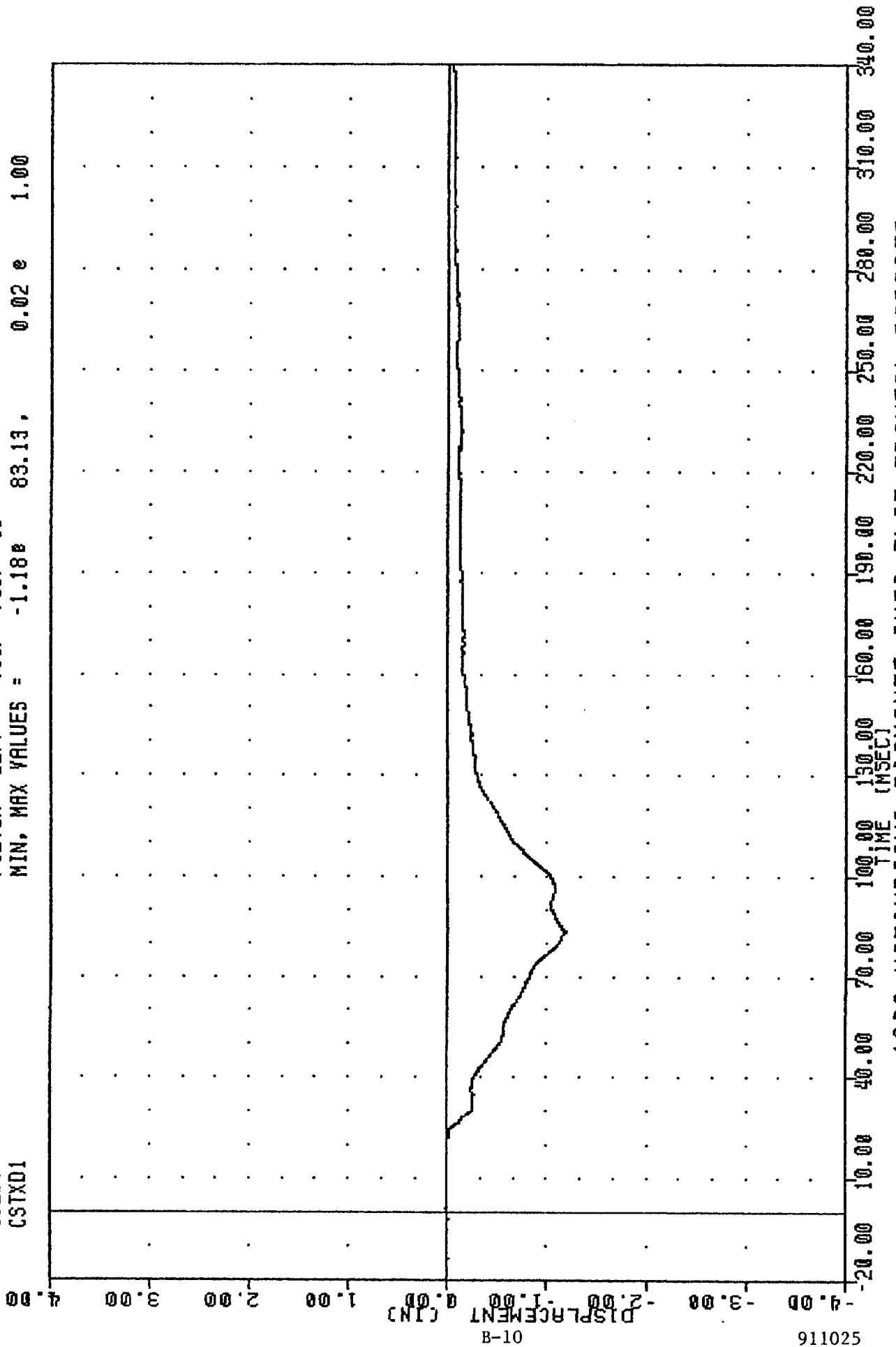
B-9

911025

1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 DRIVER CHEST RESULTANT ACCELERATION

TRC , 911025
208 COMPLIANCE TESTING
91298
CSTXD1

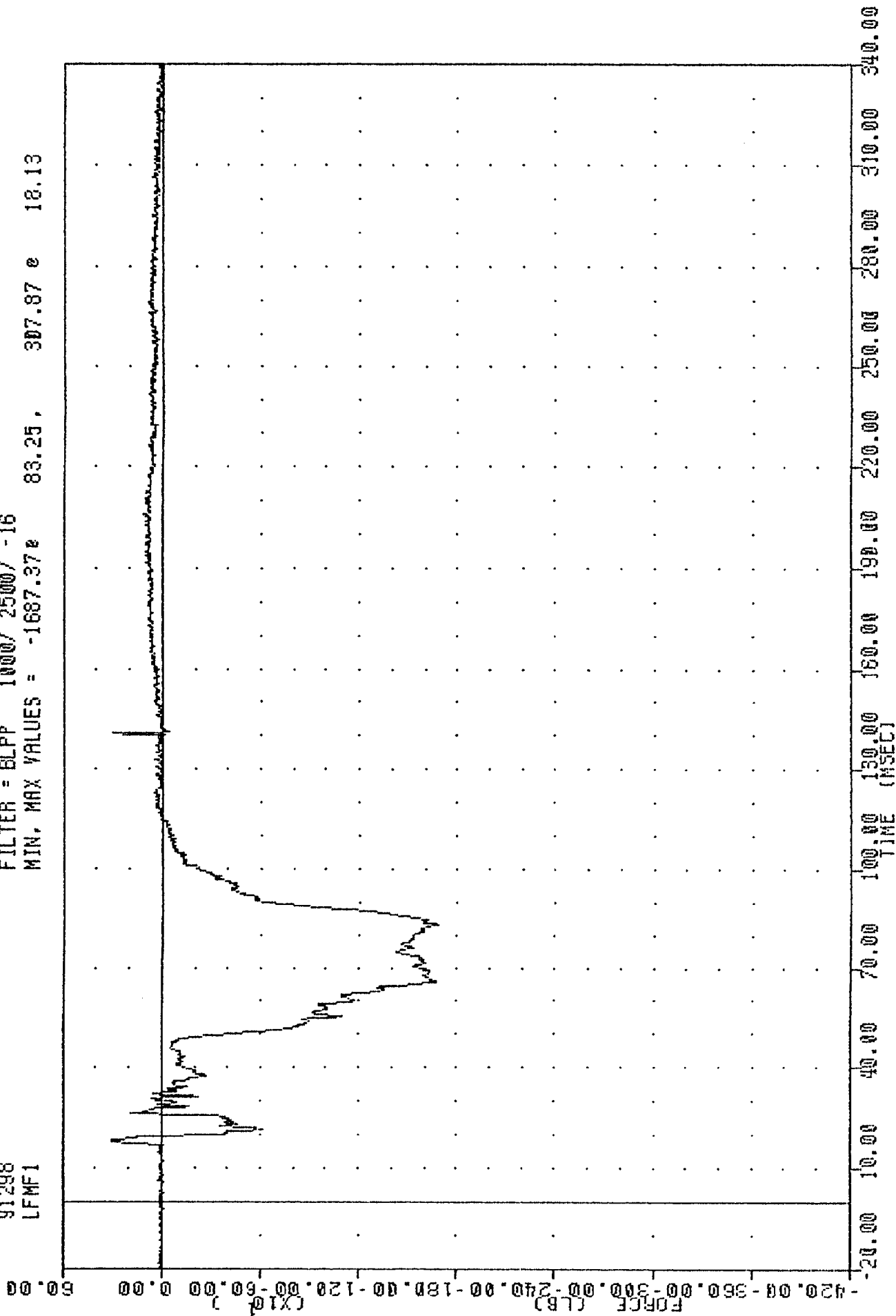
FILTER = BLPP 300/ 750/ -16
MIN, MAX VALUES = -1.18e 83.13, 0.02 e 1.00



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
DRIVER CHEST DEFLECTION

TRC , 911025
208 COMPLIANCE TESTING
91298
LFMF1

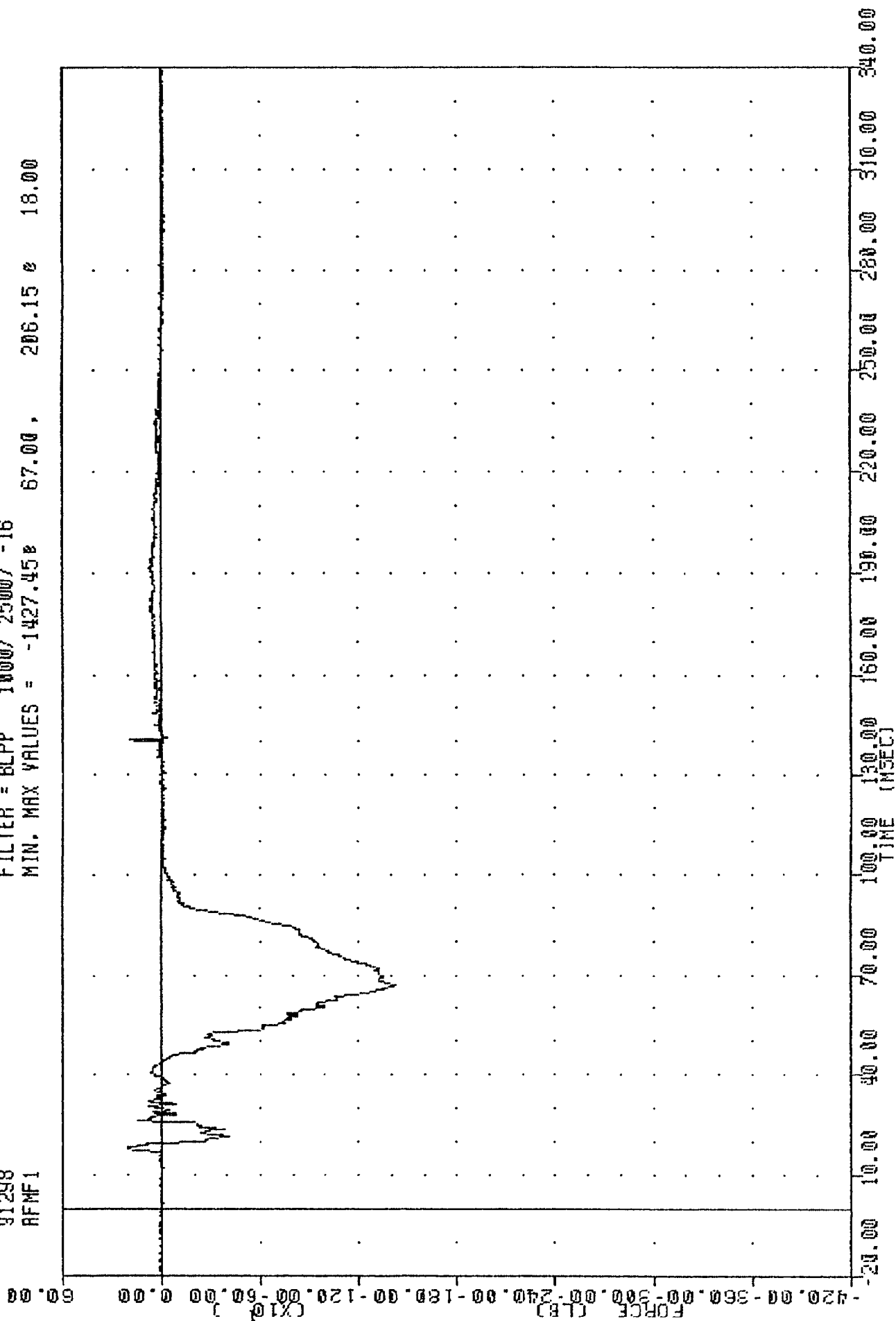
FILTER = BLPP 1000/ 2500/ -16
MIN, MAX VALUES = -1687.37e 83.25, 307.87 e 18.13



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
DRIVER LEFT FEMUR FORCE

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 RFMF1

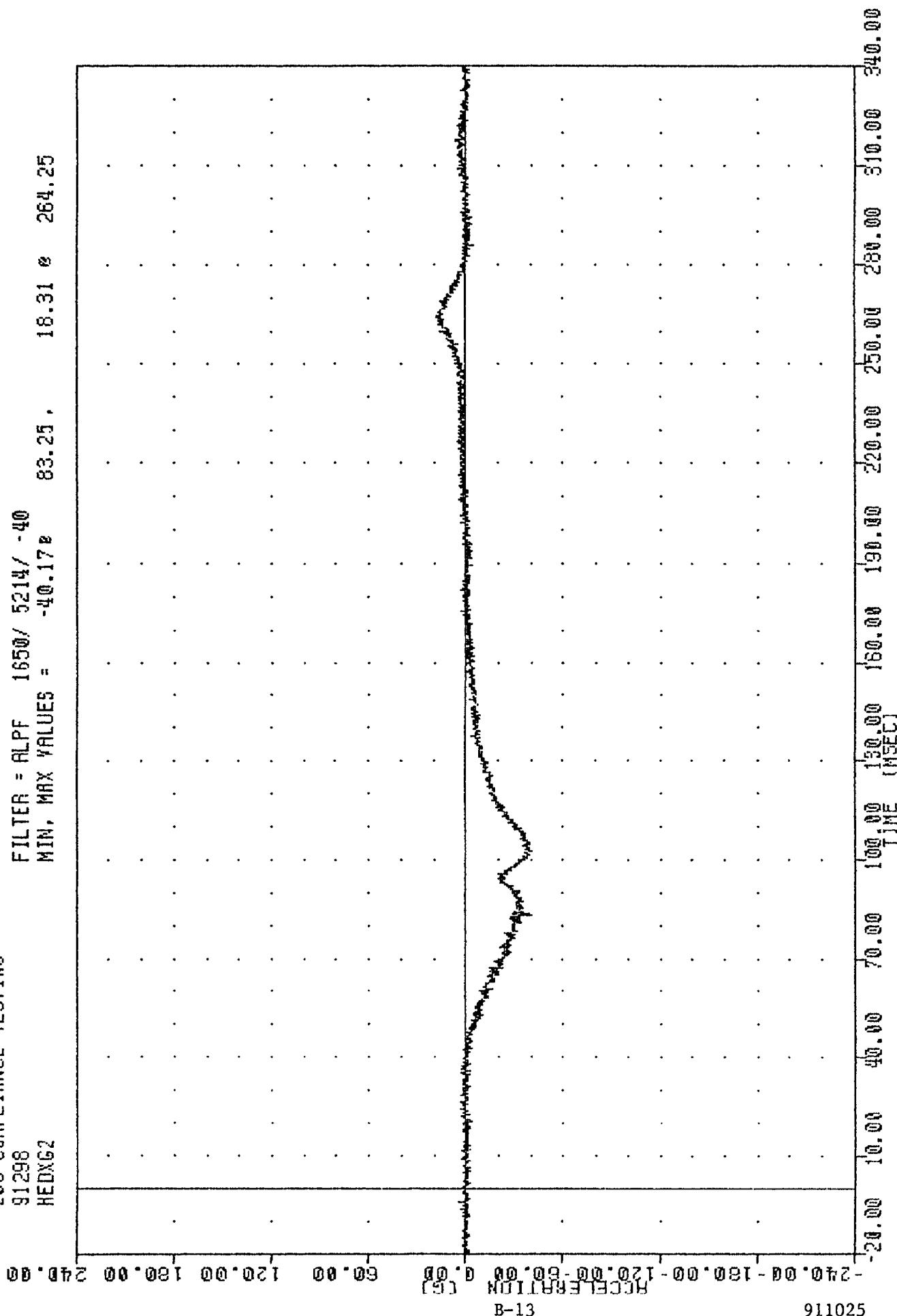
FILTER = BLPP 1000/ 2500/ -16
 MIN. MAX VALUES = -1427.458 67.00 , 206.15 0 18.00



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 DRIVER RIGHT FEMUR FORCE

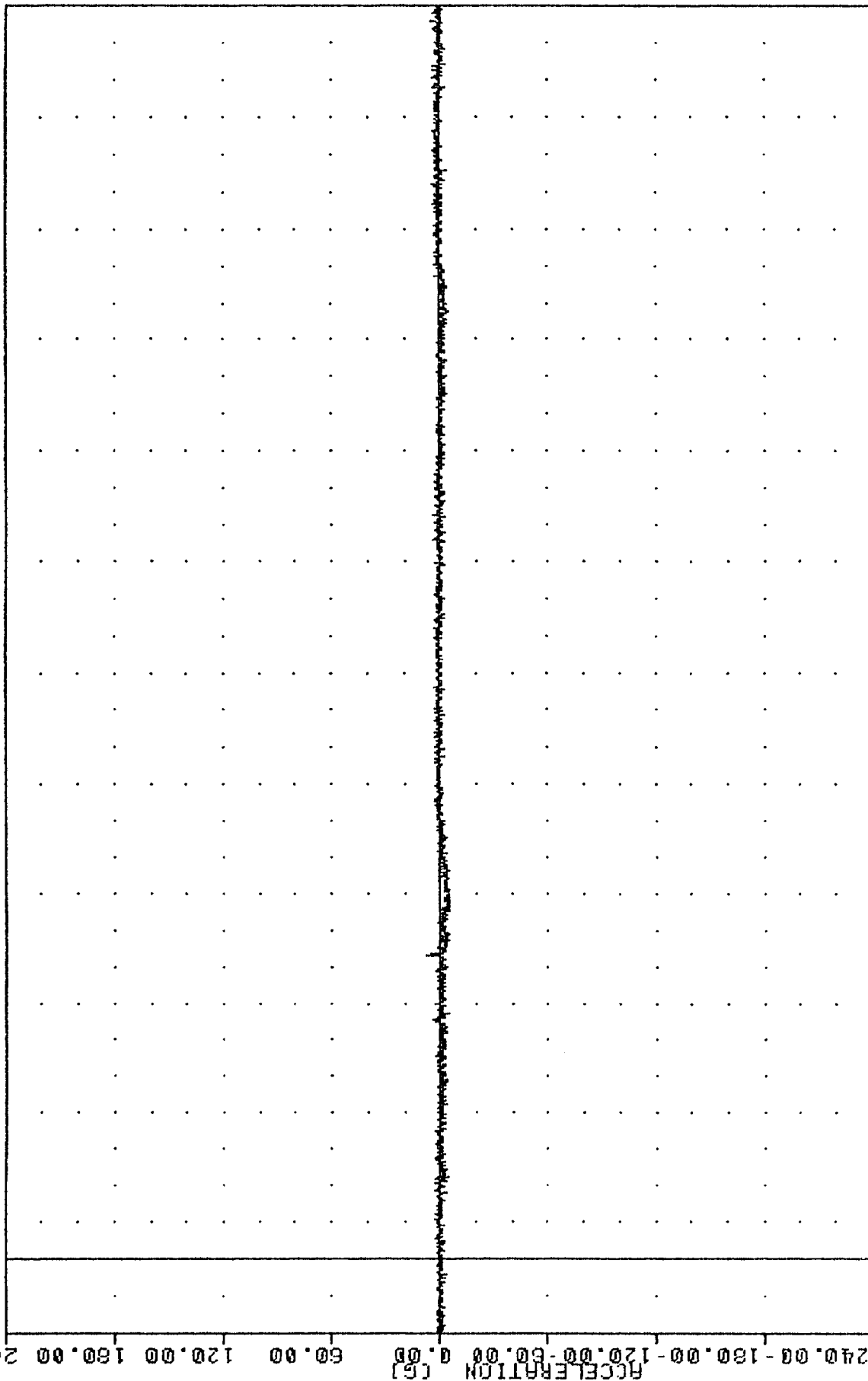
TRC , 911025
 208 COMPLIANCE TESTING
 91298
 HEDXG2

FILTER = ALPF 1650/ 5214/ -40
 MIN, MAX VALUES = -40.17e 83.25, 18.31 e 264.25



TRC , 911025
 208 COMPLIANCE TESTING
 91298
 HEDYG2

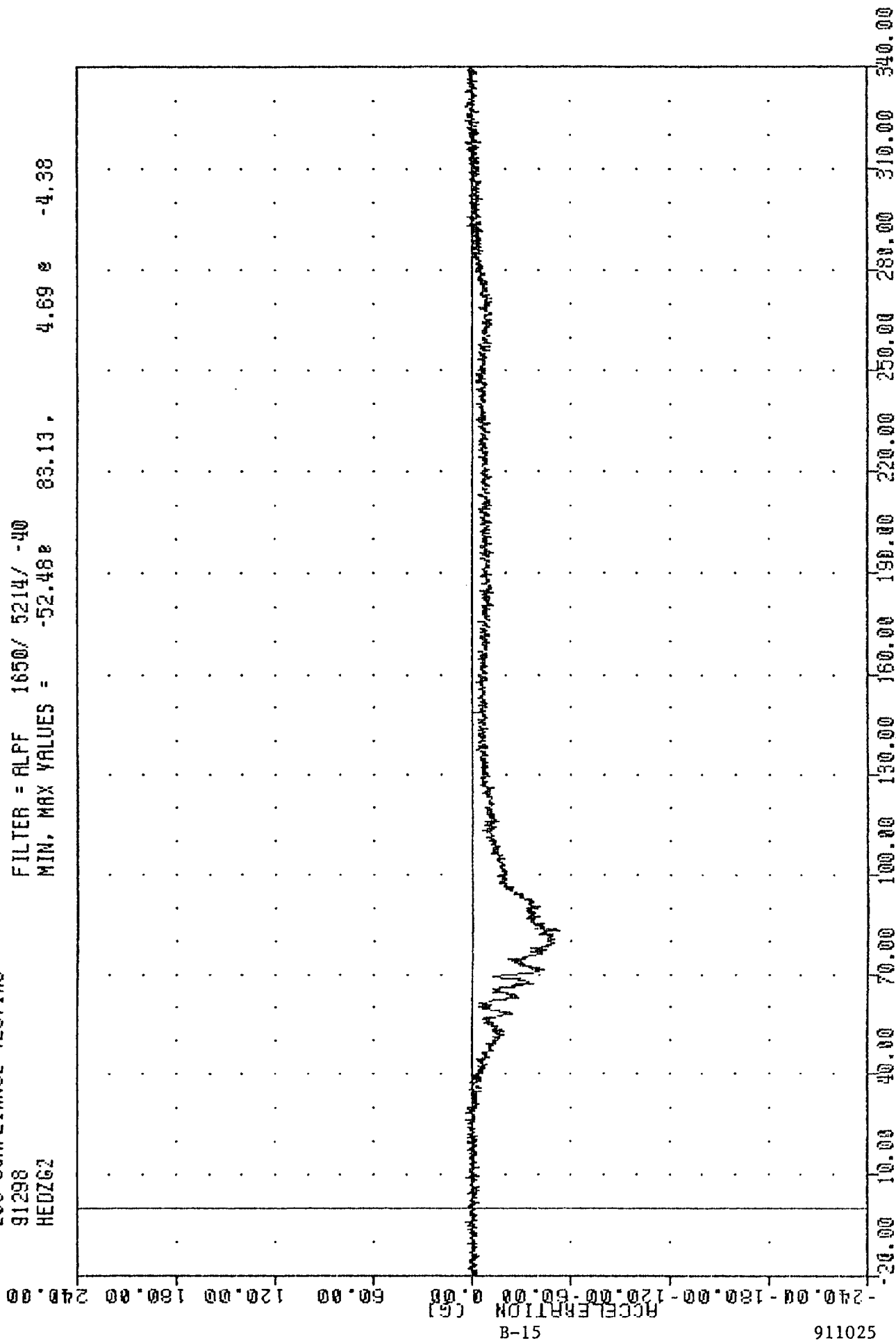
FILTER = ALPF 1650/ 5214/ -40
 MIN. MAX VALUES = -5.388 99.63, 7.36 e 83.25



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 RIGHT FRONT PASSENGER HEAD Y-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 HDZG2

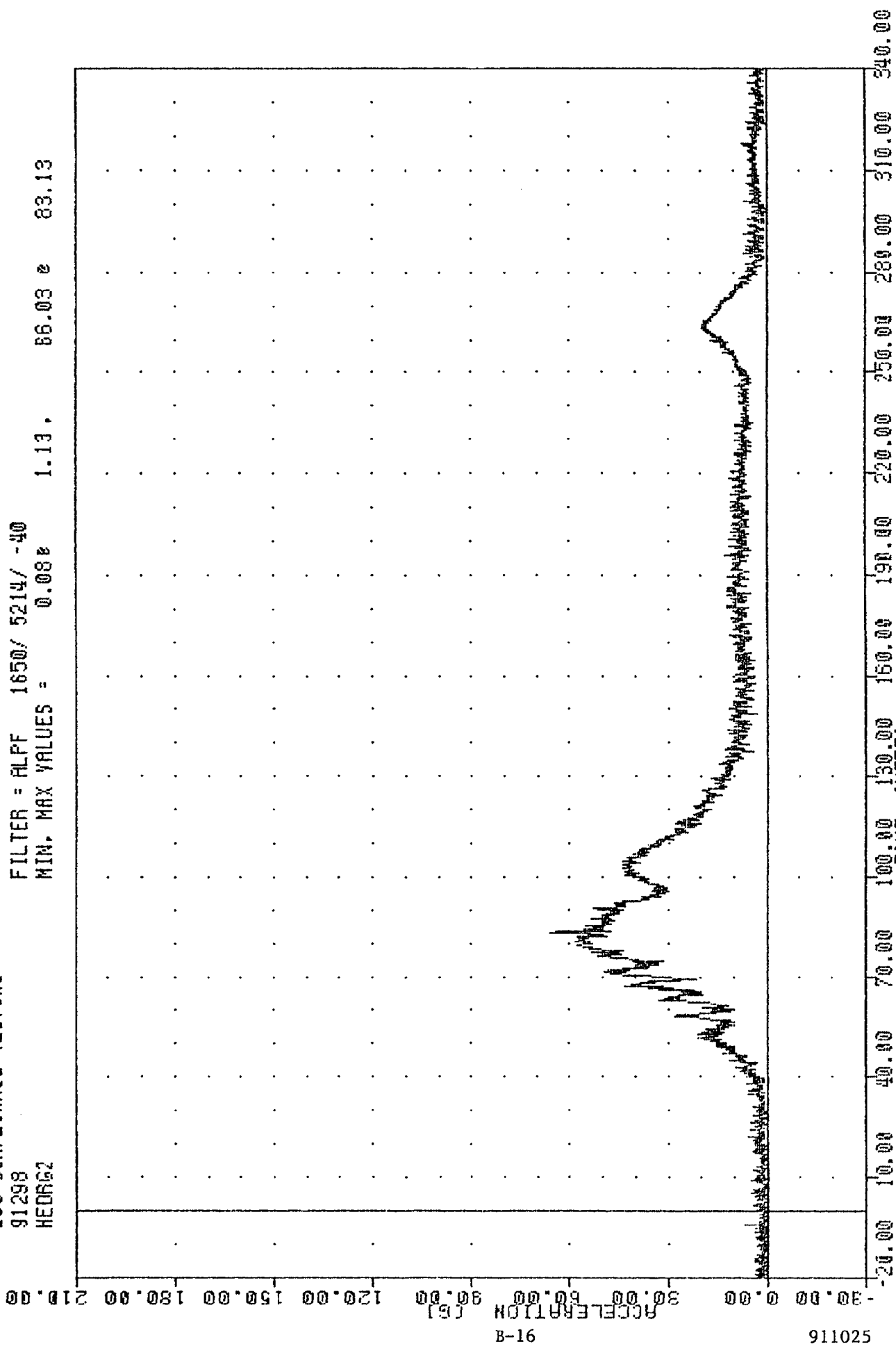
FILTER = ALPF 1650/ 5214/ -40
 MIN, MAX VALUES = -52.48e 83.13, 4.69 e -4.38



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 RIGHT FRONT PASSENGER HEAD Z-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 HEDRG2

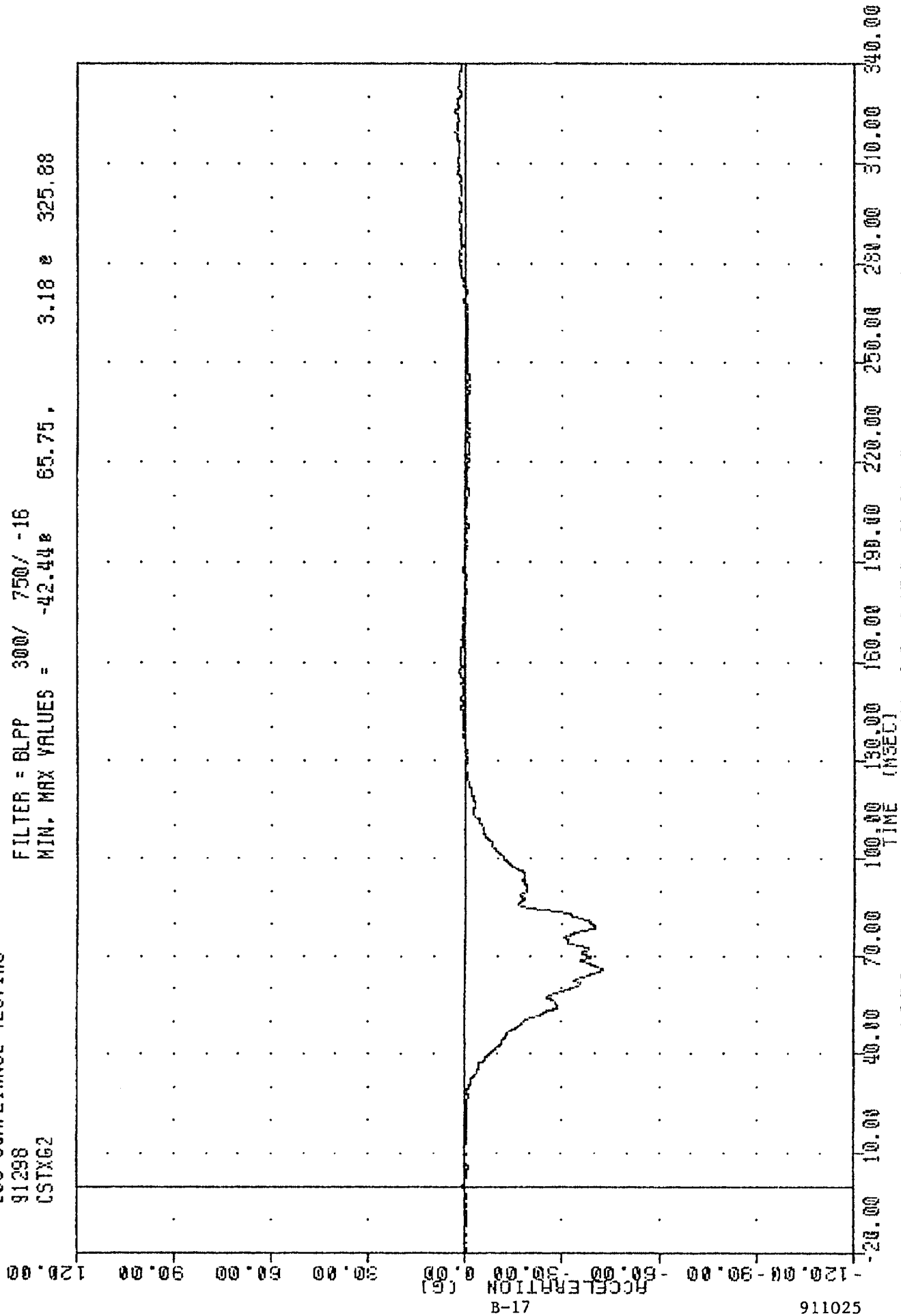
FILTER = ALPF 1650/ 5214/ -40
 MIN. MAX VALUES = 0.082 1.13, 86.03 2 83.13



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 RIGHT FRONT PASSENGER HEAD RESULTANT ACCELERATION

TRC , 911025
208 COMPLIANCE TESTING
91298
CSTX62

FILTER = BLPP 300/ 750/ -16
MIN. MAX VALUES = -42.448 65.75, 3.18 e 325.88



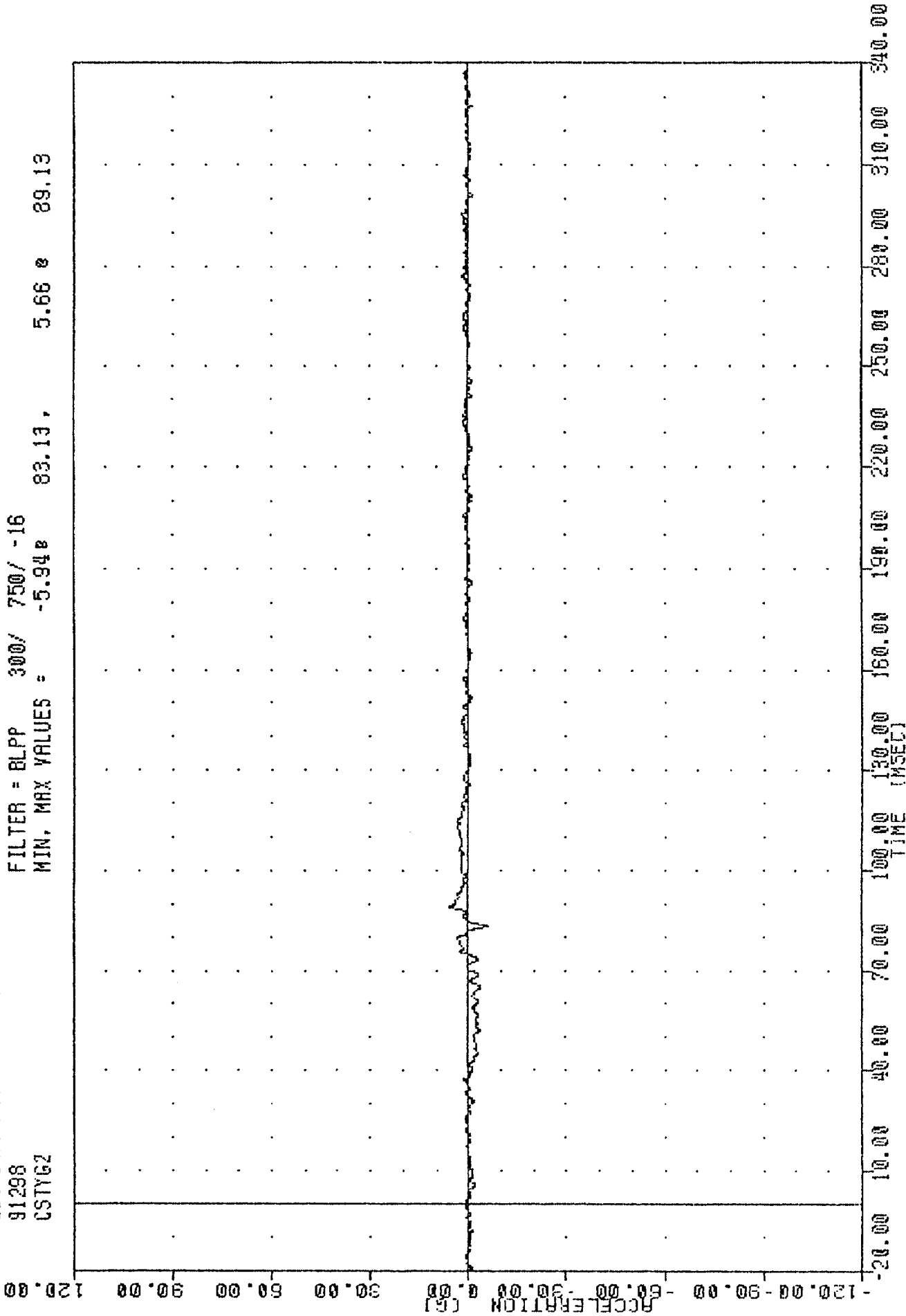
B-17

911025

1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST X-AXIS ACCELERATION

TRC , 911025
 200 COMPLIANCE TESTING
 91298
 CSTYG2

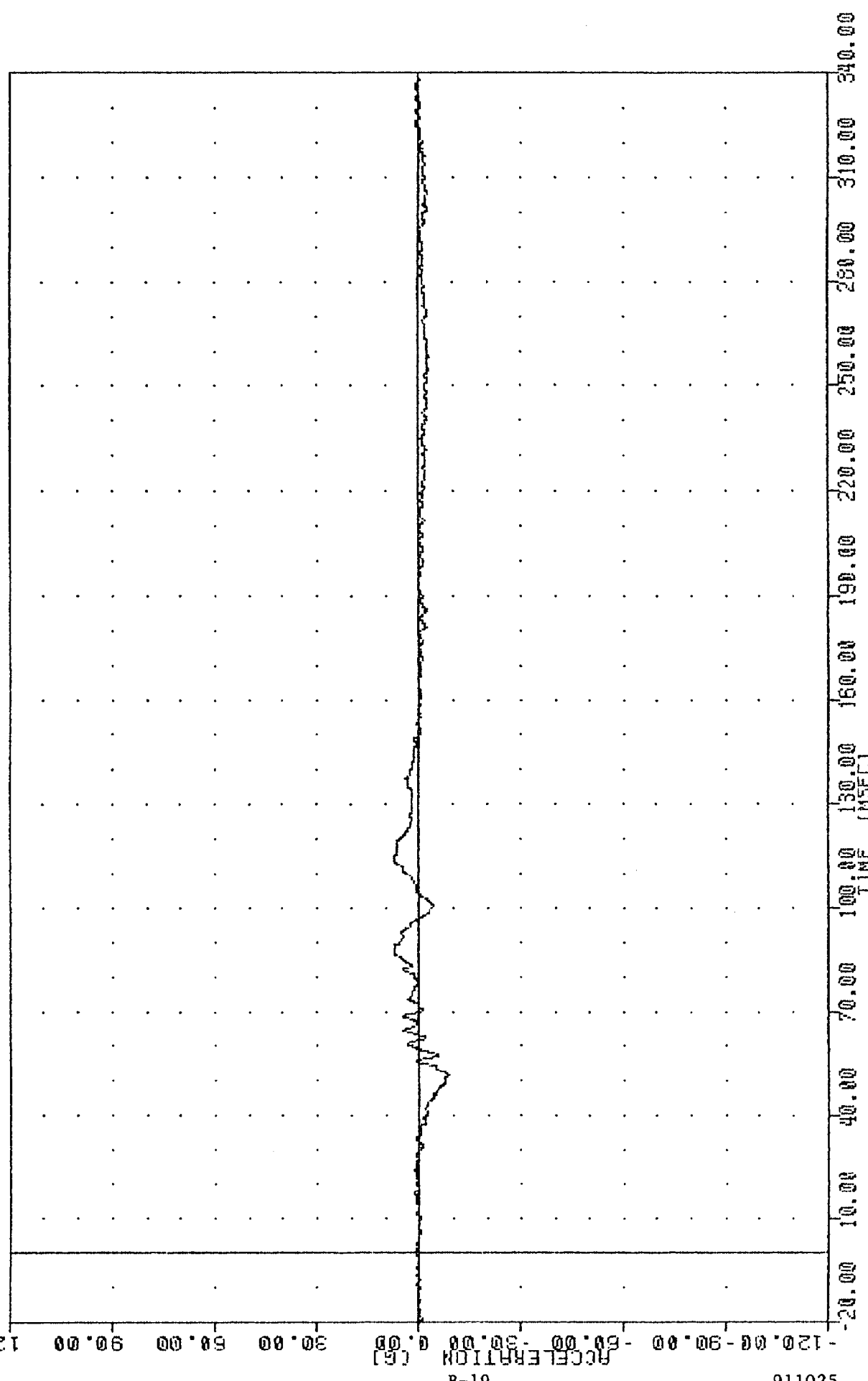
FILTER = BLPP 300/ 750/ -16
 MIN, MAX VALUES = -5.94e 83.13, 5.66 e 89.13



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 RIGHT FRONT PASSENGER CHEST Y-AXIS ACCELERATION

TRC , 911025
 200 COMPLIANCE TESTING
 91298
 CSTZ62

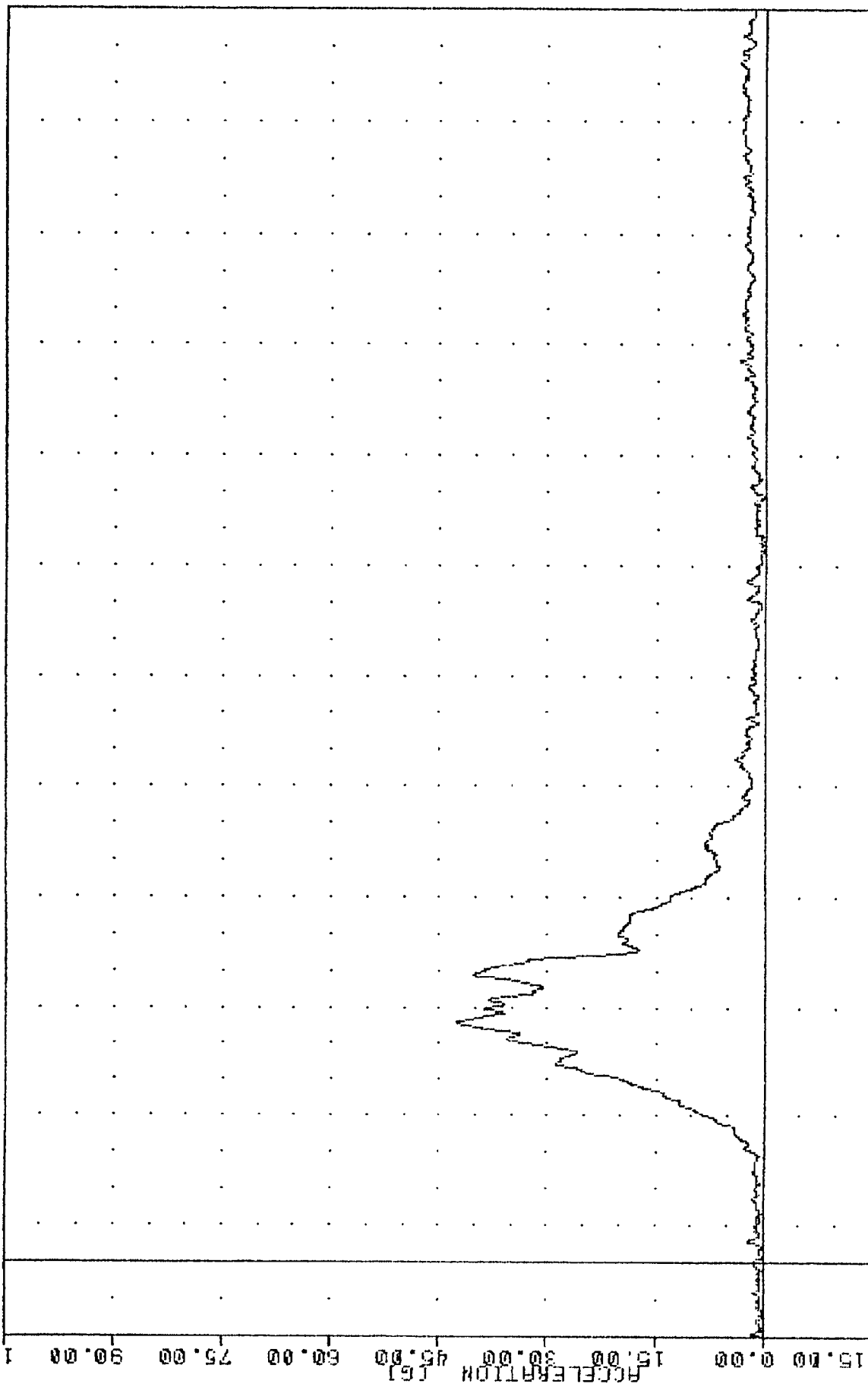
FILTER = BLPP 300/ 750/ -16
 MIN. MAX VALUES = -8.54 51.88 7.15 88.75



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 RIGHT FRONT PASSENGER CHEST Z-AXIS ACCELERATION

TRC , 911025
 200 COMPLIANCE TESTING
 91298
 CSTRG2

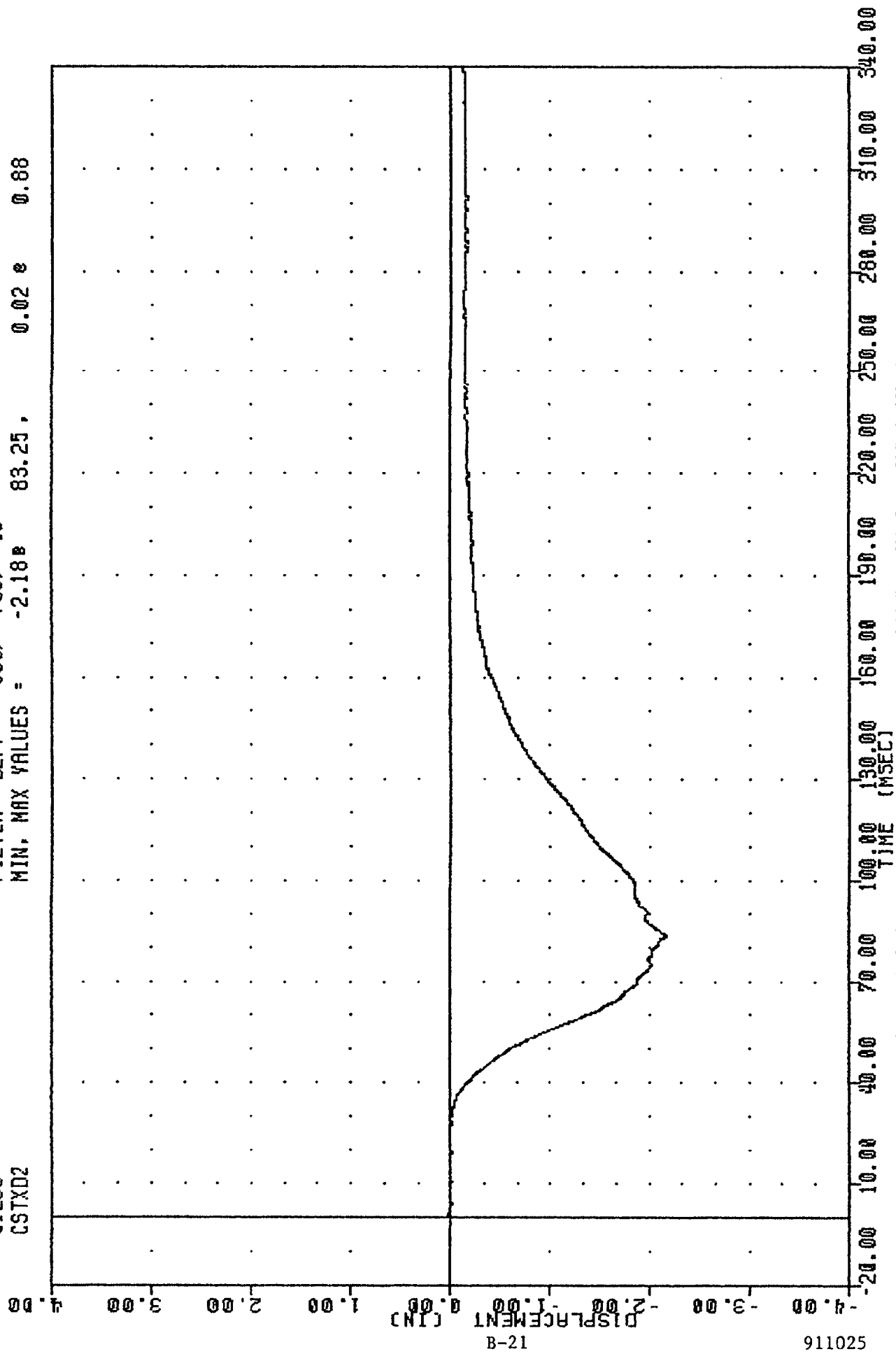
FILTER = BLPP 300/ 750/ -16
 MIN. MAX VALUES = 0.10e 196.88 , 42.57 e 65.63



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 RIGHT FRONT PASSENGER CHEST RESULTANT ACCELERATION

TRC , 911025
208 COMPLIANCE TESTING
91298
CSTXD2

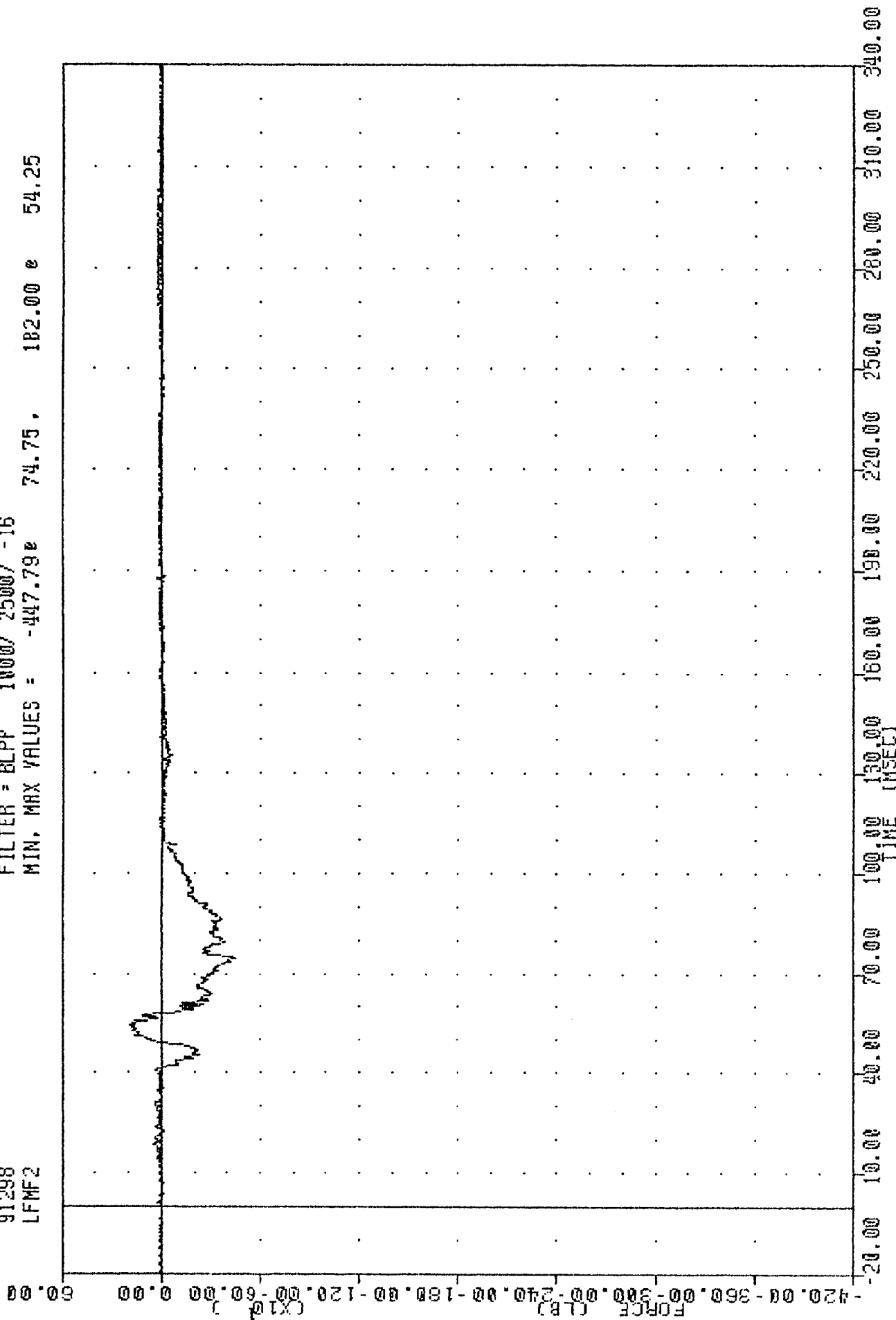
FILTER = BLPP 300/ 750/ -16
MIN. MAX VALUES = -2.18 83.25, 0.02 e 0.88



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST DEFLECTION

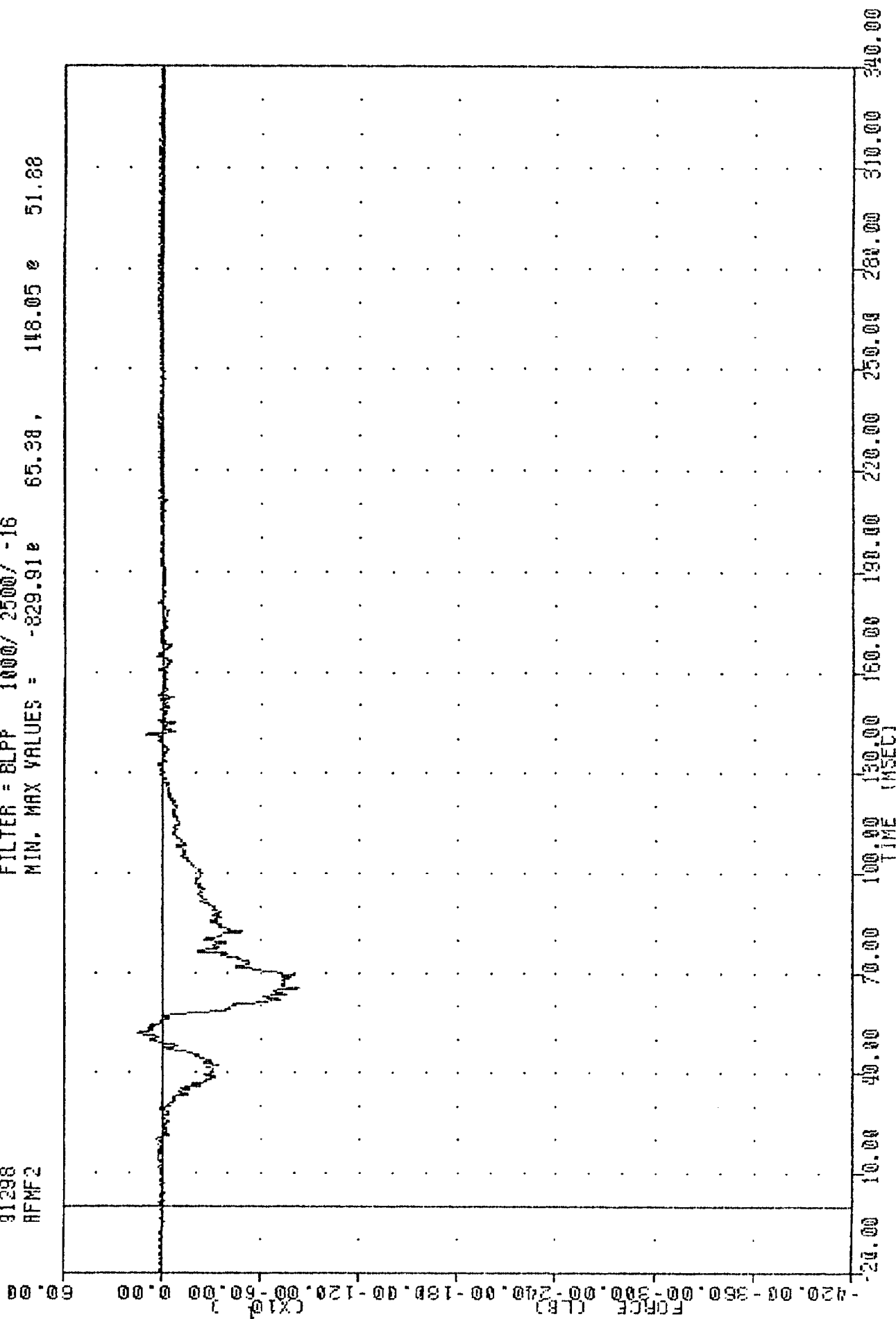
TRC , 911025
 200 COMPLIANCE TESTING
 91298
 LFMF2

FILTER = BLPF 1000/ 2500/ -16
 MIN. MAX VALUES = -447.79e 74.75, 182.00 e 54.25



TRC , 911025
 208 COMPLIANCE TESTING
 91298
 RFMF2

FILTER = BLPP 1000/ 2500/ -16
 MIN. MAX VALUES = -829.91e 65.38 , 148.05 e 51.88



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 RIGHT FRONT PASSENGER RIGHT FEMUR FORCE

TRC 911025

208 COMPLIANCE TESTING

91298

TLRXG1

FILTER = BLPP 100/ 250/ -16

MIN. MAX VALUES = -32.60 65.50 3.75 e 96.88

60.00

45.00

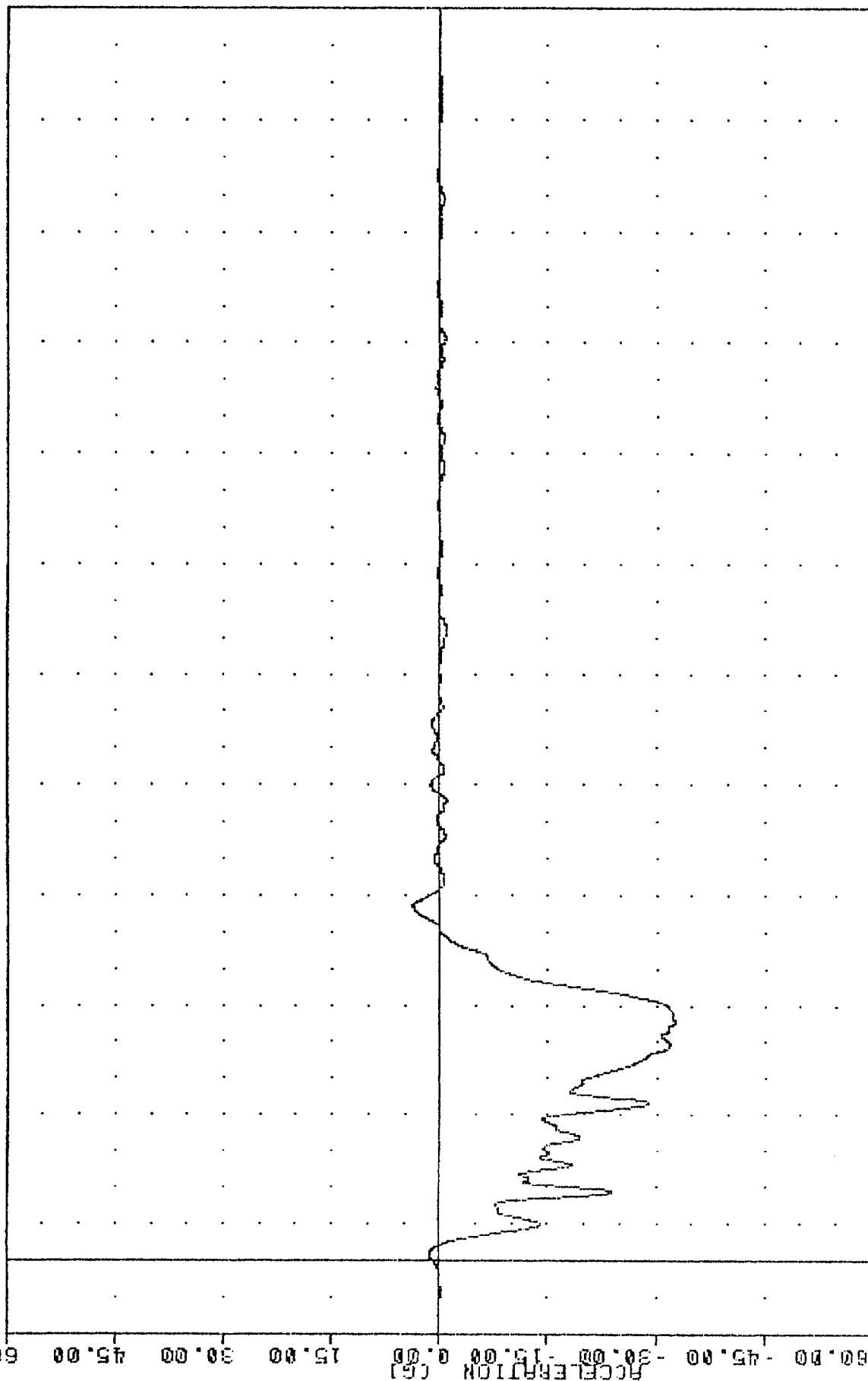
30.00

15.00

0.00

B-24

911025



-20.00 10.00 20.00 30.00 40.00 50.00 60.00 70.00 80.00 90.00 100.00 110.00 120.00 130.00 140.00 150.00 160.00 170.00 180.00 190.00 200.00 210.00 220.00 230.00 240.00 250.00 260.00 270.00 280.00 290.00 300.00 310.00 320.00 330.00 340.00

1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
LEFT REAR SEAT X-AXIS ACCELERATION

TRC 911025

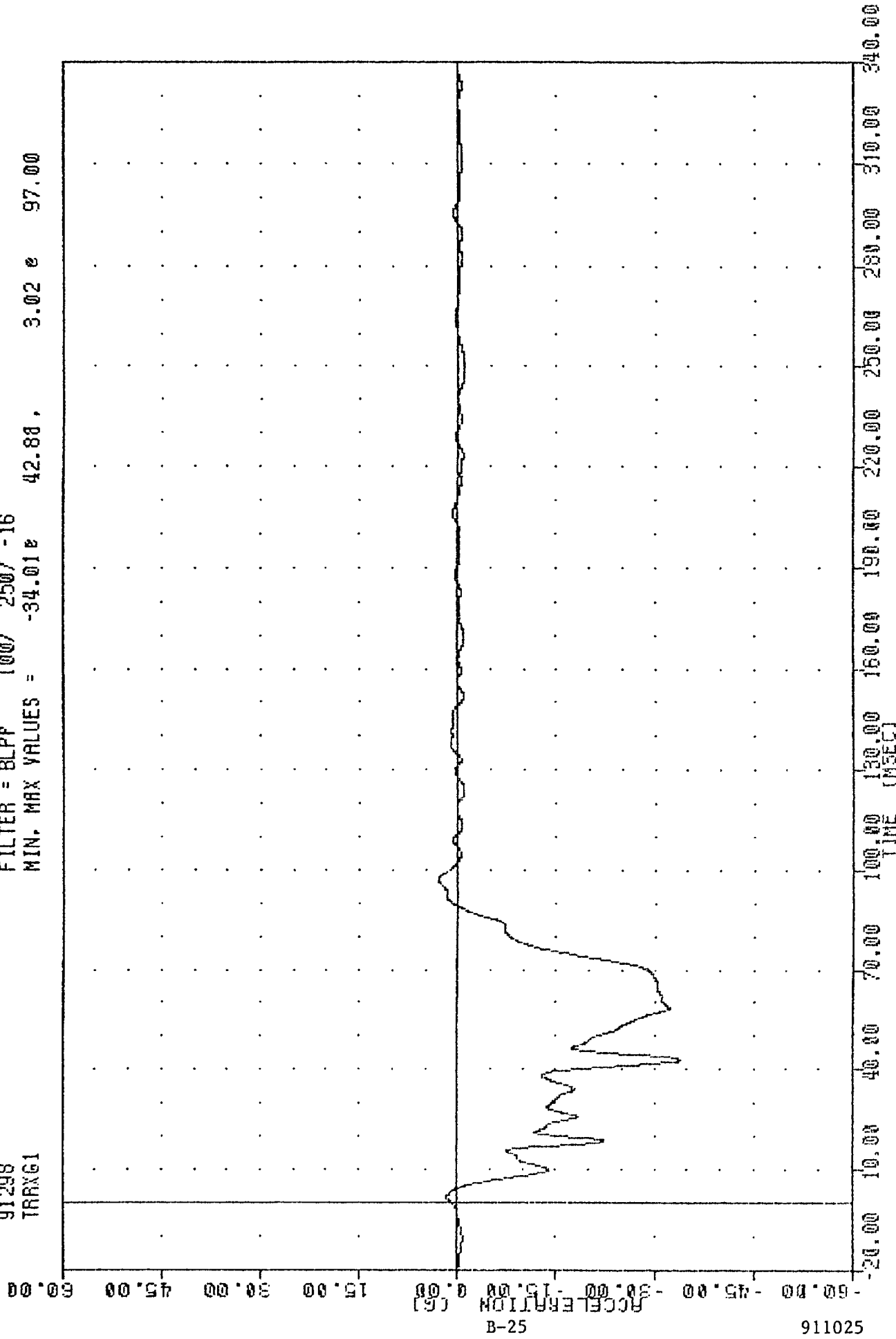
208 COMPLIANCE TESTING

91298

TRRXG1

FILTER = BLPP 100/ 250/ -16

MIN. MAX VALUES = -34.01e 42.80, 3.02 e 97.00

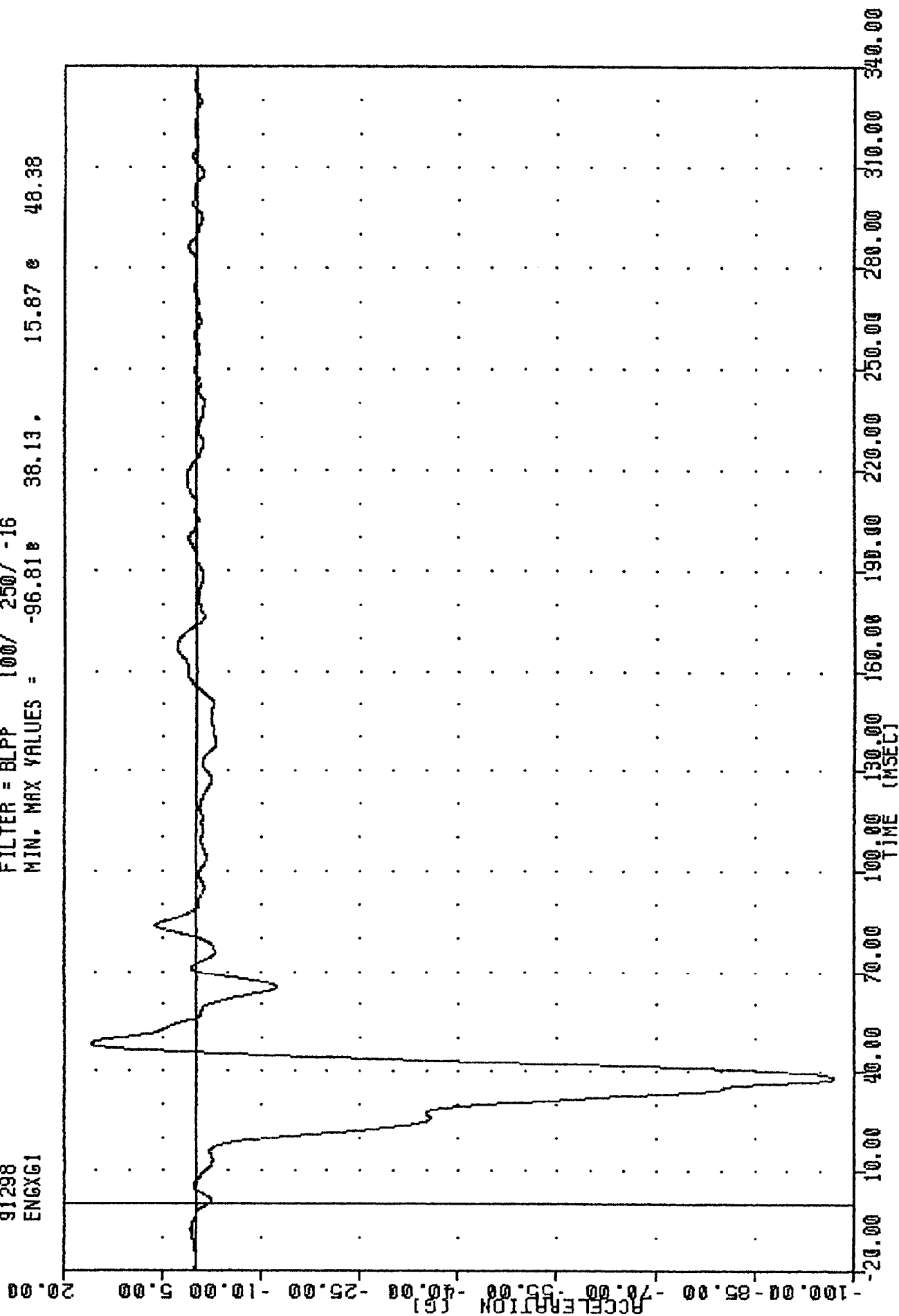


1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER

RIGHT REAR SEAT X-AXIS ACCELERATION

TRC , 911025
208 COMPLIANCE TESTING
91298
ENGXG1

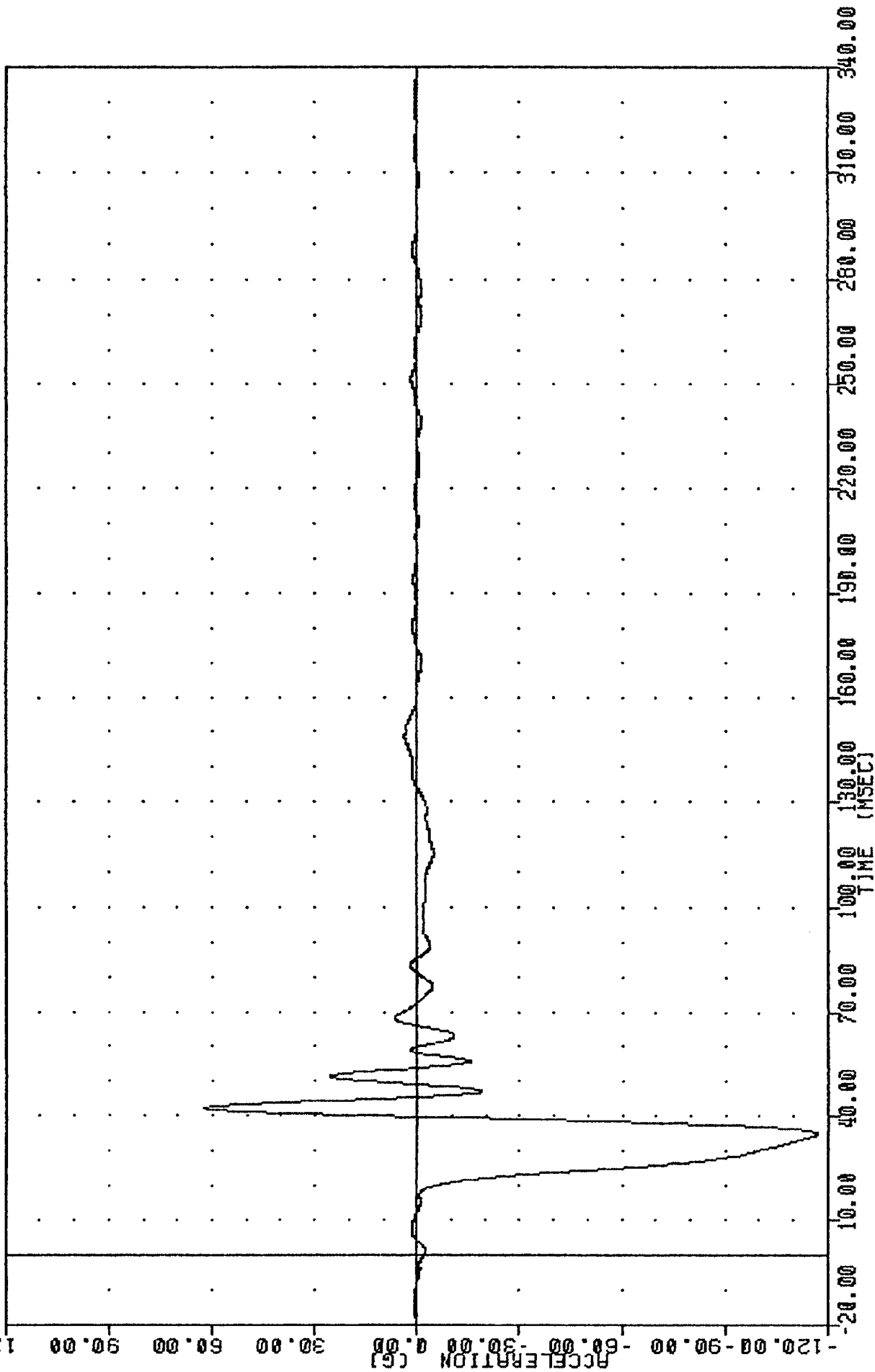
FILTER = BLPP 100/ 250/ -16
MIN. MAX VALUES = -96.81 38.13 15.87 48.38



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
ENGINE TOP X-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 ENGXC62

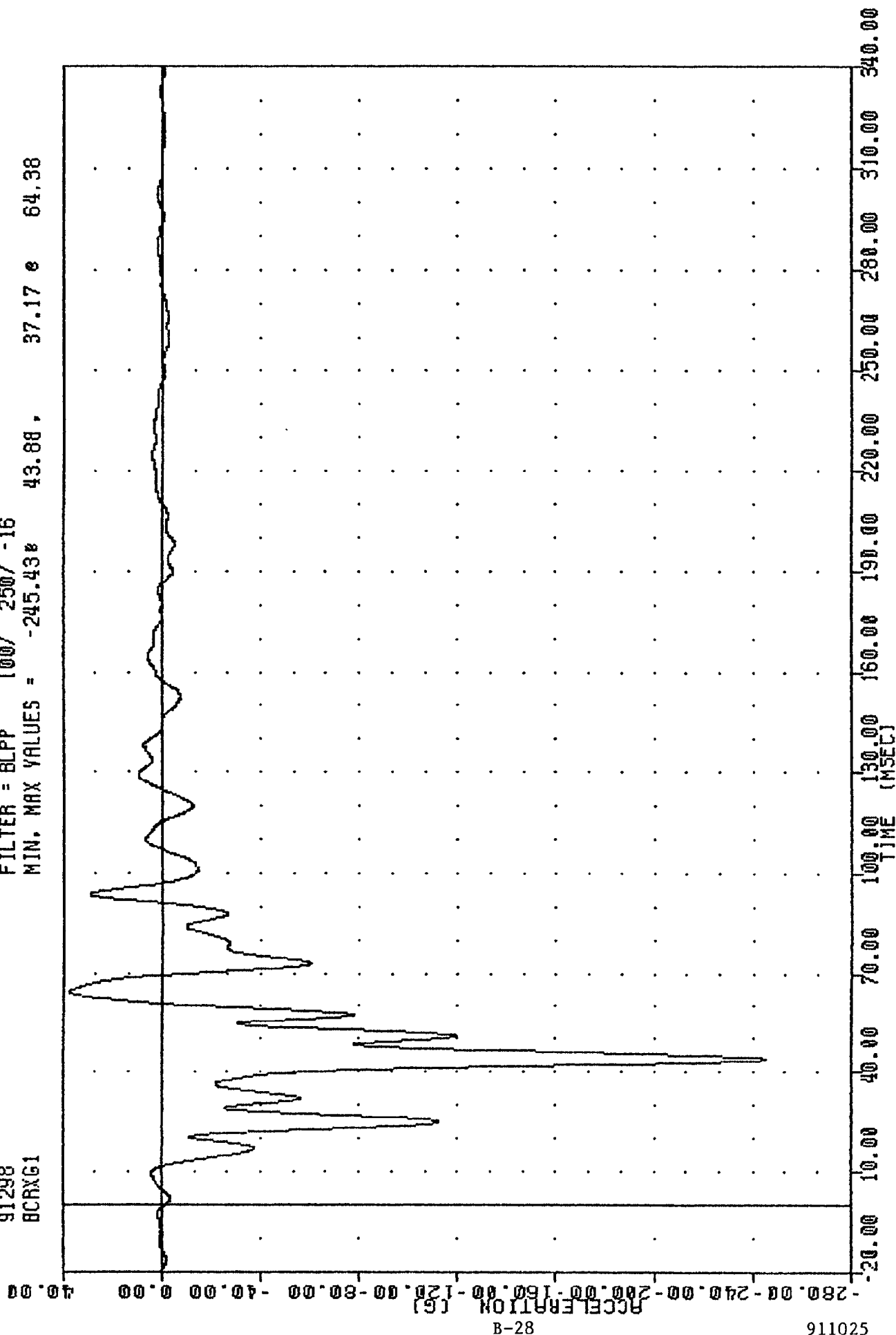
FILTER = BLPP 100/ 250/ -16
 MIN, MAX VALUES = -116.848 35.00 , 62.34 @ 42.25



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 ENGINE BOTTOM X-AXIS ACCELERATION

TRC , 911025
208 COMPLIANCE TESTING
91298
BCRXG1

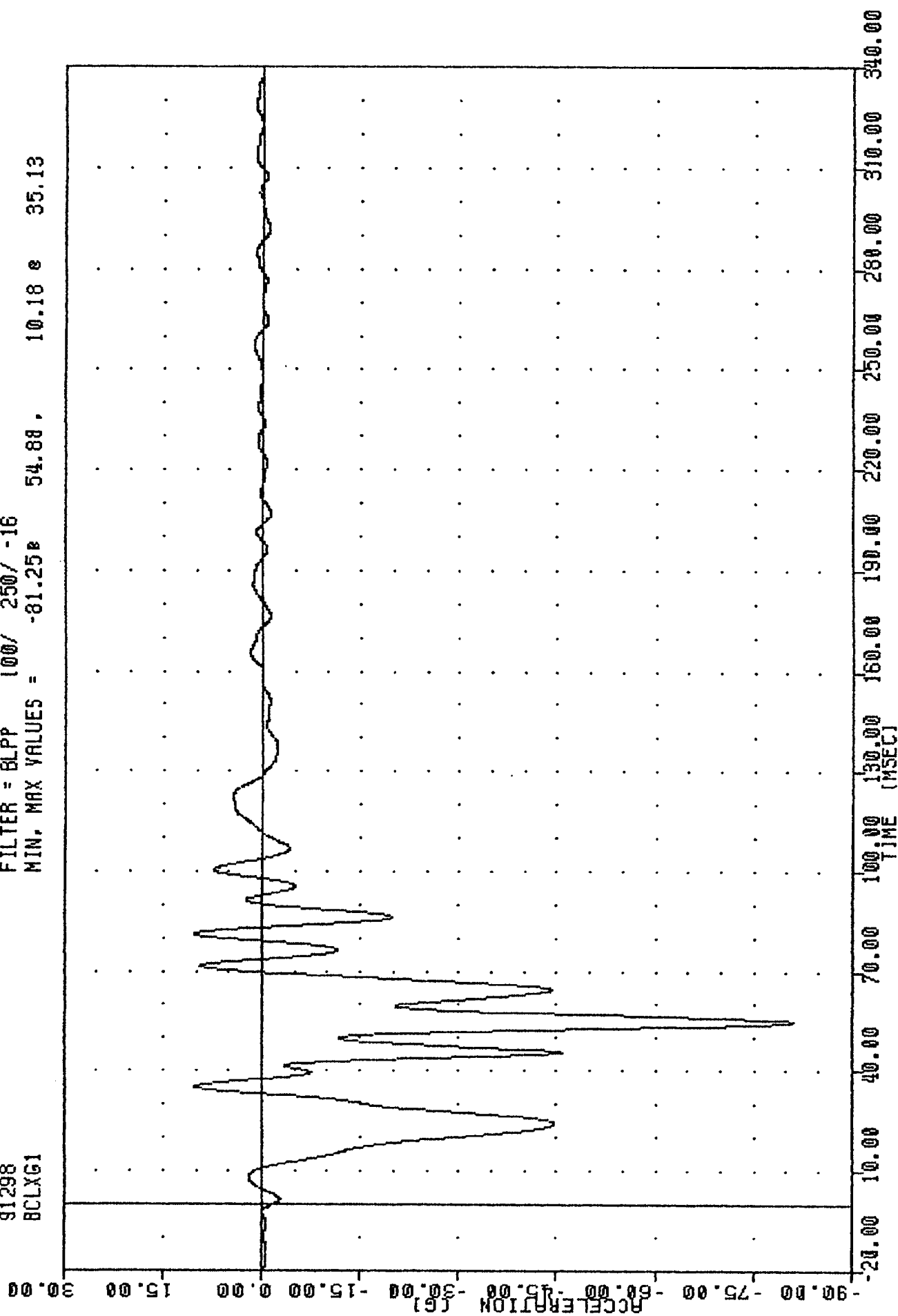
FILTER = BLPP 100/ 250/ -16
MIN. MAX VALUES = -245.43 43.88 37.17 e 64.38



1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
RIGHT BRAKE CALIPER X-AXIS ACCELERATION

TRC , 911025
200 COMPLIANCE TESTING
91298
BCLXG1

FILTER = BLPP 100/ 250/ -16
MIN, MAX VALUES = -81.25 54.88, 10.18 35.13



B-29

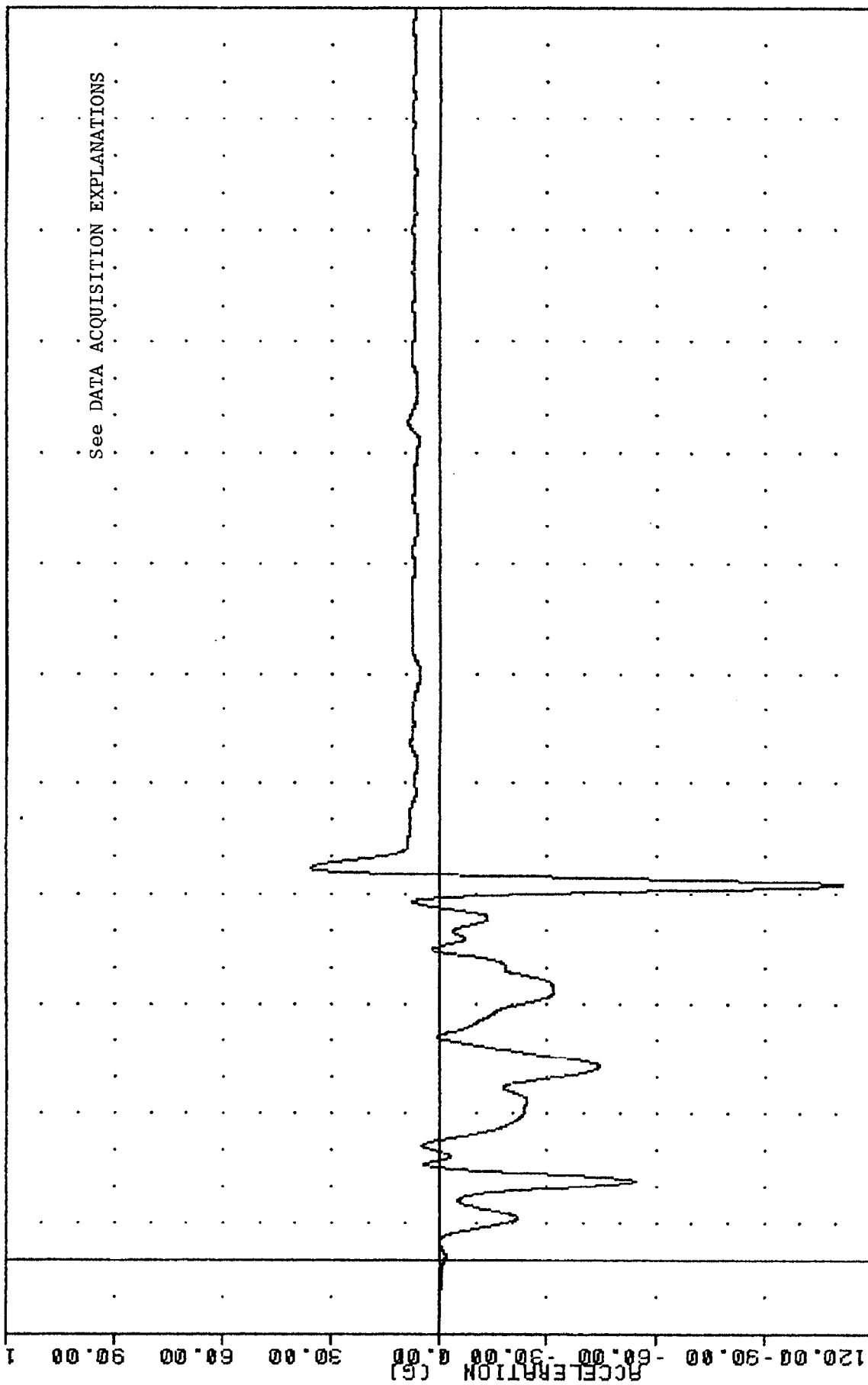
911025

1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
LEFT BRAKE CALIPER X-AXIS ACCELERATION

TRC , 911025
 208 COMPLIANCE TESTING
 91298
 0PCXG1

FILTER = BLPP 100/ 250/ -16
 MIN, MAX VALUES = -111.56e 102.38, 35.76 e 106.88

120.00



B-30

911025

-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00

1992 MITSUBISHI DIAMANTE INTO FLAT FRONTAL BARRIER
 INSTRUMENT PANEL CENTER X-AXIS ACCELERATION