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REPORT NOS. 208-TRC-92-021
212-TRC-92-021
301-TRC-92-021

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

FORD MOTOR COMPANY
1992 FORD MUSTANG
2-DOOR CONVERTIBLE
NHTSA NO. CN0217
TRC TEST NO. 920701

TRANSPORTATION RESEARCH CENTER INC.
10820 STATE ROUTE 347
EAST LIBERTY, OHIO 43319



JULY 17, 1992
FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF VEHICLE SAFETY COMPLIANCE (NEF-31)
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WASHINGTON, DC 20590

This Final Test Report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-90-C-21003. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.

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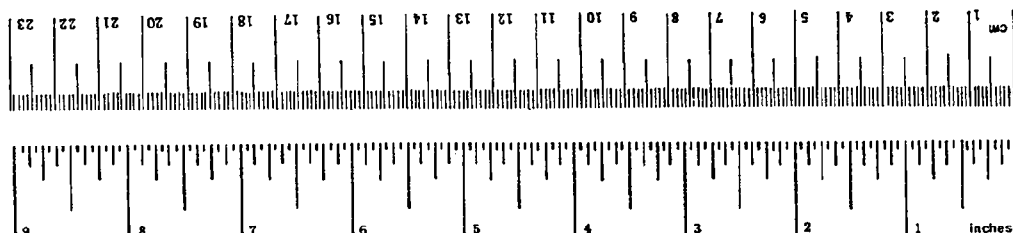
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12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance (NEF-31) 400 Seventh St., S.W., Washington, DC 20590				10. Work Unit No. (TR AIS)	
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16. Abstract A 30 mph flat frontal barrier impact test was conducted on a 1992 Ford Mustang 2-door convertible, NHTSA No. CNO217, at the Transportation Research Center Inc. on July 1, 1992. 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 29.5 mph. The vehicle's maximum static crush was 17.9 inches. The ambient temperature was 80° F. The driver's head injury criteria (HIC) was 811. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 27.2 g. The driver's left and right femur maximum axial forces were 1249 pounds and 1191 pounds, respectively. (See DATA ACQUISITION EXPLANATIONS.) The passenger's head injury criteria (HIC) was 128. The passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 27.8 g. The passenger's left and right femur maximum axial forces were 242 pounds and 146 pounds, respectively. The vehicle appears to comply with the applicable requirements of FMVSS 208, 212, 219 (partial), and 301.				13. Type of Report and Period Covered FINAL REPORT JULY 1992	
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METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures			Approximate Conversions from Metric Measures			
Symbol	When You Know	Multiply by	To Find	Symbol	When You Know	
LENGTH						
in	inches	*2.5	centimeters	mm	millimeters	0.04
ft	feet	30	centimeters	cm	centimeters	0.4
yd	yards	0.9	meters	m	meters	3.3
mi	miles	1.6	kilometers	km	kilometers	1.1
AREA						
in ²	square inches	6.5	square centimeters	cm ²	square centimeters	0.16
ft ²	square feet	0.09	square meters	m ²	square meters	1.2
yd ²	square yards	0.8	square kilometers	km ²	square kilometers	0.4
mi ²	square miles	2.6	square kilometers	km ²	square kilometers	2.5
	acres	0.4	hectares	ha	hectares (10,000 m ²)	
MASS (weight)						
oz	ounces	28	grams	g	grams	0.035
lb	pounds	0.45	kilograms	kg	pounds	2.2
	short tons (2000 lb)	0.9	tonnes	t	short tons	1.1
VOLUME						
teap	teaspoons	5	milliliters	ml	milliliters	0.03
Tbsp	tablespoons	15	milliliters	ml	fluid ounces	2.1
fl oz	fluid ounces	30	milliliters	ml	pints	1.06
c	cups	0.24	liters	l	quarts	0.26
pt	pints	0.47	liters	l	gallons	35
qt	quarts	0.95	liters	l	cubic feet	1.3
gal	gallons	3.8	liters	l	cubic yards	
cu ft	cubic feet	0.03	cubic meters	m ³		
cu yd	cubic yards	0.76	cubic meters	m ³		
TEMPERATURE (exact)						
*F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C	Celsius temperature	9/5 (then add 32)
					Fahrenheit temperature	°F



*1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 285, Units of Weights and Measures, Price \$2.25, SD Catalog No. C13.1-0-285.

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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 Inc. (TRC) under Contract No. DTNH22-90-C-21003. The purpose of this test was to determine if the subject vehicle, a 1992 Ford Mustang 2-door convertible, NHTSA No. CN0217, 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 B 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 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.

The twenty-three (23) 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 July 1, 1992.

The test vehicle, a 1992 Ford Mustang 2-door convertible, NHTSA No. CN0217, 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 B dummies seated in the front outboard designated seating positions. 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 2.3 liter, inline engine, automatic transmission, power steering, and power brakes. The vehicle's test weight was 3517 pounds. The vehicle's impact speed was 29.5 mph. The vehicle's maximum static crush was 17.9 inches.

The driver's head injury criteria (HIC) was 811. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 27.2 g. The driver's left and right femur maximum axial forces were 1249 pounds and 1191 pounds, respectively. (See DATA ACQUISITION EXPLANATIONS.)

The right front passenger's HIC was 128. The right front passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 27.8 g. The right front passenger's left and right femur maximum axial forces were 242 pounds and 146 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 driver's right femur load cell, RFMF1, data was lost at 89 milliseconds due to the locking ring on the transducer cable connector that attaches to the data acquisition box failing on impact, allowing the cable connector to pull out of the box.

The engine top X-axis accelerometer, ENGXG1, recorded questionable data from 35 to 39 milliseconds due to the accelerometer cable being pinched by the vehicle's crush upon impact.

TABLE 1 CRASH TEST SUMMARY

NHTSA NO.: CN0217 TEST TYPE: Frontal Barrier Impact
TEST DATE: 07/01/92 TEST TIME: 1358 AMBIENT TEMP. (°F): 80
VEHICLE YEAR/MAKE/MODEL/BODY STYLE: 1992/Ford/Mustang/2-door convertible
VEHICLE TEST WEIGHT (LBS): 3517
IMPACT ANGLE (DEG)*: 0
IMPACT VELOCITY (MPH)**: PRIMARY = 29.5 SECONDARY = 29.5
MAXIMUM STATIC CRUSH (IN): 17.9
AVERAGE REBOUND (IN): 21.8
DUMMIES: Driver #1173 Passenger #353
TYPE: Part 572 B Part 572 B
LOCATION: Left front Right front
RESTRAINT: Airbag Three-point unbelt
NUMBER OF DATA CHANNELS: 23
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: Ford Motor Company

MAKE/MODEL: Ford/Mustang LX

VIN: 1FACP44MXNF143917

BODY STYLE: 2-door convertible

MODEL YEAR: 1992

NHTSA NO.: CNO217

COLOR: Red

ENGINE DATA: TYPE: inline CYLINDERS: 4 DISPLACEMENT: 2.3 liter

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

DATE VEHICLE RECEIVED: 06/22/92

ODOMETER READING: 124.0

DEALER'S NAME AND ADDRESS: Kistler Ford, Inc.
5555 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	No
CLOCK	Yes	REAR WINDOW DEFROSTER	No
OTHER	None		

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: Ford Motor Company

DATE OF MANUFACTURE: 05/92

VIN: 1FACP44MXNF143917

GVWR: 3855 LBS

GAWR: FRONT: 2016 LBS., REAR: 1911 LBS.

TABLE 2 TEST VEHICLE INFORMATION CONT'D

TIRES ON VEHICLE (MFR., LINE, SIZE): General, XP2000AS, P205/65R15

TIRE PRESSURE WITH MAXIMUM CAPACITY VEHICLE LOAD: FRONT: 35 PSI
REAR: 35 PSI

SPARE TIRE (MFR., LINE, SIZE): Firestone B78-14

TYPE OF SEATS: FRONT: Buckets
REAR: Bench

TYPE OF FRONT SEAT BACKS: Manually adjustable

MAXIMUM WIDTH: 69.6 INCHES

WHEELBASE: 100.5 INCHES

LOCATION OF LABEL STATING TIRE DATA: THE LABEL WAS LOCATED ON THE PASSENGER'S SIDE B-PILLAR.

TIRE & CAPACITY DATA FROM VEHICLE'S LABEL:

RECOMMENDED TIRE SIZE: P205/65R15

RECOMMENDED COLD TIRE PRESSURE: FRONT: 35 PSI; REAR: 35 PSI

DESIGNATED SEATING CAPACITY: 2 FRONT 2 REAR 4 TOTAL

VEHICLE CAPACITY WEIGHT: 700 LBS

TEST VEHICLE ATTITUDE (ALL MEASUREMENTS ARE IN INCHES):

DELIVERED ATTITUDE:	LF	27.4;	RF	27.6;	LR	27.5;	RR	27.5
FULLY LOADED ATTITUDE:	LF	26.6;	RF	27.2;	LR	25.9;	RR	26.9
PRE-TEST ATTITUDE:	LF	26.8;	RF	27.0;	LR	25.5;	RR	25.9
POST-TEST ATTITUDE:	LF	24.9;	RF	25.8;	LR	26.0;	RR	25.1

TABLE 2 TEST VEHICLE INFORMATION CONT'D

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

RIGHT FRONT	855 LBS.	RIGHT REAR	677 LBS.
LEFT FRONT	896 LBS.	LEFT REAR	674 LBS.
TOTAL FRONT WEIGHT	1751 LBS.	(56.4% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1351 LBS.	(43.6% OF TOTAL VEHICLE WEIGHT)	
TOTAL DELIVERED WEIGHT 3102 LBS.			

CALCULATION OF TEST VEHICLE'S TARGET TEST WEIGHT:

RCLW = RATED CARGO AND LUGGAGE WEIGHT*

UDW = UNLOADED DELIVERED WEIGHT (3102 LBS)

VCW = VEHICLE CAPACITY WEIGHT (700 LBS)

DSC = DESIGNATED SEATING CAPACITY (4)

RCLW* = VCW - 150 (DSC) = 100

TARGET TEST WEIGHT = UDW + RCLW* + (NO. OF HYBRID II DUMMIES X 164 LBS/DUMMY)

TARGET TEST WEIGHT = 3102 + 100 + 328

TARGET TEST WEIGHT = 3530 LBS

WEIGHT OF TEST VEHICLE WITH REQUIRED DUMMIES AND 87 LBS. OF CARGO WEIGHT:

RIGHT FRONT	914 LBS.	RIGHT REAR	826 LBS.
LEFT FRONT	952 LBS.	LEFT REAR	825 LBS.
TOTAL FRONT WEIGHT	1866 LBS.	(53.1% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1651 LBS.	(46.9% OF TOTAL VEHICLE WEIGHT)	
TOTAL TEST WEIGHT	3517 LBS.	(0.4% UNDER TARGET TEST WEIGHT)	

WEIGHT OF BALLAST SECURED IN VEHICLE CARGO AREA: 50 LBS.

COMPONENTS REMOVED TO MEET TARGET TEST WEIGHT: None

CG = 47.2 INCHES REARWARD OF FRONT WHEEL CENTERLINE

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

TABLE 3 POST-IMPACT DATA

TEST NUMBER: 920701 NHTSA NO.: CN0217
TEST DATE: 07/01/92 TEST TIME: 1358
TEST TYPE: Frontal Barrier Impact IMPACT ANGLE: 0
AMBIENT TEMPERATURE AT IMPACT AREA: 80° F
TEMPERATURE IN OCCUPANT COMPARTMENT: 68° F
IMPACT VELOCITY: PRIMARY = 29.5 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.

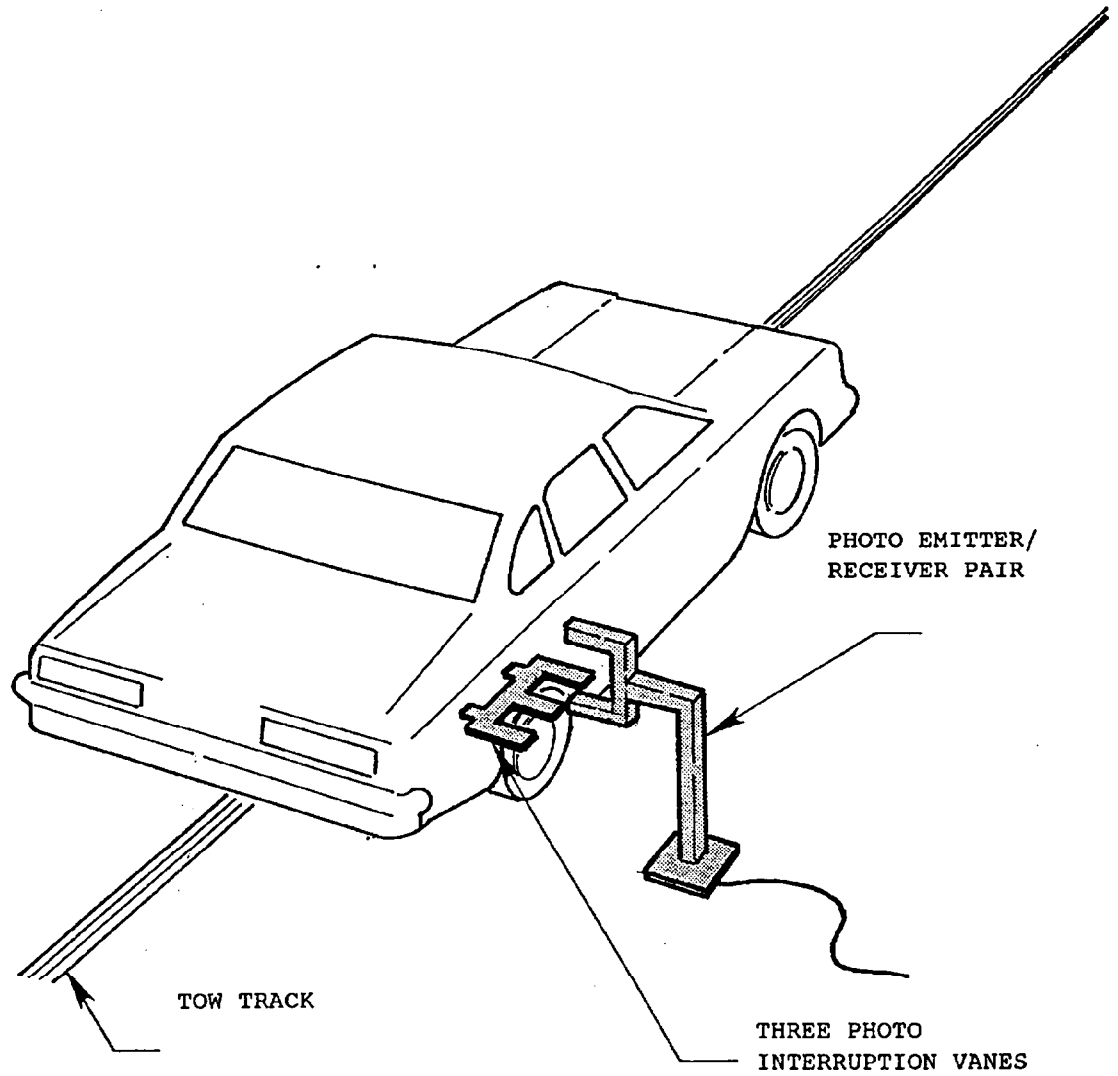
TEST VEHICLE STATIC CRUSH (ALL MEASUREMENTS ARE IN INCHES):

OVERALL LENGTH OF TEST VEHICLE: PRE-TEST: L 175.3; C 180.1; R 175.0
POST-TEST: L 158.0; C 162.5; R 160.5
TOTAL CRUSH: L 17.3; C 17.6; R 14.5
AVERAGE CRUSH: 16.5

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

DISTANCE FROM TEST VEHICLE TO BARRIER: L 23.4; C 20.0; R 22.0; AVG. 21.8

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: Ford/Mustang/2-door convertible

VEHICLE NHTSA NO.: CNO217; VIN: 1FACP44MXNF143917

MODEL YEAR: 1992; BUILD DATE: 05/92; TEST DATE: 07/01/92

VEHICLE SIZE CATEGORY: Sub-compact; TEST WEIGHT: 3517 LBS.

VEHICLE WHEELBASE: 100.5 INCHES

MAXIMUM WIDTH: 69.6 INCHES

FRONT OVERHANG: 41.0 INCHES

COLLISION DEFORMATION
 CLASSIFICATION (CDC) CODE: 12FDEW2

CRUSH DEPTH
 MEASUREMENTS:

C1 =	<u>17.3</u>	INCHES
C2 =	<u>17.9</u>	INCHES
C3 =	<u>17.7</u>	INCHES
C4 =	<u>17.8</u>	INCHES
C5 =	<u>16.1</u>	INCHES
C6 =	<u>14.5</u>	INCHES

MIDPOINT OF DAMAGE: D = VEHICLE CENTERLINE (LONGITUDINAL)

LENGTH OF DAMAGED
 REGION: L = 58.0 INCHES

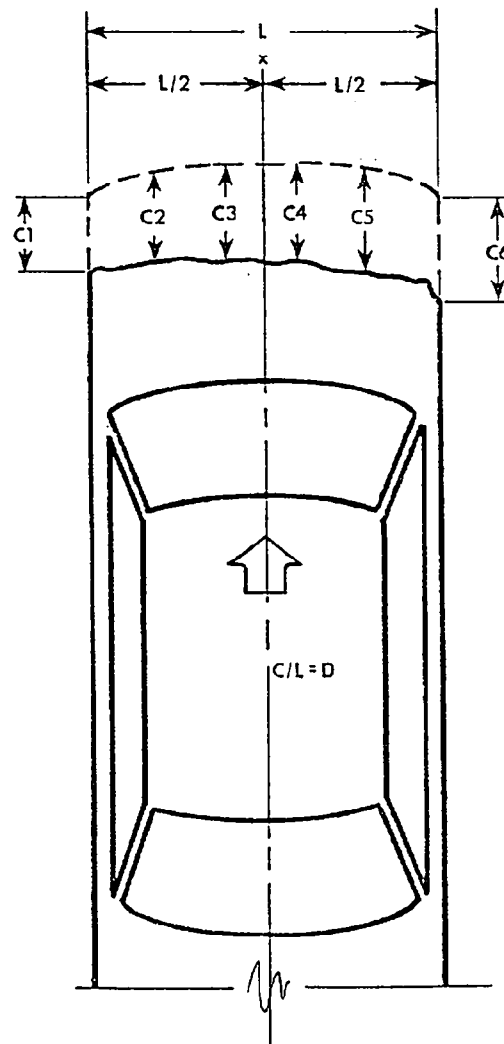
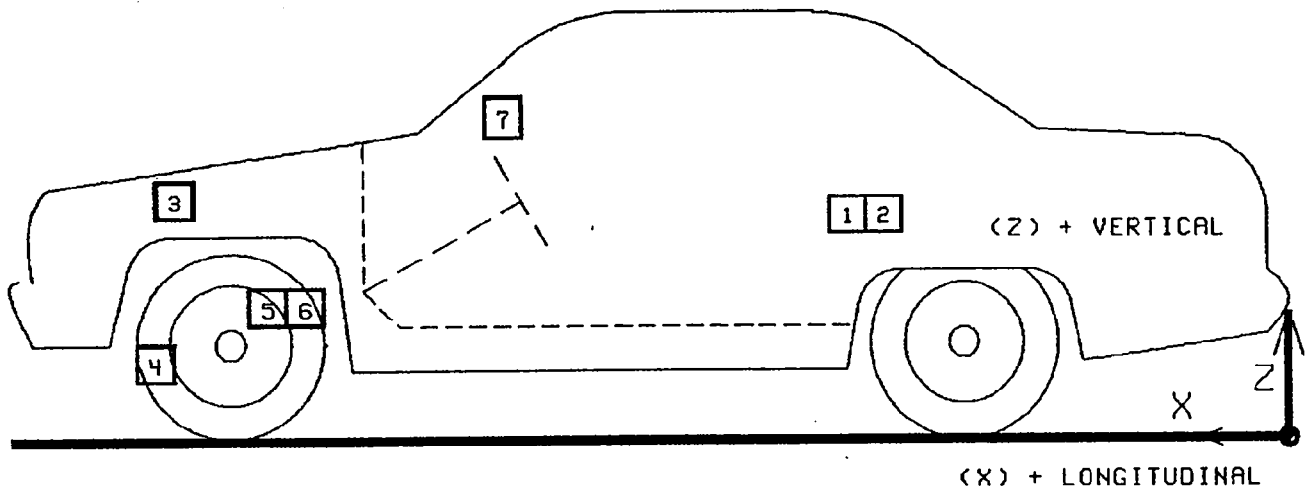
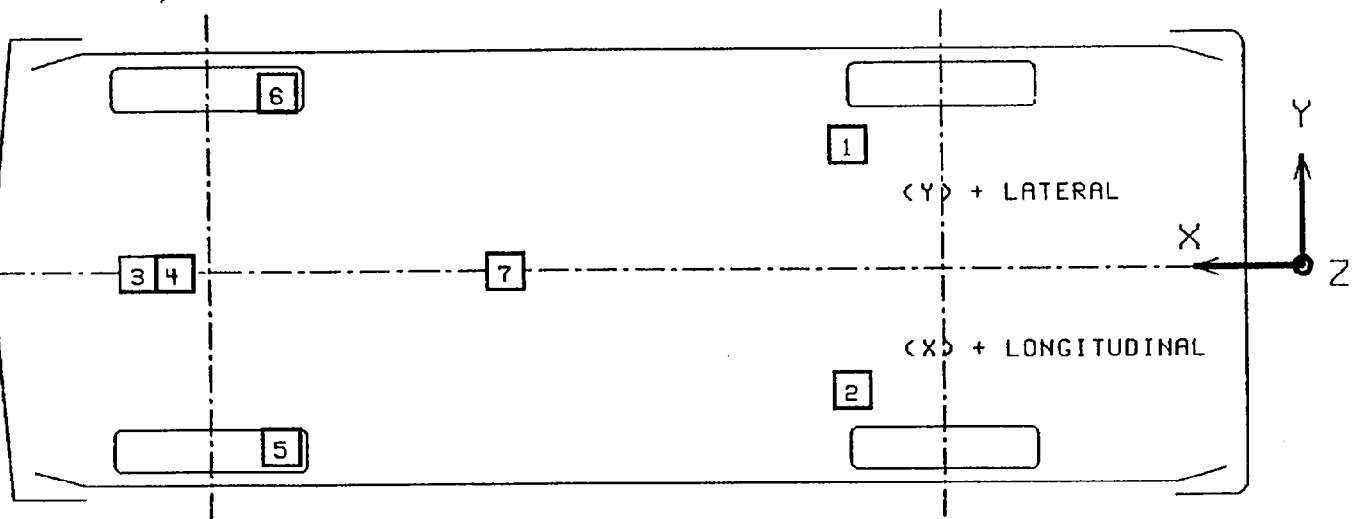


FIGURE 3

VEHICLE ACCELEROMETER PLACEMENT



SIDE VIEW



BOTTOM VIEW

TABLE 4

VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

TEST NUMBER 920701

No.	LOCATION		X*	Y*	Z*	POSITIVE DIRECTION		NEGATIVE DIRECTION	
						MAX G	MSEC	MAX G	MSEC
1	LEFT REAR SEAT	PRE	67.1	17.0	14.0				
	CROSSMEMBER	POST	66.0	17.0	15.5				
	LONGITUDINAL					2.0	332.5	25.3	75.5
2	RIGHT REAR SEAT	PRE	67.1	-15.8	14.0				
	CROSSMEMBER	POST	67.5	-15.8	13.8				
	LONGITUDINAL					2.2	200.4	24.6	72.9
3	ENGINE TOP	PRE	146.6	-3.4	32.8				
		POST	141.5	-5.0	31.0				
	LONGITUDINAL					---	---	Y 55.6	44.4
4	ENGINE BOTTOM	PRE	136.0	2.8	11.2				
		POST	134.5	3.5	7.0				
	LONGITUDINAL					23.6	66.8	47.6	52.3
5	RIGHT BRAKE CALIPER	PRE	138.4	-24.2	14.9				
		POST	136.2	-25.4	13.0				
	LONGITUDINAL					8.2	89.4	40.0	79.3
6	LEFT BRAKE CALIPER	PRE	138.4	24.2	14.7				
		POST	136.0	25.4	13.0				
	LONGITUDINAL					5.4	160.8	30.4	23.4
7	INSTRUMENT PANEL	PRE	111.6	-0.8	33.2				
	CENTER	POST	111.0	-0.8	31.0				
	LONGITUDINAL					21.2	36.0	54.1	72.6

* 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 EXPLANATIONS

REPORT OF VEHICLE CONDITION AT THE
COMPLETION OF TESTING

CONTRACT NO.: DTNH22-90-C-21003
FROM: Transportation Research Center Inc.
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.: CN0217
MAKE/MODEL/BODY STYLE: Ford/Mustang LX/2-door Convertible
MODEL YEAR: 1992 BODY COLOR: Red
VIN: 1FACP44MXNF143917
ODOMETER (ARRIVAL): 124 DATE: 06/22/92
ODOMETER (COMPLETION): 130 DATE: 07/01/92
COST: \$17,432.00

<input checked="" type="checkbox"/> AIR CONDITIONER	<input type="checkbox"/> CONSOLE	BRAKES: <input checked="" type="checkbox"/> POWER
<input checked="" type="checkbox"/> TINTED GLASS	<input checked="" type="checkbox"/> TACHOMETER	FRONT: Disc
<input checked="" type="checkbox"/> POWER STEERING	<input checked="" type="checkbox"/> SPEED CONTROL	REAR: Drum
<input checked="" type="checkbox"/> POWER WINDOWS	<input type="checkbox"/> REAR WINDOW DEF.	FRONT SEATS: <input type="checkbox"/> POWER
<input type="checkbox"/> POWER DOOR LOCKS	<input type="checkbox"/> SUN/MOON ROOF	SEAT TYPE: Bucket
<input checked="" type="checkbox"/> RADIO	<input type="checkbox"/> T-TOP	
<input checked="" type="checkbox"/> CLOCK	<input type="checkbox"/> TILT STEERING WHEEL	NO. OF SEATS: 4
<input type="checkbox"/> ROOF RACK	<input type="checkbox"/> OTHER OPTIONS: _____	

ENGINE: 4 CYLINDERS; 2.3 LITERS
TRANSMISSION: Automatic; DRIVE TYPE: Rear wheel
TIRE SIZE: P205/65R15
GASOLINE TYPE: Unleaded

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

EXPLANATION: NA

VEHICLE CONDITION: This vehicle has been subjected to a 30 mph frontal barrier impact.

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	-175.5	16.3	-120.6	213.0	-27.5	5.1	-14.5	27.2
PASSENGER	-24.1	-11.3	-26.3	33.2	-29.7	12.3	15.3	27.8

MAXIMUM FEMUR COMPRESSIVE FORCE (LBS)

	LEFT FEMUR	RIGHT FEMUR
DRIVER	1249	1191 Y
PASSENGER	242	146

HEAD INJURY CRITERIA**

	HIC	TIME t ₁ (MSEC) ¹	TIME t ₂ (MSEC) ²
DRIVER	811	53.1	55.5
PASSENGER	128	94.8	130.8

*Defined as exceeding 0.003 sec. duration

**As defined in FMVSS No. 208

Y See DATA ACQUISITION EXPLANATIONS

TABLE 6 POST-IMPACT DUMMY/VEHICLE DATA

VISIBLE DUMMY CONTACT POINTS:

	DRIVER #1173	PASSENGER #353
HEAD	<u>Airbag/sunvisor</u>	<u>Sunvisor</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>NA</u>	<u>NA</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 lower left and right corners of the windshield
cracked upon impact.

OTHER NOTABLE IMPACT EFFECTS:

The right front tire was punctured on impact.

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 chest impacted the airbag as the dummy's head impacted the airbag and sunvisor. The driver dummy was restrained by the airbag. The dummy then rebounded rearward into the seat back as the dummy's head first rotated downward and then rearward. The driver dummy came to rest 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 then contacted the sunvisor and rotated downward. The right front passenger dummy was restrained by the three-point unbelt. The dummy then rebounded rearward into the seat back as the dummy's head rotated rearward into the head restraint. The right front passenger 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 AUTOMATIC SEAT BELTS

MAKE/MODEL: Ford/Mustang VIN: 1FACP44MXNF143917
BODY STYLE: 2-door convertible NHTSA NO.: CN0217
DATE OF MANUFACTURE: 05/92

WEBBING TENSION - RELIEVING DEVICE:

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

IF YES:

MAXIMUM SLACK RECOMMENDED IN OWNER'S MANUAL: INCHES

DOES OWNER'S MANUAL WARN THAT INTRODUCING SLACK BEYOND THE AMOUNT SPECIFIED CAN SIGNIFICANTLY REDUCE THE EFFECTIVENESS OF THE SHOULDER BELT? YES NO

IF NO, EXPLAIN:

THE WEBBING TENSION - RELIEVING DEVICE IS CANCELLED WHEN

(check one): The adjacent door is opened.
 The latch plate is released from the buckle.
 A manual means is activated on a open-body vehicle without doors.

OPEN-BODY VEHICLE (without doors): DOES THE MANUAL MEANS TO CANCEL THE WEBBING TENSION - RELIEVING DEVICE OPERATE PROPERLY? YES
 NO

IF NO, EXPLAIN:

BELT CONTACT FORCE:

BELT CONTACT FORCE ON CHEST OF TEST DUMMY: 0.1 POUNDS

LATCHPLATE ACCESS:

ARE THE SEAT BELT LATCHPLATES, IN THEIR NORMAL STOWED POSITION, WITHIN THE REACH ENVELOPE? YES NO
DOES THE CLEARANCE TEST BLOCK MOVE UNHINDERED TO THE LATCHPLATE OR BUCKLE? YES NO

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

MAKE/MODEL: Ford/Mustang VIN: 1FACP44MXNF143917
BODY STYLE: 2-door convertible NHTSA NO.: CNO217
DATE OF MANUFACTURE: 05/92

RETRACTION:

SEAT BELT AUTOMATICALLY RETRACTS WHEN

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

The seat belt latchplate is released.

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

OPEN-BODY VEHICLE (without doors): DOES THE SEAT BELT SYSTEM FULLY RETRACT WHEN THE WEBBING TENSION-RELIEVING DEVICE IS MANUALLY DEACTIVATED? YES NO

ACCESSIBILITY:

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

IS THE SEAT REMOVABLE? YES NO

IS THE SEAT MOVABLE SO THE SPACE FORMERLY OCCUPIED BY THE SEAT CAN BE USED FOR A SECONDARY FUNCTION? YES 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.

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

MAKE/MODEL: Ford/Mustang

VIN: 1FACP44MXNF143917

BODY STYLE: 2-door convertible

NHTSA NO.: CN0217

DATE OF MANUFACTURE: 05/92

ACCESSIBILITY, CONT'D:

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? NO

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 PROTECTON SYSTEM: The label was located on the driver's sunvisor.

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

- Replace
 Repair
 Other: have system serviced

This system: (check one)

- a. by _____ month, _____ year
 b. by _____ miles
 c. or after a time interval of _____ months or 10 years.
 d. other: If "airbag" lamp stays lit, "airbag" light does not light when key is turned on, groups of five beeps are heard.

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, pages 19 & 20

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, pages 19 & 20

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 located on the lower left section 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, pages 20 & 21

FIGURE 4 FMVSS 212 TEST DATA

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

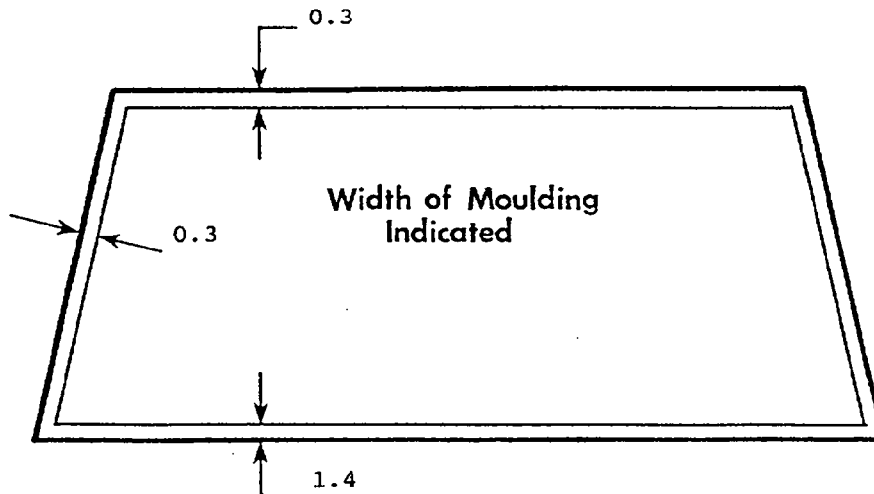
Plastic trim around outer perimeter, adhesive around inner perimeter.

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	73.8	73.8	100
LEFT SIDE	73.8	73.8	100
TOTAL	147.6	147.6	100

PRE-TEST WINDSHIELD MOUNTING MATERIAL TEMPERATURE: 68° 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.

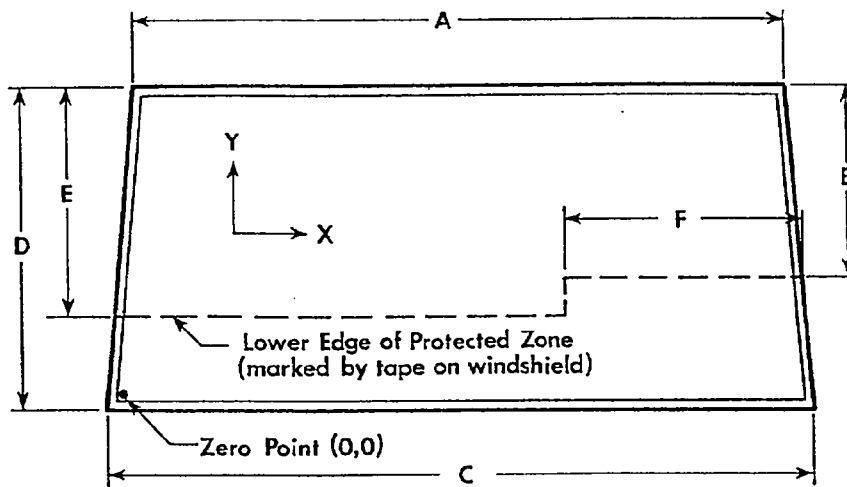
FIGURE 5 FMVSS 219 TEST DATA

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:

- A = 46.0
- B = 11.4
- C = 59.5
- D = 22.5
- E = 16.6
- F = 26.5



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: Ford/Mustang

NHTSA NO.: CN0217

FUEL SYSTEM CAPACITY: 15.4 GALLONS (FROM OWNER'S MANUAL)

USABLE CAPACITY: 15.4 GALLONS (FURNISHED BY COTR)

TEST VOLUME RANGE: 14.2 GALLONS TO 14.5 GALLONS (92-94% OF USABLE)

ACTUAL TEST VOLUME: 14.3 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 was located behind the rear axle.
The fuel filler neck was located on the right side. The fuel lines run
along the center of the vehicle up to the rear of the transmission and
then across to the left side of the vehicle & continue to the front.

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.: CN0217 ; TEST DATE: 07/01/92
VEHICLE MAKE/MODEL/BODY STYLE: Ford/Mustang/2-door convertible

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:

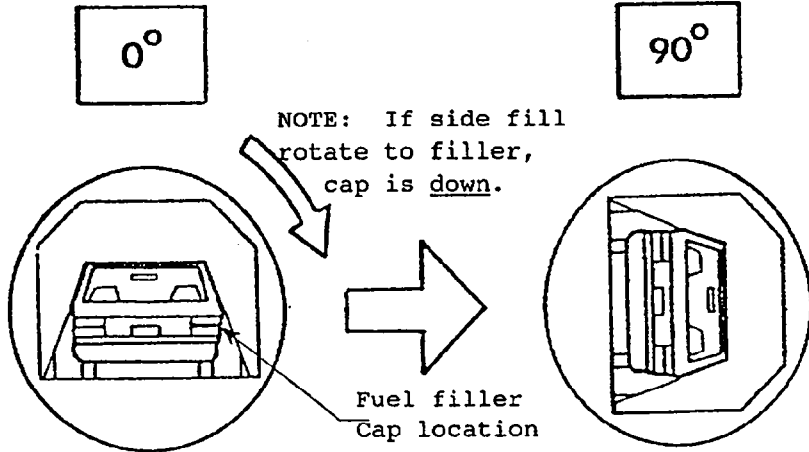
	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FROM IMPACT UNTIL VEHICLE MOTION CEASES - - -	0 OZ.	1 OZ.
2. 5 MINUTE PERIOD AFTER VEHICLE MOTION CEASES -	0 OZ.	5 OZ.
3. NEXT 25 MINUTES AFTER 5 MINUTE PERIOD - - - -	0 OZ.	1 OZ./1 MIN.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

FIGURE 6 FMVSS 301 STATIC ROLLOVER TEST DATA

NHTSA NO.: CN0217
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:

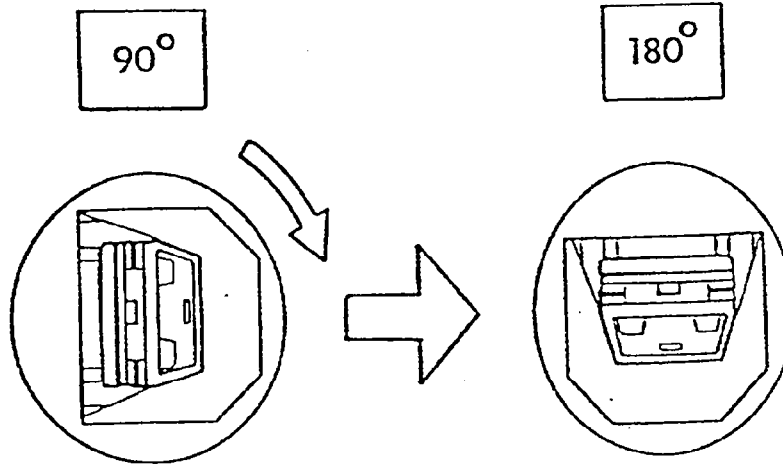
<u>0° TO 90° ROTATION (FUEL FILLER CAP DOWN)</u>	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None _____

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

NHTSA NO.: CN0217
 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:

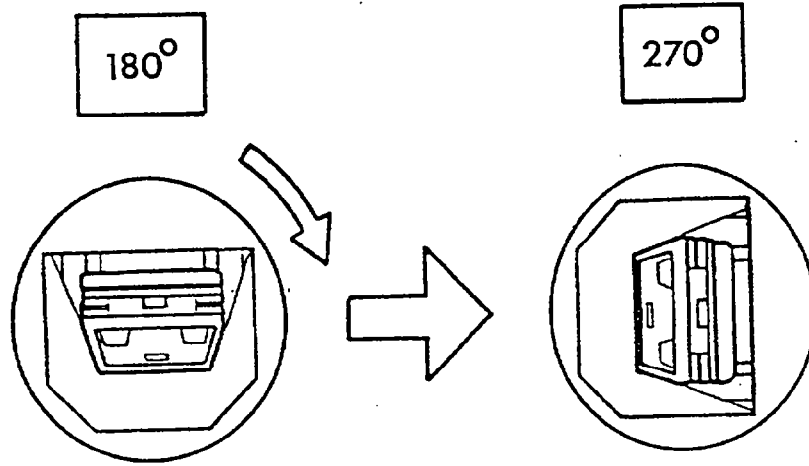
<u>90° TO 180° ROTATION</u>	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

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

NHTSA NO.: CN0217
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:

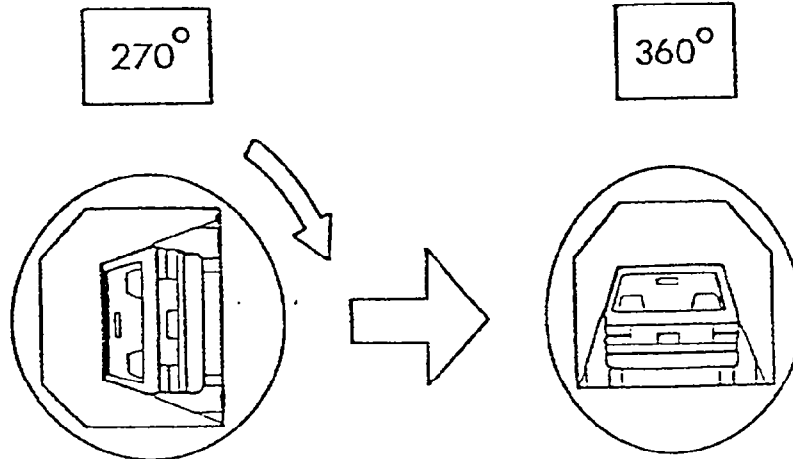
<u>180° TO 270° ROTATION</u>	<u>TEST RESULTS</u>	<u>MAXIMUM ALLOWABLE</u>
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

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

NHTSA NO.: CN0217
 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

FIGURE 7

PRE-TEST AND POST-TEST MEASUREMENT POINTS

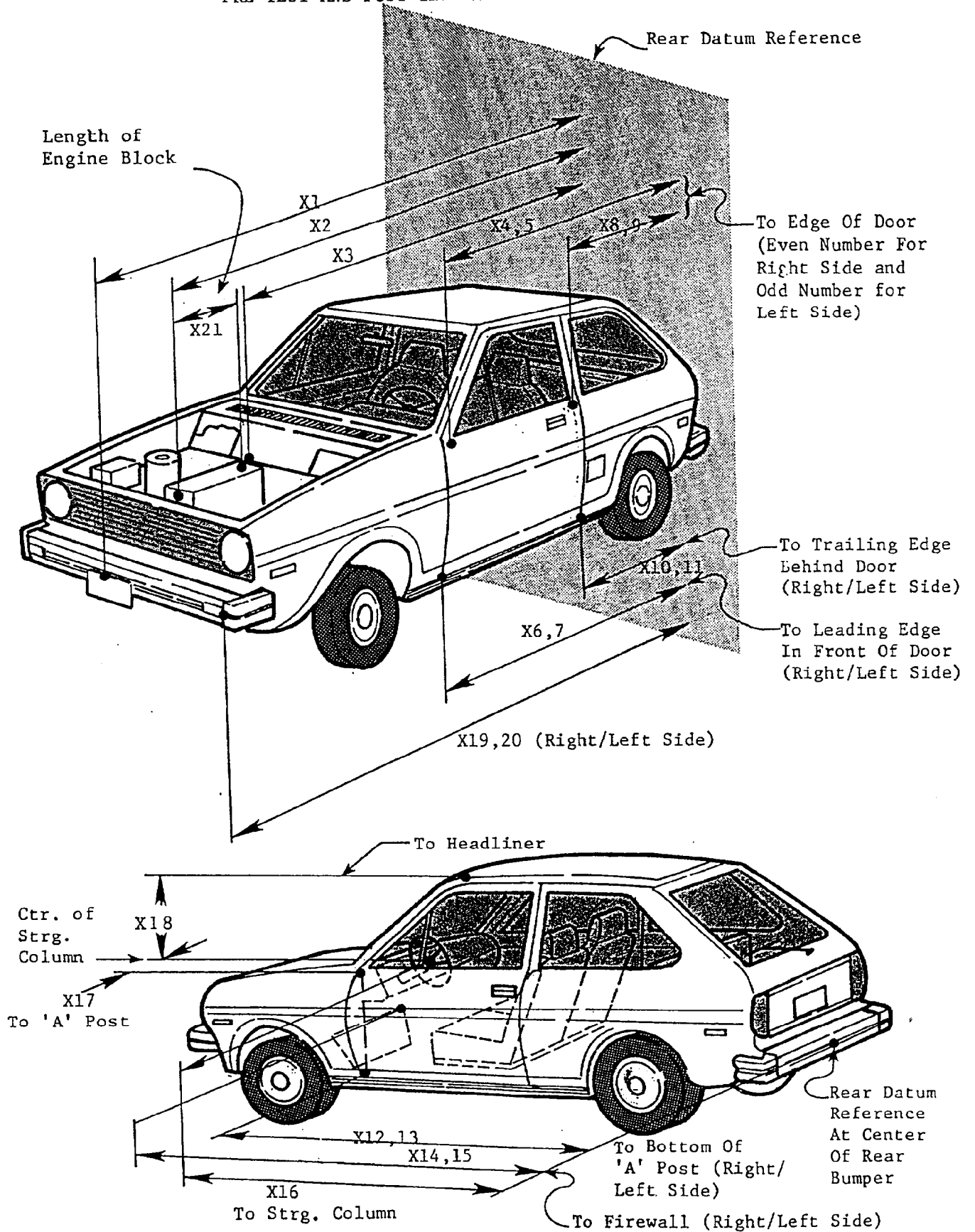
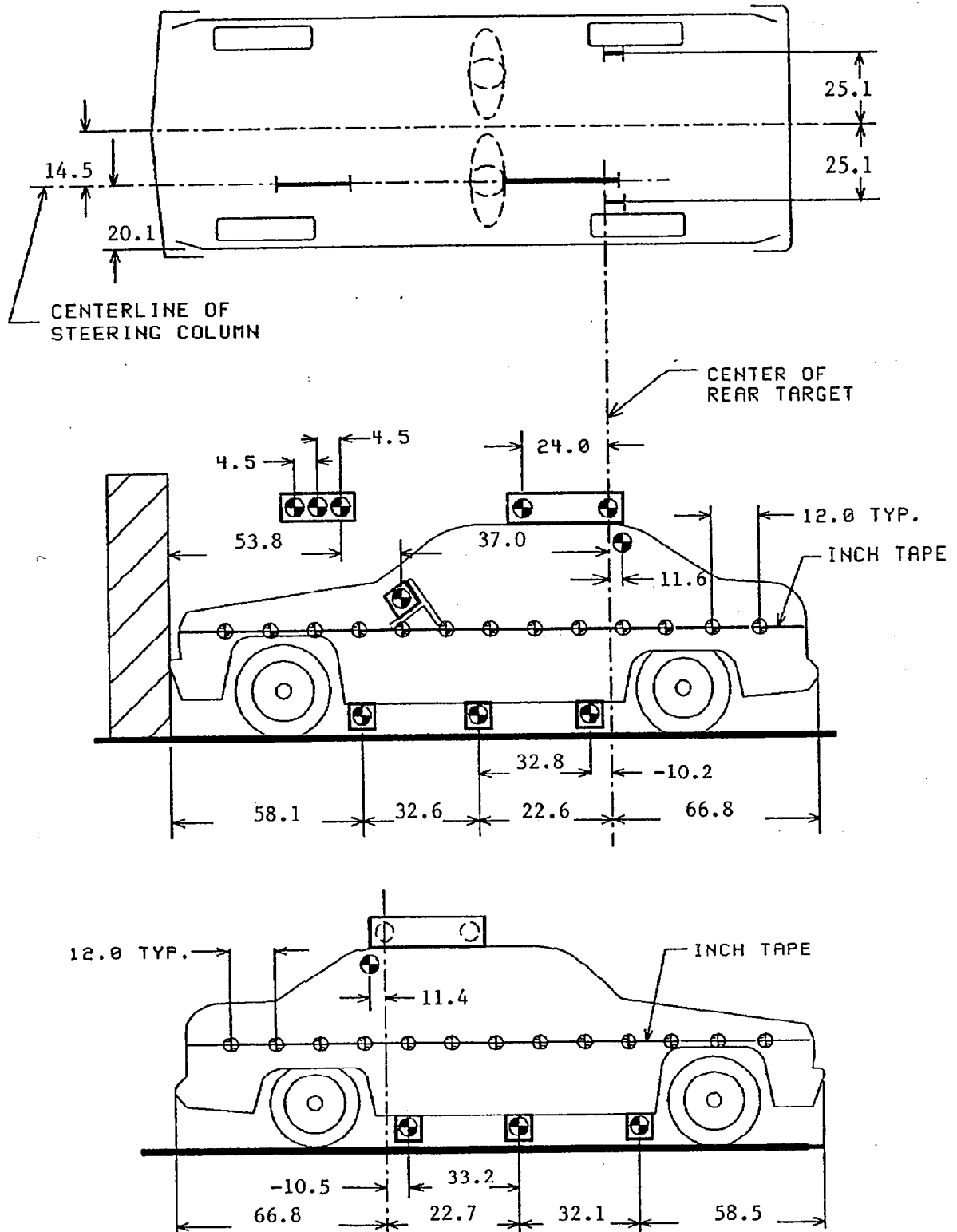


TABLE 13 IMPACTED VEHICLE MEASUREMENTS

VEHICLE MAKE/MODEL: Ford/Mustang		TEST NUMBER: 920701		ALL MEASUREMENTS ARE IN INCHES		
NO.	TYPE OF MEASUREMENT	PRE-TEST	POST-TEST	DIFF.		
X1	TOTAL LENGTH OF VEHICLE AT CENTERLINE	180.1	162.5	17.6		
X2	REAR SURFACE OF VEHICLE TO FRONT OF ENGINE BLOCK	150.6	147.0	3.6		
X3	REAR SURFACE OF VEHICLE TO FIREWALL	127.8	126.0	1.8		
X4	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF RIGHT DOOR	112.8	113.0	-0.2		
X5	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF LEFT DOOR	112.6	113.0	-0.4		
X6	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF RIGHT DOOR	115.2	114.8	0.4		
X7	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF LEFT DOOR	115.2	114.5	0.7		
X8	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF RIGHT DOOR	64.8	65.4	-0.6		
X9	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF LEFT DOOR	64.6	65.0	-0.4		
X10	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF RIGHT DOOR	64.8	64.4	0.4		
X11	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF LEFT DOOR	64.5	64.0	0.5		
X12	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON RIGHT SIDE	114.2	113.8	0.4		
X13	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON LEFT SIDE	114.4	113.8	0.6		
X14	REAR SURFACE OF VEHICLE TO FIREWALL - RIGHT SIDE	127.0	127.5	-0.5		
X15	REAR SURFACE OF VEHICLE TO FIREWALL - LEFT SIDE	126.9	127.5	-0.6		
X16	REAR SURFACE OF VEHICLE TO STEERING WHEEL CENTER	99.6	99.0	0.6		
X17	CENTER OF STEERING COLUMN TO "A" POST	13.0	10.0	3.0		
X18	CENTER OF STEERING COLUMN TO HEADLINER	16.0	15.0	1.0		
X19	REAR SURFACE OF VEHICLE TO RIGHT SIDE OF FRONT BUMPER	175.0	160.5	14.5		
X20	REAR SURFACE OF VEHICLE TO LEFT SIDE OF FRONT BUMPER	175.3	158.0	17.3		
X21	LENGTH OF ENGINE BLOCK	17.2	17.2	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: Ford/Mustang
 BODY STYLE: 2-door convertible MODEL YEAR: 1992
 NHTSA NO.: CN0217 COLOR: Red

DATA FROM CERTIFICATION LABEL:

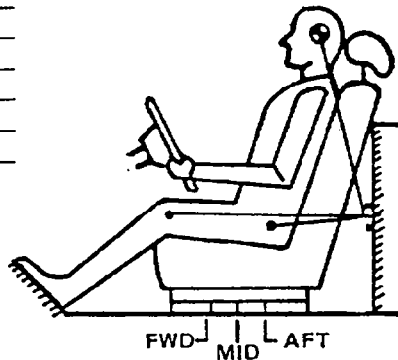
VEHICLE MANUFACTURER: Ford Motor Company
 DATE OF MANUFACTURE: 05/92 VIN: 1FACP44MXNF143917
 GVWR: 3855 LBS.; GAWR: FRONT = 2016 LBS.; REAR = 1911 LBS.

POST-IMPACT DATA:

DATE OF TEST: 07/01/92 TIME: 1358 TEMPERATURE: 80° F
 IMPACT VELOCITY: PRIMARY = 29.5 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. Branham, & P. Cummins

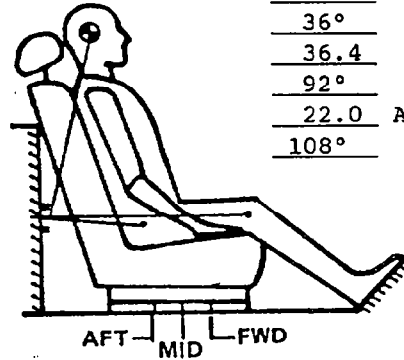
DRIVER DUMMY # 1173 TYPE: HII

HEAD 26.2
 TARGET 35°
 KNEE 36.5
 JOINT 90°
 APPROX-
 IMATE 21.9
 "H"
 POINT 105°

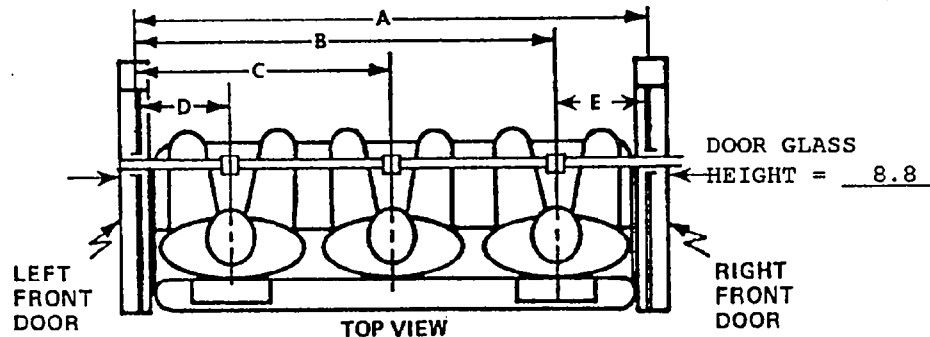


PASSENGER DUMMY # 353 TYPE: HII

23.6 HEAD
36° TARGET
36.4 KNEE
92° JOINT
22.0 APPROX-
108° IMATE
 "H"
 POINT



A = 51.6
 B = 41.1
 C = NA
 D = 10.8
 E = 10.5
 DOOR GLASS
 HEIGHT = 9.5



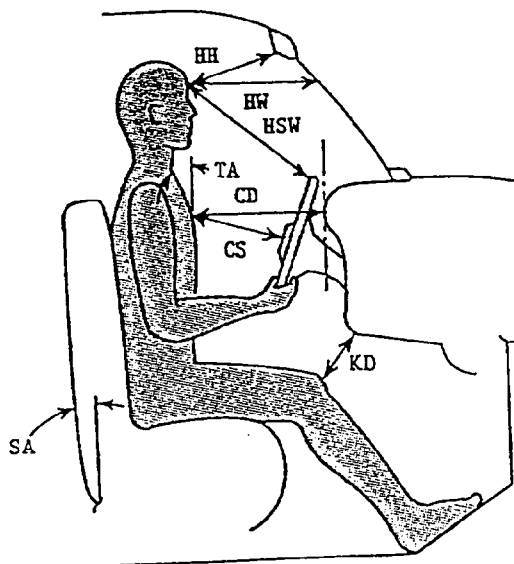
DRIVER
 DUMMY

PASSENGER
 DUMMY

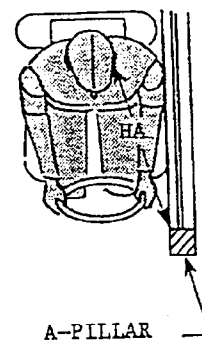
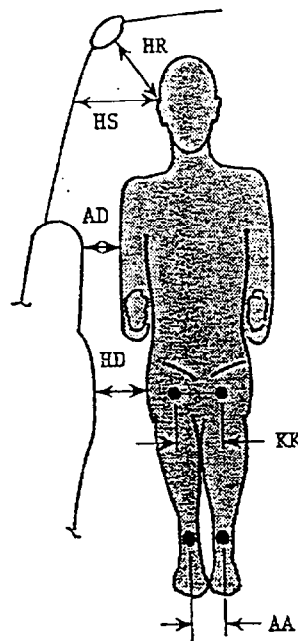
ALL ANGLES ARE RELATIVE TO VERTICAL PLANE THROUGH DOOR STRIKER.
 ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 10 DUMMY IN VEHICLE POSITIONING DATA

	DRIVER	PASSENGER
HH	11.6	13.6
HW	15.8	18.0
CD	19.2	21.5
CS	10.6	NA
KDL	3.4	6.0
KDR	3.0	6.1
TA	15°	16°
SA	22°	21°
HSW	15.8	NA



	DRIVER	PASSENGER
HR	5.0	5.1
HS	7.3	7.2
AD	4.0	3.5
HD	9.9	6.1
KK	10.5	7.4
AA	12.2	8.0
HA	16.8	18.6



KNEE OUTER BOLT HEAD TO OUTER BOLT HEAD SPACING:

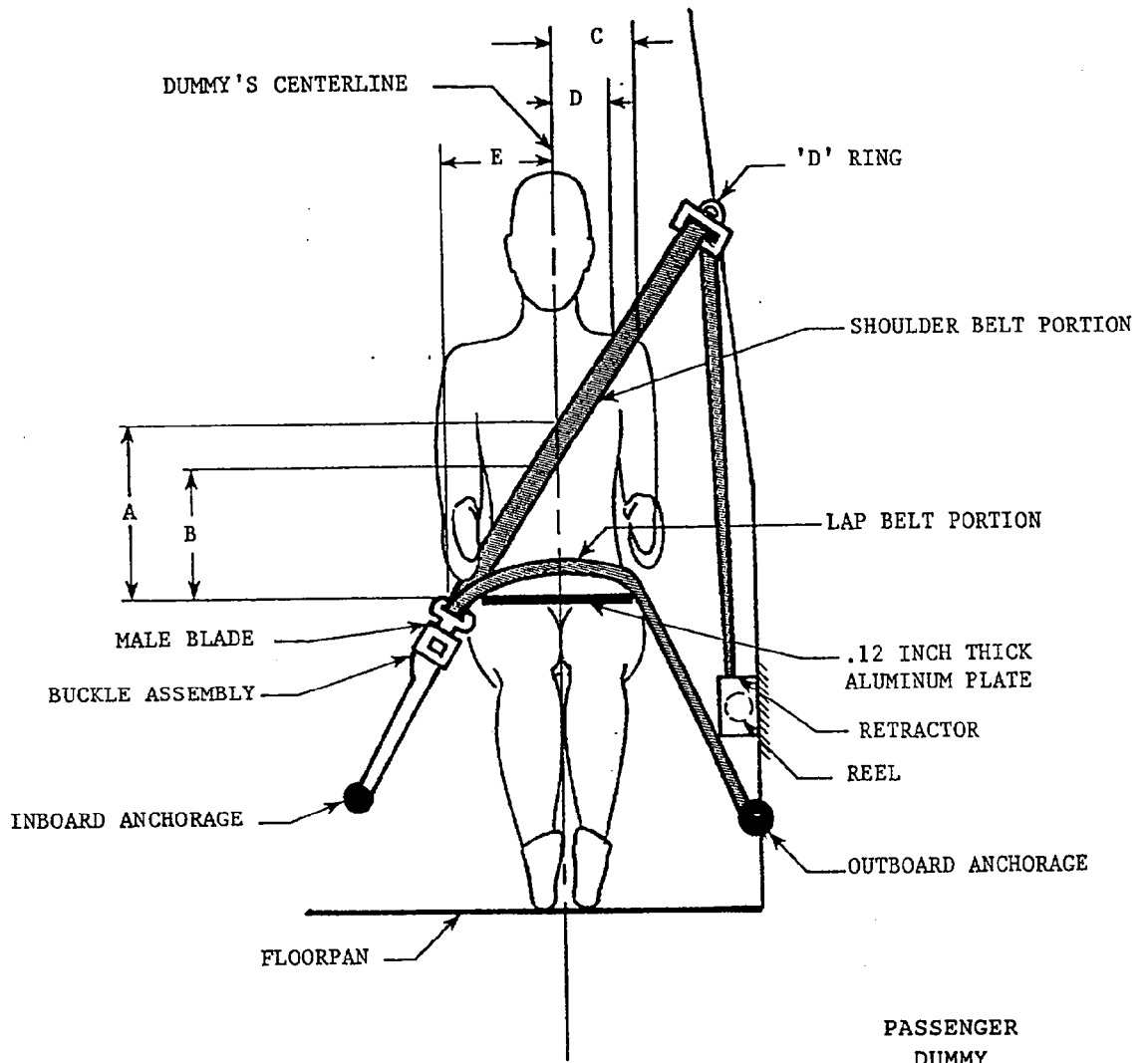
DRIVER = 15.0
PASSENGER = 11.8

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.

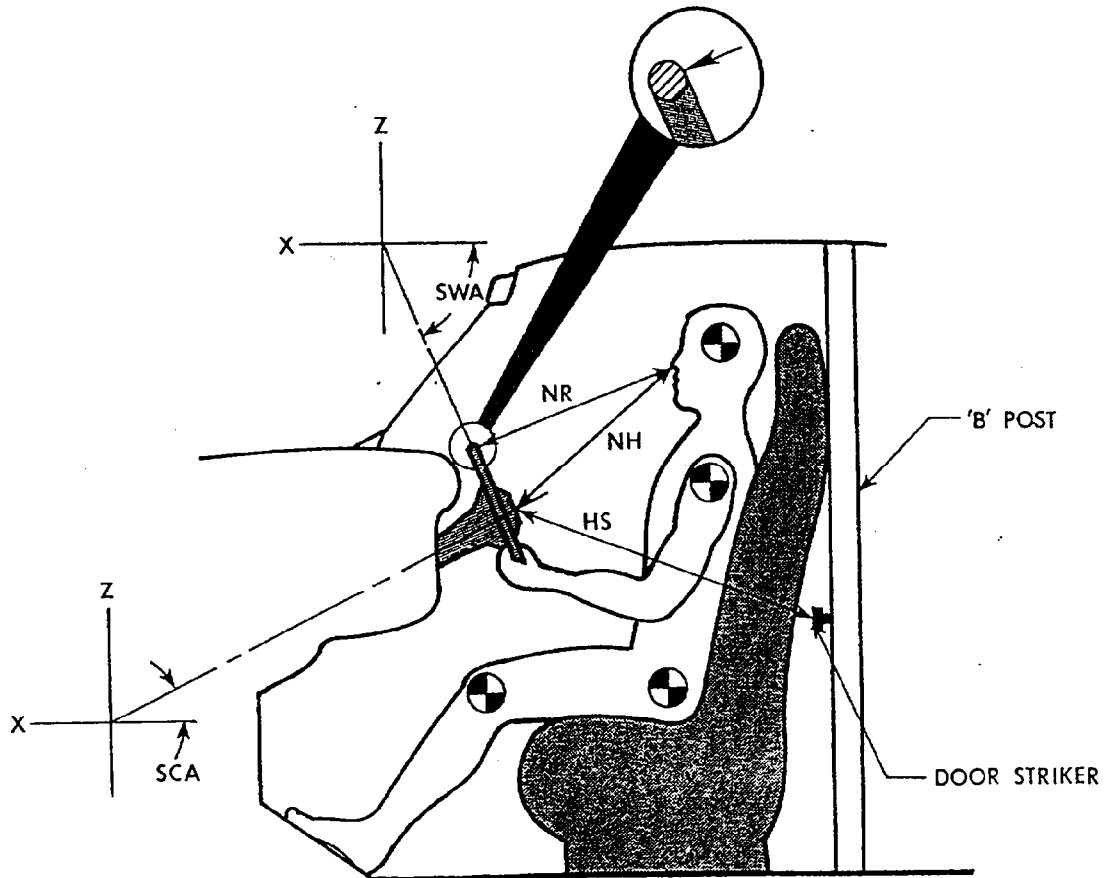
FIGURE 11 SEAT BELT POSITIONING DATA



	PASSENGER DUMMY
A - TOP SURFACE OF ALUMINUM PLATE TO BELT UPPER EDGE	14.8
B - TOP SURFACE OF ALUMINUM PLATE TO BELT LOWER EDGE	11.5
C - DUMMY CENTERLINE TO OUTER EDGE OF BELT AT CHEST FLESH TOP	4.5
D - DUMMY CENTERLINE TO INNER EDGE OF BELT AT CHEST FLESH TOP	2.0
E - DUMMY CENTERLINE TO INTERSECTION OF UPPER TORSO BELT AND LAP BELT	9.5

ALL MEASUREMENTS ARE IN INCHES.

FIGURE 12 DRIVER DUMMY TO STEERING COLUMN/WHEEL ASSEMBLY DATA



POSITION OF STEERING COLUMN TILTING AND TELESCOPING ADJUSTMENTS, IF ANY:
The steering column was not adjustable.

MEASUREMENTS

NR	- DISTANCE FROM TIP OF DUMMY'S NOSE TO TOP REAR SURFACE OF STEERING WHEEL RIM.	13.9
NH	- DISTANCE FROM TIP OF DUMMY'S NOSE TO CENTER OF STEERING COLUMN HUB.	15.4
HS	- DISTANCE FROM CENTER OF STEERING COLUMN HUB TO THE FORWARD SURFACE OF THE DOOR LOCK STRIKER PIN.	34.8
SCA	- ANGLE OF STEERING COLUMN RELATIVE TO THE HORIZONTAL X AXIS	22°
SWA	- ANGLE OF STEERING WHEEL RELATIVE TO THE HORIZONTAL X AXIS	66°

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 13
CAMERA POSITIONS

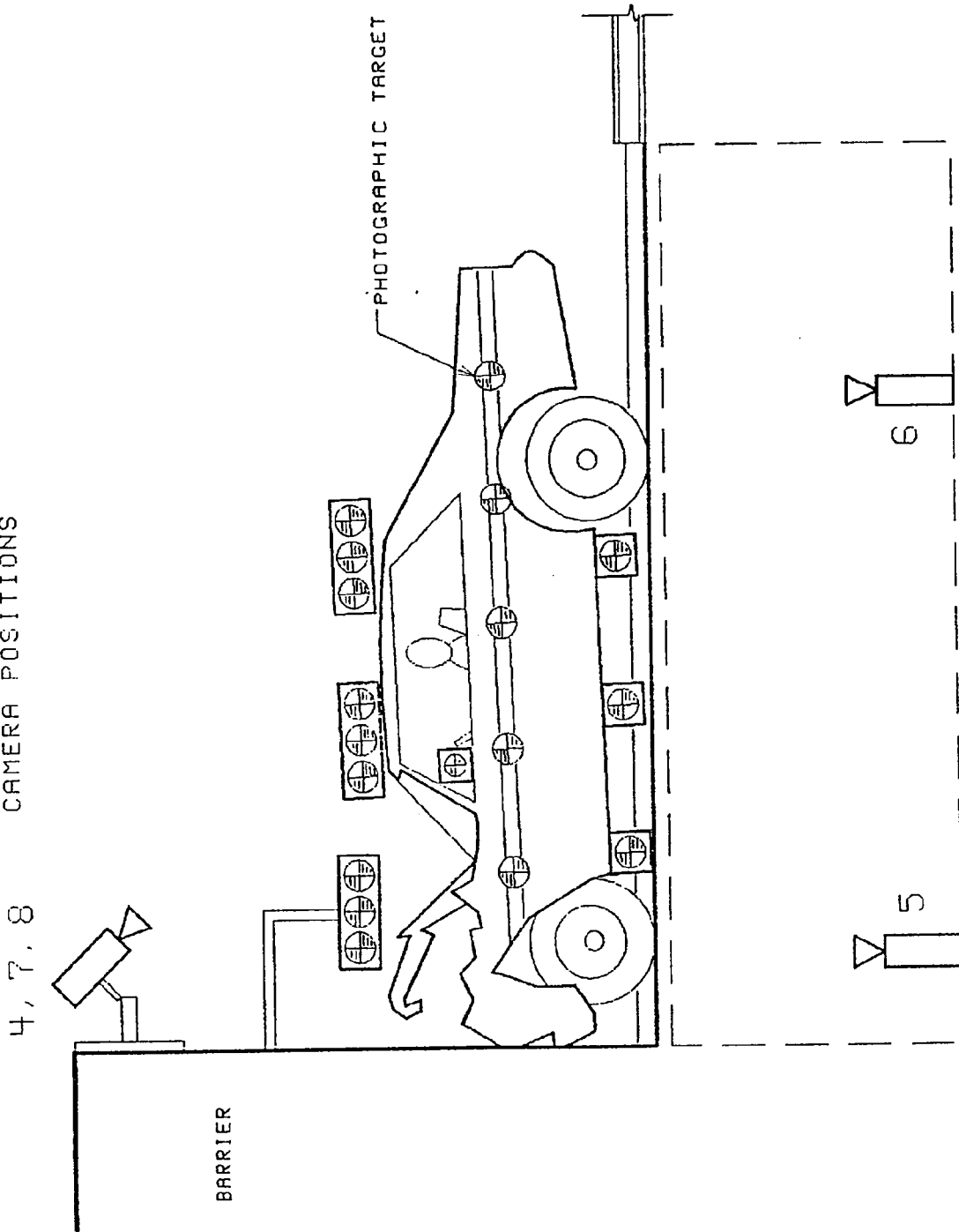


FIGURE 13

CAMERA POSITIONS, CONTINUED

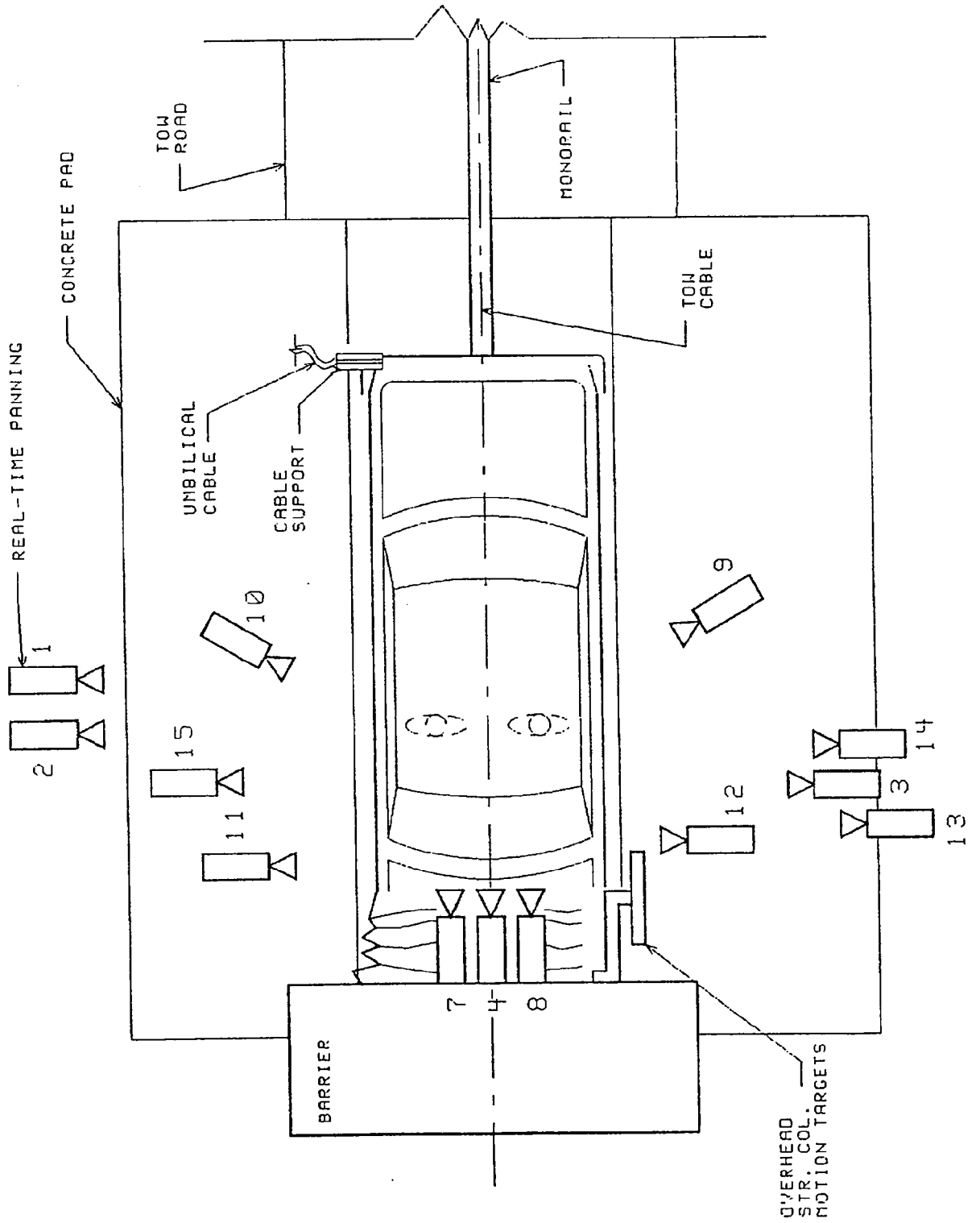


TABLE 14 MOTION PICTURE CAMERA LOCATIONS

CAMERA NO.	VIEW	CAMERA POSITIONS (IN)*			ANGLE** (DEG)	FILM PLANE		FILM SPEED (FPS)
		X	Y	Z		TO HEAD TARGET(IN)	LENS (MM)	
TEST NO.:	920701	VEHICLE: 1992 Ford Mustang 2-door convertible						
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	510
3	Left vehicle crush	-41.5	295.0	44.0	-4	213.0	25	998
4	Windshield front view	-6.0	0.0	88.0	-40	NA	13	505
5	Pit front position	-50.5	0.0	-92.4	90	NA	13	1005
6	Pit rear position	-99.3	0.0	-99.0	90	NA	13	998
7	Passenger front view	-4.5	-13.8	93.0	-50	NA	17	505
8	Driver front view	-6.8	14.5	93.0	-50	NA	17	500
9	Driver kinematics	-157.3	116.0	87.0	-27	93.0	25	498
10	Passenger kinematics	-152.1	-116.0	87.0	-26	96.0	25	500
11	Right windshield intrusion	-38.1	-306.1	44.0	0	NA	50	505
12	Left windshield intrusion	-53.0	309.4	42.3	0	NA	50	500
13	Steering column motion	-102.0	286.0	103.0	-14	NA	25	512
14	Steering column motion	-102.0	286.0	75.1	-9	NA	25	500
15	Passenger kinematics	-38.8	-293.0	45.3	-4	218.0	25	1048
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

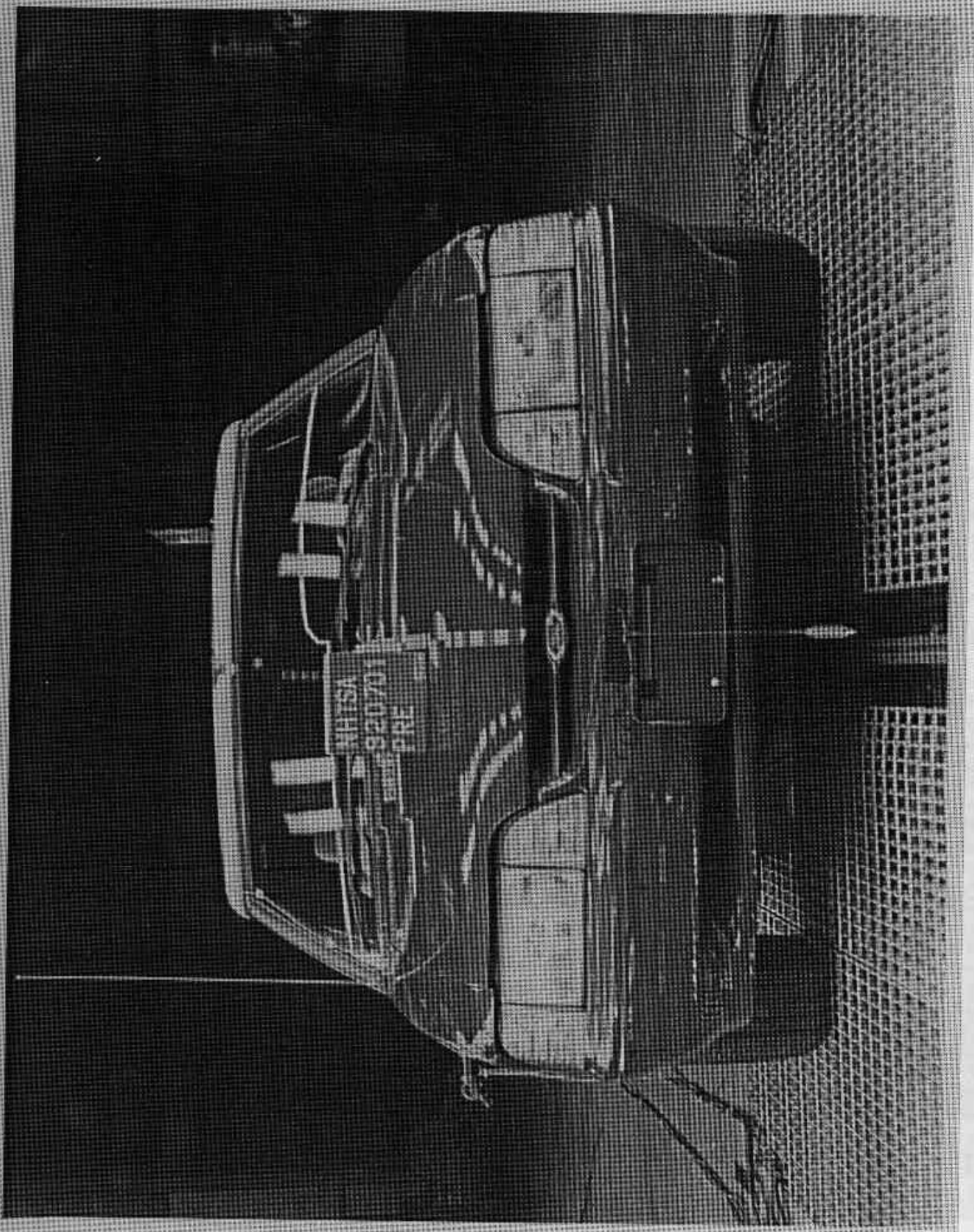


FIGURE A-1. PRE-TEST FRONT VIEW

A-2

920701

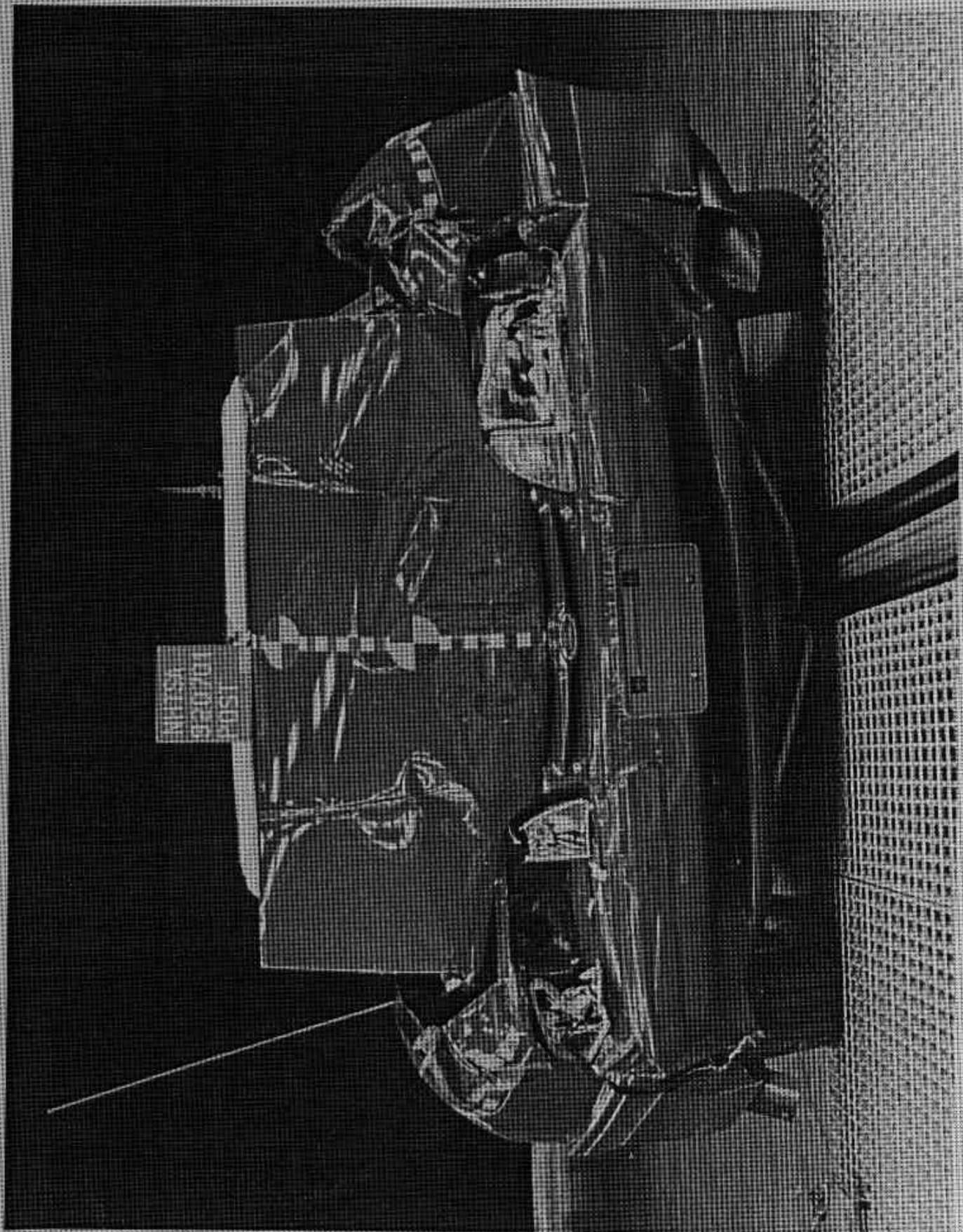


FIGURE A-2. POST-TEST FRONT VIEW

A-3

920701

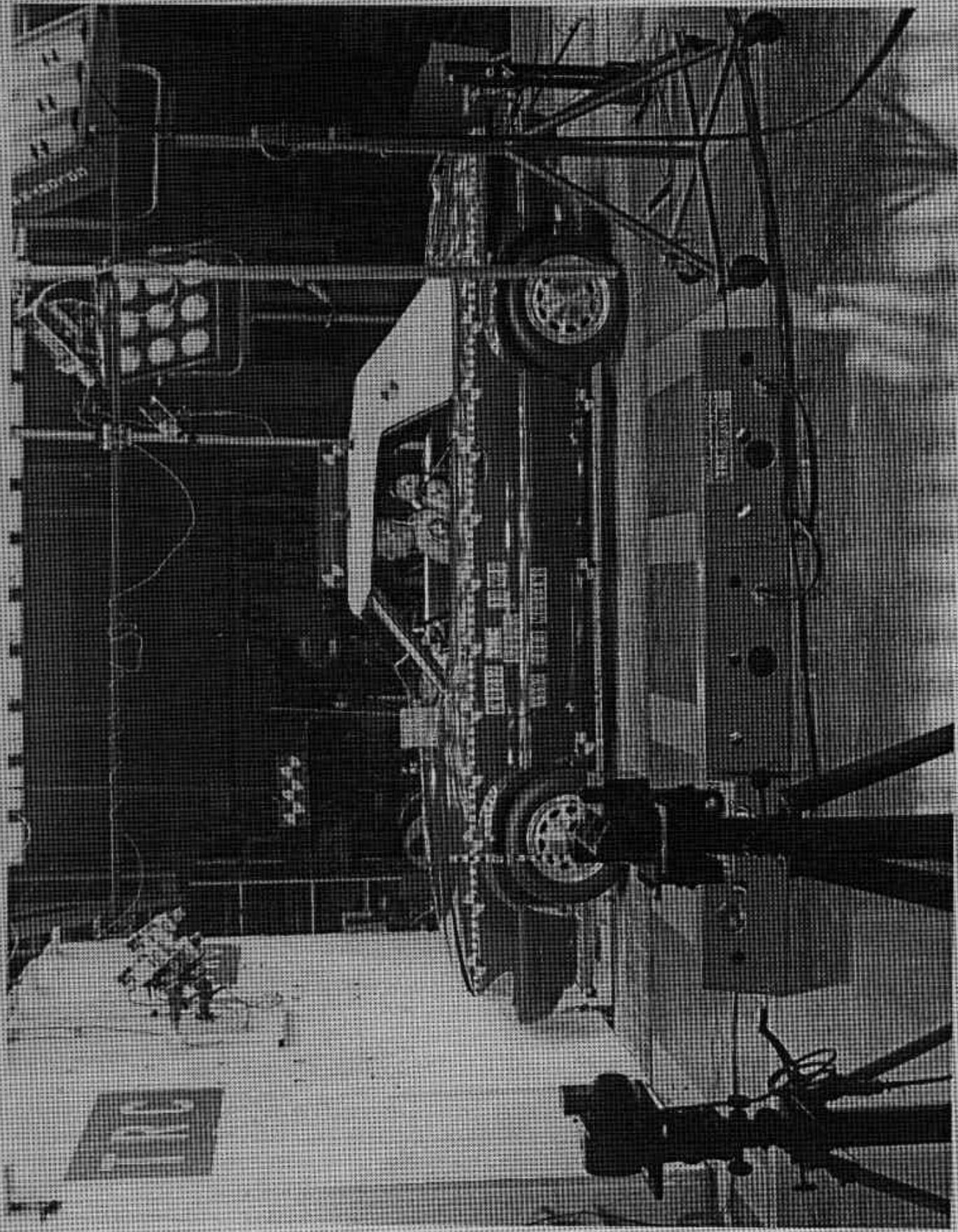


FIGURE A-3. PRE-TEST LEFT SIDE VIEW

A-4

920701

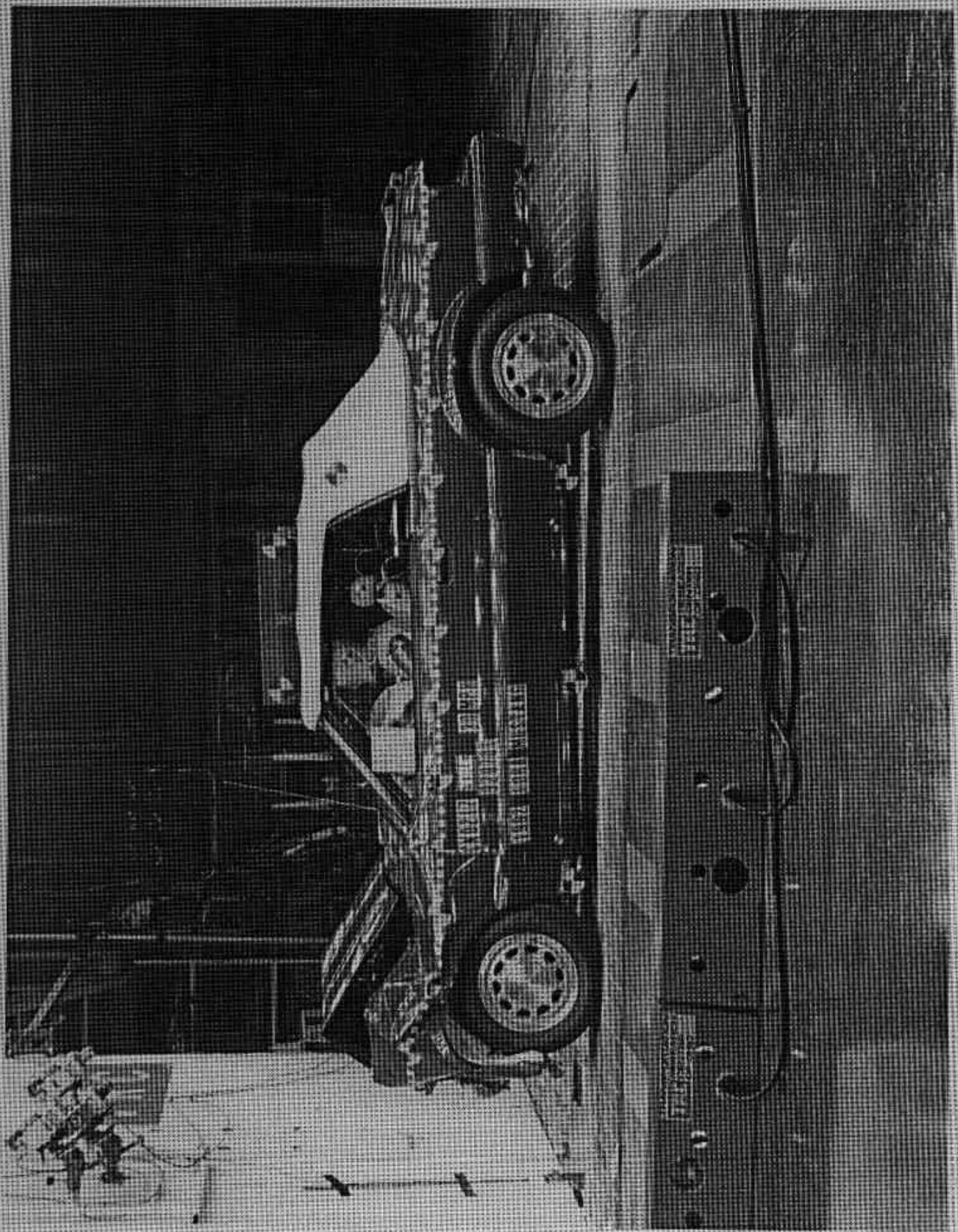


FIGURE A-4. POST-TEST LEFT SIDE VIEW
A-5

920701

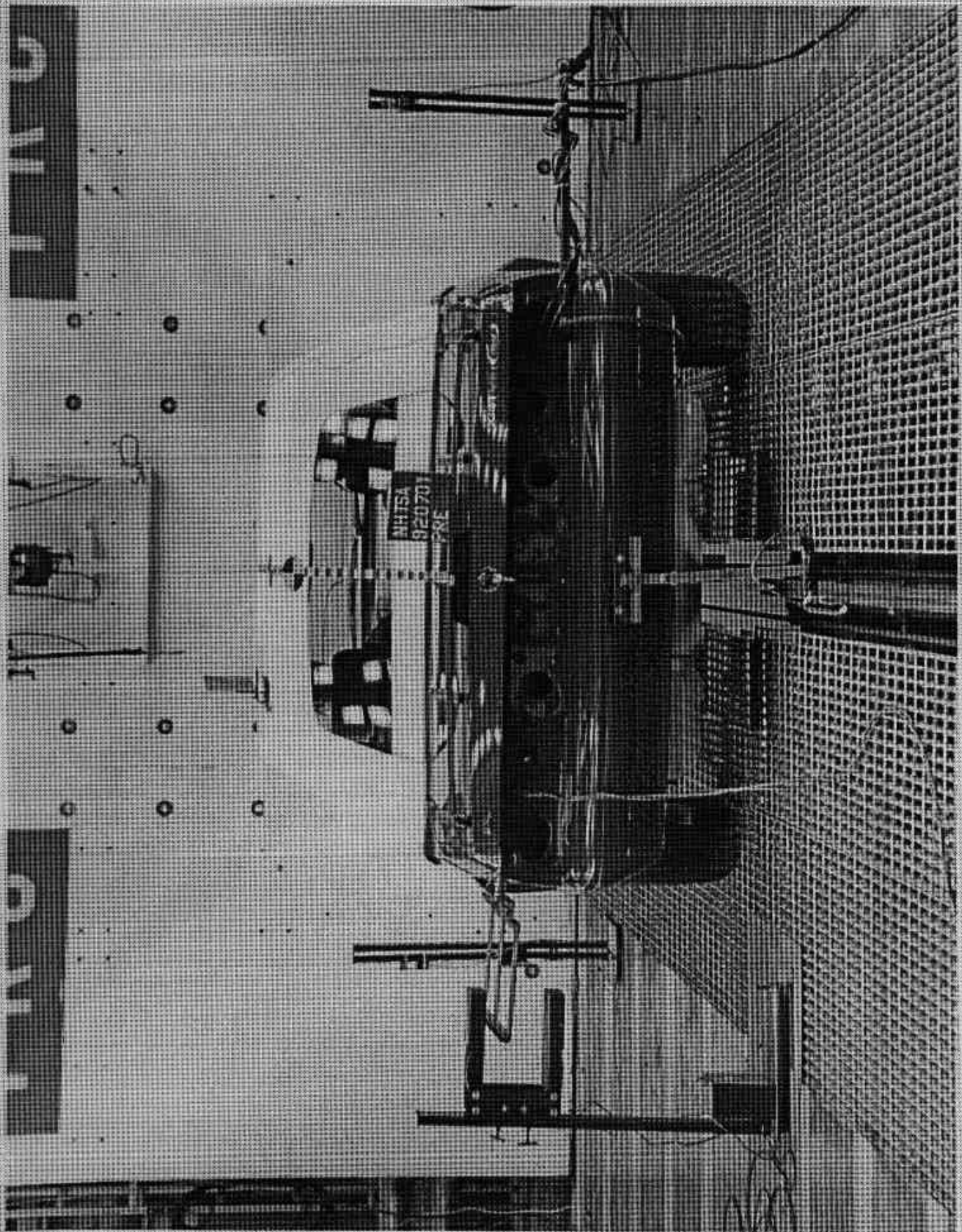


FIGURE A-5. PRE-TEST REAR VIEW

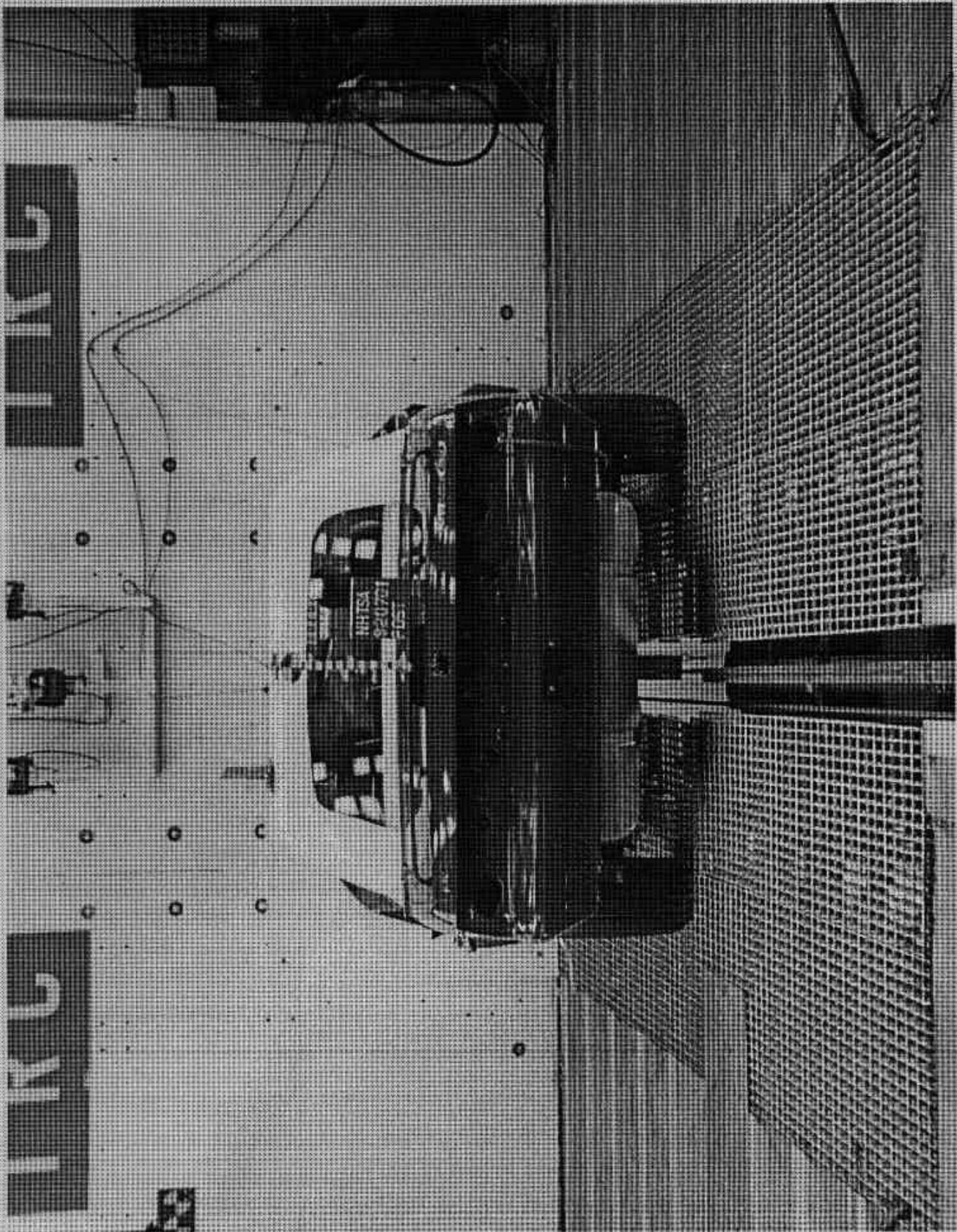


FIGURE A-6. POST-TEST REAR VIEW

A-7

920701

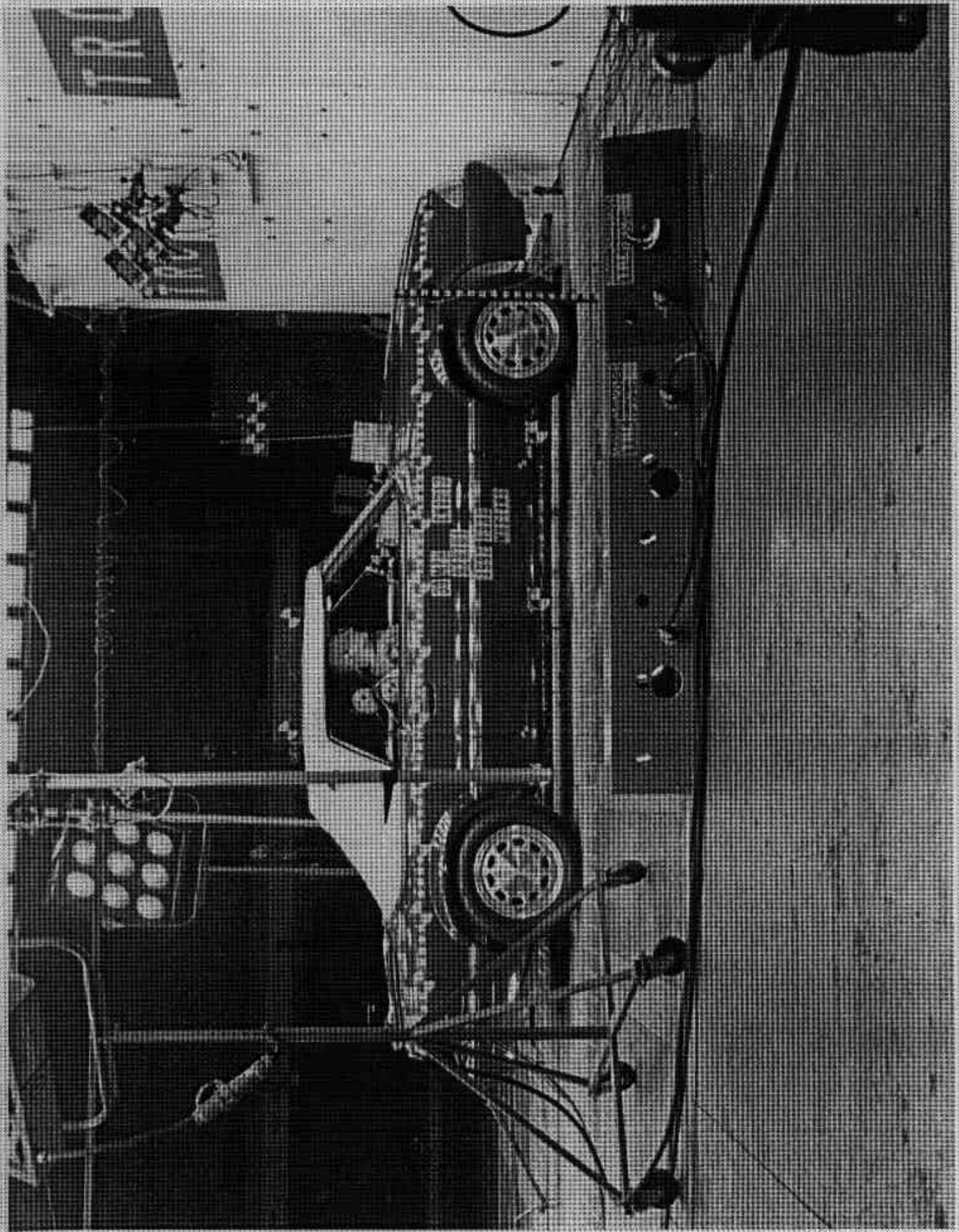


FIGURE A-7. PRE-TEST RIGHT SIDE VIEW
A-8

920701

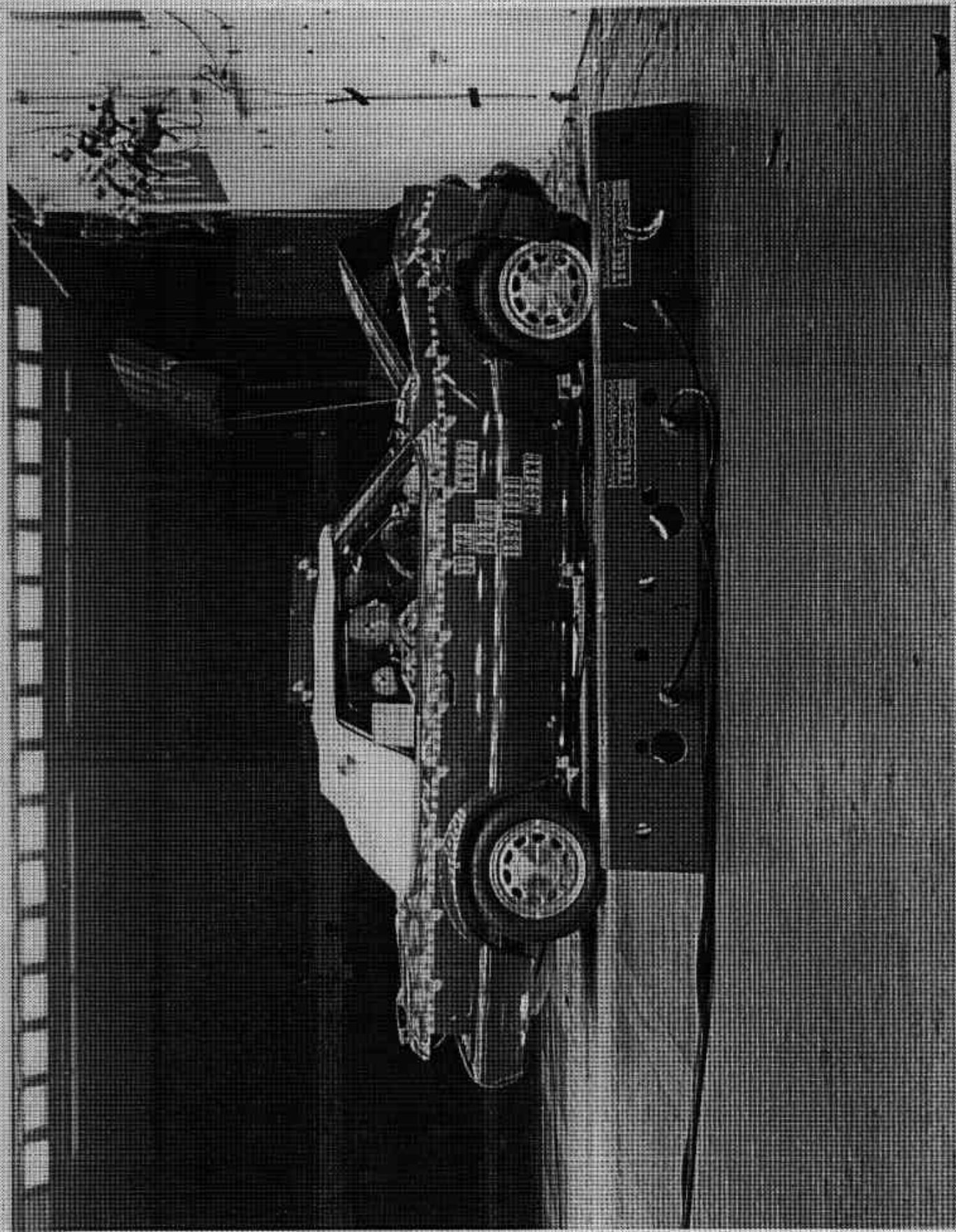


FIGURE A-8. POST-TEST RIGHT SIDE VIEW

A-9

920701

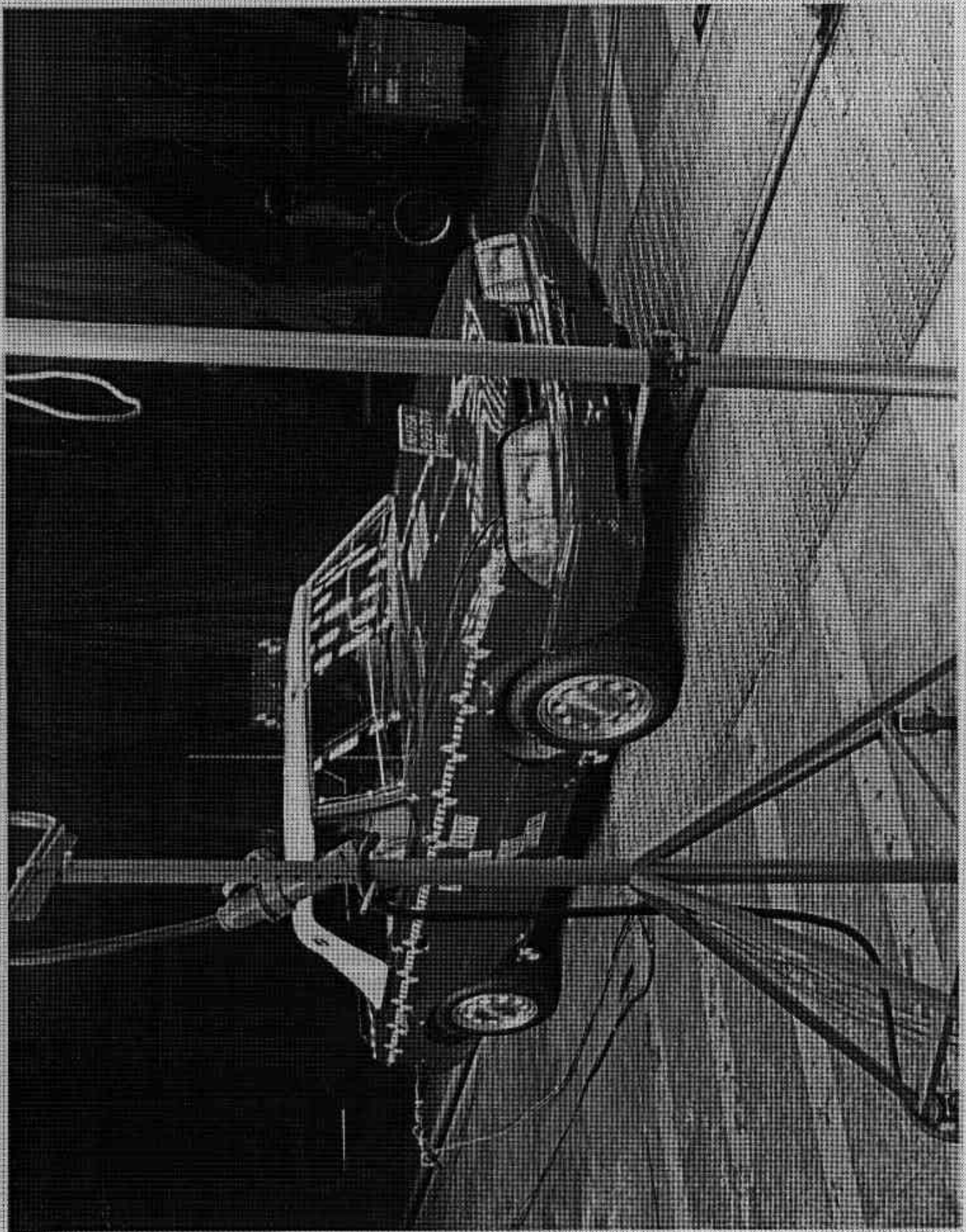


FIGURE A-9. PRE-TEST RIGHT FRONT THREE-QUARTER VIEW

A-10

920701

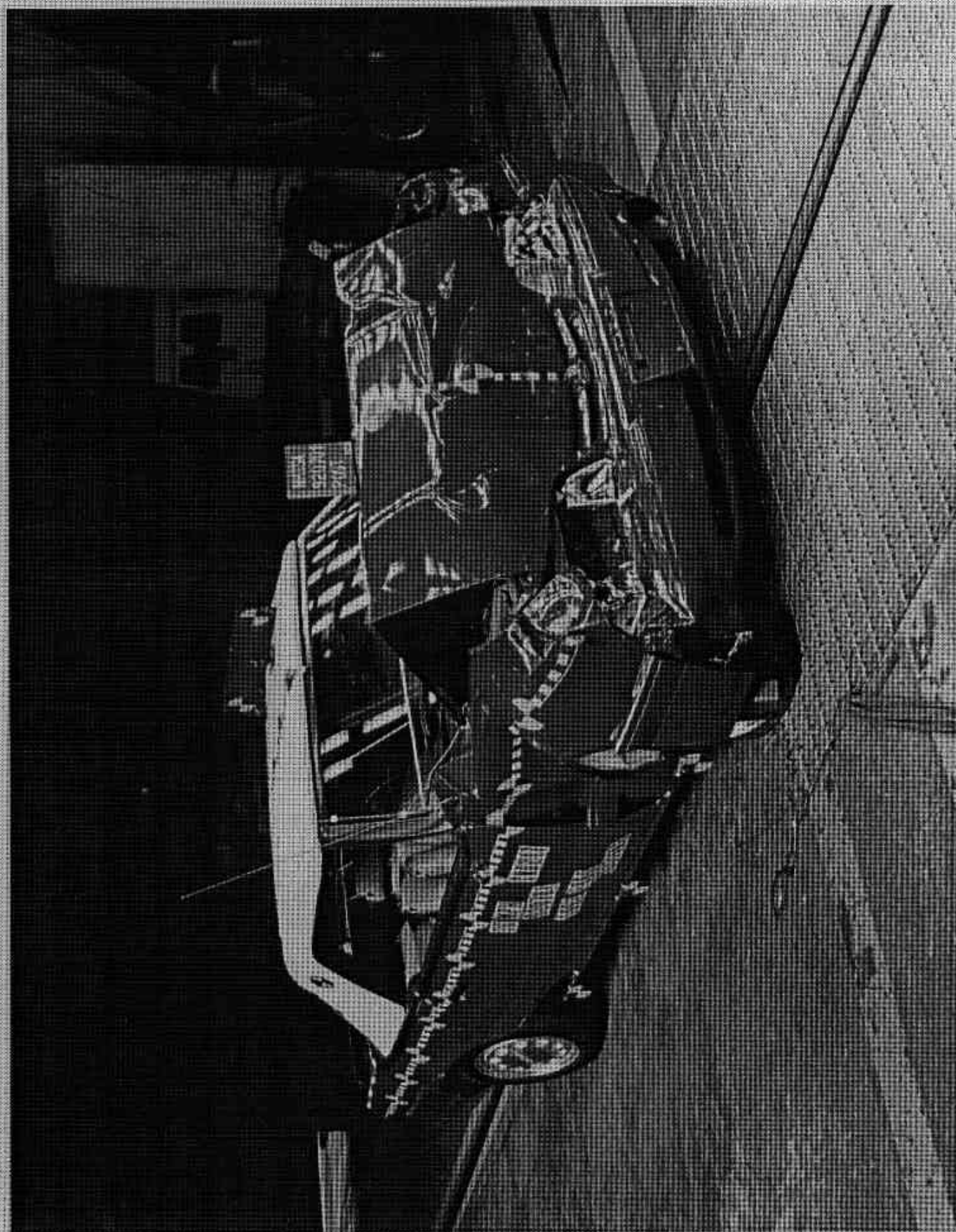


FIGURE A-10. POST-TEST RIGHT FRONT THREE-QUARTER VIEW

A-11

920701

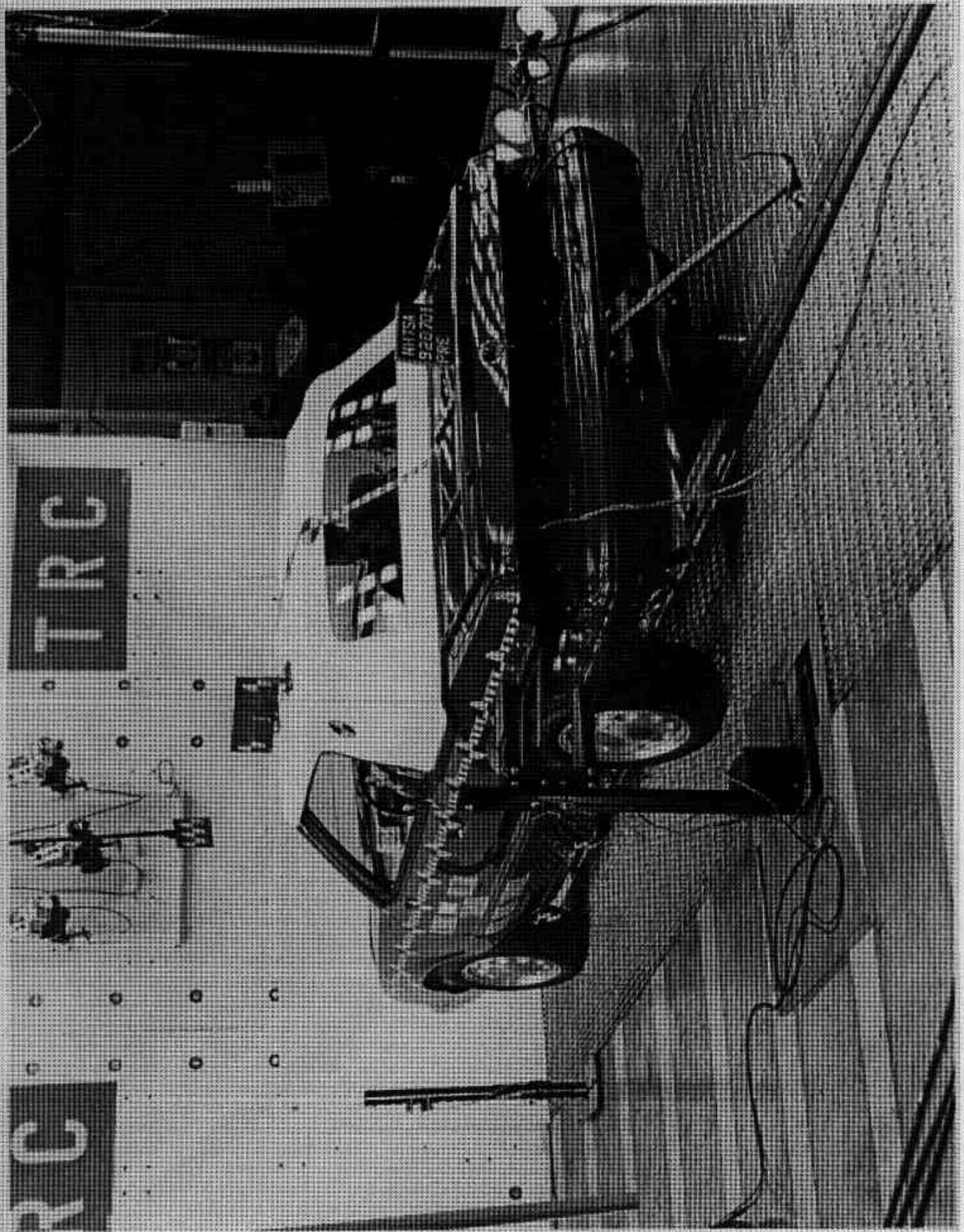


FIGURE A-11. PRE-TEST LEFT REAR THREE-QUARTER VIEW
A-12

920701

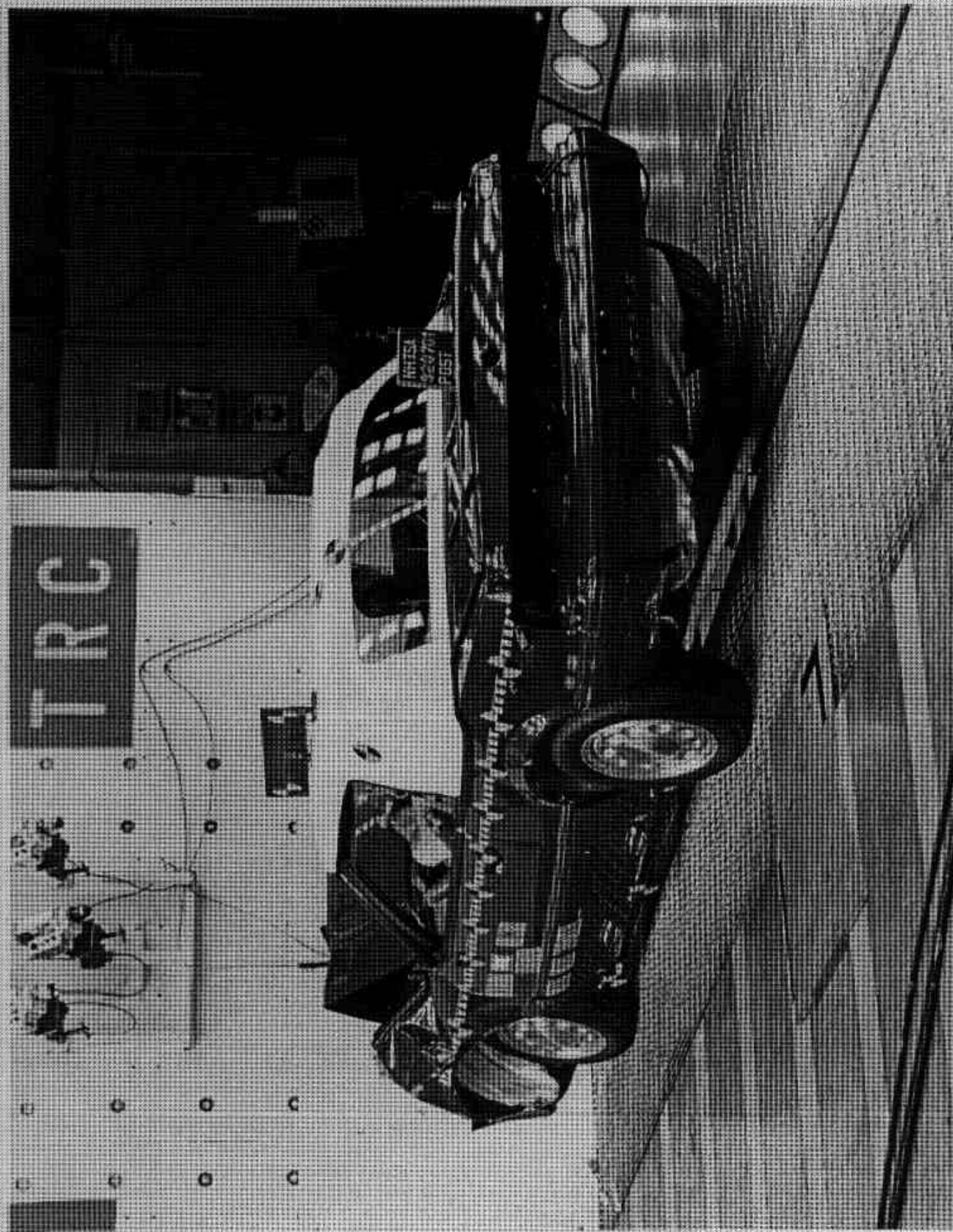


FIGURE A-12. POST-TEST LEFT REAR THREE-QUARTER VIEW

A-13

920701

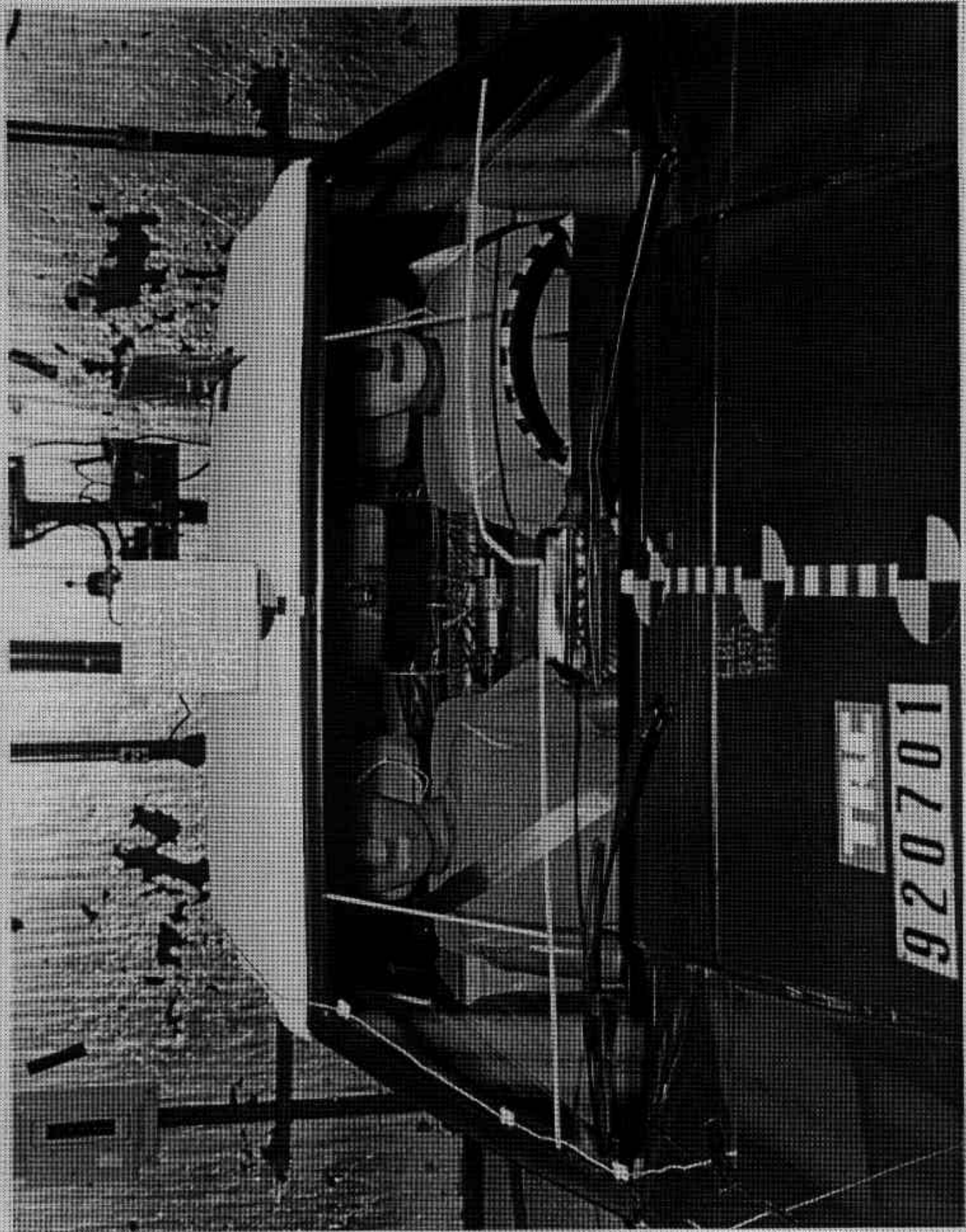


FIGURE A-13. PRE-TEST WINDSHIELD VIEW
A-14

920701

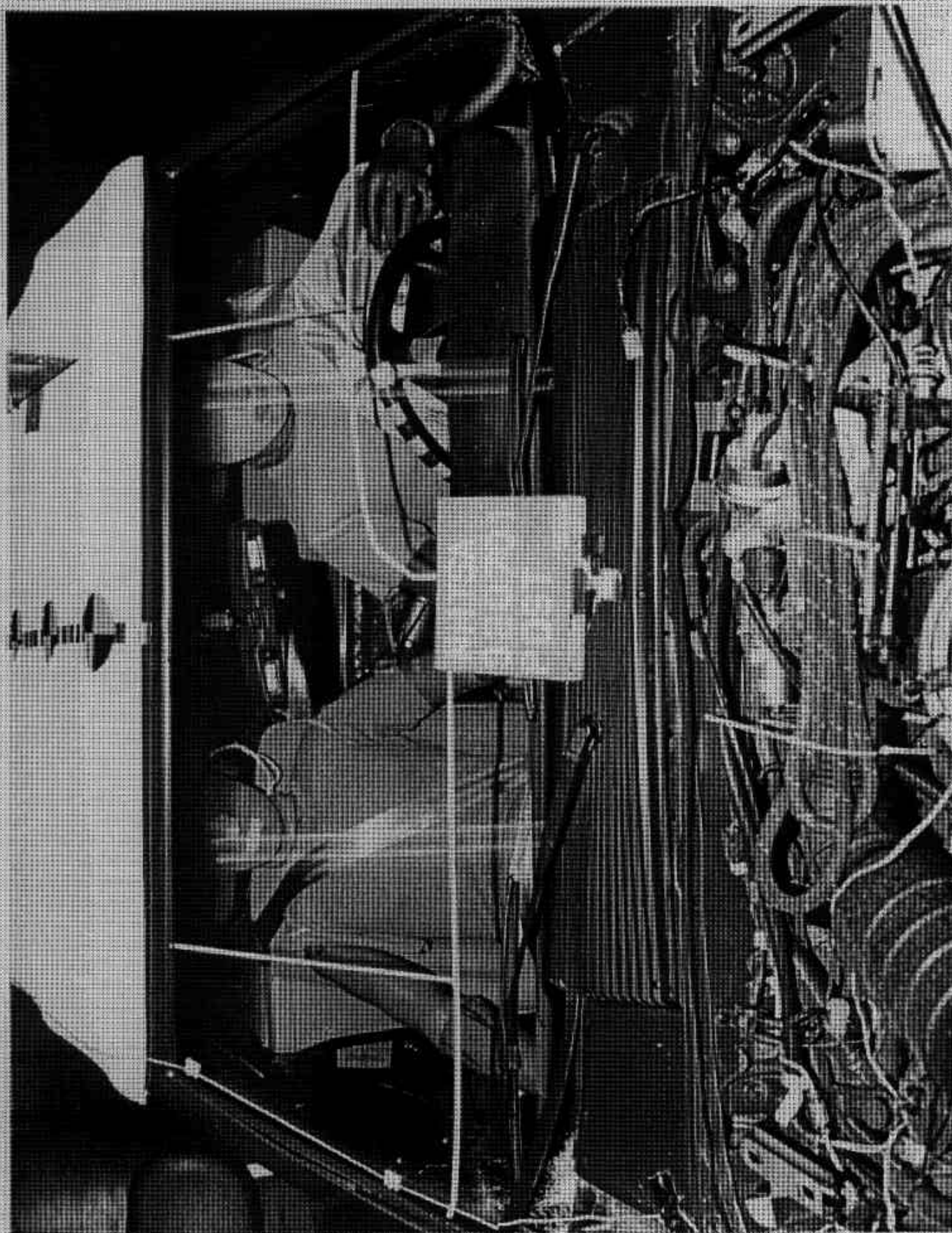


FIGURE A-14. POST-TEST WINDSHIELD VIEW
A-15

920701



FIGURE A-15. PRE-TEST ENGINE COMPARTMENT VIEW

A-16

920701

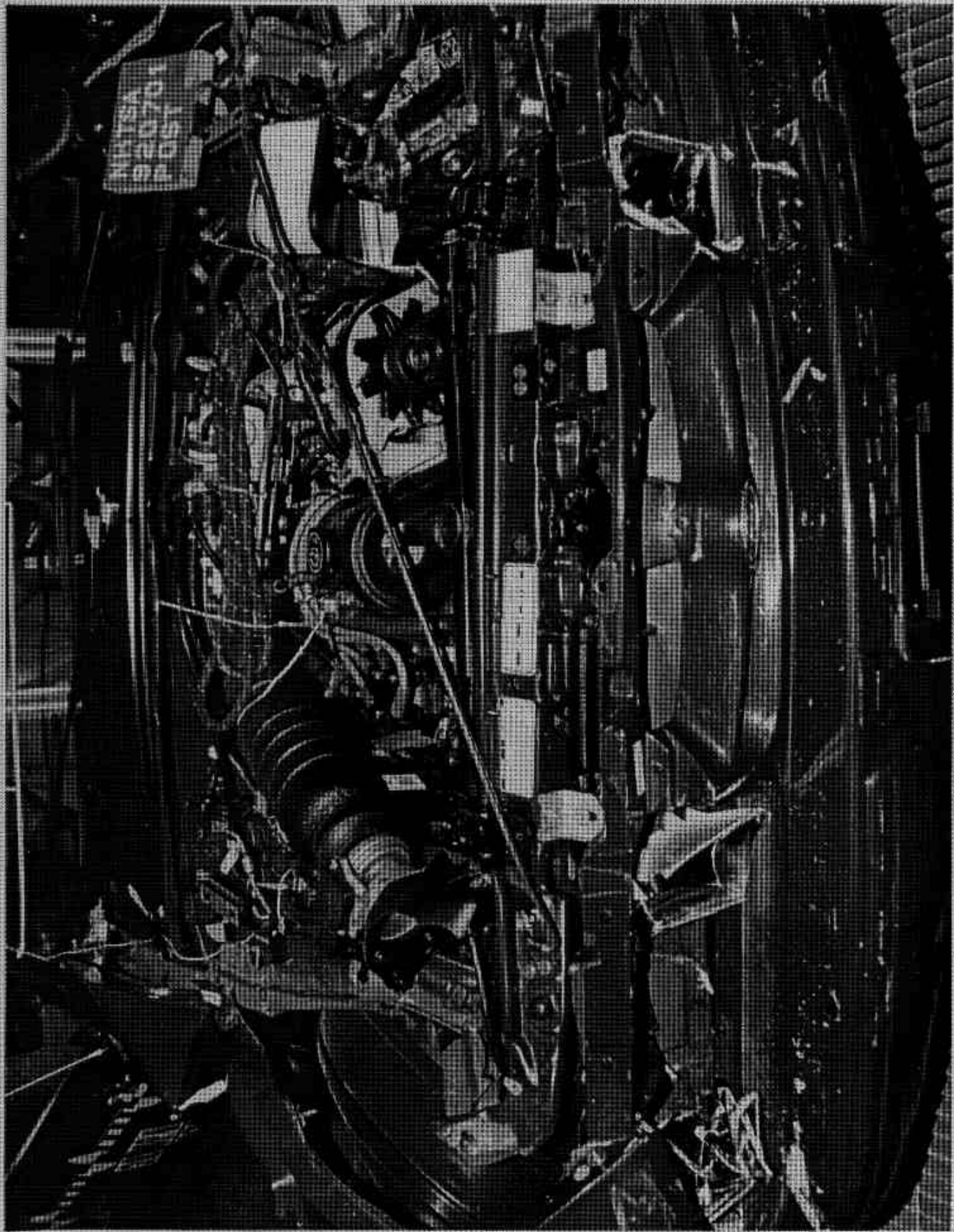


FIGURE A-16. POST-TEST ENGINE COMPARTMENT VIEW

A-17

920701

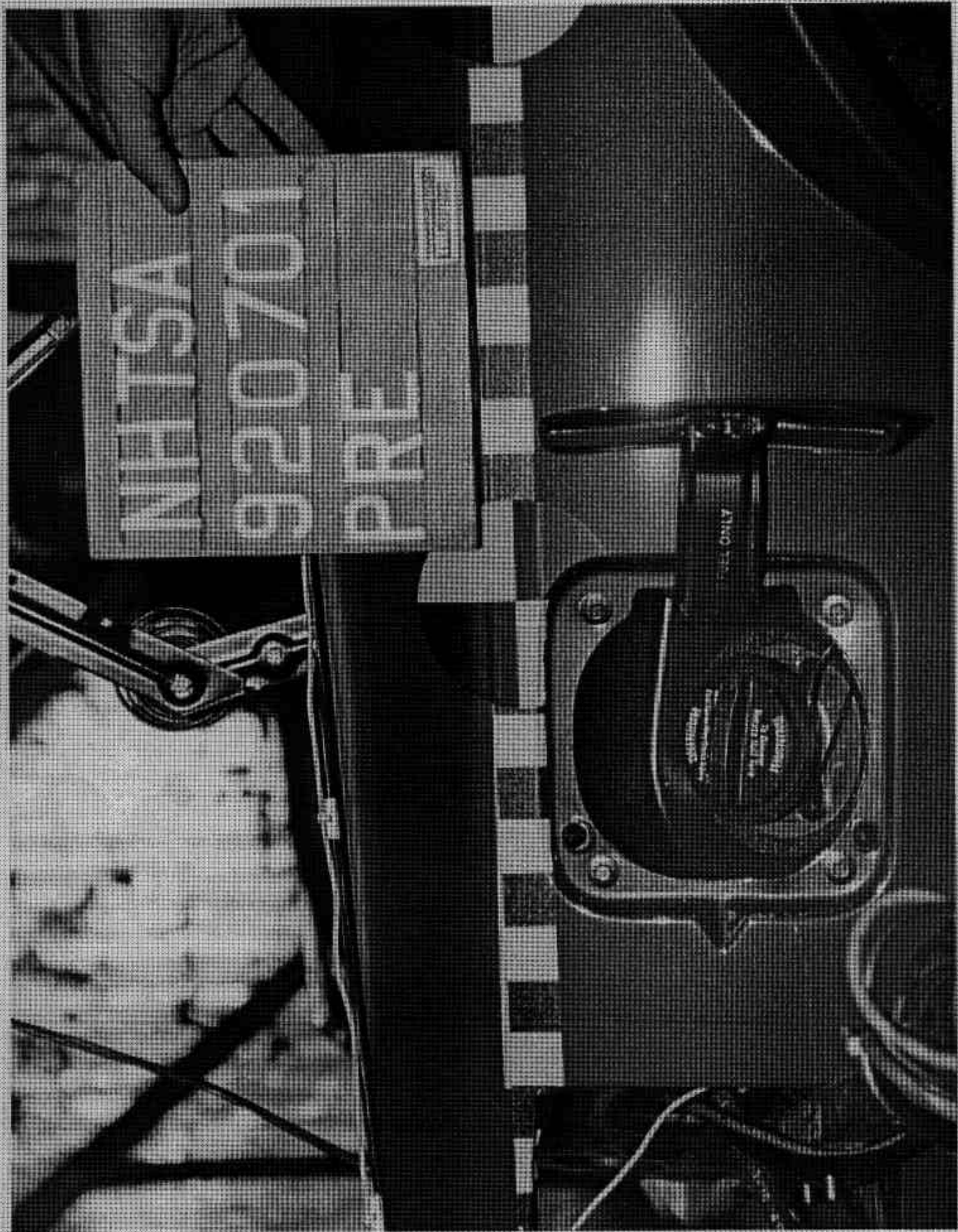


FIGURE A-17. PRE-TEST FUEL FILLER CAP VIEW

A-18

920701

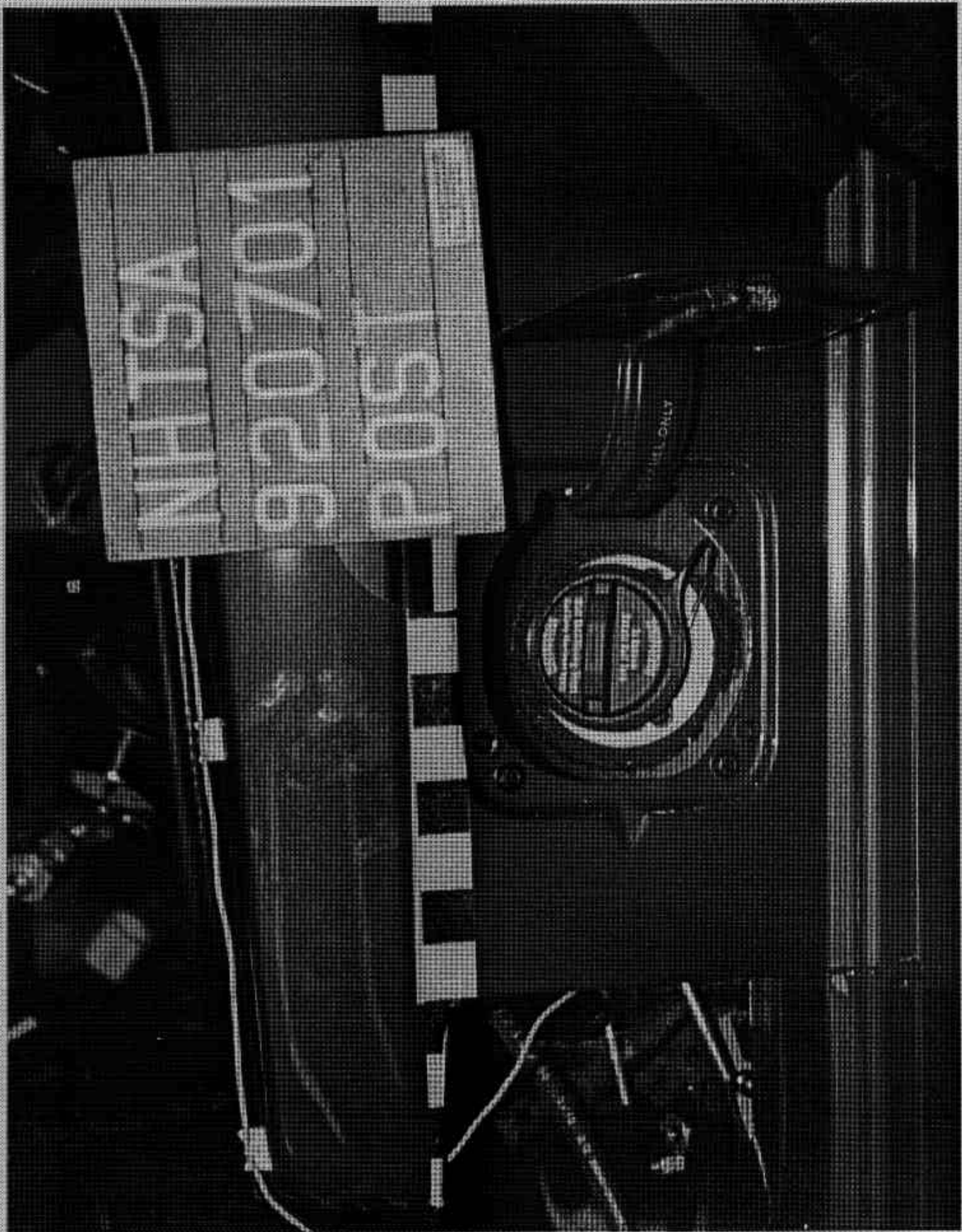


FIGURE A-18. POST-TEST FUEL FILLER CAP VIEW
A-19

920701

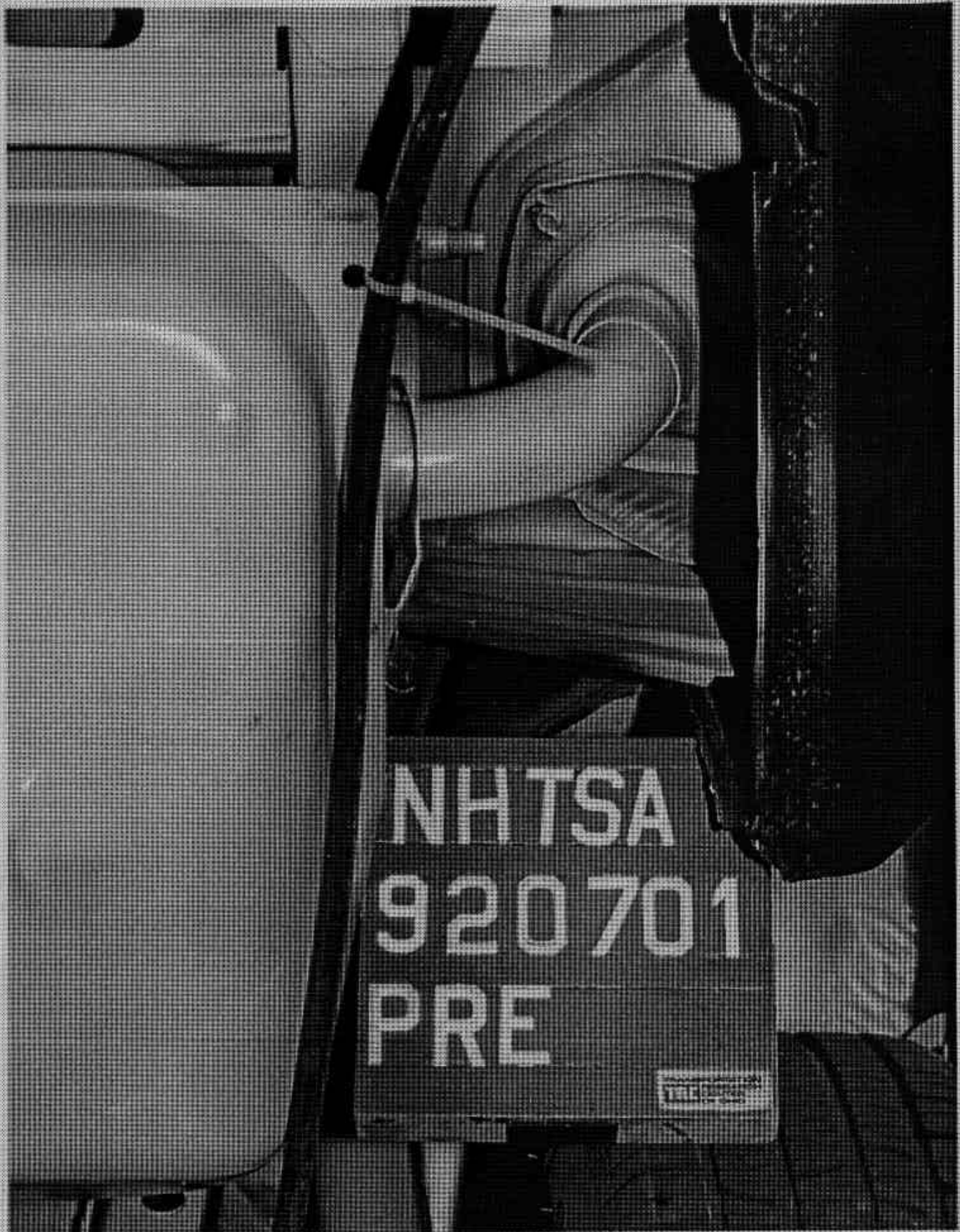


FIGURE A-19. PRE-TEST FUEL FILLER NECK VIEW

A-20

920701

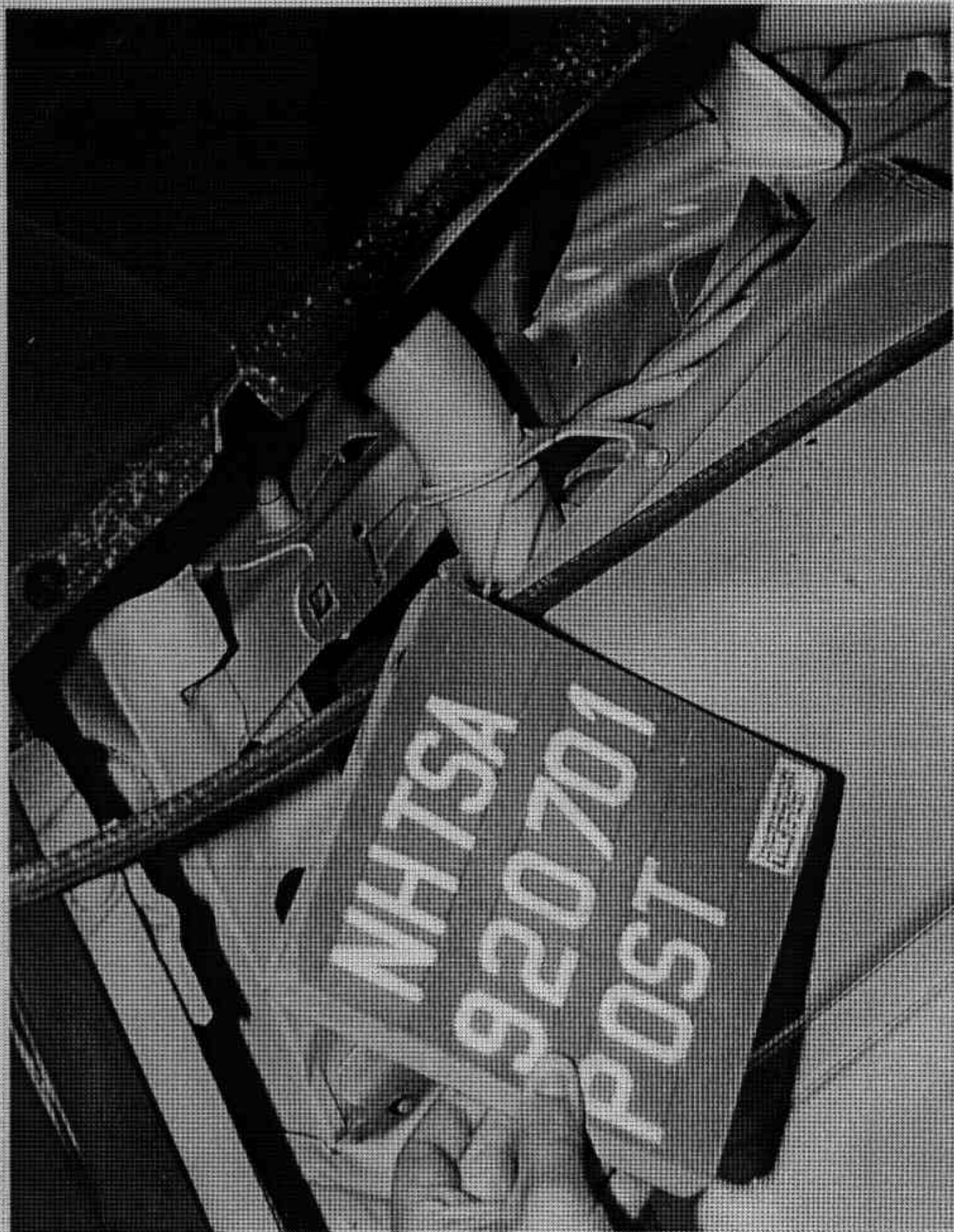


FIGURE A-20. POST-TEST FUEL FILLER NECK VIEW

A-21

920701

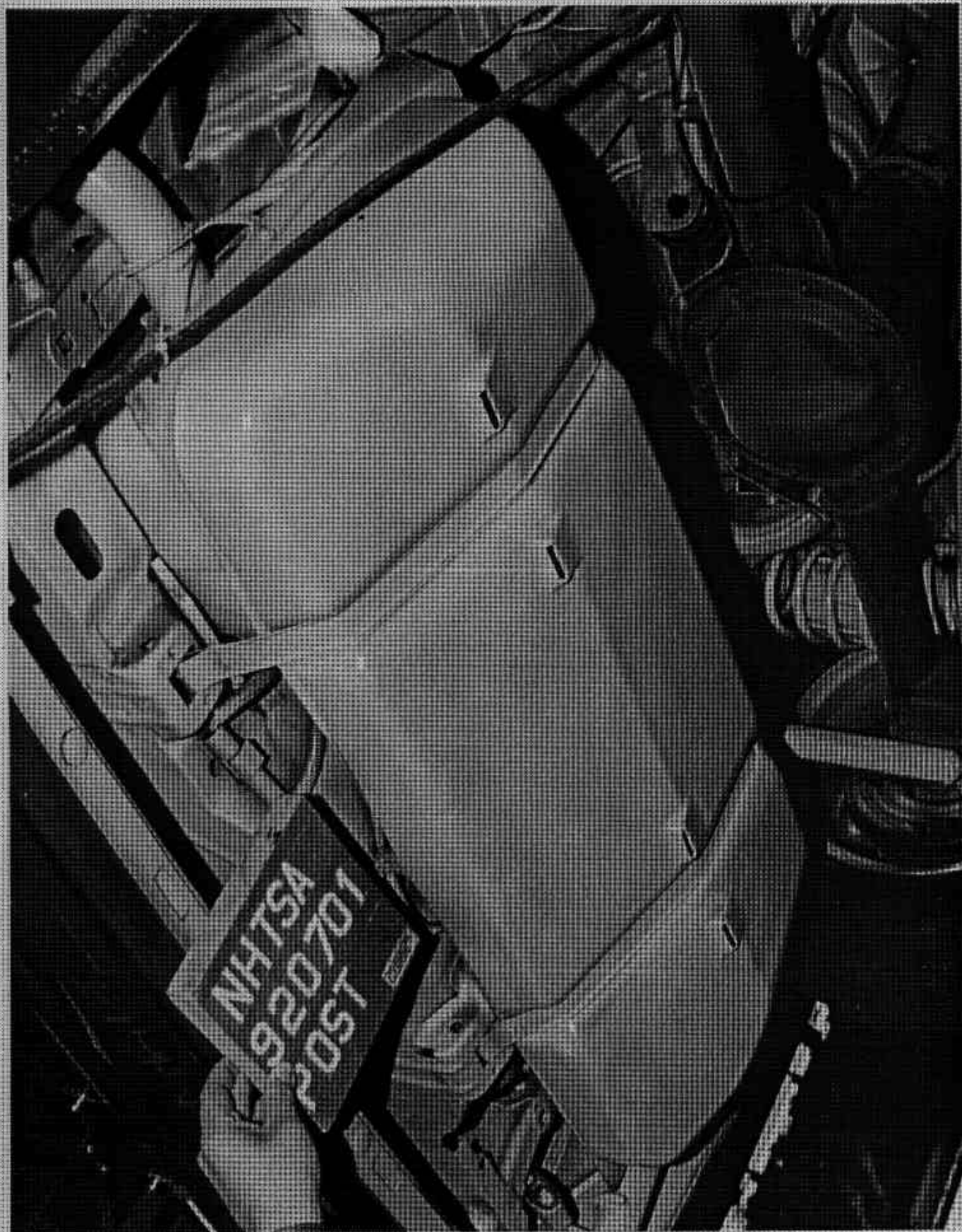


FIGURE A-21. POST-TEST FUEL TANK VIEW
A-22

920701

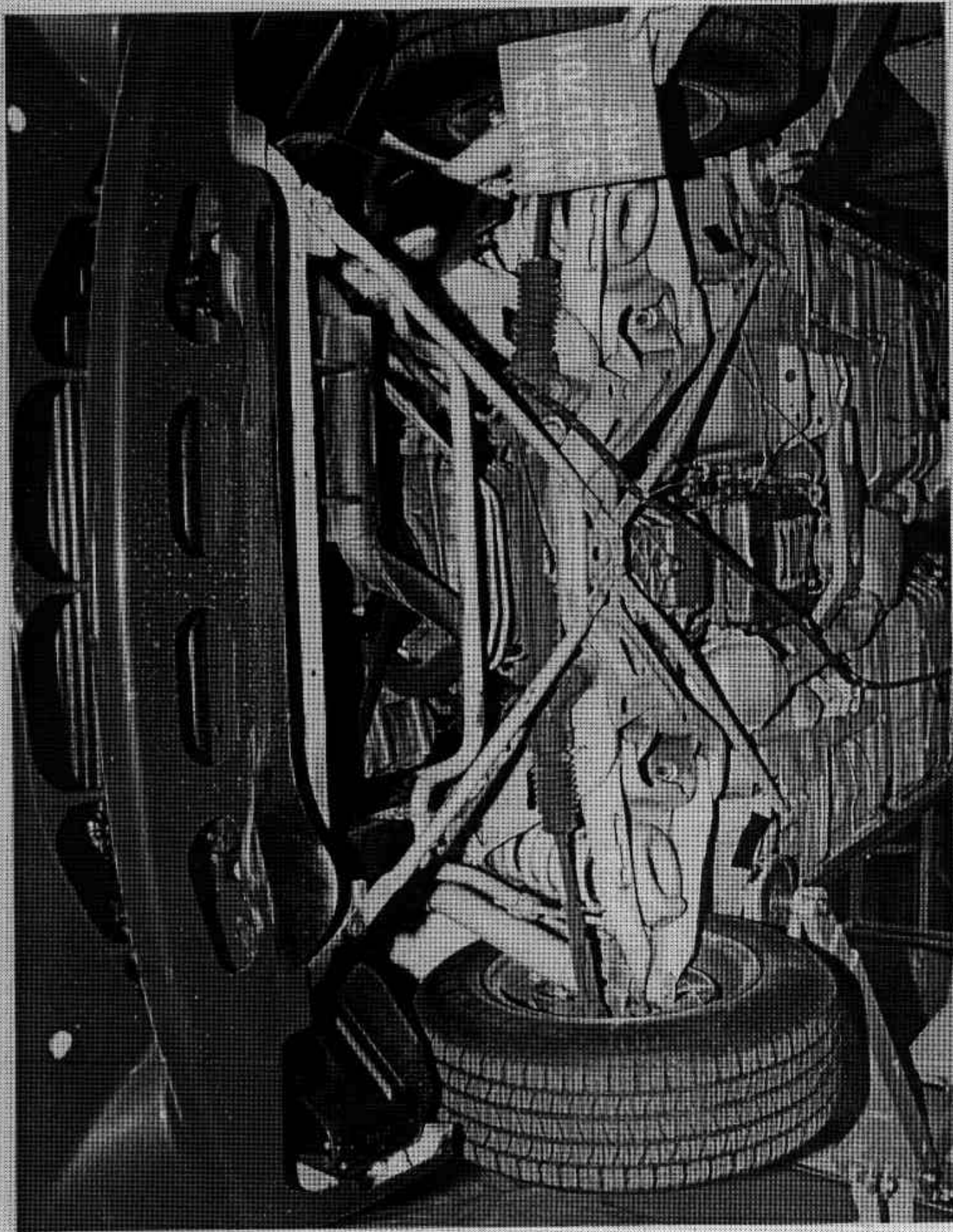


FIGURE A-22. PRE-TEST FRONT UNDERBODY VIEW

A-23

920701



FIGURE A-23. POST-TEST FRONT UNDERBODY VIEW
A-24

920701

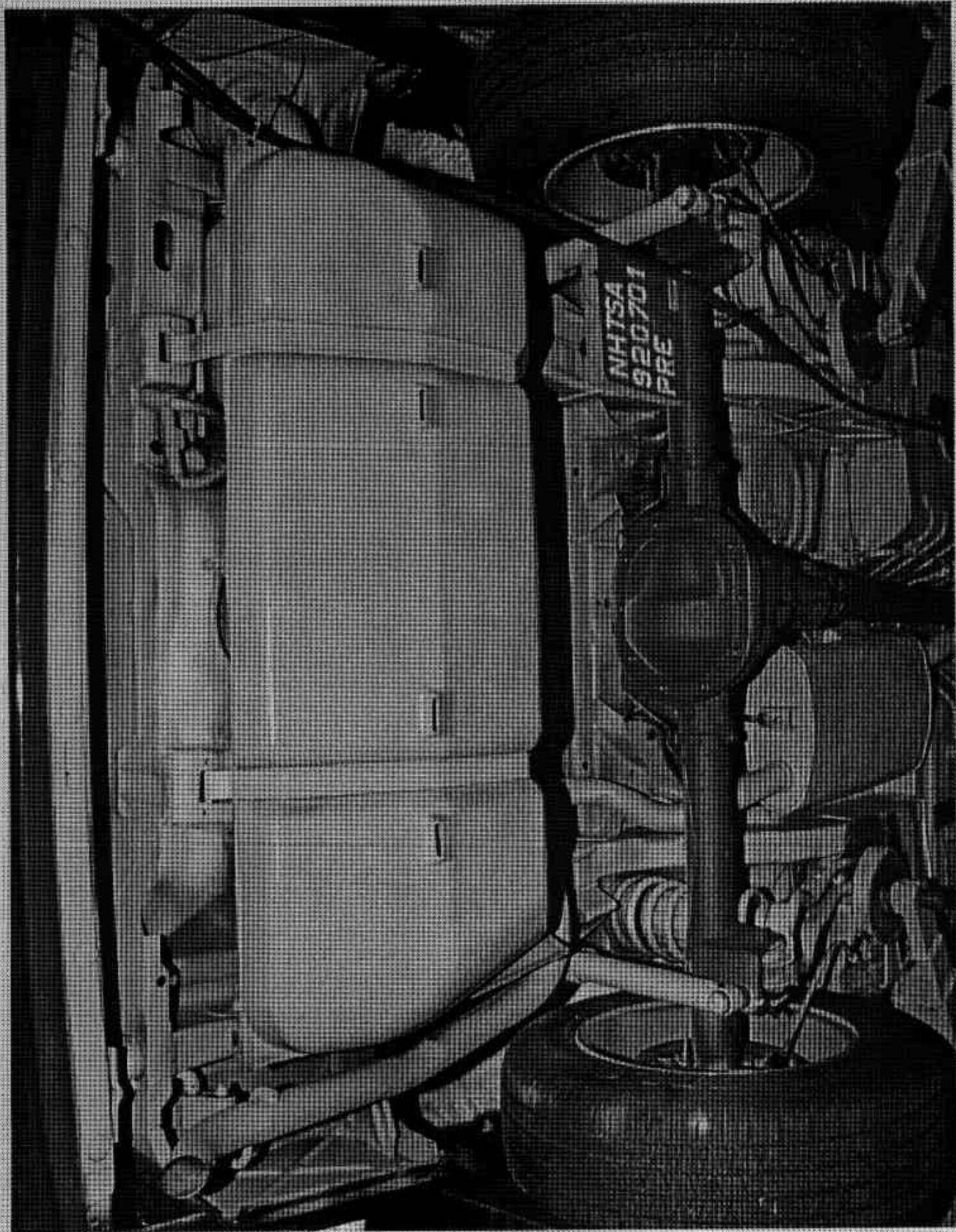


FIGURE A-24. PRE-TEST REAR UNDERBODY VIEW
A-25

920701

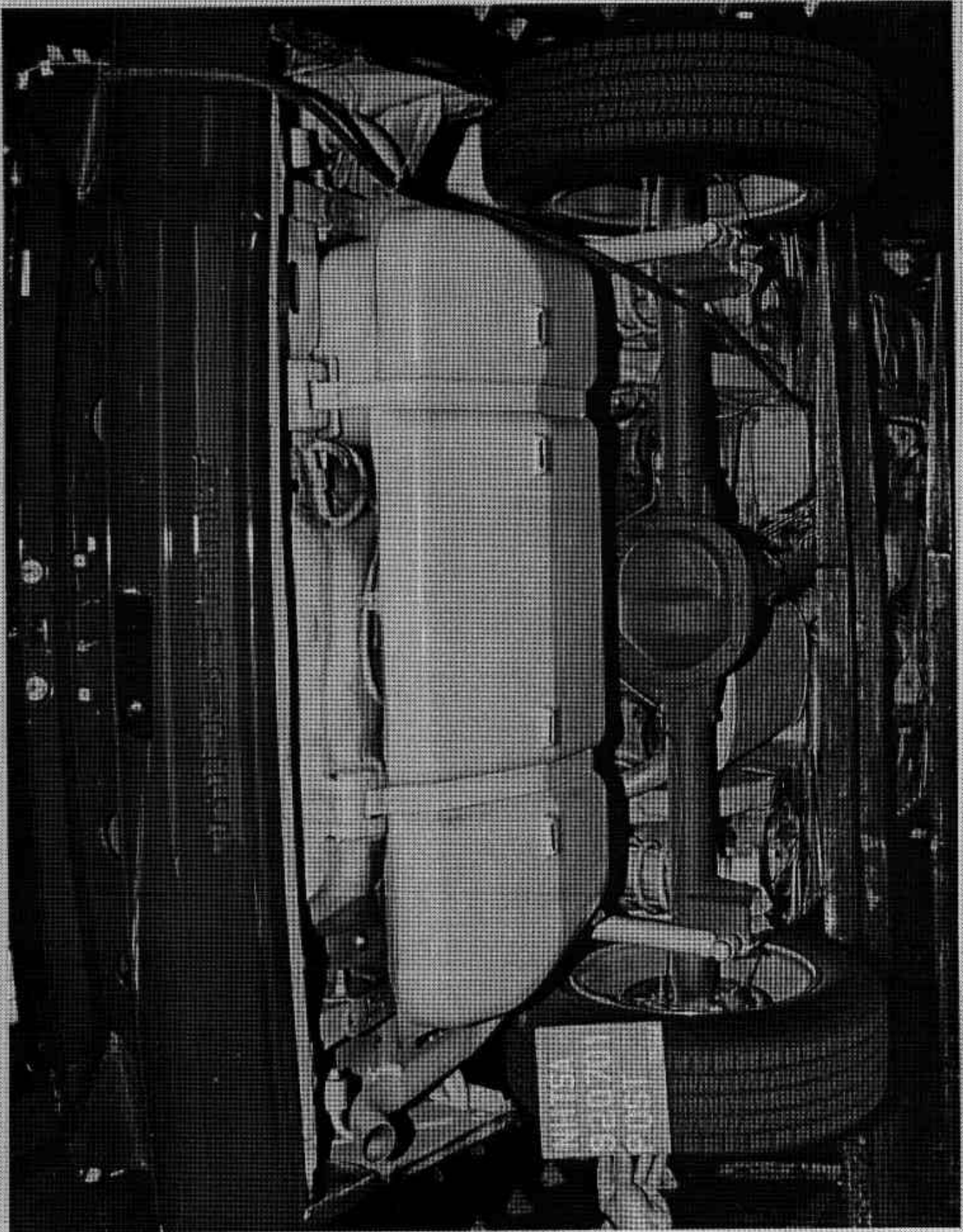


FIGURE A-25. POST-TEST REAR UNDERBODY VIEW

A-26

920701

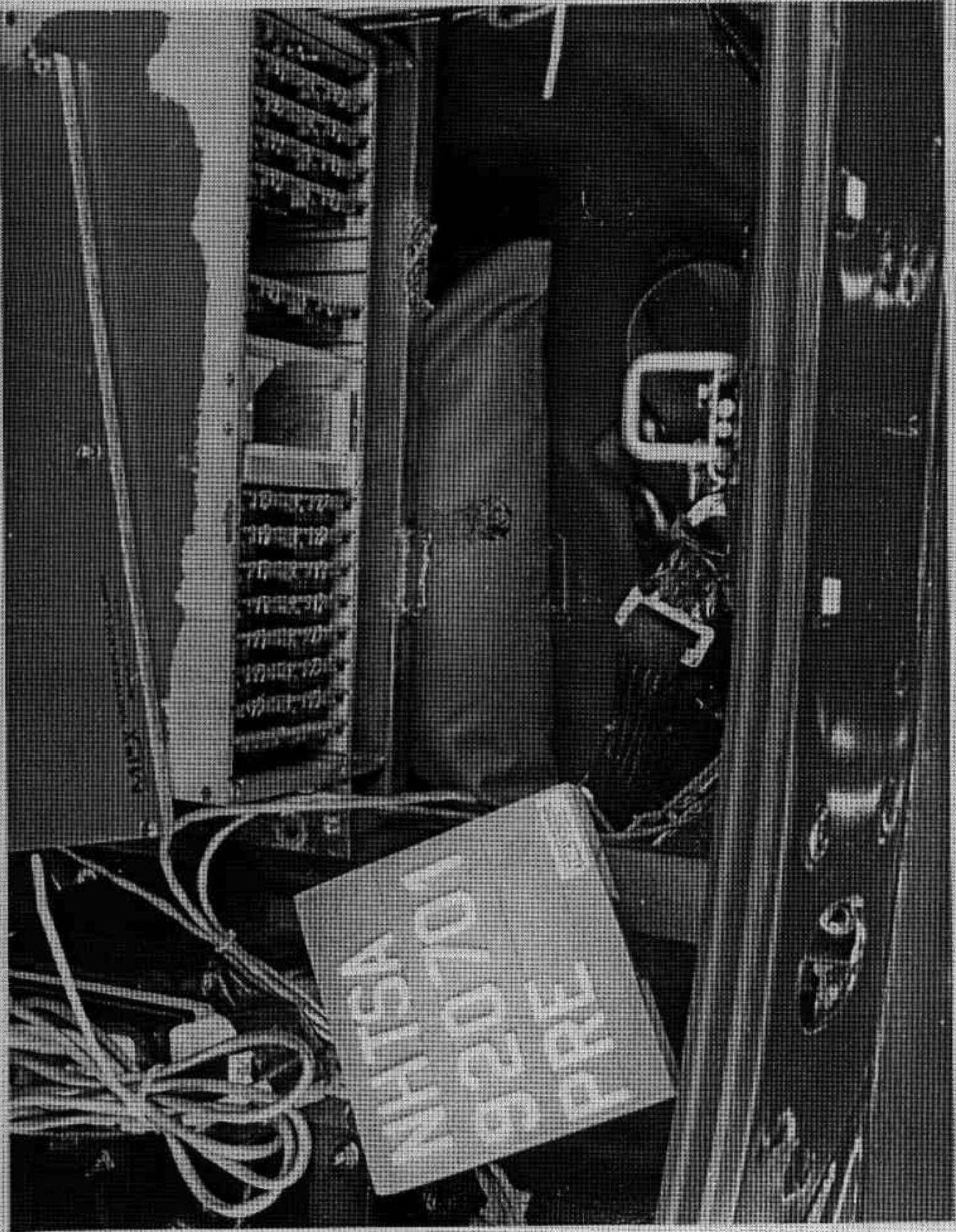


FIGURE A-26. PRE-TEST BALLAST LOCATION VIEW
A-27

920701



FIGURE A-27. PRE-TEST DRIVER DUMMY POSITION VIEW

A-28

920701



FIGURE A-28. POST-TEST DRIVER DUMMY POSITION VIEW

A-29

920701



FIGURE A-29. PRE-TEST PASSENGER DUMMY POSITION VIEW

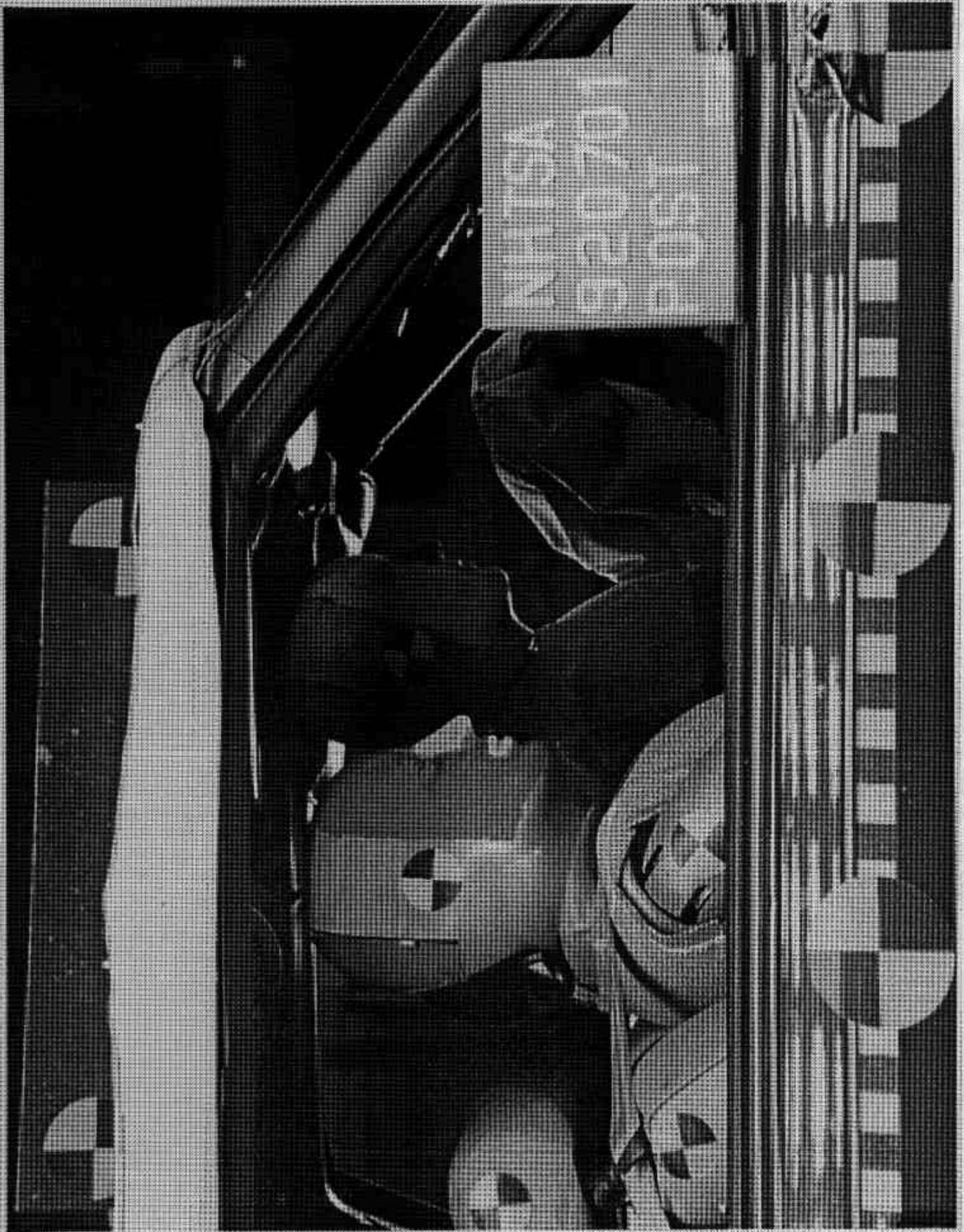


FIGURE A-30. POST-TEST PASSENGER DUMMY POSITION VIEW

A-31

920701

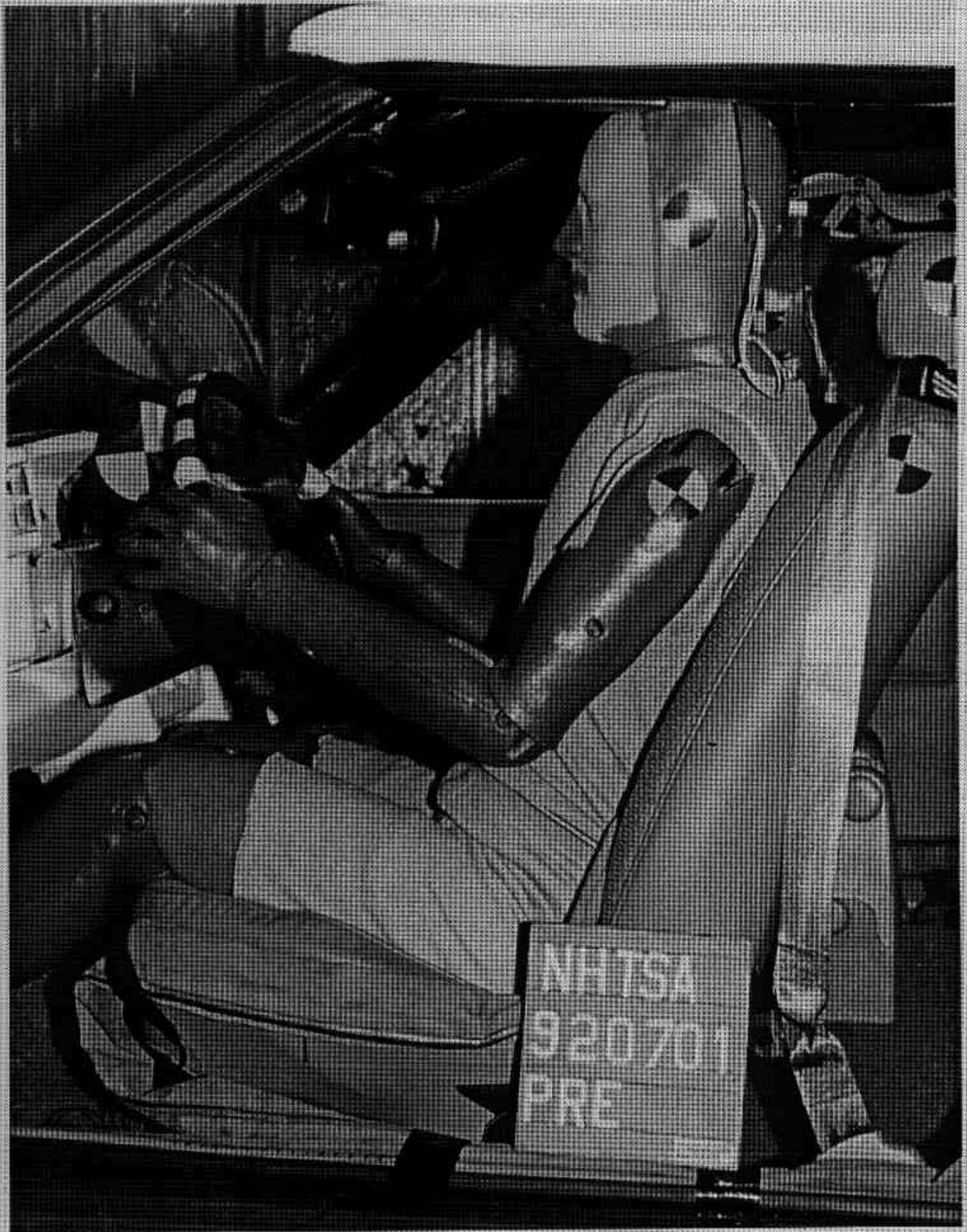


FIGURE A-31. PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 1

A-32

920701



FIGURE A-32. POST-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 1

A-33

920701

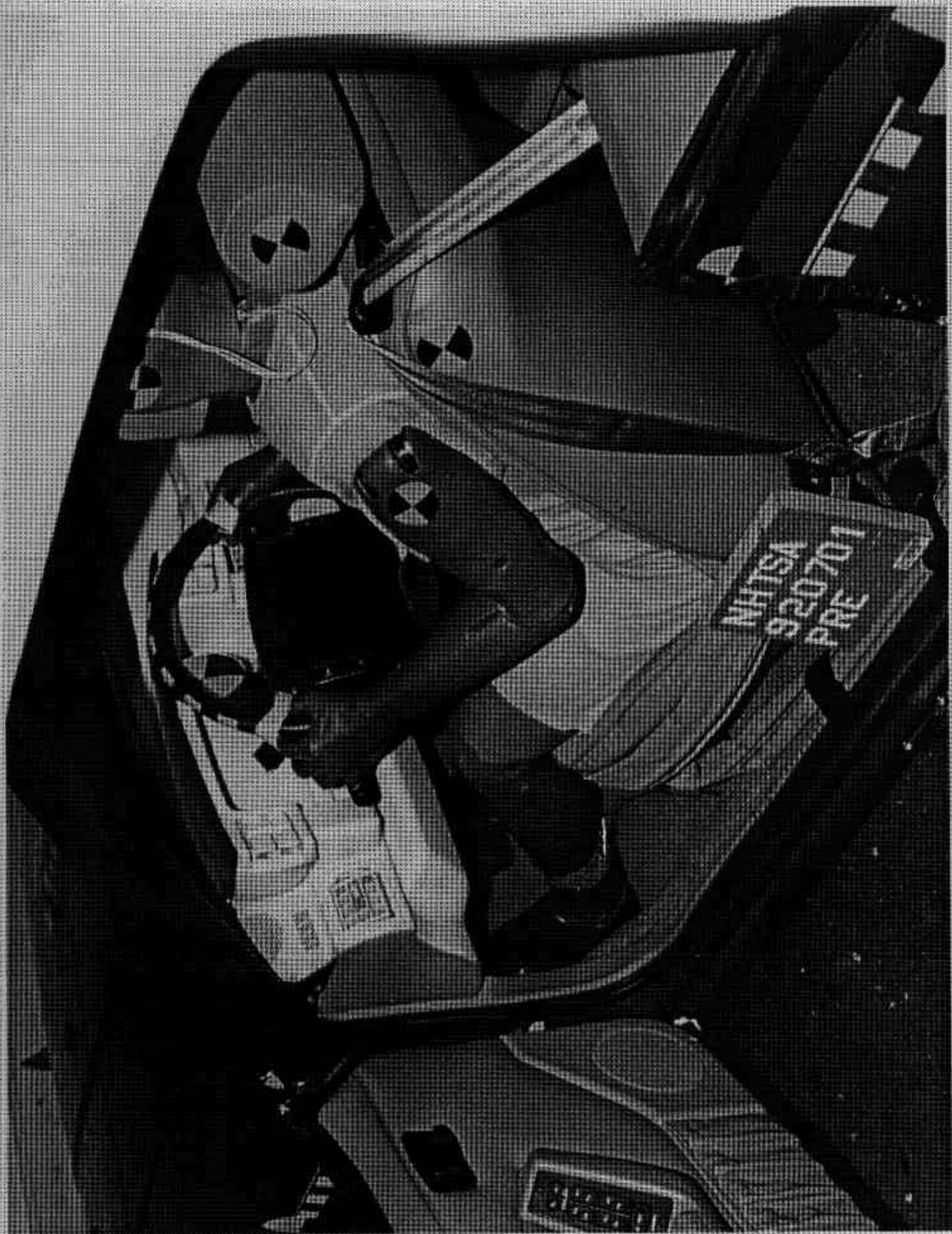


FIGURE A-33. PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2

A-34

920701

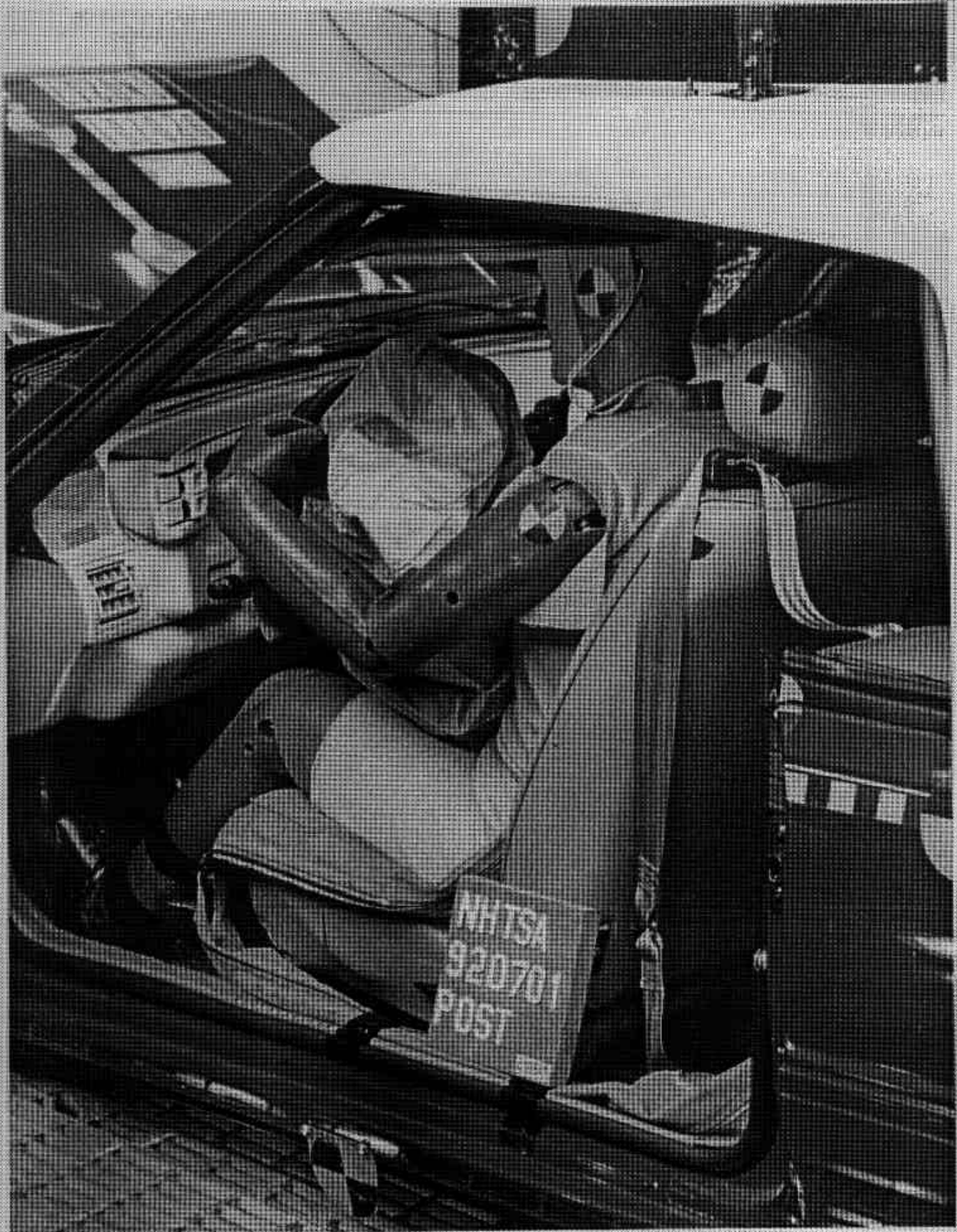


FIGURE A-34. POST-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2

A-35

920701



FIGURE A-35. PRE-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 1
A-36 920701

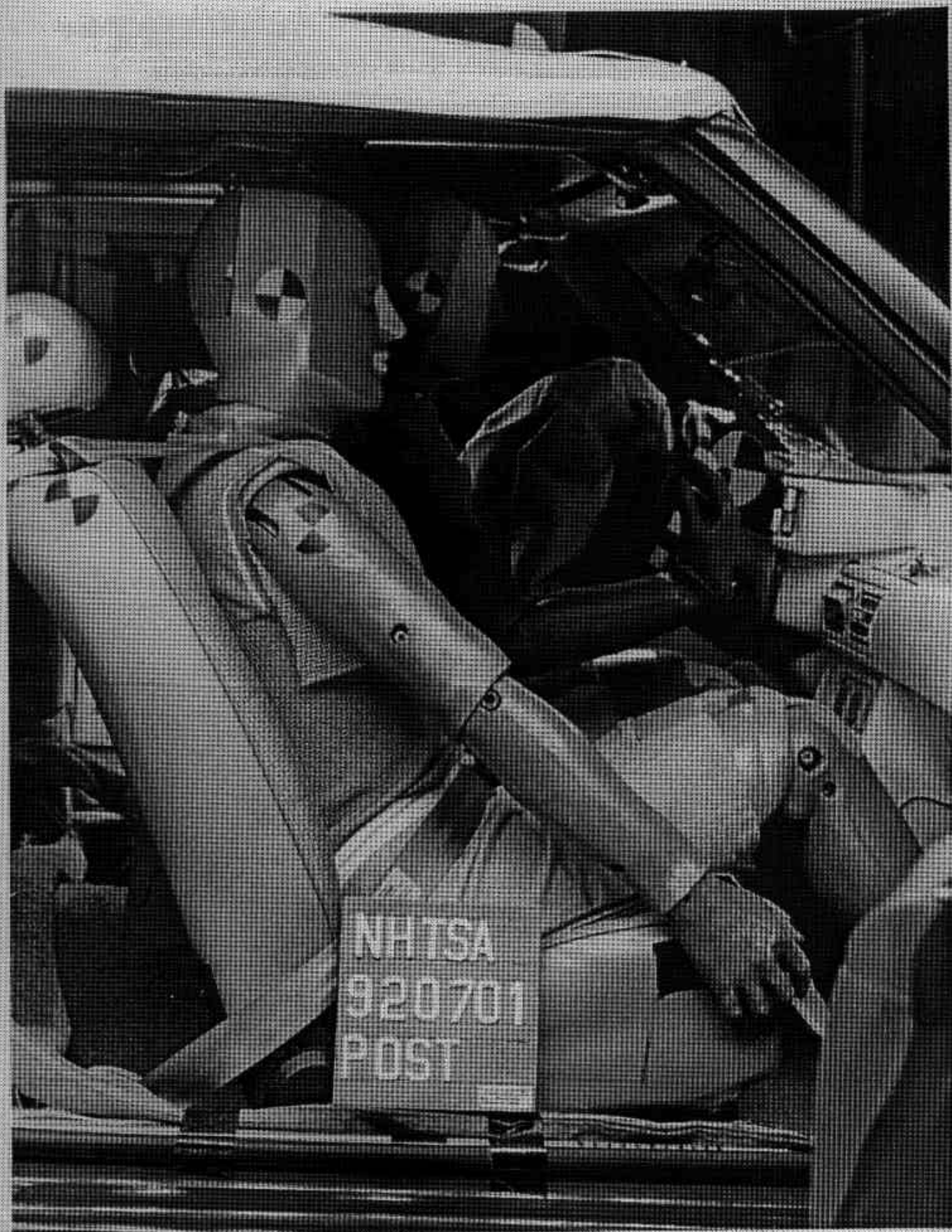


FIGURE A-36. POST-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 1
A-37 920701



FIGURE A-37. PRE-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 2
A-38 920701



FIGURE A-38. POST-TEST PASSENGER DUMMY & VEHICLE INTERIOR - VIEW 2
A-39 920701

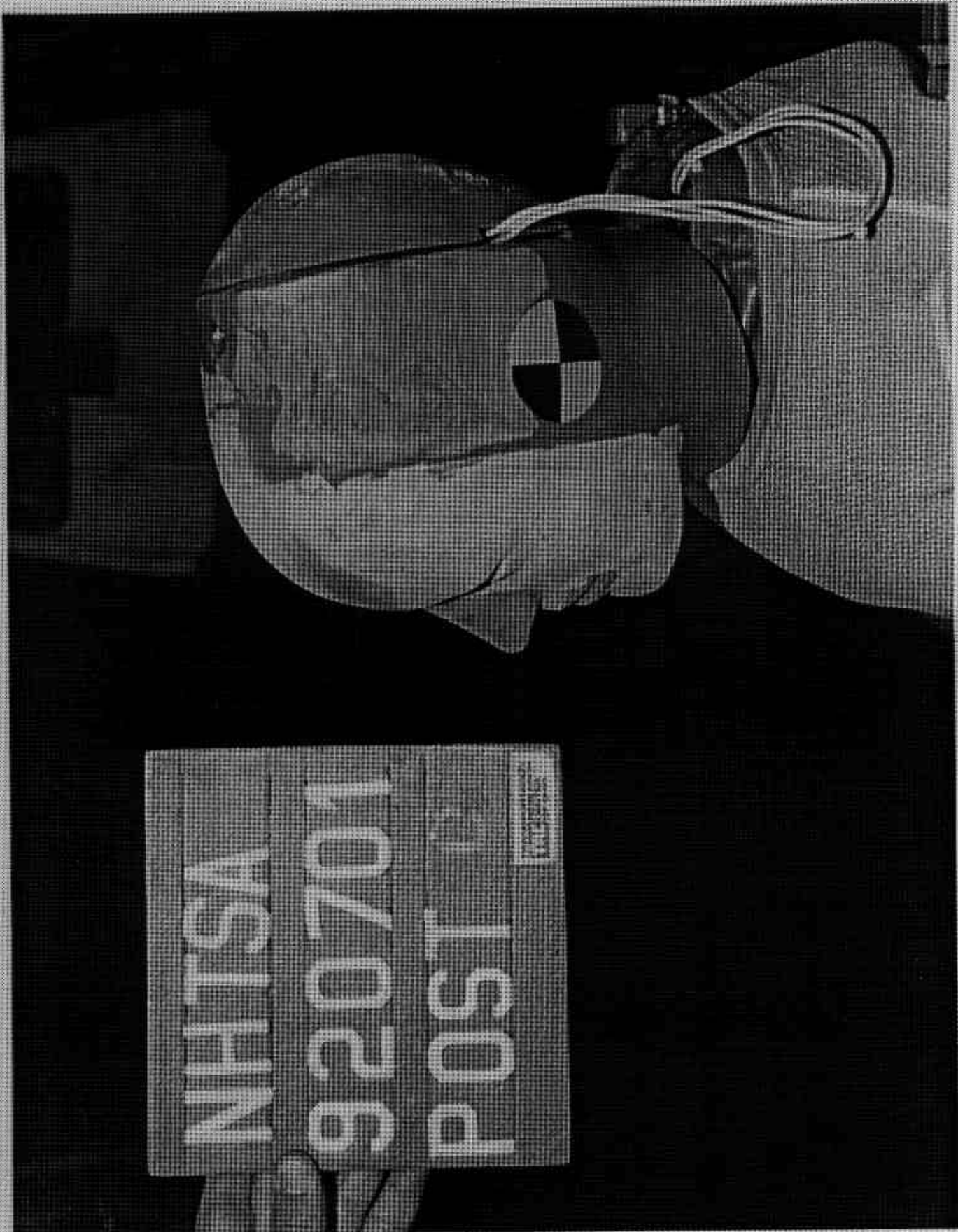


FIGURE A-39. POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 1

A-40

920701

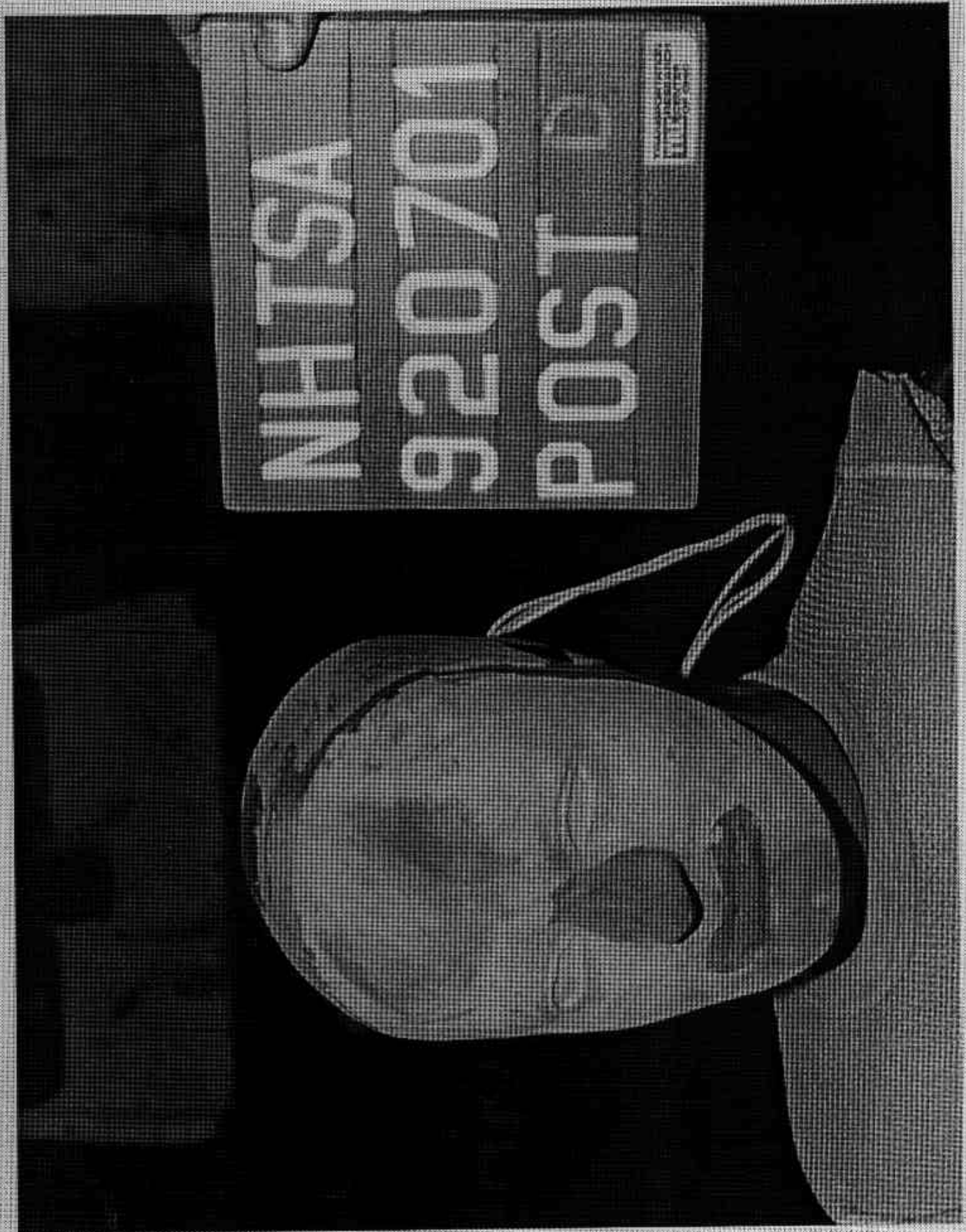


FIGURE A-40. POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 2

A-41

920701

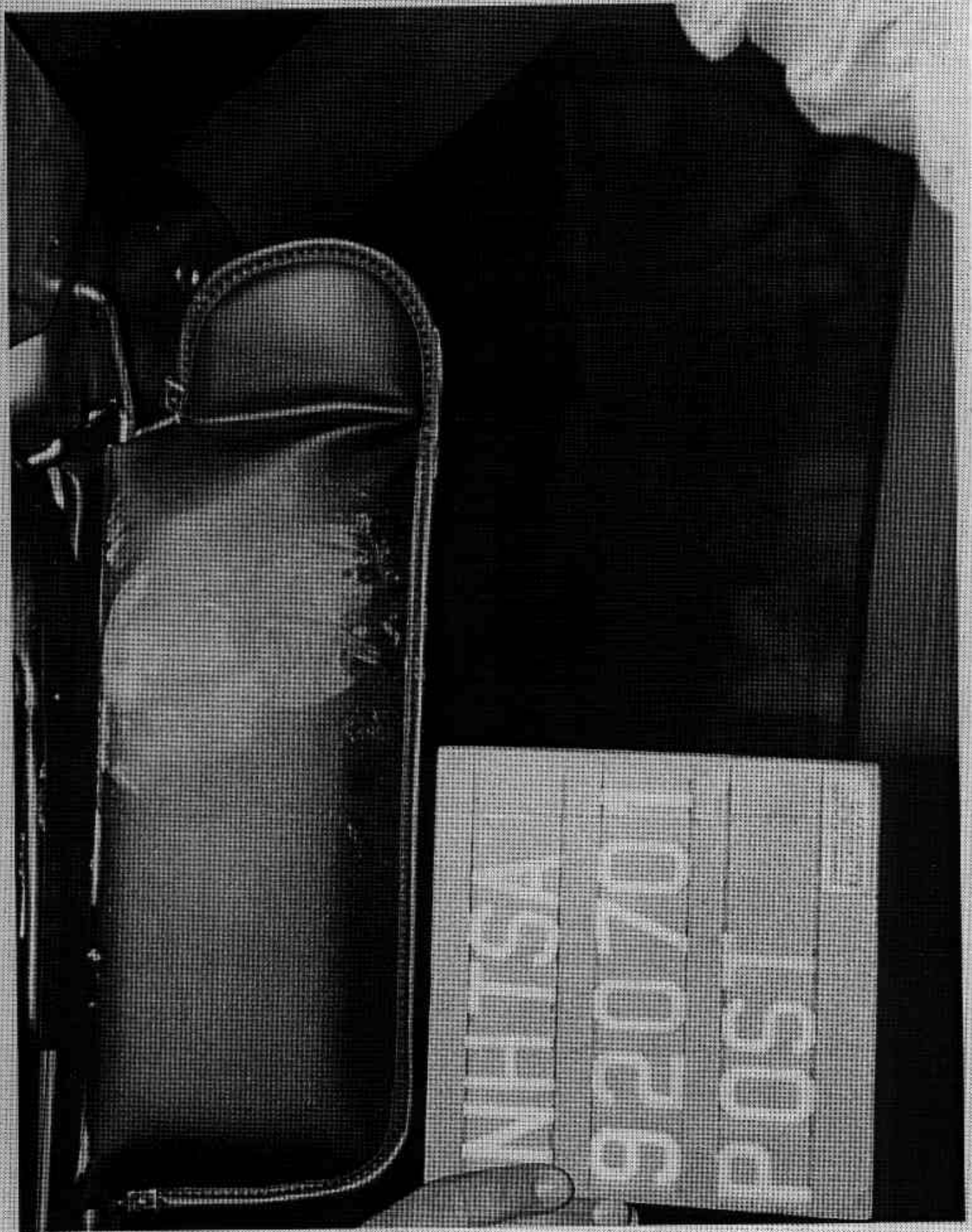


FIGURE A-41. POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 3

A-42

920701

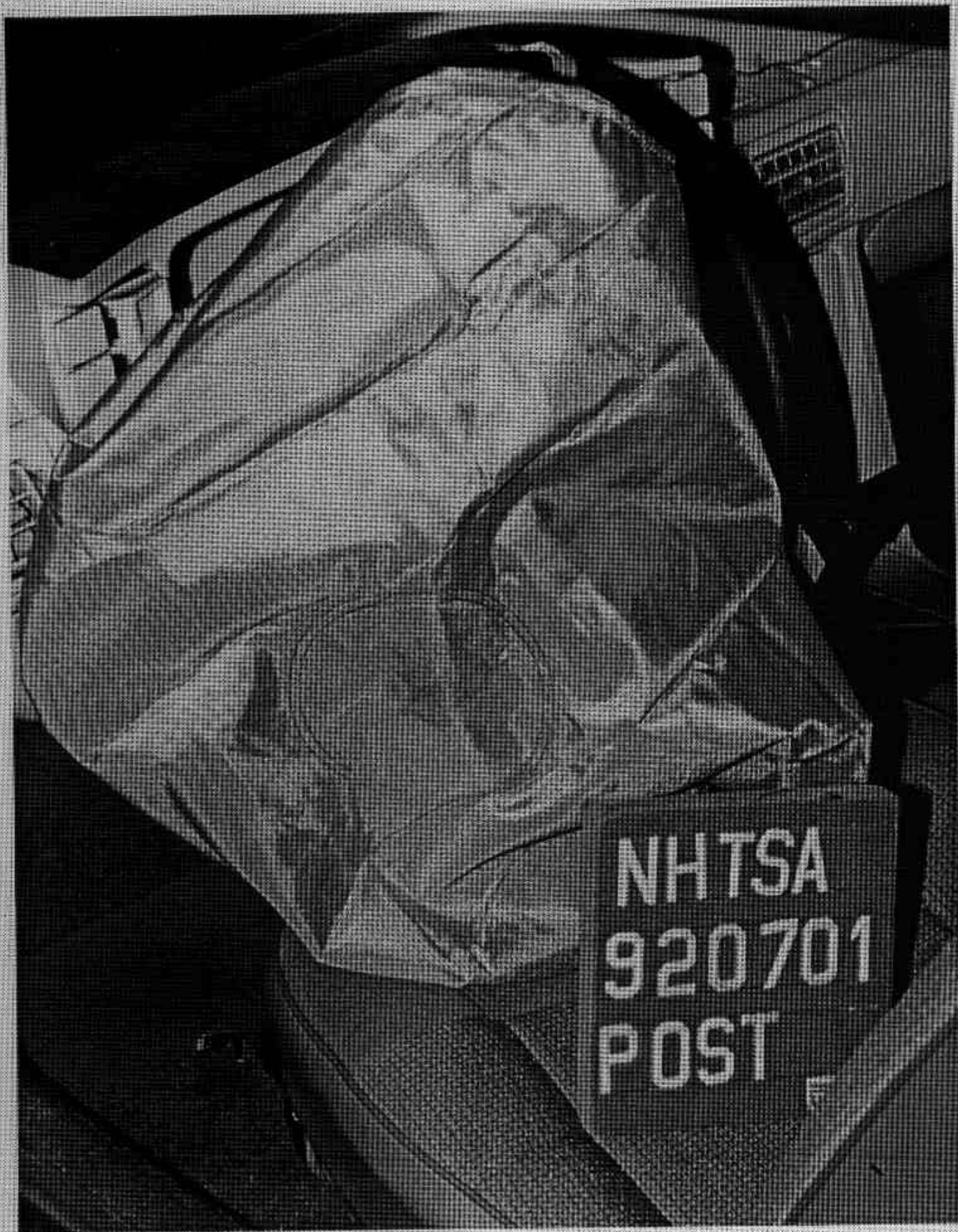


FIGURE A-42. POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 4

A-43

920701

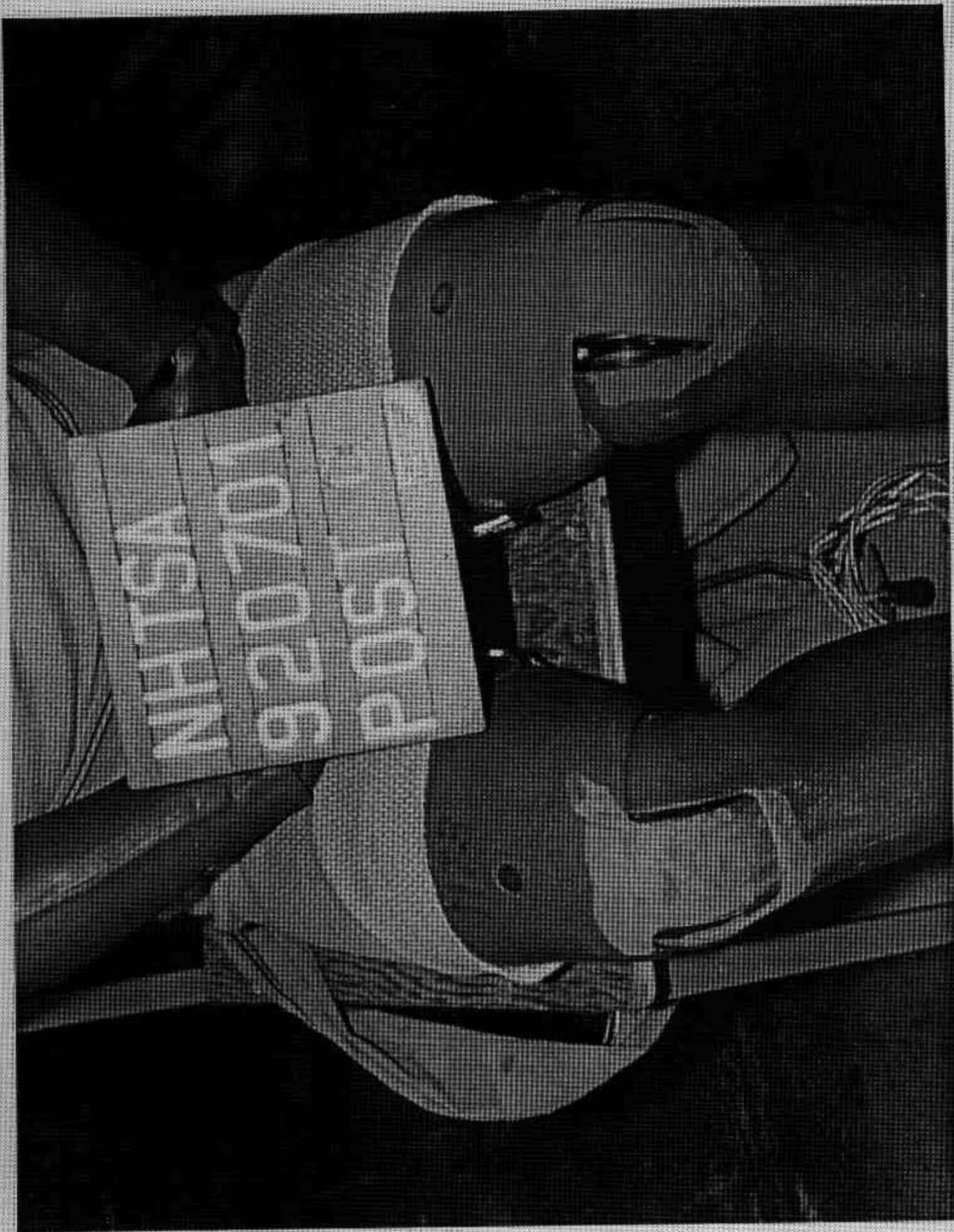


FIGURE A-43. POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 1

A-44

920701



FIGURE A-44. POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 2

A-45

920701

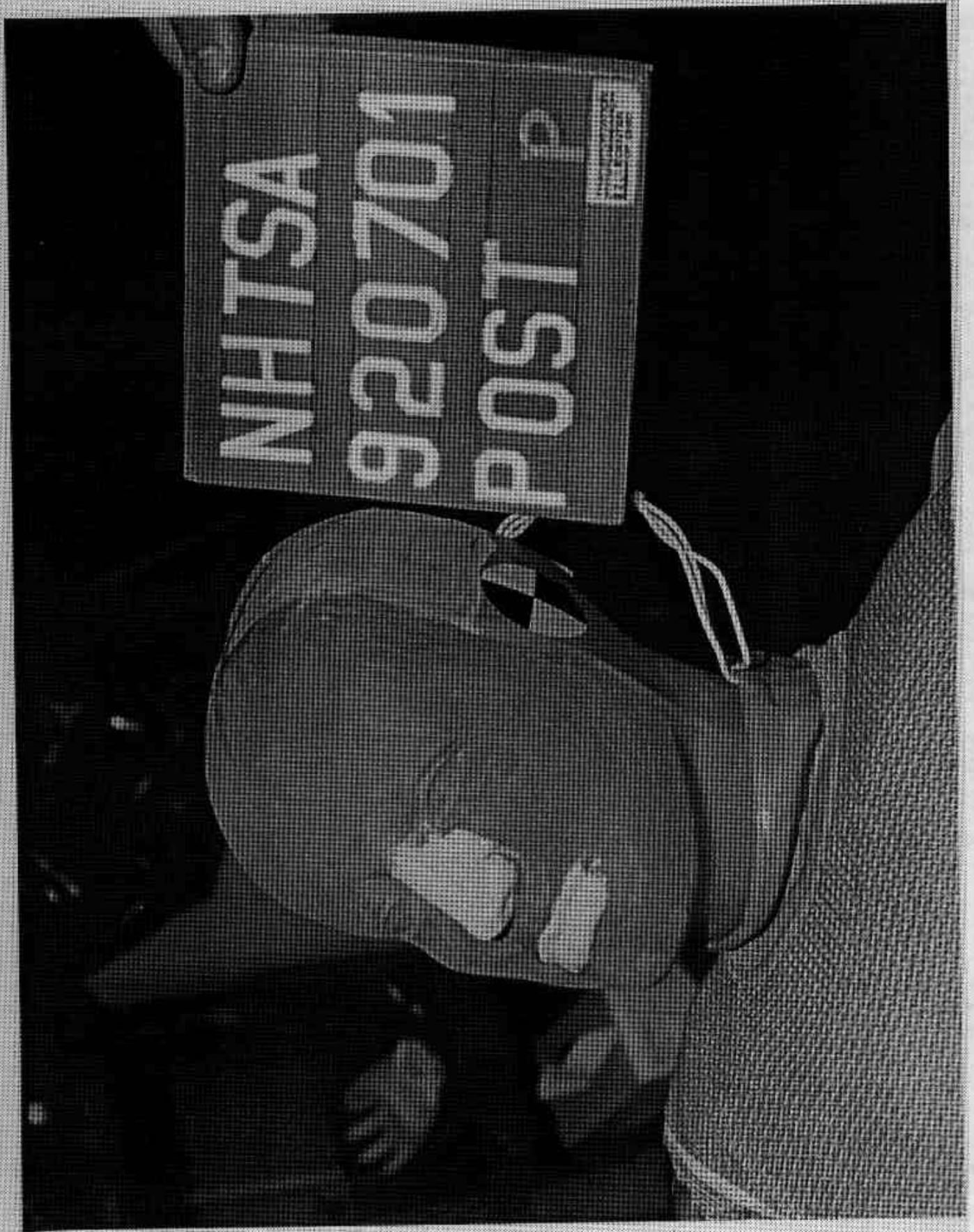


FIGURE A-45. POST-TEST PASSENGER DUMMY HEAD CONTACT - VIEW 1

A-46

920701

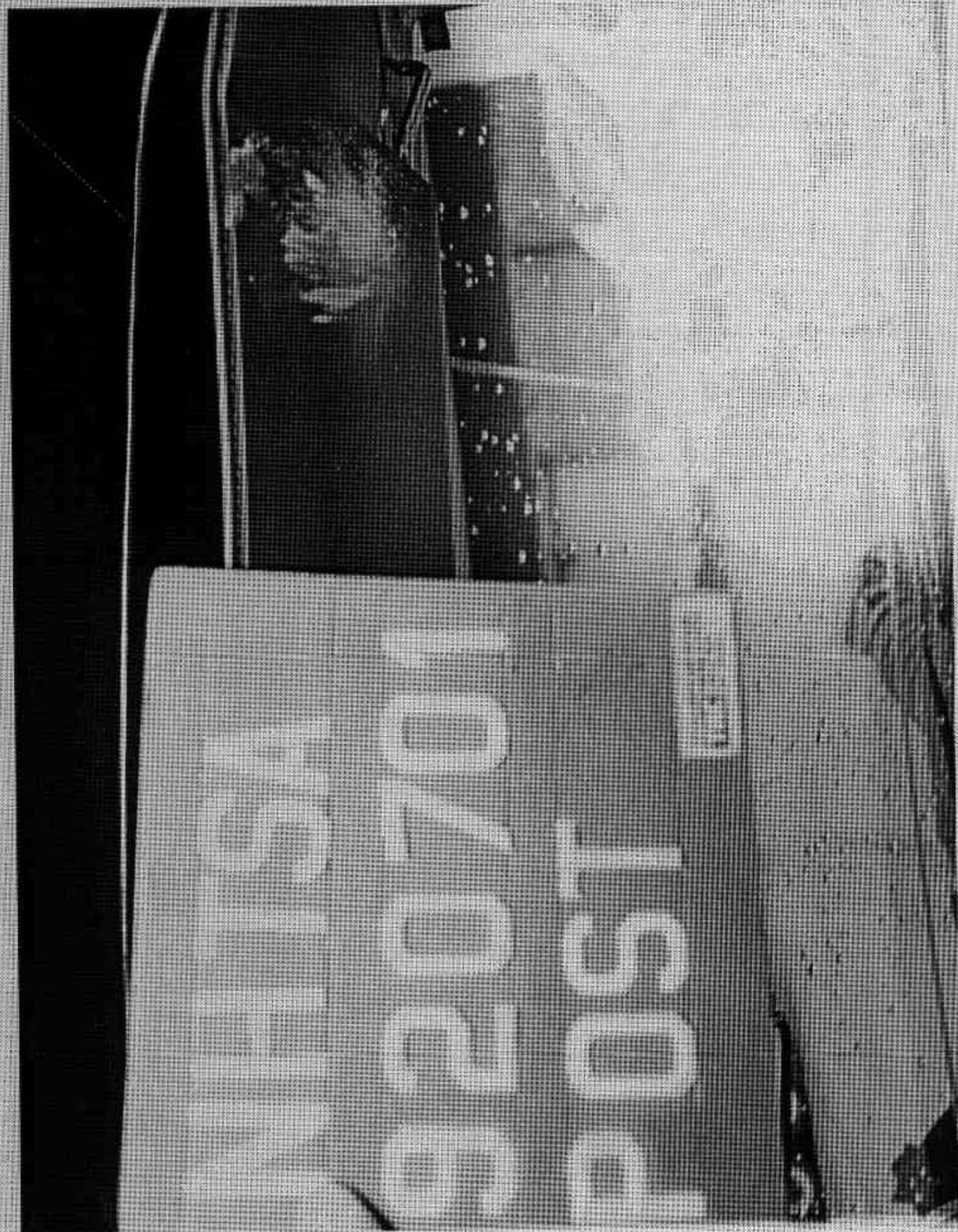


FIGURE A-46. POST-TEST PASSENGER DUMMY HEAD CONTACT - VIEW 2

A-47

920701



FIGURE A-47. POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 1

A-48

920701

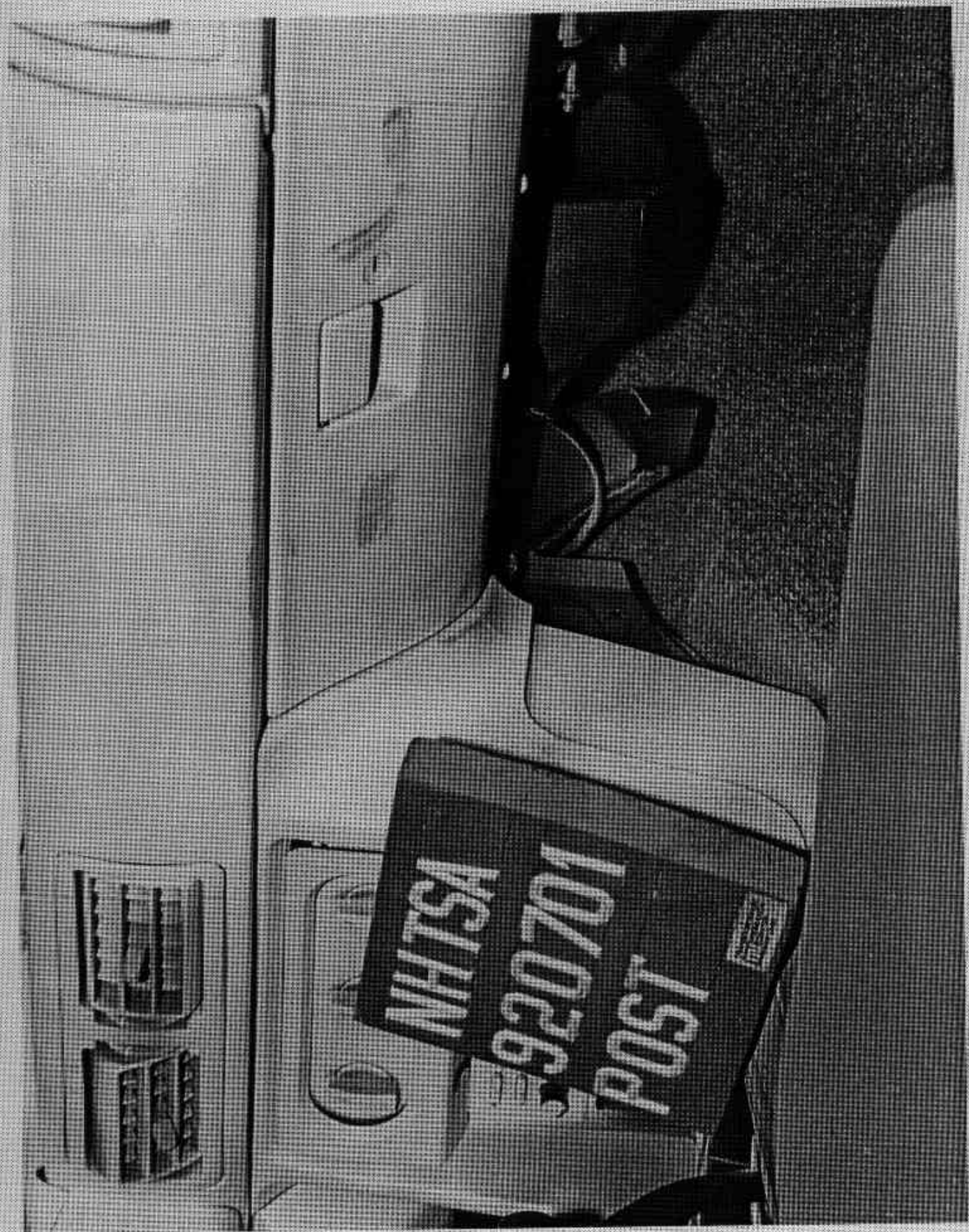


FIGURE A-48. POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 2

MADE BY FORD MOTOR CO. IN U.S.A.
 DATE: 5/92
 FRONT GAWR: 2016LB 914KG
 REAR GAWR: 1911LB 866KG
 THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR
 VEHICLE SAFETY, BUMPER, AND THEFT PREVENTION STANDARDS
 IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.
 VIN: 1FACP44MXNF143917
 TYPE: PASSENGER

EL
 EXTERIOR PAINT COLORS
 BODY | VR | HLDG. | INT TRIM | TAPE | R | S | AX | TR
 LXC MM I FA P 9 6 LEDJU
 48 DSO
 VTAEB-5820410-106

FIGURE A-49. POST-TEST VEHICLE CERTIFICATION LABEL VIEW

TIRE SIZE DIMENSION: 815/650		LOAD RANGE ENGINE ADJUST		PRESSURE: PSI/PSI	
		FRONT	REAR	FRONT	REAR
P195/75R14	P205/65R15 92T*	STD	STD	35 PSI/Bar-240 kPa	35 PSI/Bar-240 kPa
P225/55ZR16*		STD	STD	30 PSI/Bar-207 kPa	30 PSI/Bar-207 kPa
B78-14		C		36 PSI/Bar-250 kPa	36 PSI/Bar-250 kPa
T125/70D16		T		60 PSI/Bar-415 kPa	60 PSI/Bar-415 kPa

TEMPORAL SPARE: 1. 195/65R14 815/650
TEMPORAL SPARE: 1. 195/65R14 815/650

* MUST BE REPLACED WITH AN EQUIVALENT TYPE SPEED RATED TIRE
* IF REPLACEMENT IS NOT AN EQUIVALENT TYPE SPEED RATED TIRE

MAXIMUM LOAD: 1000 LBS (454 KG) PER TIRE
MAXIMUM LOAD: 1000 LBS (454 KG) PER TIRE

MAXIMUM LOAD: 1000 LBS (454 KG) PER TIRE
MAXIMUM LOAD: 1000 LBS (454 KG) PER TIRE

MAXIMUM LOAD: 1000 LBS (454 KG) PER TIRE
MAXIMUM LOAD: 1000 LBS (454 KG) PER TIRE

FIGURE A-50. PRE-TEST VEHICLE RECOMMENDED TIRE PRESSURE LABEL VIEW
A-51 920701

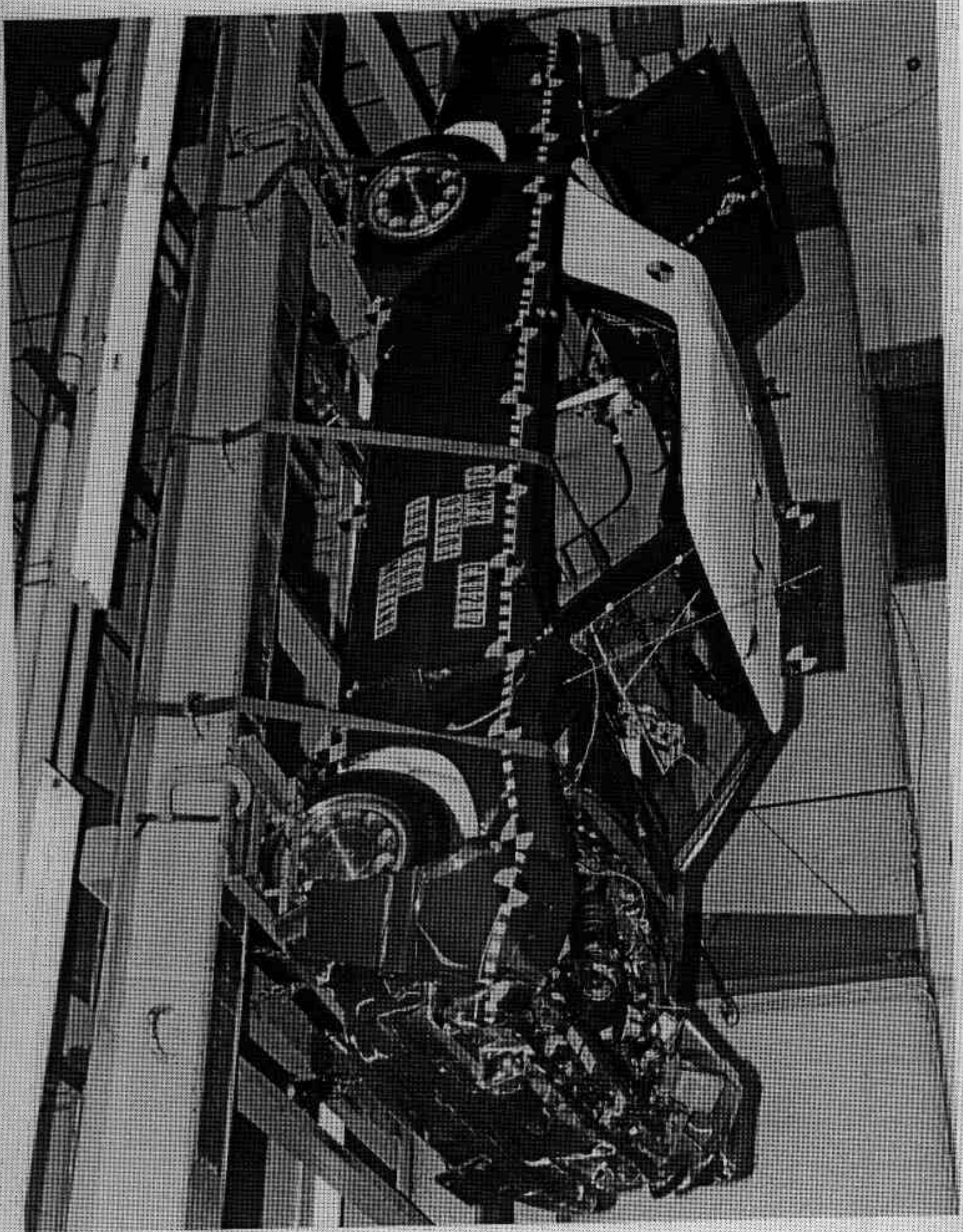


FIGURE A-51. POST-TEST VEHICLE ON STATIC ROLLOVER MACHINE VIEW

A-52

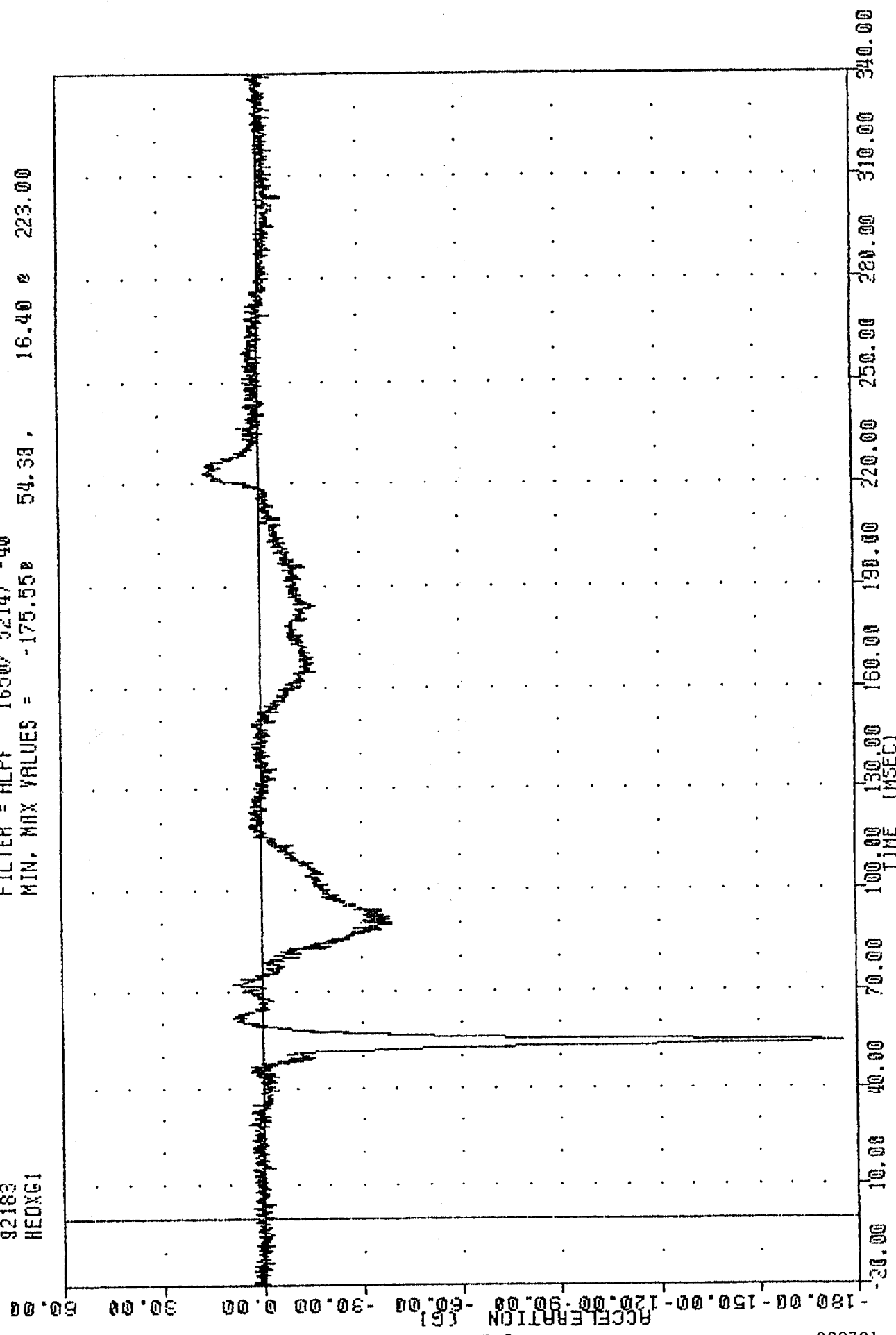
920701

APPENDIX B

DATA PLOTS

MC 92183
208 COMPLIANCE TESTING
92183
HEDXG1

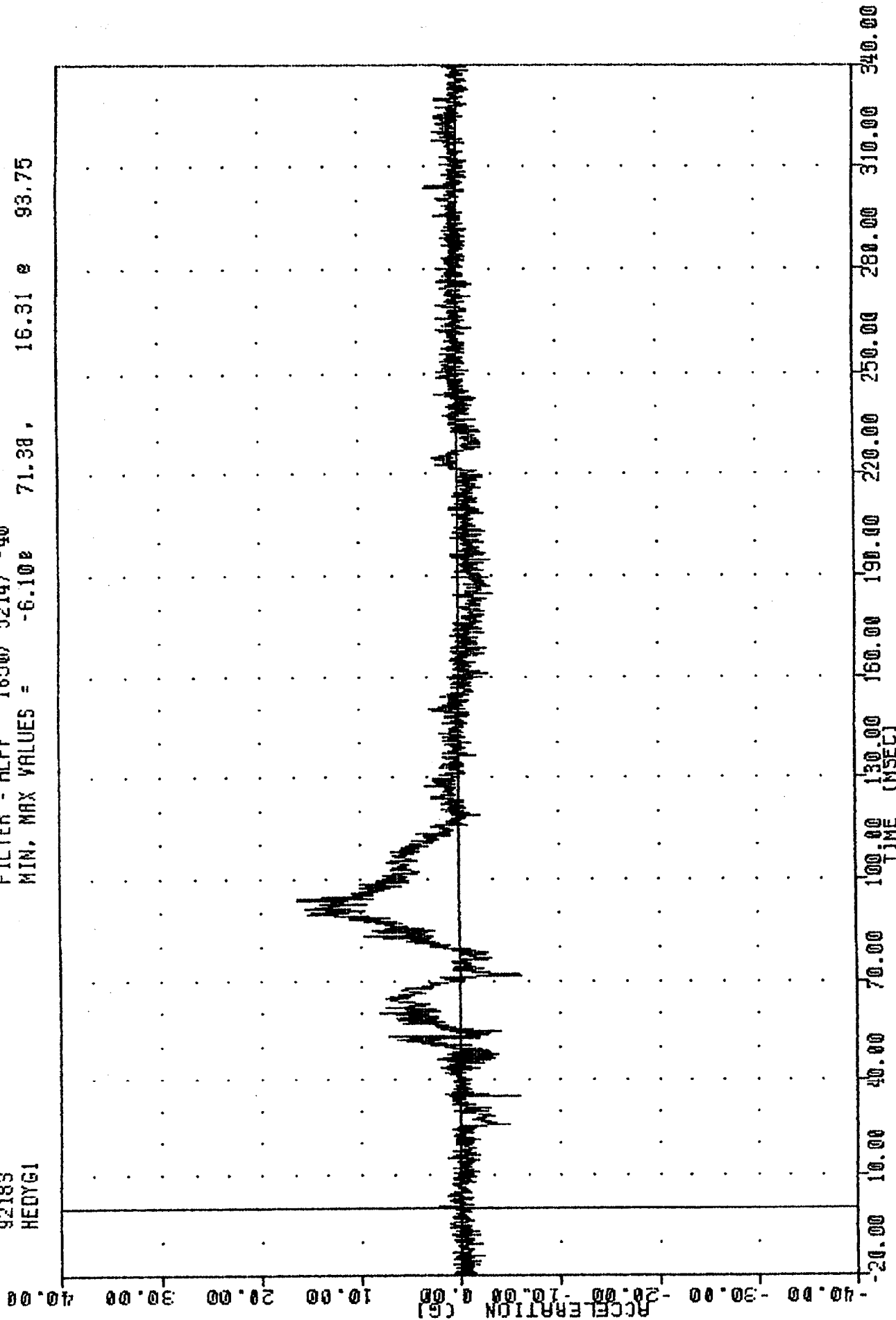
FILTER = ALPF 1650/ 5214/ -40
MIN, MAX VALUES = -175.558 54.38, 16.40 @ 223.00



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER HEAD X-AXIS ACCELERATION

TRC 920701
208 COMPLIANCE TESTING
92183
HEDYGI

FILTER = ALPF 1650/ 5214/ -40
MIN. MAX VALUES = -6.10e 71.38, 16.31 e 93.75

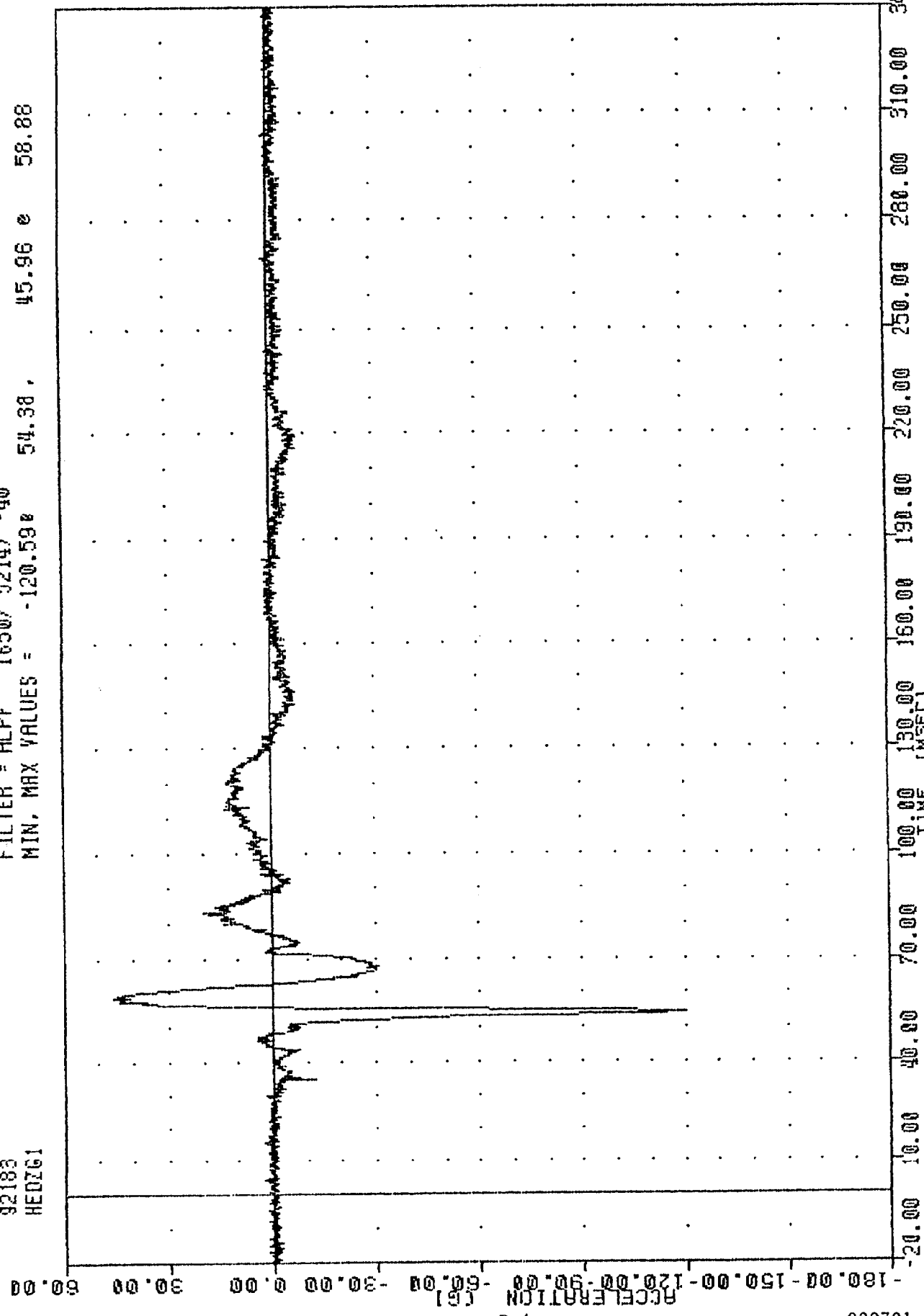


1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER HEAD Y-AXIS ACCELERATION

MC 920701
206 COMPLIANCE TESTING

92183
HEADG1

FILTER = ALPF 1650/ 5214/ -40
MIN. MAX VALUES = -120.59# 54.38 , 45.96 e 58.88



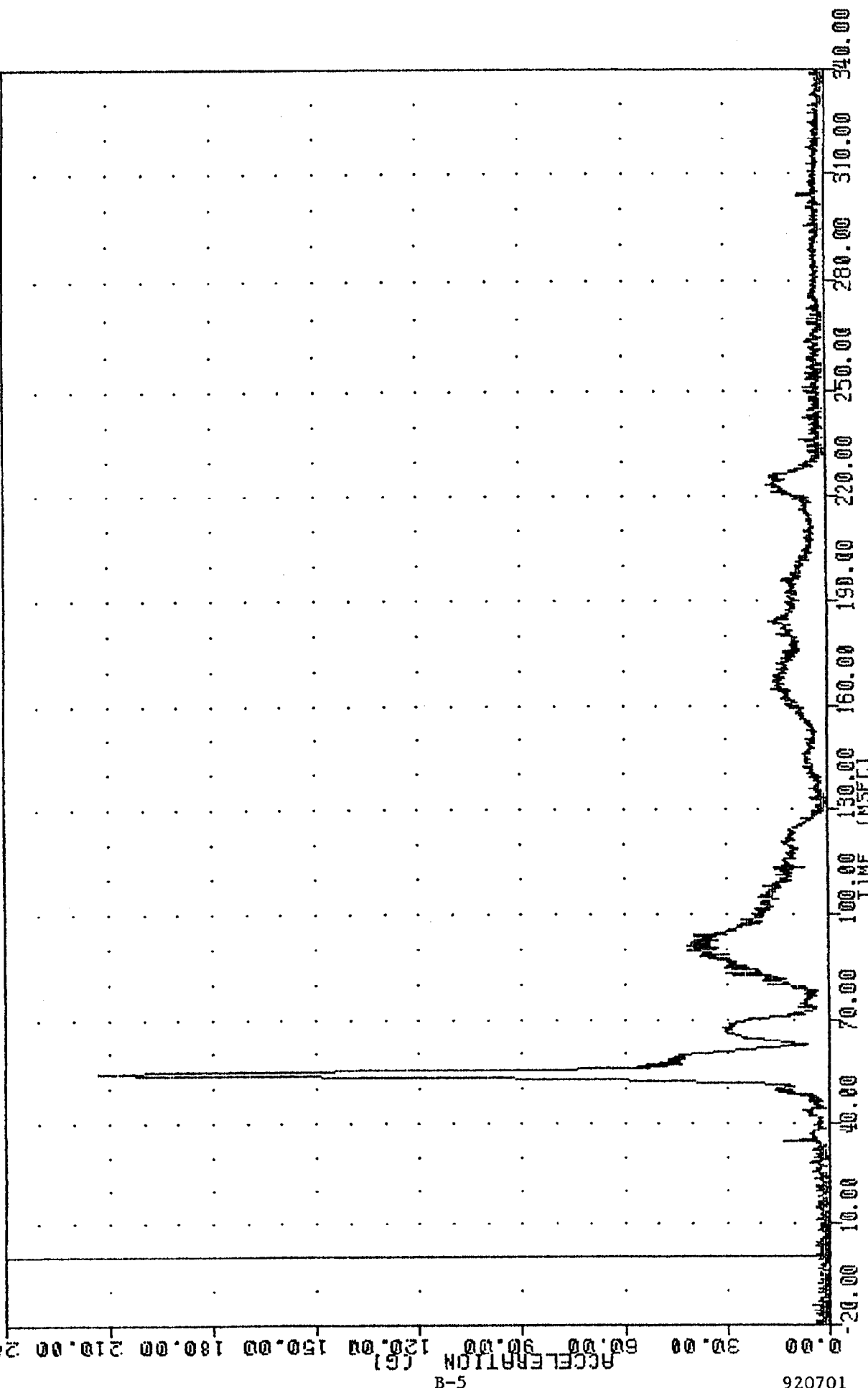
107026

R-4

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER HEAD Z-AXIS ACCELERATION

RC 92001
206 COMPLIANCE TESTING
92:83
HEDRG1

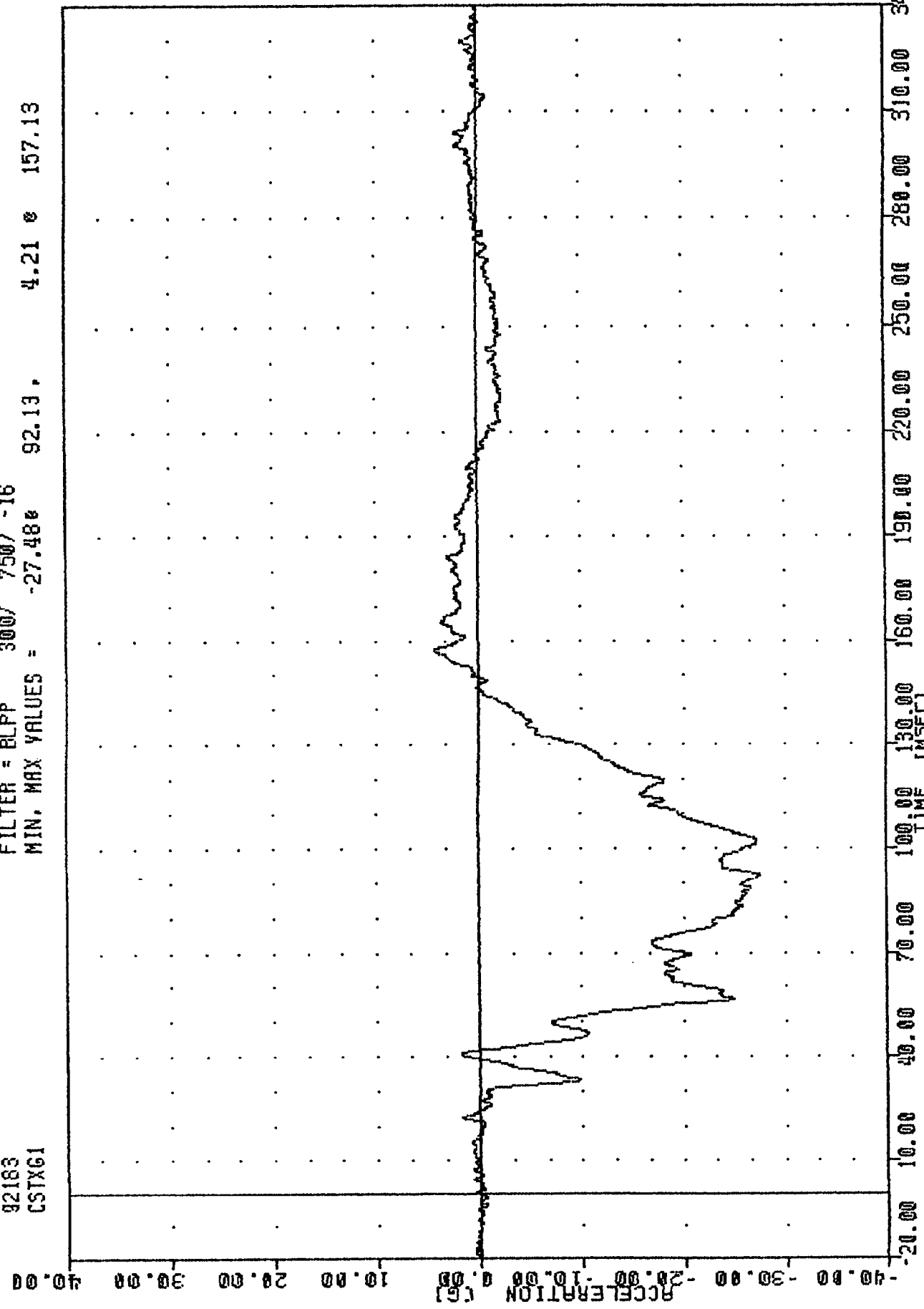
FILTER = ALPF 1650/ 5214/ -40
MIN. MAX VALUES = 0.07B 6.50, 212.98 e 54.38



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER HEAD RESULTANT ACCELERATION

TRC 920701
205 COMPLIANCE TESTING
92183
CSTXG1

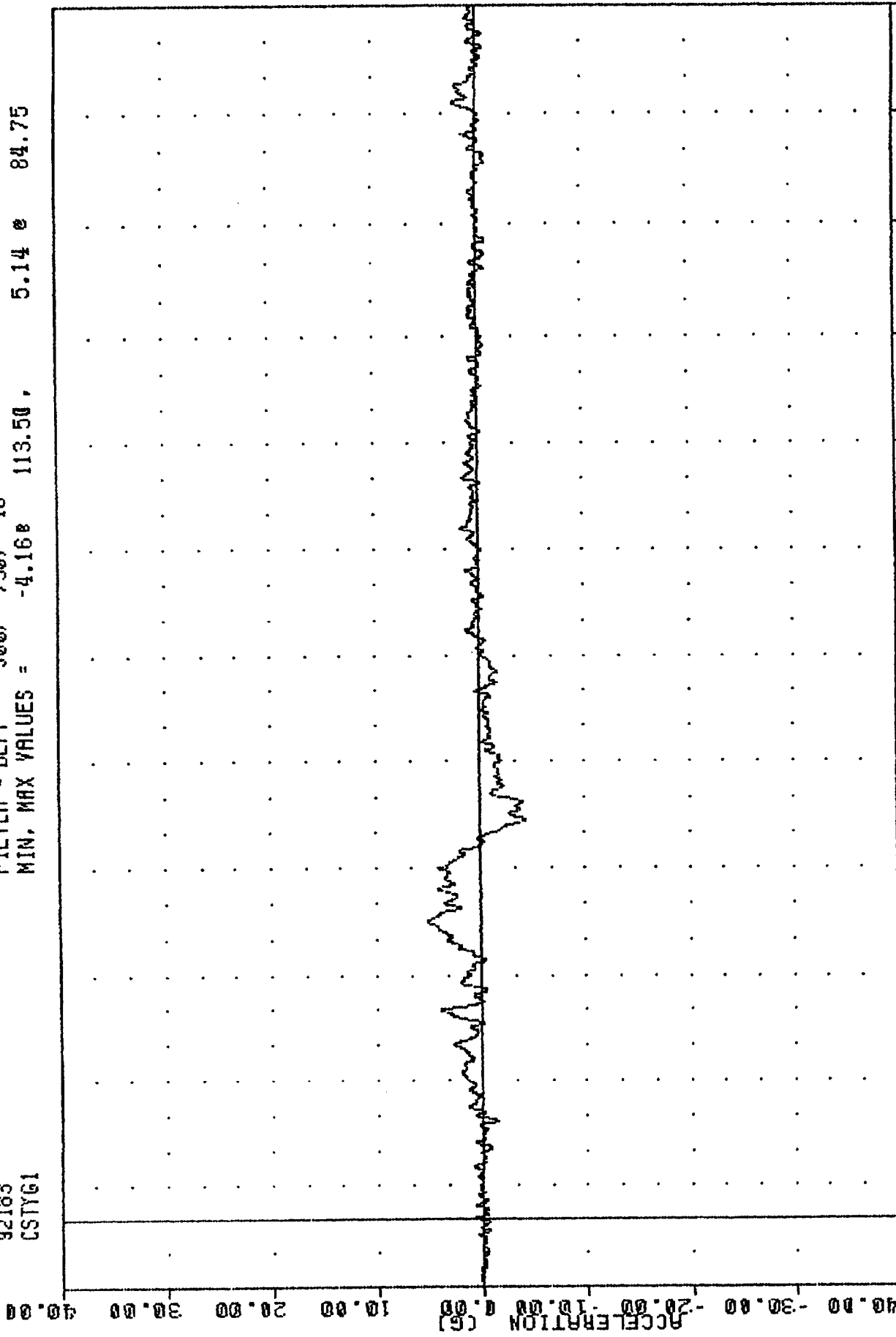
FILTER = BLPP 300/ 750/ -16
MIN. MAX VALUES = -27.48 92.13 4.21 e 157.13



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER CHEST X-AXIS ACCELERATION

TRC
920701
200 COMPLIANCE TESTING
92183
CSTYG1

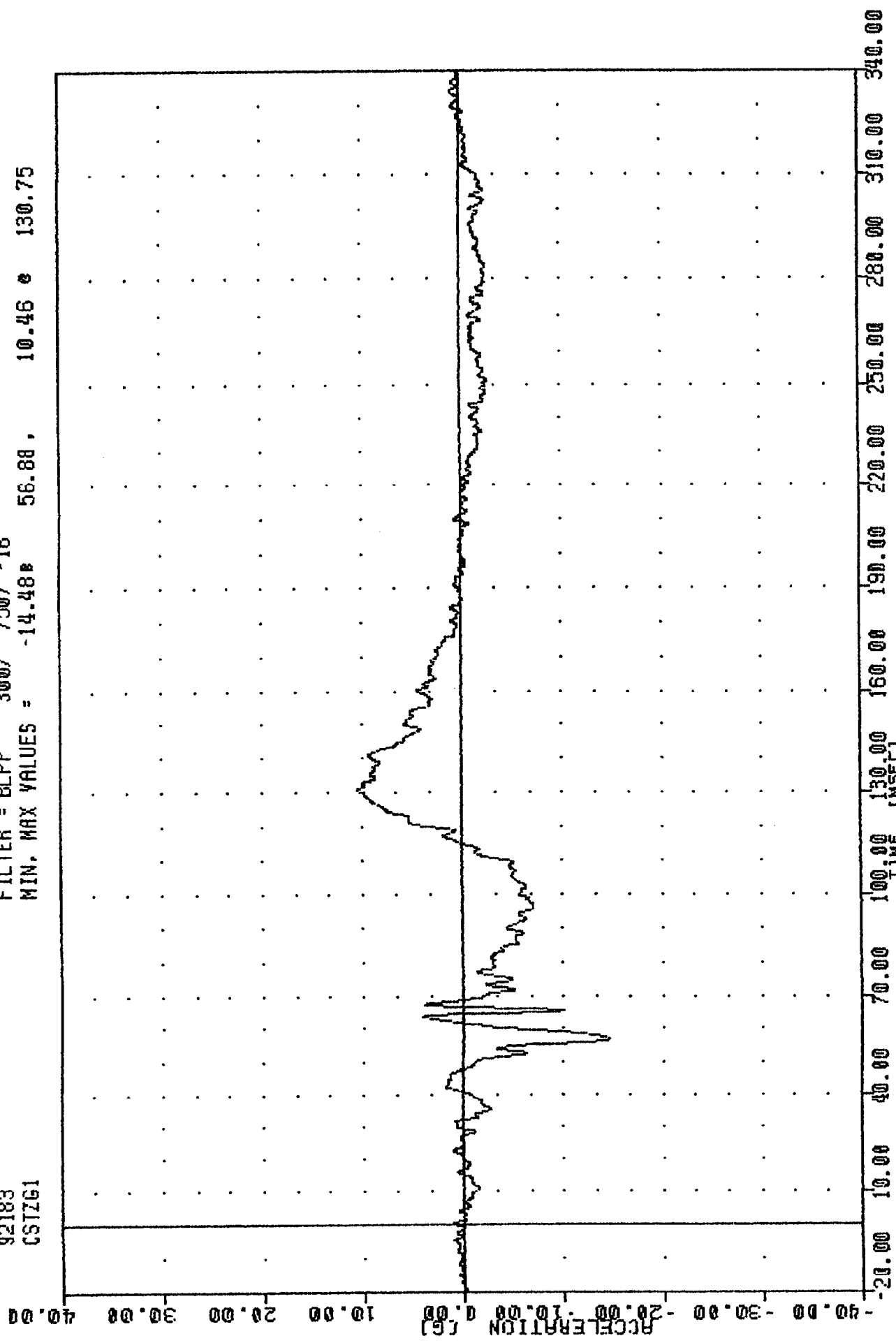
FILTER = BLPP 300/ 750/ -16
MIN, MAX VALUES = -4.16e 113.50 , 5.14 e 84.75



920701
1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER CHEST Y-AXIS ACCELERATION

IRC 920701
200 COMPLIANCE TESTING
92183
CSTZG1

FILTER = BLPP 300/ 750/ -16
MIN, MAX VALUES = -14.48 56.88 10.46 e 130.75



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER CHEST Z-AXIS ACCELERATION

TRC 920701

206 COMPLIANCE TESTING

92183

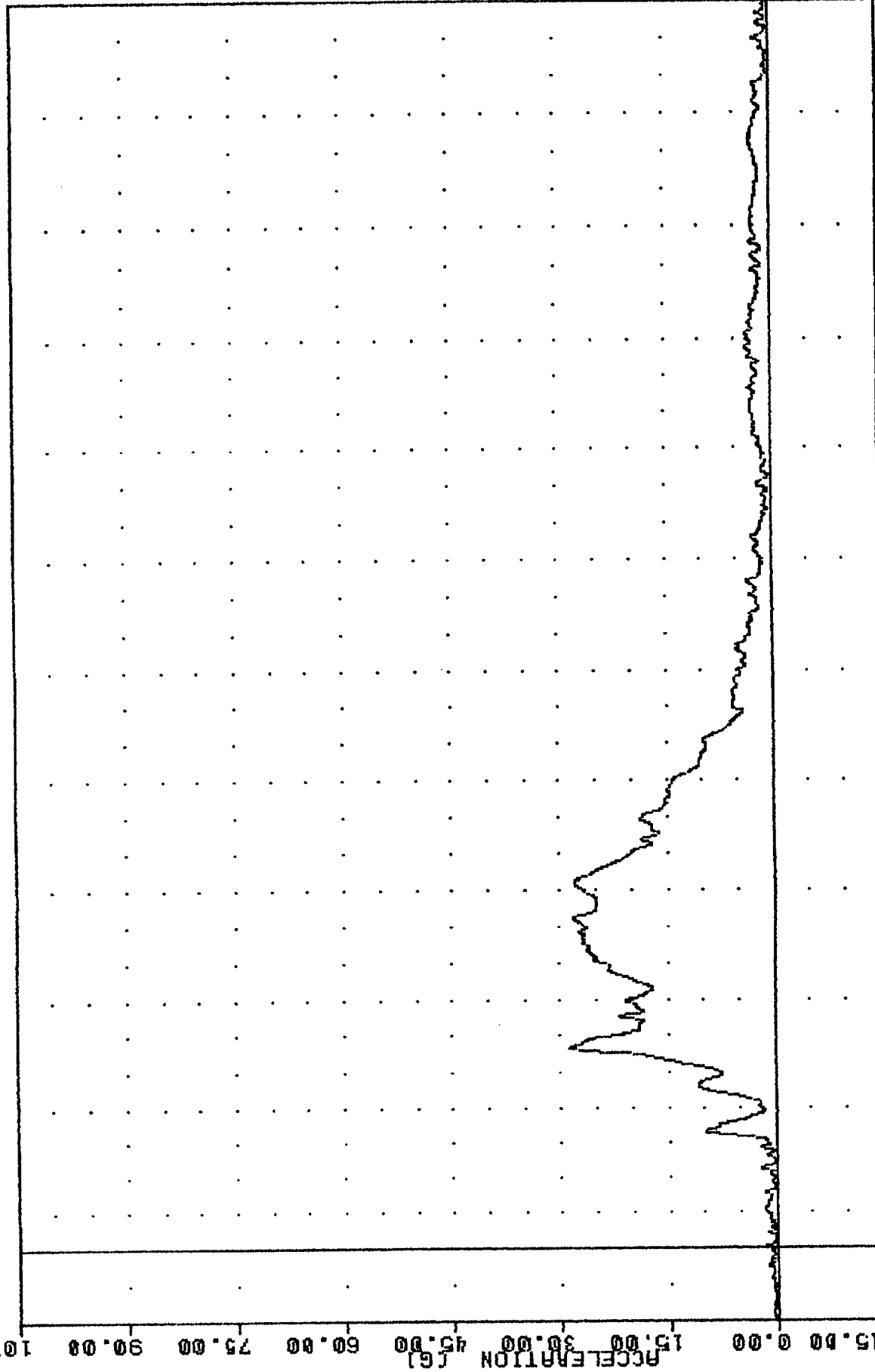
CSTRG1

FILTER = BLPP 300/ 750/ -16

MIN. MAX VALUES = 0.01B

24.50 28.75 56.75

105.00



-15.00 0.00 15.00 30.00 45.00 60.00 75.00 90.00 105.00

ACCELERATION (G)

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

TIME (MSEC)

920701

B-9

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
 DRIVER CHEST RESULTANT ACCELERATION

TRC 920701

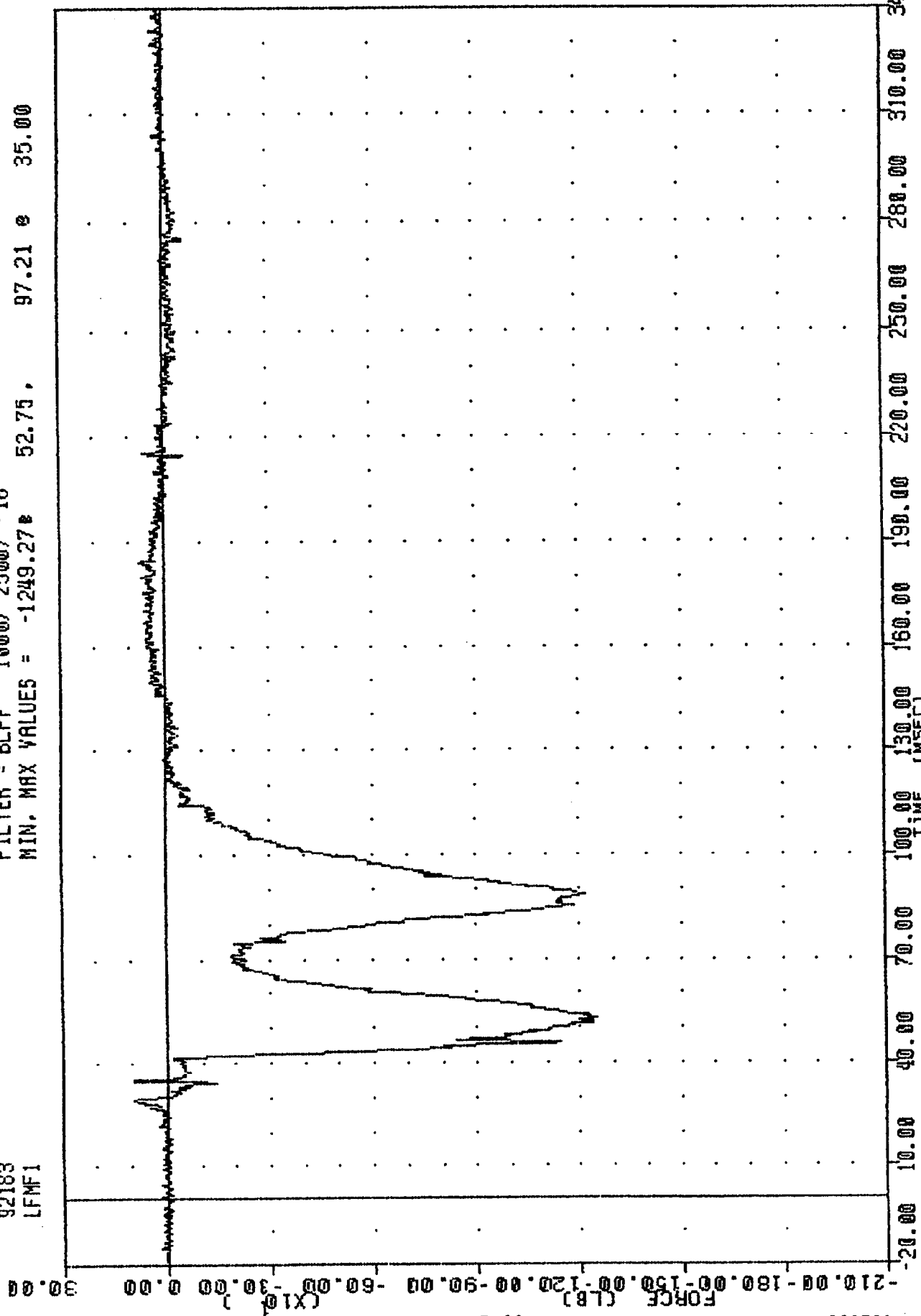
206 COMPLIANCE TESTING

92183

LFMF1

FILTER = BLPP 1000/ 2500/ -16

MIN. MAX VALUES = -1249.27 52.75 97.21 35.00



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER LEFT FEMUR FORCE

TRC 920701

206 COMPLIANCE TESTING

92163

RFMF1

FILTER = BLPP 1000/ 2500/ -16

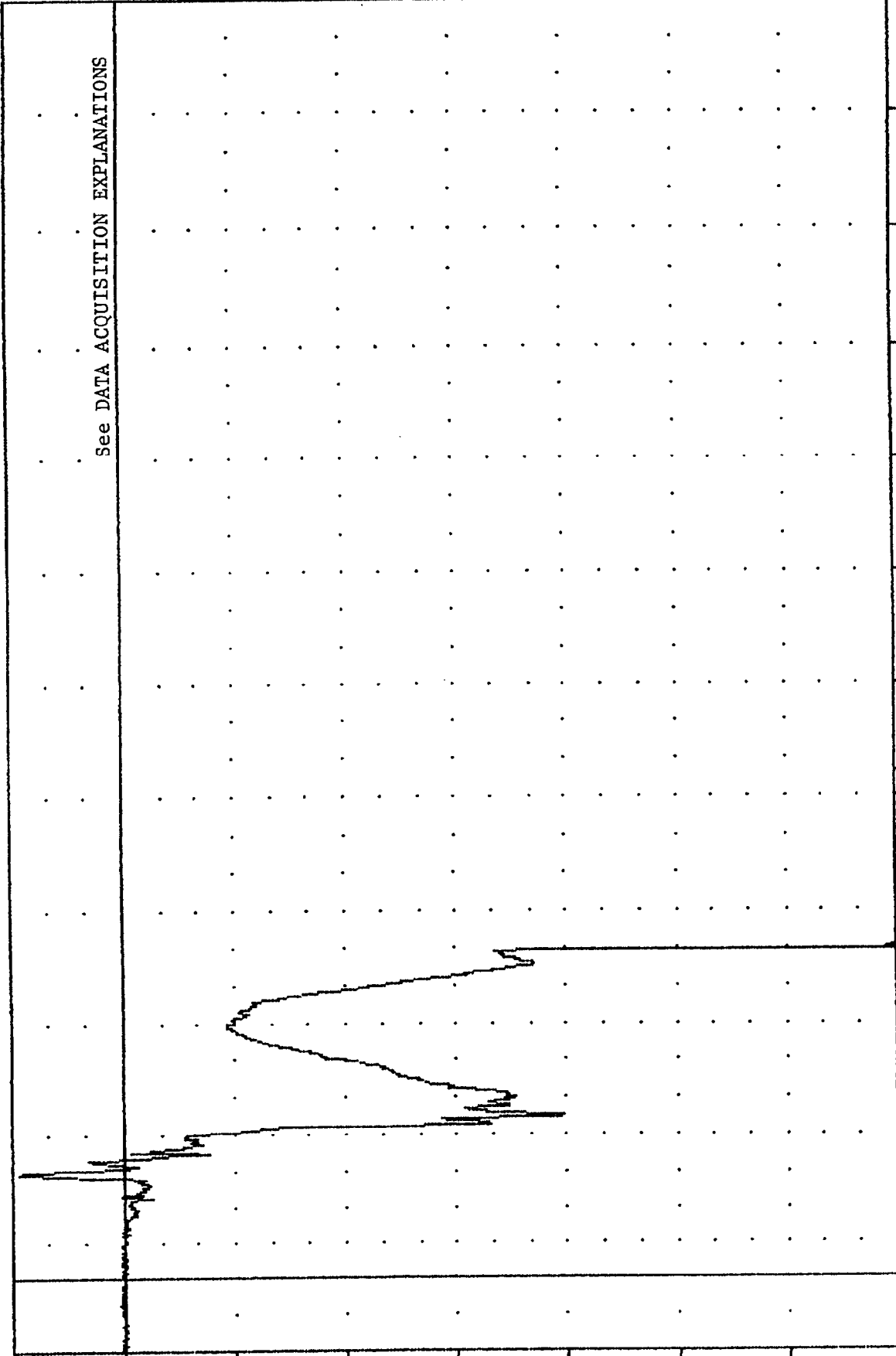
MIN. MAX VALUES = -2762.77 89.63

275.99 @ 29.75

30.00

(X10³)
0.00
-30.00
-60.00
-90.00
-120.00
-150.00
-180.00
-210.00

FORCE (LB)



See DATA ACQUISITION EXPLANATIONS

20.00 10.00 40.00 70.00 100.00 130.00 150.00 190.00 220.00 250.00 280.00 310.00 340.00

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
DRIVER RIGHT FEMUR FORCE

920701

206 COMPLIANCE TESTING

92163

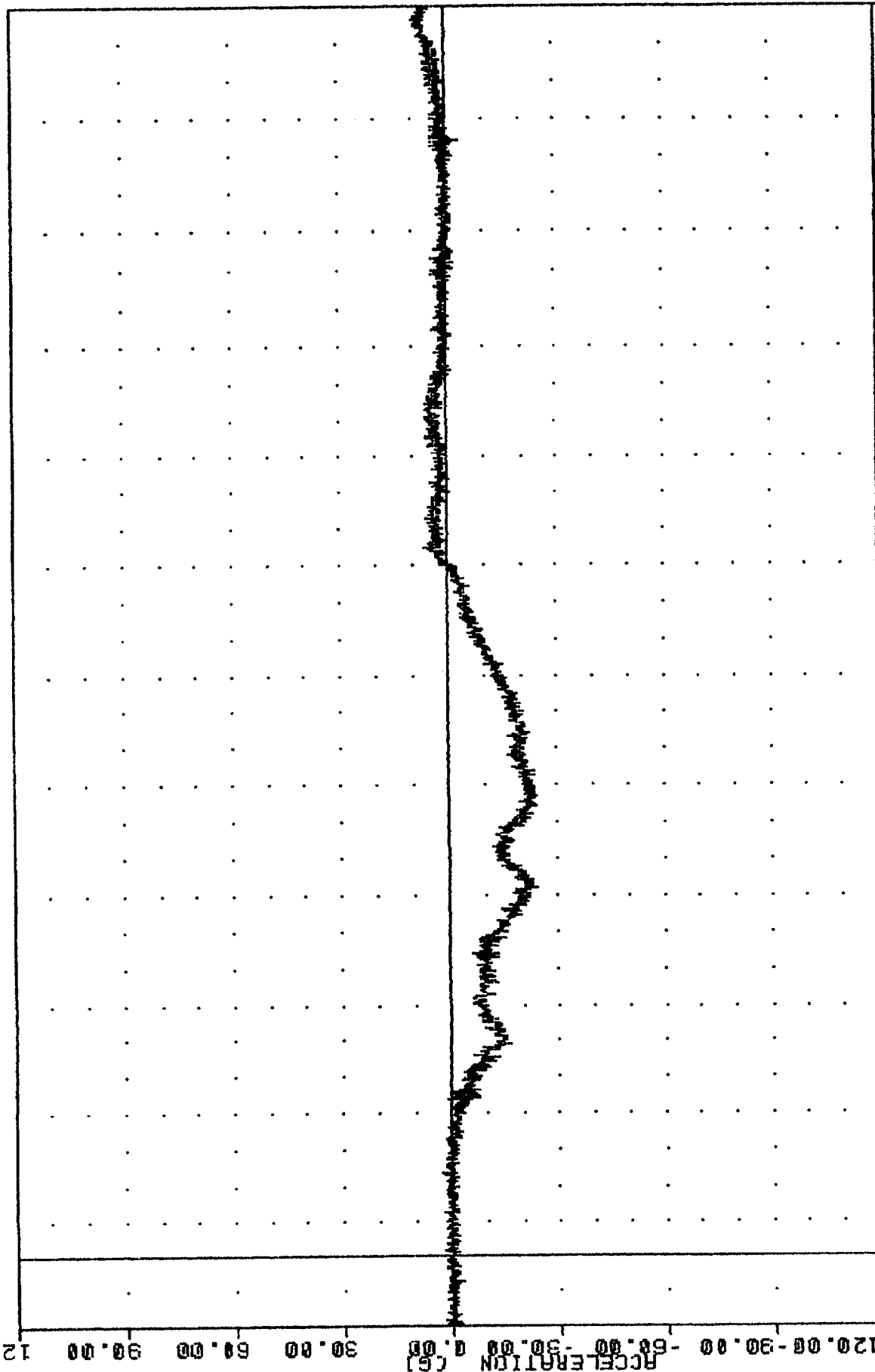
HEDXG2

FILTER = ALPF 1650/ 5214/ -40

MIN, MAX VALUES = -24.14e 124.13,

9.10 e 336.50

120.00

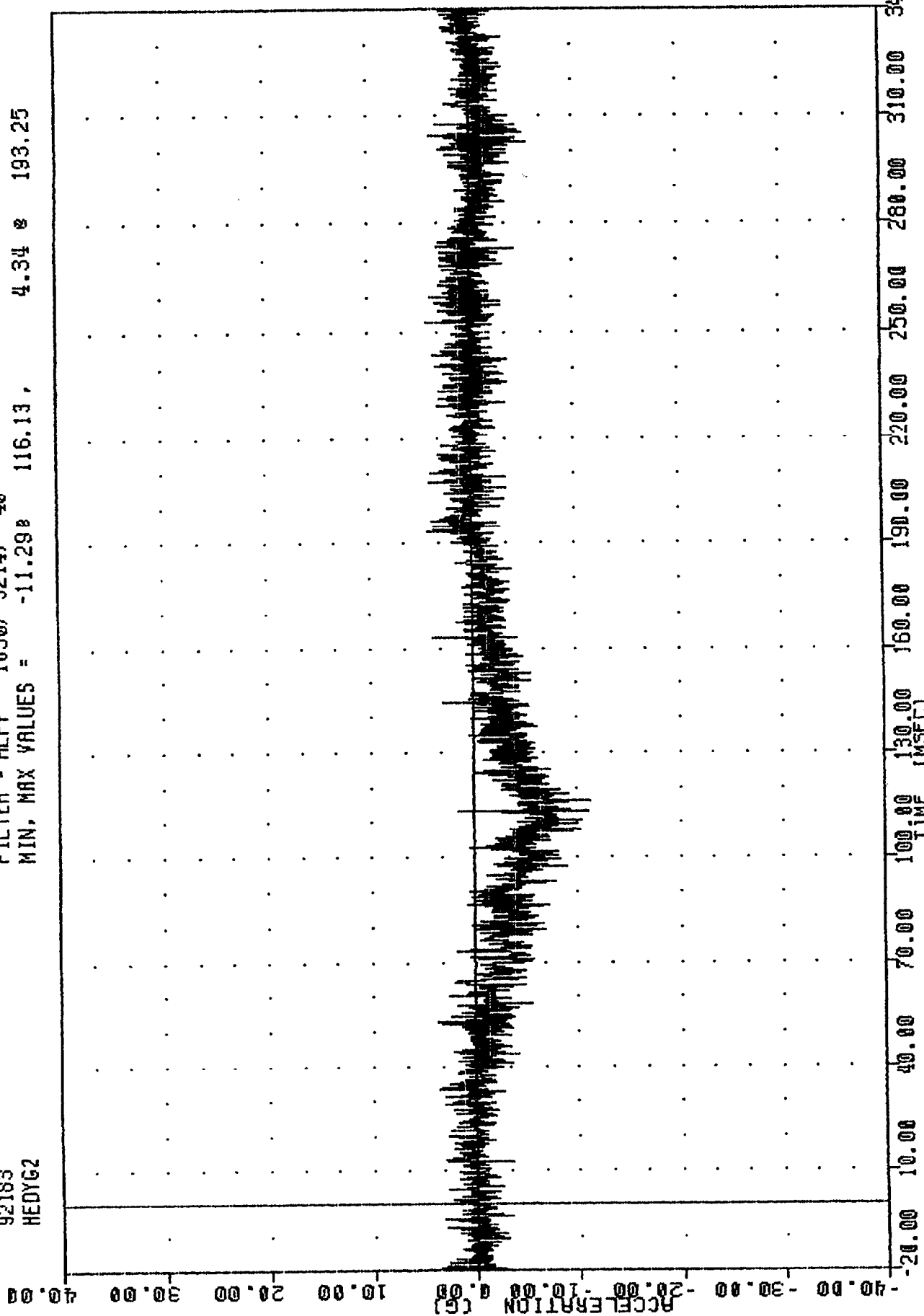


-120.00 -90.00 -60.00 -30.00 0.00 30.00 60.00 90.00 120.00
-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD X-AXIS ACCELERATION

TRC 920701
206 COMPLIANCE TESTING
92183
HEDYG2

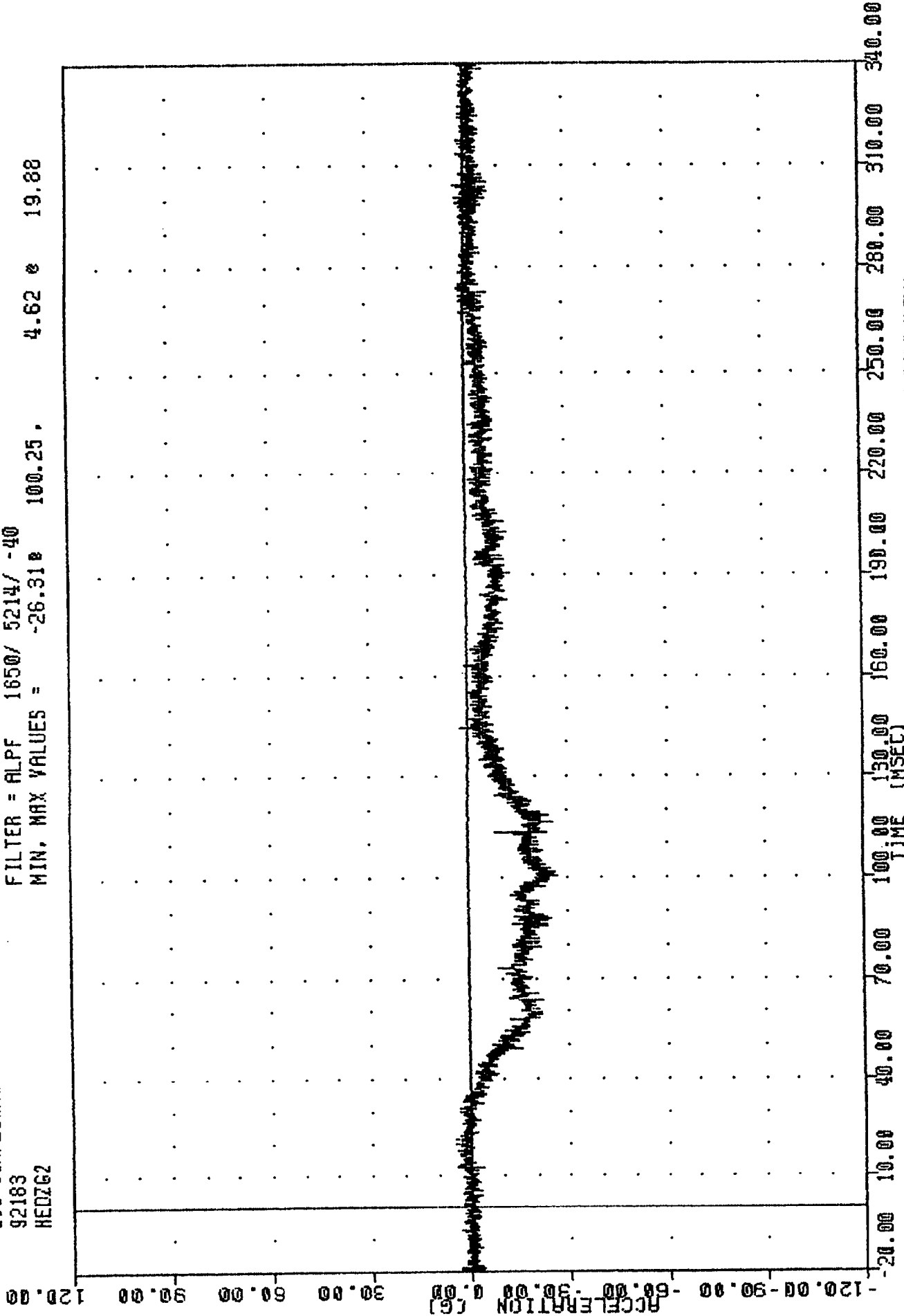
FILTER = ALPF 1650/ 5214/ -40
MIN, MAX VALUES = -11.298 116.13, 4.34 & 193.25



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD Y-AXIS ACCELERATION

IRC 920701
206 COMPLIANCE TESTING
92183
HEZIG2

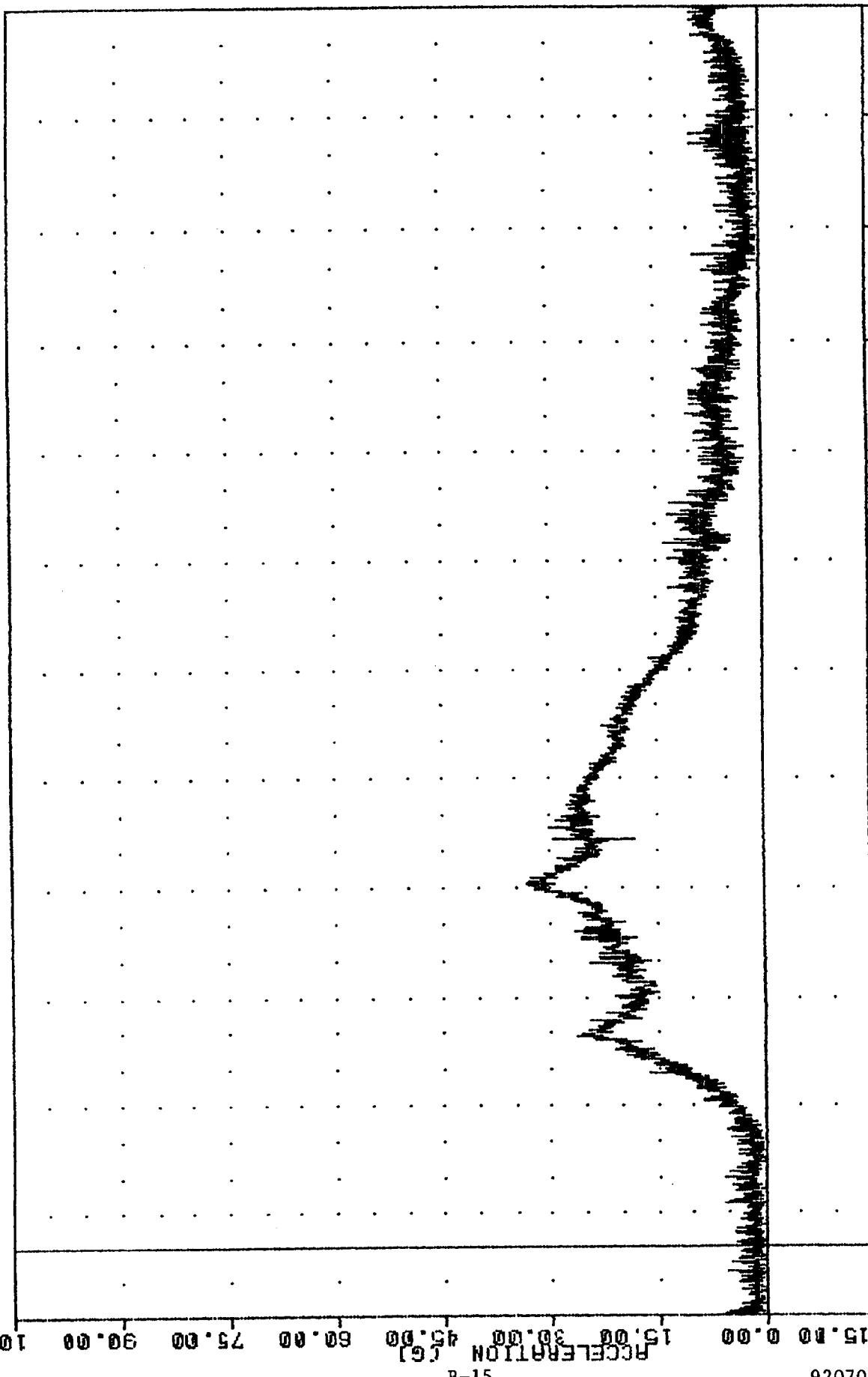
FILTER = ALPF 1650/ 5214/ -40
MIN. MAX VALUES = -26.31e 100.25. 4.62 e 19.88



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD Z-AXIS ACCELERATION

TRC
208 COMPLIANCE TESTING
92183
HEDRG2

FILTER = ALPF 1650/ 5214/ -40
MIN, MAX VALUES = 0.13e -4.13, 33.19 e 101.13



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD RESULTANT ACCELERATION

TPC , 920701

209 COMPLIANCE TESTING

92163

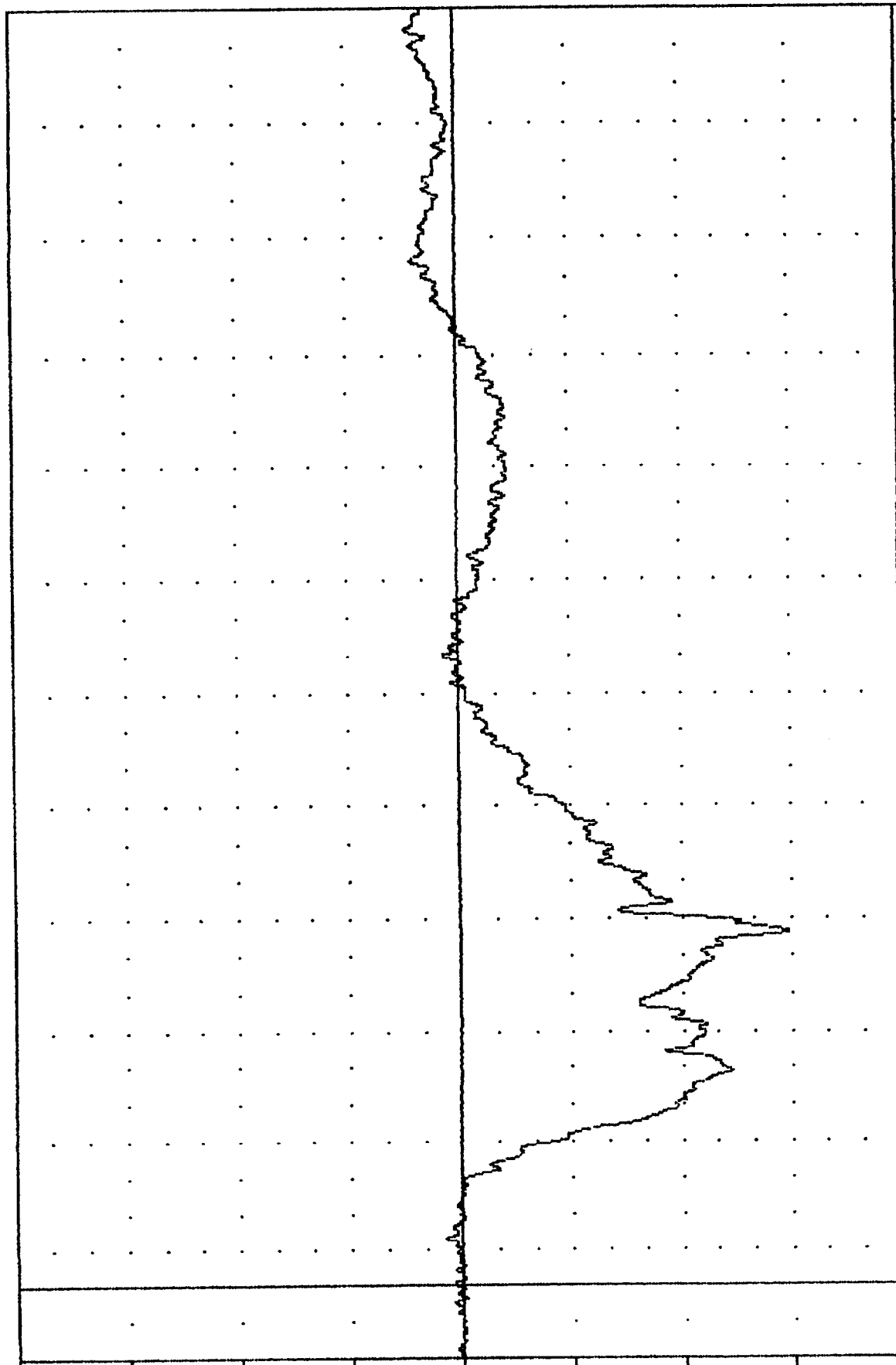
CSTX62

FILTER = BLPP 300/ 750/ -16

MIN. MAX VALUES = -29.69e 96.50 ,

4.40 @ 334.25

ACCELERATION (G) 40.00 30.00 20.00 10.00 0.00 -10.00 -20.00 -30.00 -40.00



TIME (MSEC) 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 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST X-AXIS ACCELERATION

TRC
208 COMPLIANCE TESTING
92183
CSTYG2

920701

FILTER = BLPP 300/ 750/ -16
MIN, MAX VALUES = -8.498 105.13, 12.30 e 100.38

40.00

30.00

20.00

10.00

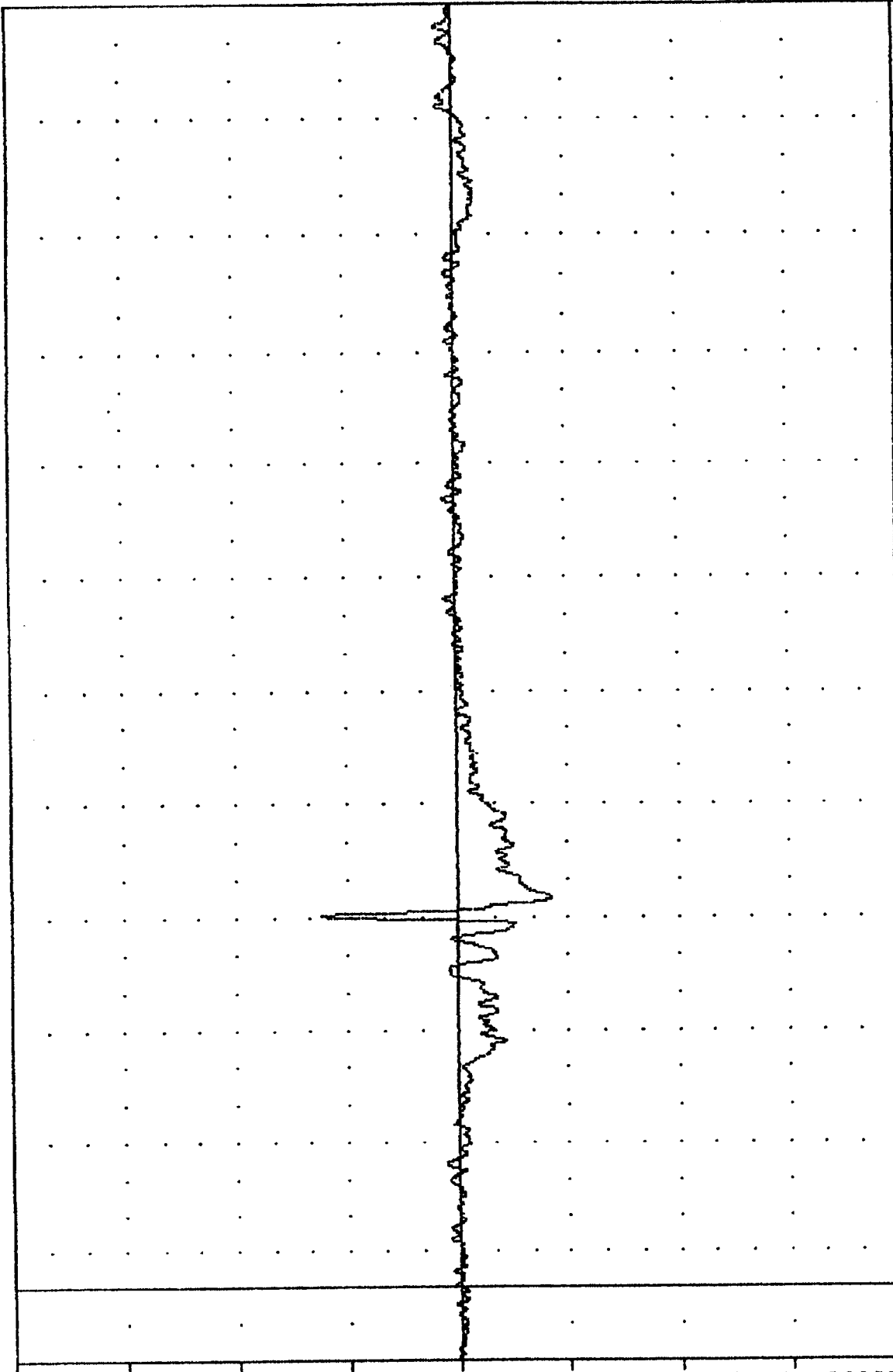
0.00

-10.00

-20.00

-30.00

-40.00

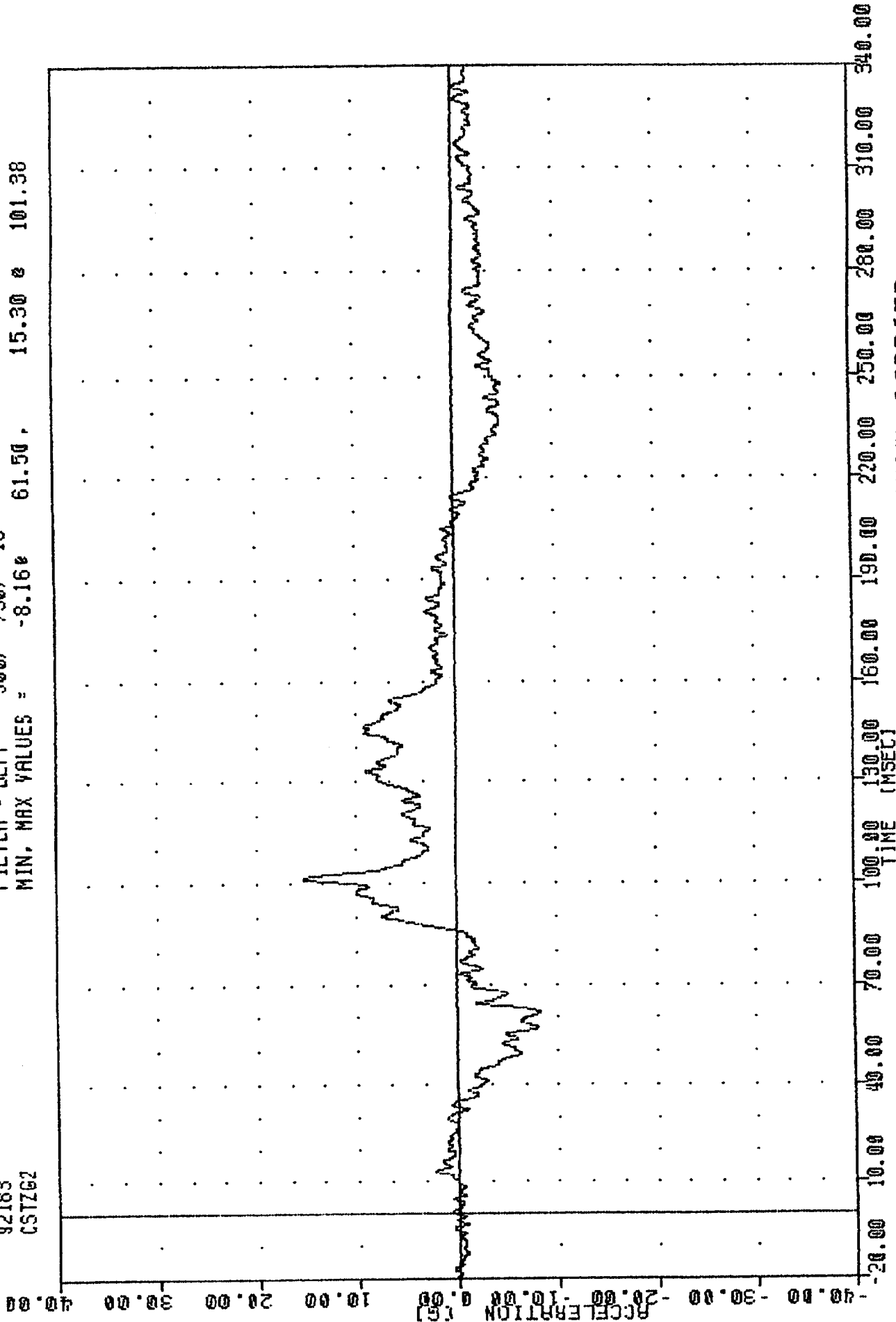


-20.00 10.00 40.00 70.00 100.00 130.00 160.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST Y-AXIS ACCELERATION

IRC 920701
206 COMPLIANCE TESTING
92183
CSTZG2

FILTER = BLPF 300/ 750/ -16
MIN. MAX VALUES = -8.16e 61.50, 15.30 e 101.38



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST Z-AXIS ACCELERATION

TRC 920701

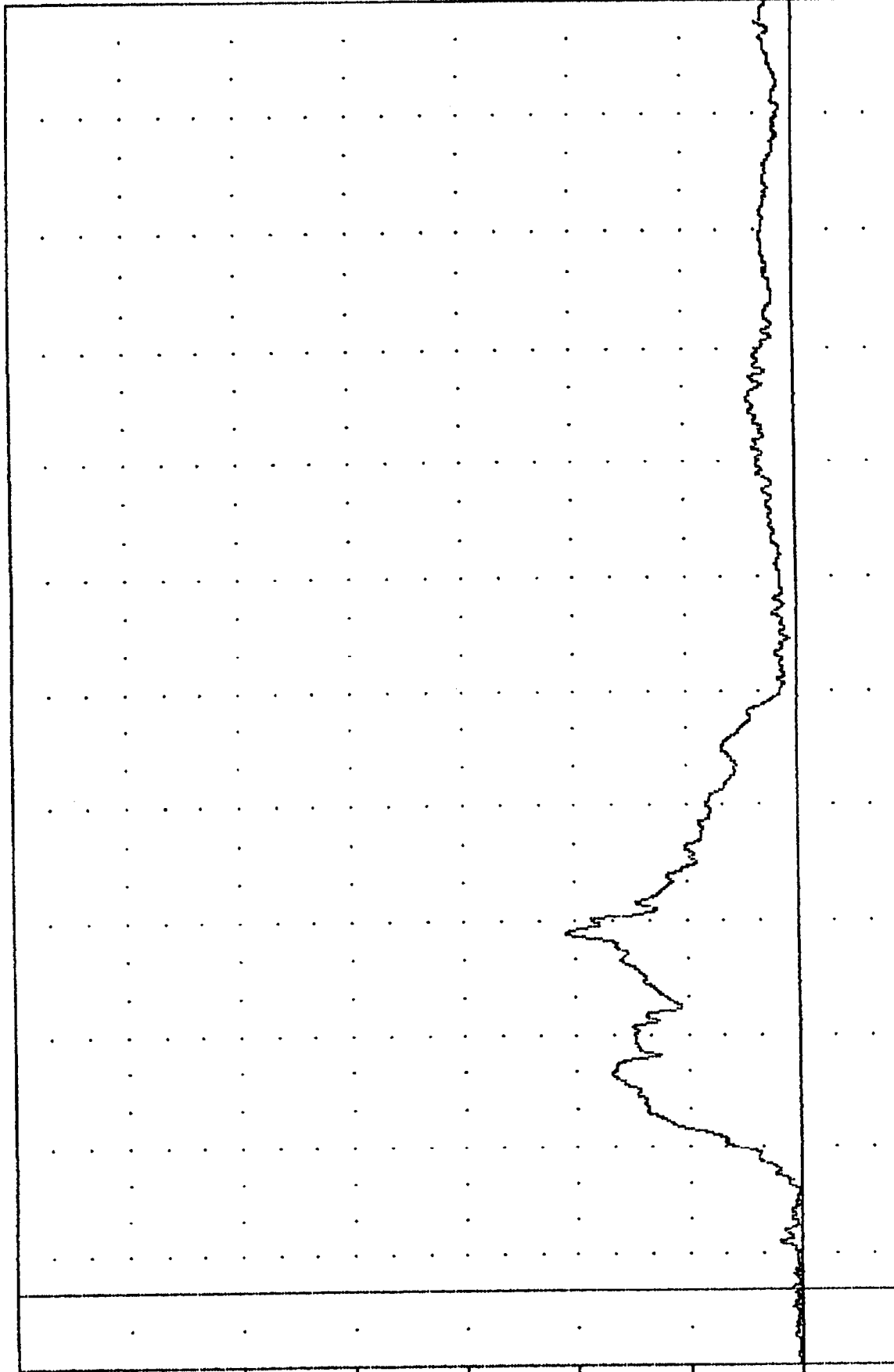
206 COMPLIANCE TESTING

92183

CSTRG2

FILTER = BLPP 300/ 750/ -16
MIN. MAX VALUES = 0.03e -20.00, 31.50 e 96.63

105.00
90.00
75.00
60.00
45.00
30.00
15.00
0.00
-15.00

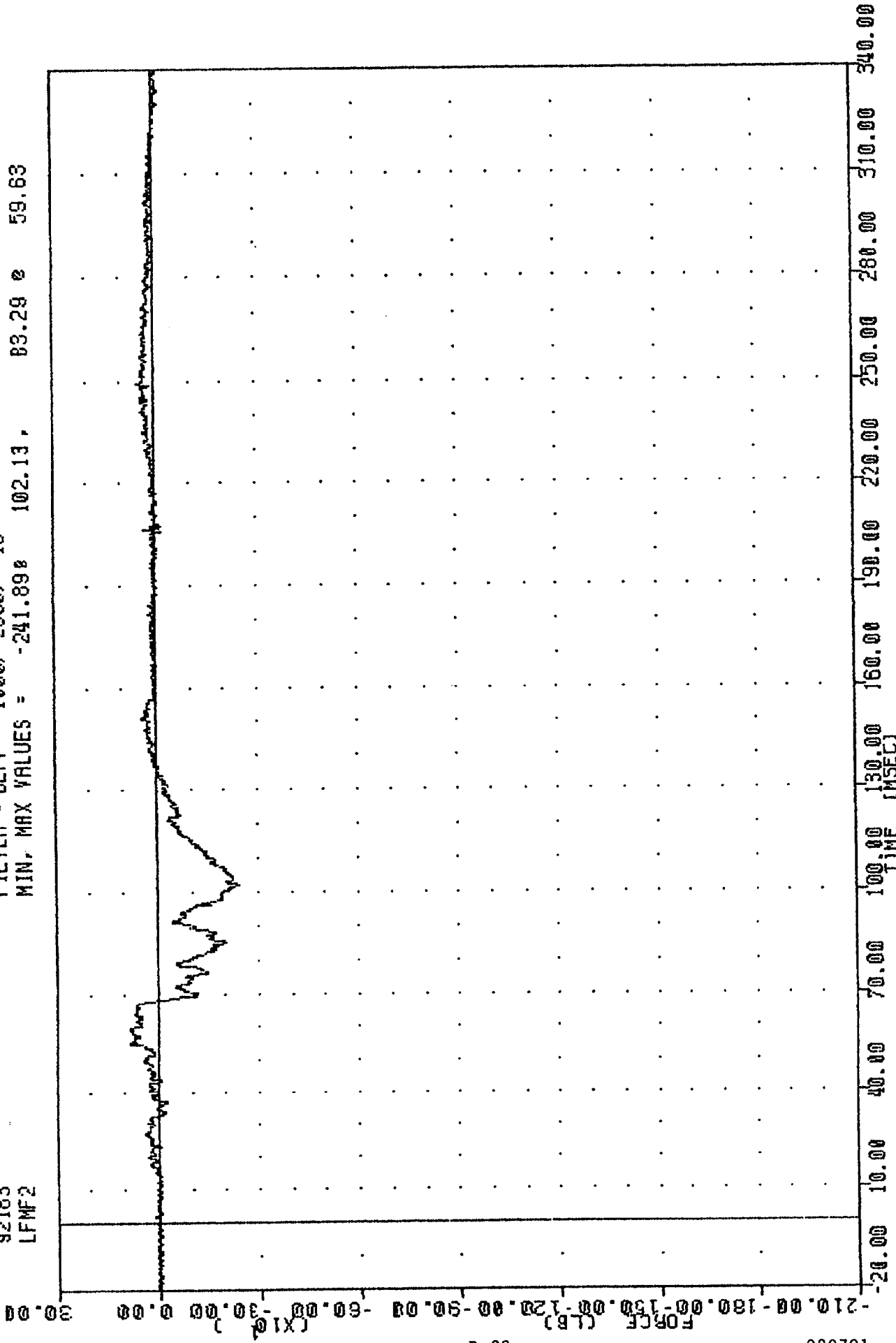


-20.00 10.00 40.00 70.00 100.00 130.00 150.00 190.00 220.00 250.00 280.00 310.00 340.00
TIME (MSEC)

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST RESULTANT ACCELERATION

TRC 920701
208 COMPLIANCE TESTING
92183
LFMF2

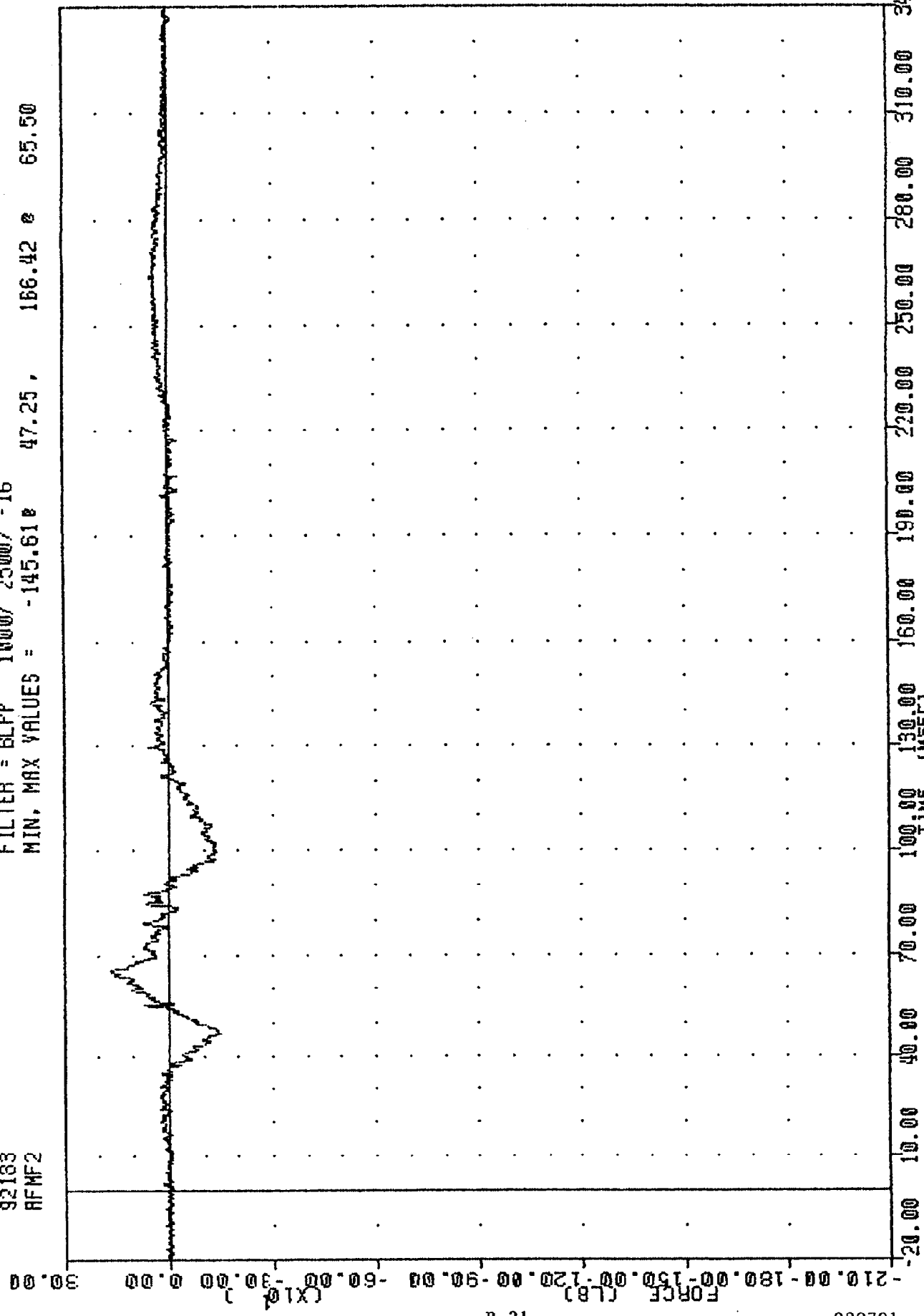
FILTER = BLPP 1000/ 2500/ -16
MIN, MAX VALUES = -241.898 102.13, 83.29 @ 59.63



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER LEFT FEMUR FORCE

IRC
920701
208 COMPLIANCE TESTING
92183
RFMF2

FILTER = BLPP 1000/ 2500/ -16
MIN, MAX VALUES = -145.61 47.25 , 166.42 65.50

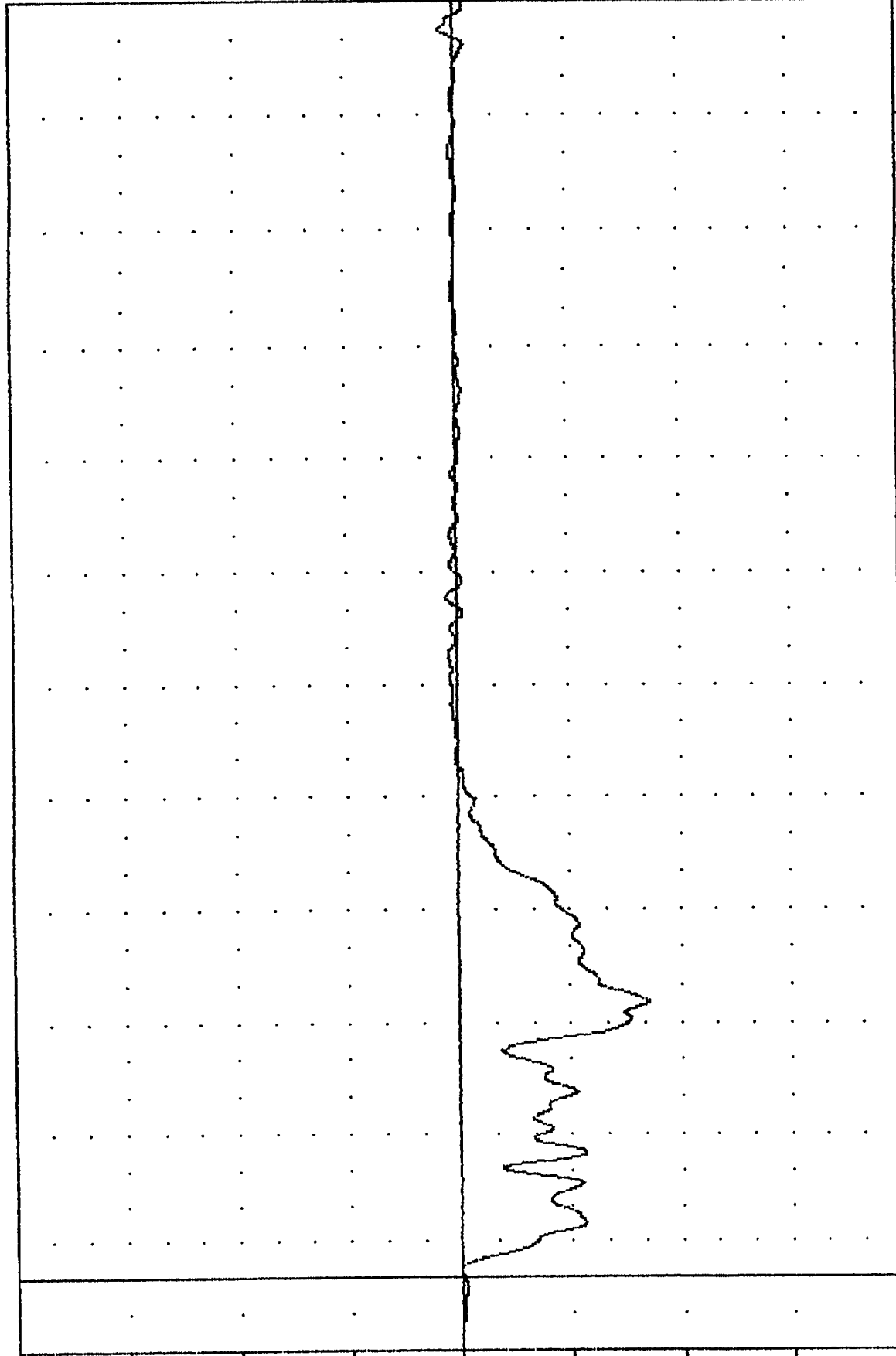


1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER RIGHT FEMUR FORCE

IRC 920701
206 COMPLIANCE TESTING
92183
TLRXG1

FILTER = BLPP 100/ 250/ -16
MIN, MAX VALUES = -25.280 75.50 1.96 0 332.50

ACCELERATION (G)
-60.00
-45.00
-30.00
-15.00
0.00
15.00
30.00
45.00
60.00



920701
-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
TIME (MSEC)

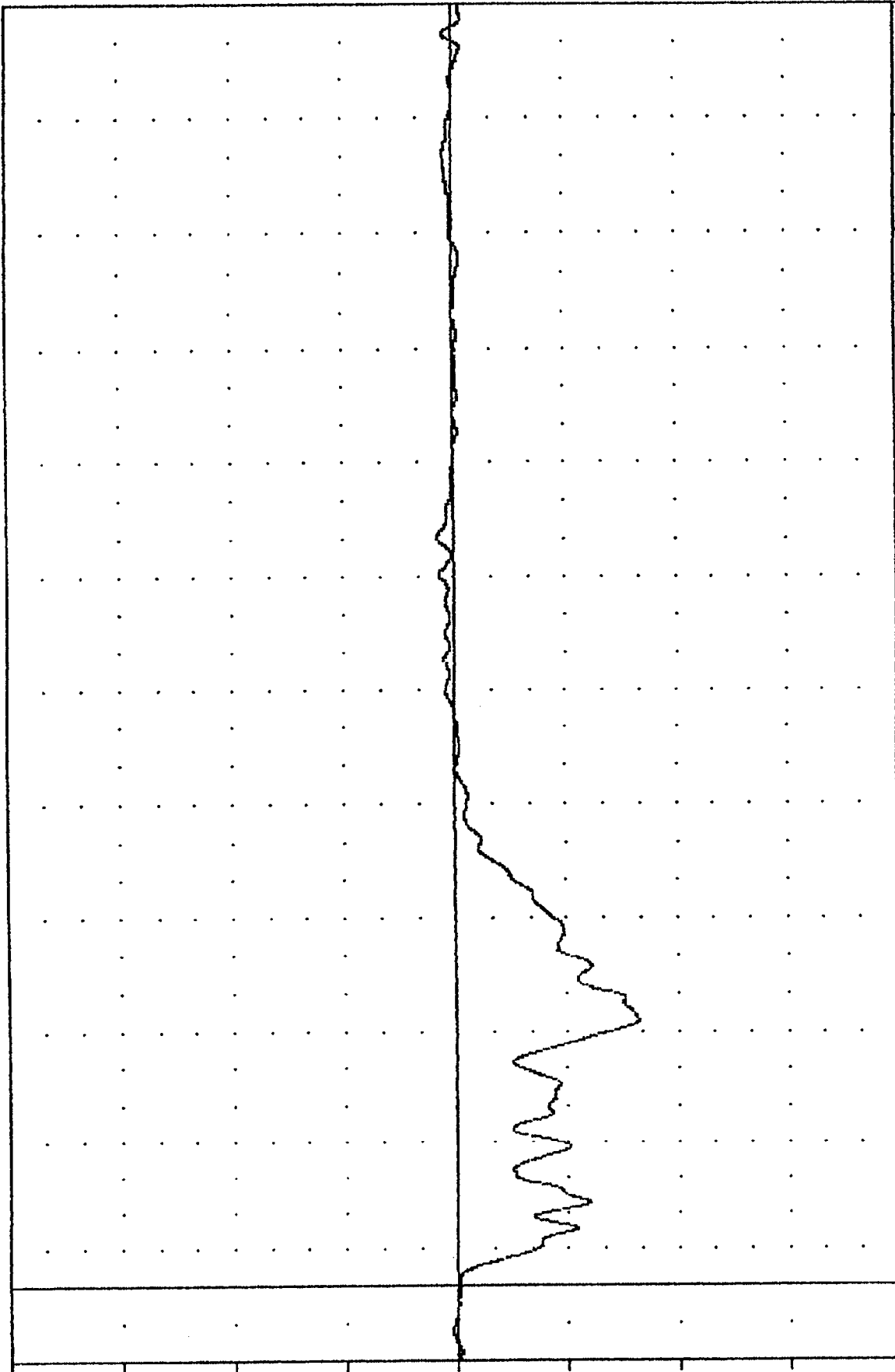
1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
LEFT REAR SEAT X-AXIS ACCELERATION

TRC
208 COMPLIANCE TESTING
92183
TARXG1

920701

FILTER = BLPP 100/ 250/ -16
MIN, MAX VALUES = -24.61e 72.68, 2.23 e 200.38

50.00
45.00
38.00
15.00
0.00
-15.00
-30.00
-45.00
-60.00



-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
TIME (MSEC)

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT REAR SEAT X-AXIS ACCELERATION

TRC 920701

206 COMPLIANCE TESTING

92183

ENGXG1

FILTER = BLPP 100/ 250/ -16

MIN, MAX VALUES = -55.598

44.38

880.45

37.75

75.00

50.00

25.00

0.00

-25.00

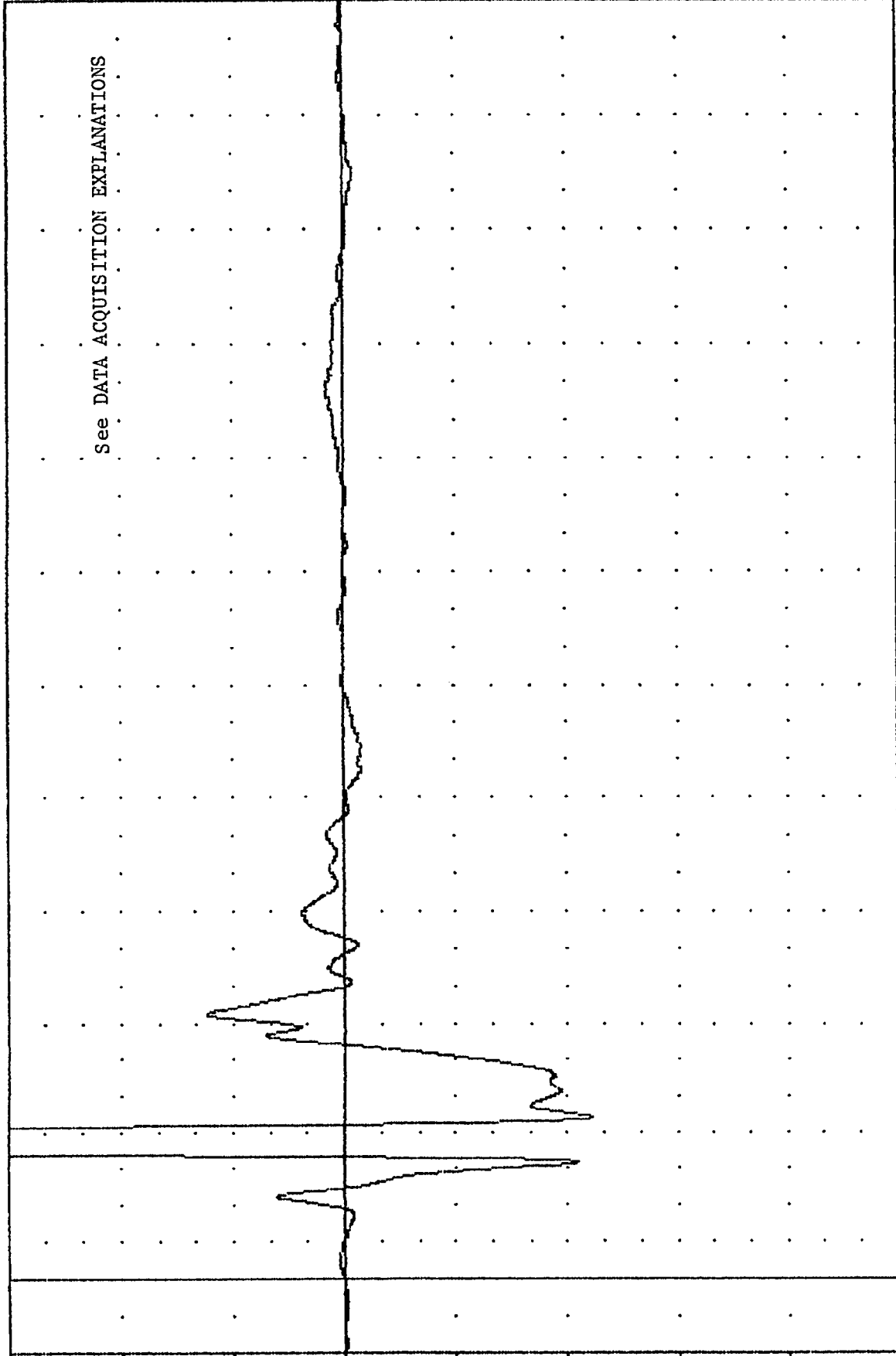
-50.00

-75.00

-100.00

-125.00

See DATA ACQUISITION EXPLANATIONS

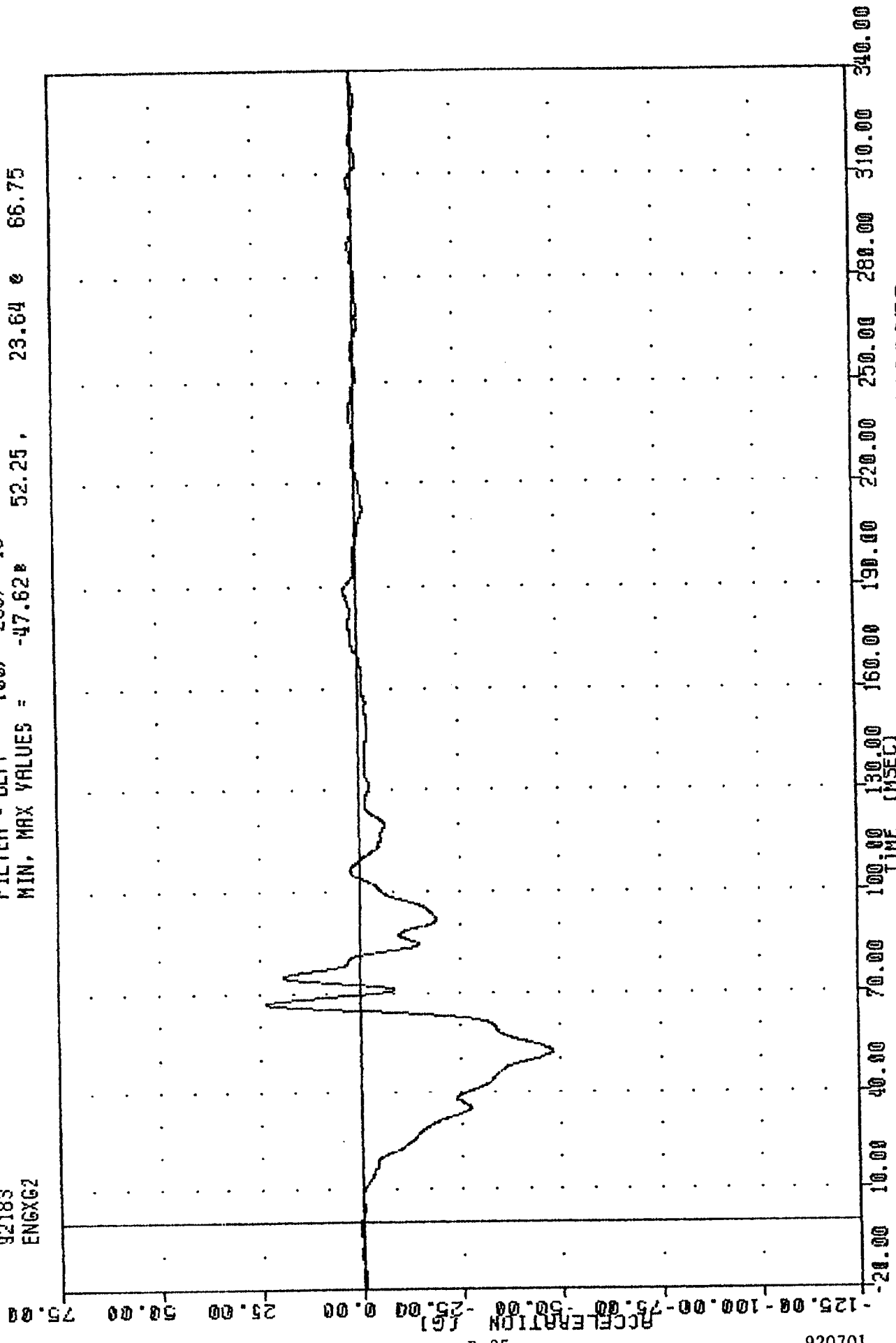


-20.00	10.00	40.90	70.00	100.00	130.00	160.00	190.00	220.00	250.00	280.00	310.00	340.00
TIME (MSEC)												

1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
ENGINE TOP X-AXIS ACCELERATION

TRC 920701
206 COMPLIANCE TESTING
92183
ENXGZ

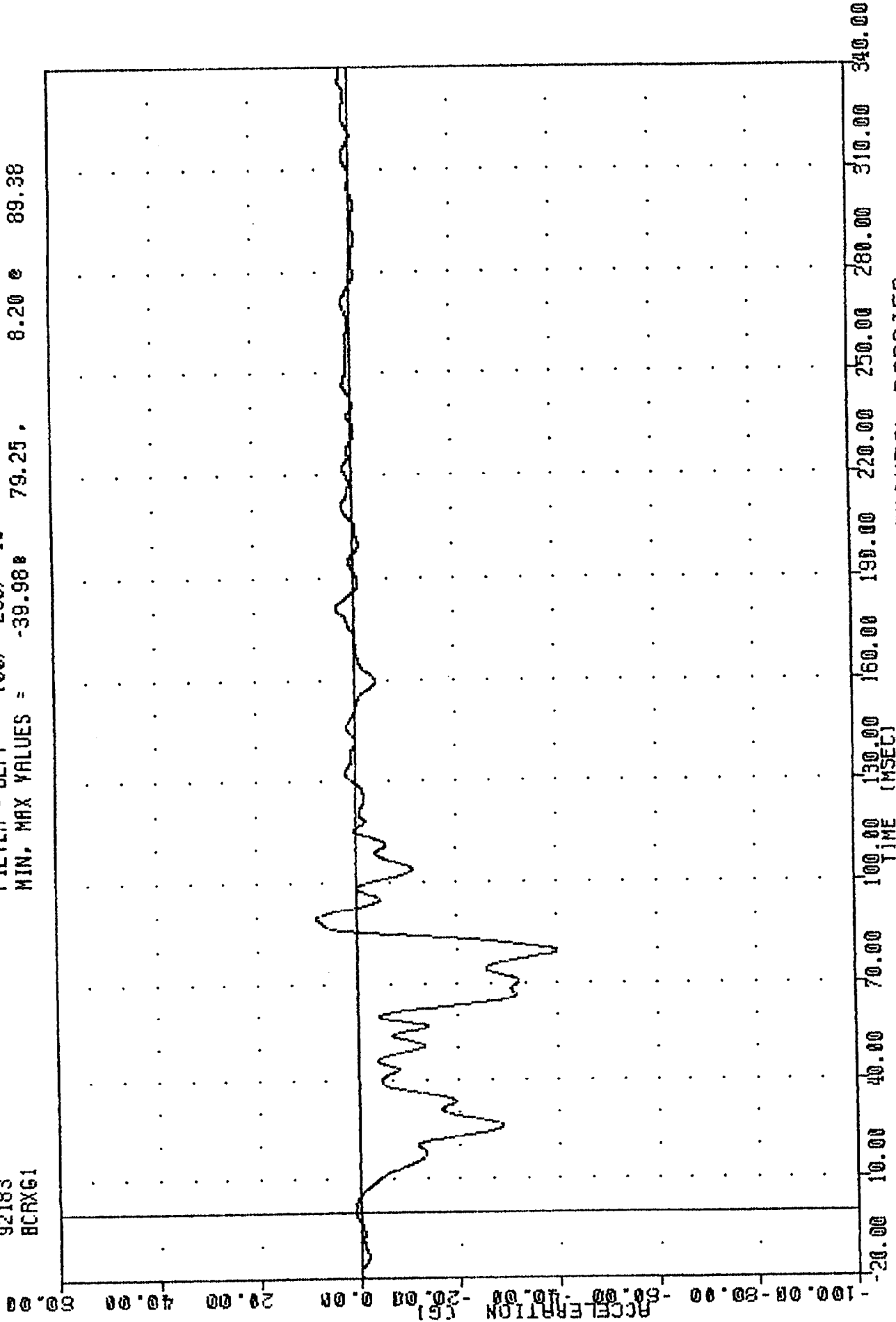
FILTER = BLPP 100/ 250/ -16
MIN, MAX VALUES = -47.62 52.25, 23.64 66.75



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
ENGINE BOTTOM X-AXIS ACCELERATION

TAC 920701
206 COMPLIANCE TESTING
92183
BCRXG1

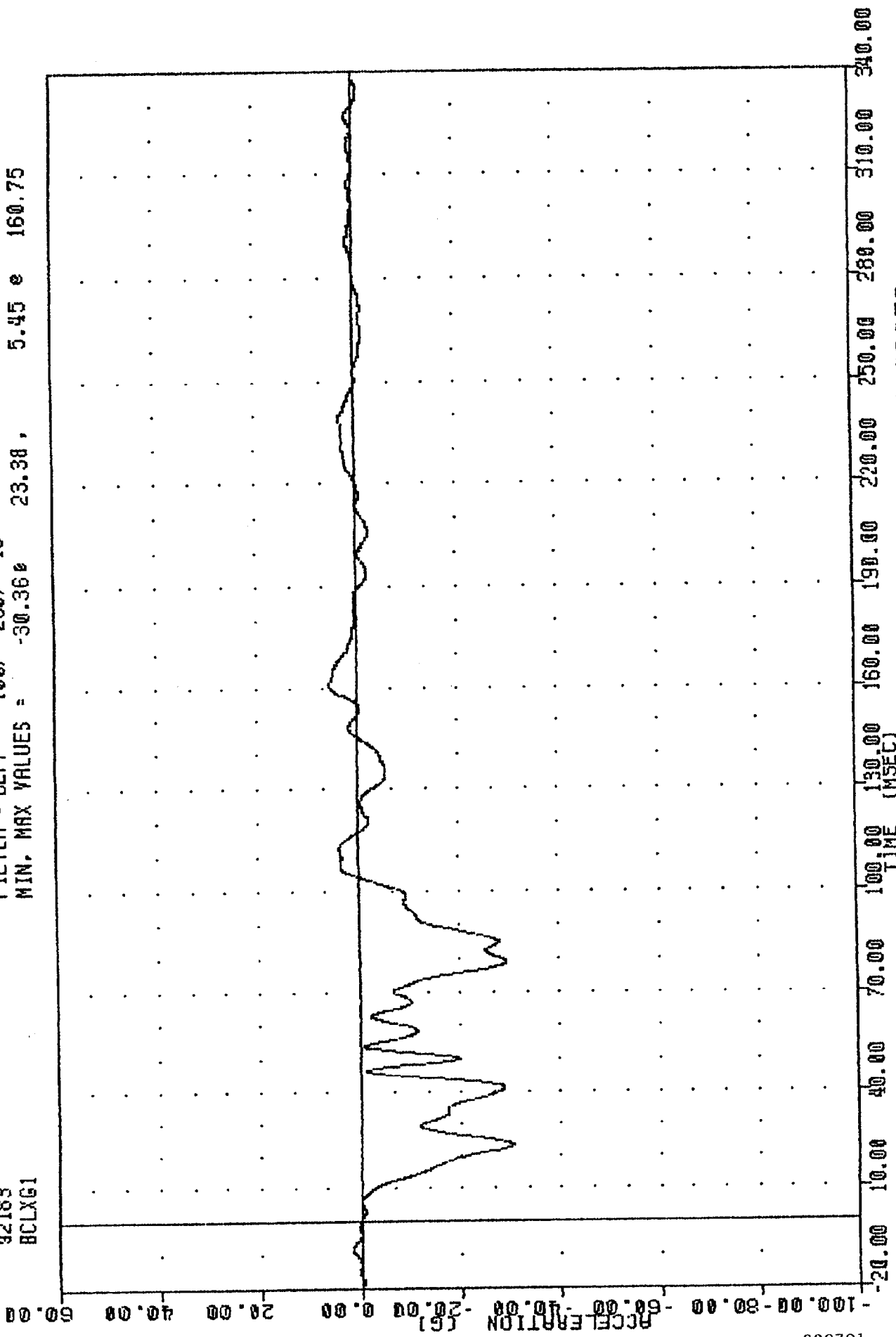
FILTER = BLPP 100/ 250/ -16
MIN. MAX VALUES = -39.98 79.25 8.20 89.38



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
RIGHT BRAKE CALIPER X-AXIS ACCELERATION

TRC 920701
200 COMPLIANCE TESTING
92183
BCLXG1

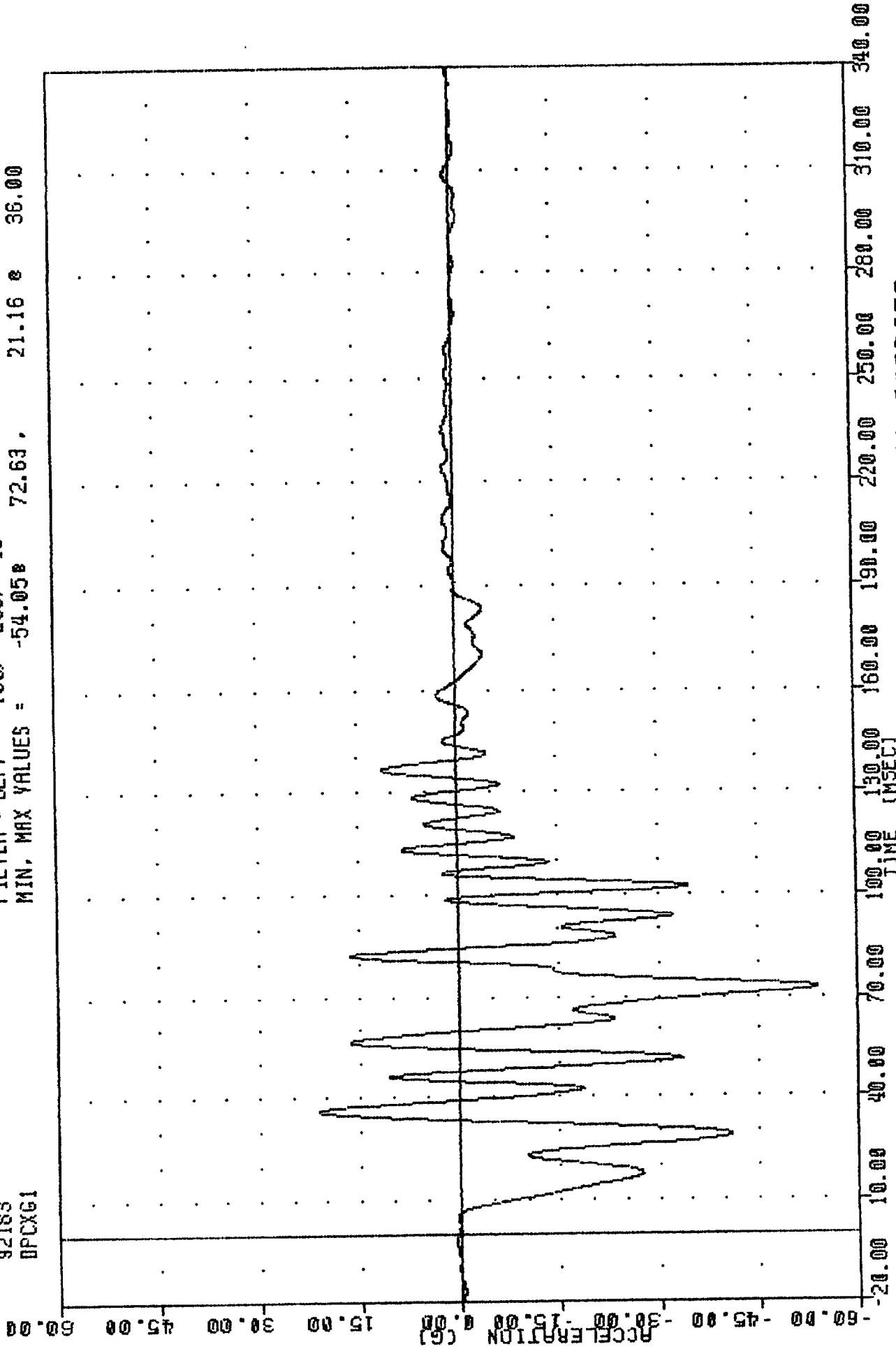
FILTER = BLPP 100/ 250/ -16
MIN. MAX VALUES = -30.36 23.38, 5.45 e 160.75



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
LEFT BRAKE CALIPER X-AXIS ACCELERATION

TRC 920701
206 COMPLIANCE TESTING
92188
DPCXG1

FILTER = BLPP 100/ 250/ -16
MIN, MAX VALUES = -54.05 72.63 21.16 36.00



1992 FORD MUSTANG INTO FLAT FRONTAL BARRIER
INSTRUMENT PANEL CENTER X-AXIS ACCELERATION