V1172

REPORT NOS. 208-TRC-93-001
212-TRC-93-001
301-TRC-93-001

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

CHRYSLER CORPORATION
1993 DODGE DAKOTA PICKUP
NHTSA NO. CP0302
TRC TEST NO. 921006

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

OCTOBER 22, 1992
FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF VEHICLE SAFETY COMPLIANCE (NEF-31)
400 SEVENTH STREET, S.W., ROOM NO. 6111
WASHINGTON, DC 20590

Rec'd 10/30/92

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FINAL REPORT OF FMVSS NOS. 208, 212, 219 (PARTIAL), AND 301 COMPLIANCE TESTING OF A 1993 DODGE DAKOTA PICKUP, NHTSA NO. CP0302	OCTOBER 22, 1992
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15. Supplementary Notes

16. Abstract

A 30 mph flat frontal barrier impact test was conducted on a 1993 Dodge Dakota pickup, NHTSA No. CP0302, at the Transportation Research Center Inc. on October 6, 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 29.3 mph. The vehicle's maximum static crush was 24.6 inches. The ambient temperature was 70° F.

The driver's head injury criteria (HIC) was 928. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 36.2 g. The driver's chest maximum deflection was 1.3 inches. The driver's left and right femur maximum axial forces were 464 pounds and 268 pounds, respectively.

The passenger's head injury criteria (HIC) was 357. The passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 31.9 g. The passenger's chest maximum deflection was 1.4 inches. The passenger's left and right femur maximum axial forces were 428 pounds and 545 pounds, respectively.

The vehicle appears to comply with the applicable requirements of FMVSS 208, 212, 219 (partial), and 301.

17. Key Words	18. Distribution Statement
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"	Available from: NHTSA Technical Reference Division Room 5108, (NAD-52) 400 Seventh Street, SW Washington, DC 20590 Attn: Mr. Robert Hornickle

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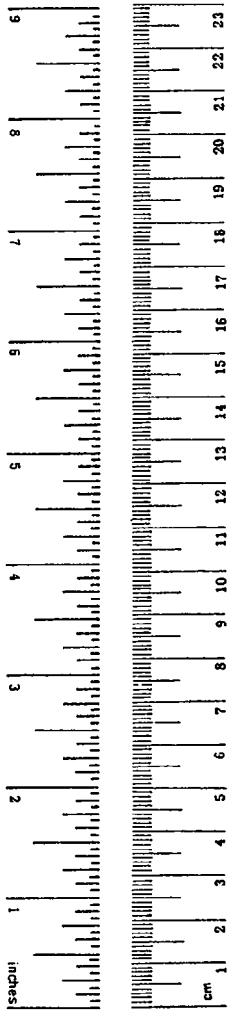
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

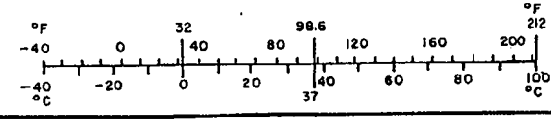
Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	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. C13.10:286.



Approximate Conversions from Metric Measures

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



921006

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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 of Ohio (TRC) under Contract No. DTNH22-90-C-21003. The purpose of this test was to determine if the subject vehicle, a 1993 Dodge Dakota pickup, NHTSA No. CP0302, 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 Appendix 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 6, 1992.

The test vehicle, a 1993 Dodge Dakota pickup, NHTSA No. CP0302, 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 3.9 liter, inline engine, automatic transmission, power steering, and power brakes. The vehicle's test weight was 3936 pounds. The vehicle's impact speed was 29.3 mph. The vehicle's maximum static crush was 24.6 inches.

The driver's head injury criteria (HIC) was 928. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 36.2 g. The driver's chest maximum deflection was 1.3 inches. The driver's left and right femur maximum axial forces were 464 pounds and 268 pounds, respectively.

The right front passenger's HIC was 357. The right front passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 31.9 g. The right front passenger's chest maximum deflection was 1.4 inches. The right front passenger's left and right femur maximum axial forces were 428 pounds and 545 pounds, respectively.

There was no loss of windshield periphery retention.

There was no penetration through the windshield.

Following the impact, no fluid spilled from the vehicle's fuel system prior to the static rollover test or during any portion of the static rollover test.

DATA ACQUISITION EXPLANATIONS

The driver dummy's head Y-axis accelerometer, HEDYG1, recorded a questionable data spike at 75 milliseconds. This data spike affected the driver dummy's head resultant acceleration calculation. The data acquisition circuit was checked immediately after the test and appeared normal. The dummy's head passed the post-test calibration head drop test. The cause of the spike could not be identified.

TABLE 1 CRASH TEST SUMMARY

NHTSA NO.: CP0302 TEST TYPE: Frontal Barrier Impact

TEST DATE: 10/06/92 TEST TIME: 1433 AMBIENT TEMP. (°F): 70

VEHICLE YEAR/MAKE/MODEL/BODY STYLE: 1993/Dodge/Dakota/pickup

VEHICLE TEST WEIGHT (LBS): 3936

IMPACT ANGLE (DEG)*: 0

IMPACT VELOCITY (MPH)**: PRIMARY = 29.3 SECONDARY = 29.3

MAXIMUM STATIC CRUSH (IN): 24.6

AVERAGE REBOUND (IN): 26.1

DUMMIES:	Driver #314	Passenger #229
TYPE:	Part 572 E	Part 572 E
LOCATION:	Left front	Right front
RESTRAINT:	Passive 3-point belt	Passive 3-point belt

NUMBER OF DATA CHANNELS: 25

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

*With respect to tow track centerline.
**Speed trap measurement (± .05 mph accuracy)

TABLE 2 TEST VEHICLE INFORMATION

VEHICLE MANUFACTURER: Chrysler Corporation

MAKE/MODEL: Dodge/Dakota Sport VIN: 1B7FL26XXPS104513

BODY STYLE: pickup MODEL YEAR: 1993

NHTSA NO.: CP0302 COLOR: White

ENGINE DATA: TYPE: longitudinal CYLINDERS: 6 DISPLACEMENT: 3.9 liter

TRANSMISSION DATA: _4_SPEED, ___MANUAL, _X_AUTOMATIC, ___FWD, _X_RWD, ___4WD

DATE VEHICLE RECEIVED: 09/09/92 ODOMETER READING: 47

DEALER'S NAME AND ADDRESS: Trader Bud's West Side Dodge
P. O. Box 28143
4000 W. Broad St.
Columbus, OH 43228

ACCESSORIES:

POWER STEERING	Yes	AUTOMATIC TRANSMISSION	Yes
POWER BRAKES	Yes	AUTOMATIC SPEED CONTROL	No
POWER SEATS	No	TILTING STEERING WHEEL	Yes
POWER WINDOWS	No	TELESCOPING STEERING WHEEL	No
TINTED GLASS	Yes	AIR CONDITIONING	No
RADIO	Yes	ANTI-SKID BRAKE	Yes-rear only
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: Chrysler Corporation

DATE OF MANUFACTURE: 07/92 VIN: 1B7FL26XXPS104513

GVWR: 4520 LBS

GAWR: FRONT: 2684 LBS., REAR: 2684 LBS.

TABLE 2 TEST VEHICLE INFORMATION CONT'D

TIRES ON VEHICLE (MFR., LINE, SIZE): Goodyear, Invicta GL, P215/75R15

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

SPARE TIRE (MFR., LINE, SIZE): Goodyear, Invicta GL, P215/75R15

TYPE OF SEATS: FRONT: Bench
REAR: NA

TYPE OF FRONT SEAT BACKS: Non-adjustable

MAXIMUM WIDTH: 71.2 INCHES

WHEELBASE: 112.2 INCHES

LOCATION OF LABEL STATING TIRE & CAPACITY DATA:

The label was located on the driver's side B-pillar.

TIRE & CAPACITY DATA FROM VEHICLE'S LABEL:

RECOMMENDED TIRE SIZE: P195/75R15

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

DESIGNATED SEATING CAPACITY: NA FRONT NA REAR NA TOTAL

VEHICLE CAPACITY WEIGHT: NA LBS.

TEST VEHICLE ATTITUDE (ALL MEASUREMENTS ARE IN INCHES):

DELIVERED ATTITUDE:	LF	30.8;	RF	31.5;	LR	32.9;	RR	33.5
FULLY LOADED ATTITUDE:	LF	30.3;	RF	31.2;	LR	31.1;	RR	31.9
PRE-TEST ATTITUDE:	LF	30.9;	RF	31.1;	LR	30.9;	RR	31.4
POST-TEST ATTITUDE:	LF	32.5;	RF	33.1;	LR	31.8;	RR	31.1

TABLE 2 TEST VEHICLE INFORMATION CONT'D

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

RIGHT FRONT	939 LBS.	RIGHT REAR	684 LBS.
LEFT FRONT	962 LBS.	LEFT REAR	735 LBS.
TOTAL FRONT WEIGHT	1901 LBS.	(57.3% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1419 LBS.	(42.7% OF TOTAL VEHICLE WEIGHT)	
TOTAL DELIVERED WEIGHT	3320 LBS.		

CALCULATION OF TEST VEHICLE'S TARGET TEST WEIGHT:

RCLW = RATED CARGO AND LUGGAGE WEIGHT*

GVWR = GROSS VEHICLE WEIGHT RATING (4520 LBS)

UDW = UNLOADED DELIVERED WEIGHT (3320 LBS)

VCW = VEHICLE CAPACITY WEIGHT = GVWR - UDW = 4520 - 3320 = 1200

DSC = DESIGNATED SEATING CAPACITY (3)**

RCLW*= GVWR - UDW - 150 (DSC) = 4520 - 3320 - 150 (3) = 750 LBS.

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

TARGET TEST WEIGHT = 3320 + 300* + 334

TARGET TEST WEIGHT = 3954 LBS

WEIGHT OF TEST VEHICLE WITH REQUIRED DUMMIES AND 282 LBS. OF CARGO WEIGHT:

RIGHT FRONT	1023 LBS.	RIGHT REAR	935 LBS.
LEFT FRONT	1011 LBS.	LEFT REAR	967 LBS.
TOTAL FRONT WEIGHT	2034 LBS.	(51.7% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1902 LBS.	(48.3% OF TOTAL VEHICLE WEIGHT)	
TOTAL TEST WEIGHT	3936 LBS.	(0.5% UNDER TARGET TEST WEIGHT)	

WEIGHT OF BALLAST SECURED IN VEHICLE CARGO AREA: 185 LBS.

COMPONENTS REMOVED TO MEET TARGET TEST WEIGHT: None

CG = 54.2 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.

**The designated seating capacity is determined by counting the number of seat belts installed in the vehicle.

TABLE 3 POST-IMPACT DATA

TEST NUMBER: 921006 NHTSA NO.: CP0302

TEST DATE: 10/06/92 TEST TIME: 1433

TEST TYPE: Frontal Barrier Impact IMPACT ANGLE: 0

AMBIENT TEMPERATURE AT IMPACT AREA: 70° F

TEMPERATURE IN OCCUPANT COMPARTMENT: 70° F

IMPACT VELOCITY: PRIMARY = 29.3 MPH SECONDARY = 29.3 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 189.0; C 195.5; R 189.1

POST-TEST: L 170.5; C 170.9; R 170.5

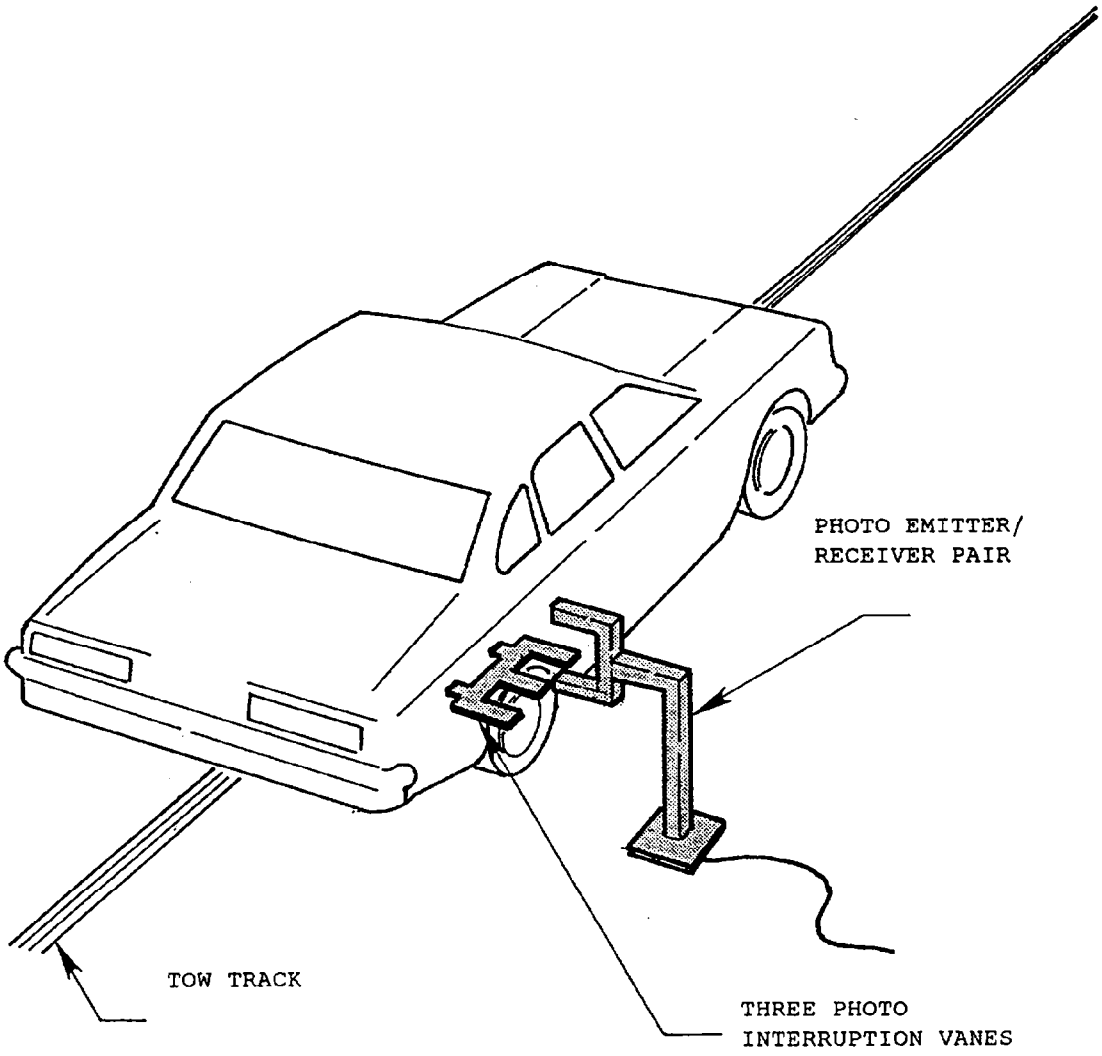
TOTAL CRUSH: L 18.5; C 24.6; R 18.6

AVERAGE CRUSH: 20.6

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

DISTANCE FROM TEST VEHICLE TO BARRIER: L 26.8; C 25.6; R 25.8; AVG. 26.1

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: Dodge/Dakota/pickup

VEHICLE NHTSA NO.: CP0302 ; VIN: 1B7FL26XXPS104513

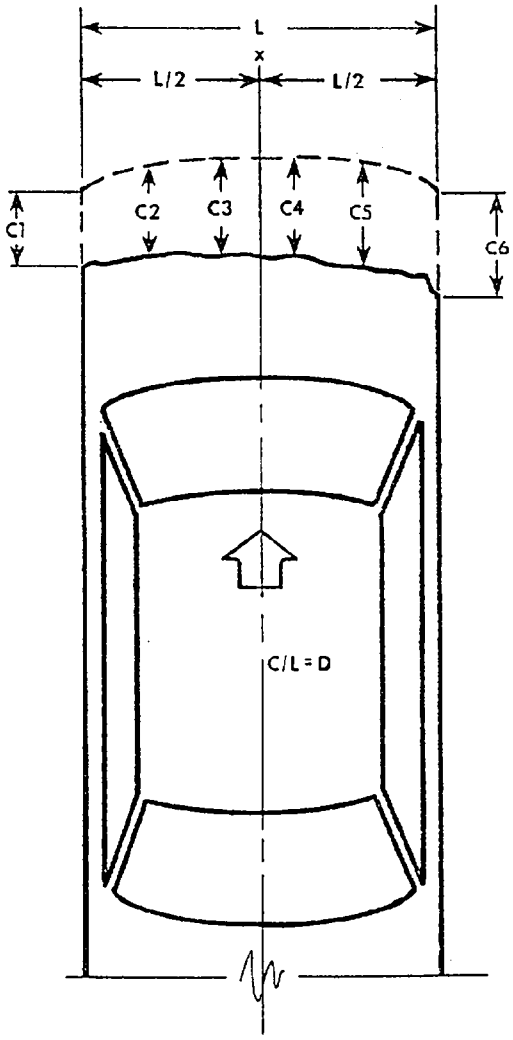
MODEL YEAR: 1993 ; BUILD DATE: 07/92 ; TEST DATE: 10/06/92

VEHICLE SIZE CATEGORY: Pickup ; TEST WEIGHT: 3936 LBS.

VEHICLE WHEELBASE: 112.2 INCHES

MAXIMUM WIDTH: 71.2 INCHES

FRONT OVERHANG: 33.2 INCHES



COLLISION DEFORMATION
CLASSIFICATION (CDC) CODE: 12FDEW3

CRUSH DEPTH
MEASUREMENTS:

C1 = 18.5 INCHES

C2 = 22.7 INCHES

C3 = 24.2 INCHES

C4 = 24.4 INCHES

C5 = 22.7 INCHES

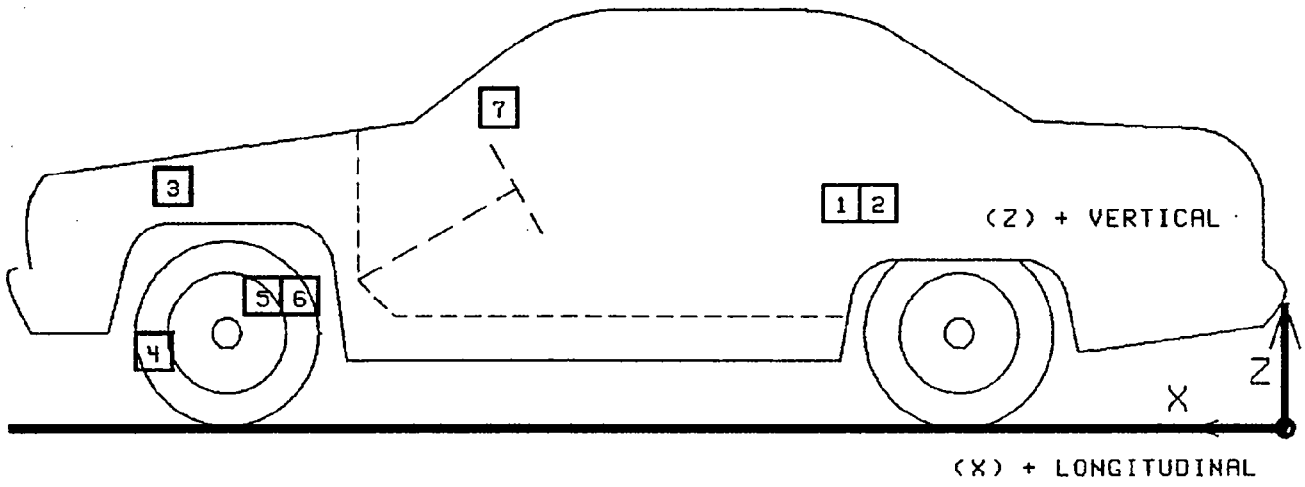
C6 = 18.6 INCHES

MIDPOINT OF DAMAGE: D = VEHICLE CENTERLINE (LONGITUDINAL)

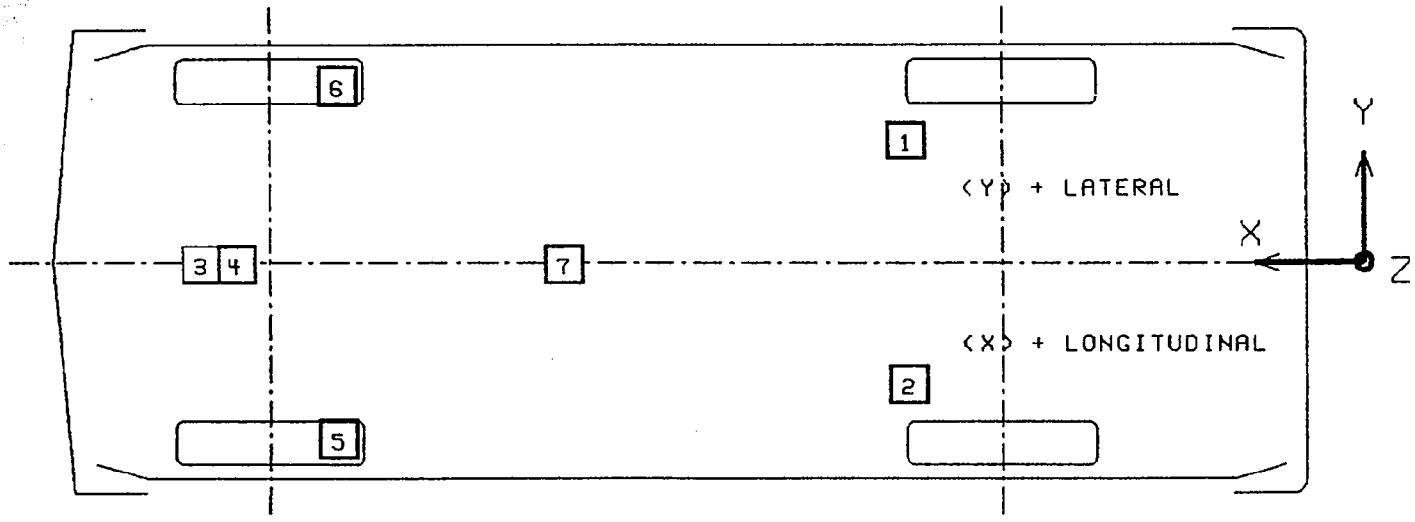
LENGTH OF DAMAGED
REGION: L = 63.2 INCHES

FIGURE 3

VEHICLE ACCELEROMETER PLACEMENT



SIDE VIEW



BOTTOM VIEW

TABLE 4

VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

TEST NUMBER 921006

No.	LOCATION		X*	Y*	Z*	POSITIVE DIRECTION MAX G	POSITIVE DIRECTION MSEC	NEGATIVE DIRECTION MAX G	NEGATIVE DIRECTION MSEC
1	LEFT REAR SEAT CROSSMEMBER	PRE	94.1	19.8	21.1				
		POST	94.2	19.8	20.1				
	LONGITUDINAL					6.2	179.9	36.8	62.3
2	RIGHT REAR SEAT CROSSMEMBER	PRE	94.0	-20.9	21.2				
		POST	94.4	-20.9	17.6				
	LONGITUDINAL					8.2	40.3	39.9	62.5
3	ENGINE TOP	PRE	161.8	8.0	33.2				
		POST	152.8	8.0	33.0				
	LONGITUDINAL					38.4	57.6	114.2	43.9
4	ENGINE BOTTOM	PRE	155.9	2.0	10.9				
		POST	151.8	2.0	9.5				
	LONGITUDINAL					33.2	55.6	89.6	46.9
5	RIGHT BRAKE CALIPER	PRE	157.2	-23.8	14.1				
		POST	155.2	-23.8	10.0				
	LONGITUDINAL					34.2	71.1	84.4	63.5
6	LEFT BRAKE CALIPER	PRE	158.0	23.8	14.4				
		POST	154.4	23.8	13.0				
	LONGITUDINAL					28.6	21.4	105.4	49.1
7	INSTRUMENT PANEL CENTER	PRE	132.1	0.5	47.4				
		POST	132.9	0.5	46.1				
	LONGITUDINAL					22.6	110.0	72.2	97.0

* ALL MEASUREMENTS OF ACCELEROMETER LOCATIONS ARE IN INCHES.

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

REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

CONTRACT NO.: DTNH22-90-C-21003
FROM: Transporation 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.: CP0302
MAKE/MODEL/BODY STYLE: Dodge/Dakota/pickup
MODEL YEAR: 1993 BODY COLOR: White
VIN: 1B7FL26XXPS104513
ODOMETER (ARRIVAL): 47 DATE: 09/09/92
ODOMETER (COMPLETION): 48 DATE: 10/06/92
COST: $11,246.85

___ AIR CONDITIONER	___ CONSOLE	BRAKES: _X_ POWER
_X_ TINTED GLASS	___ TACHOMETER	FRONT: Disc
_X_ POWER STEERING	___ SPEED CONTROL	REAR: Drum ABS
___ POWER WINDOWS	___ REAR WINDOW DEF.	
___ POWER DOOR LOCKS	___ SUN/MOON ROOF	FRONT SEATS: ___ POWER
_X_ RADIO	___ T-TOP	SEAT TYPE: Bench
_X_ CLOCK	_X_ TILT STEERING WHEEL	NO. OF SEATS: 3
___ ROOF RACK	___ OTHER OPTIONS: _____	

ENGINE: 6 CYLINDERS; 3.9 LITERS
TRANSMISSION: automatic; DRIVE TYPE: Rear wheel drive
TIRE SIZE: P215/75R15
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
DRIVER	-144.5	-78.3 ϒ	-58.0	146.8 ϒ	-36.7	-6.2	13.3
PASSENGER	-40.3	6.8	-49.0	56.3	-34.7	5.7	-19.2

MAXIMUM FEMUR COMPRESSIVE FORCE (LBS)

	LEFT FEMUR	RIGHT FEMUR
DRIVER	464	268
PASSENGER	428	545

HEAD INJURY CRITERIA**

	HIC	TIME t_1 (MSEC)	TIME t_2 (MSEC)
DRIVER	928	91.5	103.1
PASSENGER	357	76.1	112.1

CHEST MAXIMUM RESULTANT ACCELERATION*

	ACCEL. (G)	TIME t_1 (MSEC)	TIME t_2 (MSEC)
DRIVER	36.2	97.6	100.8
PASSENGER	31.9	93.4	96.5

MAXIMUM CHEST DEFLECTION (IN.)

DRIVER	1.3
PASSENGER	1.4

*Defined as equal to or exceeding 0.003 sec. duration

**As defined in FMVSS No. 208

ϒ See DATA ACQUISITION EXPLANATIONS

TABLE 6 POST-IMPACT DUMMY/VEHICLE DATA

VISIBLE DUMMY CONTACT POINTS:

	DRIVER #314	PASSENGER #229
HEAD	Upper steering wheel rim & hub	Dummy's chest
CHEST	Lower steering wheel rim	None
ABDOMEN	None	None
LEFT KNEE	Instrument panel	Instrument panel
RIGHT KNEE	Instrument panel	Instrument panel

DOOR OPENING:

	LEFT	RIGHT
FRONT	Difficult, tools req.	Difficult, tools req.
REAR	NA	NA

SEAT MOVEMENT:

	SEAT BACK FAILURE	SEAT SHIFT
FRONT	None	None
REAR	NA	NA

GLAZING DAMAGE:

The entire windshield cracked upon impact.

OTHER NOTABLE IMPACT EFFECTS:

The right front tire deflated on impact. The spare tire fell out 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 then impacted the steering wheel lower rim. The dummy's upper torso rotated slightly forward as the dummy's head rotated downward into the upper steering wheel rim and hub. The driver dummy was restrained by the three-point unibelt. The dummy then rebounded rearward into the seat back as the dummy's head rotated rearward into the head restraint. The driver dummy came to rest in the driver's seat restrained by the three-point unibelt.

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 torso rotated slightly forward as the dummy's head rotated downward contacting the dummy's chest. The right front passenger dummy was restrained by the three-point unibelt. 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 in the right front passenger's seat restrained by the three-point unibelt.

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

MAKE/MODEL: Dodge/Dakota VIN: 1B7FL26XXPS104513

BODY STYLE: pickup NHTSA NO.: CP0302

DATE OF MANUFACTURE: 07/92

WEBBING TENSION - RELIEVING DEVICE:

DO OUTBOARD SEATING POSITION SEAT BELTS HAVE WEBBING TENSION - RELIEVING DEVICES?(check one): _____ YES __X__ 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

_____ NOT APPLICABLE, THE VEHICLE'S SEAT BELT SYSTEM INCLUDED A WEBBING TENSION - RELIEVING DEVICE.

LATCHPLATE ACCESS:

ARE THE SEAT BELT LATCHPLATES, IN THEIR NORMAL STOWED POSITION, WITHIN THE REACH ENVELOPE? __X__ YES _____ NO

DOES THE CLEARANCE TEST BLOCK MOVE UNHINDERED TO THE LATCHPLATE OR BUCKLE? __X__ YES _____ NO

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

MAKE/MODEL: Dodge/Dakota VIN: 1B7FL26XXPS104513

BODY STYLE: pickup NHTSA NO.: CP0302

DATE OF MANUFACTURE: 07/92

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? _____ YES __X__ 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 __X__ NO

IS THE SEAT REMOVABLE? _____ YES __X__ NO

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

__X__ YES _____ NO _____ 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: Dodge/Dakota VIN: 1B7FL26XXPS104513

BODY STYLE: pickup NHTSA NO.: CP0302

DATE OF MANUFACTURE: 07/92

ACCESSIBILITY, CONT'D:

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? _____ YES __X__ NO _____ 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?

Not Applicable, the vehicle does not contain a center arm rest.

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 PASSIVE BELT 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 = ___5___ 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:

Not applicable, vehicle did not contain a crash-deployed occupant protection system.

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.

Not applicable, vehicle did not contain a crash-deployed occupant protection system.

FIGURE 4 FMVSS 212 TEST DATA

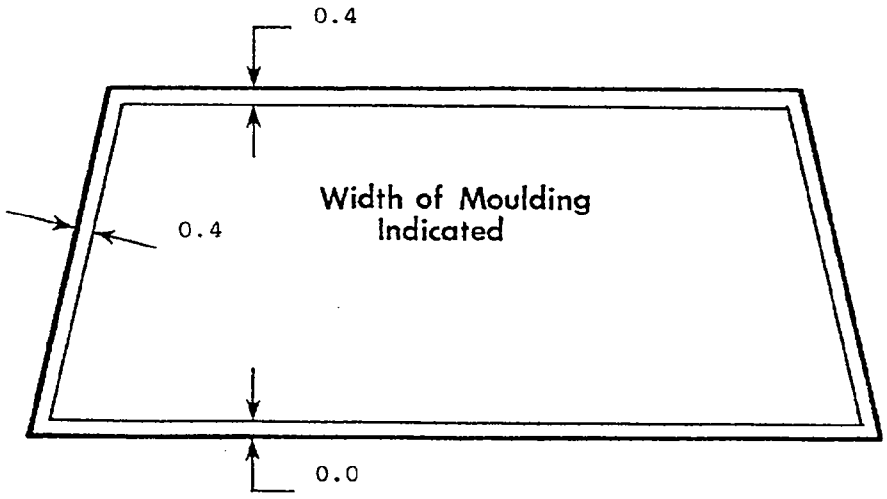
DETAILS OF WINDSHIELD MOUNTING SUCH AS RETENTION METHOD, TRIM TYPE, ETC.:
Plastic trim around outer perimeter, adhesive around inner perimeter.

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	79.5	79.5	100
LEFT SIDE	79.5	79.5	100
TOTAL	159.0	159.0	100

PRE-TEST WINDSHIELD MOUNTING MATERIAL TEMPERATURE: 70° 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 = 47.5

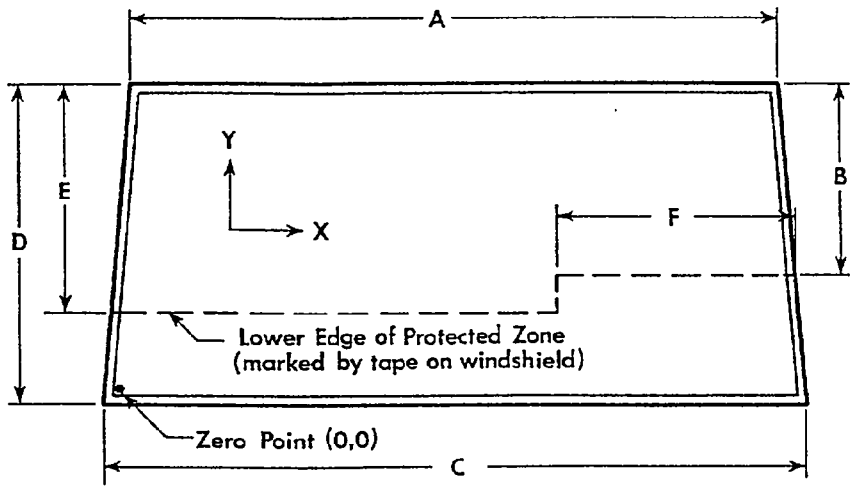
B = 12.5

C = 61.0

D = 26.2

E = 18.7

F = 32.8



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: Dodge/Dakota

NHTSA NO.: CP0302

FUEL SYSTEM CAPACITY: 22.0 GALLONS (FROM OWNER'S MANUAL)

USABLE CAPACITY: 22.0 GALLONS (FURNISHED BY COTR)

TEST VOLUME RANGE: 20.2 GALLONS TO 20.7 GALLONS (92-94% OF USABLE)

ACTUAL TEST VOLUME: 20.5 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 on the left side. The fuel lines run along the left side 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.: CP0302 ; TEST DATE: 10/06/92

VEHICLE MAKE/MODEL/BODY STYLE: Dodge/Dakota/pickup

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:

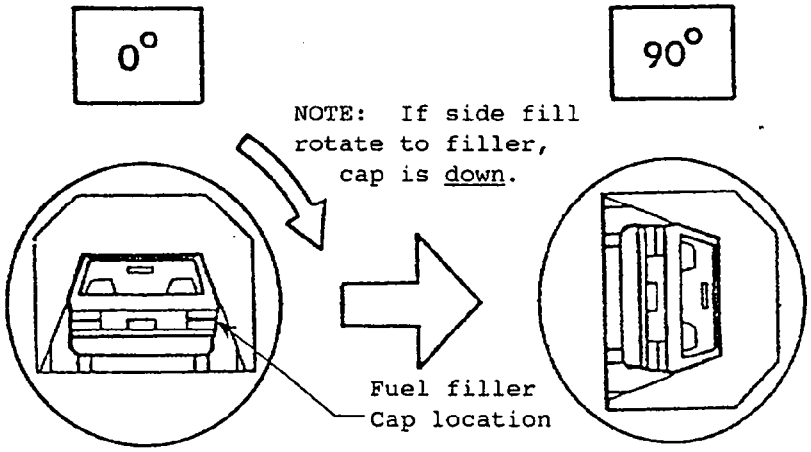
	TEST RESULTS	MAXIMUM ALLOWABLE
1. FROM IMPACT UNTIL VEHICLE MOTION CEASES - - -	0 OZ.	1 OZ.
2. 5 MINUTE PERIOD AFTER VEHICLE MOTION CEASES -	0 OZ.	5 OZ.
3. NEXT 25 MINUTES AFTER 5 MINUTE PERIOD - - - -	0 OZ.	1 OZ./1 MIN.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

FIGURE 6 FMVSS 301 STATIC ROLLOVER TEST DATA

NHTSA NO.: CP0302
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:

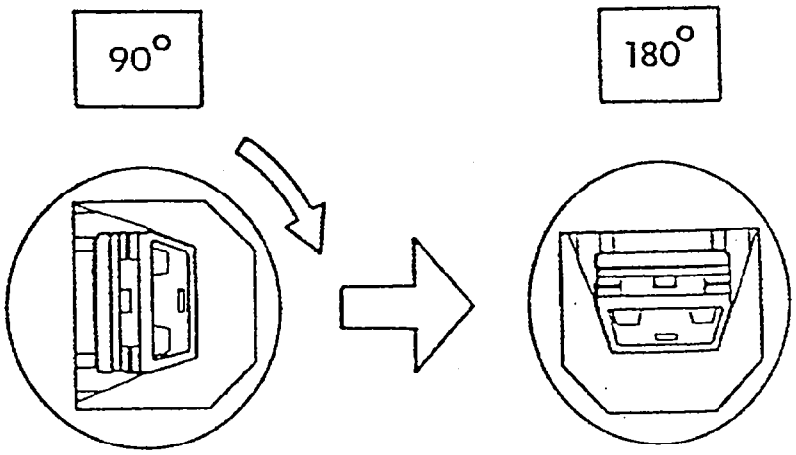
0° TO 90° ROTATION (FUEL FILLER CAP DOWN)	TEST RESULTS	MAXIMUM ALLOWABLE
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

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

NHTSA NO.: CP0302
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:

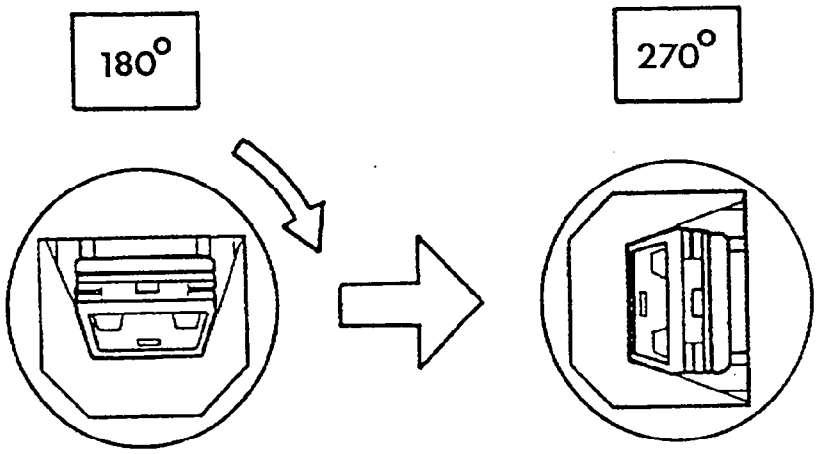
90° TO 180° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

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

NHTSA NO.: CP0302
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:

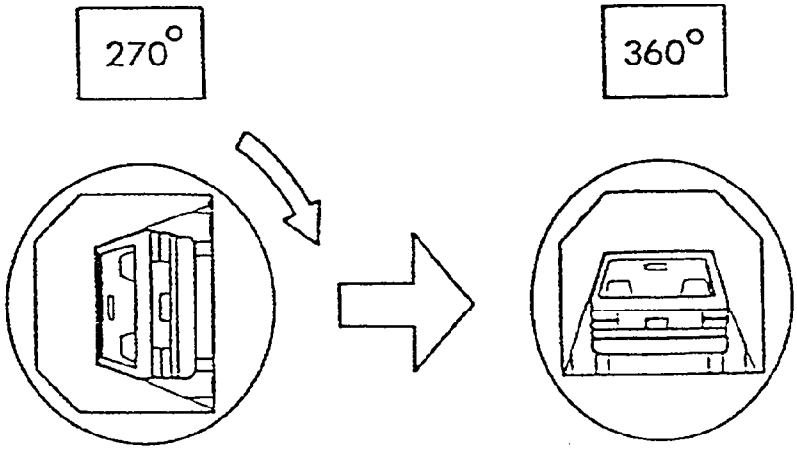
180° TO 270° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. FIRST 5 MINUTES FROM ONSET OF ROTATION - - - - - - -	0 oz.	5 oz.
2. 6TH MINUTE FROM ONSET OF ROTATION - - - - - - - - -	0 oz.	1 oz.
3. 7TH MINUTE FROM ONSET OF ROTATION - - - - - - - - -	0 oz.	1 oz.

FUEL SYSTEM FLUID SPILLAGE LOCATION(S):

None

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

NHTSA NO.: CP0302
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:

270° TO 360° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
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

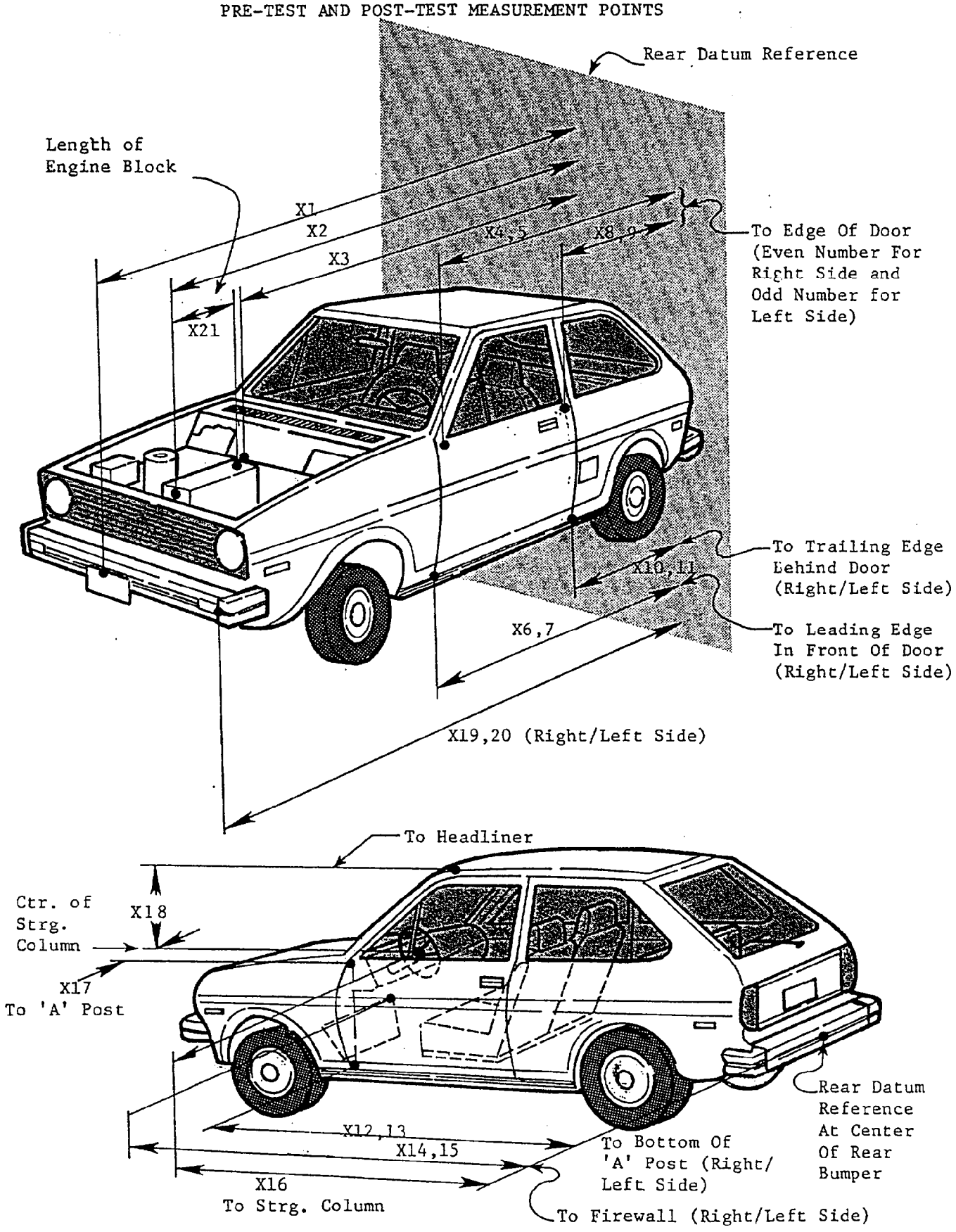


TABLE 13 IMPACTED VEHICLE MEASUREMENTS

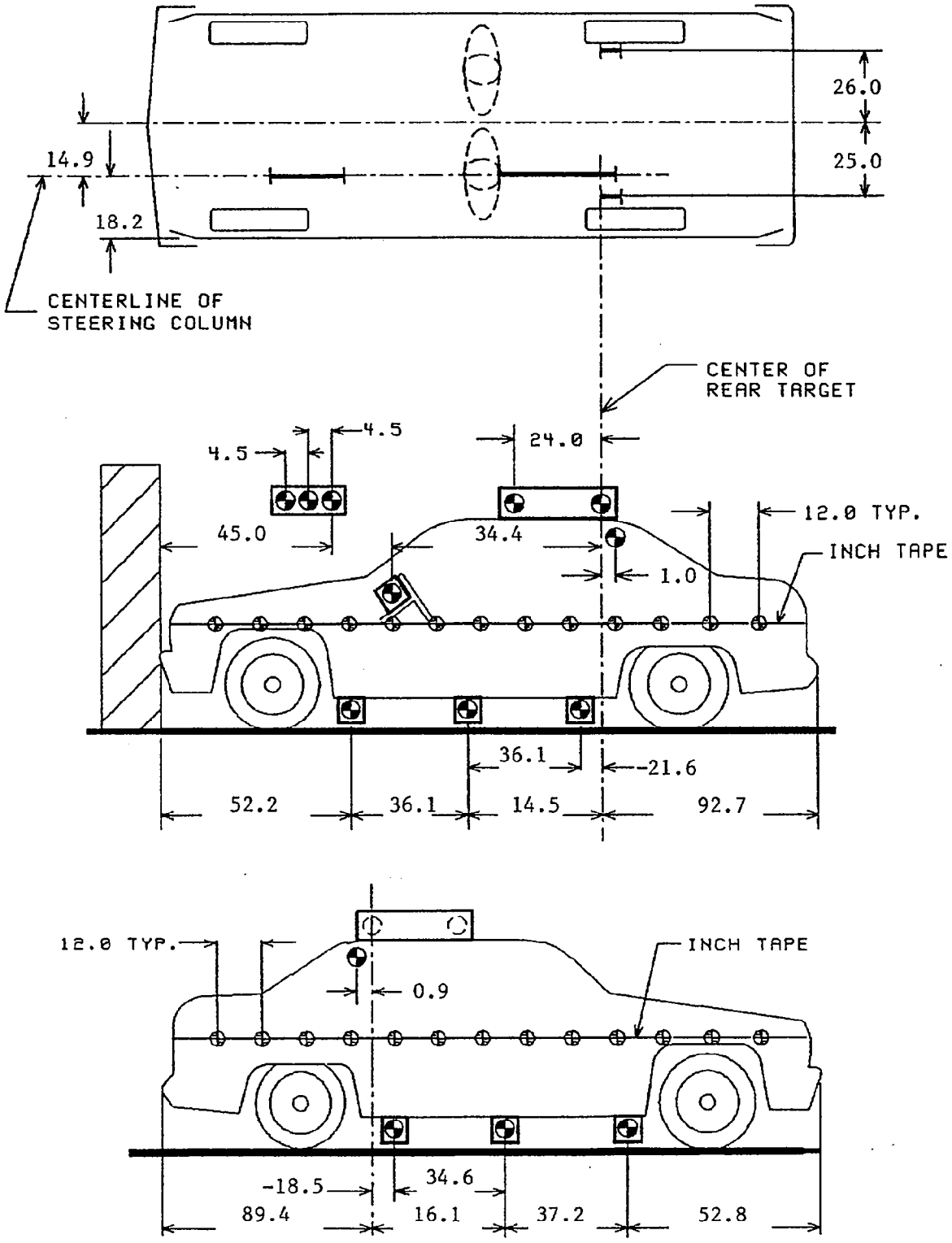
VEHICLE MAKE/MODEL: Dodge/Dakota TEST NUMBER: 921006

ALL MEASUREMENTS ARE IN INCHES

NO.	TYPE OF MEASUREMENT	PRE-TEST	POST-TEST	DIFF.
X1	TOTAL LENGTH OF VEHICLE AT CENTERLINE	195.5	170.9	24.6
X2	REAR SURFACE OF VEHICLE TO FRONT OF ENGINE BLOCK	164.9	156.5	8.4
X3	REAR SURFACE OF VEHICLE TO FIREWALL	149.1	147.0	2.1
X4	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF RIGHT DOOR	137.8	137.4	0.4
X5	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF LEFT DOOR	137.8	137.2	0.6
X6	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF RIGHT DOOR	136.9	136.1	0.8
X7	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF LEFT DOOR	137.1	136.0	1.1
X8	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF RIGHT DOOR	93.7	93.4	0.3
X9	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF LEFT DOOR	93.6	93.2	0.4
X10	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF RIGHT DOOR	93.9	92.8	1.1
X11	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF LEFT DOOR	93.9	93.0	0.9
X12	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON RIGHT SIDE	136.1	135.8	0.3
X13	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON LEFT SIDE	136.6	136.0	0.6
X14	REAR SURFACE OF VEHICLE TO FIREWALL - RIGHT SIDE	144.8	147.2	-2.4
X15	REAR SURFACE OF VEHICLE TO FIREWALL - LEFT SIDE	145.1	148.5	-3.4
X16	REAR SURFACE OF VEHICLE TO STEERING WHEEL CENTER	119.0	113.8	5.2
X17	CENTER OF STEERING COLUMN TO "A" POST	12.0	5.5	6.5
X18	CENTER OF STEERING COLUMN TO HEADLINER	20.0	28.1	-8.1
X19	REAR SURFACE OF VEHICLE TO RIGHT SIDE OF FRONT BUMPER	189.1	170.5	18.6
X20	REAR SURFACE OF VEHICLE TO LEFT SIDE OF FRONT BUMPER	189.0	170.5	18.5
X21	LENGTH OF ENGINE BLOCK	19.0	19.0	0.0

FIGURE 8

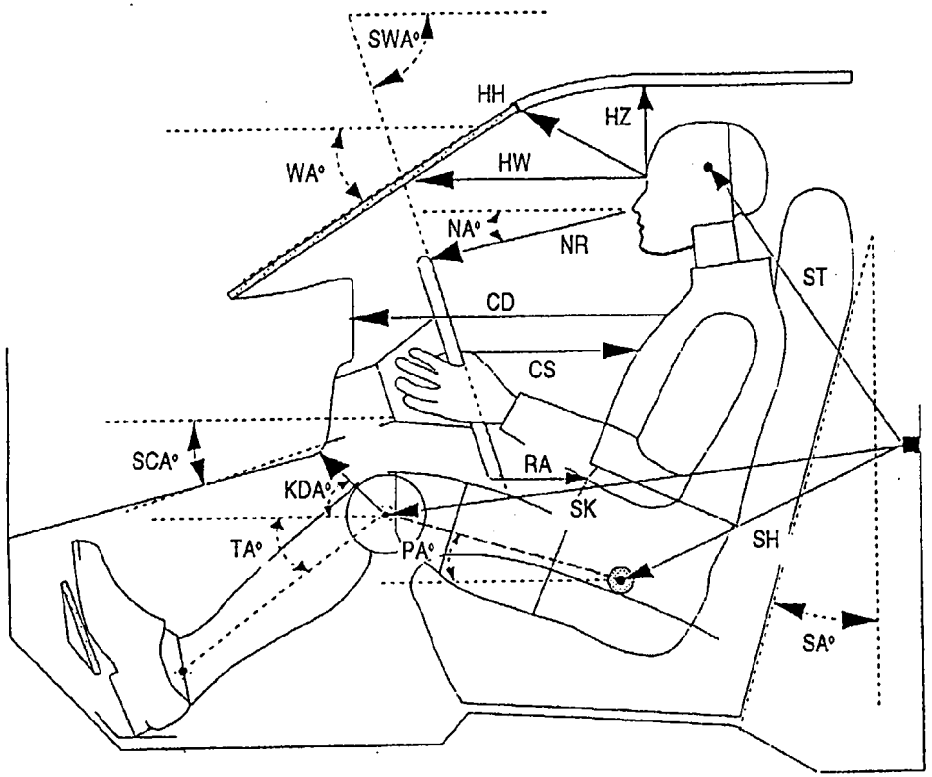
VEHICLE TARGET LOCATIONS

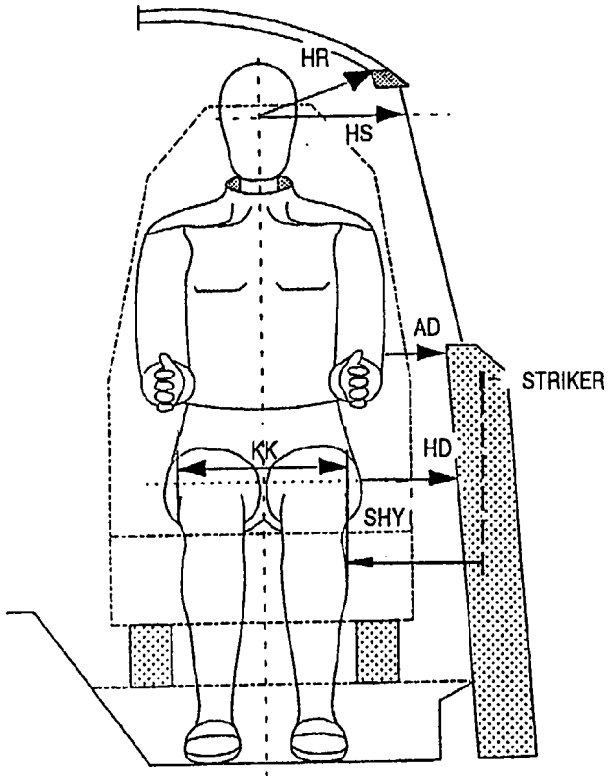


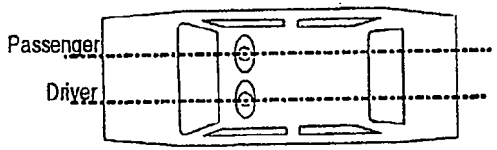
ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 9

DUMMY MEASUREMENT LOCATIONS FOR FRONT SEAT OCCUPANTS







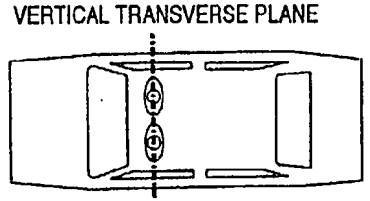


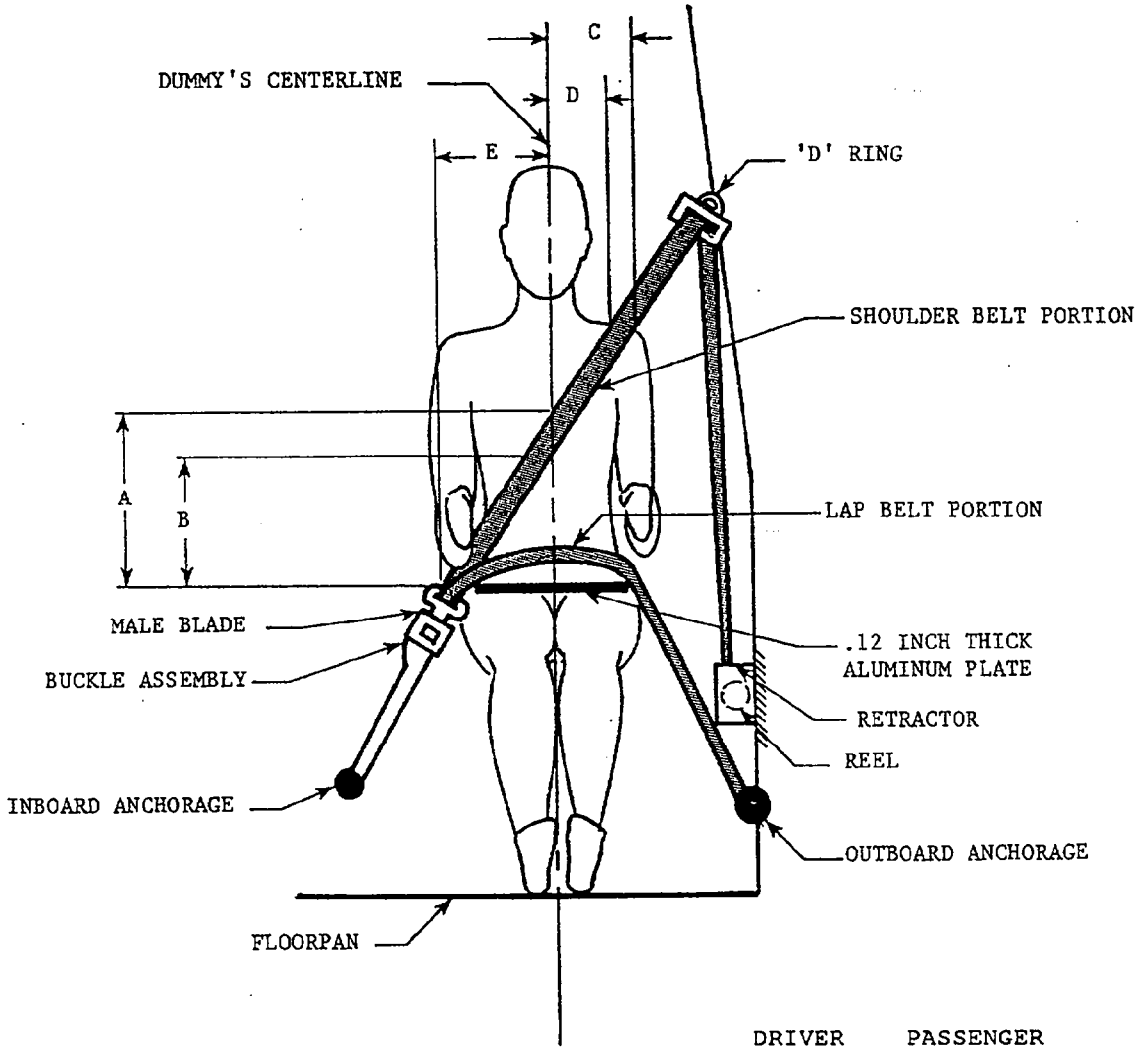
TABLE 14 DUMMY MEASUREMENT DATA FOR FRONT SEAT OCCUPANTS

DESIGNATION	TYPE OF MEASUREMENT	DRIVER (SERIAL #314)	PASSENGER (SERIAL #229)
WA°	WINDSHIELD ANGLE	49°	NA
SWA°	STEERING WHEEL ANGLE	66°	NA
SCA°	STEERING COLUMN ANGLE	24°	NA
SA°	SEAT BACK ANGLE	20°	20°
HZ	HEAD TO ROOF	8.4	4.0
HH	HEAD TO HEADER	15.9	15.4
HW	HEAD TO WINDSHIELD	22.2	22.4
HR	HEAD TO SIDE HEADER	9.5	9.8
NR	NOSE TO RIM	13.6	NA
NA	NOSE TO RIM ANGLE	16°	NA
CD	CHEST TO DASH	19.2	21.4
CS	STEERING WHEEL TO CHEST	9.8	NA
RA	RIM TO ABDOMEN	5.3	NA
KDL	LEFT KNEE TO DASH	7.5	5.6
KDR	RIGHT KNEE TO DASH	8.2	5.8
KDA	OUTBOARD KNEE TO DASH ANGLE	22°	30°
PA°	PELVIC ANGLE	25°	25°
TA°	TIBIAL ANGLE	44°	47°
KK	KNEE TO KNEE	10.6	10.6
ST	STRIKER TO HEAD	21.1	20.1
	STRIKER TO HEAD ANGLE	-24°	-27°
SK	STRIKER TO KNEE	30.5	30.4
	STRIKER TO KNEE ANGLE	5°	7°
SH	STRIKER TO H-POINT	12.8	13.3
	STRIKER TO H-POINT ANGLE	23°	23°
SHY	STRIKER TO H-POINT (Y DIR.)	10.5	10.0
HS	HEAD TO SIDE WINDOW	12.9	13.1
HD	H-POINT TO DOOR	6.4	7.4
AD	ARM TO DOOR	4.7	5.6

THE SEAT BACK ANGLE (SA°) IS MEASURED RELATIVE TO VERTICAL, ALL OTHER ANGLES ARE MEASURED RELATIVE TO HORIZONTAL.

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 10 SEAT BELT POSITIONING DATA



	DRIVER DUMMY	PASSENGER DUMMY
A - TOP SURFACE OF ALUM. PLATE TO BELT UPPER EDGE	16.0	12.9
B - TOP SURFACE OF ALUM. PLATE TO BELT LOWER EDGE	12.5	9.2
C - DUMMY CENTERLINE TO OUTER EDGE OF BELT AT CHEST FLESH TOP	3.4	4.9
D - DUMMY CENTERLINE TO INNER EDGE OF BELT AT CHEST FLESH TOP	1.2	2.5
E - DUMMY CENTERLINE TO INTERSECTION OF UPPER TORSO BELT AND LAP BELT	6.6	7.6

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 11

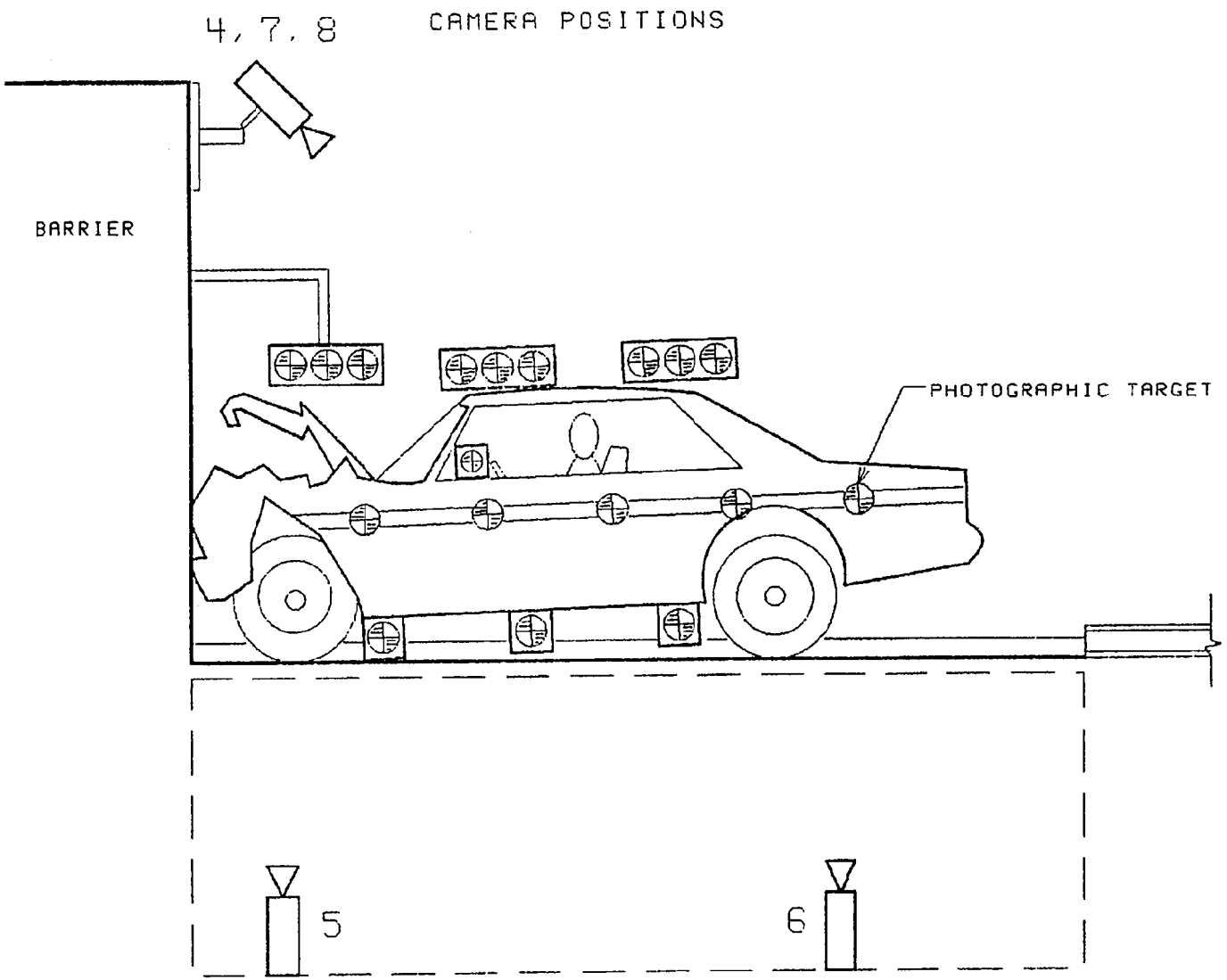


FIGURE 11

CAMERA POSITIONS, CONTINUED

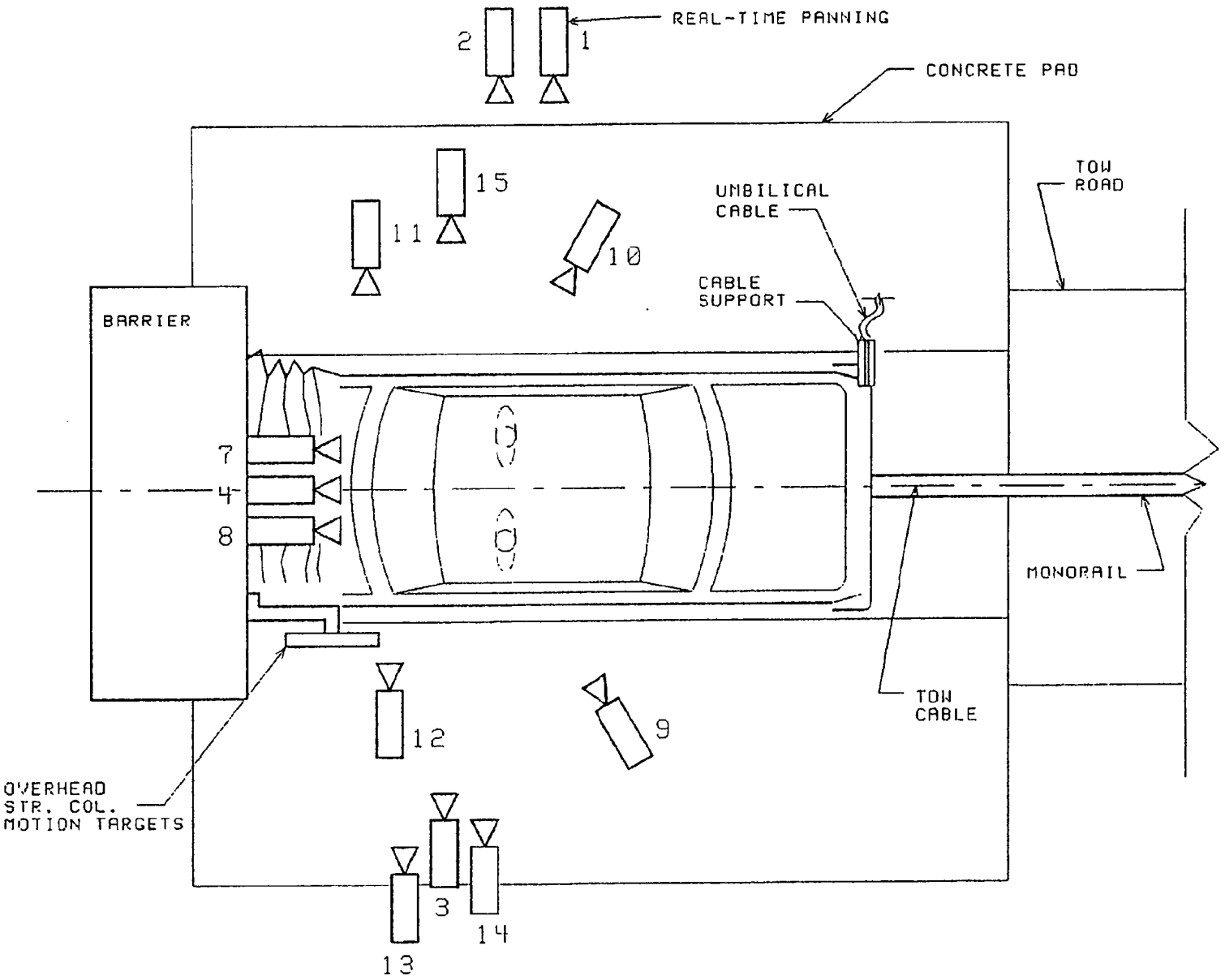


TABLE 15 MOTION PICTURE CAMERA LOCATIONS

TEST NO.: 921006 VEHICLE: Dodge/Dakota

CAMERA NO.	VIEW	CAMERA POSITIONS (IN)* X	Y	Z	ANGLE** (DEG)	FILM PLANE TO HEAD TARGET(IN)	LENS (MM)	FILM SPEED (FPS)
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	505
3	Left vehicle crush	-41.5	295.0	44.0	-4	244.0	25	992
4	Windshield front view	-6.0	0.0	81.0	-40	NA	13	483
5	Pit-left subframe sidemember	-8.0	29.0	-16.0	90	NA	13	1000
6	Pit-right subframe sidemember	-7.0	30.0	-12.0	90	NA	13	1000
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	502
9	Driver kinematics	-157.3	116.0	87.0	-27	102.0	25	495
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	490
12	Left windshield instrusion	-53.0	309.4	42.3	0	NA	50	510
13	Steering column motion	-144.0	285.0	103.0	-14	NA	25	1010
14	Steering column motion	-144.0	285.0	75.1	-9	NA	25	505
15	Passenger kinematics	-38.8	-293.0	45.3	-4	234.0	25	1025
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

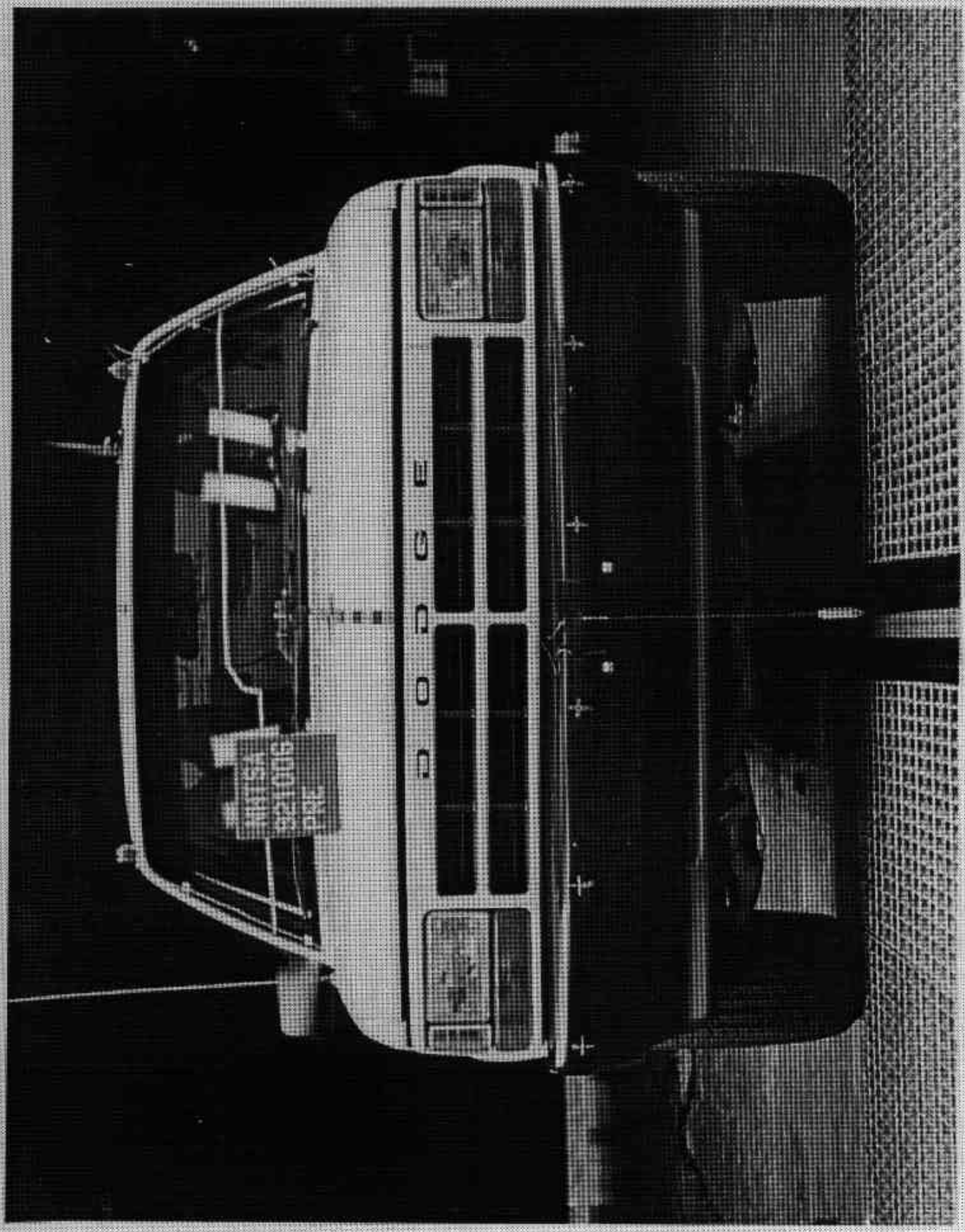


FIGURE A-1. PRE-TEST FRONT VIEW

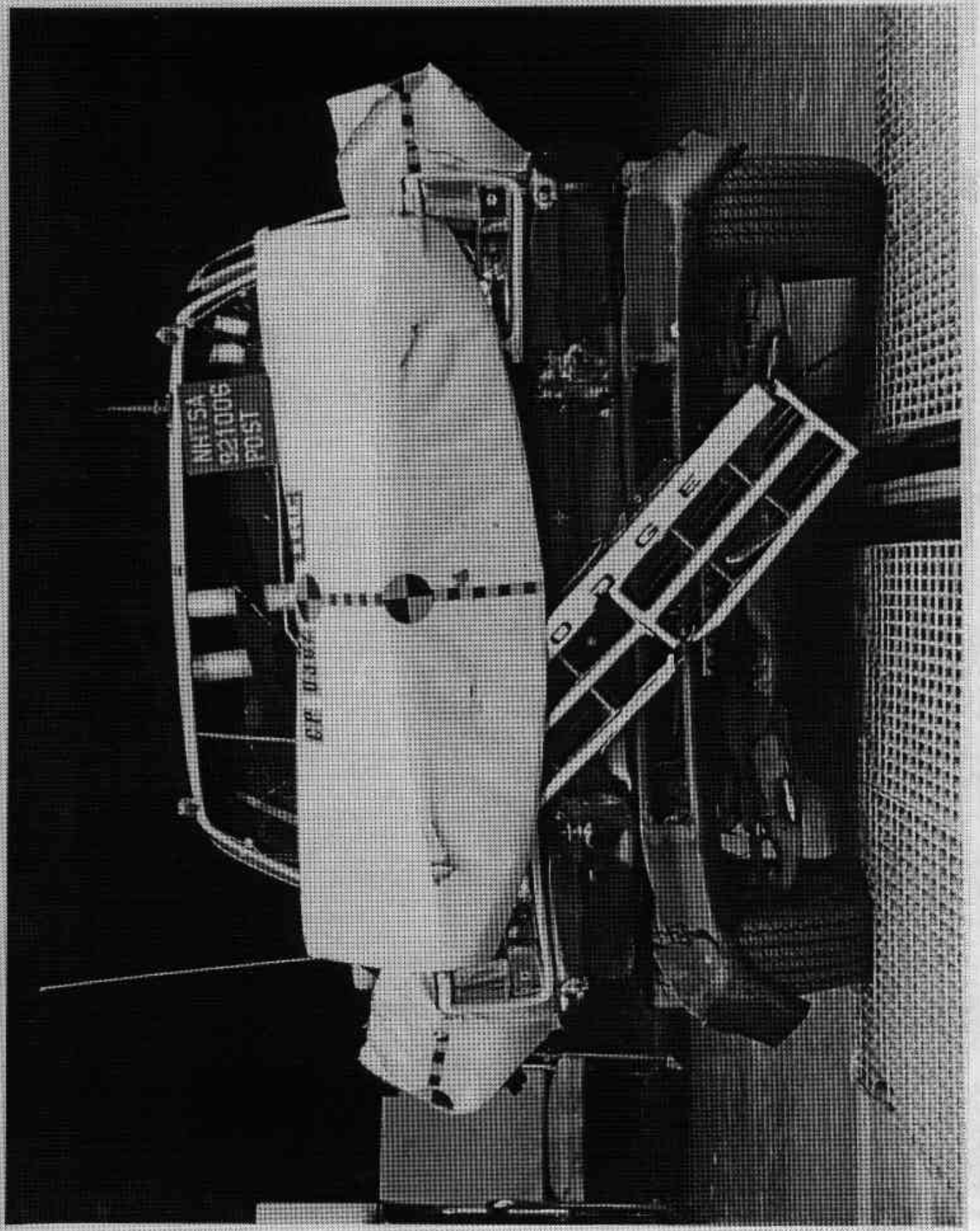


FIGURE A-2. POST-TEST FRONT VIEW

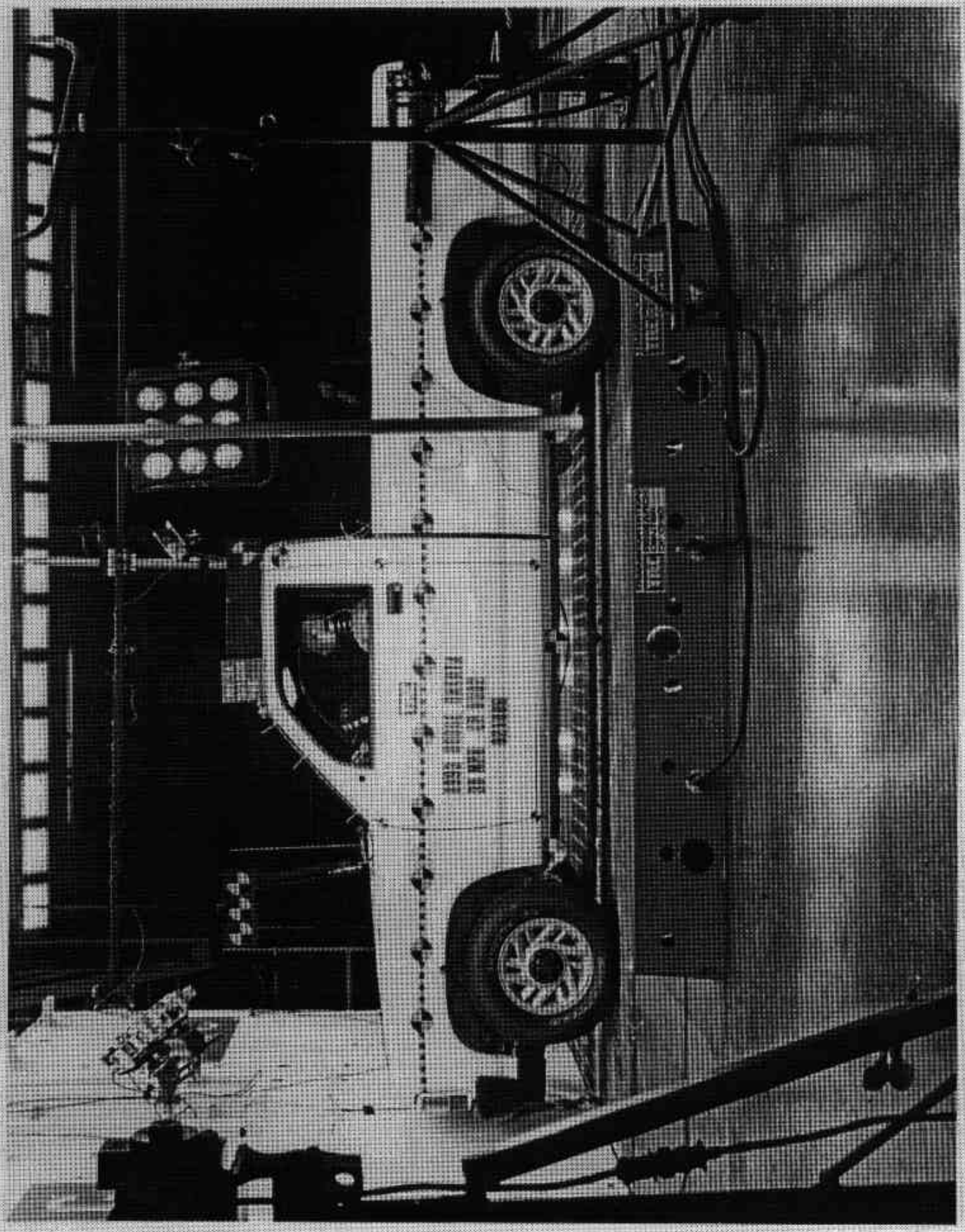


FIGURE A-3. PRE-TEST LEFT SIDE VIEW

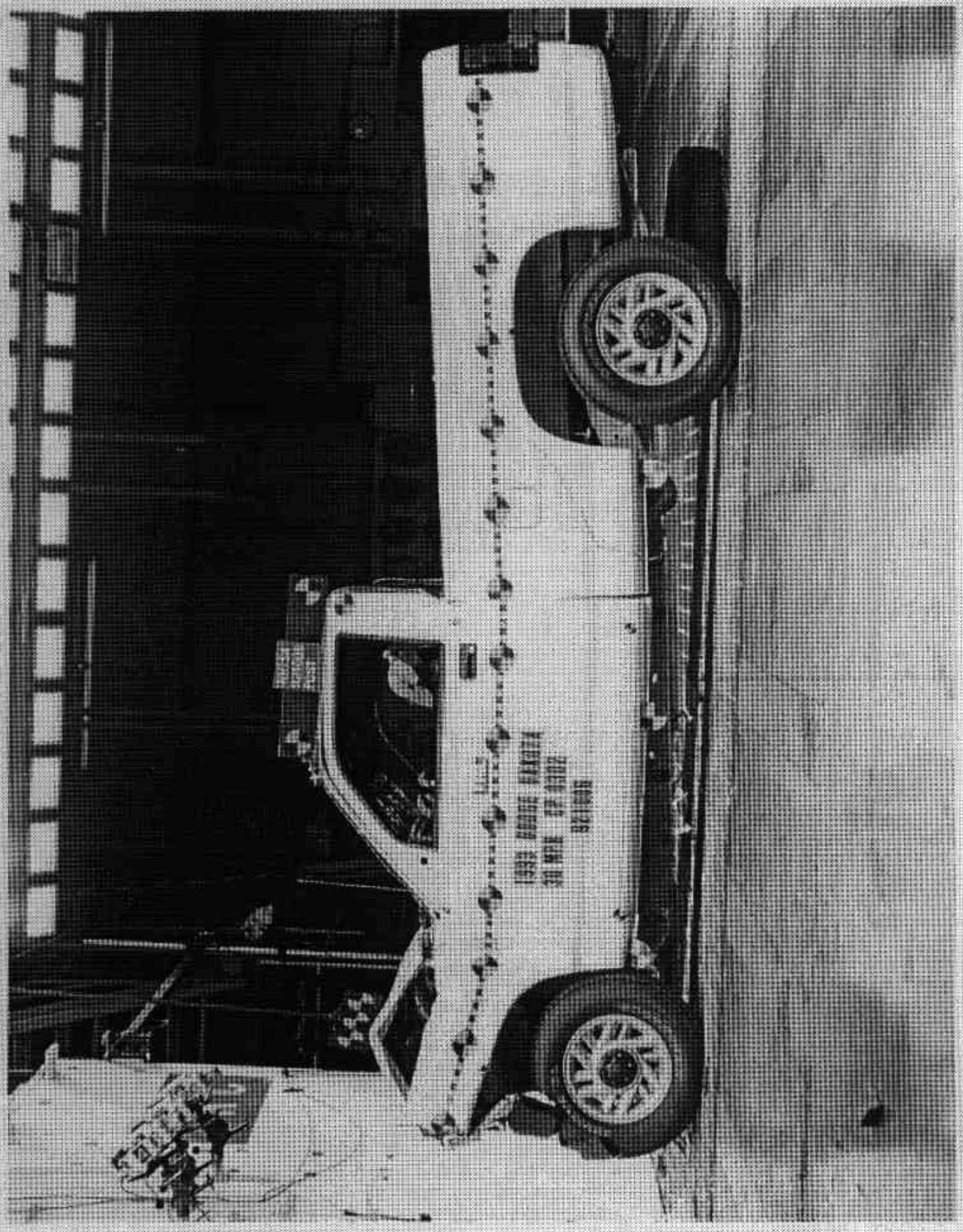


FIGURE A-4. POST-TEST LEFT SIDE VIEW

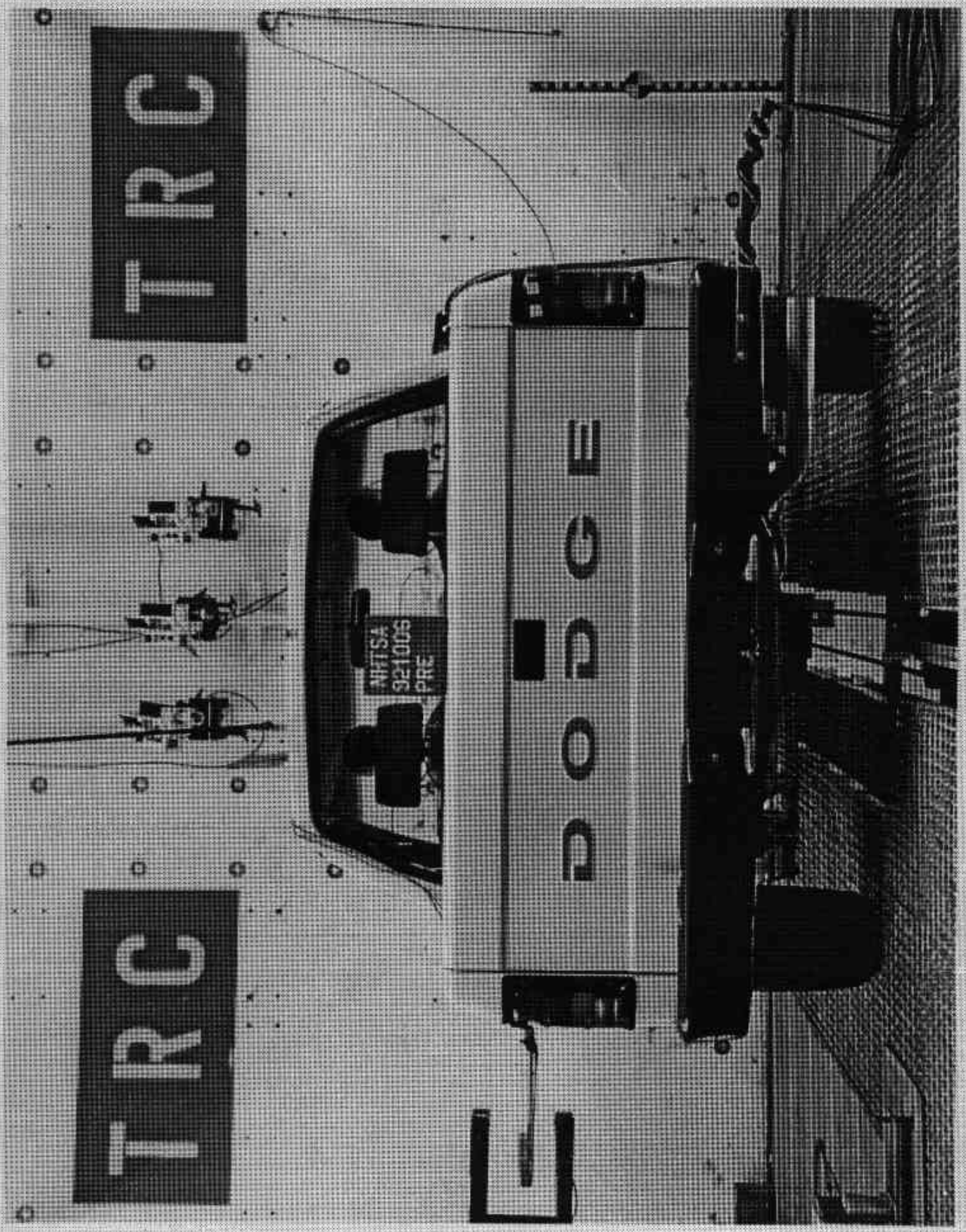


FIGURE A-5. PRE-TEST REAR VIEW

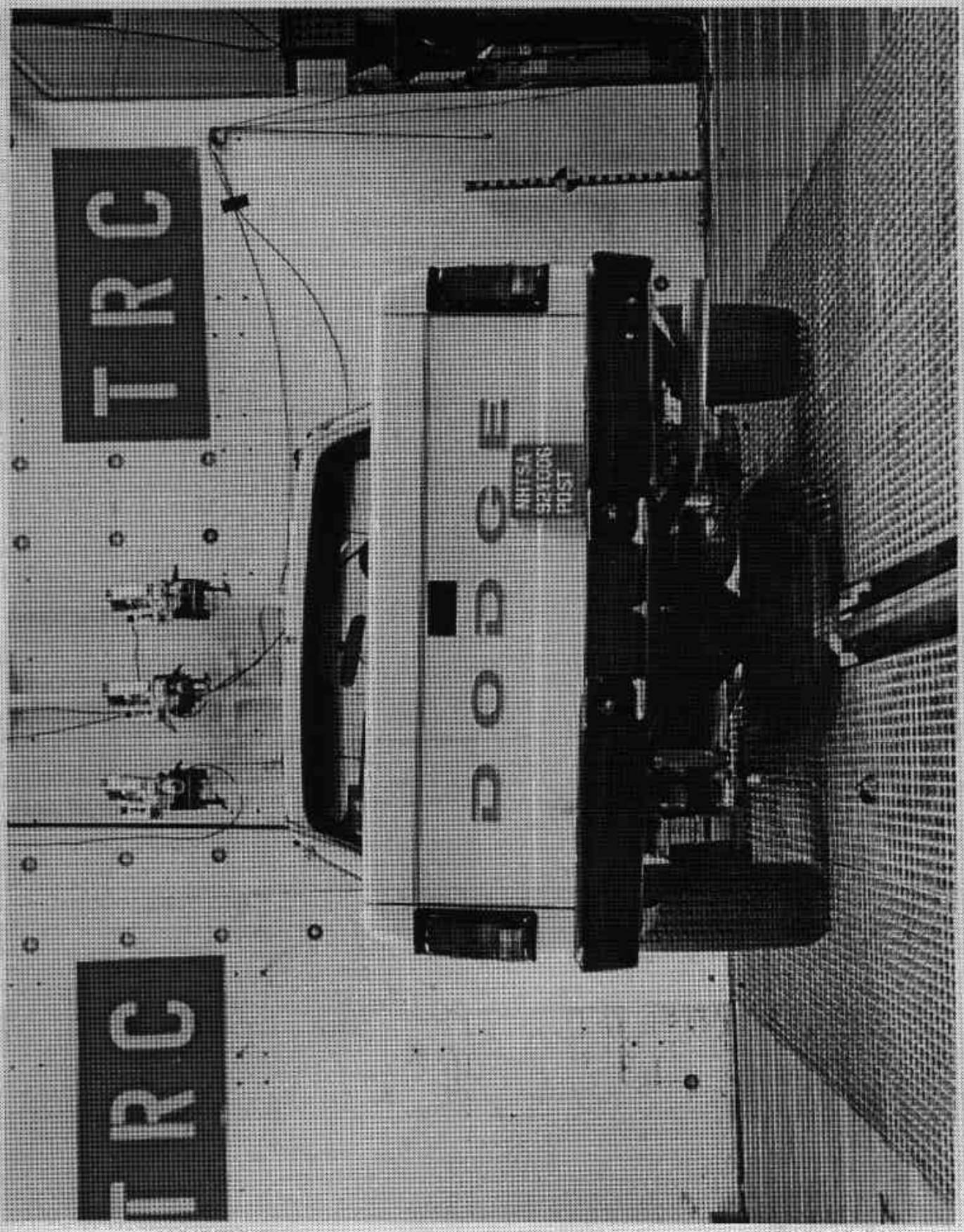


FIGURE A-6. POST-TEST REAR VIEW

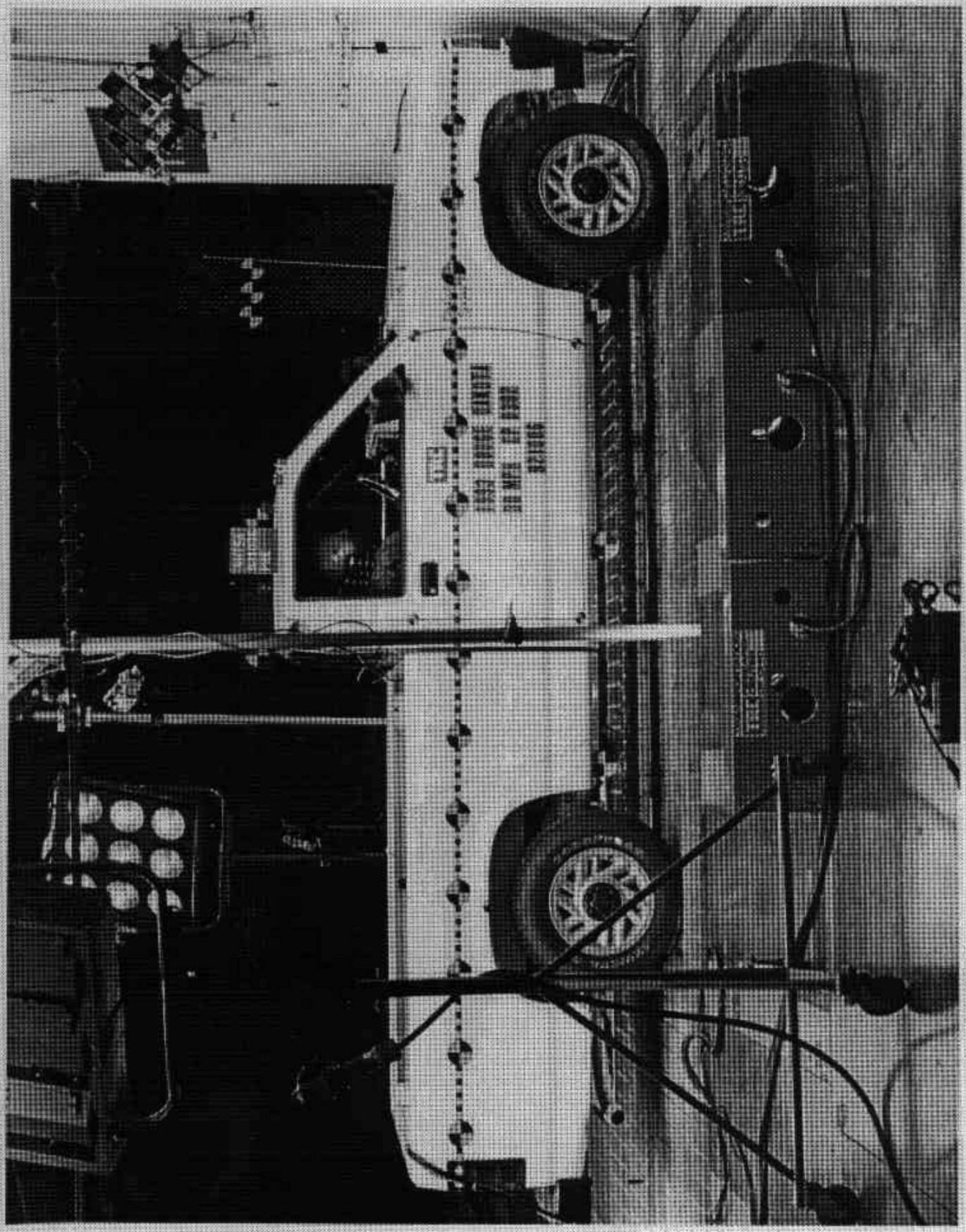


FIGURE A-7. PRE-TEST RIGHT SIDE VIEW

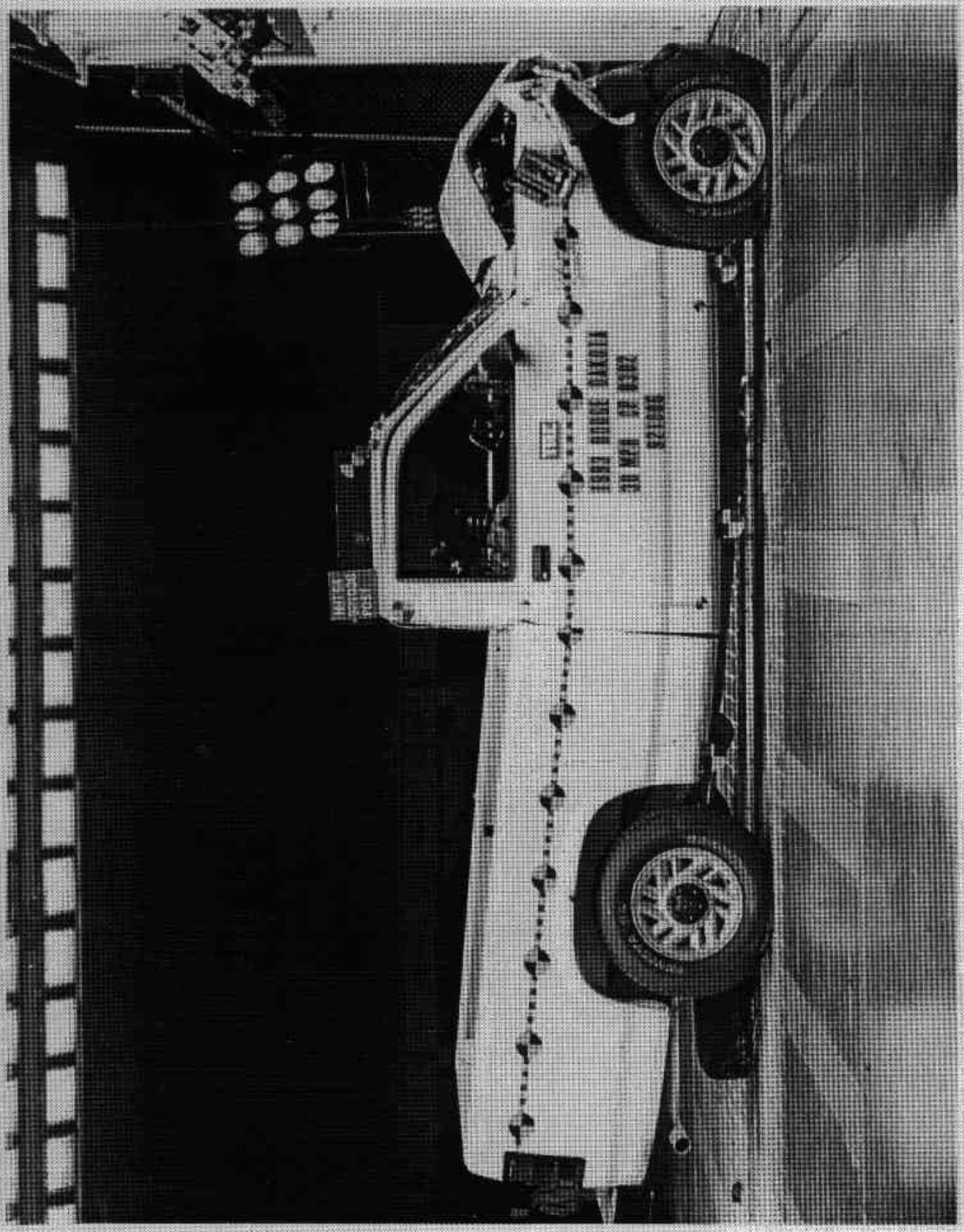


FIGURE A-8. POST-TEST RIGHT SIDE VIEW

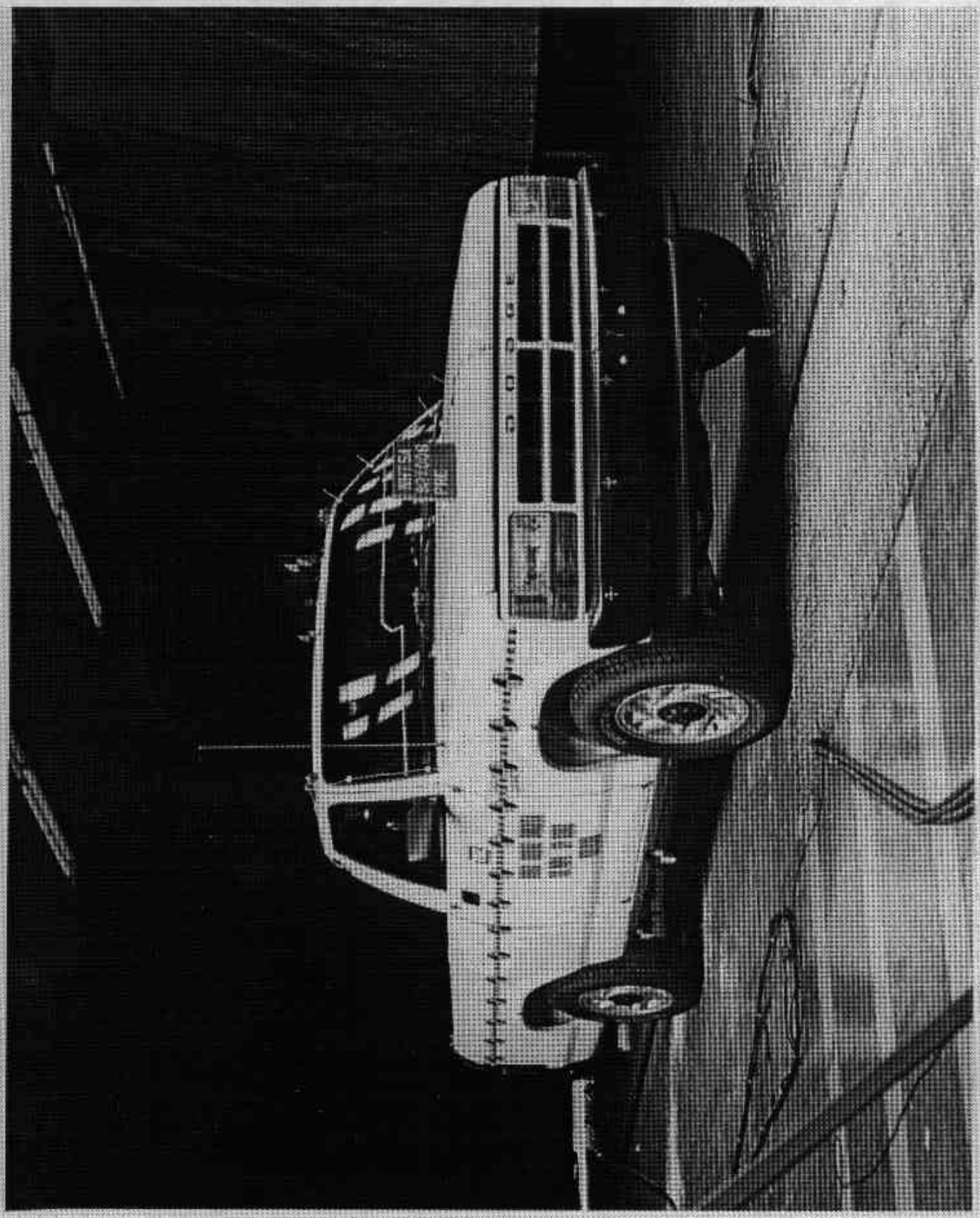


FIGURE A-9. PRE-TEST RIGHT FRONT THREE-QUARTER VIEW

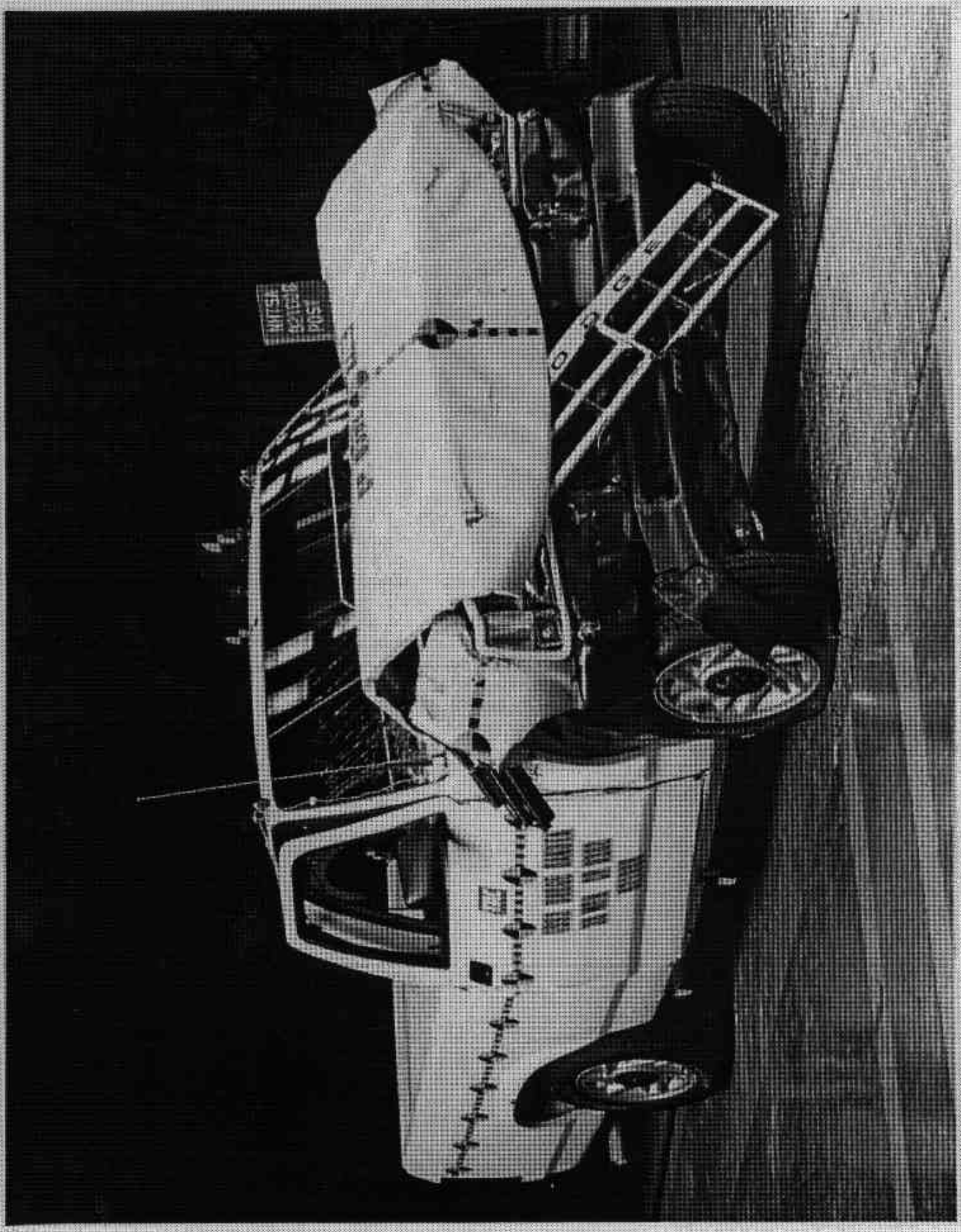


FIGURE A-10. POST-TEST RIGHT FRONT THREE-QUARTER VIEW

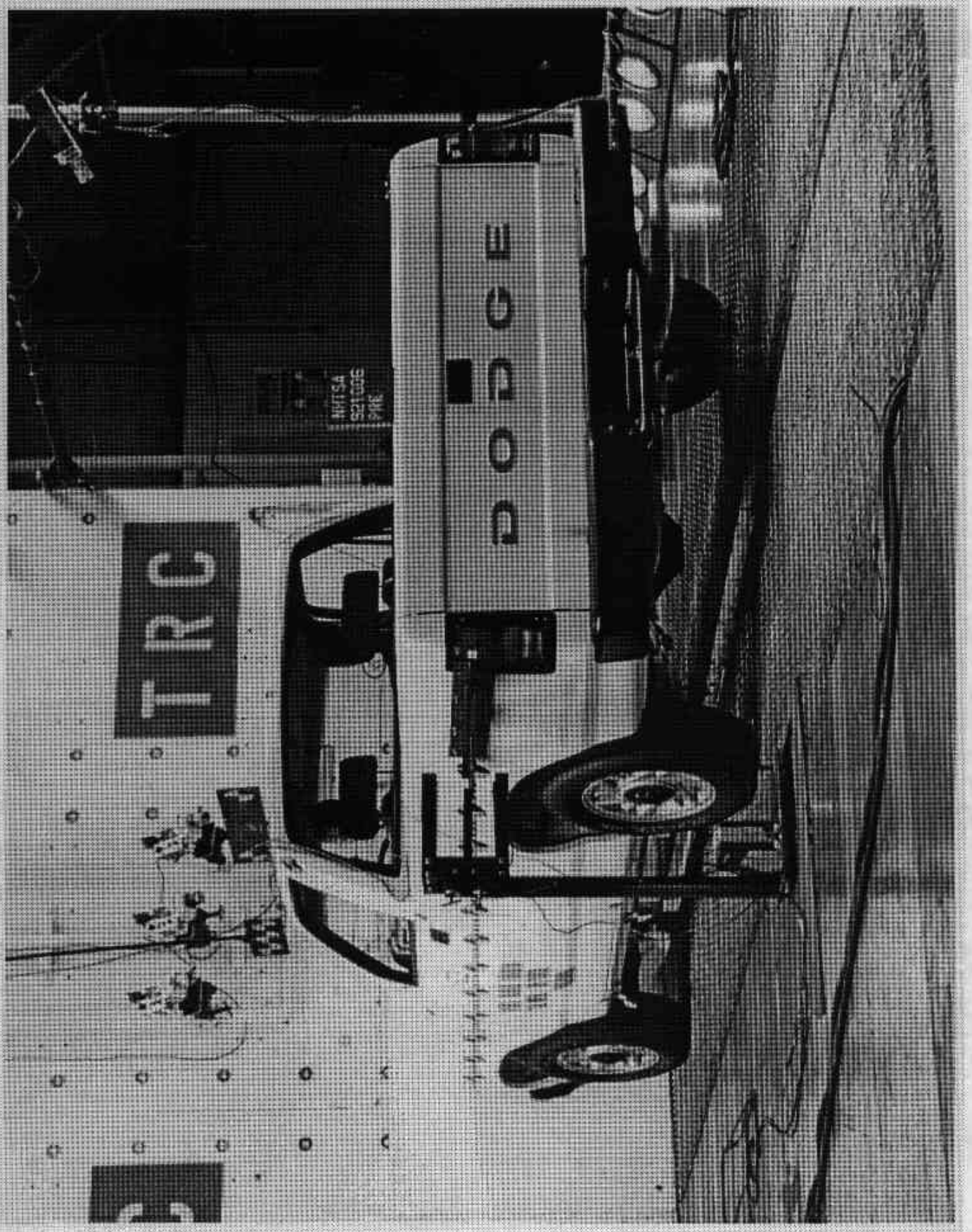


FIGURE A-11. PRE-TEST LEFT REAR THREE-QUARTER VIEW

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

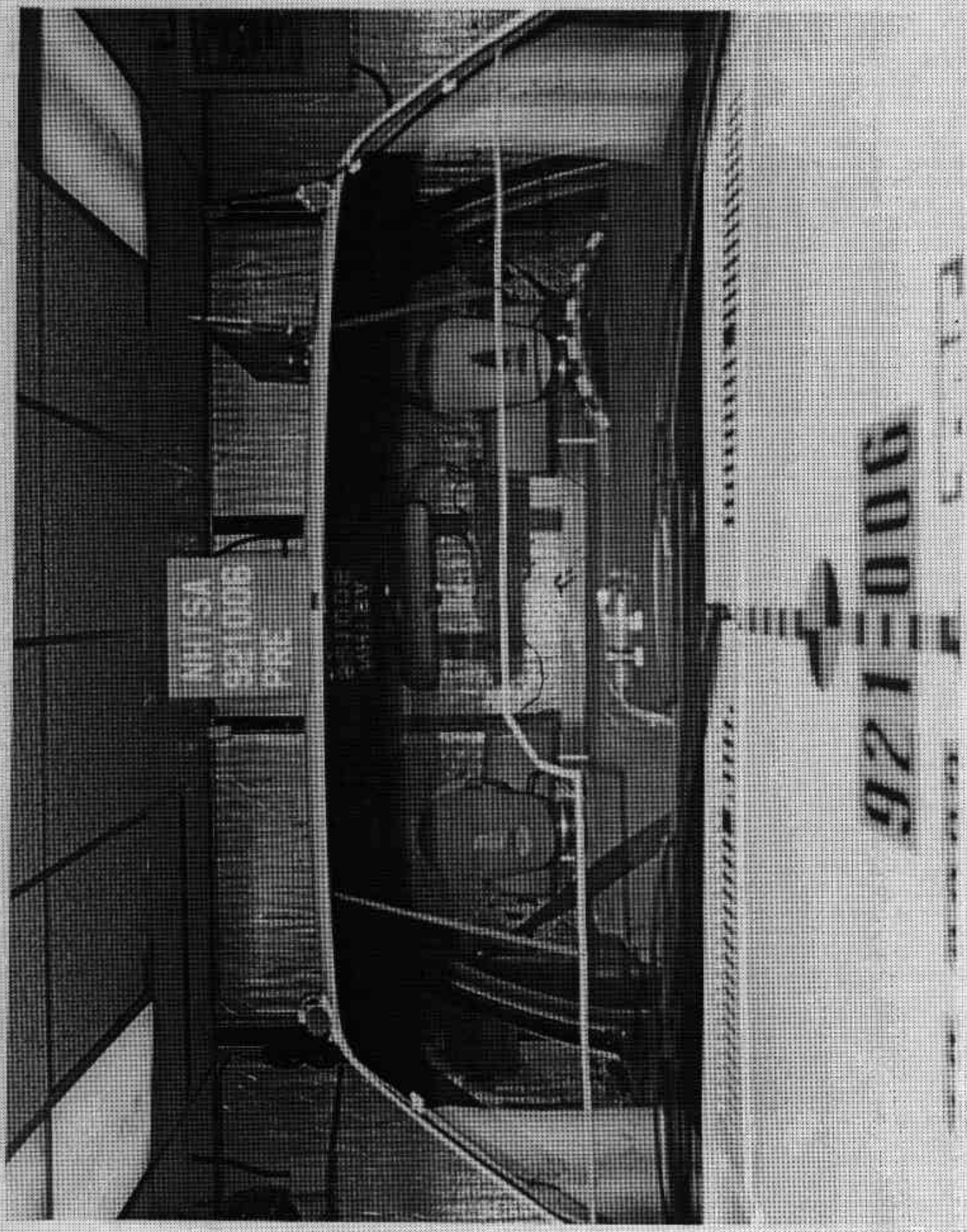


FIGURE A-13. PRE-TEST WINDSHIELD VIEW

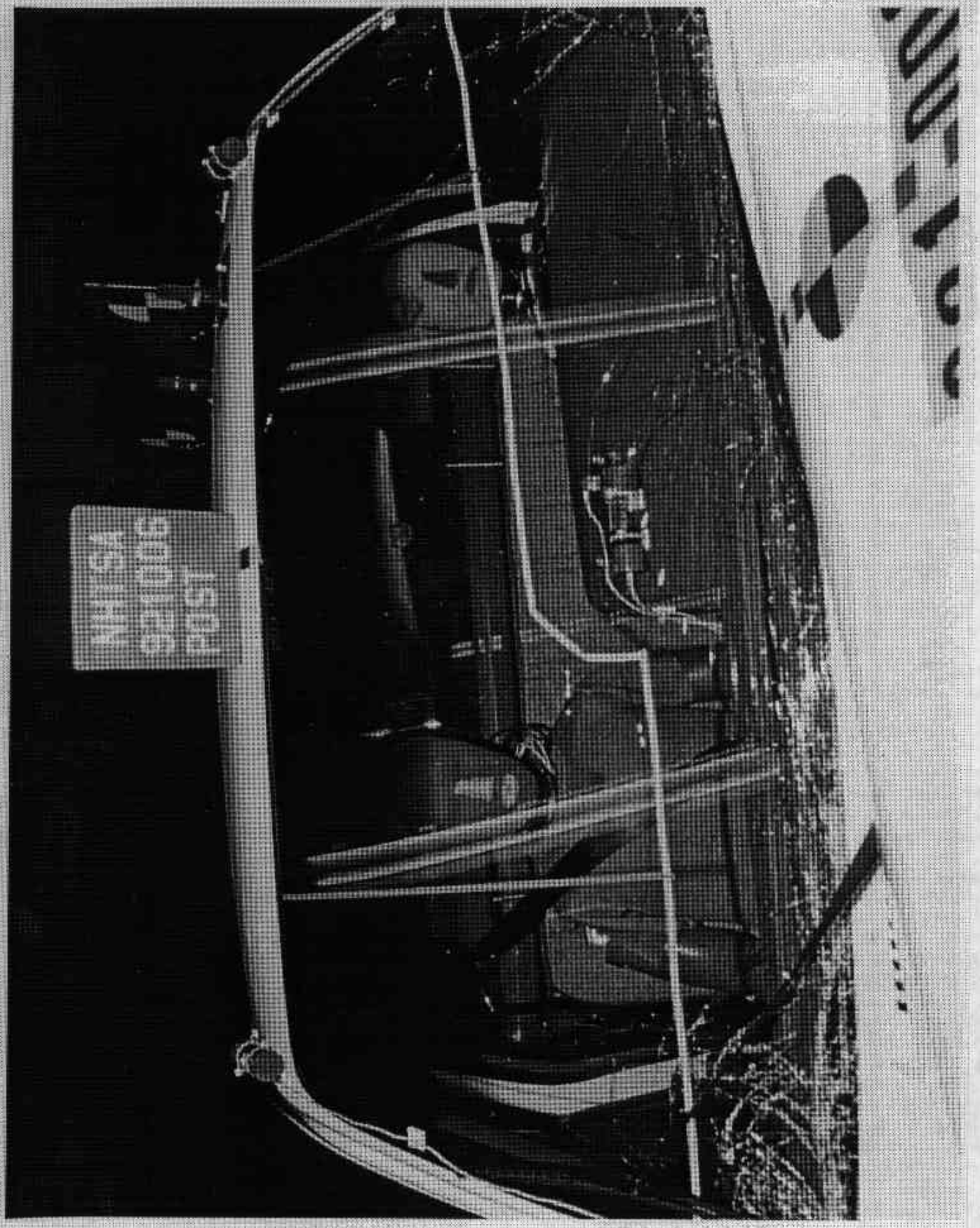


FIGURE A-14. POST-TEST WINDSHIELD VIEW

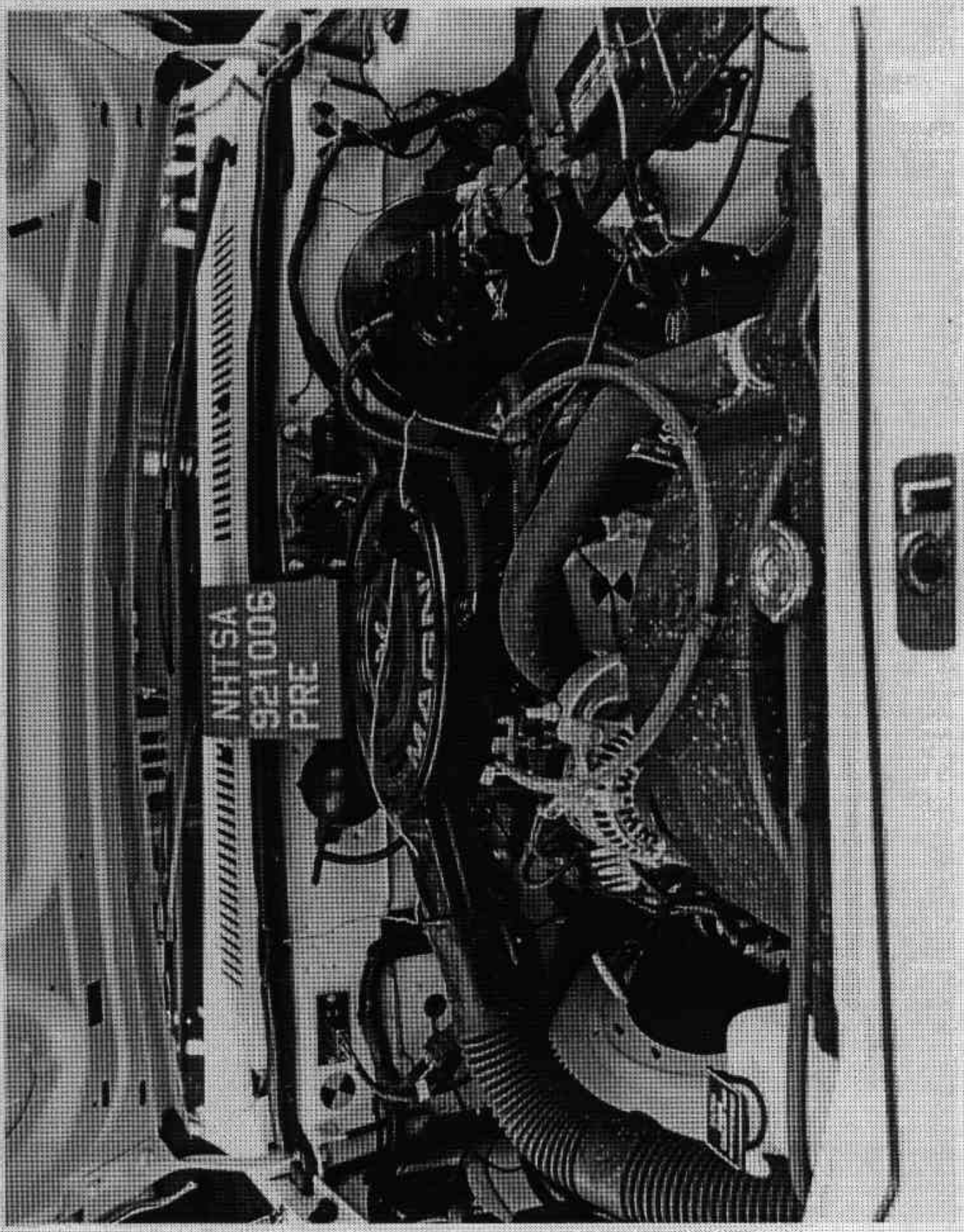


FIGURE A-15. PRE-TEST ENGINE COMPARTMENT VIEW

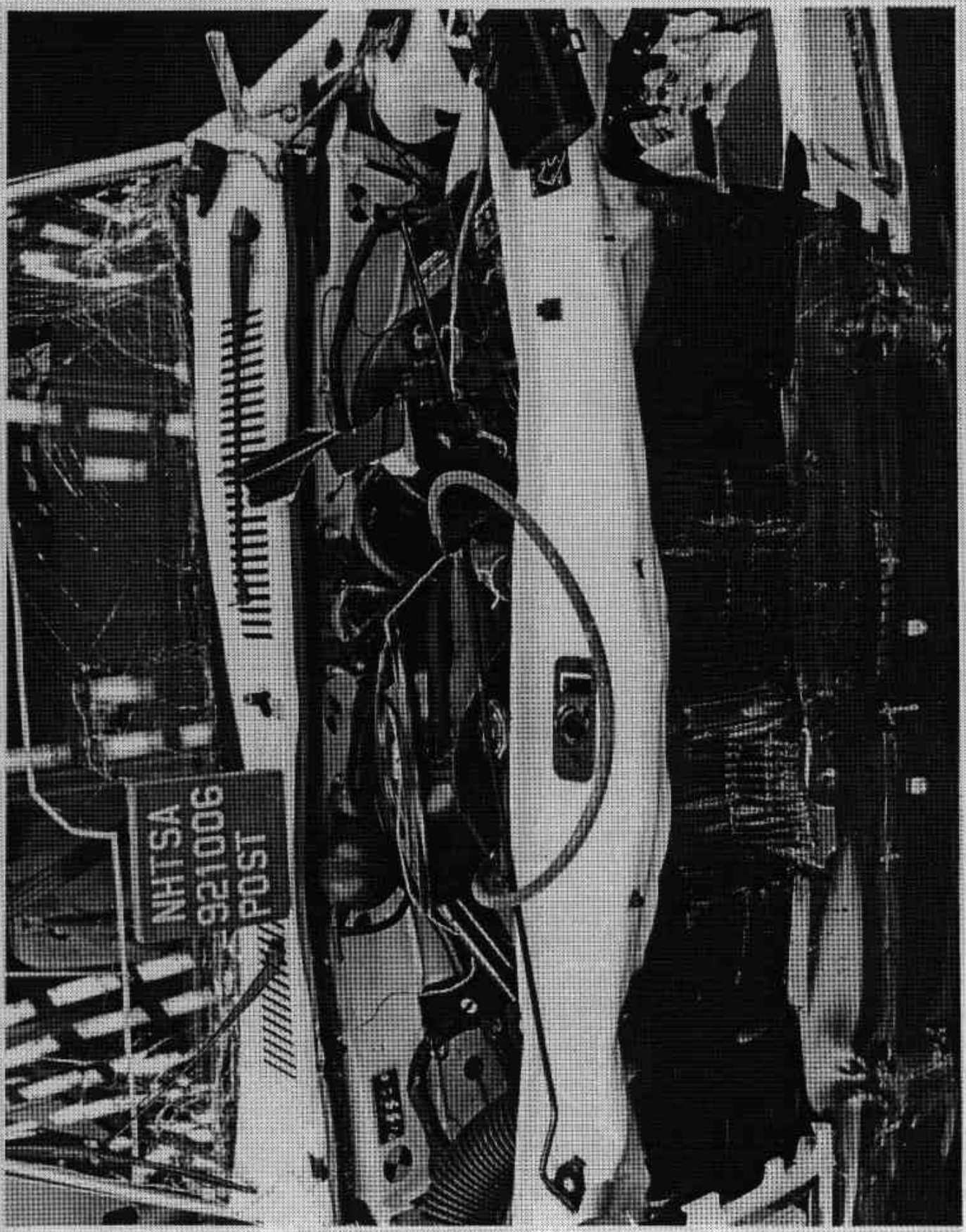


FIGURE A-16. POST-TEST ENGINE COMPARTMENT VIEW

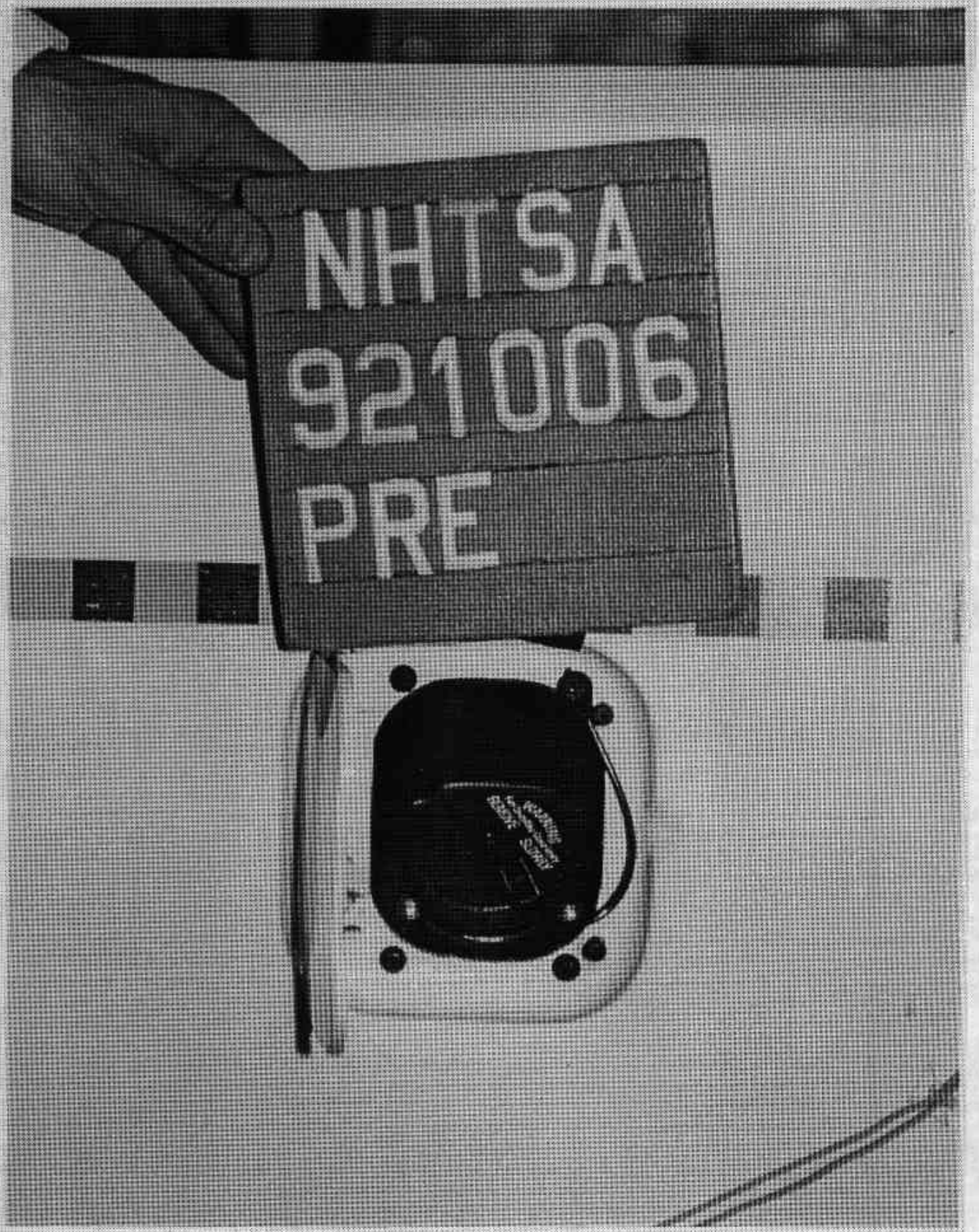


FIGURE A-17. PRE-TEST FUEL FILLER CAP VIEW

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

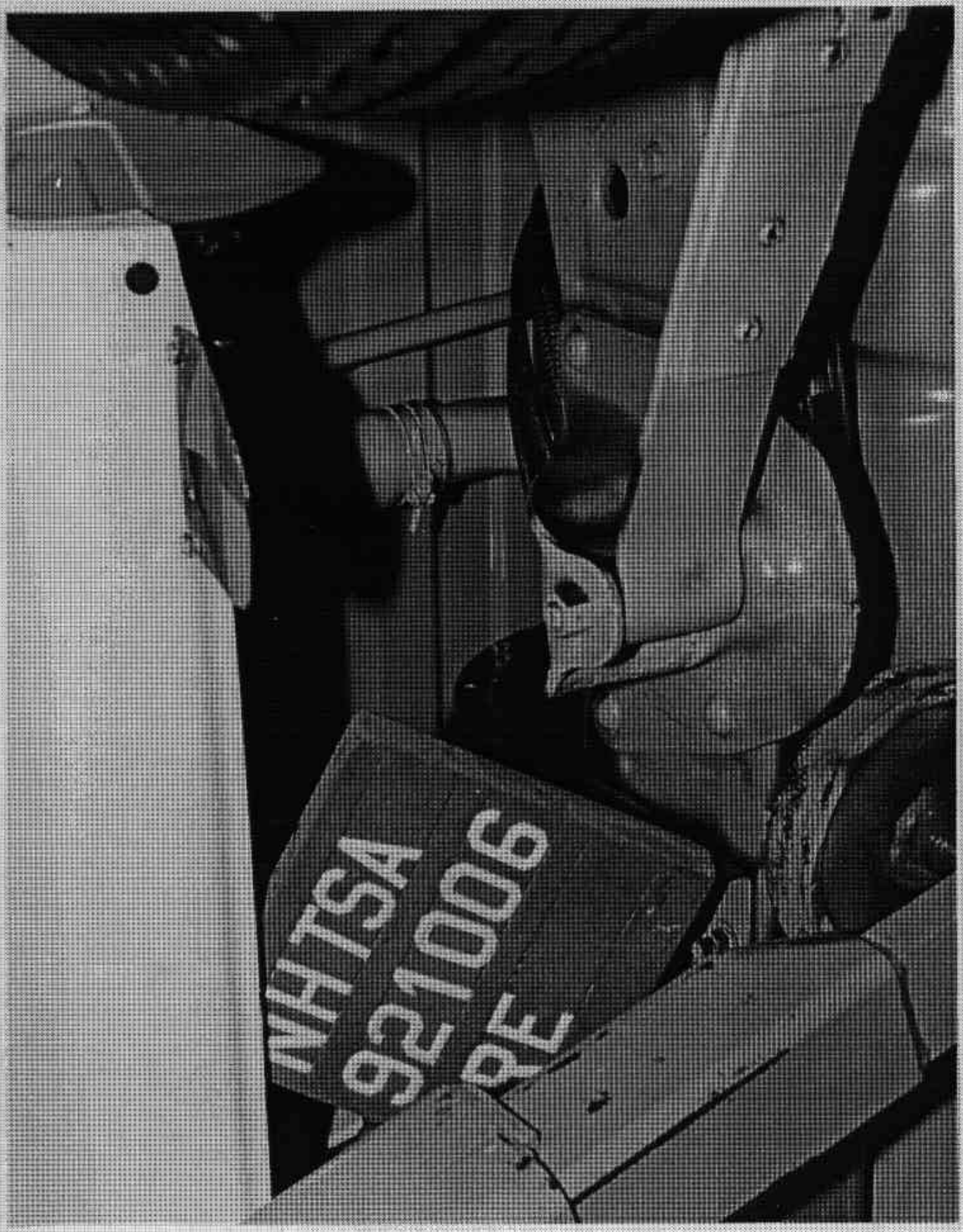


FIGURE A-19. PRE-TEST FUEL FILLER NECK VIEW

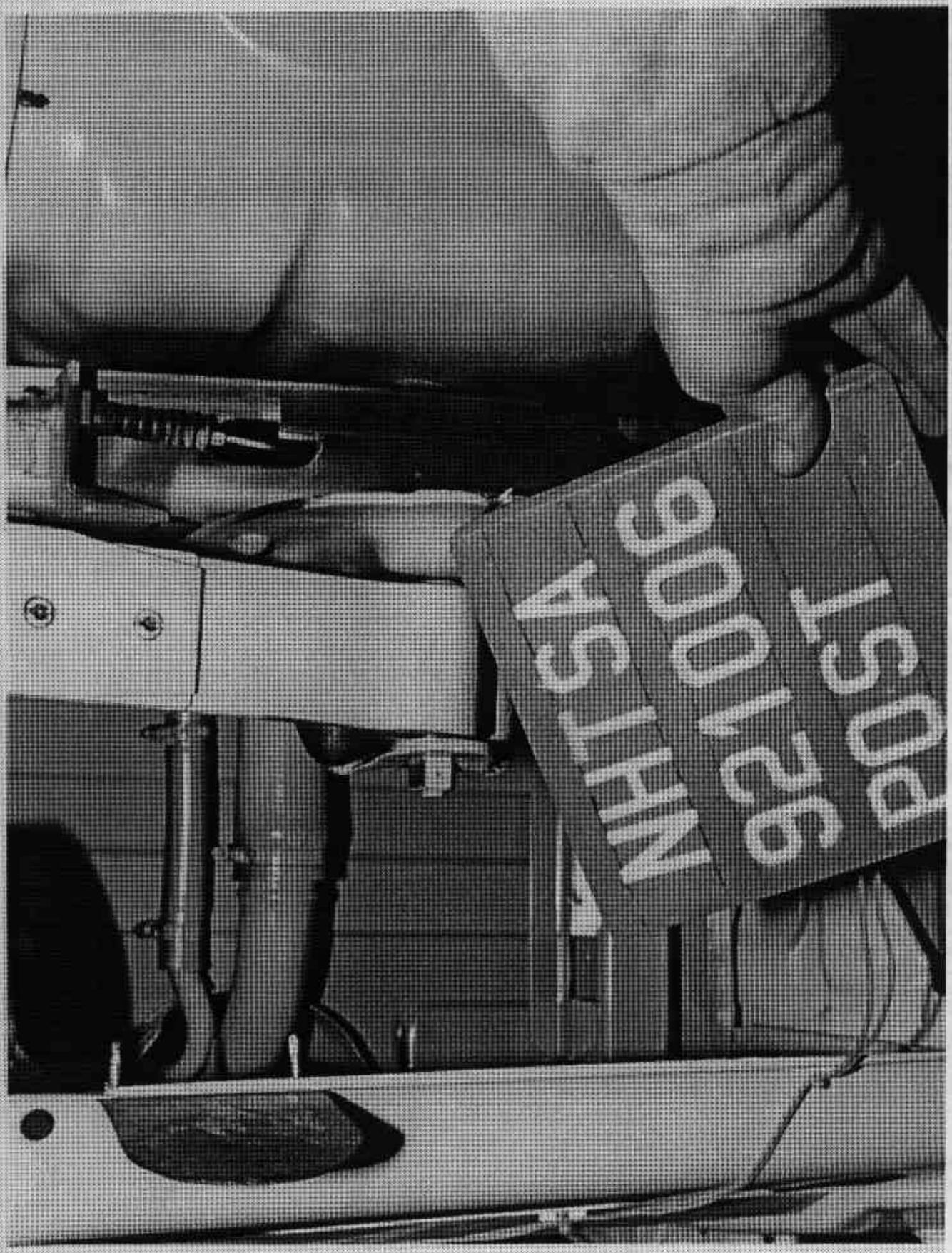


FIGURE A-20. POST-TEST FUEL FILLER NECK VIEW

921006

FIGURE A-21. PRE-TEST FUEL TANK VIEW

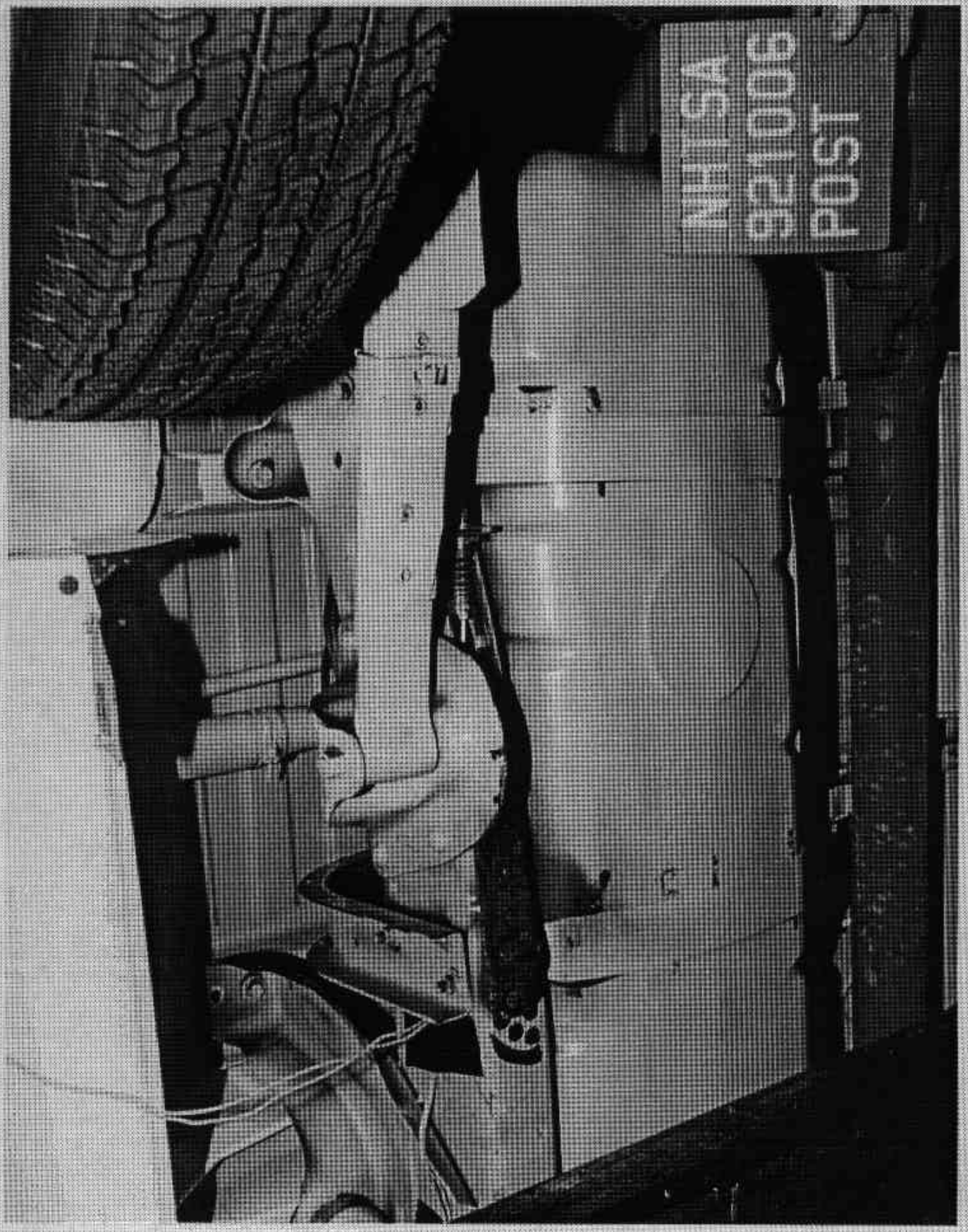


FIGURE A-22. POST-TEST FUEL TANK VIEW

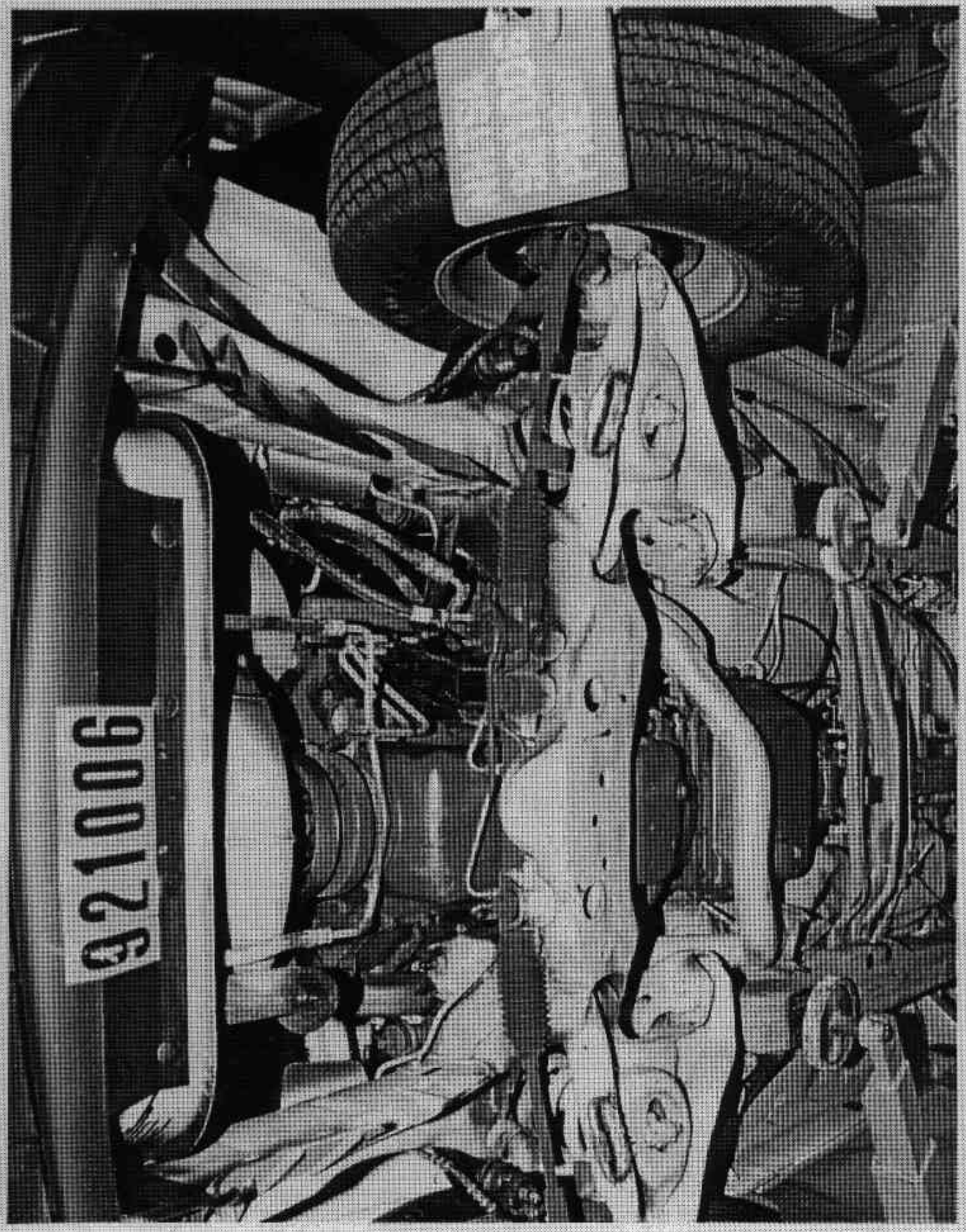


FIGURE A-23. PRE-TEST FRONT UNDERBODY VIEW

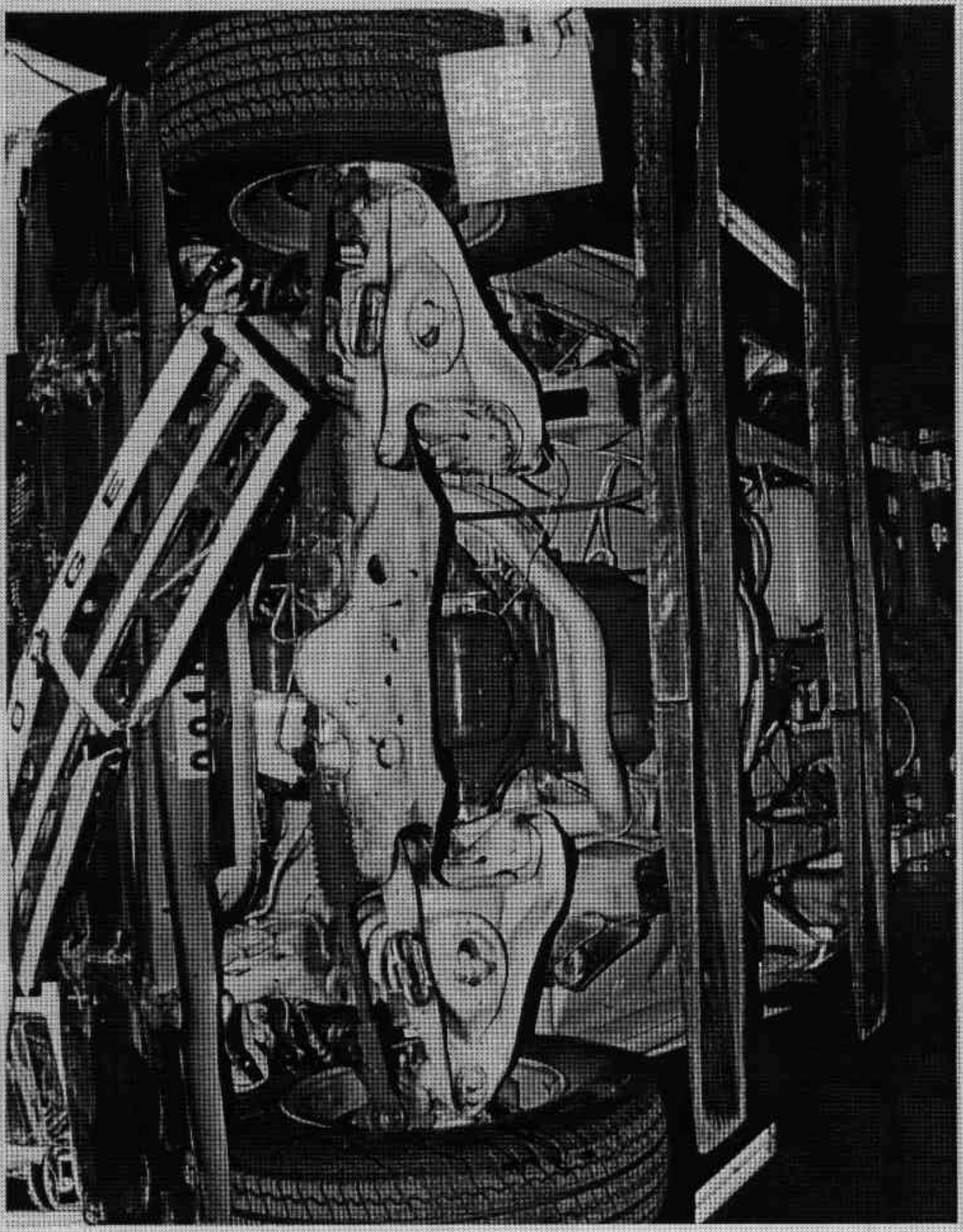


FIGURE A-24. POST-TEST FRONT UNDERBODY VIEW

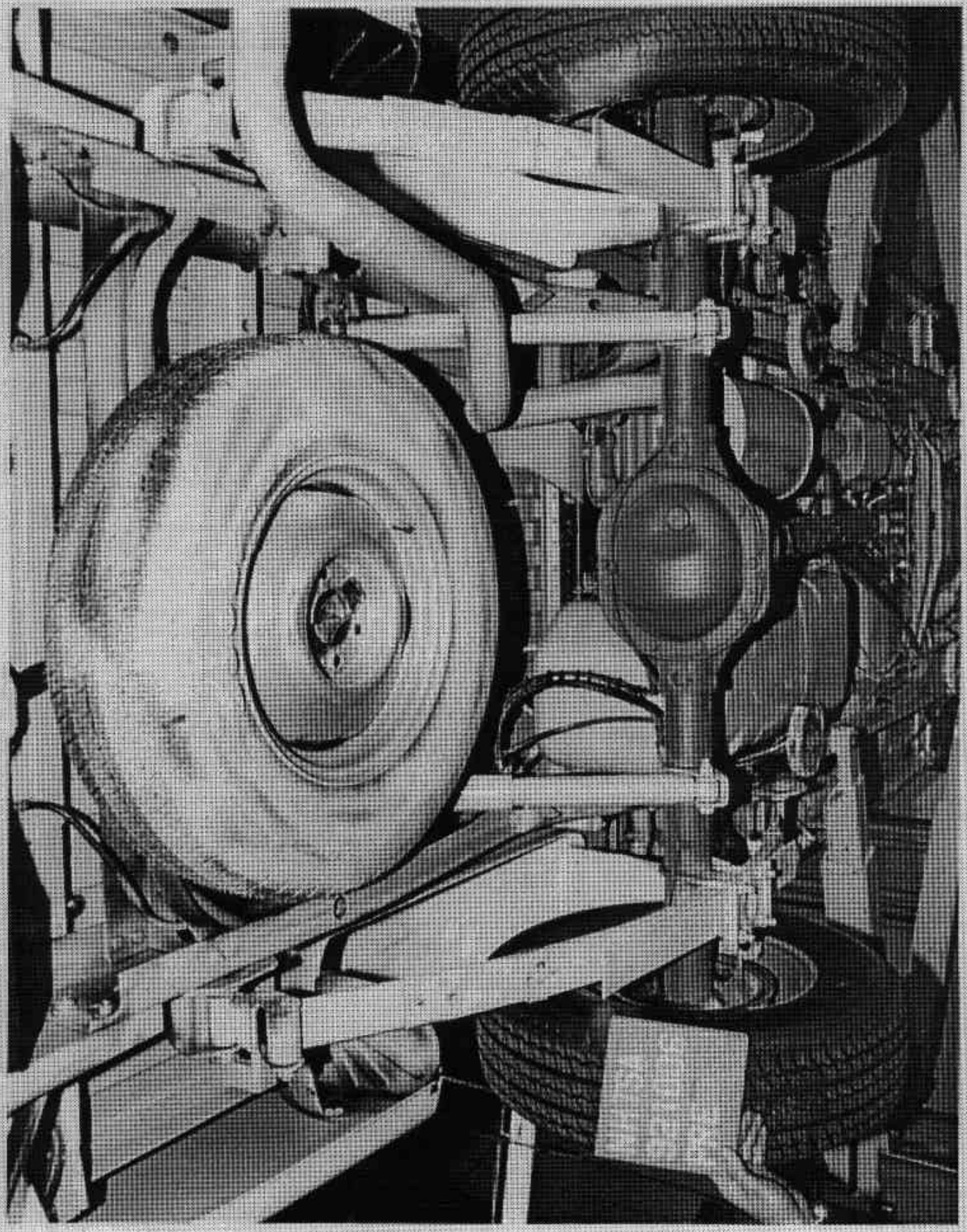


FIGURE A-25. PRE-TEST REAR UNDERBODY VIEW

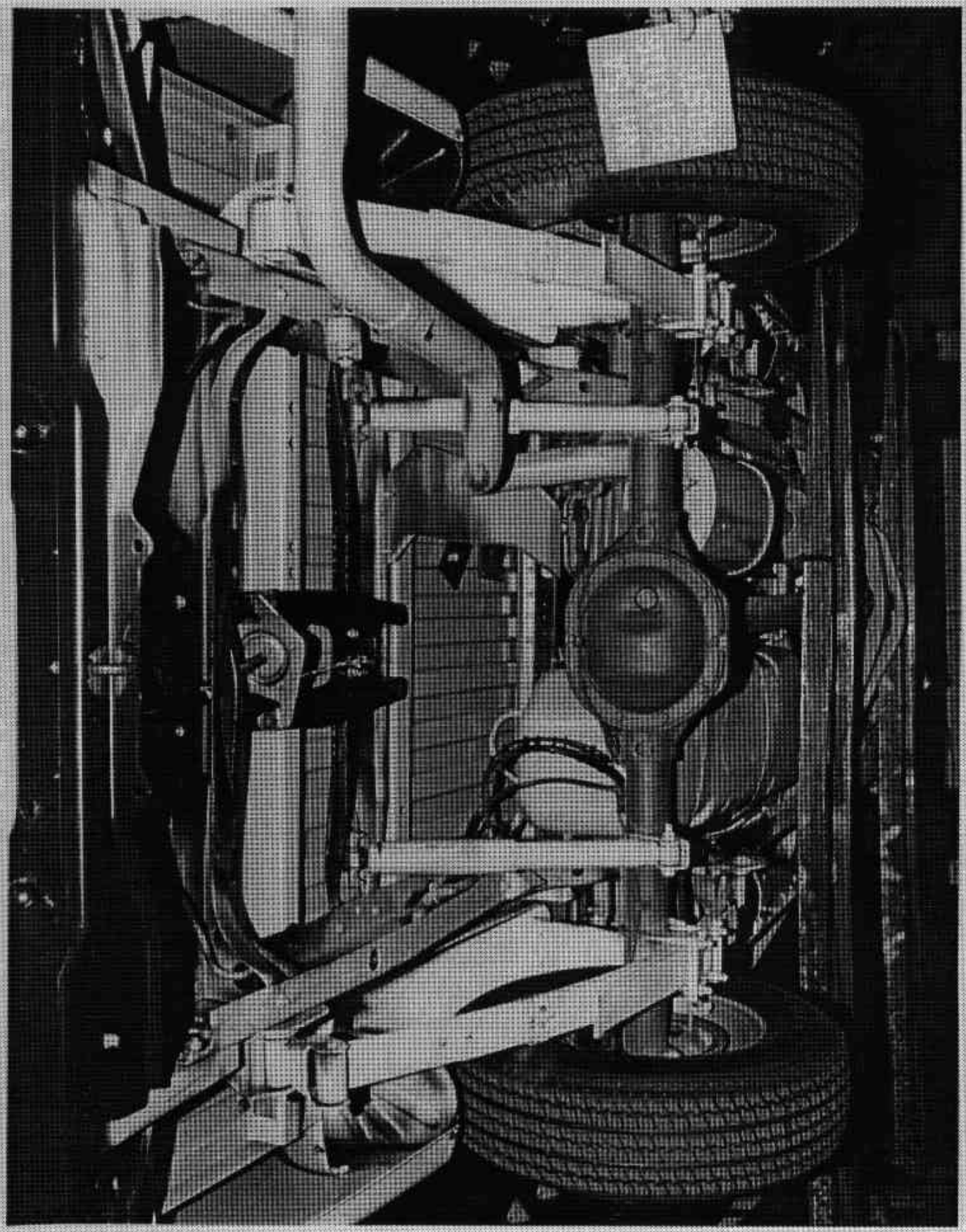


FIGURE A-26. POST-TEST REAR UNDERBODY VIEW

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

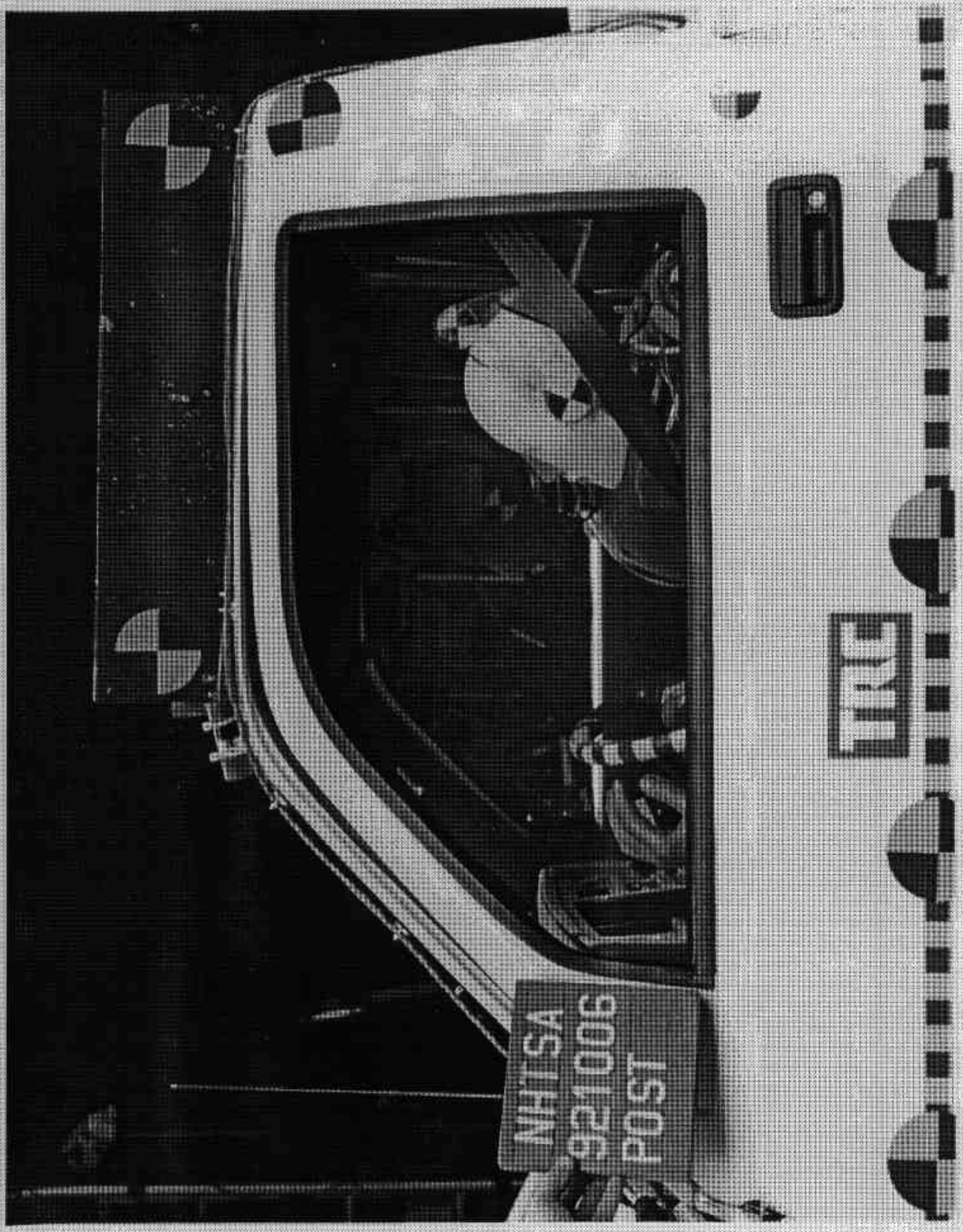


FIGURE A-28. POST-TEST DRIVER DUMMY POSITION VIEW

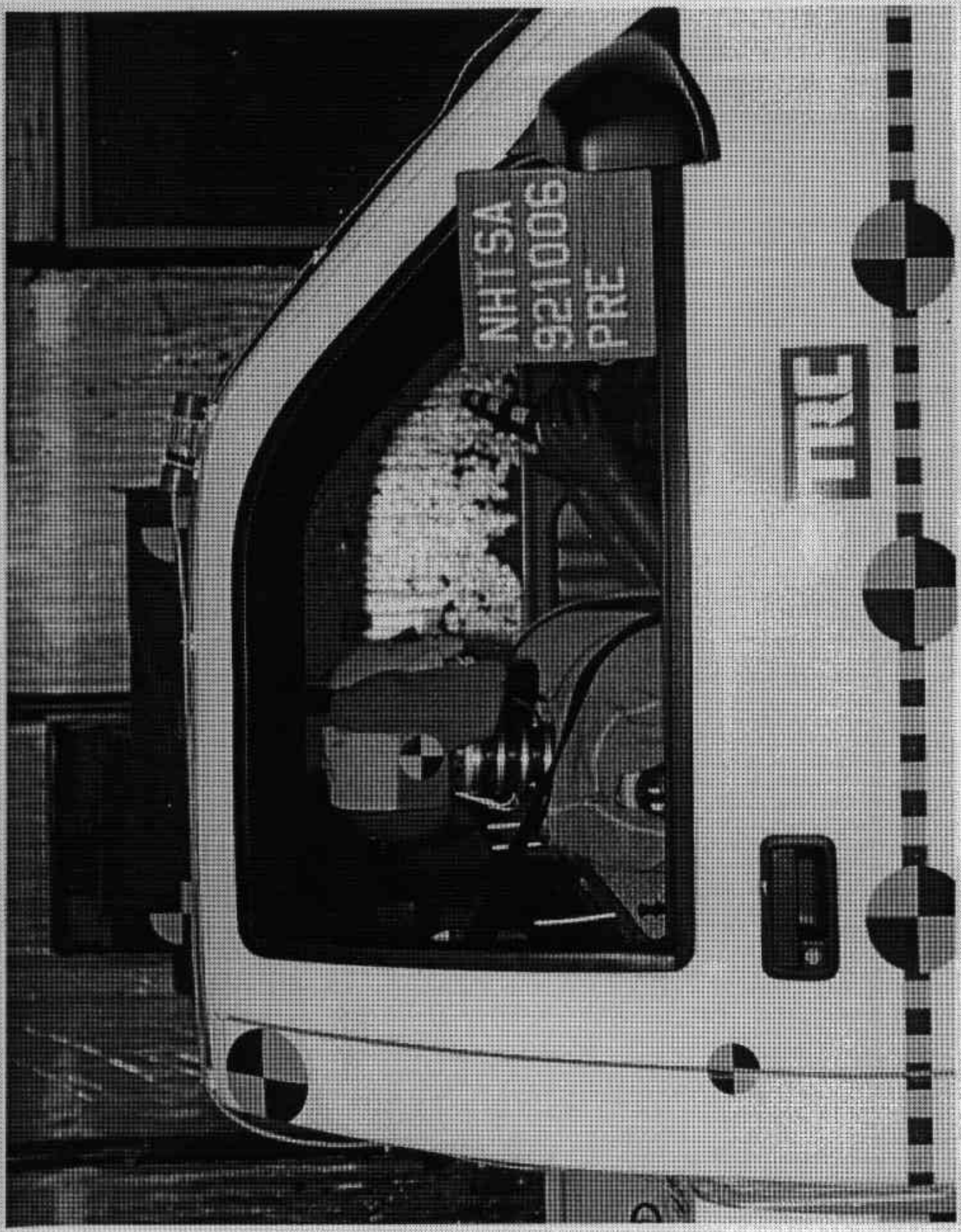


FIGURE A-29. PRE-TEST PASSENGER DUMMY POSITION VIEW

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

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

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

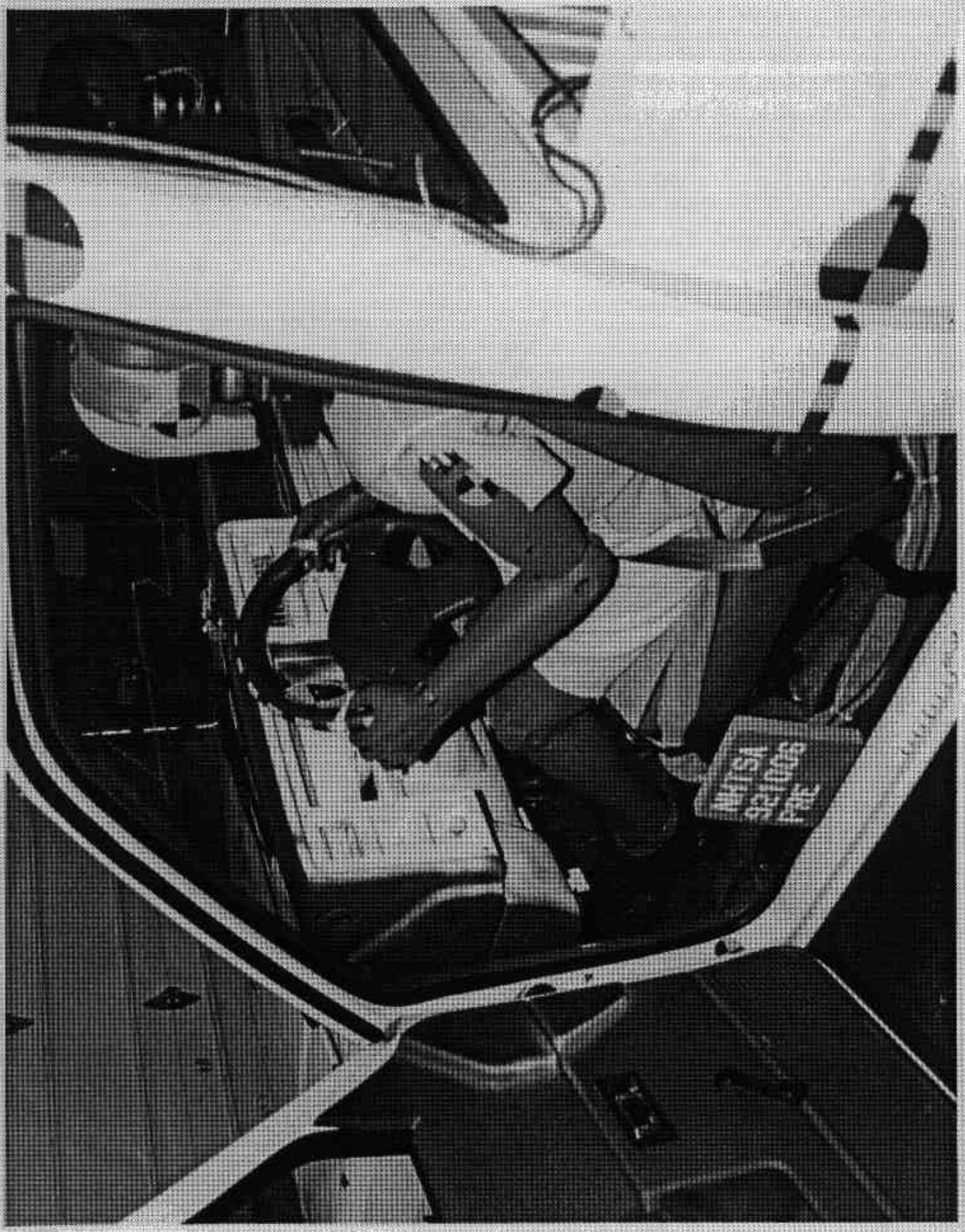


FIGURE A-33. PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2

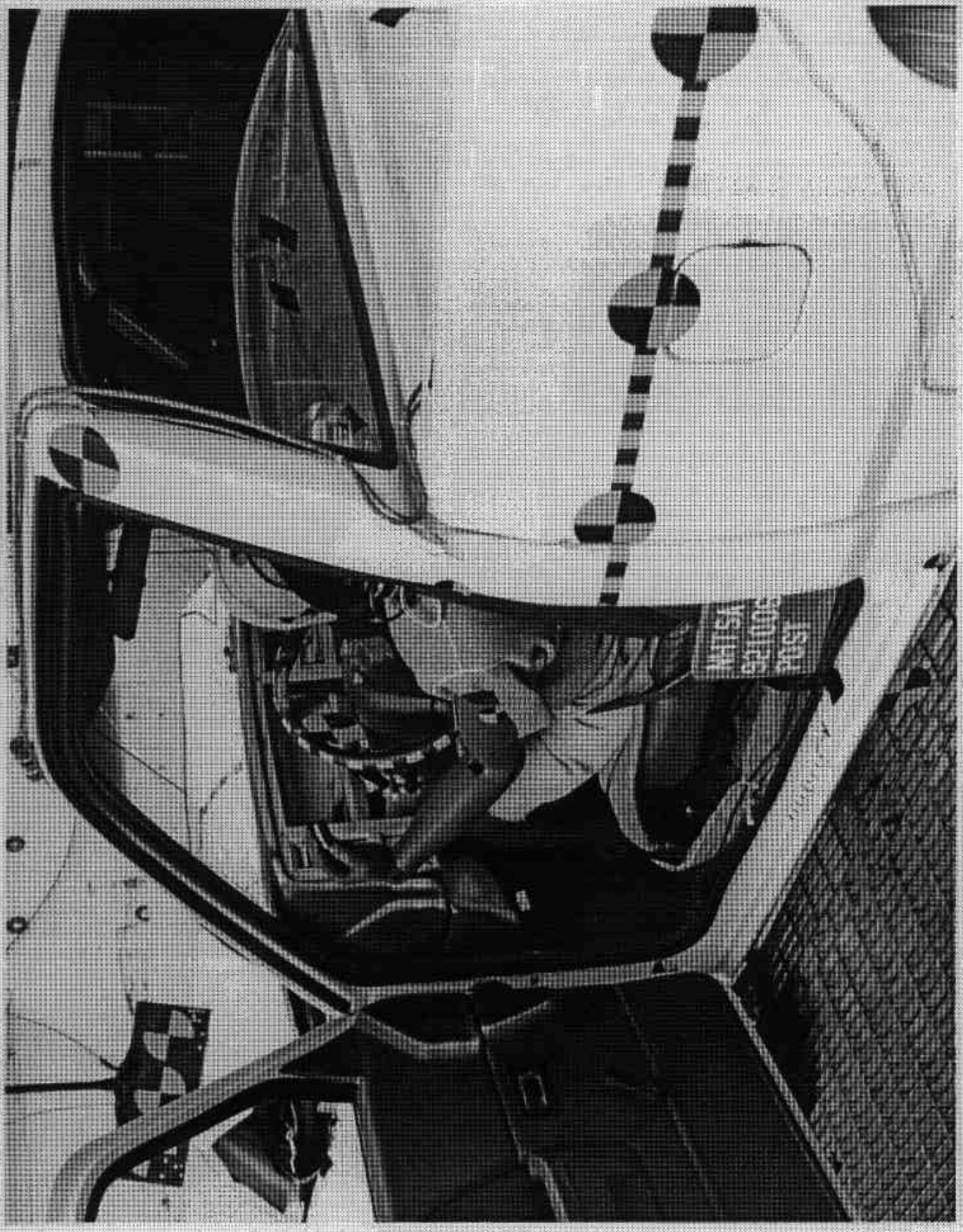


FIGURE A-34. POST-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2

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

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

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

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

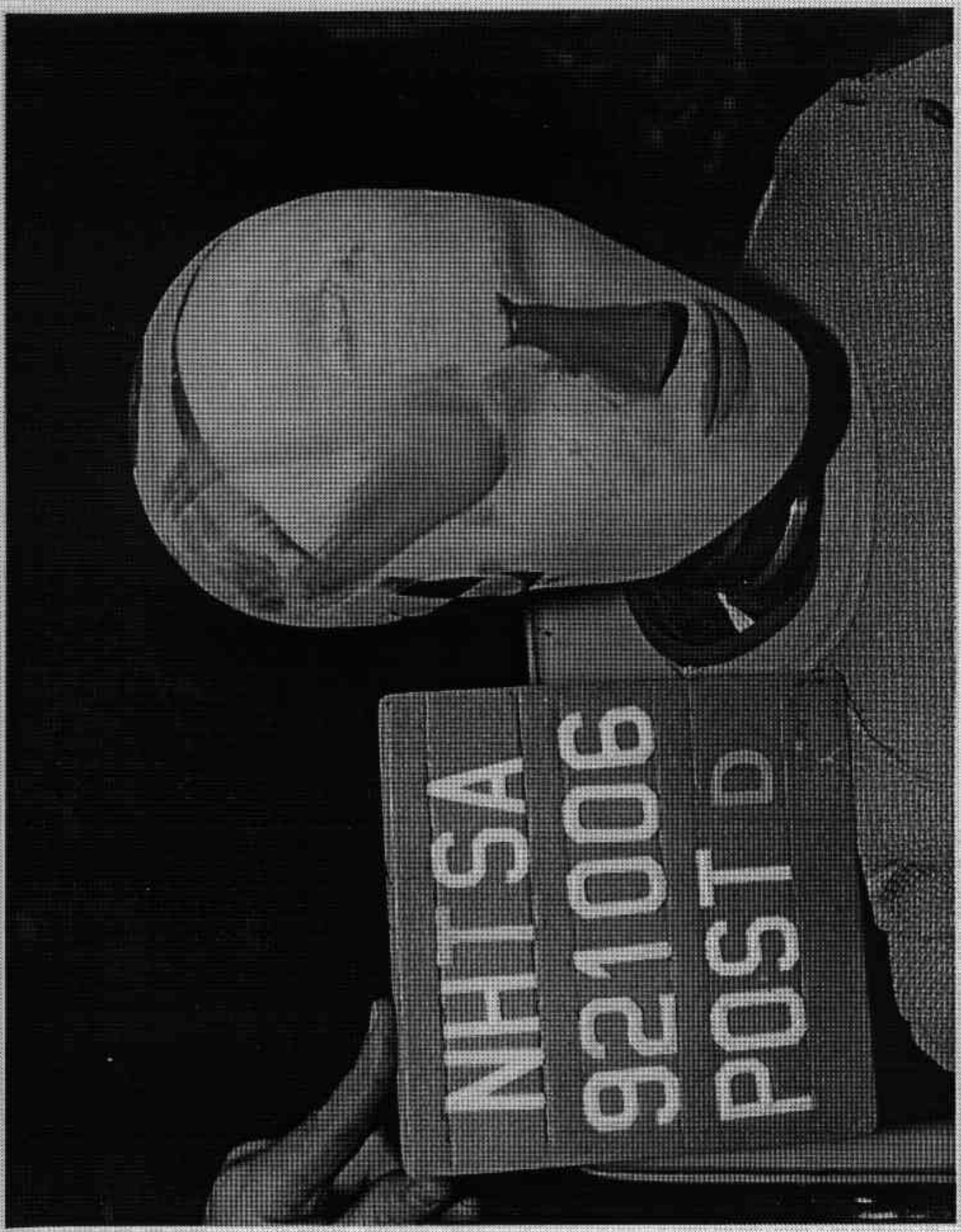


FIGURE A-39. POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 1

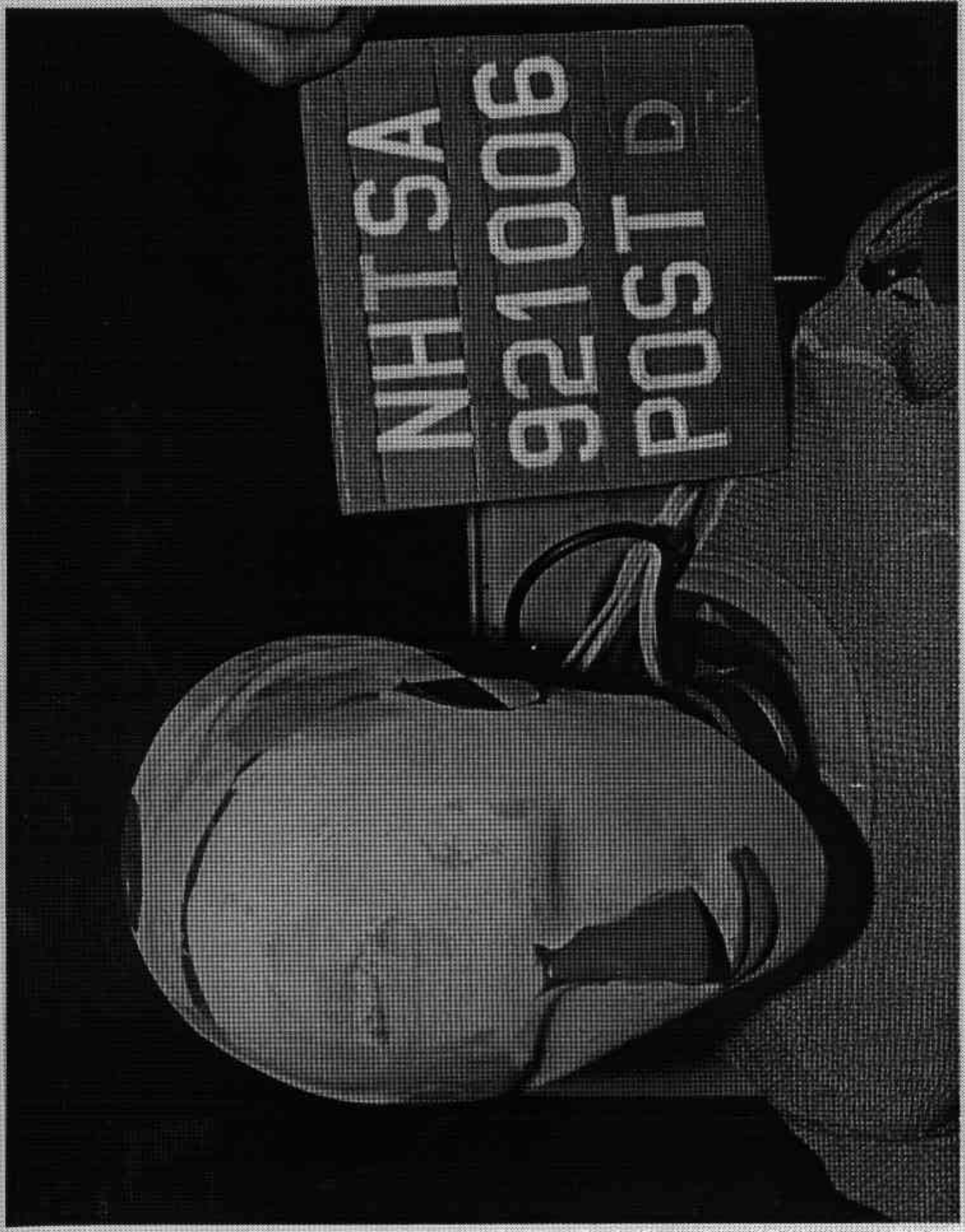


FIGURE A-40. POST-TEST DRIVER DUMMY HEAD CONTACT - VIEW 2

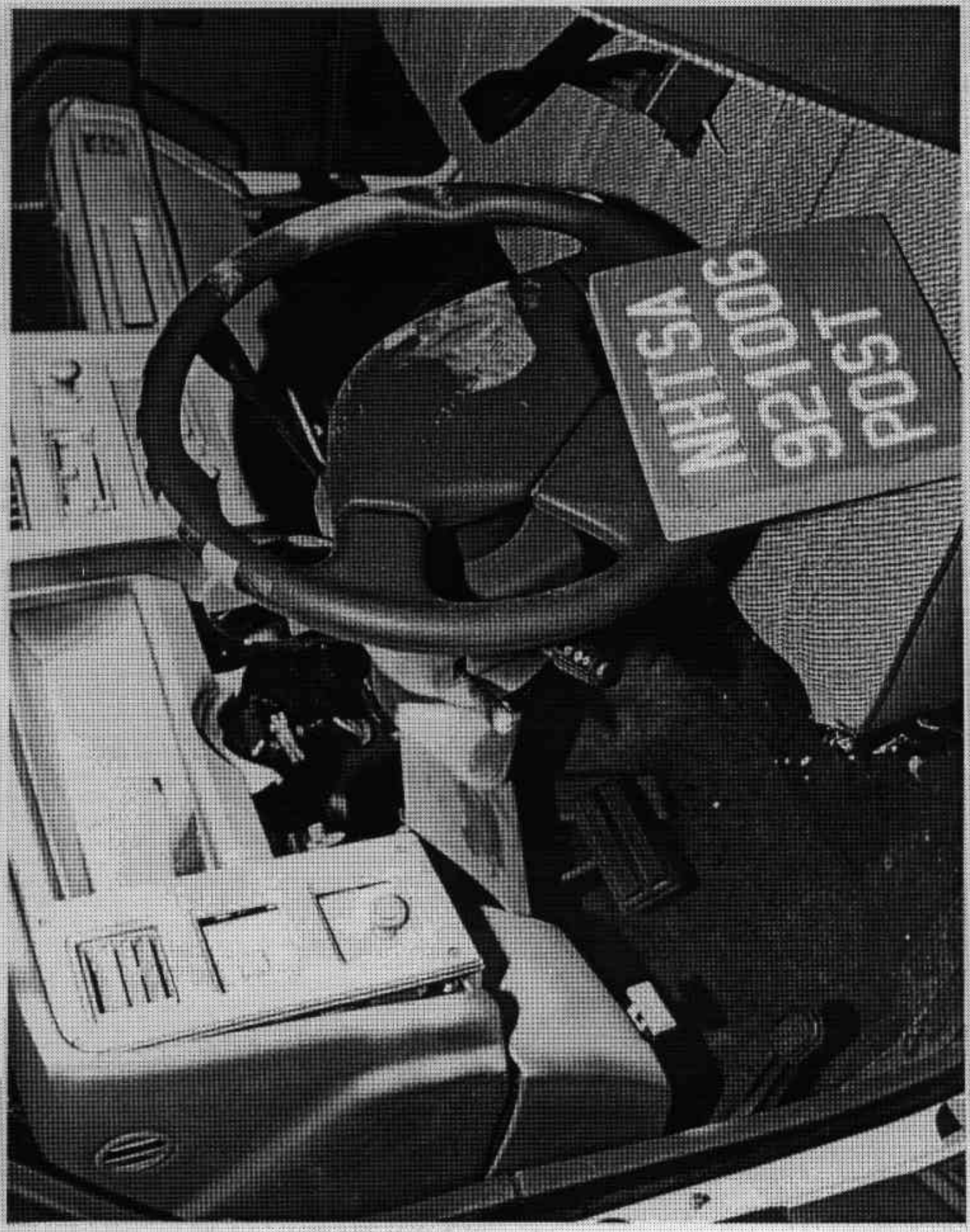


FIGURE A-41. POST-TEST DRIVER DUMMY HEAD & KNEE CONTACT VIEW

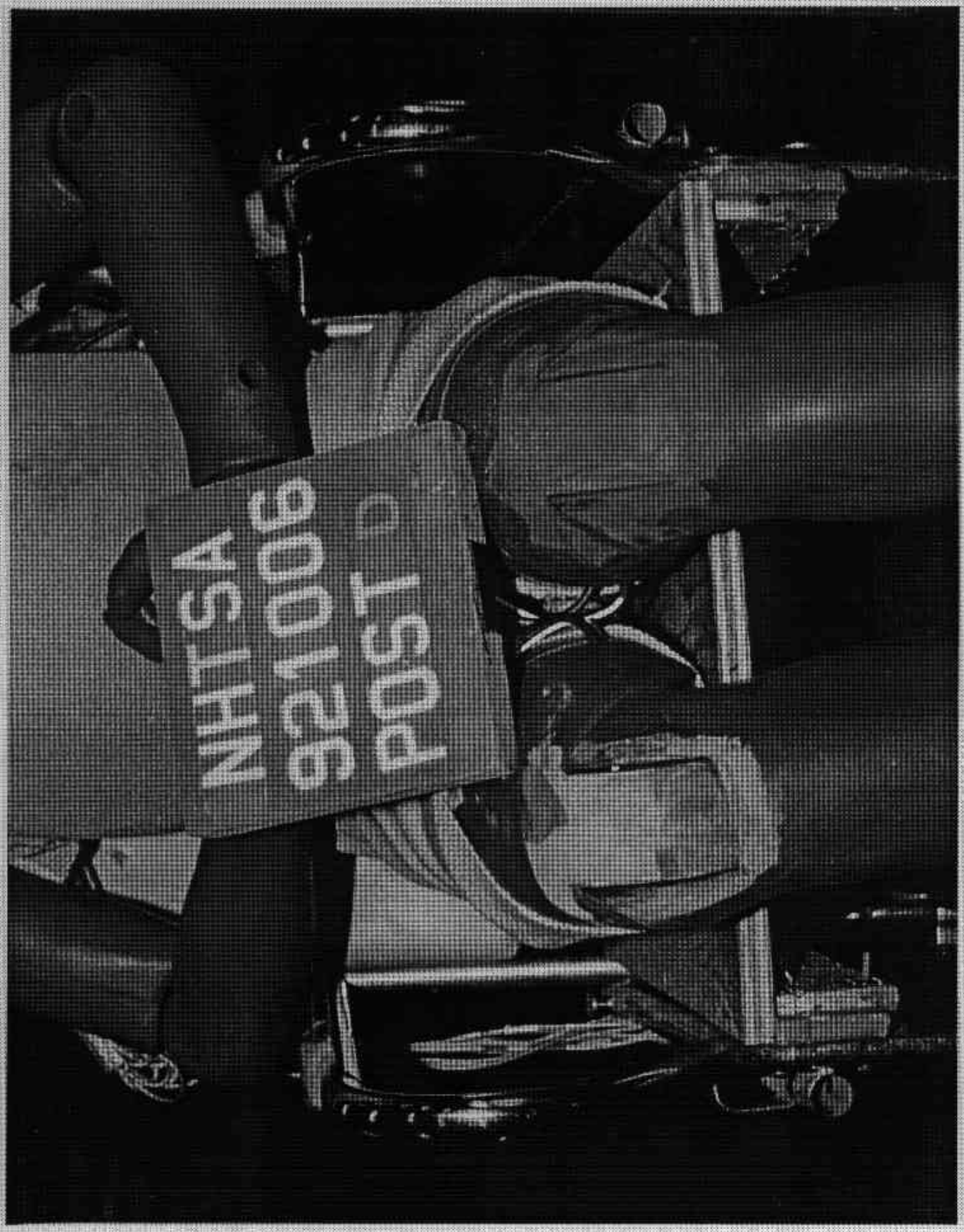


FIGURE A-42. POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 1

FIGURE A-43. POST-TEST DRIVER DUMMY KNEE CONTACT - VIEW 2

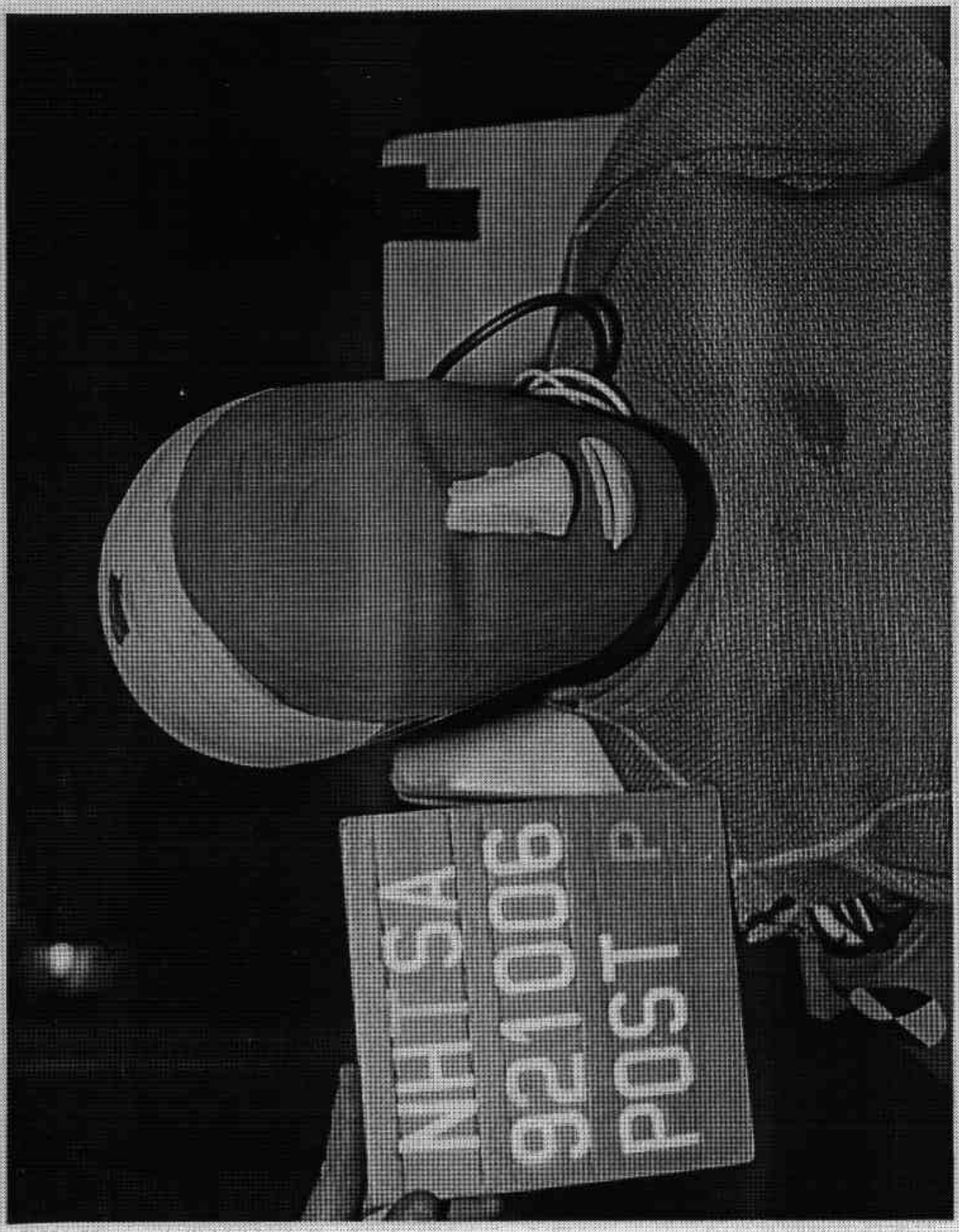


FIGURE A-44. POST-TEST PASSENGER DUMMY HEAD CONTACT VIEW

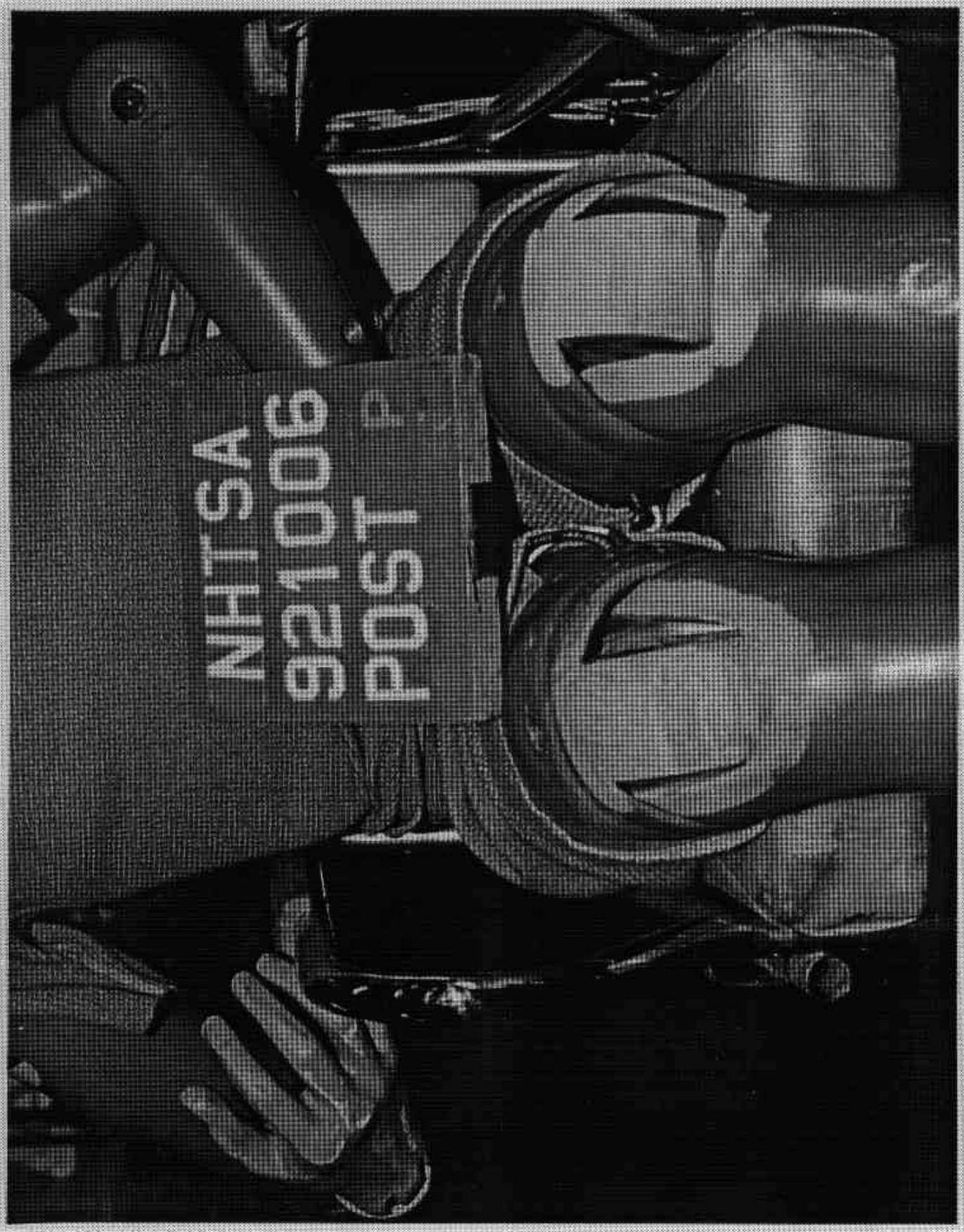


FIGURE A-45. POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 1

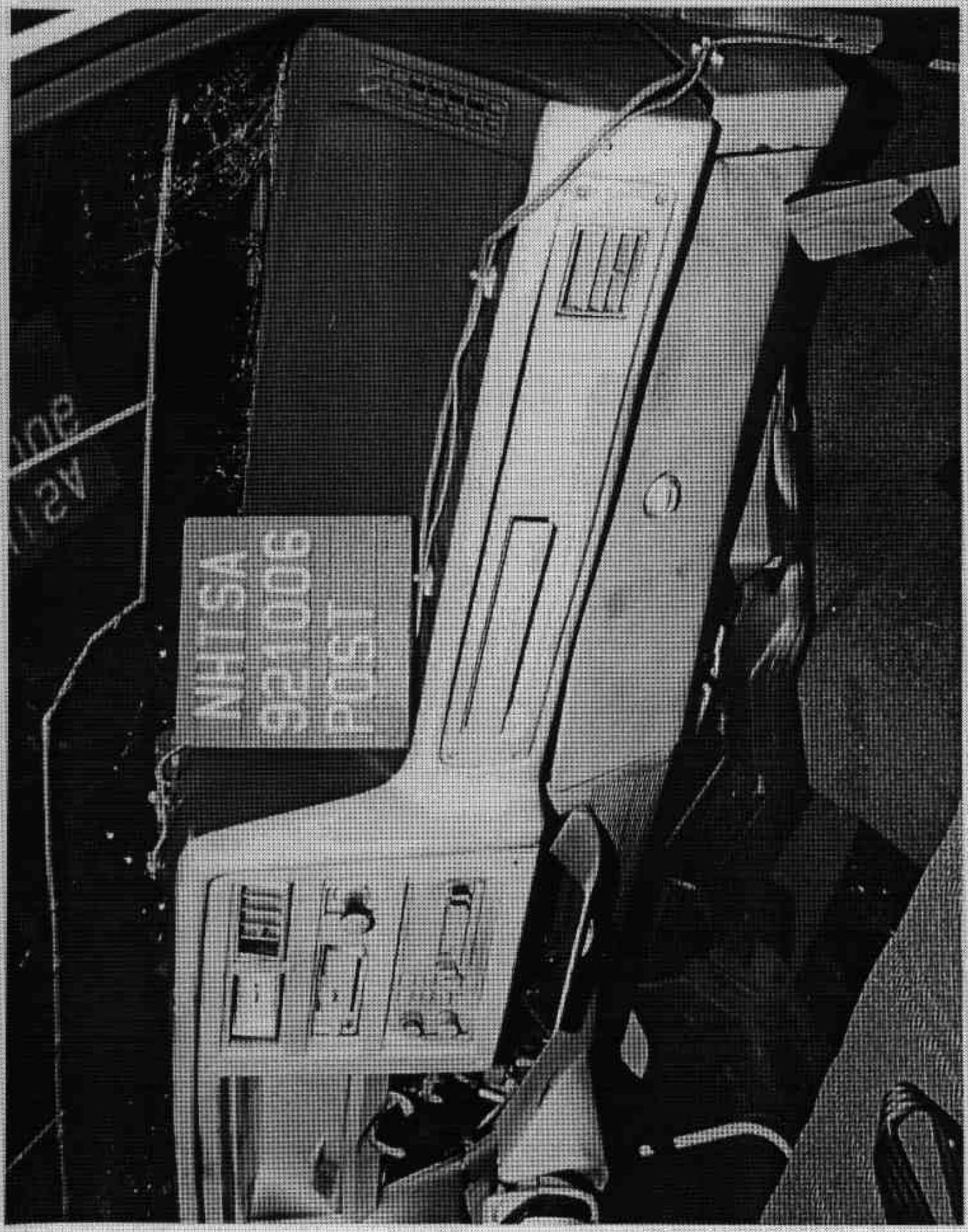


FIGURE A-46. POST-TEST PASSENGER DUMMY KNEE CONTACT - VIEW 2

FIG. A-47. PRE-TEST VEHICLE CERT. & RECOMMENDED TIRE PRES. LABEL

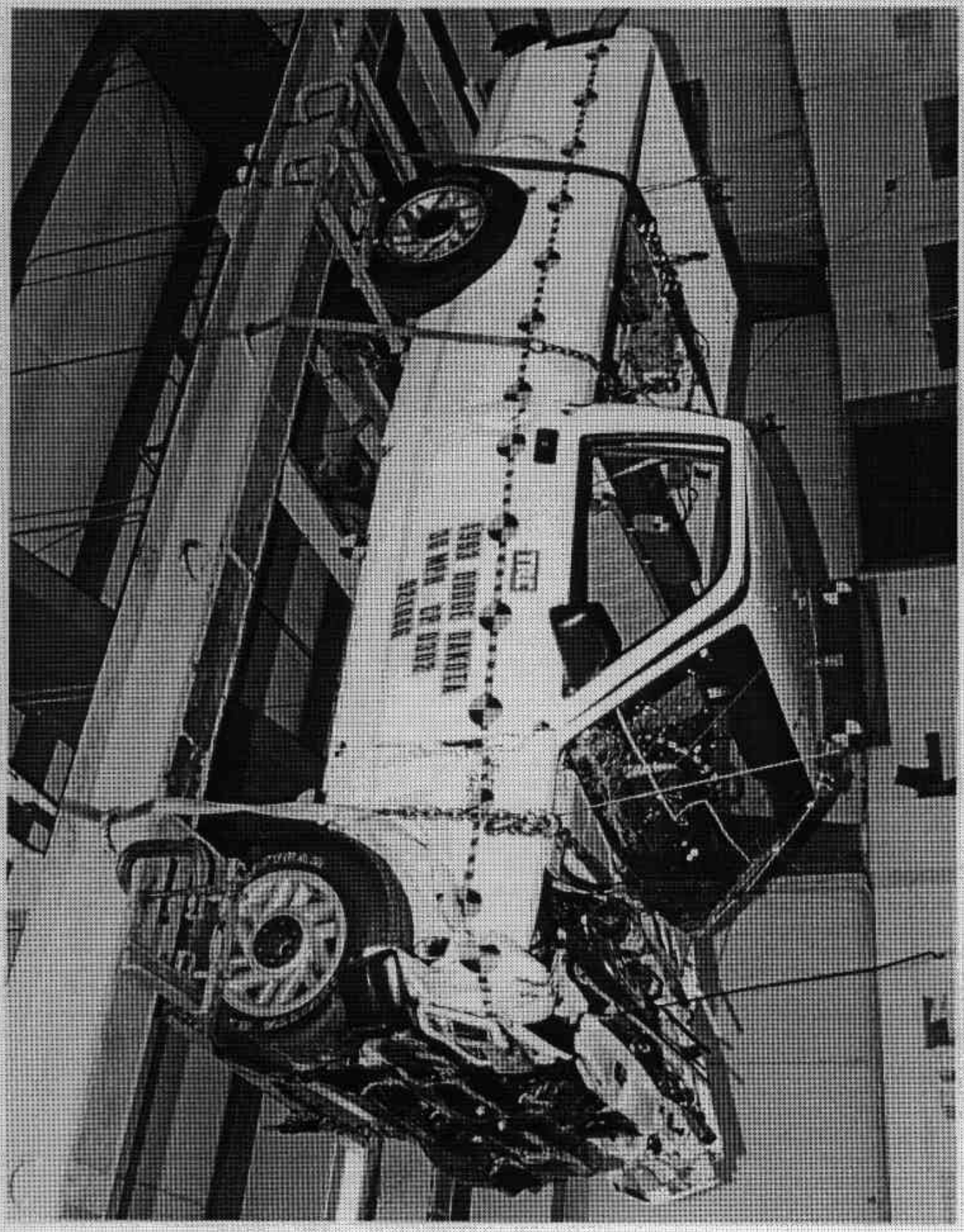


FIGURE A-48. POST-TEST VEHICLE ON STATIC ROLLOVER MACHINE VIEW

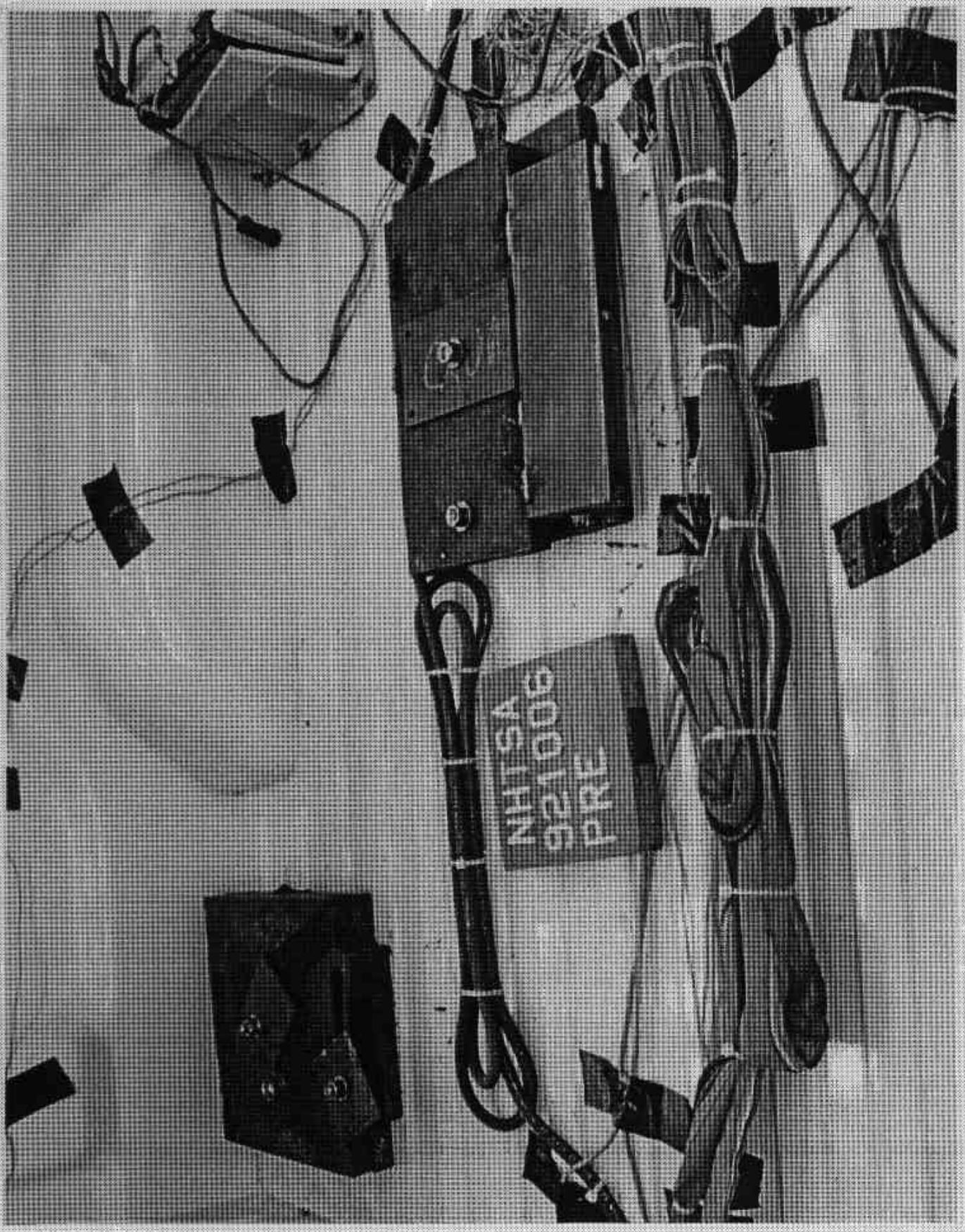
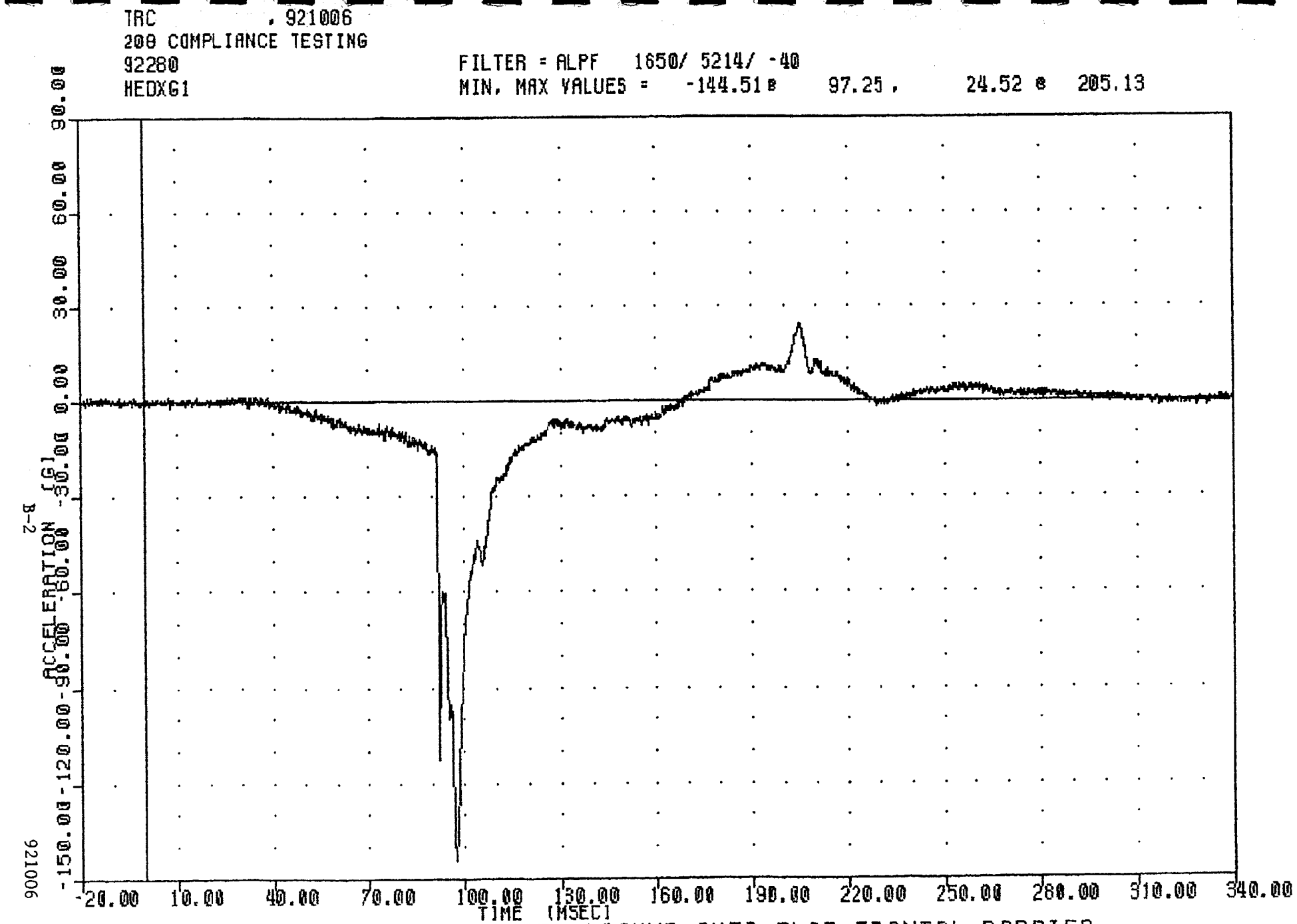


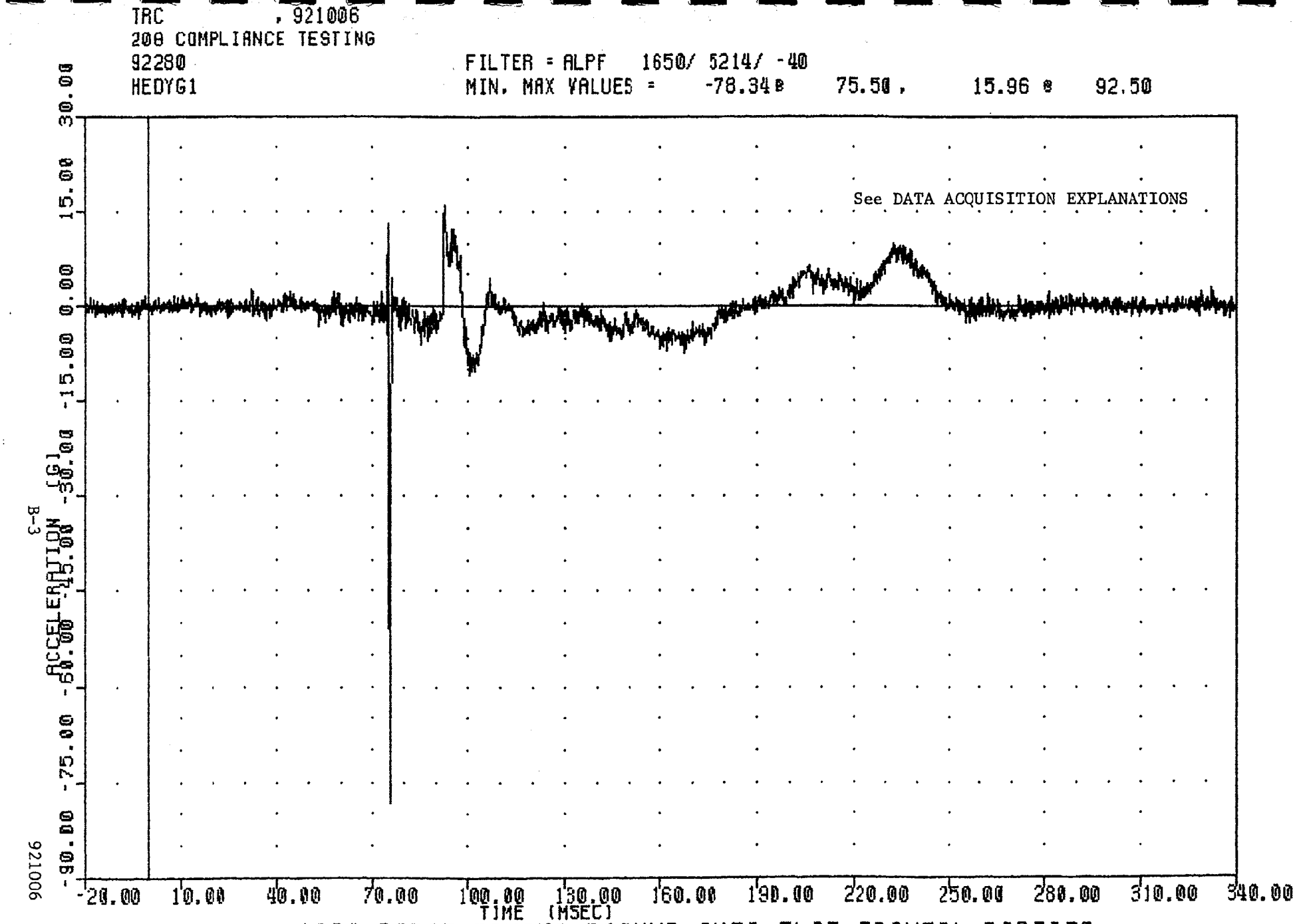
FIGURE A-49. PRE-TEST BALLAST LOCATION VIEW

APPENDIX B

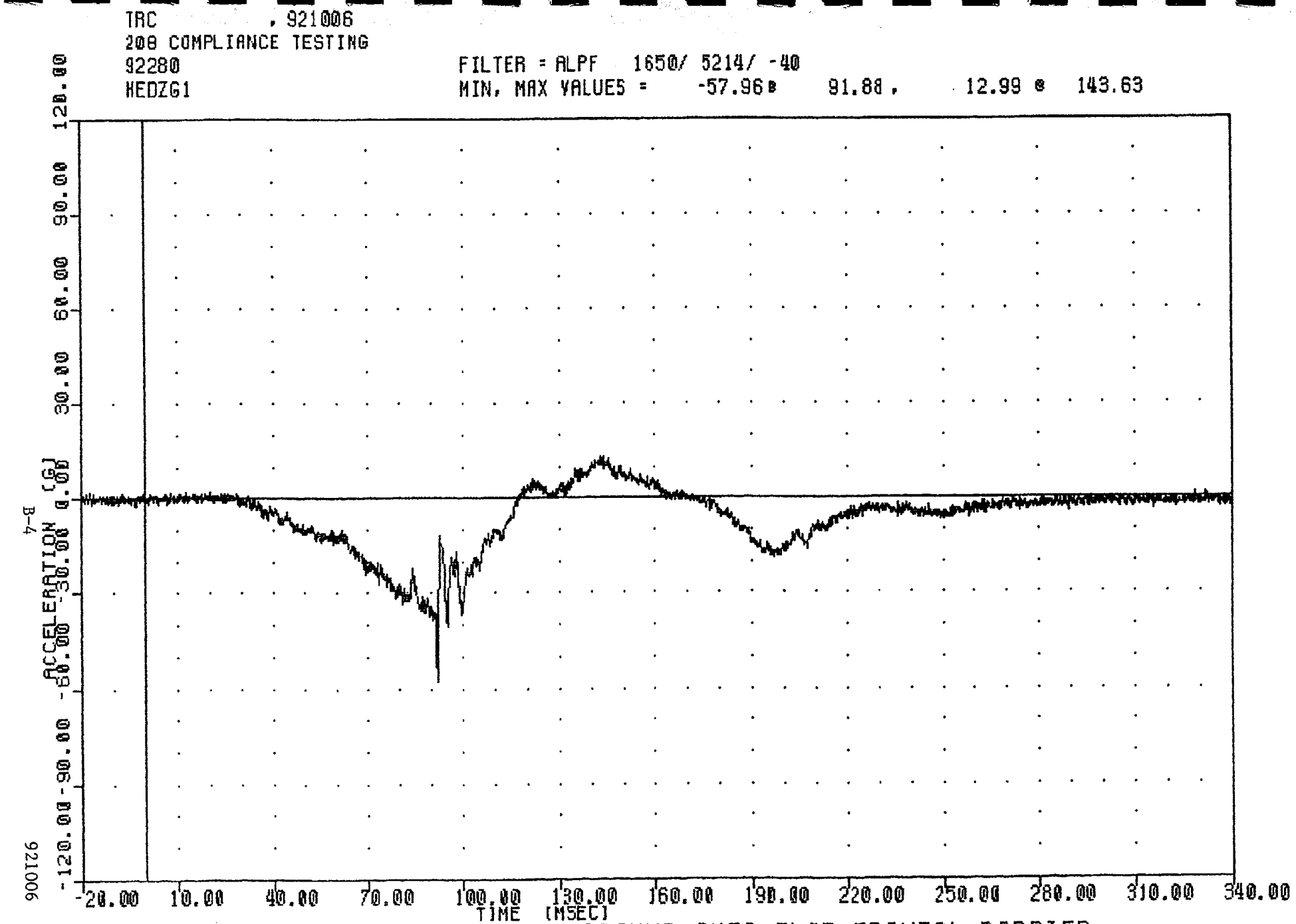
DATA PLOTS



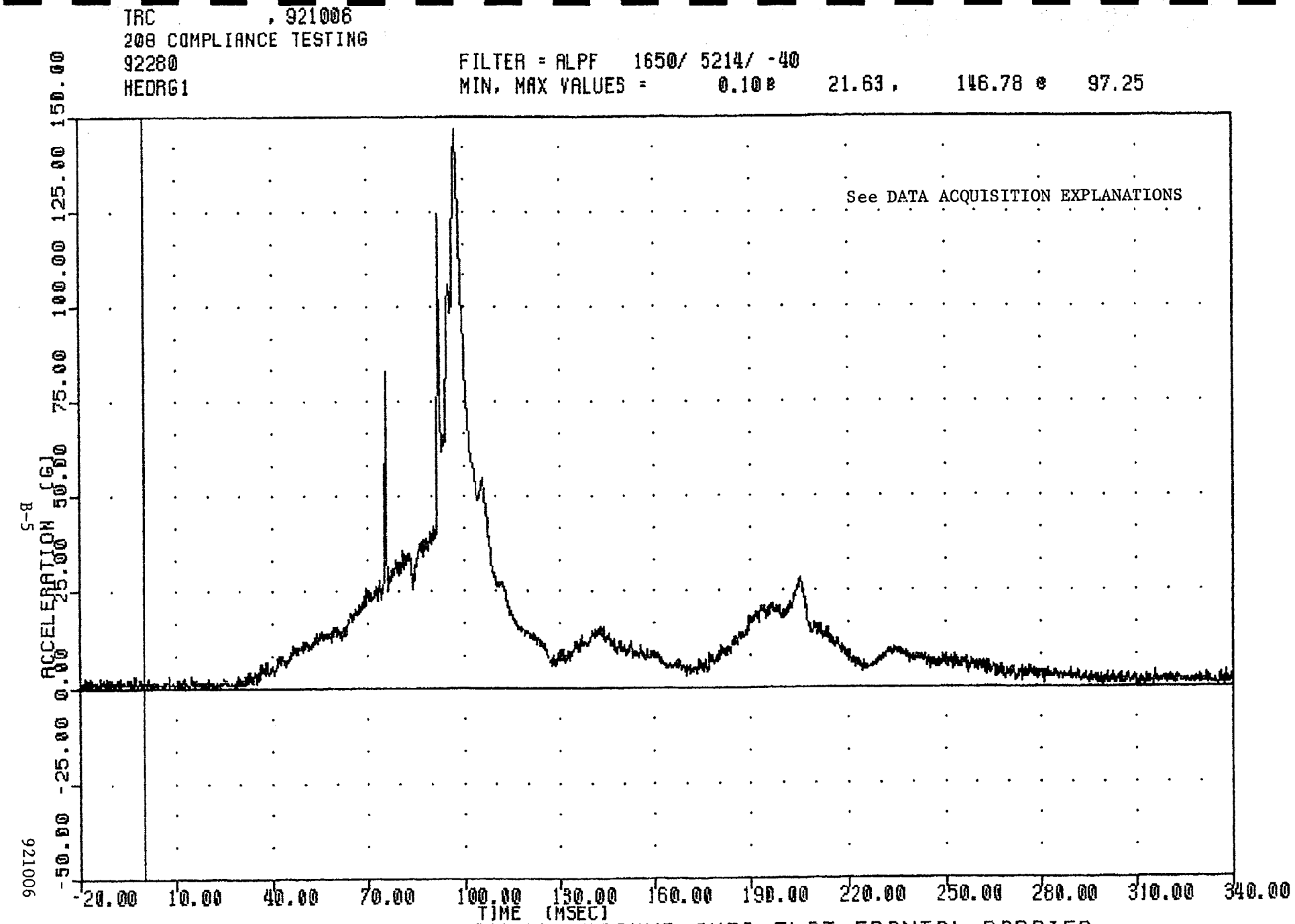
1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER HEAD X-AXIS ACCELERATION



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER HEAD Y-AXIS ACCELERATION

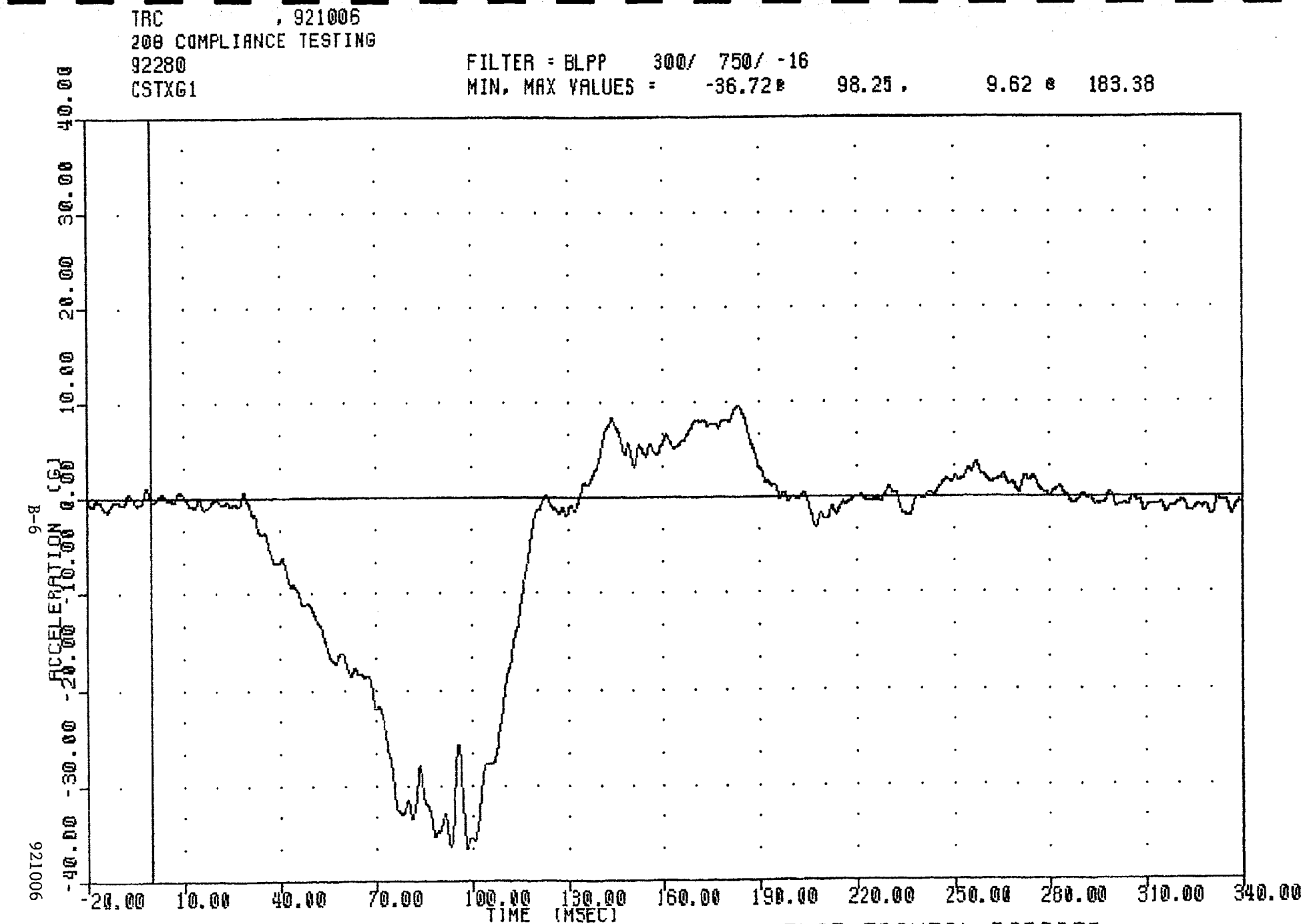


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER HEAD Z-AXIS ACCELERATION

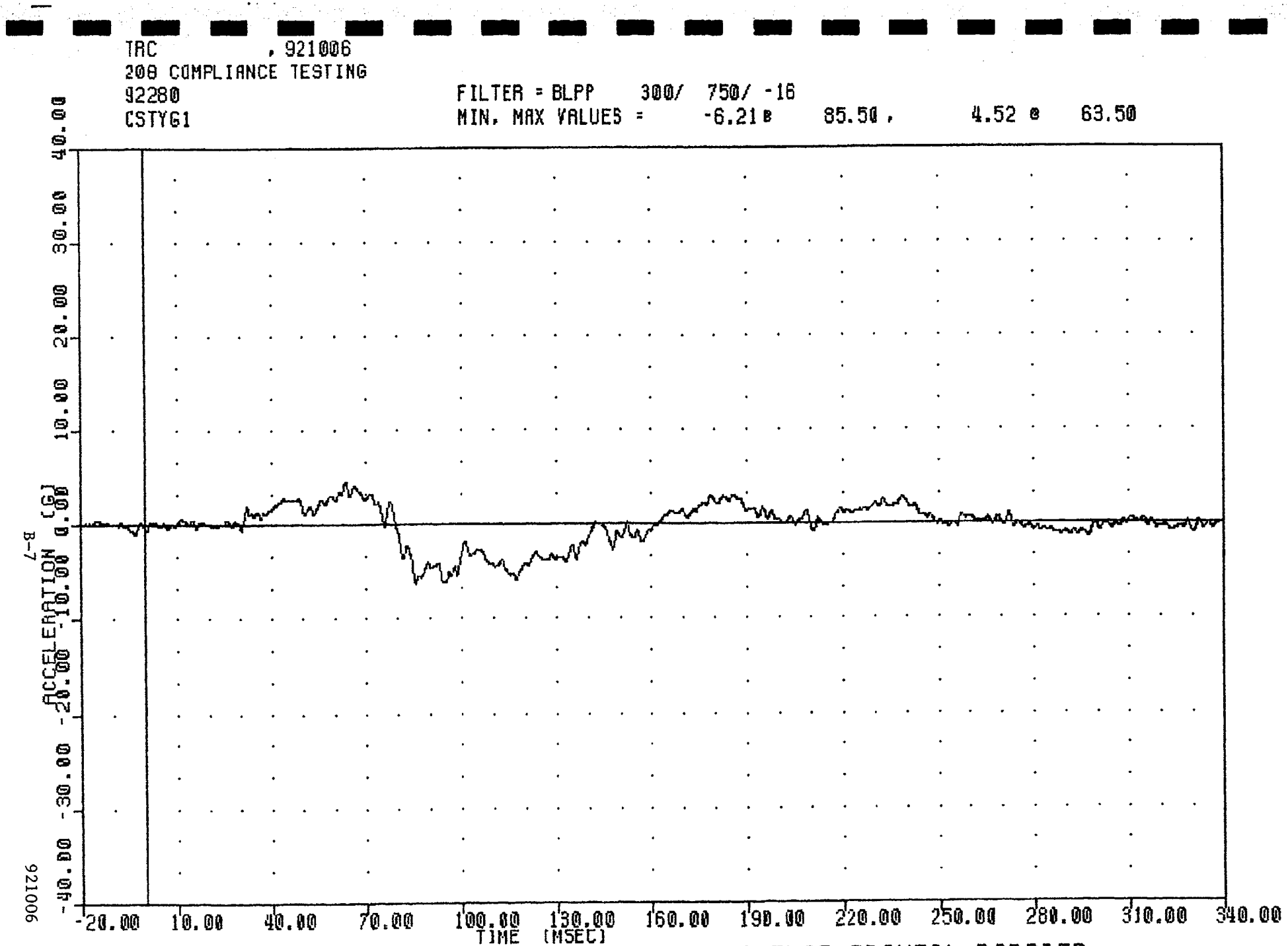


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER HEAD RESULTANT ACCELERATION

921006



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER CHEST X-AXIS ACCELERATION



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER CHEST Y-AXIS ACCELERATION

TRC , 921006
208 COMPLIANCE TESTING
92280
CSTZG1

FILTER = BLPP 300/ 750/ -16
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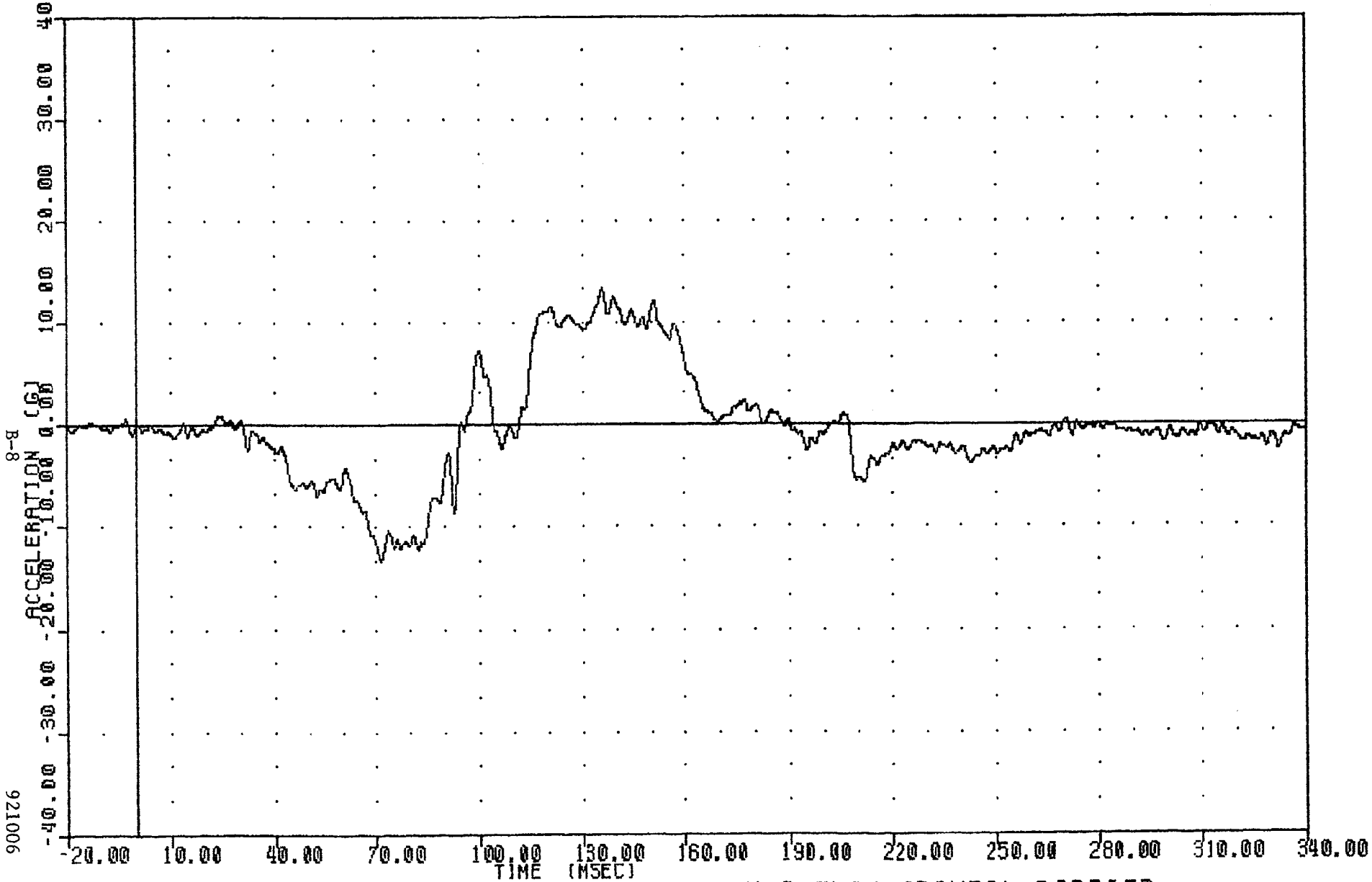
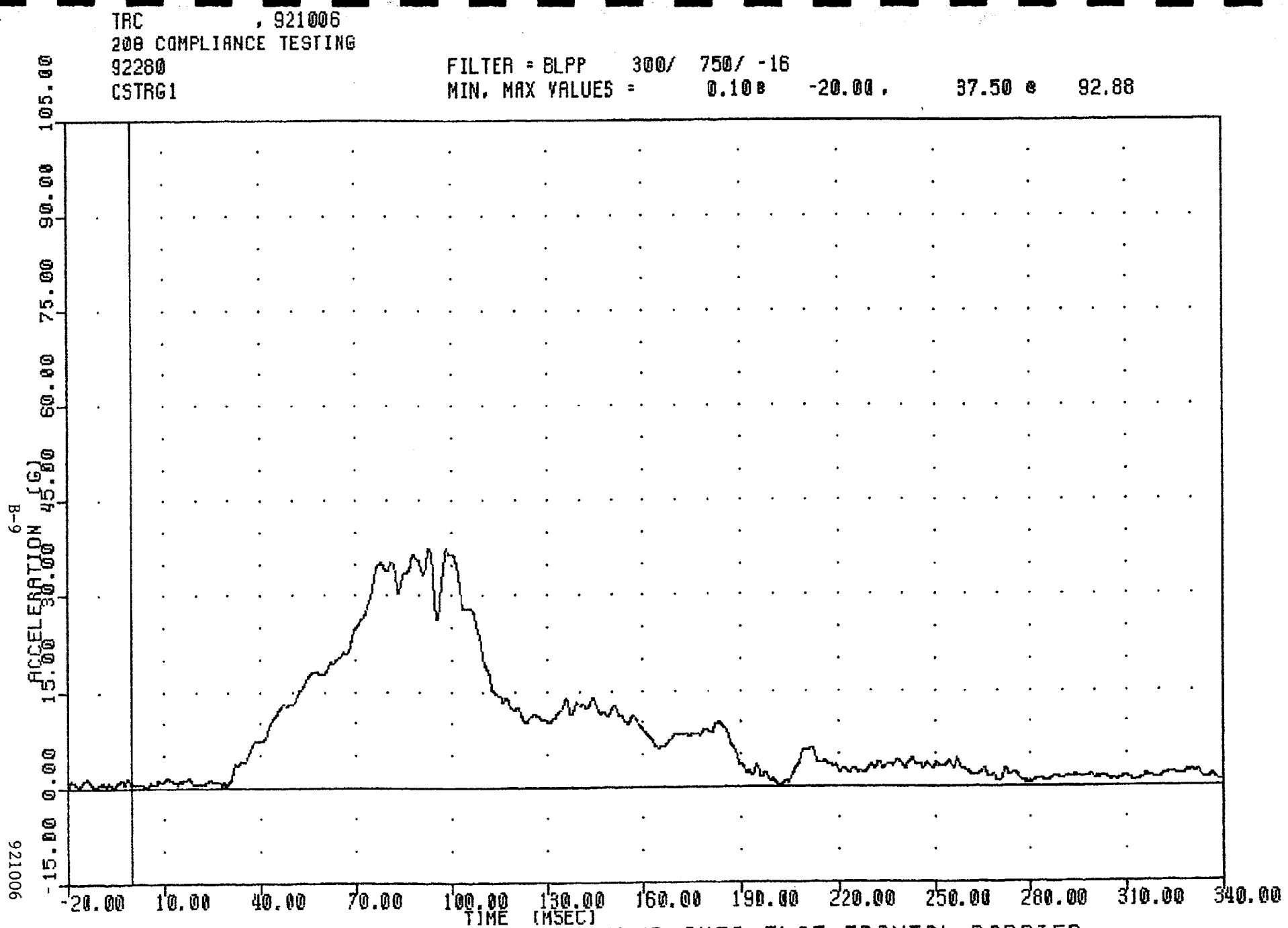
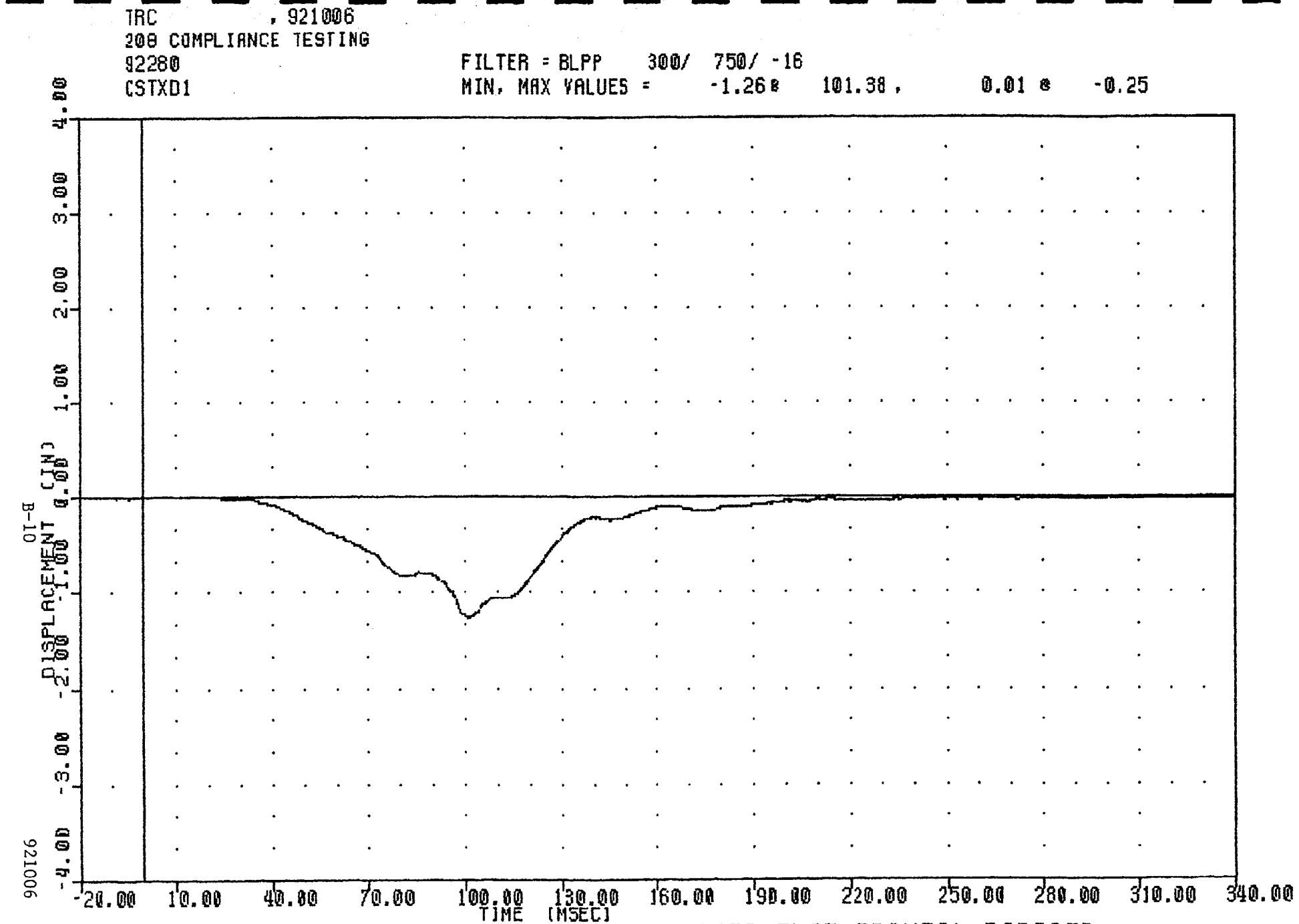


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER CHEST Z-AXIS ACCELERATION

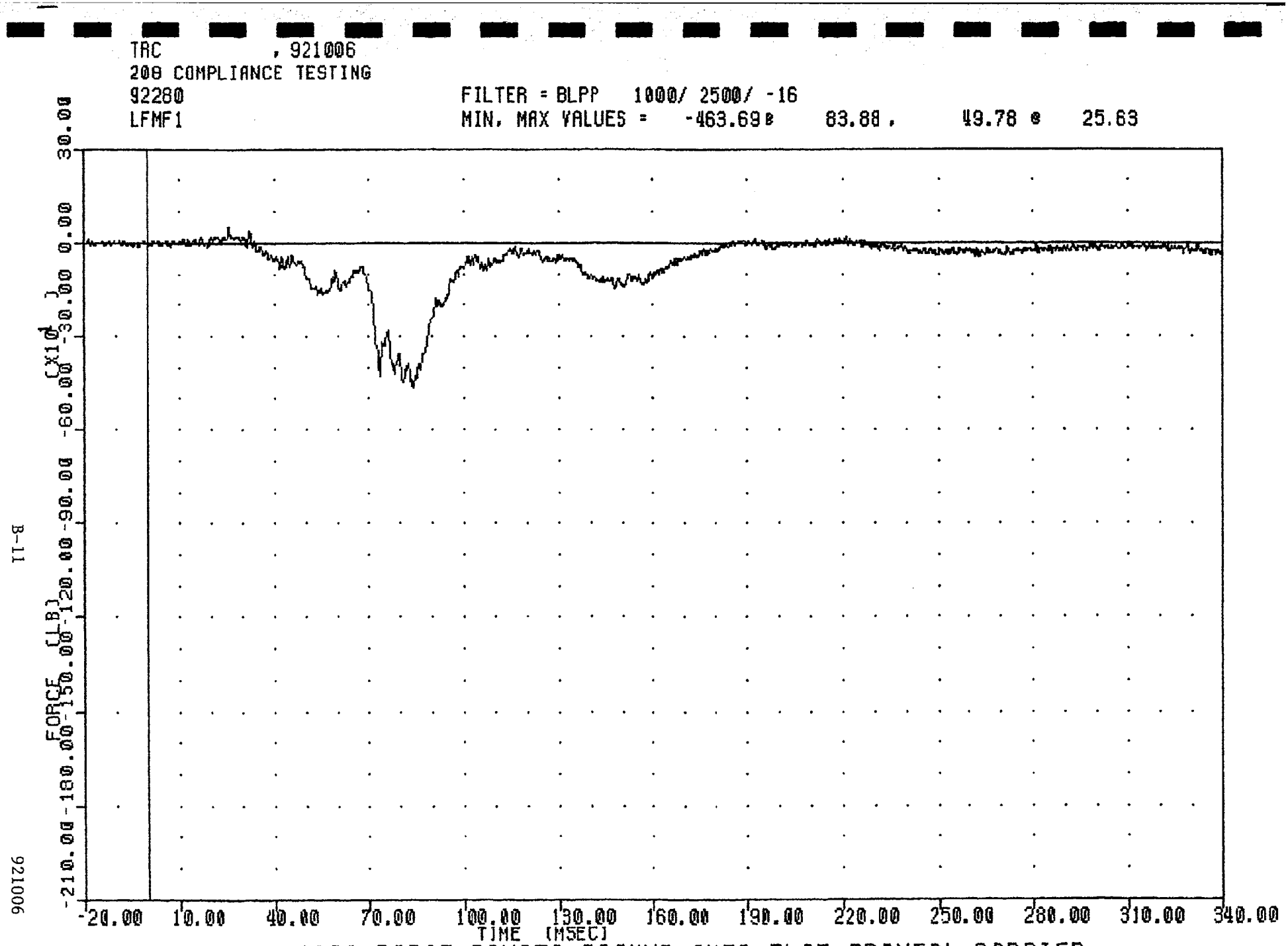
921006



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER CHEST RESULTANT ACCELERATION

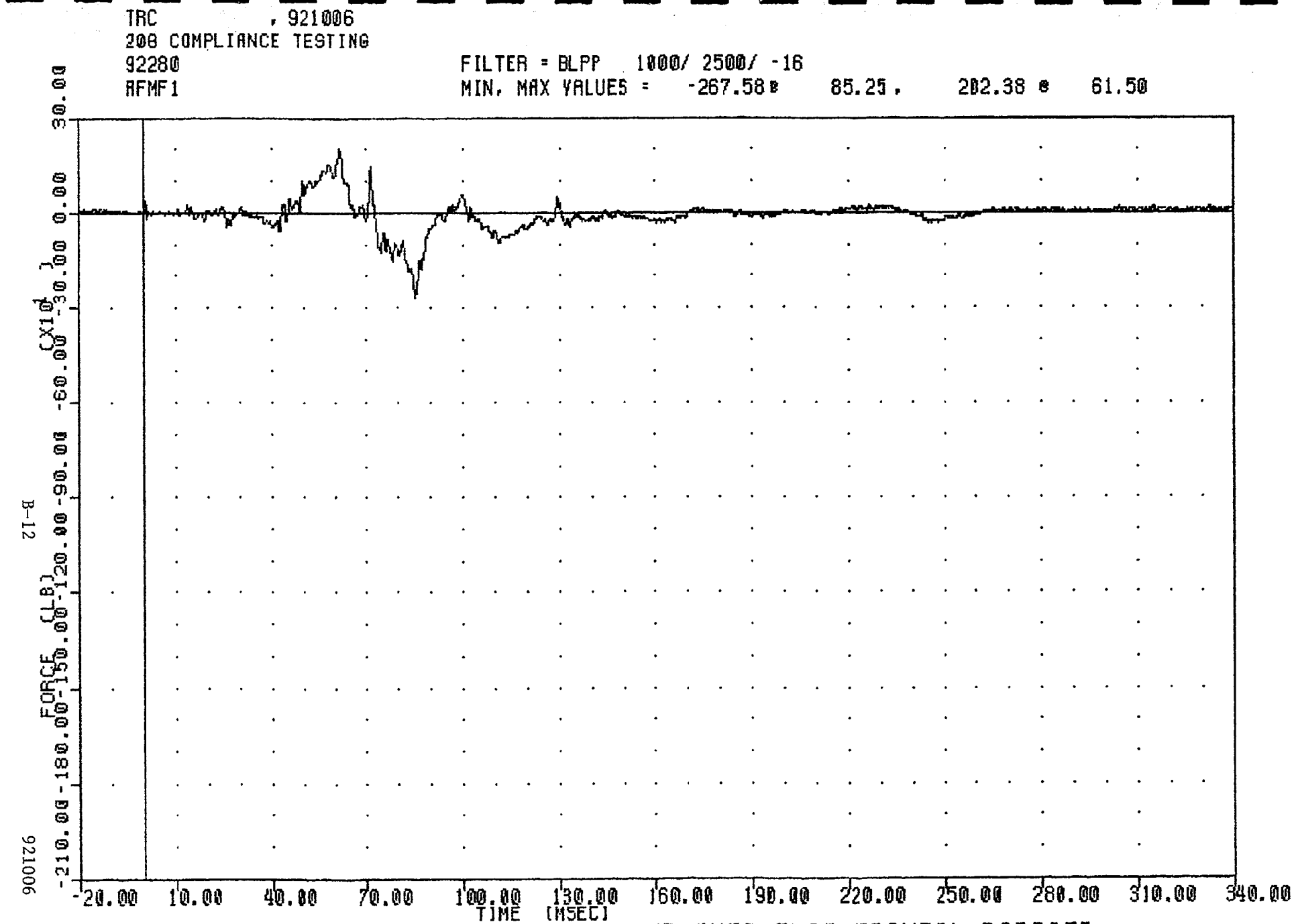


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER CHEST DEFLECTION



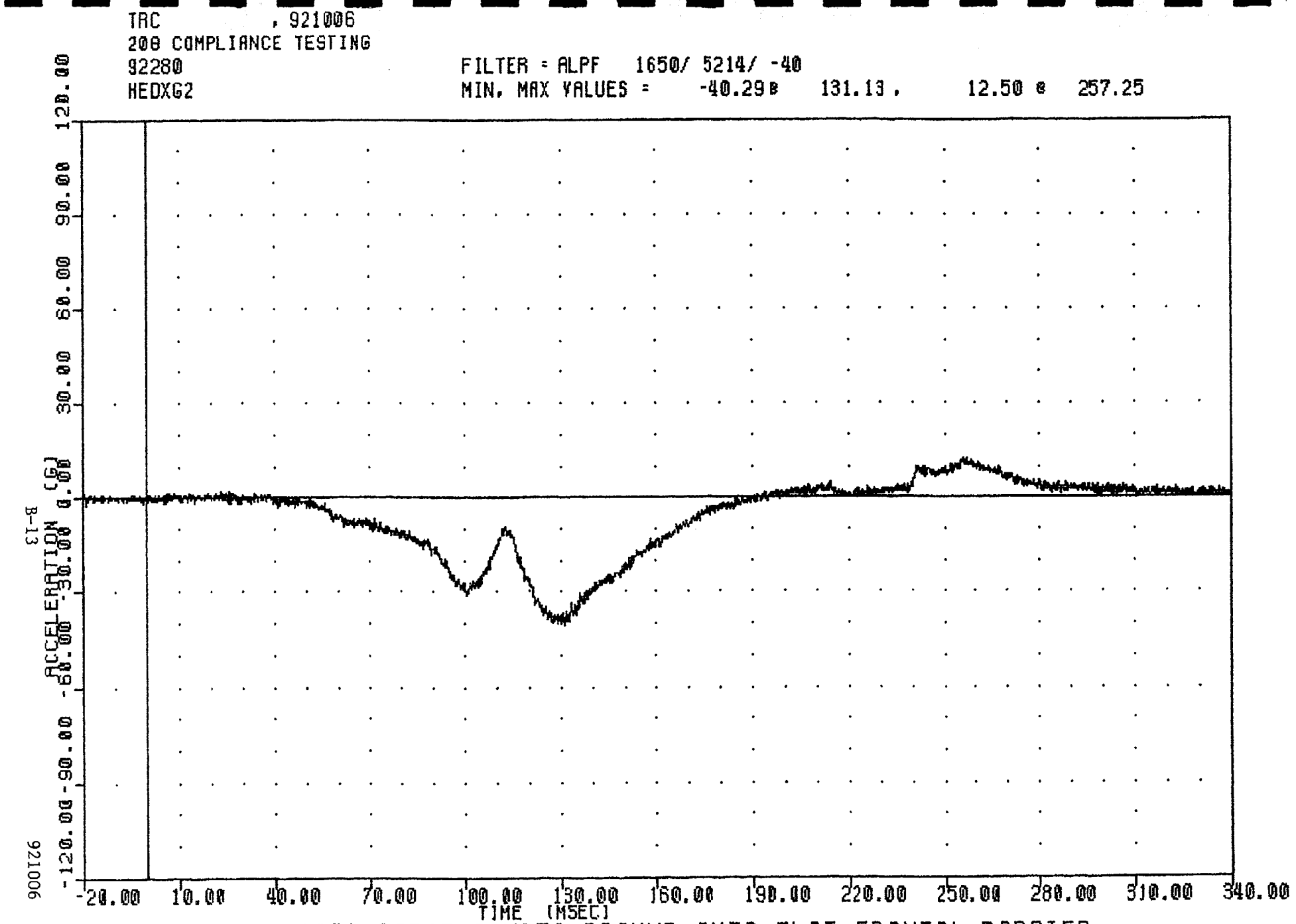
1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER LEFT FEMUR FORCE

921006



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
DRIVER RIGHT FEMUR FORCE

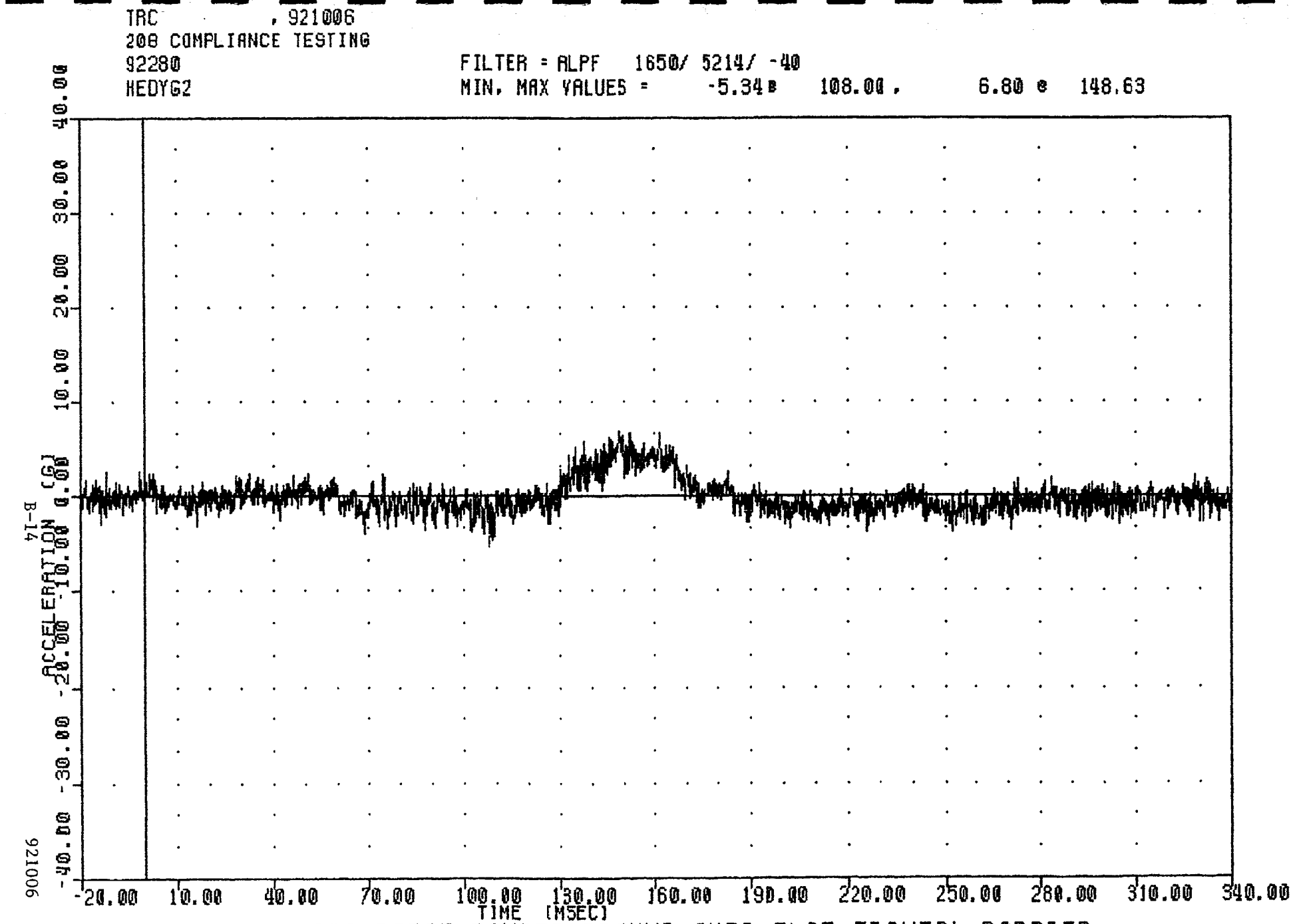
921006



B-13

921006

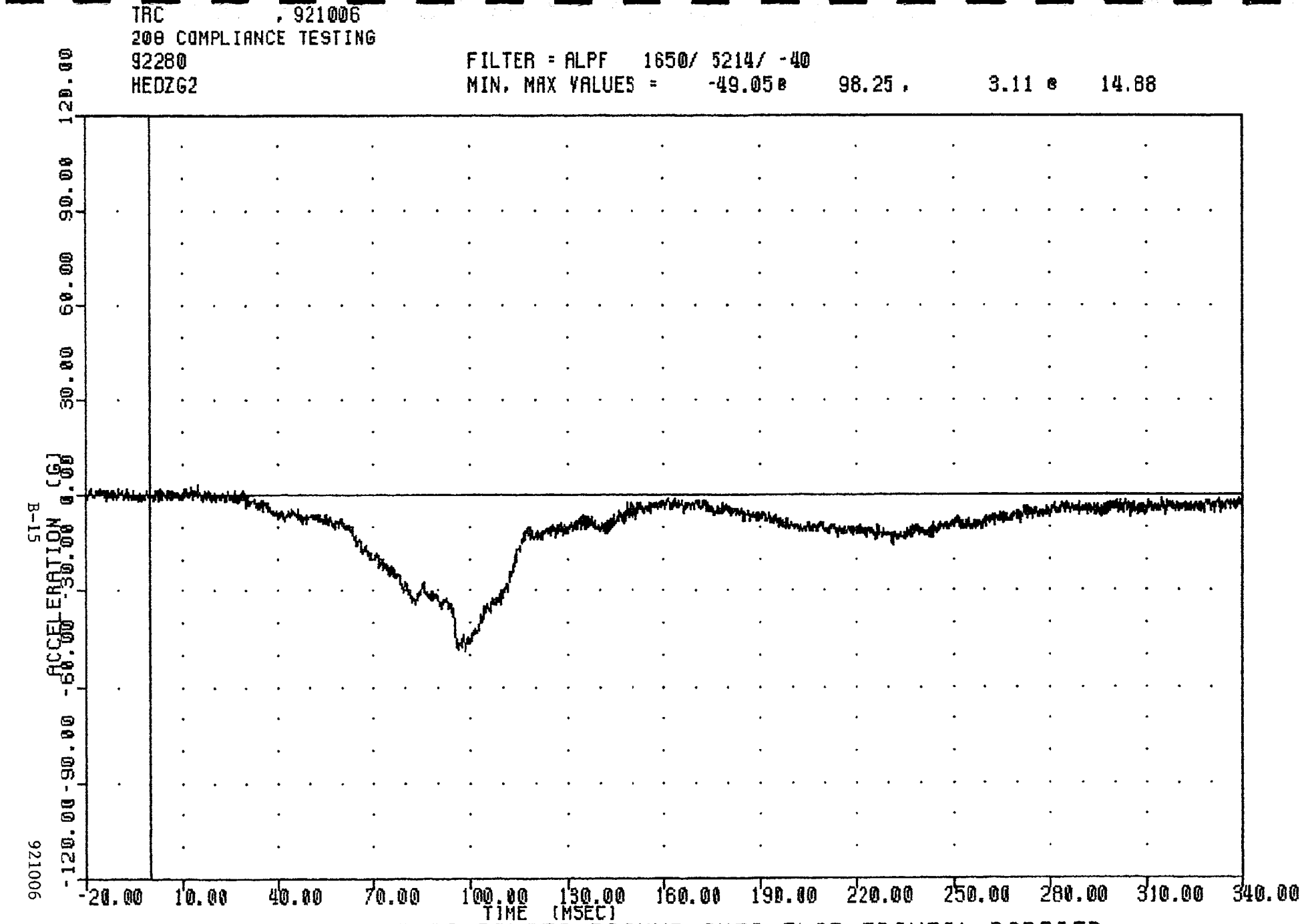
1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD X-AXIS ACCELERATION



B-14

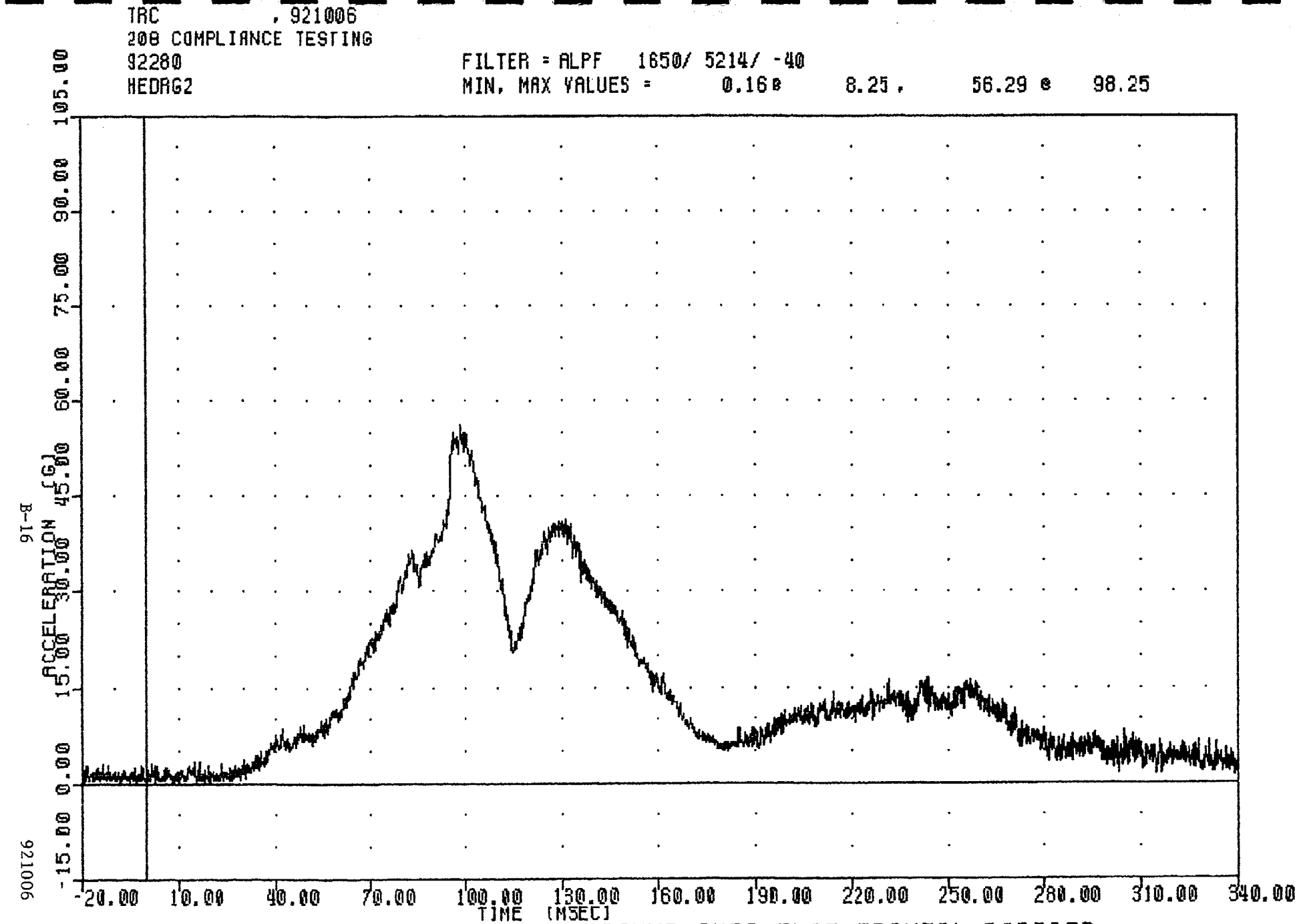
921006

1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD Y-AXIS ACCELERATION



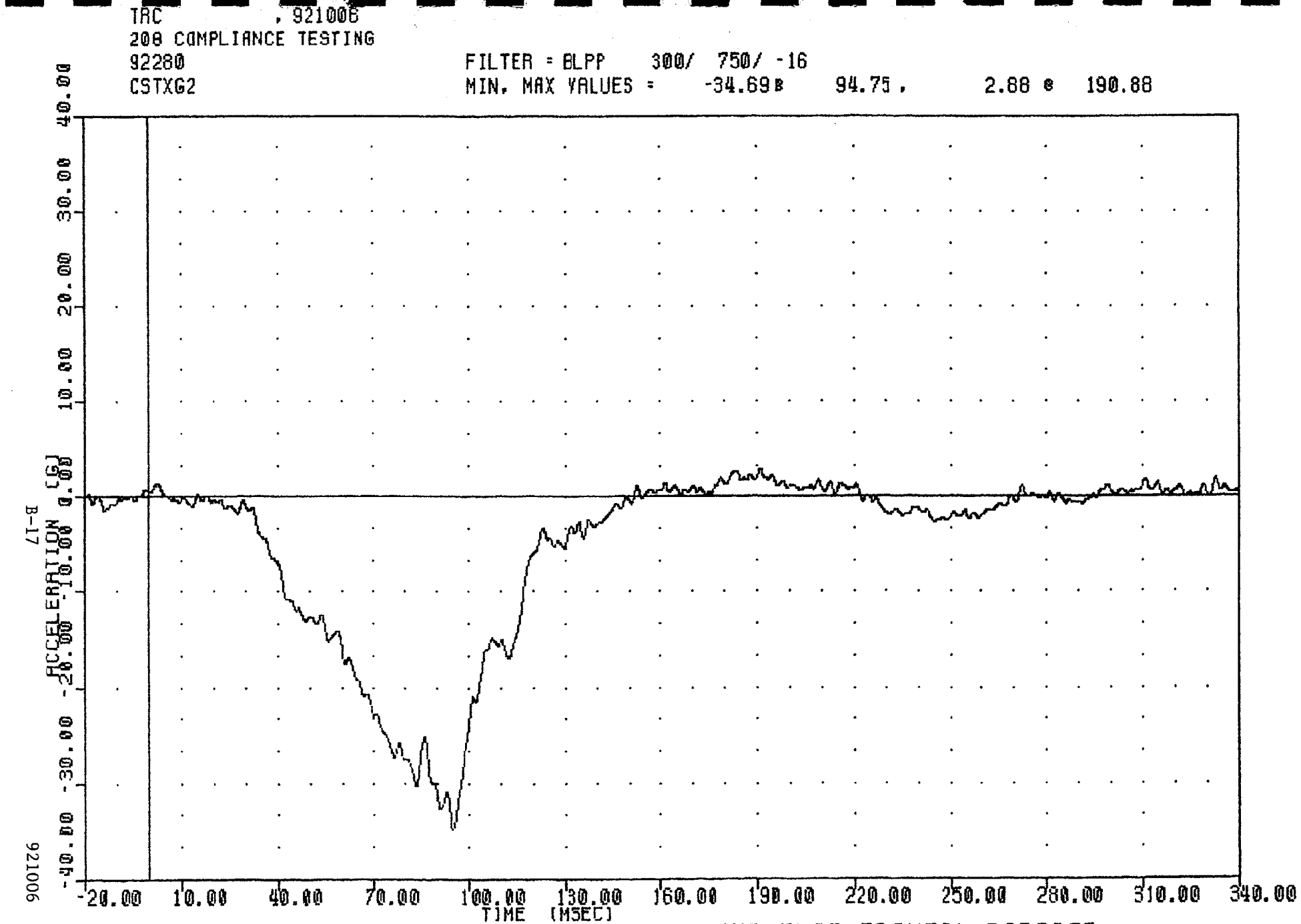
1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD Z-AXIS ACCELERATION

921006

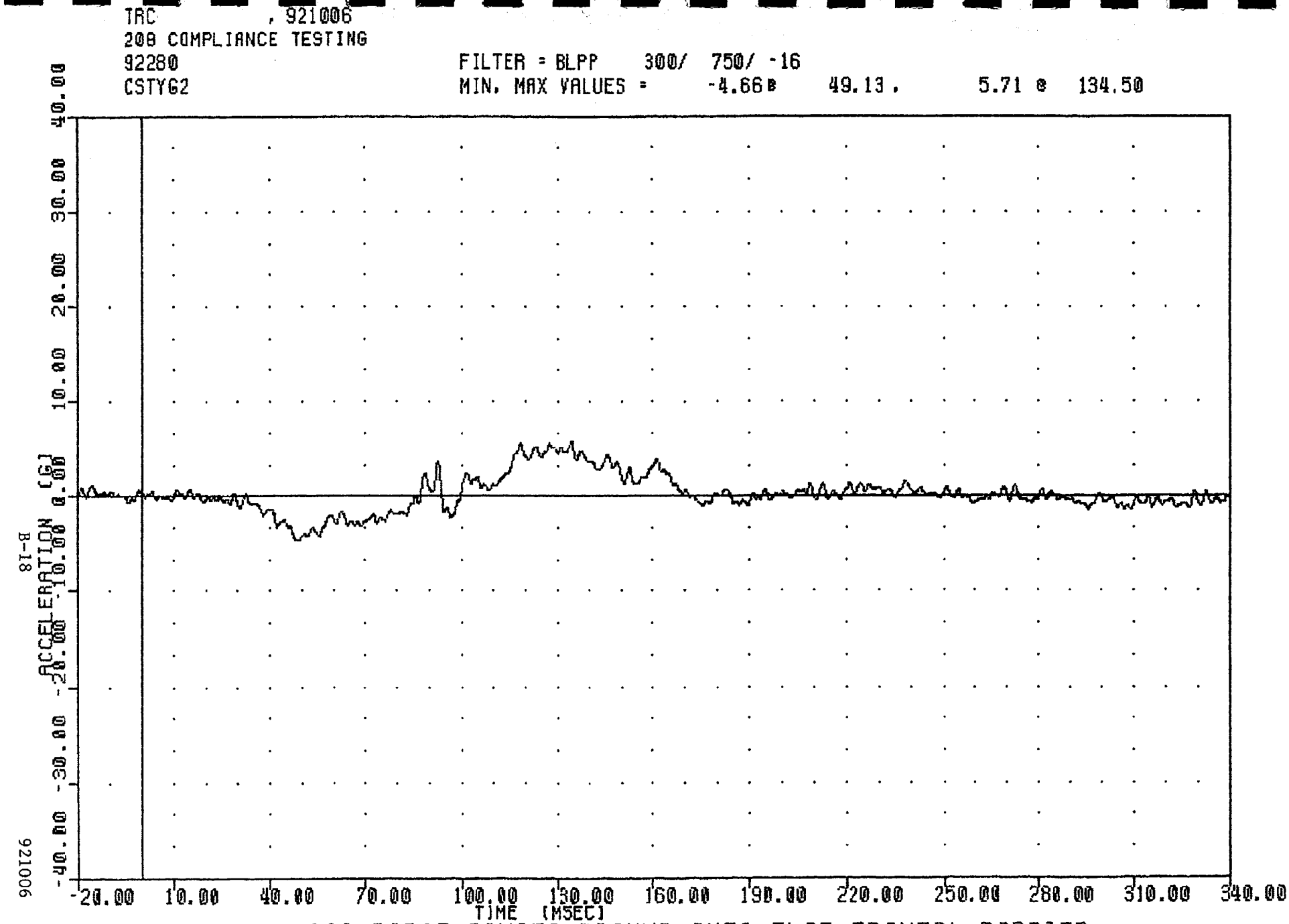


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER HEAD RESULTANT ACCELERATION

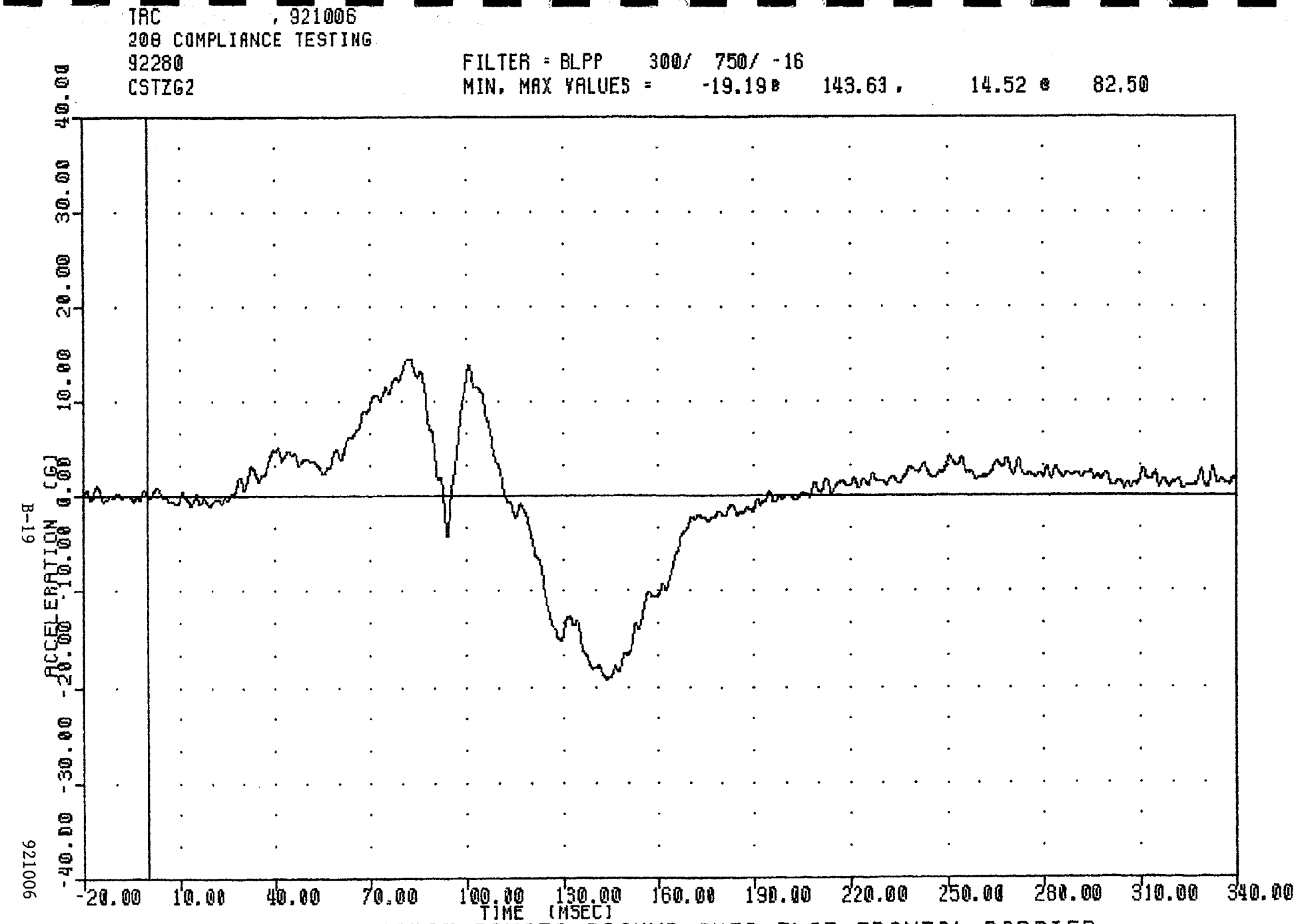
921006



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST X-AXIS ACCELERATION

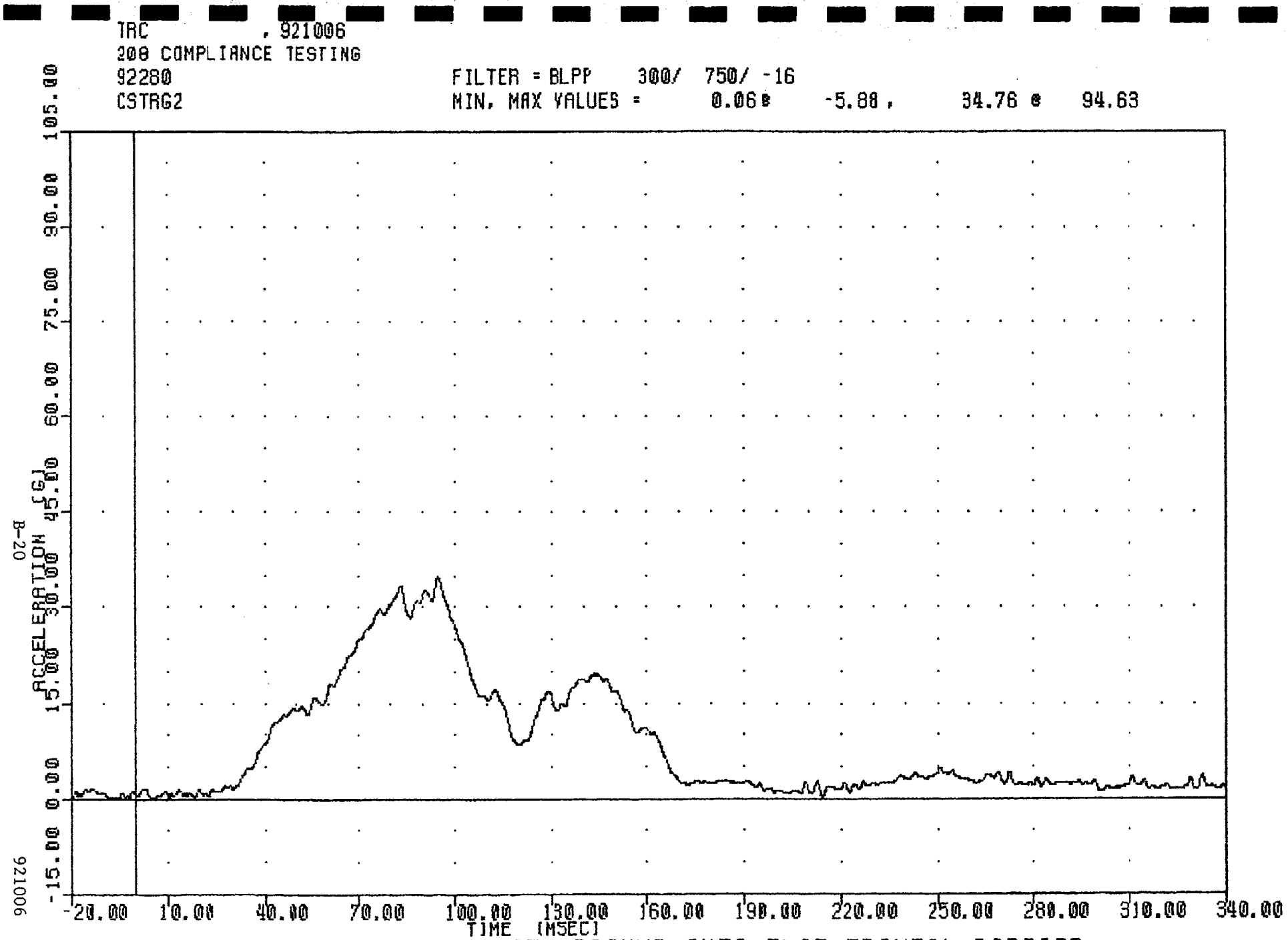


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST Y-AXIS ACCELERATION

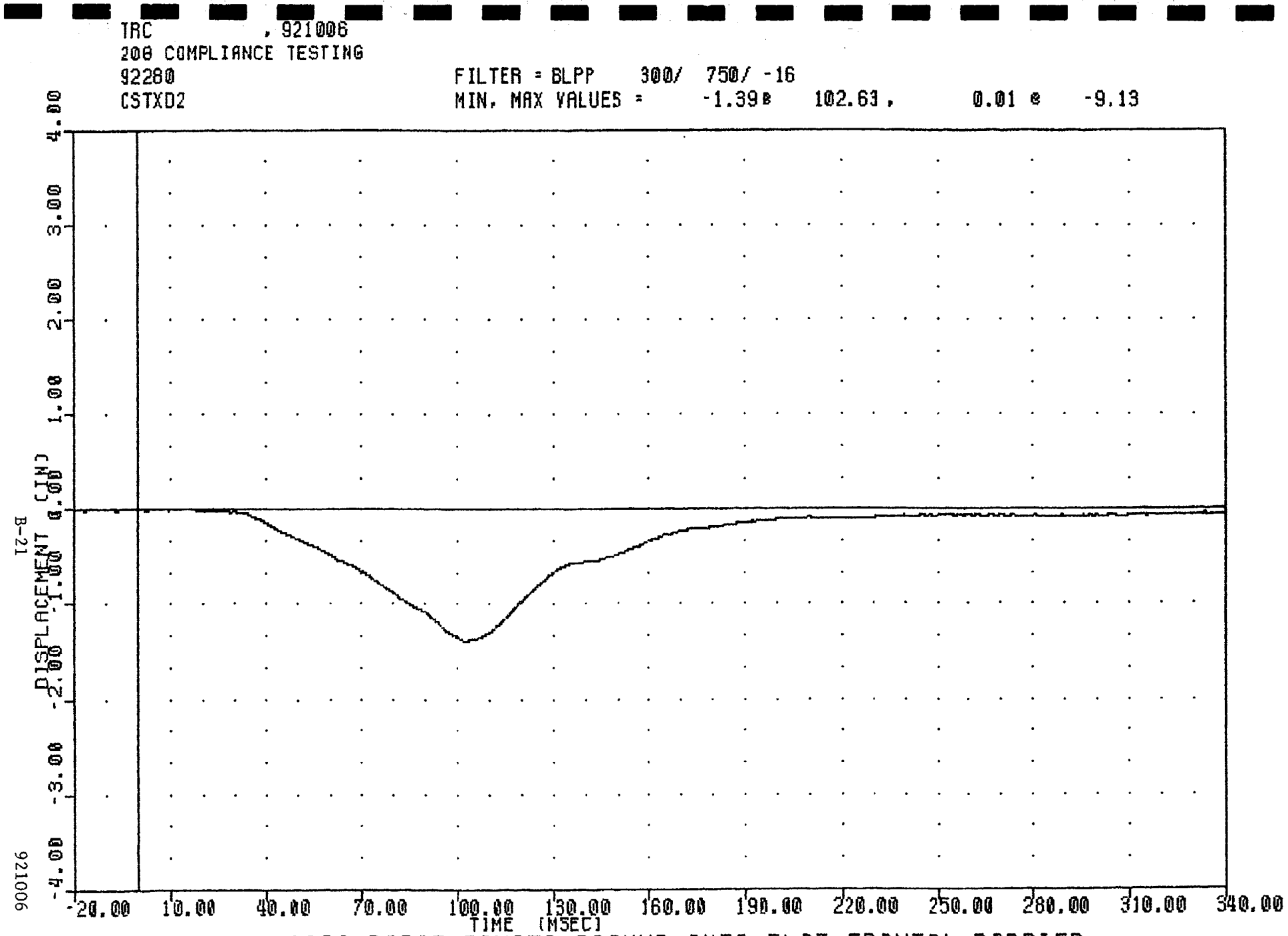


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST Z-AXIS ACCELERATION

921006

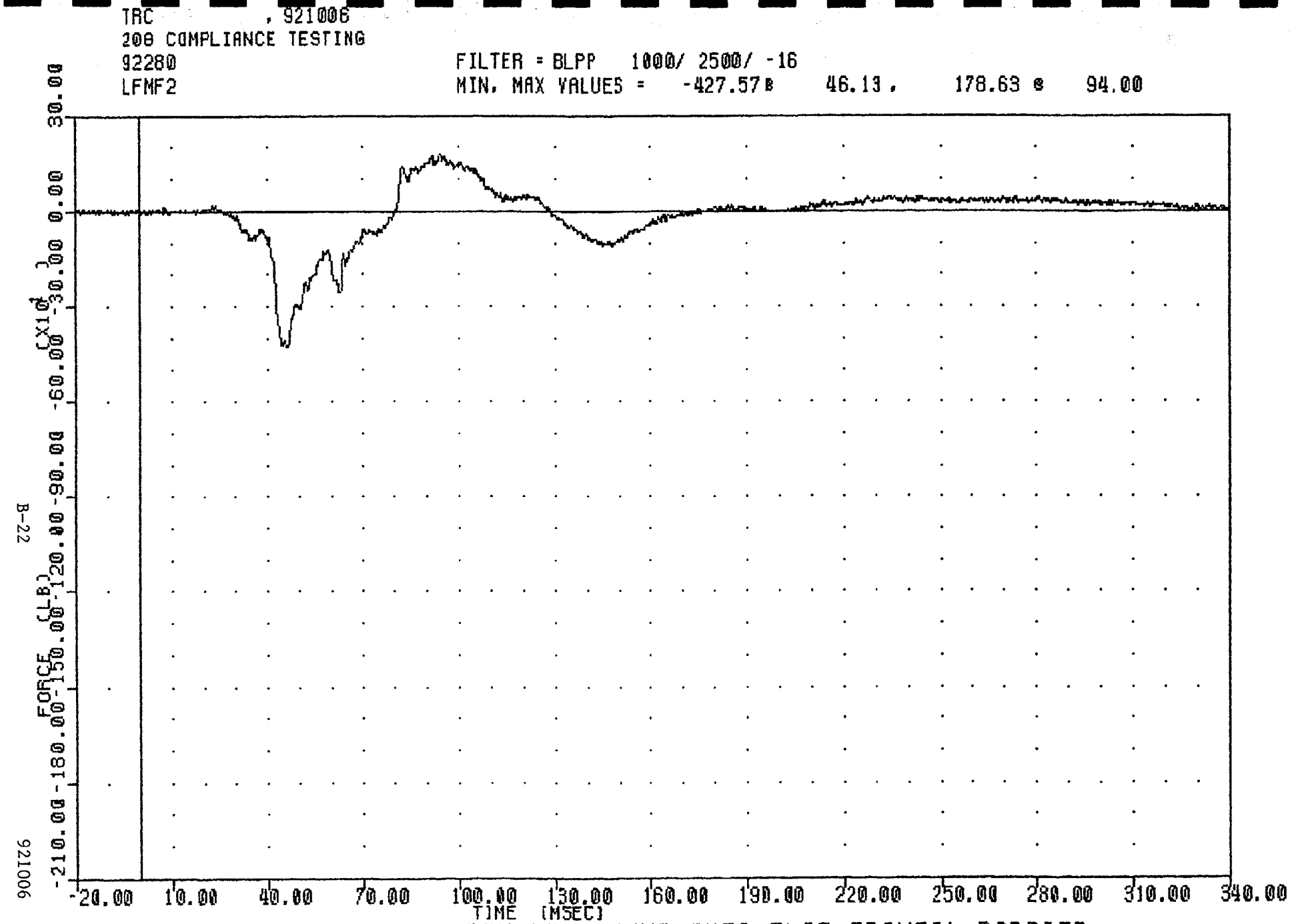


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST RESULTANT ACCELERATION

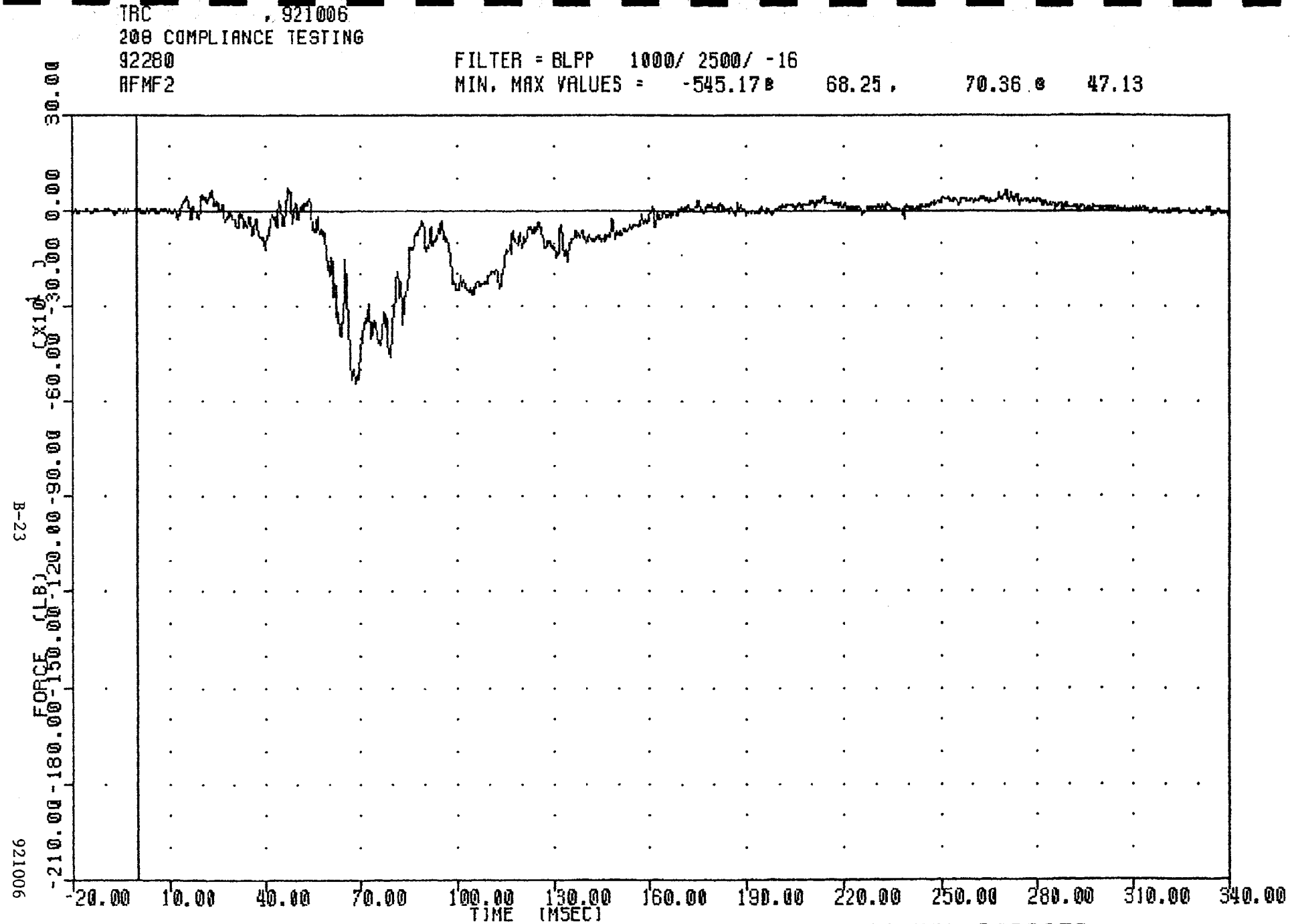


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER CHEST DEFLECTION

921006

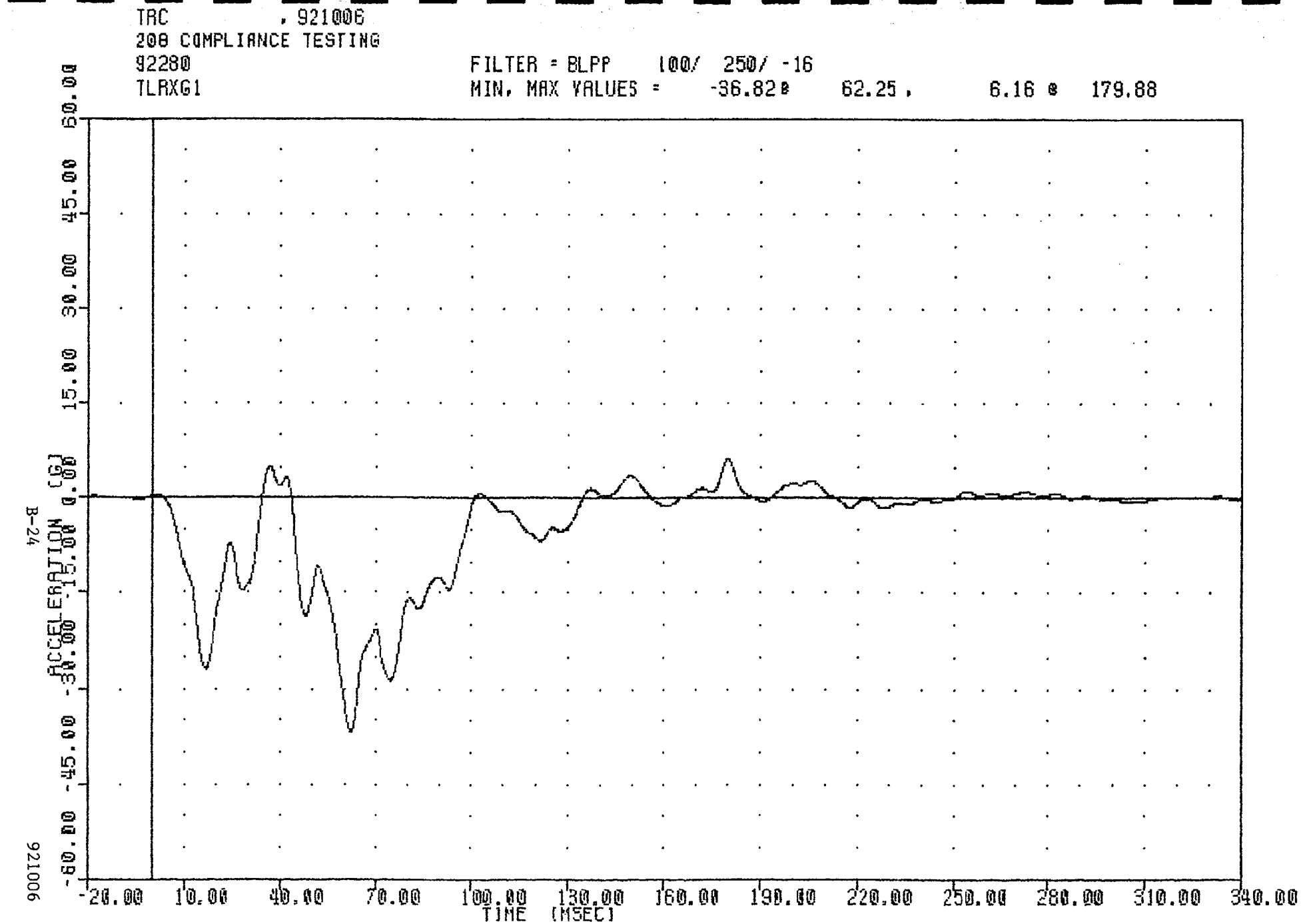


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER LEFT FEMUR FORCE



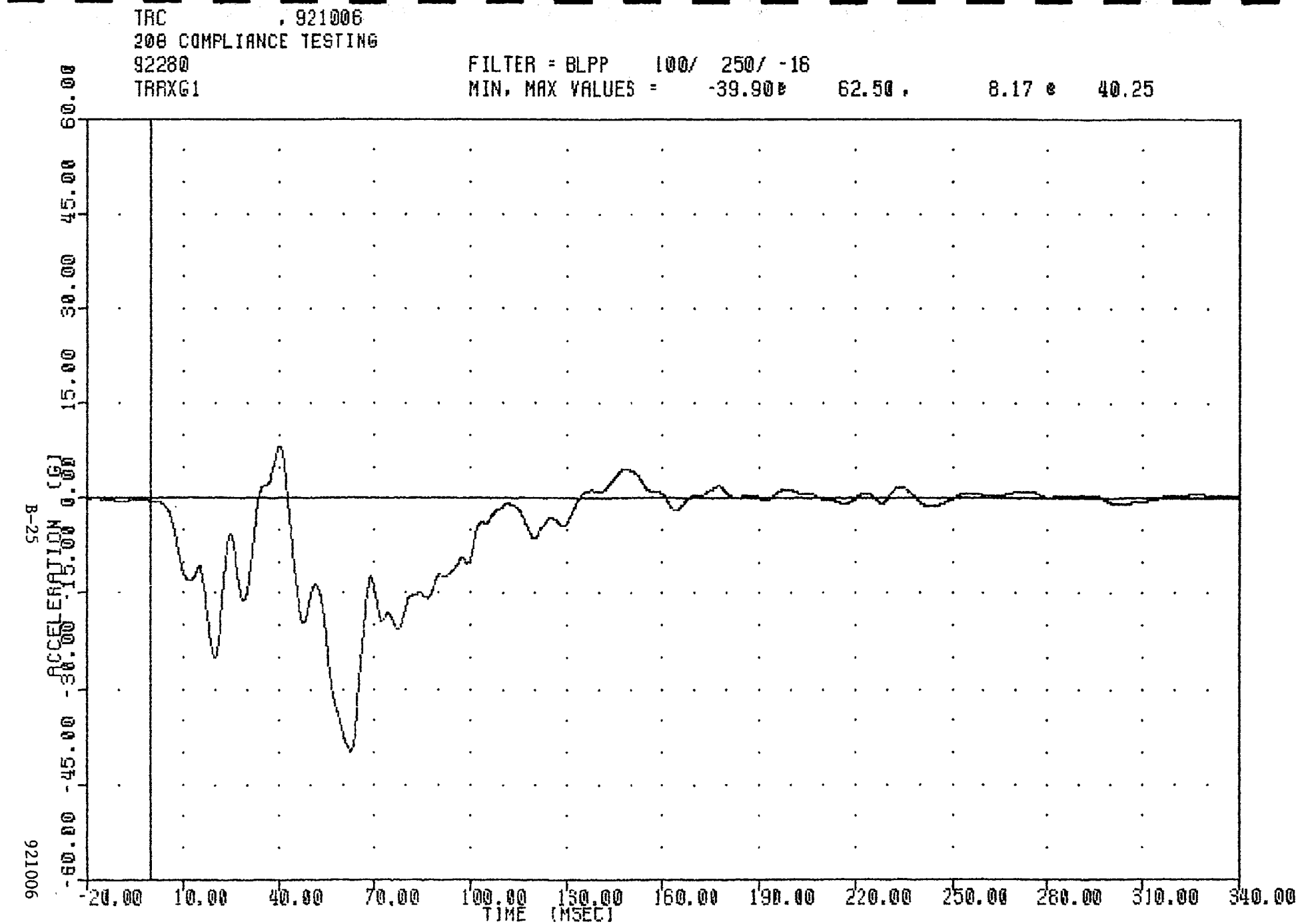
1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT FRONT PASSENGER RIGHT FEMUR FORCE

921006



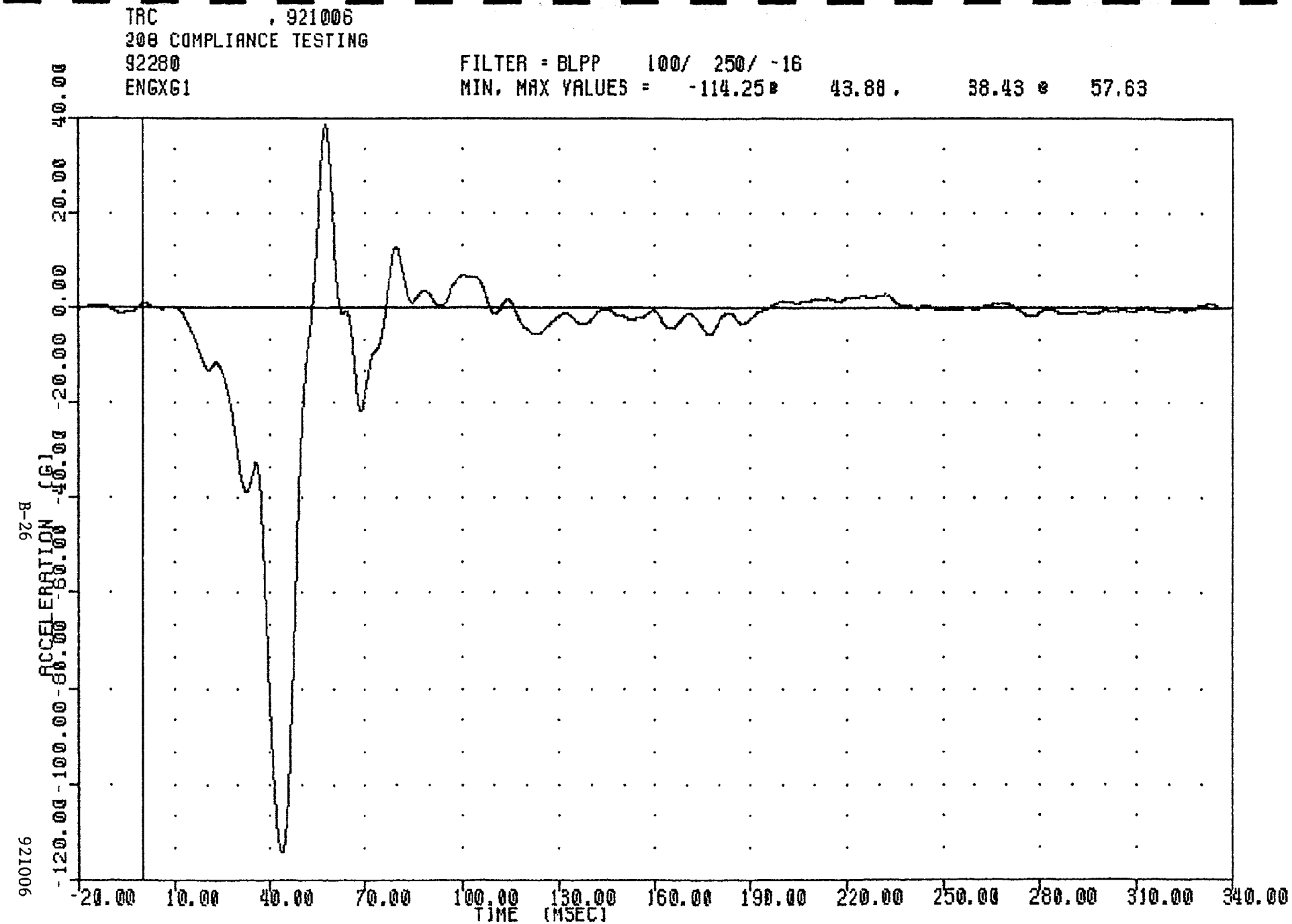
1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
LEFT REAR SEAT X-AXIS ACCELERATION

921006

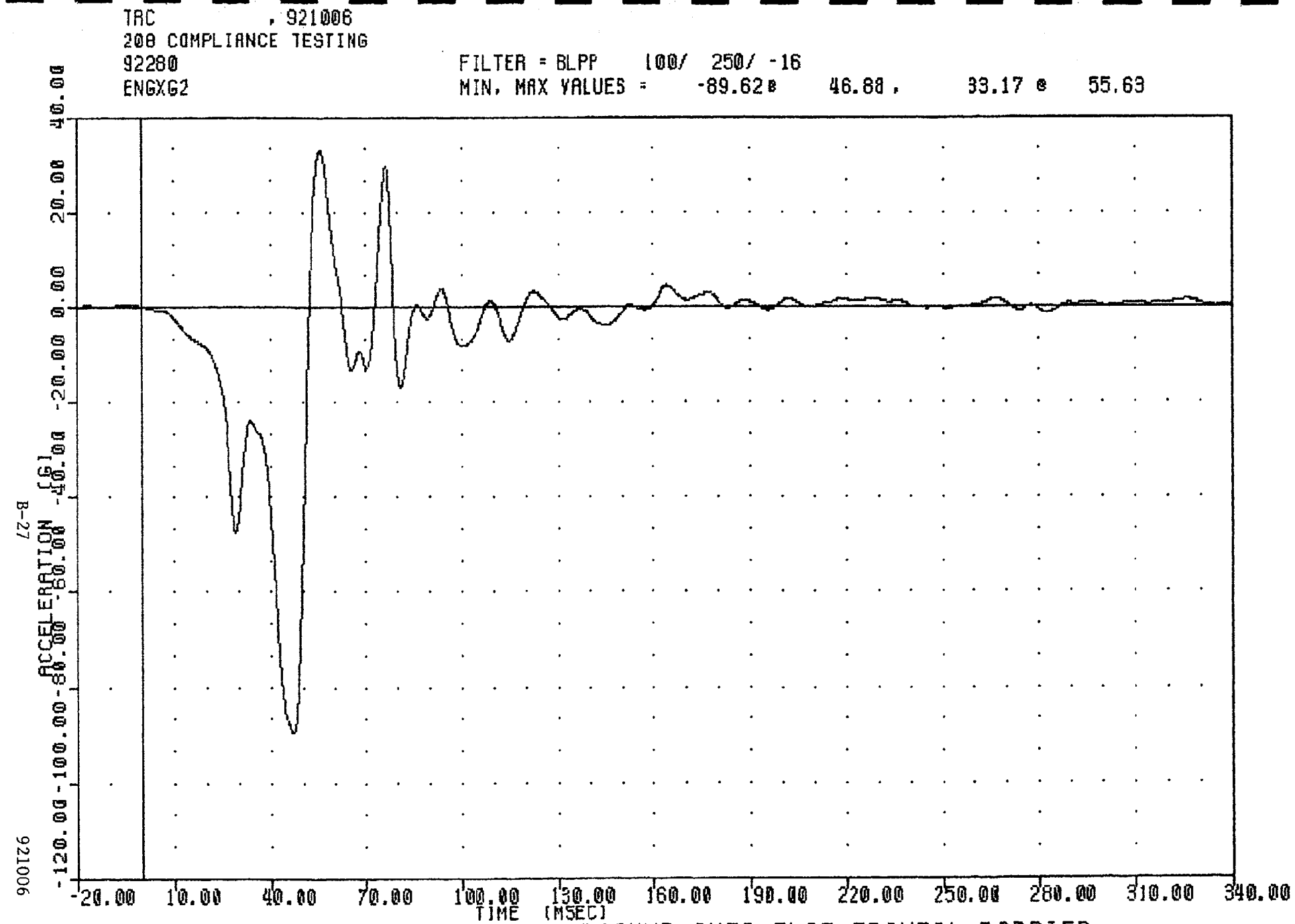


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT REAR SEAT X-AXIS ACCELERATION

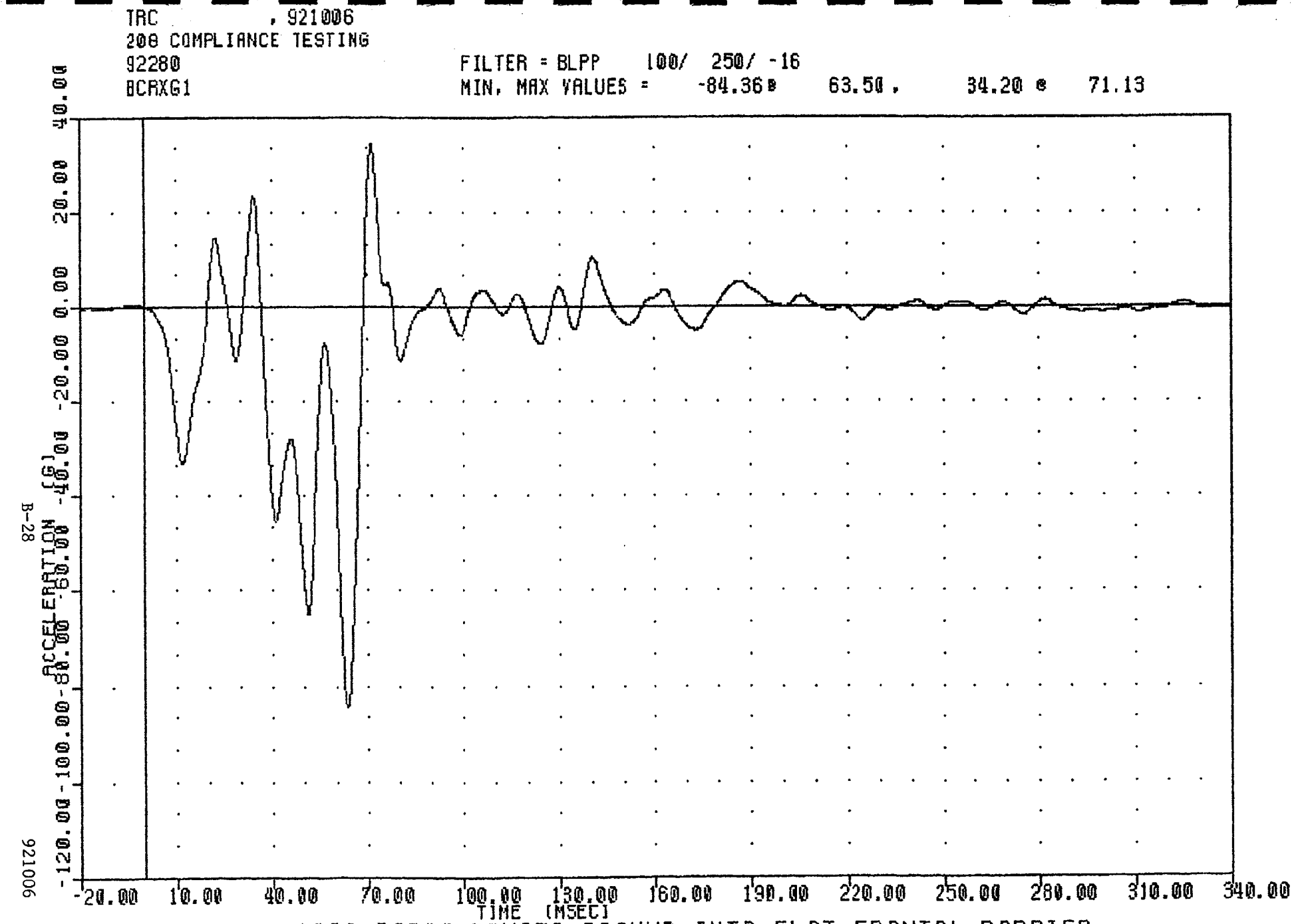
921006



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
ENGINE TOP X-AXIS ACCELERATION

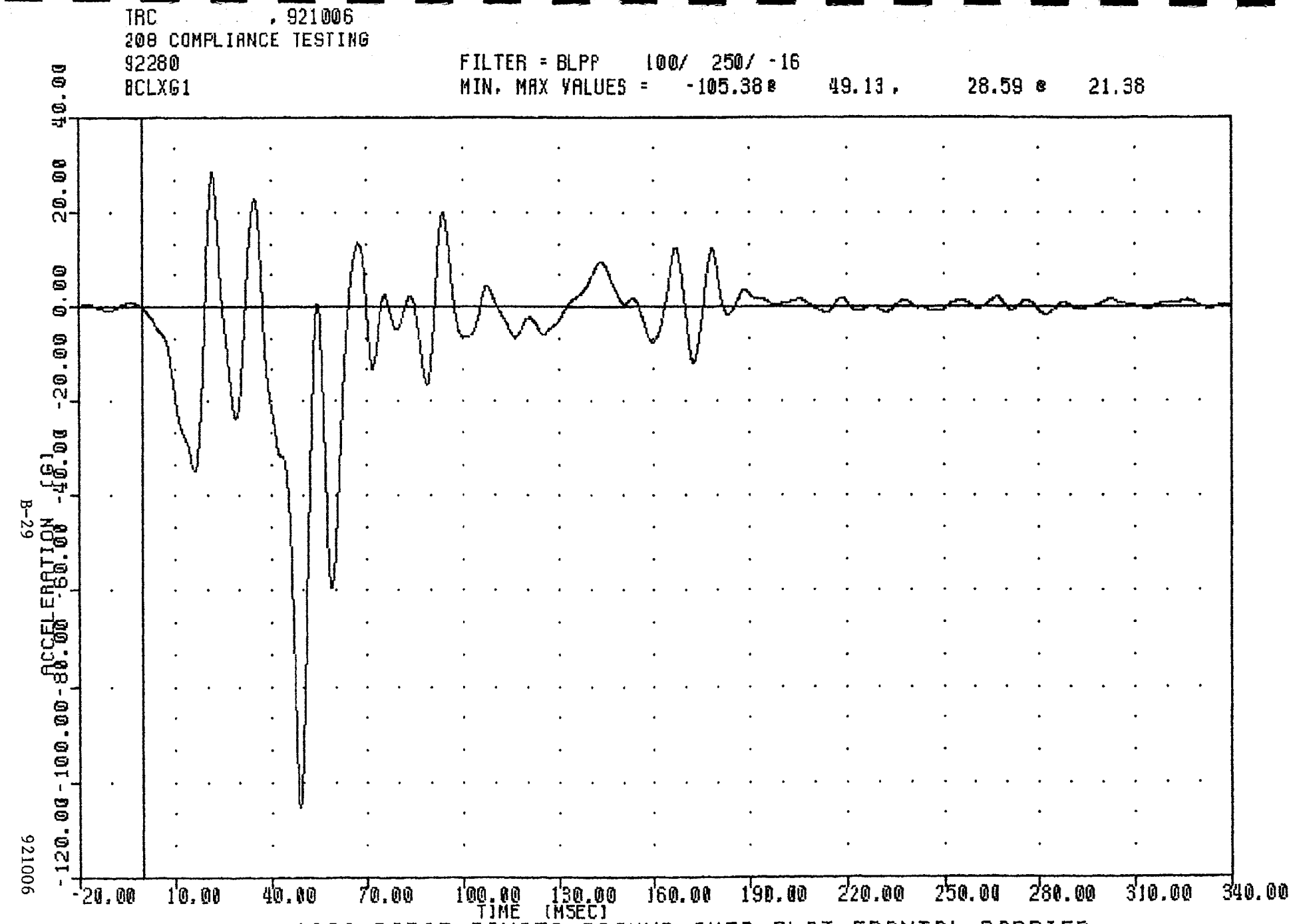


1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
ENGINE BOTTOM X-AXIS ACCELERATION



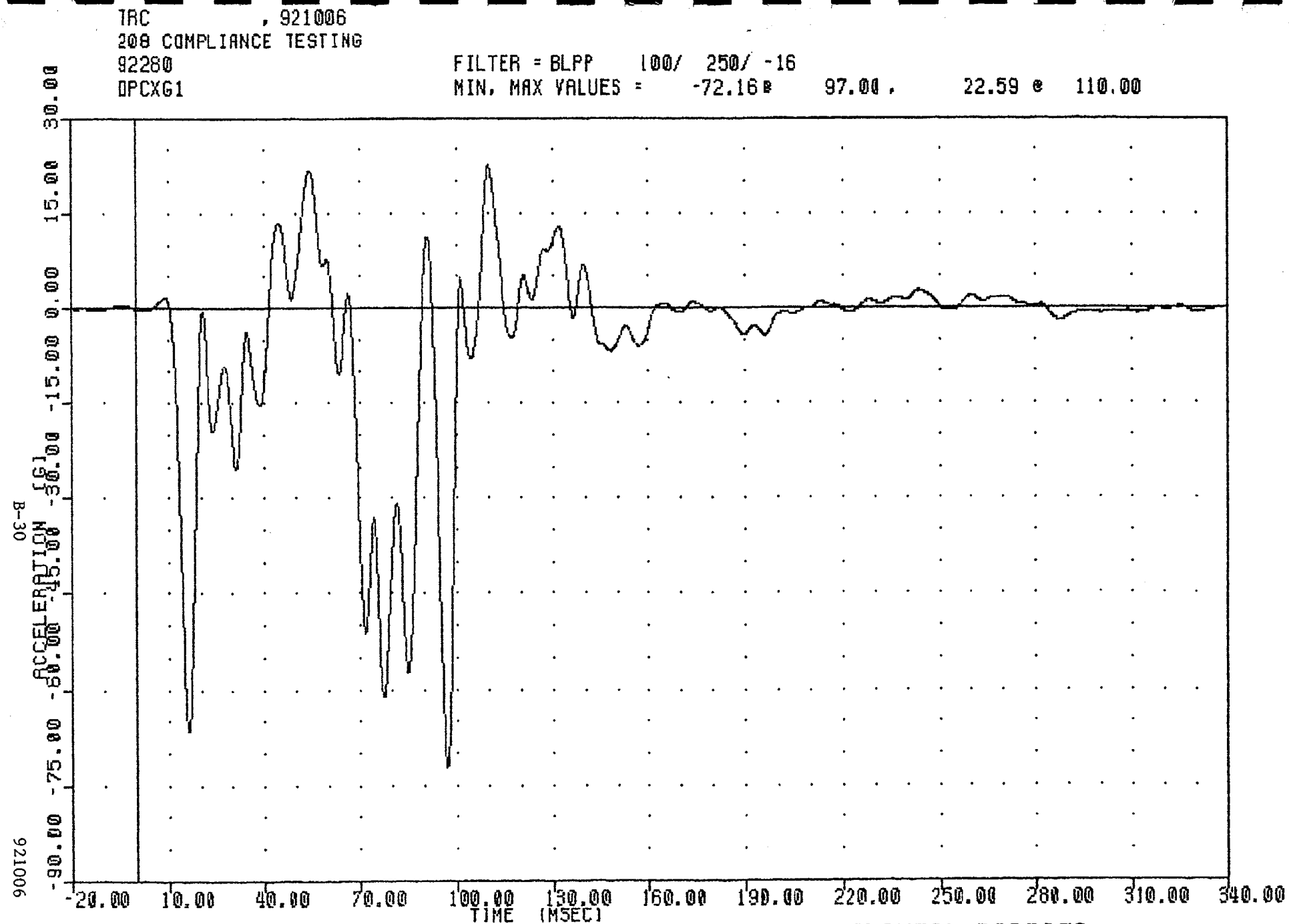
1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
RIGHT BRAKE CALIPER X-AXIS ACCELERATION

921006



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
LEFT BRAKE CALIPER X-AXIS ACCELERATION

921006



1993 DODGE DAKOTA PICKUP INTO FLAT FRONTAL BARRIER
INSTRUMENT PANEL CENTER X-AXIS ACCELERATION