

V1928

DATA FOR VEHICLE TEST
VERSION NUMBER: V2

TEST GROUP IDENTIFIER: 1

TITLE: FY91 NEW CAR ASSESMENT PROGRAM FRONTAL BARRIER IMPACT TEST

TSTOBJ: TO OBTAIN VEHICLE CRASHWORTHINESS AND OCCUPANT RESTRAINT PERFORMANCE

TSTDAT: 03/AUG/93 TSTPRF: CAL CONNO: DTNH22-90-D-02121

TSTREF: RUN1305 TSTTYP: NCA TSTCFN: VTB

TKSURF: CON TKCOND: DRY TEMP: 26 RECTYP: FMT

LINK: UMB CLSSPD: 55.7 IMPANG: 0 OFFSET:0

IMPPNT: 9999.9 MEASUR: MET TOTCRV: 81

TSTCOM: NO COMMENTS

WCAP TEST

NEW YORKER

Data TAPE Dump

(FEMUR loads need correcting
in data TAPE header)

DATA FOR VEHICLE TEST
VEHICLE INFORMATION

VEHICLE GROUP IDENTIFIER: 2 VEHNO: 1

MAKE: 21 MODEL: 04 YEAR: 94

BODY: 4S VIN: 2C3ED46F2RH605809 ENGINE: V6IF

ENGDSP: 3.5 LITER TRANSM: AF VEHTWT: 1831 WHLBAS: 2873

VEHLEN: 4902 VEHWID: 1750 VEHCG: 1150 STRSEP: UN

COLMEC: UNK MODIND: P

MODDSC: NO COMMENTS

BX1: 5285 BX2: 4735 BX3: 4130 BX4: 3630

BX5: 3649 BX6: 3572 BX7: 3597 BX8: 2520

BX9: 2538 BX10: 2525 BX11: 2541 BX12: 3623

BX13: 3633 BX14: 3952 BX15: 4105 BX16: 3102

BX17: 403 BX18: 405 BX19: 5128 BX20: 5131

BX21: 650 VEHSPD: 55.68 CRBANG: 0 PDOF: 0

BMPENG: DE SILENG: NA APLENG: NA DPD1: 999.9

DPD2: 999.9 DPD3: 999.9 DPD4: 999.9 DPD5: 999.9

DPD6: 999.9 VDI: 9999999 LENCNT: 1750 DAMDST: 0.0

CRHDST: 518 AX1: 47667 AX2: 4462 AX3: 3815

AX4: 3630 AX5: 3635 AX6: 3570 AX7: 3590

AX8: 2511 AX9: 2535 AX10: 2520 AX11: 2537

AX12: 3615 AX13: 3630 AX14: 3845 AX15: 3800

AX16: 3092 AX17: 406 AX18: 301 AX19: 4665

AX20: 4666 AX21: 650 CARANG: 999

VEHOR: 999

VEHCOM: 1994 CHYSLER NEW YORKER

DATA FOR VEHICLE TEST
BARRIER INFORMATION

BARRIER GROUP IDENTIFIER: 3 BARRIG: R

BARSHP: LCB BARANG: 0 BARDIA: 999.9

BARCOM: 10*12*5 FT. CONCRETE BARRIER WITH THE GFE LOAD CELL ASSEMBLY ATTACHED.

DATA FOR VEHICLE TEST
OCCUPANT INFORMATION

OCCUPANT GROUP IDENTIFIER: 4

VEHNO: 1

OCCLOC: 01

OCCCTYP: H3

OCCAGE: 99

OCCSEX: M

OCCHT: 999

OCCWT: 999

MTHCAL: H3

DUMSIZ: 50

DUMMAN: MFG:HUMANOID S/N:150

DUMMOD: NO COMMENTS

DUMDSC: NO COMMENTS

HH: 340

HW: 643

HR: 165

HS: 275

CD: 512

CS: 259

AD: 108

HD: 999.9

KD: 143

HB:999.9

NB: 999.9

CB: 999.9

KB: 999.9

RESTR1: ABG

RESTR2: 3PT

RESTXT: NO COMMENTS

SEPOSN: CN

AIRDEP: DP

CNTRH1: OT

CNTRH2: NO

CNTRC1: NO

CNTRC2: NO

CNTRL1: DP

CNTRL2: NO

HIC: 826

T1: 55.800

T2: 86.520

CLIP3M : 48.86

LFEM: 5810

RFEM: 20483

CSI: 384.7

LBELT: 6314

SBELT: 6650

OCCOMM: NO COMMENTS

DATA FOR VEHICLE TEST
OCCUPANT INFORMATION

OCCUPANT GROUP IDENTIFIER: 4

VEHNO: 1

OCCLOC: 02

OCC TYP: H3

OCCAGE: 99

OCCSEX: M

OCCHT: 999

OCCWT: 999

MTHCAL: H3

DUMSIZ: 50

DUMMAN: MFG:HUMANOID S/N:245

DUMMOD: NO COMMENTS

DUMDSC: NO COMMENTS

HH: 332

HW: 640

HR: 142

HS: 262

CD: 456

CS: 999.9

AD: 105

HD: 244

KD: 149

HB: 999.9

NB: 999.9

CB: 999.9

KB: 999.9

RESTR1: ABG

RESTR2: 3PT

REXTXT: NO COMMENTS

SEPOSN: CN

AIRDEP: DP

CNTRH1: OT

CNTRH2: NO

CNTRC1: OT

CNTRC2: NO

CNTRL1: DP

CNTRL2: NO

HIC: 568

T1: 51.840

T2: 82.440

CLIP3M : 46.47

LFEM: 99999

RFEM: 19779

CSI: 402.2

LBELT: 7202

SBELT: 7363

OCCOMM: NO COMMENTS

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1. **Introduction**

2. **Background**

3. **Methodology**

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AXIS: NA UNITS: NWT PREFIL: 1650

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 LEFT FEMUR FORCE

100

AXIS: XL UNITS: G'S PREFIL: 1650

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 CHEST X

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AXIS: YL UNITS: G'S PREFIL: 1650

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 CHEST Y

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DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 13 SENTYP: AC SENLOC: 02 SENATT: CHST

AXIS: YL UNITS: G'S PREFIL: 1650

INSMAN: MFG:ENDEVCO S/N:A60C

CALDAT: 01/MAR/93 INSRAT: 200 CHLMAX: 30 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 CHEST Y

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 14 SENTYP: AC SENLOC: 02 SENATT: CHST

AXIS: ZL UNITS: G'S PREFIL: 1650

INSMAN: MFG:ENDEVCO S/N:A84G

CALDAT: 01/MAR/93 INSRAT: 200 CHLMAX: 8 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 CHEST Z

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 15 SENTYP: LC SENLOC: 02 SENATT: FMRR

AXIS: NA UNITS: NWT PREFIL: 1650

INSMAN: MFG:GSE S/N:955

CALDAT: 01/MAY/93 INSRAT: 8897 CHLMAX: 18 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 RIGHT FEMUR

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 16 SENTYP: AC SENLOC: 01 SENATT: NEKU

AXIS: XL UNITS: NWT PREFIL: 1650

INSMAN: MFG:HUMANOID S/N:269

CALDAT: 01/NOV/92 INSRAT: 7745 CHLMAX: 10 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 UPPER NECK FX

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 17 SENTYP: LC SENLOC: 01 SENATT: NEKU

AXIS: YL UNITS: NWT PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:269

CALDAT: 01/NOV/92 INSRAT: 8109 CHLMAX: 999 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: CF

INSCOM: POS.2 UPPER NECK FY

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 18 SENTYP: LC SENLOC: 01 SENATT: NEKU

AXIS: ZL UNITS: NWT PREFIL: 1650

INSMAN: MFG:HUMANOID S/N:269

CALDAT: 01/NOV/92 INSRAT: 10071 CHLMAX: 35 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS 1 UPPER NECK FZ

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 19 SENTYP: LC SENLOC: 01 SENATT: NEKU

AXIS: XL UNITS: NWM PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:269

CALDAT: 01/NOV/92 INSRAT: 9880 CHLMAX: 1 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 UPPER NECK MX

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 20 SENTYP: LC SENLOC: 01 SENATT: NEKU

AXIS: YL UNITS: NWM PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:269

CALDAT: 01/NOV/92 INSRAT: 10235 CHLMAX: 1 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 NECK UPPER MY

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 21 SENTYP: LC SENLOC: 01 SENATT: NEKU

AXIS: ZL UNITS: NWM PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:269

CALDAT: 01/NOV/92 INSRAT: 137 CHLMAX: 9 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 UPPER NECK MZ

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 22 SENTYP: DS SENLOC: 01 SENATT: SHBT

AXIS: NA UNITS: CMS PREFIL: 1650

INSMAN: MFG:CALSPAN S/N:52

CALDAT: 01/AUG/93 INSRAT: 51 CHLMAX: 111 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 BELT SPOOL OUT

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 23 SENTYP: LC SENLOC: 02 SENATT: NEKU

AXIS: XL UNITS: NWT PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:076

CALDAT: 01/NOV/92 INSRAT: 7656 CHLMAX: 10 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 UPPER NECK FX

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 24 SENTYP: LC SENLOC: 02 SENATT: NEKU

AXIS: YL UNITS: NWT PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:076

CALDAT: 01/NOV/92 INSRAT: 3652 CHLMAX: 999 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: QD

INSCOM: POS.2 UPPER NECK Y WIRE WAS CUT AFTER 60MSEC

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 25 SENTYP: AC SENLOC: 02 SENATT: NEKU

AXIS: ZL UNITS: NWT PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:076

CALDAT: 01/NOV/92 INSRAT: 7967 CHLMAX: 30 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 UPPER NECK FZ

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 26 SENTYP: DS SENLOC: 02 SENATT: SHBT

AXIS: NA UNITS: CMS PREFIL: 1650

INSMAN: MFG:CALSPAN S/N:E2

CALDAT: 01/AUG/93 INSRAT: 25 CHLMAX: 5 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 BELT ELONGATION

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 27 SENTYP: LC SENLOC: 02 SENATT: NEKU

AXIS: XL UNITS: G'S PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:076

CALDAT: 01/NOV/92 INSRAT: 246 CHLMAX: 8 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 UPPER NECK MX

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 28 SENTYP: LC SENLOC: 02 SENATT: NEKU

AXIS: YL UNITS: NWM PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:076

CALDAT: 01/NOV/92 INSRAT: 249 CHLMAX: 24 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: QD

INSCOM: POS.2 UPPER NECK MY DATA IS NOISY AFTER 60MSEC

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 29 SENTYP: LC SENLOC: 02 SENATT: NEKU

AXIS: ZL UNITS: NWM PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:076

CALDAT: 01/NOV/92 INSRAT: 137 CHLMAX: 16 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 UPPER NECK MZ

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 30 SENTYP: DS SENLOC: 02 SENATT: SHBT

AXIS: NA UNITS: CMS PREFIL: 1650

INSMAN: MFG:CALSPAN S/N:42

CALDAT: 01/AUG/93 INSRAT: 5 CHLMAX: 102 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 BELT SPOOL OUT

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 31 SENTYP: LC SENLOC: 01 SENATT: LPBI

AXIS: NA UNITS: NWT PREFIL: 1650

INSMAN: MFG:LEBOW S/N:706

CALDAT: 01/MAY/93 INSRAT: 8918 CHLMAX: 70 INIVEL: 999.9

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 LAP BELT LOAD

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 32 SENTYP: LC SENLOC: 01 SENATT: LPBO

AXIS: NA UNITS: NWT PREFIL: 1650

INSMAN: MFG:LEBOW S/N:707

CALDAT: 01/MAY/93 INSRAT: 8918 CHLMAX: 73 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 TORSO BELT LOAD

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 33 SENTYP: LC SENLOC: 02 SENATT: LPBO

AXIS: NA UNITS: NWT PREFIL: 1650

INSMAN: MFG:LEBOW S/N:710

CALDAT: 01/MAY/93 INSRAT: 8918 CHLMAX: 80 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 LAP BELT LOAD

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 34 SENTYP: LC SENLOC: NA SENATT: LPBO

AXIS: NA UNITS: NWT PREFIL: 1650

INSMAN: MFG:LEBOW S/N:711

CALDAT: 01/MAY/93 INSRAT: 8918 CHLMAX: 83 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 TORSO BELT LOAD

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 35 SENTYP: LC SENLOC: 01 SENATT: CHST

AXIS: NA UNITS: CMS PREFIL: 1650

INSMAN: MFG:HUMANOID S/N:150

CALDAT: 01/AUG/93 INSRAT: 3 CHLMAX: 152 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.1 CHEST DISPLACEMENT

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 36 SENTYP: DS SENLOC: 02 SENATT: CHST

AXIS: NA UNITS: CMS PREFIL: 1650

INSMAN: MFG:HUMANIOD S/N:245

CALDAT: 01/MAY/93 INSRAT: 2 CHLMAX: 100 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: POS.2 CHEST DISPLACEMENT

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 37 SENTYP: AC SENLOC: NA SENATT: REDK

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A163

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 21 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: ACC #1X LEFT REAR

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 38 SENTYP: AC SENLOC: NA SENATT: FLRR

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A144

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 26 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: ACC #2X RIGHT REAR

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 39 SENTYP: AC SENLOC: NA SENATT: ENGN

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A157

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 72 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: ACC #3X ENGINE TOP

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 40 SENTYP: AC SENLOC: NA SENATT: ENGN

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A175

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 115 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: ACC #4X ENGINE BOTTEM

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 41 SENTYP: AC SENLOC: NA SENATT: BRGR

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A101

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 999 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: QD

INSCOM: ACC #5X RIGHT CALIPER WIRE CUT AFTER 60MSEC

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 42 SENTYP: AC SENLOC: NA SENATT: BRCL

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A183

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 999 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: QD

INSCOM: ACC #6X LEFT CALIPER NOISY DATA AFTER 60MSEC

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 43 SENTYP: AC SENLOC: NA SENATT: DPLC

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A182

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 63 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: ACC #7X INSTRUMENT PANEL

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 44 SENTYP: AC SENLOC: NA SENATT: FLRR

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A178

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 20 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: ACC 8XR LEFT REAR REDUNDANT

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 45 SENTYP: AC SENLOC: NA SENATT: FLRR

AXIS: XG UNITS: G'S PREFIL: 1650

INSMAN: MFG:CEC S/N:A147

CALDAT: 01/MAY/93 INSRAT: 200 CHLMAX: 999 INIVEL: 56

NFP: -374 NLP: 2124 DELT: 120 DASTAT: QD

INSCOM: ACC #9XR RIGHT REAR REDUNDANT NOISY DATA AFTER 60 MSEC

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 46 SENTYP: LC SENLOC: NA SENATT: LCA1

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18864

CALDAT: 31/AUG/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A1

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 47 SENTYP: LC SENLOC: NA SENATT: LCA2

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18874

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A2

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 48 SENTYP: LC SENLOC: NA SENATT: LCA3

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18865

CALDAT: 31/AUG/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A3

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 49 SENTYP: LC SENLOC: NA SENATT: LCA4

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18872

CALDAT: 31/AUG/92 INSRAT: 99999 CHLMAX: 16 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A4

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 50 SENTYP: LC SENLOC: NA SENATT: LCA5

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18851

CALDAT: 31/AUG/92 INSRAT: 99999 CHLMAX: 39 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A5

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 51 SENTYP: LC SENLOC: NA SENATT: LCA6

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18866

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 8 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A6

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 52 SENTYP: LC SENLOC: NA SENATT: LCA7

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:62086

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A7

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 53 SENTYP: LC SENLOC: NA SENATT: LCA8

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18859

CALDAT: 31/AUG/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A8

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 54 SENTYP: LC SENLOC: NA SENATT: LCA9

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:66960

CALDAT: 31/AUG/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER A9

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 55 SENTYP: LC SENLOC: NA SENATT: LCB1

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18845

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B1

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 56 SENTYP: LC SENLOC: NA SENATT: LCB2

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:62124

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 9 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B2

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 57 SENTYP: LC SENLOC: NA SENATT: LCB3

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18873

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 55 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B3

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 58 SENTYP: LC SENLOC: NA SENATT: LCB4

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18870

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 78 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B4

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 59 SENTYP: LC SENLOC: NA SENATT: LCB5

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46985

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 78 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B5

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 60 SENTYP: LC SENLOC: NA SENATT: LCB6

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46979

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 66 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B6

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 61 SENTYP: LC SENLOC: NA SENATT: LCB7

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18877

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 42 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B7

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 62 SENTYP: LC SENLOC: NA SENATT: LCB8

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46937

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 10 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B8

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 63 SENTYP: LC SENLOC: NA SENATT: LCB9

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18876

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER B9

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 64 SENTYP: LC SENLOC: NA SENATT: LCC1

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:15798

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 10 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C1

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 65 SENTYP: LC SENLOC: NA SENATT: LCC2

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18856

CALDAT: 31/JUL/93 INSRAT: 99999 CHLMAX: 18 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C2

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 66 SENTYP: LC SENLOC: NA SENATT: LCC3

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18854

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 16 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C3

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 67 SENTYP: LC SENLOC: NA SENATT: LCC4

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18860

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 22 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C4

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 68 SENTYP: LC SENLOC: NA SENATT: LCC5

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18867

CALDAT: 31/JUL/93 INSRAT: 99999 CHLMAX: 16 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C5

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 69 SENTYP: LC SENLOC: NA SENATT: LCC6

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46962

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 21 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C6

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 70 SENTYP: LC SENLOC: NA SENATT: LCC7

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:62100

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 8 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C7

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 71 SENTYP: LC SENLOC: NA SENATT: LCC8

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18868

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 82 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C8

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 72 SENTYP: LC SENLOC: NA SENATT: LCC9

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18848

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 5 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER C9

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 73 SENTYP: LC SENLOC: NA SENATT: LCD1

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46922

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 3 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D1

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 74 SENTYP: LC SENLOC: NA SENATT: LCD2

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:15782

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 4 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D2

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 75 SENTYP: LC SENLOC: NA SENATT: LCD3

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18844

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 5 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D3

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 76 SENTYP: LC SENLOC: NA SENATT: LCD4

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTEFACE S/N:18878

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 9 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D4

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 1

CURNO: 77 SENTYP: LC SENLOC: NA SENATT: LCD5

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTEFACE S/N:18875

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 9 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D5

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 78 SENTYP: LC SENLOC: NA SENATT: LCD6

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46947

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 7 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D6

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 79 SENTYP: LC SENLOC: NA SENATT: LCD7

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:18871

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D7

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 80 SENTYP: LC SENLOC: NA SENATT: LCD8

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46933

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 3 INIVEL: 0.0

NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D8

DATA FOR VEHICLE TEST
INSTRUMENT INFORMATION

INSTRUMENT GROUP IDENTIFIER: 5 VEHNO: 0

CURNO: 81 SENTYP: LC SENLOC: NA SENATT: LCD9

AXIS: XG UNITS: NWT PREFIL: 1650

INSMAN: MFG:INTERFACE S/N:46949

CALDAT: 31/JUL/92 INSRAT: 99999 CHLMAX: 2 INIVEL: 0.0

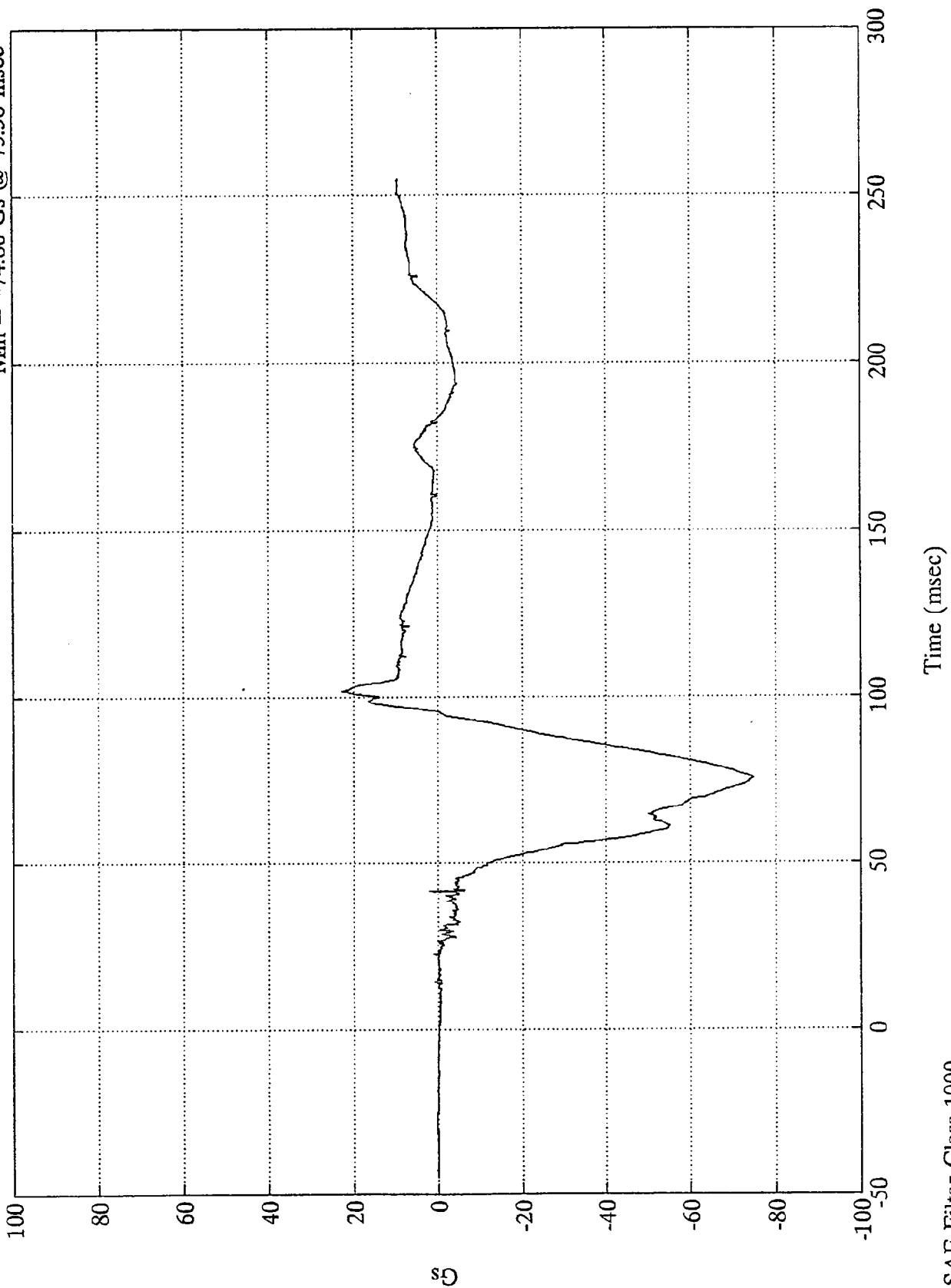
NFP: -374 NLP: 2124 DELT: 120 DASTAT: AM

INSCOM: BARRIER D9

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Head X

Max = 22.93 Gs @ 101.76 msec
Min = -74.80 Gs @ 75.36 msec

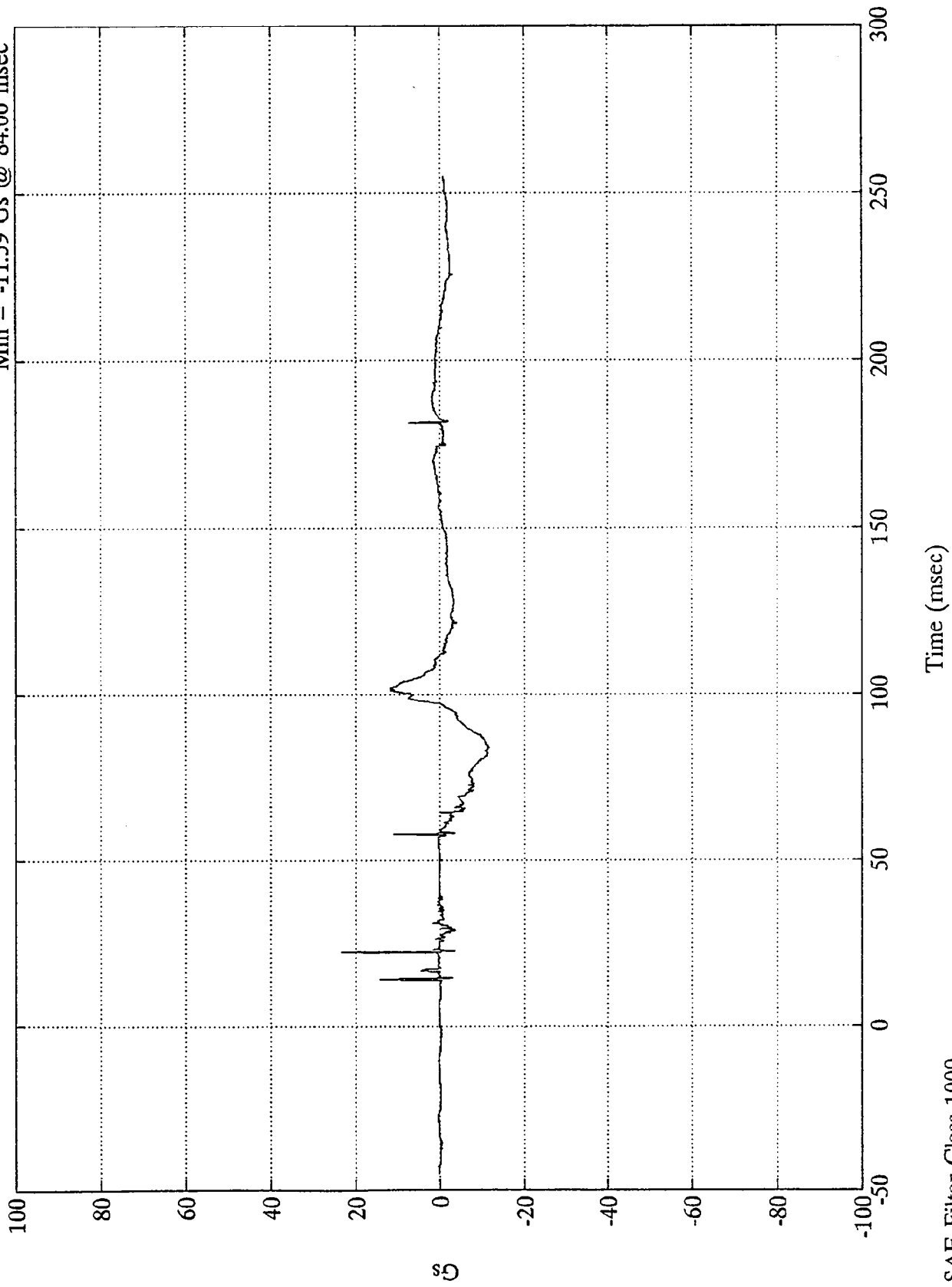


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Head Y

Max = 23.35 Gs @ 22.44 msec
Min = -11.59 Gs @ 84.00 msec

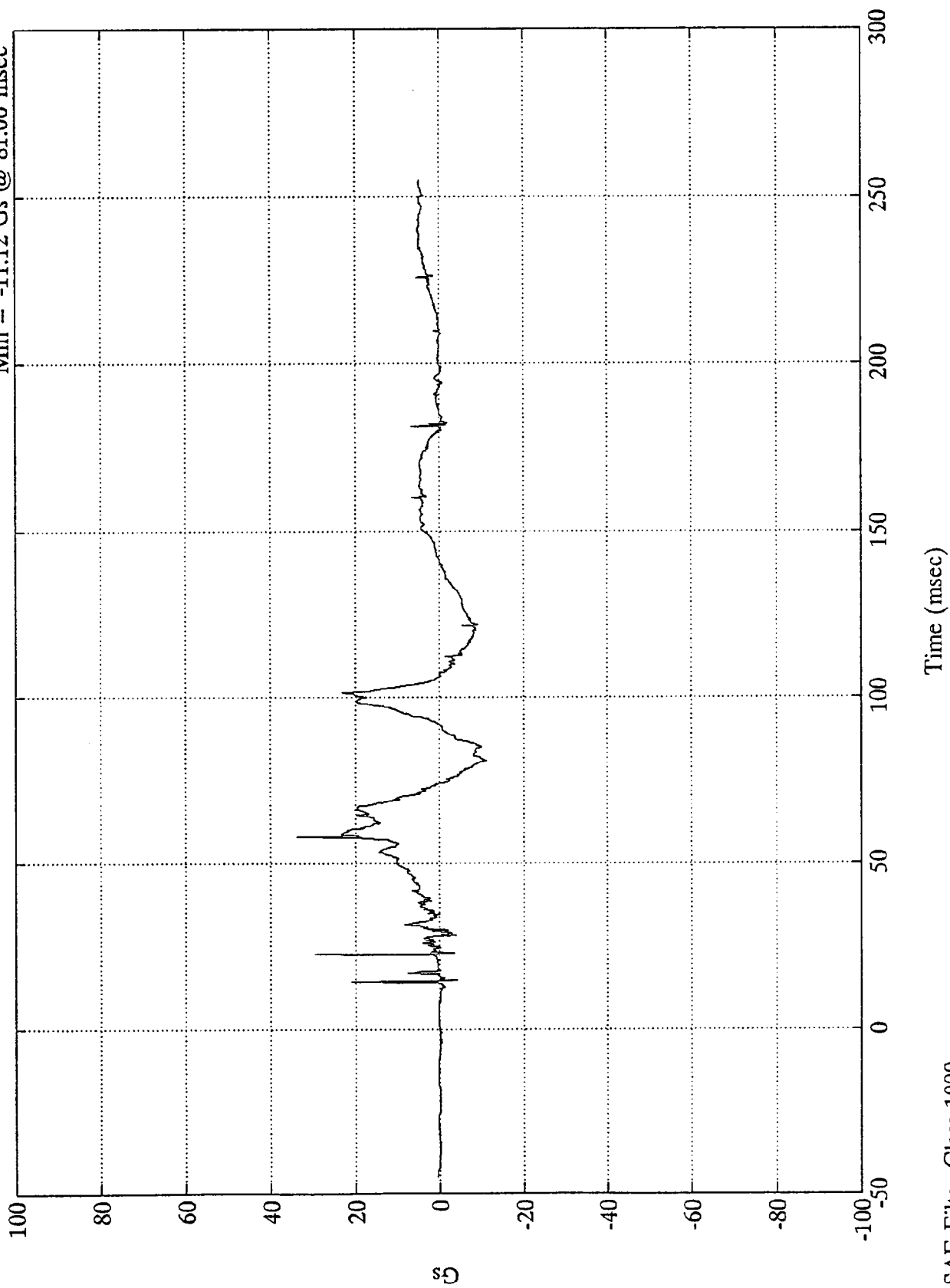


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Head Z

Max = 33.84 Gs @ 57.96 msec
Min = -11.12 Gs @ 81.00 msec

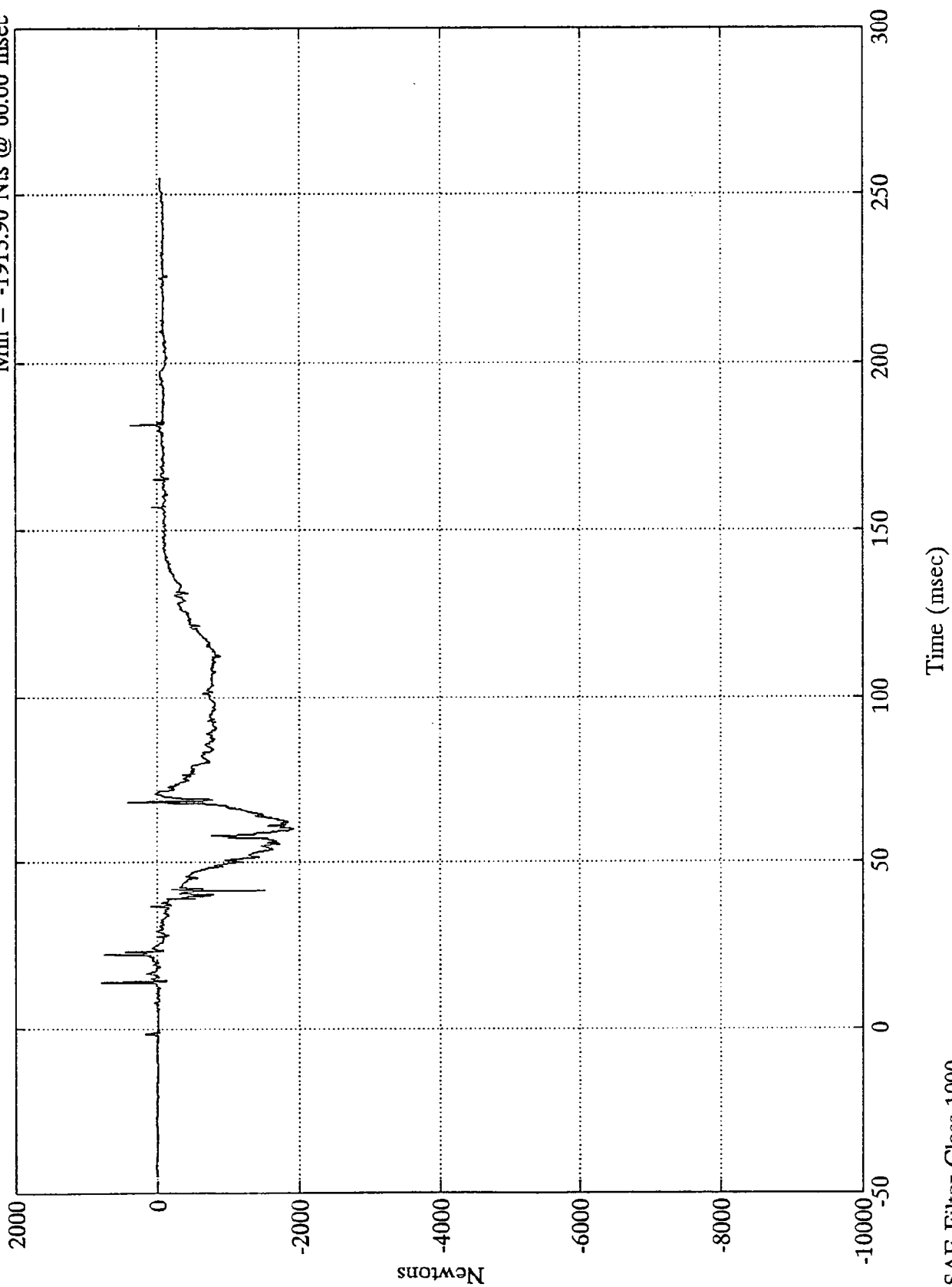


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Left Femur

Max = 787.85 Nts @ 14.28 msec
Min = -1913.90 Nts @ 60.00 msec

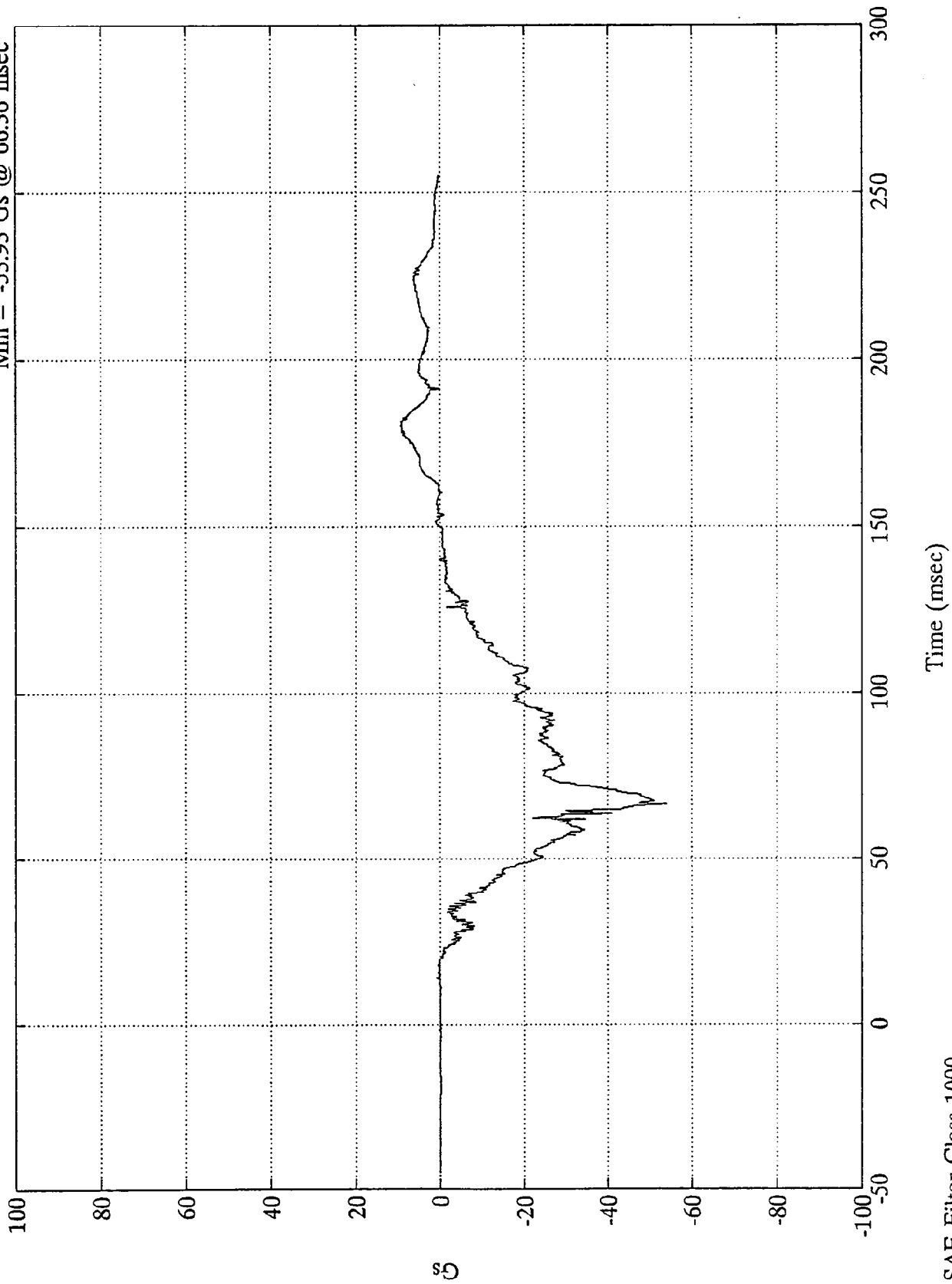


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Chest X

Max = 9.32 Gs @ 181.20 msec
Min = -53.93 Gs @ 66.36 msec

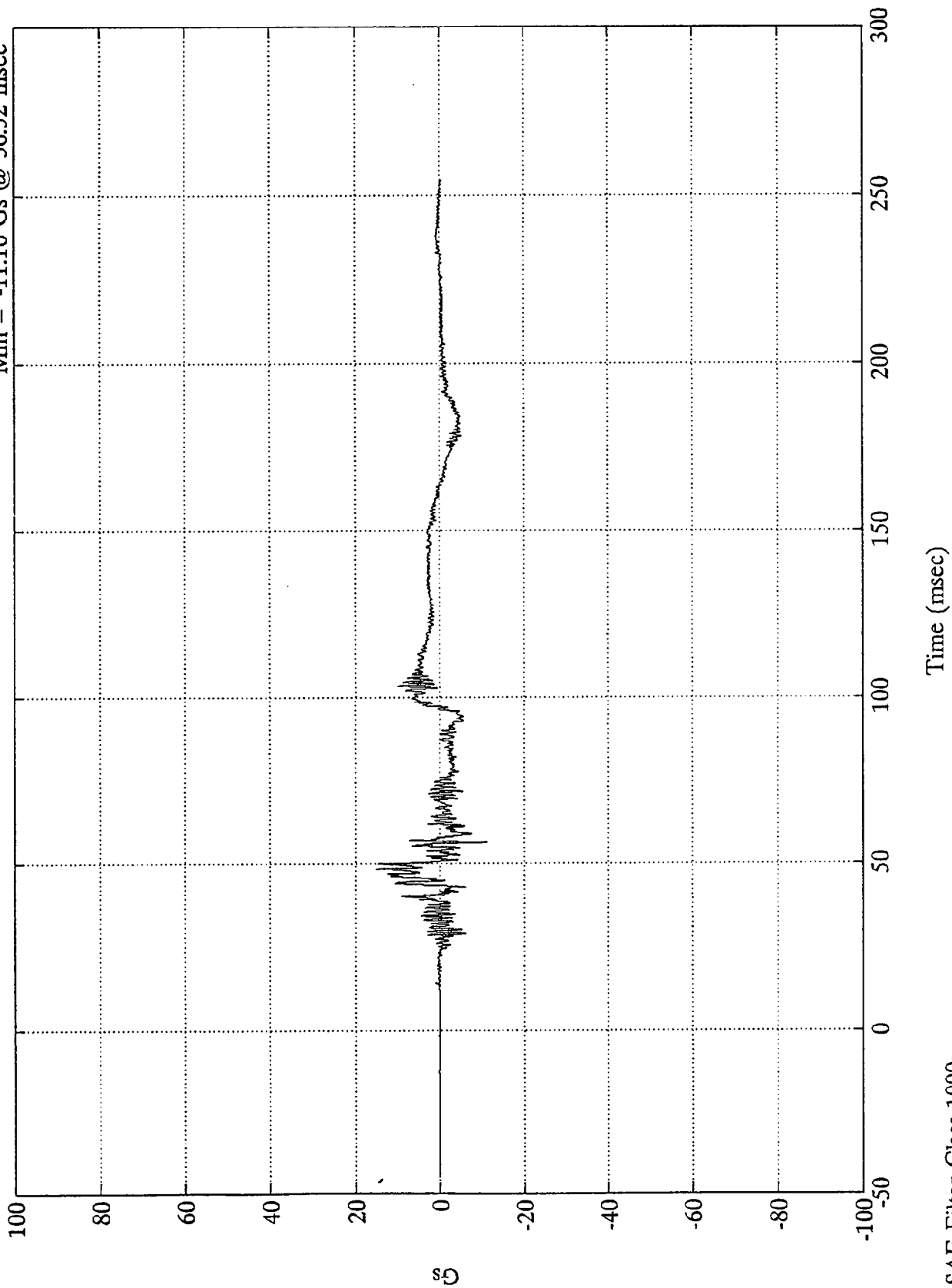


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Chest Y

Max = 14.92 Gs @ 48.36 msec
Min = -11.10 Gs @ 56.52 msec



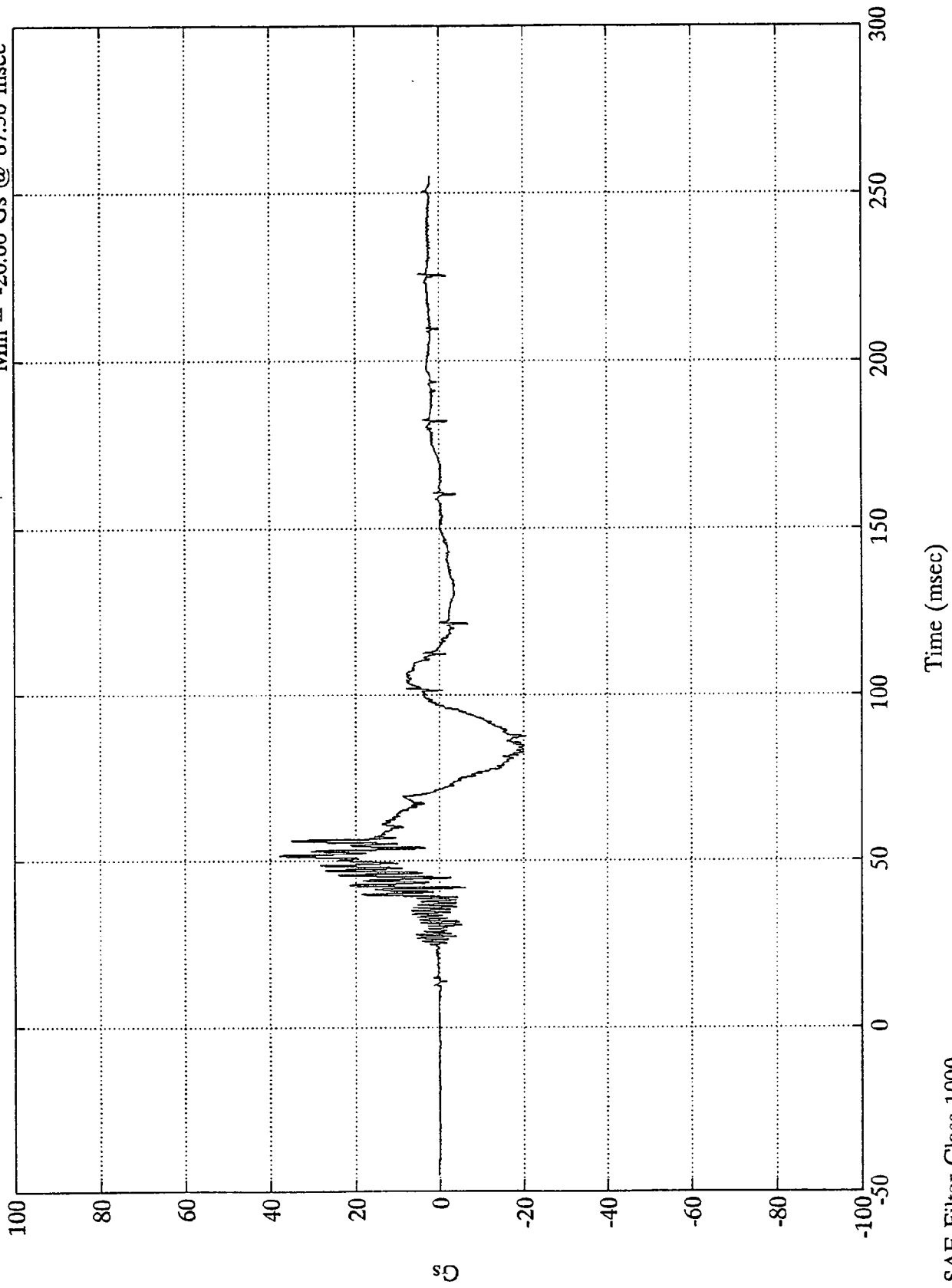
SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Chest Z

Max = 37.84 Gs @ 51.48 msec

Min = -20.60 Gs @ 87.36 msec

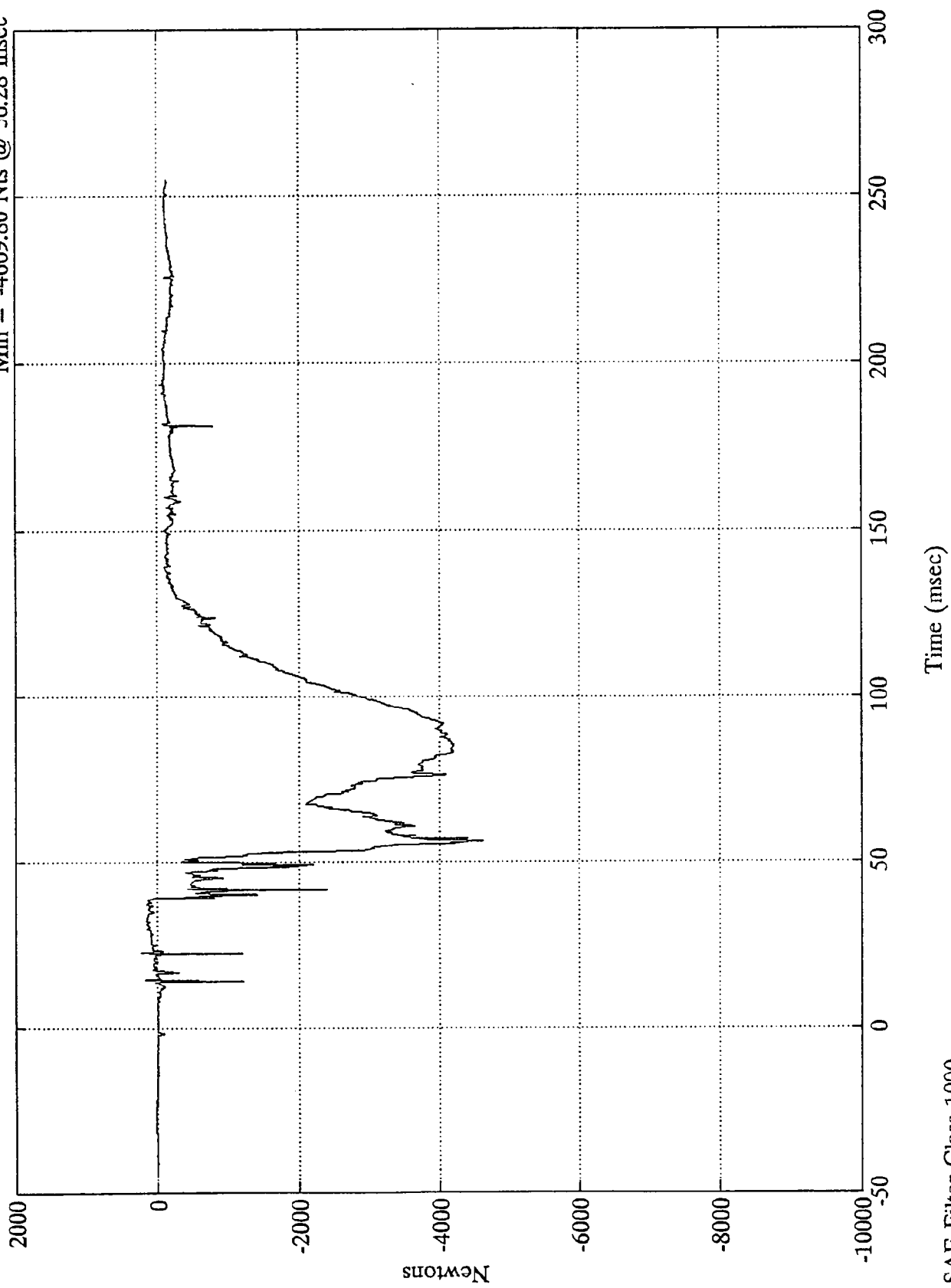


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Right Femur

Max = 230.00 Nts @ 22.80 msec
Min = -4609.80 Nts @ 56.28 msec

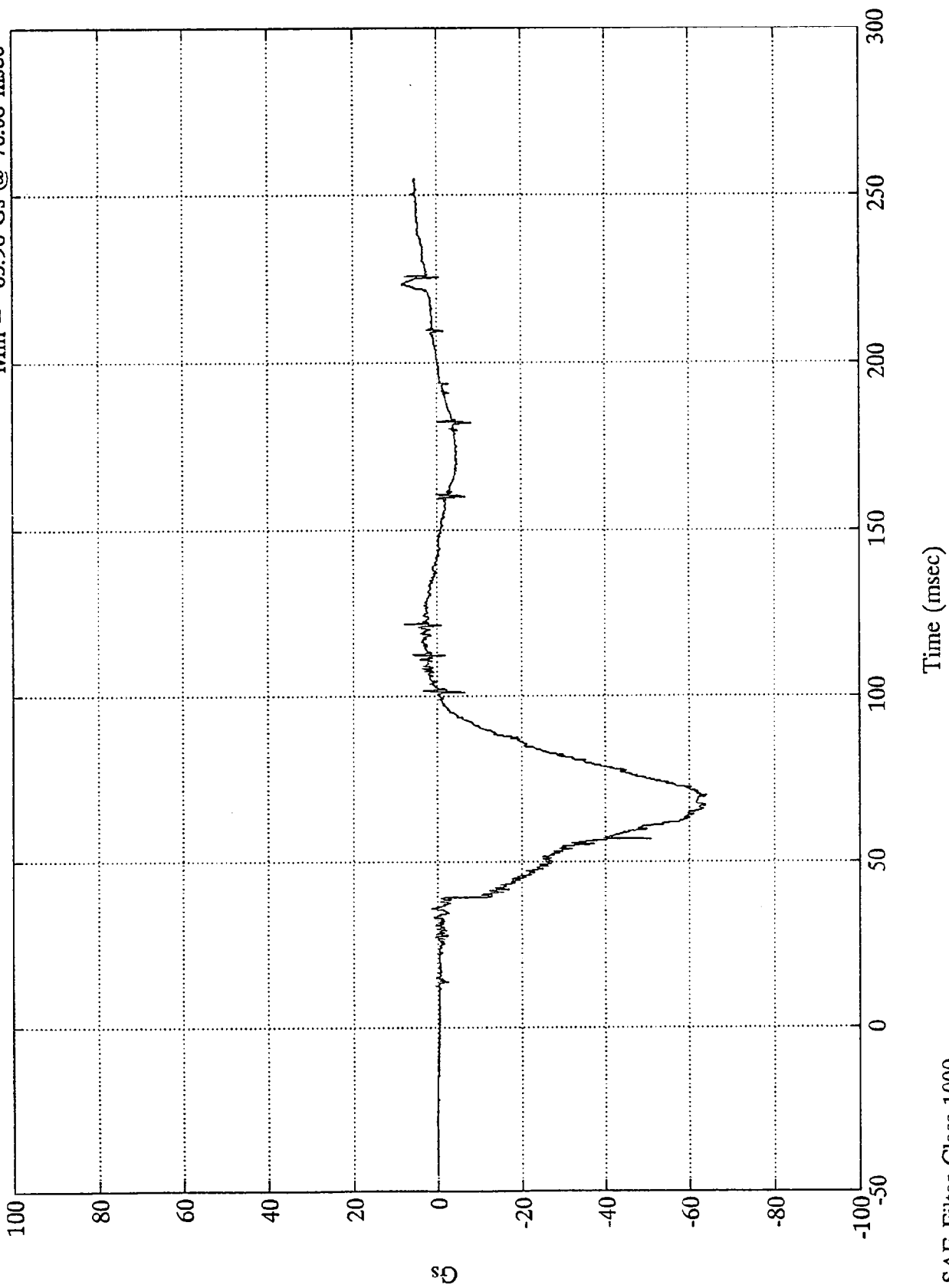


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Head X

Max = 8.35 Gs @ 223.32 msec
Min = -63.96 Gs @ 70.08 msec

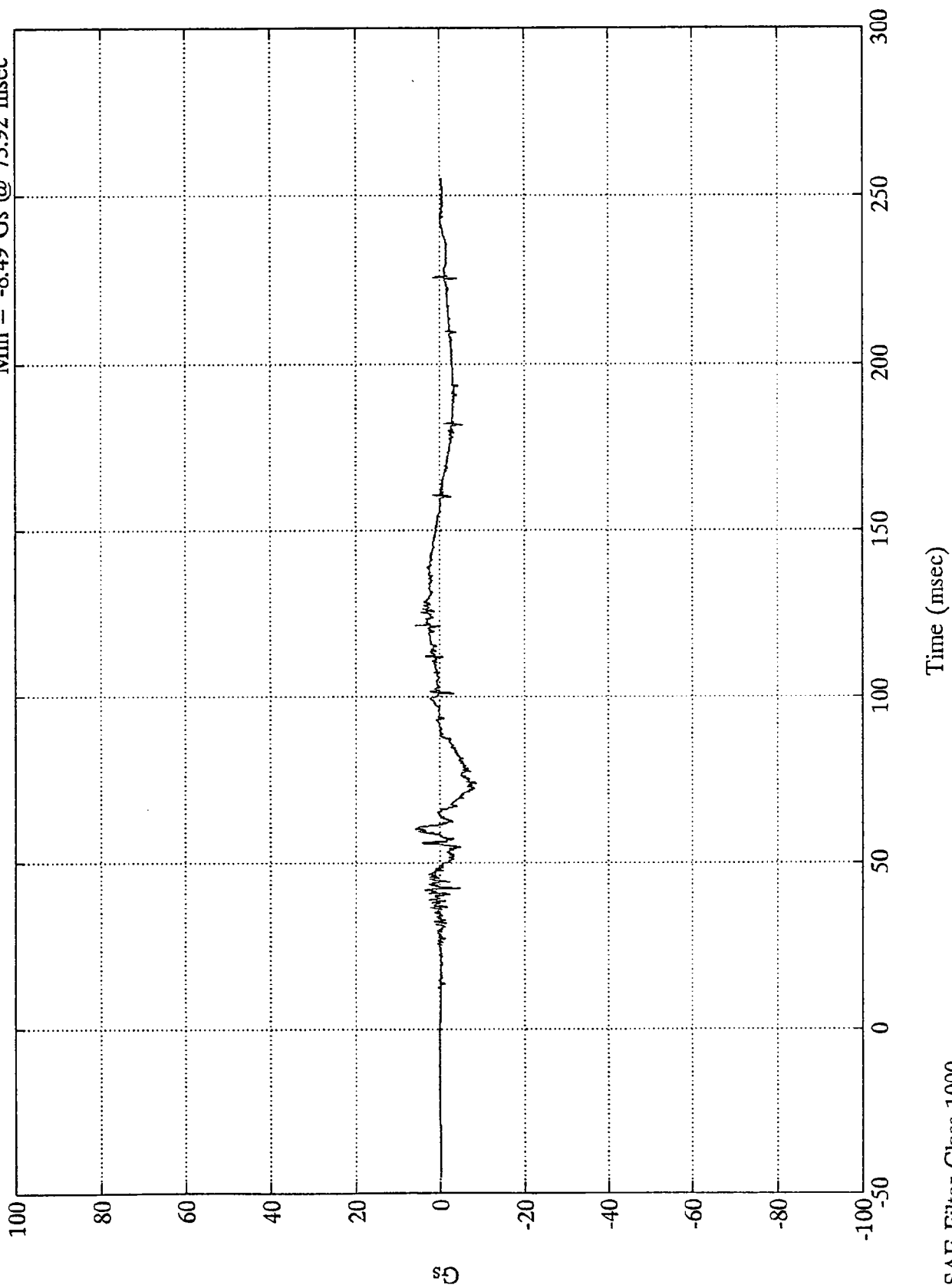


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Head Y

Max = 5.88 Gs @ 121.44 msec
Min = -8.49 Gs @ 73.92 msec

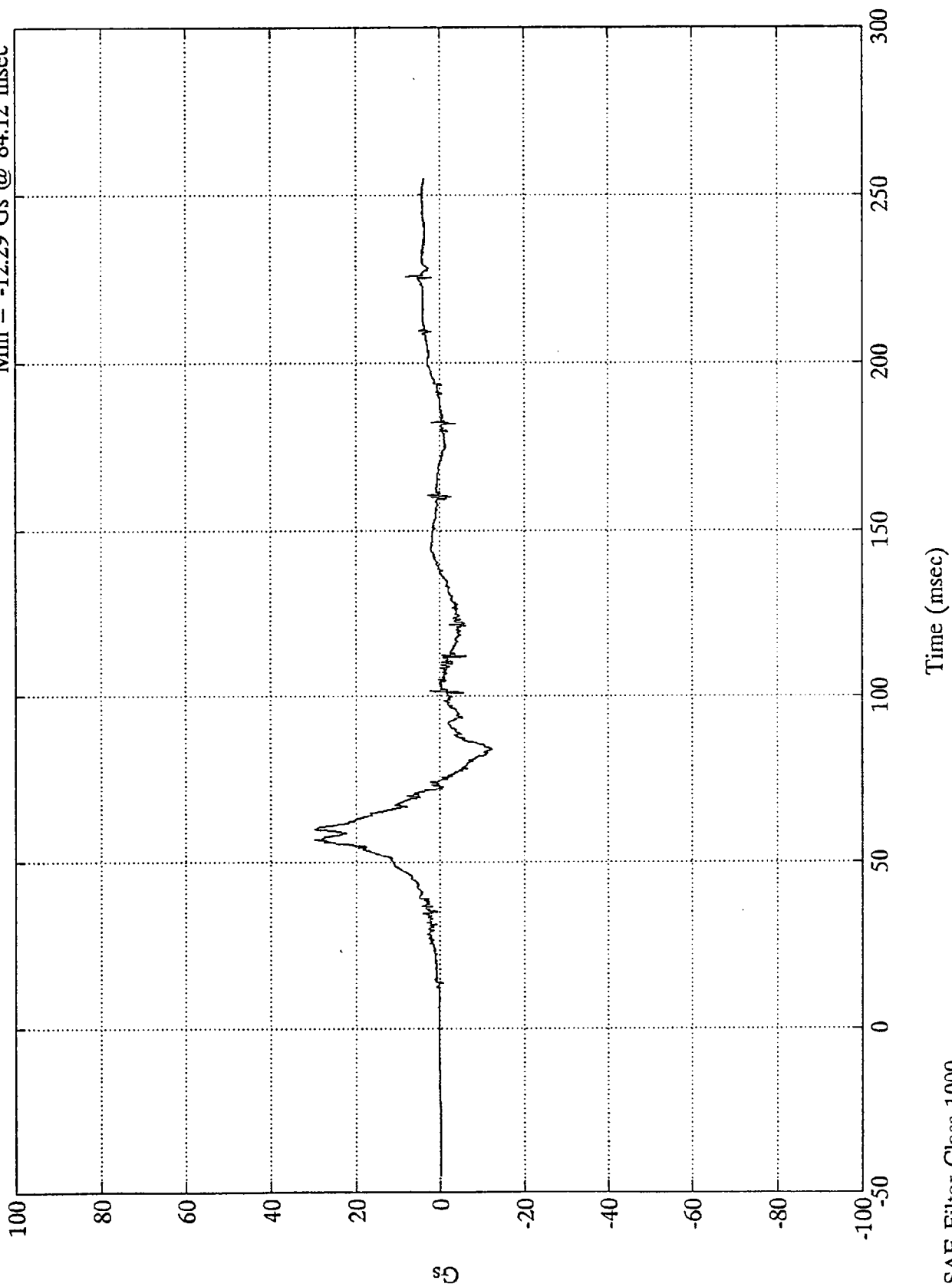


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Head Z

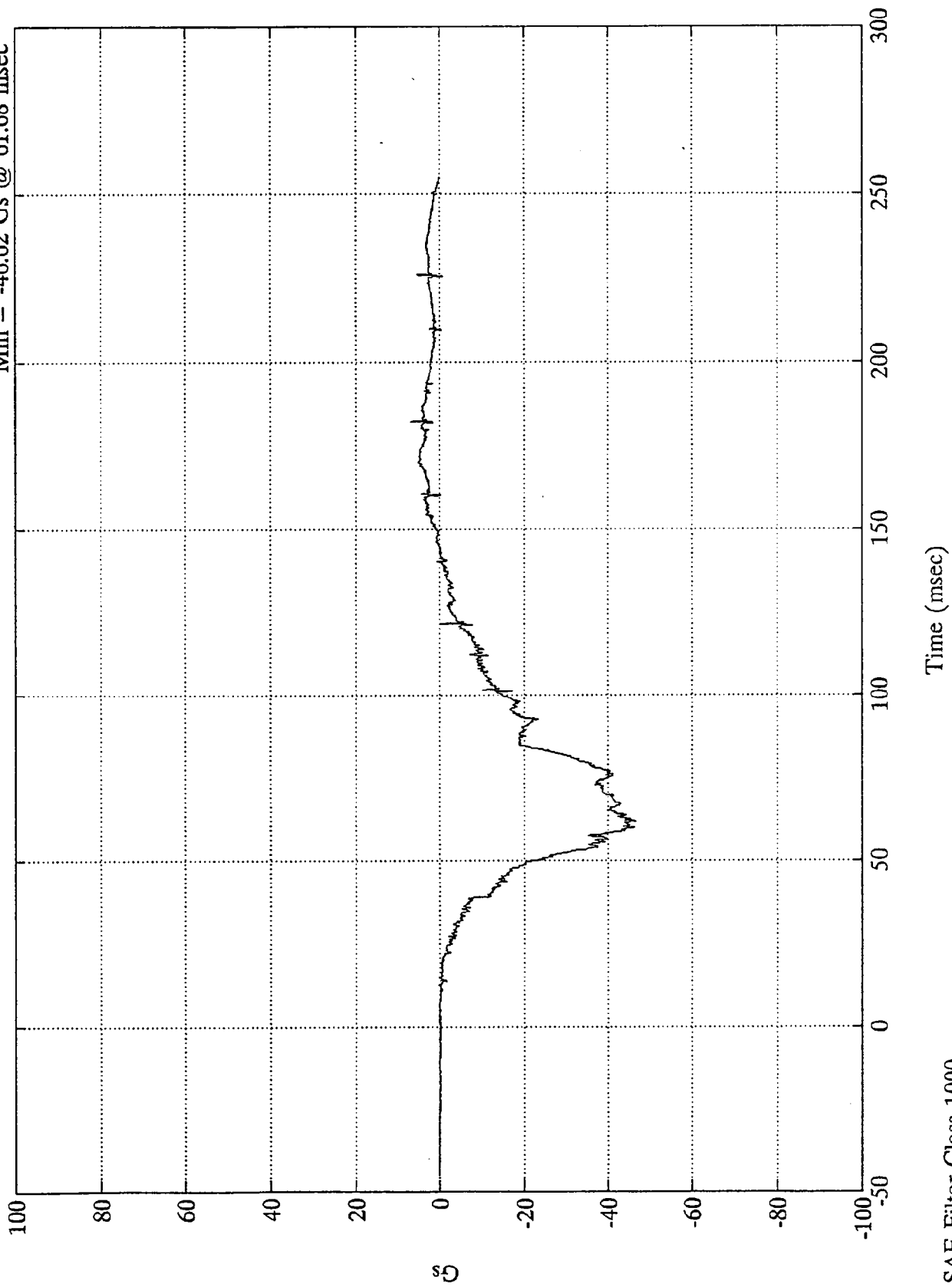
Max = 29.87 Gs @ 60.12 msec
Min = -12.29 Gs @ 84.12 msec



NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Chest X

Max = 6.86 Gs @ 182.16 msec
Min = -46.62 Gs @ 61.68 msec

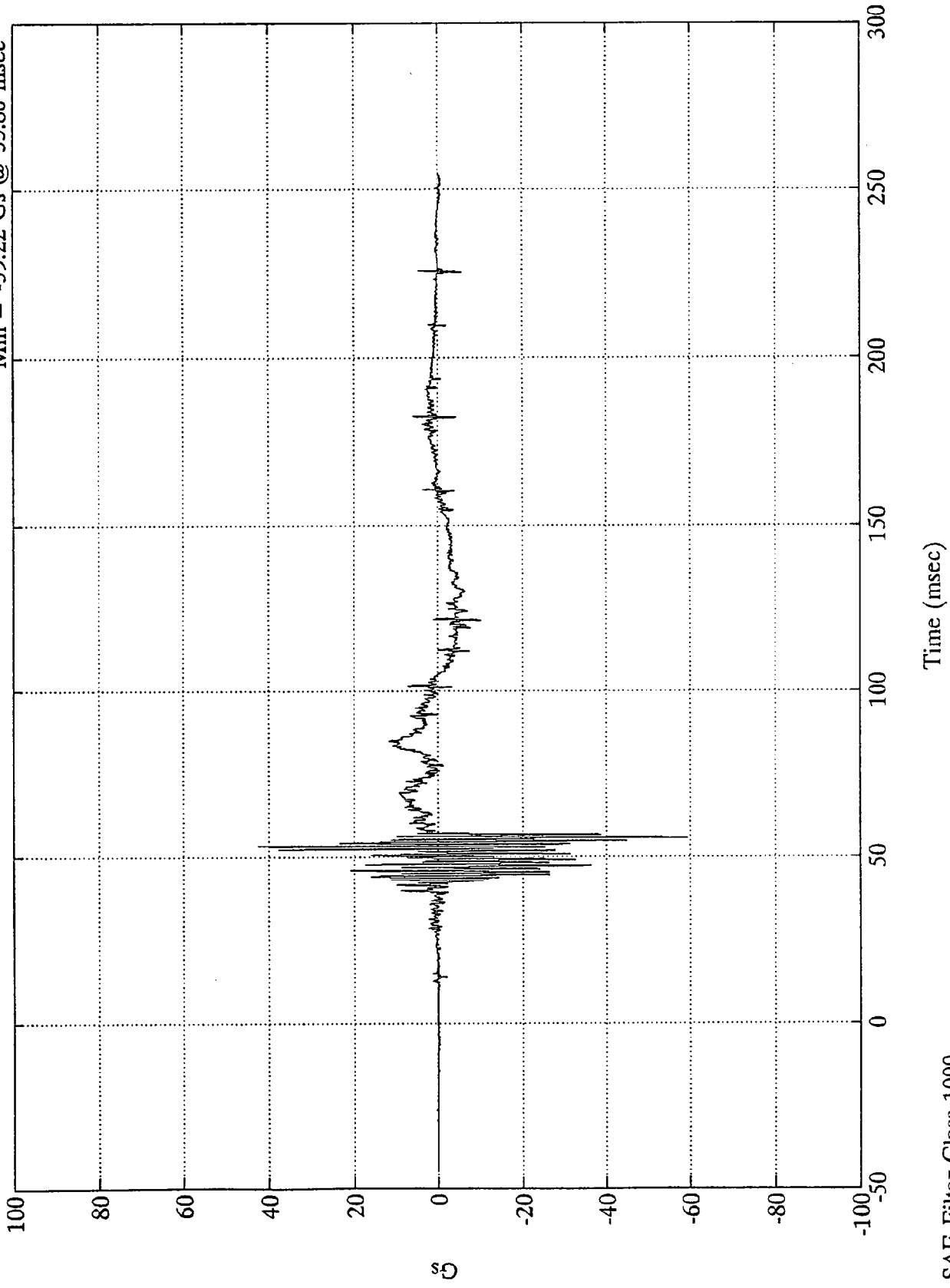


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Chest Y

Max = 42.63 Gs @ 53.40 msec
Min = -59.22 Gs @ 55.80 msec

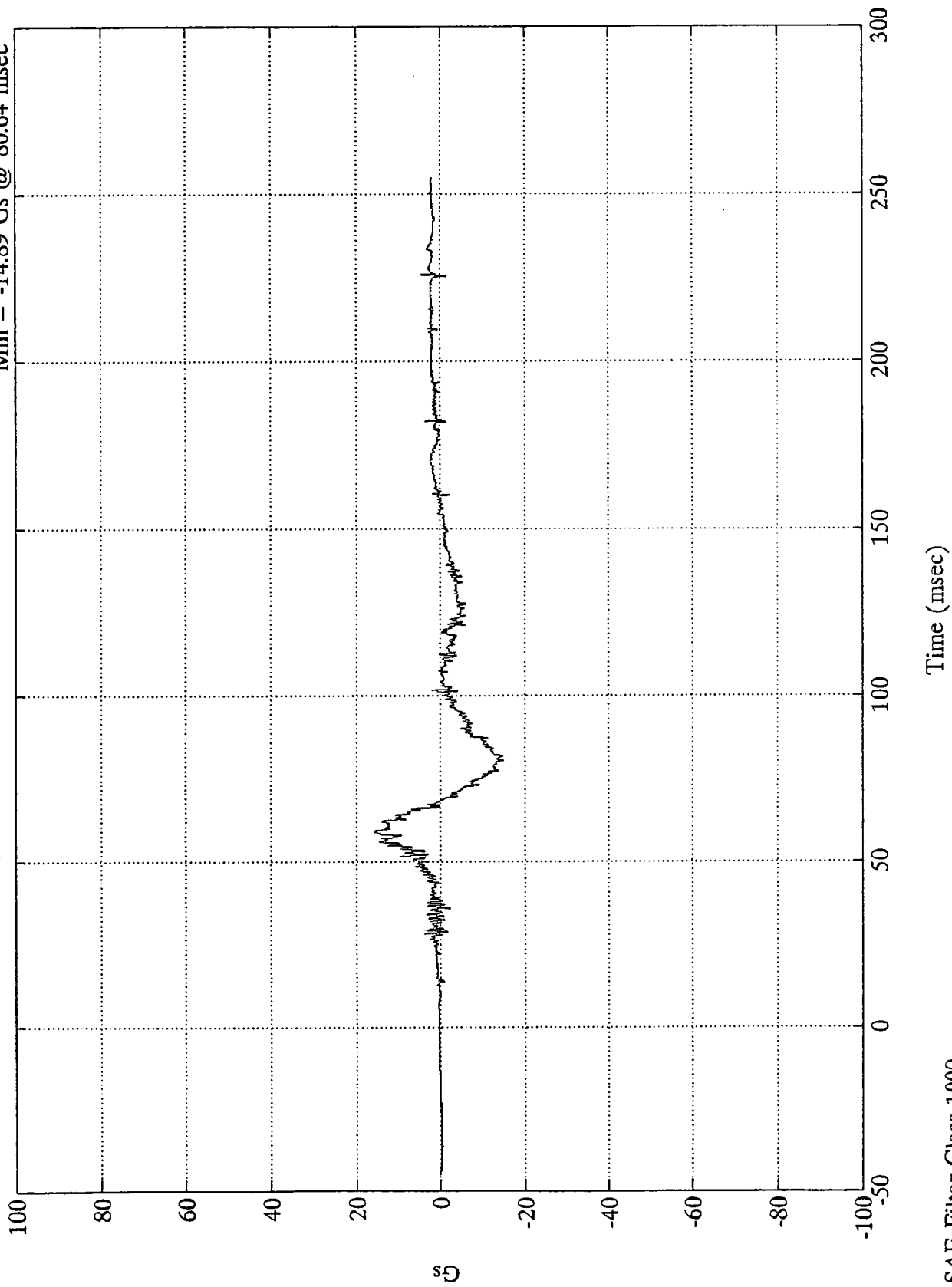


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Chest Z

Max = 15.76 Gs @ 59.16 msec
Min = -14.89 Gs @ 80.64 msec



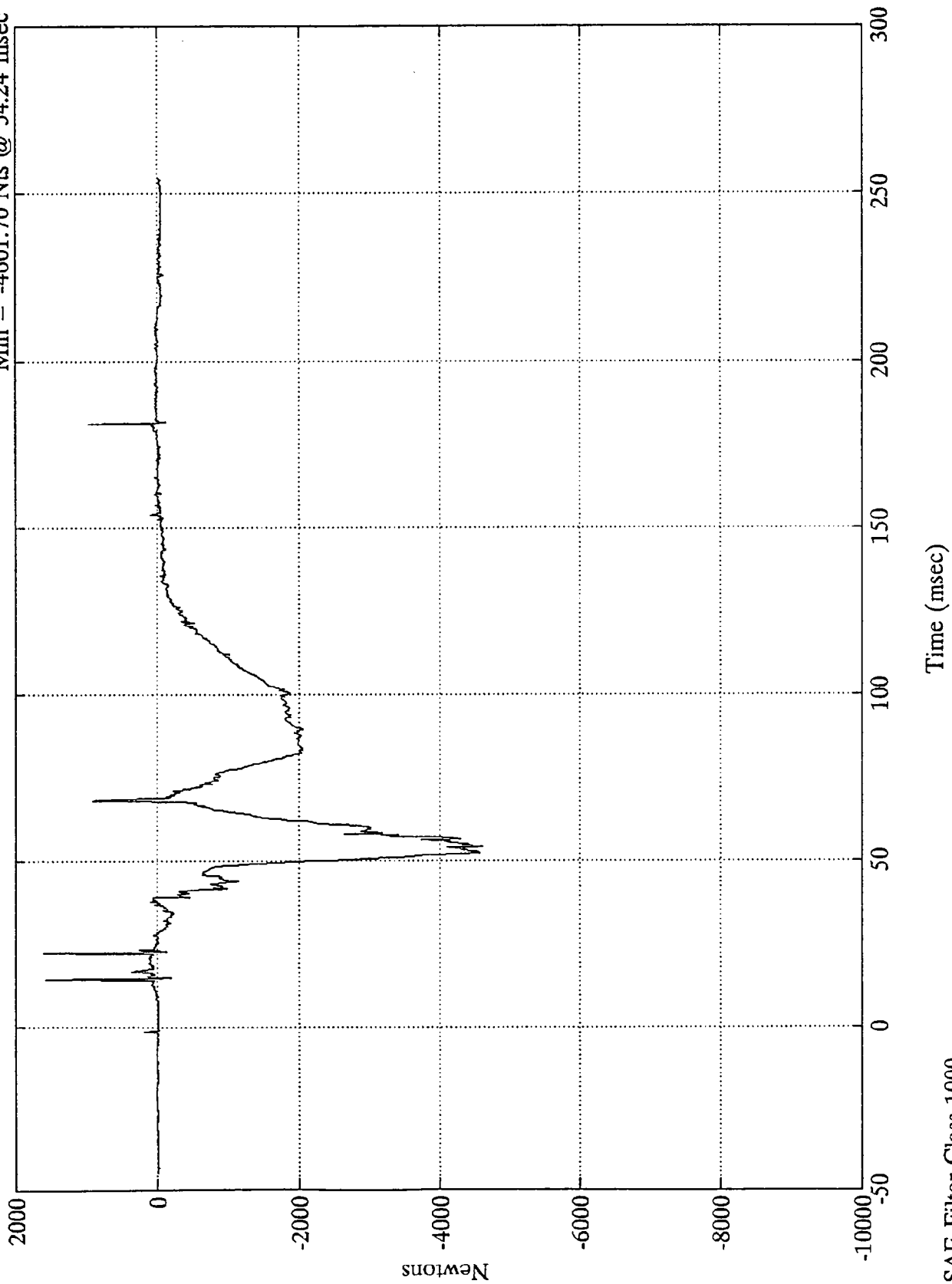
SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Right Femur

Max = 1619.00 Nts @ 22.44 msec

Min = -4601.70 Nts @ 54.24 msec

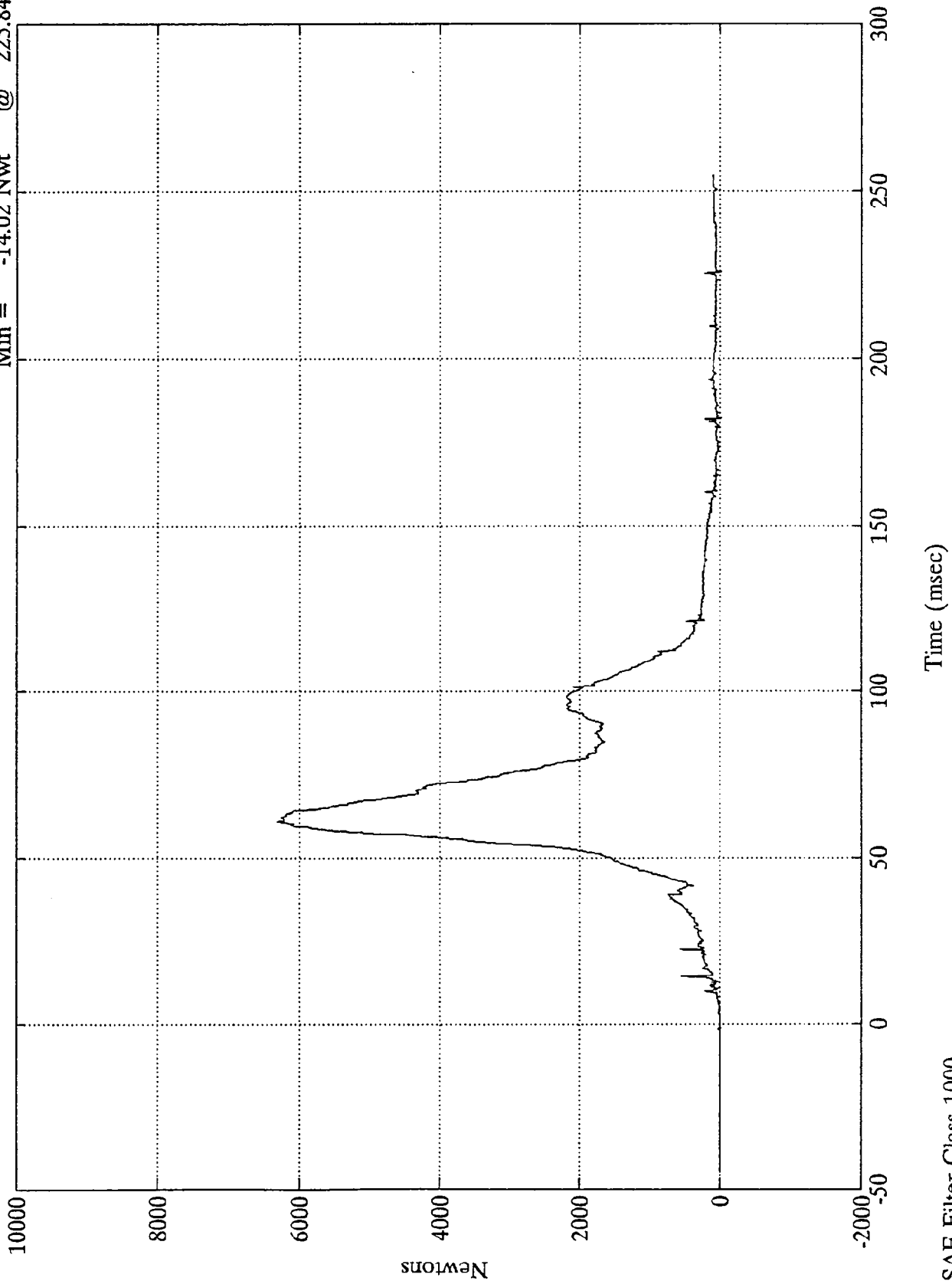


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Left Belt Load

Max = 6314.50 Nwt @ 60.84 msec
Min = -14.02 Nwt @ 225.84 msec

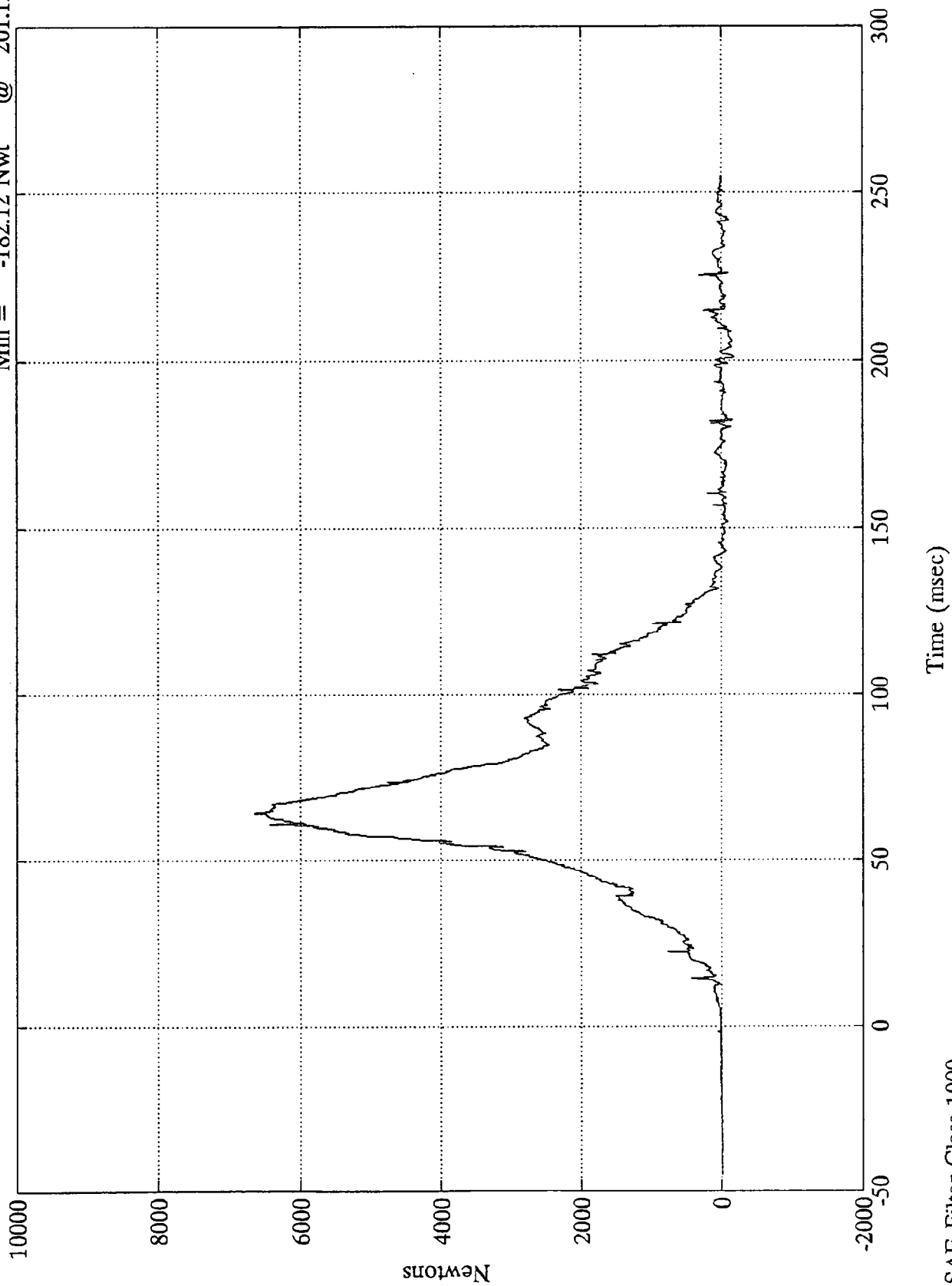


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Torso Belt Load

Max = 6650.90 Nwt @ 64.32 msec
Min = -182.12 Nwt @ 201.12 msec

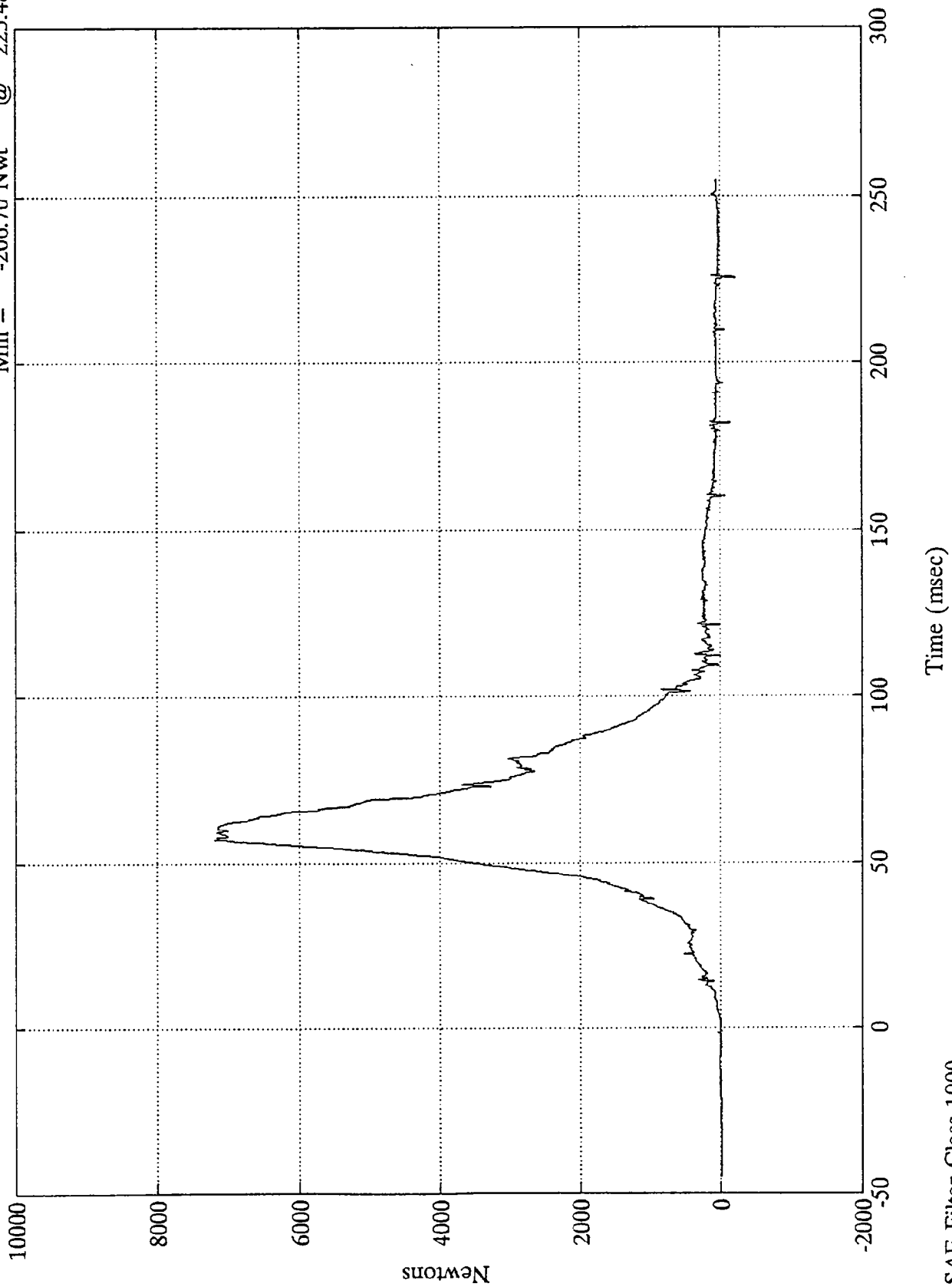


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Right Belt Load

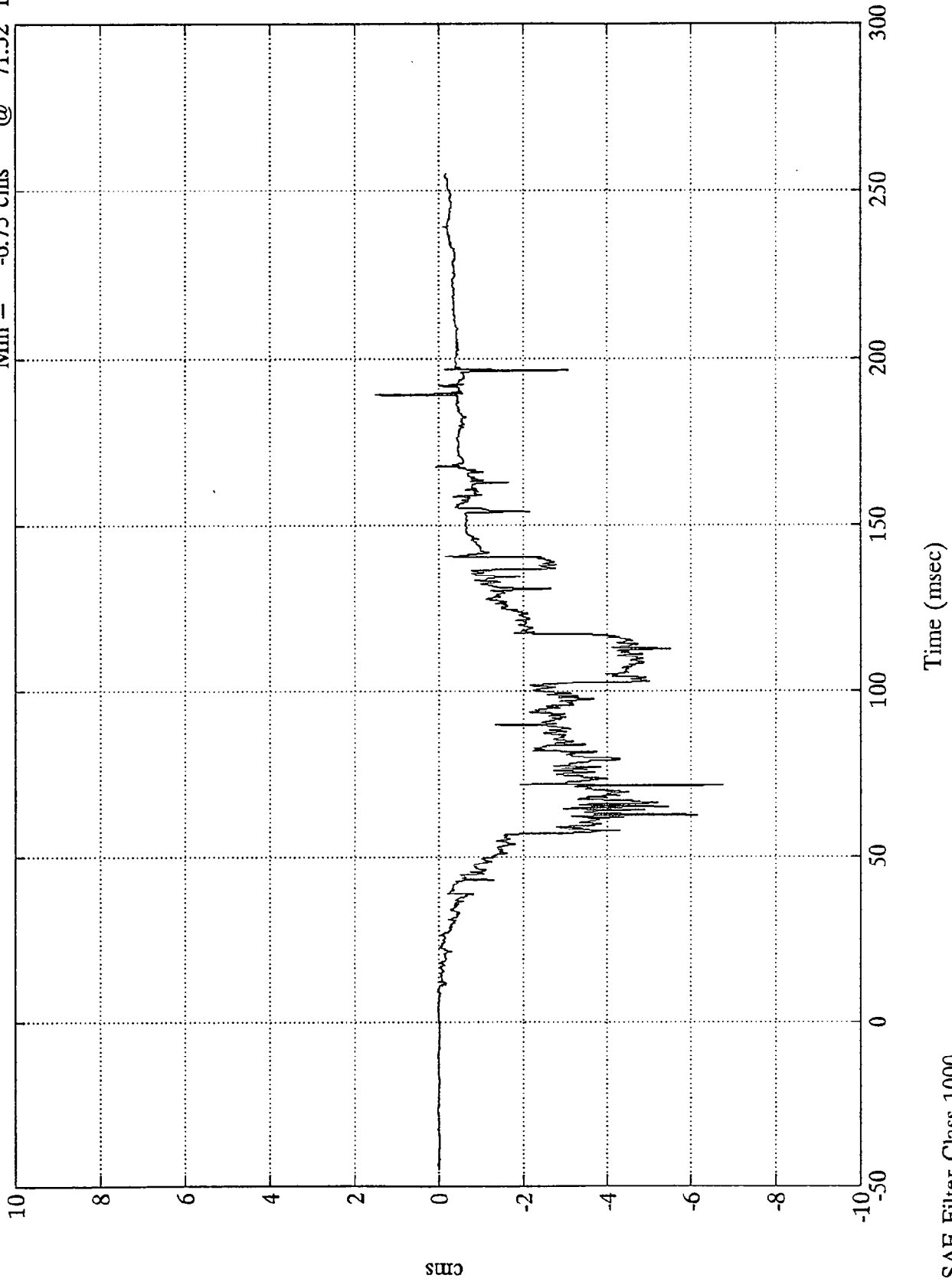
Max = 7202.20 Nwt @ 57.12 msec
Min = -206.70 Nwt @ 225.48 msec



NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Chest Disp.

Max = 1.50 cms @ 189.12 msec
Min = -6.75 cms @ 71.52 msec

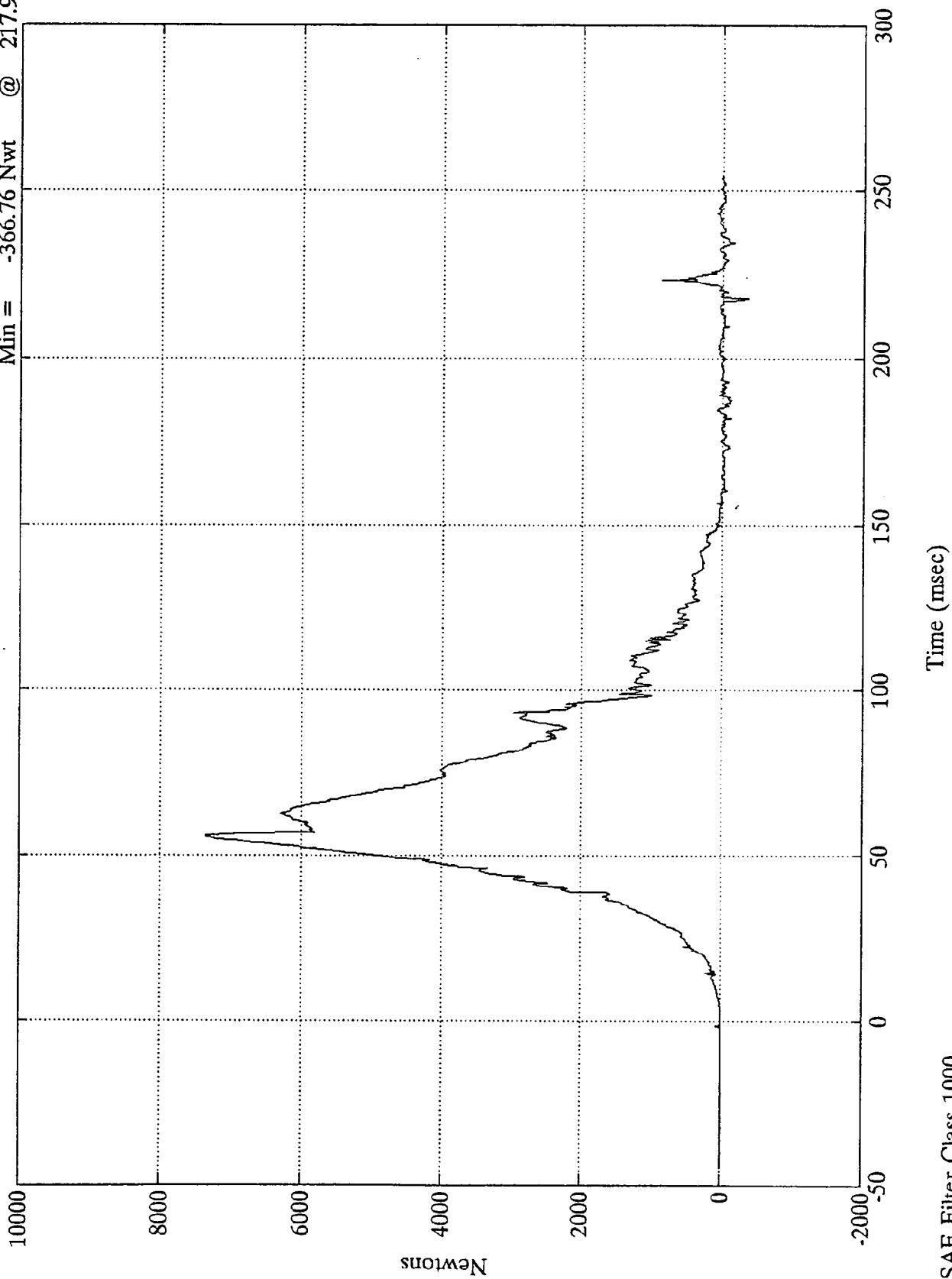


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Max = 7363.20 Nwt @ 56.16 msec
Min = -366.76 Nwt @ 217.92 msec

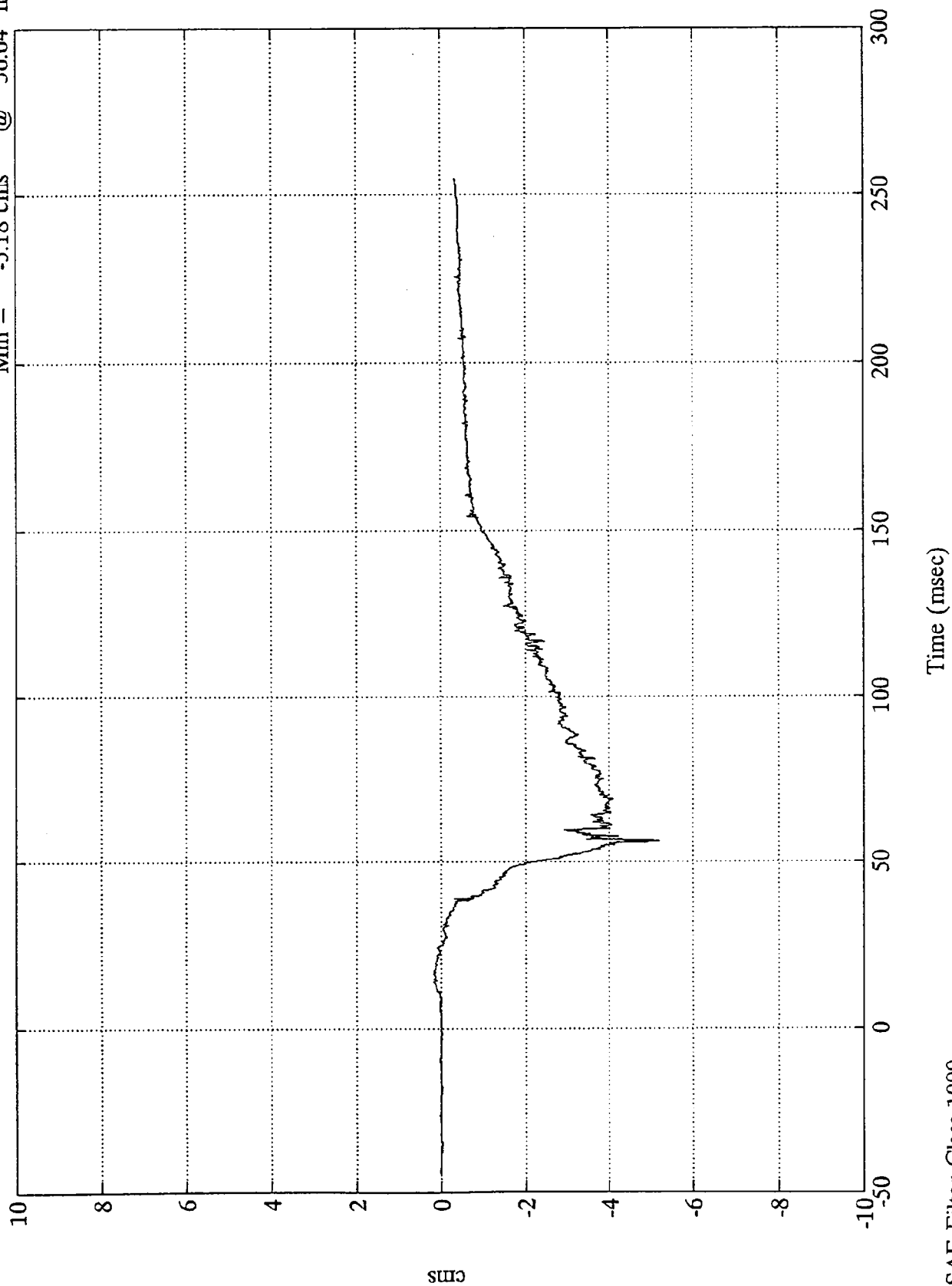
Pos. 2 Torso Belt Load



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

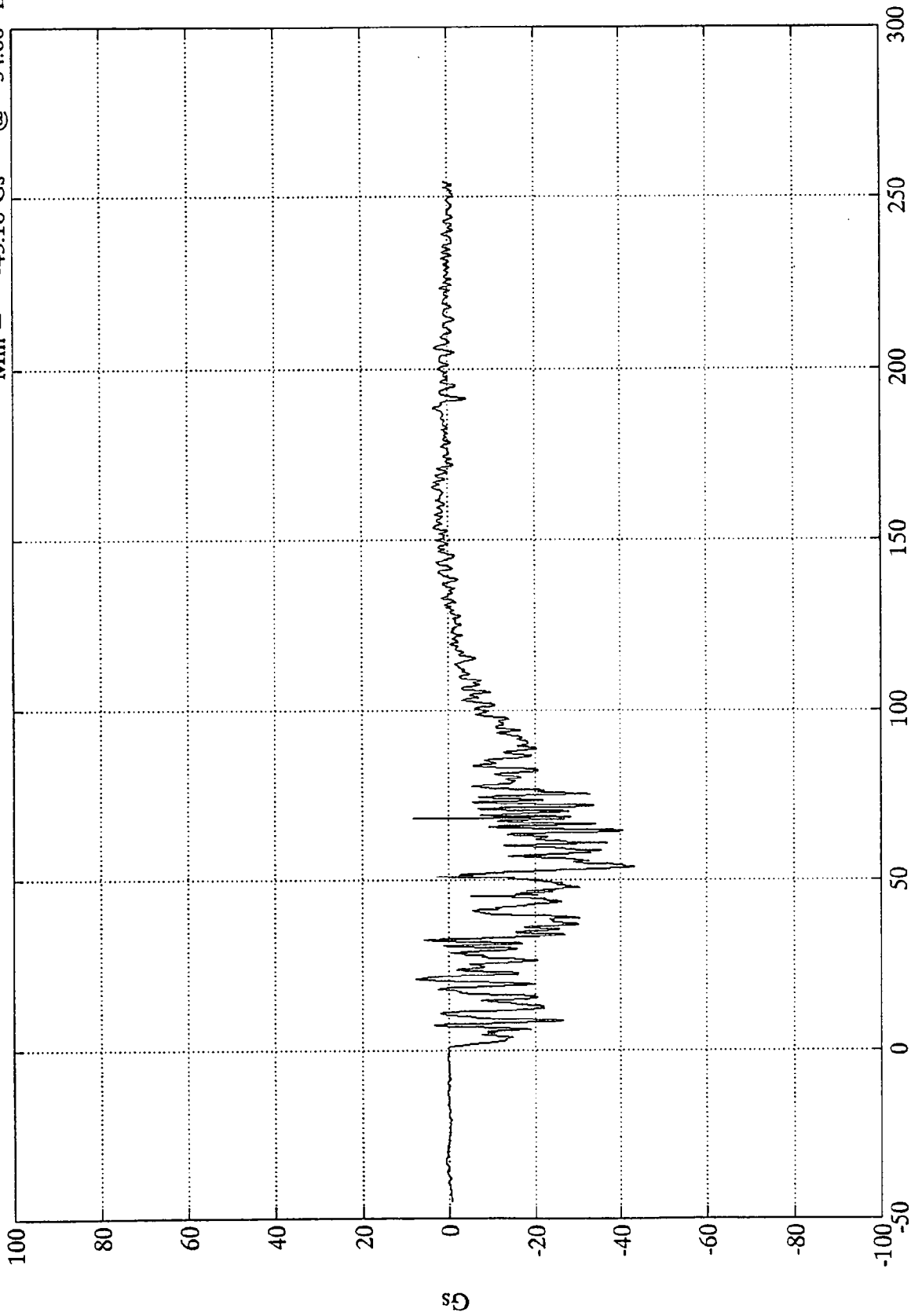
Pos. 2 Chest Disp. Max = 0.19 cms @ 14.04 msec
Min = -5.18 cms @ 56.64 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Acc. #1(x) Max = 8.22 Gs @ 68.16 msec
Min = -43.16 Gs @ 54.00 msec

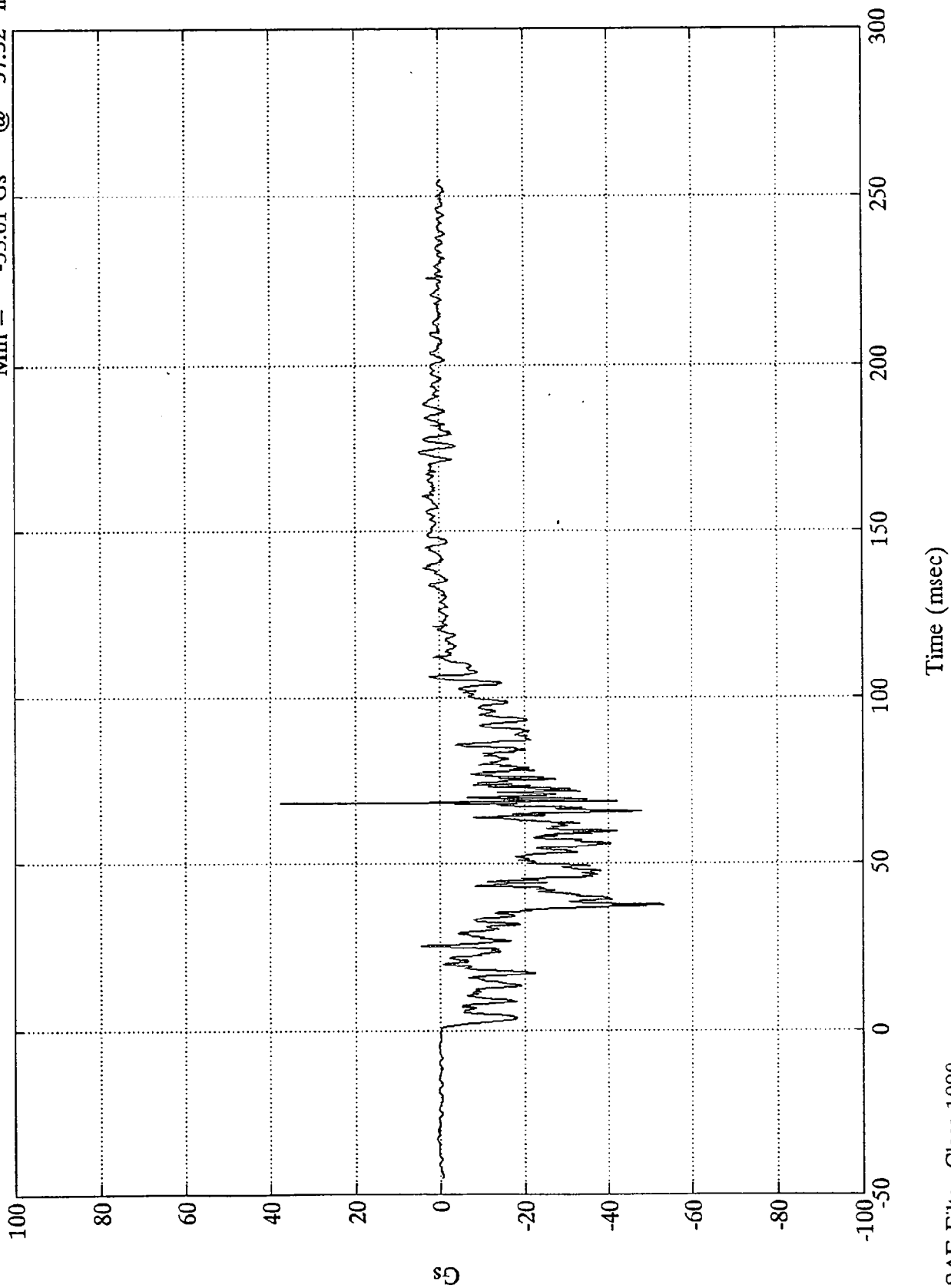


Time (msec)

SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

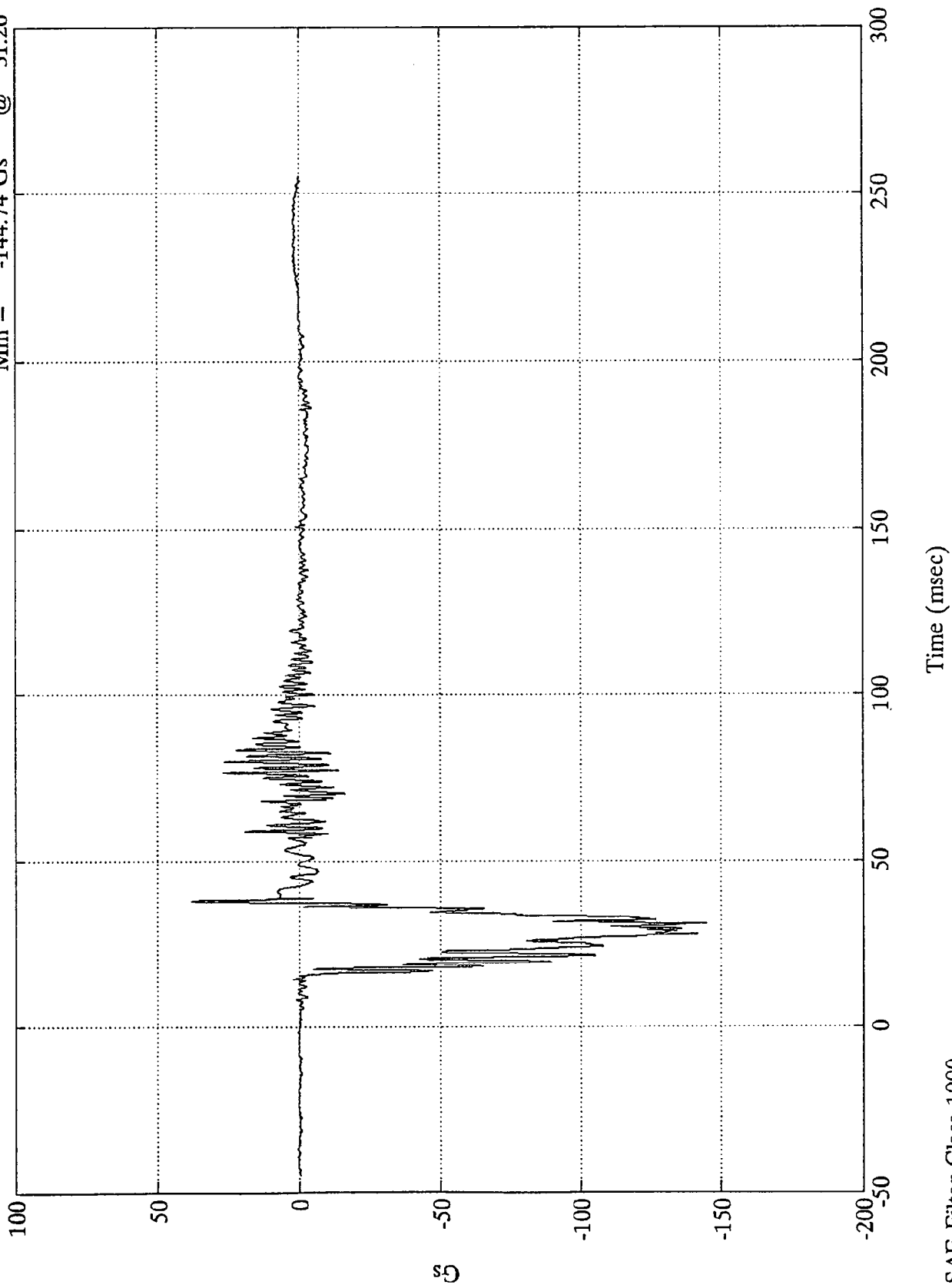
Acc. #2(x) Max = 37.63 Gs @ 68.16 msec
Min = -53.01 Gs @ 37.32 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

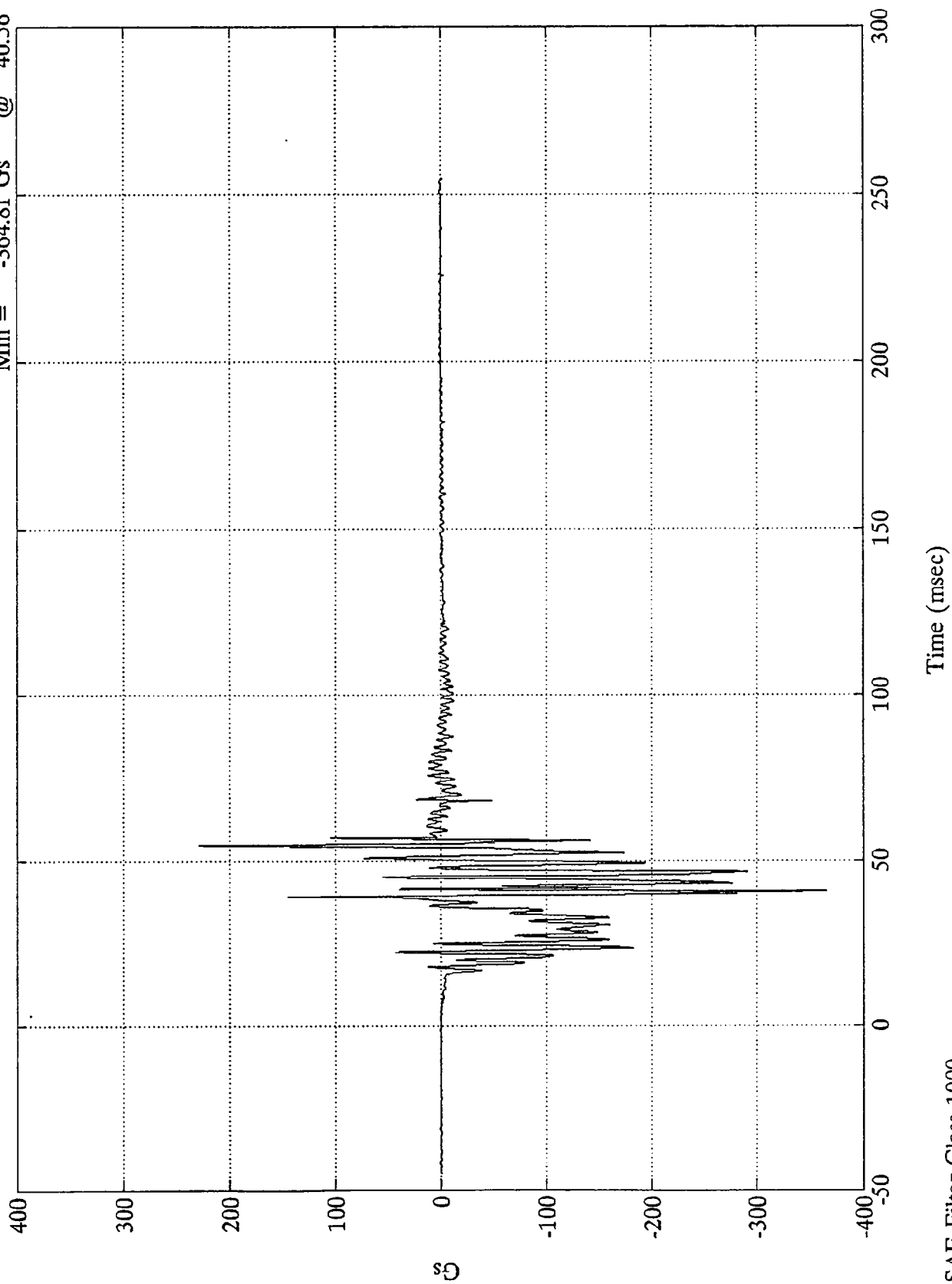
Acc. #3(x) Max = 37.99 Gs @ 38.04 msec
Min = -144.74 Gs @ 31.20 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

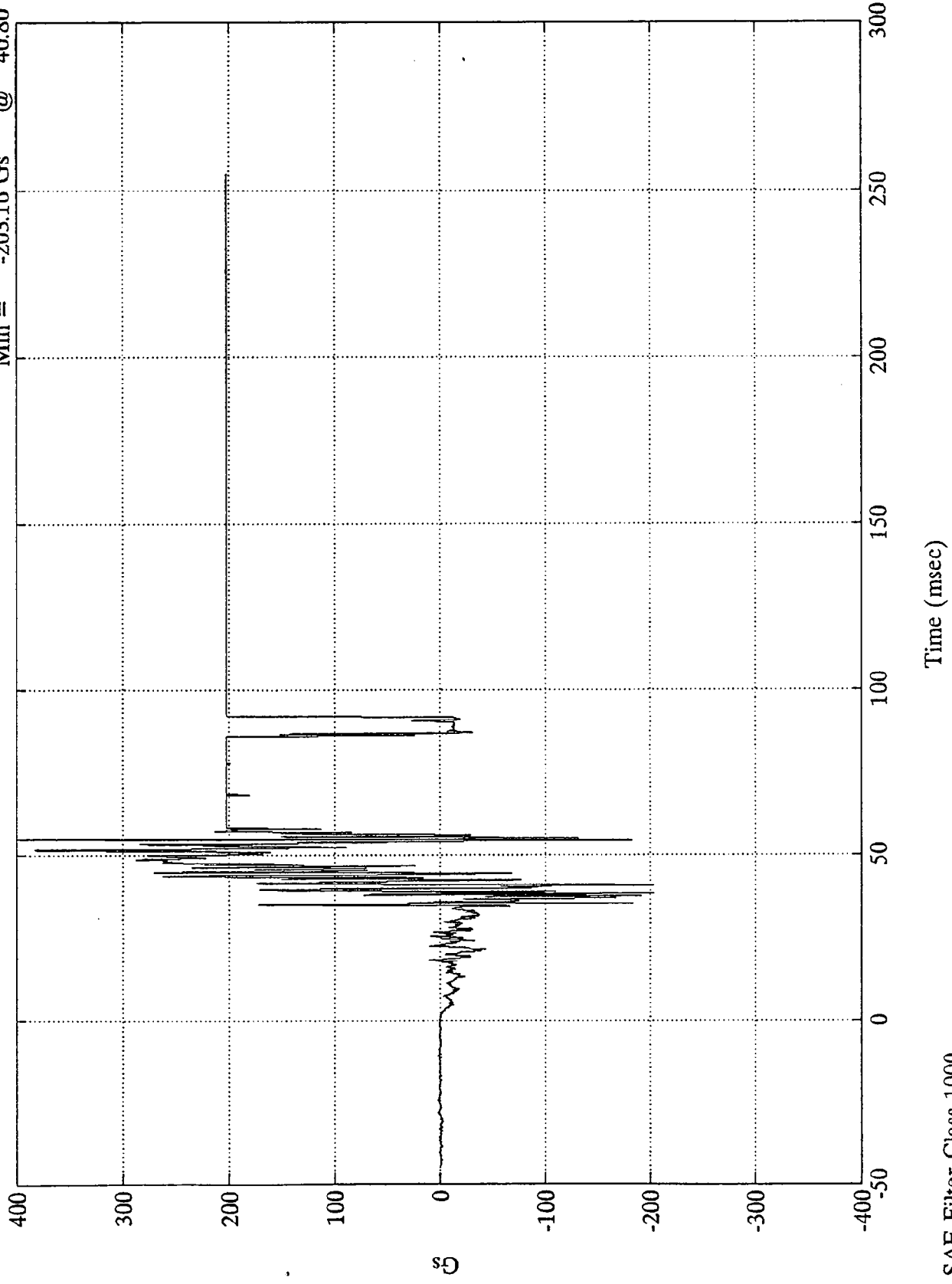
Acc. #4(x) Max = 229.41 Gs @ 54.72 msec
Min = -364.81 Gs @ 40.56 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

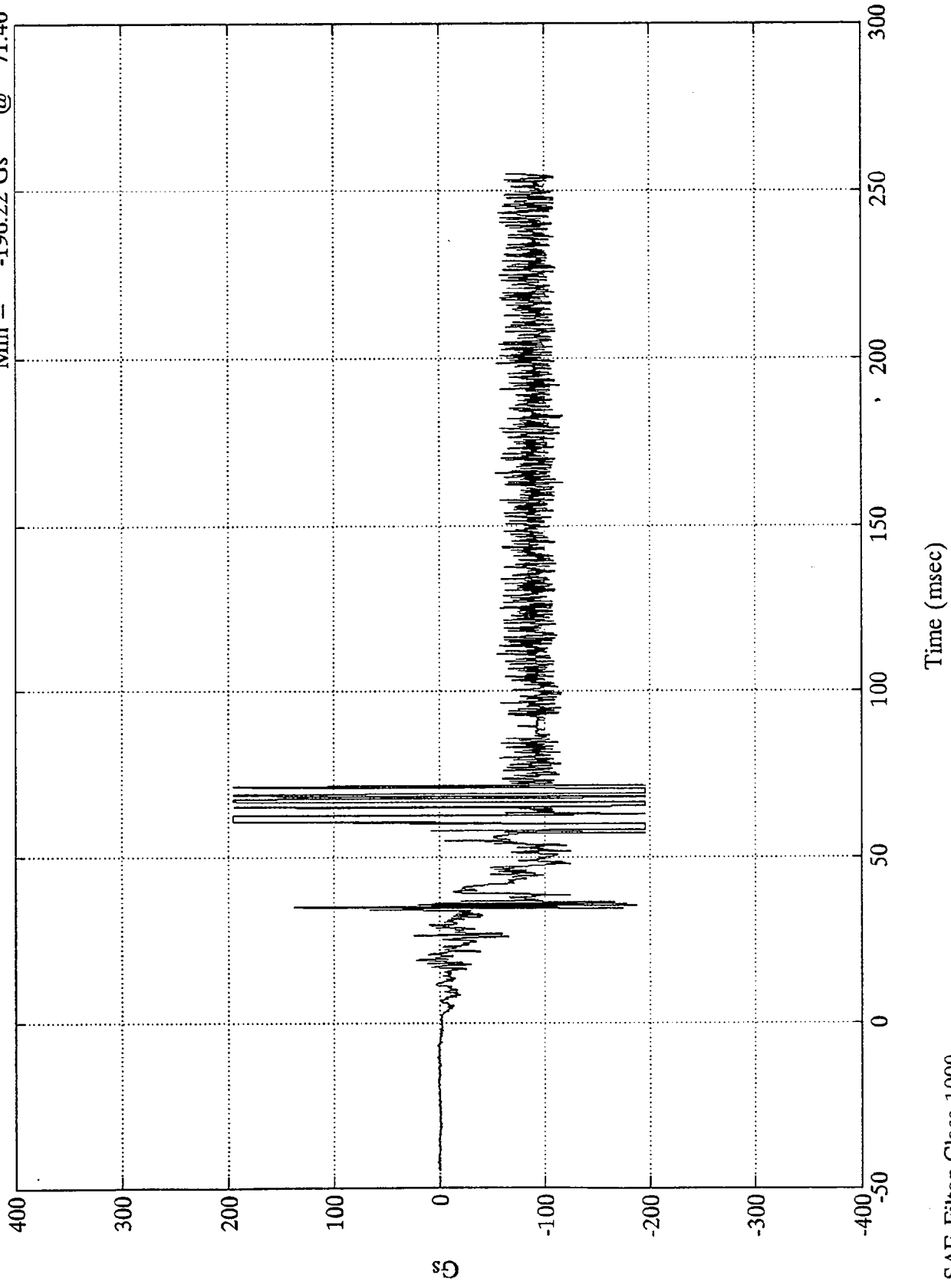
Acc. #5(x) Max = 417.22 Gs @ 54.72 msec
Min = -203.16 Gs @ 40.80 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

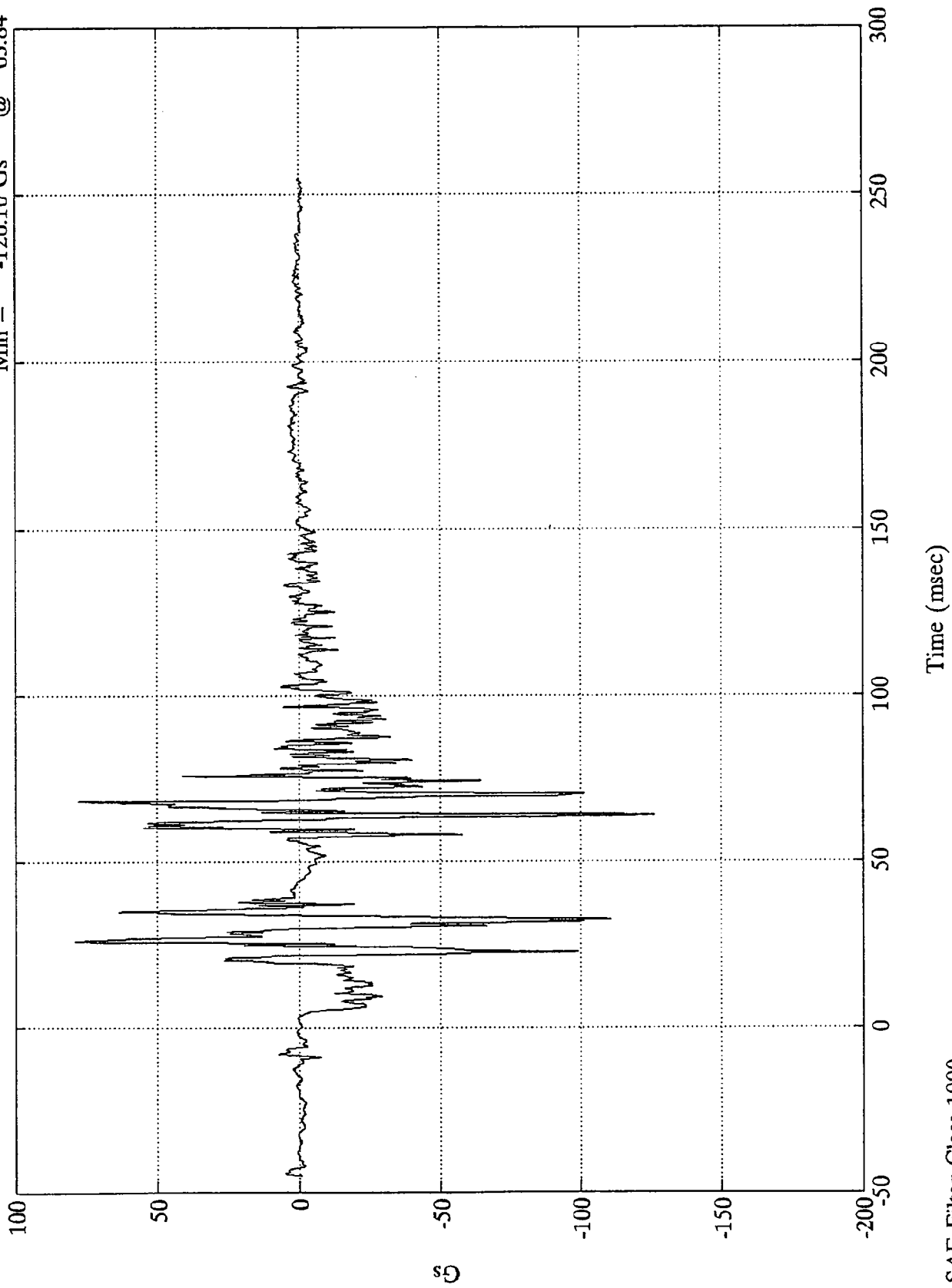
Acc. #6(x) Max = 195.18 Gs @ 71.04 msec
Min = -196.22 Gs @ 71.40 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

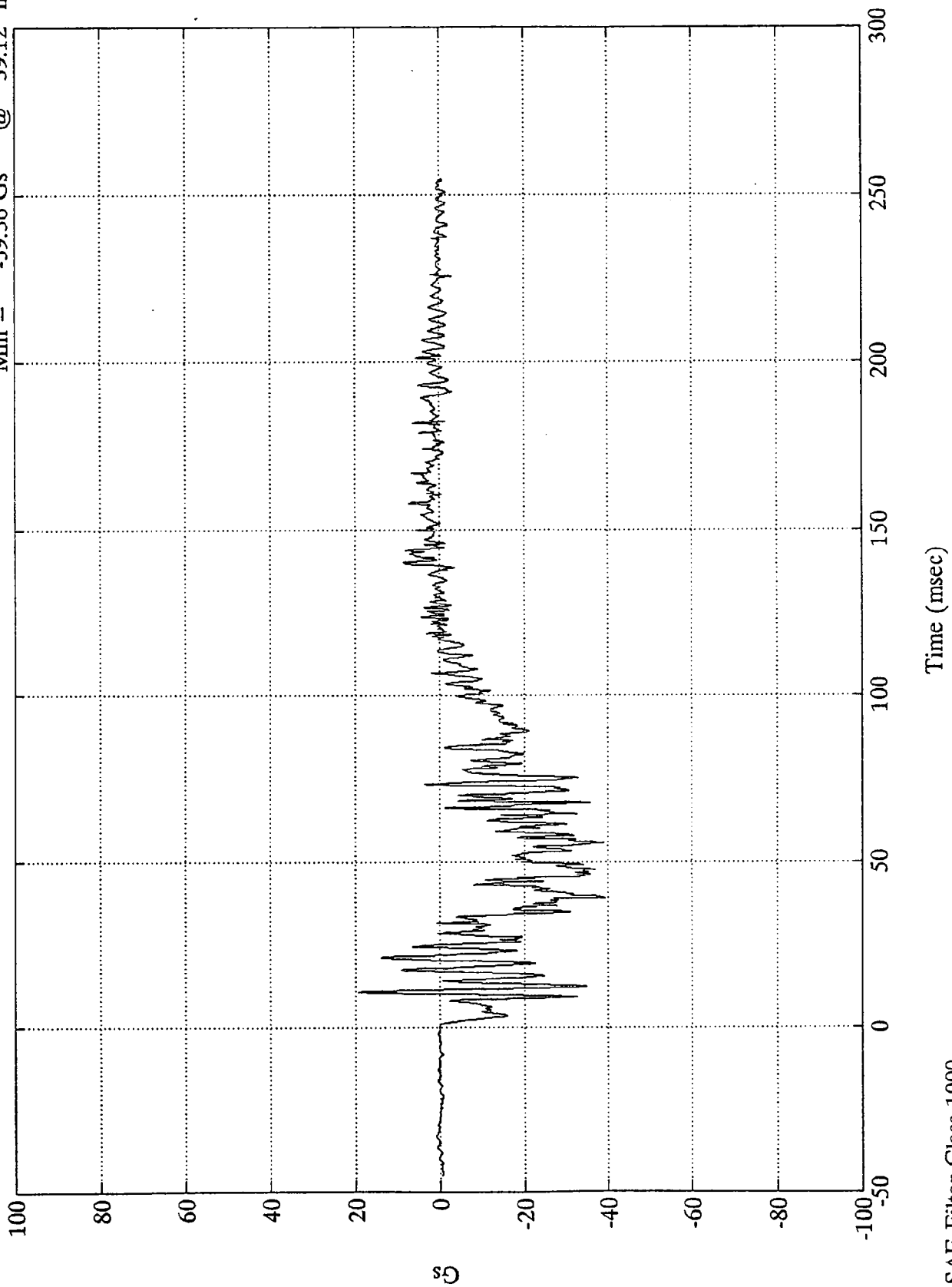
Acc. #7(x) Max = 78.82 Gs @ 26.04 msec
Min = -126.10 Gs @ 63.84 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

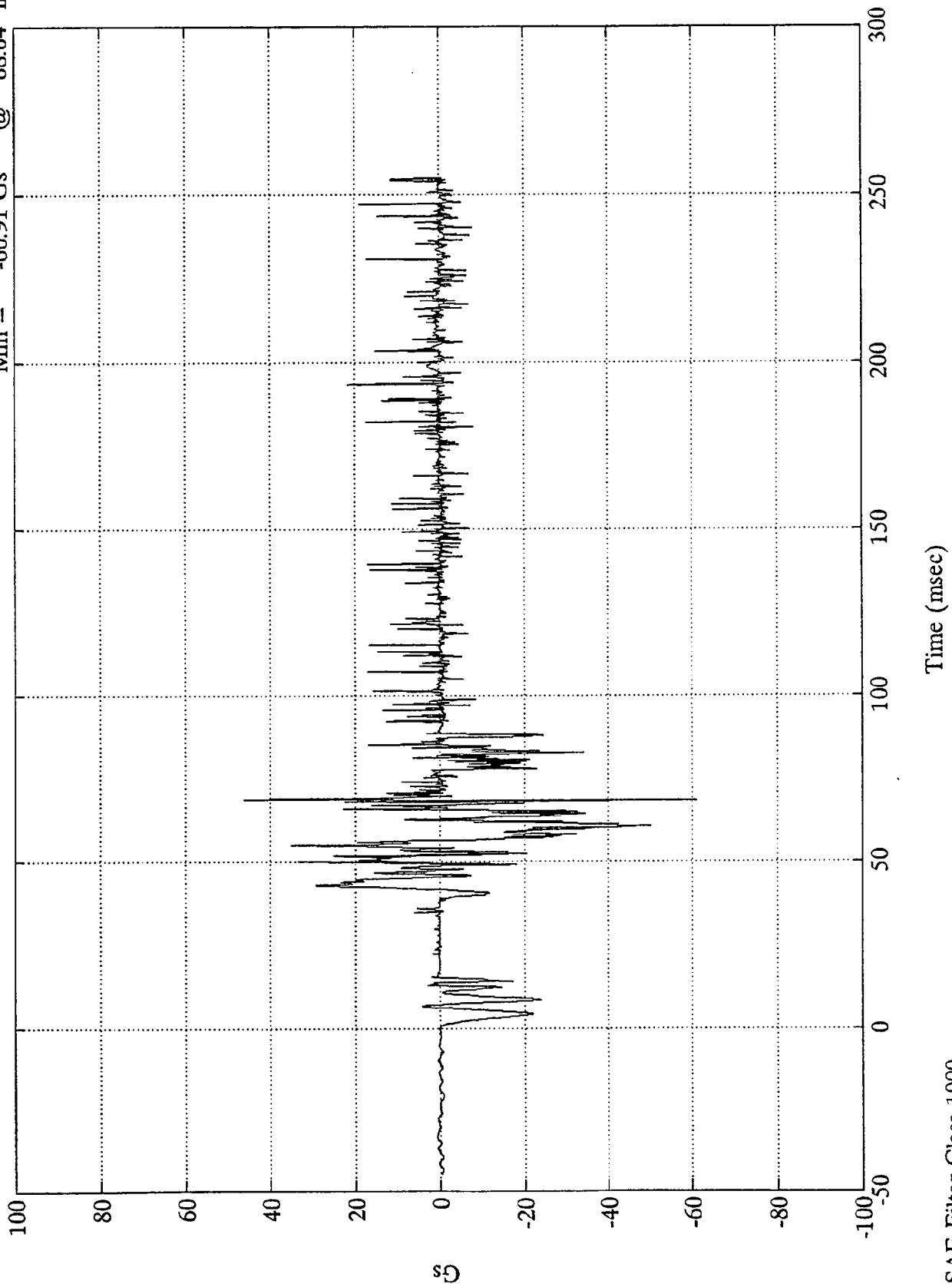
Acc. #8(x) Max = 19.36 Gs @ 10.68 msec
Min = -39.36 Gs @ 39.12 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Acc. #9(x) Max = 46.14 Gs @ 68.52 msec
Min = -60.91 Gs @ 68.04 msec

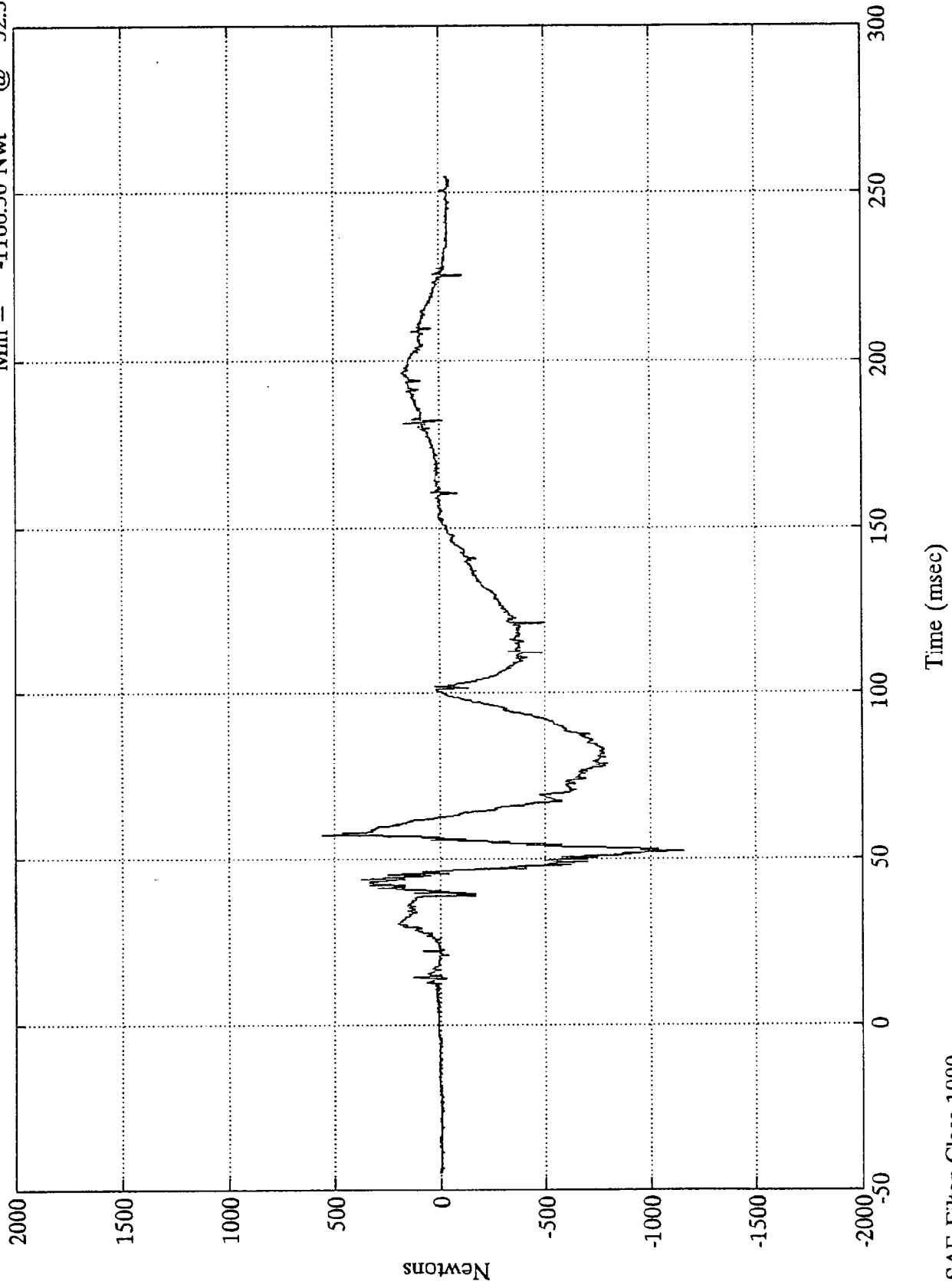


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Upper Neck Fx

Max = 560.74 Nwt @ 57.12 msec
Min = -1160.50 Nwt @ 52.32 msec

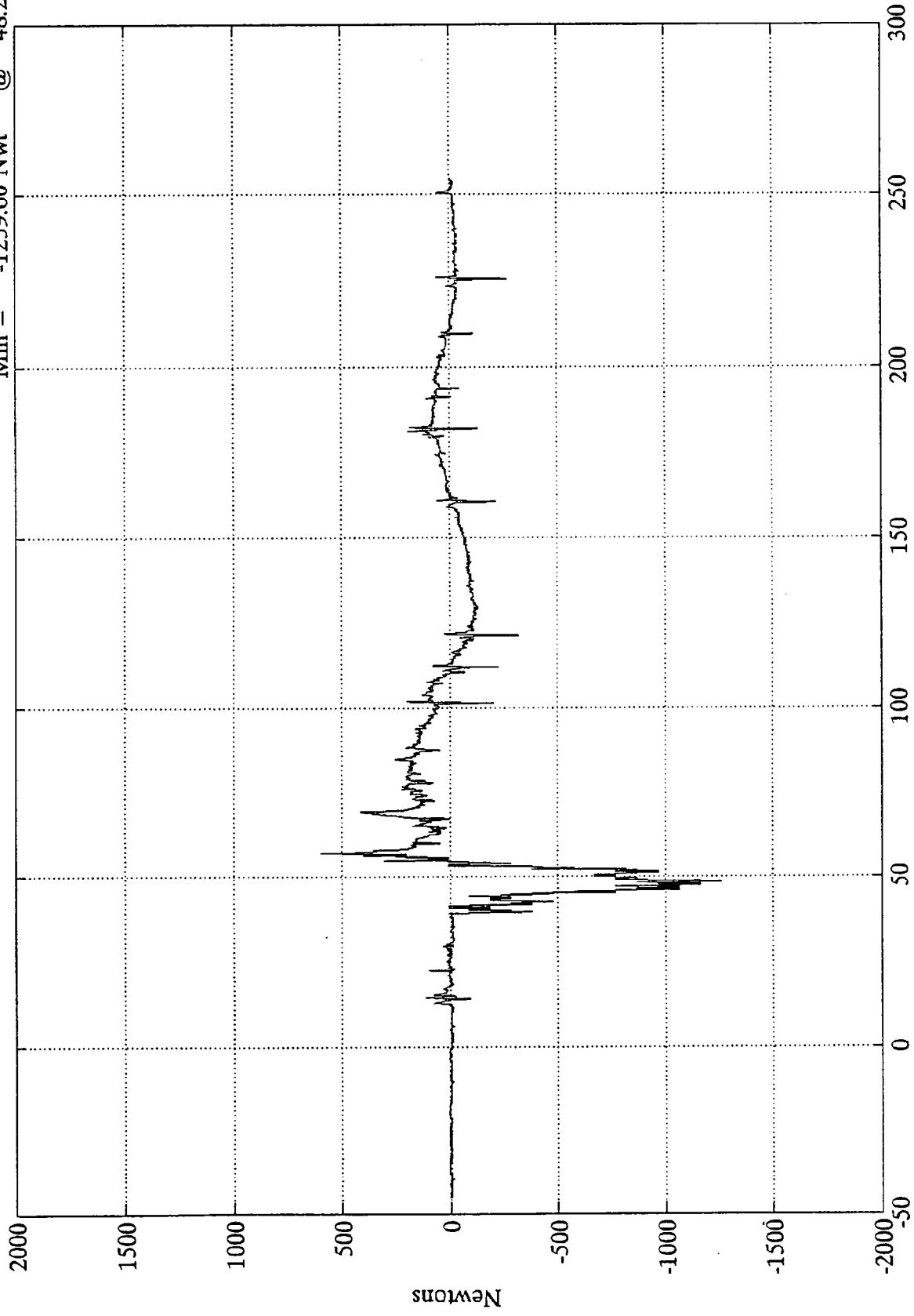


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Upper Neck Fy

Max = 597.90 Nwt @ 57.00 msec
Min = -1259.00 Nwt @ 48.24 msec



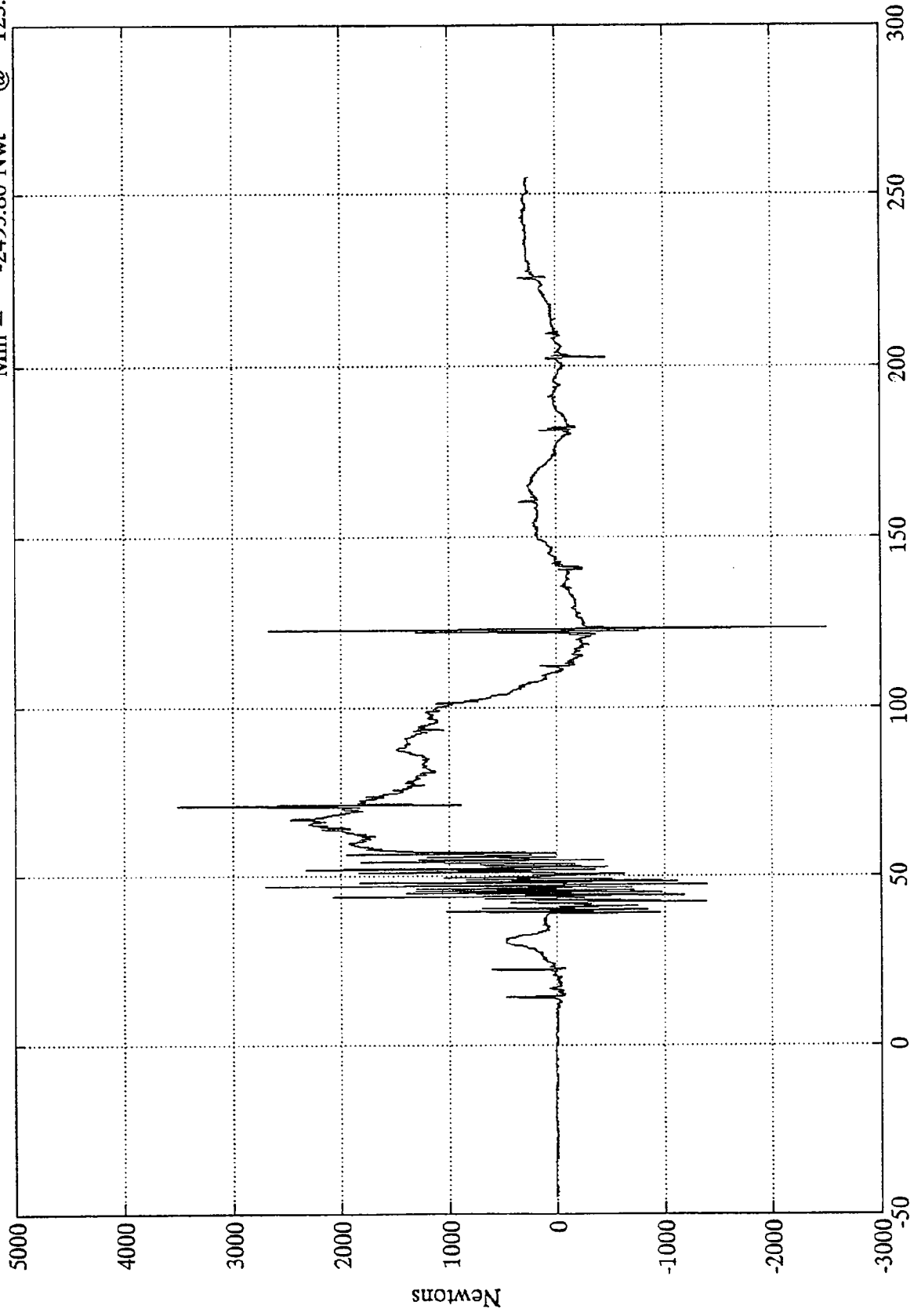
Time (msec)

SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Upper Neck Fz

Max = 3508.80 Nwt @ 70.68 msec
Min = -2495.80 Nwt @ 123.00 msec



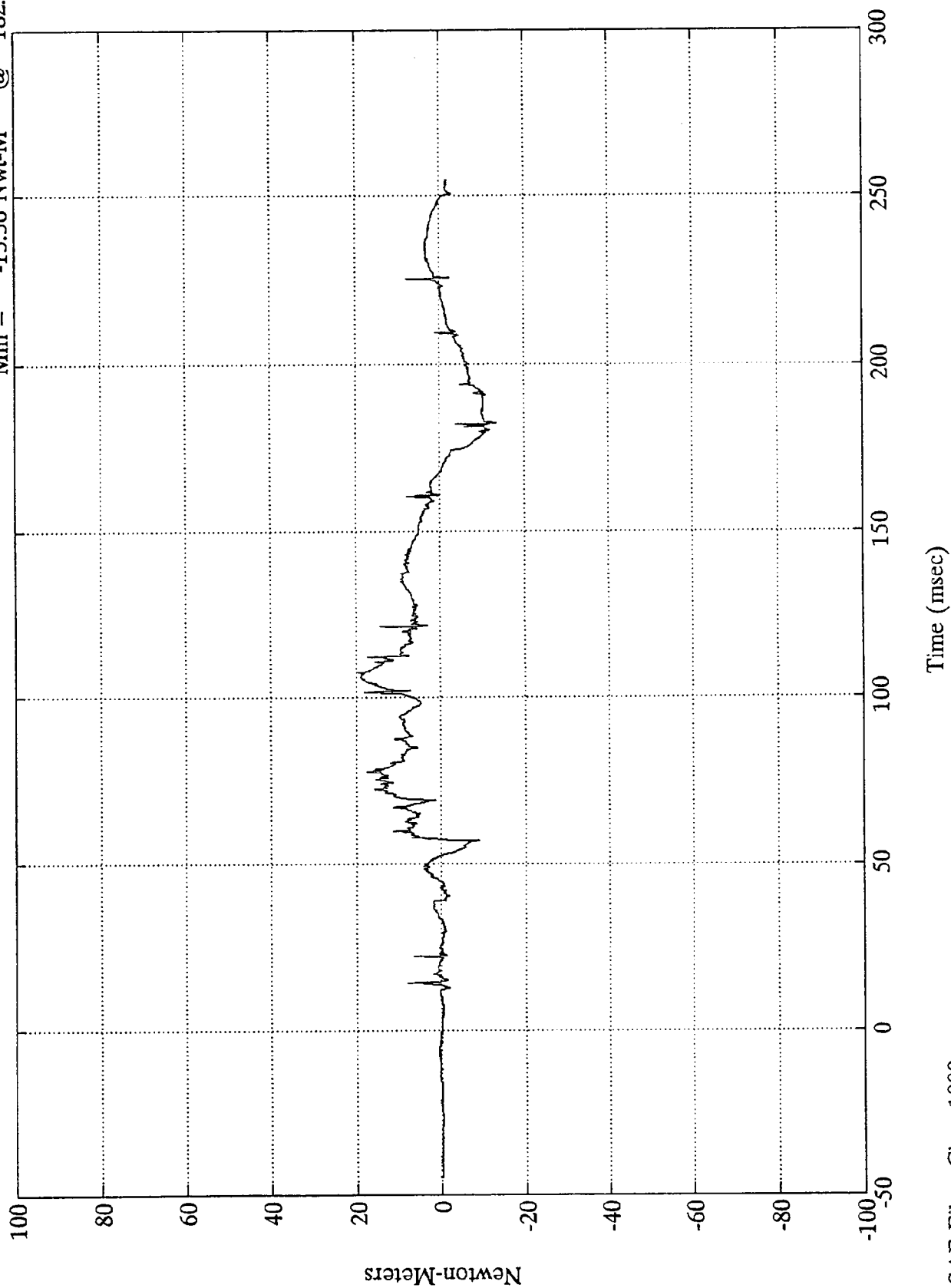
Time (msec)

SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Upper Neck Mx

Max = 19.46 Nwt-M @ 107.28 msec
Min = -13.36 Nwt-M @ 182.28 msec

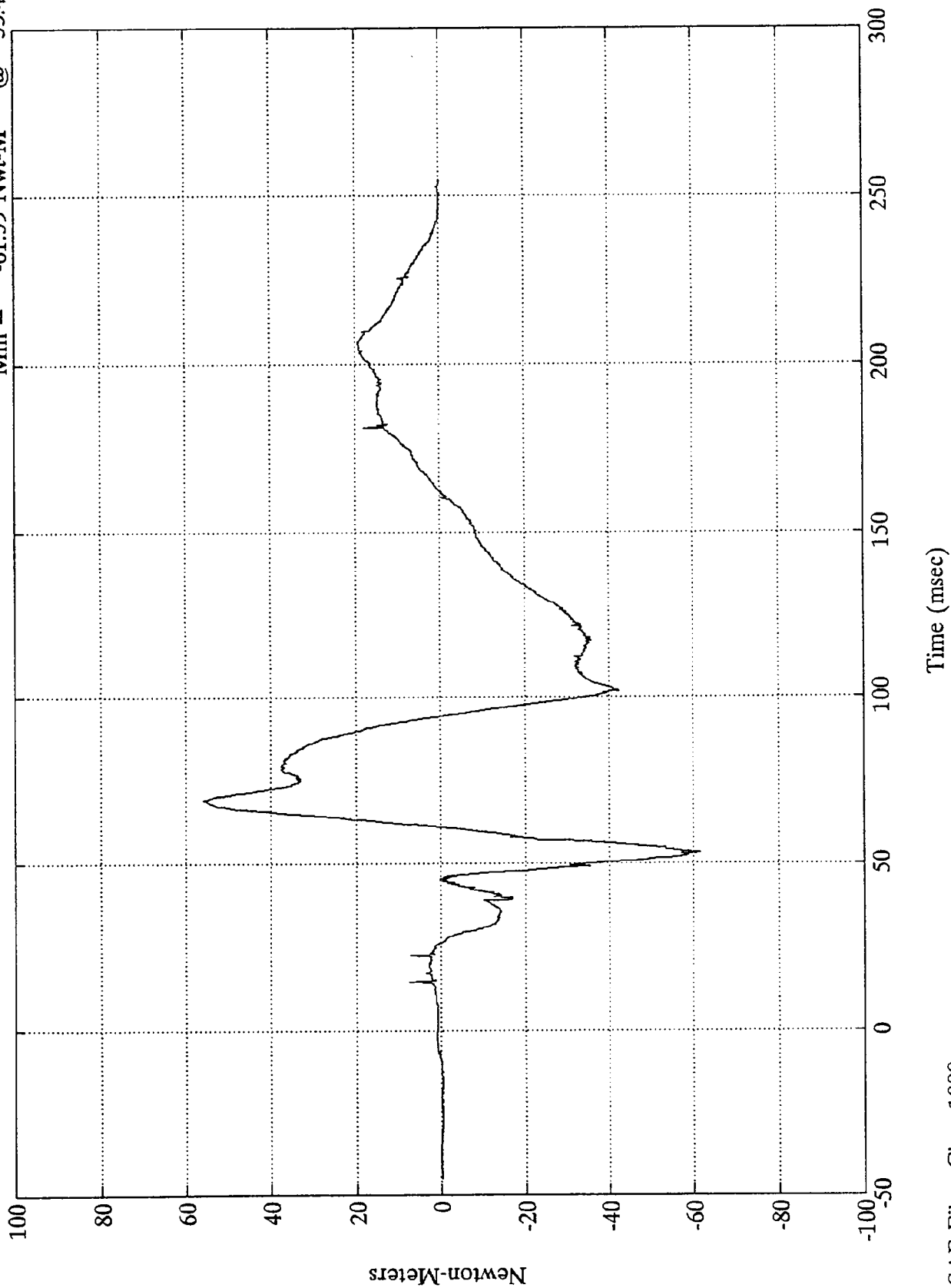


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Upper Neck My

Max = 55.89 Nwt-M @ 69.24 msec
Min = -61.59 Nwt-M @ 53.40 msec

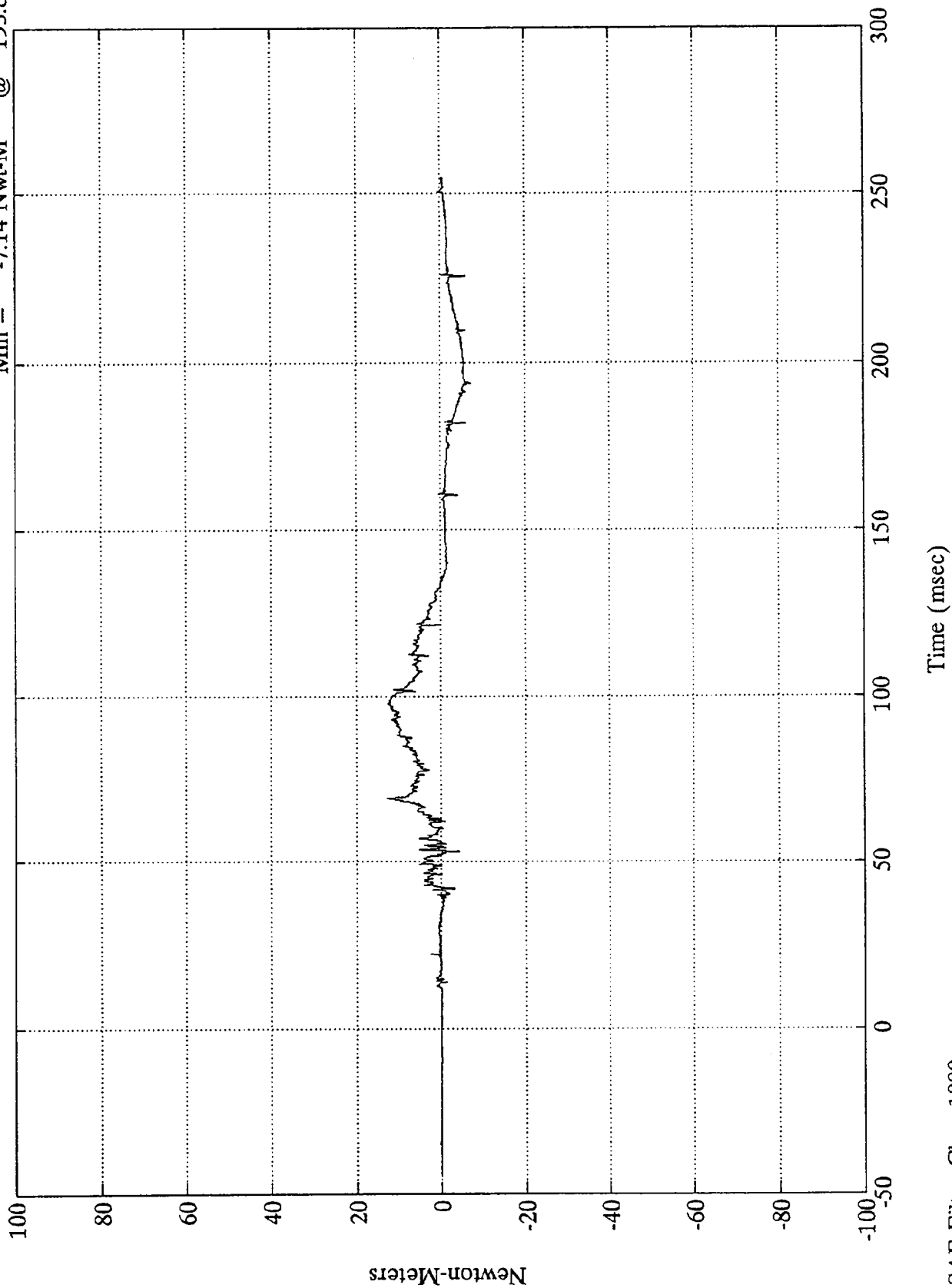


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Upper Neck Mz

Max = 12.82 Nwt-M @ 69.24 msec
Min = -7.14 Nwt-M @ 193.80 msec

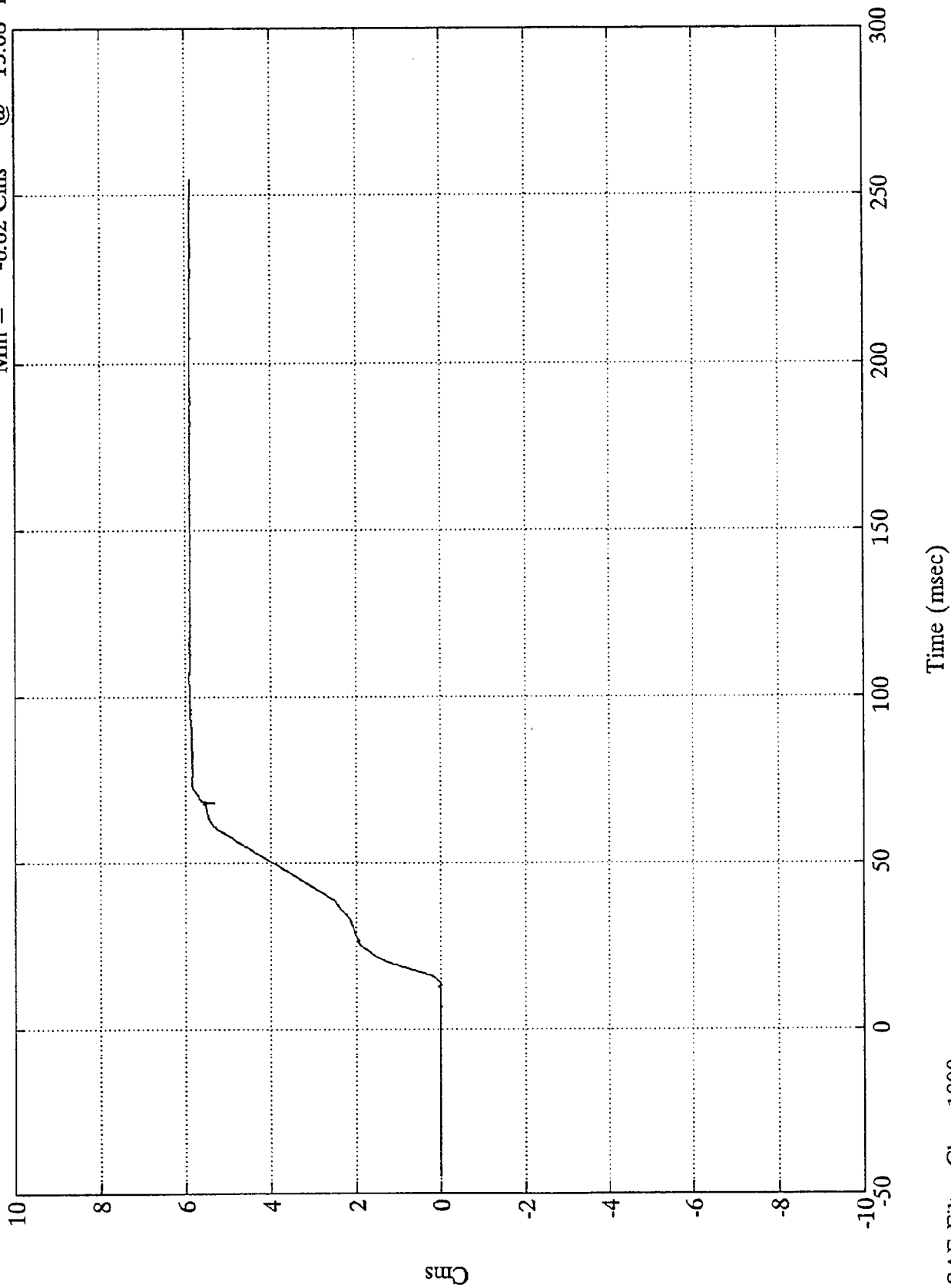


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 1 Belt Spool Out

Max = 5.92 Cms @ 105.60 msec
Min = -0.02 Cms @ 13.08 msec

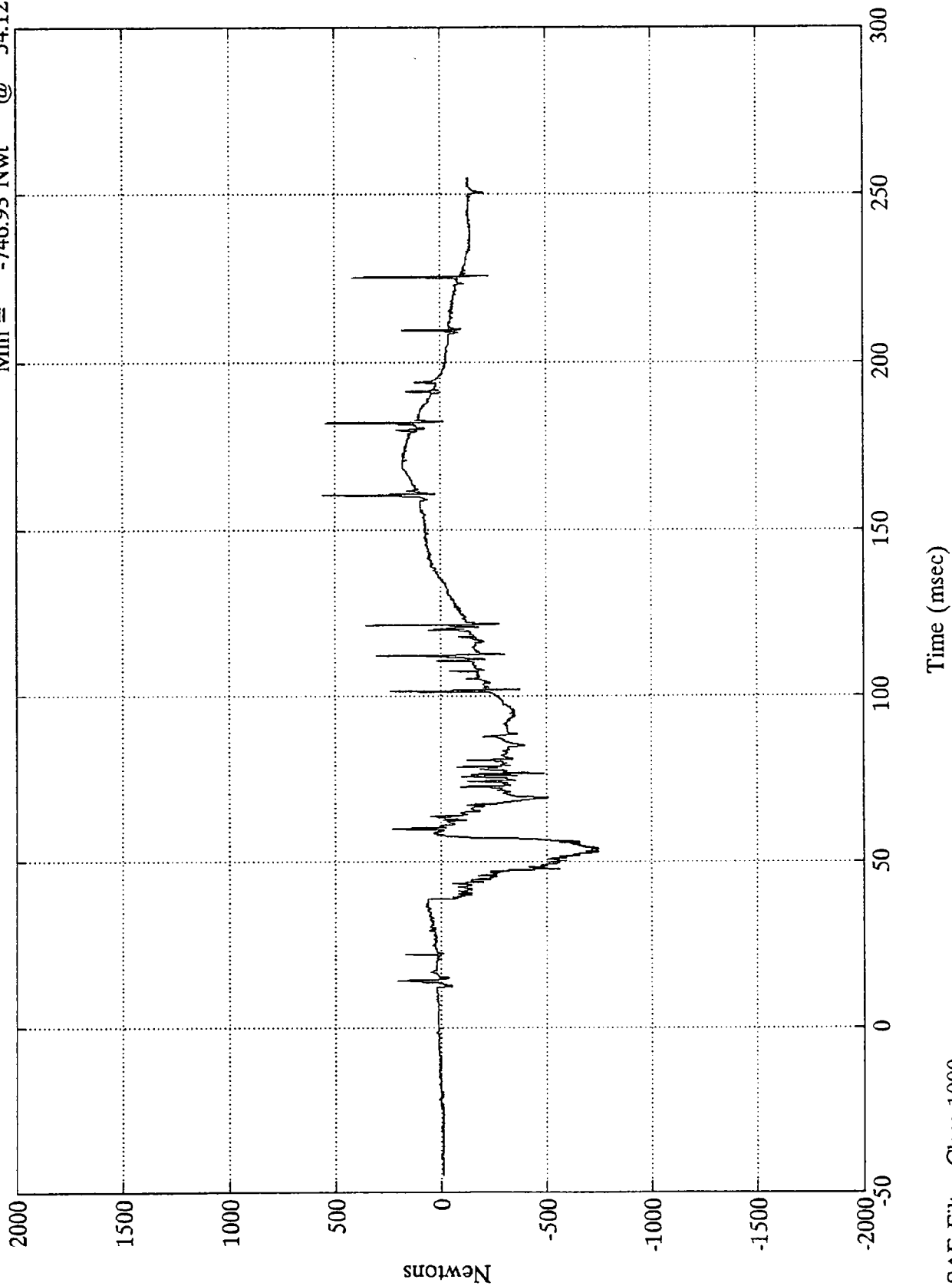


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Upper Neck Fx

Max = 560.00 Nwt @ 160.44 msec
Min = -746.93 Nwt @ 54.12 msec



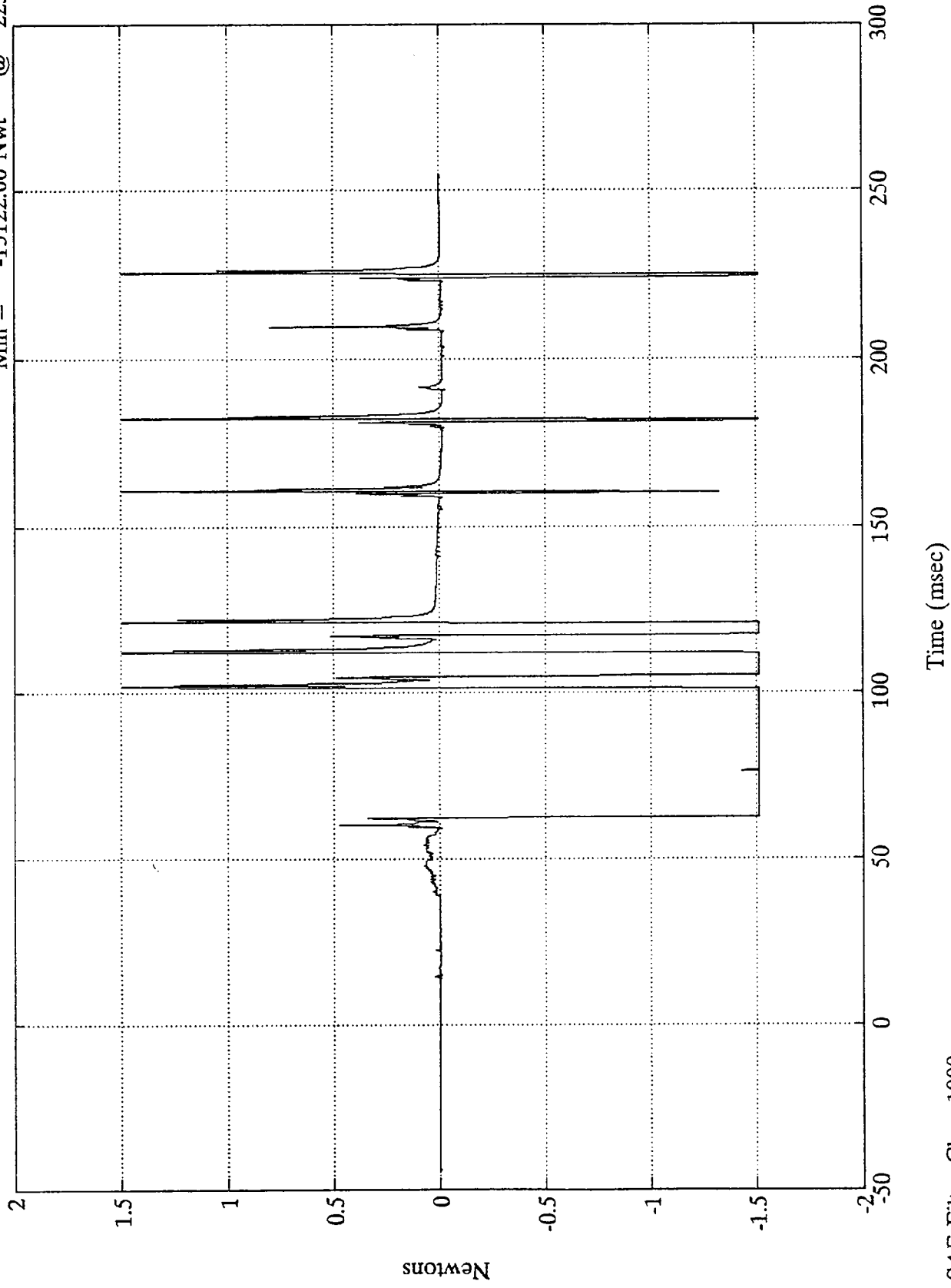
SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Upper Neck Fy

Max = 14945.00 Nwt @ 225.84 msec
Min = -15122.00 Nwt @ 225.36 msec

x10⁴

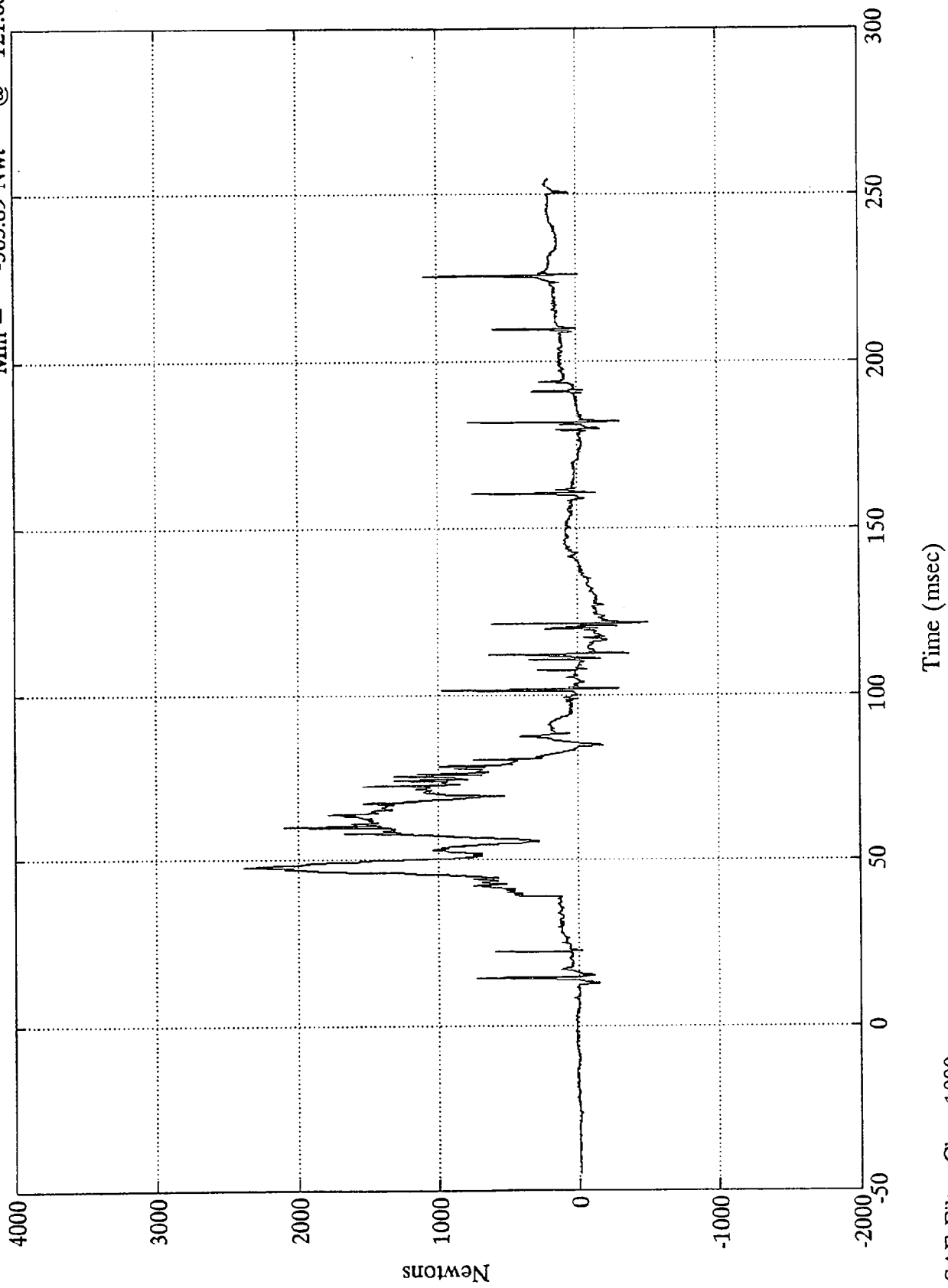


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Upper Neck Fz

Max = 2384.80 Nwt @ 47.76 msec
Min = -503.89 Nwt @ 121.68 msec

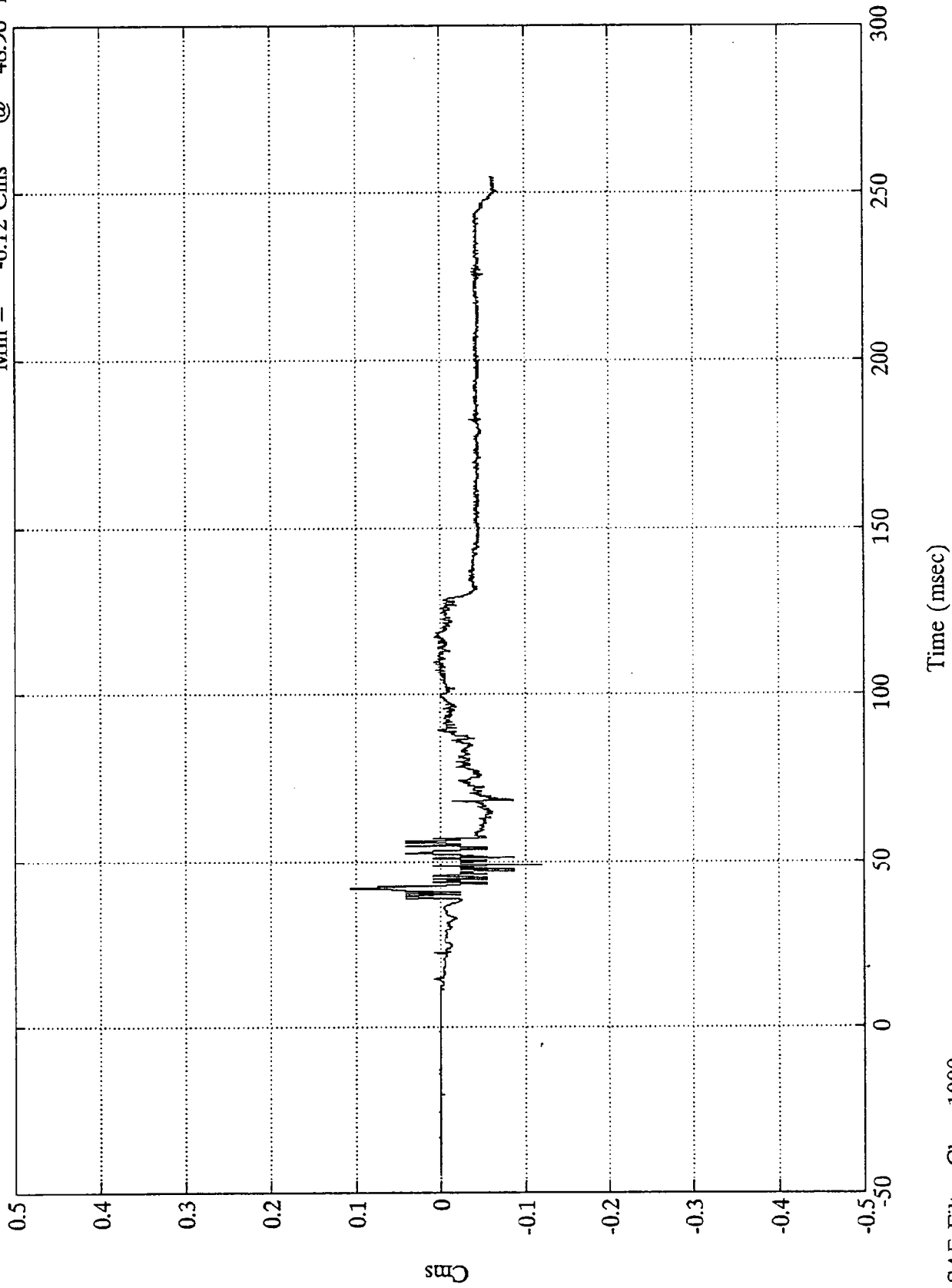


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Belt Elongation

Max = 0.11 Cms @ 42.12 msec
Min = -0.12 Cms @ 48.96 msec

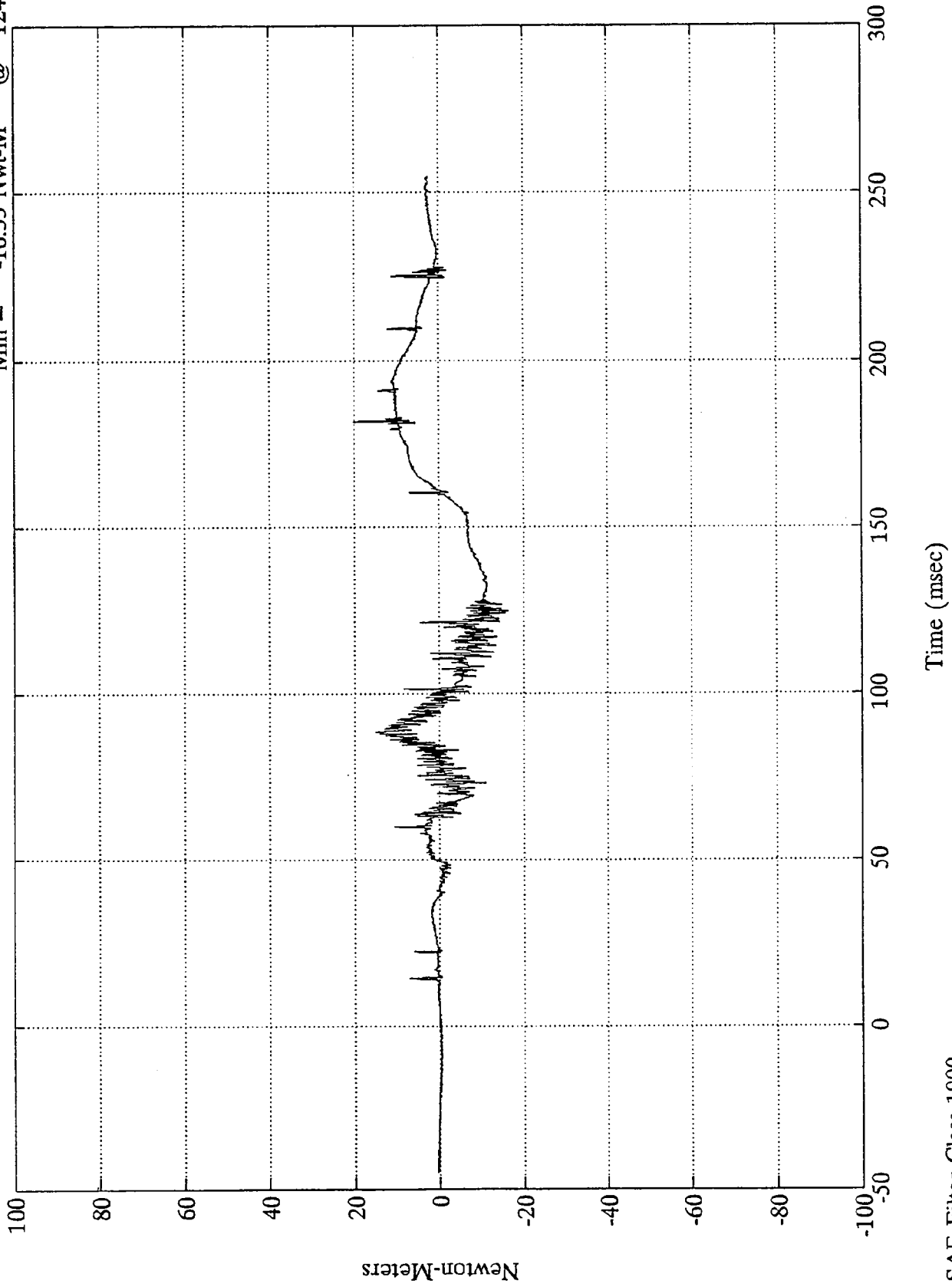


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Upper Neck Mx

Max = 20.12 Nwt-M @ 181.80 msec
Min = -16.33 Nwt-M @ 124.68 msec

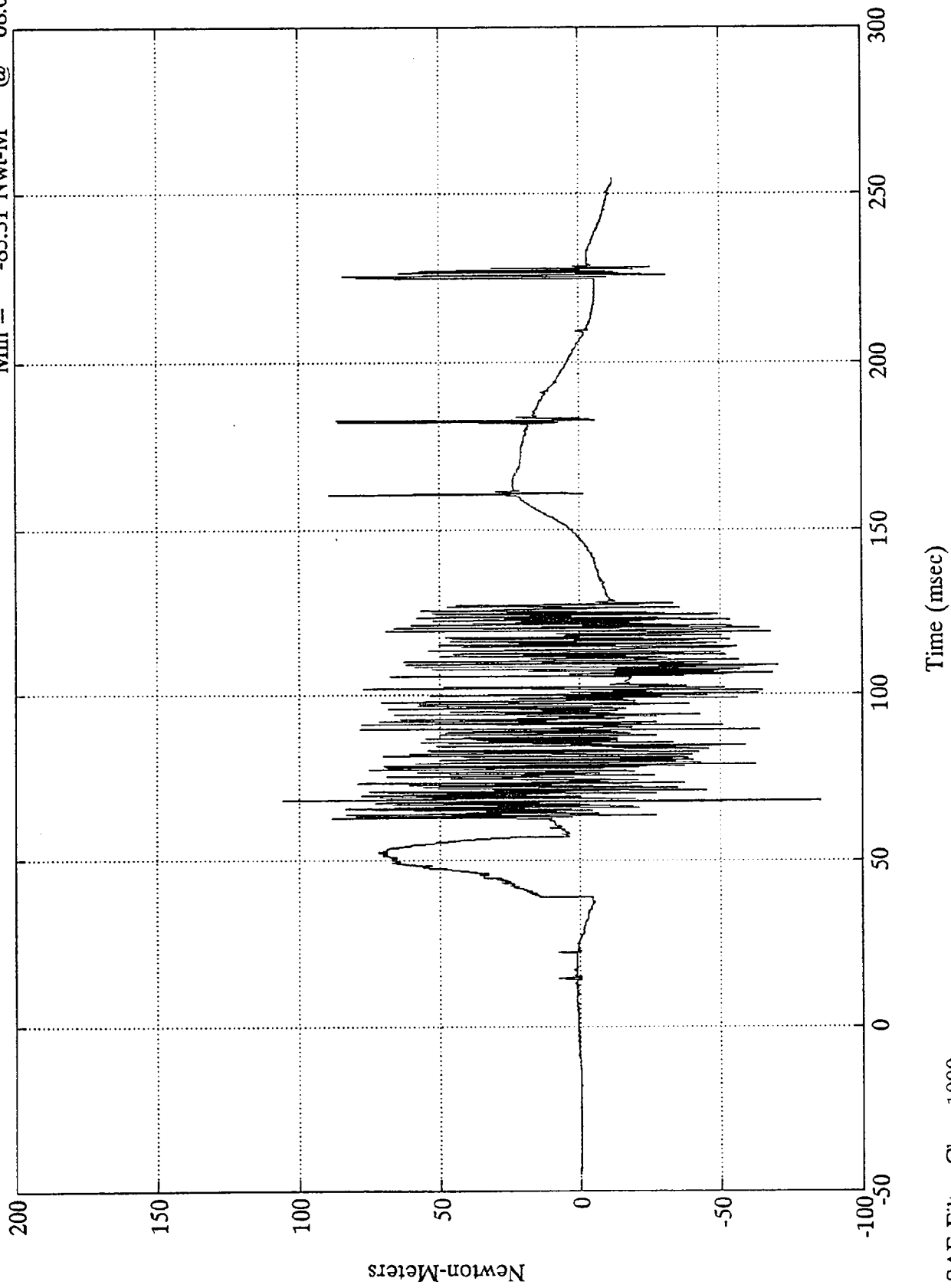


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Upper Neck My

Max = 105.64 Nwt-M @ 68.40 msec
Min = -85.31 Nwt-M @ 68.04 msec

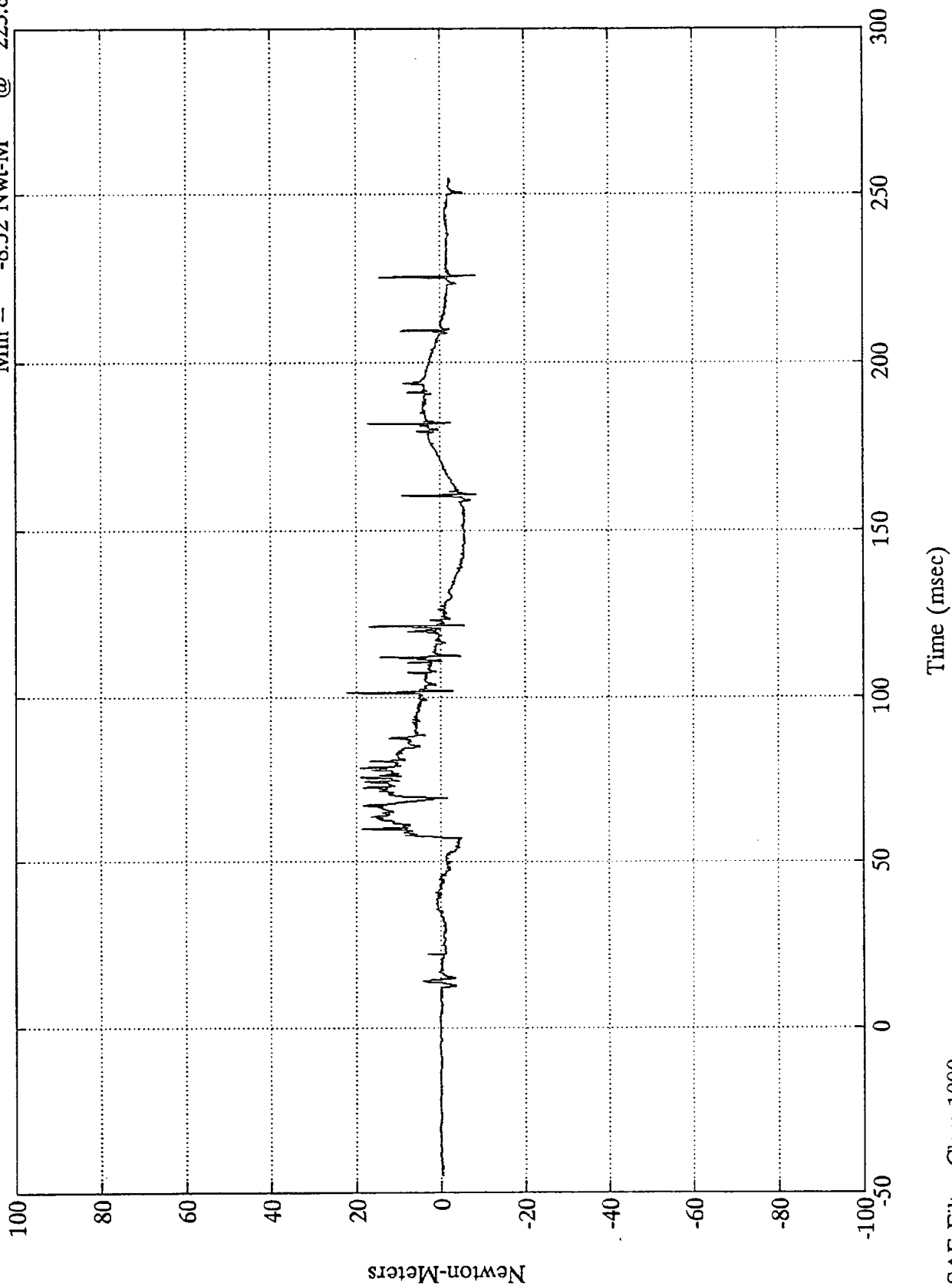


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Upper Neck Mz

Max = 22.20 Nwt-M @ 101.28 msec
Min = -8.52 Nwt-M @ 225.84 msec

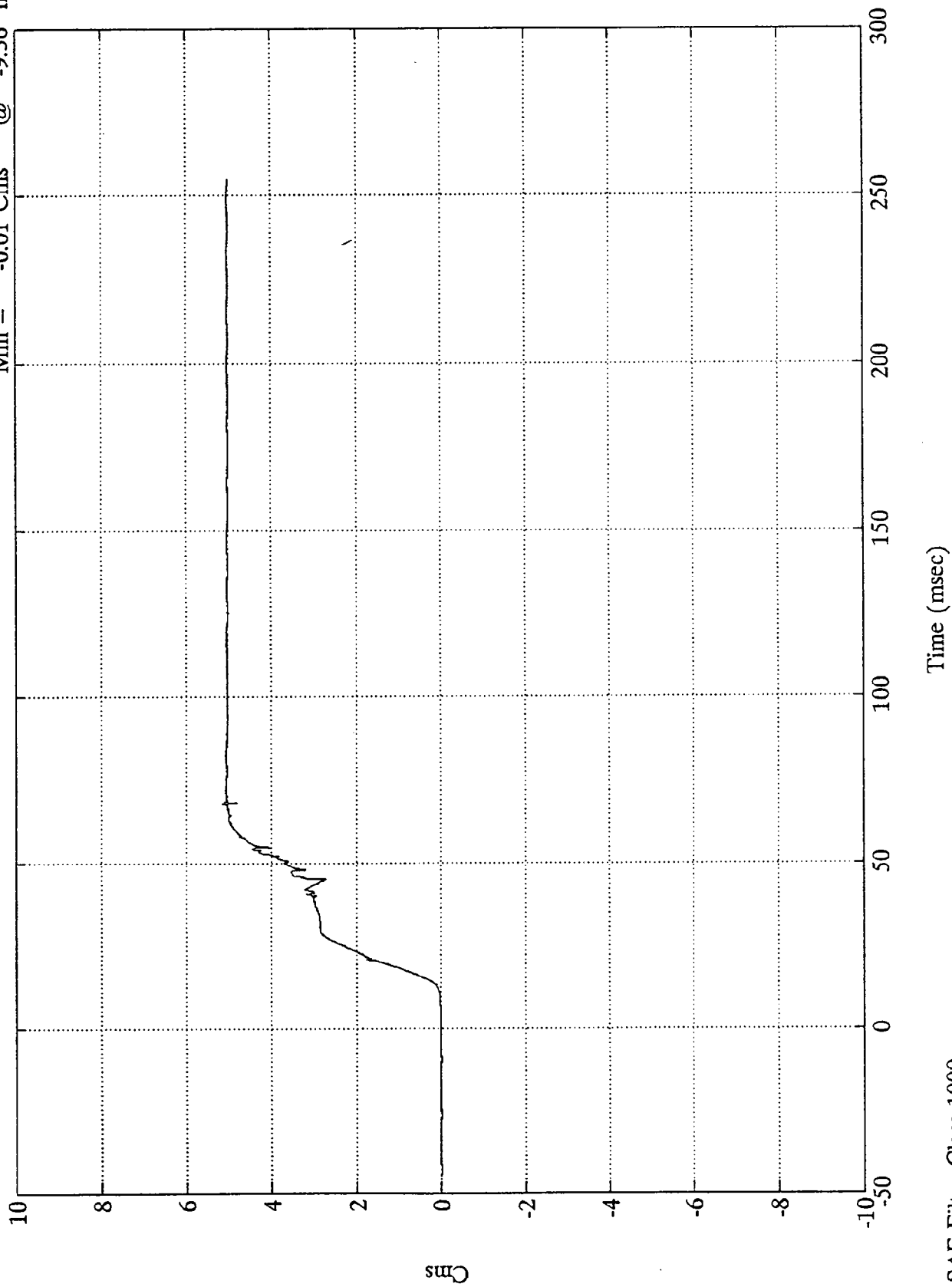


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER

Pos. 2 Belt Spool Out

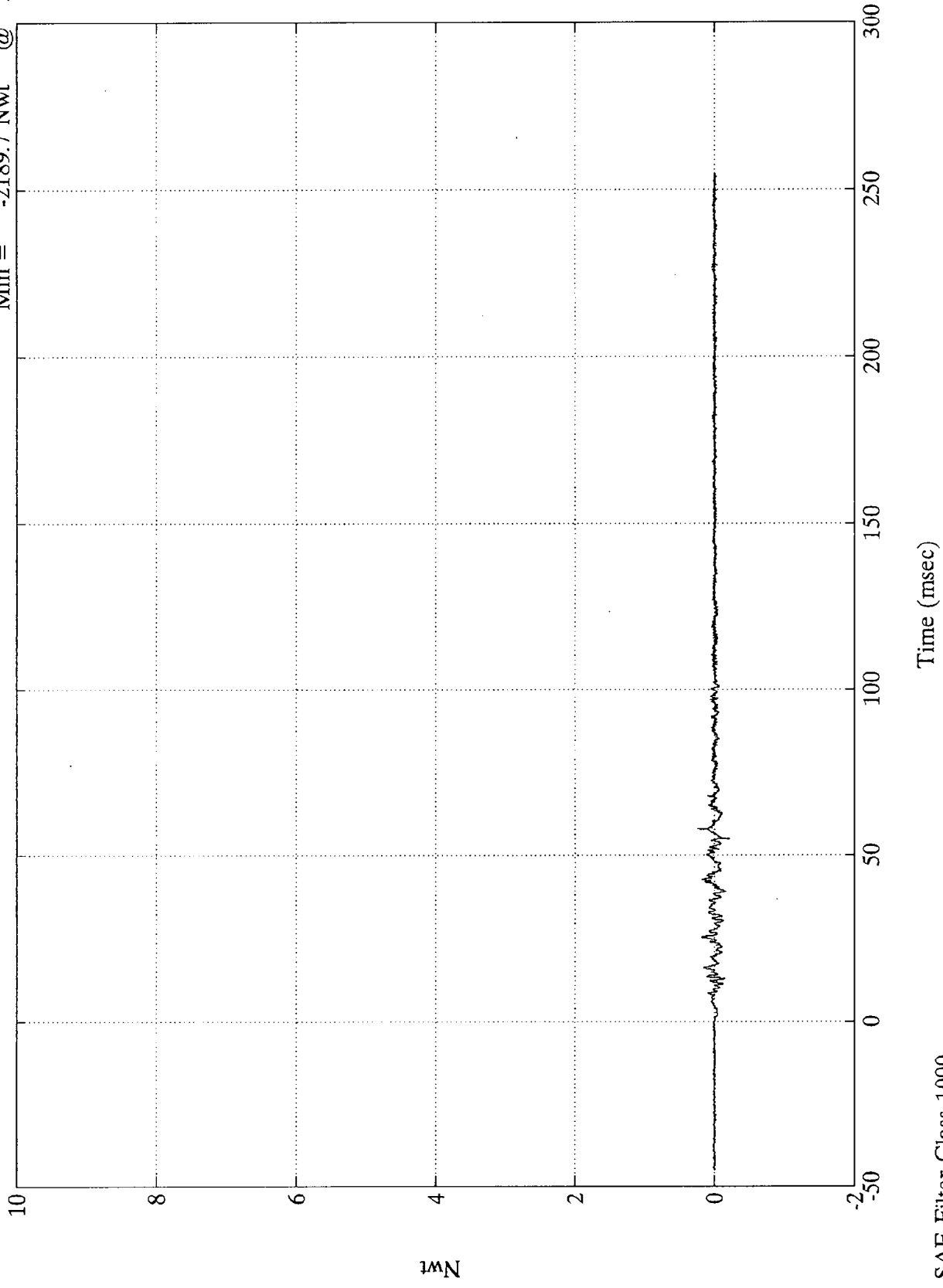
Max = 5.14 Cms @ 67.80 msec
Min = -0.01 Cms @ -9.36 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A1

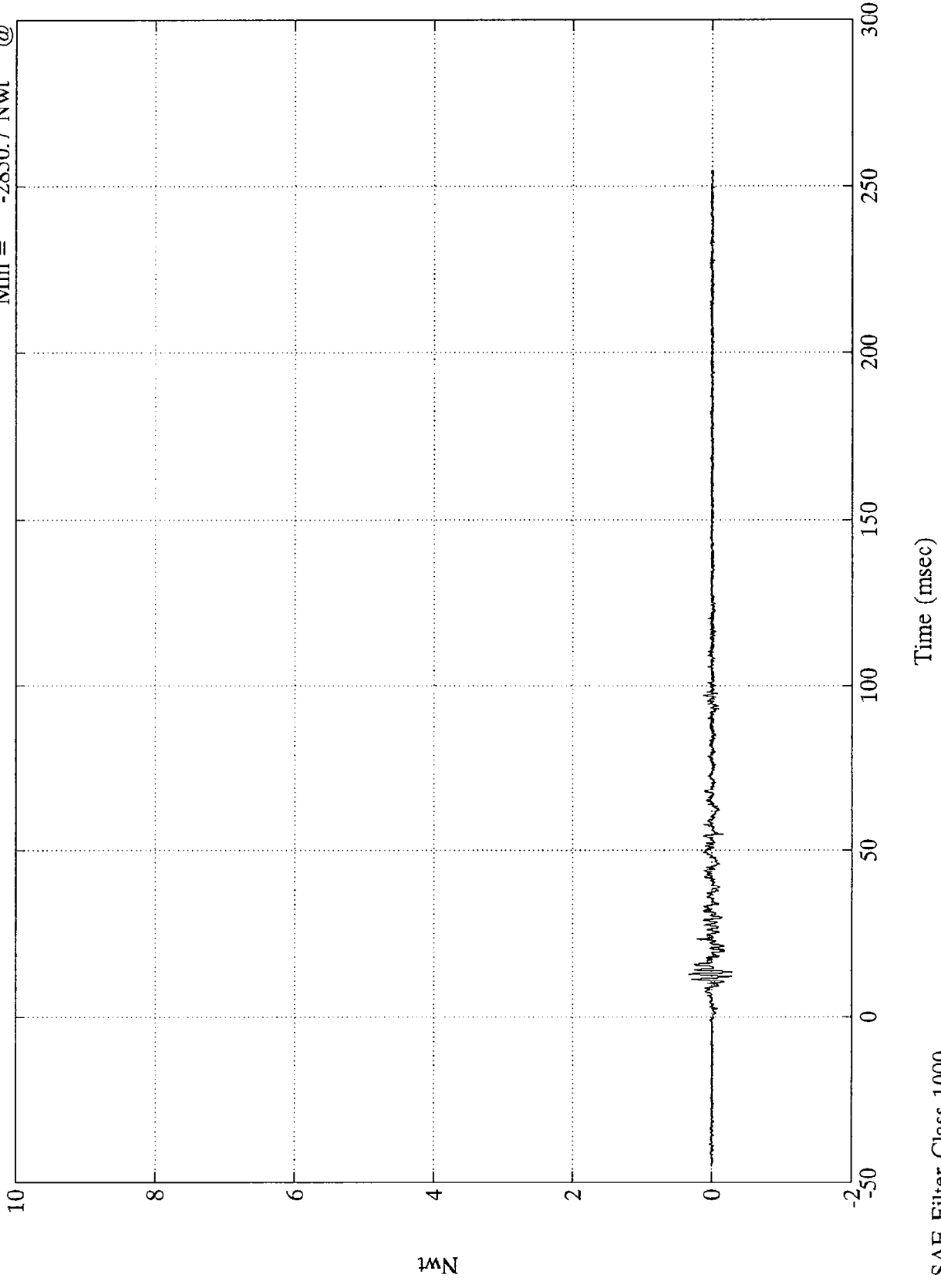
Max = 2372.3 Nwt @ 57.84 msec
Min = -2189.7 Nwt @ 54.96 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A2

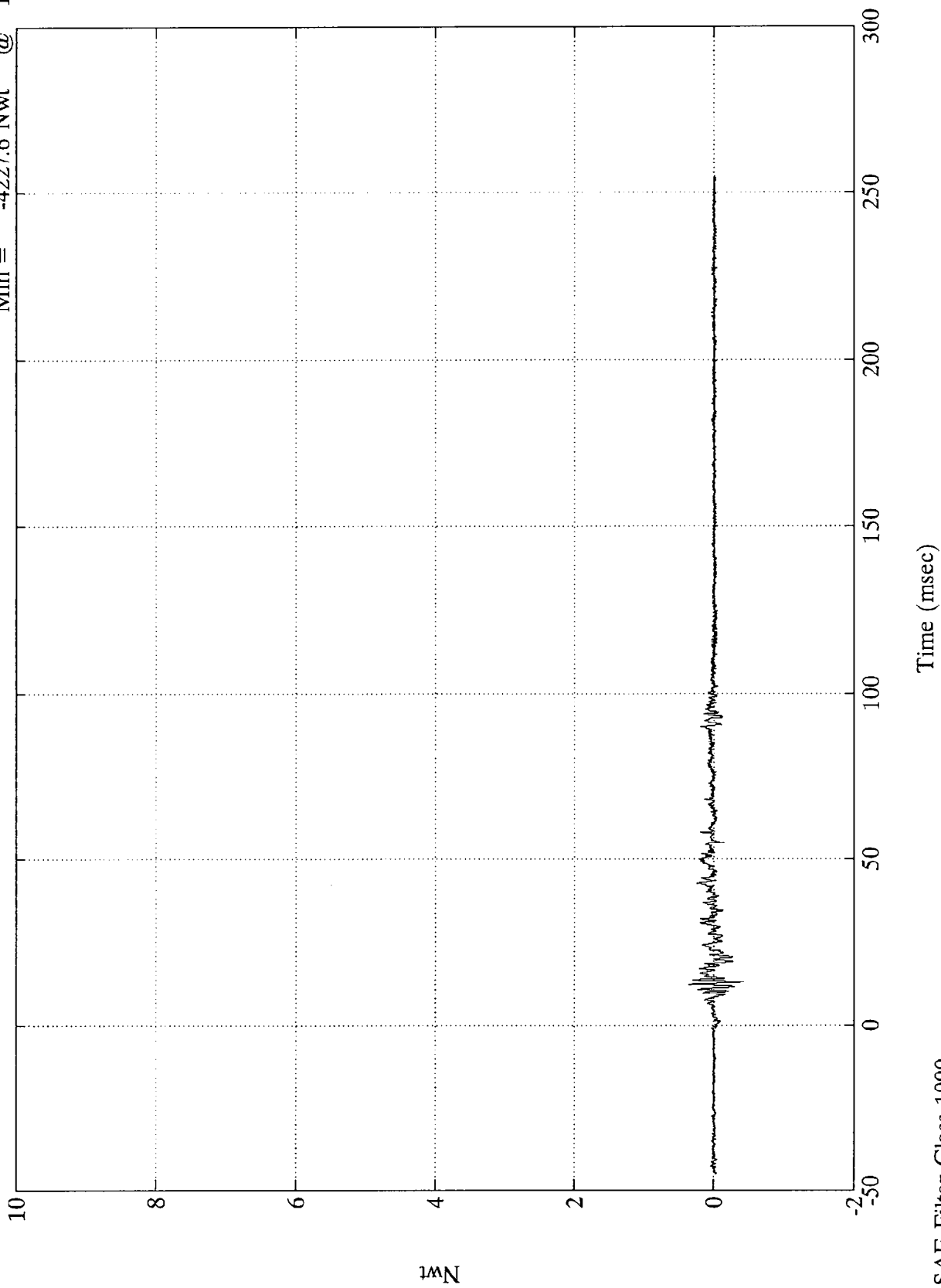
Max = 3225.2 Nwt @ 12.95 msec
Min = -2850.7 Nwt @ 13.67 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A3

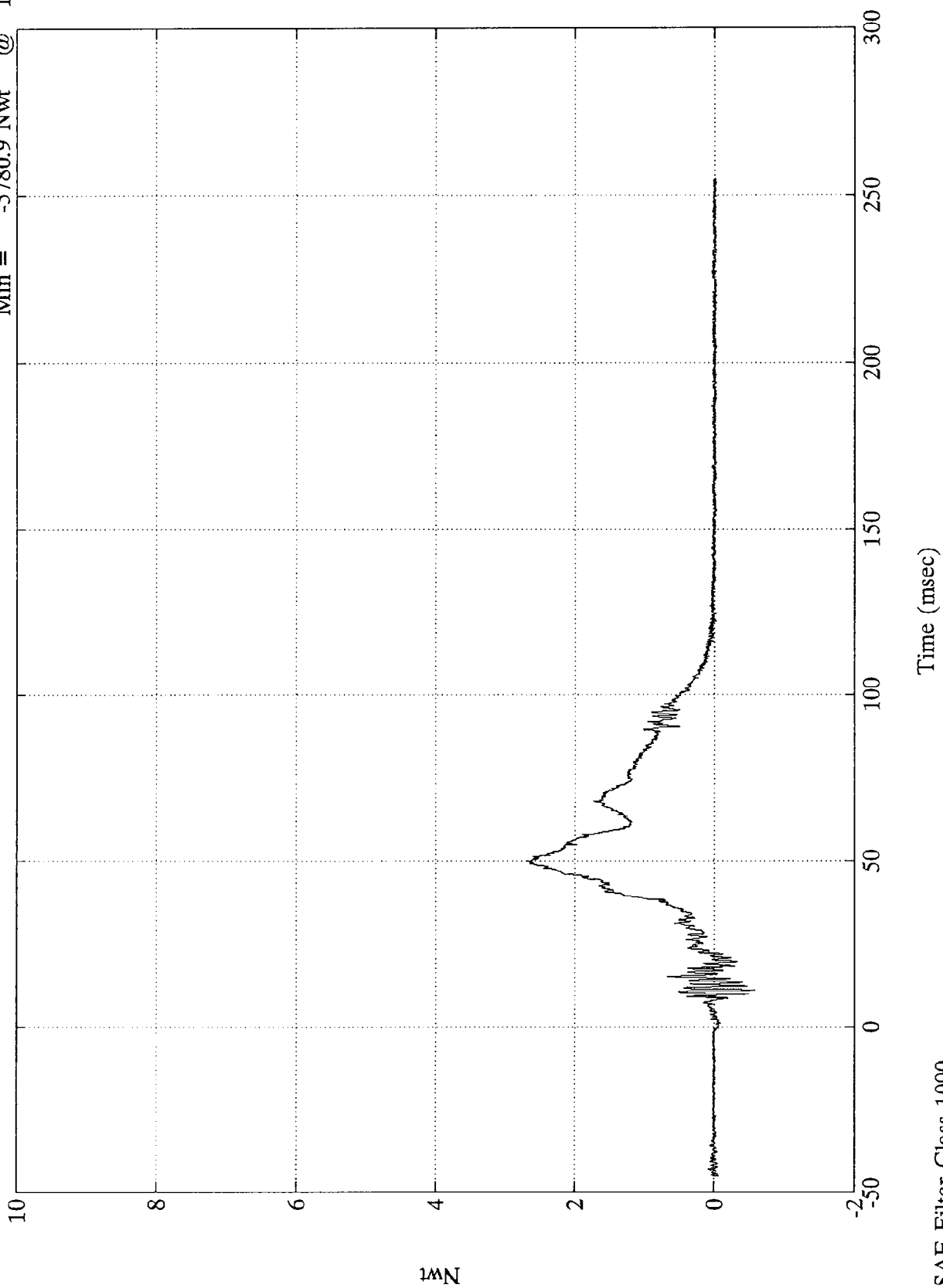
Max = 3652.2 Nwt @ 12.47 msec
Min = -4227.6 Nwt @ 13.07 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A4

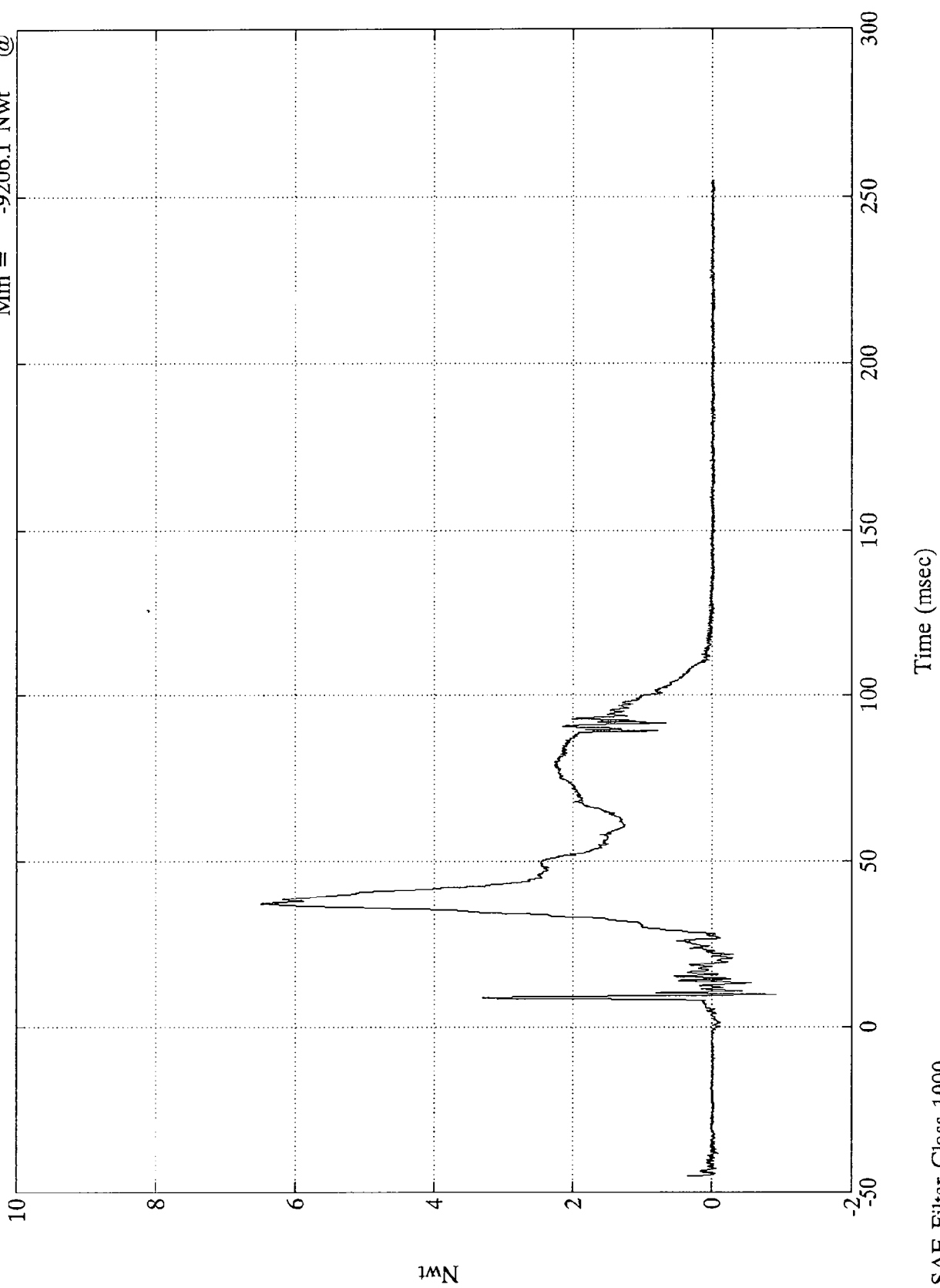
Max = 26840.6 Nwt @ 49.92 msec
Min = -5780.9 Nwt @ 11.15 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A5

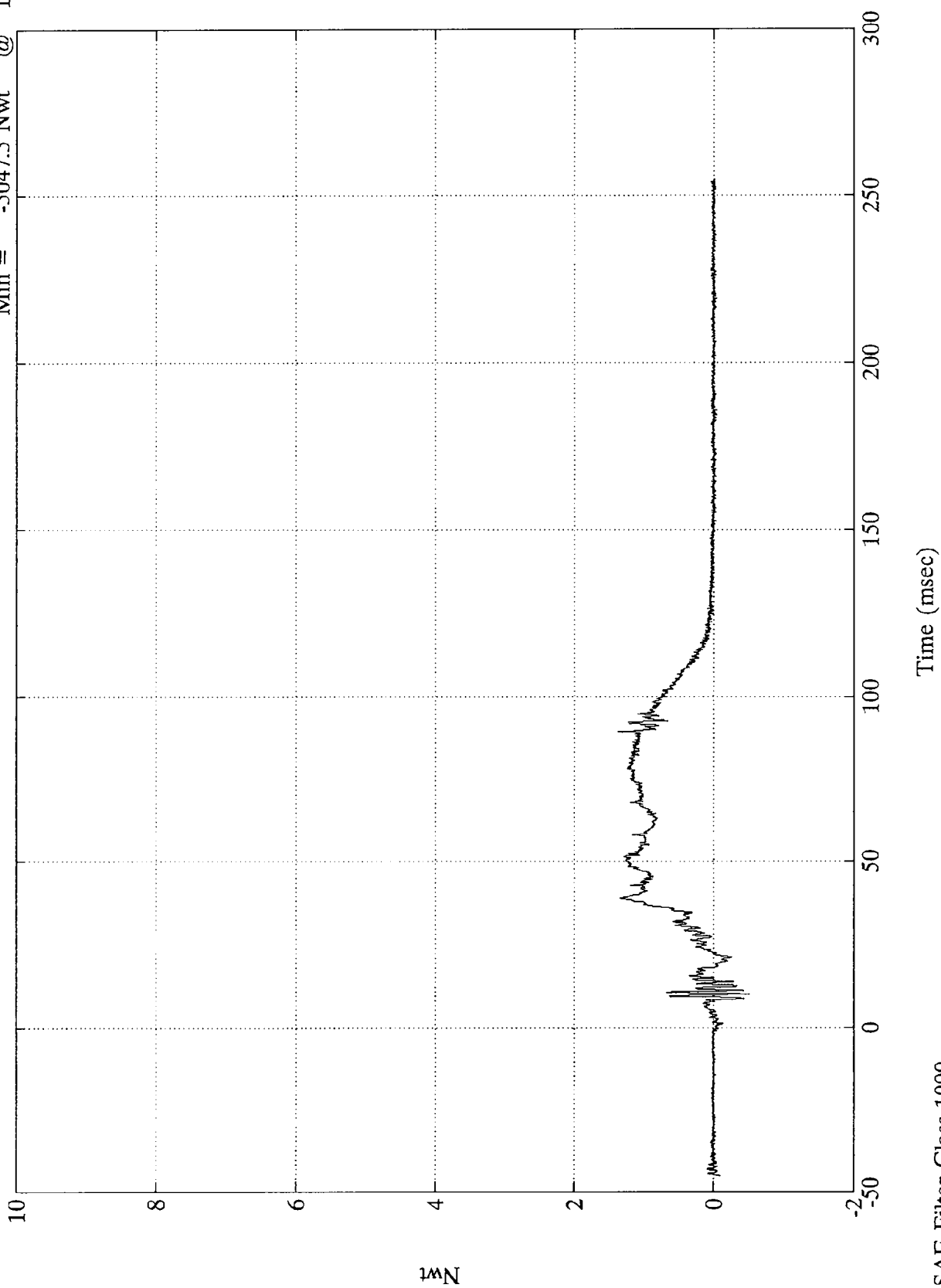
Max = 64980.4 Nwt @ 36.84 msec
Min = -9206.1 Nwt @ 9.59 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A6

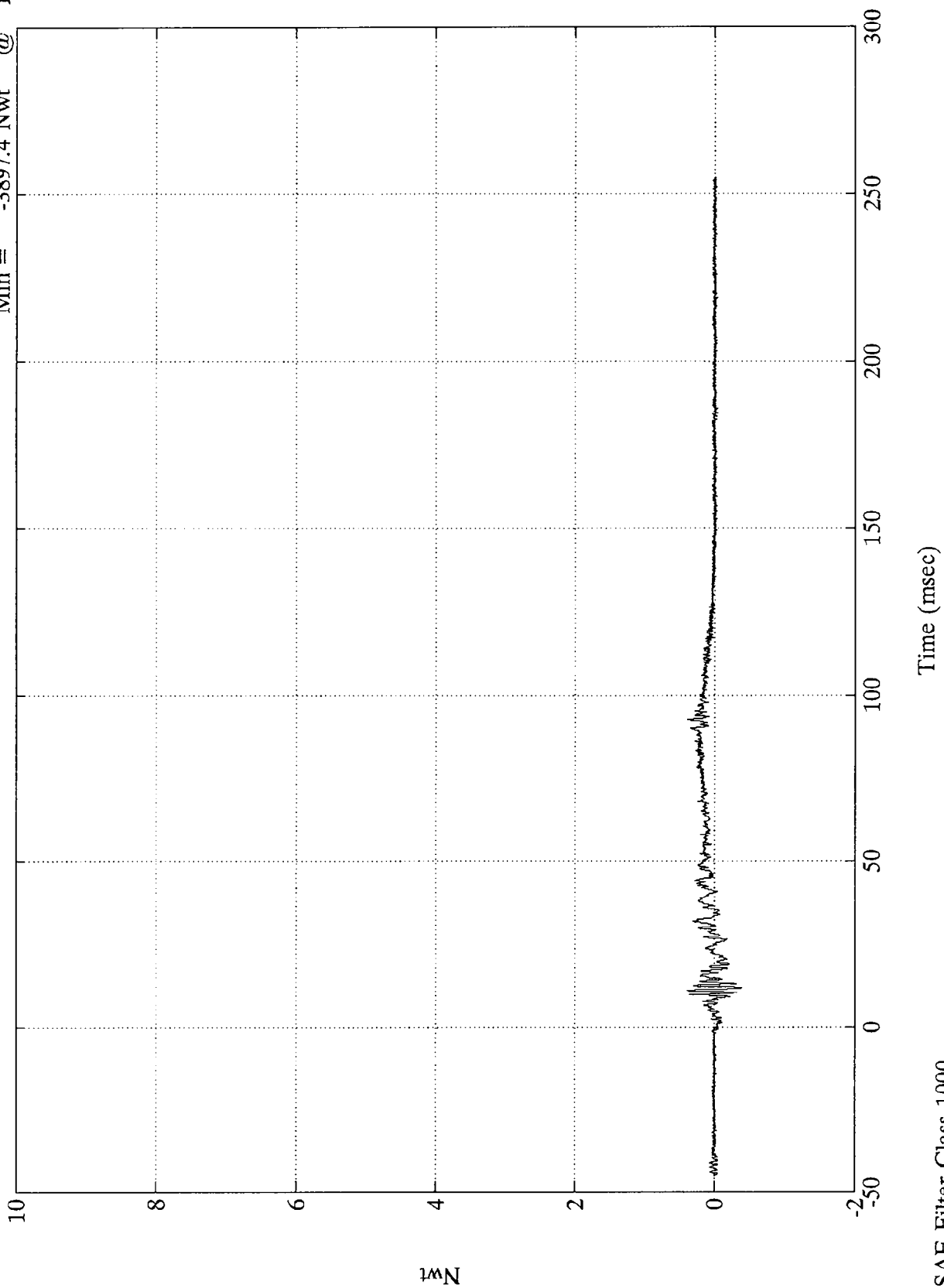
Max = 13666.3 Nwt @ 89.27 msec
Min = -5047.5 Nwt @ 10.07 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A7

Max = 3863.0 Nwt @ 92.40 msec
Min = -3897.4 Nwt @ 11.99 msec

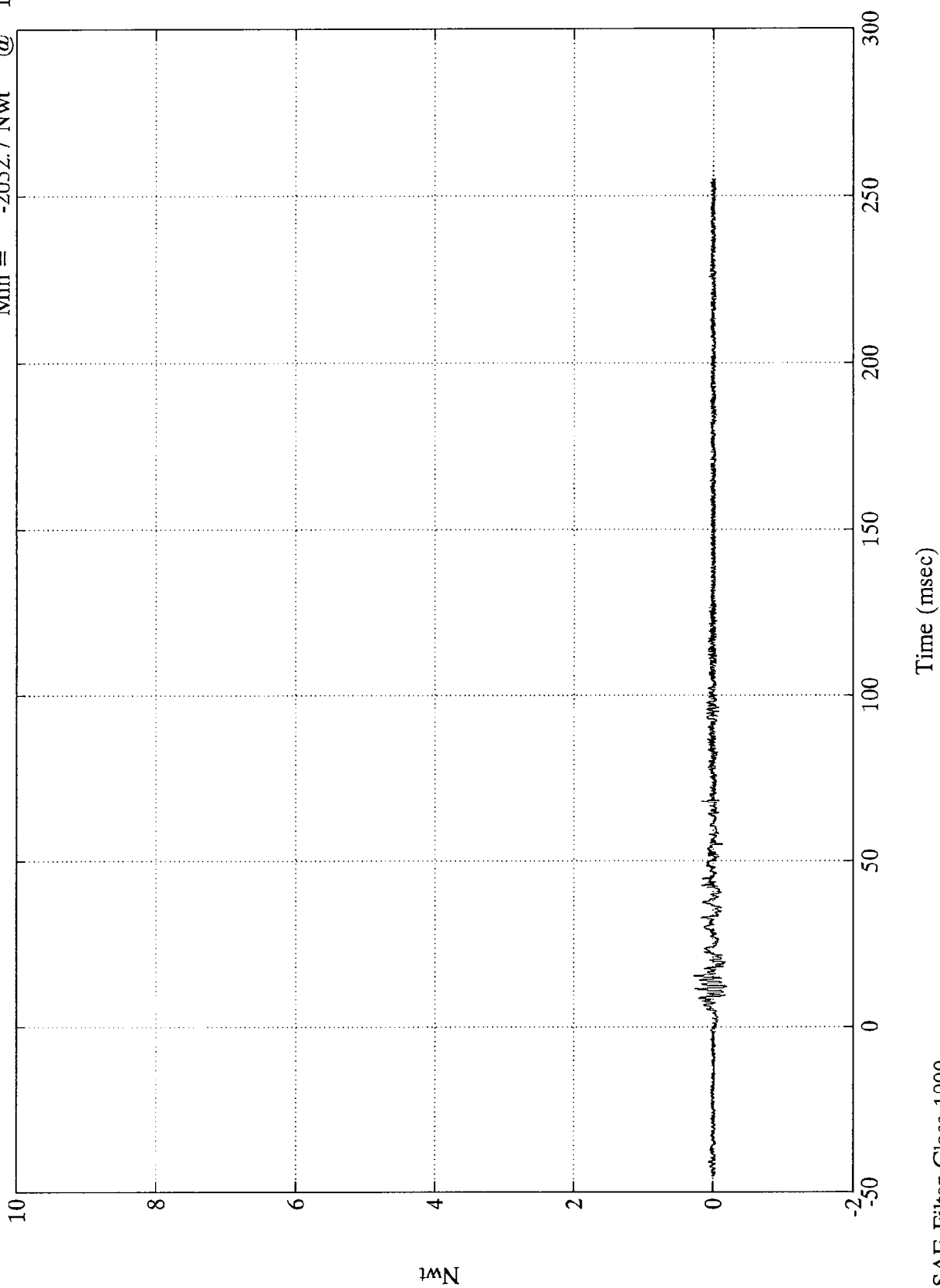


SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A8

Max = 2692.9 Nwt @
Min = -2052.7 Nwt @

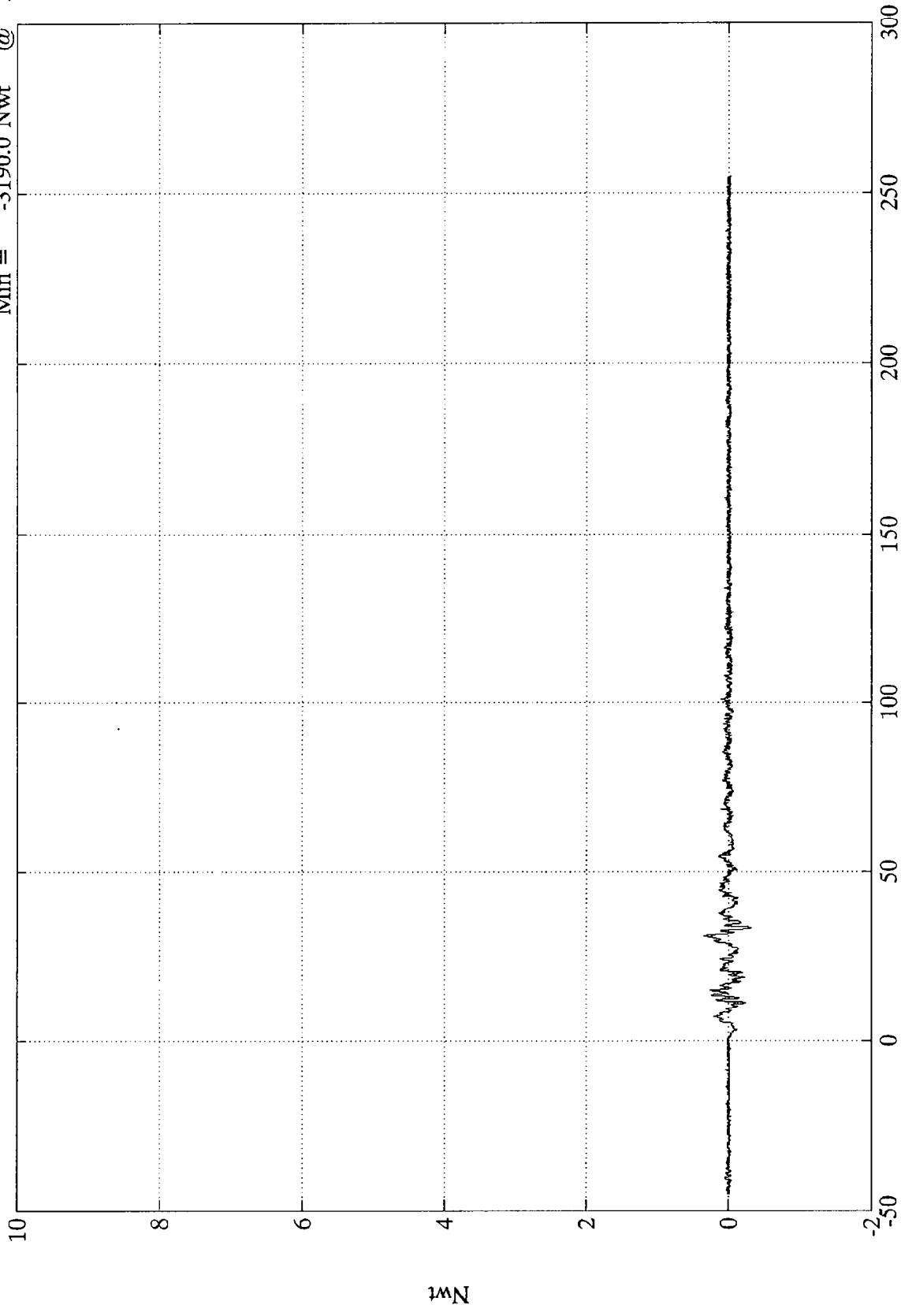
15.35 msec
12.11 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell A9

Max = 3537.2 Nwt @ 30.84 msec
Min = -3190.0 Nwt @ 33.24 msec

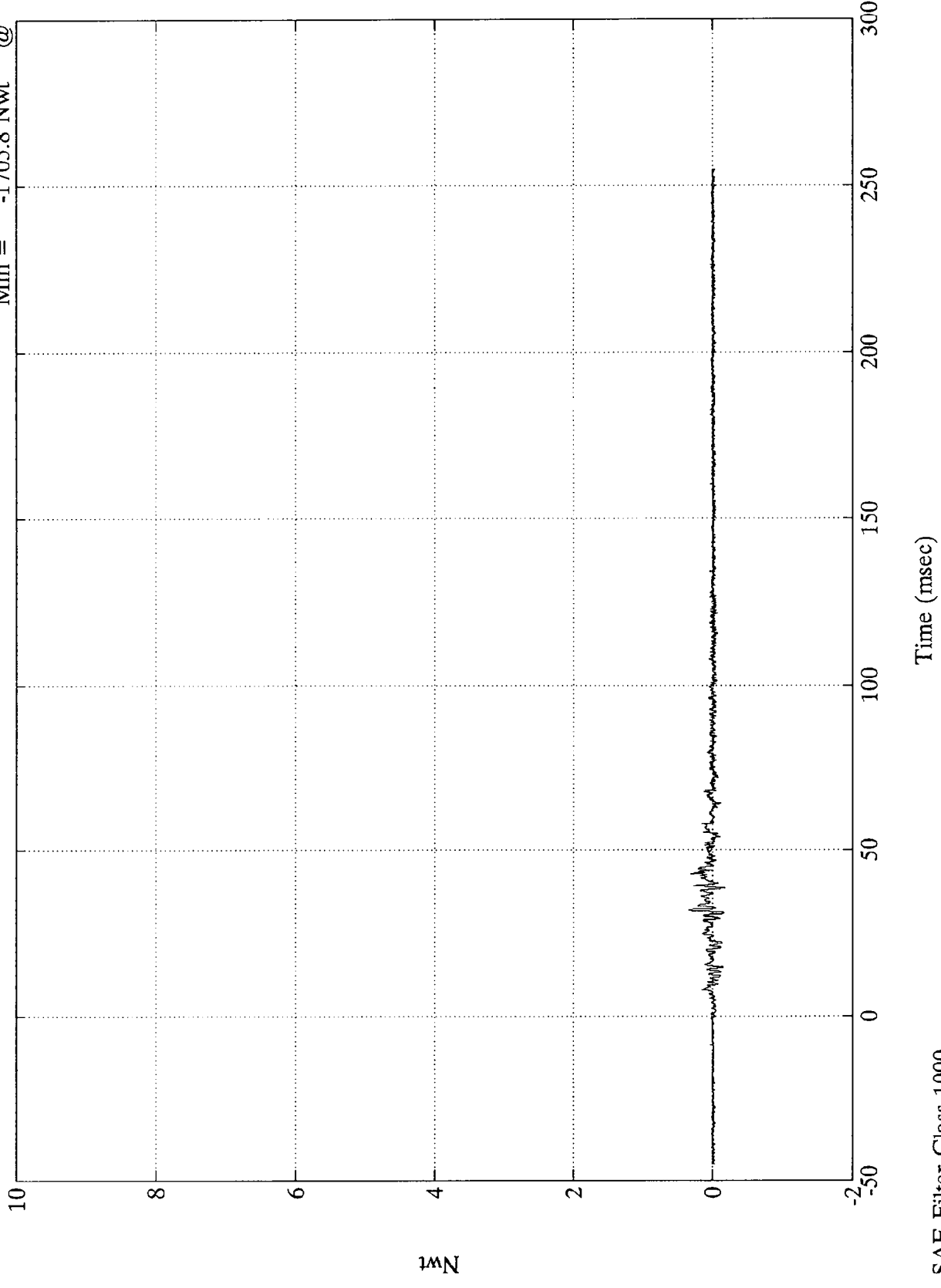


Time (msec)

SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B1

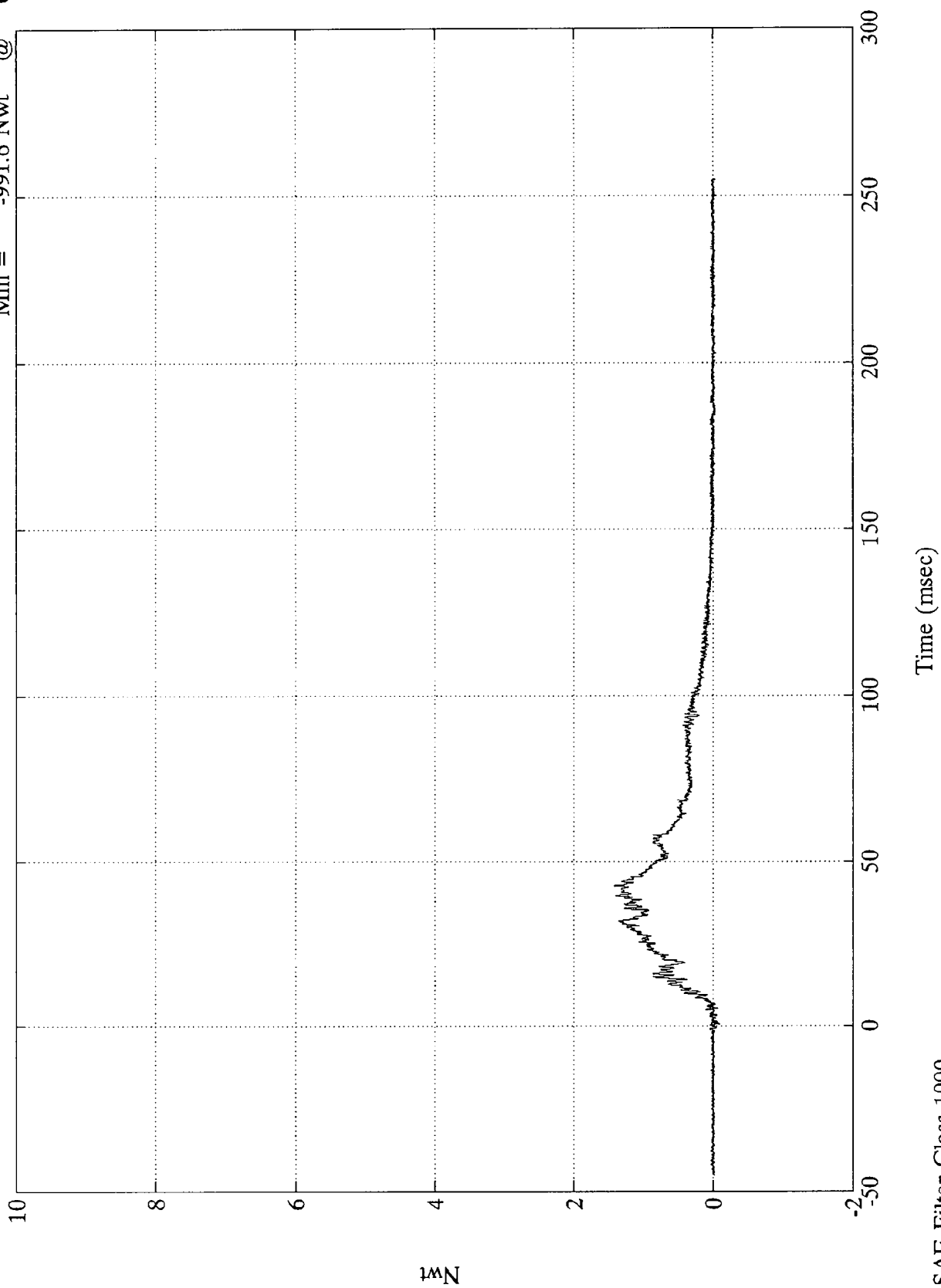
Max = 3319.7 Nwt @ 31.67 msec
Min = -1705.8 Nwt @ 38.27 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B2

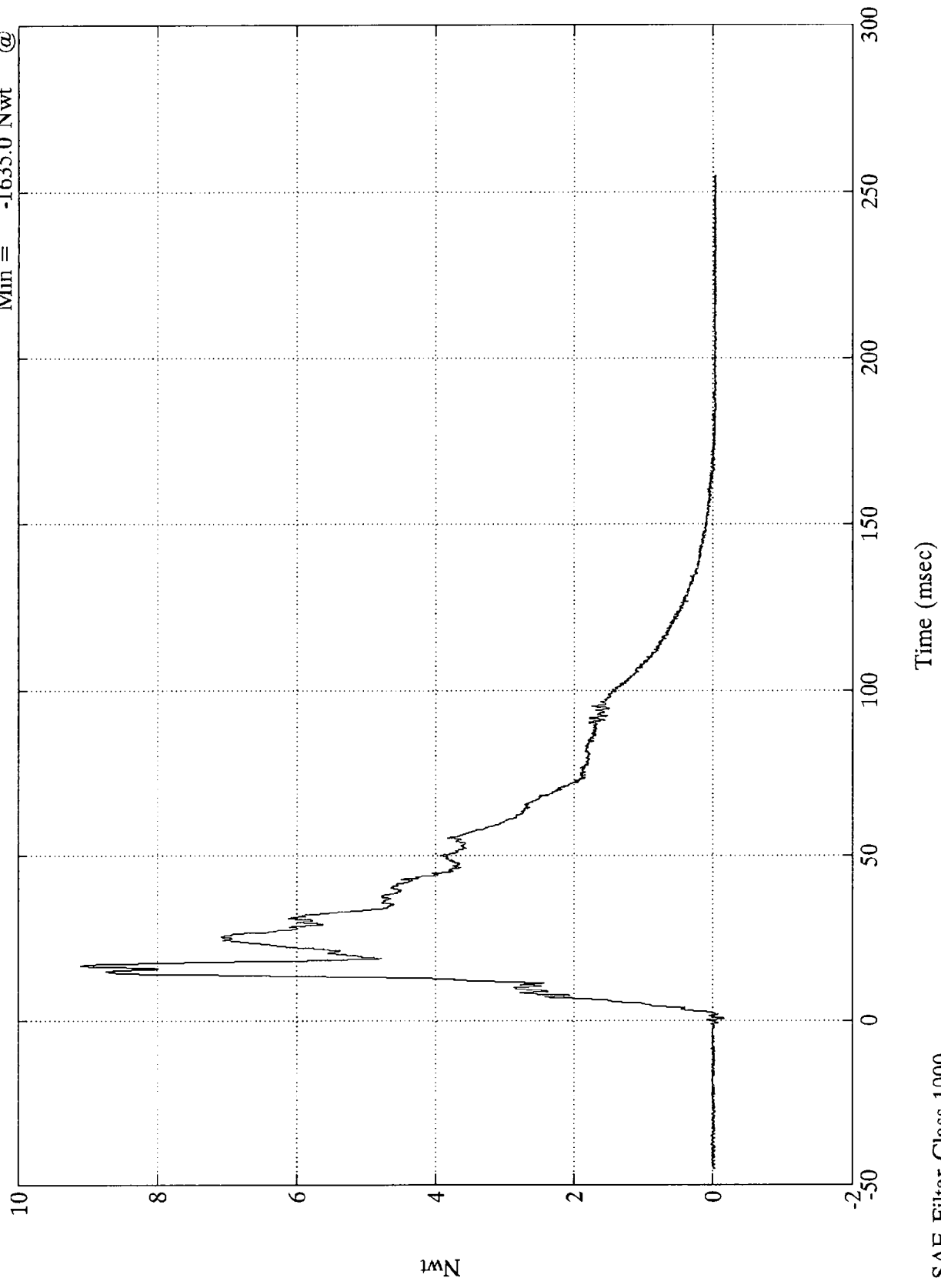
Max = 14292.8 Nwt @ 42.72 msec
Min = -991.6 Nwt @ 0.47 msec



SAE Filter Class 1000

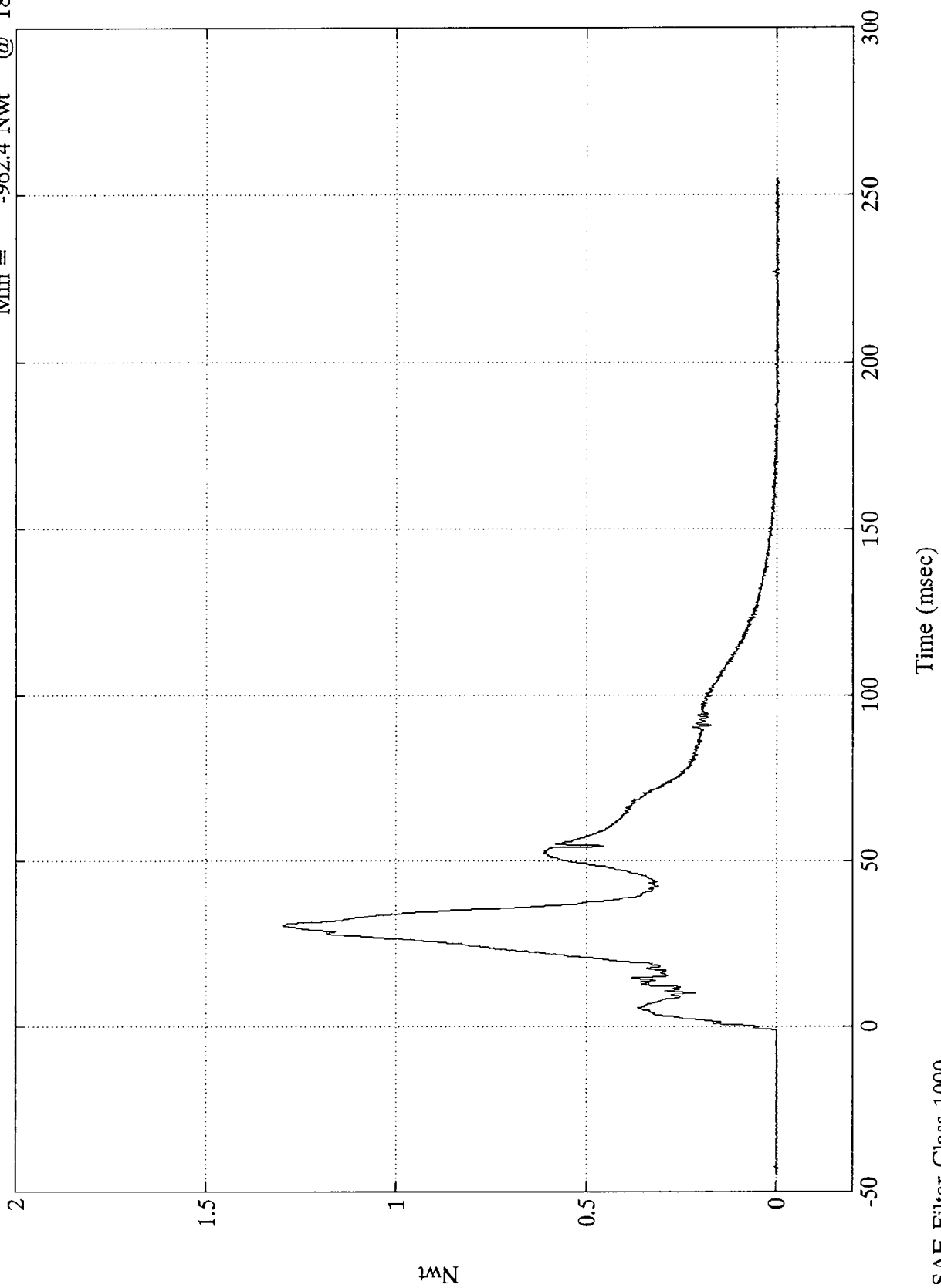
Max = 90992.6 Nwt @ 16.68 msec
Min = -1635.0 Nwt @ 0.47 msec

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B3



SAE Filter Class 1000

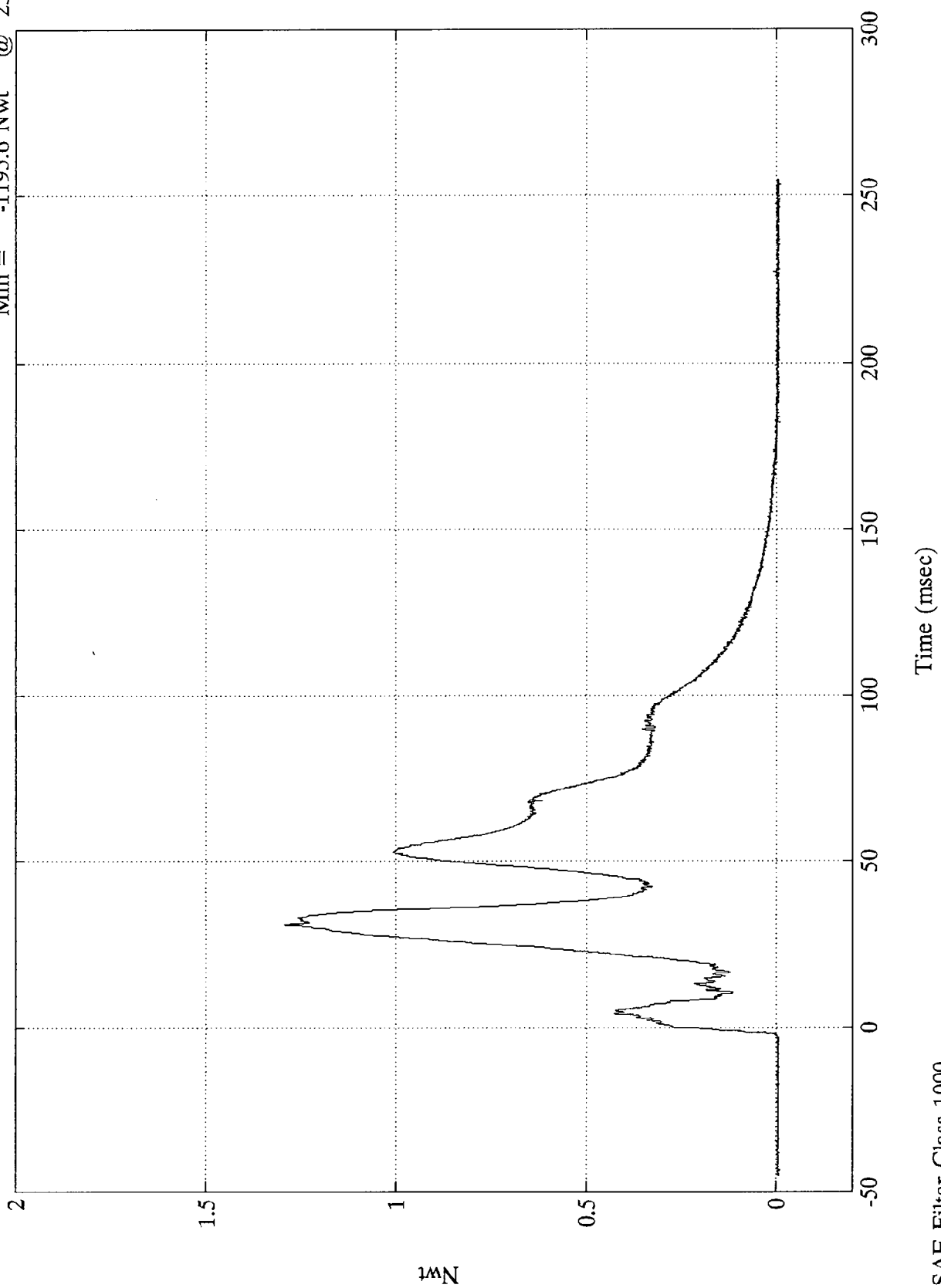
NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B4
Max = 130116.4 Nwt @ 30.36 msec
Min = -962.4 Nwt @ 182.16 msec



SAE Filter Class 1000

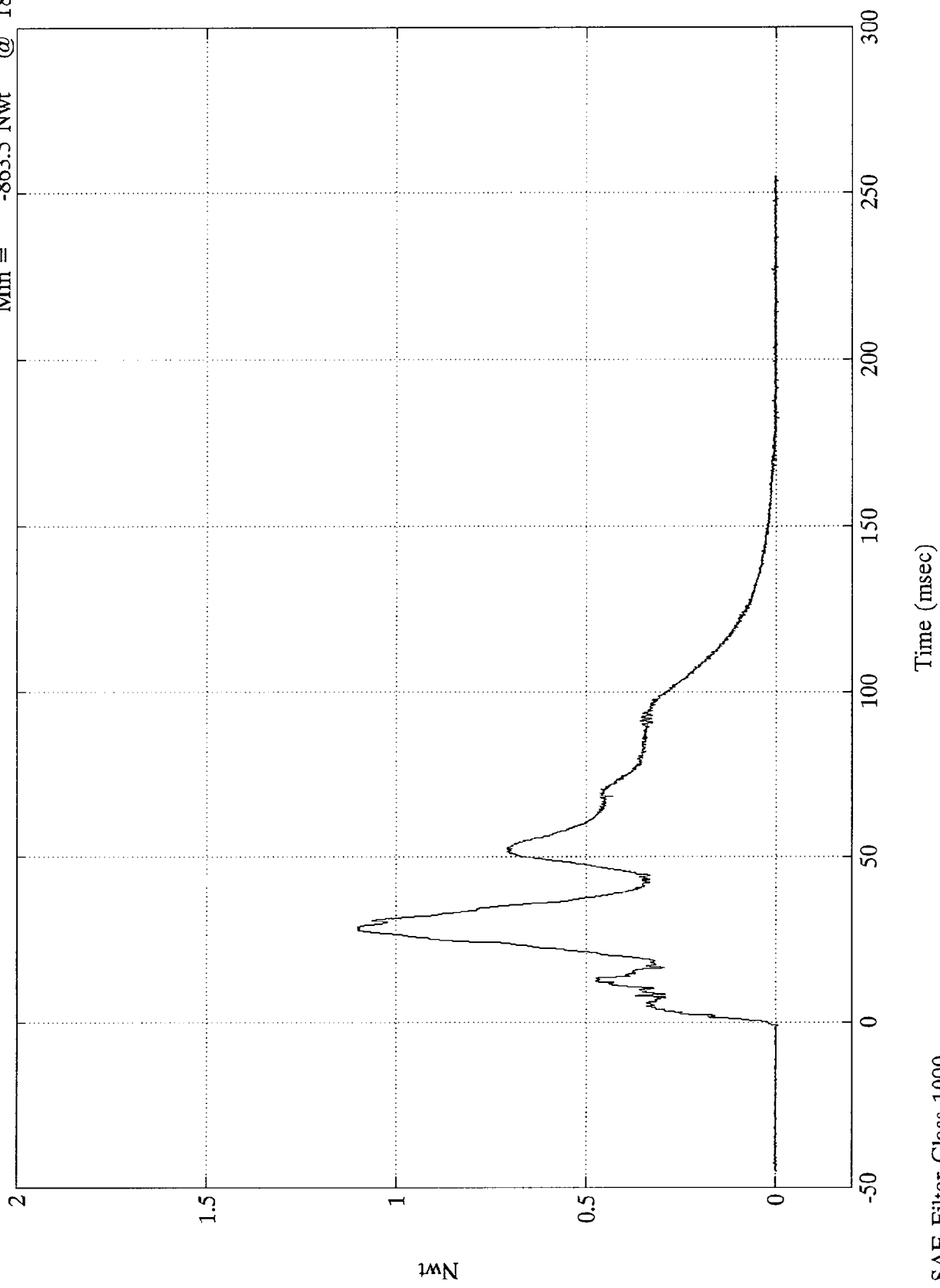
NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B5

Max = 129490.6 Nwt @ 30.71 msec
Min = -1195.6 Nwt @ 253.56 msec



SAE Filter Class 1000

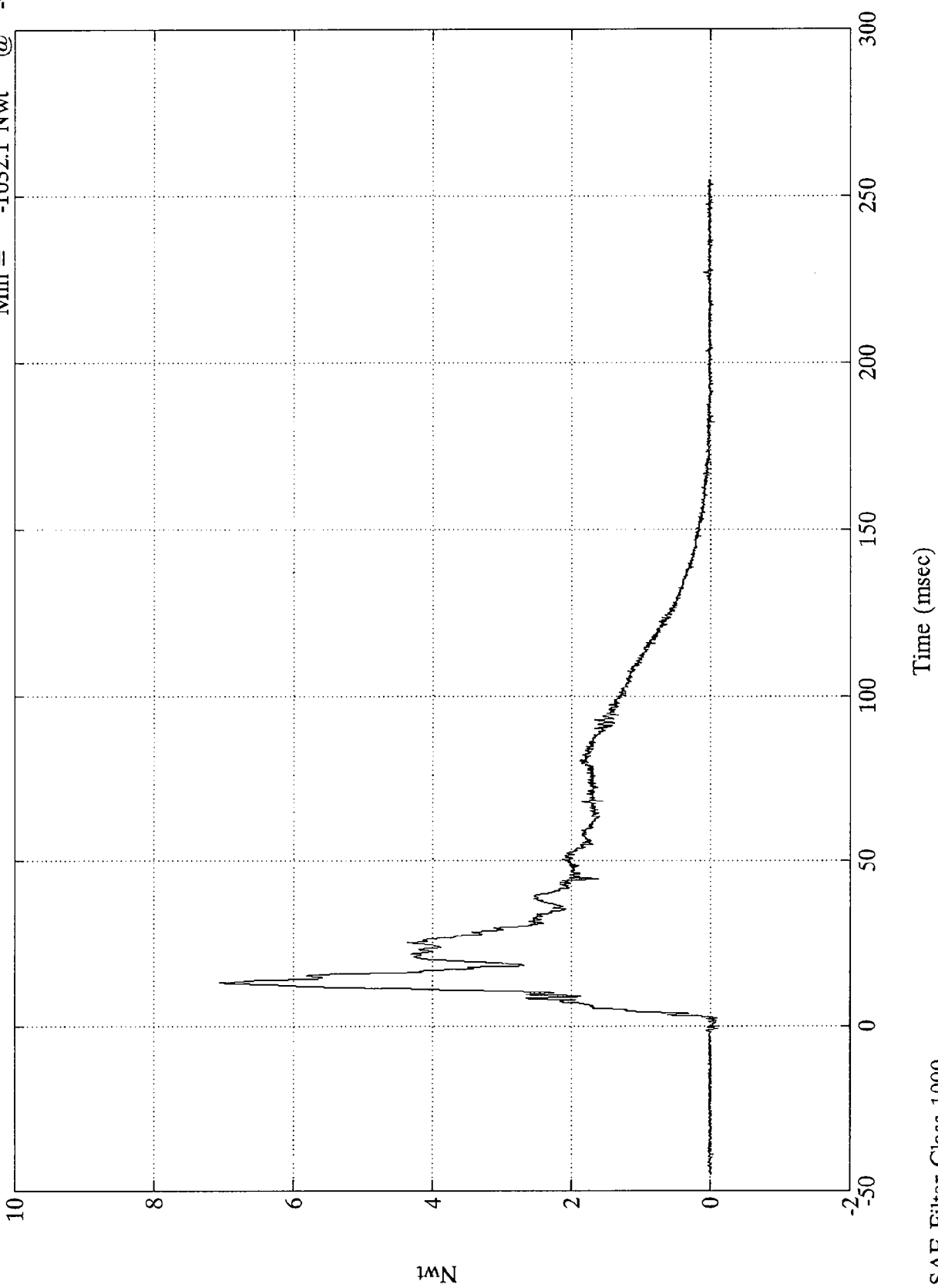
NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B6
Max = 110323.3 Nwt @ 28.68 msec
Min = -863.5 Nwt @ 182.16 msec



SAE Filter Class 1000

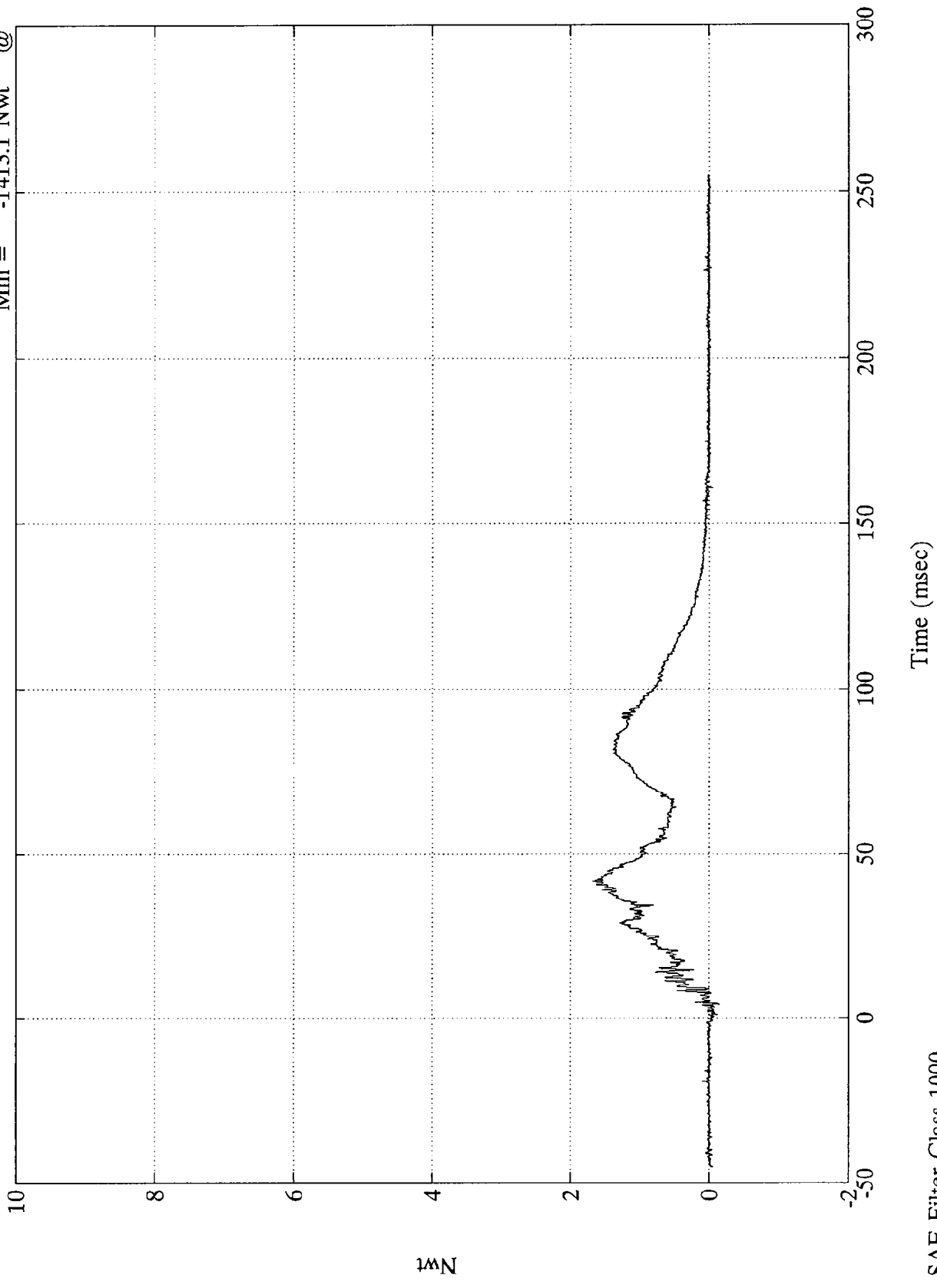
NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B7

Max = 70688.9 Nwt @ 13.07 msec
Min = -1032.1 Nwt @ -0.84 msec



SAE Filter Class 1000

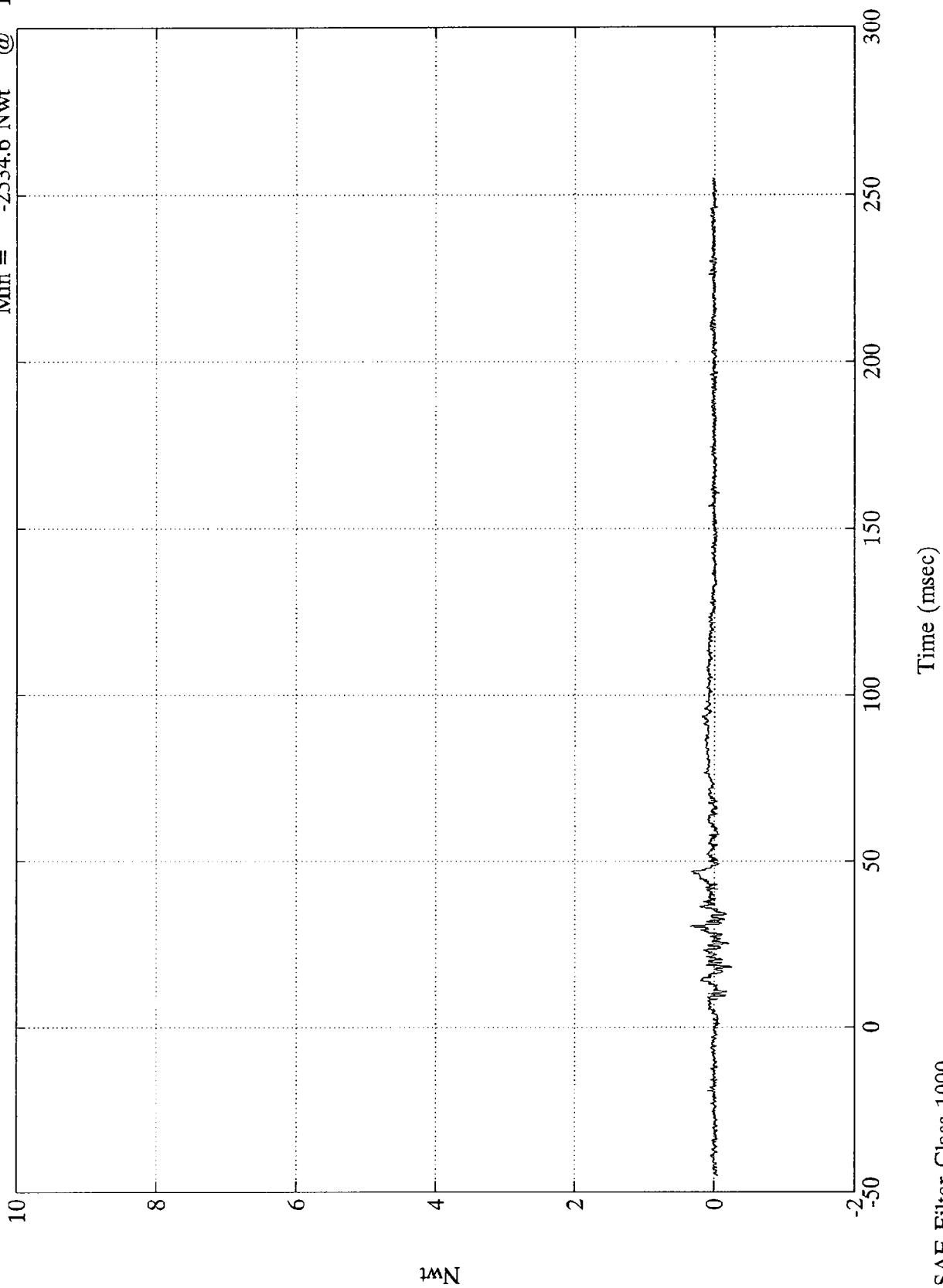
NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B8 Max = 16771.8 Nwt @ 41.88 msec
Min = -1413.1 Nwt @ 4.19 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell B9

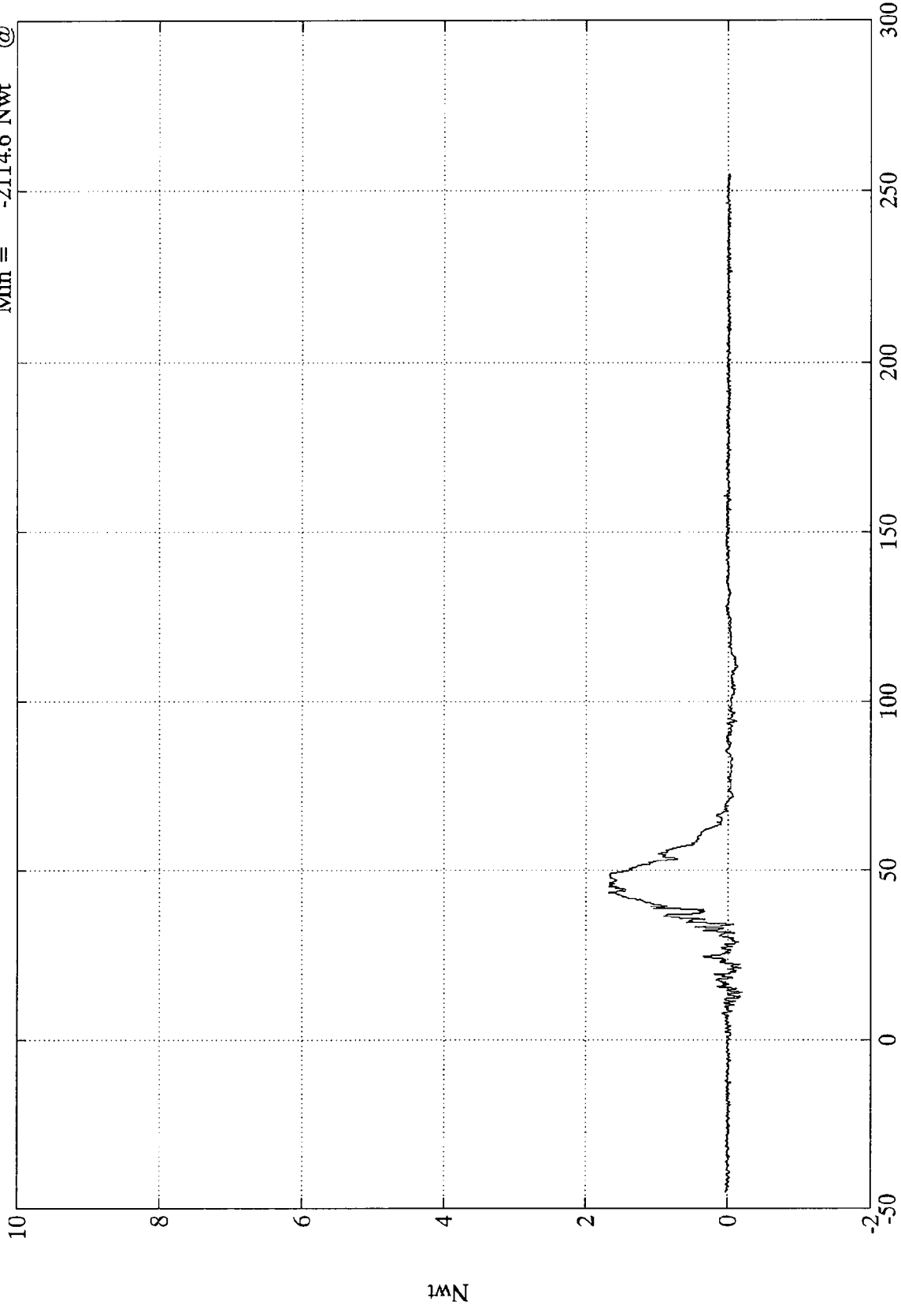
Max = 3431.9 Nwt @ 30.23 msec
Min = -2534.6 Nwt @ 18.12 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C1

Max = 16806.4 Nwt @ 45.24 msec
Min = -2114.6 Nwt @ 14.03 msec

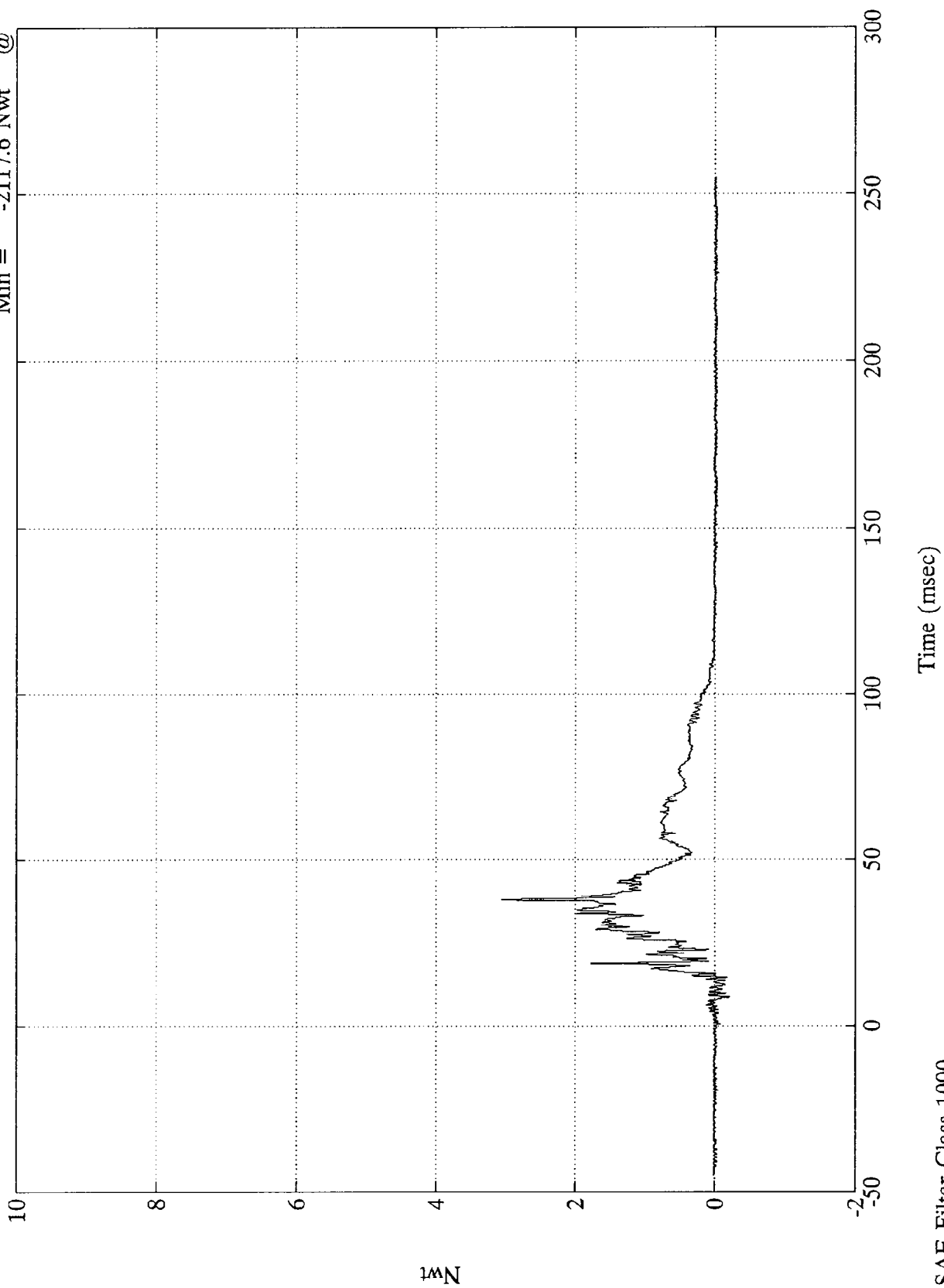


Time (msec)

SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C2

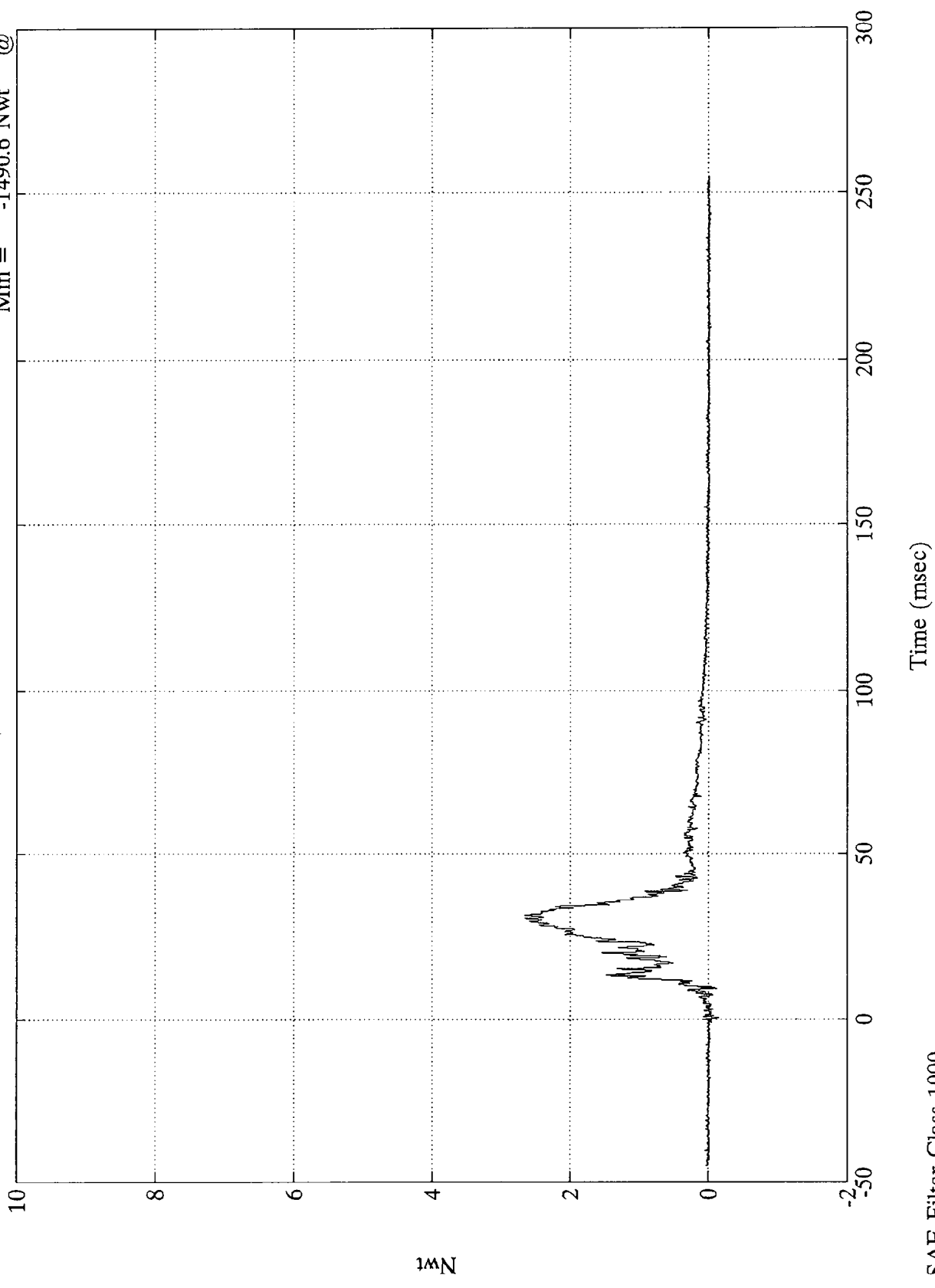
Max =	30595.2 Nwt	@	37.79 msec
Min =	-2117.6 Nwt	@	8.63 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C3

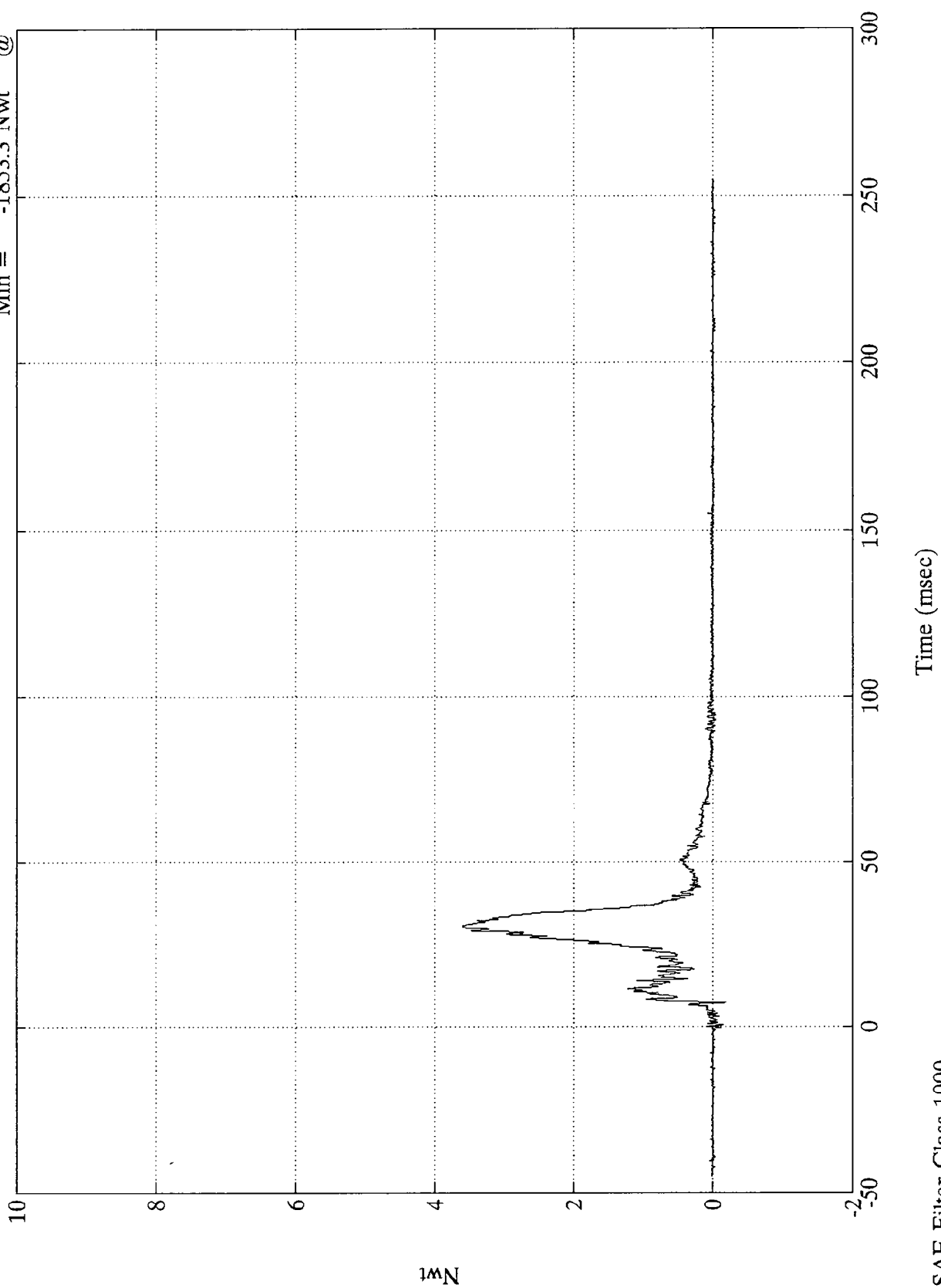
Max = 26533.4 Nwt @ 31.31 msec
Min = -1490.6 Nwt @ 0.35 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C4

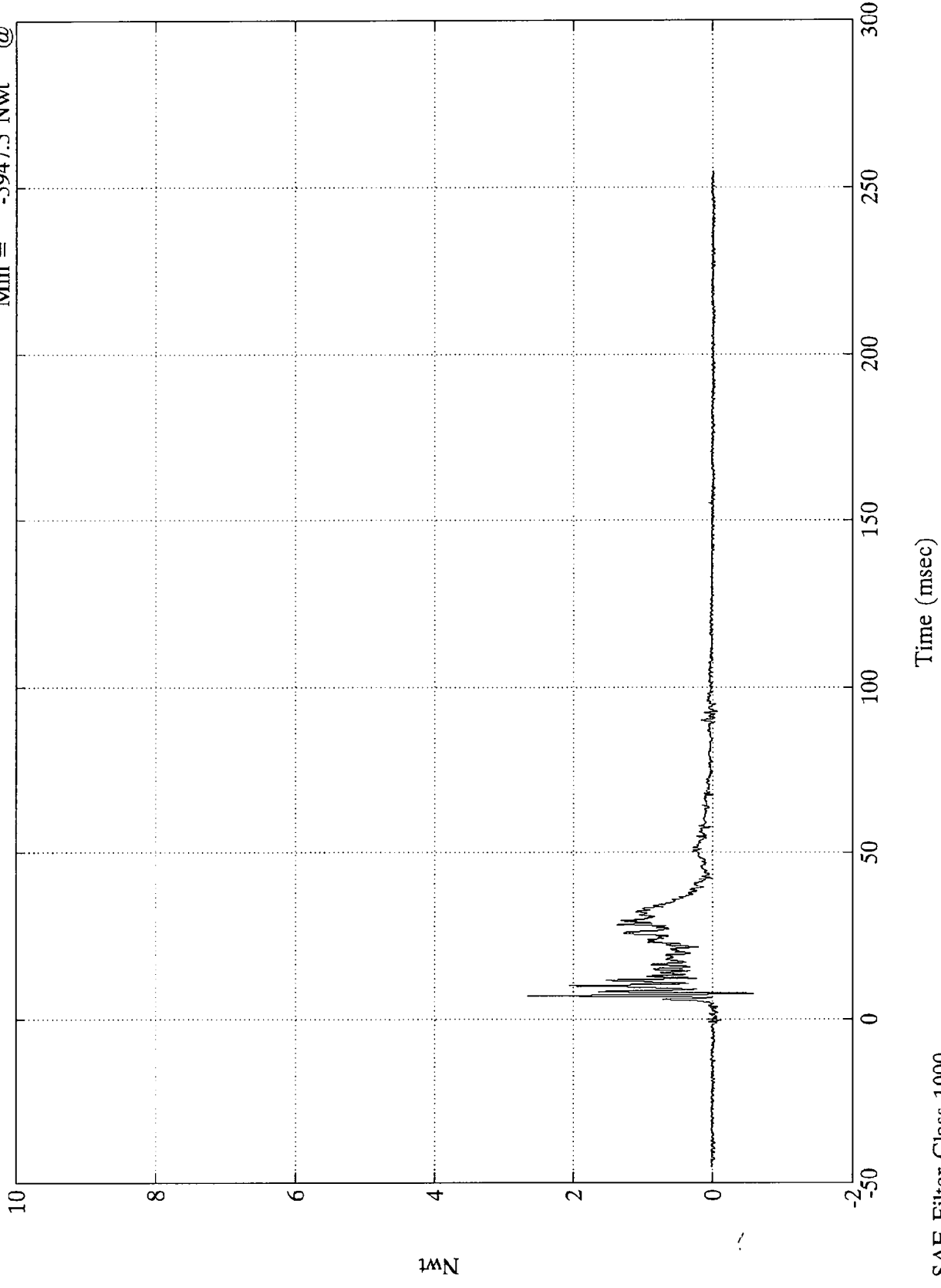
Max = 36051.2 Nwt @ 30.47 msec
Min = -1853.3 Nwt @ 7.19 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C5

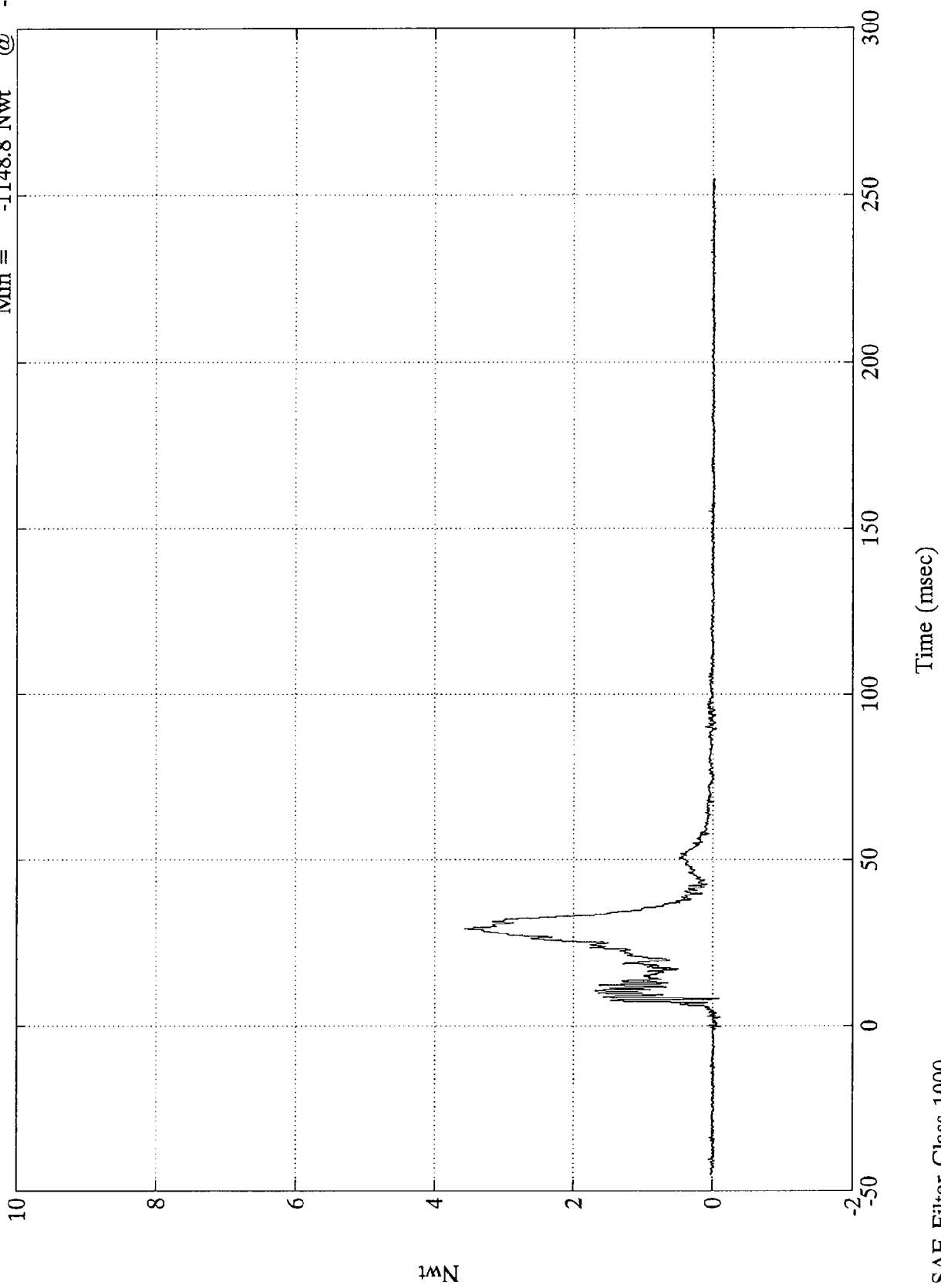
Max = 26570.9 Nwt @ 6.95 msec
Min = -5947.5 Nwt @ 7.55 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C6

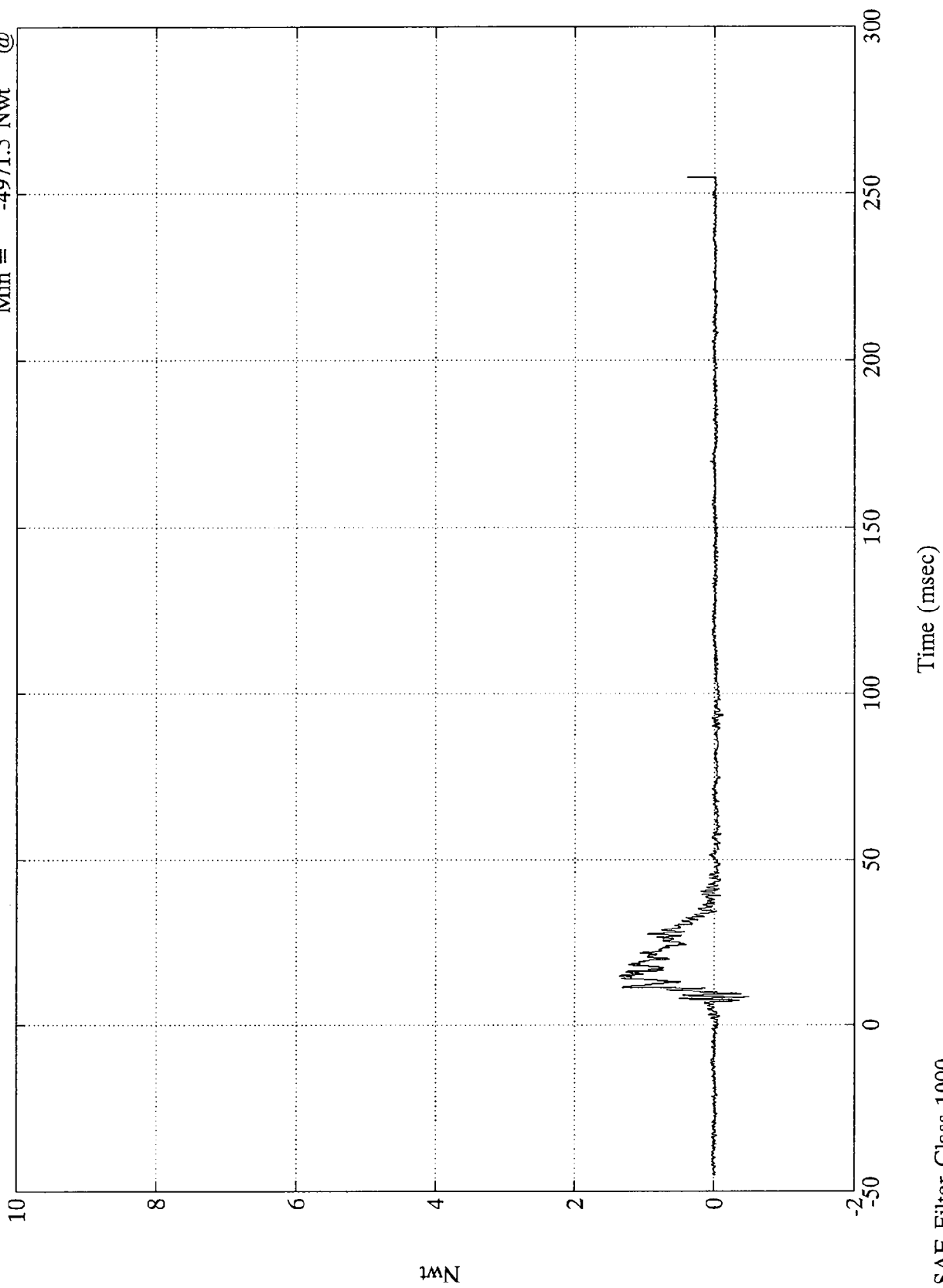
Max = 35787.3 Nwt @ 29.03 msec
Min = -1148.8 Nwt @ -0.36 msec



SAE Filter Class 1000

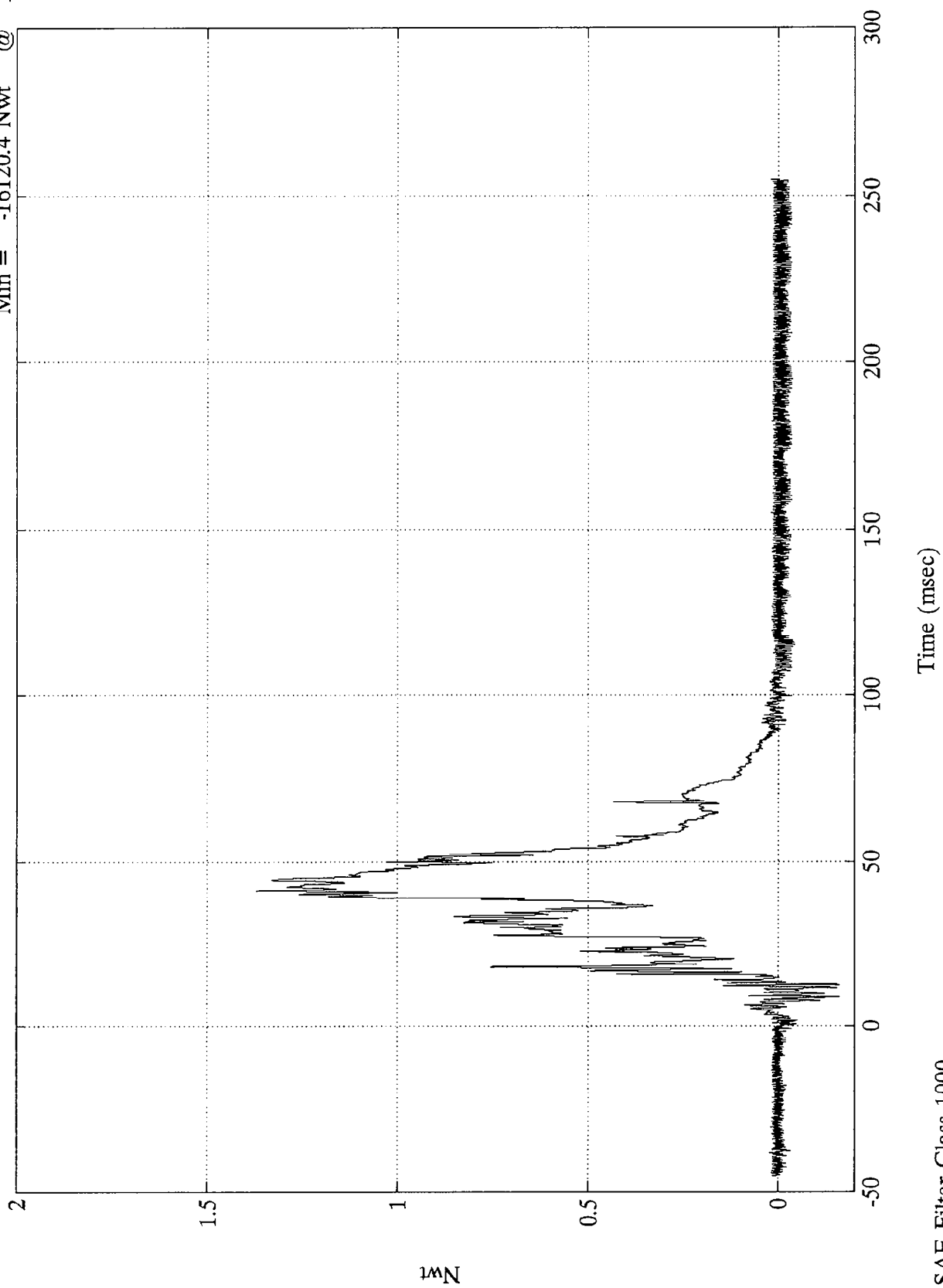
NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C7

Max = 13562.2 Nwt @ 15.00 msec
Min = -4971.5 Nwt @ 8.39 msec



SAE Filter Class 1000

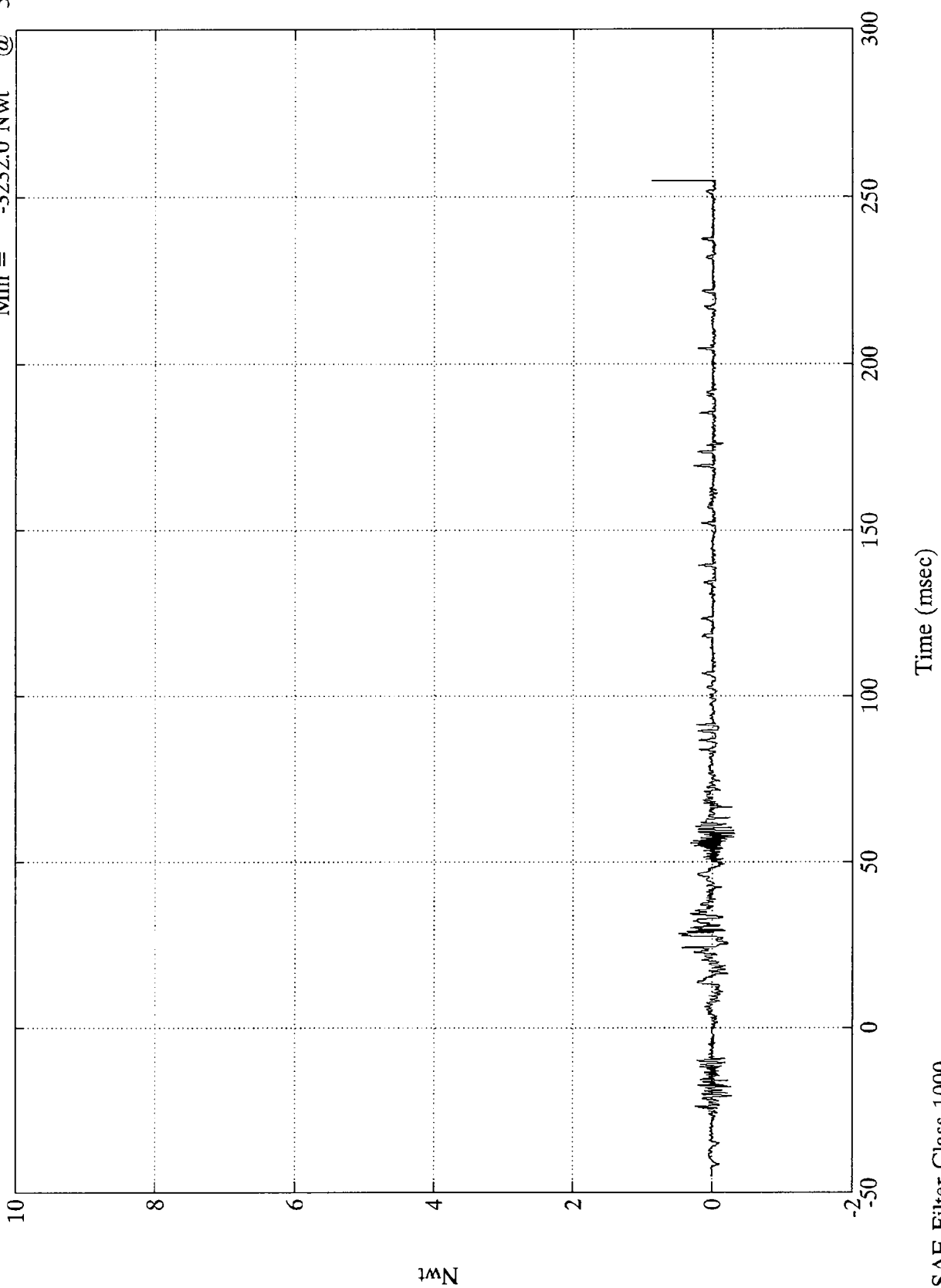
NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C8 Max = 137161.9 Nwt @ 41.28 msec
Min = -16120.4 Nwt @ 12.47 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell C9

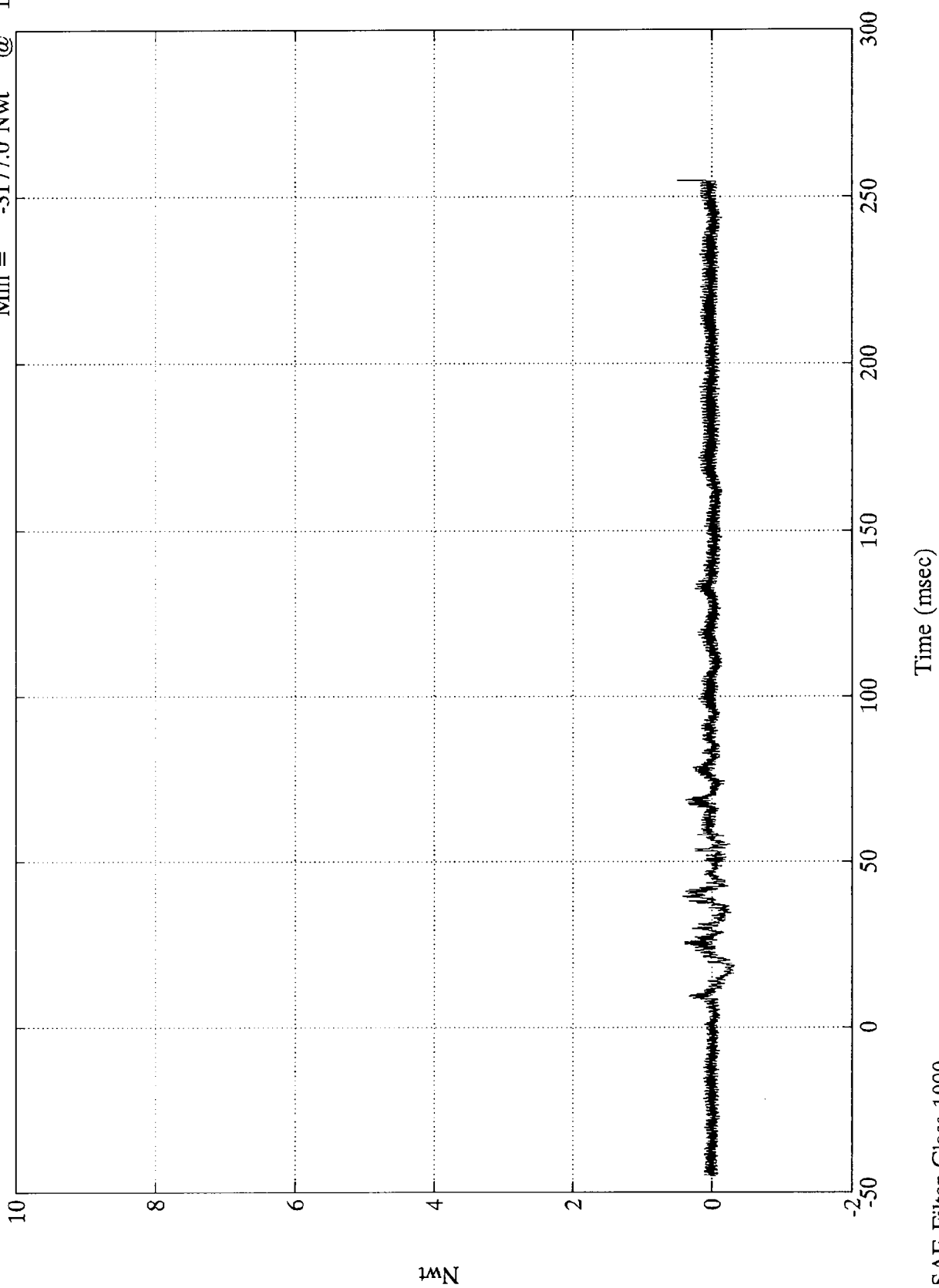
Max = 8699.4 Nwt @ 254.88 msec
Min = -3232.0 Nwt @ 58.56 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D1

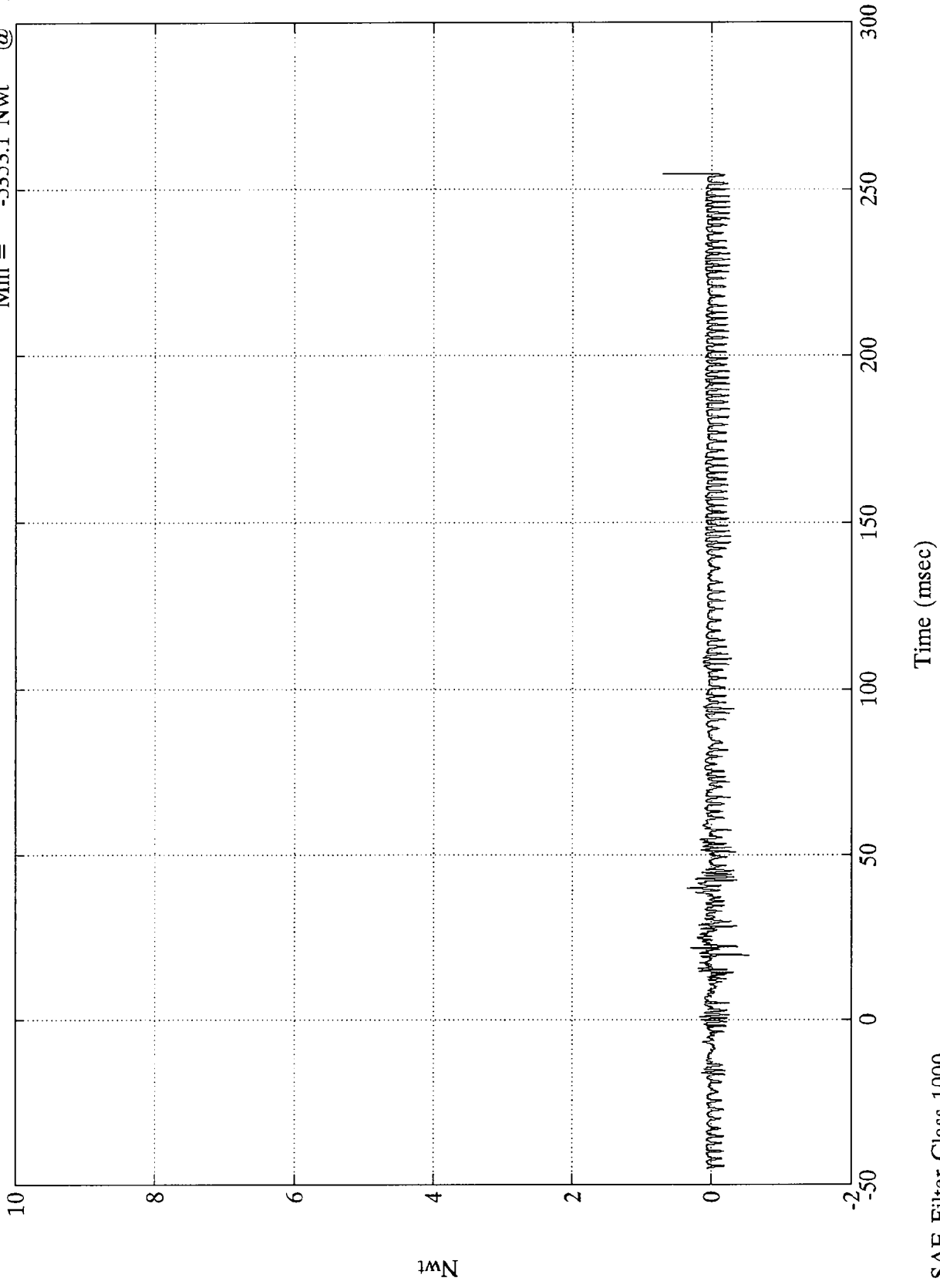
Max = 5047.1 Nwt @ 254.88 msec
Min = -3177.0 Nwt @ 18.47 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D2

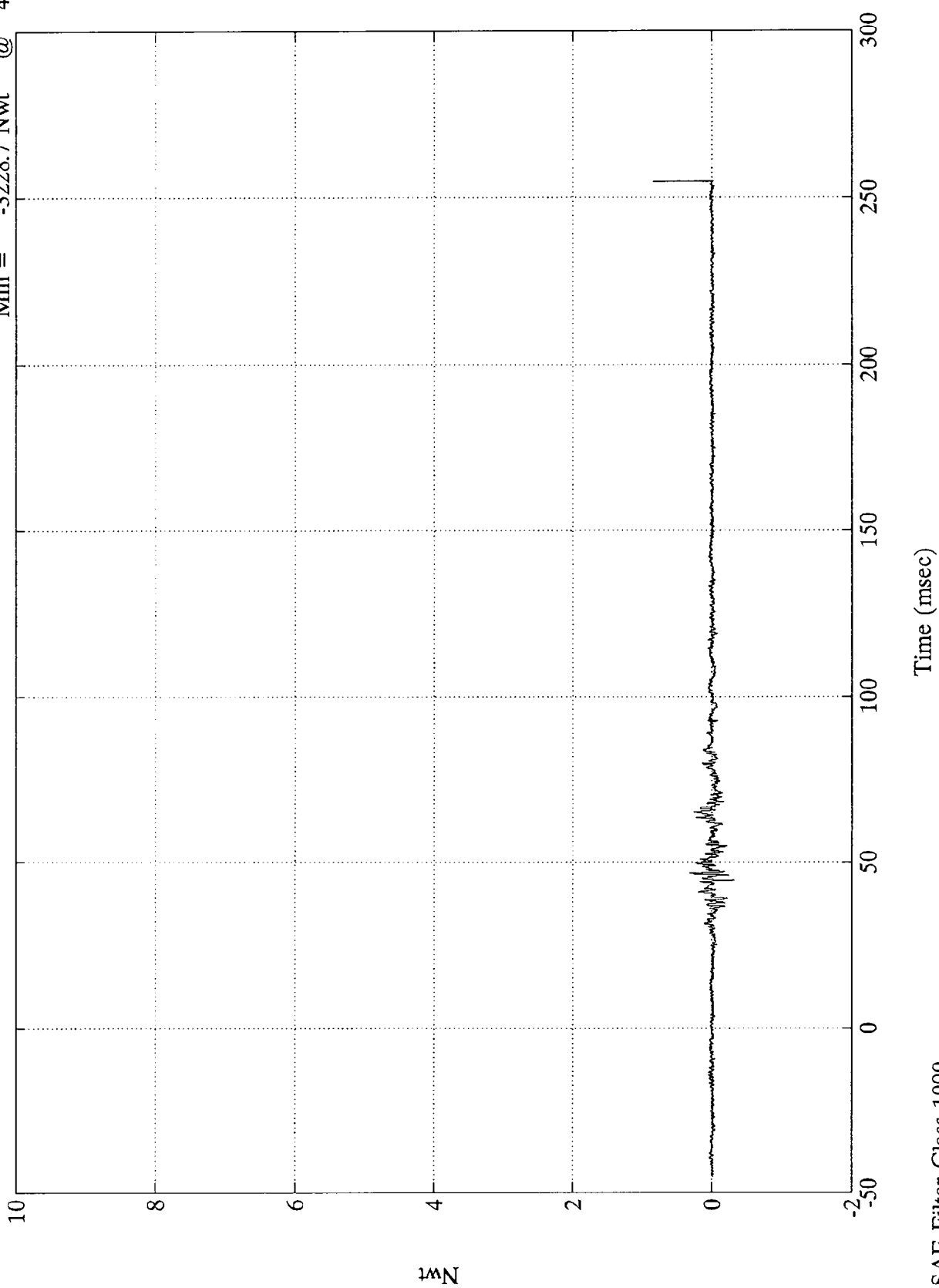
Max =	6939.5 Nwt	@	254.88 msec
Min =	-5353.1 Nwt	@	19.55 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D3

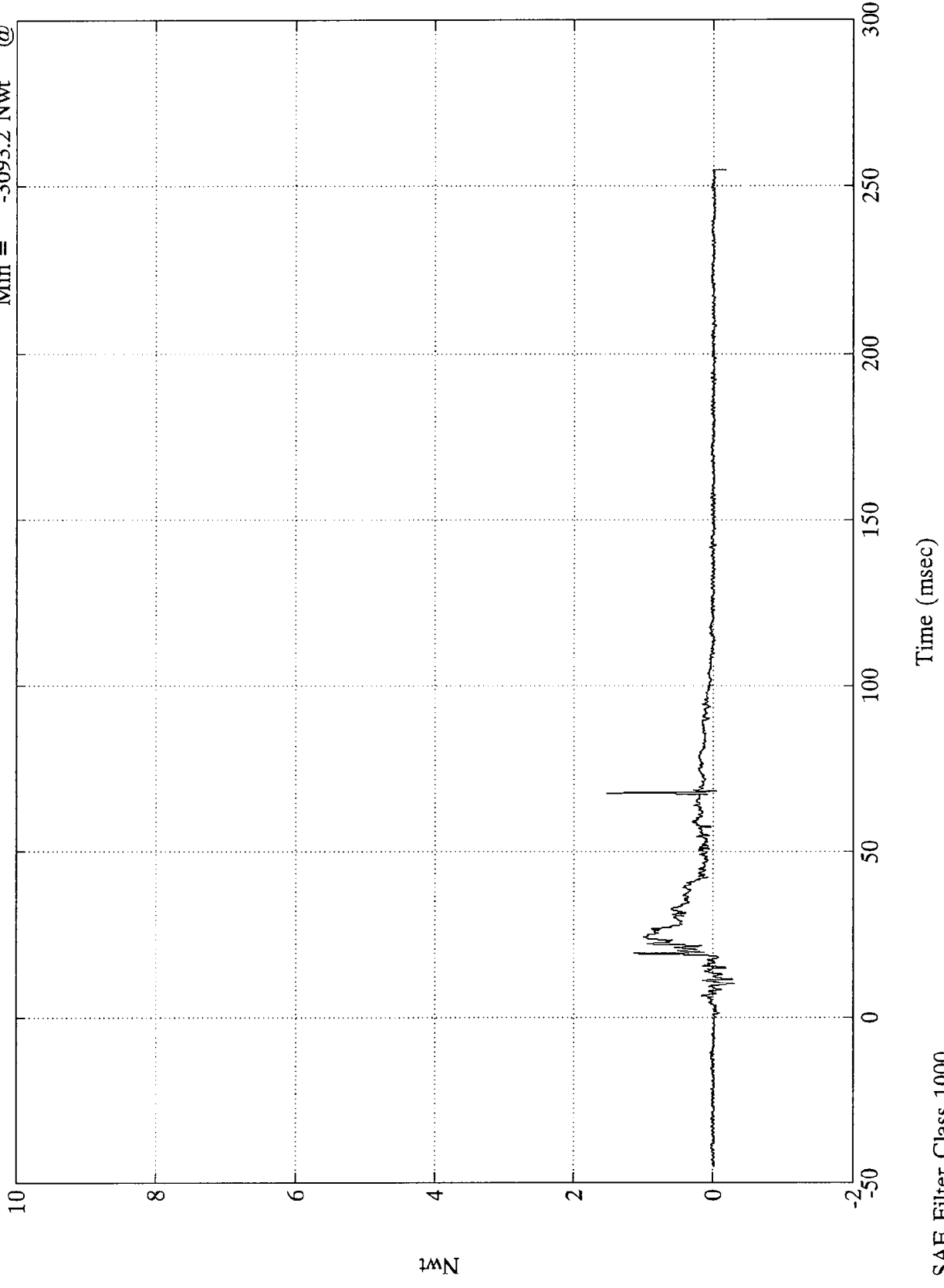
Max = 8407.1 Nwt @ 254.88 msec
Min = -3228.7 Nwt @ 44.52 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D4

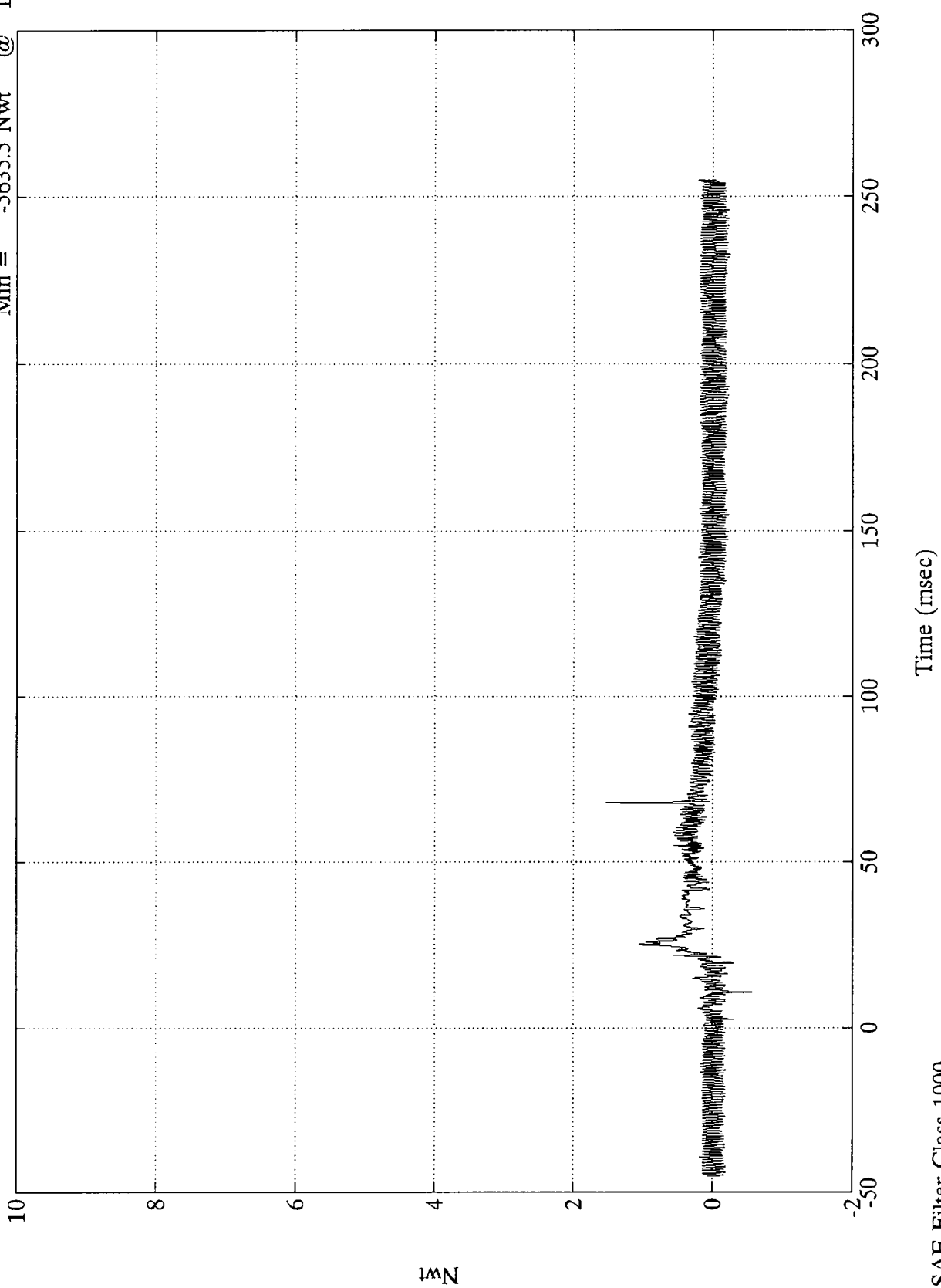
Max = 15384.2 Nwt @ 67.68 msec
Min = -3093.2 Nwt @ 10.19 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D5

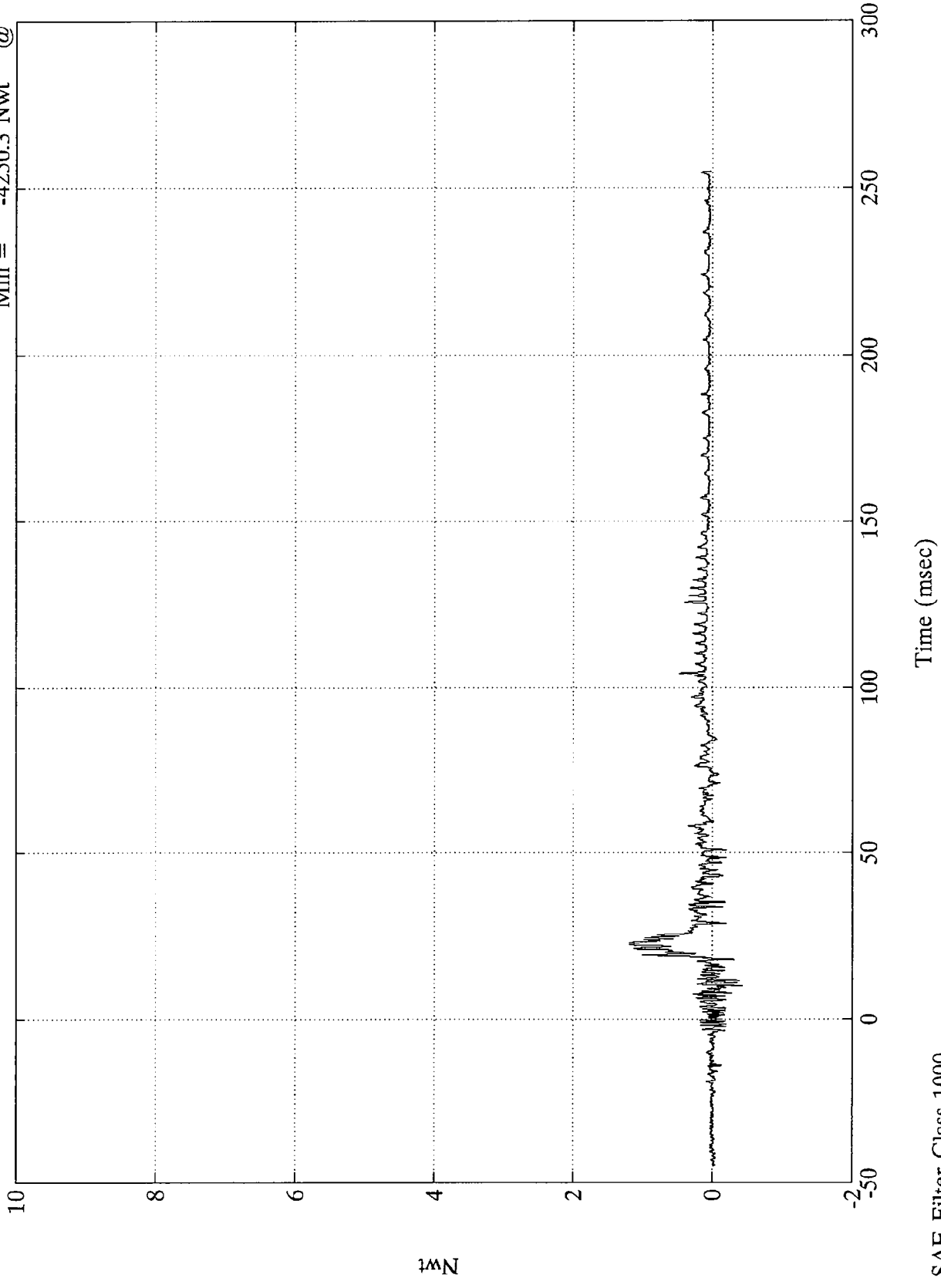
Max = 15326.0 Nwt @ 67.80 msec
Min = -5635.5 Nwt @ 10.79 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D6

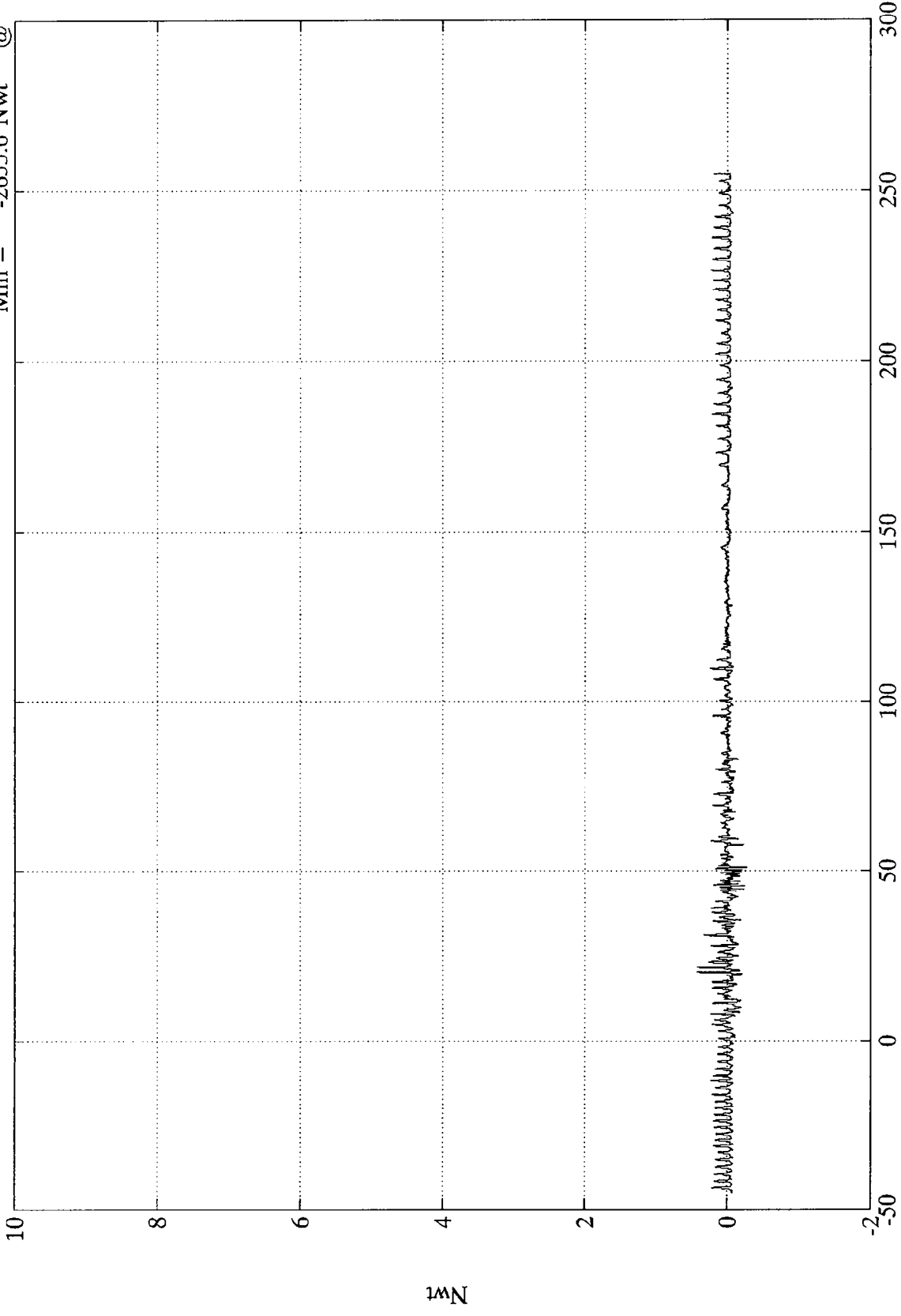
Max = 11989.8 Nwt @ 23.04 msec
Min = -4250.3 Nwt @ 10.19 msec



SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D7

Max = 4169.5 Nwt @ 21.59 msec
Min = -2655.6 Nwt @ 51.12 msec

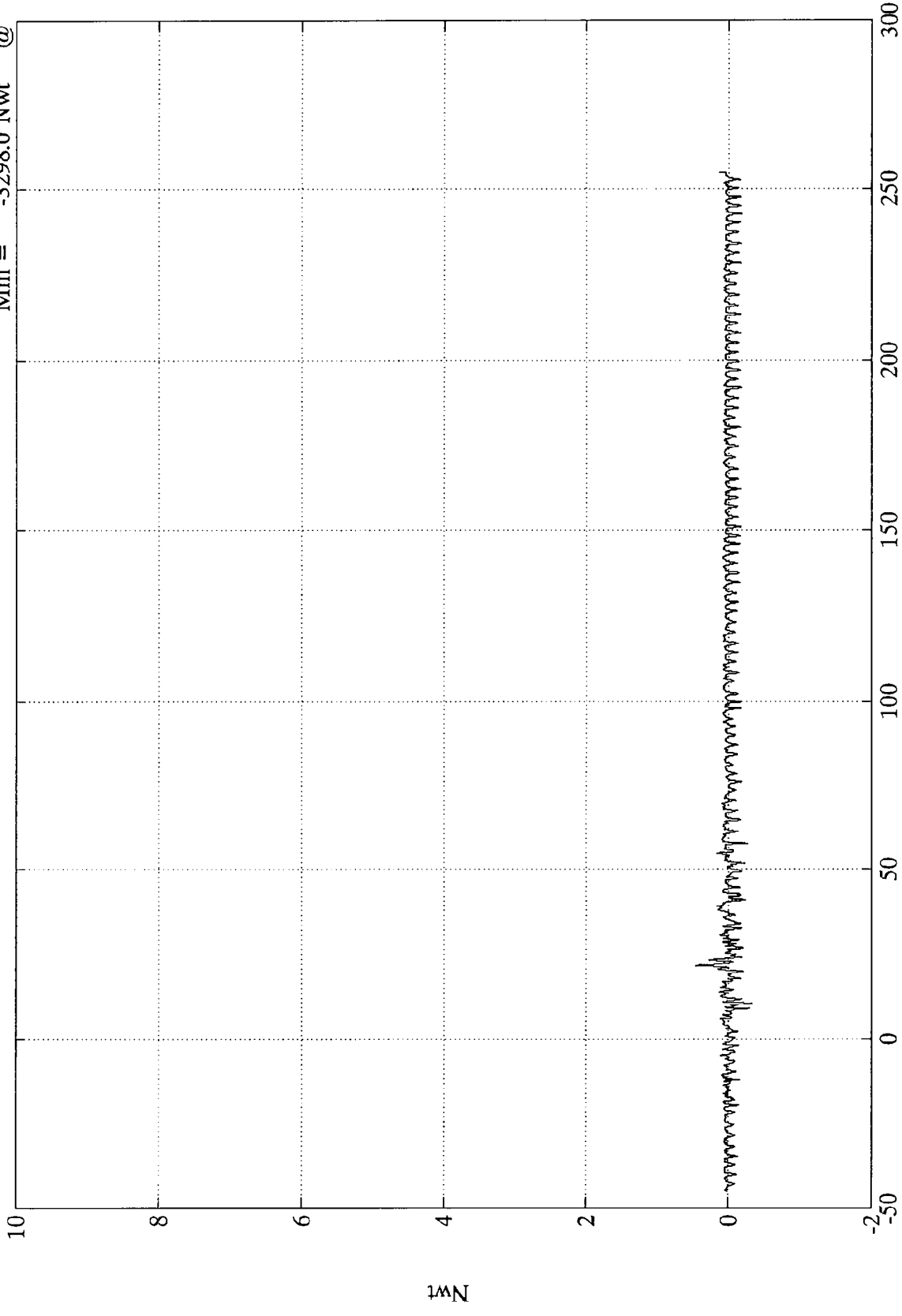


Time (msec)

SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D8

Max = 4584.7 Nwt @ 21.84 msec
Min = -3298.0 Nwt @ 10.55 msec

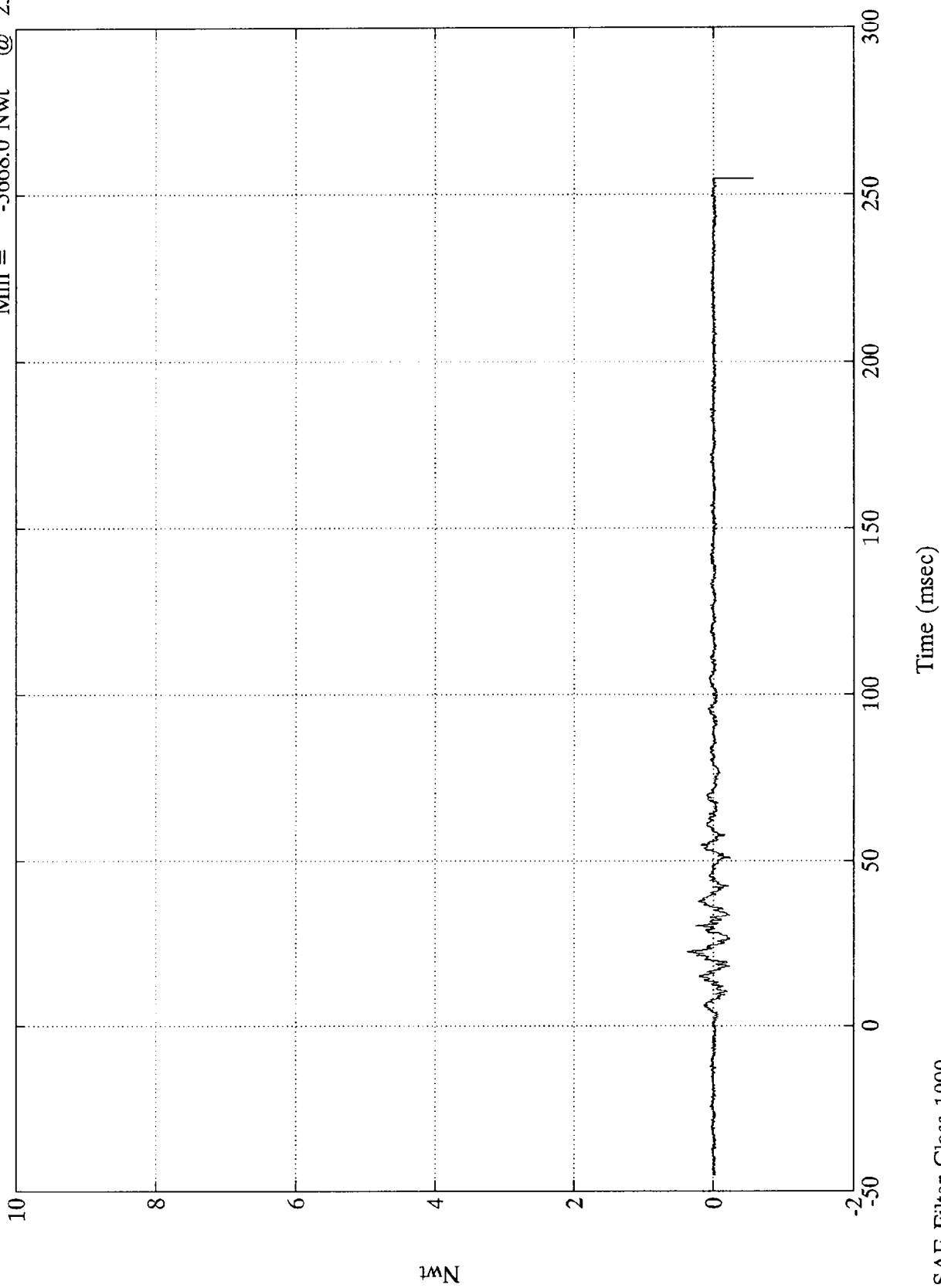


Time (msec)

SAE Filter Class 1000

NCAP TEST #1 - 1994 CHRYSLER NEW YORKER Barrier Load Cell D9

Max = 3777.7 Nwt @ 22.56 msec
Min = -5668.0 Nwt @ 254.88 msec



SAE Filter Class 1000