V2108

1991 CHEVROLET CAPRICE
INTO THE LEFT SIDE OF A
1987 DODGE RAM 100 PICKUP TRUCK
TRC TEST NO. 930312

PREPARED BY:
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MARCH - APRIL 1993
FINAL REPORT

PREPARED FOR:
VEHICLE RESEARCH AND TEST CENTER
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16. Abstract

This 60 mph 300° driver's side vehicle to vehicle impact test was conducted at Transportation Research Center Inc. on March 12, 1993. The striking vehicle was a 1991 Chevrolet Caprice and the struck vehicle was a 1987 Dodge Ram 100 pickup truck. This test was conducted to determine the fuel tank integrity and occupant response of the struck vehicle in the 300°, 60 mph driver side impact mode. The striking vehicle's impact velocity was 60.4 mph. The struck vehicle's maximum crush was 35.2 inches and fuel leakage was observed from a puncture in the fuel tank caused by the struck vehicle's emergency brake cable bracket. The ambient temperature was 25° F.

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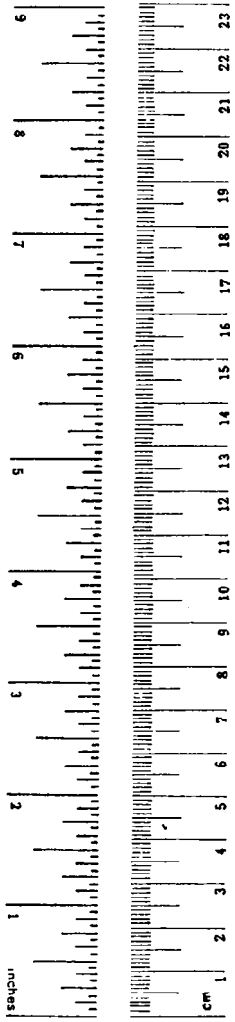
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.6	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

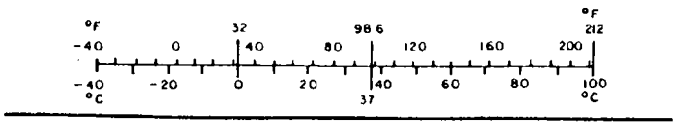


TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF PHOTOGRAPHS

SECTION 1.0

PURPOSE & TEST PROCEDURE

PURPOSE

This 60 mph 300° driver's side impact test was conducted for Vehicle Research and Test Center by Transportation Research Center Inc. (TRC). The purpose of this test was to determine the struck vehicle's occupant response and fuel tank integrity in the 60 mph 300° driver's side impact mode.

TEST PROCEDURE

This test measured the occupant response and fuel tank integrity of a 1987 Dodge Ram 100 pickup truck being struck by a 1991 Chevrolet Caprice in the 60 mph 300° driver's side impact mode.

The struck vehicle, a 1987 Dodge Ram 100 pickup truck was instrumented with six (6) accelerometers to measure lateral axis accelerations. The truck was placed at a 60° angle to the tow cable system prior to impact. The leading edge of contact was 24.7 inches forward of the midpoint of the truck's wheelbase.

The struck vehicle contained one (1) Part 572 F side impact adult male anthropomorphic test device (dummy). The dummy was positioned in the left front outboard designated seating position using the dummy placement procedure specified as an attachment to the FMVSS 214 Laboratory Test Procedure as a guideline. The dummy was instrumented with spine and rib accelerometers to measure lateral accelerations. Head and pelvis accelerometers were used to measure longitudinal, lateral, and vertical axis accelerations. The dummy was restrained with a three-point unibelt.

The striking vehicle, a 1991 Chevrolet Caprice, was instrumented with four (4) accelerometers to measure longitudinal and lateral axis accelerations. The Caprice's specified velocity range was 59.5 to 60.5 mph.

The twenty-eight (28) 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 section 12 of the FMVSS 214 Laboratory Test Procedure.

The crash event was recorded by one (1) real-time panning motion picture camera and seven (7) 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 struck vehicle data are presented in Section 3.0. The striking vehicle data are presented in Section 4.0. The occupant and camera measurements are presented in Section 5.0. Appendix A contains the still photographic prints. Appendix B contains the dummy and vehicle data plots. Appendix C contains the dummy calibration data. Appendix D contains miscellaneous test information.

SECTION 2.0

TEST SUMMARY

TEST RESULTS SUMMARY

This 60 mph 300° driver's side impact test was conducted on a 1987 Dodge Ram 100 pickup truck at TRC on March 12, 1993.

The struck vehicle was equipped with a 3.7-liter, inline engine, manual transmission, power steering, and power brakes. The struck vehicle's test weight was 4397 pounds. The Caprice's impact speed was 60.4 mph. The struck vehicle sustained a maximum static crush of 35.2 inches and the striking vehicle sustained a maximum static crush of 7.0 inches.

The driver's Thoracic Trauma Index (TTI) calculation and Head Injury Criteria (HIC) were 42.8 and 1254 respectively; maximum pelvis lateral acceleration was 47.8 g.

The door on the struck side of the truck did not separate from the vehicle's main body at the hinges or latch. The door on the opposite side did not open during the crash event. Fuel leakage was observed from a puncture in the fuel tank caused by the struck vehicle's emergency brake cable bracket.

TABLE 1 CRASH TEST SUMMARY

TEST TYPE: Left Side Impact

TEST DATE: 03/12/93

TEST TIME: 1413

AMBIENT TEMPERATURE AT IMPACT AREA (°F): 25

TEMPERATURE IN OCCUPANT COMPARTMENT (°F): 68

STRUCK VEHICLE YEAR/MAKE/MODEL/BODY STYLE: 1987/Dodge/Ram 100/pickup truck

STRIKING VEHICLE YEAR/MAKE/MODEL/BODY STYLE: 1991/Chevrolet/Caprice/ 4-door sedan

STRUCK VEHICLE TEST WEIGHT (LBS): 4397

STRIKING VEHICLE TEST WEIGHT (LBS): 3999

IMPACT POINT (IN)*: 24.7

IMPACT ANGLE (DEG)**: 300

IMPACT VELOCITY (MPH)***: PRIMARY = 60.4 SECONDARY = 60.4

STRUCK VEHICLE MAXIMUM STATIC CRUSH (IN): 35.2

STRIKING VEHICLE MAXIMUM STATIC CRUSH (IN): 7.0

DUMMIES:	Driver #903
TYPE:	Part 572 F
LOCATION:	Left front (struck vehicle)
RESTRAINT:	3-point unibelt
NUMBER OF DATA CHANNELS:	28
NUMBER OF CAMERAS:	HIGH-SPEED 7 REAL-TIME 2

*The point where the leftmost edge of the striking vehicle's bumper meets the edge of the struck vehicle as measured forward of the struck vehicle's wheelbase midpoint.

**Measured clockwise from struck vehicle's front longitudinal centerline.

***Speed trap measurement (± .05 mph accuracy)

TEST ANOMALIES

The cable to the struck vehicle's left front door mid-rear Y-axis accelerometer was cut after 122 milliseconds.

SECTION 3.0

STRUCK VEHICLE INFORMATION AND MEASUREMENTS

TABLE 2 STRUCK VEHICLE INFORMATION

VEHICLE MANUFACTURER: Chrysler Corporation

MAKE/MODEL: Dodge/Ram 100 VIN: 1B7FD04H7HS520646

BODY STYLE: 2-door pickup MODEL YEAR: 1987

COLOR: Blue

ENGINE DATA: TYPE: Inline CYLINDERS: 6 DISPLACEMENT: 3.7-liter

TRANSMISSION DATA: _4_SPEED, _X_MANUAL, ___AUTOMATIC, ___FWD, _X_RWD, ___4WD

DATE VEHICLE RECEIVED: 03/04/93 ODOMETER READING: 71,317

DEALER'S NAME AND ADDRESS: NA

ACCESSORIES:

POWER STEERING	Yes	AUTOMATIC TRANSMISSION	No
POWER BRAKES	Yes	AUTOMATIC SPEED CONTROL	No
POWER SEATS	No	TILTING STEERING WHEEL	No
POWER WINDOWS	No	TELESCOPING STEERING WHEEL	No
TINTED GLASS	No	AIR CONDITIONING	Yes
RADIO	Yes	ANTI-SKID BRAKE	No
CLOCK	Yes	REAR WINDOW DEFROSTER	No
OTHER	None		

REMARKS:

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

CERTIFICATION DATA FROM VEHICLE'S LABEL:

VEHICLE MANUFACTURED BY: Chrysler Corporation

DATE OF MANUFACTURE: 06/87 VIN: 1B7FD04H7HS520646

GVWR: 5000 LBS

GAWR: FRONT: 2800 LBS., REAR: 2904 LBS.

TABLE 2 STRUCK VEHICLE INFORMATION, CONT'D.

TIRES ON VEHICLE (MFR., LINE, SIZE): Uniroyal, Laredo, P235/75R15

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

SPARE TIRE (MFR., LINE, SIZE): None

TYPE OF SEATS: FRONT: Bench
REAR: None

TYPE OF FRONT SEAT BACKS: Not adjustable

MAXIMUM WIDTH: 80.0 INCHES

WHEELBASE: 131.5 INCHES

TEST FLUID DATA:

MEASURED FUEL TANK CAPACITY: 20.8 GAL.

TANK TEST VOLUME: 19.3 GAL.

TEST FLUID TYPE: PURPLE STODDARD SOLVENT #2

SPECIFIC GRAVITY: 0.764

KINEMATIC VISCOSITY: 0.99 CENTISTOKES.

LOCATION OF LABEL STATING TIRE & CAPACITY DATA:

The label was located on the B-pillar.

TIRE & CAPACITY DATA FROM VEHICLE'S LABEL:

RECOMMENDED TIRE SIZE: P205/75R15

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

DESIGNATED SEATING CAPACITY: NA FRONT NA REAR NA TOTAL

TEST VEHICLE ATTITUDE (ALL MEASUREMENTS ARE IN INCHES):

DELIVERED ATTITUDE:	LF	30.0;	RF	30.9;	LR	33.2;	RR	34.0
PRE-TEST ATTITUDE:	LF	29.6;	RF	29.5;	LR	32.2;	RR	31.6
POST-TEST ATTITUDE:	LF	31.2;	RF	28.4;	LR	37.6;	RR	30.0

TABLE 2 STRUCK VEHICLE INFORMATION, CONT'D.

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

RIGHT FRONT	1078 LBS.	RIGHT REAR	740 LBS.
LEFT FRONT	1171 LBS.	LEFT REAR	772 LBS.
TOTAL FRONT WEIGHT	2249 LBS.	(59.8% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1512 LBS.	(40.2% OF TOTAL VEHICLE WEIGHT)	
TOTAL DELIVERED WEIGHT	3761 LBS.		

CALCULATION OF TEST VEHICLE'S TARGET TEST WEIGHT:

RCLW = RATED CARGO AND LUGGAGE WEIGHT *

UDW = UNLOADED DELIVERED WEIGHT (LBS) *

VCW = VEHICLE CAPACITY WEIGHT (LBS) *

DSC = DESIGNATED SEATING CAPACITY ( ) *

RCLW*= VCW - 150 (DSC) = 300

TARGET TEST WEIGHT = UDW + RCLW*+ (NO. OF PART 572 DUMMIES X 164 ** LBS/DUMMY)

TARGET TEST WEIGHT = 3761 + 300 + 328 **

TARGET TEST WEIGHT = 4389 LBS. **

WEIGHT OF TEST VEHICLE WITH REQUIRED DUMMY AND 472 LBS. OF CARGO WEIGHT:

RIGHT FRONT	1237 LBS.	RIGHT REAR	965 LBS.
LEFT FRONT	1244 LBS.	LEFT REAR	951 LBS.
TOTAL FRONT WEIGHT	2481 LBS.	(56.4% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1916 LBS.	(43.6% OF TOTAL VEHICLE WEIGHT)	
TOTAL TEST WEIGHT	4397 LBS.	(0.2% OVER TARGET TEST WEIGHT)	

WEIGHT OF BALLAST SECURED IN VEHICLE CARGO AREA: 125 LBS.

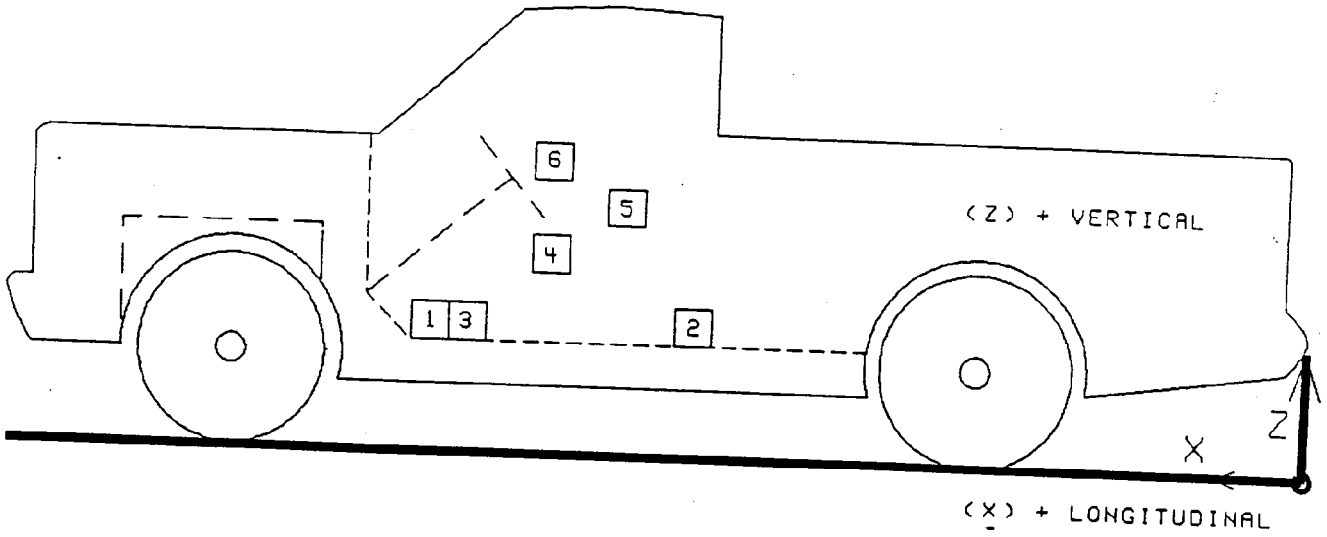
COMPONENTS REMOVED TO MEET TARGET TEST WEIGHT: None

CG = 57.3 INCHES REARWARD OF FRONT WHEEL CENTERLINE

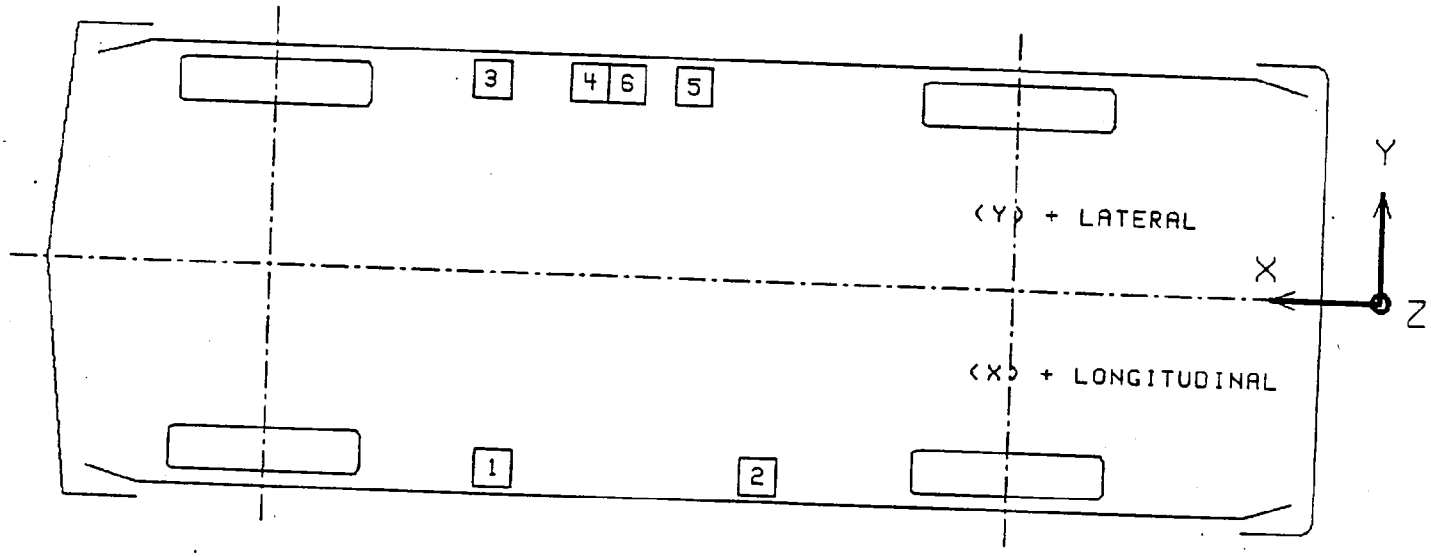
*Cargo weight for multi-purpose passenger vehicles, trucks, and buses is the vehicle's rated cargo and luggage weight from the vehicle's label or 300 pounds, whichever is less.

**The target test weight included two dummies to parallel Test No. 921217.

FIGURE 1 STRUCK VEHICLE INSTRUMENTATION PLACEMENT



SIDE VIEW



BOTTOM VIEW

TABLE 3

STRUCK VEHICLE INSTRUMENTATION LOCATIONS AND DATA SUMMARY

TEST NUMBER 930312

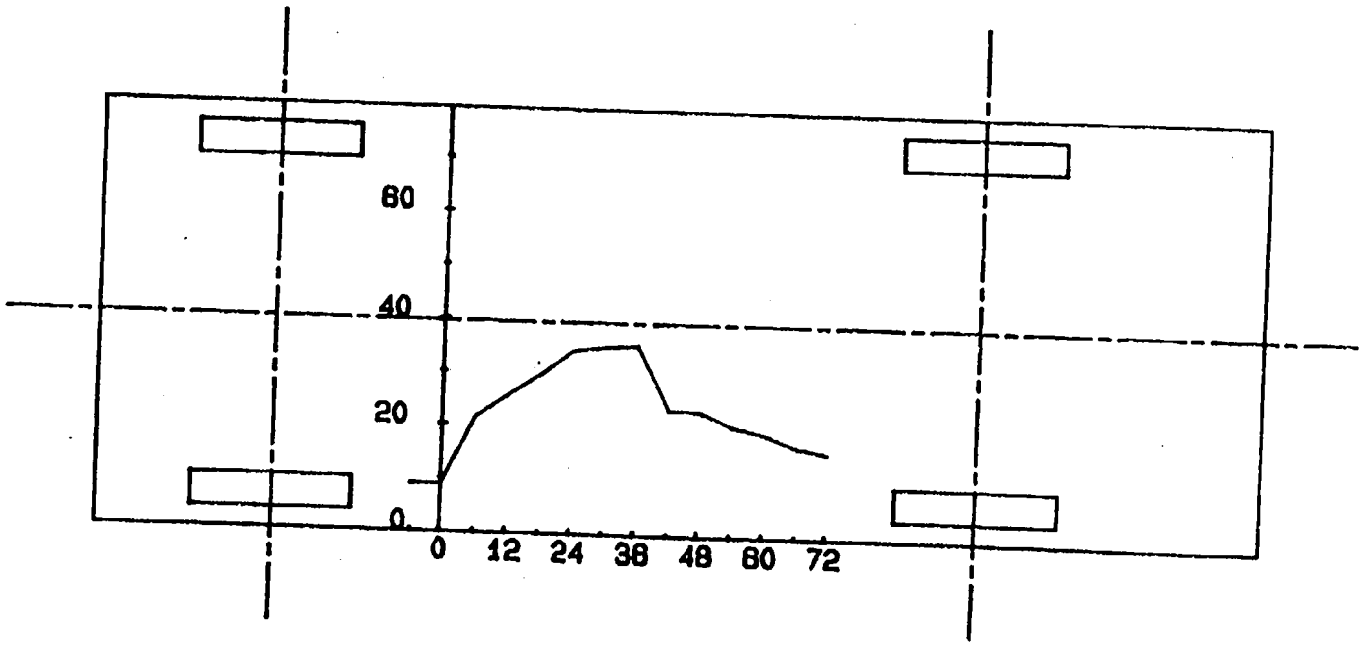
No.	LOCATION	X*	Y*	Z*	POSITIVE DIRECTION MAX G	POSITIVE DIRECTION MSEC	NEGATIVE DIRECTION MAX G	NEGATIVE DIRECTION MSEC
1	RIGHT FRONT SILL ACCELERATION (G) LATERAL	141.0	-28.8	19.1	6.3	72.0	34.4	31.3
2	RIGHT REAR SILL ACCELERATION (G) LATERAL	114.0	-22.0	26.5	21.4	36.1	68.0	29.5
3	LEFT FRONT SILL ACCELERATION (G) LATERAL	143.2	29.5	18.8	133.9	22.0	292.1	8.9
4	LEFT FRONT DOOR CENTERLINE ACCELERATION (G) LATERAL	120.4	33.5	30.1	268.5	20.6	229.4	14.0
5	LEFT FRONT DOOR MID-REAR ACCELERATION (G) LATERAL	119.5	33.0	32.2	129.1	15.4 Y	159.2	12.0 Y
6	LEFT FRONT DOOR UPPER ACCELERATION (G) LATERAL	135.0	32.5	35.4	79.7	42.1	131.2	23.0

* ALL MEASUREMENTS OF INSTRUMENTATION LOCATIONS ARE IN INCHES.

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

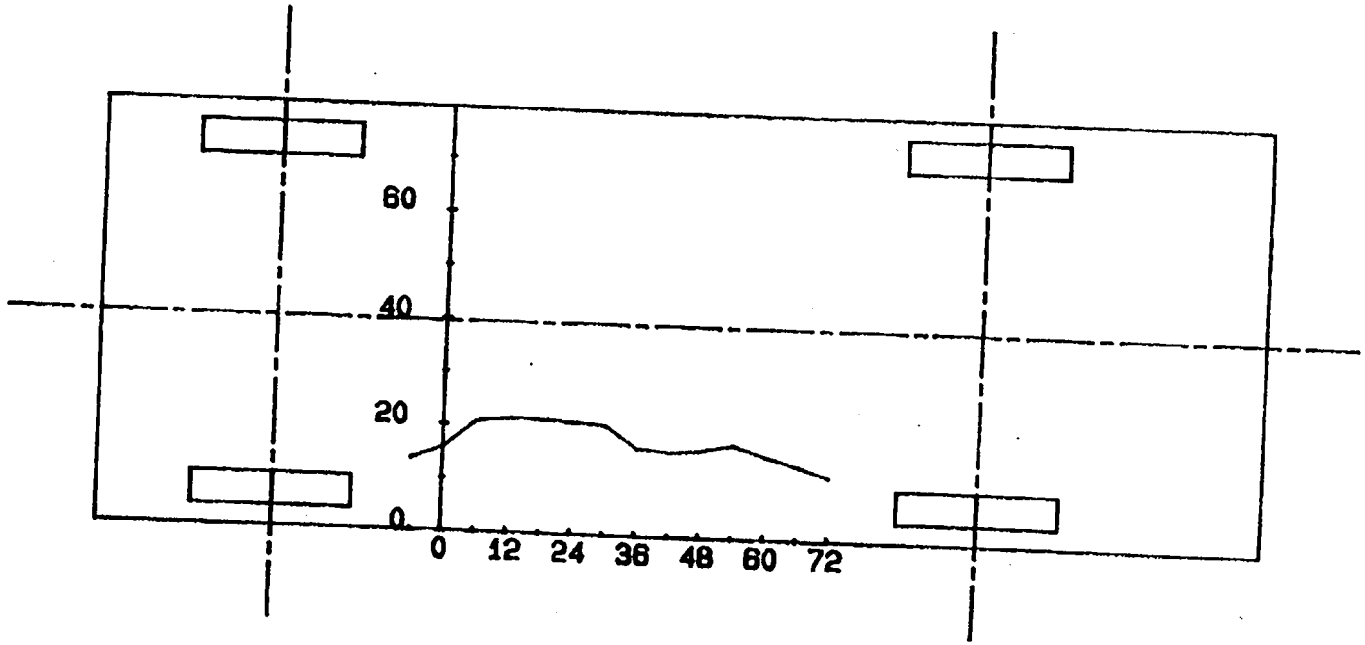
Y See TEST ANOMALIES

FIGURE 2 STRUCK VEHICLE EXTERIOR STATIC CRUSH PROFILES



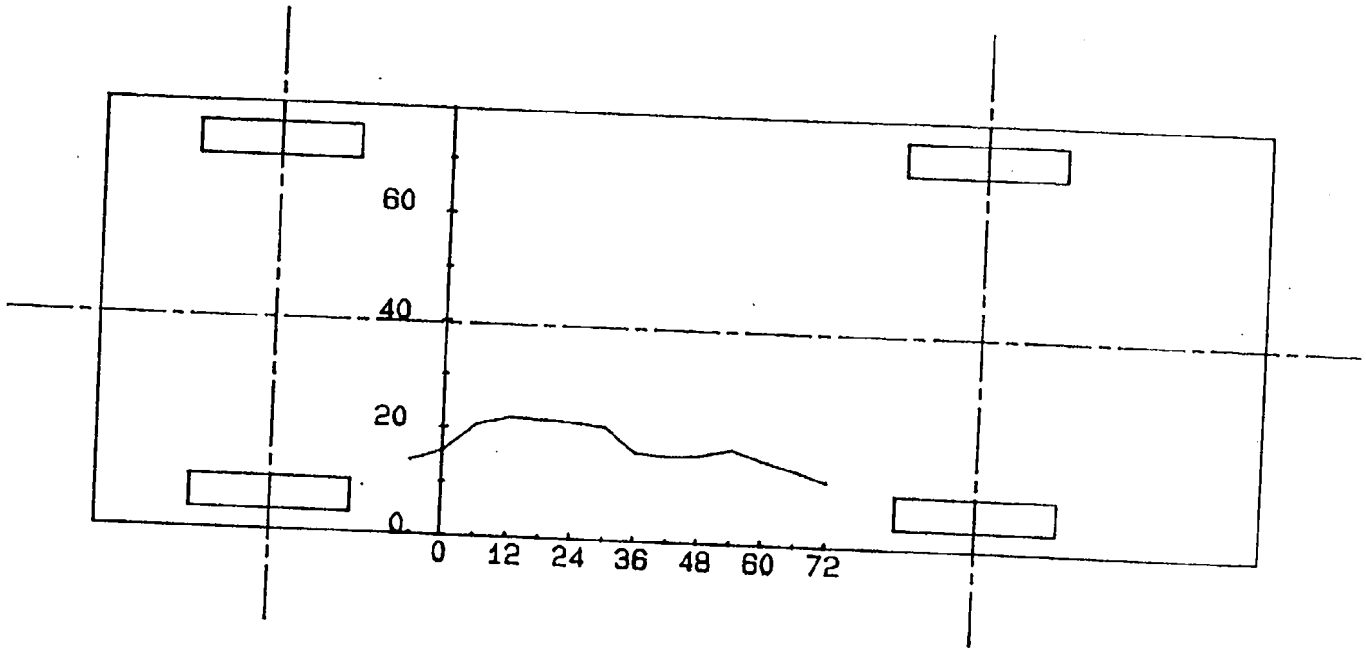
PROFILE LEVEL EQUALS AXLE HEIGHT WHICH IS 13.1 IN. ABOVE GROUND LEVEL

FIGURE 2 STRUCK VEHICLE EXTERIOR STATIC CRUSH PROFILES, CONT'D.



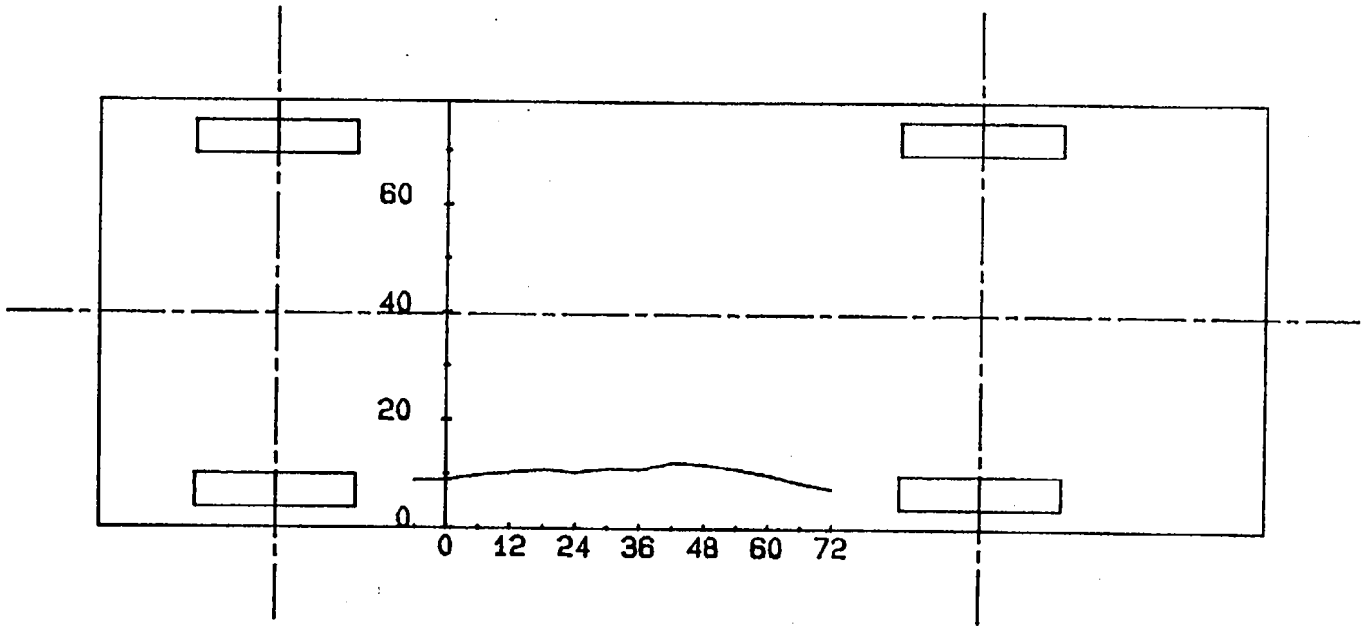
PROFILE LEVEL EQUALS H-POINT HEIGHT WHICH IS 31.5 IN. ABOVE GROUND LEVEL

FIGURE 2 STRUCK VEHICLE EXTERIOR STATIC CRUSH PROFILES, CONT'D.



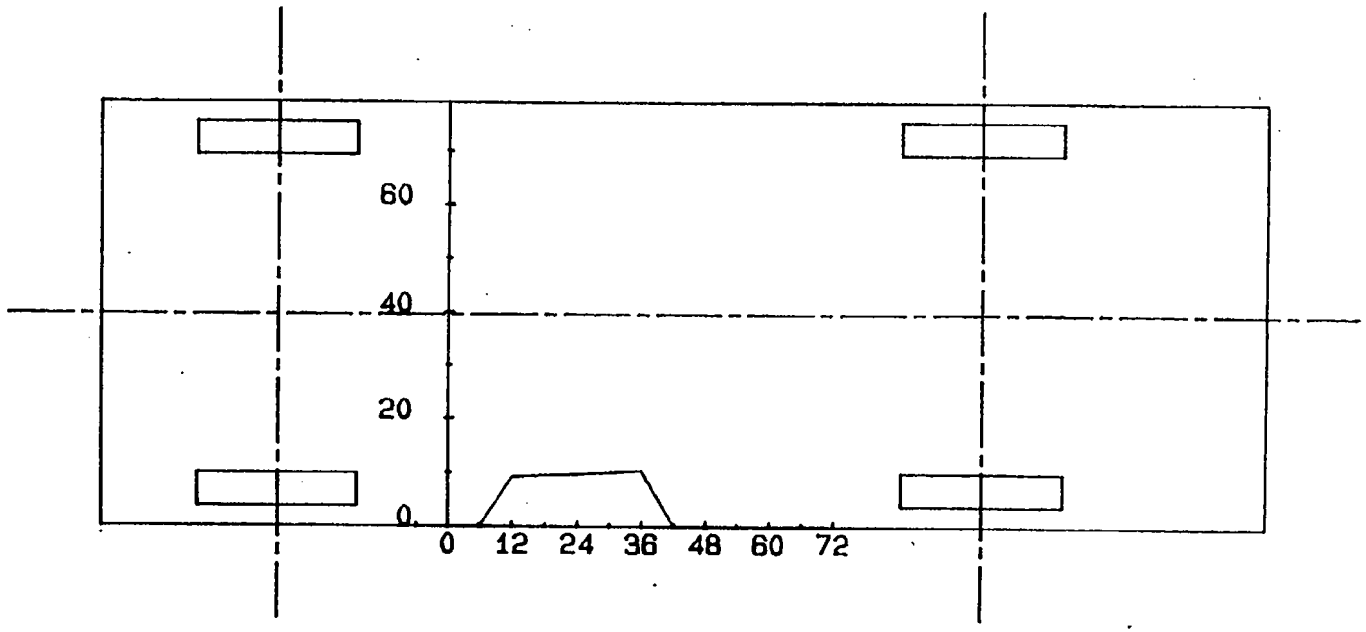
PROFILE LEVEL EQUALS MID DOOR HEIGHT WHICH IS 33.0 IN. ABOVE GROUND LEVEL

FIGURE 2 STRUCK VEHICLE EXTERIOR STATIC CRUSH PROFILES, CONT'D.



PROFILE LEVEL EQUALS WINDOW SILL HEIGHT WHICH IS 46.5 IN. ABOVE GROUND LEVEL

FIGURE 2 STRUCK VEHICLE EXTERIOR STATIC CRUSH PROFILES, CONT'D.



PROFILE LEVEL EQUALS WINDOW TOP HEIGHT WHICH IS 66.9 IN. ABOVE GROUND LEVEL

TABLE 4 STRUCK VEHICLE EXTERIOR PROFILES AND STATIC CRUSH

LOCATION	HEIGHT (IN)	-6	0	6	12	18	24	30	36	42	48	54	60	66	72
PRE-TEST PROFILE (DISTANCE IN INCHES FROM REFERENCE PLANE*)															
Axle Height	13.1	12.4	12.4	12.4	12.5	12.4	12.4	12.5	12.3	12.6	12.8	12.8	12.8	12.8	12.7
H-point	31.5	8.6	8.6	8.4	8.6	9.0	9.3	9.0	9.0	9.4	9.1	9.1	9.0	9.0	9.0
Mid Door	33.0	8.6	8.6	8.4	8.6	9.0	9.3	9.0	9.0	9.4	9.1	9.1	9.0	9.0	9.0
Window Sill	46.5	11.1	11.1	11.2	11.3	11.3	11.6	11.4	11.4	11.6	11.1	11.5	11.2	11.2	11.0
Window Top	66.9	X	X	X	20.8	20.5	20.4	20.5	20.5	X	X	X	X	X	X
POST-TEST PROFILE (DISTANCE IN INCHES FROM REFERENCE PLANE*)															
Axle Height	13.1	21.1	21.1	33.8	38.2	42.1	46.5	47.4	47.5	35.8	35.9	33.4	32.0	29.6	28.6
H-point	31.5	22.0	24.2	29.1	30.1	30.2	30.2	29.5	25.4	25.2	25.5	26.7	24.5	22.8	21.0
Mid Door	33.0	22.4	24.2	29.1	30.8	30.9	30.9	29.9	25.4	25.2	25.2	26.7	24.5	22.8	21.0
Window Sill	46.5	19.8	20.0	20.9	21.5	22.0	21.9	22.4	22.2	23.8	22.9	22.4	21.1	19.6	18.4
Window Top	66.9	X	X	X	29.8	29.9	30.0	30.5	30.8	X	X	X	X	X	X
STATIC CRUSH (IN)															
Axle Height	13.1	8.7	8.7	21.4	25.7	29.7	34.1	34.9	35.2	23.2	23.1	20.6	19.2	16.8	15.9
H-point	31.5	13.4	15.6	20.7	21.5	21.2	20.9	20.5	16.4	15.8	16.4	17.6	15.5	13.8	12.0
Mid Door	33.0	13.8	15.6	20.7	22.2	21.9	21.6	20.9	16.4	15.8	16.1	17.6	15.5	13.8	12.0
Window Sill	46.5	8.7	8.9	9.7	10.2	10.7	10.3	11.0	10.8	12.2	11.8	10.9	9.9	8.4	7.4
Window Top	66.9	X	X	X	9.0	9.4	9.6	10.0	10.3	X	X	X	X	X	X

Zero point is 33.8 inches forward of driver's side wheelbase midpoint.

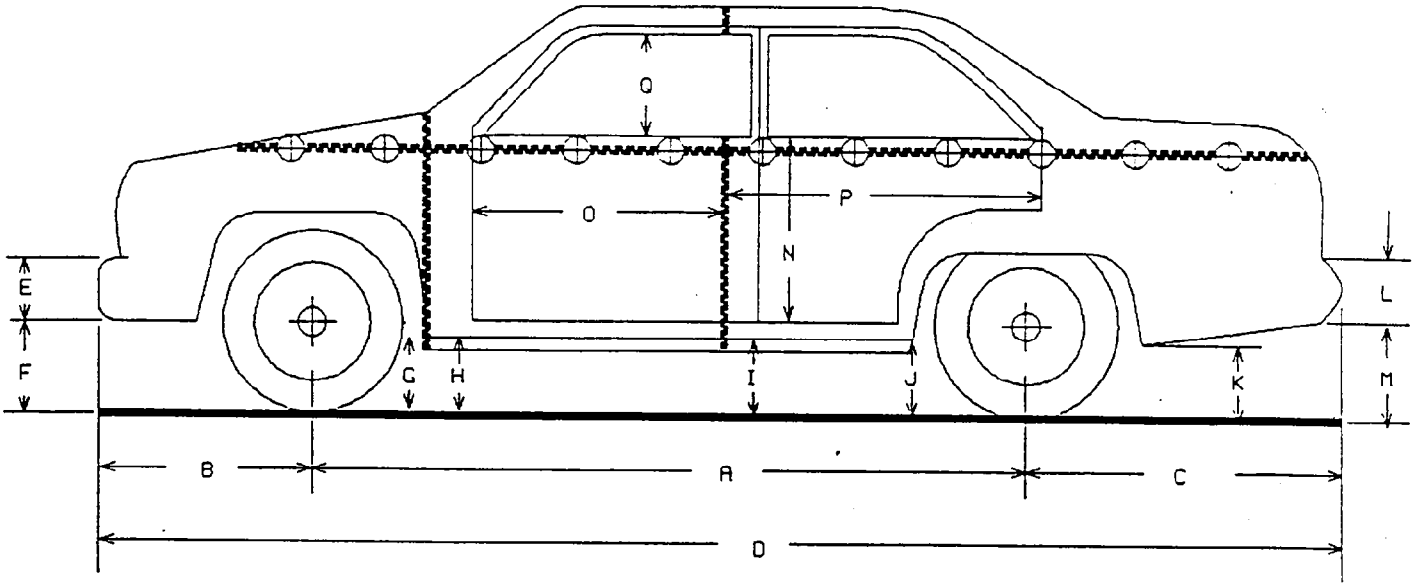
Column readings are front to rear from left to right.

*Reference plane is parallel to and 48 inches from the vehicle's longitudinal centerline.

FIGURE 3 STRUCK VEHICLE PRE-TEST & POST-TEST MEASUREMENTS

VEHICLE YEAR/MAKE/MODEL/BODY 1987/Dodge/Ram 100/pickup truck

TEST DATE: 03/12/93 VIN: 1B7FD04H7HS520646



LEFT SIDE VIEW

	PRE-TEST	POST-TEST	CHANGE		PRE-TEST	POST-TEST	CHANGE
A	131.5	123.0	8.5	J	16.4	28.1	-11.7
B	32.8	33.5	-0.7	K	18.3	19.5	-1.2
C	52.4	52.6	-0.2	L	7.2	7.2	0.0
D	216.7	209.1	7.5	M	19.2	18.5	0.7
E	8.9	8.9	0.0	N	32.0	30.2	1.8
F	13.9	12.2	1.7	O	21.2	12.8	8.4
G	13.1	13.1	0.0	P	NA	NA	NA
H	13.4	17.6	-4.2	Q	16.9	16.0	0.9
I	14.1	20.2	-6.1				

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

SECTION 4.0

STRIKING VEHICLE INFORMATION AND MEASUREMENTS

TABLE 5 STRIKING VEHICLE INFORMATION

VEHICLE MANUFACTURER: General Motors Corporation

MAKE/MODEL: Chevrolet/Caprice VIN: 1G1BL53EXMW110585

BODY STYLE: 4-door sedan MODEL YEAR: 1991

COLOR: Maroon

ENGINE DATA: TYPE: V8 CYLINDERS: 8 DISPLACEMENT: 5.0 liters

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

DATE VEHICLE RECEIVED: 03/05/93 ODOMETER READING: 36,685

DEALER'S NAME AND ADDRESS: NA

ACCESSORIES:

POWER STEERING	Yes	AUTOMATIC TRANSMISSION	Yes
POWER BRAKES	Yes	AUTOMATIC SPEED CONTROL	Yes
POWER SEATS	No	TILTING STEERING WHEEL	Yes
POWER WINDOWS	Yes	TELESCOPING STEERING WHEEL	No
TINTED GLASS	Yes	AIR CONDITIONING	Yes
RADIO	No	ANTI-SKID BRAKE	Yes
CLOCK	No	REAR WINDOW DEFROSTER	Yes
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: General Motors Corporation

DATE OF MANUFACTURE: 02/90 VIN: 1G1BL53EXMW110585

GVWR: 5102 LBS

GAWR: FRONT: 2492 LBS., REAR: 2610 LBS.

TABLE 5 STRIKING VEHICLE INFORMATION, CONT'D.

TIRES ON VEHICLE (MFR., LINE, SIZE): General, Ameritech 4, P205/75R15

TIRE PRESSURE WITH MAXIMUM CAPACITY VEHICLE LOAD: FRONT: 30 PSI
REAR: 30 PSI

SPARE TIRE (MFR., LINE, SIZE): None

TYPE OF SEATS: FRONT: Bench
REAR: Bench

TYPE OF FRONT SEAT BACKS: Manually-adjustable

MAXIMUM WIDTH: 77.1 INCHES

WHEELBASE: 116.0 INCHES

LOCATION OF LABEL STATING TIRE & CAPACITY DATA:

The label was located on the driver's door.

TIRE & CAPACITY DATA FROM VEHICLE'S LABEL:

RECOMMENDED TIRE SIZE: P205/75R15

RECOMMENDED COLD TIRE PRESSURE: FRONT: 30 PSI; REAR 30 PSI

DESIGNATED SEATING CAPACITY: 3 FRONT 3 REAR 6 TOTAL

VEHICLE CAPACITY WEIGHT: 1100 LBS.

TEST VEHICLE ATTITUDE (ALL MEASUREMENTS ARE IN INCHES):

DELIVERED ATTITUDE:	LF	29.4;	RF	29.2;	LR	21.8;	RR	21.8
PRE-TEST ATTITUDE*:	LF	27.5;	RF	27.5;	LR	23.0;	RR	23.0
POST-TEST ATTITUDE:	LF	27.5;	RF	28.8;	LR	20.6;	RR	25.4

*It was determined by VRTC that under heavy braking the front of the test vehicle lowered by 2.9 inches measured at the front bumper centerline and the rear of the test vehicle raised 2.5 inches measured at the rear bumper centerline. The pre-test attitudes of the test vehicle were modified to simulate these conditions.

All measurements are in inches.

TABLE 5 STRIKING VEHICLE INFORMATION, CONT'D.

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

RIGHT FRONT	1109 LBS.	RIGHT REAR	760 LBS.
LEFT FRONT	1121 LBS.	LEFT REAR	754 LBS.
TOTAL FRONT WEIGHT	2230 LBS.	(59.6% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1514 LBS.	(40.4% OF TOTAL VEHICLE WEIGHT)	
TOTAL DELIVERED WEIGHT	3744 LBS.		
TARGET TEST WEIGHT =	4000 LBS. (Provided by VRTC)		

WEIGHT OF TEST VEHICLE:

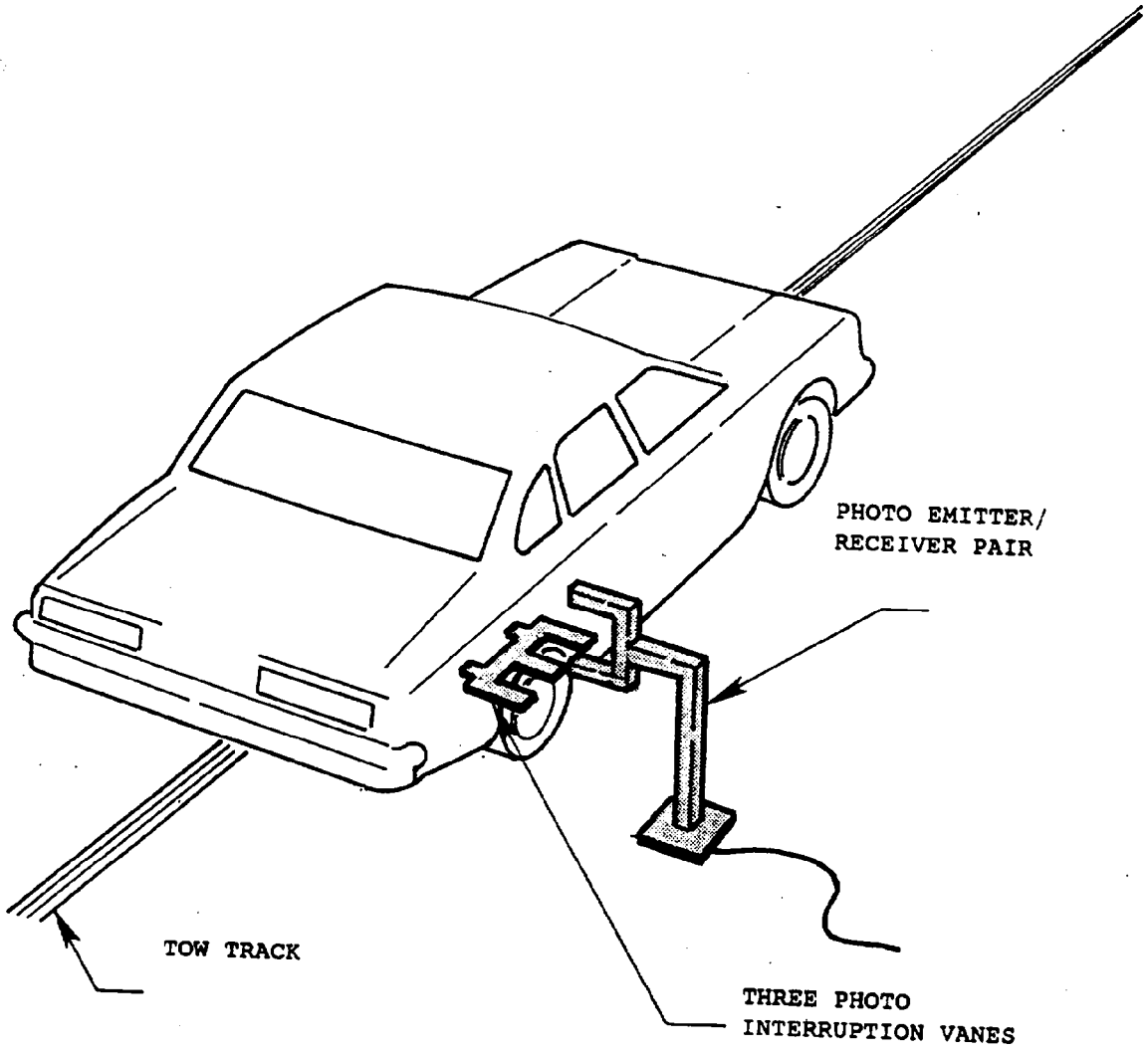
RIGHT FRONT	1123 LBS.	RIGHT REAR	894 LBS.
LEFT FRONT	1121 LBS.	LEFT REAR	861 LBS.
TOTAL FRONT WEIGHT	2244 LBS.	(56.1% OF TOTAL VEHICLE WEIGHT)	
TOTAL REAR WEIGHT	1755 LBS.	(43.9% OF TOTAL VEHICLE WEIGHT)	
TOTAL TEST WEIGHT	3999 LBS.	(0.0% OVER TARGET TEST WEIGHT)	

WEIGHT OF BALLAST SECURED IN THE FRONT SEATS: 175 LBS.

COMPONENTS REMOVED TO MEET TARGET TEST WEIGHT: None

CG = 50.9 INCHES REARWARD OF FRONT WHEEL CENTERLINE

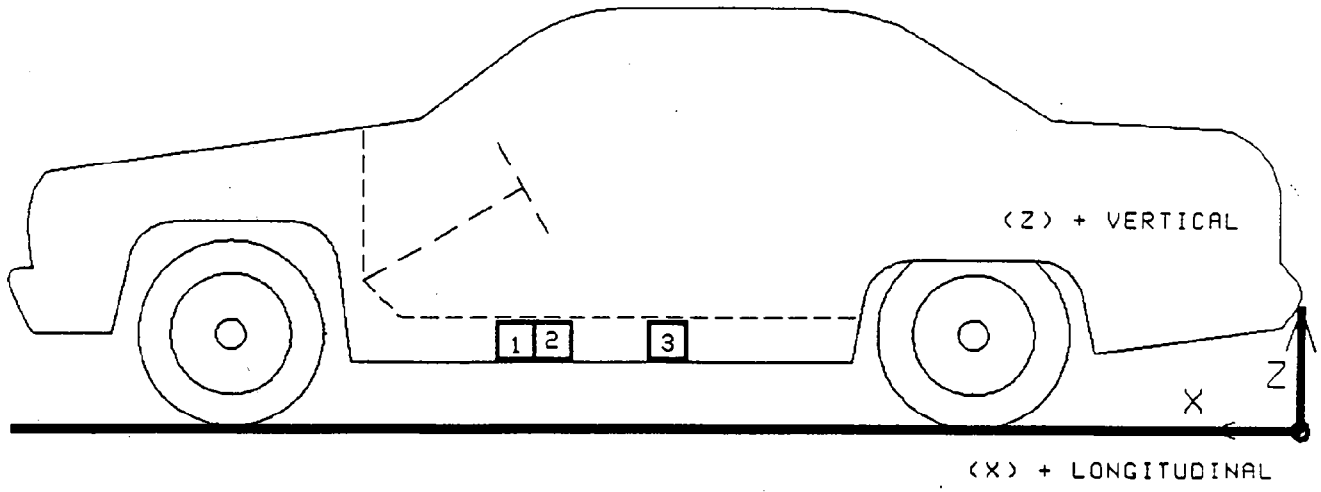
FIGURE 4 IMPACT VELOCITY MEASUREMENT SYSTEM



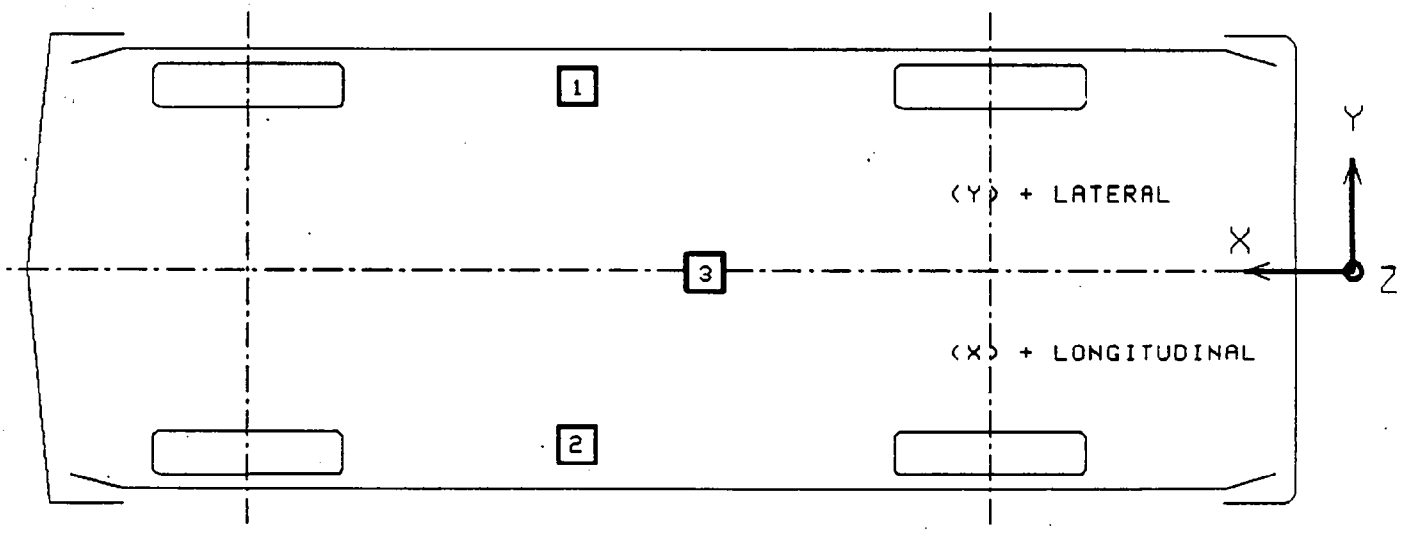
The final vane clears emitter/receiver two inches before impact.

The vanes have one foot spacing.

FIGURE 5 STRIKING VEHICLE INSTRUMENTATION PLACEMENT



SIDE VIEW



BOTTOM VIEW

TABLE 6

STRIKING VEHICLE INSTRUMENTATION LOCATIONS AND DATA SUMMARY

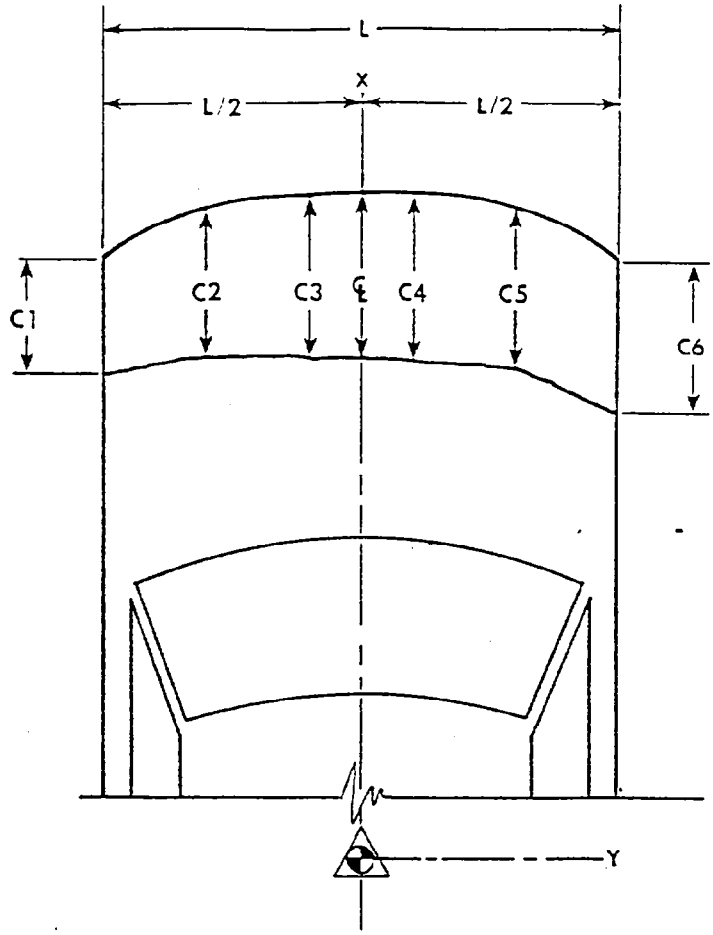
TEST NUMBER 930312

No.	LOCATION	X*	Y*	Z*	POSITIVE DIRECTION MAX G	POSITIVE DIRECTION MSEC	NEGATIVE DIRECTION MAX G	NEGATIVE DIRECTION MSEC
1	LEFT FRONT DOOR SILL ACCELERATION (G) LONGITUDINAL	129.9	27.0	14.3	2.8	270.4	21.4	48.3
2	RIGHT FRONT DOOR SILL ACCELERATION (G) LONGITUDINAL	126.4	-26.2	14.6	5.3	271.5	28.9	49.5
3	VEHICLE CENTER OF GRAVITY ACCELERATION (G) LONGITUDINAL	130.9	0.0	17.1	4.9	112.5	36.9	53.9
	LATERAL				12.8	82.5	83.9	25.4

* ALL MEASUREMENTS OF INSTRUMENTATION LOCATIONS ARE IN INCHES.

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

FIGURE 6 STRIKING VEHICLE CRUSH



NOTES: L is pre-test length of contact surface.
C1 through C6 are spaced equally apart.
CL is vehicle centerline.
All measurements are in inches.

Striking Vehicle Chevrolet Caprice

	PRE-TEST		POST-TEST		CRUSH
L	60.0				
C1	207.5	C1	200.5	C1	7.0
C2	210.9	C2	204.2	C2	6.7
C3	212.9	C3	206.5	C3	6.4
C4	212.5	C4	208.0	C4	4.5
C5	211.1	C5	208.4	C5	2.7
C6	208.0	C6	208.1	C6	-0.1
CL	213.2	CL	206.8	CL	6.4

FIGURE 7 STRIKING VEHICLE
PRE-TEST AND POST-TEST MEASUREMENT POINTS

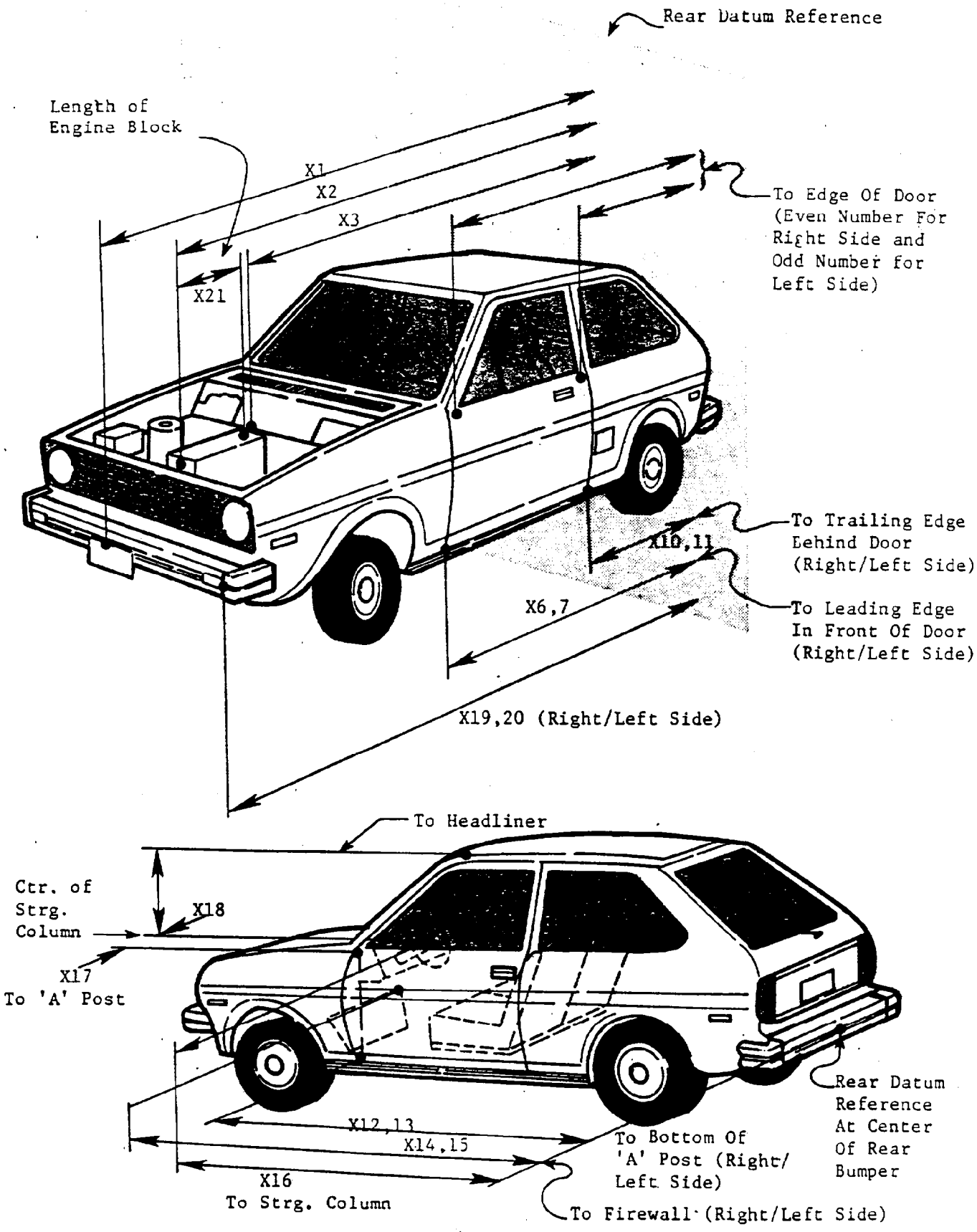


TABLE 7 STRIKING VEHICLE MEASUREMENTS

VEHICLE MAKE/MODEL: Chevrolet/Caprice TEST NUMBER: 930312

ALL MEASUREMENTS ARE IN INCHES

NO.	TYPE OF MEASUREMENT	PRE-TEST	POST-TEST	DIFF.
X1	TOTAL LENGTH OF VEHICLE AT CENTERLINE	213.2	206.8	6.4
X2	REAR SURFACE OF VEHICLE TO FRONT OF ENGINE BLOCK	175.8	173.2	2.6
X3	REAR SURFACE OF VEHICLE TO FIREWALL	161.7	158.8	2.9
X4	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF RIGHT DOOR	149.4	149.7	-0.3
X5	REAR SURFACE OF VEHICLE TO UPPER LEADING EDGE OF LEFT DOOR	149.6	148.5	1.1
X6	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF RIGHT DOOR	147.8	147.8	0.0
X7	REAR SURFACE OF VEHICLE TO LOWER LEADING EDGE OF LEFT DOOR	148.0	148.2	-0.2
X8	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF RIGHT DOOR	101.8	102.3	-0.5
X9	REAR SURFACE OF VEHICLE TO UPPER TRAILING EDGE OF LEFT DOOR	102.0	102.7	-0.7
X10	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF RIGHT DOOR	101.8	101.8	0.0
X11	REAR SURFACE OF VEHICLE TO LOWER TRAILING EDGE OF LEFT DOOR	102.1	102.4	-0.3
X12	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON RIGHT SIDE	147.4	147.9	-0.5
X13	REAR SURFACE OF VEHICLE TO BOTTOM OF "A" POST ON LEFT SIDE	147.6	NA	NA
X14	REAR SURFACE OF VEHICLE TO FIREWALL - RIGHT SIDE	157.0	156.5	0.5
X15	REAR SURFACE OF VEHICLE TO FIREWALL - LEFT SIDE	156.4	158.1	-1.7
X16	REAR SURFACE OF VEHICLE TO STEERING WHEEL CENTER	123.0	124.0	-1.0
X17	CENTER OF STEERING COLUMN TO "A" POST	13.5	12.4	1.1
X18	CENTER OF STEERING COLUMN TO HEADLINER	16.4	15.9	0.5
X19	REAR SURFACE OF VEHICLE TO RIGHT SIDE OF FRONT BUMPER	208.0	208.1	-0.1
X20	REAR SURFACE OF VEHICLE TO LEFT SIDE OF FRONT BUMPER	207.5	200.5	7.0
X21	LENGTH OF ENGINE BLOCK	20.0	20.0	0.0

SECTION 5.0

OCCUPANT AND CAMERA INFORMATION

TABLE 8

DUMMY DATA SUMMARY

TEST NUMBER 930312

	DRIVER DUMMY SN: 903			
	POSITIVE DIRECTION		NEGATIVE DIRECTION	
	MAX	MSEC	MAX	MSEC
HEAD ACCELERATION (G)				
LONGITUDINAL	84.5	162.4	20.4	54.9
LATERAL	166.2	161.6	79.3	51.0
VERTICAL	30.1	34.9	97.9	97.0
RESULTANT	184.1	161.6		
HIC	1254 FROM 158.8 TO 163.4			
UPPER SPINE ACCELERATION (G)				
LONGITUDINAL	20.4	66.9	10.0	111.9
LATERAL (P)	12.0	113.7	36.9	65.0
LATERAL (R)	11.6	114.4	35.5	65.0
VERTICAL	29.0	31.9	14.9	118.8
RESULTANT (P)	42.3	65.6		
RESULTANT (R)	41.1	65.6		
LOWER SPINE ACCELERATION (G)				
LONGITUDINAL	14.5	72.5	9.5	42.5
LATERAL (P)	9.7	120.6	37.6	51.9
LATERAL (R)	9.7	120.0	37.3	51.9
VERTICAL	32.4	31.9	13.5	118.8
RESULTANT (P)	39.0	32.5		
RESULTANT (R)	38.9	32.5		
LEFT UPPER THORAX RIB ACCELERATION (G)				
LATERAL (P)	8.7	125.0	36.9	71.9
LATERAL (R)	8.4	125.0	37.6	71.9
LEFT LOWER THORAX RIB ACCELERATION (G)				
LATERAL (P)	7.6	133.1	48.0	42.5
LATERAL (R)	8.1	132.5	48.9	41.9
TTI	42.8			
PELVIS ACCELERATION (G)				
LONGITUDINAL	16.2	30.6	13.3	46.3
LATERAL	13.2	91.9	47.8	32.5
VERTICAL	34.4	28.1	10.9	118.1
RESULTANT	51.6	31.9		

POSITIVE DIRECTION		NEGATIVE DIRECTION	
LONGITUDINAL:	FORWARD	LONGITUDINAL:	REARWARD
LATERAL:	LEFTWARD	LATERAL:	RIGHTWARD
VERTICAL:	UPWARD	VERTICAL:	DOWNWARD

TABLE 9 POST-IMPACT DUMMY/VEHICLE DATA

VISIBLE DUMMY CONTACT POINTS:

	DRIVER #903	PASSENGER #
HEAD	Top of driver's door frame	NA
CHEST	No contact	NA
ABDOMEN	Door panel	NA
LEFT KNEE	Door panel	NA
RIGHT KNEE	Left knee	NA

DOOR OPENING:

	LEFT	RIGHT
FRONT	Tools required	Easy
REAR	NA	NA

SEAT MOVEMENT:

	SEAT BACK FAILURE	SEAT SHIFT
FRONT	None	None
REAR	NA	NA

GLAZING DAMAGE:

The left half of the windshield cracked and retention failed along the bottom edge.

OTHER NOTABLE IMPACT EFFECTS:

None

FIGURE 8 DUMMY AND SEAT POSITIONING DATA

MFR./MAKE/MODEL: Dodge/Ram 100/pickup truck

SEAT TYPE: X Bench
_____Bucket
_____Split bench

ADJUSTER TYPE: X Manual
_____Power
_____Non-adjustable

SEAT BACK TYPE: X Non-adjustable
_____Adjustable reclining

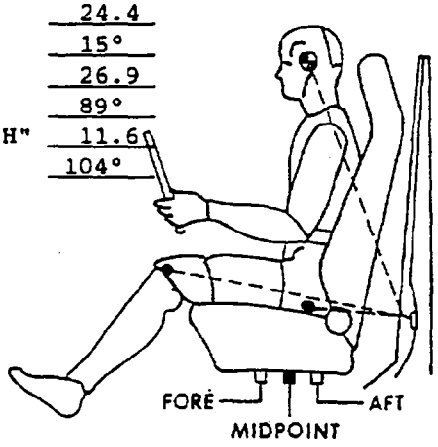
TECHNICIANS:
1. K. Watkins
2. S. Ericksen
3. B. Crabtree
4. _____

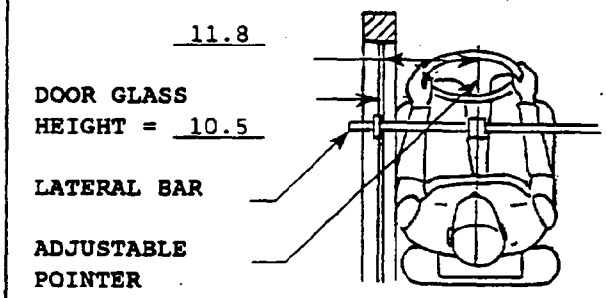
POSITIONING DATE: 03/12/93

AMBIENT TEMP.: 72° F TIME: 1045

DRIVER DUMMY* # 903 TYPE: SID

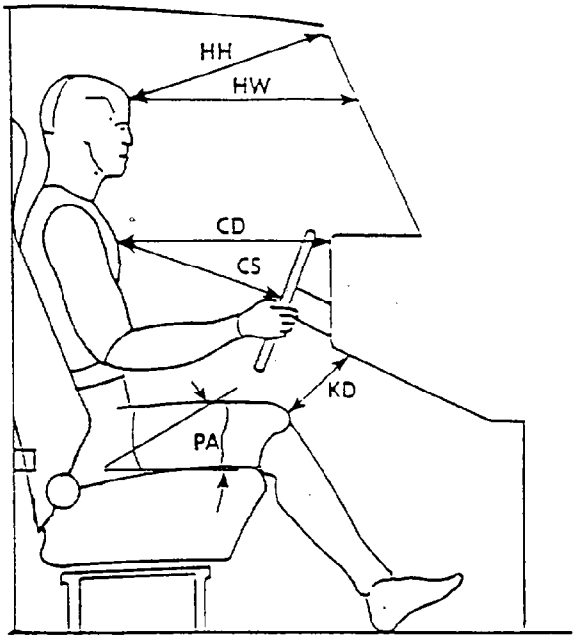
Head	24.4
Target	15°
Knee	26.9
Joint	89°
Approx. "H"	11.6
Point	104°





*Driver dummy measurements are referenced to top of front door striker.
ALL DISTANCE MEASUREMENTS ARE IN INCHES.
ALL ANGLES ARE REFERENCED TO VERTICAL.

FIGURE 9 DUMMY LONGITUDINAL CLEARANCE MEASUREMENTS



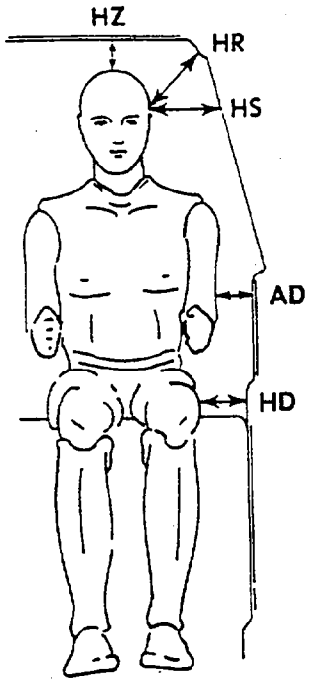
HH	21.6
HW	24.2
CD	23.4
CS	13.1
KDL	8.0
KDR	8.6
PA	9°
HB	NA
NB	NA
CB	NA
KBL	NA
KBR	NA

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

ALL ANGLES ARE REFERENCED TO HORIZONTAL.

NOTE: FOR TWO-DOOR VEHICLES, THE REAR PASSENGER'S PHX AND PHZ MEASUREMENTS ARE REFERENCED TO THE FRONT DOOR STRIKER.

FIGURE 10 DUMMY LATERAL CLEARANCE MEASUREMENTS



HR	6.2
HS	7.2
AD	3.4
HD	5.1
HZ	5.6

ALL DISTANCE MEASUREMENTS ARE IN INCHES.

FIGURE 11

CAMERA POSITIONS

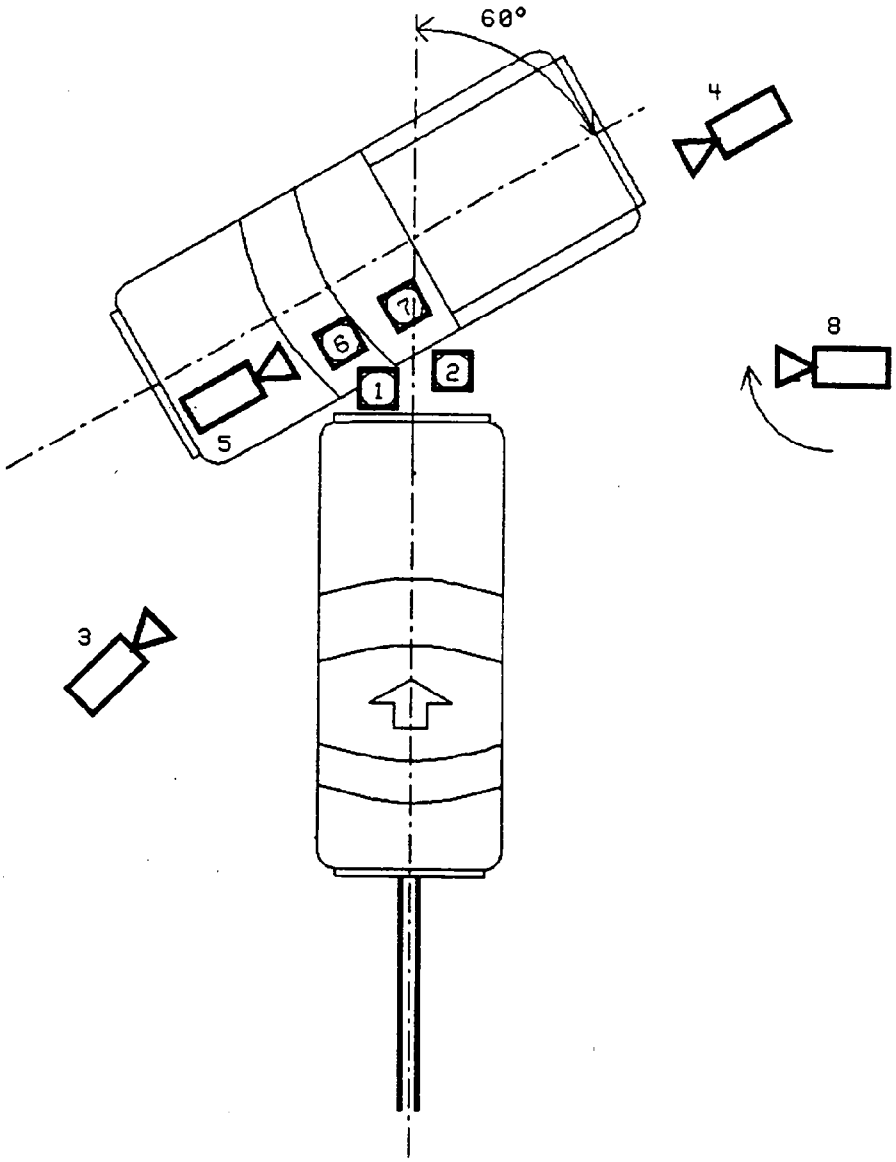


TABLE 10 CAMERA INFORMATION

CAMERA NO.	LOCATION	TYPE	LENS (mm)	SPEED (fps)	PURPOSE OF CAMERA DATA
1	Overhead wide	Photosonic	8	863	Vehicle dynamics
2	Overhead tight	Photosonic	25	1000	Vehicle dynamics
3	Left angle	Photosonic	25	1002	Vehicle dynamics
4	Right angle	Photosonic	13	1000	Vehicle dynamics
5	Onboard windshield	Photosonic	8	1002	Dummy kinematics
6	Pit - front	Photosonic	13	800	Vehicle dynamics
7	Pit - rear	Photosonic	17	798	Vehicle dynamics
8	Panning	Beaulieu	12-120	24	Real-time panning

APPENDIX A

PHOTOGRAPHS

Figure A-1. PRE-TEST LEFT REAR VIEW

Figure A-2. POST-TEST REAR VIEW

Figure A-3. PRE-TEST LEFT SIDE VIEW

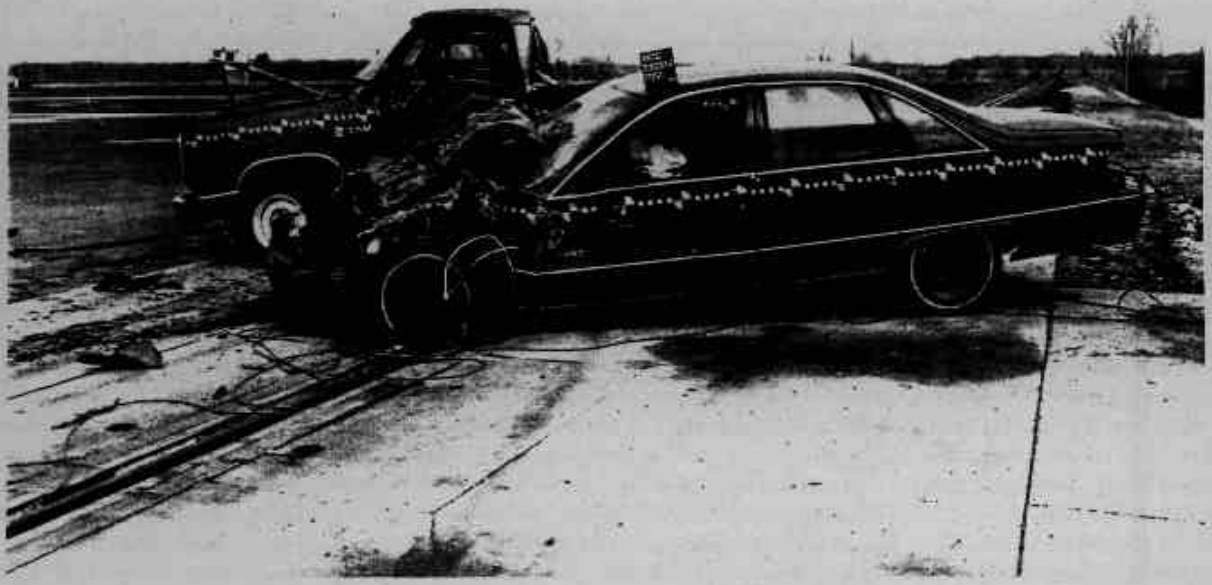


Figure A-4. POST-TEST LEFT SIDE - VIEW 1

Figure A-5. POST-TEST LEFT SIDE - VIEW 2

Figure A-6. PRE-TEST LEFT FRONT VIEW

Figure A-7. POST-TEST FRONT VIEW

Figure A-8. PRE-TEST RIGHT SIDE VIEW

Figure A-9. POST-TEST RIGHT SIDE VIEW

Figure A-10. PRE-TEST DRIVER DUMMY POSITION VIEW

Figure A-11. POST-TEST DRIVER DUMMY POSITION VIEW

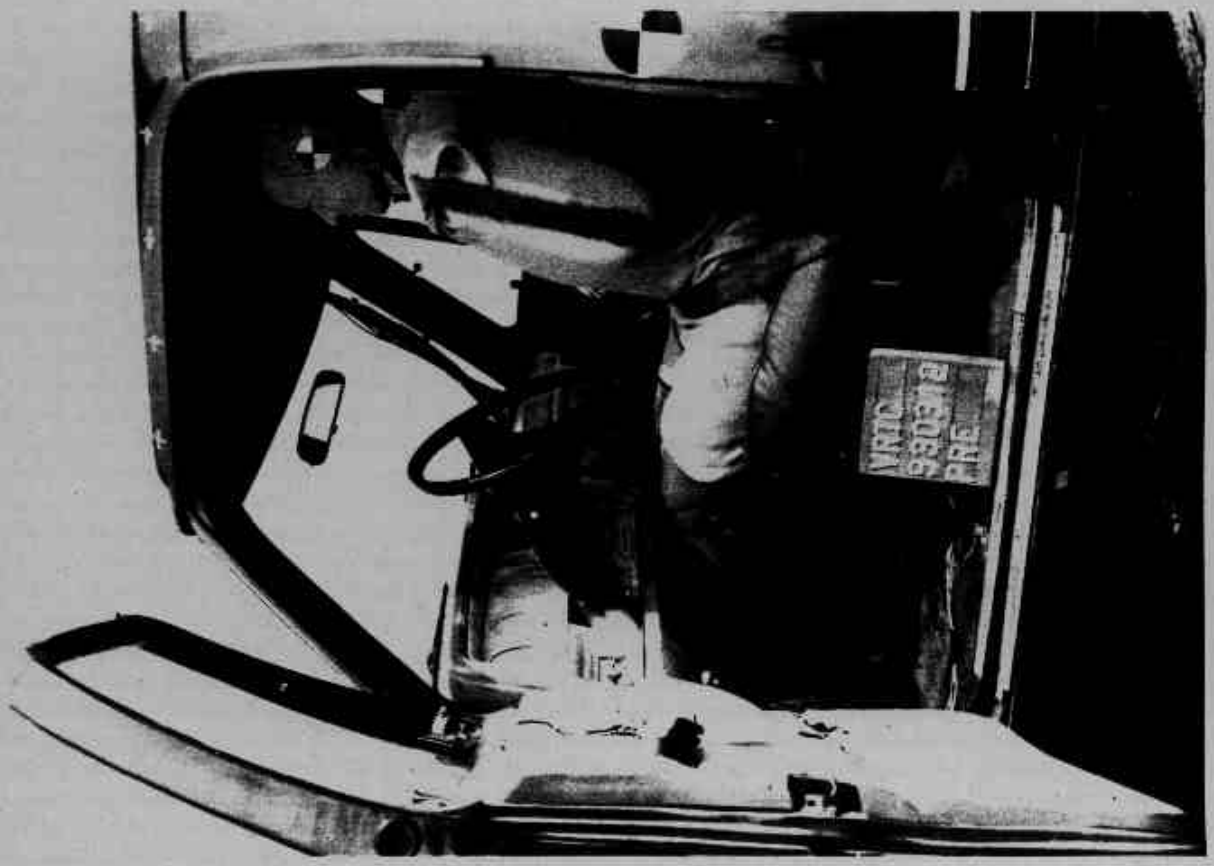


Figure A-12. PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 1

Figure A-13. PRE-TEST DRIVER DUMMY & VEHICLE INTERIOR - VIEW 2

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

Figure A-15. POST-TEST FUEL FILLER CAP VIEW

Figure A-16. POST-TEST FUEL TANK - VIEW 1

Figure A-17. POST-TEST FUEL TANK - VIEW 2

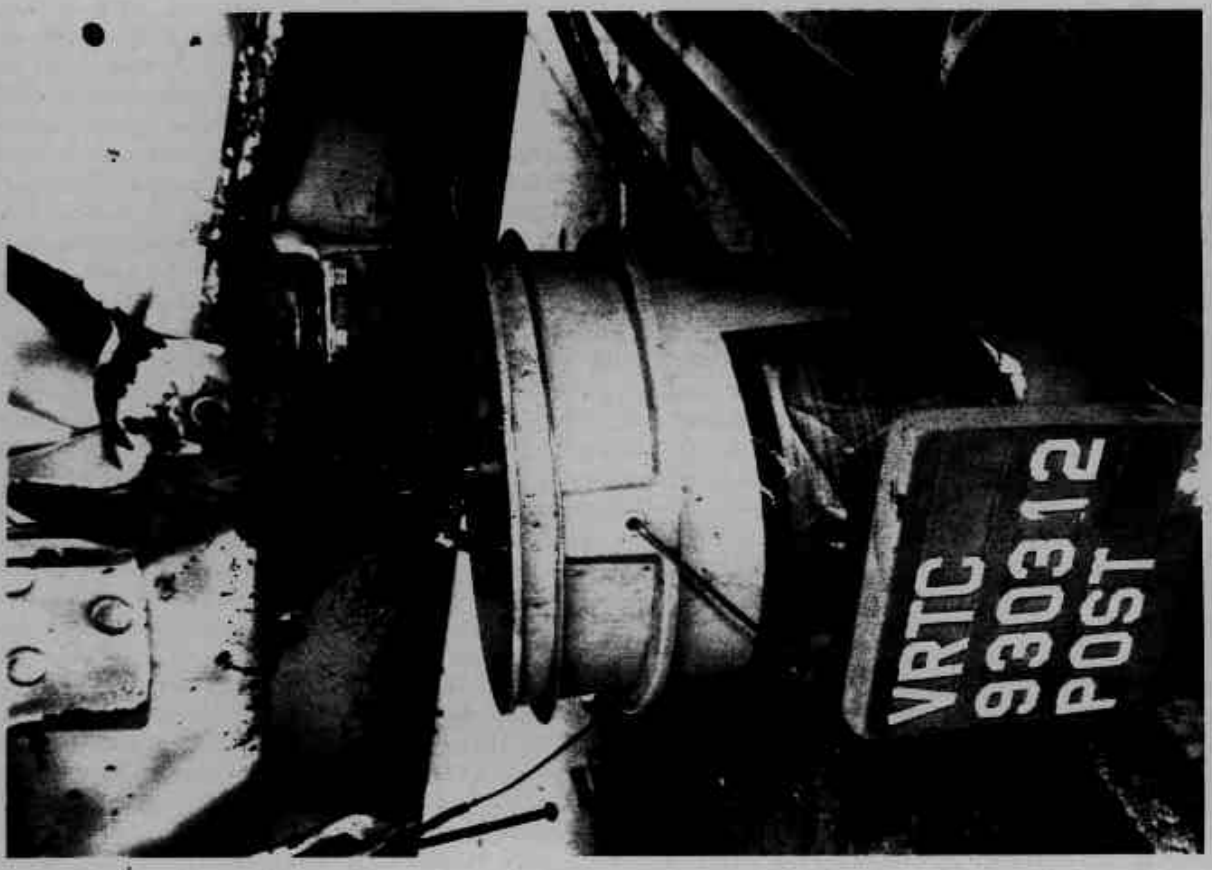


Figure A-18. POST-TEST FUEL TANK - VIEW 3

Figure A-19. POST-TEST DRIVER DUMMY CONTACT - VIEW 1

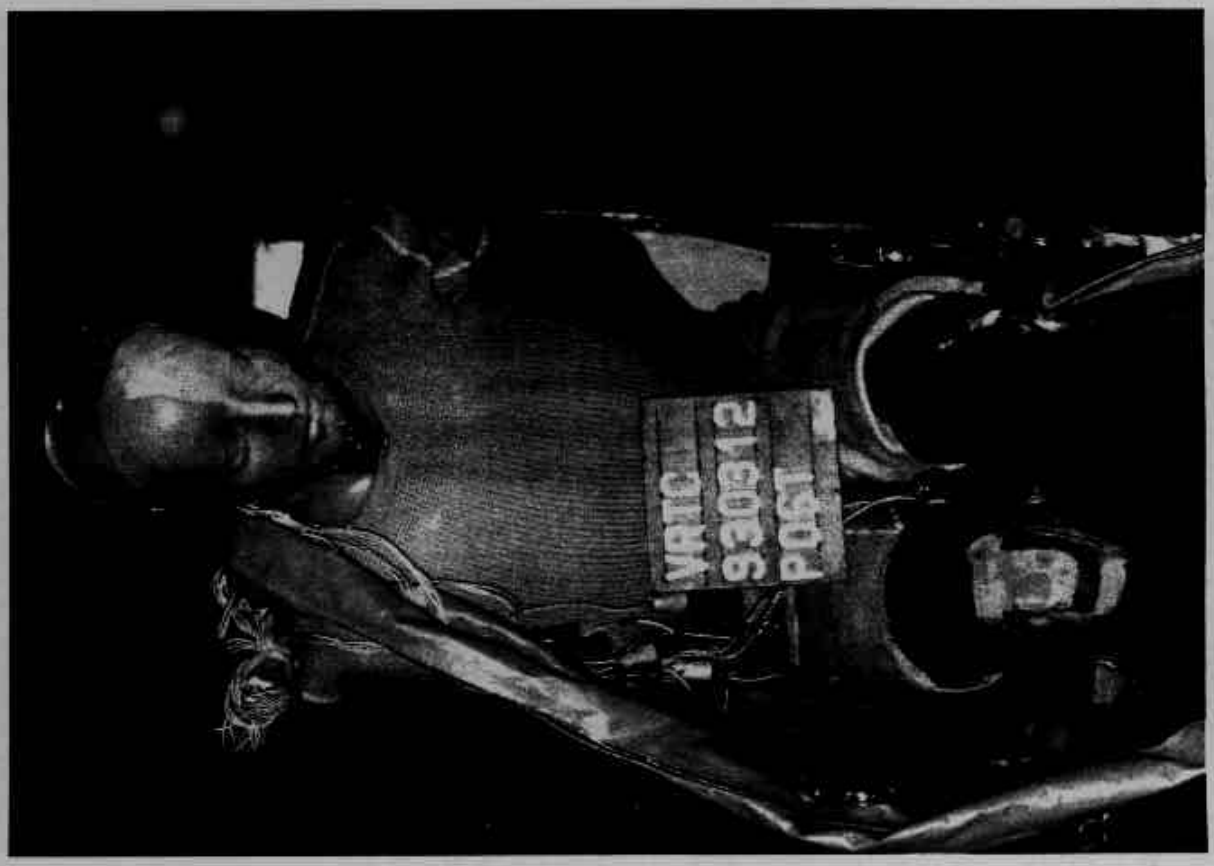


Figure A-20. POST-TEST DRIVER DUMMY CONTACT - VIEW 2

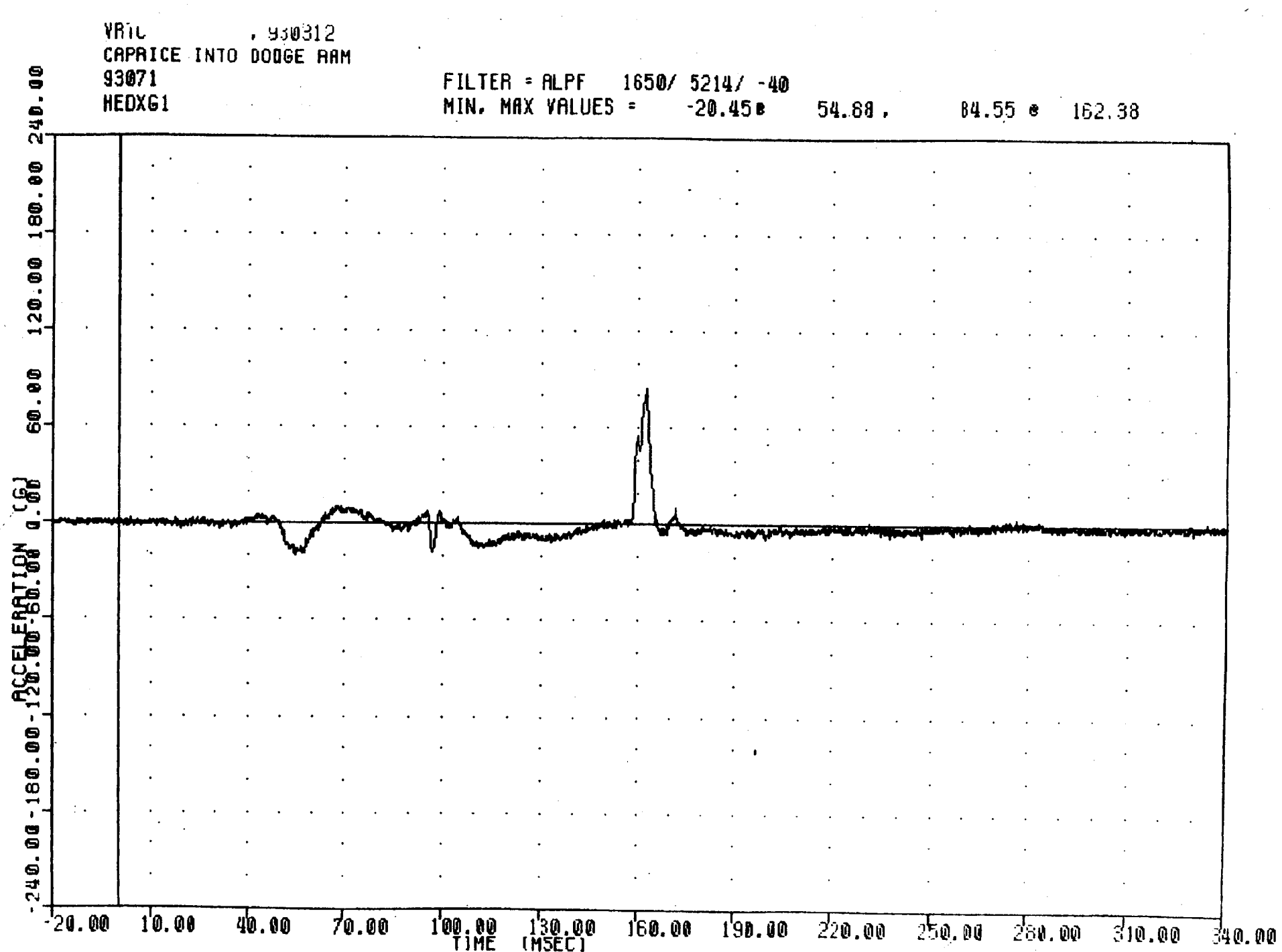
Figure A-21. POST-TEST DRIVER DUMMY CONTACT - VIEW 3

Figure A-22. POST-TEST DRIVER DUMMY CONTACT - VIEW 4

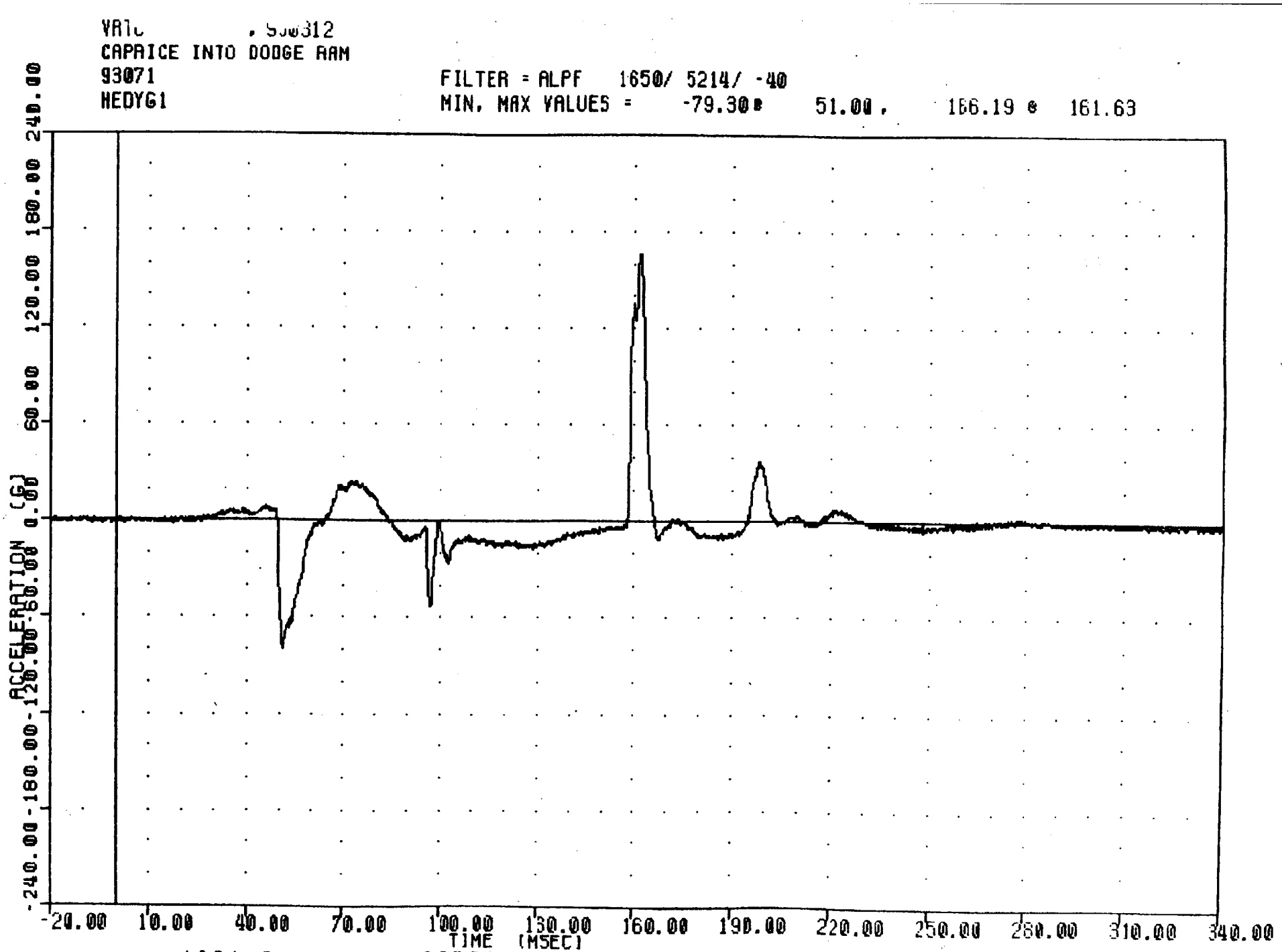
Figure A-23. VEHICLE TO VEHICLE IMPACT EVENT

APPENDIX B

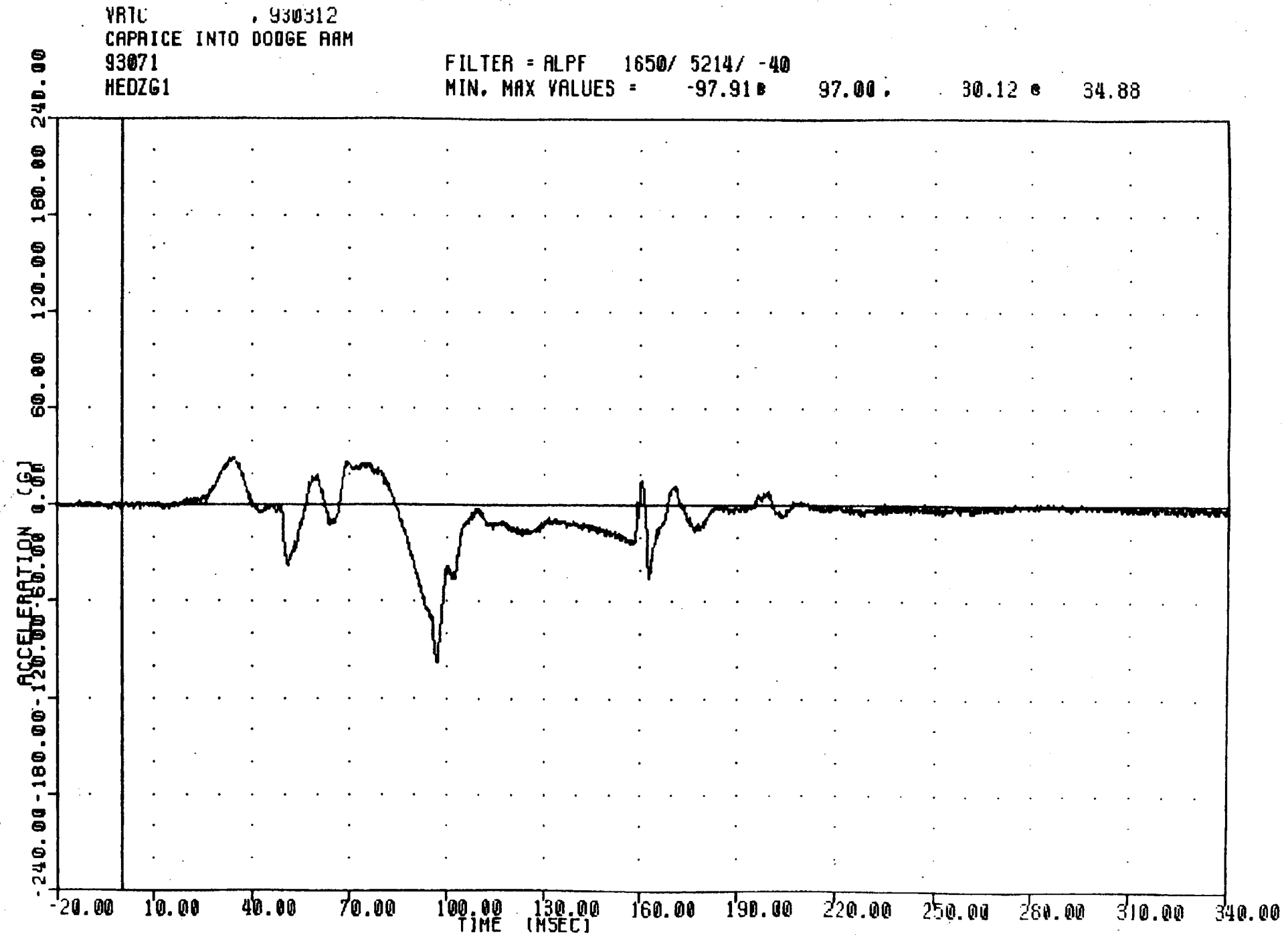
DATA PLOTS



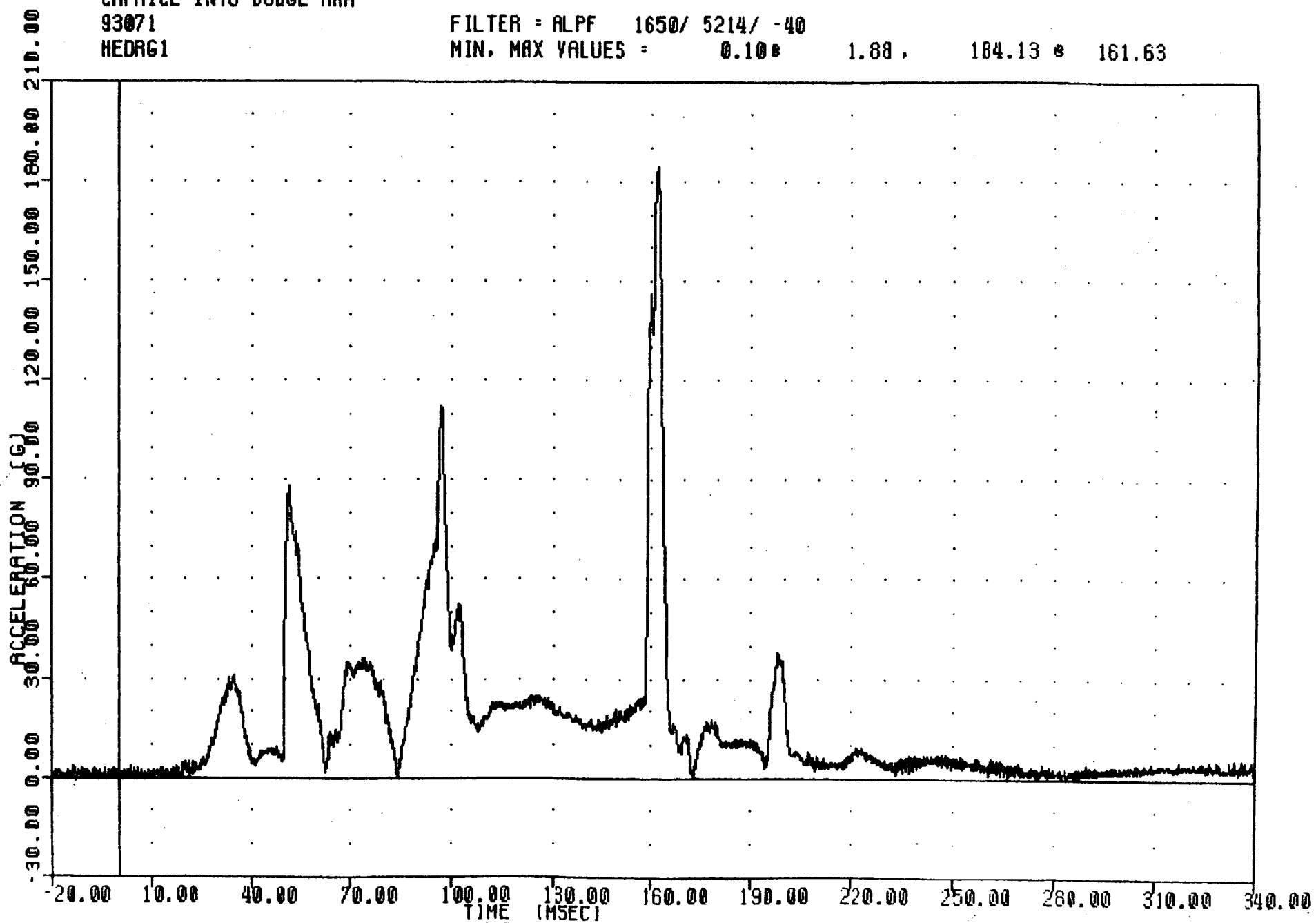
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER HEAD X-AXIS ACCELERATION



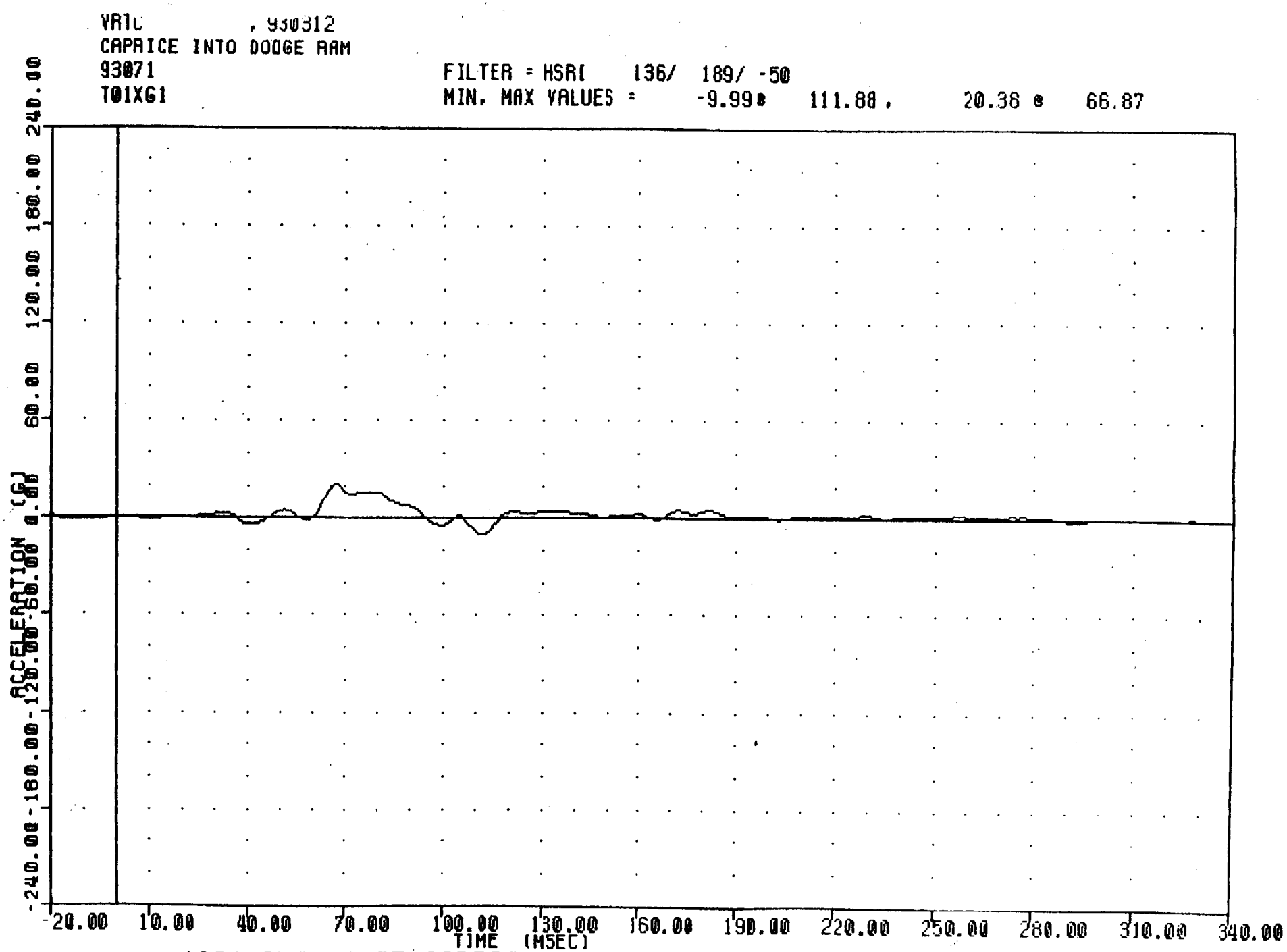
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER HEAD Y-AXIS ACCELERATION



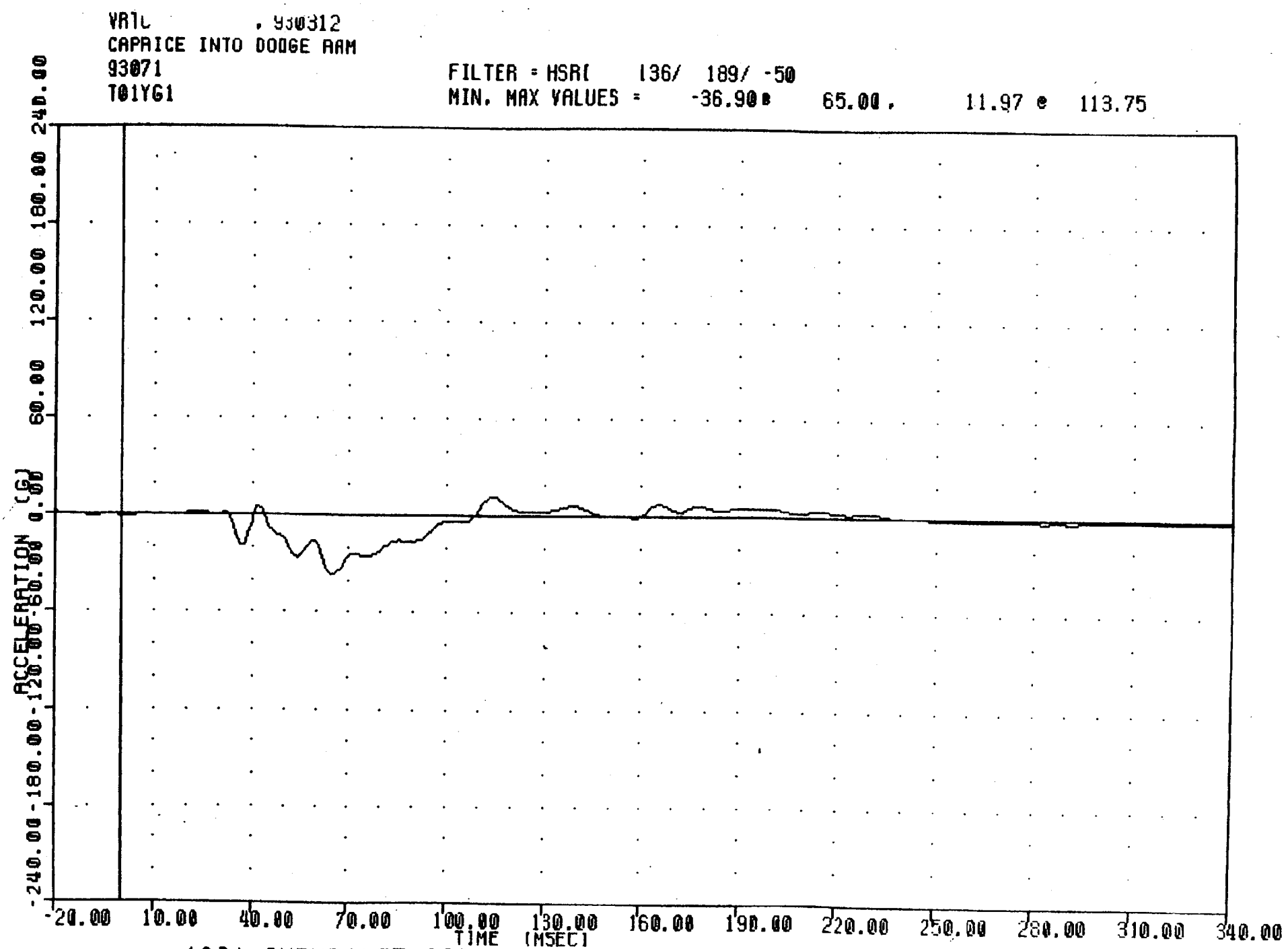
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER HEAD Z-AXIS ACCELERATION



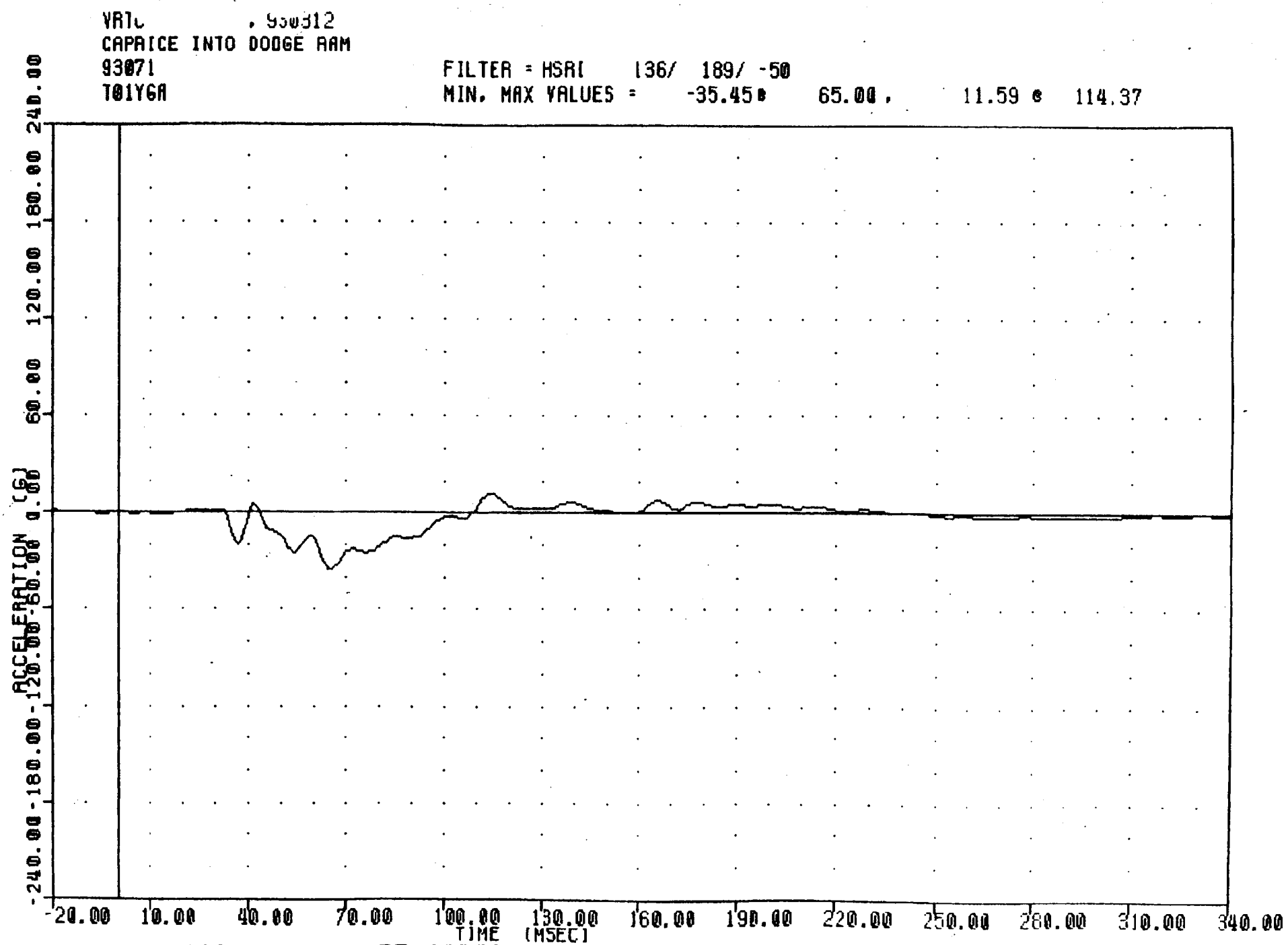
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER HEAD RESULTANT ACCELERATION



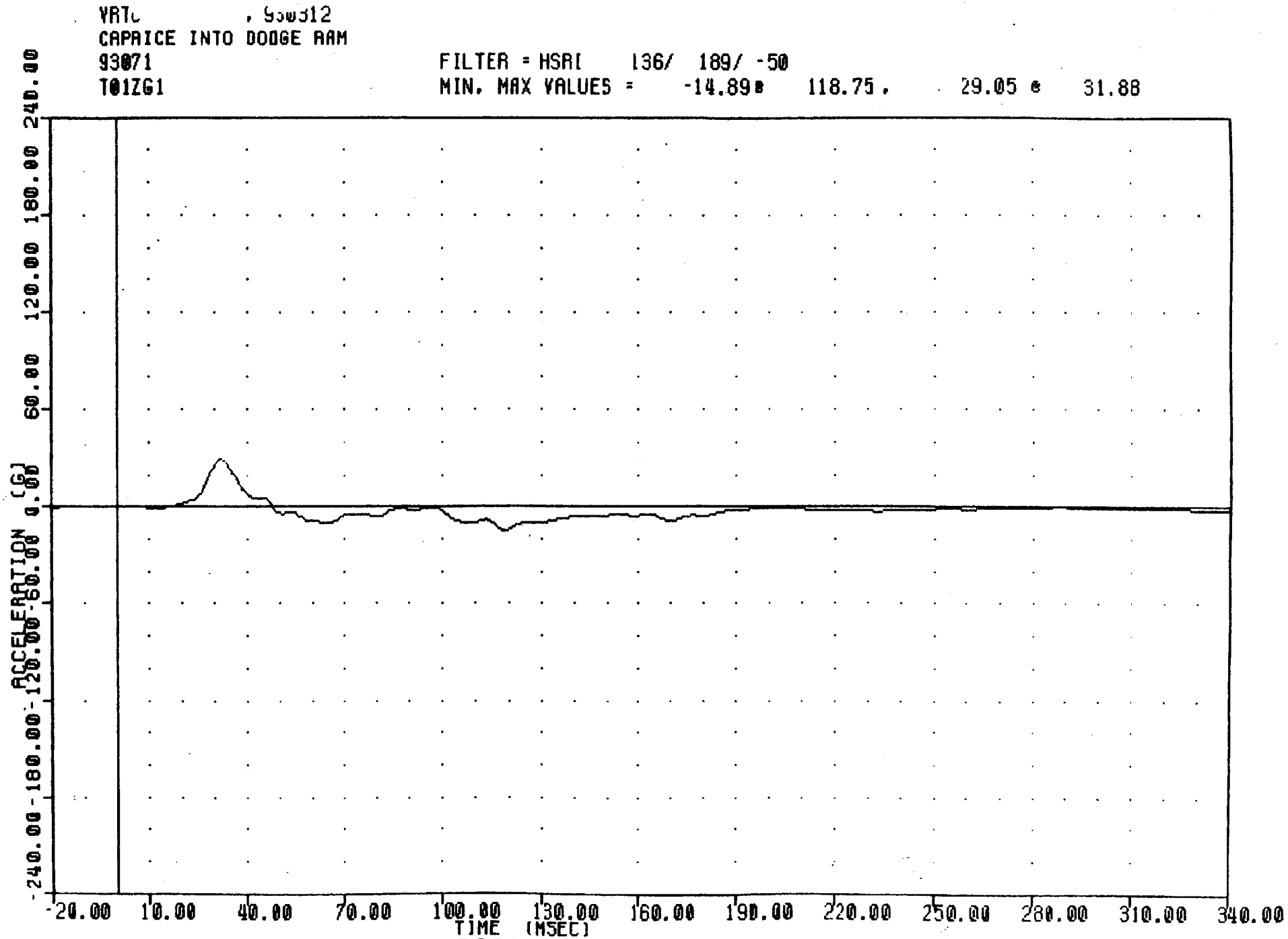
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER UPPER SPINE X-AXIS ACCELERATION



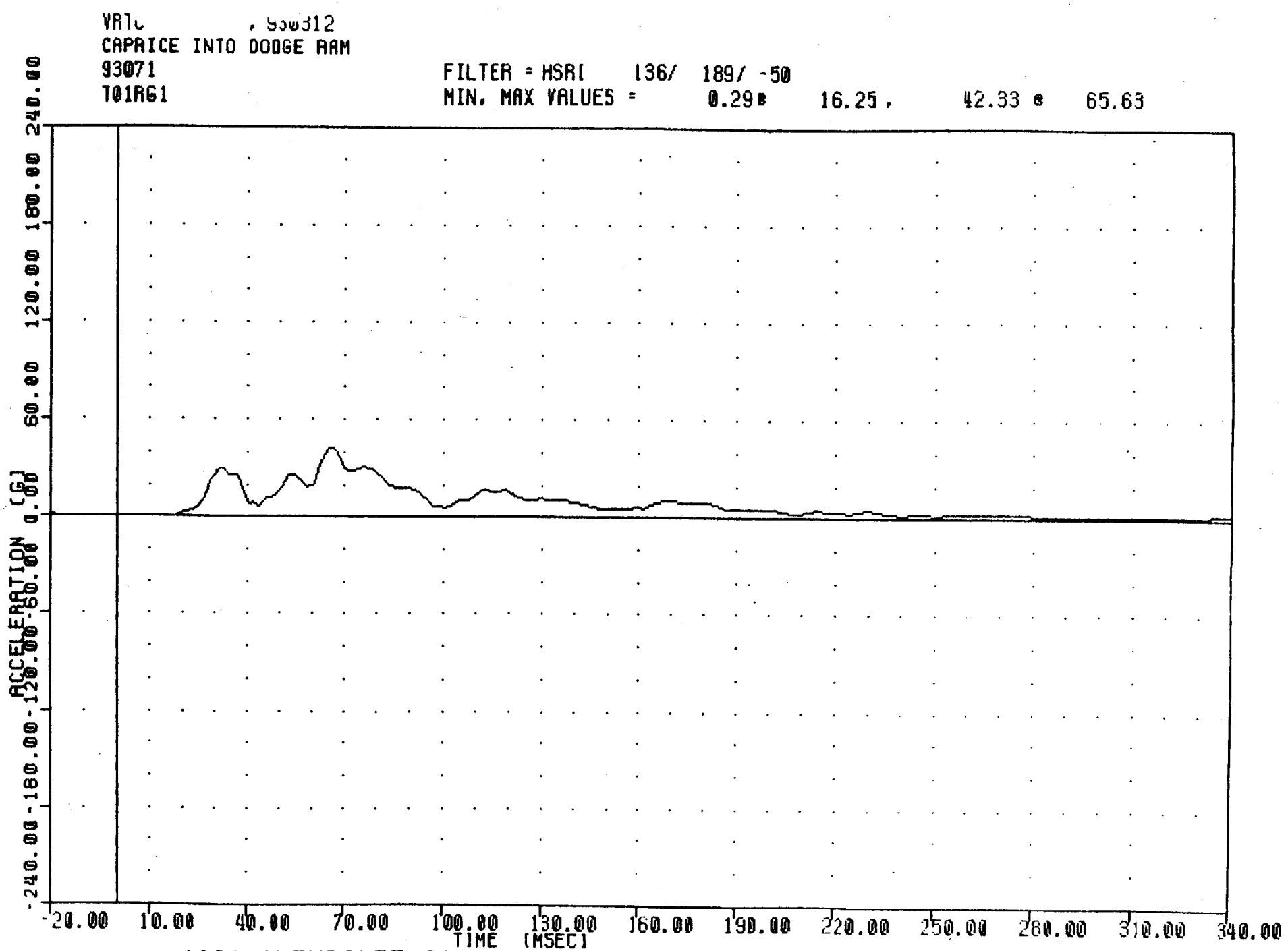
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER UPPER SPINE Y-AXIS ACCELERATION



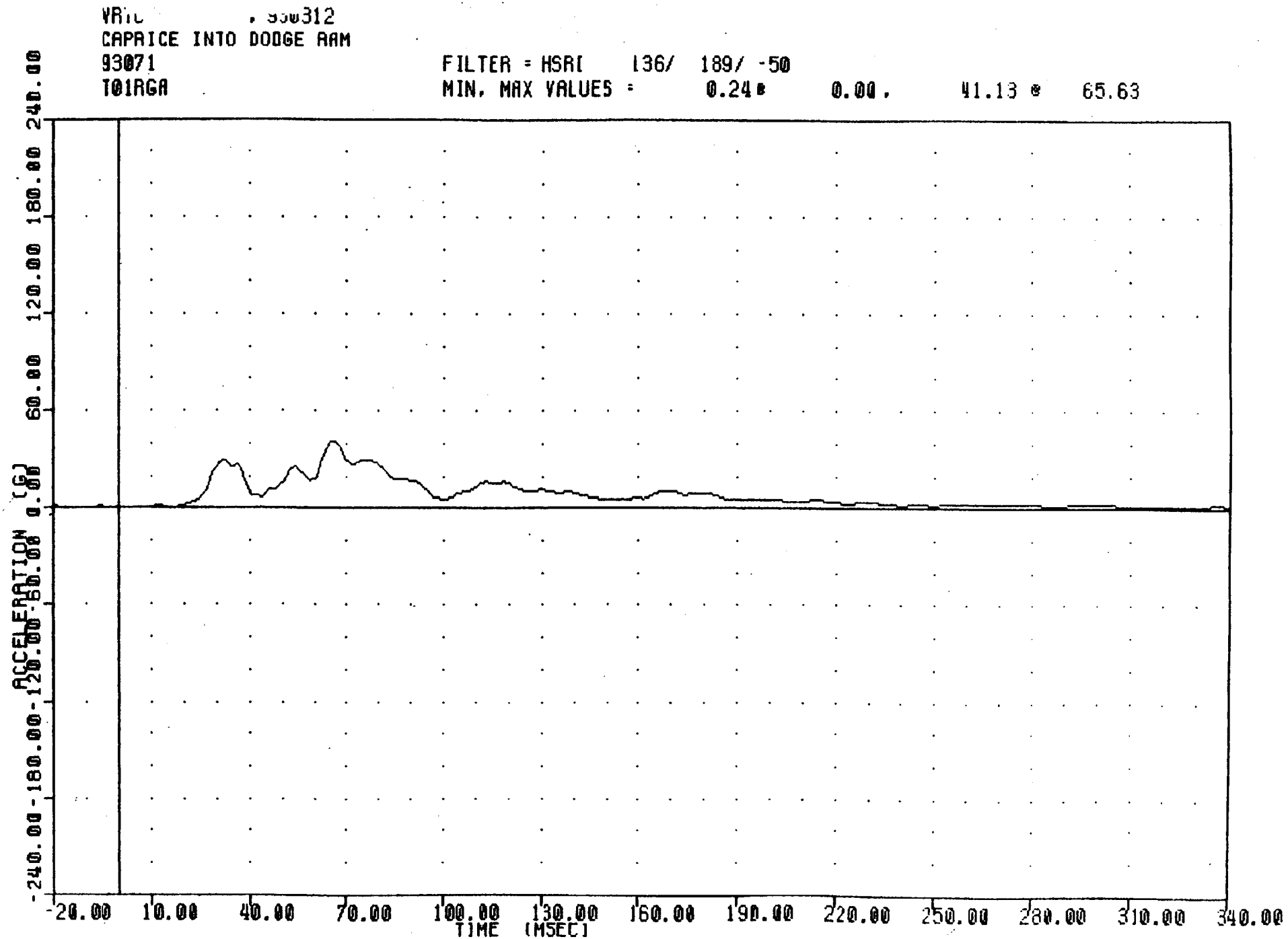
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER UPPER SPINE Y-AXIS REDUNDANT ACCELERATION



1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER UPPER SPINE Z-AXIS ACCELERATION

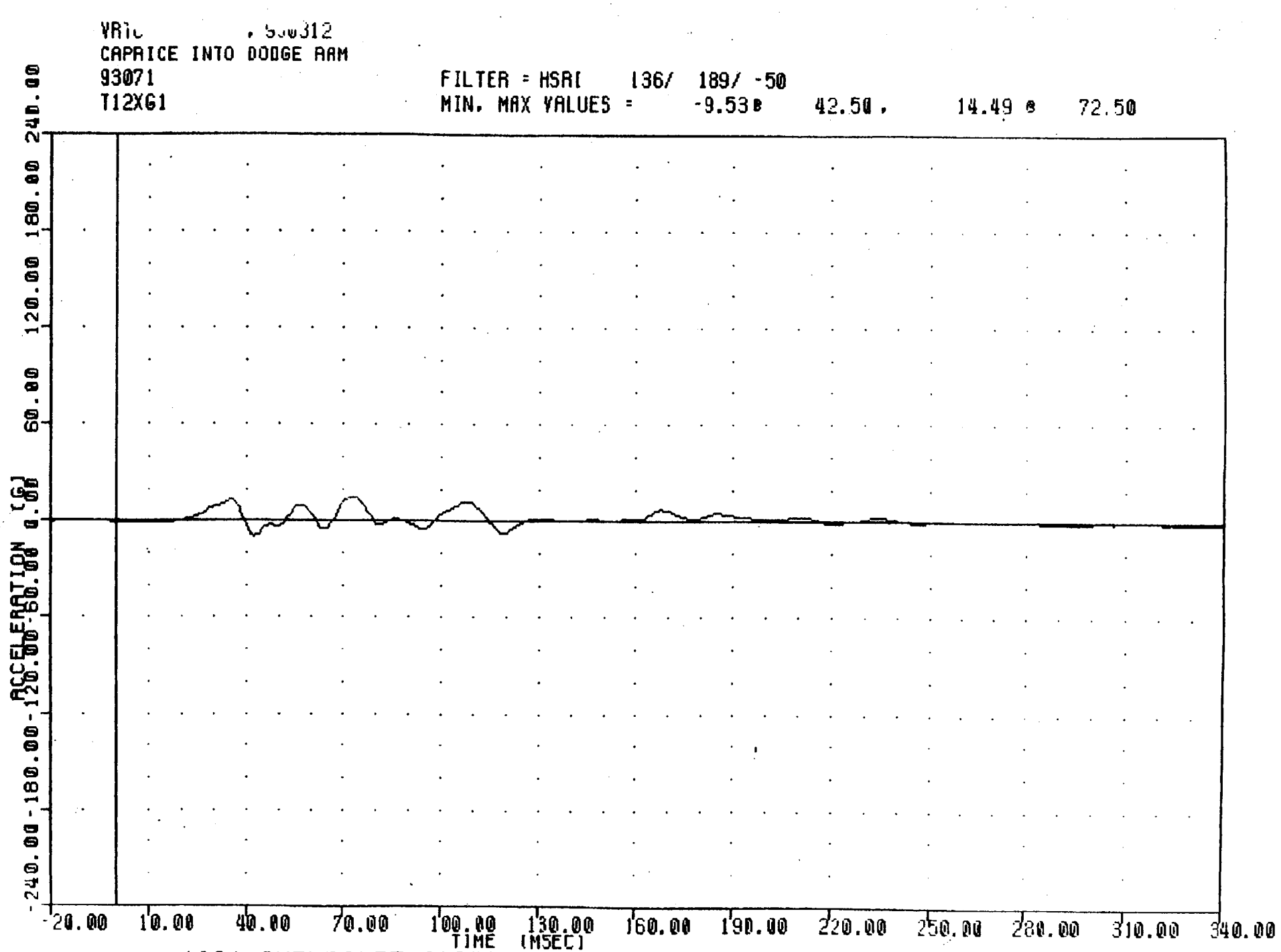


1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER UPPER SPINE RESULTANT ACCELERATION

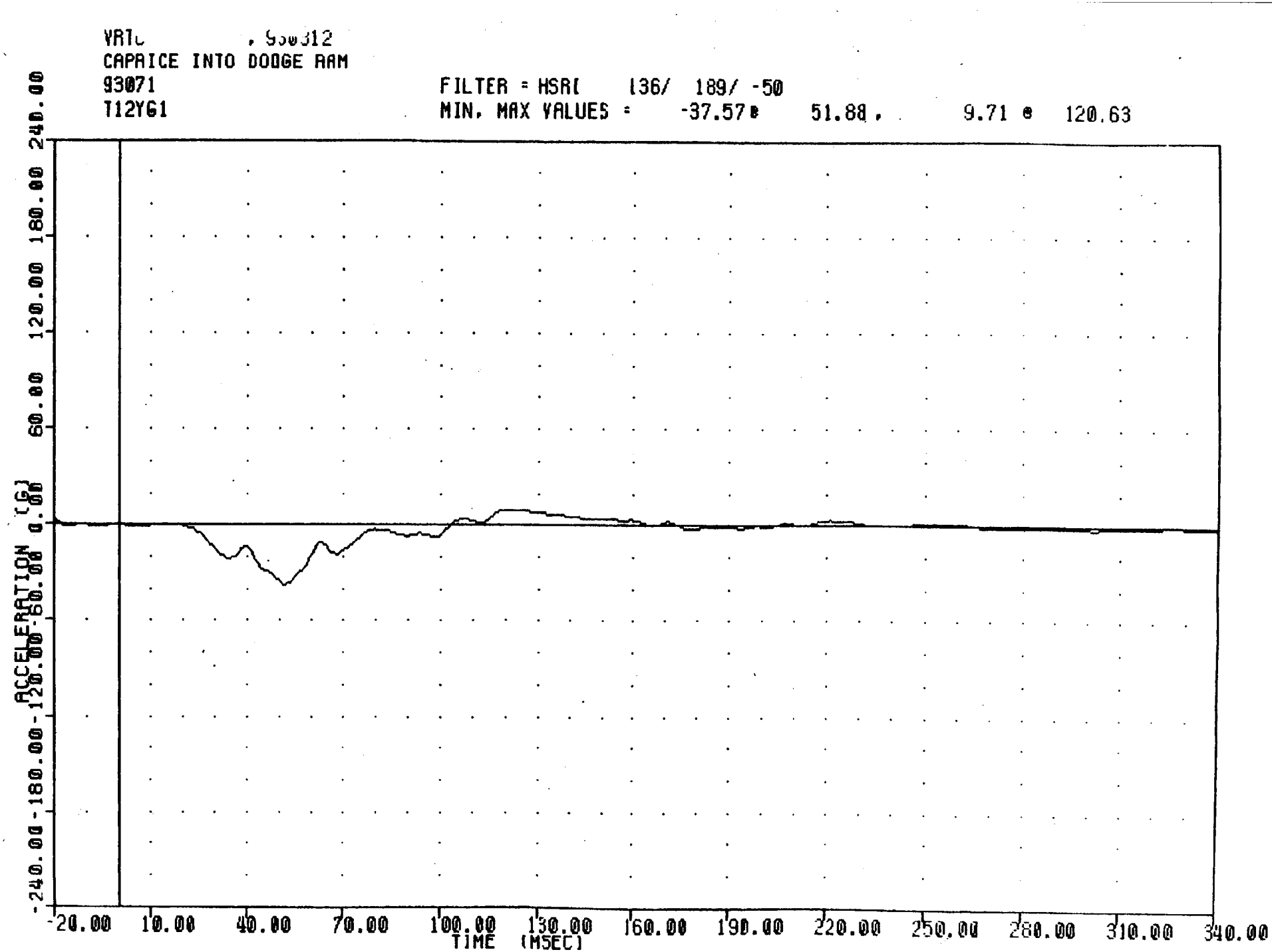


1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP

DRIVER UPPER SPINE RESULTANT REDUNDANT ACCELERATION



1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER LOWER SPINE X-AXIS ACCELERATION



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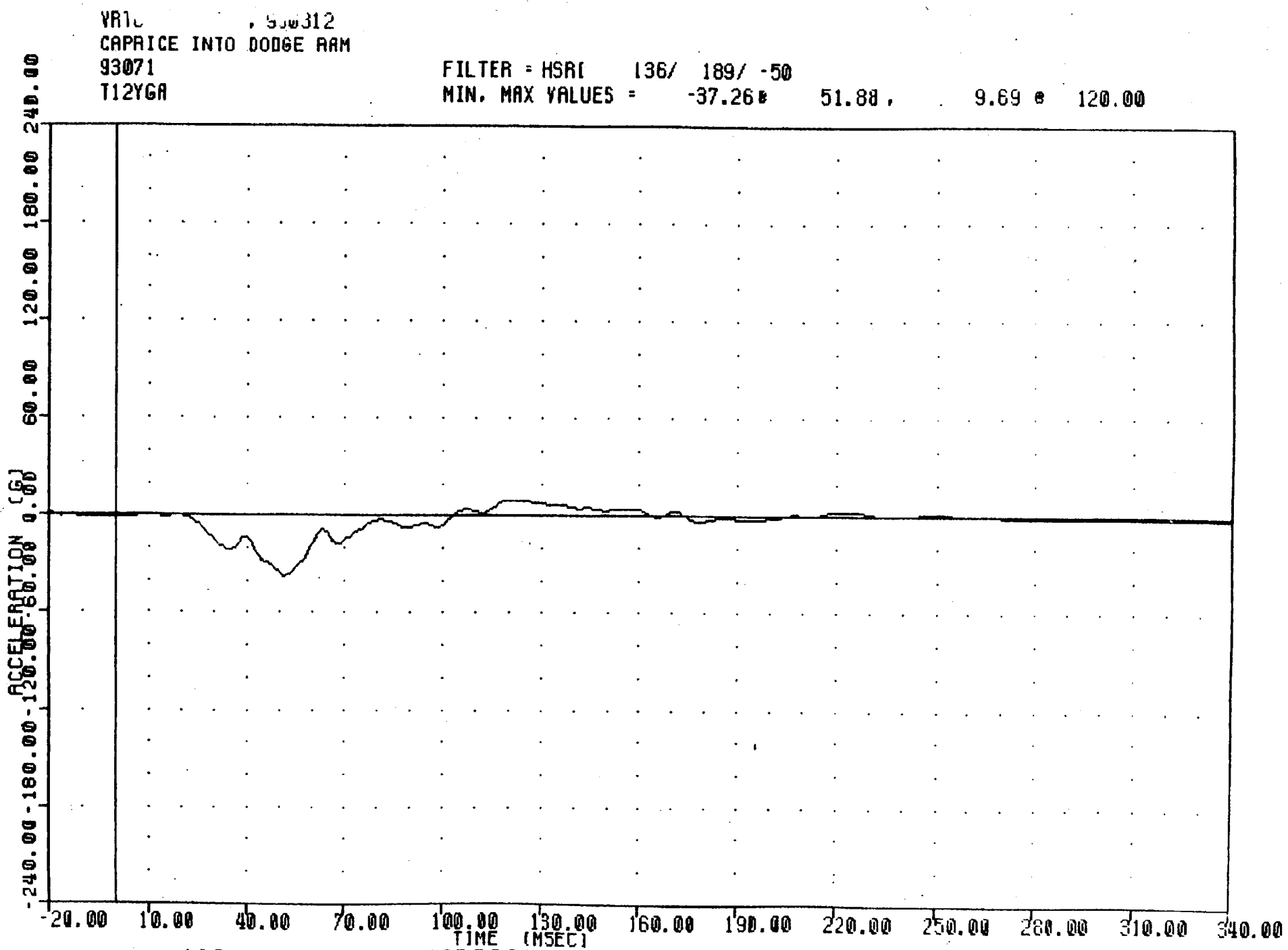
DRIVER LOWER SPINE Y-AXIS ACCELERATION



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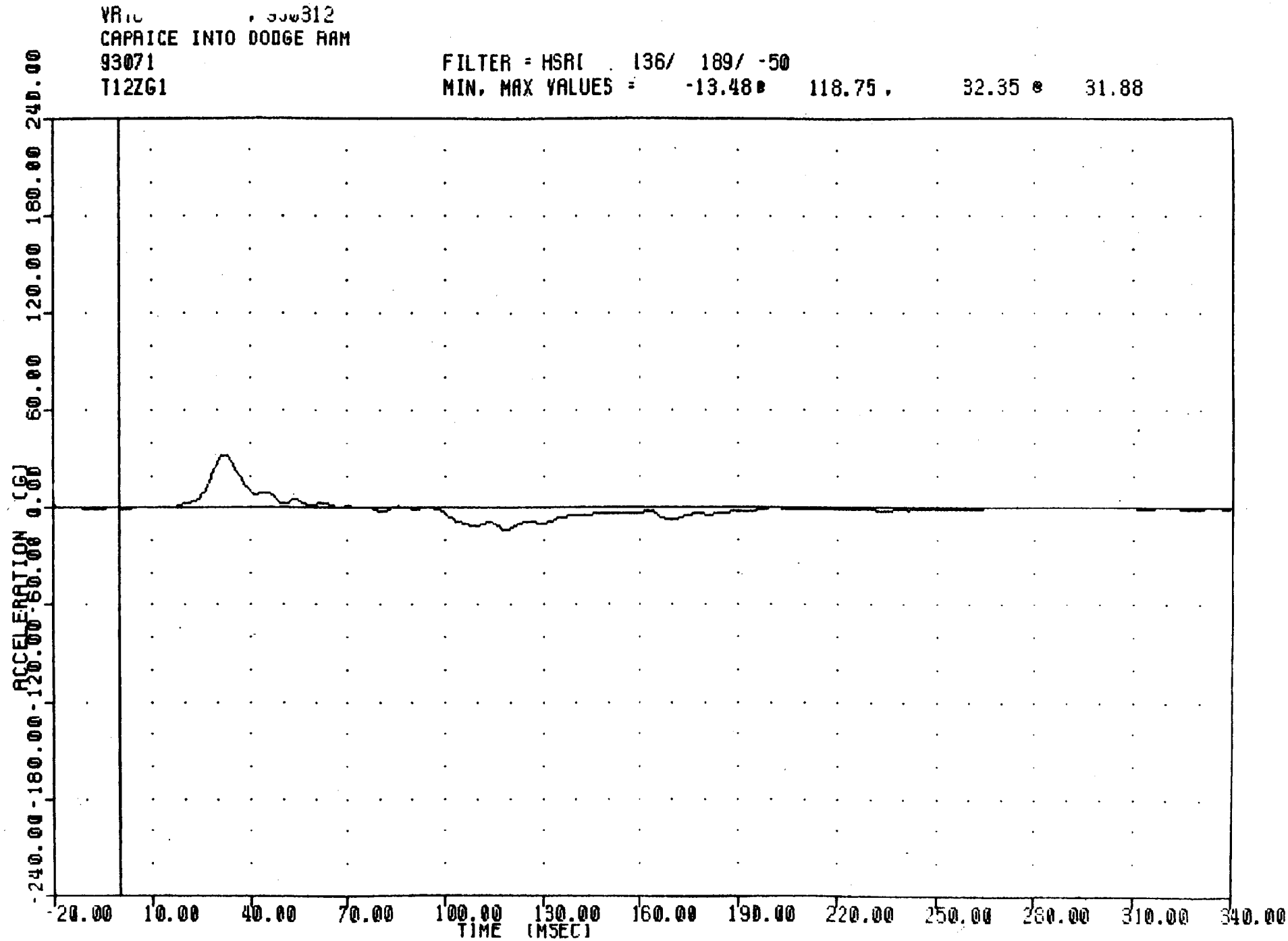
DRIVER LOWER SPINE Y-AXIS REDUNDANT ACCELERATION



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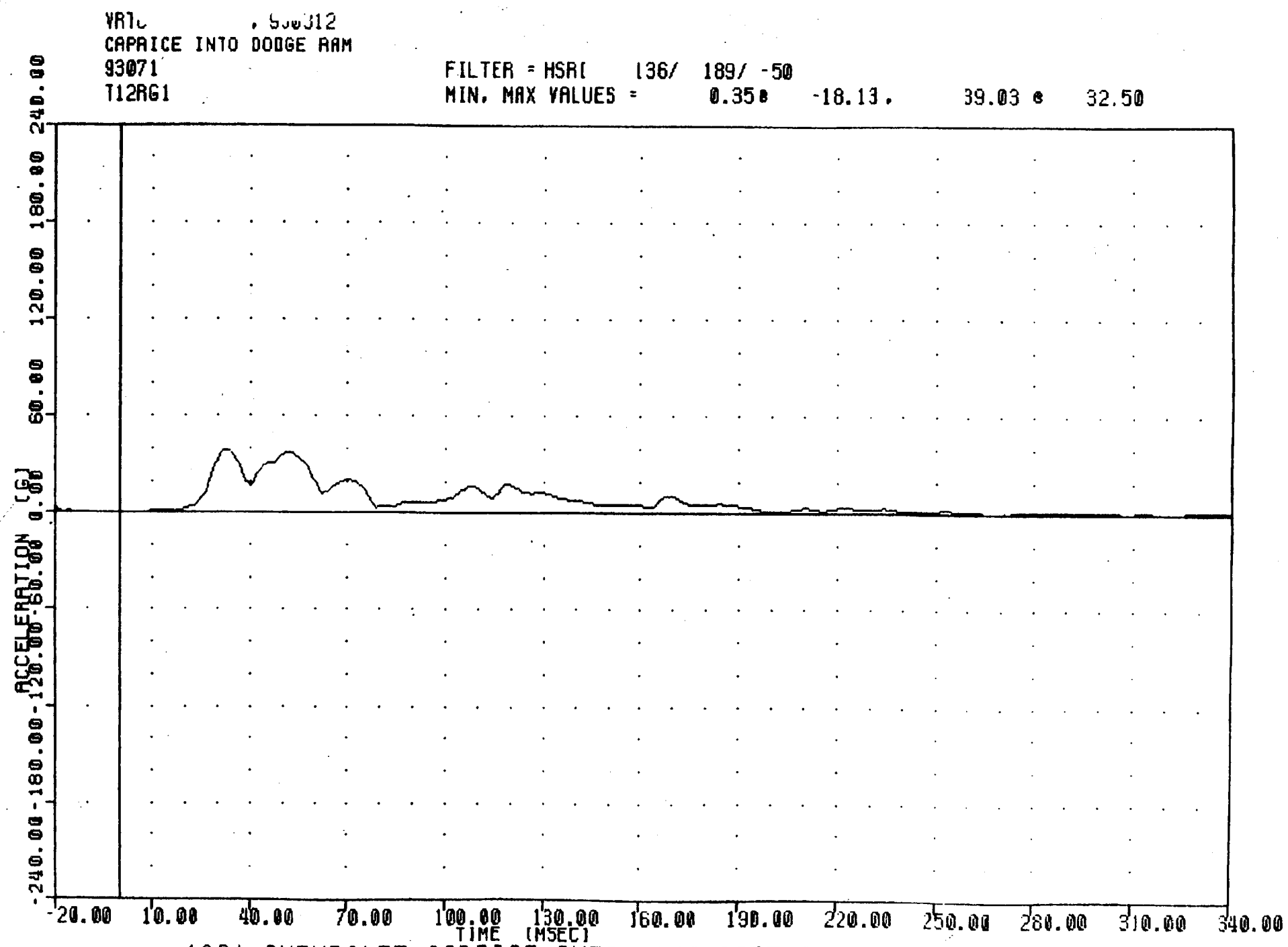
DRIVER LOWER SPINE Z-AXIS ACCELERATION



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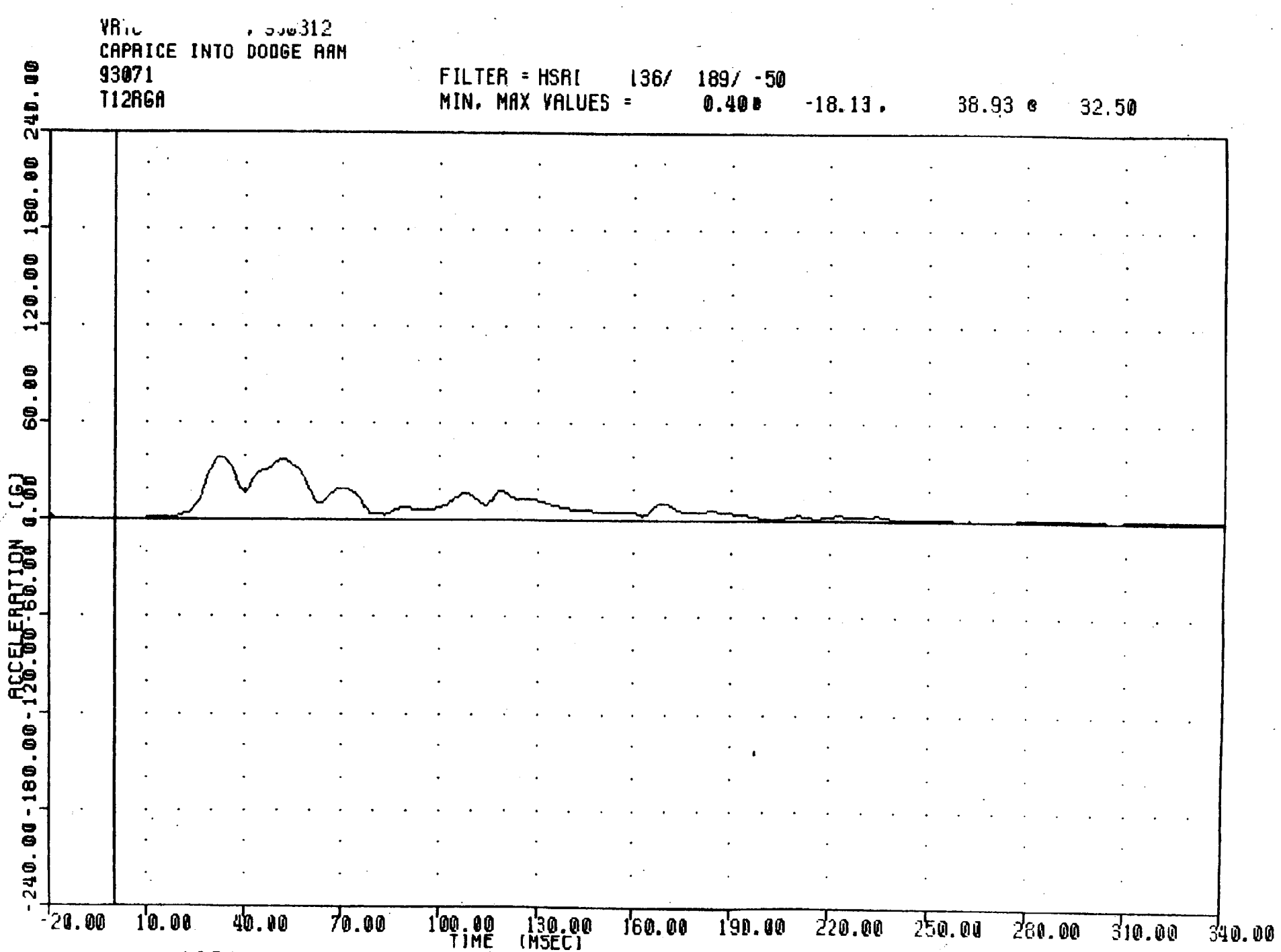
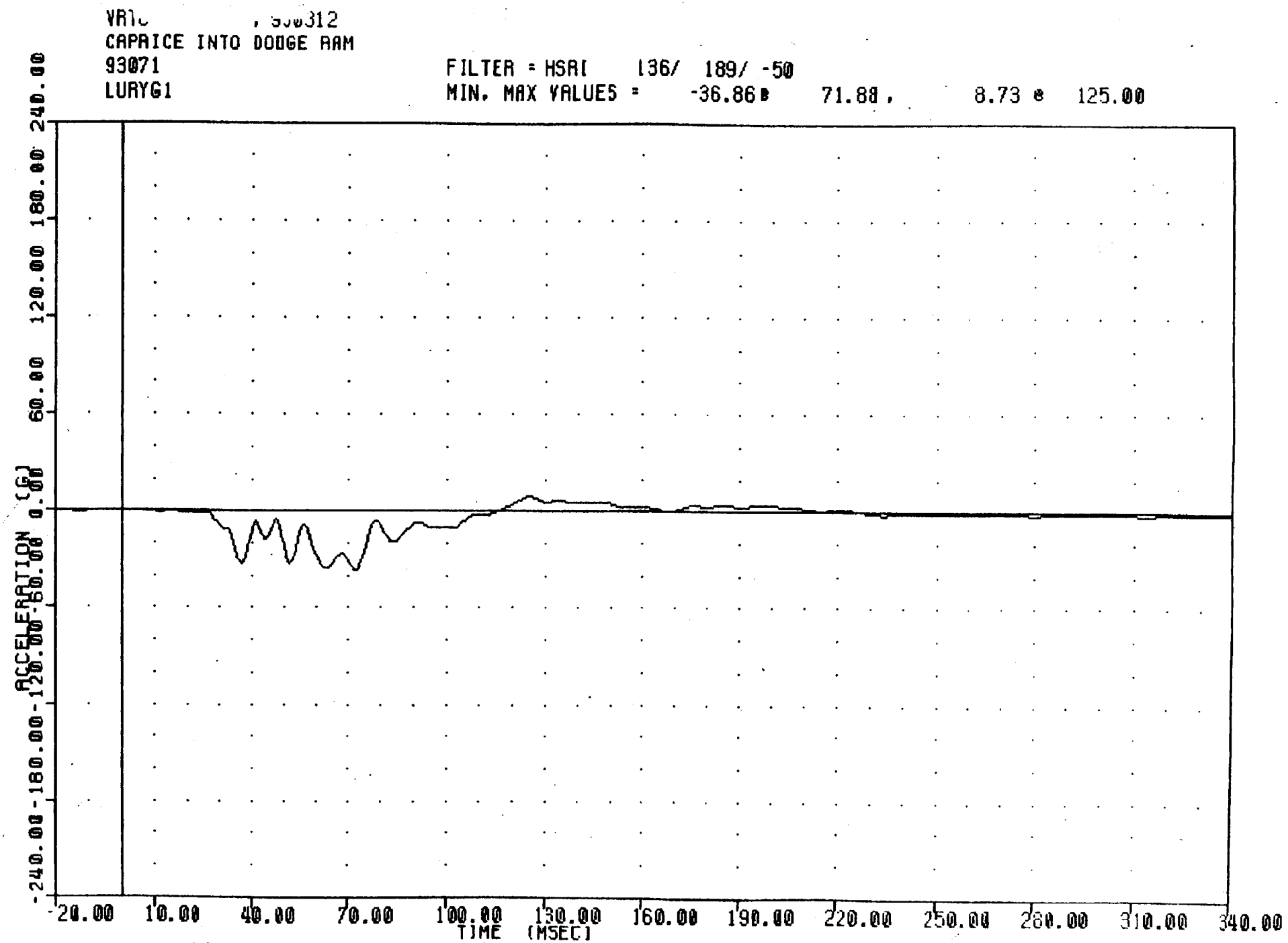
DRIVER LOWER SPINE RESULTANT ACCELERATION

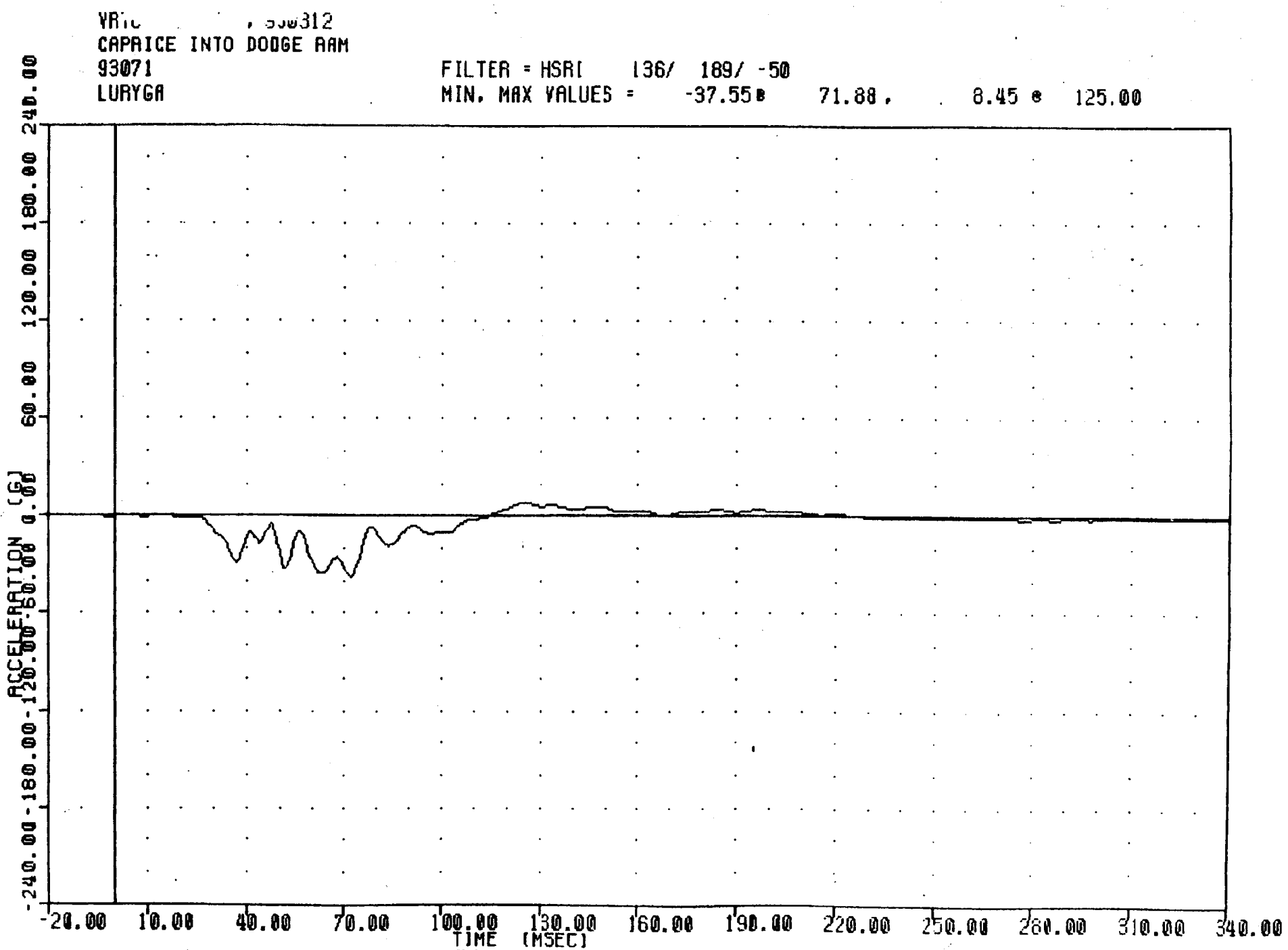


1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER LOWER SPINE RESULTANT REDUNDANT ACCELERATION

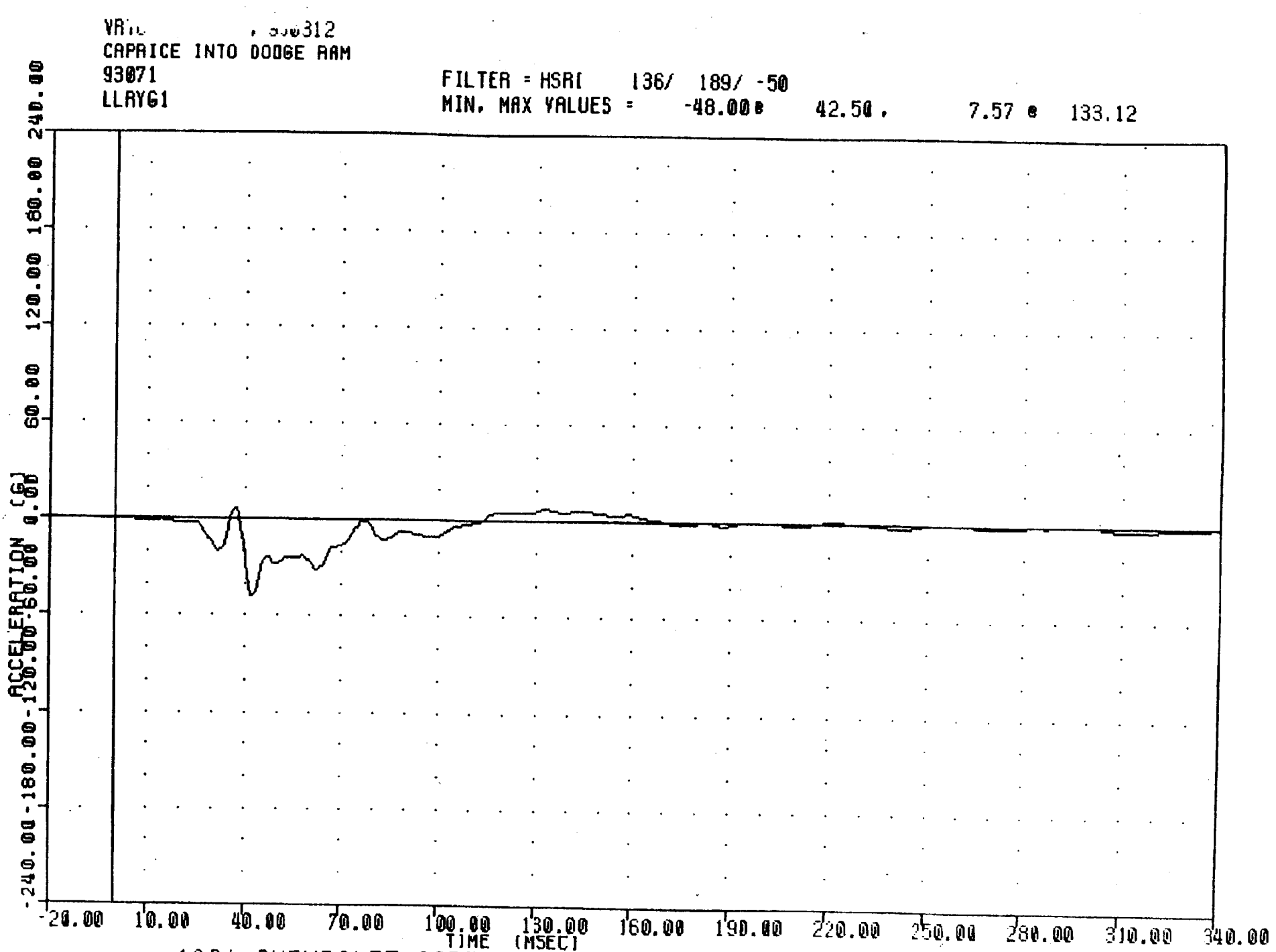


1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP

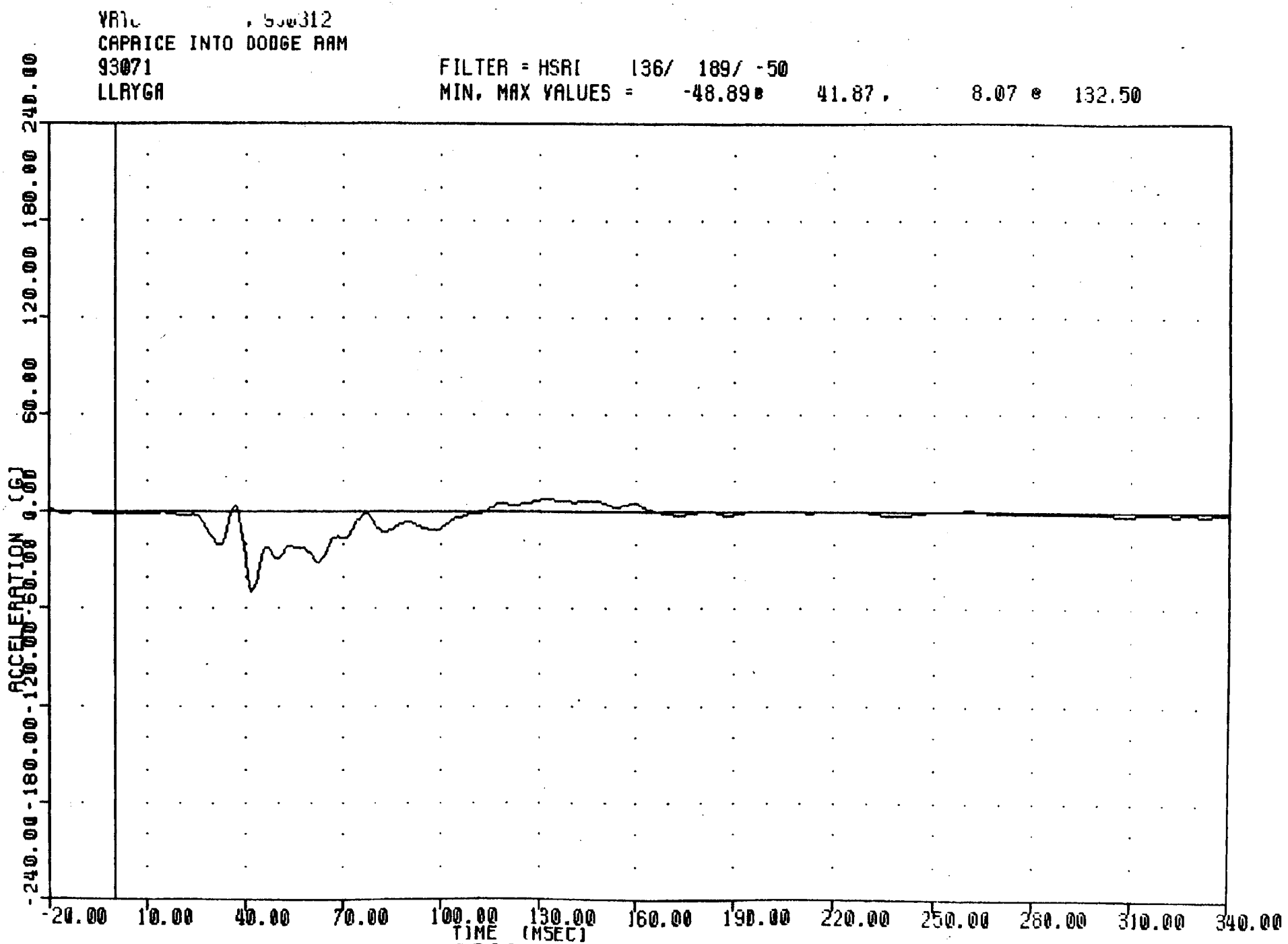
DRIVER LEFT UPPER THORAX RIB Y-AXIS ACCELERATION



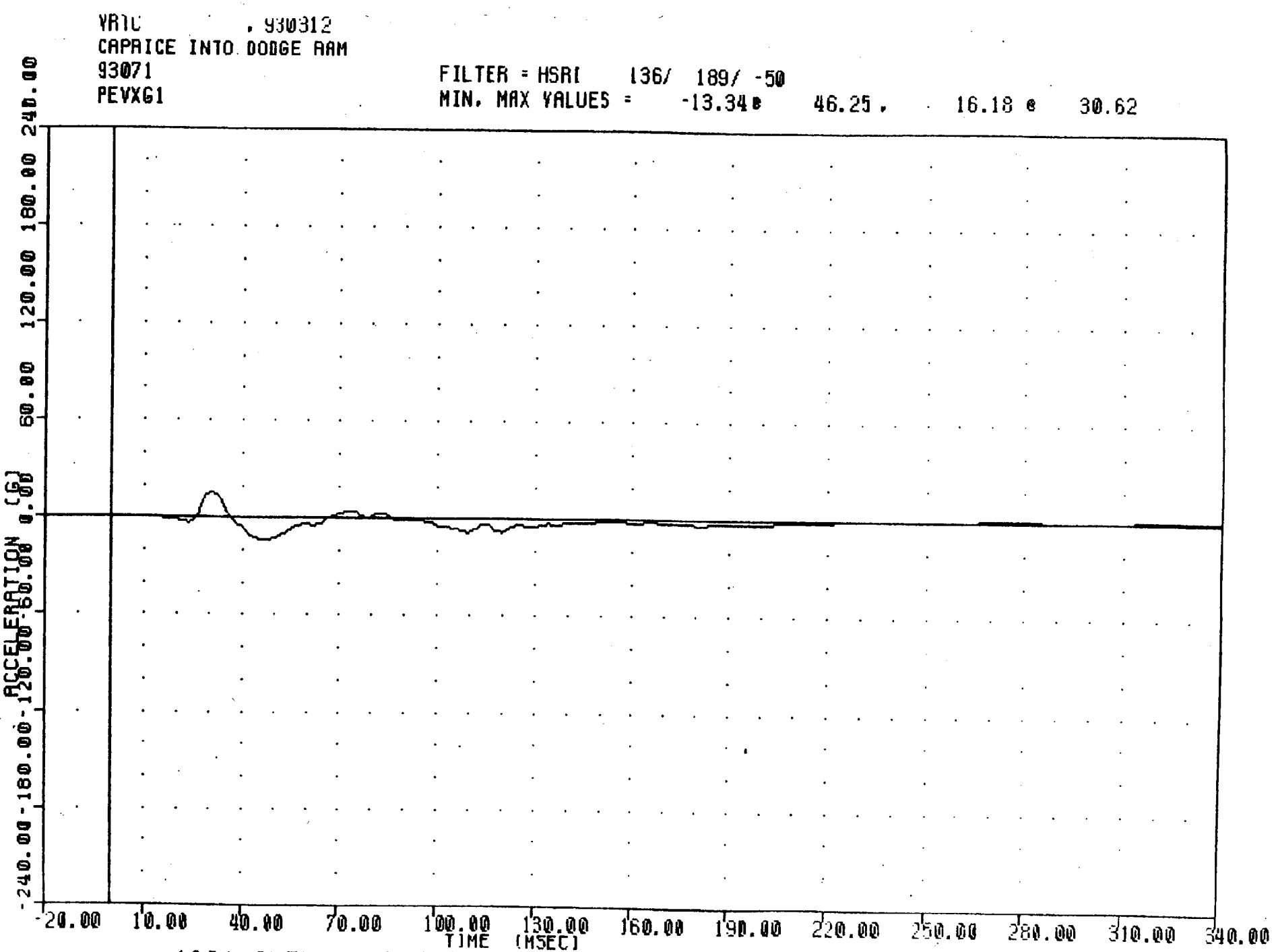
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER LEFT UPPER THORAX RIB Y-AXIS REDUNDANT ACCELERATION



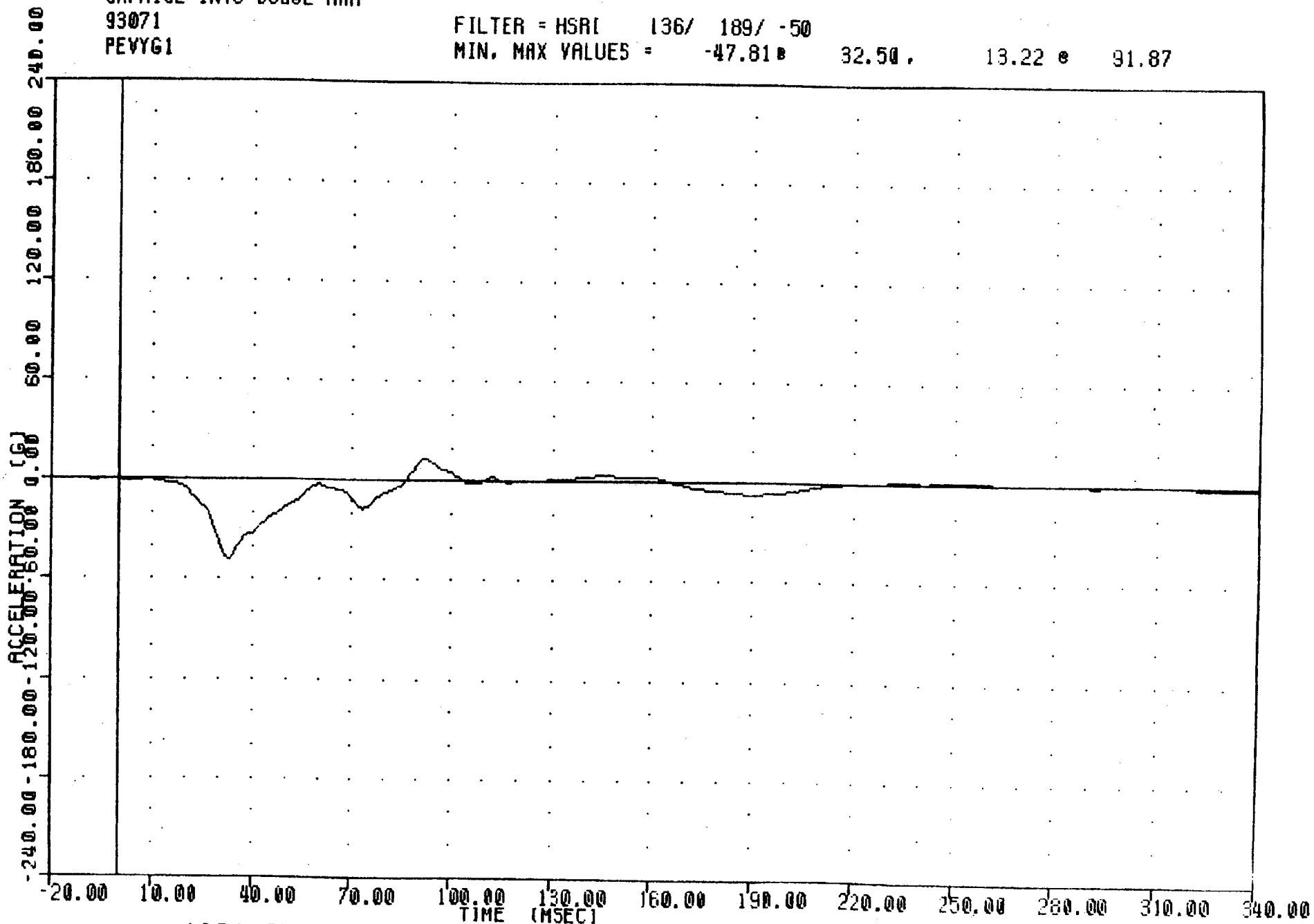
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER LEFT LOWER THORAX RIB Y-AXIS ACCELERATION



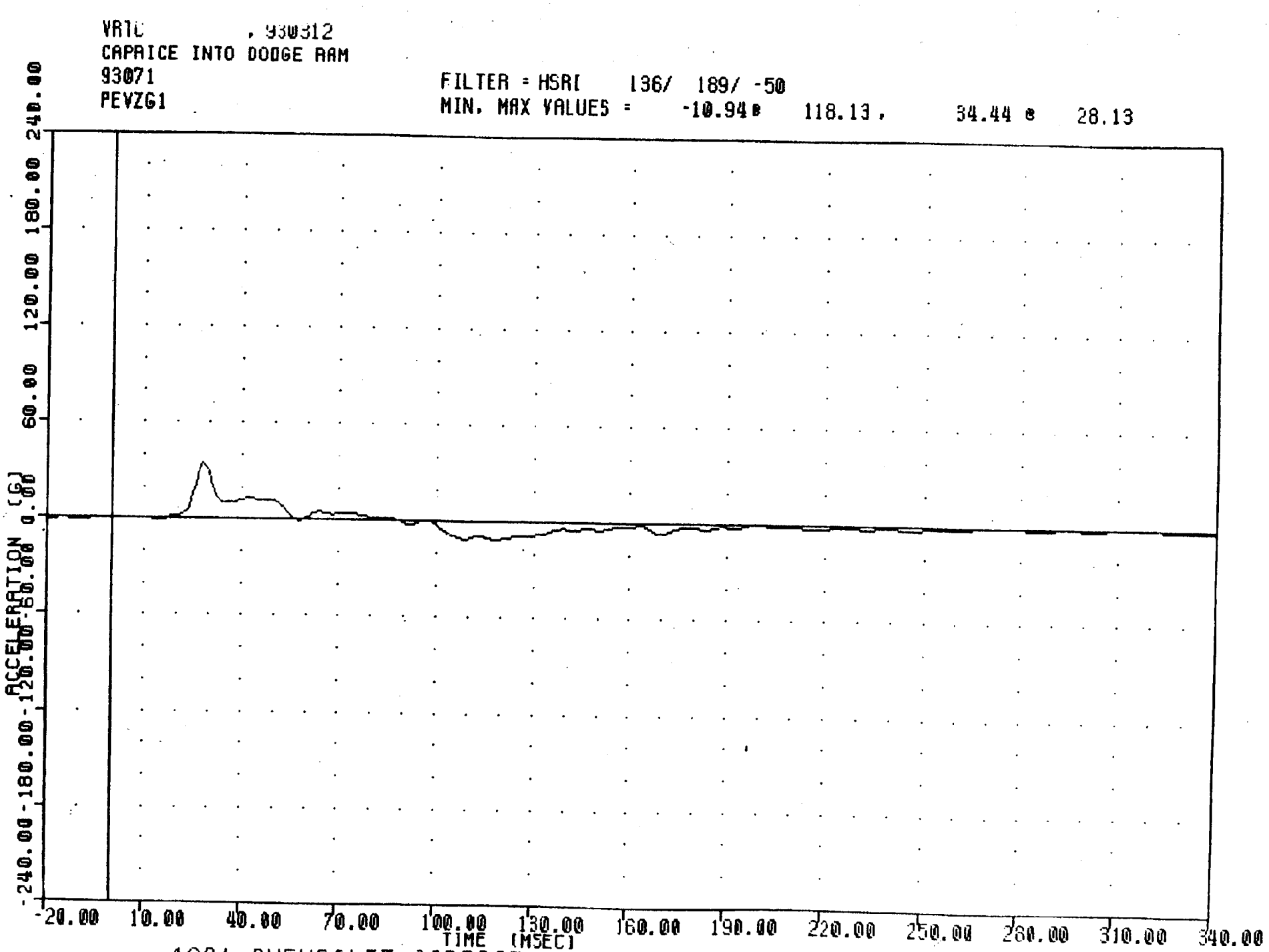
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER LEFT LOWER THORAX RIB Y-AXIS REDUNDANT ACCELERATION



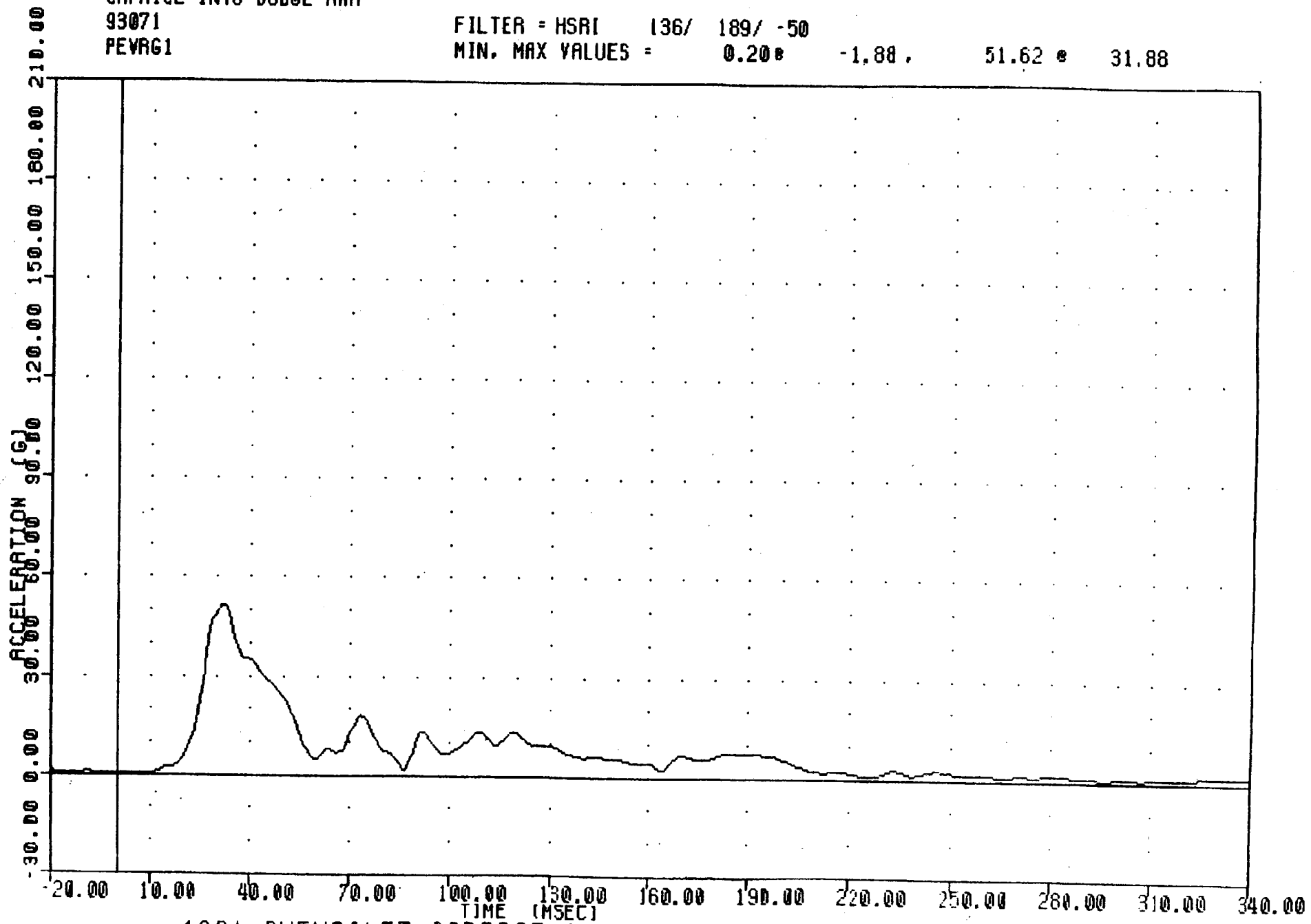
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER PELVIS X-AXIS ACCELERATION



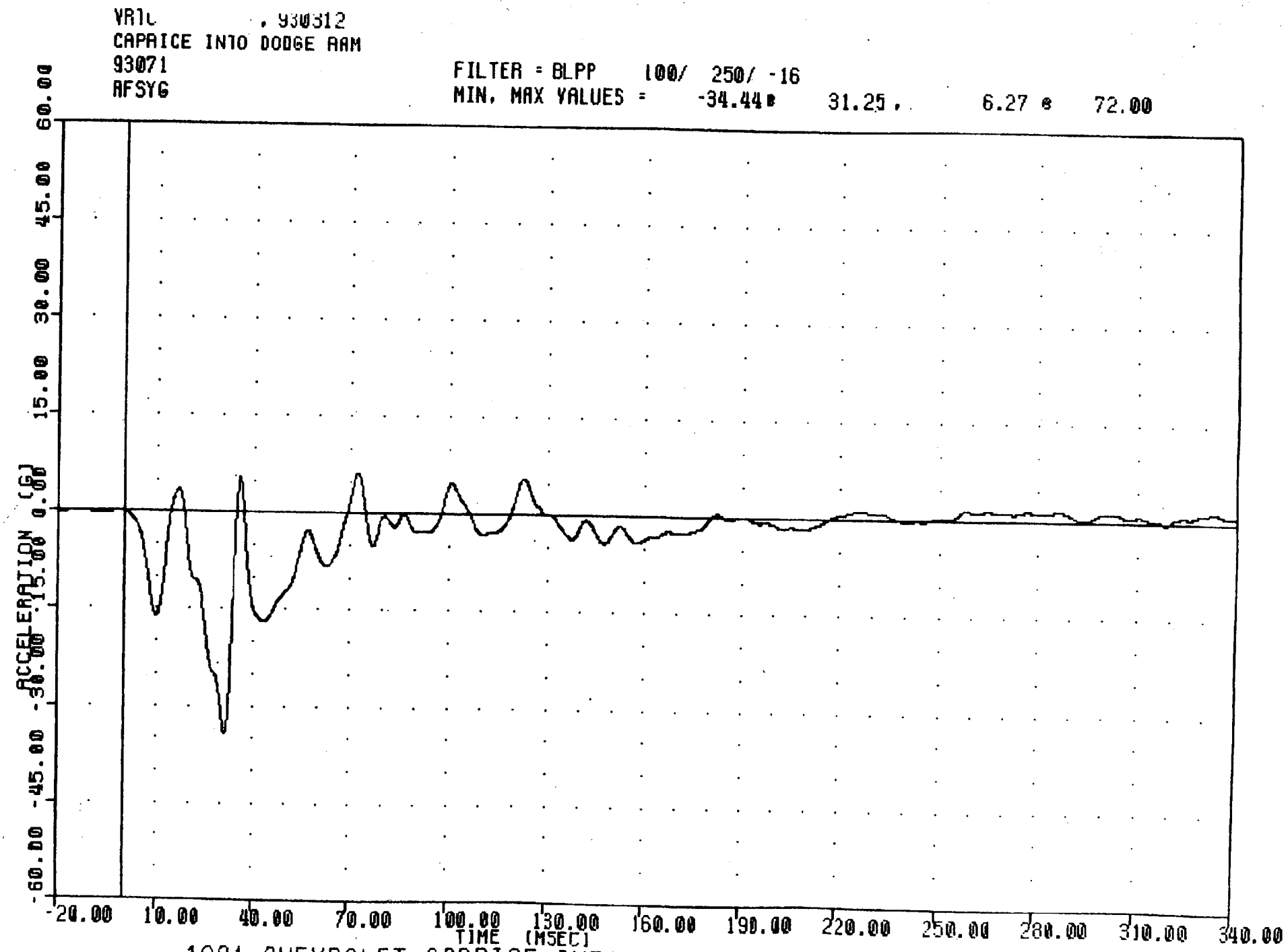
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER PELVIS Y-AXIS ACCELERATION



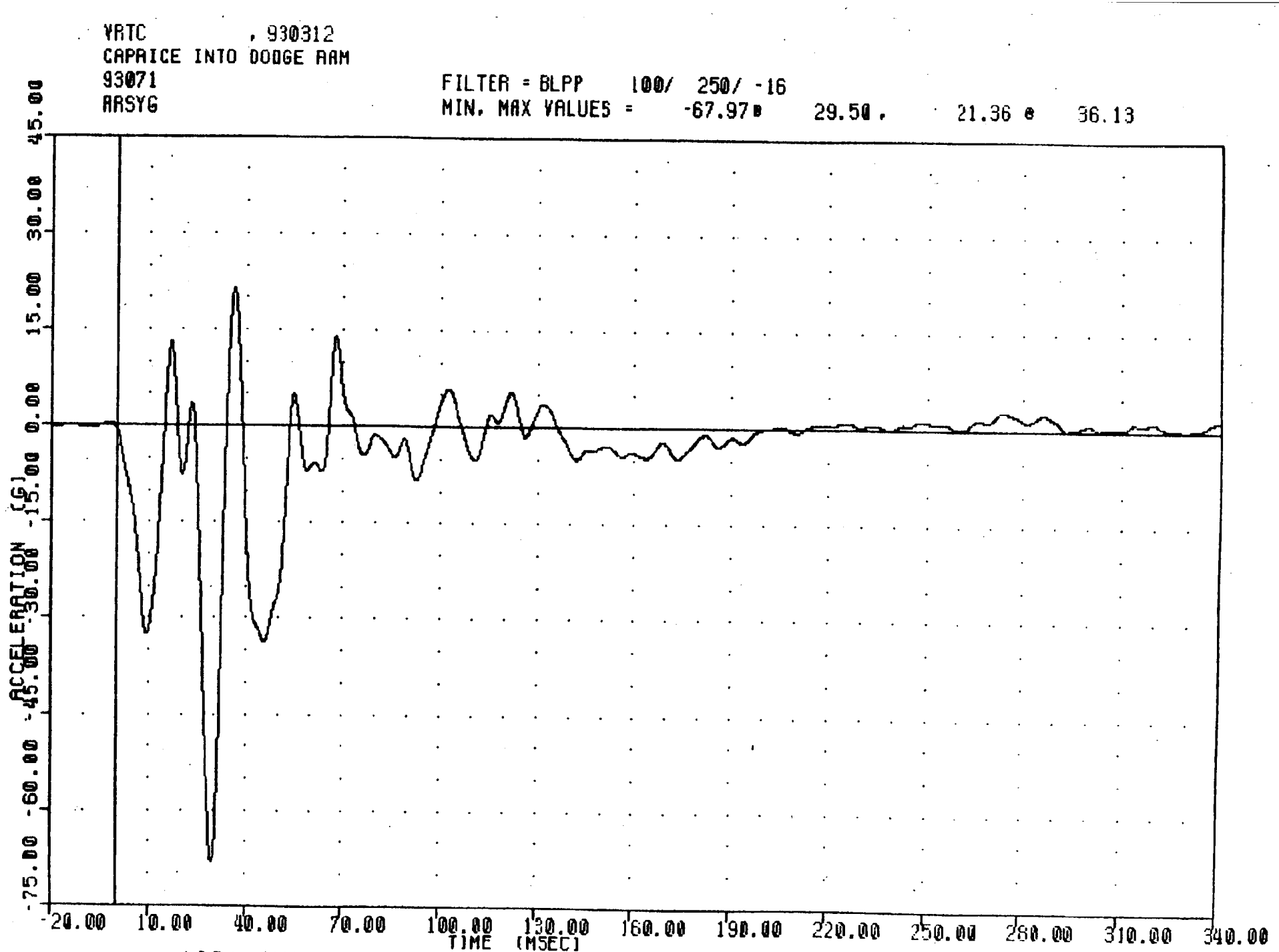
1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER PELVIS Z-AXIS ACCELERATION



1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
DRIVER PELVIS RESULTANT ACCELERATION



1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
VEHICLE RIGHT FRONT SILL Y-AXIS ACCELERATION



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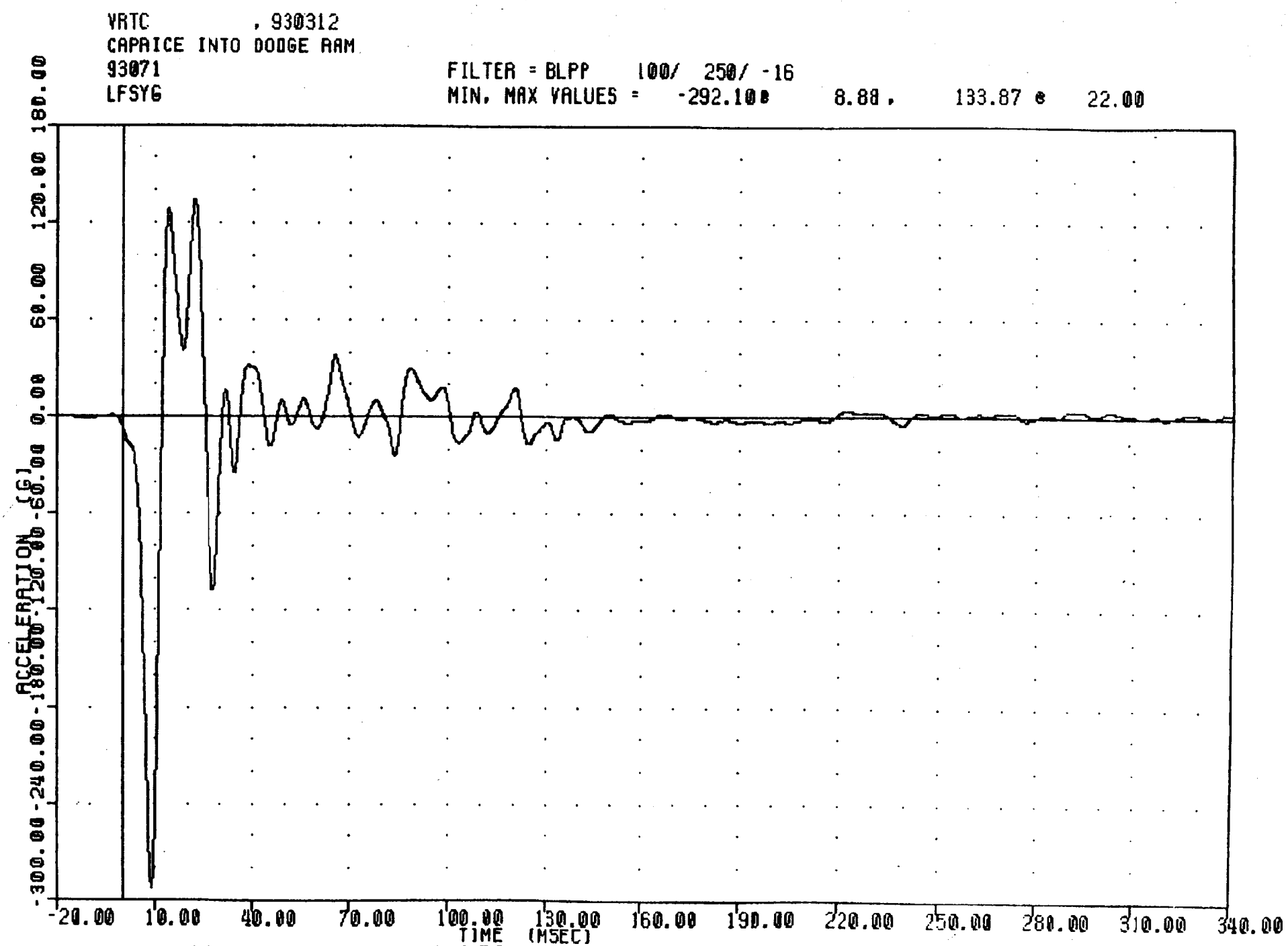
VEHICLE RIGHT REAR SILL Y-AXIS ACCELERATION



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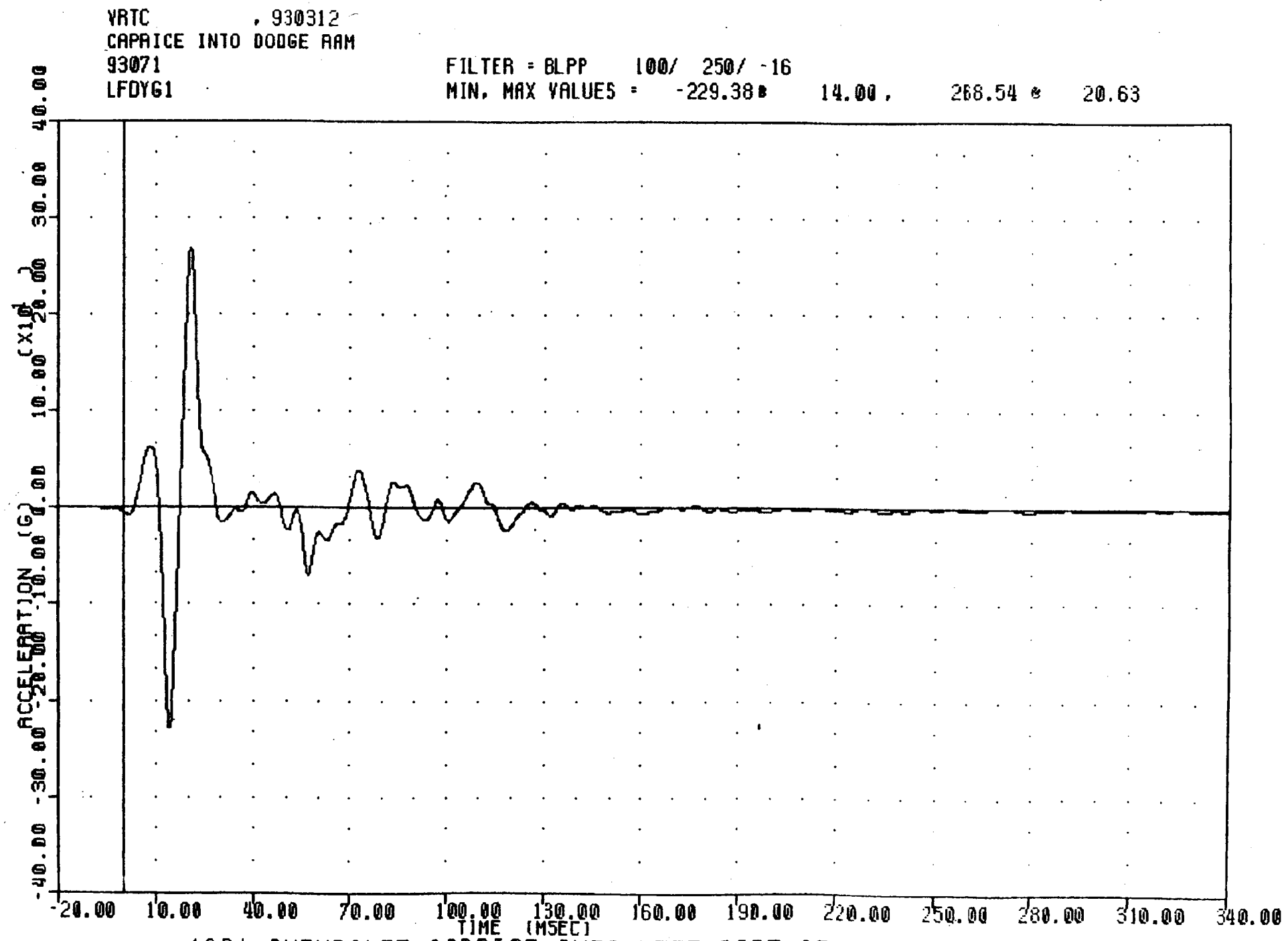
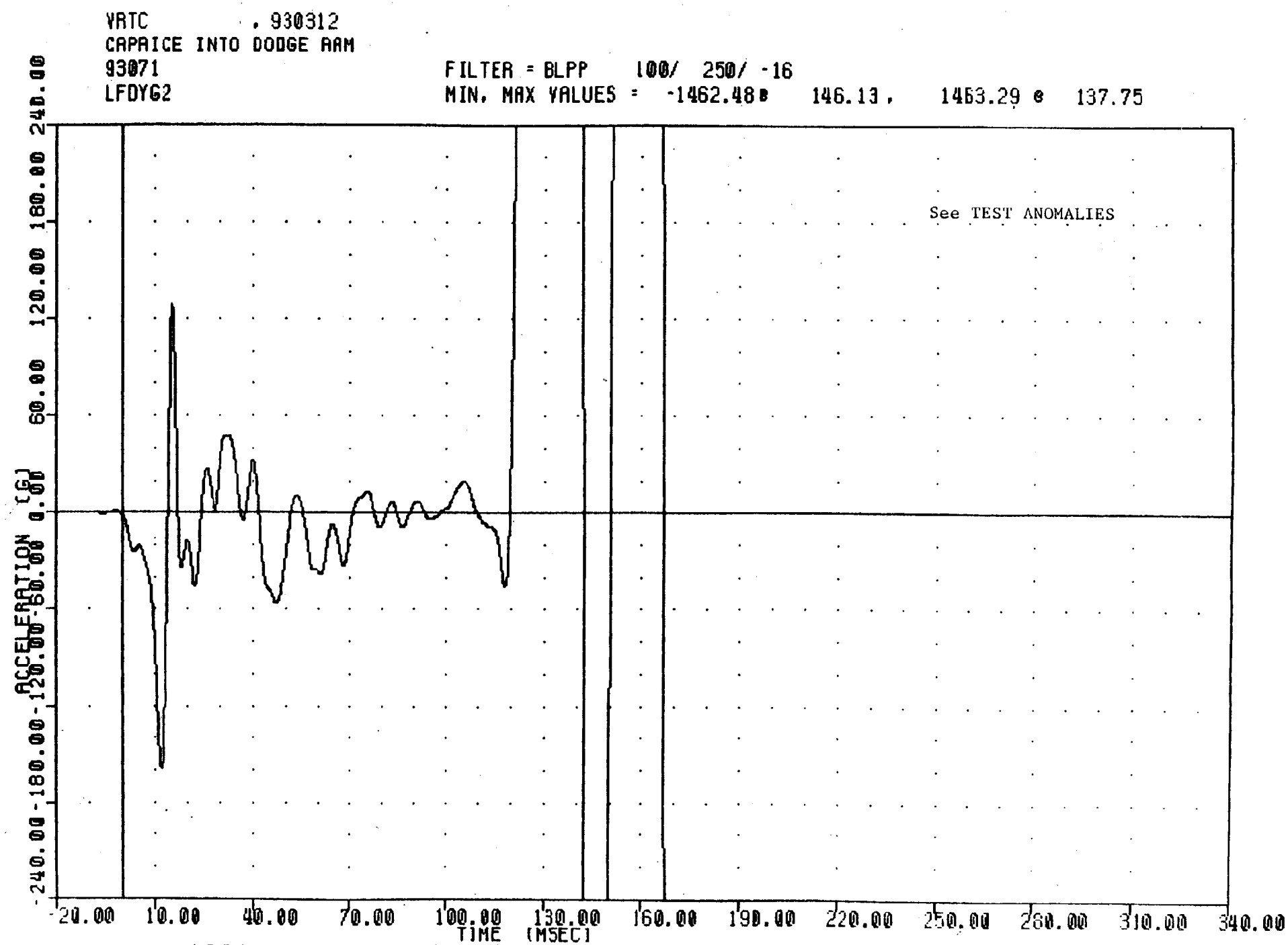
LEFT FRONT SILL Y-AXIS ACCELERATION



1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP

LEFT FRONT DOOR CENTERLINE Y-AXIS ACCELERATION



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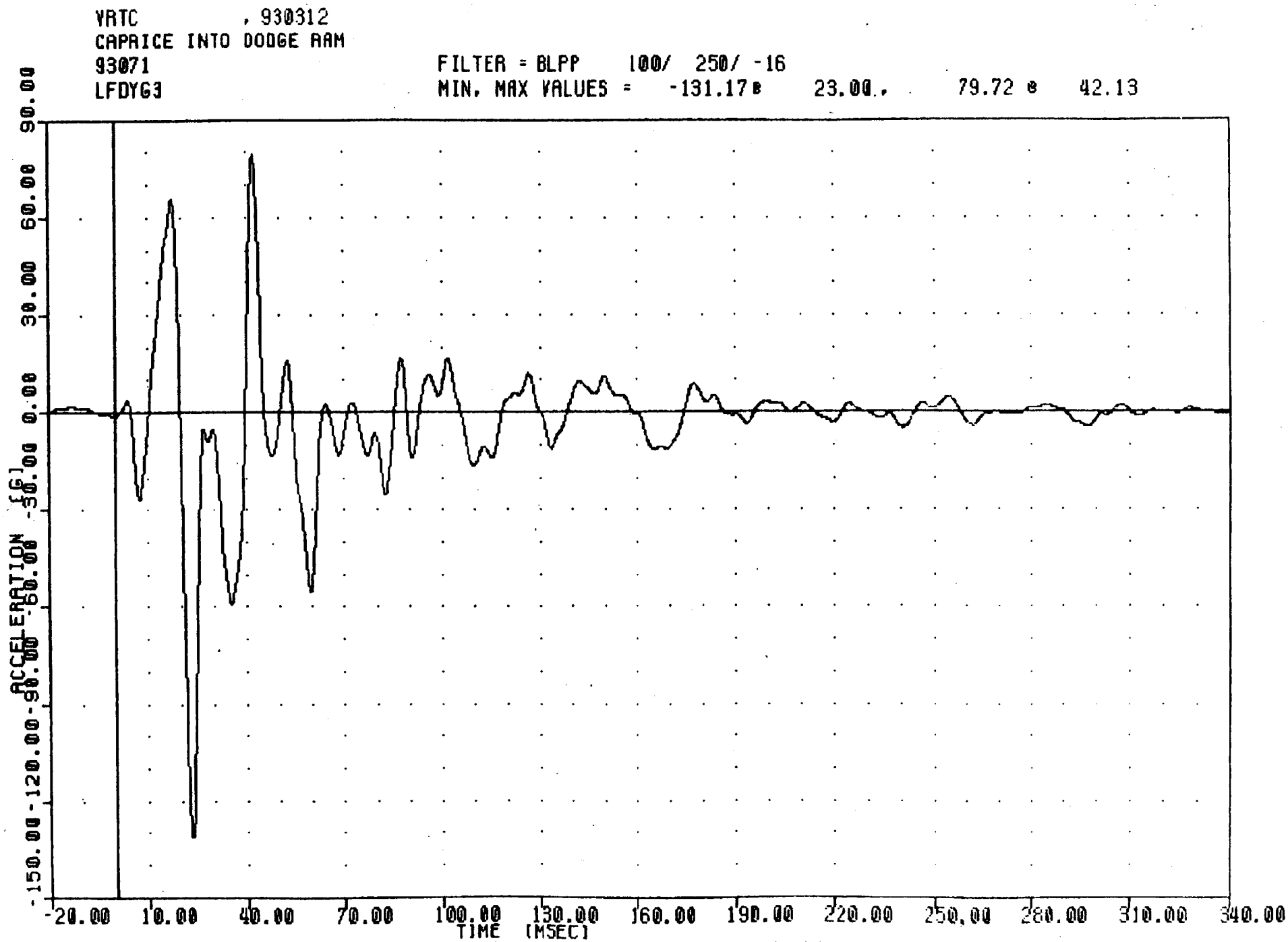
LEFT FRONT DOOR MID-REAR Y-AXIS ACCELERATION



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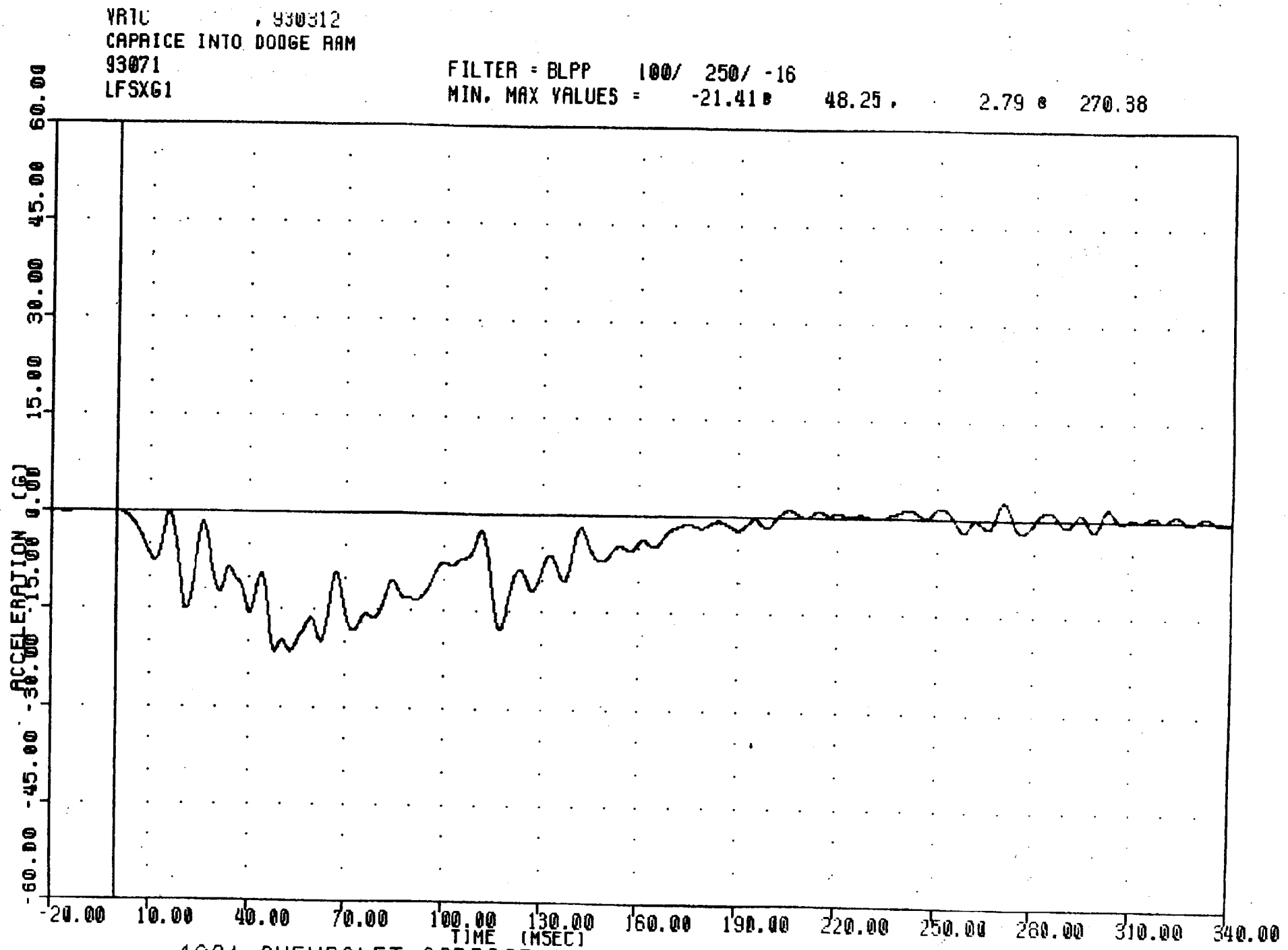
LEFT FRONT DOOR UPPER CENTERLINE Y-AXIS ACCELERATION



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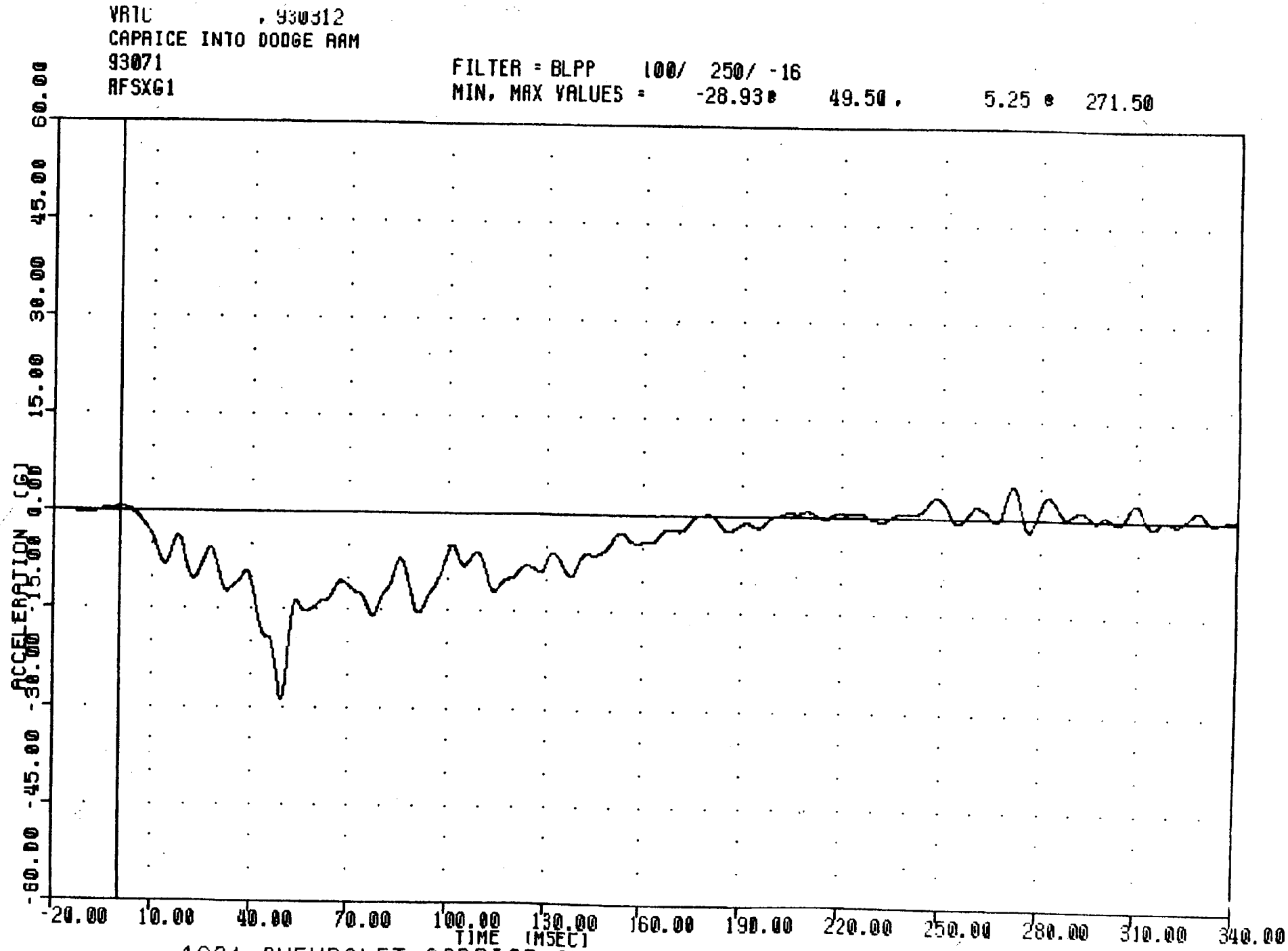
CAPRICE LEFT FRONT SILL X-AXIS ACCELERATION



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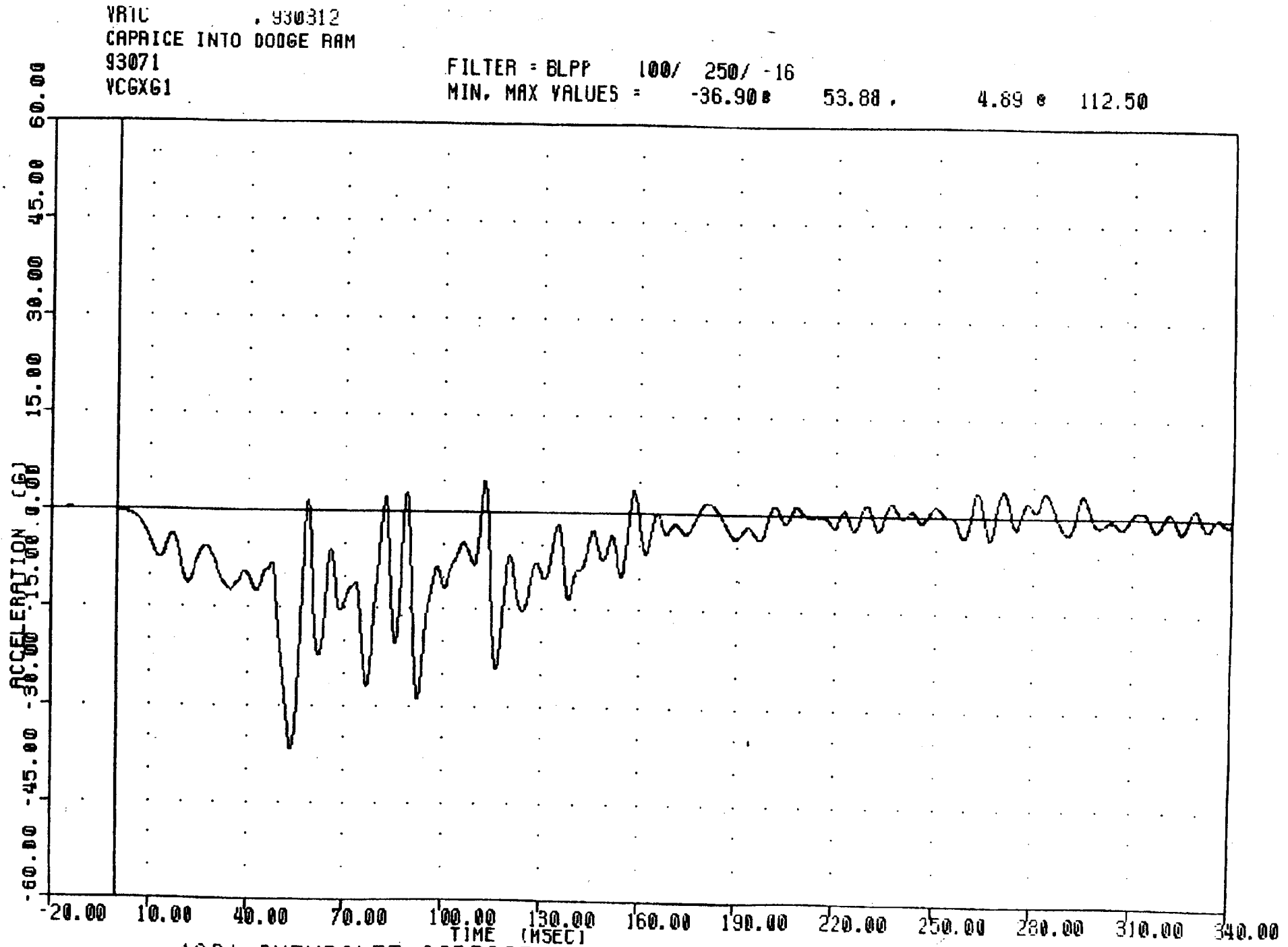
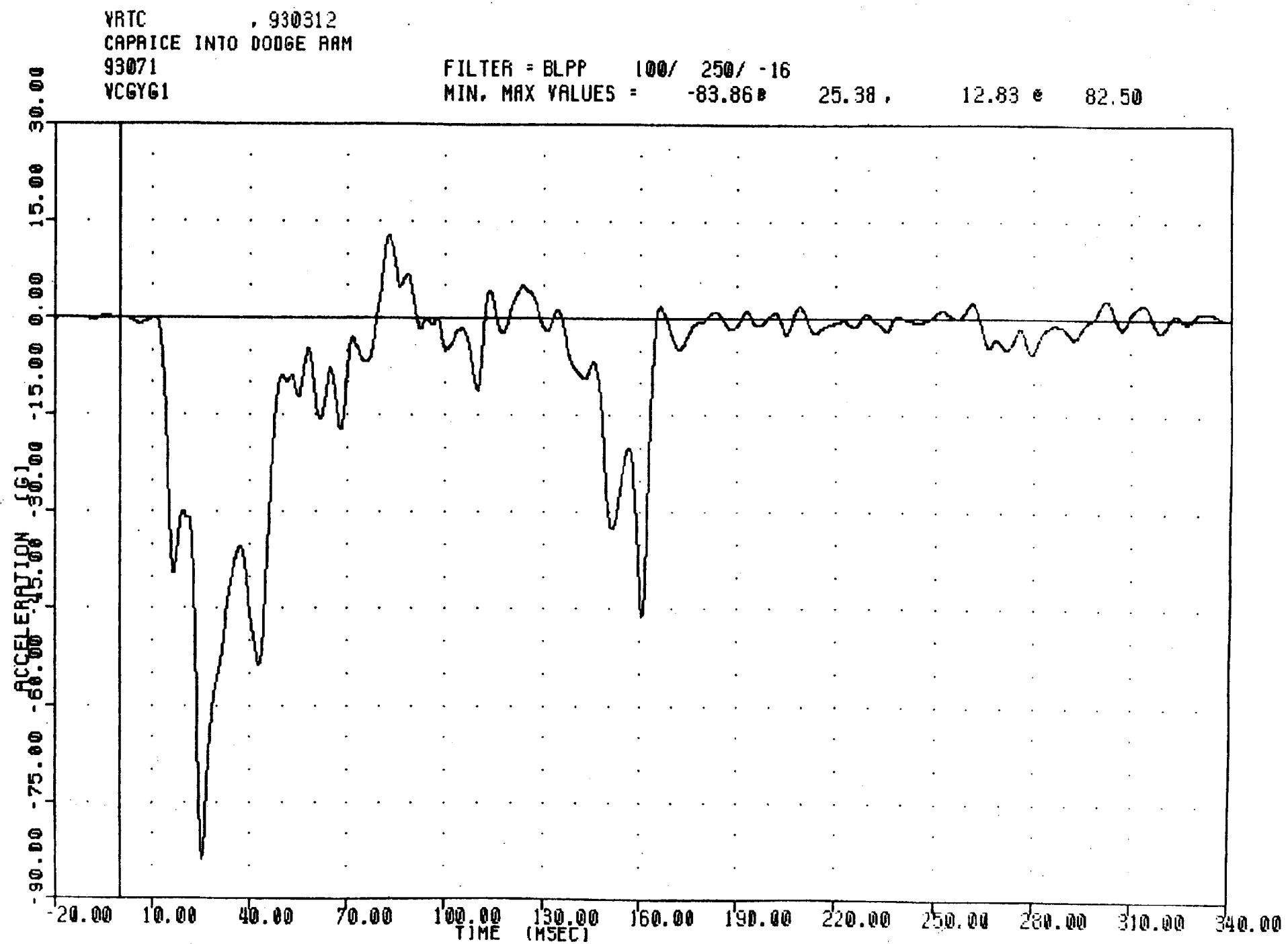
CAPRICE RIGHT FRONT SILL X-AXIS ACCELERATION



1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
CAPRICE CENTER OF GRAVITY X-AXIS ACCELERATION



1991 CHEVROLET CAPRICE INTO LEFT SIDE OF 1987 DODGE RAM PICKUP
CAPRICE CENTER OF GRAVITY Y-AXIS ACCELERATION

APPENDIX C

DUMMY CALIBRATION

PRE-TEST CALIBRATION

DRIVER DUMMY S/N 903

TRANSPORTATION RESEARCH CENTER INC.

LATERAL THORAX IMPACT TEST

SIDE IMPACT DUMMY

02-Mar-93

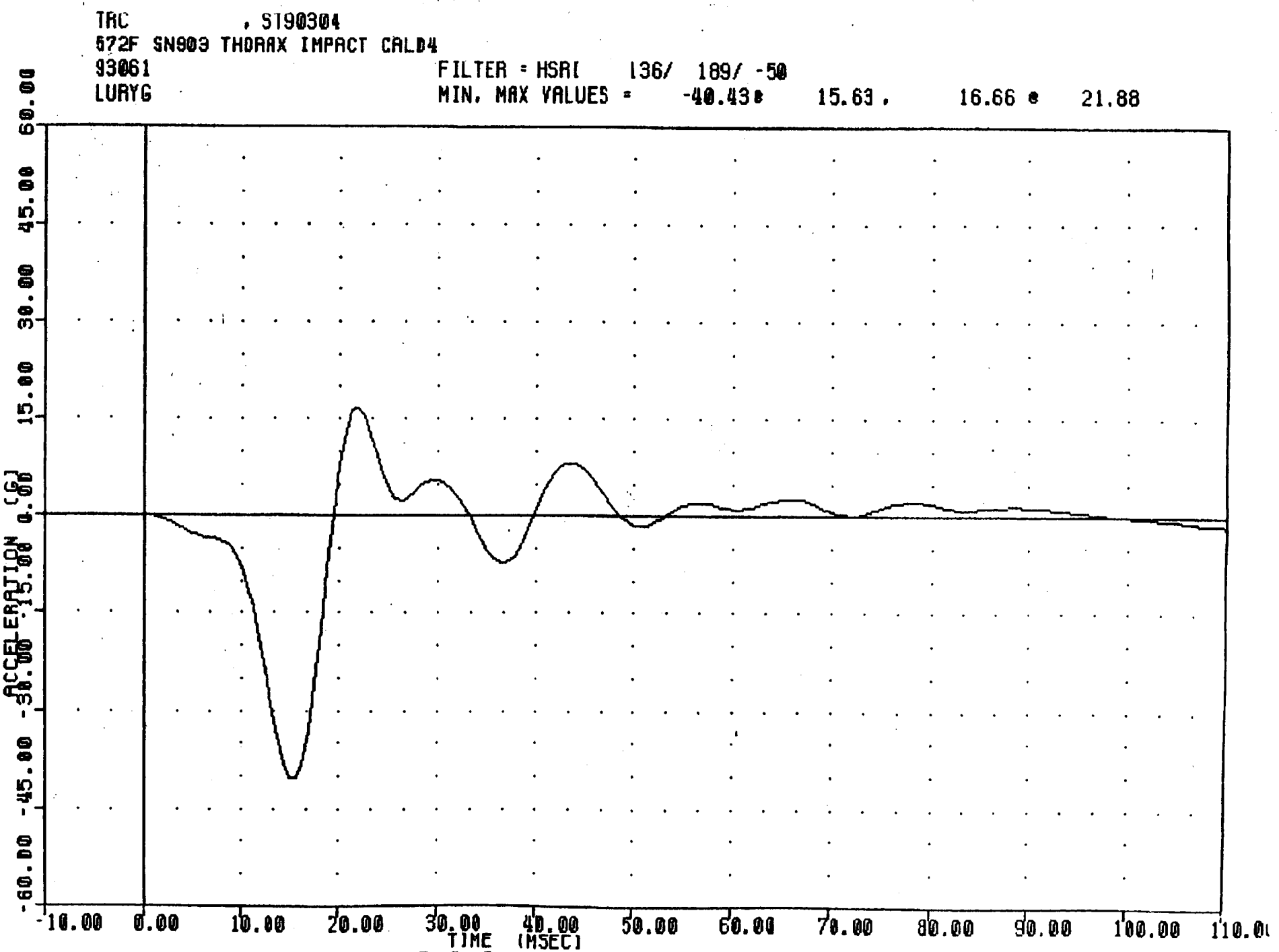
LEFT SIDE CONFIGURATION

TRC ST90304 572F SN903 THORAX IMPACT CAL04

TEST PARAMETER	SPECIFICATION (ABSOLUTE VALUE)	TEST RESULTS
TEMPERATURE	66 - 78 F	71.0 DEG. F
RELATIVE HUMIDITY	10 - 70 %	31.0 %
PISTON VELOCITY	13.80 - 14.20 FT/S	13.85 FT/S
PEAK ACCELERATION: UPPER RIB BAR	37 - 46 G	-40.4 G
PEAK ACCELERATION: LOWER RIB BAR	37 - 46 G	-40.0 G
PEAK ACCELERATION: LOWER THORACIC SPINE	15 - 22 G	-18.7 G

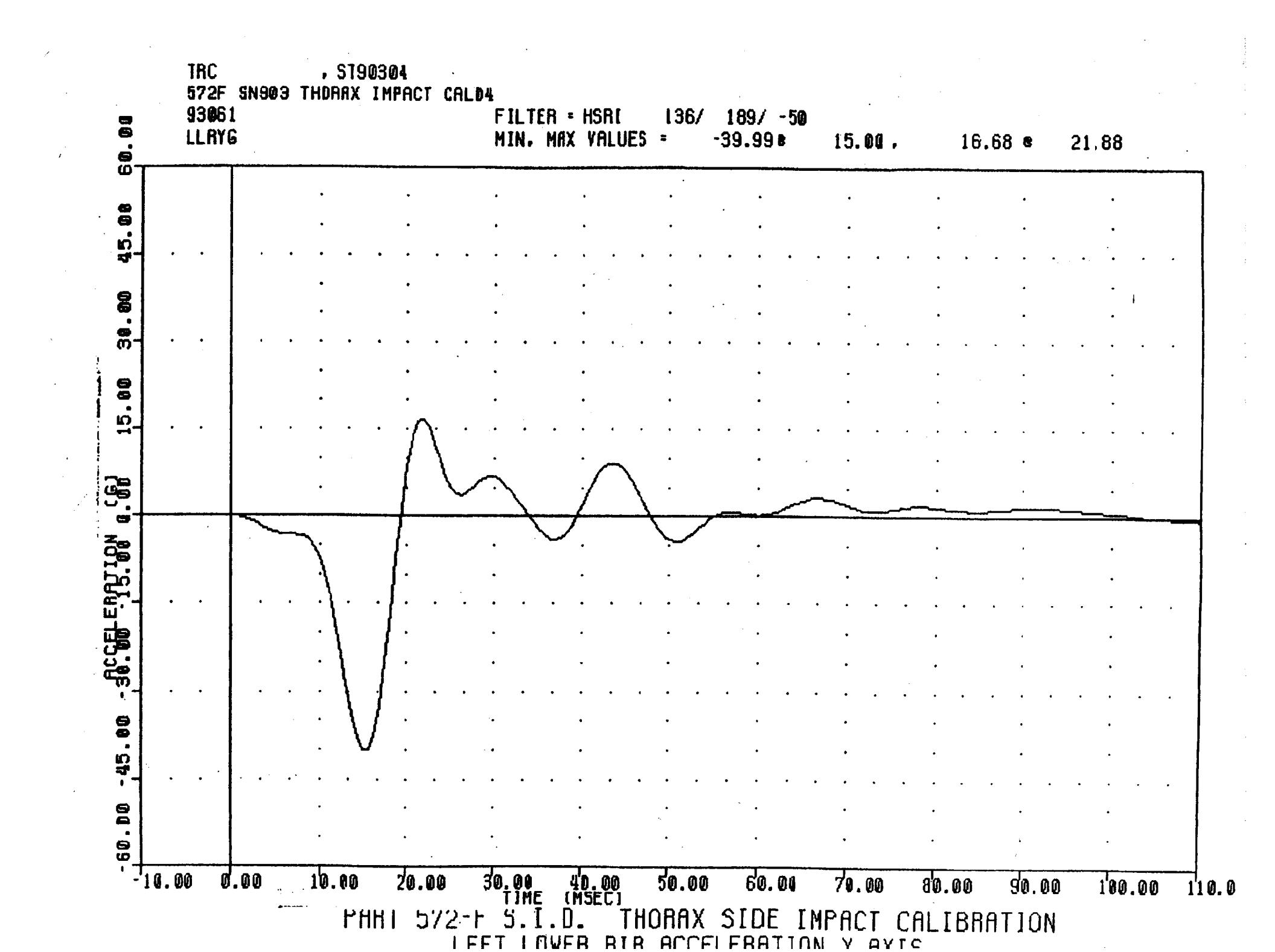
TEST MEETS SPECIFICATIONS

TECHNICIAN Chas. Middlebrooks



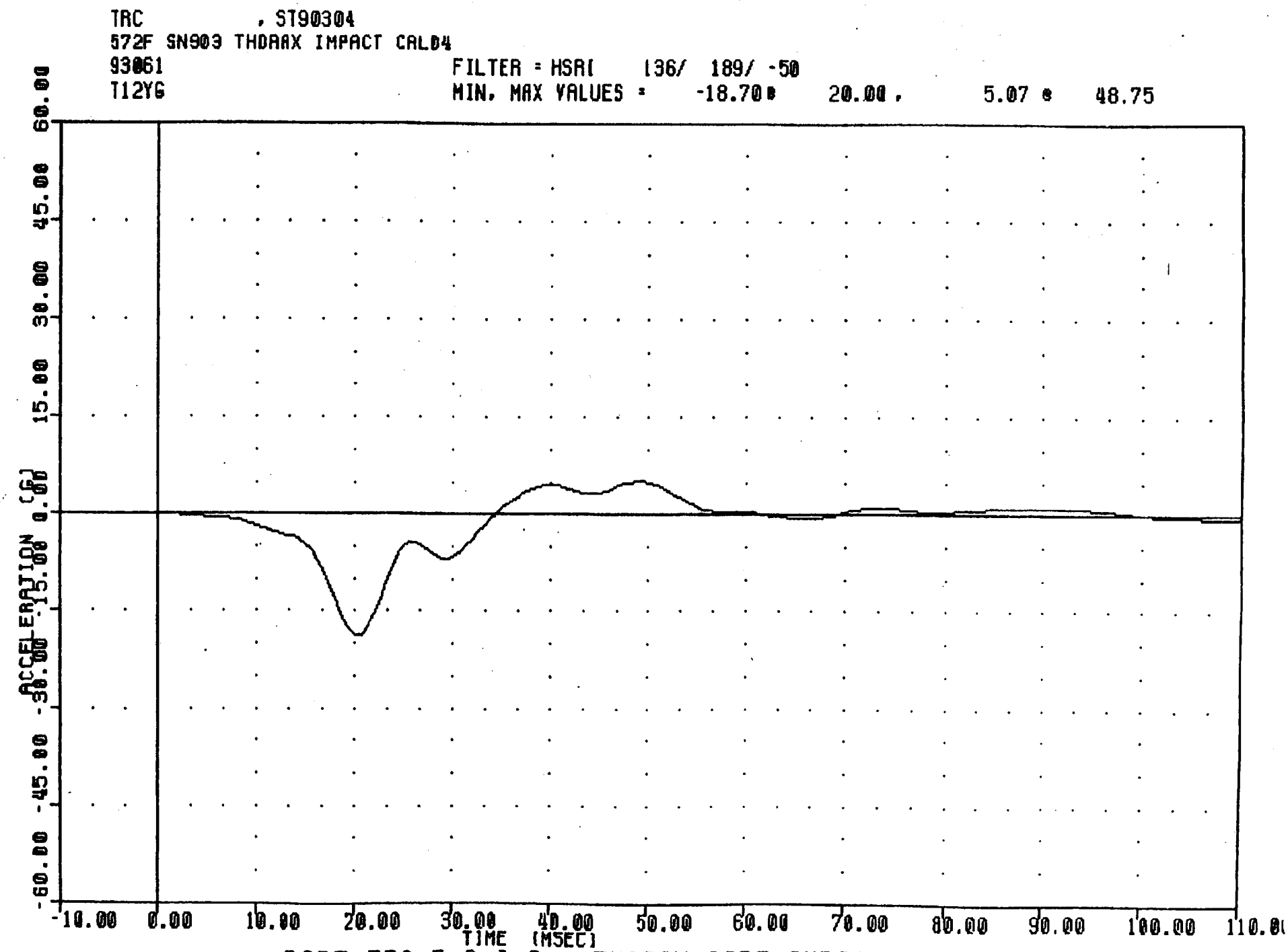
PART 572-F S.I.D. THORAX SIDE IMPACT CALIBRATION

LEFT UPPER RIB ACCELERATION Y AXIS



PART 572-F S.I.D. THORAX SIDE IMPACT CALIBRATION

LEFT LOWER RIB ACCELERATION Y AXIS



PART 572-F S.I.D. THORAX SIDE IMPACT CALIBRATION

LOWER SPINE ACCELERATION Y AXIS

TRANSPORTATION RESEARCH CENTER INC.

LATERAL PELVIS IMPACT TEST

SIDE IMPACT DUMMY

02-Mar-93

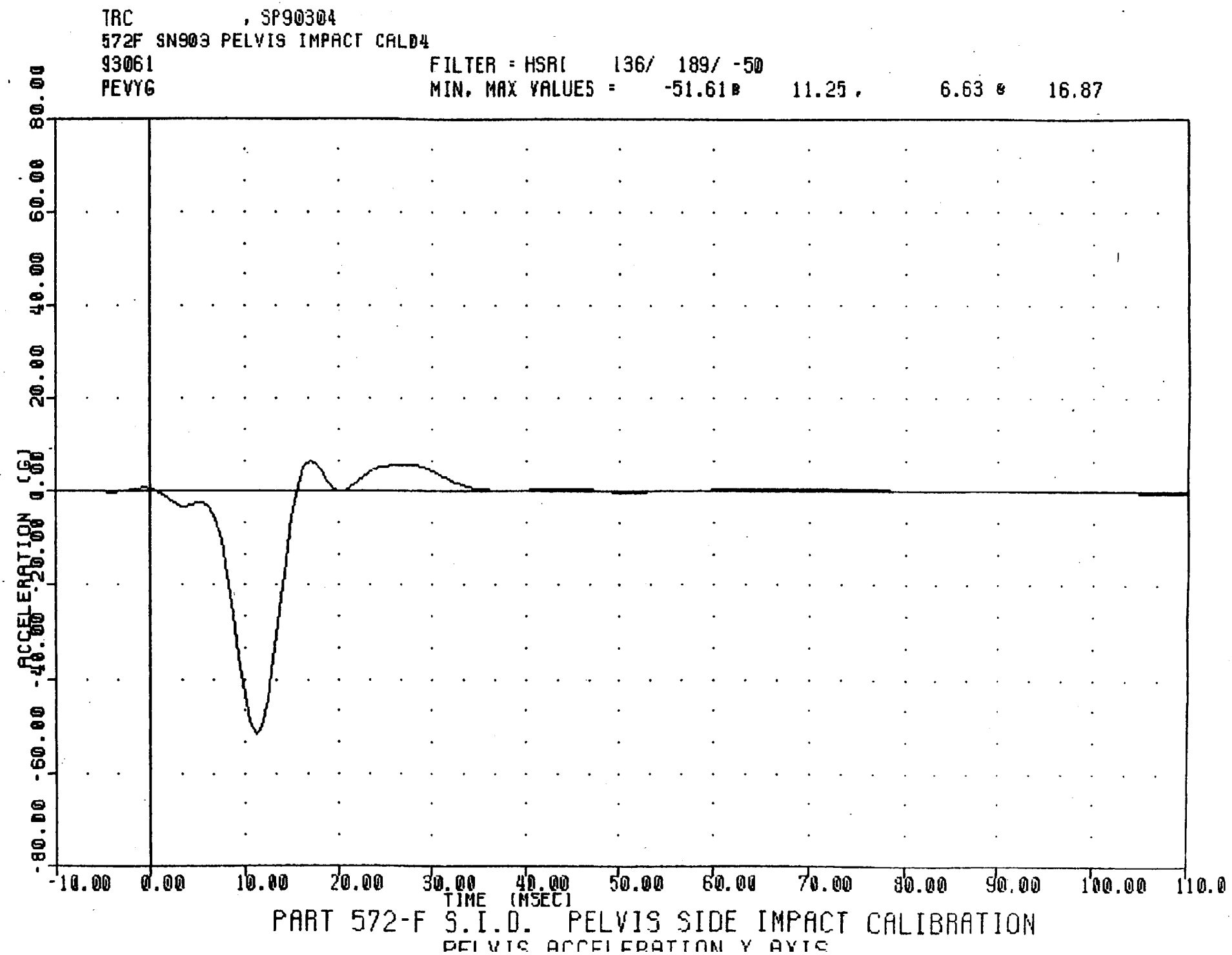
LEFT SIDE CONFIGURATION

TRC SP90304 572F SN903 PELVIS IMPACT CAL04

TEST PARAMETER	SPECIFICATION (ABSOLUTE VALUE)	TEST RESULTS
TEMPERATURE	66 - 78 F	71.0 DEG. F
RELATIVE HUMIDITY	10 - 70 %	31.0 %
PISTON VELOCITY	13.80 - 14.20 FT/S	14.09 FT/S
PEAK PELVIC ACCELERATION	40 - 60 G	-51.6 G
TIME ABOVE 20 G LEVEL	3 - 7 MSEC	5.8 MSEC
IS ACCELERATION CURVE UNIMODAL?	YES	YES

TEST MEETS SPECIFICATIONS

TECHNICIAN Chas. Middlet



PART 572-F S.I.D. PELVIS SIDE IMPACT CALIBRATION

PELVIS ACCELERATION Y AXIS

APPENDIX D

MISCELLANEOUS TEST INFORMATION

DUMMY INSTRUMENTATION PLACEMENT

DUMMY MANUFACTURER & S/N: NHTSA 903

SEATING POSITION: DRIVER

MNEMONIC	LOCATION	AXIS	MFR	MODEL	S/N	ORIENTATION (+ SENSING)
HEDXG1	HEAD	X	ENDEVCO	7264	DC72J	REAR
HEDYG1	HEAD	Y	ENDEVCO	7264	BF42J	LEFT
HEDZG1	HEAD	Z	ENDEVCO	7264	EH75J	UP
T01XG1	UPPER SPINE	X	ENDEVCO	7264	DE99J	FRONT
T01YG1	UPPER SPINE	Y	ENDEVCO	7264	FG43J	LEFT
T01YGA	UPPER SPINE REDUNDANT	Y	ENDEVCO	7264	EJ62J	RIGHT
T01ZG1	UPPER SPINE	Z	ENDEVCO	7264	BE02J	UP
T12XG1	LOWER SPINE	X	ENDEVCO	7264	DM34J	REAR
T12YG1	LOWER SPINE	Y	ENDEVCO	7264	EJ59J	LEFT
T12YGA	LOWER SPINE REDUNDANT	Y	ENDEVCO	7264	BF65J	RIGHT
T12ZG1	LOWER SPINE	Z	ENDEVCO	7264	BH31J	UP
LURYG1	LEFT UPPER RIB	Y	ENDEVCO	7264	EY99J	RIGHT
LURYGA	LEFT UPPER RIB REDUNDANT	Y	ENDEVCO	7264	DC54J	RIGHT
LLRYG1	LEFT LOWER RIB	Y	ENDEVCO	7264	FJ66J	RIGHT
LLRYGA	LEFT LOWER RIB REDUNDANT	Y	ENDEVCO	7264	FC60J	RIGHT
PEVXG1	PELVIS	X	ENDEVCO	7264	FB67J	REAR
PEVYG1	PELVIS	Y	ENDEVCO	7264	DF92J	LEFT
PEVZG1	PELVIS	Z	ENDEVCO	7264	BE50J	UP

DODGE RAM 100 PICKUP TRUCK INSTRUMENTATION PLACEMENT

NUMBER	LOCATION	AXIS	MFR	MODEL	S/N	ORIENTATION (+ SENSING)
1	RIGHT FRONT SILL	Y	ENDEVCO	2264	AY72	LEFT
2	RIGHT REAR SILL	Y	ENDEVCO	2264	AZ88	RIGHT
3	LEFT FRONT SILL	Y	ENDEVCO	2264	AK03	RIGHT
4	LEFT FRONT DOOR CENTERLINE	Y	ENDEVCO	2264	AU09	LEFT
5	LEFT FRONT DOOR MID-REAR	Y	ENDEVCO	2264	AR89	LEFT
6	LEFT FRONT DOOR UPPER CENTERLINE	Y	ENDEVCO	2264	AS76	LEFT

CHEVROLET CAPRICE INSTRUMENTATION PLACEMENT

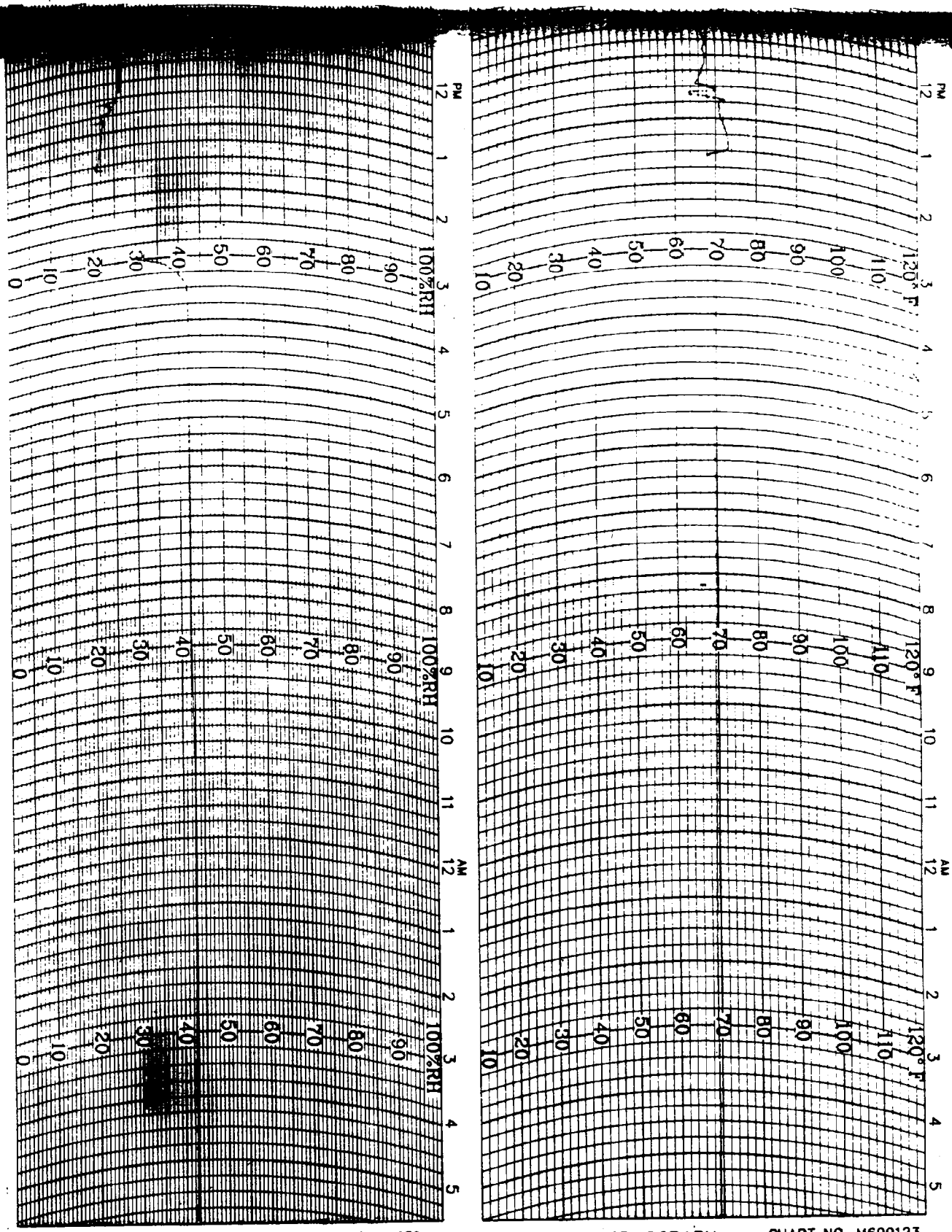
NUMBER	LOCATION	AXIS	MFR	MODEL	S/N	ORIENTATION (+ SENSING)
1	LEFT FRONT SILL	X	ENDEVCO	2264	AN06	REAR
2	RIGHT FRONT SILL	X	ENDEVCO	2264	AK21	REAR
3	CENTER OF GRAVITY	X	ENDEVCO	2264	AZ67	REAR
	CENTER OF GRAVITY	Y	ENDEVCO	2264	AR38	RIGHT

FREQUENCY RESPONSE CLASSES

NHTSA LABORATORY PROCEDURE TP-214D-01

TYPICAL TEST MEASUREMENTS	CHANNEL CLASS
Vehicle Structural Accelerations for use in:	
Total vehicle comparison	60
Collision simulation input	60
Component analysis	600
Integration for velocity or displacement	180
Anthropomorphic Test Device	
Head accelerations (linear and angular)	1000
Thorax	
Spine accelerations	180*
Rib accelerations	180*
Deflections	180
Pelvis	
Accelerations	180*

*The Channel Class 180 data is further processed by subsampling to a 1600 Hz sample rate, removing bias, and filtering with the Finite Impulse Response (FIR100) filter program.



Weather Measure
WEATHERtronics
Division of QUALIMETRICS, Inc.

P.O. BOX 41039
SACRAMENTO, CA 95841
PHONE: (916) 923-0055

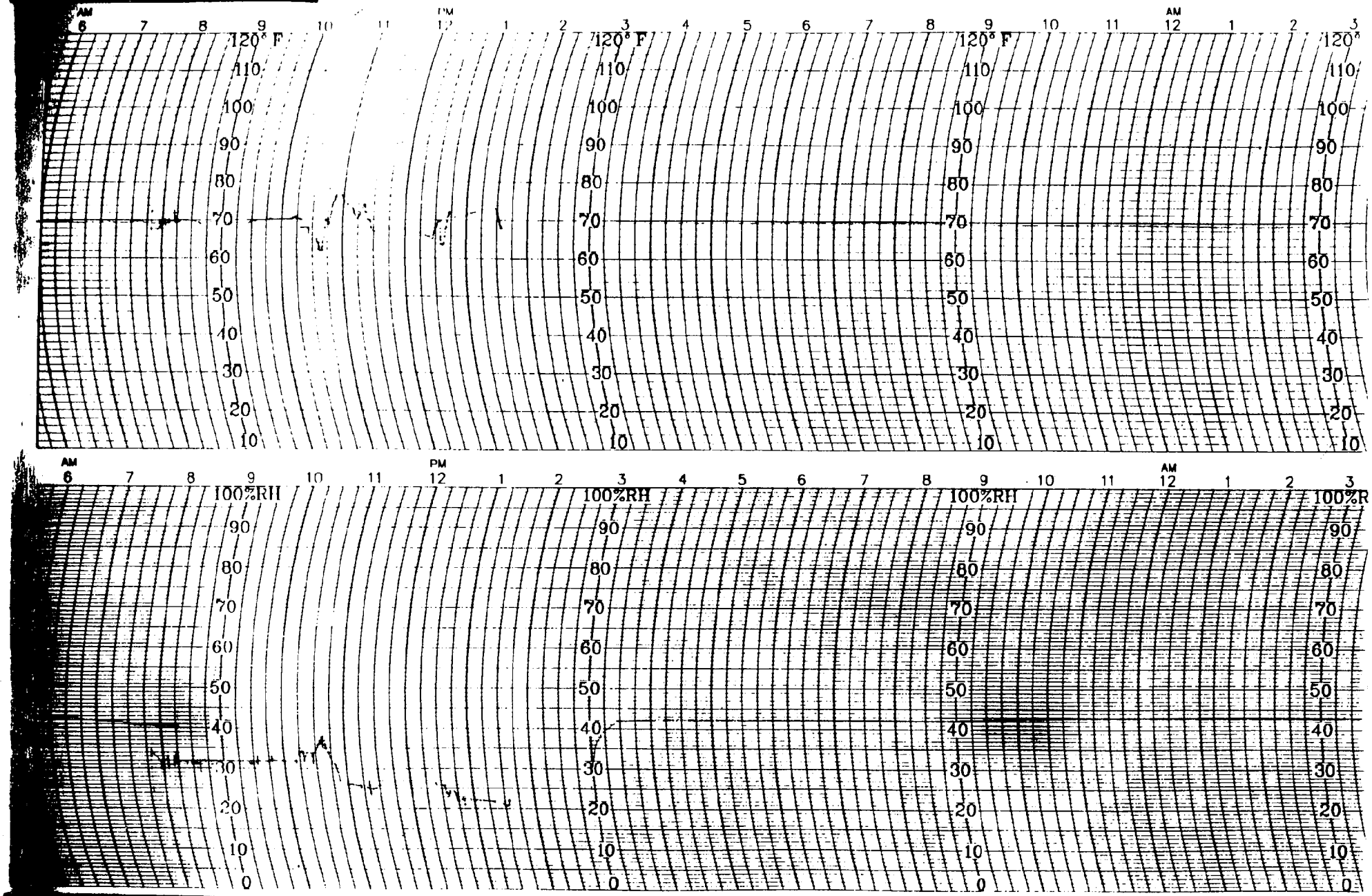
HYGROTHERMOGRAPH
1 DAY

CHART NO. M699123
C311-D-HF
ECN 2717
6-9-87

930312

STATION _____ DATE ON _____ DATE OFF _____

OCCUPANT COMPARTMENT THERMOGRAPH


AM
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120° F
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