

V2463

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301-CAL-97-02

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

Chrysler Corporation
1997 Chrysler Sebring JX
Convertible

NHTSA NUMBER: CV0306

CALSPAN TEST NUMBER: 8353-8

November 7, 1996

CALSPAN SRL CORPORATION
P.O. BOX 400
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FINAL REPORT

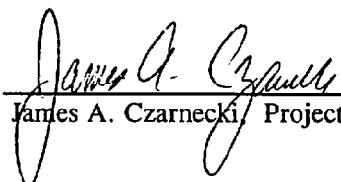
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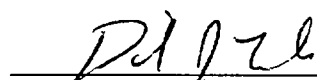
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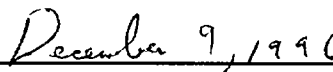
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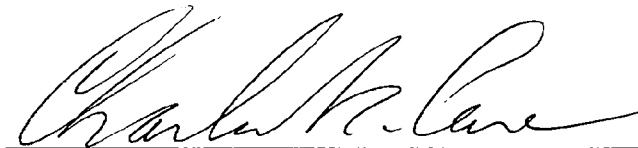

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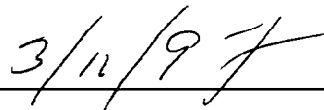


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16. Abstract A 30 mph vehicle safety compliance test was conducted on a 1997 Chrysler Sebring JX Convertible. This test was performed at the Calspan SRL Corporation in Buffalo, New York on November 7, 1996. The purpose of this test was to determine compliance with the performance requirements of the following Federal Motor Vehicle Safety Standards: 1. FMVSS No. 208, "Occupant Crash Protection" 2. FMVSS No. 212, "Windshield Mounting" 3. FMVSS No. 219 (partial), "Windshield Zone Intrusion" 4. FMVSS No. 301, "Fuel System Integrity" The test mode was perpendicular (0°) and the impact velocity was 29.3 mph. The ambient temperature at the impact face was 69 °F. The subject test vehicle appears to comply with the requirements of FMVSS Nos. 208, 212, 219 (partial) and 301. <u>Type of Restraint System:</u> The test vehicle was equipped with a driver airbag and a passenger airbag restraint system. The manual seat belts were not used for this test.					
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Section 1

PURPOSE AND TEST PROCEDURE

This 30 mph frontal barrier impact test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 208, 212, 219 (partial) and 301 compliance test program conducted for the National Highway Traffic Safety Administration (NHTSA) by Calspan SRL Corporation under Contract No. DTNH22-93-D-11089. The purpose of this test was to determine if the subject vehicle, a 1997 Chrysler Sebring JX Convertible, meets the performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS No. 212, "Windshield Mounting"; FMVSS No. 219 (partial), "Windshield Zone Intrusion"; and FMVSS No. 301, "Fuel System Integrity". This compliance test was conducted using the requirements found in the OVSC Laboratory Test Procedure No. TP-208-09, dated March 15, 1993.

Section 2

SUMMARY OF TEST NUMBER CV0306

A frontal barrier was impacted by a 1997 Chrysler Sebring JX Convertible at a velocity of 29.3 mph. The test was performed at the Calspan SRL Corporation on November 7, 1996. Pre- and Post-test photographs of the vehicle and dummies can be found in Appendix A.

The frontal barrier impact event was documented by one real-time camera and 14 high-speed cameras. Camera locations and other pertinent camera information can be found in this report.

Two Part 572E, 50th percentile male anthropomorphic test devices (ATDs), were placed in the driver and right-front passenger seating positions according to dummy placement instructions specified in the OVSC Laboratory Test Procedure.

Both ATDs were fully instrumented with head and chest three axis (x, y, and z) accelerometers, chest displacement potentiometers, lower leg instrumentation and left/right femur load cells. These ATDs had been certified prior to the test.

The 46 channels of data were recorded on a P.C. based data acquisition system. Appendix B contains the vehicle and dummy response data traces. The trunk z accelerometer data is questionable, the signal appears to have noise late in the event. Integrations were not included in this report.

The driver's HIC was 445.0. The maximum chest deceleration over 3 milliseconds was 52.08 g's with -1.0 inches of deflection. The maximum force on the driver's left femur was -1843.8 pounds and -1665.4 pounds on the right femur.

The right front passenger's HIC was 483.07. The maximum chest deceleration over 3 milliseconds was 51.80 g's with -0.9 inches of deflection. Loads of -1431.0 and -1586.2 pounds were recorded on the left and right femurs respectively.

Table 1

CRASH TEST SUMMARY

Vehicle NHTSA No. :	<u>CV0306</u>	Test Mode :	<u>30 mph Frontal Barrier</u>
Test Date :	<u>November 7, 1996</u>	Time:	<u>13:12</u> Temperature : <u>69</u> °F
Vehicle Make/Model/Body Style :	<u>1997 Chrysler Sebring JX Convertible</u>		
Vehicle Test Weight :	<u>3786</u>	lbs	
Vehicle/Barrier Impact Angle :	<u>0</u>	°	
Impact Velocity :	<u>29.3</u>	mph	
Maximum Static Crush :	<u>13.3</u>	inches	
Vehicle Rebound :	<u>11.4</u>	inches	
<u>DUMMIES:</u>	<u>DRIVER</u>	<u>PASSENGER</u>	
Type :	<u>Part 572E</u>	<u>Part 572E</u>	
Restraint System :	<u>Airbag</u>	<u>Airbag</u>	
Number of Data Channels :	<u>46</u>		
Number of Cameras :	<u>1</u>	Real Time	
	<u>14</u>	High Speed	
<u>DOOR OPENING DATA :</u>	<u>Closed/Operable</u>	- Left Front	
	<u>Closed/Operable</u>	- Right Front	
Front Seat(s) Data :	<u>DRIVER</u>	<u>PASSENGER</u>	
Seat Track Failure :	<u>0.0</u>	<u>0.0</u>	
	Inches of shift		
Seat Back Failure :	<u>None</u>	<u>None</u>	
<u>VISIBLE DUMMY CONTACT POINTS :</u>	<u>DRIVER</u>	<u>PASSENGER</u>	
Head :	<u>Face with airbag</u>	<u>Face with airbag, back of head with headrest</u>	
Abdomen :	<u>-</u>	<u>-</u>	
Chest	<u>Airbag</u>	<u>Airbag</u>	
Knees	<u>Knee Bolster</u>	<u>Glove Box</u>	

Table 2

GENERAL TEST AND VEHICLE PARAMETER DATATEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 1997 Chrysler Sebring JX Convertible
 NHTSA No. : CV0306 ; VIN: 3C3EL45X5VT522681 ; Color : Red
 Engine Data: 4 cyl. cylinders; - CID; 2.4 Liters; - cc
 Placement : - Longitudinal or In-Line; X Transverse of Lateral
 Transmission Data : 4 speeds; - Manual; X Automatic; - Overdrive
 Final Drive : - Rear Wheel Drive; X Front Wheel Drive; - Four Wheel Drive
 Major Options : X A/C; X Pwr.Strg.; X Pwr. Brakes
X Pwr. Windows; X Pwr. Door Locks; X Tilt Wheel
 Date Received : 10/21/96 ; Odometer Reading 25 miles
 Selling Dealer : Marong Chrysler/Plymouth
 & Address: 3599 Southwestern Blvd. Orchard Park 14127

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : Chrysler Corporation
 Date of Manufacture 9/96
 GVWR : 4164 lbs.; GAWR: 2323 lbs. FRONT; 1891 lbs. REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load : 35 psi FRONT
35 psi REAR
 Recommended Tire Size : P205/65R15
 * Recommended Cold Tire Pressure : 30 psi FRONT; 30 psi REAR
 Size of Tires on Test Vehicle: P205/65R15 ; Manufacturer: Michelin
 Vehicle Capacity Data :
 Type of Front Seats: - Bench; x Bucket; - Split Bench
 Number of Occupants: 2 Front; 2 Rear; 4 Total
 Vehicle Capacity Weight (VCW) = 715 lbs.
 No. of Occupants x 150 lbs. = 600 lbs.
 Rated Cargo/Luggage Weight (RCLW) = 115 lbs.

*Tire pressure used for test

Table 2

GENERAL TEST AND VEHICLE PARAMETER DATA (cont.)WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with maximum fluids)= UDW:

Right Front	=	<u>1018</u>	lbs.	Right Rear	=	<u>631</u>	lbs.
Left Front	=	<u>1031</u>	lbs.	Left Rear	=	<u>668</u>	lbs.
TOTAL FRONT	=	<u>2,049</u>	lbs.	TOTAL REAR	=	<u>1,299</u>	lbs.
TOTAL DELIVERED WEIGHT = <u>3,348.0</u> lbs.							
% of Total Front of Vehicle Weight = <u>61.2</u>				% of Total Rear Weight = <u>38.8</u> %			

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT :

Total Delivered Weight	=	<u>3,348</u>	lbs.
Rated Cargo/Luggage Weight (RCLW)	=	<u>115</u>	lbs.
Weight of 2 p.572 Dummies @ 167 each	=	<u>334</u>	lbs.
TARGET TEST WEIGHT	=	<u>3,797</u>	lbs.

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 104 POUNDS OF CARGO WEIGHT:

Right Front	=	<u>1084</u>	lbs.	Right Rear	=	<u>792</u>	lbs.
Left Front	=	<u>1092</u>	lbs.	Left Rear	=	<u>818</u>	lbs.
TOTAL FRONT	=	<u>2,176</u>	lbs.	TOTAL REAR	=	<u>1,610</u>	lbs.
TOTAL TEST WEIGHT = <u>3,786.0</u> lbs.							
% of Total Front Weight = <u>57.5</u> %				% of Total Rear Weight = <u>42.5</u> %			
Weight of Ballast Secured in Vehicle Trunk Area = <u>0</u> lbs.							
Vehicle Components Removed for Weight Reduction: <u>None</u>							

VEHICLE ATTITUDE (all dimension in inches) :

AS DELIVERED :	RF	<u>29.1</u>	LF	<u>28.9</u>	RR	<u>29.1</u>	LR	<u>28.9</u>
FULLY LOADED :	RF	<u>28.0</u>	LF	<u>28.0</u>	RR	<u>27.2</u>	LR	<u>27.1</u>
AS TESTED :	RF	<u>28.7</u>	LF	<u>28.4</u>	RR	<u>27.3</u>	LR	<u>27.2</u>
Vehicle's Wheel Base : <u>60.9</u> in.								
Location of Vehicle's C.G. : <u>25.9</u> inches rearward of front wheel center.								

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual	=	<u>16</u>	gallons
Usable Capacity Figure Furnished by COTR	=	<u>15.8</u>	gallons
Test Volume Range (92 to 94% of Usable Capacity)	=	<u>13.98</u> to <u>14.85</u>	gallons
ACTUAL TEST VOLUME	=	<u>14.6</u>	gallons (with entire fuel system filled)

Table 3

POST IMPACT DATATYPE OF TEST:

Type of Test : Frontal Barrier Impact Angle : 0°
 Test Date : November 7, 1996 Time: 13:12 Temperature: 69 °F
 Vehicle NHTSA No. : CV0306
 Required Impact Velocity Range : 28.9 to 29.9 mph

BARRIER IMPACT VELOCITY: (Speed traps within 5 feet of impact plane.)

Trap No. 1 = 29.3 mph; Trap No. 2 = 29.3 mph
 Distance from vehicle to barrier : (1) entering trap = 52 inches
 (2) exiting trap = 12 inches

VEHICLE STATIC CRUSH: (For frontal and rear impacts only.)

Vehicle Length:

Pre-Test Right = 186.6 ; C/L = 193.0 ; Left = 186.0
 Post-Test Right = 176.7 ; C/L = 179.7 ; Left = 178.0
 Crush Right = 9.9 ; C/L = 13.3 ; Left = 8.0
 AVERAGE = 10.4 inches

VEHICLE REBOUND: (From rigid barrier only.)

Distance from front of test vehicle to impact point :

Right = 11.25 ; C/L = 11.25 ; Left = 11.75AVERAGE = 11.4 inchesDOOR OPENING :

	Left	Right
Front	<u>Closed/Operable</u>	<u>Closed/Operable</u>
Rear	<u>-</u>	<u>-</u>

SEAT MOVEMENT :

	Seat Back Failure	Seat Shift
Front	<u>None</u>	<u>0.0</u>
Rear	<u>-</u>	<u>-</u>

Table 3

POST IMPACT (cont.)

GLAZING DAMAGE :

Windshield had one crack in center lower portion.

OTHER NOTABLE IMPACT FEATURES :

None

Section 3

OCCUPANT AND VEHICLE DATA

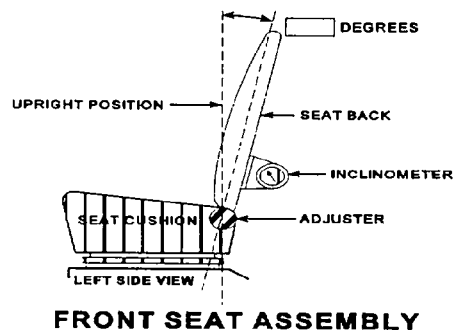
Figure 1

TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 1997 Vehicle Model: Chrysler Sebring JX Body Style : Convertible

1. Nominal Design Riding Position for adjustable driver and passenger seat backs. Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent, if applicable.



Seat back angle for driver's seat : 24

Measurement instructions : Inclinometer was placed on seat back frame and adjusted seat back to 24 deg.

Seat back angle for passenger's seat : 24

Measurement instructions : Same setup as driver side

2. Seat Fore and Aft Positioning

Positioning of the driver's seat : Reference points are chosen on the seat and the runner, total seat travel is measured and the seat is then positioned in the middle of the seat travel.

Positioning of the passenger's seat (if applicable) : Seat track detents are marked (22 detents total), seat was positioned on 12th detent (mid-position - 1st detent location starts at seat front)

3. Fuel Tank Capacity Data

A. "Usable Capacity" of the standard equipment fuel tank is 15.8 gallons

B. "Usable Capacity" of the optional equipment fuel tank is - gallons

4. Steering Column Position :

Reference points are chosen on steering column, total steering column travel is measured and the steering column is then placed at mid-position horizontally.

Figure 2

PART 572 DUMMY IN-VEHICLE POSITION

DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS

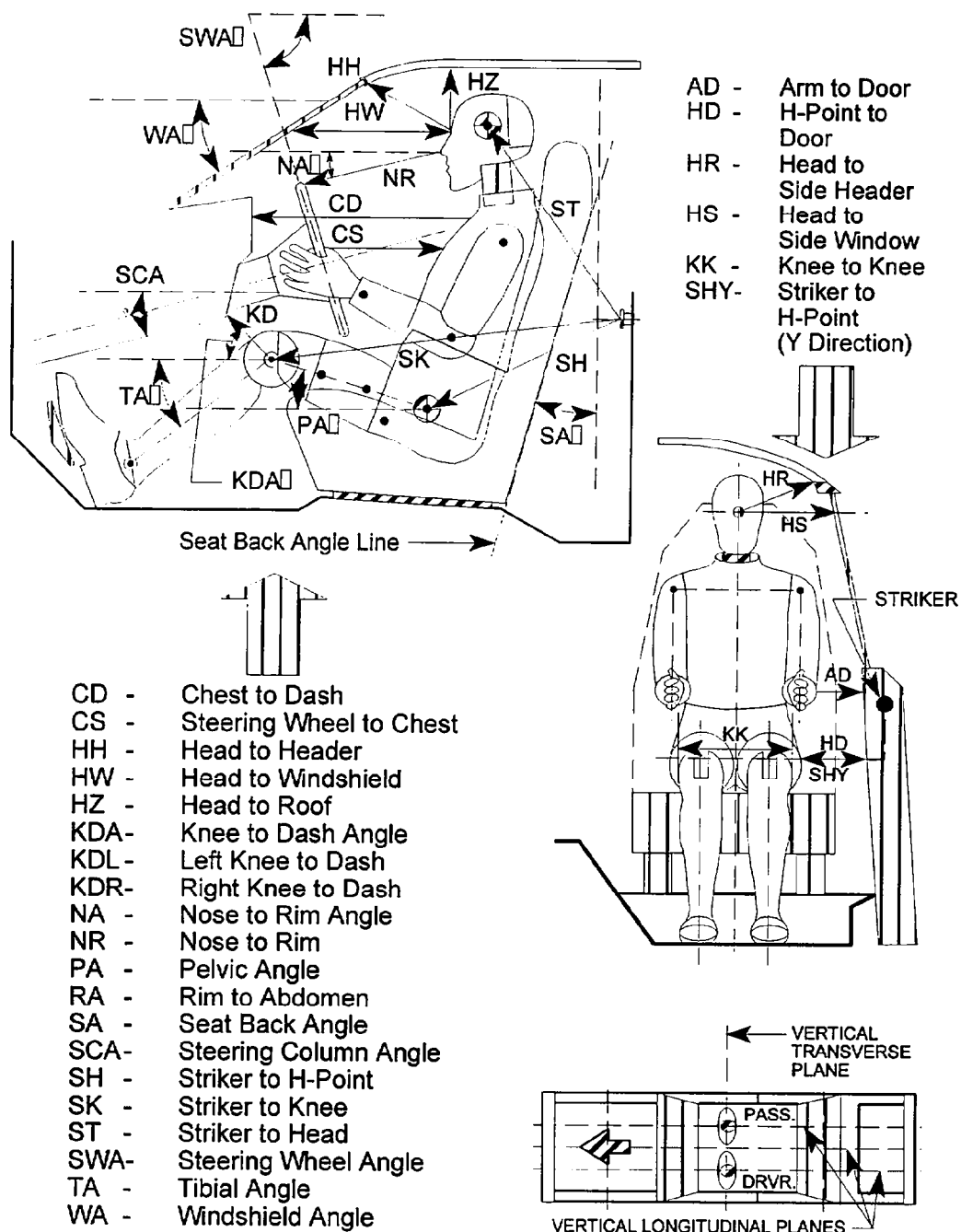


Table 4

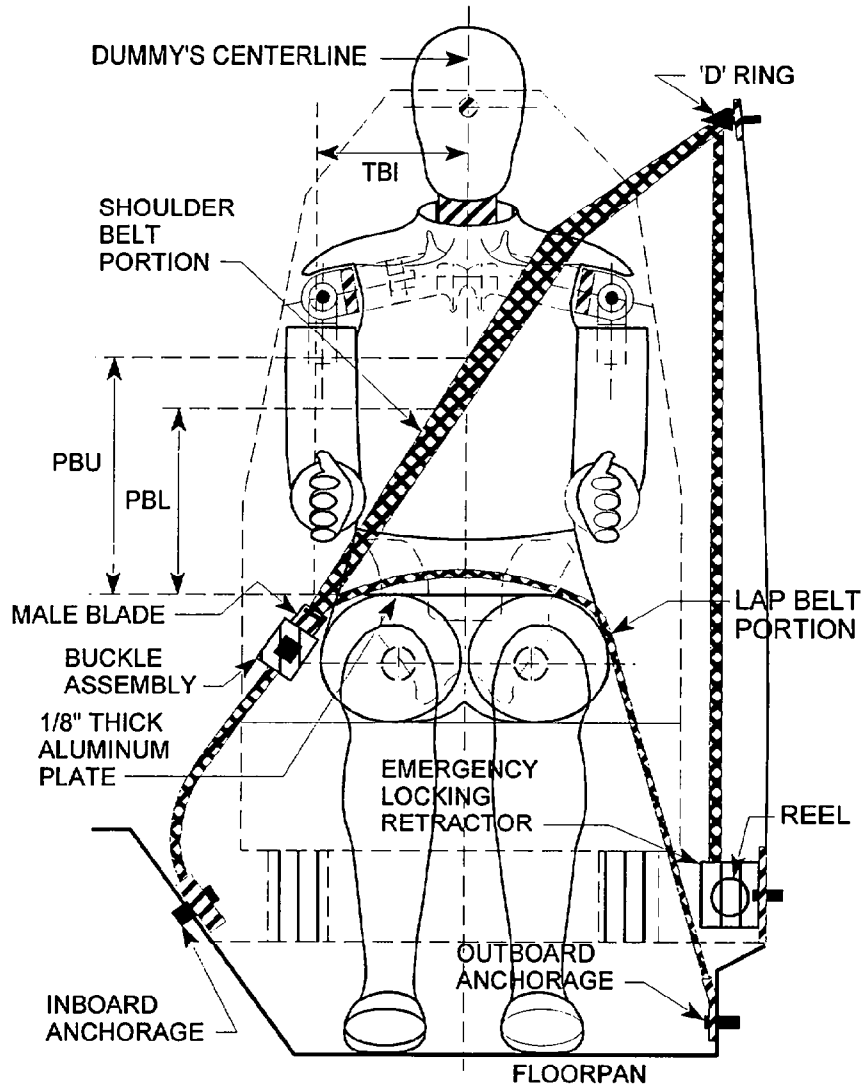
FRONT SEAT OCCUPANT MEASUREMENTS

(All dimensions excluding angles are in inches).

	DRIVER (Serial #290)			PASSENGER (Serial #313)		
WA°	22 deg.			-		
SWA°	20 deg.			-		
SCA°	70 deg.			-		
SA°	24 deg.			24 deg.		
HZ	8.1			7.6		
HH	16.9			16.0		
HW	26.5			23.5		
HR	10.6			10.9		
NR	16.4	Angle	9 deg.	-		
CD	21.6			21.2		
CS	14.2			-		
RA	8.5			-		
KDL/KDA	7.7	Angle	43 deg.	8.1		
KDR/KDA	7.5			7.9	Angle	33 deg.
PA°	23 deg.			23 deg.		
TA°	38 deg.			39 deg.		
KK	11.0			10.5		
ST	23.9	Angle	59 deg.	24.4	Angle	61 deg.
SK	33.8	Angle	0 deg.	34.0	Angle	0 deg.
SH	15.8	Angle	107 deg.	16.1	Angle	101 deg.
SHY	11.1			10.6		
HS	10.8			10.2		
HD	9.4			8.7		
AD	3.9			1.4		

Figure 3

SEAT BELT POSITIONING DATA



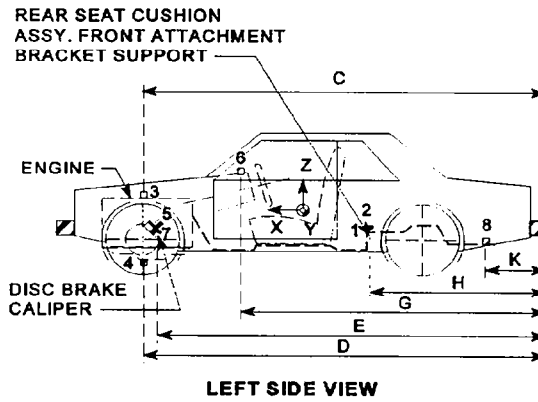
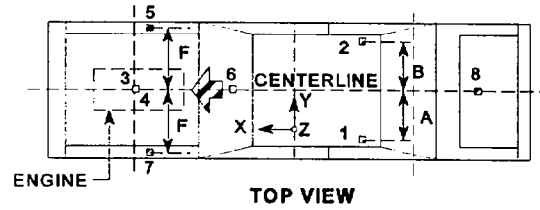
FRONT VIEW OF DUMMY

	DRIVER DUMMY (inches)	PASSENGER DUMMY (inches)
<u>PBU</u> -- Top surface of alum. plate to upper edge	*	*
<u>PBL</u> -- Top surface of alum. plate to belt lower edge	*	*
<u>TBI</u> -- Distance from torso centerline to buckle	*	*

* Vehicle equipped with air bag, manual seat belt not used for this position.

Figure 4

**VEHICLE ACCELEROMETER LOCATION
AND DATA SUMMARY**



ACCELEROMETER NUMBER*	ACCELEROMETER LOCATION	DIRECTION		
		X	Y	Z
1	Left Rear Seat Crossmember	X		
2	Right Rear Seat Crossmember	X		
3	Top of Engine	X		
4	Bottom of Engine	X		
5	Right Disc Brake Caliper	X		
6	Instrument Panel	X		
7	Left Disc Brake Caliper	X		
8	Trunk Z			X

*The accelerometer pack number can be correlated with the vehicle response data traces found in Appendix B.

Table 5

VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

DIMENSION	LENGTH (Inches)	
	PRE-TEST VALUES	POST-TEST VALUES
A Left Rear Seat Crossmember Y	22.1	22.1
B Right Rear Seat Crossmember Y	22.1	22.1
C Top of Engine X	161.1	154.6
D Bottom of Engine X	162.25	155.8
E Disc Brake Calipers X	150.75	146.8 Right 146.2 Left
F Disc Brake Calipers Y	23.4 Right 23.4 Left	21.2 Right 23.8 Left
G Instrument Panel X	122.2	122.2
H Rear Seat Crossmembers X	80.5	80.5
K Trunk X	11.2	11.2

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side	2.4	117.2	-32.0	46.1
2	Rear Seat X-Member @ Right Side	1.8	115.7	-27.7	46.8
3	Top of Engine Block	38.1	51.1	-93.0	28.1
4	Bottom of Engine	18.4	46.8	-72.0	23.5
5	Disc Brake Caliper @ Right Side	73.5	47.6	-15.7	69.7
6	Instrument Panel	42.0	69.7	-53.0	65.2
7	Disc Brake Caliper @ Left Side	70.4	45.0	-32.2	68.3
8	Trunk	104.1	36.5	-88.5	111.1

Figure 5

CAMERA POSITIONS FOR FRONTAL IMPACTS

NOTE: Camera Information shown on Table 6.

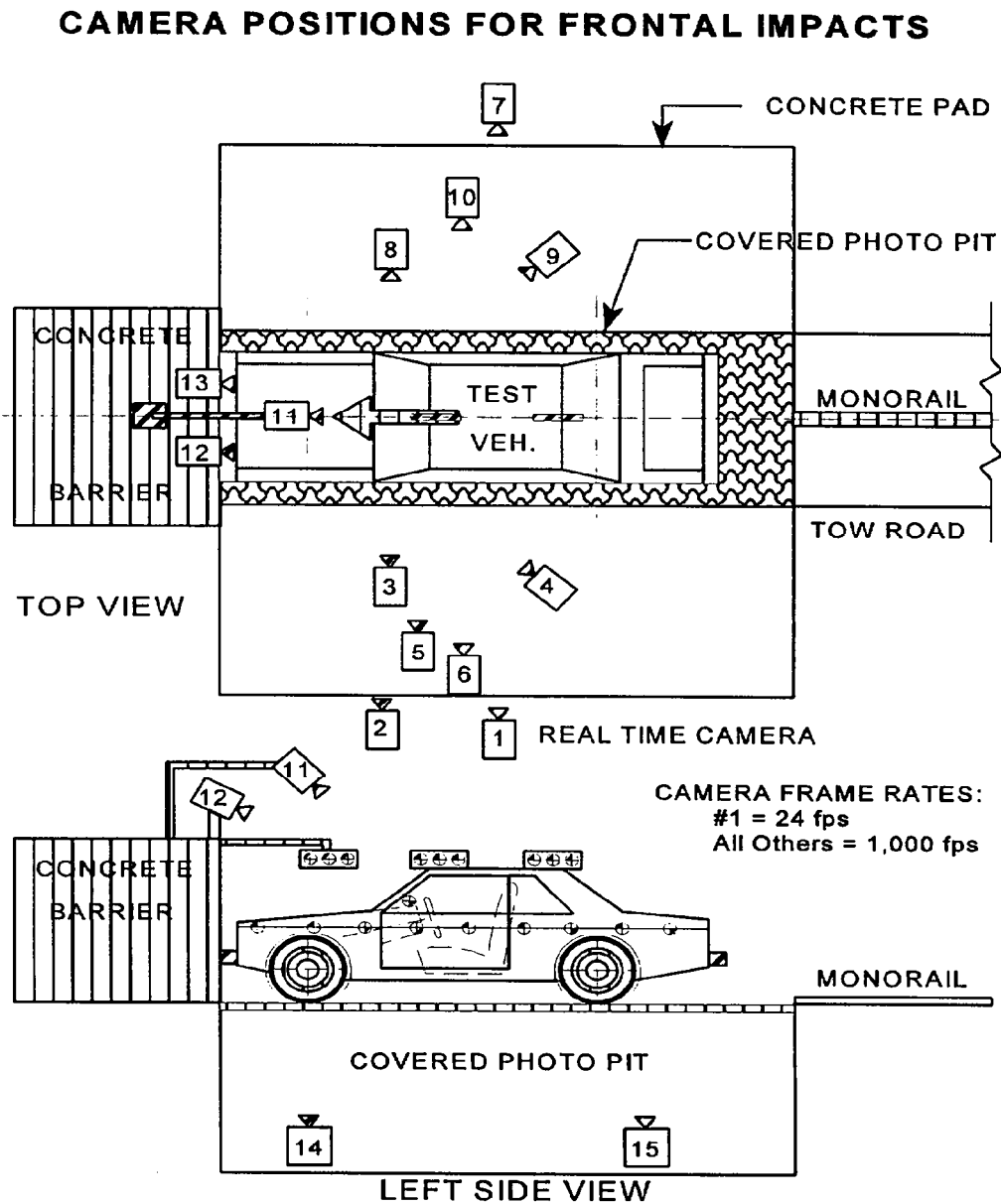


Table 6

HIGH-SPEED CAMERA LOCATIONS

Test No.	CV0306	Vehicle:	1997 Chrysler Sebring JX Convertible					
Camera No.	VIEW	CAMERA POSITIONS (In.)*			ANGLE** (deg)	FILM PLANE TO HEAD TARGET (In.)	LENS (mm)	SPEED (fps)
		X	Y	Z				
1	Real-Time Camera	-	-	-	-	-	-	24
2	Overall Left Side	59	248	43	-4	230.25	13	1120
3	Left Side View	29	359	47	-4	341.25	25	1180
4	Driver and Interior View	120	207	73	-12	-	25	950
5	Steering Column (Bottom)	83	360	46	-3	342.25	35	905
6	Steering Column (Top)	83	360	70	-8	342.25	35	1000
7	Overall Right Side	92	259	45.5	-3	241.25	13	1000
8	Right Side View	60	336	45.5	-4	318.25	25	1135
9	Passenger and Interior View	133	215	74	-12	-	25	1085
10	Right Passenger View	75	338	54	-4	-	35	1120
11	Driver Front View	22	16	78	-39	-	8	1050
12	Passenger Front View	22	16	78	-37	-	8	1045
13	Windshield View	0	0	129	-55	-	13	1045
14	Pit View of Engine	38	0	-86	-90	-	13	945
15	Pit View of Fuel Tank	96	0	-86	-90	-	13	850

*X = film plane to monorail centerline
 Y = film plane to impact location
 Z = film plane to ground
 ** = referenced to horizontal plane

Figure 6

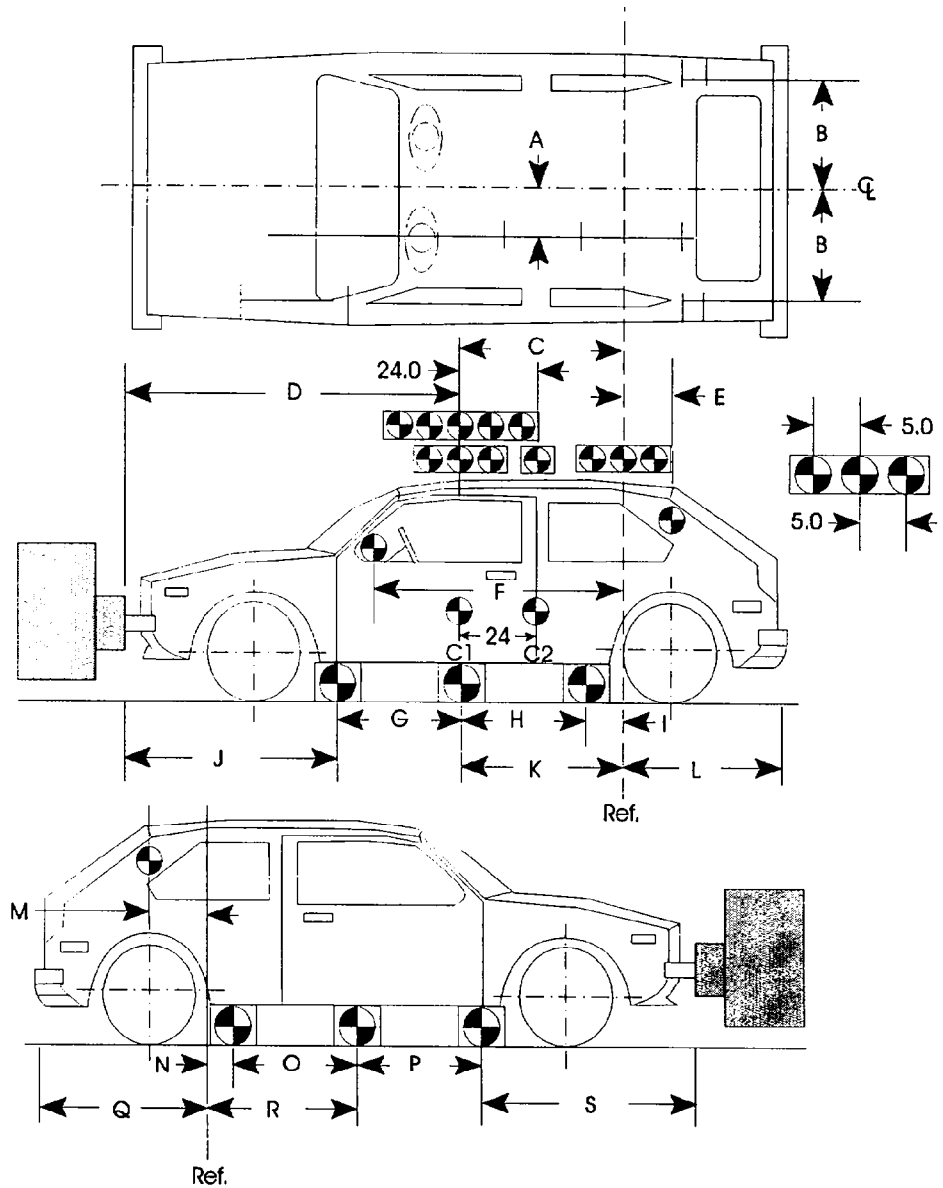
VEHICLE TARGET LOCATIONS
(All dimensions in inches)

Key (Inches)

A =	14.75
B =	23.75

C =	48.0
D =	84.5
E =	13.0
F =	60.1
G =	35.6
H =	35.6
I =	4.0
J =	57.15
K =	39.6
L =	60.65

M =	15.0
N =	2.4
O =	35.6
P =	35.6
Q =	62.25
R =	38.0
S =	57.15



Note: Targets on front fender are 12.0 inches apart. Targets rearward of front fender are 24.0 inches apart.

Figure 7

TEST VEHICLE MEASUREMENTS

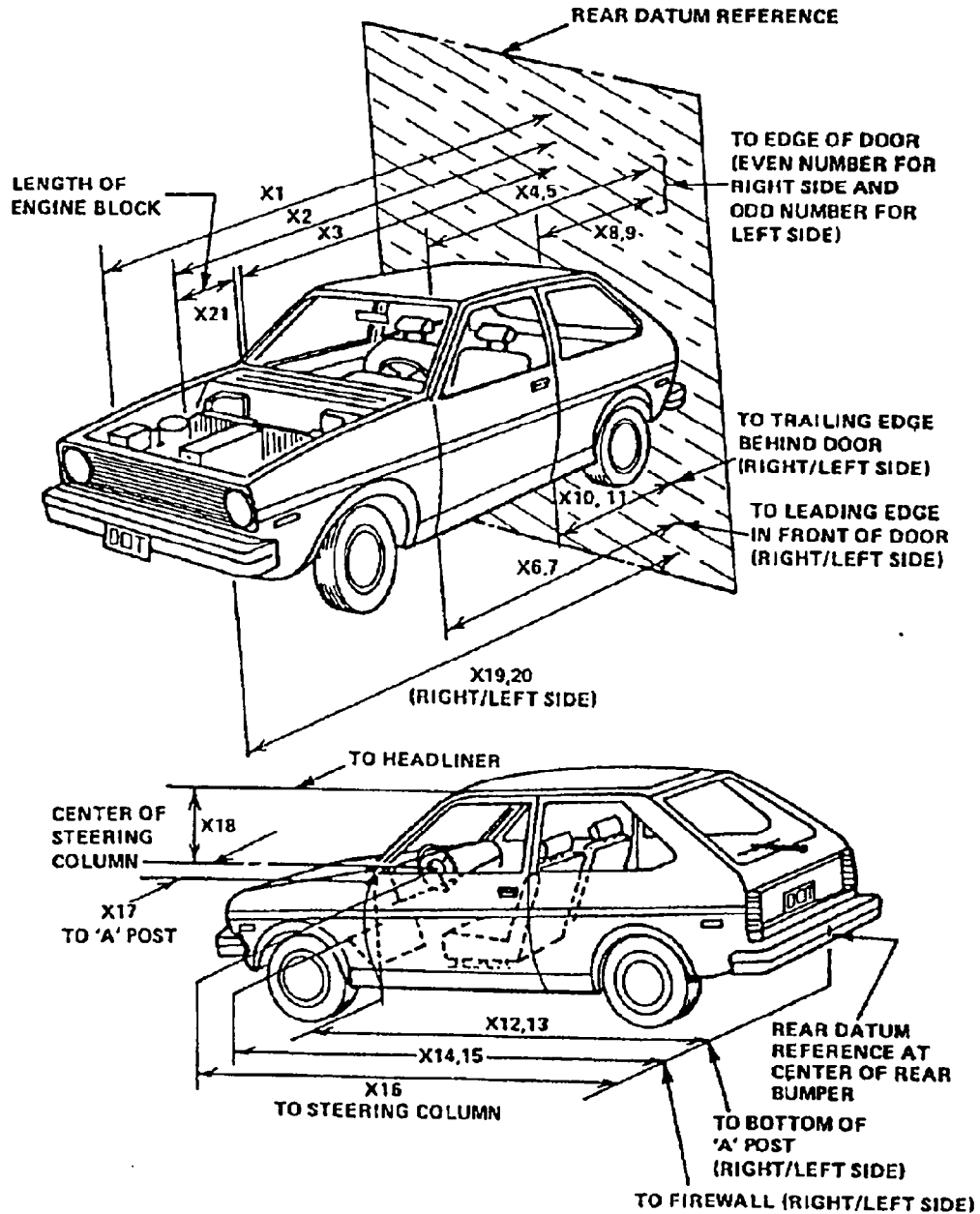


Table 7

VEHICLE MEASUREMENTS

No.		All Dimensions in inches		
		Pre-Test	Post-Test	Differences
X1	Total Length of Vehicle at Centerline	193.0	179.7	13.3
X2	Rear Surface of Vehicle to Front of Engine	161.7	155.5	6.2
X3	Rear Surface of Vehicle to Firewall	153.2	151.0	2.2
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	136.5	135.5	1.0
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	136.1	135.7	0.4
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	134.0	133.4	0.6
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	133.5	133.4	0.1
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	82.4	81.0	1.4
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	82.2	81.9	0.3
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	85.2	84.6	0.6
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	84.8	84.7	0.1
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	134.1	133.8	0.3
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	133.9	133.7	0.2
X14	Rear Surface of Vehicle to Firewall, Right Side	151.1	147.7	3.4
X15	Rear Surface of Vehicle to Firewall, Left Side	152.0	150.0	2.0
X16	Rear Surface of Vehicle to Steering Column	115.0	115.3	-0.3
X17	Center of Steering Column to "A" Post	17.0	17.0	0.0
X18	Center of Steering Column to Headliner	15.3	13.8	1.5
X19	Rear Surface of Vehicle to Right Side of Front Bumper	186.6	176.7	9.9
X20	Rear Surface of Vehicle to Left Side of Front Bumper	186.0	178.0	8.0
X21	Length of Engine Block	20.5	20.5	0.0

Section 4

SUMMARY OF RESULTS OF FMVSS NOS. 208, 212, 219 AND 301

- "Occupant Crash Protection," FMVSS No. 208 Data
- "Windshield Mounting," FMVSS No. 212 Data
- "Windshield Zone Intrusion," FMVSS No. 219 (Partial) Data
- "Fuel System Integrity," FMVSS No. 301

Table 8

DUMMY INJURY CRITERIA VALUESNHTSA No. : CV0306 Vehicle : 1997 Chrysler Sebring JX Convertible

	MAXIMUM ACCELERATION (g's)								
	HEAD				CHEST				
	X	Y	Z	R	X	Y	Z	R*	Displacement
Dummy (1)	-96.4	21.5	41.0	104.0	-56.4	7.9	27.2	52.1	-1.0
Dummy (2)	-92.4	-17.3	37.6	93.7	-53.1	-11.8	20.0	51.8	-0.9

	MAXIMUM FORCE - FEMUR LOAD (lbs.)	
	LEFT FEMUR	RIGHT FEMUR
Dummy (1)	-1843.8	-1665.4
Dummy (2)	-1431.0	-1586.2

	HEAD INJURY CRITERIA**			
	HIC	36 millisecond Maximum		Avg. Acc (g)
		t ₁ (msec)	t ₂ (msec)	t ₁ TO t ₂
Dummy (1)	445.0	56.52	83.52	48.62
Dummy (2)	483.07	57.84	82.68	51.95

* Defined as exceeding 0.003 sec. duration

**As defined in FMVSS No. 208

Table 9

FMVSS NO. 208 - SEAT BELT WARNING SYSTEM CHECK

With occupant in driver's position, the lap belt in stowed position, and ignition switch placed in "Start/On" position:

Log time duration of audible warning signal = 6 sec.

Log time duration of reminder light operation = 6 sec.

With occupant in driver's position, lap belt in use, and the ignition switch placed in "Start/On" position :

Log time duration of audible warning signal
(audible warning should not operate) = 0 sec.

Log time duration of reminder light operation = 6 sec.

Note wording of visual warning :

Fasten Seat Belt

Fasten Belt

Symbol 101 X

Table 10

FMVSS NO. 208 - LABELING AND DRIVER'S MANUAL INFORMATION

Locate label which describes manufacturers maintenance or replacement schedule for crash-deployed occupant protection system.

Describe location :

Label located on the sunvisor

The label states, "The label does not comment on maintenance, it does however refer to the owners manual for further information". The manual states routine maintenance of the SRS system is not required.

Were appropriate instructions concerning maintenance and/or replacement of this system provided ?

YES - NO X

Was a description of the functional operation of the system provided ?

YES X* NO -

Is there a reference to the instructions and description of the system on the label ?

YES X NO -

Was an owner's manual provided ?

YES X NO -

Did the owner's manual contain appropriate information concerning maintenance and/or replacement and a description of the functional operation of the system ?

YES X NO -

*The manual states routine maintenance of the SRS system is not required.

Table 11

FMVSS NO. 208 - READINESS INDICATOR

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement.

Is the system totally mechanical ? YES - NO X

Describe the location of the readiness indicator :

Readiness indicator located on instrument panel

Is the readiness indicator clearly visible to the driver ? YES X NO -

Is a list of the elements in the occupant restraint system, being monitored by the readiness indicator, provided ?

YES X NO -

Table 12

FMVSS NO. 208 - COMFORT AND CONVENIENCE TEST SUMMARY

Test Vehicle NHTSA No. :	CV0306
Make/Model :	1997 Chrysler Sebring JX Convertible
Date of Comfort/Convenience Check :	11/6/96
Technician Performing Check :	James Czarnecki/David J. Travale
GVWR :	4164 lbs.

Seat belt comfort and convenience requirements cover vehicles manufactured on or after September 1, 1986, which have a gross vehicle weight rating of 10,000 pounds or less. Exemptions to this rule are belts installed in a walk-in, van-type vehicle and manual Type 2 belt systems installed in the front outboard seating positions of passenger automobiles. On or after September 1, 1989, the exemption of the type 2 manual seat belts installed in the front outboard seating positions of passenger automobiles will change depending on the states' enactment of mandatory usage laws.

Was vehicle built after or on September 1, 1986, and is it equipped with :

1. Automatic seat belts YES - NO X

If yes, go to requirements D1, D2, and D3

2. Manual seat belts* YES X NO -

a. The seat belts, other than Type 2 lap/shoulder belts, are located in the front outboard seating positions of a passenger automobile.

YES - NO X

(Go to requirements D3, D4, D5, and D6)

b. The seat belt system is Type 2 lap/shoulder belt in the front outboard seating positions or the seat belts are located in a walk-in van.

STOP

* If the seat belts are voluntarily installed by the manufacturer they do not have to comply.

Table 12 (cont.)

D1
CONVENIENCE HOOKS

A convenience hook or other device is provided to stow seat belt webbing to facilitate entering or exiting the vehicle.

YES - NO X

Check the option which applies to this test vehicle:

1. A convenience hook or other device automatically releases the webbing when the automatic belt system is operational and remains in the released mode as long as the vehicle's ignition switch is moved to the "on" or "start" position and the vehicle's drivetrain is engaged.

YES N/A NO N/A

2. A convenience hook or other device automatically releases the webbing when the automatic belt system is operational and remains in the released mode as long as the vehicle's ignition switch is moved to the "on" or "start" position and the vehicle's parking brake is in the released mode (non-engaged)

YES N/A NO N/A

D2
WEBBING TENSION - RELIEVING DEVICE

The seat belt assembly installed in the outboard designated seating position has either manual or automatic tension relieving devices permitting the introduction of slack in the webbing of the shoulder belt ("comfort clips" or "window shade" devices).

YES - NO X

Check the owner's manual and determine the maximum amount of slack recommended by the manufacturer in inches. The recommended slack is N/A inches. Introduce this slack into the shoulder belt before testing the vehicle to comply with the requirements of FMVSS 208 S5.1. A warning is included in the owner's manual that introducing slack beyond the amount specified can significantly reduce the effectiveness of the shoulder belt.

YES N/A NO N/A

(If NO, provide explanation.)

Check the option which applies to this test vehicle:

1. This vehicle is equipped with automatic seat belts and the tension relieving device is cancelled each time the adjacent door is opened.

YES N/A NO N/A

(If NO, provide explanation.)

Table 12 (cont.)

2. This vehicle is equipped with manual belts, required to meet FMVSS 208 S4.6, and the tension relieving device is cancelled each time one of the following options occurs:
 - a. The adjacent door is opened. YES N/A NO N/A
 - b. The latch plate is released from the buckle. YES N/A NO N/A
3. This is an open-body vehicle, without doors. Does the manual mean to cancel any shoulder belt slack introduced by a tension relieving device to operate properly ?

YES N/A NO N/A

(If NO, provide explanation.)

D3

BELT CONTACT FORCE

1. Do not measure the belt contact force if the manual or automatic seat belt assemblies in this vehicle incorporate a webbing tension relieving device. Does the vehicle incorporate a tension relieving device?

YES - NO X
2. Seat are adjusted according to instructions in Appendix B.

YES X NO -
3. The test dummies are positioned according to dummy position placement instructions in Appendix B and Appendix C.

YES X NO -
4. Close the vehicle's adjacent door, pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest, then fasten the latch. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point, pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. Measure the contact force exerted by the belt webbing on the dummy's chest. The contact force is 0.3 pounds. Contact the COTR if the contact force exceeds 0.7 pounds.

Table 12 (cont.)

D4
LATCHPLATE ACCESSIBILITY

- | | | | | | |
|----|--|-----|---|----|---|
| 1. | Position the test dummy in the driver's seat or passenger's seat in its forward most adjustment position. | YES | X | NO | - |
| 2. | Attach the inboard and outboard reach string. | YES | X | NO | - |
| 3. | Extend each line backward and outboard to generate arcs of the reach envelope of the test dummy's arms. With the latchplate in the normal stowed position, check to assure that the latchplates are within the reach envelope. | YES | X | NO | - |
| 4. | Using the clearance test block, determine if there is sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latchplate or buckle. | YES | X | NO | - |

D5
RETRACTION

- | | | | | | |
|----|--|-----|---|----|---|
| 1. | Seats and seat backs are adjusted according to instructions in Appendix B "General Test Conditions" in TP-208-09, dated March 15, 1993. | YES | X | NO | - |
| 2. | Use anthropomorphic test dummies whose arms have been removed and position the dummies in the front outboard designated seating positions according to instructions in Appendix B and restrain the dummies, using the belt systems for the positions being tested. | YES | X | NO | - |
| 3. | Outboard armrests which are capable of being stowed on vehicle seats shall be placed in their stowed positions. | YES | X | NO | - |
| 4. | Check the option which applies to this test vehicle: | | | | |
| | a. The torso and lap belt webbing of the seat belt system automatically retract to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released. | YES | X | NO | - |

Table 12 (cont.)

- b. The torso and lap belt webbing of the seat belt system automatically retract when the seat belt latchplate is released.
- YES X NO -
5. With the webbing and hardware in the stowed position, close the door to assure that the webbing and hardware are prevented from being pinched.
- YES X NO -
6. If this test vehicle has an open body (without doors) and has a belt system with a tension-relieving device, check to assure that the belt system fully retracts when the tension-relief device is manually deactivated.
- YES N/A NO N/A

D6
ACCESSIBILITY

The requirements for accessibility do not apply to:

1. Seats whose seat cushions are removable so that the seat back serves a function other than seating;
2. Seats which are removable;
3. Seats which are movable so that the space formerly occupied by the seat can be used for a secondary function.

If the seats in this vehicle are different than the criteria above, then determine if:

1. Each manual seat belt assembly whose webbing is designed to pass through the seat cushion or between the seat cushion and seat back has one of the following three parts (the seat belt latchplate, the buckle, or the seat belt webbing) on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant).
- YES X NO -
2. The remaining two seat belt parts are accessible under normal conditions.
- YES X NO -

Table 12 (cont.)

3. The buckle and latchplate pass through the guides or conduits provided and do not fall behind the seat when the following events occur in order:
- a. The belt is completely retracted or, if the belt is non-retractable, the belt is unattached.
YES X NO -
 - b. The seat is moved to any position to which it is designed to be adjusted.
YES X NO -
 - c. The seat back, if foldable, is folded forward as far as possible and then moved backward into positions.
YES X NO -
4. Is the inboard receptacle end of the seat belt assembly which is installed in the outboard designated seating position accessible with the center arm rest in any position to which it can be adjusted without moving the armrest?
YES X NO -

D7
LATCH MECHANISM

A seat belt assembly installed in a passenger car, except an automatic belt assembly, shall have a latch mechanism:

- 1. Whose components are accessible to a seated occupant in both the stowed and operational positions.
YES X NO -
- 2. That releases both the upper torso restraint and the lap belt simultaneously, if the assembly has a lap belt and an upper torso restraint that require unlatching for release of the occupant.
YES X NO -
- 3. That releases at a single point by a push button action.
YES X NO -

Figure 8

FMVSS NO. 212 - "WINDSHIELD MOUNTING" DATA SHEET

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

The windshield is bonded in place with 0.5 of rubber molding along top and sides with a plastic shroud covering the bottom.

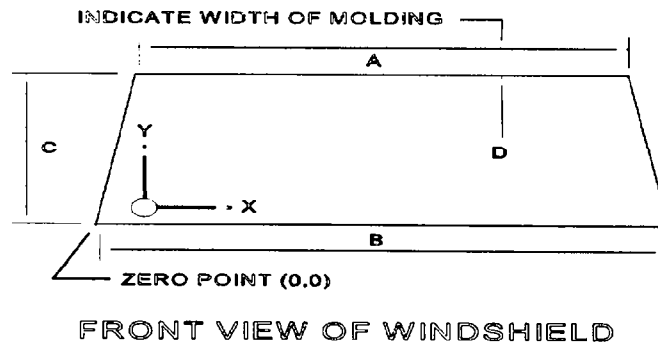
FMVSS 212 REQUIREMENTS :

The Post - Test periphery retention amount must be at least 75% of the Pre - Test periphery measurement for vehicle NOT equipped with automatic restraints, and 50% for each side of windshield for vehicles equipped with automatic restraint systems for front occupants.

FMVSS 212 TEST DATA :

	WINDSHIELD PERIPHERY		PERCENT RETENTION
	PRE - TEST (in.)	POST - TEST (in.)	
RIGHT SIDE	86.1	86.1	100.0
LEFT SIDE	86.1	86.1	100.0
TOTAL	172.2	172.2	100.0

AREA OF
RETENTION
FAILURE:



FAILURE DETAILS : None

Figure 9

FMVSS NO. 219 (PARTIAL) - "WINDSHIELD ZONE INTRUSION" DATA SHEET

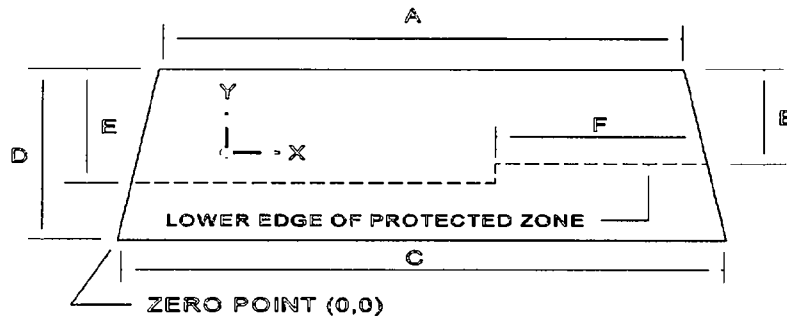
PROTECTED ZONE LOWER EDGE REQUIREMENT :

The lower edge of the protected zone is determined by placing a 6.5" dia. rigid sphere weighing 15 pounds in a position such that it simultaneously contacts the inner surface of the windshield and the top surface of the instrument panel including padding. The locus of points is drawn on the inner surface of the windshield contacted by the sphere across the width of the instrument panel. From the outermost contactable points, extend the locus line horizontally to the edges of the windshield, and then draw a line on the inner surface of the windshield below and 1/2" distant from the locus line. The LOWER EDGE OF THE PROTECTED ZONE is the longitudinal projection of this line onto the outer surface of the windshield

FMVSS 219 TEST DATA : (Dimensions in inches.)

KEY (Inches):

A =	48.0
B =	16.5
C =	66.2
D =	29.0
E =	18.75
F =	25.25



FRONT VIEW OF WINDSHIELD

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 1/4" :

(Show location of penetration on above sketch)

None

COORDINATES		
	X	Y
1		
2		
3		
4		

Table 13

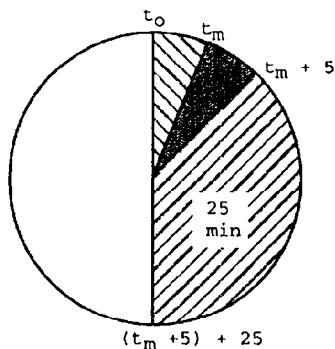
FUEL SYSTEM INTEGRITY POST IMPACT TEST DATA

FMVSS NO. 301

TEST VEHICLE NHTSA NO. : CV0306 TEST DATE : November 7, 1996Vehicle Mfgr./Make/Model : 1997 Chrysler Sebring JX Convertible

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

TEST VEHICLE IMPACT TYPE : X Frontal (30 mph)
- Oblique (30 mph) with - ° barrier face first
 contacting _____
 (driver/passenger) side
- Rear Moving Barrier (30 mph)
- Lateral Moving Barrier (20 mph)

FUEL SPILLAGE MEASUREMENT:

1. From impact until vehicle motion ceases
2. For five minute period after vehicle motion ceases
3. For next 25 minutes

ACTUAL	MAX ALLOWED
0	1 oz.
0	5 oz.
0	1 oz./1 min.

SOLVENT SPILLAGE DETAILS :

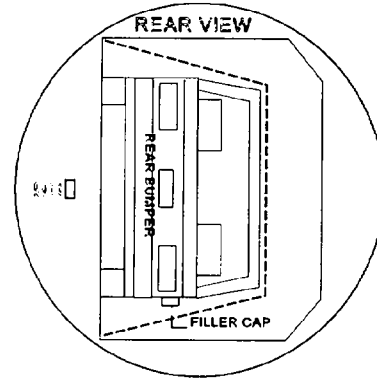
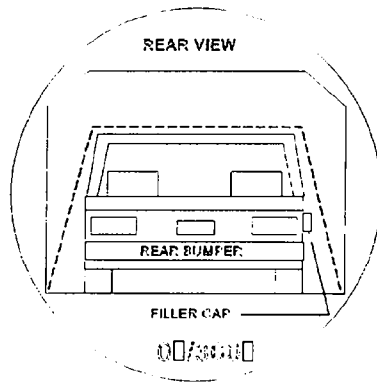
None

Table 14

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

TEST PHASE :
0-90 Deg.

Vehicle NHTSA ID No.:
CV0306

I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time 1 minutes 58 seconds
(Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time + 5 minutes 00 seconds

TOTAL 6 minutes 58 seconds

Next whole minute interval 7 minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
--	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE :

0	0	0	N/A
---	---	---	-----

Note: Record spillage for whole minute intervals only as determined above.

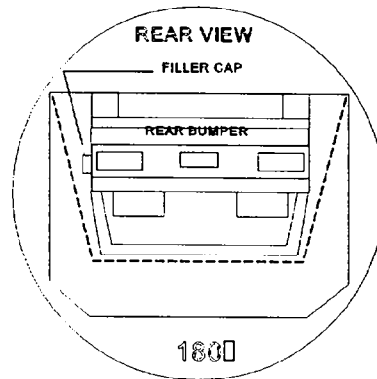
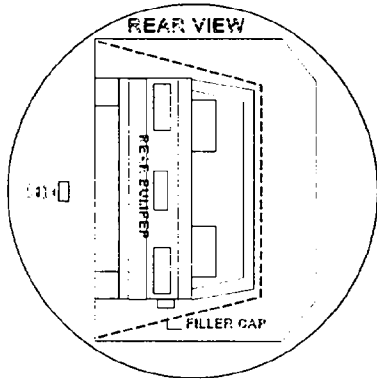
IV. SOLVENT SPILLAGE LOCATION(S) :

None

Table 14
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (cont.)

TEST PHASE :
90-180 Deg.

Vehicle NHTSA ID No. :
CV0306



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time 1 minutes 51 seconds
 (Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time + 5 minutes 00 seconds

TOTAL 6 minutes 51 seconds

Next whole minute interval 7 minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
--	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE :

0	0	0	N/A
---	---	---	-----

Note: Record spillage for whole minute intervals only as determined above.

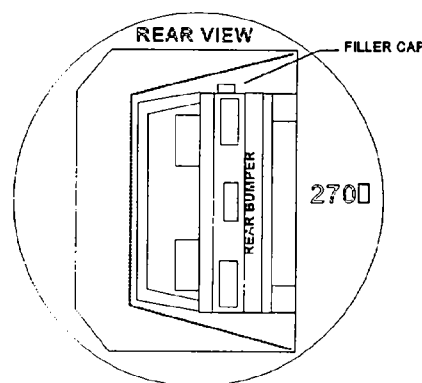
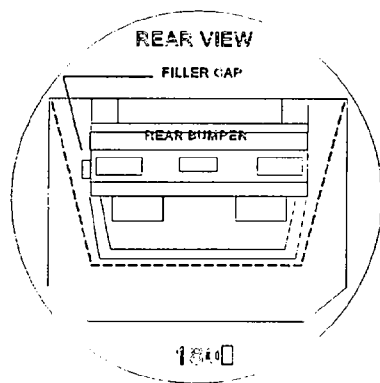
IV. SOLVENT SPILLAGE LOCATION(S) :

None

Table 14
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (cont.)

TEST PHASE :
180-270 Deg.

Vehicle NHTSA ID No. :
CV0306



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time 1 minutes 32 seconds
(Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time + 5 minutes 00 seconds

TOTAL 6 minutes 32 seconds

Next whole minute interval 7 minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
--	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE :

0	0	0	N/A
---	---	---	-----

Note: Record spillage for whole minute intervals only as determined above.

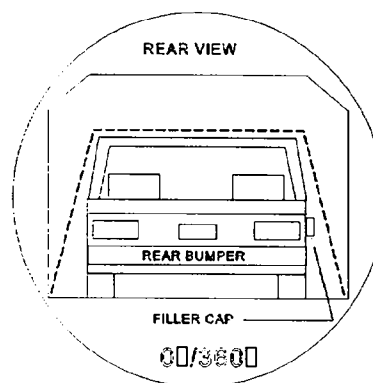
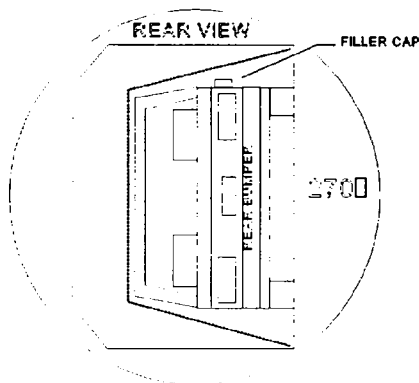
IV. SOLVENT SPILLAGE LOCATION(S) :

None

Table 14
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (cont.)

TEST PHASE :
270-360 Deg.

Vehicle NHTSA ID No. :
CV0306



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time 1 minutes 55 seconds
(Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time + 5 minutes 00 seconds

TOTAL 6 minutes 55 seconds

Next whole minute interval 7 minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
--	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE :

0	0	0	N/A
---	---	---	-----

Note: Record spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S) :

None

Table 15

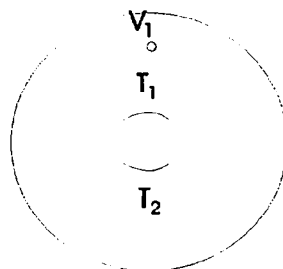
POST TEST AIR BAG DATANHTSA No. : CV0306; Test Date: November 7, 1996; Technician: James A. CzarneckiVehicle Model Year/Make/Model: 1997 Chrysler Sebring JX

- A. No. of vent holes: 1 -Driver 0 -Passenger
- B. Size of vent holes: (In.²) 1 -Driver - -Passenger
- C. Total vent area: (In.²) 1 -Driver - -Passenger
- D. Deflated air bag length and width dimensions or, if round, diameter. (In inches)
- Driver: - -Length; - -Width; 25 -Diameter
- Passenger: 30 -Height; 24 -Width; 24 -Depth
- E. Is the air bag tethered?
- Driver: X -Yes; - -No; If yes, record length of tether- 9 inches
- Passenger: X -Yes; - -No; If yes, record length of tether- 13 inches

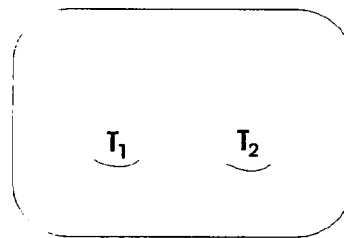
Sketch the air bag showing the location of the vent holes, how the bag is tethered, and where the bag is tethered. Also describe how the tethers are attached to the bag and the steering wheel.

(Note: Not to scale; V_n = Vent hole_n, T_n = Tether_n).

DRIVER
vents underneath bag



PASSENGER



- F. Record part numbers and manufacturer name of the air bag and gas generator.

Driver: Air bag: 111621R

Generator: 1200957B6CT03087

Passenger: Air bag: -

Generator: TCOPT2556Q2438 P0PK11TAZ 04664169

- G. Cut out a 6 inch by 6 inch swatch of the bag material and at least one tether from each bag, mark the vehicle's NHTSA number on the swatch, and send these parts to the COTR with the test report.

Table 16

ACCIDENT INVESTIGATION DIVISION DATA

VEHICLE YEAR/MAKE/MODEL/BODY STYLE: 1997 Chrysler Sebring JX Convertible

VEHICLE NHTSA NO. : CV0306 VIN NO. : 3C3EL45X5VT522681

WHEELBASE: 106 in. BUILD DATE: 9/96 TEST DATE: November 7, 1996

VEH SIZE CATEGORY: Convertible TEST WEIGHT: 3786 lbs.

FRONT OVERHANG: 57.15 in. OVERALL WIDTH: 70.1 in.

COLLISION DEFORMATION (CDC) CODE: 12FDEW2

IMPACT MODE: 30 mph zero degree frontal barrier.

CRUSH DEPTH DIMENSIONS: (Inches)

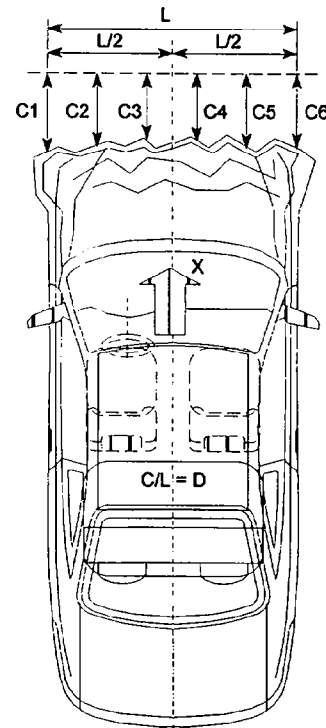
C1 = 5.5 C4 = 13.5

C2 = 11.0 C5 = 14.0

C3 = 13.0 C6 = 8.8

MIDPOINT OF DAMAGE: D =
(Vehicle Longitudinal Centerline) 32.5

LENGTH OF DAMAGE
REGION: L = 65.0



Remarks: _____

Appendix A
PHOTOGRAPHS

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A-4	POST-TEST LEFT SIDE VIEW	A-6
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A-22	TIRE PLACARD	A-24
A-23	VEHICLE IMPACT	A-25
A-24	POST-TEST DRIVER AIRBAG VIEW	A-26
A-25	POST-TEST PASSENGER AIRBAG VIEW	A-27

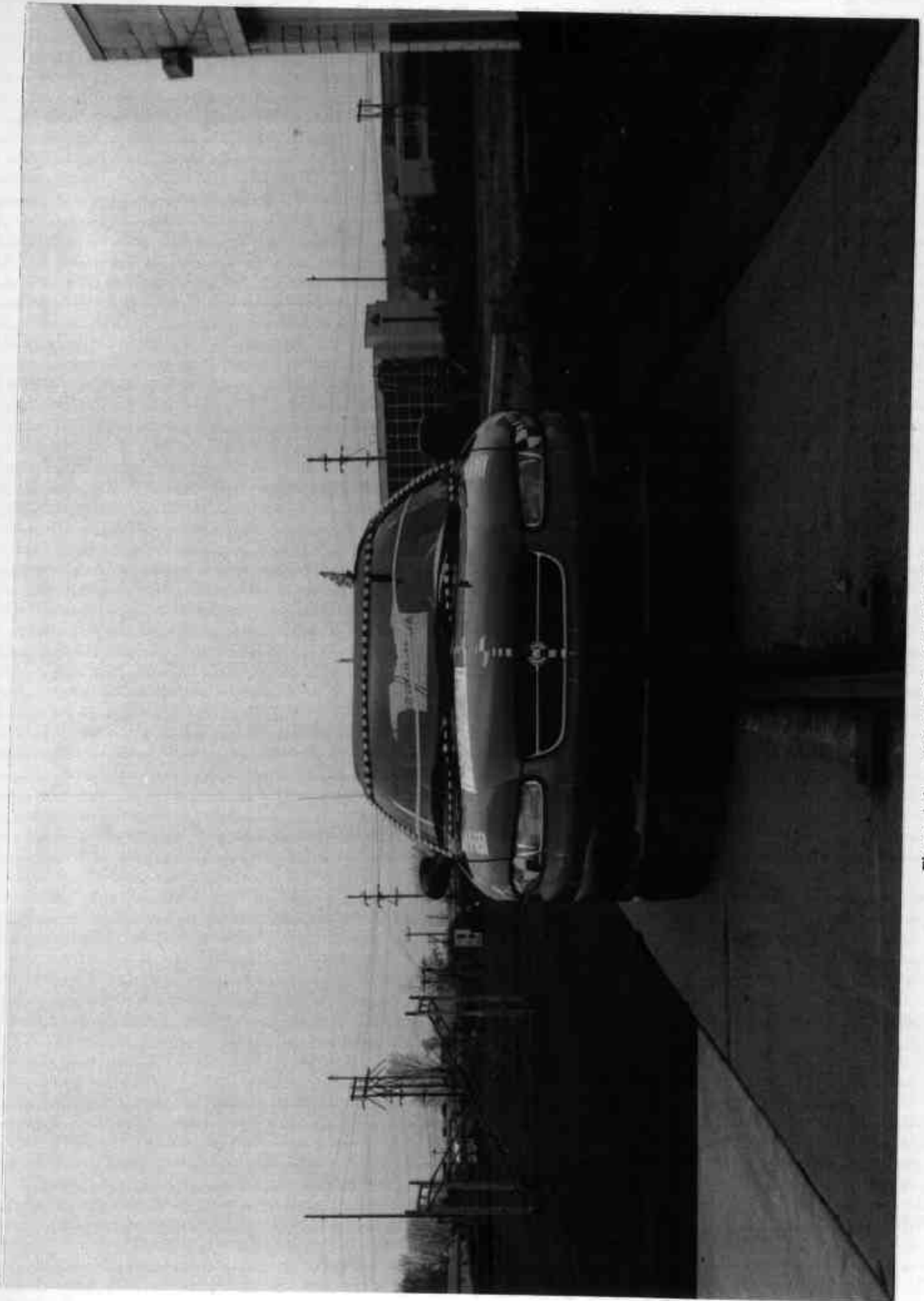


Figure A-1 PRE-TEST FRONT VIEW

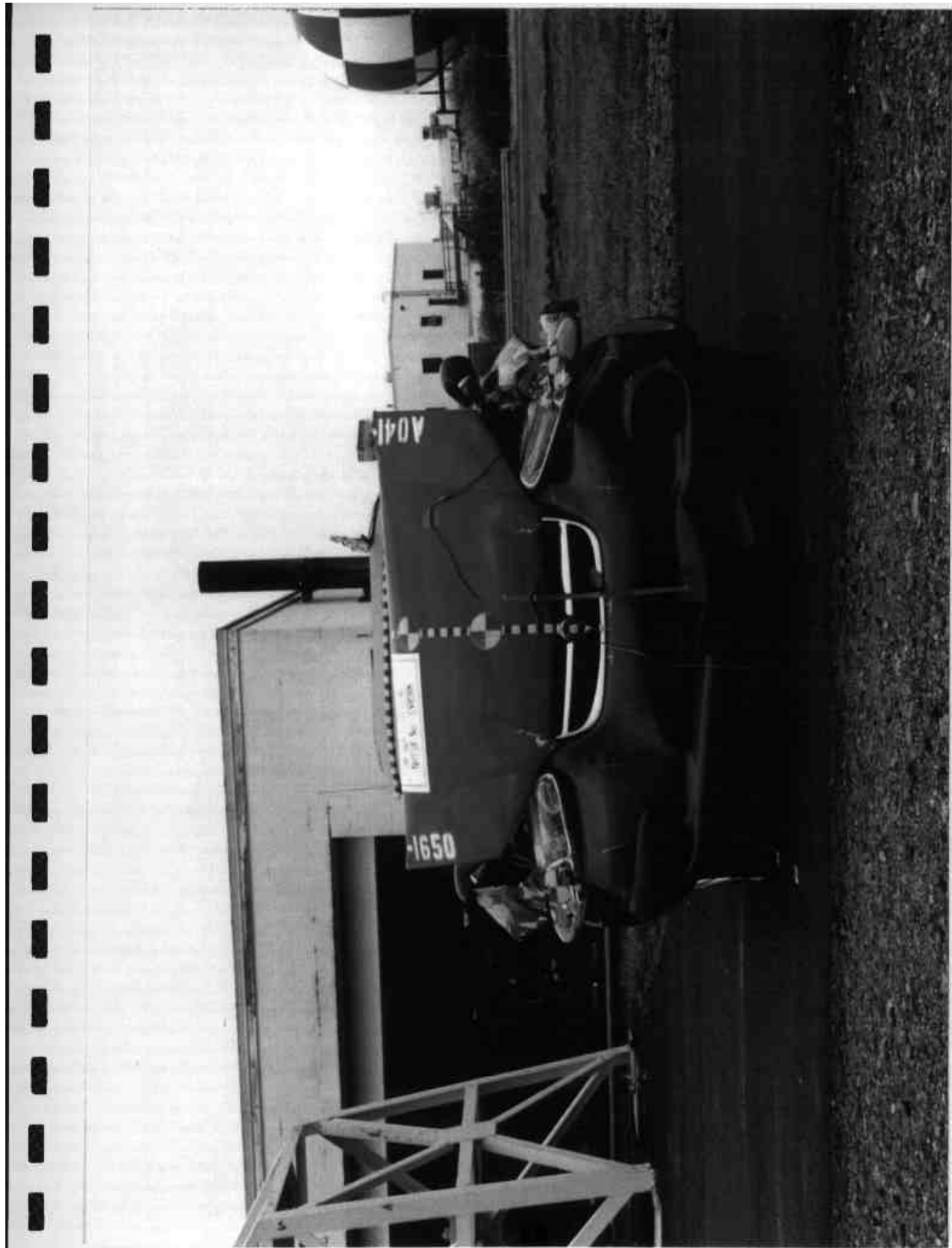


Figure A-2 POST-TEST FRONT VIEW

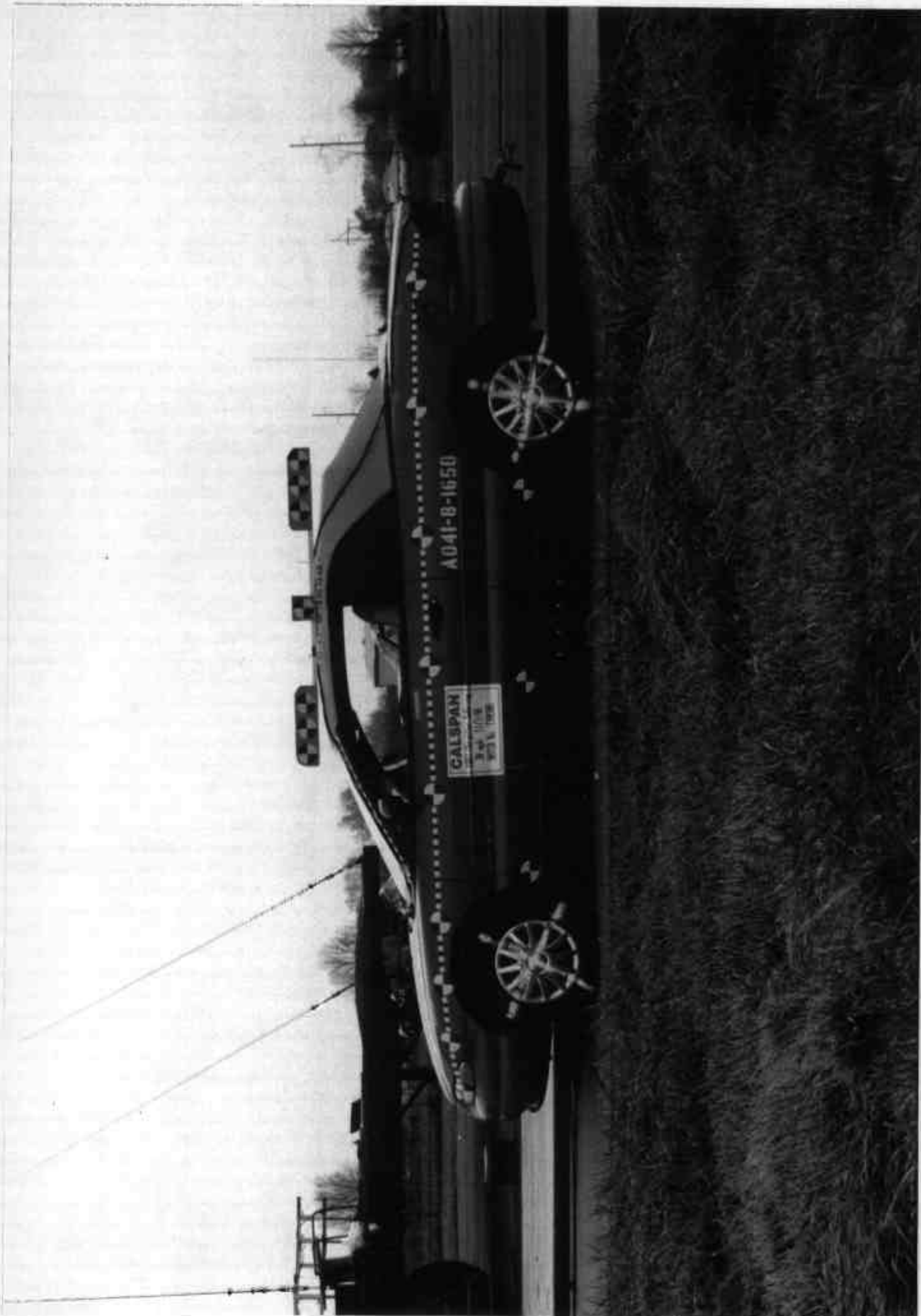


Figure A-3 PRE-TEST LEFT SIDE VIEW



Figure A-4 POST-TEST LEFT SIDE VIEW

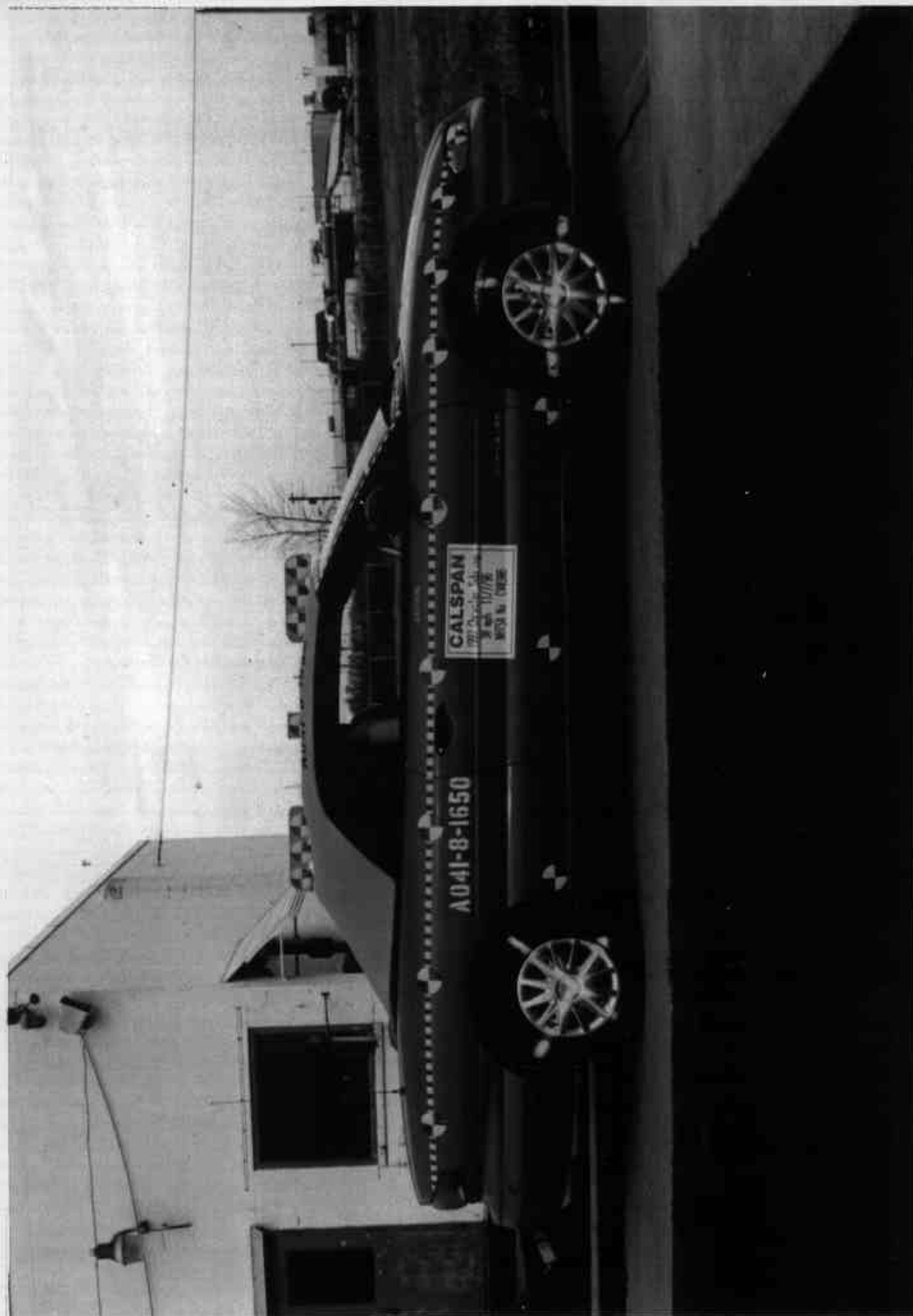


Figure A-5 PRE-TEST RIGHT SIDE VIEW



Figure A-6 POST-TEST RIGHT SIDE VIEW

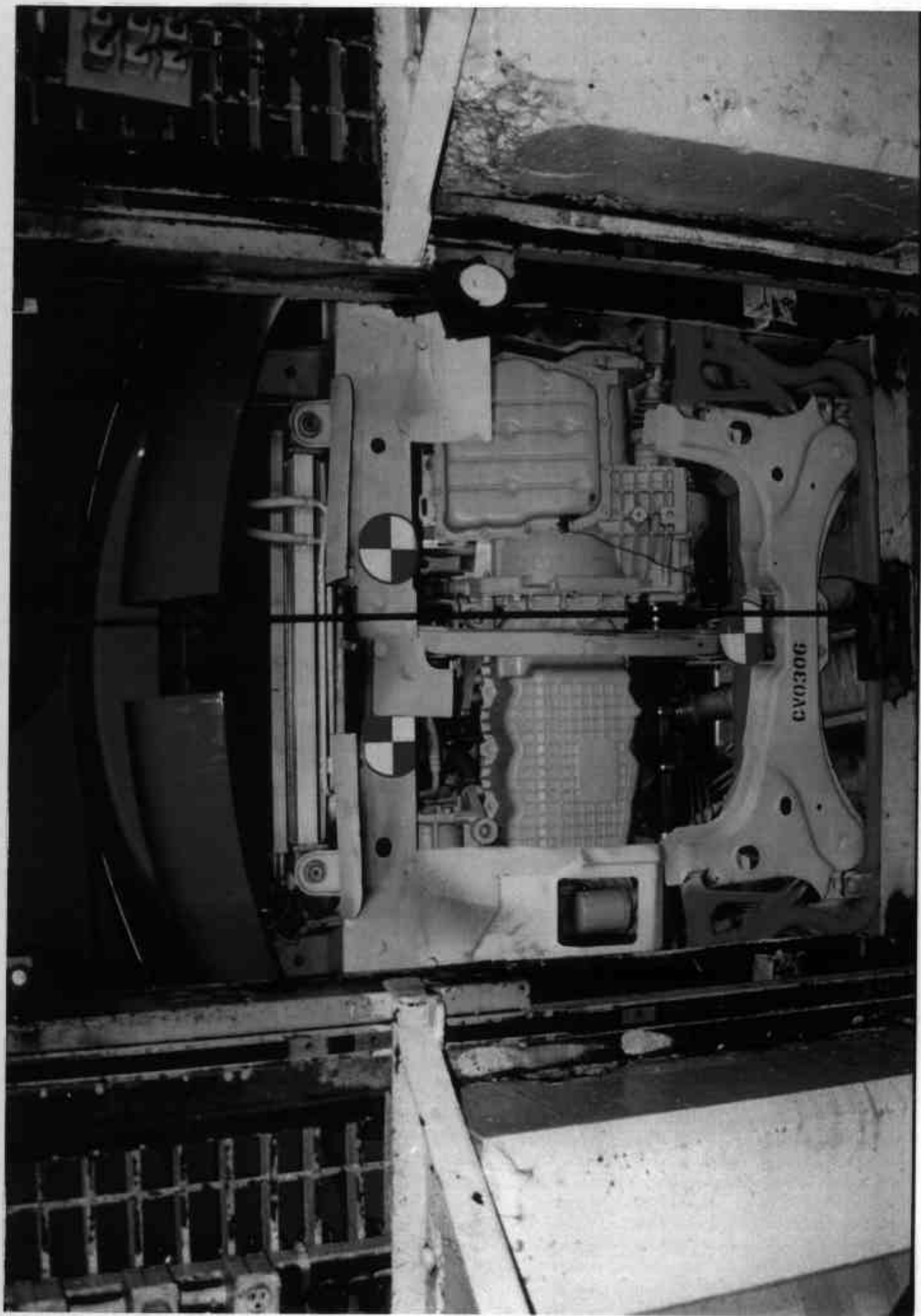


Figure A-7 PRE-TEST FRONT UNDERBODY VIEW

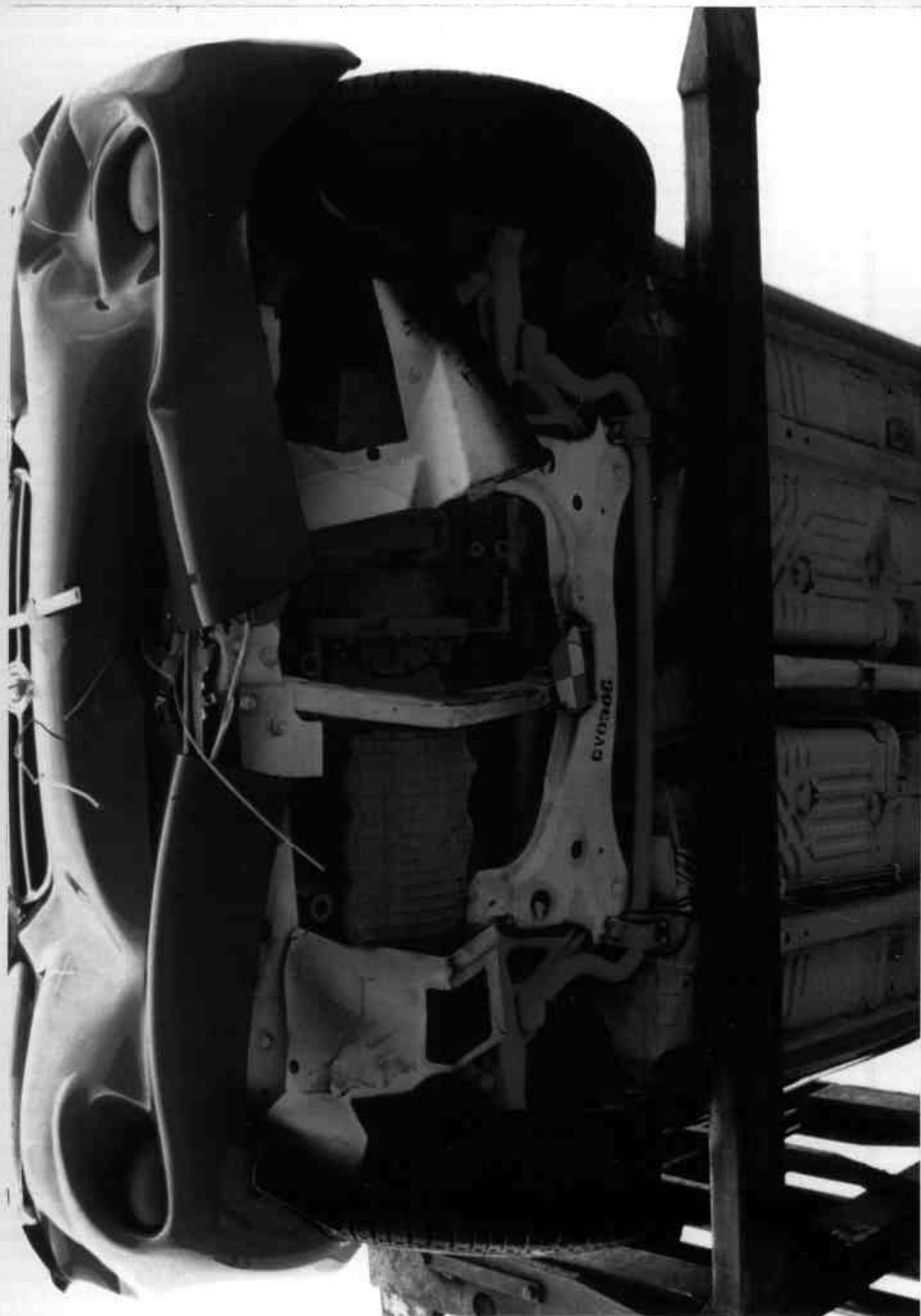


Figure A-8 POST-TEST FRONT UNDERBODY VIEW



Figure A-9 PRE-TEST DRIVER SIDE VIEW
A-11



Figure A-10 POST-TEST DRIVER SIDE VIEW
A-12



Figure A-11 PRE-TEST PASSENGER SIDE VIEW

A-13

8353-8



Figure A-12 POST-TEST PASSENGER SIDE VIEW
A-14

8353-8



Figure A-13 PRE-TEST DRIVER KNEE BOLSTER

Figure A-14 POST-TEST DRIVER KNEE BOLSTER





Figure A-15 PRE-TEST PASSENGER KNEE BOLSTER

Figure A-16 POST-TEST PASSENGER KNEE BOLSTER



PHOTOGRAPH NOT AVAILABLE

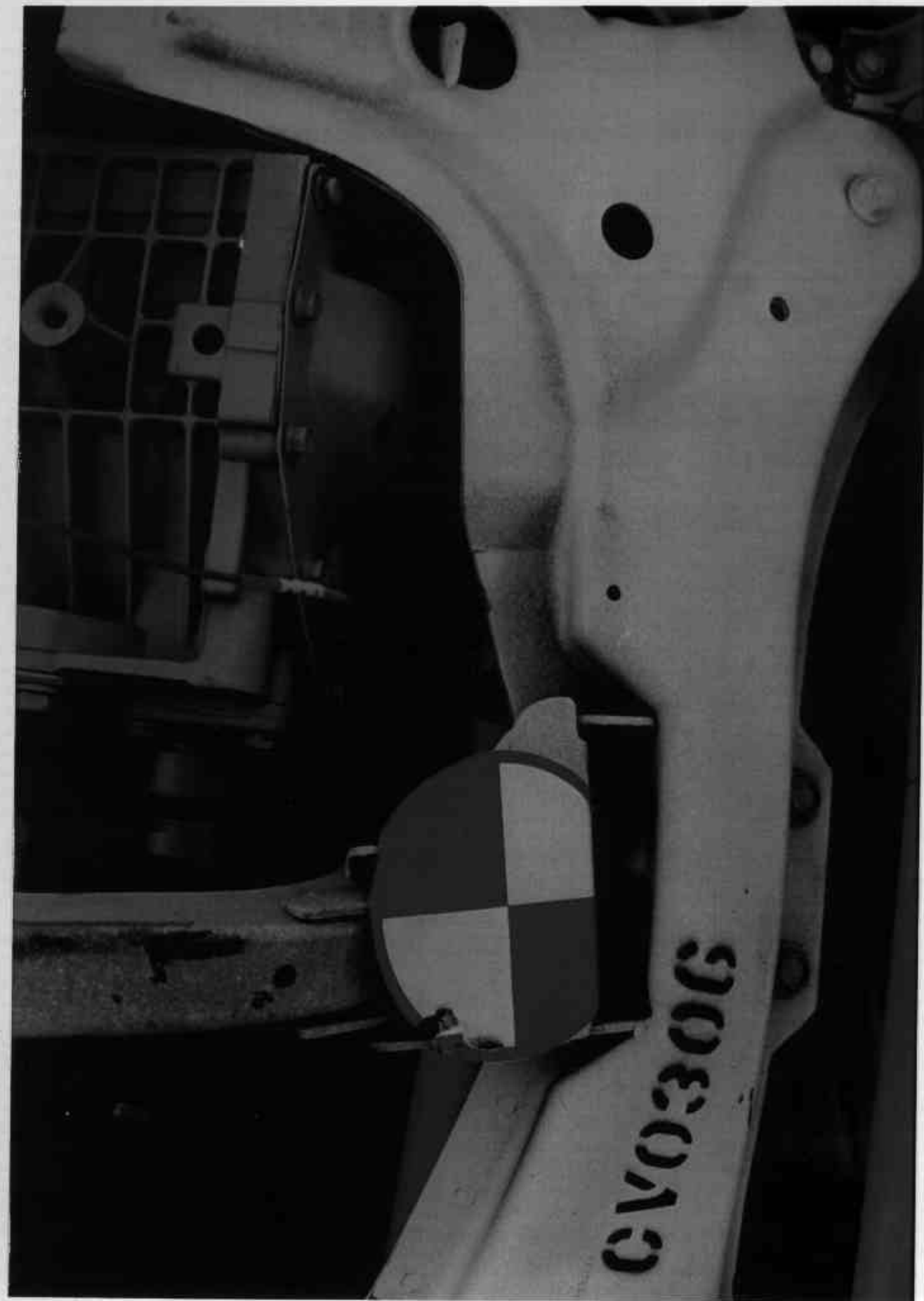


Figure A-18 POST-TEST UNDERBODY STEERING SHAFT

Figure A-19 PRE-TEST STEERING COLUMN/FIREWALL INSIDE VIEW



Figure A-20 POST-TEST STEERING COLUMN/FIREWALL INSIDE VIEW



DATE OF MFG: 3-76

DATE OF REG: 10-76

MAKE: CHRYSLER CORPORATION

MODEL: 1854 KG

YEAR: 1976

CHASSIS: 1889 KG

ENGINE: 04164 LB

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE THEREOF.

THEFT PREVENTION STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE THEREOF.

VIN: 3C3EL45G4VTS22281

DATE: 082518 525

PLANT: MONTREAL

VEHICLE NAME IN LETTERS: 1976-1978

1976-1978



Figure A-21 CERTIFICATION PLACARD

	VEHICLE CAPACITY OR LESS
1ST SEAT	2 PASS
2ND SEAT	2 PASS
LUGGAGE	115 LBS-52kg
TOTAL	4 PASS
TOTAL WEIGHT	715 LBS-324 kg
TIRE PRESSURE COLD	30 PSI 210 kPa
RECOMMENDED TIRE SIZES	
P205/65R15 STANDARD LOAD	
P215/55R16 STANDARD LOAD	
SEE OWNER'S MANUAL FOR ADDITIONAL DATA	
PRINTED IN USA 4628 794	

ASSEMBLED BY
 **CHEVROLET
MEXICO**

Figure A-22 TIRE PLACARD
A-24

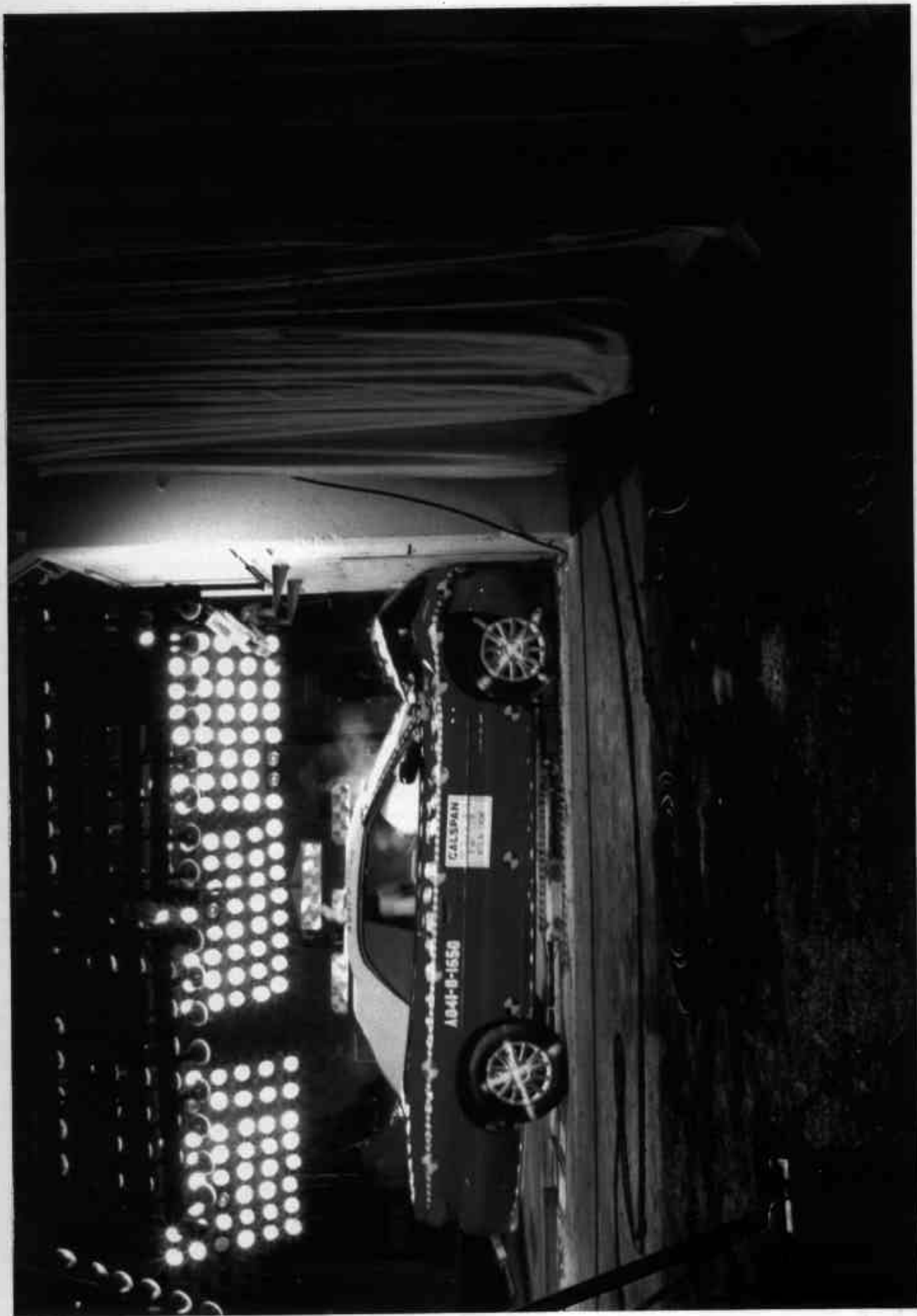


Figure A-23 VEHICLE IMPACT



Figure A-24 POST-TEST DRIVER AIRBAG VIEW



Figure A-25 POST-TEST PASSENGER AIRBAG VIEW

Appendix B

VEHICLE AND DUMMY RESPONSE DATA

NOTE : Data trace scales are automatically scaled at the
request of the COTR. Use caution when
reviewing data.

TEST NO. CV0306

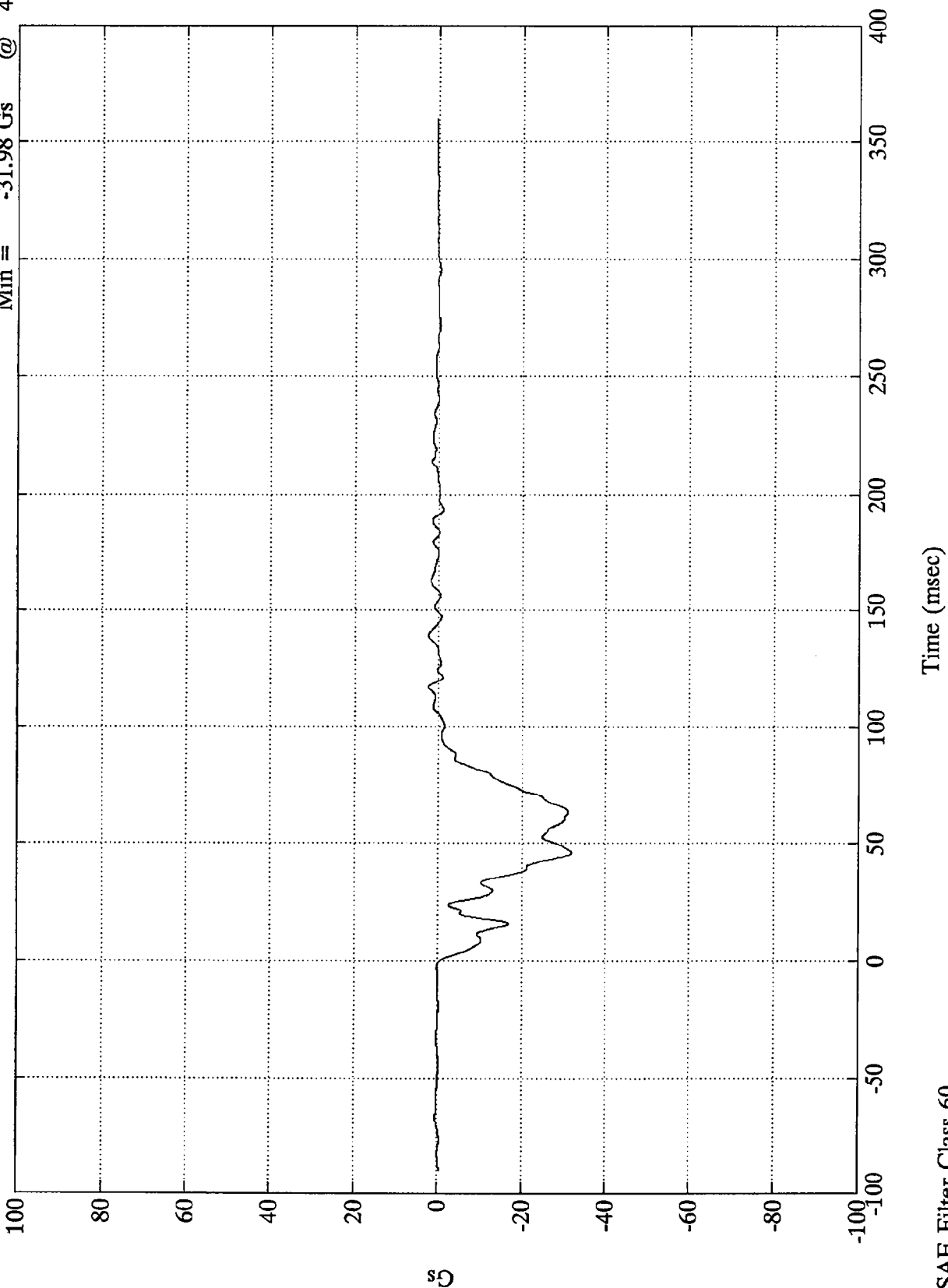
VEHICLE

SAE FILTER CHANNEL CLASS

60

Left Rear X-member X

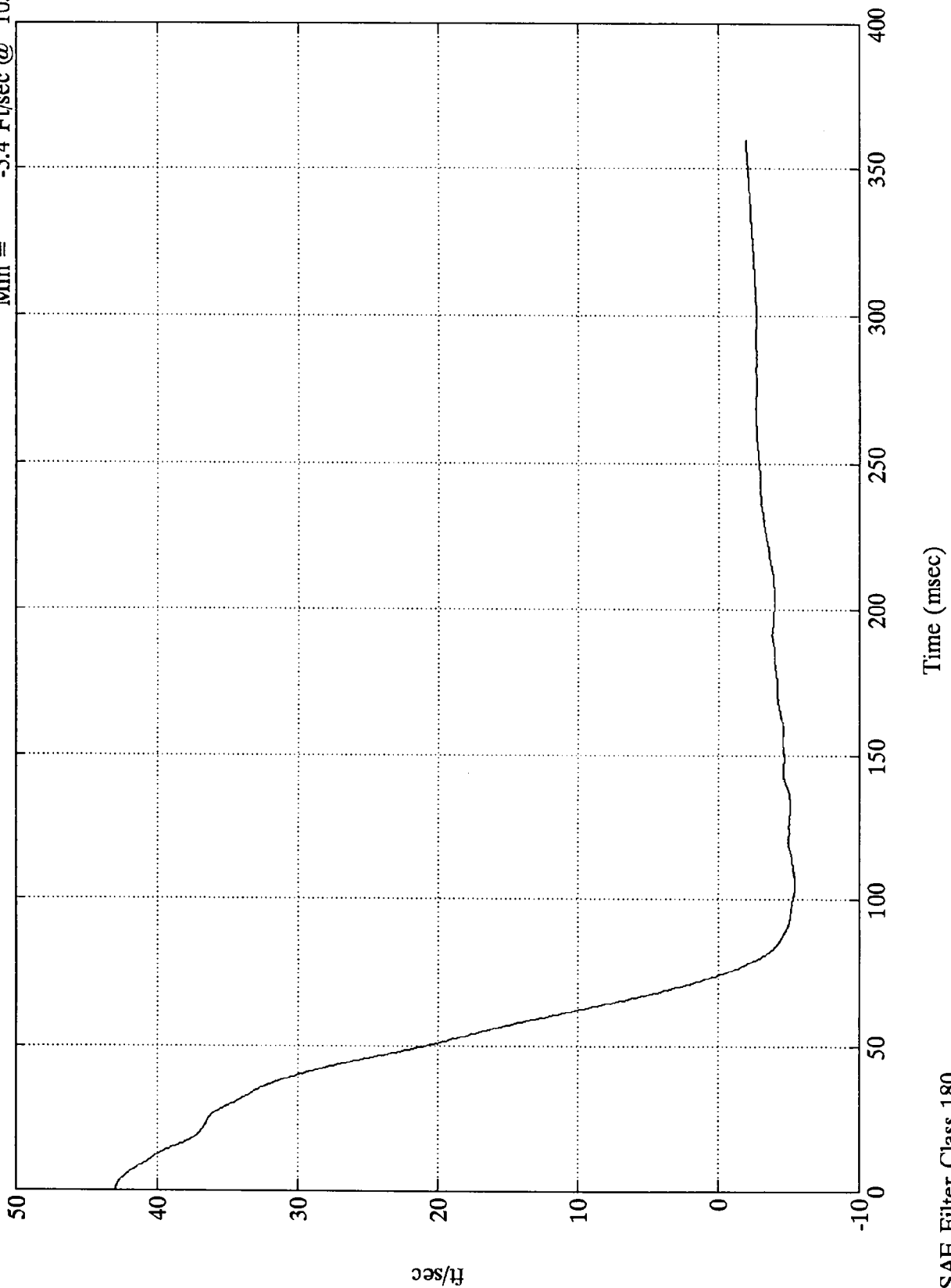
Max = 2.44 Gs @ 117.24 msec
Min = -31.98 Gs @ 46.08 msec



208 Test #8 - 1997 Chrysler Sebring

1st Integral Left Rear X-member X

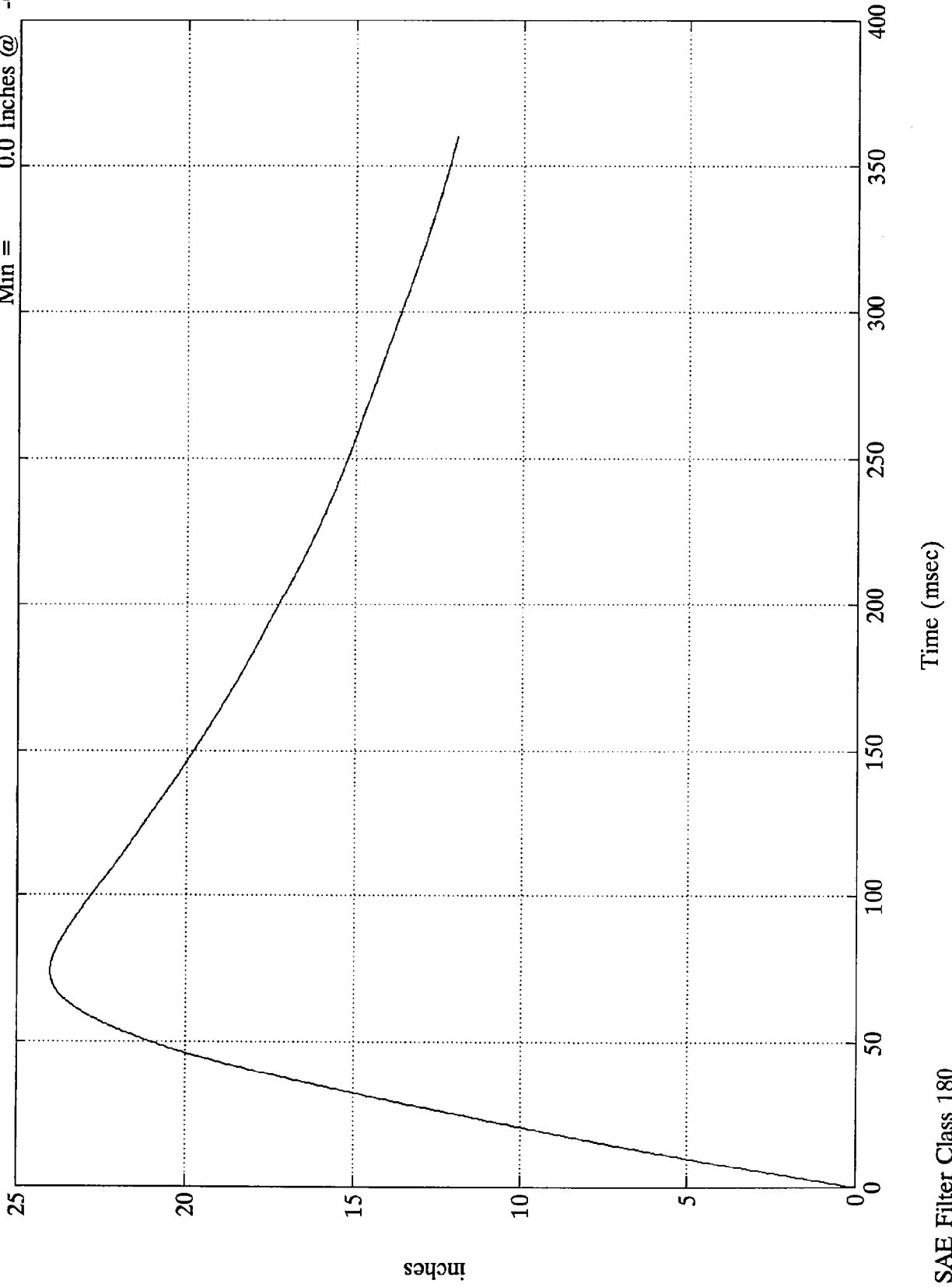
Max = 42.9 Ft/sec @ -0.00 msec
Min = -5.4 Ft/sec @ 105.48 msec



208 Test #8 - 1997 Chrysler Sebring

2nd Integral Left Rear X-member X

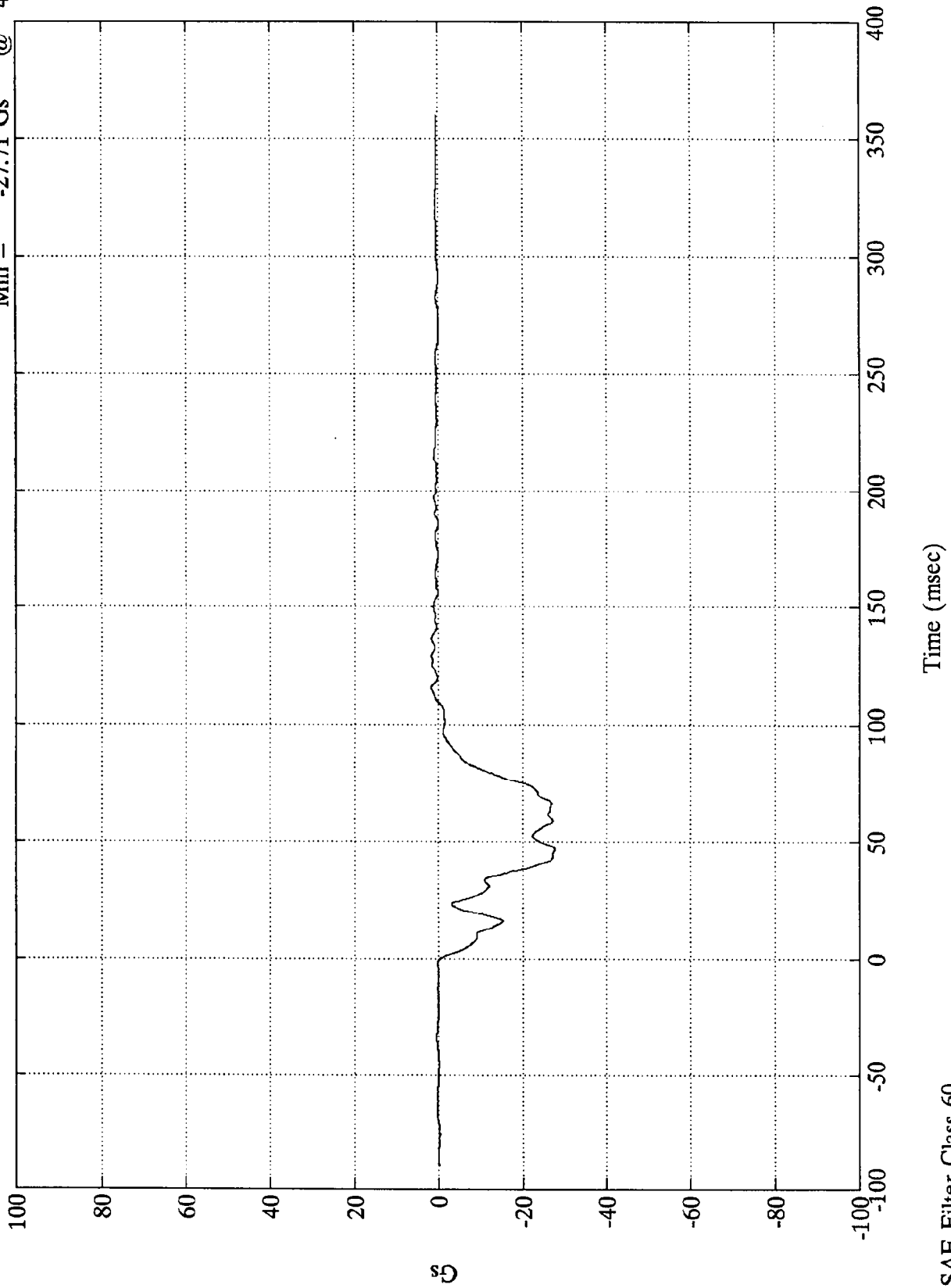
Max = 24.0 Inches @ 74.16 msec
Min = 0.0 Inches @ -0.00 msec



208 Test #8 - 1997 Chrysler Sebring

Right Rear X-member X

Max = 1.78 Gs @ 115.68 msec
Min = -27.71 Gs @ 46.79 msec

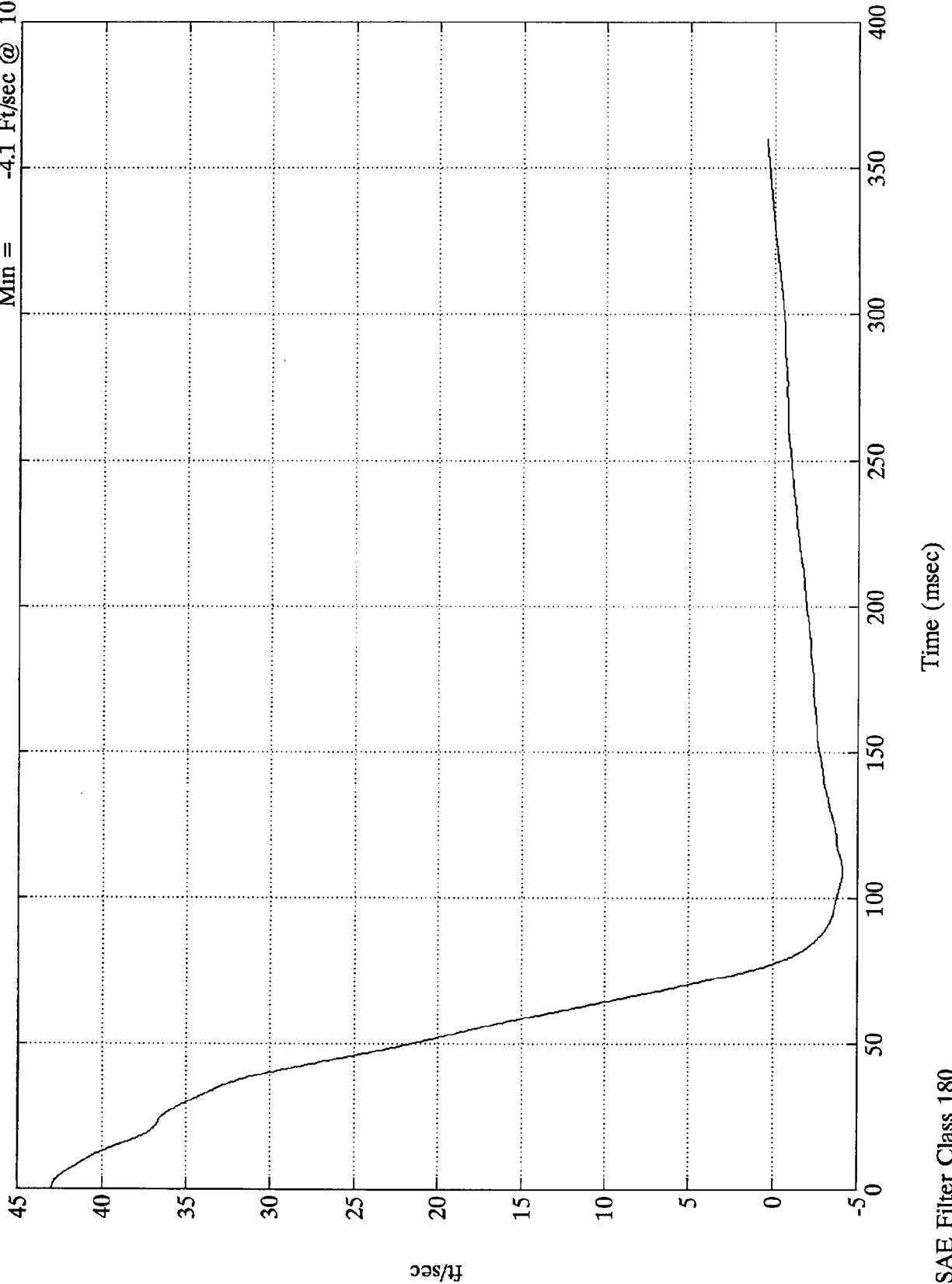


SAE Filter Class 60

208 Test #8 - 1997 Chrysler Sebring

1st Integral Right Rear X-member X

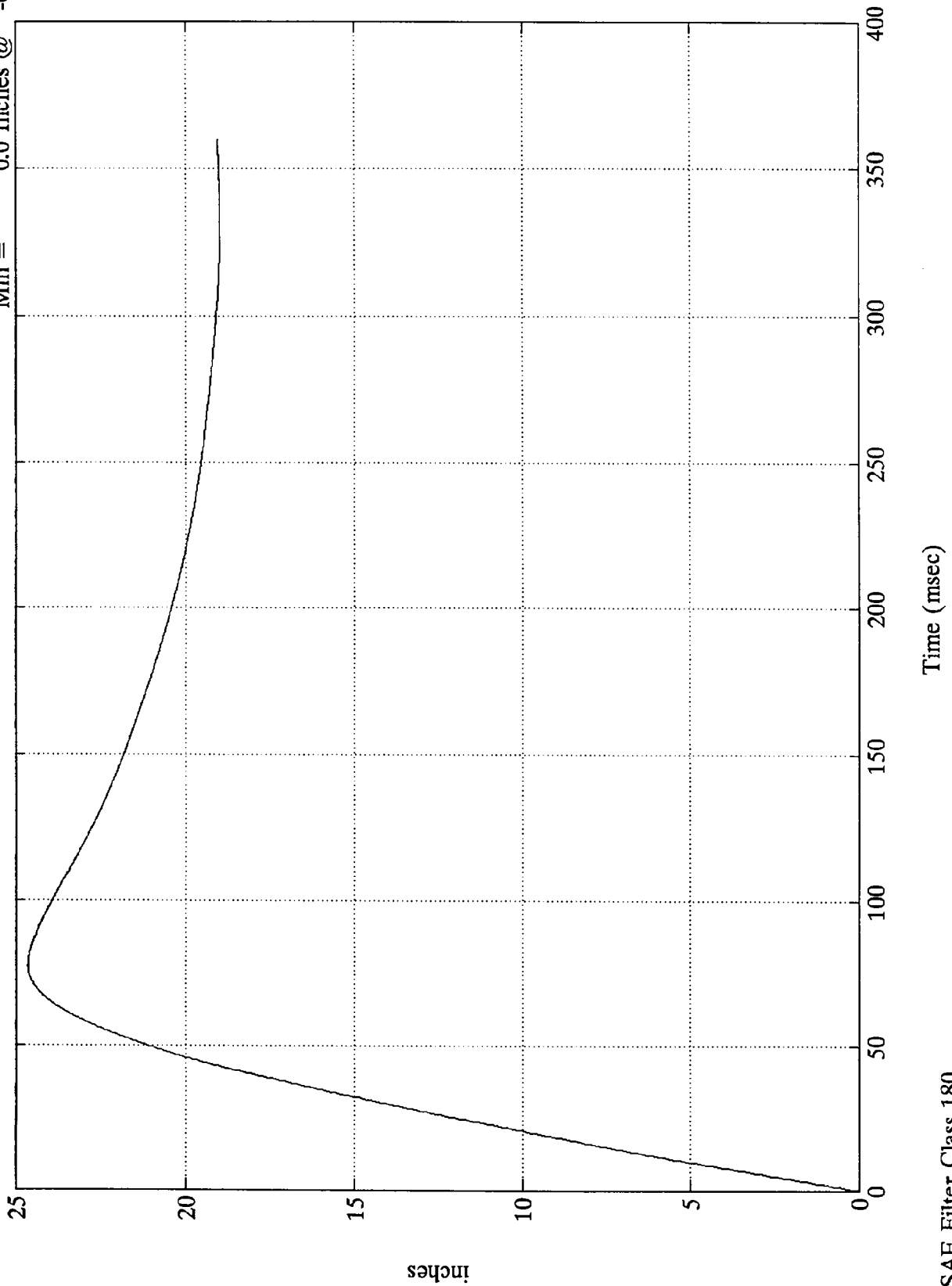
Max = 42.9 Ft/sec @ -0.00 msec
Min = -4.1 Ft/sec @ 109.31 msec



208 Test #8 - 1997 Chrysler Sebring

Max = 24.6 Inches @ 77.76 msec
Min = 0.0 Inches @ -0.00 msec

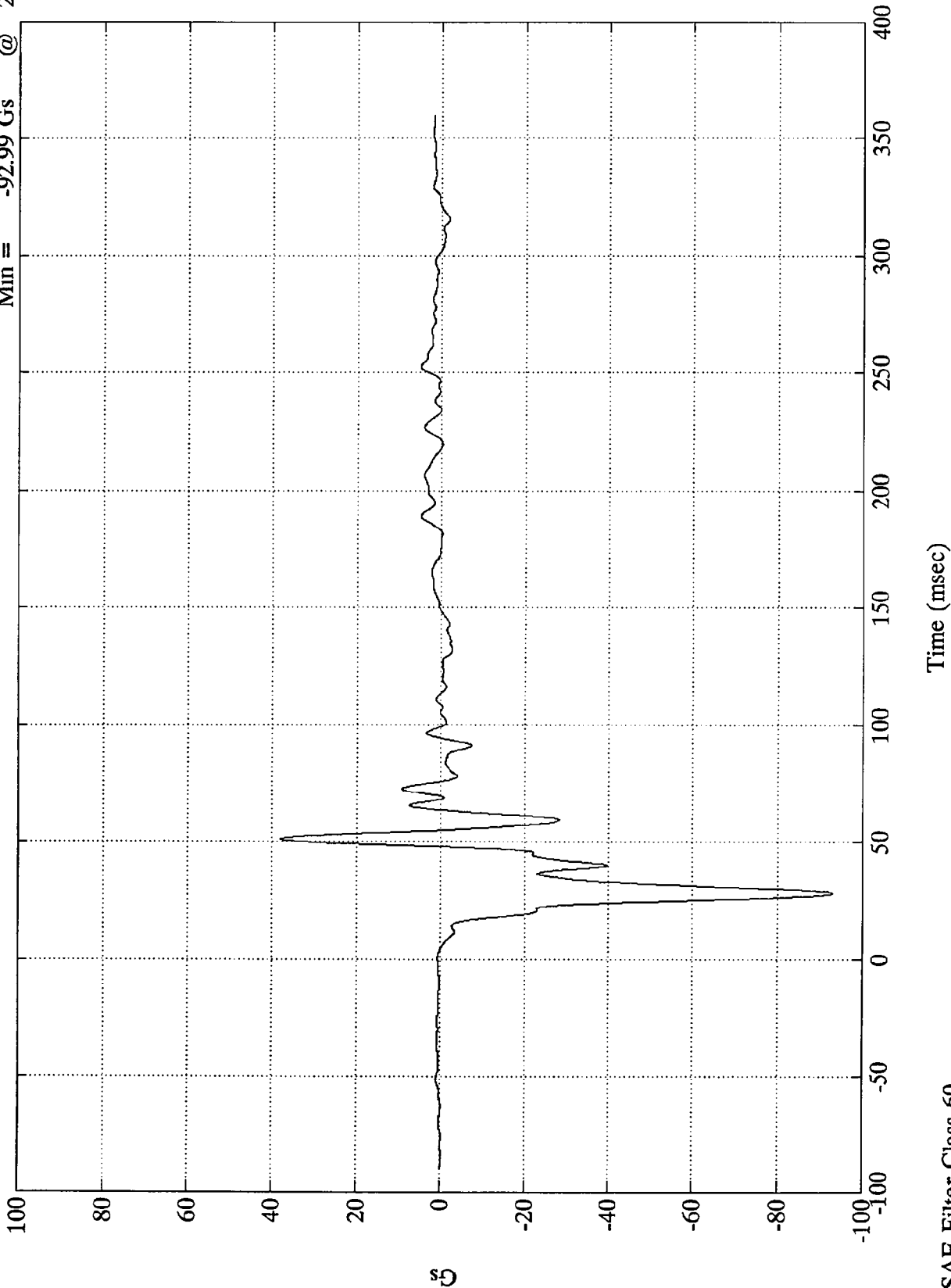
2nd Integral Right Rear X-member X



SAE Filter Class 180

Engine Top X

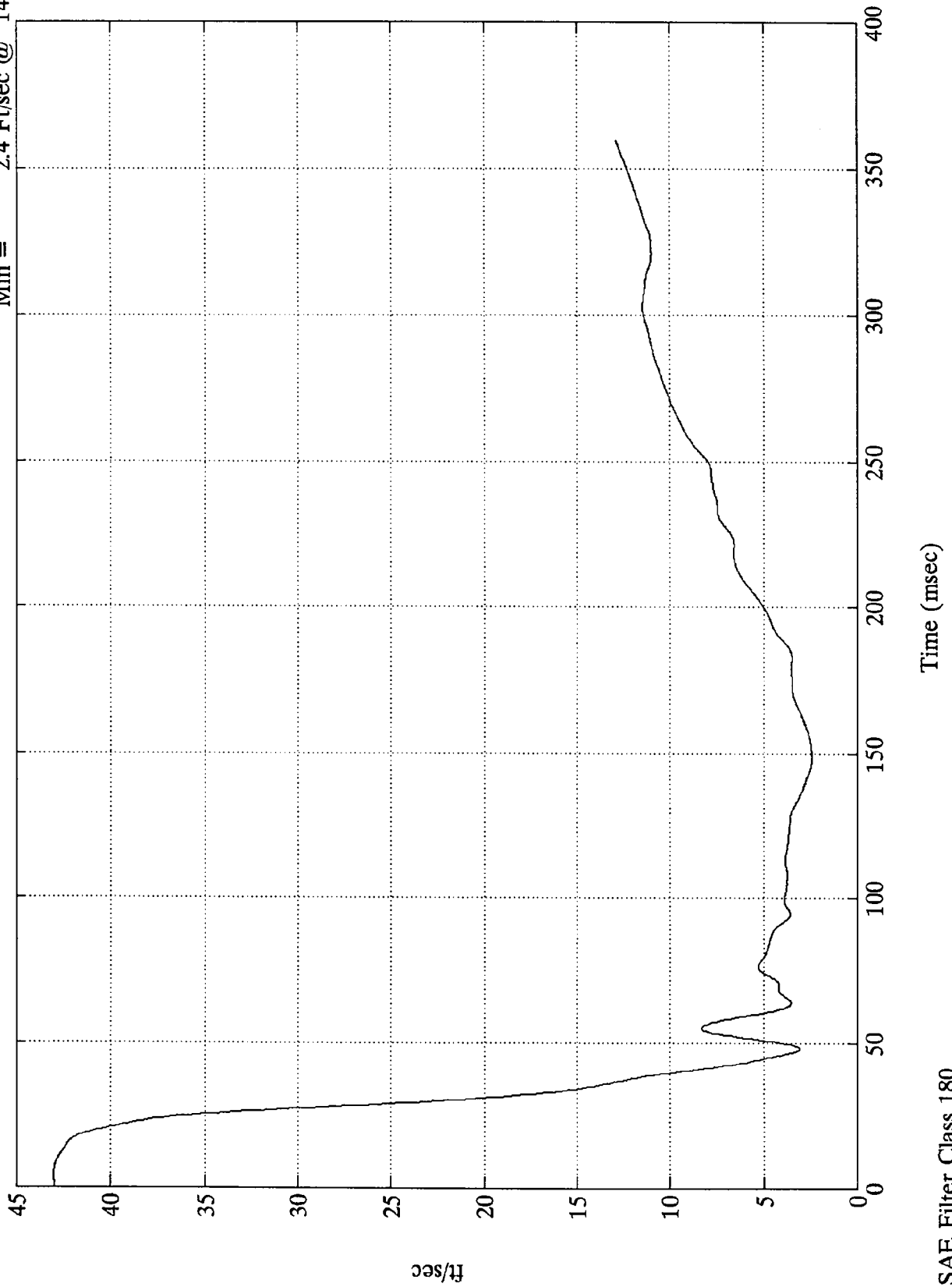
Max = 38.10 Gs @ 51.12 msec
Min = -92.99 Gs @ 28.07 msec



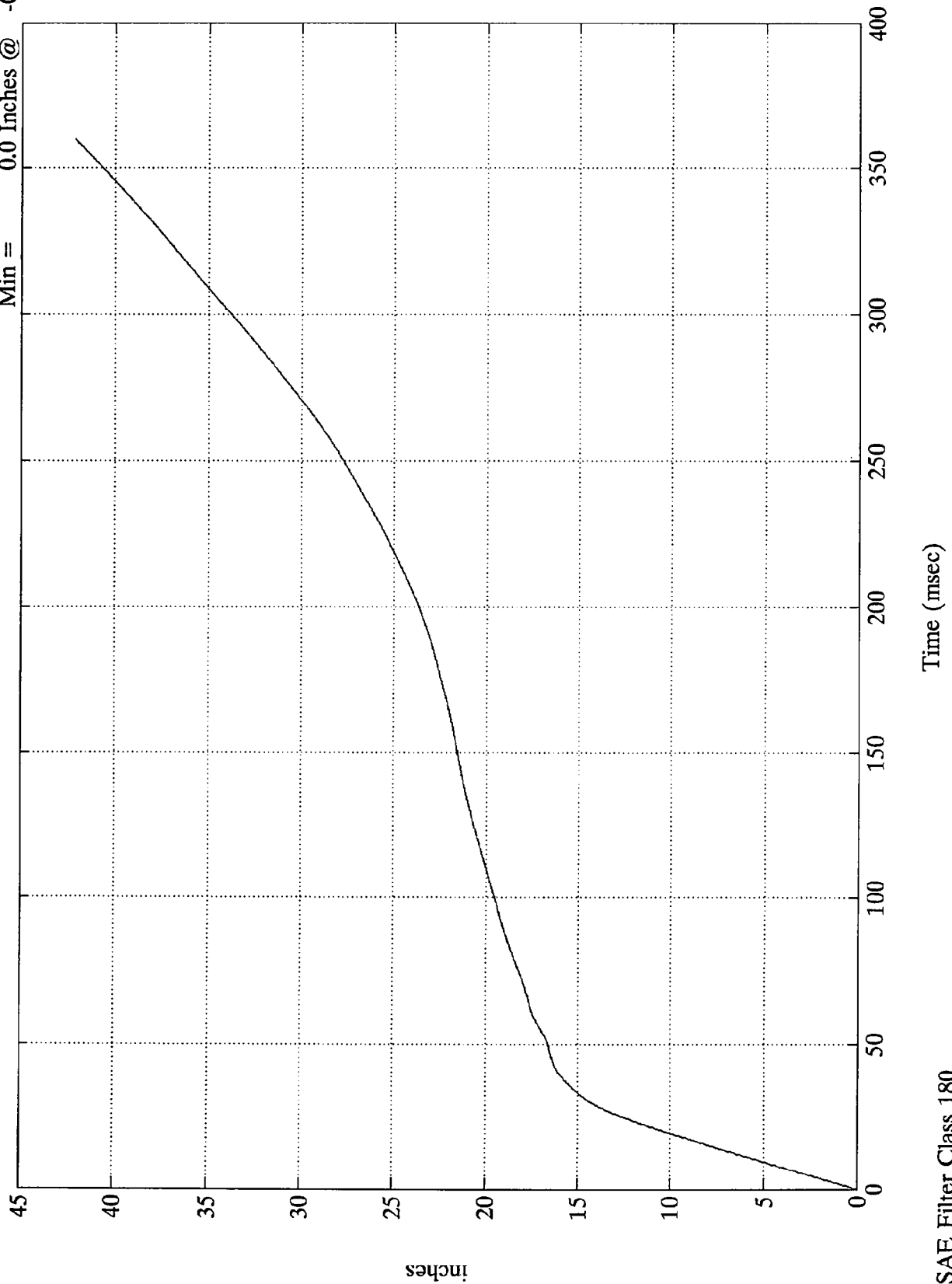
208 Test #8 - 1997 Chrysler Sebring

1st Integral Engine Top X

Max = 43.0 Ft/sec @ 4.43 msec
Min = 2.4 Ft/sec @ 148.56 msec



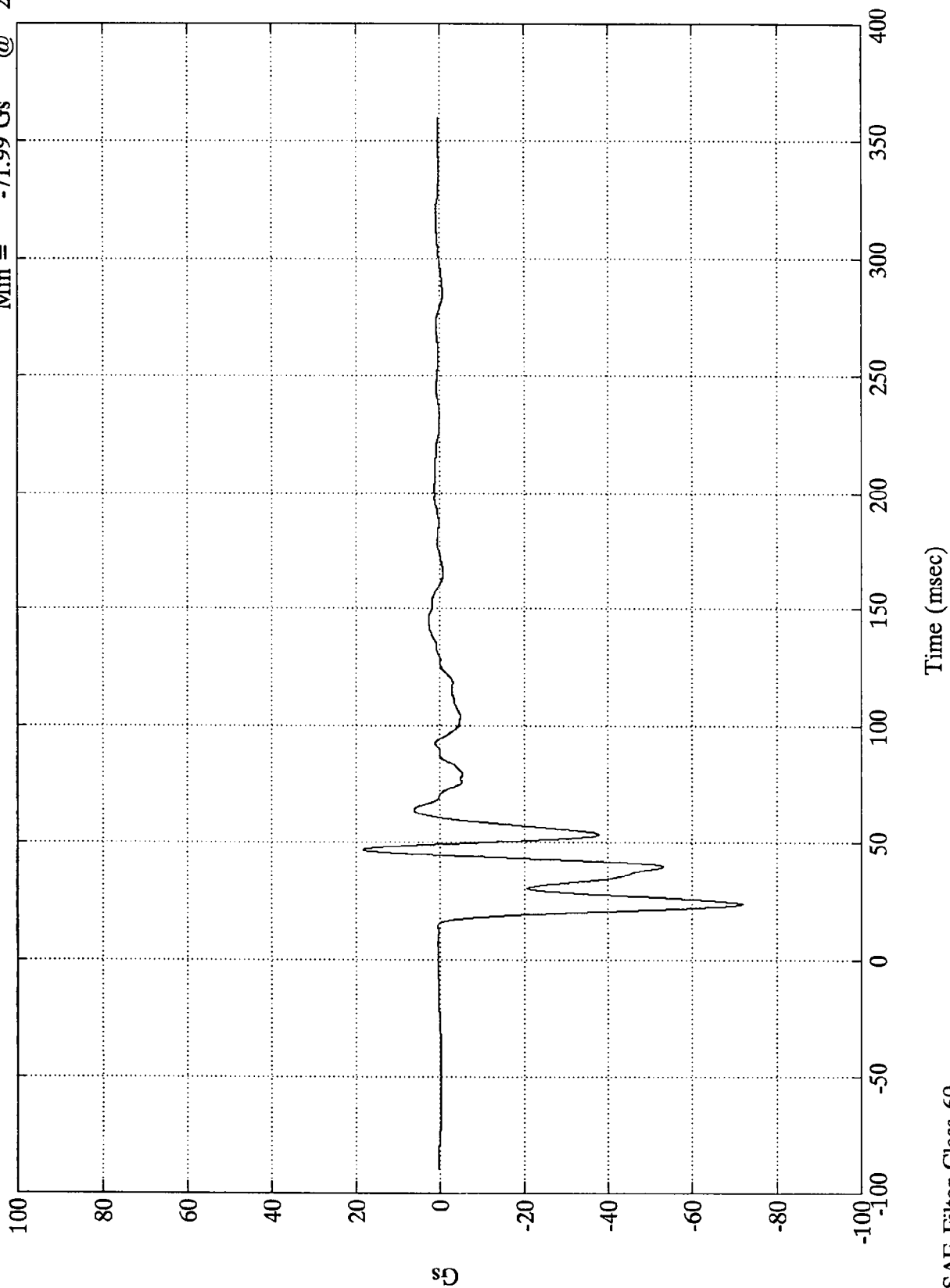
SAE Filter Class 180



208 Test #8 - 1997 Chrysler Sebring

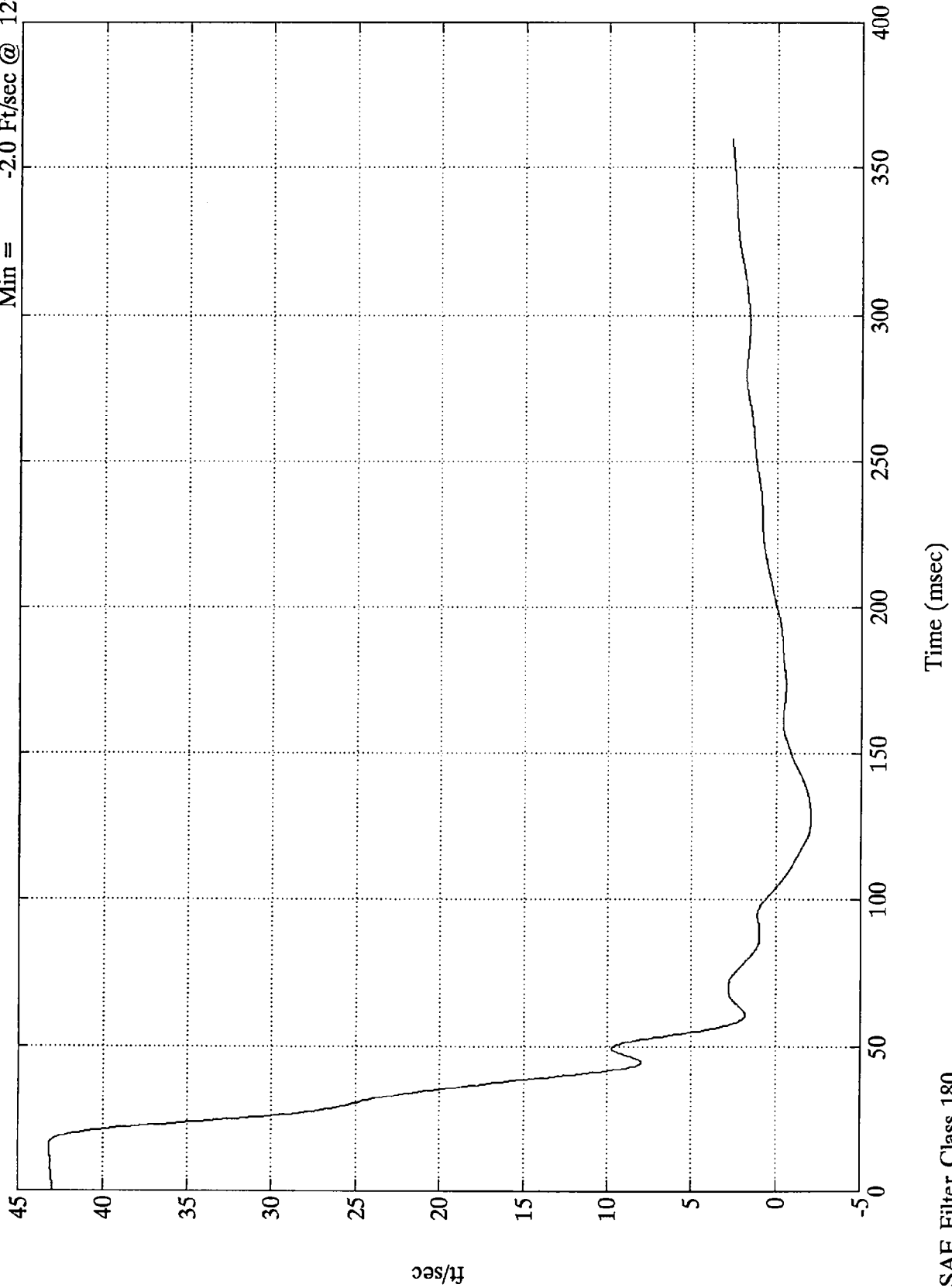
Engine Bottom X

Max = 18.44 Gs @ 46.79 msec
Min = -71.99 Gs @ 23.52 msec



1st Integral Engine Bottom X

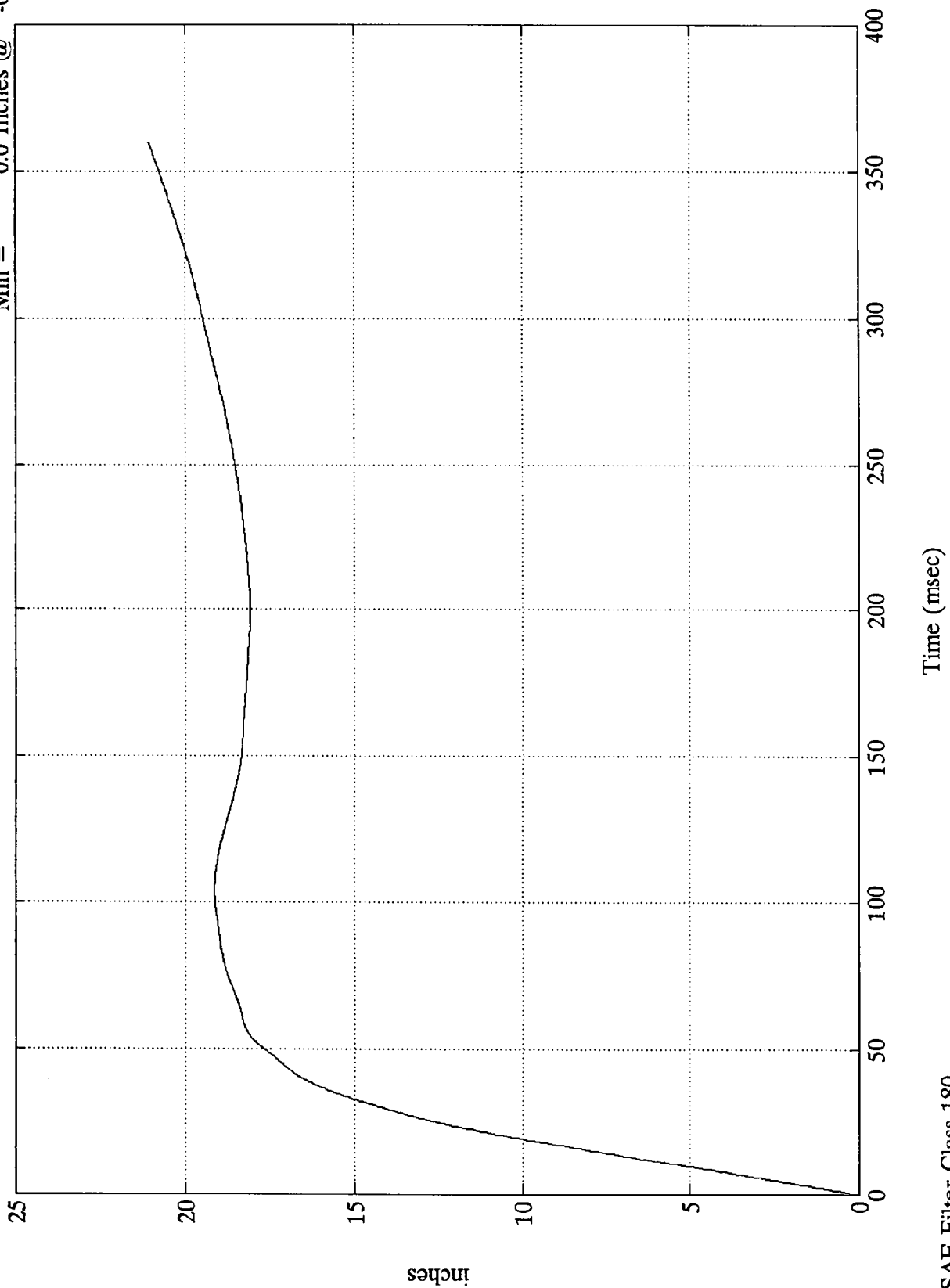
Max = 43.1 Ft/sec @ 15.35 msec
Min = -2.0 Ft/sec @ 129.36 msec



208 Test #8 - 1997 Chrysler Sebring

2nd Integral Engine Bottom X

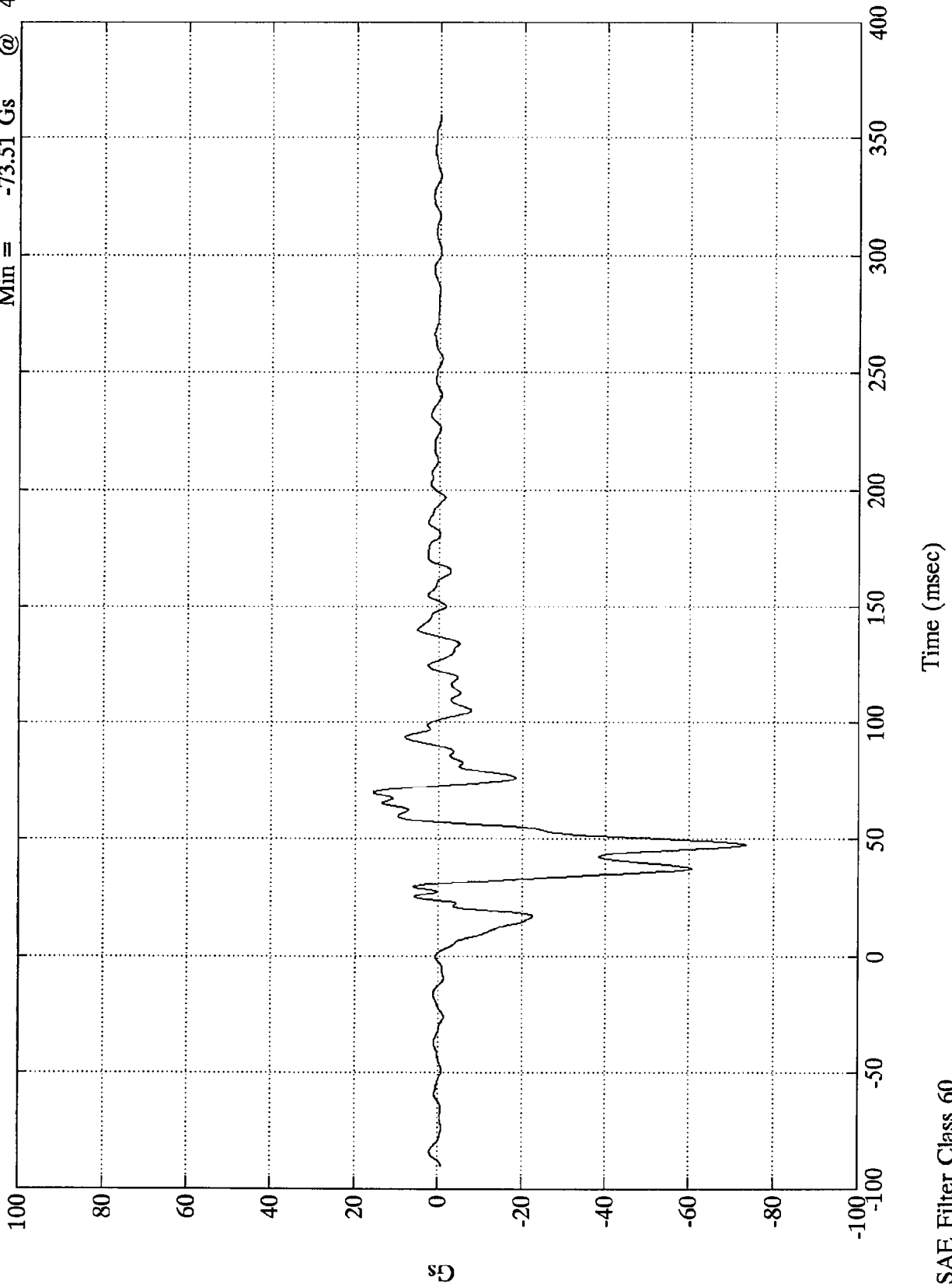
Max = 21.0 Inches @ 359.88 msec
Min = 0.0 Inches @ -0.00 msec



SAE Filter Class 180

Right Brake Caliper X

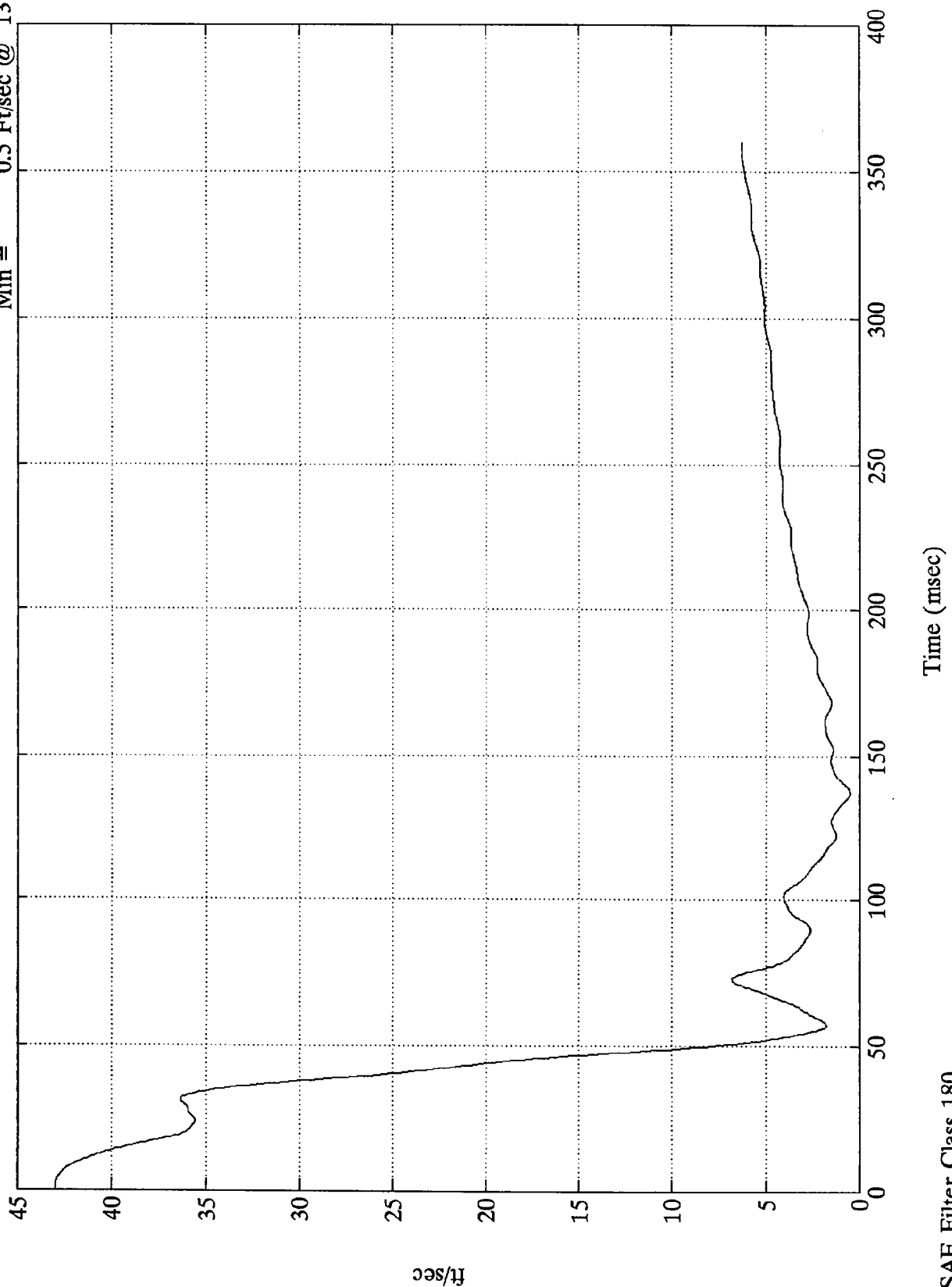
Max = 15.71 Gs @ 69.72 msec
Min = -73.51 Gs @ 47.63 msec



208 Test #8 - 1997 Chrysler Sebring

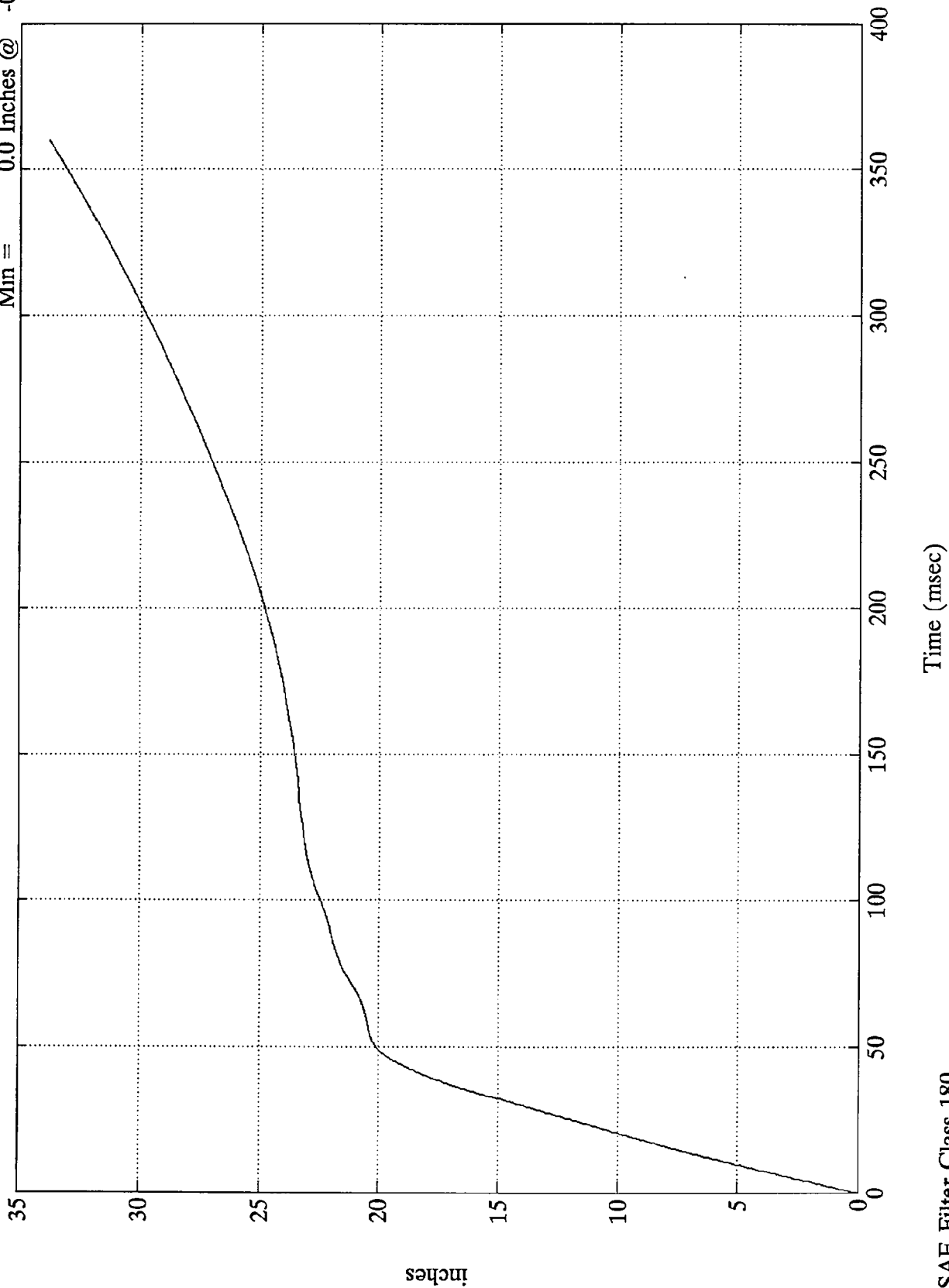
1st Integral Right Brake Caliper X

Max = 42.9 Ft/sec @ 1.67 msec
Min = 0.5 Ft/sec @ 137.28 msec



2nd Integral Right Brake Caliper X

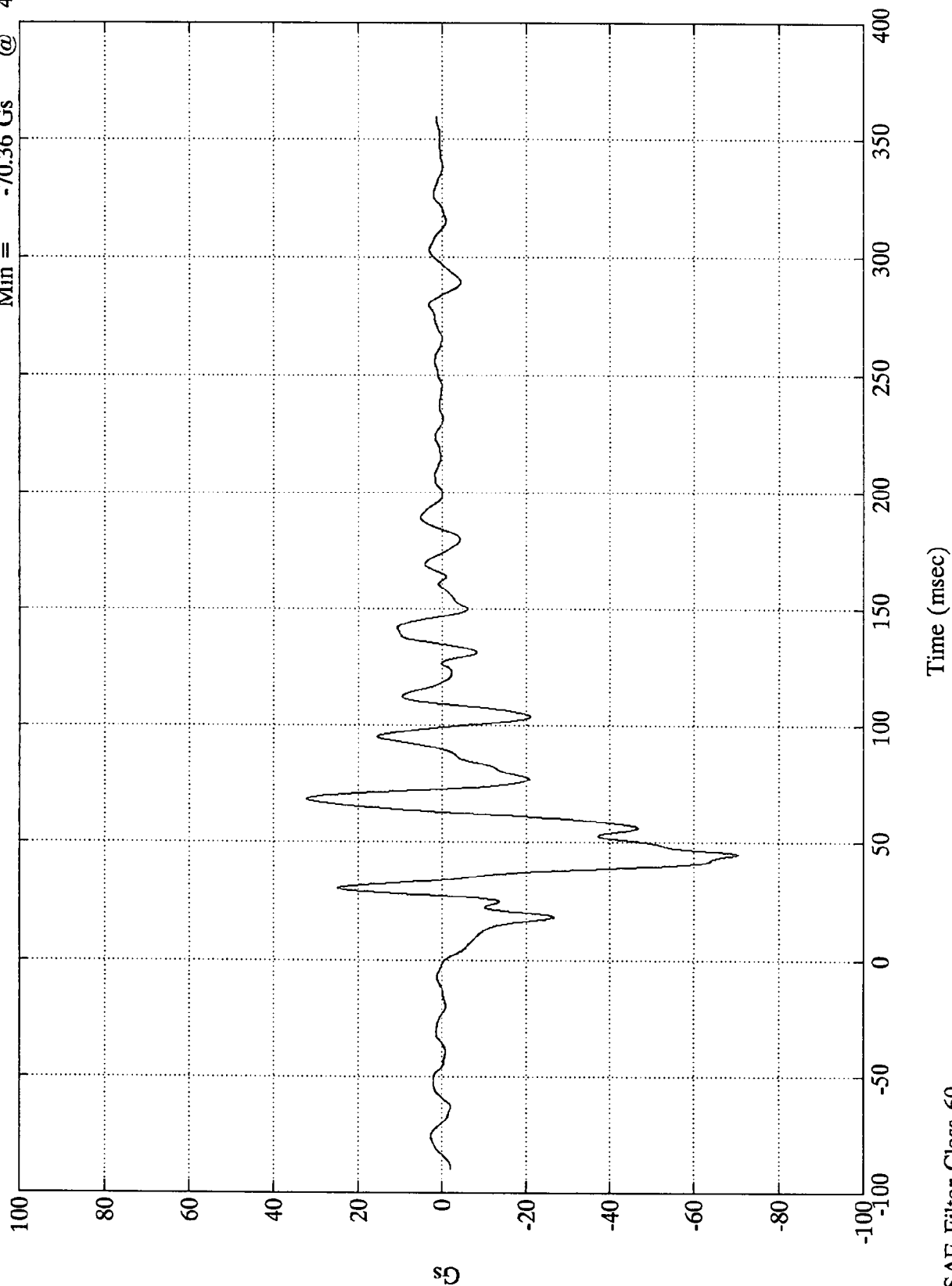
Max = 33.8 Inches @ 359.88 msec
Min = 0.0 Inches @ -0.00 msec



208 Test #8 - 1997 Chrysler Sebring

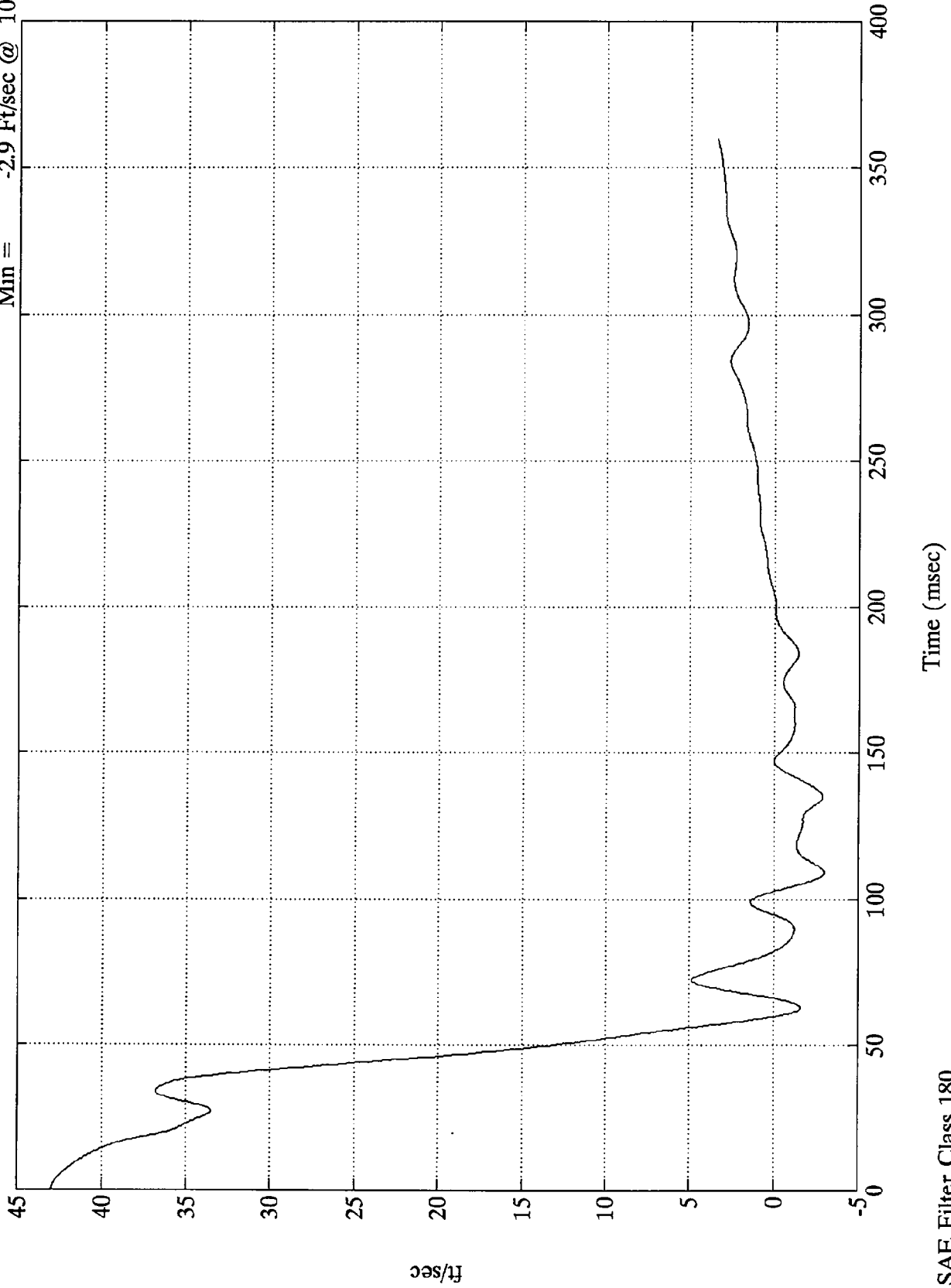
Left Brake Caliper X

Max = 32.24 Gs @ 68.28 msec
Min = -70.36 Gs @ 45.00 msec



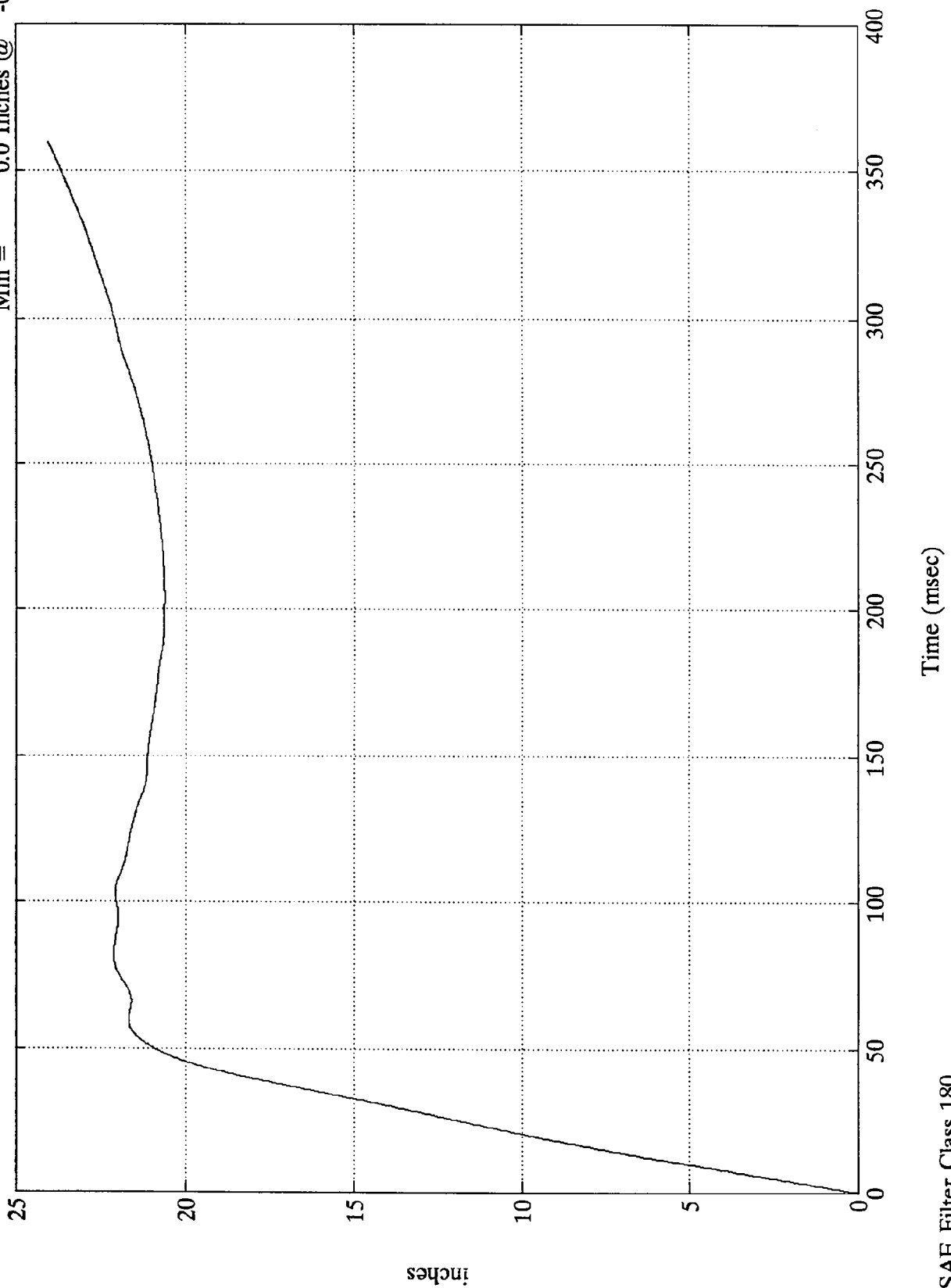
1st Integral Left Brake Caliper X

Max = 42.9 Ft/sec @ -0.00 msec
Min = -2.9 Ft/sec @ 109.31 msec



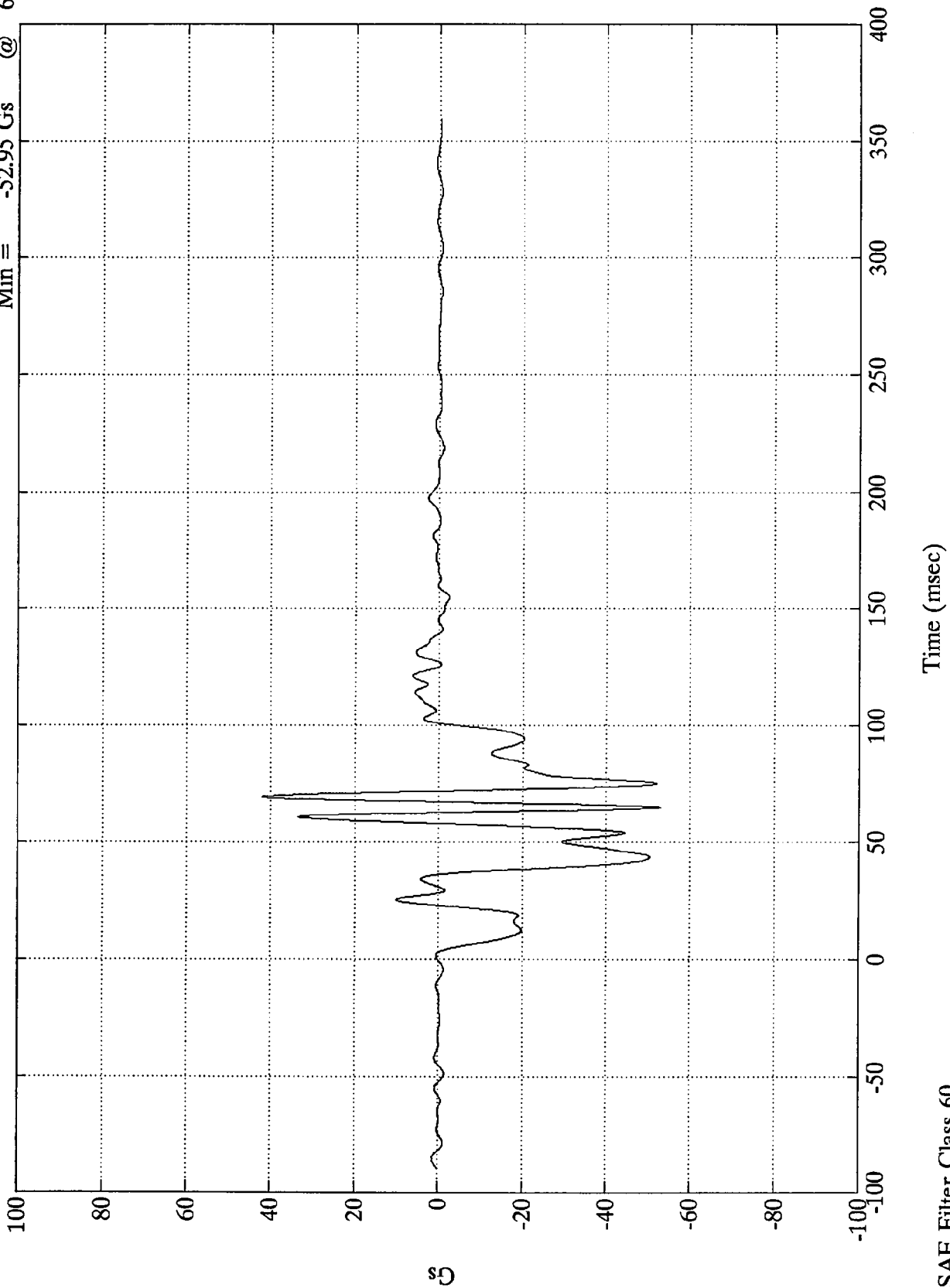
208 Test #8 - 1997 Chrysler Sebring

2nd Integral Left Brake Caliper X
Max = 24.0 Inches @ 359.88 msec
Min = 0.0 Inches @ -0.00 msec



Max = 41.98 Gs @ 69.72 msec
Min = -52.95 Gs @ 65.15 msec

Instrument Panel X

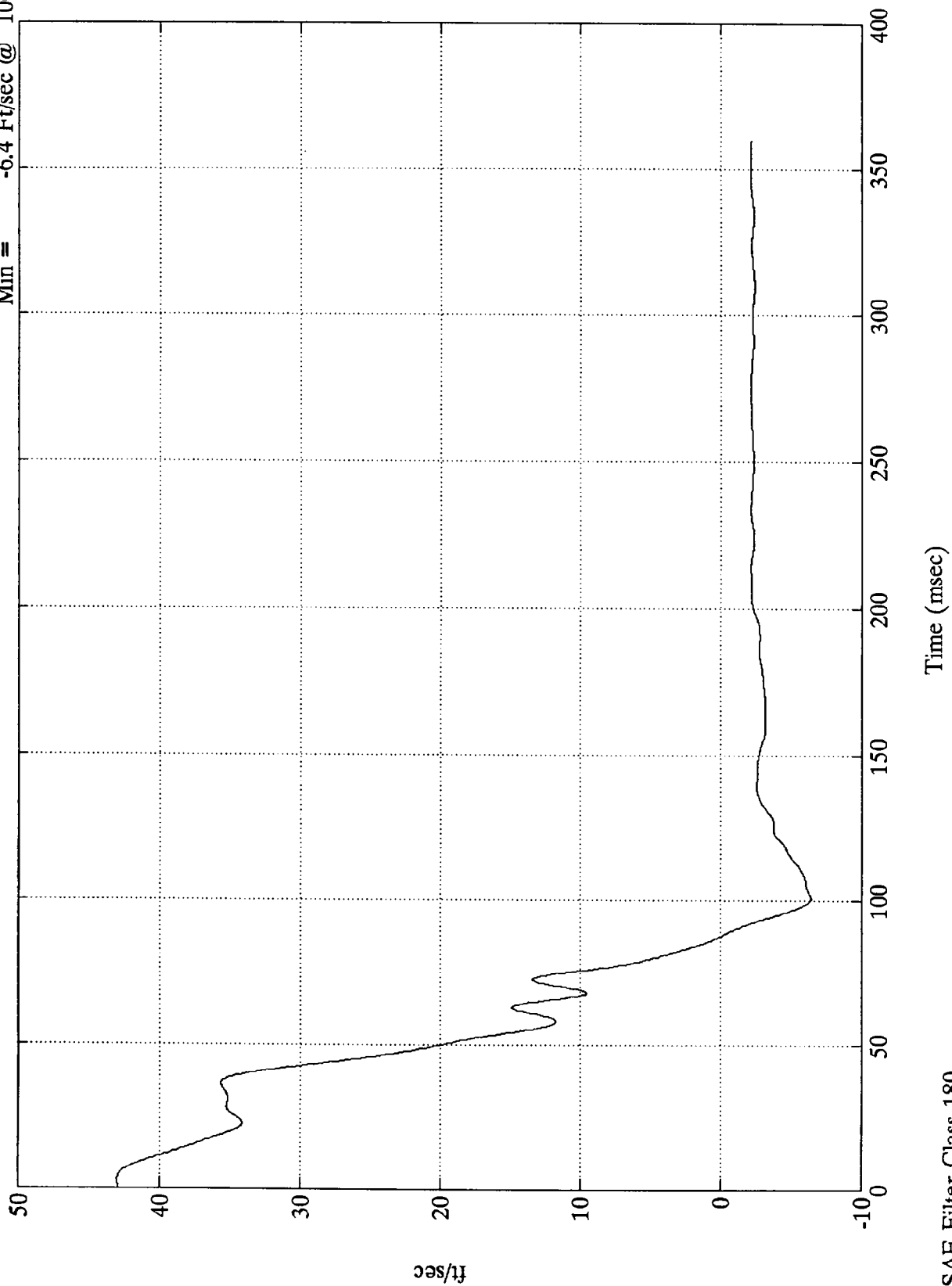


SAE Filter Class 60

208 Test #8 - 1997 Chrysler Sebring

1st Integral Instrument Panel X

Max = 43.0 Ft/sec @ 2.87 msec
Min = -6.4 Ft/sec @ 100.92 msec

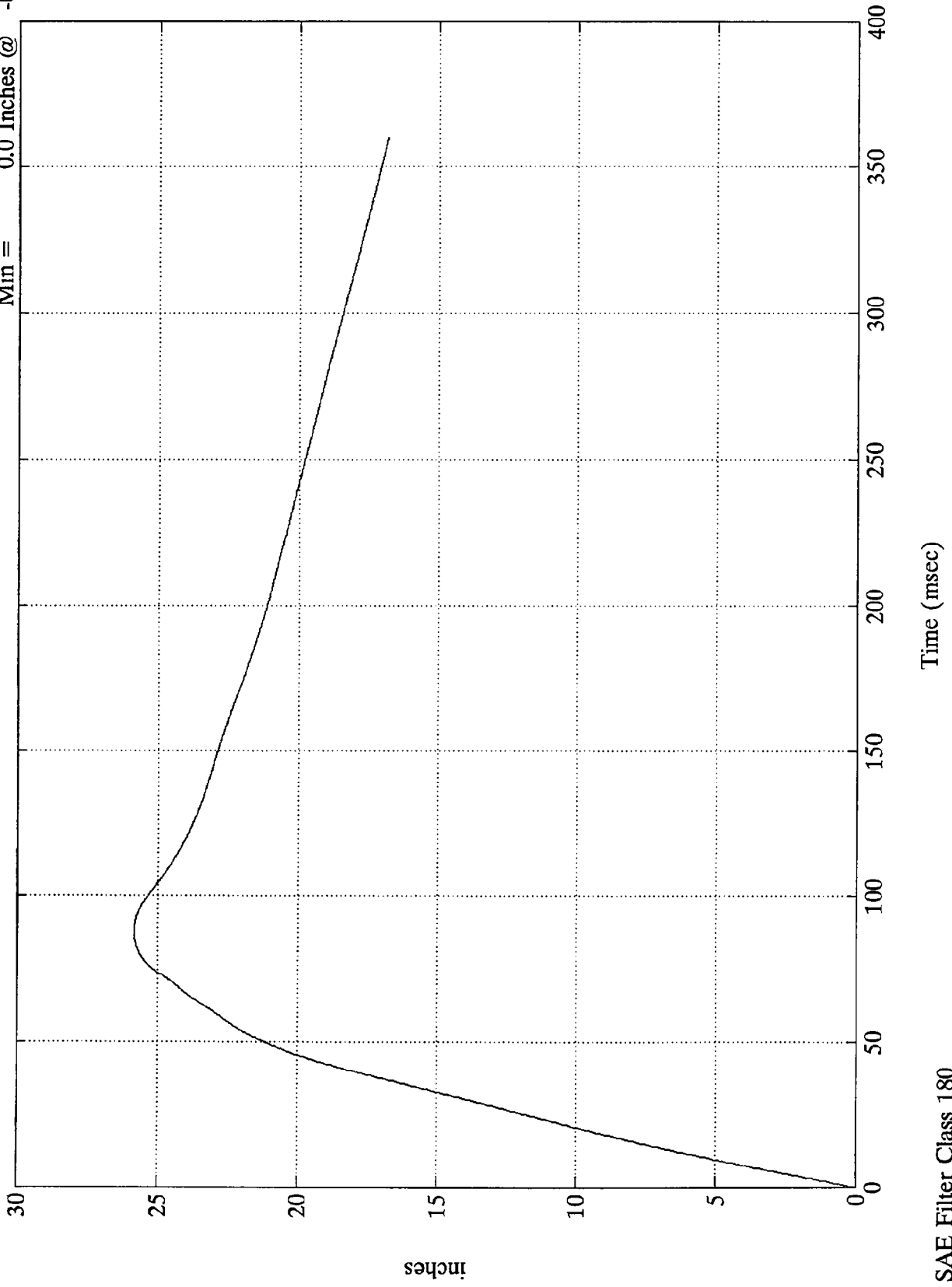


SAE Filter Class 180

208 Test #8 - 1997 Chrysler Sebring

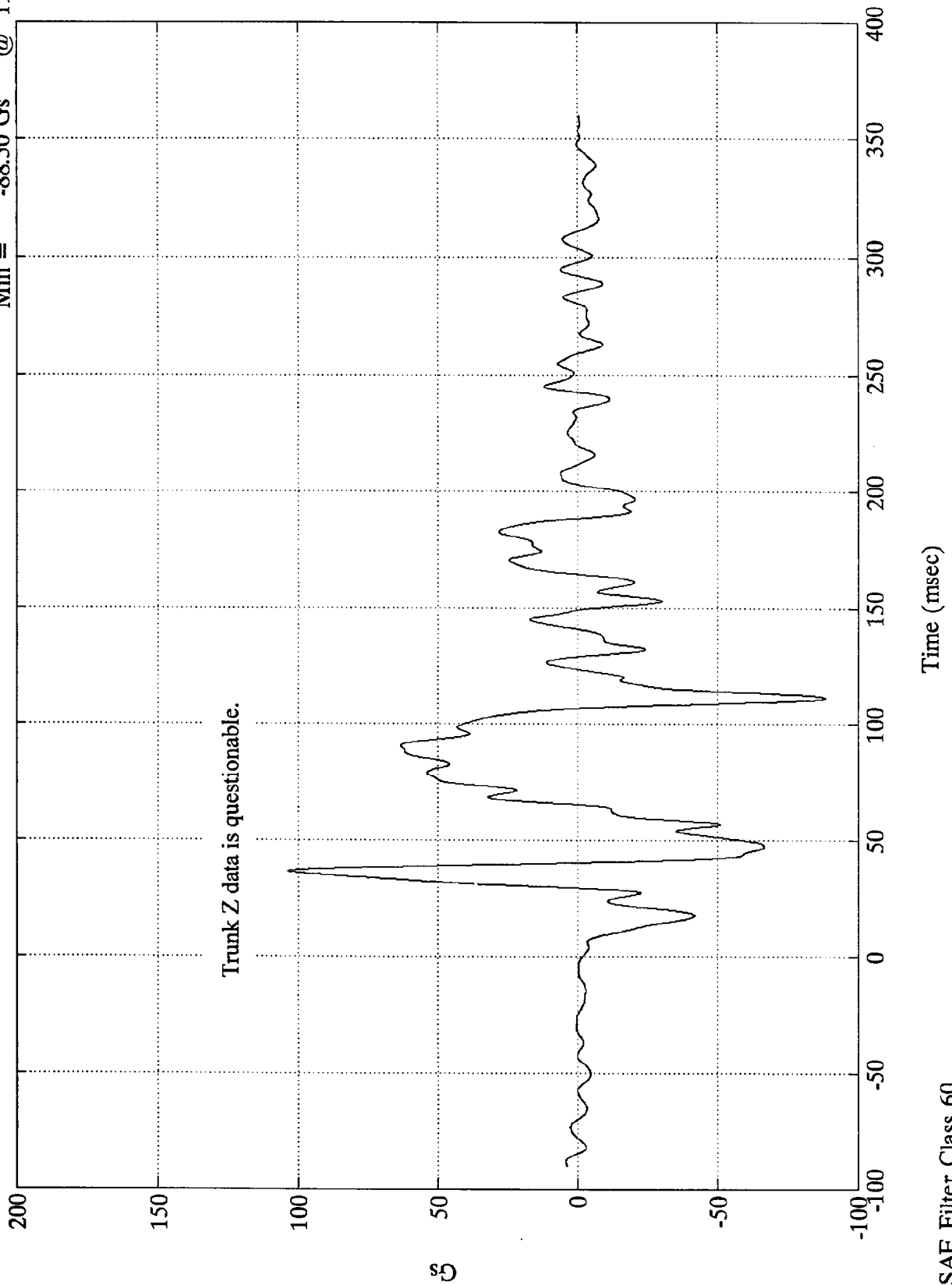
2nd Integral Instrument Panel X

Max = 25.8 Inches @ 87.60 msec
Min = 0.0 Inches @ -0.00 msec



208 Test #8 - 1997 Chrysler Sebring

Trunk Z
Max = 104.08 Gs @ 36.47 msec
Min = -88.50 Gs @ 111.12 msec



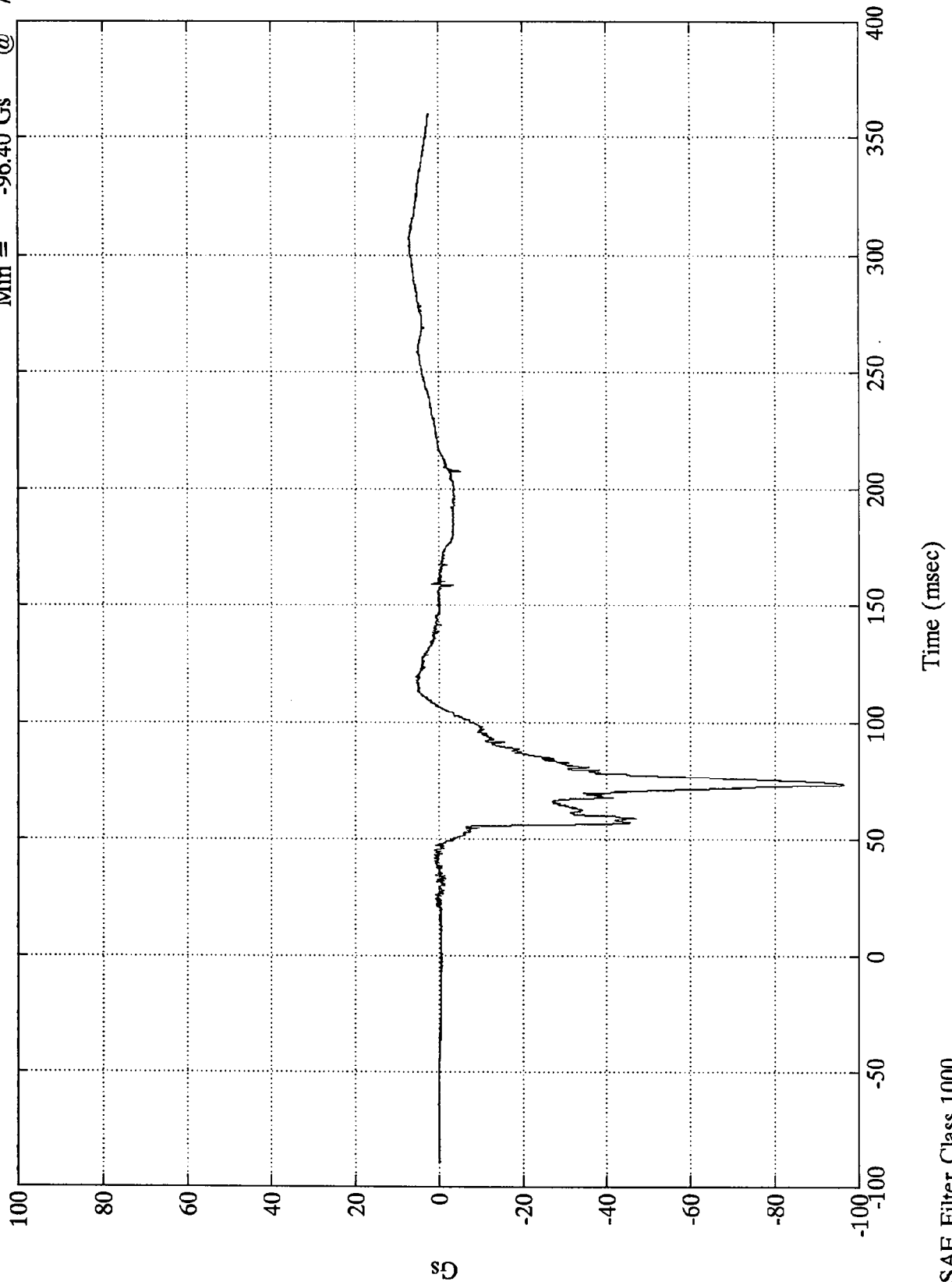
TEST NO. CV0306

<u>DUMMY</u>	<u>SAE FILTER CHANNEL CLASS</u>
Head Accelerations	1000
Chest Accelerations	180
Femur Forces	600

208 Test #8 - 1997 Chrysler Sebring

Max = 7.08 Gs @ 307.44 msec
Min = -96.40 Gs @ 73.68 msec

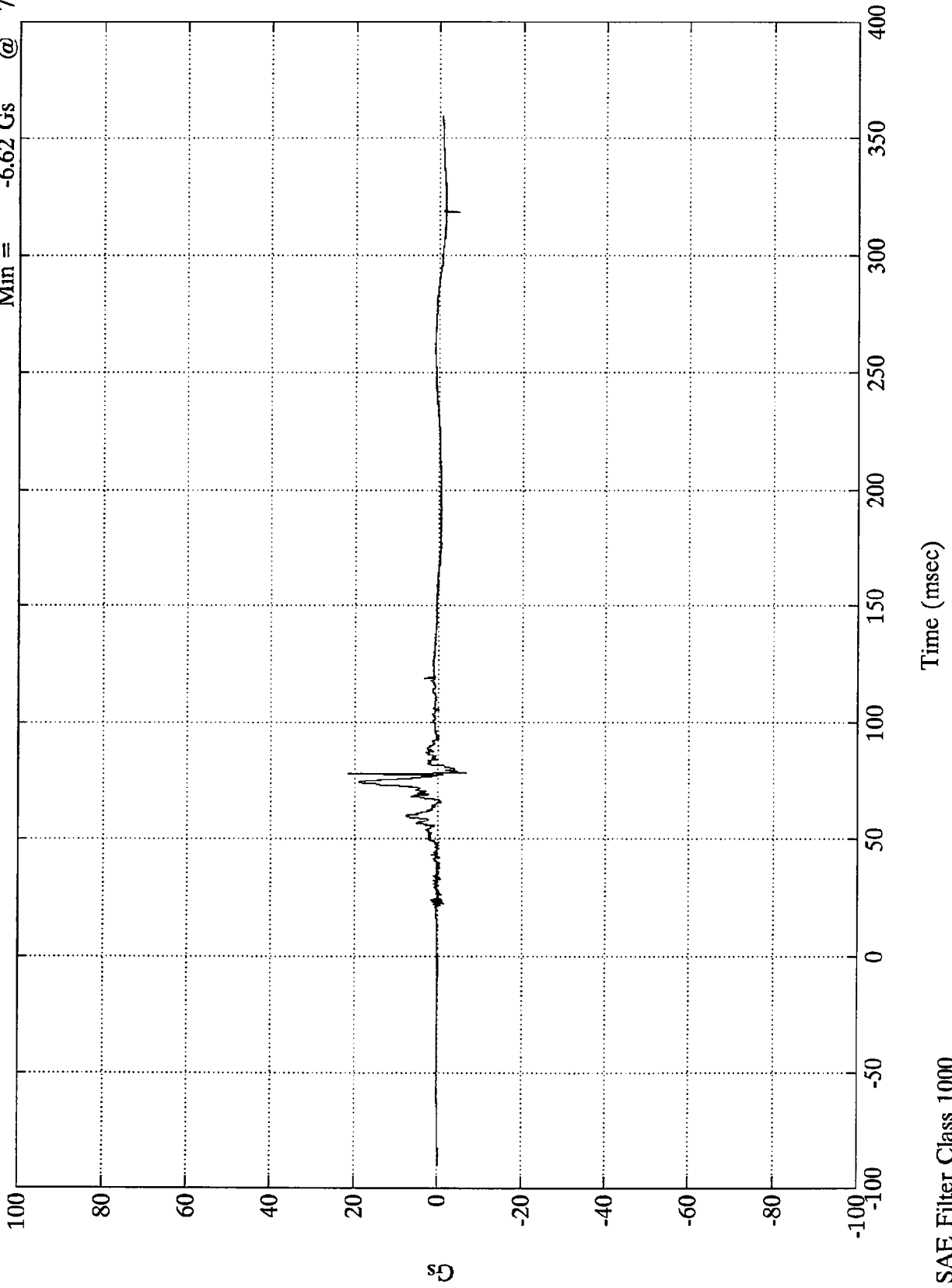
Pos. 1 Head X



208 Test #8 - 1997 Chrysler Sebring

Pos. 1 Head Y

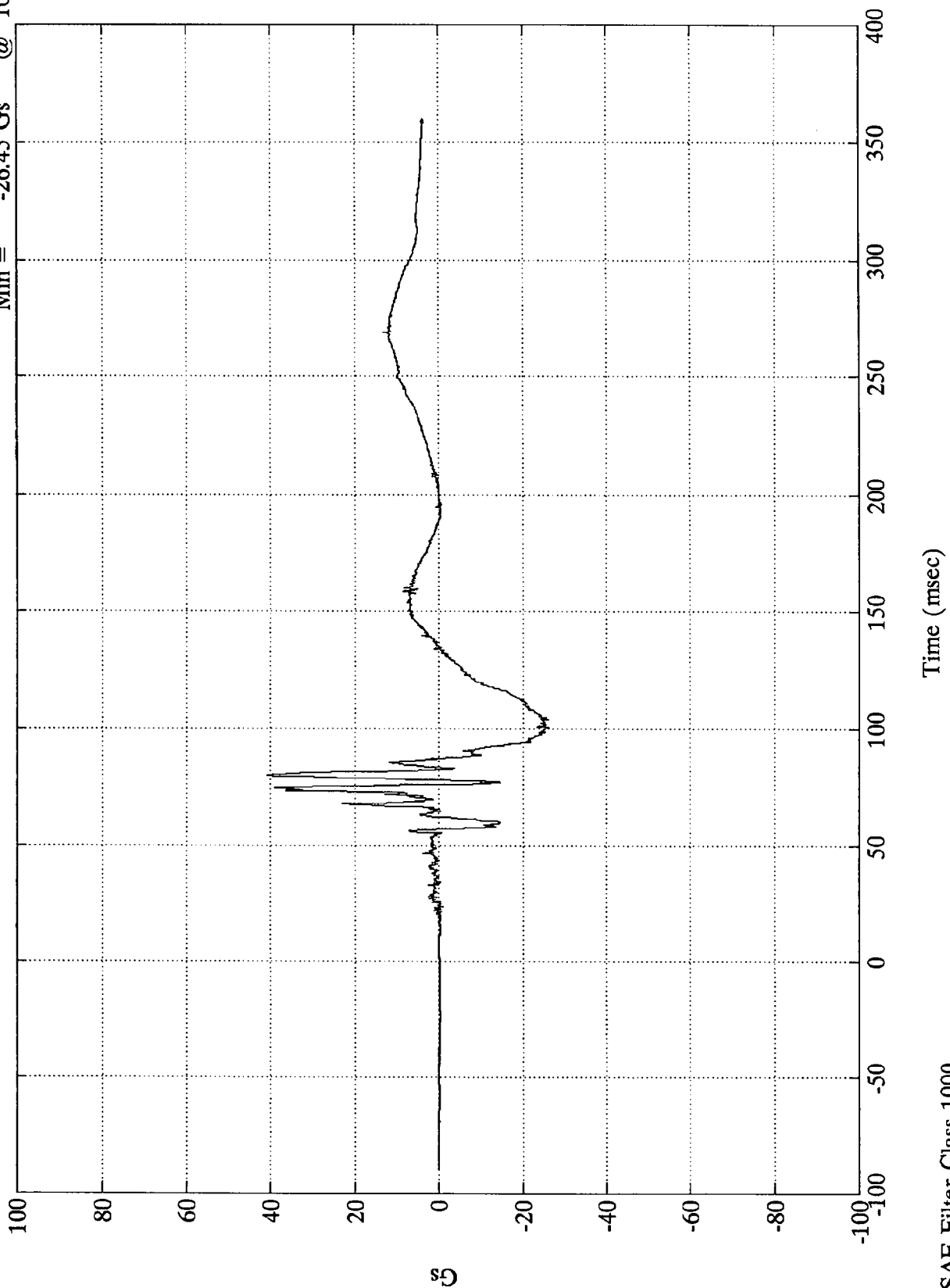
Max = 21.51 Gs @ 78.00 msec
Min = -6.62 Gs @ 78.47 msec



208 Test #8 - 1997 Chrysler Sebring

Max = 41.02 Gs @ 80.15 msec
Min = -26.45 Gs @ 100.56 msec

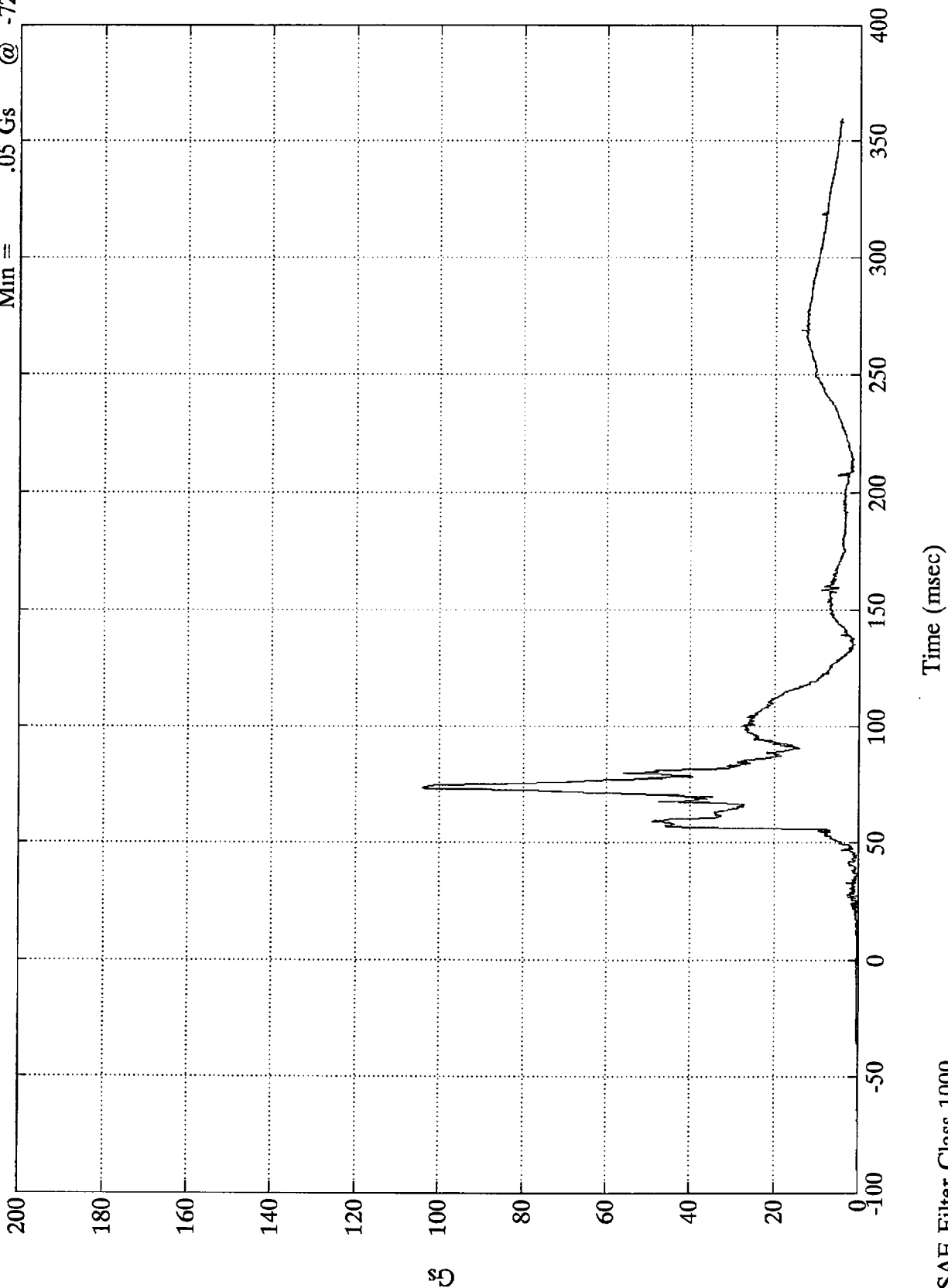
Pos. 1 Head Z



208 Test #8 - 1997 Chrysler Sebring

Pos. 1 Head Resultant

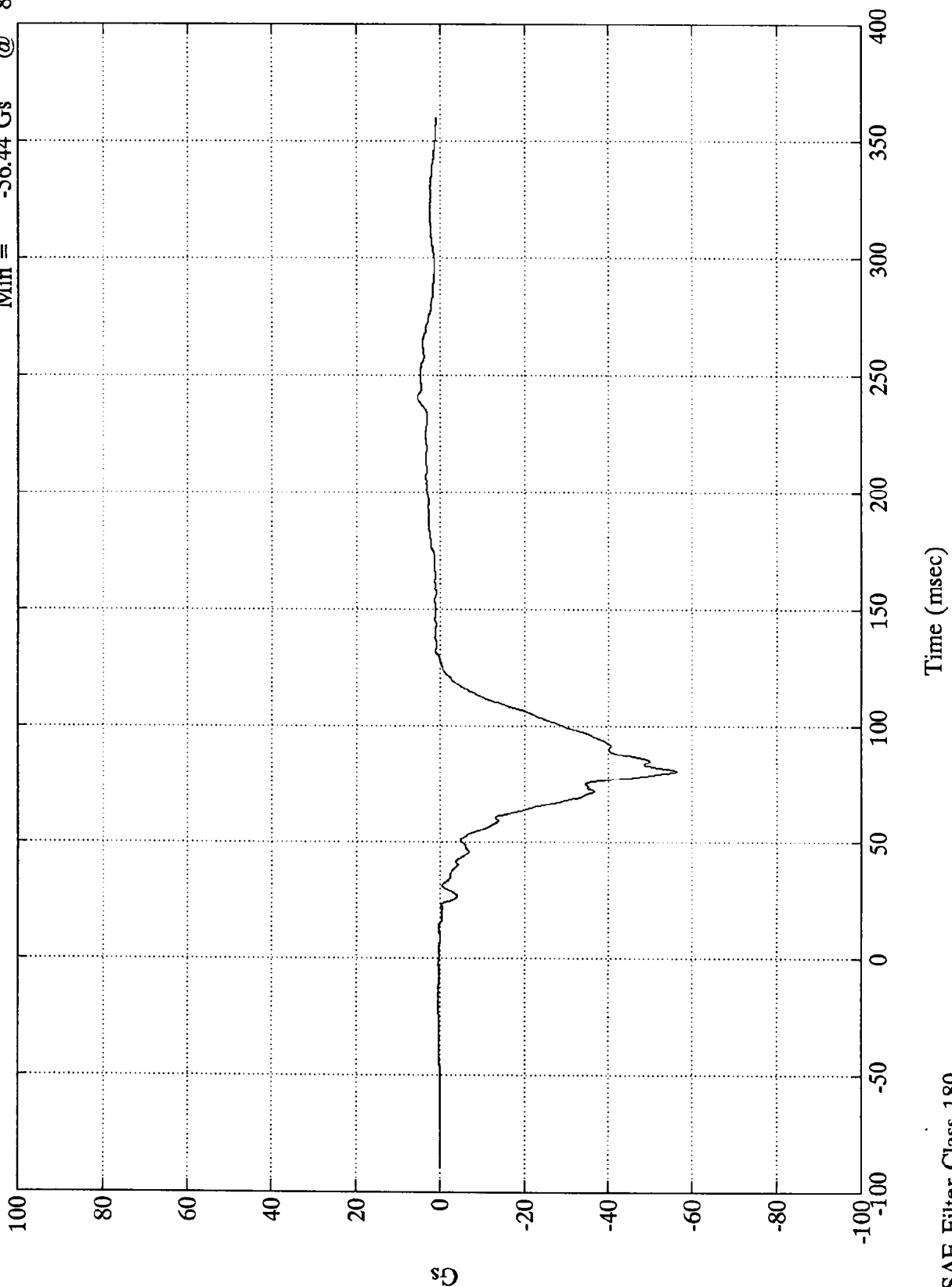
Max = 103.98 Gs @ 73.55 msec
Min = .05 Gs @ -72.12 msec



208 Test #8 - 1997 Chrysler Sebring

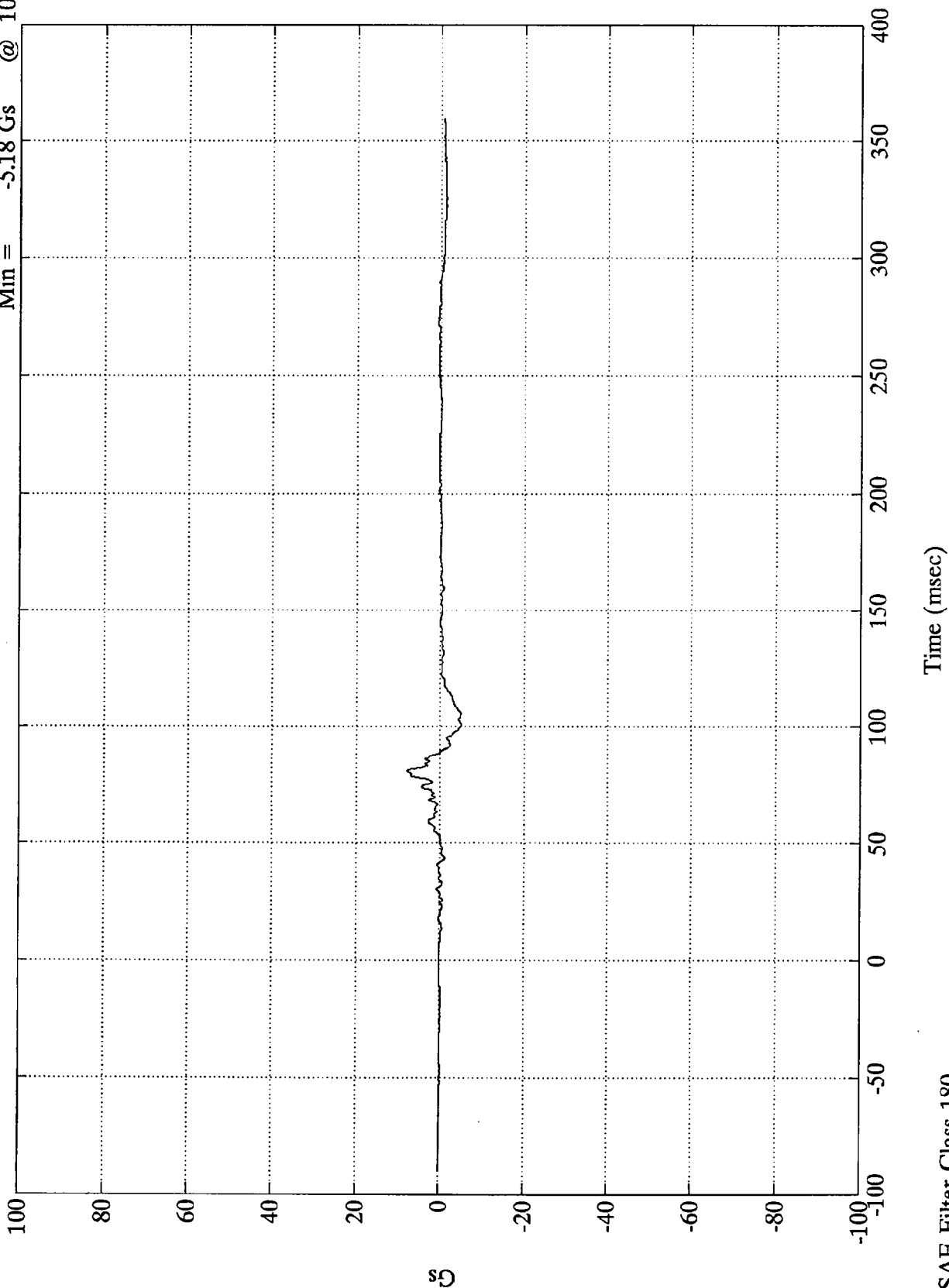
Pos. 1 Chest X

Max = 5.50 Gs @ 240.72 msec
Min = -56.44 Gs @ 80.76 msec



208 Test #8 - 1997 Chrysler Sebring

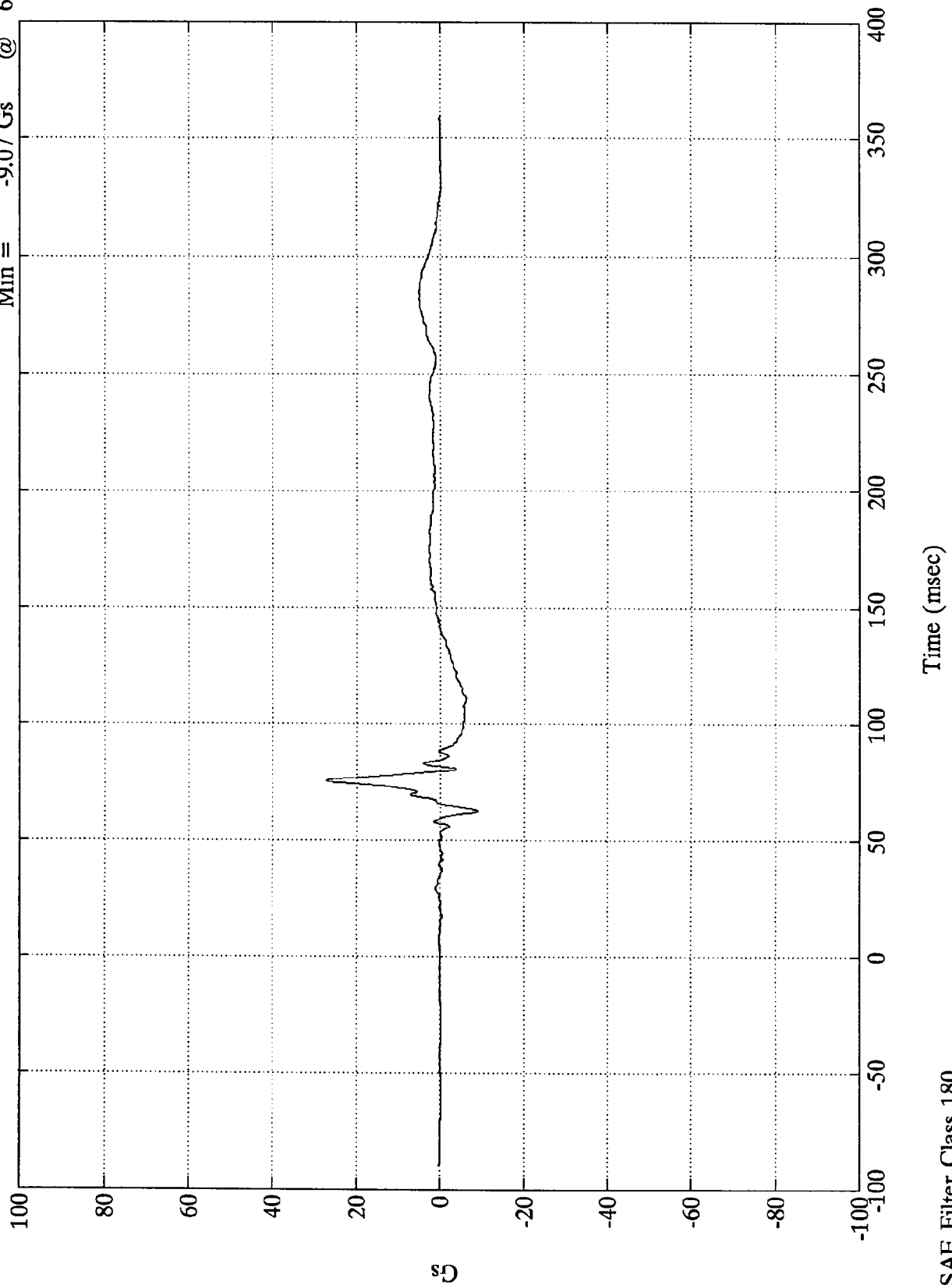
Pos. 1 Chest Y
Max = 7.93 Gs @ 81.00 msec
Min = -5.18 Gs @ 100.44 msec



208 Test #8 - 1997 Chrysler Sebring

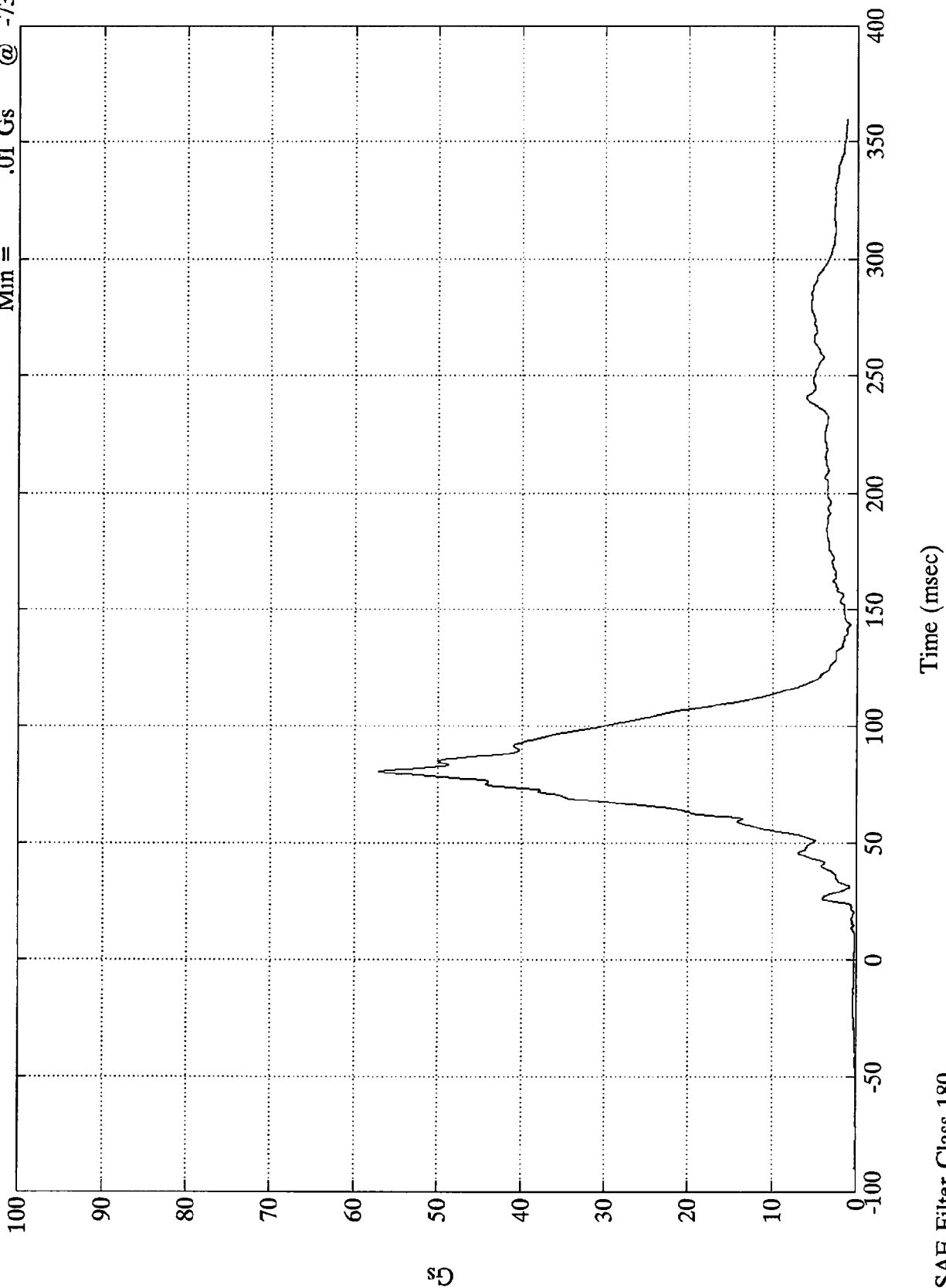
Max = 27.23 Gs @ 75.36 msec
Min = -9.07 Gs @ 62.51 msec

Pos. 1 Chest Z



Pos. 1 Chest Resultant

Max = 57.09 Gs @ 80.76 msec
Min = .01 Gs @ -73.20 msec

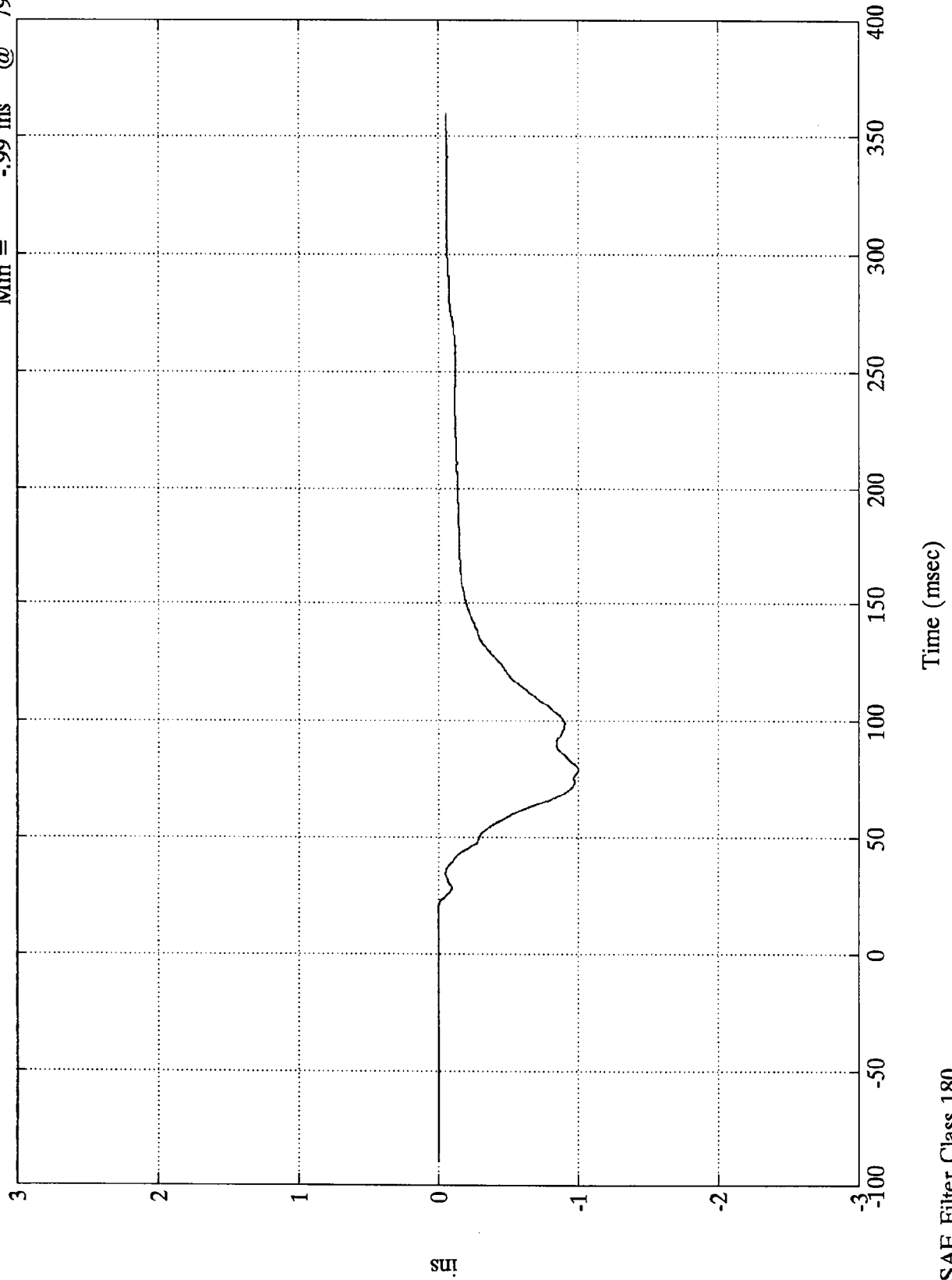


SAE Filter Class 180

208 Test #8 - 1997 Chrysler Sebring

Max = .00 ins @ -43.32 msec
Min = -.99 ins @ 79.31 msec

P1 Chest Displacement

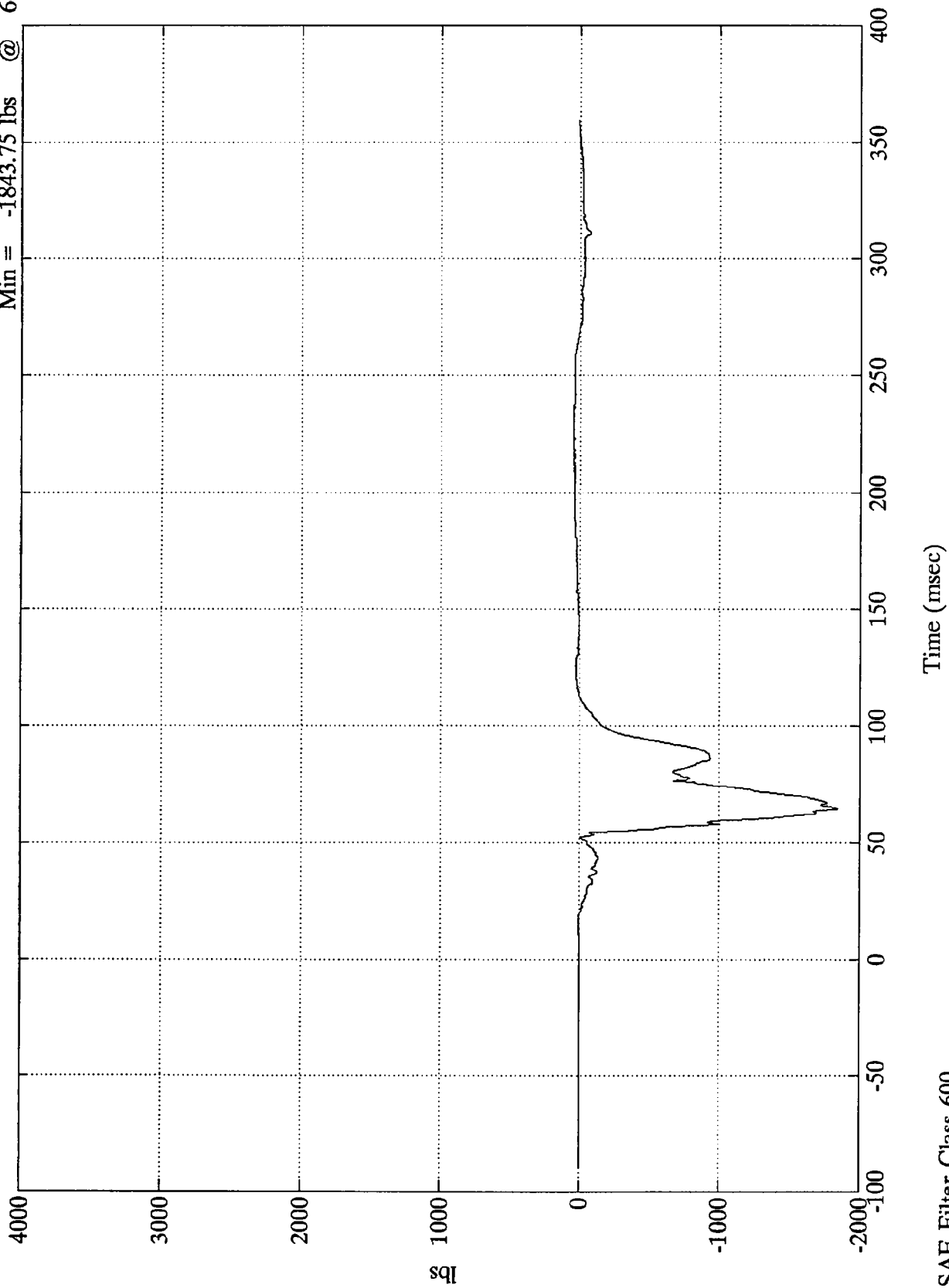


SAE Filter Class 180

208 Test #8 - 1997 Chrysler Sebring

Pos. 1 Left Femur

Max = 48.45 lbs @ 212.16 msec
Min = -1843.75 lbs @ 64.56 msec

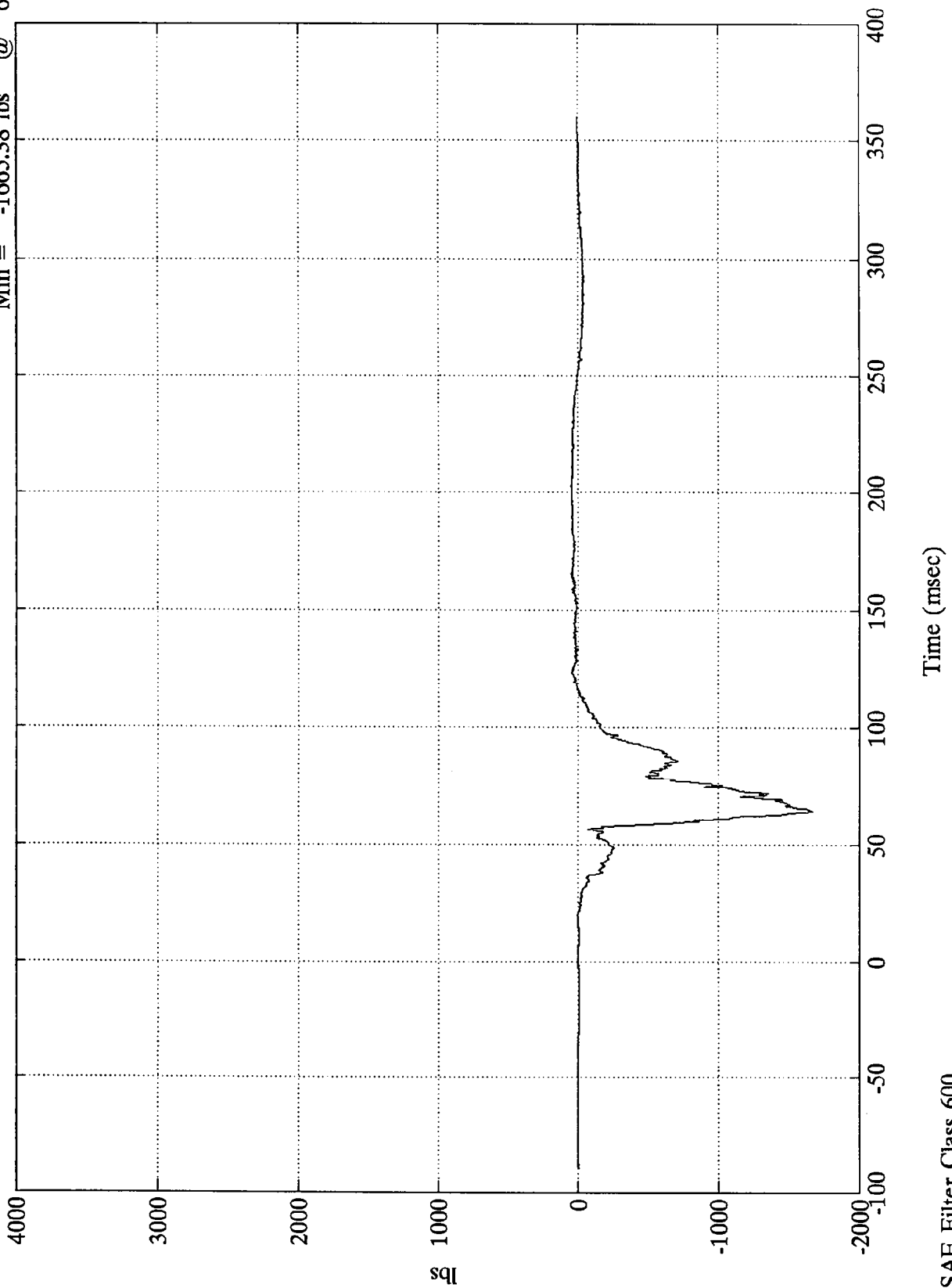


SAE Filter Class 600

208 Test #8 - 1997 Chrysler Sebring

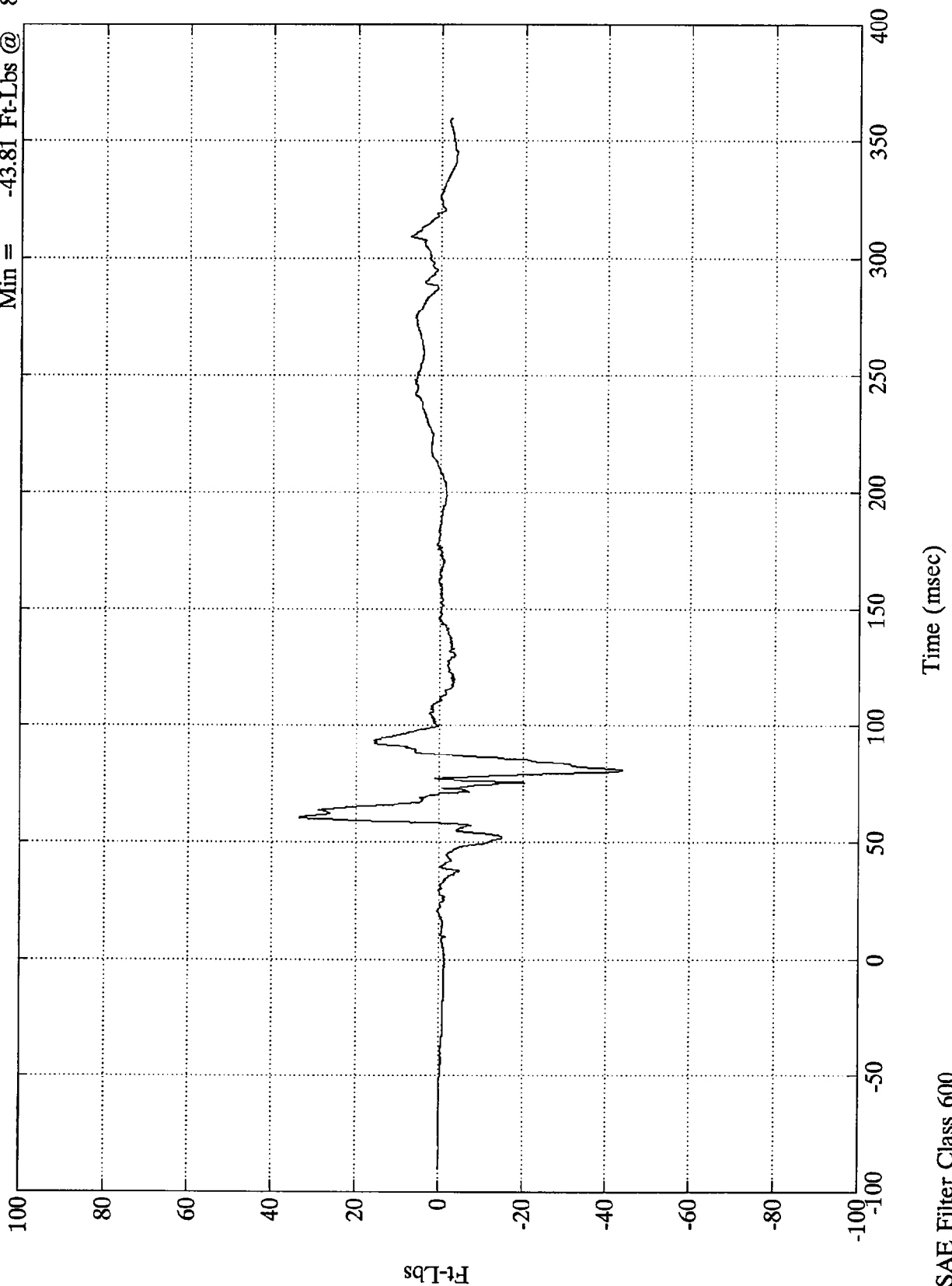
Pos. 1 Right Femur

Max = 51.24 lbs @ 202.80 msec
Min = -1665.38 lbs @ 64.44 msec



P1 Lt Upper Tibia Mx

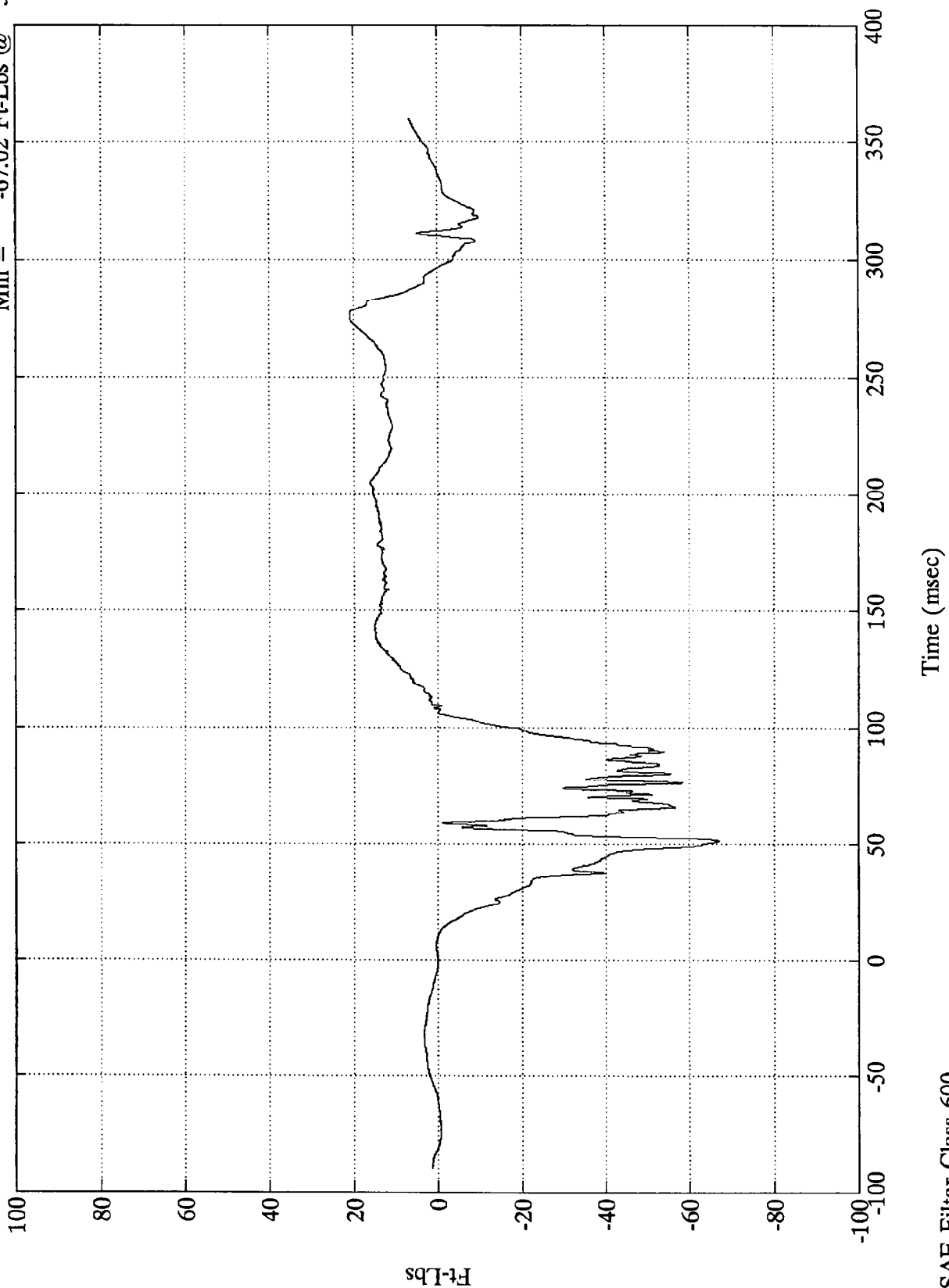
Max = 33.50 Ft-Lbs @ 60.48 msec
Min = -43.81 Ft-Lbs @ 80.63 msec



208 Test #8 - 1997 Chrysler Sebring

P1 Lt Upper Tibia My

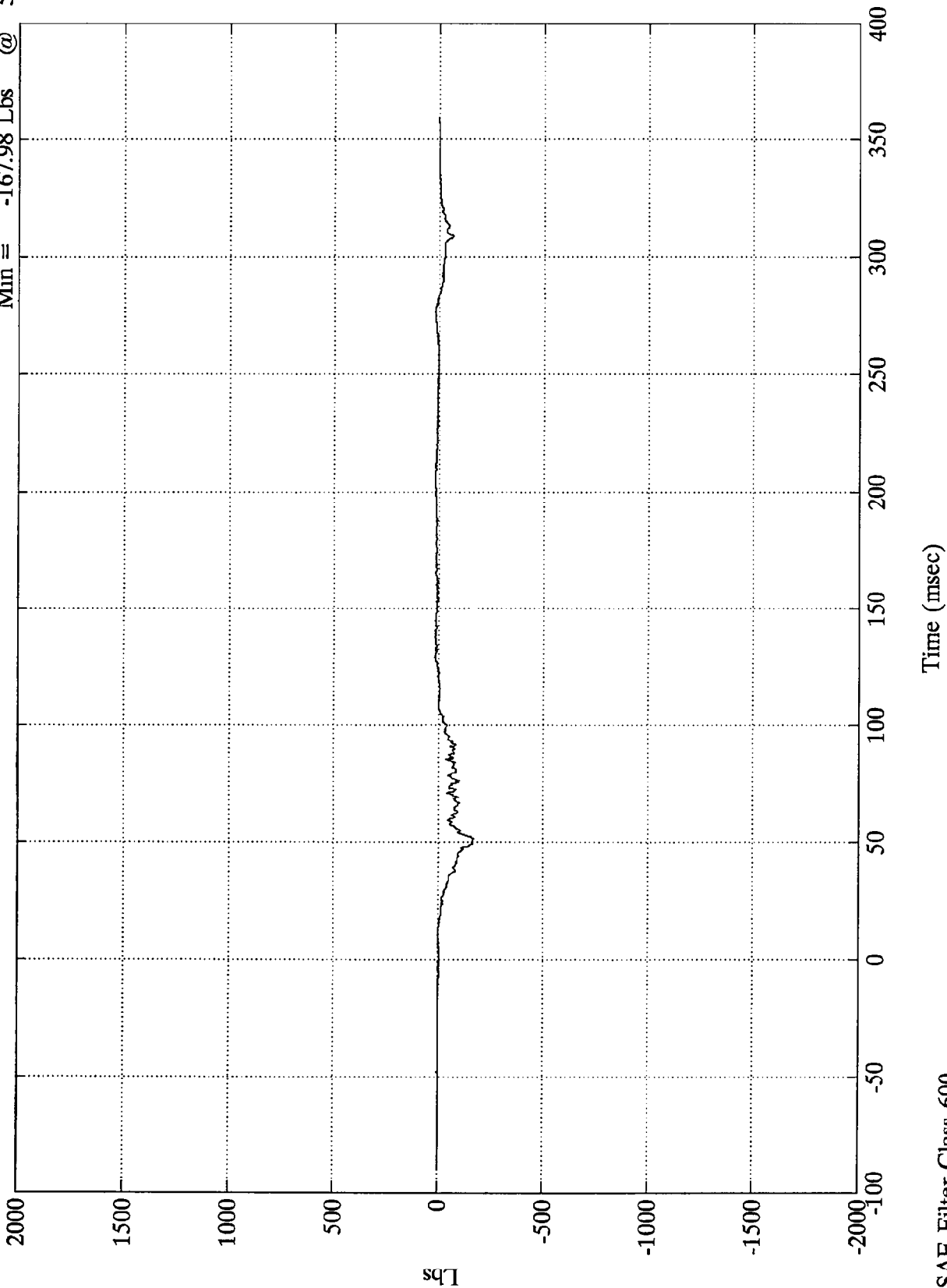
Max = 20.93 Ft-Lbs @ 274.79 msec
Min = -67.02 Ft-Lbs @ 51.47 msec



SAE Filter Class 600

P1 Lt Lower Tibia Fx

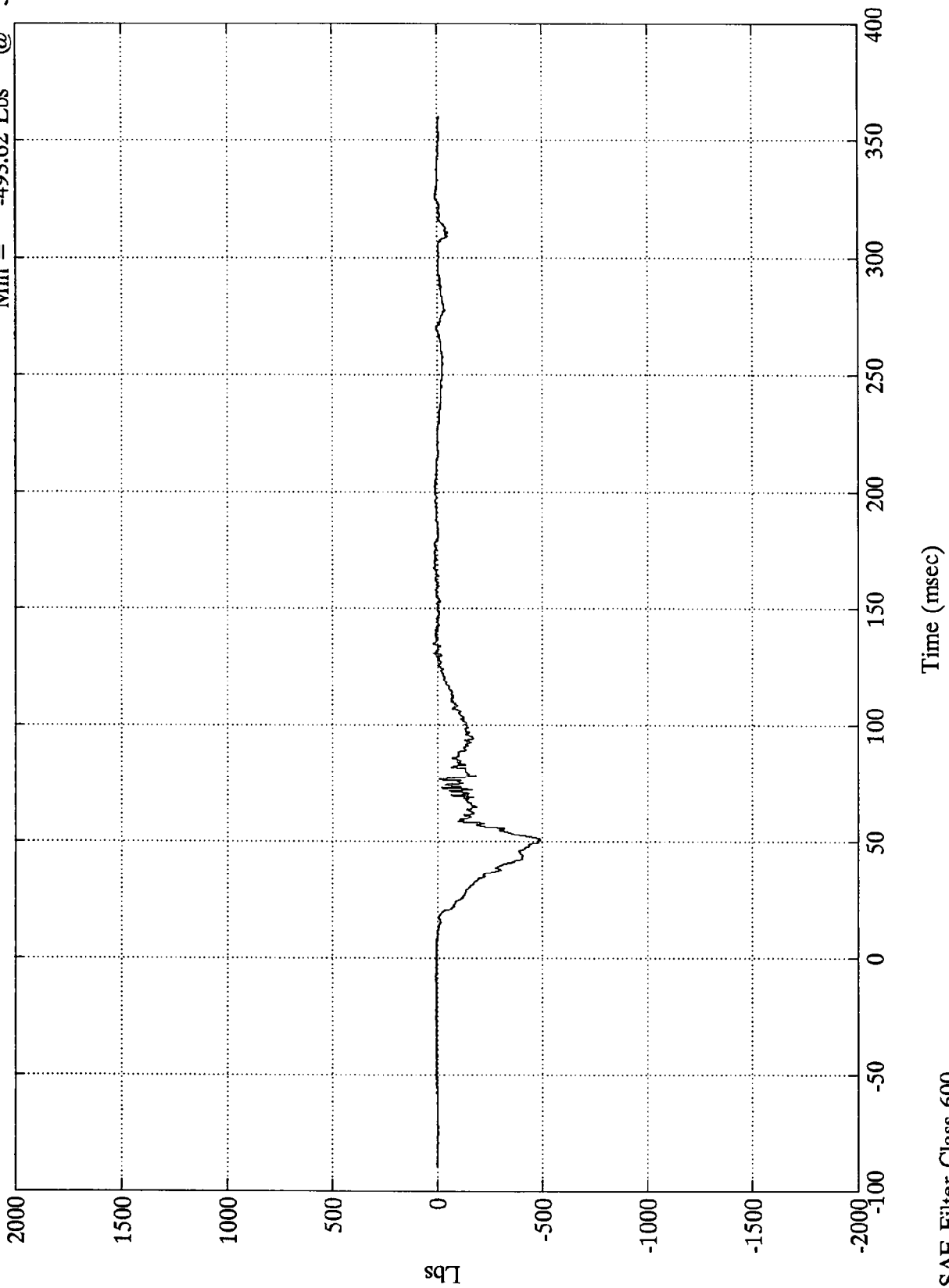
Max = 20.89 Lbs @ 276.60 msec
Min = -167.98 Lbs @ 51.60 msec



208 Test #8 - 1997 Chrysler Sebring

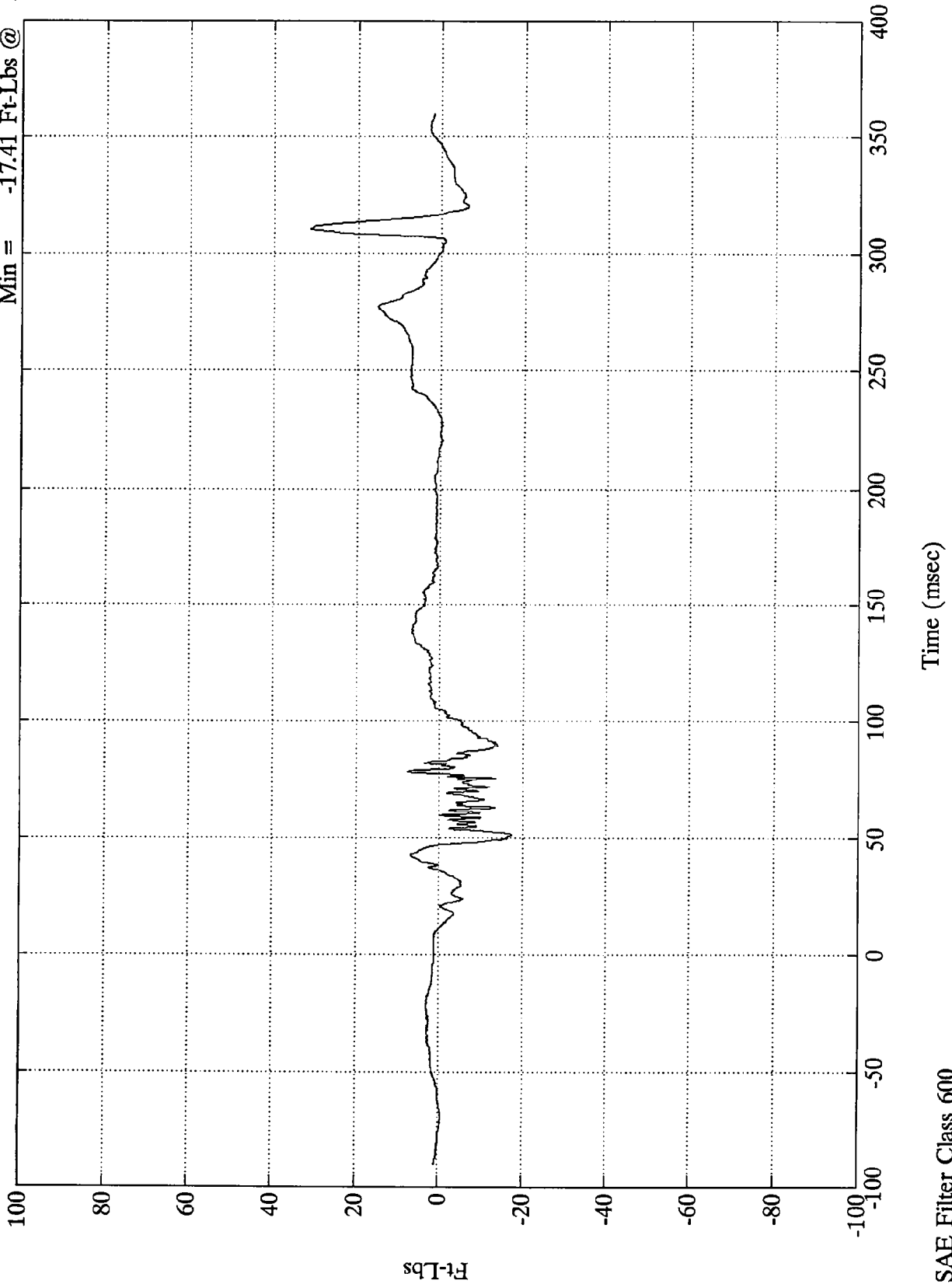
Max = 19.70 Lbs @ 134.88 msec
Min = -493.62 Lbs @ 51.00 msec

P1 Lt Lower Tibia Fz



P1 Lt Lower Tibia My

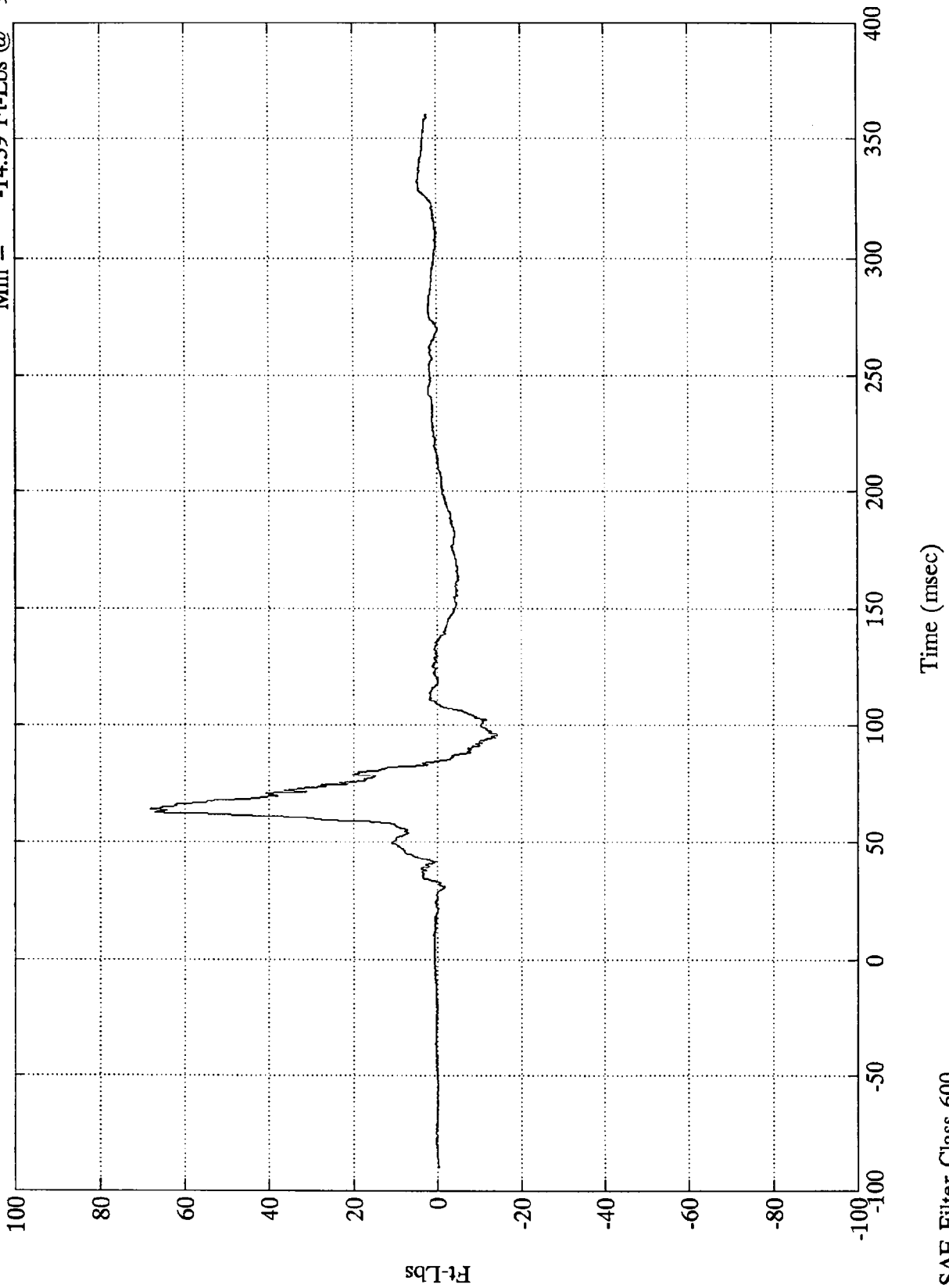
Max = 31.25 Ft-Lbs @ 310.67 msec
Min = -17.41 Ft-Lbs @ 51.47 msec



208 Test #8 - 1997 Chrysler Sebring

P1 Rt Upper Tibia Mx

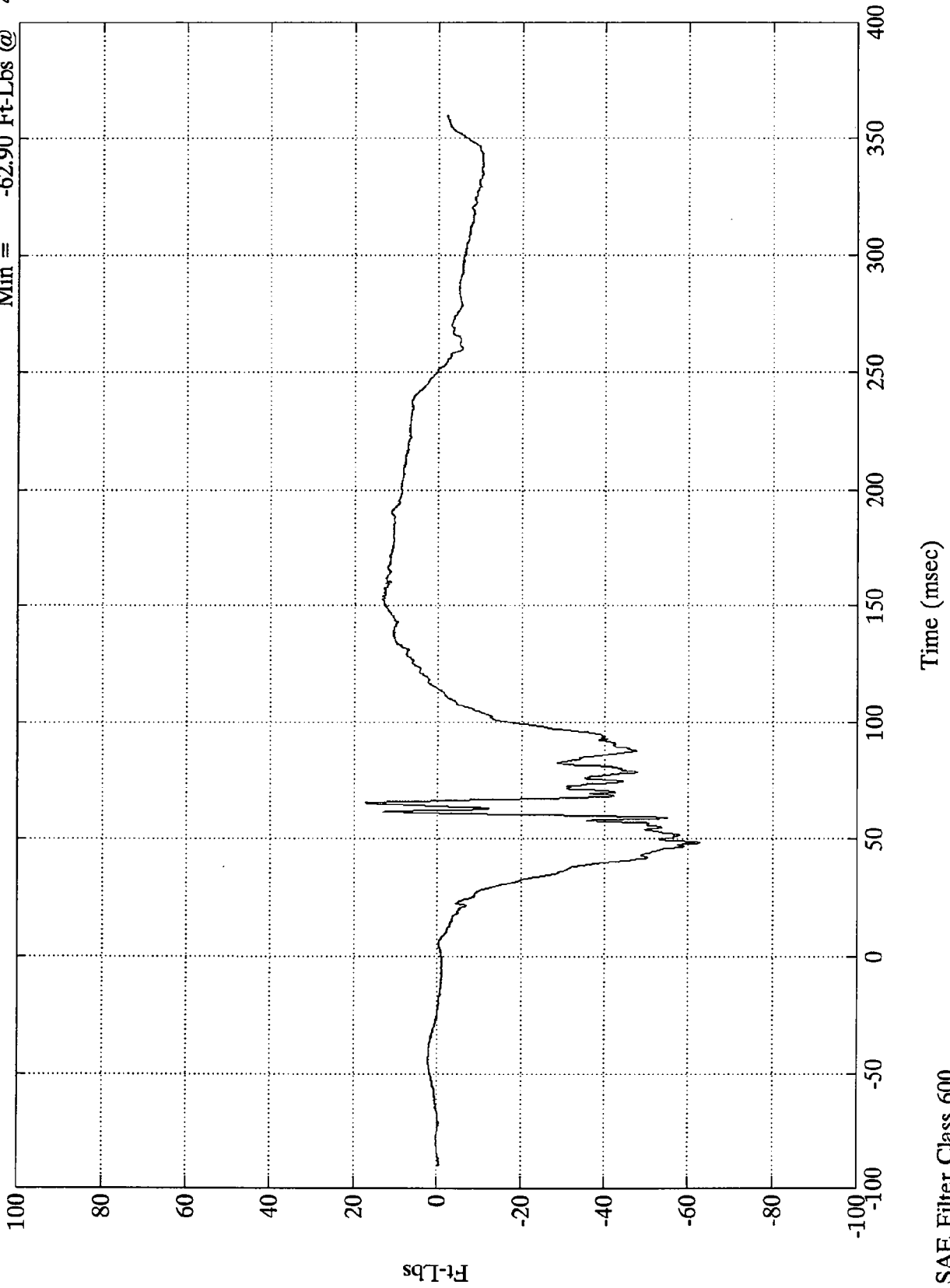
Max = 68.28 Ft-Lbs @ 64.08 msec
Min = -14.39 Ft-Lbs @ 96.00 msec



SAE Filter Class 600

P1 Rt Upper Tibia My

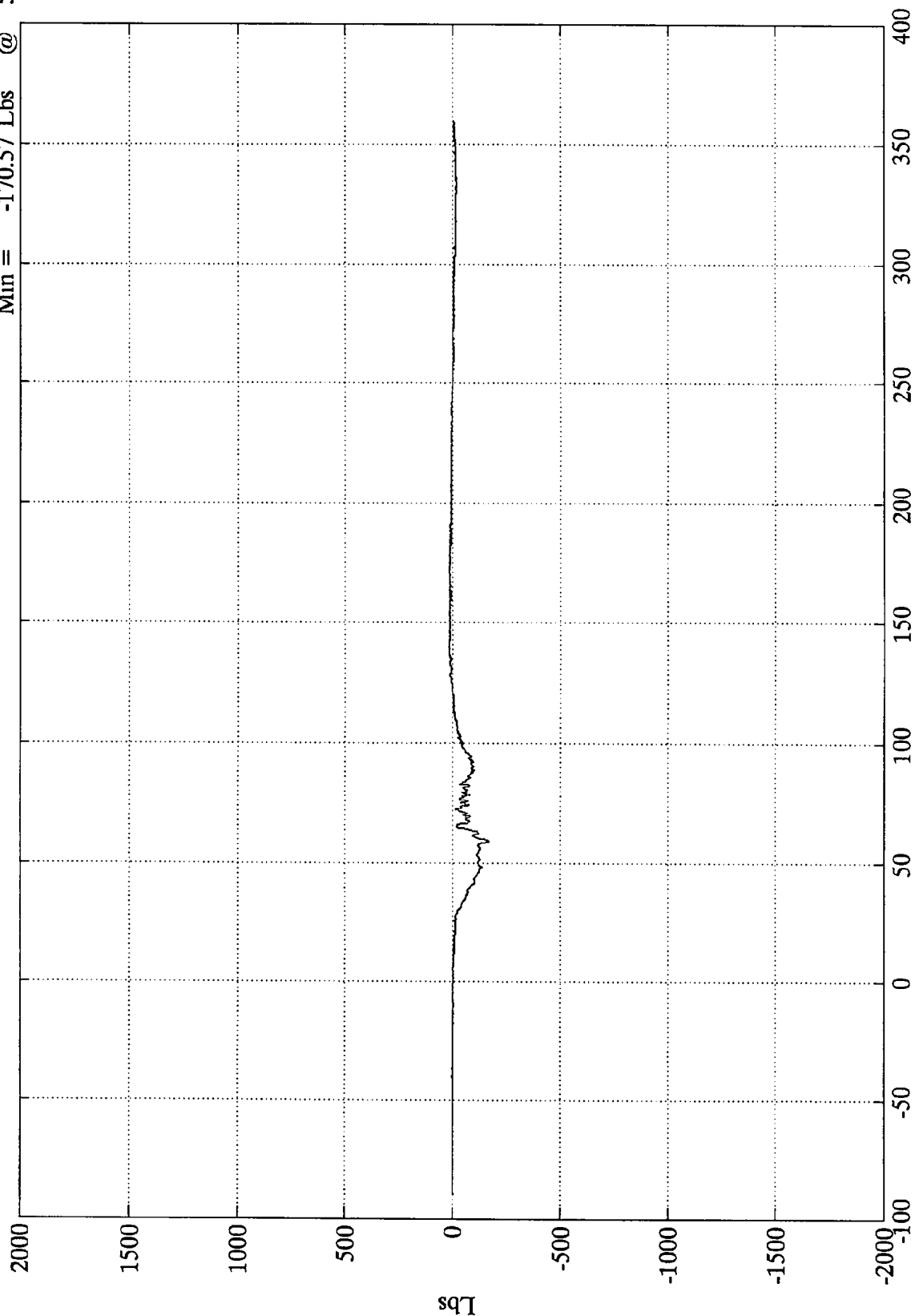
Max = 17.27 Ft-Lbs @ 65.40 msec
Min = -62.90 Ft-Lbs @ 48.59 msec



208 Test #8 - 1997 Chrysler Sebring

Max = 19.92 Lbs @ 137.39 msec
Min = -170.57 Lbs @ 59.52 msec

P1 Rt Lower Tibia Fx



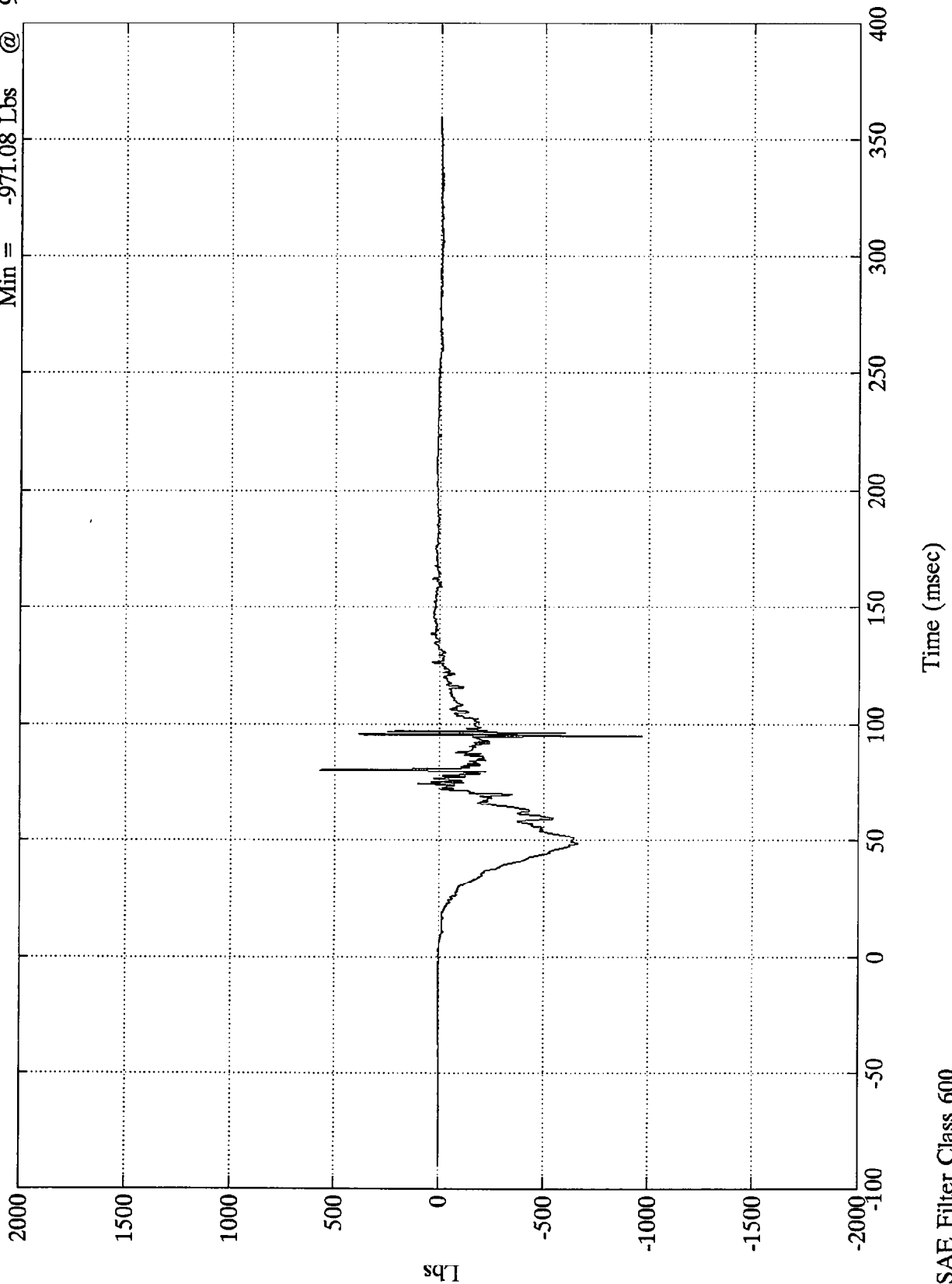
Time (msec)

SAE Filter Class 600

208 Test #8 - 1997 Chrysler Sebring

P1 Rt Lower Tibia Fz

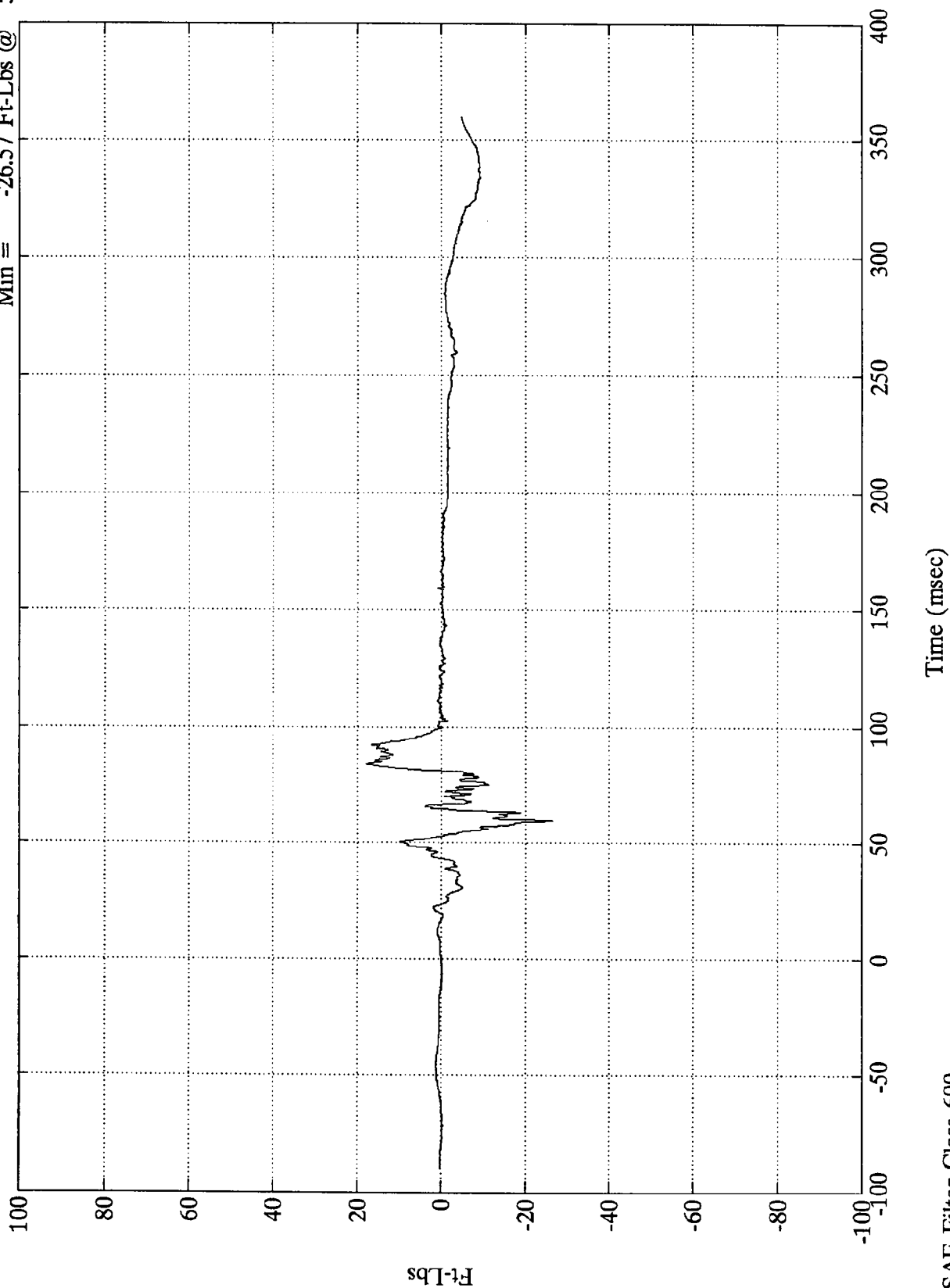
Max = 571.83 Lbs @ 80.27 msec
Min = -971.08 Lbs @ 95.16 msec



208 Test #8 - 1997 Chrysler Sebring

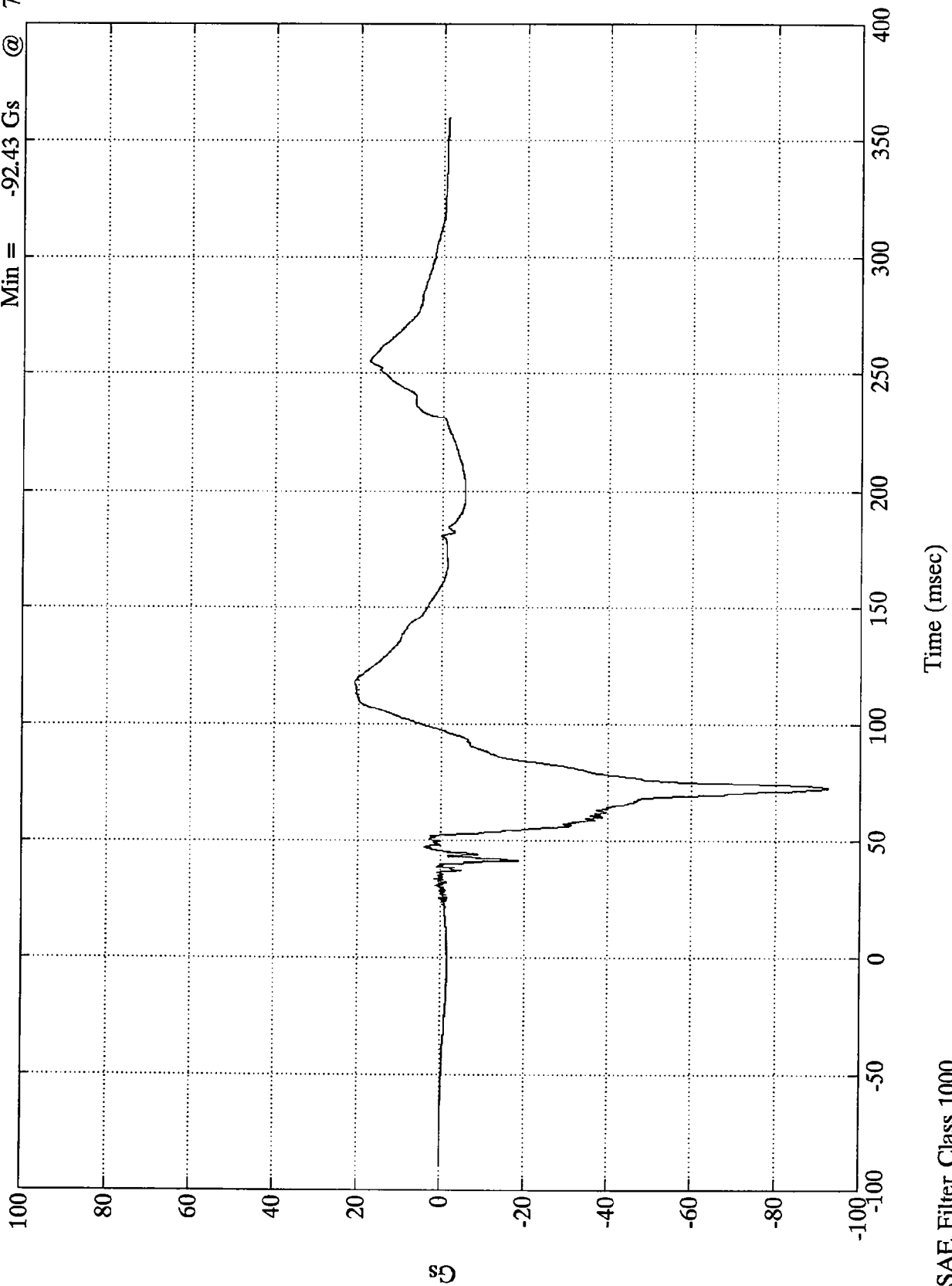
P1 Rt Lower Tibia My

Max = 17.85 Ft-Lbs @ 84.00 msec
Min = -26.57 Ft-Lbs @ 59.64 msec



Pos. 2 Head X

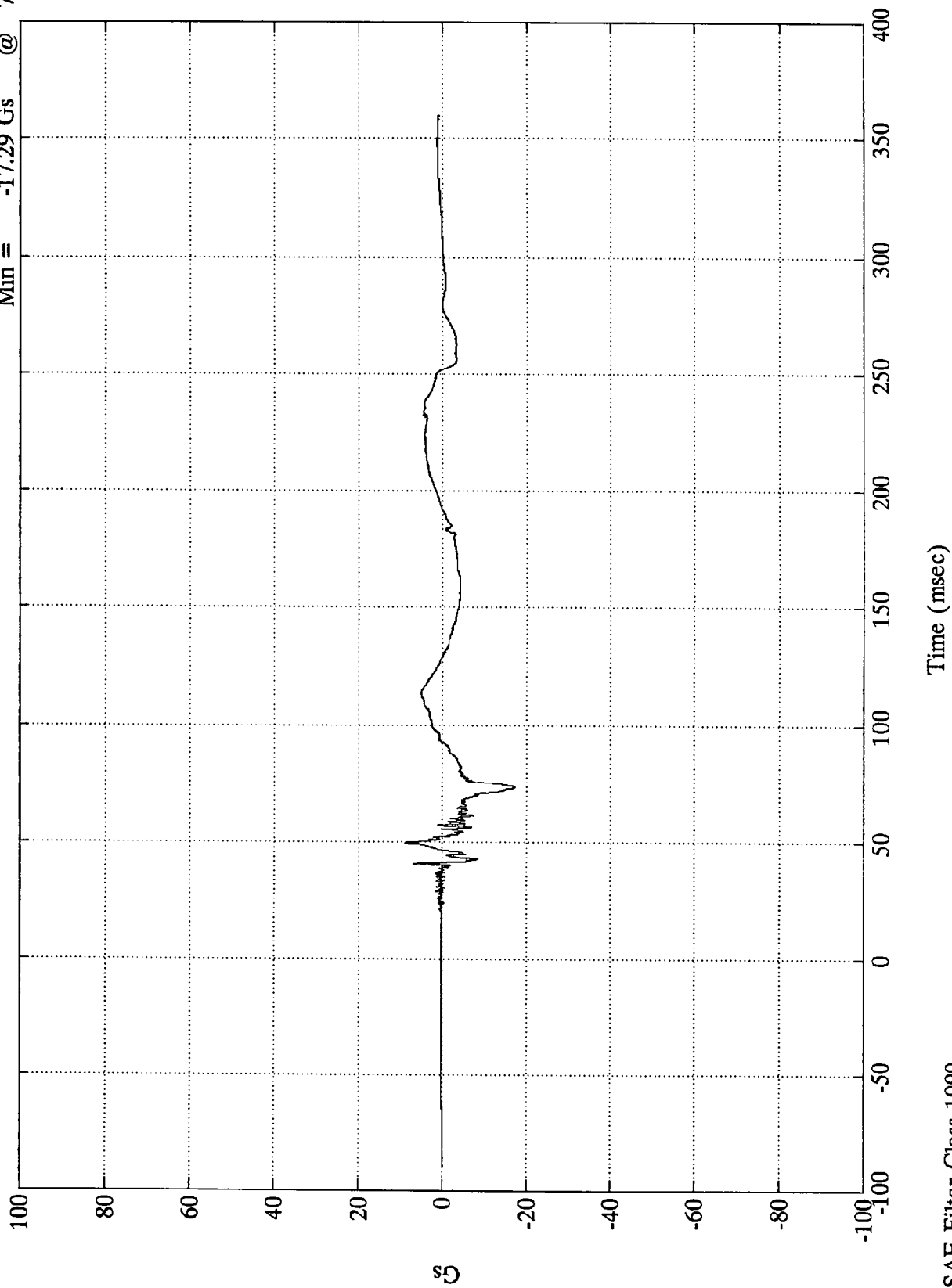
Max = 20.91 Gs @ 117.36 msec
Min = -92.43 Gs @ 72.96 msec



208 Test #8 - 1997 Chrysler Sebring

Max = 9.08 Gs @ 49.92 msec
Min = -17.29 Gs @ 74.04 msec

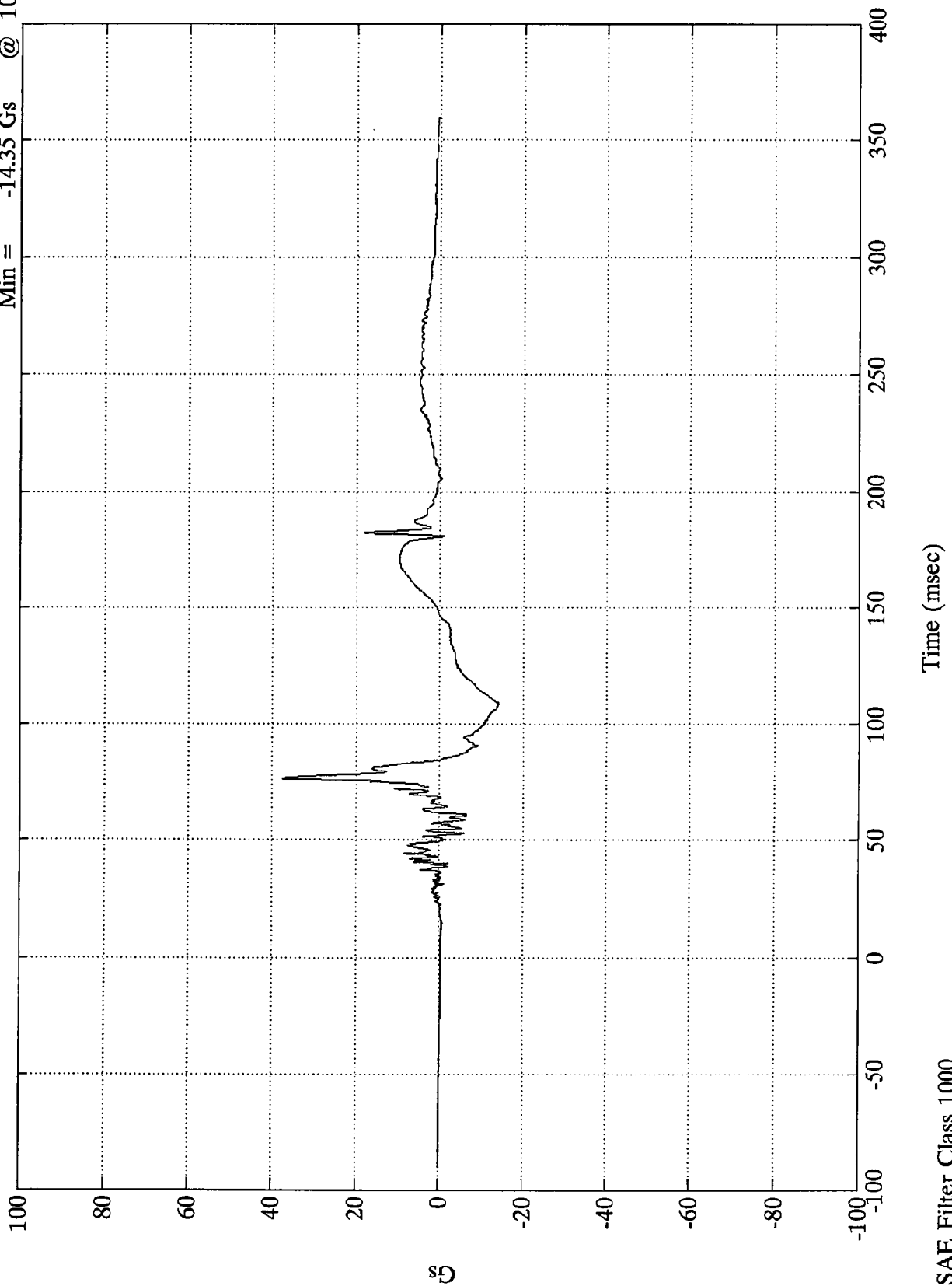
Pos. 2 Head Y



208 Test #8 - 1997 Chrysler Sebring

Pos. 2 Head Z

Max = 37.62 Gs @ 76.80 msec
Min = -14.35 Gs @ 108.47 msec



g

B-49

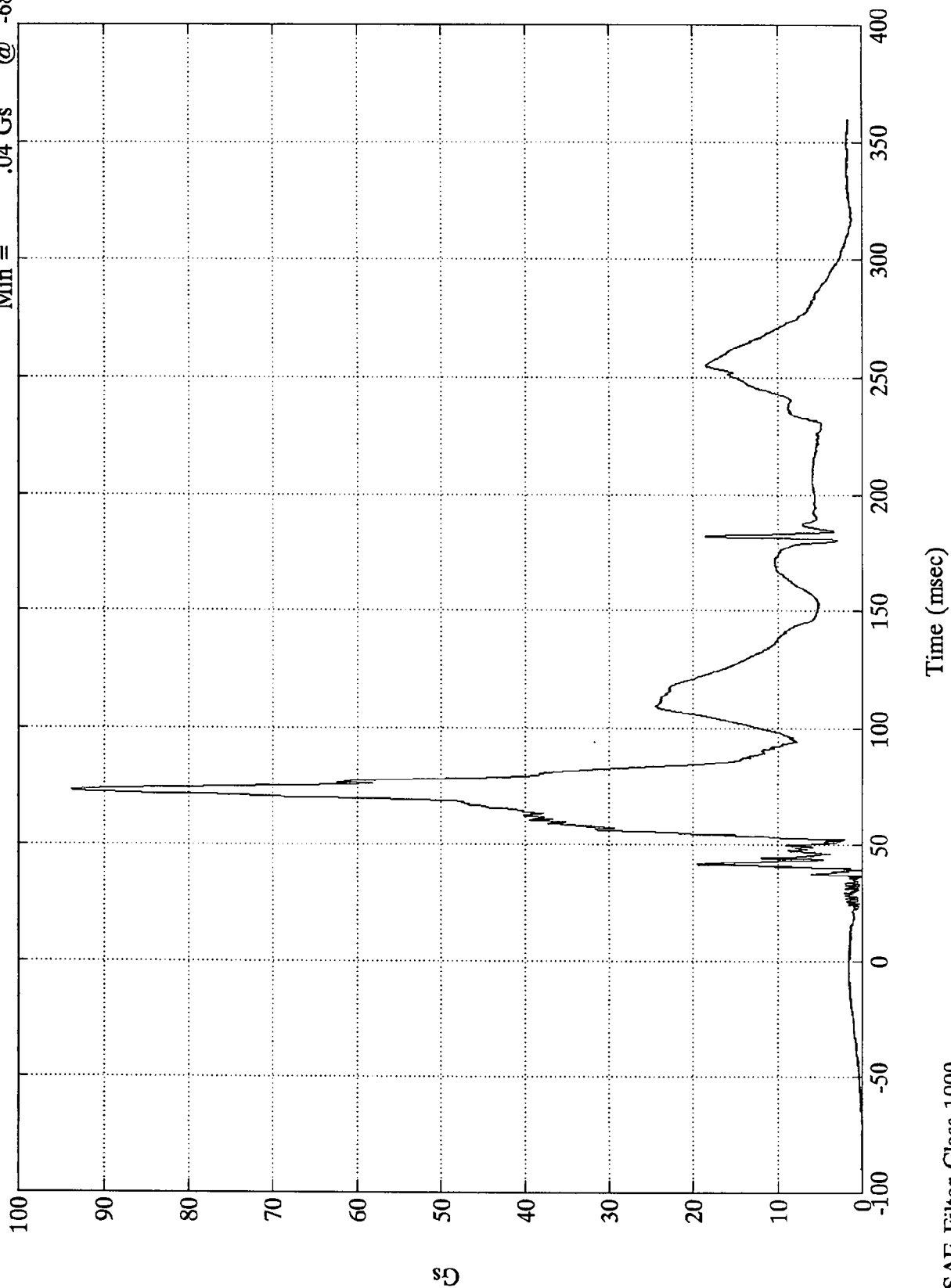
8353-8

SAE Filter Class 1000

208 Test #8 - 1997 Chrysler Sebring

Max = 93.70 Gs @ 73.20 msec
Min = .04 Gs @ -68.88 msec

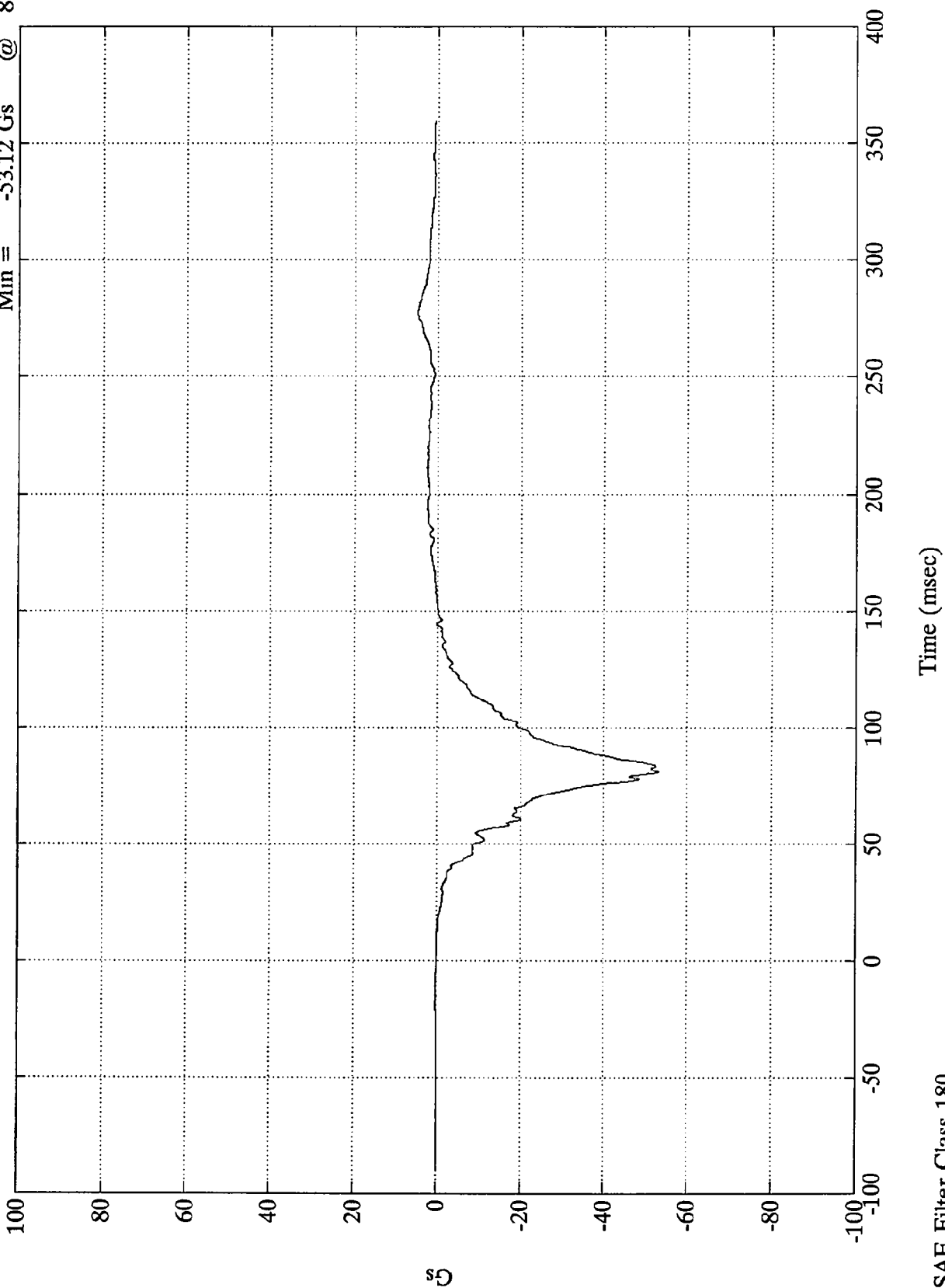
Pos. 2 Head Resultant



SAE Filter Class 1000

Pos. 2 Chest X

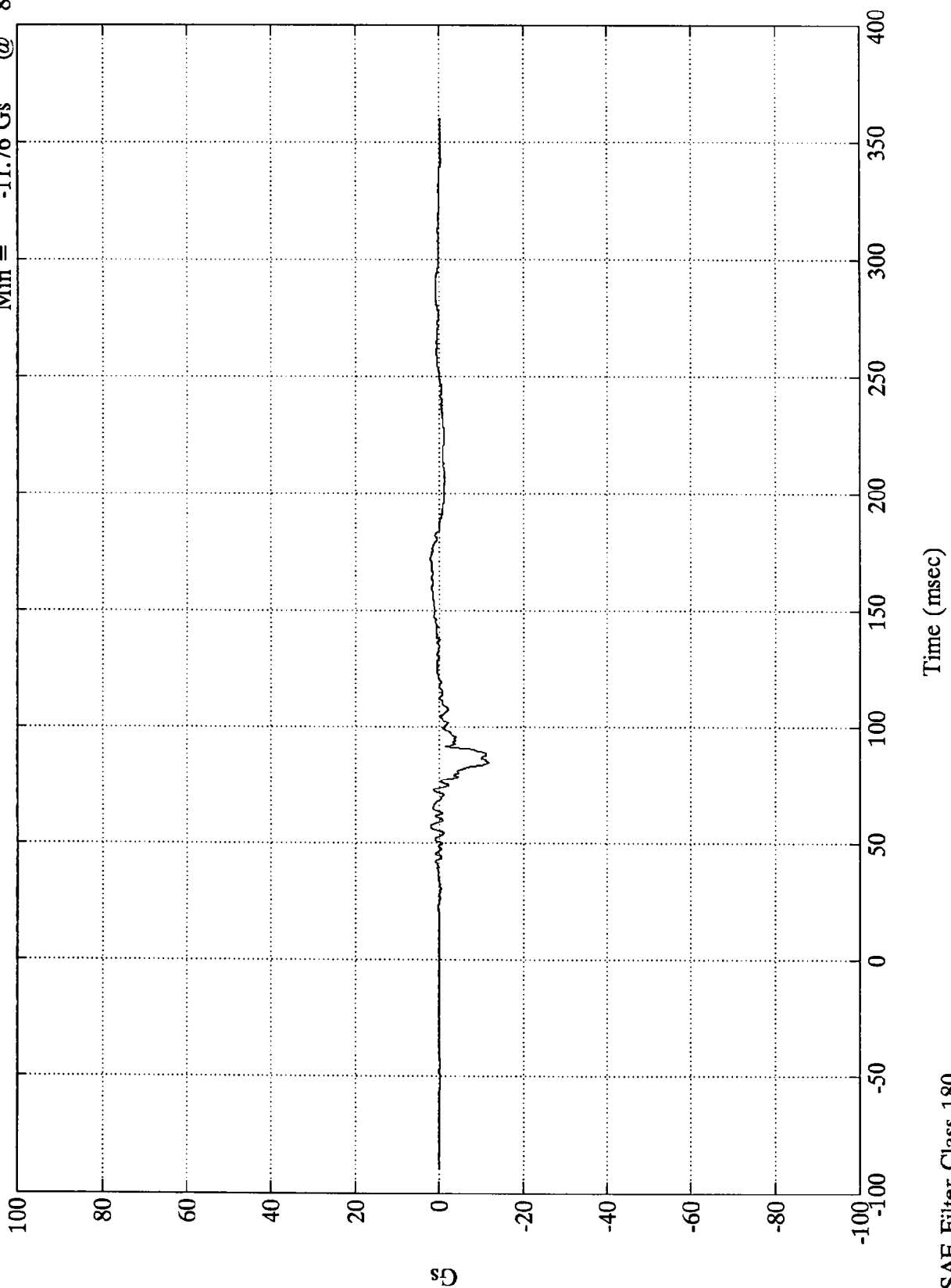
Max = 4.88 Gs @ 277.55 msec
Min = -53.12 Gs @ 81.23 msec



208 Test #8 - 1997 Chrysler Sebring

Pos. 2 Chest Y

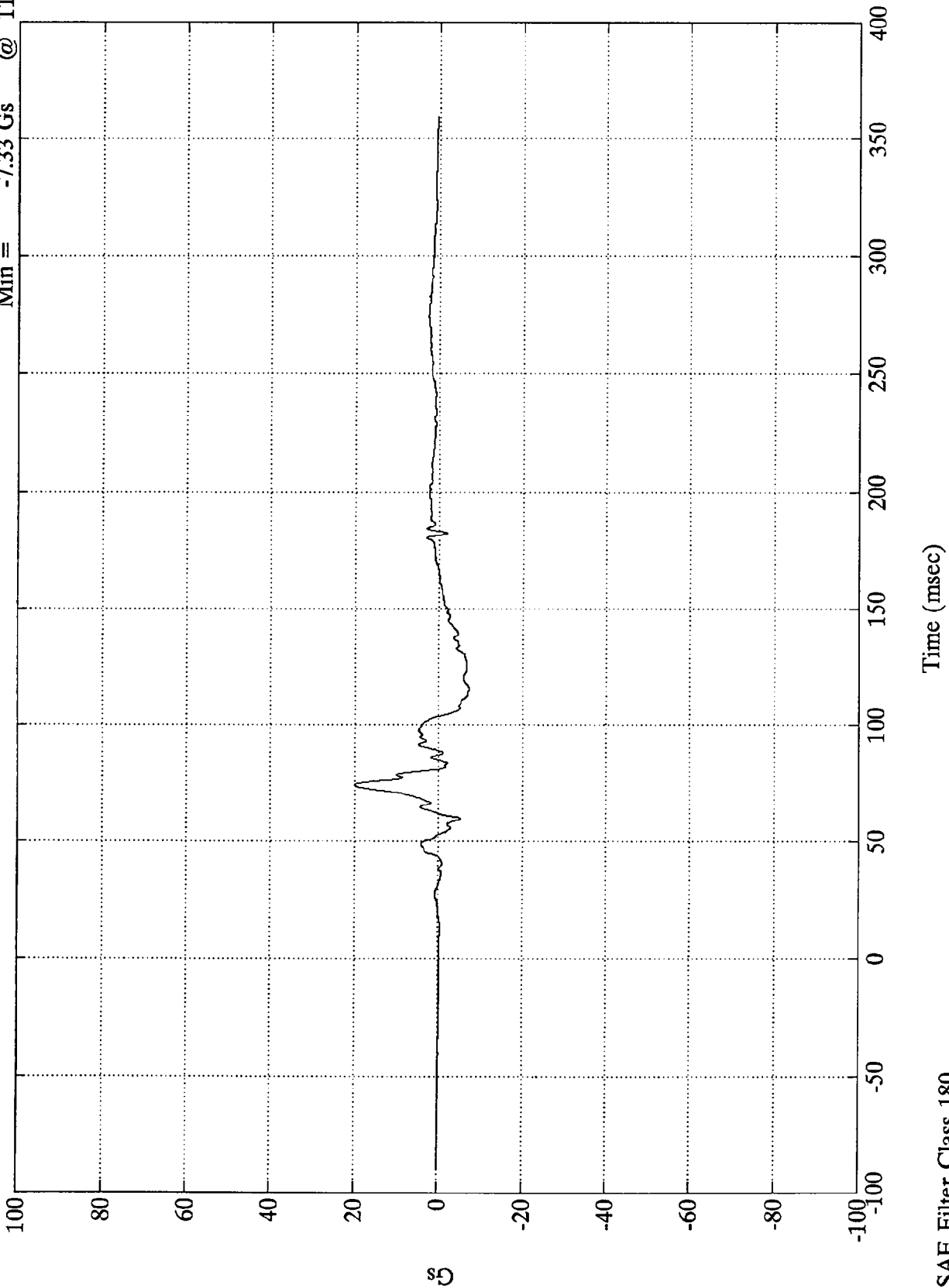
Max = 2.17 Gs @ 172.44 msec
Min = -11.76 Gs @ 84.72 msec



SAE Filter Class 180

Pos. 2 Chest Z

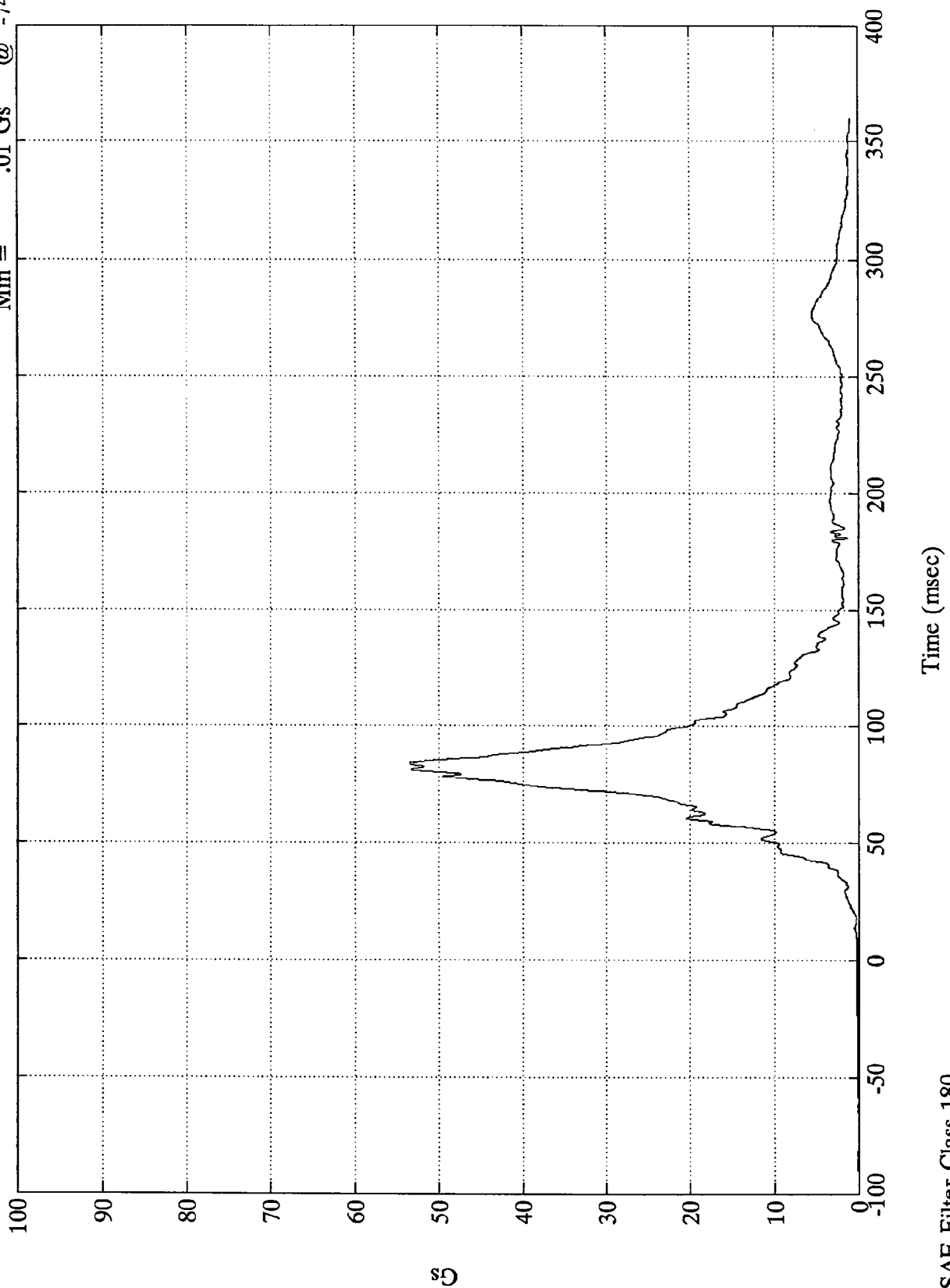
Max = 20.04 Gs @ 74.40 msec
Min = -7.33 Gs @ 115.56 msec



208 Test #8 - 1997 Chrysler Sebring

Pos. 2 Chest Resultant

Max = 53.51 Gs @ 83.76 msec
Min = .01 Gs @ -74.52 msec

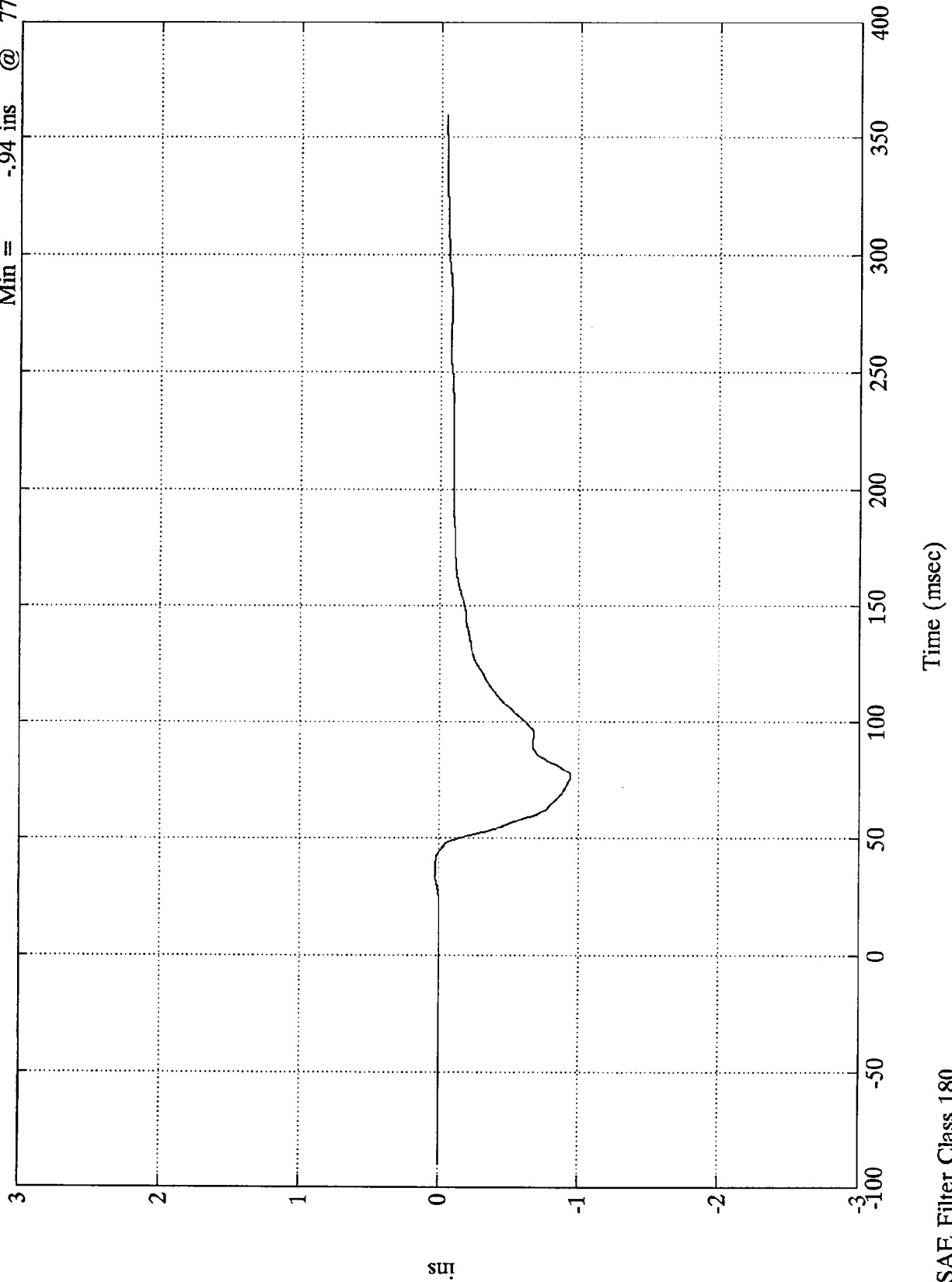


SAE Filter Class 180

208 Test #8 - 1997 Chrysler Sebring

P2 Chest Displacement

Max = .03 ins @ 37.20 msec
Min = -.94 ins @ 77.16 msec



ins

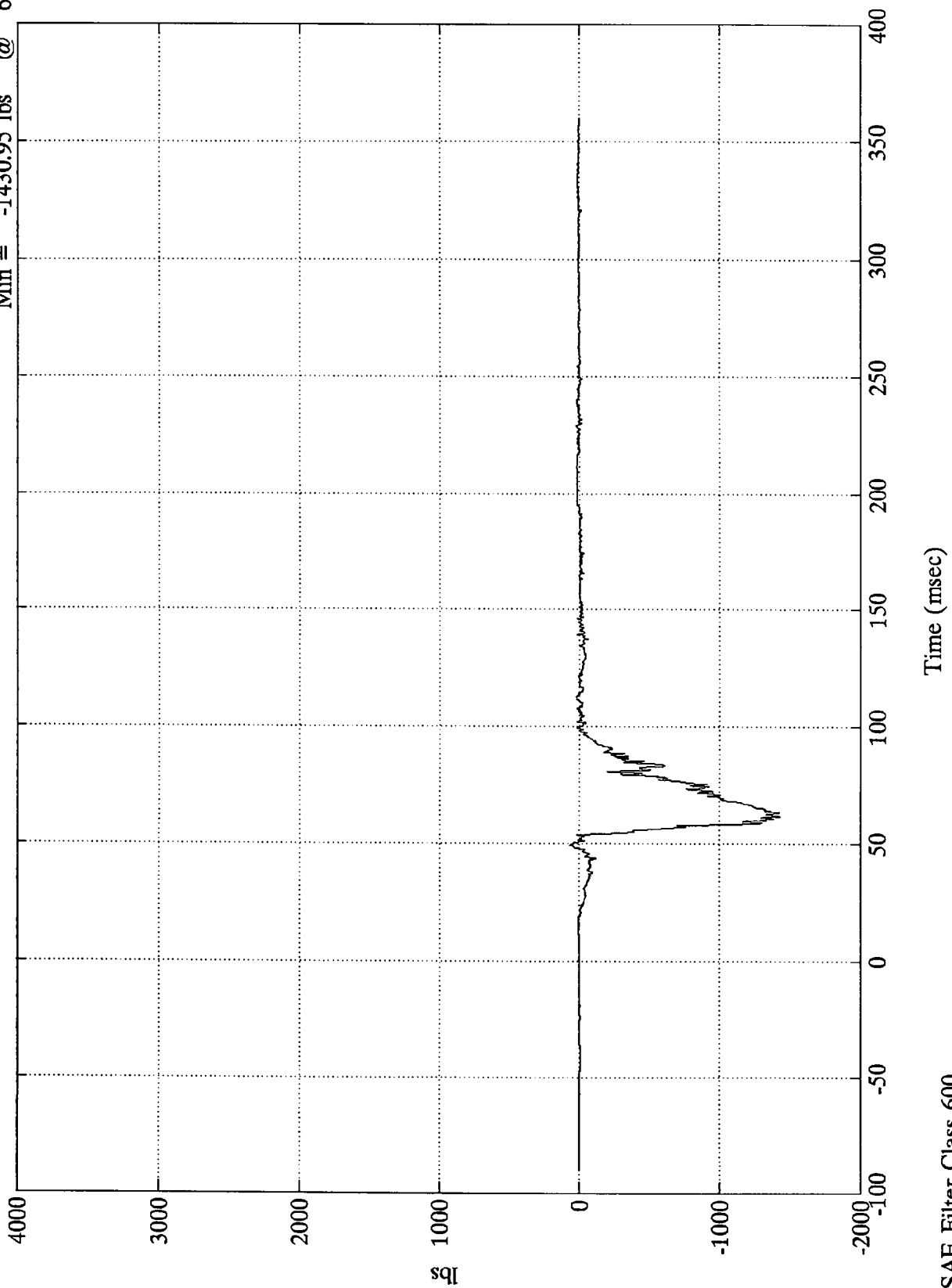
Time (msec)

SAE Filter Class 180

208 Test #8 - 1997 Chrysler Sebring

Max = 66.87 lbs @ 49.55 msec
Min = -1430.95 lbs @ 61.68 msec

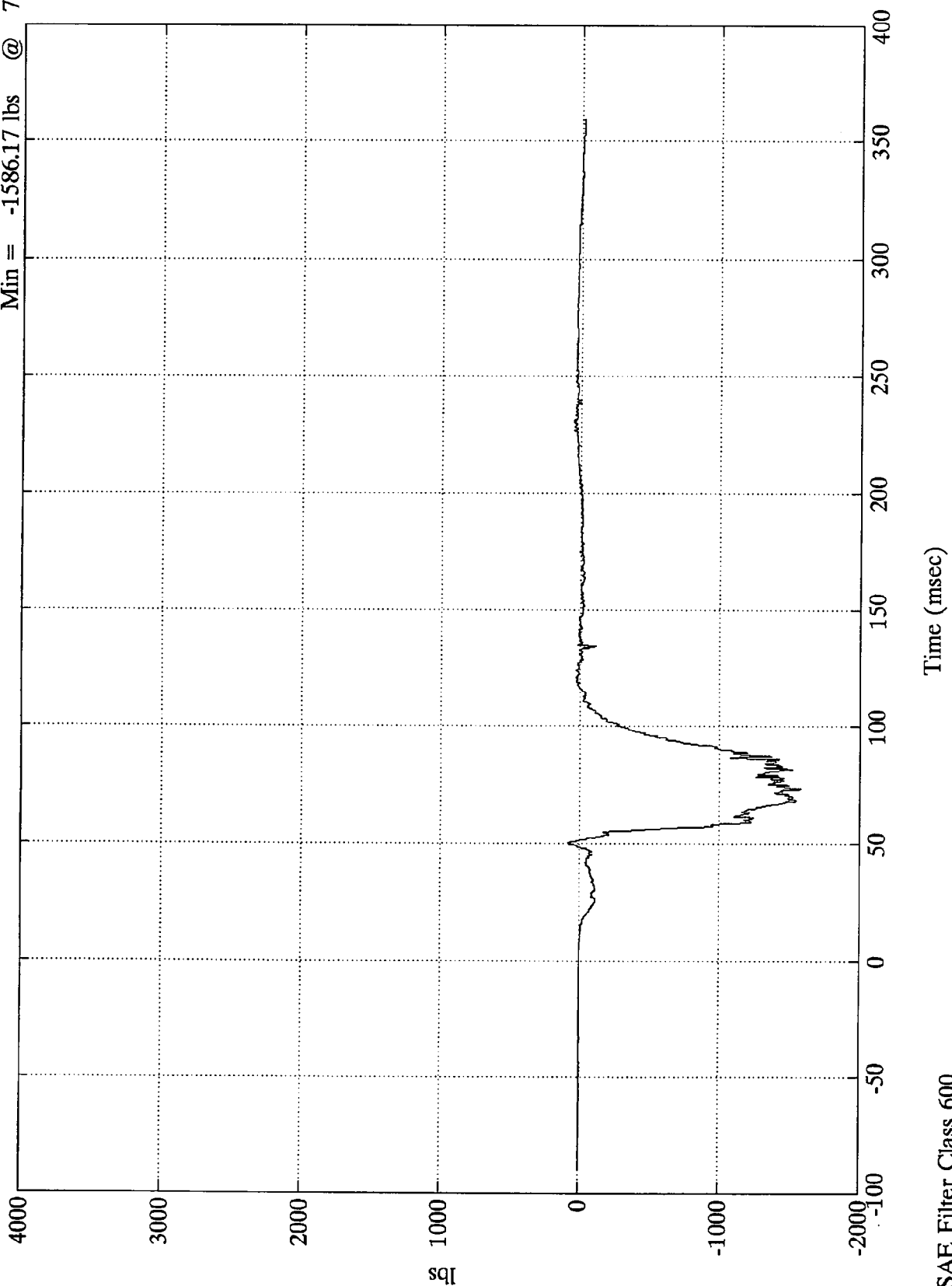
Pos. 2 Left Femur



208 Test #8 - 1997 Chrysler Sebring

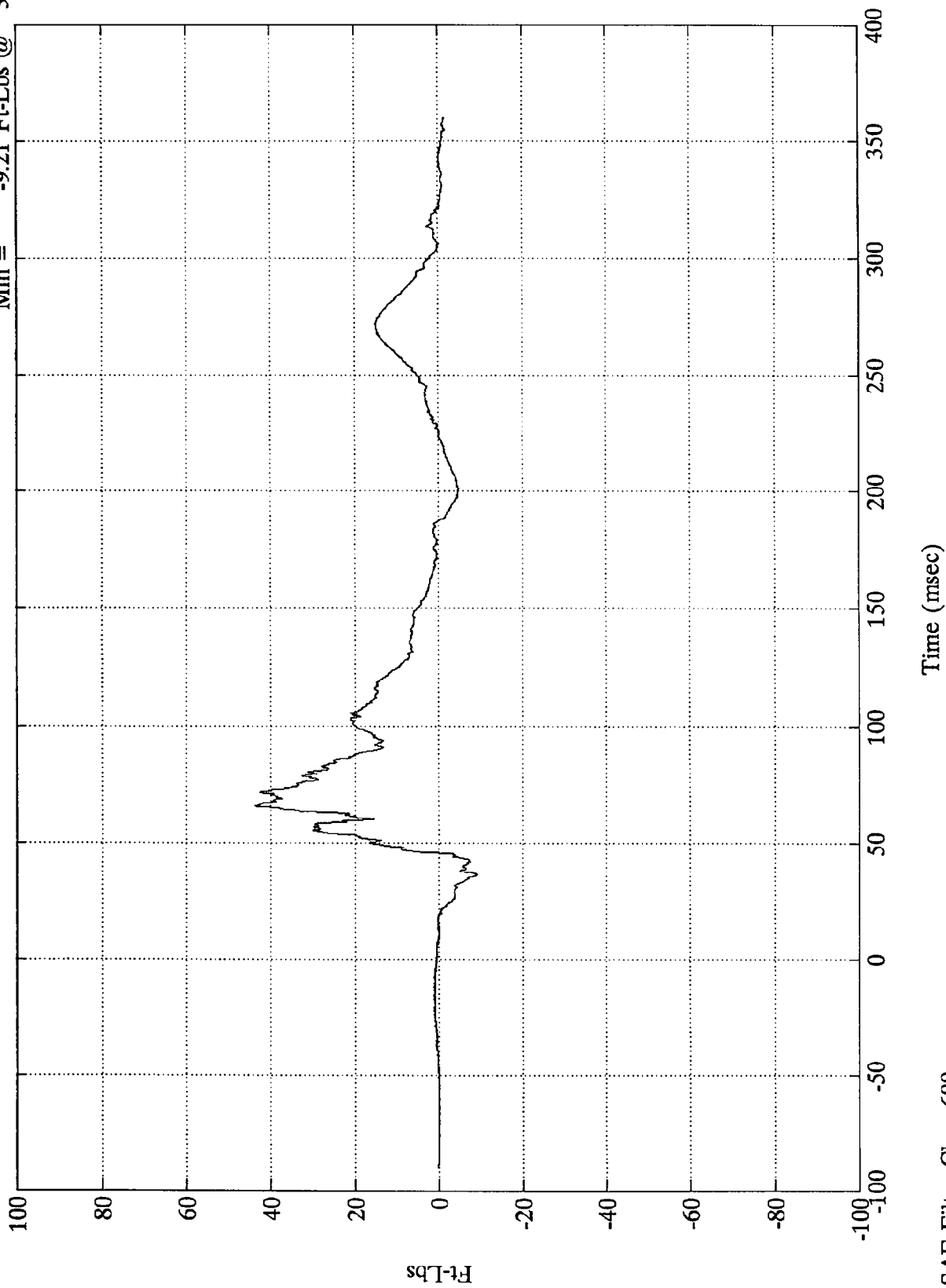
Pos. 2 Right Femur

Max = 83.49 lbs @ 50.76 msec
Min = -1586.17 lbs @ 73.08 msec



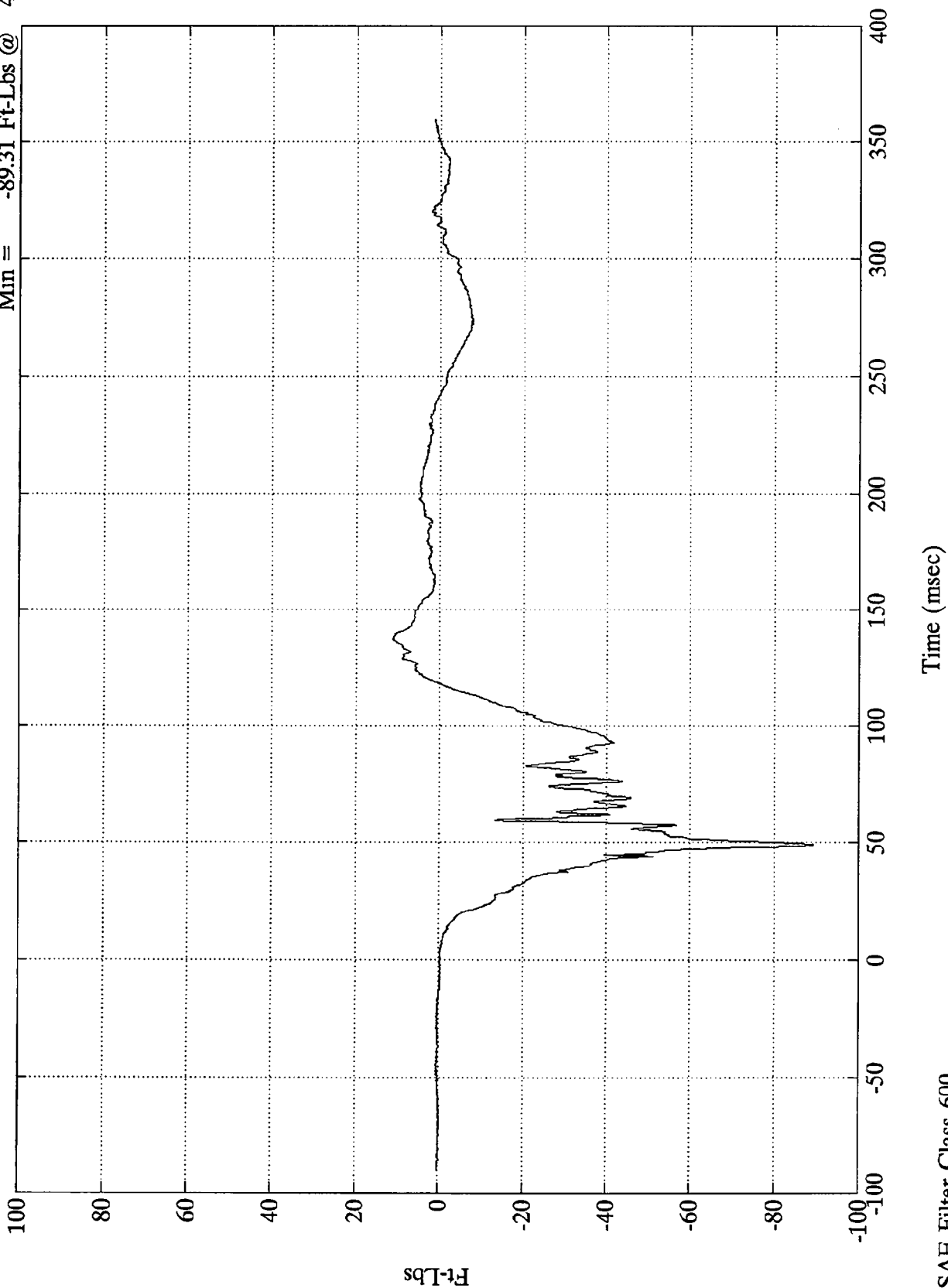
208 Test #8 - 1997 Chrysler Sebring

P2 Lt Upper Tibia Mx
Max = 43.78 Ft-Lbs @ 65.87 msec
Min = -9.21 Ft-Lbs @ 36.12 msec



P2 Lt Upper Tibia My

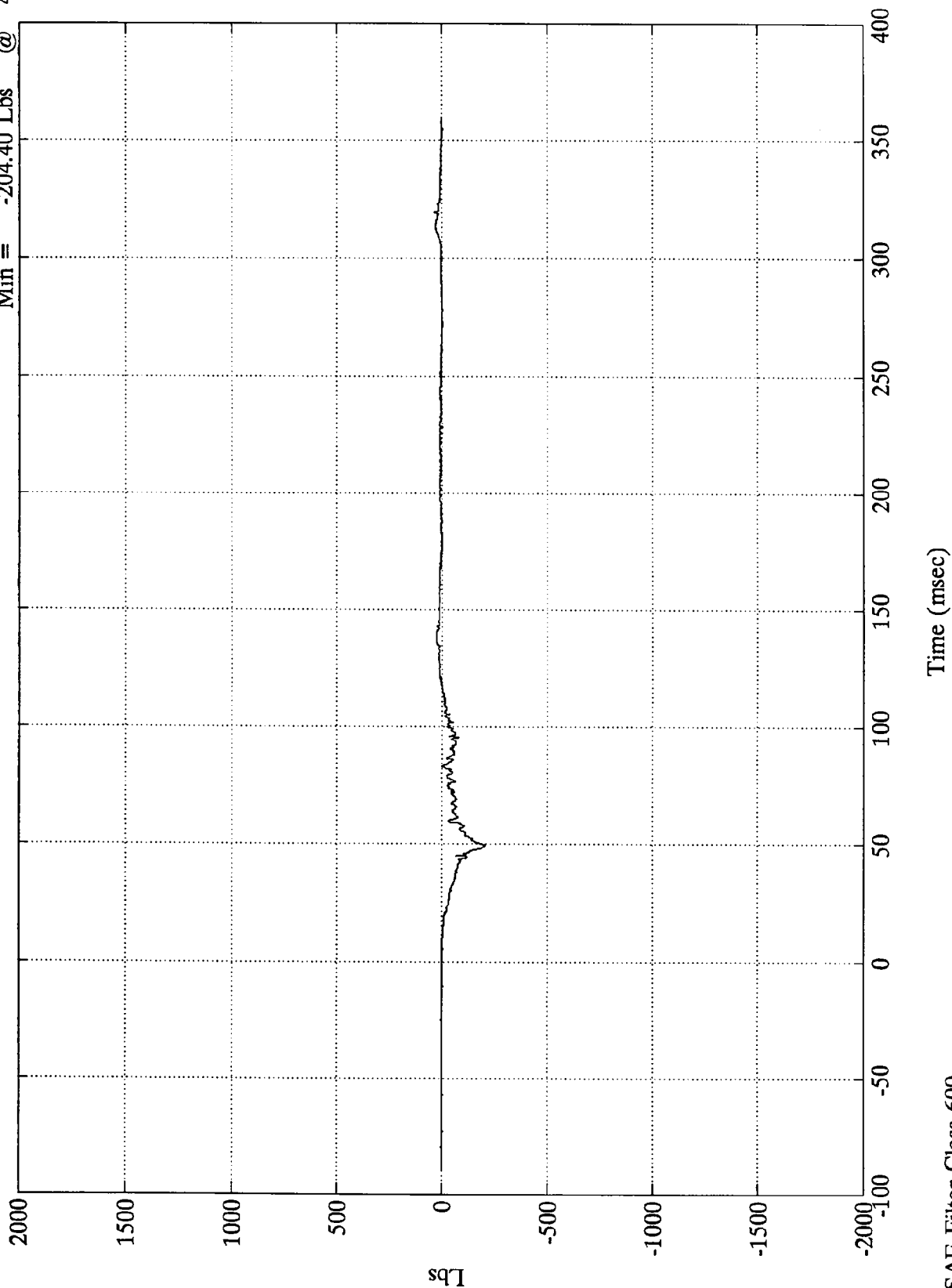
Max = 11.25 Ft-Lbs @ 137.39 msec
Min = -89.31 Ft-Lbs @ 49.07 msec



208 Test #8 - 1997 Chrysler Sebring

Max = 36.66 Lbs @ 319.20 msec
Min = -204.40 Lbs @ 49.43 msec

P2 Lt Lower Tibia Fx

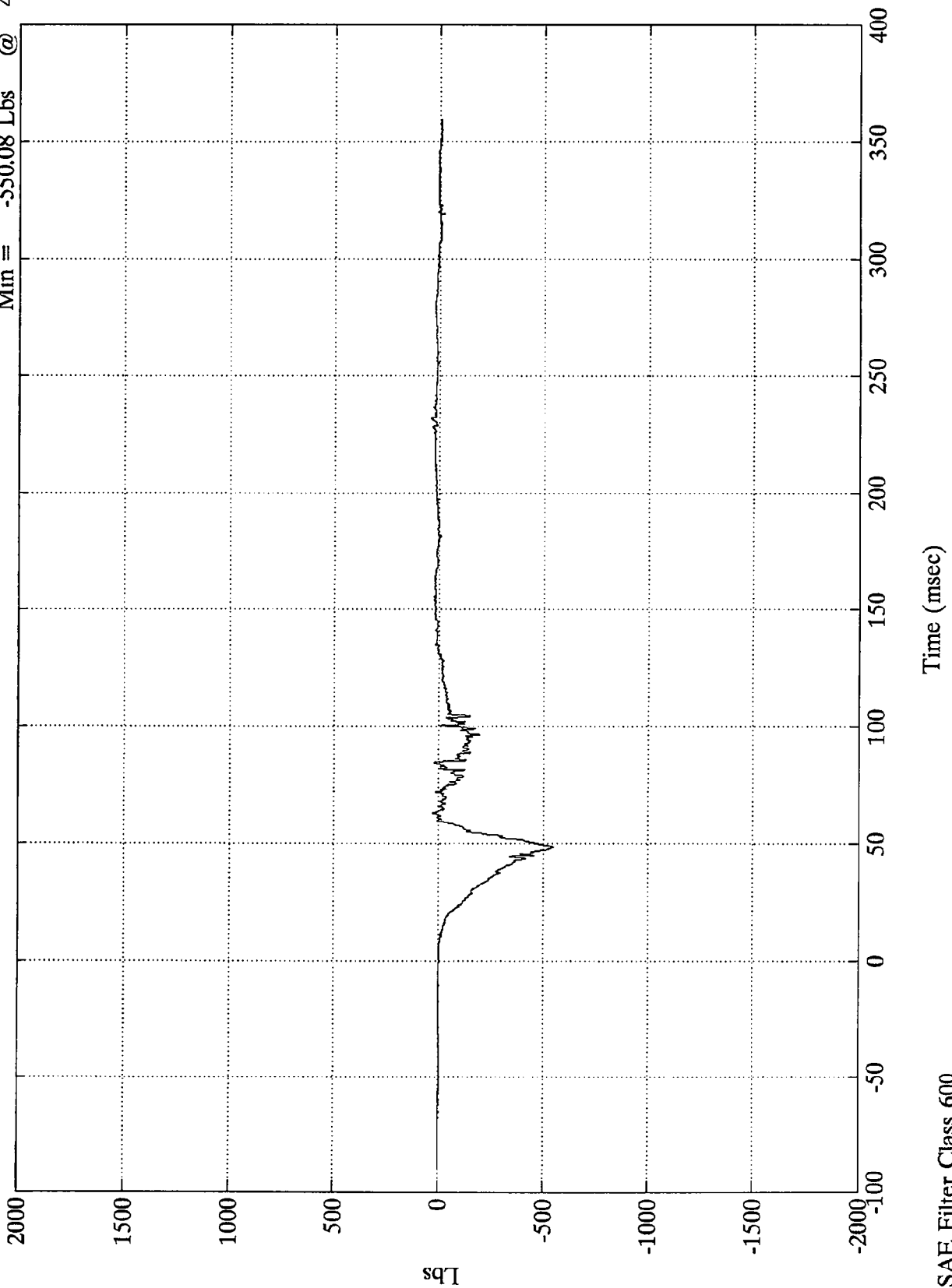


SAE Filter Class 600

208 Test #8 - 1997 Chrysler Sebring

P2 Lt Lower Tibia Fz

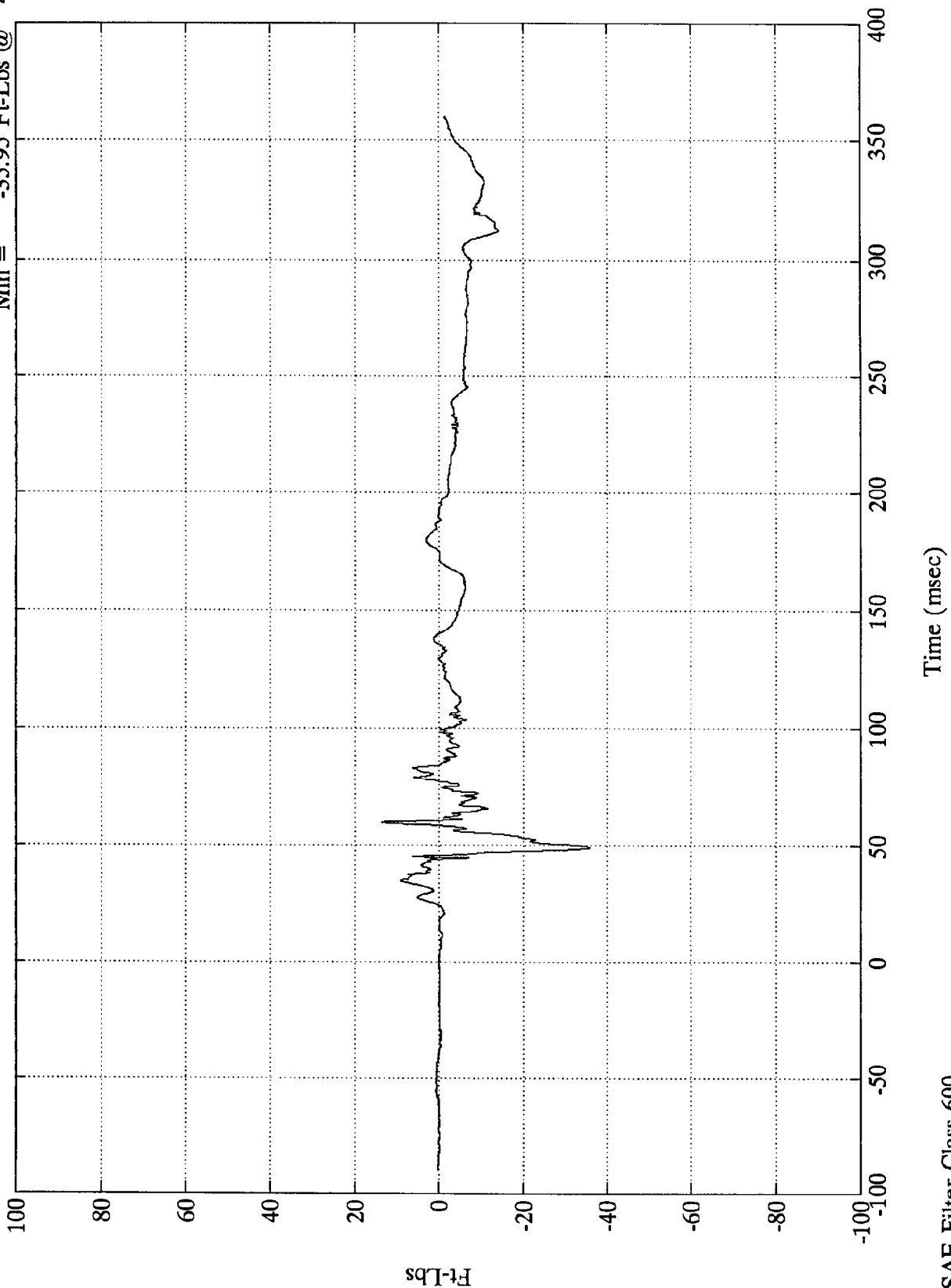
Max = 39.26 Lbs @ 231.60 msec
Min = -550.08 Lbs @ 48.72 msec



208 Test #8 - 1997 Chrysler Sebring

P2 Lt Lower Tibia My

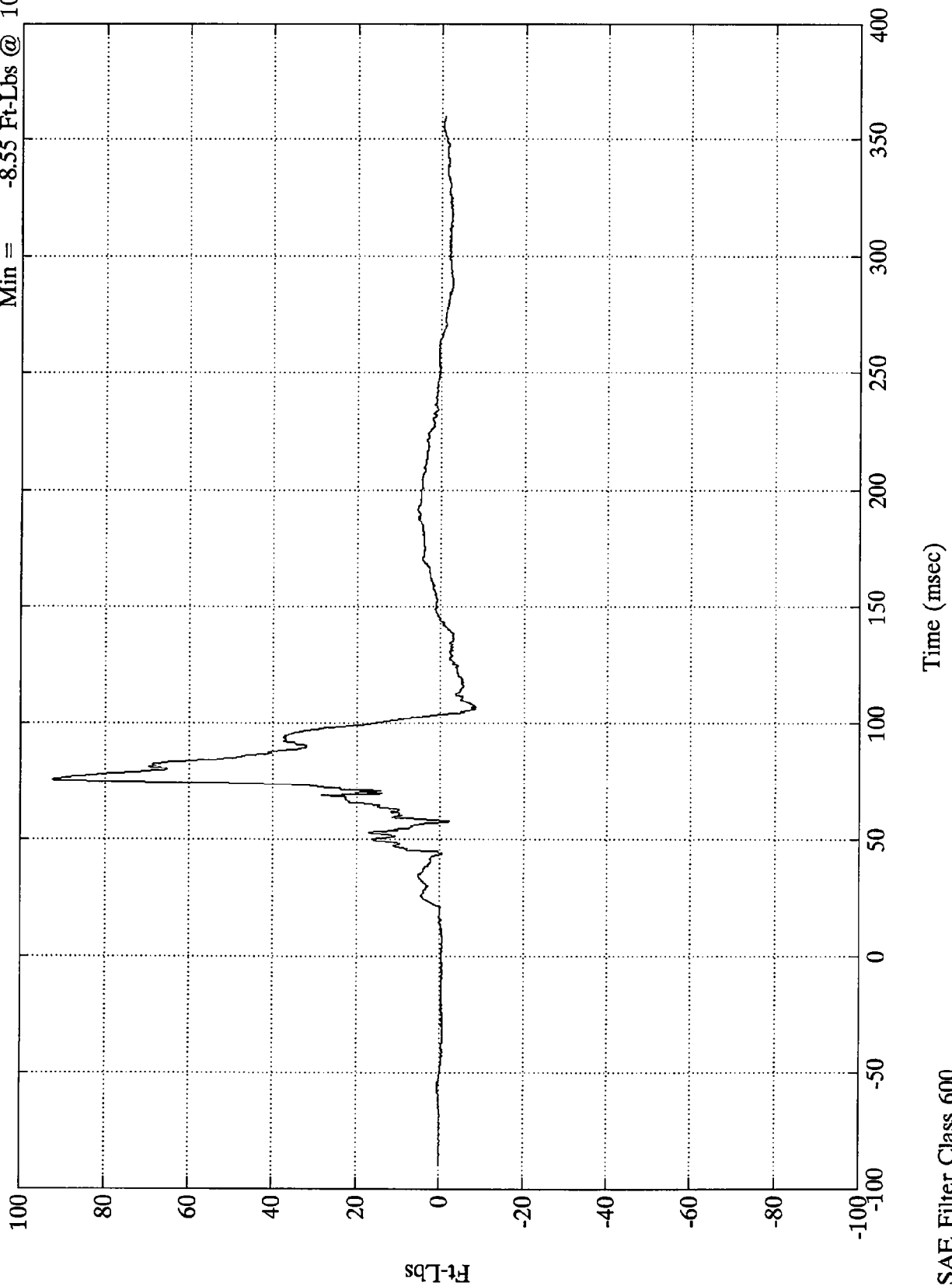
Max = 13.68 Ft-Lbs @ 59.88 msec
Min = -35.95 Ft-Lbs @ 49.31 msec

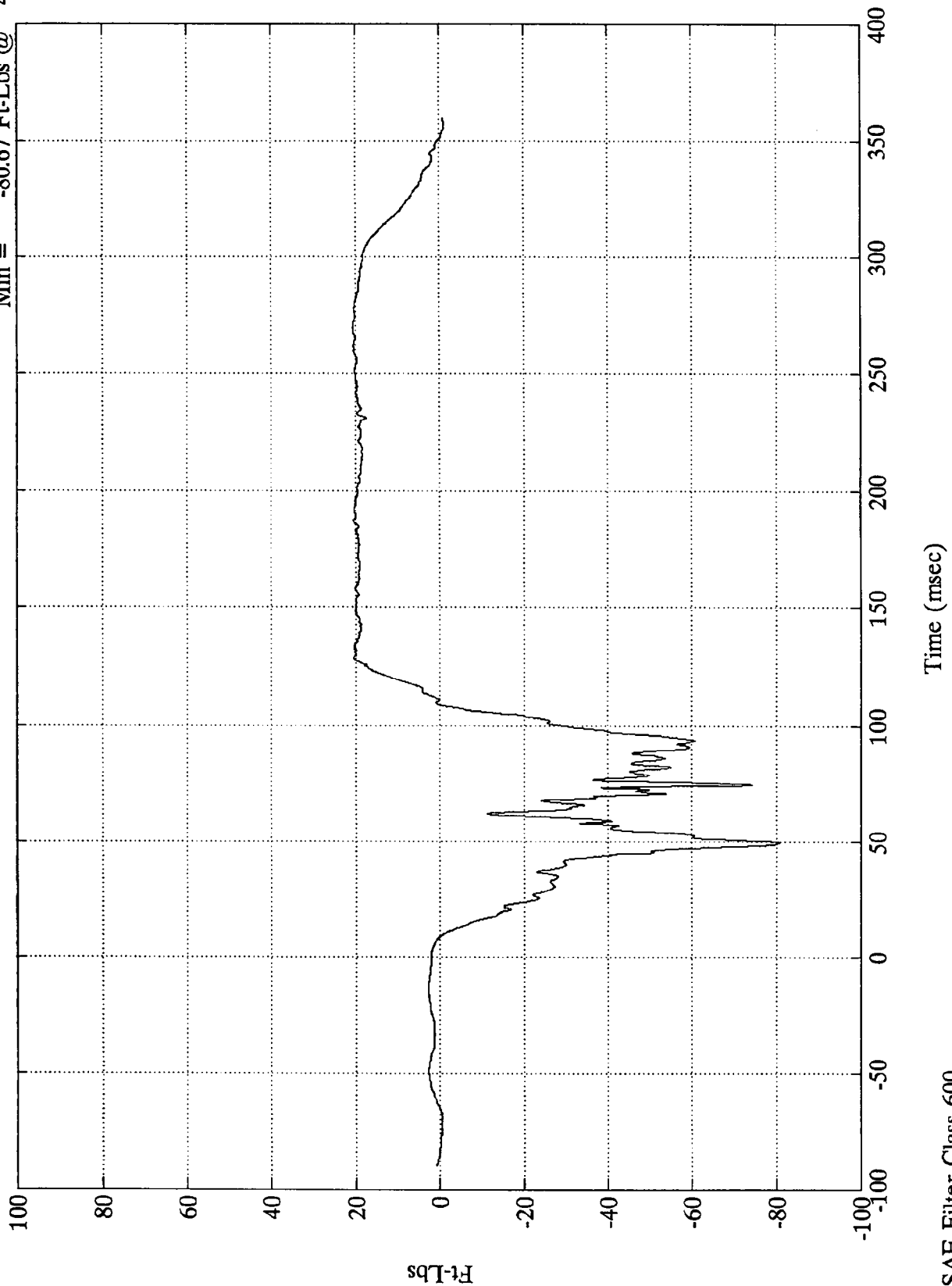


208 Test #8 - 1997 Chrysler Sebring

P2 Rt Upper Tibia Mx

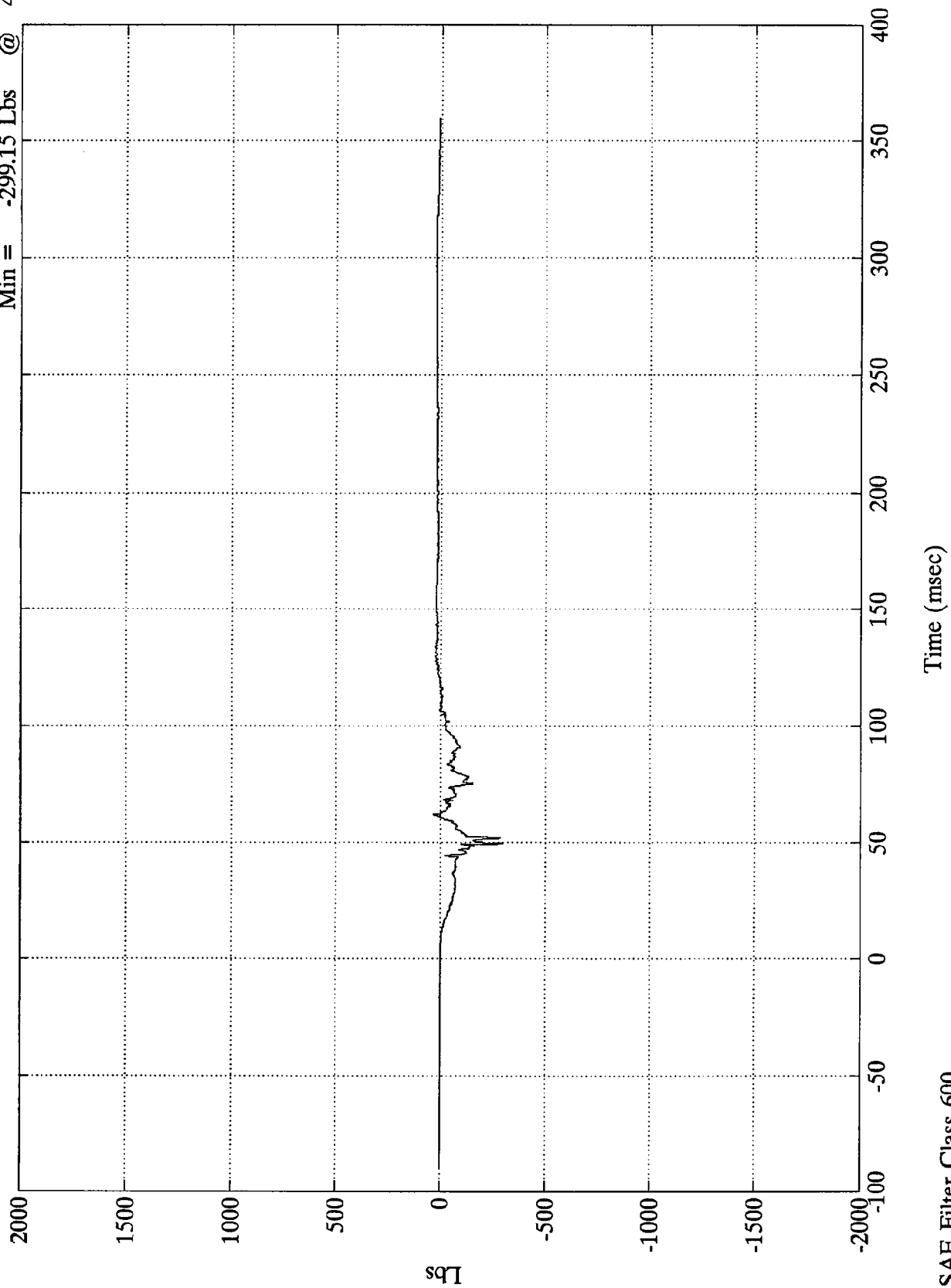
Max = 92.50 Ft-Lbs @ 75.59 msec
Min = -8.55 Ft-Lbs @ 105.96 msec





P2 Rt Lower Tibia Fx

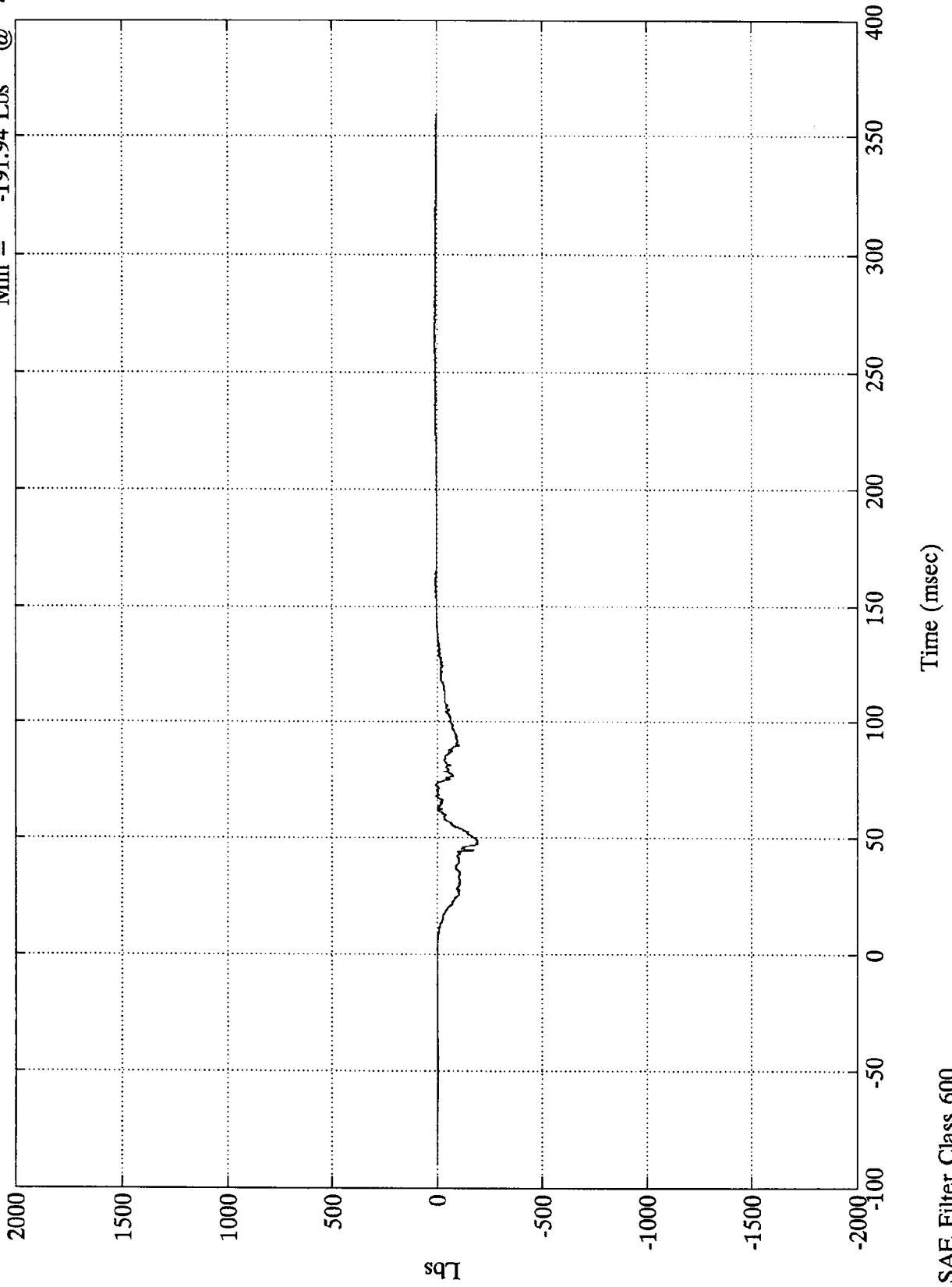
Max = 35.32 Lbs @ 62.15 msec
Min = -299.15 Lbs @ 49.68 msec



208 Test #8 - 1997 Chrysler Sebring

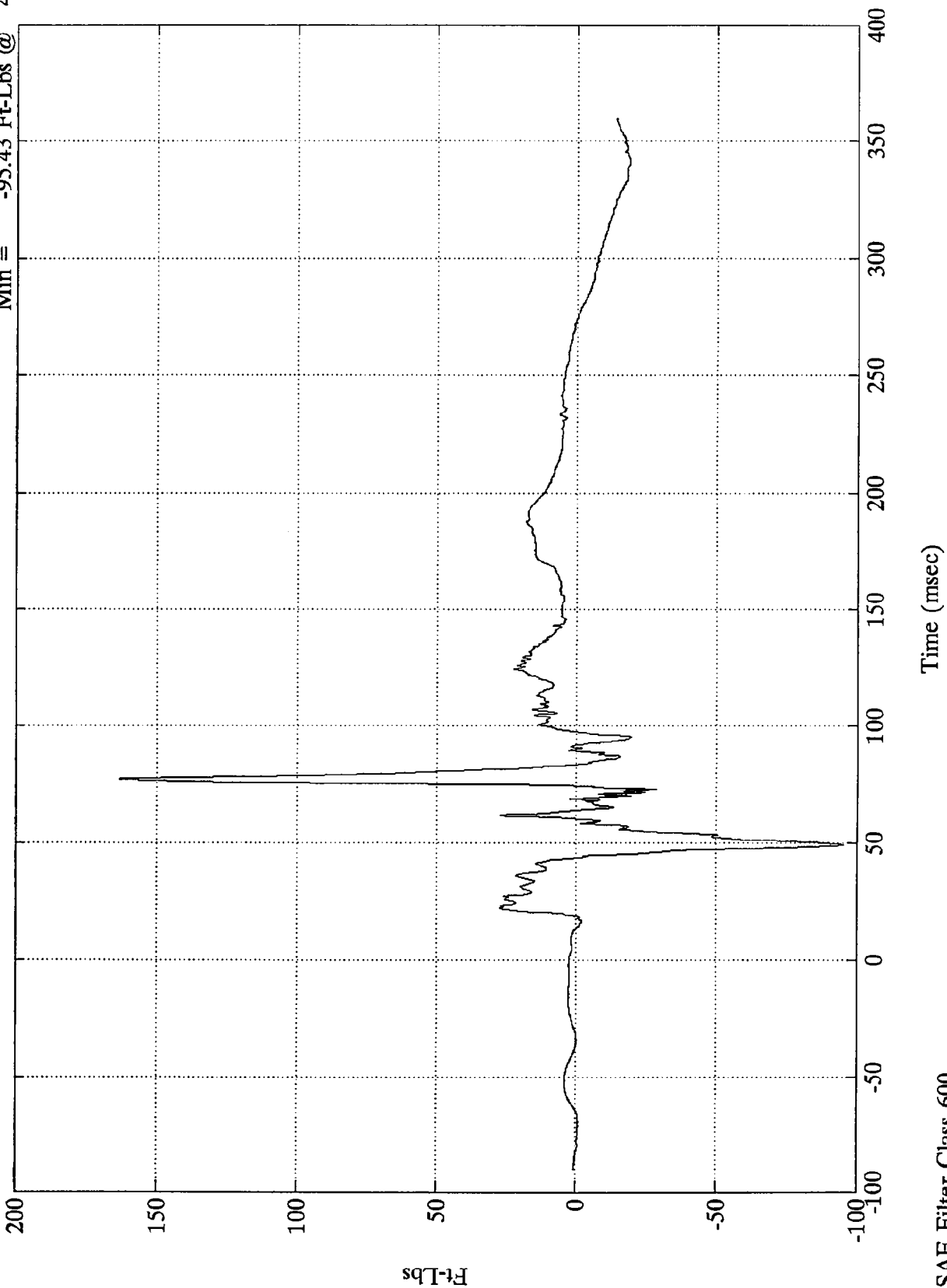
Max = 13.23 Lbs @ 259.44 msec
Min = -191.94 Lbs @ 47.52 msec

P2 Rt Lower Tibia Fz



P1 Rt Lower Tibia My

Max = 163.11 Ft-Lbs @ 77.40 msec
Min = -95.43 Ft-Lbs @ 49.43 msec



Appendix C

VEHICLE OWNERS MANUAL OCCUPANT RESTRAINT SYSTEM INSTRUCTIONS

OCCUPANT RESTRAINTS

One of the most important safety features in your vehicle is the restraint system. This system includes the front and rear seat belts, and airbags for the driver and right front passenger. Your seat belts also can be used to hold infant and child restraint systems if you will be carrying children too small for adult-size belts.

Please pay careful attention to the information in this section. It tells you how to use your restraint system properly to keep you and your passengers as safe as possible.

WARNING!

In a collision, you and your passengers can suffer much greater injuries if you are not properly buckled up. You can strike the interior of your vehicle or other passengers, or you can be thrown out of the vehicle. Always be sure you and others in your vehicle are buckled up properly.

Buckle up even though you are an excellent driver. Even on short trips. Someone on the road may be a poor driver and cause a collision which includes you. And this can happen far away from home or on your own street.

Research has shown that seat belts save lives. And they can reduce the seriousness of injuries in a collision. Some of the worst injuries happen when people are thrown from the vehicle. Seat belts provide protection from that, and they reduce the risk of injury caused by striking the inside of the vehicle. **Everyone** in a motor vehicle needs to be buckled up all the time.

20 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

WARNING!

The convertible top does not provide the structural protection that a reinforced metal roof does, and the fabric top cannot be expected to prevent the ejection of the occupants of a vehicle in a collision. Therefore, it is important that all occupants wear their seat belts at all times when riding in a convertible. Studies have shown that it is generally safer to remain inside a vehicle during a collision, than to be ejected from the vehicle.

Unibelts

The seats in your vehicle are equipped with Unibelts.

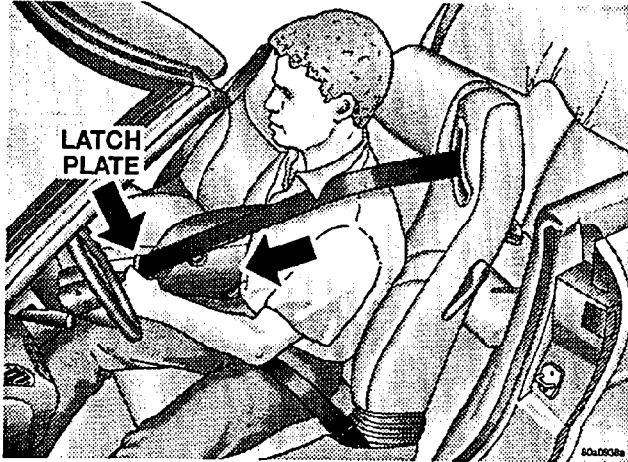
Each unbelt is a combined lap/shoulder belt system. The belt webbing retractor will lock only during very sudden stops or impacts. This feature allows the shoulder part of the belt to move freely with you under normal conditions. But in a collision, the belt will lock and reduce the risk of your striking the inside of the vehicle or being thrown out.

WARNING!

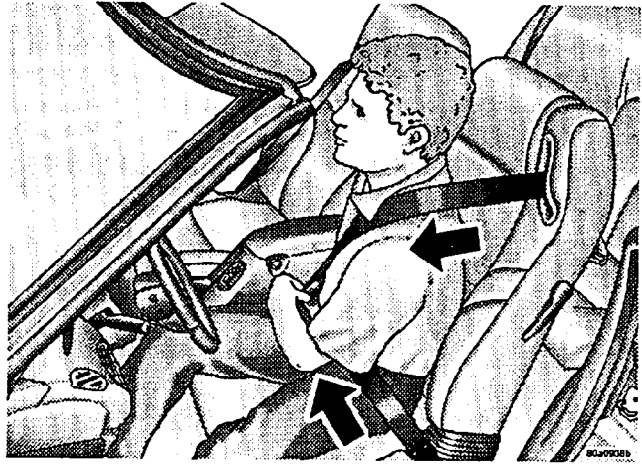
- Wearing a seat belt incorrectly is dangerous. Seat belts are designed to go around the large bones of your body. These are the strongest parts of your body and can take the forces of a collision the best.
- Wearing your belt in the wrong place could make your injuries in a collision much worse. You might suffer internal injuries, or you could even slide out of part of the belt. Follow these instructions to wear your seat belt safely and to keep your passengers safe, too.
- Belting two people into one seat belt can lead to greater injury. People belted together can crash into one another in an accident, hurting one another badly. Never use a unbelt or a lap belt for more than one person, no matter what their size.

Unibelt Operating Instructions

1. Enter the vehicle and close the door. Sit back and adjust the seat.
2. The seat belt latch plate is on the seat over your left shoulder. Grasp the latch plate and pull out the belt. Slide the latch plate up the webbing as far as necessary to make the belt go around your lap.



3. When the belt is long enough to fit, insert the latch plate into the buckle until you hear a "click."

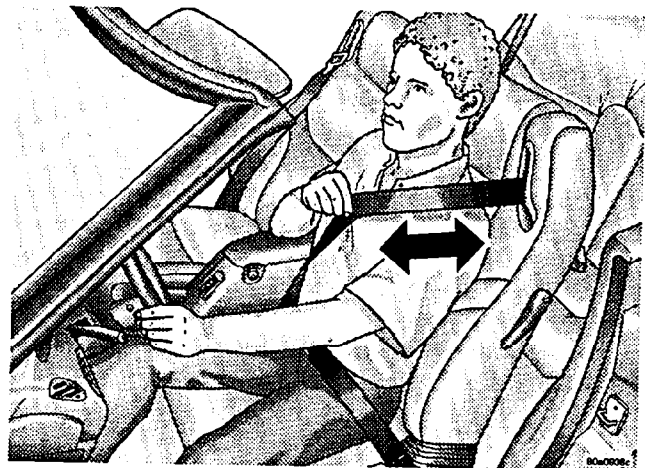


22 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

WARNING!

- A belt that is buckled into the wrong buckle will not protect you properly. The lap portion could ride too high on your body, possibly causing internal injuries. Always buckle your belt into the buckle nearest you.
- A belt that is too loose will not protect you as well. In a sudden stop you could move too far forward, increasing the possibility of injury. Wear your seat belt snugly.
- A belt that is worn under your arm is very dangerous. Your body could fall into the inside surfaces of the vehicle in a collision, increasing head and neck injury. And a belt worn under the arm can cause internal injuries. Ribs aren't as strong as shoulder bones. Wear the belt over your shoulder so that your strongest bones will take the force in a collision.

4. Position the lap belt across your thighs, below your abdomen. To remove slack in the lap belt portion, pull up a bit on the shoulder belt, as shown. To loosen the lap belt if it is too tight, tilt the latch plate and pull on the lap belt. A snug belt reduces the risk of sliding under the belt in a collision.



WARNING!

- A lap belt worn too high can increase the risk of internal injury in a collision. The belt forces won't be at the strong hip and pelvic bones, but across your abdomen. Always wear the lap belt as low as possible and keep it snug.
- A twisted belt can't do its job as well. In a collision it could even cut into you. Be sure the belt is straight. If you can't straighten a belt in your vehicle, take it to your dealer and have it fixed.

5. Position the shoulder belt on your chest so that it is comfortable and not resting on your neck. The retractor will withdraw any slack in the belt.

6. To release the belt, push the red button marked PRESS on the buckle. The belt will automatically retract to its stowed position. If necessary, slide the latch plate down the webbing to allow it to retract fully.

WARNING!

A frayed or torn belt could rip apart in a collision and leave you with no protection. Inspect the belt system periodically, checking for cuts, frays, or loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the system. Seat belt assemblies must be replaced after an accident if they have been damaged (bent retractor, torn webbing, etc).

Seat Belts and Pregnant Women

We recommend that pregnant women use the seat belts throughout their pregnancy. Keeping the mother safe is the best way to keep the baby safe.

Pregnant women should wear the lap part of the belt across the thighs and as snug across the hips as possible. Keep the belt low so that it does not come across the abdomen. That way the strong bones of the hips will take the force if there is a collision.

2

24 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

Seat Belt Extender

Using a seat belt extender when not needed can increase the risk of injury in a collision. Only use the extender when a lap belt is not long enough when it is worn low and snug, and in the recommended seating positions. Remove and stow the seat belt extender when it is not needed.

Child Restraint

Everyone in your vehicle needs to be buckled up all the time, babies and children, too.

WARNING!

In a collision, an unrestrained child, even a tiny baby, can become a missile inside the vehicle. The force required to hold even an infant on your lap could become so great that you could not hold the child, no matter how strong you are. The child and others could be badly injured. Any child riding in your vehicle should be in a proper restraint for the child's size. All states and Canadian provinces require small children to ride in proper restraint systems. This is the law, and you can be prosecuted for ignoring it.

Infants and Small Children

There are different sizes and types of restraints for children from newborn size to the bigger child almost large enough for an adult safety belt. Use the restraint that is correct for your child.

Two different child restraint systems are generally available:

- The infant carrier for babies weighing up to 20 lbs. (9kg.)
- The child seat for small children over 20 lbs.

In addition, some manufacturers make systems that can be first used as an infant carrier, and then converted to a child seat as the child grows.

Here are some tips on getting the most out of your child restraint:

- Before buying any restraint system, make sure that it has a label certifying that it meets Motor Vehicle Safety Standard 213. Chrysler also recommends that before you buy a child restraint, you try it in the vehicle seats where you will use it.

- The restraint must be appropriate for your child's weight and height. Check the label on the restraint for this too.

WARNING!

- A rearward facing infant restraint should only be used in a rear seat. A rearward facing infant restraint in the front seat may be struck by a deploying passenger airbag which may cause severe or fatal injury to the infant.
- Improper installation can lead to failure of an infant or child restraint. It could come loose in a collision. The child could be badly injured or killed. Follow the manufacturer's directions exactly when installing an infant or child restraint.

- If possible, install the restraint in the rear seat. According to accident statistics, children are safer when properly restrained in the rear seats than in the front.

- Carefully follow the instructions that come with the restraint. If you install the restraint improperly, it may not work when you need it.
- Infant and child restraints are secured in the vehicle seats by the lap part of the lap/shoulder belt. In the rear seats, you may have trouble tightening the belt on the child restraint because the buckle or latch plate interferes with the belt path opening on the restraint. Disconnect the latch plate from the buckle and twist the short buckle-end belt several turns to shorten it. Reassemble the latch plate to the buckle with the release button facing out. In the front seat, move the seat forward to reposition the buckle against the side of the child restraint.

2

26 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

- Some child seat manufacturers recommend the use of a top anchorage (tether) strap in addition to the lap belt. Your vehicle has tether strap anchorages behind the rear seating positions for use with these child seats. Your dealer can provide you with anchorage hardware and installation instructions.
- Buckle the child into the seat exactly as the seat manufacturer's directions tell you. The cinching latch plate will keep the belt tight.
- When your infant carrier or child seat is not in use, secure it with the seat belt or remove it from the vehicle. Don't leave it loose in the vehicle. In a sudden stop or collision, it could strike occupants and injure them.

Children Too Large For Child Seats

Children who are too large for child seats and who can sit upright by themselves should use the available lap/shoulder belts for best protection.

Make sure that the child is seated upright in the seat.

The lap belt should be fastened low on the hips and as snug as possible.

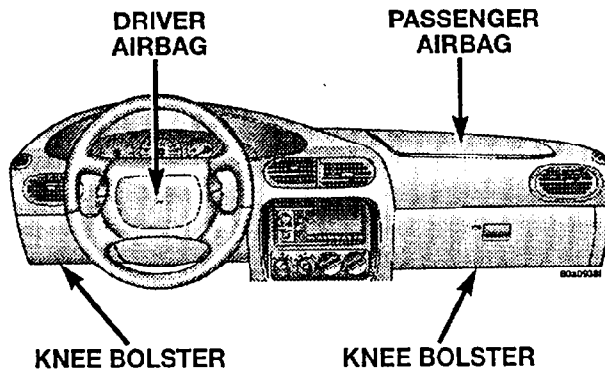
Check belt fit periodically. A child's squirming or slouching can move the belt out of position.

If the shoulder belt contacts the face or neck, move the child closer to the middle of the vehicle.

Booster seats that may help overcome this problem are also available for use with lap/shoulder belts. Before buying a booster seat, make sure that it has a label certifying that it meets applicable Motor Vehicle Safety Standards. Make sure that it is satisfactory for use in this vehicle.

Driver and Right Front Passenger Supplemental Restraint System (SRS) - Airbag

This vehicle has airbags for the driver and right front passenger as a supplement to the seat belt restraint systems. The driver's airbag is mounted in the steering wheel. The passenger side airbag is mounted in the instrument panel, above the glove compartment, under a cover marked SRS/AIRBAG. These airbags inflate in higher speed impacts. They work with the instrument panel knee bolsters and the seat belts to provide improved protection for the driver and right front passenger.



WARNING!

- Relying on the airbags alone could lead to more severe injuries in a collision. The airbags work with your seat belt to restrain you properly. In some collisions the airbags won't deploy at all. Wear your seat belts even though you have airbags.
- Being too close to the steering wheel or instrument panel during airbag deployment could cause serious injury. Airbags need room to inflate. Sit back, comfortably extending your arms to reach the steering wheel or instrument panel.

The seat belts are designed to protect you in many types of collisions. The airbags deploy only in frontal collisions and will not deploy in collisions at slow speed. But even in collisions where the airbags work, you need the seat belts to keep you in the right position for the airbags to protect you properly.

The airbag system consists of the following:

- Airbag Electronic Control Module (AECM)

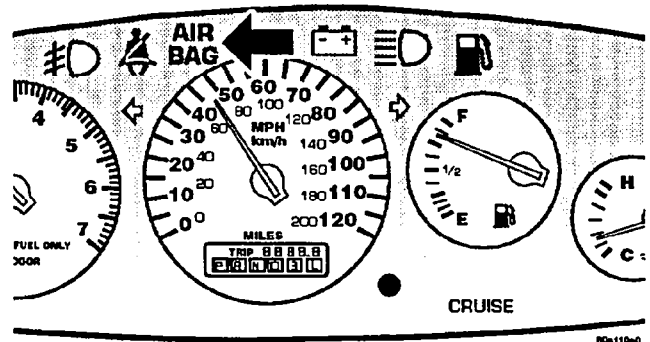
28 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

- AIRBAG Readiness Light
- Driver and Passenger Airbag/Inflator Units
- Unique Steering Wheel and Column
- Unique Instrument Panel
- Interconnecting Wiring
- Knee Impact Bolster

How The Airbag System Works

- The Airbag Electronic Control Module (AECM) in the occupant compartment determines if a frontal impact is severe enough to require the airbag. The AECM will not detect side, roll over, or rear impacts. The AECM is connected to the Airbag/Inflator unit.
- The AECM monitors the readiness of the electronic parts of the system whenever the ignition switch is in the START or RUN positions. These include all of the items listed previously except the knee bolster, instrument panel, and steering column. The AECM also turns on the AIRBAG light in the instrument panel for 6 to 8 seconds when the ignition is first turned on, then

turns the light off. If it detects a malfunction in any part of the system, it turns on the light either momentarily or continuously.



WARNING!

Ignoring the AIRBAG light in your instrument panel could mean you won't have the airbags to protect you in a collision. If the light does not come on, stays on after you start the vehicle, or if it comes on as you drive, have the airbag system checked right away.

- The Airbag/Inflator Units are in the center of the steering wheel and in the instrument panel. The words SRS/AIRBAG are embossed on the airbag covers.

WARNING!

Do not put anything on or around the airbag covers or attempt to manually open them. You may damage the airbags and you could be injured because the airbags are not there to protect you. These protective covers for the airbag cushions are designed to open only when the airbags are inflating.

- When the AECM detects an impact requiring the airbags, it signals the inflator units. A large quantity of non-toxic nitrogen gas is generated to inflate the airbags. The airbag covers separate and fold out of the way as the airbags inflate to their full size. The airbags fully inflate in about 50 milliseconds. This is only about half of the time it takes you to blink your eyes. The airbags then quickly deflate while helping to restrain the driver and right front passenger. The airbag gas is vented through the airbag material

towards the instrument panel. In this way the airbags do not interfere with your control of the vehicle.

- The Knee Impact Bolsters help protect the knees and position you for the best interaction with the airbags.

2

If A Deployment Occurs

The airbag system is designed to deploy when the impact sensors detect a moderate-to-severe frontal collision, to help restrain the driver and right front passenger, and then to immediately deflate.

NOTE: A frontal collision that is not severe enough to need airbag protection will not activate the system. This does not mean something is wrong with the airbag system.

If you do have a collision which deploys the airbags, any or all of the following may occur:

- The nylon airbag material may sometimes cause abrasions and/or skin reddening to the driver and right front passenger as the airbags deploy and unfold. The abrasions are similar to friction rope burns or those you might get sliding along a carpet or gymnasium floor. They are not caused by contact with chemicals.

30 THINGS TO KNOW BEFORE STARTING YOUR VEHICLE

They are not permanent and normally heal quickly. However, if you haven't healed significantly within a few days, or if you have any blistering, see your doctor immediately.

- As the airbags deflate you may see some smoke-like particles. The particles are a normal by-product of the process that generates the non-toxic nitrogen gas used for airbag inflation. These airborne particles may irritate the skin, eyes, nose, or throat. If you have skin or eye irritation, rinse the area with cool water. For nose or throat irritation, move to fresh air. If the irritation continues, see your doctor.

If these particles settle on your clothing, follow the garment manufacturer's instructions for cleaning.

- Your vehicle may be safely driveable after the airbags deploy. If so, you can tuck the deployed airbags inside the opening in the steering wheel hub and instrument panel trim covers to make driving somewhat easier.

WARNING!

Deployed airbags can't protect you in another collision. Have the airbags replaced by an authorized dealer as soon as possible.

Transporting Pets

Airbags deploying in the front seat could harm your pet. An unrestrained pet will be thrown about and possibly injured, or injure a passenger during panic braking or in a collision.

Pets should be restrained in the rear seat in pet harnesses or pet carriers that are secured by seat belts.

Maintaining Your Airbag System

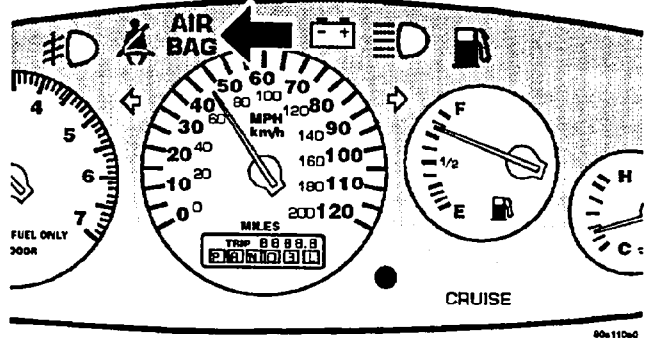
WARNING!

- Modifications to any part of the airbag system could cause it to fail when you need it. You could be injured because the airbag is not there to protect you. Do not modify the components or wiring, including adding any kind of badges or stickers to the airbag covers. Do not modify the front bumper or vehicle body structure.
- You need proper knee impact protection in a collision. Do not mount or locate any aftermarket equipment on or behind the knee bolsters.
- It is dangerous to try to repair any part of the airbag system yourself. Don't try to repair the airbag system. Be sure to tell anyone who works on your vehicle that it has airbags.

You will want to have the airbags ready for your protection in a collision. The airbag Supplemental Restraint System (SRS) is designed to be maintenance free.

If any of the following occurs, have an authorized dealer service the system immediately.

- The AIRBAG light does not come on or flickers during the 6 to 8 seconds when the ignition switch is first turned on.



- The light remains on or flickers after the 6 to 8 second interval.
- The light flickers or comes on and remains on while driving.

Safety Checks You Should Make Inside the Vehicle

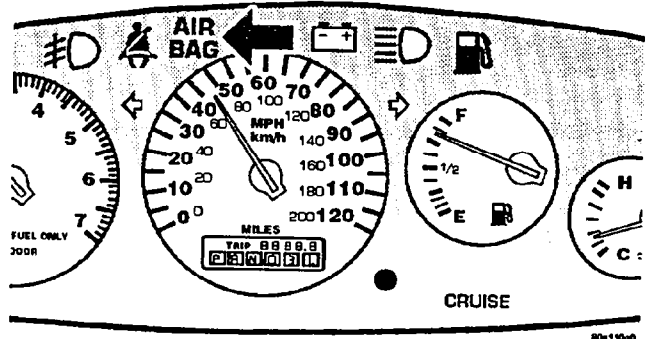
Seat Belts

Inspect the belt system periodically, checking for cuts, frays and loose parts. Damaged parts must be replaced immediately. Do not disassemble or modify the system.

Safety belt assemblies must be replaced after an accident if they have been damaged (bent retractor, torn webbing, etc.). If there is any question regarding belt or retractor condition, replace the belt.

Airbag Light

The light should come on and remain on for 6 to 8 seconds as a bulb check when the ignition switch is first turned ON. If the bulb is not lit during starting, have it replaced. If the light stays on or comes on while driving, have the system checked by an authorized dealer.



Defrosters

Check operation by selecting the defrost mode and place the blower control on high speed. You should be able to feel the air directed against the windshield.