

V2995

REPORT NUMBER: SNCAP-CAL-99-01

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TEST**

CHRYSLER CORPORATION
1999 DODGE DAKOTA CLUB CAB
TRUCK

NHTSA NUMBER: MX0302

CALSPAN TEST NUMBER: 8506-1

CALSPAN CORPORATION
TRANSPORTATION SCIENCES CENTER
P.O. BOX 400
BUFFALO, NEW YORK 14225



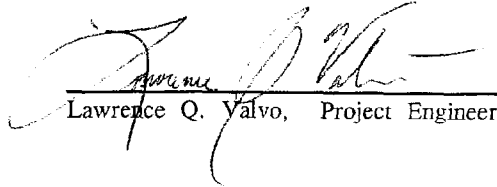
December 4, 1998

FINAL REPORT

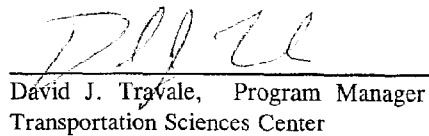
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National Highway Traffic Safety Administration
Safety Performance Standards
Office of Crashworthiness Standards
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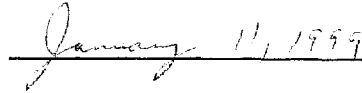
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7. Author(s) Lawrence Q. Valvo, Project Engineer David J. Travale, Program Manager				8. Performing Organization Report No. 8506-1																															
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12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards Mail Code: NPS-10 400 Seventh , SW, Room 5313 Washington, D.C. 20590				13. Type of Report and Period Covered Final Report, Dec. 1998 - Jan. 1999																															
				14. Sponsoring Agency Code NPS-10																															
15. Supplementary Notes																																			
16. Abstract A 55/28 kph 90° Impact Moving Deformable Barrier NCAP Side Impact Test Test was conducted on the subject 1999 Dodge Dakota Club Cab Truck in accordance with the specifications of the Office of Crashworthiness Standards Test Procedure for the generation of consumer information on vehicle side crash protection. This test was conducted at the Calspan Corporation Crash Test Facility in Buffalo, New York, on December 4, 1998. The impact velocity of the Moving Deformable Barrier (MDB) was 62.4 kph, and the ambient temperature at the struck (driver's) side of the target vehicle at the time of impact was 21.1 °C. The target vehicle post-test maximum crush was 305 mm at level 1. The test or target vehicle's performance is given below: <table border="0"> <thead> <tr> <th></th> <th align="center"><u>Front SID</u></th> <th></th> <th align="center"><u>Rear SID</u></th> <th></th> </tr> </thead> <tbody> <tr> <td>Left Upper Rib Acceleration:</td> <td align="center"><u>42</u></td> <td align="center">g's</td> <td align="center"><u>-</u></td> <td align="center">g's</td> </tr> <tr> <td>Left Lower Rib Acceleration:</td> <td align="center"><u>43</u></td> <td align="center">g's</td> <td align="center"><u>-</u></td> <td align="center">g's</td> </tr> <tr> <td>Lower Spine Acceleration:</td> <td align="center"><u>70</u></td> <td align="center">g's</td> <td align="center"><u>-</u></td> <td align="center">g's</td> </tr> <tr> <td>Thoracic Trauma Index (TTI):</td> <td align="center"><u>56</u></td> <td align="center">g's</td> <td align="center"><u>-</u></td> <td align="center">g's</td> </tr> <tr> <td>Pelvis Acceleration (PEV):</td> <td align="center"><u>101</u></td> <td align="center">g's</td> <td align="center"><u>-</u></td> <td align="center">g's</td> </tr> </tbody> </table> The driver and passenger frontal airbags deployed during the impact. The door on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite door did not open during the side impact event.							<u>Front SID</u>		<u>Rear SID</u>		Left Upper Rib Acceleration:	<u>42</u>	g's	<u>-</u>	g's	Left Lower Rib Acceleration:	<u>43</u>	g's	<u>-</u>	g's	Lower Spine Acceleration:	<u>70</u>	g's	<u>-</u>	g's	Thoracic Trauma Index (TTI):	<u>56</u>	g's	<u>-</u>	g's	Pelvis Acceleration (PEV):	<u>101</u>	g's	<u>-</u>	g's
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17. Key Words New Car Assessment Program (NCAP) Side Impact MDB Side Impact Dummy (SID)			18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Administration Technical Reference Division Room 5108 (NAD-52) 400 Seventh St., S.W. Washington, D.C. 20590 Telephone No. (202) 366-4946 ATTN: Robert Hornicle																																
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SECTION 1

PURPOSE AND TEST PROCEDURE

This side impact test is part of the FY99 New Car Assessment Program Side Impact Protection Compliance Test Program sponsored by the National Highway Safety Administration (NHTSA) under Contract No. DTNH22-98-C-02001. The purpose of this test was to generate comparative side impact performance for a 1999 Dodge Dakota Club Cab Truck. The test was conducted in accordance with the Office of Crashworthiness Standards's Laboratory Test Procedure dated July, 1997.

SECTION 2

SUMMARY OF SIDE IMPACT TEST

A 1999 Dodge Dakota Club Cab Truck was impacted on the left or driver's side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the monorail at a velocity of 62.4 kph (38.8 mph). The target vehicle was stationary and was positioned at an angle of 63° to the line of forward motion. The side impact test was conducted by the Calspan Corporation Transportation Sciences Center in Buffalo, New York on December 4, 1998. Pre- and post-test photographs of the test vehicle, the moving deformable barrier (MDB), and the side impact dummies (SIDs) are included in appendix A.

One restrained Side Impact Dummies (SID) was placed in the driver (Pos. #1) according to the instructions specified in the OCWS Side Impact Laboratory Test Procedure which is dated July, 1997. A complete SID could not be positioned in the left rear seat according to the laboratory test procedure. The NHTSA therefore decided a restrained uninstrumented ballast SID without legs would be placed in the left rear (Pos. #4) designated seating position. The side impact test was documented by one real-time camera and 9 high-speed cameras. Camera locations and other pertinent camera information are included in this report.

The driver (Pos. #1) SID was instrumented with the following accelerometers:

1. Left Upper Rib (LUR) uniaxial and redundant accelerometer (Y-direction)
2. Left Lower Rib (LLR) uniaxial and redundant accelerometer (Y-direction)
3. Lower Thoracic Spine (T₁₂) uniaxial and redundant accelerometer (Y-direction)
4. Pelvic (PEV) section uniaxial and redundant accelerometer (Y-direction)

A summary of the side impact dummy (SID) configuration and verification test data can be found in Appendix C. A total of 39 channels of data were recorded. Appendix B contains the vehicle, MDB and dummy response data traces.

The following table summarizes the results of the test.

Injury Criteria	Front SID	Rear SID
TTI (g)	56	N/A
PEV (g)	101	N/A

SECTION 3

SUMMARY OF TEST RESULTS

DATA SHEET 1

GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 1999 Dodge Dakota Club Cab Truck

Vehicle Body Color: Blue VIN: 1B7GL22X2XS108890

Vehicle NHTSA No.: MX0302 Month & Year of Manufacture: 7/98

Engine Data: 6 Cylinders; - CID; 3.9 Liters; - cc

Engine Placement: X Longitudinal; or - Lateral

Transmission: 5 Speed; X Manual; - Automatic; - Overdrive

Final Drive: X Rear Wheel Drive; - Front Wheel Drive; - Four Wheel

Odometer Reading 86 km

Options: - A/C; X Power Steering; X Pwr.Brakes; - Pwr. Windows

DATA FROM TIRE PLACARD

Tire Pressure* (at capacity); 241 kPa FRONT
241 kPa REAR

Recommended Tire Size: P215/75R15

Tires on Test Vehicle: P215/75R15 ; Manufacturer: Goodyear

Vehicle Capacity Data:

Number of Occupants: 3 Front; 3 Rear; - 3rd Seat; 6 Total

Type of Front Seats: - Bucket; - Bench; X Split Bench

Type of Front Seat Back: - Fixed; X Adjustable with X Lever or - Knob

Vehicle Max Capacity Loading = 660.5 kg (A)

No. of Occupants x 68.04 kg. = 408.2 kg (B)

Vehicle Cargo Capacity = 252.3 kg (A-B) **

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Left Front	=	<u>503.5</u> kg	Left Rear	=	<u>363.0</u> kg
Right Front	=	<u>494.5</u> kg	Right Rear	=	<u>346.5</u> kg
TOTAL FRONT	=	<u>998.0</u> kg	TOTAL REAR	=	<u>709.5</u> kg
% of Total Weight	=	<u>58.4</u> %	% of Total Weight	=	<u>41.6</u> %
TOTAL WEIGHT	=	<u>1,707.5</u> kg			

* Tire pressure used in test.

** Maximum of 136.1 kg used for target test weight calculation.

DATA SHEET 1 (continued)

GENERAL TEST VEHICLE PARAMETER DATA

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Test Vehicle Delivered Weight with Max. Fluids	=	<u>1707.5</u>	kg (A)
Maximum Cargo Carrying Capacity of Test Vehicle	=	<u>136.1</u>	kg (B)
Weight of instrumented Side Impact Dummies (1 or 2 X <u>81.2</u> kg)	=	<u>162.4</u>	kg (C)
TEST VEHICLE TARGET WEIGHT:	=	<u>2,006.0</u>	kg (A+B+C)

FULLY LOADED TEST VEHICLE (UDVW + 1 or 2 SID(s) + CARGO):

Left Front	=	<u>575.5</u>	kg	Left Rear	=	<u>499.5</u>	kg
Right Front	=	<u>485.5</u>	kg	Right Rear	=	<u>446.5</u>	kg
TOTAL FRONT	=	<u>1,061.0</u>	kg	TOTAL REAR	=	<u>946.0</u>	kg
% of Total Weight	=	<u>52.9</u>	%	% of Total Weight	=	<u>47.1</u>	%
TOTAL TEST WEIGHT	=	<u>2,007.0</u>	kg				

AS TESTED WEIGHT OF TEST VEHICLE (1 OR 2 SID(s) + CARGO + EQUIPMENT & INSTRUMENTATION):

Left Front	=	<u>555.0</u>	kg	Left Rear	=	<u>472.5</u>	kg
Right Front	=	<u>521.0</u>	kg	Right Rear	=	<u>450.0</u>	kg
TOTAL FRONT	=	<u>1,076.0</u>	kg	TOTAL REAR	=	<u>922.5</u>	kg
% of Total Weight	=	<u>53.8</u>	%	% of Total Weight	=	<u>46.2</u>	%
TOTAL TEST WEIGHT	=	<u>1,998.5</u>	kg				

TEST VEHICLE ATTITUDE (all dimensions in millimeters):

AS DELIVERED:

Left Front	<u>830</u>	Right Front	<u>835</u>	Left Rear	<u>880</u>	Right Rear	<u>882</u>
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FULLY LOADED:

Left Front	<u>810</u>	Right Front	<u>825</u>	Left Rear	<u>842</u>	Right Rear	<u>854</u>
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READY FOR TEST:

Left Front	<u>817</u>	Right Front	<u>827</u>	Left Rear	<u>852</u>	Right Rear	<u>854</u>
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Test Vehicle Wheelbase: 3332 millimeters

C.G. = 1,538 millimeters rearward of front wheel centerline

TOTAL VEHICLE LENGTH:

Right Side	=	<u>5400</u>	millimeters
Left Side	=	<u>5400</u>	millimeters
Centerline	=	<u>5457</u>	millimeters

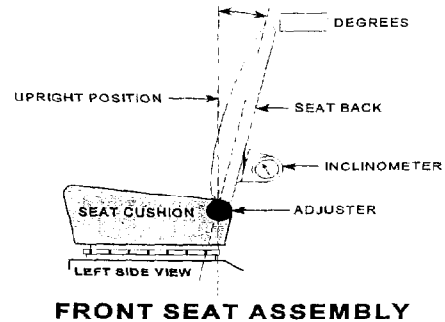
DATA SHEET 1 (continued)

GENERAL TEST VEHICLE PARAMETER DATA

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

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.



FRONT SEAT CUSHION PLACEMENT: Mid-position

Total Length of Adjustment Travel: 220 millimeters

Total Number of Adjustment Positions or Detents: 23 detents

FRONT SEAT BACK ADJUSTMENT POSITION: With sills level, recline seat back until frame tube above bend is 14° from vertical.

Seat Back Torso Angle: 14 degrees

SECOND POSITION SEAT:

Total Length of Fore/Aft Adjustment Travel: 0 millimeters

Seat Back Adjustment Position: Fixed

ADJUSTABLE STEERING COLUMN POSITION: Fixed

WINDOW POSITIONS: Left Front: Closed Left Rear: Closed

Right Front: Open Right Rear: Open

Note: Windows will be in closed position on struck side of test vehicle and in open position on opposite side.

AMOUNT OF STODDARD SOLVENT IN FUEL TANK:

83.3 liters (Fuel Tank Usable Capacity)

77.5 liters used for test (92%-94% of Fuel Tank Usable Capacity)

LOCATION OF IMPACT POINT ON TEST VEHICLE SIDE TO BE IMPACTED:

Wheelbase = 3332 millimeters

Impact Point is 508 millimeters rearward of front axle centerline
(for vehicle with wheelbase > 2896 mm)

Actual Impact Point is 503 millimeters rearward of front axle centerline

DATA SHEET 2

TEST VEHICLE SUMMARY OF RESULTS

VEHICLE IDENTIFICATION:

Vehicle Year/Make/Model: 1999 Dodge Dakota Club Cab

Body Style: Truck

VIN: 1B7GL22X2XS108890

NHTSA No.: MX0302

Test Date: December 4, 1998

Overall Length = 5457 millimeters; Overall Width = 1822 millimeters

VEHICLE TEST WEIGHT (Pre-Test):

Left Front = 555.0 kg Left Rear = 472.5 kg

Right Front = 521.0 kg Right Rear = 450.0 kg

TOTAL FRONT = 1,076.0 kg TOTAL REAR = 922.5 kg

TOTAL VEHICLE WEIGHT 1,998.5 kg

Wheelbase = 3332 millimeters

Longitudinal C.G. from Center of Front Axle = 1,538 millimeters

Impact Angle with Respect to Impactor = 90 degrees

ACTUAL IMPACT POINT

Actual Impact Point is 5 mm forward of nominal impact ref. line (Lateral)

Actual Impact Point is 4 mm above nominal impact point (Vertical)

MAXIMUM EXTERIOR STATIC CRUSH:

1. LEVEL 1 (381 mm above ground) = 305 millimeters

2. LEVEL 2 (700 mm above ground) = 280 millimeters

3. LEVEL 3 (770 mm above ground) = 278 millimeters

4. LEVEL 4 (1056 mm above ground) = 168 millimeters

5. LEVEL 5 (1546 mm above ground) = 3 millimeters

Maximum Post-Test Intrusion = 306 millimeters

OCCUPANTS:

Front Passenger:

Rear Passenger:

Dummy Identification 268

N/A

Restraints Used 3-point active seat belt

3-point active seat belt

INSTRUMENTATION:

Number of Vehicle Data Channels: = 26

Number of Cameras: Onboard = 3

Offboard = 6

TOTAL = 9

DATA SHEET 3

MOVING DEFORMABLE BARRIER (MDB) SUMMARY

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

MDB FACE MANUFACTURER AND SERIAL NUMBER:

Plascore: 129A1098-3; 083C1098; 2324-01

POSITION OF IMPACT (MDB) ON MONORAIL:

Crabbed 27° to left

MDB DETAILS:

Overall Width of Framework Carriage	=	<u>1250</u>	millimeters
Overall Length of MDB (incl. honeycomb impact face)	=	<u>4120</u>	millimeters
Wheelbase of Framework Carriage	=	<u>2590</u>	millimeters
Tread of Framework Carriage (Front & Rear)	=	<u>1875</u>	millimeters
C.G. Location Rearward of Front Axle	=	<u>1104</u>	millimeters

MDB WEIGHT:

Left Front	=	<u>409.5</u>	kg	Left Rear	=	<u>281.5</u>	kg
Right Front	=	<u>372.5</u>	kg	Right Rear	=	<u>299.0</u>	kg
TOTAL FRONT	=	<u>782.0</u>	kg	TOTAL REAR	=	<u>580.5</u>	kg
TOTAL MDB WEIGHT	=	<u>1,362.5</u>	kg				
Impact Angle (MDB C/L to Target Vehicle C/L)	=	<u>90</u>	degrees				
Impact Speed	=	<u>62.4</u>	kph				

MAXIMUM STATIC CRUSH OF HONEYCOMB IMPACT FACE:

1. Row A at Center of Bumper Level	=	<u>177</u>	millimeters
2. Row B at Top of Bumper Level	=	<u>131</u>	millimeters
3. Row C at Mid Level	=	<u>89</u>	millimeters
4. Row D at Top of Stack Level	=	<u>141</u>	millimeters

INSTRUMENTATION:

Number of MDB Data Channels	=	<u>5</u>
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DATA SHEET 4

POST-TEST OBSERVATIONS

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

VISIBLE DUMMY CONTACT POINTS:

LEFT FRONT SID

Head: None

Upper Torso: Left shoulder to top of door trim above armrest

Lower Torso: Lower portion of left shoulder to armrest, pelvis to lower door trim rear of door pocket

Left Knee: Left knee to door trim forward and above the door pocket

Right Knee: Right knee to left knee

LEFT REAR SID

Back and side of head to upper C-pillar trim

Left shoulder to C-pillar trim below bottom of side window

Lower portion of left shoulder to C-pillar trim below bottom of side window, pelvis to lower C-pillar trim

N/A

N/A

DOOR OPENING:

LEFT DOOR

Front: Closed / Inoperable

Rear: -

RIGHT DOOR

Closed / Operable

-

MDB DISTANCE FROM TARGET IMPACT POINT:

Vertical: 4 mm above target

Horizontal: 5 mm forward of target

ARM REST LOCATIONS:

Front: 200 mm below bottom of side window opening

Rear: None

SEAT MOVEMENT:

Front: Bottom of seat was pushed inboard against center console, seat back rotated slightly outboard

Rear: None

GLAZING DAMAGE:

Windshield: Left lower corner of windshield cracked during the impact

Window: Left side rear quarter window shattered during impact

PILLAR PERFORMANCE:

No visible tears or separations

SILL SEPARATION:

None

AIR BAG DEPLOYMENT STATUS:

	DRIVER	FRONT PASSENGER	REAR PASSENGER
FRONT	Yes	Yes	N/A
SIDE	N/A	N/A	N/A

OTHER NOTABLE IMPACT EFFECTS:

None

SECTION 4

OCCUPANT AND VEHICLE INFORMATION

DATA SHEET 5

SID INSTRUMENTATION DATA

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

	Front Dummy ID# 268				Rear Dummy ID# N/A			
	Pos. Direction		Neg. Direction		Pos. Direction		Neg. Direction	
	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)
RIB ACCELERATIONS:								
Upper Rib Lateral . Y	42.0	40.0	-8.8	86.3	-	-	-	-
Upper Rib Lateral . Y(R)	43.5	40.0	-8.4	86.2	-	-	-	-
Lower Rib Lateral . Y	42.5	38.7	-10.0	106.2	-	-	-	-
Lower Rib Lateral . Y(R)	†	†	†	†	-	-	-	-
SPINE ACCELERATIONS:								
Lower Lateral Y	70.3	40.0	-13.1	108.7	-	-	-	-
Lower Lateral Y(R)	71.8	40.0	-13.0	108.8	-	-	-	-
PELVIC ACCELERATIONS:								
Lateral Y	101.5	35.7	-15.6	92.5	-	-	-	-
Lateral Y(R)	98.5	35.7	-15.8	93.1	-	-	-	-

REFERENCE: Positive Direction - Longitudinal (X) = forward
 Lateral (Y) = to right
 Vertical (Z) = up
 Negative Direction - Longitudinal (X) = rearward
 Lateral (Y) = to left
 Vertical (Z) = down

Note: Above data has been FIR filtered, Y(R) denotes redundant Y direction accelerometer.

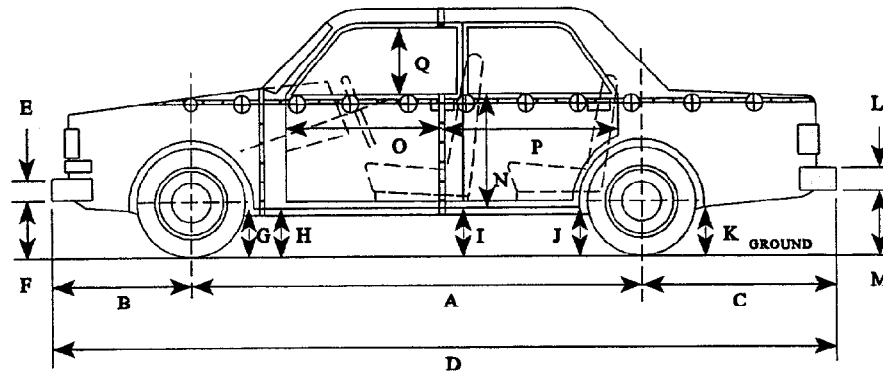
† No data, data cable was damaged at impact.

DATA SHEET 6

VEHICLE SIDE MEASUREMENTS

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



LEFT SIDE VIEW

NOTE: all dimensions are in millimeters with tolerance of ± 3 mm

	PRE-TEST (as delivered)	PRE-TEST (as tested)	POST-TEST (as tested)	Δ CHANGE
A	3332	-	3280	-52
B	869	-	901	32
C	1256	-	1248	-8
D	5457	-	5429	-28
E	116	-	116	0
F	505	498	493	-5
G	338	318	341	23
H	338	318	338	20
I	358	325	316	-9
J1	362	313	363	50
J2	378	329	377	48
K	395	342	445	103
L	193	-	193	0
M	420	380	388	8
N	755	-	736	-19
O	871	-	826	-45
P	N/A	-	N/A	0
Q	447	-	431	-16
R	5400	-	5401	1
S	5400	-	5346	-54
T	1822	-	1576	-246

D = Length at Centerline
T = Width at B-Pillar

E&L = Bumper Thickness
J1 = To Pinch Weld

R = Right Side Length
J2 = To Sill

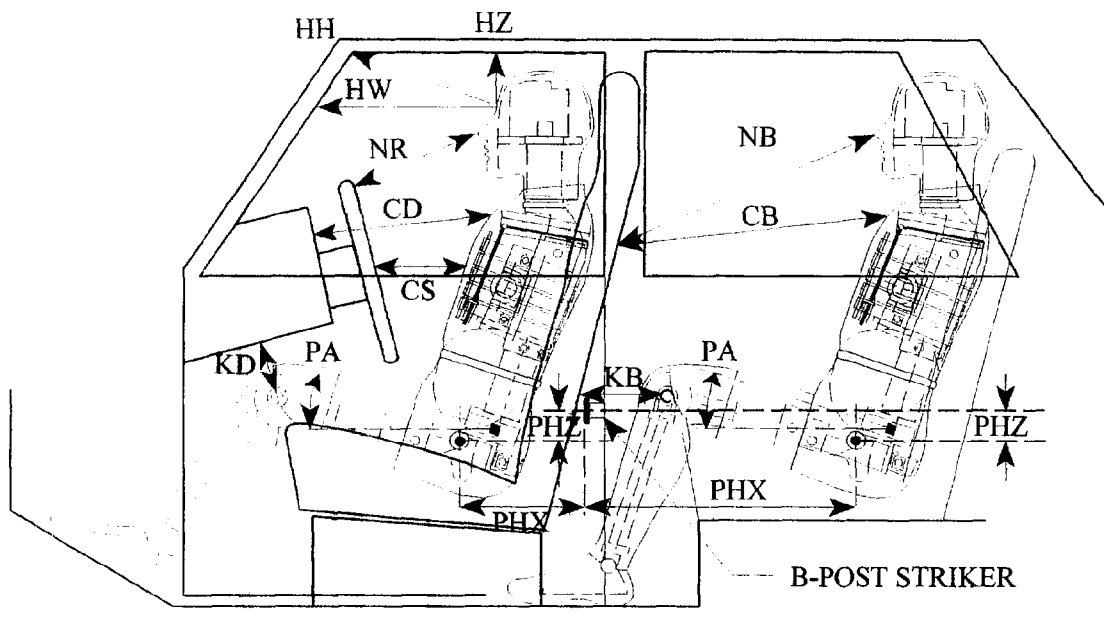
S = Left Side Length

DATA SHEET 7

SID LONGITUDINAL CLEARANCE DIMENSIONS

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



LEFT SIDE VIEW

NOTE: 2-DOOR VEHICLE SHOWN.
REAR DUMMY PHX & PHZ
MEASUREMENTS FOR A 4-DOOR
VEHICLE WOULD USE THE C-POST
STRIKER AS A REFERENCE POINT

NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

	DRIVER ID# <u>268</u>	LEFT REAR PASS. ID# <u>N/A</u>
HH	434	N/A
HW	602	N/A
HZ	201	-
NR/NB	396	-
CD/CB	512	-
CS	251	N/A
KDL(KDA°)/KBL(KDA°)	172 / (28°)	- / (- °)
KDR(KBA°)/KBR(KBA°)	163 / (38°)	- / (- °)
PA°	25.0°	- °
PHX	286	-
PHZ	58	-

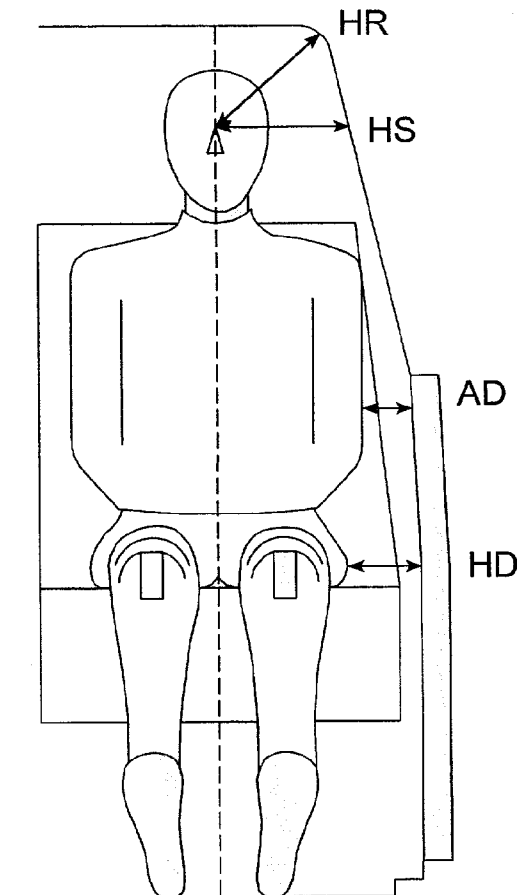
Note: 2-door vehicle shown. Rear dummy PHX & PHZ measurements for 4-door vehicle would use the C-post striker as a reference point.

DATA SHEET 8

SID LATERAL CLEARANCE DIMENSIONS

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

	DRIVER ID # <u>268</u>		LEFT REAR PASS. ID # <u>N/A</u>	
HR	238		-	
HS	335		-	
AD*	LOWER: 119	UPPER: 124	LOWER: -	UPPER: -
HD	183		-	

* Lower measurement is taken laterally at the center of the lower rib accelerometer height from the SID arm segment to the closest part of the vehicle side.

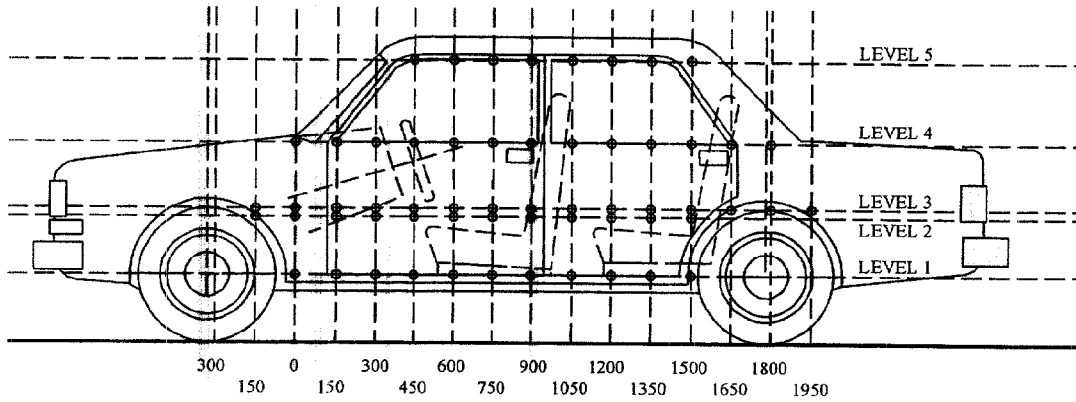
Upper measurement is taken laterally at the center of the upper rib accelerometer height from the SID arm segment to the closest part of the vehicle side.

DATA SHEET 9

VEHICLE SIDE MEASUREMENTS

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



LEFT SIDE VIEW

NOTE: All measurements are in millimeters (mm)

LEVEL 5 - WINDOW TOP
 LEVEL 4 - WINDOW SILL
 LEVEL 3 - MID-DOOR
 LEVEL 2 - OCCUPANT H-POINT
 LEVEL 1 - AXLE CENTERLINE HEIGHT OR SILL TOP HEIGHT

MEASUREMENTS ARE TAKEN WHEN THE VEHICLE IS IN THE "AS TESTED" CONFIGURATION.

Measurements Along the Vertical 750 mm Line Shown Above:

Level 5 @ Window Top	=	<u>1546</u>	millimeters
Level 4 @ Window Sill	=	<u>1056</u>	millimeters
Level 3 @ Mid Door	=	<u>770</u>	millimeters
Level 2 @ Occupant H-Point	=	<u>700</u>	millimeters
Level 1 @ Axle Centerline Height (or Sill Top Height)	=	<u>381</u>	millimeters

DATA SHEET 10

VEHICLE EXTERIOR CRUSH PROFILES - ALL LEVELS

NHTSA No. MX0302

Vehicle: 1999 Dodge Dakota Club Cab

NOTE: All dimensions are in millimeters with a tolerance of ± 3 mm

		DISTANCE IN MILLIMETERS (mm) FROM IMPACT POINT																											
LEVEL	HEIGHT (mm)	-900	-750	-600	-450	-300	-150	0	150	300	450	600	750	900	1050	1200	1350	1500	1650	1800	1950	2100	2250	2400	2550	2700	2850	3000	
LEVEL 1	381																												
		PRE																											
		POST																											
SIDE																													
SILL																													
CRUSH		N/A	N/A	N/A	N/A	N/A	N/A	N/A	50	132	177	209	233	246	260	272	281	305	262	172	113	-30	-96	-155	N/A	N/A	N/A	N/A	
LEVEL 2	700																												
PRE																													
POST																													
H																													
POINT		-10	N/A	N/A	N/A	N/A	N/A	N/A	60	164	221	243	253	255	256	260	280	261	256	173	-35	-92	-152	-194	N/A	N/A	N/A	N/A	
CRUSH		131	--	--	--	--	102	93	103	103	107	111	117	123	126	127	128	129	132	134	136	119	106	105	--	--	--	--	
LEVEL 3	770																												
PRE																													
POST																													
MID																													
DOOR		-6	N/A	N/A	N/A	N/A	N/A	10	38	138	203	218	231	238	243	248	253	278	259	242	159	-26	-98	-151	-184	N/A	N/A	N/A	
CRUSH		--	333	287	256	228	210	195	182	179	176	172	171	169	169	168	167	168	170	171	178	179	177	178	175	178	178		
LEVEL 4	1056																												
PRE																													
POST																													
WINDOW																													
SILL		N/A	-12	-12	-15	-14	-11	8	24	29	36	48	59	74	85	98	168	115	74	38	-98	-131	-142	-164	-172	-194	-210		
CRUSH																													
LEVEL 5	1546																												
PRE																													
POST																													
WINDOW																													
TOP		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	1	-256	-233	-216	3	2	-2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
CRUSH																													

DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

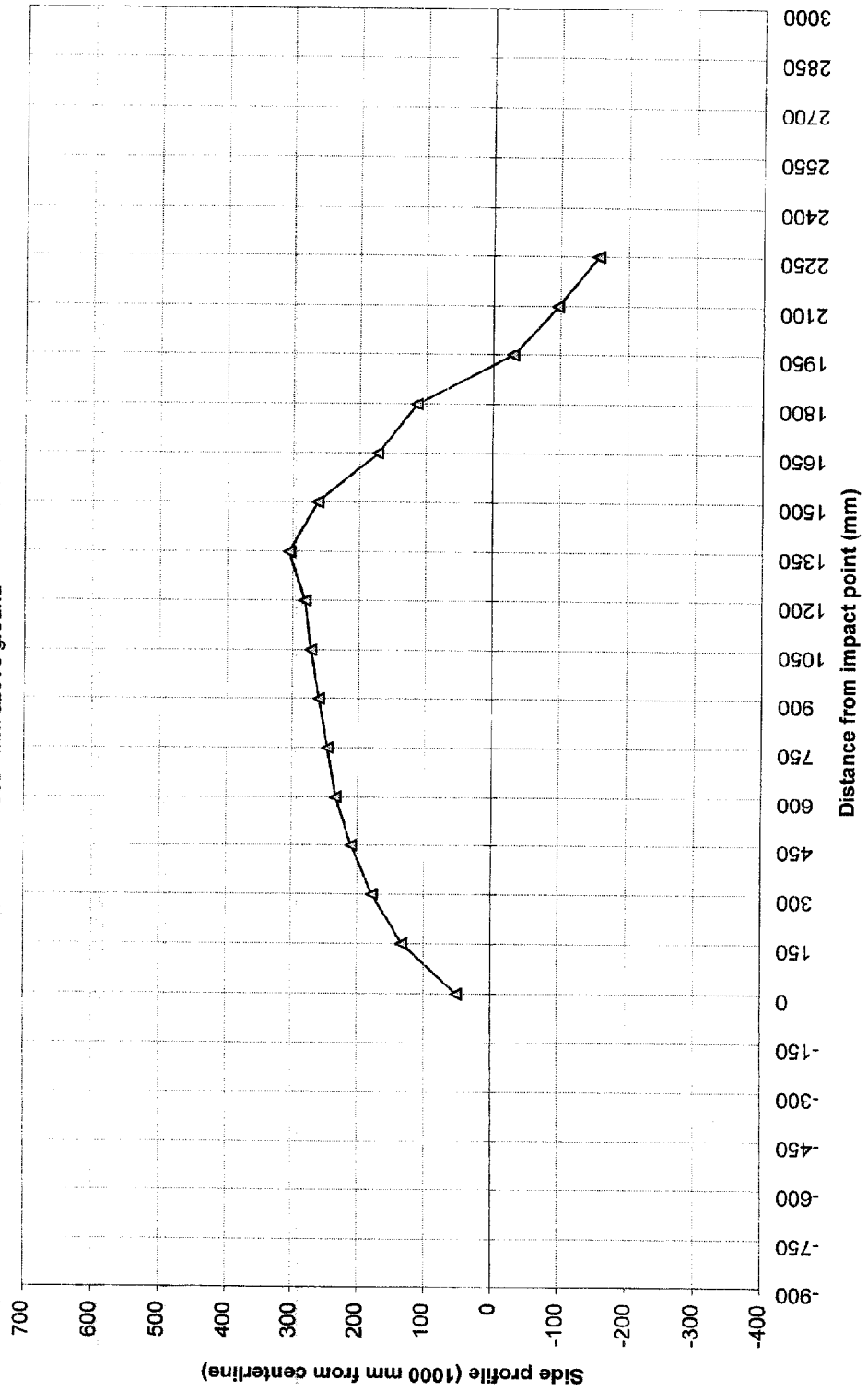
Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

SIDE PROFILE LEVEL 1

381 mm above ground

—△— CRUSH



DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

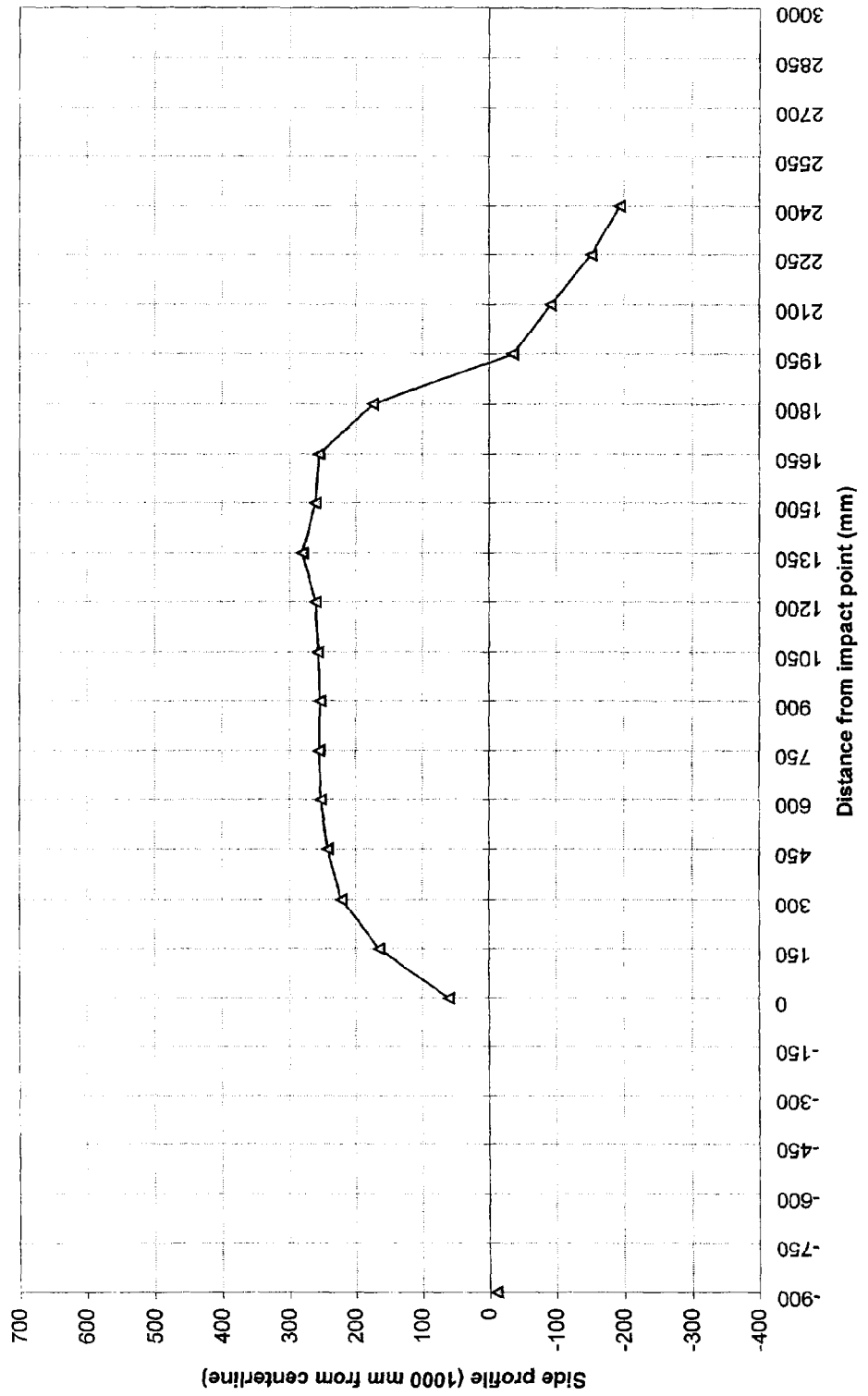
Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

SIDE PROFILE LEVEL 2

700 mm above ground

—▲— CRUSH



DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

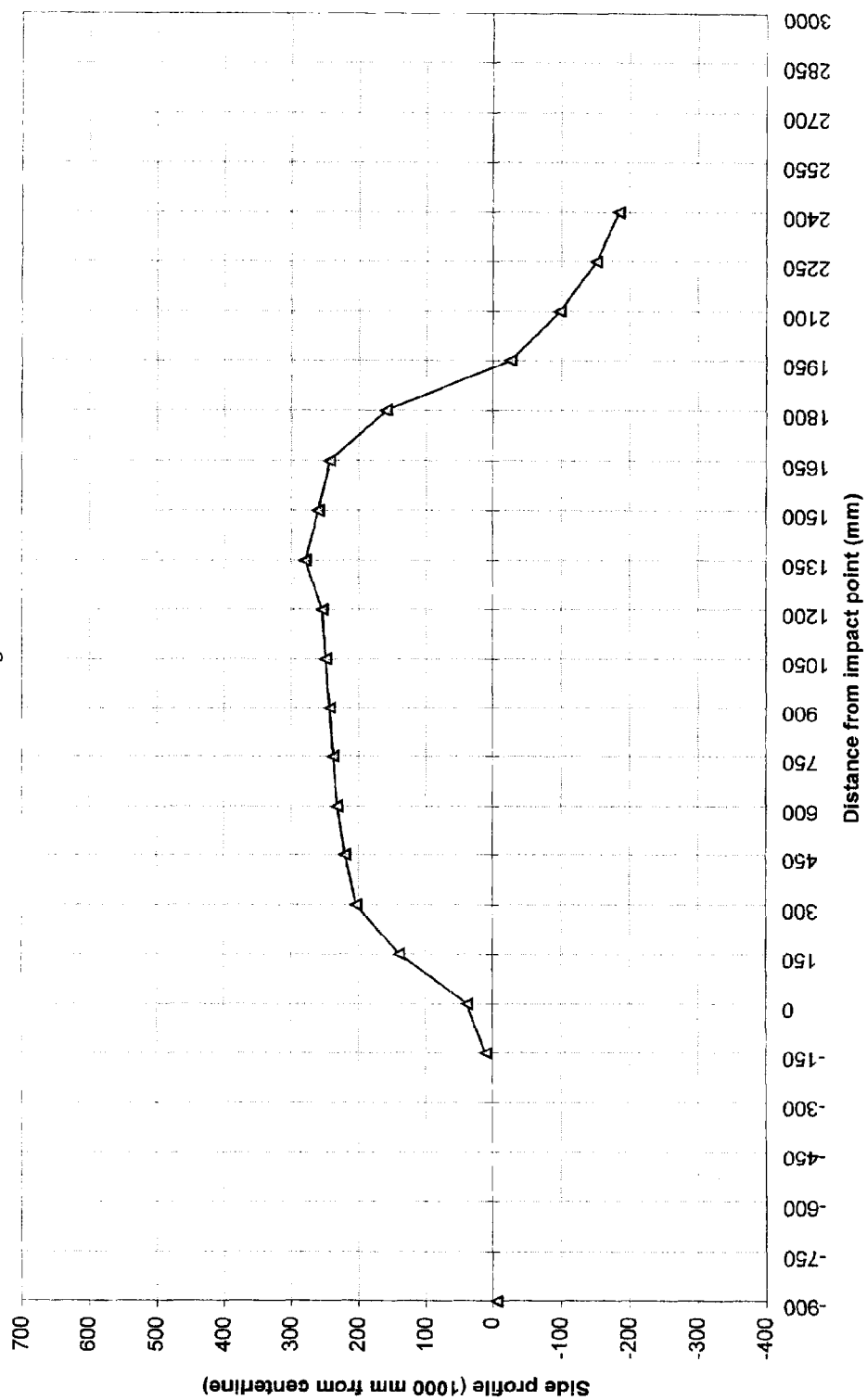
Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

SIDE PROFILE LEVEL 3

770 mm above ground

—▲— CRUSH



DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

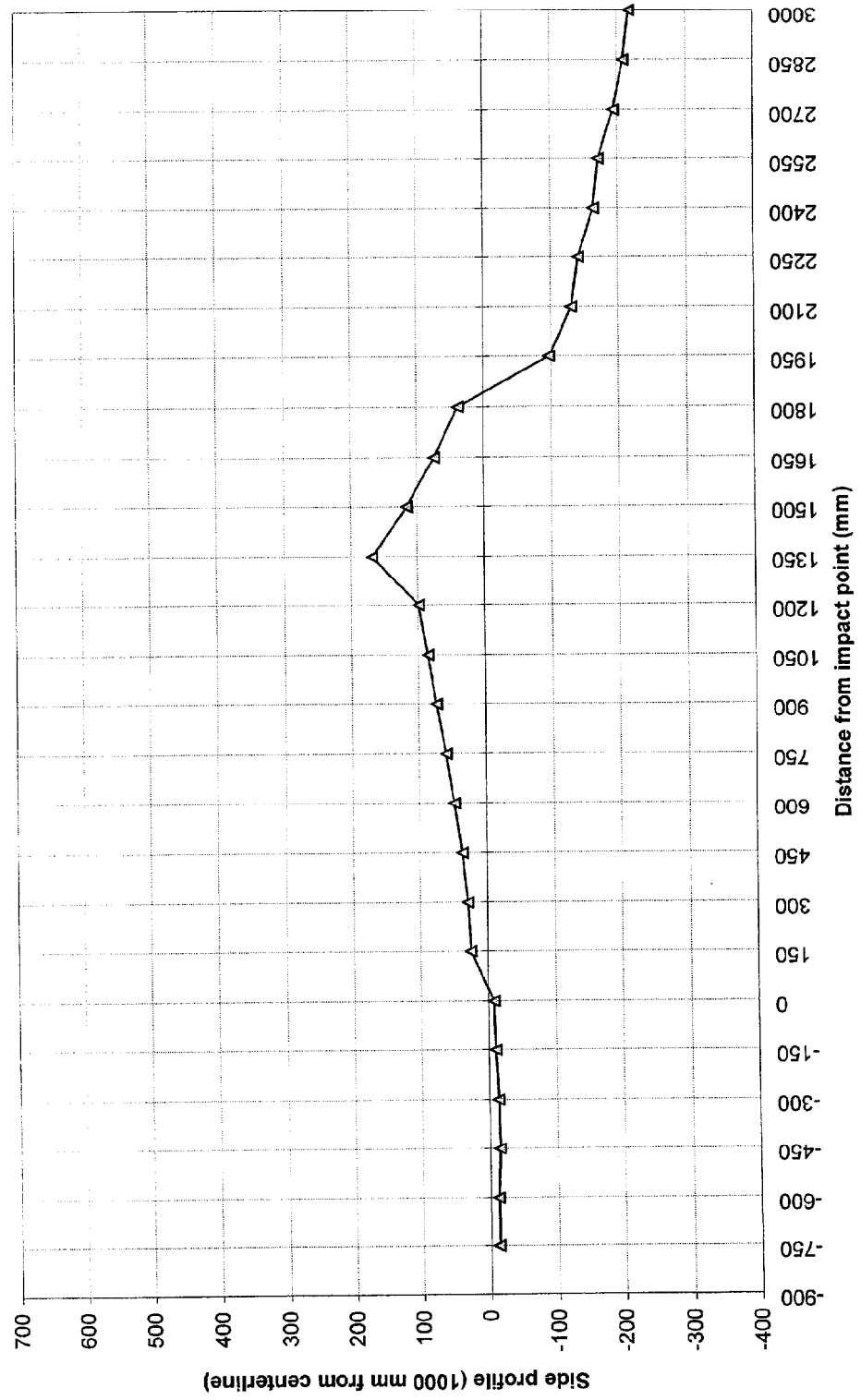
Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

SIDE PROFILE LEVEL 4

1056 mm above ground

—△— CRUSH



DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

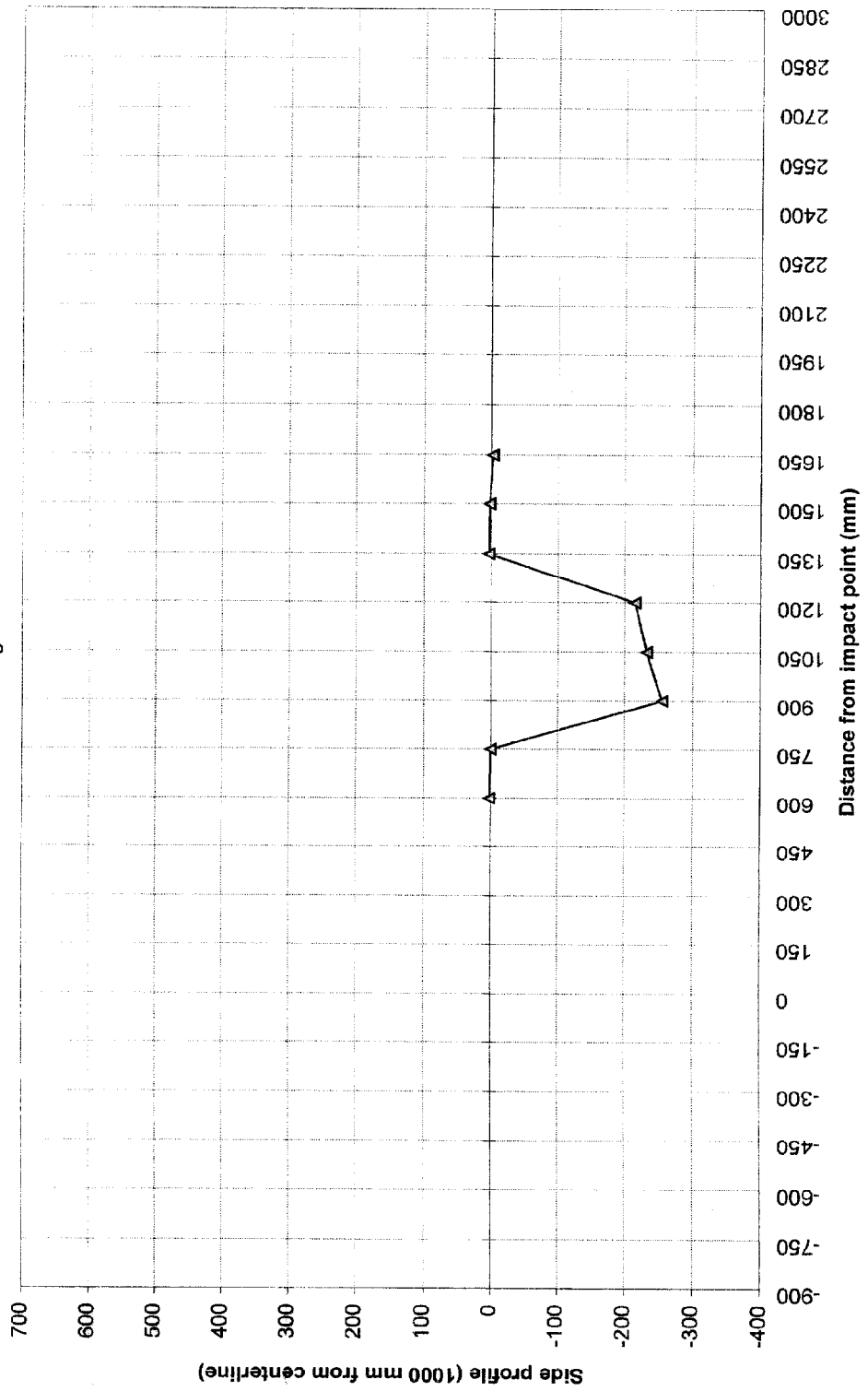
Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

SIDE PROFILE LEVEL 5

1546 mm above ground

—▲— CRUSH

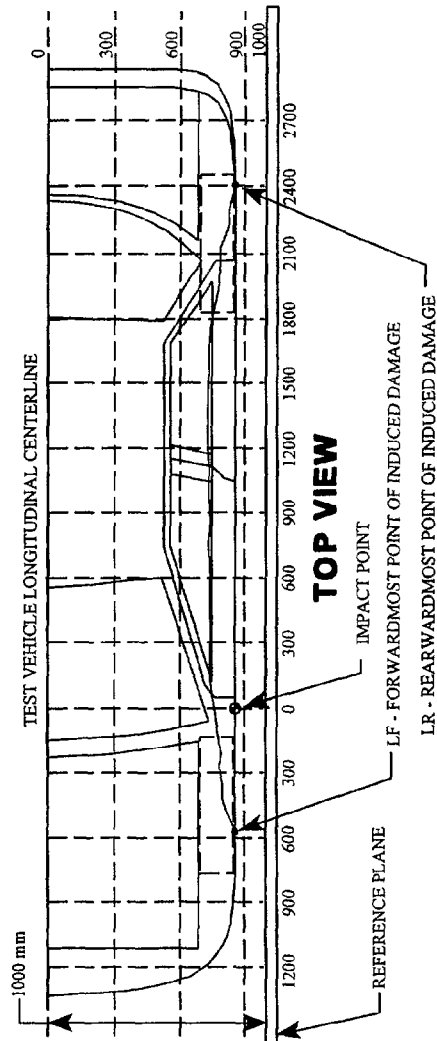


DATA SHEET II

VEHICLE DAMAGE PROFILE DISTANCES

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



MEASUREMENT CONVENTIONS:

Forward of the impact point (towards front of vehicle) is considered negative (-).
Rearward of the impact point (toward rearward of vehicle) is considered positive (+).

NOTE: All dimensions are in millimeters with tolerance of ± 3 mm.

DPD MEASUREMENTS		POST TEST (mm)	PRETEST (mm)	STATIC CRUSH (mm)
1	(LF = -150 mm)	112	102	10
2	266	309	100	209
3	682	367	113	254
4	1098	410	135	275
5	1514	388	127	261
6	(LR = 1930 mm)	134	136	-2

DATA SHEET 12

EXTERIOR STATIC CRUSH FOR IMPACTOR FACE (Grid as looking at MDB from front)

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

NOTE: All dimensions are in millimeters with a tolerance of ± 3 mm

LEVEL	HEIGHT AT CL (mm)*	DISTANCE RIGHT OF CENTER (mm)								DISTANCE LEFT OF CENTER (mm)							
		800	700	600	500	400	300	200	100								
LEVEL 4 TOP STACK	PRE	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619
	POST	760	701	662	641	628	633	636	635	644	651	661	671	680	696	718	755
	CRUSH	141	82	43	22	9	14	17	16	25	32	42	52	61	77	99	136
LEVEL 3 MID LEVEL	PRE	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619
	POST	704	665	639	627	616	618	619	617	619	622	624	627	635	649	669	708
	CRUSH	85	46	20	8	-3	-1	0	-2	0	3	5	8	16	30	50	89
LEVEL 2 TOP BUMPER	PRE	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619
	POST	750	720	680	630	626	629	631	632	641	646	649	652	663	677	692	704
	CRUSH	131	101	61	11	7	10	12	13	22	27	30	33	44	58	73	85
LEVEL 1 MID BUMPER	PRE	535	519	518	518	518	518	518	518	518	518	518	518	518	518	519	535
	POST	712	686	637	584	558	561	565	564	576	582	585	593	608	624	641	675
	CRUSH	177	167	119	66	40	43	47	46	58	64	67	75	90	106	122	140

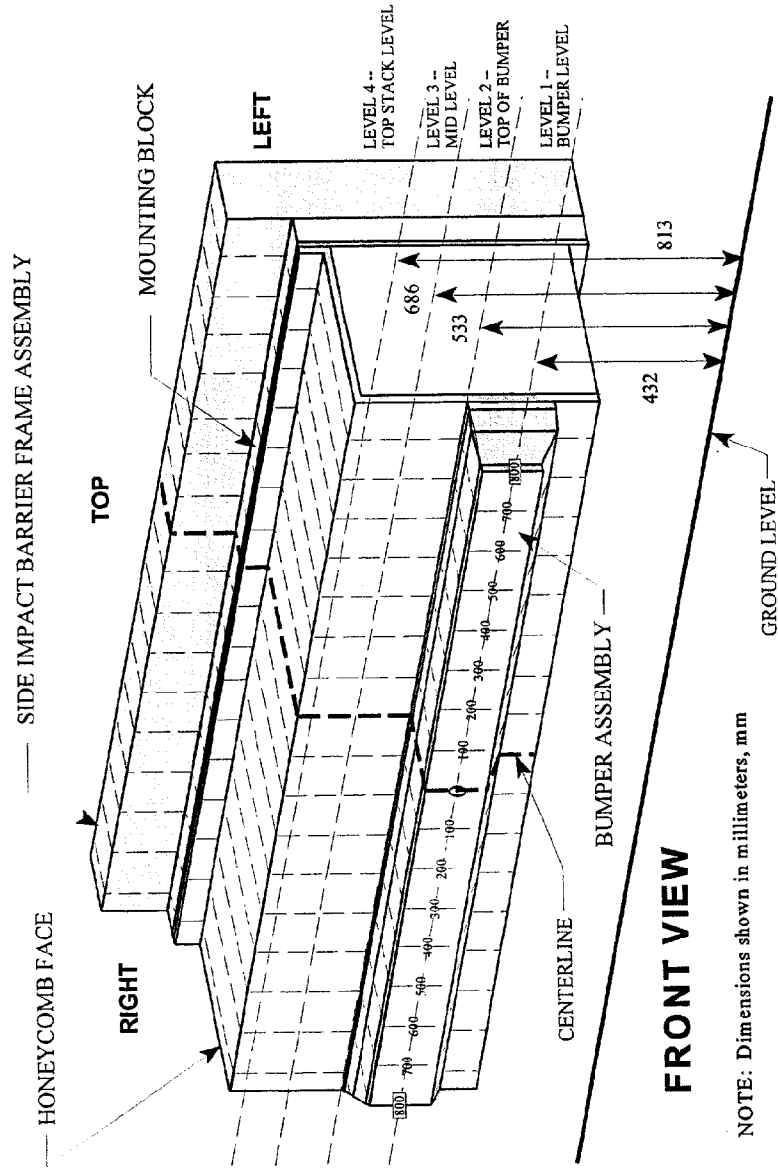
*Heights measured above ground level.

DATA SHEET 12 (continued)

EXTERIOR STATIC CRUSH FOR IMPACTOR FACE

NHTSA No. MX0302

Vehicle: 1999 Dodge Dakota Club Cab

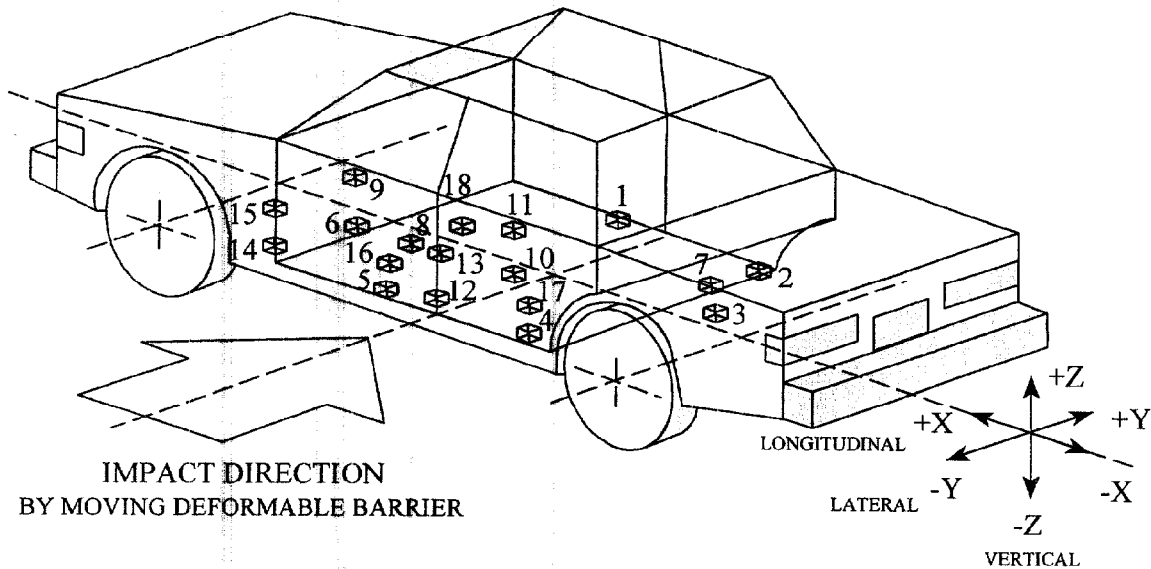


DATA SHEET 13

TEST VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



- 1-Right Side Sill @ Front Seat
- 2-Right Side Sill @ Rear Seat
- 3-Rear Floorpan Above Axle
- 4-Left Side Sill @ Rear Seat
- 5-Left Side Sill @ Front Seat
- 6-Left Front Door on Centerline
- 7-Right Rear Occupant Compartment
- 8-Midrear of Left Front Door
- 9-Left Front Door Upper Centerline

- 10-Midrear of Left Rear Door
- 11-Left Rear Door Upper Centerline
- 12-Left Lower B-Pillar
- 13-Left Middle B-Pillar
- 14-Left Lower A-Pillar
- 15-Left Middle A-Pillar
- 16-Front Seat Track
- 17-Rear Seat Track
- 18-Vehicle CG

DATA SHEET 13 (continued)

VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

Accel. No.	Location	Coordinates (mm) ± 3			Long. (x)		Lat. (y)		Vert. (z)		Resultant	
		X*	Y*	Z*	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)
1	Right Side Sill at Front Seat	3840	785	326	9.4 -8.7	12.4 49.8	26.5 -5.4	12.8 75.0	7.1 -9.3	59.5 18.9	28.6 -	12.7 -
2	Right Side Sill at Rear Seat	2818	785	334	9.2 -8.3	12.3 49.5	41.4 -7.9	12.2 54.3	7.2 -10.9	120.8 11.9	43.7 -	12.2 -
3	Rear Floorpan Above Axle	336	0	683	2.8 -5.4	35.8 28.0	15.0 -2.4	58.9 319.7	22.3 -15.6	25.3 61.3	24.2 -	25.3 -
4	Left Side Sill at Rear Seat	2818	-740	486	-	-	†	†	-	-	-	-
5	Left Side Sill at Front Seat	3840	-669	407	-	-	65.9 -10.7	6.0 18.2	-	-	-	-
6	Left Front Door on Centerline	3542	-764	756	-	-	133.6 -144.1	10.4 20.6	-	-	-	-
7	Right Rear Occupant Compartment	2801	356	448	-	-	37.8 -4.9	12.3 52.5	-	-	-	-
8	Midrear of Left Front Door	3268	-776	750	-	-	182.6 -109.2	20.5 25.3	-	-	-	-
9	Left Front Door Upper Centerline	3542	-769	986	-	-	162.4 -52.7	14.8 9.6	-	-	-	-
10	Midrear of Left Rear Door	2437	-730	898	-	-	135.4 -103.6	20.4 29.8	-	-	-	-
11	Left Rear Door Upper Centerline	2528	-757	1068	-	-	116.1 -67.5	19.4 31.6	-	-	-	-

*Reference: X - Rear Bumper (+ Forward)

Y - Vehicle Centerline (+ To Right)

Z - Ground Level (+ Up)

**Accelerometer was not requested by COTR.

† Data cable was damaged during the impact, data after 17 msec is invalid.

DATA SHEET 13 (continued)

VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

Accel. No.	Location	Coordinates (mm) ± 3			Long. (x)		Lat. (y)		Vert. (z)		Resultant	
		mm			Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)
		X*	Y*	Z*								
12	Left Lower B-Pillar	2878	-740	616	-	-	141.9 -18.6	5.3 17.5	-	-	-	-
13	Left Middle B-Pillar	2873	-730	878	-	-	†	†	-	-	-	-
14	Left Lower A-Pillar	3996	-722	592	-	-	80.0 -30.5	5.0 14.8	-	-	-	-
15	Left Middle A-Pillar	4146	-752	1027	-	-	††	††	-	-	-	-
16	Front Seat Track	3091	-514	501	-	-	80.0 -16.8	15.3 58.6	-	-	-	-
17	Rear Seat Track	2403	-460	494	-	-	57.9 -25.1	11.9 39.0	-	-	-	-
18	Vehicle CG	2922	0	530	5.8 -10.0	41.0 6.8	42.4 -11.2	15.4 52.9	82.2 -74.4	25.6 12.7	83.2	25.6

*Reference: X - Rear Bumper (+ Forward)

Y - Vehicle Centerline (+ To Right)

Z - Ground Level (+ Up)

† Data cable was cut during the impact, data after 18 msec is invalid.

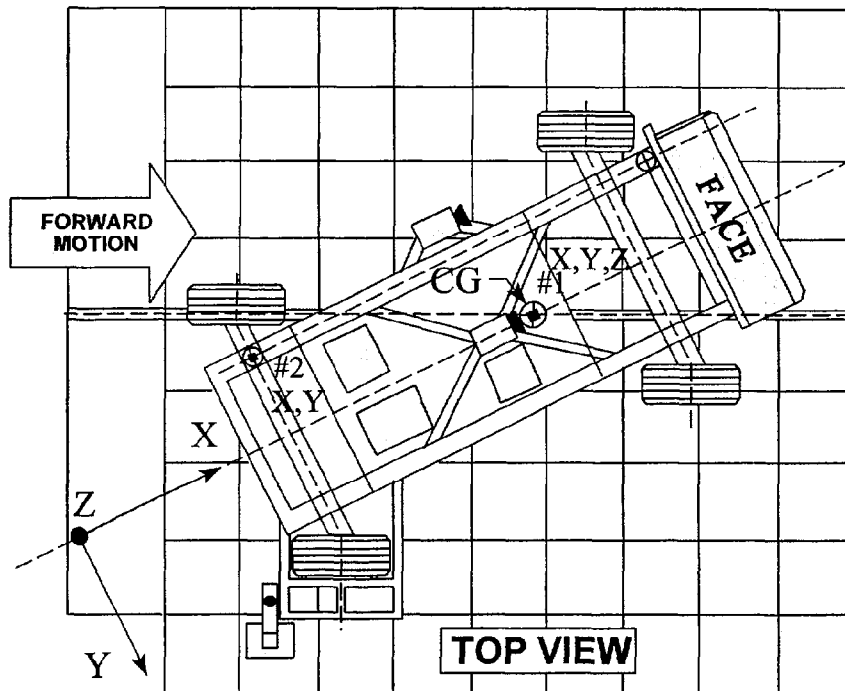
†† Data cable was cut during the impact, data after 32 msec is invalid.

DATA SHEET 14

MDB ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



Accel. No.	Location	Coordinates (millimeters)			Pos. Direct.		Neg. Direct.	
		X*	Y*	Z*	Max (g)	Time (msec)	Max (g)	Time (msec)
1	MDB Center of Gravity							
	Longitudinal... X	1859	0	330	2.8	499.9	-20.0	43.3
	Lateral..... Y				1.3	235.9	-8.5	36.5
	Vertical..... Z				17.4	38.7	-12.6	23.0
	Resultant..... R				27.1	38.7	-	-
2	Rear Frame Member							
	Longitudinal... X	386	-660	660	2.3	146.7	-22.7	40.7
	Lateral..... Y				4.7	31.0	-4.0	102.1

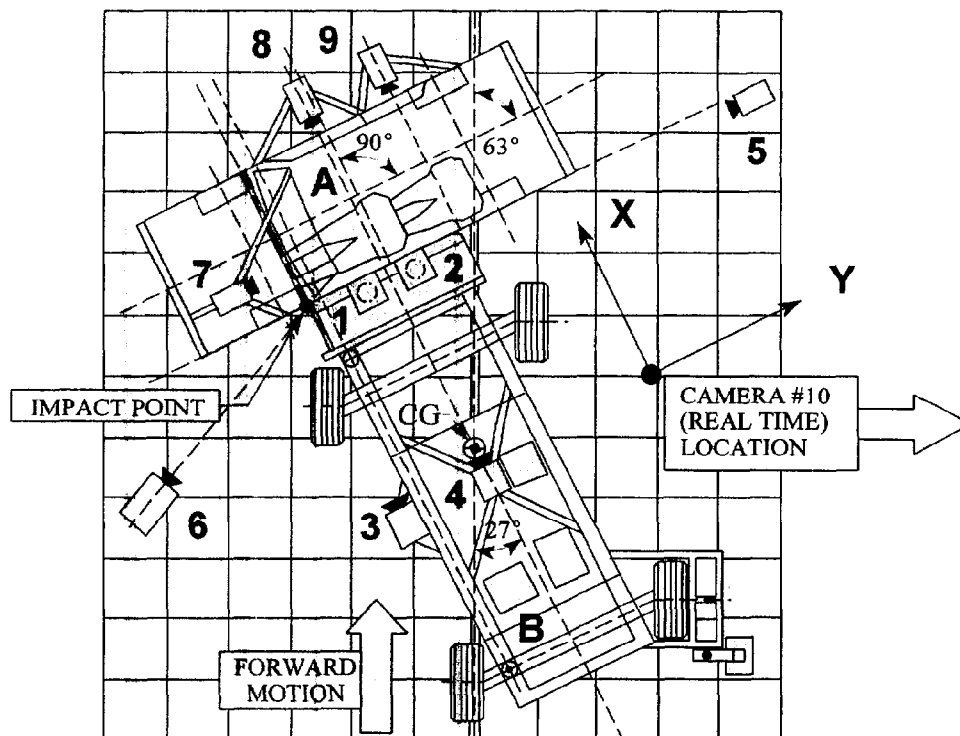
*Reference: X = Rear Bumper (+ Forward)
Y = Vehicle Centerline (+ To Right)
Z = Ground Level (+ Up)
All measurements accurate to within ± 3 mm.

DATA SHEET 15

HIGH SPEED CAMERA LOCATIONS AND DATA SUMMARY

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302



Camera No.	View	Coordinates (millimeters)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Overhead view of test vehicle	371	978	4880	-90	8	1000
2	Overhead closeup view of impact plane	181	864	4880	-90	12.5	1000
3	MDB onboard closeup view of impact point	-1470	0	847	0	13	1015
4	MDB onboard view of driver dummy	-1140	838	1586	-17	7.5	1015
5	Right side ground level overall view	11	8806	1082	-3	25	1000
6	Left side ground level overall view	-1947	-1875	1063	-6	13	1000
7	Test vehicle onboard driver front view	514	-604	1442	-11	13	1000
8	Test vehicle onboard driver side view	1737	818	1194	-11	8	1010
9	Test vehicle onboard passenger side view	-	-	-	-	-	-
10	Real time film coverage of test	-	-	-	-	-	24

* Reference (from point of impact); all measurements accurate to within ± 6 mm.

+X = Forward

+Y = To Right

+Z = Upward

SECTION 5

FUEL SYSTEM INTEGRITY

DATA SHEET 16

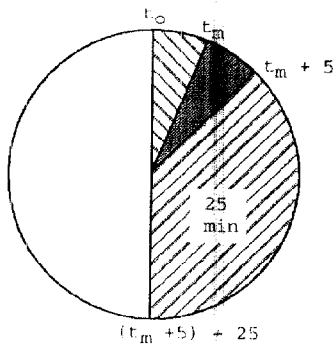
FMVSS 301 FUEL SYSTEM INTEGRITY DATA

NHTSA No.: MX0302 TEST DATE: December 4, 1998
 Vehicle Mfr./Make/Model: 1999 Dodge Dakota Club Cab Truck

TEST VEHICLE IMPACT TYPE :

- Frontal (48.28 kph)
- Oblique (48.28 kph) with - ° barrier face first
 contacting the - side
 (driver/passenger)
- Rear Moving Barrier (48.28 kph)
- Lateral Moving Barrier (32.19 kph)
- X Side Impact Moving Deformable Barrier (53.91 kph)
 contacting the driver side side
 (driver/passenger)

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 g	28 g
0 g	142 g
0 g	28 g/1 min.

SOLVENT SPILLAGE DETAILS :

None

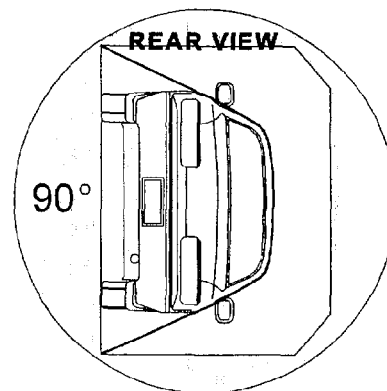
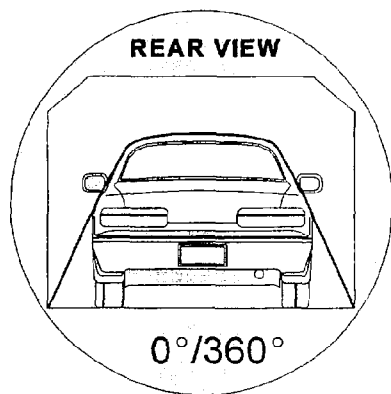
DATA SHEET 17

ROLLOVER DATA

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

0 - 90 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u> minutes <u>14</u> seconds
(Spec. Range = 1 to 3 minutes)	
FMVSS 301 Position Hold Time +	<u>5</u> minutes <u>0</u> seconds
TOTAL	<u>6</u> minutes <u>14</u> seconds
Next whole minute interval	<u>7</u> minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. (if required)
--	----------	----------	------------------------

(2) Maximum Allowable Solvent Spillage

142 g	28 g	28 g	28 g
-------	------	------	------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

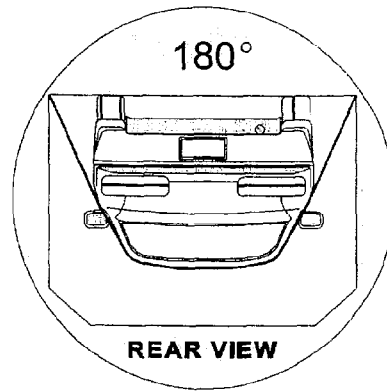
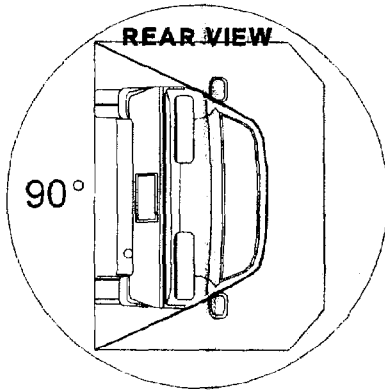
DATA SHEET 17 (continued)

ROLLOVER DATA

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

90 - 180 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u> minutes <u>11</u> seconds
(Spec. Range = 1 to 3 minutes)	
FMVSS 301 Position Hold Time +	<u>5</u> minutes <u>0</u> seconds
TOTAL	<u>6</u> minutes <u>11</u> seconds
Next whole minute interval	<u>7</u> minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. (if required)
--	----------	----------	------------------------

(2) Maximum Allowable Solvent Spillage

142 g	28 g	28 g	28 g
-------	------	------	------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

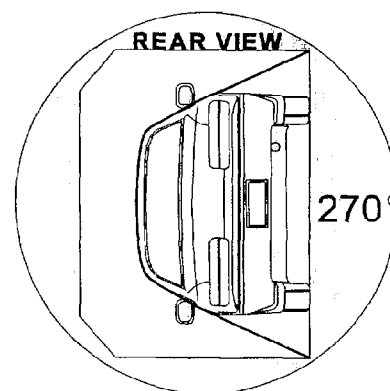
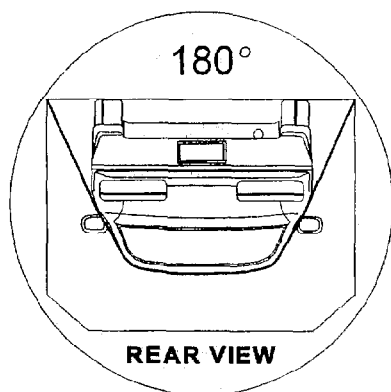
DATA SHEET 17 (continued)

ROLLOVER DATA

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

180 - 270 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u> minutes <u>4</u> seconds
(Spec. Range = 1 to 3 minutes)	
FMVSS 301 Position Hold Time +	<u>5</u> minutes <u>0</u> seconds
TOTAL	<u>6</u> minutes <u>4</u> seconds
Next whole minute interval	<u>7</u> minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. (if required)
--	----------	----------	------------------------

(2) Maximum Allowable Solvent Spillage

142 g	28 g	28 g	28 g
-------	------	------	------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

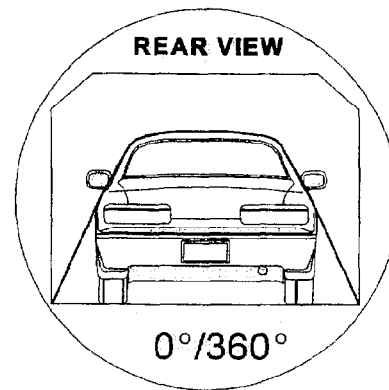
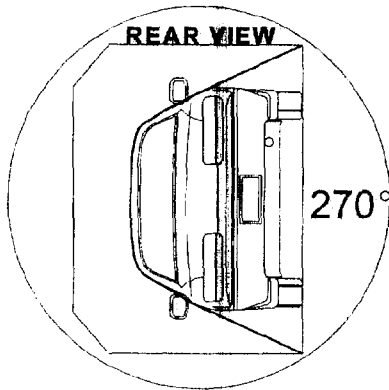
DATA SHEET 17 (continued)

ROLLOVER DATA

Vehicle: 1999 Dodge Dakota Club Cab

NHTSA No. MX0302

270 - 360 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u> minutes <u>8</u> seconds
(Spec. Range = 1 to 3 minutes)	
FMVSS 301 Position Hold Time +	<u>5</u> minutes <u>0</u> seconds
TOTAL	<u>6</u> minutes <u>8</u> seconds
Next whole minute interval	<u>7</u> minutes

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

First 5 minutes FROM onset of rotation	6th min.	7th min.	8th min. (if required)
--	----------	----------	------------------------

(2) Maximum Allowable Solvent Spillage

142 g	28 g	28 g	28 g
-------	------	------	------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

APPENDIX A

PHOTOGRAPHS

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Figure A- 37	ROLLOVER 270 DEGREES	A- 39
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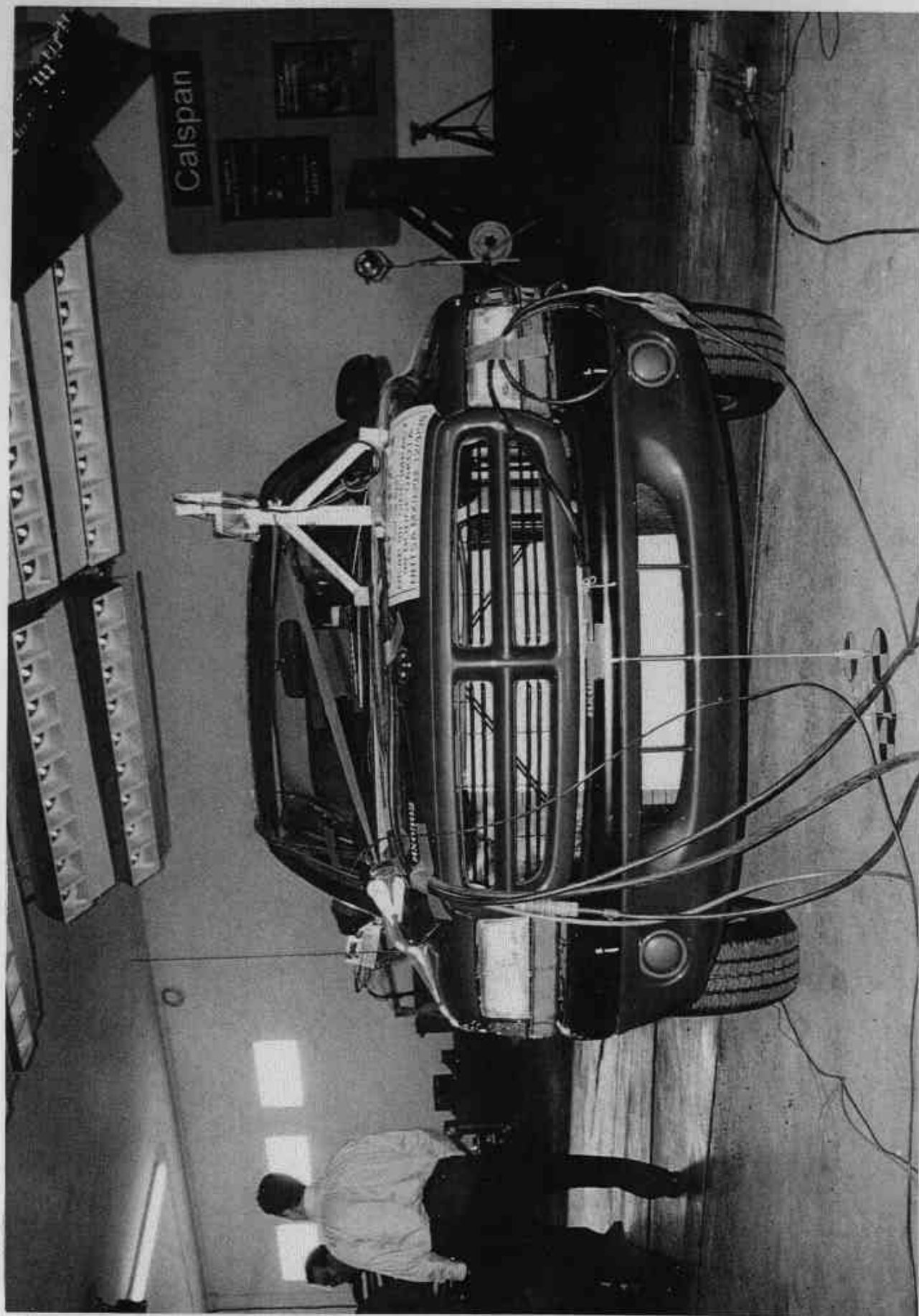


Figure A-1 PRE-TEST FRONTAL VIEW OF TEST VEHICLE



Figure A-2 POST-TEST FRONTAL VIEW OF TEST VEHICLE

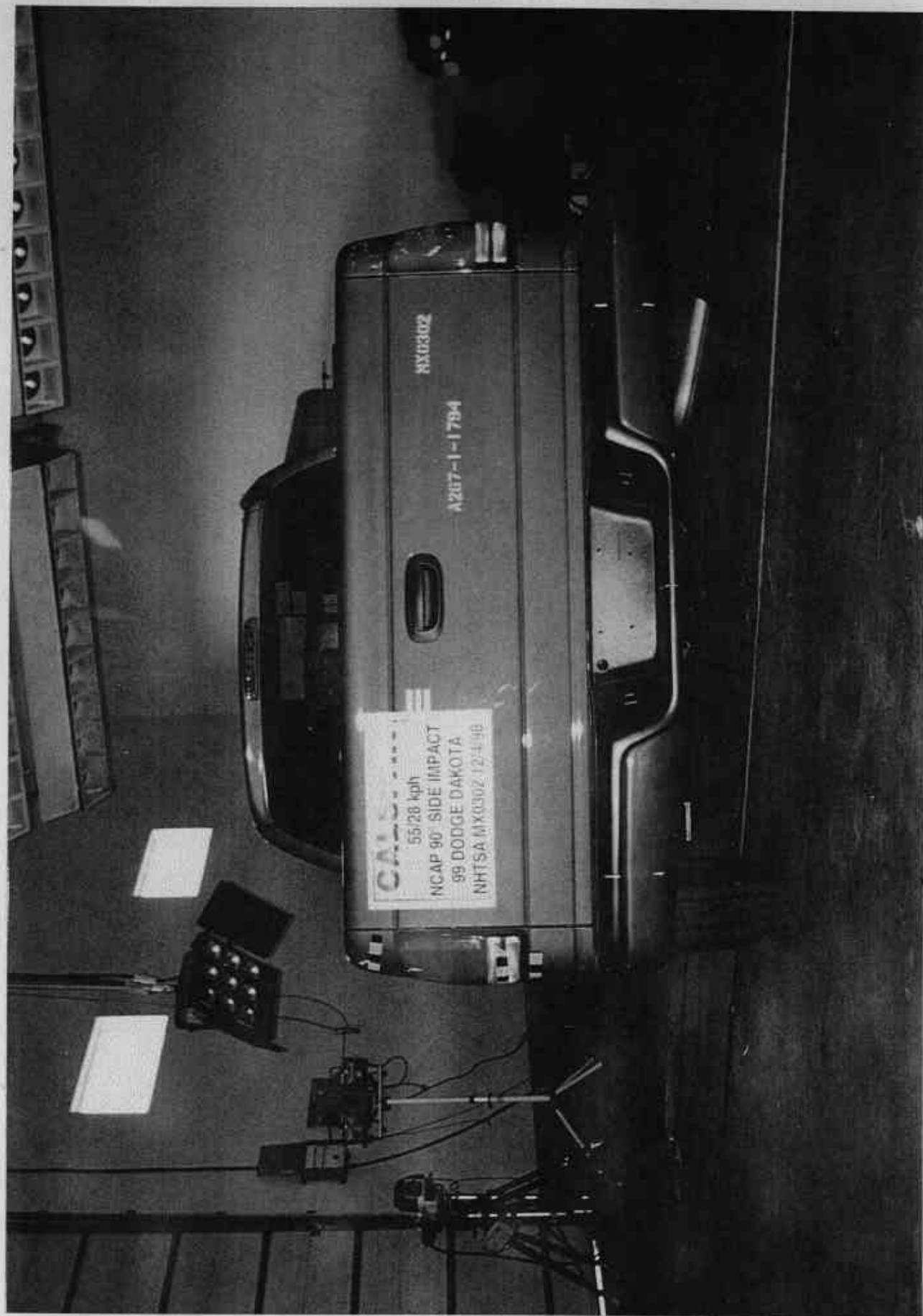


Figure A-3 PRE-TEST REAR VIEW OF TEST VEHICLE

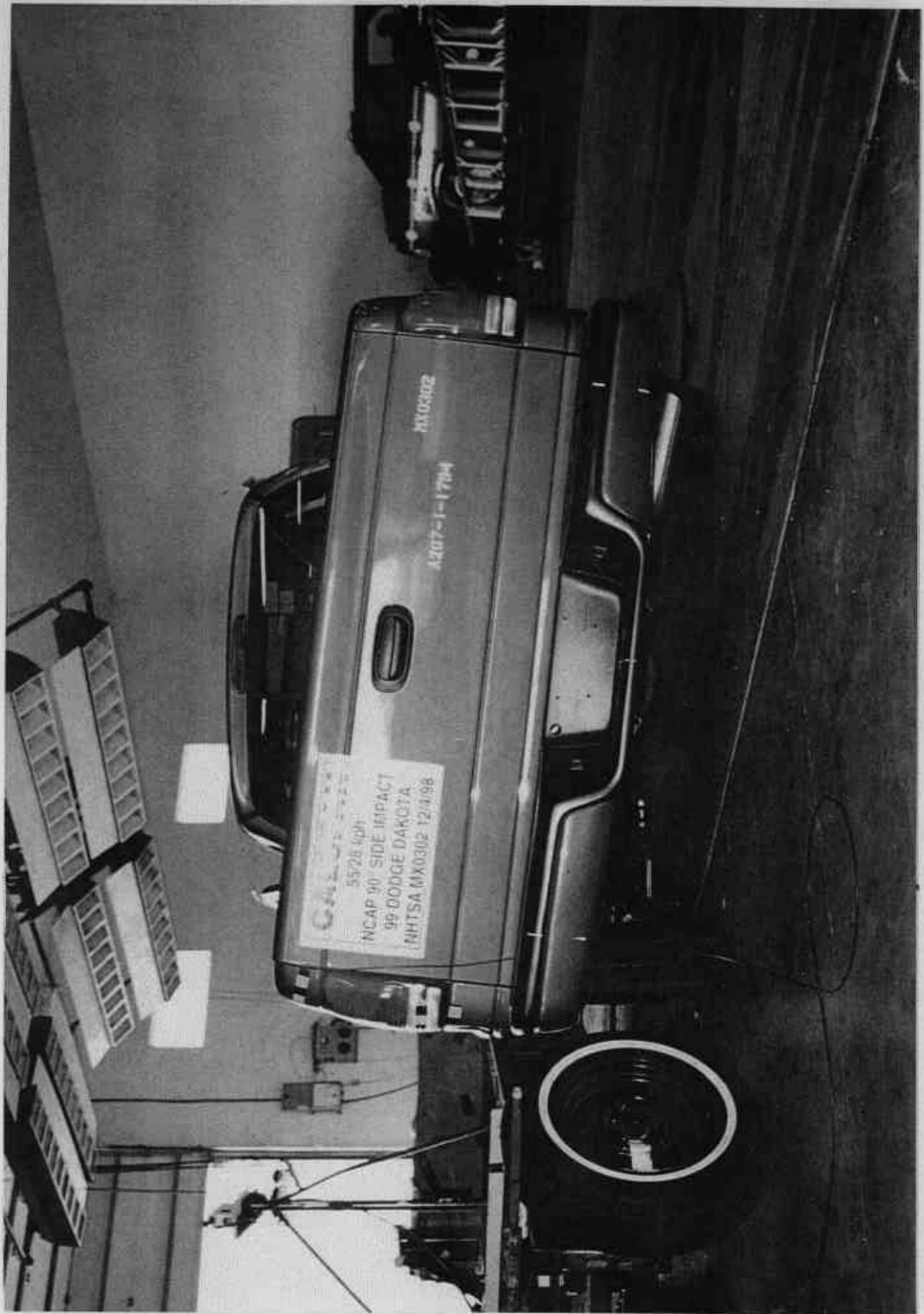


Figure A-4 POST-TEST REAR VIEW OF TEST VEHICLE

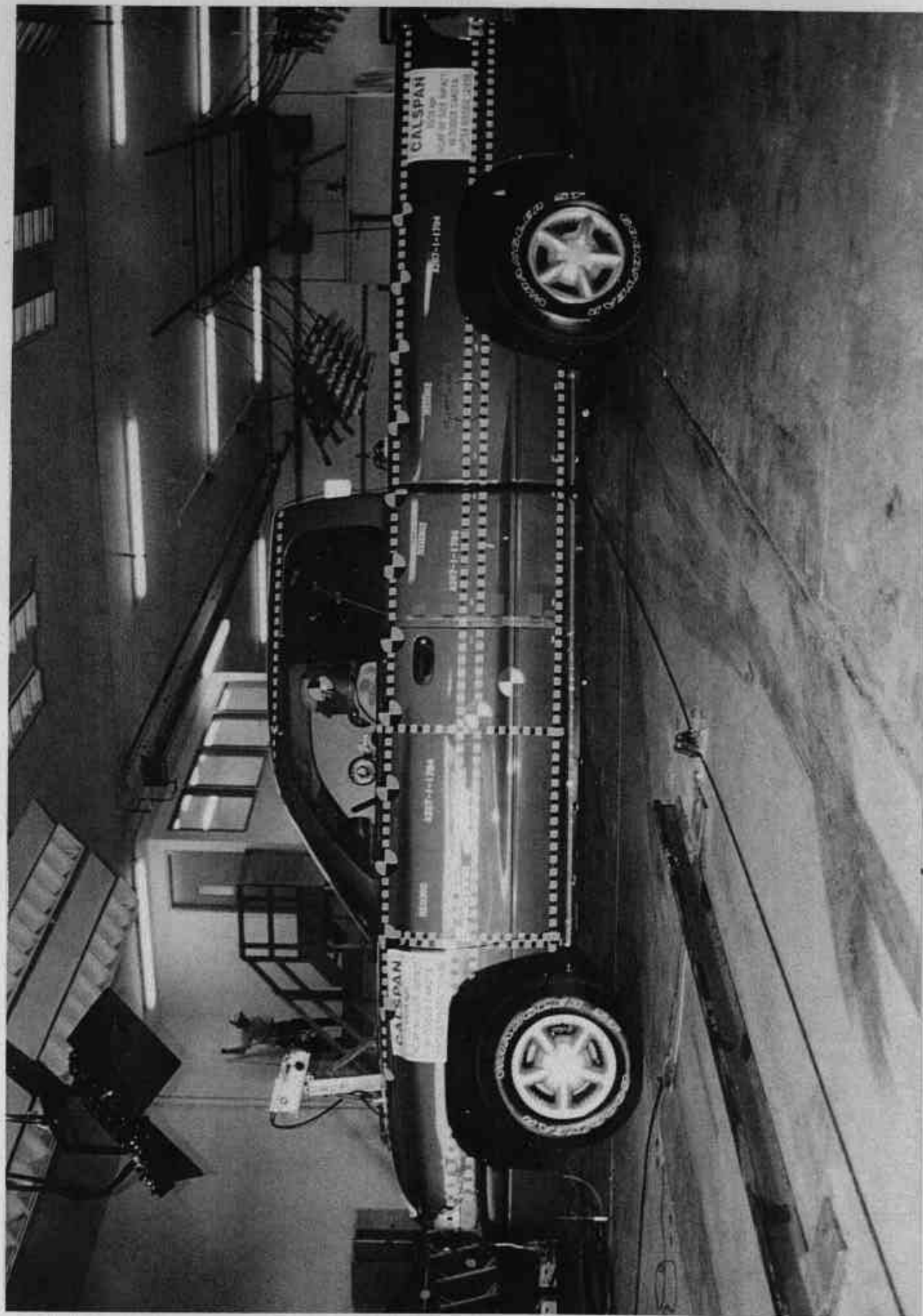


Figure A-5 PRE-TEST IMPACTED SIDE VIEW OF TEST VEHICLE

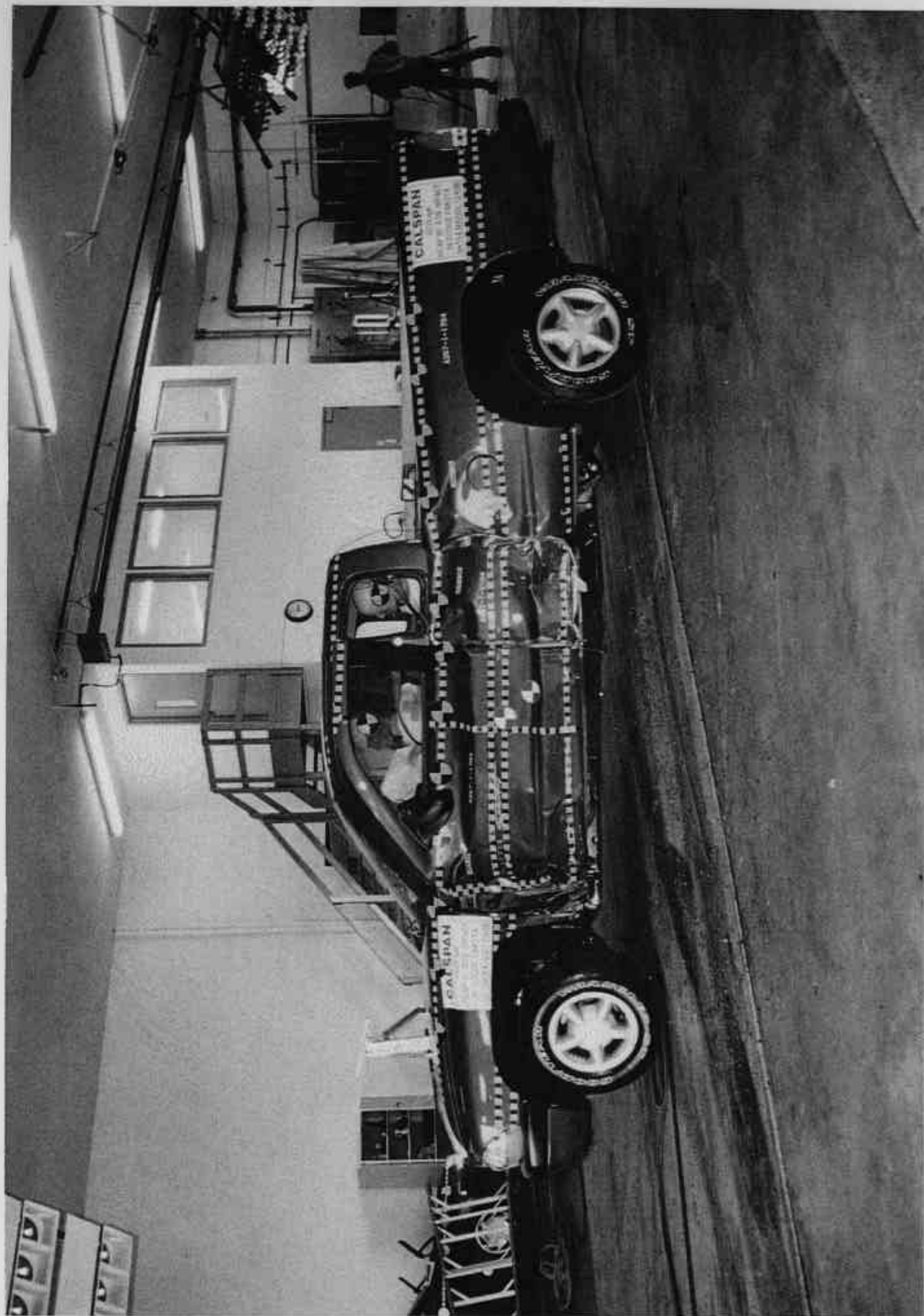


Figure A-6 POST-TEST IMPACTED SIDE VIEW OF TEST VEHICLE

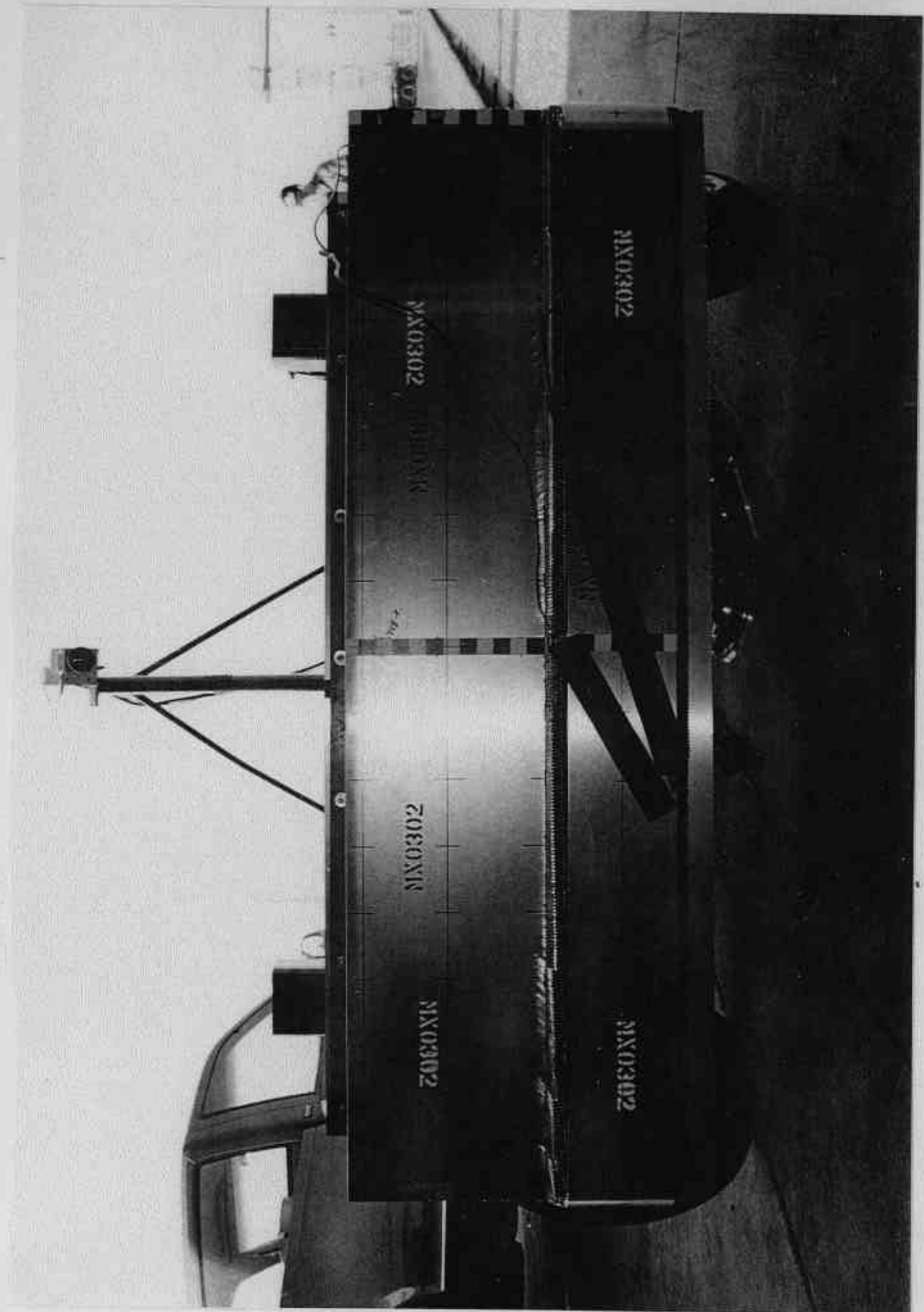


Figure A-7 PRE-TEST FRONTAL VIEW OF IMPACTOR FACE



Figure A-8 POST-TEST FRONTAL VIEW OF IMPACTOR FACE

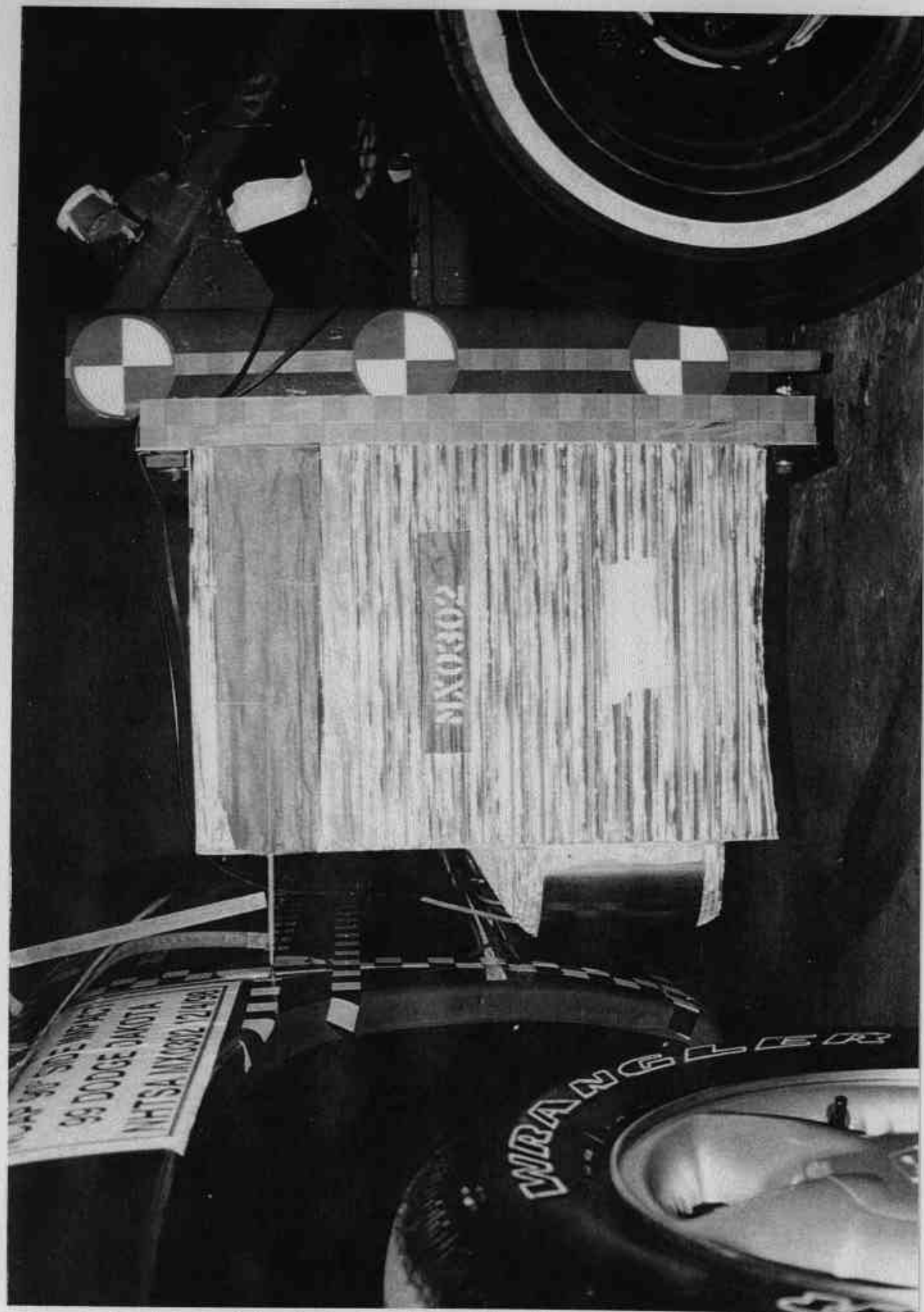


Figure A-9 PRE-TEST LEFT SIDE VIEW OF IMPACTOR FACE



Figure A-10 POST-TEST LEFT SIDE VIEW OF IMPACTOR FACE

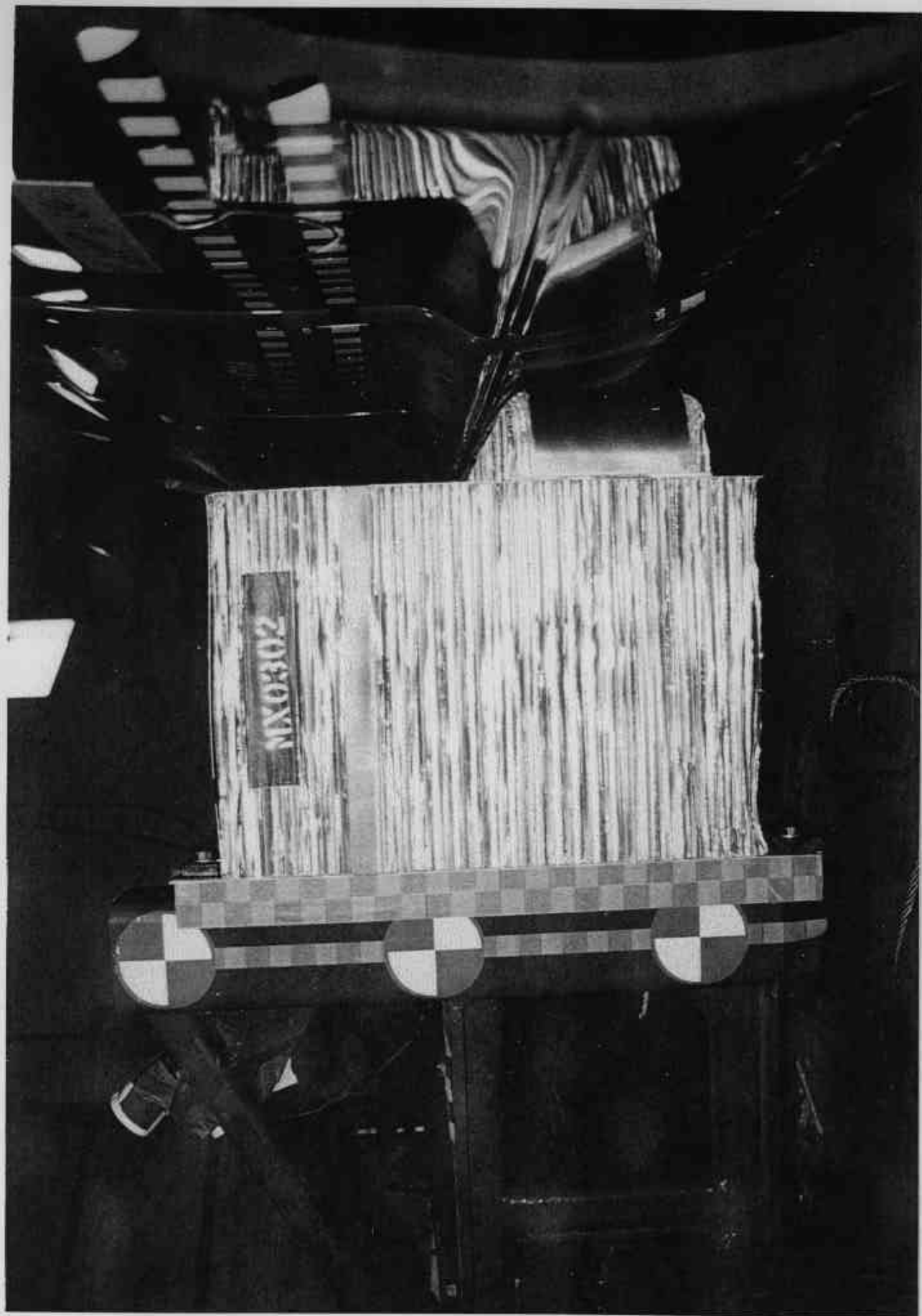


Figure A-11 PRE-TEST RIGHT SIDE VIEW OF IMPACTOR FACE

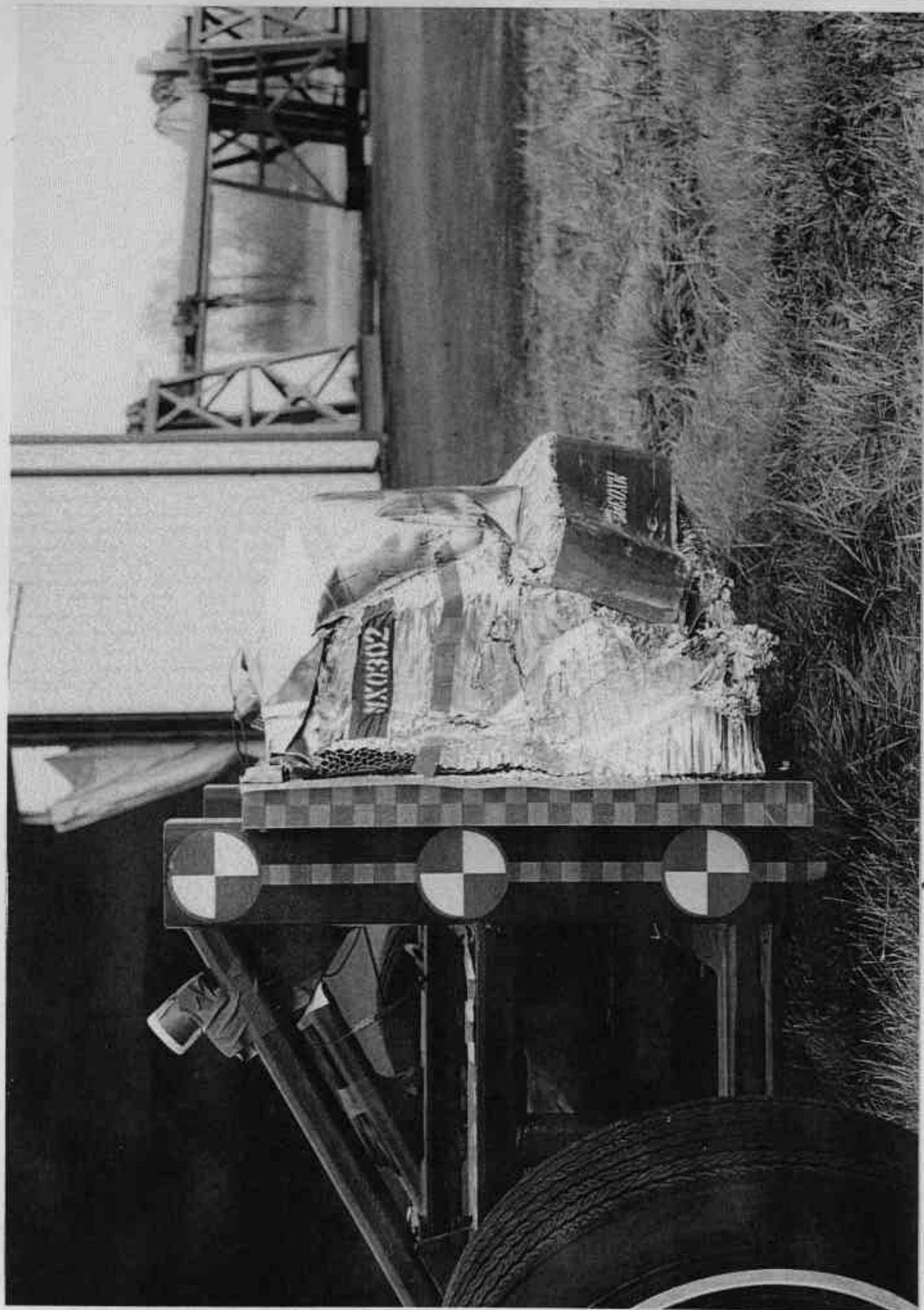


Figure A-12 POST-TEST RIGHT SIDE VIEW OF IMPACTOR FACE

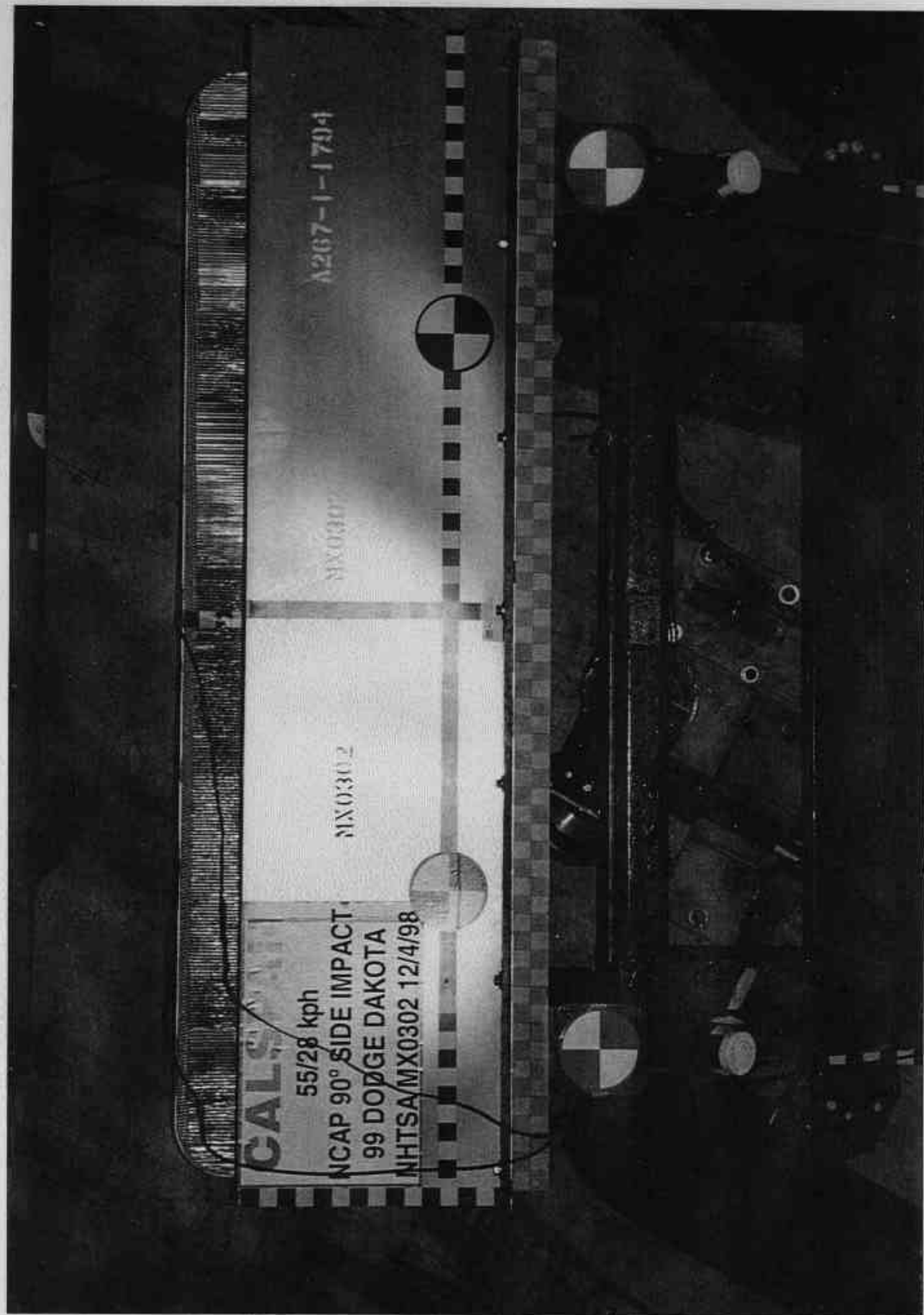


Figure A-13 PRE-TEST TOP VIEW OF IMPACTOR FACE

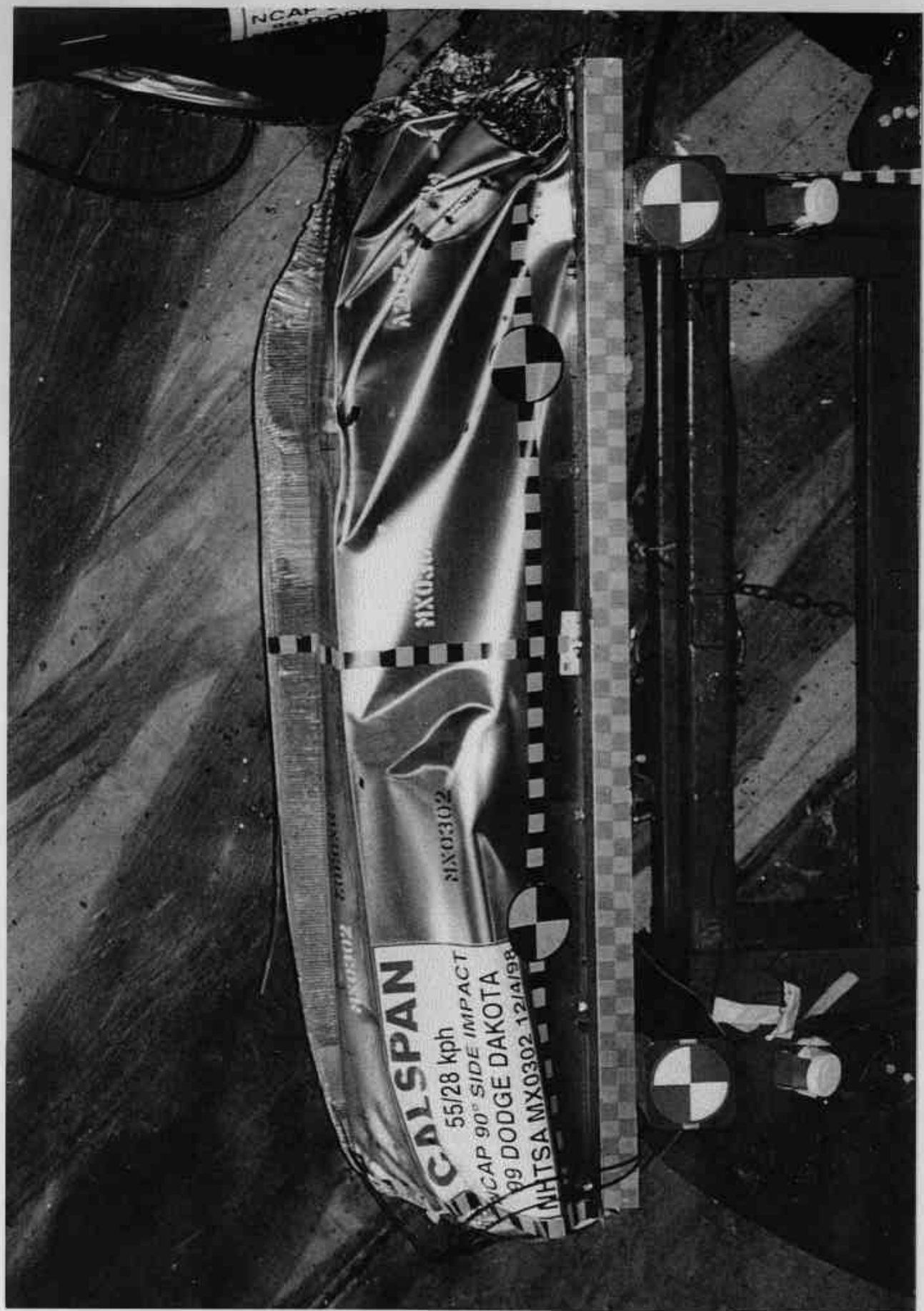


Figure A-14 POST-TEST TOP VIEW OF IMPACTOR FACE



Figure A-15 PRE-TEST OVERHEAD VIEW OF ALIGNED MDB AND VEHICLE



Figure A-16 POST-TEST OVERHEAD VIEW OF MDB AND VEHICLE

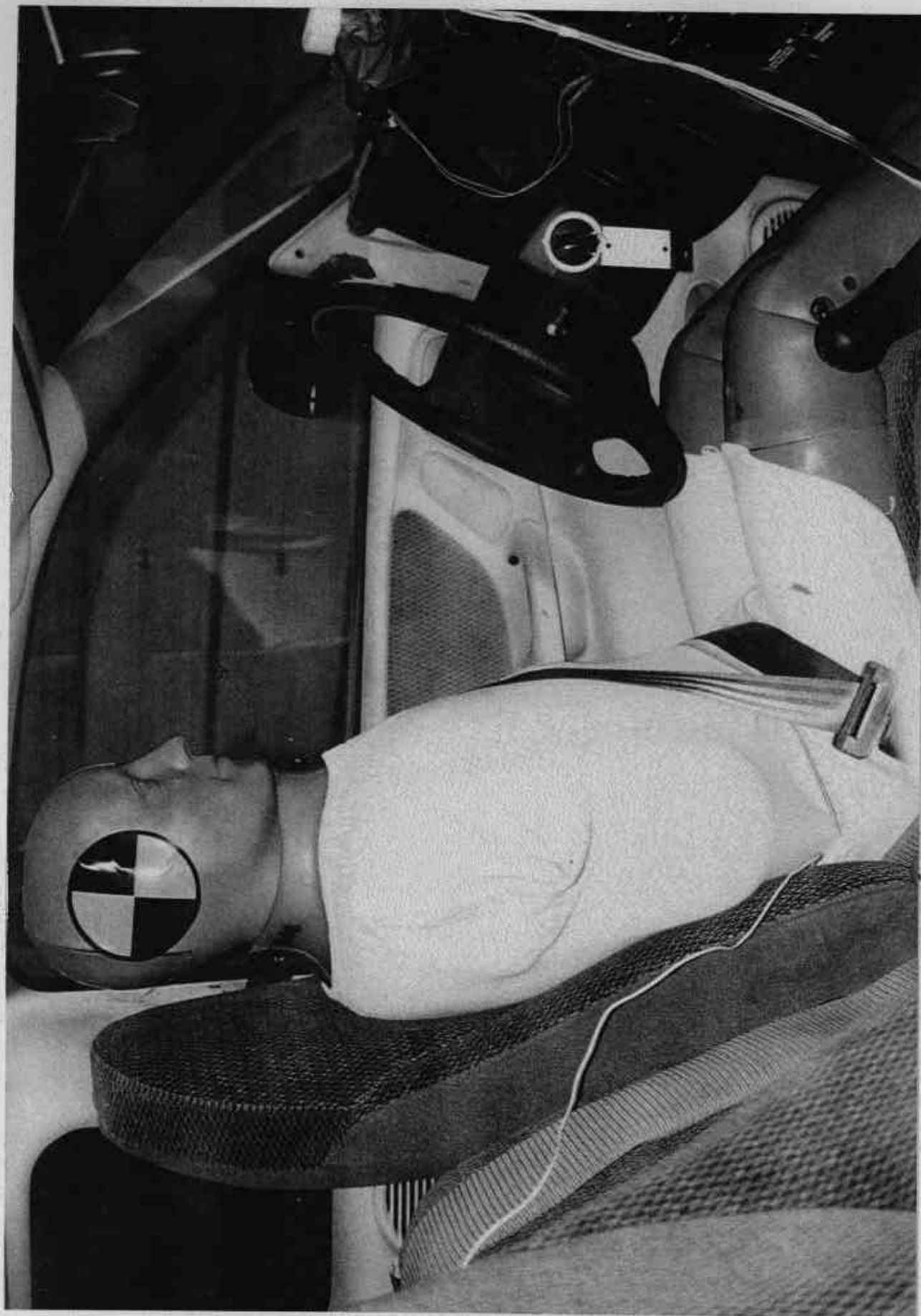


Figure A-17 PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID



Figure A-18 POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID

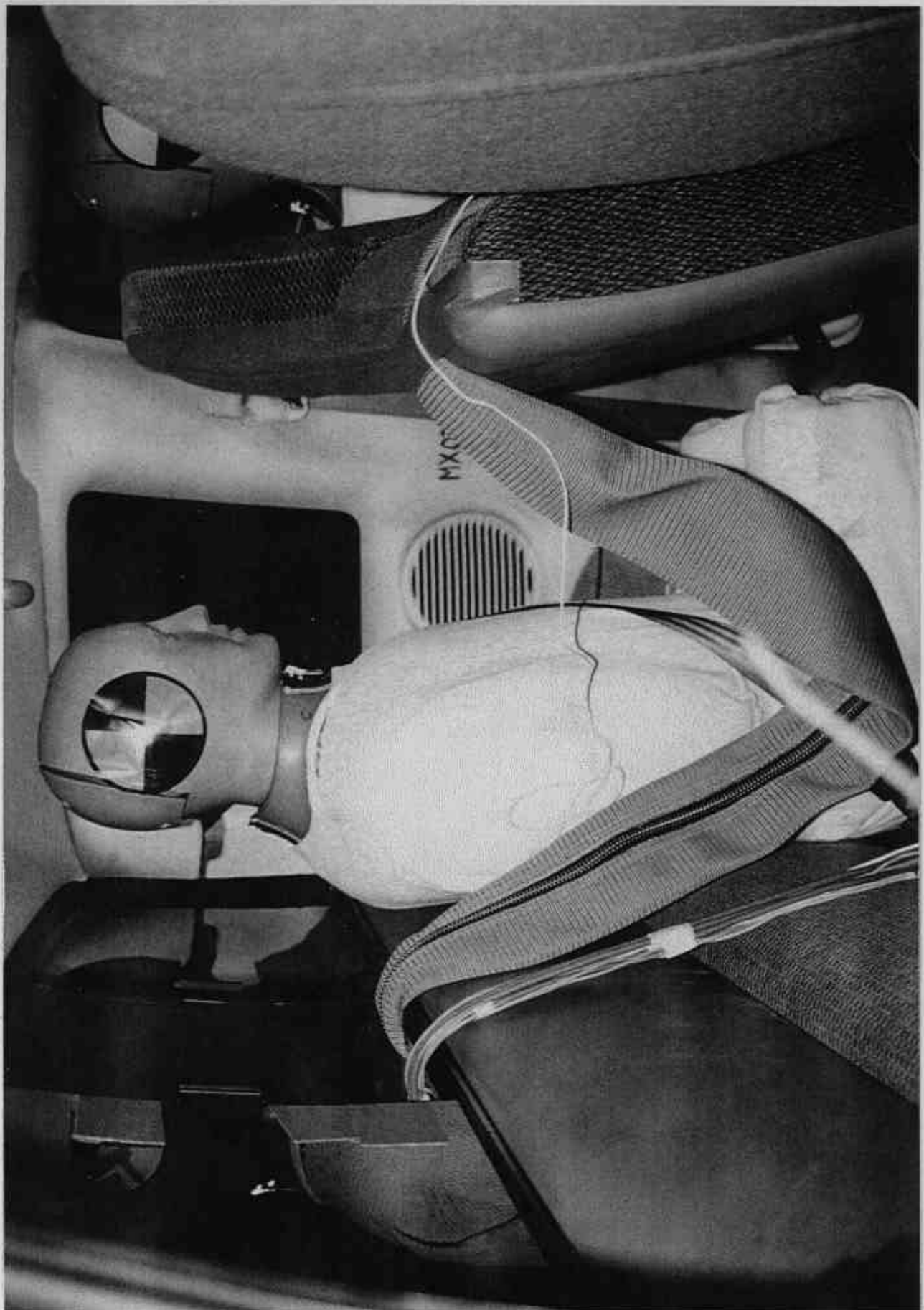


Figure A-19 PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID

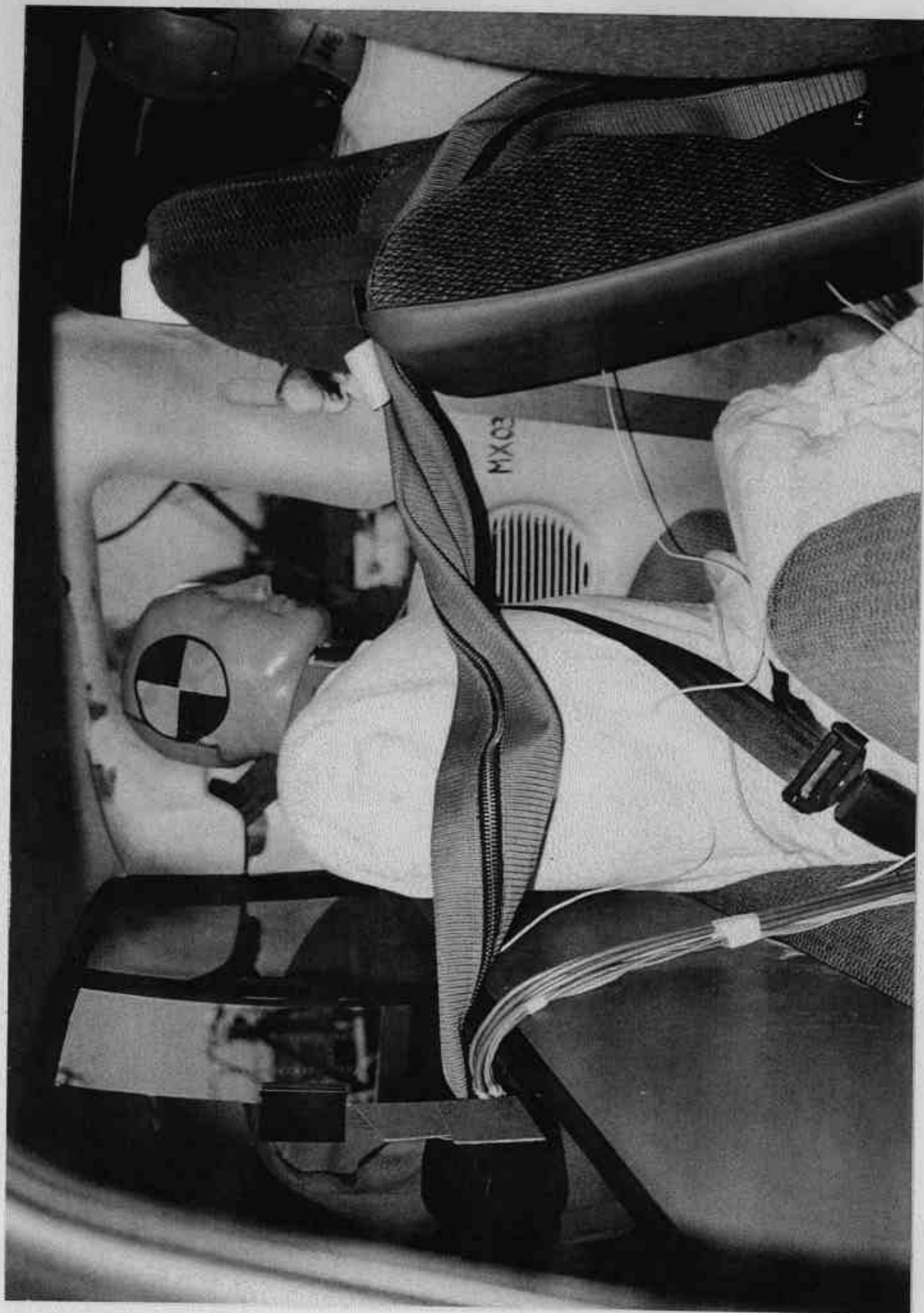


Figure A-20 POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID

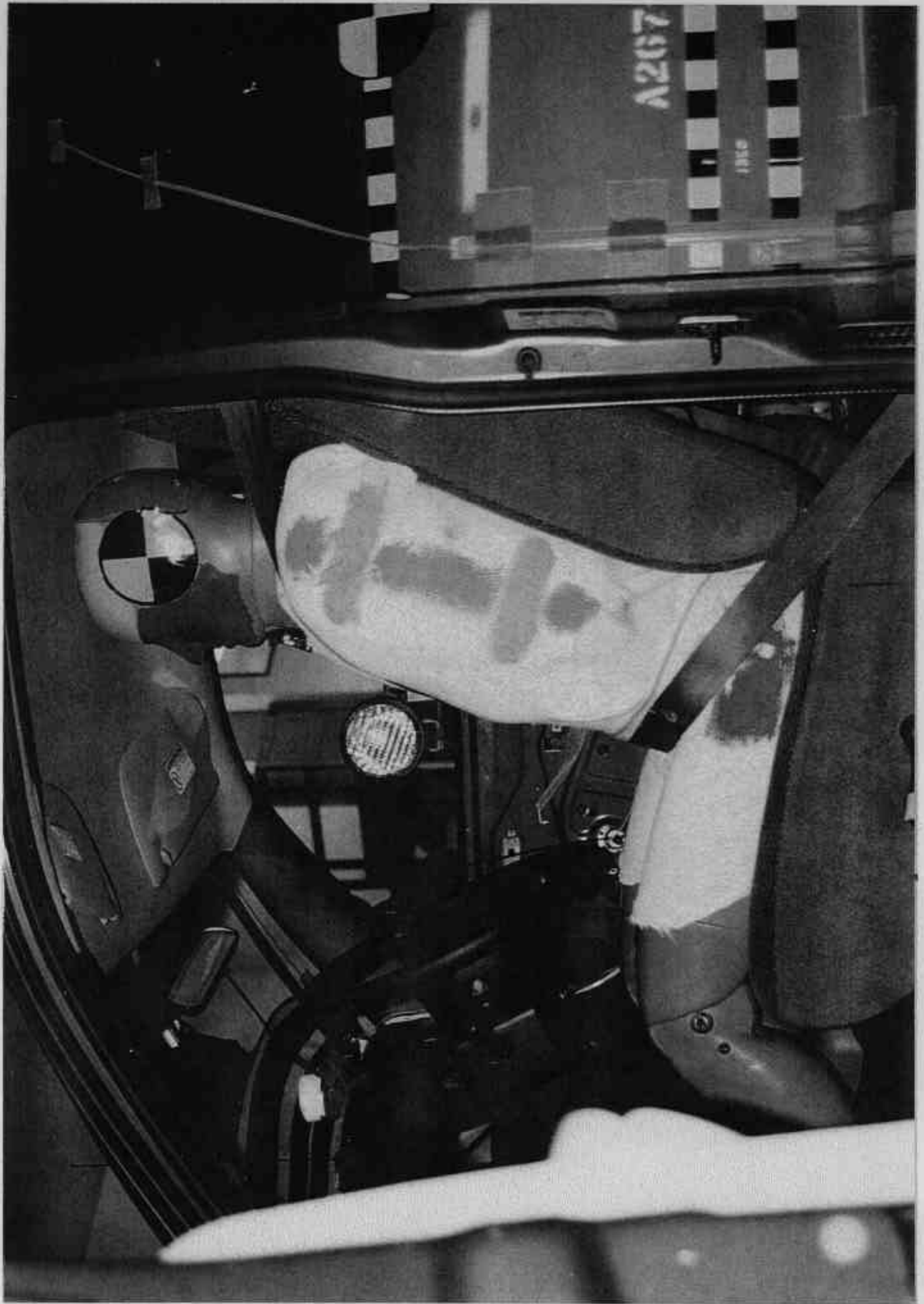


Figure A-21 PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF FRONT SID



Figure A-22 POST-TEST LEFT OCCUPANT COMPARTMENT VIEW OF FRONT SID

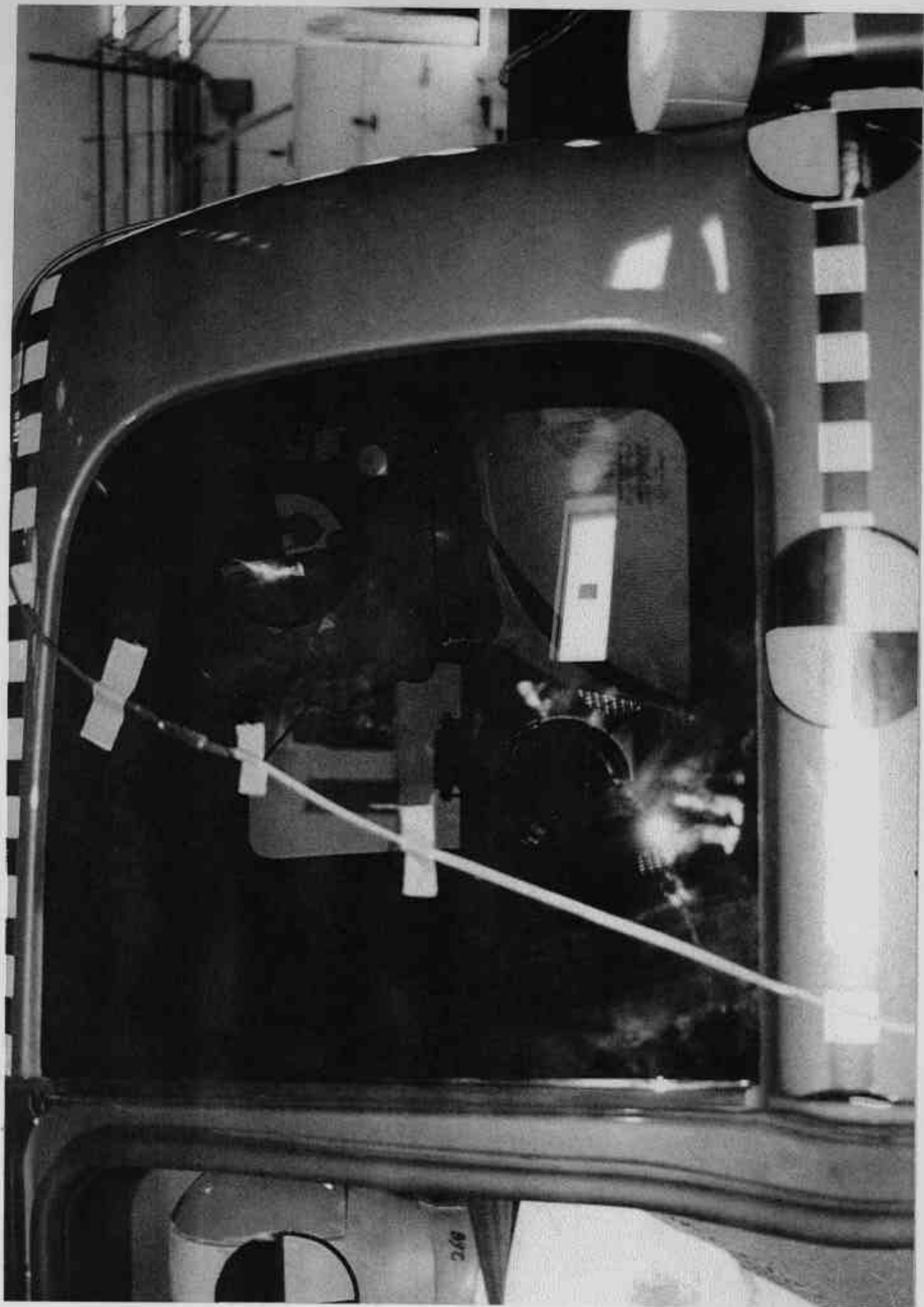


Figure A-23 PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-24 POST-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-25 PRE-TEST INTERIOR OF FRONT DOOR

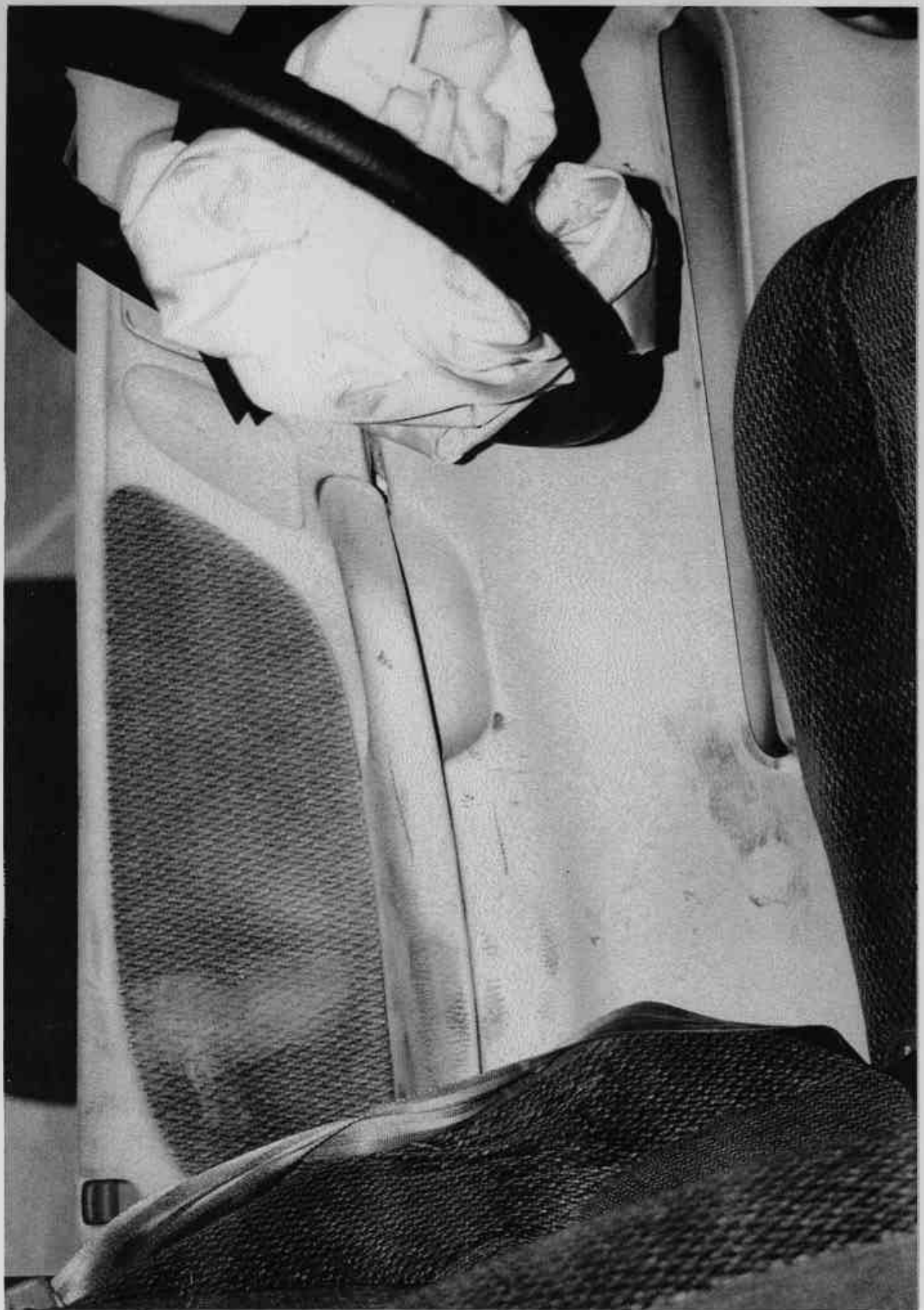


Figure A-26 POST-TEST INTERIOR OF FRONT DOOR SHOWING SID IMPACT LOCATIONS

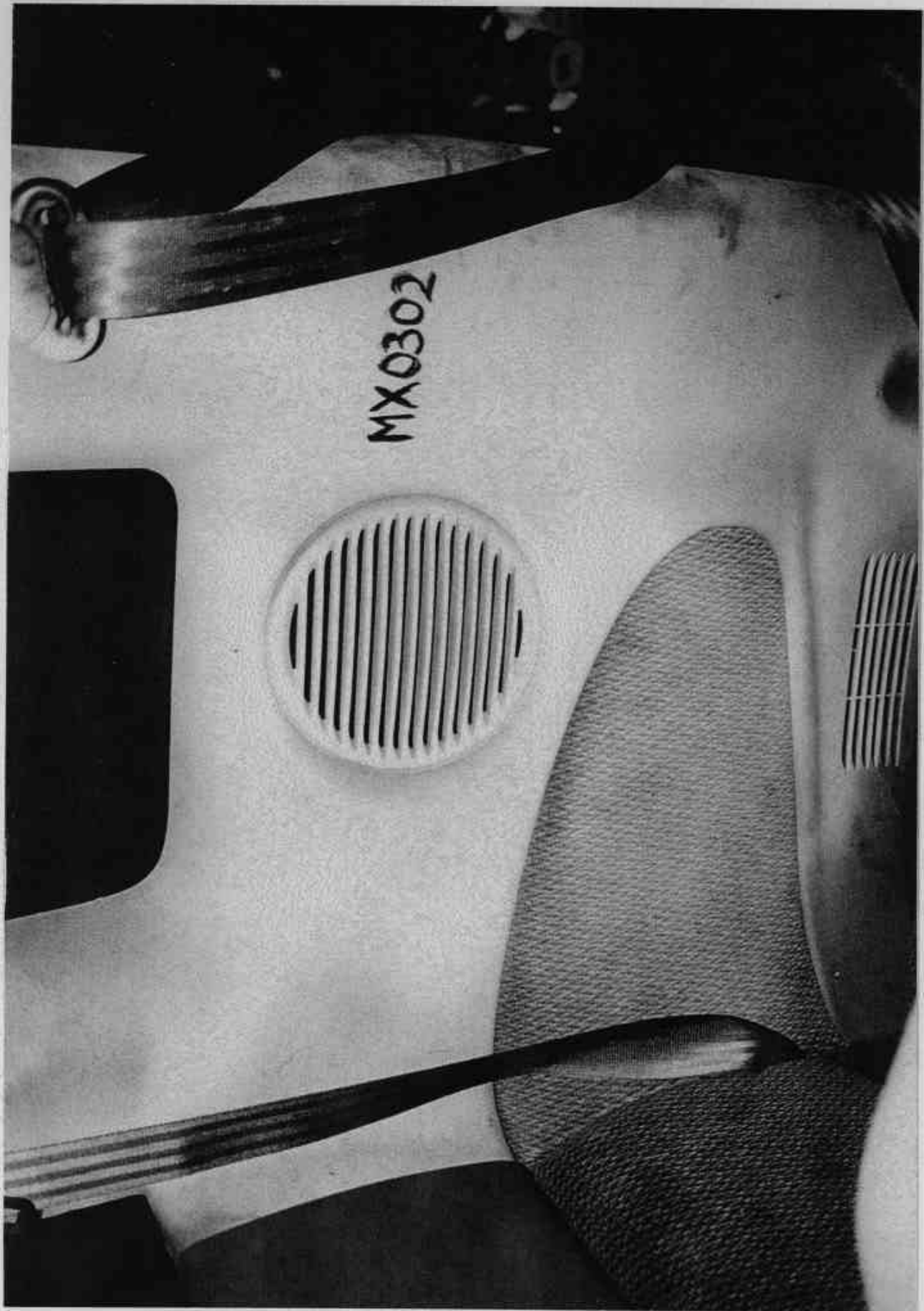


Figure A-27 PRE-TEST INTERIOR OF REAR DOOR

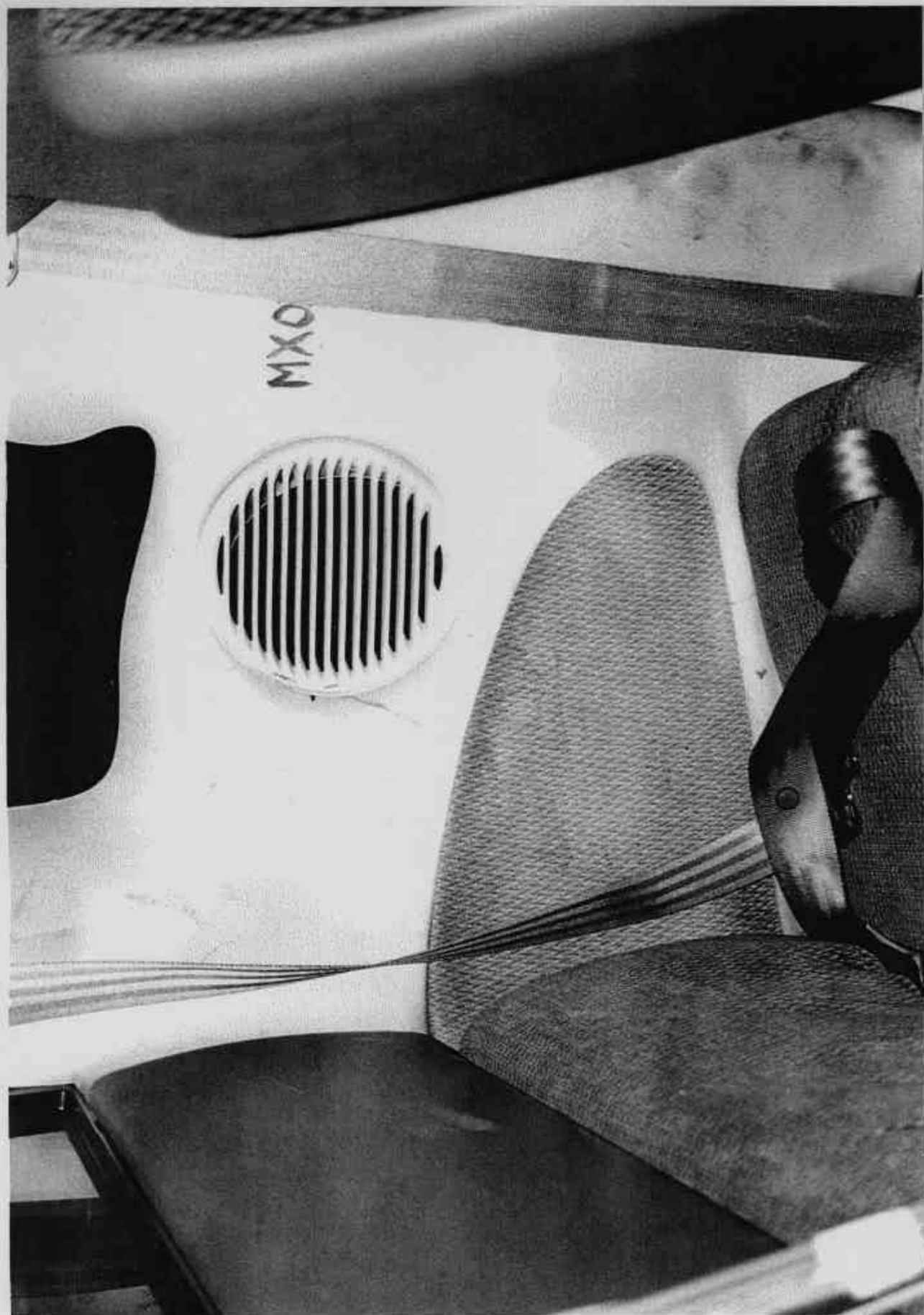


Figure A-28 POST-TEST INTERIOR OF REAR DOOR SHOWING SID IMPACT LOCATIONS

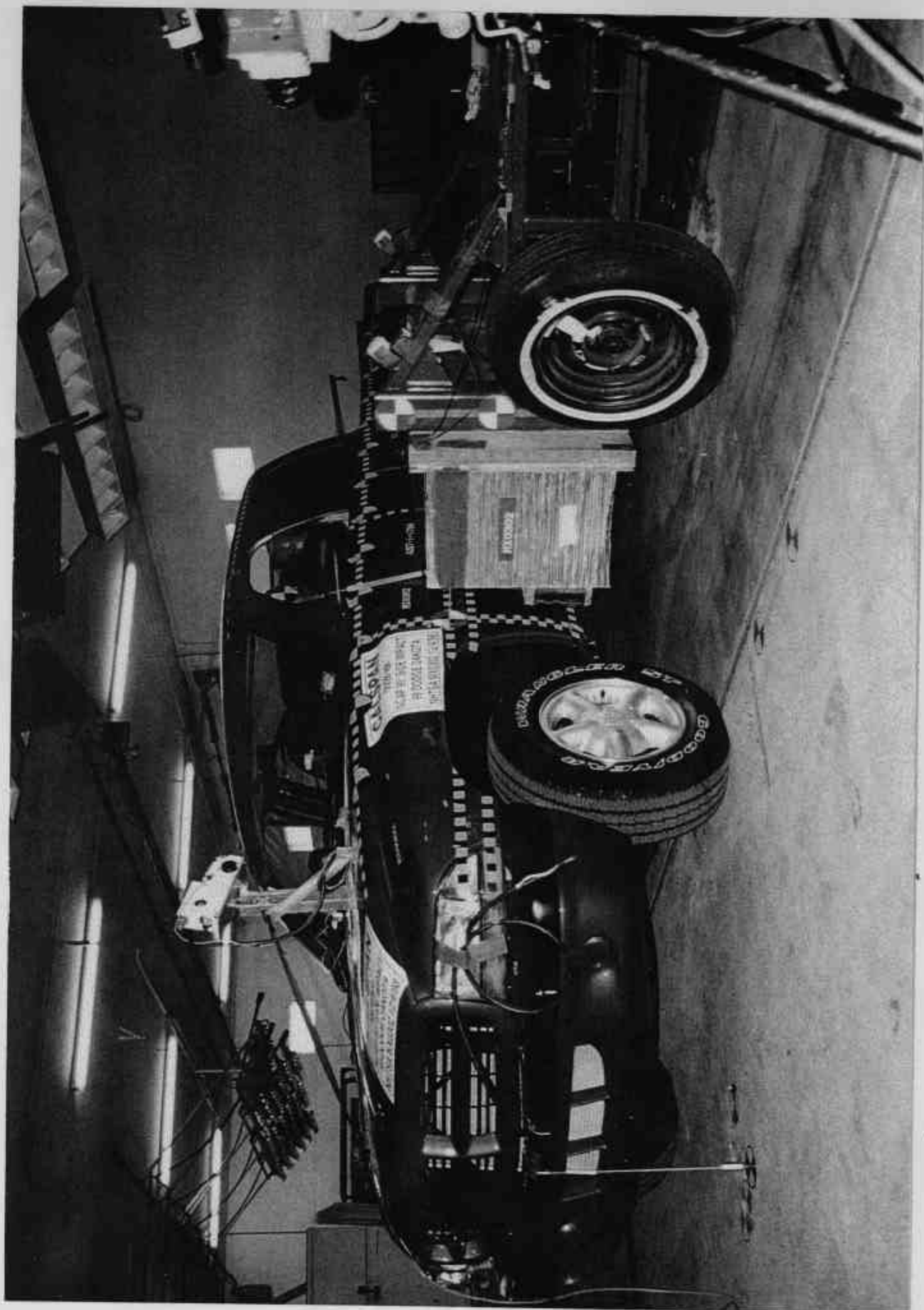


Figure A-29 PRE-TEST LEFT SIDE VIEW OF MDB WITH IMPACTOR FACE IN POSITION

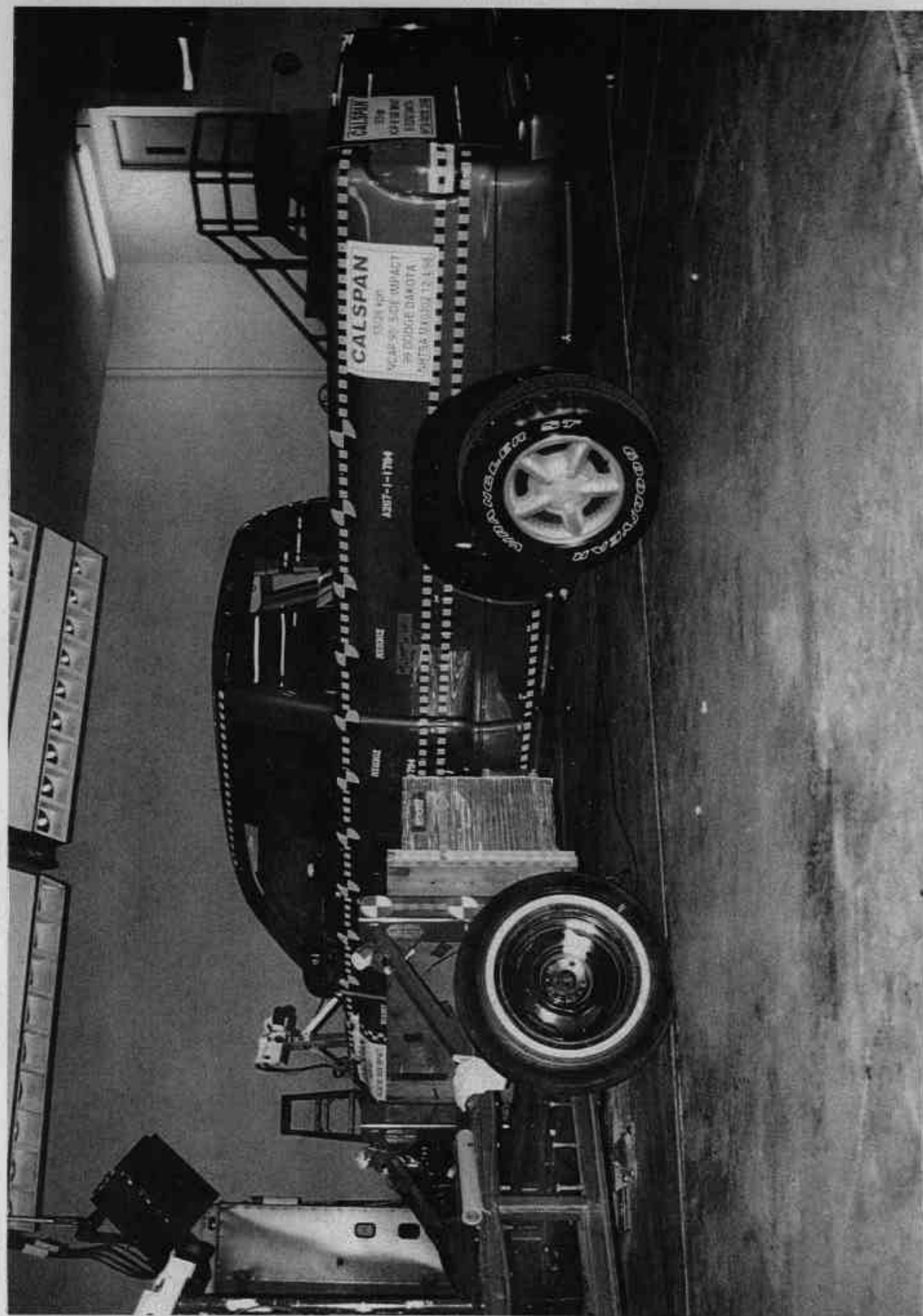


Figure A-30 PRE-TEST RIGHT SIDE VIEW OF MDB WITH IMPACTOR FACE IN POSITION

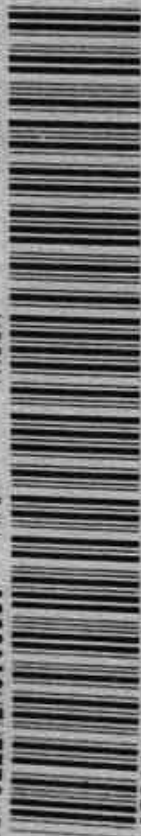


Figure A-31 POST-TEST CLOSE-UP VIEW OF IMPACT POINT TARGET

MFD BY	CHRYSLER CORPORATION	DATE OF MFR	7-98	GWR	2368 KG(05220 LB)
GWR FRONT	WITH TIRES	RIMS AT		COLD	
1407 KG(3100 LB)	P215/75R15	15X6		241 KPA(35 PSI)	
GWR REAR	WITH TIRES	RIMS AT		COLD	
1437 KG(3166 LB)	P215/75R15	15X6		241 KPA(35 PSI)	

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

VIN: 1B7GL22X2XS108890 TYPE: TRUCK SINGLE X DUAL



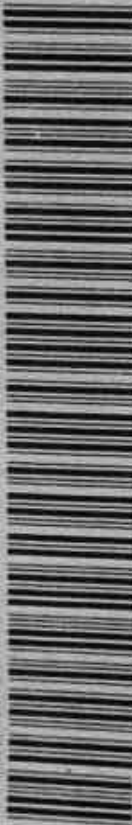
MDH: 073006 027AA PNT:PB3 VEHICLE MADE IN U.S.A. TRM:V9C3 4648503

Figure A-32 CLOSE-UP VIEW OF VEHICLE'S CERTIFICATION LABEL

MFD BY	CHRYSLER CORPORATION	DATE OF MFR	7-98	GWR	2368 KG(05220 LB)
GAUG FRONT	WITH TIRES	RIMS AT	15X6	COLD	241 KPA(35 PSI)
1407 KG(3100 LB)	P215/75R15	RIMS AT	15X6	COLD	241 KPA(35 PSI)
GAUG REAR	WITH TIRES				
1437 KG(3166 LB)	P215/75R15				

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

VIN: 1B7GL22X2XS108890 TYPE: TRUCK SINGLE X DUAL



MDH: 073006 027AA PNT:PB3 VEHICLE MADE IN U.S.A. TM:V9C3 4648503

Figure A-33 CLOSE-UP VIEW OF VEHICLE'S TIRE PLACARD LABEL

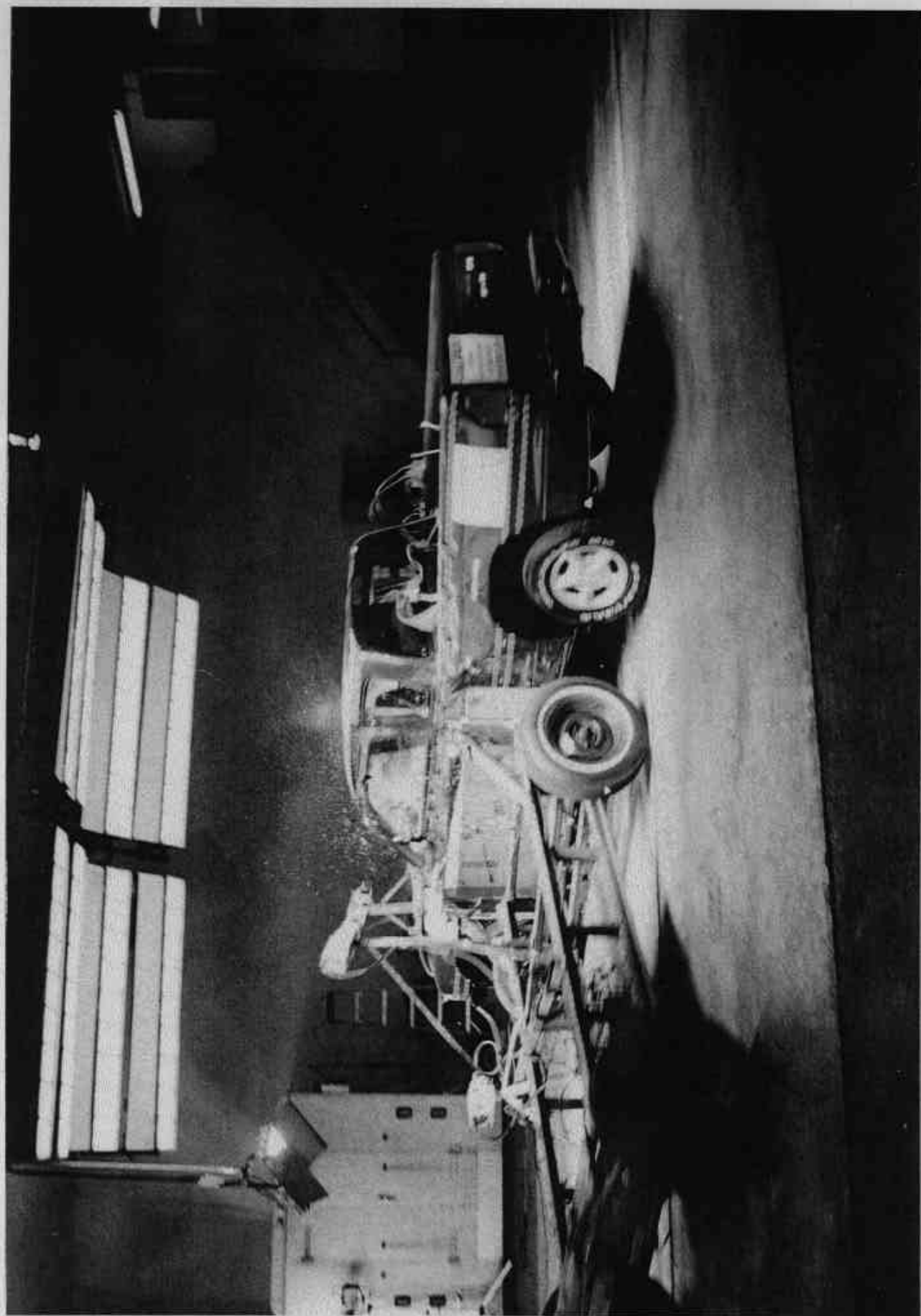
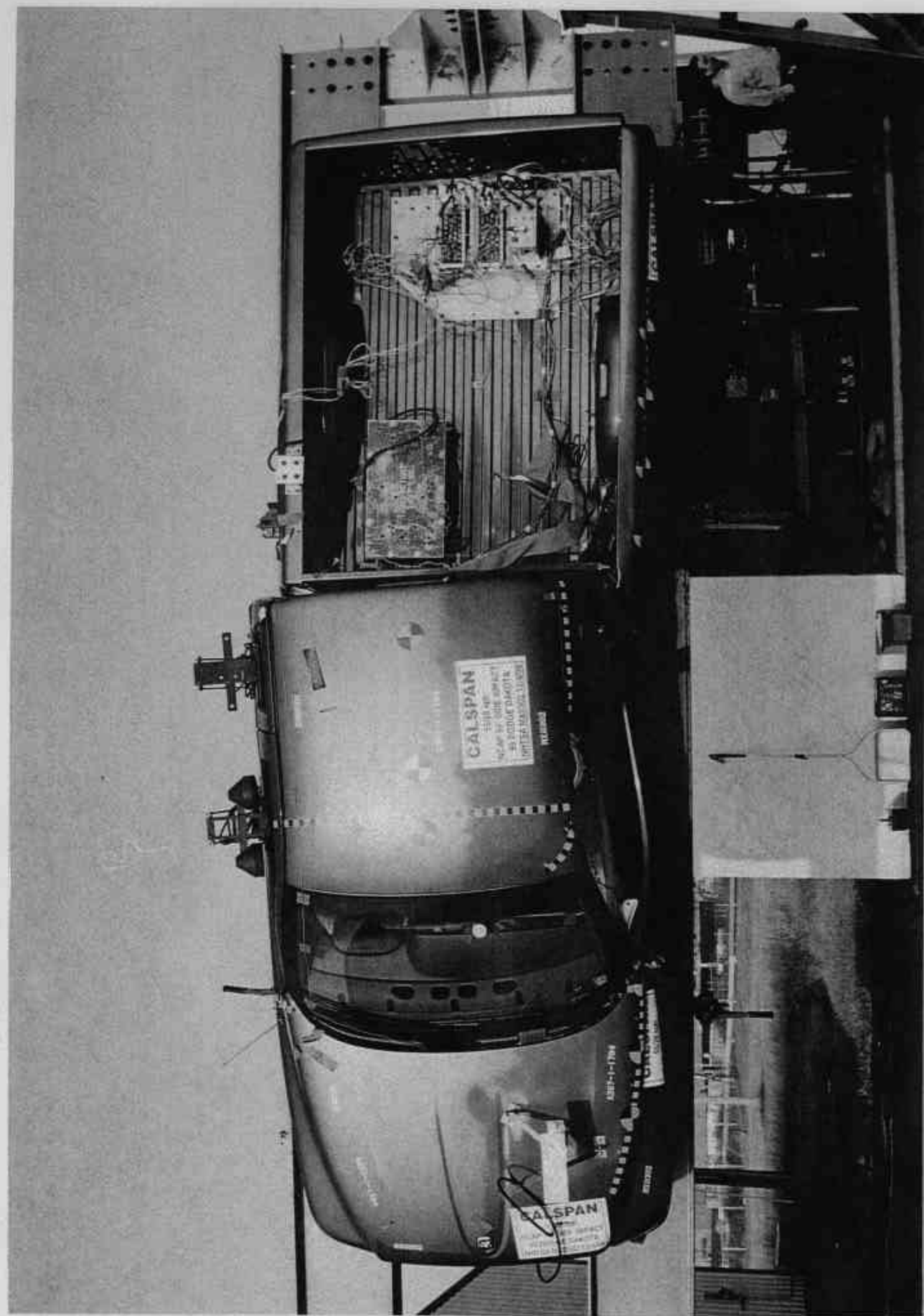


Figure A-34 IMPACT PHOTO



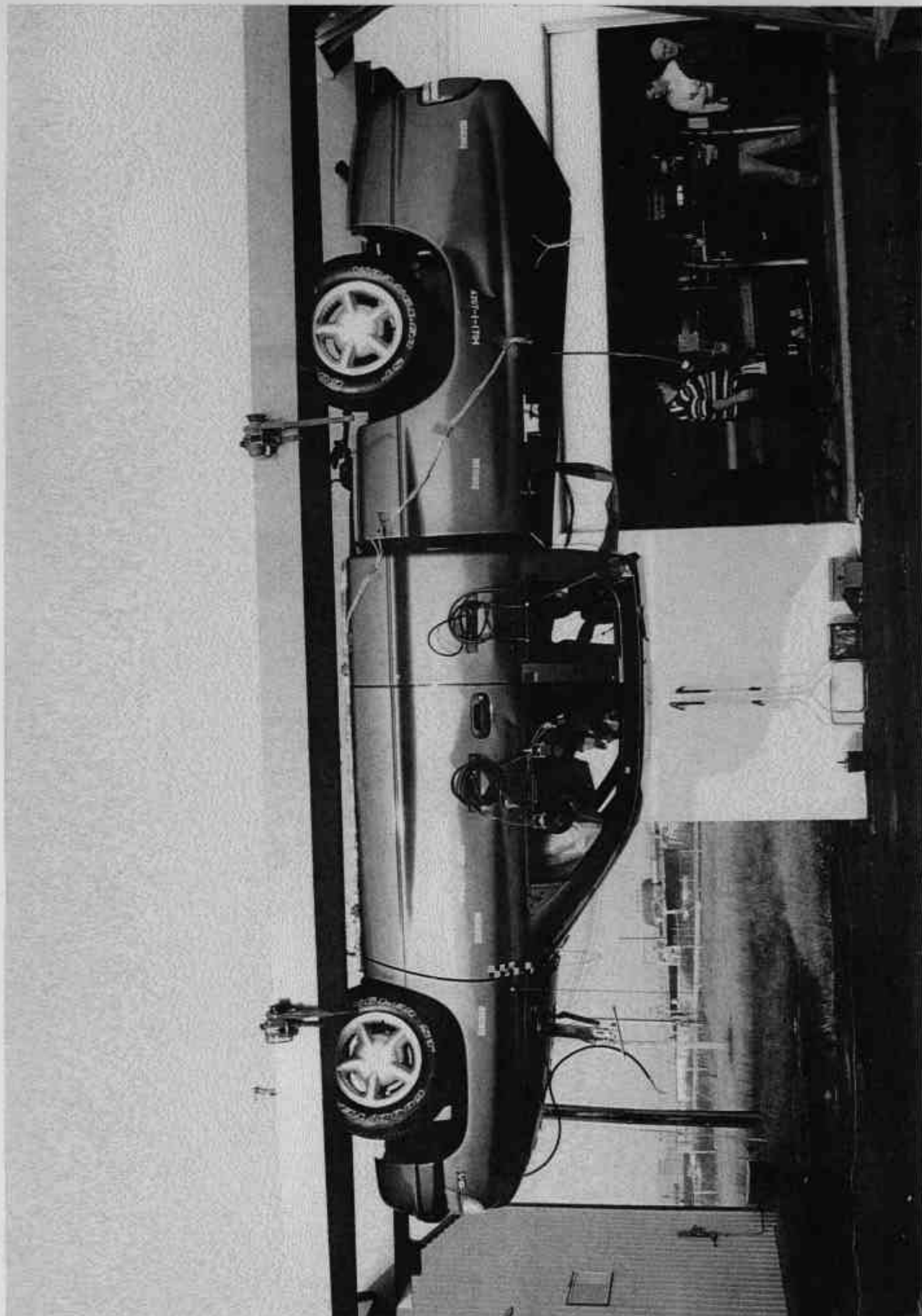


Figure A-36 ROLLOVER 180 DEGREES

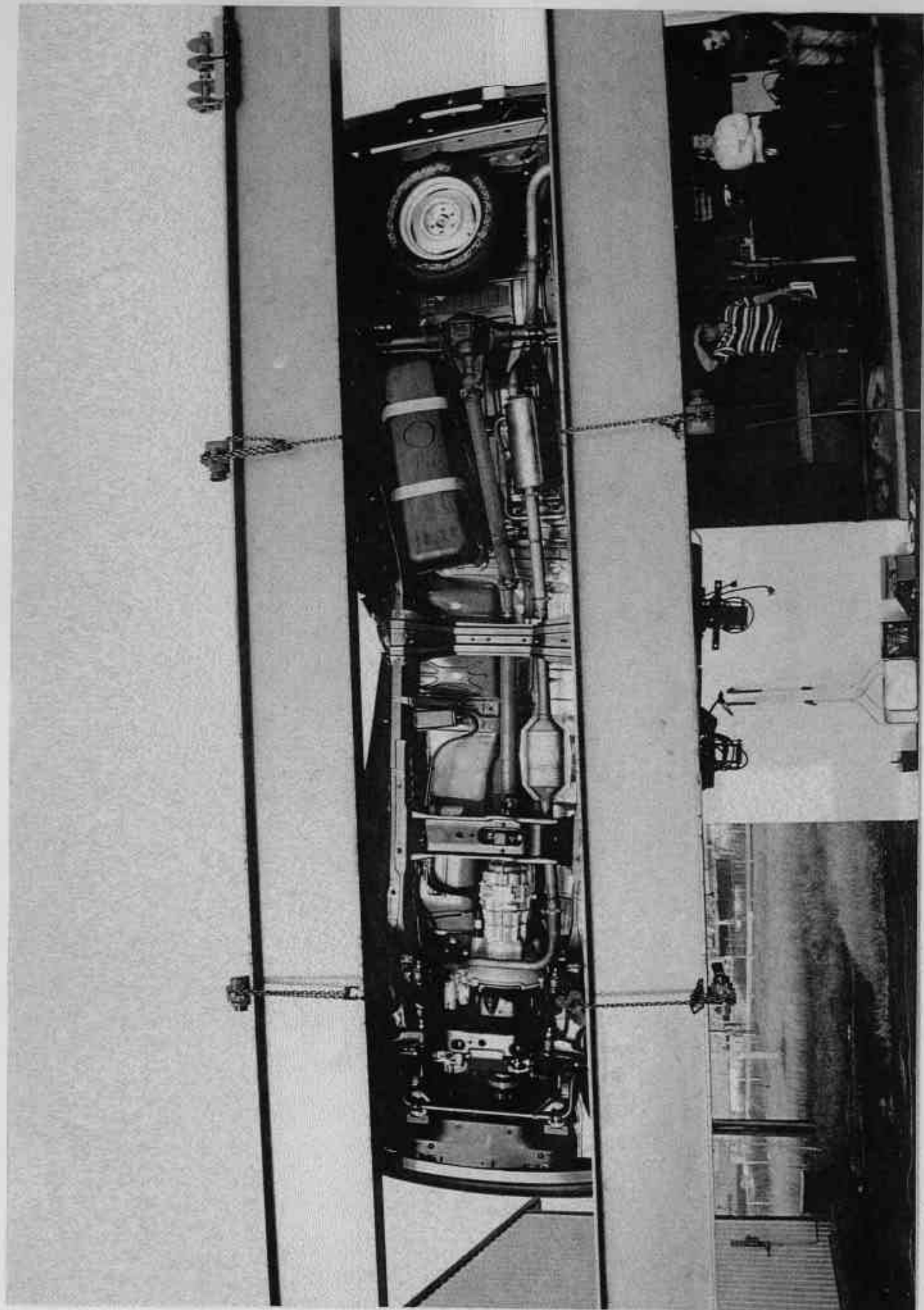


Figure A-37 ROLLOVER 270 DEGREES

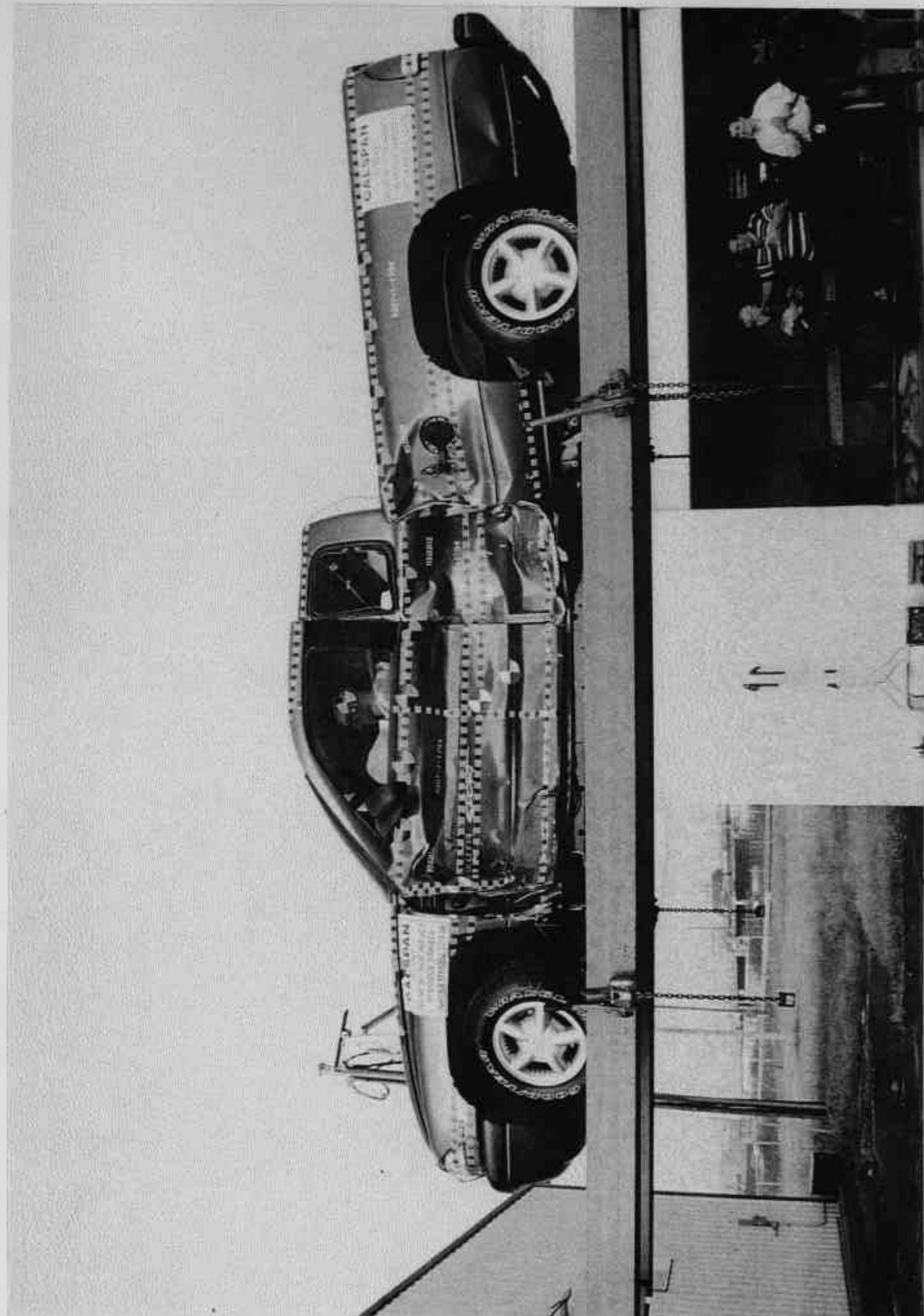


Figure A-38 ROLLOVER 360 DEGREES

APPENDIX B

VEHICLE, MDB AND SID RESPONSE DATA

TABLE OF DATA PLOTS

DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOTS ACCELERATION DATA - FILTER CLASS 1000 INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
1	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 6
2	DRIVER UPPER RIB (Y) VELOCITY VS TIME	B- 7
3	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 8
4	DRIVER LOWER RIB (Y) VELOCITY VS TIME	B- 9
5	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 10
6	DRIVER LOWER SPINE (Y) VELOCITY VS TIME	B- 11
7	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 12
8	DRIVER PELVIC (Y) VELOCITY VS TIME	B- 13

DRIVER & PASSENGER DUMMY INSTRUMENTATION PLOTS ACCELERATION DATA - FIR FILTERED

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
9	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 14
10	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 15
11	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 16
12	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 17

TEST VEHICLE INSTRUMENTATION PLOTS
ACCELERATION DATA - FILTER CLASS 60
INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
13	RIGHT SIDE SILL AT FRONT SEAT (X) ACCELERATION VS TIME	B- 18
14	RIGHT SIDE SILL AT FRONT SEAT (X) VELOCITY VS TIME	B- 19
15	RIGHT SIDE SILL AT FRONT SEAT (Y) ACCELERATION VS TIME	B- 20
16	RIGHT SIDE SILL AT FRONT SEAT (Y) VELOCITY VS TIME	B- 21
17	RIGHT SIDE SILL AT FRONT SEAT (Z) ACCELERATION VS TIME	B- 22
18	RIGHT SIDE SILL AT FRONT SEAT (Z) VELOCITY VS TIME	B- 23
19	RIGHT SIDE SILL AT FRONT SEAT RESULTANT ACCELERATION VS TIME	B- 24
20	RIGHT SIDE SILL AT REAR SEAT (X) ACCELERATION VS TIME	B- 25
21	RIGHT SIDE SILL AT REAR SEAT (X) VELOCITY VS TIME	B- 26
22	RIGHT SIDE SILL AT REAR SEAT (Y) ACCELERATION VS TIME	B- 27
23	RIGHT SIDE SILL AT REAR SEAT (Y) VELOCITY VS TIME	B- 28
24	RIGHT SIDE SILL AT REAR SEAT (Z) ACCELERATION VS TIME	B- 29
25	RIGHT SIDE SILL AT REAR SEAT (Z) VELOCITY VS TIME	B- 30
26	RIGHT SIDE SILL AT REAR SEAT RESULTANT ACCELERATION VS TIME	B- 31
27	REAR FLOORPAN ABOVE AXLE (X) ACCELERATION VS TIME	B- 32
28	REAR FLOORPAN ABOVE AXLE (X) VELOCITY VS TIME	B- 33
29	REAR FLOORPAN ABOVE AXLE (Y) ACCELERATION VS TIME	B- 34
30	REAR FLOORPAN ABOVE AXLE (Y) VELOCITY VS TIME	B- 35
31	REAR FLOORPAN ABOVE AXLE (Z) ACCELERATION VS TIME	B- 36
32	REAR FLOORPAN ABOVE AXLE (Z) VELOCITY VS TIME	B- 37
33	REAR FLOORPAN ABOVE AXLE RESULTANT ACCELERATION VS TIME	B- 38
34	LEFT SIDE SILL AT REAR SEAT (Y) ACCELERATION VS TIME	B- 39
35	LEFT SIDE SILL AT REAR SEAT (Y) VELOCITY VS TIME	B- 40
36	LEFT SIDE SILL AT FRONT SEAT (Y) ACCELERATION VS TIME	B- 41
37	LEFT SIDE SILL AT FRONT SEAT (Y) VELOCITY VS TIME	B- 42
38	LEFT FRONT DOOR CENTERLINE (Y) ACCELERATION VS TIME	B- 43
39	LEFT FRONT DOOR CENTERLINE (Y) VELOCITY VS TIME	B- 44
40	RIGHT REAR OCCUPANT COMPARTMENT (Y) ACCELERATION VS TIME	B- 45
41	RIGHT REAR OCCUPANT COMPARTMENT (Y) VELOCITY VS TIME	B- 46
42	MIDREAR OF LEFT FRONT DOOR (Y) ACCELERATION VS TIME	B- 47
43	MIDREAR OF LEFT FRONT DOOR (Y) VELOCITY VS TIME	B- 48
44	LEFT FRONT DOOR UPPER CENTERLINE (Y) ACCELERATION VS TIME	B- 49
45	LEFT FRONT DOOR UPPER CENTERLINE (Y) VELOCITY VS TIME	B- 50
46	MIDREAR OF LEFT REAR DOOR (Y) ACCELERATION VS TIME	B- 51
47	MIDREAR OF LEFT REAR DOOR (Y) VELOCITY VS TIME	B- 52
48	LEFT REAR DOOR UPPER CENTERLINE (Y) ACCELERATION VS TIME	B- 53
49	LEFT REAR DOOR UPPER CENTERLINE (Y) VELOCITY VS TIME	B- 54
50	LOWER B-POST (Y) ACCELERATION VS TIME	B- 55
51	LOWER B-POST (Y) VELOCITY VS TIME	B- 56
52	UPPER B-POST (Y) ACCELERATION VS TIME	B- 57
53	UPPER B-POST (Y) VELOCITY VS TIME	B- 58
54	LOWER A-POST (Y) ACCELERATION VS TIME	B- 59
55	LOWER A-POST (Y) VELOCITY VS TIME	B- 60
56	UPPER A-POST (Y) ACCELERATION VS TIME	B- 61
57	UPPER A-POST (Y) VELOCITY VS TIME	B- 62

58	FRONT SEAT TRACK (Y) ACCELERATION VS TIME	B- 63
59	FRONT SEAT TRACK (Y) VELOCITY VS TIME	B- 64
60	REAR SEAT TRACK (Y) ACCELERATION VS TIME	B- 65
61	REAR SEAT TRACK (Y) VELOCITY VS TIME	B- 66
62	VEHICLE CENTER OF GRAVITY (X) ACCELERATION VS TIME	B- 67
63	VEHICLE CENTER OF GRAVITY (X) VELOCITY VS TIME	B- 68
64	VEHICLE CENTER OF GRAVITY (Y) ACCELERATION VS TIME	B- 69
65	VEHICLE CENTER OF GRAVITY (Y) VELOCITY ACCELERATION VS TIME	B- 70
66	VEHICLE CENTER OF GRAVITY (Z) ACCELERATION VS TIME	B- 71
67	VEHICLE CENTER OF GRAVITY (Z) VELOCITY VS TIME	B- 72
68	VEHICLE CENTER OF GRAVITY RESULTANT ACCELERATION VS TIME	B- 73

MDB INSTRUMENTATION PLOTS
ACCELERATION DATA - FILTER CLASS 60
INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
69	MDB CENTER OF GRAVITY (X) ACCELERATION VS TIME	B- 74
70	MDB CENTER OF GRAVITY (X) VELOCITY VS TIME	B- 75
71	MDB CENTER OF GRAVITY (Y) ACCELERATION VS TIME	B- 76
72	MDB CENTER OF GRAVITY (Y) VELOCITY VS TIME	B- 77
73	MDB CENTER OF GRAVITY (Z) ACCELERATION VS TIME	B- 78
74	MDB CENTER OF GRAVITY (Z) VELOCITY VS TIME	B- 79
75	MDB CENTER OF GRAVITY RESULTANT ACCELERATION VS TIME	B- 80
76	MDB REAR (X) ACCELERATION VS TIME	B- 81
77	MDB REAR (X) VELOCITY VS TIME	B- 82
78	MDB REAR (Y) ACCELERATION VS TIME	B- 83
79	MDB REAR (Y) VELOCITY VS TIME	B- 84

DRIVER & PASSENGER DUMMY INSTRUMENTATION PLOTS (REDUNDANT)
 ACCELERATION DATA - FILTER CLASS 1000
 INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
80	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 85
81	DRIVER UPPER RIB (Y) VELOCITY VS TIME	B- 86
82	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 87
83	DRIVER LOWER RIB (Y) VELOCITY VS TIME	B- 88
84	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 89
85	DRIVER LOWER SPINE (Y) VELOCITY VS TIME	B- 90
86	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 91
87	DRIVER PELVIC (Y) VELOCITY VS TIME	B- 92

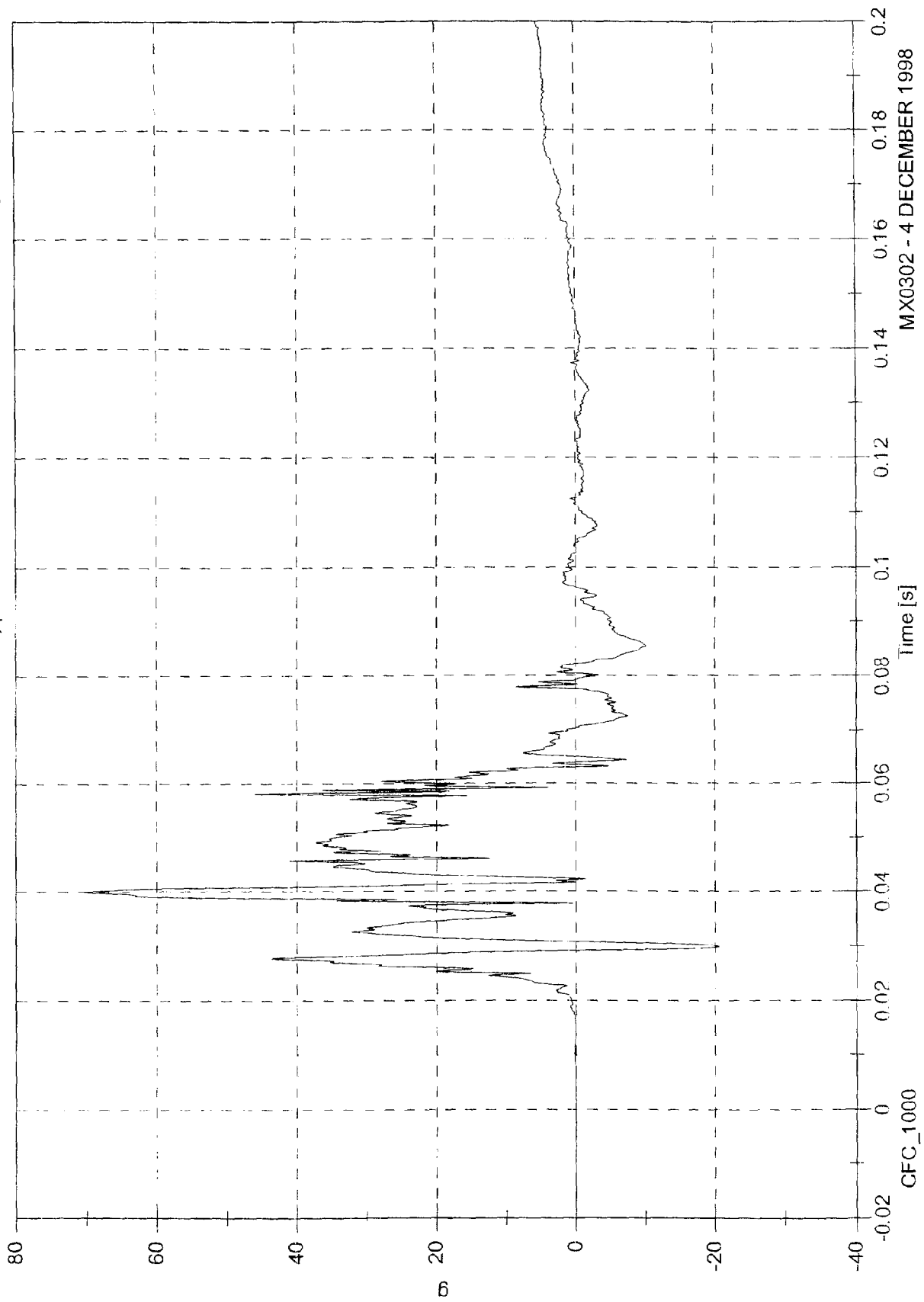
DRIVER & PASSENGER DUMMY INSTRUMENTATION PLOTS (REDUNDANT)
 ACCELERATION DATA - FIR FILTERED

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
88	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 93
89	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 94
90	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 95
91	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 96

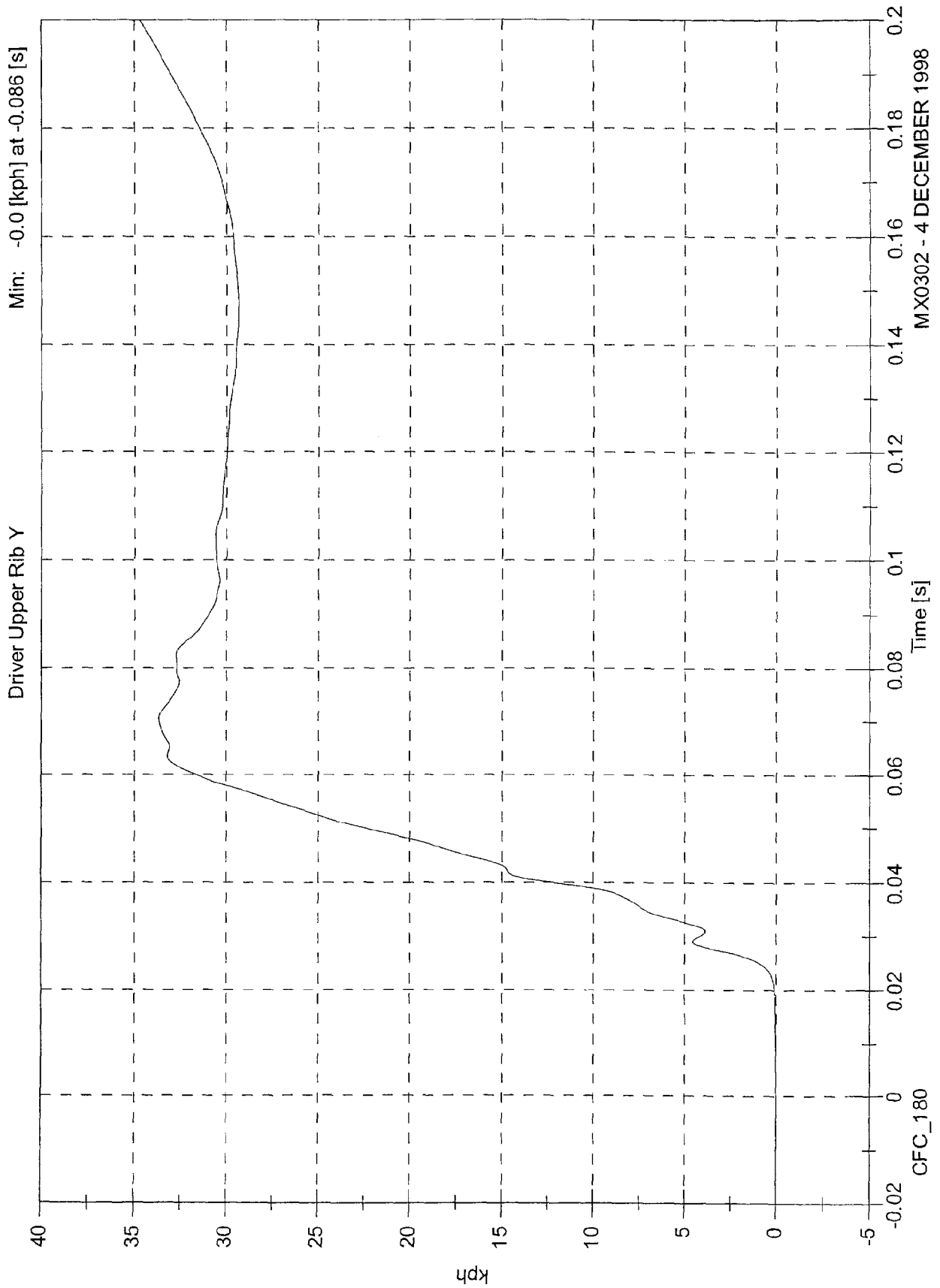
NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 70.5 [g] at 0.040 [s]
Min: -20.6 [g] at 0.030 [s]

Driver Upper Rib Y



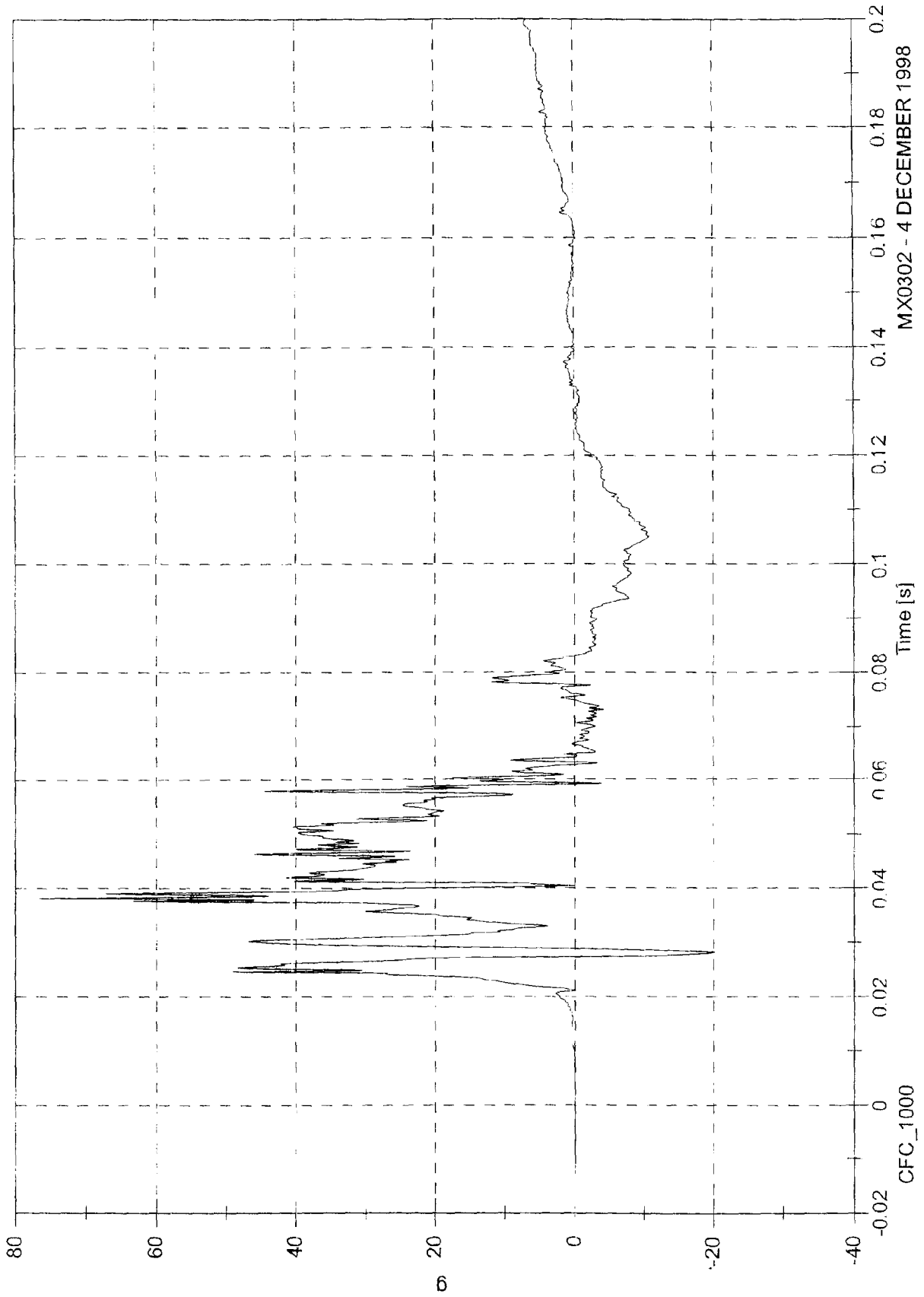
NCAP Side Impact - 1999 Dodge Dakota Club Cab



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 76.6 [g] at 0.038 [s]
Min: -20.3 [g] at 0.028 [s]

Driver Lower Rib Y

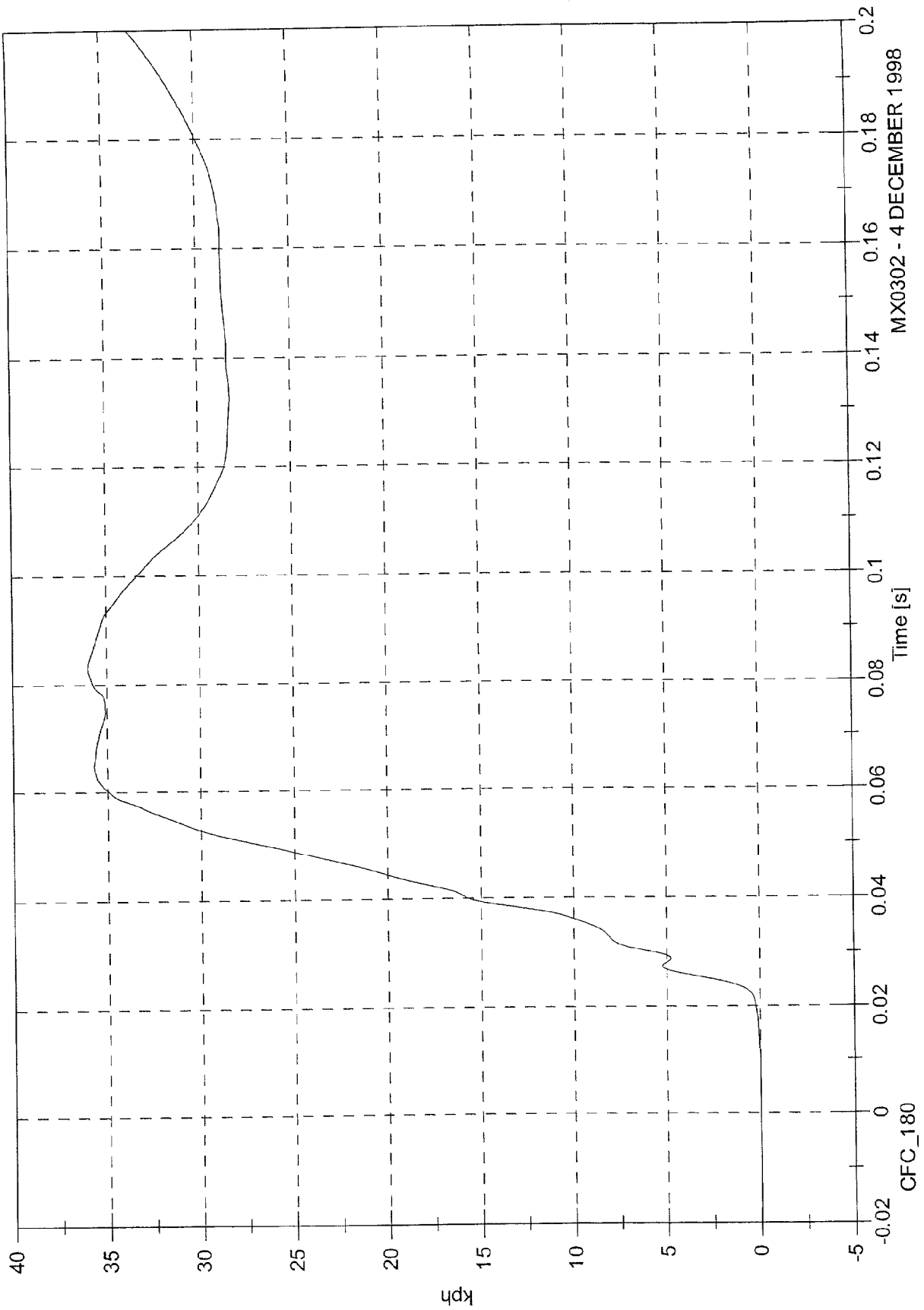


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 38.3 [kph] at 0.257 [s]
Min: -0.0 [kph] at -0.036 [s]

Driver Lower Rib Y

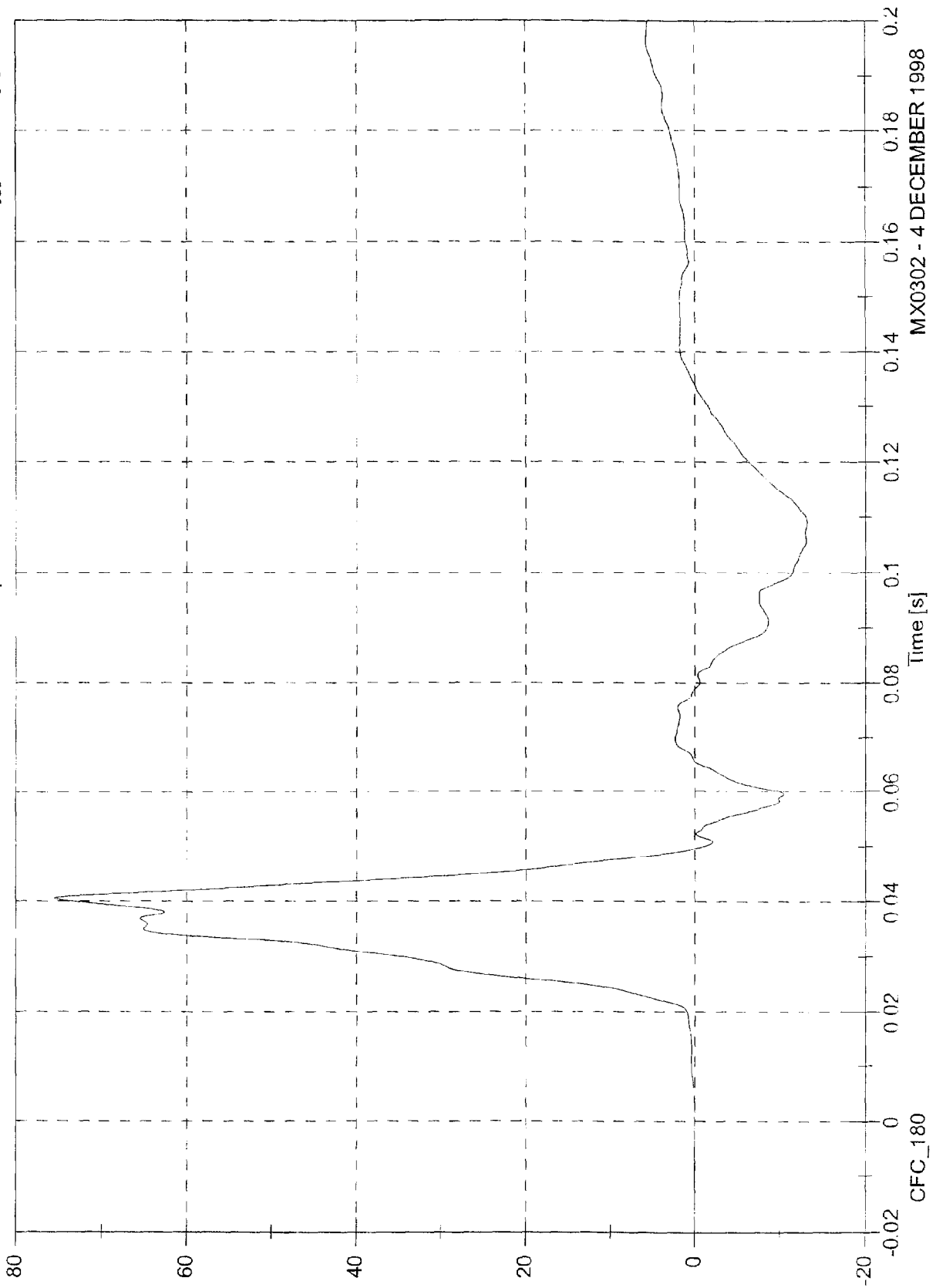


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 75.5 [g] at 0.041 [s]
Min: -13.1 [g] at 0.109 [s]

Driver Lower Spine Y

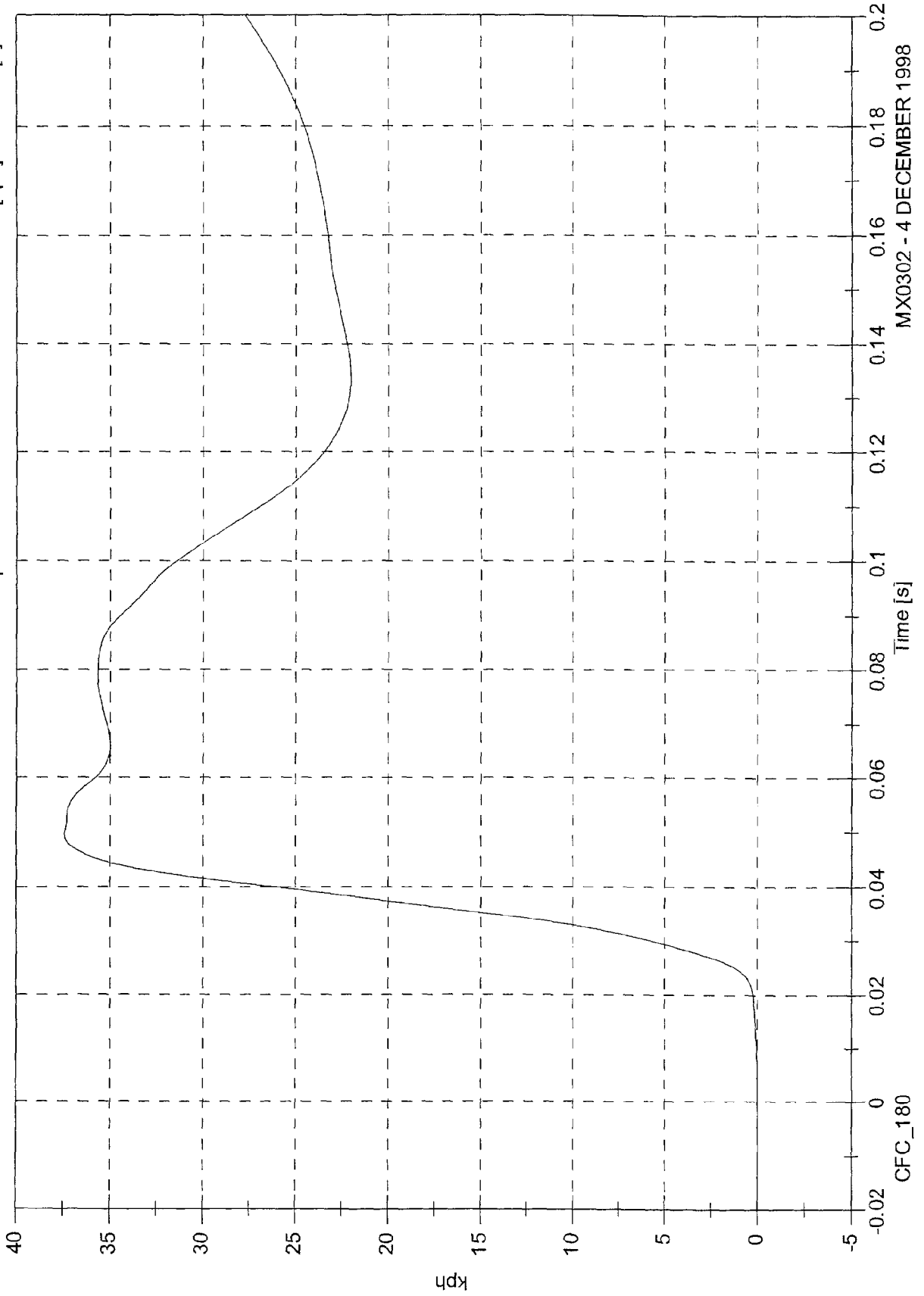


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 37.4 [kph] at 0.050 [s]
Min: -0.0 [kph] at -0.050 [s]

Driver Lower Spine Y



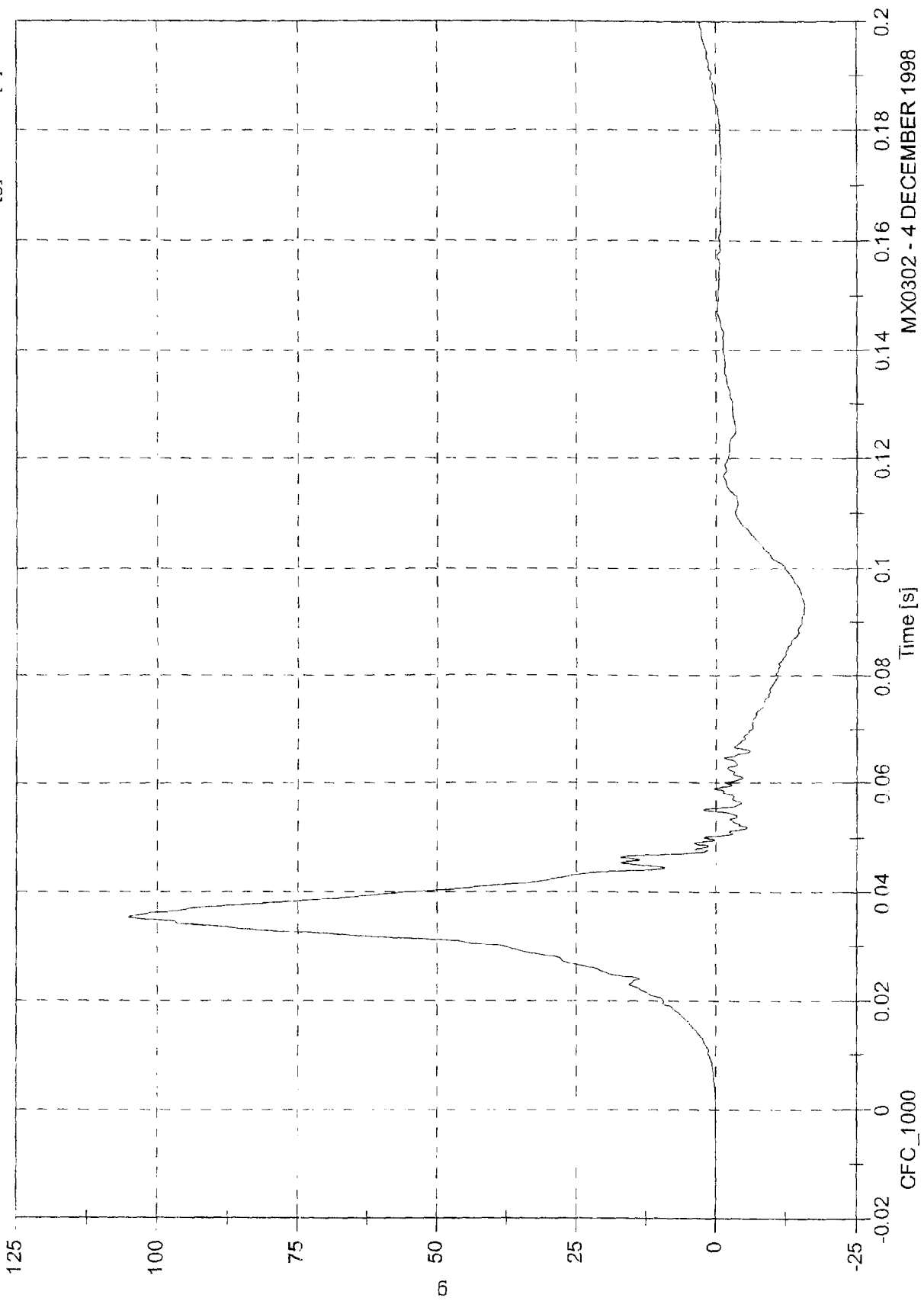
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Driver Pelvic Y

Max: 105.2 [g] at 0.035 [s]

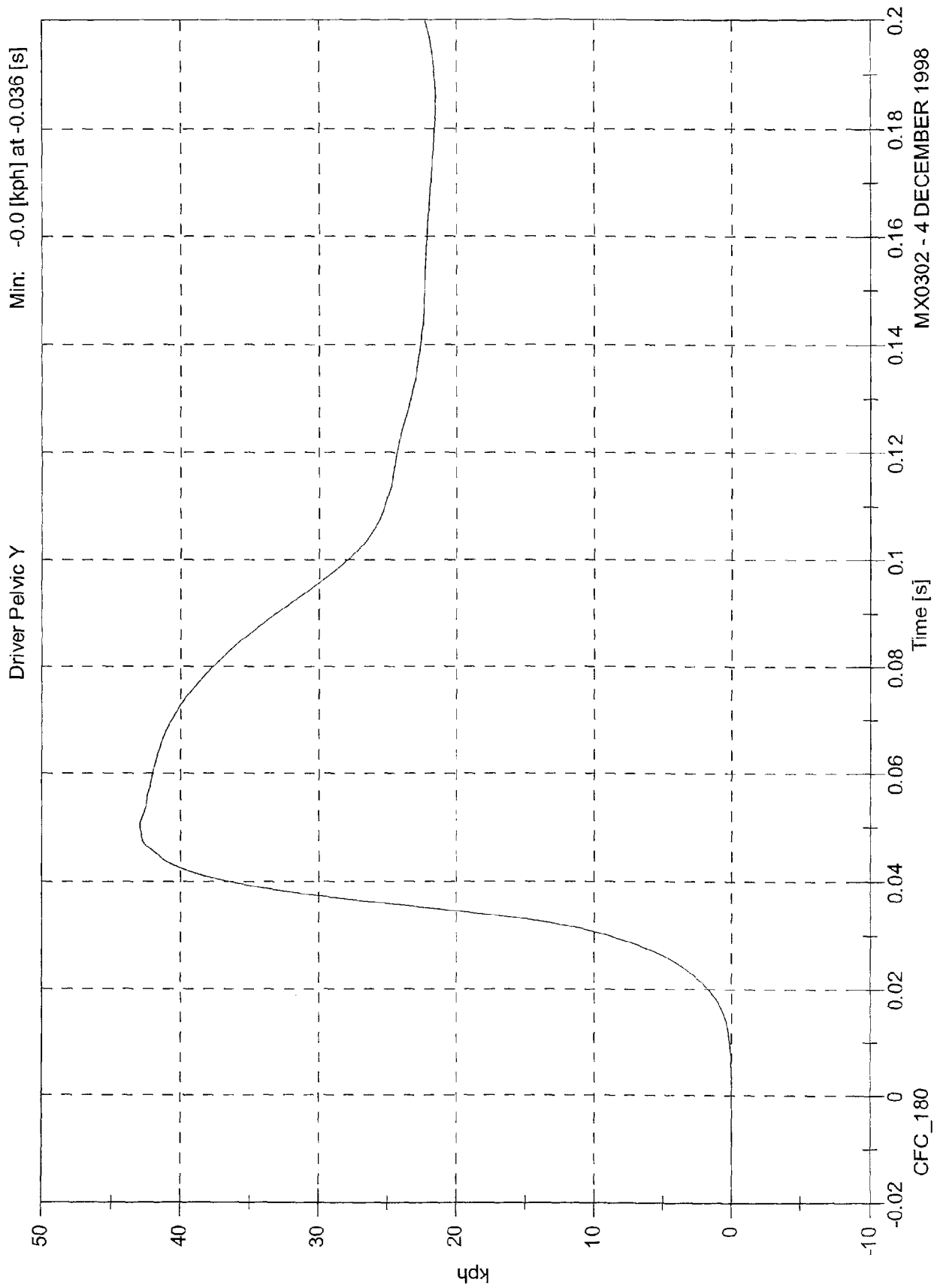
Min: -15.7 [g] at 0.092 [s]



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 42.9 [kph] at 0.050 [s]
Min: -0.0 [kph] at -0.036 [s]



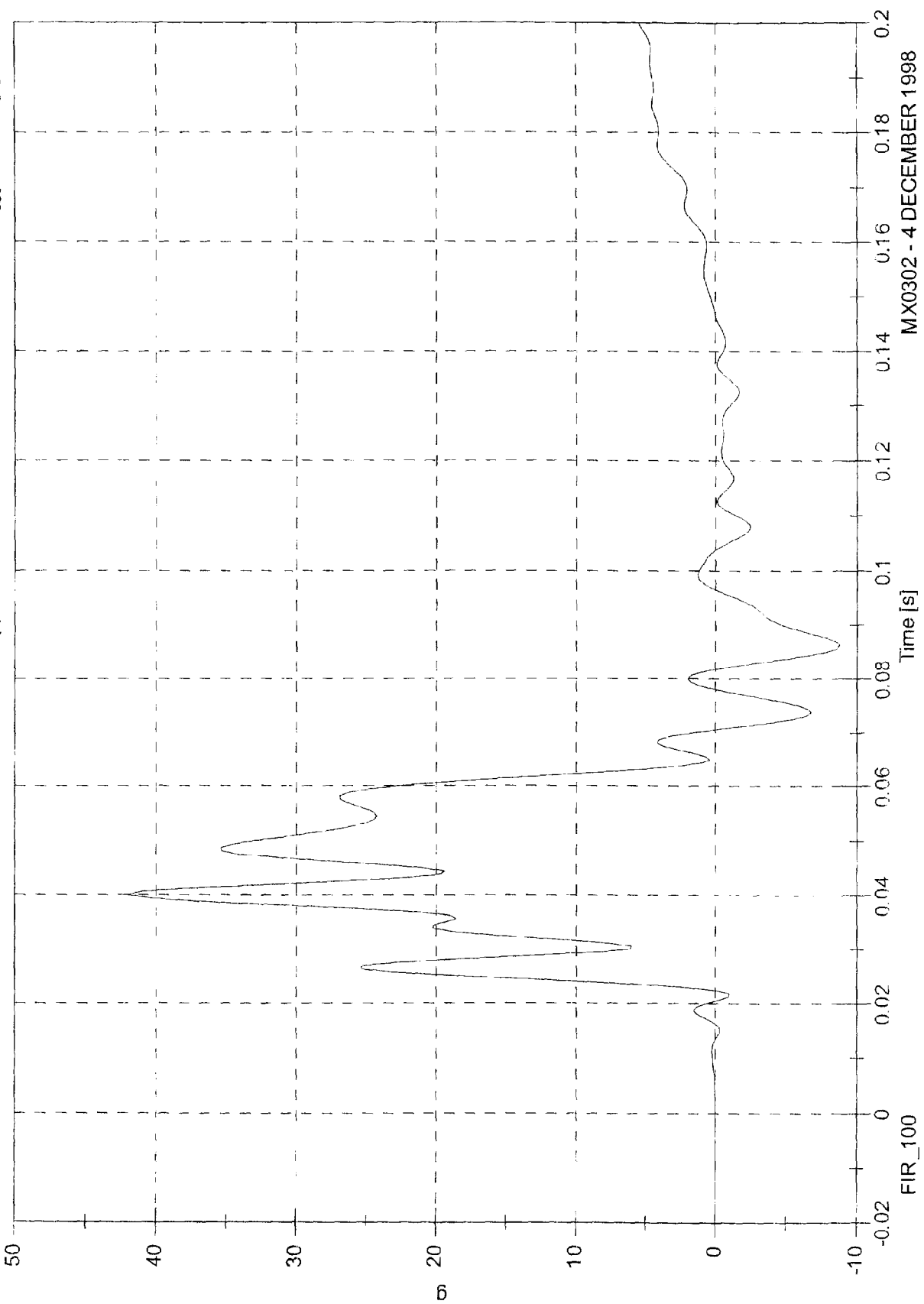
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Driver Upper Rib Y

Max: 42.0 [g] at 0.040 [s]

Min: -8.8 [g] at 0.086 [s]

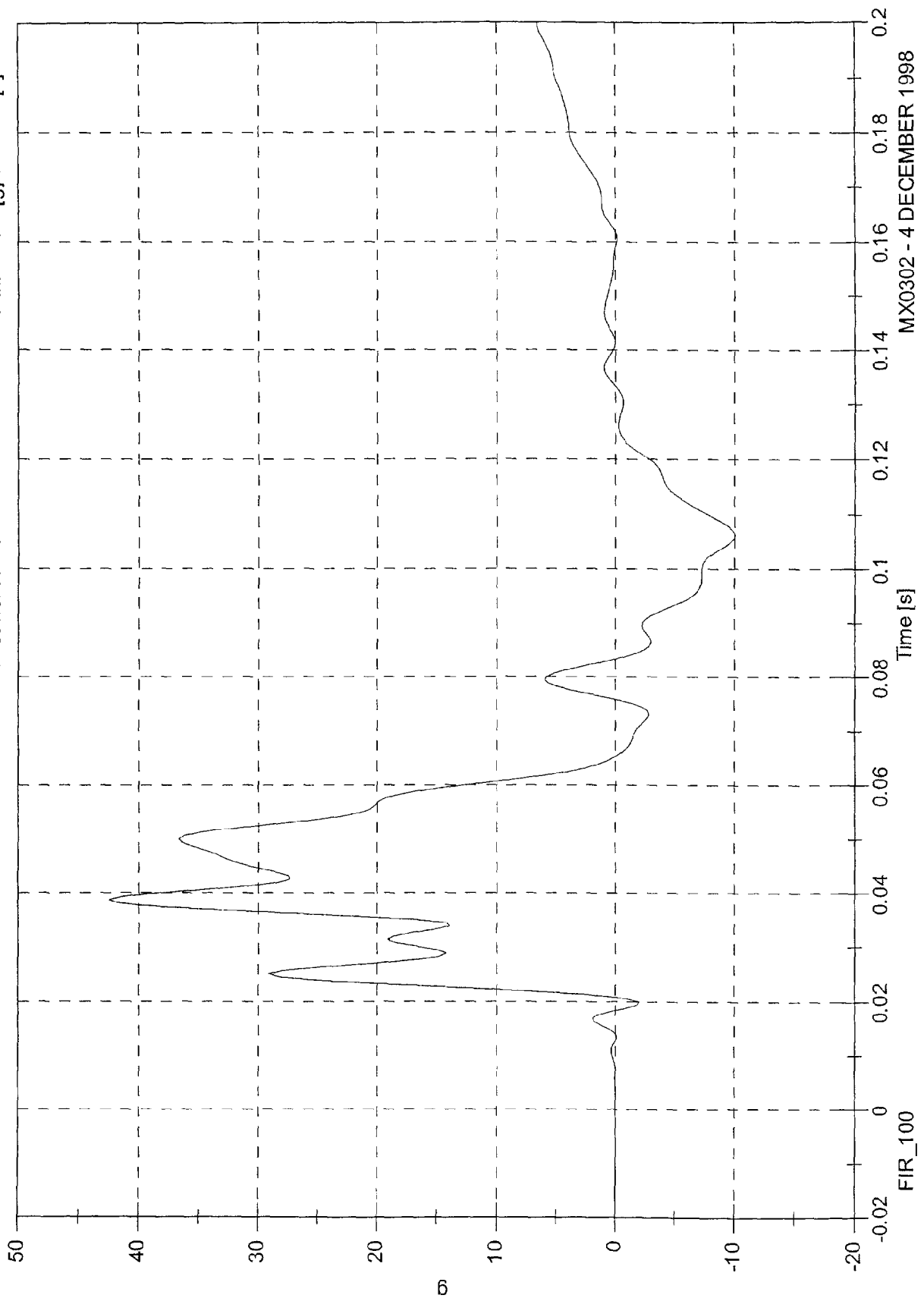


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 42.5 [g] at 0.039 [s]
Min: -10.0 [g] at 0.106 [s]

Driver Lower Rib Y

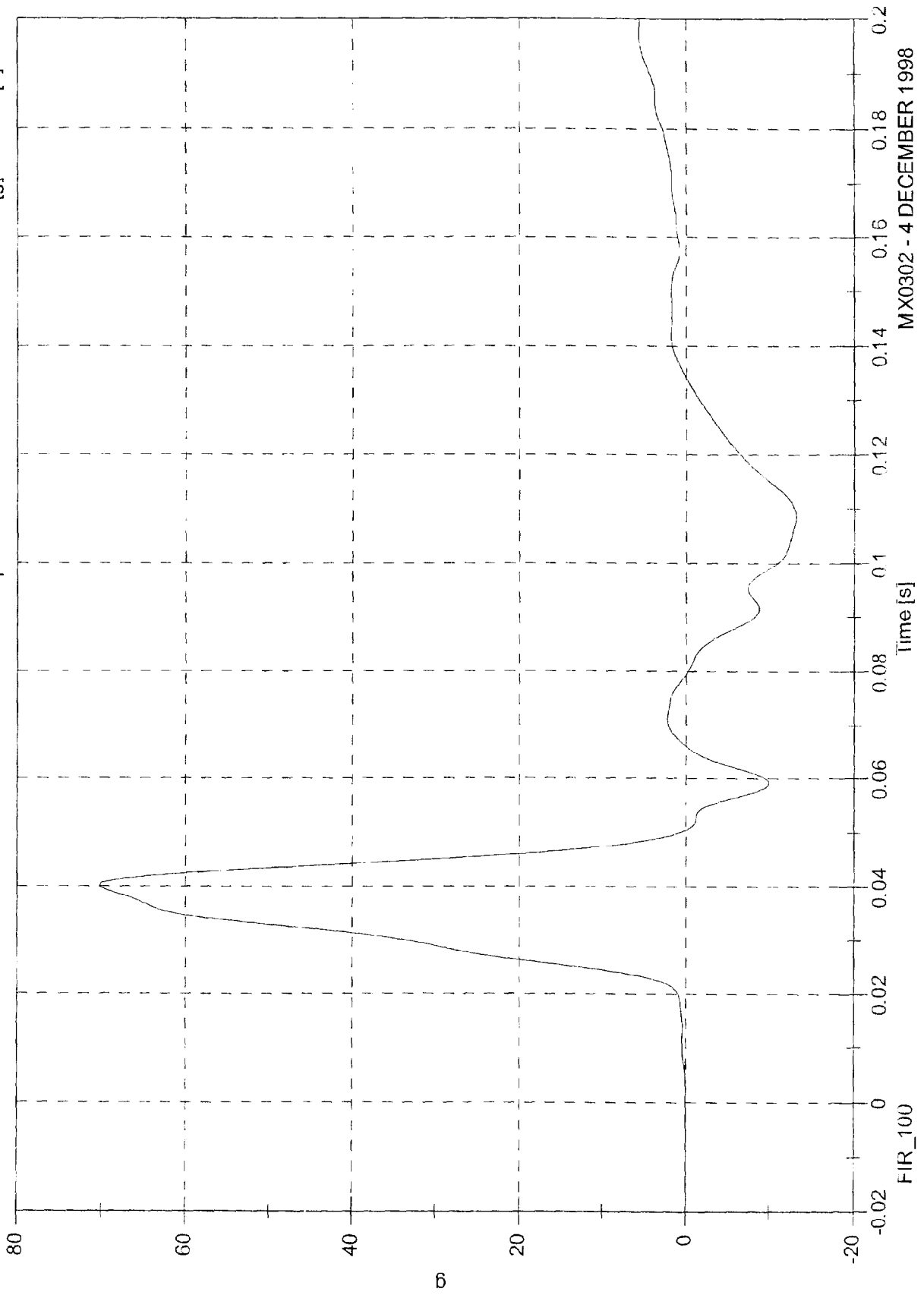


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Driver Lower Spine Y

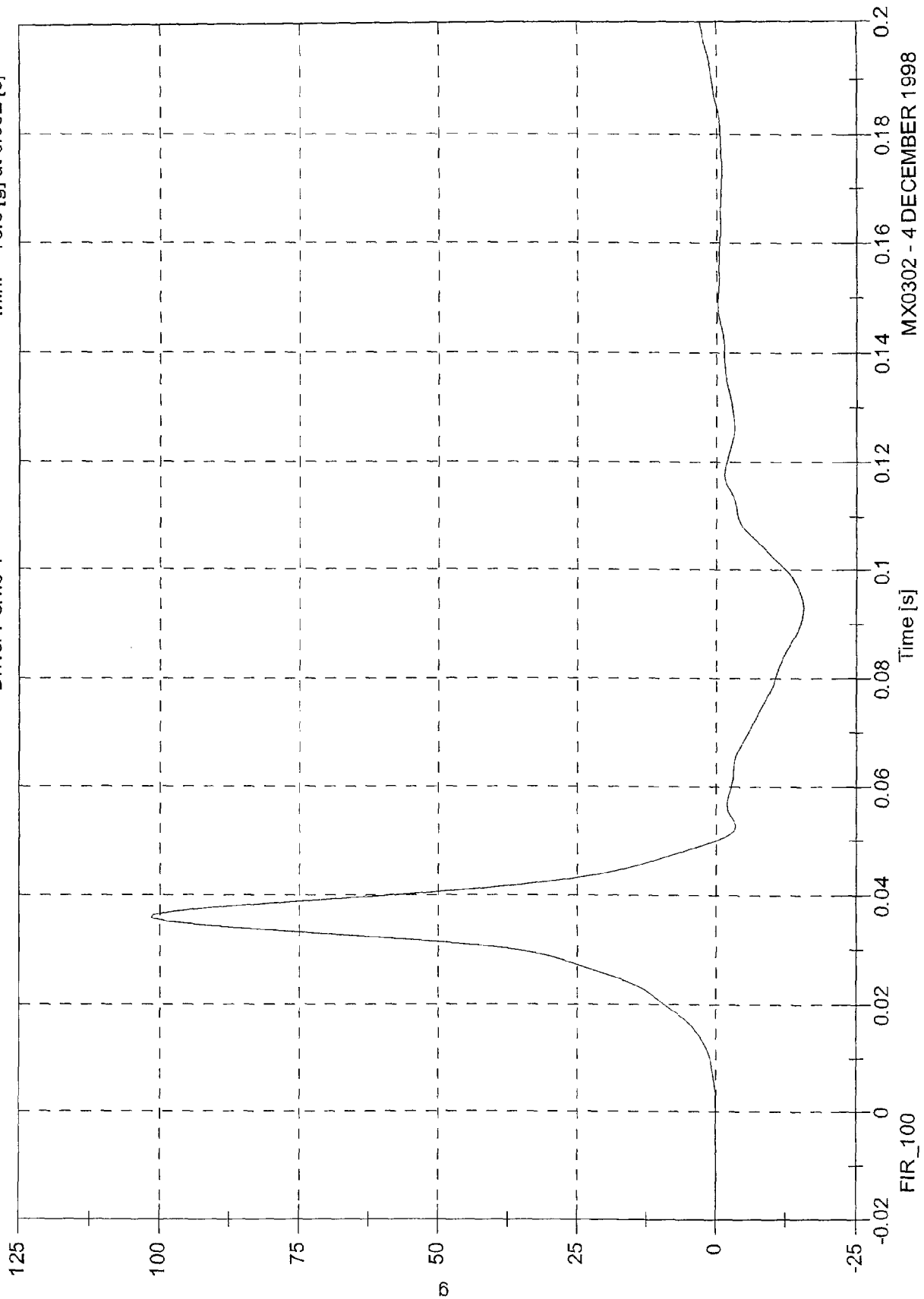
Max: 70.3 [g] at 0.040 [s]
Min: -13.1 [g] at 0.109 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 101.5 [g] at 0.036 [s]
Min: -15.6 [g] at 0.092 [s]

Driver Pelvic Y

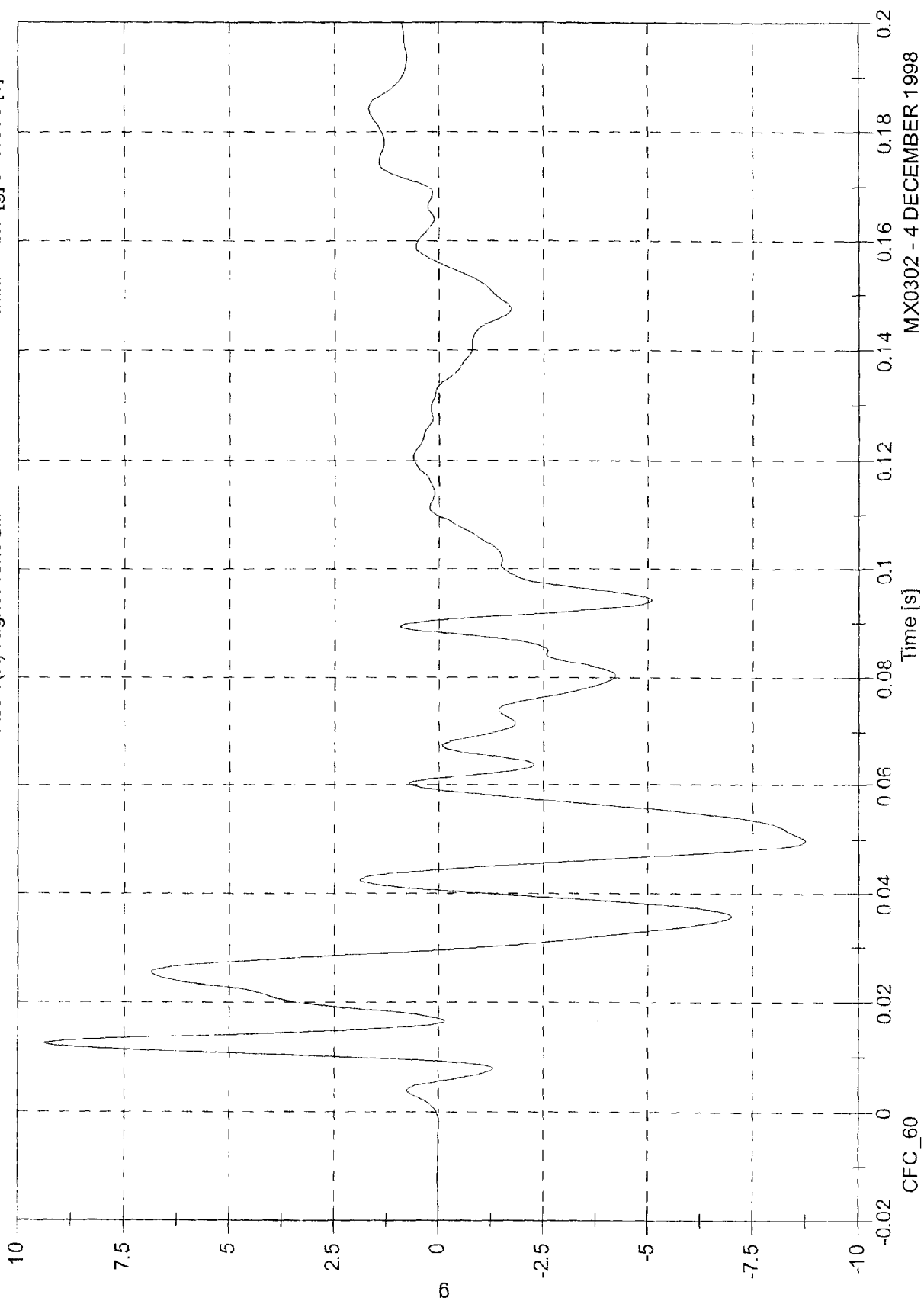


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 9.4 [g] at 0.012 [s]
Min: -8.7 [g] at 0.050 [s]

Acc 1(X) Right Front Sill

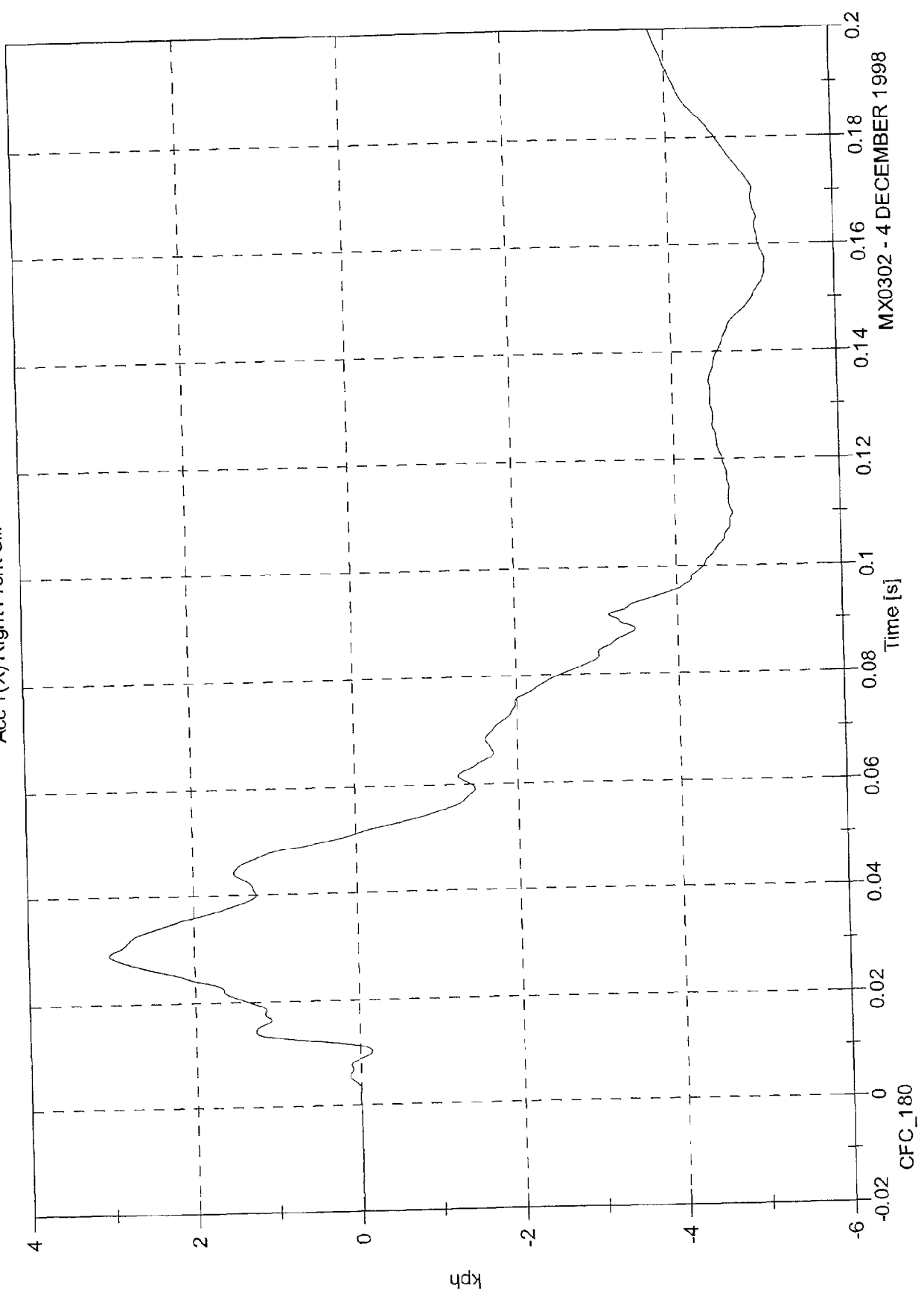


MX0302 - 4 DECEMBER 1998

Max: 3.0 [kph] at 0.029 [s]
Min: -5.2 [kph] at 0.157 [s]

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 1 (X) Right Front Sill

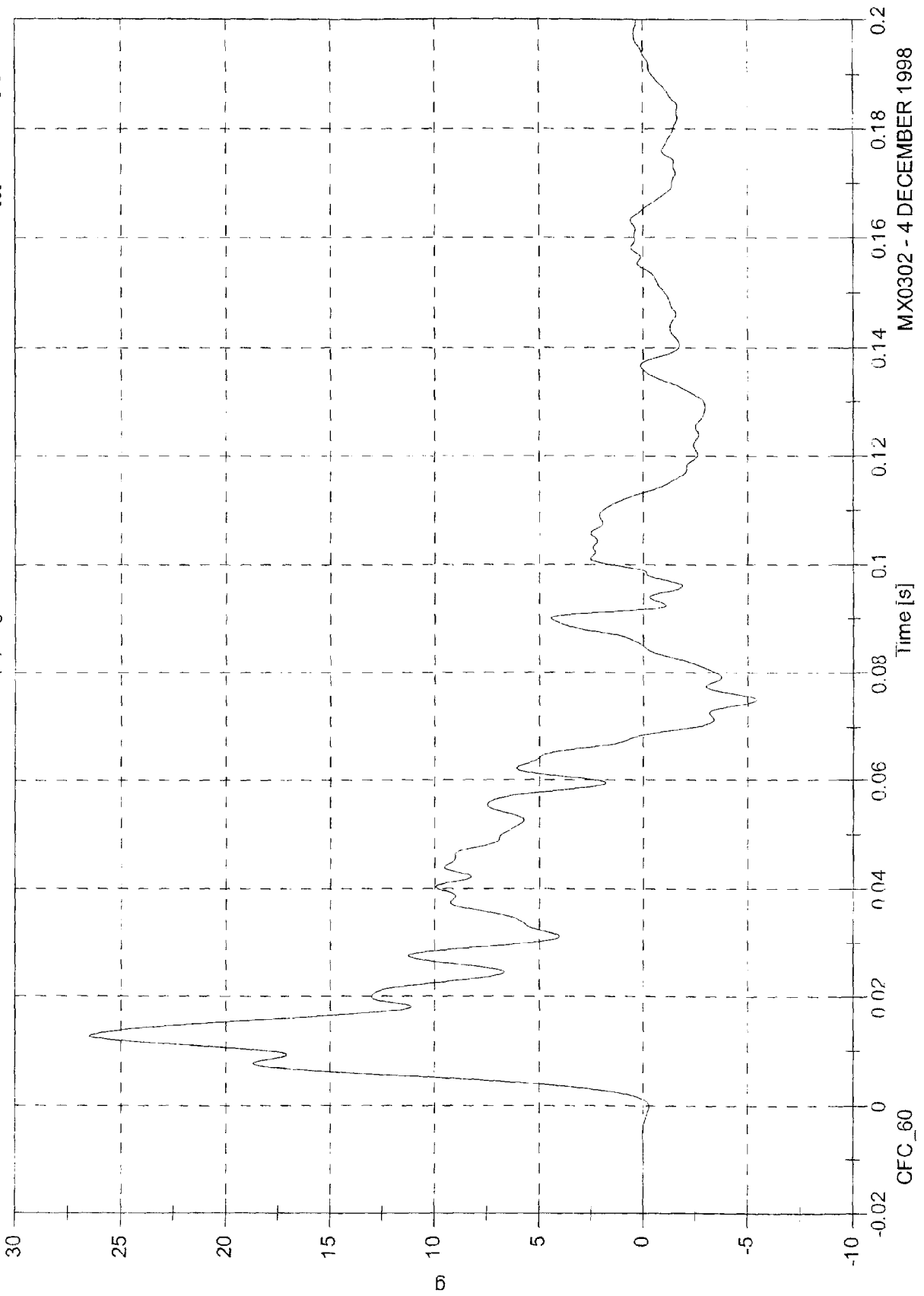


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 1(Y) Right Front Sill

Max: 26.5 [g] at 0.013 [s]

Min: -5.4 [g] at 0.075 [s]

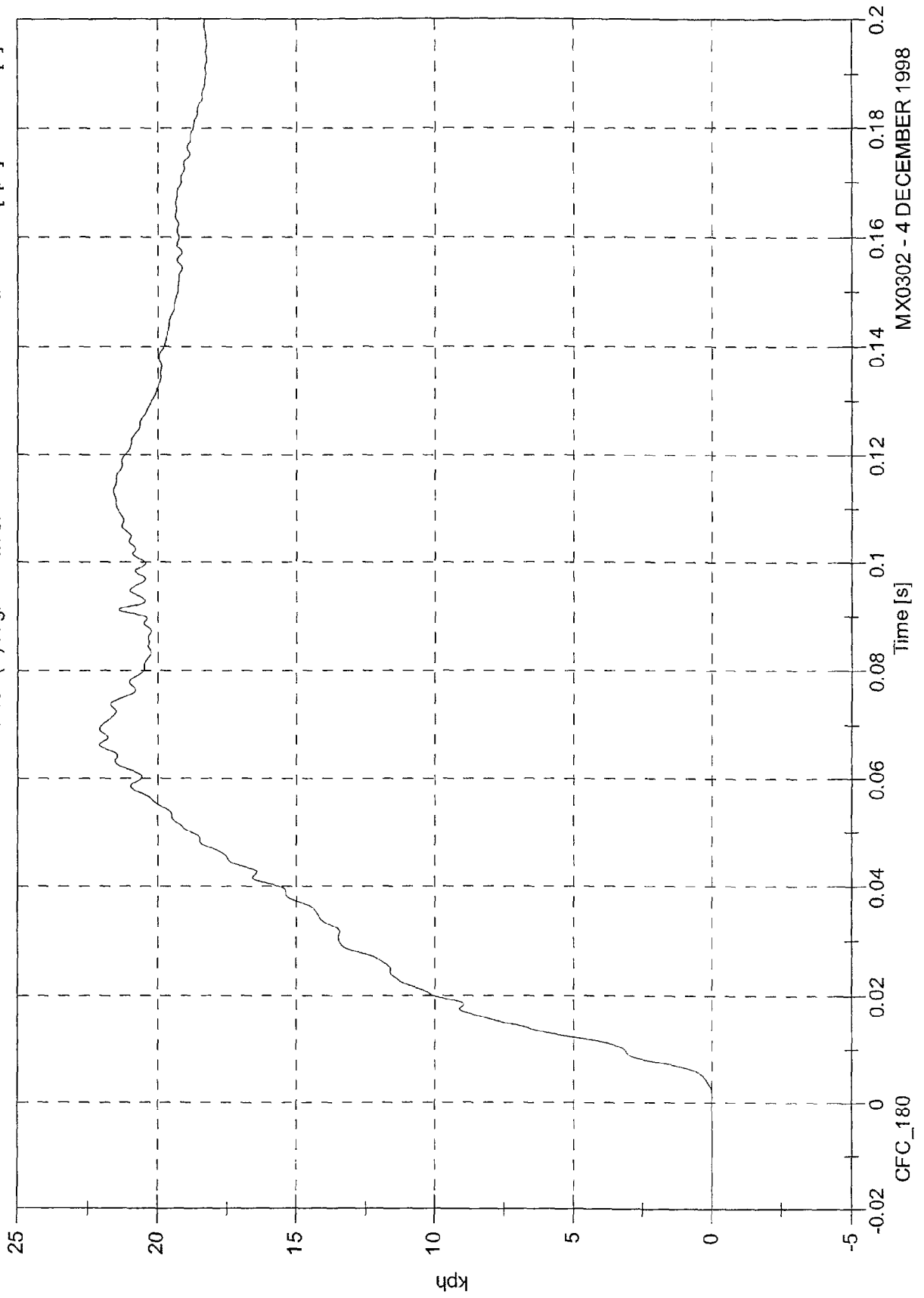


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 22.1 [kph] at 0.069 [s]
 Min: -0.0 [kph] at -0.011 [s]

Acc 1(Y) Right Front Sill



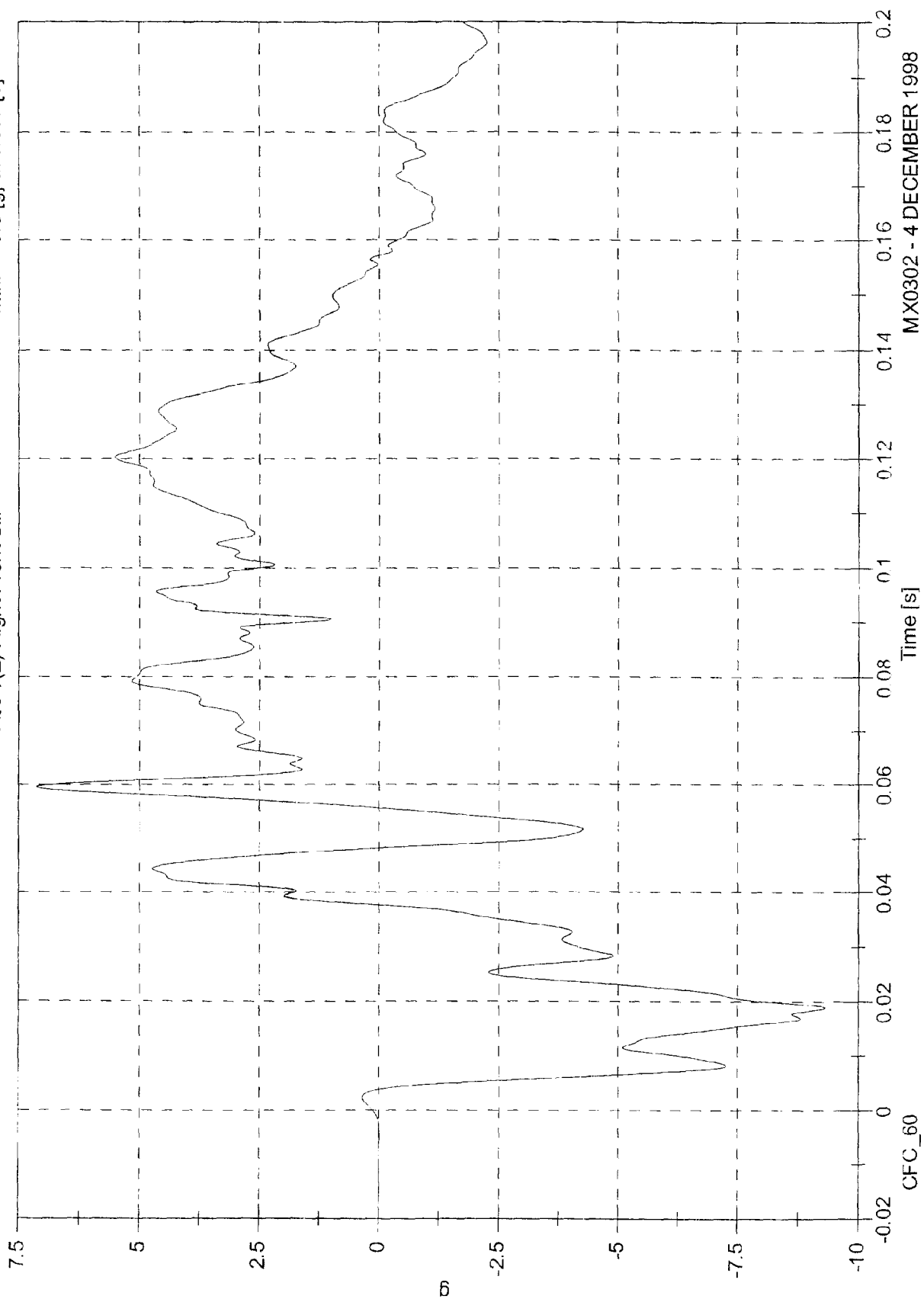
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 1(Z) Right Front Sill

Max: 7.1 [g] at 0.060 [s]

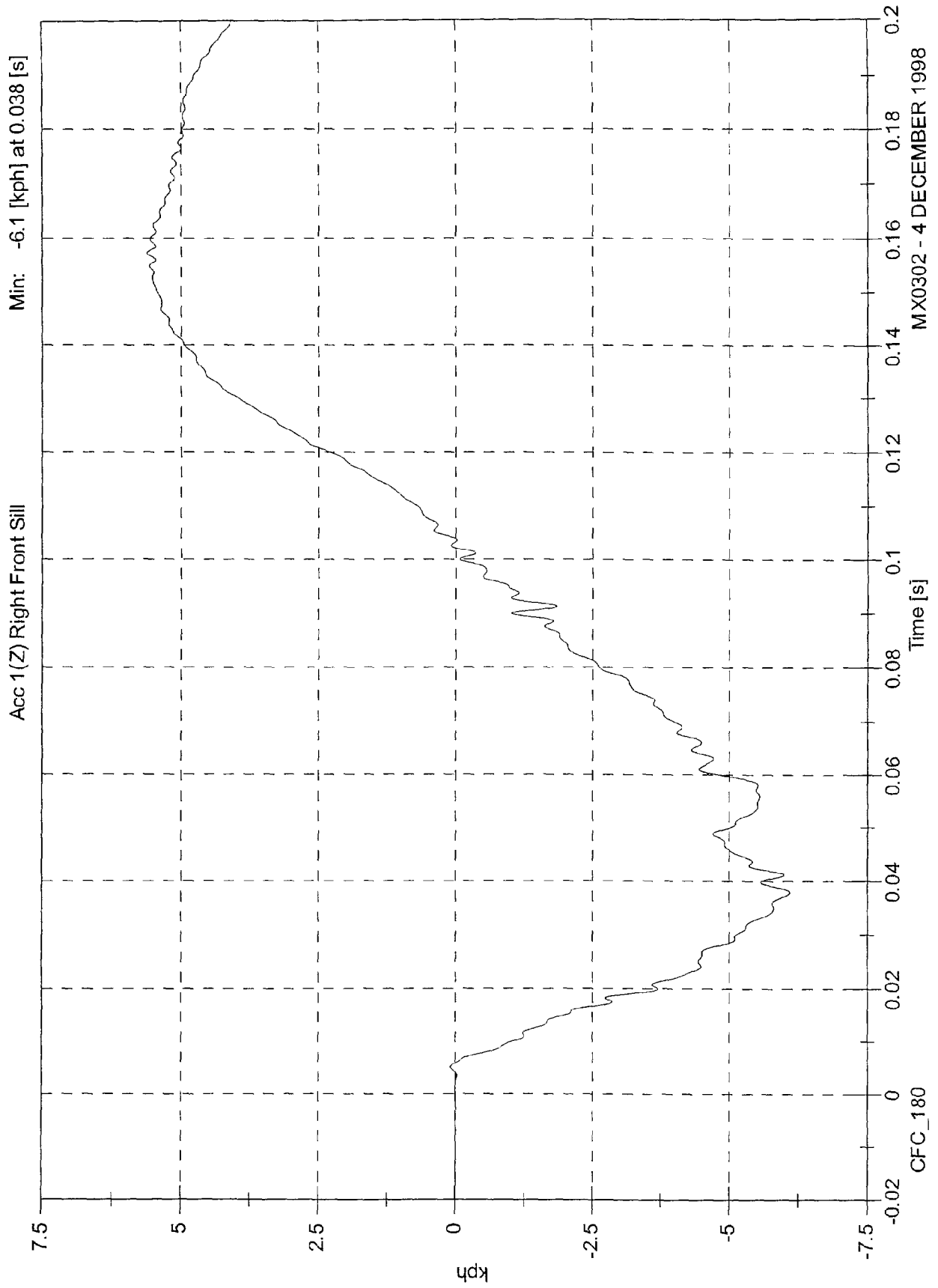
Min: -9.3 [g] at 0.019 [s]



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

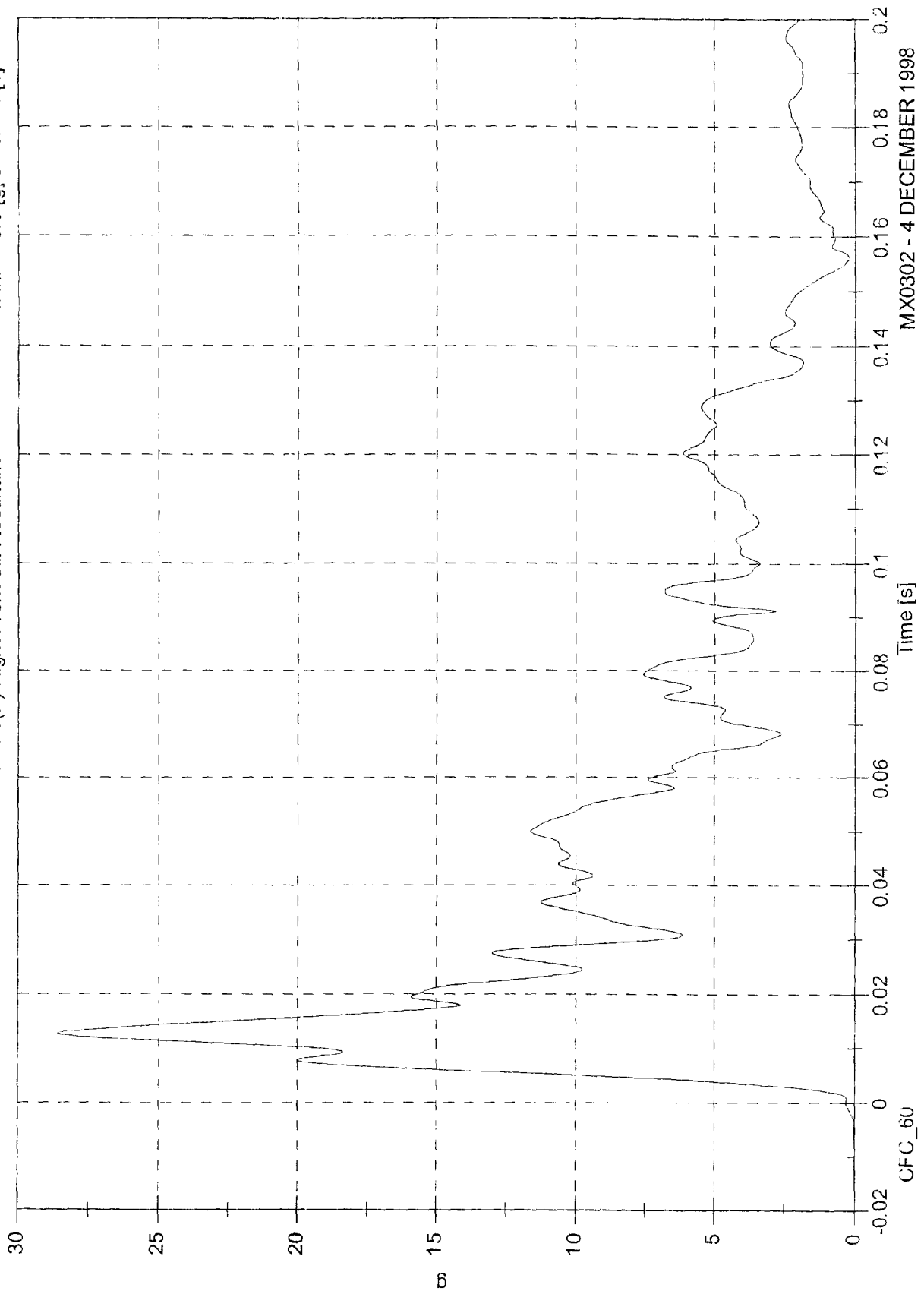
Max: 5.6 [kph] at 0.157 [s]
Min: -6.1 [kph] at 0.038 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 1 (X) Right Front Sill Resultant

Max: 28.6 [g] at 0.013 [s]
Min: 0.0 [g] at -0.016 [s]

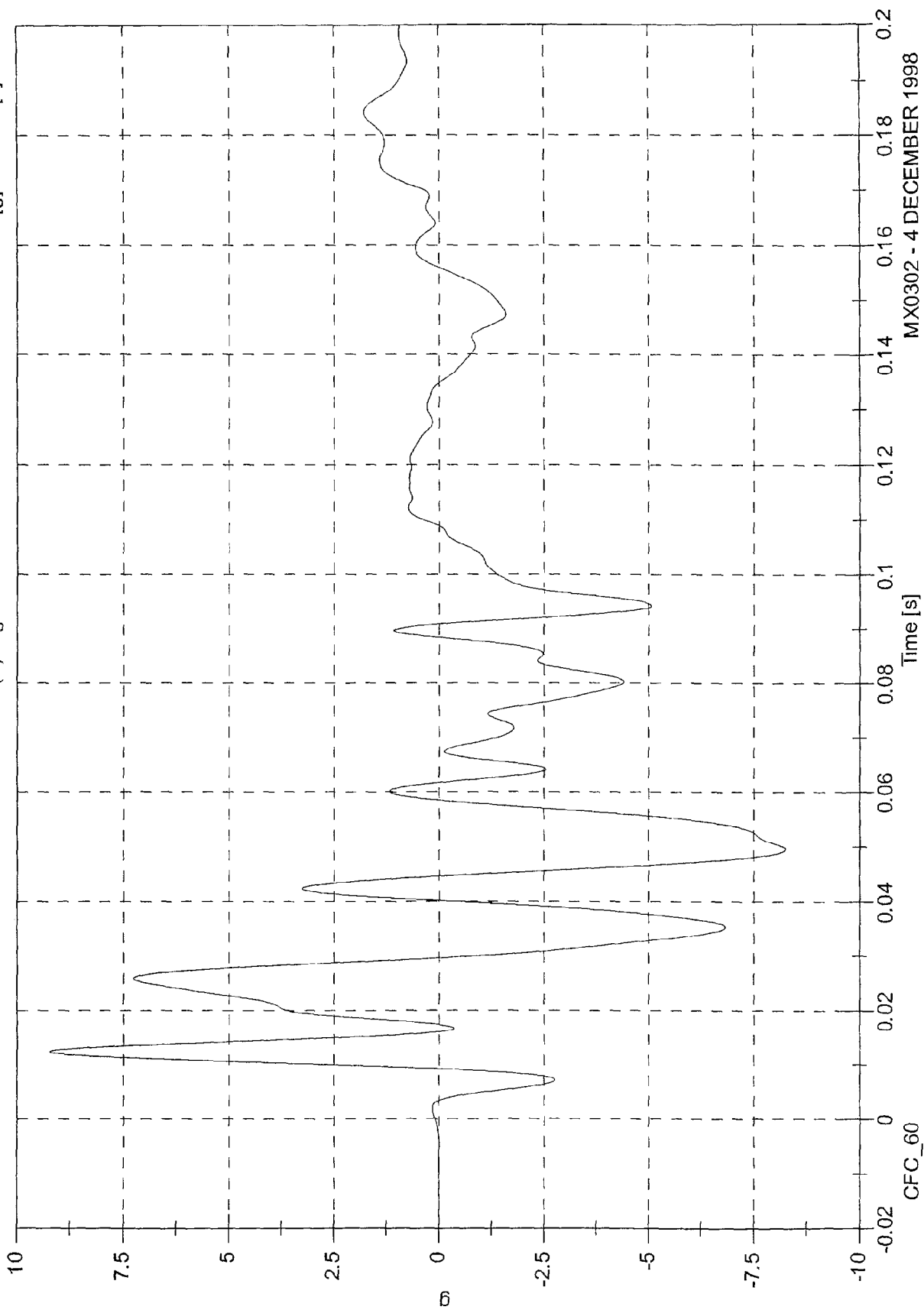


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 9.2 [g] at 0.012 [s]

Min: -8.3 [g] at 0.050 [s]

Acc 2(X) Right Rear Sill

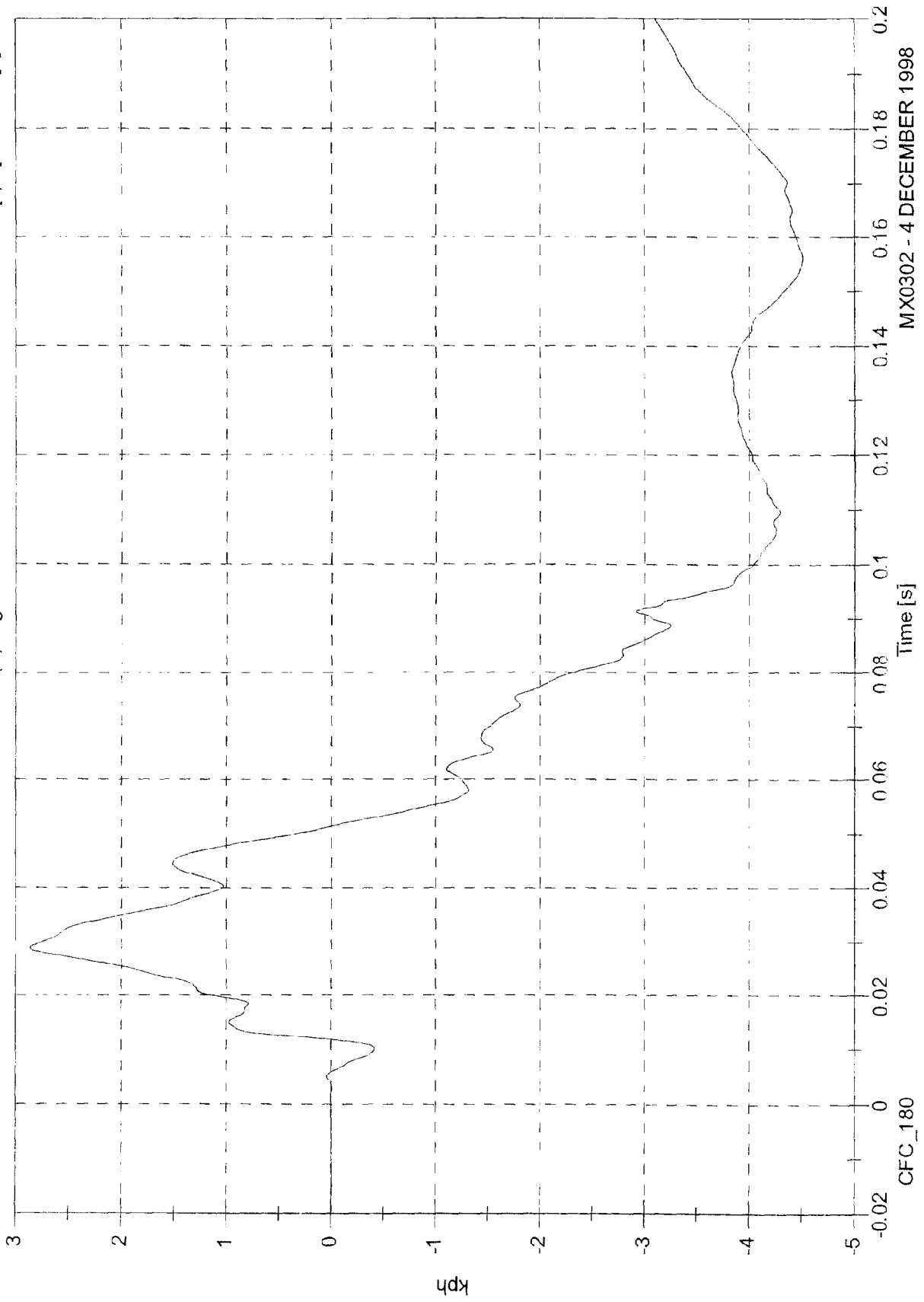


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 2(X) Right Rear Sill

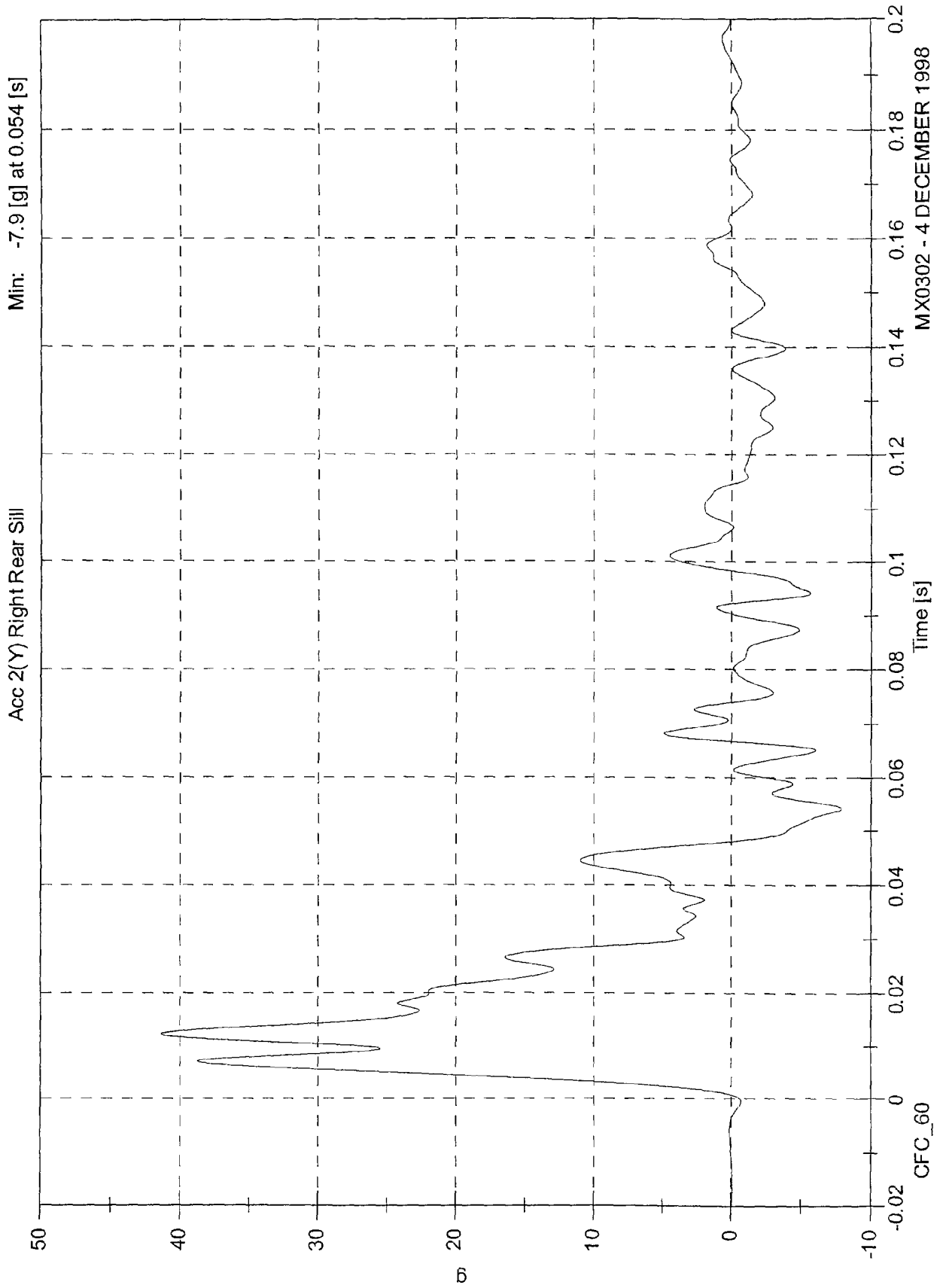
Max: 2.9 [kph] at 0.029 [s]
Min: -4.5 [kph] at 0.156 [s]



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 41.4 [g] at 0.012 [s]
 Min: -7.9 [g] at 0.054 [s]



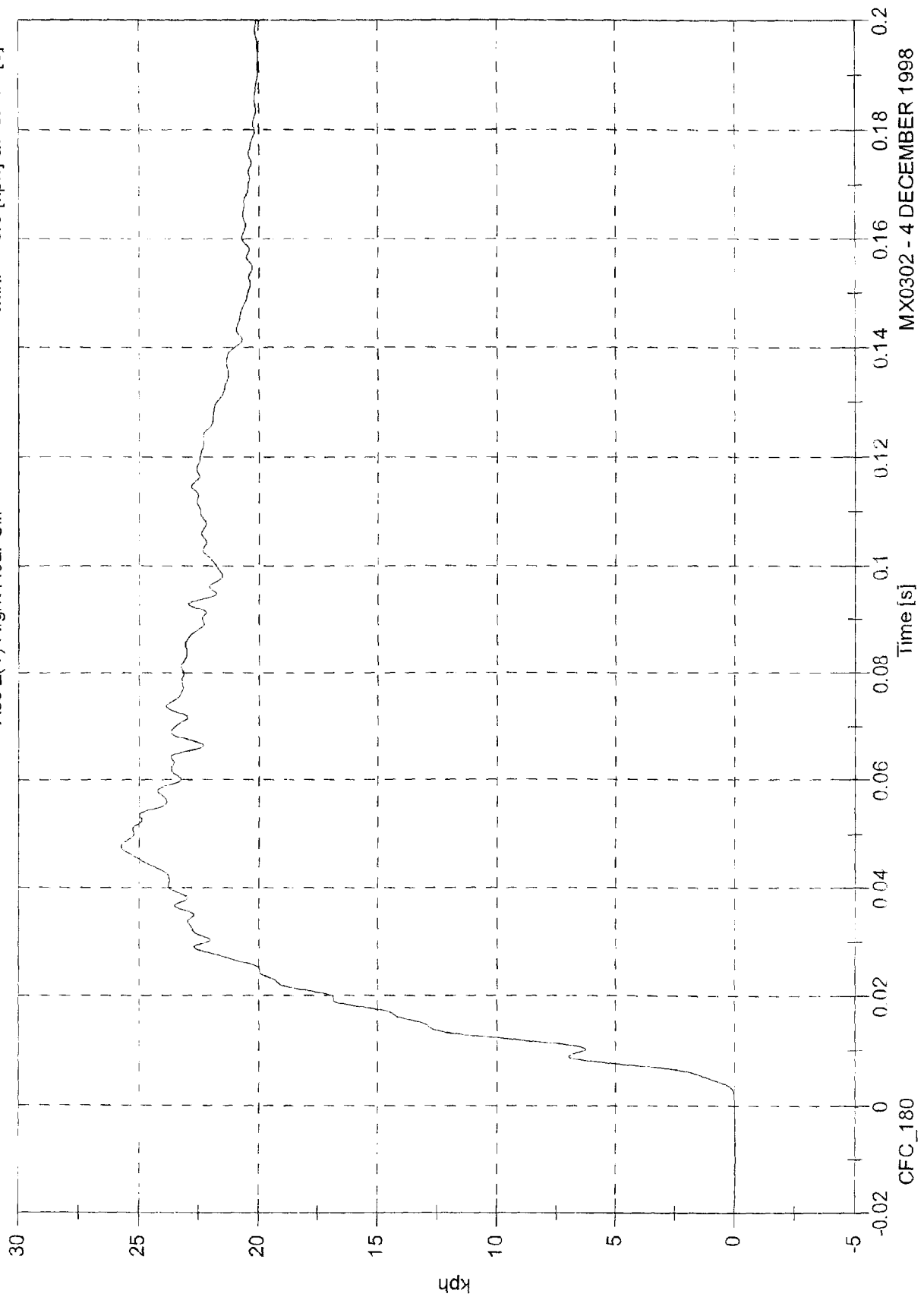
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 2(Y) Right Rear Sill

Max: 25.7 [kph] at 0.048 [s]

Min: -0.0 [kph] at -0.011 [s]

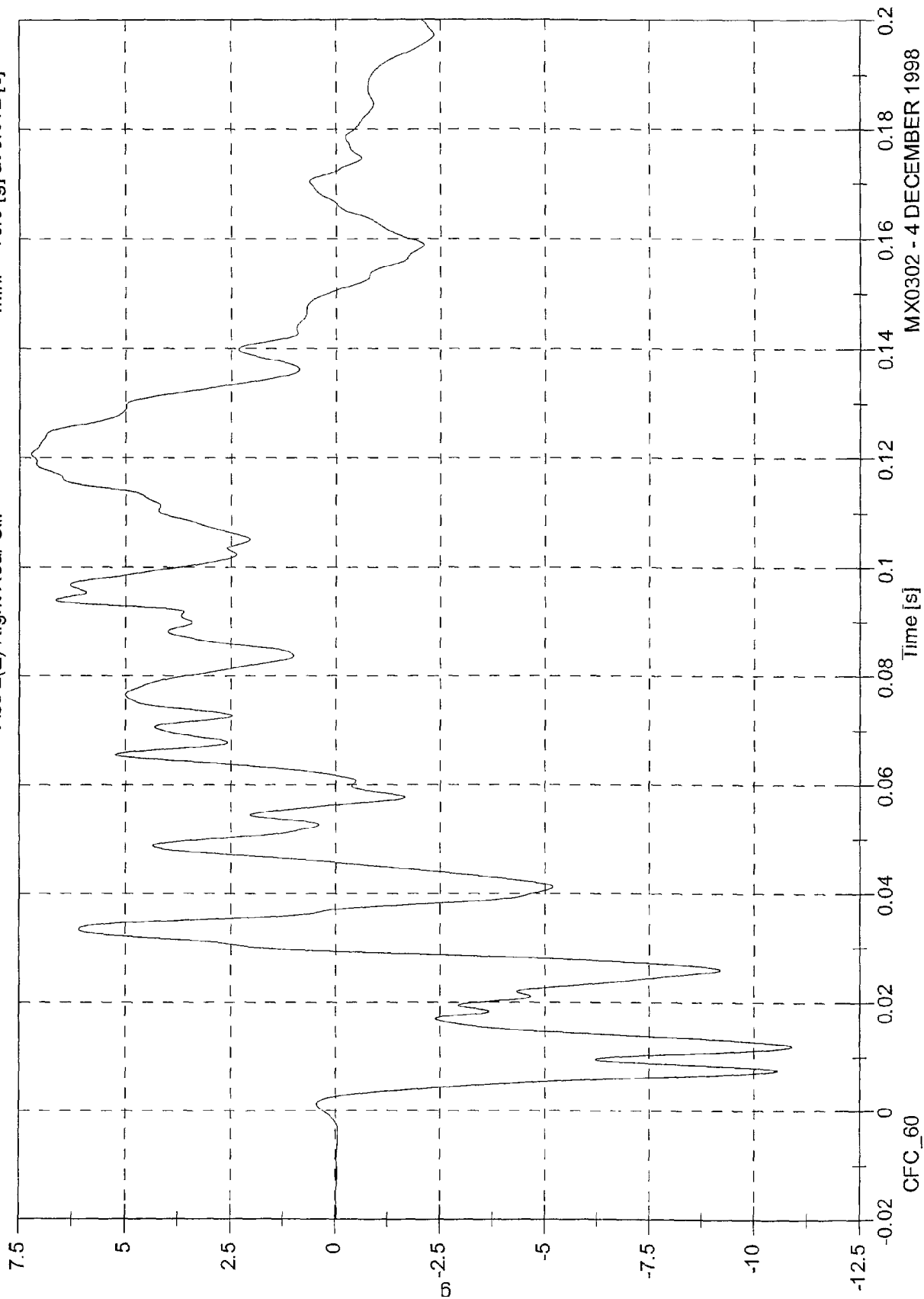


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

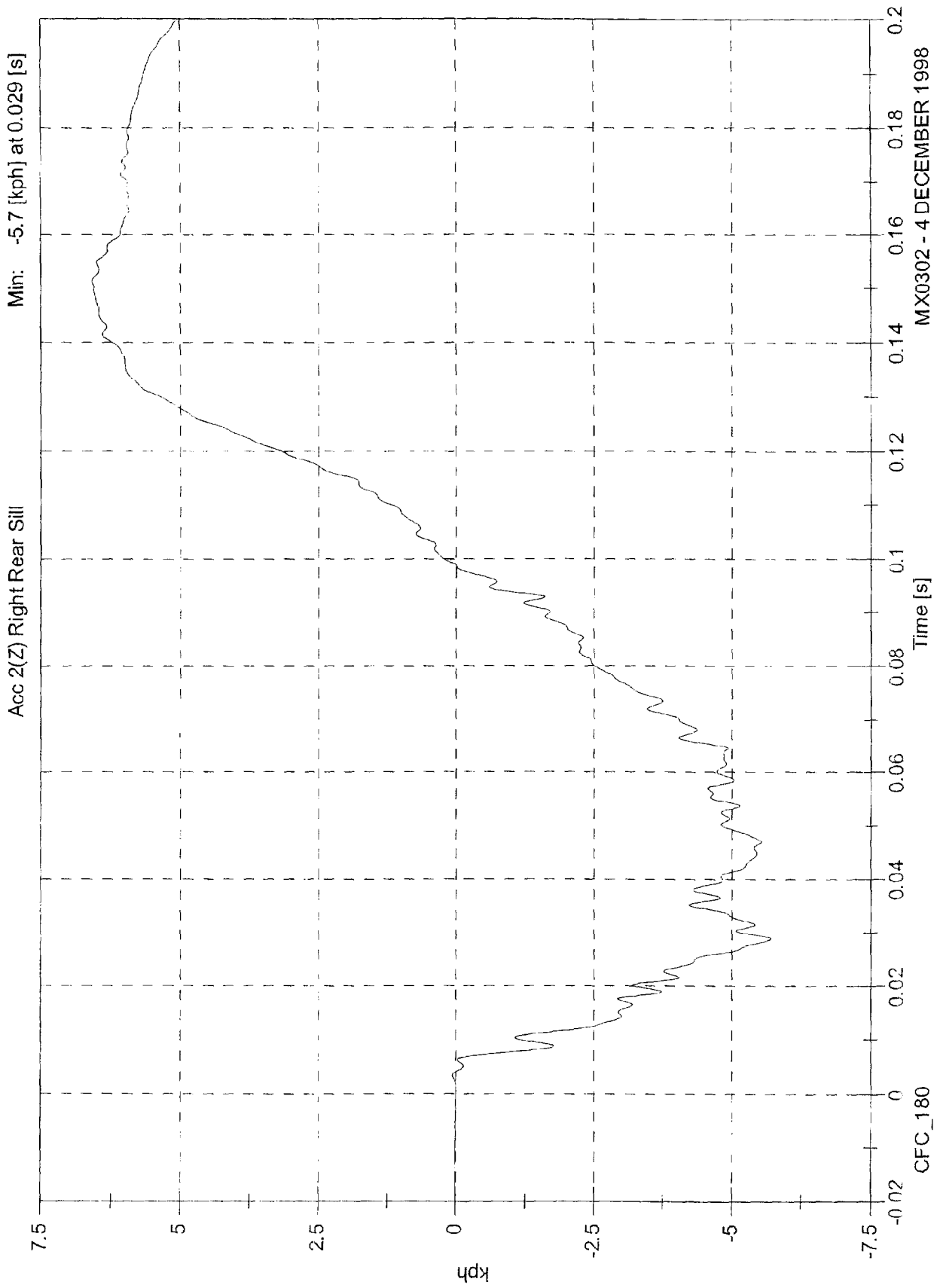
Max: 7.2 [g] at 0.121 [s]
Min: -10.9 [g] at 0.012 [s]

Acc 2(Z) Right Rear Sill



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

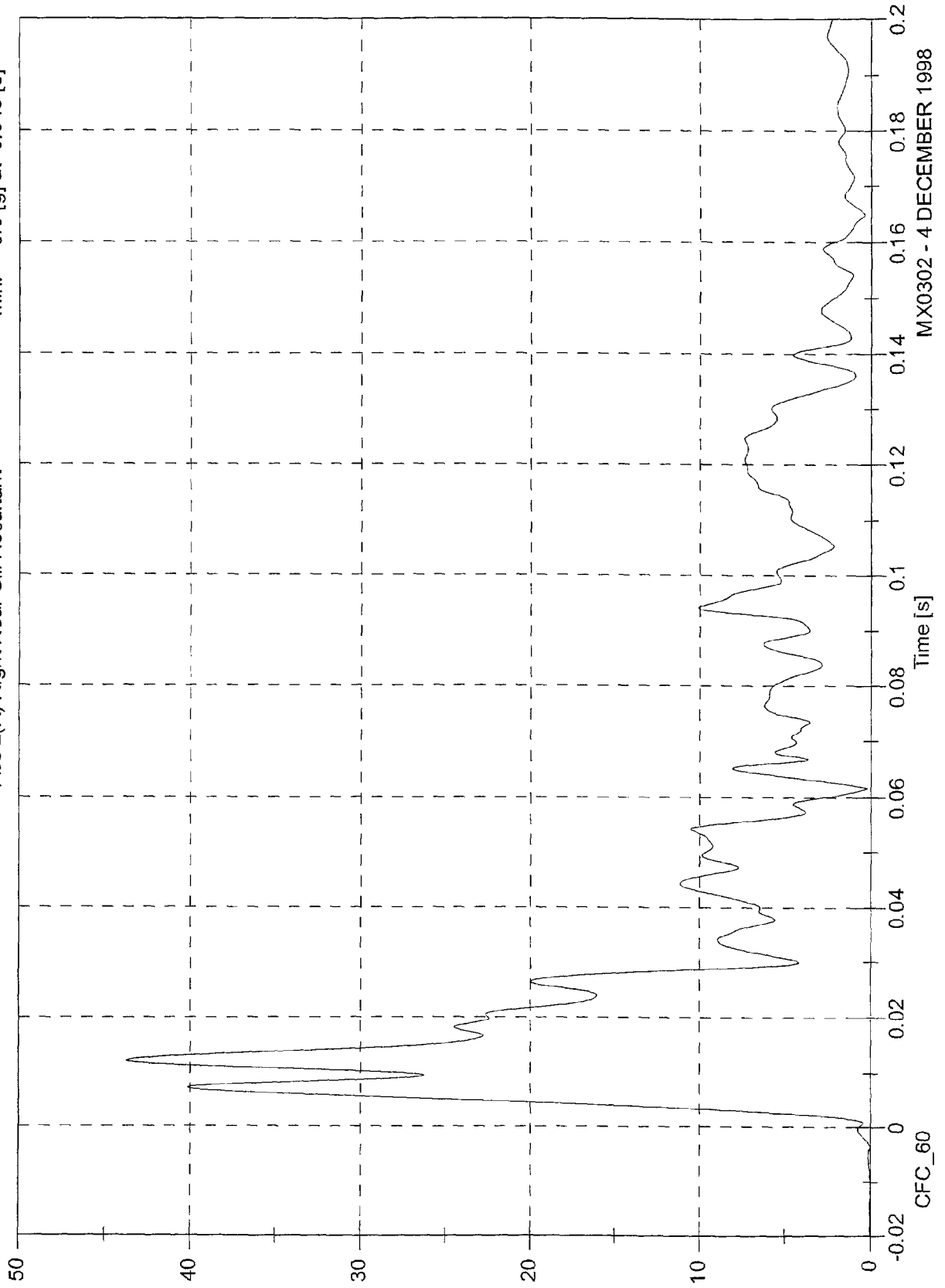


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 43.7 [g] at 0.012 [s]

Min: 0.0 [g] at -0.048 [s]

Acc 2(X) Right Rear Sill Resultant



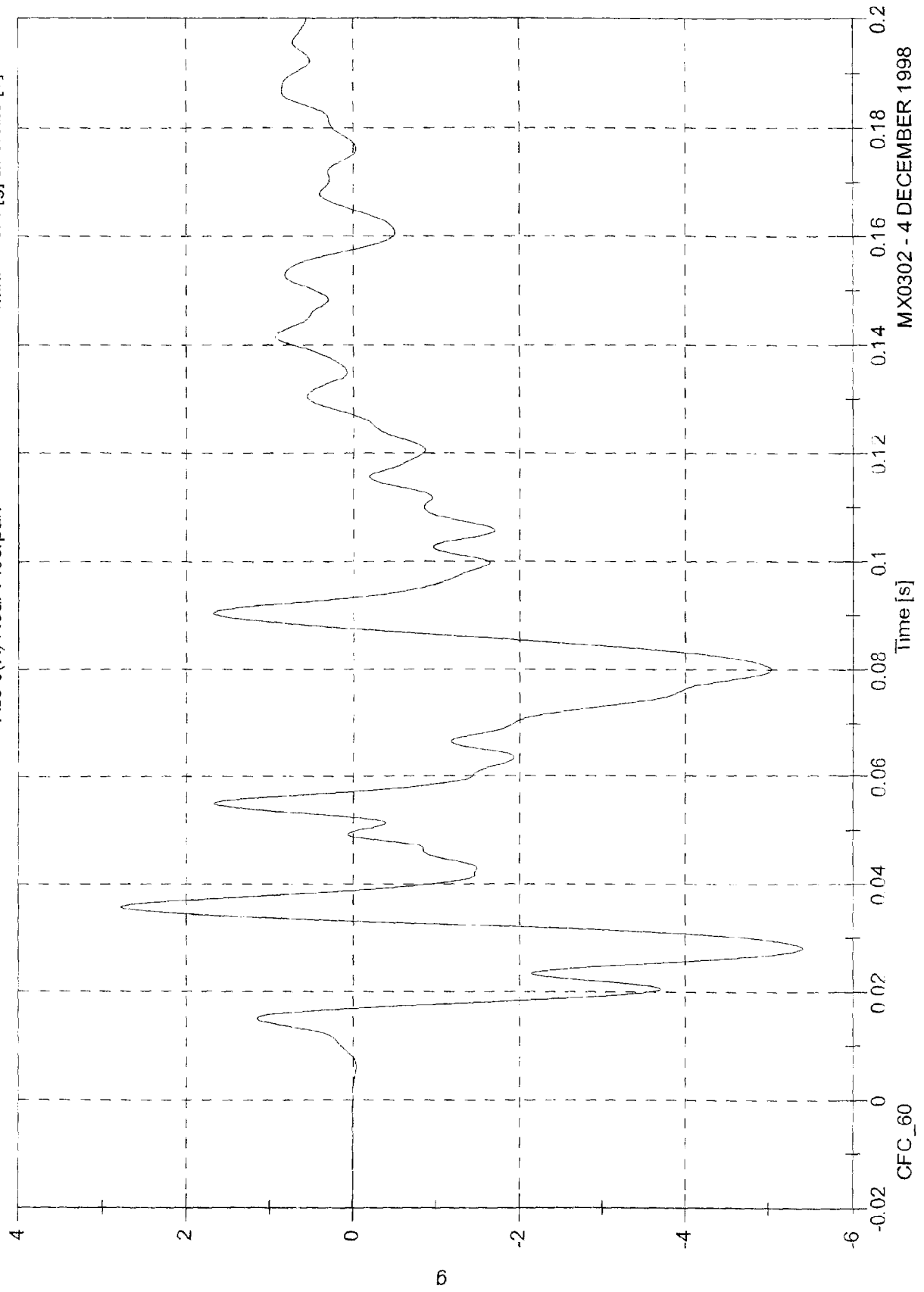
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 2.8 [g] at 0.036 [s]

Min: -5.4 [g] at 0.028 [s]

Acc 3(X) Rear Floorpan



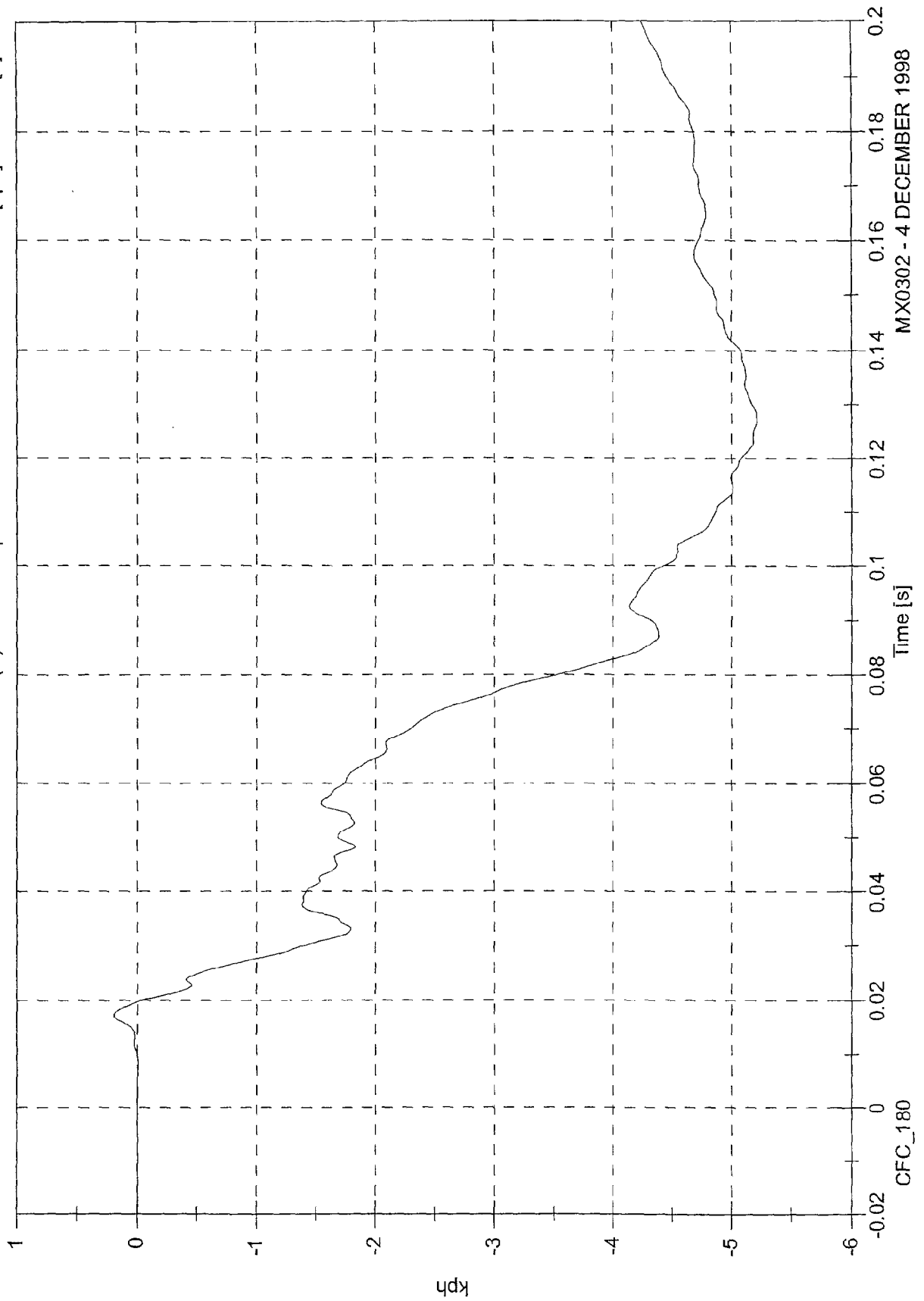
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 0.2 [kph] at 0.017 [s]

Min: -5.2 [kph] at 0.127 [s]

Acc 3(X) Rear Floorpan

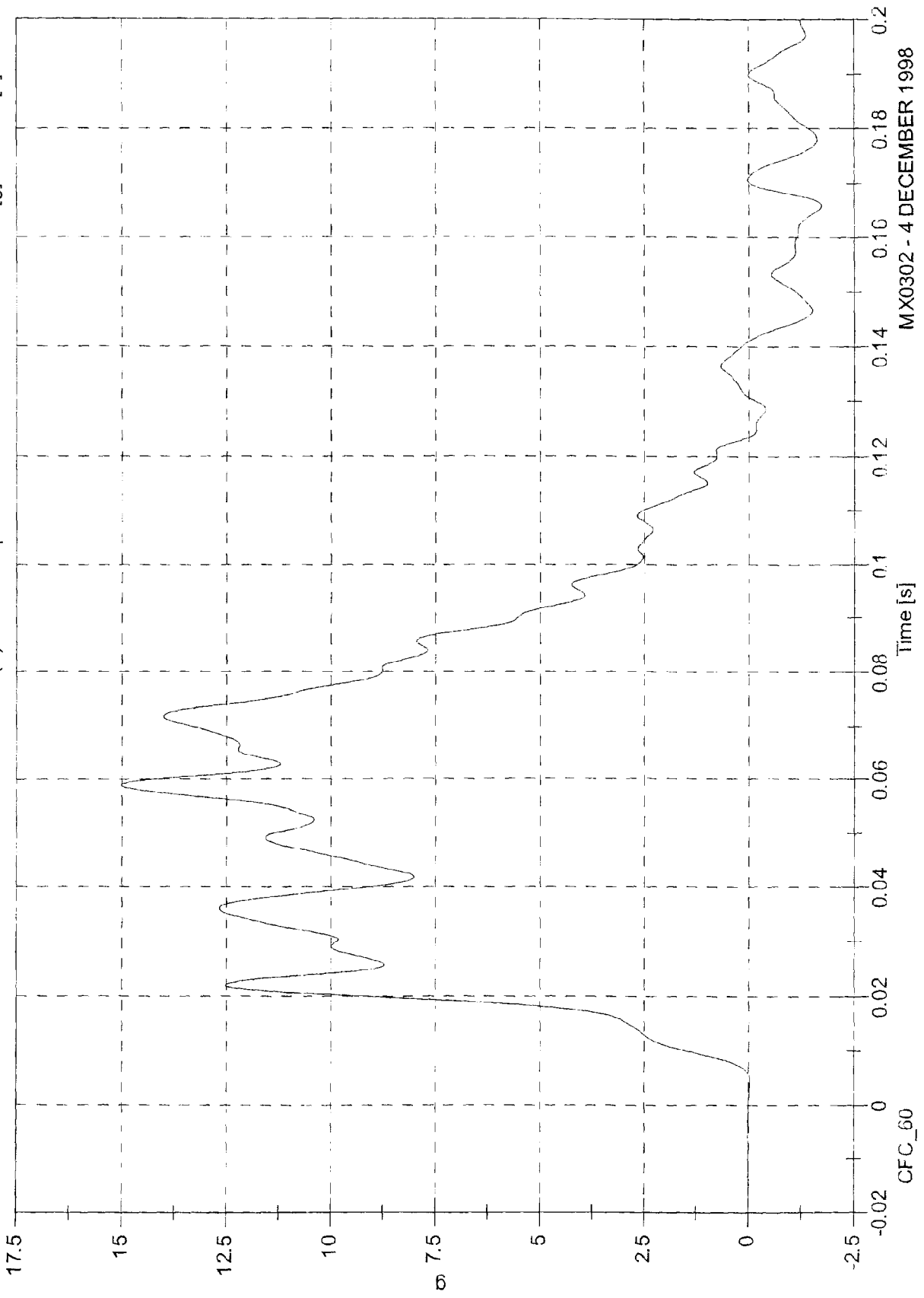


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 3(Y) Rear Floorpan

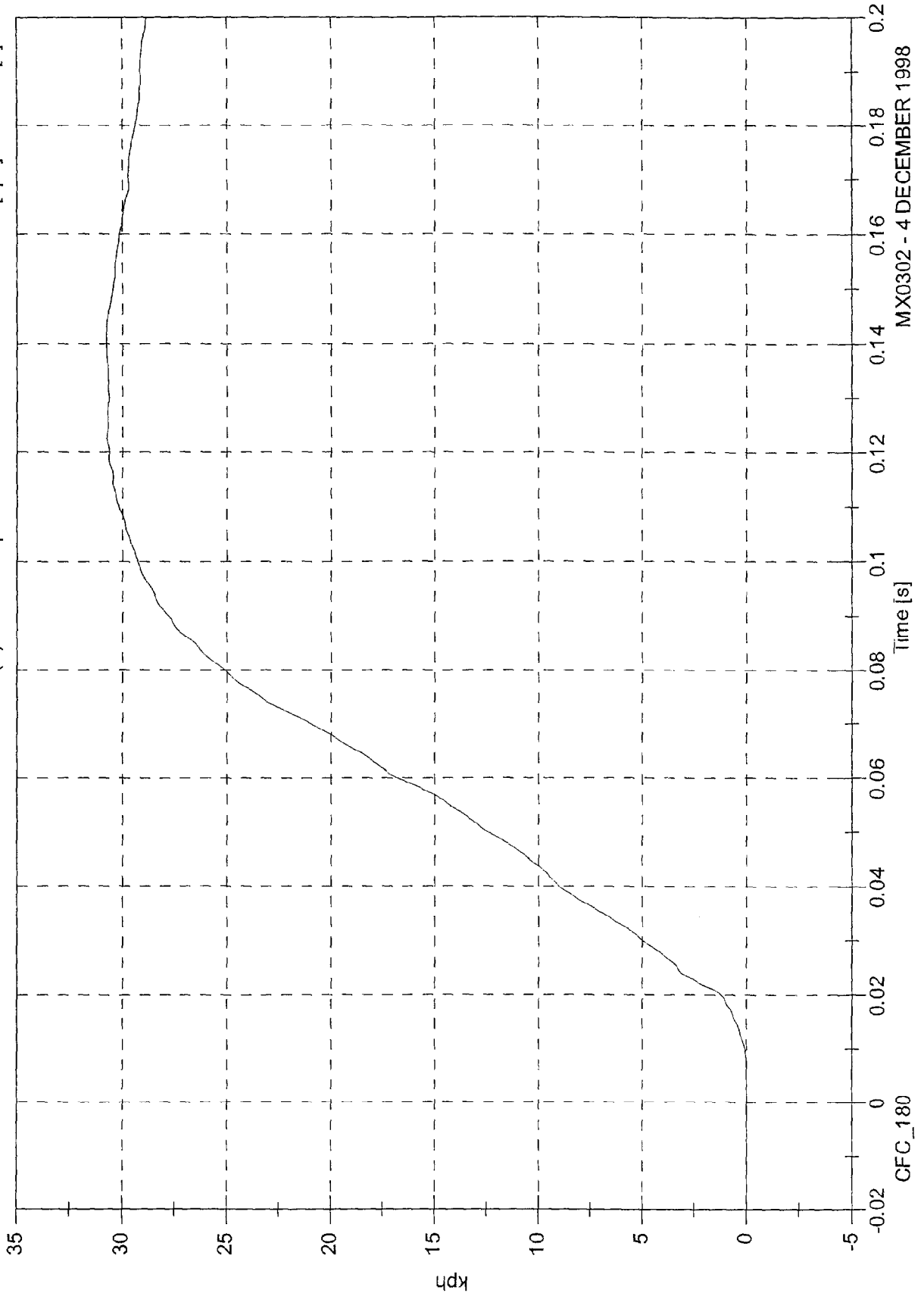
Max: 15.0 [g] at 0.059 [s]
Min: -2.4 [g] at 0.320 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 30.8 [kph] at 0.141 [s]
Min: -0.0 [kph] at -0.042 [s]

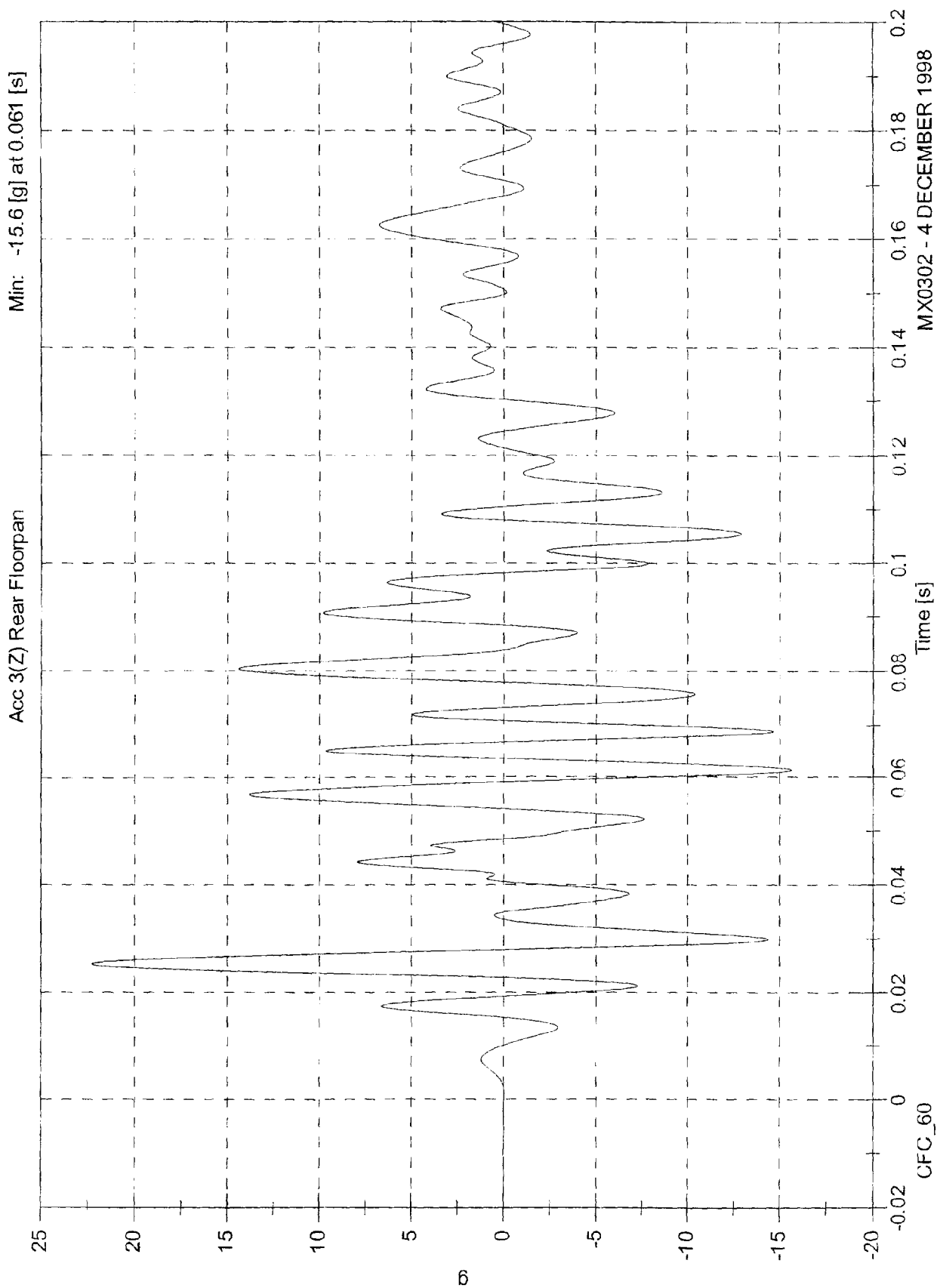
Acc 3(Y) Rear Floorpan



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 22.3 [g] at 0.025 [s]
Min: -15.6 [g] at 0.061 [s]

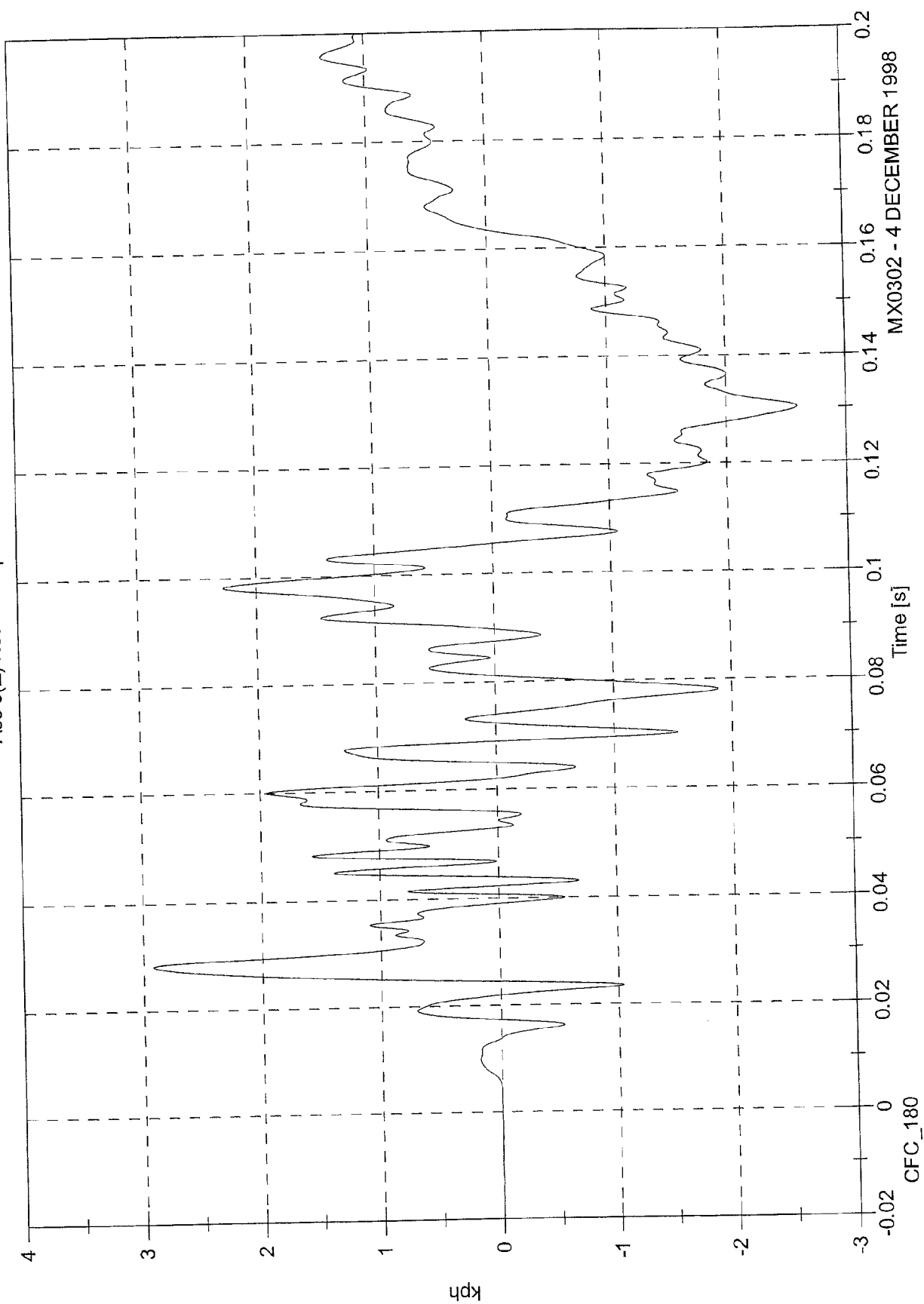


MX0302 - 4 DECEMBER 1998

Max: 3.0 [kph] at 0.255 [s]
Min: -2.6 [kph] at 0.130 [s]

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 3(Z) Rear Floorpan

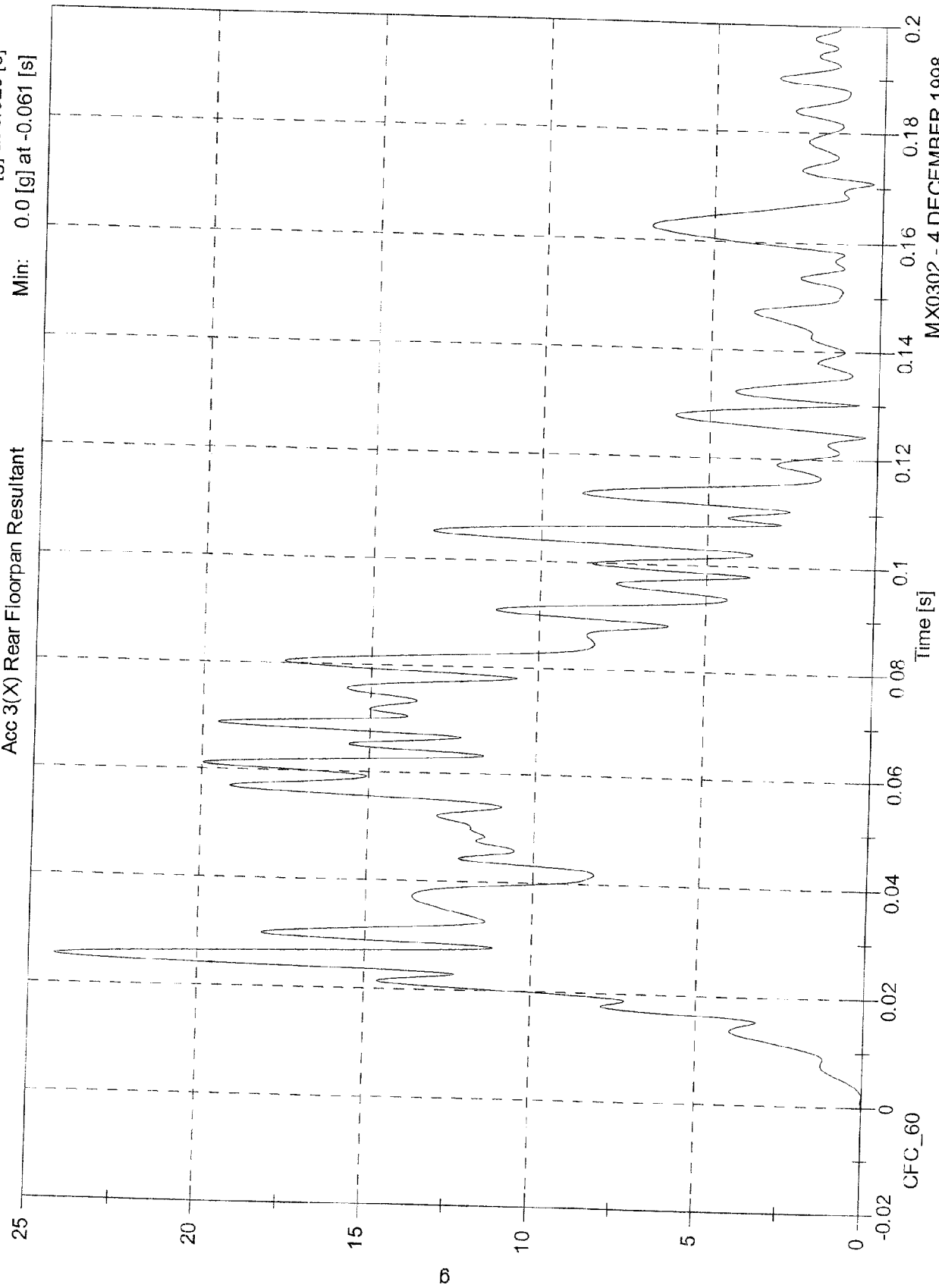


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

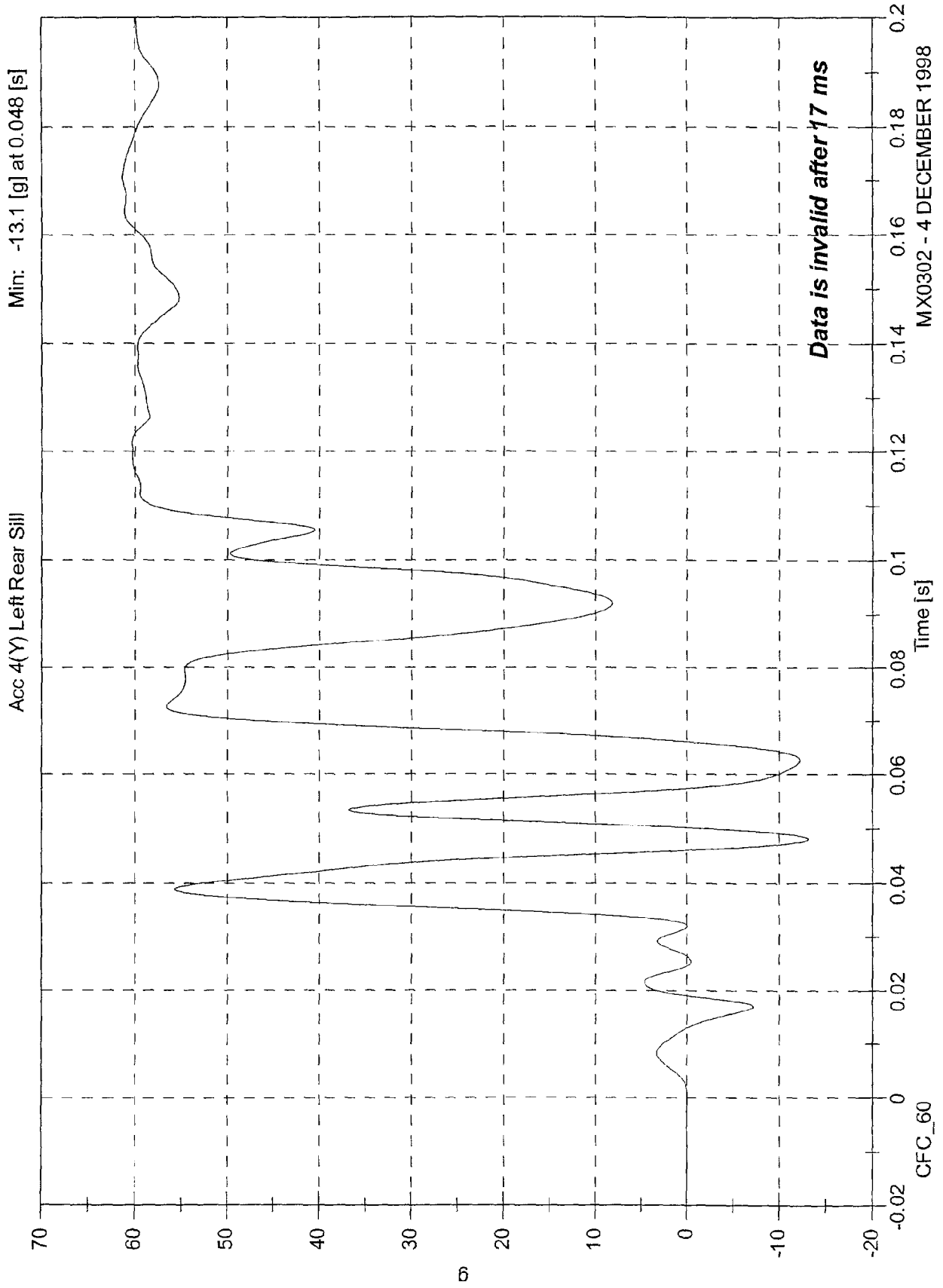
Acc 3(X) Rear Floorpan Resultant

Max: 24.2 [g] at 0.025 [s]
Min: 0.0 [g] at -0.061 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

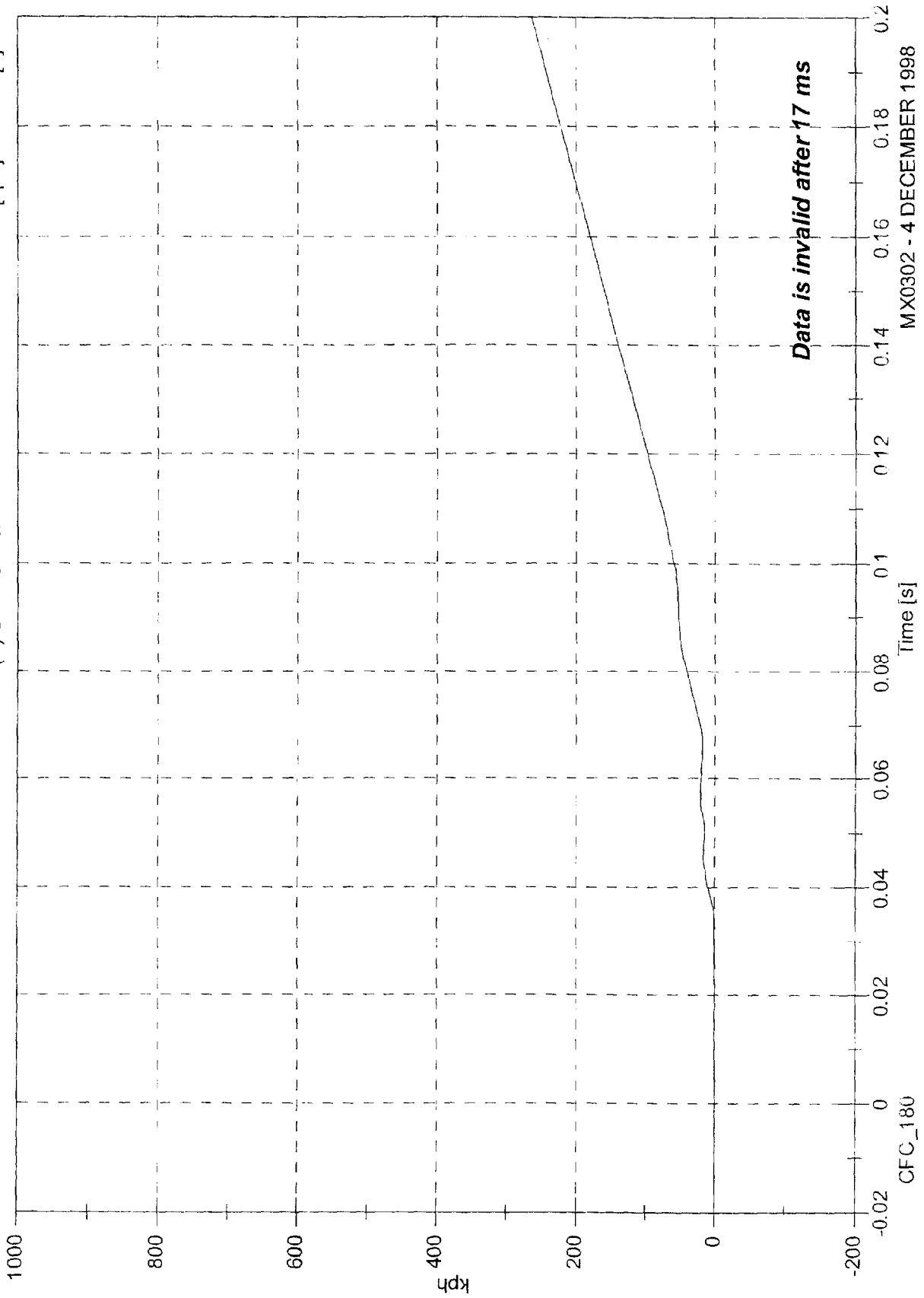
Max: 63.8 [g] at 0.366 [s]
Min: -13.1 [g] at 0.048 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 4(Y) Left Rear Sill

Max: 918.9 [kph] at 0.500 [s]
Min: -0.6 [kph] at 0.018 [s]



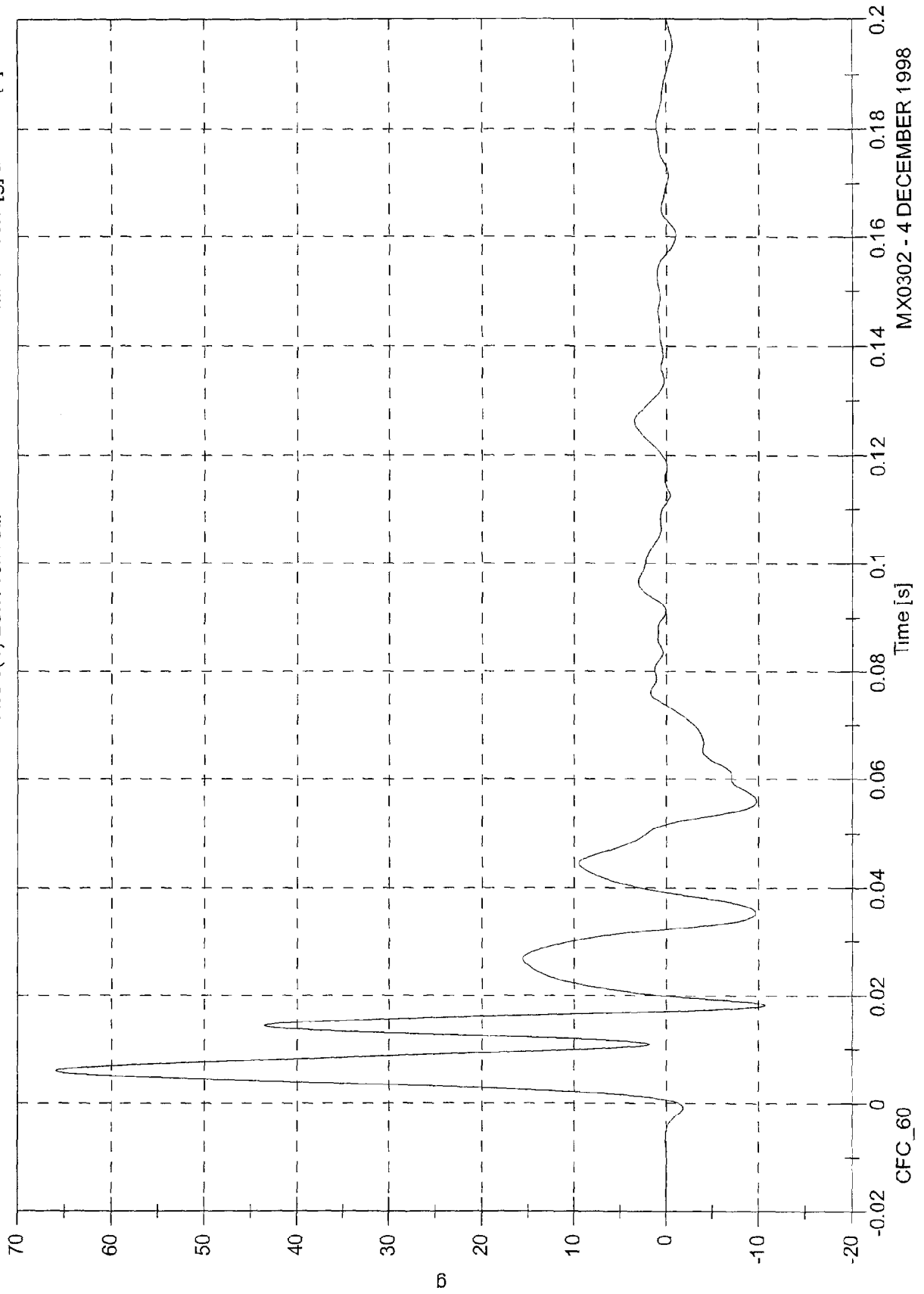
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 5(Y) Left Front Sill

Max 65.9 [g] at 0.006 [s]

Min: -10.7 [g] at 0.018 [s]



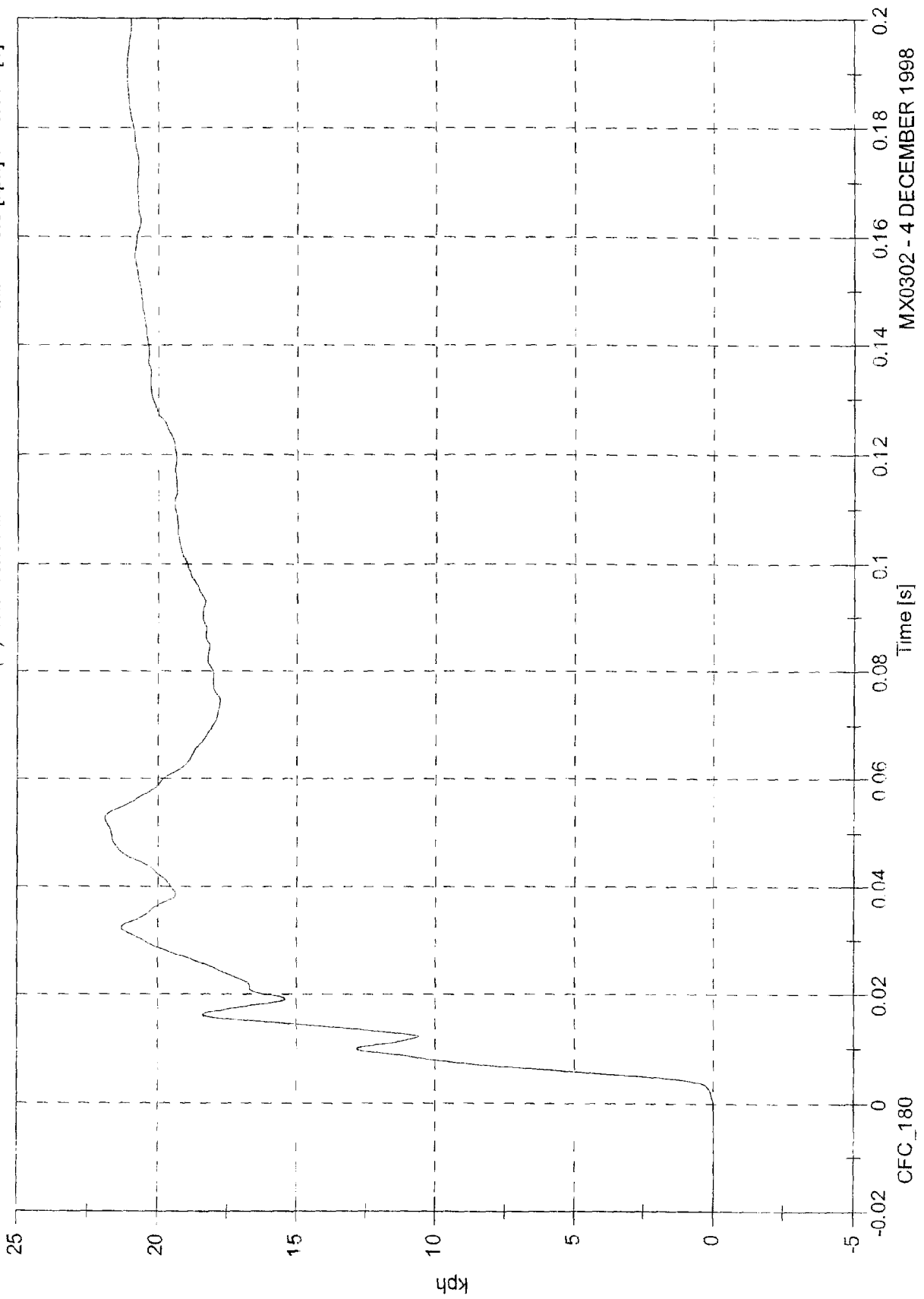
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 5(Y) Left Front Sill

Max: 21.9 [kph] at 0.053 [s]

Min: -0.0 [kph] at -0.019 [s]

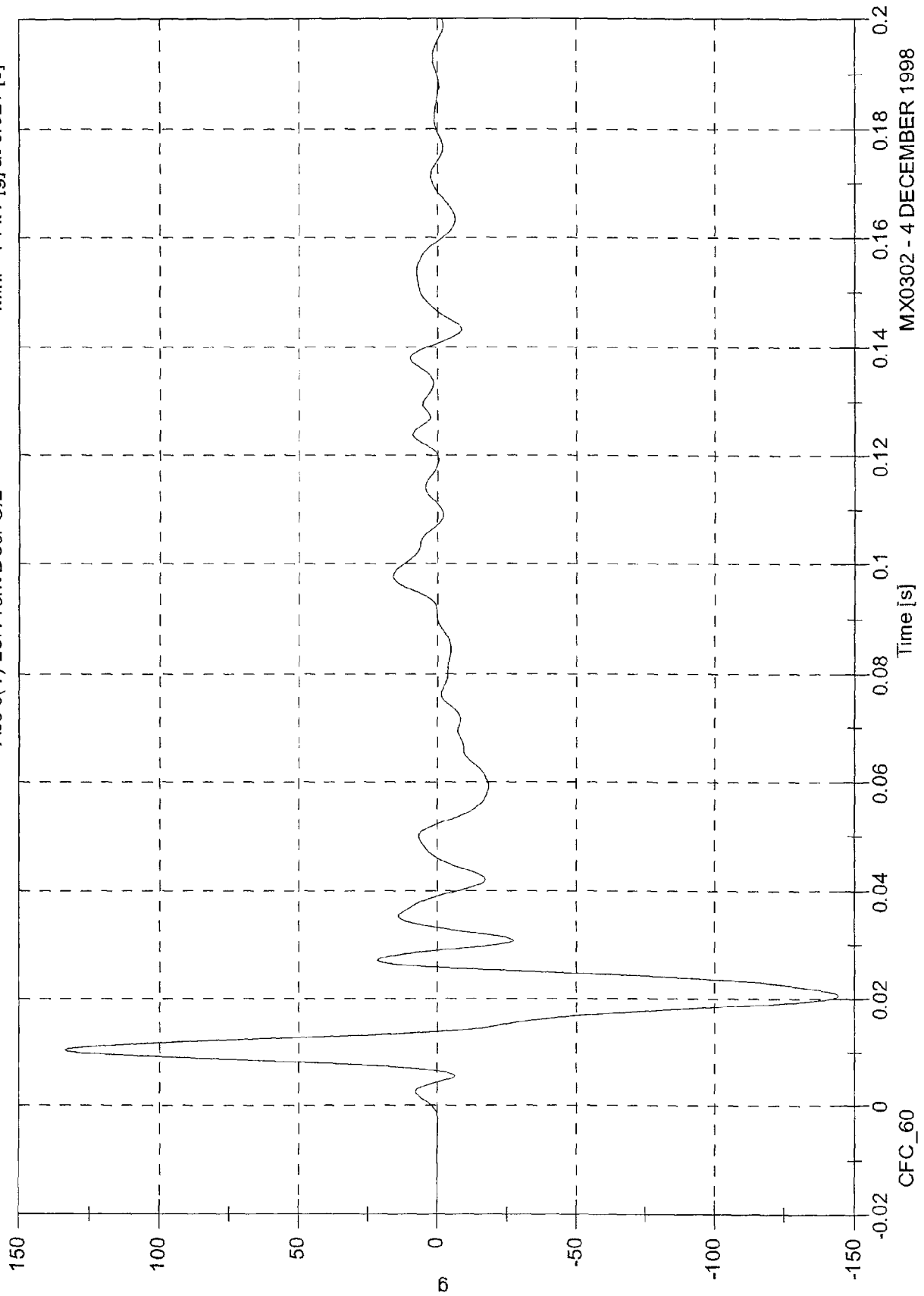


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 6(Y) Lef Front Door C/L

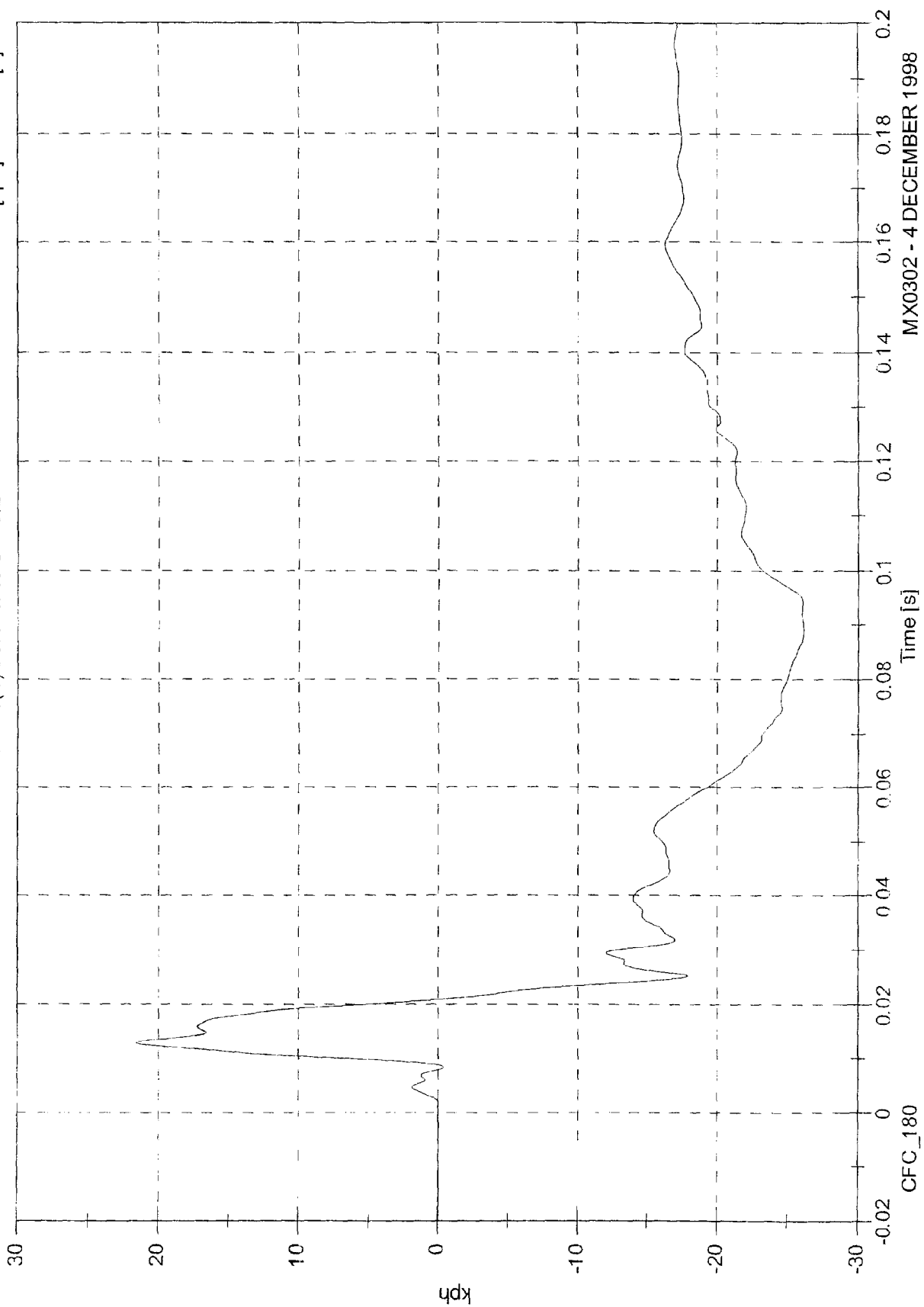
Max: 133.6 [g] at 0.010 [s]
Min: -144.1 [g] at 0.021 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 21.6 [kph] at 0.013 [s]
Min: -26.1 [kph] at 0.089 [s]

Acc 6(Y) Lef Front Door C/L



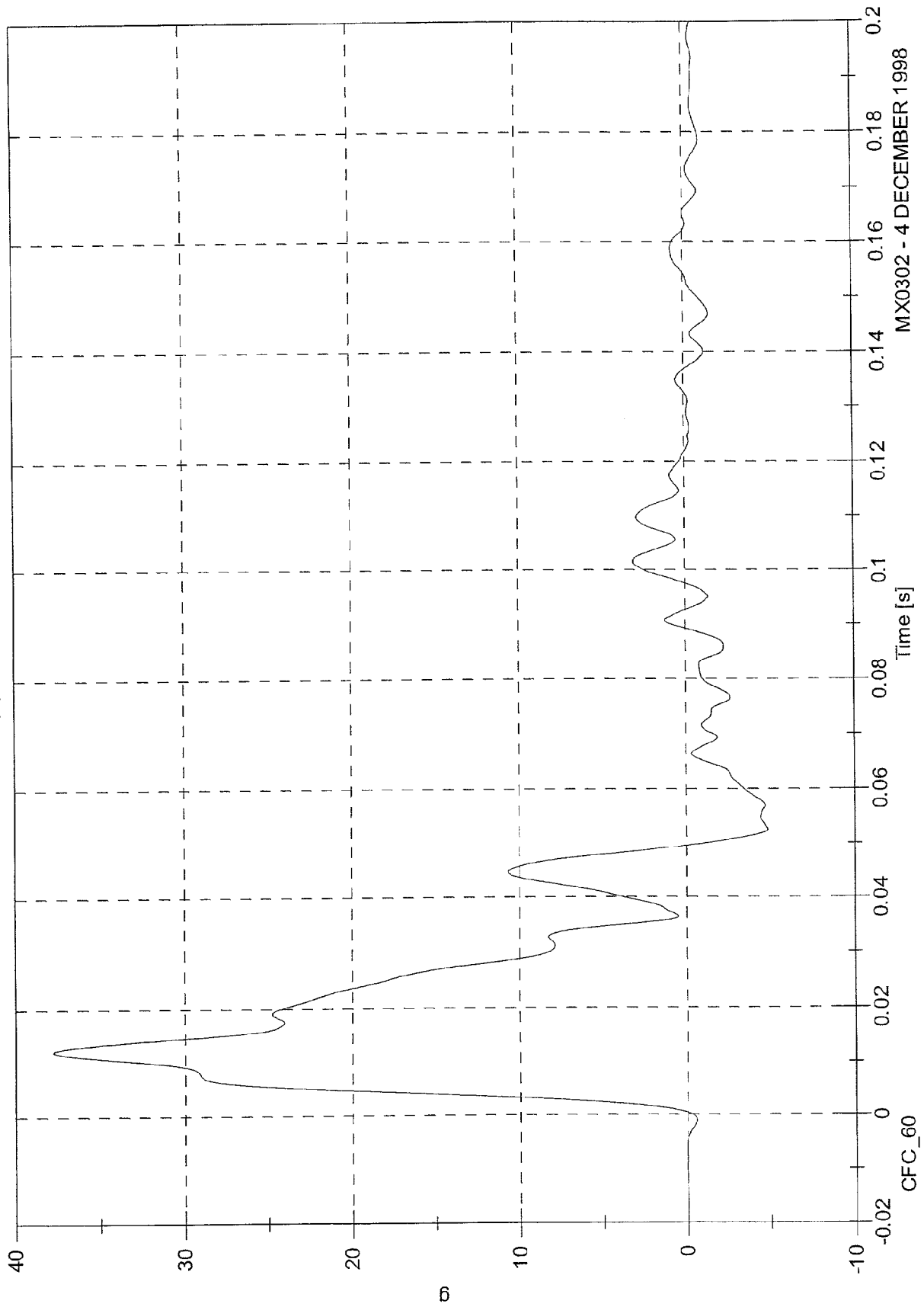
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 7(Y) Rt Rear Compartment

Max: 37.8 [g] at 0.012 [s]

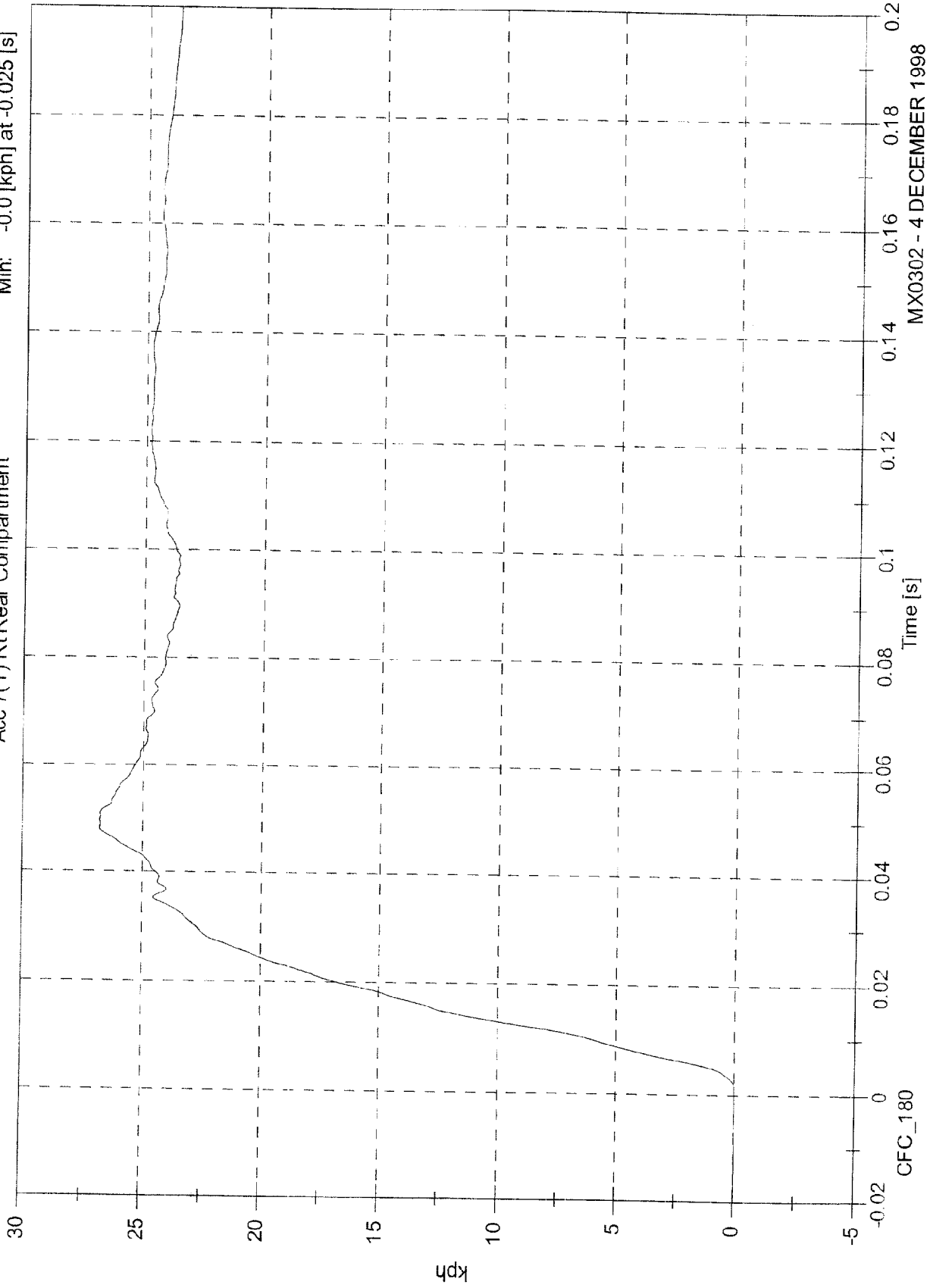
Min: -4.9 [g] at 0.053 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 7(Y) Rt Rear Compartment

Max: 26.8 [kph] at 0.050 [s]
Min: -0.0 [kph] at -0.025 [s]



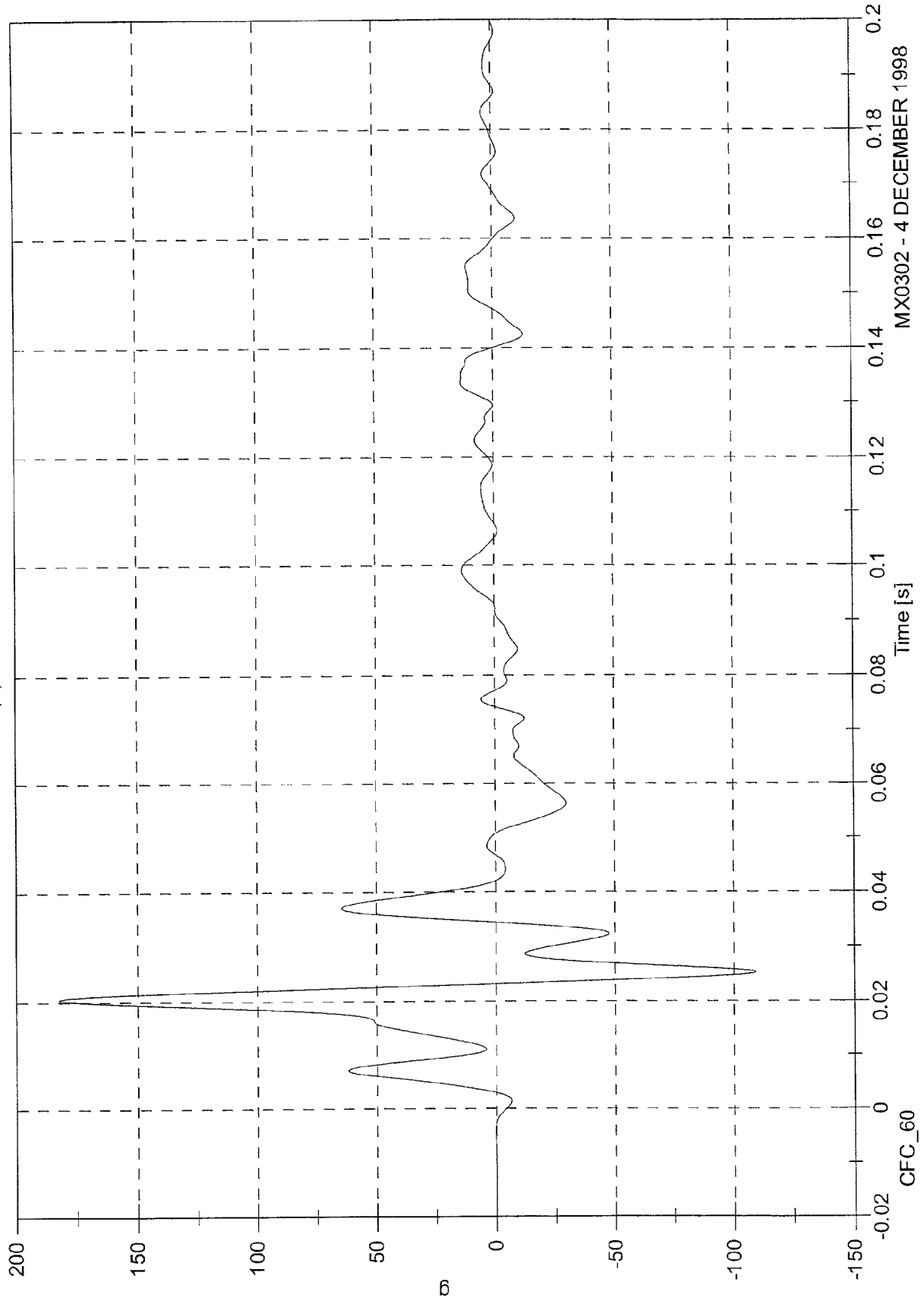
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 8(Y) Lt Ft Door Mid R C/L

Max: 182.6 [g] at 0.020 [s]

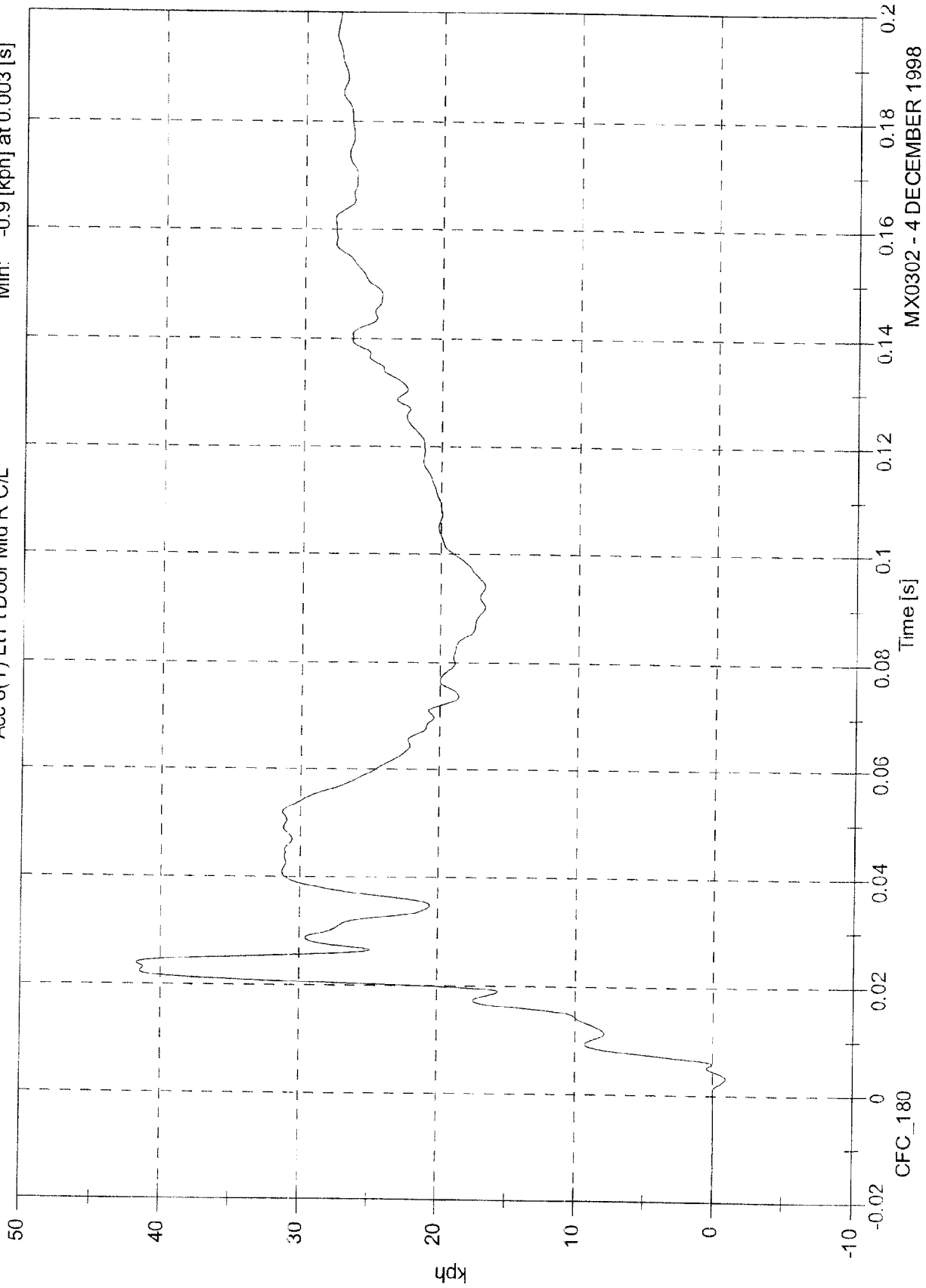
Min: -109.2 [g] at 0.025 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 8(Y) Lt Ft Door Mid R C/L

Max: 41.7 [kph] at 0.024 [s]
Min: -0.9 [kph] at 0.003 [s]

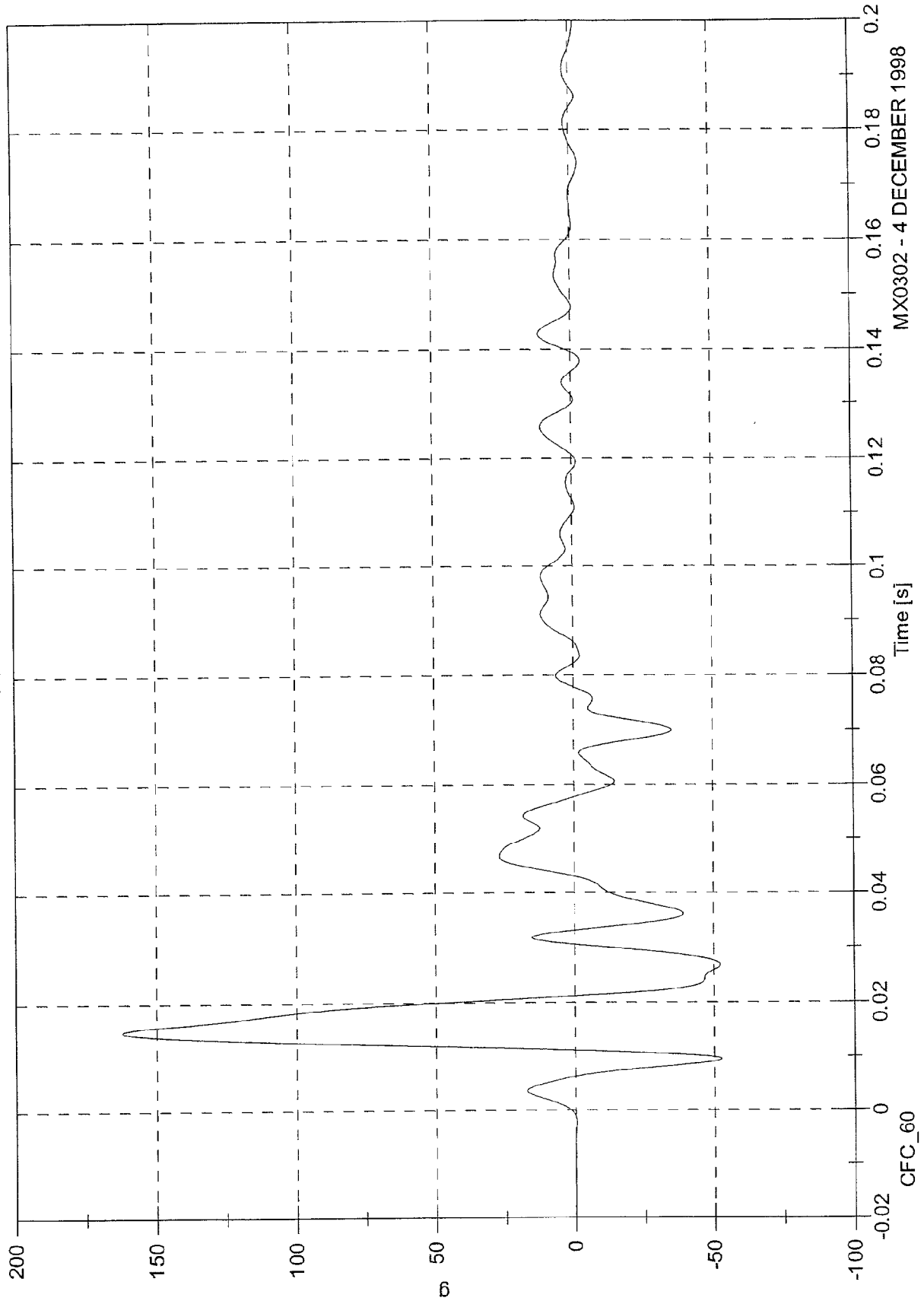


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 162.4 [g] at 0.015 [s]
Min: -52.7 [g] at 0.010 [s]

Acc 9(Y) Lt Ft Door Up C/L



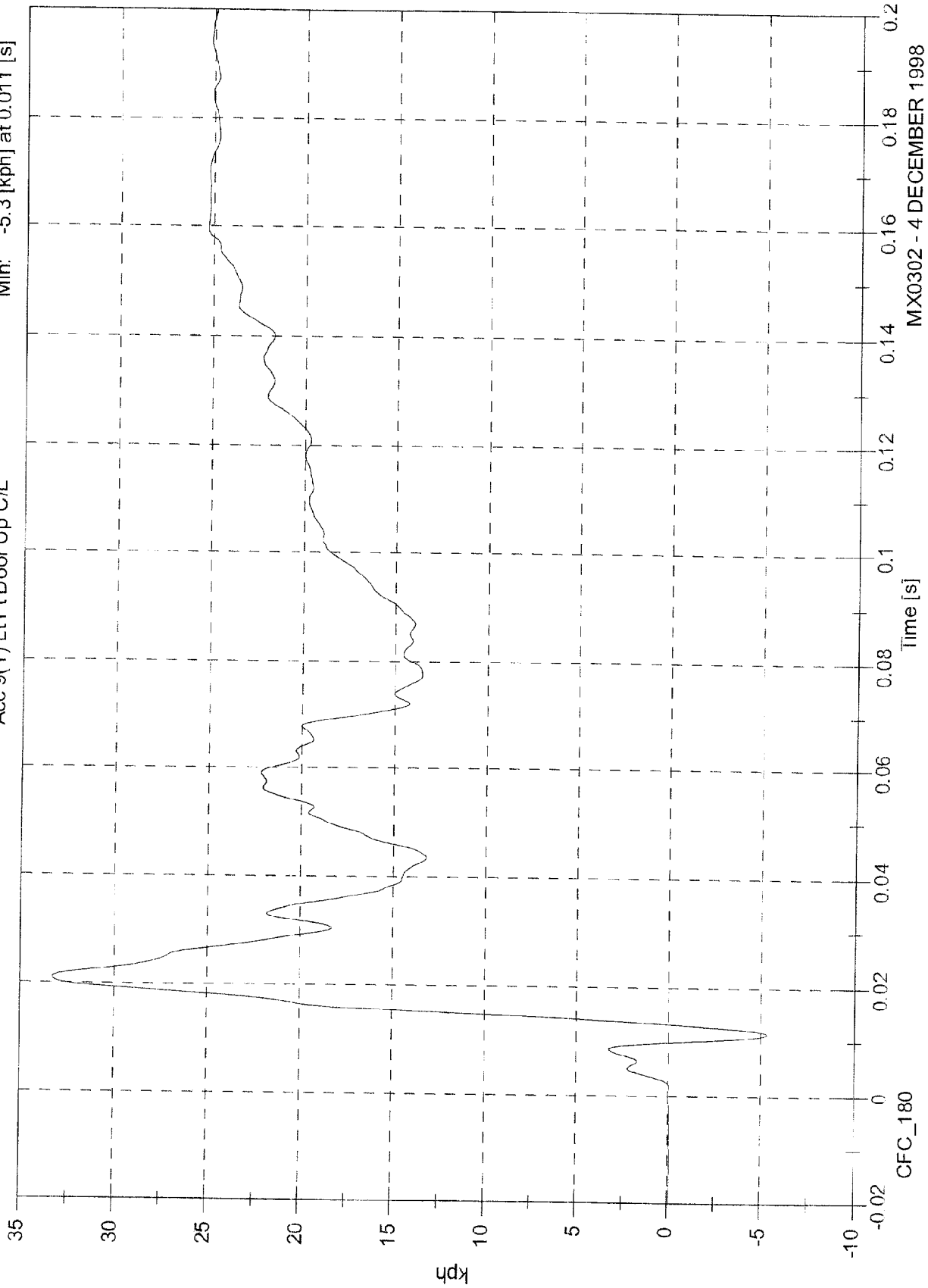
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 9(Y) Lt Ft Door Up C/L

Max: 33.3 [kph] at 0.021 [s]

Min: -5.3 [kph] at 0.011 [s]



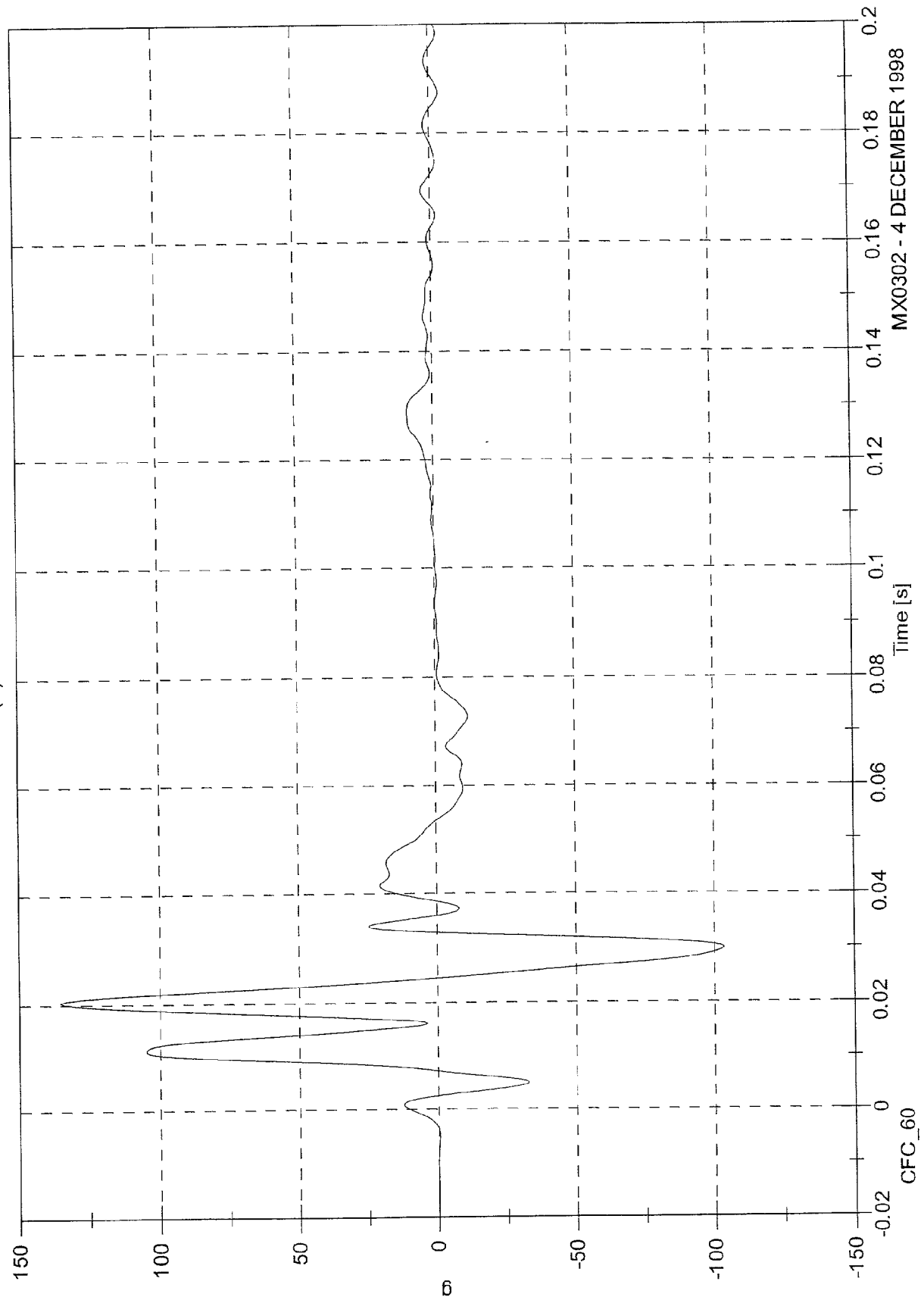
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 10(Y) Lt Rr Door Mid R C/L

Max: 135.4 [g] at 0.020 [s]

Min: -103.6 [g] at 0.030 [s]



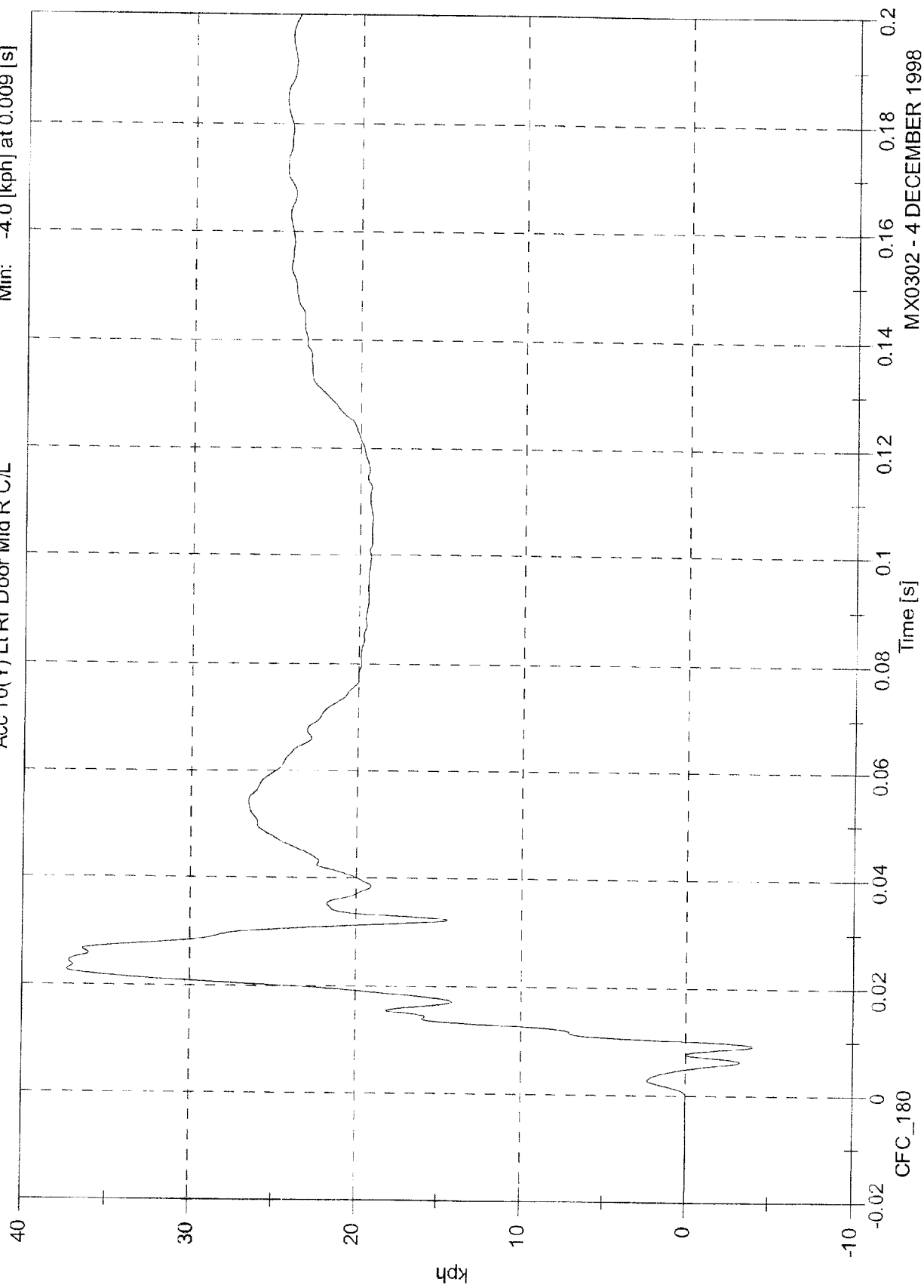
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 10(Y) Lt Rr Door Mid R C/L

Max: 37.3 [kph] at 0.023 [s]

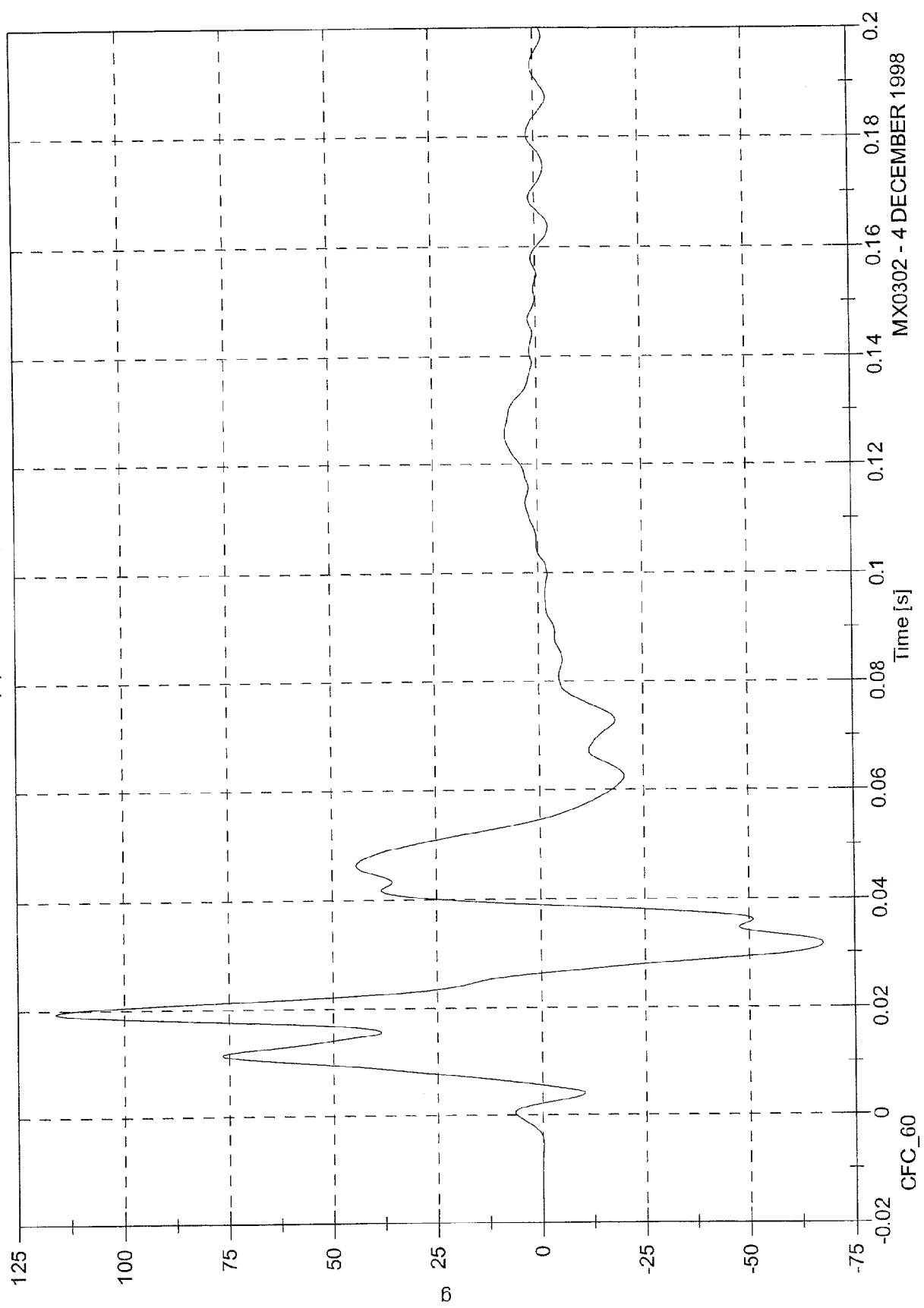
Min: -4.0 [kph] at 0.009 [s]



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab
Acc 11(Y) Lt Rr Door Up C/L

Max: 116.1 [g] at 0.019 [s]
Min: -67.5 [g] at 0.032 [s]

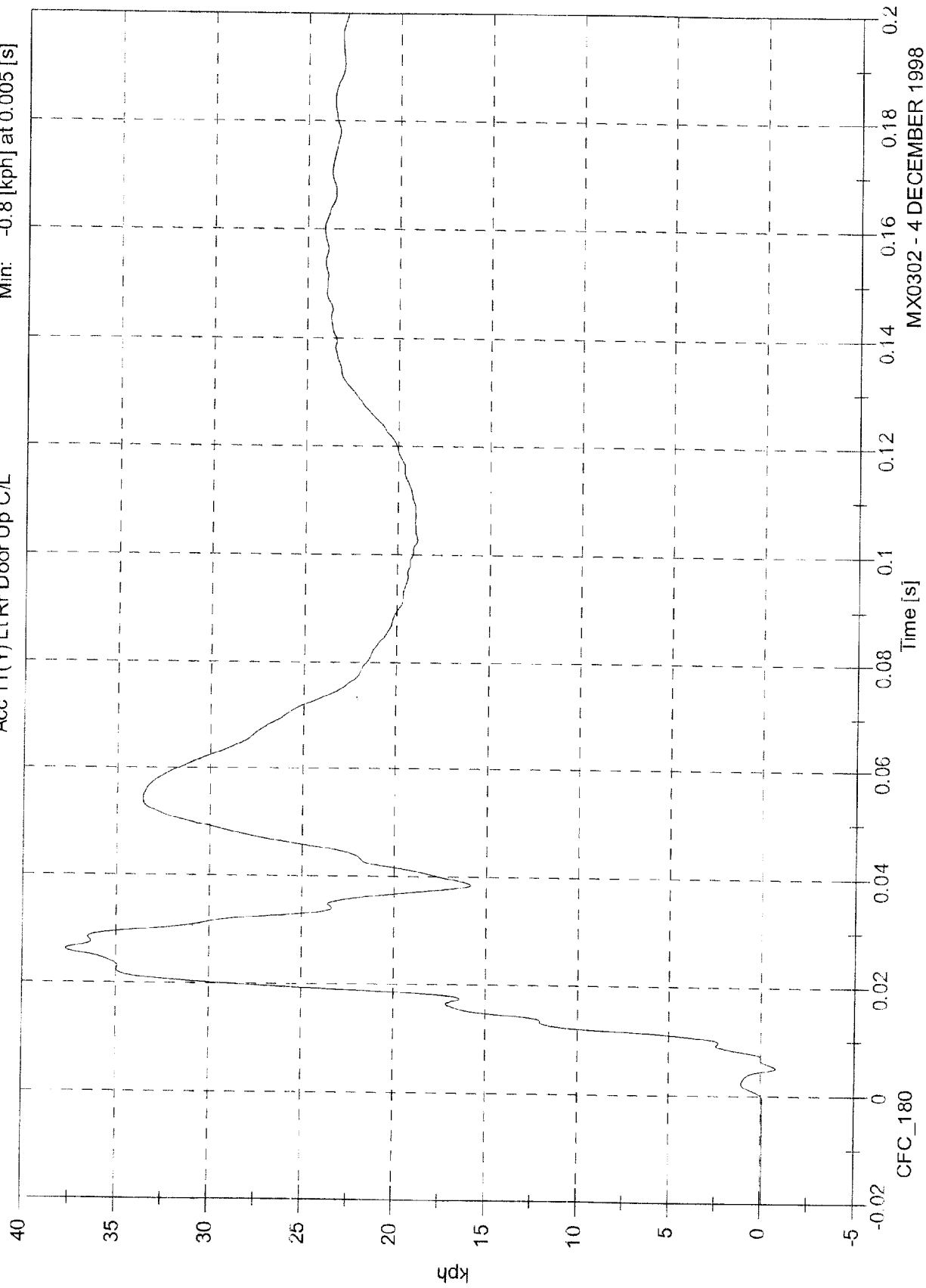


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 11(Y) Lt Rr Door Up C/L

Max: 37.7 [kph] at 0.026 [s]
Min: -0.8 [kph] at 0.005 [s]



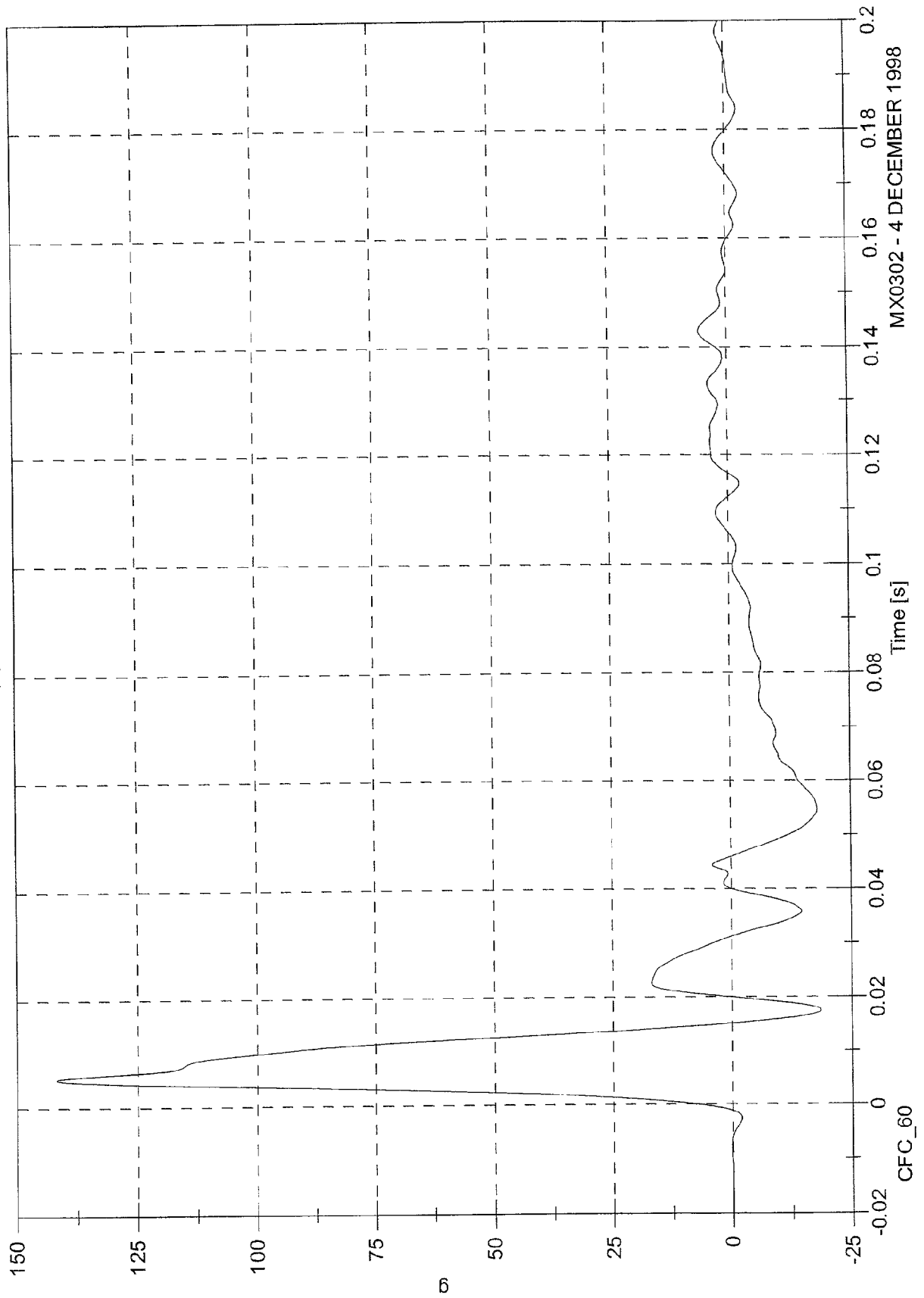
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 12(Y) Left Lower B-Post

Max: 141.9 [g] at 0.005 [s]

Min: -18.6 [g] at 0.018 [s]



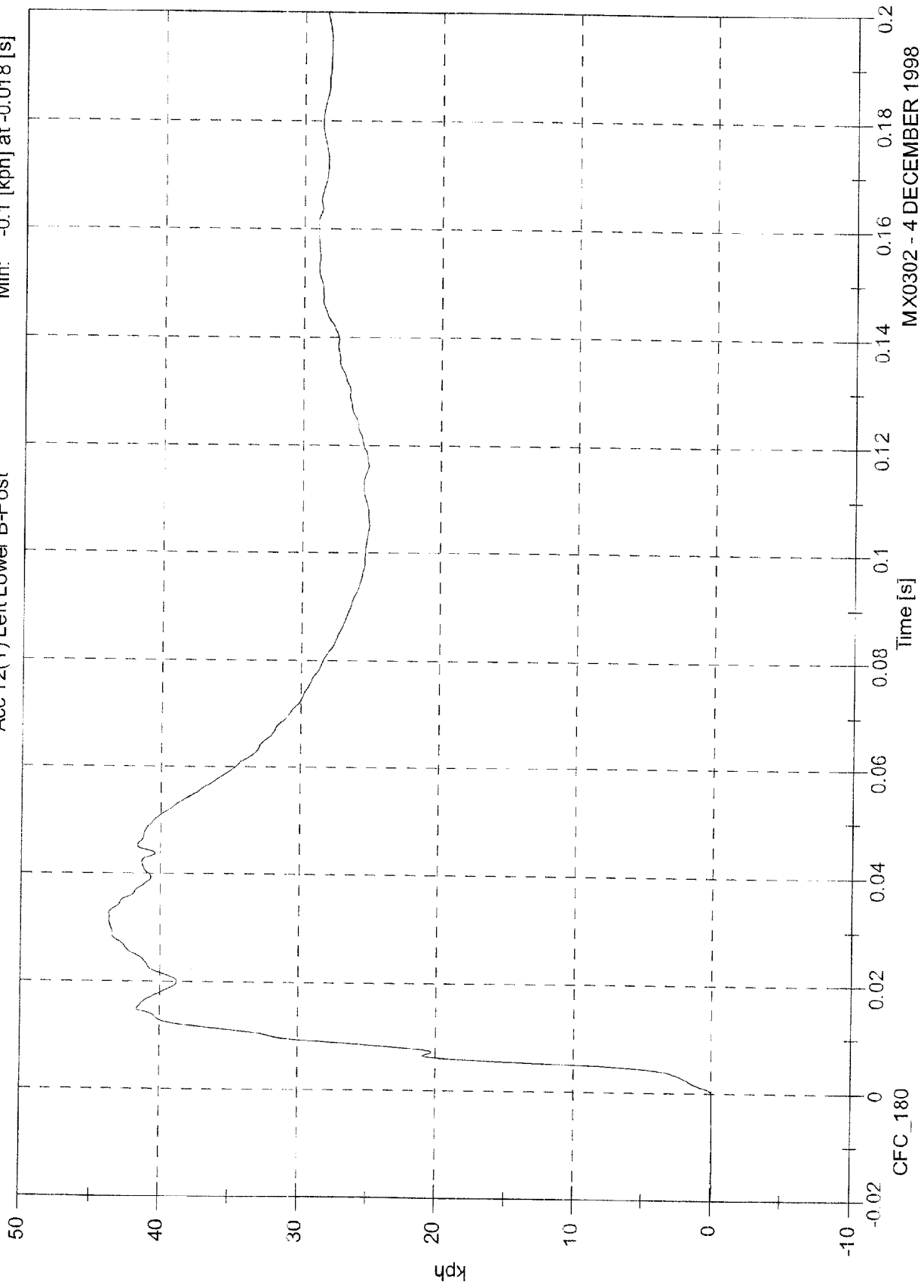
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 12(Y) Left Lower B-Post

Max: 43.7 [kph] at 0.033 [s]

Min: -0.1 [kph] at -0.018 [s]



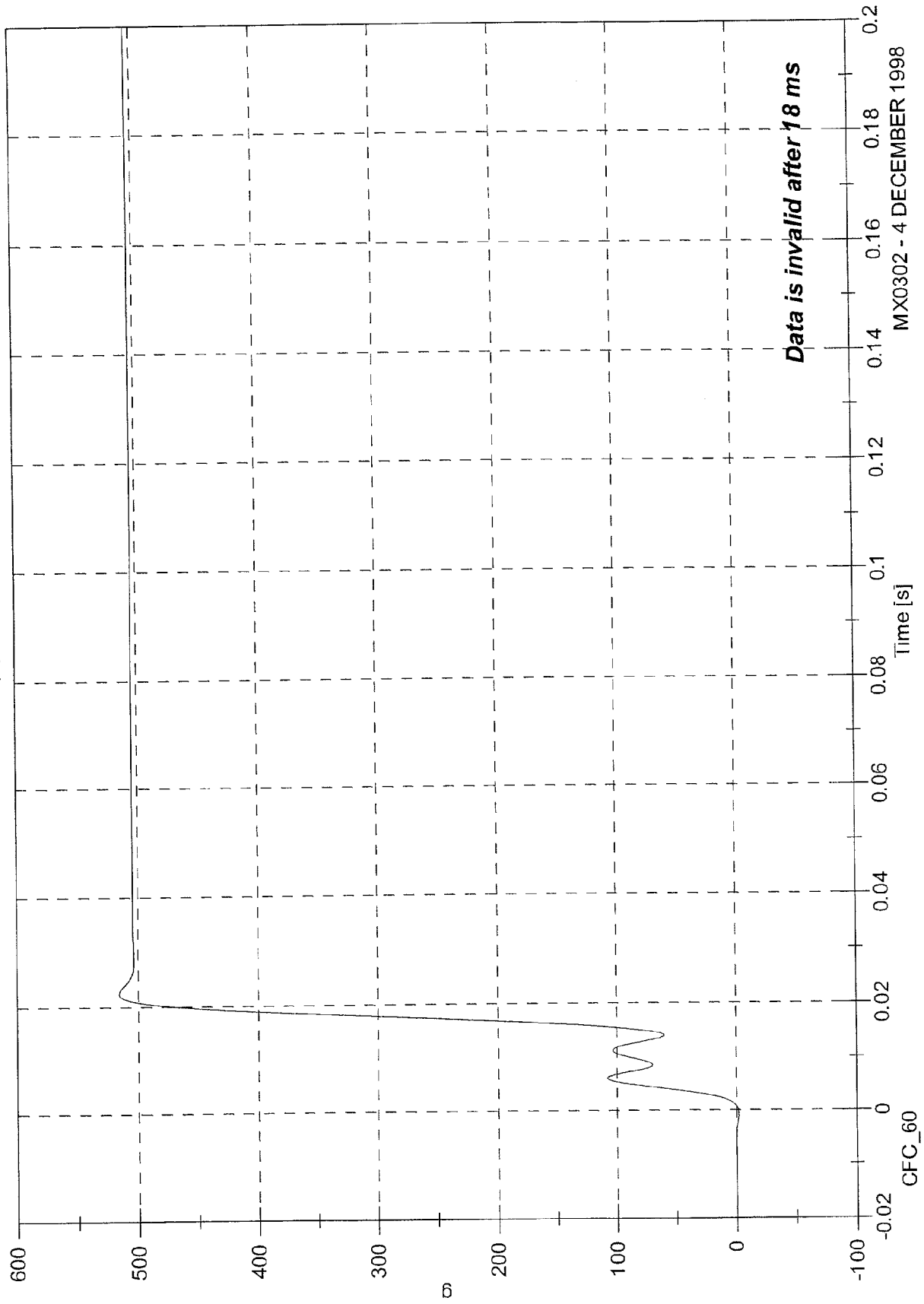
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 516.0 [g] at 0.022 [s]

Min: -1.9 [g] at -0.001 [s]

Acc 13(Y) Left Mid B-Post



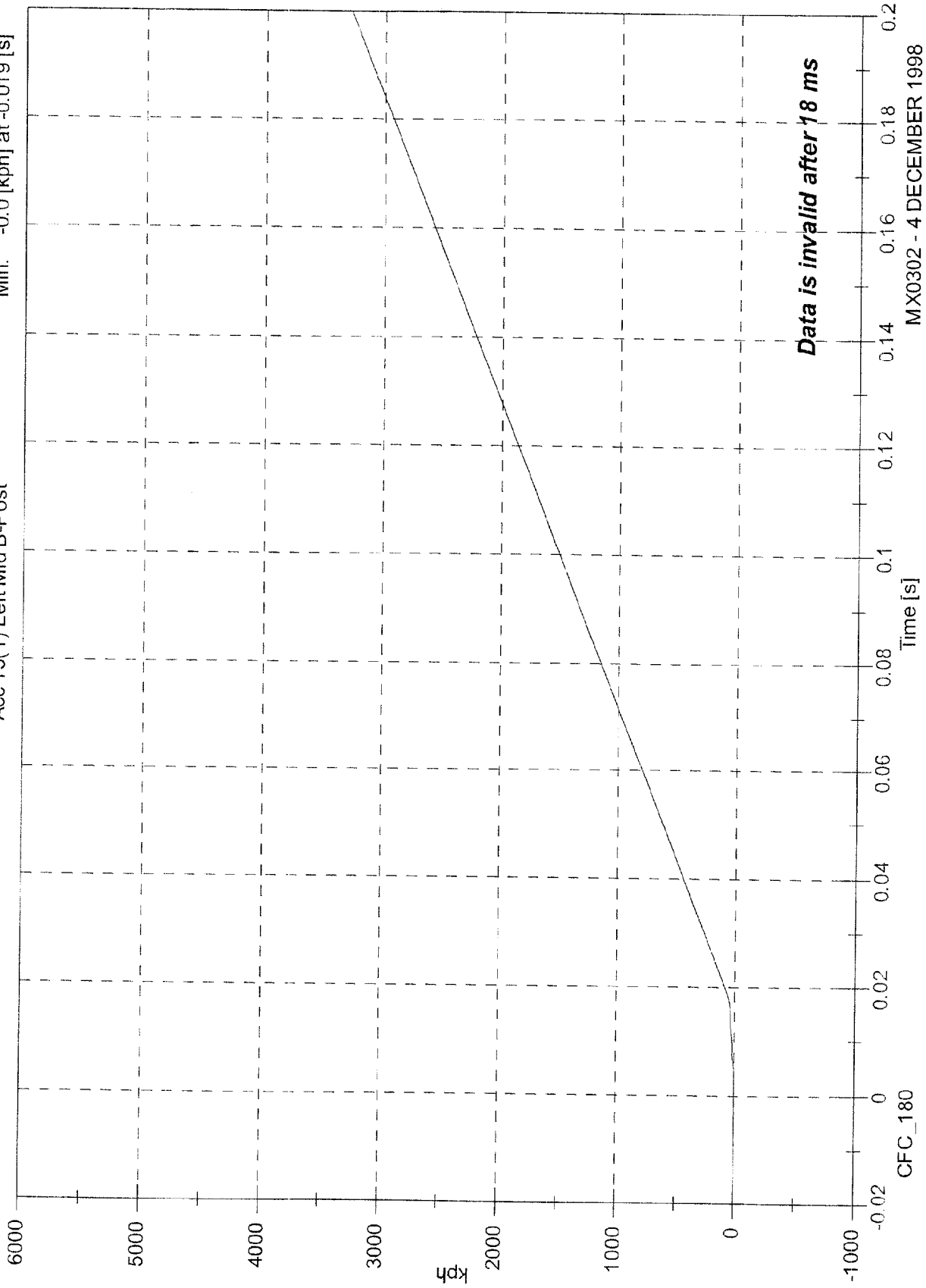
Data is invalid after 18 ms

MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 13(Y) Left Mid B-Post

Max: 5036.6 [kph] at 0.500 [s]
Min: -0.0 [kph] at -0.019 [s]



Data is invalid after 18 ms

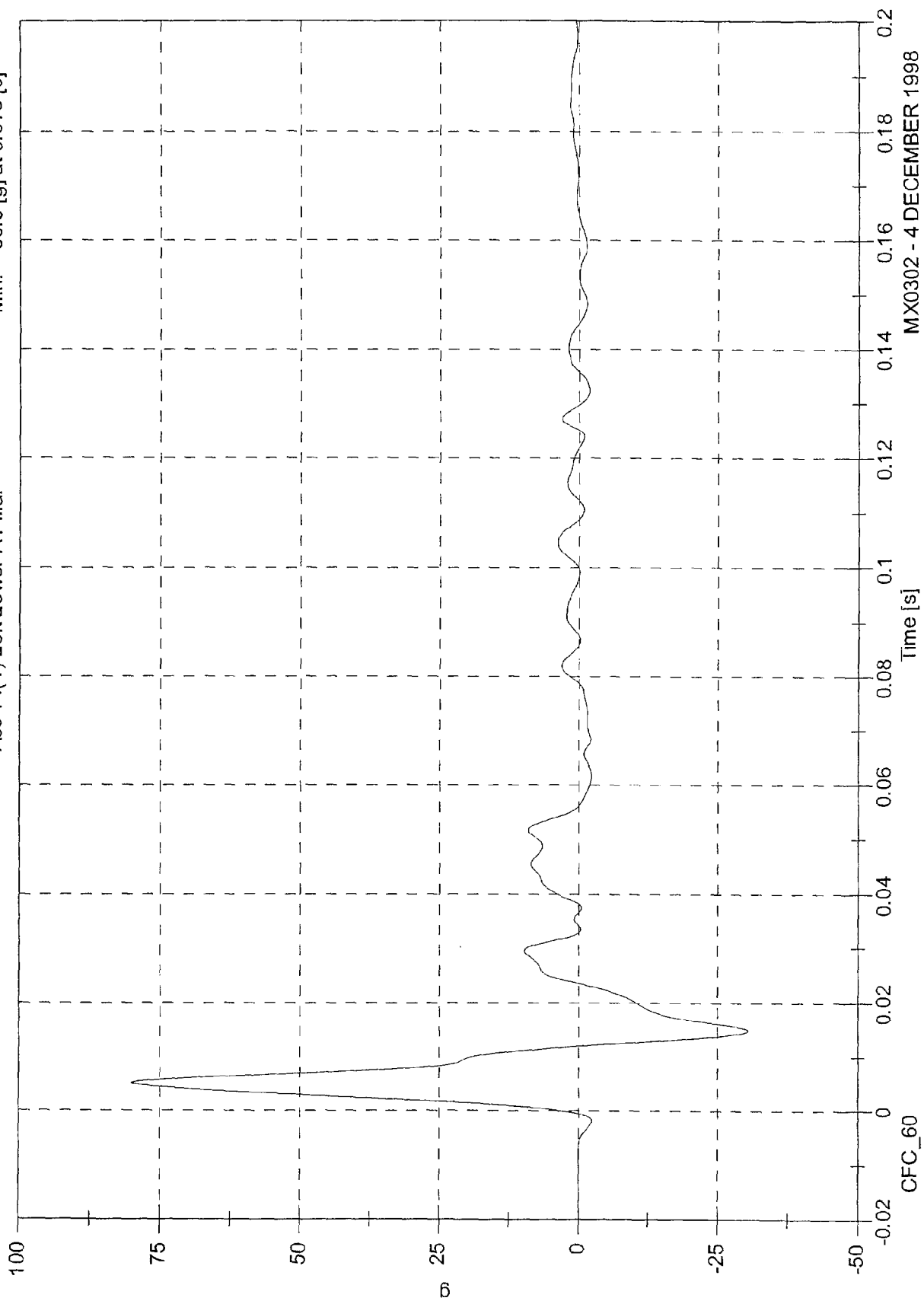
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 14(Y) Left Lower A Pillar

Max: 80.0 [g] at 0.005 [s]

Min: -30.5 [g] at 0.015 [s]

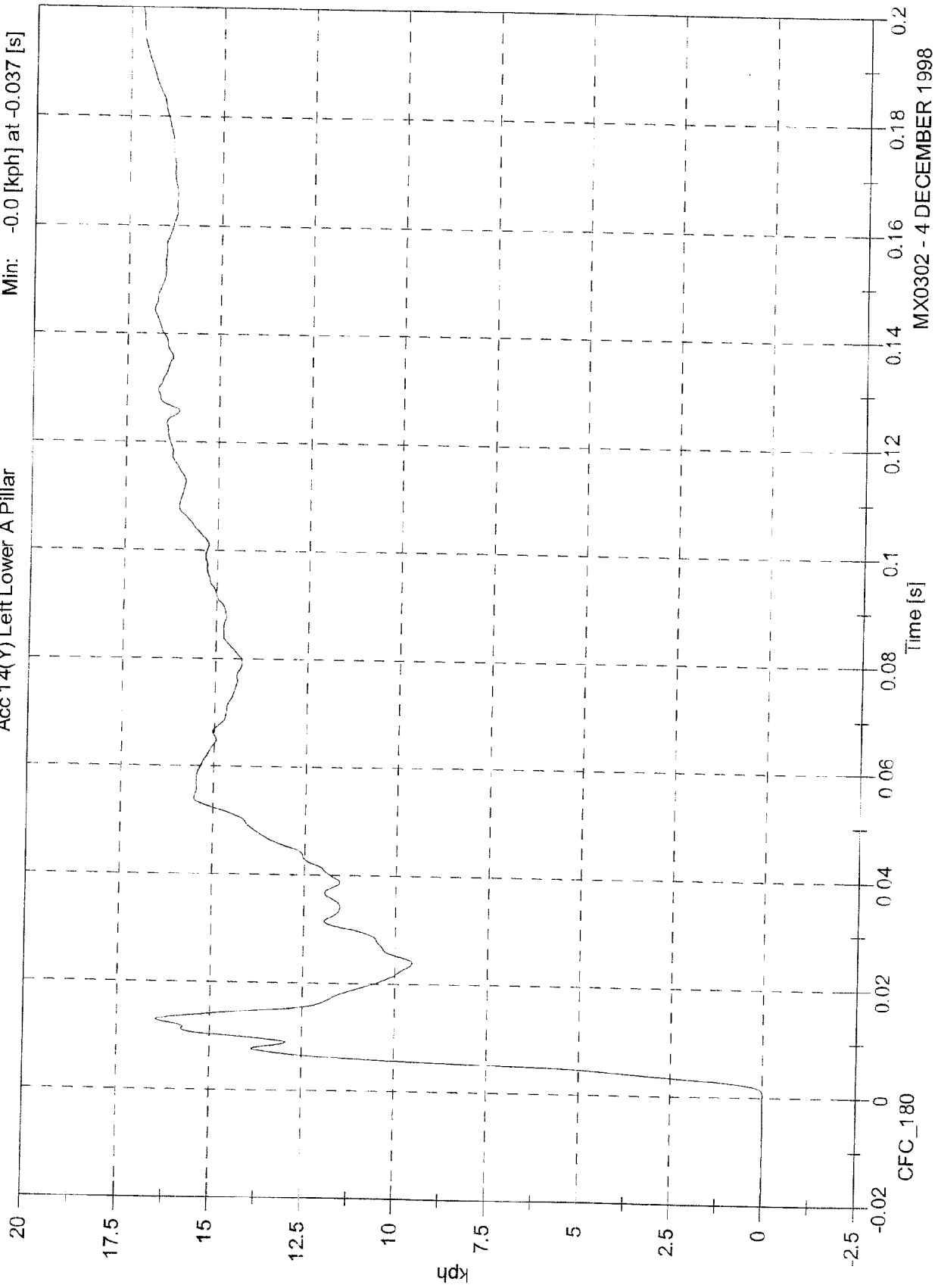


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 14(Y) Left Lower A Pillar

Max: 18.4 [kph] at 0.500 [s]
Min: -0.0 [kph] at -0.037 [s]



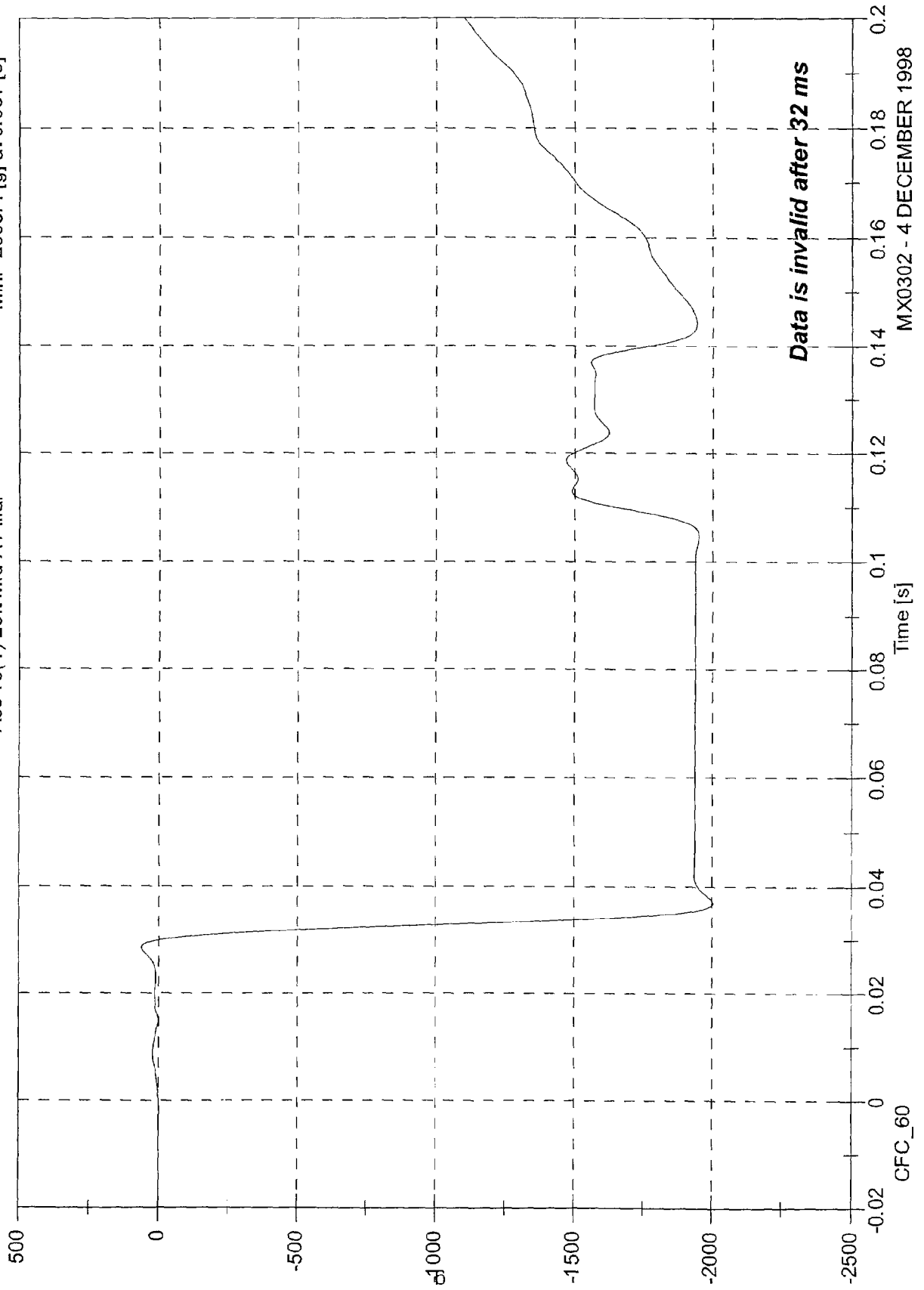
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 15(Y) Left Mid A Pillar

Max: 179.2 [g] at 0.378 [s]

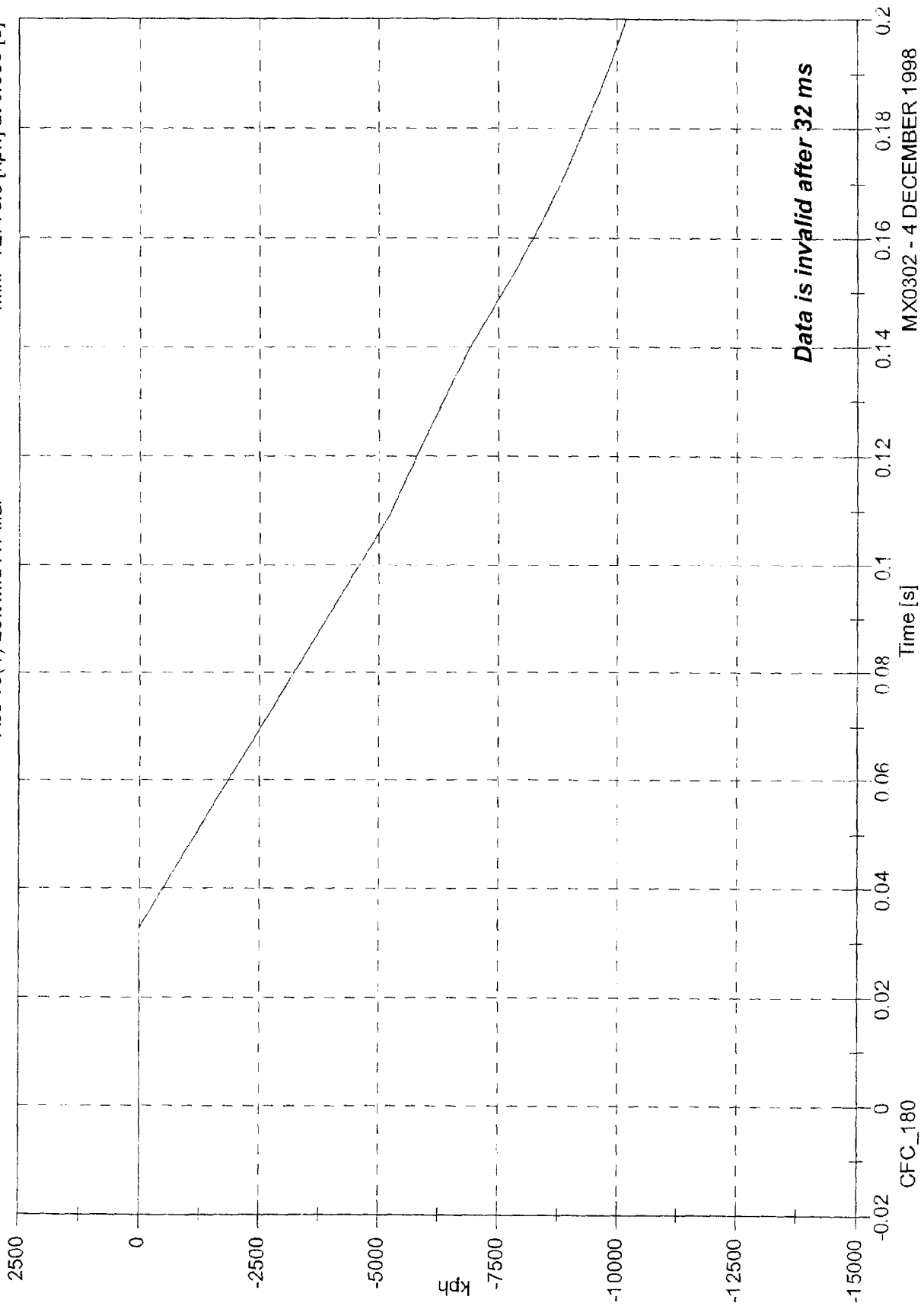
Min: -2003.4 [g] at 0.037 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 12.6 [kph] at 0.032 [s]
Min: -12770.9 [kph] at 0.500 [s]

Acc 15(Y) Left Mid A Pillar

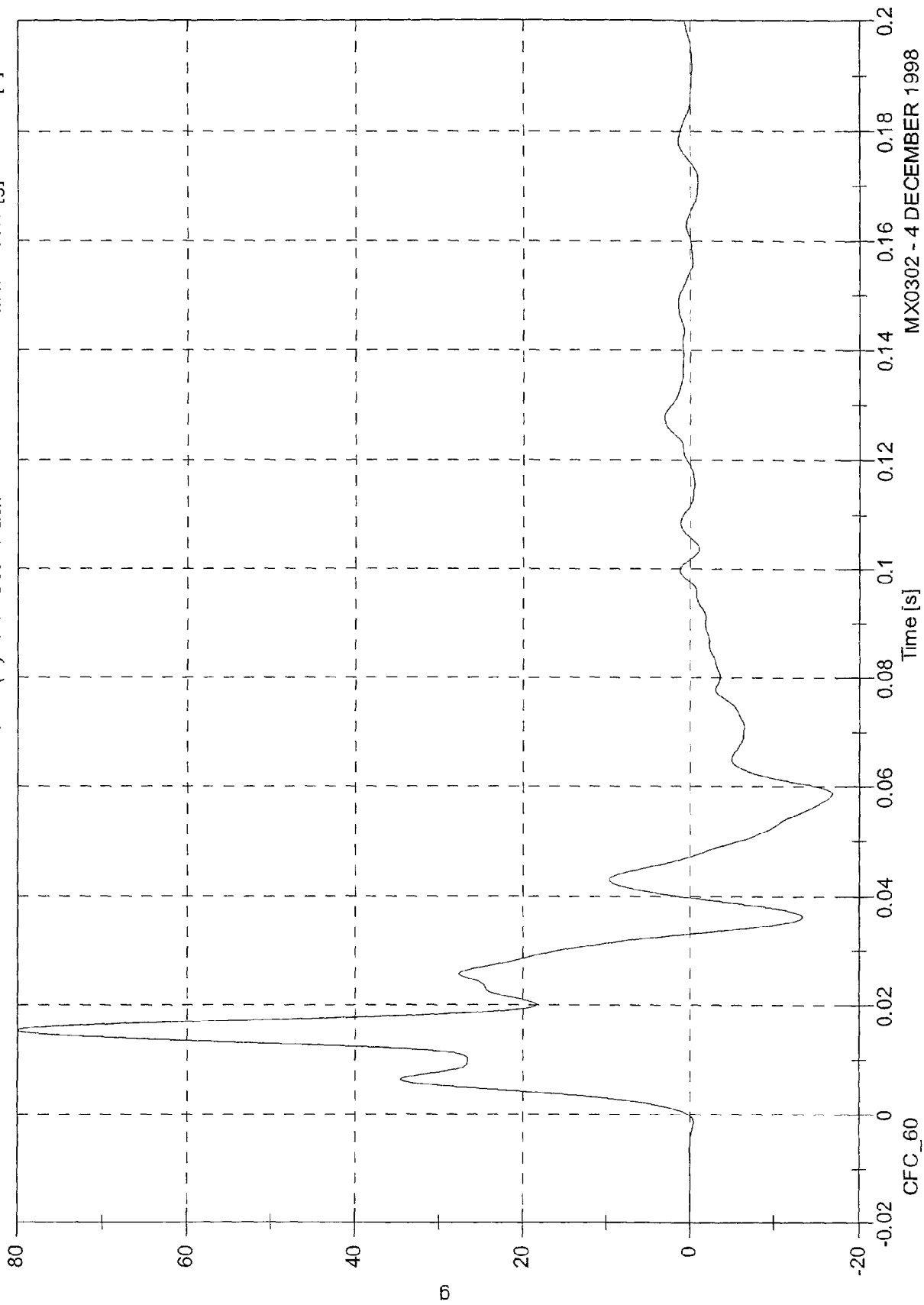


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 16(Y) Front Seat Track

Max: 80.0 [g] at 0.015 [s]

Min: -16.8 [g] at 0.059 [s]



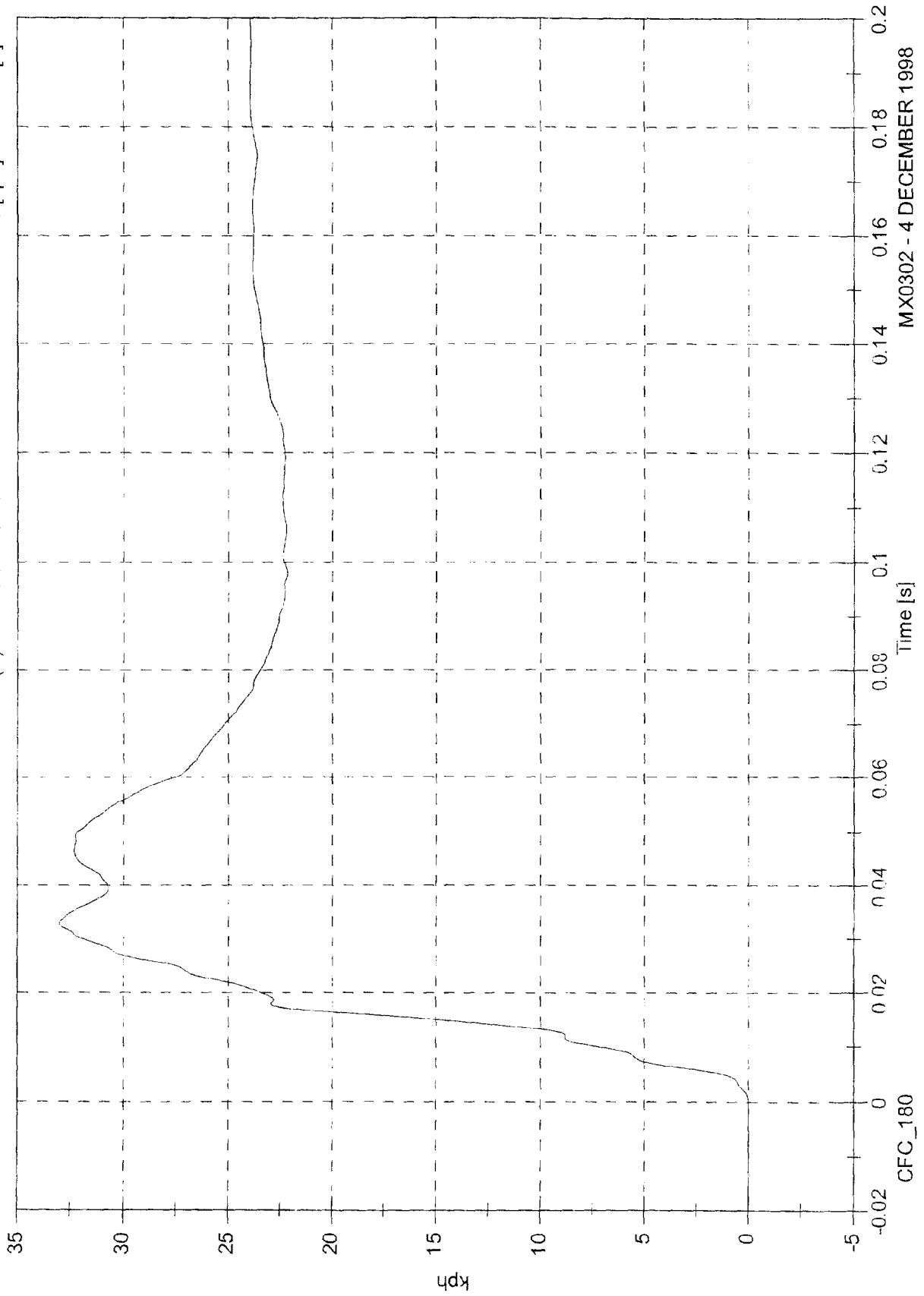
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 16(Y) Front Seat Track

Max: 33.1 [kph] at 0.033 [s]

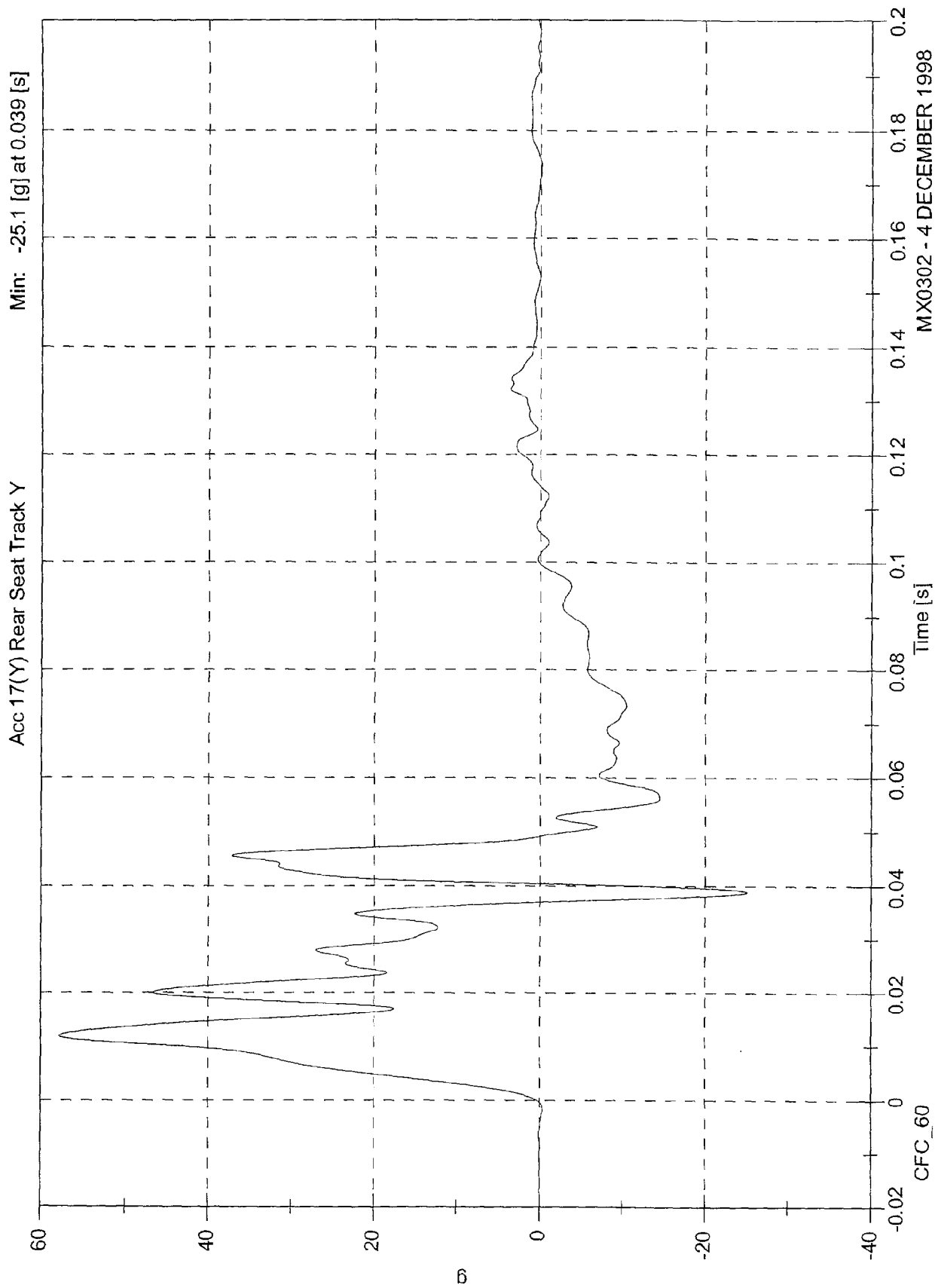
Min: -0.0 [kph] at -0.018 [s]



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 57.9 [g] at 0.012 [s]
 Min: -25.1 [g] at 0.039 [s]



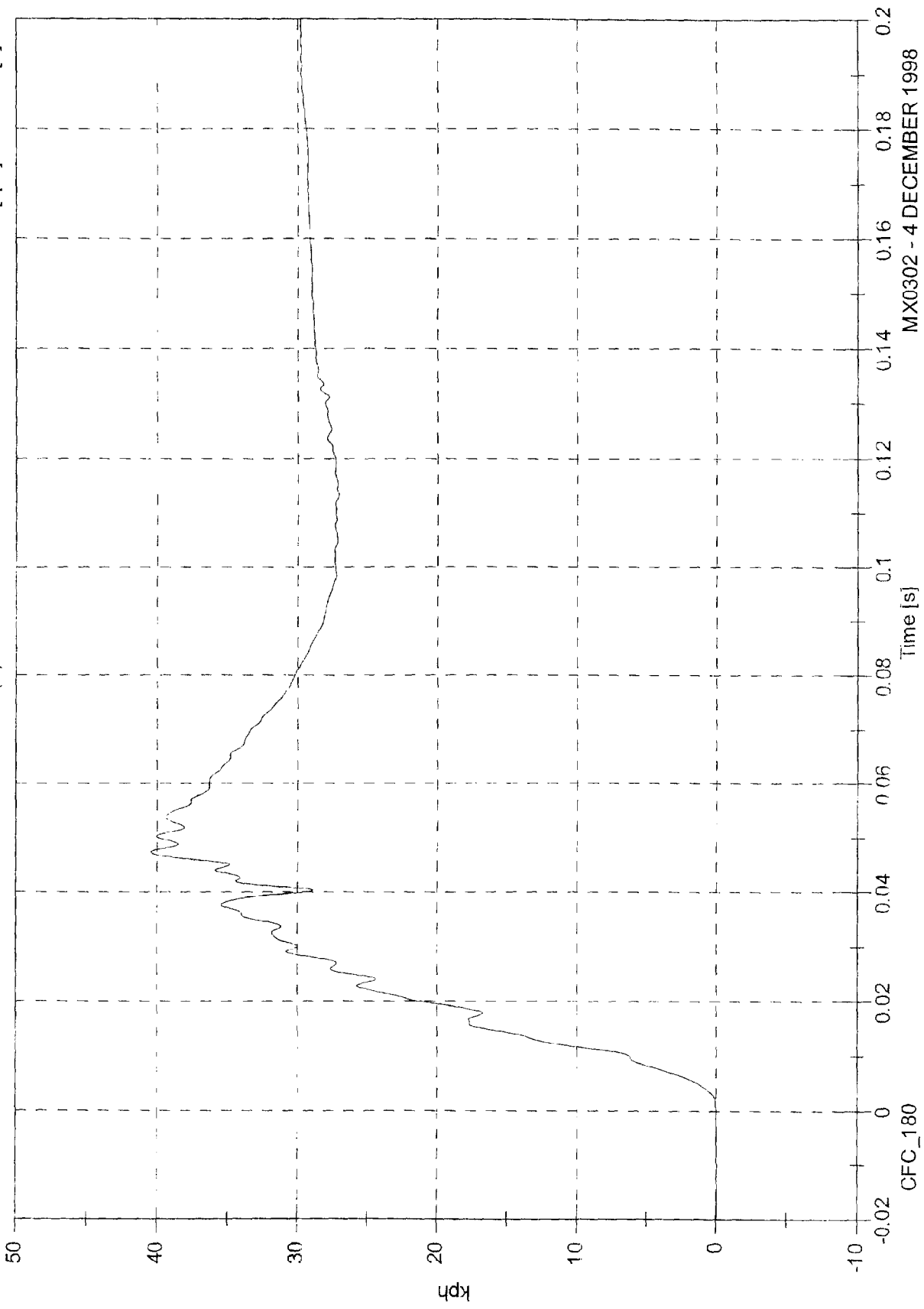
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Acc 17(Y) Rear Seat Track Y

Max: 40.4 [kph] at 0.047 [s]

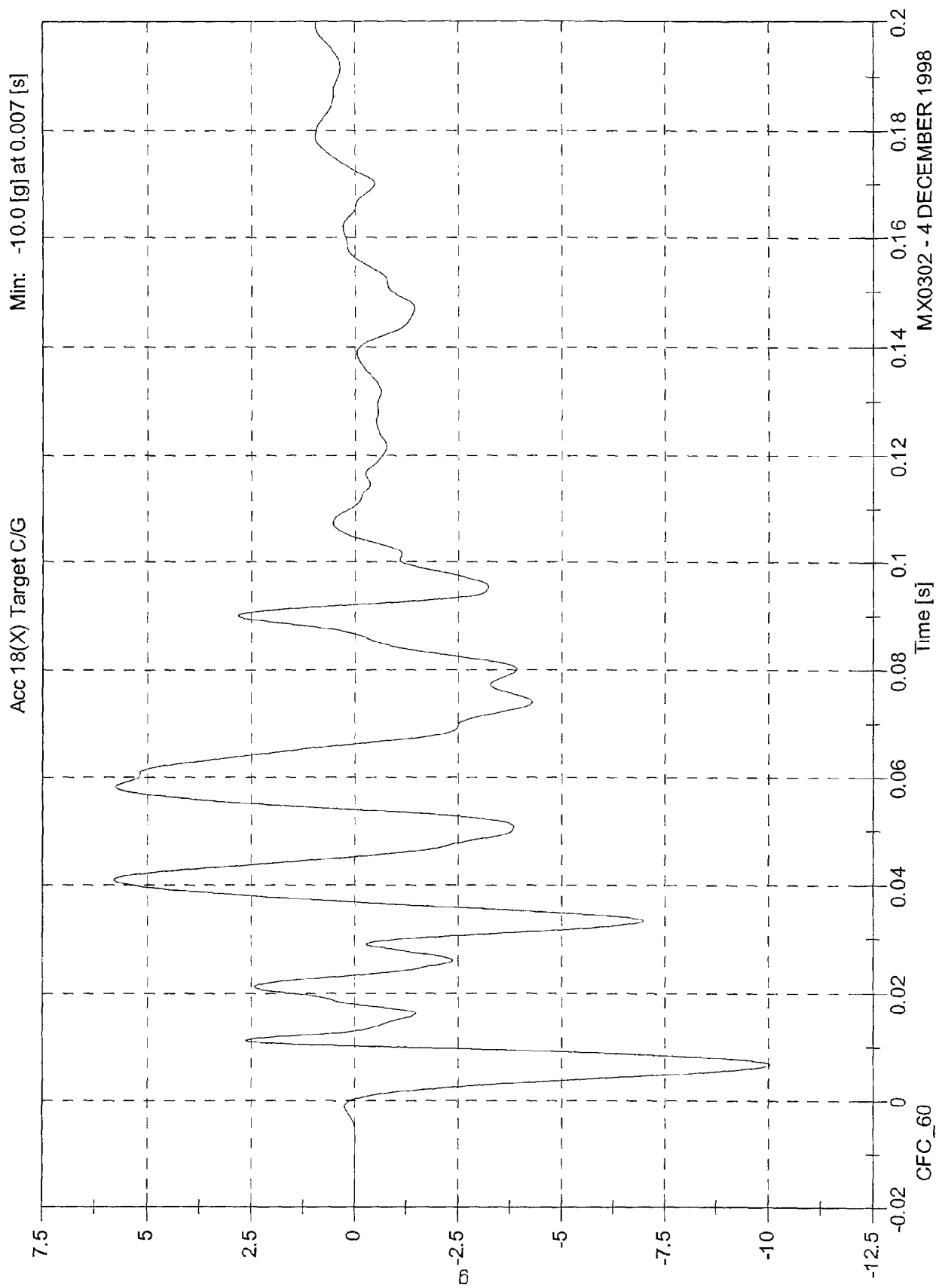
Min: -0.0 [kph] at -0.017 [s]



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 5.8 [g] at 0.041 [s]
Min: -10.0 [g] at 0.007 [s]

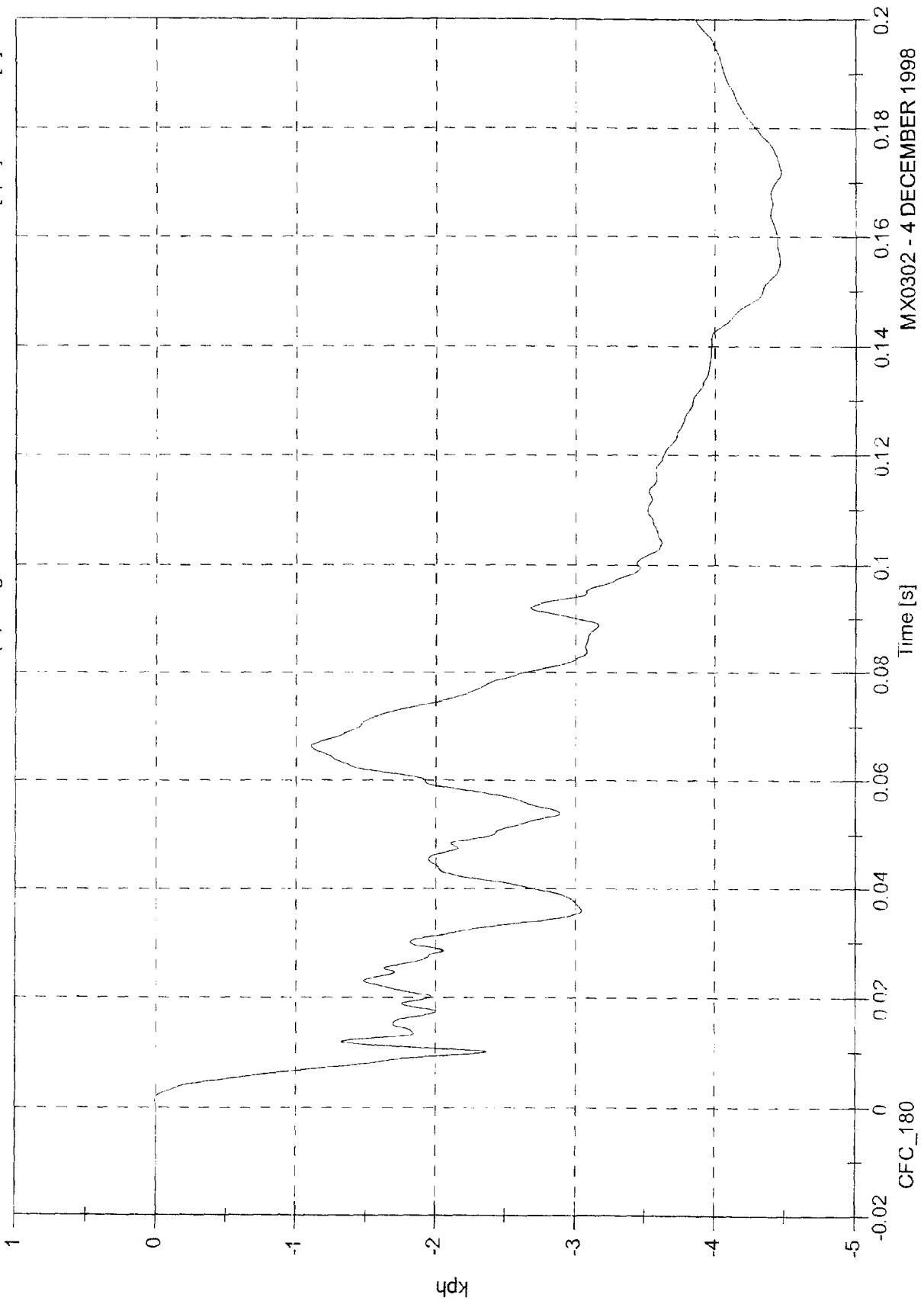


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 0.0 [kph] at 0.002 [s]

Min: -4.5 [kph] at 0.172 [s]

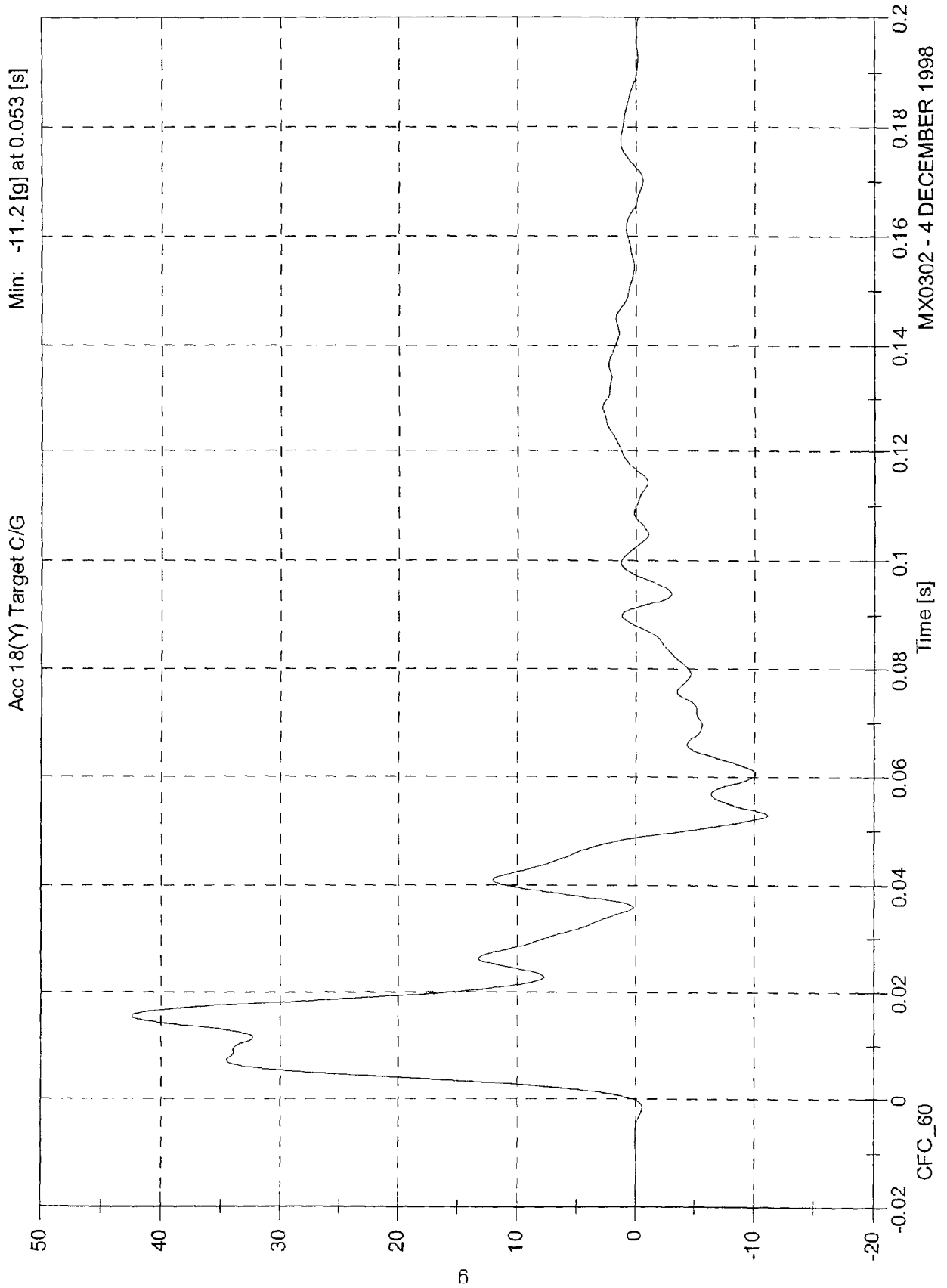
Acc 18(X) Target C/G



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

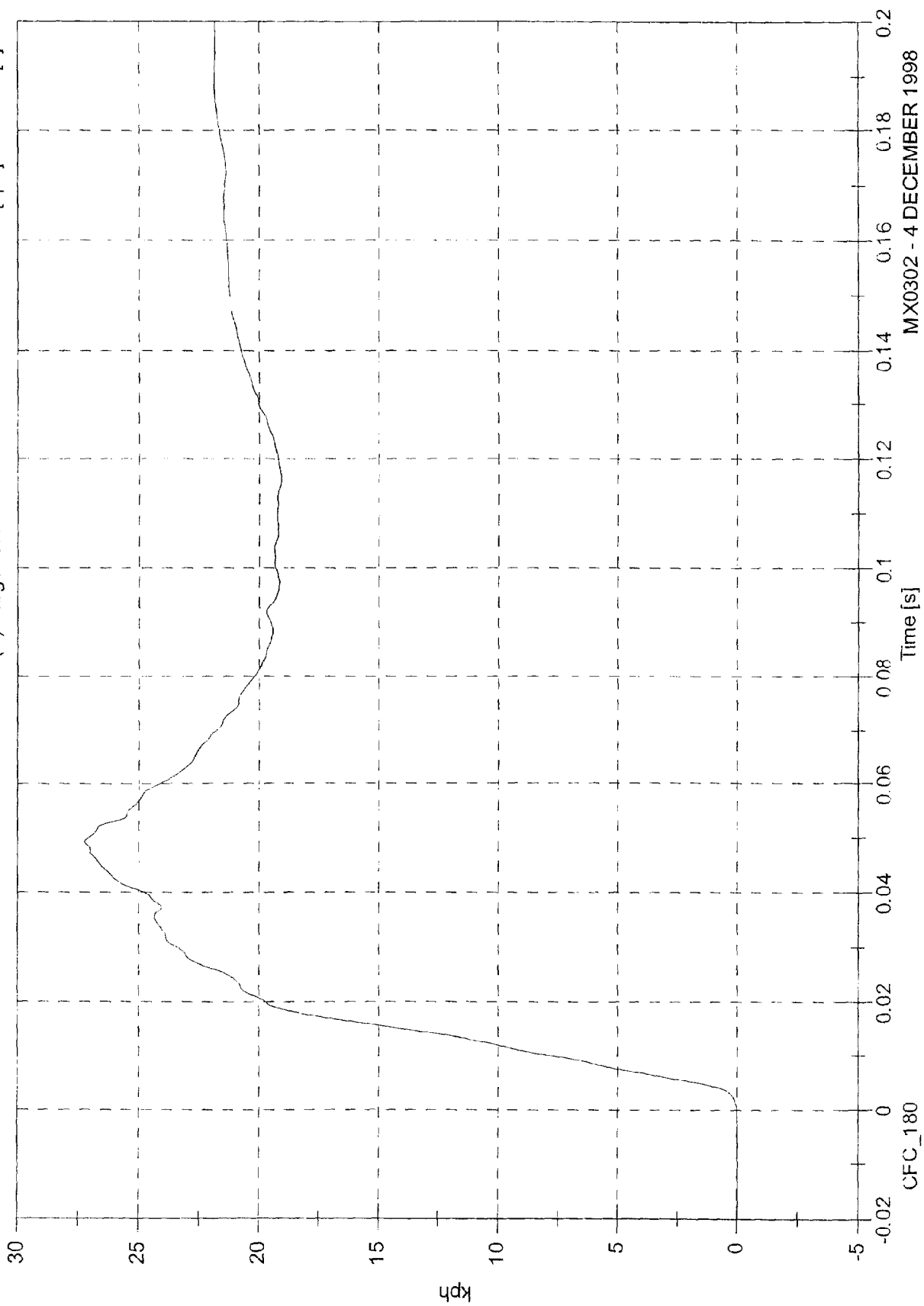
Max: 42.4 [g] at 0.015 [s]
Min: -11.2 [g] at 0.053 [s]



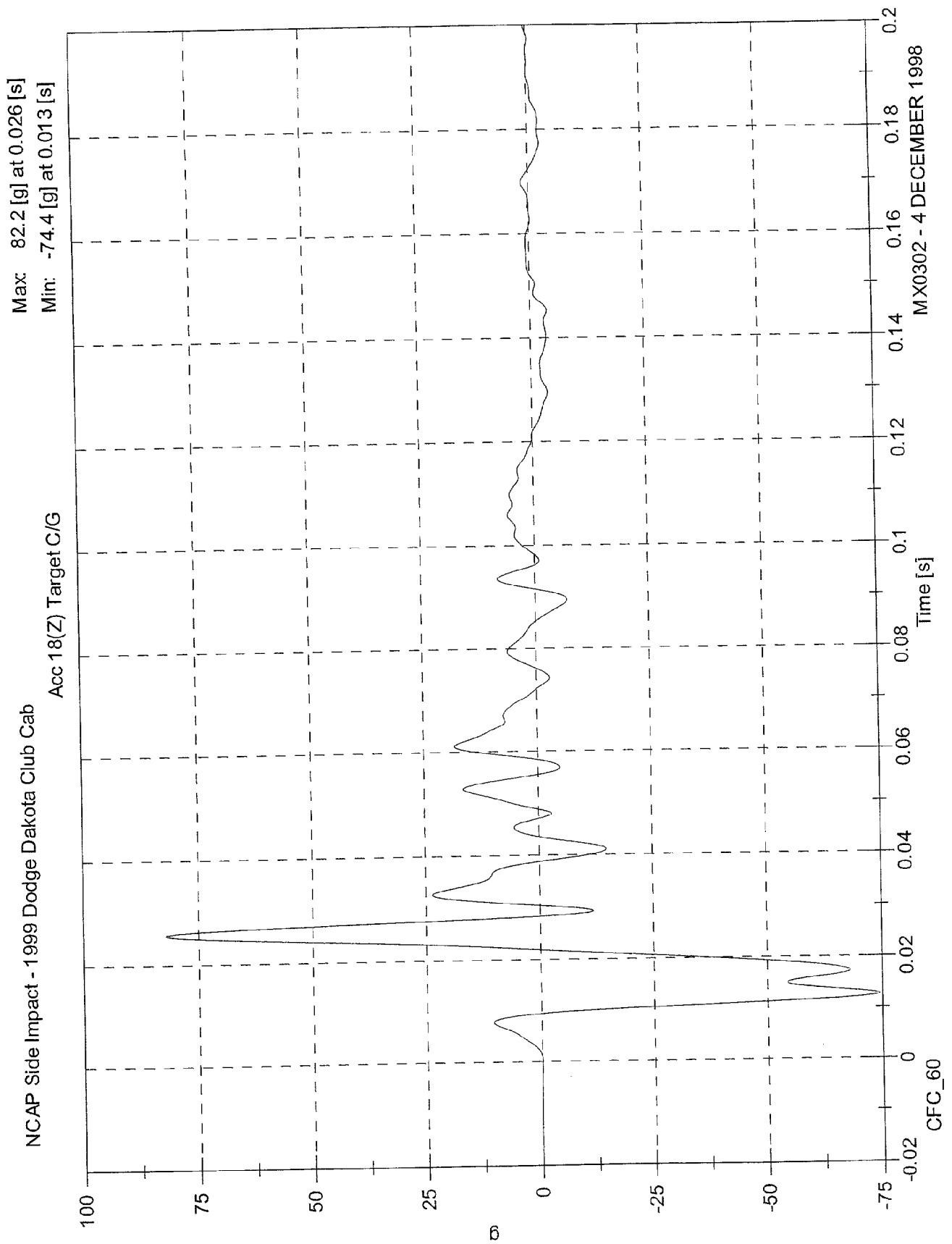
NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 27.2 [kph] at 0.049 [s]
Min: -0.0 [kph] at -0.024 [s]

Acc 18(Y) Target C/G



MX0302 - 4 DECEMBER 1998

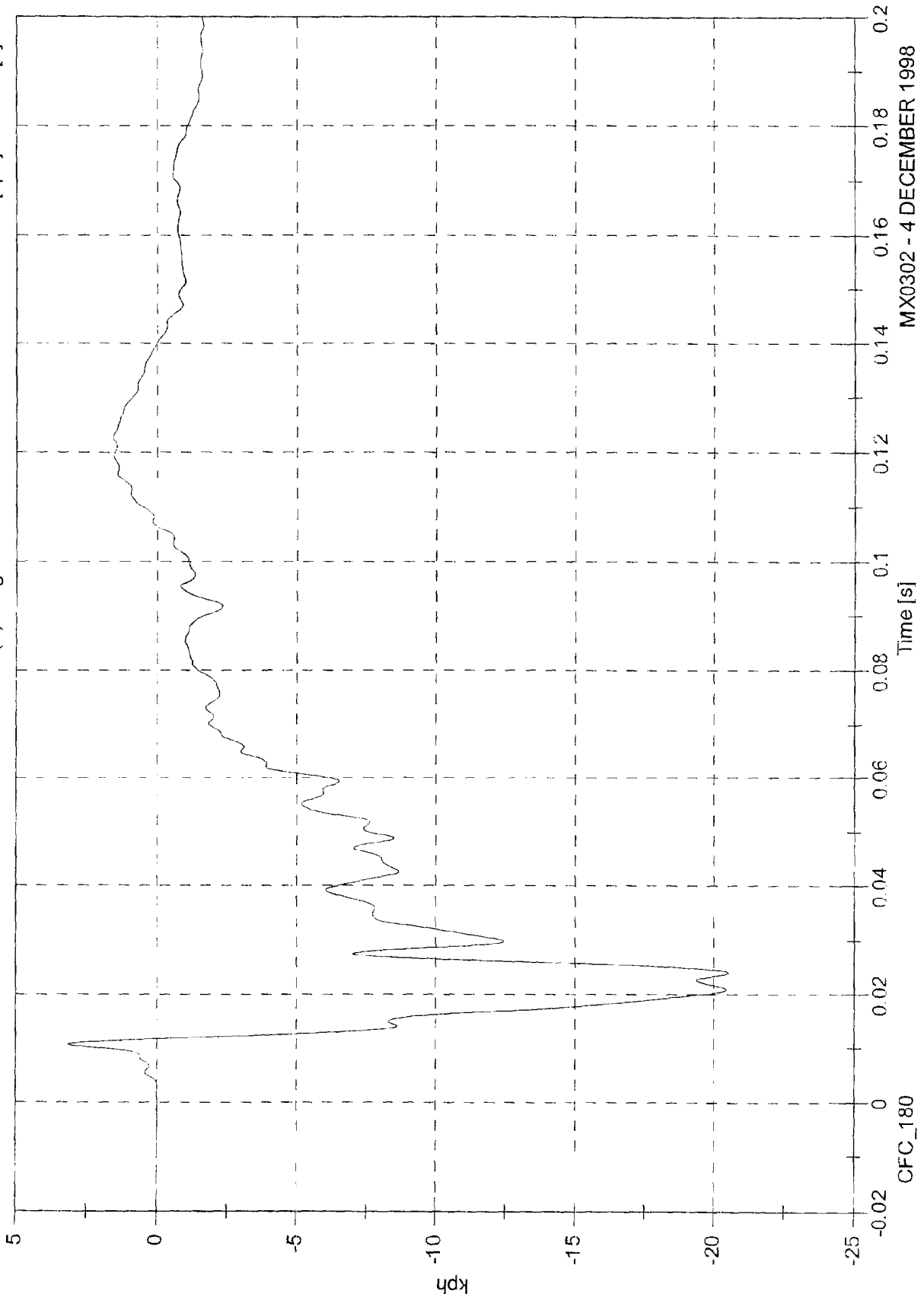


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 3.2 [kph] at 0.011 [s]

Min: -20.5 [kph] at 0.024 [s]

Acc 18(Z) Target C/G

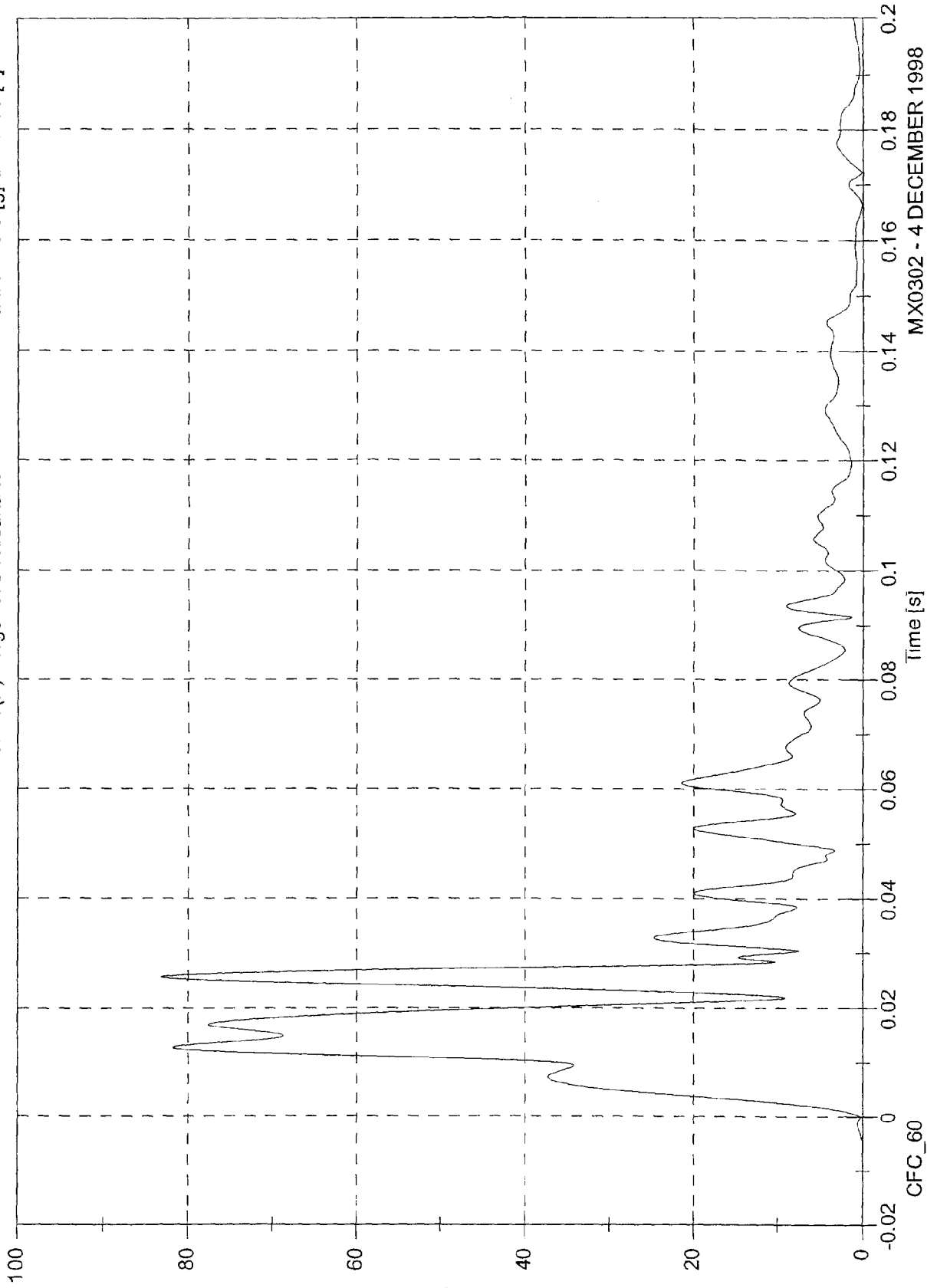


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 83.2 [g] at 0.026 [s]
 Min: 0.0 [g] at -0.078 [s]

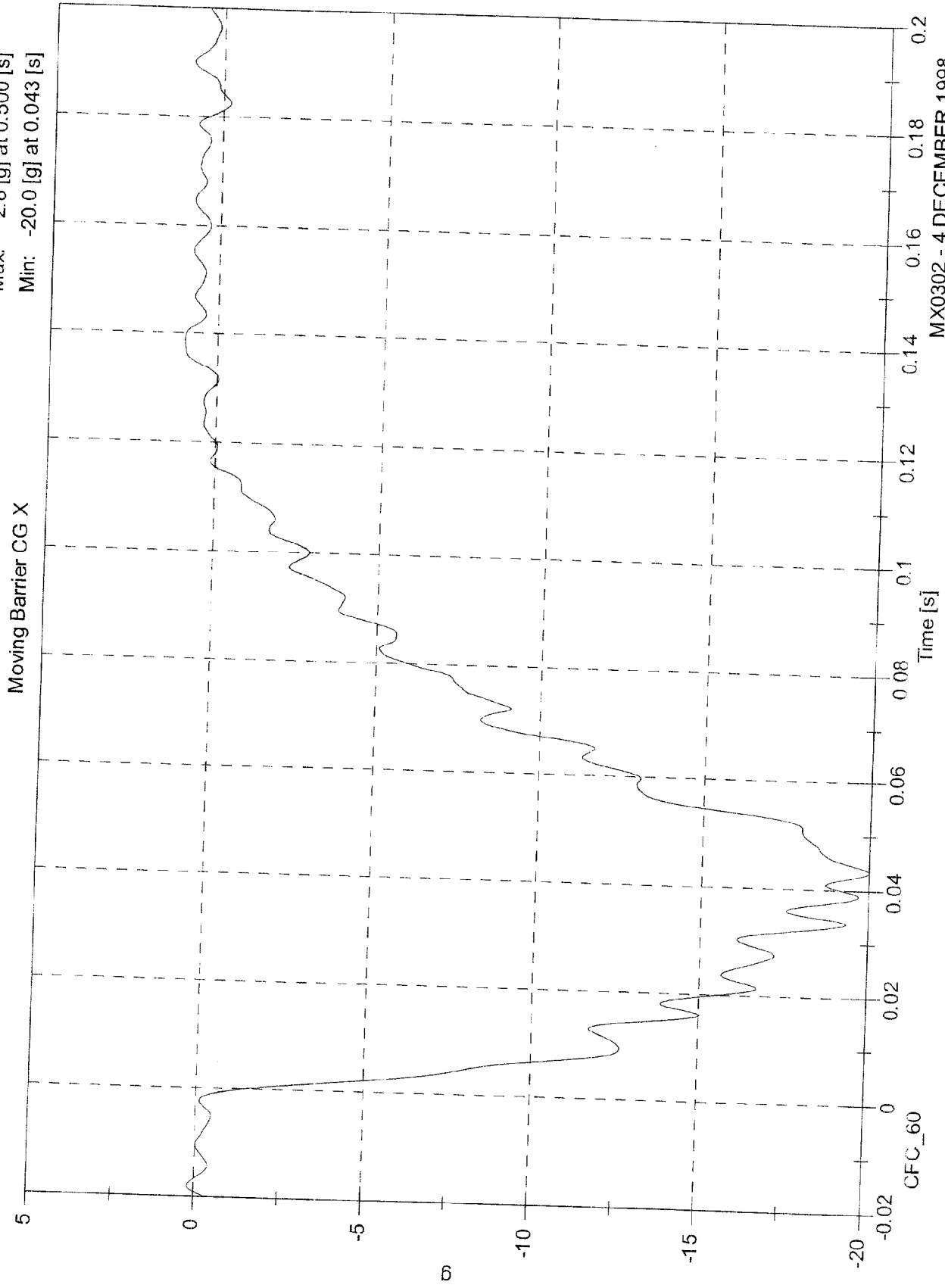
Acc 18(X) Target C/G Resultant



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 2.8 [g] at 0.500 [s]
Min: -20.0 [g] at 0.043 [s]

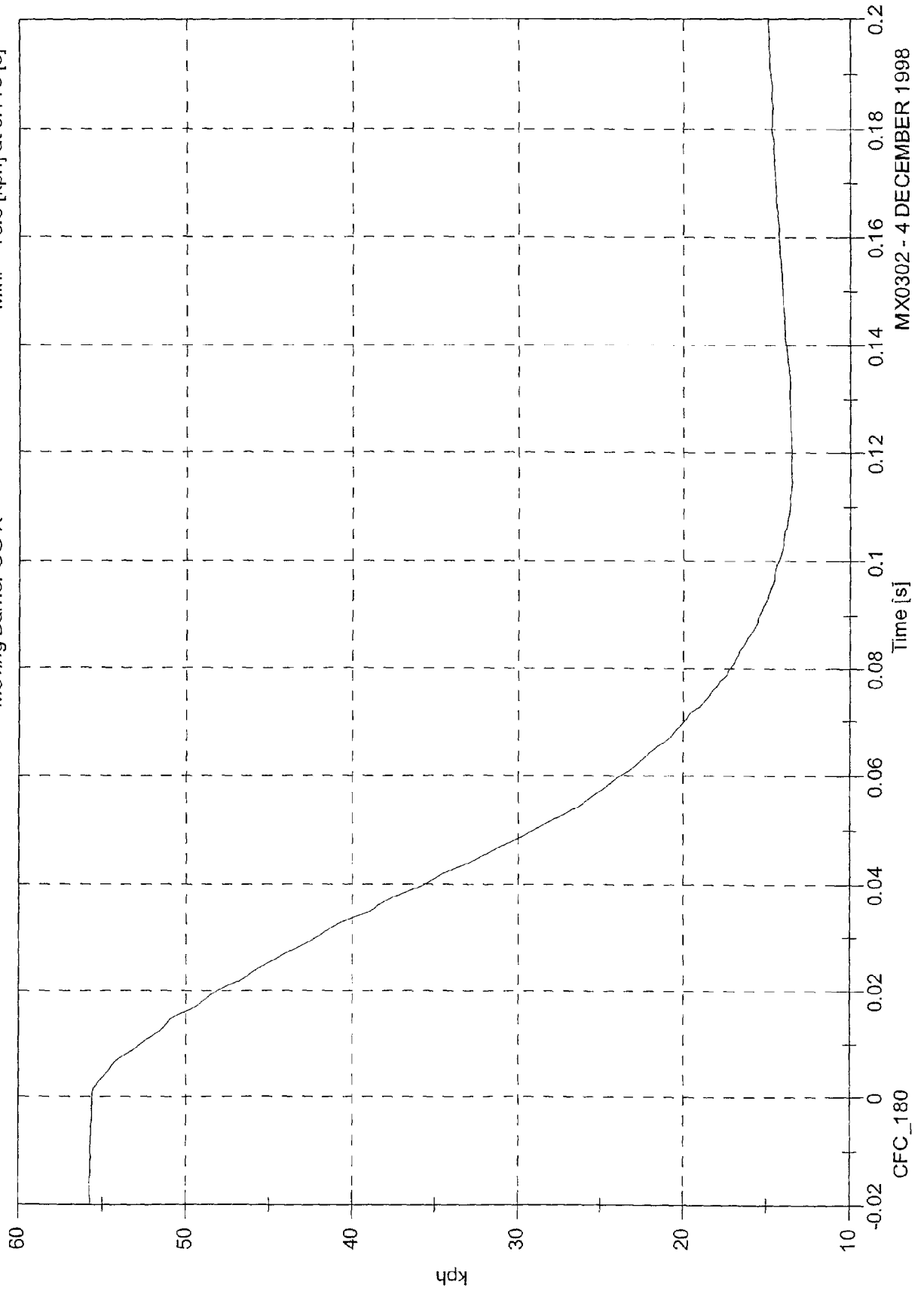


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Moving Barrier CG X

Max: 55.9 [kph] at -0.034 [s]

Min: 13.5 [kph] at 0.115 [s]



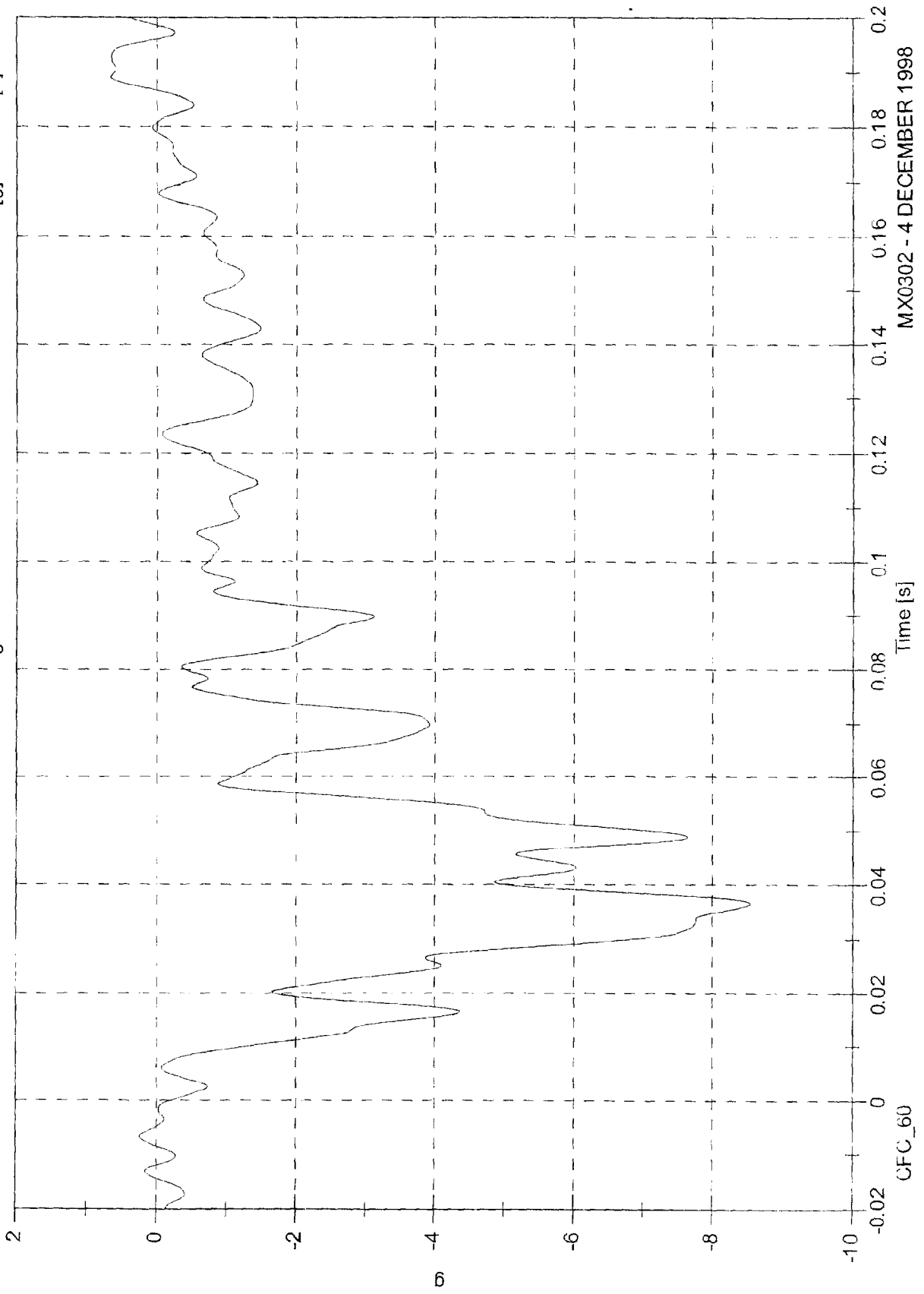
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Moving Barrier CG Y

Max: 1.3 [g] at 0.236 [s]

Min: -8.5 [g] at 0.036 [s]

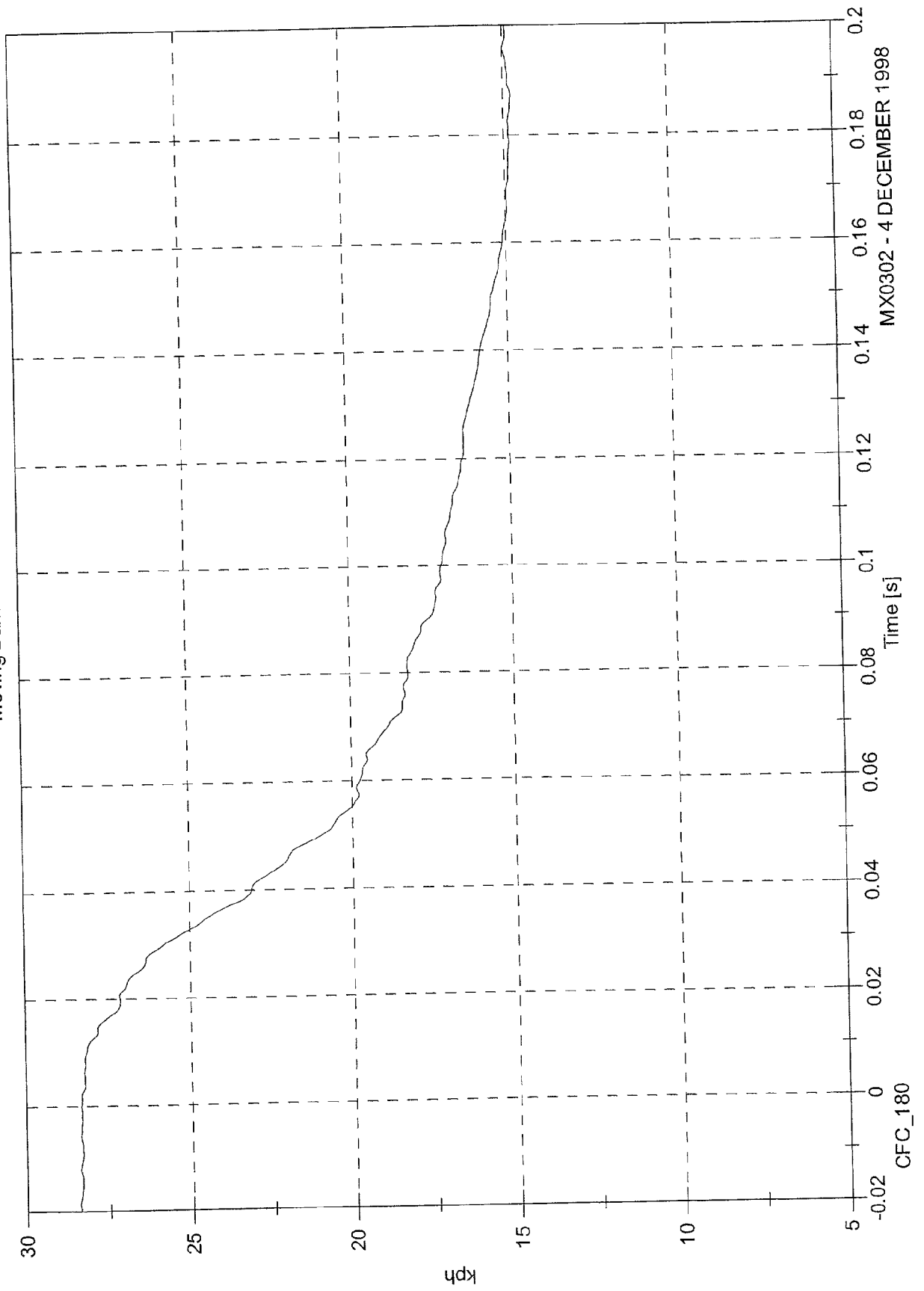


MX0302 - 4 DECEMBER 1998

Max: 28.4 [kph] at -0.023 [s]
Min: 7.7 [kph] at 0.500 [s]

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Moving Barrier CG Y

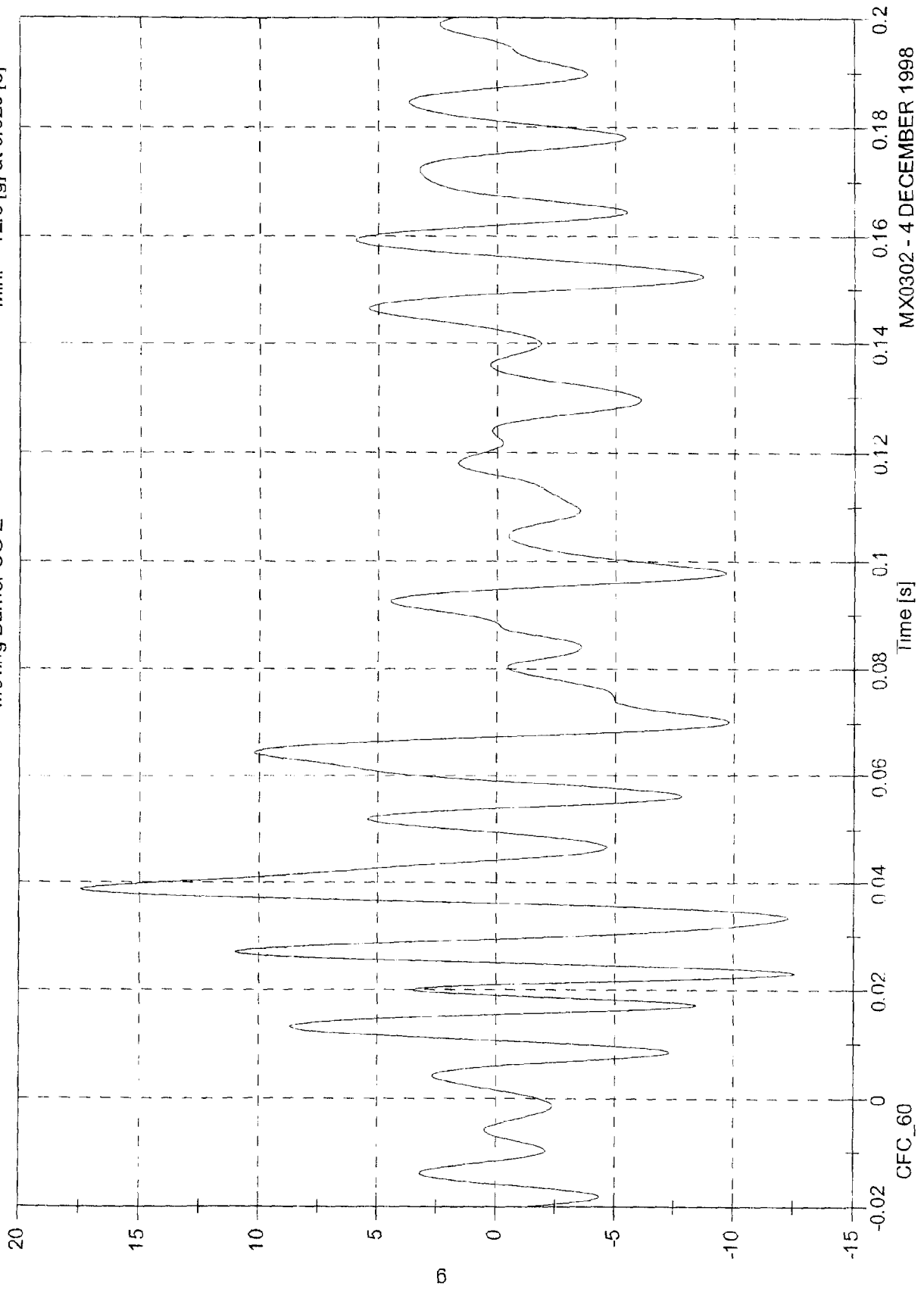


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 17.4 [g] at 0.039 [s]

Min: -12.6 [g] at 0.023 [s]

Moving Barrier CG Z

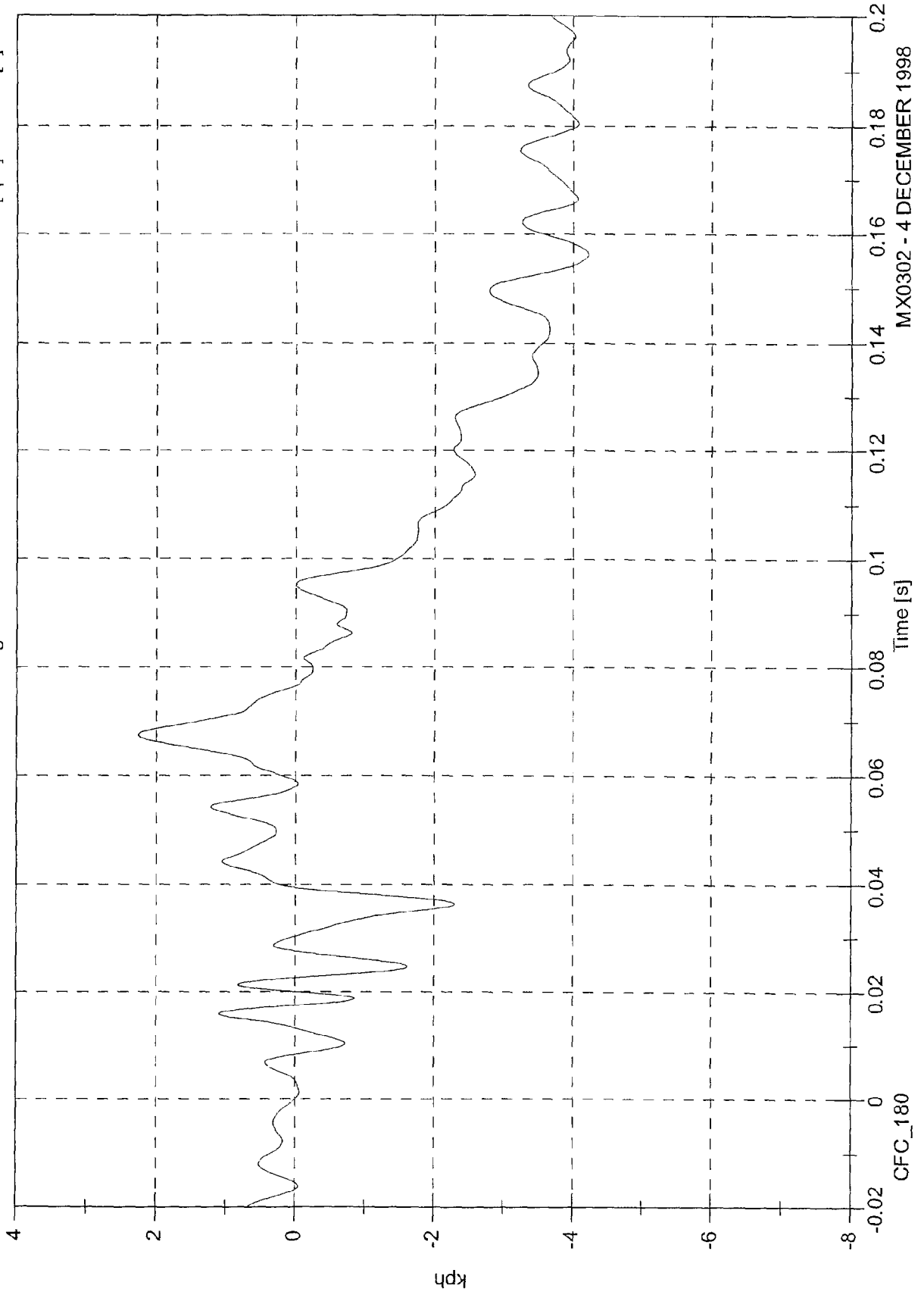


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 2.3 [kph] at 0.067 [s]
Min: -7.2 [kph] at 0.494 [s]

Moving Barrier CG Z

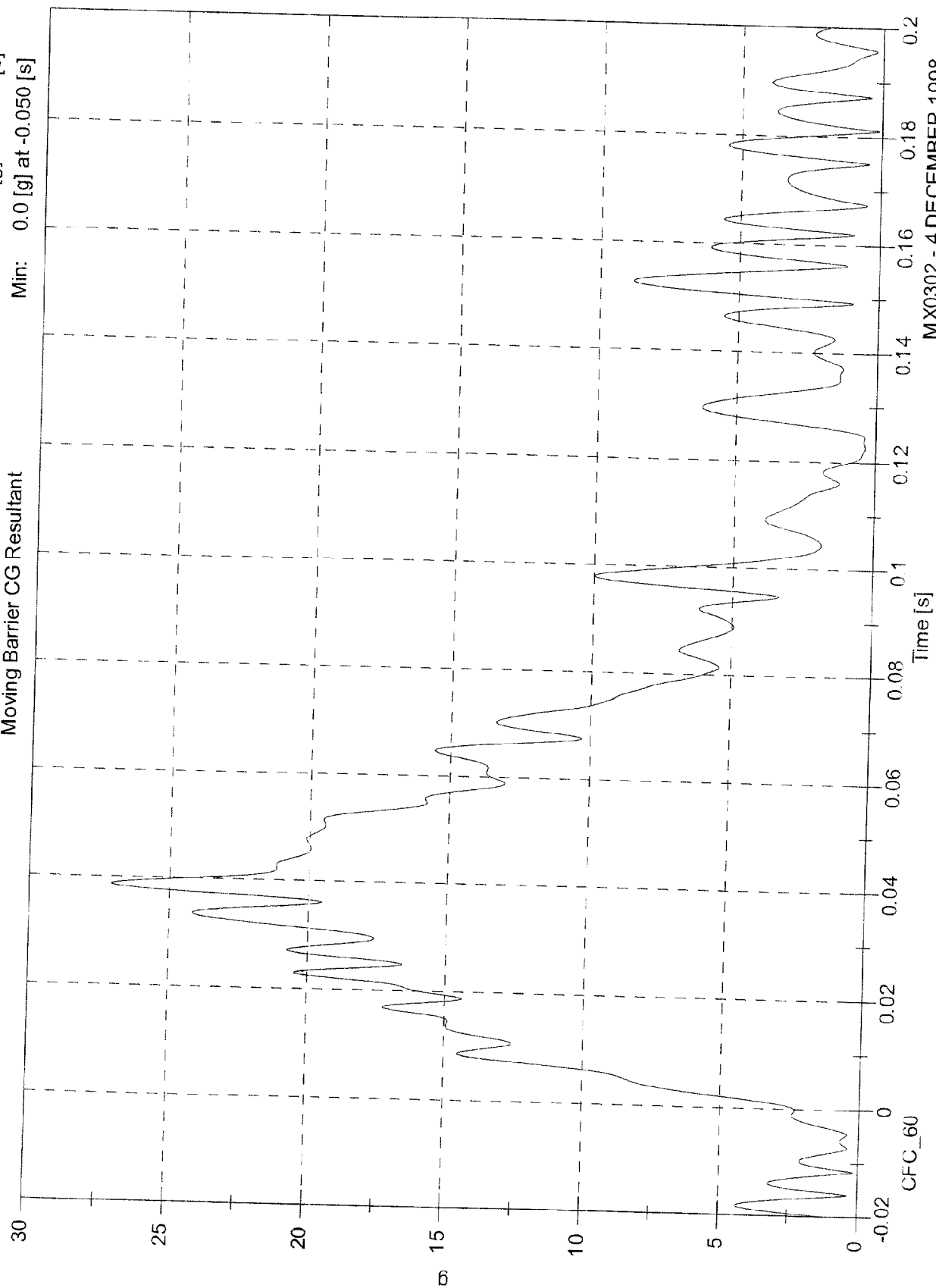


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Moving Barrier CG Resultant

Max: 27.1 [g] at 0.039 [s]
Min: 0.0 [g] at -0.050 [s]

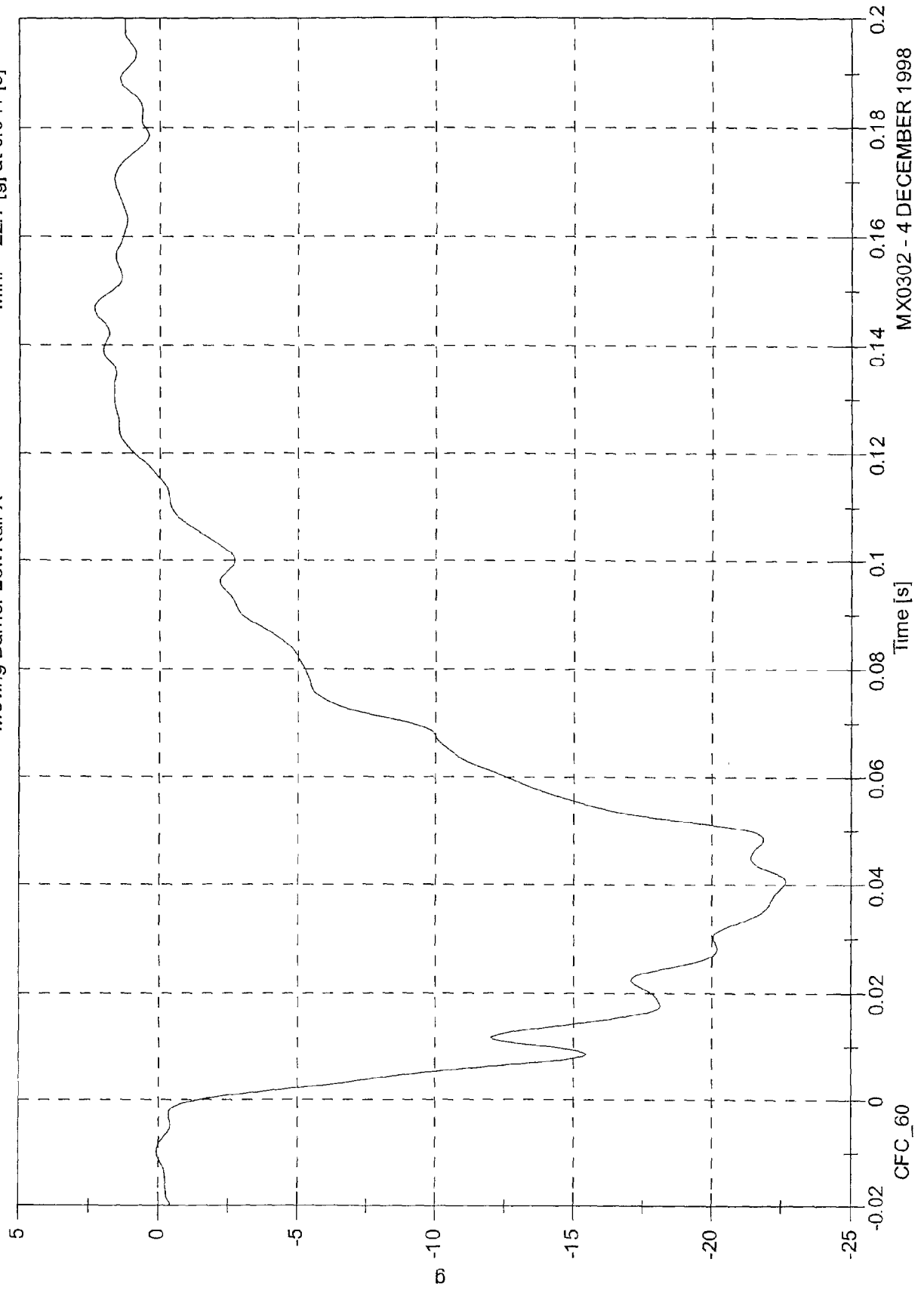


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Moving Barrier Left Rail X

Max: 2.3 [g] at 0.147 [s]

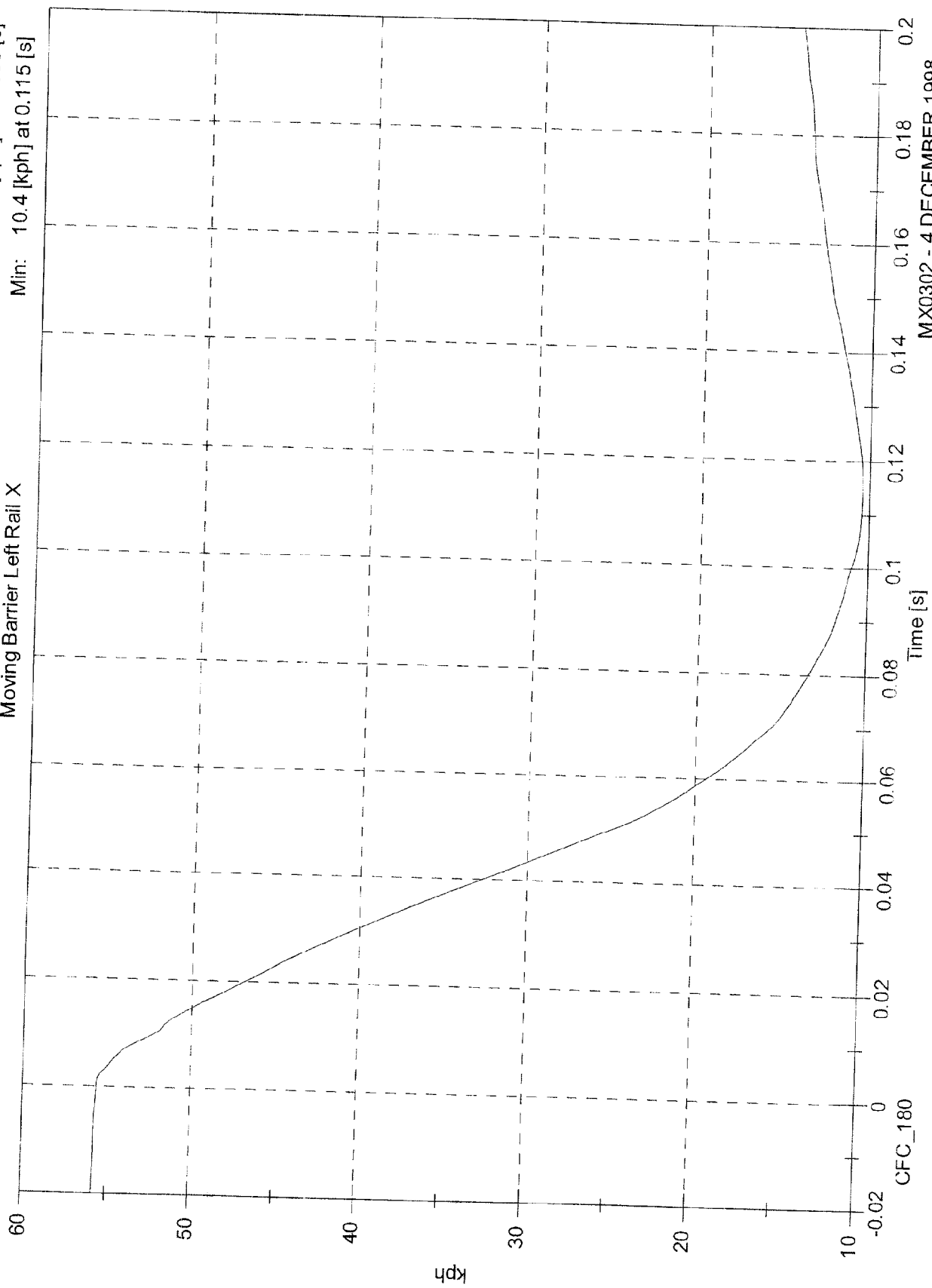
Min: -22.7 [g] at 0.041 [s]



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 55.9 [kph] at -0.033 [s]
Min: 10.4 [kph] at 0.115 [s]

Moving Barrier Left Rail X

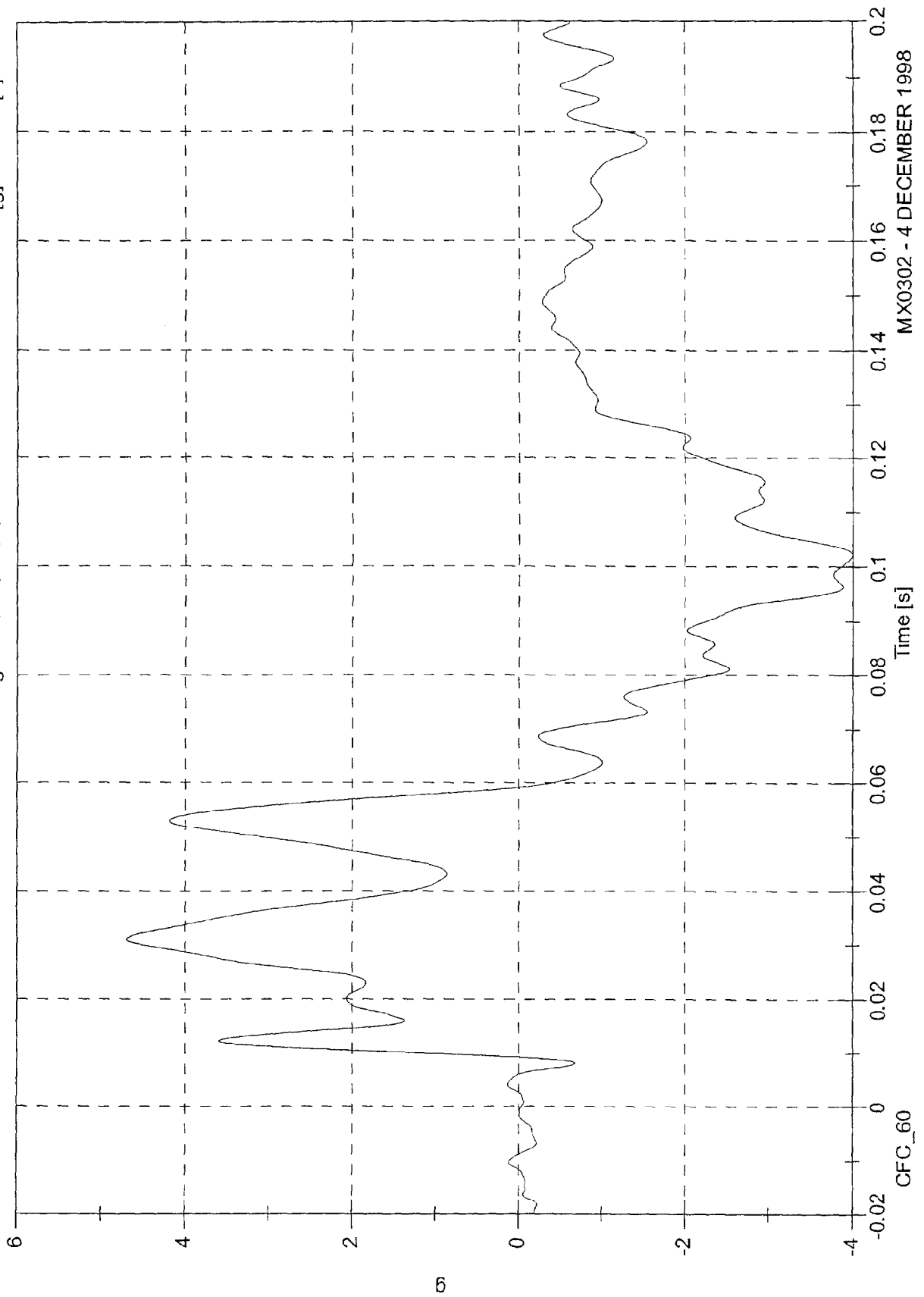


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 4.7 [g] at 0.031 [s]
Min: -4.0 [g] at 0.102 [s]

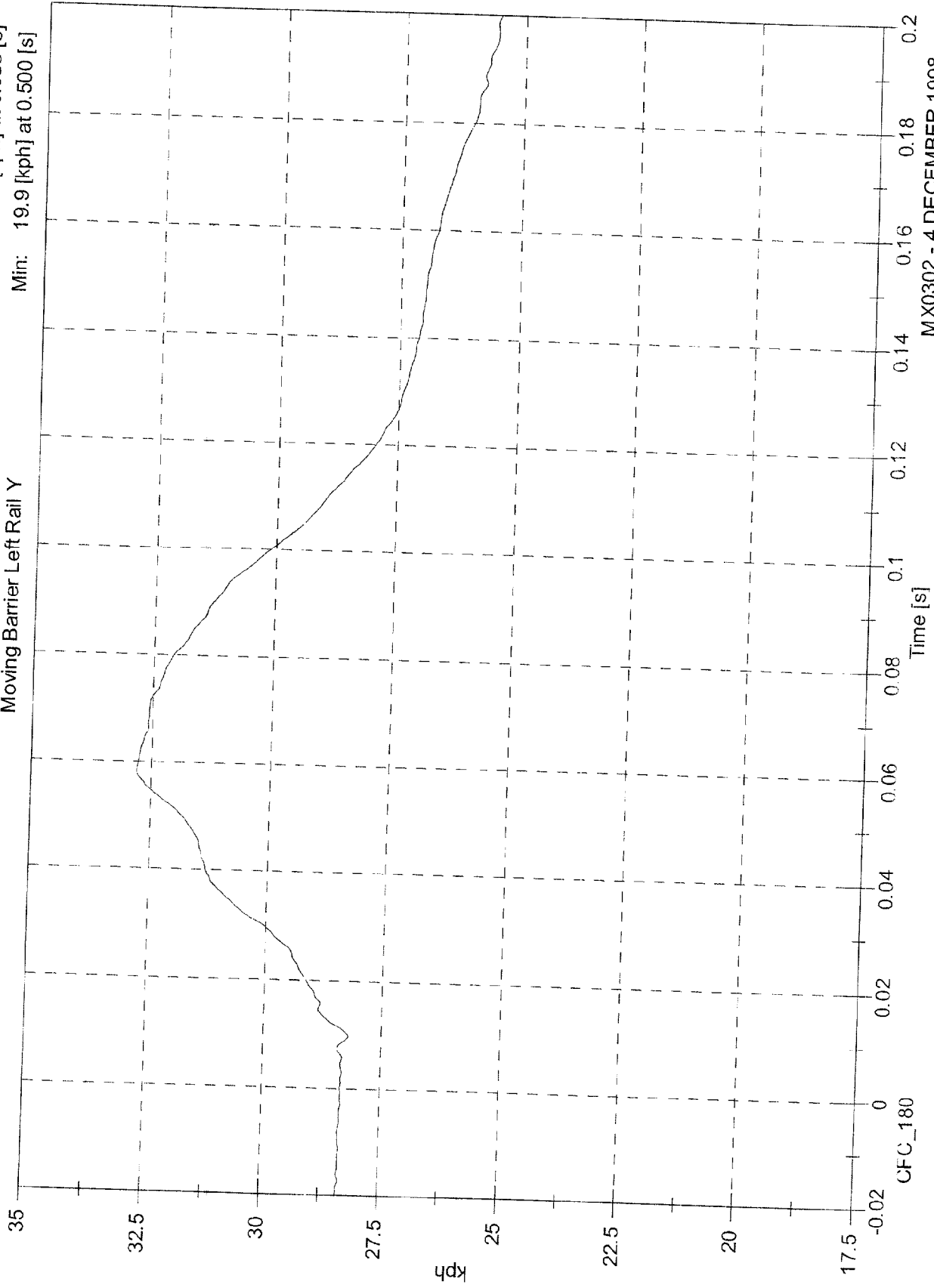
Moving Barrier Left Rail Y



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 32.8 [kph] at 0.058 [s]
Min: 19.9 [kph] at 0.500 [s]

Moving Barrier Left Rail Y



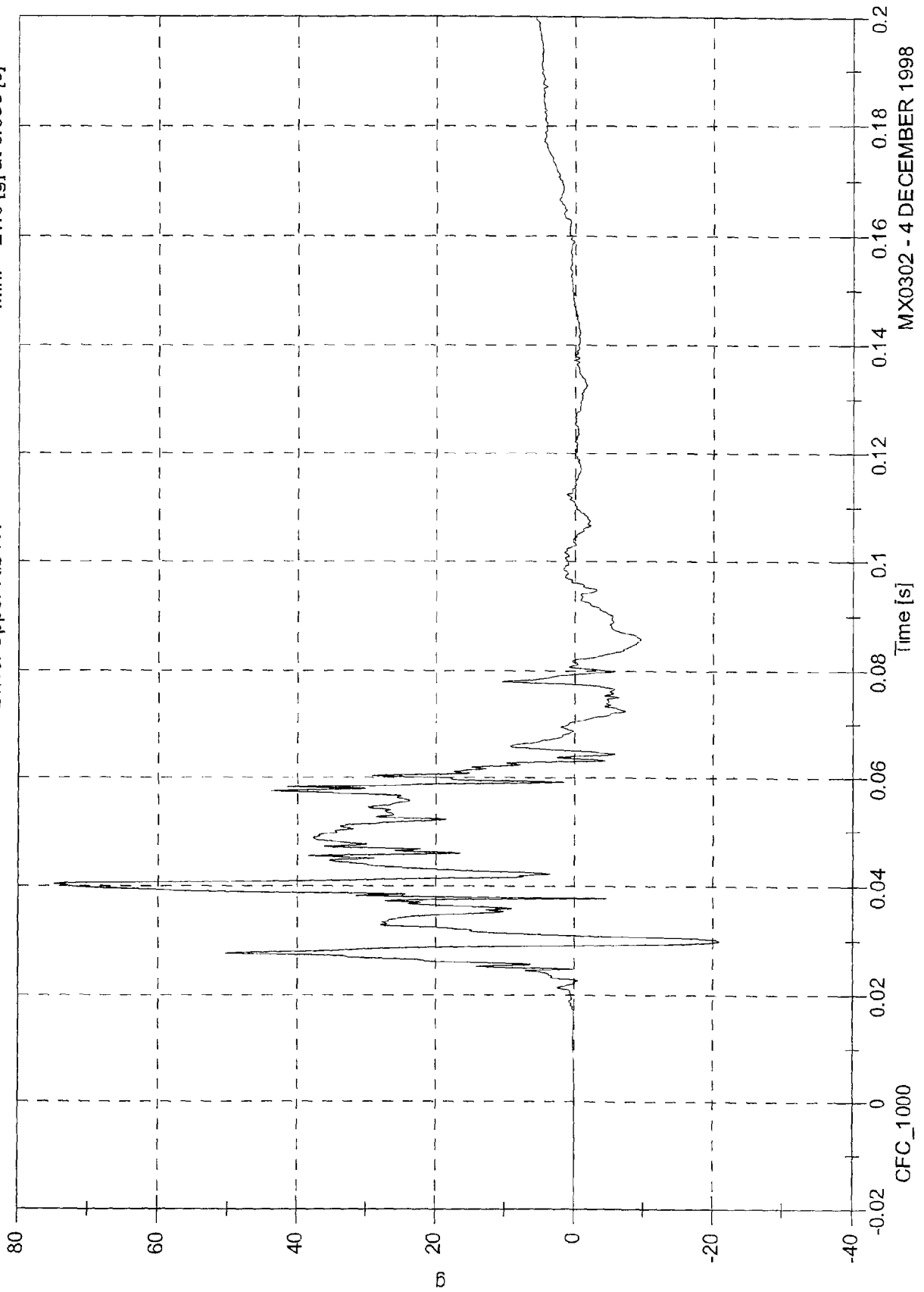
MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 74.9 [g] at 0.040 [s]

Min: -21.0 [g] at 0.030 [s]

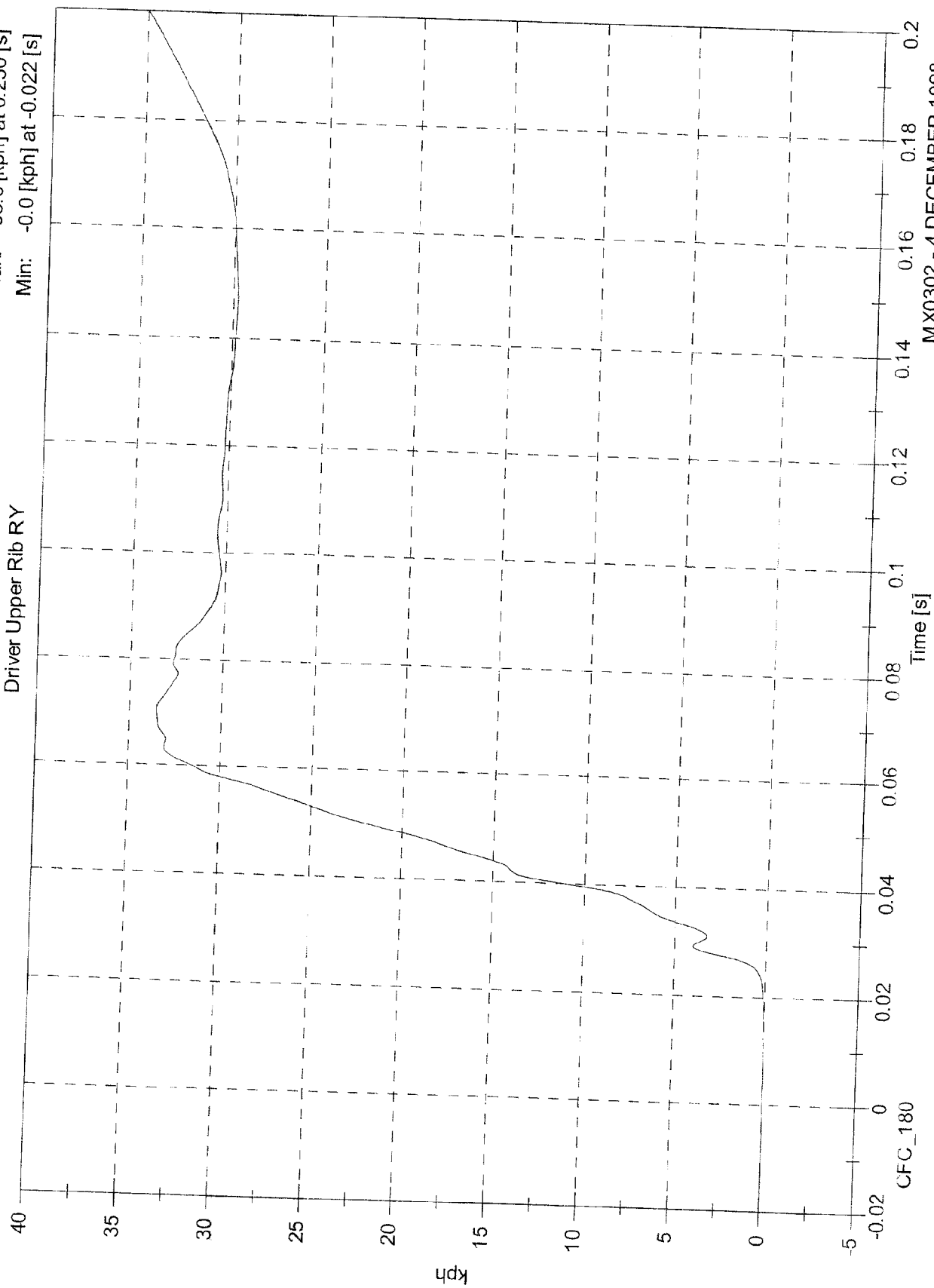
Driver Upper Rib RY



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 38.6 [kph] at 0.250 [s]
Min: -0.0 [kph] at -0.022 [s]

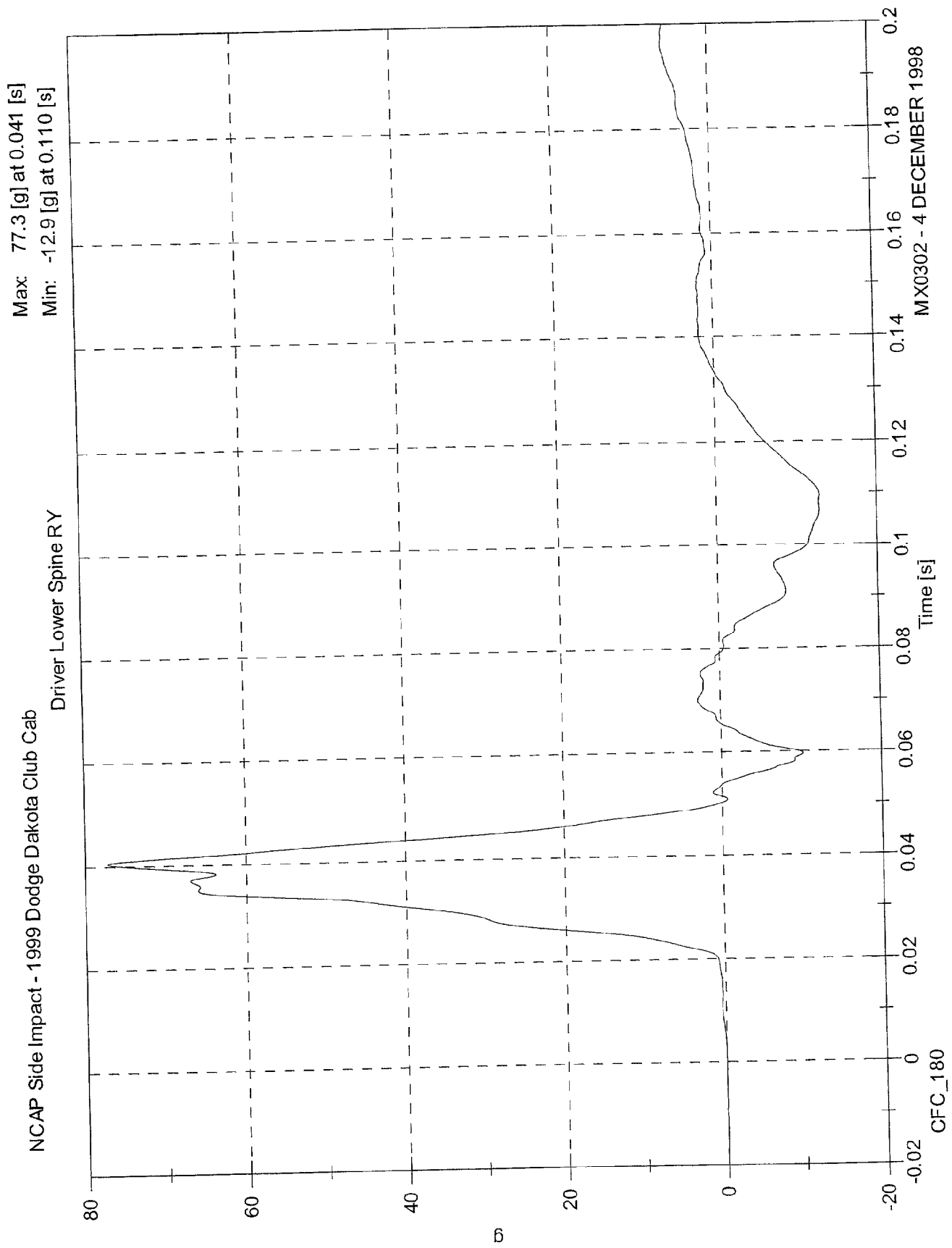
Driver Upper Rib RY



MX0302 - 4 DECEMBER 1998

DRIVER LOWER RIB REDUNDANT (Y) - NO DATA
(data cable was damaged at impact)

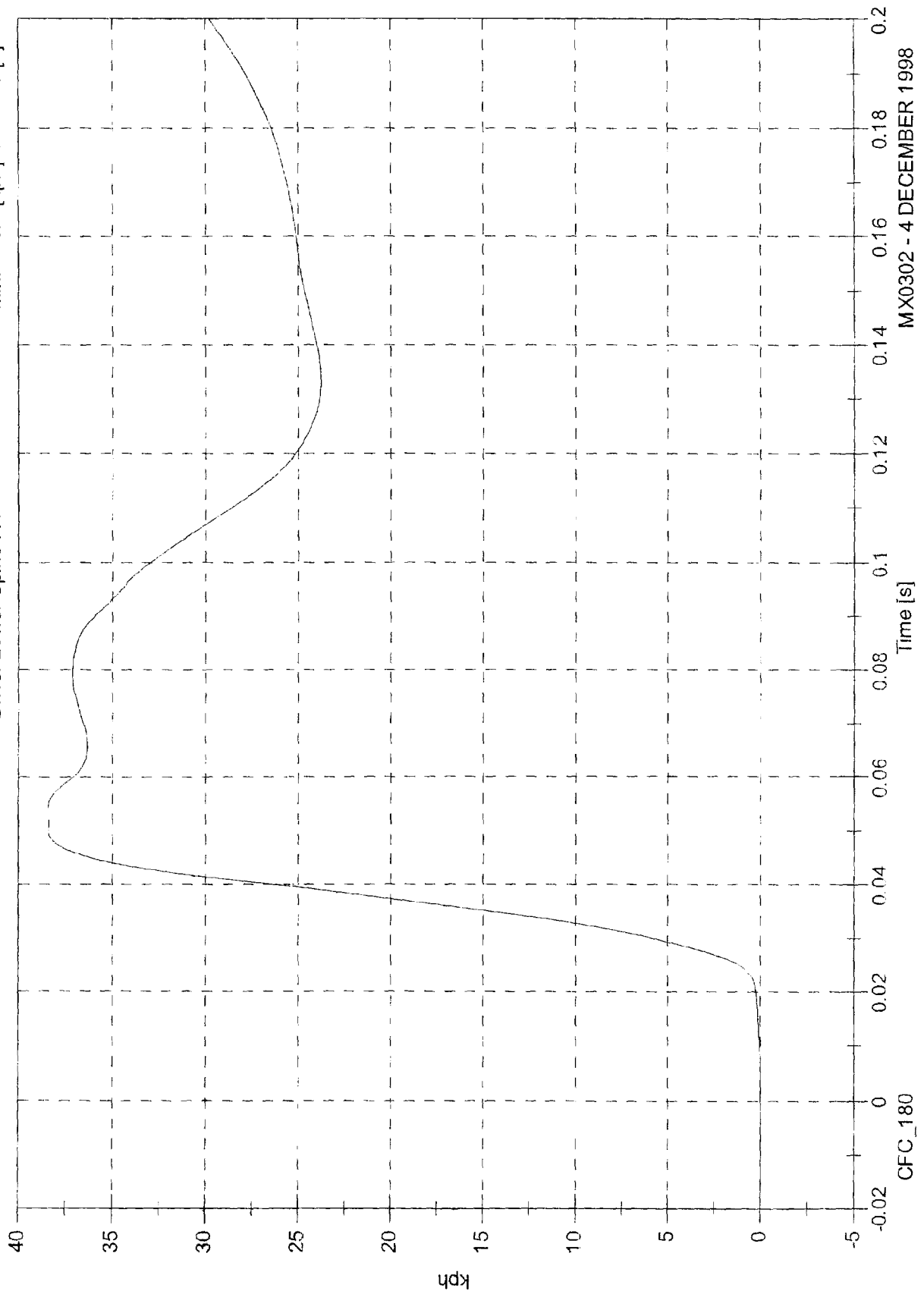
DRIVER LOWER RIB REDUNDANT (Y) - NO DATA
(data cable was damaged at impact)



NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 38.4 [kph] at 0.054 [s]
Min: -0.0 [kph] at -0.056 [s]

Driver Lower Spine R Y

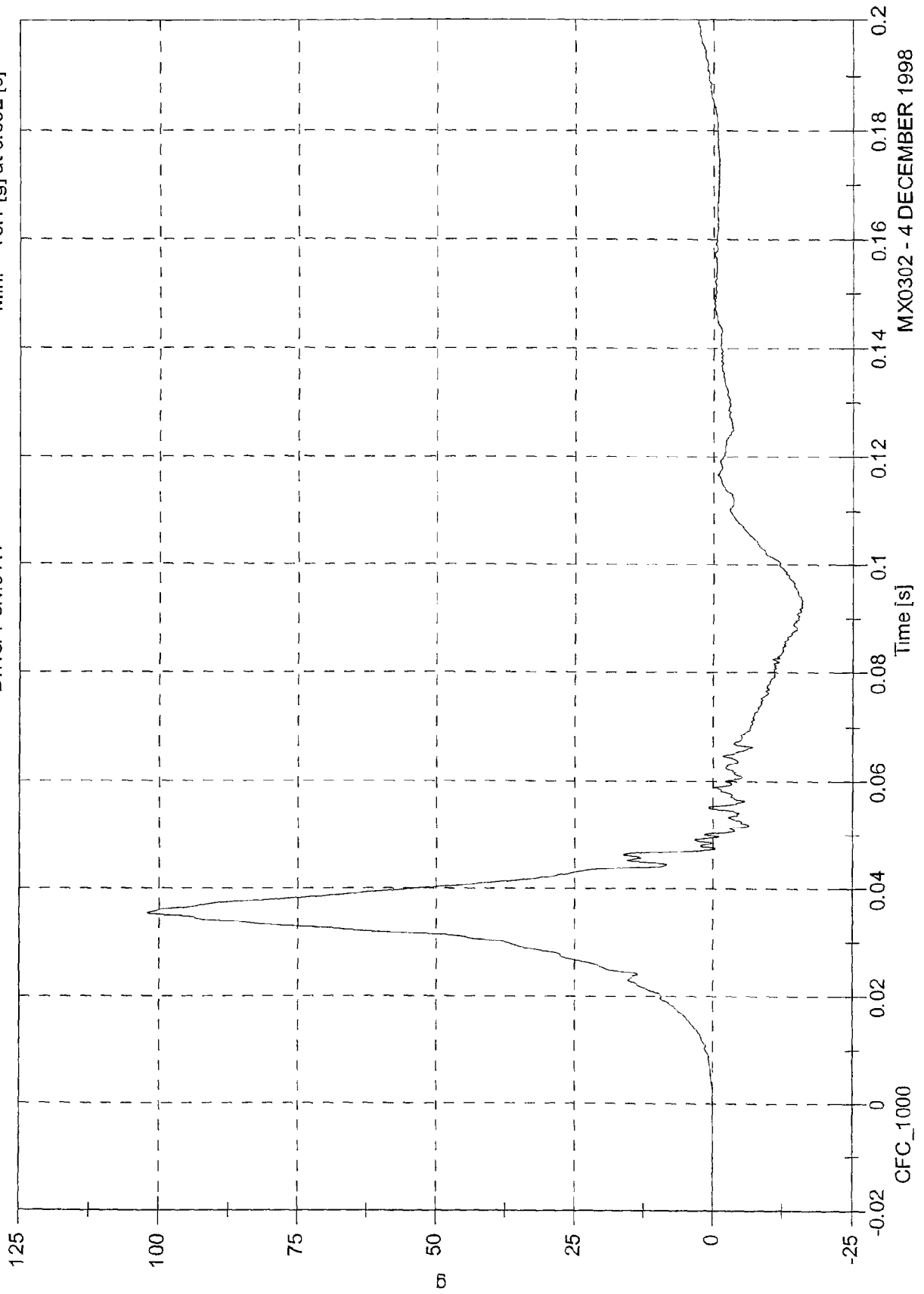


MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 102.2 [g] at 0.035 [s]
Min: -16.1 [g] at 0.092 [s]

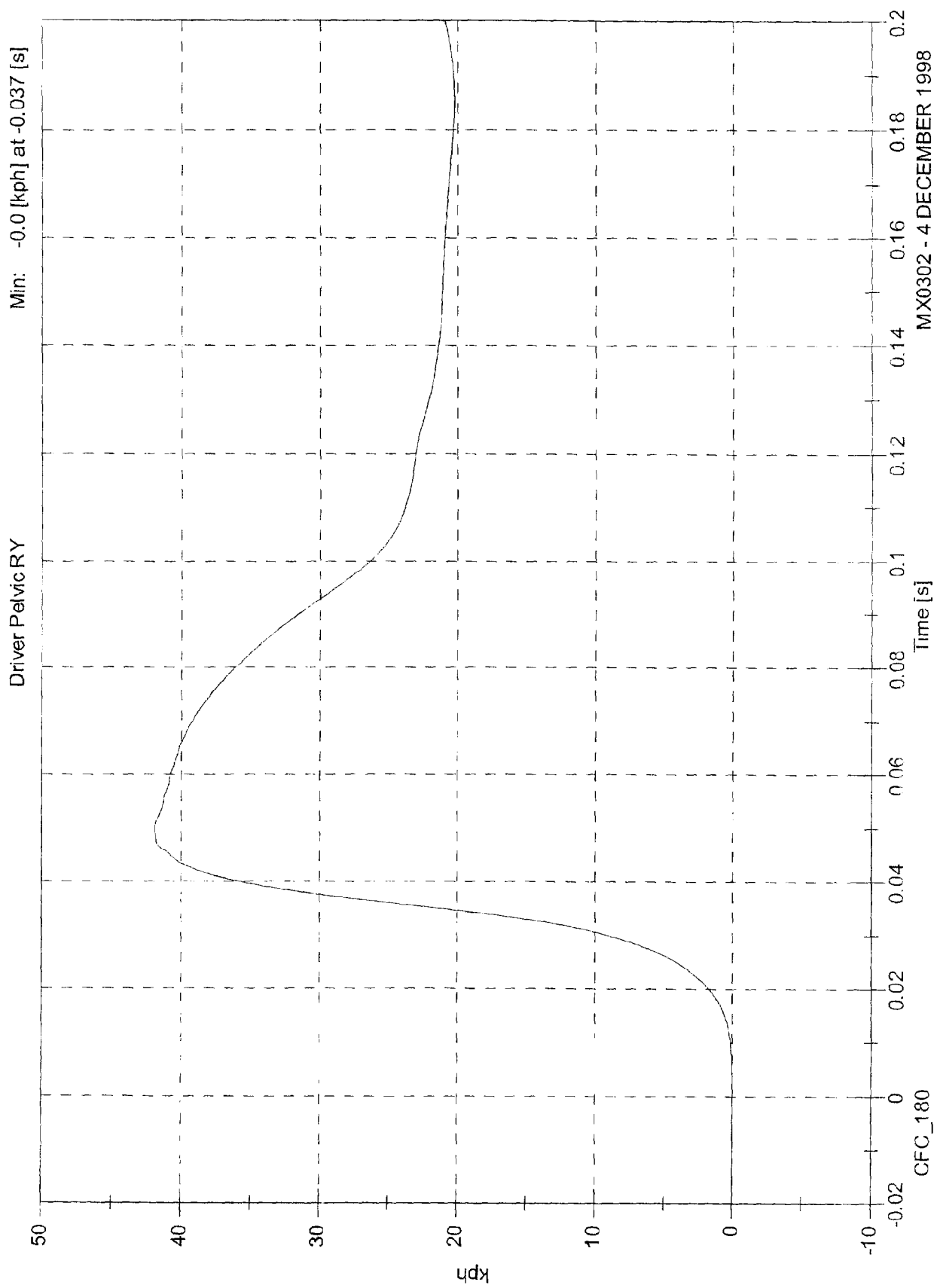
Driver Pelvic RY



MX0302 - 4 DECEMBER 1998

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 41.9 [kph] at 0.050 [s]
Min: -0.0 [kph] at -0.037 [s]

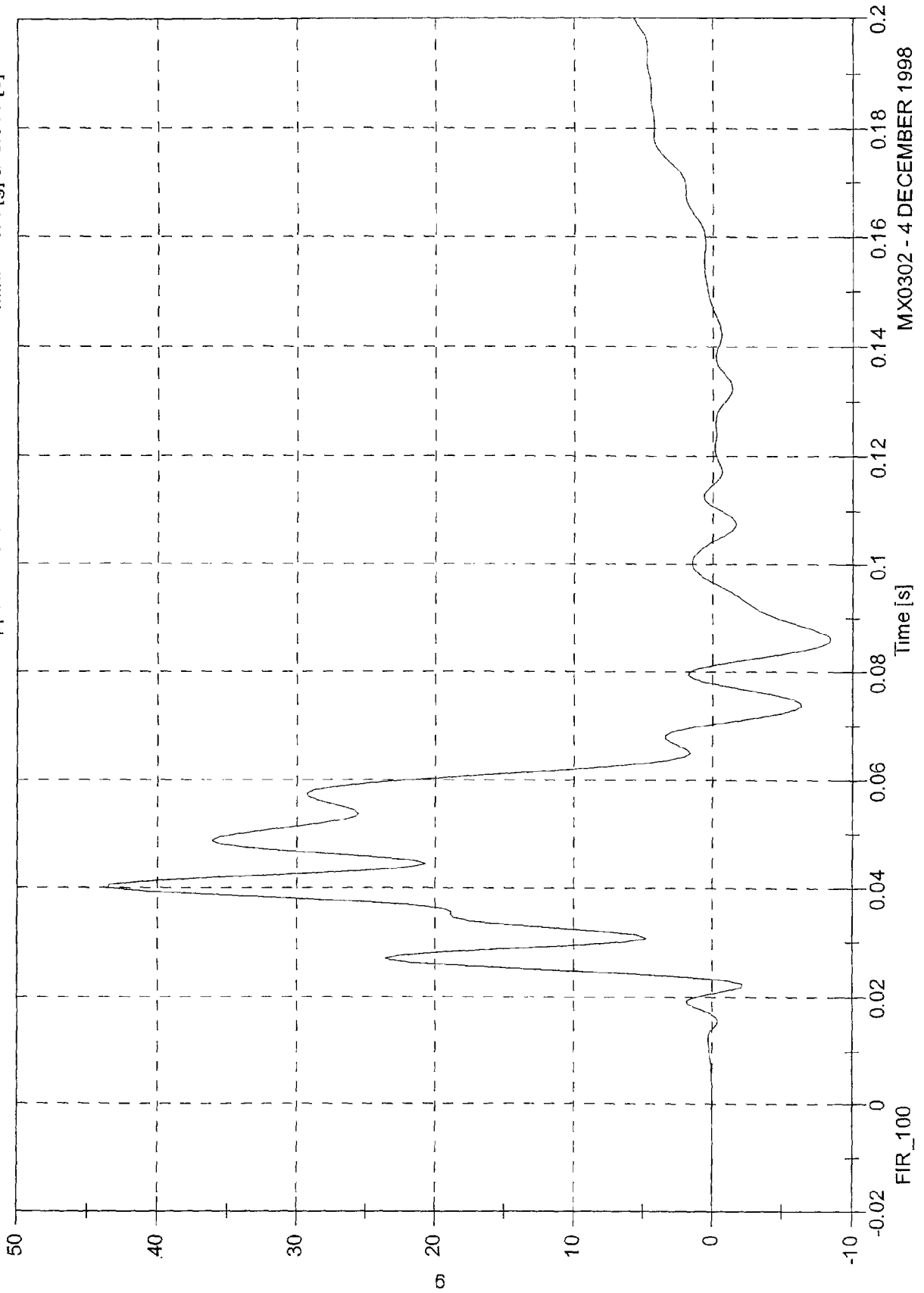


NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 43.5 [g] at 0.040 [s]

Min: -8.4 [g] at 0.086 [s]

Driver Upper Rib RY

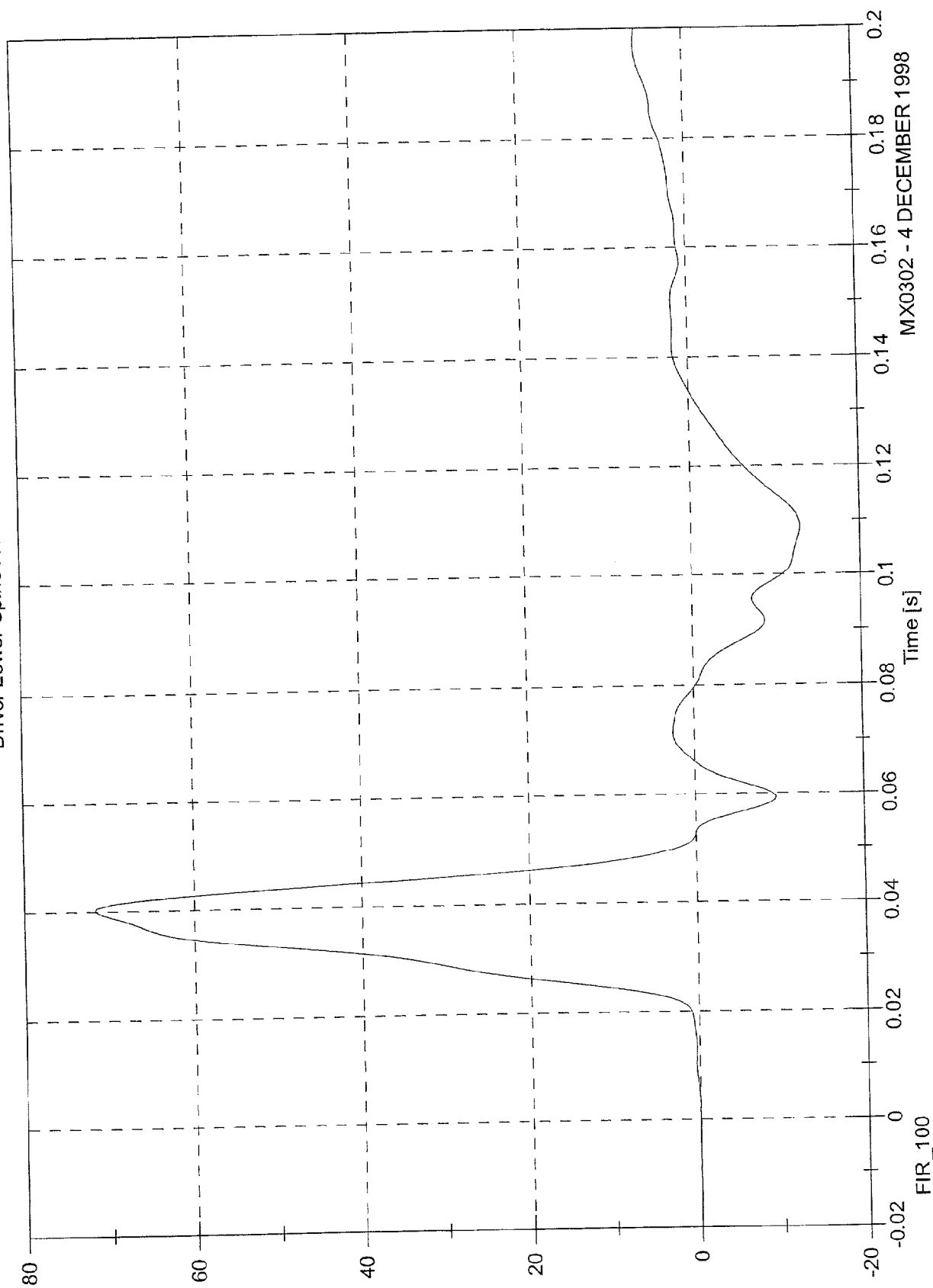


DRIVER LOWER RIB REDUNDANT (Y) - NO DATA
(data cable was damaged at impact)

Max: 71.8 [g] at 0.040 [s]
Min: -13.0 [g] at 0.109 [s]

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Driver Lower Spine RY



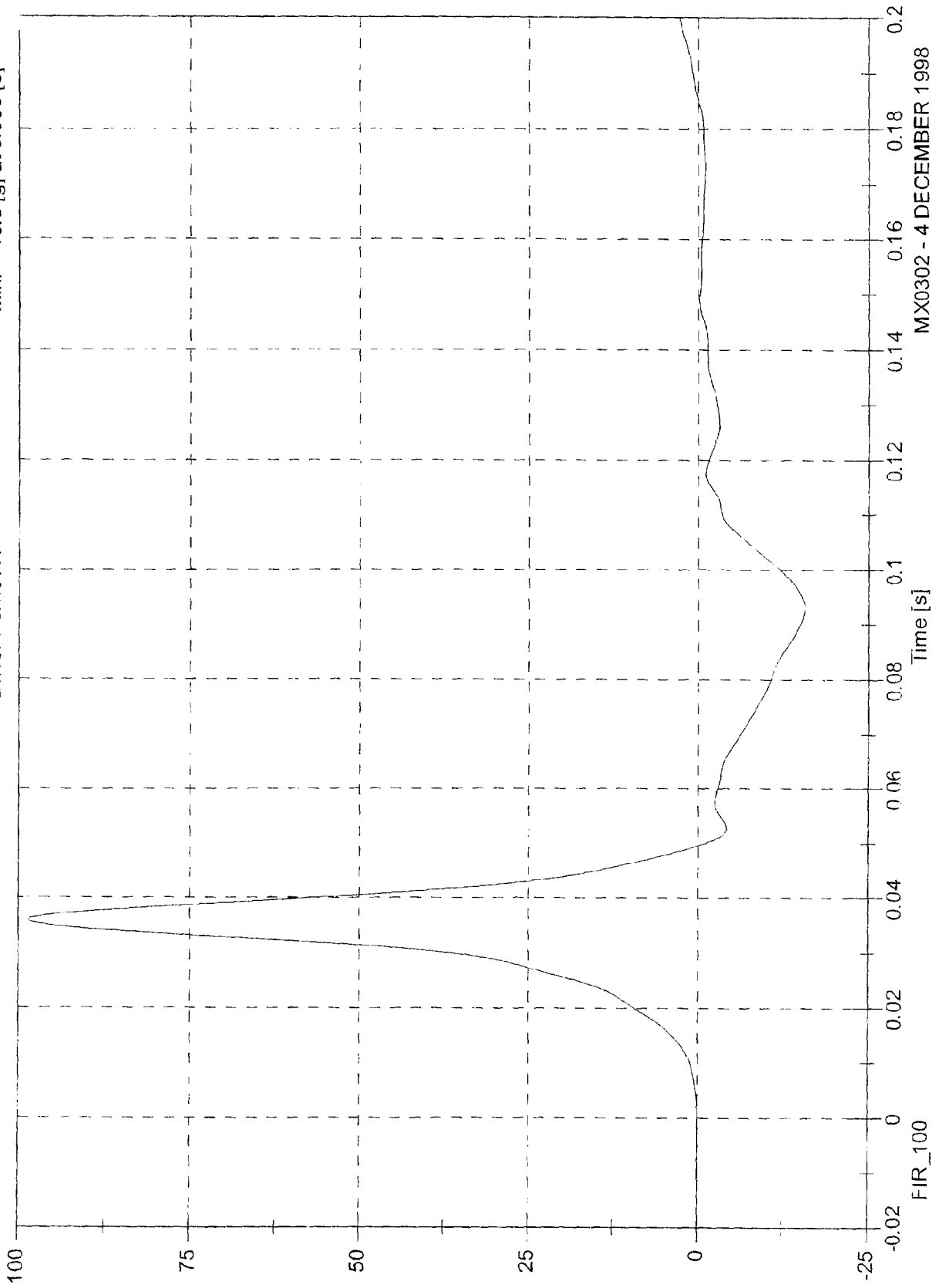
MX0302 - 4 DECEMBER 1998

FIR_100

NCAP Side Impact - 1999 Dodge Dakota Club Cab

Max: 98.5 [g] at 0.036 [s]
Min: -15.8 [g] at 0.093 [s]

Driver Pelvic RY



MX0302 - 4 DECEMBER 1998

APPENDIX C

SID CONFIGURATION AND PERFORMANCE VERIFICATION DATA

SUMMARY
SID PRE & POST TEST CALIBRATION

CONFIGURED FOR LEFT SIDE IMPACT

Date: 9/25/98, 12/8/98

Calspan Sequential Test Number: 2,3

Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	SID NO.: 268		SID NO.: N/A	
		PRE TEST	POST TEST	PRE TEST	POST TEST
SH- Seated Height (mm)	889 - 909	904	899	-	-
RH- Rib Height (mm)	501 - 521	516	516	-	-
HP- Hip Pivot Height (mm)	99 ref.	99	99	-	-
RD- Rib from Back Line (mm)	229 - 241	232	231	-	-
KV- Knee Pivot from Back Line (mm)	511 - 526	521	518	-	-
SW- Knee Pivot to Floor (mm)	490 - 505	495	495	-	-
HW- Hip Width (mm)	356 - 391	371	371	-	-
THORAX IMPACTS					
TEMPERATURE (°C)	18.9 - 25.5	21.1	21.1	-	-
RELATIVE HUMIDITY (%)	10 - 70	40	25	-	-
PROBE SPEED (m/s)	4.27 - 4.33	4.33	4.30	-	-
UPPER RIB (g's)	37 - 46	44.4	45.2	-	-
LOWER RIB (g's)	37 - 46	41.3	44.5	-	-
LOWER SPINE (g's)	15 - 22	21.6	21.1	-	-
PELVIS IMPACT					
TEMPERATURE (°C)	18.9 - 25.5	21.1	21.1	-	-
RELATIVE HUMIDITY (%)	10 - 70	40	25	-	-
PROBE SPEED (m/s)	4.27 - 4.33	4.29	4.30	-	-
PELVIS (g's)	40 - 60	40.9	57.4	-	-

REMARKS: None

**CALIBRATION TEST RESULTS
PRE-TEST**

SID NO.: 268

CONFIGURED FOR LEFT SIDE IMPACT

**CALIBRATION TEST RESULTS SUMMARY
PRE-TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268

Calspan Sequential Test Number: 2

Date: 9/25/98

Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST	COMMENTS
EXTERNAL DIMENSIONS	Passed all requirements.
THORACIC SHOCK ABSORBER TEST	Passed all requirements.
LATERAL THORAX IMPACT TEST	Passed all requirements.
LATERAL PELVIS IMPACT TEST	Passed all requirements.
ABDOMINAL COMPRESSION TEST*	Passed all requirements.
LUMBAR FLEXION TEST*	Passed all requirements.

* Test not required for SID certification.

REMARKS: None

**EXTERNAL DIMENSIONS
PRE-TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268

Calspan Sequential Test Number: 2

Date: 9/24/98

Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
SH- Seated Height (mm)	889 - 909	904
RH- Rib Height (mm)	502 - 520	516
HP- Hip Pivot Height (mm)	99 ref.	99
RD- Rib from Back Line (mm)	229 - 241	232
KH- Knee Pivot from Back Line (mm)	511 - 526	521
KV- Knee Pivot to Floor (mm)	490 - 505	495
HW- Hip Width (mm)	356 - 391	371

REMARKS: None

THORACIC SHOCK ABSORBER TESTS
PRE-TEST

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268 Calspan Sequential Test Number: 1.2
Date: 9/21/98 Laboratory Technician: B. Swiecicki, G. Serbinowski

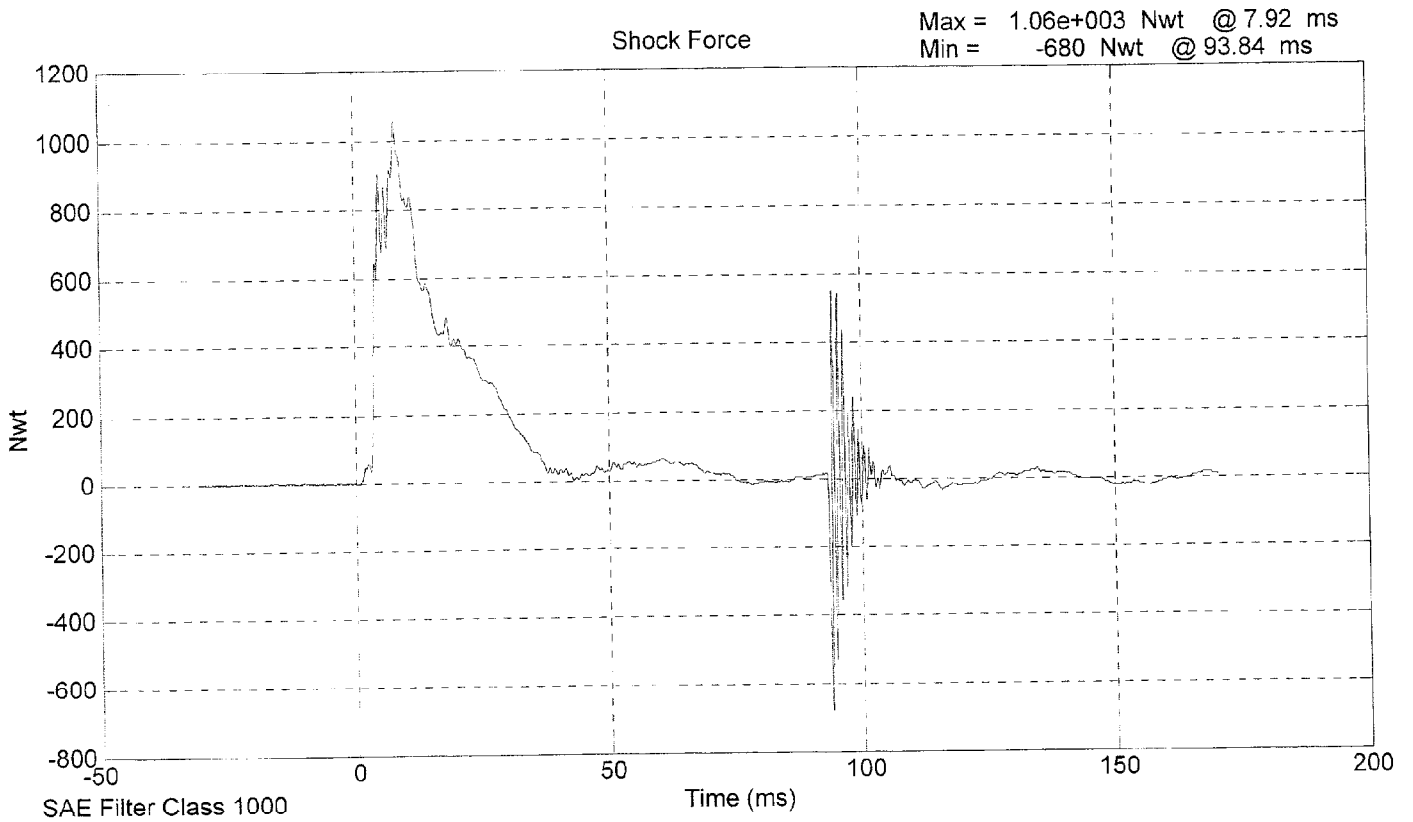
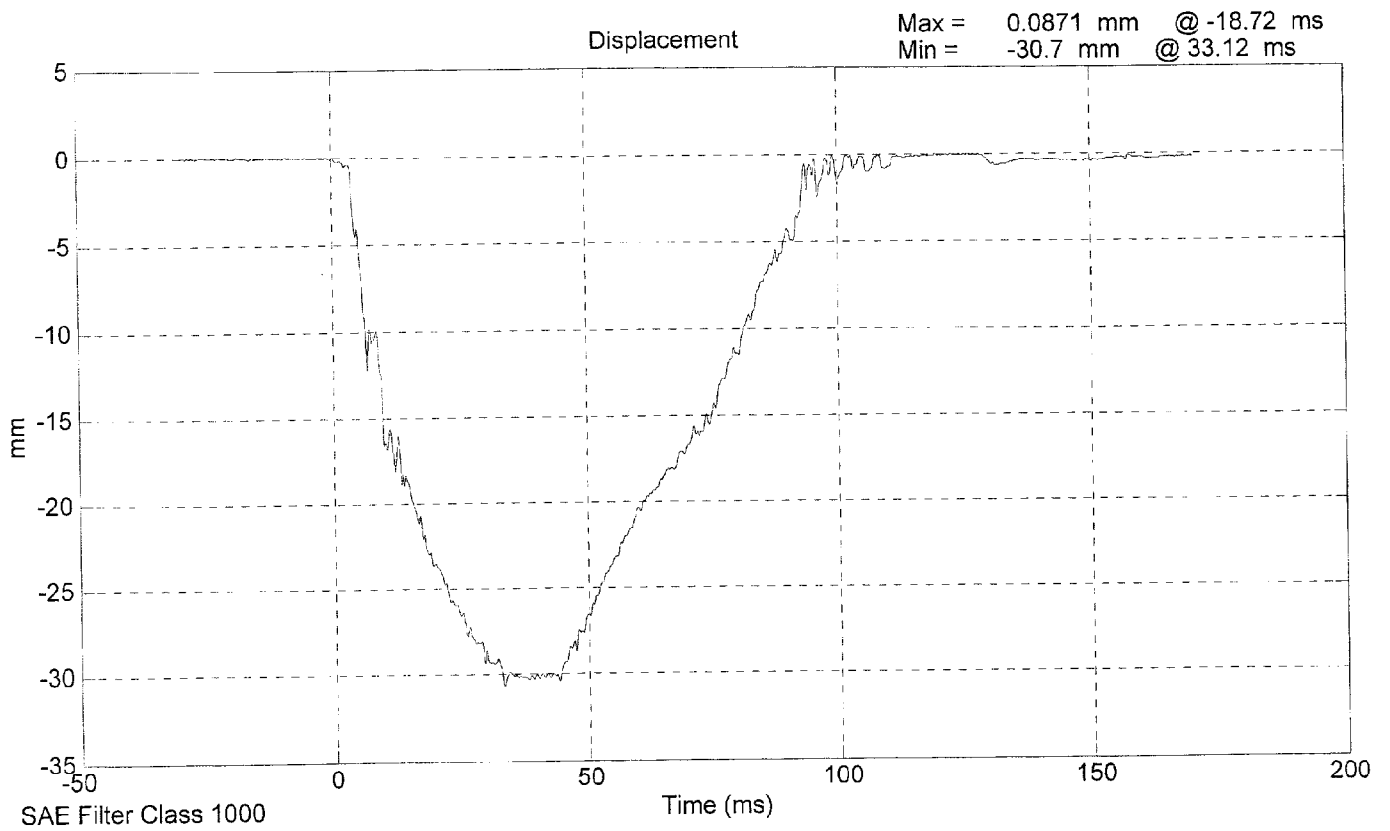
DAMPER IDENTIFICATION: 268

TEST PARAMETER		SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)		18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)		10 - 70	45
VELOCITY 3.05 m/s	FORCE (N)	836 - 1125	1059.6
	DISPLACEMENT (mm)	30 - 35	30.7
VELOCITY 4.27 m/s	FORCE (N)	1730 - 2099	1985.9
	DISPLACEMENT (mm)	32 - 37	33.5
VELOCITY 6.10 m/s	FORCE (N)	3741 - 4448	4097.8
	DISPLACEMENT (mm)	33 - 40	36.0

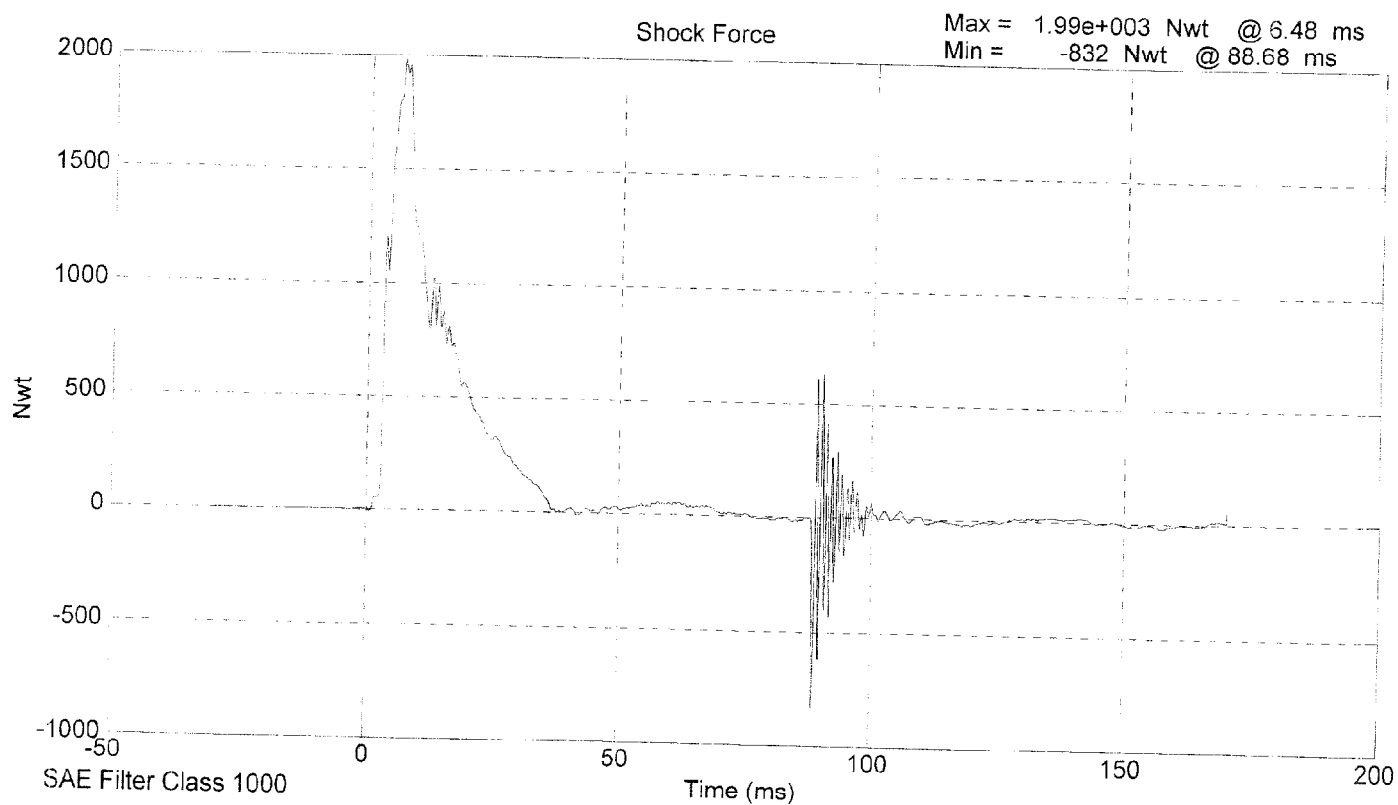
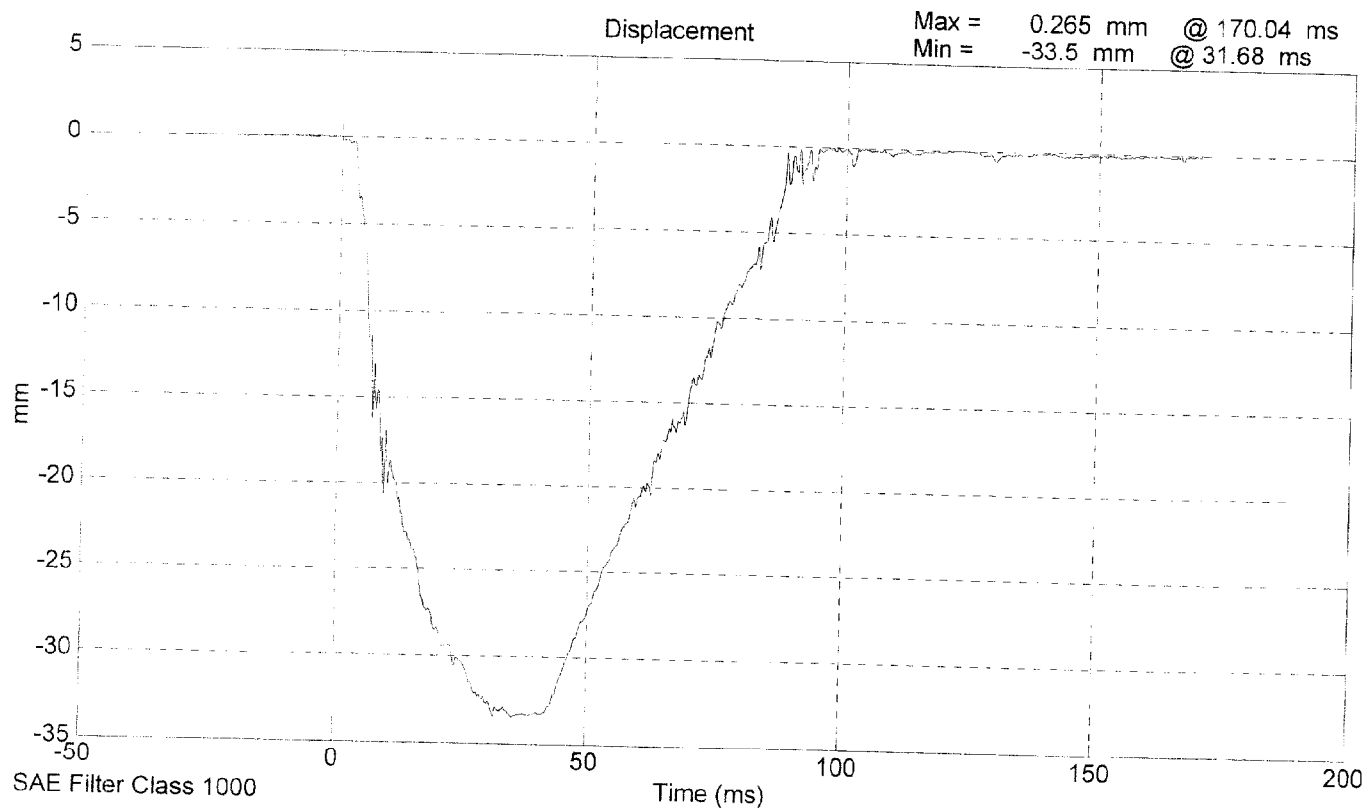
DAMPER SETTING: 5

REMARKS: None

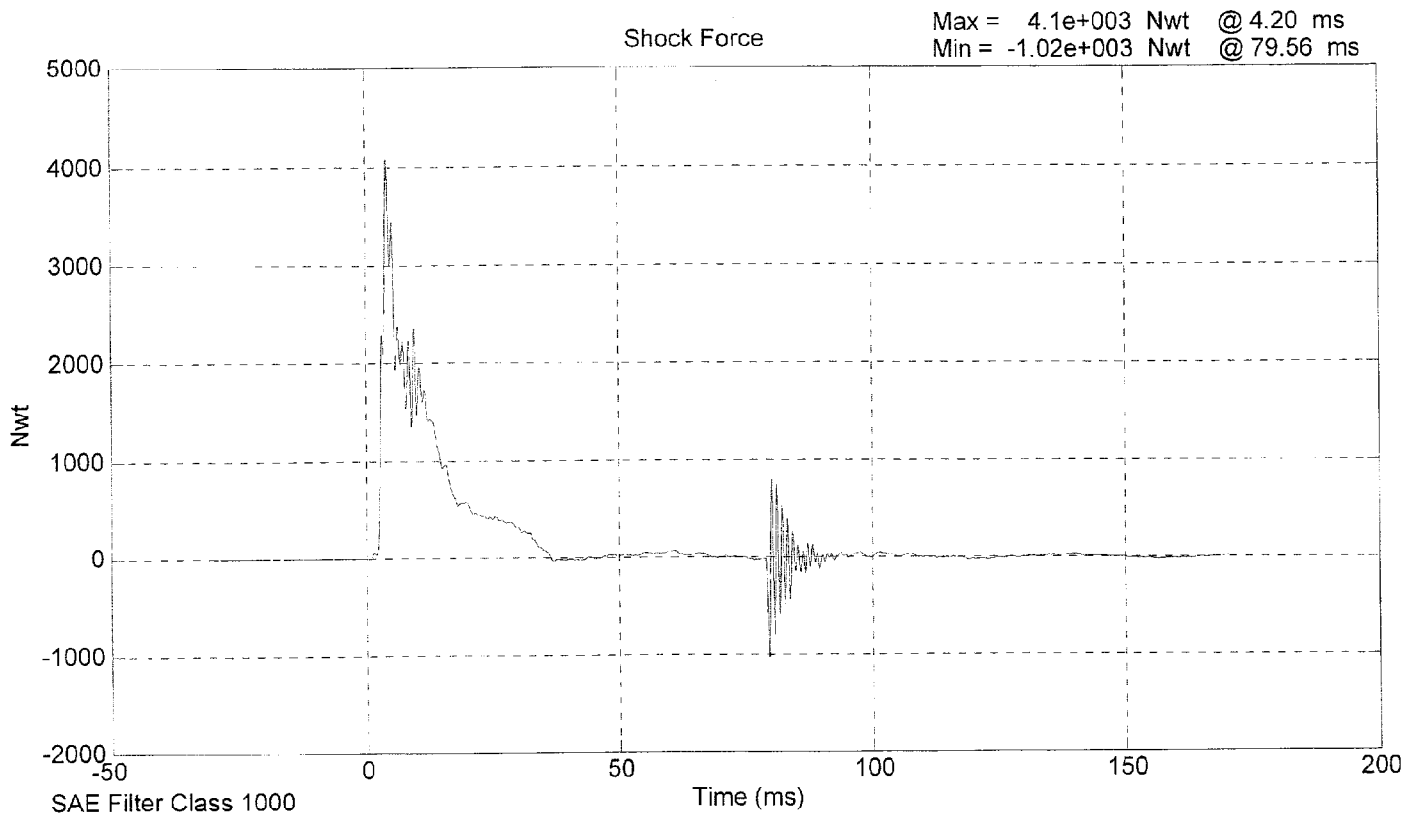
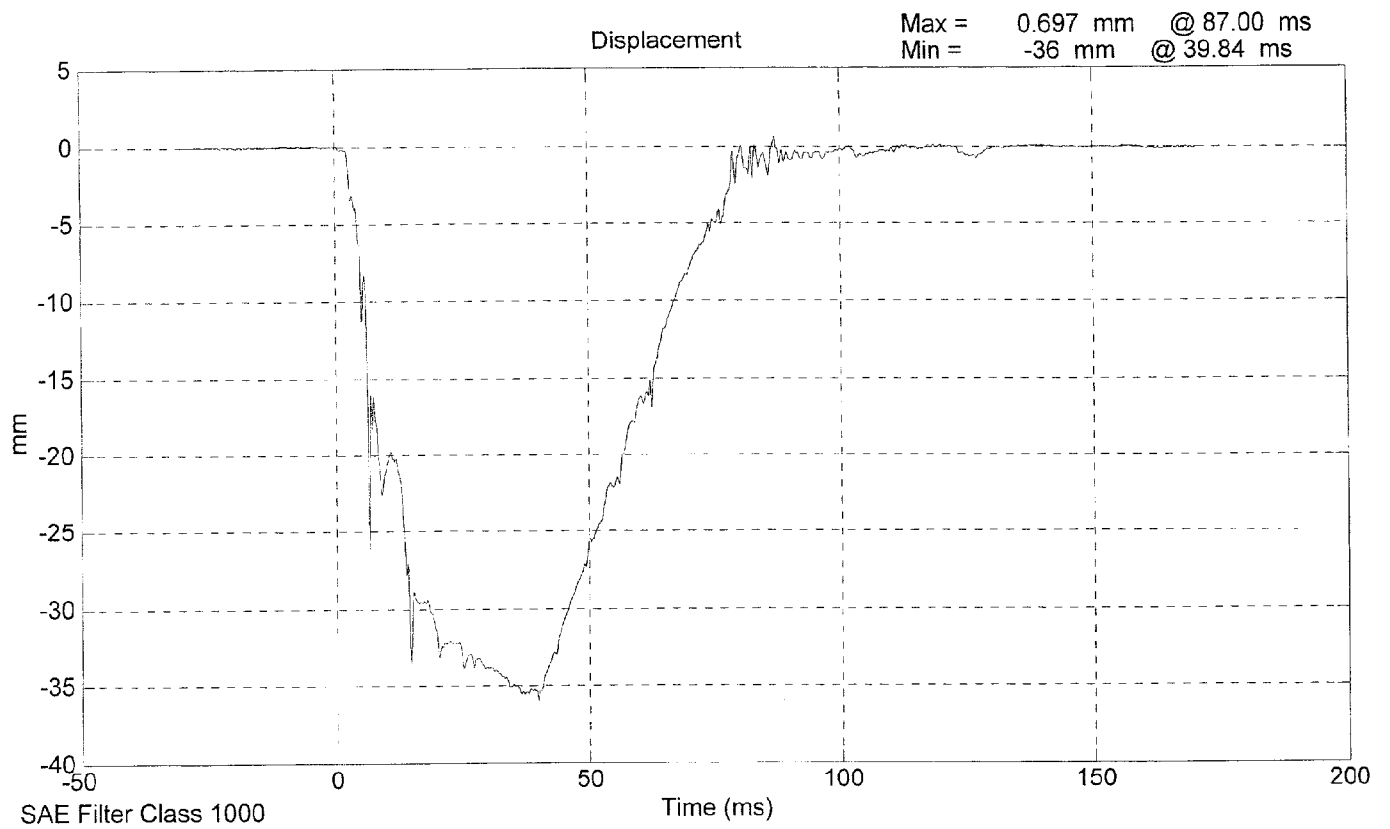
— SID Shock Absorber Impact Test 268 @ 3.045 m/s



SID Shock Absorber Impact Test 268 @ 4.2642 m/s



SID Shock Absorber Impact Test 268 @ 6.1265 m/s



**LATERAL THORAX IMPACT TEST
PRE-TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268

Calspan Sequential Test Number: 2

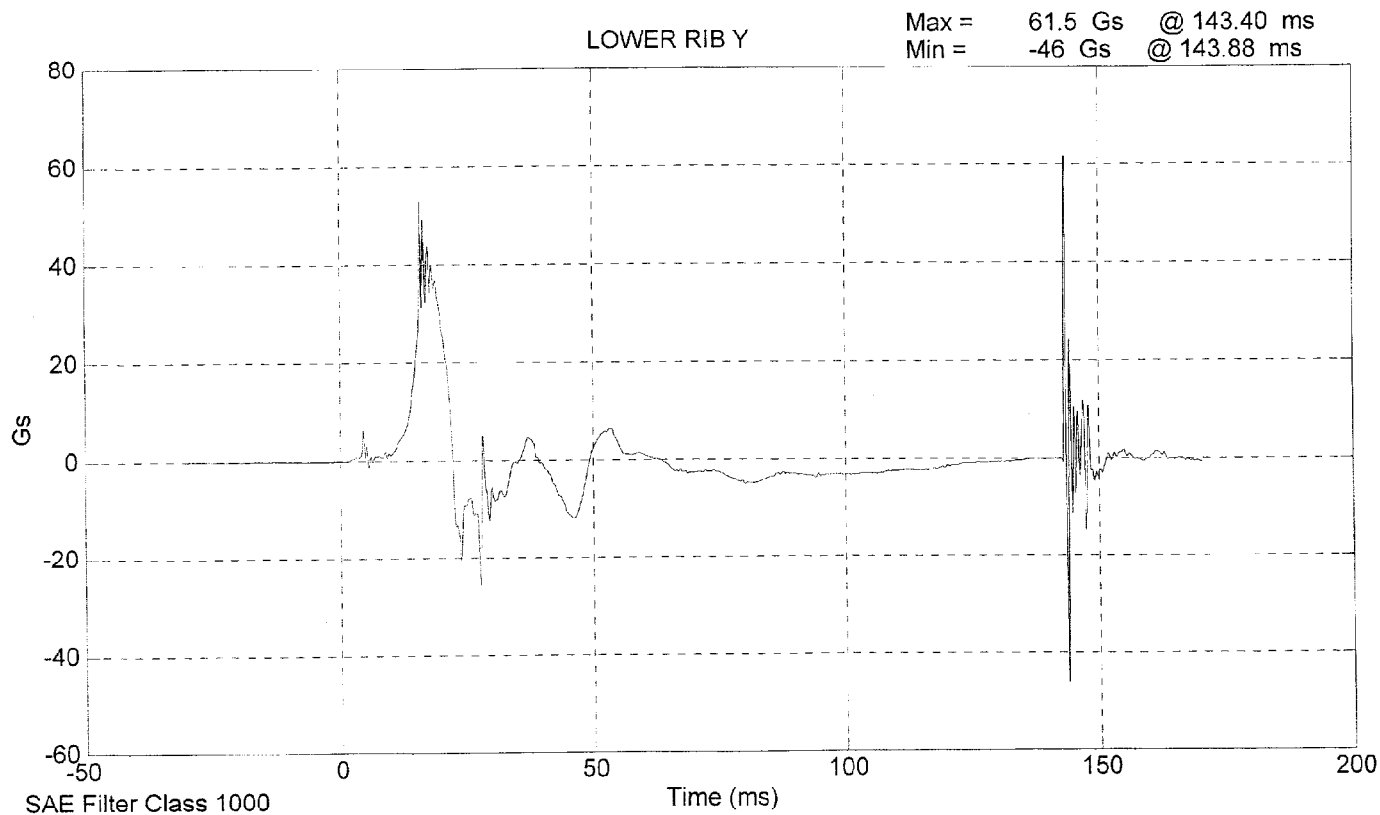
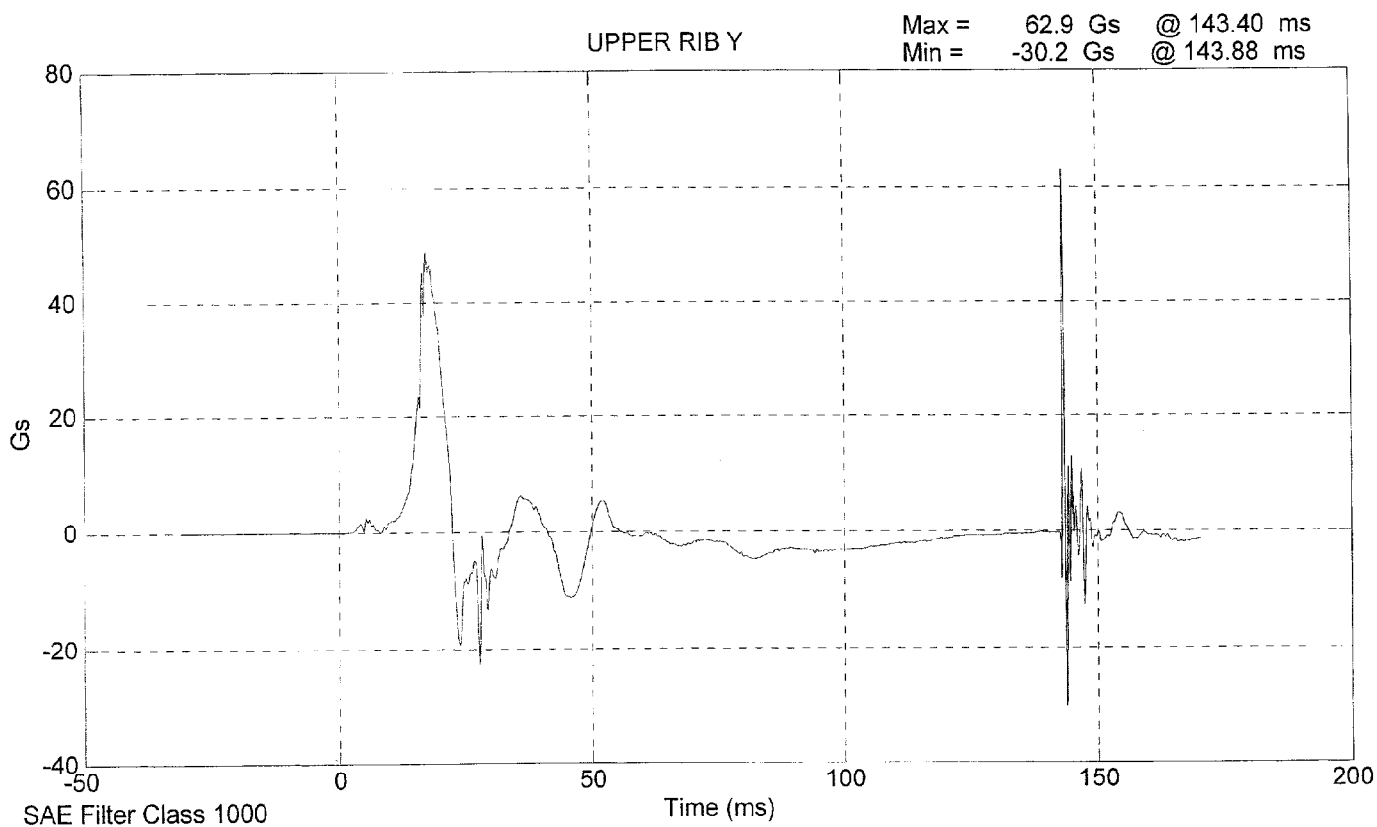
Date: 9/24/98

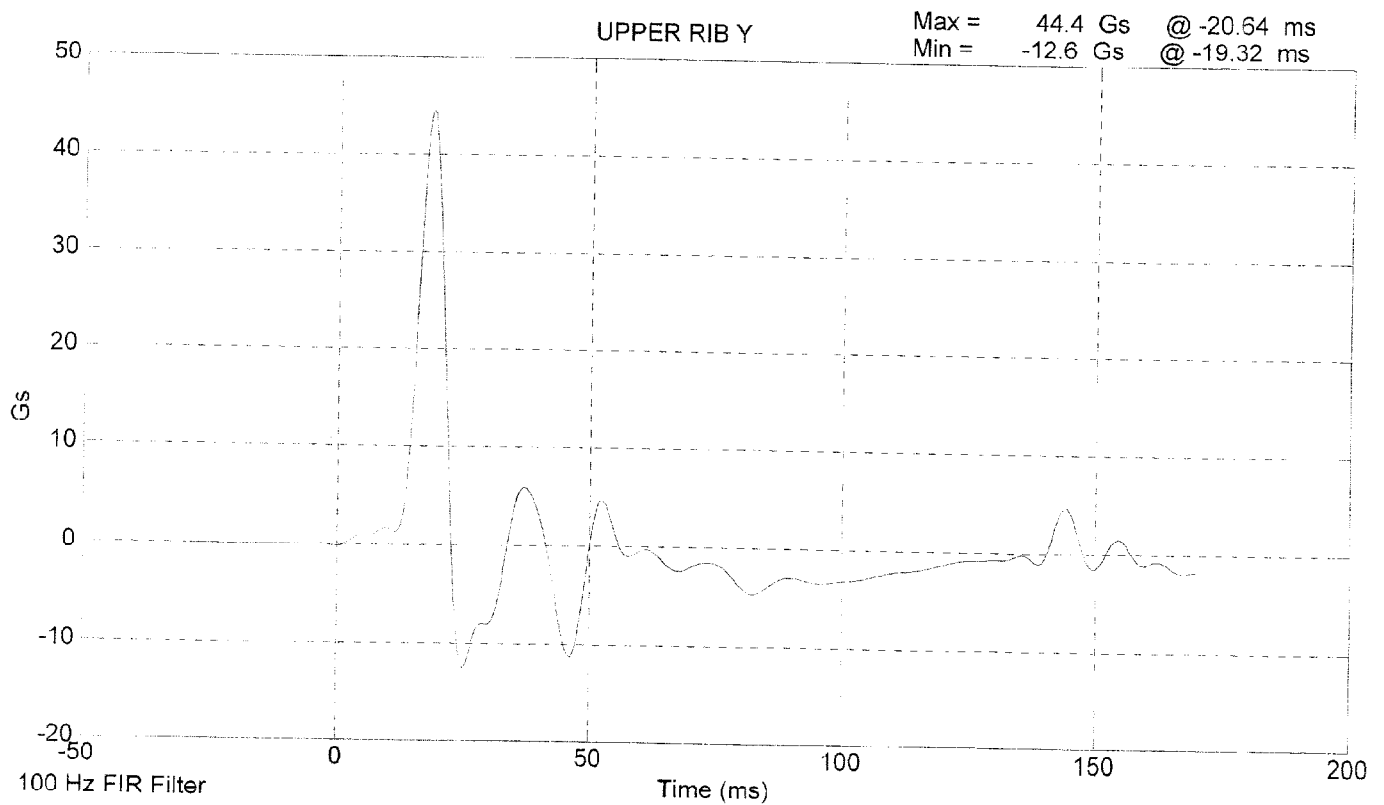
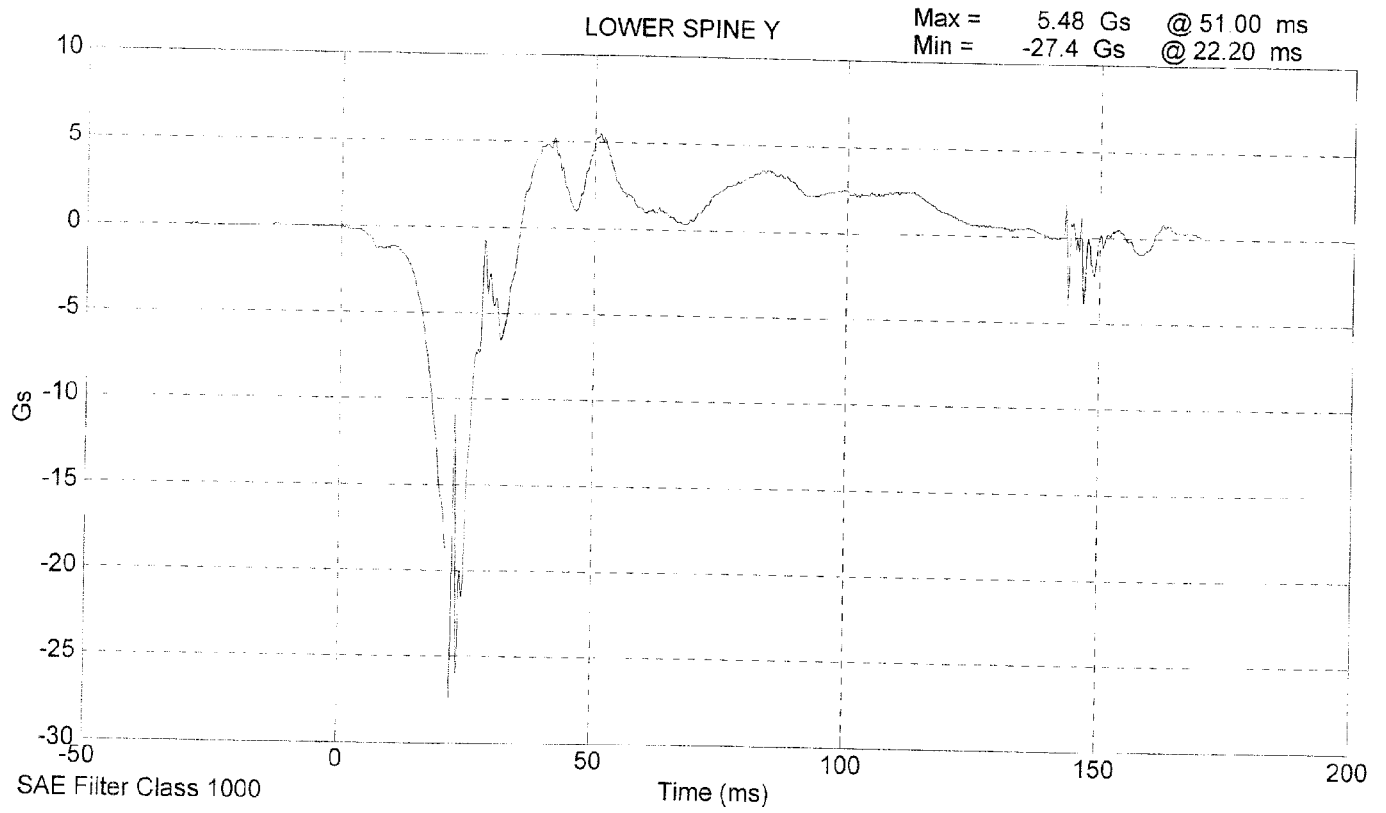
Laboratory Technician: B. Swiecicki, G. Serbinowski

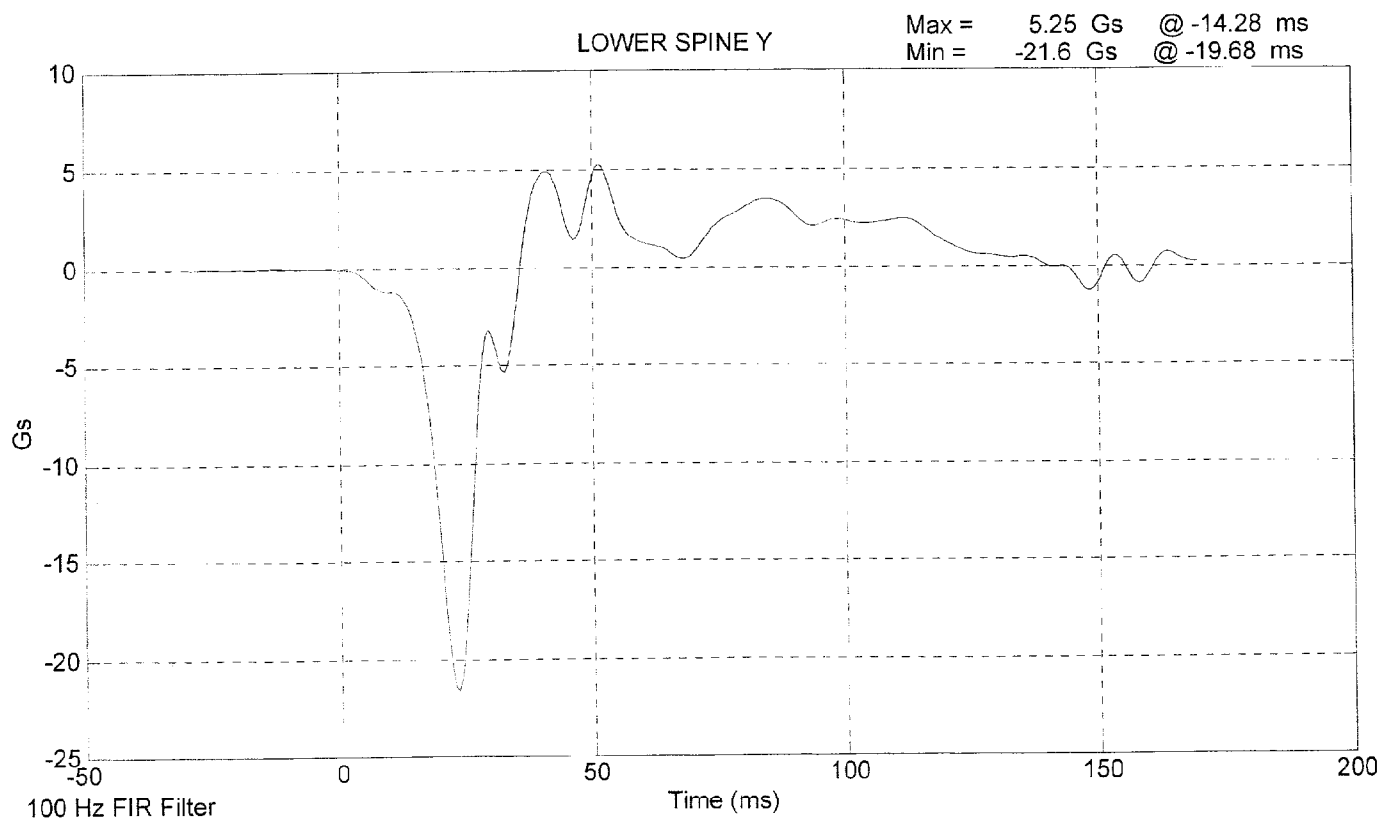
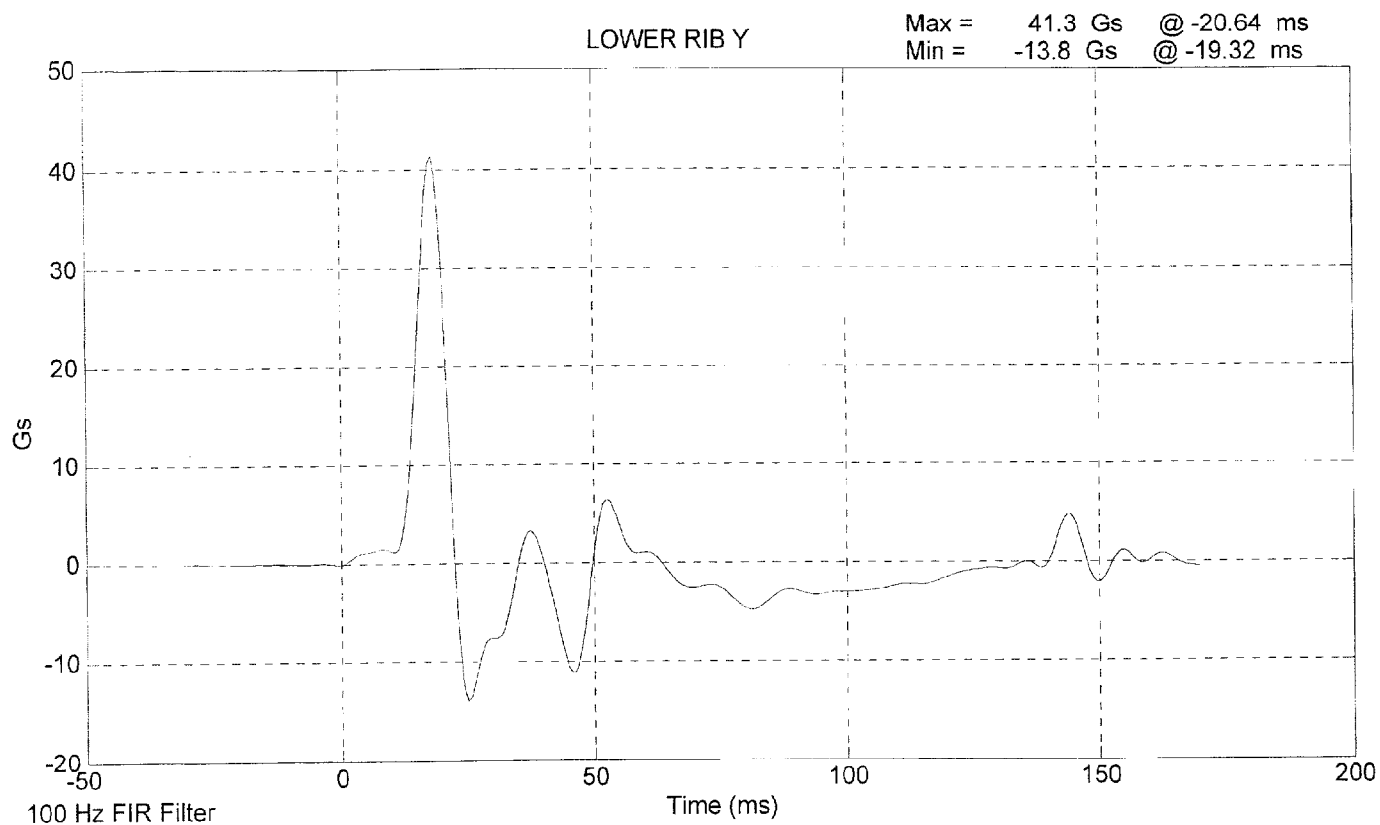
TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	40
PROBE SPEED (m/s)	4.27 - 4.33	4.33
UPPER RIB (g's)	37 - 46	44.4
LOWER RIB (g's)	37 - 46	41.3
LOWER SPINE (g's)	15 - 22	21.6

REMARKS: None

SID 268 Thorax Impact Test @ 4.3282 m/s







**LATERAL PELVIS IMPACT TEST
PRE-TEST**

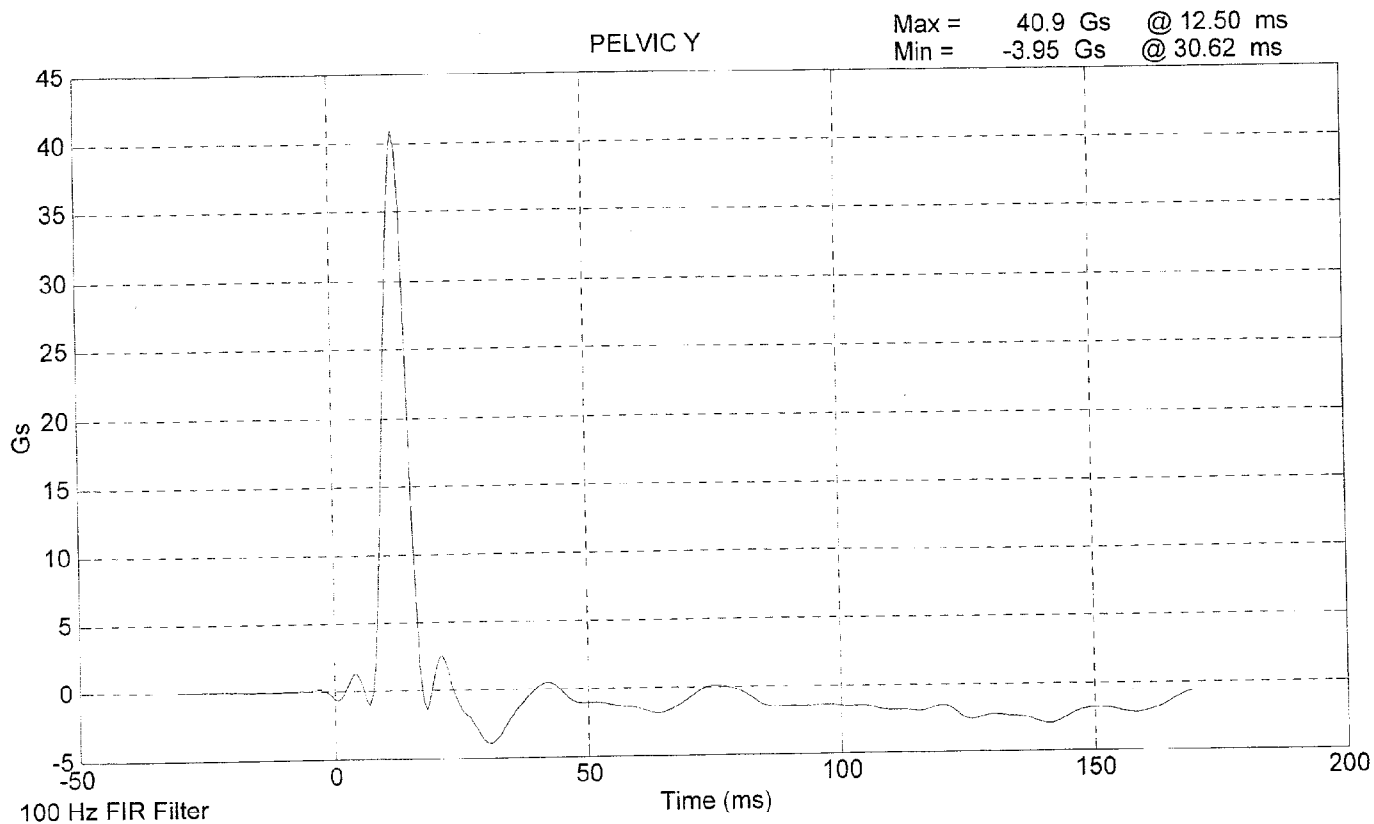
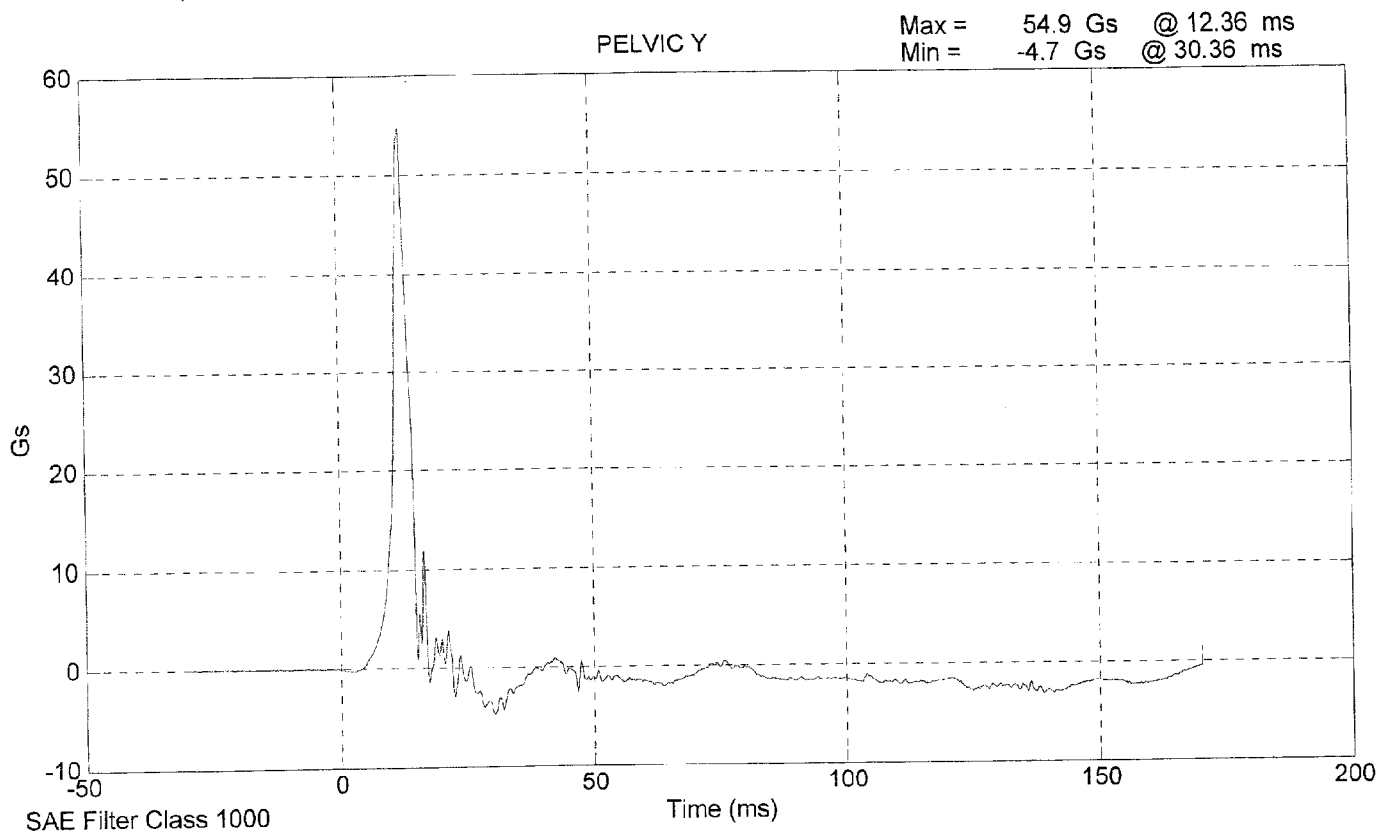
CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268 Calspan Sequential Test Number: 2
Date: 9/25/98 Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	40
PROBE SPEED (m/s)	4.27 - 4.33	4.29
PELVIS ACCELERATION (g's)	40 - 60	40.9

REMARKS: None

SID 268 Pelvic Impact Test @ 4.2977 m/s



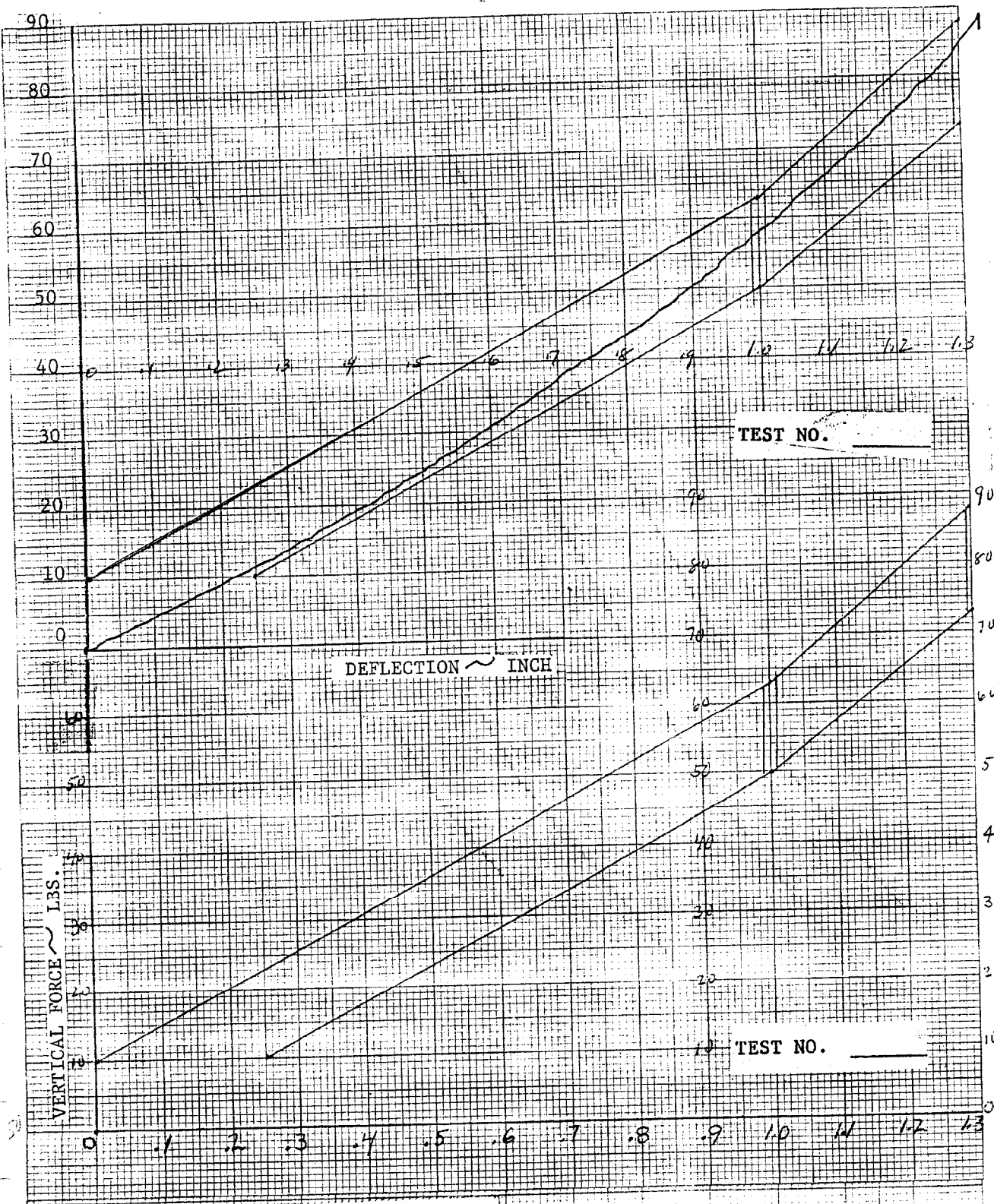
ABDOMINAL COMPRESSION TEST**PRE-TEST**

(Test not required for SID certification)

CONFIGURED FOR LEFT SIDE IMPACTSID Serial No.: 268Calspan Sequential Test Number: 2Date: 9/24/98Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	40
FORCE @ 13 mm (N)	104 - 162	109
FORCE @ 19 mm (N)	163 - 221	181
FORCE @ 25 mm (N)	222 - 280	258
FORCE @ 33 mm (N)	325 - 391	375

REMARKS: None



DUMMY S/N 268

DATE 9-24-68

CONTRACT AUTHORIZATION _____

TEMP. 70 HUMIDITY 40%

PERFORMED BY [Signature]

PART 572
ABDOMEN STATIC PRESS
DOT - 13 DEC. '77

LUMBAR FLEXION TEST

PRE-TEST

(Test not required for SID certification)

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268

Calspan Sequential Test Number: 2

Date: 9/24/98

Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	40
FORCE @ 0° (N)	0 - 26.7	0
FORCE @ 20° (N)	97.8 - 151.2	136
FORCE @ 30° (N)	151.2 - 204.6	184
FORCE @ 40° (N)	204.6 - 258	245
RETURN ANGLE	12° max.	9.5

REMARKS: None

DUMMY S/N 268 TEST NO. 2

W/A

DATE 9-24-98

PERFORMED BY [Signature]

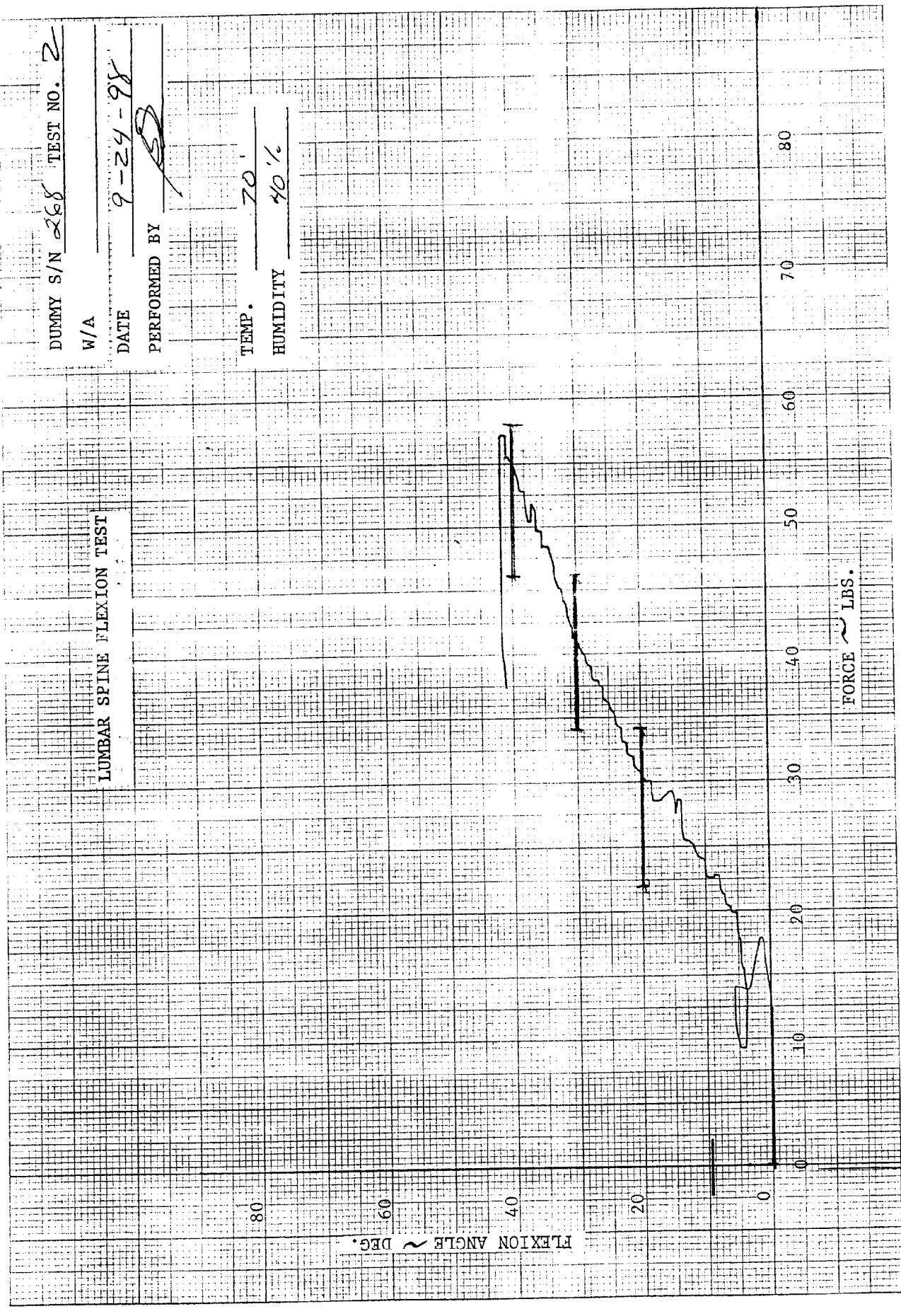
TEMP. 70

HUMIDITY 40%

LUMBAR SPINE FLEXION TEST

FLEXION ANGLE ~ DEG.

FORCE ~ LBS.



PRE-TEST DUMMY INSPECTION LIST

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268

Calspan Sequential Test Number: 2

Date: 9/25/98

Laboratory Technician: B. Swiccicki, G. Serbinowski

PART	ITEMS CHECKED	COMMENTS
SKIN	VISUAL INSPECTION	OK
HEAD	VISUAL, BALLAST, ACCELEROMETER MOUNT	OK
NECK	VISUAL, CABLE TORQUE	OK
SPINE BOX	VISUAL, BALLAST, WELDMENT, ACCELEROMETER MOUNT	OK
RIB CAGE	VISUAL, MEASURE, STIFFENERS	OK
STERNUM	VISUAL	OK
LUMBAR SPINE	VISUAL	OK
ABDOMEN	VISUAL	OK
PELVIS	VISUAL, PALPATE, ACCELEROMETER MOUNT	OK
UPPER LEGS	VISUAL	OK
KNEES	VISUAL, STOPS, INSERTS	OK
LOWER LEGS	VISUAL, RANGE OF MOTION	OK
ANKLES	VISUAL, RANGE OF MOTION	OK
FEET	VISUAL, RANGE OF MOTION	OK
JOINTS	1 TO 2 g RANGE	OK
OTHER	NONE	-

REMARKS: None

**CALIBRATION TEST RESULTS
POST TEST**

SID NO.: 268

CONFIGURED FOR LEFT SIDE IMPACT

**CALIBRATION TEST RESULTS SUMMARY
POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268 Calspan Sequential Test Number: 3
Date: 12/8/98 Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST	COMMENTS
EXTERNAL DIMENSIONS	Passed all requirements.
LATERAL THORAX IMPACT TEST	Passed all requirements.
LATERAL PELVIS IMPACT TEST	Passed all requirements.
ABDOMINAL COMPRESSION TEST*	Passed all requirements.
LUMBAR FLEXION TEST*	Passed all requirements.

* Test not required for SID certification.

REMARKS: None

**EXTERNAL DIMENSIONS
POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268

Calspan Sequential Test Number: 3

Date: 12/8/98

Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
SH- Seated Height (mm)	889 - 909	899
RH- Rib Height (mm)	502 - 520	516
HP- Hip Pivot Height (mm)	99 ref.	99
RD- Rib from Back Line (mm)	229 - 241	231
KH- Knee Pivot from Back Line (mm)	511 - 526	518
KV- Knee Pivot to Floor (mm)	490 - 505	495
HW- Hip Width (mm)	356 - 391	371

REMARKS: None

**LATERAL THORAX IMPACT TEST
POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268

Calspan Sequential Test Number: 3

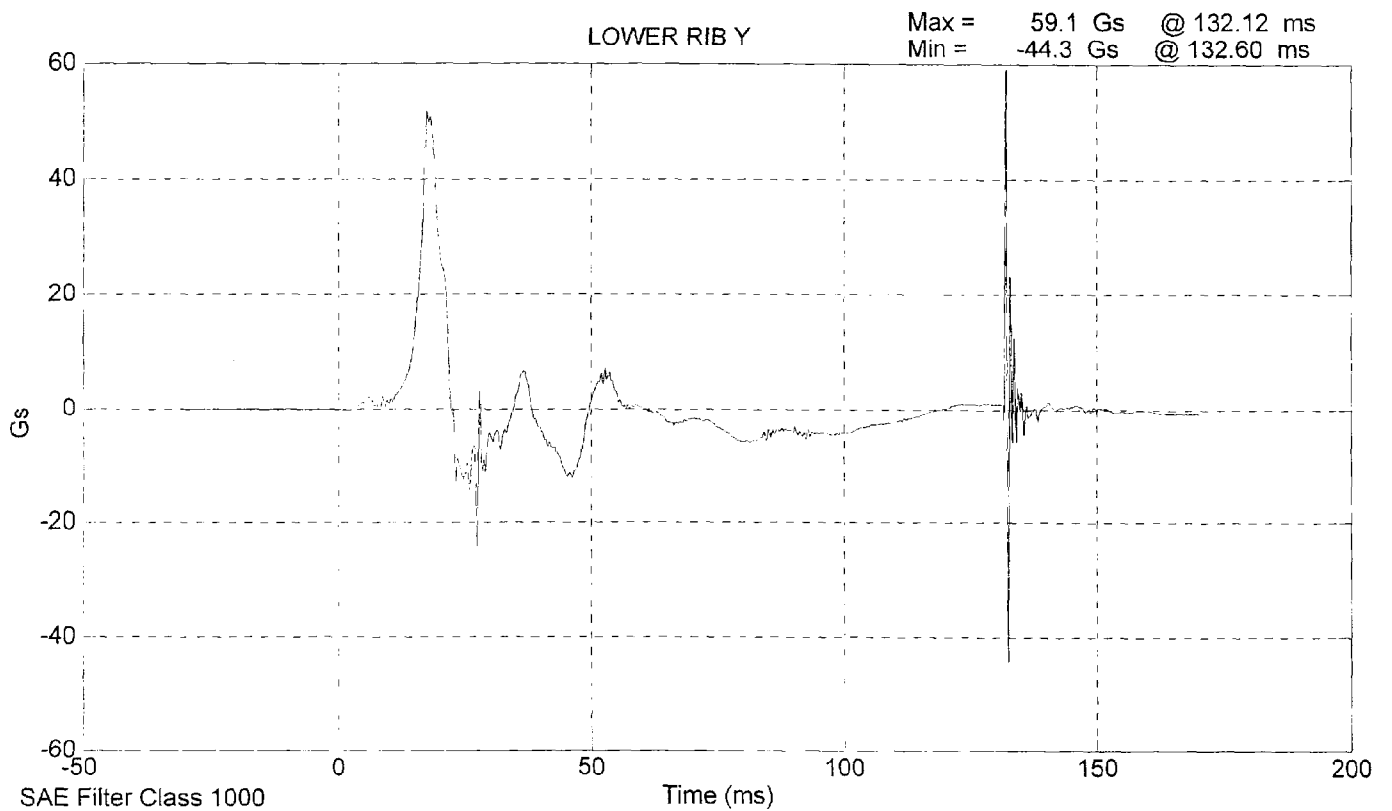
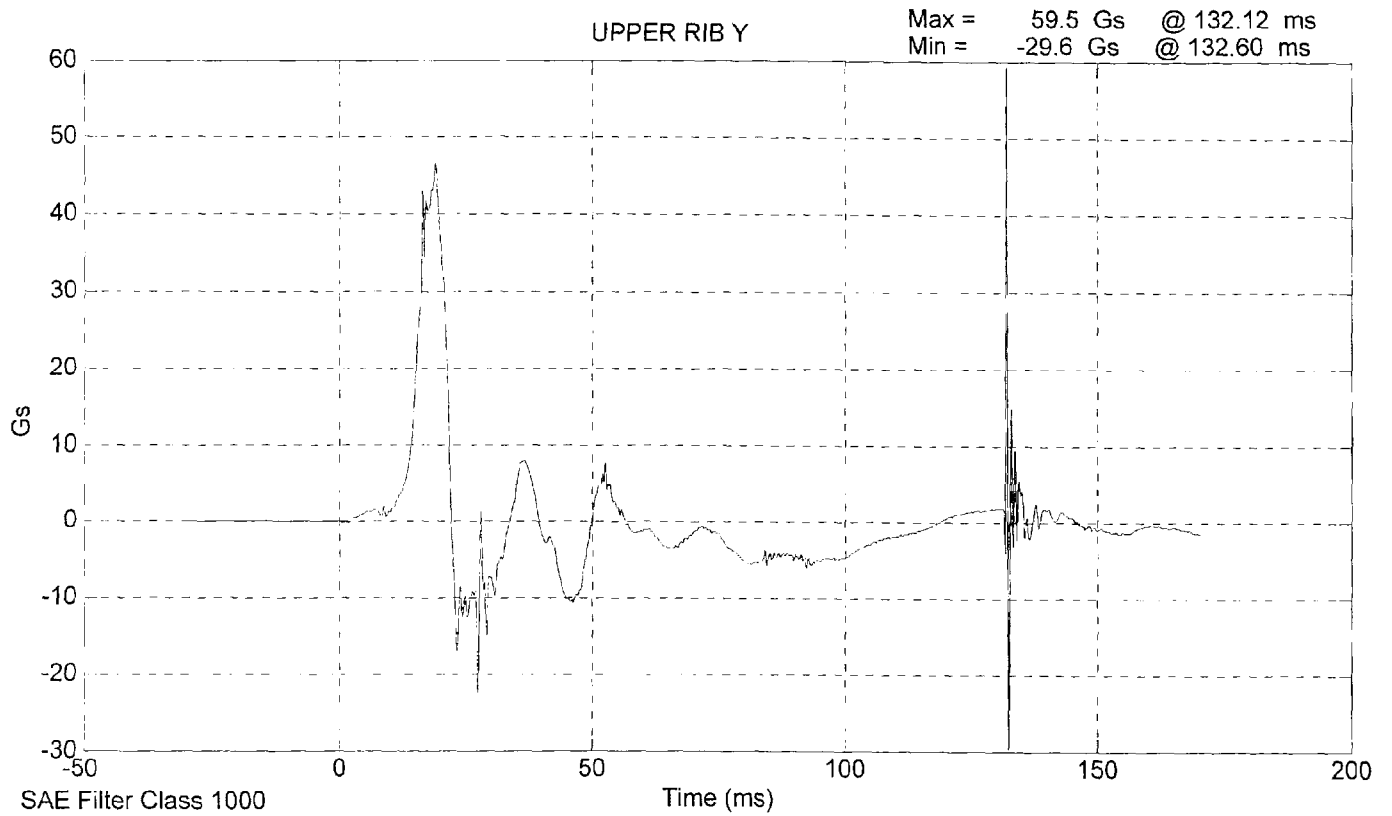
Date: 12/8/98

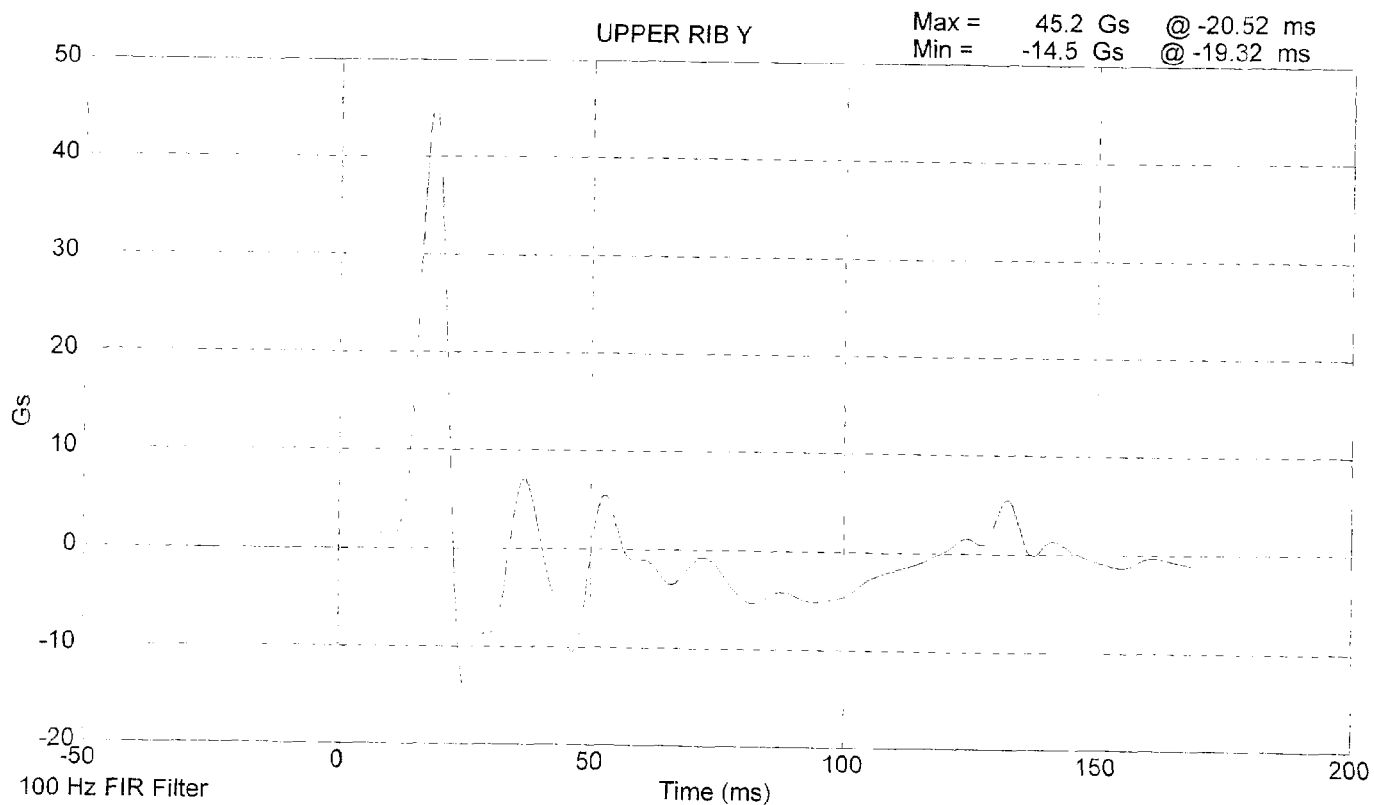
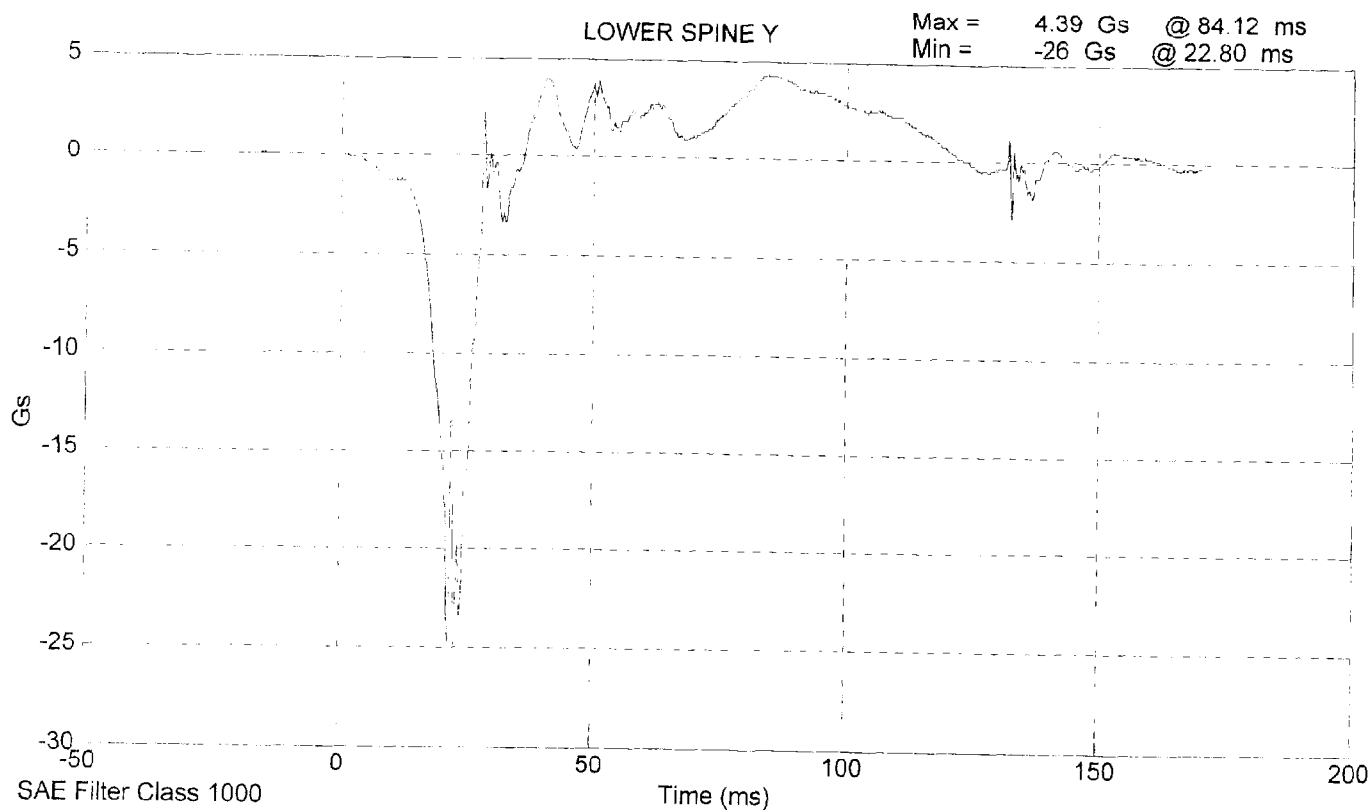
Laboratory Technician: B. Swiecicki, G. Serbinowski

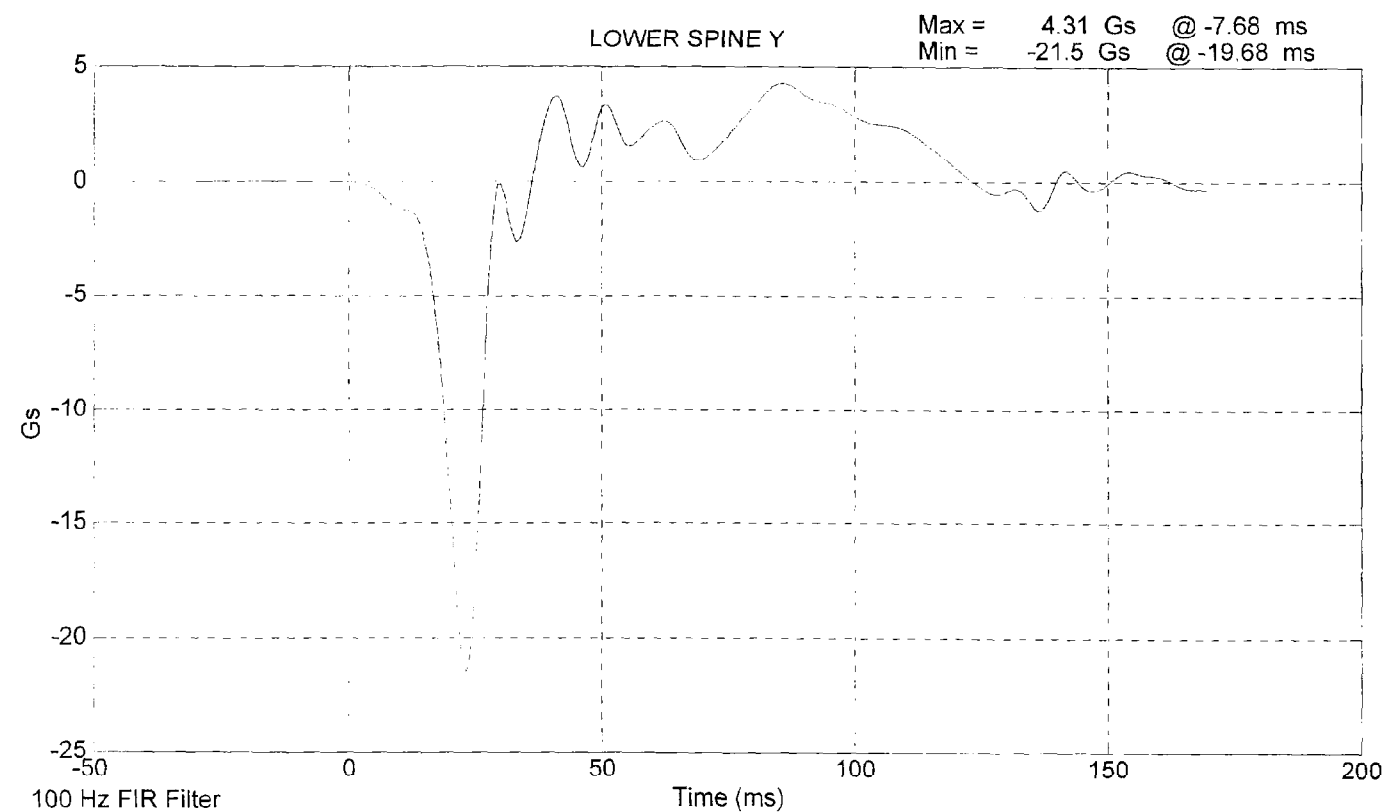
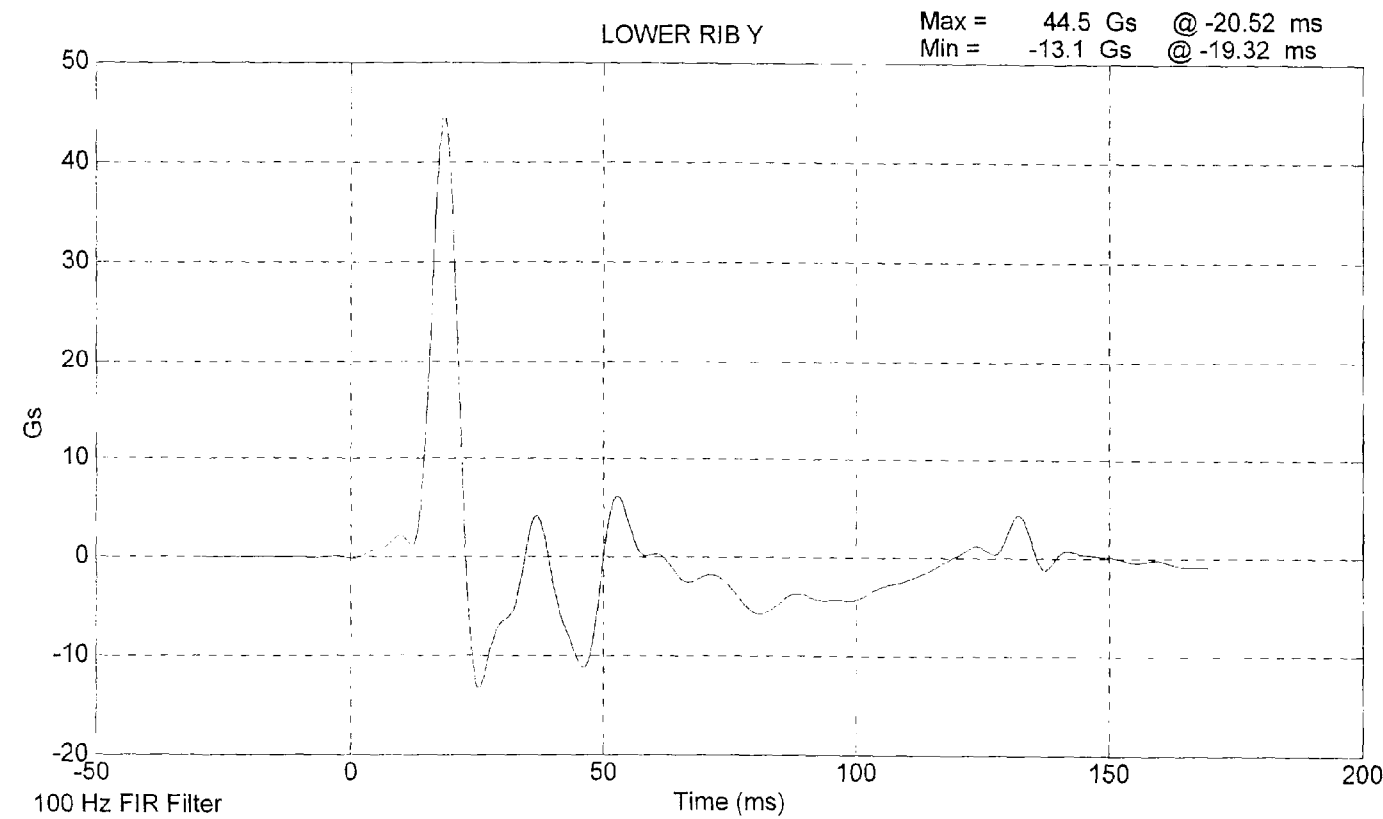
TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	25
PROBE SPEED (m/s)	4.27 - 4.33	4.30
UPPER RIB (g's)	37 - 46	45.2
LOWER RIB (g's)	37 - 46	44.5
LOWER SPINE (g's)	15 - 22	21.5

REMARKS: None

SID 268 Thorax Impact Test @ 4.2977 m/s







LATERAL PELVIS IMPACT TEST
POST TEST

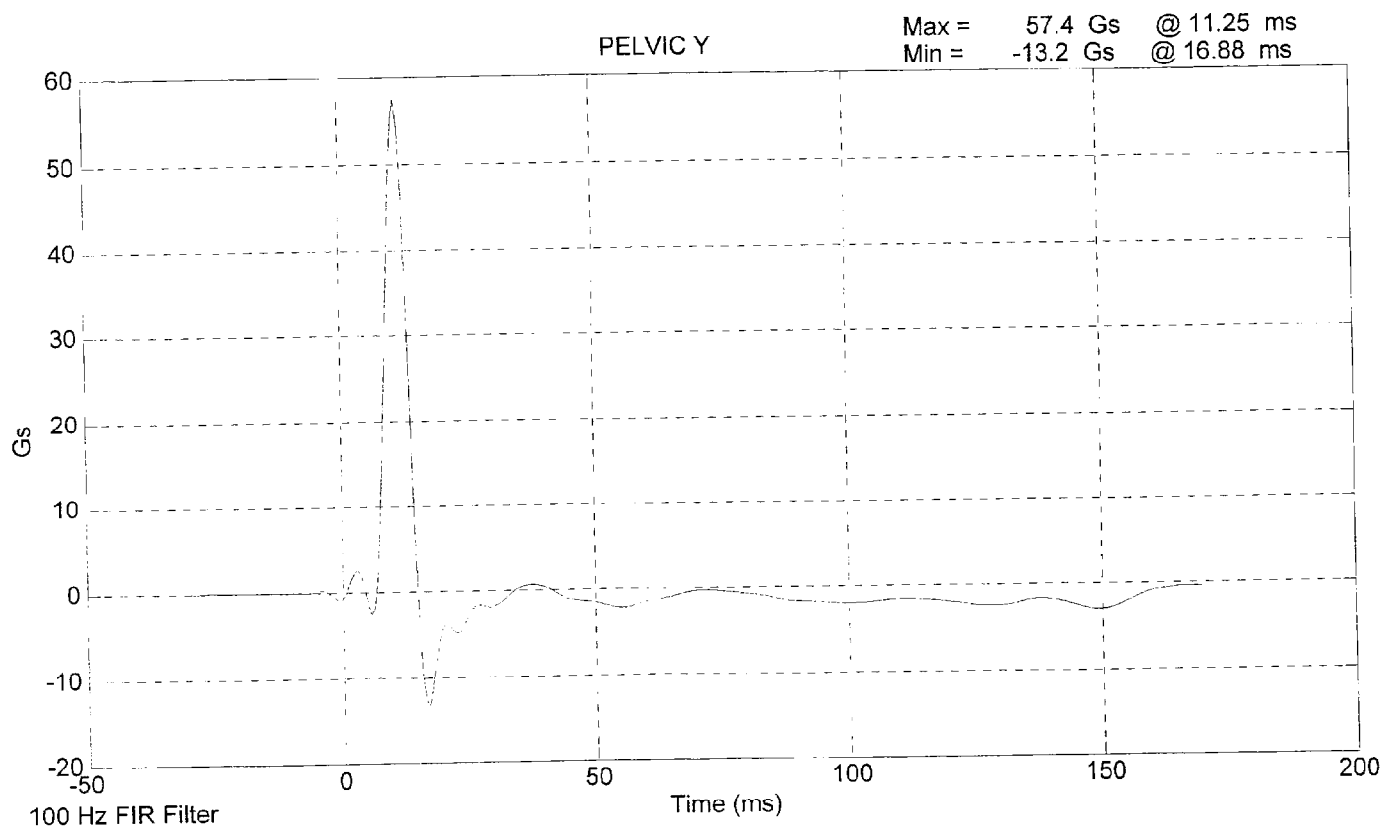
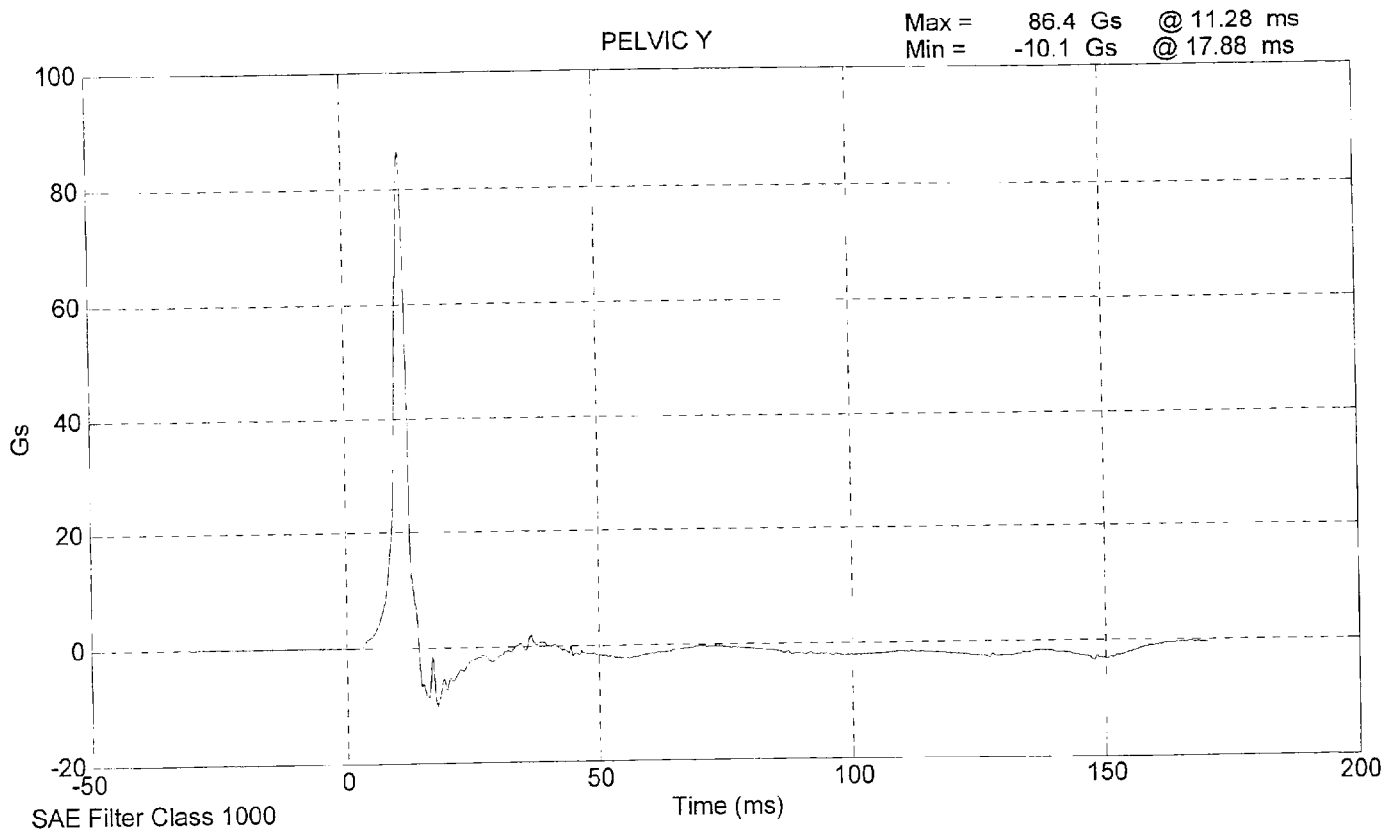
CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268 Calspan Sequential Test Number: 3
Date: 12/8/98 Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	25
PROBE SPEED (m/s)	4.27 - 4.33	4.30
PELVIS ACCELERATION (g's)	40 - 60	57.4

REMARKS: None

SID 268 Pelvic Impact Test @ 4.2977 m/s



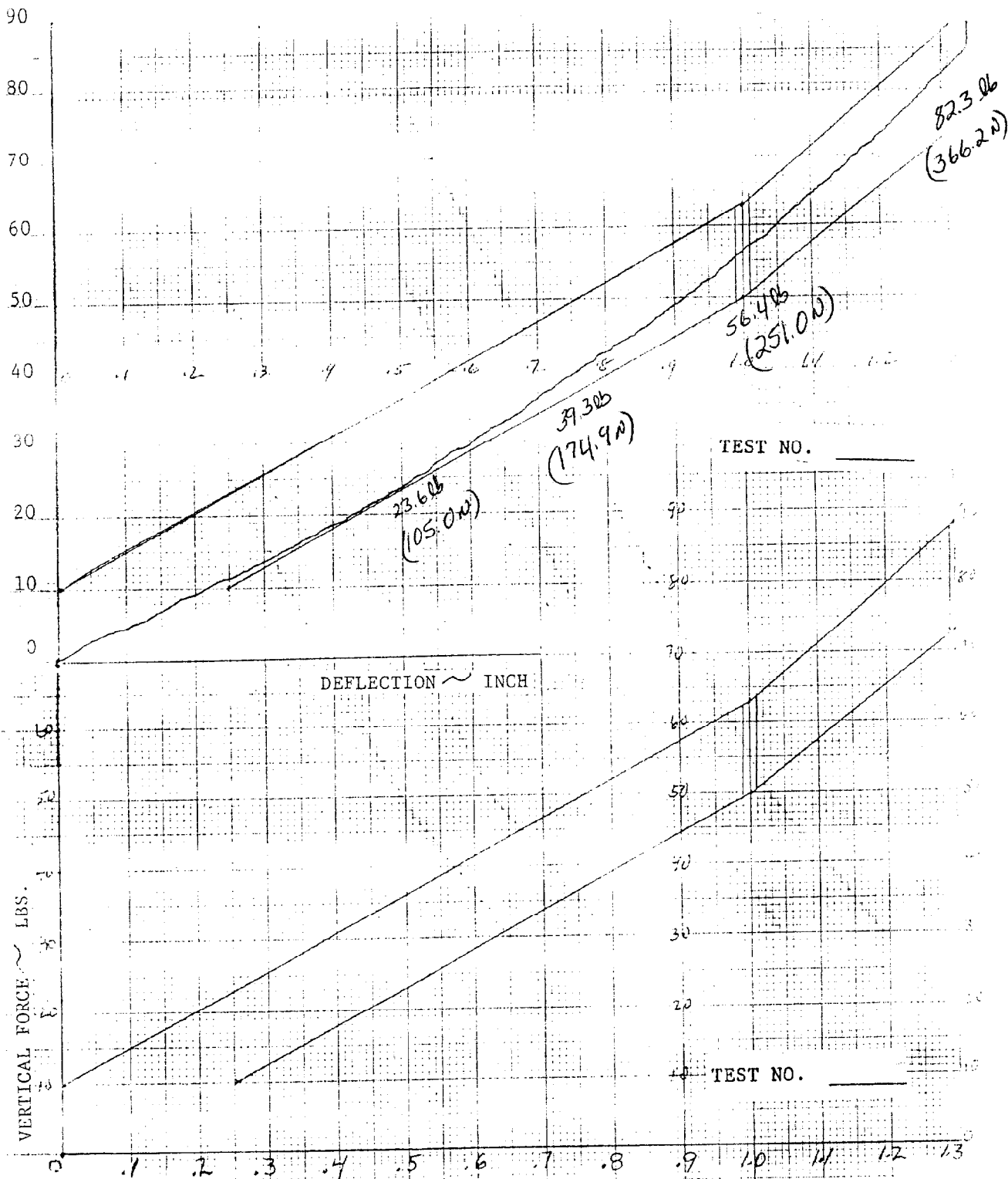
ABDOMINAL COMPRESSION TEST**POST TEST**

(Test not required for SID certification)

CONFIGURED FOR LEFT SIDE IMPACTSID Serial No.: 268Calspan Sequential Test Number: 3Date: 12/8/98Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	30
FORCE @ 13 mm (N)	104 - 162	105.0
FORCE @ 19 mm (N)	163 - 221	174.9
FORCE @ 25 mm (N)	222 - 280	251.0
FORCE @ 33 mm (N)	325 - 391	366.2

REMARKS: None



DUMMY S/N 268
 DATE 12/8/98
 CONTRACT AUTHORIZATION _____
 TEMP. 7c HUMIDITY 30%
 PERFORMED BY (signature) + 85

PART 572
 ABDOMEN STATIC PRESS
 DOT - 13 DEC. '77

LUMBAR FLEXION TEST
POST TEST
(Test not required for SID certification)

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268 Calspan Sequential Test Number: 3
Date: 12/8/98 Laboratory Technician: B. Swiecicki, G. Serbinowski

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE (°C)	18.9 - 25.5	21.1
RELATIVE HUMIDITY (%)	10 - 70	30
FORCE @ 0° (N)	0 - 26.7	0
FORCE @ 20° (N)	97.8 - 151.2	109.5
FORCE @ 30° (N)	151.2 - 204.6	170.4
FORCE @ 40° (N)	204.6 - 258	234.1
RETURN ANGLE	12° max.	8.7

REMARKS: None

DUMMY S/N 268 TEST NO.

W/A

DATE

12-8-98

PERFORMED BY

[Signature]

TEMP.

70

HUMIDITY

30

LUMBAR SPINE FLEXION TEST

FLEXION ANGLE ~ DEG.

80

60

40

20

0

0

10

20

30

40

50

60

70

80

Handwritten: 52.6 deg (12.11.0)

Handwritten: 38.3 deg (17.01.0)

Handwritten: 24.6 deg (08.15.0)

FORM 3 Lab.

POST TEST DUMMY INSPECTION LIST

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 268 Calspan Sequential Test Number: 3
 Date: 12/8/98 Laboratory Technician: B. Swiecicki, G. Serbinowski

PART	ITEMS CHECKED	COMMENTS
SKIN	VISUAL INSPECTION	OK
HEAD	VISUAL, BALLAST, ACCELEROMETER MOUNT	OK
NECK	VISUAL, CABLE TORQUE	OK
SPINE BOX	VISUAL, BALLAST, WELDMENT, ACCELEROMETER MOUNT	OK
RIB CAGE	VISUAL, MEASURE, STIFFENERS	OK
STERNUM	VISUAL	OK
LUMBAR SPINE	VISUAL	OK
ABDOMEN	VISUAL	OK
PELVIS	VISUAL, PALPATE, ACCELEROMETER MOUNT	OK
UPPER LEGS	VISUAL	OK
KNEES	VISUAL, STOPS, INSERTS	OK
LOWER LEGS	VISUAL, RANGE OF MOTION	OK
ANKLES	VISUAL, RANGE OF MOTION	OK
FEET	VISUAL, RANGE OF MOTION	OK
JOINTS	1 TO 2 g RANGE	OK
OTHER	NONE	-

REMARKS: None

APPENDIX D

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

SID INSTRUMENTATION

FRONT SID NO.: 268			
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
UPPER RIB	A13546	ENDEVCO	7/98
LOWER RIB	A12607	ENDEVCO	6/98
LOWER SPINE	A13941	ENDEVCO	12/98
PELVIS	J18570	ENDEVCO	12/98
UPPER RIB REDUNDANT	A13012	ENDEVCO	7/98
LOWER RIB REDUNDANT	A13926	ENDEVCO	8/98
LOWER SPINE REDUNDANT	A13937	ENDEVCO	12/98
PELVIS REDUNDANT	A13924	ENDEVCO	12/98

REAR SID NO.: N/A			
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
UPPER RIB	-	-	-
LOWER RIB	-	-	-
LOWER SPINE	-	-	-
PELVIS	-	-	-
UPPER RIB REDUNDANT	-	-	-
LOWER RIB REDUNDANT	-	-	-
LOWER SPINE REDUNDANT	-	-	-
PELVIS REDUNDANT	-	-	-

REMARKS: None

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

VEHICLE AND MDB INSTRUMENTATION

	VEHICLE AND MDB INSTRUMENTS		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
RIGHT FRONT SILL (X)	AN943	ENDEVCO	10/98
RIGHT FRONT SILL (Y)	J18650	ENDEVCO	10/98
RIGHT FRONT SILL (Z)	J18429	ENDEVCO	8/98
RIGHT REAR SILL (X)	J18622	ENDEVCO	10/98
RIGHT REAR SILL (Y)	AN967	ENDEVCO	10/98
RIGHT REAR SILL (Z)	AP1B7	ENDEVCO	10/98
REAR FLOORPAN ABOVE AXLE (X)	A14077	ENDEVCO	11/98
REAR FLOORPAN ABOVE AXLE (Y)	A13882	ENDEVCO	11/98
REAR FLOORPAN ABOVE AXLE (Z)	ACCW0	ENDEVCO	11/98
LEFT REAR SILL (Y)	BA98	ENDEVCO	11/98
LEFT FRONT SILL (Y)	D74	ICS	10/98
LEFT FRONT DOOR ON CENTERLINE (Y)	APBB6	ENDEVCO	10/98
RIGHT REAR OCCUPANT COMP. (Y)	D69	ICS	8/98
MIDREAR OF LEFT FRONT DOOR (Y)	J18649	ENDEVCO	10/98
LEFT FRONT DOOR UPPER CENTERLINE (Y)	J18400	ENDEVCO	10/98
MIDREAR OF LEFT REAR DOOR (Y)	J18555	ENDEVCO	10/98
LEFT REAR DOOR UPPER CENTERLINE (Y)	J18406	ENDEVCO	12/98
LOWER LEFT B- PILLAR (Y)	X24	ICS	11/98
MIDDLE LEFT B-PILLAR (Y)	J18642	ENDEVCO	10/98
LOWER LEFT A-PILLAR (Y)	D12	ENTRAN	12/98
MIDDLE LEFT A-PILLAR (Y)	A14484	ENDEVCO	12/98
FRONT SEAT TRACK (Y)	A14461	ENDEVCO	12/98
REAR SEAT TRACK (Y)	D80	ICS	7/98
VEHICLE CG (X)	A13921	ENDEVCO	11/98
VEHICLE CG (Y)	A13827	ENDEVCO	11/98
VEHICLE CG (Z)	AA35	ENDEVCO	12/98
MDB CG (X)	CL60	ENDEVCO	9/98
MDB CG (Y)	CJ54	ENDEVCO	9/98
MDB CG (Z)	CH35	ENDEVCO	9/98
MDB REAR FRAME MEMBER (X)	FL04	ENDEVCO	9/98
MDB REAR FRAME MEMBER (Y)	GL77	ENDEVCO	9/98

REMARKS: None