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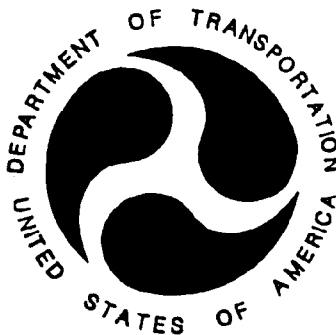
**NEW CAR ASSESSMENT PROGRAM (NCAP)
FRONTAL BARRIER IMPACT TEST**

**GENERAL MOTORS CORPORATION
2000 CHEVROLET SILVERADO 1500
EXTENDED CAB PICKUP**

NHTSA NUMBER: MY0110

VERIDIAN TEST NUMBER: 8413-43

VERIDIAN ENGINEERING
TRANSPORTATION SCIENCES CENTER
P.O. BOX 400
BUFFALO, NEW YORK 14225



November 30, 1999

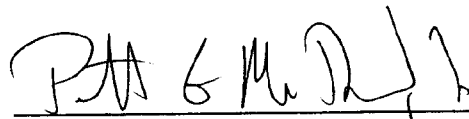
FINAL REPORT

PREPARED FOR:

**U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Safety Performance Standards
Office of Crashworthiness Standards
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400 Seventh Street, SW, Room No. 5313
Washington, DC 20590**

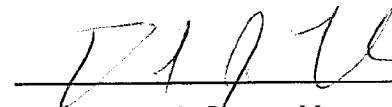
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Approval Date:

December 23, 1999

FINAL REPORT ACCEPTANCE BY OCS:

Manager, New Car Assessment Program (NCAP)
NHTSA, Office of Crashworthiness Standards

Date of Report Acceptance

COTR, New Car Assessment Program (NCAP)
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12. <i>Sponsoring Agency Name and Address</i> U.S. Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards Mail Code: NPS-10 400 Seventh St., SW, Room 5313 Washington, D.C. 20590				13. <i>Type of Report and Period Covered</i> Final Report	
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15. <i>Supplementary Notes</i>					
16. <i>Abstract</i> A frontal load cell barrier test of a 2000 Chevrolet Silverado 1500 Extended Cab Pickup was performed at Veridian Engineering crash test facility in Buffalo, New York, on November 30, 1999. The impact velocity was 56.32 kph and the temperature at the barrier face was 21 °C. The maximum post-test vehicle crush was 681.2 mm. The test vehicle was equipped with 3-point restraint systems, knee bolsters, and airbags at both the driver and right outboard passenger seating positions. With respect to FMVSS 208 "Occupant Crash Protection - Injury Criteria" both the driver and passenger appeared to comply with head, chest, and femur requirements.					
ATD Position	HIC	Clip (g's)	Chest Disp (mm)	Left Femur (N)	Right Femur (N)
Driver (061)	825.0	51.5	35.7	7304.5	5326.2
Passenger (064)	703.5	50.1	28.9	4411.9	6261.2
17. <i>Key Words</i> 56 kph Frontal Barrier Impact test New Car Assessment Program (NCAP)				18. <i>Distribution Statement</i> <u>Copies of this report are available from:</u> NHTSA Technical Reference Division National Highway Traffic Safety Admin. 400 Seventh St., SW, Room 5108 Washington, DC 20590	
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SECTION 1

PURPOSE AND SUMMARY OF TEST MY0110

PURPOSE

This 56.32 kph frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-96-D-02010. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 48.3 kph requirements.

The 56.32 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Indicant Test procedure.

SUMMARY

A load cell barrier consisting of 36 load cells was impacted by a 2000 Chevrolet Silverado 1500 Extended Cab Pickup at a velocity of 56.32 kph. The test was performed at Veridian Engineering on November 30, 1999. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The frontal barrier impact event was documented by 1 real-time camera and 16 high-speed cameras. Camera locations and other pertinent camera information can be found in this report.

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

Both ATDs were fully instrumented with head, chest, and pelvis triaxial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were also on the driver's and passenger's lap belts to measure dummy pelvic section loading. The driver (position 1) ATD (Serial No. 061) and the right-front passenger (position 2) ATD (Serial No. 064) were used in one test (MY0100) previous to this test where they did not exceed FMVSS head, chest or femur injury criteria. Certification details, along with instrumentation calibration data, are found in Appendix C.

The 129 channels of data were recorded on an on-board data acquisition system. Appendix B contains the vehicle, load cell barrier and dummy response data traces.

The driver's HIC was 825.0. The maximum chest deceleration over 3 milliseconds was 51.5 g's and maximum chest deflection was 35.7 mm. Compressive femur loads were 7304.5 Newtons on the left and 5326.2 Newtons on the right.

The right front passenger's HIC was 703.5. Maximum chest deceleration over 3 milliseconds was 50.1 g's and maximum chest deflection was 28.9 mm. Compressive femur loads were 4411.9 Newtons on the left and 6261.2 Newtons on the right.

The left front caliper accelerometer (#5) suffered a cut wire 45 ms into the event. The right front caliper accelerometer (#7) suffered a cut wire 110 ms into the event. The vehicle belt spool cameras could not be used due to the location of the seat belt exit. The seat belt torso belt load cells, torso belt strain gages and seat belt spool out potentiometers were not used because this vehicle came equipped with seat integrated safety belts.

SECTION 2

GENERAL TEST AND VEHICLE PARAMETER DATA

DATA SHEET NO. 1 CRASH TEST SUMMARY

Vehicle NHTSA No. : MY0110 Test Mode : 56.3 kph Frontal Barrier

Test Date : November 30, 1999 Time: 12:25 Temperature : 2.8 °C

Vehicle Make/Model/Body Style : 2000 Chevrolet Silverado 1500 Extended Cab Pickup

Vehicle Test Weight : 2285.5 kg

Vehicle/Barrier Impact Angle : 0 °

Impact Velocity : 56.32 kph

Maximum Static Crush : 681.2 mm

Vehicle Rebound : 603.0 mm

<u>DUMMIES:</u>	<u>DRIVER</u>	<u>PASSENGER</u>
Type :	<u>572E</u>	<u>572E</u>
Restraint System :	<u>Airbag, Seat Belt, Knee Bolster</u>	<u>Airbag, Seat Belt, Knee Bolster</u>
Number of Data Channels :	<u>129</u>	
Number of Cameras :	<u>1</u> Real Time	
	<u>16</u> High Speed	

DOOR OPENING DATA :

	<u>Closed/Inoperable</u>	- Left Front
	<u>Closed/Inoperable</u>	- Right Front

Front Seat(s) Data :	<u>DRIVER</u>	<u>PASSENGER</u>
Seat Track Failure :(mm of shift)	<u>0</u>	<u>0</u>
Seat Back Failure :	<u>None</u>	<u>None</u>

<u>VISIBLE DUMMY CONTACT POINTS :</u>	<u>DRIVER</u>	<u>PASSENGER</u>
Head :	<u>Face to the upper center of the airbag; The back of the head to the center of the headrest.</u>	<u>Face to the top center of the airbag; The back of the head to the left side of the headrest.</u>
Abdomen :	<u>None</u>	<u>None</u>
Chest	<u>Airbag</u>	<u>Airbag</u>
Knees	<u>Knee Bolster</u>	<u>Knee Bolster</u>

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 2000 Chevrolet Silverado 1500 Extended Cab Pickup
NHTSA No. : MY0110 ; VIN: 1GCEC19W6YZ137462 ; Color : Pewter
Engine Data: 6 cylinders; - CID; 4.3 Liters; - cc
Placement : X Longitudinal or In-Line; - Transverse or Lateral
Transmission Data : 4 speeds; - Manual; X Automatic; X Overdrive
Final Drive : X Rear Wheel Drive; - Front Wheel Drive; - Four Wheel Drive
Major Options : X A/C; X Pwr.Strg.; X Pwr. Brakes
- Pwr. Windows; - Pwr. Door Locks; X Tilt Wheel
Date Received : 11/17/99 ; Odometer Reading 320.2 km
Selling Dealer : Doyle Chevrolet
& Address: 740 Ridge Road Webster, NY 14580-2458

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : General Motors Corporation
Date of Manufacture 8/99
GVWR : 2812 kg; GAWR: 1633 kg FRONT; 1701 kg REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load : 300 kpa FRONT
300 kpa REAR
Recommended Tire Size : P235/75R16
* Recommended Cold Tire Pressure : 240 kpa FRONT; 240 kpa REAR
Size of Tires on Test Vehicle: P235/75R16 ; Manufacturer: Goodyear
Vehicle Capacity Data :
Type of Front Seats: - Bench; - Bucket; X Split Bench
Number of Occupants: 3 Front; 3 Rear; 6 Total
Vehicle Capacity Weight (VCW) = 806.0 kg
No. of Occupants x 68 kg = 408.2 kg
Rated Cargo/Luggage Weight (RCLW) = 397.8 kg

*Tire pressure used for test

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA (cont.)

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with maximum fluids)= UDW:

Right Front	=	<u>571.0</u>	kg	Right Rear	=	<u>411.5</u>	kg
Left Front	=	<u>598.5</u>	kg	Left Rear	=	<u>425.0</u>	kg
TOTAL FRONT	=	<u>1169.5</u>	kg	TOTAL REAR	=	<u>836.5</u>	kg
TOTAL DELIVERED WEIGHT = <u>2006.0</u> kg							
% of Total Front of Vehicle Weight = <u>58.3</u> %				% of Total Rear Weight = <u>41.7</u> %			

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT :

Total Delivered Weight (UDW)	=	<u>2006.0</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>136.1</u>	kg (136.1 kg maximum)
Weight of 2 p.572 Dummies @ 76 each	=	<u>152.0</u>	kg
TARGET TEST WEIGHT	=	<u>2294.1</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 128 KG OF CARGO WEIGHT:

Right Front	=	<u>612.5</u>	kg	Right Rear	=	<u>511.0</u>	kg
Left Front	=	<u>633.0</u>	kg	Left Rear	=	<u>529.0</u>	kg
TOTAL FRONT	=	<u>1245.5</u>	kg	TOTAL REAR	=	<u>1040.0</u>	kg
TOTAL TEST WEIGHT = <u>2285.5</u> kg							
% of Total Front Weight = <u>54.5</u> %				% of Total Rear Weight = <u>45.5</u> %			
Weight of Ballast Secured in Vehicle Trunk Area = <u>73.7</u> kg							
Vehicle Components Removed for Weight Reduction:				<u>None</u>			

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED :	RF	<u>845</u>	LF	<u>843</u>	RR	<u>906</u>	LR	<u>891</u>
FULLY LOADED :	RF	<u>835</u>	LF	<u>832</u>	RR	<u>855</u>	LR	<u>860</u>
AS TESTED :	RF	<u>837</u>	LF	<u>839</u>	RR	<u>866</u>	LR	<u>862</u>
Vehicle's Wheel Base : <u>3662.1</u> mm								
Location of Vehicle's C.G. : <u>1666.4</u> mm rearward of front wheel center.								

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual	=	<u>98.4</u>	liters
Usable Capacity Figure Furnished by COTR	=	<u>98.4</u>	liters
Test Volume Range (92 to 94% of Usable Capacity)	=	<u>90.5</u>	to <u>92.5</u> liters
ACTUAL TEST VOLUME=	<u>91.2</u>	liters (with entire fuel system filled)	
Test Fluid Type:	<u>Stoddard Solution</u> ;	Spec. Grav. =	<u>0.764</u>
Kinematic Viscosity =	<u>0.96</u>	centistokes;	Color = <u>Orange</u>
Type of Fuel Pump:	Electric- <u>X</u> ;	Mechanical-	<u>-</u>
Does Electric Pump operate with ignition switch "ON" & engine "OFF"		Yes- <u>X</u>	No- <u>-</u>
Details of Fuel System <u>The fuel filler is on the left side ahead of the rear axle; The fuel tank is on the left side ahead of the axle; The fuel lines run inside the left frame rail.</u>			

DATA SHEET NO. 3 POST IMPACT DATA

TYPE OF TEST:

Type of Test : Frontal Barrier Impact Angle : 0°
Test Date : November 30, 1999 Time: 12:25 Temperature: 2.8 °C
Vehicle NHTSA No. : MY0110
Required Impact Velocity Range : 55.5 to 57.1 kph

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

Trap No. 1 = 56.32 kph; Trap No. 2 = 56.32 kph
Distance from vehicle to barrier : (1) entering trap = 813 mm
(2) exiting trap = 305 mm

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

Vehicle Length:

Pre-Test Right = 5681.2 ; C/L = 5780.5 ; Left = 5713.8
Post-Test Right = 5082.6 ; C/L = 5099.3 ; Left = 5165.8
Crush Right = 598.6 ; C/L = 681.2 ; Left = 548.0
AVERAGE = 609.3 mm

VEHICLE REBOUND: (From rigid barrier only.)

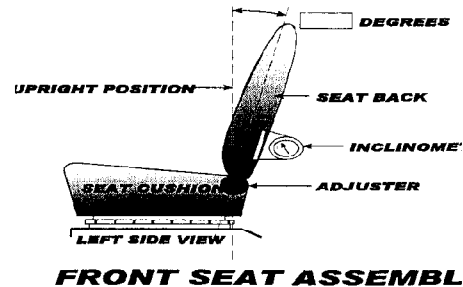
Distance from front of test vehicle to impact point :
Right = 571.0 ; C/L = 586.0 ; Left = 652.0
AVERAGE = 603.0 mm

DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2000 Vehicle Model: Chevrolet Silverado 1500 Body Style : Extended Cab Pickup

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



Seat back angle for driver's seat: 15.5°

Measurement instructions: Measure angle at middle of seat back outboard tower tube.

Seat back angle for passenger's seat: 15.5°

Measurement instructions: Same as the driver's seat.

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: Set seat track in mid-position. There are 23 detents labeled zero to twenty-two. Seat was placed in detent number 11.

Positioning of the passenger's seat: Same as the driver's seat.

3. Fuel Tank Capacity Data

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 98.4 liters

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

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 98.4 liters

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 91.2 liters

3.3 Is vehicle equipped with electric fuel pump? Yes- X ; No- -

If YES, explain the vehicle operating conditions under which the fuel pump will pump fuel.

The pump will pressure the fuel system when the key is placed in the ignition 1 position and will time out if the engine is not started.

DATA SHEET NO. 4 TEST VEHICLE INFORMATION (cont.)

4. STEERING COLUMN ADJUSTMENTS :

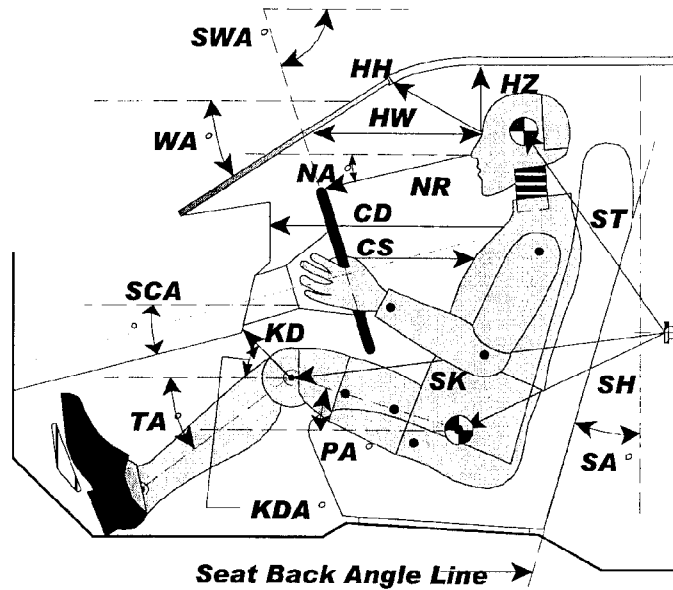
Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine the geometric center.

Operational Instructions: The steering column was placed at 21° from vertical with respect to a level riser.

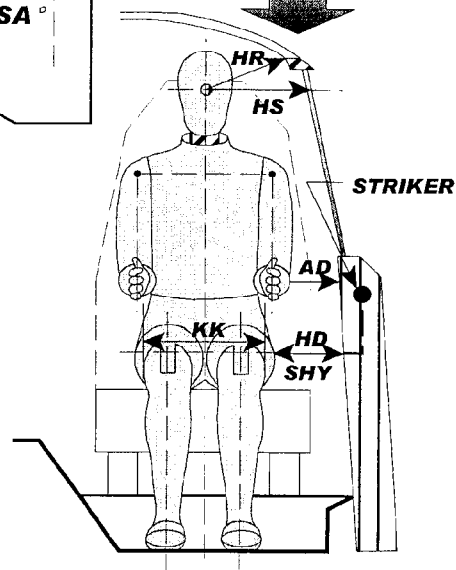
5. SEAT BELT UPPER ANCHORAGE

Nominal design riding position: This vehicle is equipped with seat integrated safety belts. The seat belt anchorages were not adjustable.

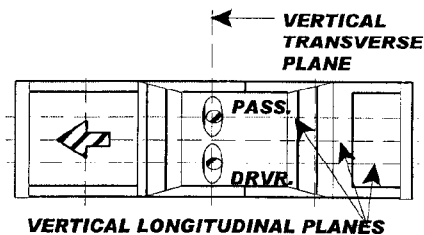
DUMMY MEASUREMENT FOR FRONT SEAT PASSENGER



AD - Arm to Door
 HD - H-Point to Door
 HR - Head to Side Header
 HS - Head to Side Window
 KK - Knee to Knee
 SHY - Striker to H-Point
 (Y Direction)



CD - Chest to Dash
 CS - Steering Wheel to Chest
 HH - Head to Header
 HW - Head to Windshield
 HZ - Head to Roof
 KDA - Knee to Dash Angle
 KDL - Left Knee to Dash
 KDR - Right Knee to Dash
 NA - Nose to Rim Angle
 NR - Nose to Rim
 PA - Pelvic Angle
 RA - Rim to Abdomen
 SA - Seat Back Angle
 SCA - Steering Column Angle
 SH - Striker to H-Point
 SK - Striker to Knee
 ST - Striker to Head
 SWA - Steering Wheel Angle
 TA - Tibial Angle

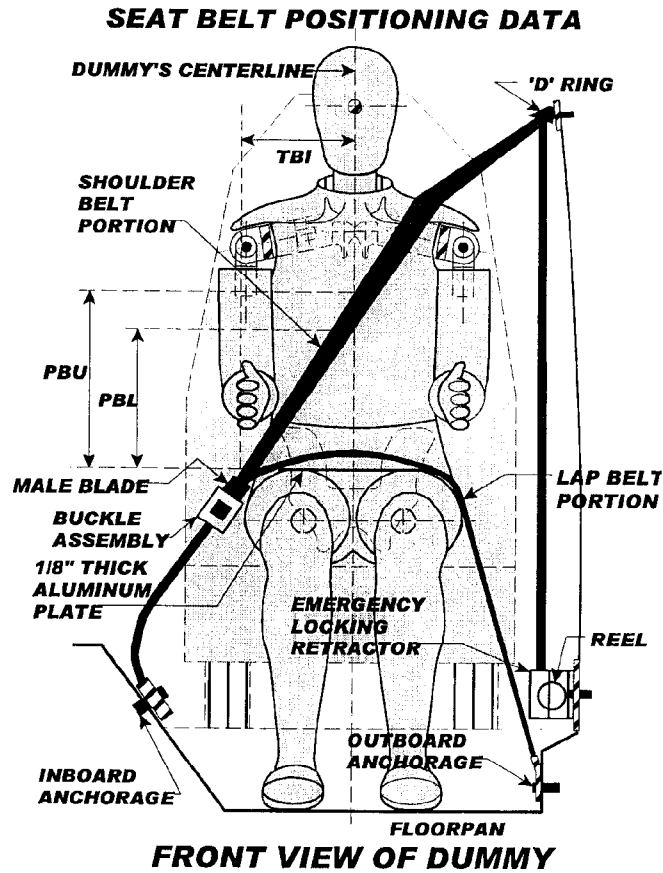


DATA SHEET NO. 5 FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE

	DRIVER (Serial #061)			PASS. (Serial # 064)		
WA°	40 deg.			N/A		
SWA°	22 deg.			N/A		
SCA°	78 deg.			N/A		
SA°	15.5 deg.			15.5 deg.		
HZ	216			264		
HH	509			516		
HW	703			698		
HR	235			274		
NR	384	Angle	-10 deg.	N/A		
CD	558			450		
CS	313			N/A		
RA	205			N/A		
KDL	190	Angle (KDA)	30 deg.	158		
KDR	194			175	Angle (KDA)	28 deg.
PA°	21.6 deg.			21.7 deg.		
TA°	41.1 deg.			46.0 deg.		
KK	305			256		
ST	635	Angle	16 deg.	643	Angle	14 deg.
SK	705	Angle	92 deg.	716	Angle	90 deg.
SH	290	Angle	104 deg.	275	Angle	102 deg.
SHY	237			240		
HS	328			361		
HD	155			157		
AD	132			142		

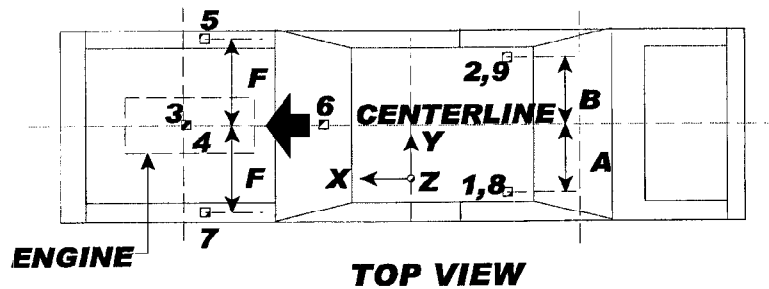
Dimensions in millimeters

DATA SHEET NO. 6 SEAT BELT POSITIONING DATA

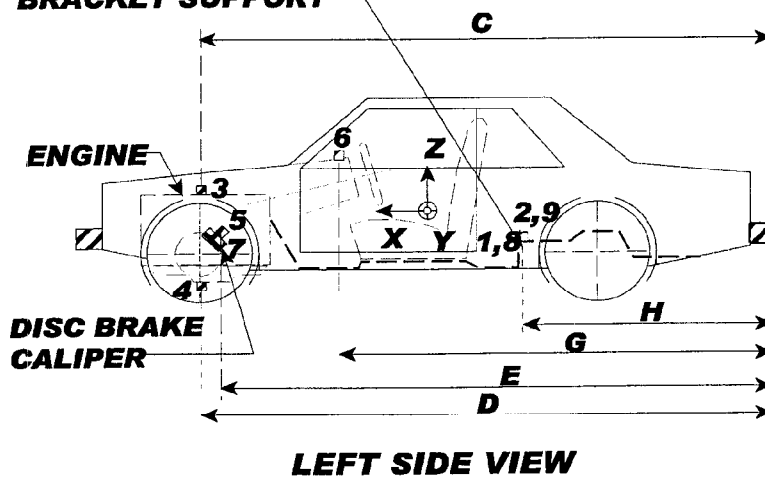


	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	334	332
PBL-- Top surface of alum. plate to belt lower edge	255	255
<u>LAP BELT TENSION</u>	10 N	10 N
<u>SHOULDER BELT TENSION</u>	Retractor	Retractor

VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY



**REAR SEAT CUSHION
ASSY. FRONT ATTACHMENT
BRACKET SUPPORT**



Note: Vehicle accelerometer location and data summary shown in DATA SHEET NO. 7

DATA SHEET NO. 7 VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

DIMENSION	LENGTH (mm)
	PRE-TEST VALUES
A Left Rear Seat Crossmember Y	-673.9
B Right Rear Seat Crossmember Y	621.1
C Top of Engine X	4944.2
D Bottom of Engine X	4735.7
E Disc Brake Calipers X	4715.1
F Disc Brake Calipers Y	491.8
G Instrument Panel X	3996.9
H Rear Seat Crossmembers X	2831.7

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side	5.7	141.7	-37.3	32.1
2	Rear Seat X-Member @ Right Side	5.1	141.8	-36.5	74.3
3	Top of Engine Block	10.9	59.6	-90.6	46.4
4	Bottom of Engine	24.6	60.3	-80.6	45.5
5	Disc Brake Caliper @ Right Side	*	*	*	*
6	Instrument Panel	8.5	113.3	-47.2	29.9
7	Disc Brake Caliper @ Left Side	**	**	**	**
8	Rear Seat X-Member @ Left-Redundant	6.4	142.1	-38.3	32.3
9	Rear Seat X-Member @ Right-Redundant	5.3	141.8	-36.8	74.2

* Data is not accurate after 45 ms

**Data is not accurate after 110 ms

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES

Vehicle Year/Make/Model/Body Style: 2000 Chevrolet Silverado 1500 Extended Cab Pickup

NHTSA Test No.: MY0110 Test Date: November 30, 1999

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	15.5	245.2	-73.2	84.8	5.7	262.5	-72.1	94.6
Head Y	g	10.4	245.1	-6.5	87.5	7.8	97.5	-3.2	140.3
Head Z	g	29.5	59.7	-6.7	128.0	29.3	80.3	-5.4	143.5
Head Resultant	g	74.6	84.8	0.0	-62.5	73.5	94.6	0.0	-60.7
Redundant Head X	g	15.1	245.2	-73.0	84.8	5.0	262.9	-73.6	94.6
Redundant Head Y	g	7.0	145.2	-26.6	245.1	6.8	83.8	-4.7	104.4
Redundant Head Z	g	35.7	70.1	-7.0	127.8	34.3	78.3	-6.2	146.4
Redundant Head Resultant	g	74.5	84.8	0.0	-63.5	73.6	94.6	0.0	-58.2
Upper Neck Fx	N	963.9	81.9	-254.9	144.0	252.2	89.7	-407.9	107.3
Upper Neck Fy	N	190.7	148.9	-112.0	228.7	191.9	81.7	-156.9	139.8
Upper Neck Fz	N	2153.4	73.4	-301.7	127.8	1956.7	81.2	-371.5	100.7
Upper Neck F Resultant	N	2197.4	73.4	1.9	-61.4	1965.3	81.2	1.9	-58.3
Upper Neck Mx	N-m	12.7	137.8	-14.6	91.4	9.1	107.8	-11.7	147.9
Upper Neck My	N-m	56.6	81.9	-24.9	63.4	35.7	91.4	-22.4	281.1
Upper Neck Mz	N-m	7.9	152.0	-7.9	250.8	5.6	284.6	-14.0	99.8
Upper Neck M Resultant	N-m	57.6	82.0	0.2	-63.3	37.4	91.5	0.1	-55.5
Chest X	g	3.7	240.2	-50.3	73.8	1.5	175.9	-52.5	75.1
Chest Y	g	6.1	89.9	-2.2	48.0	3.6	82.1	-6.5	86.6
Chest Z	g	19.1	58.7	-9.8	126.2	18.0	67.9	-10.3	125.8
Chest Resultant	g	52.0	72.5	0.0	-63.7	53.2	75.1	0.0	-63.8
Redundant Chest X	g	3.6	240.4	-50.1	73.3	1.7	174.1	-50.2	75.2
Redundant Chest Y	g	7.1	89.8	-2.4	47.9	4.0	75.3	-28.9	53.9
Redundant Chest Z	g	20.0	58.8	-10.3	126.2	18.3	68.1	-10.3	131.1
Redundant Chest Resultant	g	52.3	72.6	0.0	-62.3	51.3	75.3	0.0	-63.0
Chest Displacement	mm	0.0	13.9	-35.7	85.2	0.0	-16.5	-28.9	89.2

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)

Vehicle Year/Make/Model/Body Style: 2000 Chevrolet Silverado 1500 Extended Cab Pickup

NHTSA Test No.: MY0110 Test Date: November 30, 1999

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	3.3	152.5	-76.0	56.4	3.1	158.1	-62.4	55.5
Pelvic Y	g	7.4	81.8	-15.5	56.5	6.0	54.6	-8.2	78.3
Pelvic Z	g	8.3	54.8	-15.1	107.7	6.9	53.3	-14.9	74.3
Pelvic Resultant	g	77.4	56.4	0.0	-62.6	62.6	55.5	0.1	-52.4
Left Femur	N	443.7	41.8	-7304.5	56.8	335.3	40.9	-4411.9	56.8
Right Femur	N	235.4	39.3	-5326.2	55.9	235.5	41.0	-6261.2	55.1
Left Upper Tibia Mx	N-m	54.7	61.8	-27.0	51.2	23.4	383.0	-74.9	53.8
Left Upper Tibia My	N-m	111.5	47.9	-199.7	58.3	44.0	42.7	-159.9	53.5
Left Lower Tibia Fz	N	113.3	341.0	-5427.2	55.0	163.7	177.6	-2189.1	54.1
Left Lower Tibia Mx	N-m	71.4	61.5	-16.5	51.6	45.2	69.8	-39.0	54.1
Left Lower Tibia My	N-m	52.6	53.1	-25.8	58.7	30.7	61.2	-62.0	49.8
Right Upper Tibia Mx	N-m	36.2	54.6	-99.8	58.0	27.5	112.8	-158.9	57.1
Right Upper Tibia My	N-m	24.0	48.1	-285.4	56.2	90.3	49.3	-17.8	41.2
Right Lower Tibia Fz	N	162.7	195.5	-9675.2	56.8	74.9	193.1	-5429.9	52.5
Right Lower Tibia Mx	N-m	13.9	47.3	-228.9	56.9	135.6	59.7	-72.7	55.3
Right Lower Tibia My	N-m	97.3	58.2	-109.4	51.3	90.3	50.8	-13.6	42.3
Left Foot Aft Ax	g	46.2	58.6	-112.7	43.7	23.2	53.9	-101.0	48.1
Left Foot Aft Az	g	46.1	42.2	-77.9	55.8	22.2	38.6	-74.1	55.6
Left Foot Fore Az	g	114.3	52.1	-160.3	46.3	95.0	38.6	-155.3	44.7
Right Foot Aft Ax	g	15.0	57.2	-165.6	54.9	4.9	42.3	-106.7	54.2
Right Foot Aft Az	g	15.7	71.2	-106.3	55.4	7.8	72.4	-80.9	54.5
Right Foot Fore Az	g	89.3	55.2	-349.0	49.4	122.6	50.4	-165.3	54.8
Lap Belt Load	N	4902.1	53.3	-12.4	499.9	4381.5	53.2	-14.4	-97.5
Torso Belt	N	**	**	**	**	**	**	**	**

** Torso belt load not recorded due to vehicle belt/seat geometry.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)

Vehicle Year/Make/Model/Body Style: 2000 Chevrolet Silverado 1500 Extended Cab Pickup
 NHTSA Test No.: MY0110 Test Date: November 30, 1999

HEAD INJURY CRITERIA (HIC)				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	825.0	63.0	99.0	55.5
Position #2 - Passenger	703.5	70.8	106.8	52.0

** HIC is as defined in FMVSS 208. The maximum time interval from t₁ to t₂ is 36 milliseconds.

CLIP SUMMARY*				
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #1 - Driver	51.5	71.7	74.7	527.0
Position #2 - Passenger	50.1	73.9	76.9	446.3

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)
REDUNDANT DATA

Vehicle Year/Make/Model/Body Style: 2000 Chevrolet Silverado 1500 Extended Cab Pickup

NHTSA Test No.: MY0110 Test Date: November 30, 1999

HEAD INJURY CRITERIA (HIC) REDUNDANT				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	895.2	61.9	97.9	57.3
Position #2 - Passenger	784.6	70.2	106.2	54.4

** HIC is as defined in FMVSS 208. The maximum time interval from t₁ to t₂ is 36 milliseconds.

CLIP SUMMARY* REDUNDANT				
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #1 - Driver	51.5	71.4	74.4	528.4
Position #2 - Passenger	48.6	74.0	77.0	415.2

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

DATA SHEET NO. 9 SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

BELT LENGTH DATA:

	<u>Driver</u>	<u>Passenger</u>
Belt length from trim panel exit to bolt hole anchor point for continuous webbing systems.	<u>1420</u>	<u>1420</u>
Shoulder belt length as measured on Part 572 Dummy.	<u>830</u>	<u>830</u>
Lap belt length as measured on Part 572 Dummy.	<u>590</u>	<u>590</u>

SHOULDER BELT SPOOL-OFF DATA:*

As determined by film analysis.	<u>N/A</u>	<u>N/A</u>
As determined mechanically.	<u>N/A</u>	<u>N/A</u>
As determined electronically.	<u>N/A</u>	<u>N/A</u>

BELT STRETCH DATA:*

Measured electronically between shoulder belt load cell and the "D" ring.	<u>N/A</u>	<u>N/A</u>
Measured mechanically.	<u>N/A</u>	<u>N/A</u>

Dimensions in millimeters

* This vehicle was equipped with seat integrated belt systems at both front outboard seating positions. As a result, instrumentation was not placed on the front seating position torso belts. In addition, camera views were not available as placement of the cameras would have interfered with ATD motion during the event.

DATA SHEET NO.10 SUMMARY OF FMVSS 212 DATA

FMVSS NO. 212 - "WINDSHIELD MOUNTING" DATA

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

Windshield is bonded in place and covered with a 21 mm molding.

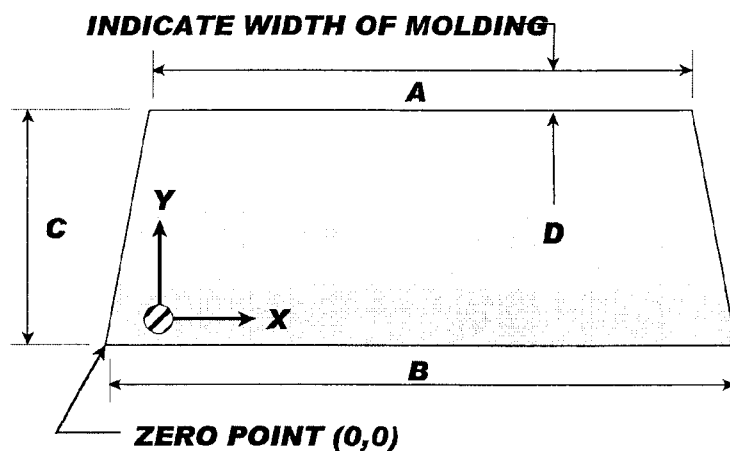
FMVSS 212 REQUIREMENTS:

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

FMVSS 212 TEST DATA

	WINDSHIELD PERIPHERY		% OF RETENTION
	PRE-TEST (mm)	POST-TEST(mm)	
RIGHT SIDE	2320	2320	100
LEFT SIDE	2320	2320	100
TOTAL	4640.0	4640.0	100

AREA OF RETENTION FAILURE:



DIMENSIONS (mm)	
A	1460
B	1850
C	665
D	21

FRONT VIEW OF WINDSHIELD

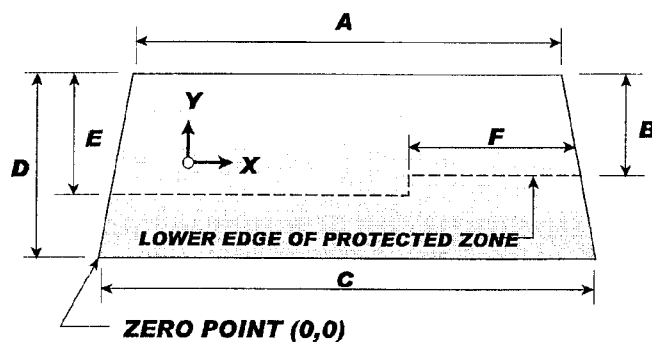
FAILURE DETAILS: None

DATA SHEET NO. 11 FMVSS NO. 219 (PARTIAL) - "WINDSHIELD ZONE INTRUSION" DATA

PROTECTED ZONE LOWER EDGE REQUIREMENT:

The lower edge of the protected zone is determined by placing a 165 mm diameter rigid sphere weighing 6.8 kg in a position such that it simultaneously contacts the inner surface of the windshield and the top surface of the instrument panel including padding. The locus of points is drawn on the inner surface of the windshield contacted by the sphere across the width of the instrument panel. From the outermost contactable points extend the locus line horizontally to the edges of the windshield, then draw a line on the inner surface of the windshield below and 13 mm distant from the locus line. The **LOWER EDGE OF THE PROTECTED ZONE** is the longitudinal projection of this line onto the outer surface of the windshield.

FMVSS 219 TEST DATA:



DIMENSIONS (mm)	
A	1460
B	340
C	1850
D	665
E	435
F	900

FRONT VIEW OF WINDSHIELD

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm: None

(Show location of penetration on the above sketch)

COORDINATES		
	X	Y
1.	-	-
2.	-	-
3.	-	-
4.	-	-

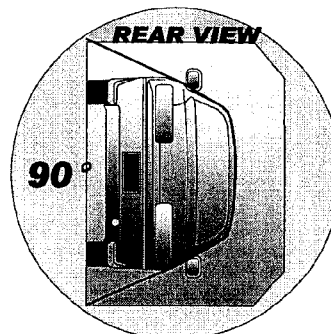
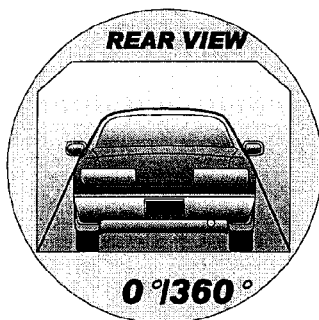
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

Vehicle: 2000 Chevrolet Silverado 1500

NHTSA No. MY0110

0 - 90 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u> minutes	<u>10</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>10</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

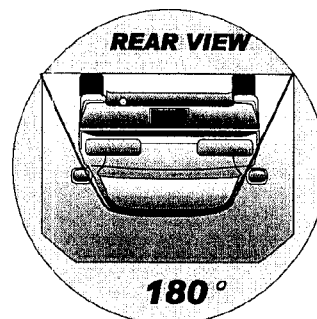
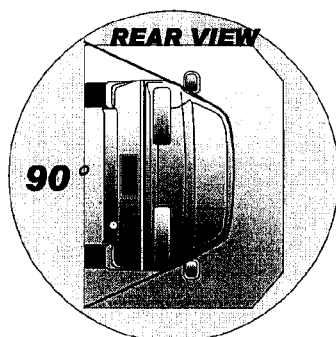
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2000 Chevrolet Silverado 1500

NHTSA No. MY0110

90 - 180 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u> minutes	<u>07</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>7</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

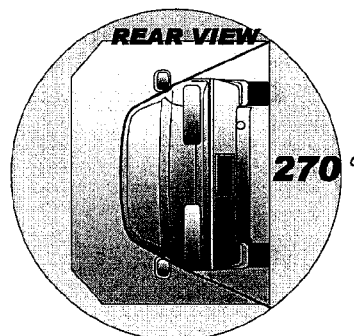
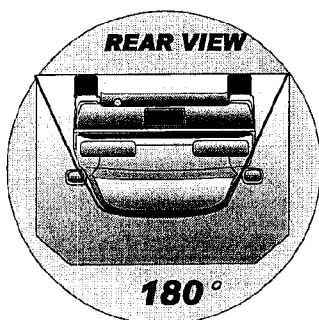
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2000 Chevrolet Silverado 1500

NHTSA No. MY0110

180 - 270 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u> minutes	<u>10</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>10</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

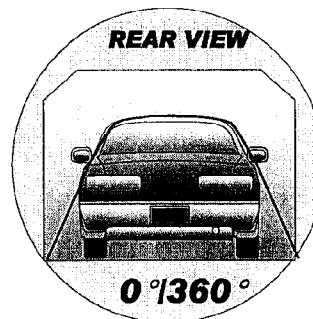
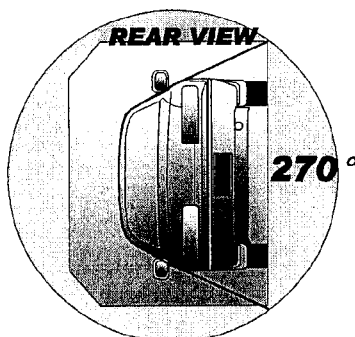
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2000 Chevrolet Silverado 1500

NHTSA No. MY0110

270 - 360 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u>	minutes	<u>07</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>7</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:

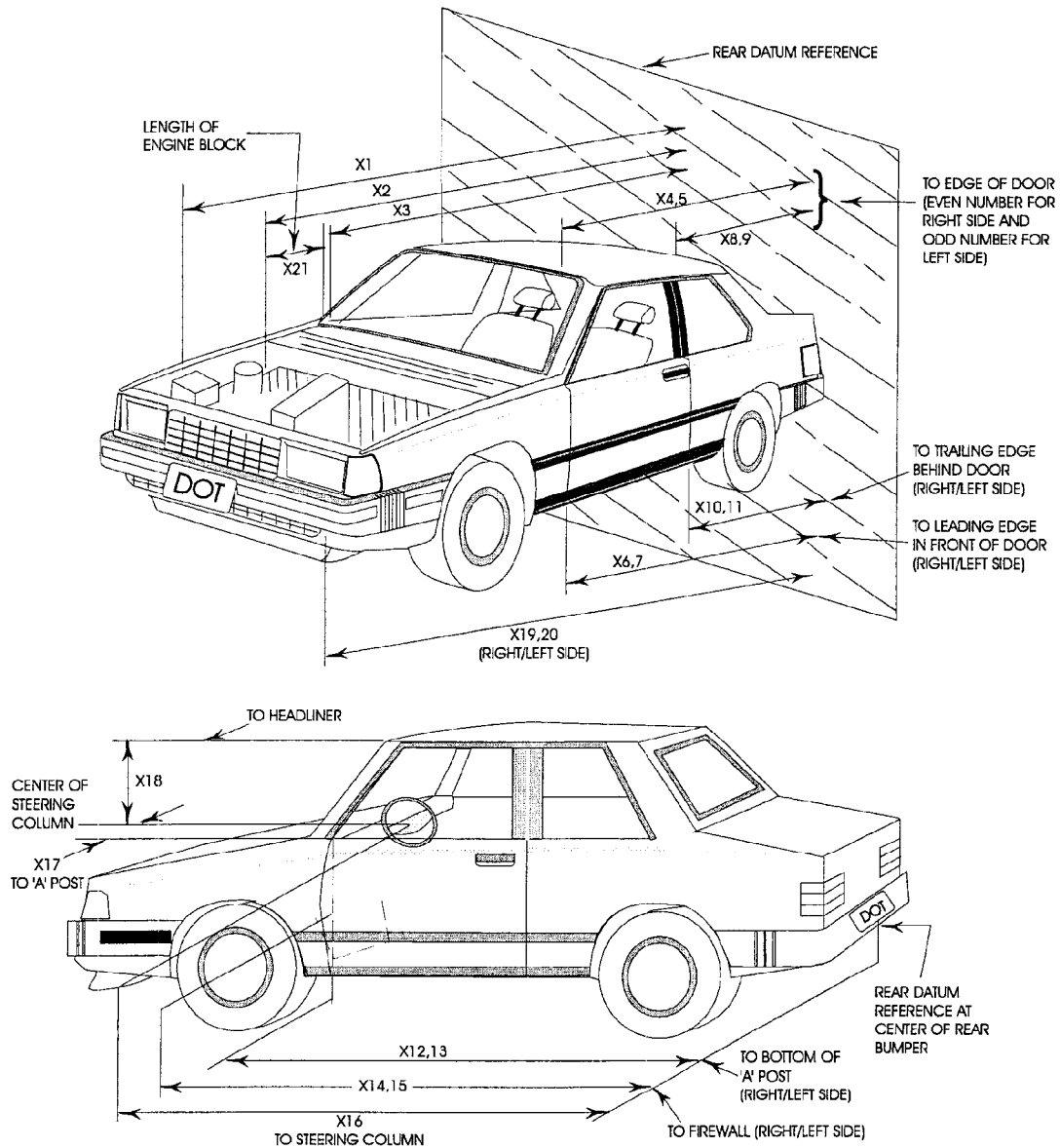
0 g	0 g	0 g	N/A
-----	-----	-----	-----

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

TEST VEHICLE MEASUREMENTS

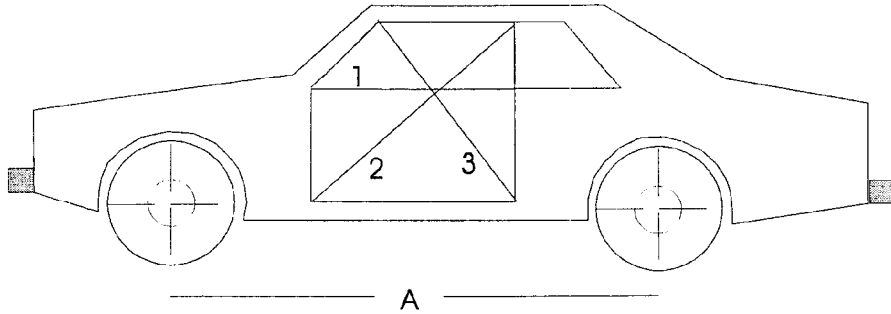


DATA SHEET NO.14 VEHICLE MEASUREMENTS

No.		Pre-Test	Post-Test	Differences
X1	Total Length of Vehicle at Centerline	5780.5	5099.3	681.2
X2	Rear Surface of Vehicle to Front of Engine	4989.6	4676.1	313.5
X3	Rear Surface of Vehicle to Firewall	4607.3	4480.1	127.2
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	4256.3	4214.7	41.6
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	4258.2	4200.5	57.7
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	4230.2	4177.2	53.0
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	4234.7	4175.4	59.3
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	3097.5	3012.5	85.0
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	3095.0	3032.7	62.3
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	3088.8	3035.5	53.3
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	3086.0	3016.0	70.0
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	4341.9	4276.6	65.3
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	4337.7	4267.9	69.8
X14	Rear Surface of Vehicle to Firewall, Right Side	4593.8	4538.4	55.4
X15	Rear Surface of Vehicle to Firewall, Left Side	4575.3	4479.5	95.8
X16	Rear Surface of Vehicle to Steering Column	3763.1	3755.8	7.3
X17	Center of Steering Column to "A" Post	308.3	313.2	-4.9
X18	Center of Steering Column to Headliner	458.3	433.7	24.6
X19	Rear Surface of Vehicle to Right Side of Front Bumper	5681.2	5082.6	598.6
X20	Rear Surface of Vehicle to Left Side of Front Bumper	5713.8	5165.8	548.0
X21	Length of Engine Block	504.6	504.6	0.0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	3945.1	3908.9	36.2
CD	Rear Surface of Vehicle to Center of Dash Panel	3890.6	3875.1	15.5
LD	Rear Surface of Vehicle to Left Side of Dash Panel	3949.4	3879.8	69.6

All Dimensions in mm

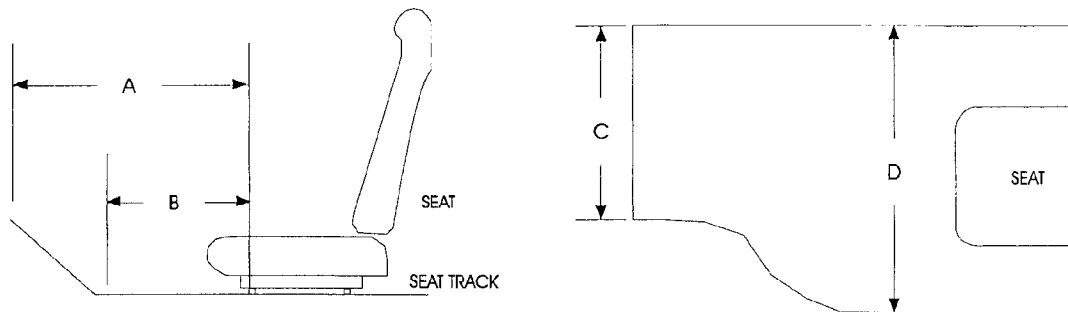
DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
 VEHICLE INTRUSION MEASUREMENTS
 DOOR OPENING WIDTH



UNITS (mm)	LEFT			RIGHT		
MEASUREMENT	1	2	3	1	2	3
BEFORE TEST	1121.6	1579.8	1252.2	1111.9	1575.3	1300.0
AFTER TEST	1110.2	1593.4	1258.8	1085.7	1590.8	1311.8
DIFFERENCE	11.4	-13.6	-6.6	26.2	-15.5	-11.8

UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	3659.3	3662.1
AFTER TEST	3498.0	3502.1
DIFFERENCE	161.3	160

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
VEHICLE INTRUSION MEASUREMENTS
STATIC FOOTWELL DEFORMATION



DRIVER

Measurement	Pre-Test	Post-Test	Difference
A	740.6	574.1	166.5
B	567.4	454.7	112.7
C	502.3	457.1	45.2
D	474.0	516.4	-42.4

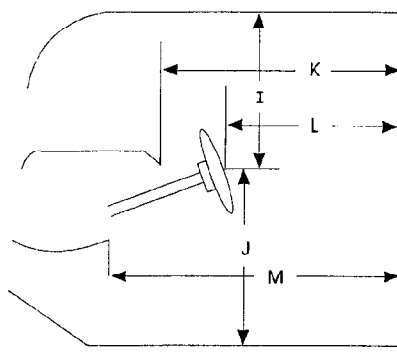
PASSENGER

Measurement	Pre-Test	Post-Test	Difference
A	645.4	579.4	66.0
B	541.6	473.1	68.5
C	331.1	324.2	6.9
D	505.5	476.5	29.0

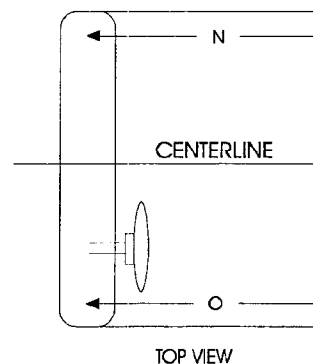
Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

VEHICLE INTRUSION MEASUREMENTS
STATIC PASSENGER COMPARTMENT INTRUSION

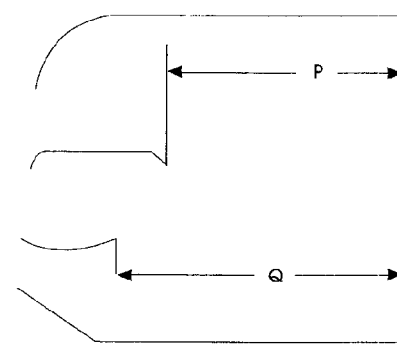


DRIVER'S SIDE



TOP VIEW

MEASUREMENTS
FROM C-PILLAR
BELT ANCHORAGE

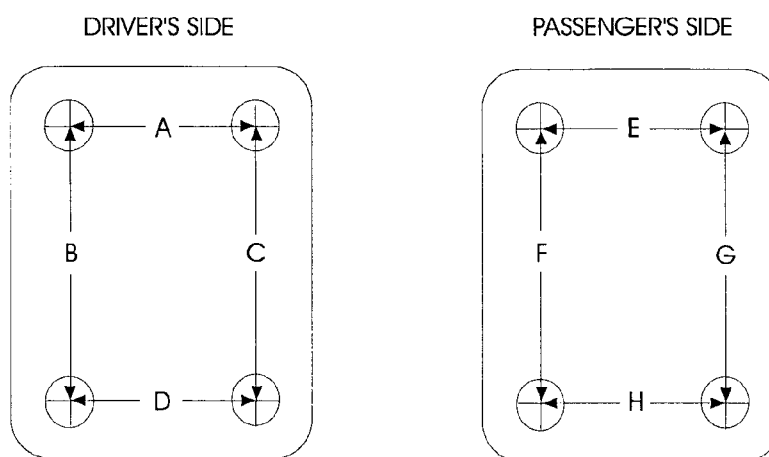


PASSENGER'S SIDE

Measurement	Pre-Test	Post-Test	Difference
I	458.3	433.7	24.6
J	687.0	758.3	-71.3
K	1861.0	1795.2	65.8
L	1632.5	1613.7	18.8
M	1821.9	1753.5	68.4
N	1486.7	1462.0	24.7
O	1818.8	1737.7	81.1
P = K (PASS.)	1474.1	1453.3	20.8
Q = M (PASS.)	1488.1	1463.8	24.3

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
FLOORBOARD DEFORMATION

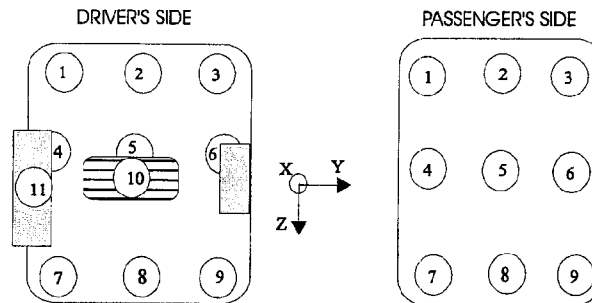


TOP VIEW THROUGH FLOOR PAN

Measurement	Pre-Test	Post-Test	Difference
A	145	145	0
B	427	427	0
C	412	412	0
D	145	145	0
E	132	132	0
F	397	397	0
G	397	397	0
H	140	140	0

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
TOE-PAN INTRUSION



Driver Side Floorpan Measurements

Reference: X = Rear Bumper; Z = Ground

Floorpan Location	X Deformation			Z Deformation		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	4457.5	4364.5	93.0	-639.0	-681.1	42.1
2	4453.3	4319.7	133.6	-649.0	-651.0	2.0
3	4452.8	4315.4	137.4	-577.3	-607.0	29.7
4	4376.9	4280.0	96.9	-528.6	-595.7	67.1
5	4390.8	4238.6	152.2	-524.3	-579.9	55.6
6	4286.5	4254.2	32.3	-527.7	-615.3	87.6
7	4279.6	4233.2	46.4	-465.6	-485.0	19.4
8	4280.1	4200.3	79.8	-471.5	-488.1	16.6
9	4272.2	4205.6	66.6	-467.0	-486.8	19.8
10	4217.3	4165.7	51.6	-630.9	-622.3	-8.6
11	4387.6	4302.5	85.1	-596.9	-618.8	21.9

Passenger Side Floorpan Measurements

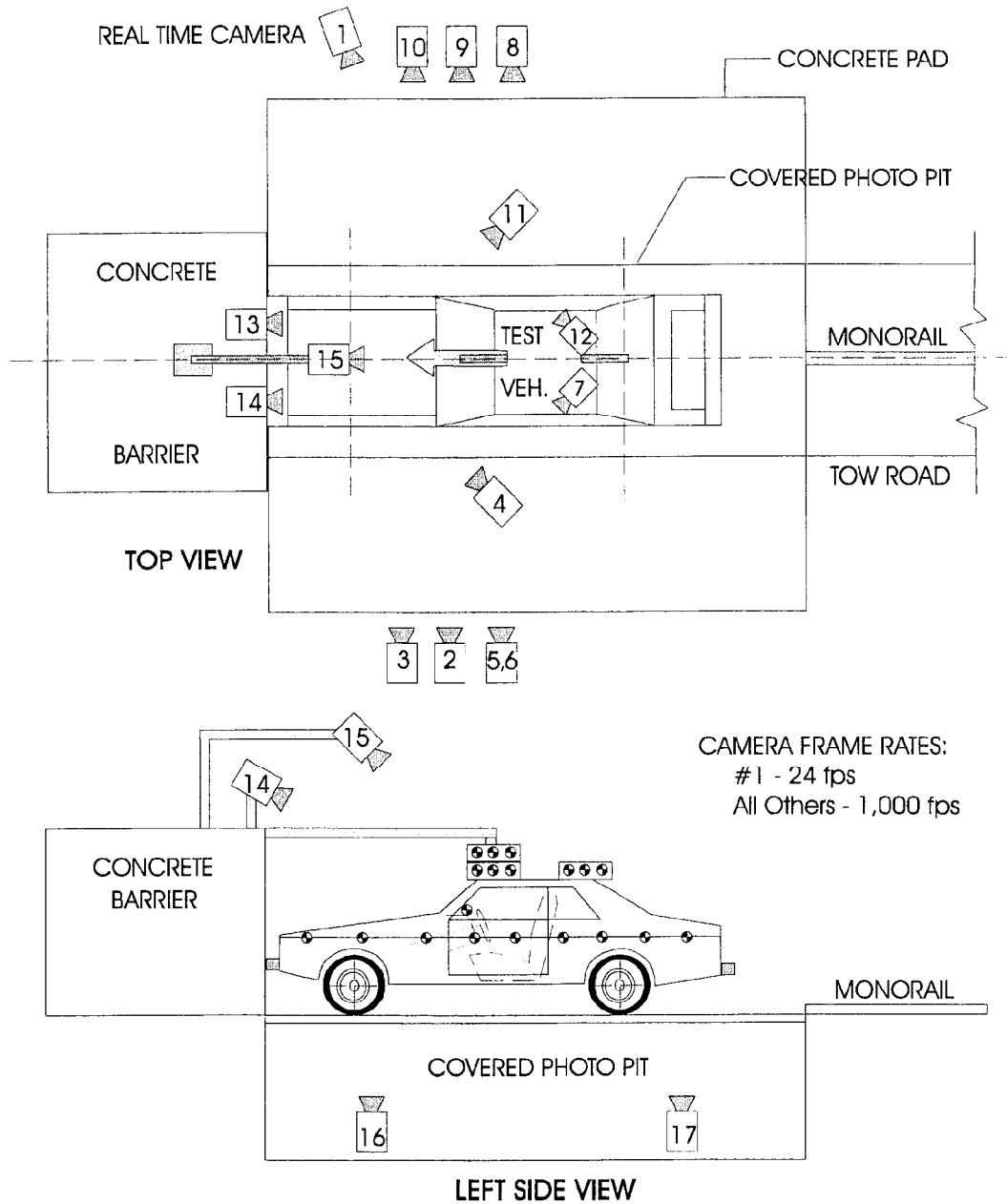
Reference: X = Rear Bumper; Z = Ground

Floorpan Location	X Deformation			Z Deformation		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	4347.5	4228.6	118.9	-595.8	-653.2	57.4
2	4347.5	4275.3	72.2	-595.8	-605.1	9.3
3	4360.0	4320.7	39.3	-619.0	-607.5	-11.5
4	4310.7	4204.1	106.6	-566.2	-586.8	20.6
5	4313.6	4233.3	80.3	-567.8	-574.3	6.5
6	4329.5	4274.9	54.6	-584.0	-592.2	8.2
7	4235.8	4154.6	81.2	-499.6	-524.7	25.1
8	4243.7	4169.0	74.7	-511.1	-520.6	9.5
9	4254.8	4200.3	54.5	-521.5	-534.0	12.5

Units in mm

CAMERA POSITIONS FOR FRONTAL IMPACTS

NOTE: Camera information shown in DATA SHEET NO. 15.



DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

NHTSA Test No.: MY0110 Vehicle: 2000 Chevrolet Silverado 1500 Extended Cab Pickup

CAMERA NO.	VIEW	CAMERA POSITIONS (mm)*			ANGLE (deg)**	FILM PLANE TO HEAD TARGET	LENS (mm)	SPEED (fps)
		X	Y	Z				
1	Real-Time Camera	-	-	-	-	-	-	24
2	Overall Left Side	7747	1918	1040	-3.4	7206	12.5	1000
3	Left Side View	8687	1148	1130	-1.7	8146	25	1020
4	Driver and Interior View	6706	3368	1980	-8.0	-	35	1050
5	Steering Column (Bottom)	8255	1803	1790	-1.3	7714	25	1020
6	Steering Column (Top)	8255	1803	1170	-7.0	7714	25	1020
7	Left Belt	-	-	-	-	-	-	-
8	Overall Right Side	7861	2970	1031	-2.3	7320	12.5	1000
9	Right Side View	8890	2438	1060	-1.5	8349	25	1000
10	Right Passenger View	8992	2208	1270	-0.7	8451	35	1000
11	Passenger and Interior View	6502	3714	1960	-7.5	-	25	1050
12	Right Belt	-	-	-	-	-	-	-
13	Passenger Front View	614	-67	1992	-30.7	-	13	1000
14	Driver Front View	614	-67	1994	-28.7	-	13	1000
15	Windshield View	0	-532	3374	-48.3	-	13	1000
16	Pit View of Engine	0	650	-3048	90	-	13	1050
17	Pit View of Fuel Tank	0	2835	-3048	90	-	13	1000

*X = film plane to monorail centerline

** = referenced to horizontal plane

Y = film plane to impact location

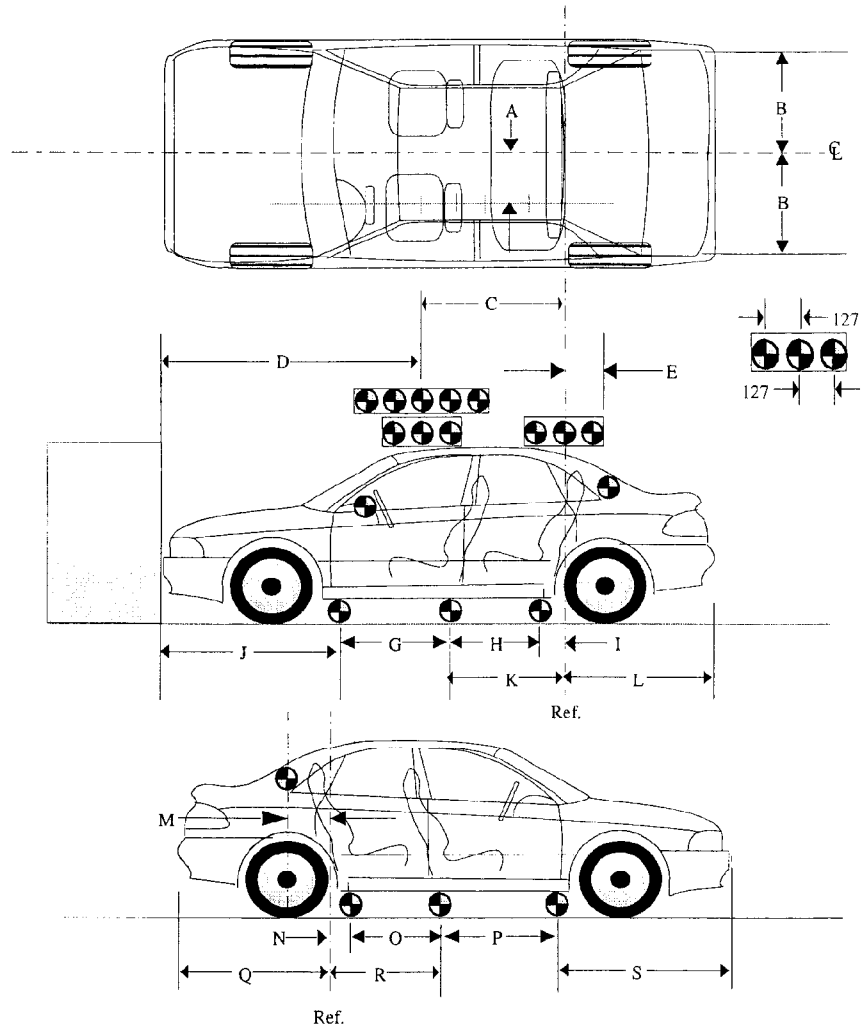
N.T. indicates No Timing

Z = film plane to ground

DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

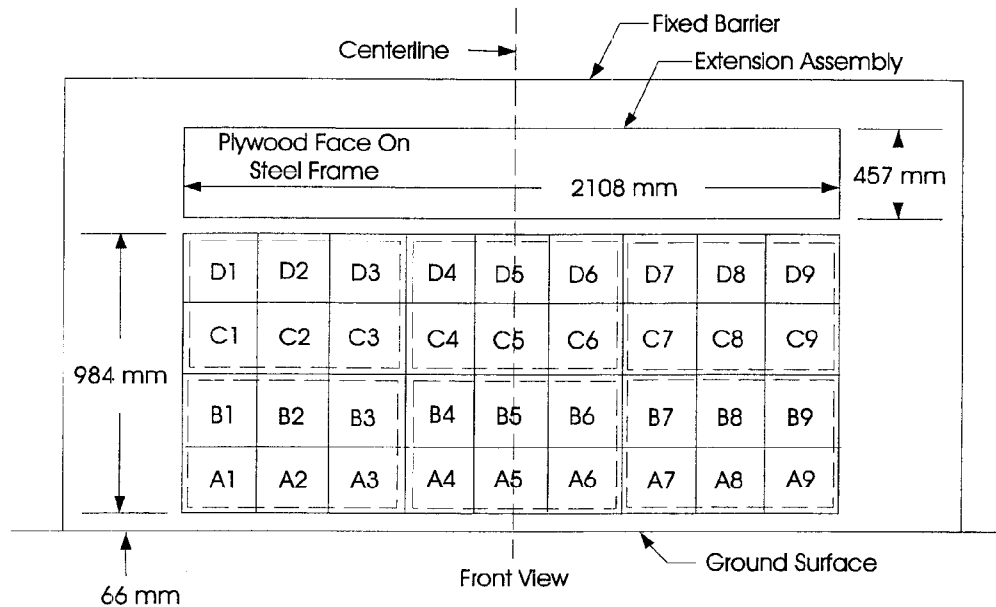
(Dimensions in millimeters)

A	465.3
B	654.8
C	914.8
D	2288.0
E	2585.7
F	1381.9
G	864.8
H	866.2
I	901.6
J	1591.7
K	1767.9
L	1556.2
M	2577.4
N	896.3
O	866.9
P	866.5
Q	1562.4
R	1763.2
S	1588.5



DATA SHEET NO. 17 LOAD CELL LOCATIONS ON FIXED BARRIER

36 Load Cells
 4 Rows
 9 Columns
 6 Groupings (6 cells/group)



6 GROUPS OF 6 LOAD CELLS EACH

Group 4 C1 thru D3	Group 5 C4 thru D6	Group 6 C7 thru D9
Group 1 A1 thru B3	Group 2 A4 thru B6	Group 3 A7 thru B9

The following data is presented in Appendix B:

- (1) Data from 36 individual load cells
- (2) Total or Sum of 36 individual load cells
- (3) Data from 6 Groupings shown above (6 cells/group)

DATA SHEET NO. 18 POST TEST AIR BAG DATA

NHTSA No. : MY0110; Test Date: November 30, 1999; Technician: P. MacDiarmid

Vehicle Model Year/Make/Model: 2000 Chevrolet Silverado 1500

A. No. of vent holes: 2 -Driver 2 -Passenger

B. Size of vent holes: (mm²) 314 -Driver 1963 -Passenger

C. Total vent area: (mm²) 628 -Driver 3927 -Passenger

D. Deflated air bag length and width dimensions or, if round, diameter. (mm)

Driver: 600 -Height; 500 -Width; 325 -Depth

Passenger: 550 -Height; 540 -Width; 665 -Depth

E. Is the air bag tethered?

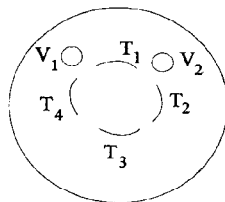
Driver: X -Yes; - -No; If yes, record length of tether- 175

Passenger: - -Yes; X -No; If yes, record length of tether- -

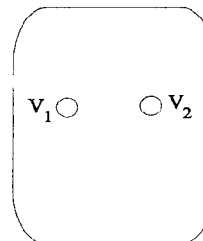
Sketch the air bag showing the location of the vent holes, how the bag is tethered, and where the bag is tethered. Also describe how the tethers are attached to the bag and the steering wheel.

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

Driver



Passenger



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

Driver: Air bag: 16761159-09 ST/GMT860 DS TRBK91090930

Generator: N/A

Passenger: Air bag: TRBR90951484 16822903 GMT-800

Generator: AL2834Q2TG0TRT

FOR 56.3 KPH FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Chevrolet Silverado 1500 Extended Cab Pickup

NHTSA Test No.: MY0110 VIN: 1GCEC19W6YZ137462

Model Year: 2000 Build Date: 8/99 Test Date: November 30, 1999

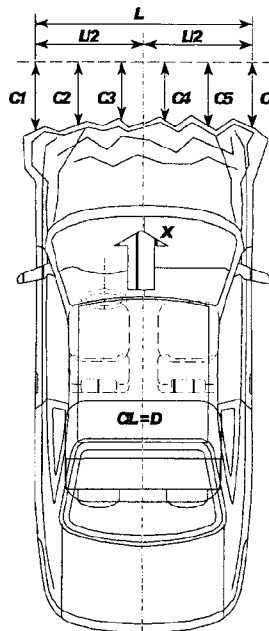
Vehicle Size Category: _____ Test Weight: 2285.5 kg

Vehicle Wheelbase: 3662 mm; Front Overhang: 1591.7 mm; Overall Width: 1310 mm

Collision Deformation Classification (CDC) Code: 12FDEW3

Crush Depth Dimensions:

	PRE	POST	DIFF	
C1 =	5612.1	5189.9	-422.2	mm
C2 =	5711.9	5177.9	-534.0	mm
C3 =	5769.0	5145.3	-623.7	mm
C4 =	5770.2	5115.9	-654.3	mm
C5 =	5718.7	5119.4	-599.3	mm
C6 =	5622.8	5093.4	-529.4	mm



Midpoint of Damage: $D = \frac{\text{Vehicle Centerline (Longitudinal)}}$

Length of Damaged Region:

L1= 1700 mm

L2= 850 mm

L3= 566.7 mm

APPENDIX A
PHOTOGRAPHS

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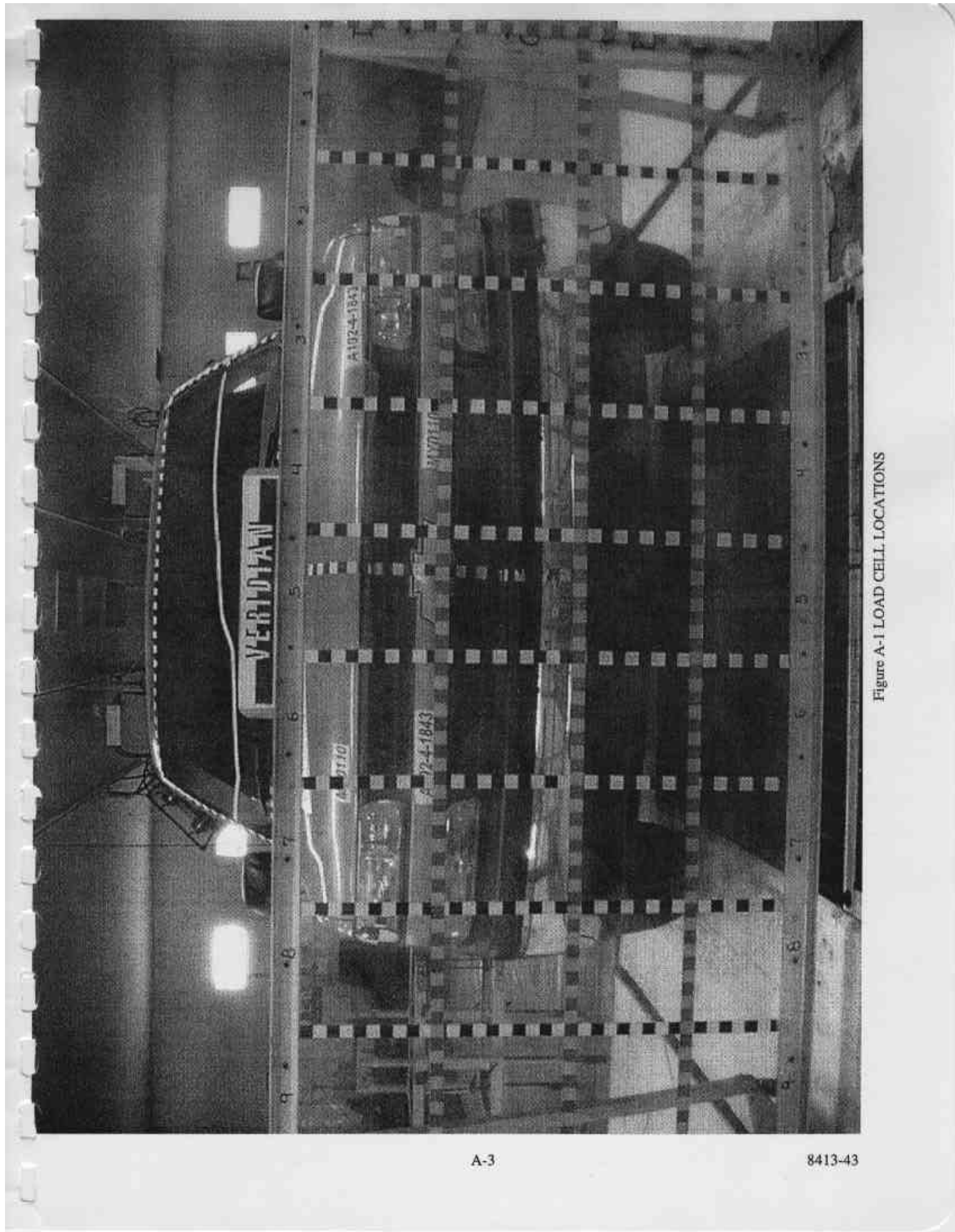


Figure A-1 LOAD CELL LOCATIONS

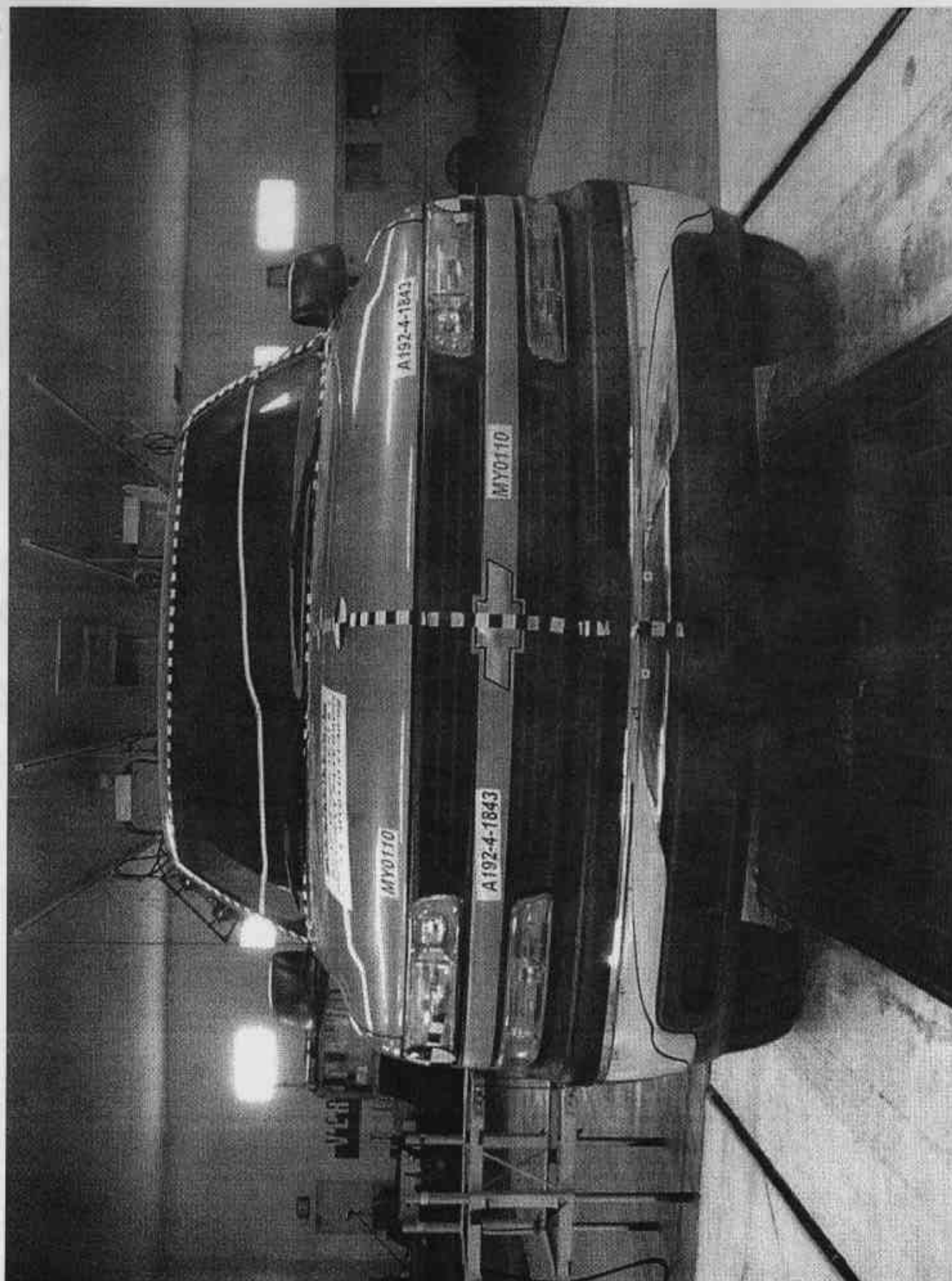


Figure A-2 PRE-TEST FRONT VIEW

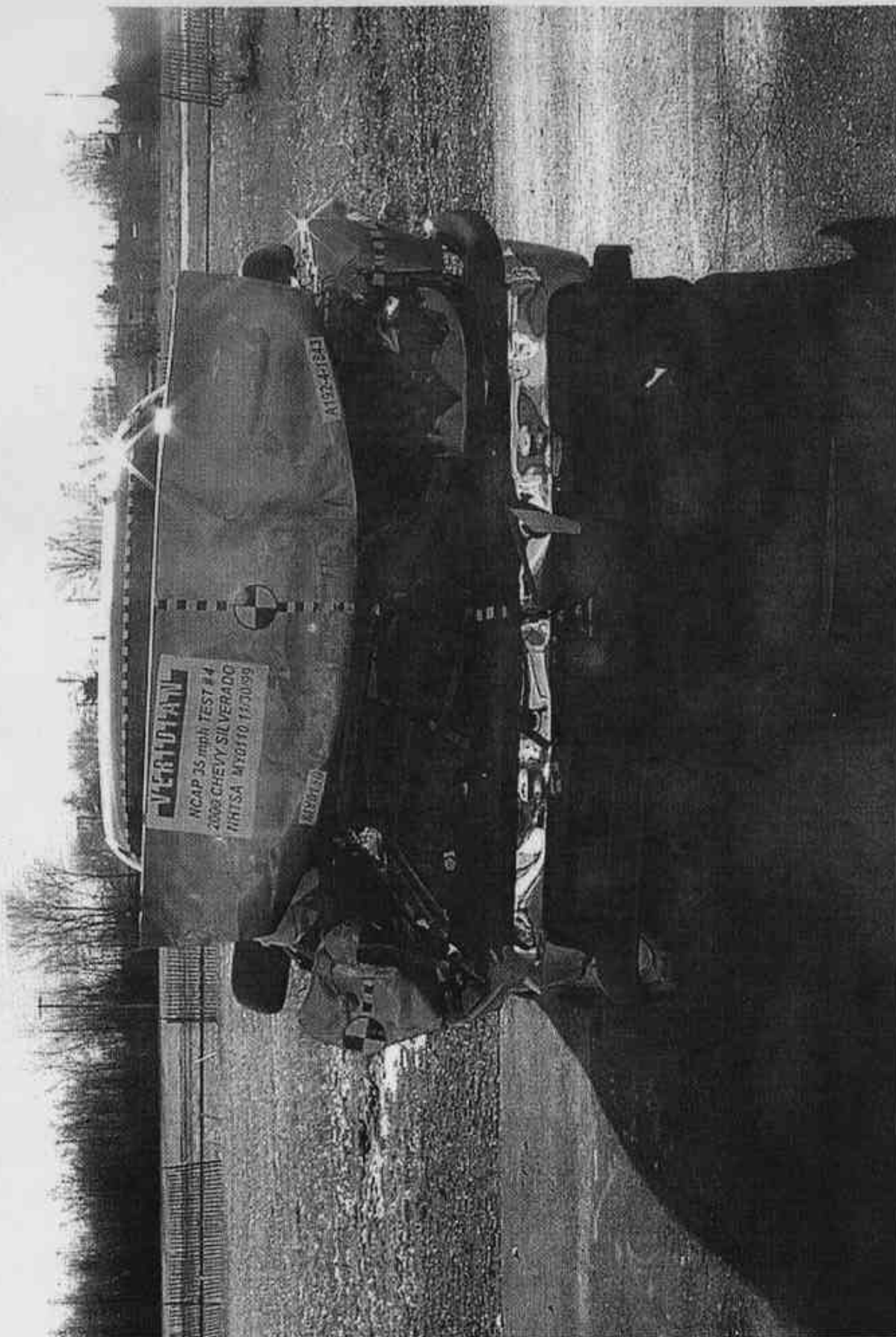


Figure A-3 POST-TEST FRONT VIEW

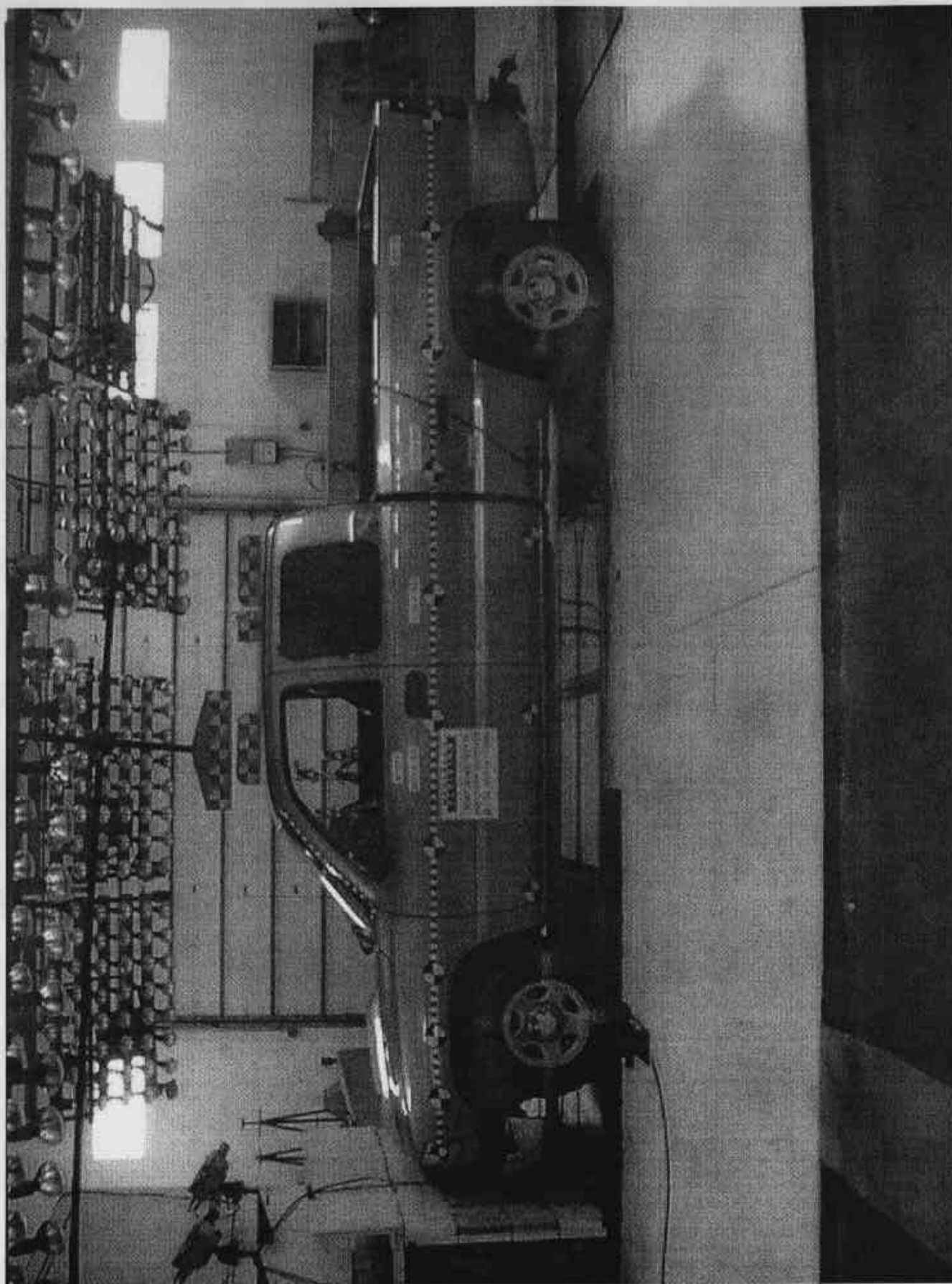


Figure A-4 PRE-TEST LEFT SIDE VIEW

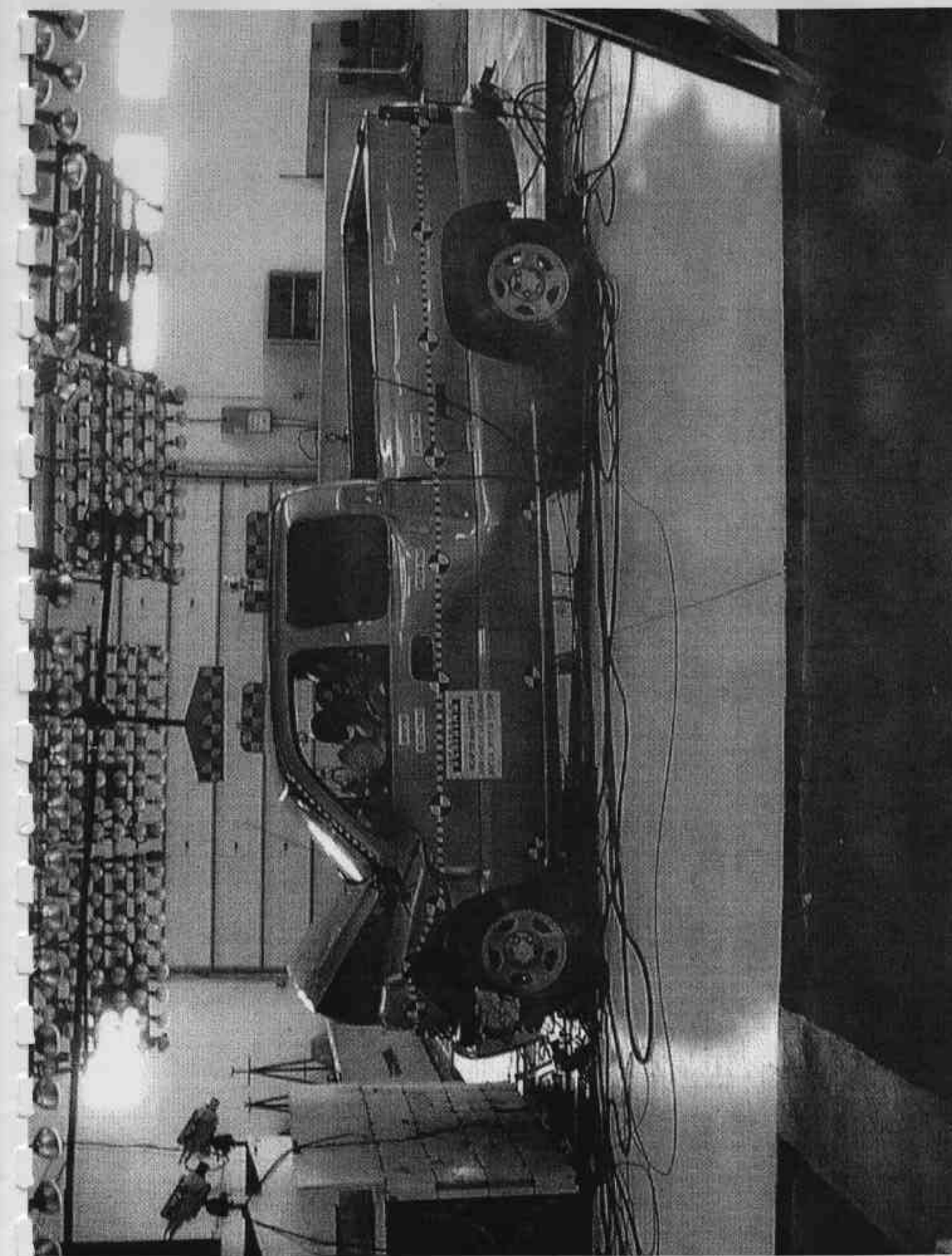


Figure A-5 POST-TEST LEFT SIDE VIEW

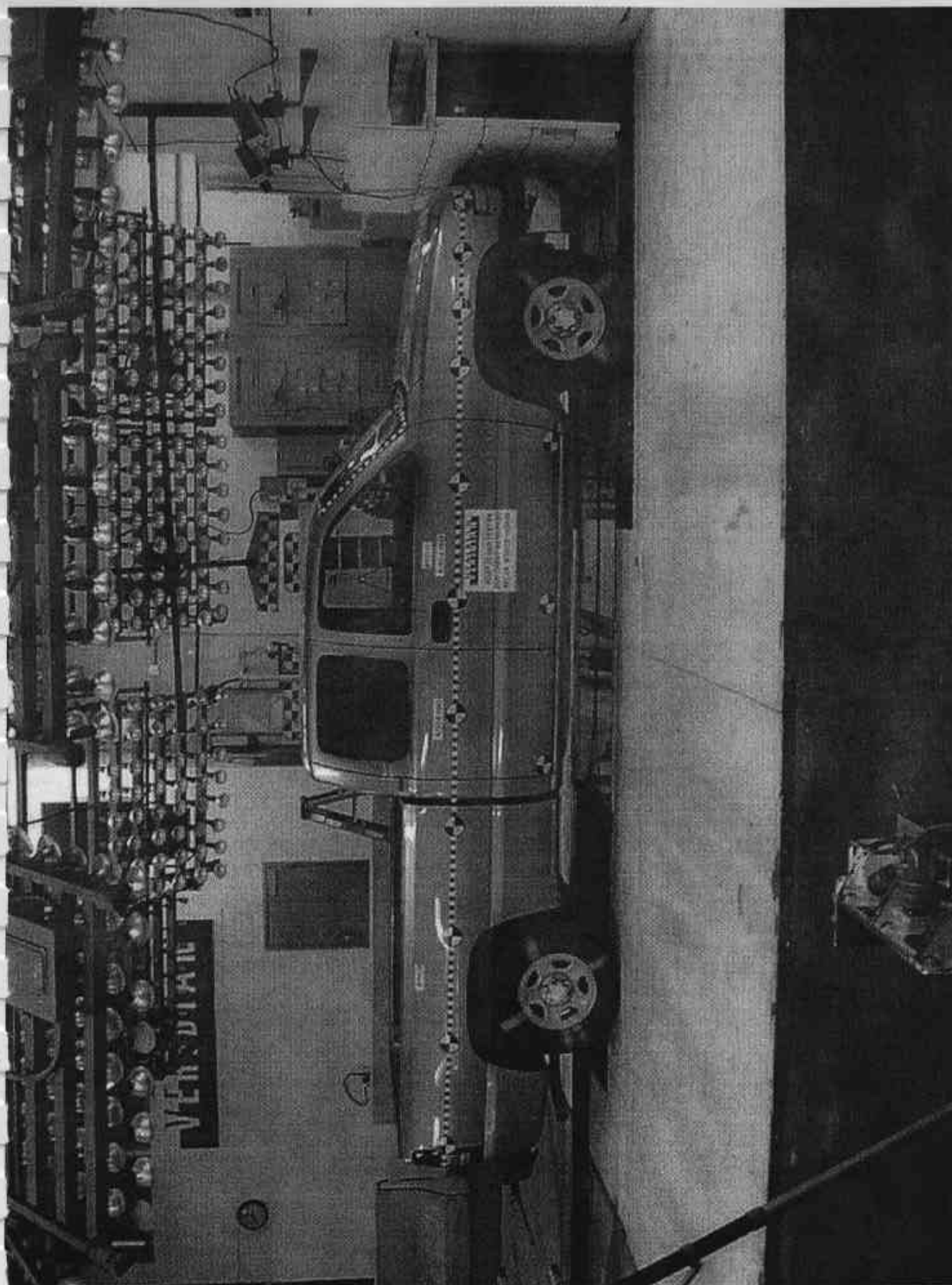


Figure A-6 PRE-TEST RIGHT SIDE VIEW

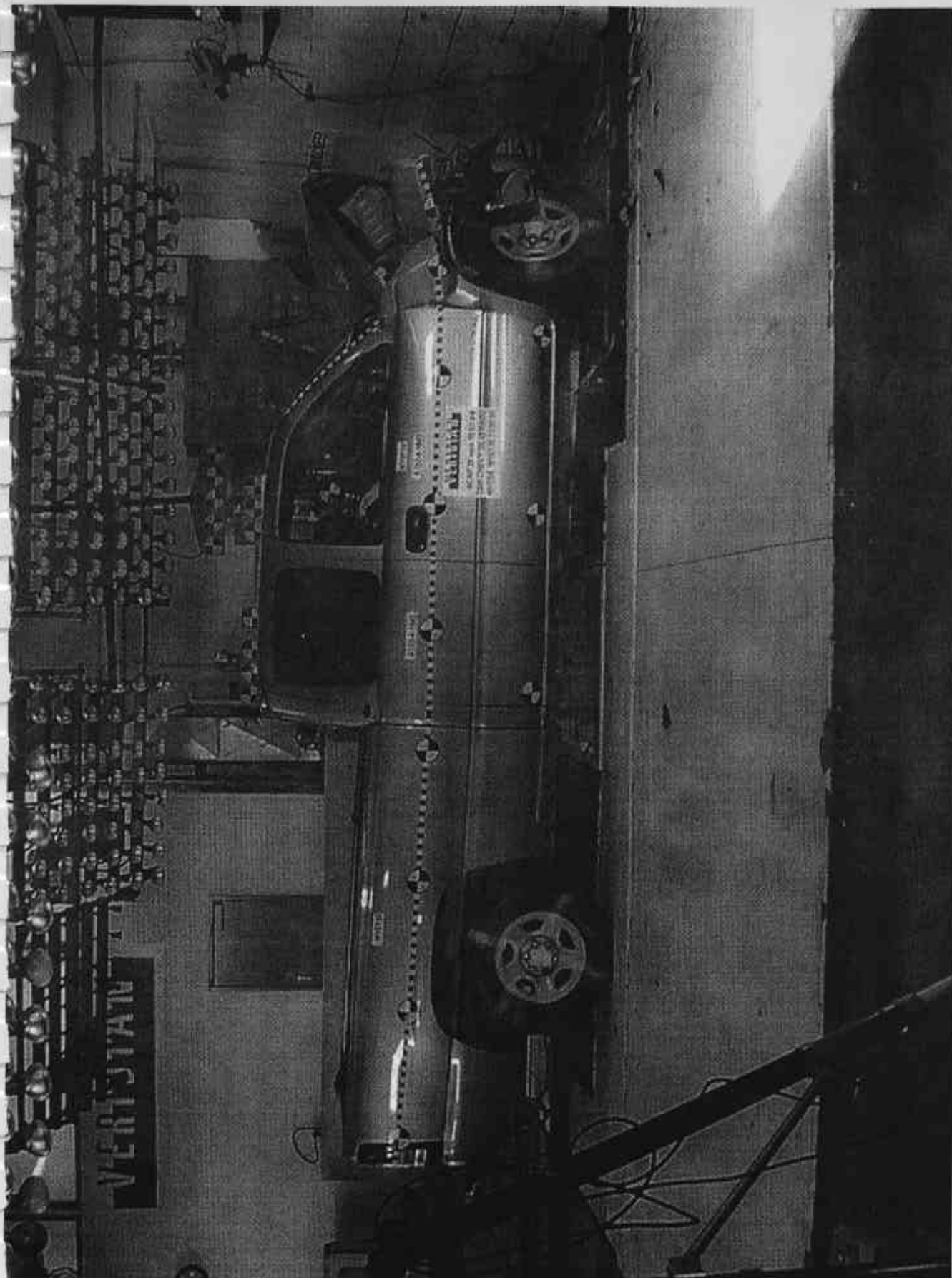


Figure A-7 POST-TEST RIGHT SIDE VIEW

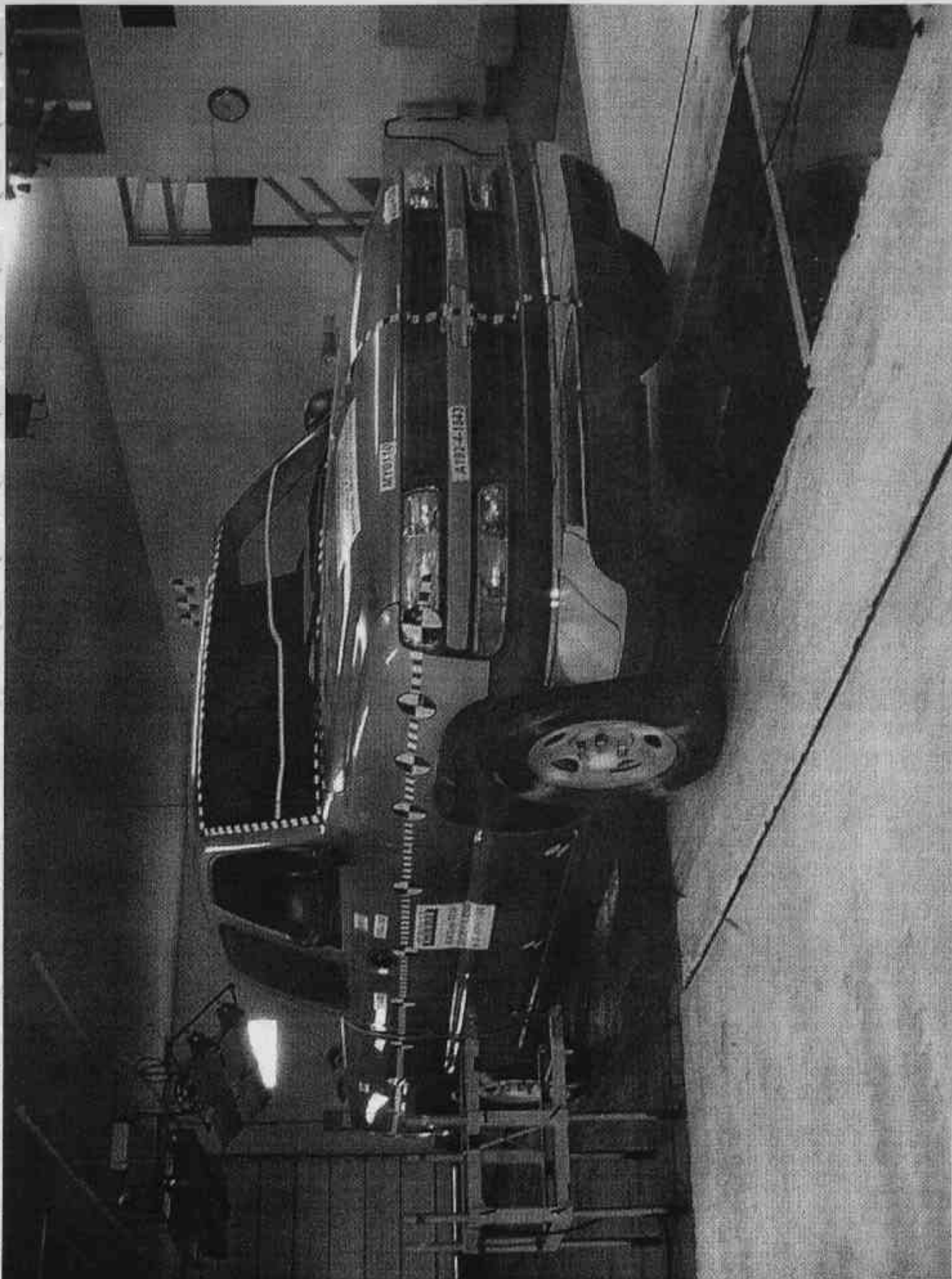


Figure A-8 PRE-TEST RIGHT FRONT THREE-QUARTER VIEW



Figure A-9 POST-TEST RIGHT FRONT THREE-QUARTER VIEW



Figure A-10 PRE-TEST LEFT REAR THREE-QUARTER VIEW



Figure A-11 POST-TEST LEFT REAR THREE-QUARTER VIEW

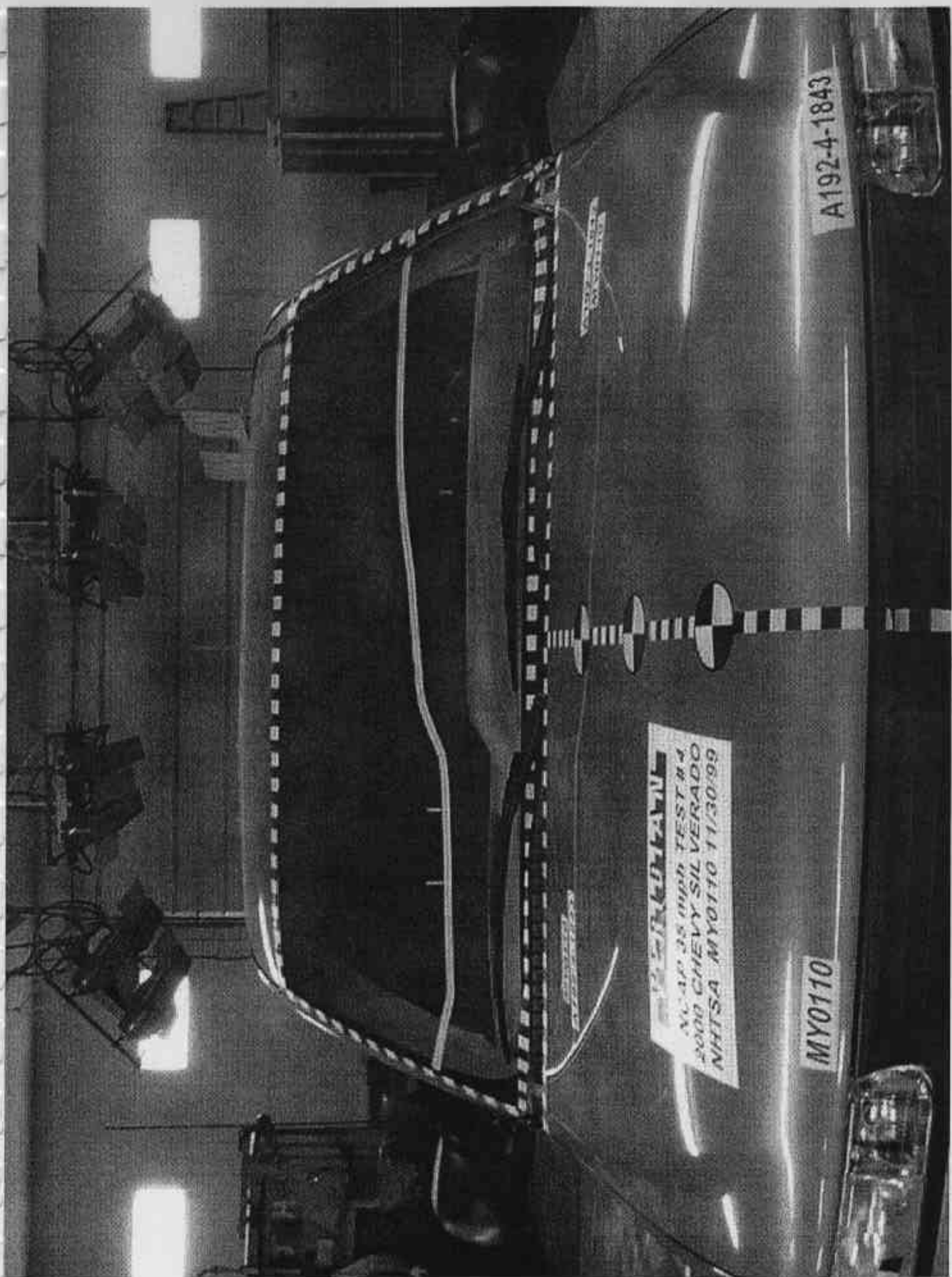


Figure A-12 PRE-TEST WINDSHIELD VIEW

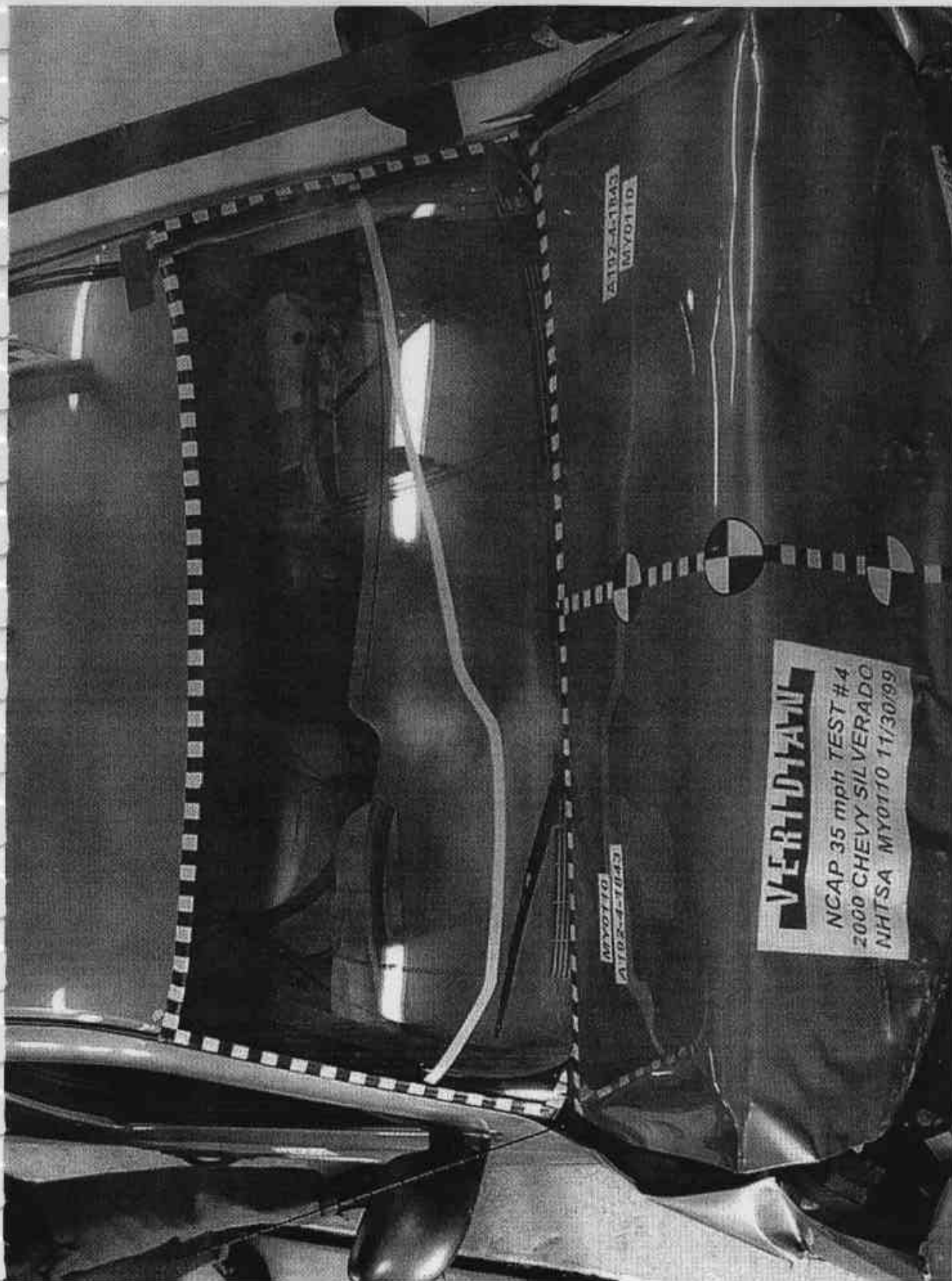


Figure A-13 POST-TEST WINDSHIELD VIEW

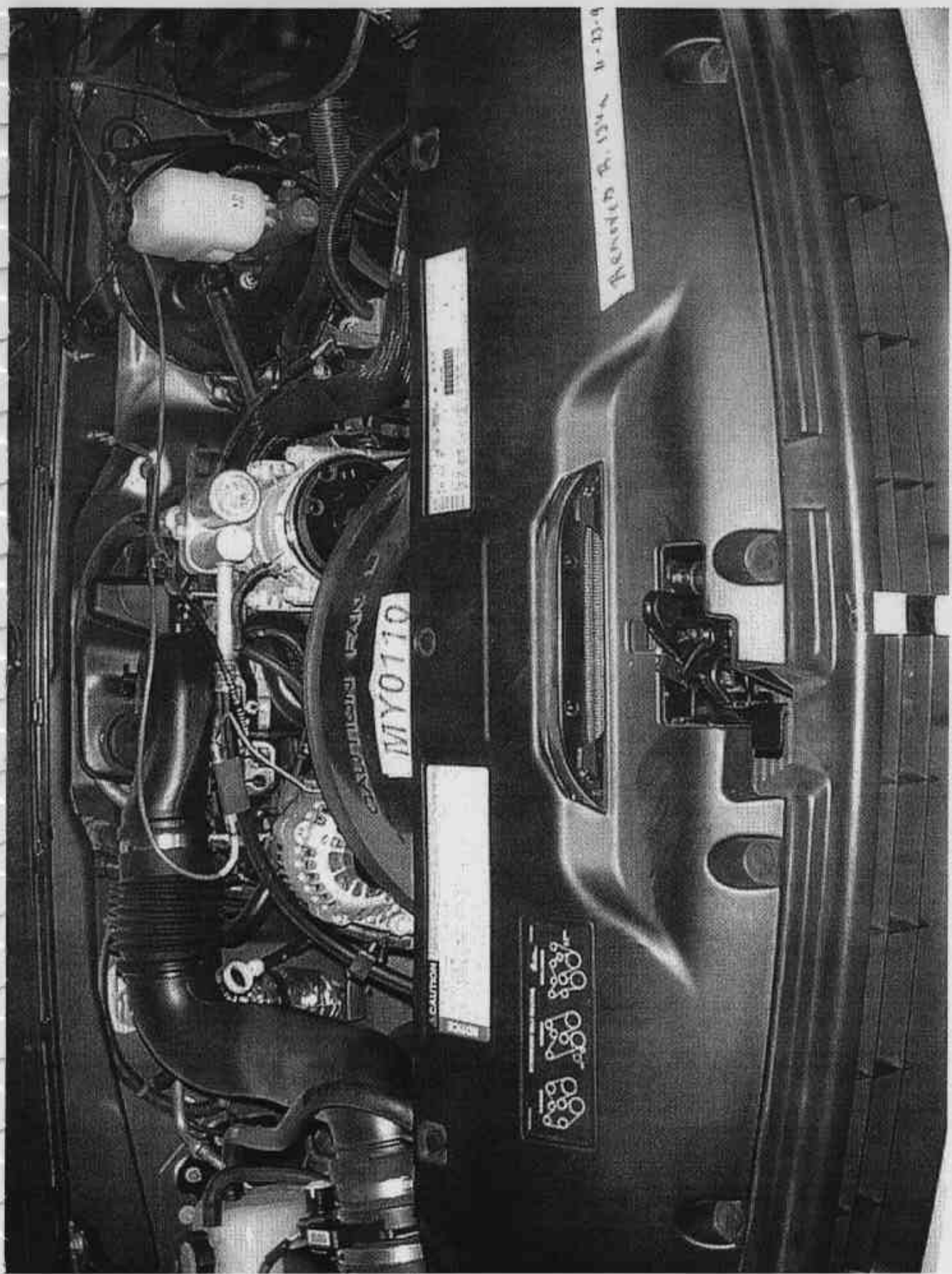


Figure A-14 PRE-TEST ENGINE COMPARTMENT VIEW

A192-4-1843

MY0110

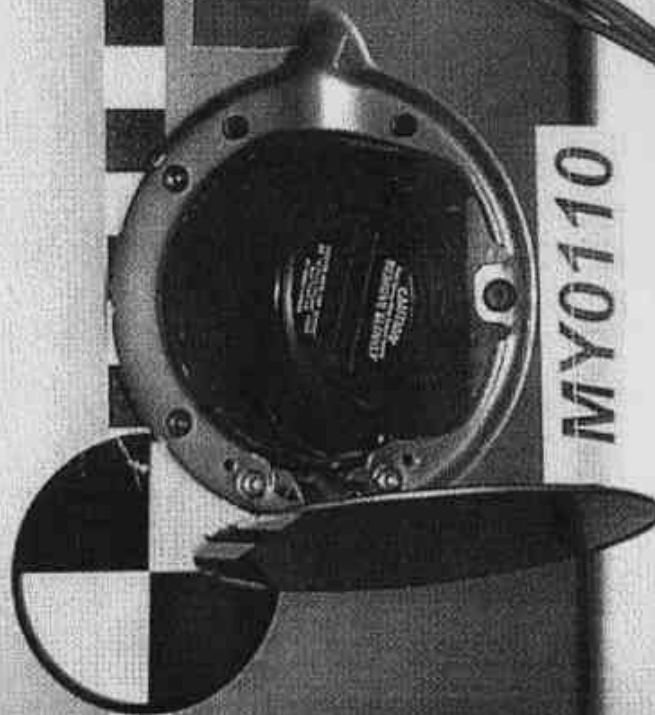


Figure A-15 FUEL CAP VIEW

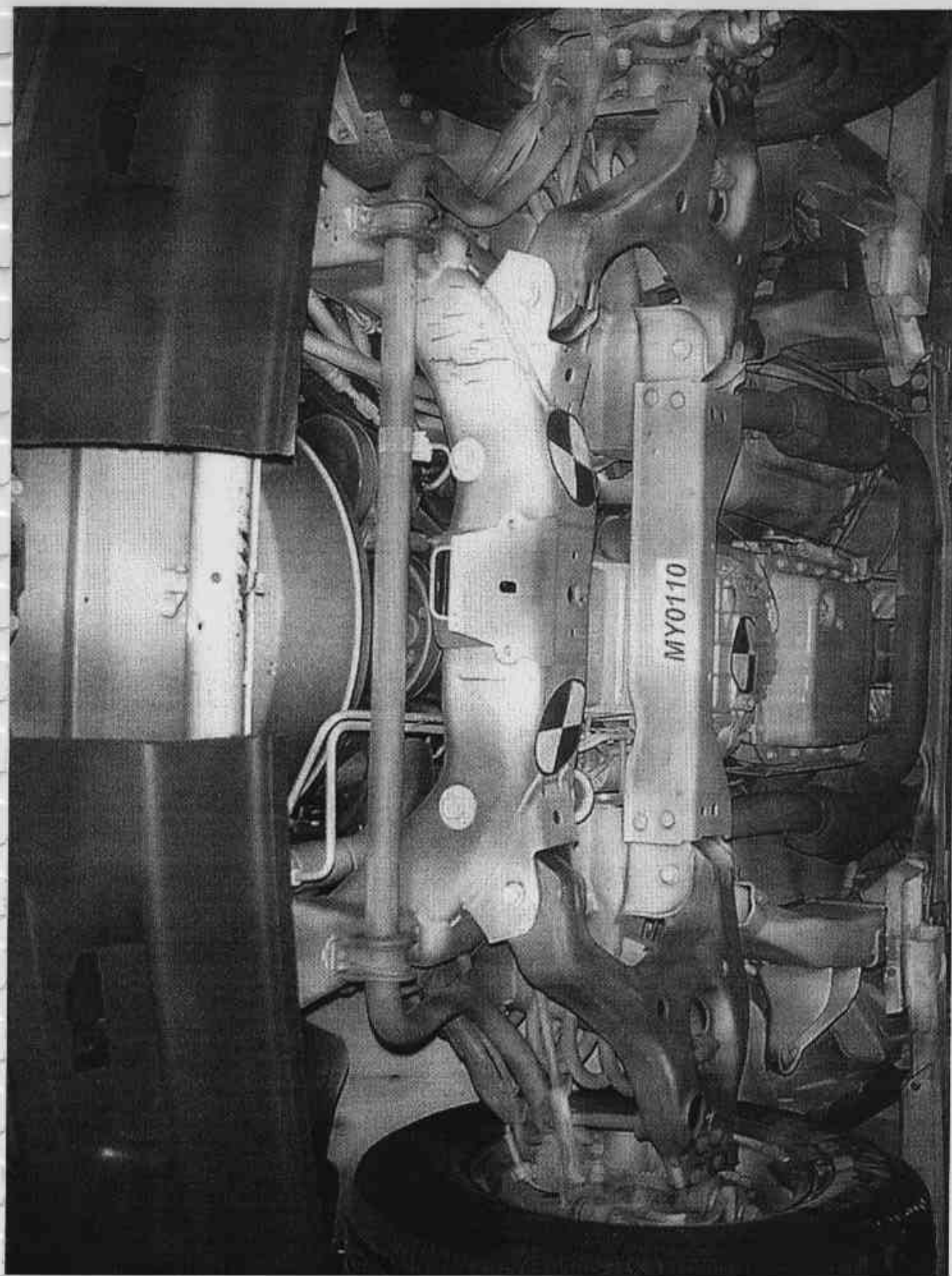


Figure A-16 PRE-TEST FRONT UNDERBODY VIEW

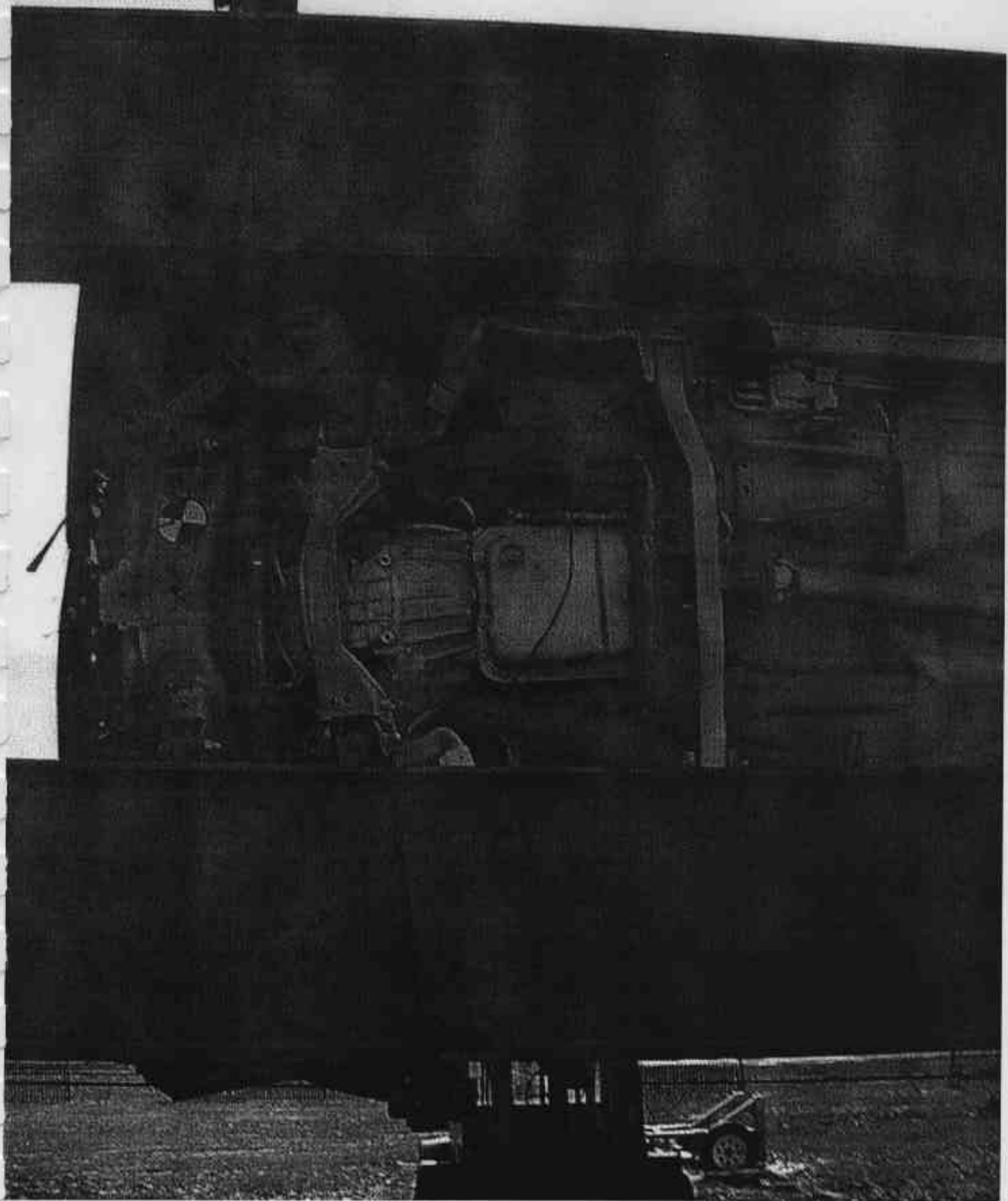


Figure A-17 POST-TEST FRONT UNDERBODY VIEW

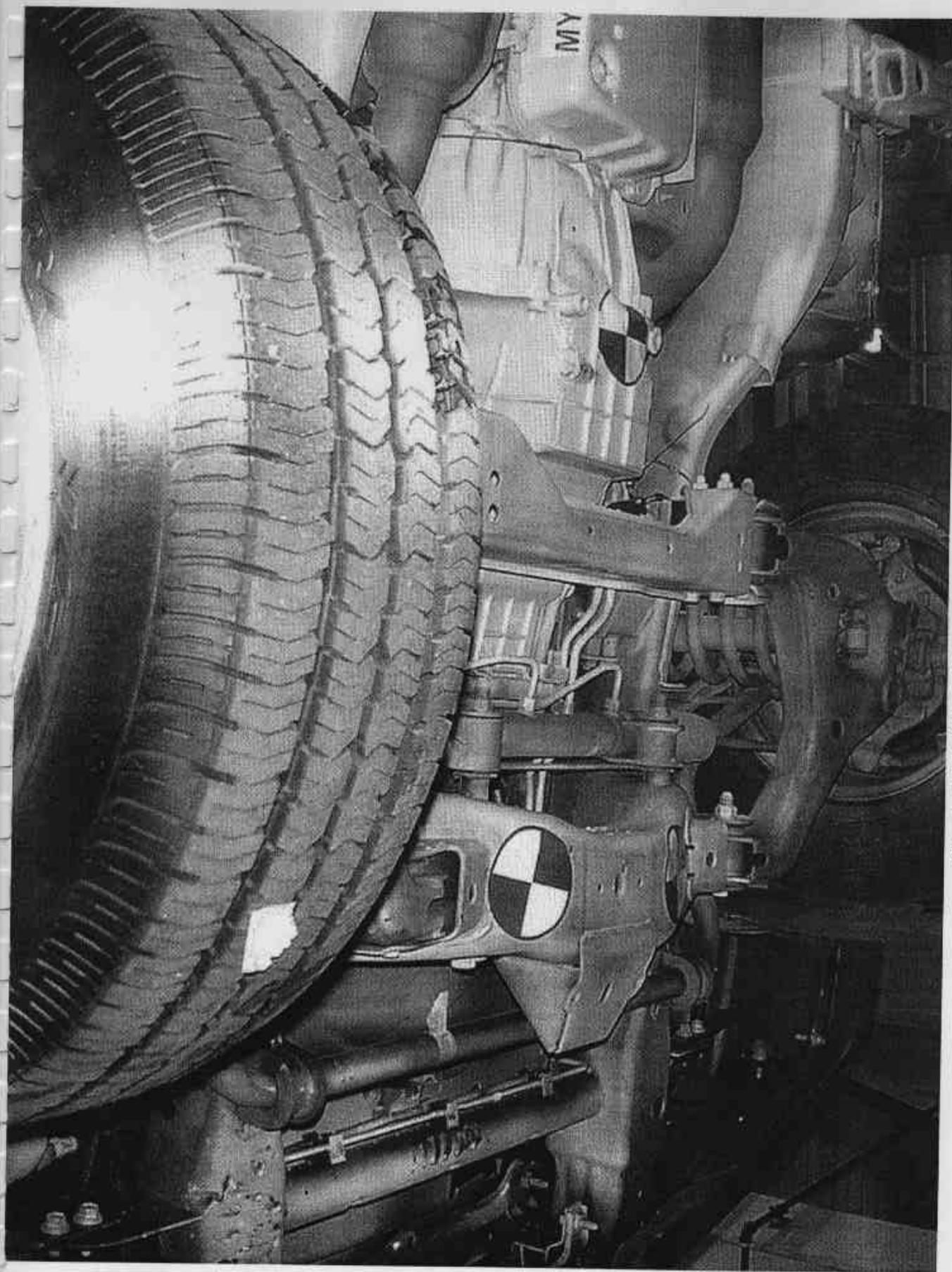


Figure A-18 PRE-TEST FRONT SIDE UNDERBODY VIEW

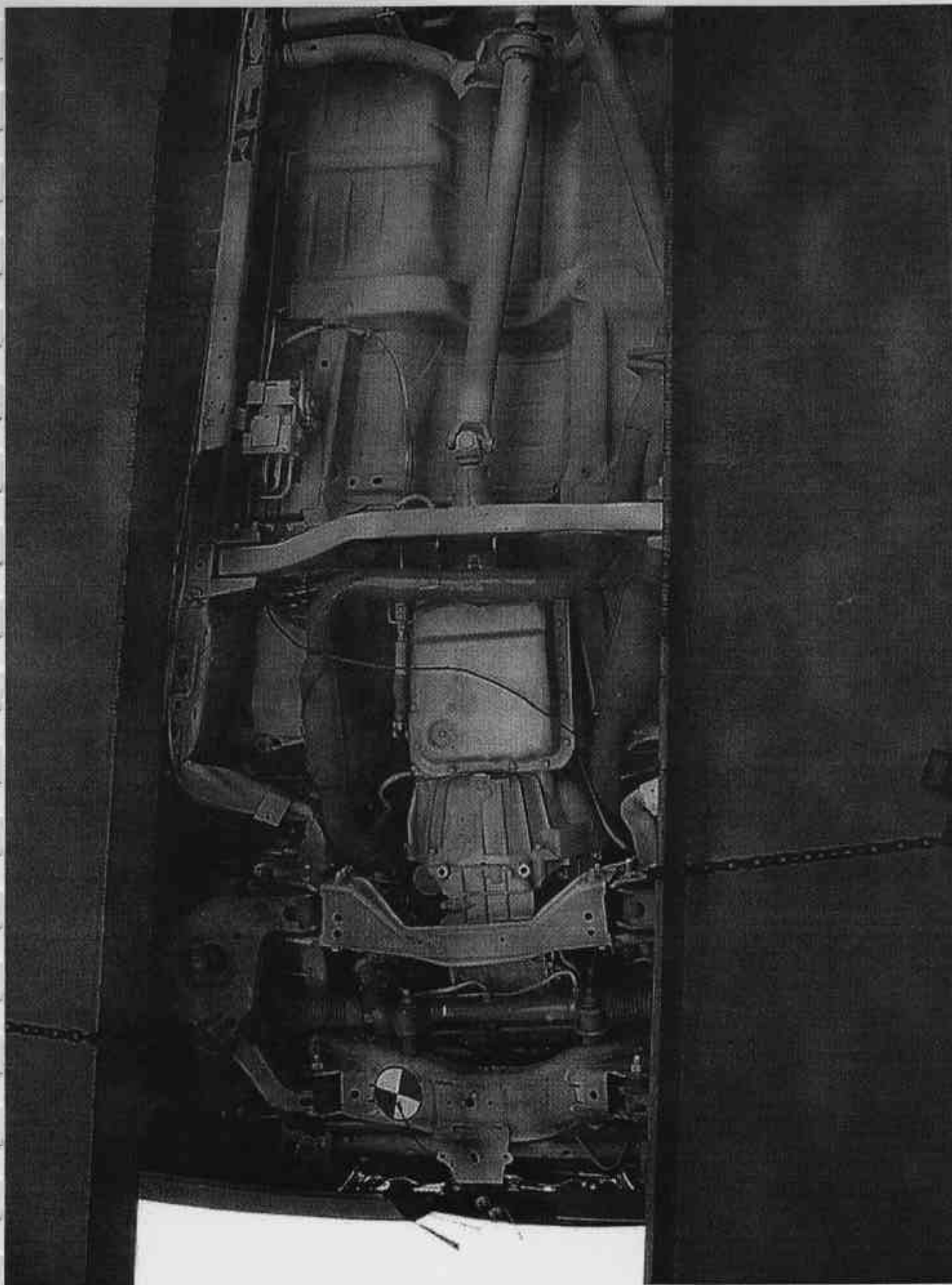


Figure A-19 POST-TEST FRONT SIDE UNDERBODY VIEW

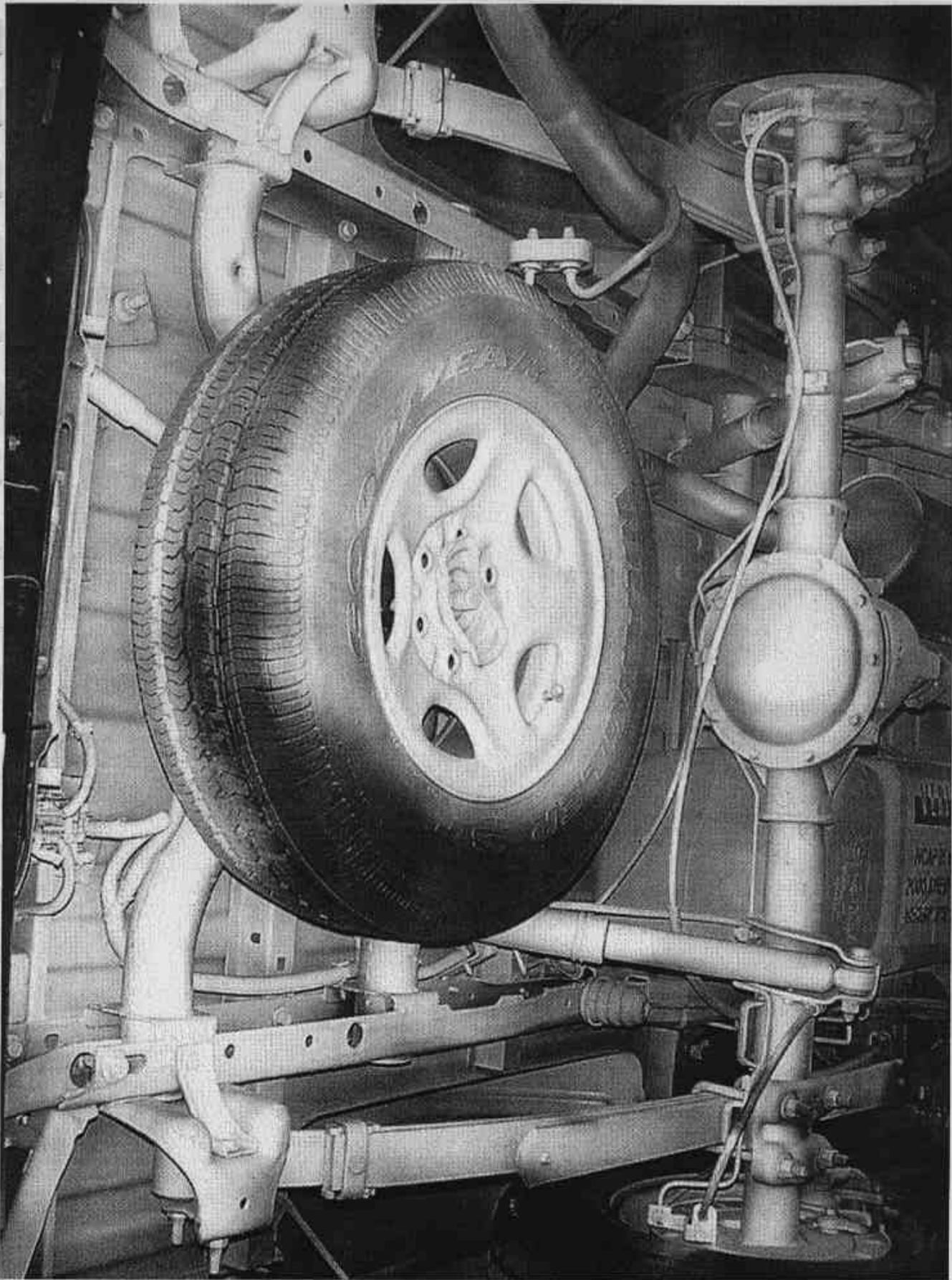


Figure A-20 PRE-TEST REAR UNDERBODY VIEW

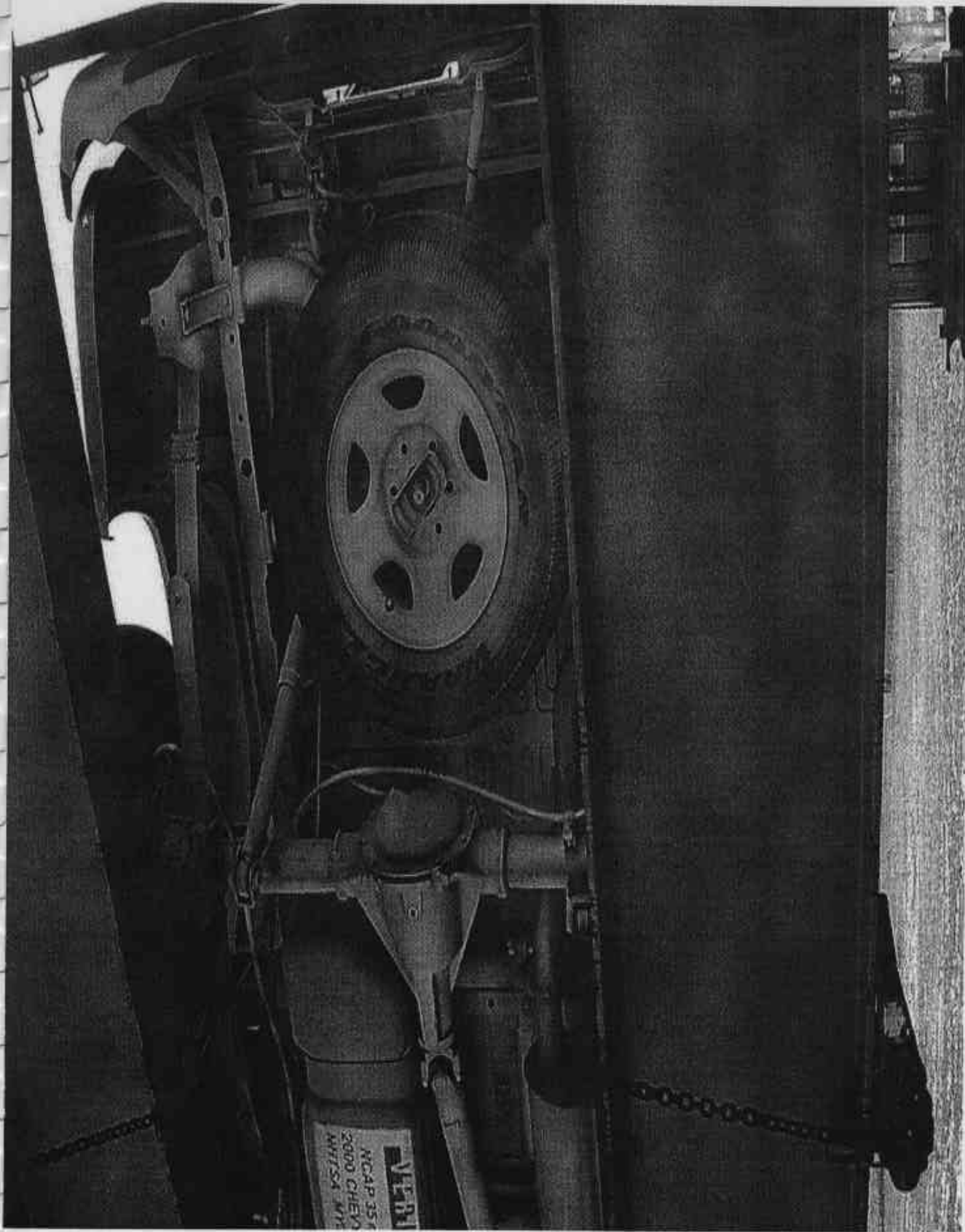


Figure A-21 POST-TEST REAR UNDERBODY VIEW

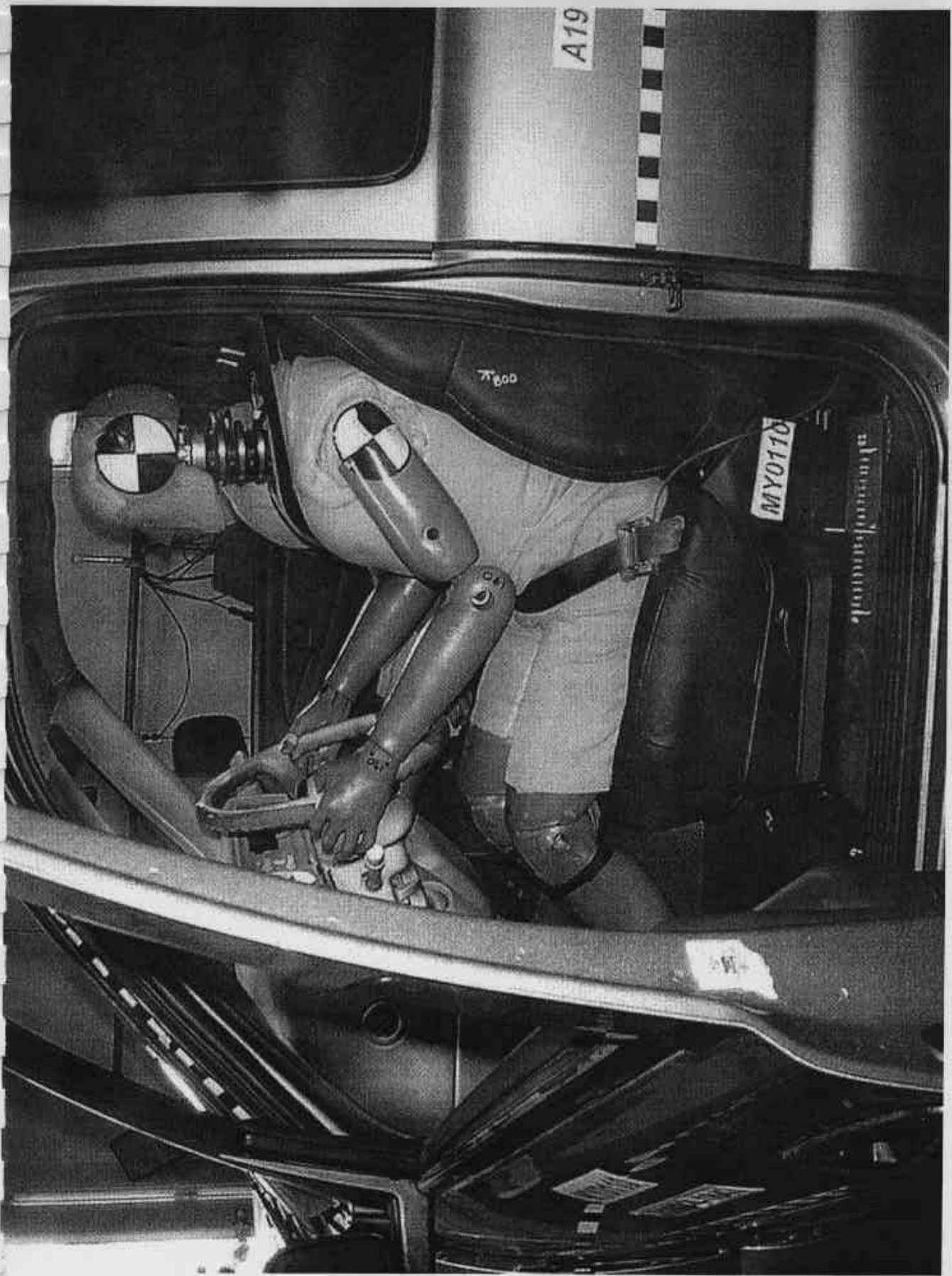


Figure A-22 PRE-TEST DRIVER POSITION VIEW

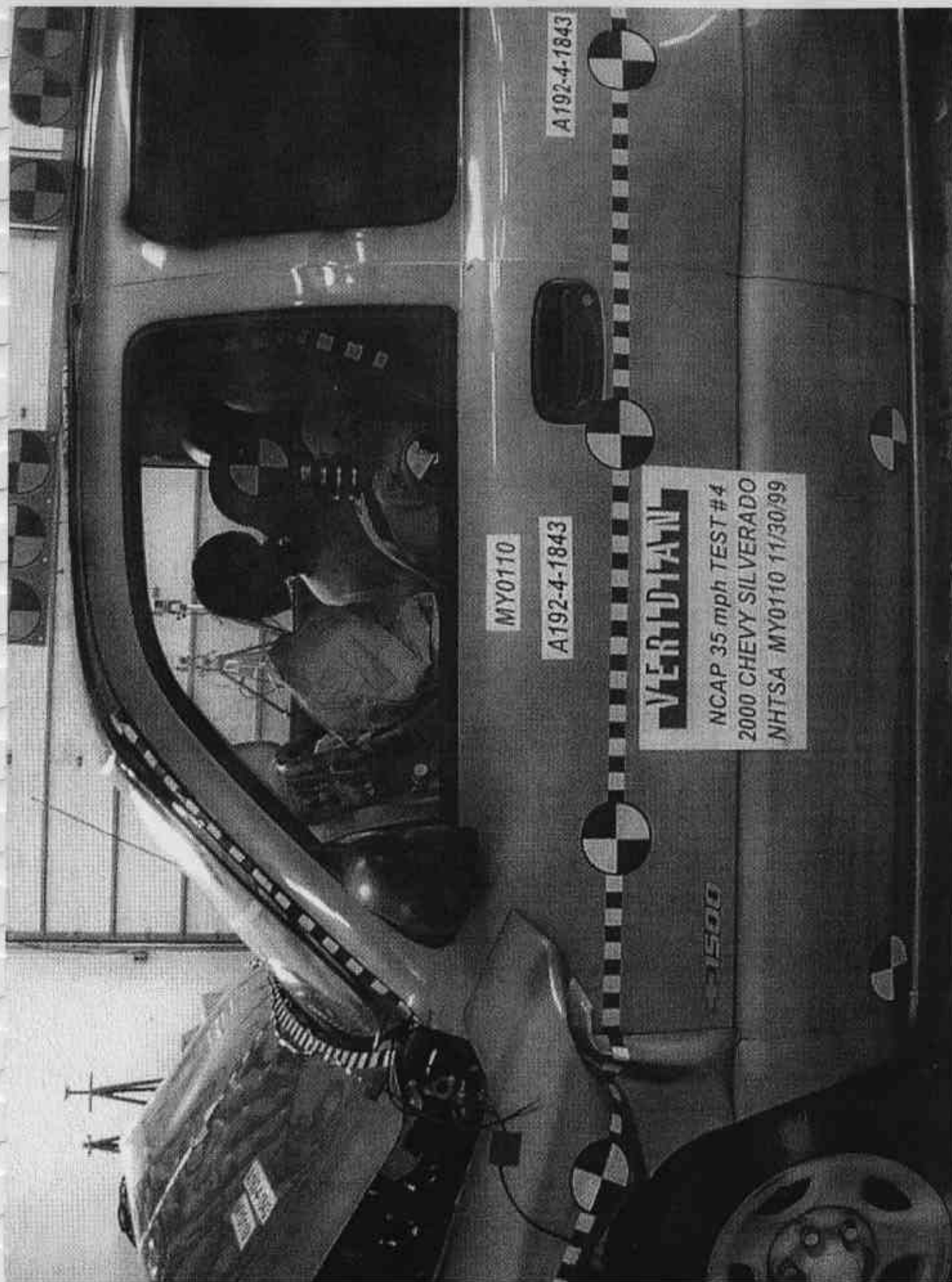


Figure A-23 POST-TEST DRIVER POSITION VIEW

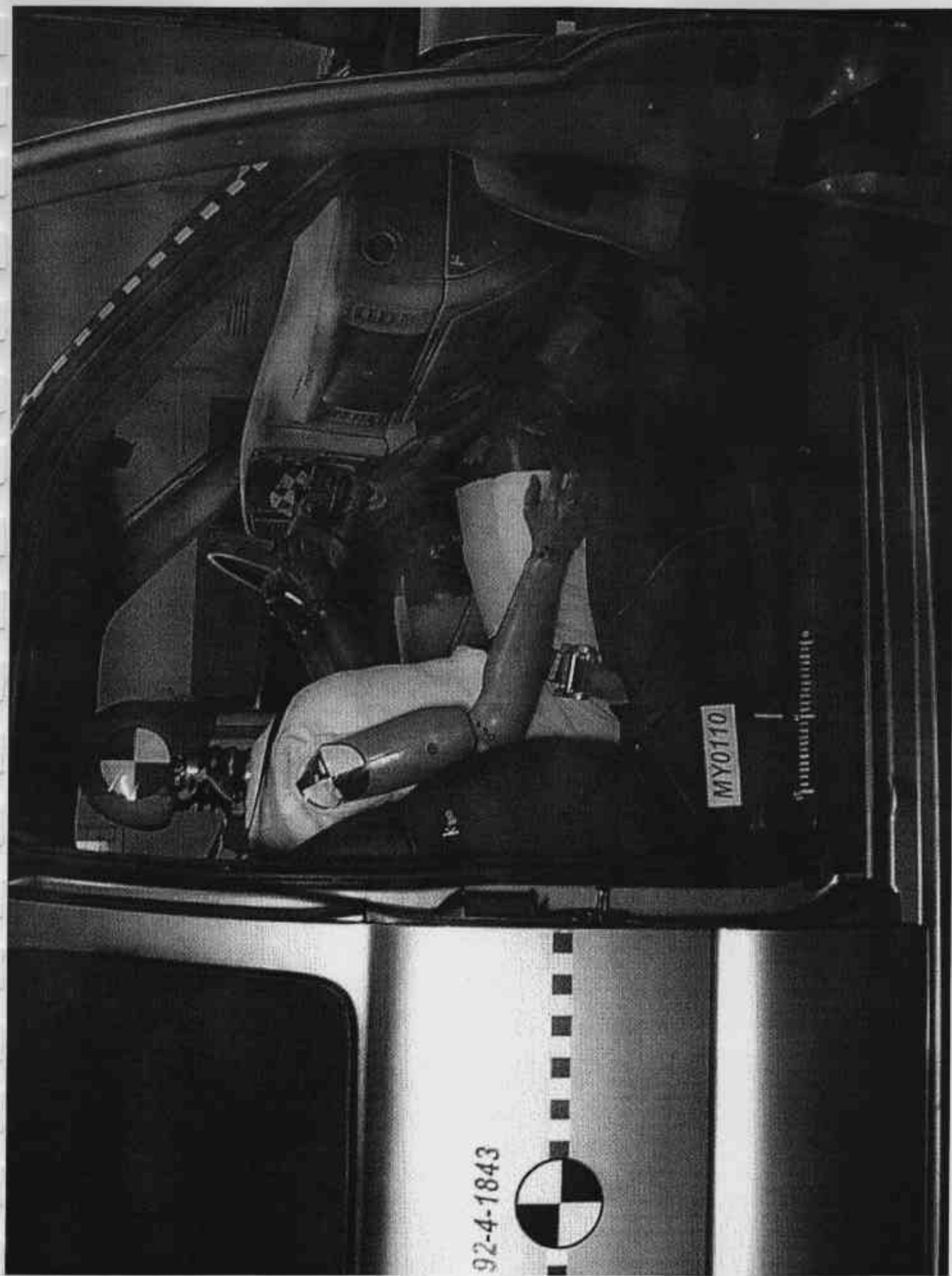


Figure A-24 PRE-TEST PASSENGER POSITION VIEW

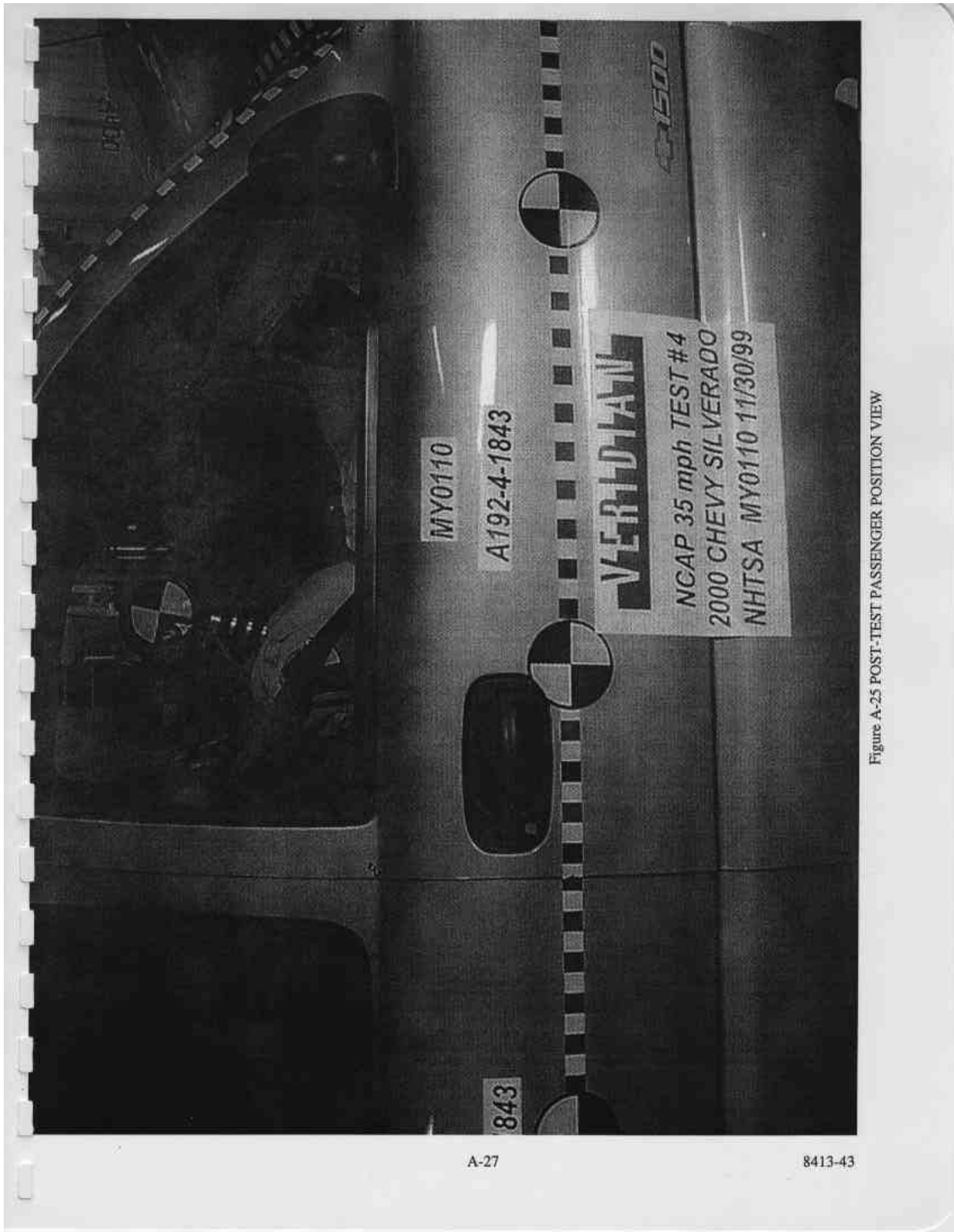


Figure A-25 POST-TEST PASSENGER POSITION VIEW



Figure A-26 PRE-TEST DRIVER AND INTERIOR VIEW



Figure A-27 POST-TEST DRIVER AND INTERIOR VIEW



Figure A-28 PRE-TEST PASSENGER AND INTERIOR VIEW



Figure A-29 POST-TEST PASSENGER AND INTERIOR VIEW



Figure A-30 PRE-TEST DRIVER HEAD LOCATION

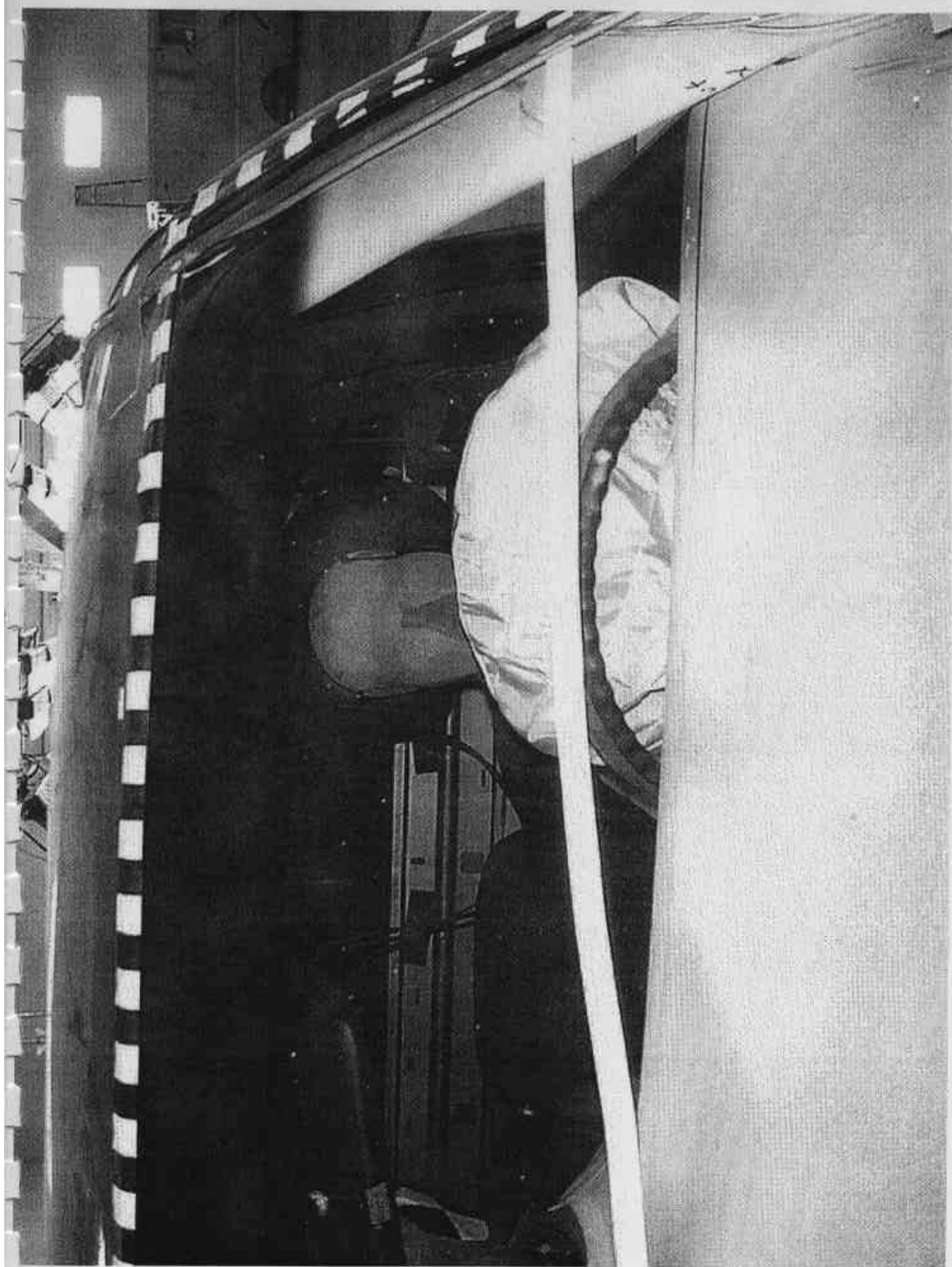


Figure A-31 POST-TEST DRIVER HEAD LOCATION

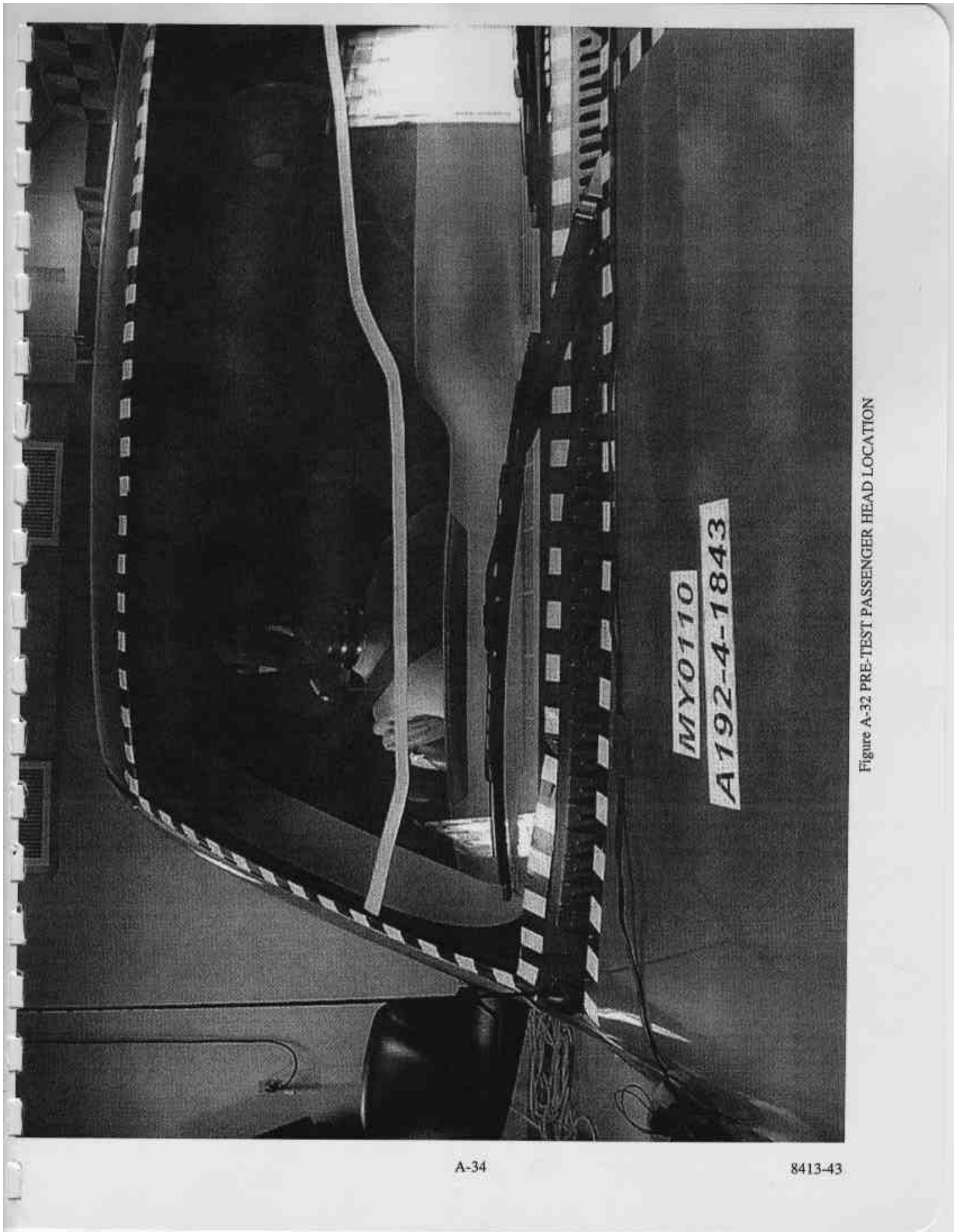


Figure A-32 PRE-TEST PASSENGER HEAD LOCATION

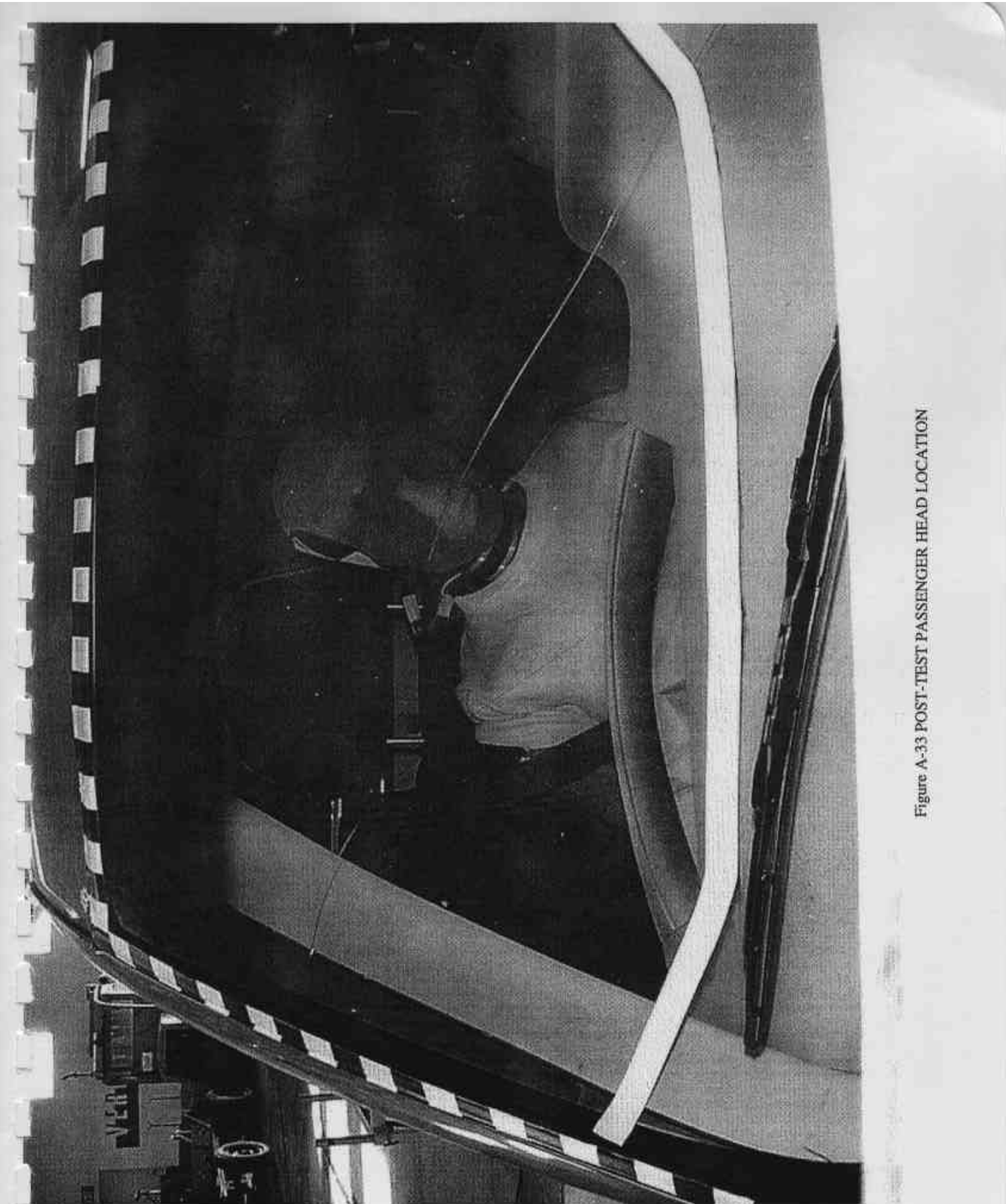


Figure A-33 POST-TEST PASSENGER HEAD LOCATION

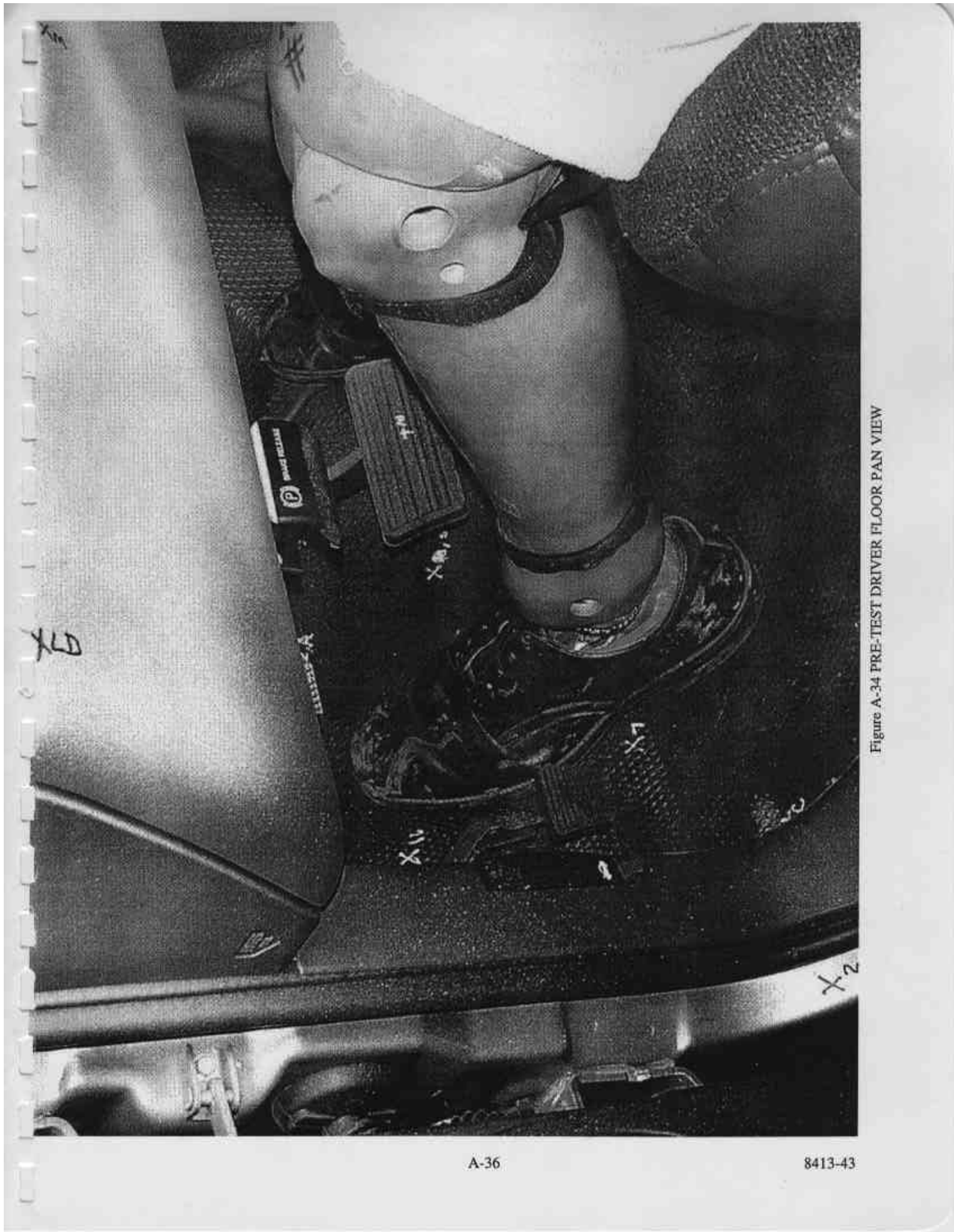


Figure A-34 PRE-TEST DRIVER FLOOR PAN VIEW

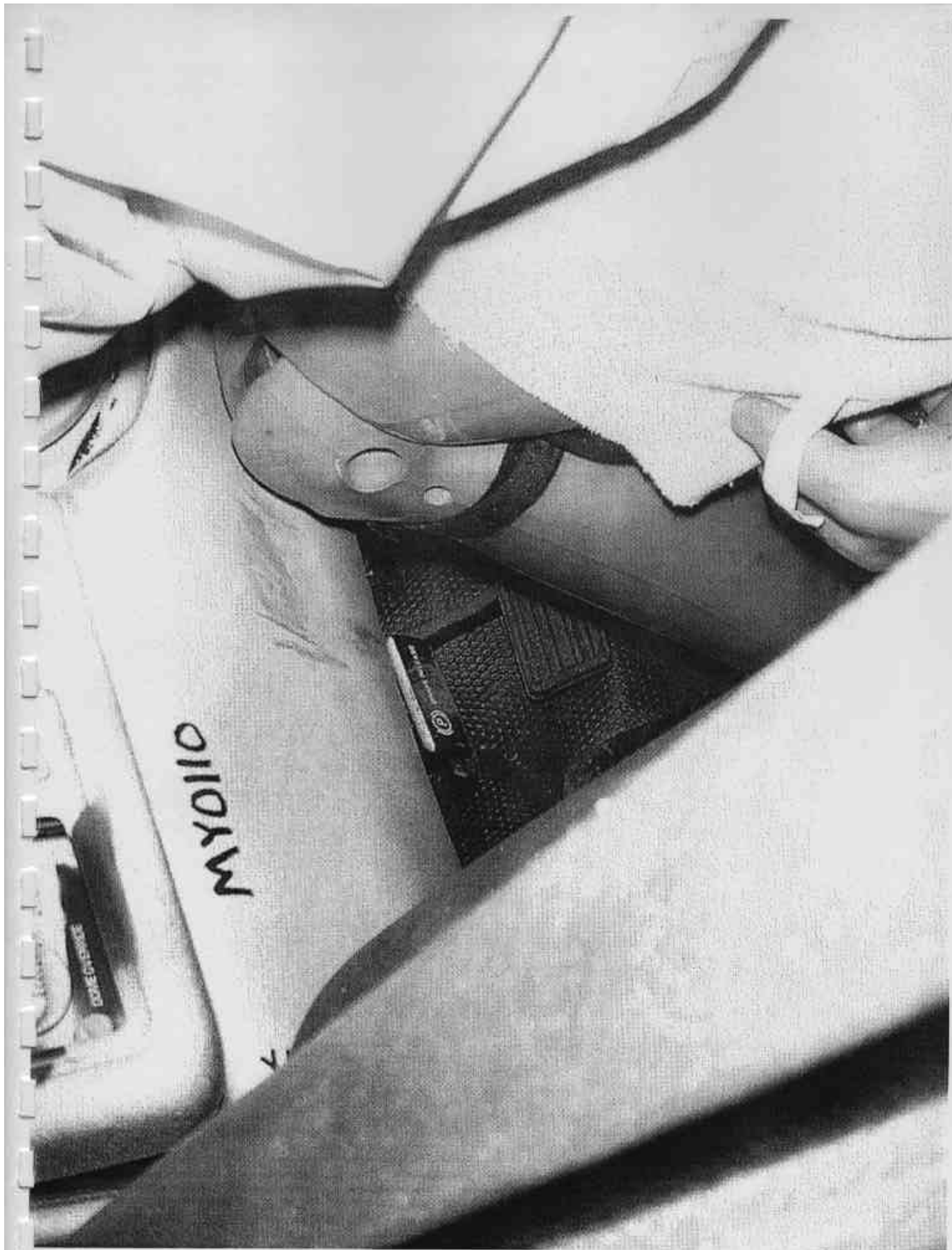


Figure A-35 POST-TEST DRIVER FLOOR PAN VIEW

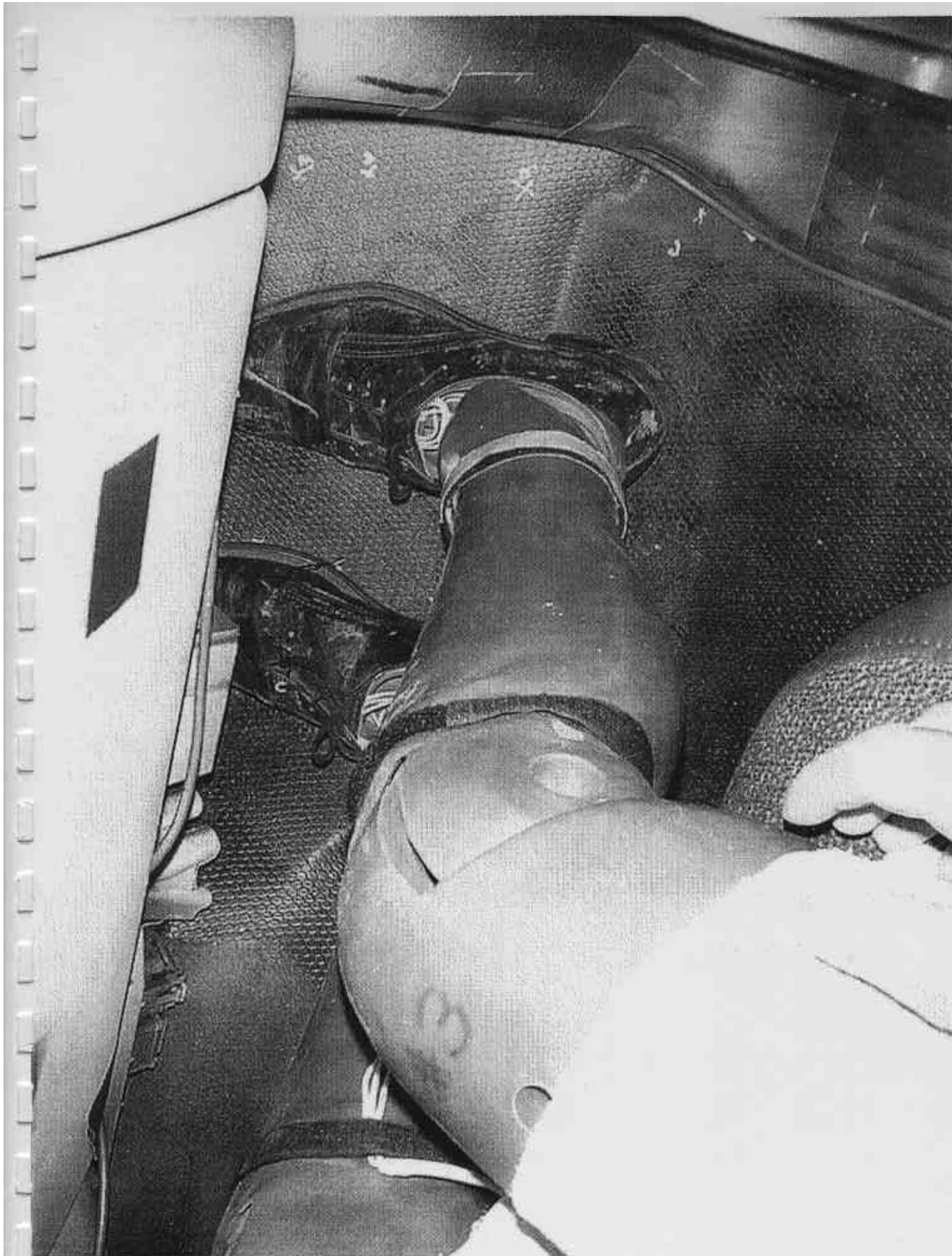


Figure A-36 PRE-TEST PASSENGER FLOOR PAN VIEW



Figure A-37 POST-TEST PASSENGER FLOOR PAN VIEW

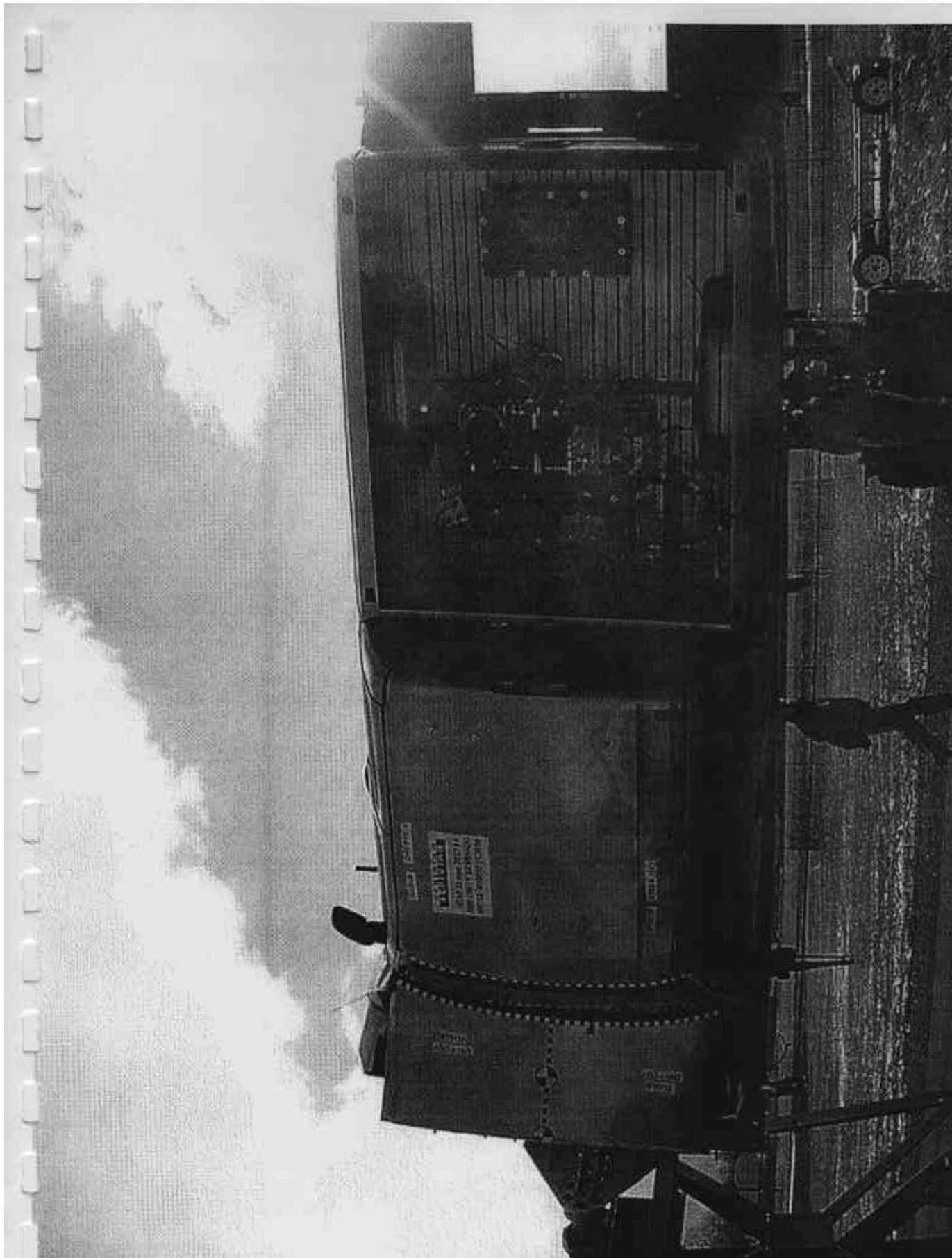


Figure A-38 ROLLOVER VIEW

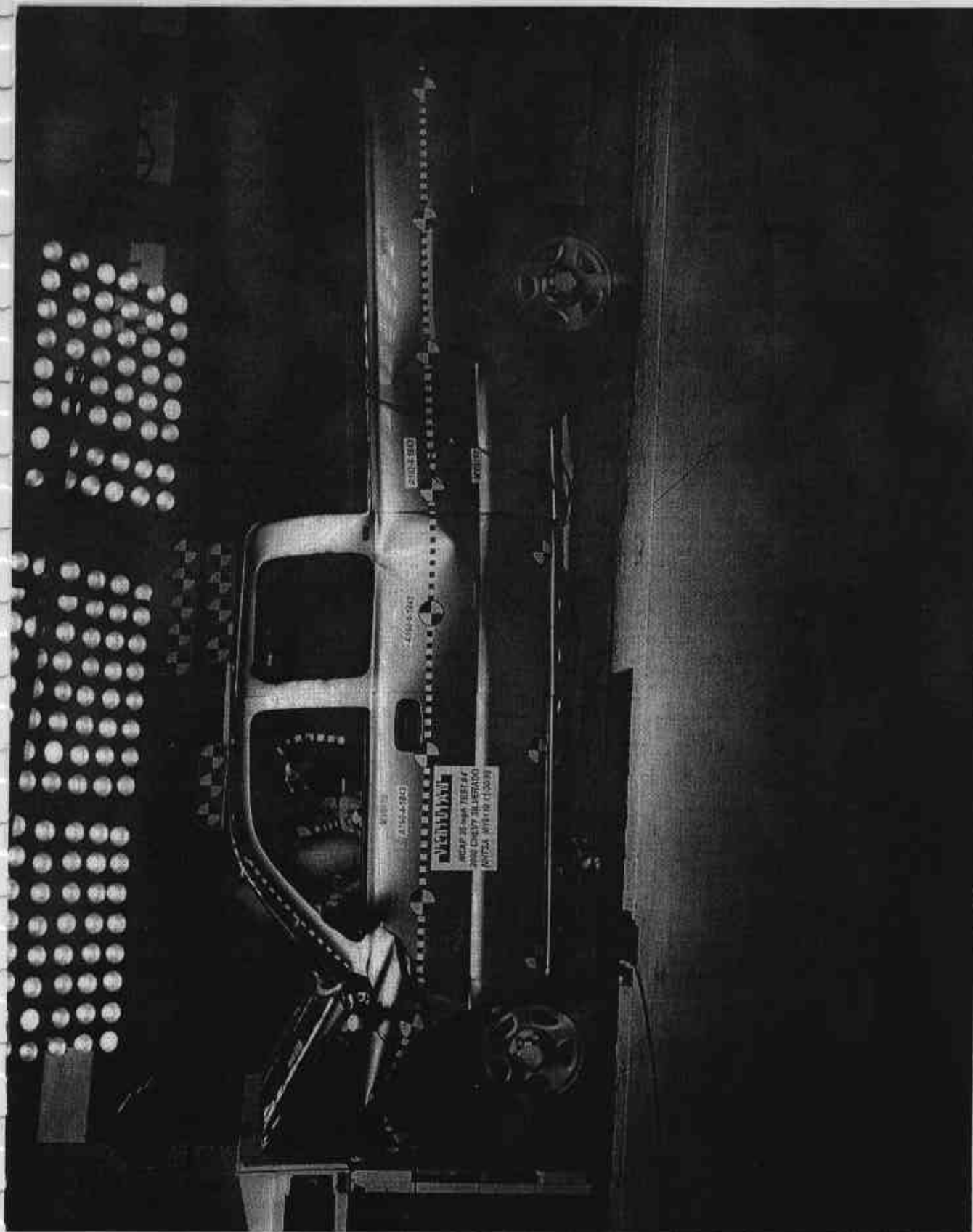


Figure A-39 IMPACT VIEW

APPENDIX B

DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA

**Hybrid III Dummy Sign Conventions
Load Cells and Special Transducers**

Transducer	SAE Sign Convention (positive unless noted)
Upper Neck Load Cell	Fx Head rearward Fy Head left Fz Neck in tension Mx Left ear to left shoulder My Chin to chest (flexion) Mz Chin to left shoulder (look left)
Chest Displacement Potentiometer	Compression is negative
Pelvic Load Cell (Lower Lumbar)	Fx Chest rearward Fy Chest left Fz Spine in tension
Femur Load Cell	Compression is negative
Upper Tibia Load Cell (right and left leg)	Mx Support tibia at ends, load left side center My Support tibia at ends, load front (shin) center
Lower Tibia Load Cell (right and left leg)	Fz Tibia in tension Mx Support tibia at ends, load left side center My Support tibia at ends, load front (shin) center

DATA CHANNEL FILTER CLASS SUMMARY

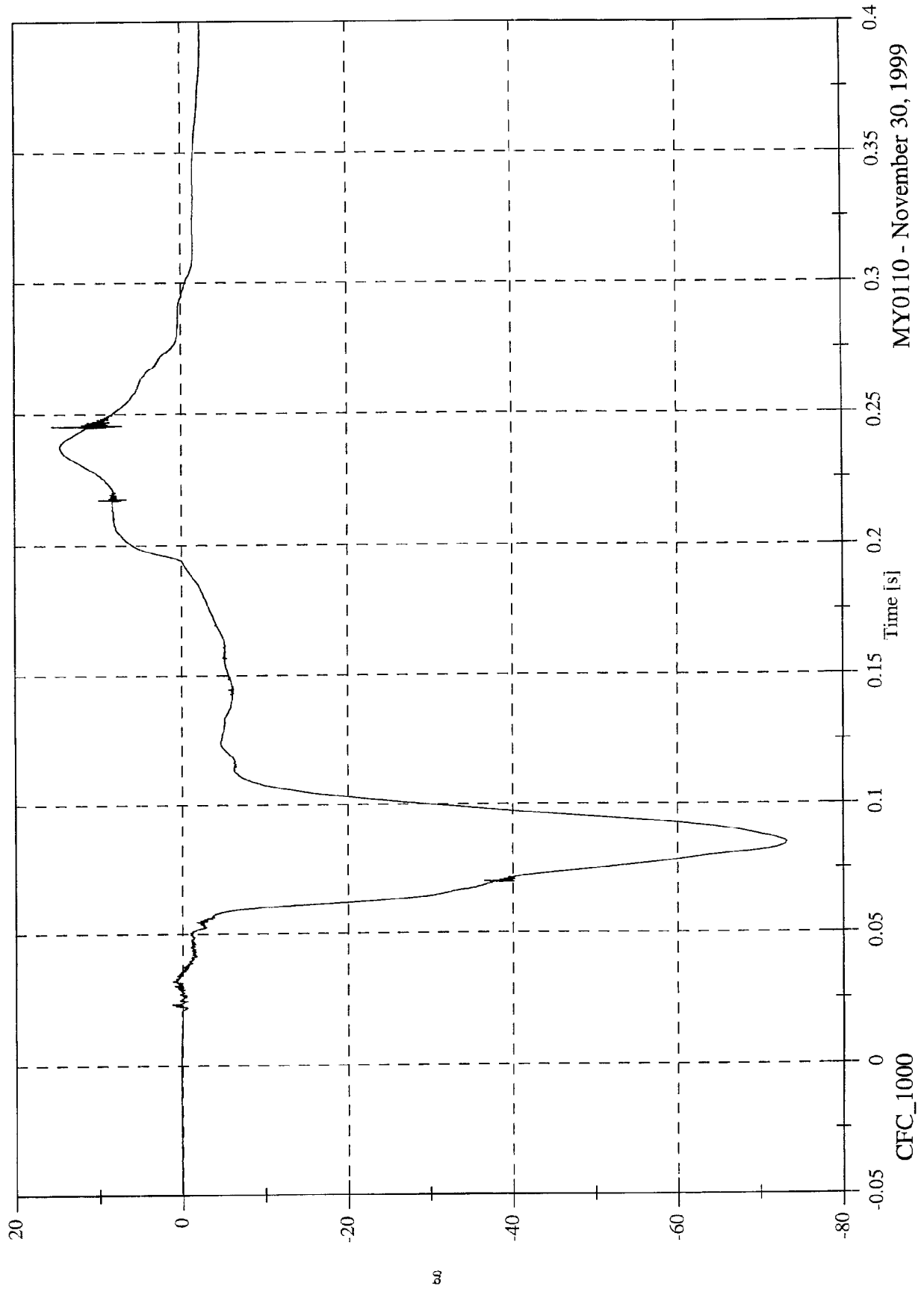
NHTSA TEST NO. MY0110

DATA TYPE	SAE FILTER CLASS (Hz)
Dummy Head Accelerations	1000
Dummy Chest Accelerations	180
Dummy Chest Displacements	60
Dummy Femur Forces	600
Dummy Belt Loads	60
Dummy Belt Displacements	180
Dummy Neck Forces	1000
Dummy Neck Moments	600
Vehicle Accelerations	60
Vehicle Velocity Integrations	180
Vehicle Displacement Integrations	180
Load Cell Barrier Forces	60

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 15.5 [g] at 0.245 [s]
Min: -73.2 [g] at 0.085 [s]

P1 Head x

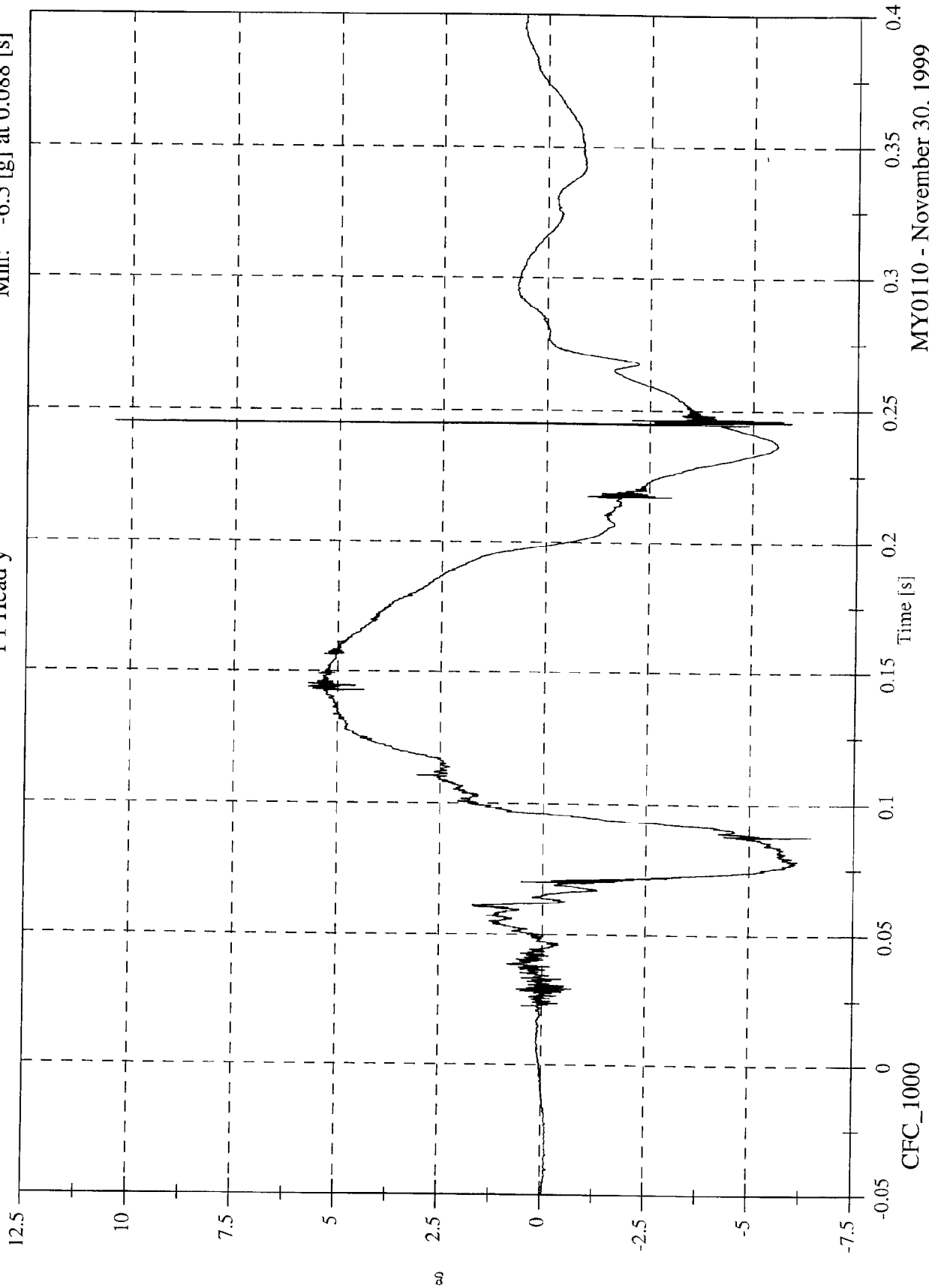


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 10.4 [g] at 0.245 [s]
Min: -6.5 [g] at 0.088 [s]

P1 Head y

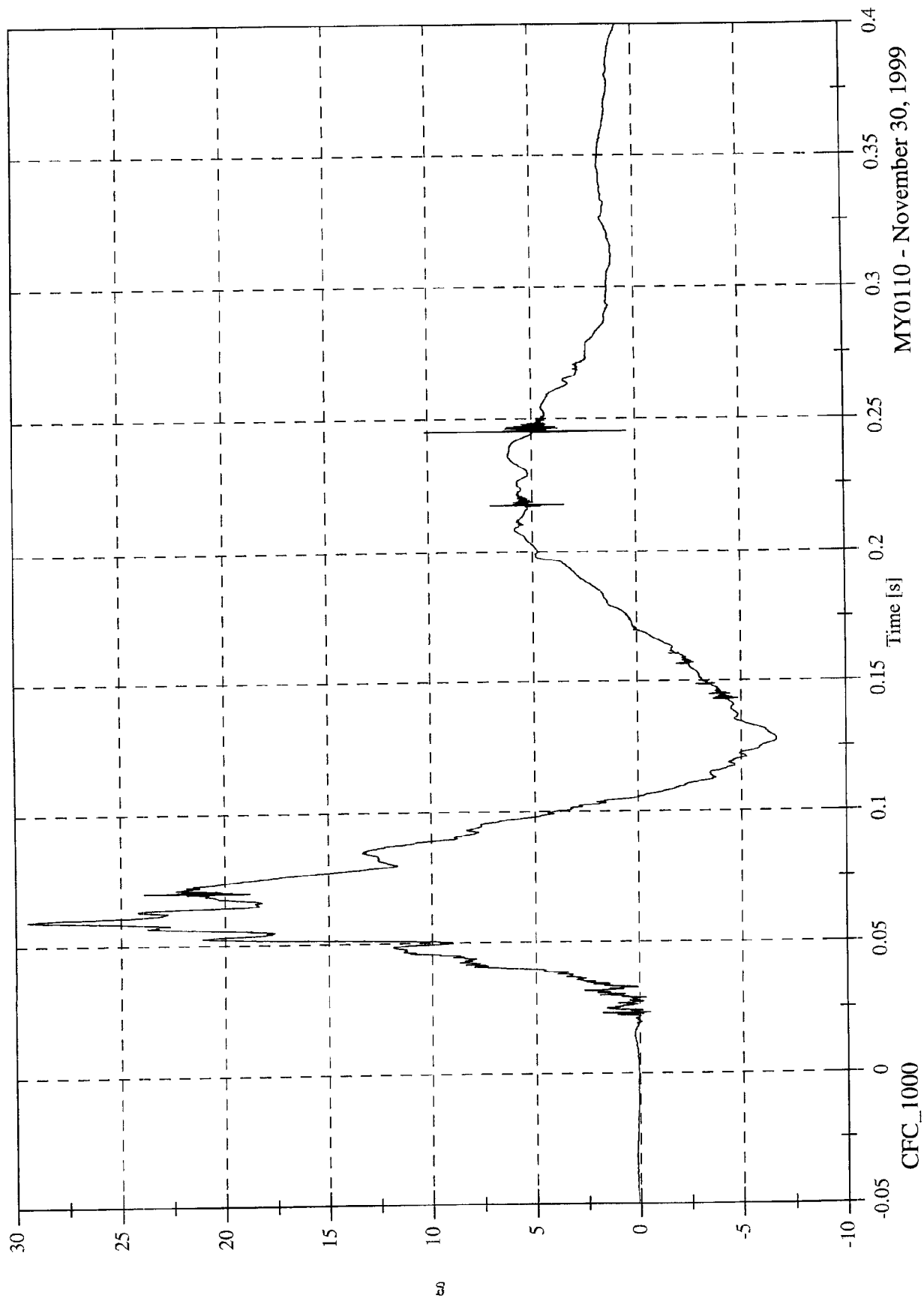


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 29.5 [g] at 0.060 [s]
Min: -6.7 [g] at 0.128 [s]

P1 Head z

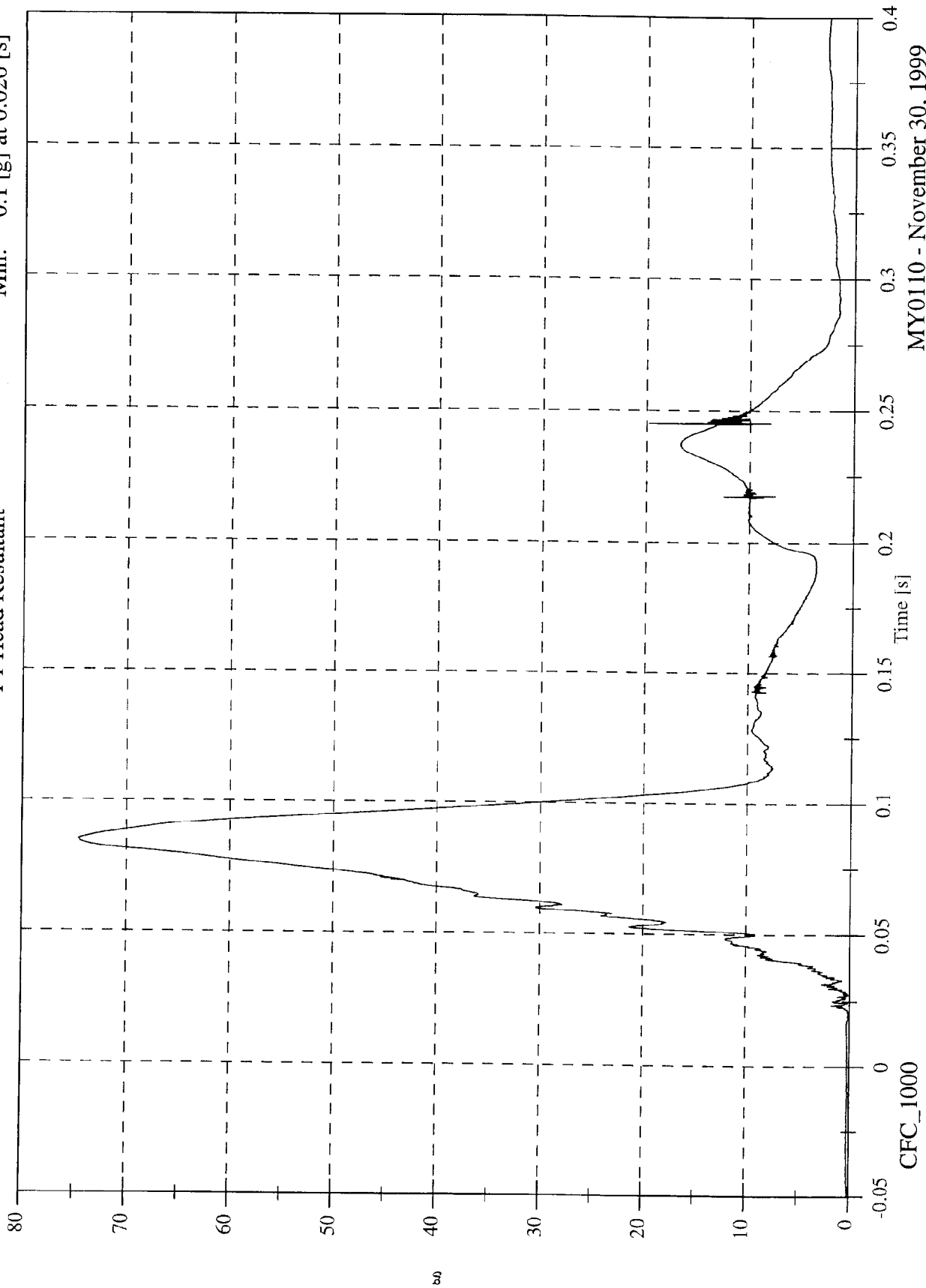


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Head Resultant

Max: 74.6 [g] at 0.085 [s]
Min: 0.1 [g] at 0.020 [s]

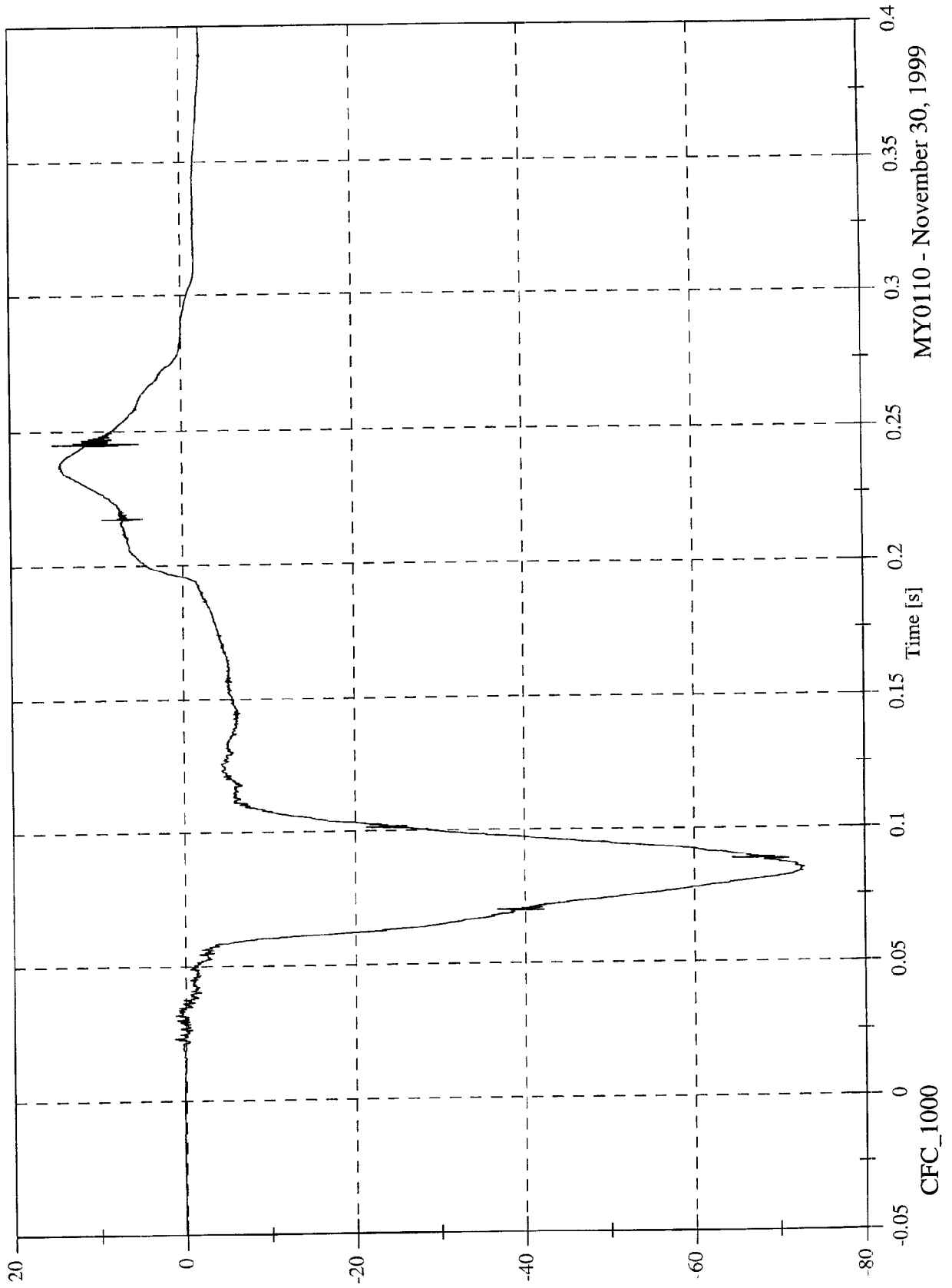


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 15.1 [g] at 0.245 [s]
Min: -73.0 [g] at 0.085 [s]

P1 Head Red x

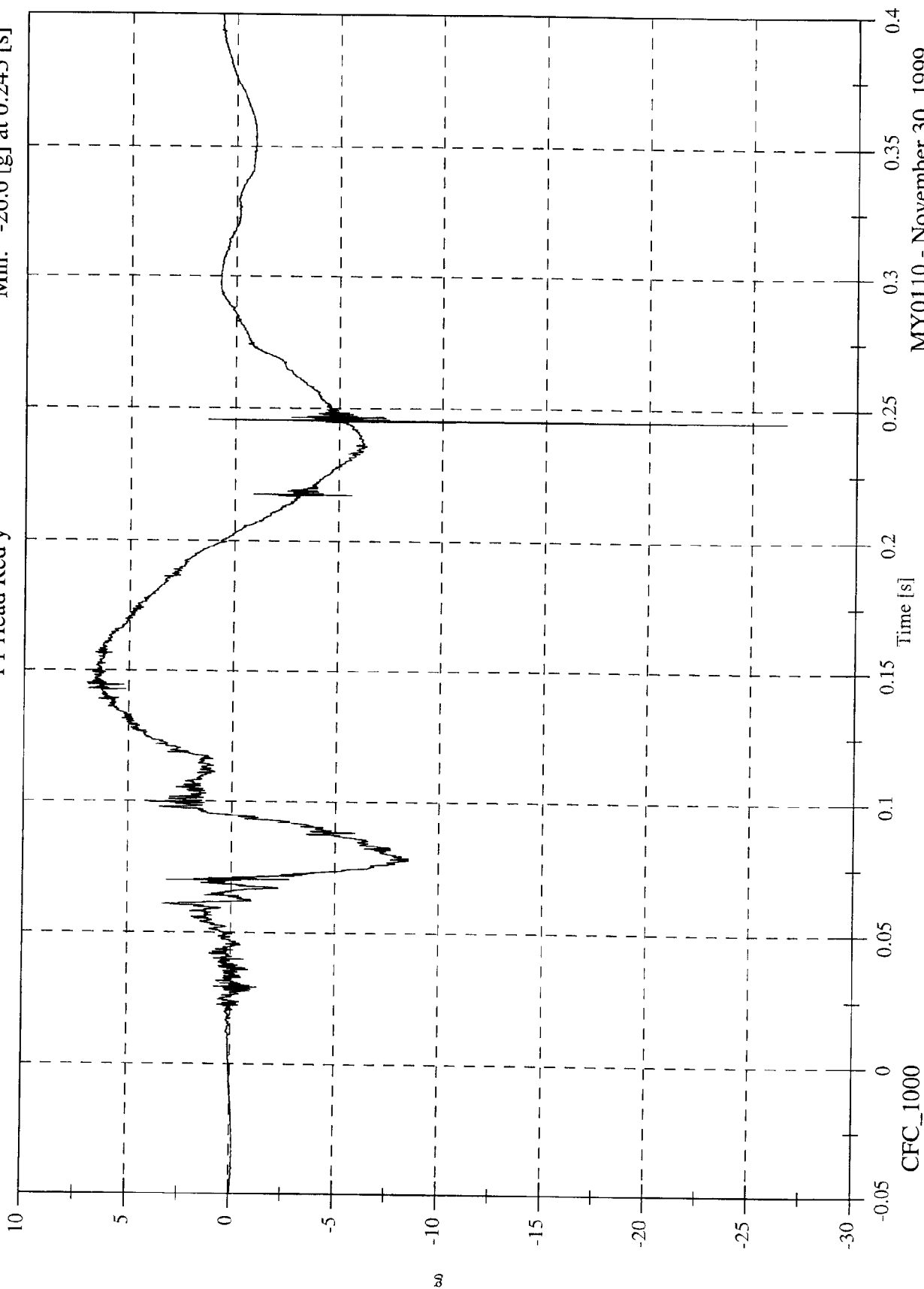


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 7.0 [g] at 0.145 [s]
Min: -26.6 [g] at 0.245 [s]

P1 Head Red y

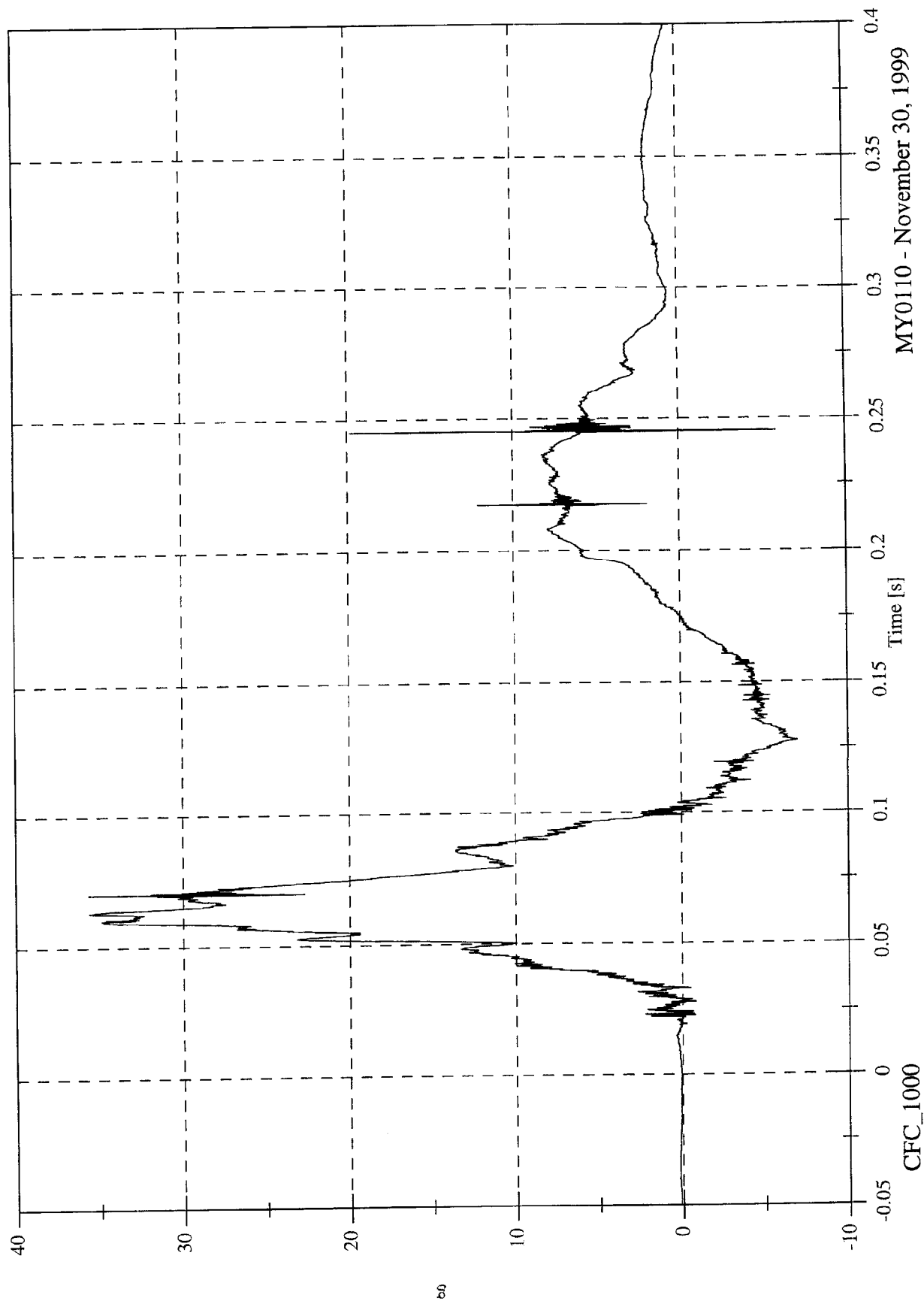


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 35.7 [g] at 0.070 [s]
 Min: -7.0 [g] at 0.128 [s]

P1 Head Red z



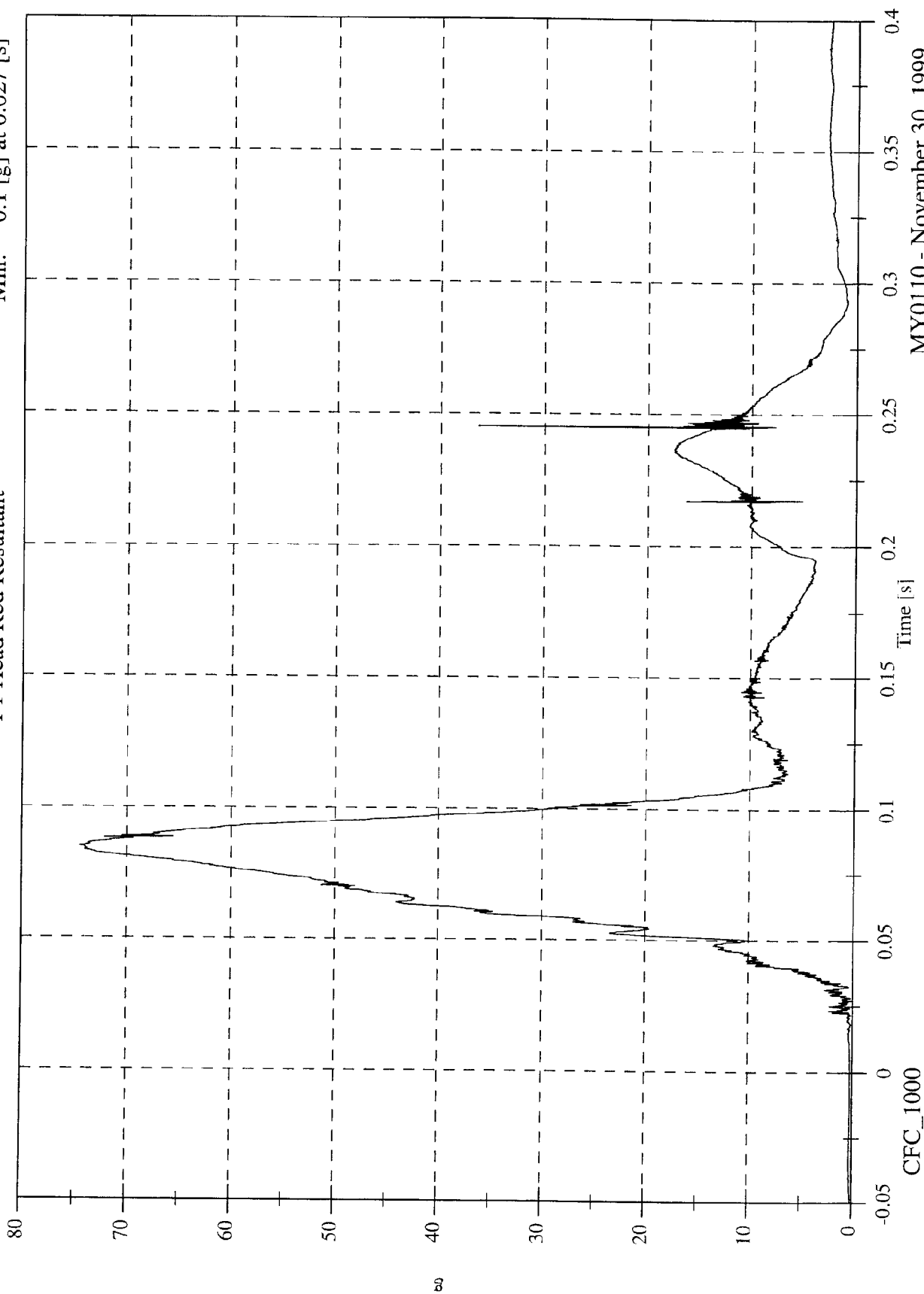
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Head Red Resultant

Max: 74.5 [g] at 0.085 [s]

Min: 0.1 [g] at 0.027 [s]

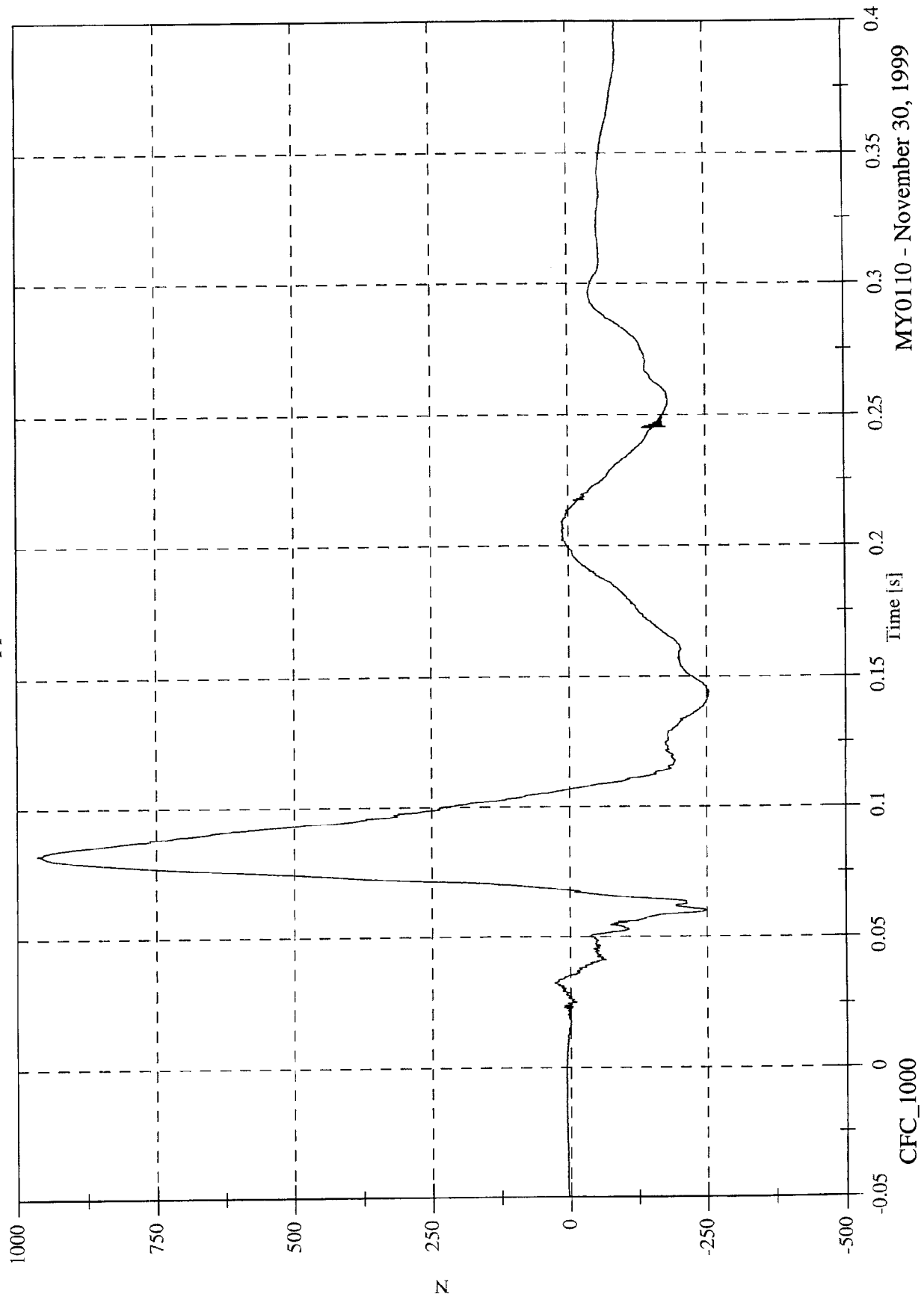


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Upper Neck Fx

Max: 963.9 [N] at 0.082 [s]
Min: -254.9 [N] at 0.144 [s]

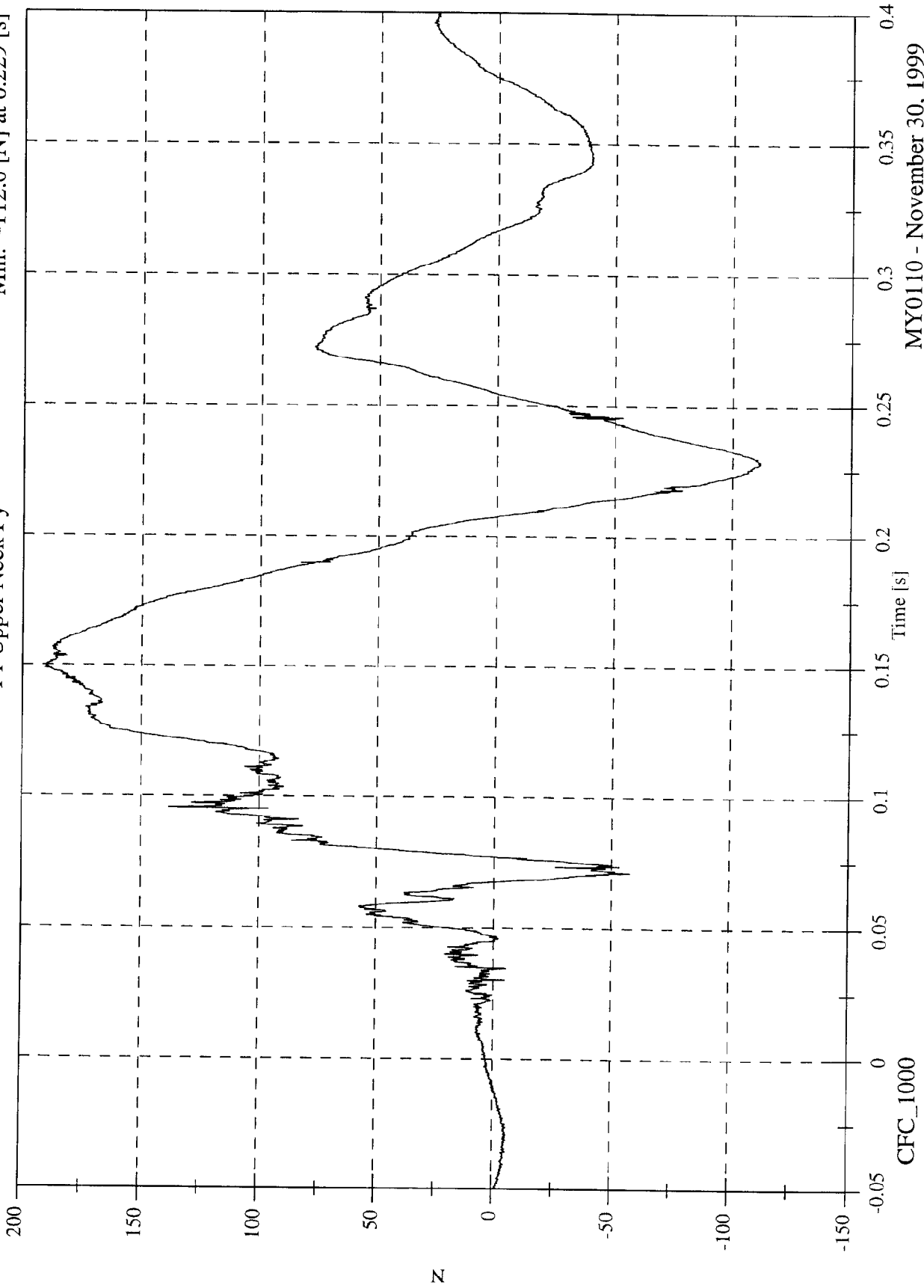


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Upper Neck Fy

Max: 190.7 [N] at 0.149 [s]
Min: -112.0 [N] at 0.229 [s]



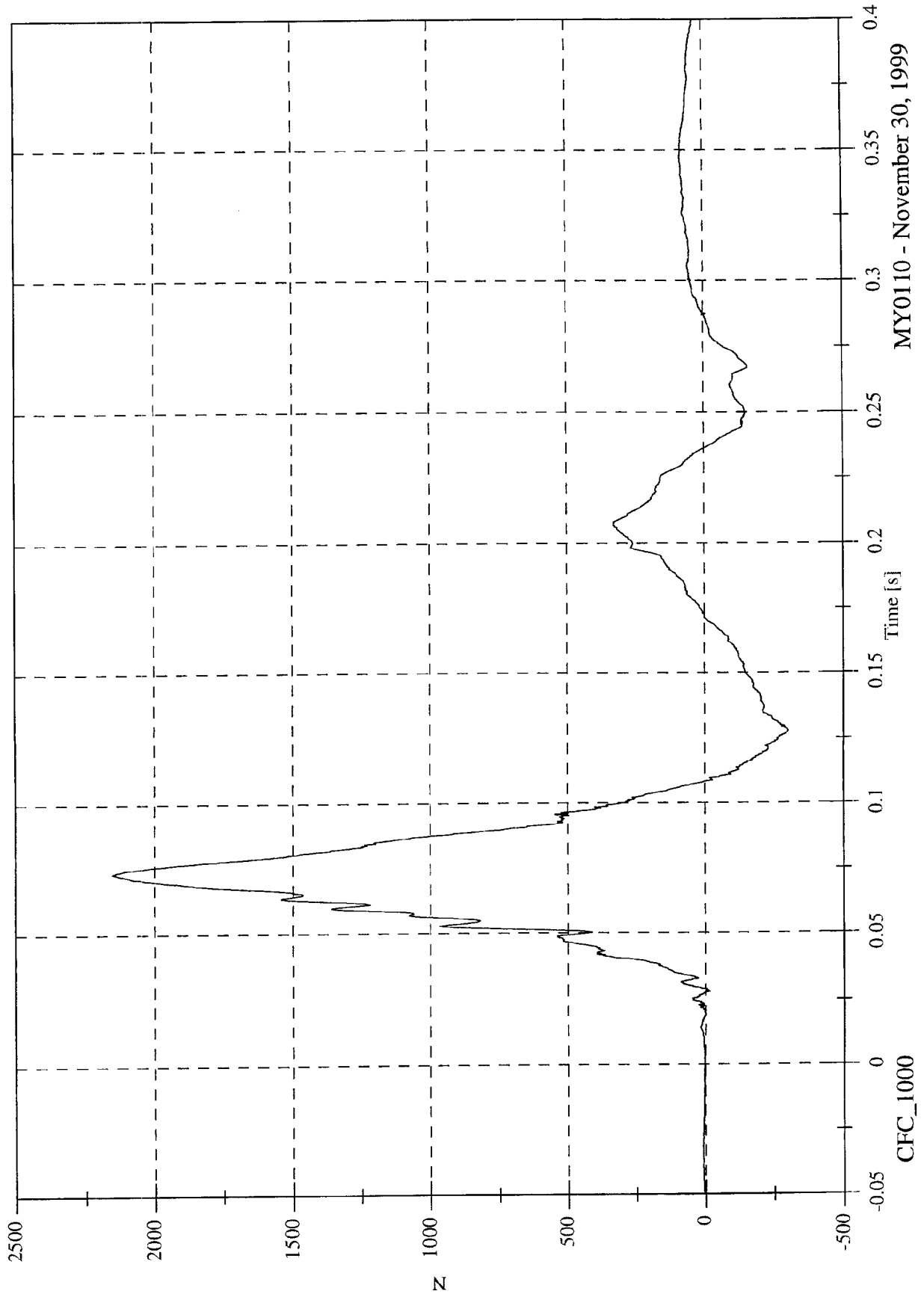
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 2153.4 [N] at 0.073 [s]

Min: -301.7 [N] at 0.128 [s]

P1 Upper Neck Fz

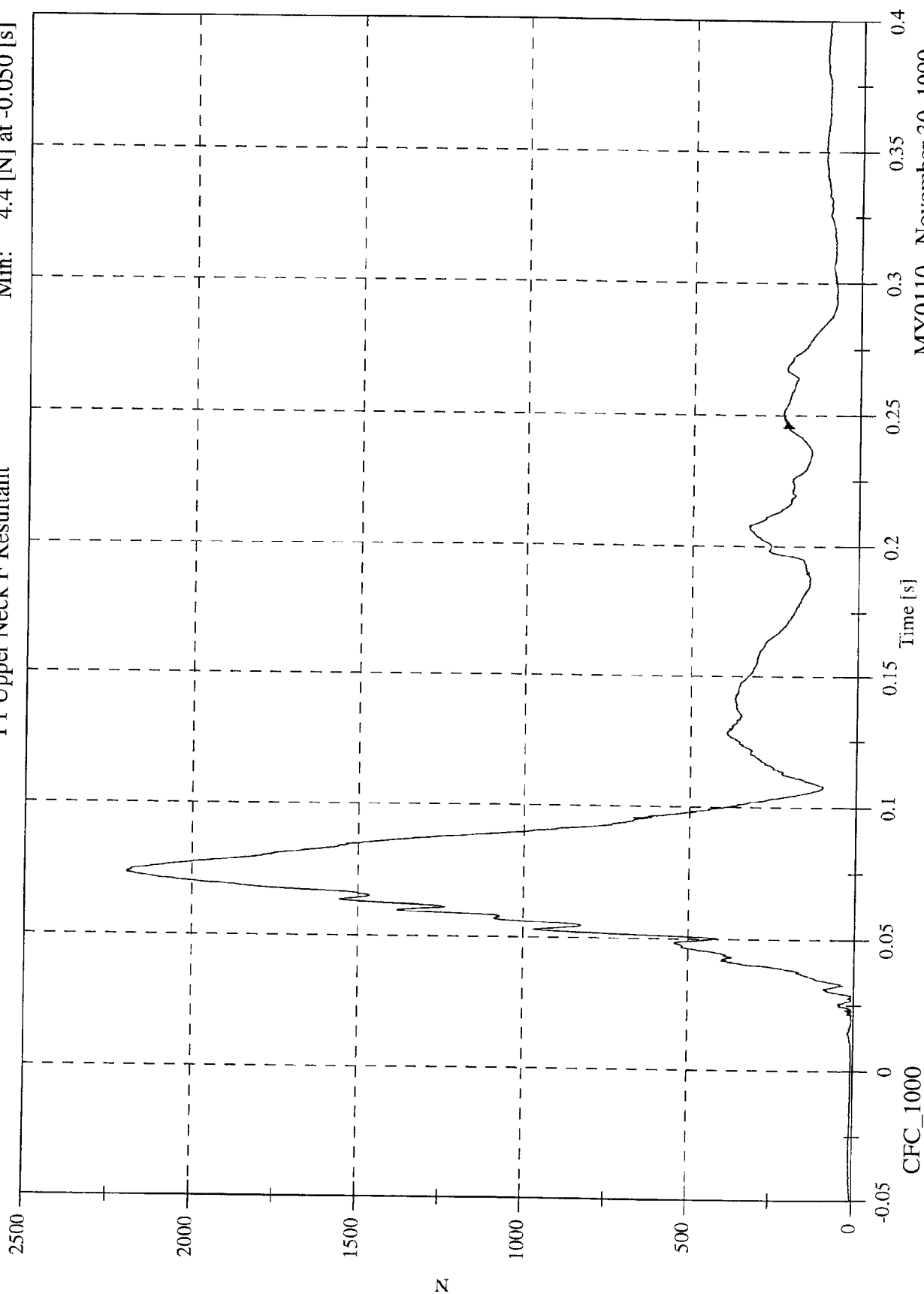


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Upper Neck F Resultant

Max: 2197.4 [N] at 0.073 [s]
Min: 4.4 [N] at -0.050 [s]

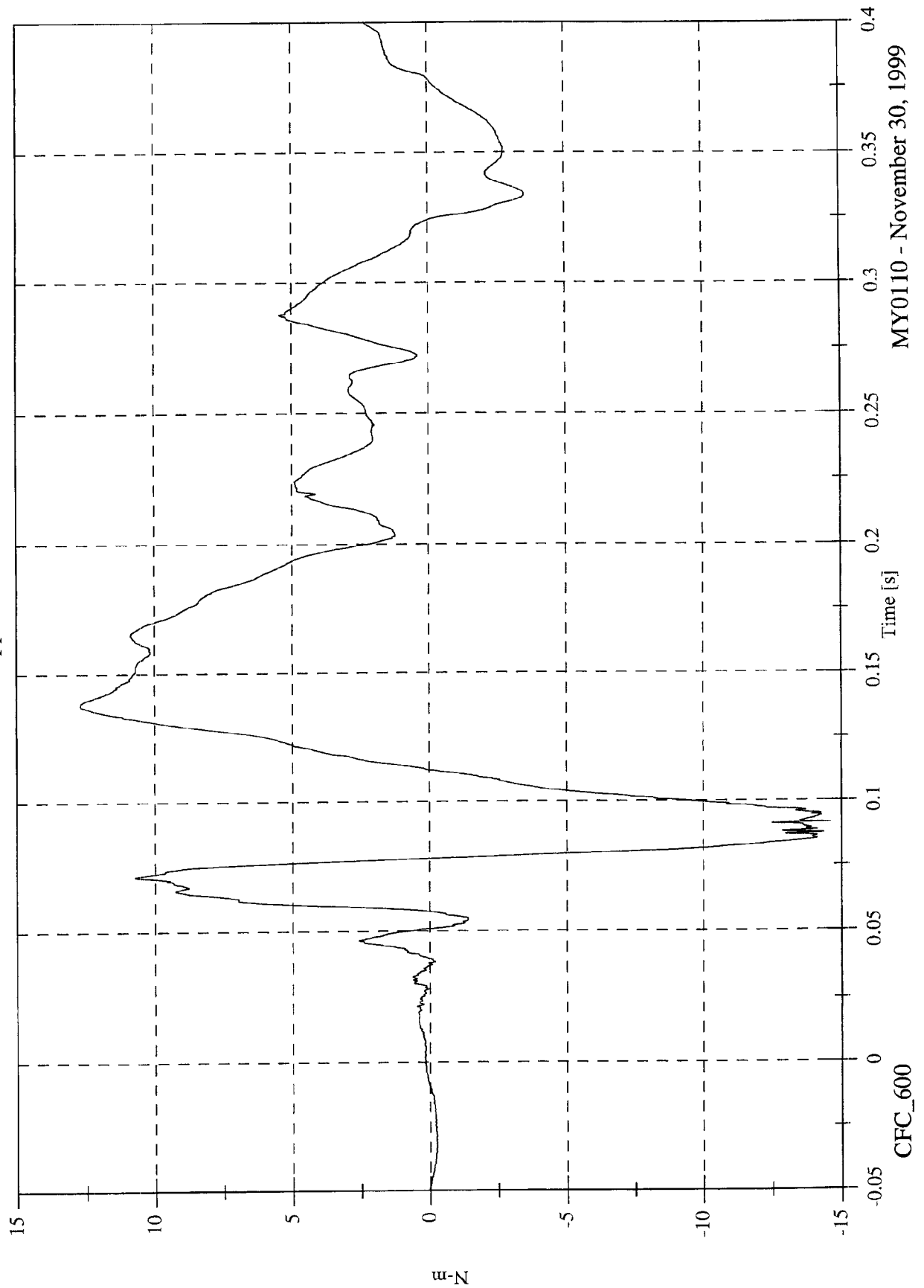


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Upper Neck Mx

Max: 12.7 [N-m] at 0.138 [s]
Min: -14.6 [N-m] at 0.091 [s]

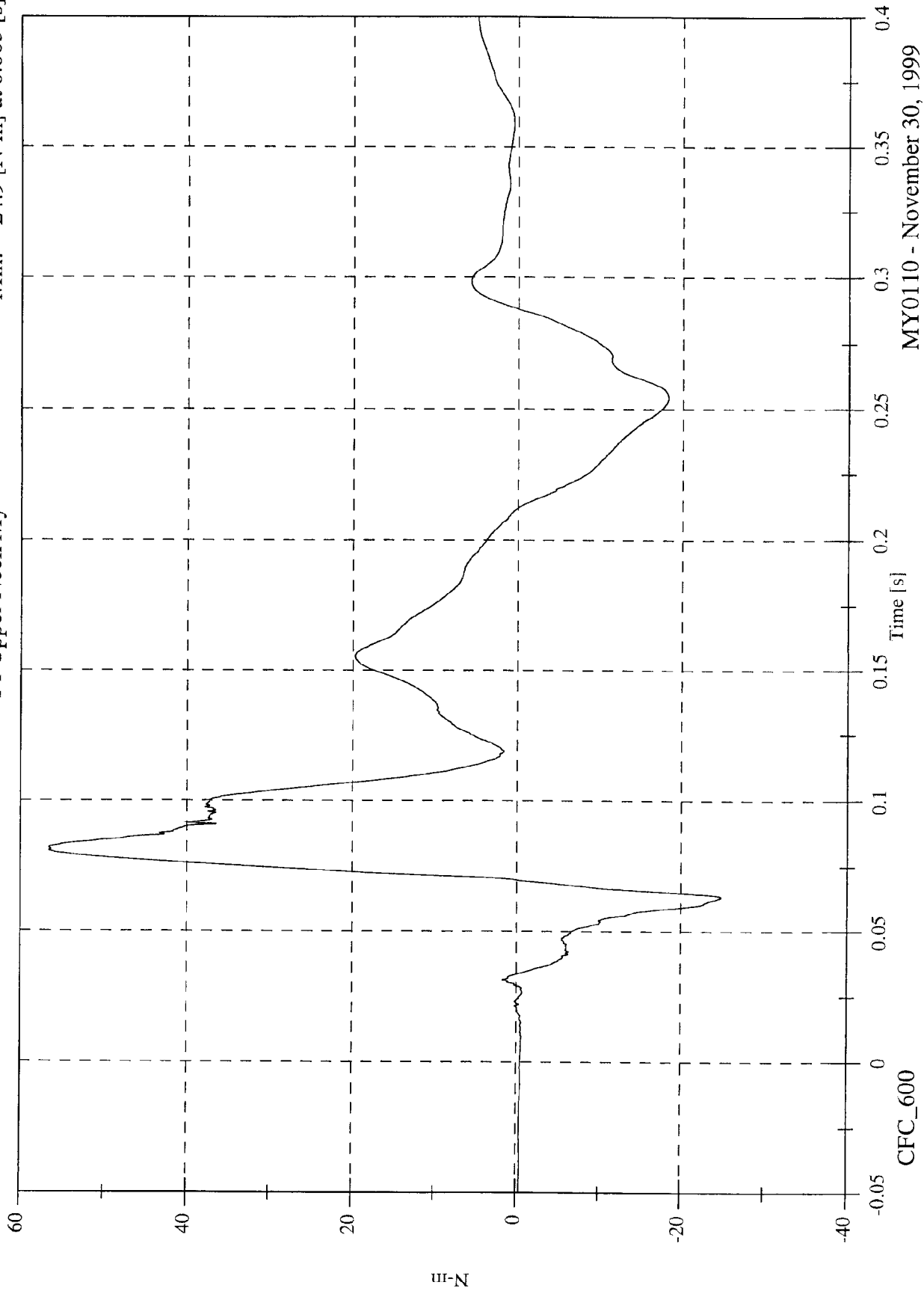


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Upper Neck My

Max: 56.6 [N-m] at 0.082 [s]
Min: -24.9 [N-m] at 0.063 [s]

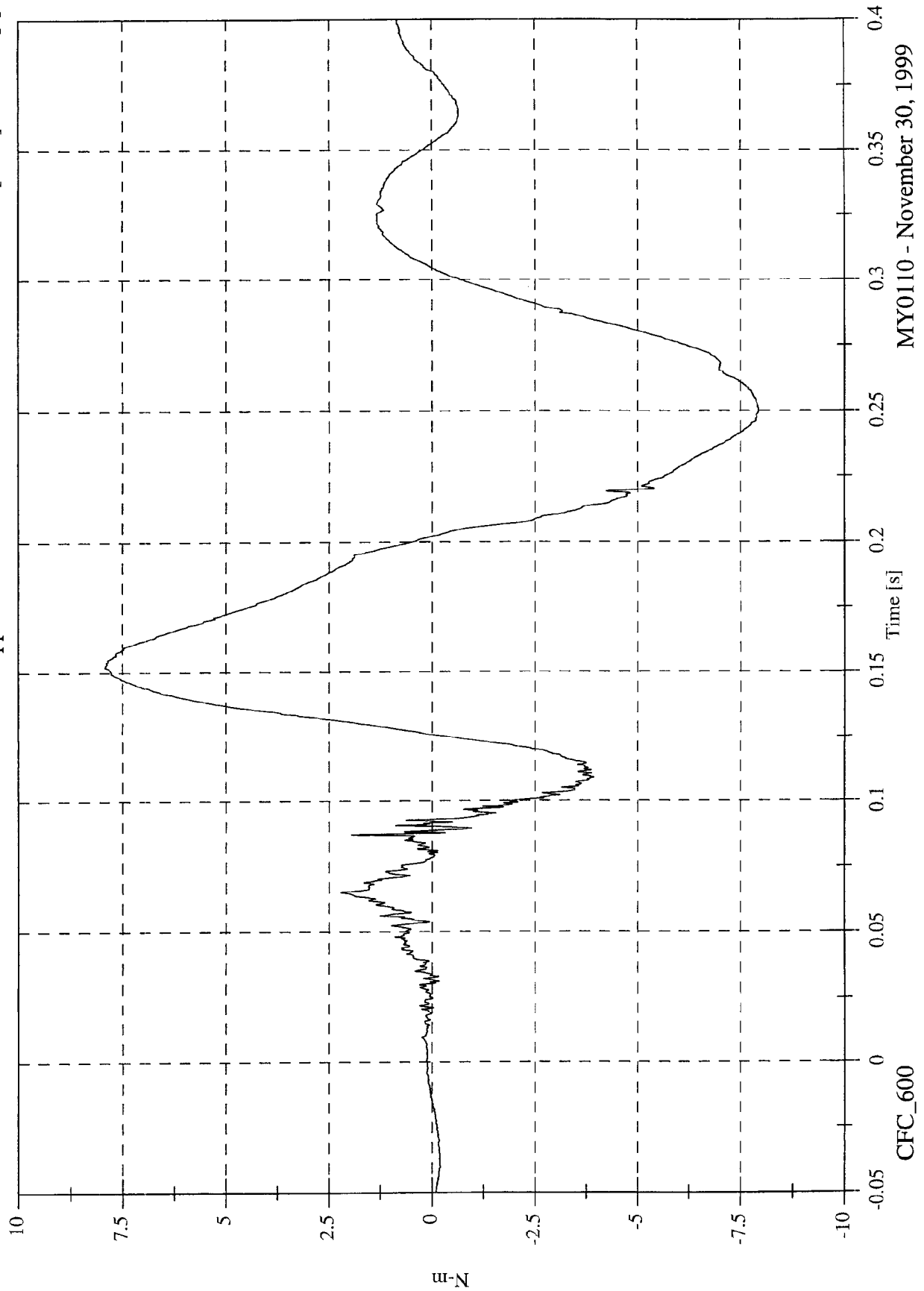


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Upper Neck Mz

Max: 7.9 [N-m] at 0.152 [s]
Min: -7.9 [N-m] at 0.251 [s]

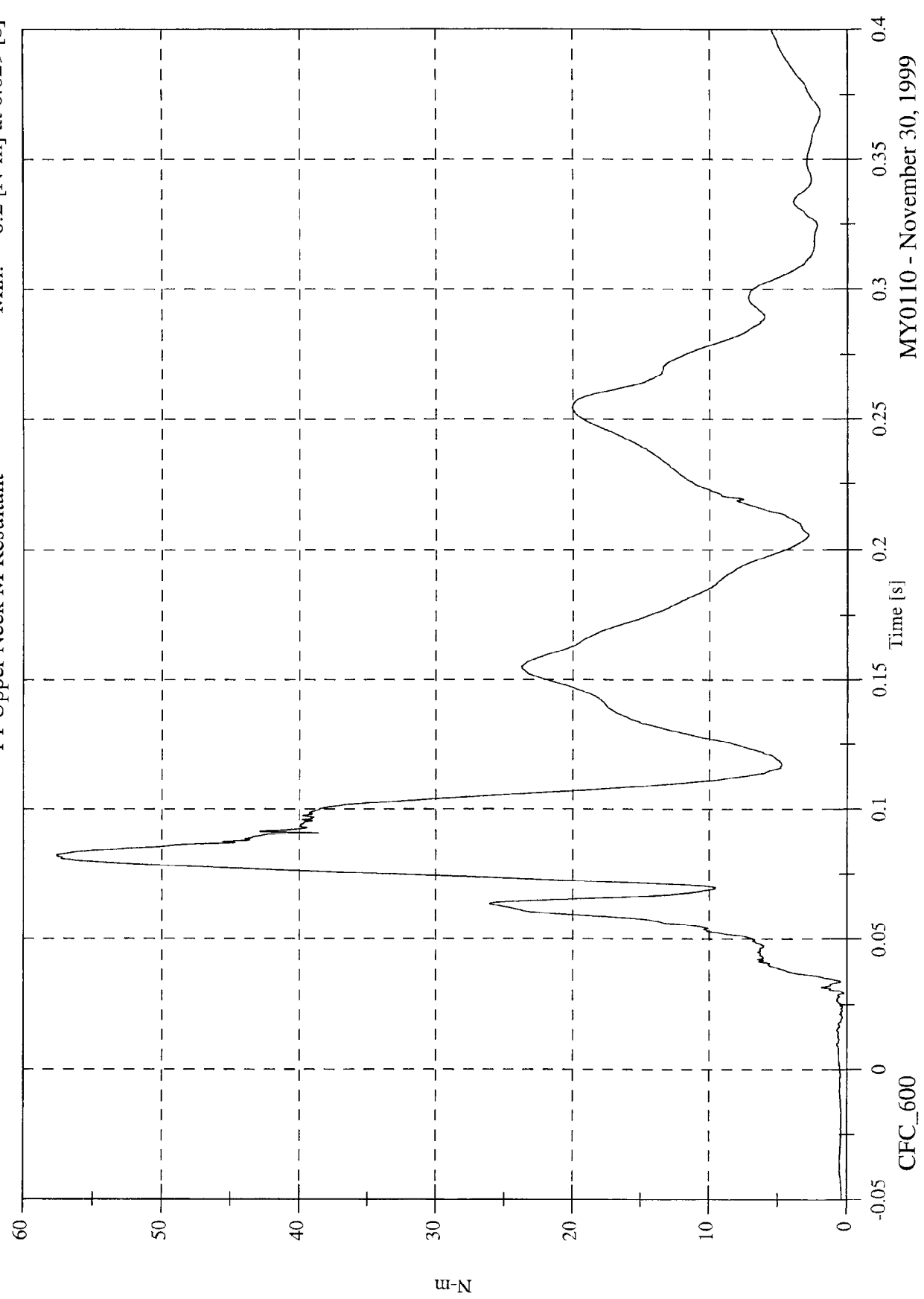


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Upper Neck M Resultant

Max: 57.6 [N-m] at 0.082 [s]
Min: 0.2 [N-m] at 0.029 [s]

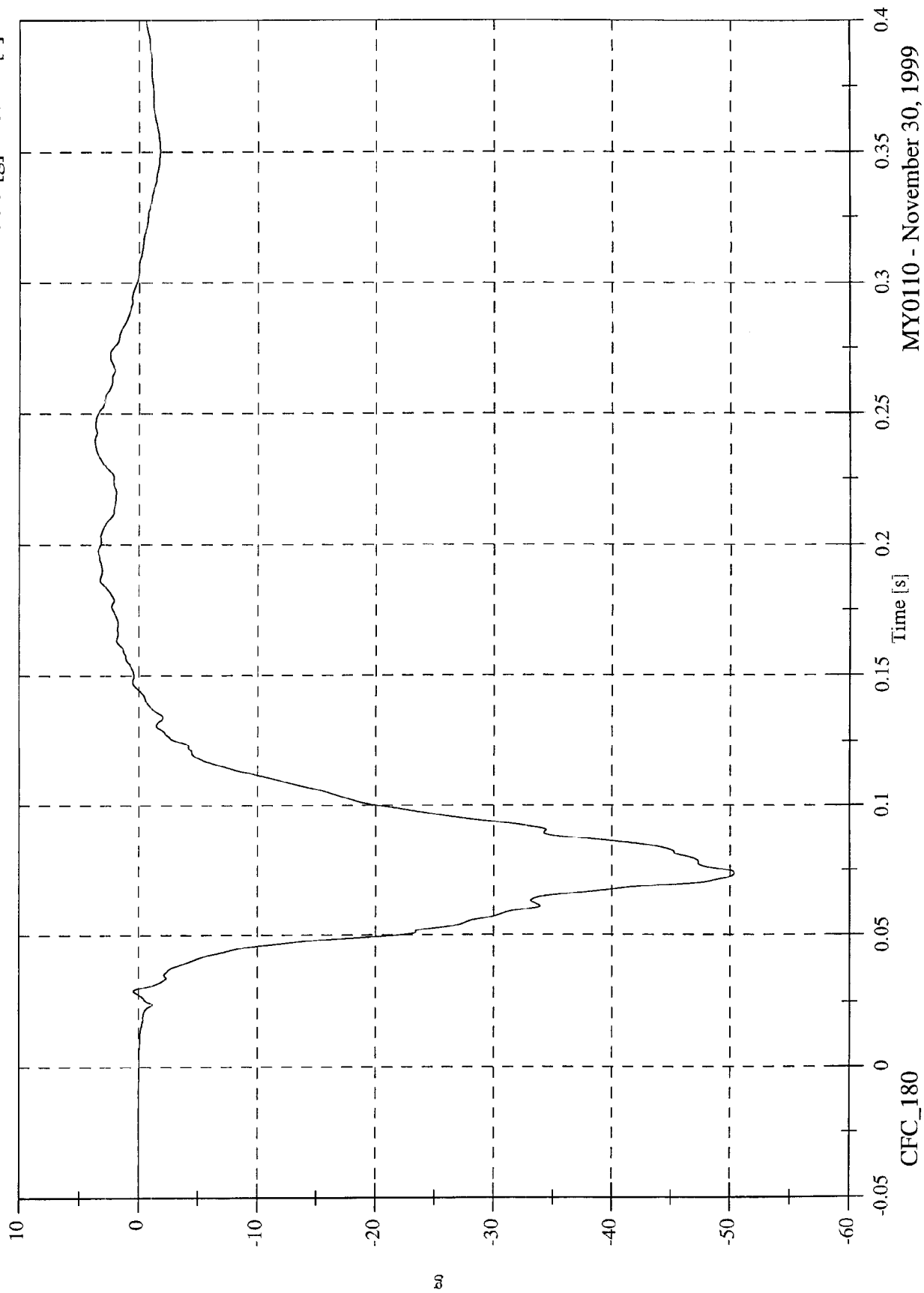


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 3.7 [g] at 0.240 [s]
Min: -50.3 [g] at 0.074 [s]

P1 Chest x

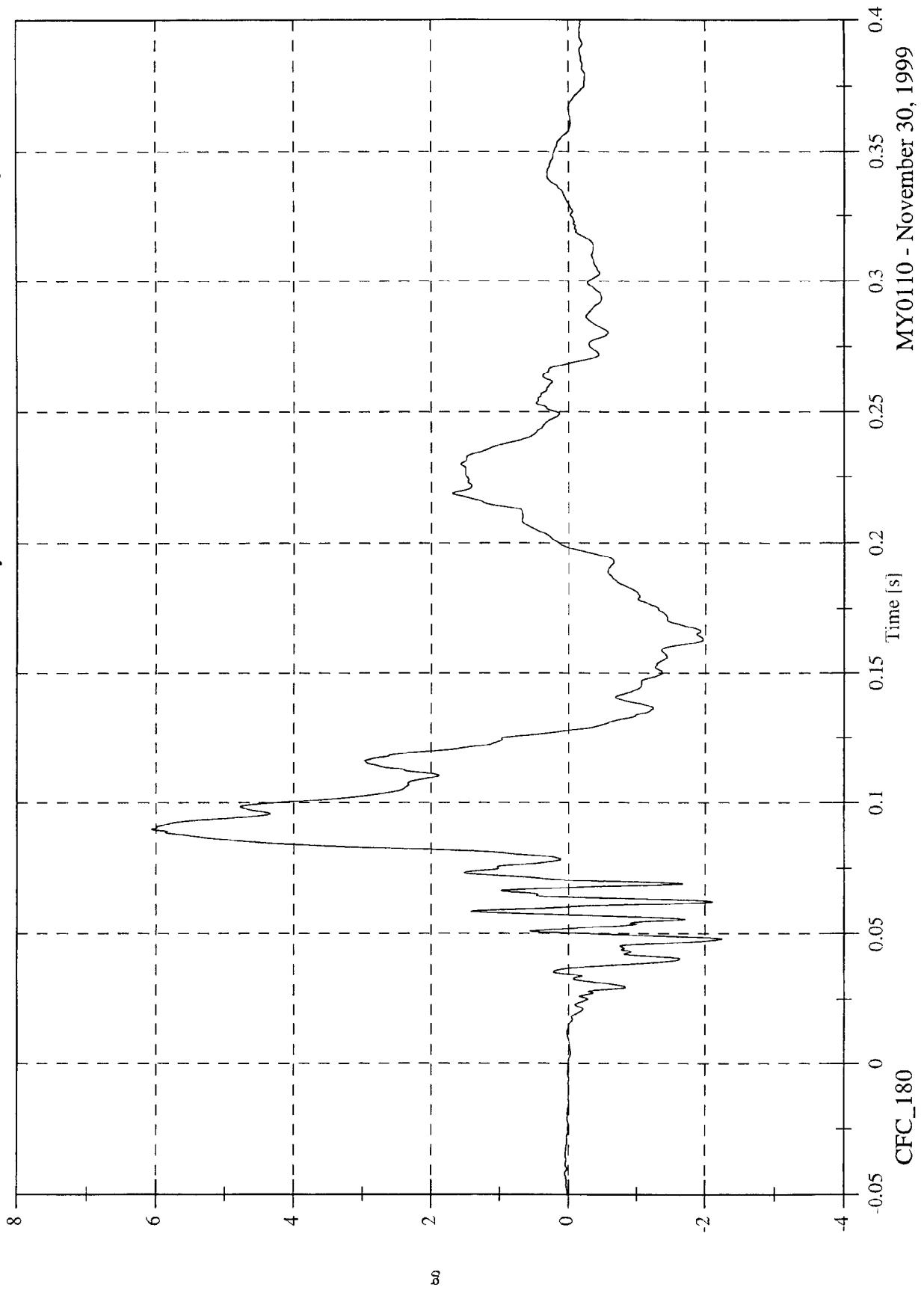


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 6.1 [g] at 0.090 [s]
Min: -2.2 [g] at 0.048 [s]

P1 Chest y

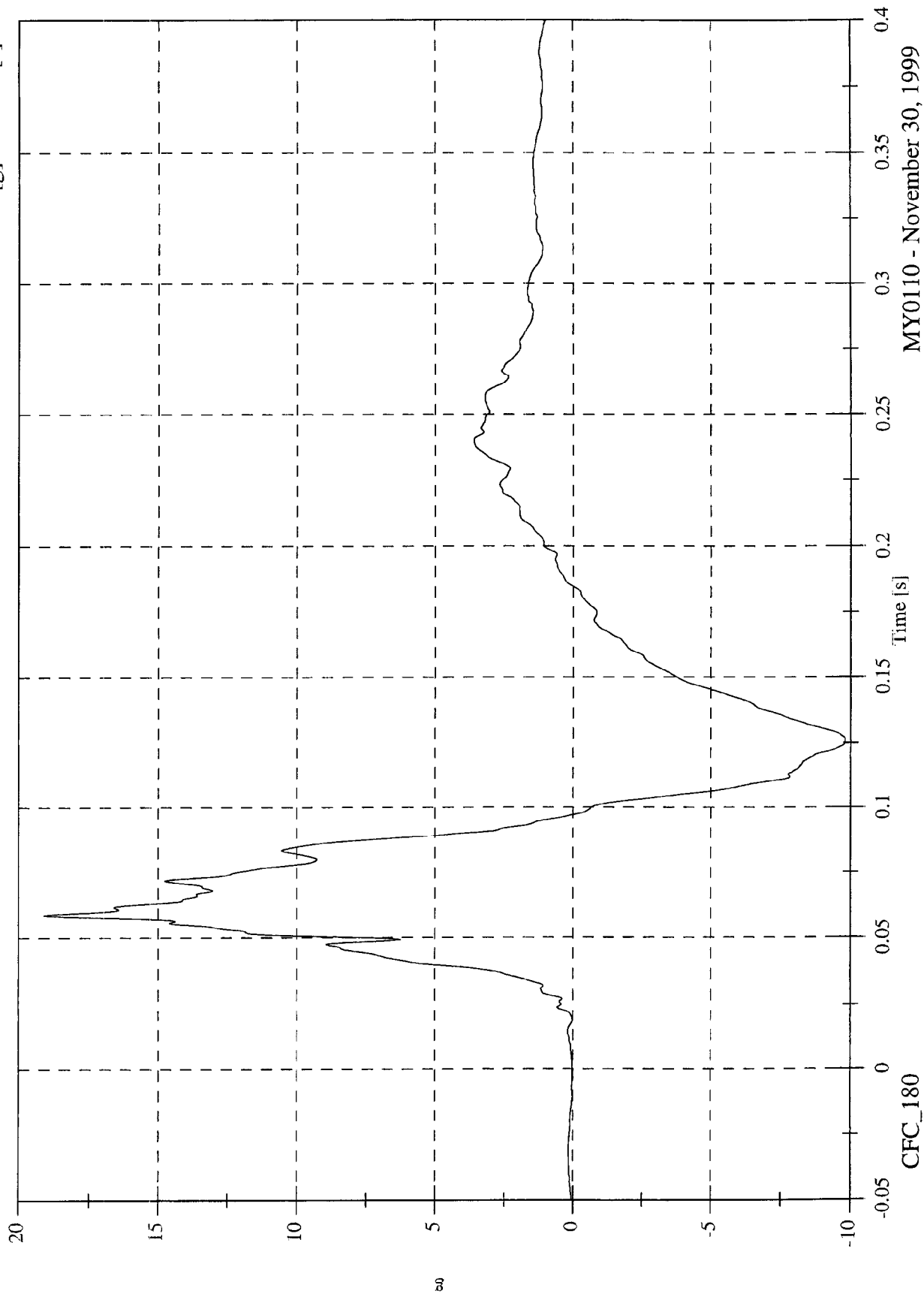


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Chest z

Max: 19.1 [g] at 0.059 [s]
Min: -9.8 [g] at 0.126 [s]

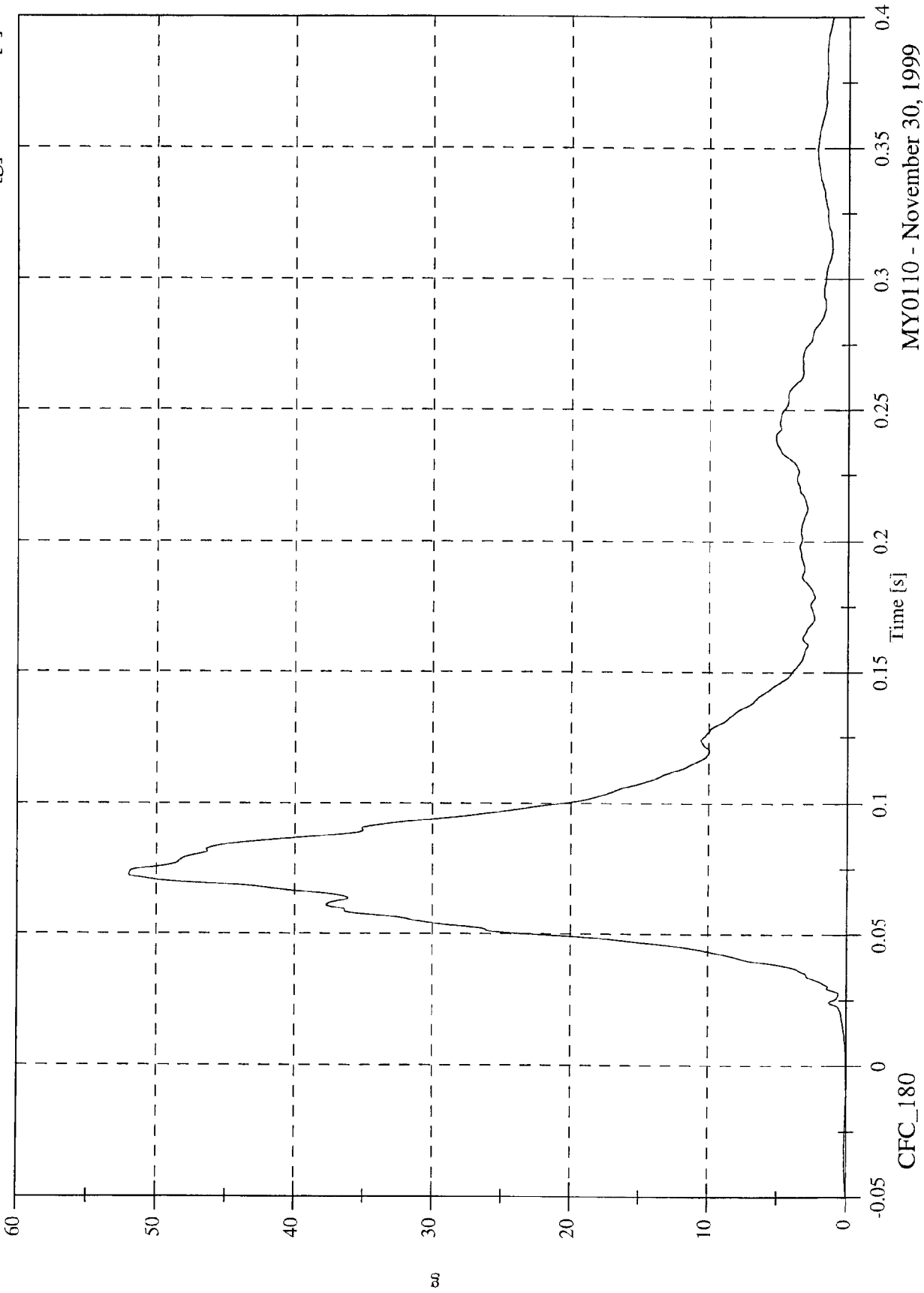


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Chest Resultant

Max: 52.0 [g] at 0.073 [s]
Min: 0.0 [g] at -0.010 [s]

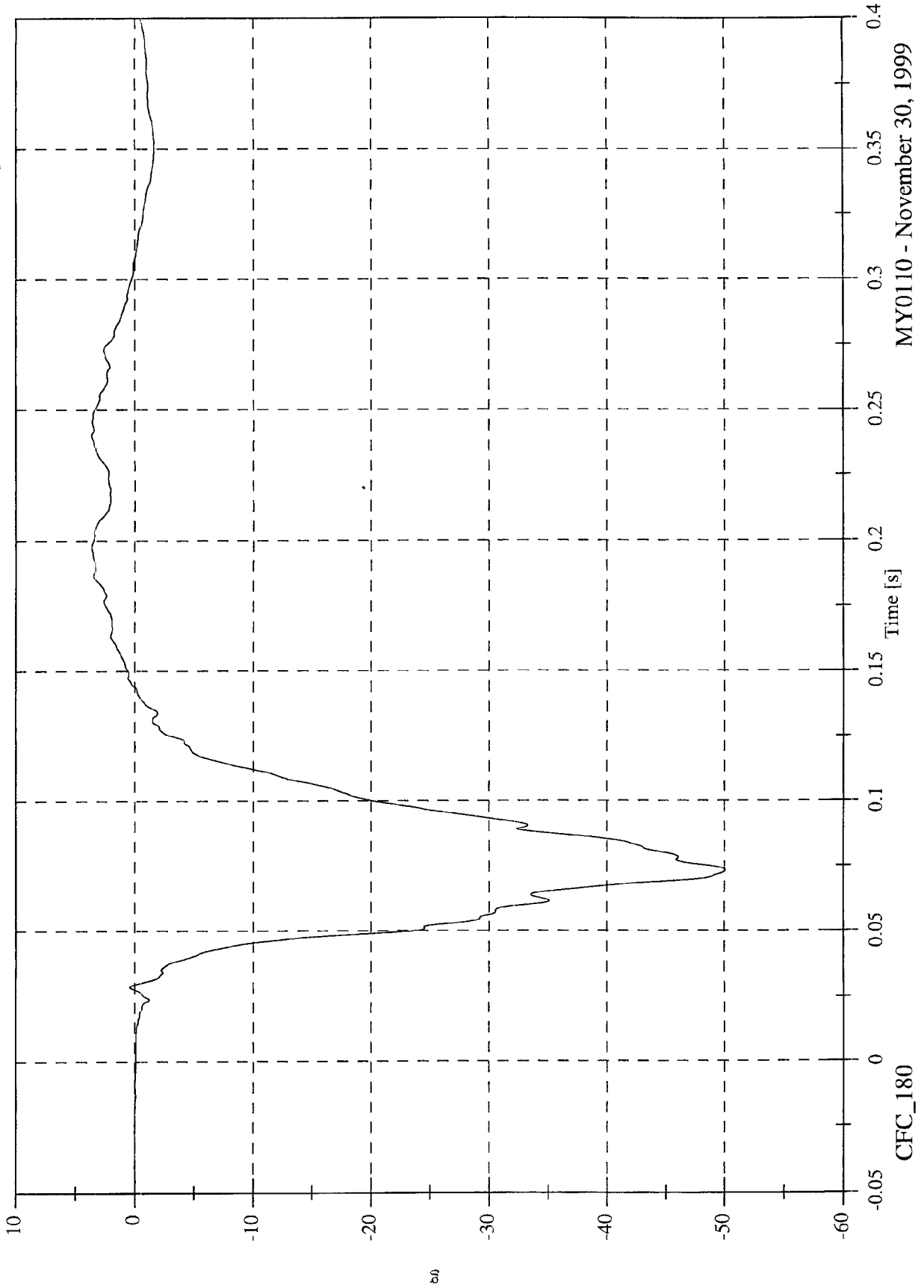


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 3.6 [g] at 0.240 [s]
Min: -50.1 [g] at 0.073 [s]

P1 Chest Red x



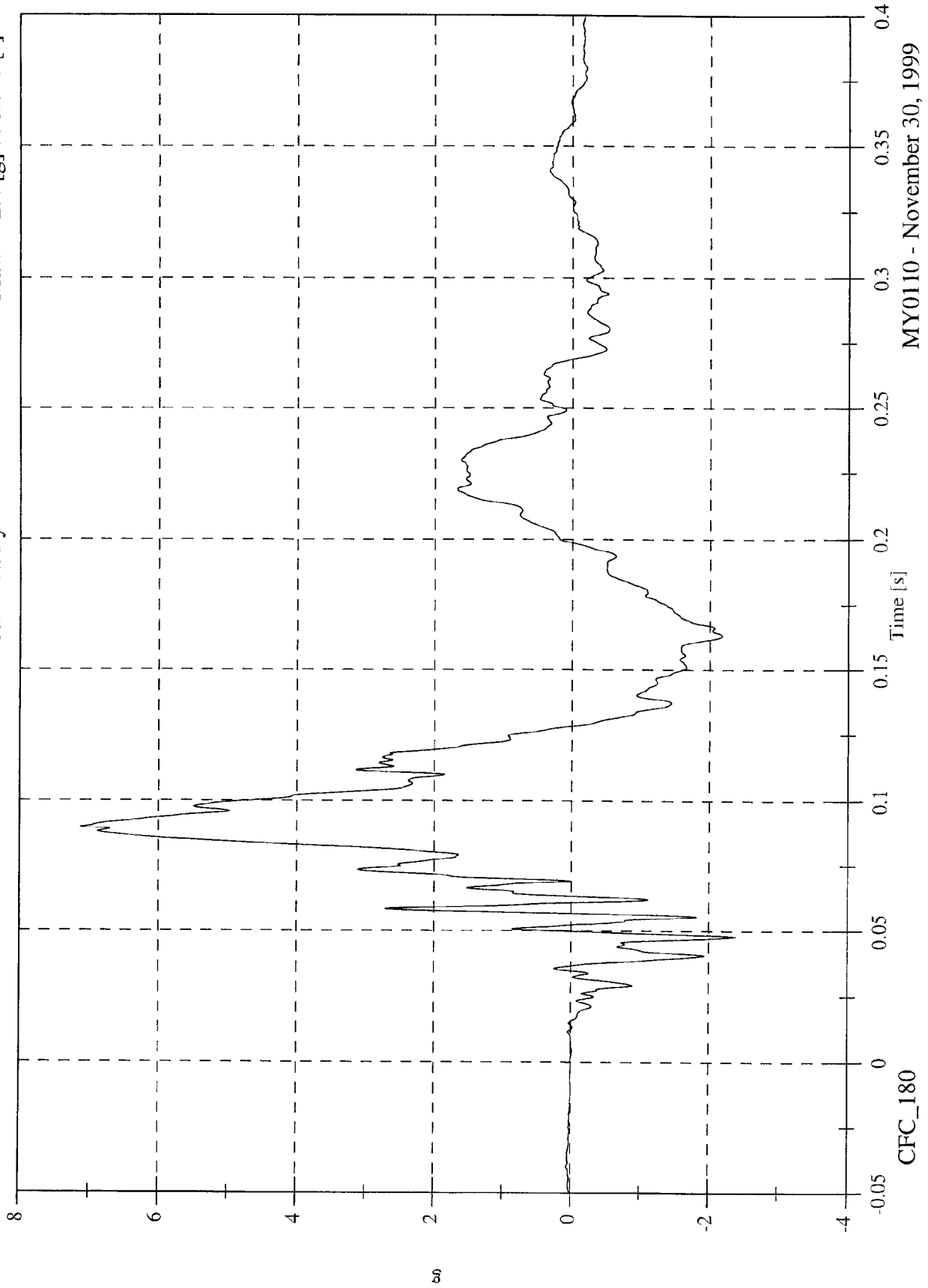
CFC_180

MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 7.1 [g] at 0.090 [s]
Min: -2.4 [g] at 0.048 [s]

P1 Chest Red y

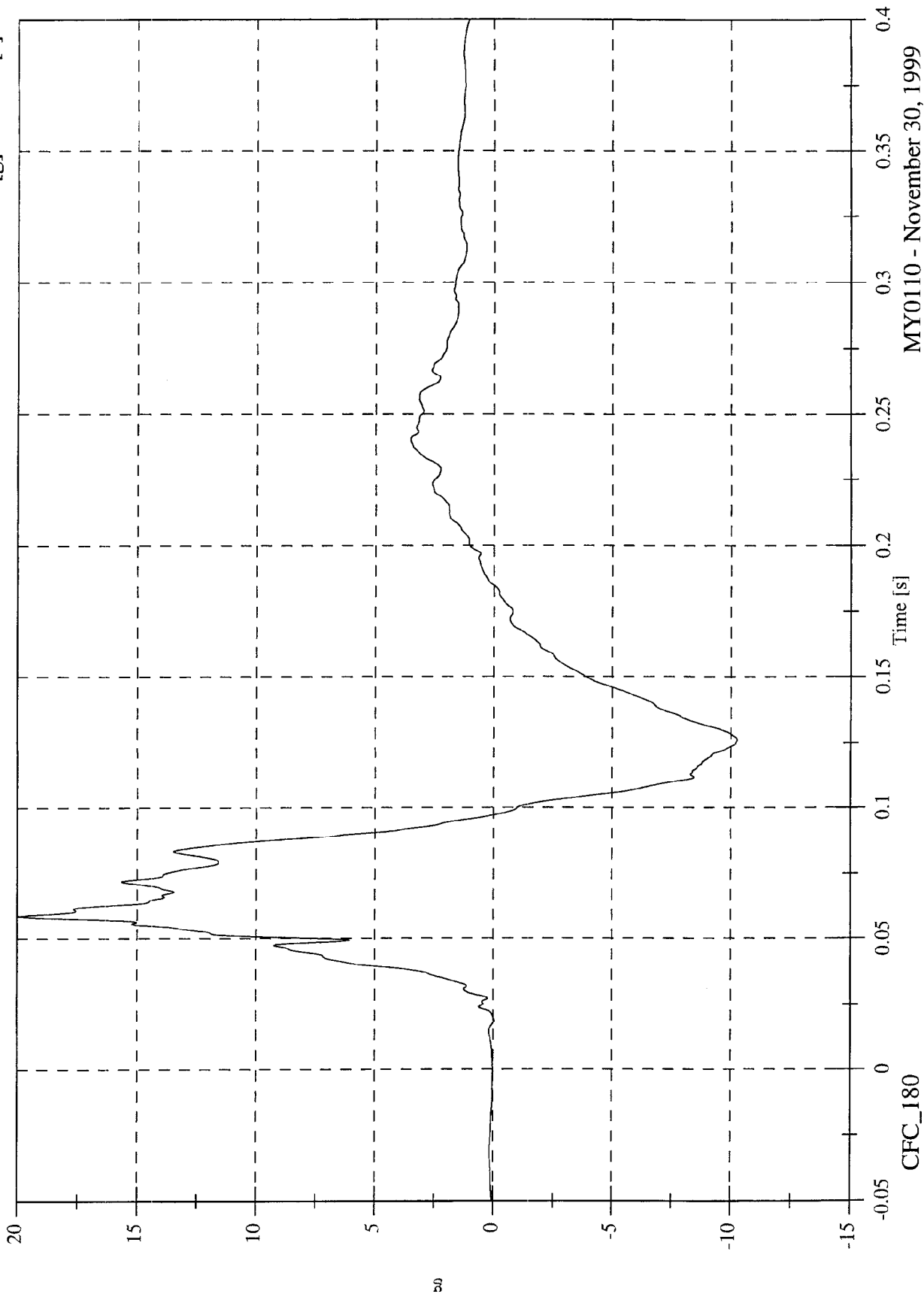


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Chest Red z

Max: 20.0 [g] at 0.059 [s]
Min: -10.3 [g] at 0.126 [s]

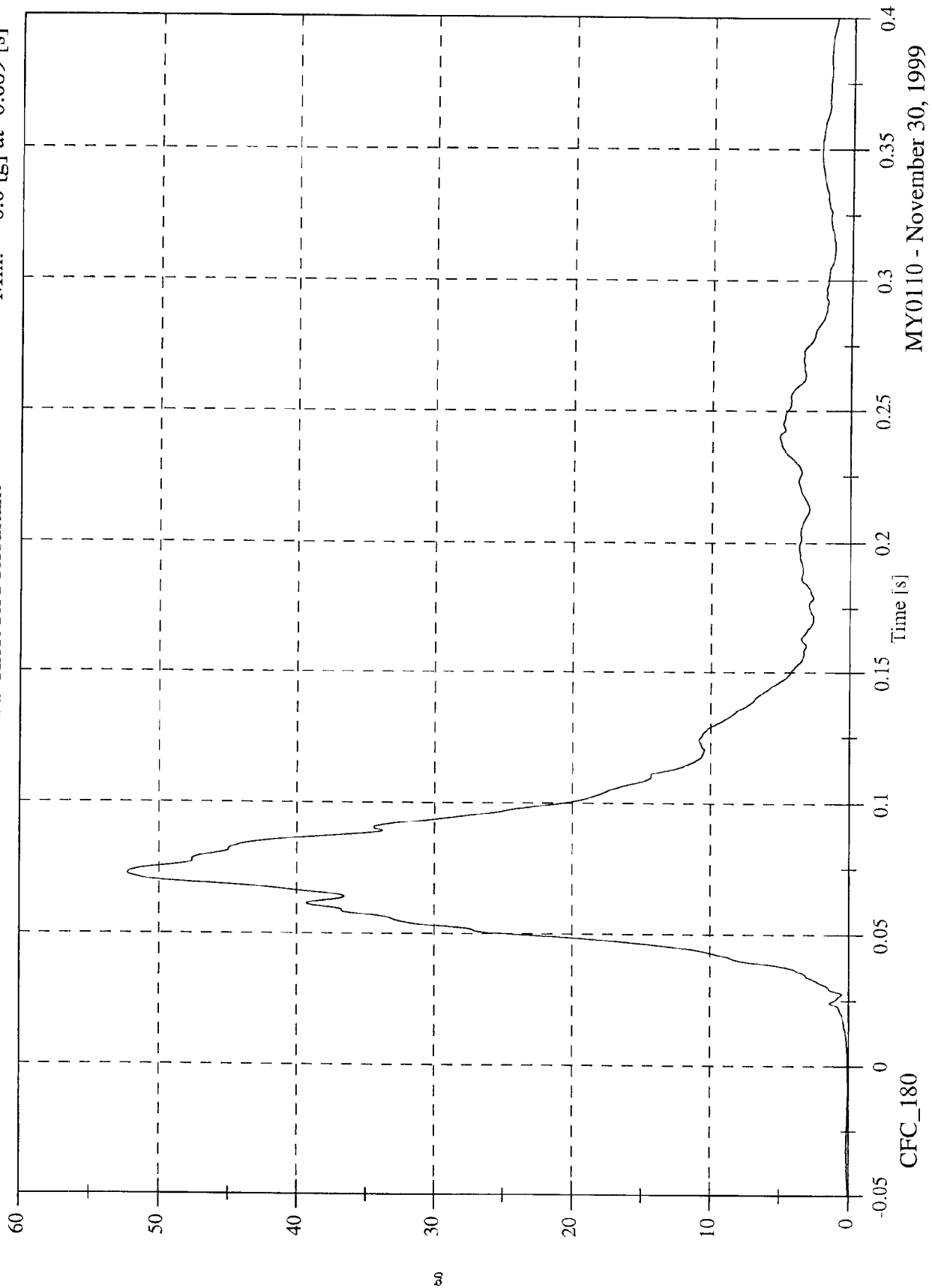


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Chest Red Resultant

Max: 52.3 [g] at 0.073 [s]
Min: 0.0 [g] at -0.009 [s]

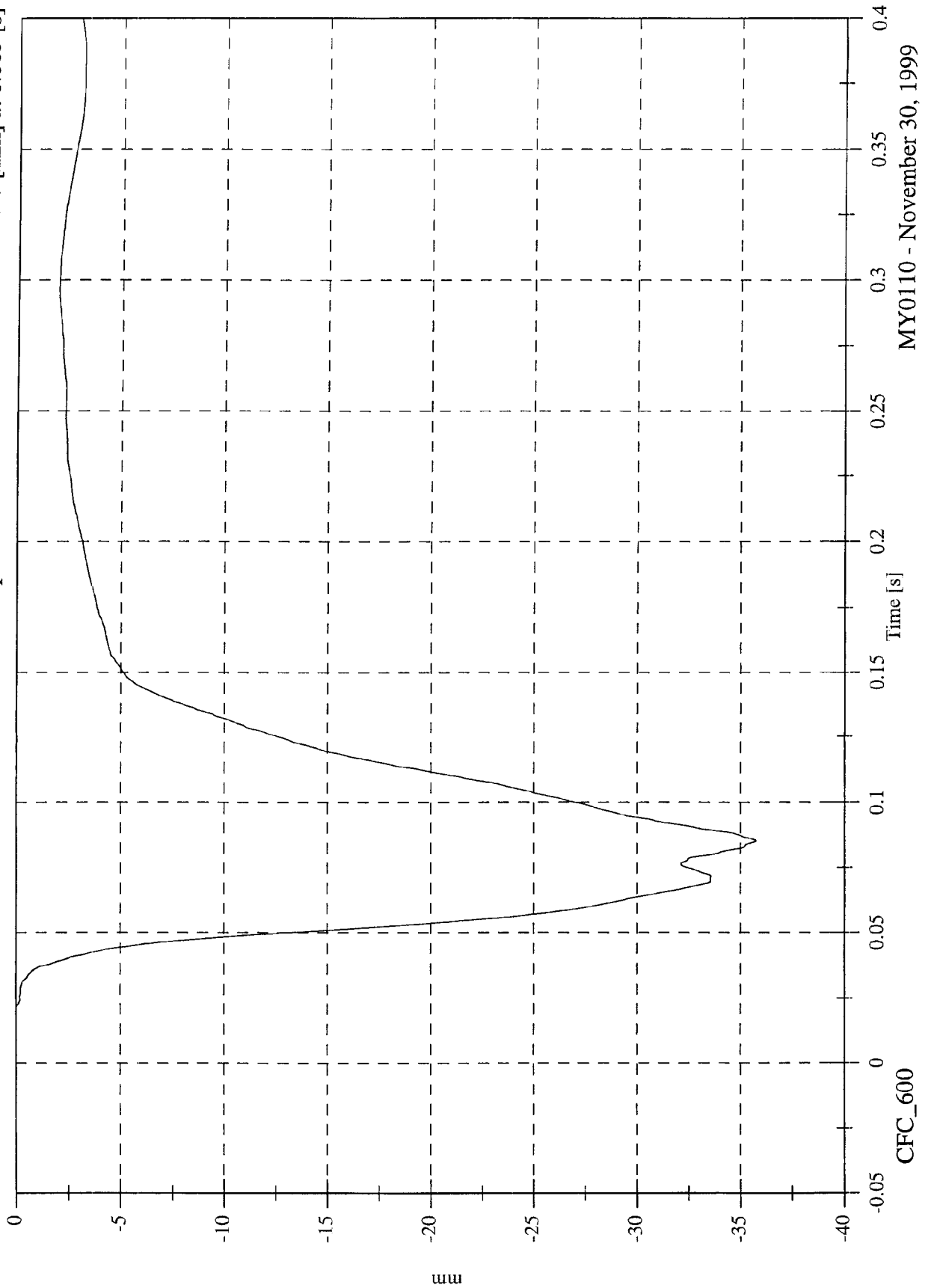


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Chest Compression x

Max: 0.0 [mm] at 0.014 [s]
Min: -35.7 [mm] at 0.085 [s]

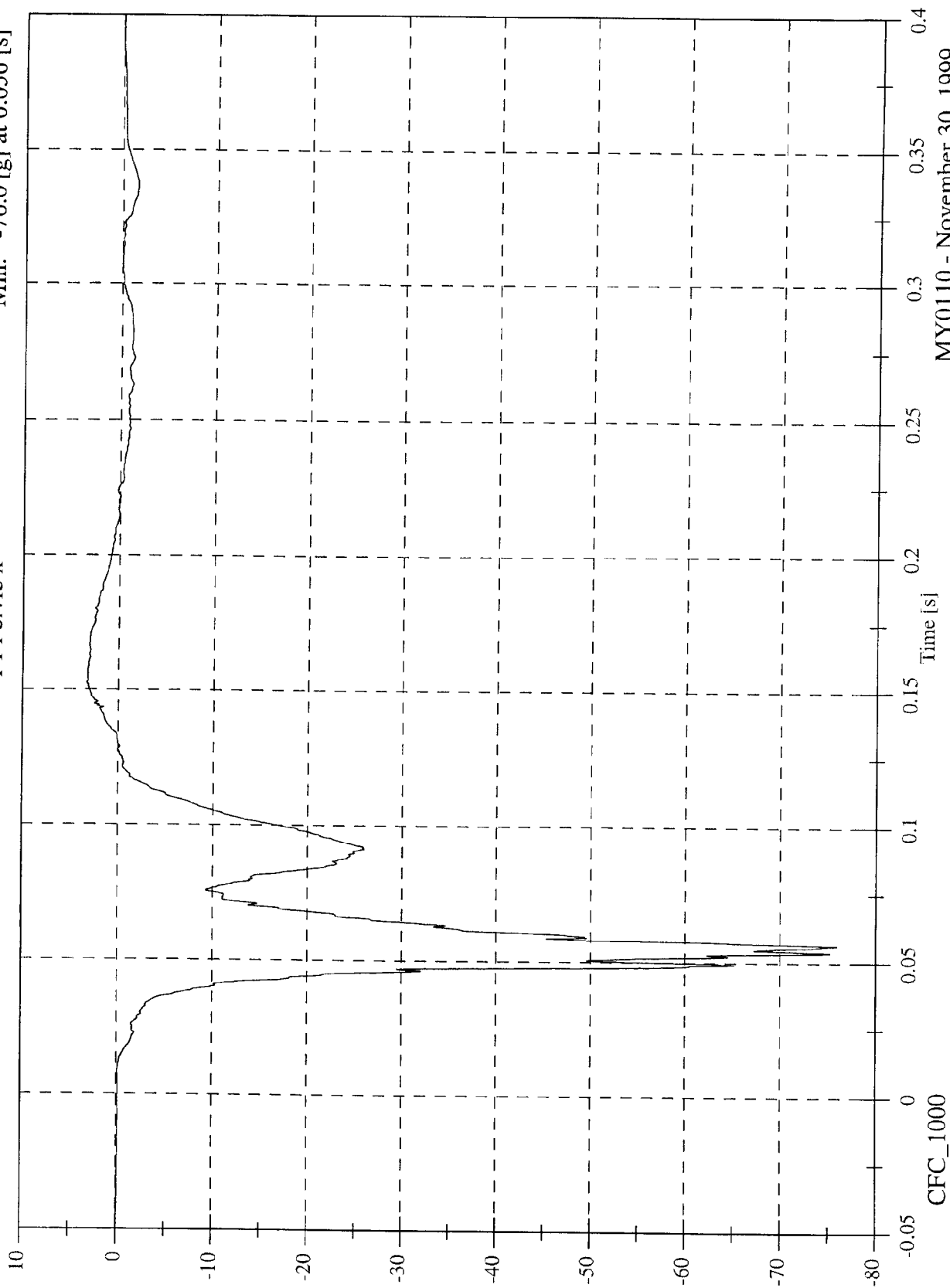


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 3.3 [g] at 0.152 [s]
Min: -76.0 [g] at 0.056 [s]

P1 Pelvic x

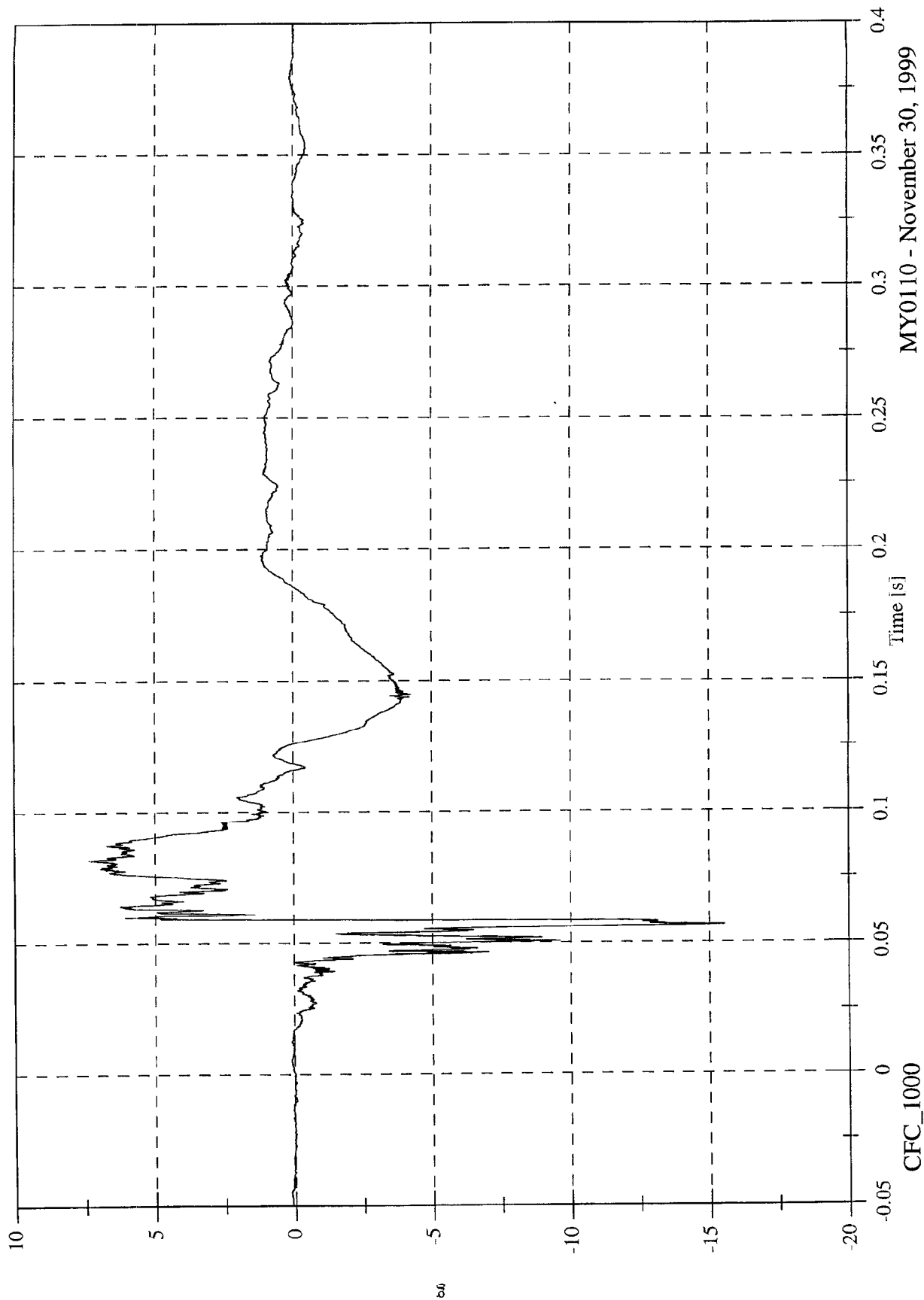


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 7.4 [g] at 0.082 [s]
 Min: -15.5 [g] at 0.057 [s]

P1 Pelvic y



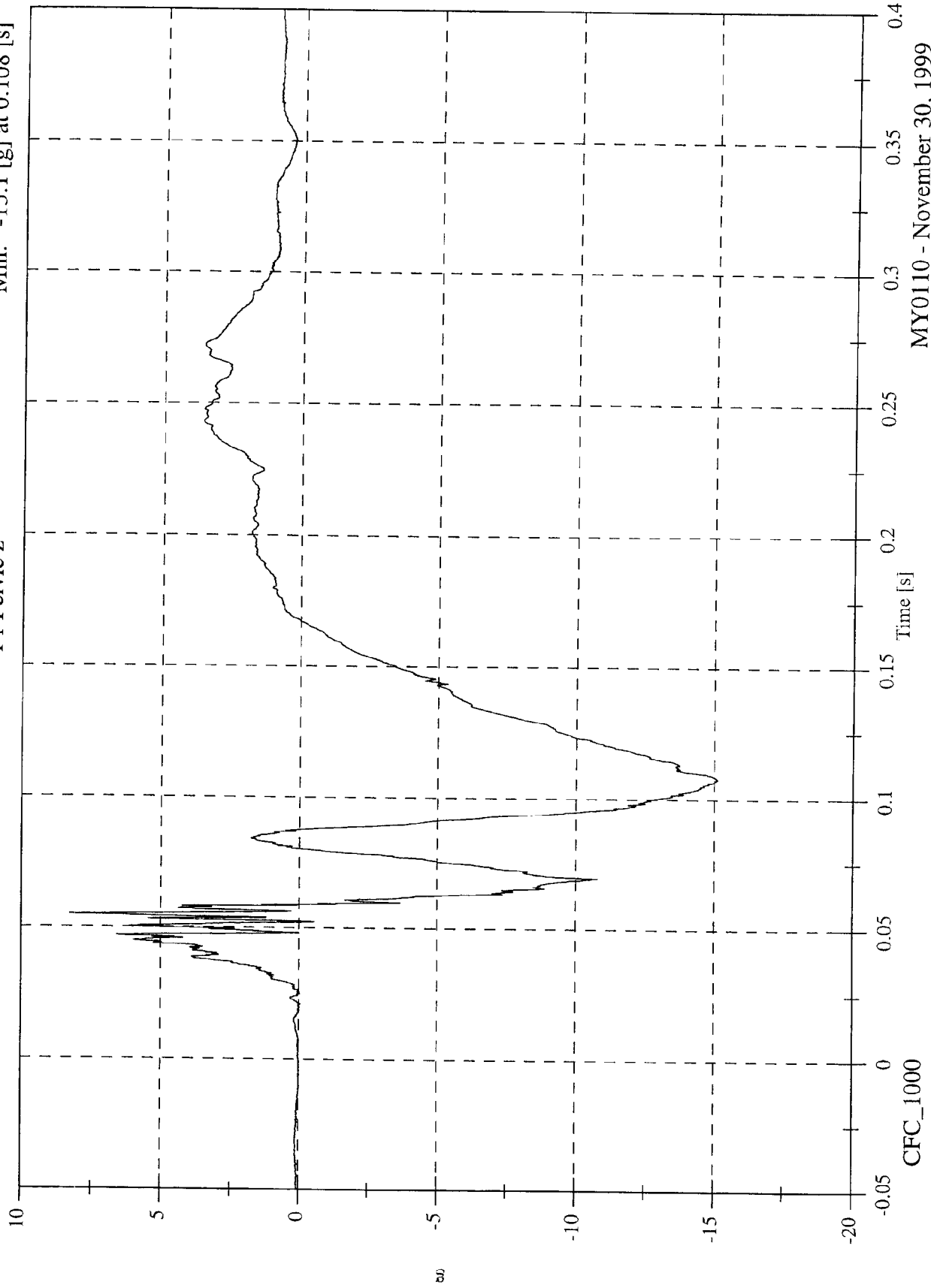
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 8.3 [g] at 0.055 [s]

Min: -15.1 [g] at 0.108 [s]

P1 Pelvic z

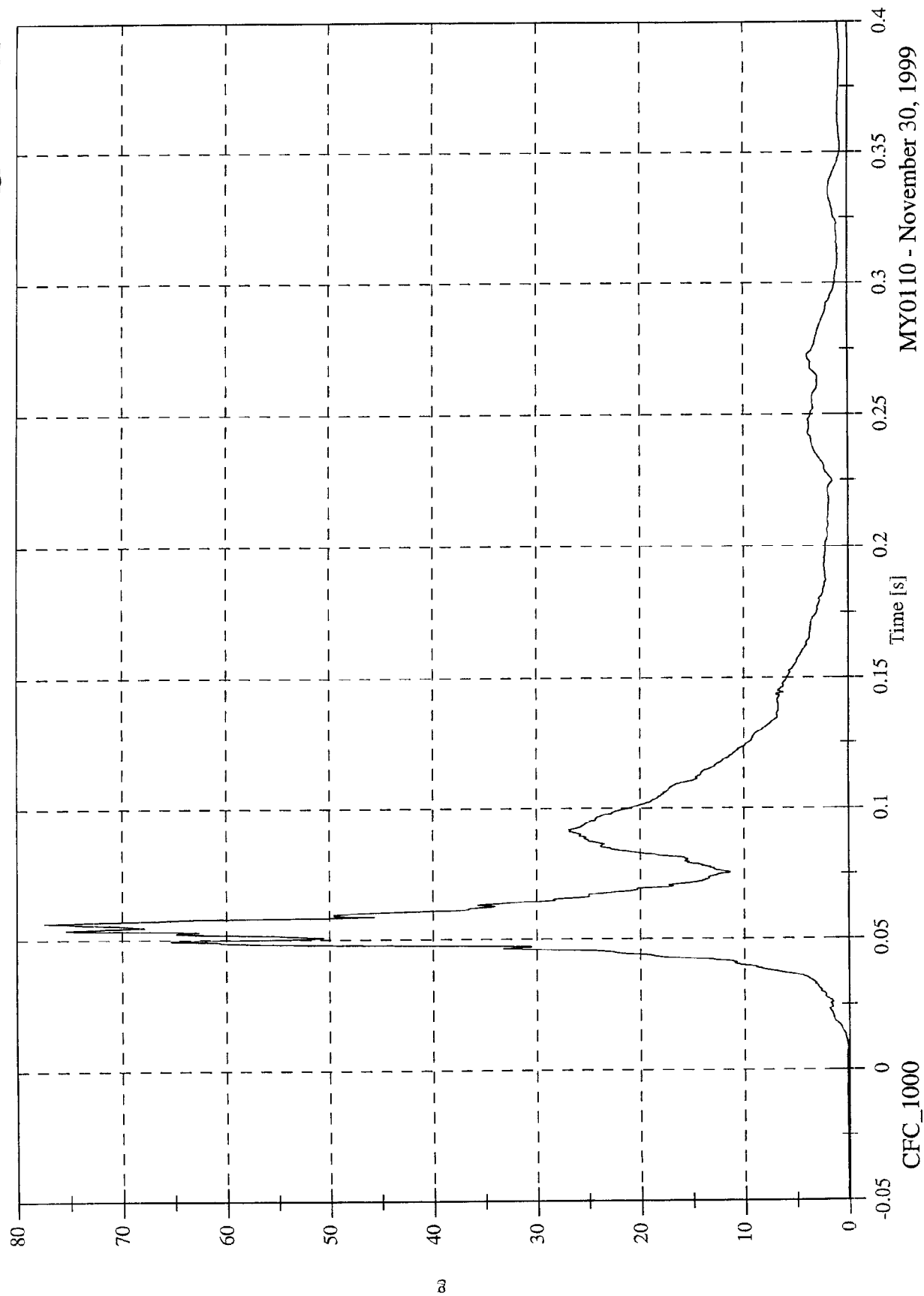


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 77.4 [g] at 0.056 [s]
 Min: 0.1 [g] at -0.043 [s]

P1 Pelvic Resultant

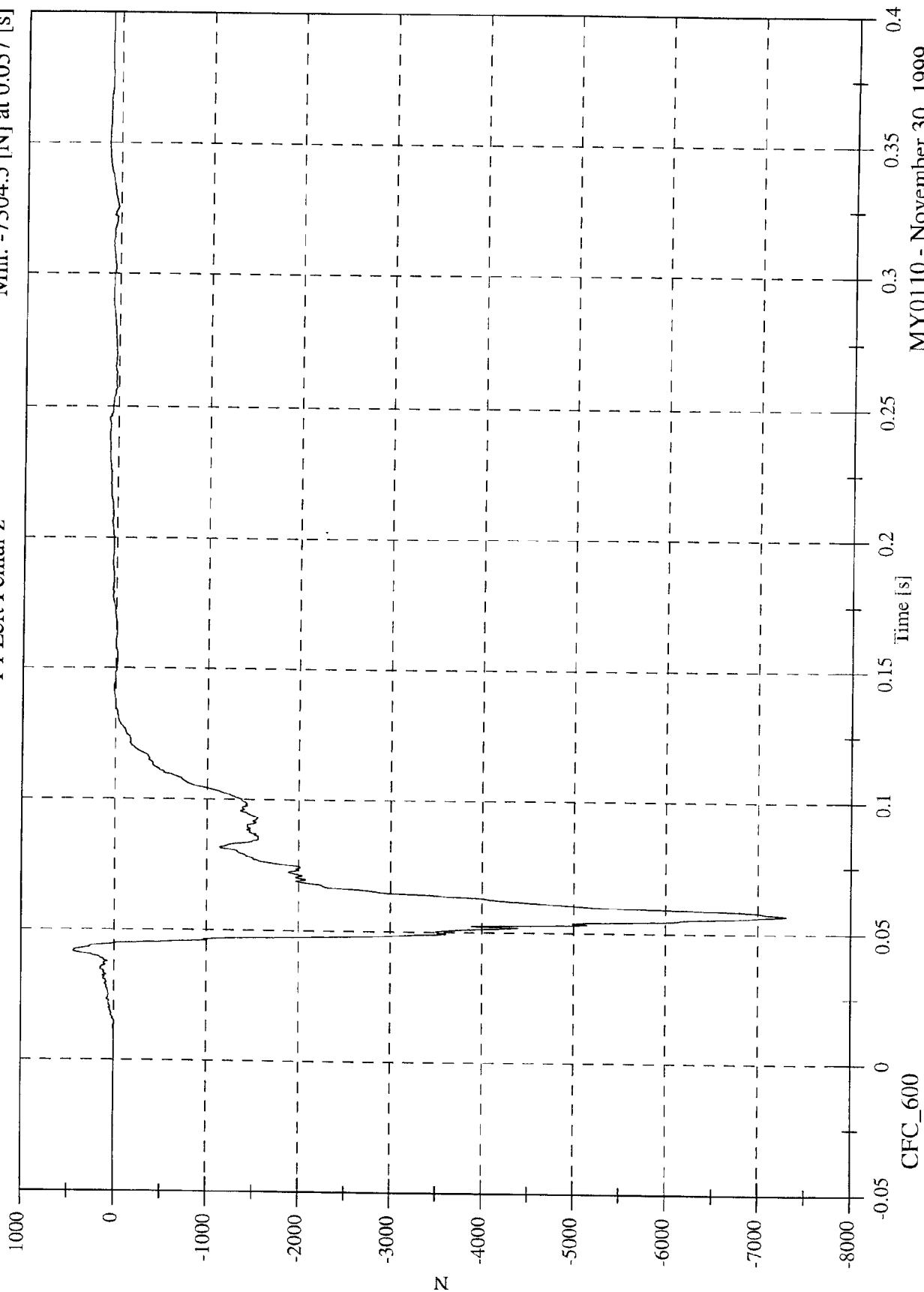


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 443.7 [N] at 0.042 [s]
Min: -7304.5 [N] at 0.057 [s]

P1 Left Femur z

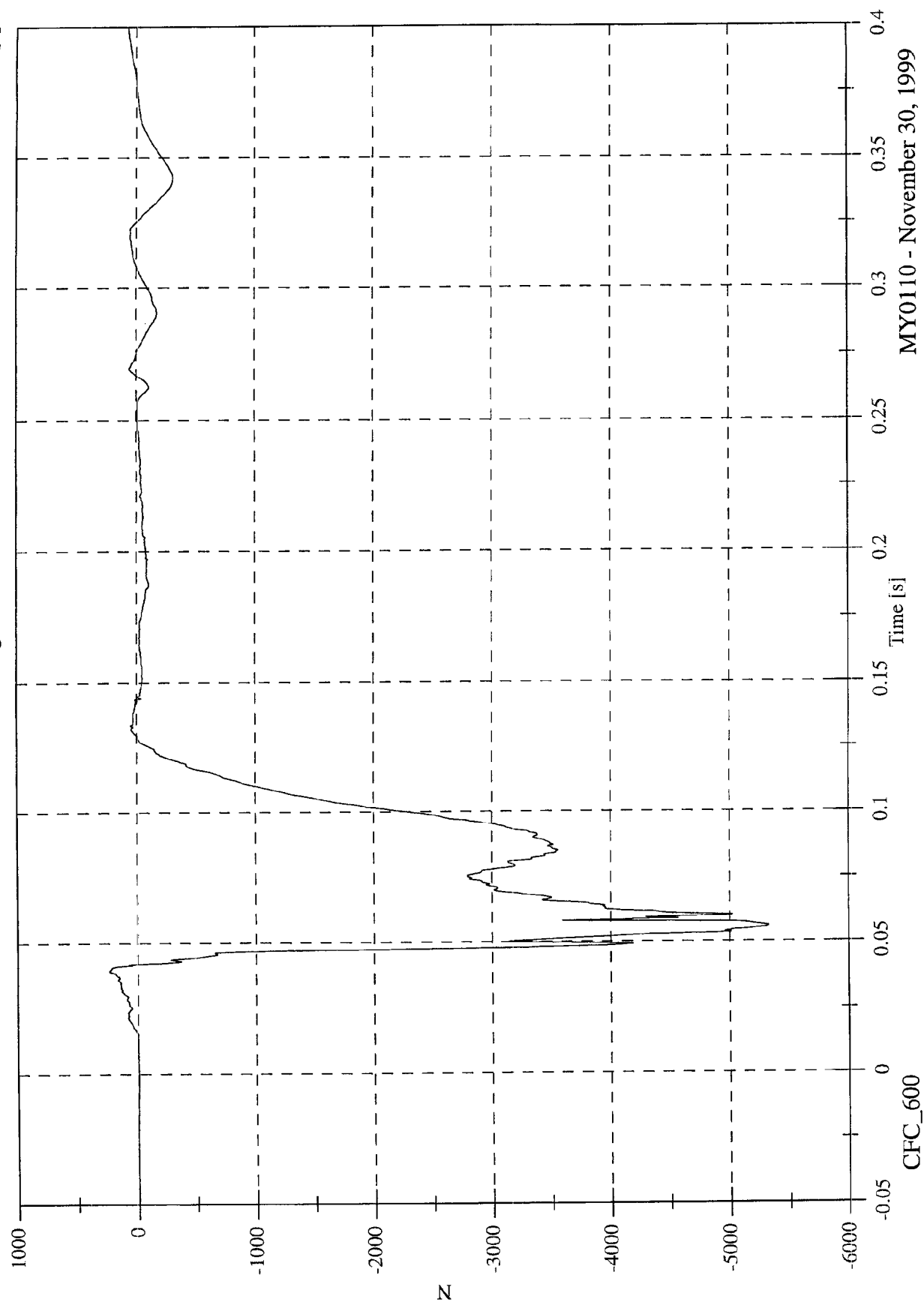


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Femur z

Max: 235.4 [N] at 0.039 [s]
Min: -5326.2 [N] at 0.056 [s]

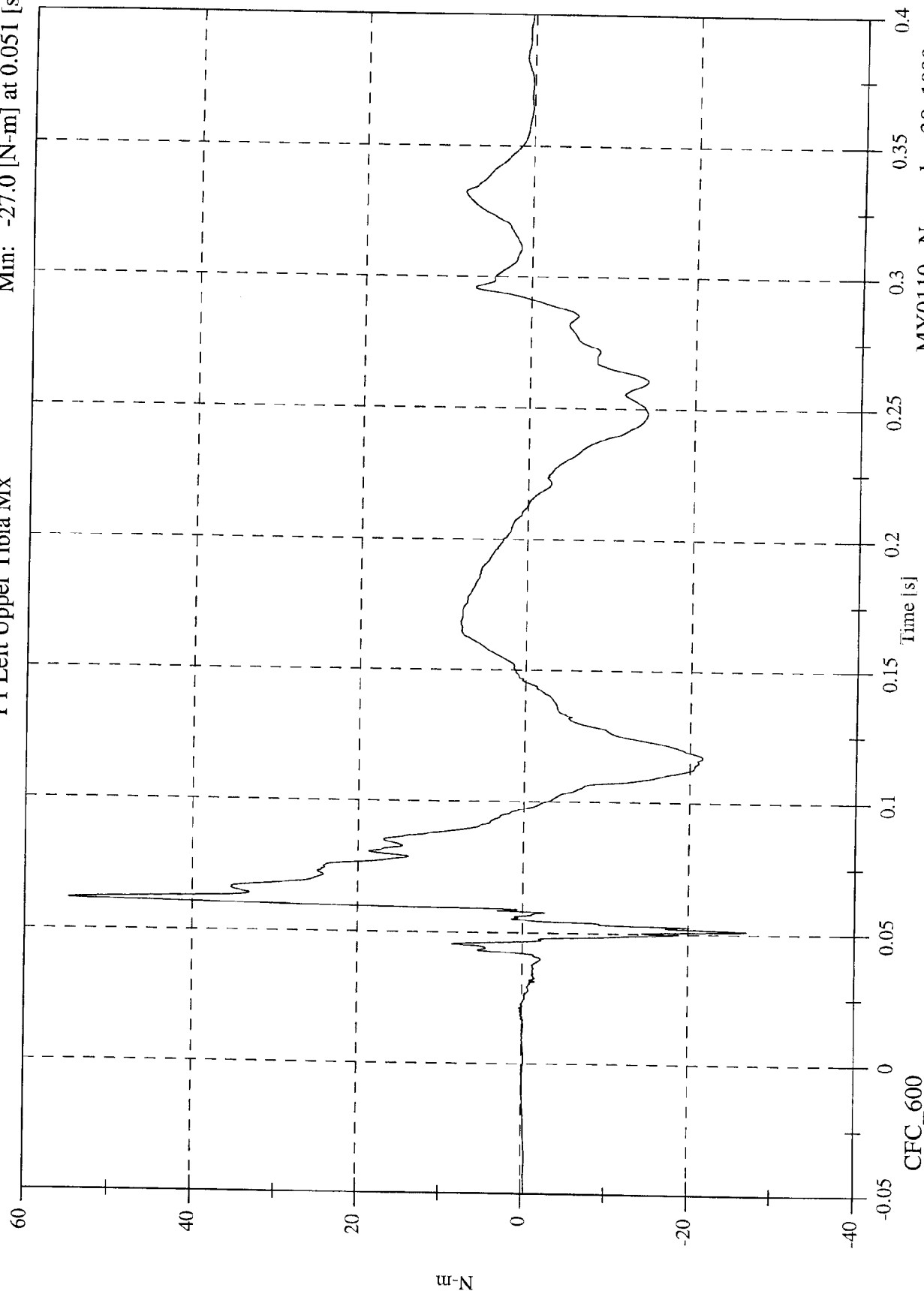


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Left Upper Tibia Mx

Max: 54.7 [N-m] at 0.062 [s]
Min: -27.0 [N-m] at 0.051 [s]

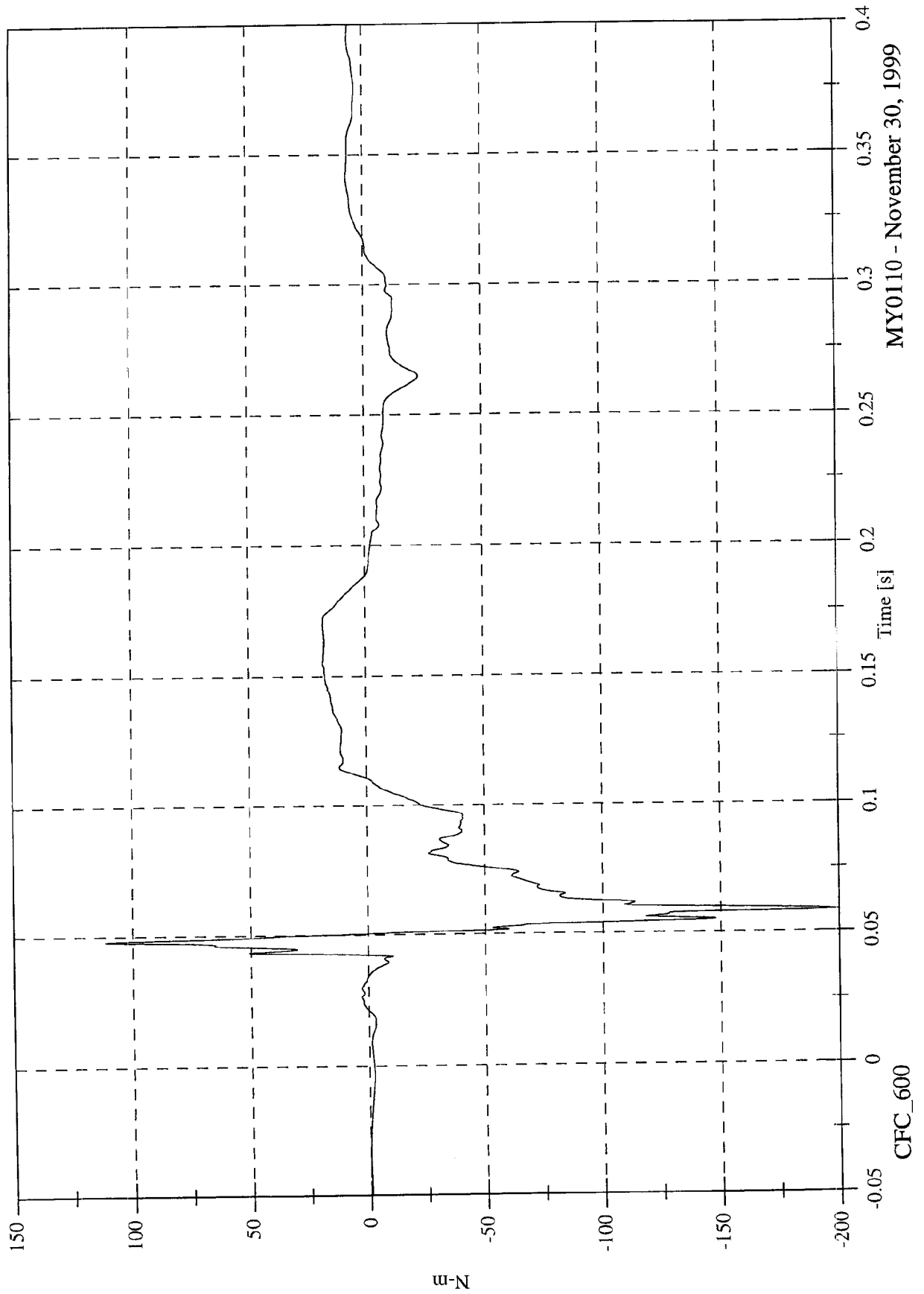


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Left Upper Tibia My

Max: 111.5 [N-m] at 0.048 [s]
Min: -199.7 [N-m] at 0.058 [s]

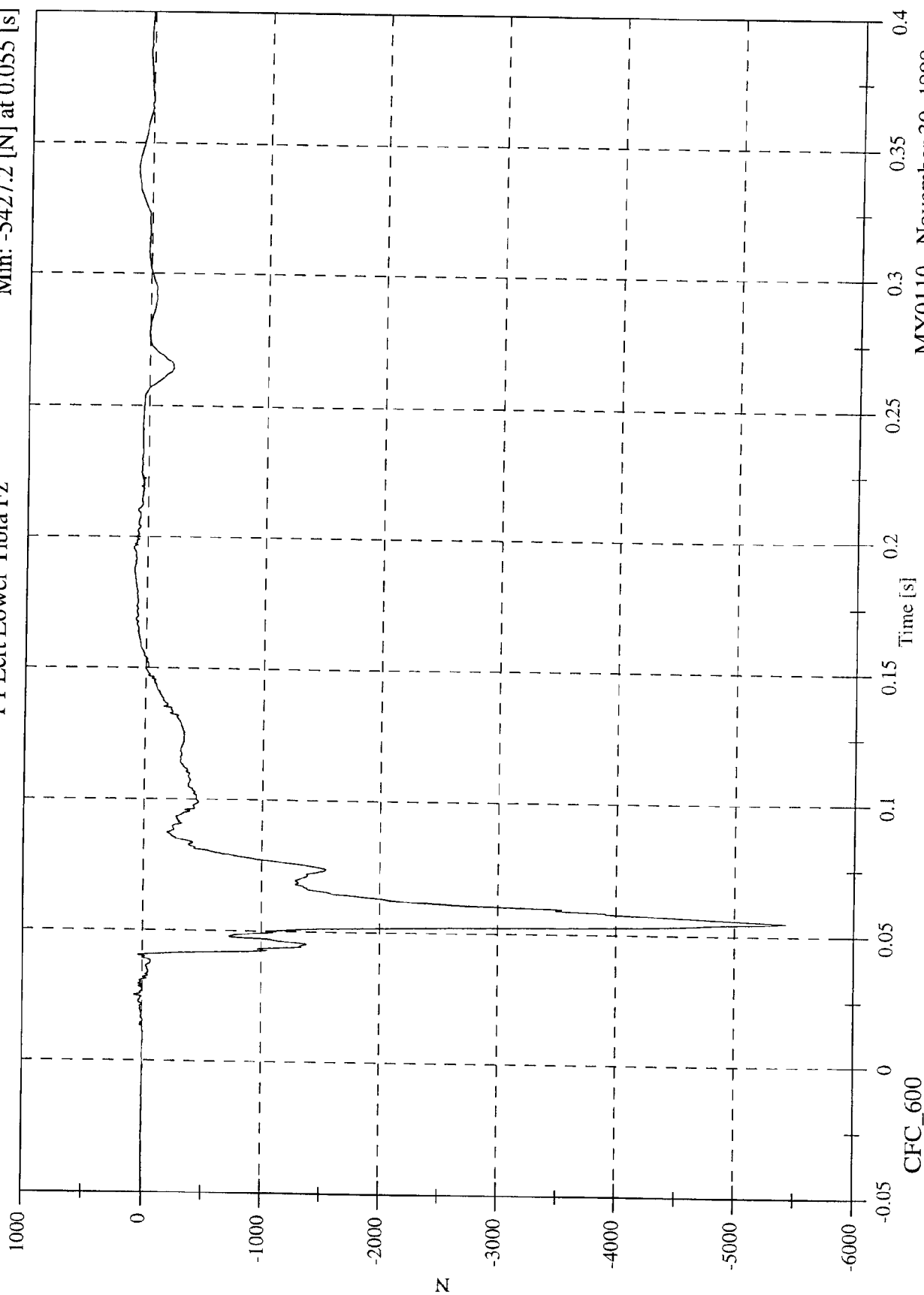


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Left Lower Tibia Fz

Max: 113.3 [N] at 0.341 [s]
Min: -5427.2 [N] at 0.055 [s]

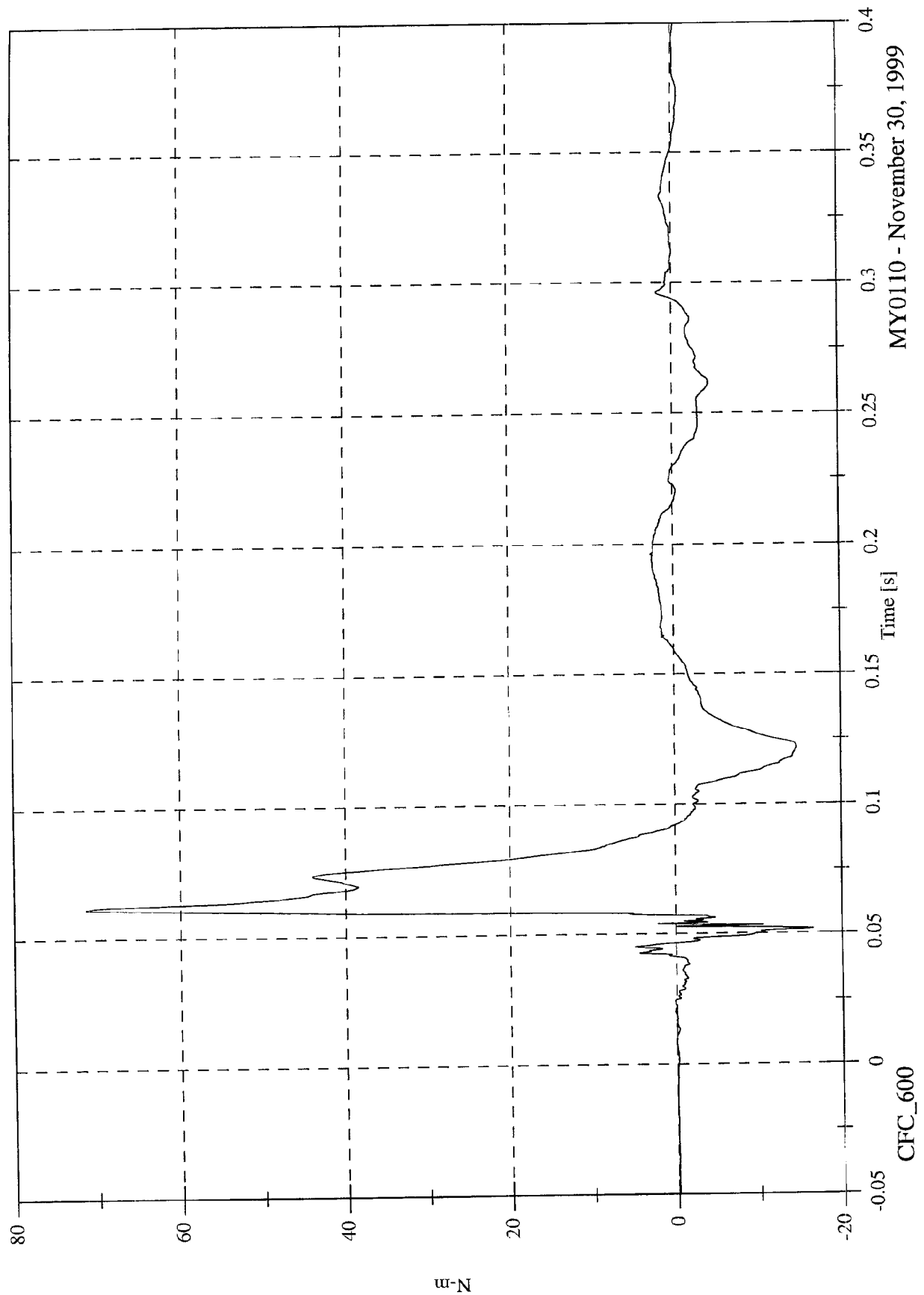


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Left Lower Tibia Mx

Max: 71.4 [N-m] at 0.062 [s]
Min: -16.5 [N-m] at 0.052 [s]

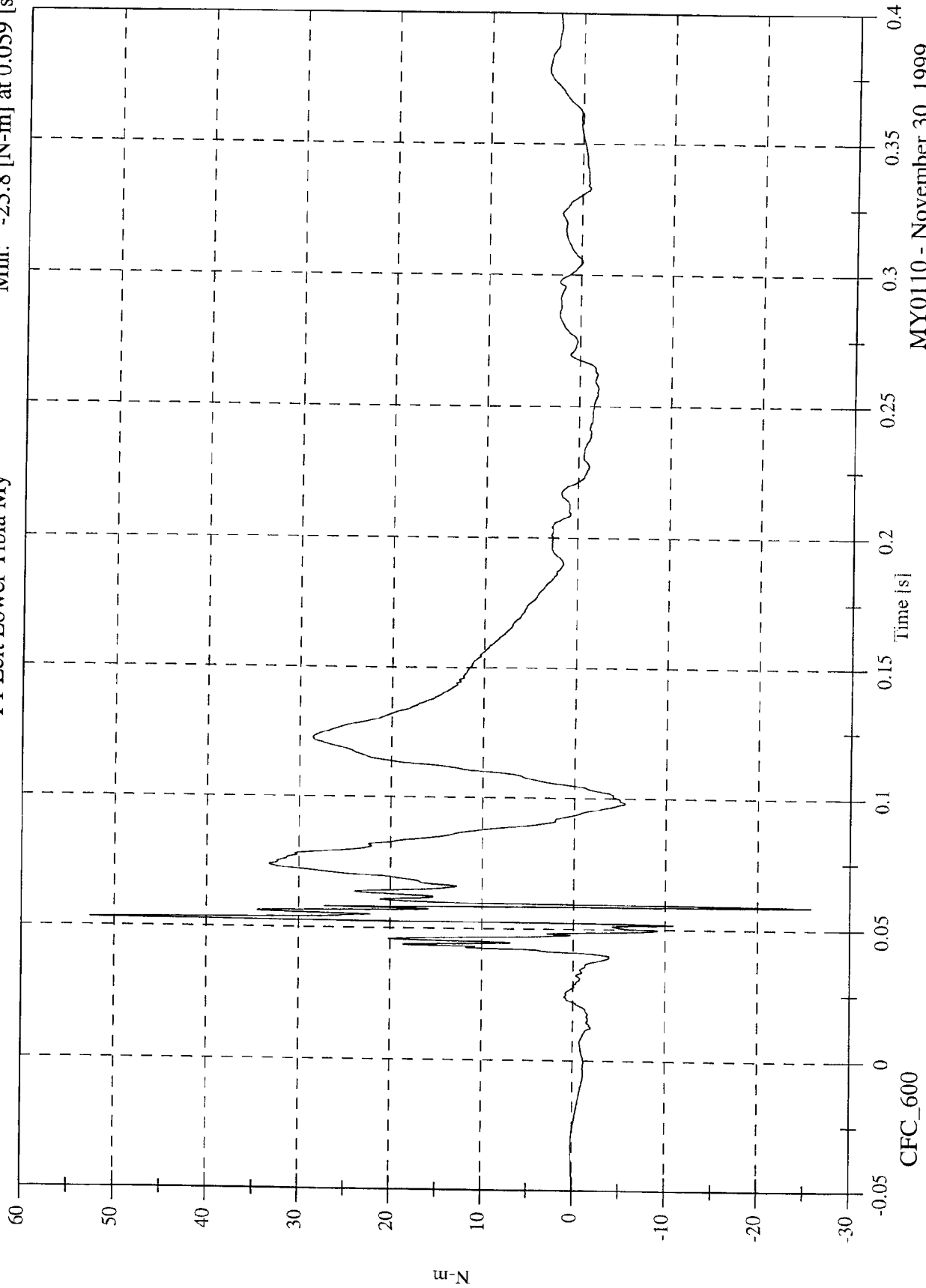


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Left Lower Tibia My

Max: 52.6 [N-m] at 0.053 [s]
Min: -25.8 [N-m] at 0.059 [s]

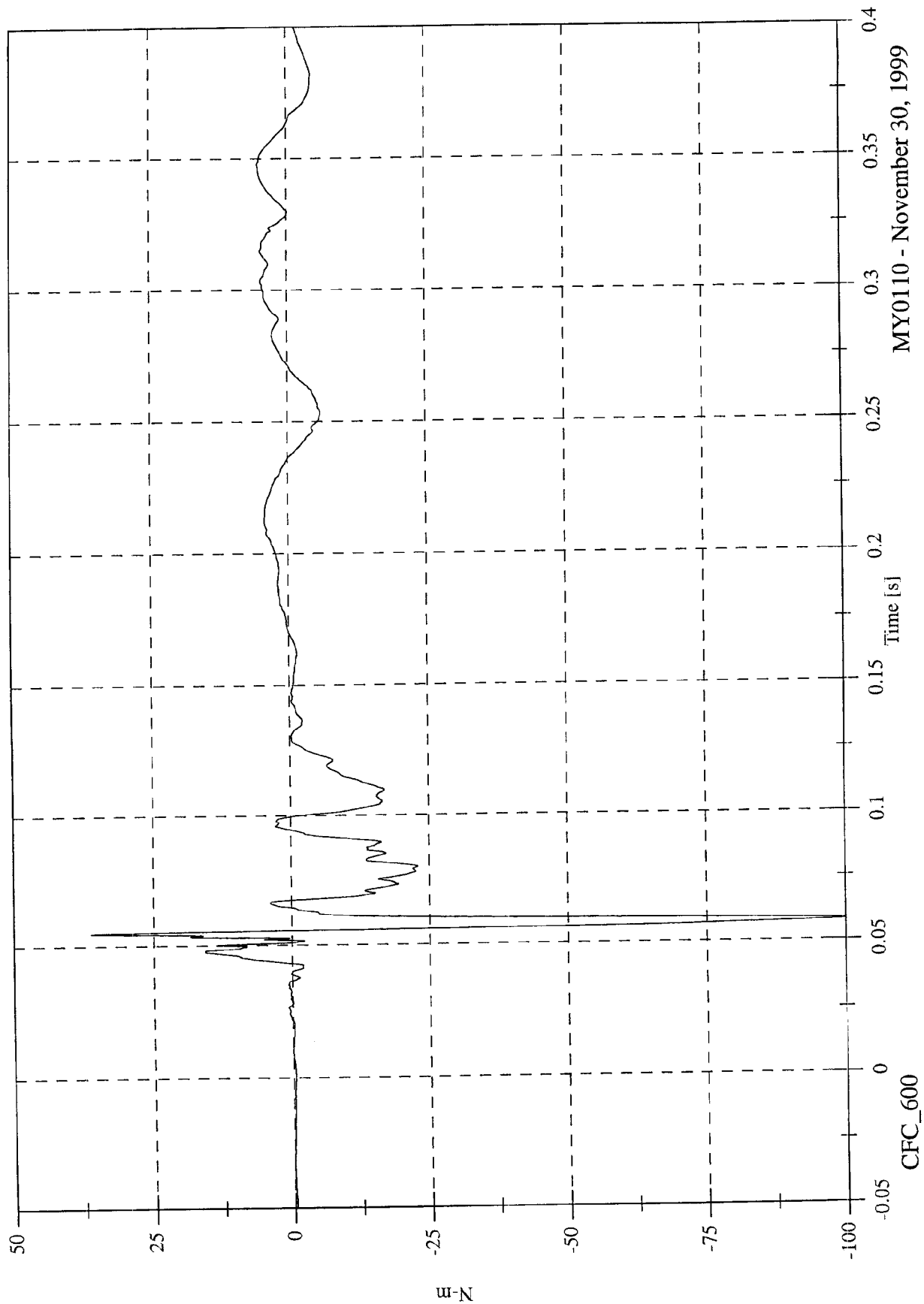


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Upper Tibia Mx

Max: 36.2 [N-m] at 0.055 [s]
Min: -99.8 [N-m] at 0.058 [s]

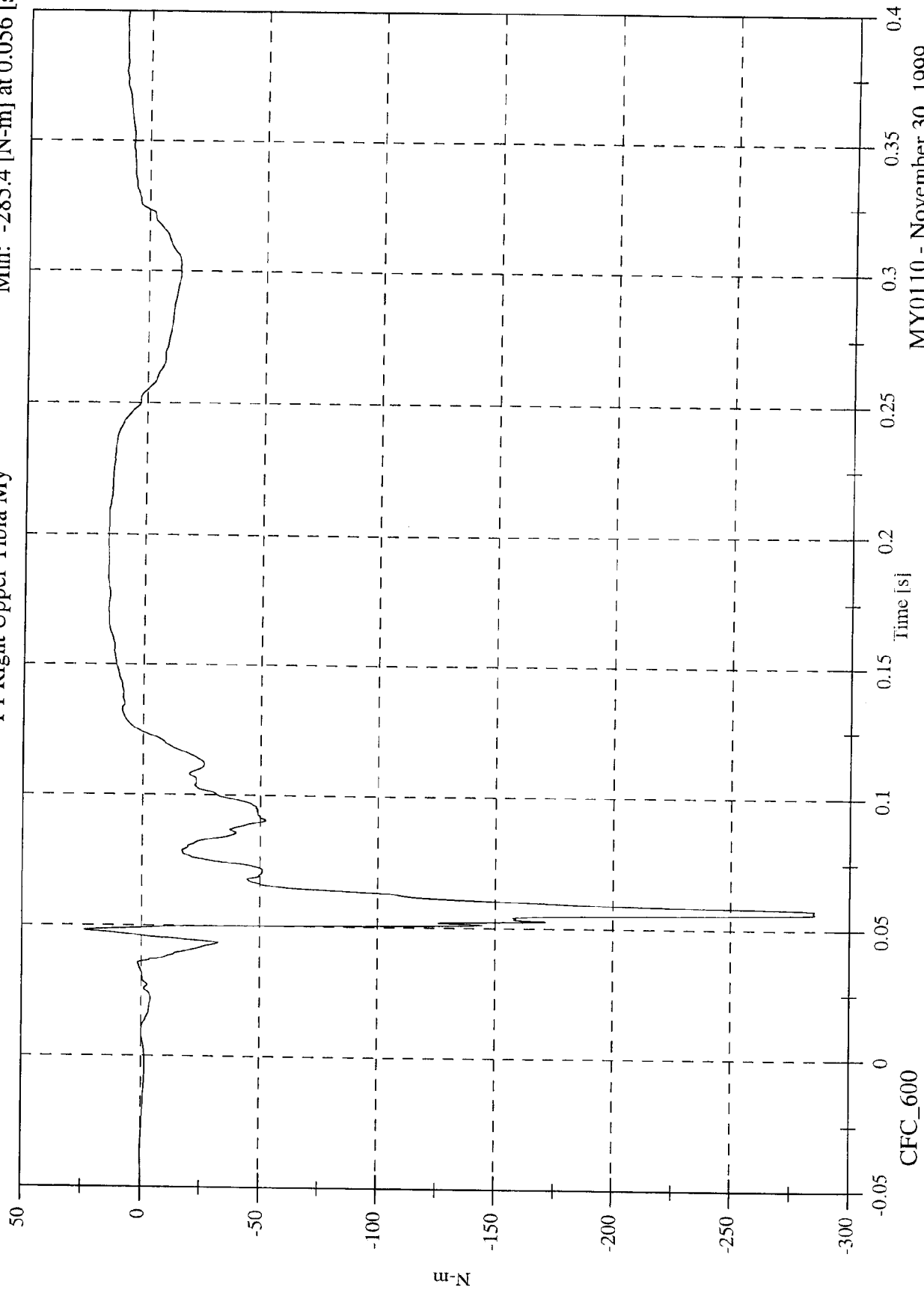


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Upper Tibia My

Max: 24.0 [N-m] at 0.048 [s]
Min: -285.4 [N-m] at 0.056 [s]

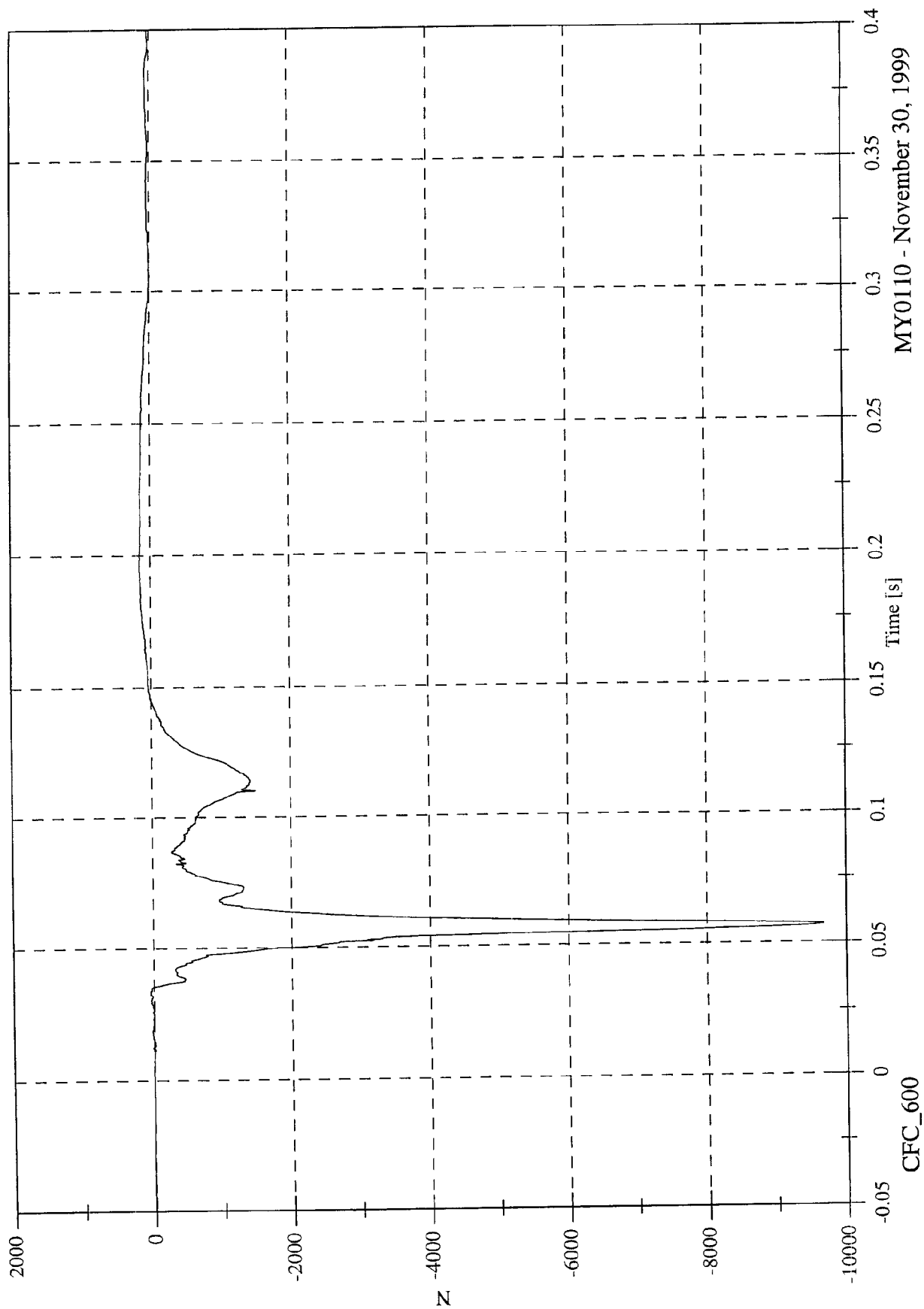


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Lower Tibia Fz

Max: 162.7 [N] at 0.195 [s]
Min: -9675.2 [N] at 0.057 [s]

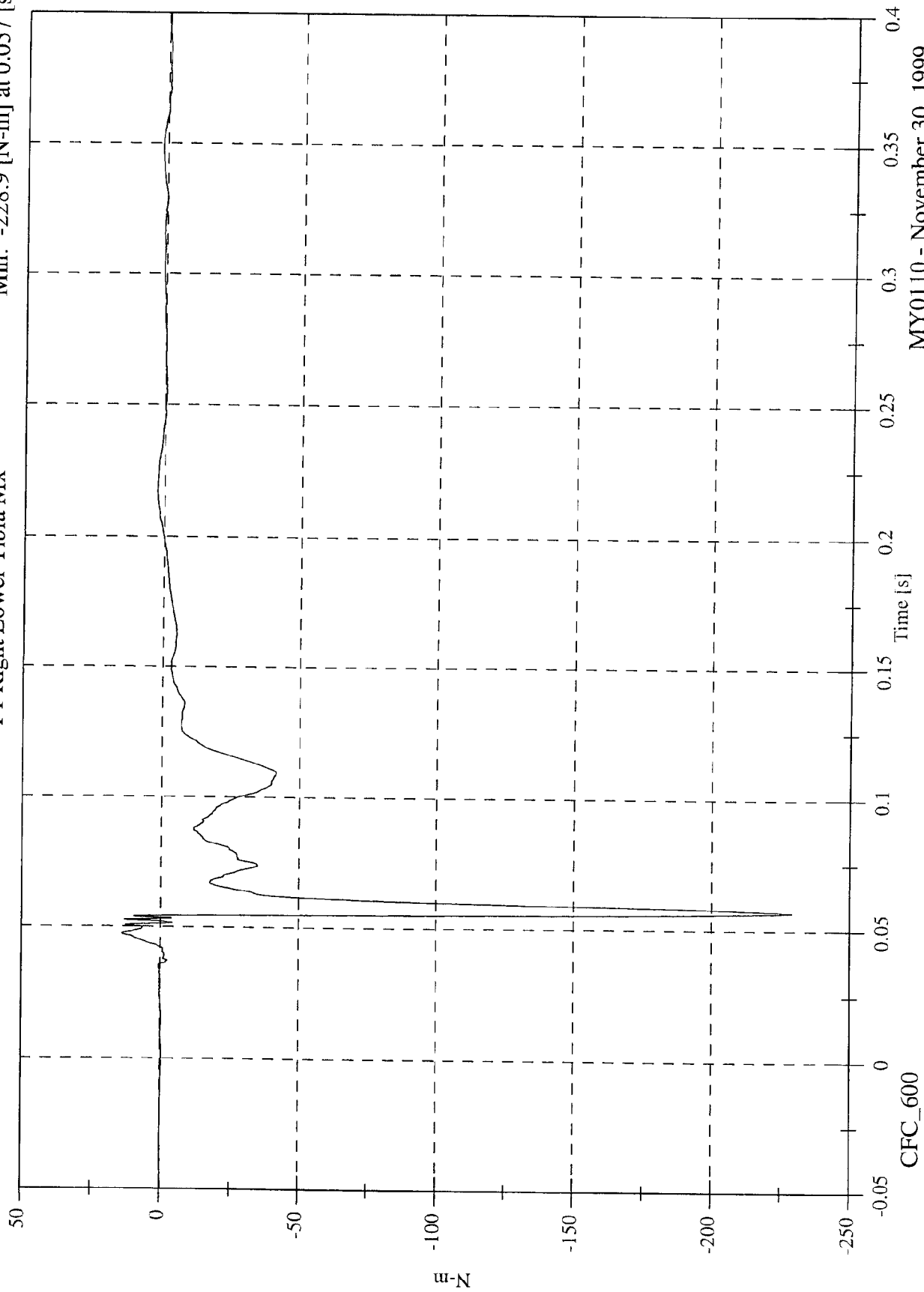


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Lower Tibia Mx

Max: 13.9 [N-m] at 0.047 [s]
Min: -228.9 [N-m] at 0.057 [s]

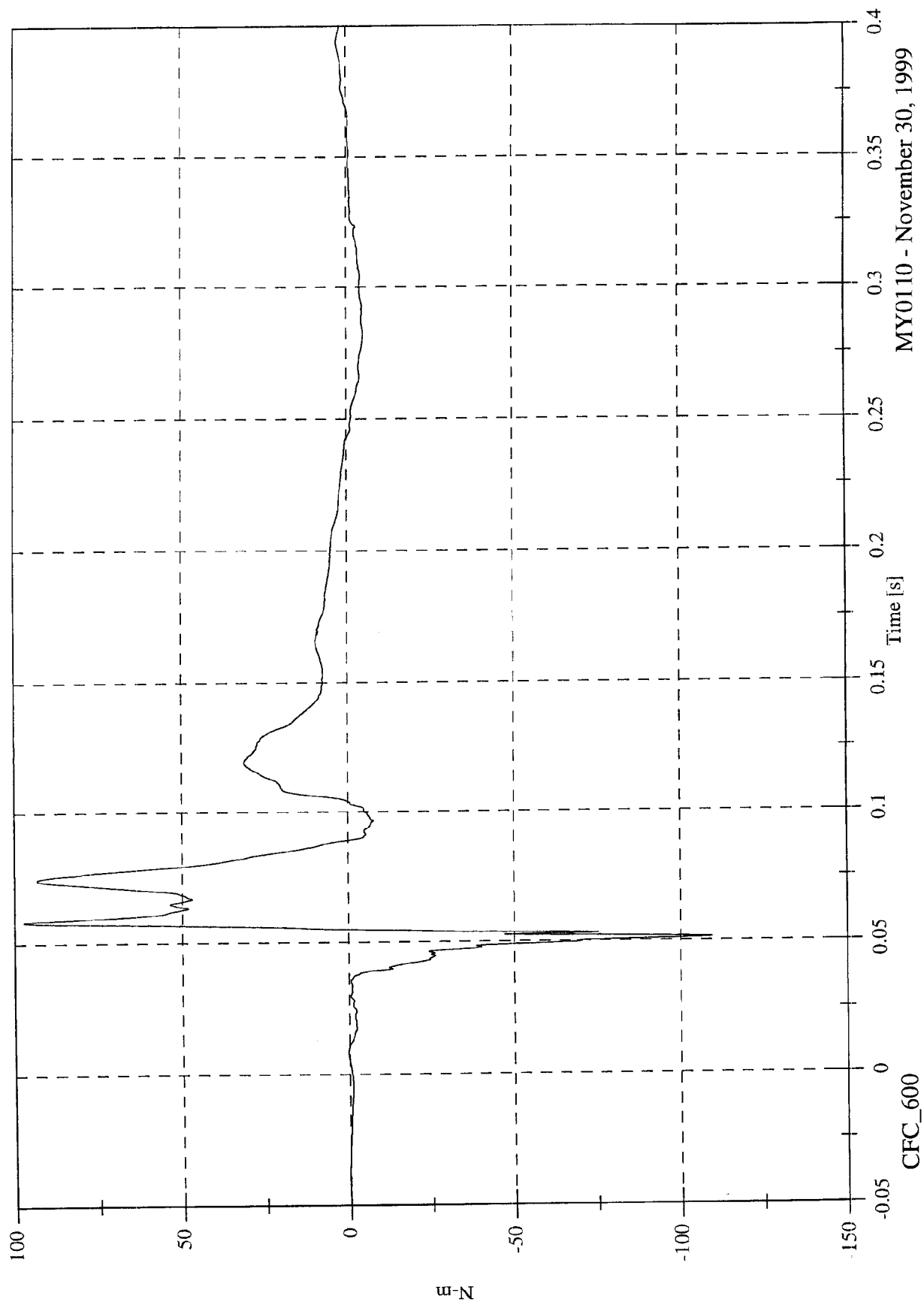


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Lower Tibia My

Max: 97.3 [N-m] at 0.058 [s]
Min: -109.4 [N-m] at 0.051 [s]

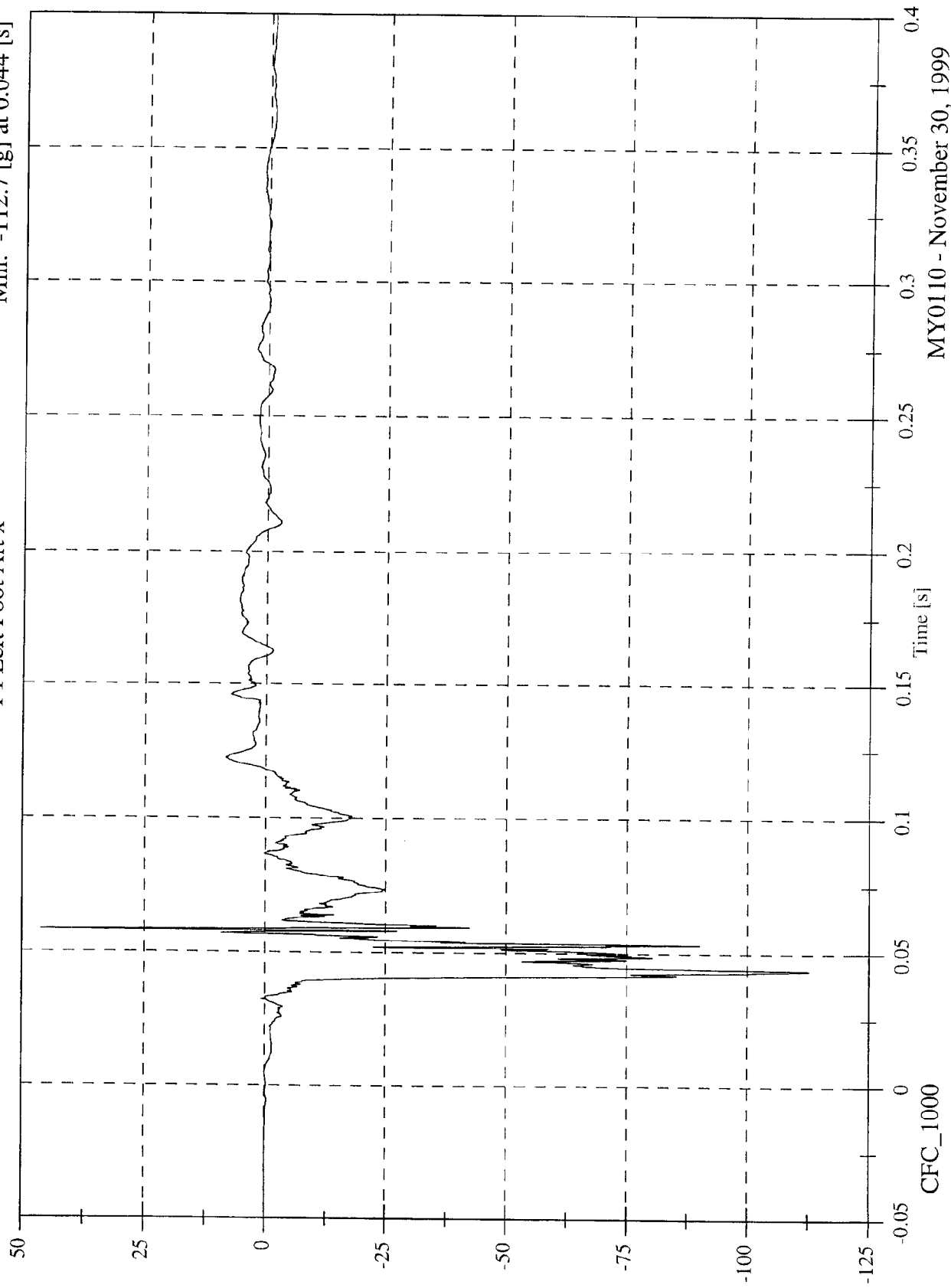


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 46.2 [g] at 0.059 [s]
 Min: -112.7 [g] at 0.044 [s]

P1 Left Foot Aft x

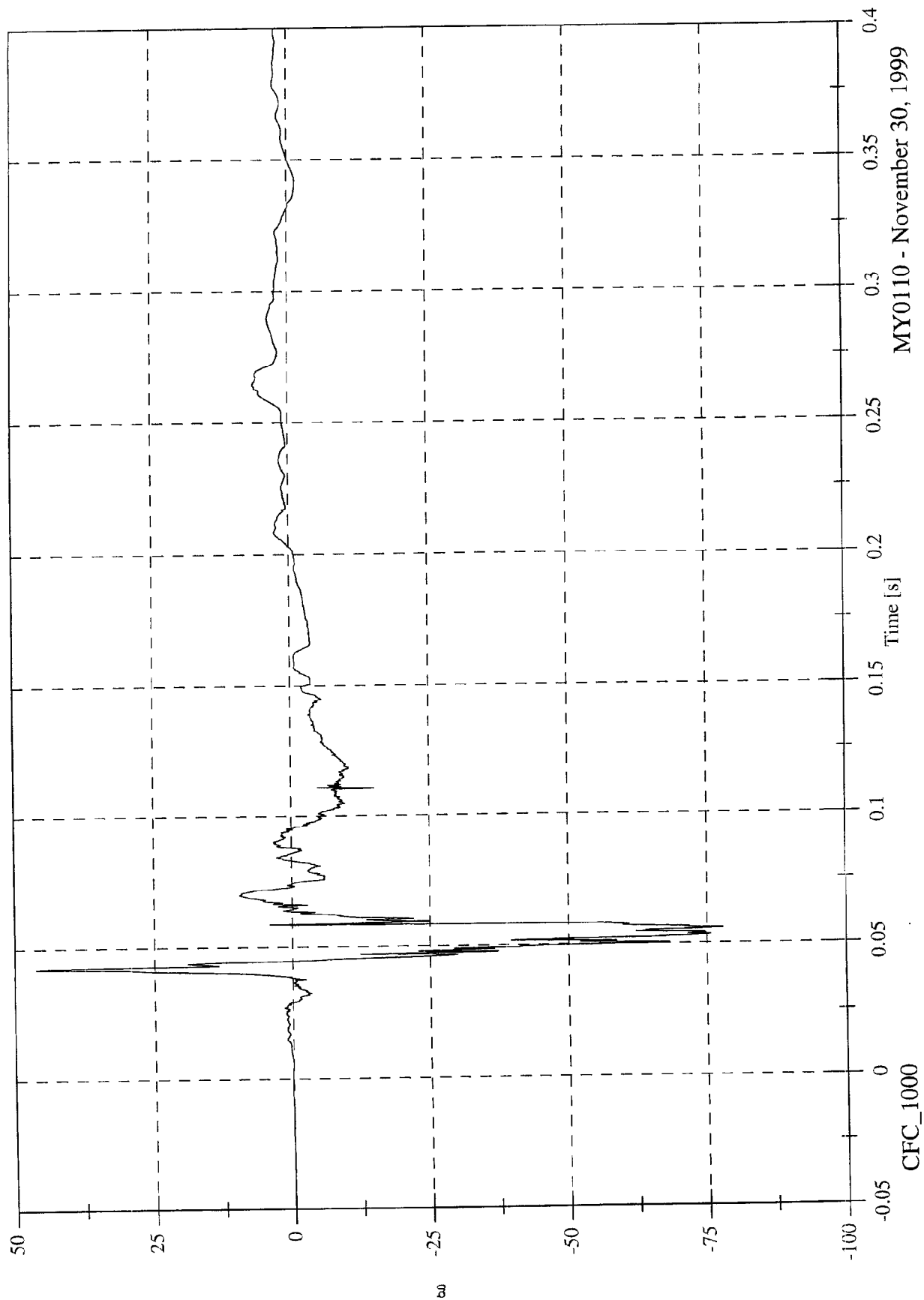


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Left Foot Aft z

Max: 46.1 [g] at 0.042 [s]
Min: -77.9 [g] at 0.056 [s]

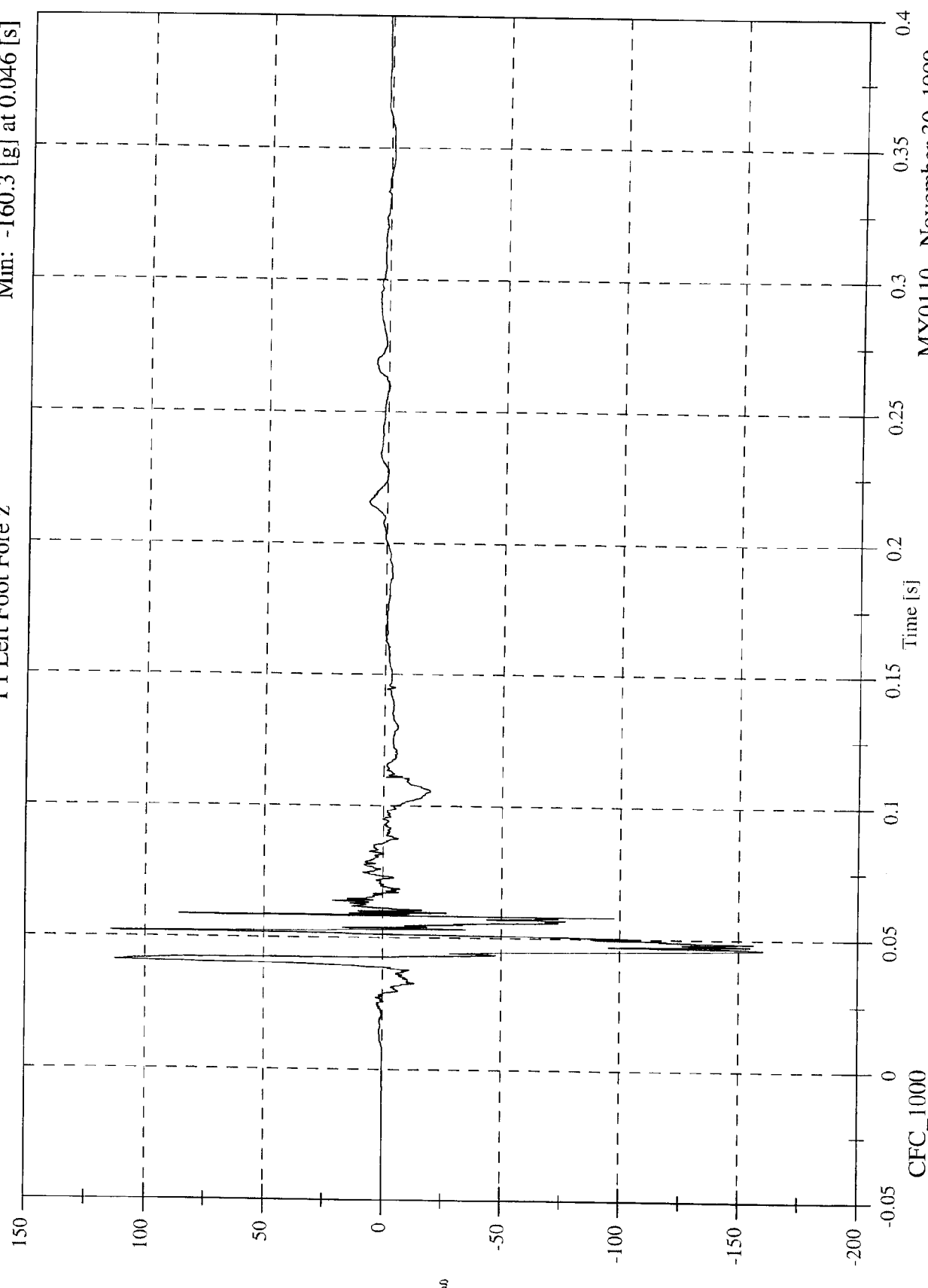


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 114.3 [g] at 0.052 [s]
Min: -160.3 [g] at 0.046 [s]

P1 Left Foot Fore z

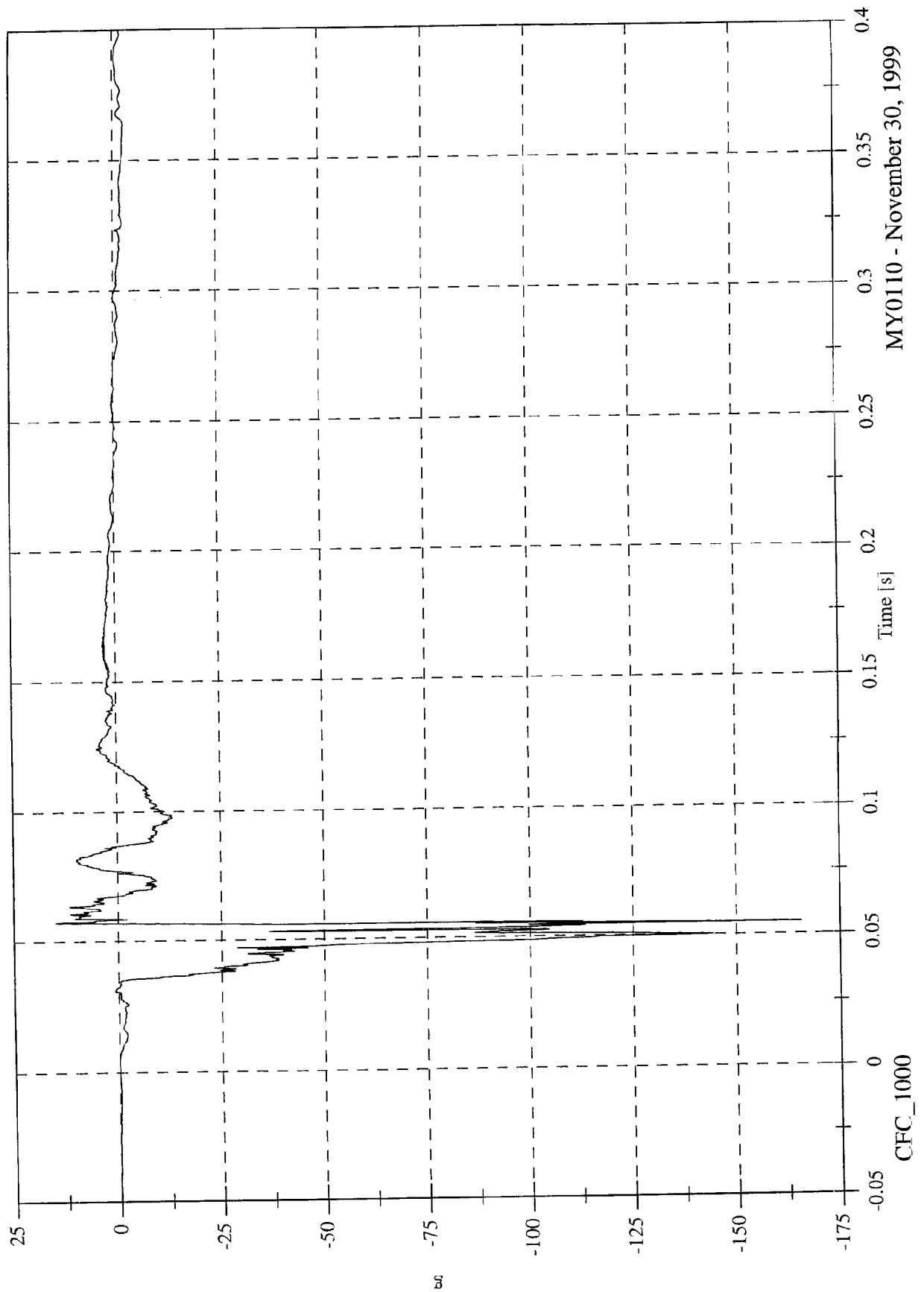


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Foot Aft x

Max: 15.0 [g] at 0.057 [s]
Min: -165.6 [g] at 0.055 [s]

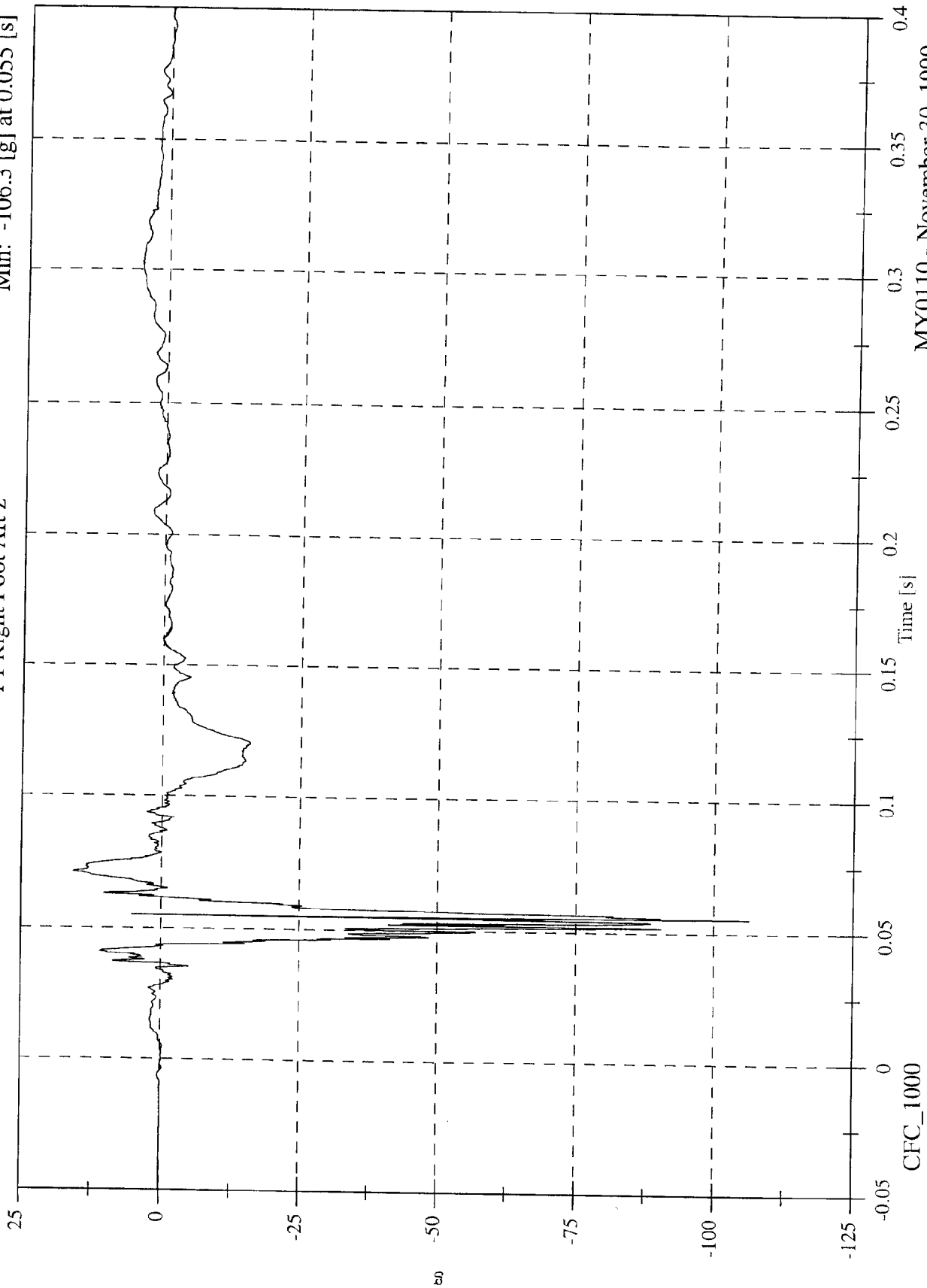


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Foot Aft z

Max: 15.7 [g] at 0.071 [s]
Min: -106.3 [g] at 0.055 [s]



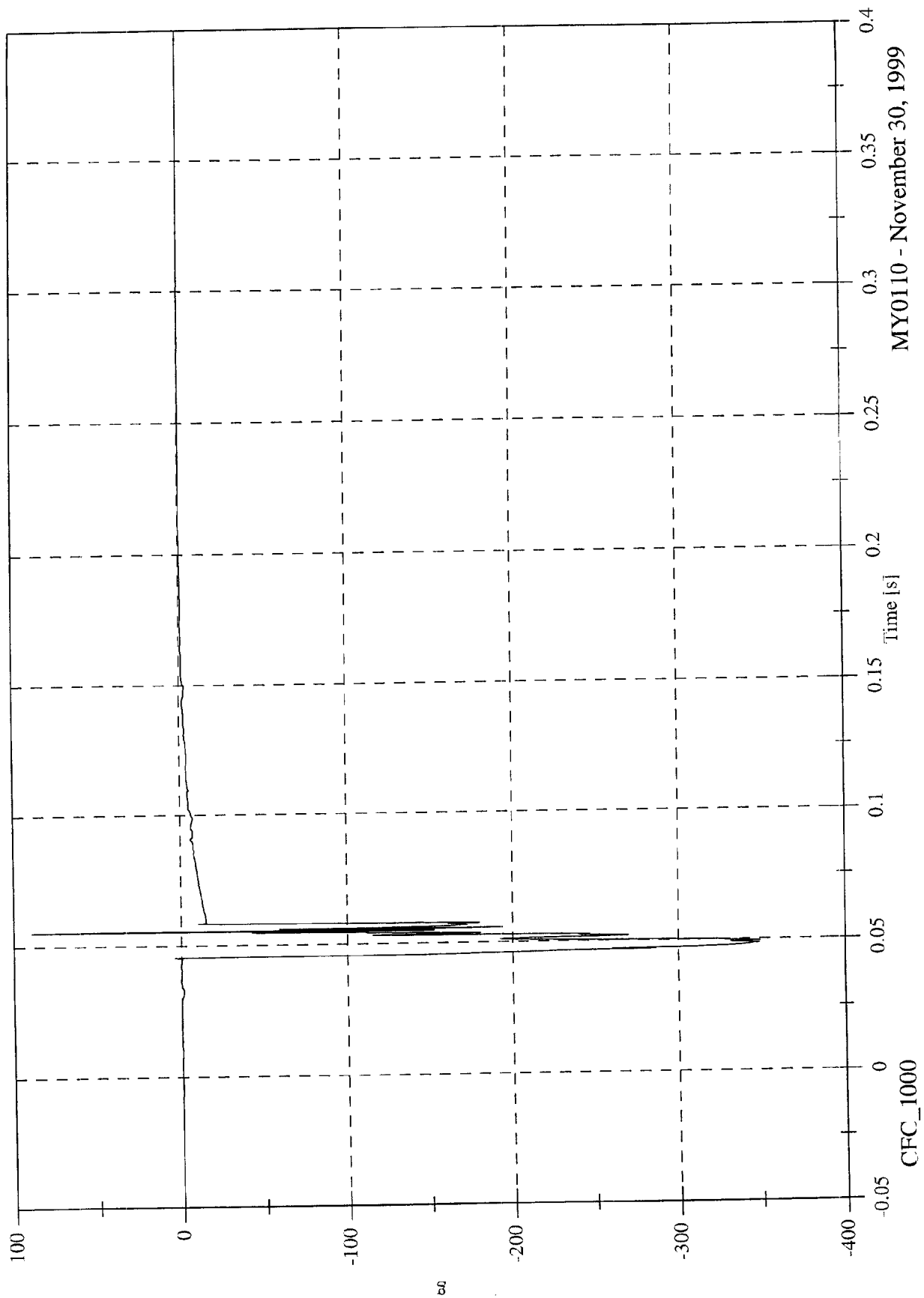
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Right Foot Fore z

Max: 89.3 [g] at 0.055 [s]

Min: -349.0 [g] at 0.049 [s]

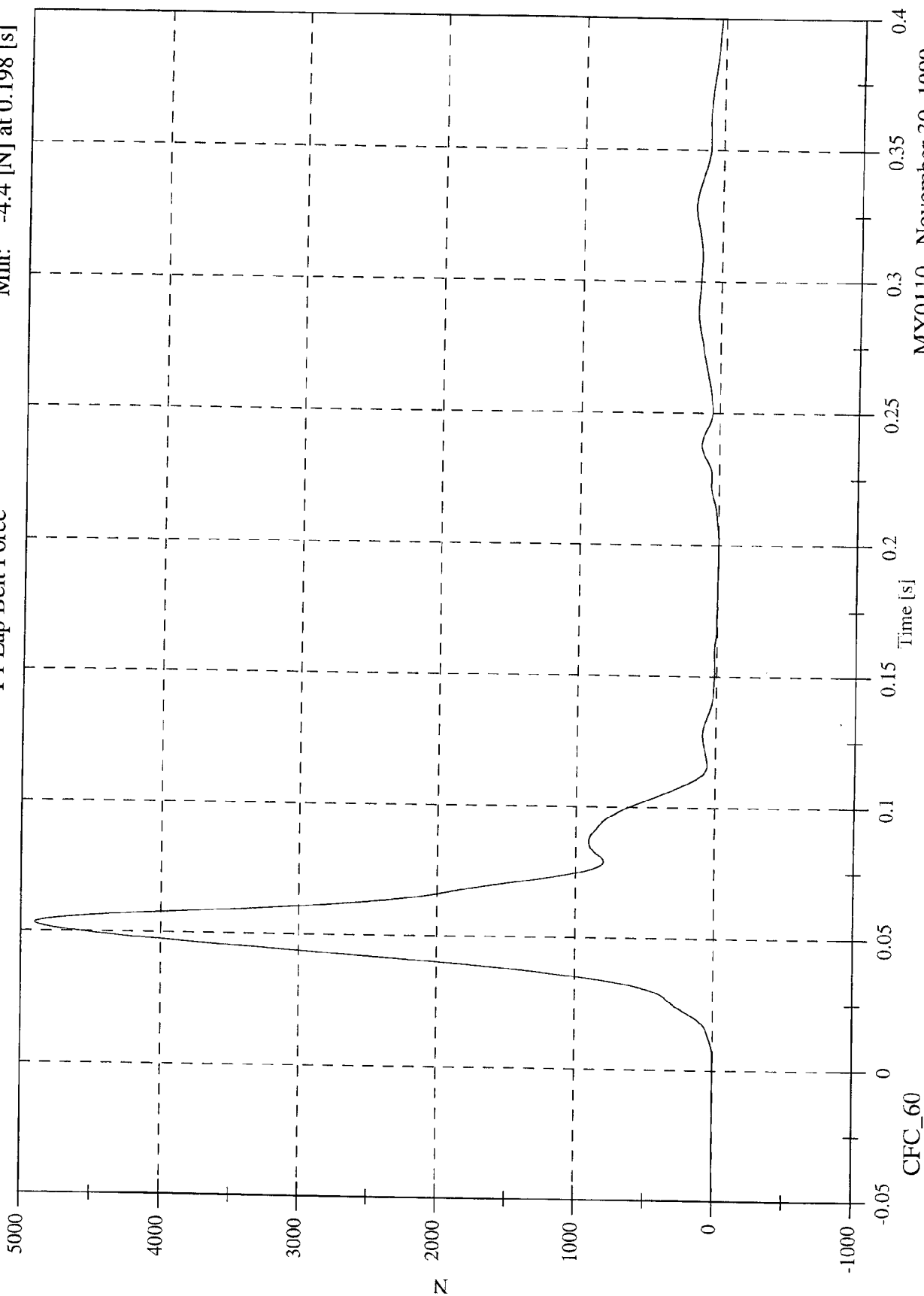


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P1 Lap Belt Force

Max: 4902.1 [N] at 0.053 [s]
Min: -4.4 [N] at 0.198 [s]

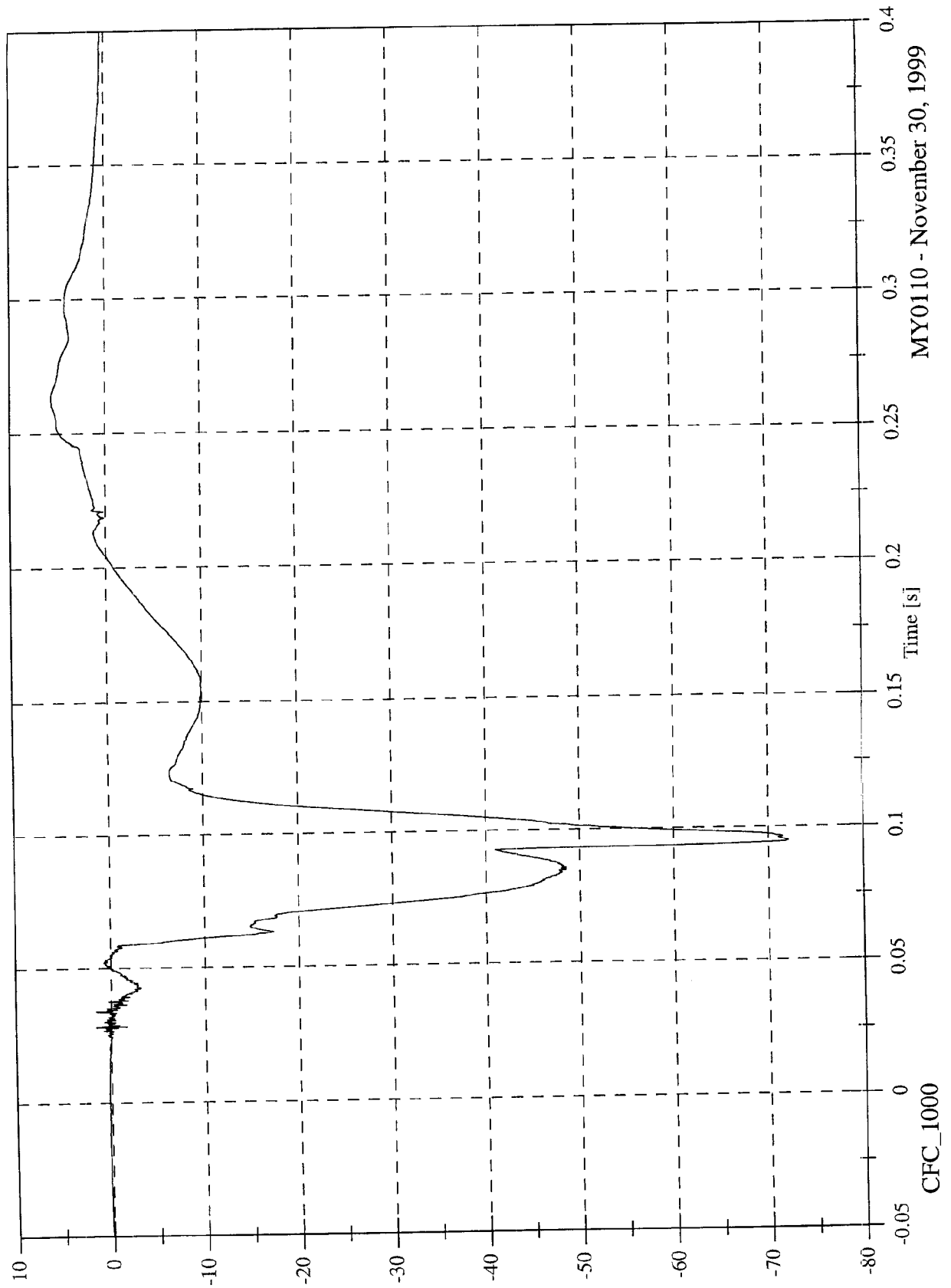


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Head x

Max: 5.7 [g] at 0.262 [s]
Min: -72.1 [g] at 0.095 [s]

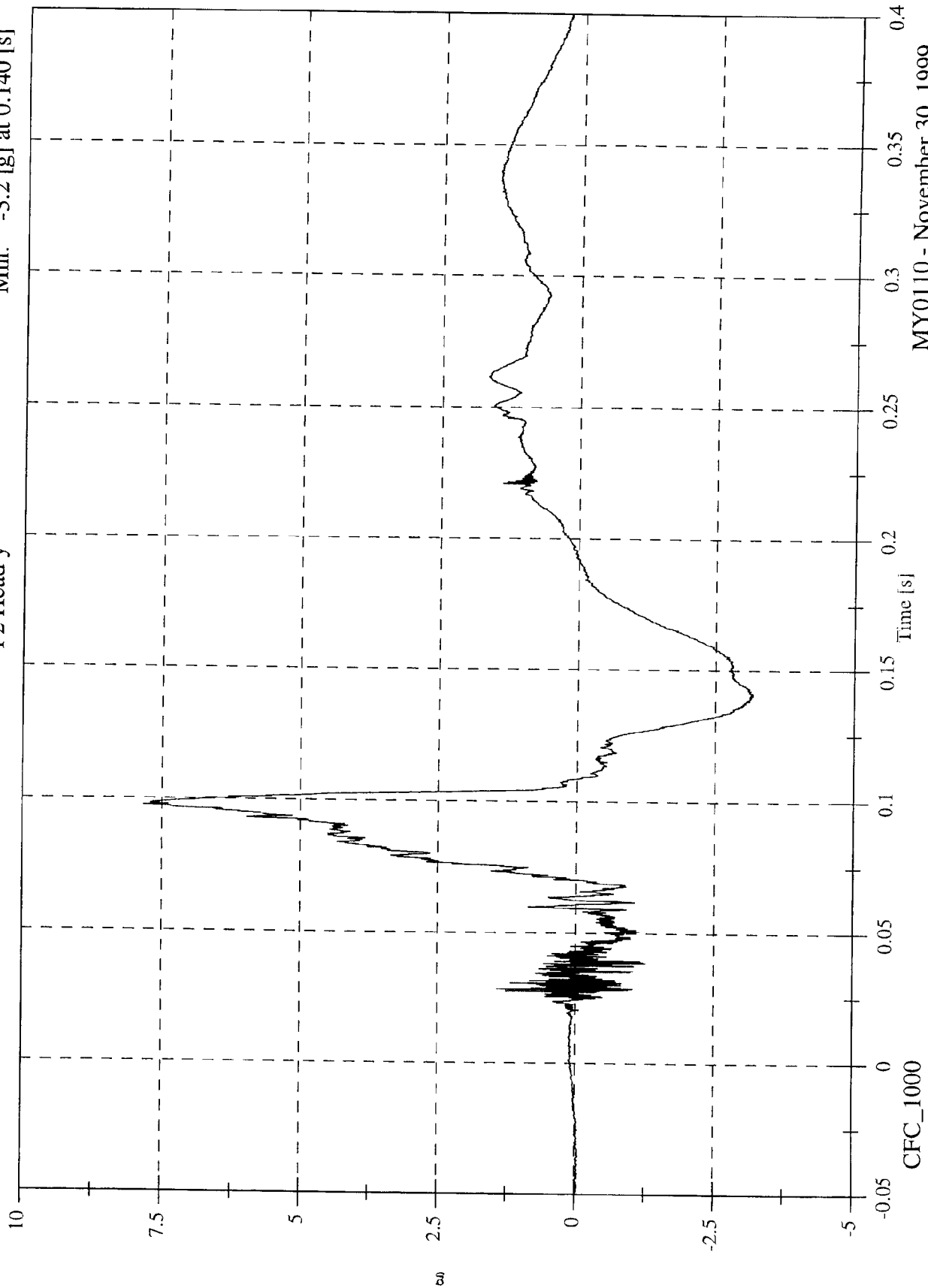


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 7.8 [g] at 0.097 [s]
Min: -3.2 [g] at 0.140 [s]

P2 Head y

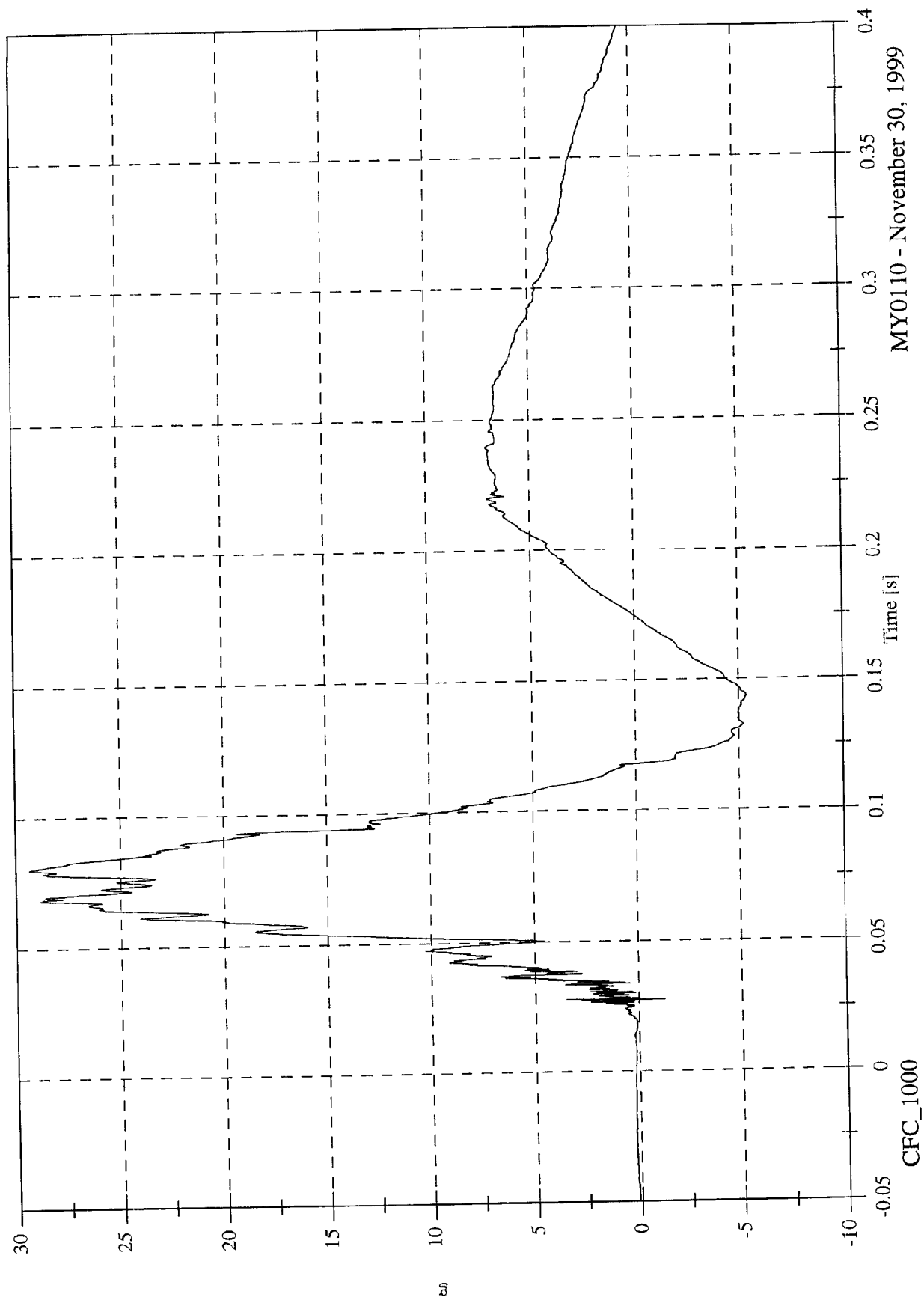


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 29.3 [g] at 0.080 [s]
Min: -5.4 [g] at 0.143 [s]

P2 Head z

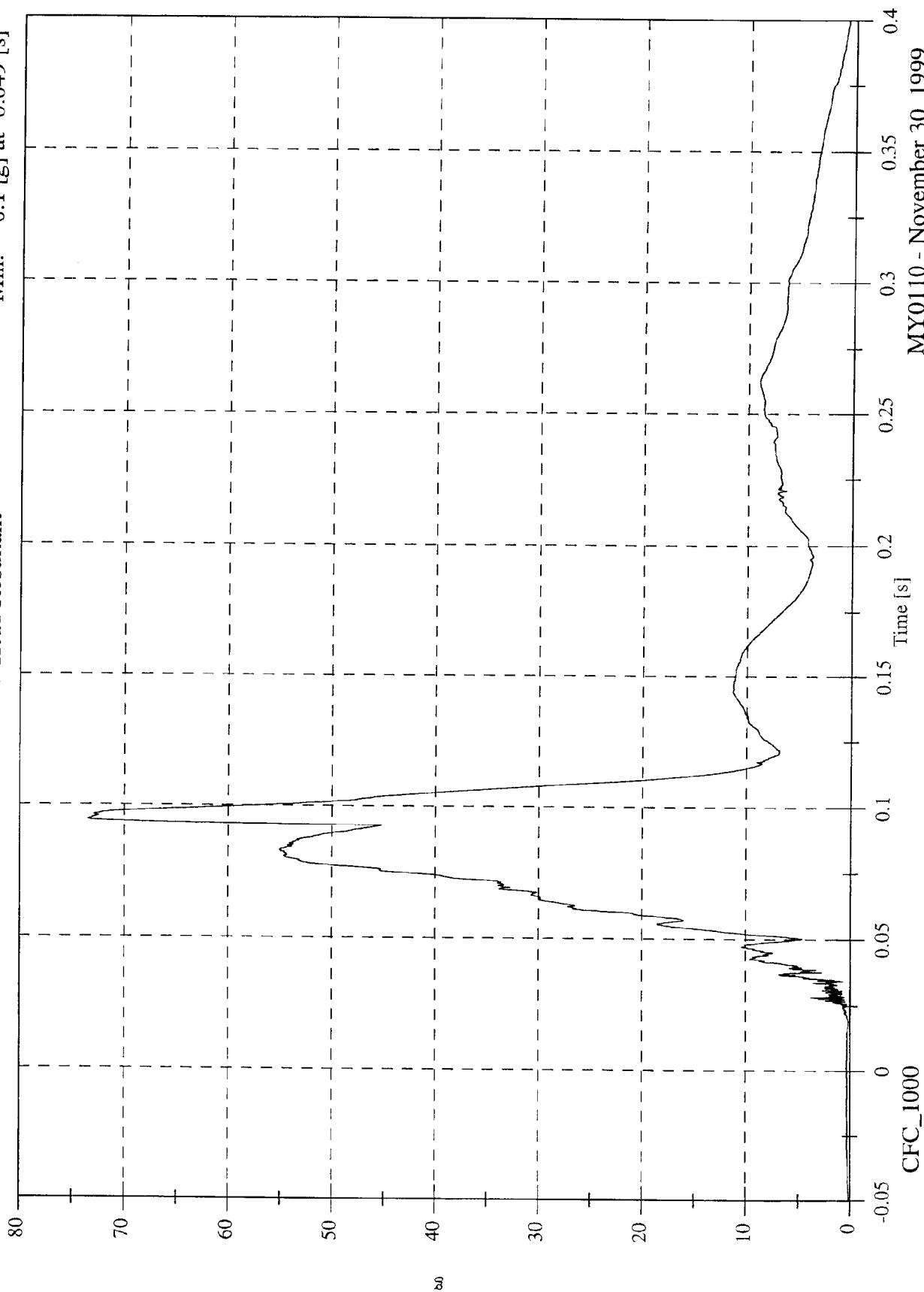


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 73.5 [g] at 0.095 [s]
 Min: 0.1 [g] at -0.049 [s]

P2 Head Resultant

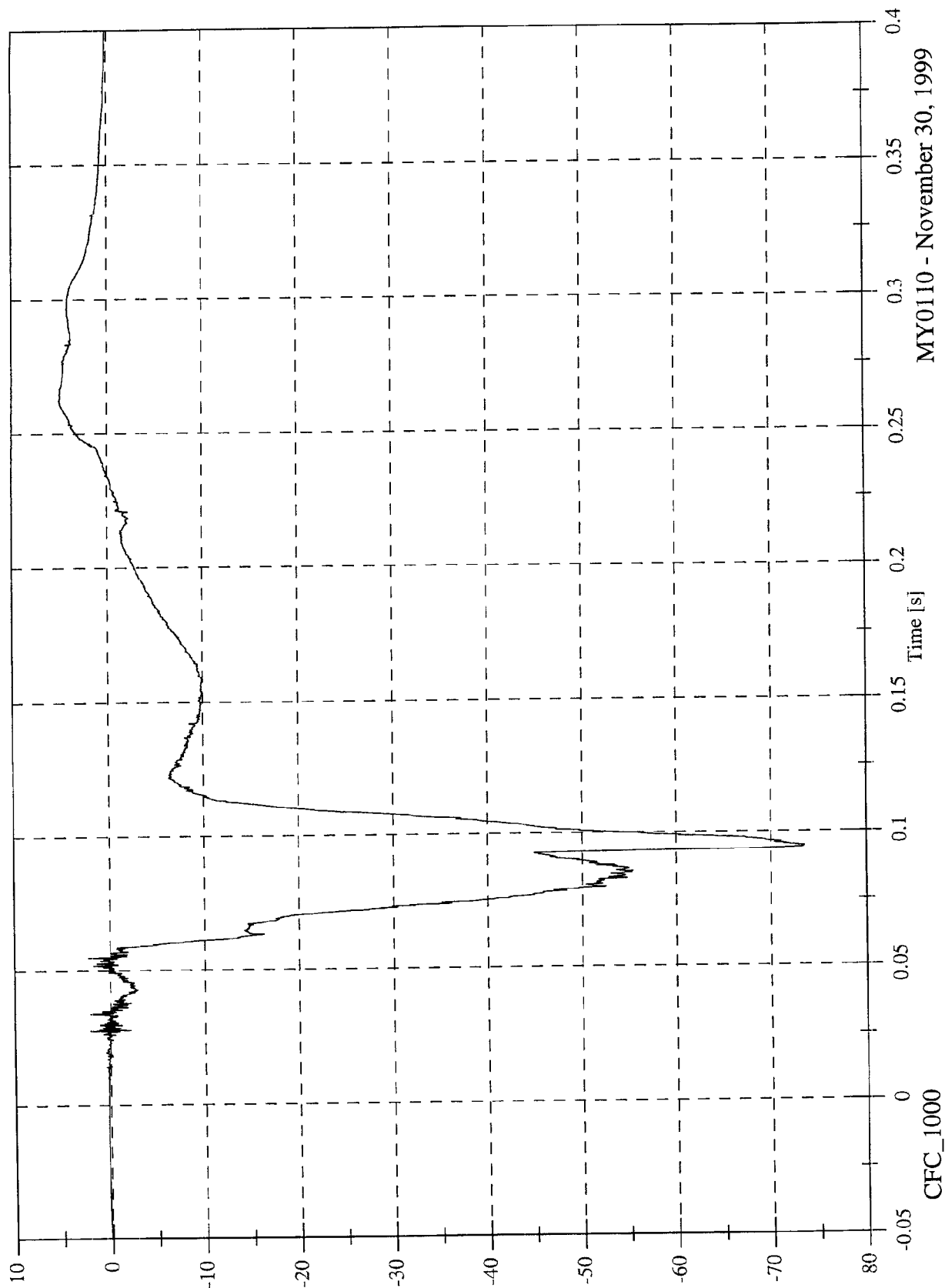


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 5.0 [g] at 0.263 [s]
Min: -73.6 [g] at 0.095 [s]

P2 Head Red x

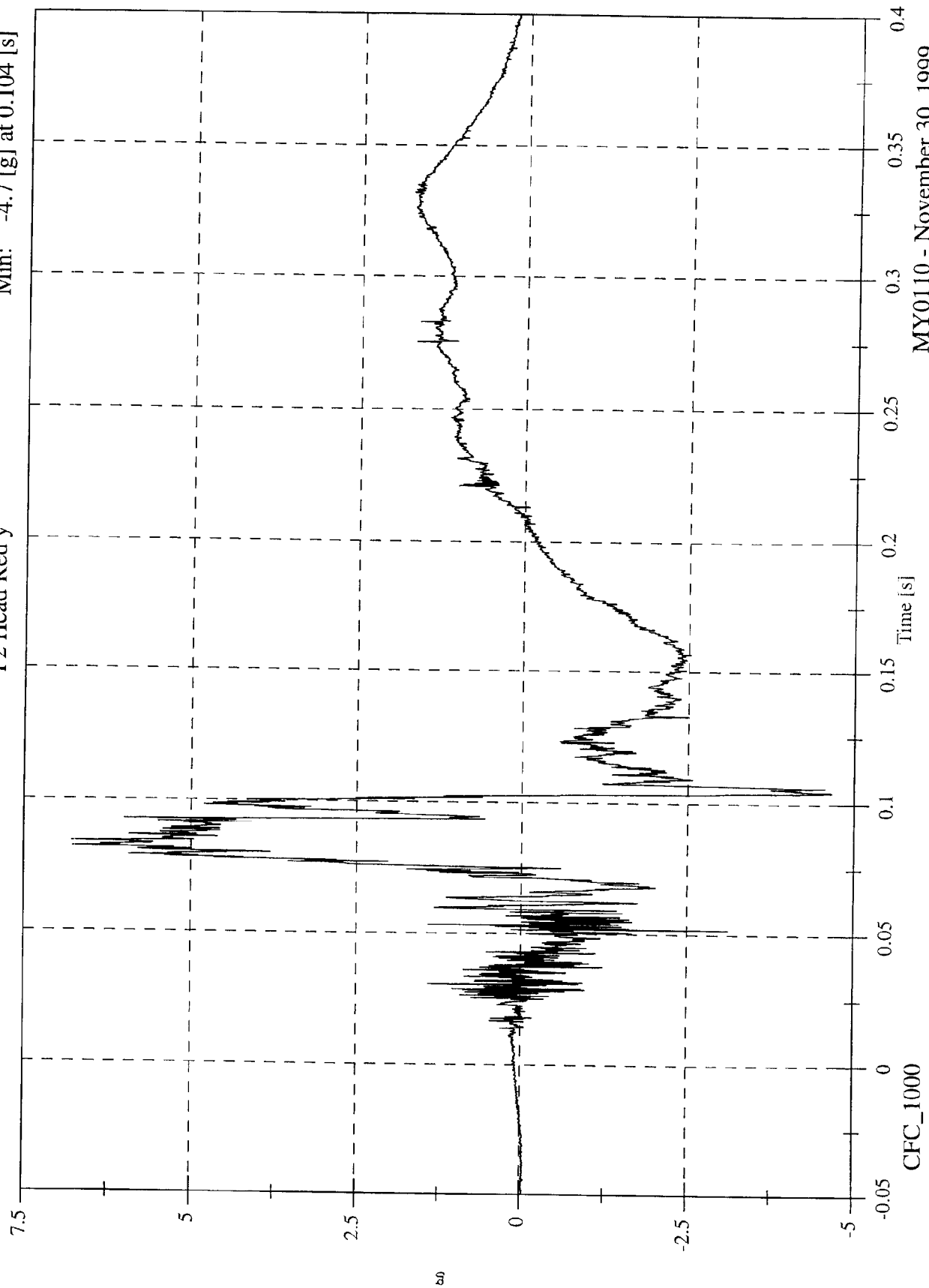


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 6.8 [g] at 0.084 [s]
Min: -4.7 [g] at 0.104 [s]

P2 Head Red y

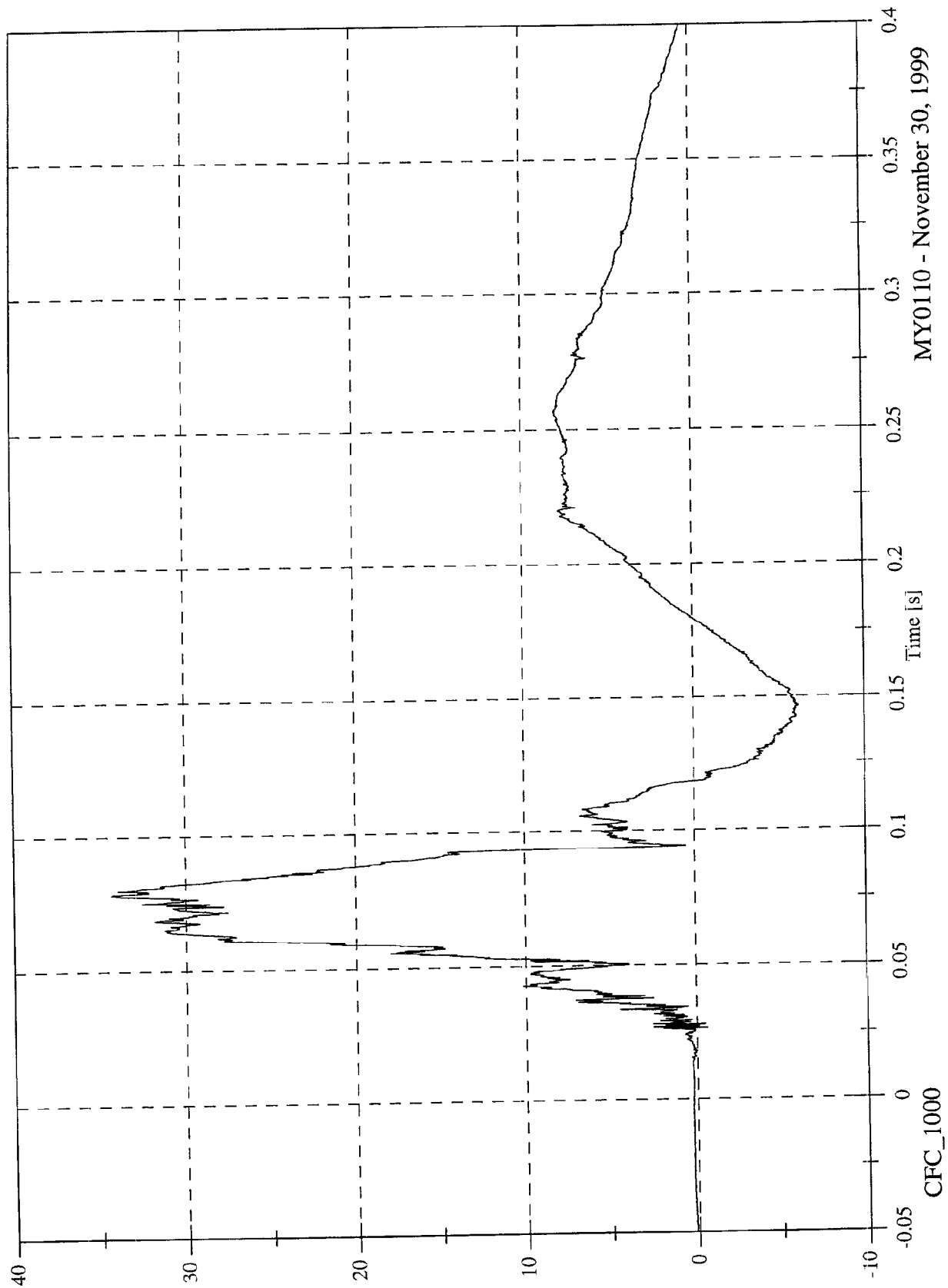


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 34.3 [g] at 0.078 [s]
Min: -6.2 [g] at 0.146 [s]

P2 Head Red z

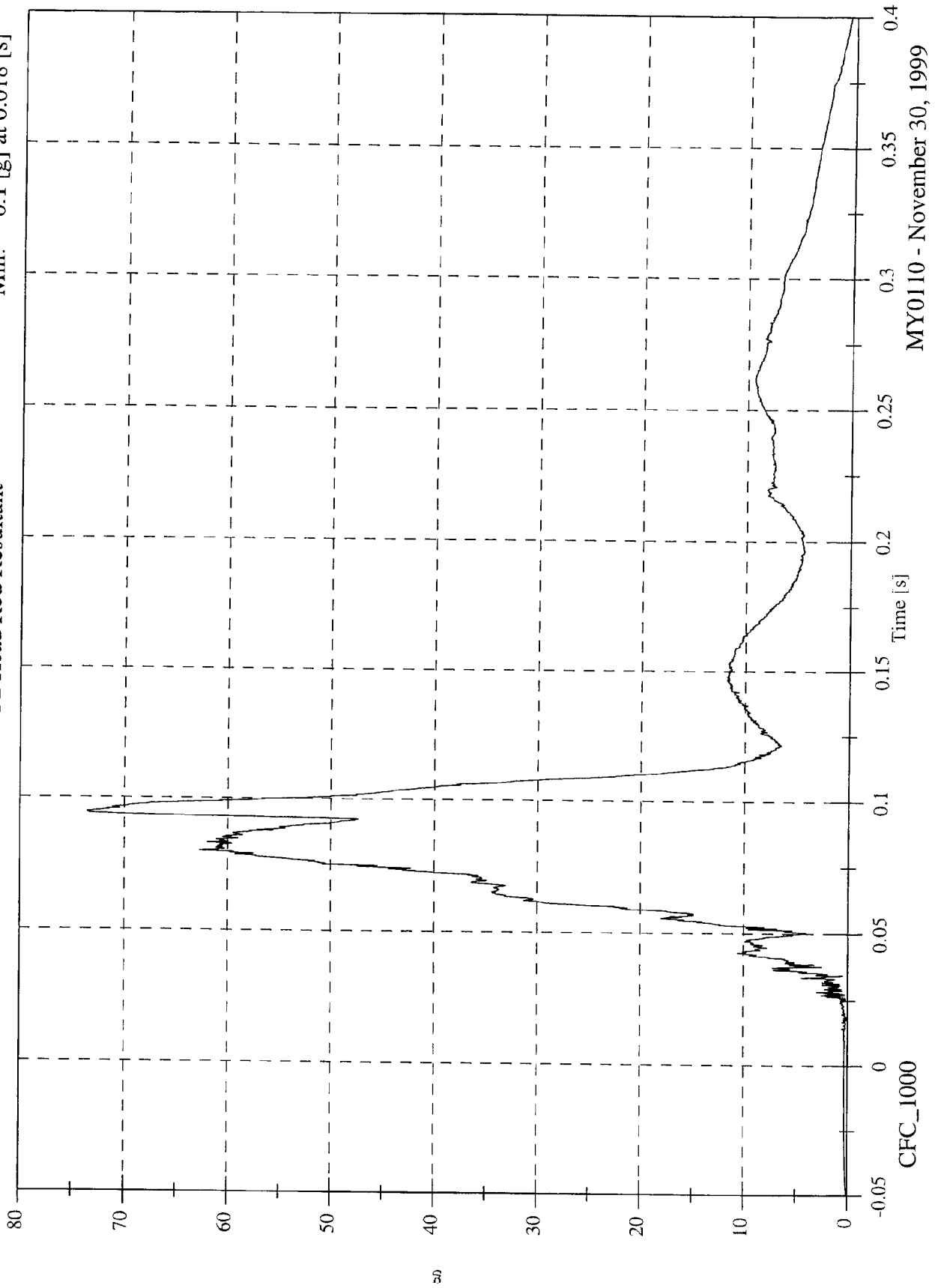


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Head Red Resultant

Max: 73.6 [g] at 0.095 [s]
Min: 0.1 [g] at 0.018 [s]



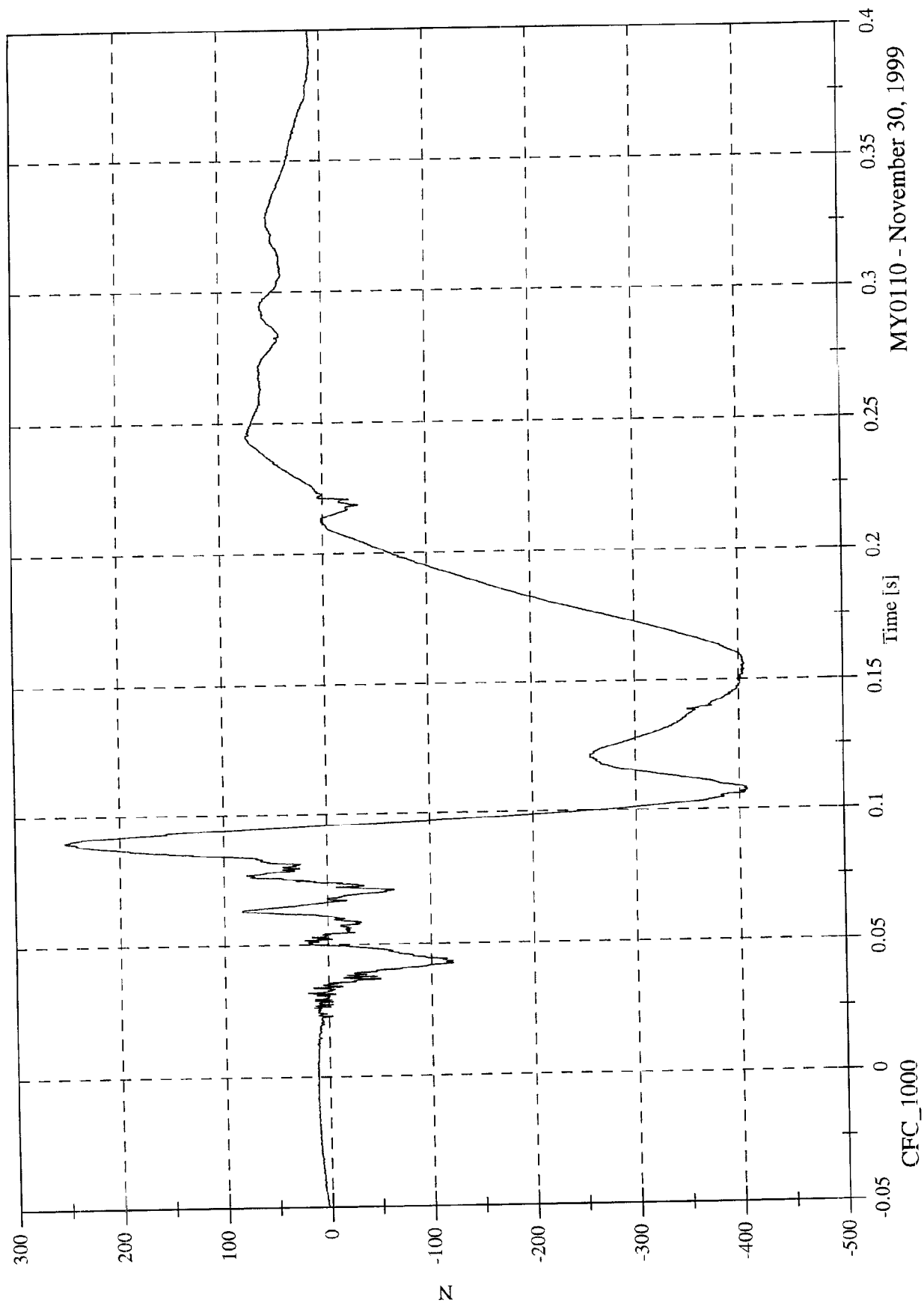
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Upper Neck Fx

Max: 252.2 [N] at 0.090 [s]

Min: -407.9 [N] at 0.107 [s]

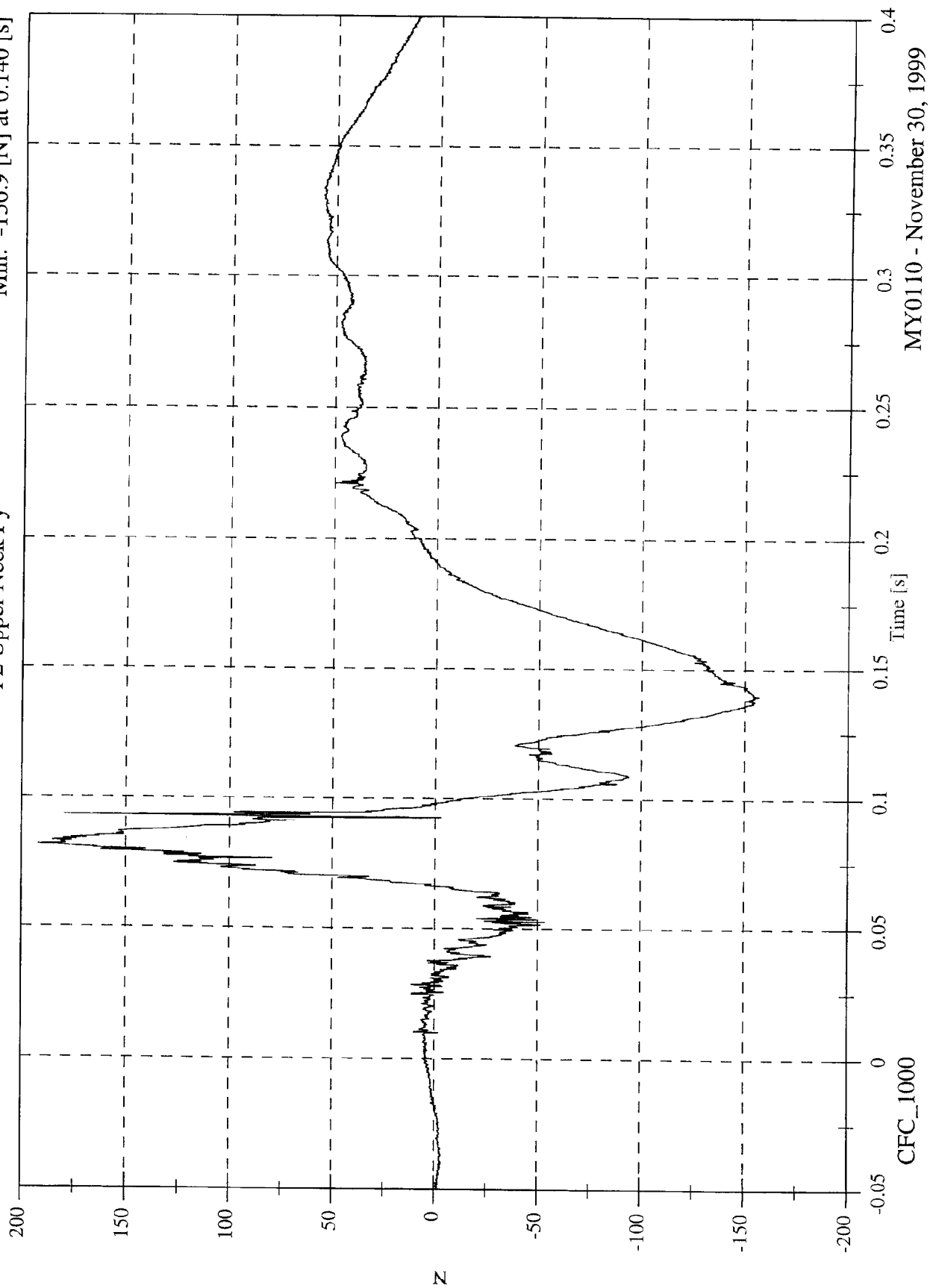


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Upper Neck Fy

Max: 191.9 [N] at 0.082 [s]
Min: -156.9 [N] at 0.140 [s]

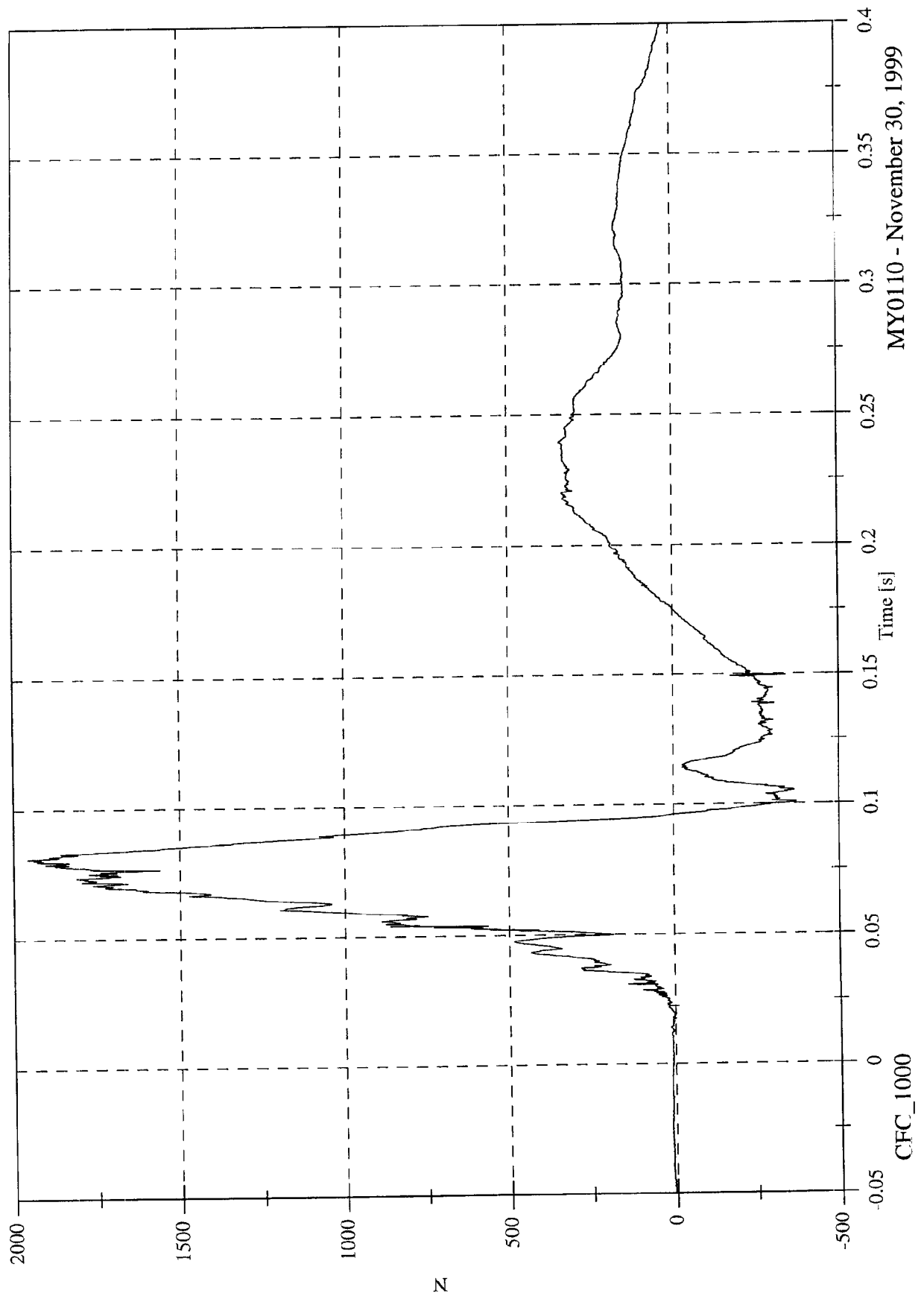


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Upper Neck Fz

Max: 1956.7 [N] at 0.081 [s]
Min: -371.5 [N] at 0.101 [s]

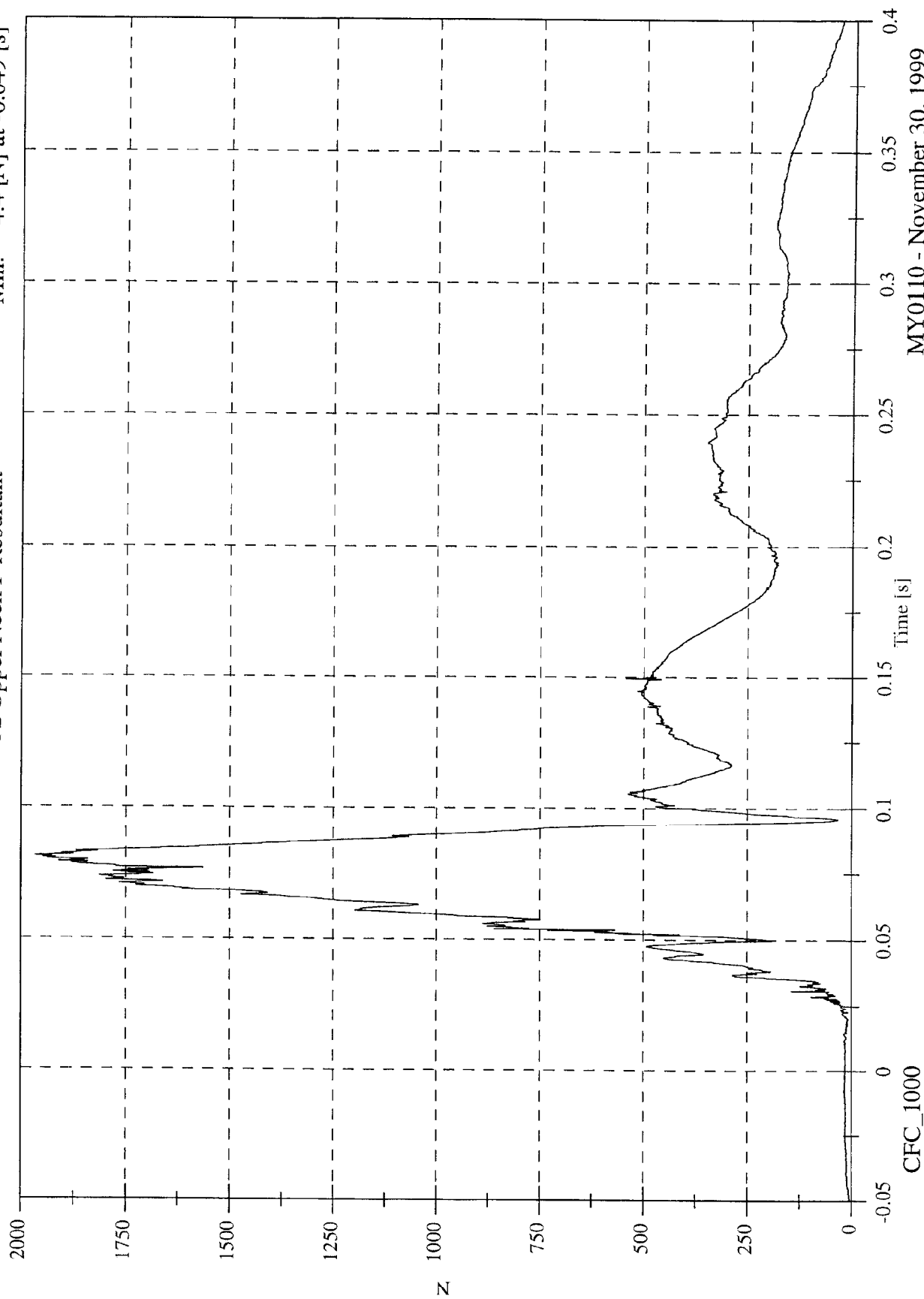


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Upper Neck F Resultant

Max: 1965.3 [N] at 0.081 [s]
Min: 4.4 [N] at -0.049 [s]

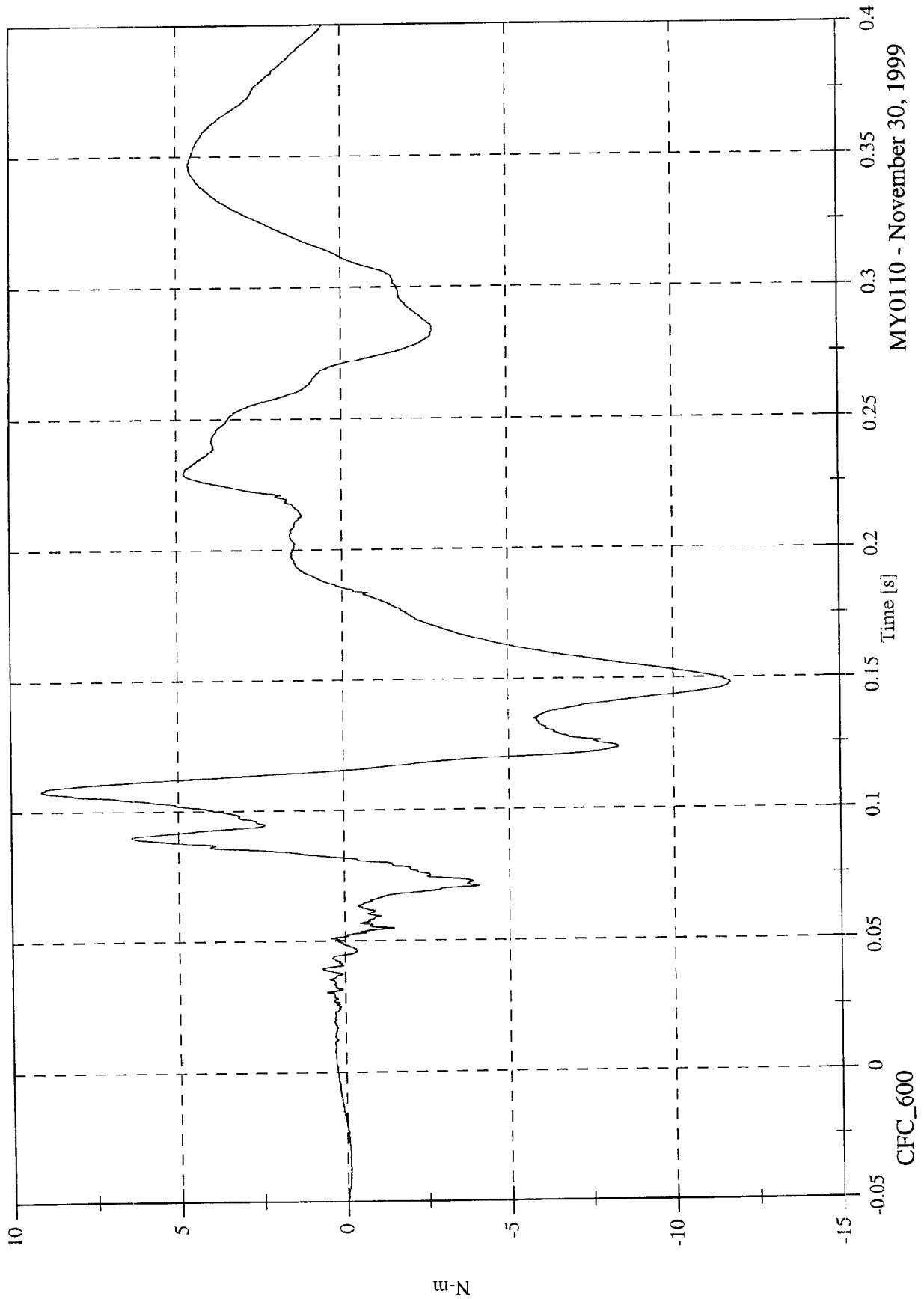


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Upper Neck Mx

Max: 9.1 [N-m] at 0.108 [s]
Min: -11.7 [N-m] at 0.148 [s]

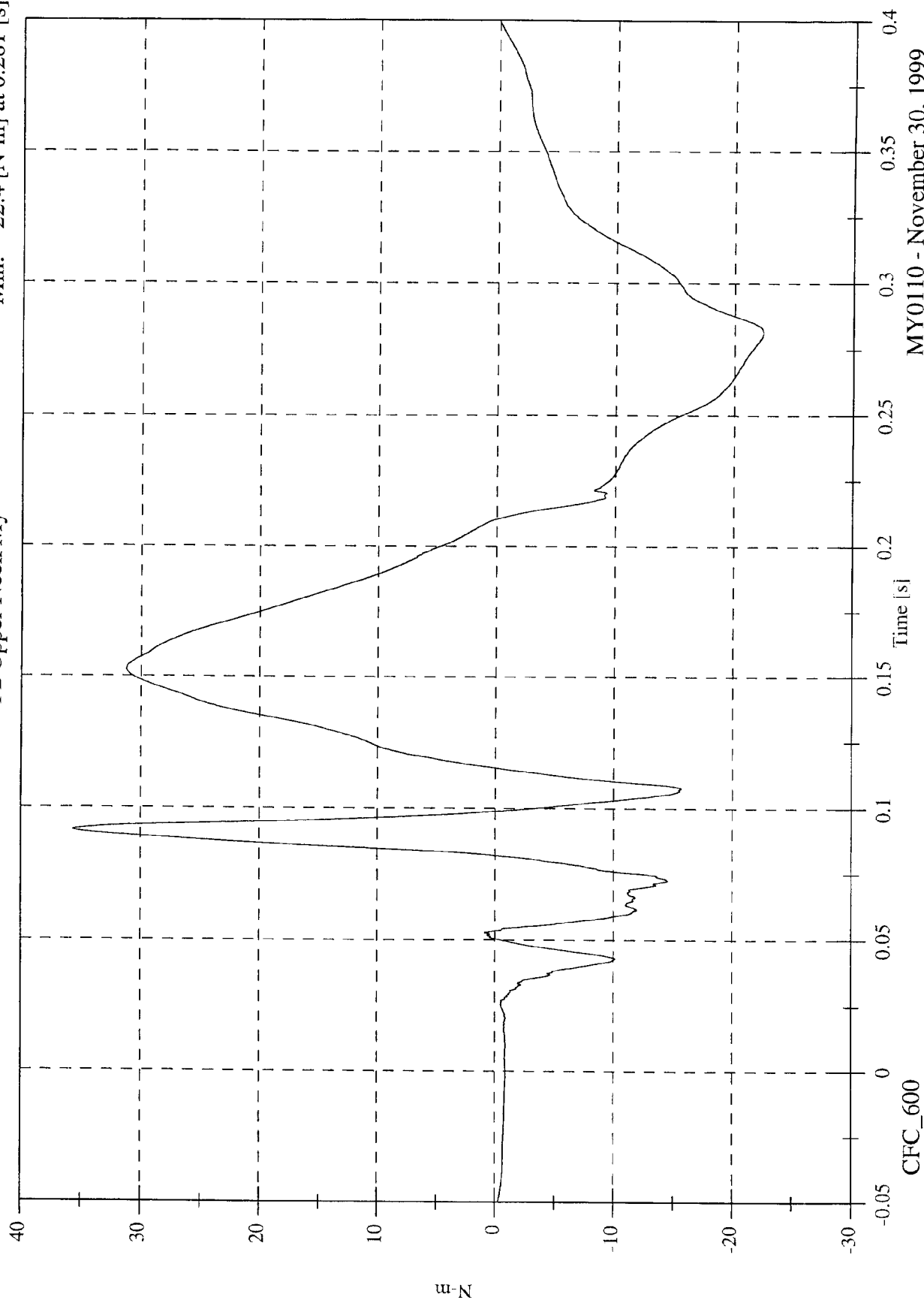


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Upper Neck My

Max: 35.7 [N-m] at 0.091 [s]
Min: -22.4 [N-m] at 0.281 [s]

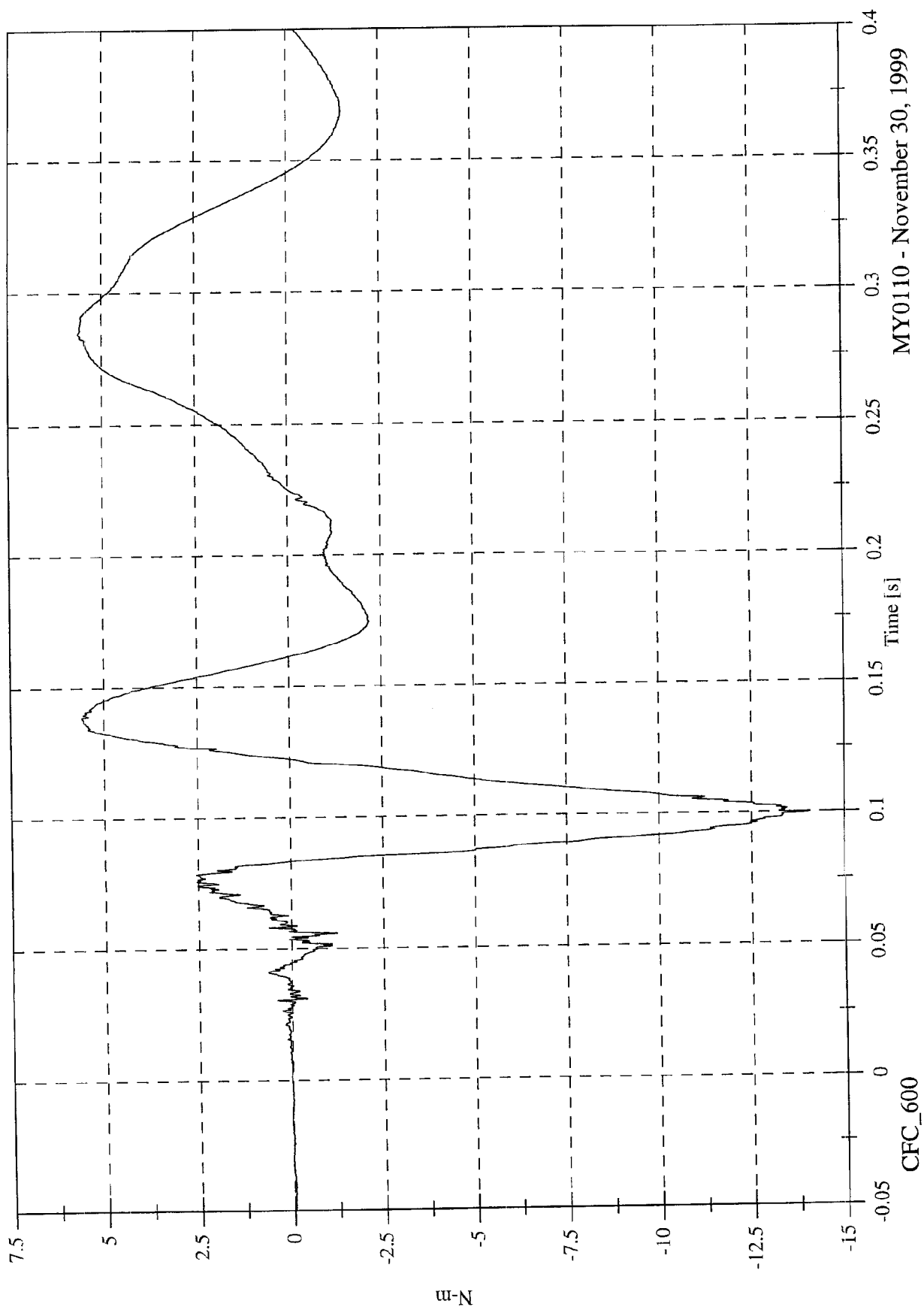


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 5.6 [N-m] at 0.285 [s]
 Min: -14.0 [N-m] at 0.100 [s]

P2 Upper Neck Mz



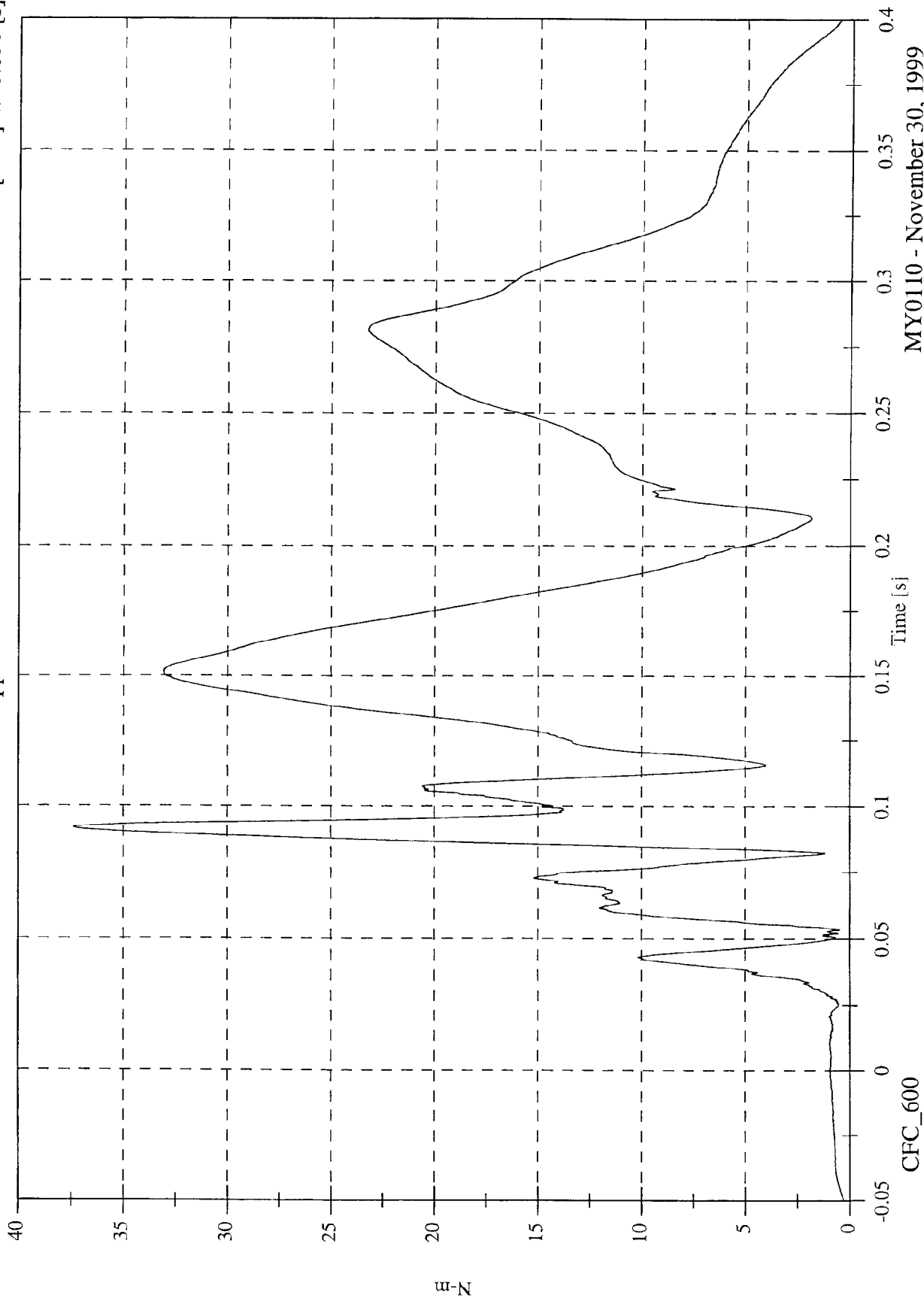
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Upper Neck M Resultant

Max: 37.4 [N-m] at 0.092 [s]

Min: 0.3 [N-m] at -0.050 [s]

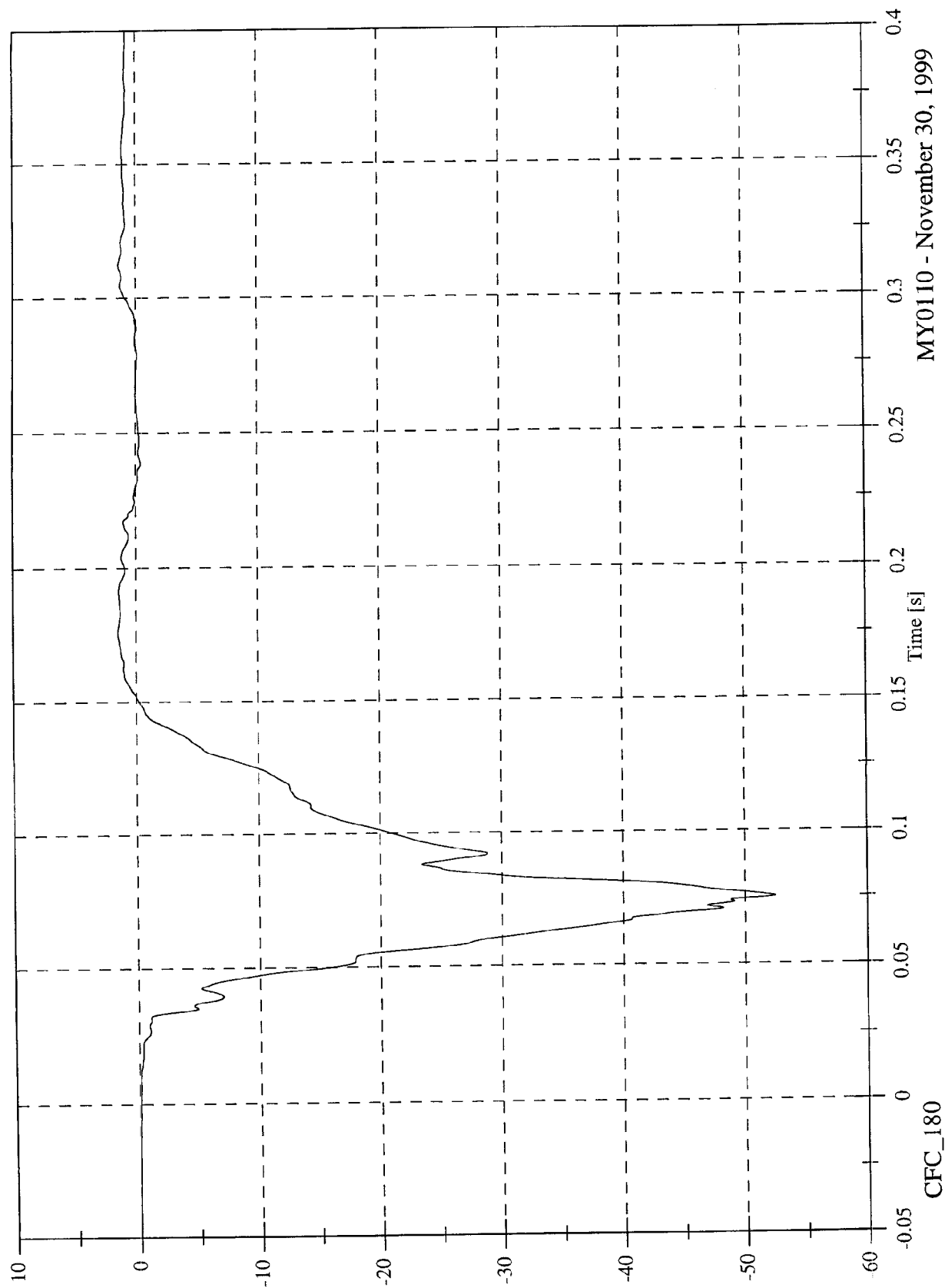


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 1.5 [g] at 0.176 [s]
Min: -52.5 [g] at 0.075 [s]

P2 Chest x

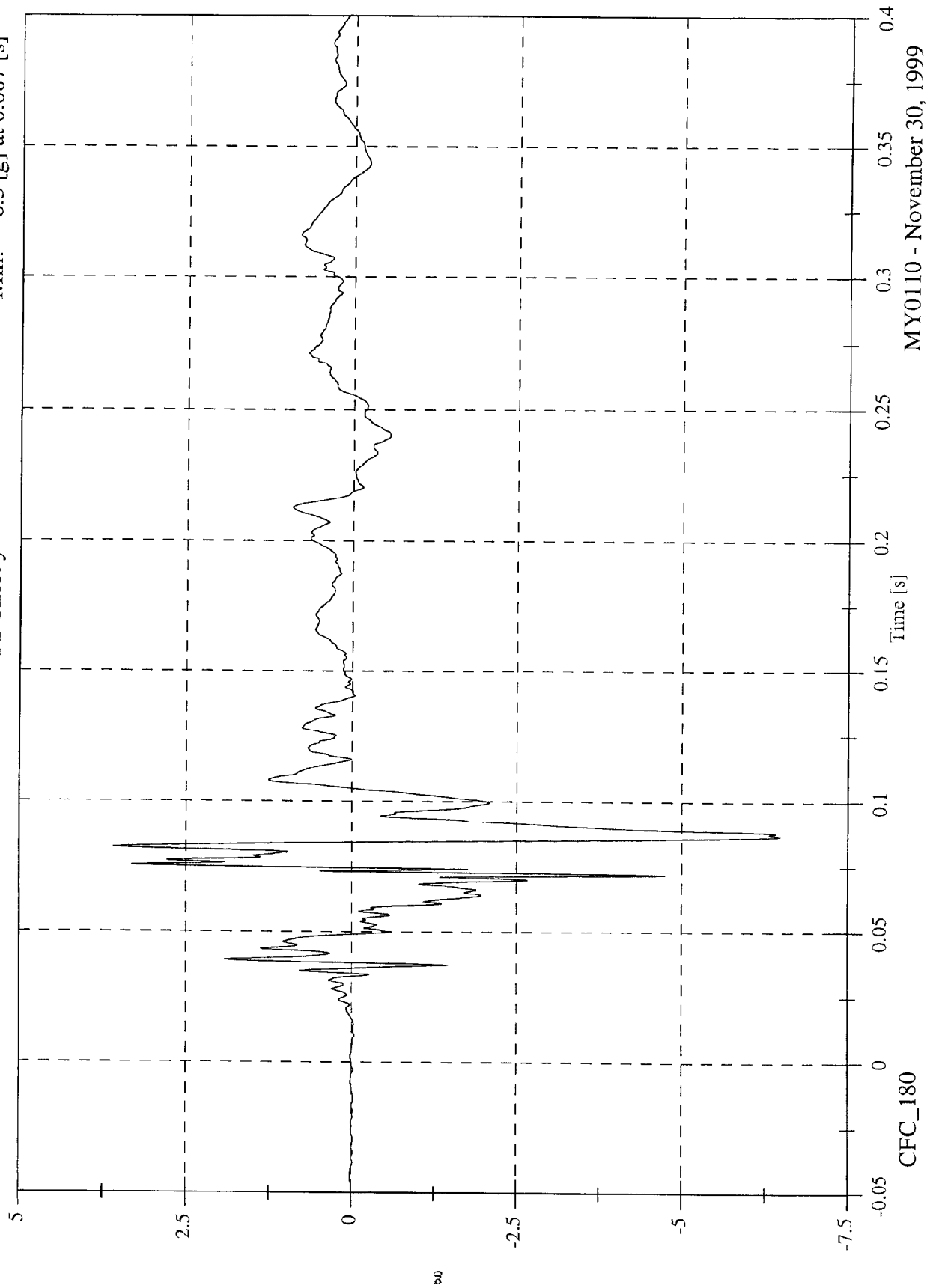


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 3.6 [g] at 0.082 [s]
Min: -6.5 [g] at 0.087 [s]

P2 Chest y

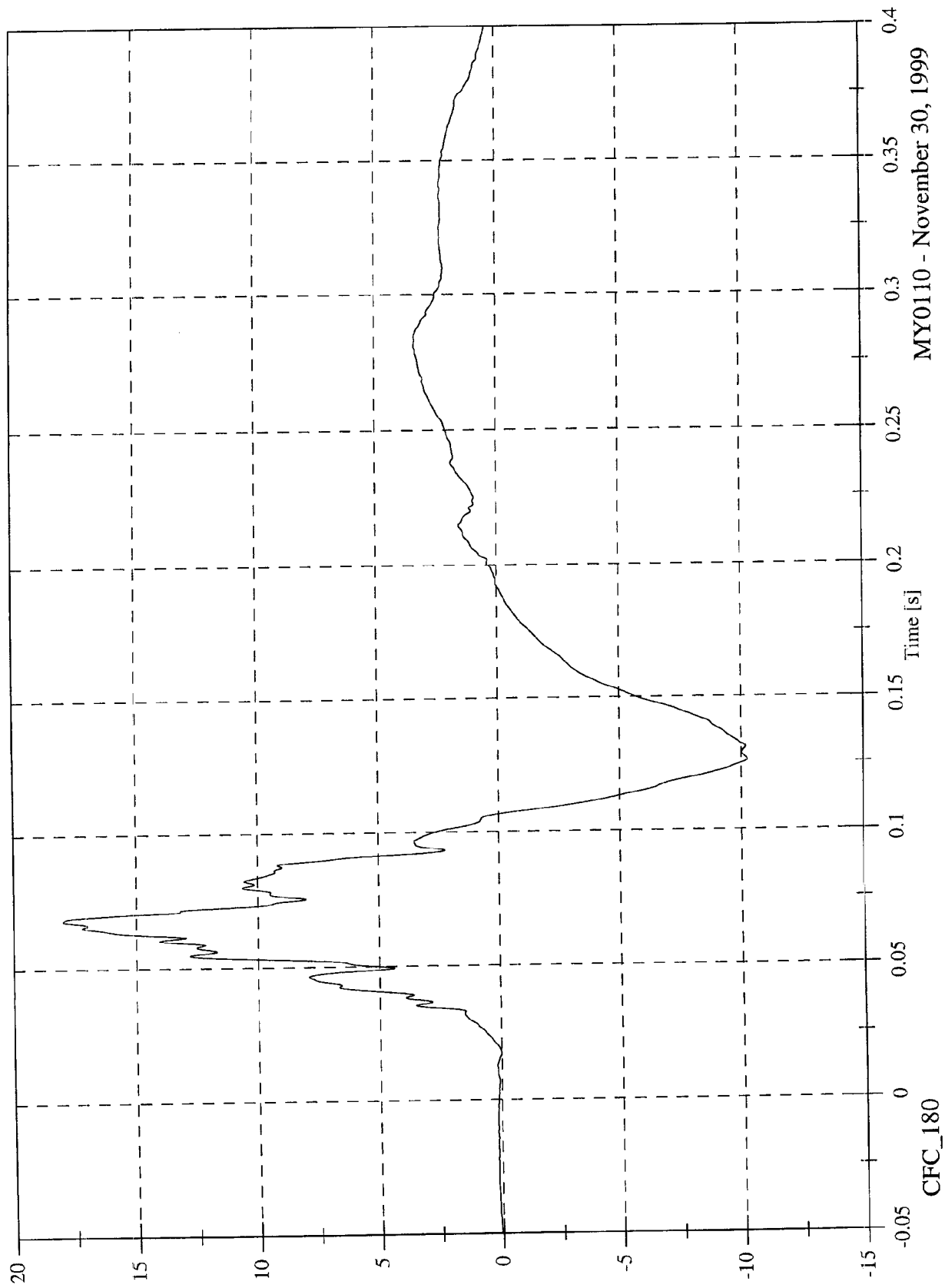


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 18.0 [g] at 0.068 [s]
Min: -10.3 [g] at 0.126 [s]

P2 Chest z



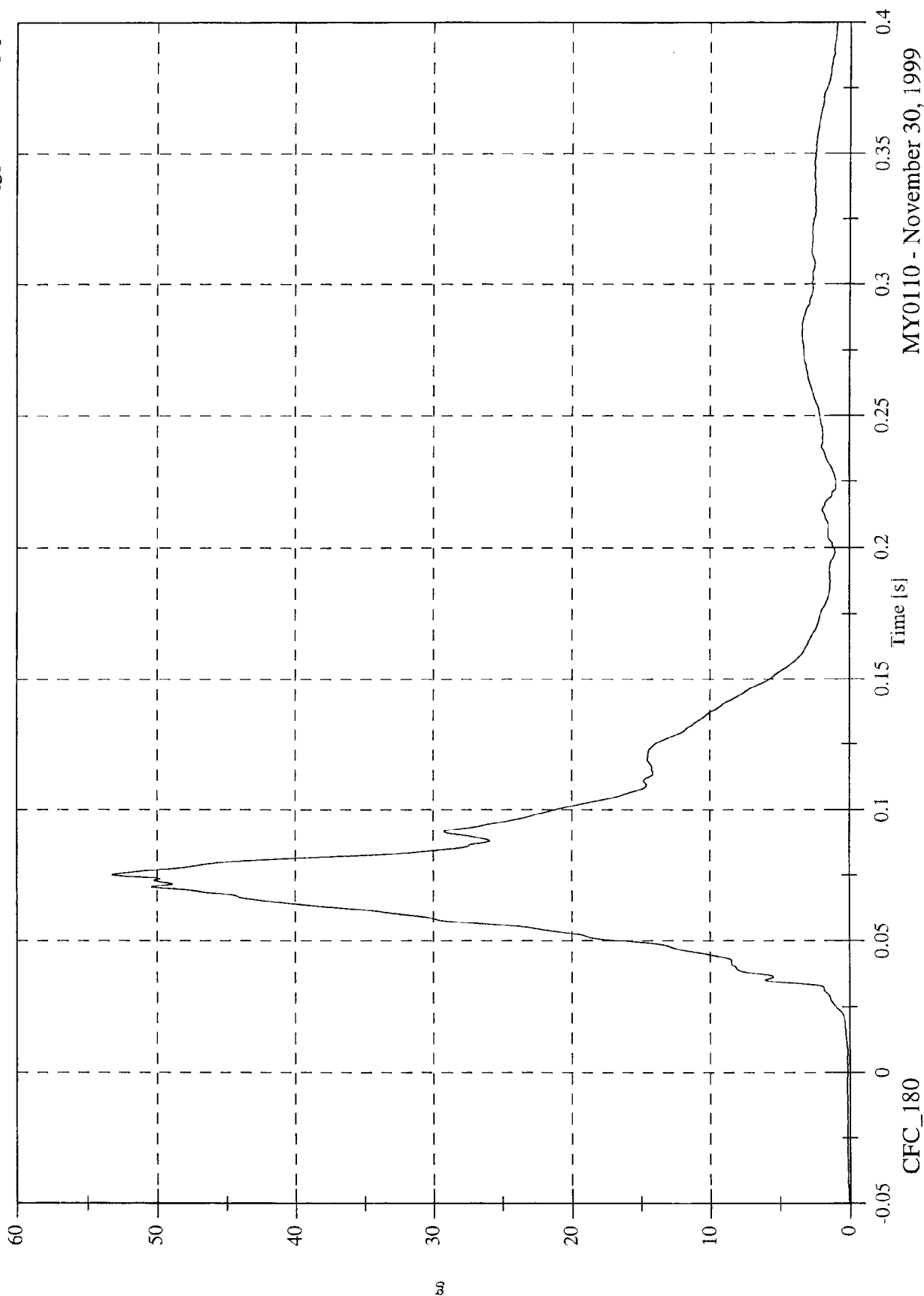
MY0110 - November 30, 1999

CFC_180

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Chest Resultant

Max: 53.2 [g] at 0.075 [s]
Min: 0.1 [g] at -0.050 [s]

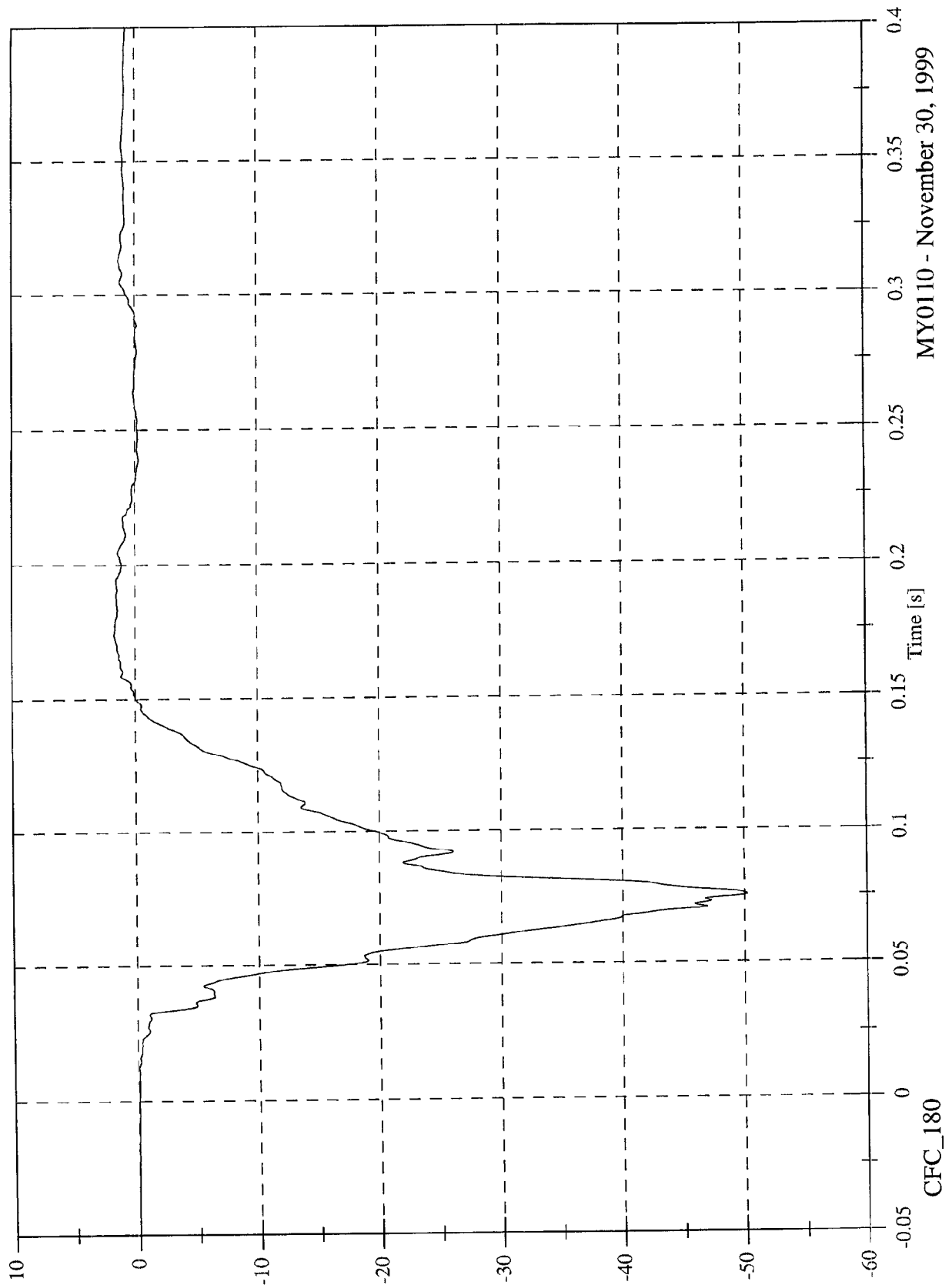


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 1.7 [g] at 0.174 [s]
Min: -50.2 [g] at 0.075 [s]

P2 Chest Red x

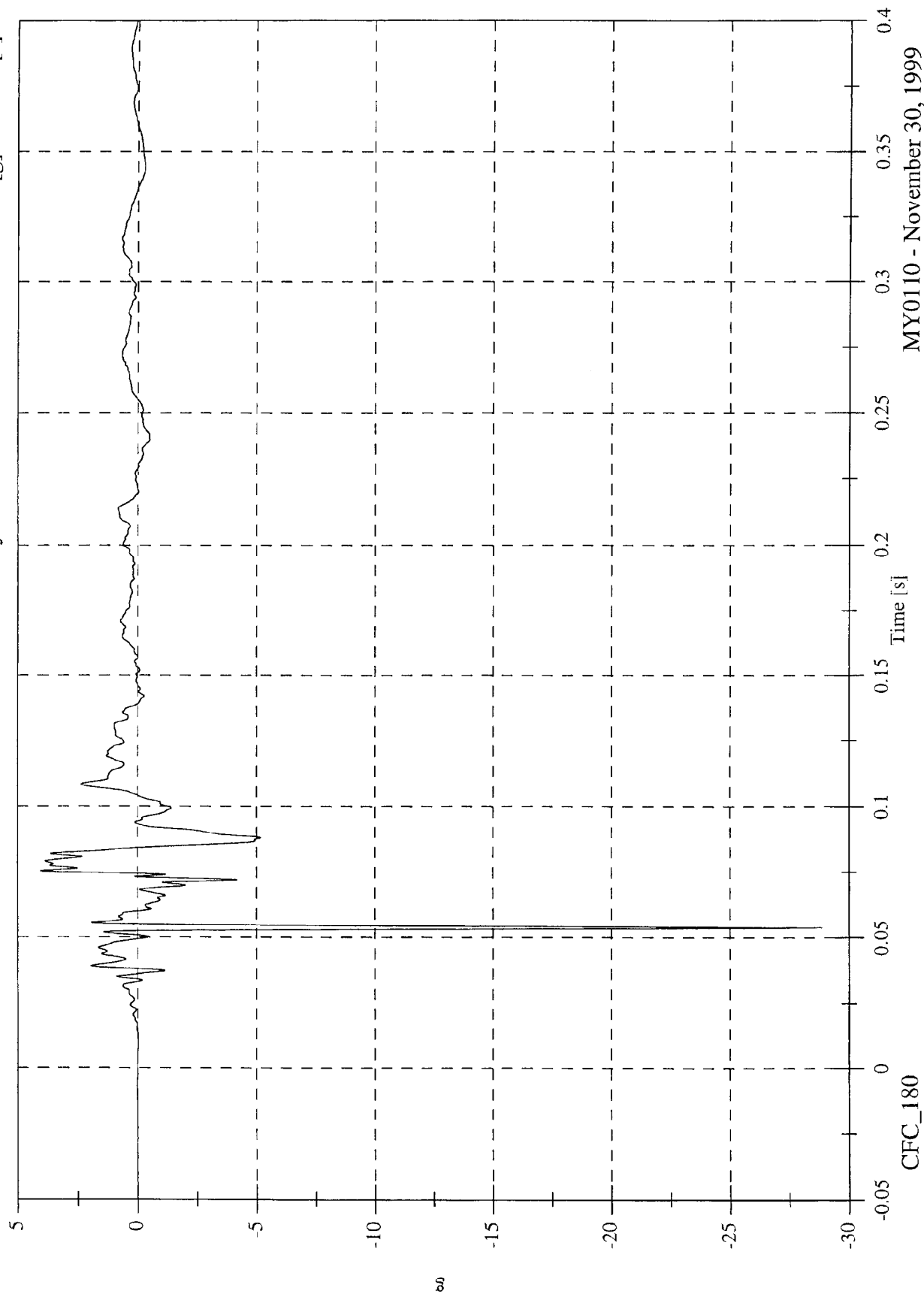


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 4.0 [g] at 0.075 [s]
Min: -28.9 [g] at 0.054 [s]

P2 Chest Red y

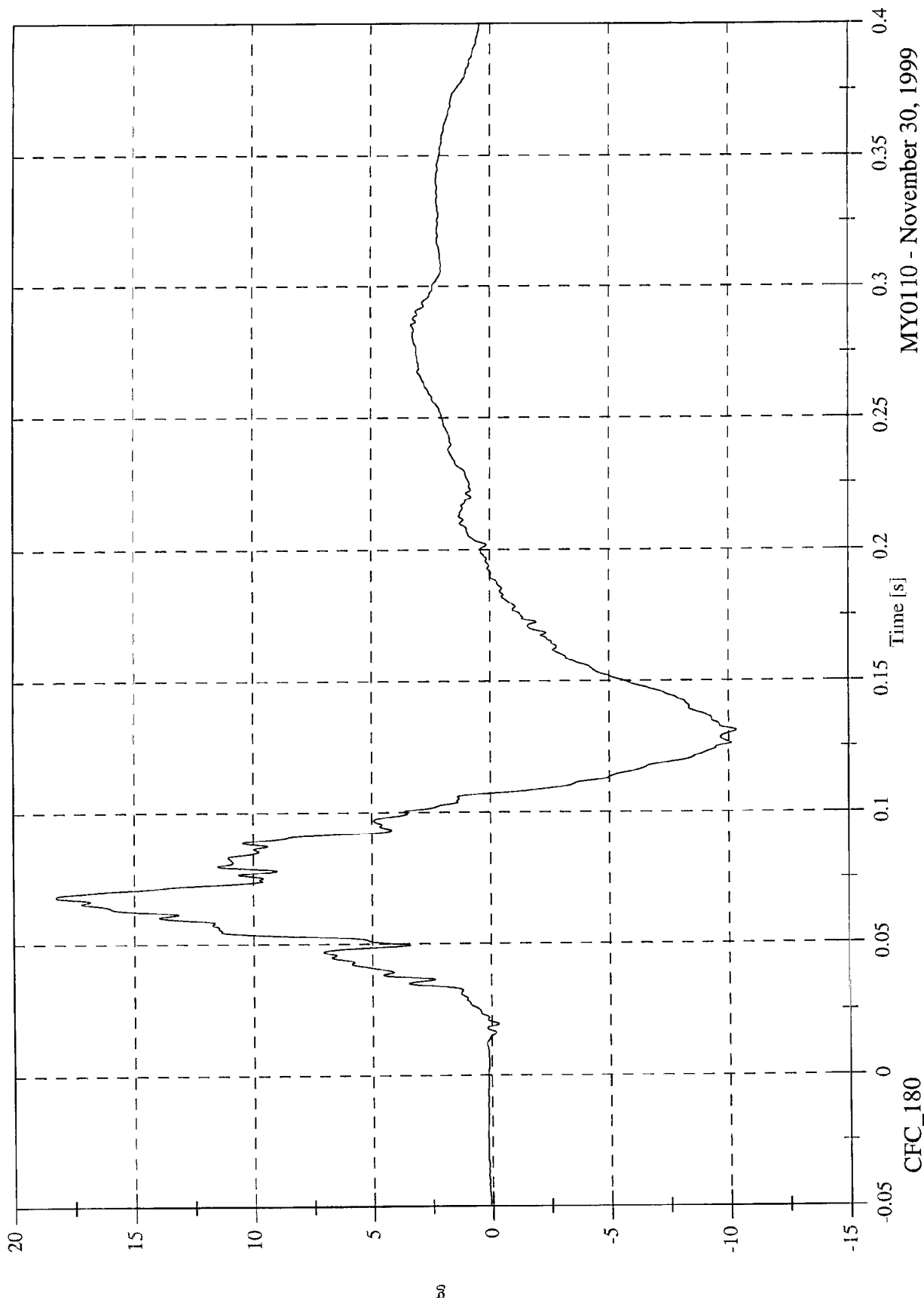


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 18.3 [g] at 0.068 [s]
Min: -10.3 [g] at 0.131 [s]

P2 Chest Red z

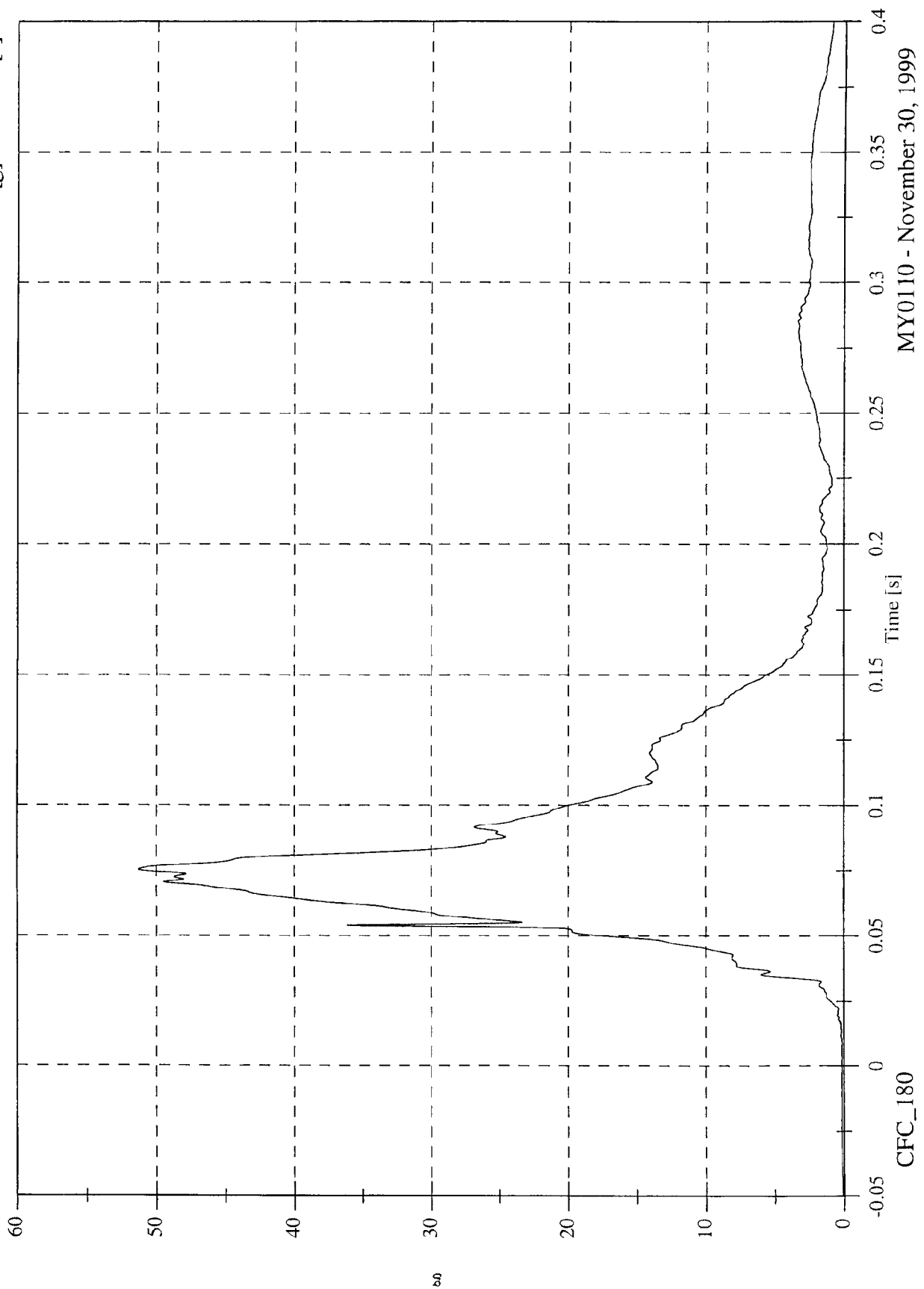


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Chest Red Resultant

Max: 51.3 [g] at 0.075 [s]
Min: 0.1 [g] at -0.048 [s]

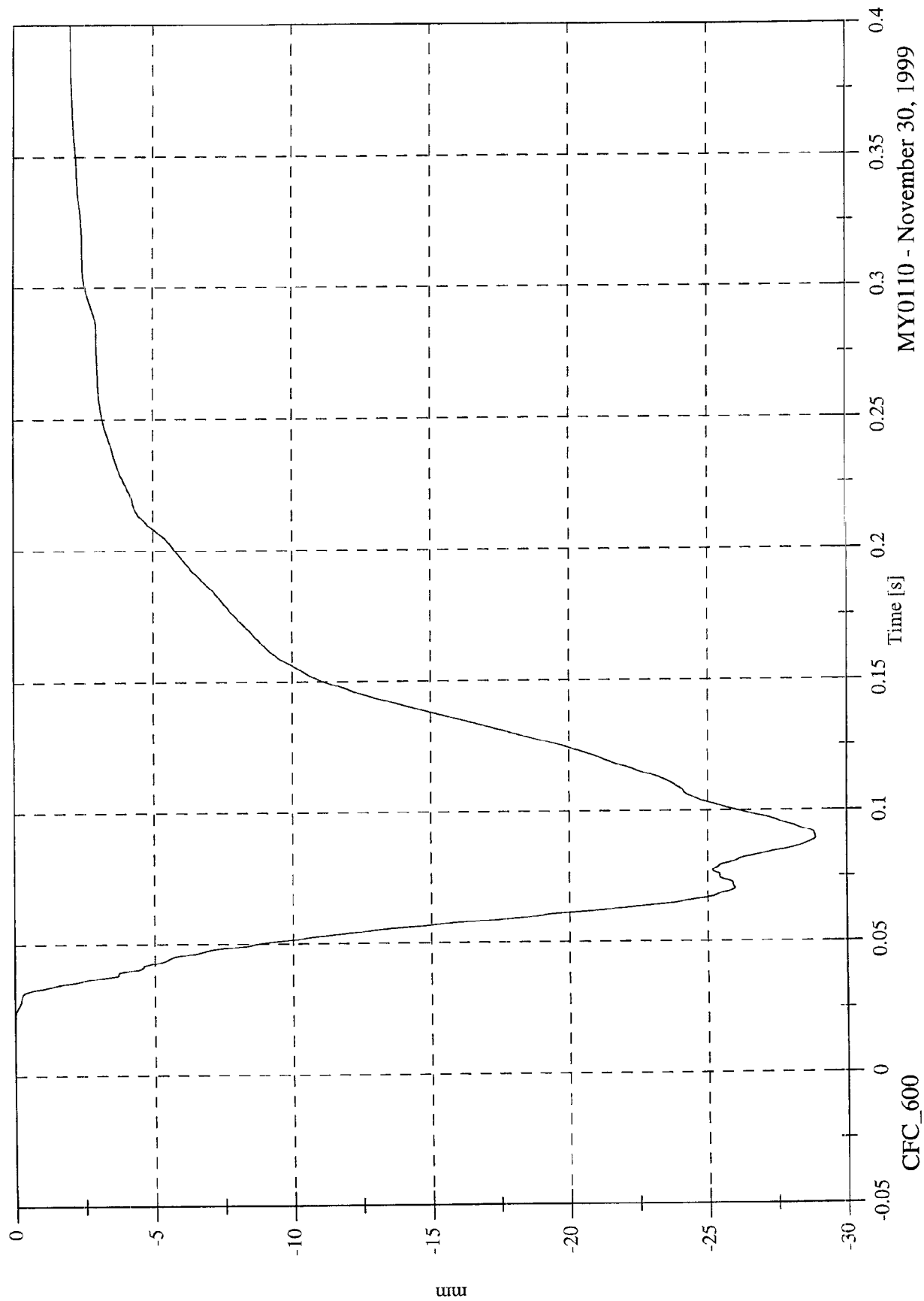


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 0.0 [mm] at -0.016 [s]
Min: -28.9 [mm] at 0.089 [s]

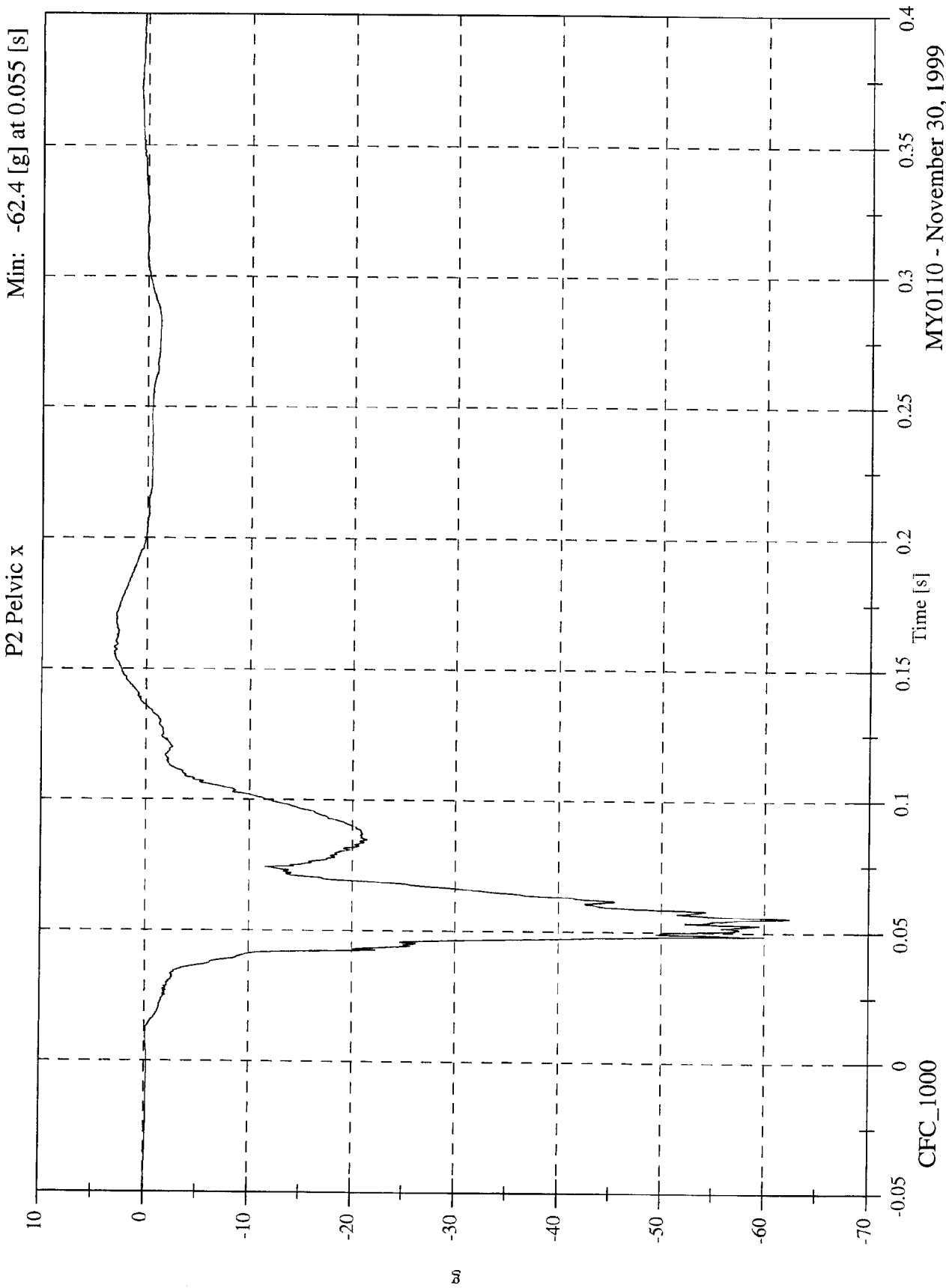
P2 Chest Compression x



MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 3.1 [g] at 0.158 [s]
Min: -62.4 [g] at 0.055 [s]

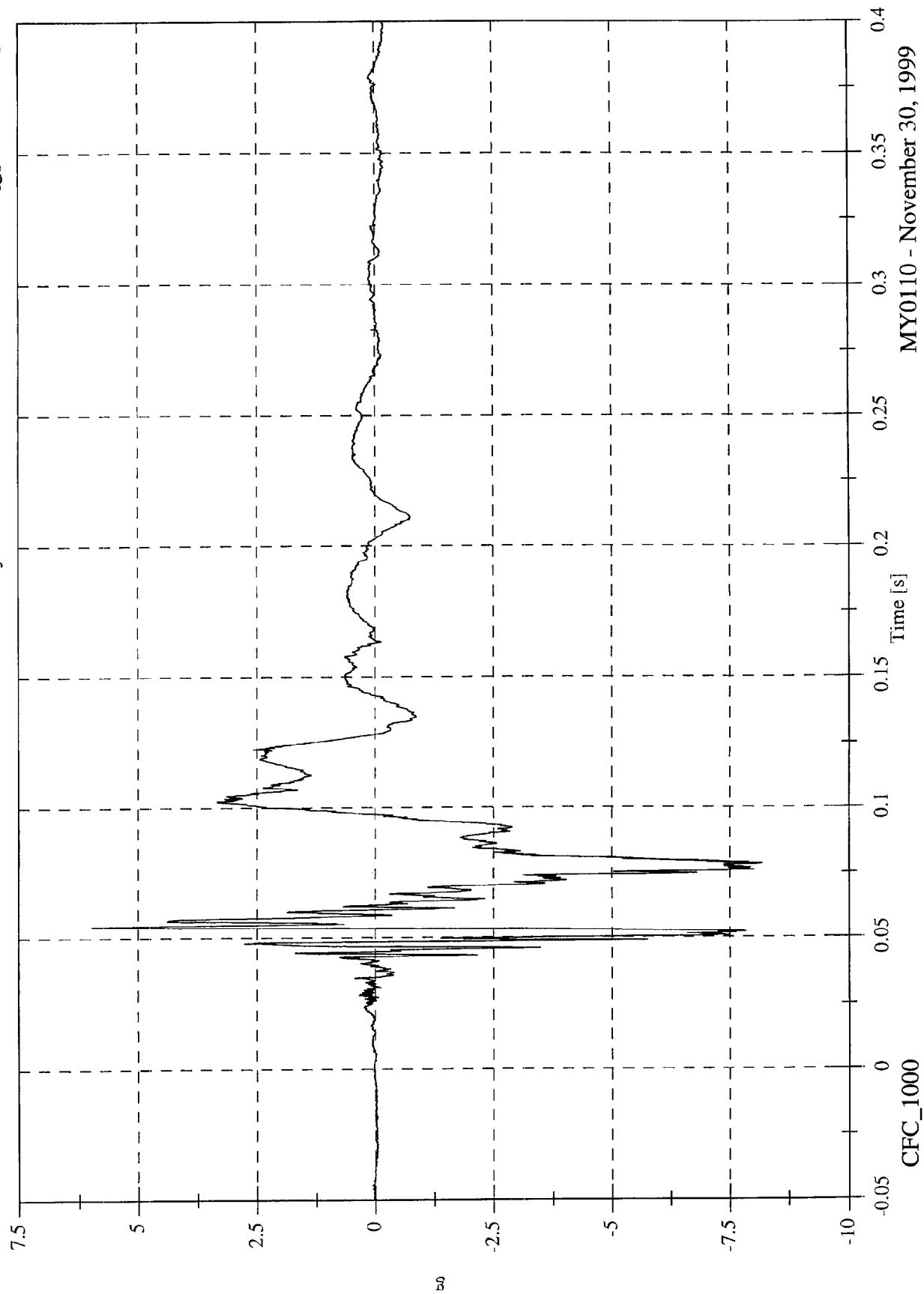


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 6.0 [g] at 0.055 [s]
 Min: -8.2 [g] at 0.078 [s]

P2 Pelvic y

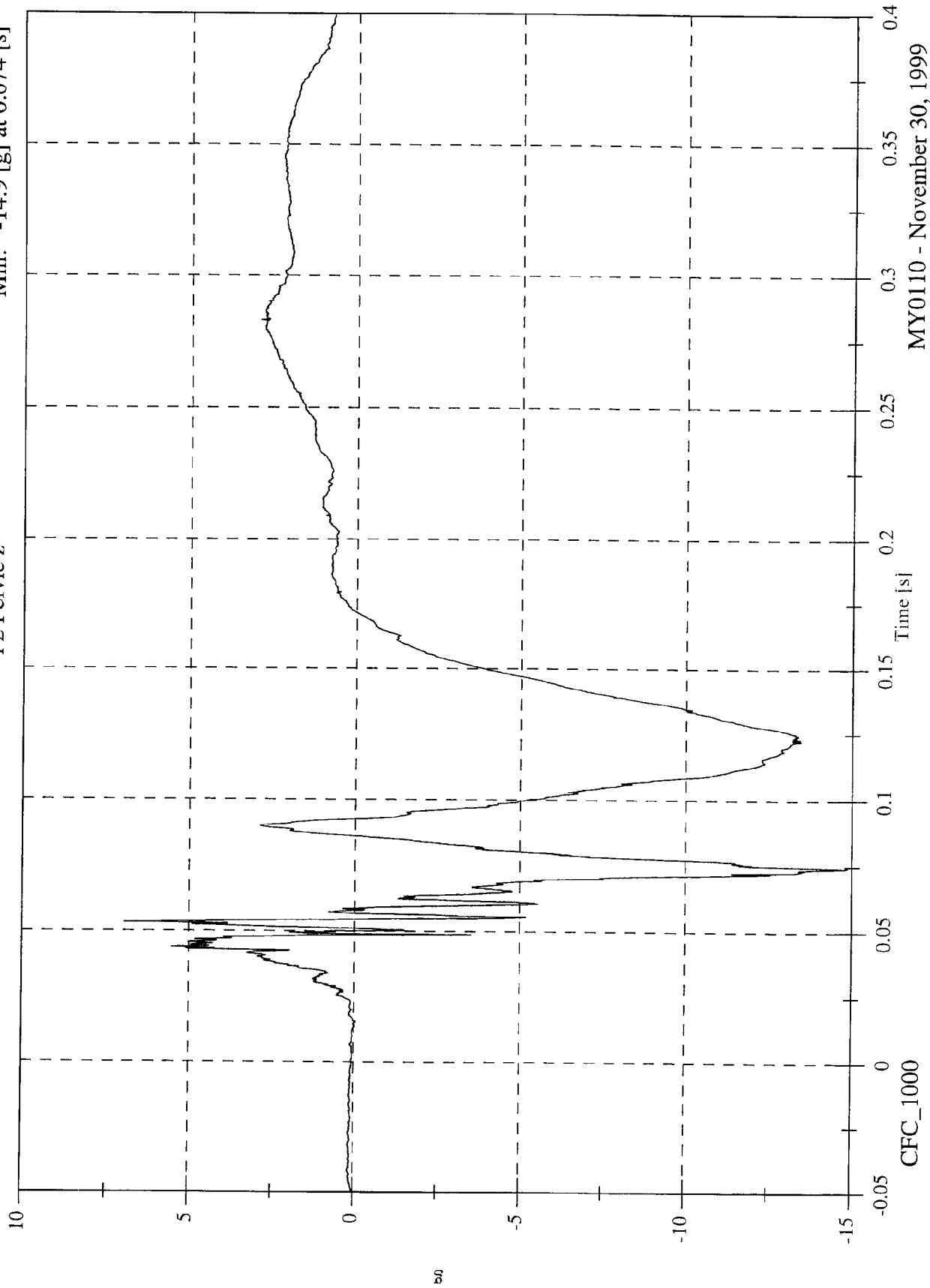


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 6.9 [g] at 0.053 [s]
Min: -14.9 [g] at 0.074 [s]

P2 Pelvic z

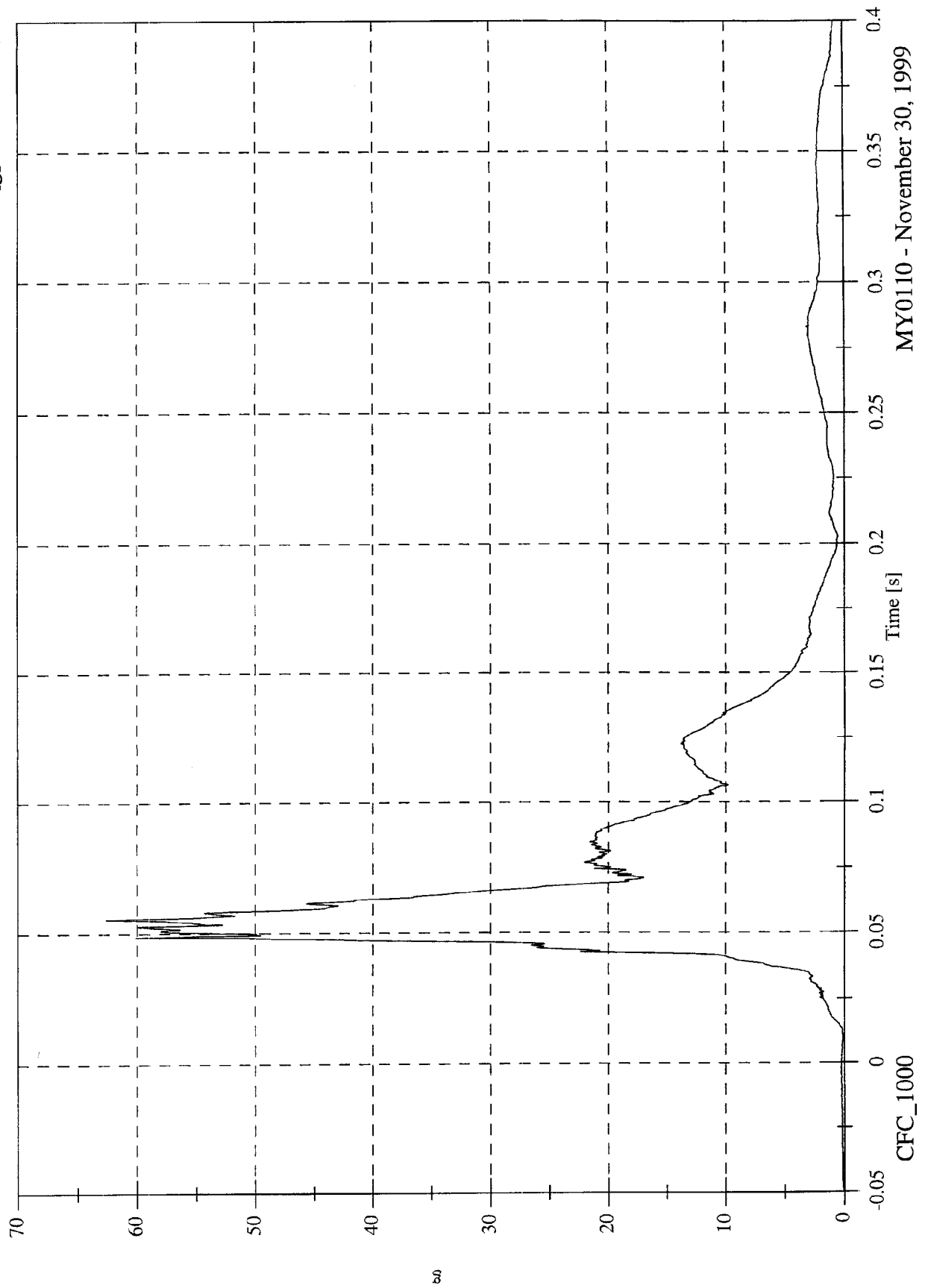


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Pelvic Resultant

Max: 62.6 [g] at 0.055 [s]
Min: 0.1 [g] at -0.049 [s]

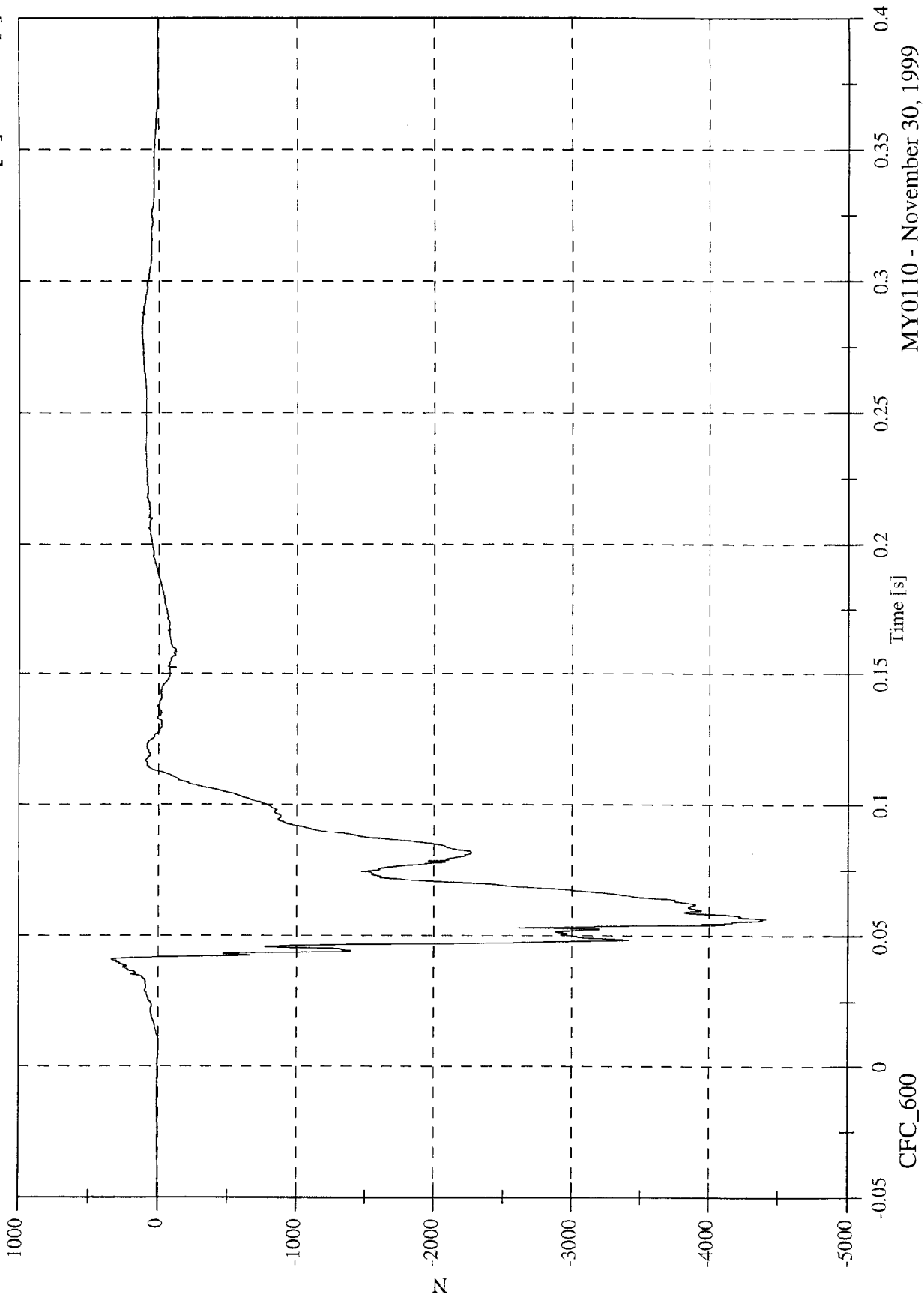


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Left Femur z

Max: 335.3 [N] at 0.041 [s]
Min: -4411.9 [N] at 0.057 [s]

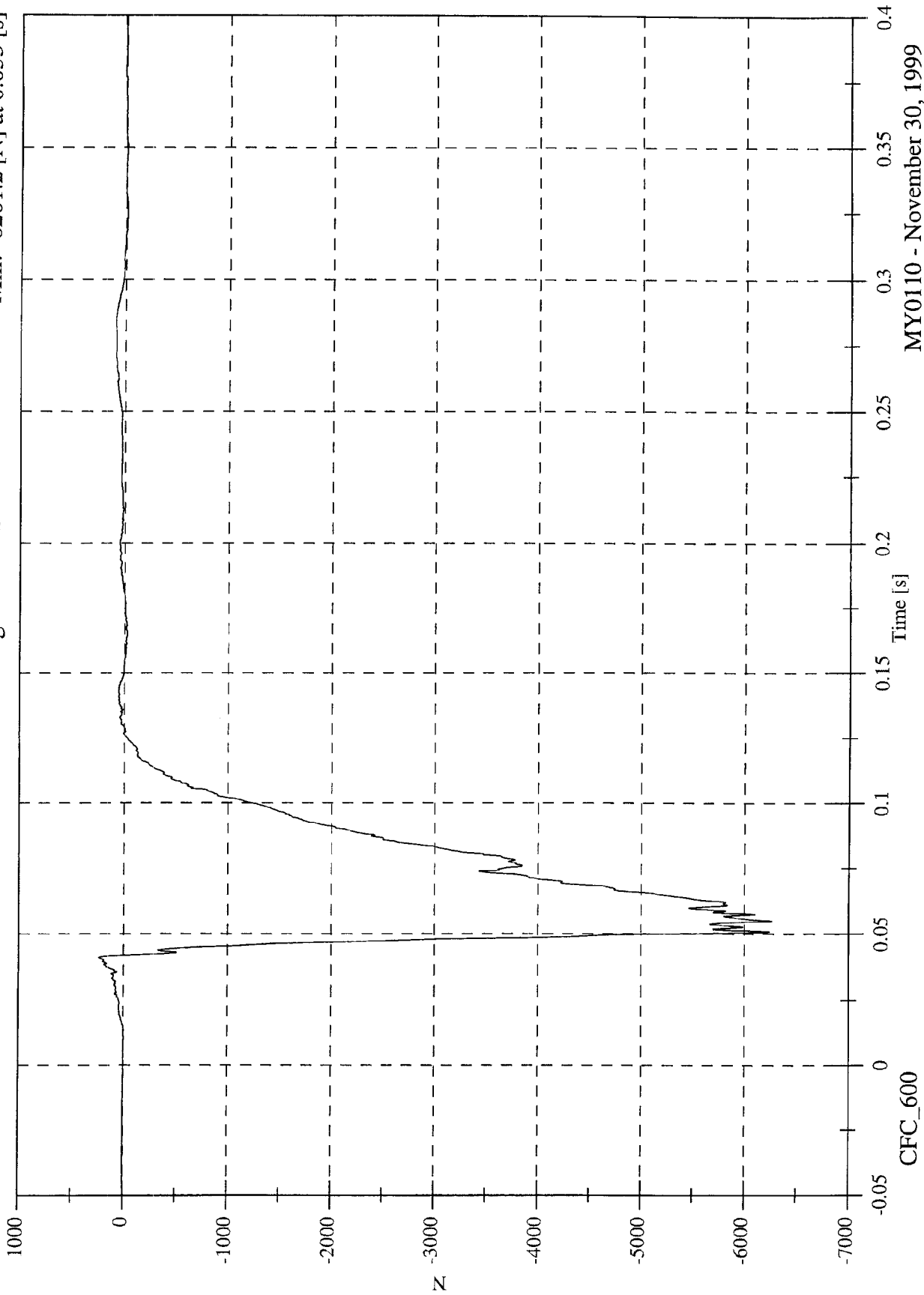


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Femur z

Max: 235.5 [N] at 0.041 [s]
Min: -6261.2 [N] at 0.055 [s]

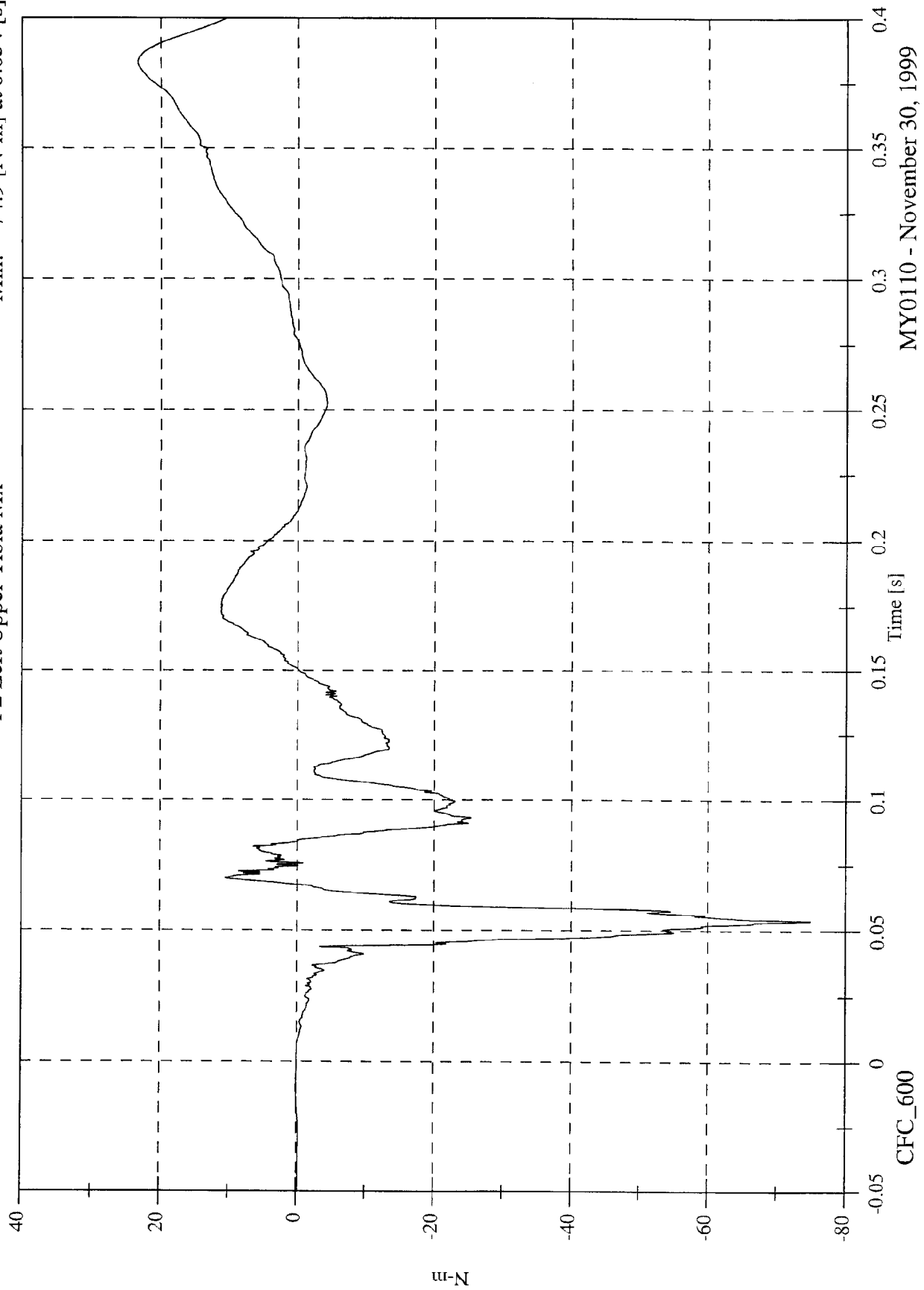


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Left Upper Tibia Mx

Max: 23.4 [N-m] at 0.383 [s]
Min: -74.9 [N-m] at 0.054 [s]

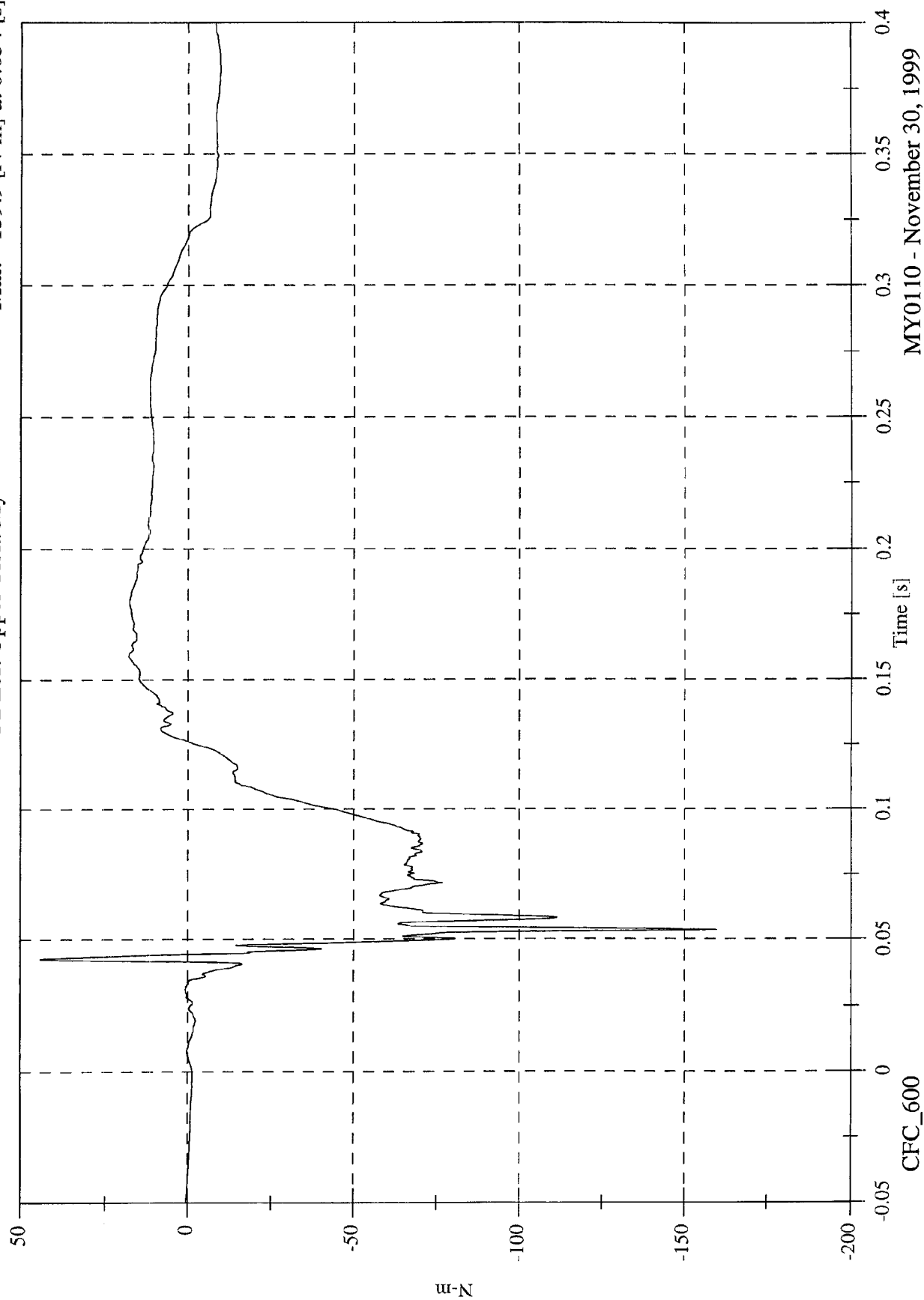


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Left Upper Tibia My

Max: 44.0 [N-m] at 0.043 [s]
Min: -159.9 [N-m] at 0.054 [s]

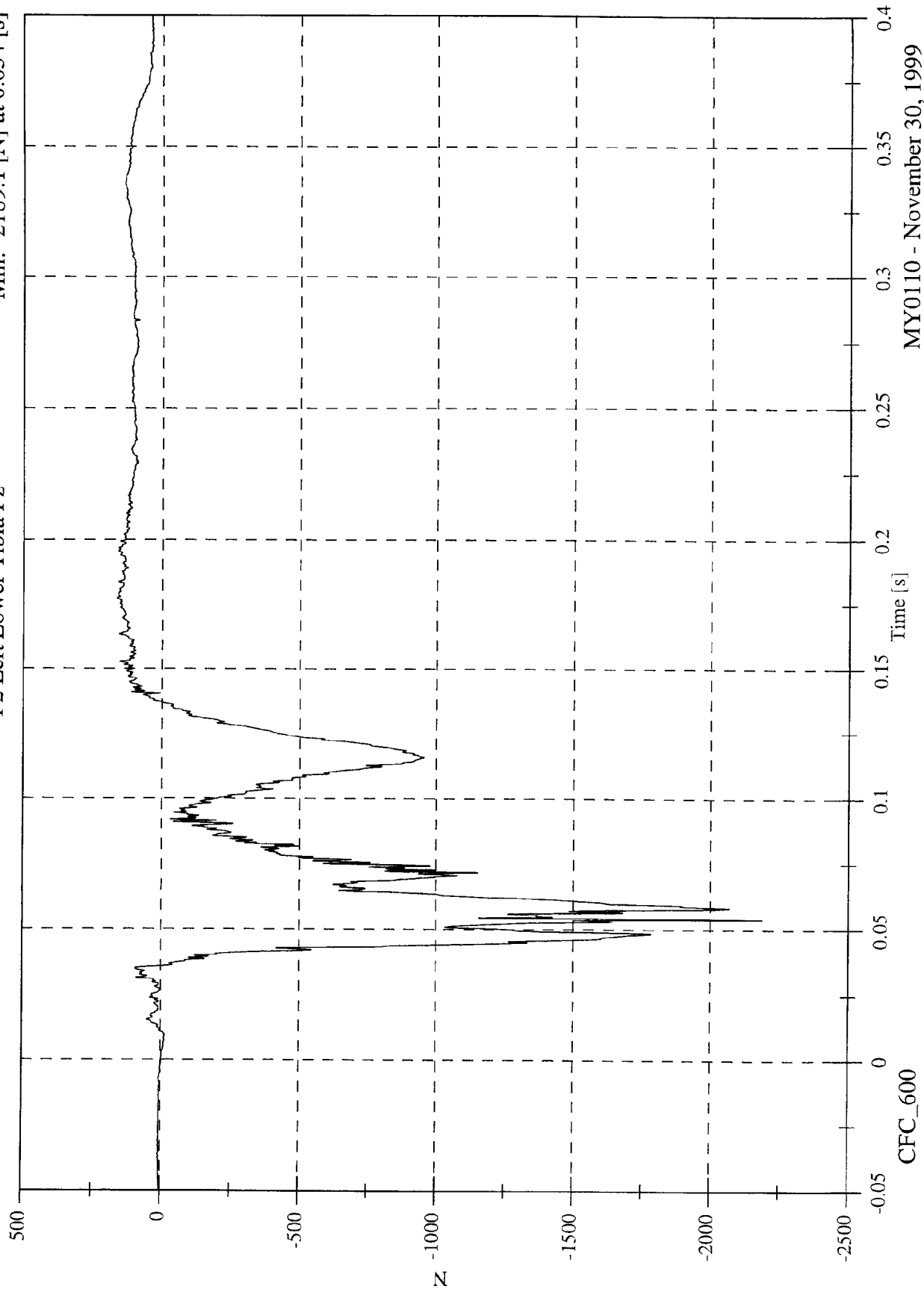


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 163.7 [N] at 0.178 [s]
Min: -2189.1 [N] at 0.054 [s]

P2 Left Lower Tibia Fz

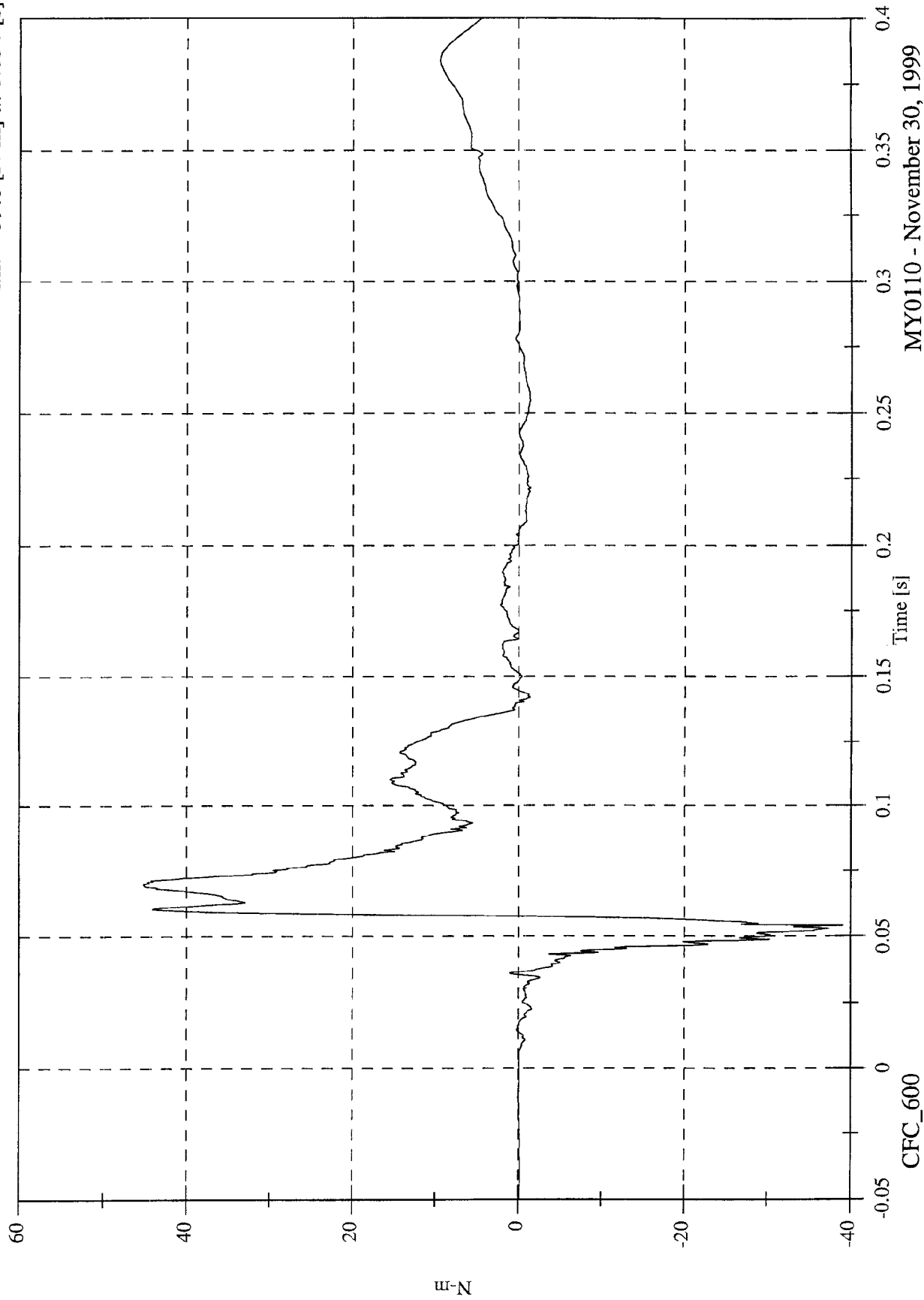


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Left Lower Tibia Mx

Max: 45.2 [N-m] at 0.070 [s]
Min: -39.0 [N-m] at 0.054 [s]

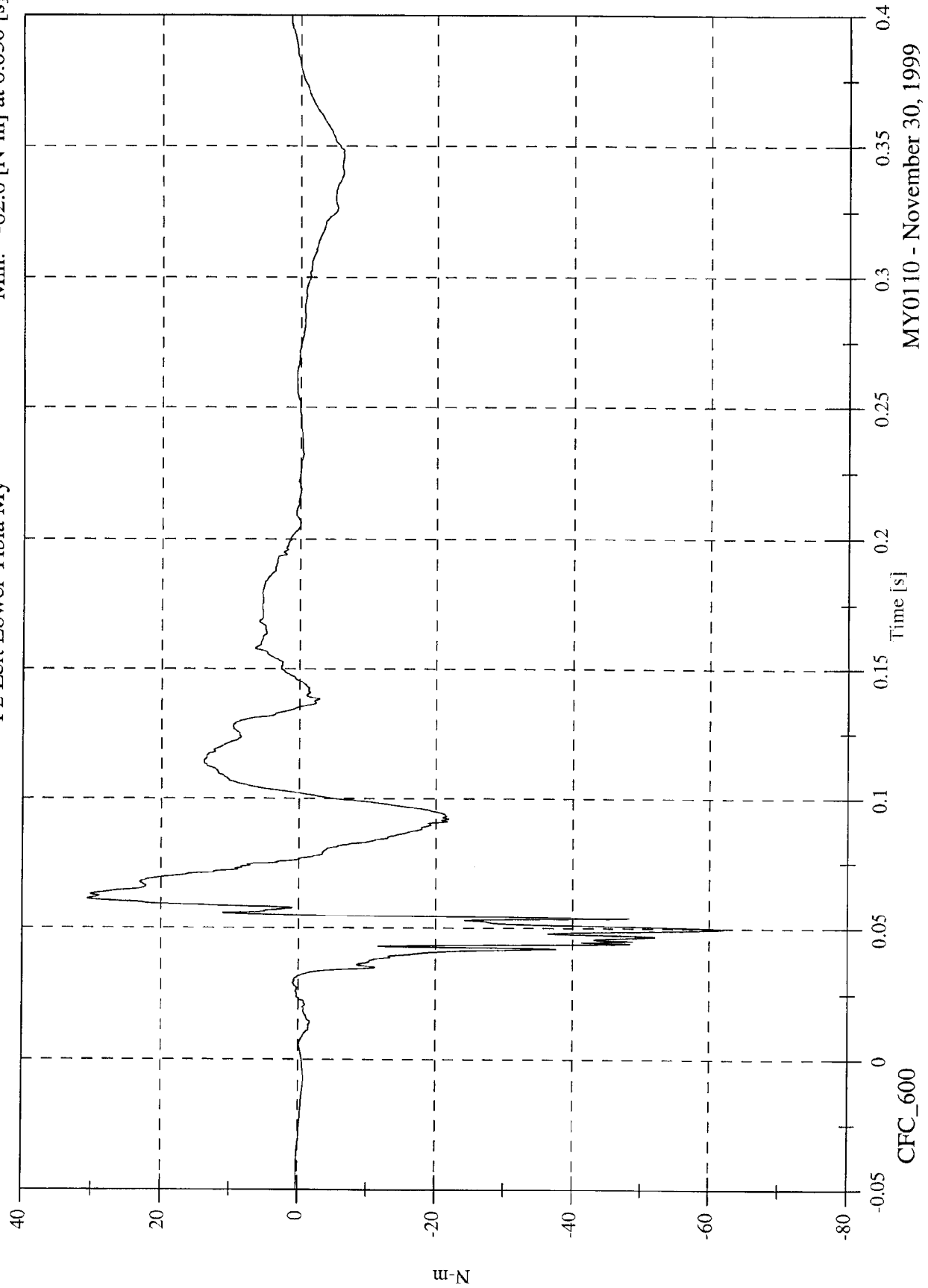


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Left Lower Tibia My

Max: 30.7 [N-m] at 0.061 [s]
Min: -62.0 [N-m] at 0.050 [s]

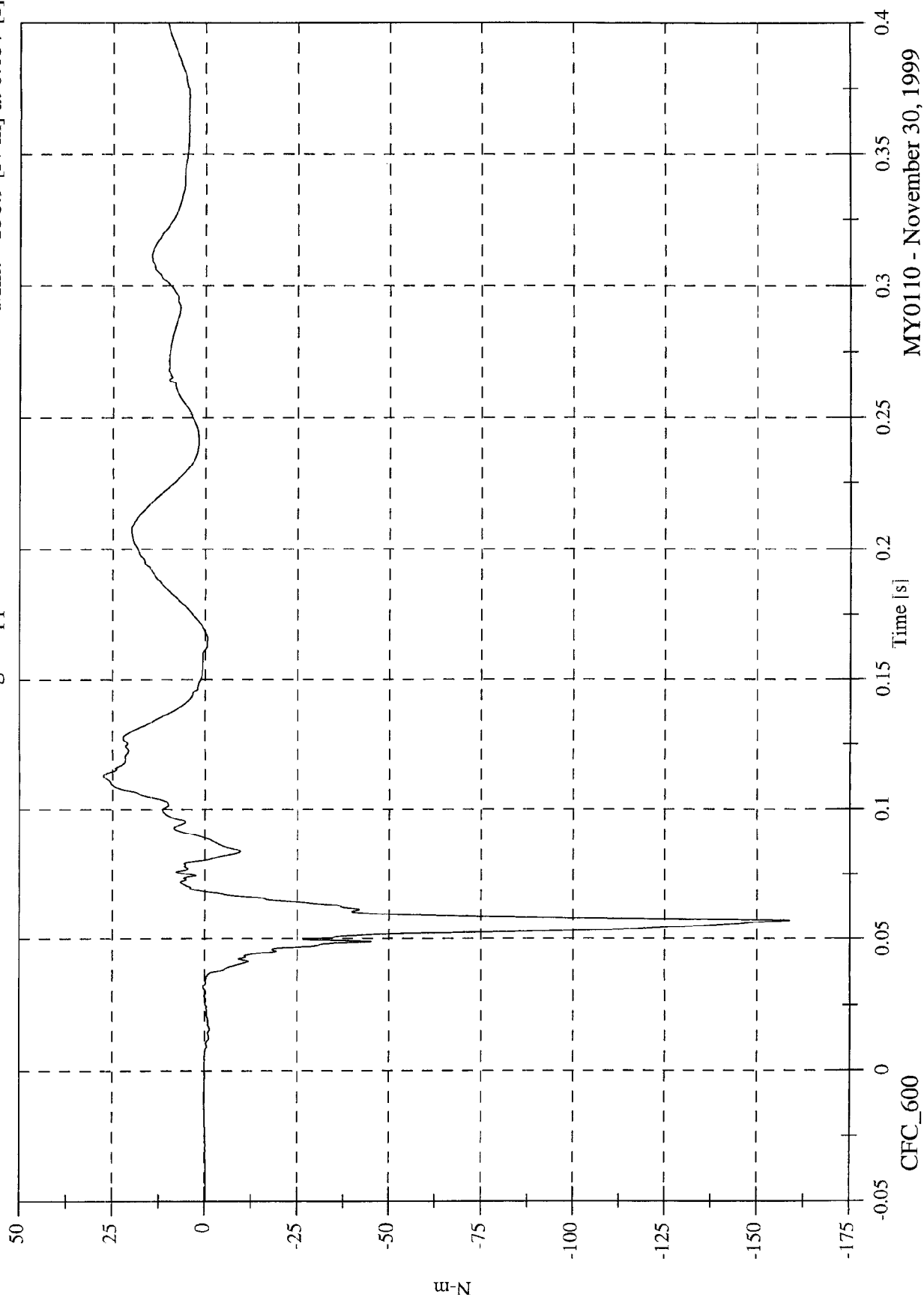


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Upper Tibia Mx

Max: 27.5 [N-m] at 0.113 [s]
Min: -158.9 [N-m] at 0.057 [s]

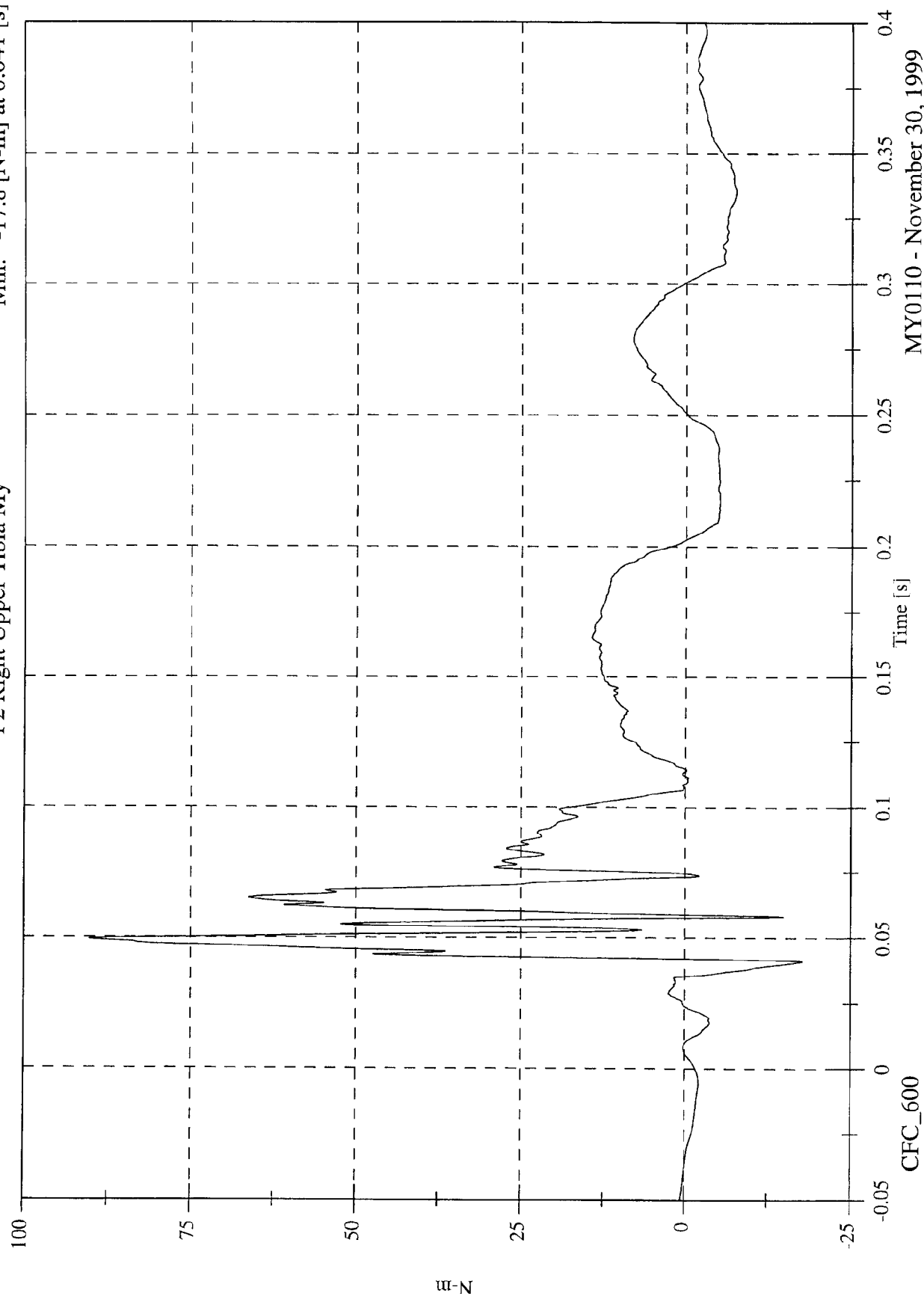


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Upper Tibia My

Max: 90.3 [N-m] at 0.049 [s]
Min: -17.8 [N-m] at 0.041 [s]

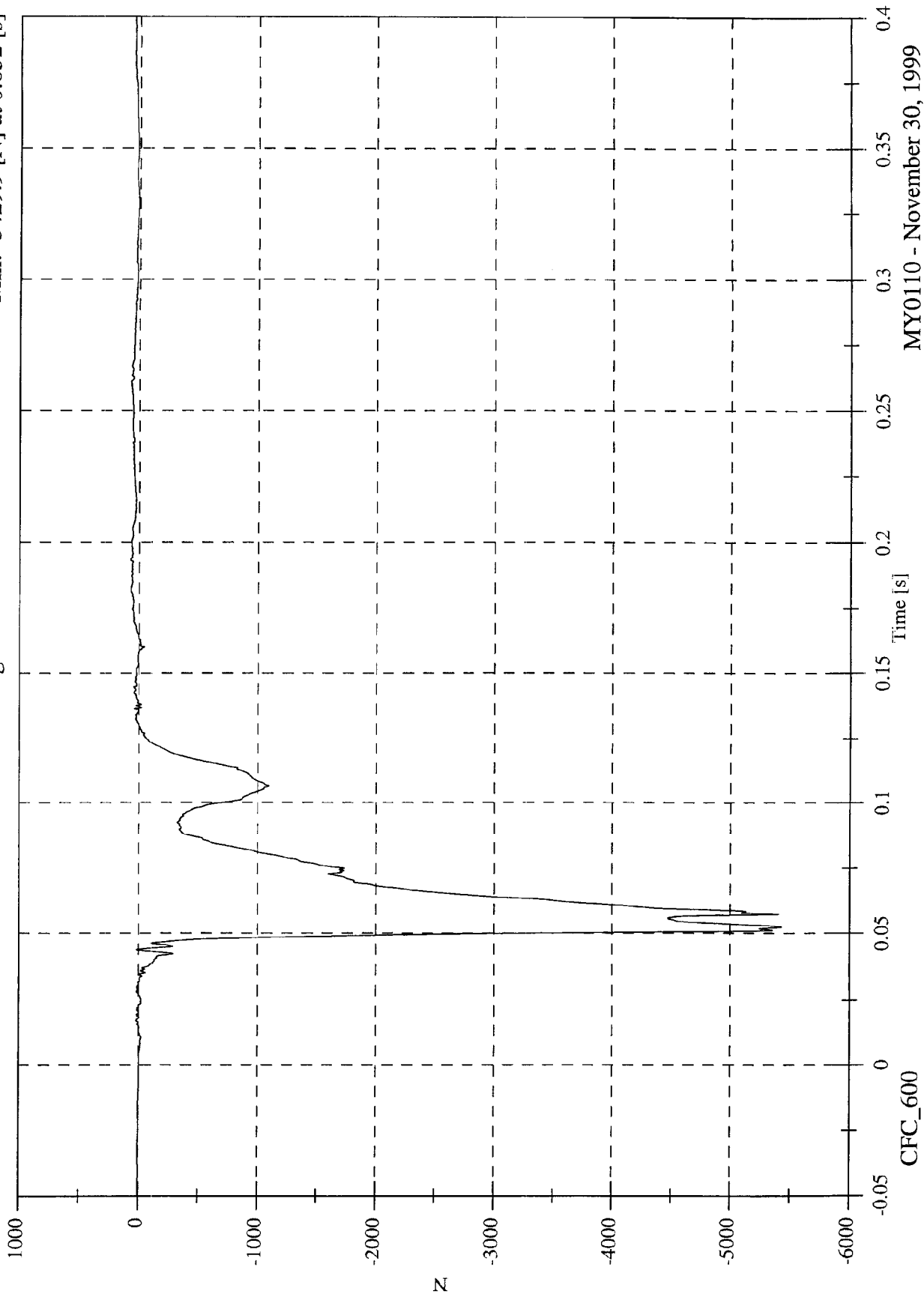


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Lower Tibia Fz

Max: 74.9 [N] at 0.193 [s]
Min: -5429.9 [N] at 0.052 [s]



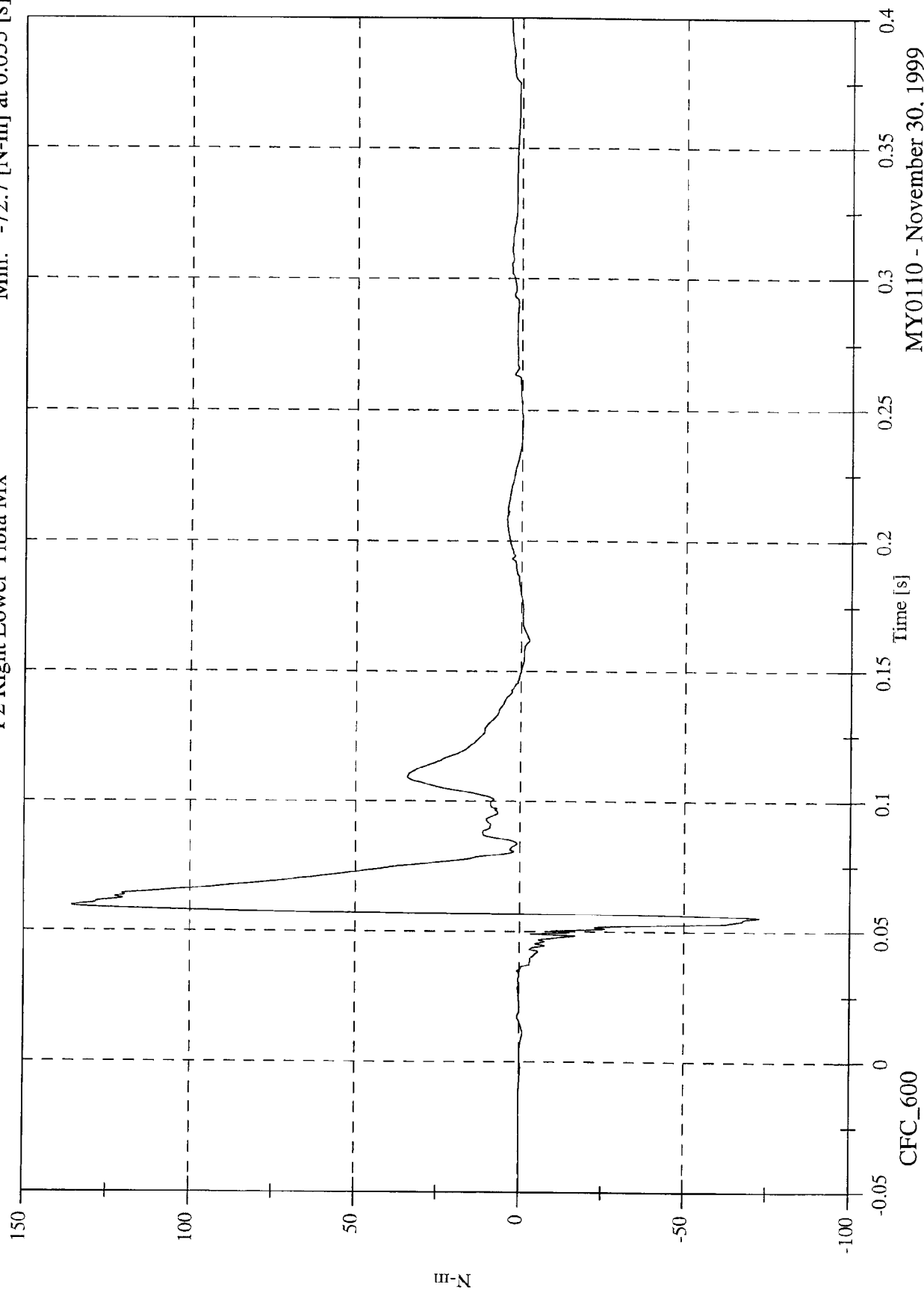
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Lower Tibia Mx

Max: 135.6 [N-m] at 0.060 [s]

Min: -72.7 [N-m] at 0.055 [s]

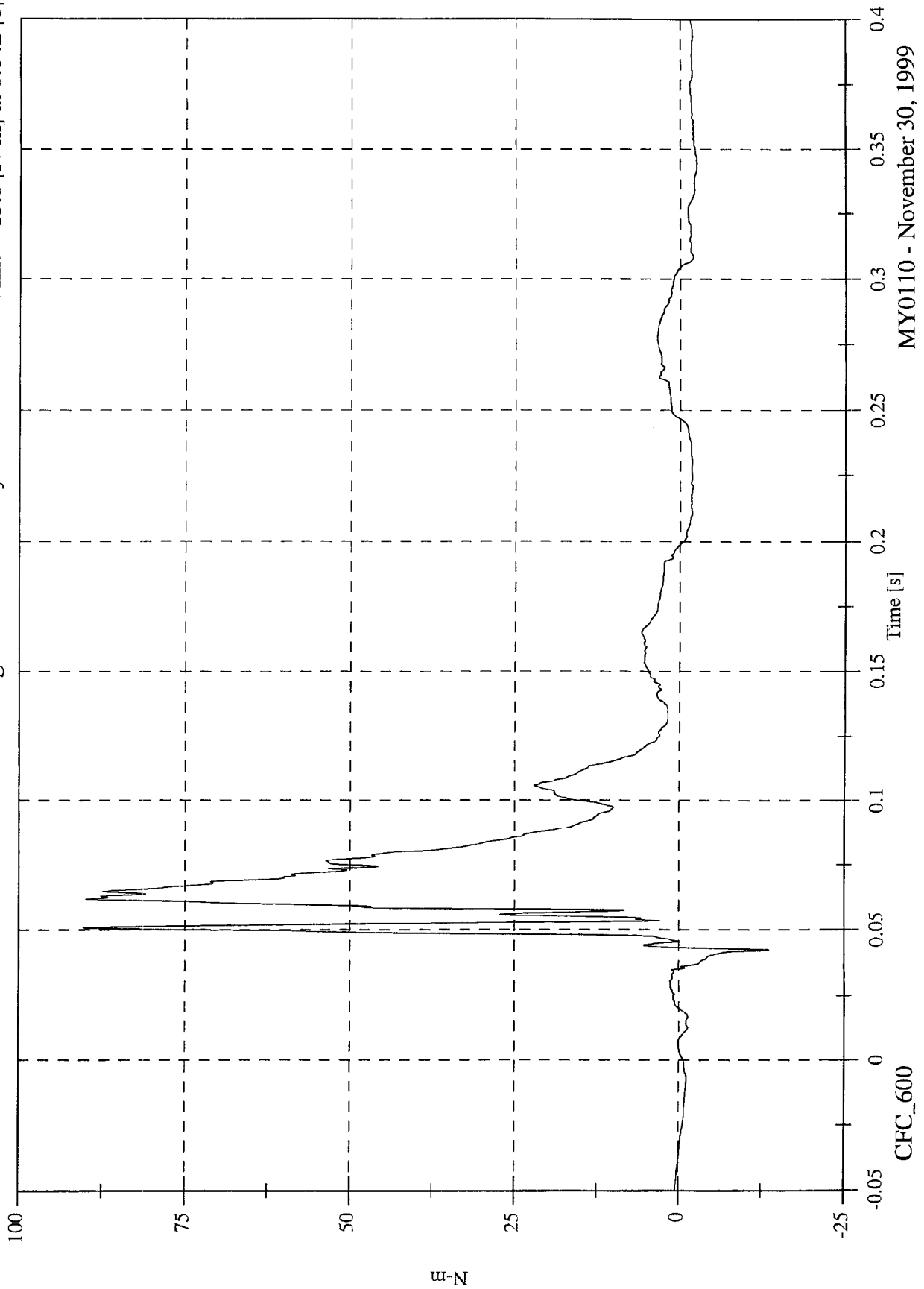


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Lower Tibia My

Max: 90.3 [N-m] at 0.051 [s]
Min: -13.6 [N-m] at 0.042 [s]

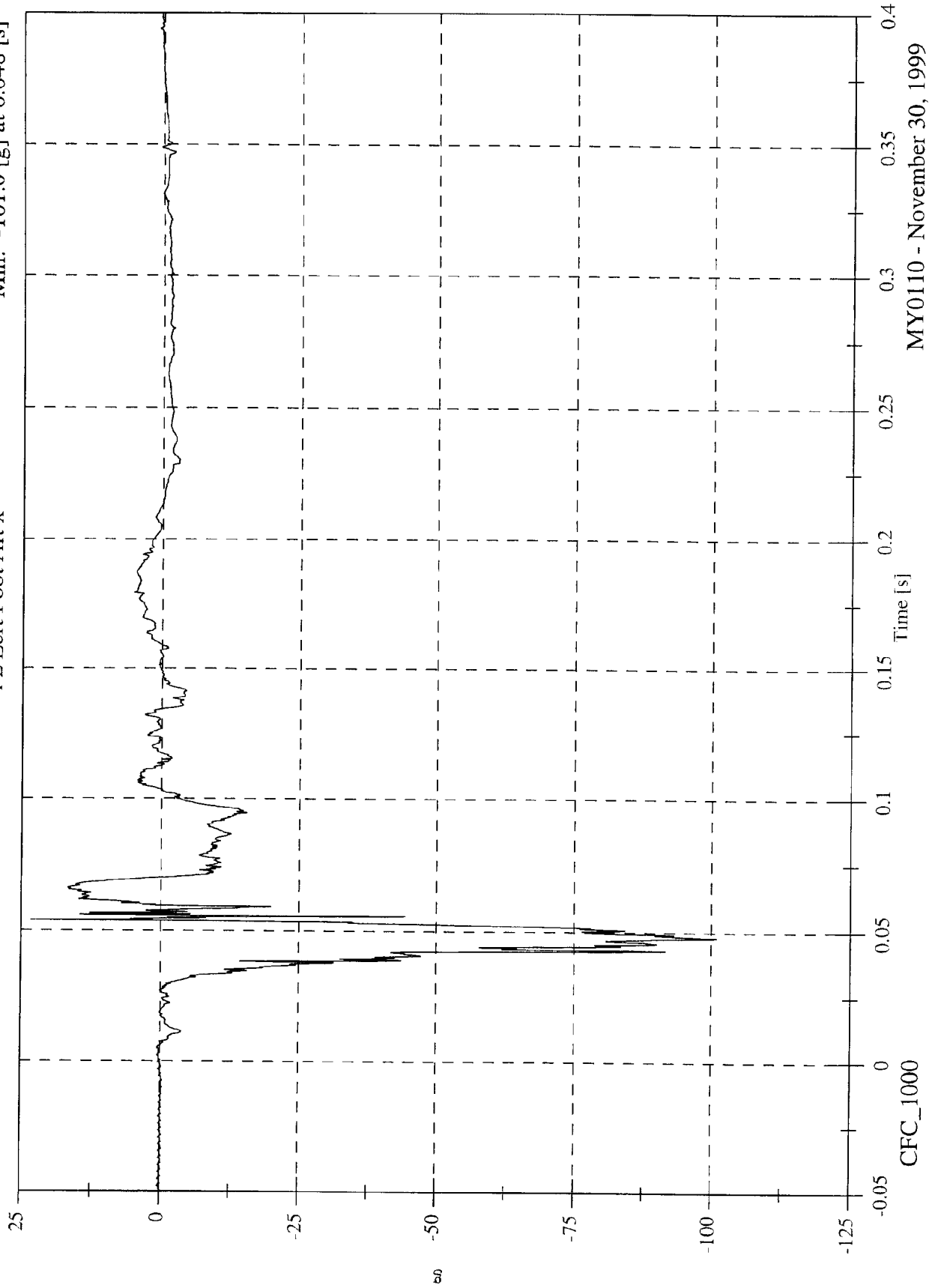


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 23.2 [g] at 0.054 [s]
Min: -101.0 [g] at 0.048 [s]

P2 Left Foot Aft x

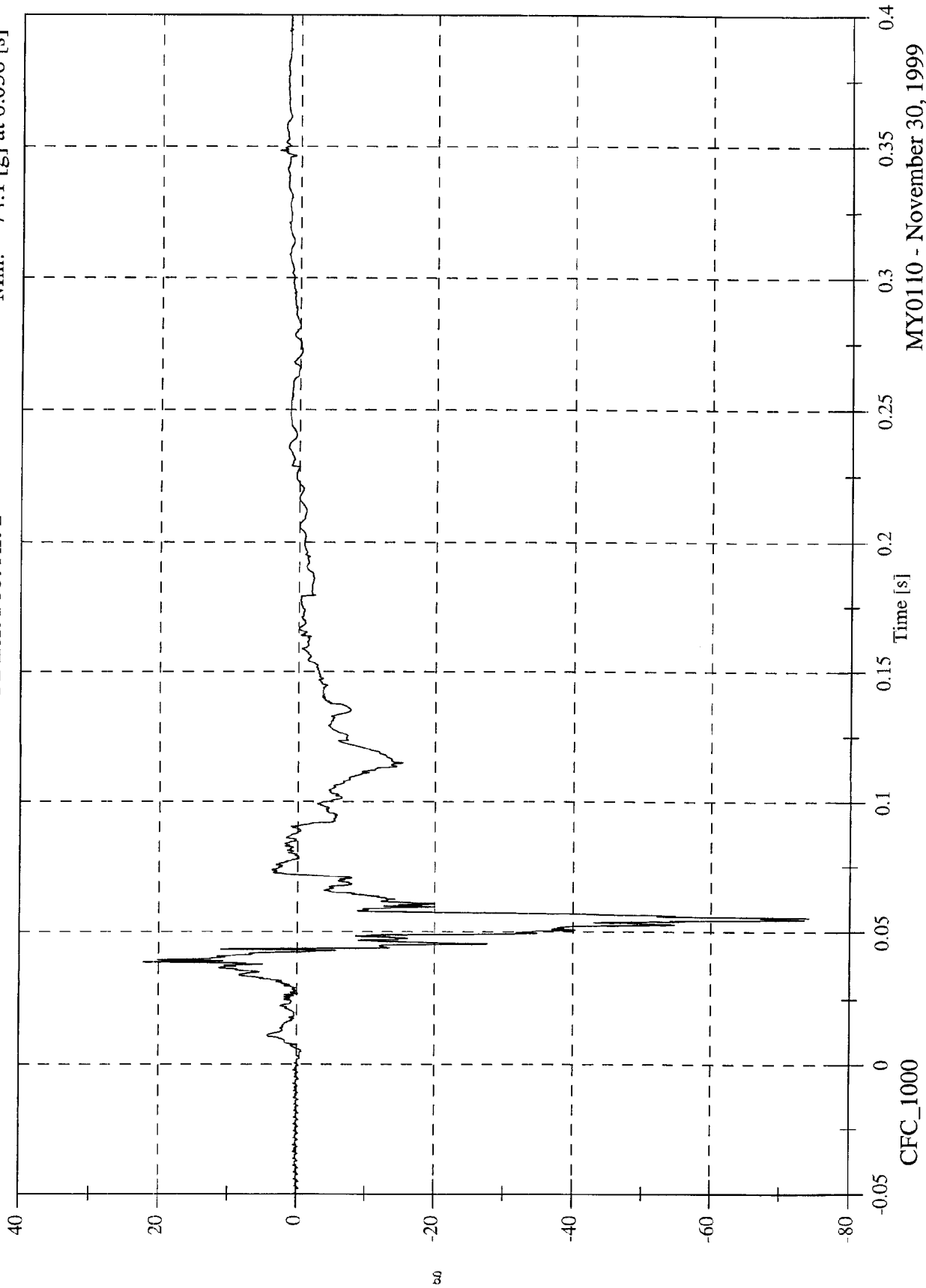


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 22.2 [g] at 0.039 [s]
 Min: -74.1 [g] at 0.056 [s]

P2 Left Foot Aft z

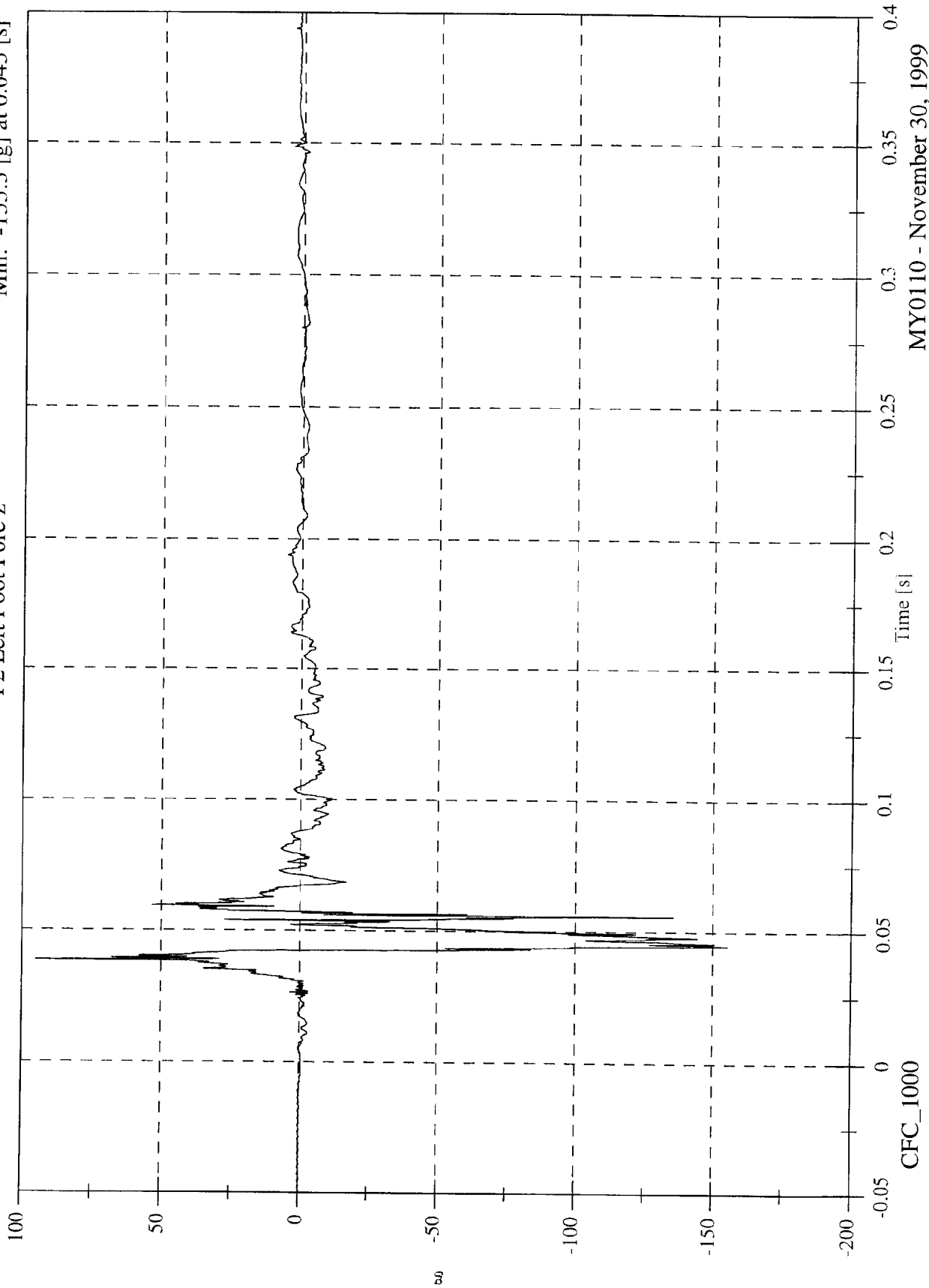


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Left Foot Fore z

Max: 95.0 [g] at 0.039 [s]
Min: -155.3 [g] at 0.045 [s]

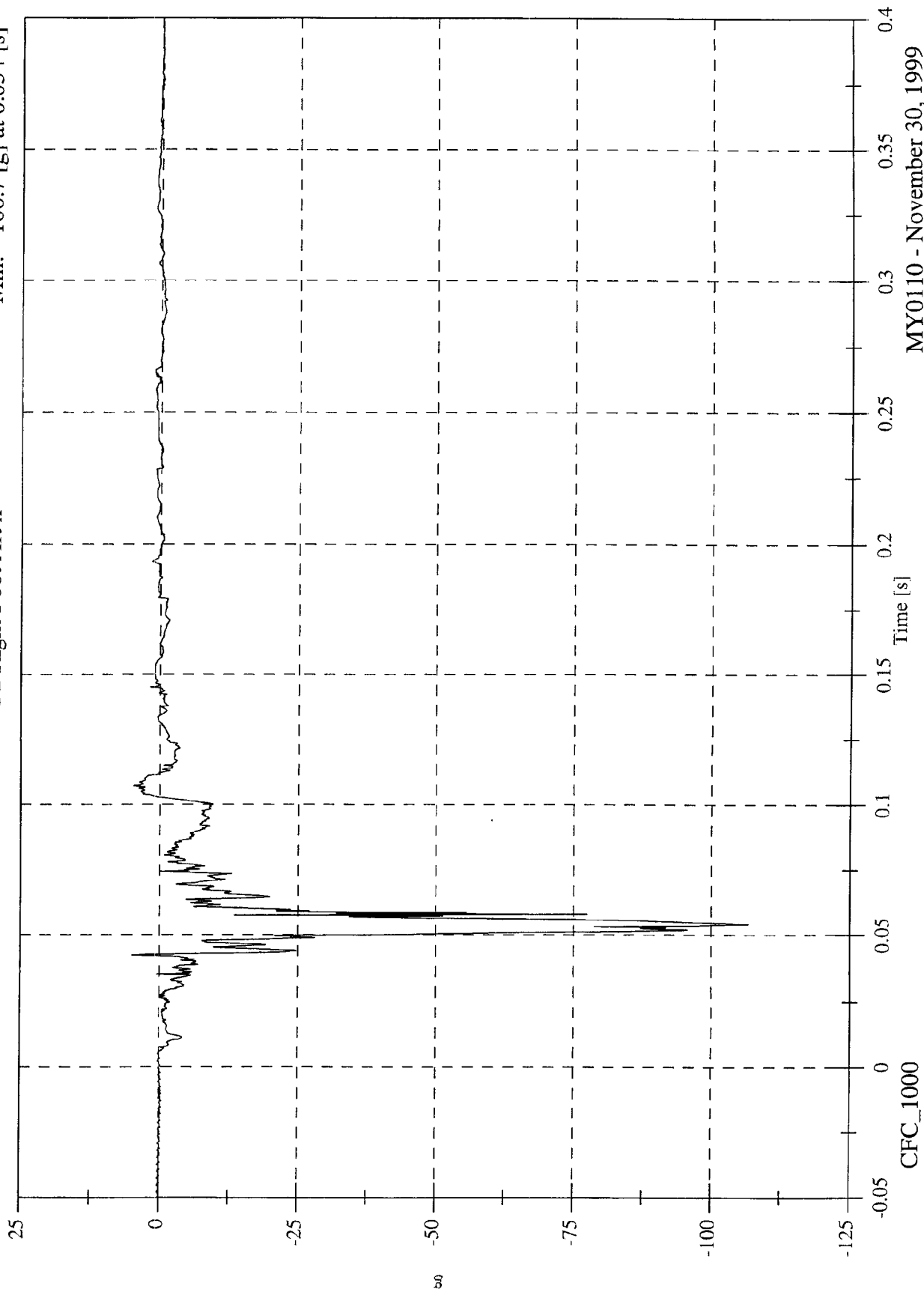


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Foot Aft x

Max: 4.9 [g] at 0.042 [s]
Min: -106.7 [g] at 0.054 [s]

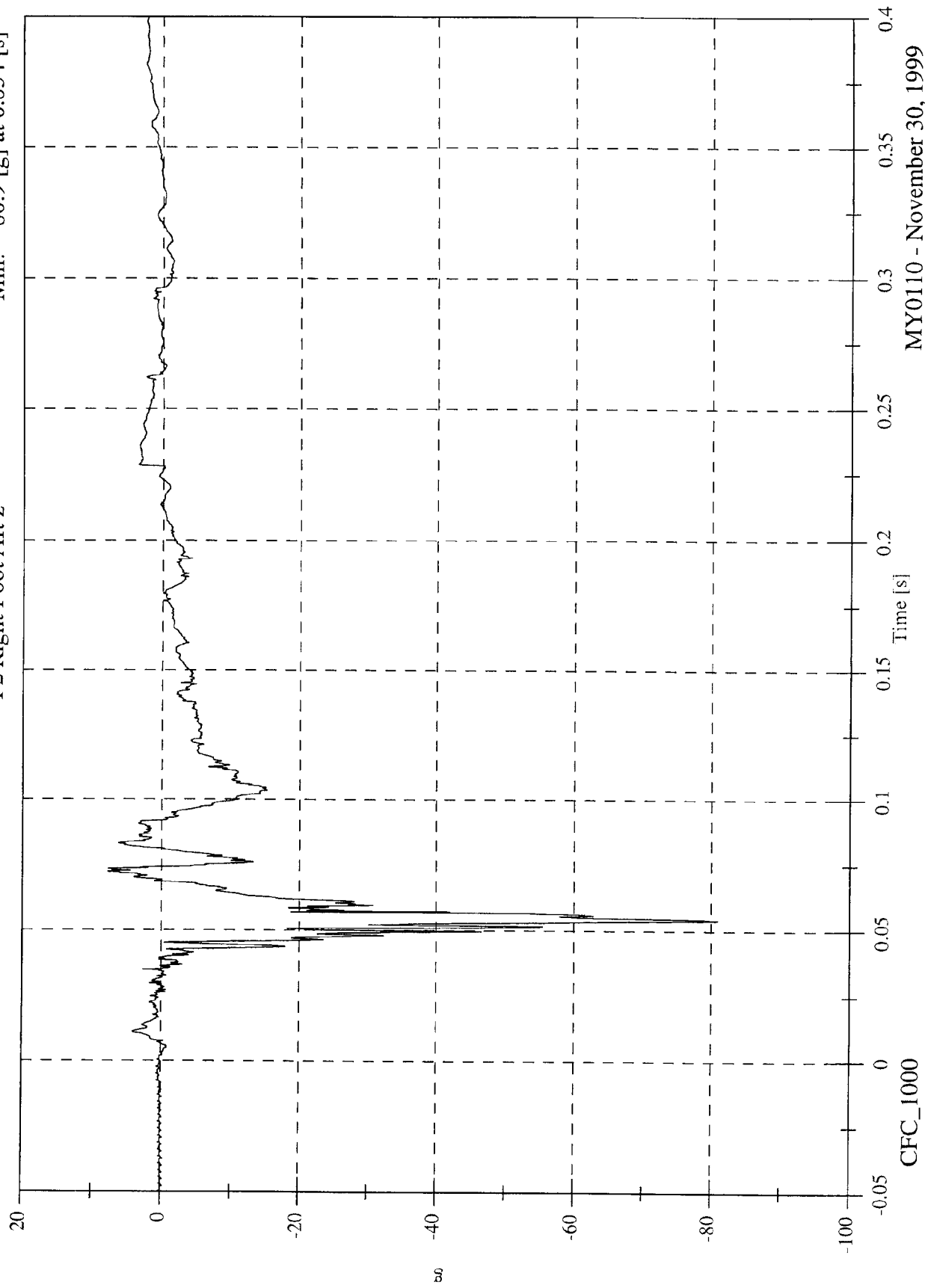


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Foot Aft z

Max: 7.8 [g] at 0.072 [s]
Min: -80.9 [g] at 0.054 [s]

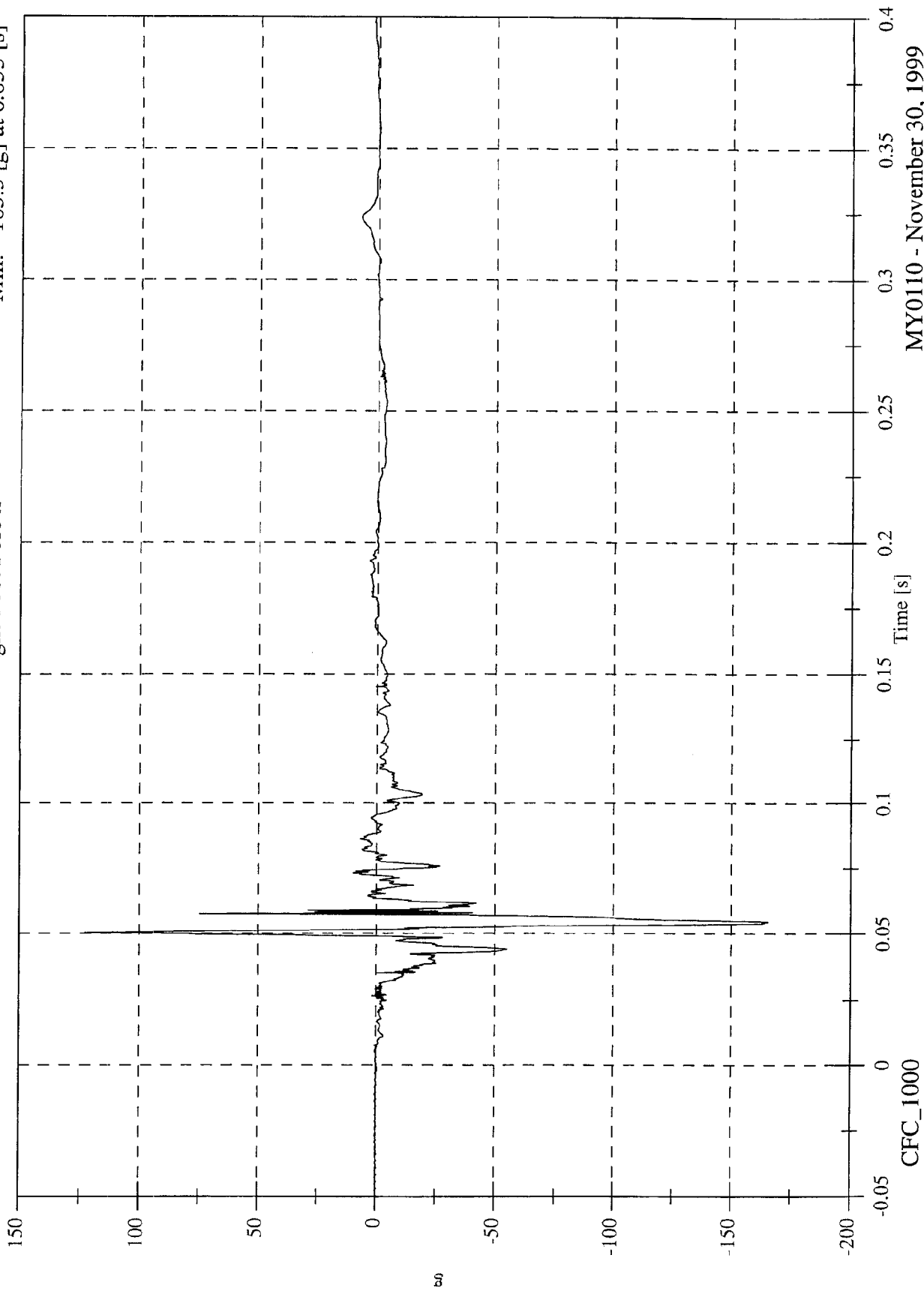


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Right Foot Fore x

Max: 122.6 [g] at 0.050 [s]
Min: -165.3 [g] at 0.055 [s]

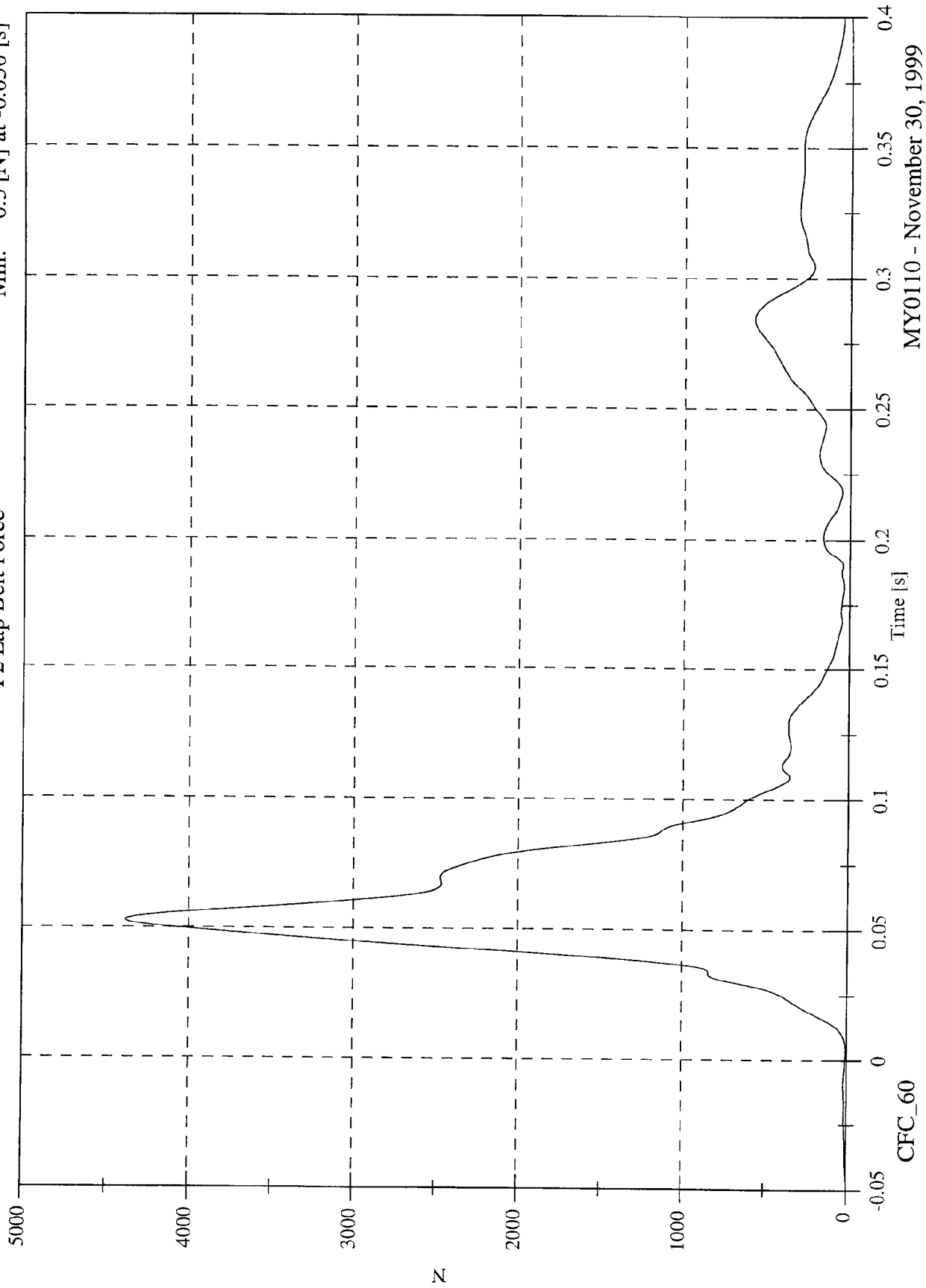


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

P2 Lap Belt Force

Max: 4381.5 [N] at 0.053 [s]
Min: 0.3 [N] at -0.050 [s]

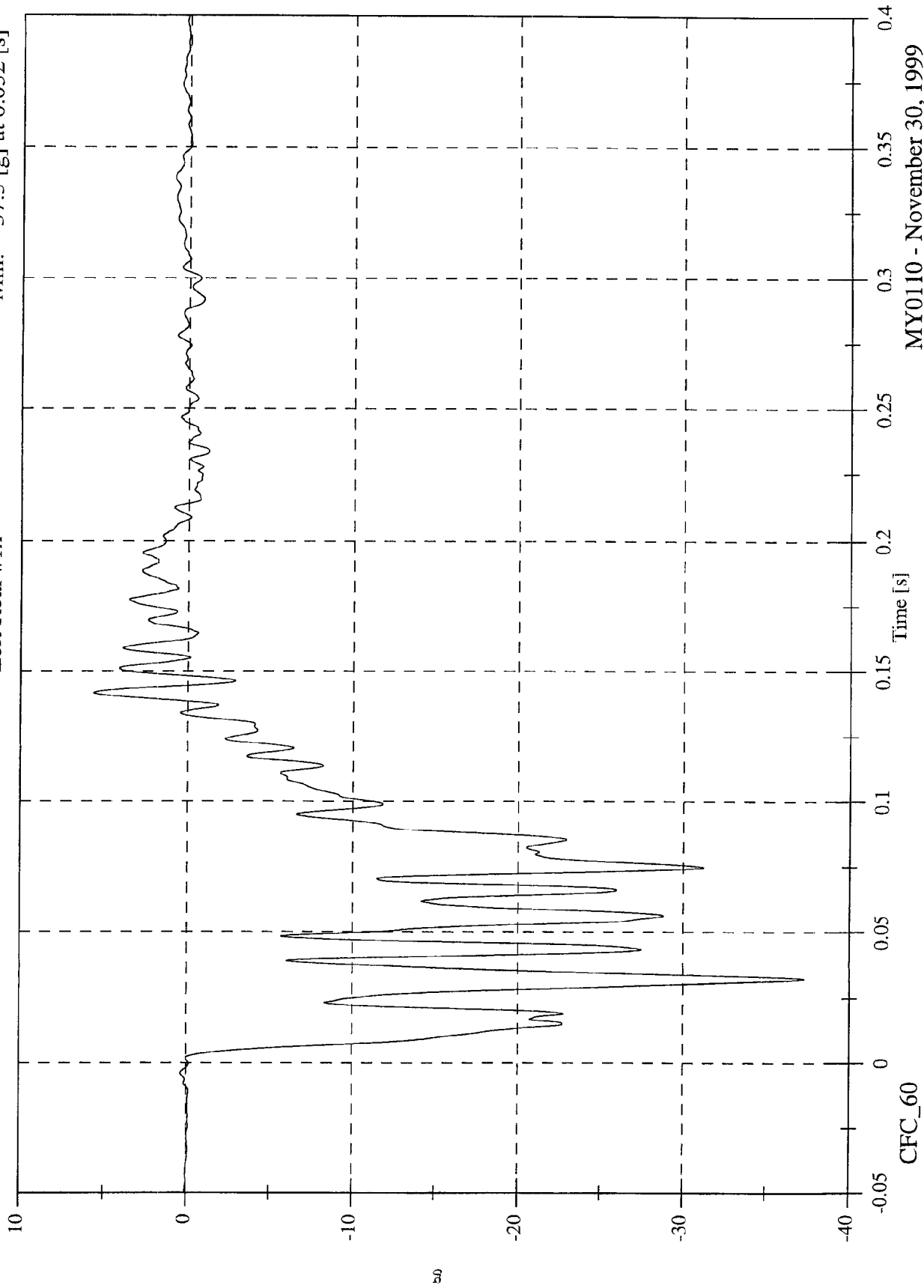


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 5.7 [g] at 0.142 [s]
 Min: -37.3 [g] at 0.032 [s]

Left Rear #1x

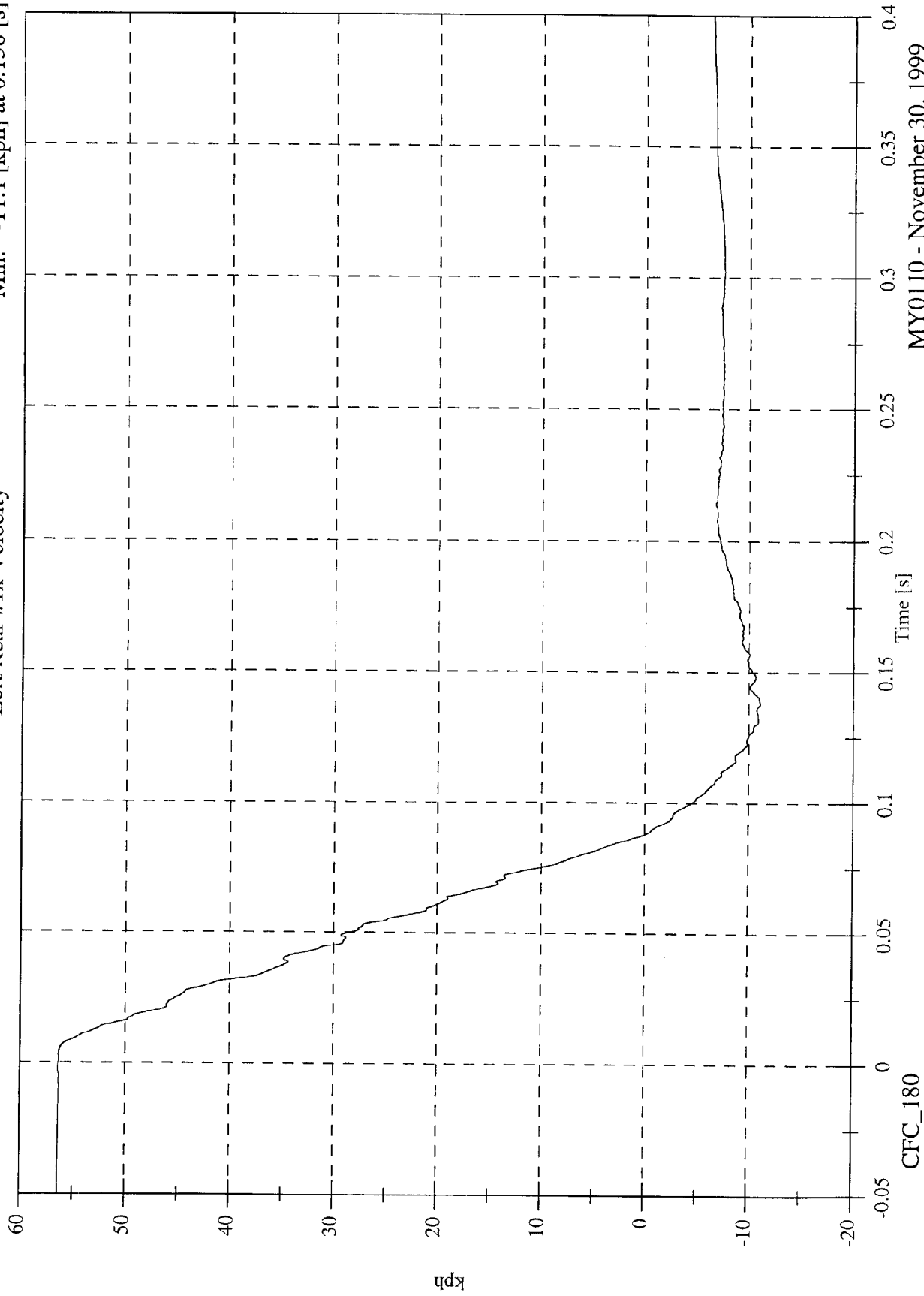


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 56.4 [kph] at -0.040 [s]
Min: -11.1 [kph] at 0.138 [s]

Left Rear #1x Velocity



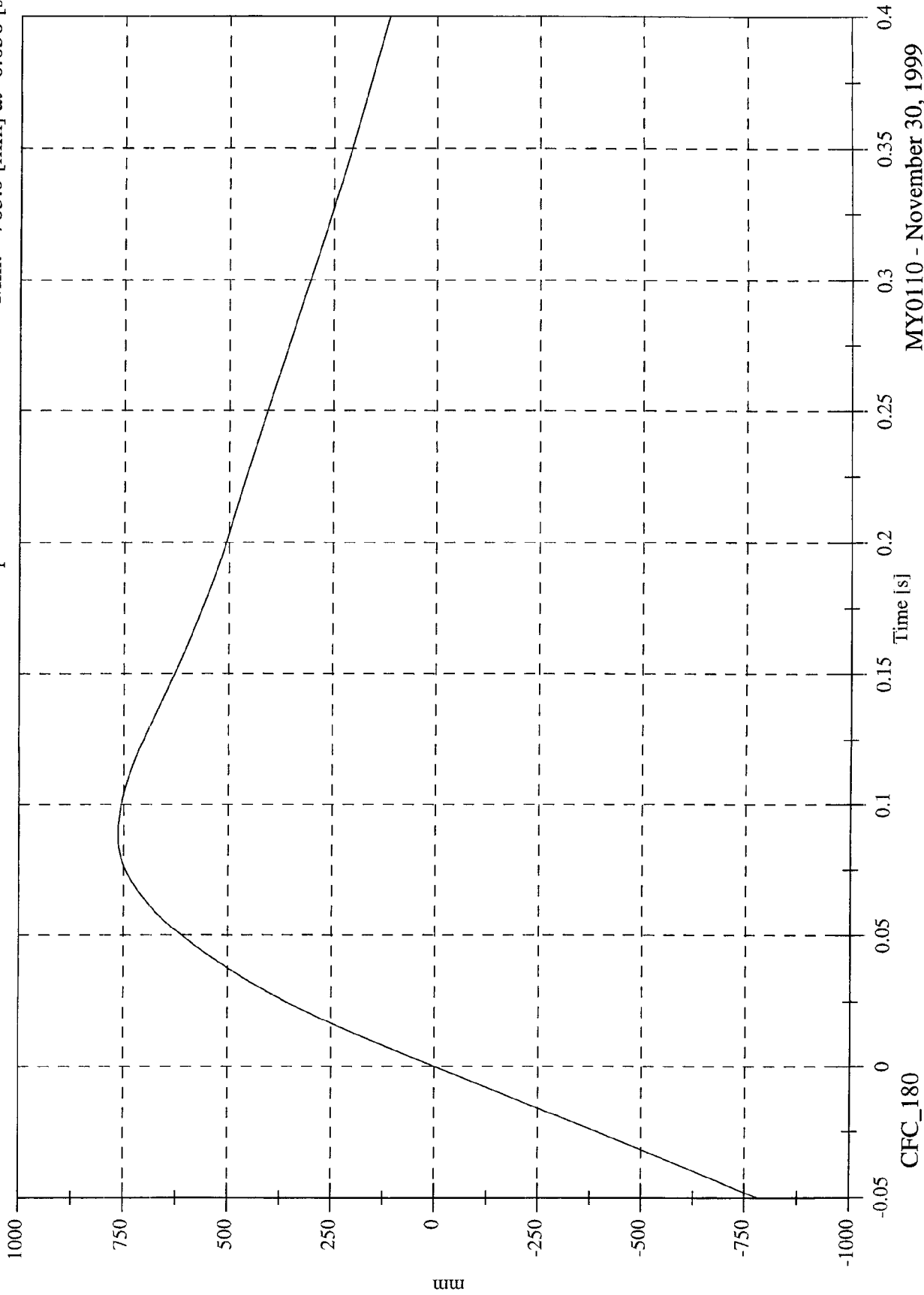
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Left Rear #1x Displacement

Max: 763.9 [mm] at 0.088 [s]

Min: -783.0 [mm] at -0.050 [s]

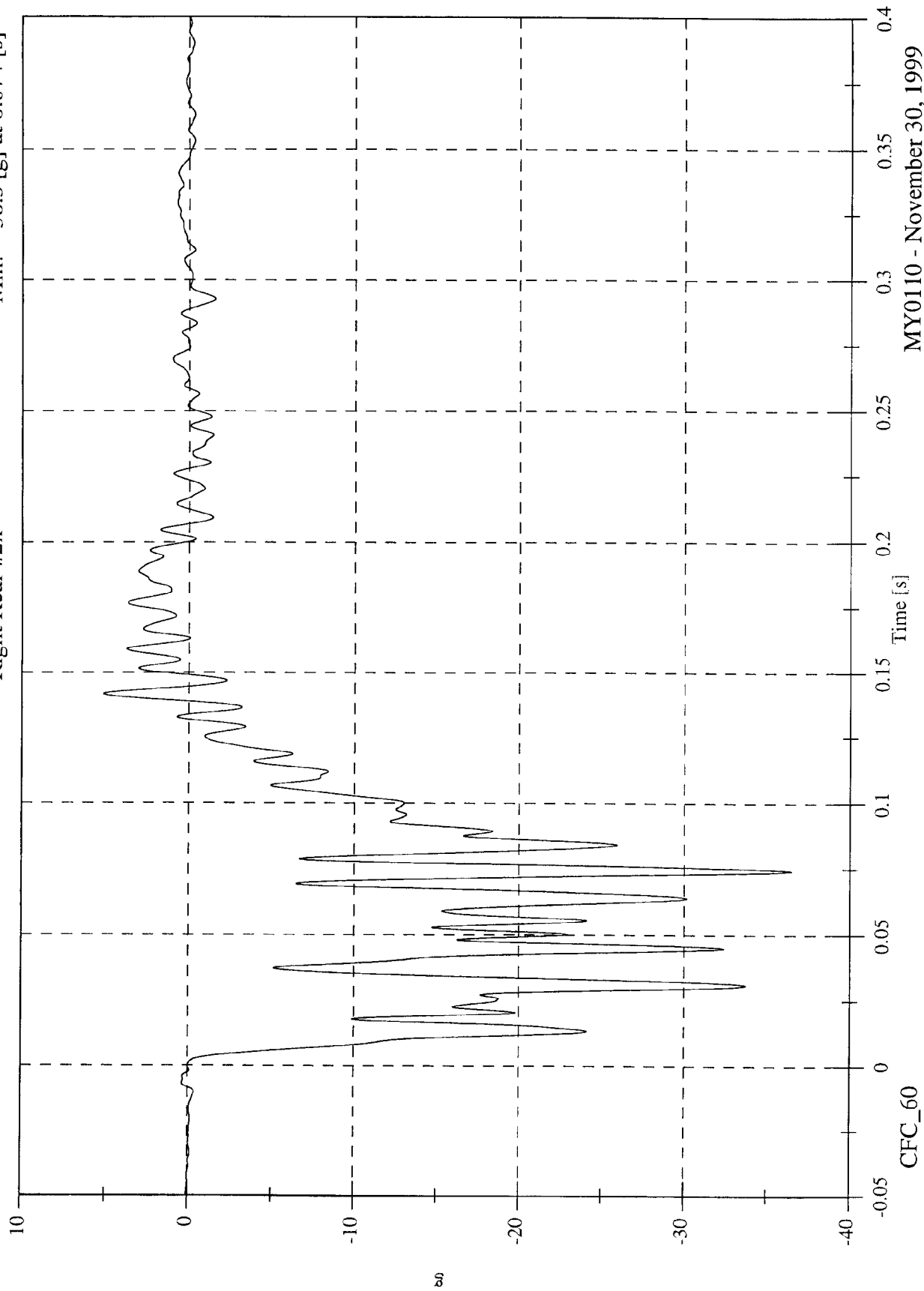


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 5.1 [g] at 0.142 [s]
 Min: -36.5 [g] at 0.074 [s]

Right Rear #2x

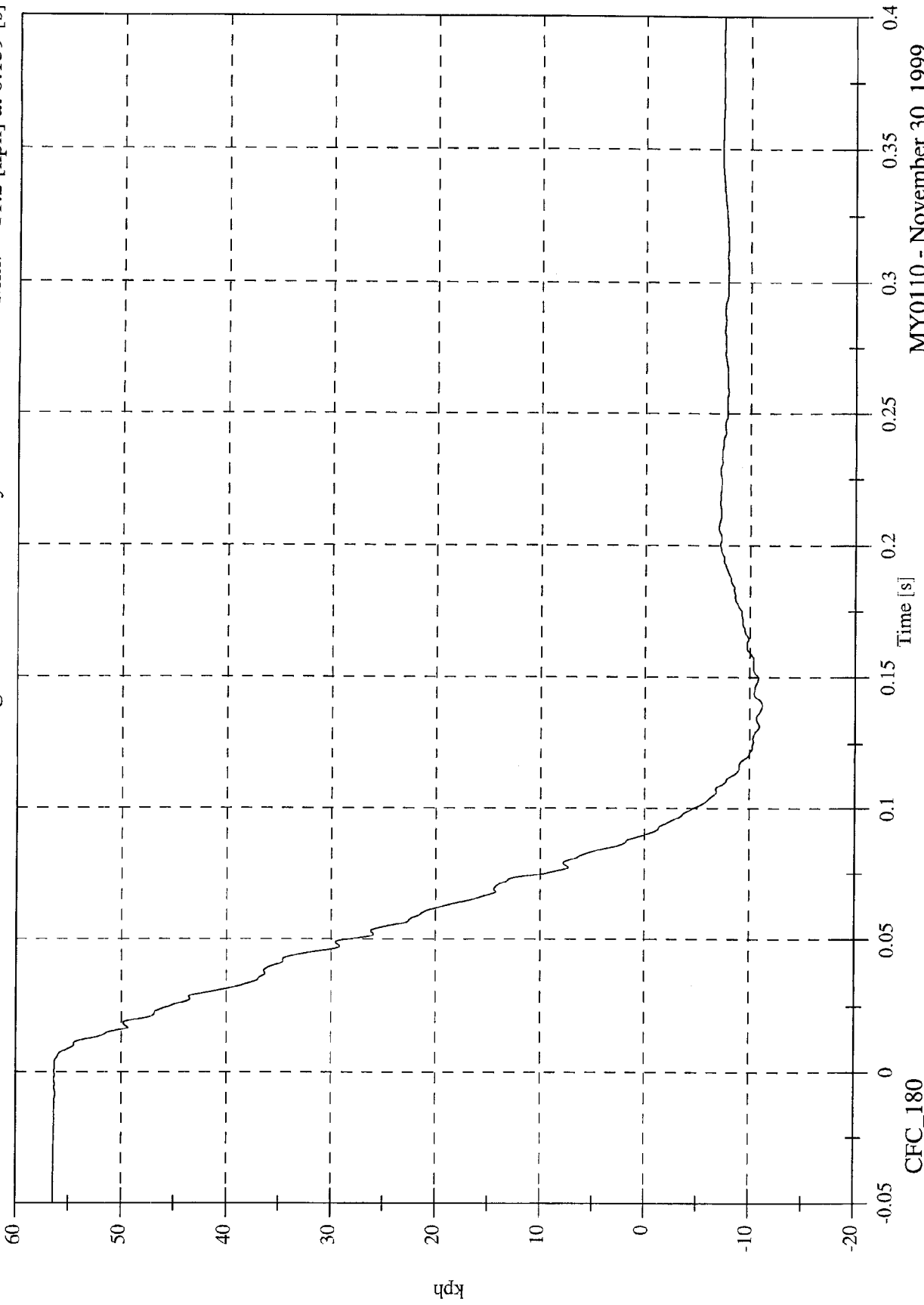


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Right Rear #2x Velocity

Max: 56.4 [kph] at -0.040 [s]
Min: -11.2 [kph] at 0.139 [s]



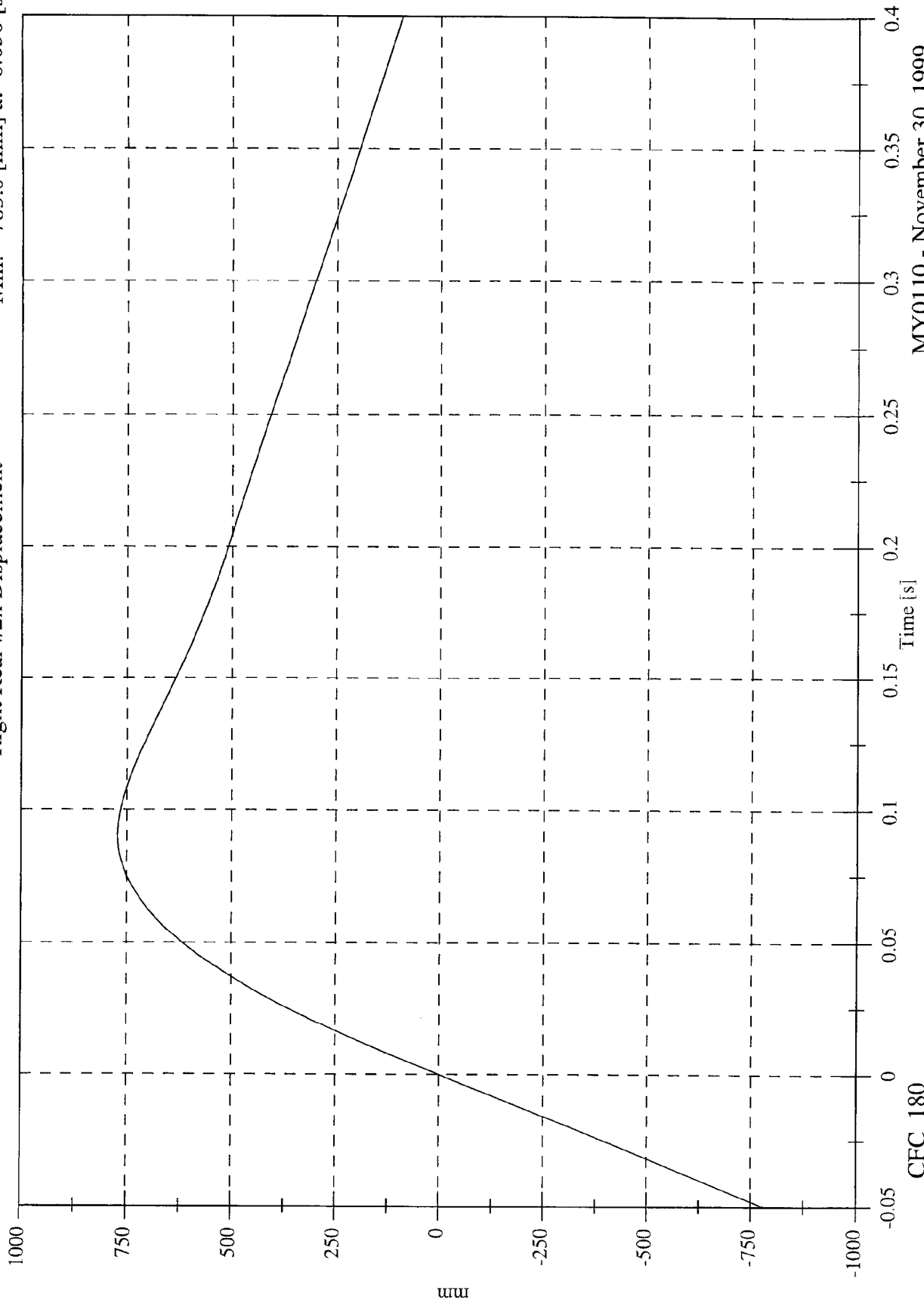
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 771.5 [mm] at 0.090 [s]

Min: -783.0 [mm] at -0.050 [s]

Right Rear #2x Displacement



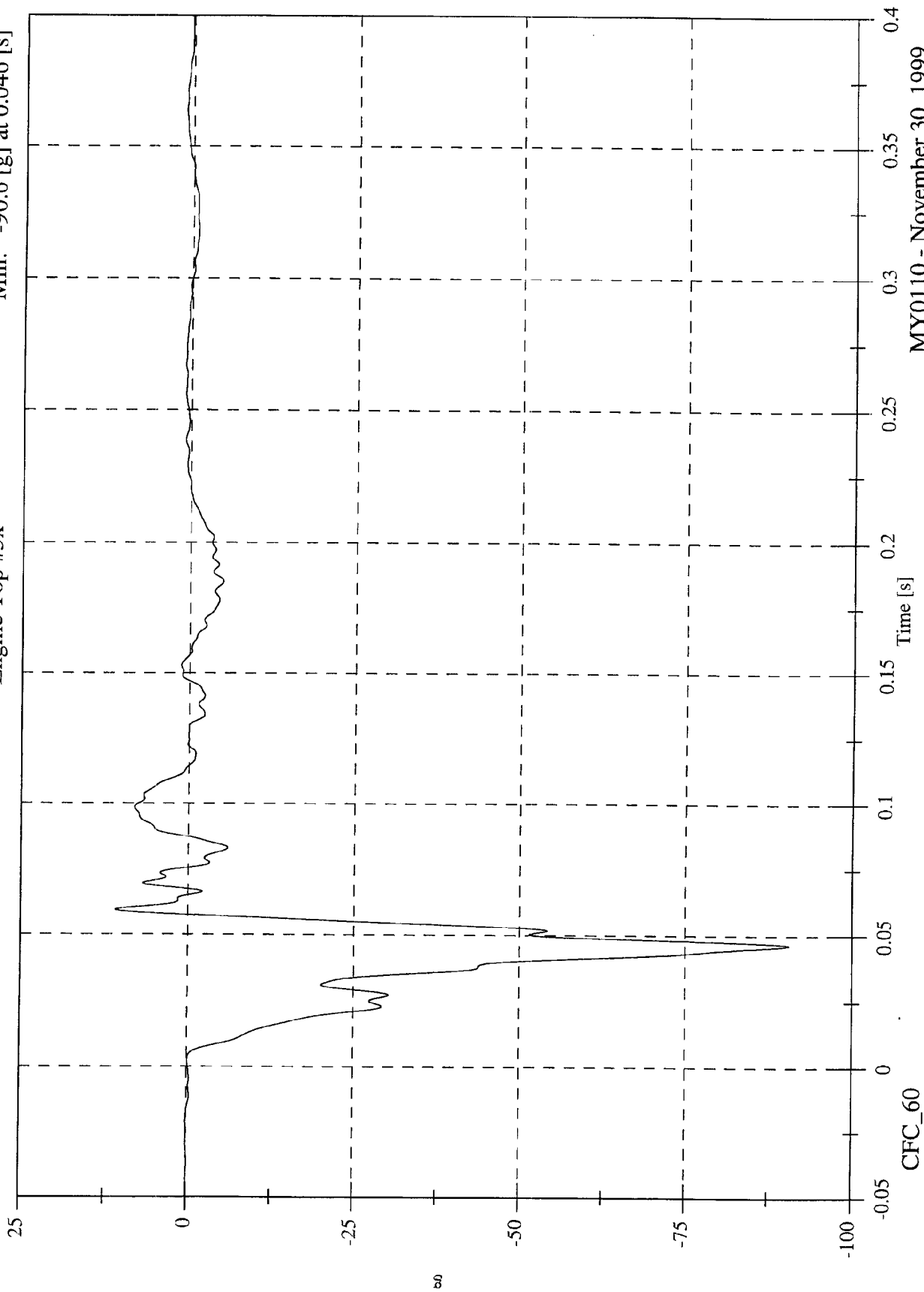
CFC_180

MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 10.9 [g] at 0.060 [s]
 Min: -90.6 [g] at 0.046 [s]

Engine Top #3x

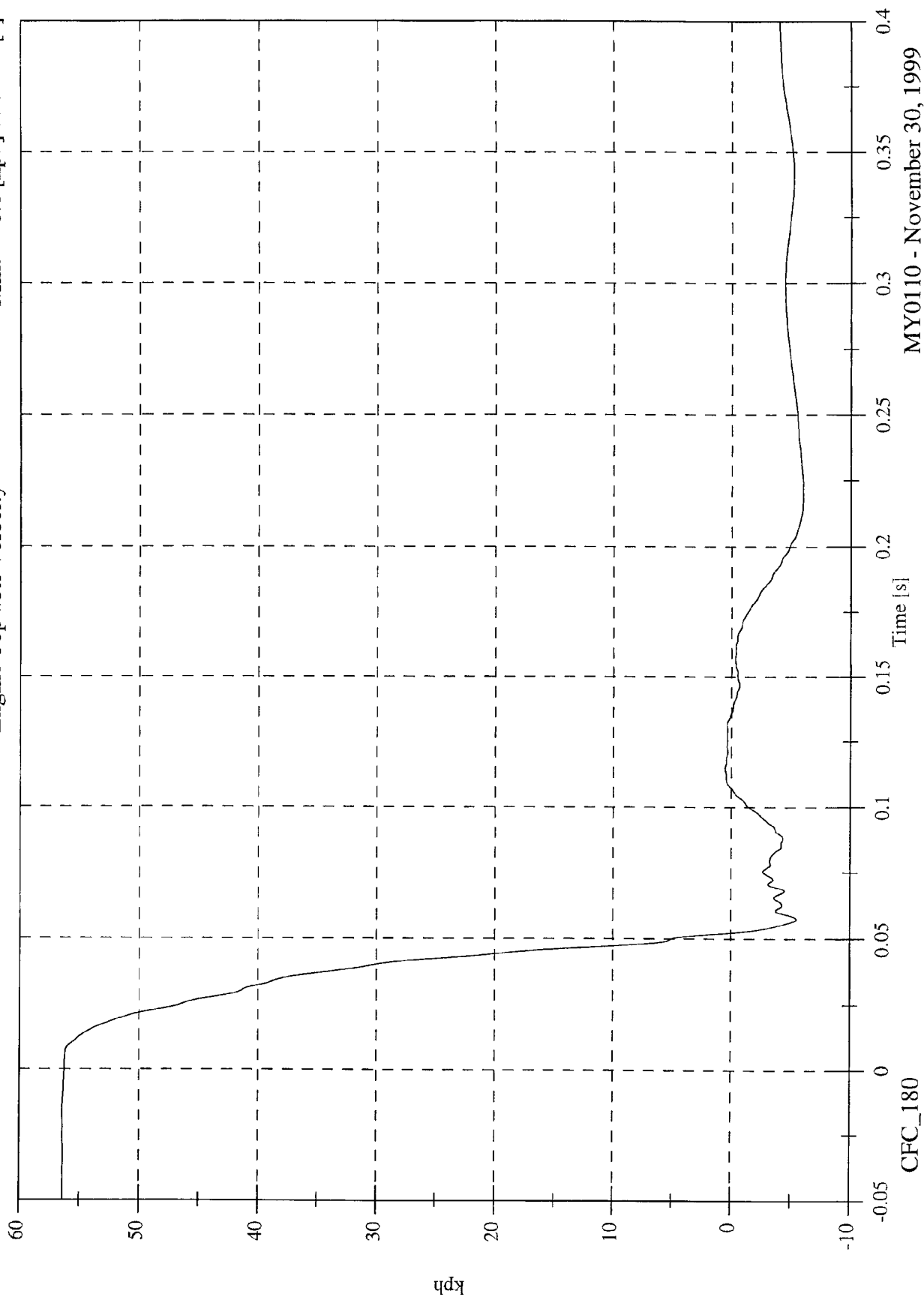


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Engine Top #3x Velocity

Max: 56.4 [kph] at -0.015 [s]
Min: -6.0 [kph] at 0.219 [s]

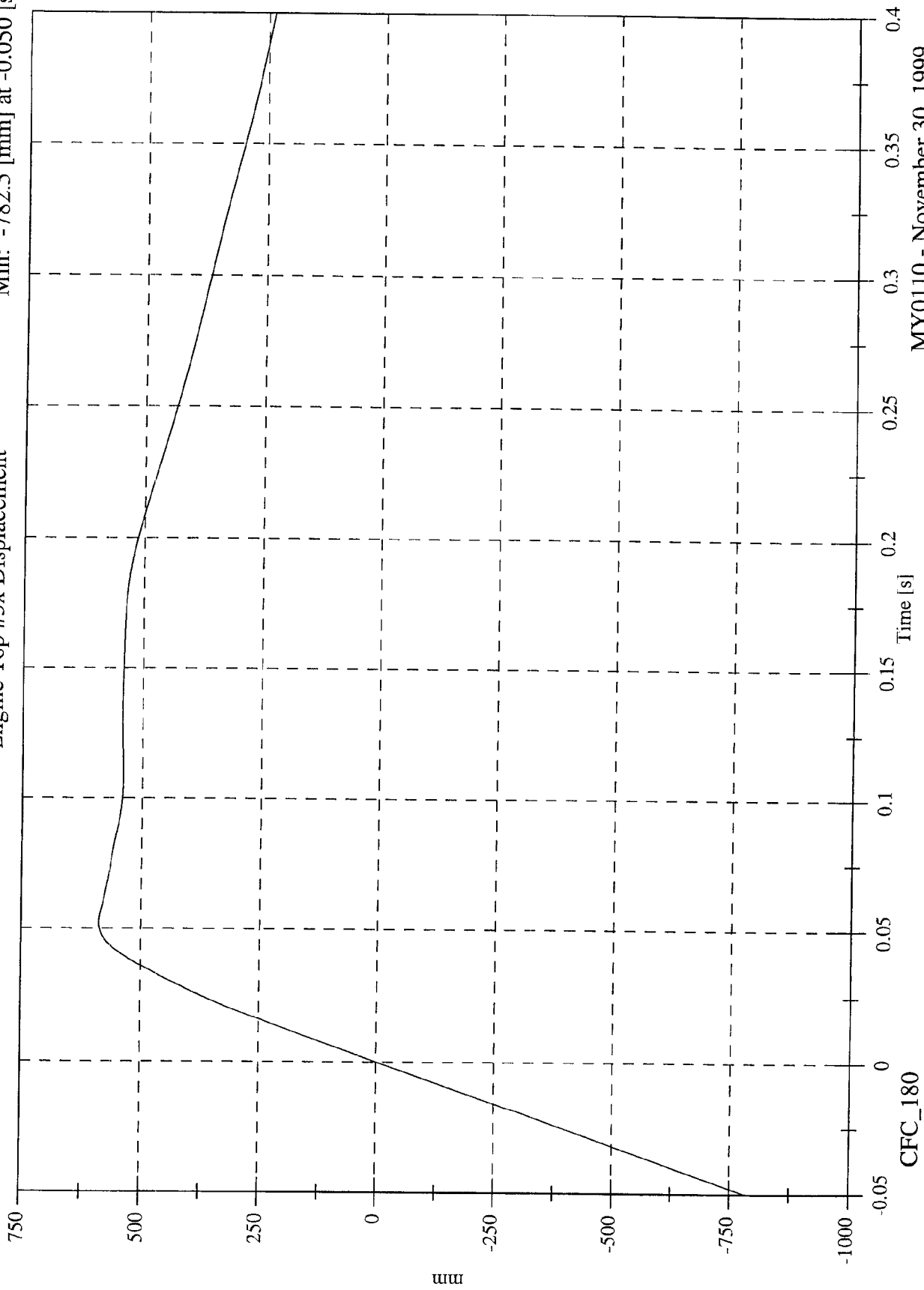


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Engine Top #3x Displacement

Max: 587.9 [mm] at 0.052 [s]
Min: -782.5 [mm] at -0.050 [s]

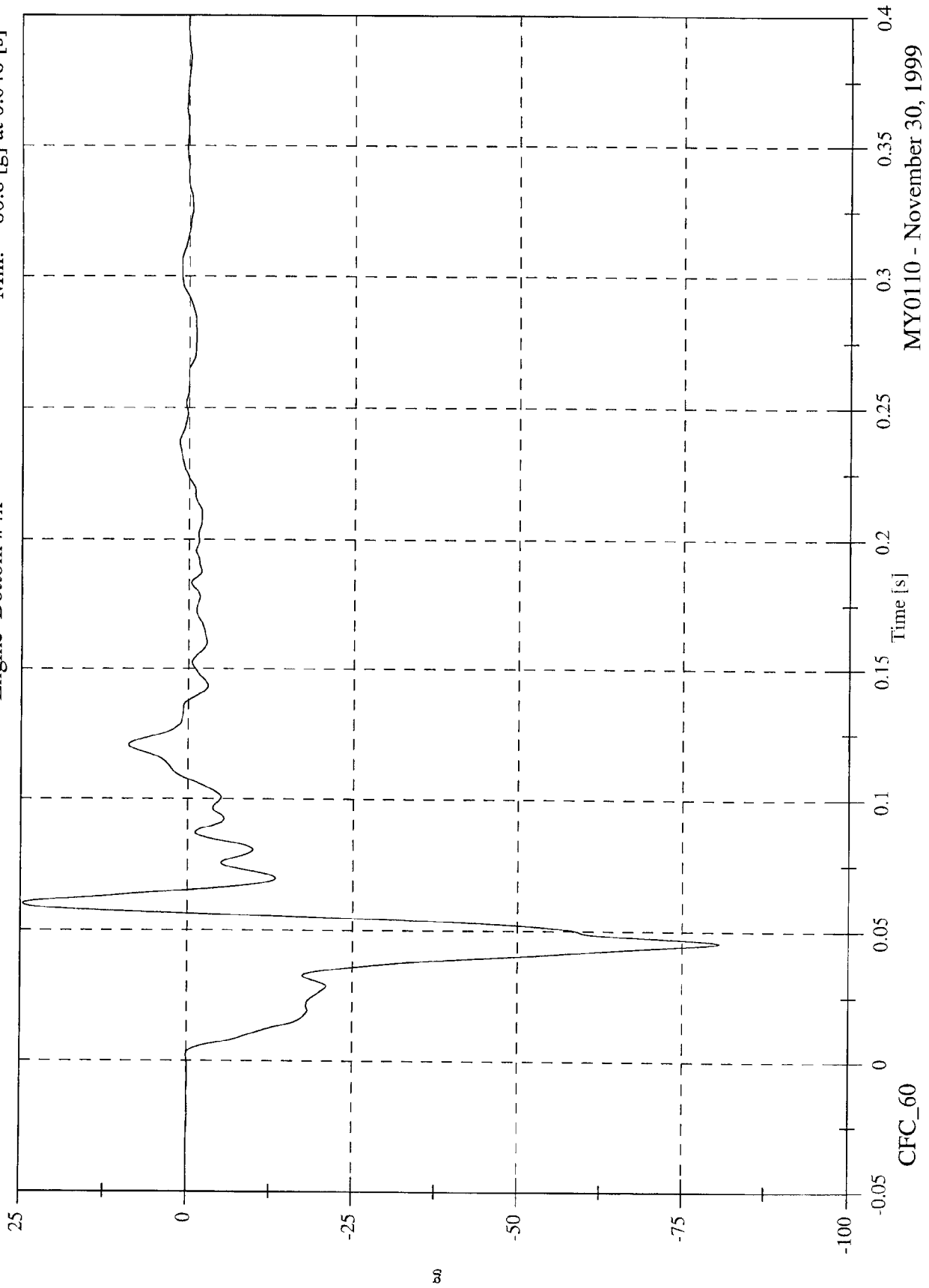


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Engine Bottom #4x

Max: 24.6 [g] at 0.060 [s]
Min: -80.6 [g] at 0.046 [s]

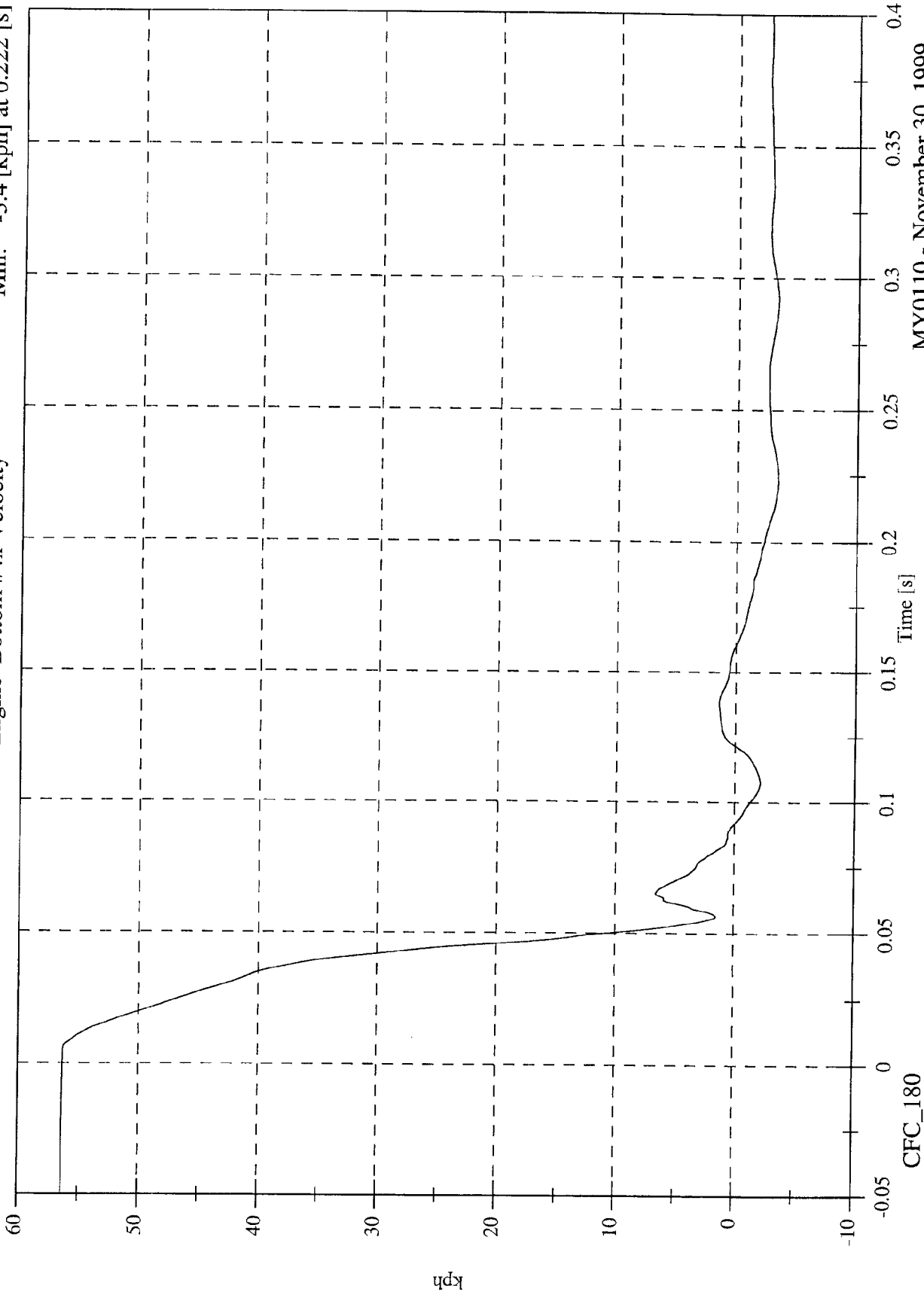


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Engine Bottom #4x Velocity

Max: 56.4 [kph] at -0.028 [s]
Min: -3.4 [kph] at 0.222 [s]



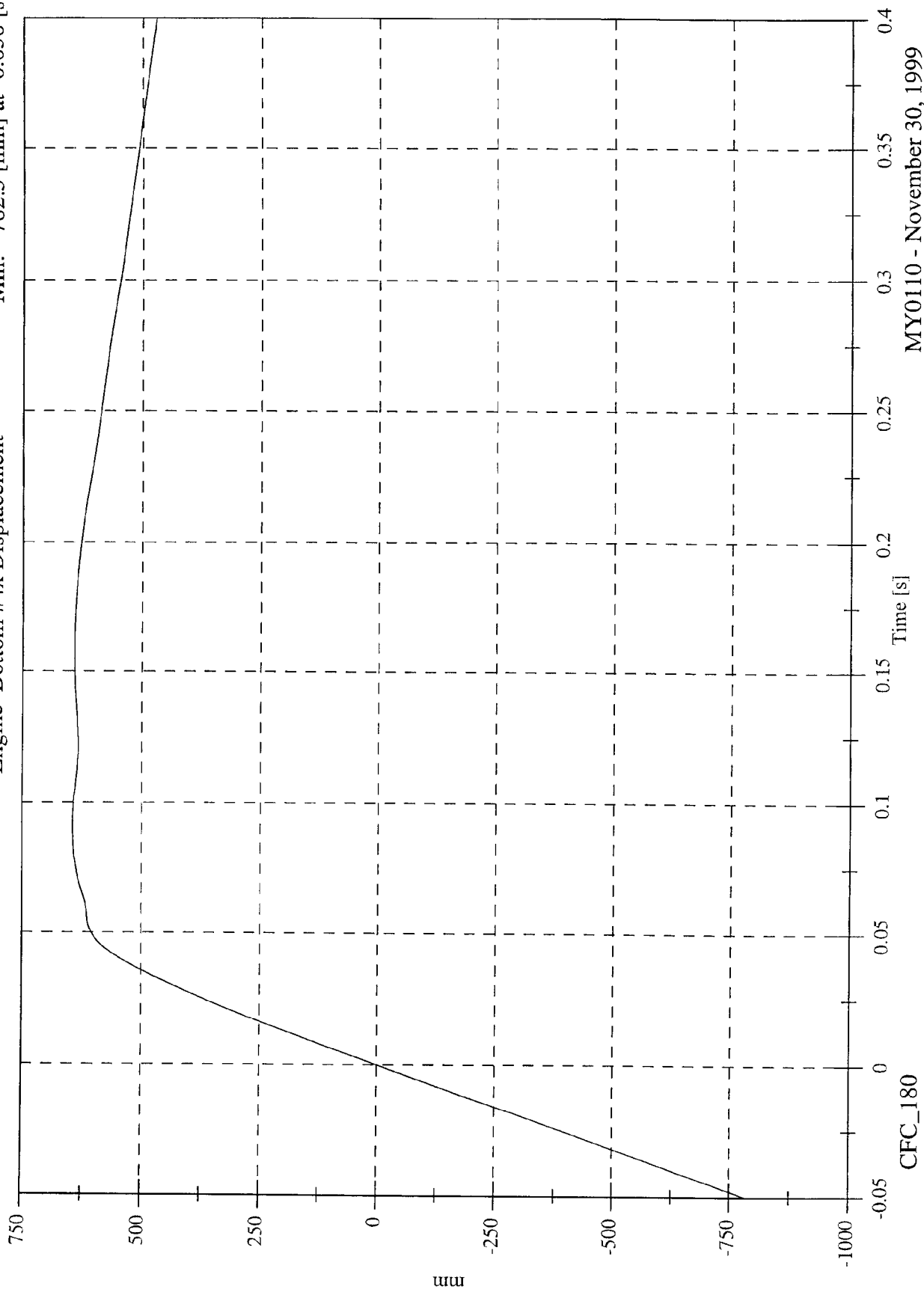
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Engine Bottom #4x Displacement

Max: 644.3 [mm] at 0.092 [s]

Min: -782.5 [mm] at -0.050 [s]

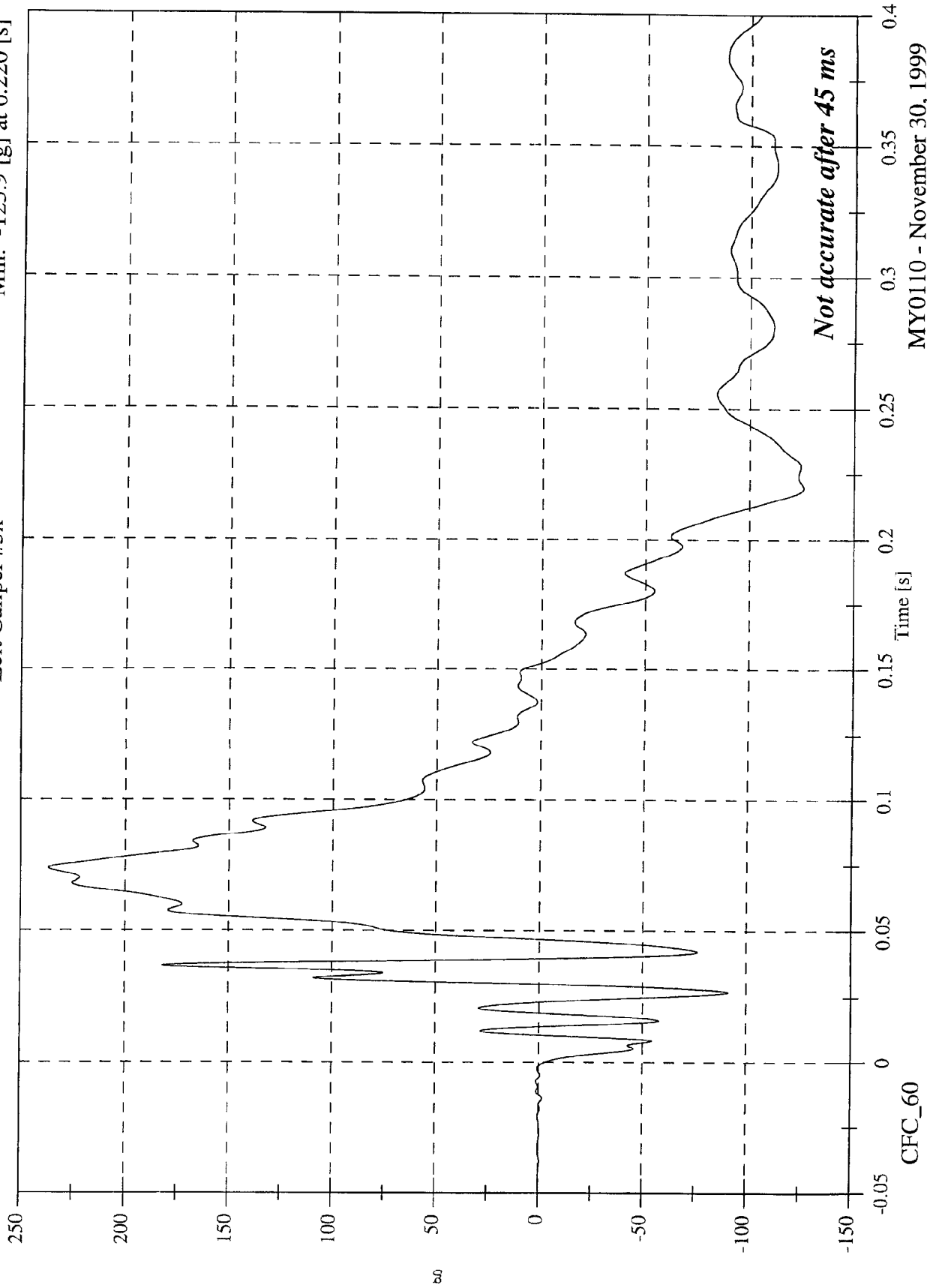


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 236.8 [g] at 0.074 [s]
Min: -125.9 [g] at 0.220 [s]

Left Caliper #5x



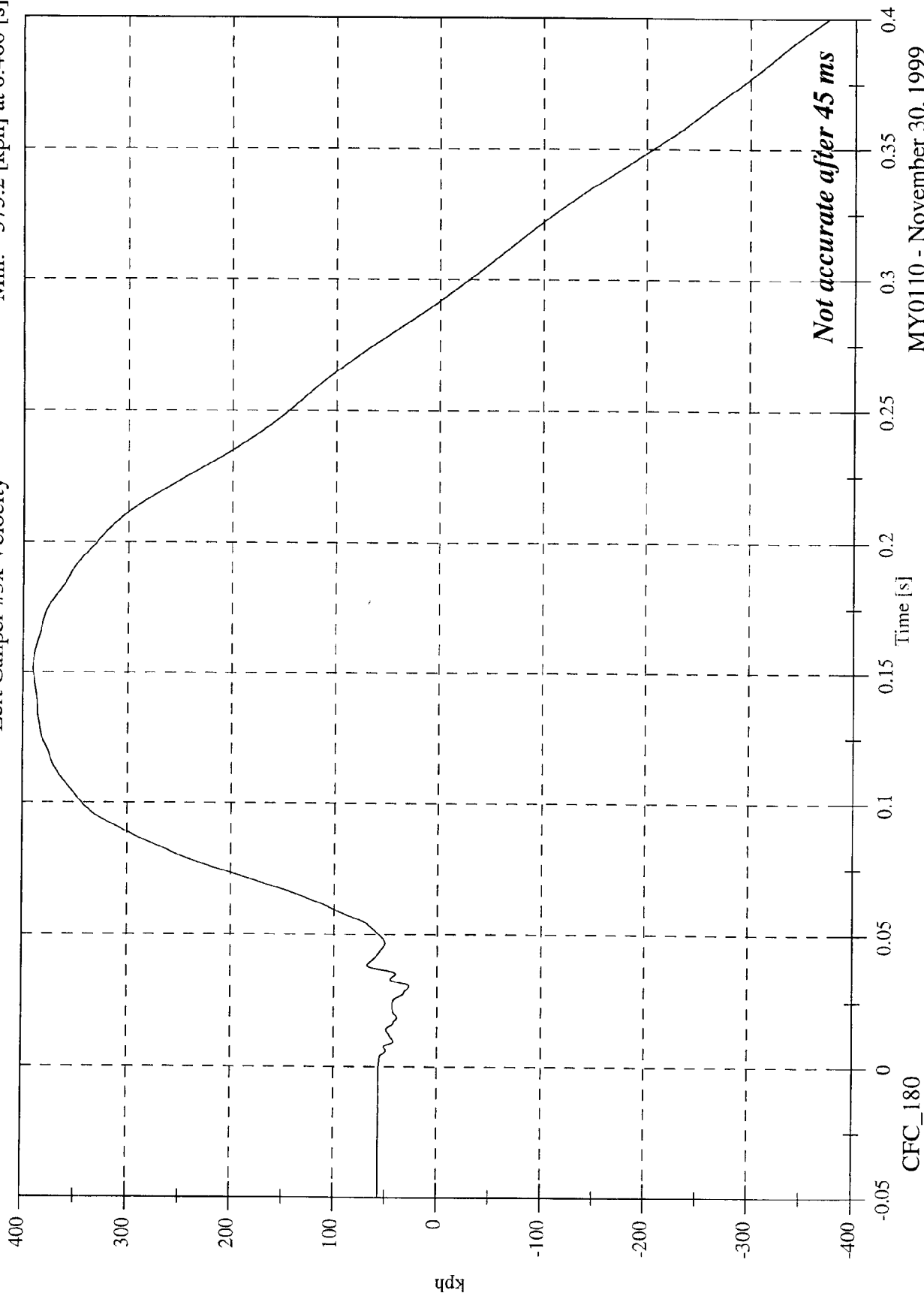
Not accurate after 45 ms

MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 390.4 [kph] at 0.152 [s]
Min: -375.2 [kph] at 0.400 [s]

Left Caliper #5x Velocity

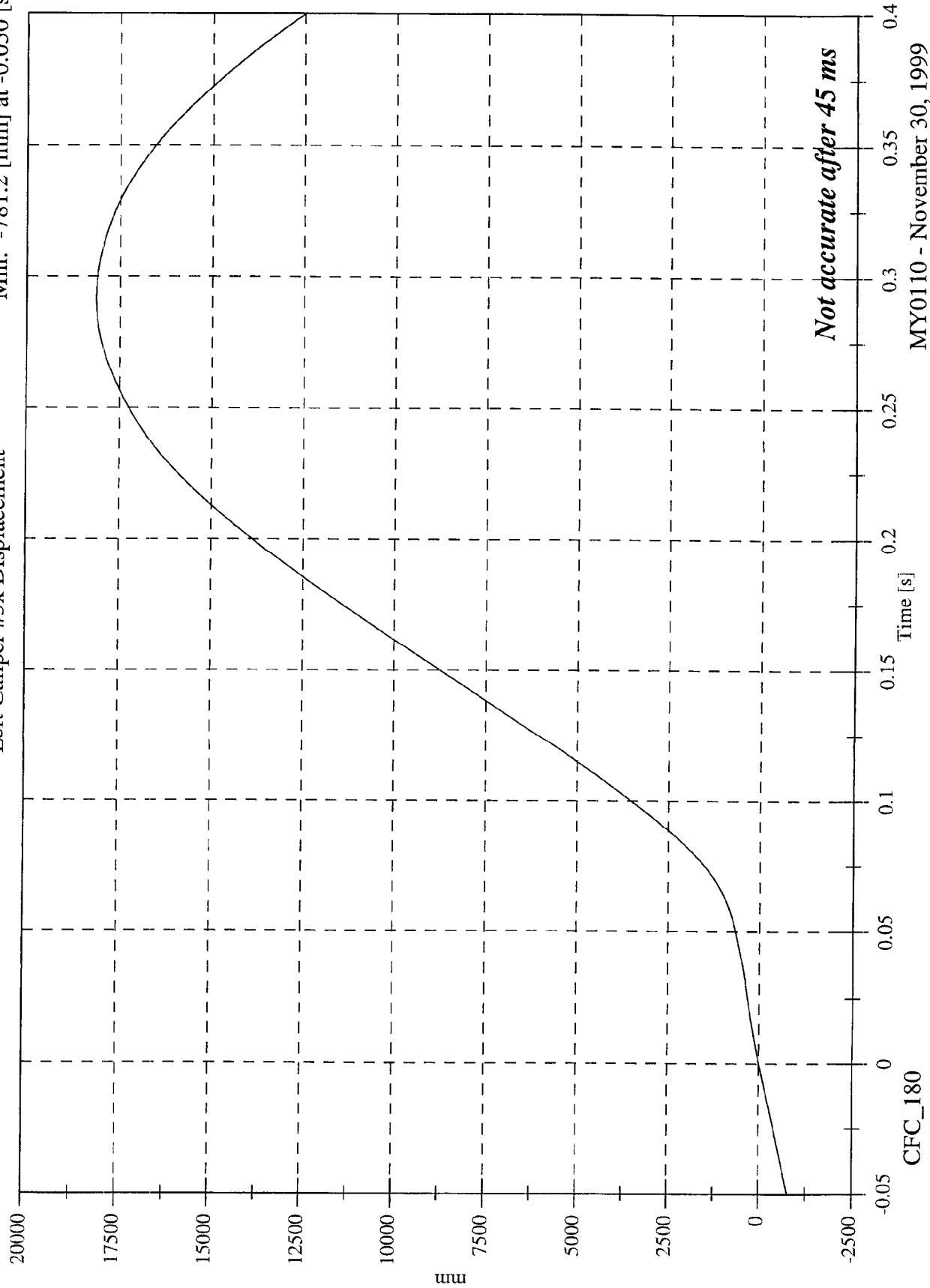


Not accurate after 45 ms
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Left Caliper #5x Displacement

Max: 18139.7 [mm] at 0.292 [s]
Min: -781.2 [mm] at -0.050 [s]

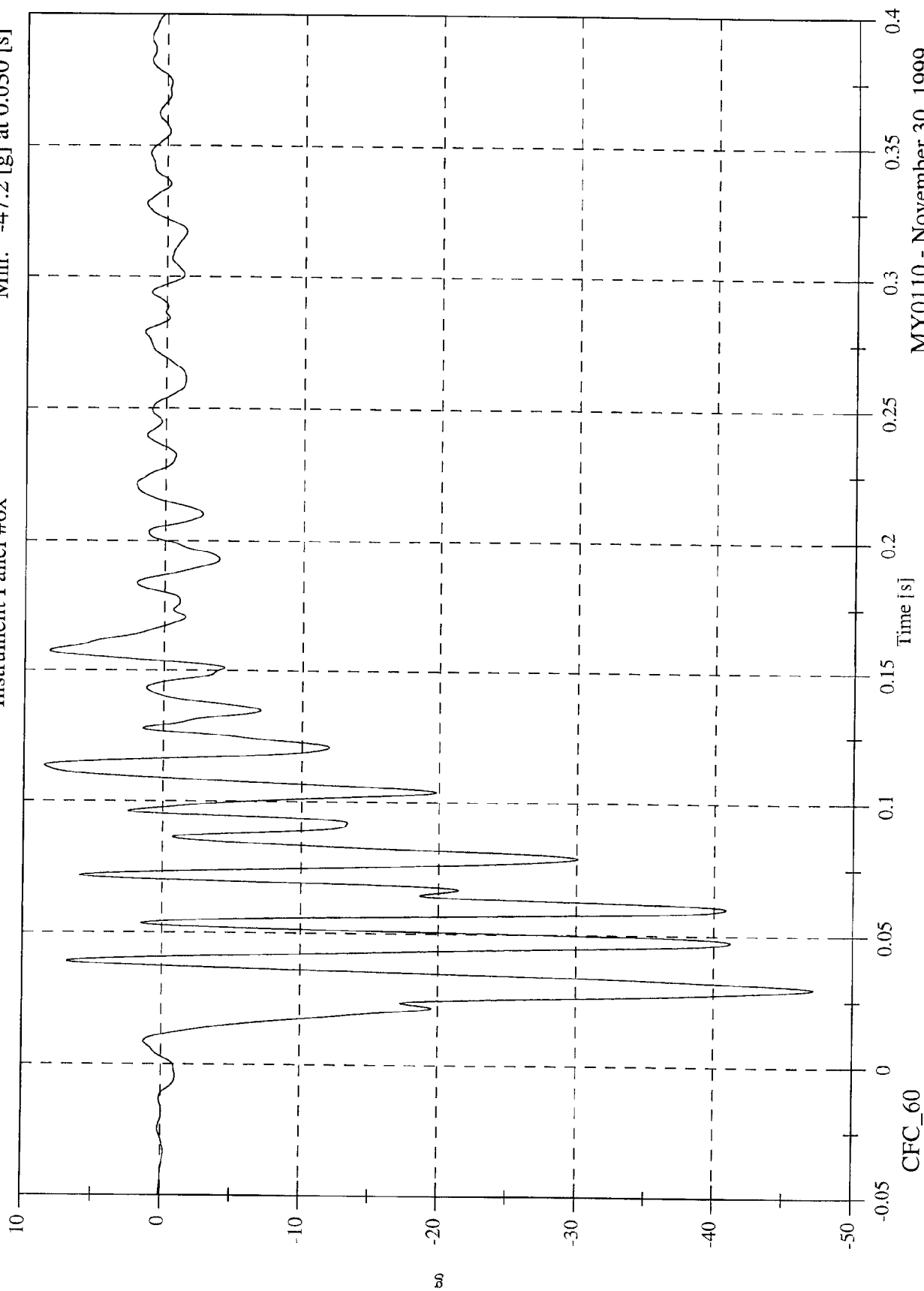


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 8.5 [g] at 0.113 [s]
Min: -47.2 [g] at 0.030 [s]

Instrument Panel #6x

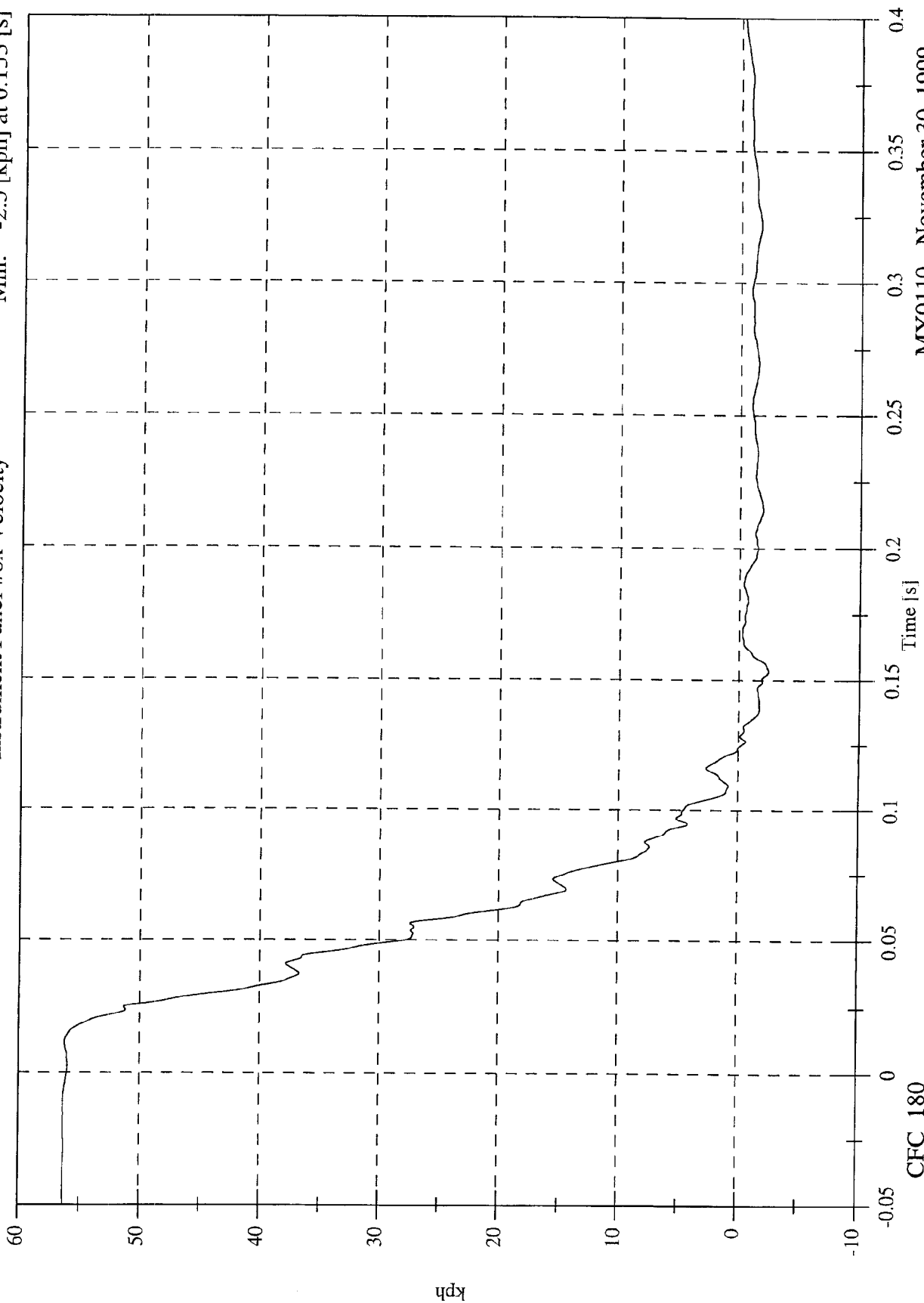


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Instrument Panel #6x Velocity

Max: 56.3 [kph] at -0.044 [s]
Min: -2.5 [kph] at 0.153 [s]

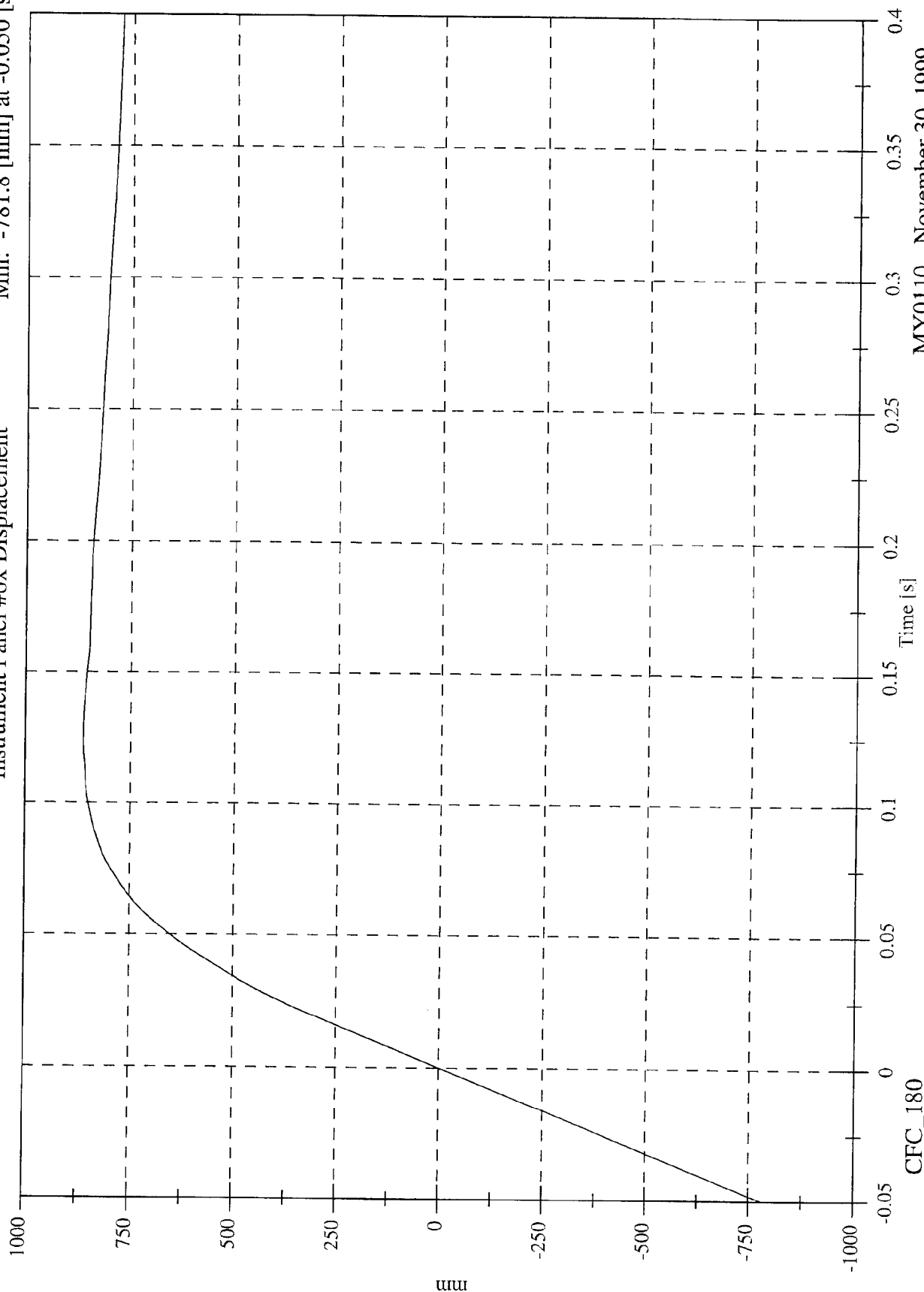


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Instrument Panel #6x Displacement

Max: 862.3 [mm] at 0.124 [s]
Min: -781.8 [mm] at -0.050 [s]

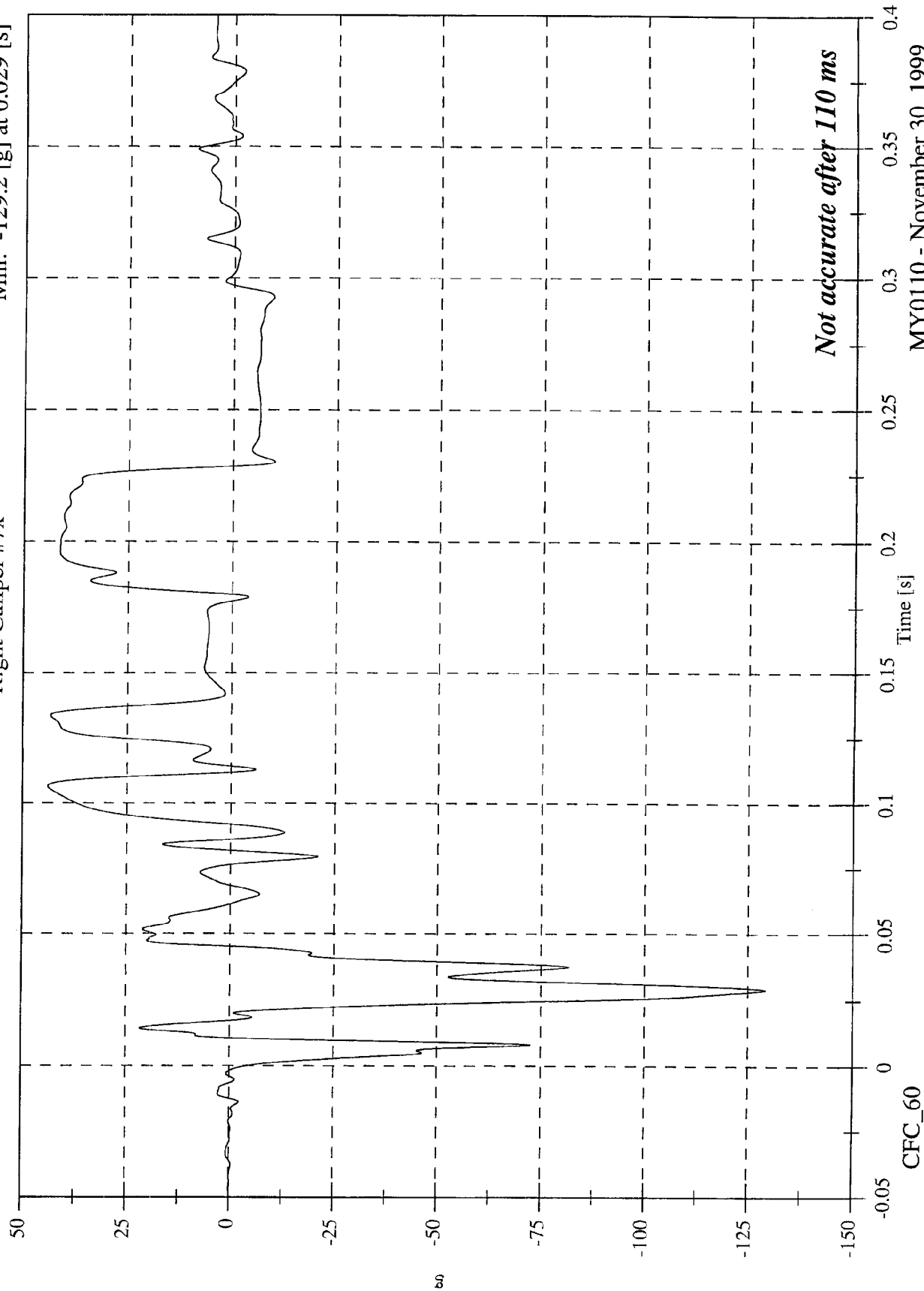


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 44.0 [g] at 0.106 [s]
Min: -129.2 [g] at 0.029 [s]

Right Caliper #7x

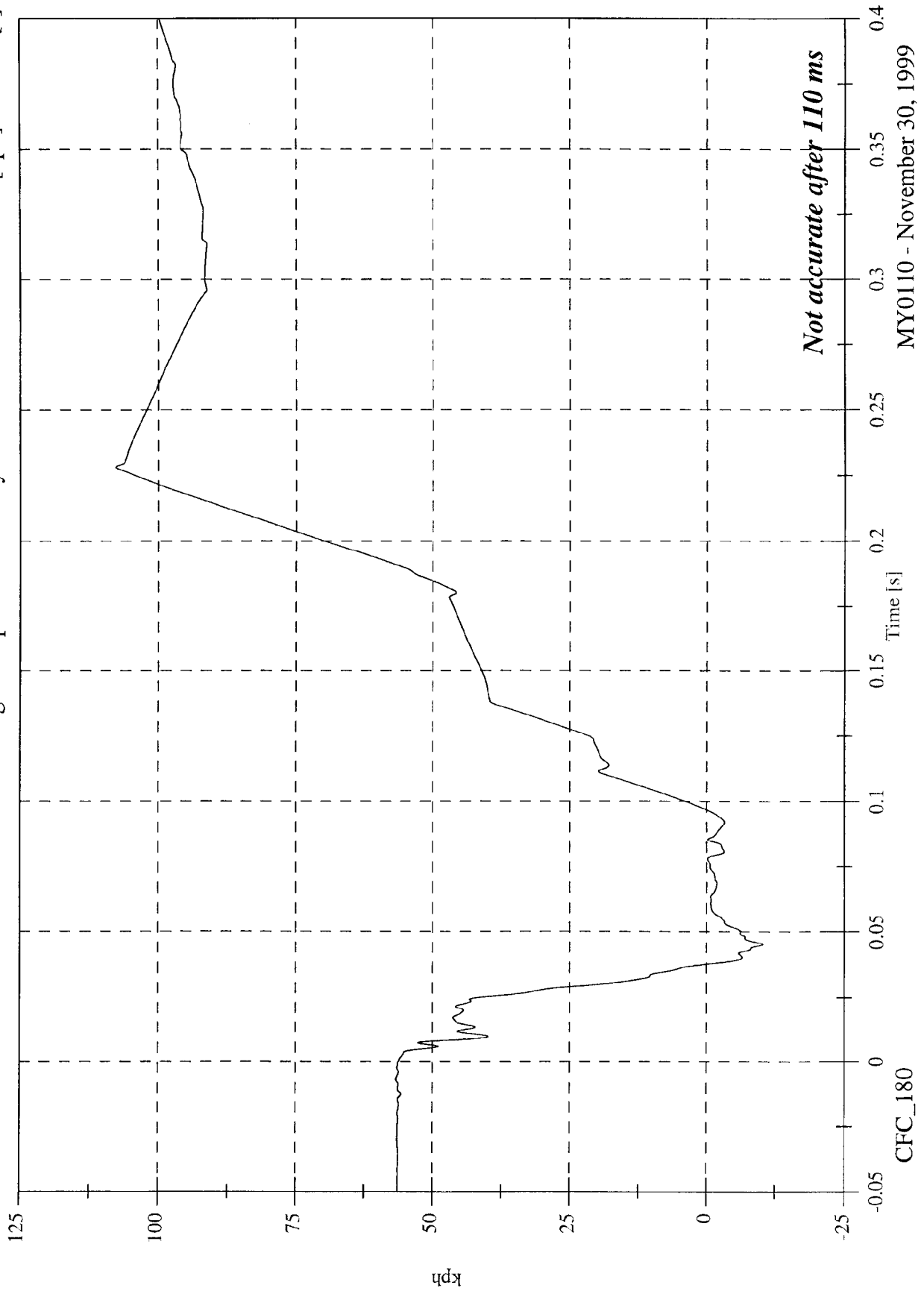


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Right Caliper #7x Velocity

Max: 107.7 [kph] at 0.228 [s]
Min: -10.3 [kph] at 0.045 [s]

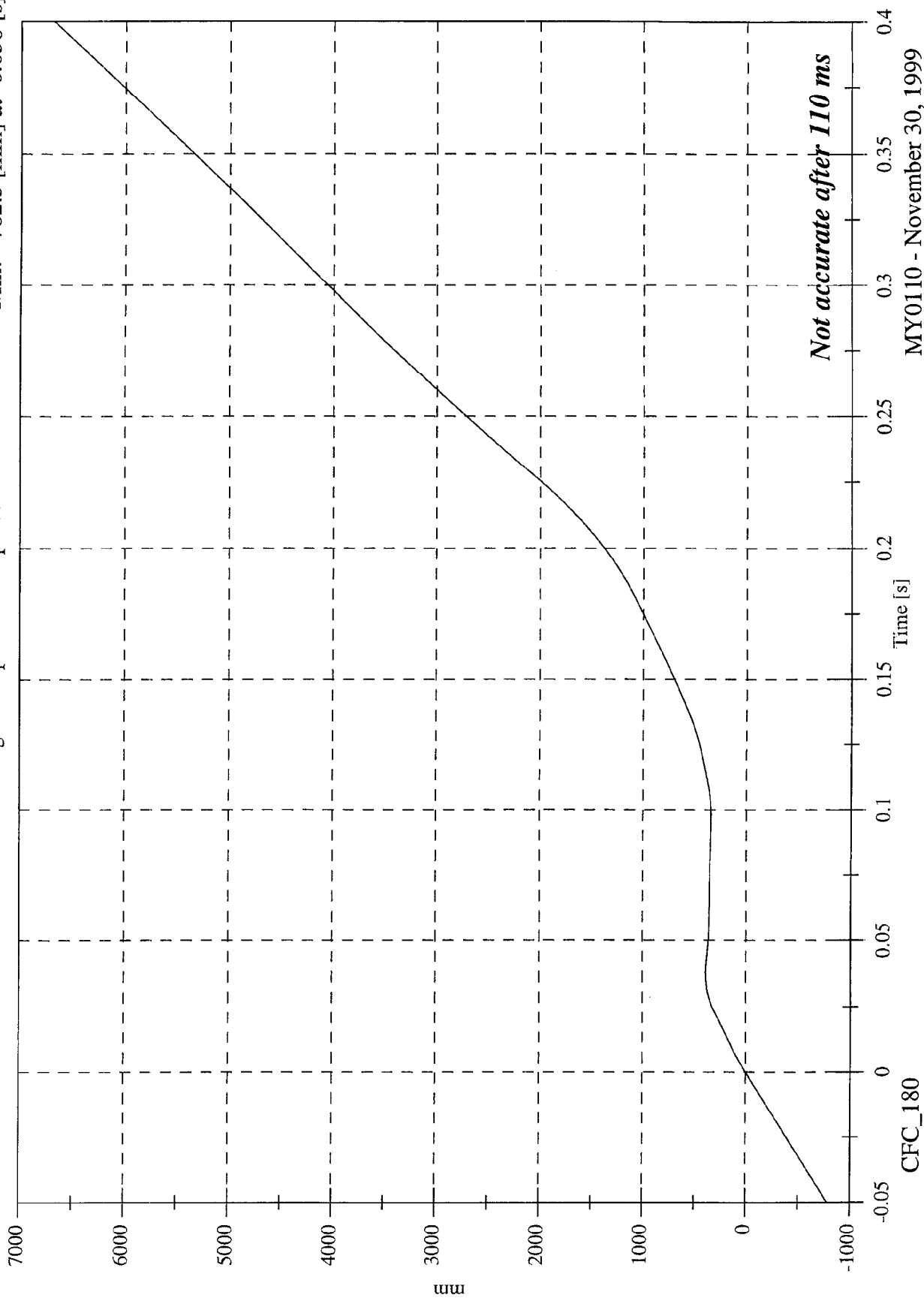


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Right Caliper #7x Displacement

Max: 6690.3 [mm] at 0.400 [s]
Min: -782.5 [mm] at -0.050 [s]



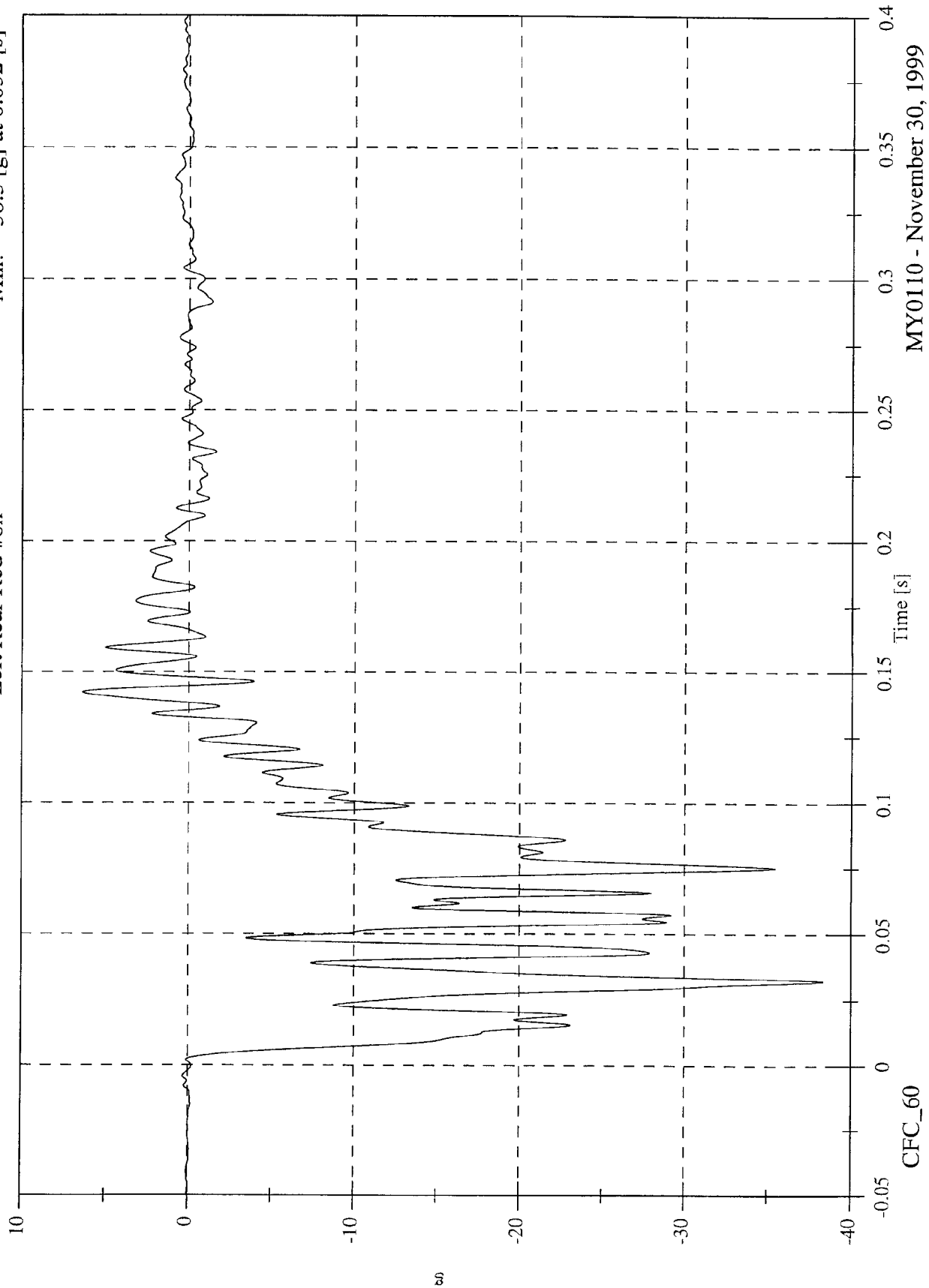
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 6.4 [g] at 0.142 [s]

Min: -38.3 [g] at 0.032 [s]

Left Rear Red #8x

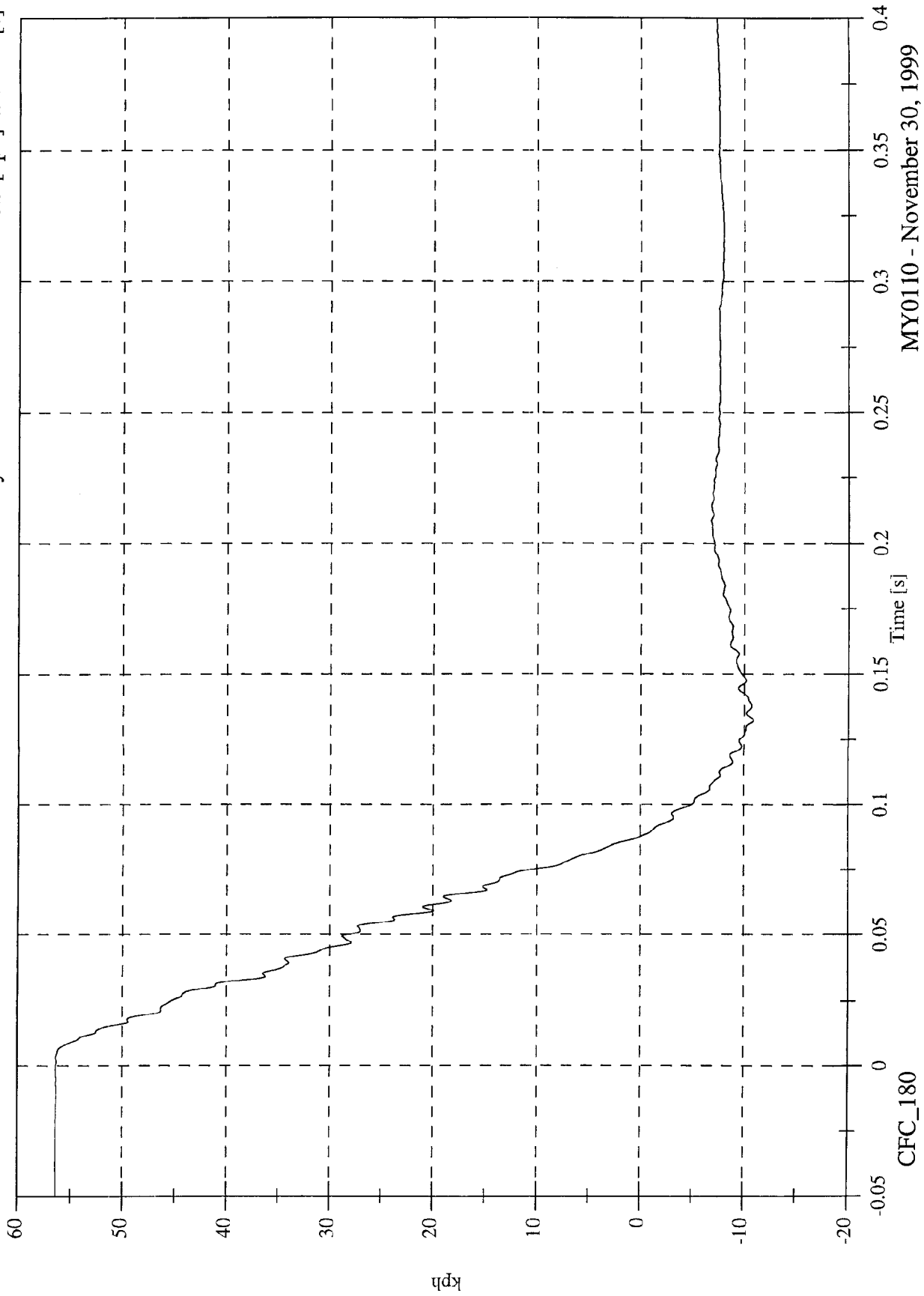


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Left Rear Red #8x Velocity

Max: 56.4 [kph] at -0.037 [s]
Min: -10.9 [kph] at 0.133 [s]



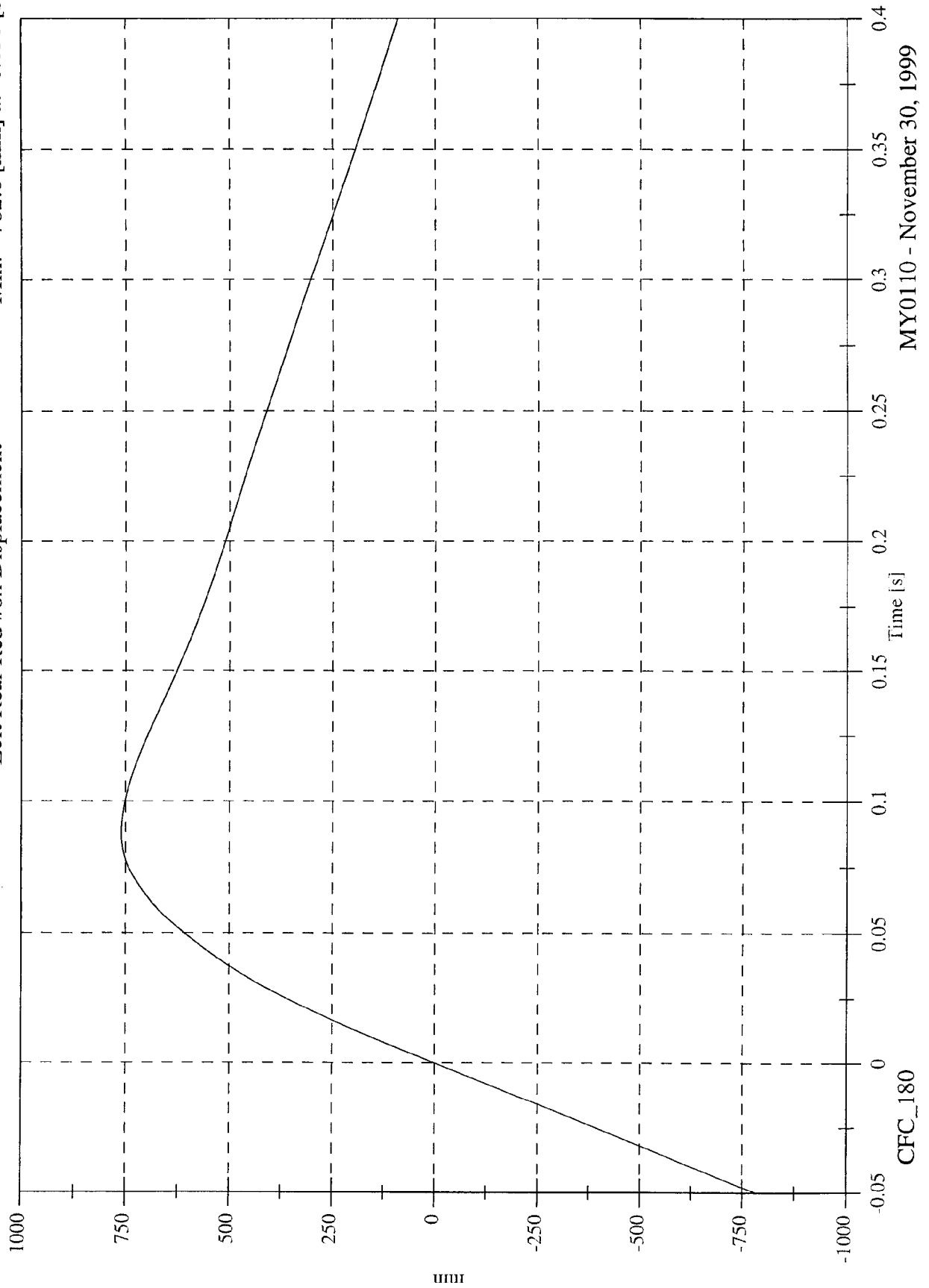
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Left Rear Red #8x Displacement

Max: 759.8 [mm] at 0.087 [s]

Min: -782.8 [mm] at -0.050 [s]

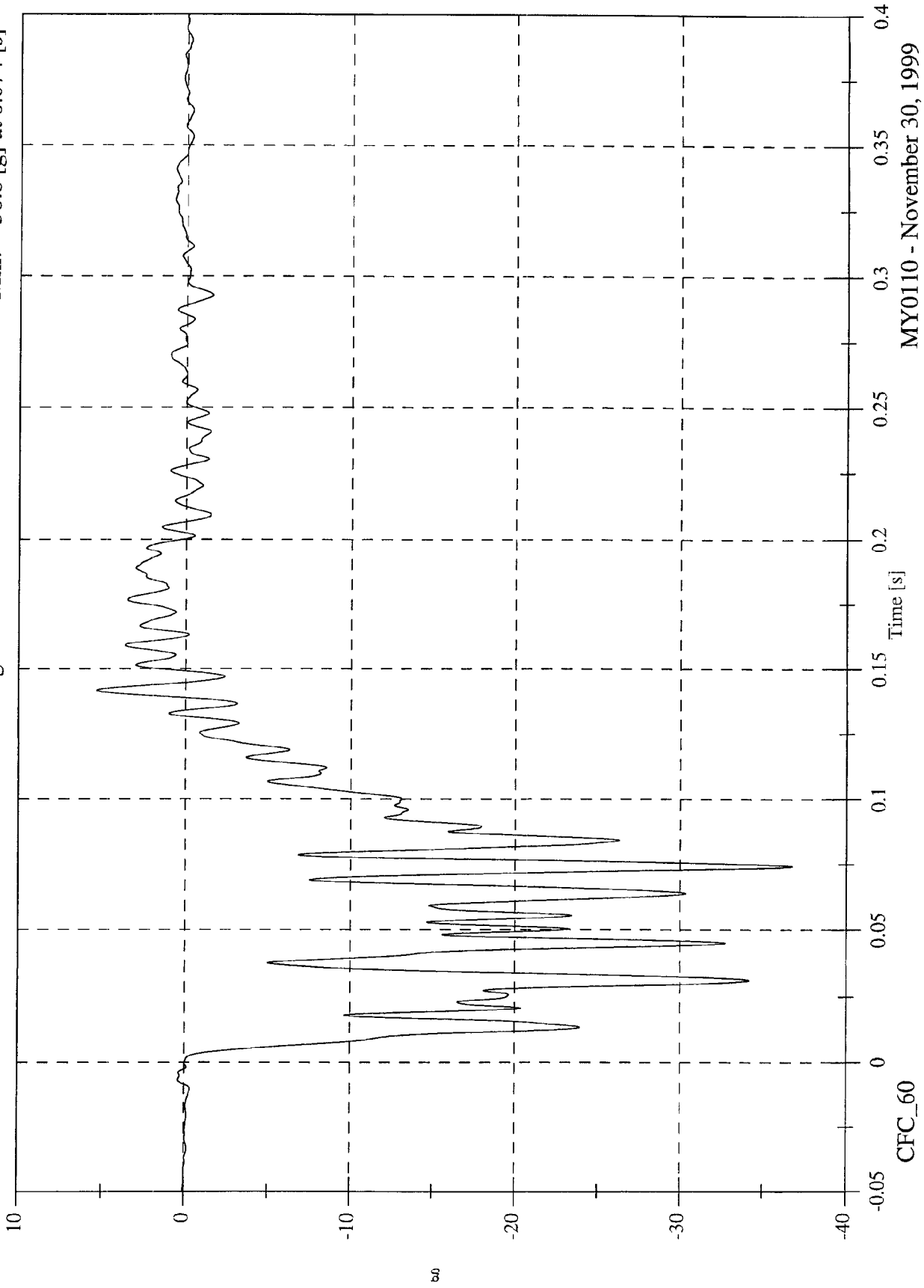


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Right Rear Red #9x

Max: 5.3 [g] at 0.142 [s]
Min: -36.8 [g] at 0.074 [s]



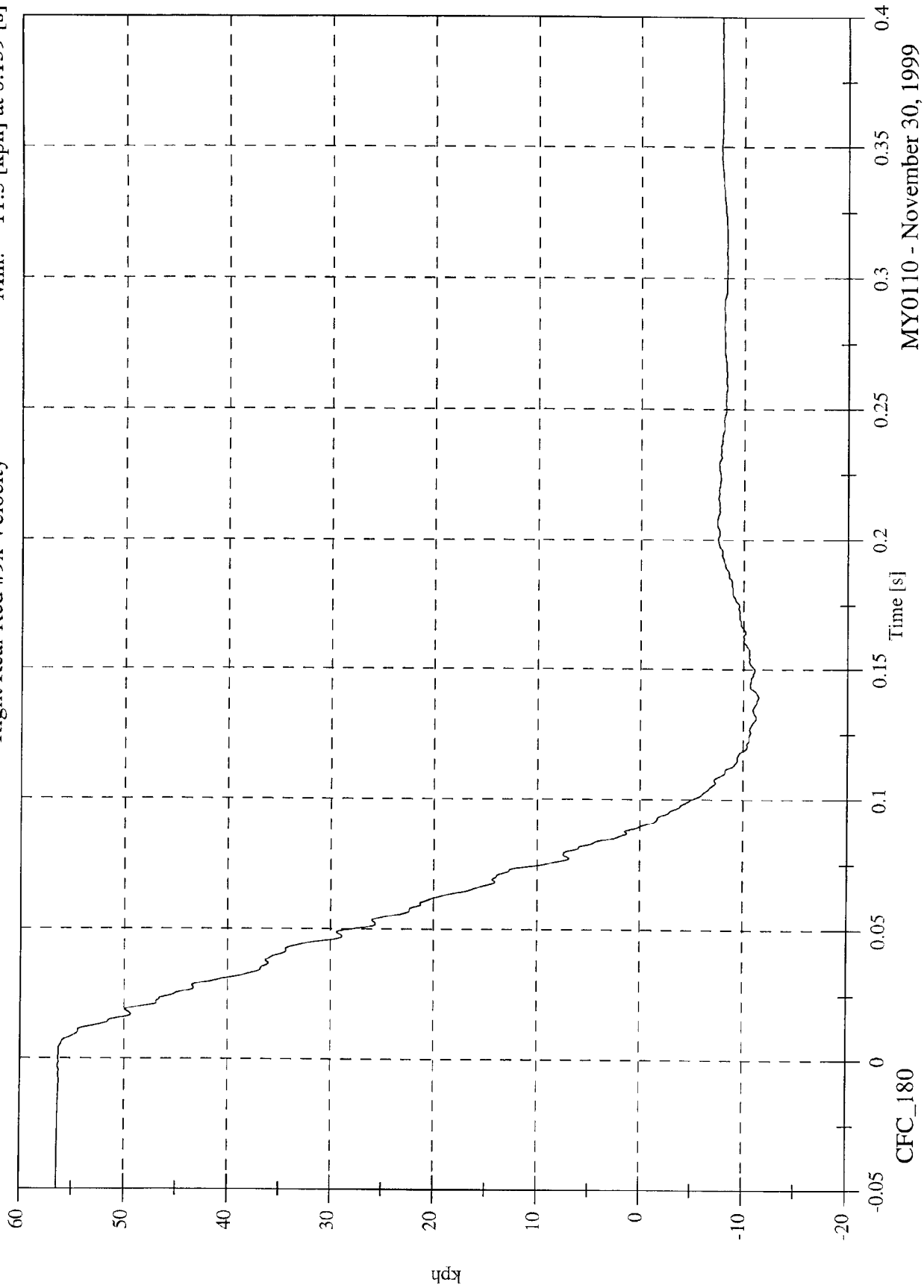
MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Right Rear Red #9x Velocity

Max: 56.4 [kph] at -0.040 [s]

Min: -11.5 [kph] at 0.139 [s]

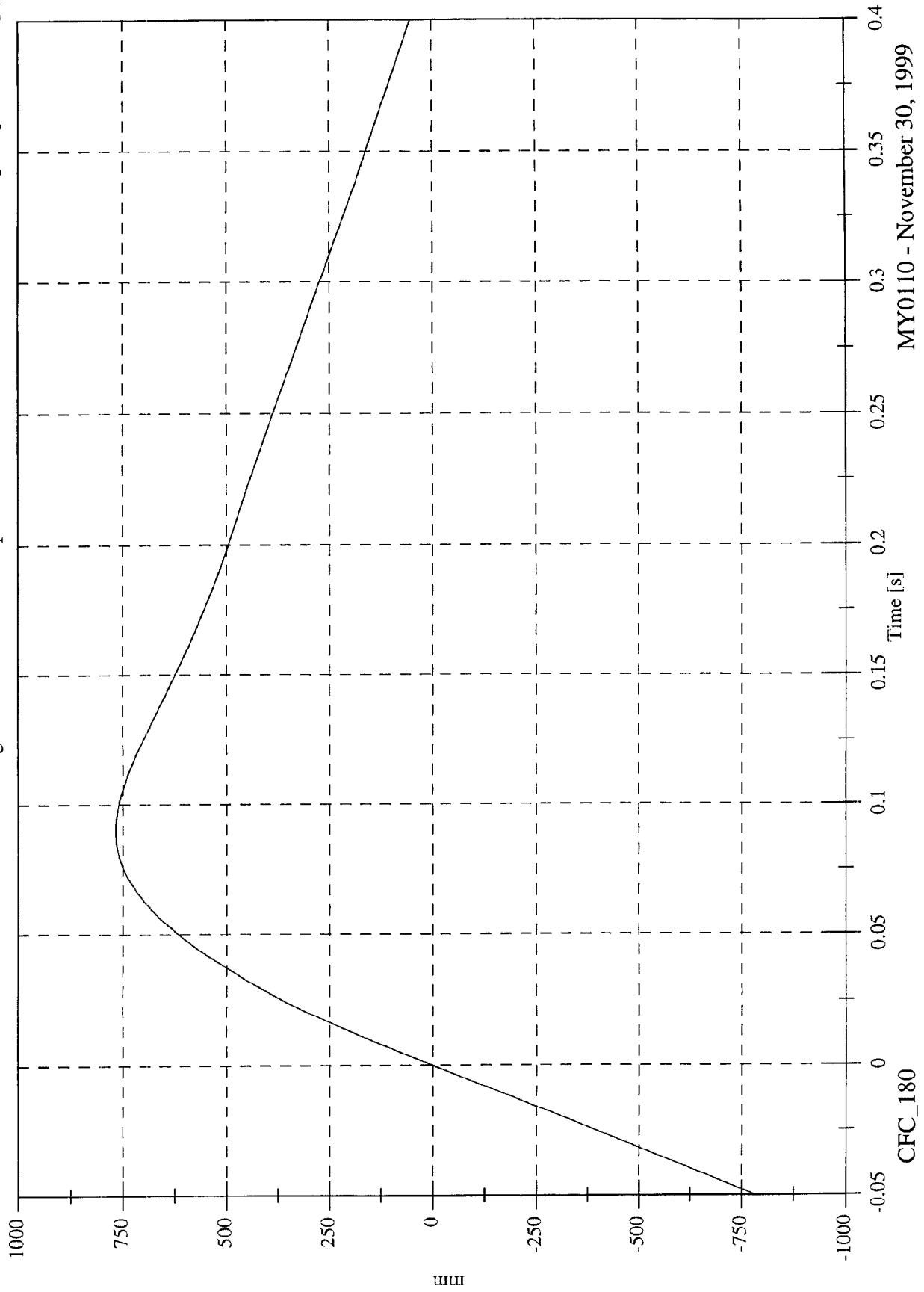


MY0110 - November 30, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Right Rear Red #9x Displacement

Max: 767.3 [mm] at 0.089 [s]
Min: -783.0 [mm] at -0.050 [s]



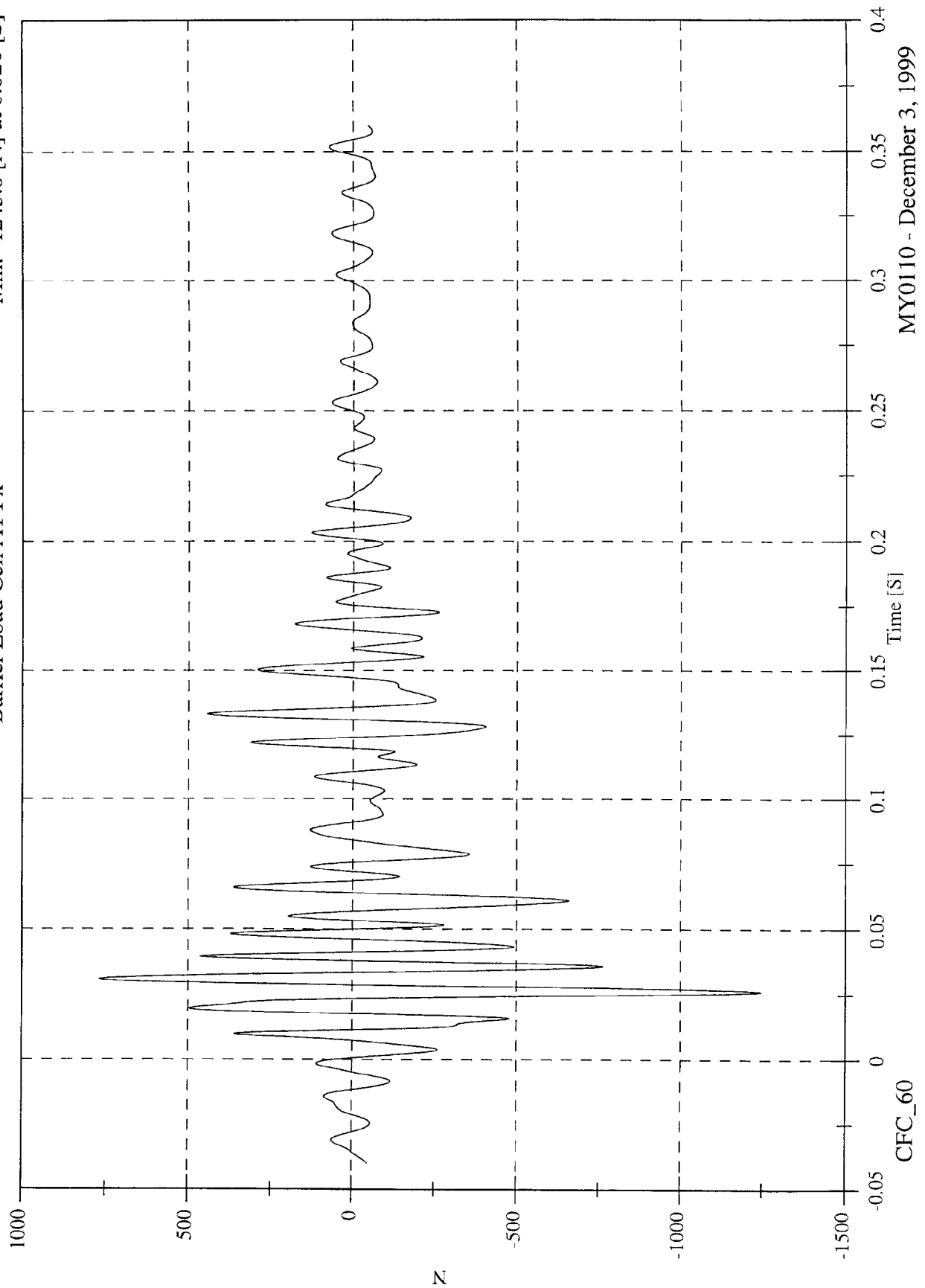
MY0110 - November 30, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 766.5 [N] at 0.031 [S]

Barrier Load Cell A1 Fx

Min: -1245.6 [N] at 0.026 [S]

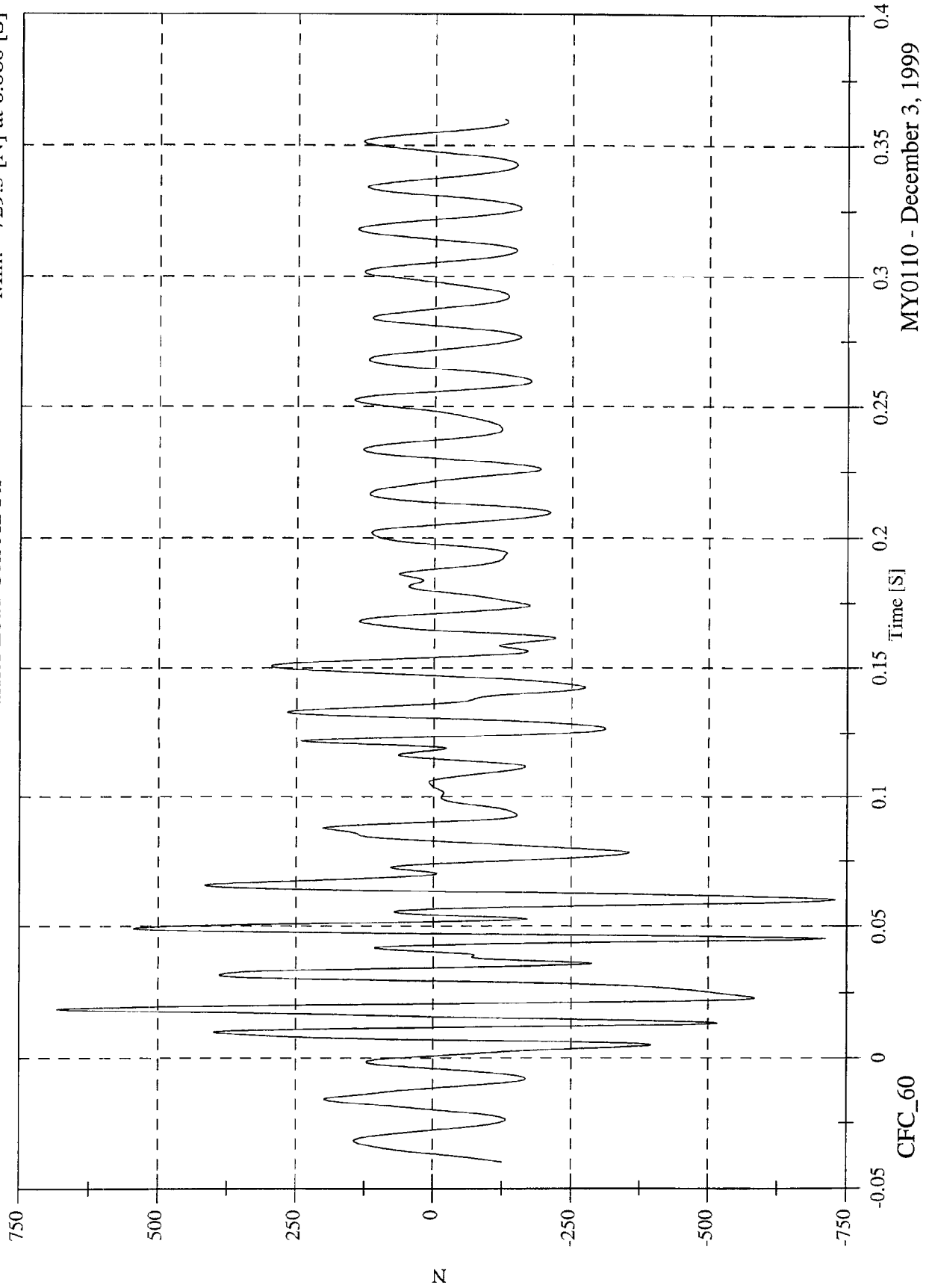


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell A2 Fx

Max: 682.5 [N] at 0.019 [S]
Min: -729.5 [N] at 0.060 [S]



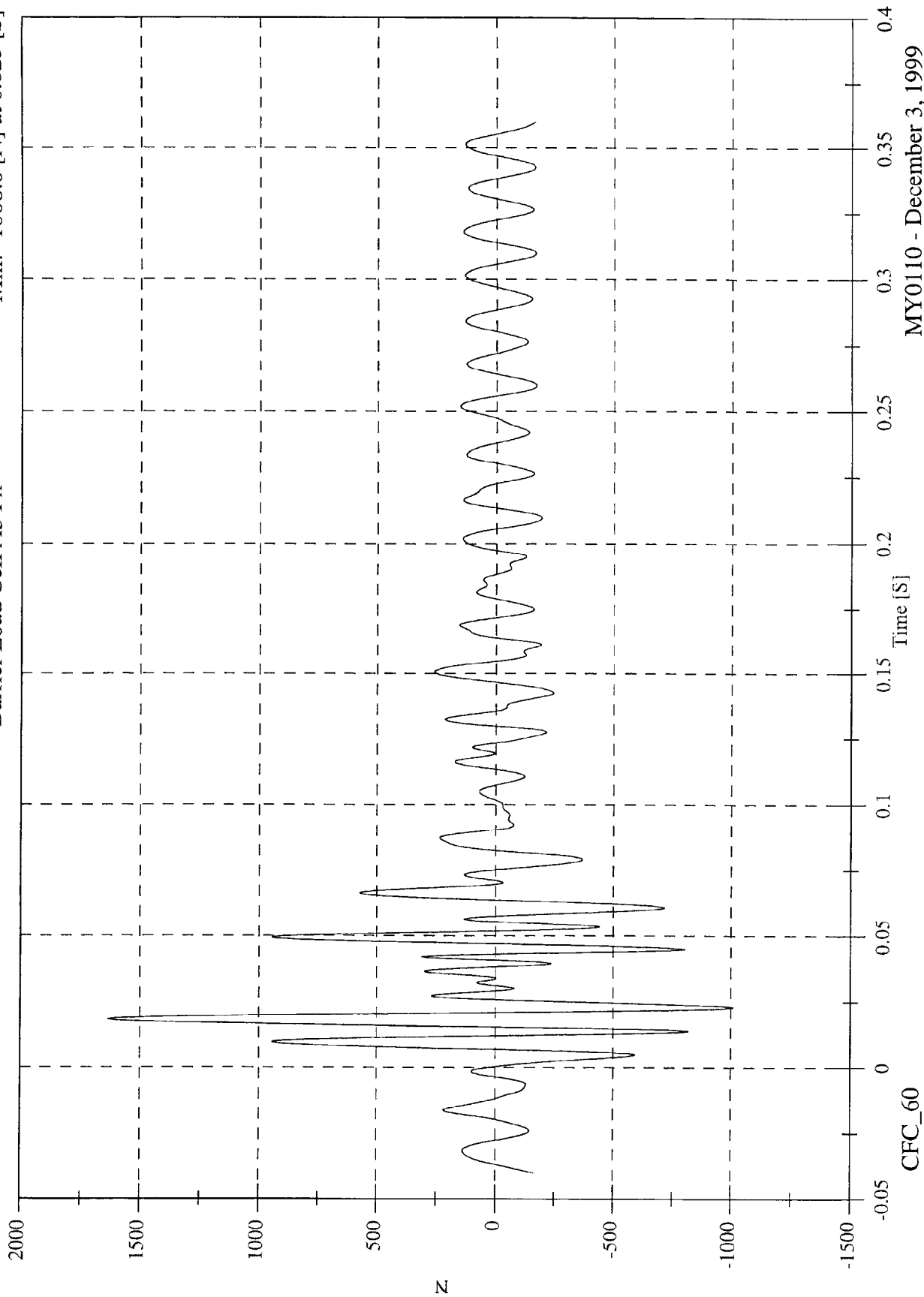
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell A3 Fx

Max: 1632.5 [N] at 0.018 [S]

Min: -1008.6 [N] at 0.023 [S]

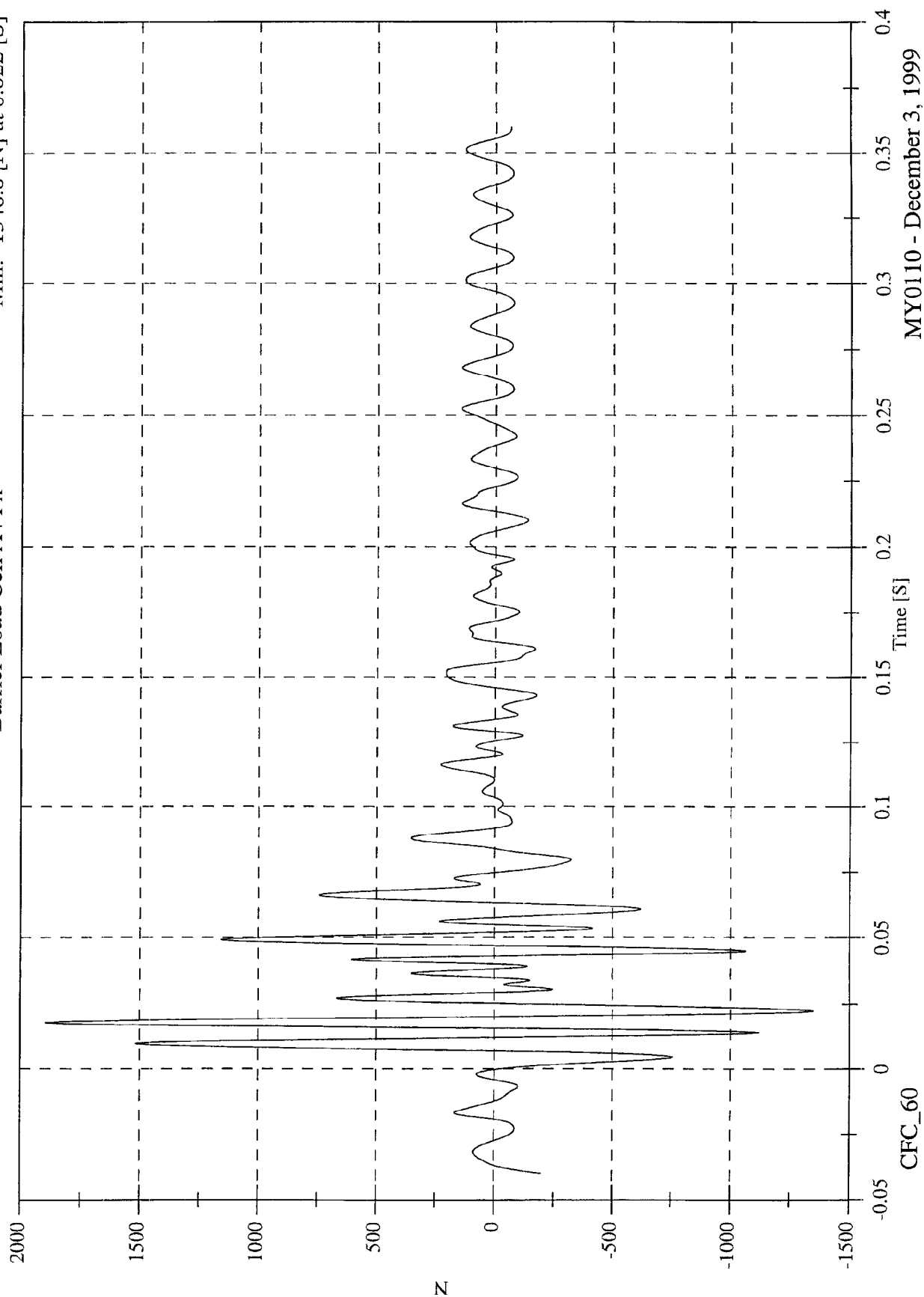


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell A4 Fx

Max: 1893.7 [N] at 0.017 [S]
Min: -1348.8 [N] at 0.022 [S]

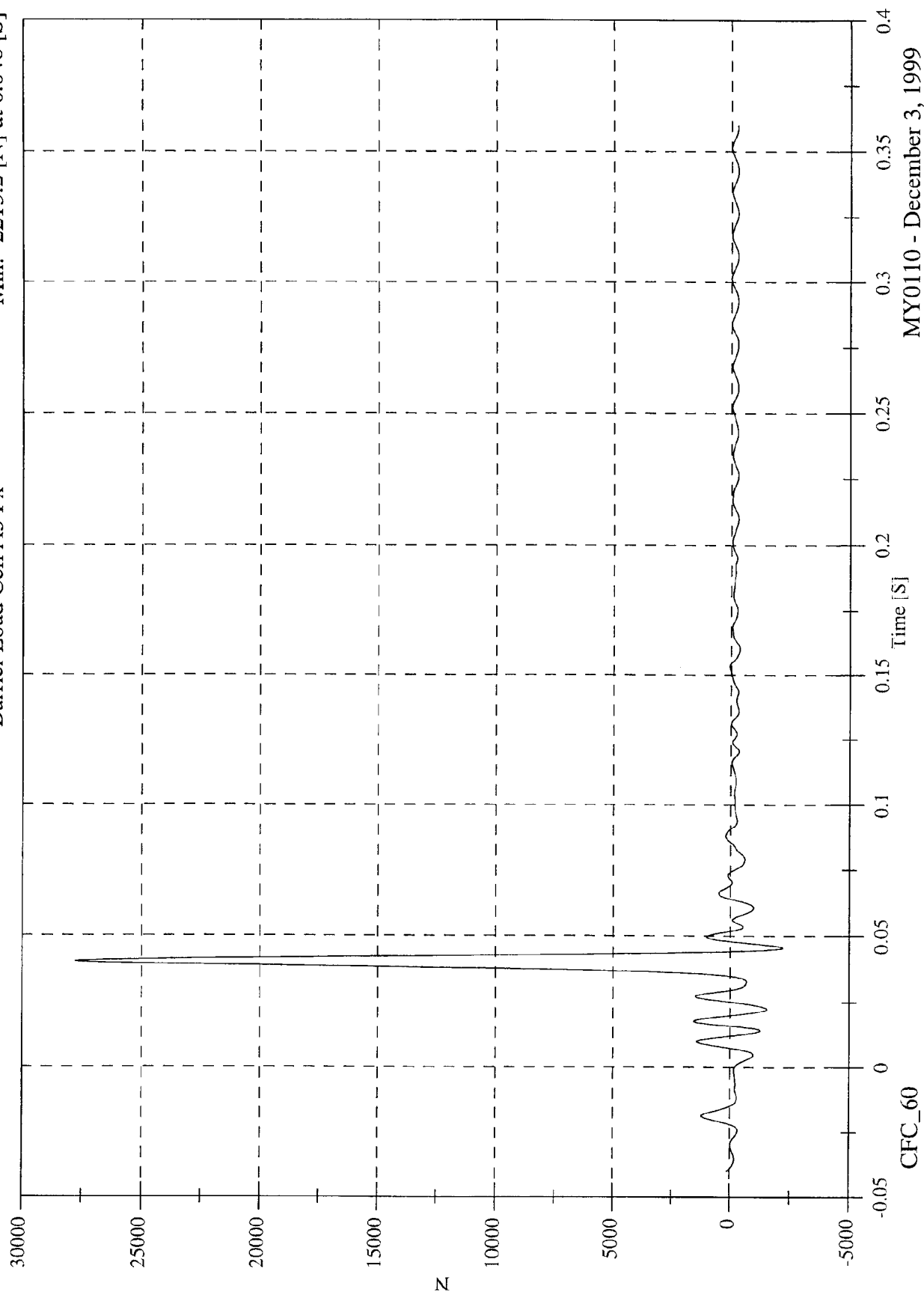


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell A5 Fx

Max: 27757.9 [N] at 0.040 [S]
Min: -2213.2 [N] at 0.046 [S]



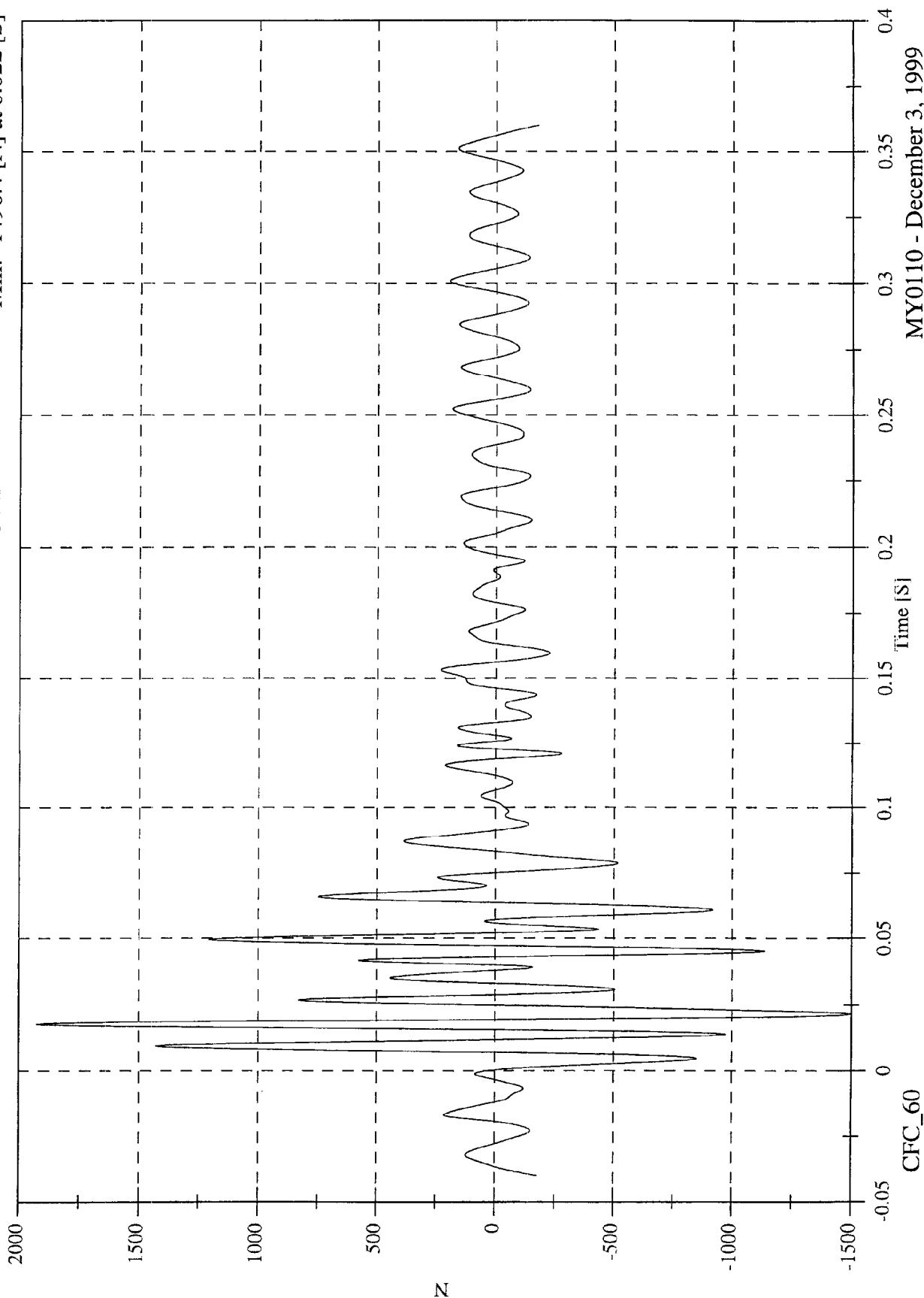
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell A6 Fx

Max: 1922.0 [N] at 0.018 [S]

Min: -1496.4 [N] at 0.022 [S]



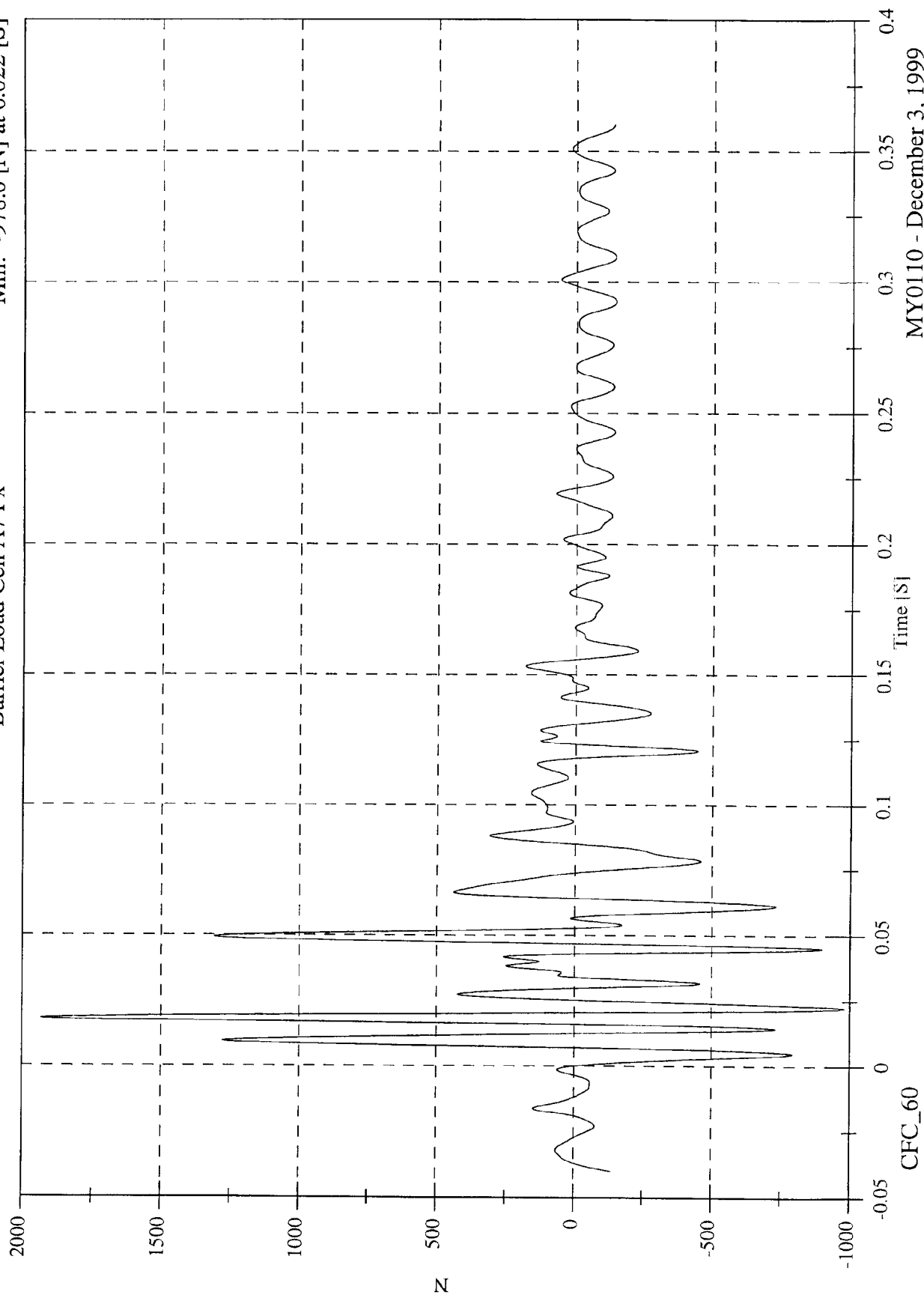
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 1930.5 [N] at 0.018 [S]

Min: -978.6 [N] at 0.022 [S]

Barrier Load Cell A7 Fx

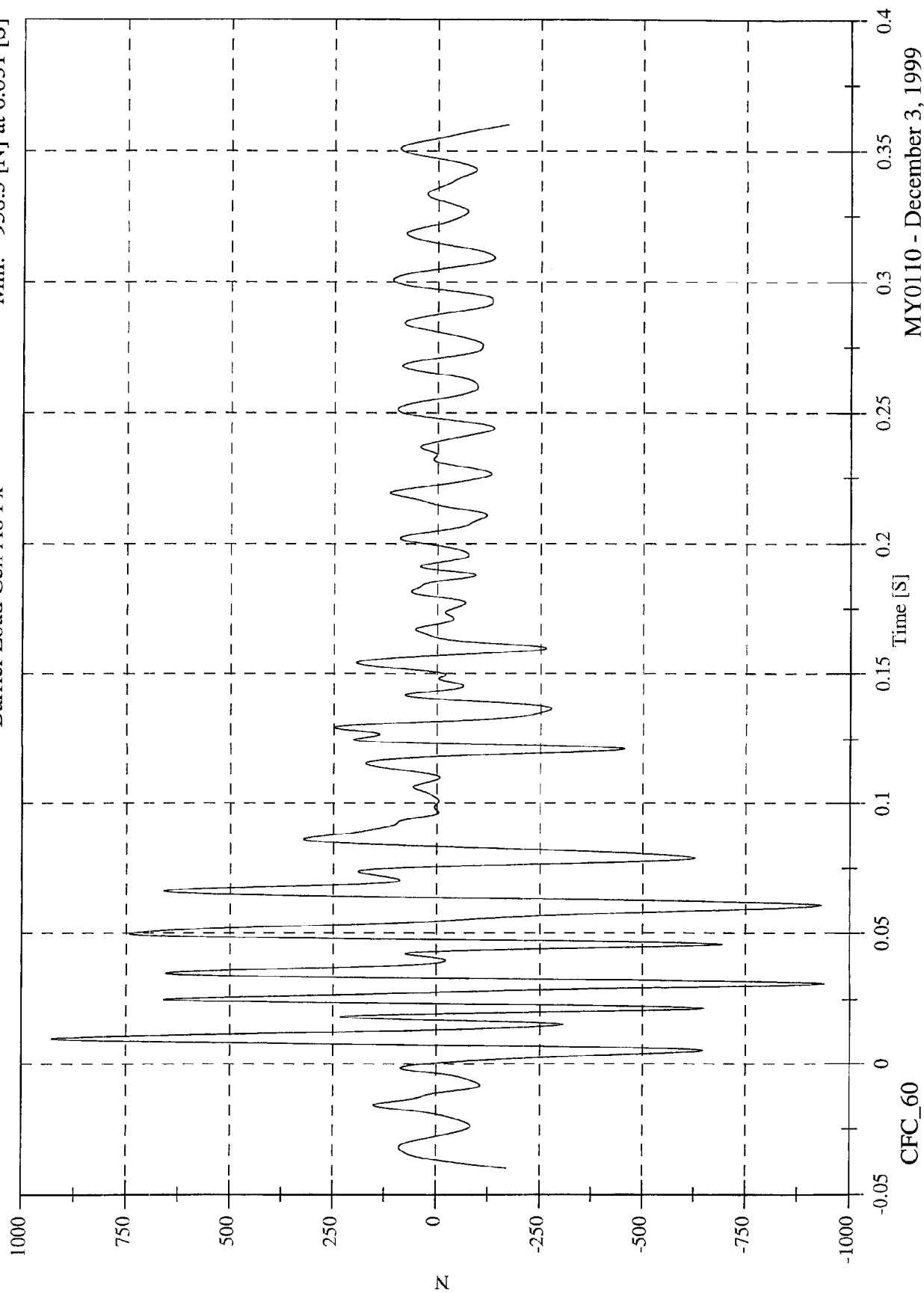


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell A8 Fx

Max: 927.5 [N] at 0.010 [S]
Min: -938.5 [N] at 0.031 [S]

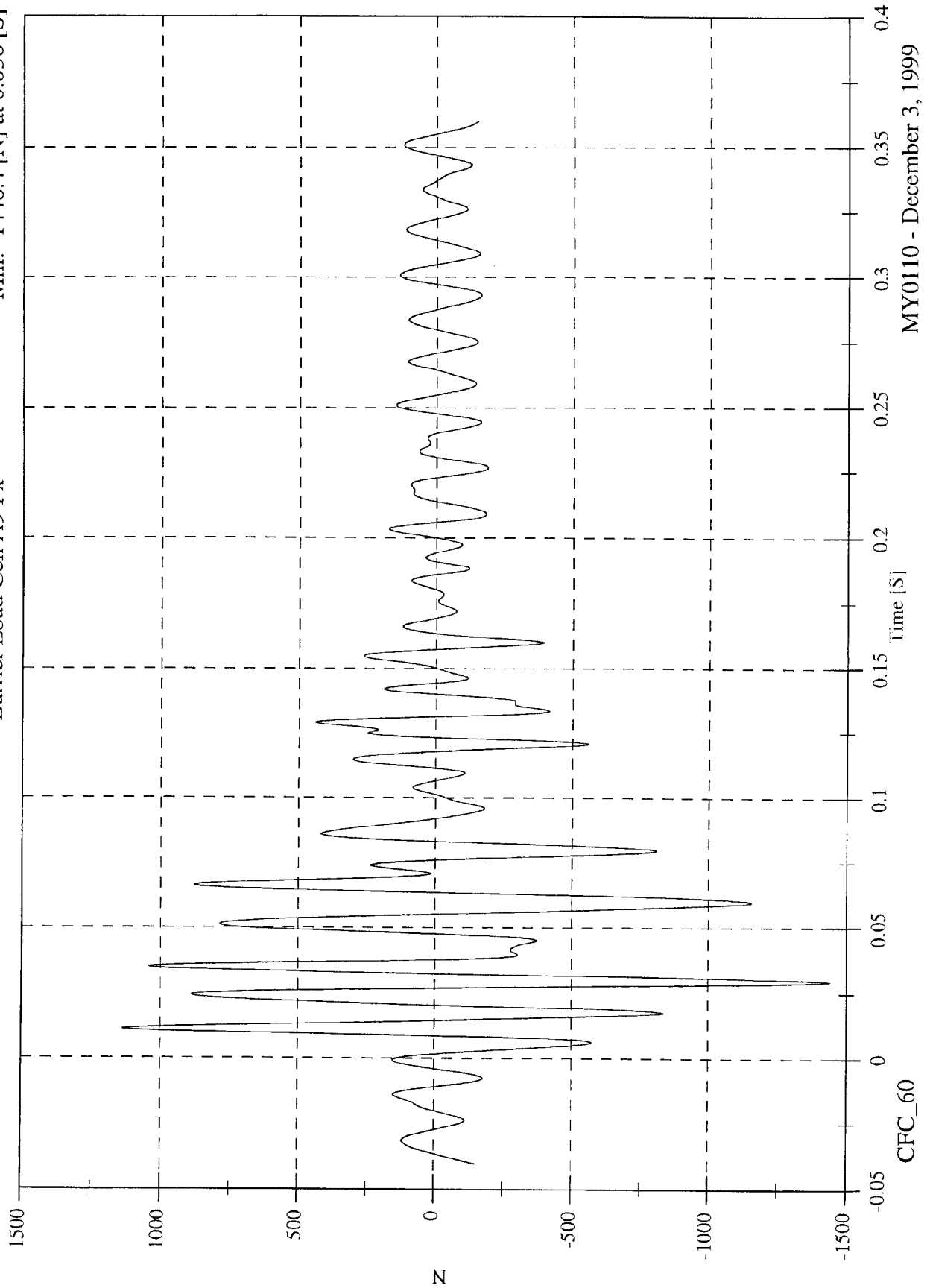


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell A9 Fx

Max: 1135.9 [N] at 0.011 [S]
Min: -1440.4 [N] at 0.030 [S]

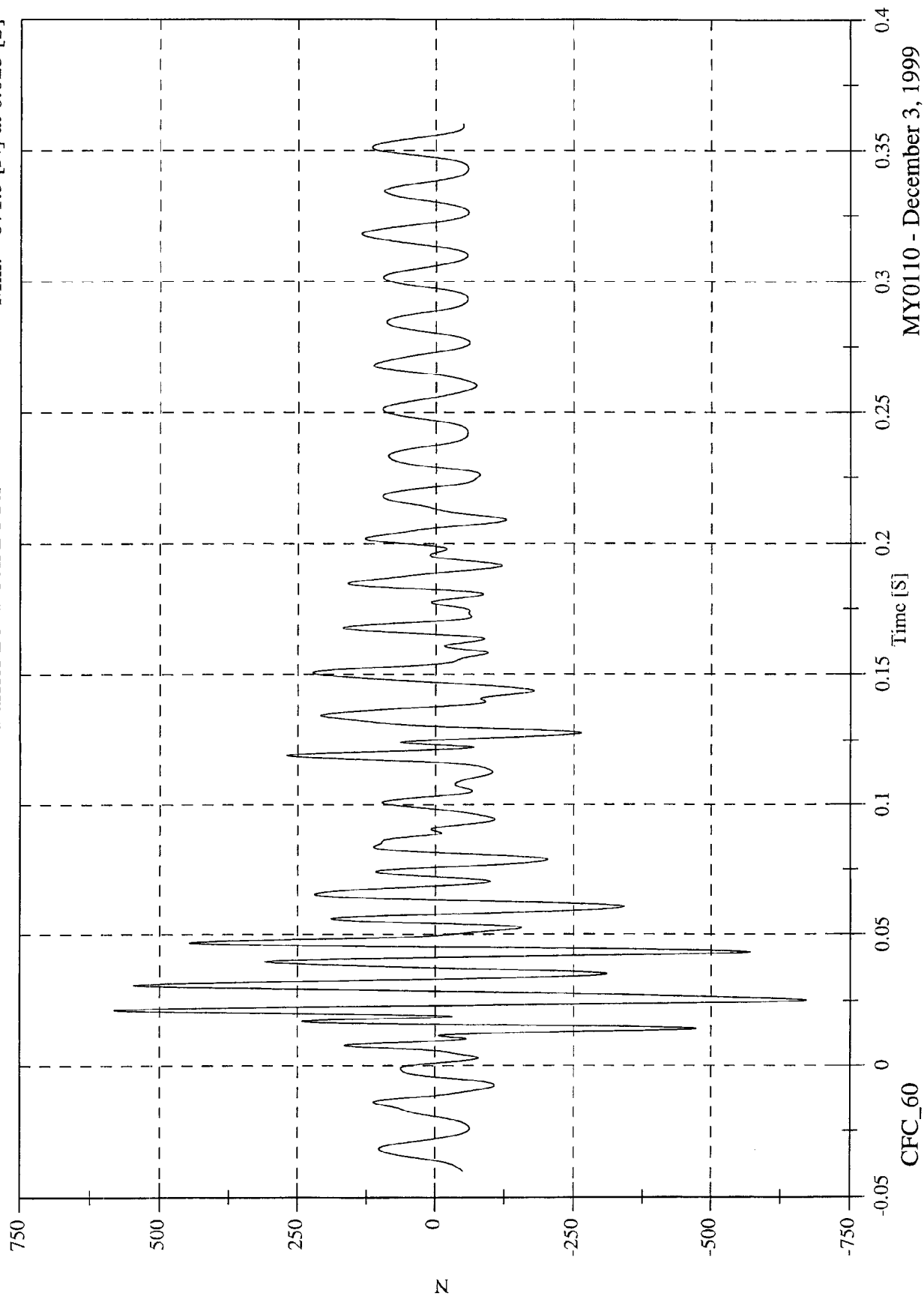


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B1 Fx

Max: 580.7 [N] at 0.022 [S]
Min: -671.3 [N] at 0.025 [S]

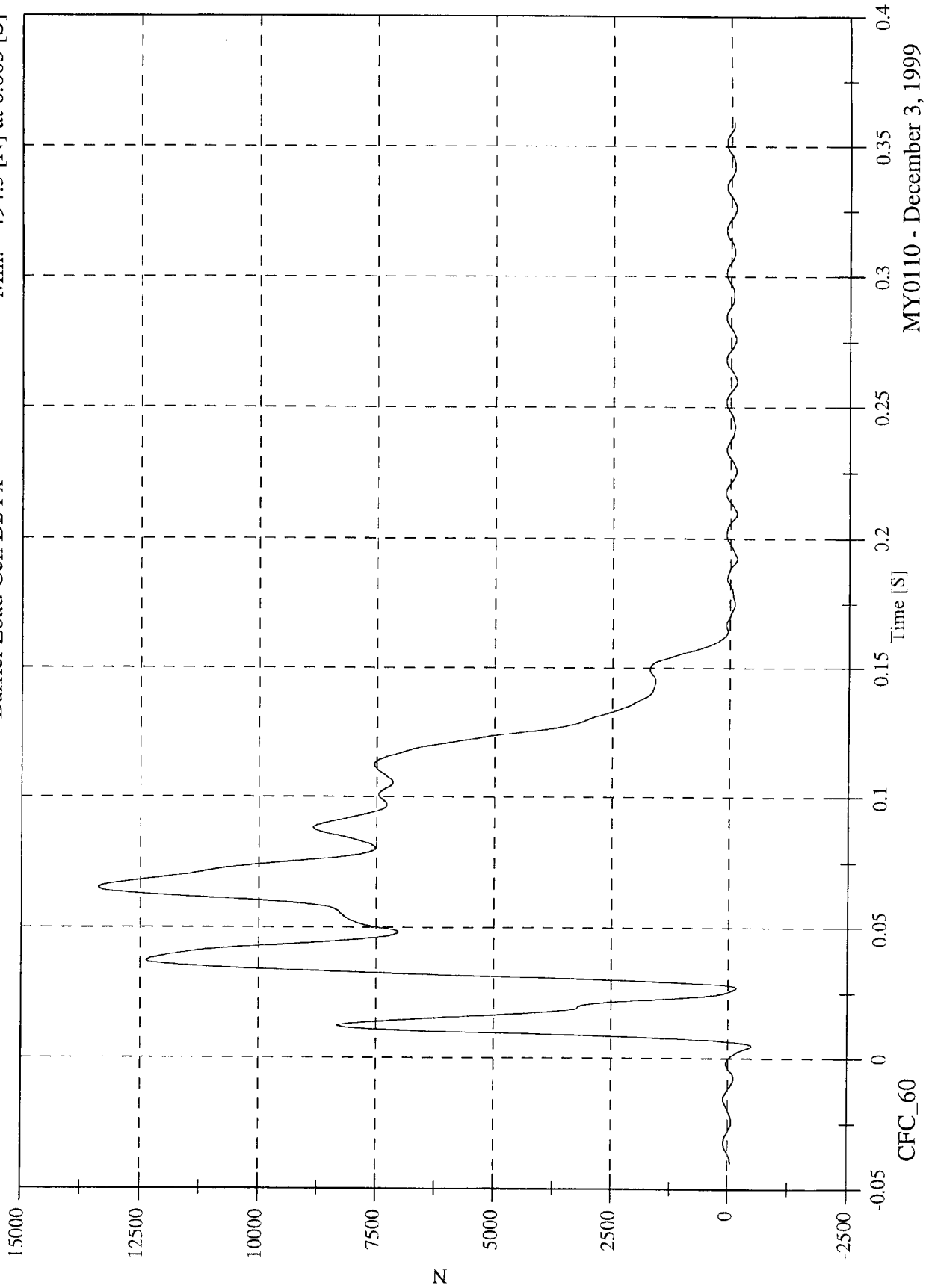


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B2 Fx

Max: 13386.7 [N] at 0.065 [S]
Min: -494.5 [N] at 0.005 [S]

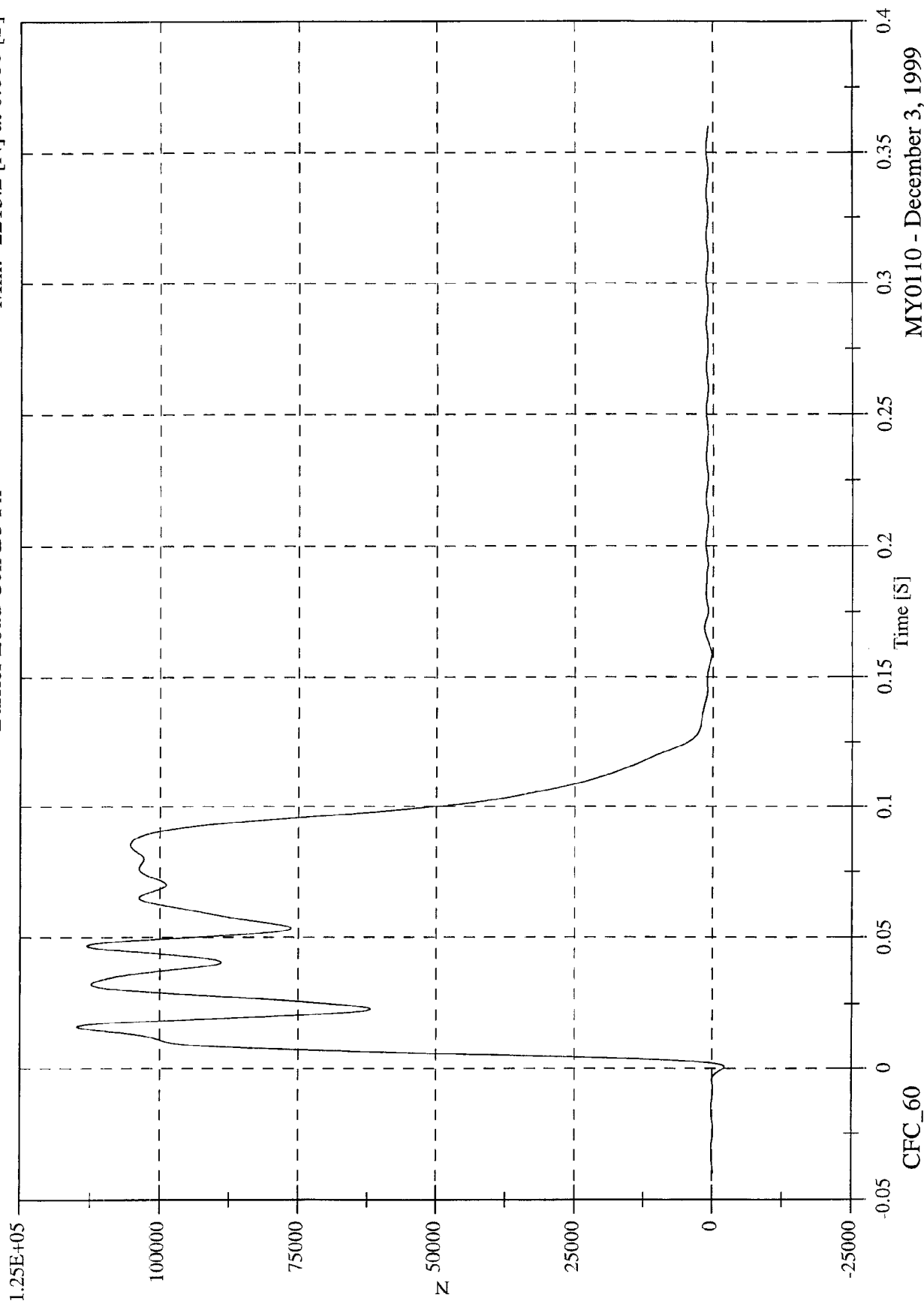


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 114819.2 [N] at 0.016 [S]
 Min: -2215.2 [N] at 0.000 [S]

Barrier Load Cell B3 Fx

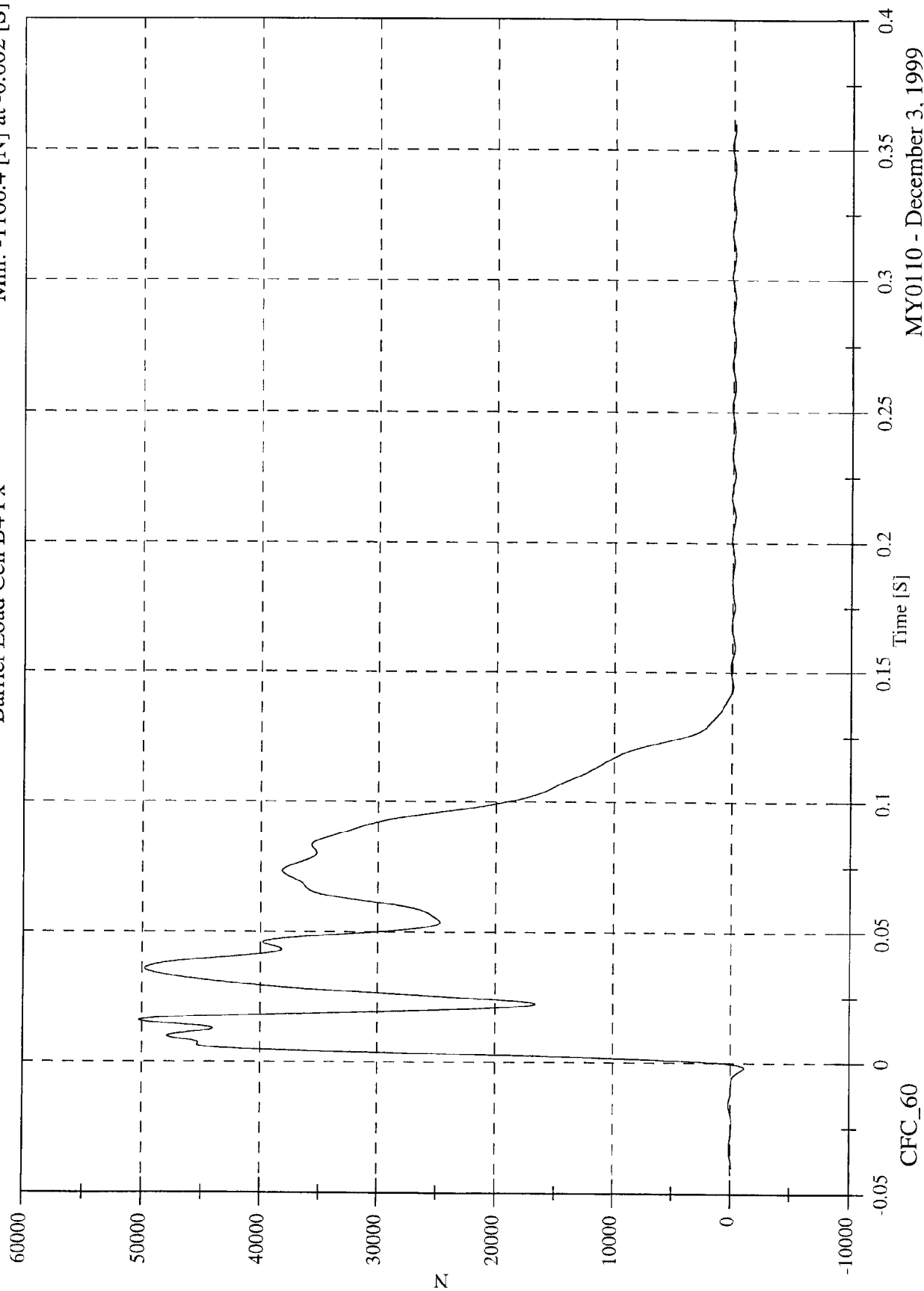


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B4 Fx

Max: 50215.1 [N] at 0.016 [S]
Min: -1160.4 [N] at -0.002 [S]



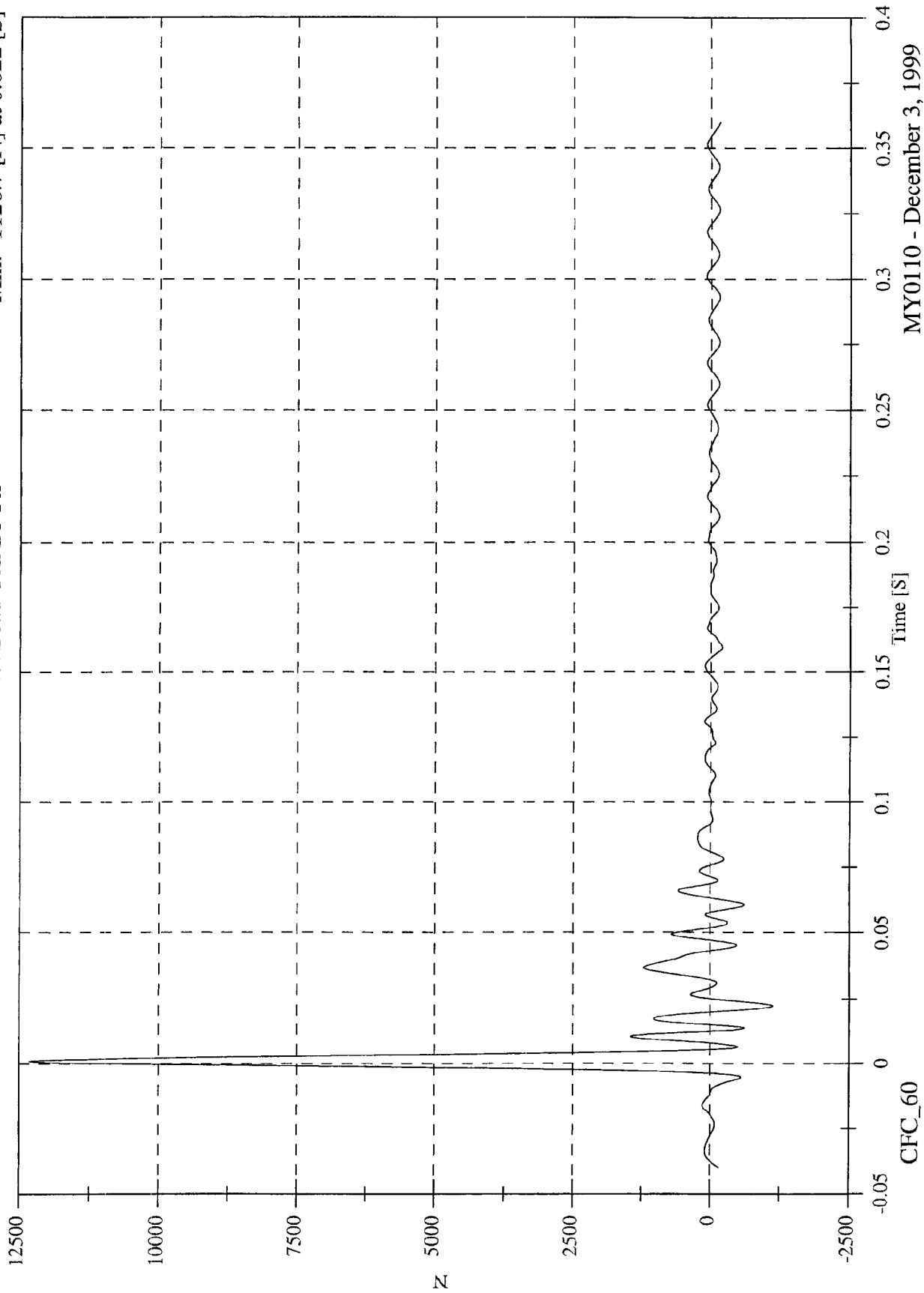
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B5 Fx

Max: 12308.8 [N] at 0.001 [S]

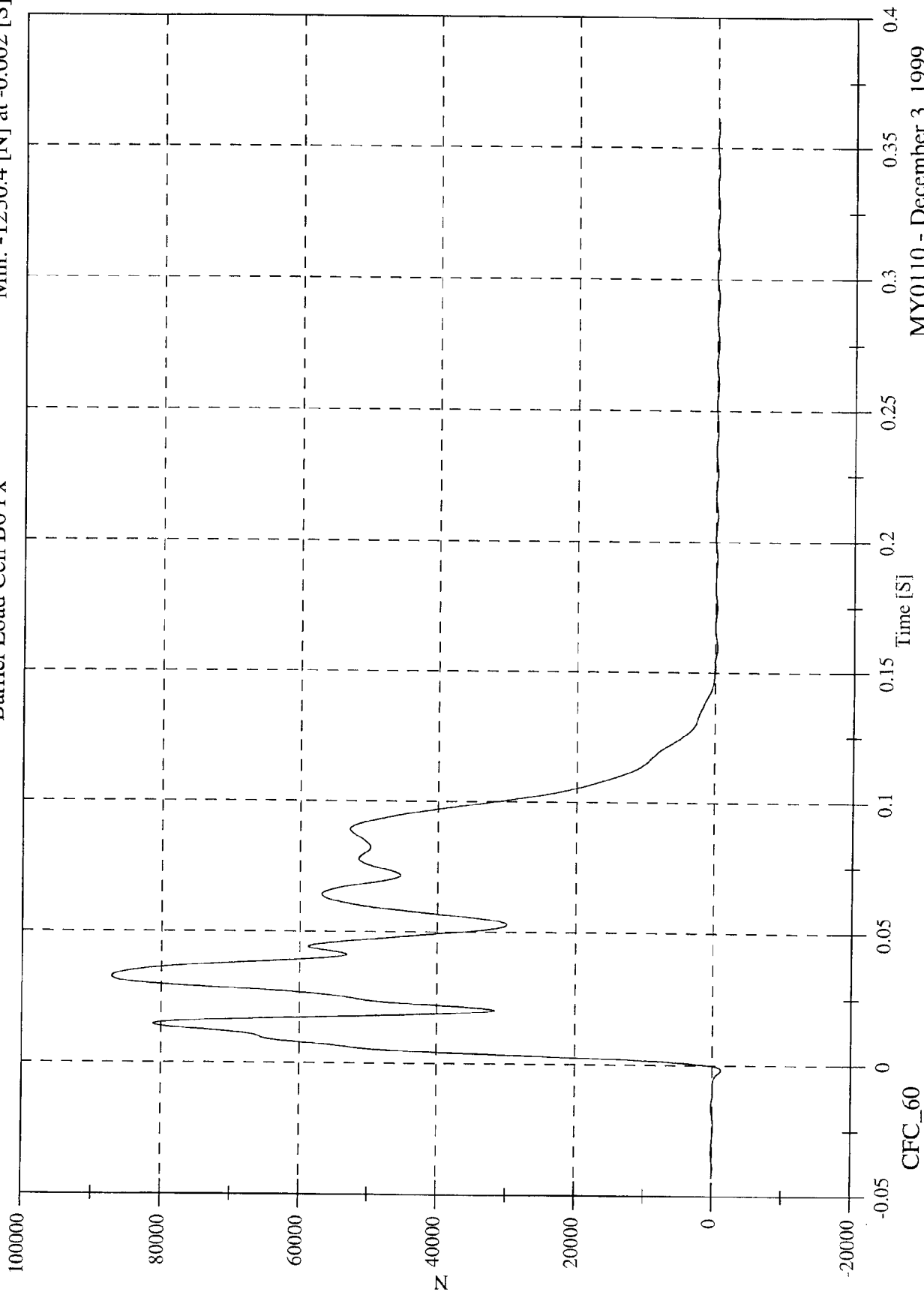
Min: -1126.7 [N] at 0.022 [S]



NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B6 Fx

Max: 87123.6 [N] at 0.033 [S]
Min: -1230.4 [N] at -0.002 [S]

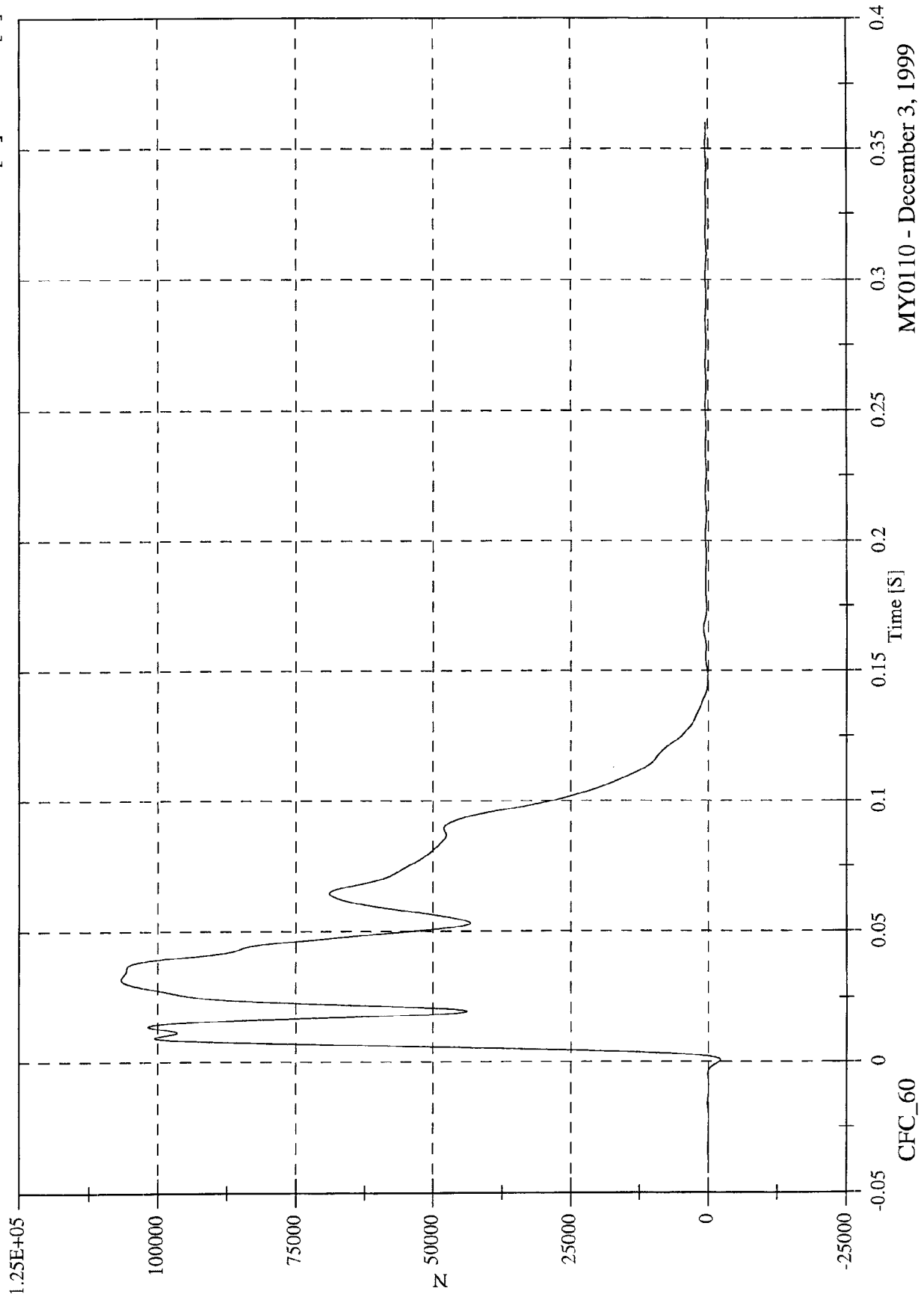


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B7 Fx

Max: 106640.9 [N] at 0.032 [S]
Min: -2265.9 [N] at 0.001 [S]

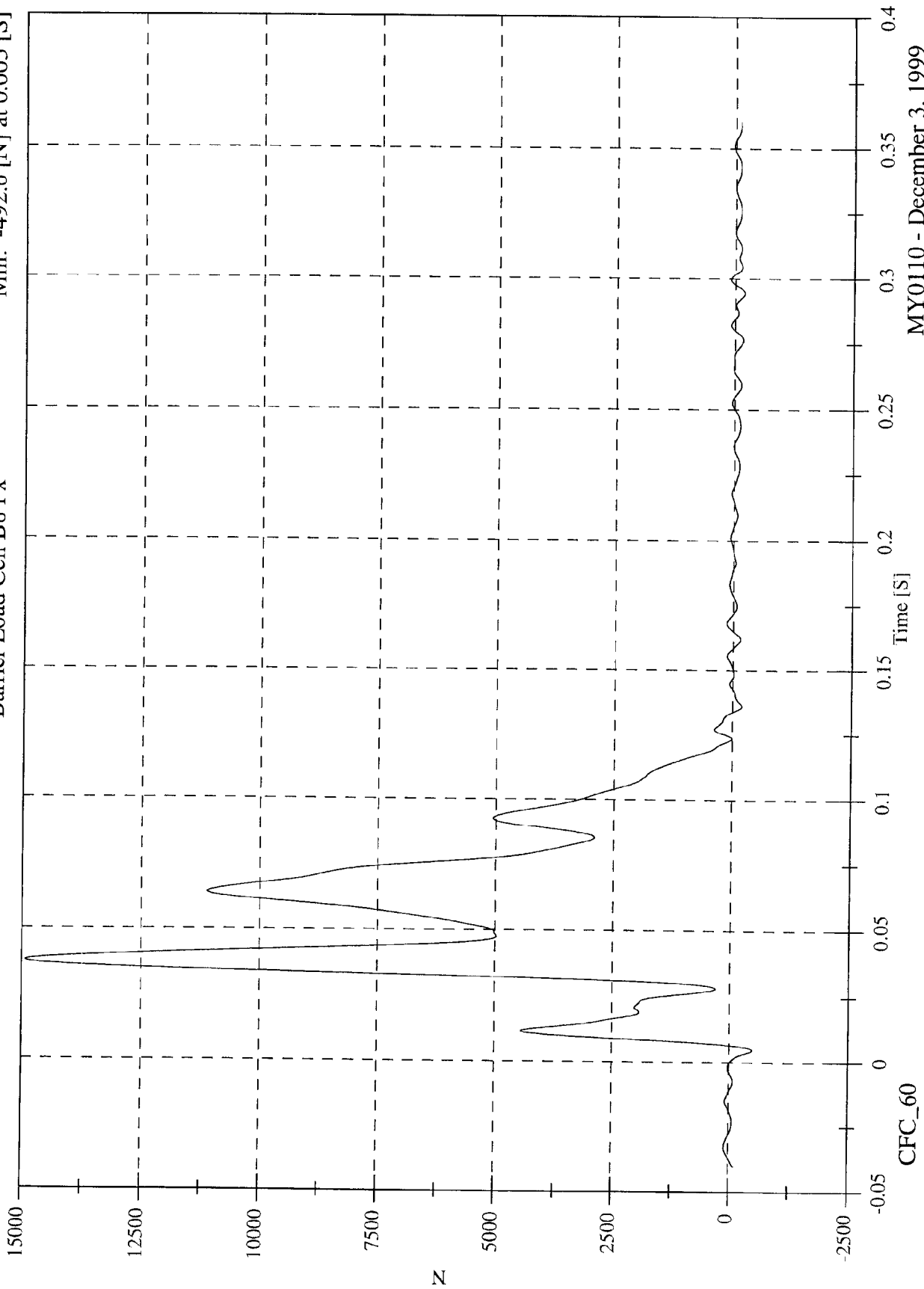


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B8 Fx

Max: 14921.9 [N] at 0.038 [S]
Min: -492.6 [N] at 0.005 [S]

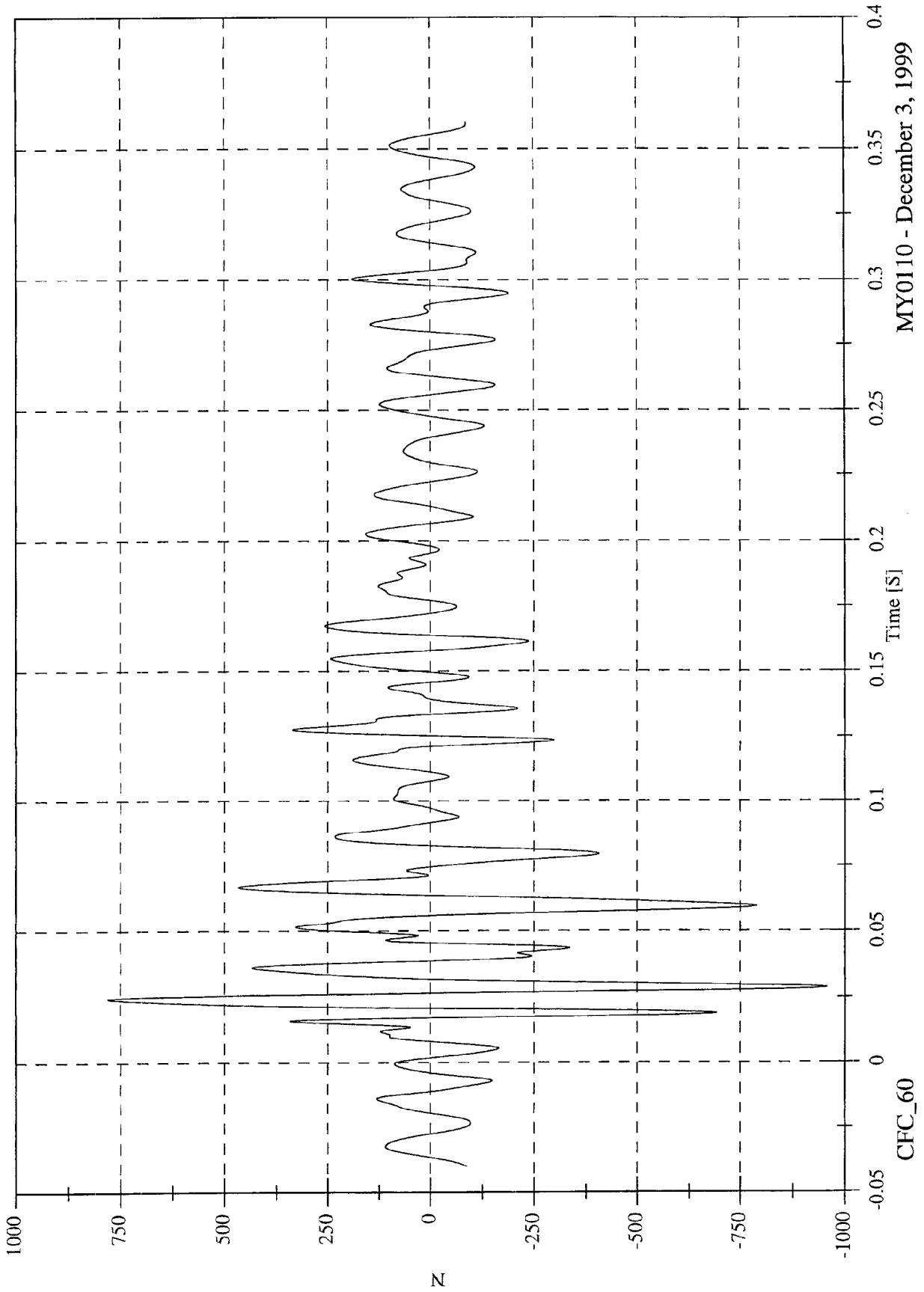


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell B9 Fx

Max: 779.6 [N] at 0.025 [S]
Min: -957.6 [N] at 0.028 [S]



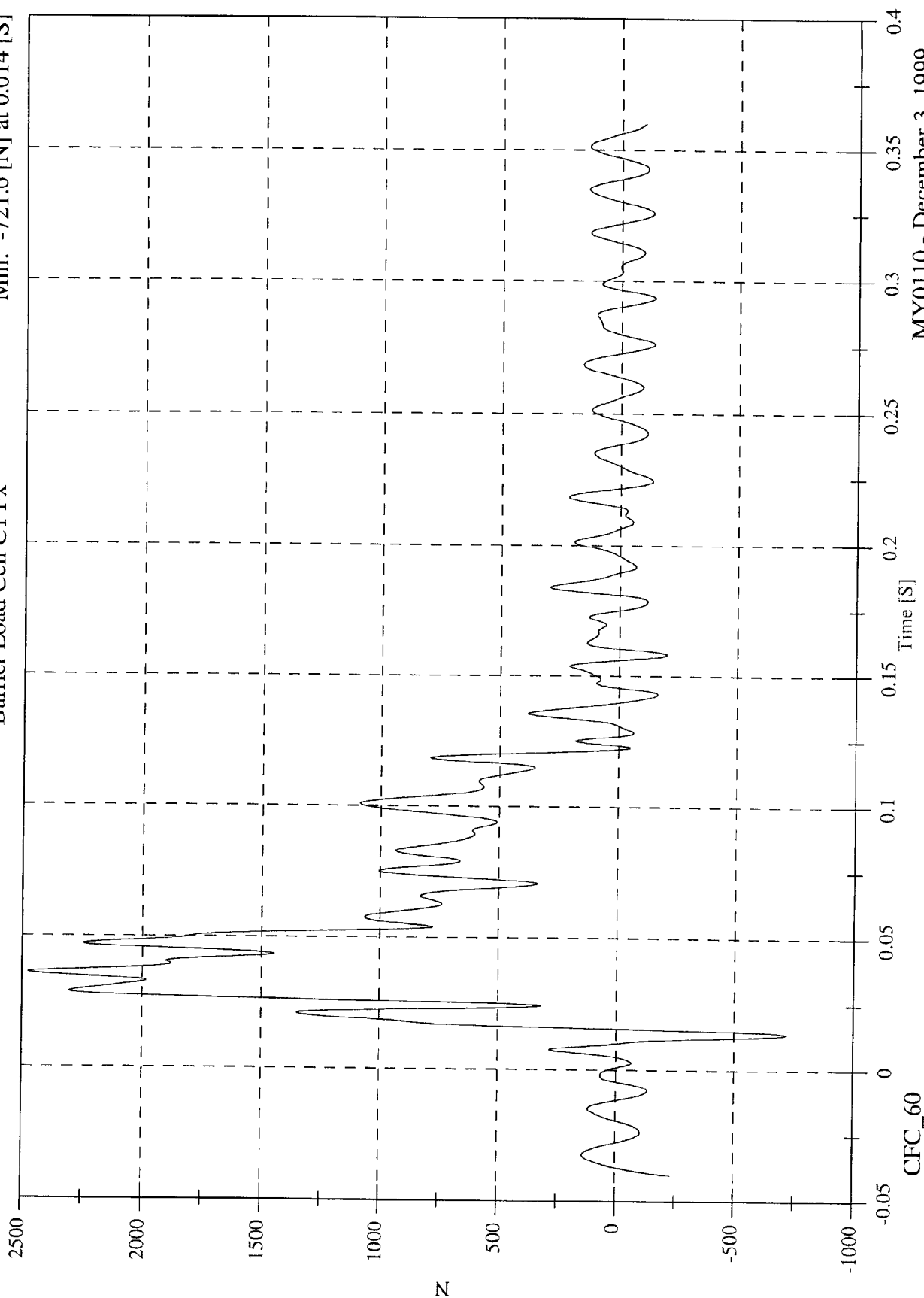
CFC_60

MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C1 Fx

Max: 2475.7 [N] at 0.036 [S]
Min: -721.6 [N] at 0.014 [S]

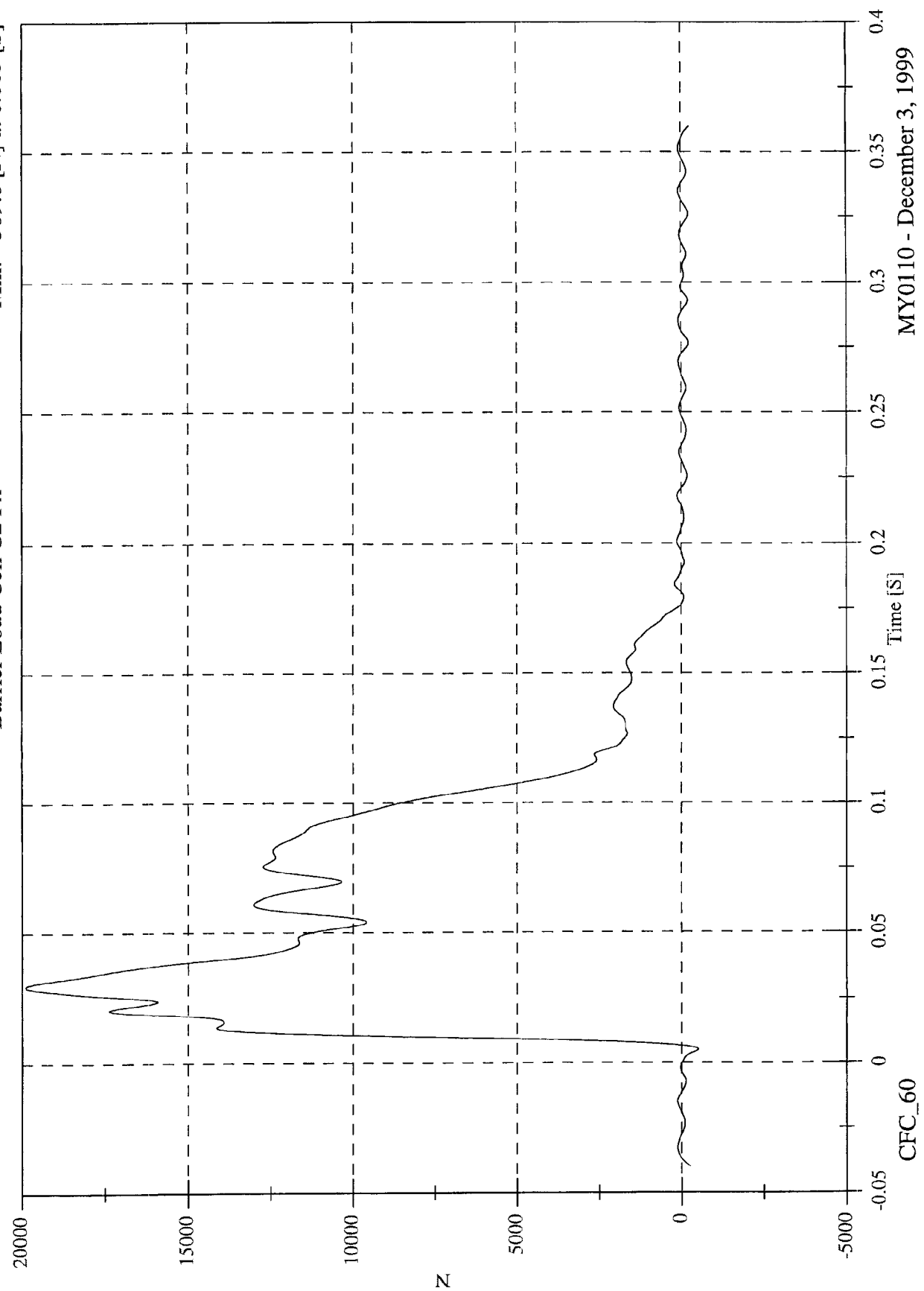


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C2 Fx

Max: 19890.1 [N] at 0.030 [S]
Min: -509.8 [N] at 0.005 [S]



CFC_60

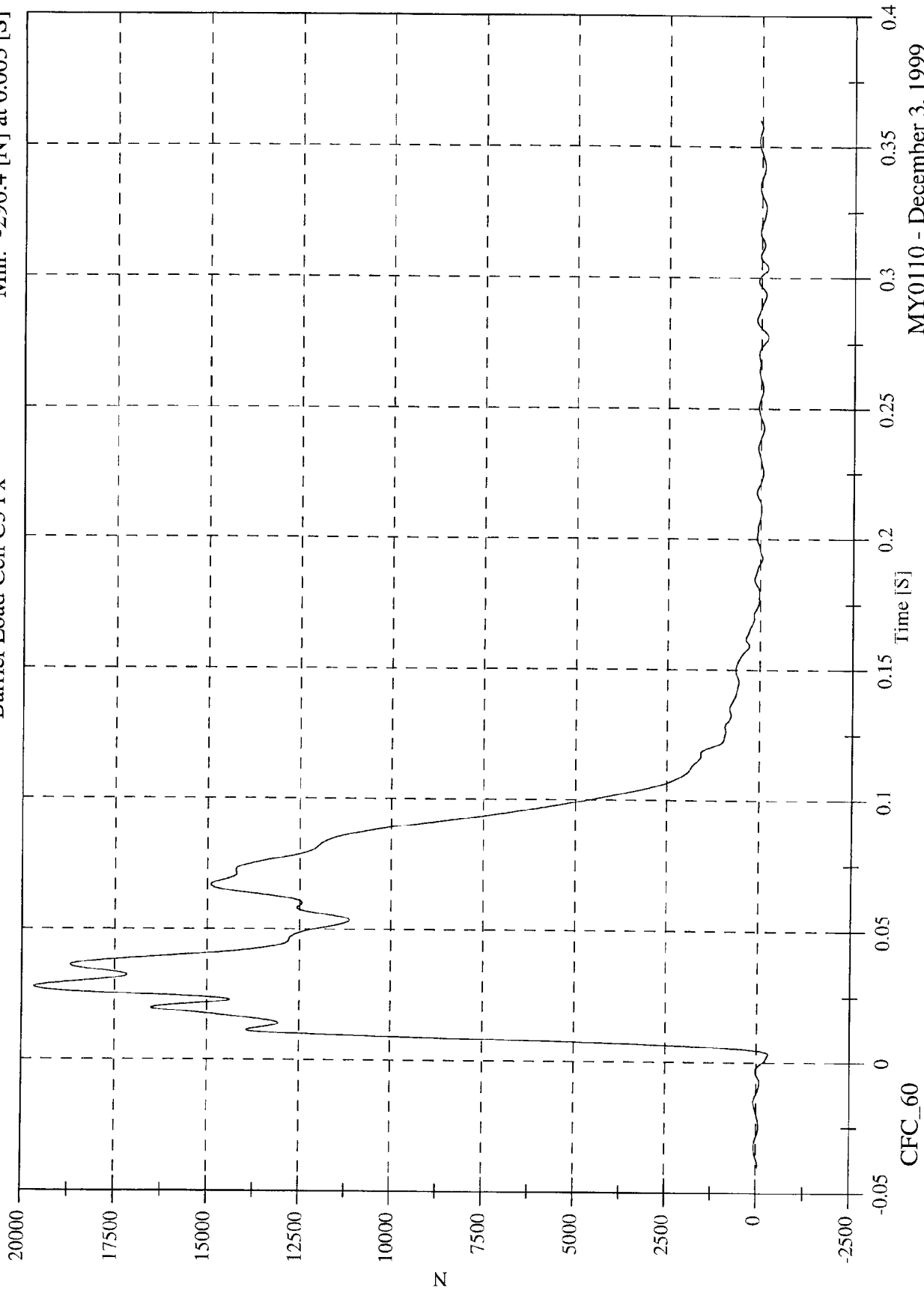
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C3 Fx

Max: 19666.3 [N] at 0.028 [S]

Min: -296.4 [N] at 0.003 [S]

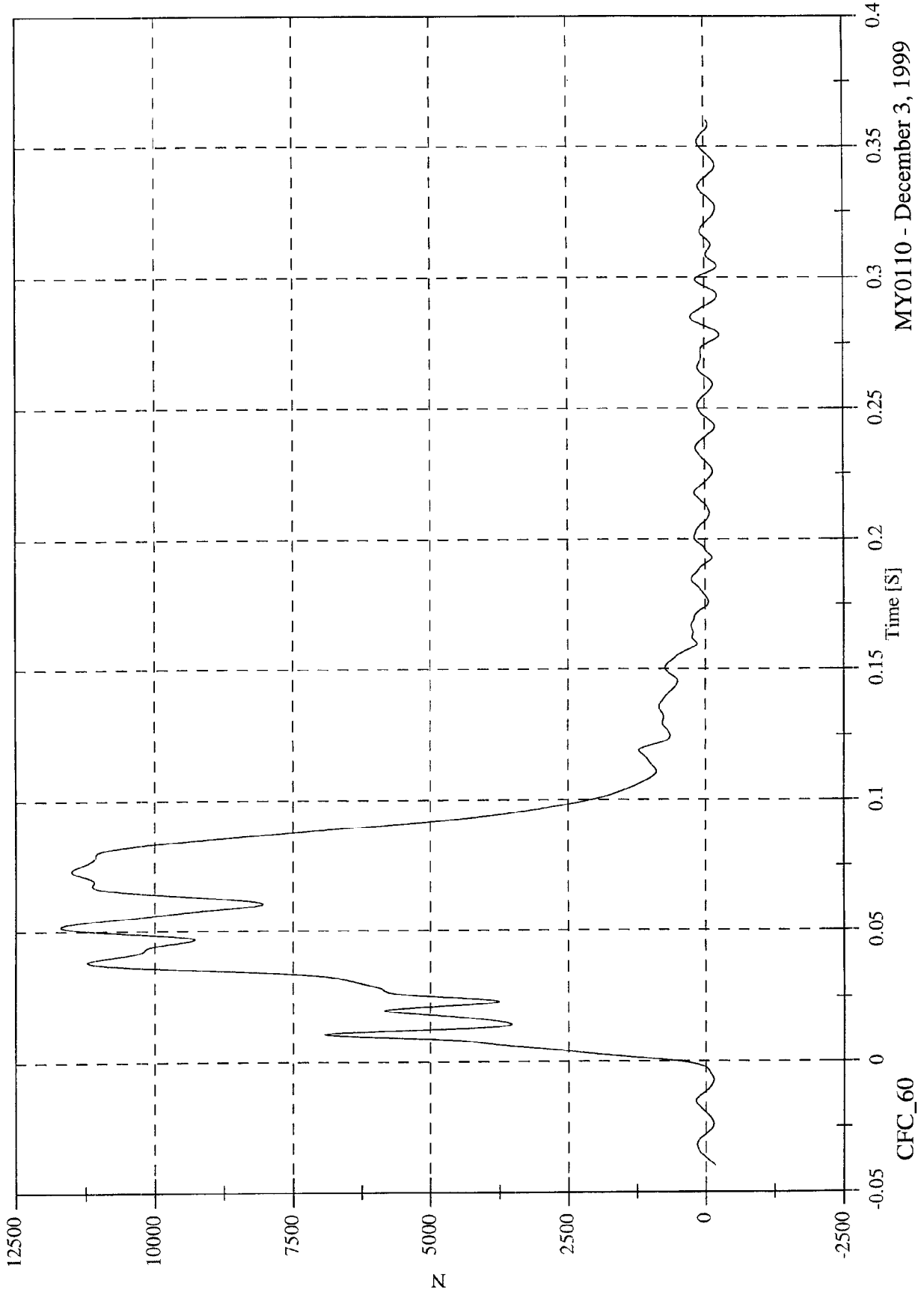


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C4 Fx

Max: 11691.7 [N] at 0.052 [S]
Min: -269.3 [N] at 0.278 [S]

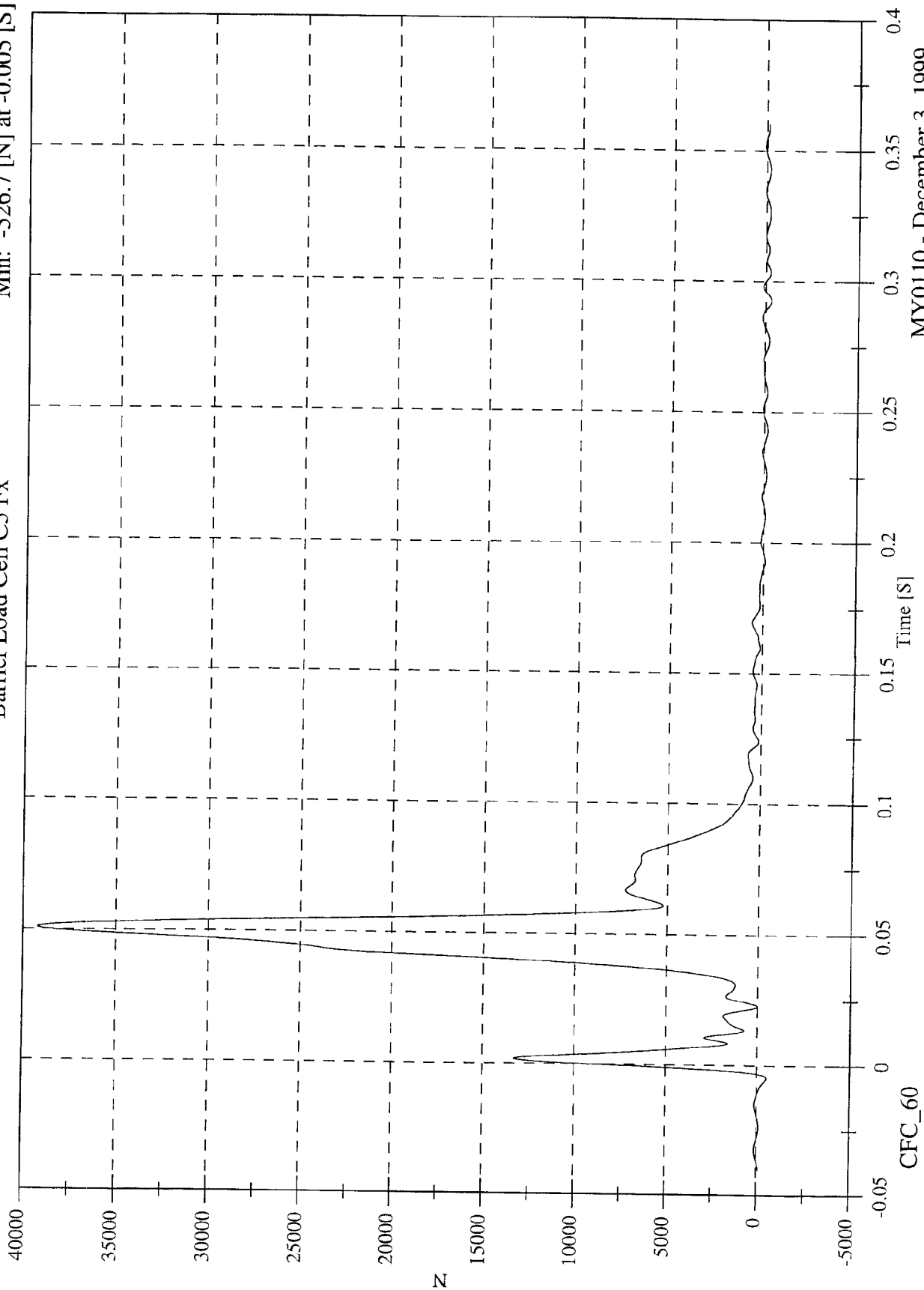


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C5 Fx

Max: 39219.3 [N] at 0.051 [S]
Min: -526.7 [N] at -0.005 [S]



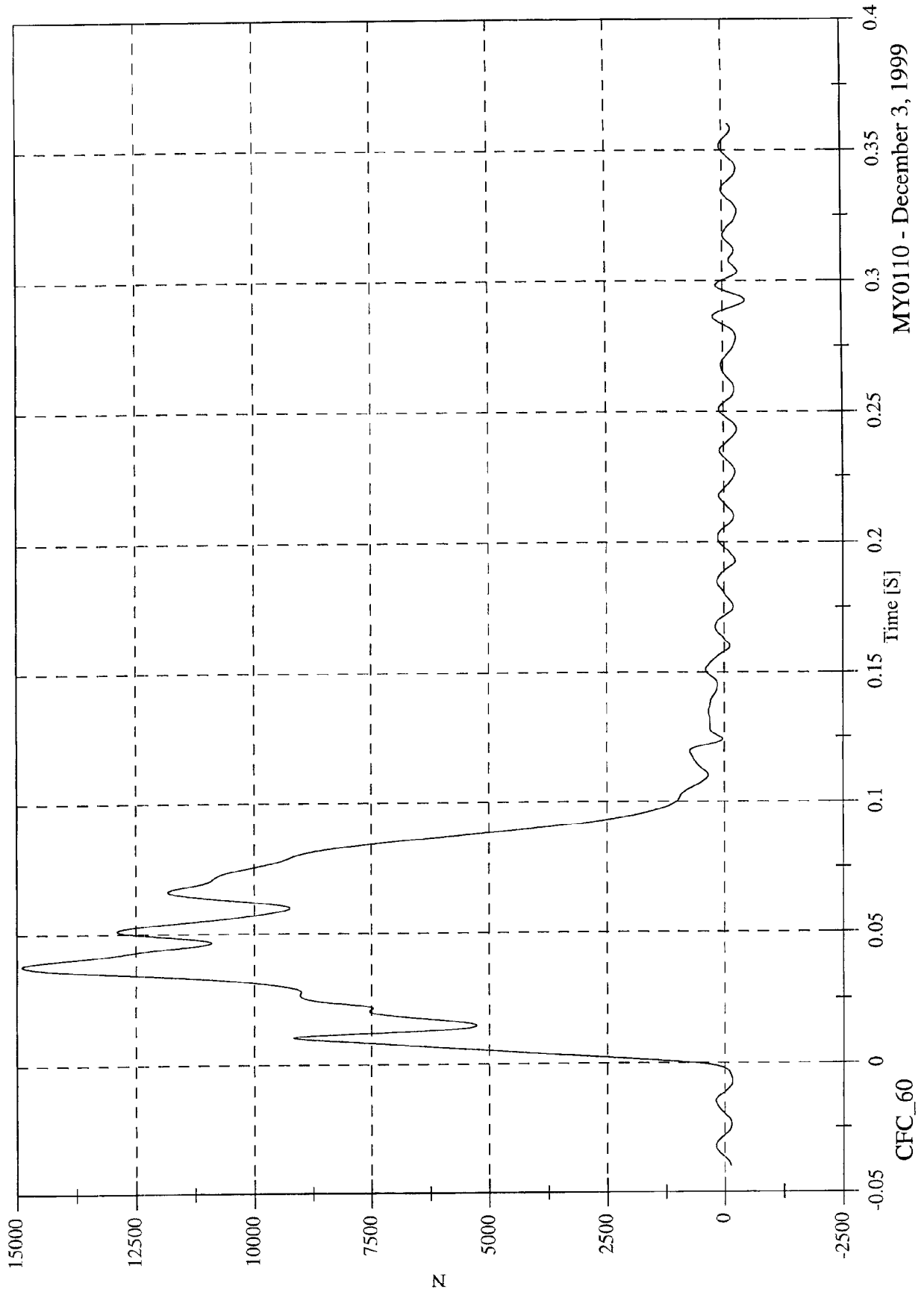
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C6 Fx

Max: 14885.1 [N] at 0.038 [S]

Min: -471.1 [N] at 0.293 [S]

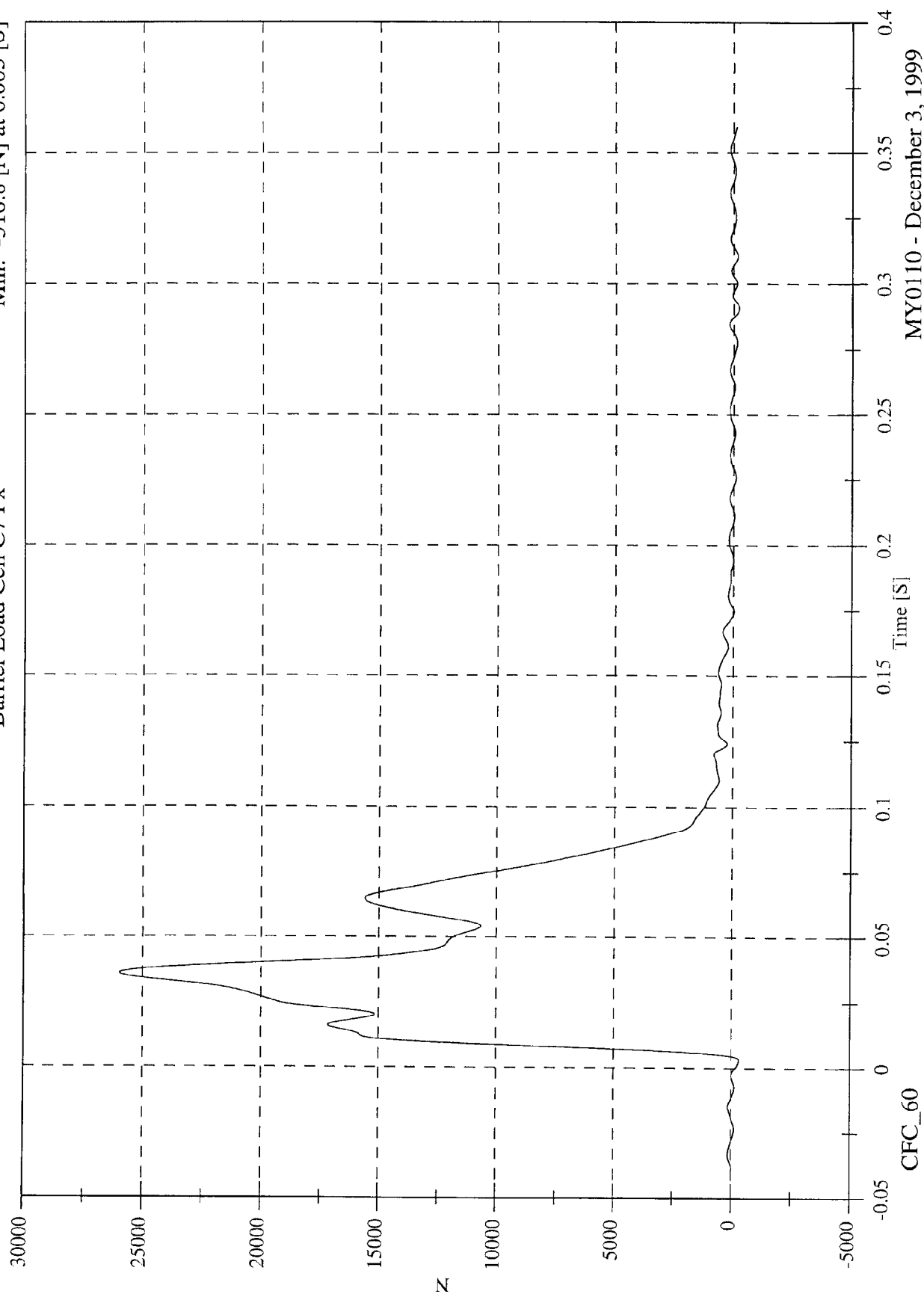


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C7 Fx

Max: 25970.9 [N] at 0.036 [S]
Min: -316.8 [N] at 0.003 [S]

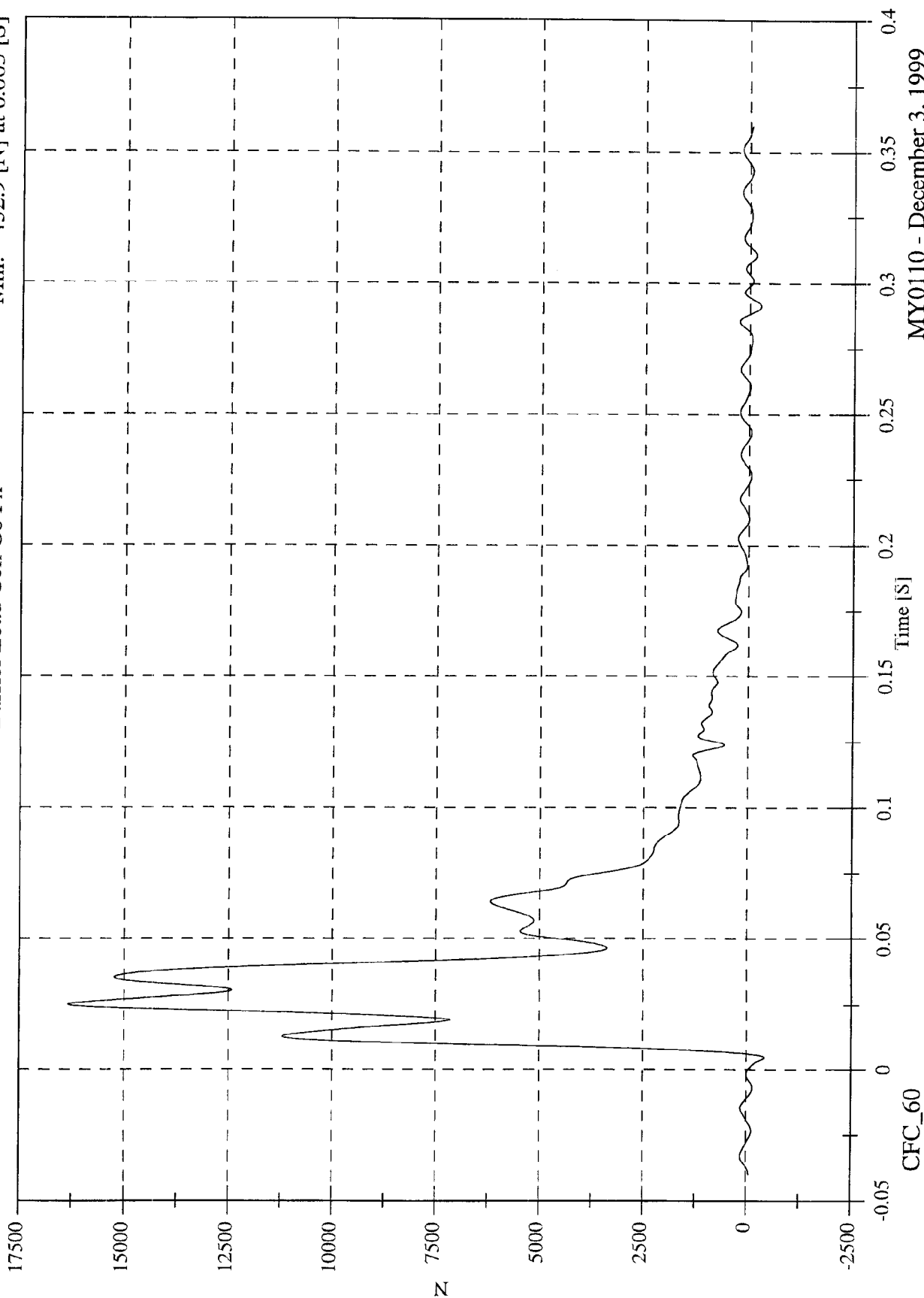


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C8 Fx

Max: 16332.9 [N] at 0.025 [S]
Min: -432.9 [N] at 0.005 [S]

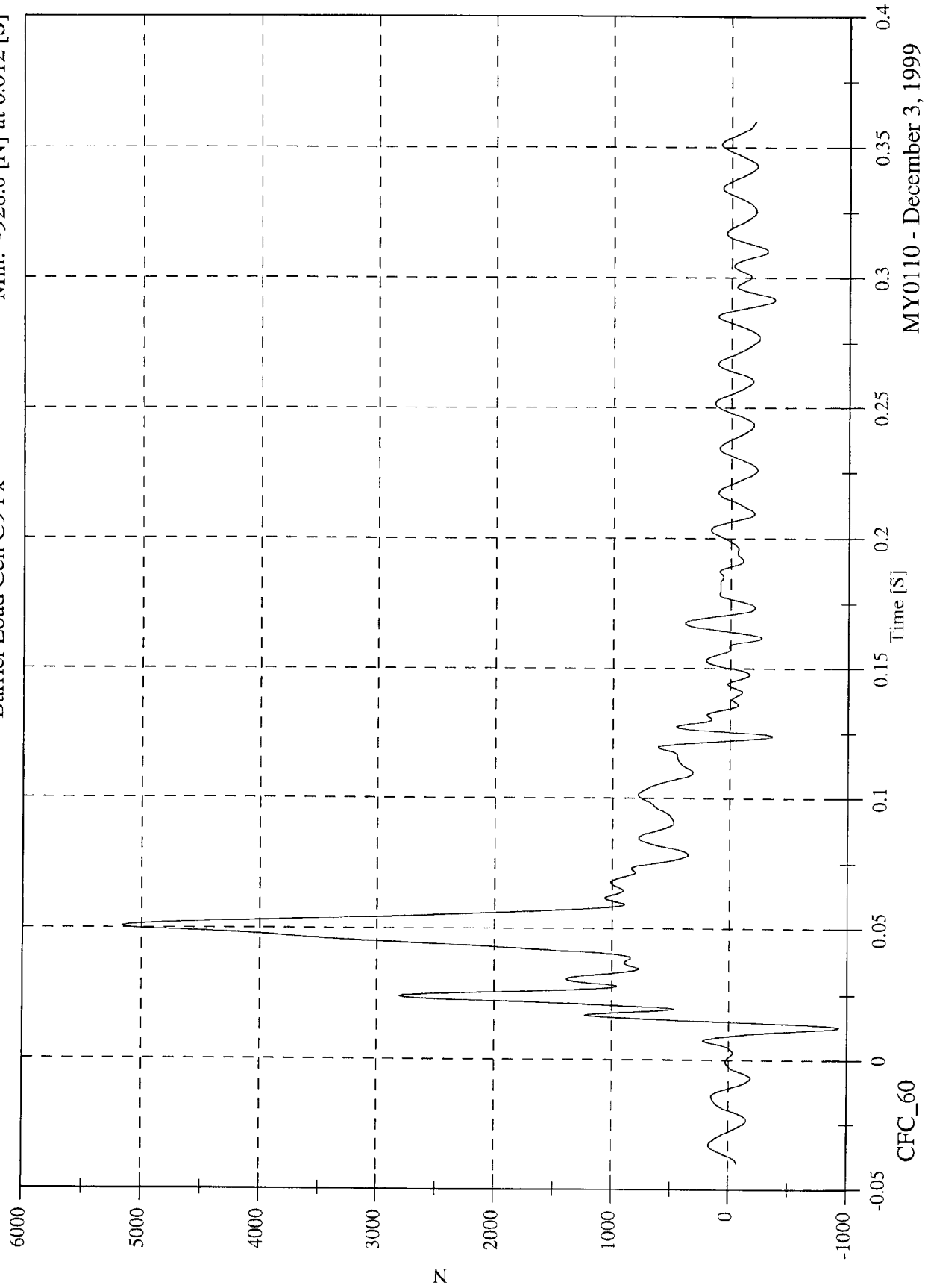


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell C9 Fx

Max: 5160.3 [N] at 0.051 [S]
Min: -928.6 [N] at 0.012 [S]

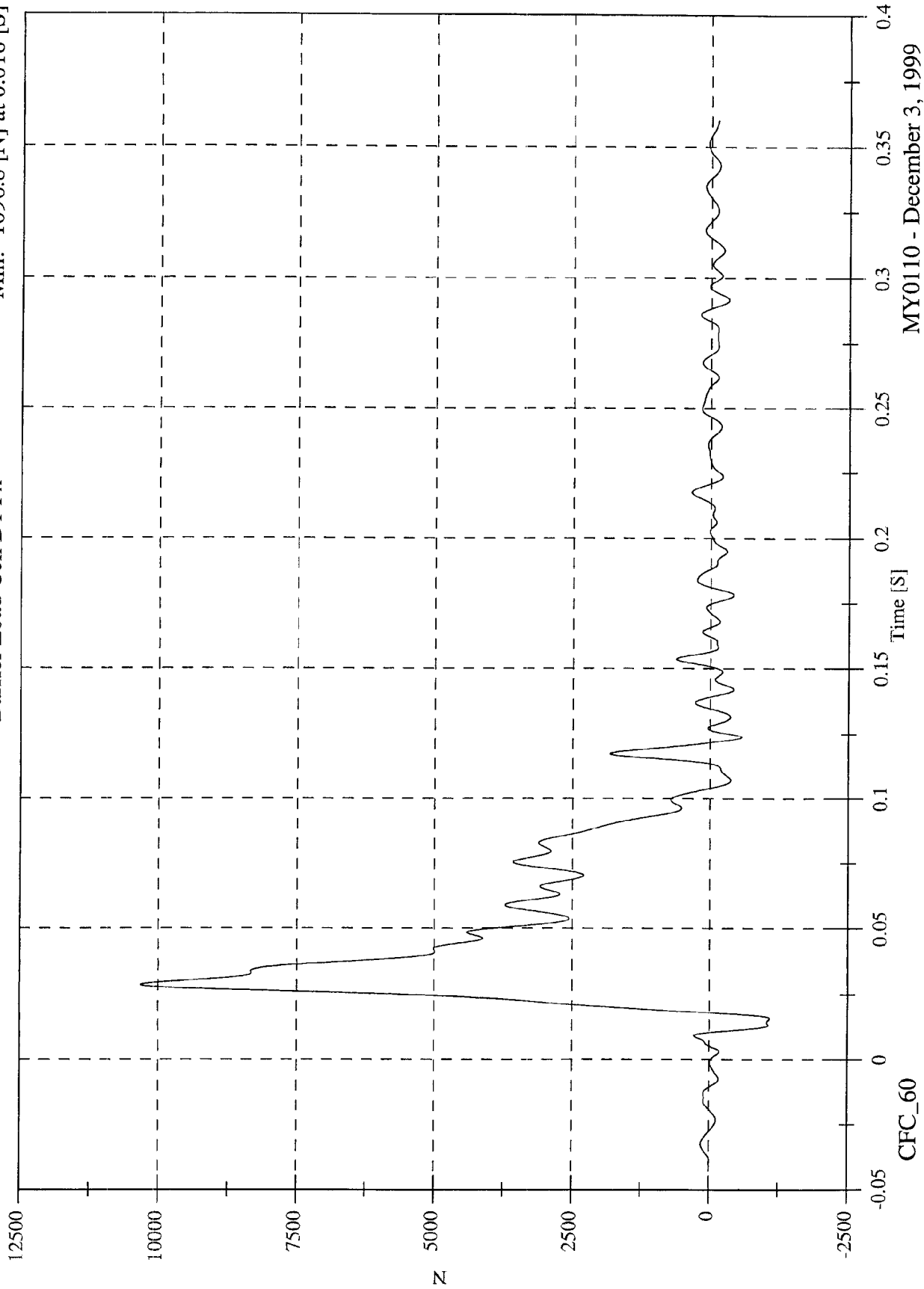


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D1 Fx

Max: 10321.9 [N] at 0.029 [S]
Min: -1096.8 [N] at 0.016 [S]



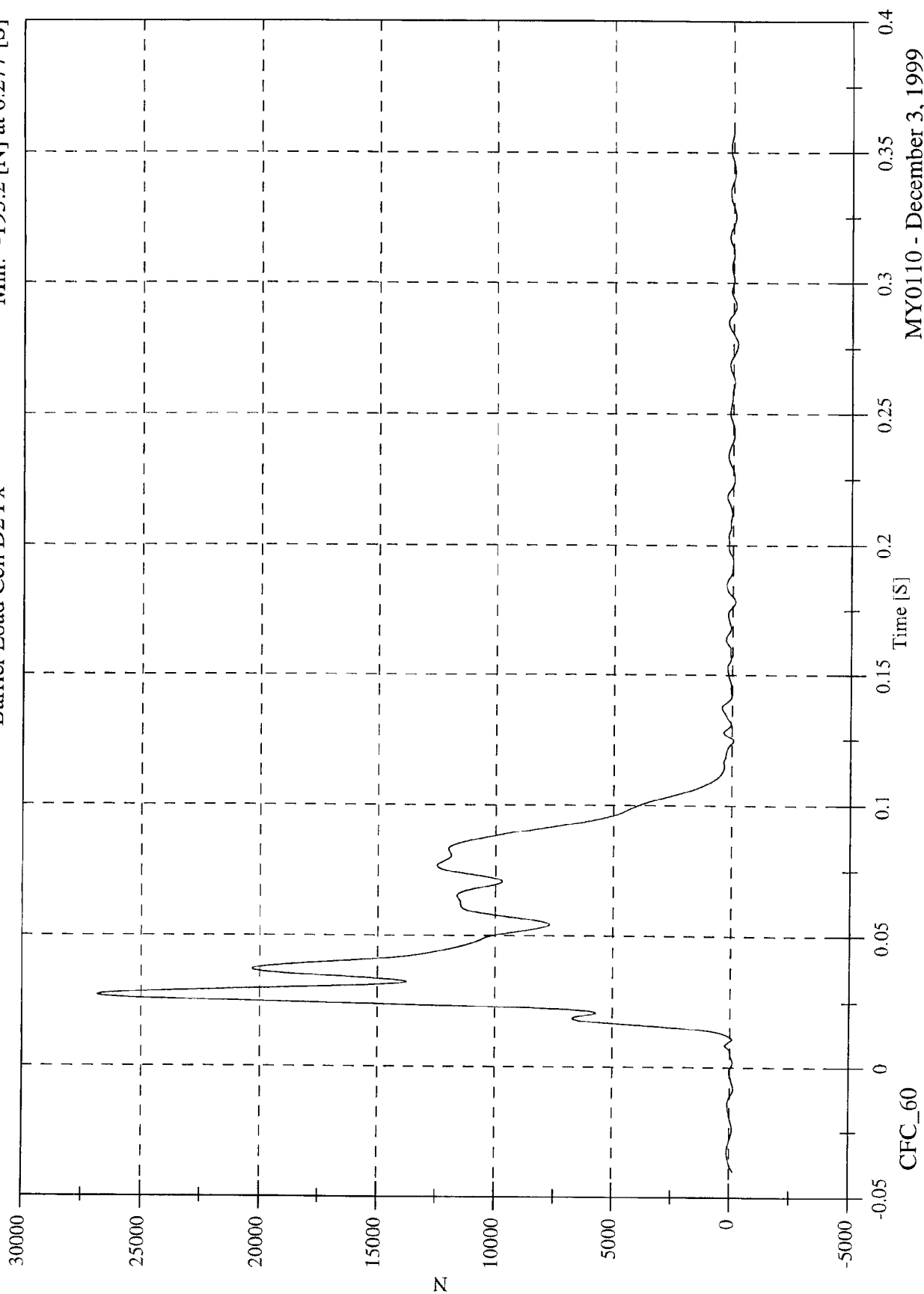
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D2 Fx

Max: 26840.3 [N] at 0.027 [S]

Min: -195.2 [N] at 0.277 [S]

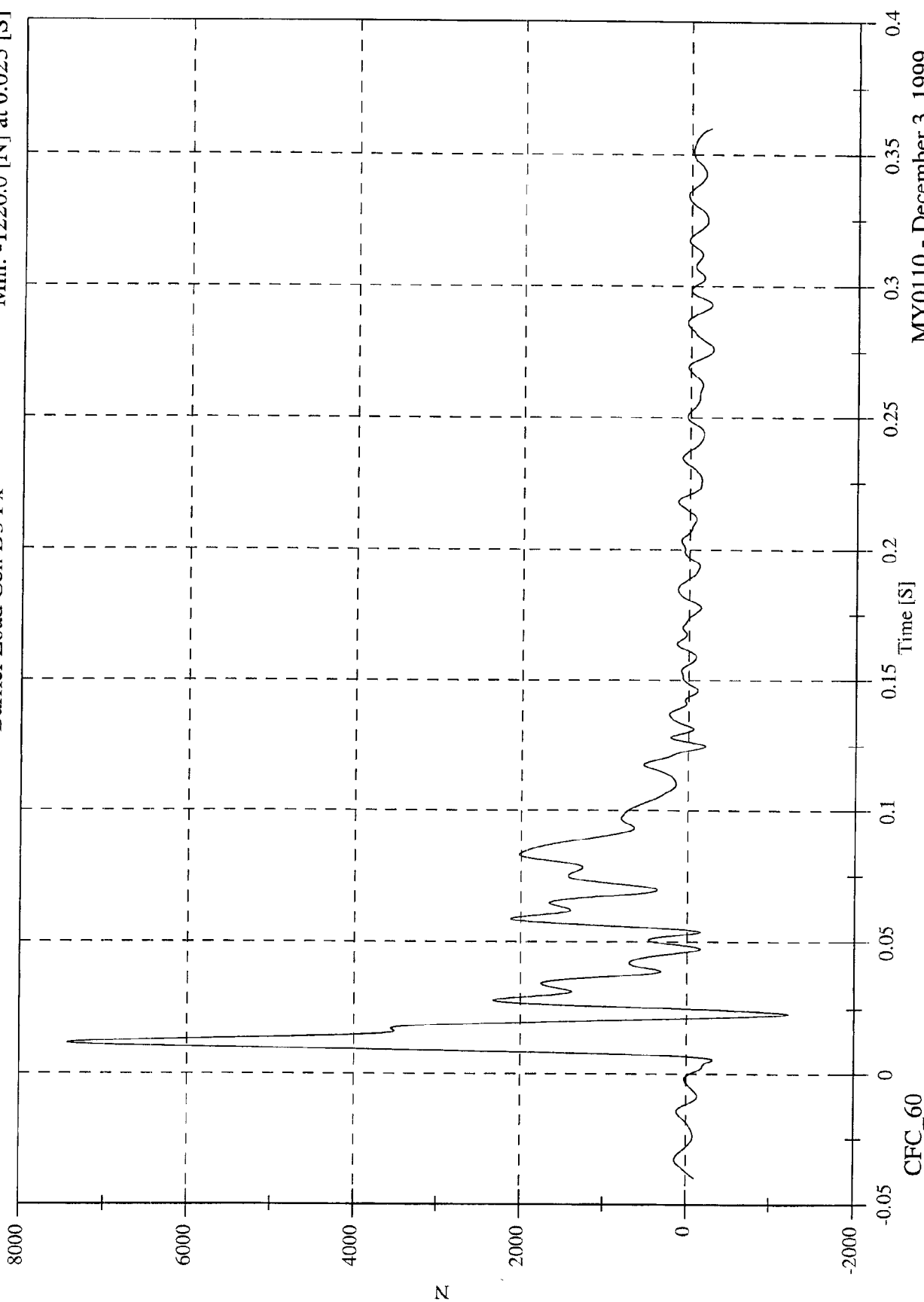


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D3 Fx

Max: 7424.1 [N] at 0.012 [S]
Min: -1220.0 [N] at 0.023 [S]

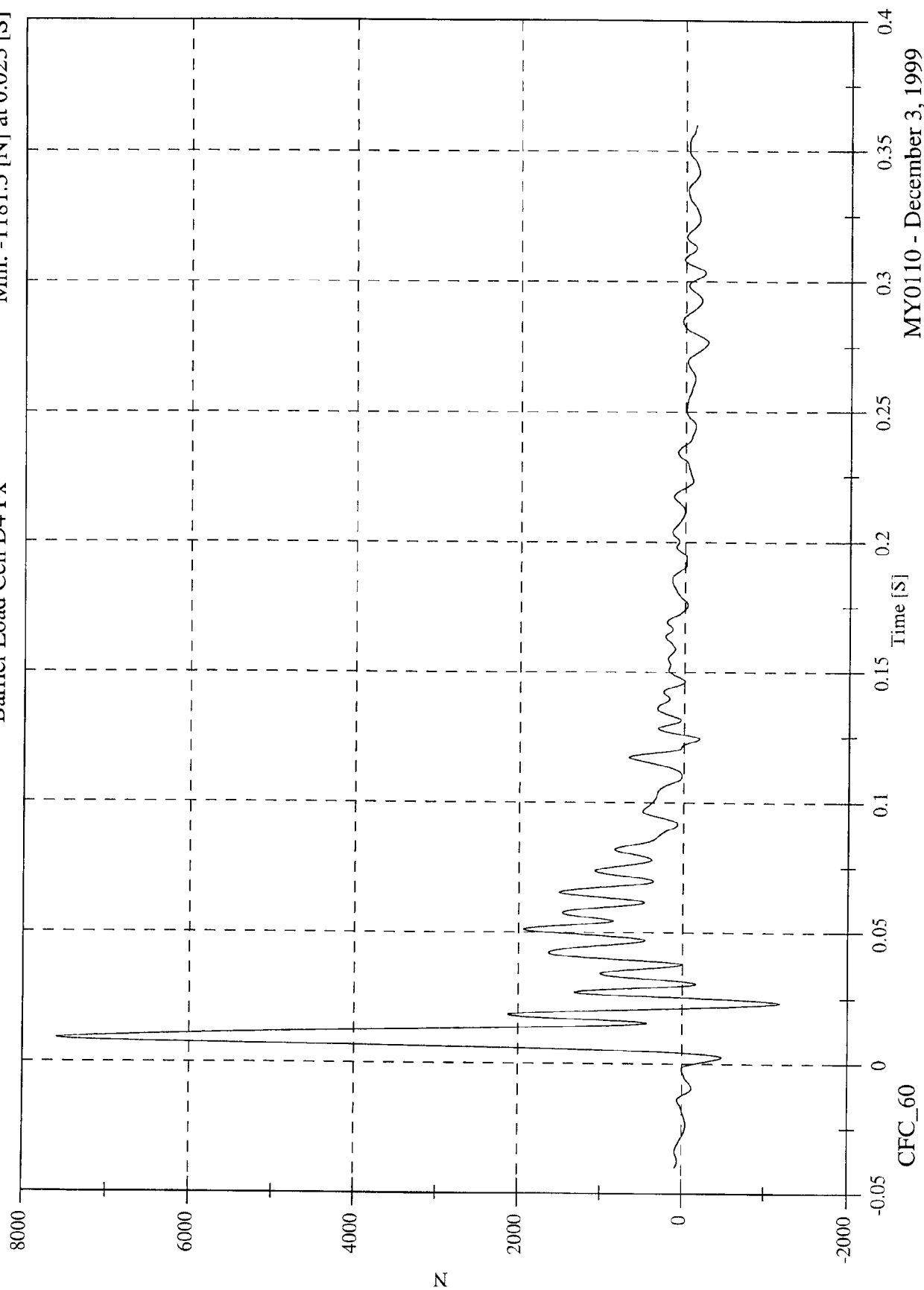


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D4 Fx

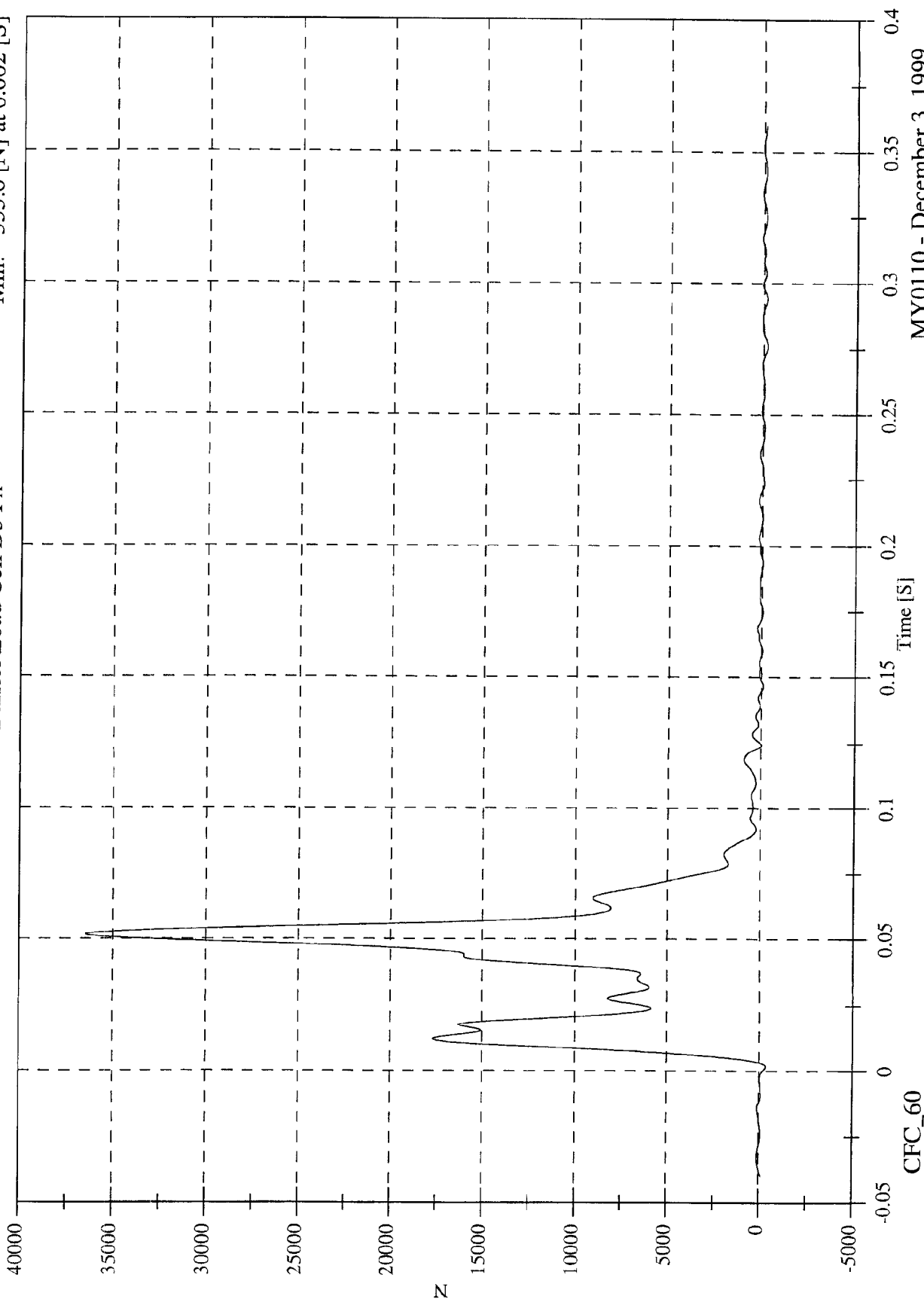
Max: 7590.3 [N] at 0.009 [S]
Min: -1181.3 [N] at 0.023 [S]



NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 36455.8 [N] at 0.052 [S]
Min: -355.6 [N] at 0.002 [S]

Barrier Load Cell D5 Fx

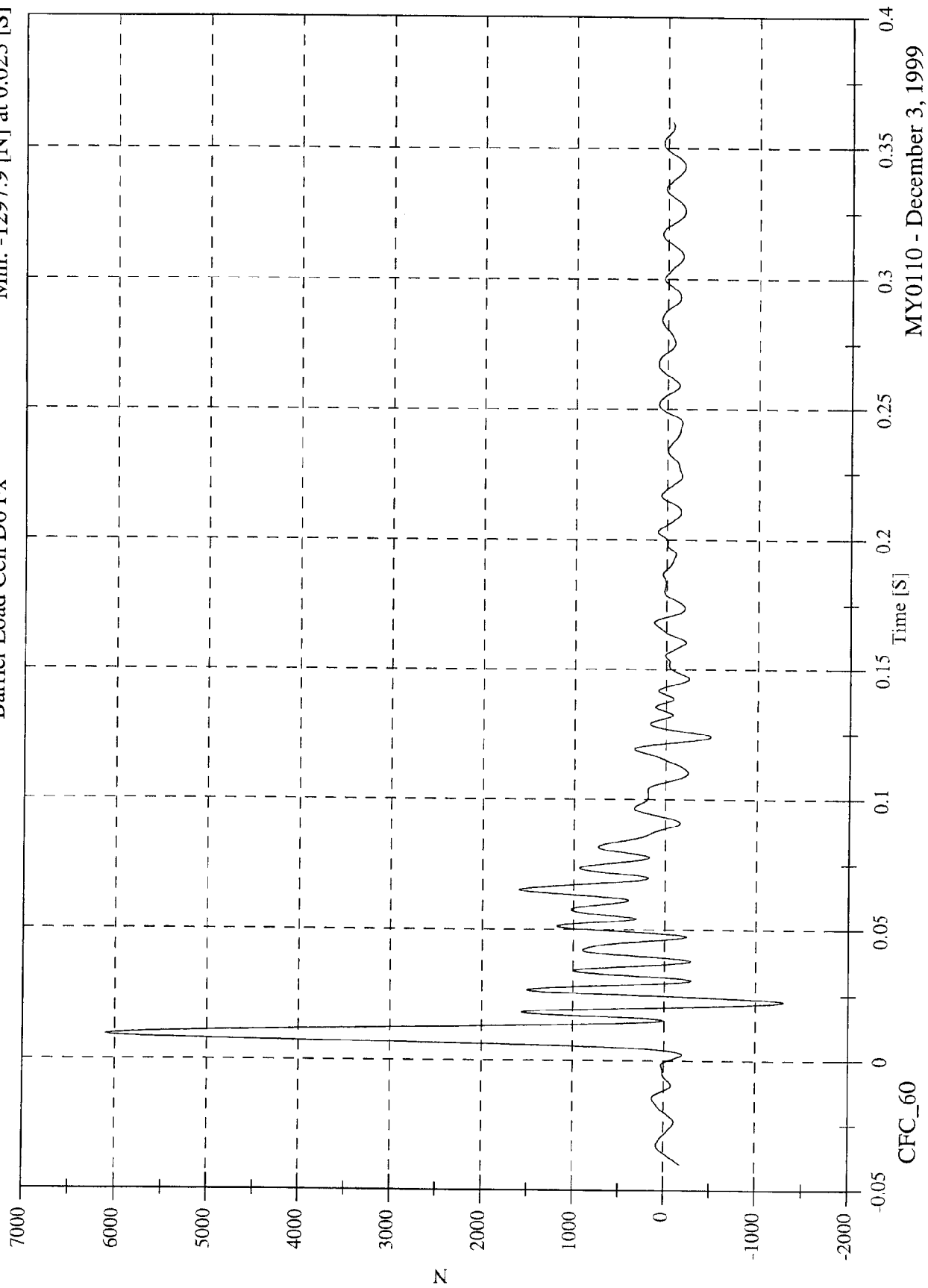


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D6 Fx

Max: 6098.7 [N] at 0.009 [S]
Min: -1297.9 [N] at 0.023 [S]



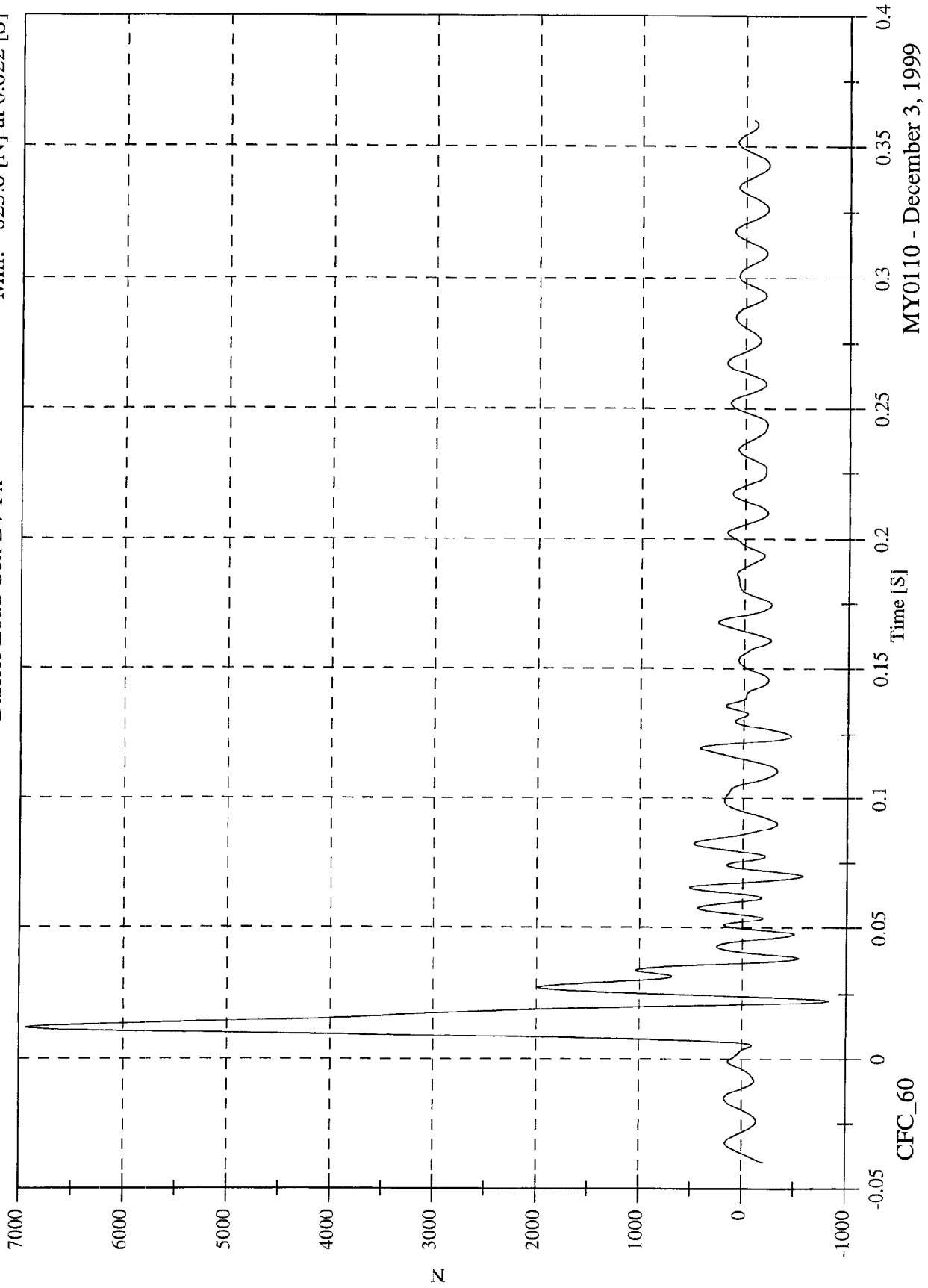
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D7 Fx

Max: 6937.5 [N] at 0.012 [S]

Min: -823.6 [N] at 0.022 [S]

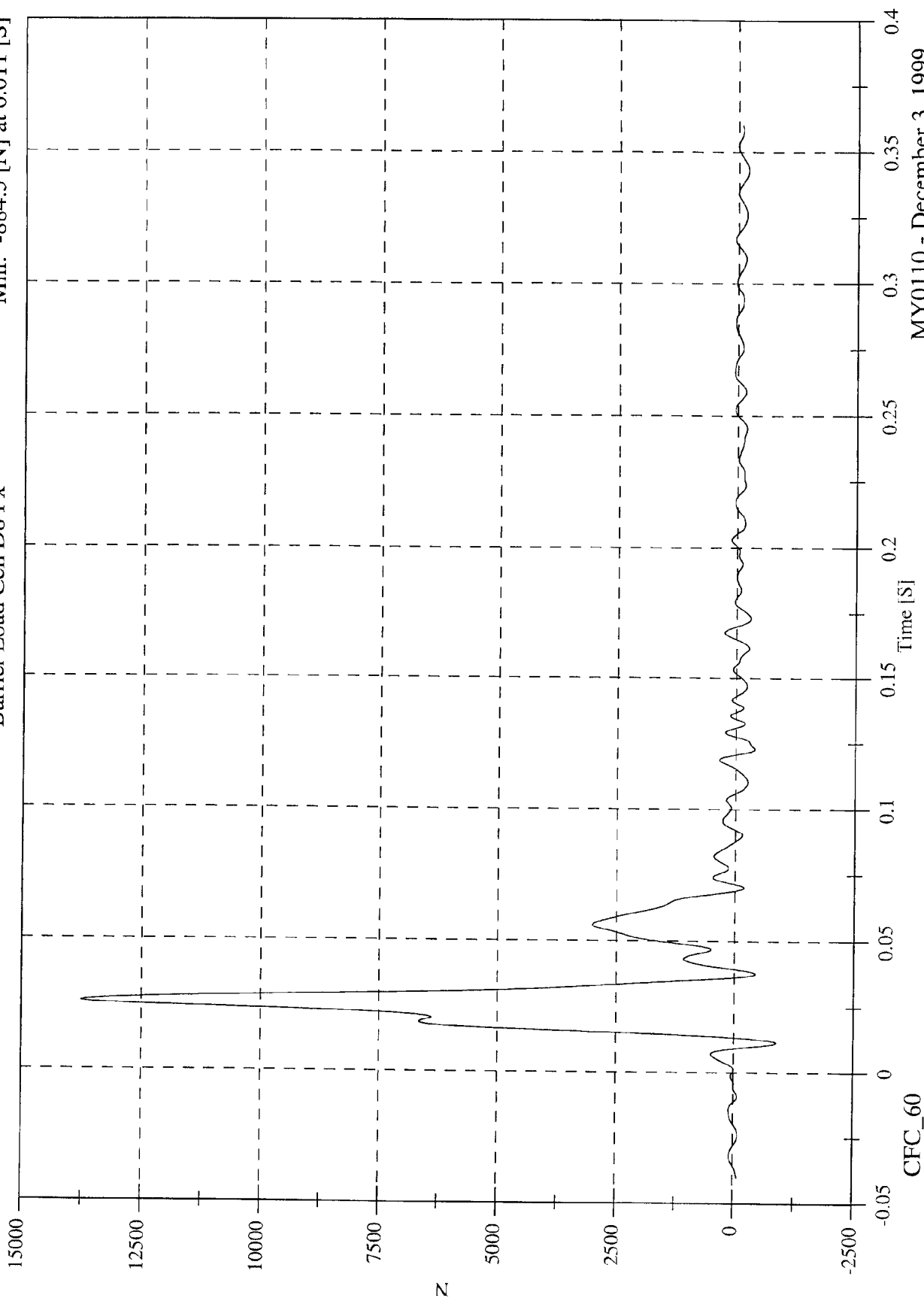


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D8 Fx

Max: 13762.8 [N] at 0.026 [S]
Min: -884.5 [N] at 0.011 [S]

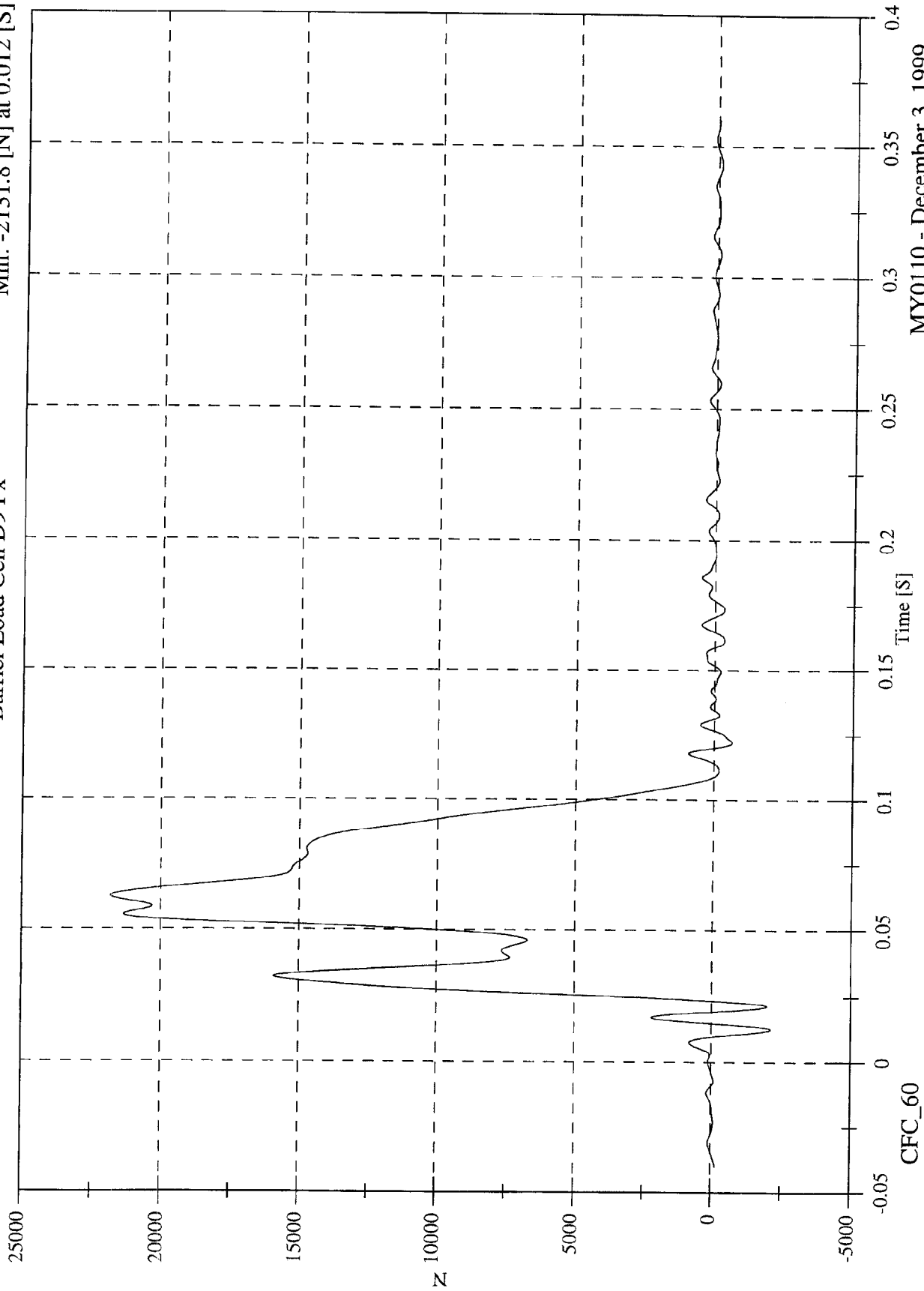


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Barrier Load Cell D9 Fx

Max: 21807.6 [N] at 0.063 [S]
Min: -2131.8 [N] at 0.012 [S]

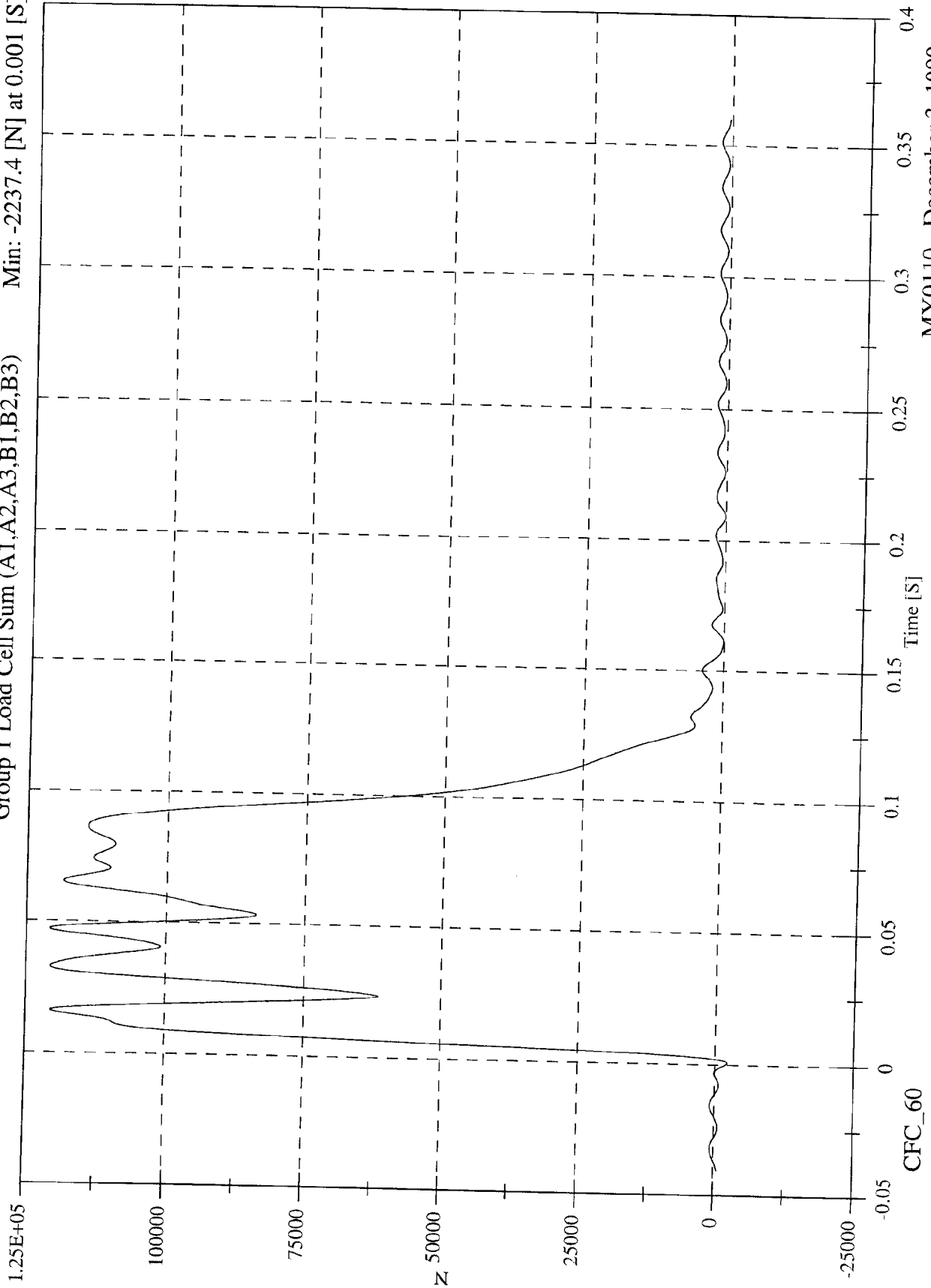


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 120855.5 [N] at 0.047 [S]
Min: -2237.4 [N] at 0.001 [S]

Group 1 Load Cell Sum (A1,A2,A3,B1,B2,B3)



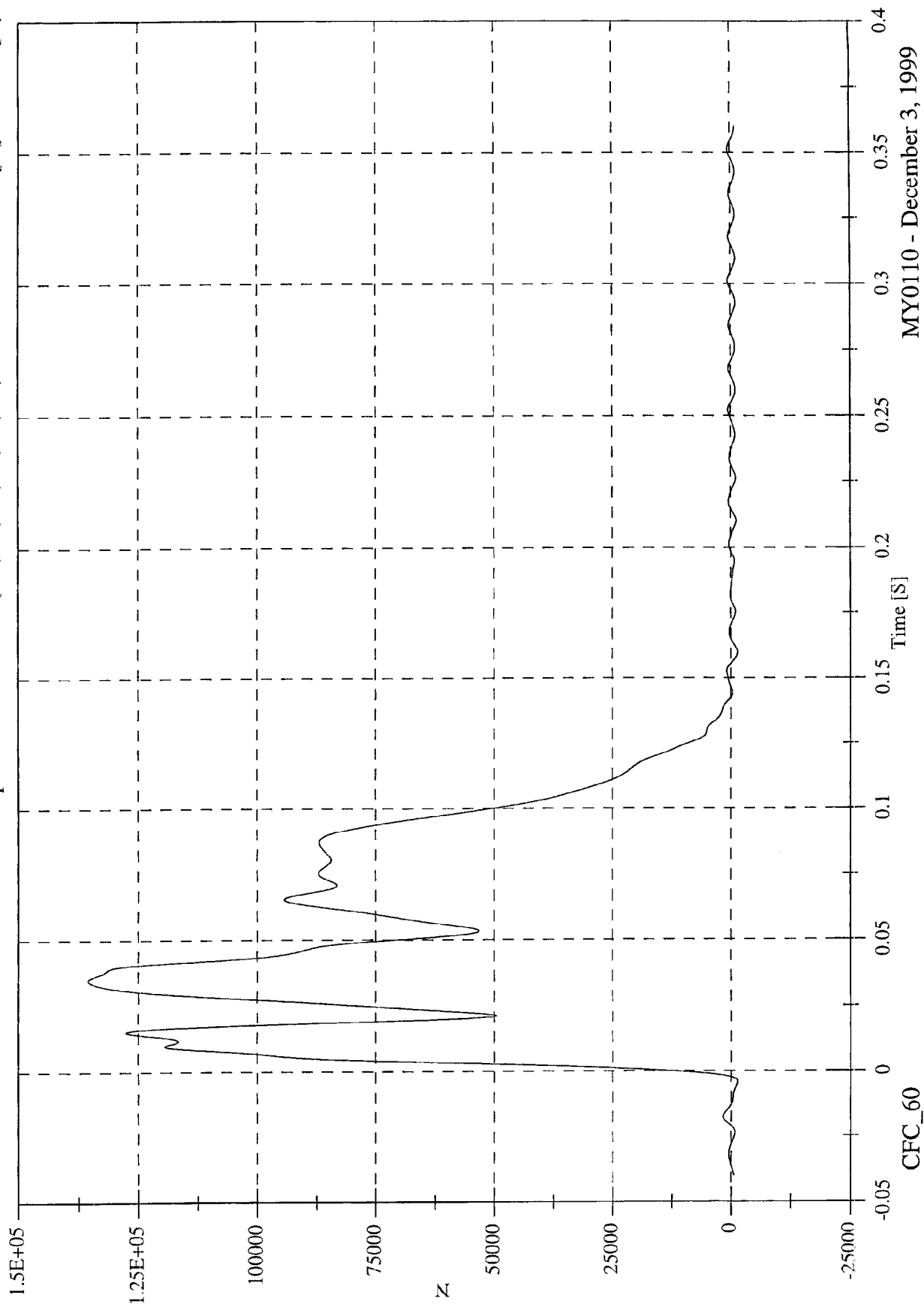
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 135582.5 [N] at 0.035 [S]

Group 2 Load Cell Sum (A4,A5,A6,B4,B5,B6)

Min: -1441.9 [N] at 0.160 [S]

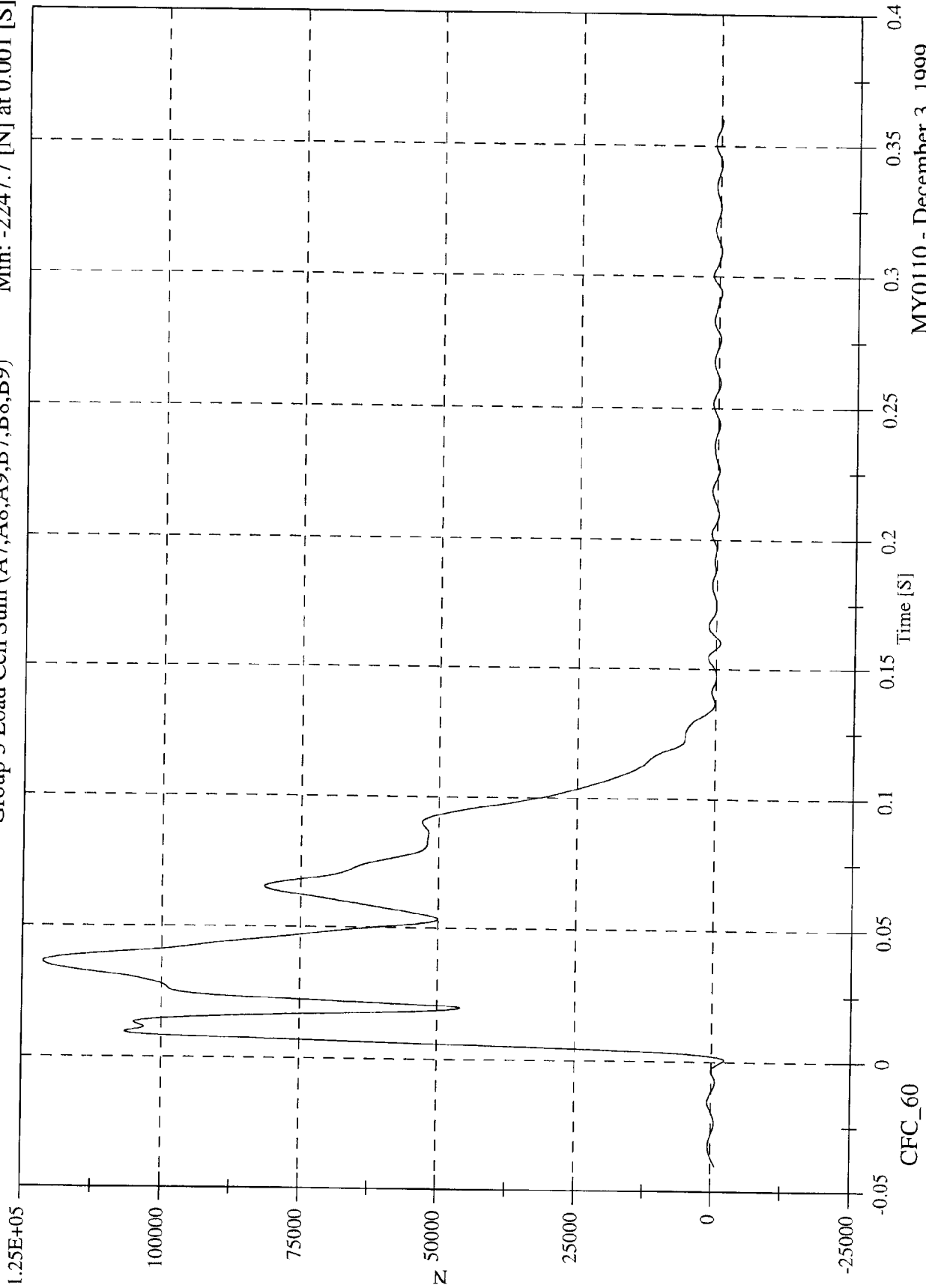


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 121220.0 [N] at 0.036 [S]
 Min: -2247.7 [N] at 0.001 [S]

Group 3 Load Cell Sum (A7,A8,A9,B7,B8,B9)



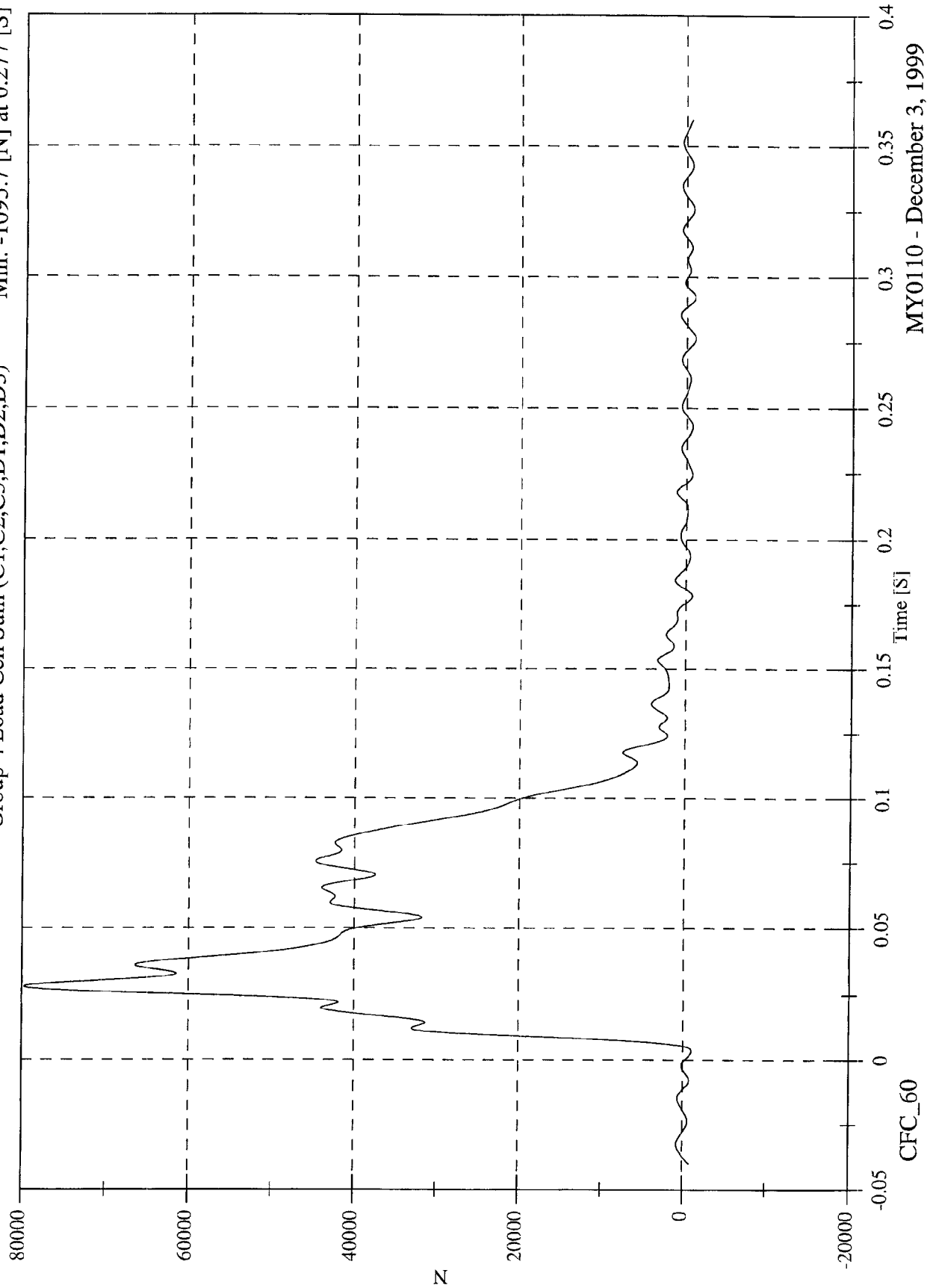
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 79711.9 [N] at 0.028 [S]

Min: -1095.7 [N] at 0.277 [S]

Group 4 Load Cell Sum (C1,C2,C3,D1,D2,D3)

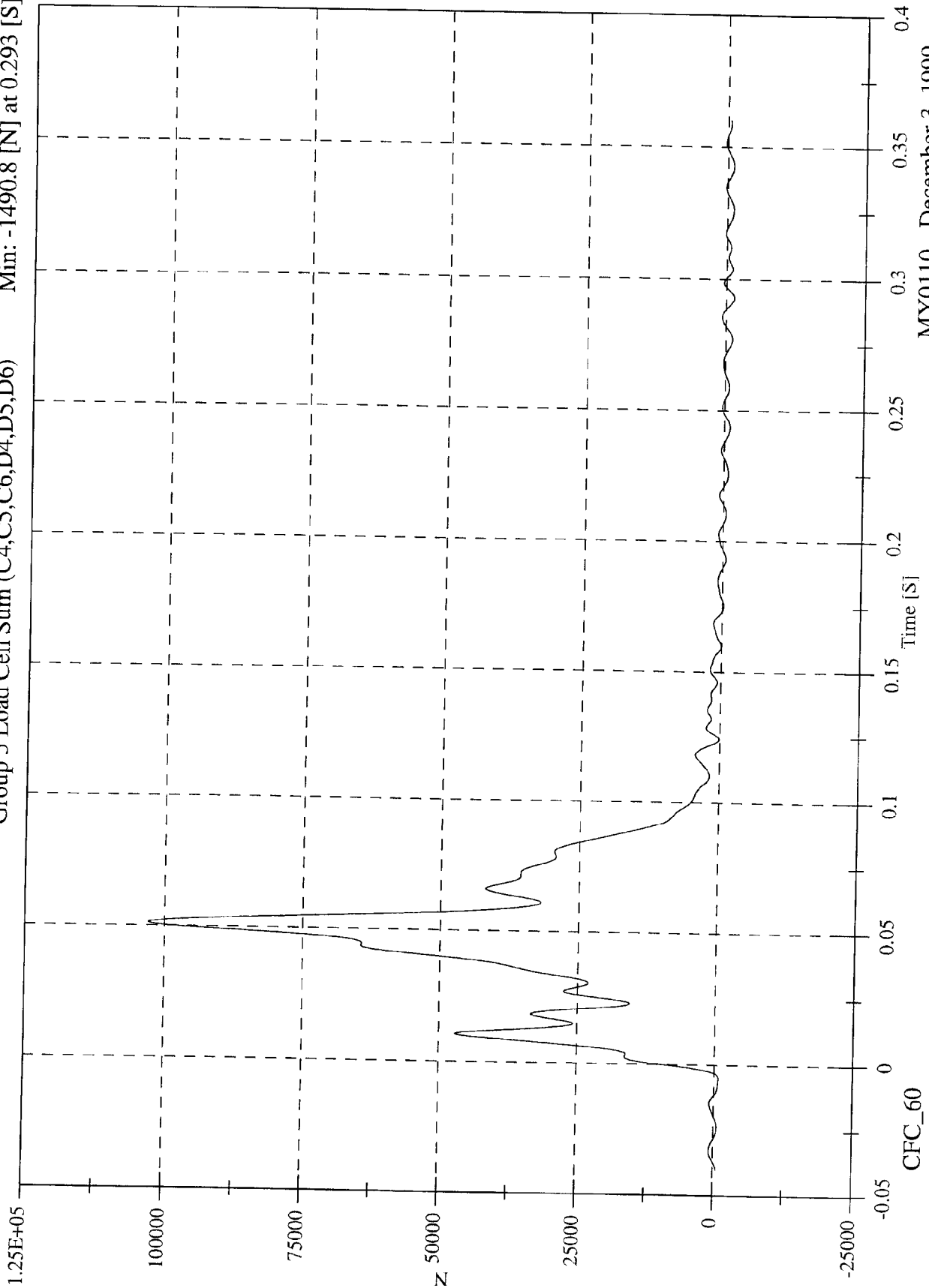


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 102961.2 [N] at 0.051 [S]
Min: -1490.8 [N] at 0.293 [S]

Group 5 Load Cell Sum (C4,C5,C6,D4,D5,D6)

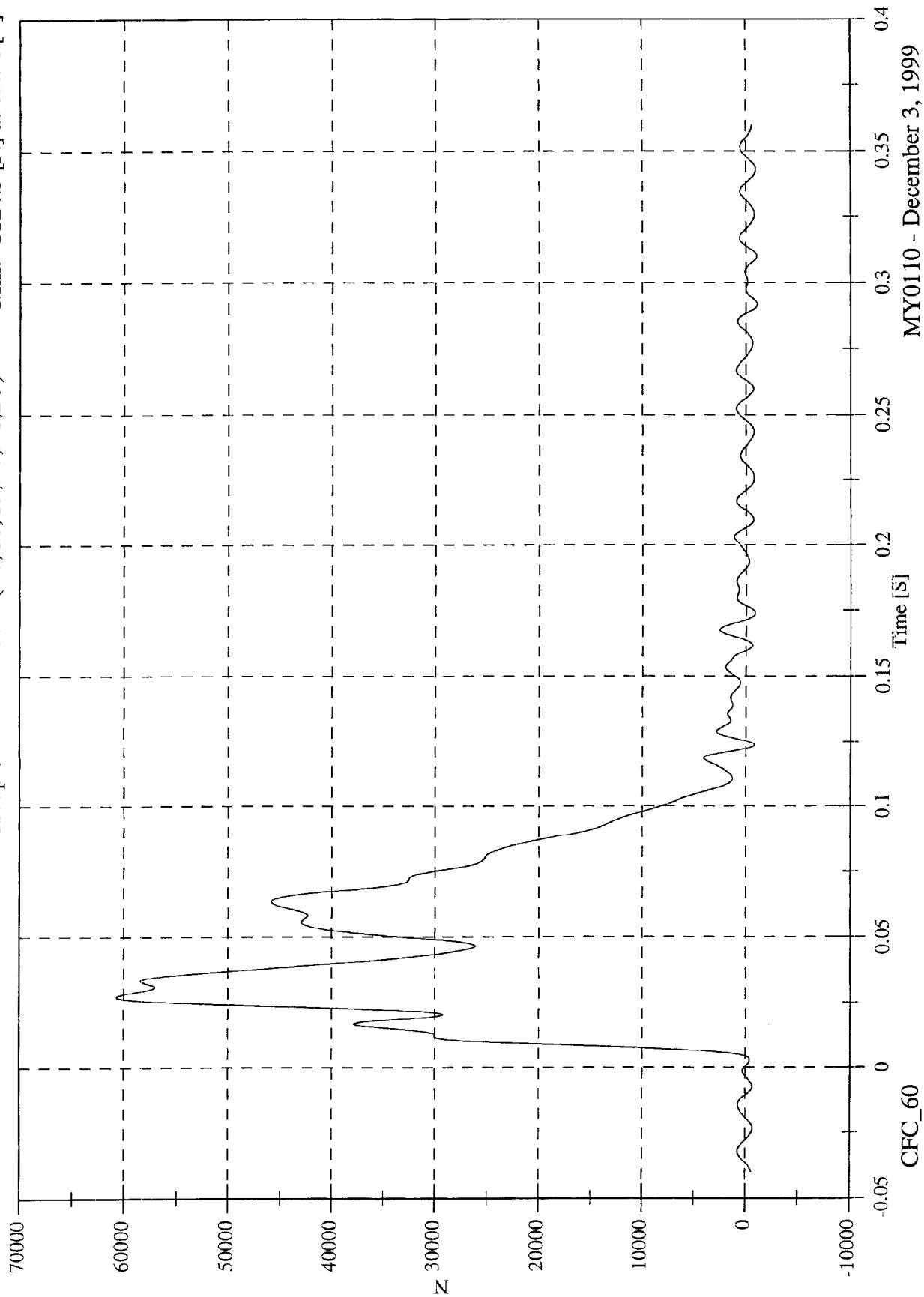


MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 60692.4 [N] at 0.027 [S]
 Min: -1124.3 [N] at 0.292 [S]

Group 6 Load Cell Sum (C7,C8,C9,D7,D8,D9)



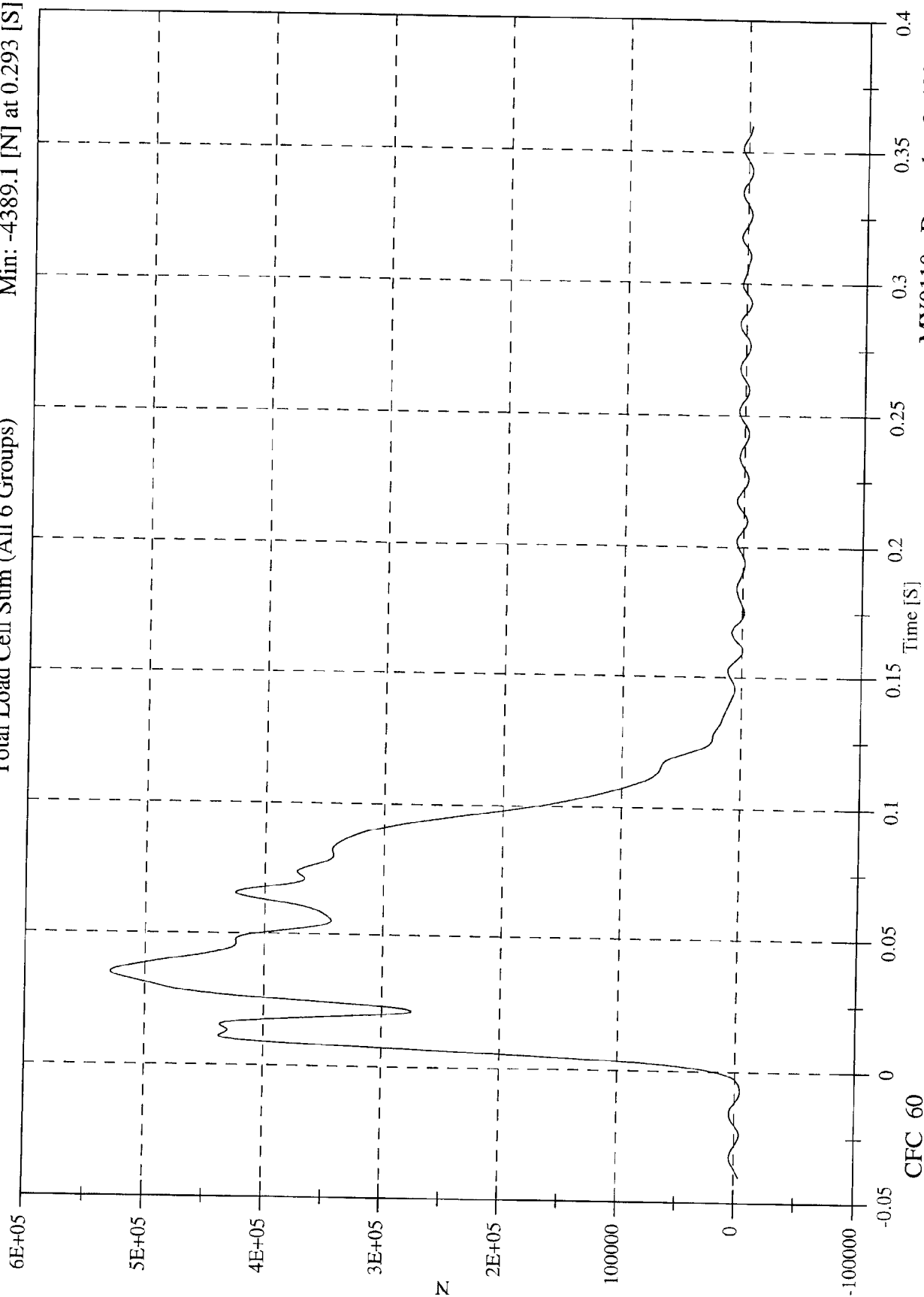
MY0110 - December 3, 1999

NCAP TEST #4 - 2000 CHEVROLET SILVERADO PICKUP

Max: 529057.8 [N] at 0.035 [S]

Min: -4389.1 [N] at 0.293 [S]

Total Load Cell Sum (All 6 Groups)

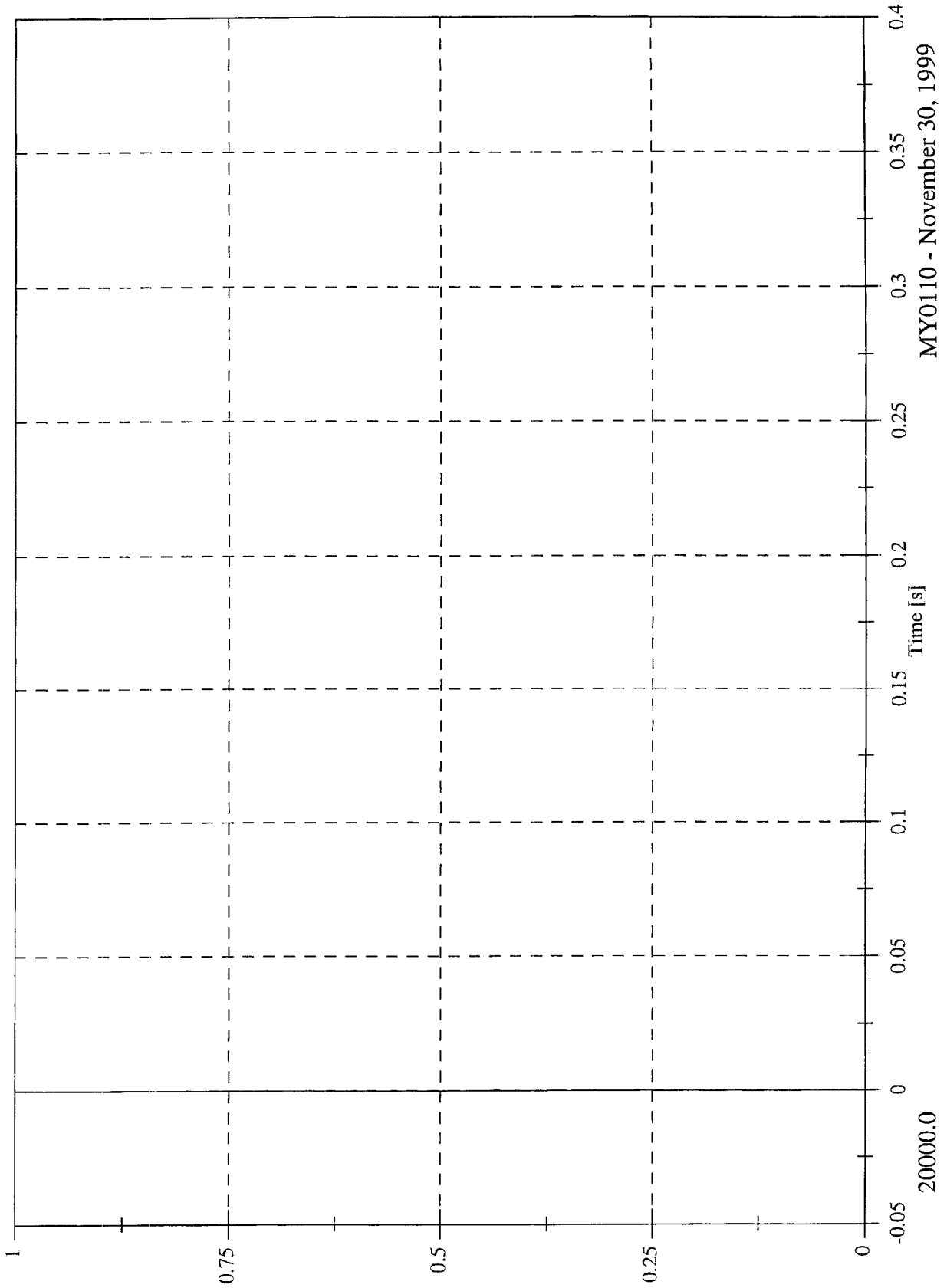


MY0110 - December 3, 1999

NCAP 2000 Test 4 - Chevrolet Silverado Pickup

Max: 1.0 [] at 0.000 [s]
Min: 0.0 [] at -0.050 [s]

Contact Time



MY0110 - November 30, 1999

APPENDIX C

PART 572B/E DUMMY CONFIGURATION
AND PERFORMANCE VERIFICATION DATA SHEETS

Appendix C contains the results from certification tests performed on the 50th percentile male anthropomorphic test devices utilized for this crash test. The results indicate that the dummies meet all of the performance requirements of the six standard tests as specified in 49 CFR Part 572, Federal Register, Volume 42, No. 25, dated February 7, 1977.

The tests were conducted at the Dummy Certification Test Facility of Veridian Engineering. A summary of the test results, and Part 572 specifications are included in this Appendix.

Dummy serial numbers and certification dates are:

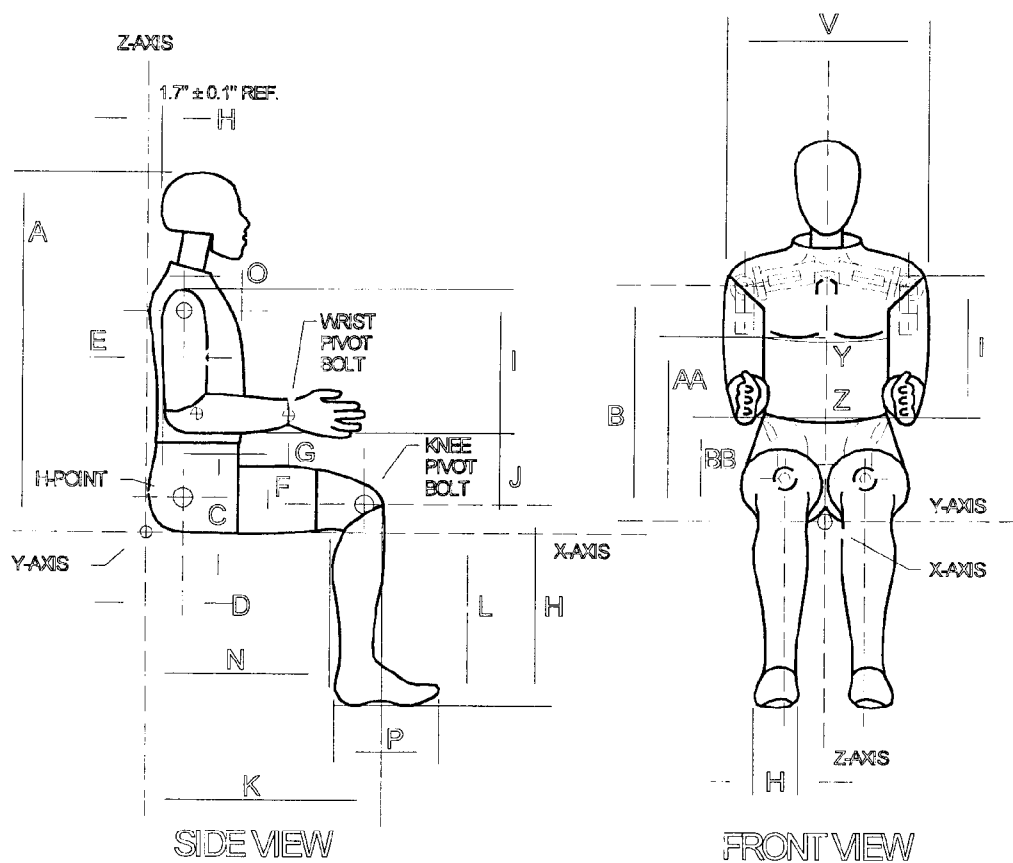
<u>Position No./Location</u>	<u>Serial No.</u>	<u>Completion Date</u>
#1/Driver	061	11/21/99
#2/Right Front Passenger	064	11/21/99

Electronic Test Equipment

The complement of signal conditioning, recording and display equipment, in conjunction with dummy certification testing, can be found in New Car Assessment and Standards Inducant Testing Final Report No. 6525-V-1.

DUMMY CONFIGURATION DIMENSIONS

EXTERNAL DIMENSIONS SPECIFICATIONS



NOTE: Figure is referenced to the erect seated position. The curved lumbar does not allow the Hybrid III to be positioned in a perfect erect attitude.
(REF: S572.31(A)(6))

PART 572E
HEAD DROP TEST

Dummy Serial Number 061
Sequential Test Number 5
Date November 13, 1999
Workfile 061599.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	72
Relative Humidity	10% - 70%	33
Peak Resultant Acceleration	225-275 G's	239.2
Peak Lateral Acceleration	15 G's Max	6.2
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	061	
Sequential Test Number	5	
Date	November 18, 1999	6 Axis Neck Transducer
Workfile	061599.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	31
Impact Velocity		22.60 - 23.40 Ft/s	22.63
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	23.57
	20 ms	17.60 - 22.60 G's	19.46
	30 ms	12.50 - 18.50 G's	15.68
Max Pendulum G's Above 30 ms		29 G's Max	15.68
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	40.13
D Plane Rotation	Max	64 - 78 Deg	73.21
	Time	57 - 64 ms	63.25
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	73.22
	Time	47 - 58 ms	54.25
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	121.13
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	102.25

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	061	
Sequential Test Number	5	
Date	November 18, 1999	6 Axis Neck Transducer
Workfile	061599.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71
Relative Humidity		10% - 70%	30
Impact Velocity		19.50 - 20.30 Ft/s	19.77
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	19.60
	20 ms	14.00 - 19.00 G's	17.31
	30 ms	11.00 - 16.00 G's	14.13
Max Pendulum G's Above 30 ms		22 G's Max	14.13
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	41.63
D Plane Rotation	Max	81 - 106 Deg	96.62
	Time	72 - 82 ms	73.00
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-54.18
	Time	65 - 79 ms	67.63
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	147.63
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	135.50

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 061
Sequential Test Number 5
Date November 19, 1999
Workfile 061599.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70
Relative Humidity	10% - 70%	32
Pendulum Velocity	21.6 - 22.4 Ft/s	21.90
Maximum Deflection	2.50 - 2.86 in	2.57
Maximum Resistive Force	1160 - 1325 Lbs	1255.31
Internal Hysteresis	69 - 85 %	73.47

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 061
Sequential Test Number 5
Date November 21, 1999
Workfile 061599.lf/o61599.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1097.0
RIGHT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1134.0

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 061
Sequential Test Number 5
Date November 21, 1999

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			32
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.2
Waist Circumference	Z	32.9 - 34.1 in	33.4
Chest Depth	O	8.4 - 9.0 in	8.4
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.1
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.7
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.5
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.1
Elbow Rest Height	J	7.5 - 8.3 in	7.7
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.4
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
HEAD DROP TEST

Dummy Serial Number 064
Sequential Test Number 5
Date November 13, 1999
Workfile 064599.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	72
Relative Humidity	10% - 70%	33
Peak Resultant Acceleration	225-275 G's	259.5
Peak Lateral Acceleration	15 G's Max	4.1
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	064	
Sequential Test Number	5	
Date	November 14, 1999	6 Axis Neck Transducer
Workfile	064599.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71
Relative Humidity		10% - 70%	31
Impact Velocity		22.60 - 23.40 Ft/s	22.67
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	23.18
	20 ms	17.60 - 22.60 G's	20.30
	30 ms	12.50 - 18.50 G's	16.06
Max Pendulum G's Above 30 ms		29 G's Max	16.06
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	38.38
D Plane Rotation	Max	64 - 78 Deg	71.57
	Time	57 - 64 ms	57.88
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	73.46
	Time	47 - 58 ms	52.63
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	124.00
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	102.00

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	064	
Sequential Test Number	5	
Date	November 14, 1999	6 Axis Neck Transducer
Workfile	064599.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	69
Relative Humidity		10% - 70%	32
Impact Velocity		19.50 - 20.30 Ft/s	19.64
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	19.57
	20 ms	14.00 - 19.00 G's	17.11
	30 ms	11.00 - 16.00 G's	14.03
Max Pendulum G's Above 30 ms		22 G's Max	14.03
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	41.75
D Plane Rotation	Max	81 - 106 Deg	96.04
	Time	72 - 82 ms	72.50
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-53.13
	Time	65 - 79 ms	68.88
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	148.00
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	136.50

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 064
Sequential Test Number 5
Date November 19, 1999
Workfile 064599.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70
Relative Humidity	10% - 70%	32
Pendulum Velocity	21.6 - 22.4 Ft/s	21.67
Maximum Deflection	2.50 - 2.86 in	2.58
Maximum Resistive Force	1160 - 1325 Lbs	1235.76
Internal Hysteresis	69 - 85 %	75.09

Remarks:

Laboratory Technician: B. Swiccicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 064
Sequential Test Number 5
Date November 21, 1999
Workfile 064599.lf/064599.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1141.0
RIGHT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1187.0

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 064
Sequential Test Number 5
Date November 21, 1999

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			31
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	38.8
Waist Circumference	Z	32.9 - 34.1 in	33.4
Chest Depth	O	8.4 - 9.0 in	8.6
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.3
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.4
Elbow Rest Height	J	7.5 - 8.3 in	8.0
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.3
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician: B. Swiecicki

APPENDIX D

DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

(6 Month Calibration Minimum)

DRIVER DUMMY (S/N 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-AL553	08-Nov-99	08-May-00
	Y	ENDEVCO	AC-A83G	08-Nov-99	08-May-00
	Z	ENDEVCO	AC-C14901	08-Nov-99	08-May-00
Head	X (R)	ENDEVCO	AC-A13939	08-Nov-99	08-May-00
	Y (R)	ENDEVCO	AC-A14181	08-Nov-99	08-May-00
	Z (R)	ENDEVCO	AC-A14124	08-Nov-99	08-May-00
Neck Load Cell	X	DENTON	LC-205Fx	06-Aug-99	06-Feb-00
	Y	DENTON	LC-205Fy	06-Aug-99	06-Feb-00
	Z	DENTON	LC-205Fz	06-Aug-99	06-Feb-00
Neck Moment	X	DENTON	LC-205Mx	06-Aug-99	06-Feb-00
	Y	DENTON	LC-205My	06-Aug-99	06-Feb-00
	Z	DENTON	LC-205Mz	06-Aug-99	06-Feb-00
Chest	X	ENDEVCO	AC-FP90	08-Nov-99	08-May-00
	Y	ENDEVCO	AC-A26A	08-Nov-99	08-May-00
	Z	ENDEVCO	AC-AL6H7	08-Nov-99	08-May-00
Chest	X (R)	ENDEVCO	AC-B11407	08-Nov-99	08-May-00
	Y (R)	ENDEVCO	AC-B11408	08-Nov-99	08-May-00
	Z (R)	ENDEVCO	AC-B10827	08-Nov-99	08-May-00
Chest Deflection Gauge		SERVO	DS-061	06-Aug-99	06-Feb-00
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-ADMB8	08-Nov-99	08-May-00
	Y	ENDEVCO	AC-ADL44	08-Nov-99	08-May-00
	Z	ENDEVCO	AC-ACT12	08-Nov-99	08-May-00

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

(6 Month Calibration Minimum)

DRIVER DUMMY (S/N 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-418	20-Oct-99	20-Apr-00
Right Femur Load Cell		GSE	LC-420	19-Oct-99	19-Apr-00
Left Upper Tibia	Mx	DENTON	LC-045Mx	16-Sep-99	16-Mar-00
	My	DENTON	LC-045My	16-Sep-99	16-Mar-00
Left Lower Tibia	Fz	DENTON	LC-125Fz	16-Sep-99	16-Mar-00
	Mx	DENTON	LC-125Mx	16-Sep-99	16-Mar-00
	My	DENTON	LC-125My	16-Sep-99	16-Mar-00
Right Upper Tibia	Mx	DENTON	LC-038Mx	16-Sep-99	16-Mar-00
	My	DENTON	LC-038My	16-Sep-99	16-Mar-00
Right Lower Tibia	Fz	DENTON	LC-124Fz	16-Sep-99	16-Mar-00
	Mx	DENTON	LC-124Mx	16-Sep-99	16-Mar-00
	My	DENTON	LC-124My	16-Sep-99	16-Mar-00
Left Foot Front	Z	ENDEVCO	AC-J32176	11-Oct-99	11-Apr-00
Left Foot Rear	X	ENDEVCO	AC-J31042	11-Oct-99	11-Apr-00
	Z	ENDEVCO	AC-J31009	11-Oct-99	11-Apr-00
Right Foot Front	Z	ENDEVCO	AC-J31050	11-Oct-99	11-Apr-00
Right Foot Rear	X	ENDEVCO	AC-J31060	11-Oct-99	11-Apr-00
	Z	ENDEVCO	AC-J32143	11-Oct-99	11-Apr-00
Lap Belt Load Cells		LEBOW	LC-706	19-Oct-99	19-Apr-00
Shoulder Belt Load Cells		-	-	-	-
Spool-Out Potentiometer		-	-	-	-
Belt Stretch Transducer		-	-	-	-

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-AD4A9	01-Jul-99	01-Jan-00
	Y	ENDEVCO	AC-AE8T7	01-Jul-99	01-Jan-00
	Z	ENDEVCO	AC-AF5R1	01-Jul-99	01-Jan-00
Head	X (R)	ENDEVCO	AC-A13924	01-Jul-99	01-Jan-00
	Y (R)	ENDEVCO	AC-A13827	01-Jul-99	01-Jan-00
	Z (R)	ENDEVCO	AC-A13921	01-Jul-99	01-Jan-00
Neck Load Cell	X	DENTON	LC-440Fx	06-Aug-99	06-Feb-00
	Y	DENTON	LC-440Fy	06-Aug-99	06-Feb-00
	Z	DENTON	LC-440Fz	06-Aug-99	06-Feb-00
Neck Moment	X	DENTON	LC-440Mx	06-Aug-99	06-Feb-00
	Y	DENTON	LC-440My	06-Aug-99	06-Feb-00
	Z	DENTON	LC-440Mz	06-Aug-99	06-Feb-00
Chest	X	ENDEVCO	AC-A08A	01-Jul-99	06-Feb-00
	Y	ENDEVCO	AC-ADL42	01-Jul-99	01-Jan-00
	Z	ENDEVCO	AC-A28F	01-Jul-99	01-Jan-00
Chest	X (R)	ENDEVCO	AC-A14077	01-Jul-99	01-Jan-00
	Y (R)	ENDEVCO	AC-A13882	01-Jul-99	01-Jan-00
	Z (R)	ENDEVCO	AC-ACCW0	01-Jul-99	01-Jan-00
Chest Deflection Gauge		SERVO	DS-064	06-Aug-99	06-Feb-00
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-AF480	01-Jul-99	01-Jan-00
	Y	ENDEVCO	AC-AC2M6	01-Jul-99	01-Jan-00
	Z	ENDEVCO	AC-AF5C1	01-Jul-99	01-Jan-00

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-954	20-Oct-99	20-Apr-00
Right Femur Load Cell		GSE	LC-955	19-Oct-99	19-Apr-00
Left Upper Tibia	Mx	DENTON	LC-016Mx	16-Sep-99	16-Mar-00
	My	DENTON	LC-016My	16-Sep-99	16-Mar-00
Left Lower Tibia	Fz	DENTON	LC-123Fz	16-Sep-99	16-Mar-00
	Mx	DENTON	LC-123Mx	16-Sep-99	16-Mar-00
	My	DENTON	LC-123My	16-Sep-99	16-Mar-00
Right Upper Tibia	Mx	DENTON	LC-023Mx	12-Oct-99	12-Apr-00
	My	DENTON	LC-023My	12-Oct-99	12-Apr-00
Right Lower Tibia	Fz	DENTON	LC-111Fz	12-Oct-99	12-Apr-00
	Mx	DENTON	LC-111Mx	12-Oct-99	12-Apr-00
	My	DENTON	LC-111My	12-Oct-99	12-Apr-00
Left Foot Front	Z	ENDEVCO	AC-J32185	11-Oct-99	11-Apr-00
Left Foot Rear	X	ENDEVCO	AC-J32184	11-Oct-99	11-Apr-00
	Z	ENDEVCO	AC-J31011	11-Oct-99	11-Apr-00
Right Foot Front	Z	ENDEVCO	AC-J31059	11-Oct-99	11-Apr-00
Right Foot Rear	X	ENDEVCO	AC-J31101	11-Oct-99	11-Apr-00
	Z	ENDEVCO	AC-J31020	11-Oct-99	11-Apr-00
Lap Belt Load Cells		LEBOW	LC-711	19-Oct-99	19-Apr-00
Shoulder Belt Load Cells		-	-	-	-
Spool-Out Potentiometer		-	-	-	-
Belt Stretch Transducer		-	-	-	-

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS

(6 Month Calibration Minimum)

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember	ICS	AC-X93	12-Jul-99	12-Jan-00
Right Rear Seat Crossmember	ICS	AC-X92	19-Jul-99	19-Jan-00
Top of Engine	ICS	AC-Y13	01-Sep-99	01-Mar-00
Bottom of Engine	ICS	AC-Y141	15-Sep-99	15-Mar-00
Left Disc Brake Caliper	ICS	AC-D74	12-Jul-99	12-Jan-00
Right Disc Brake Caliper	ICS	AC-D53	23-Nov-99	23-May-00
Instrument Panel	ICS	AC-X86	02-Sep-99	02-Mar-00
Left Seat Rear Crossmember (R)	ICS	AC-D71	01-Sep-99	01-Mar-00
Right Seat Rear Crossmember (R)	ICS	AC-D69	01-Sep-99	01Mar-00