

REPORT NUMBER: CAL-00-10

3262

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

**DAIMLERCHRYSLER CORPORATION
2000 CHRYSLER LHS
4-DOOR SEDAN**

NHTSA NUMBER: MY0300

VERIDIAN TEST NUMBER: 8413-42

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



January 19, 2000

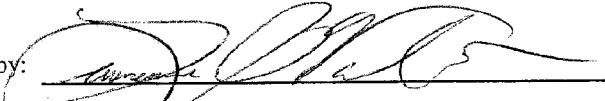
FINAL REPORT

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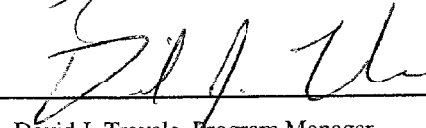
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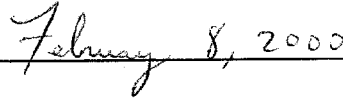
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Approval Date:



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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15. <i>Supplementary Notes</i>					
16. <i>Abstract</i> A frontal load cell barrier test of a 2000 Chrysler LHS 4-Door Sedan was performed at Veridian Engineering crash test facility in Buffalo, New York, on January 19, 2000. The impact velocity was 56.5 kph and the temperature at the barrier face was 21.1 °C. The maximum post-test vehicle crush was 550 mm. The test vehicle was equipped with driver and passenger 3-point active safety belts and Next Generation reduced force frontal air bags. With respect to FMVSS 208 "Occupant Crash Protection - Injury Criteria," the driver appeared to exceed the 3 ms chest clip requirement and comply with the head and femur requirements. The passenger appeared to comply with the head, chest, and femur requirements.					
ATD Position	HIC	Clip (g's)	Chest Disp (mm)	Left Femur (N)	Right Femur (N)
Driver (150)	708.0	60.7	38.9	7263.0	6303.4
Passenger (245)	581.0	54.1	24.4	6046.8	5560.0
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 MY0300

PURPOSE

This 56.5 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 56.5 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 Chrysler LHS 4-Door Sedan at a velocity of 56.5 kph. The test was performed at Veridian Engineering on January 19, 2000. 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 and shoulder belts to measure dummy torso and pelvic section loading. The driver (position 1) ATD (Serial No. 150) and the right-front passenger (position 2) ATD (Serial No. 245) were calibrated previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C.

The 133 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. Data anomalies which occurred during the test are as follows:

- P1 Left Upper Tibia Mx transducer was not operational prior to the test.
- P1 Left Foot Aft Ax accelerometer wire was damaged during the test causing the transducer circuit to open intermittently after 88 ms.
- P1 Left Foot Fore Ax accelerometer failed at impact.
- P2 Torso Belt Elongation transducer suffered a wire cut at 42 ms.
- Vehicle Acc 5 Right Disc Brake Caliper accelerometer suffered a wire cut at 36 ms.
- Vehicle Acc 7 Left Disc Brake Caliper accelerometer suffered a wire cut at 39 ms.

The driver's HIC was 708.0. The maximum chest deceleration over 3 milliseconds was 60.7 g's and maximum chest deflection was 38.9 mm. Compressive femur loads were 7263.0 Newtons on the left and 6303.4 Newtons on the right.

The right front passenger's HIC was 581.0. Maximum chest deceleration over 3 milliseconds was 54.1 g's and maximum chest deflection was 24.4 mm. Compressive femur loads were 6046.8 Newtons on the left and 5560.0 Newtons on the right.

SECTION 2

GENERAL TEST AND VEHICLE PARAMETER DATA

DATA SHEET NO. 1 CRASH TEST SUMMARY

Vehicle NHTSA No. : MY0300 Test Mode : 56.3 kph Frontal Barrier

Test Date : January 19, 2000 Time: 11:45 Temperature : -2.2 °C

Vehicle Make/Model/Body Style : 2000 Chrysler LHS 4-Door Sedan

Vehicle Test Weight : 1807.0 kg

Vehicle/Barrier Impact Angle : 0 °

Impact Velocity : 56.5 kph

Maximum Static Crush : 550 mm

Vehicle Rebound : 305 mm

DUMMIES:

DRIVER

PASSENGER

Type :

572E

572E

Restraint System :

Next Generation Airbag / 3-
Point Safety Belt System

Next Generation Airbag / 3-
Point Safety Belt System

Number of Data Channels : 133

Number of Cameras : 1 Real Time

16 High Speed

DOOR OPENING DATA : Closed / Operable - Left Front

Closed / Operable - Right Front

Front Seat(s) Data :

DRIVER

PASSENGER

Seat Track Failure :(mm of shift)

0

0

Seat Back Failure :

None

None

VISIBLE DUMMY CONTACT POINTS :

DRIVER

PASSENGER

Head :

Face to upper center of airbag,
back of head to head restraint

Face to upper center of airbag,
back of head to head restraint

Abdomen :

None

None

Chest:

Airbag

Airbag

Knees:

Left knee to knee bolster; Right
knee to knee bolster

Left knee to left quarter of
glove compartment door; Right
knee to center of glove
compartment door

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 2000 Chrysler LHS 4-Door Sedan

NHTSA No. : MY0300 ; VIN: 2C3HC56G2YH193923 ; Color : Cinnamon

Engine Data: 6 cylinders; - CID; 3.5 Liters; - cc

Placement : X Longitudinal or In-Line; - Transverse or Lateral

Transmission Data : 4 speeds; - Manual; X Automatic; X Overdrive

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

Major Options : X A/C; X Pwr.Strg.; X Pwr. Brakes
X Pwr. Windows; X Pwr. Door Locks; X Tilt Wheel

Date Received : 12/14/99 ; Odometer Reading 185 km

Selling Dealer : Ed Shults of Warren Inc.

& Address: 1658 North Market Street, Warren PA 16365-4891

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : DaimlerChrysler Corporation

Date of Manufacture 11-99

GVWR : 2083 kg; GAWR: 1156 kg FRONT; 905 kg REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load : 240 kpa FRONT
240 kpa REAR

Recommended Tire Size : P225/55R17

* Recommended Cold Tire Pressure : 207 kpa FRONT; 207 kpa REAR

Size of Tires on Test Vehicle: P225/55R17 ; Manufacturer: Goodyear

Vehicle Capacity Data :

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

Number of Occupants: 2 Front; 3 Rear; 5 Total

Vehicle Capacity Weight (VCW) = 392.0 kg

No. of Occupants x 68 kg = 340.2 kg

Rated Cargo/Luggage Weight (RCLW) = 51.8 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>521.5</u>	kg	Right Rear	=	<u>280.0</u>	kg
Left Front	=	<u>508.5</u>	kg	Left Rear	=	<u>301.5</u>	kg
TOTAL FRONT	=	<u>1030.0</u>	kg	TOTAL REAR	=	<u>581.5</u>	kg
TOTAL DELIVERED WEIGHT = <u>1611.5</u> kg							
% of Total Front of Vehicle Weight = <u>63.9</u> %				% of Total Rear Weight = <u>36.1</u> %			

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT :

Total Delivered Weight (UDW)	=	<u>1611.5</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>51.8</u>	kg
Weight of 2 p.572 Dummies @ 76 each	=	<u>152.0</u>	kg
TARGET TEST WEIGHT	=	<u>1815.3</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 44 KG OF CARGO WEIGHT:

Right Front	=	<u>544.5</u>	kg	Right Rear	=	<u>356.0</u>	kg
Left Front	=	<u>545.0</u>	kg	Left Rear	=	<u>361.5</u>	kg
TOTAL FRONT	=	<u>1089.5</u>	kg	TOTAL REAR	=	<u>717.5</u>	kg
TOTAL TEST WEIGHT = <u>1807.0</u> kg							
% of Total Front Weight = <u>60.3</u> %				% of Total Rear Weight = <u>39.7</u> %			
Weight of Ballast Secured in Vehicle Trunk Area = <u>0</u> kg							
Vehicle Components Removed for Weight Reduction:				<u>Trunk lid and trim, rear compartment trim</u>			

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED :	RF	<u>752</u>	LF	<u>757</u>	RR	<u>767</u>	LR	<u>762</u>
FULLY LOADED :	RF	<u>745</u>	LF	<u>750</u>	RR	<u>745</u>	LR	<u>738</u>
AS TESTED :	RF	<u>746</u>	LF	<u>750</u>	RR	<u>745</u>	LR	<u>739</u>
Vehicle's Wheel Base : <u>2875</u> mm								
Location of Vehicle's C.G. : <u>1142</u> mm rearward of front wheel center.								

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual	=	<u>64</u>	liters
Usable Capacity Figure Furnished by COTR	=	<u>64.4</u>	liters
Test Volume Range (92 to 94% of Usable Capacity)	=	<u>59.2</u>	to <u>60.5</u> liters
ACTUAL TEST VOLUME=	<u>59.4</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>Fuel filler is located on the left rear quarter panel aft of the rear axle; Fuel tank is located on the vehicle underbody beneath the rear seat and forward of the rear axle; Fuel lines are routed along the left side of the vehicle underbody inboard of 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 : January 19, 2000 Time: 11:45 Temperature: -2.2 °C
Vehicle NHTSA No. : MY0300
Required Impact Velocity Range : 55.5 to 57.1 kph

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

Trap No. 1 = 56.5 kph; Trap No. 2 = 56.5 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 =	<u>5165</u>	; C/L =	<u>5275</u>	; Left =	<u>5164</u>
Post-Test	Right =	<u>4776</u>	; C/L =	<u>4727</u>	; Left =	<u>4752</u>
Crush	Right =	<u>389</u>	; C/L =	<u>548</u>	; Left =	<u>412</u>
AVERAGE	=	<u>450</u>	mm			

VEHICLE REBOUND: (From rigid barrier only.)

Distance from front of test vehicle to impact point :

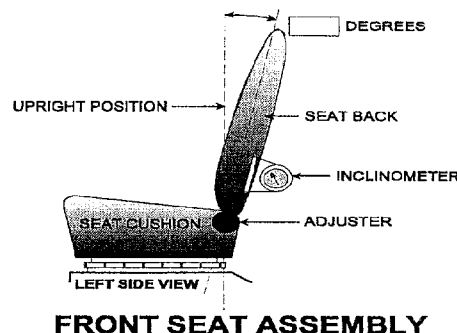
	Right =	<u>270</u>	; C/L =	<u>358</u>	; Left =	<u>287</u>
AVERAGE	=	<u>305</u>	mm			

DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2000 Vehicle Model: Chrysler LHS Body Style : 4-Door Sedan

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



Seat back angle for driver's seat: 24°

Measurement instructions: Adjust seat back rearward such that the head restraint post is positioned at 77° relative to the lower surface of the vehicle's front door opening.

Seat back angle for passenger's seat: 24°

Measurement instructions: Adjust seat back rearward such that the head restraint post is positioned at 77° relative to the lower surface of the vehicle's front door opening.

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: Place power seat adjuster in mid-travel position.

Positioning of the passenger's seat: Place power seat adjuster in mid-travel position.

3. Fuel Tank Capacity Data

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 64.4 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 = 64.4 liters

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 59.4 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.

Fuel pump operates briefly when the vehicle ignition is turned on. Fuel pump operates continuously while the engine is operating.

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

4. STEERING COLUMN ADJUSTMENTS :

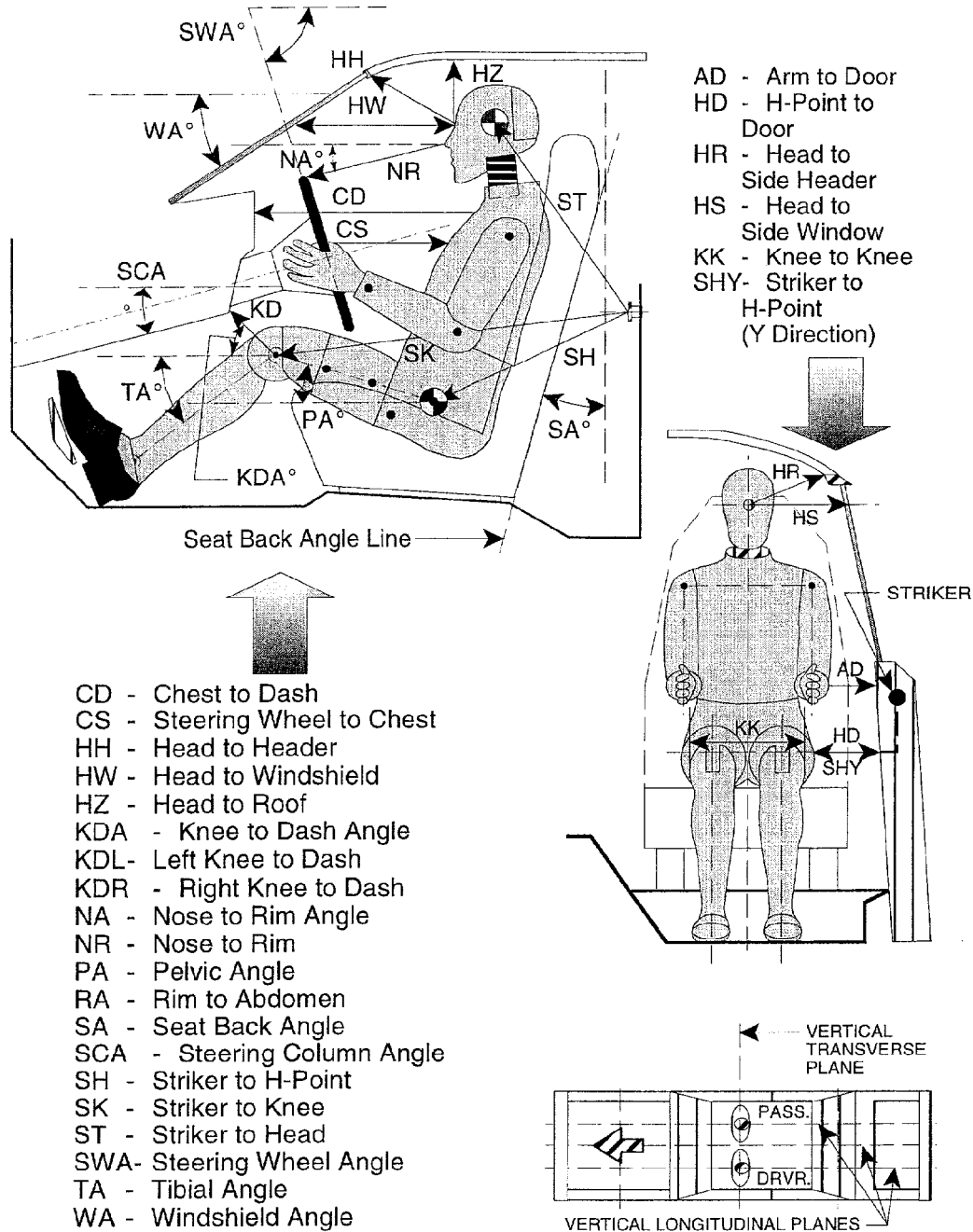
Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine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

Operational Instructions: Place steering column in mid-position, 2 notches down from full up or 2
notches up from full down (5 detents total).

5. SEAT BELT UPPER ANCHORAGE

Nominal design riding position: Place anchorage in mid-position, 2 notches down from full up or 2 notches
up from full down (5 detents total).

DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS

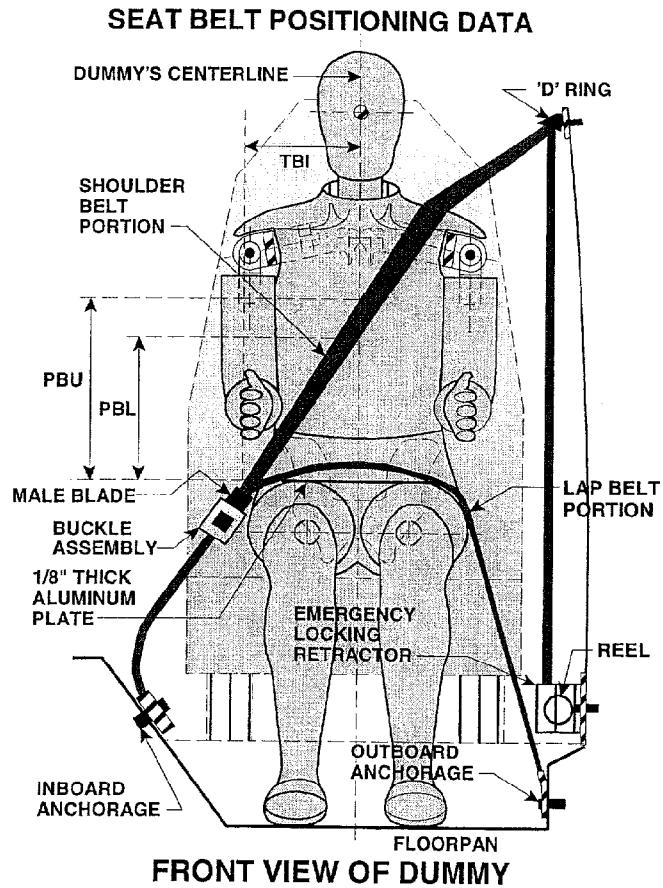


DATA SHEET NO. 5 FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE (cont.)

	DRIVER (Serial #150)			PASS. (Serial # 245)		
WA ^o	23 deg.			N/A		
SWA ^o	20 deg.			N/A		
SCA ^o	70 deg.			N/A		
SA ^o	24 deg.			24 deg.		
HZ	170			190		
HH	332			352		
HW	634			650		
HR	189			205		
NR	348	Angle	11 deg.	N/A		
CD	504			538		
CS	268			N/A		
RA	179			N/A		
KDL	173	Angle (KDA)	30 deg.	187		
KDR	182			172	Angle (KDA)	22 deg.
PA ^o	21 deg.			24 deg.		
TA ^o	39 deg.			45 deg.		
KK	275			277		
ST	527	Angle	4 deg.	523	Angle	4 deg.
SK	567	Angle	92 deg.	556	Angle	87 deg.
SH	229	Angle	127 deg.	238	Angle	128 deg.
SHY	282			268		
HS	340			366		
HD	176			160		
AD	120			126		

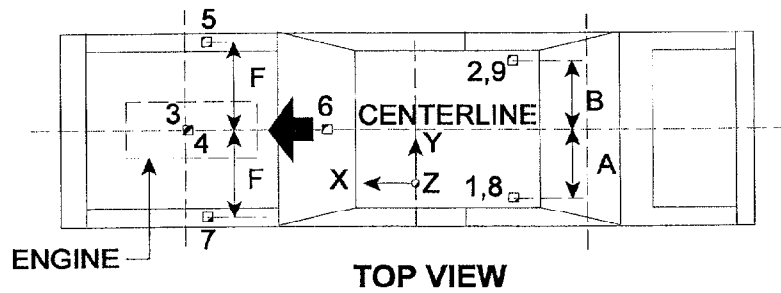
Dimensions in millimeters

DATA SHEET NO. 6 SEAT BELT POSITIONING DATA

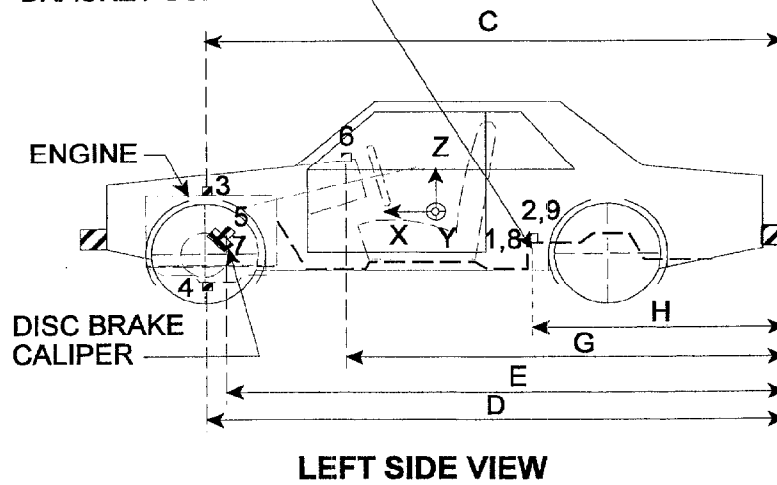


	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	332	316
PBL-- Top surface of alum. plate to belt lower edge	250	230
<u>LAP BELT TENSION</u>	10 N	10 N
<u>SHOULDER BELT TENSION</u>	Retractor	Retractor

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 (cont.)

DIMENSION	LENGTH (mm)
	PRE-TEST VALUES
A Left Rear Seat Crossmember Y	-573
B Right Rear Seat Crossmember Y	563
C Top of Engine X	4737
D Bottom of Engine X	4560
E Disc Brake Calipers X	4196
F Disc Brake Calipers Y	±680
G Instrument Panel X	3365
H Rear Seat Crossmembers X	2235

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side	2.9	129.1	-33.1	51.6
2	Rear Seat X-Member @ Right Side	2.8	126.0	-37.7	52.9
3	Top of Engine Block	26.6	40.7	-170.4	26.0
4	Bottom of Engine	29.5	43.5	-145.8	25.8
5	Disc Brake Caliper @ Right Side	†	†	†	†
6	Instrument Panel	74.0	63.7	-93.0	44.1
7	Disc Brake Caliper @Left Side	‡	‡	‡	‡
8	Rear Seat X-Member @ Left-Redundant	2.5	128.7	-32.9	51.7
9	Rear Seat X-Member @ Right-Redundant	4.7	117.6	-36.8	52.9

† Transducer wire was cut at 36 ms.

‡ Transducer wire was cut at 39 ms.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES

Vehicle Year/Make/Model/Body Style: 2000 Chrysler LHS 4-Door Sedan

NHTSA Test No.: MY0300 Test Date: January 19, 2000

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	11.6	269.9	-77.0	74.7	8.4	299.7	-60.8	78.3
Head Y	g	5.1	55.5	-4.5	82.0	8.5	79.6	-4.5	62.5
Head Z	g	18.0	54.9	-14.9	79.6	27.2	56.7	-13.7	87.9
Head Resultant	g	78.2	75.2	-	-	61.3	78.3	-	-
Redundant Head X	g	11.6	270.4	-77.4	75.2	8.4	299.5	-61.2	78.1
Redundant Head Y	g	7.9	54.5	-5.7	82.0	9.5	57.5	-5.8	62.5
Redundant Head Z	g	19.9	49.4	-11.1	75.7	26.7	59.2	-13.9	87.7
Redundant Head Resultant	g	78.2	75.2	-	-	61.8	78.8	-	-
Upper Neck Fx	N	725.5	63.0	-199.9	44.0	636.1	68.8	-275.8	129.2
Upper Neck Fy	N	158.4	112.5	-138.4	64.3	168.3	248.0	-133.9	31.7
Upper Neck Fz	N	2164.5	66.9	-47.0	170.3	1258.3	56.4	-624.4	87.9
Upper Neck F Resultant	N	2278.2	66.9	-	-	1261.7	56.4	-	-
Upper Neck Mx	N-m	19.5	61.7	-15.4	90.9	13.5	63.0	-4.7	273.5
Upper Neck My	N-m	45.0	63.2	-15.8	81.8	36.4	118.8	-28.6	95.5
Upper Neck Mz	N-m	5.4	103.6	-7.3	277.0	10.2	248.0	-7.1	31.7
Upper Neck M Resultant	N-m	48.4	63.0	-	-	36.4	118.8	-	-
Chest X	g	6.2	240.1	-61.9	72.8	6.5	253.0	-54.5	69.5
Chest Y	g	8.1	64.0	-2.9	51.7	8.4	77.3	-4.1	91.8
Chest Z	g	9.7	42.1	-5.3	74.0	16.2	54.9	-11.3	86.6
Chest Resultant	g	62.1	72.9	-	-	54.7	69.5	-	-
Redundant Chest X	g	6.0	239.9	-57.6	73.0	5.6	251.1	-54.7	68.9
Redundant Chest Y	g	9.2	64.0	-3.7	50.9	8.2	76.9	-3.9	94.1
Redundant Chest Z	g	9.7	42.1	-2.3	74.1	14.2	54.9	-9.4	86.4
Redundant Chest Resultant	g	57.6	73.0	-	-	54.9	68.9	-	-
Chest Displacement	mm	0.0	-12.2	-38.9	72.0	0.0	-1.6	-24.4	89.4

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

Vehicle Year/Make/Model/Body Style: 2000 Chrysler LHS 4-Door Sedan
 NHTSA Test No.: MY0300 Test Date: January 19, 2000

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	6.6	180.2	-82.8	52.5	4.5	233.7	-75.4	51.5
Pelvic Y	g	15.6	44.4	-23.9	41.4	13.5	56.7	-10.7	48.8
Pelvic Z	g	17.3	43.3	-22.6	68.4	2.3	228.7	-32.6	72.4
Pelvic Resultant	g	83.3	52.5	-	-	76.6	51.5	-	-
Left Femur	N	129.5	121.9	-7263.0	52.6	985.5	248.0	-6046.8	51.8
Right Femur	N	706.3	72.3	-6303.4	54.0	746.3	44.7	-5560.0	49.7
Left Upper Tibia Mx	N-m	†	†	†	†	3.4	290.6	-93.2	80.6
Left Upper Tibia My	N-m	13.4	178.2	-143.1	51.7	17.5	49.9	-215.9	40.3
Left Lower Tibia Fz	N	100.0	136.1	-4101.1	41.0	294.8	248.1	-5172.9	41.4
Left Lower Tibia Mx	N-m	179.3	53.4	-17.4	34.9	41.8	49.1	-56.7	42.1
Left Lower Tibia My	N-m	285.0	72.3	-30.0	36.2	75.5	55.9	-87.4	39.5
Right Upper Tibia Mx	N-m	53.8	45.2	-51.3	43.2	8.1	281.3	-44.9	47.5
Right Upper Tibia My	N-m	11.7	186.8	-283.8 ††	45.9 ††	15.8	208.2	-92.1	61.4
Right Lower Tibia Fz	N	56.9	226.3	-11270.9	41.1	965.9	49.5	-1600.2	37.6
Right Lower Tibia Mx	N-m	28.4	45.4	-25.5	50.7	18.2	61.4	-19.4	47.5
Right Lower Tibia My	N-m	186.7	64.6	-144.3	45.2	43.9	54.6	-48.0	43.9
Left Foot Aft Ax	g	34.6	65.7	‡	‡	39.1	47.9	-146.1	40.1
Left Foot Aft Az	g	12.3	56.2	-94.9	38.6	23.9	46.9	-175.6	39.2
Left Foot Fore Az	g	40.3	57.3	-139.4	35.9	138.6	47.9	-333.7	38.3
Right Foot Aft Ax	g	32.9	63.8	-245.0	44.3	22.7	55.9	-90.7	43.4
Right Foot Aft Az	g	34.8	56.6	-290.3	43.5	8.5	63.5	-66.9	43.2
Right Foot Fore Az	g	‡‡	‡‡	‡‡	‡‡	95.3	53.0	-102.3	37.0
Lap Belt Load	N	4097.8	53.7	-37.6	227.1	7023.1	58.4	-47.9	203.3
Torso Belt	N	3602.8	80.6	-11.8	134.3	3828.7	88.4	-14.4	176.0

† Transducer is damaged, no data available.

†† Data clipped from 42-46 ms.

‡ Transducer circuit opened from 88-96 ms and from 192-211 ms.

‡‡ Transducer failed.

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

Vehicle Year/Make/Model/Body Style: 2000 Chrysler LHS 4-Door Sedan

NHTSA Test No.: MY0300 Test Date: January 19, 2000

HEAD INJURY CRITERIA (HIC)				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	708.0	58.4	88.1	56.3
Position #2 - Passenger	581.0	61.2	97.2	48.2

** 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	60.7	70.9	73.9	657.8
Position #2 - Passenger	54.1	68.2	71.2	570.9

* 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 Chrysler LHS 4-Door Sedan

NHTSA Test No.: MY0300 Test Date: January 19, 2000

HEAD INJURY CRITERIA (HIC) REDUNDANT				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	688.1	58.4	88.5	55.5
Position #2 - Passenger	598.7	60.9	96.9	48.8

** 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	57.0	70.8	73.8	596.4
Position #2 - Passenger	54.3	68.0	71.0	582.0

* 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:

Belt length from trim panel exit
to bolt hole anchor point for
continuous webbing systems.

Driver

Passenger

2174

2176

Shoulder belt length as measured
on Part 572 Dummy.

849

835

Lap belt length as measured
on Part 572 Dummy.

790

811

SHOULDER BELT SPOOL-OFF DATA:

As determined by film analysis.

203

267

As determined mechanically.

190

260

As determined electronically.

141

220

BELT STRETCH DATA:

Measured electronically between shoulder
belt load cell and the "D" ring.

12 mm/M

†

Measured mechanically.

2 mm/M

2 mm/M

Dimensions in millimeters

† Data not available.

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 12 mm molding.

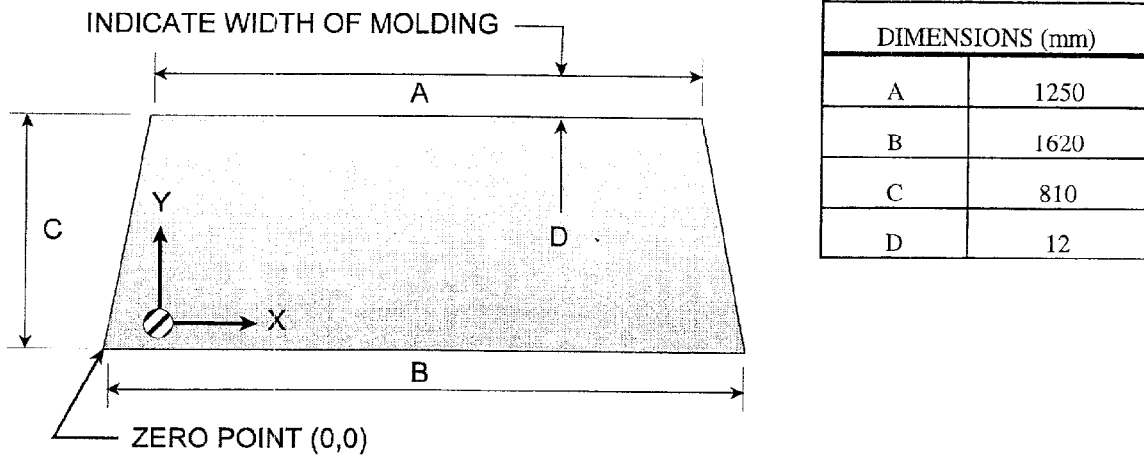
FMVSS 212 REQUIREMENTS:

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	2245	2245	100
LEFT SIDE	2245	2245	100
TOTAL	4,490	4,490	100

AREA OF RETENTION FAILURE:



FRONT VIEW OF WINDSHIELD

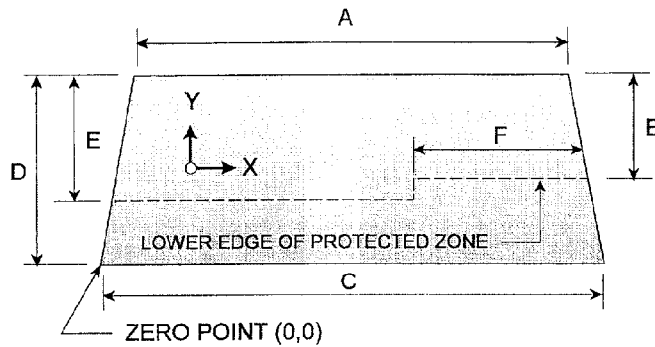
FAILURE DETAILS: None

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	1250
B	503
C	1620
D	810
E	498
F	515

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 NO. 12 FMVSS NO. 301-75 "FUEL SYSTEM INTEGRITY" POST IMPACT TEST DATA

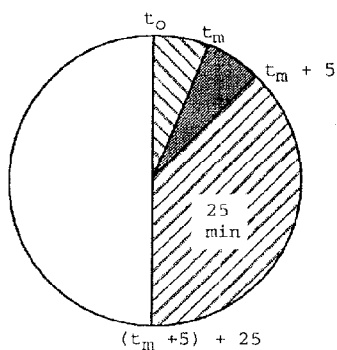
NHTSA TEST No.: MY0300 TEST DATE: January 19, 2000
VEHICLE MAKE/MODEL: 2000 Chrysler LHS

The test vehicle was filled from 92% to 94% of the manufacture's "usable" capacity. The electric fuel pump was operating if it will operate without engine operation. Two Part 572 anthropomorphic test devices were located at each of the front designated seating positions.

[illegible]

<u>TEST VEHICLE IMPACT TYPE:</u>	<u> X </u>	Frontal (56 kph)
		Oblique (48 kph) with _____ deg. barrier face first
	<u> - </u>	contacting _____ (driver/passenger) side
	<u> - </u>	Rear Moving Barrier (48 kph)
	<u> - </u>	Lateral Moving Barrier (32 kph)

FUEL SPILLAGE MEASUREMENT:



1. From impact until vehicle motion ceases
2. For 5 minute period after vehicle motion ceases
3. For next 25 minutes

ACTUAL	MAX ALLOWED
0	28 g
0	141 g
0	28 g/min.

SOLVENT SPILLAGE DETAILS: None

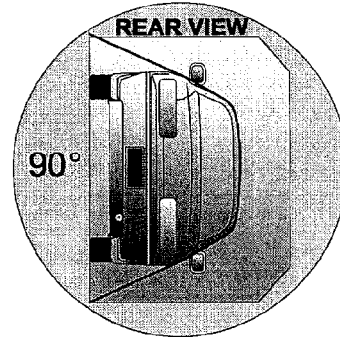
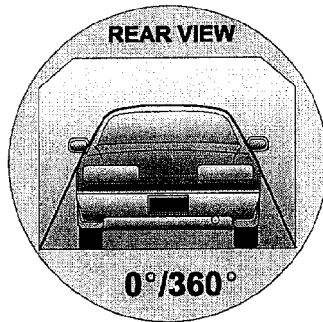
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

Vehicle: 2000 Chrysler LHS

NHTSA No. MY0300

0 - 90 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

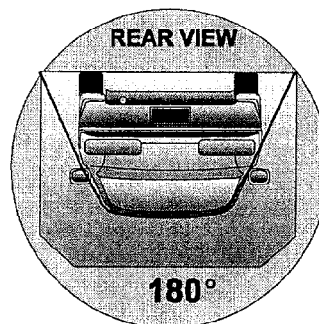
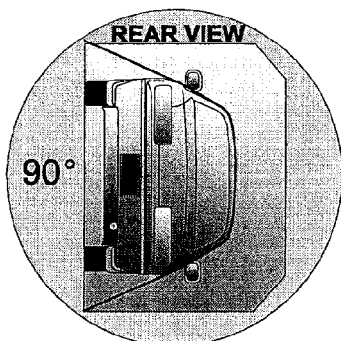
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2000 Chrysler LHS

NHTSA No. MY0300

90 - 180 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

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

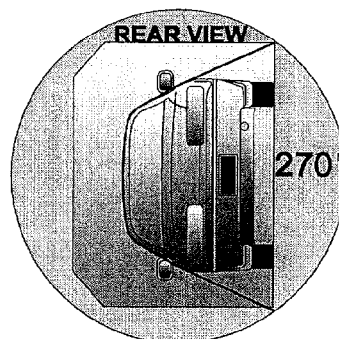
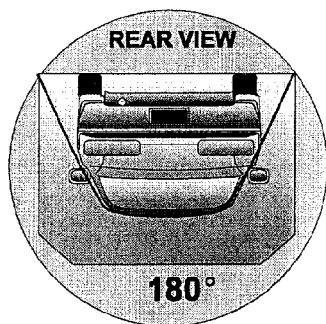
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2000 Chrysler LHS

NHTSA No. MY0300

180 - 270 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u> minutes	<u>13</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>13</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

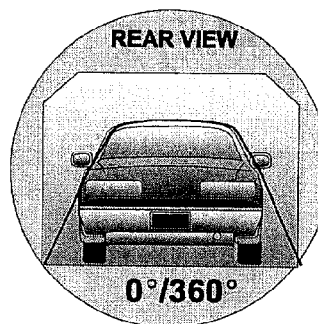
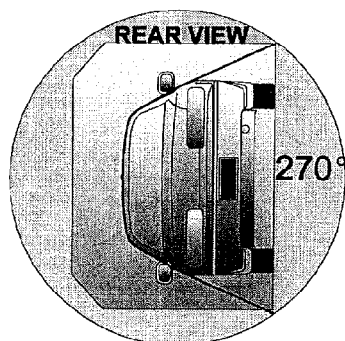
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2000 Chrysler LHS

NHTSA No. MY0300

270 - 360 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

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

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

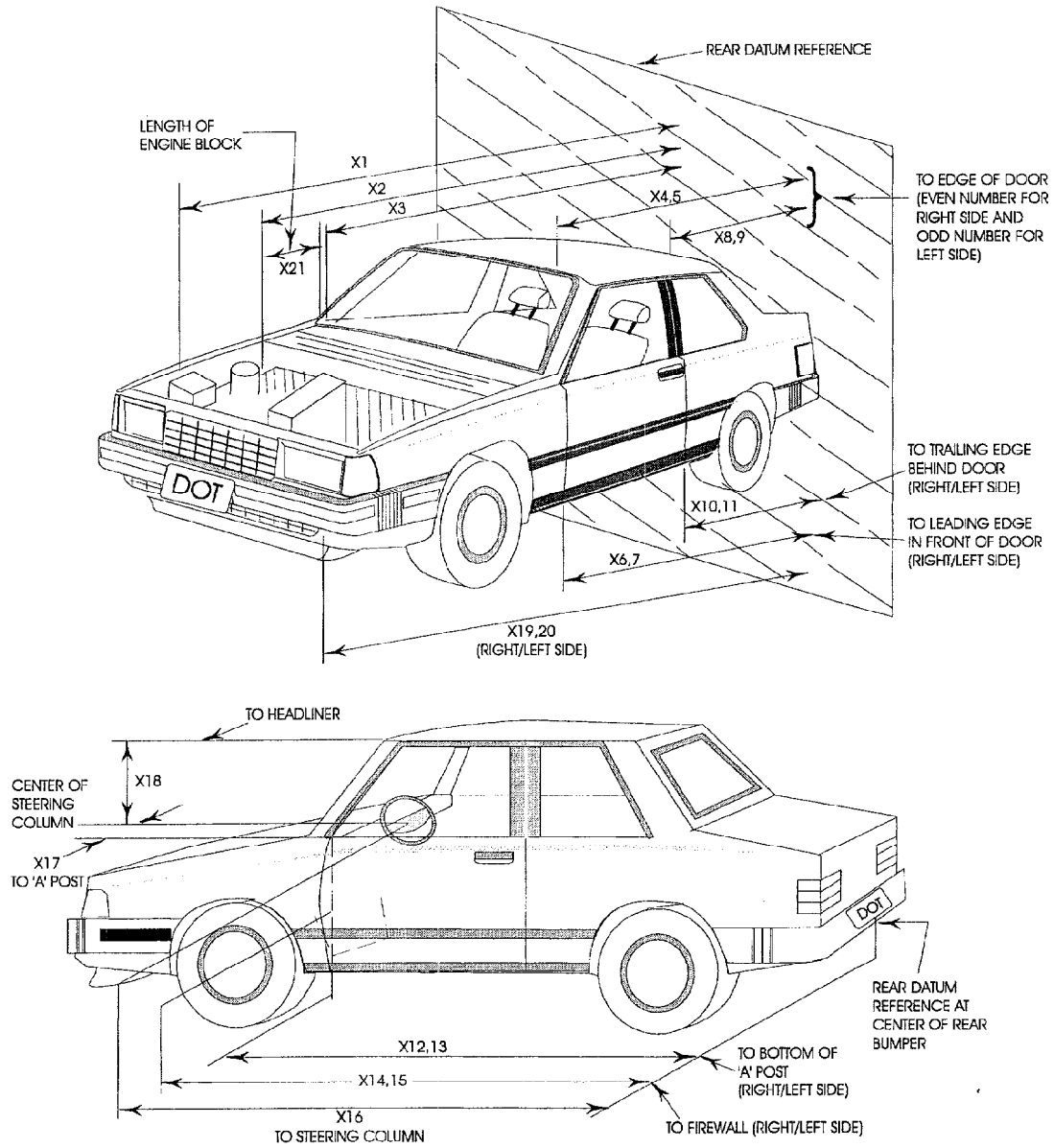
0 g	0 g	0 g	N/A
-----	-----	-----	-----

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

DATA SHEET NO. 14 TEST VEHICLE MEASUREMENTS

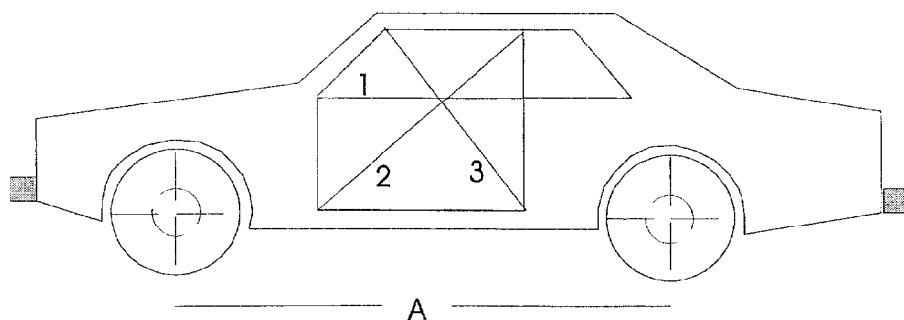


DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

No.		Pre-Test	Post-Test	Differences
X1	Total Length of Vehicle at Centerline	5275	4727	548
X2	Rear Surface of Vehicle to Front of Engine	4832	4573	259
X3	Rear Surface of Vehicle to Firewall	4063	3932	131
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	3785	3780	5
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	3756	3758	-2
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	3693	3685	8
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	3688	3674	14
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	2621	2628	-7
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	2596	2601	-5
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	2616	2610	6
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	2618	2610	8
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	3748	3738	10
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	3764	3730	34
X14	Rear Surface of Vehicle to Firewall, Right Side	4003	3990	13
X15	Rear Surface of Vehicle to Firewall, Left Side	3911	3909	2
X16	Rear Surface of Vehicle to Steering Column	3186	3167	19
X17	Center of Steering Column to "A" Post	330	351	-21
X18	Center of Steering Column to Headliner	408	399	9
X19	Rear Surface of Vehicle to Right Side of Front Bumper	5165	4776	389
X20	Rear Surface of Vehicle to Left Side of Front Bumper	5164	4752	412
X21	Length of Engine Block	559	559	0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	3375	3354	21
CD	Rear Surface of Vehicle to Center of Dash Panel	3444	3430	14
LD	Rear Surface of Vehicle to Left Side of Dash Panel	3343	3340	3

All Dimensions in mm

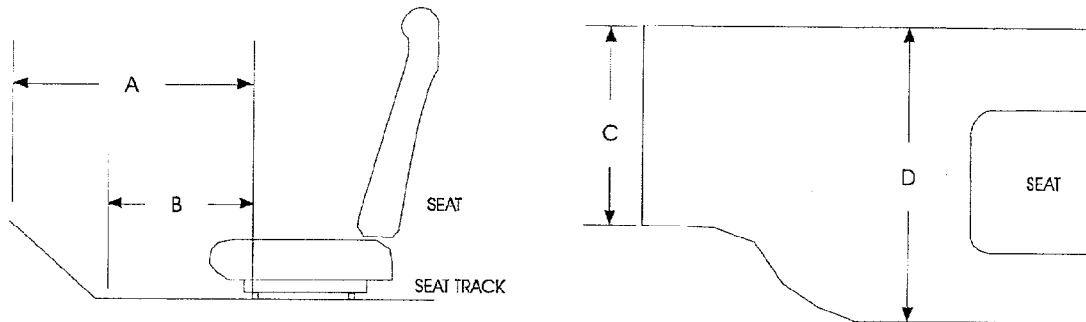
DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
VEHICLE INTRUSION MEASUREMENTS
DOOR OPENING WIDTH



UNITS (mm)	LEFT			RIGHT		
MEASUREMENT	1	2	3	1	2	3
BEFORE TEST	980	1411	963	981	1406	953
AFTER TEST	974	1412	981	985	1412	964
DIFFERENCE	6	-1	-18	-4	-6	-11

UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	2876	2875
AFTER TEST	2755	2716
DIFFERENCE	121	159

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



DRIVER

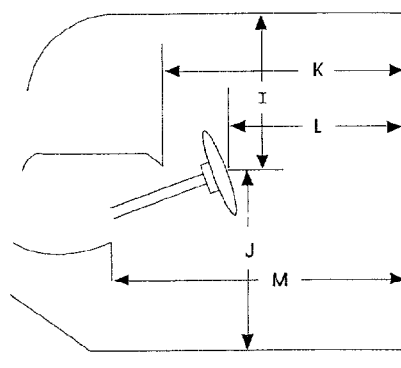
Measurement	Pre-Test	Post-Test	Difference
A	796	590	206
B	591	456	135
C	554	483	71
D	579	552	27

PASSENGER

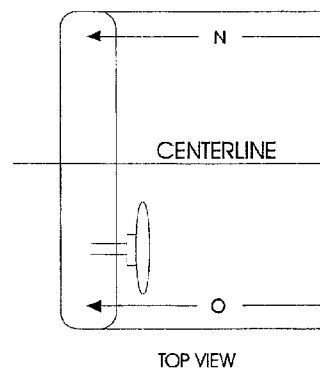
Measurement	Pre-Test	Post-Test	Difference
A	656	518	138
B	504	452	52
C	544	505	39
D	586	612	-26

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
VEHICLE INTRUSION MEASUREMENTS
STATIC PASSENGER COMPARTMENT INTRUSION

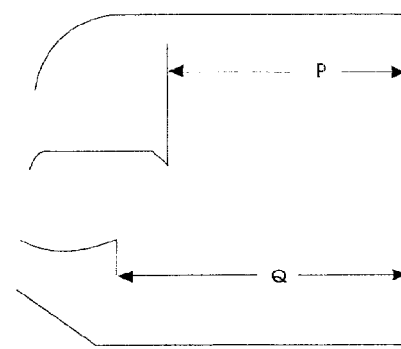


DRIVER'S SIDE



TOP VIEW

MEASUREMENTS
FROM C-PILLAR
BELT ANCHORAGE

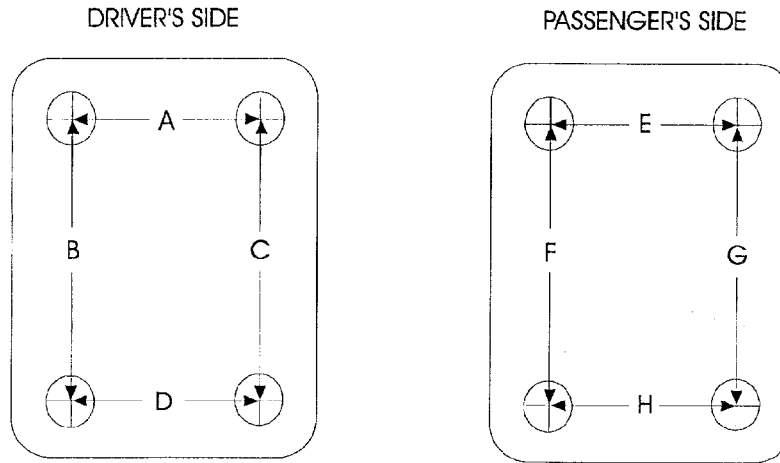


PASSENGER'S SIDE

Measurement	Pre-Test	Post-Test	Difference
I	408	399	9
J	629	728	-99
K	2075	2063	12
L	1881	1860	21
M	2083	2069	14
N	2028	2023	5
O	2038	2033	5
P = K (PASS.)	2096	2085	11
Q = M (PASS.)	2148	2129	19

Units = mm

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

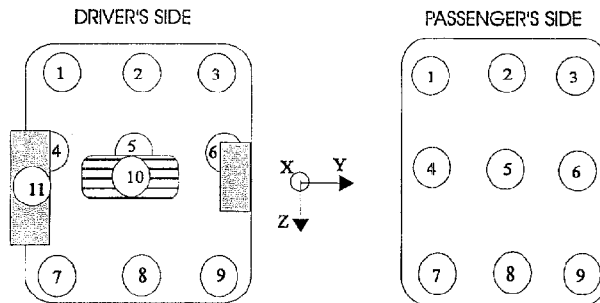


TOP VIEW THROUGH FLOOR PAN

Measurement	Prc-Test	Post-Test	Difference
A	457	418	39
B	508	505	3
C	508	449	59
D	457	459	-2
E	457	429	28
F	508	450	58
G	508	505	3
H	457	457	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	3925	3708	217	-477	-479	2
2	3922	3712	210	-480	-472	-8
3	3919	3745	174	-438	-430	-8
4	3889	3689	200	-387	-396	9
5	3889	3640	249	-366	-389	23
6	3859	3687	172	-347	-332	-15
7	3721	3644	77	-255	-211	-44
8	3716	3578	138	-252	-205	-47
9	3744	3592	152	-250	-188	-62
10	3744	3552	192	-403	-481	78
11	3724	3653	71	-369	-320	-49

Passenger Side Floorpan Measurements

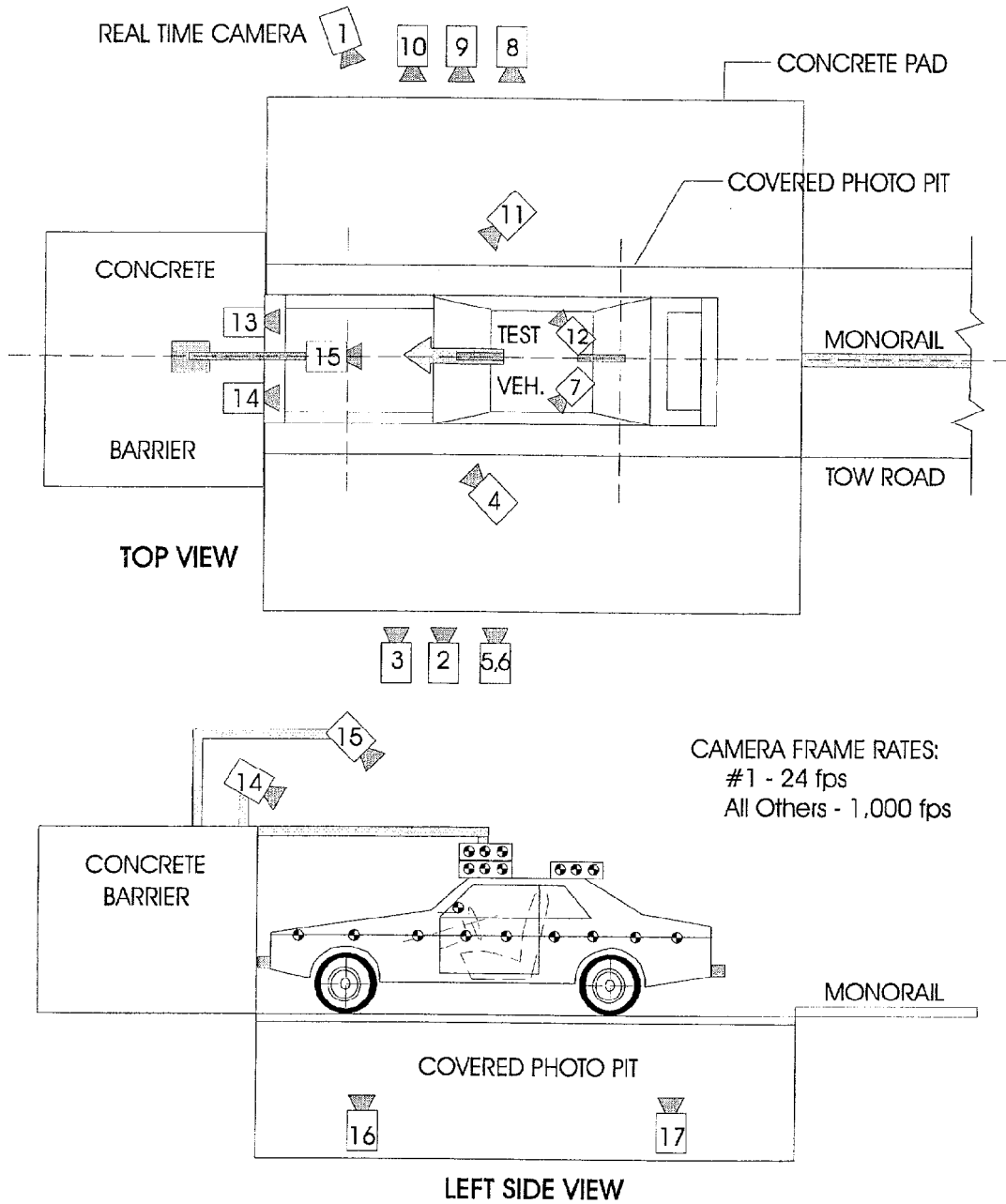
Reference: X = Rear Bumper; Z = Ground

Floorpan Location	X Deformation			Z Deformation		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3806	3650	156	-399	-430	31
2	3796	3652	144	-386	-431	45
3	3784	3702	82	-398	-406	8
4	3734	3568	166	-321	-340	19
5	3737	3616	121	-321	-340	19
6	3738	3677	61	-309	-283	-26
7	3634	3486	148	-235	-239	4
8	3643	3586	57	-225	-234	9
9	3654	3659	-5	-241	-224	-17

Units in mm

DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

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



DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS (cont.)

NHTSA Test No.: MY0300 Vehicle: 2000 Chrysler LHS 4-Door Sedan

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	7180	2000	1045	-2.9	6742	12.5	1020
3	Left Side View	8368	1043	1090	-2.8	7930	25	1015
4	Driver and Interior View	6925	2877	1860	-9.9	-	35	1055
5	Steering Column (Bottom)	7900	1739	1165	-9.0	7462	25	1020
6	Steering Column (Top)	7900	1739	1798	-2.5	7462	25	1005
7	Left Belt	-	-	-	-	-	13	1020
8	Overall Right Side	7200	2047	1048	-3.9	6762	12.5	1015
9	Right Side View	8395	1400	1090	-2.5	7957	25	1005
10	Right Passenger View	8298	2008	1280	-2.5	7860	35	1005
11	Passenger and Interior View	6675	2081	1858	-8.9	-	35	1010
12	Right Belt	-	-	-	-	-	13	1020
13	Passenger Front View	579	-25	1975	-38.0	-	13	1020
14	Driver Front View	579	-25	1975	-37.0	-	13	1015
15	Windshield View	0	-92	3588	-51.1	-	25	1000
16	Pit View of Engine	0	680	-3048	90.0	-	13	1050
17	Pit View of Fuel Tank	0	2725	-3048	90.0	-	13	1010

*X = film plane to monorail centerline

** = referenced to horizontal plane

Y = film plane to impact location

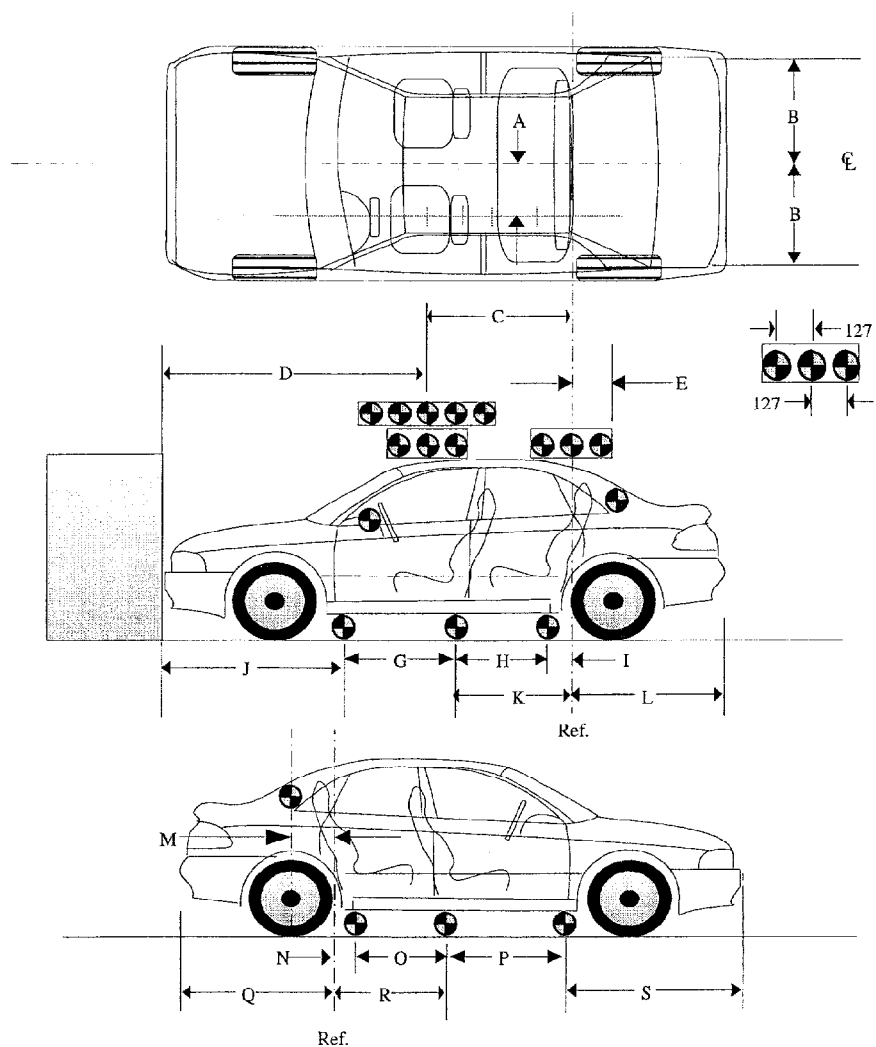
N.T. indicates No Timing

Z = film plane to ground

DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

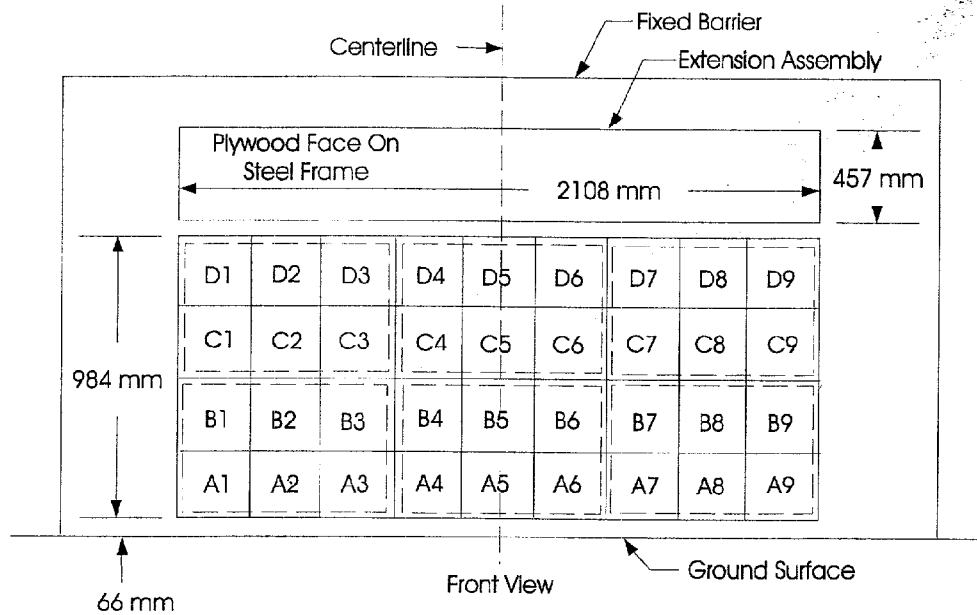
(Dimensions in millimeters)

A	362
B	586
C	1227
D	2404
E	301
F	1742
G	945
H	957
I	138
J	1562
K	1094
L	1673
M	304
N	135
O	951
P	954
Q	1676
R	1086
S	1558



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)

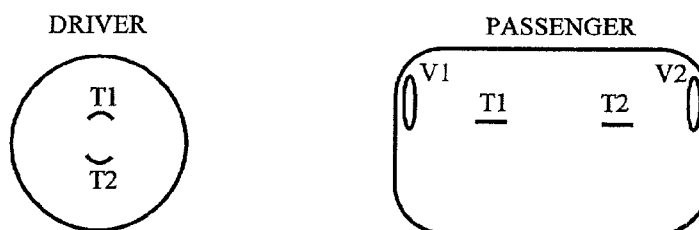
DATA SHEET NO. 18 POST TEST AIR BAG DATA

NHTSA No. : MY0300; Test Date: January 19, 2000; Technician: Lawrence Q. Valvo

Vehicle Model Year/Make/Model: 2000 Chrysler LHS

- A. No. of vent holes: 0 -Driver 2 -Passenger
- B. Size of vent holes: (mm²) - -Driver 2827 -Passenger
- C. Total vent area: (mm²) - -Driver 5654 -Passenger
- D. Deflated air bag length and width dimensions or, if round, diameter. (mm)
- Driver: - -Length; - -Width; 618 -Diameter
- Passenger: 740 -Height; 480 -Width; 440 -Depth
- E. Is the air bag tethered?
- Driver: X -Yes; - -No; If yes, record length of tether- 240
- Passenger: X -Yes; - -No; If yes, record length of tether- 420

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).



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

Driver: Air bag: P120545-02...(remainder of number not legible); TMK3518D1509

Generator: TFDDM3199W1393; POMF50VK9AG

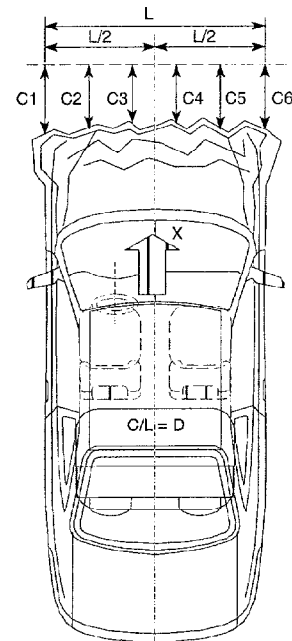
Passenger: Air bag: P5204270-00AA00; TMK3128G0437

Generator: 04649116AA; TEDPM319942357

FOR 56.3 KPH FRONTAL BARRIER IMPACT

Vehicle Size Category: Passenger Car Test Weight: 1807.0 kg

	PRE	POST	DIFF	
C1 =	5044	4728	-316	mm
C2 =	5212	4769	-443	mm
C3 =	5260	4710	-550	mm
C4 =	5261	4720	-541	mm
C5 =	5212	4764	-448	mm
C6 =	5046	4754	-292	mm



Length of Damaged Region:

L2= 945 mm

APPENDIX A
PHOTOGRAPHS

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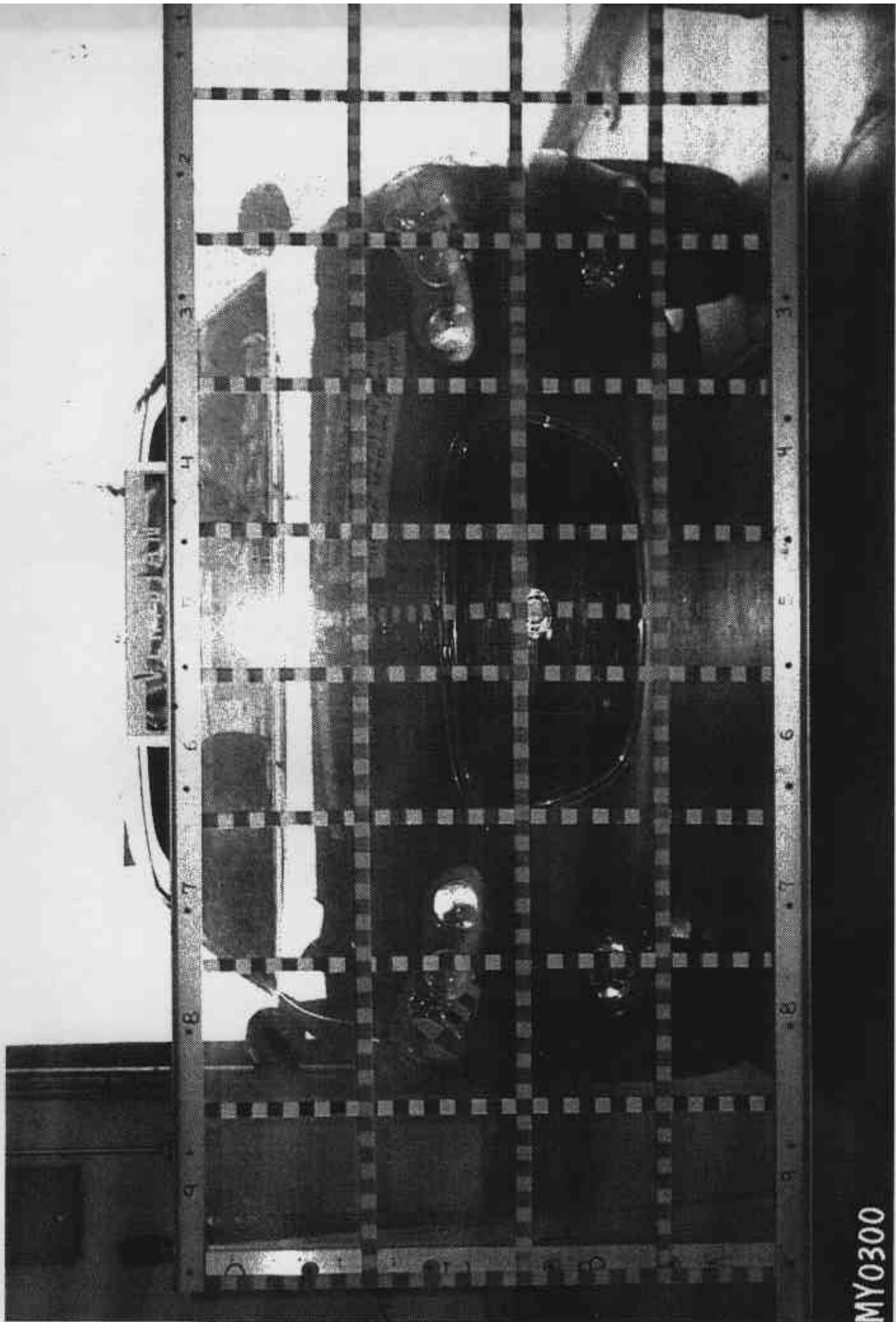


Figure A-1: LOAD CELL LOCATIONS.

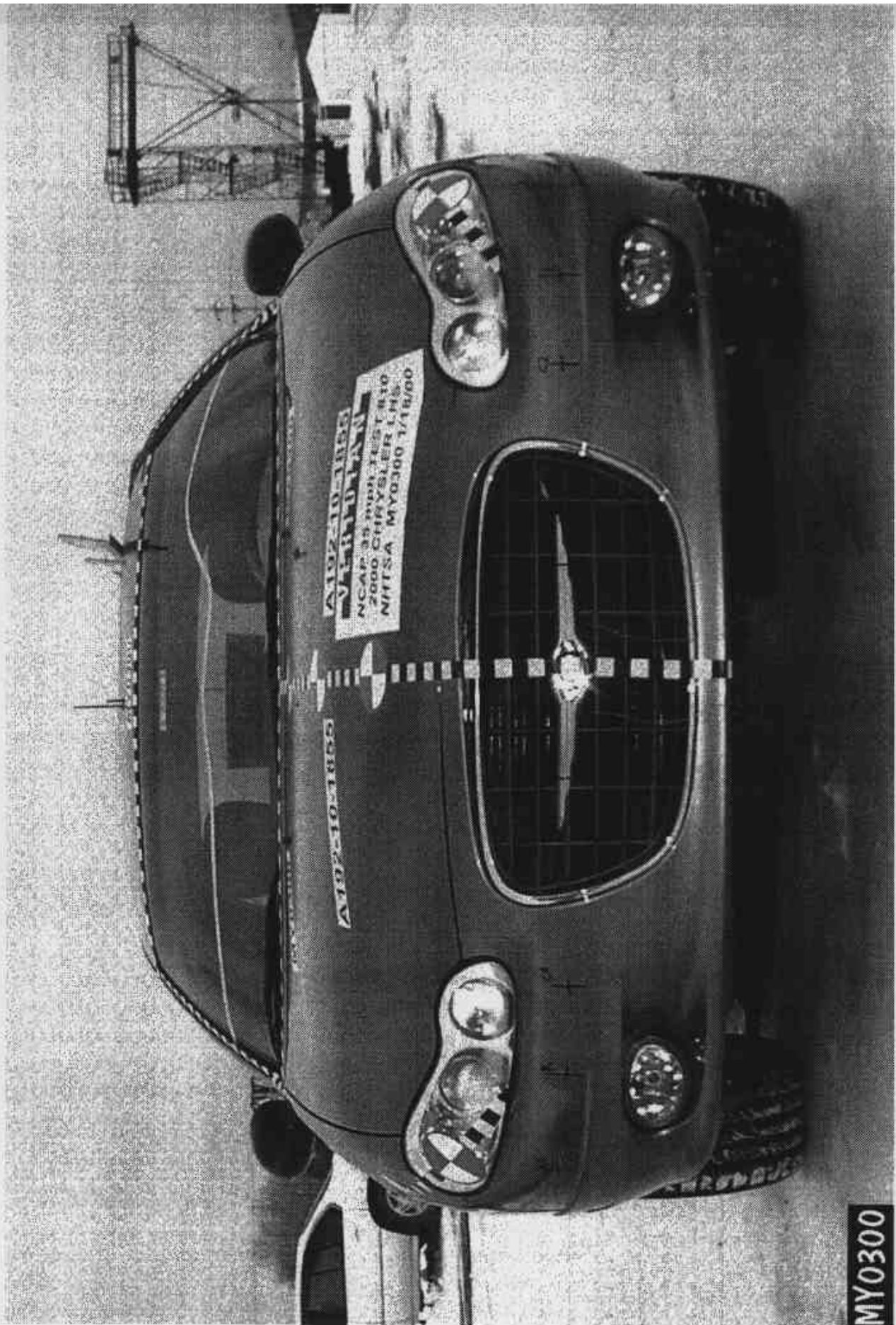


Figure A-2: PRE-TEST FRONT VIEW

MY0300



Figure A-3: POST-TEST FRONT VIEW.

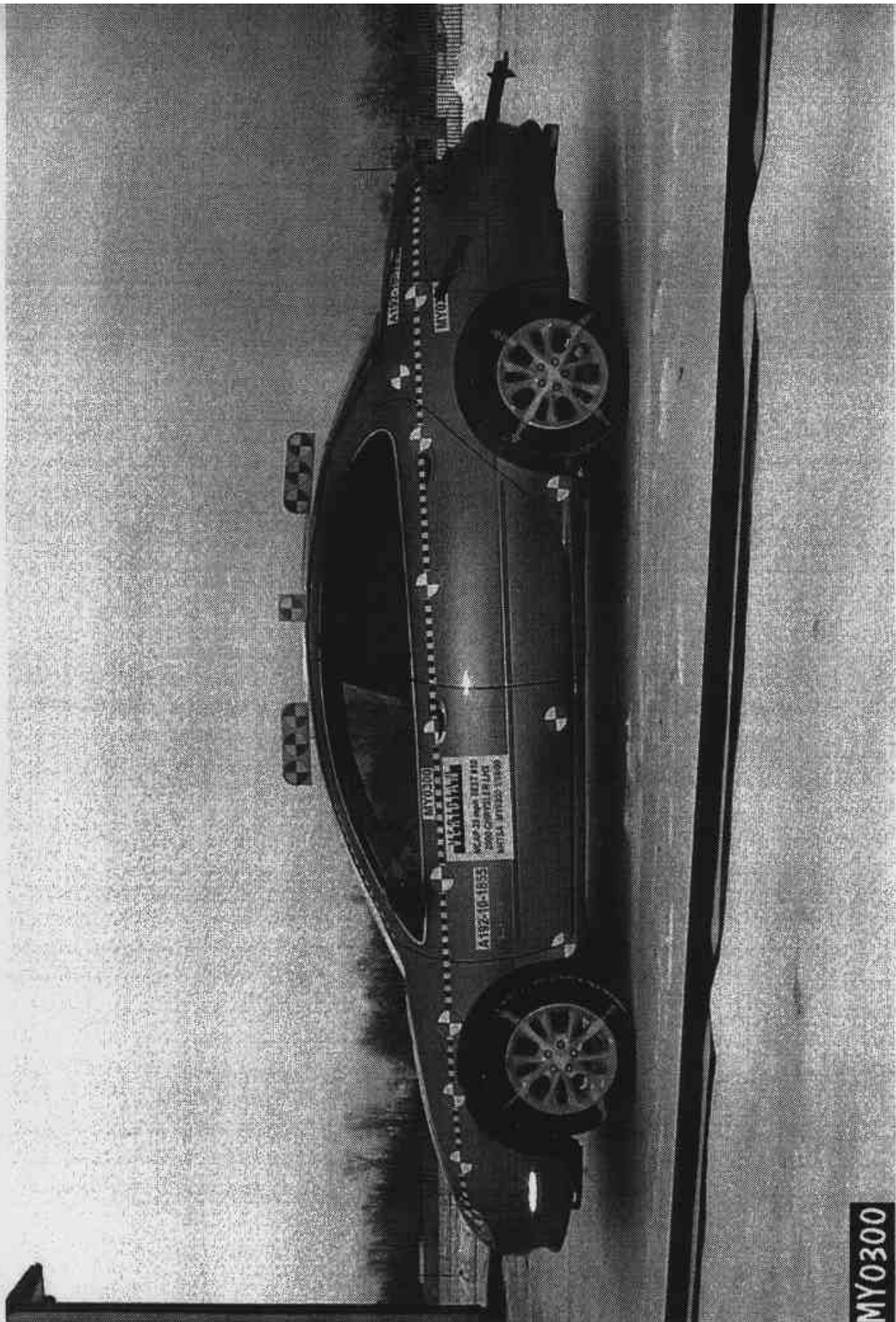


Figure A-4: PRE-TEST LEFT SIDE VIEW

MY0300

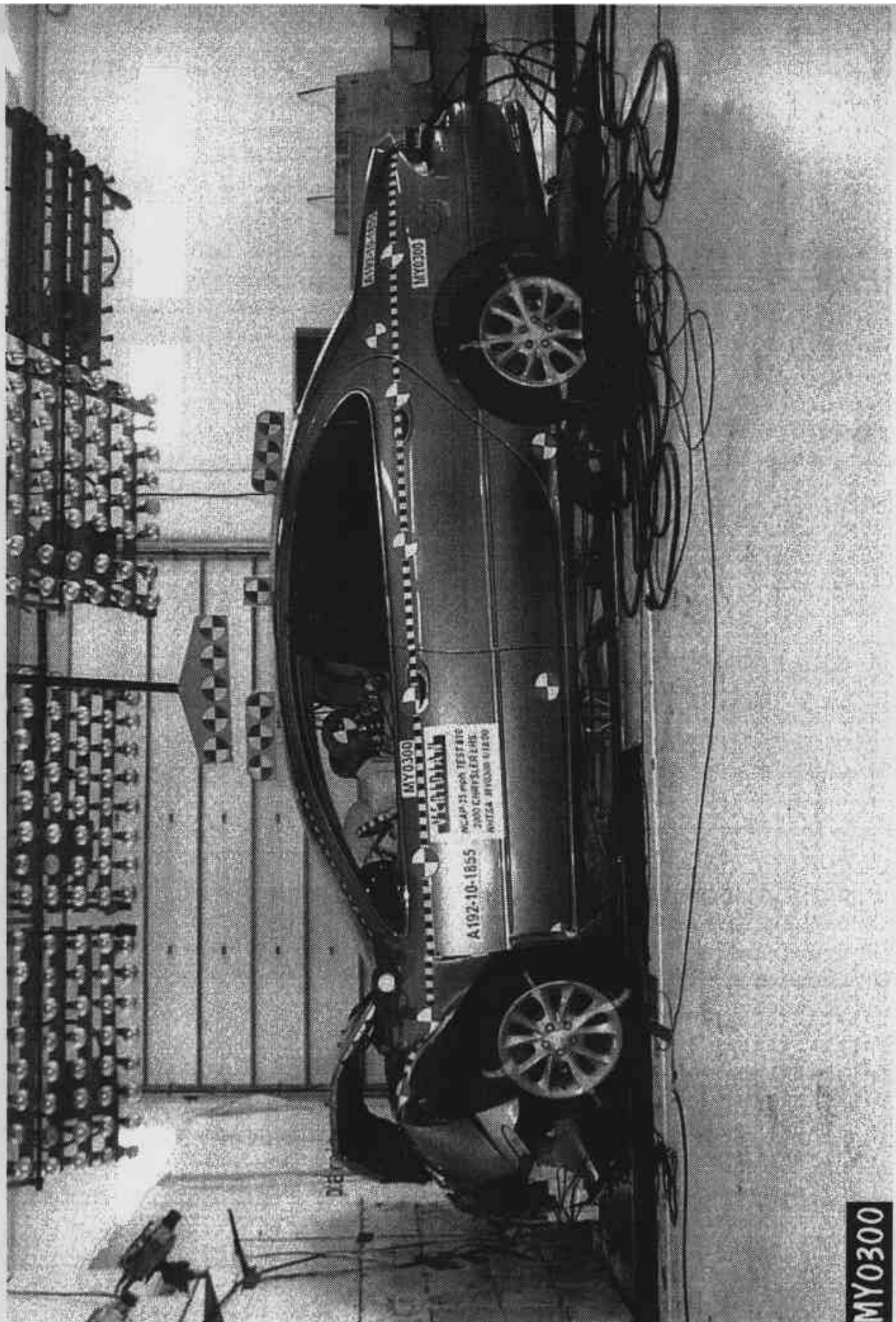


Figure A-5: POST-TEST LEFT SIDE VIEW

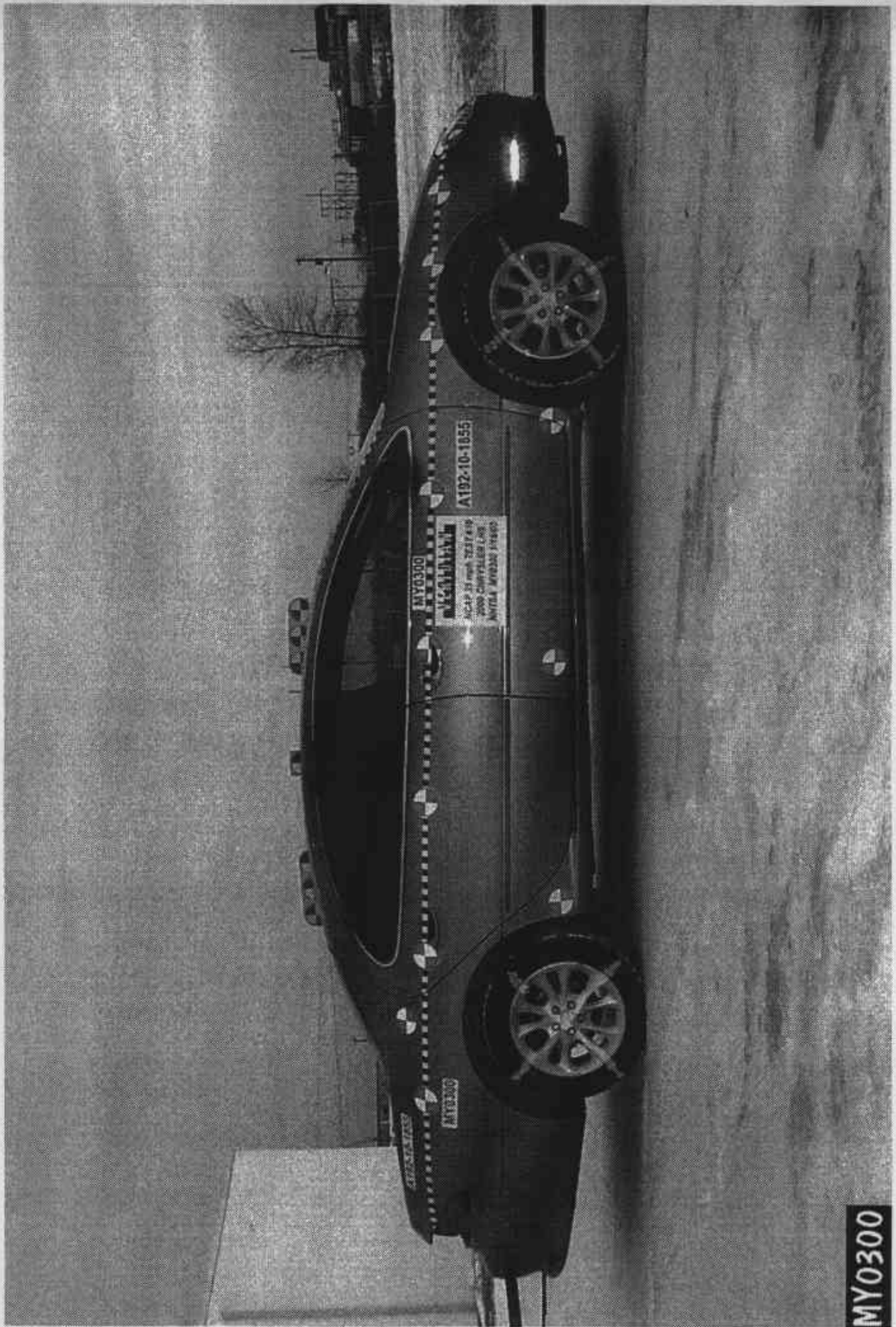


Figure A-6: PRE-TEST RIGHT SIDE VIEW

MY0300



Figure A-7: POST-TEST RIGHT SIDE VIEW

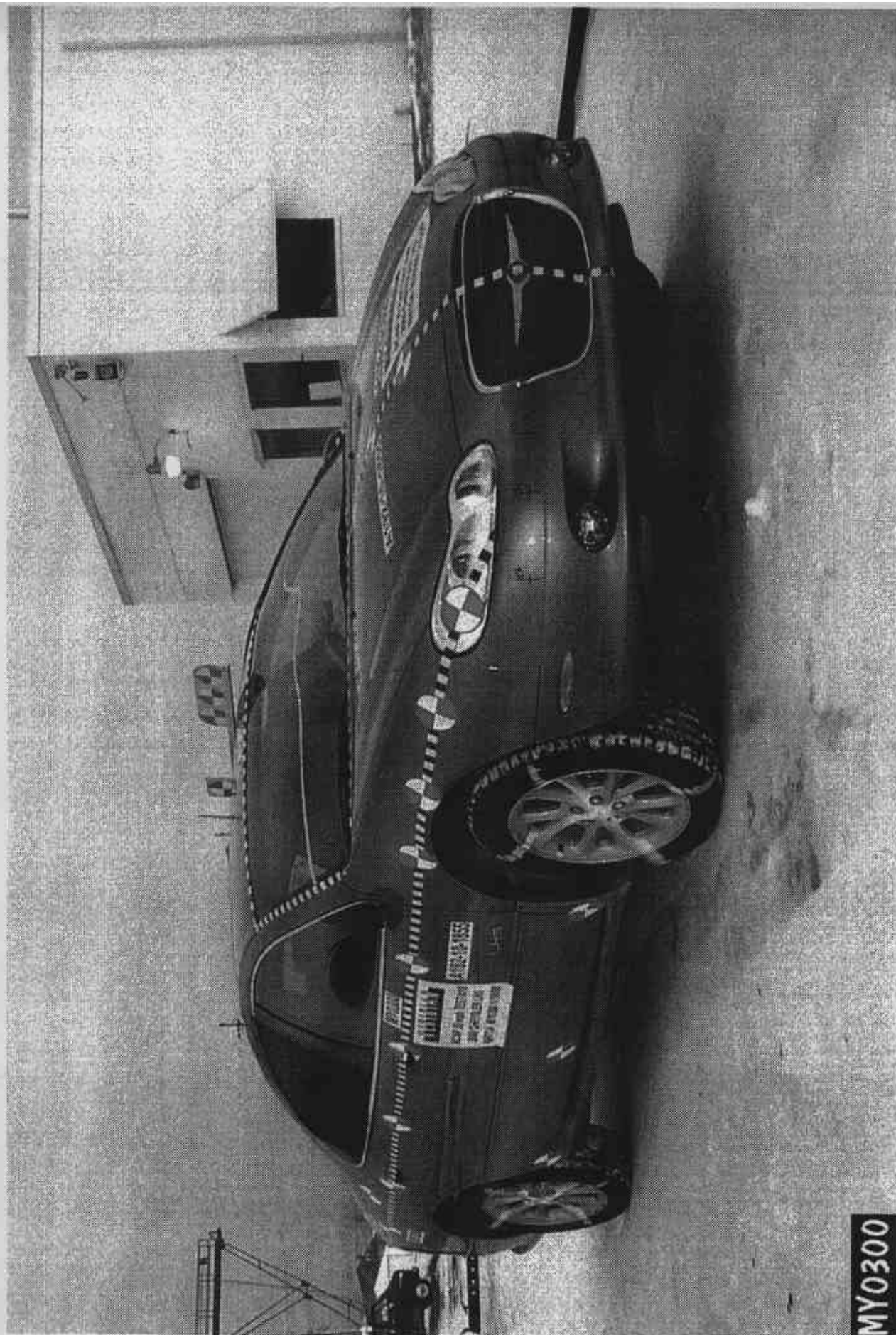


Figure A-8: PRE-TEST RIGHT FRONT THREE-QUARTER VIEW



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

MY0300

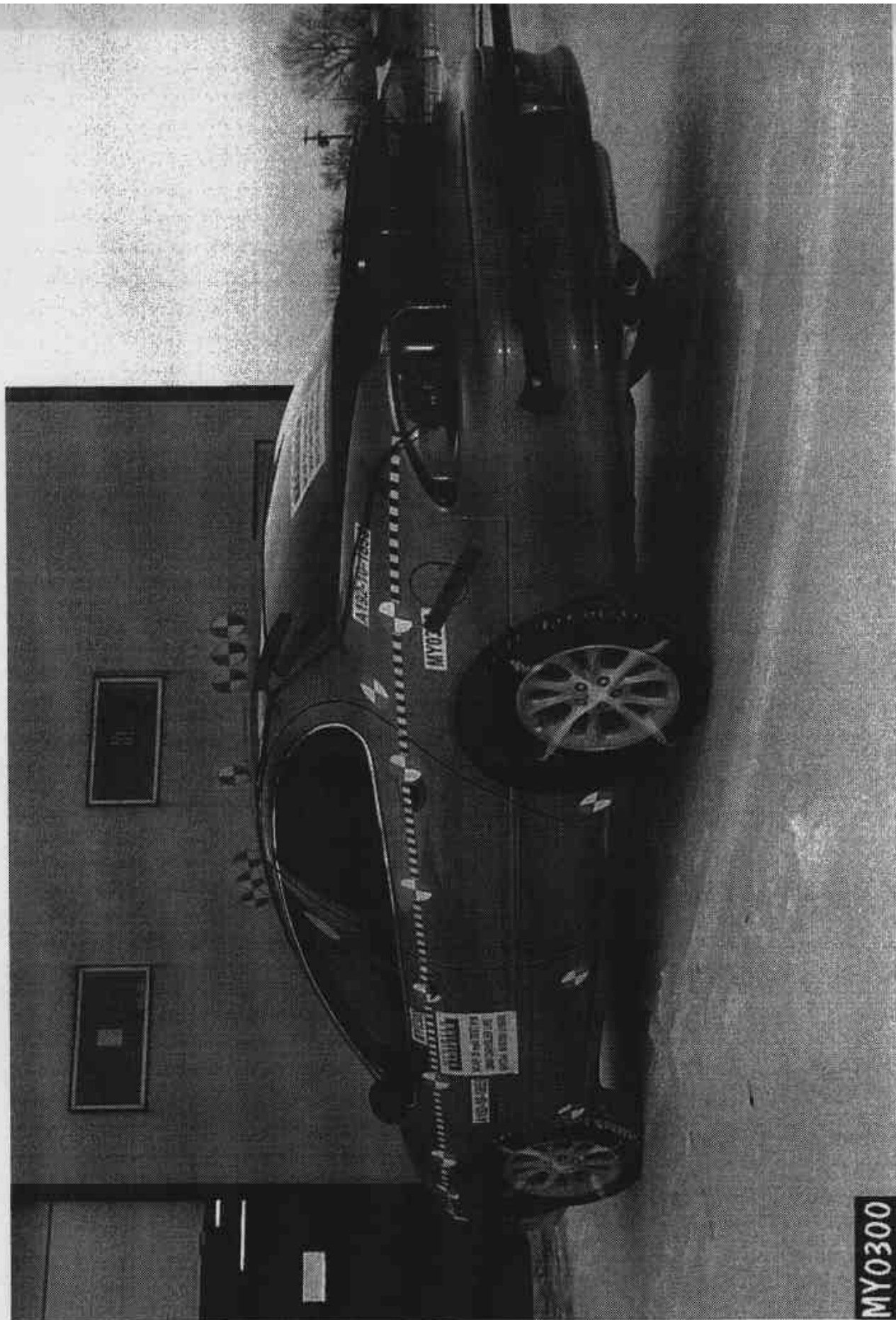


Figure A-10: PRE-TEST LEFT REAR THREE-QUARTER VIEW

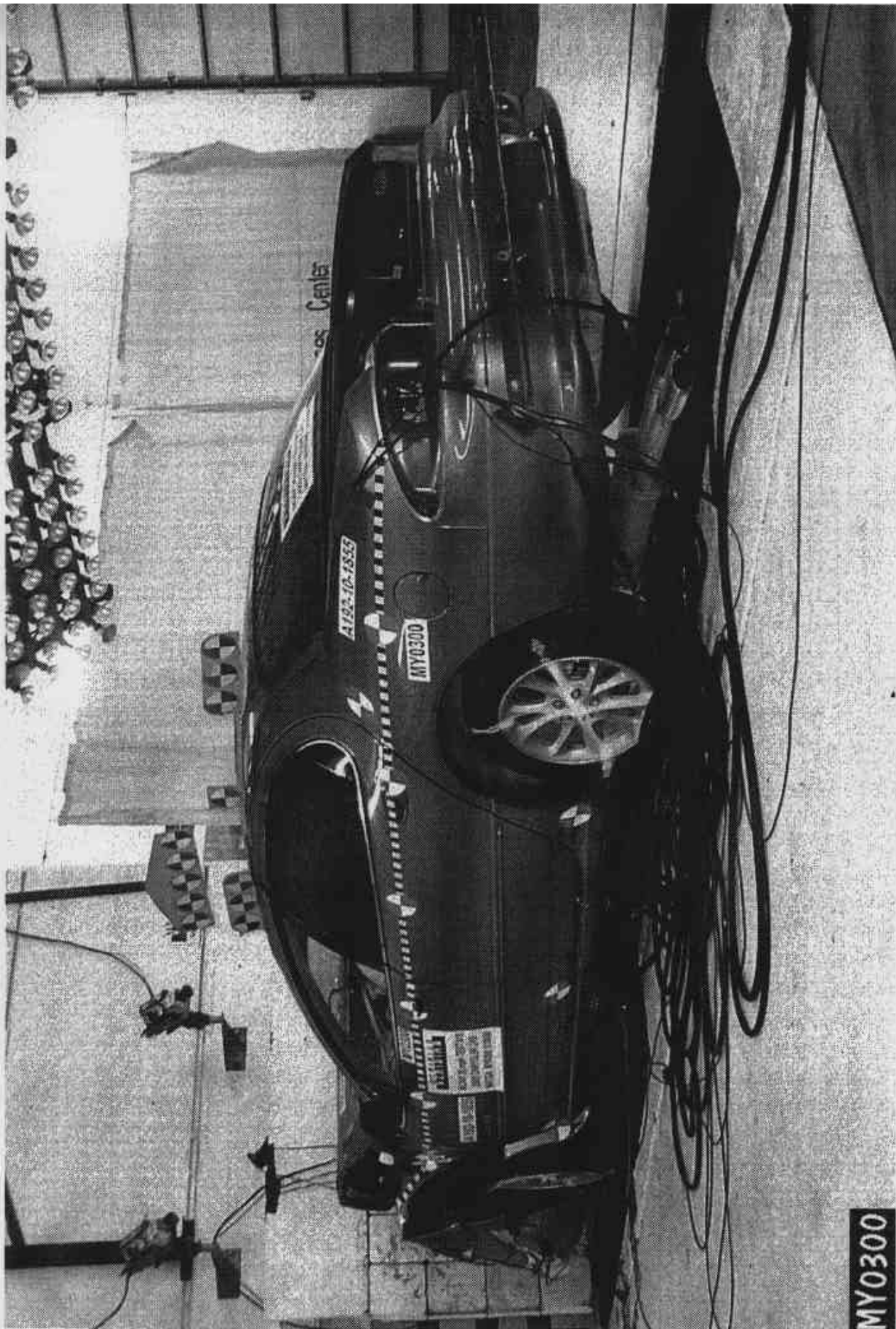


Figure A-11: POST-TEST LEFT REAR THREE-QUARTER VIEW

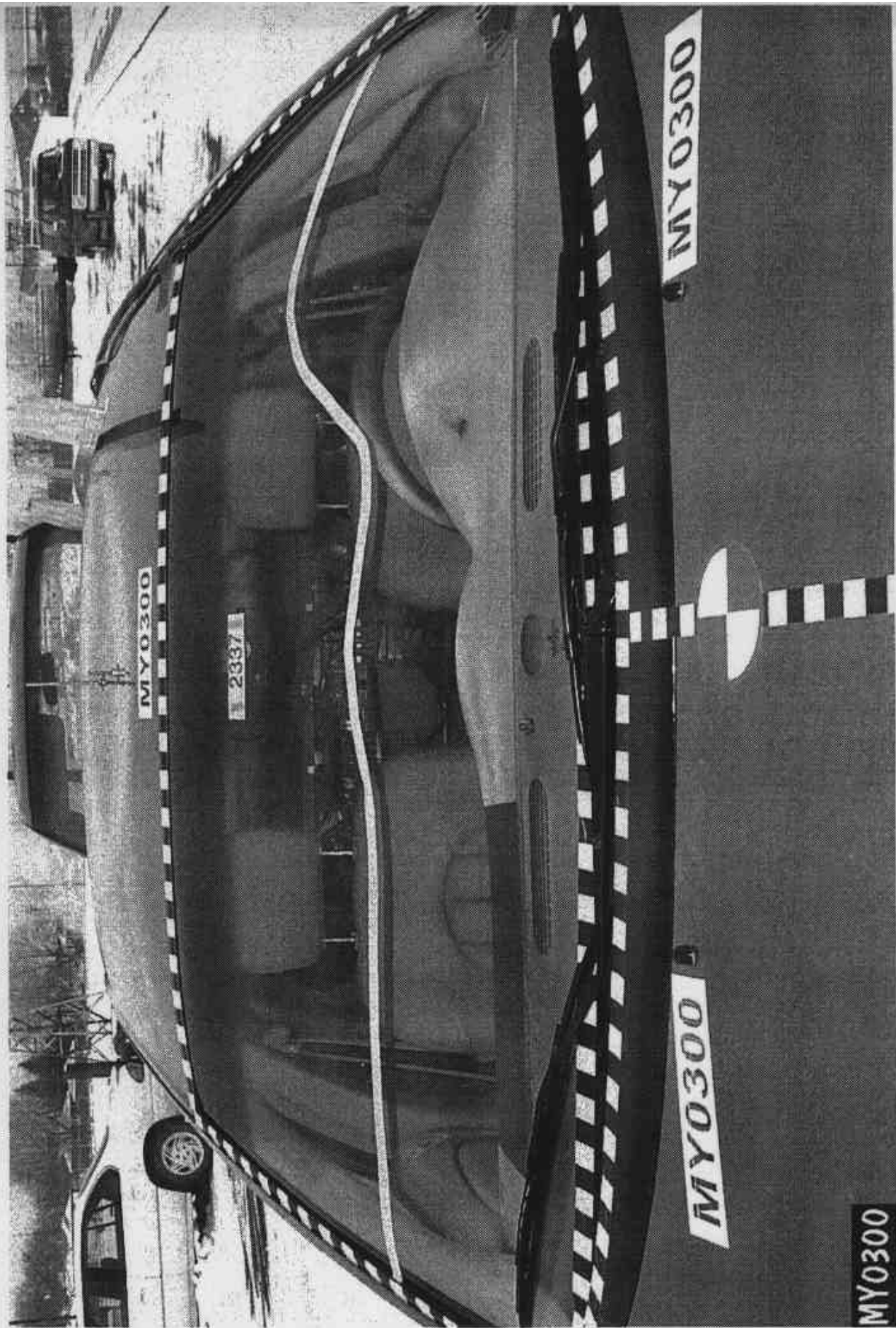


Figure A-12: PRE-TEST WINDSHIELD VIEW

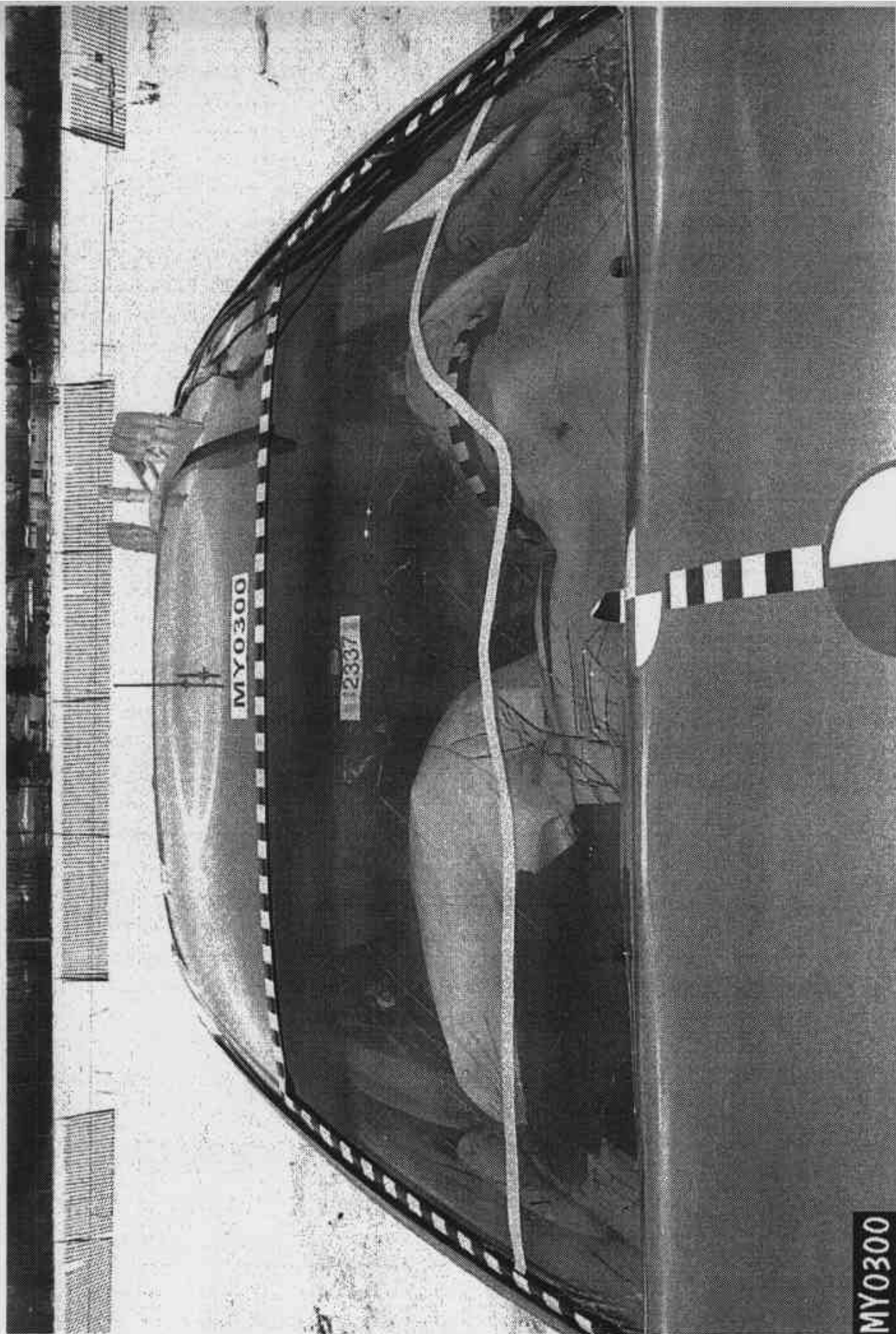


Figure A-13: POST-TEST WINDSHIELD VIEW

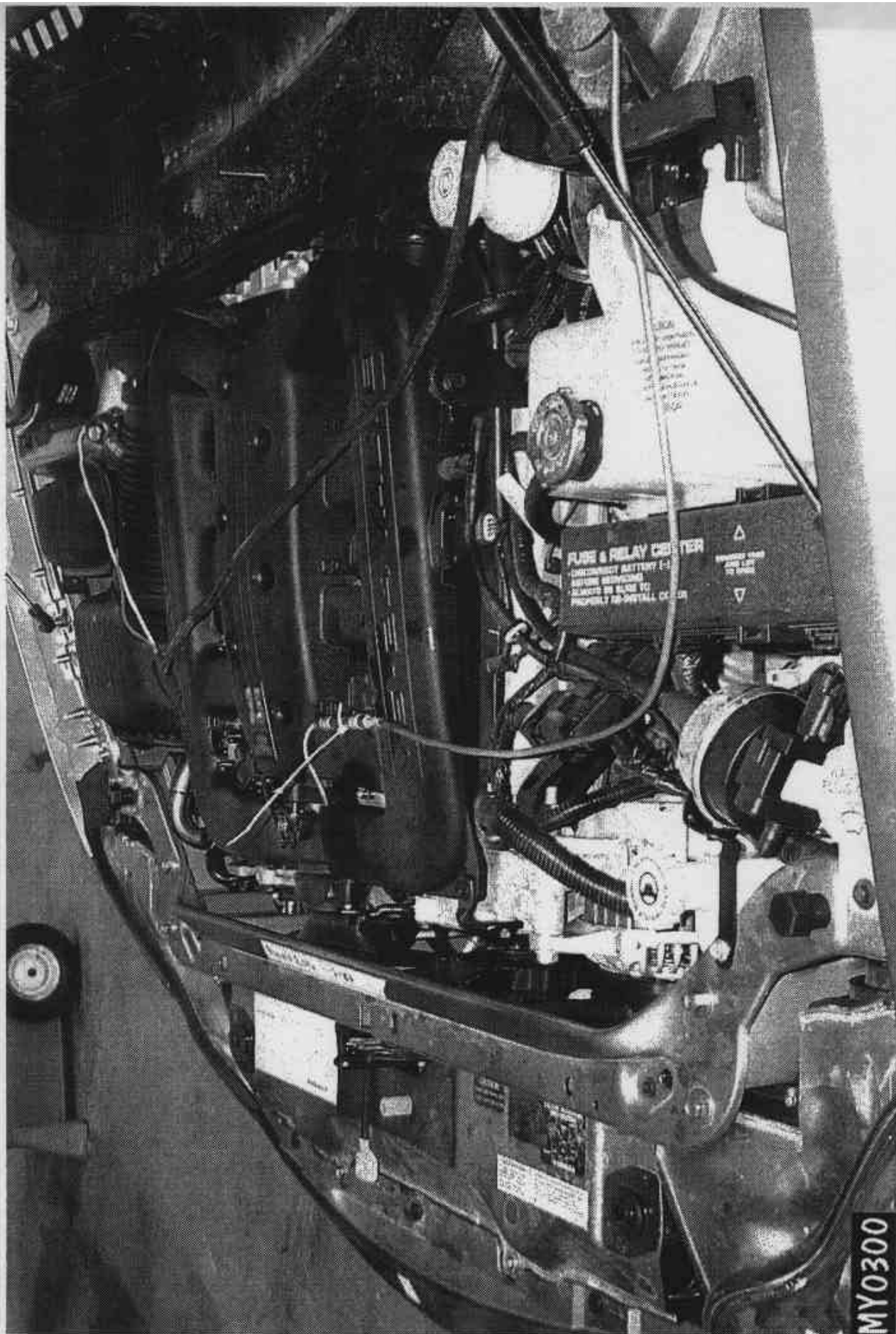


Figure A-14: PRE-TEST ENGINE COMPARTMENT VIEW

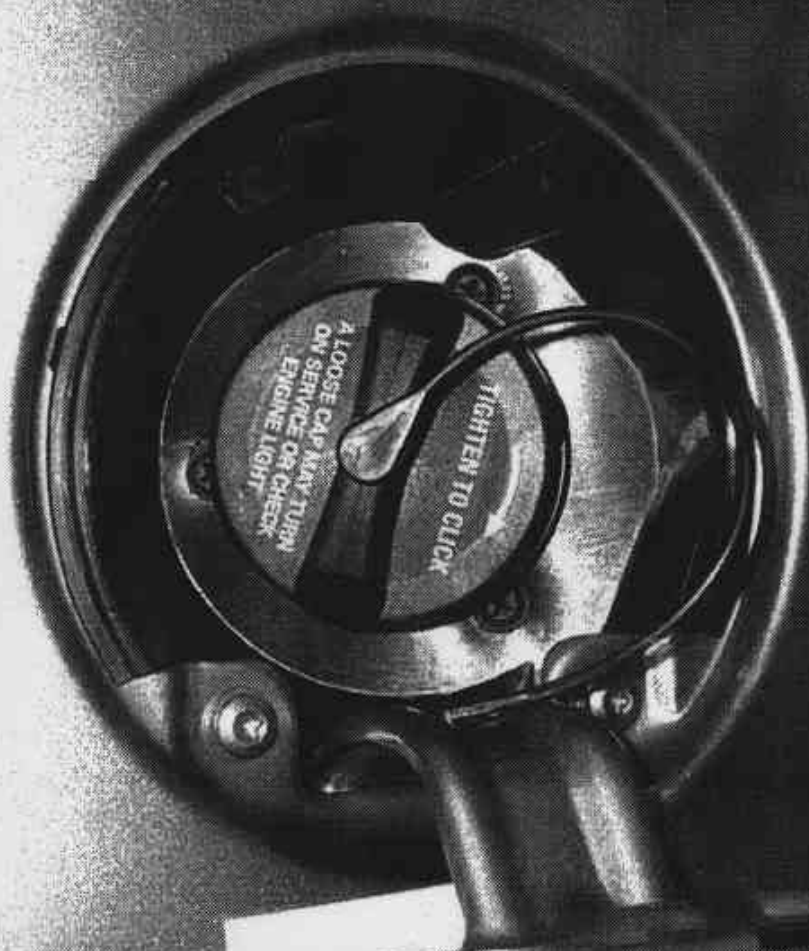


Figure A-15: FUEL CAP VIEW

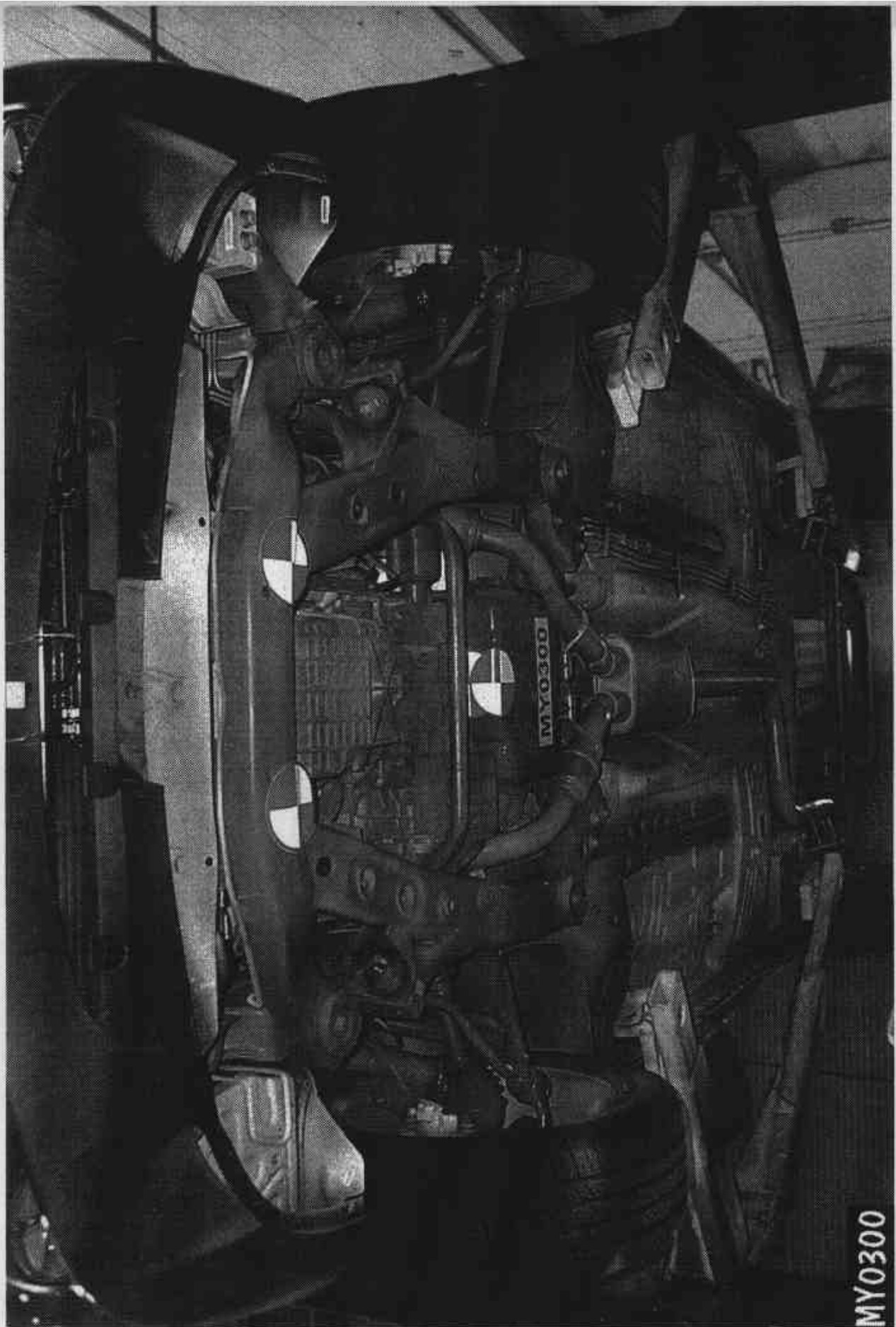


Figure A-16: PRE-TEST FRONT UNDERBODY VIEW

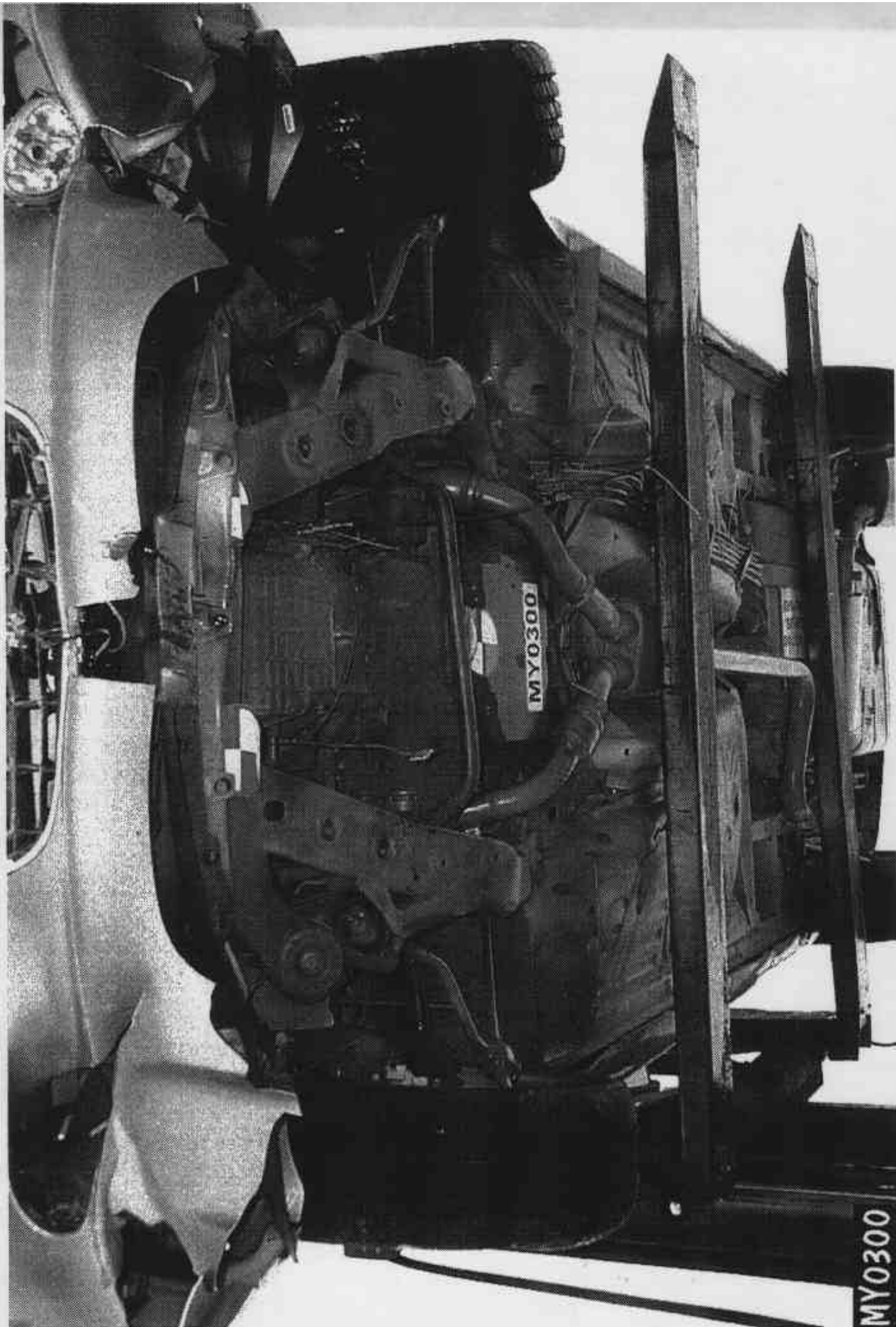


Figure A-17: POST-TEST FRONT UNDERBODY VIEW



Figure A-18: PRE-TEST FRONT SIDE UNDERBODY VIEW



Figure A-19: POST-TEST FRONT SIDE UNDERBODY VIEW

MY0300

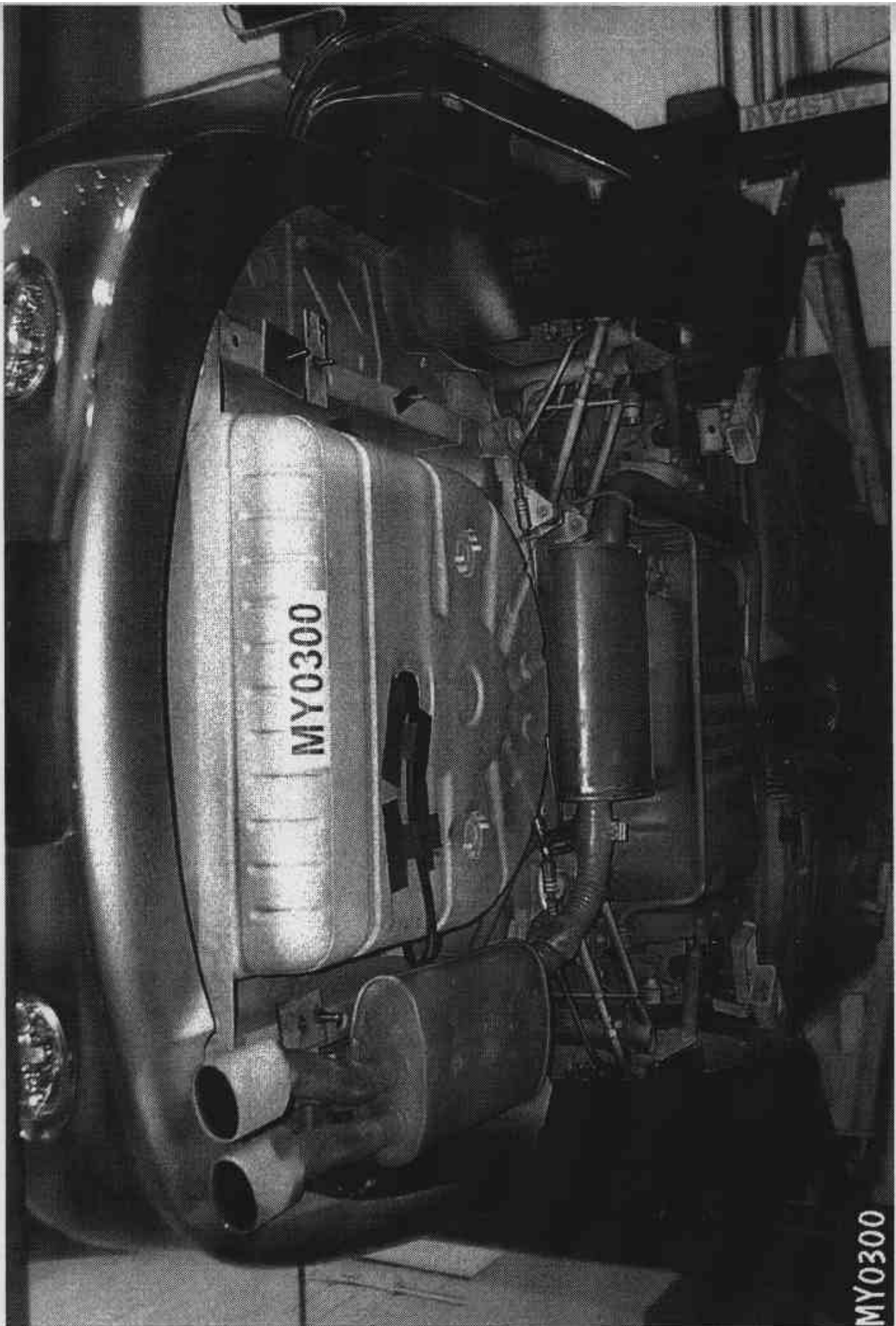


Figure A-20: PRE-TEST REAR UNDERBODY VIEW

MY0300



Figure A-21: POST-TEST REAR UNDERBODY VIEW



Figure A-22: PRE-TEST DRIVER POSITION VIEW

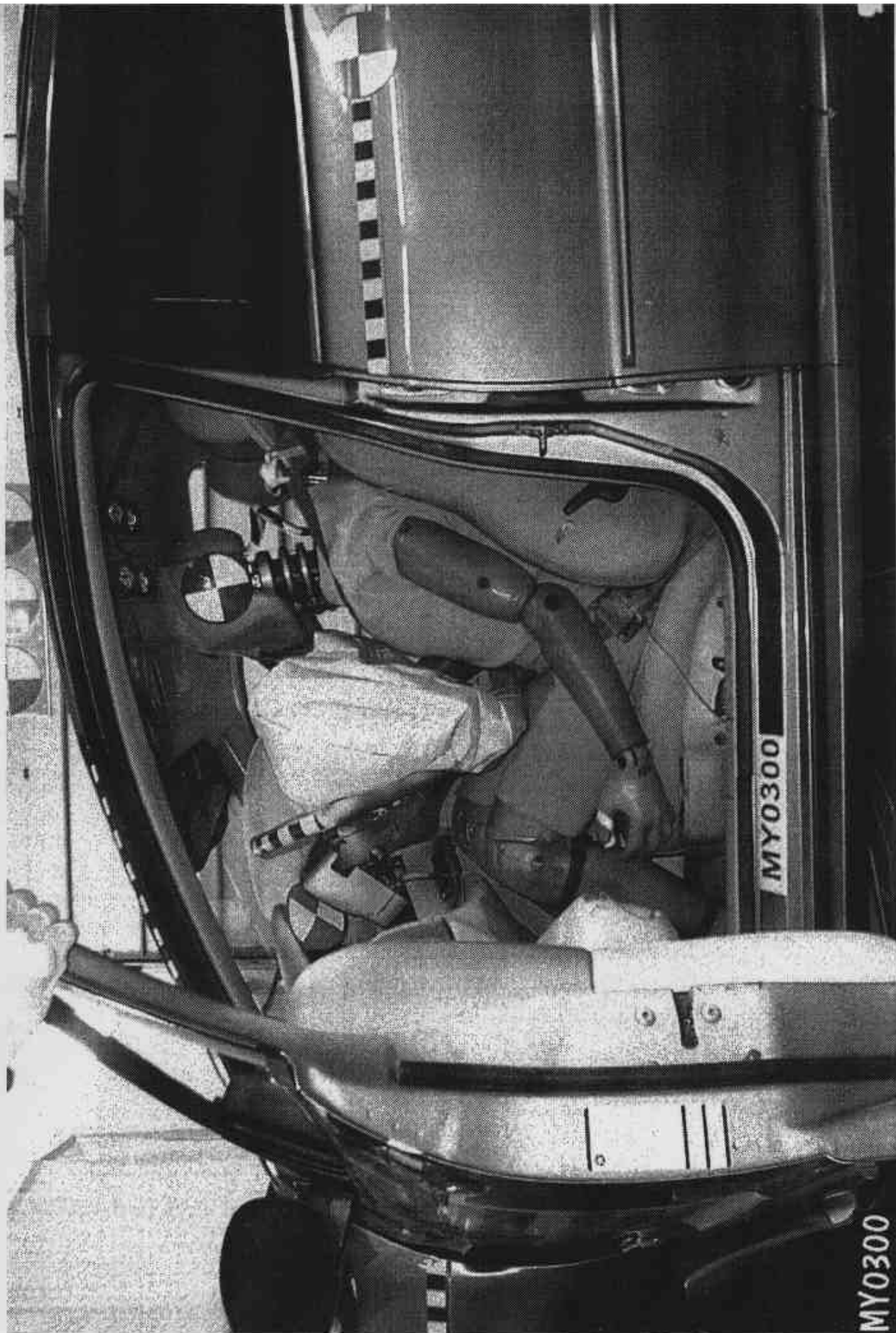


Figure A-23: POST-TEST DRIVER POSITION VIEW



Figure A-24: PRE-TEST PASSENGER POSITION VIEW



Figure A-25: POST-TEST PASSENGER POSITION VIEW

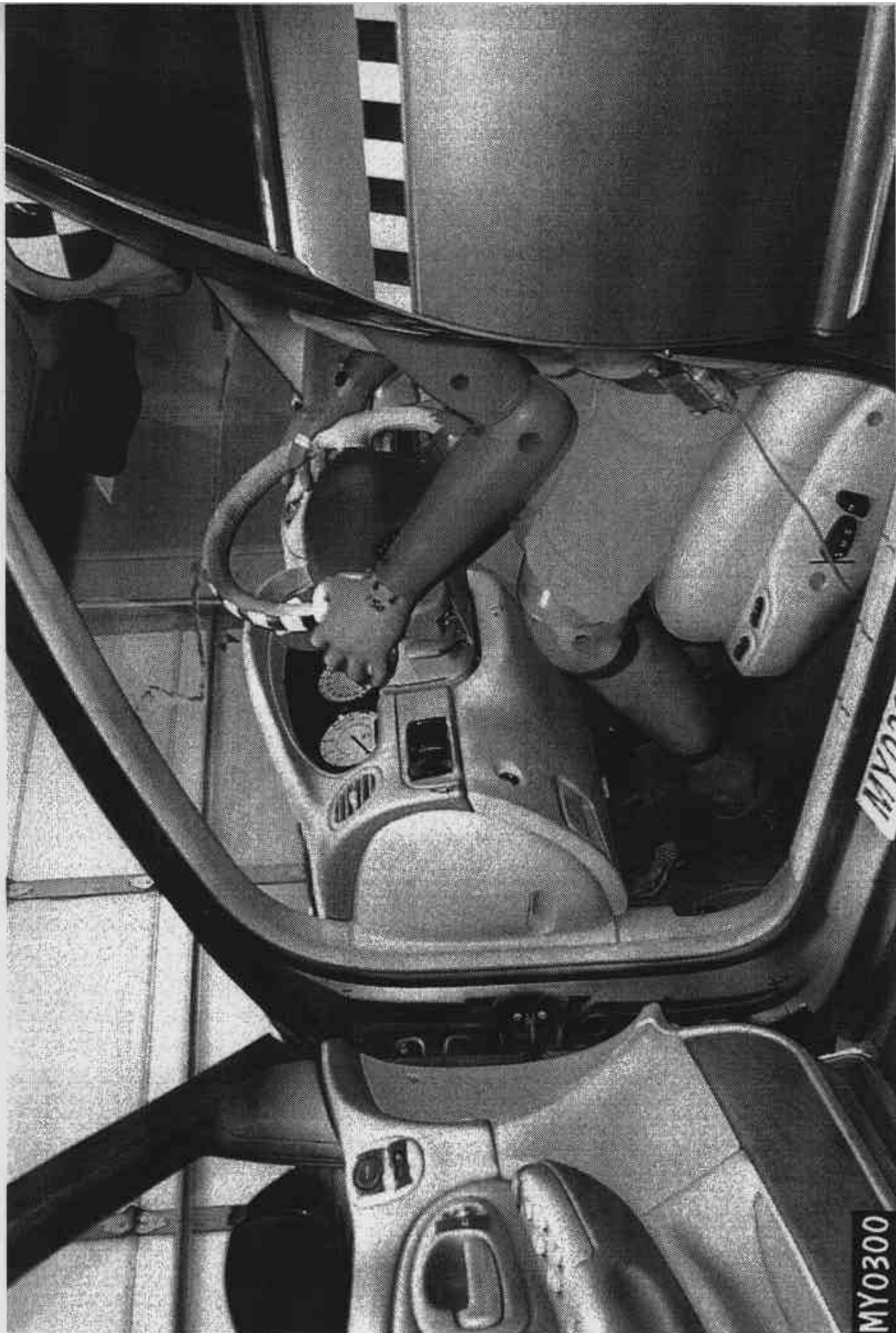


Figure A-26: PRE-TEST DRIVER AND INTERIOR VIEW



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

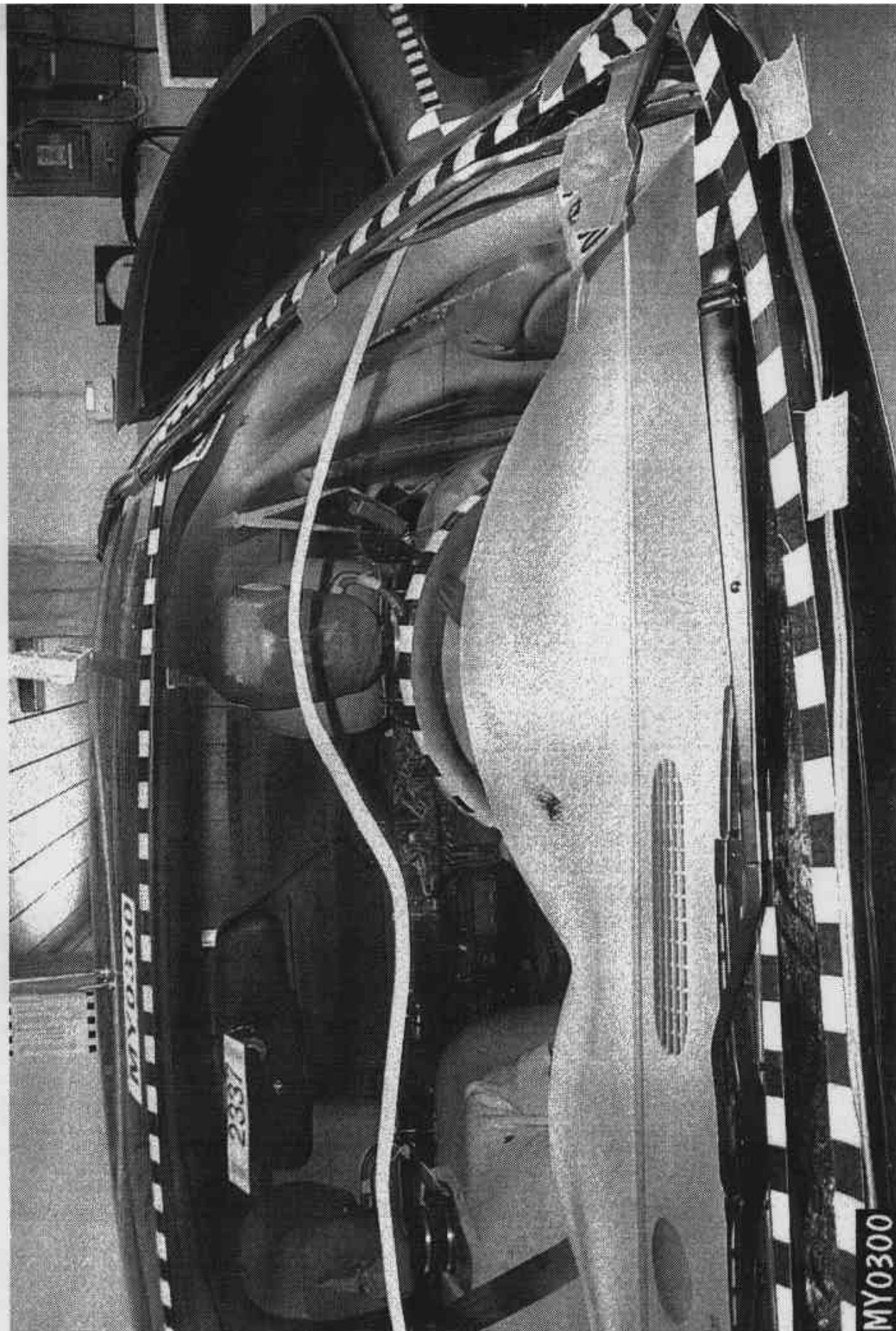


Figure A-30: PRE-TEST DRIVER HEAD LOCATION

PHOTOGRAPH NOT AVAILABLE

Figure A-31: POST-TEST DRIVER HEAD LOCATION

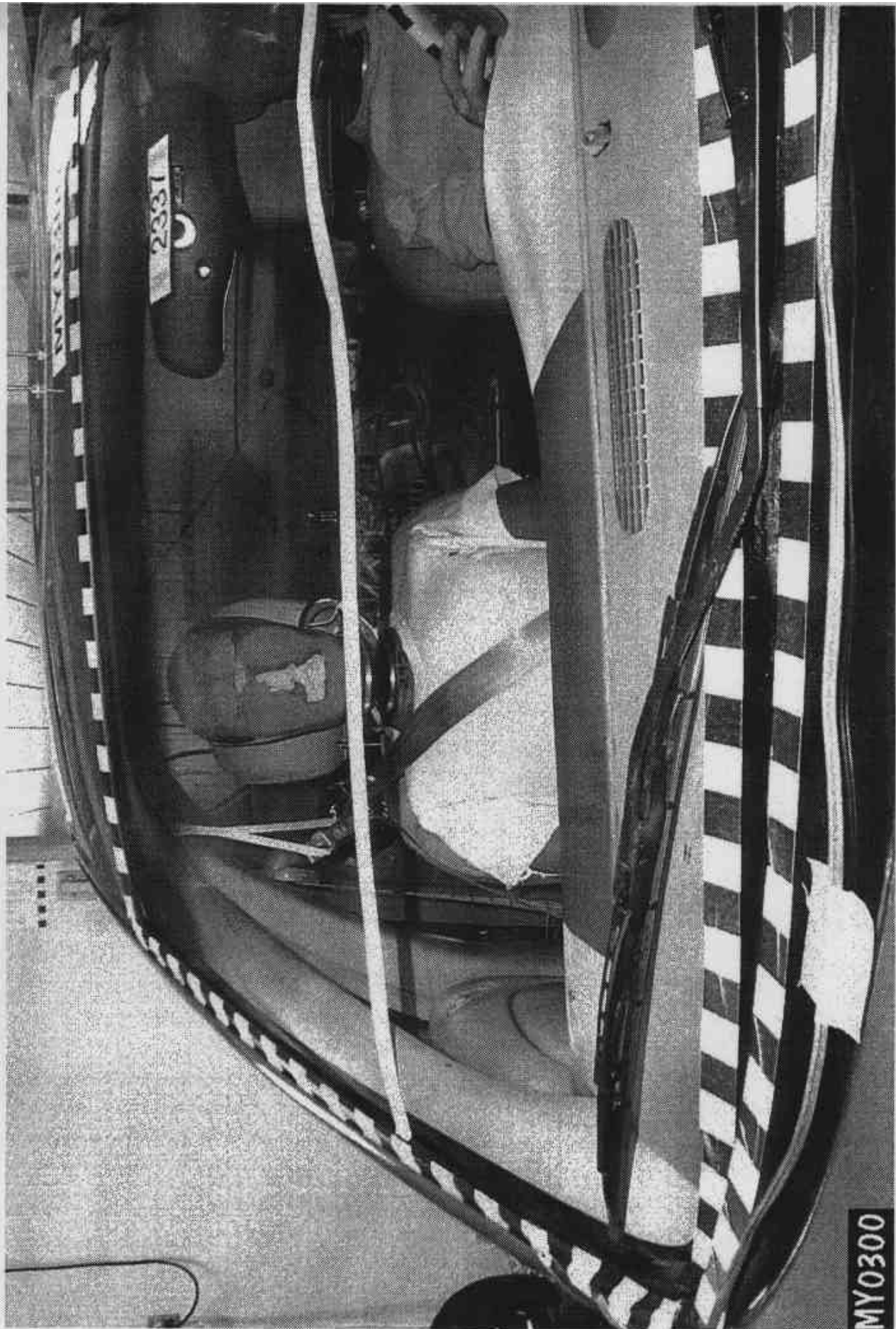


Figure A-32: PRE-TEST PASSENGER HEAD LOCATION



Figure A-33: POST-TEST PASSENGER HEAD LOCATION



Figure A-34: PRE-TEST DRIVER FLOOR PAN VIEW

MY0300



Figure A-35: POST-TEST DRIVER FLOOR PAN VIEW

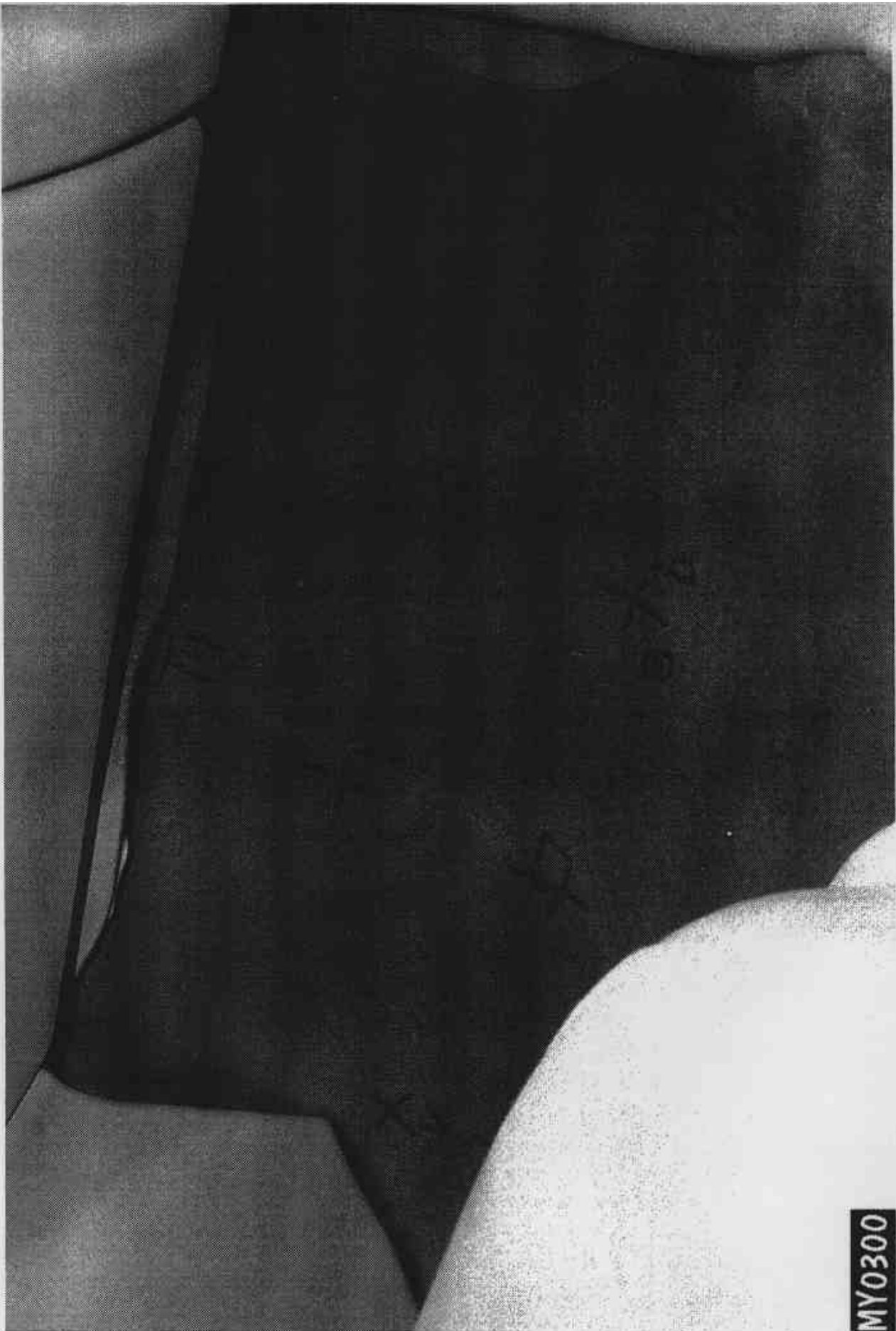


Figure A-36: PRE-TEST PASSENGER FLOOR PAN VIEW

MY0300



Figure A-37: POST-TEST PASSENGER FLOOR PAN VIEW

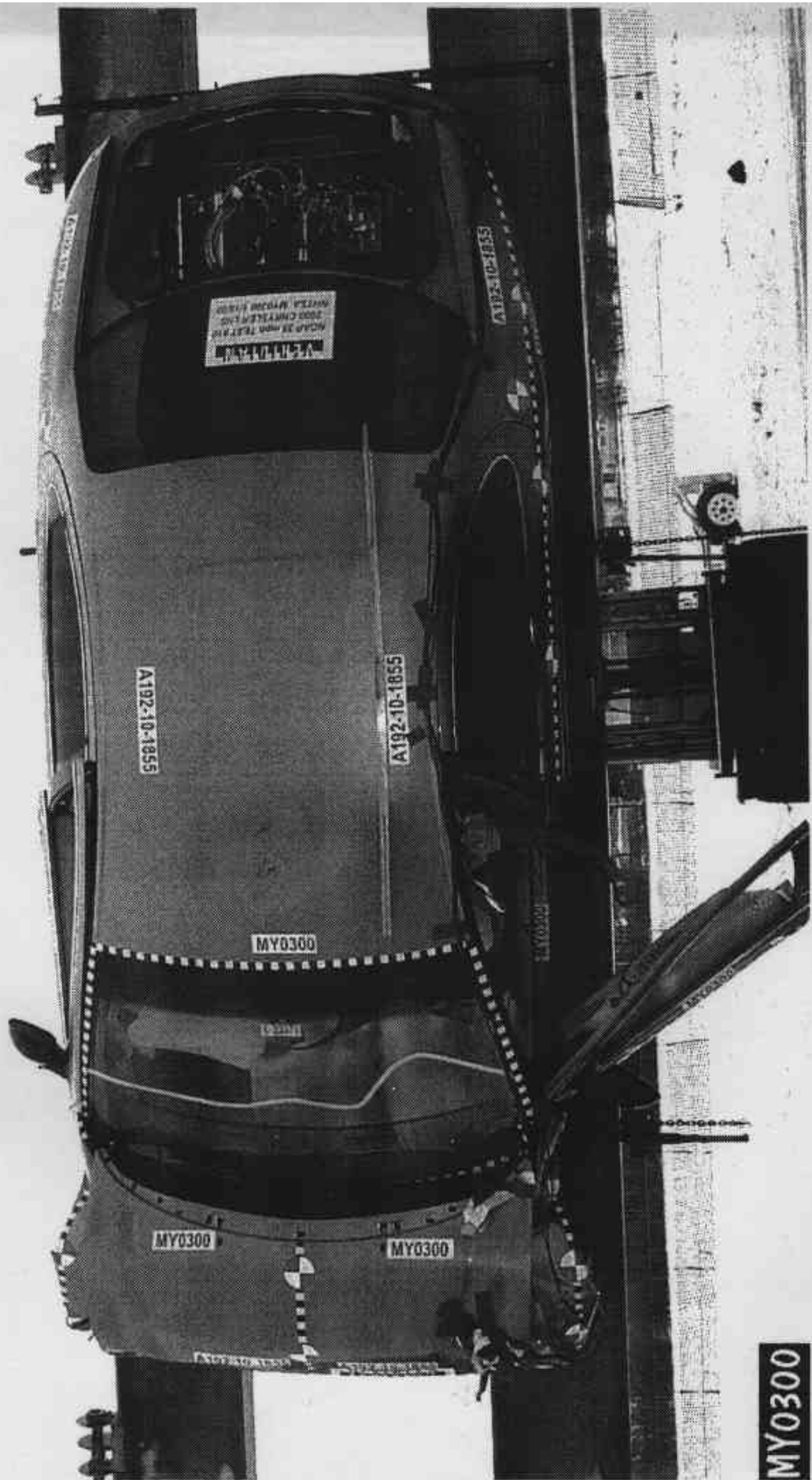


Figure A-38: ROLLOVER VIEW

MY0300

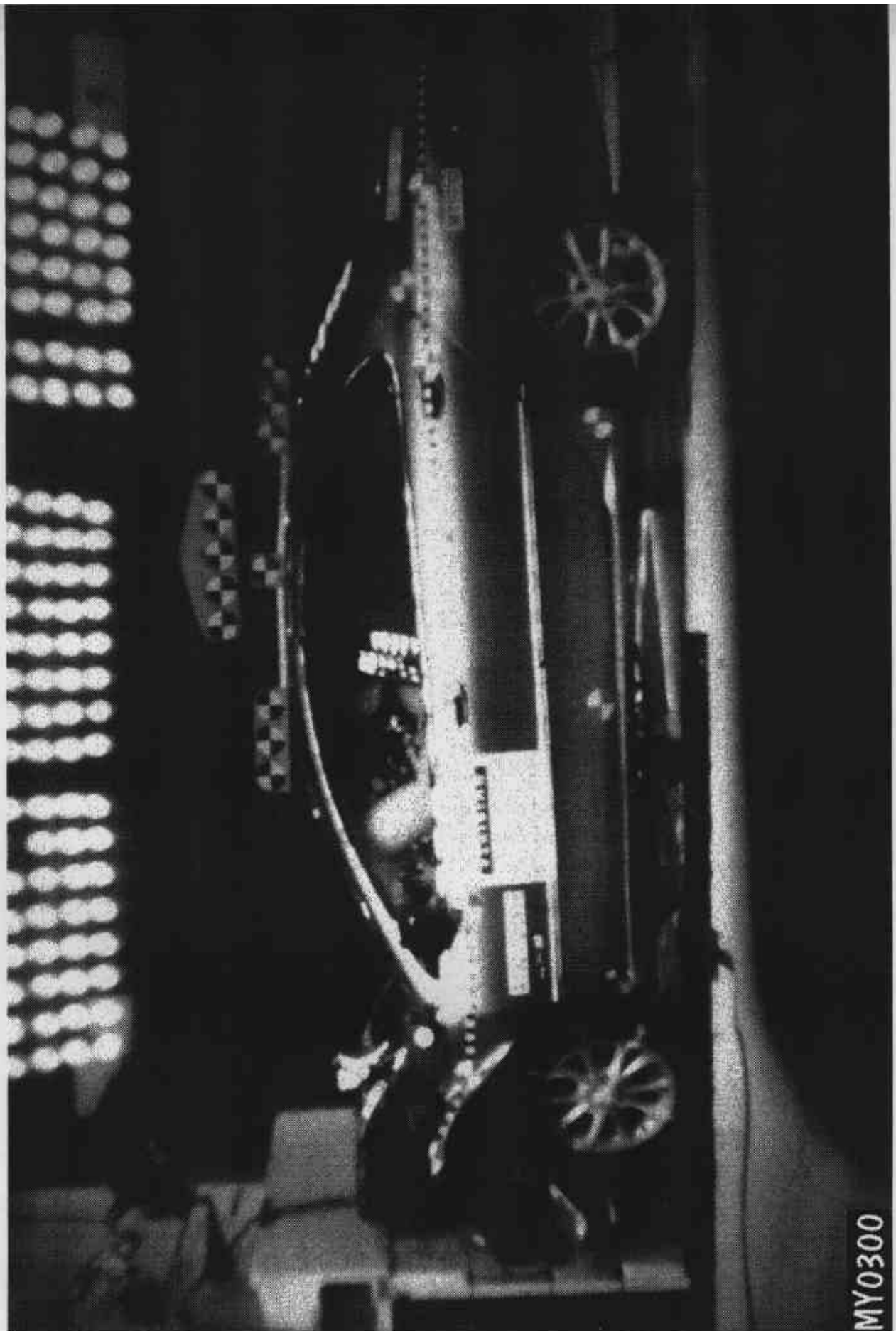


Figure A-39: IMPACT VIEW

MY0300

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

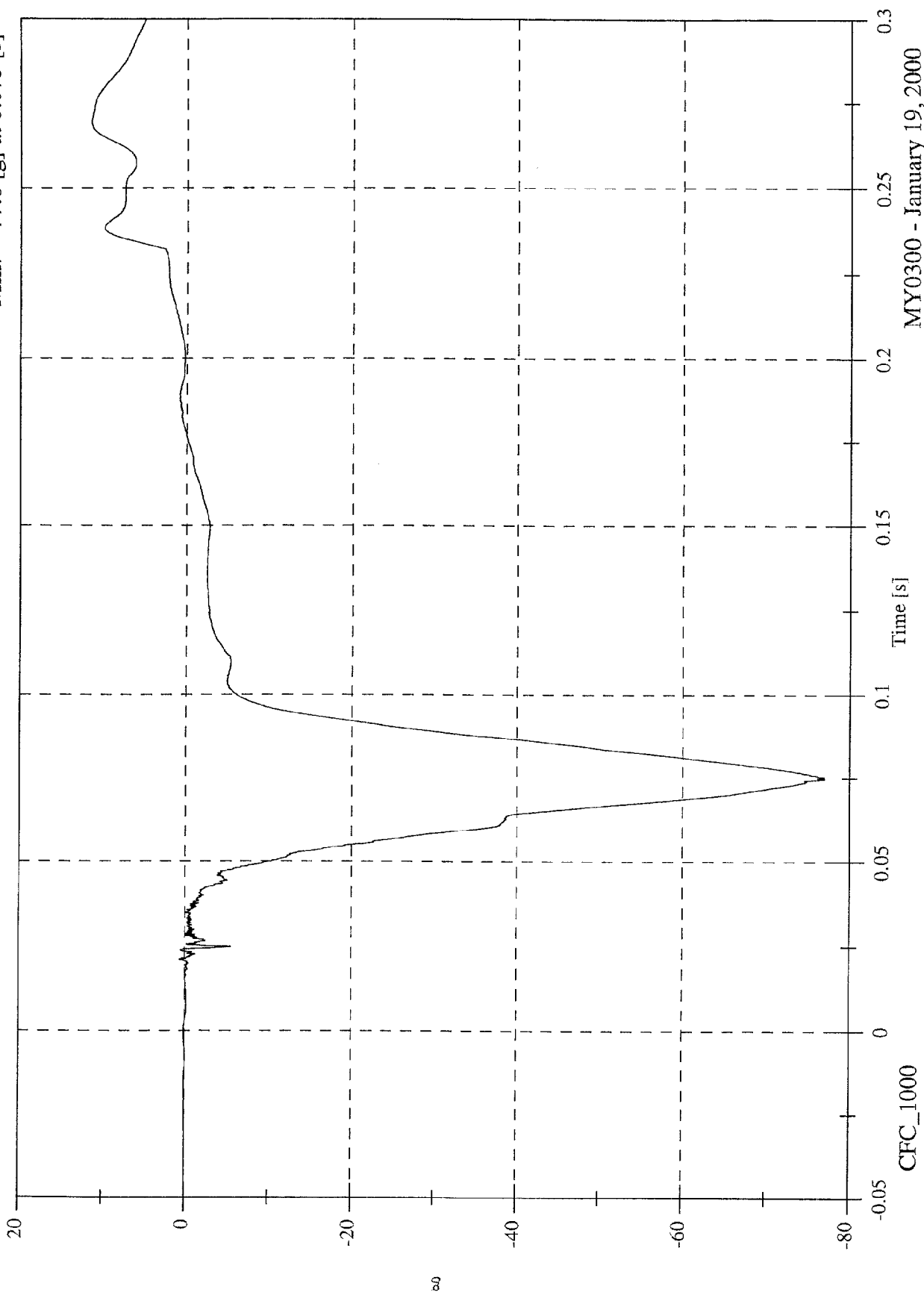
NHTSA TEST NO. MY0300

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 Test 10 - 2000 Chrysler LHS

P1 Head x

Max: 11.6 [g] at 0.270 [s]
Min: -77.0 [g] at 0.075 [s]

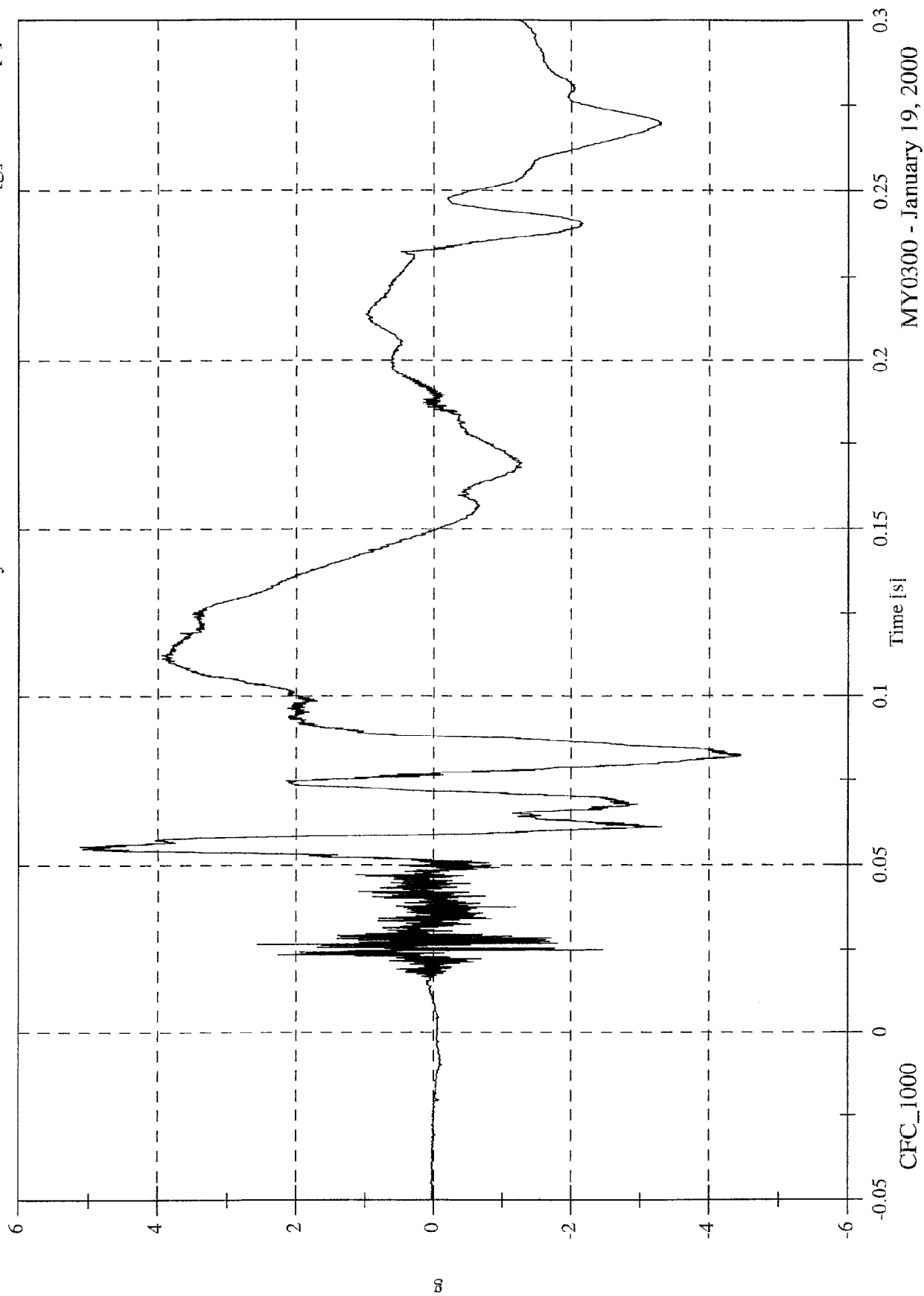


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 5.1 [g] at 0.055 [s]
 Min: -4.5 [g] at 0.082 [s]

P1 Head y

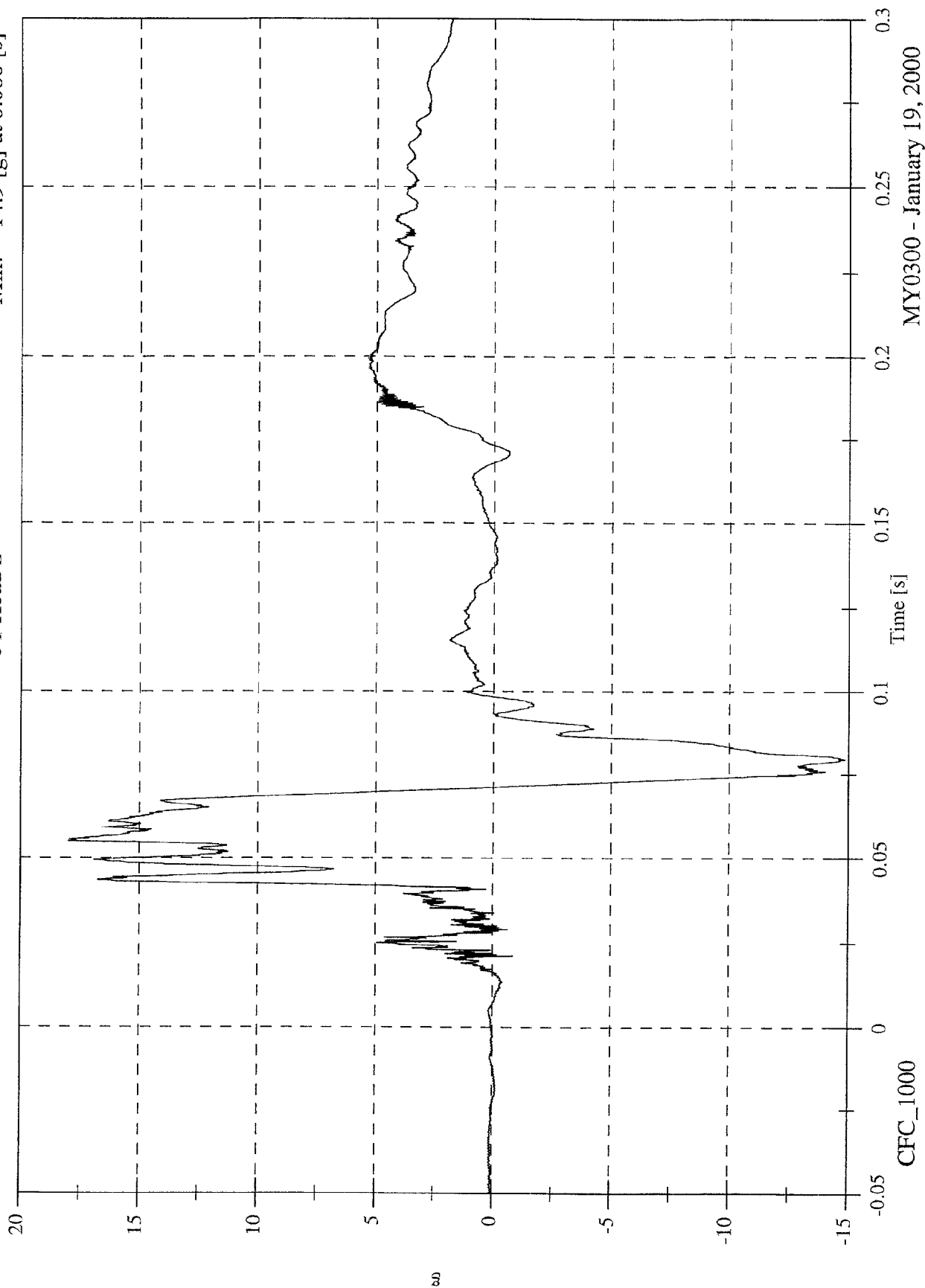


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Head z

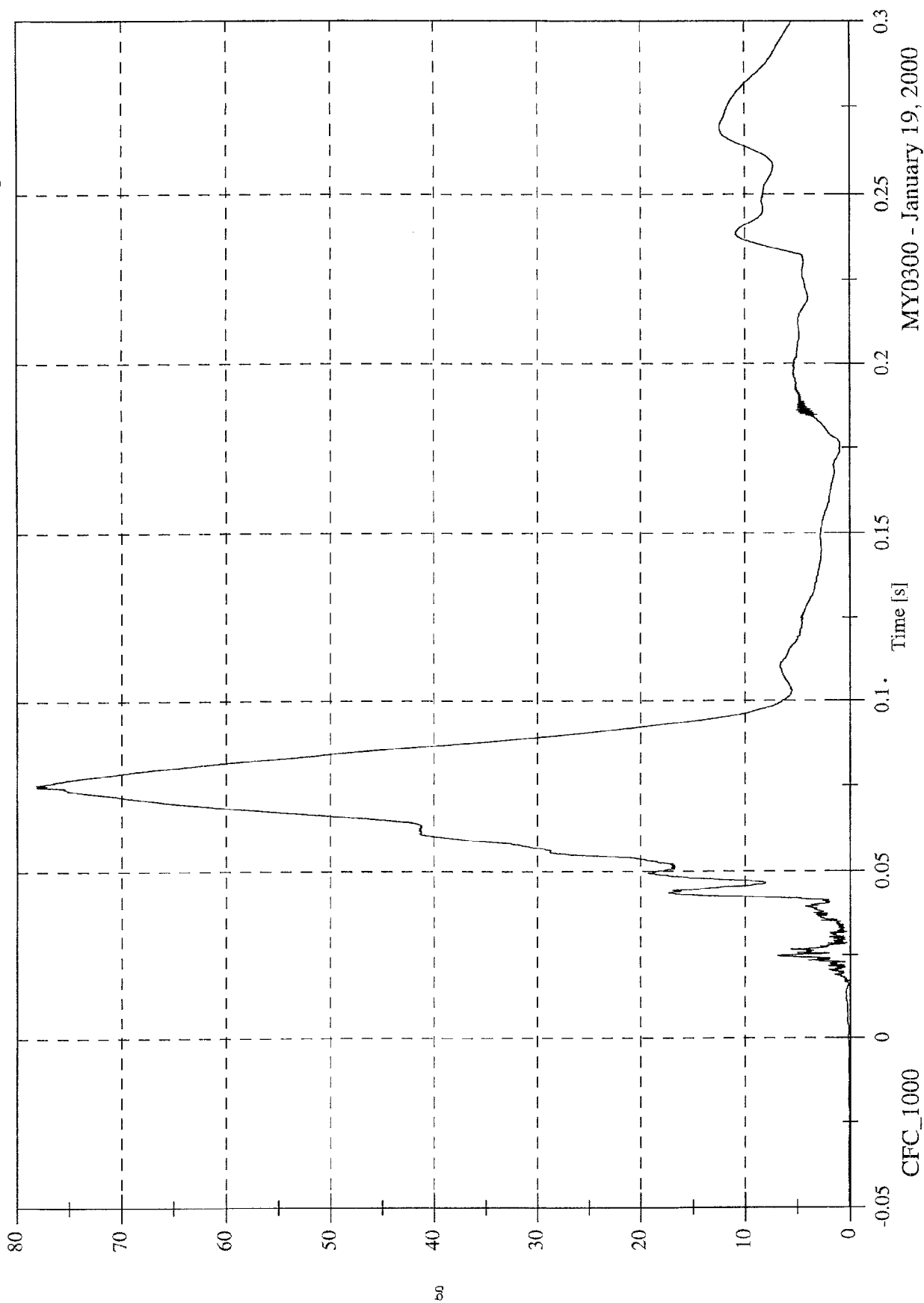
Max: 18.0 [g] at 0.055 [s]
Min: -14.9 [g] at 0.080 [s]



NCAP Test 10 - 2000 Chrysler LHS

Max: 78.2 [g] at 0.075 [s]
 Min: 0.0 [g] at -0.022 [s]

P1 Head Resultant

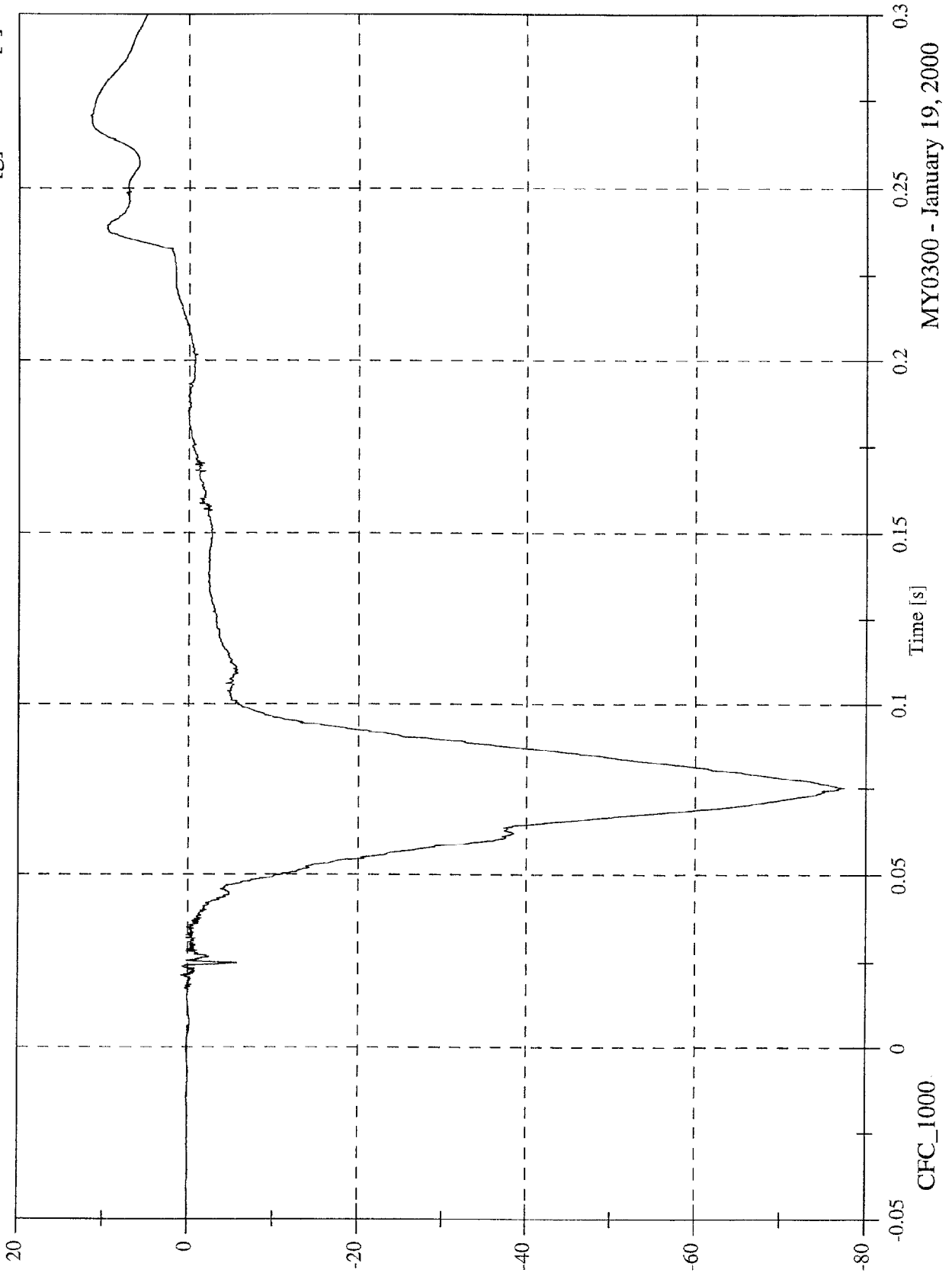


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Head Red x

Max: 11.6 [g] at 0.270 [s]
Min: -77.4 [g] at 0.075 [s]

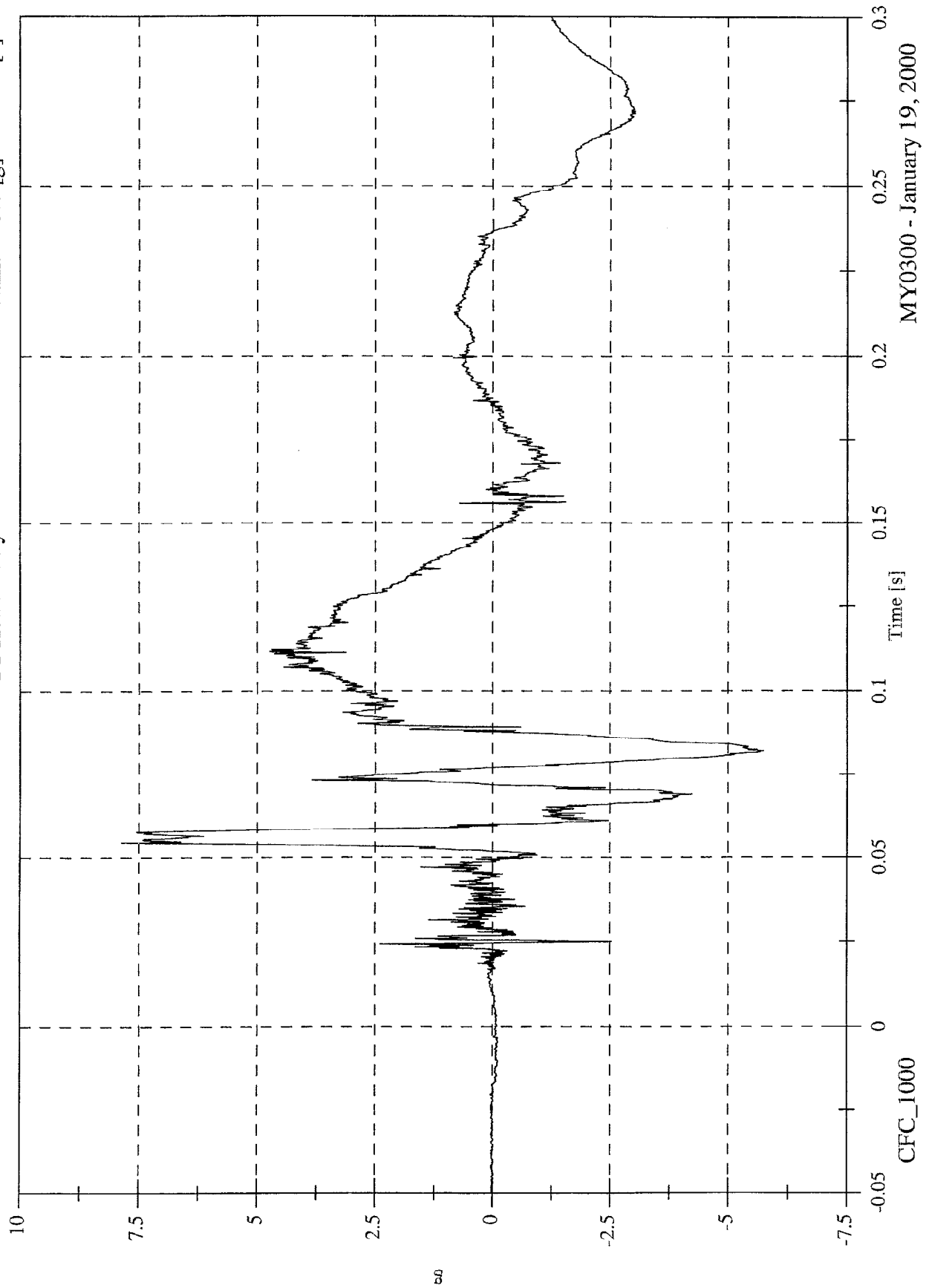


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Head Red y

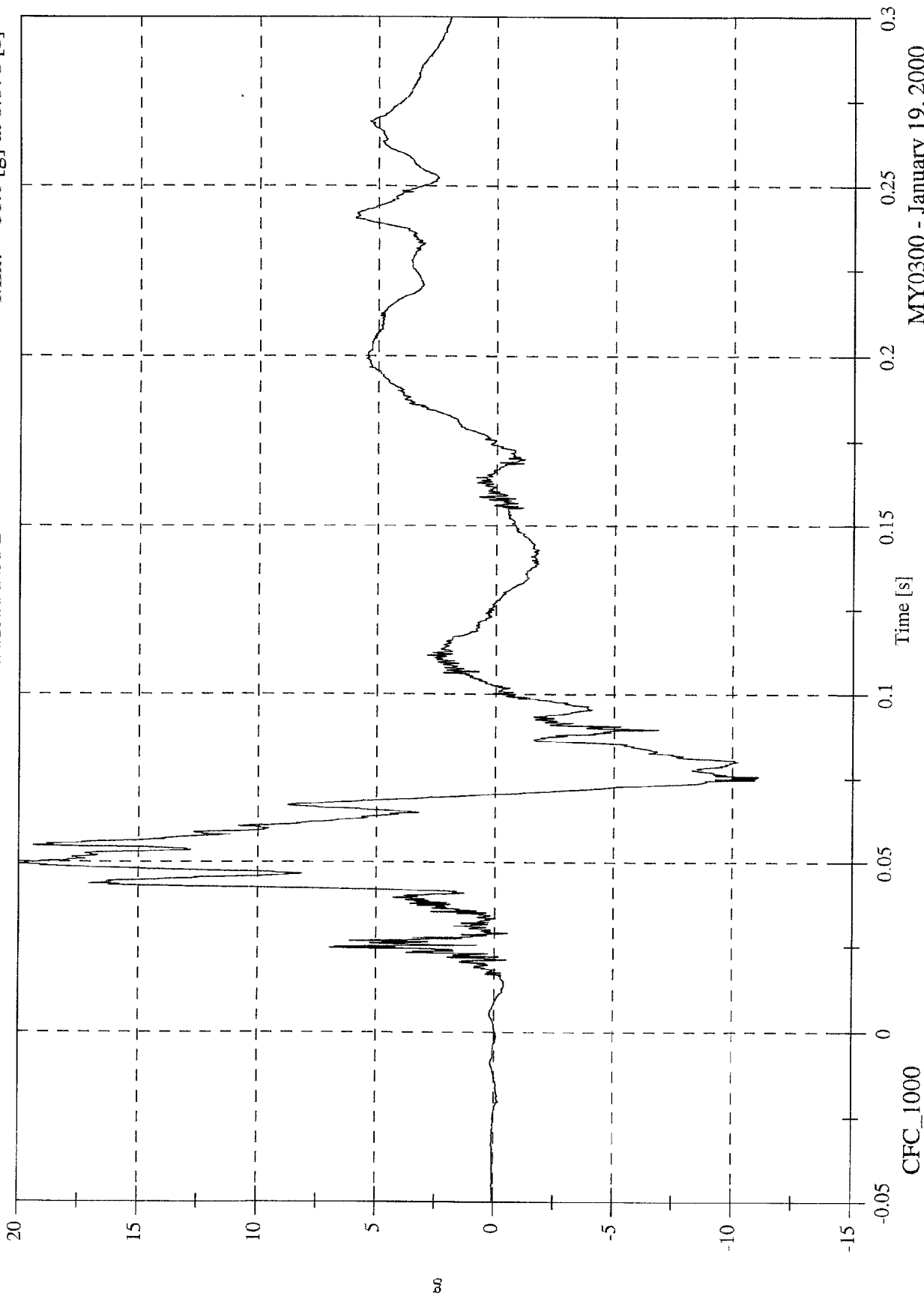
Max: 7.9 [g] at 0.054 [s]
Min: -5.7 [g] at 0.082 [s]



NCAP Test 10 - 2000 Chrysler LHS

Max: 19.9 [g] at 0.049 [s]
 Min: -11.1 [g] at 0.076 [s]

P1 Head Red z



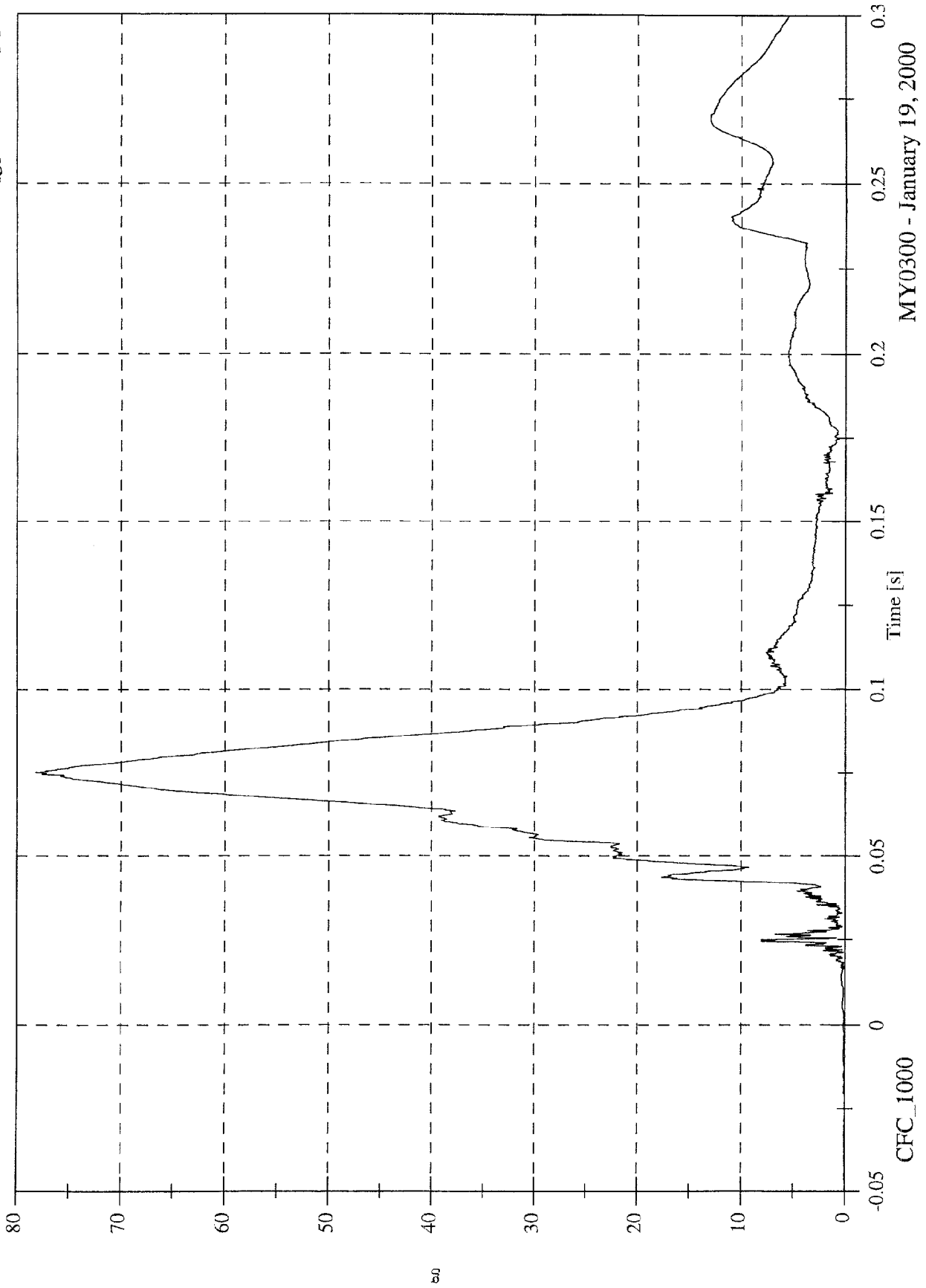
MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Head Red Resultant

Max: 78.2 [g] at 0.075 [s]

Min: 0.0 [g] at -0.022 [s]

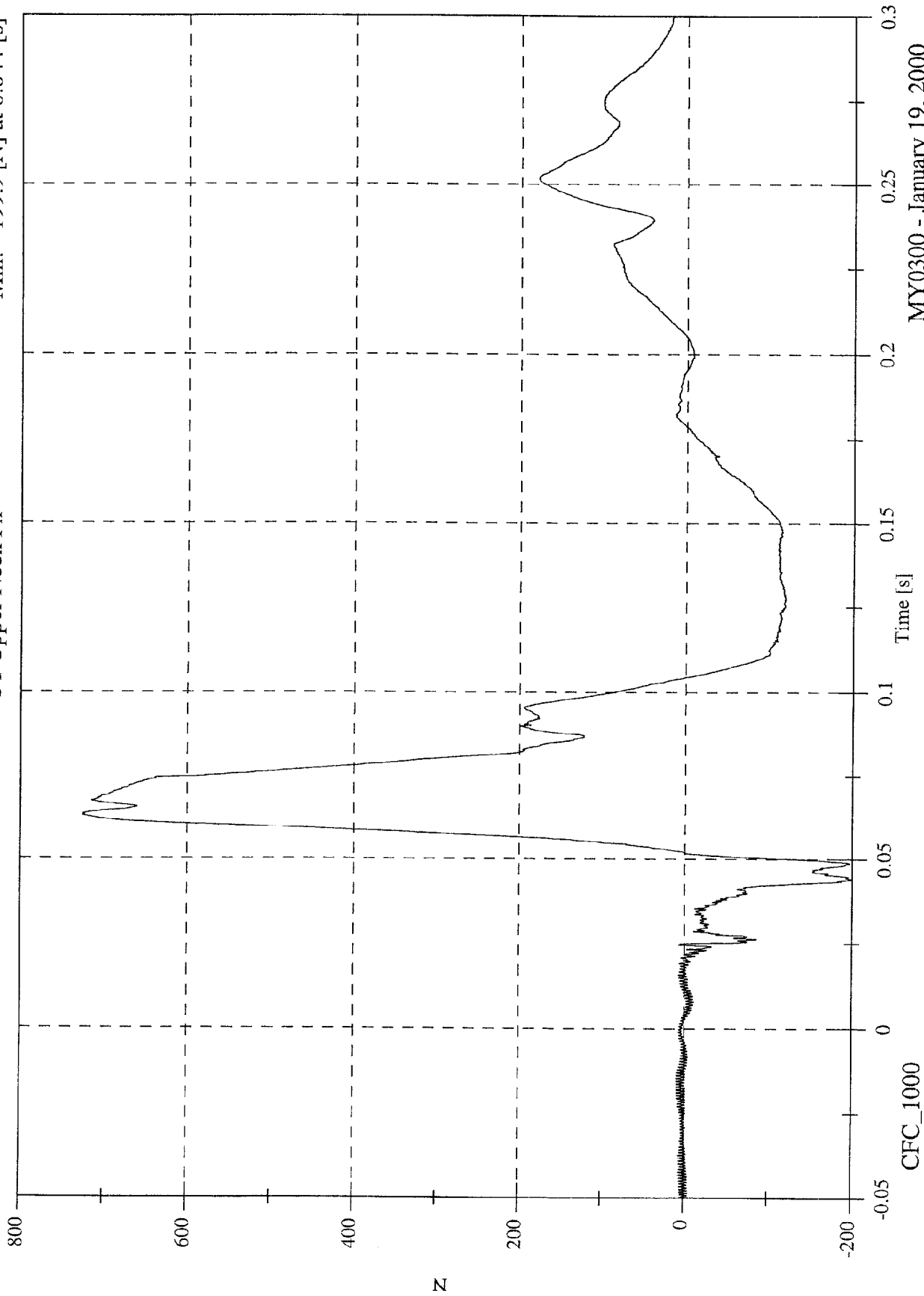


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Upper Neck Fx

Max: 725.5 [N] at 0.063 [s]
Min: -199.9 [N] at 0.044 [s]

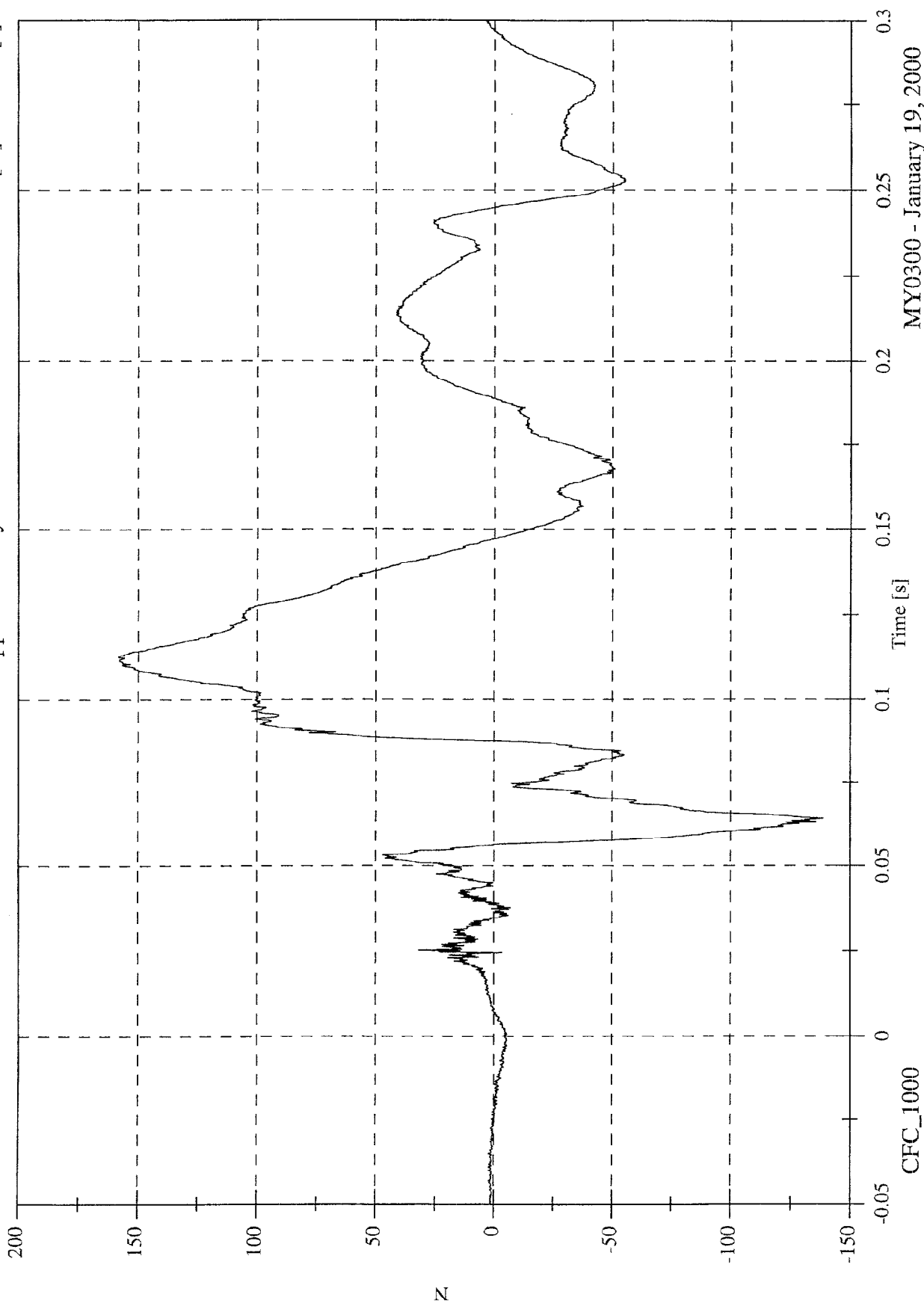


MY0300 - January 19, 2000

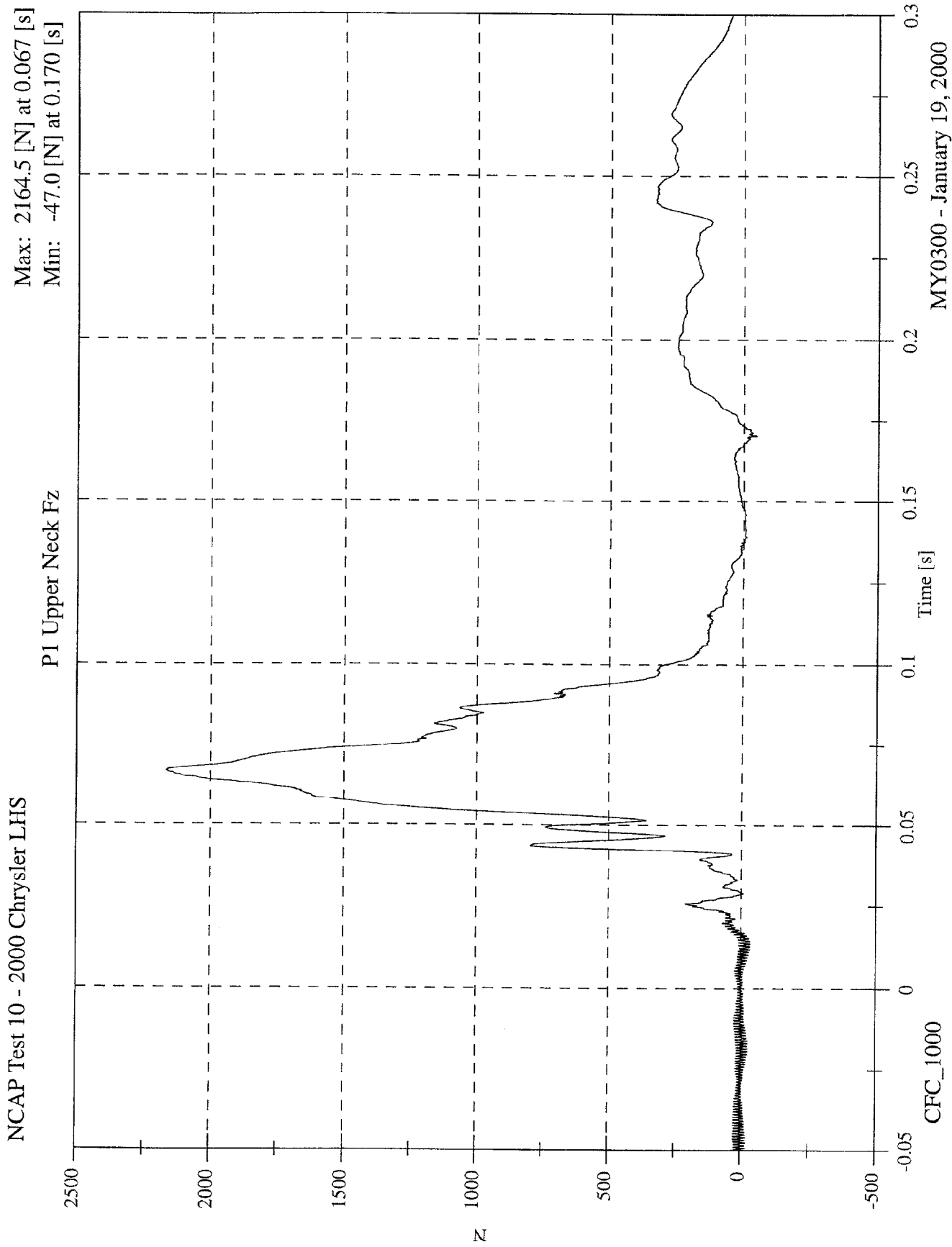
NCAP Test 10 - 2000 Chrysler LHS

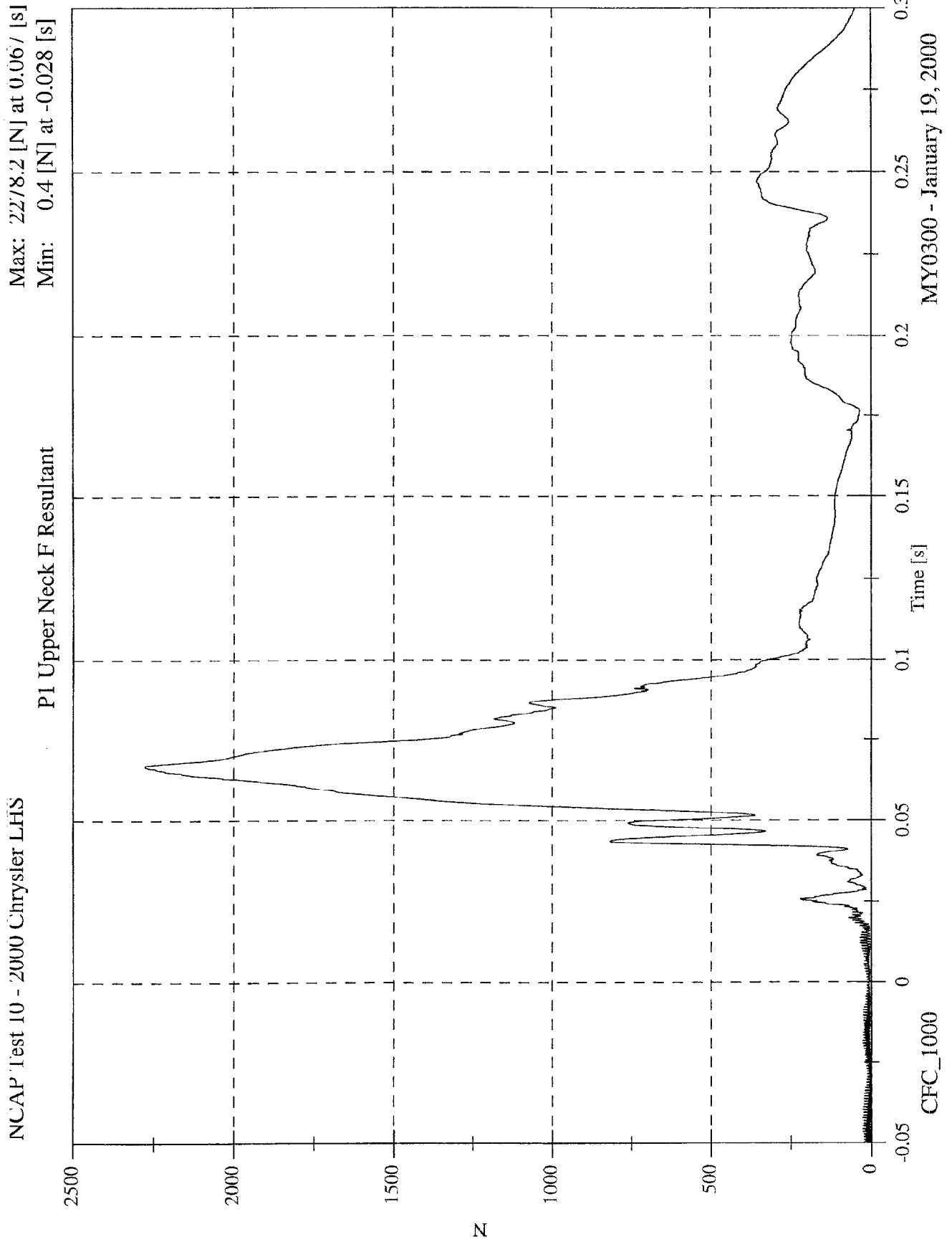
P1 Upper Neck Fy

Max: 158.4 [N] at 0.113 [s]
Min: -138.4 [N] at 0.064 [s]



MY0300 - January 19, 2000

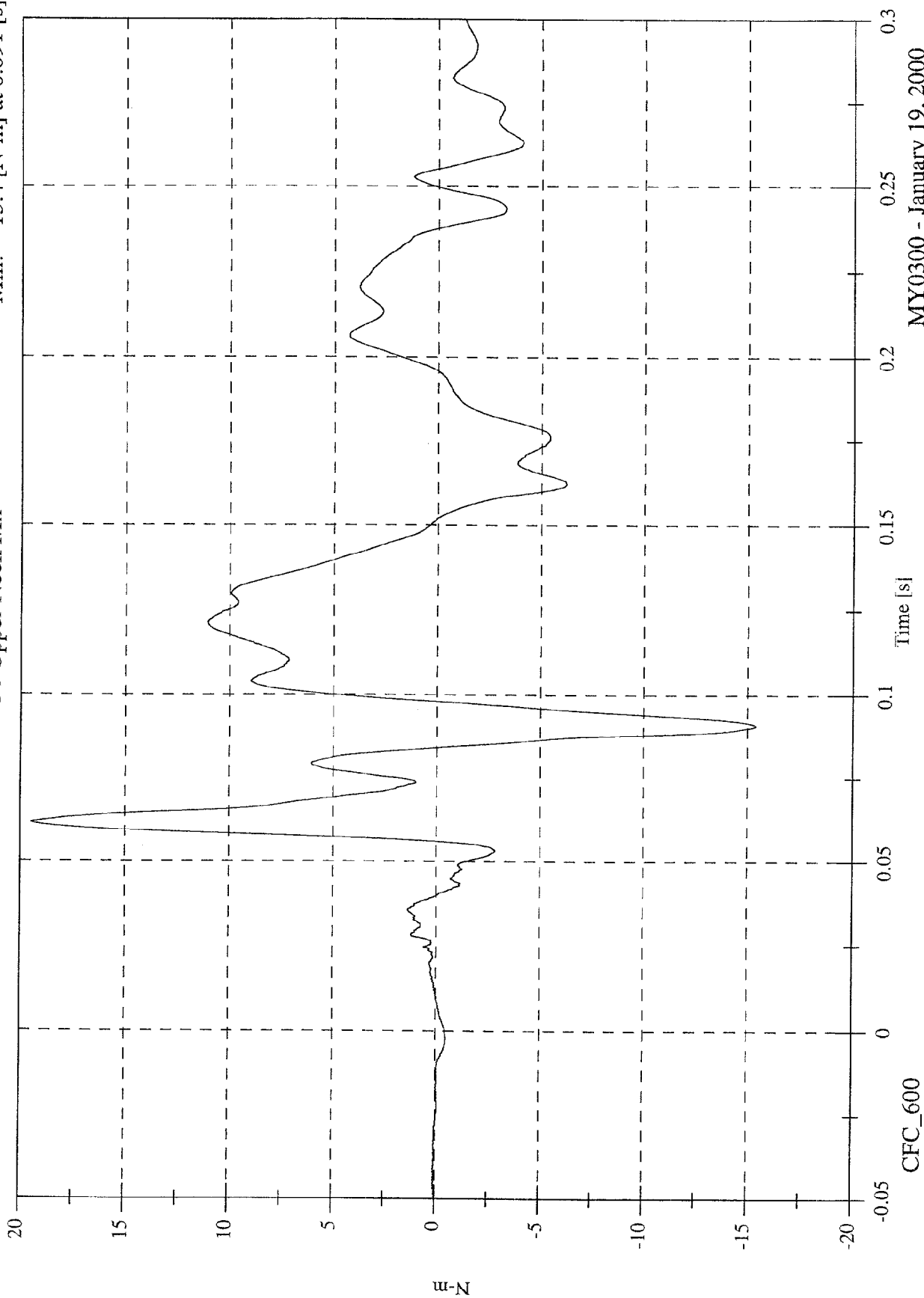


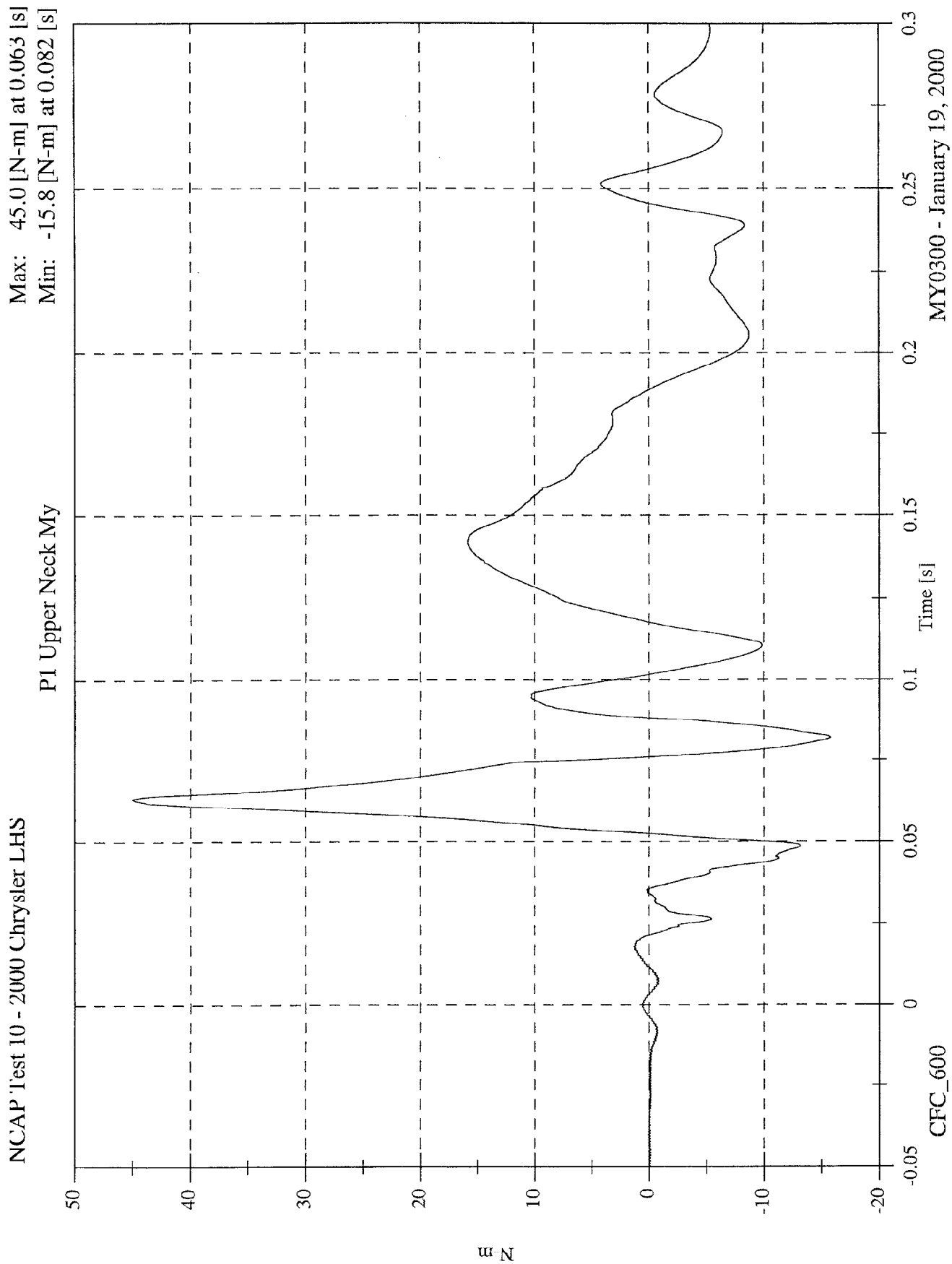


NCAP Test 10 - 2000 Chrysler LHS

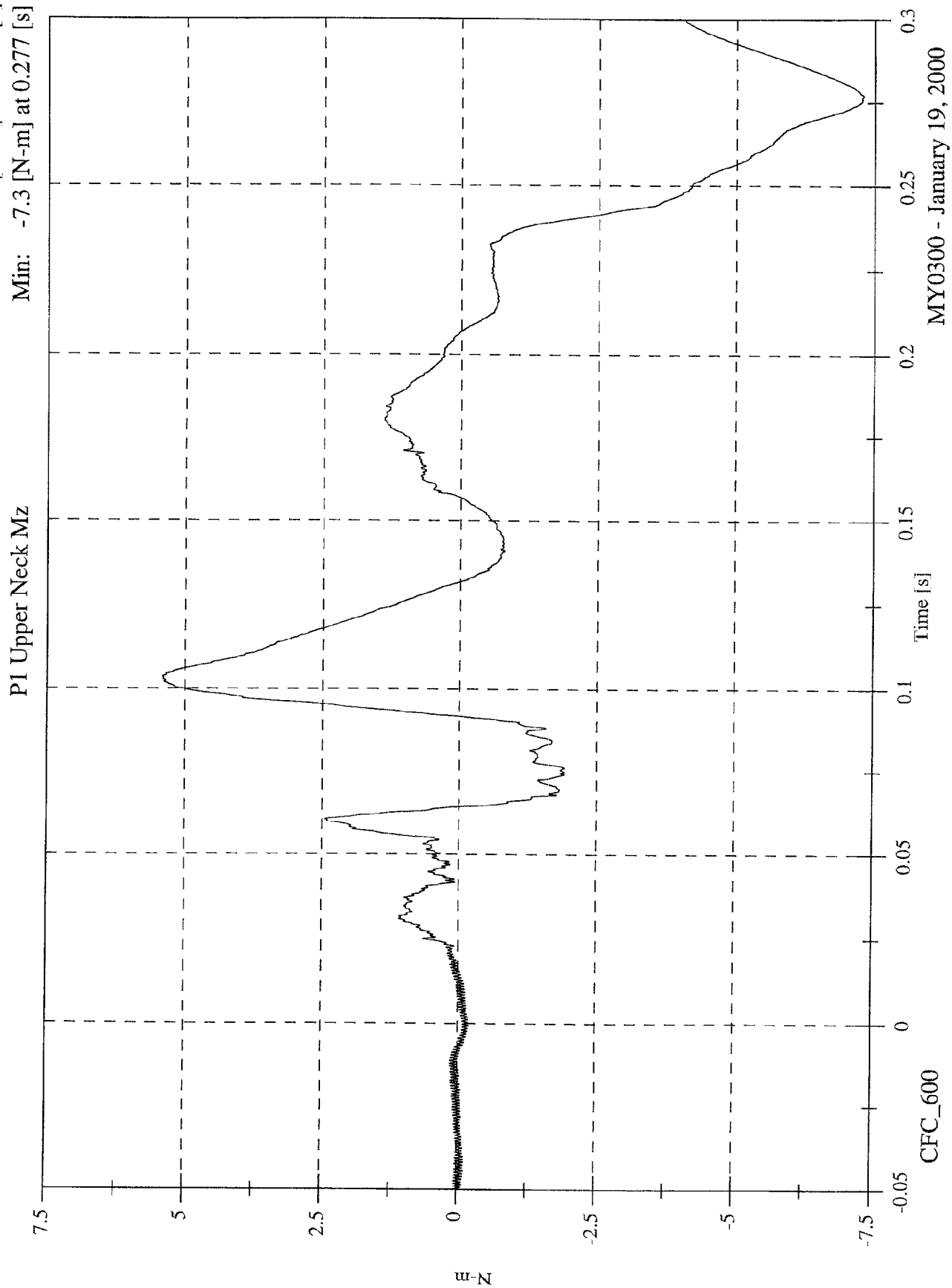
Max: 19.5 [N-m] at 0.062 [s]
 Min: -15.4 [N-m] at 0.091 [s]

P1 Upper Neck Mx





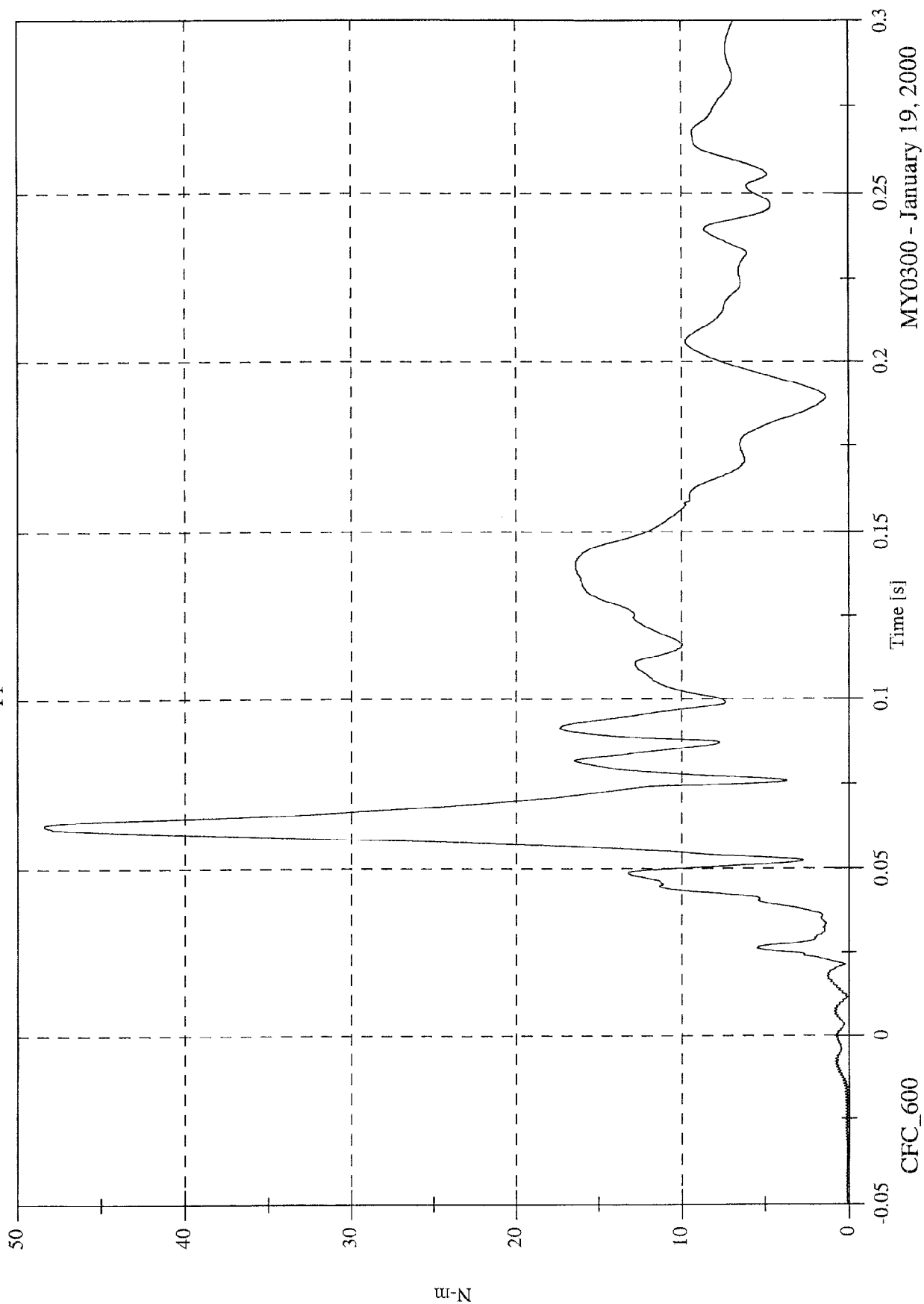
NCAP Test 10 - 2000 Chrysler LHS



NCAP Test 10 - 2000 Chrysler LHS

P1 Upper Neck M Resultant

Max: 48.4 [N-m] at 0.063 [s]
Min: 0.0 [N-m] at -0.017 [s]



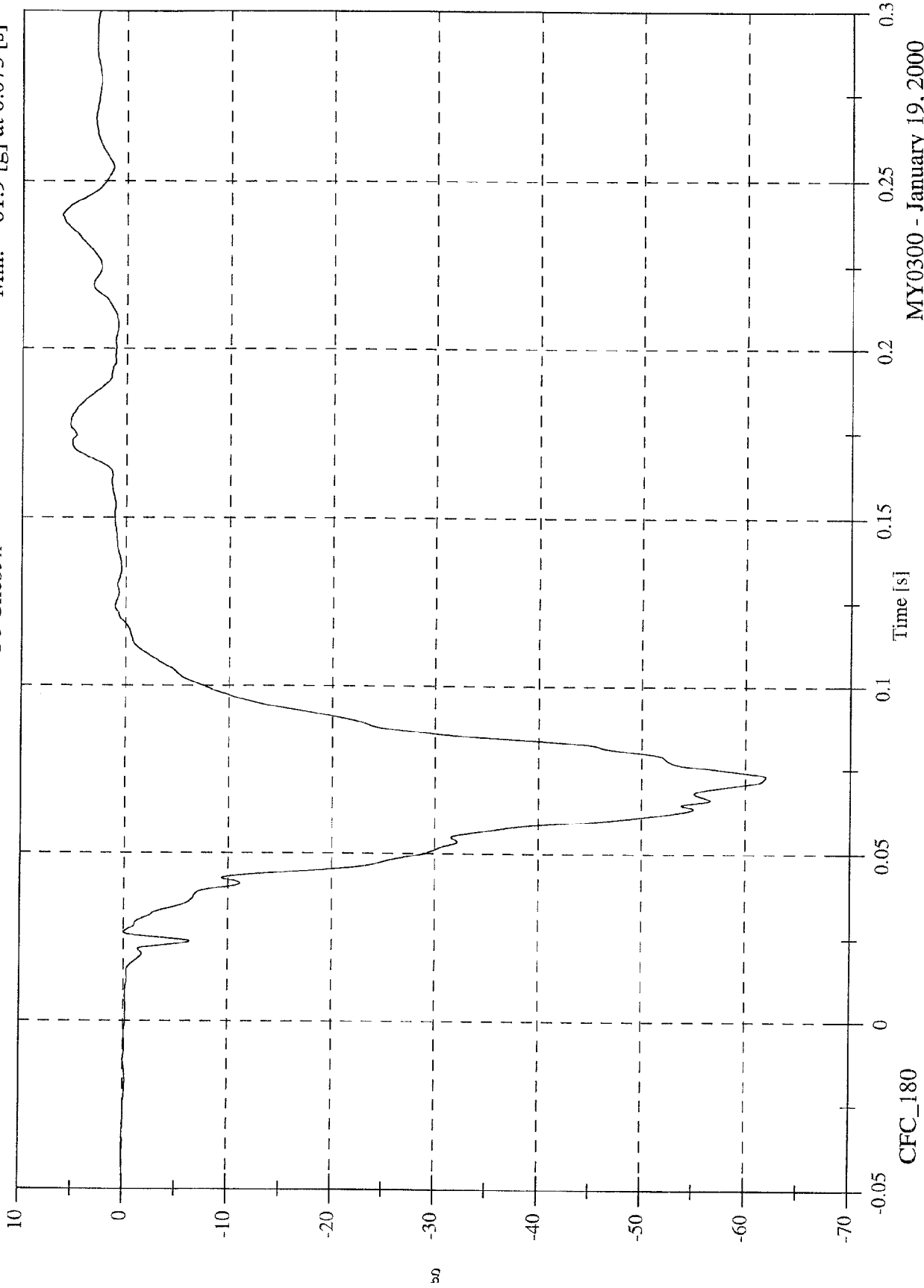
CFC_600

MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 6.2 [g] at 0.240 [s]
Min: -61.9 [g] at 0.073 [s]

P1 Chest x

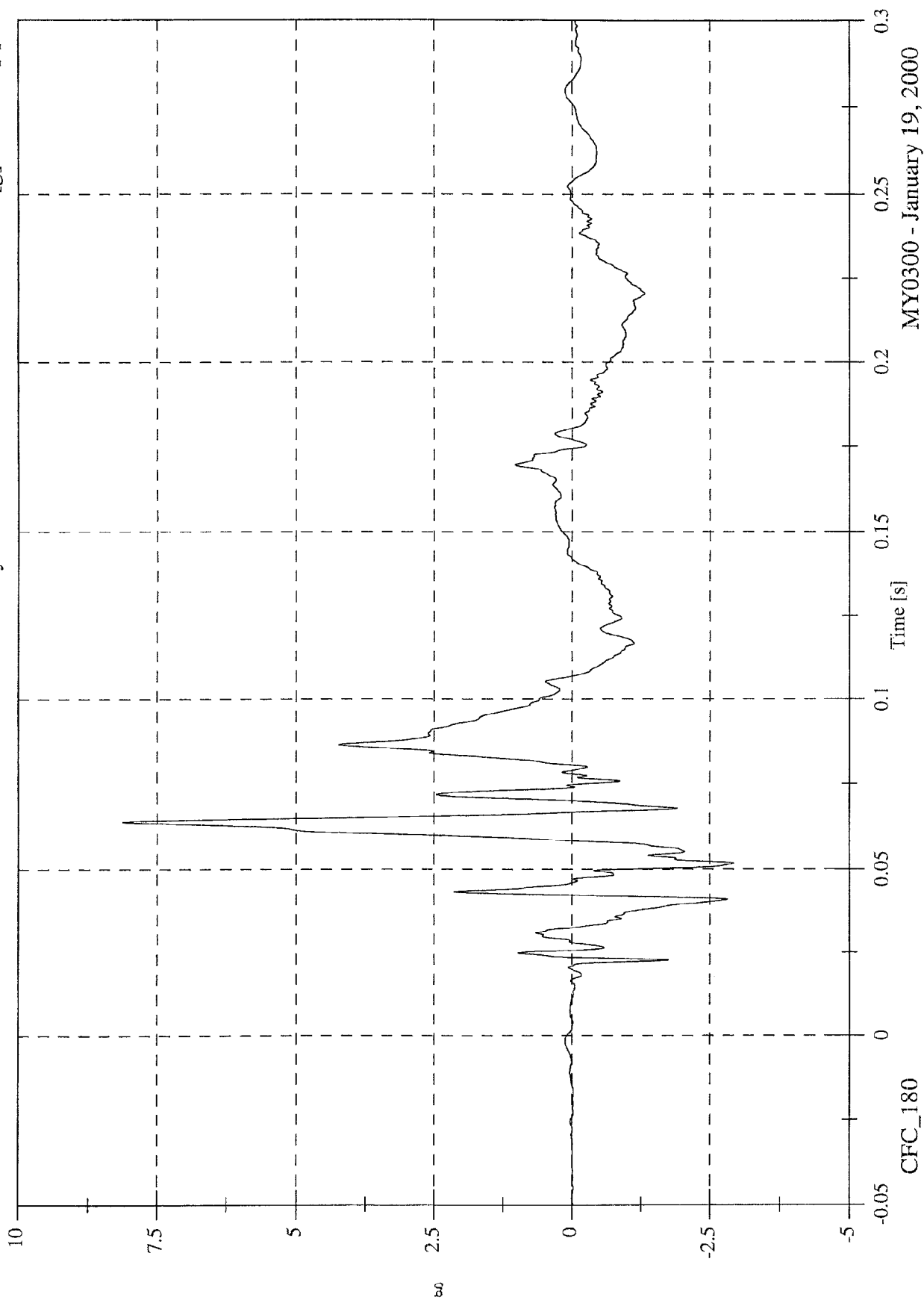


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 8.1 [g] at 0.064 [s]
Min: -2.9 [g] at 0.052 [s]

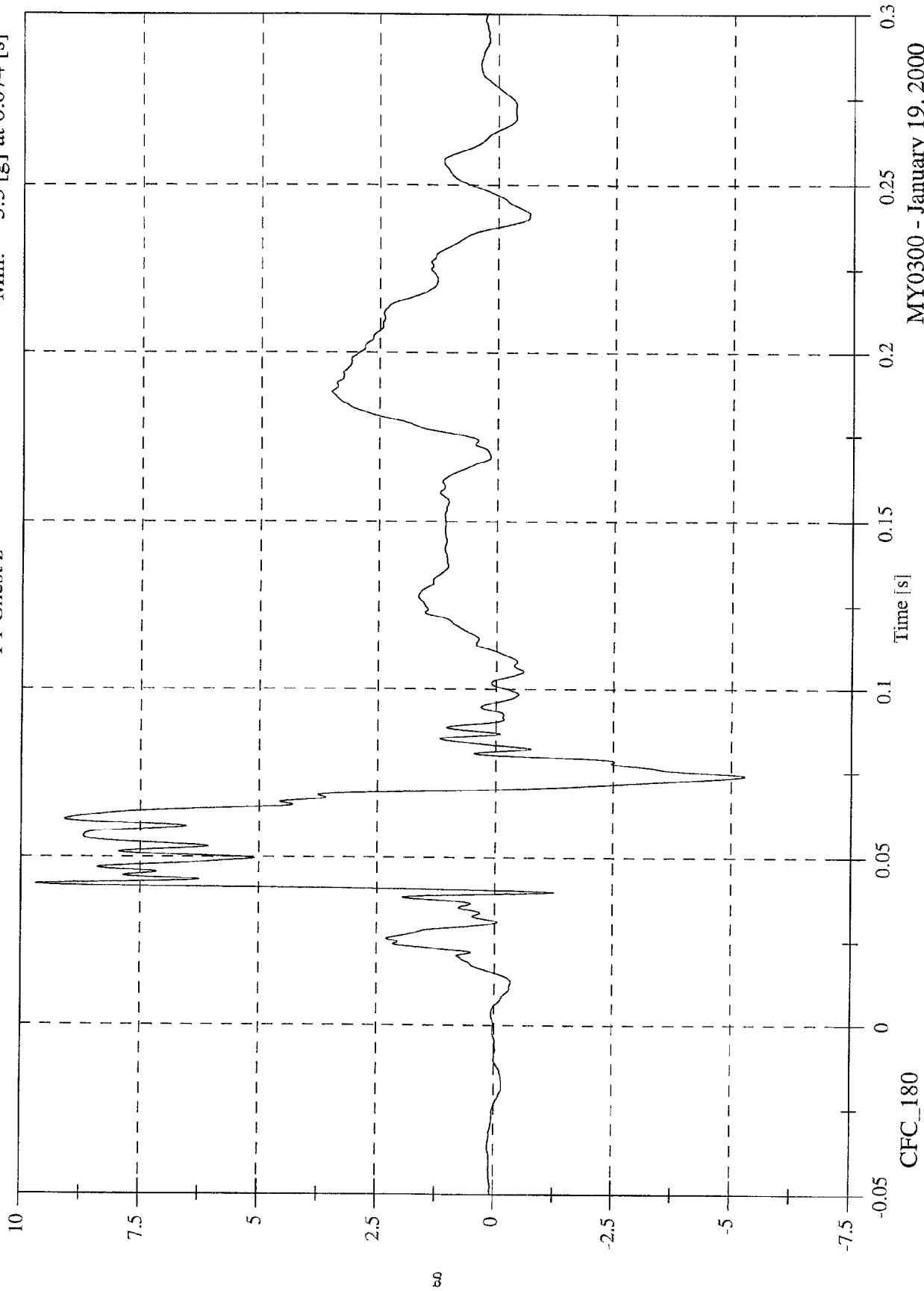
P1 Chest y



NCAP Test 10 - 2000 Chrysler LHS

Max: 9.7 [g] at 0.042 [s]
Min: -5.3 [g] at 0.074 [s]

P1 Chest z

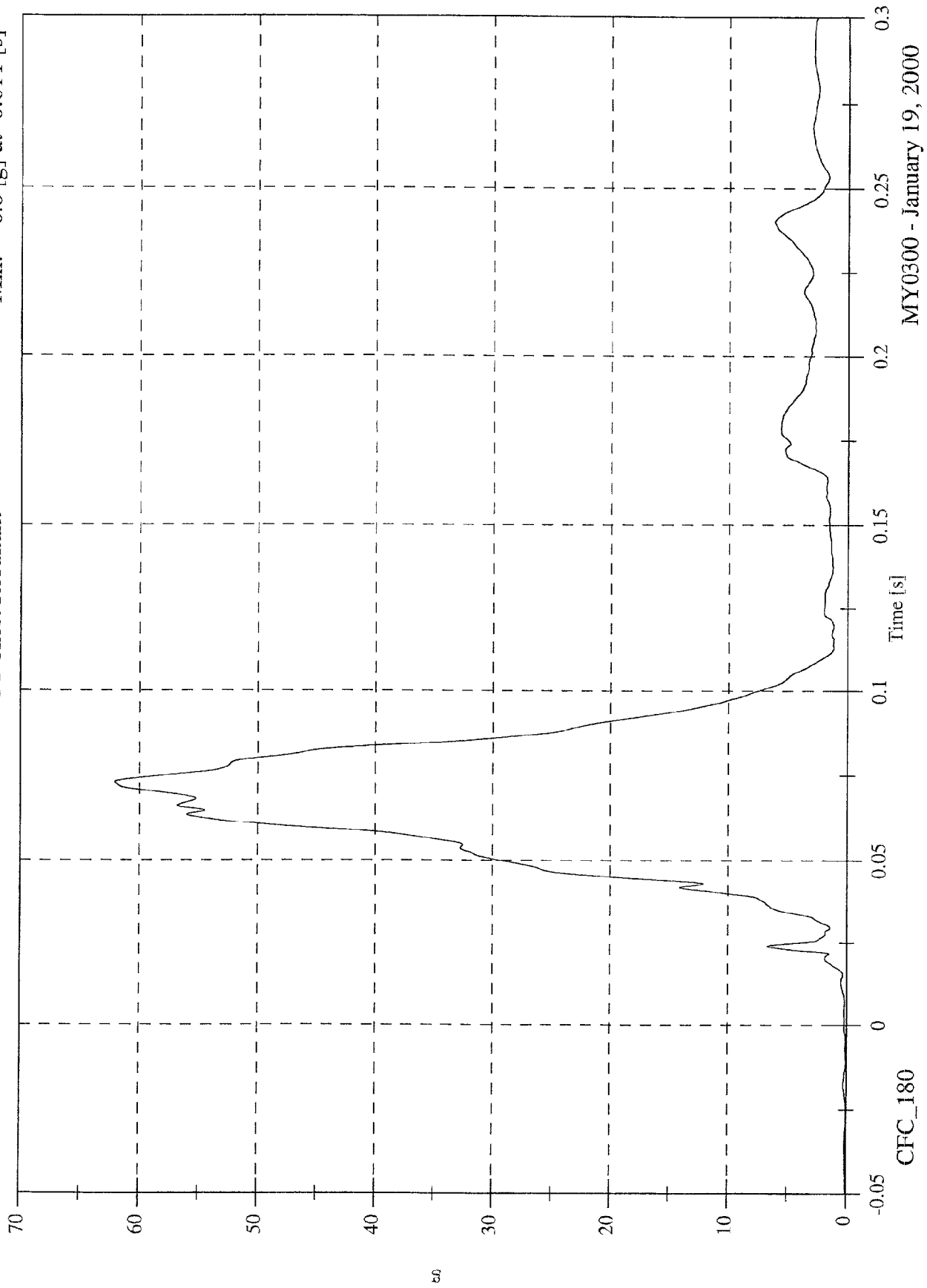


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 62.1 [g] at 0.073 [s]
Min: 0.0 [g] at -0.011 [s]

P1 Chest Resultant

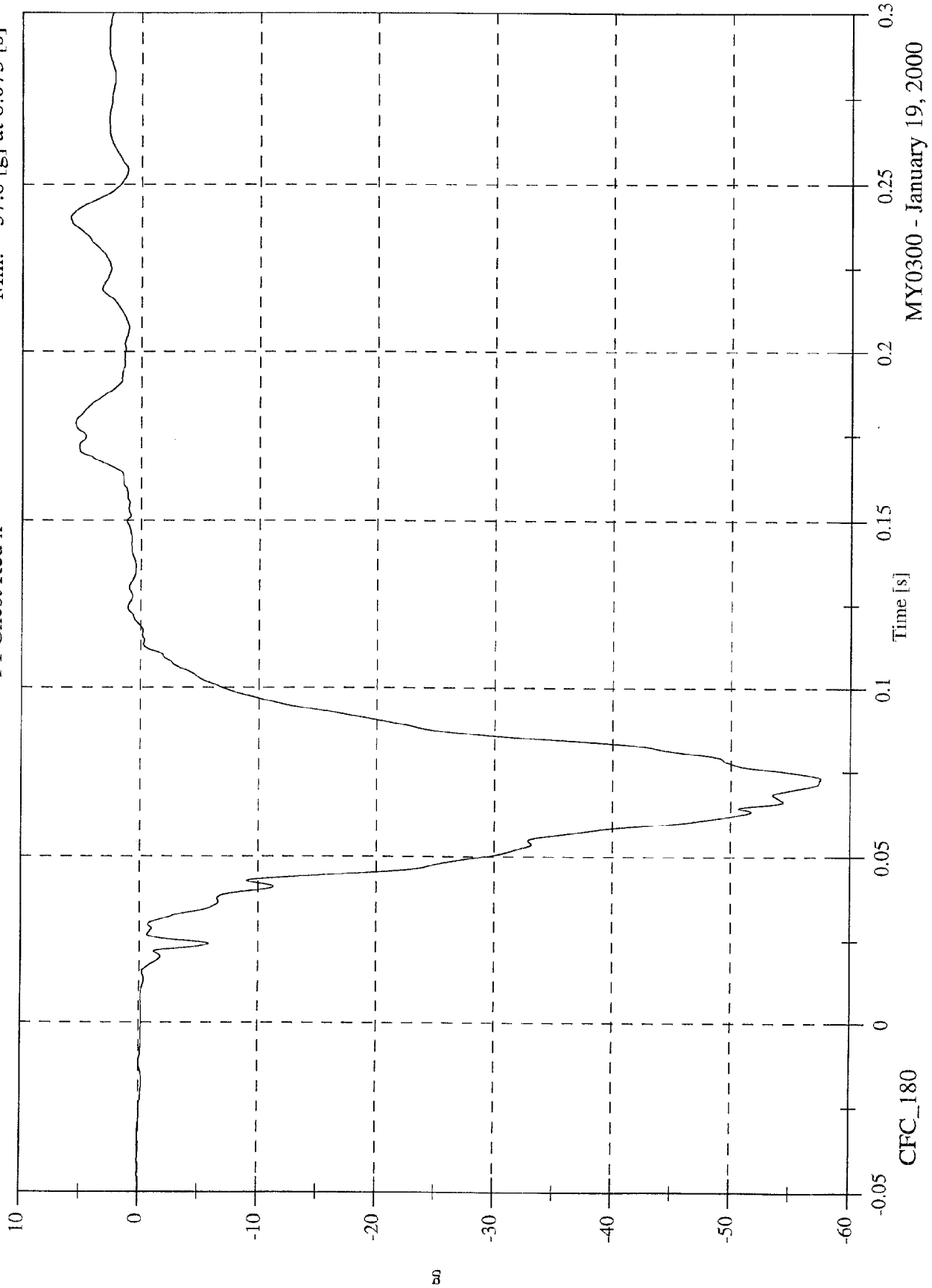


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 6.0 [g] at 0.240 [s]
Min: -57.6 [g] at 0.073 [s]

P1 Chest Red x

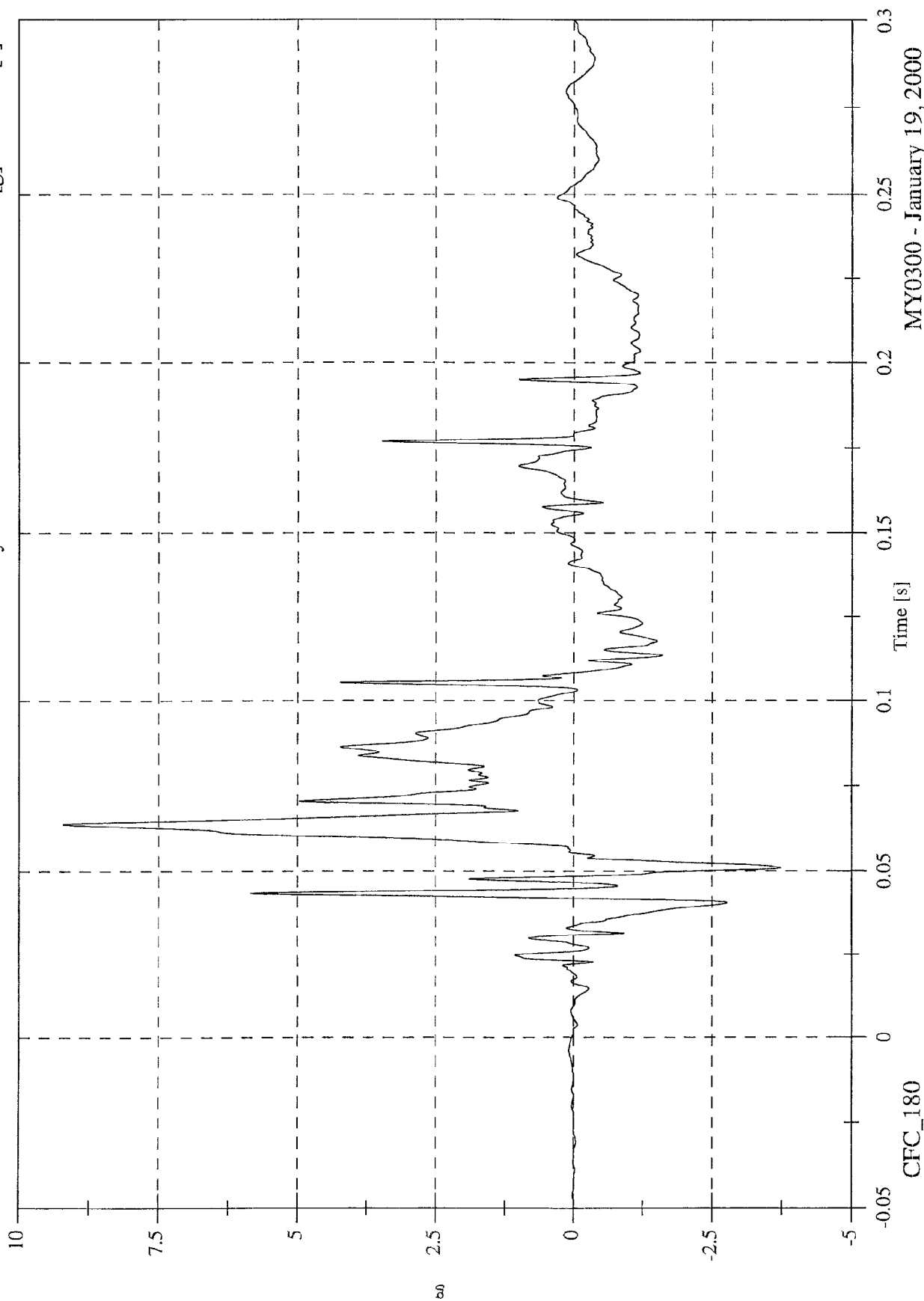


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 9.2 [g] at 0.064 [s]
Min: -3.7 [g] at 0.051 [s]

P1 Chest Red y

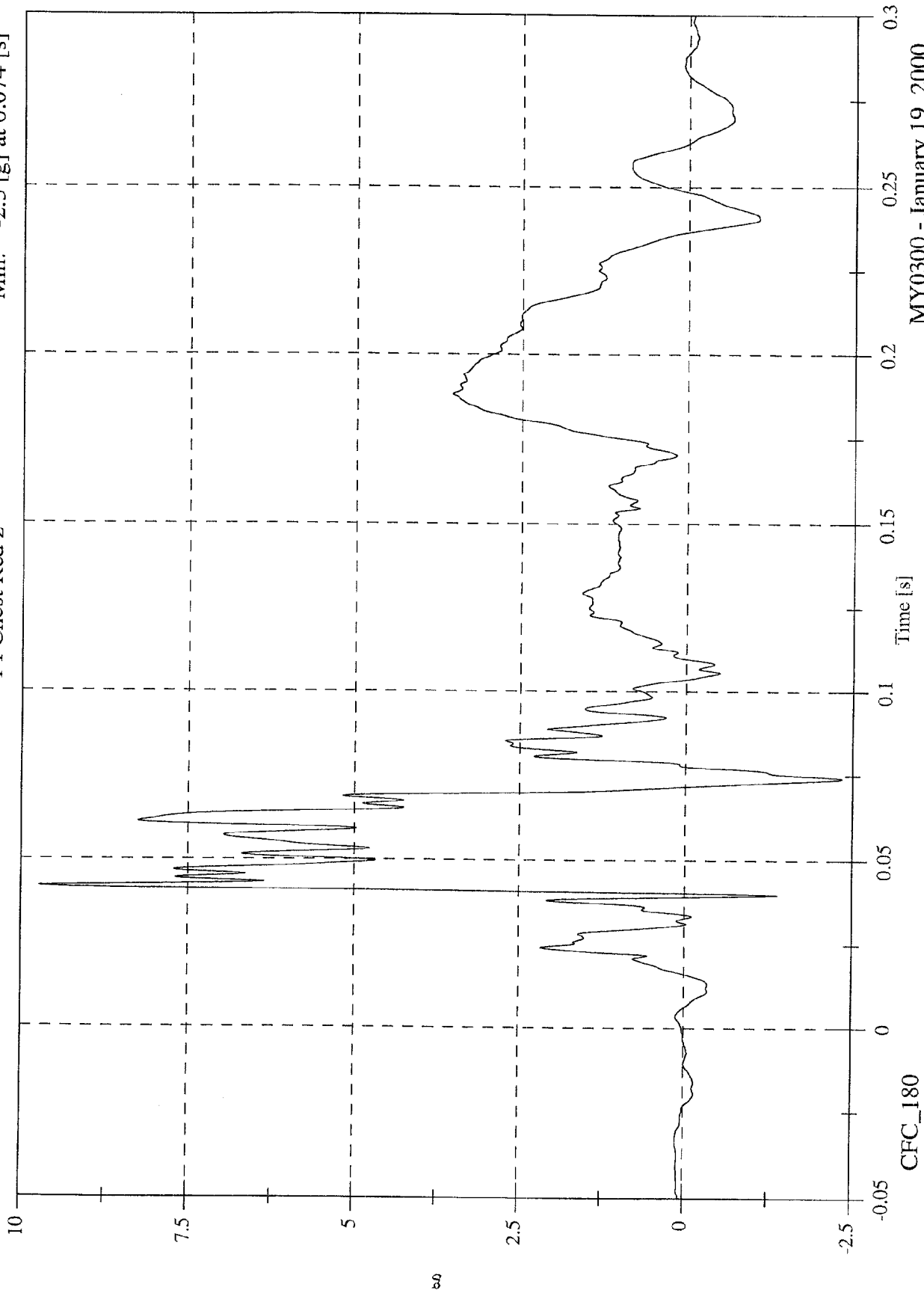


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 9.7 [g] at 0.042 [s]
 Min: -2.3 [g] at 0.074 [s]

P1 Chest Red z

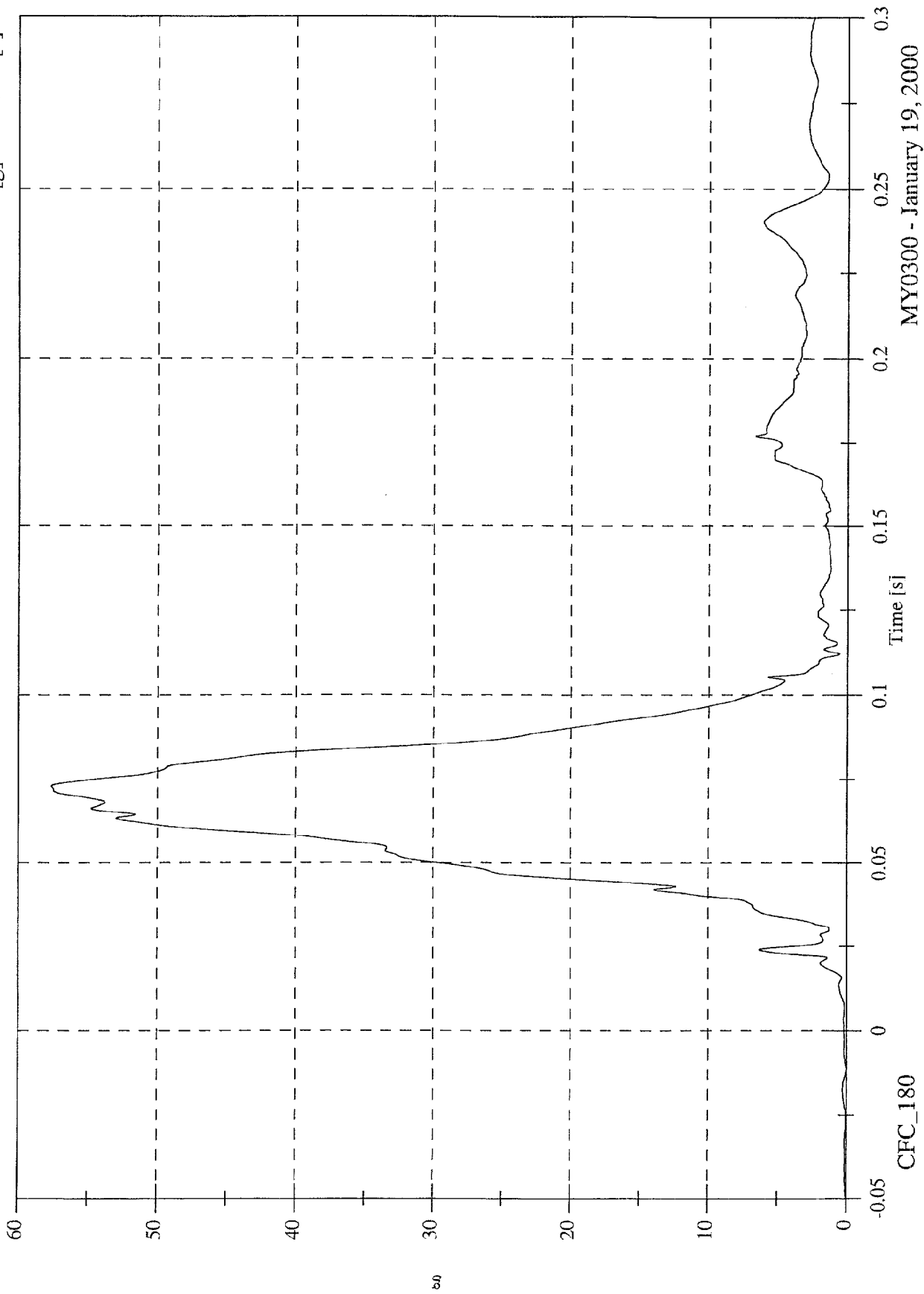


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 57.6 [g] at 0.073 [s]
Min: 0.0 [g] at -0.011 [s]

P1 Chest Red Resultant

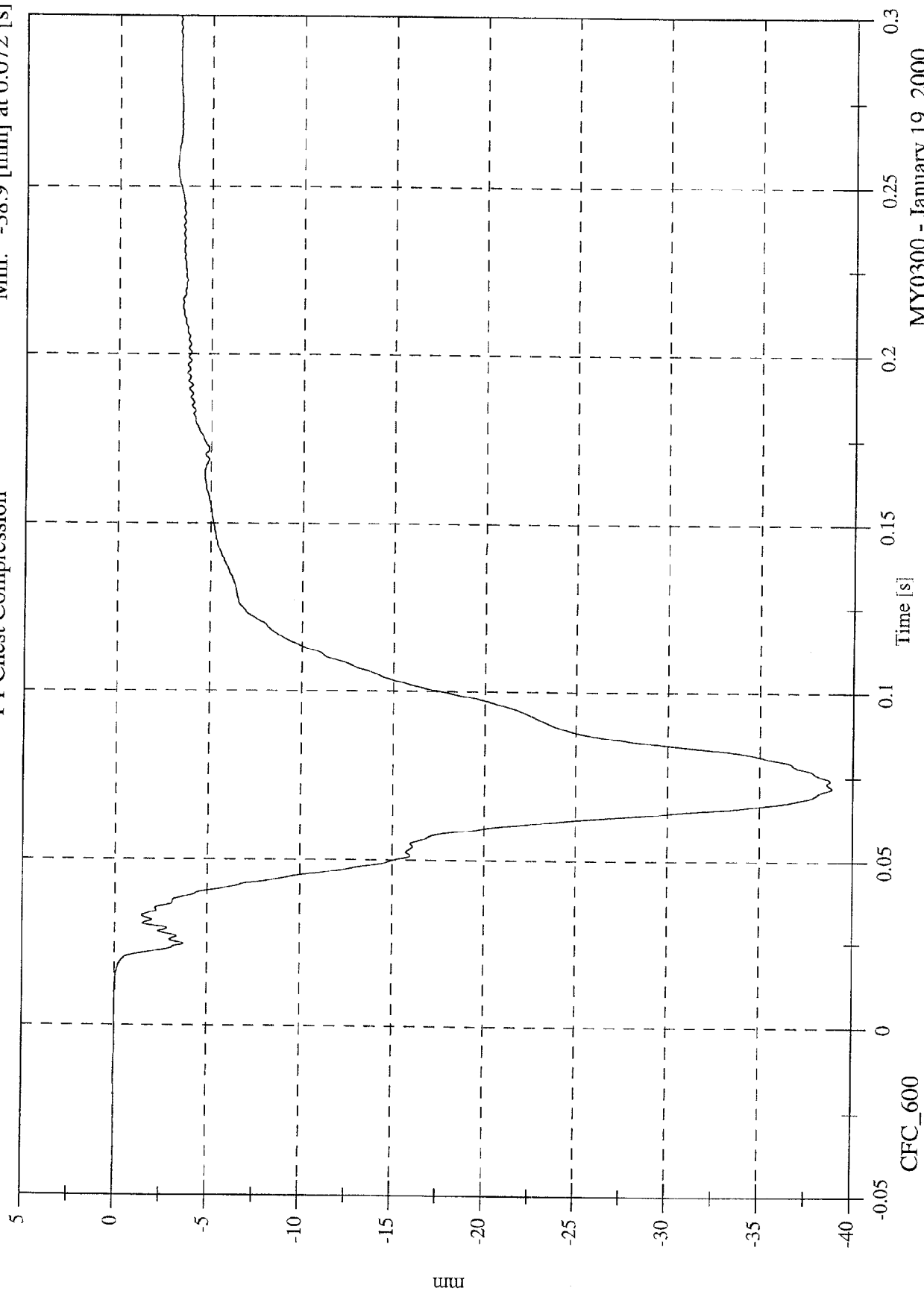


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Chest Compression

Max: 0.0 [mm] at -0.012 [s]
 Min: -38.9 [mm] at 0.072 [s]

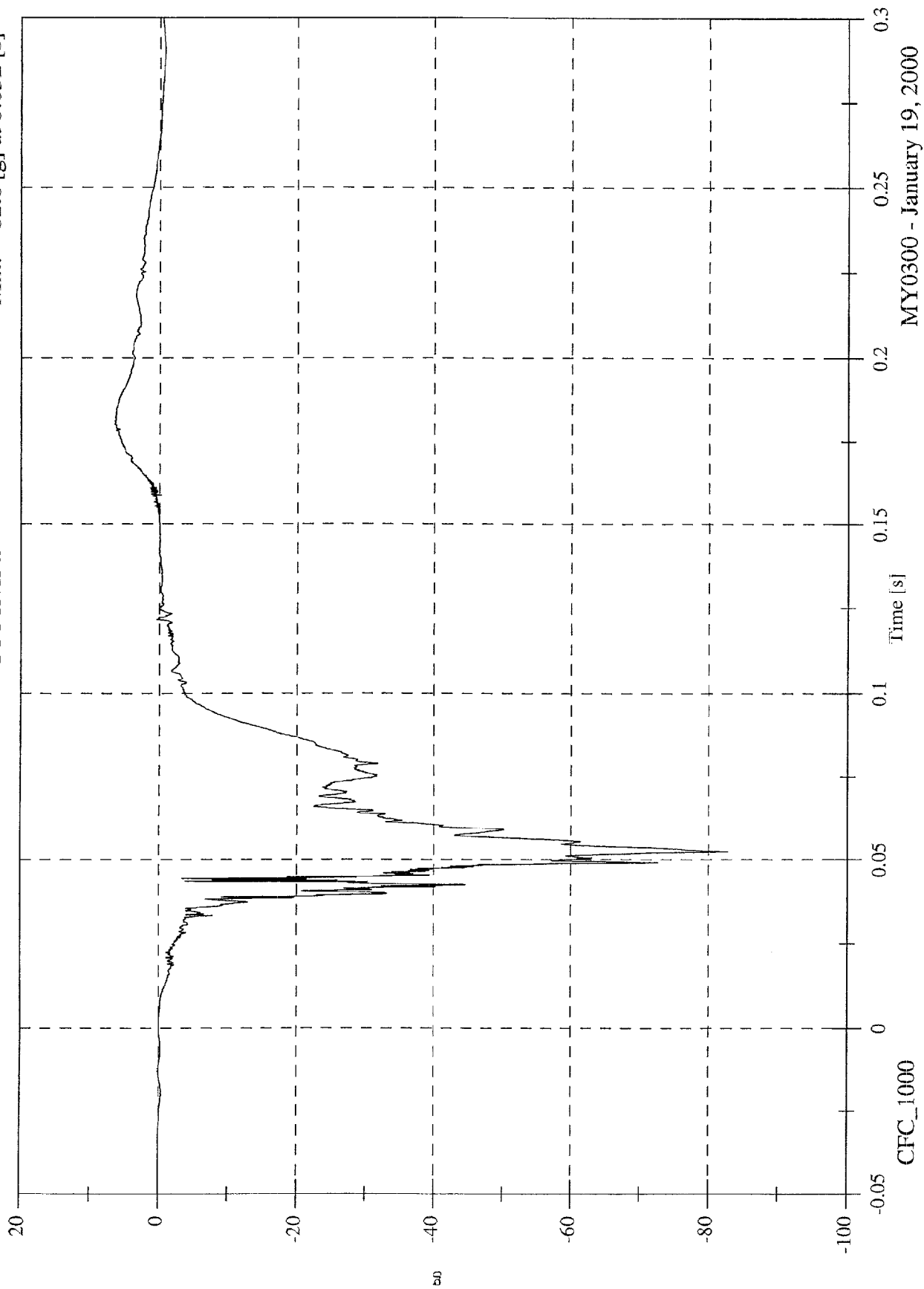


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 6.6 [g] at 0.180 [s]
Min: -82.8 [g] at 0.052 [s]

P1 Pelvic x

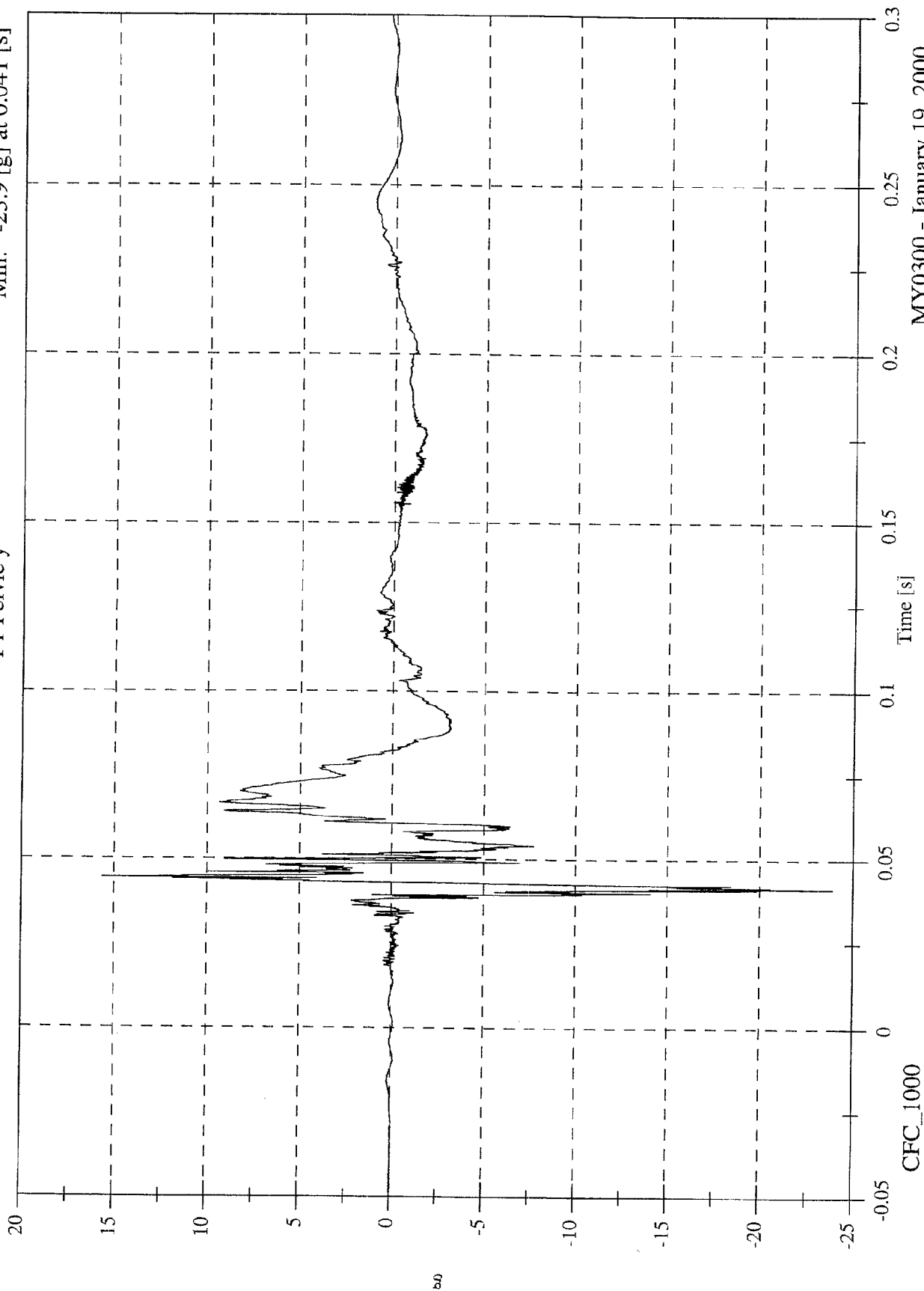


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 15.6 [g] at 0.044 [s]
 Min: -23.9 [g] at 0.041 [s]

P1 Pelvic y

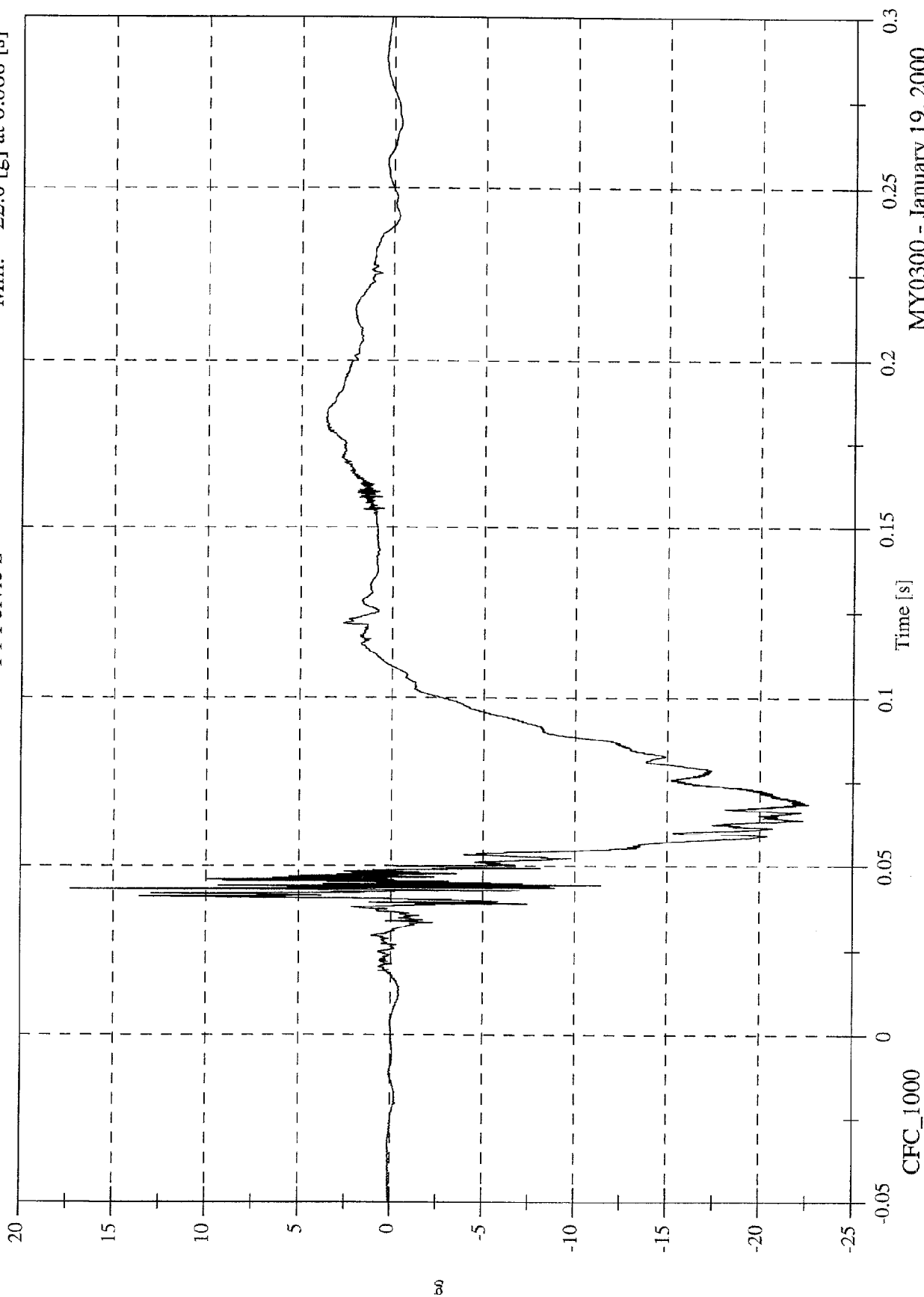


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 17.3 [g] at 0.043 [s]
 Min: -22.6 [g] at 0.068 [s]

P1 Pelvic z

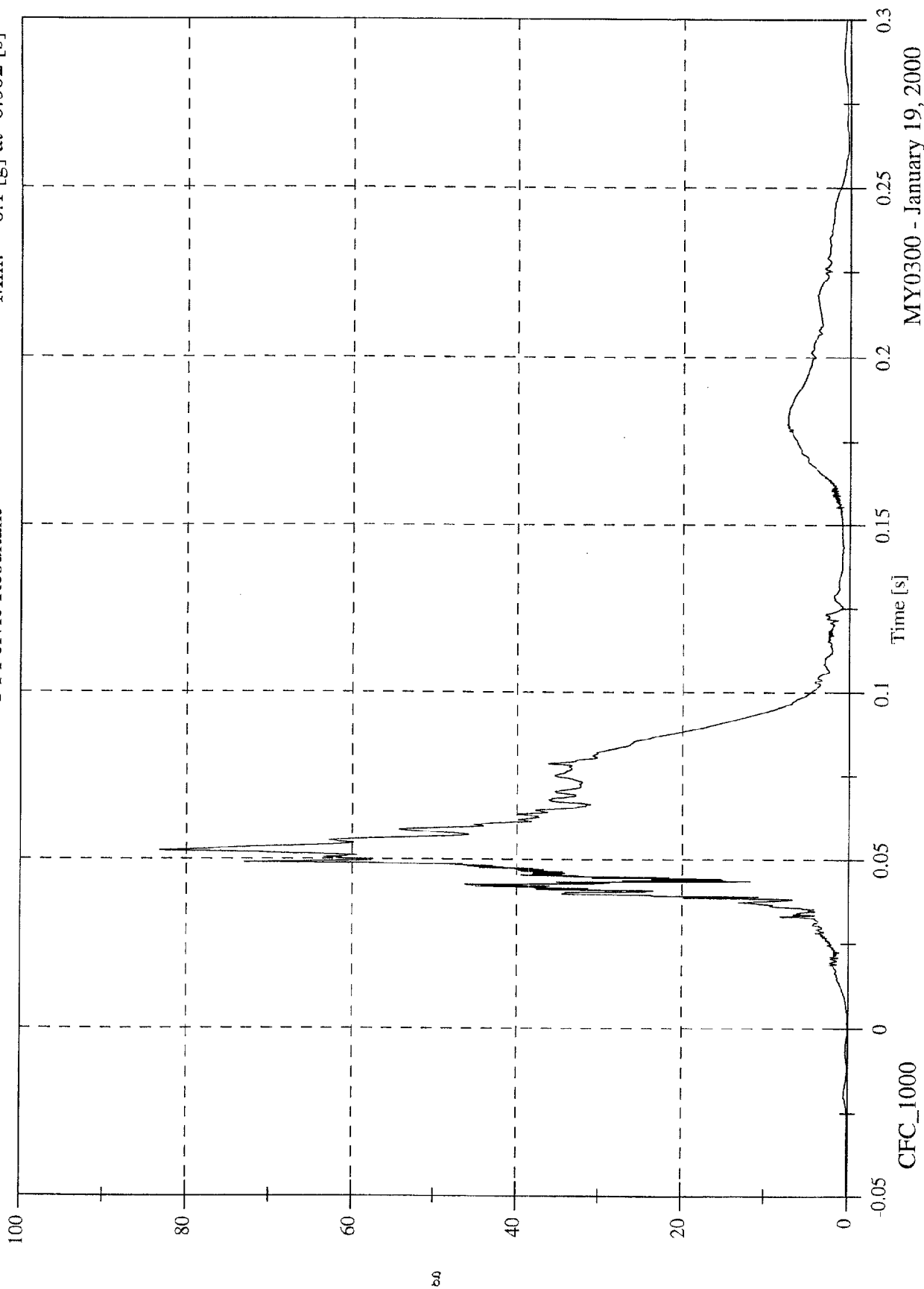


MY0300 - January 19, 2000

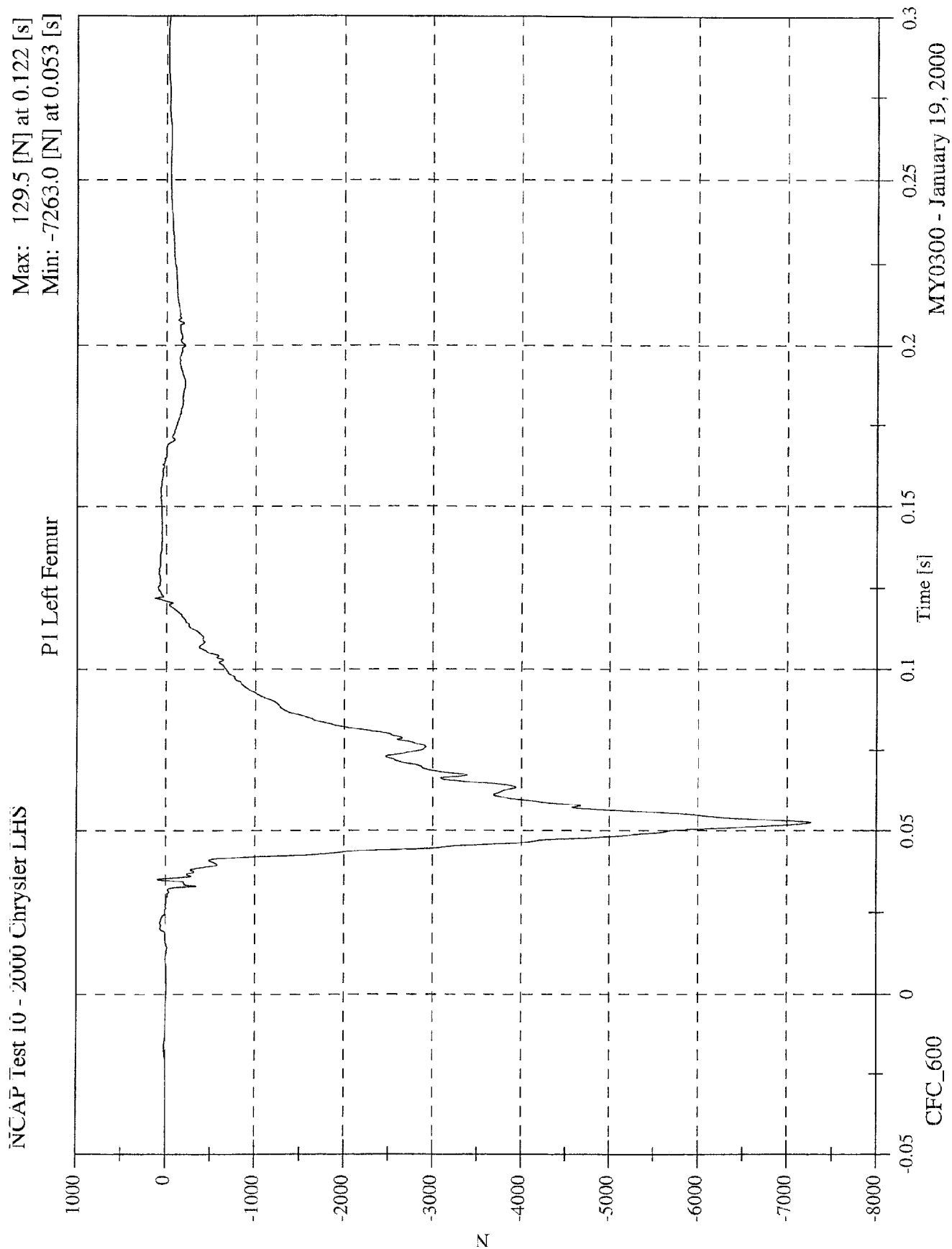
NCAP Test 10 - 2000 Chrysler LHS

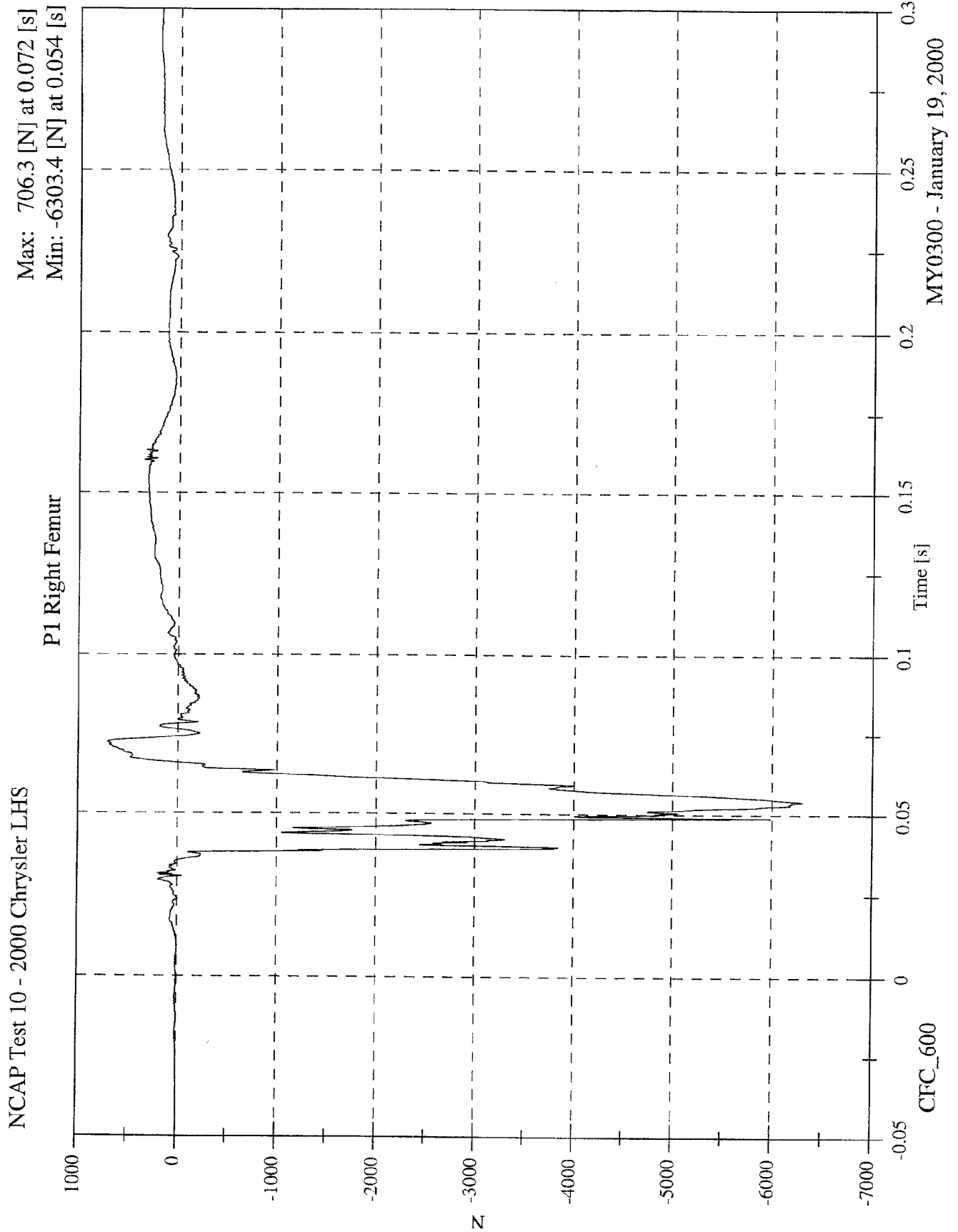
Max: 83.3 [g] at 0.052 [s]
Min: 0.1 [g] at -0.002 [s]

P1 Pelvic Resultant



MY0300 - January 19, 2000

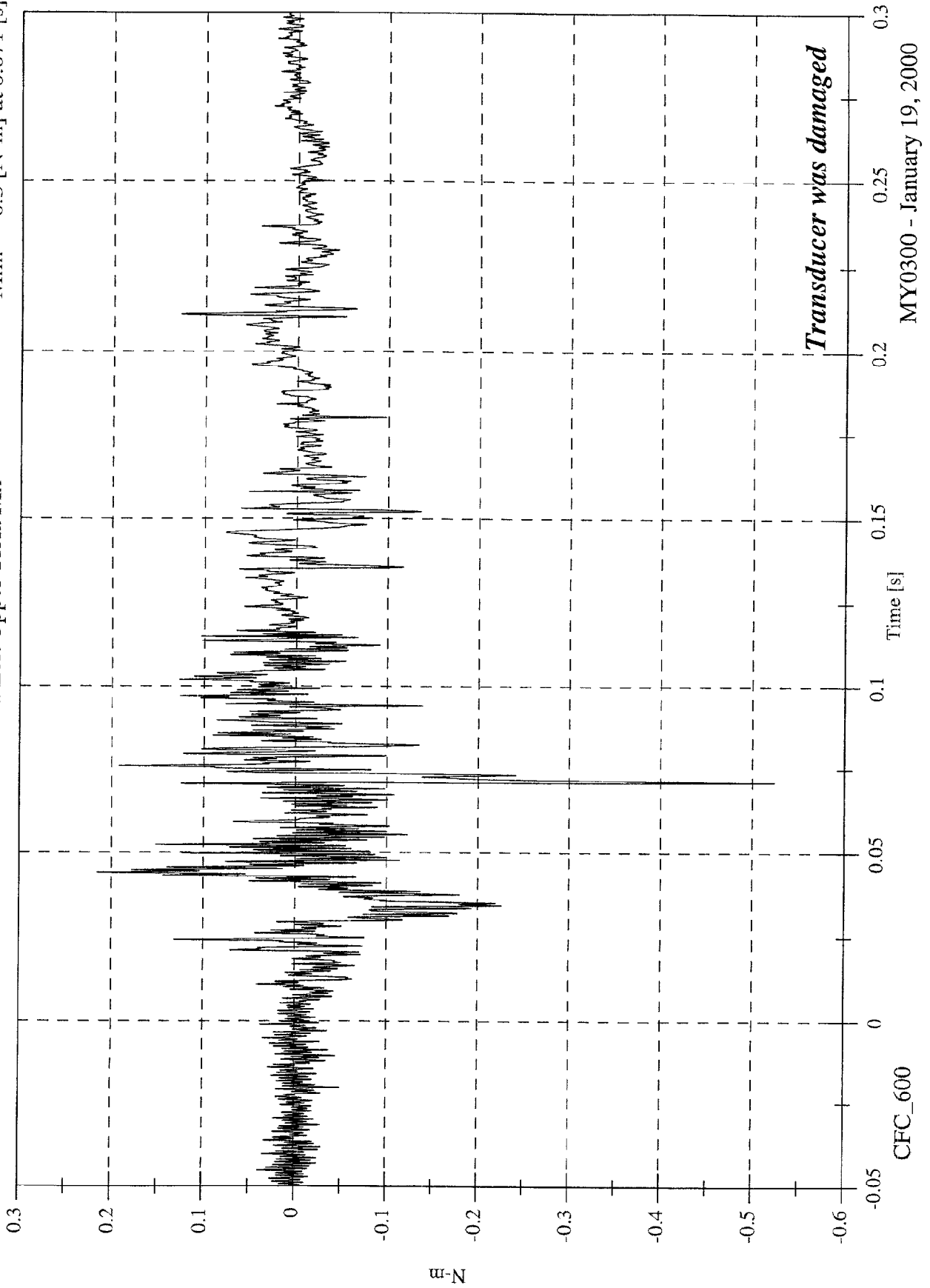




NCAP Test 10 - 2000 Chrysler LHS

P1 Left Upper Tibia Mx

Max: 0.2 [N-m] at 0.044 [s]
Min: -0.5 [N-m] at 0.071 [s]

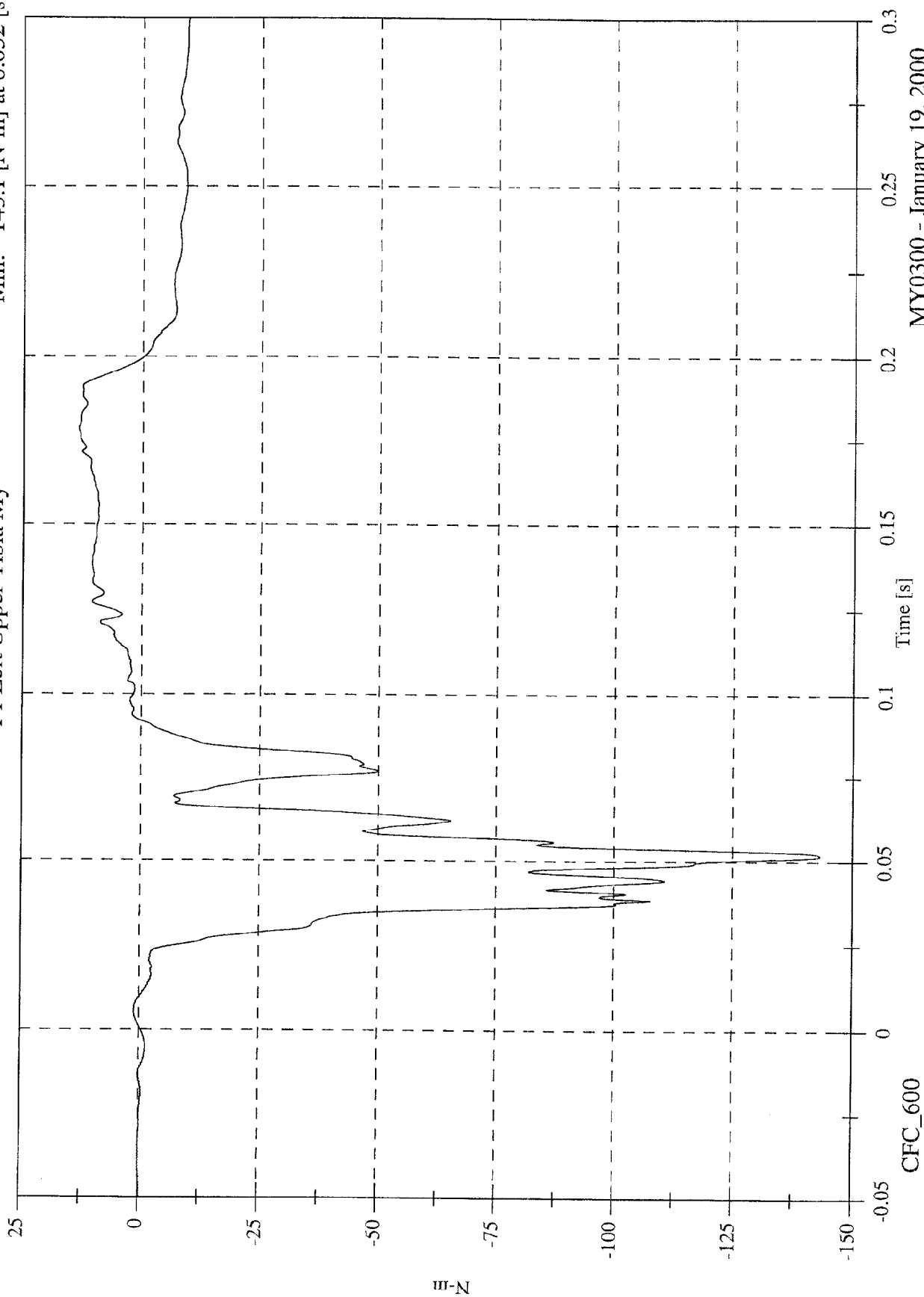


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Left Upper Tibia My

Max: 13.4 [N-m] at 0.178 [s]
Min: -143.1 [N-m] at 0.052 [s]

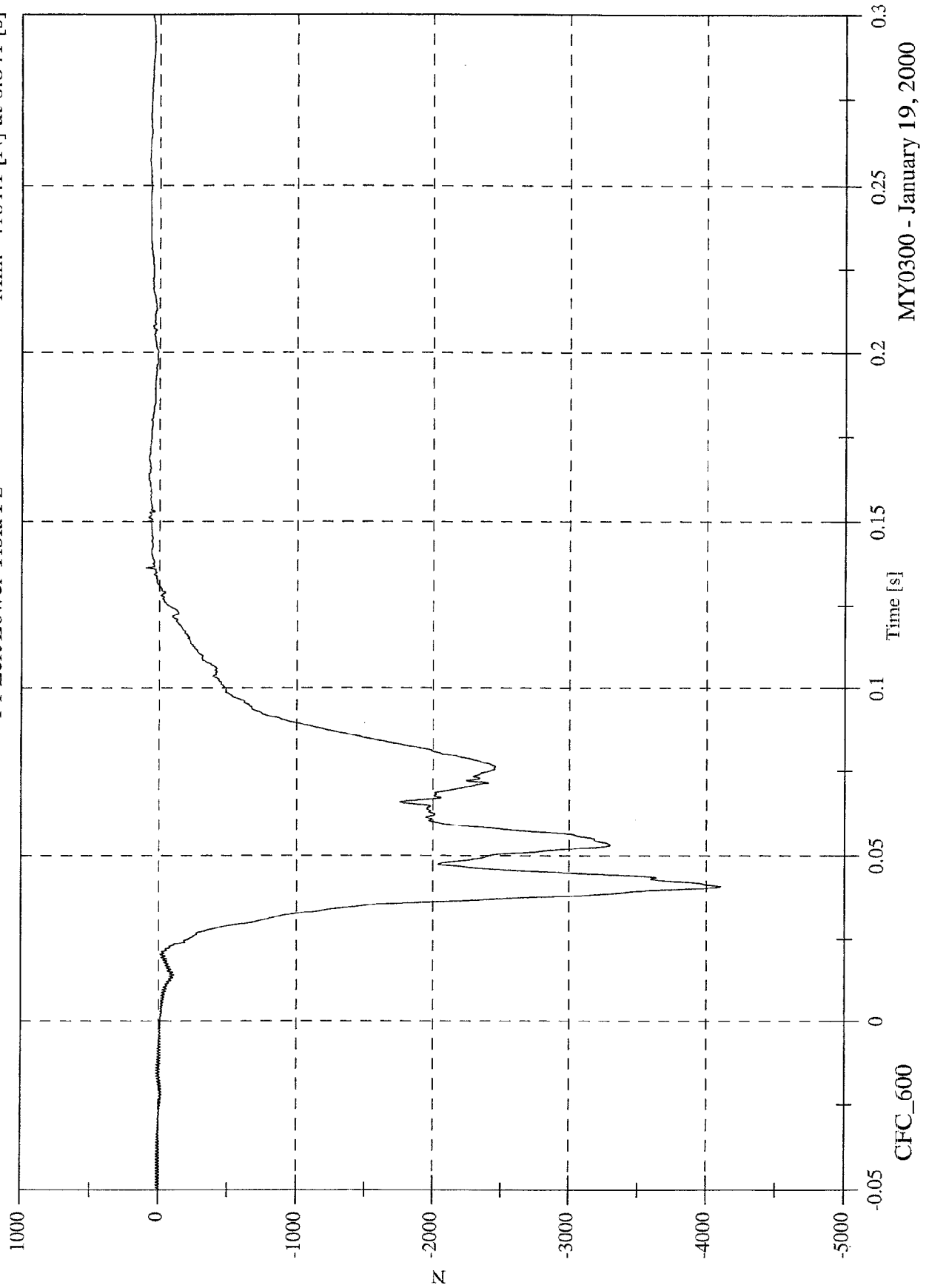


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 100.0 [N] at 0.136 [s]
Min: -4101.1 [N] at 0.041 [s]

P1 Left Lower Tibia Fz

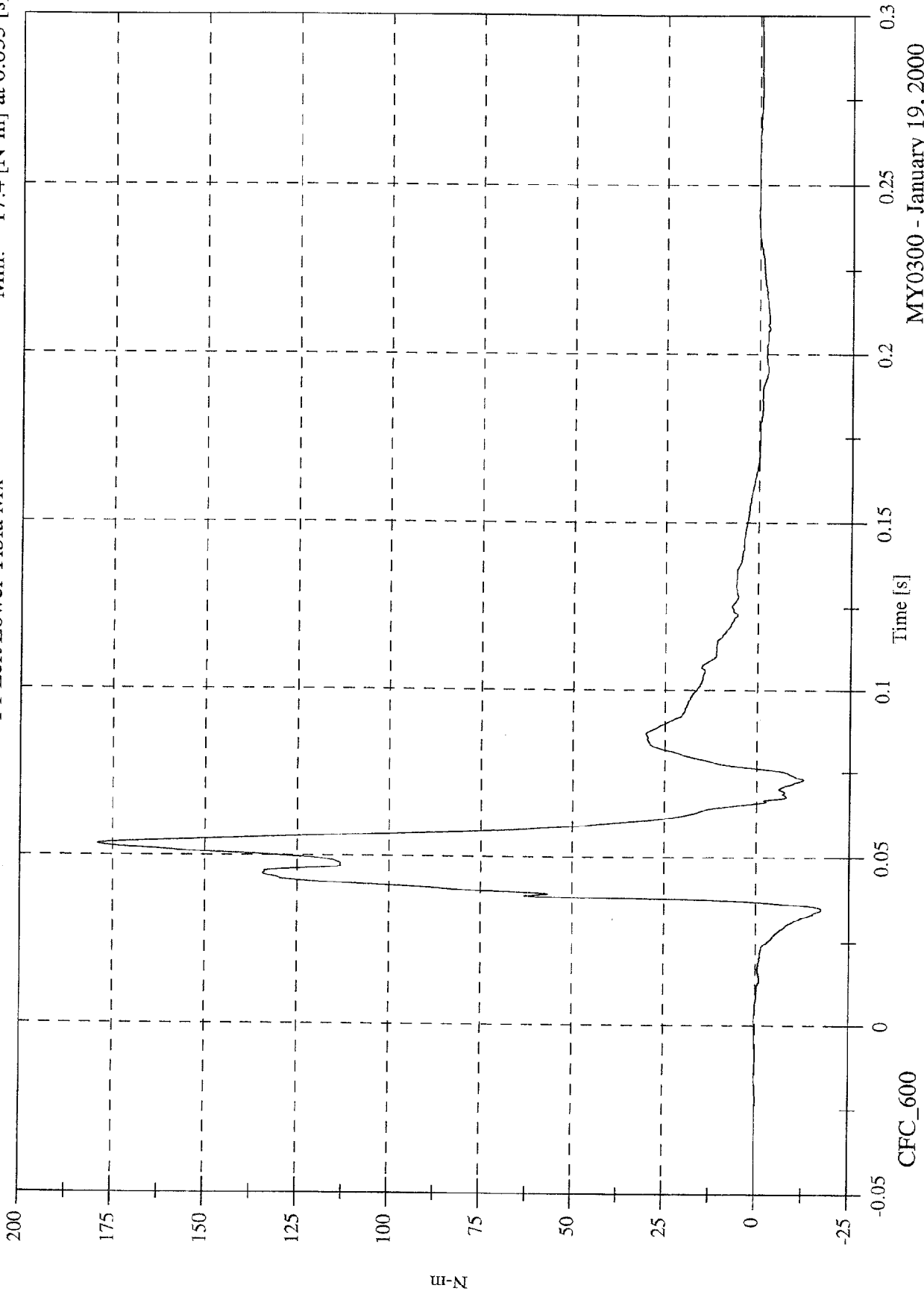


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Left Lower Tibia Mx

Max: 179.3 [N-m] at 0.053 [s]
Min: -17.4 [N-m] at 0.035 [s]

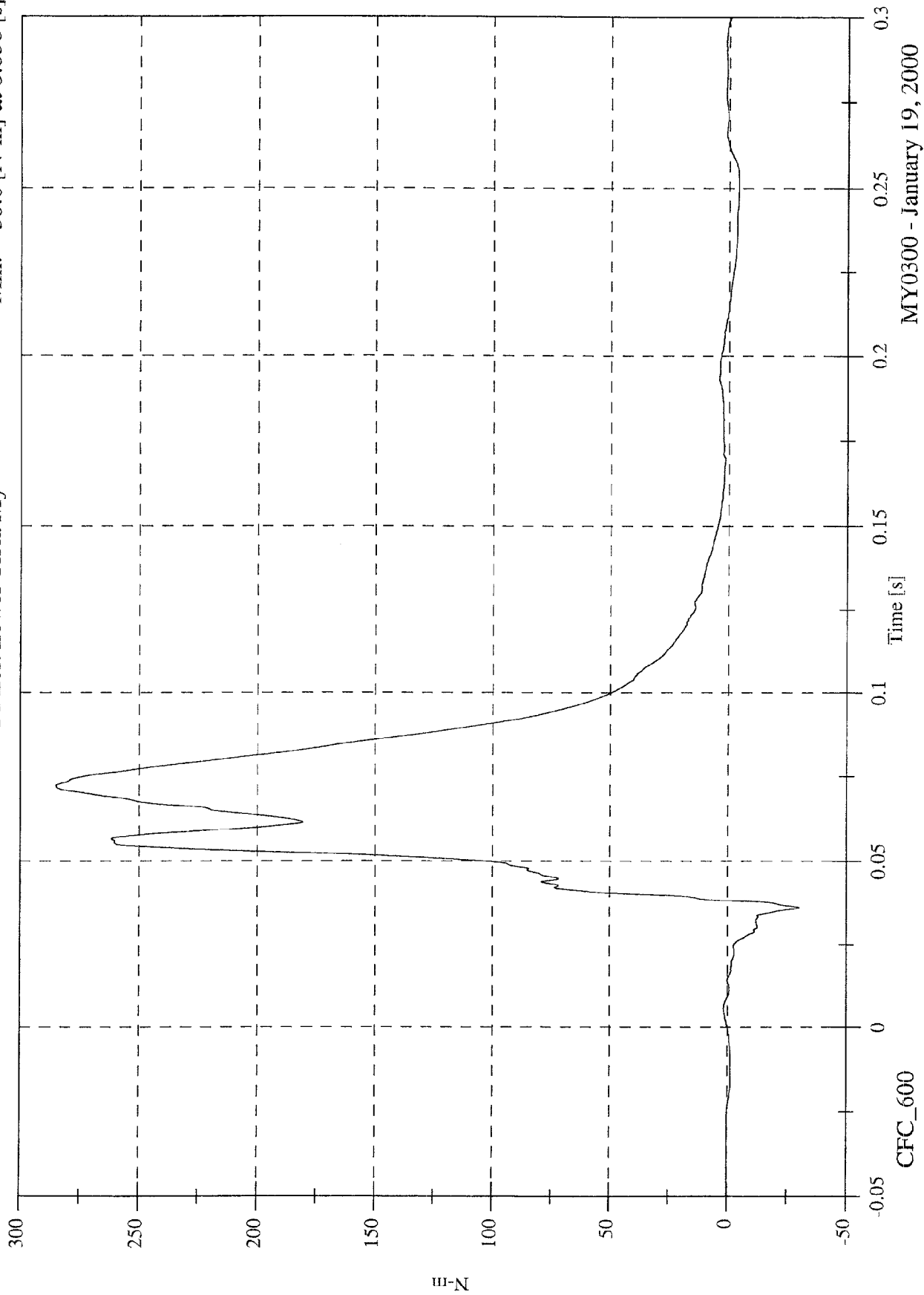


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Left Lower Tibia My

Max: 285.0 [N-m] at 0.072 [s]
Min: -30.0 [N-m] at 0.036 [s]

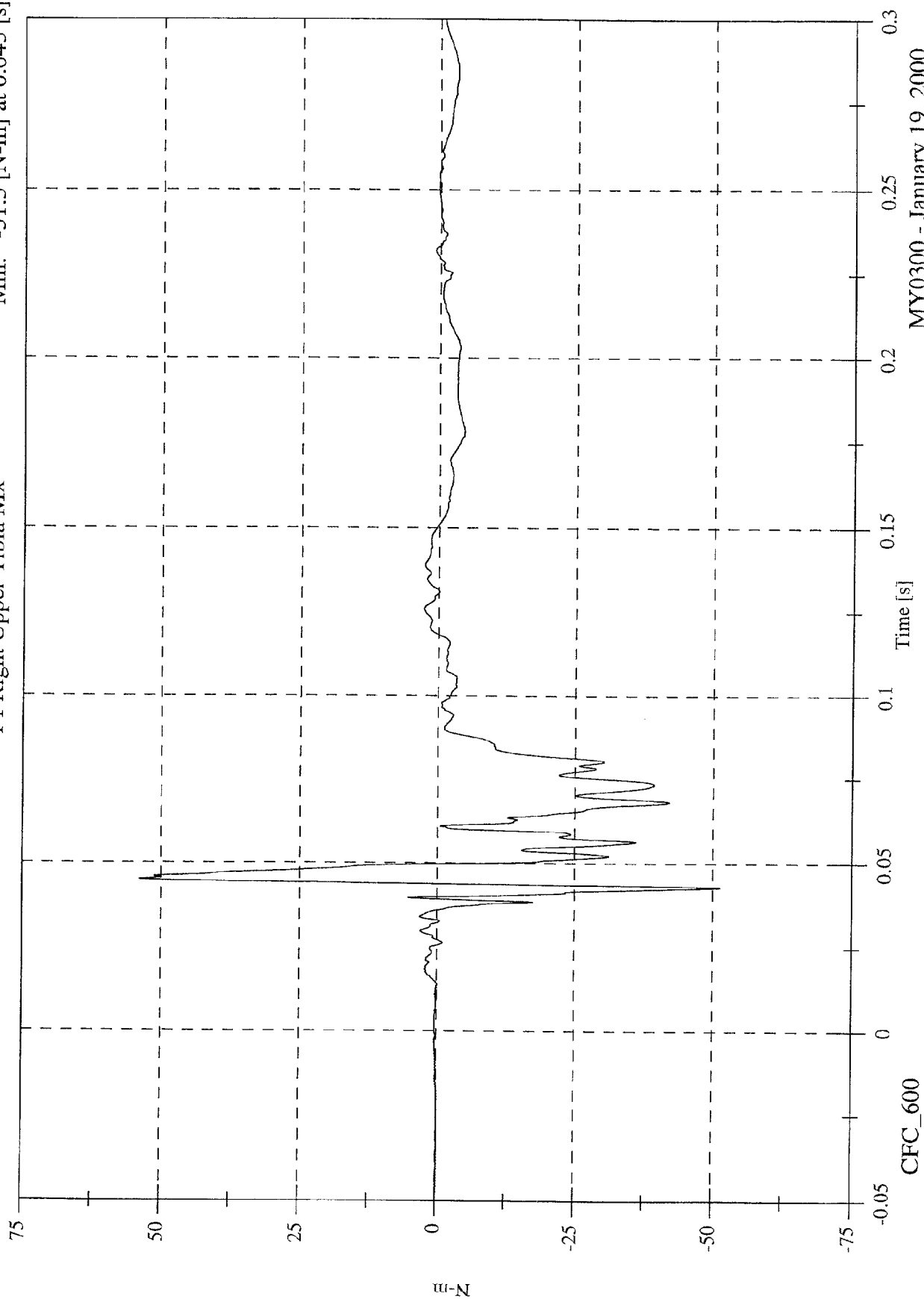


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Right Upper Tibia Mx

Max: 53.8 [N-m] at 0.045 [s]
Min: -51.3 [N-m] at 0.043 [s]

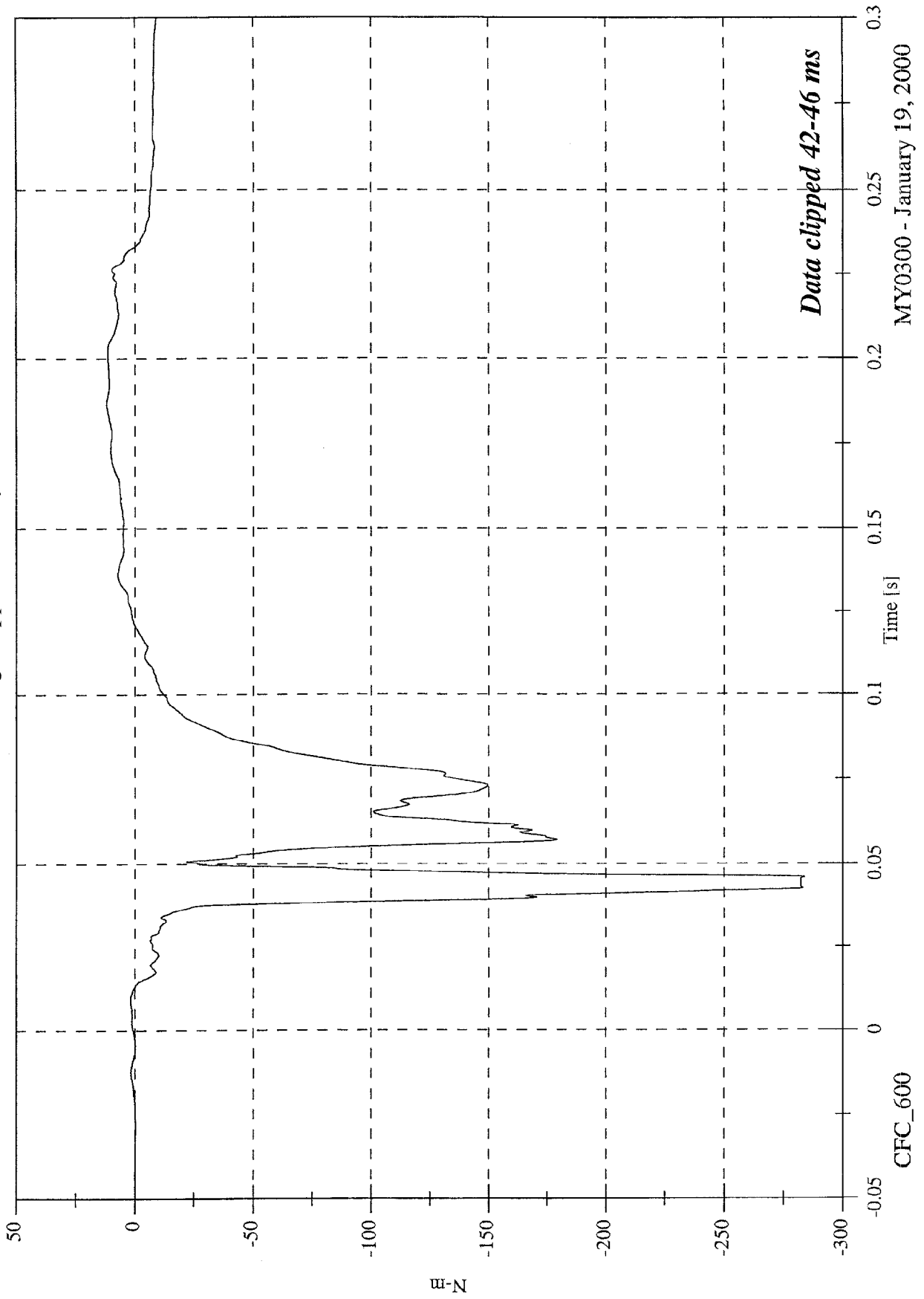


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Right Upper Tibia My

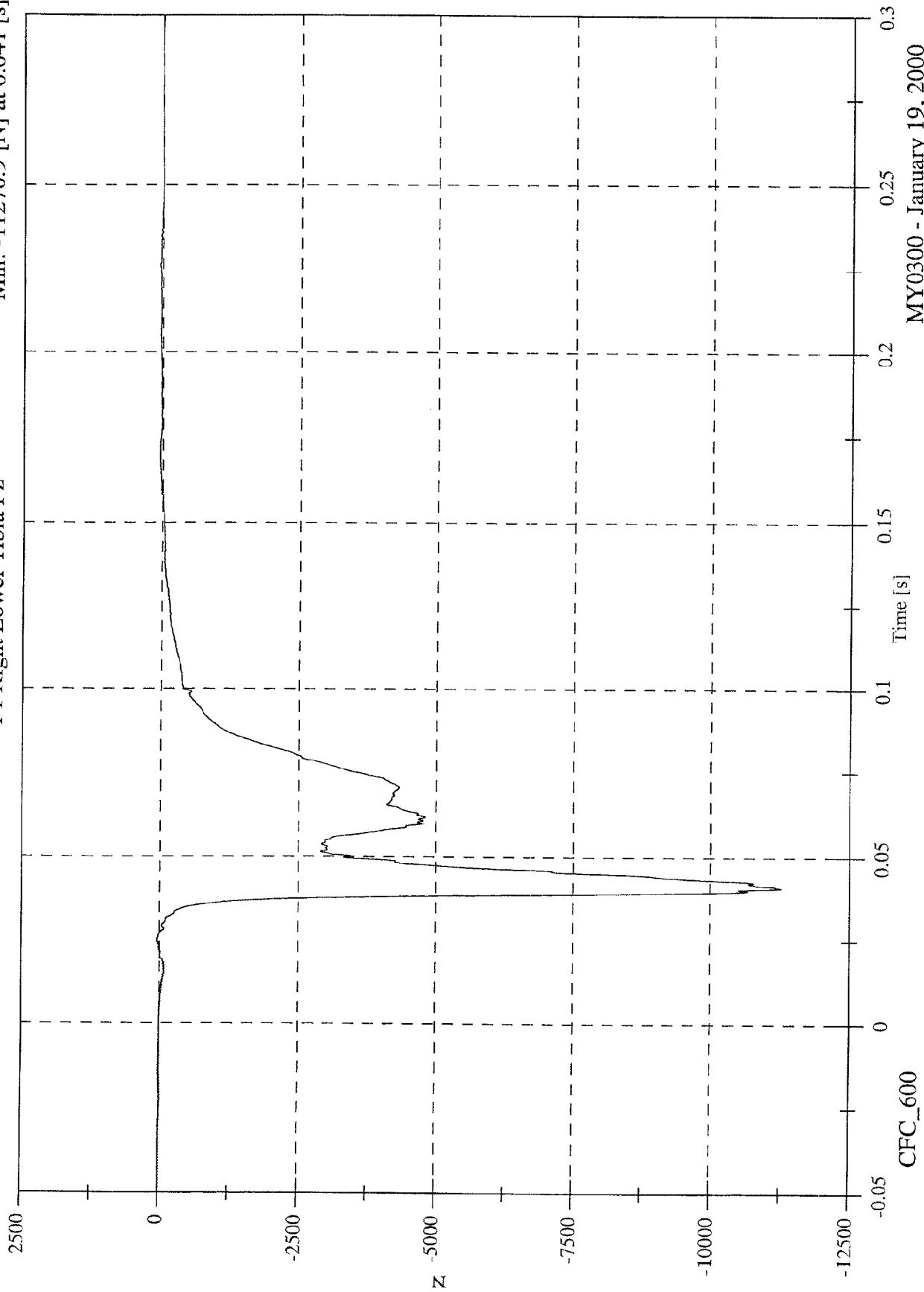
Max: 11.7 [N-m] at 0.187 [s]
Min: -283.8 [N-m] at 0.046 [s]



NCAP Test 10 - 2000 Chrysler LHS

P1 Right Lower Tibia Fz

Max: 56.9 [N] at 0.226 [s]
Min: -11270.9 [N] at 0.041 [s]

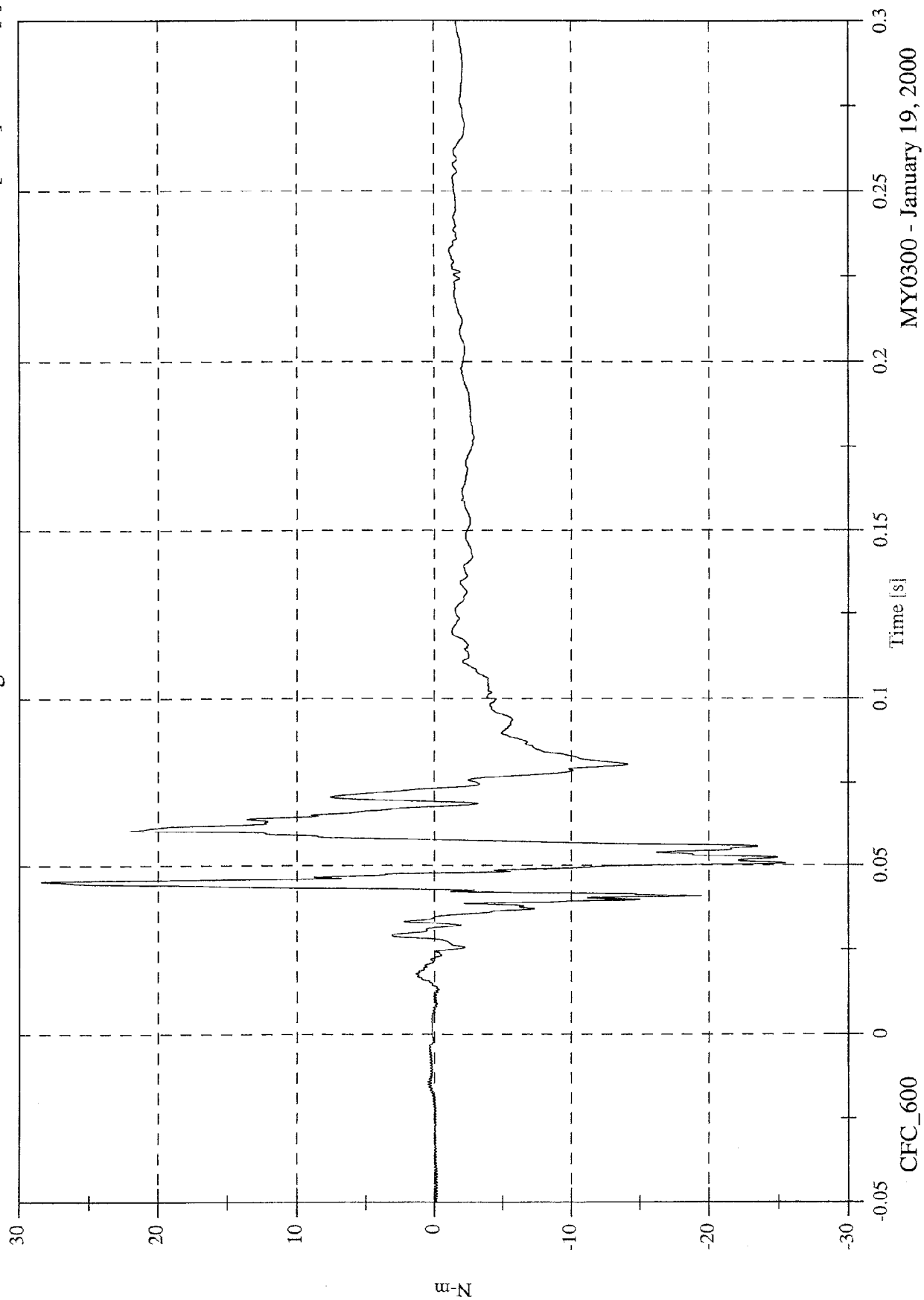


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 28.4 [N-m] at 0.045 [s]
Min: -25.5 [N-m] at 0.051 [s]

P1 Right Lower Tibia Mx

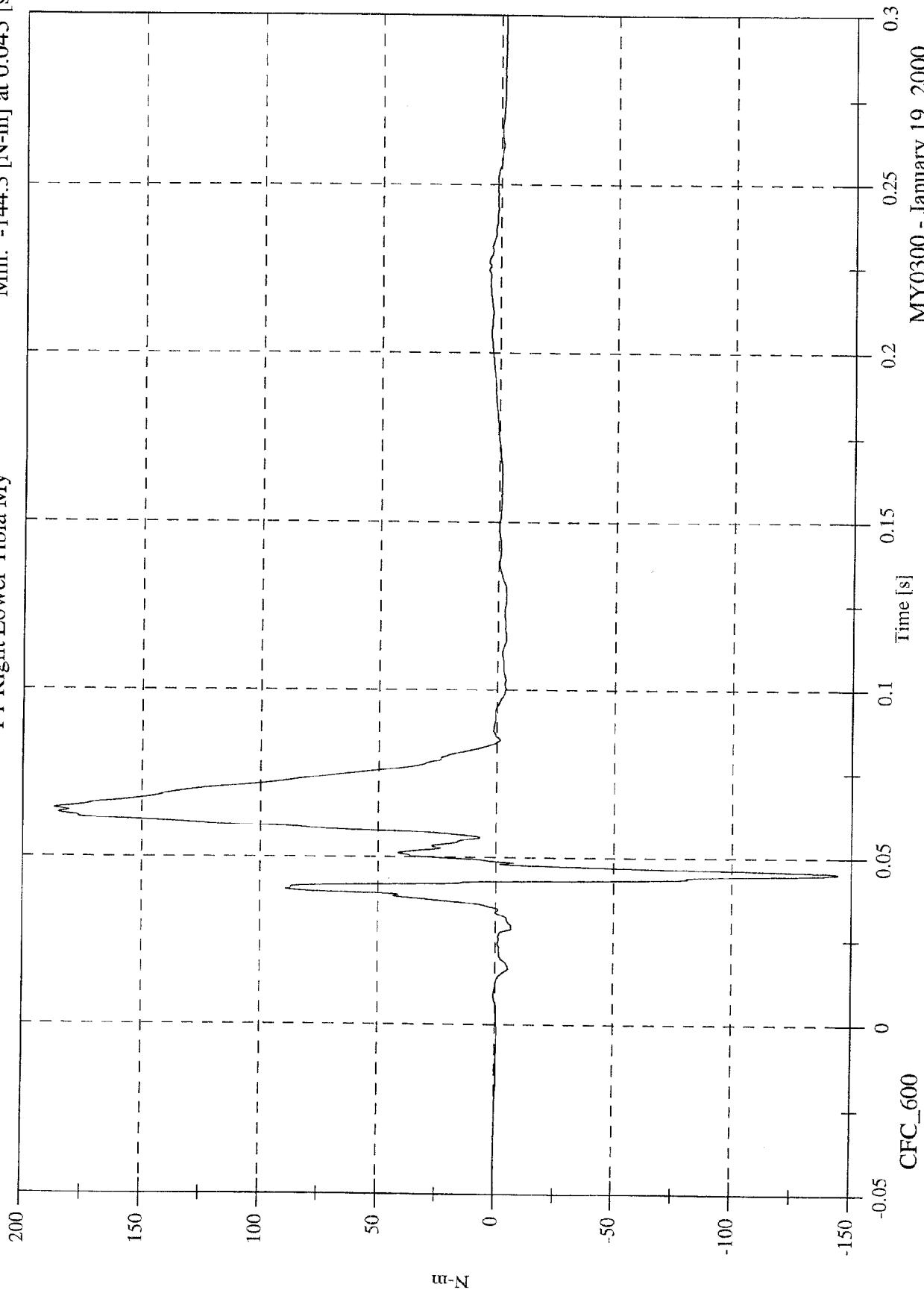


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Right Lower Tibia My

Max: 186.7 [N-m] at 0.065 [s]
Min: -144.3 [N-m] at 0.045 [s]

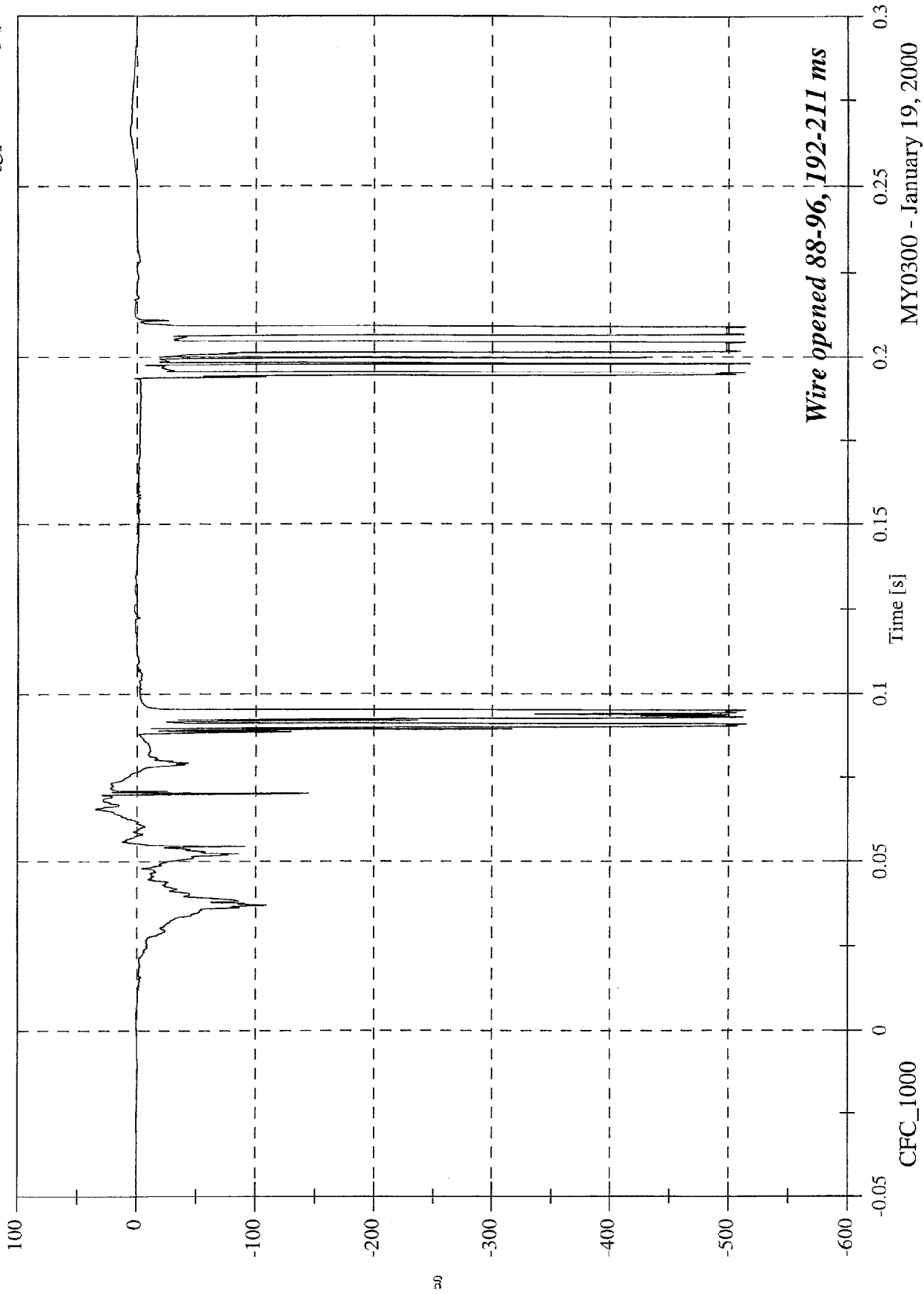


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 34.6 [g] at 0.066 [s]
Min: -517.6 [g] at 0.198 [s]

P1 Left Foot Aft x

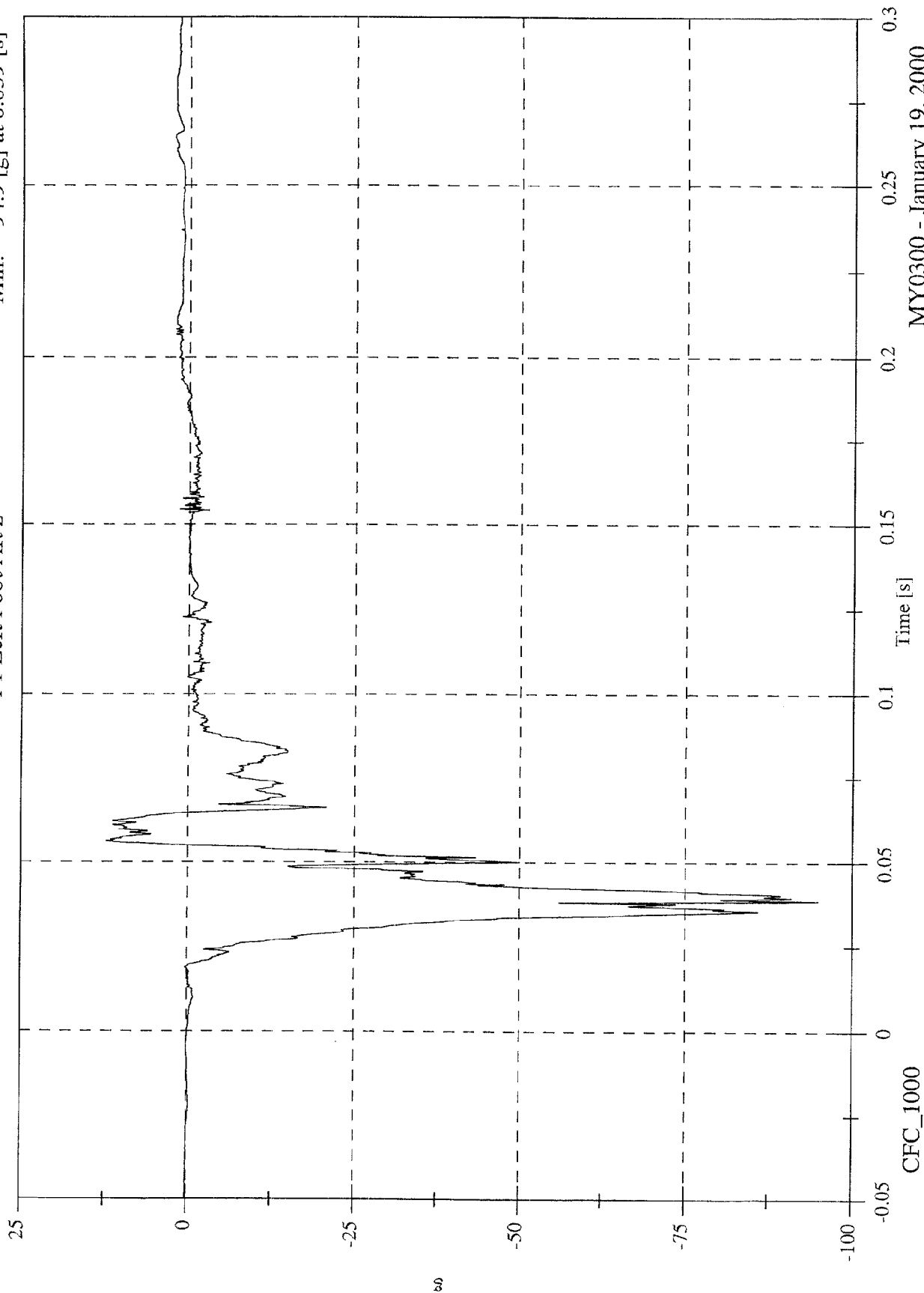


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 12.3 [g] at 0.056 [s]
Min: -94.9 [g] at 0.039 [s]

P1 Left Foot Aft z

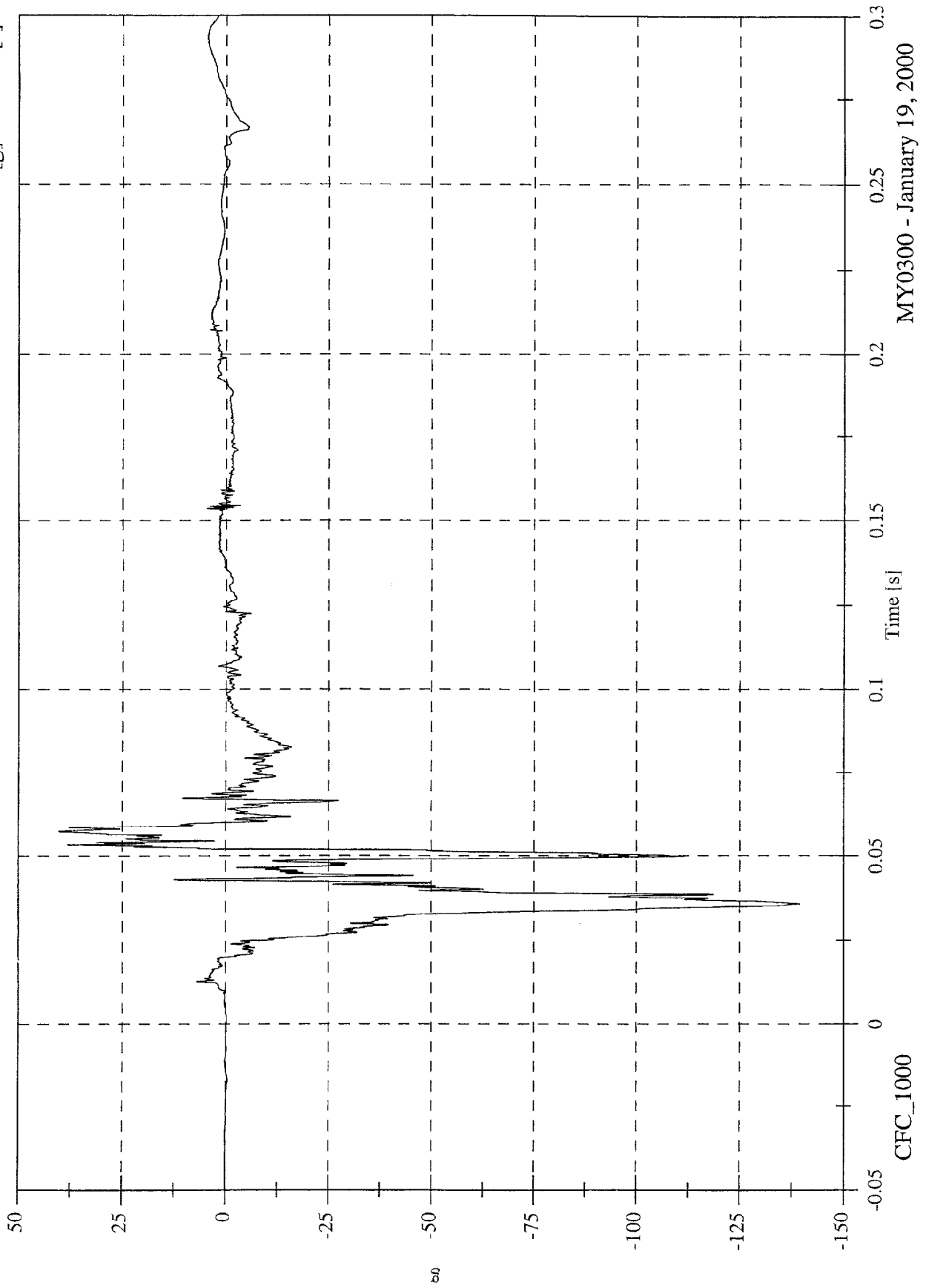


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Left Foot Fore z

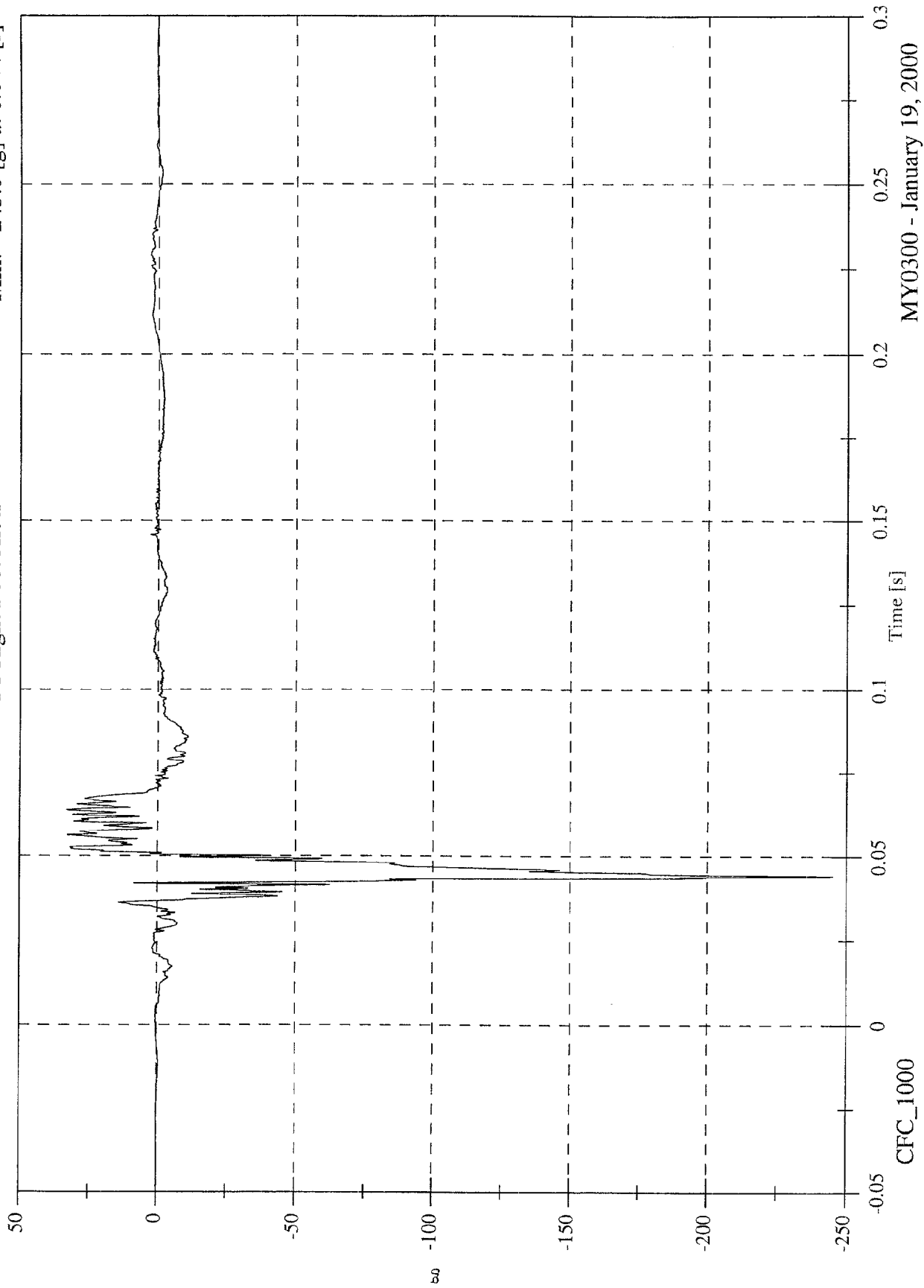
Max: 40.3 [g] at 0.057 [s]
Min: -139.4 [g] at 0.036 [s]



NCAP Test 10 - 2000 Chrysler LHS

Max: 32.9 [g] at 0.064 [s]
Min: -245.0 [g] at 0.044 [s]

P1 Right Foot Aft x

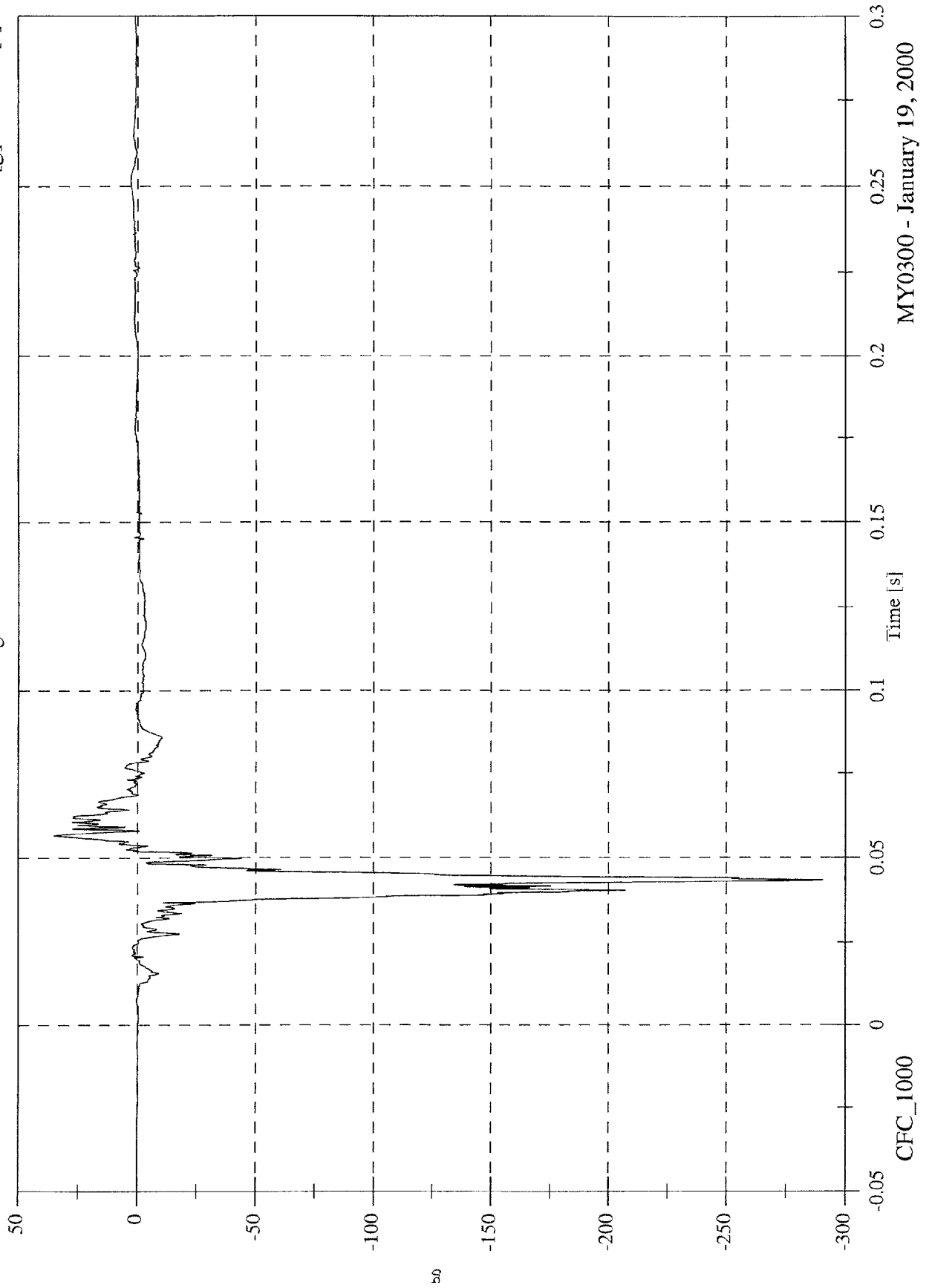


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 34.8 [g] at 0.057 [s]
Min: -290.3 [g] at 0.043 [s]

P1 Right Foot Aft z

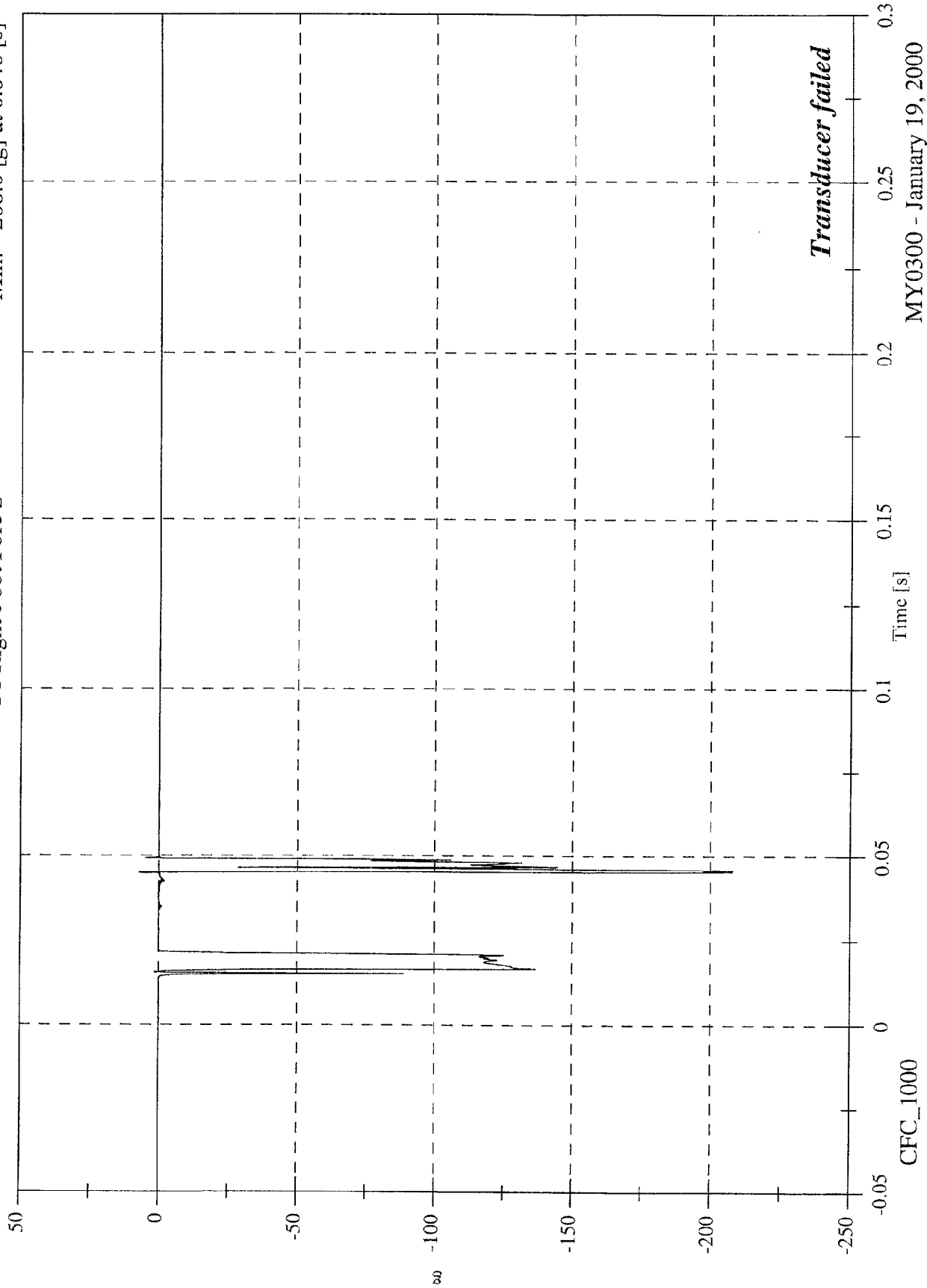


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 7.1 [g] at 0.045 [s]
Min: -208.0 [g] at 0.046 [s]

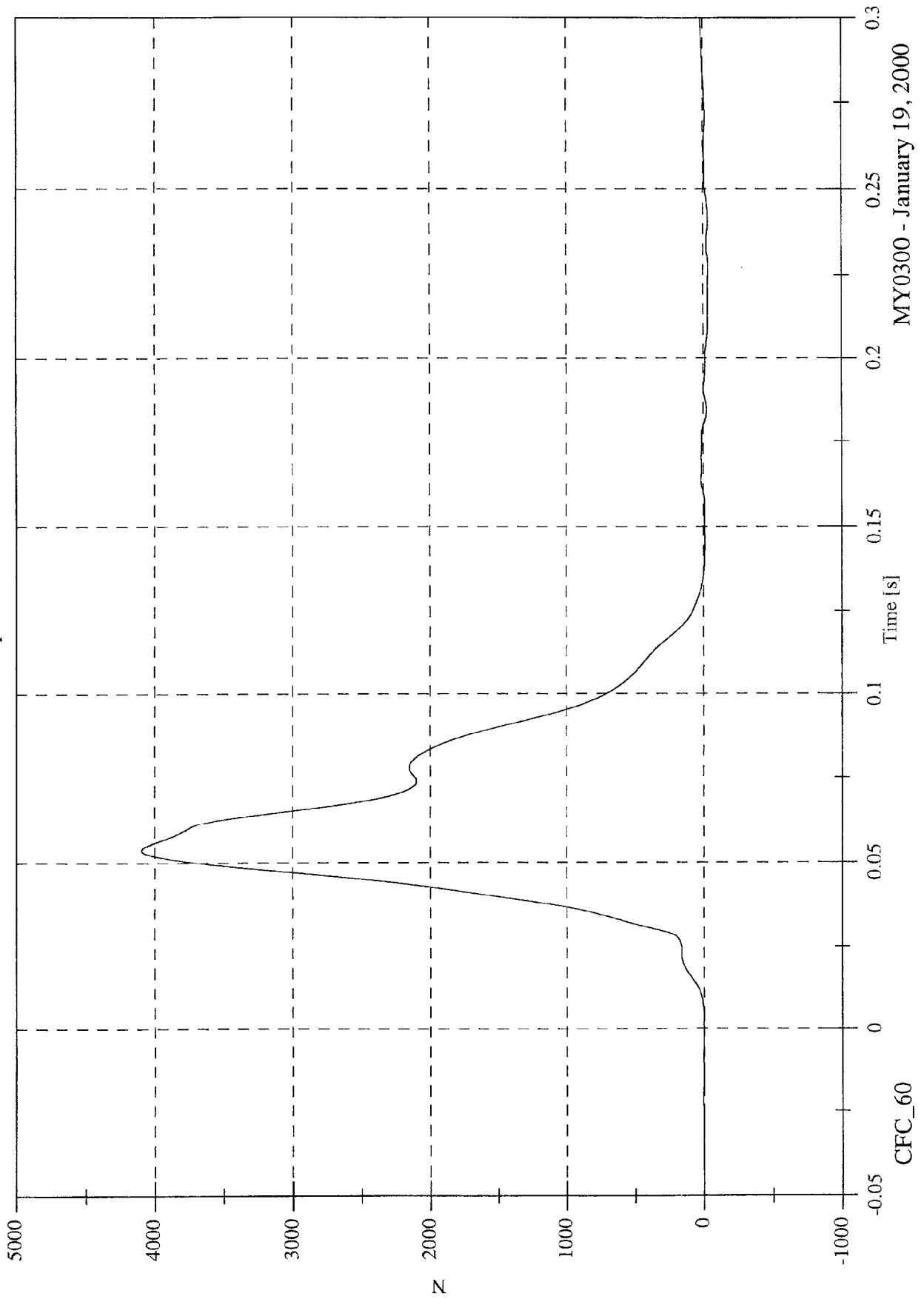
P1 Right Foot Fore z



NCAP Test 10 - 2000 Chrysler LHS

Max: 4097.8 [N] at 0.054 [s]
Min: -37.6 [N] at 0.227 [s]

P1 Lap Belt Force

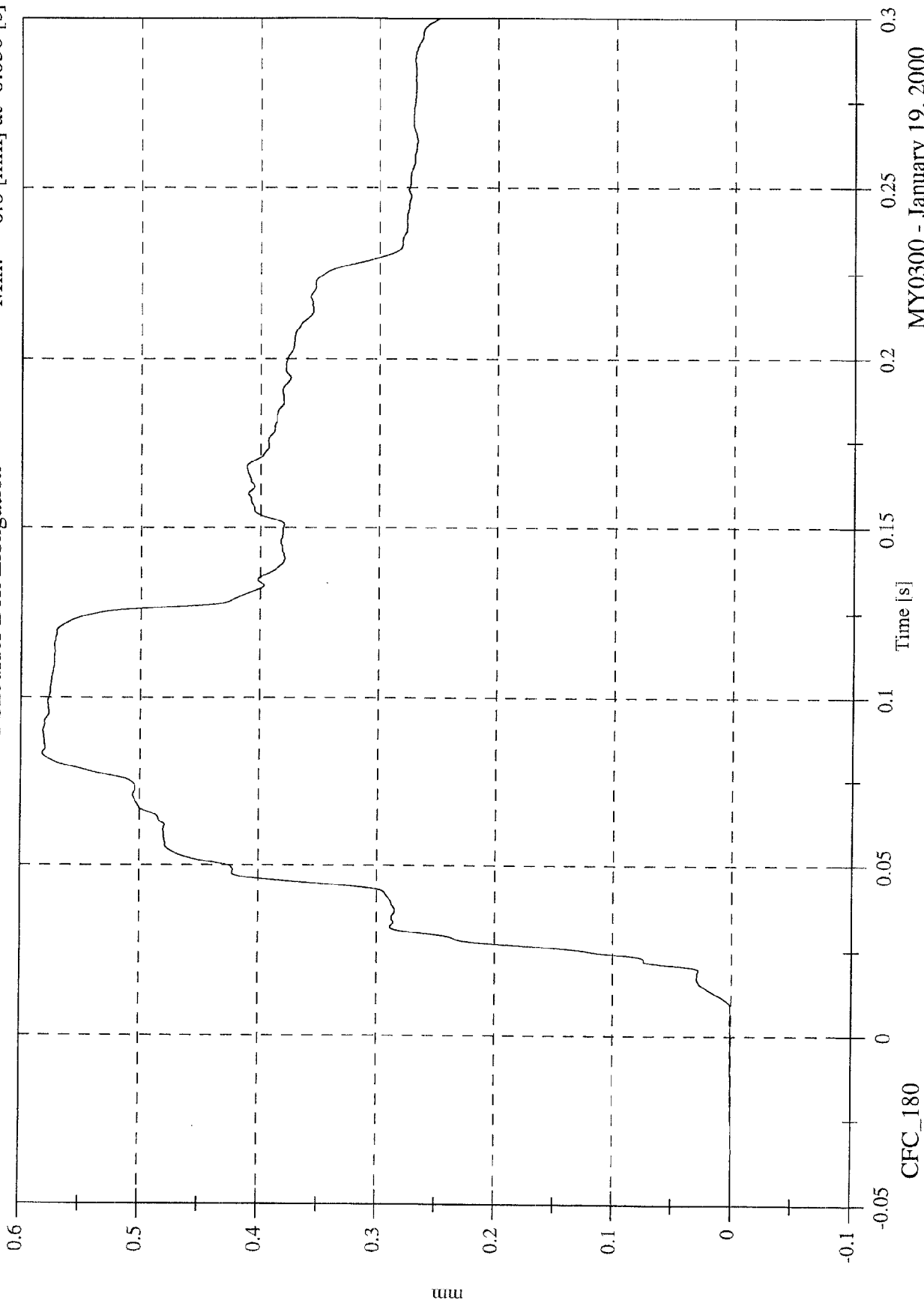


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P1 Shoulder Belt Elongation

Max: 0.6 [mm] at 0.083 [s]
Min: -0.0 [mm] at -0.050 [s]

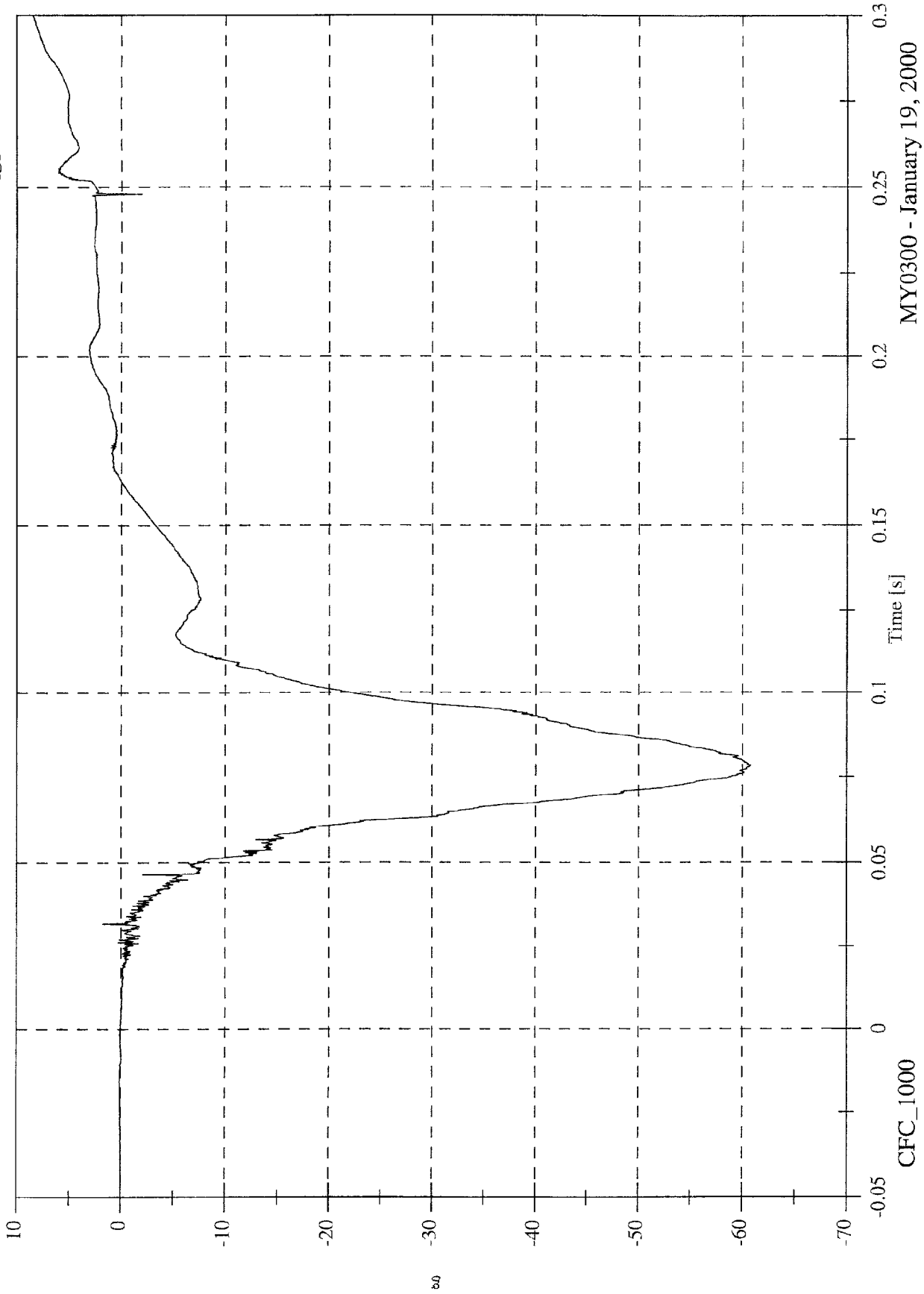


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 8.4 [g] at 0.300 [s]
Min: -60.8 [g] at 0.078 [s]

P2 Head x

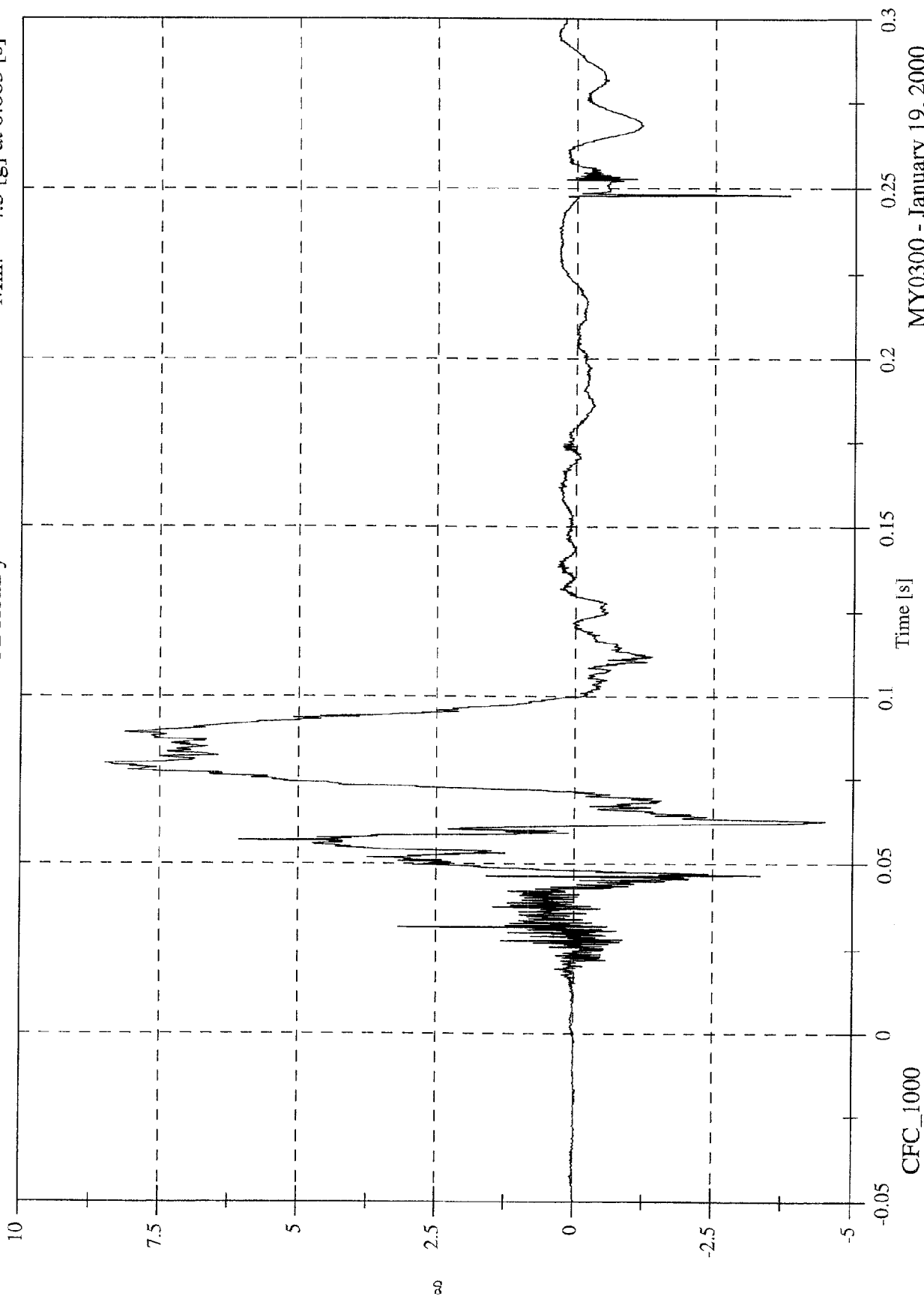


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 8.5 [g] at 0.080 [s]
Min: -4.5 [g] at 0.063 [s]

P2 Head y

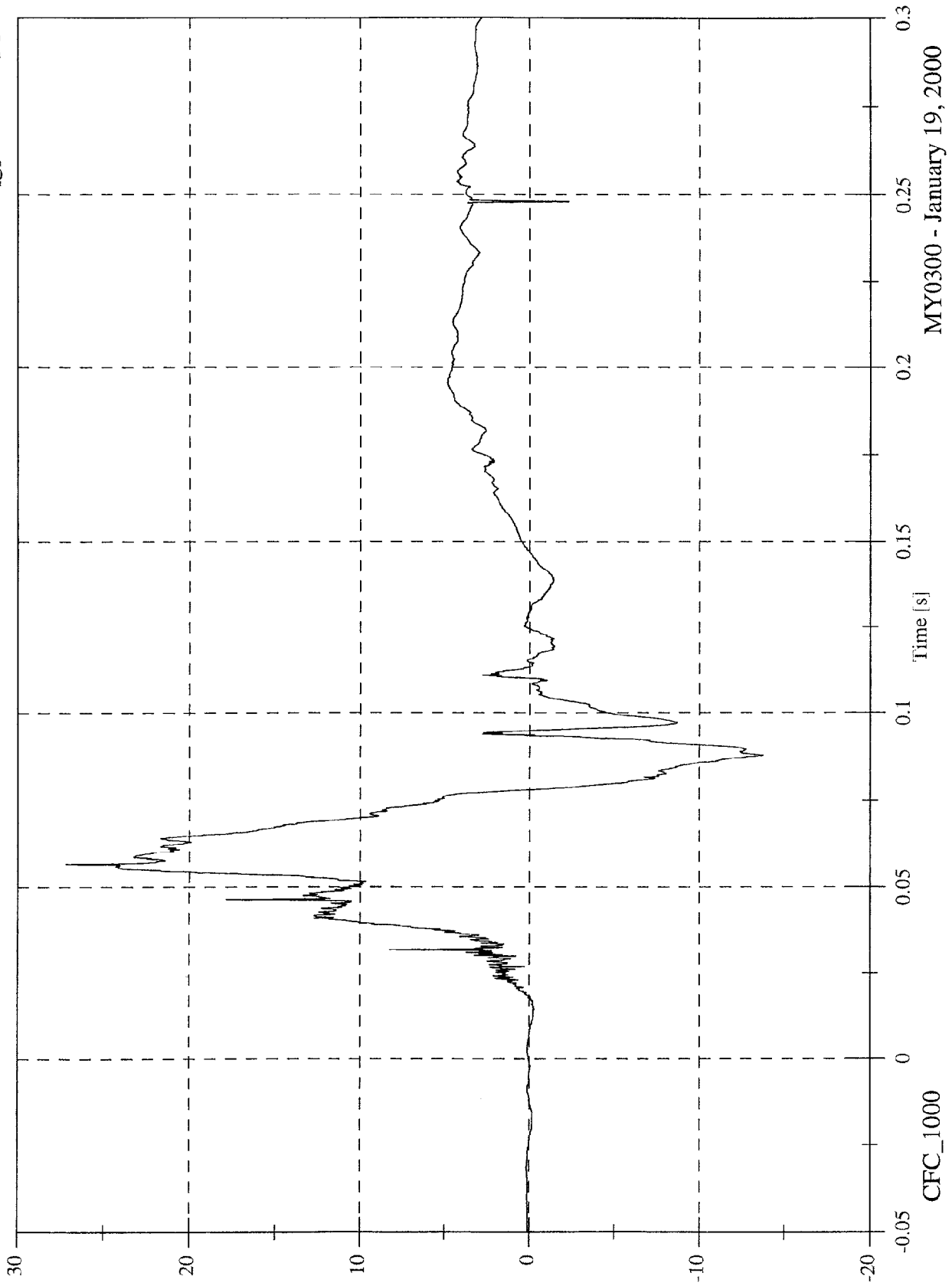


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

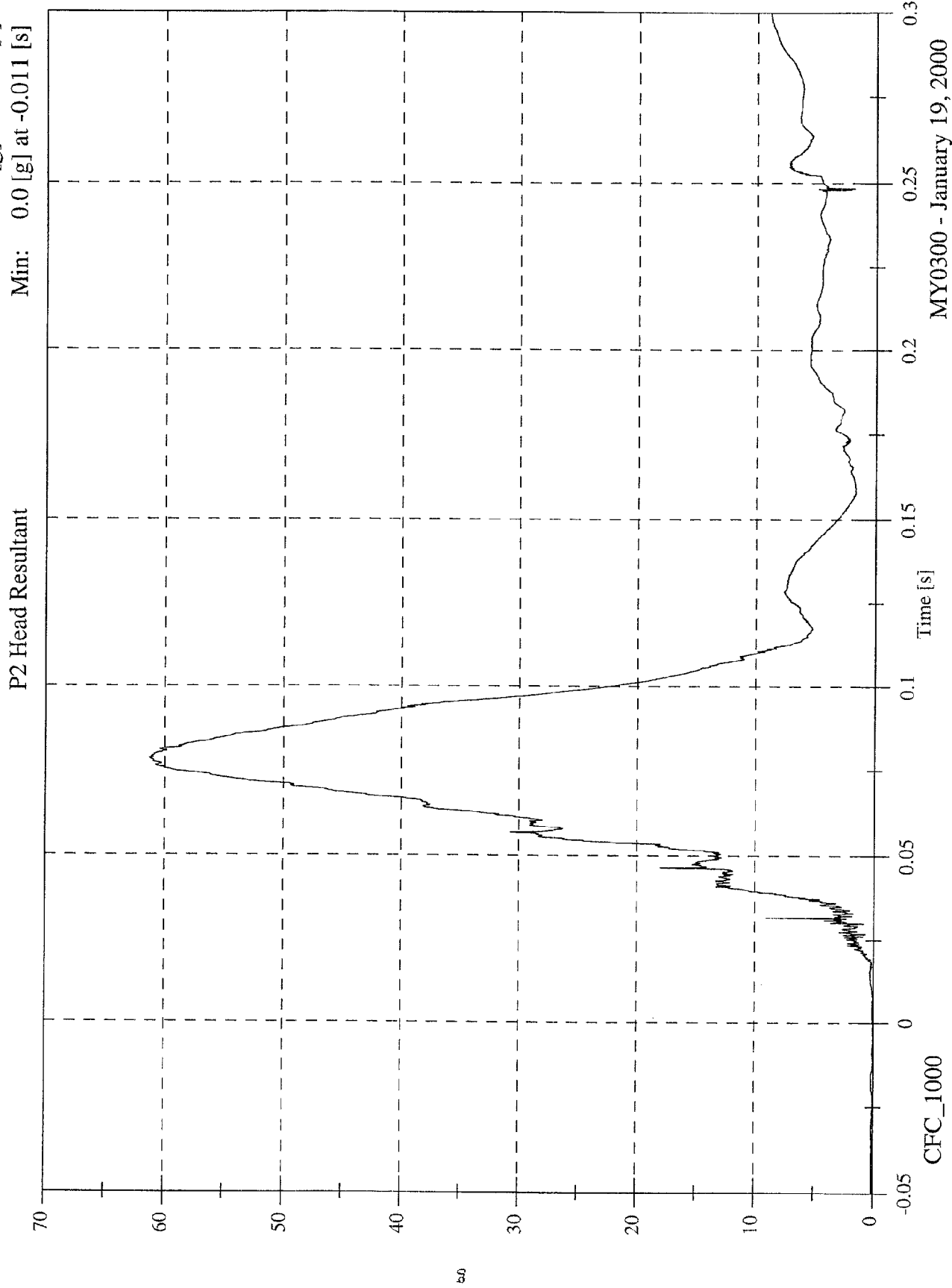
Max: 27.2 [g] at 0.057 [s]
Min: -13.7 [g] at 0.088 [s]

P2 Head z



NCAP Test 10 - 2000 Chrysler LHS

Max: 61.3 [g] at 0.078 [s]
Min: 0.0 [g] at -0.011 [s]



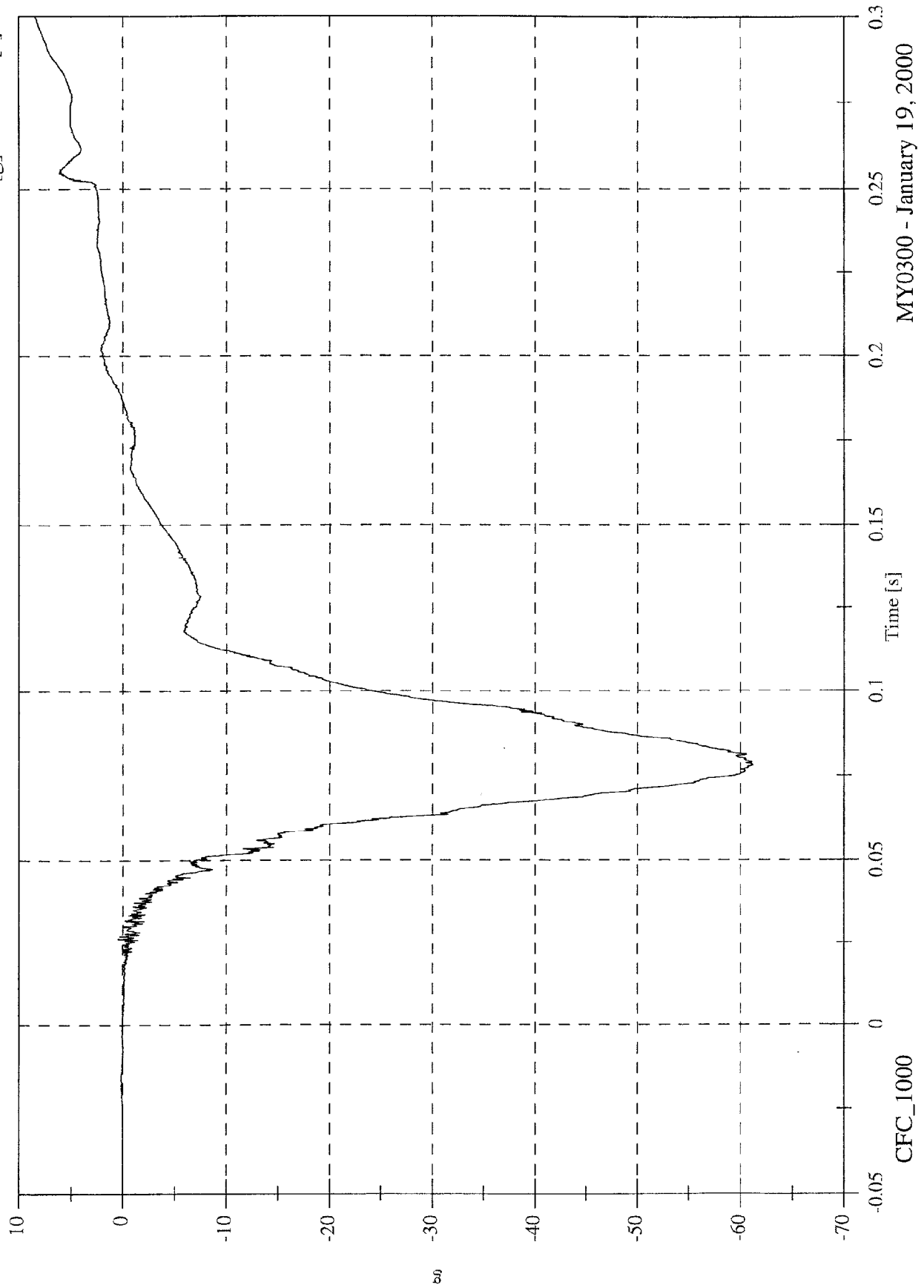
MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Head Red x

Max: 8.4 [g] at 0.300 [s]

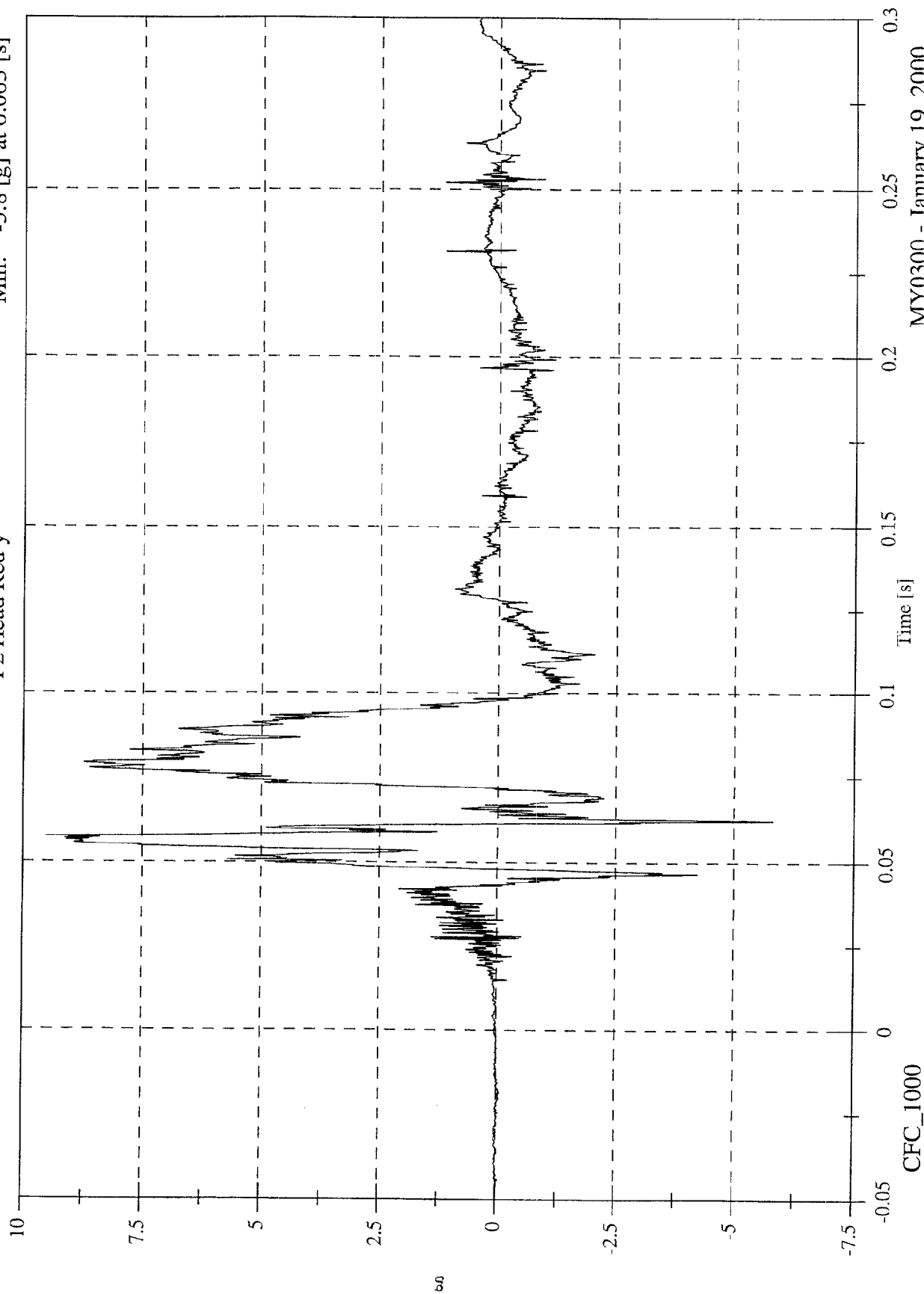
Min: -61.2 [g] at 0.078 [s]



NCAP Test 10 - 2000 Chrysler LHS

Max: 9.5 [g] at 0.057 [s]
 Min: -5.8 [g] at 0.063 [s]

P2 Head Red y

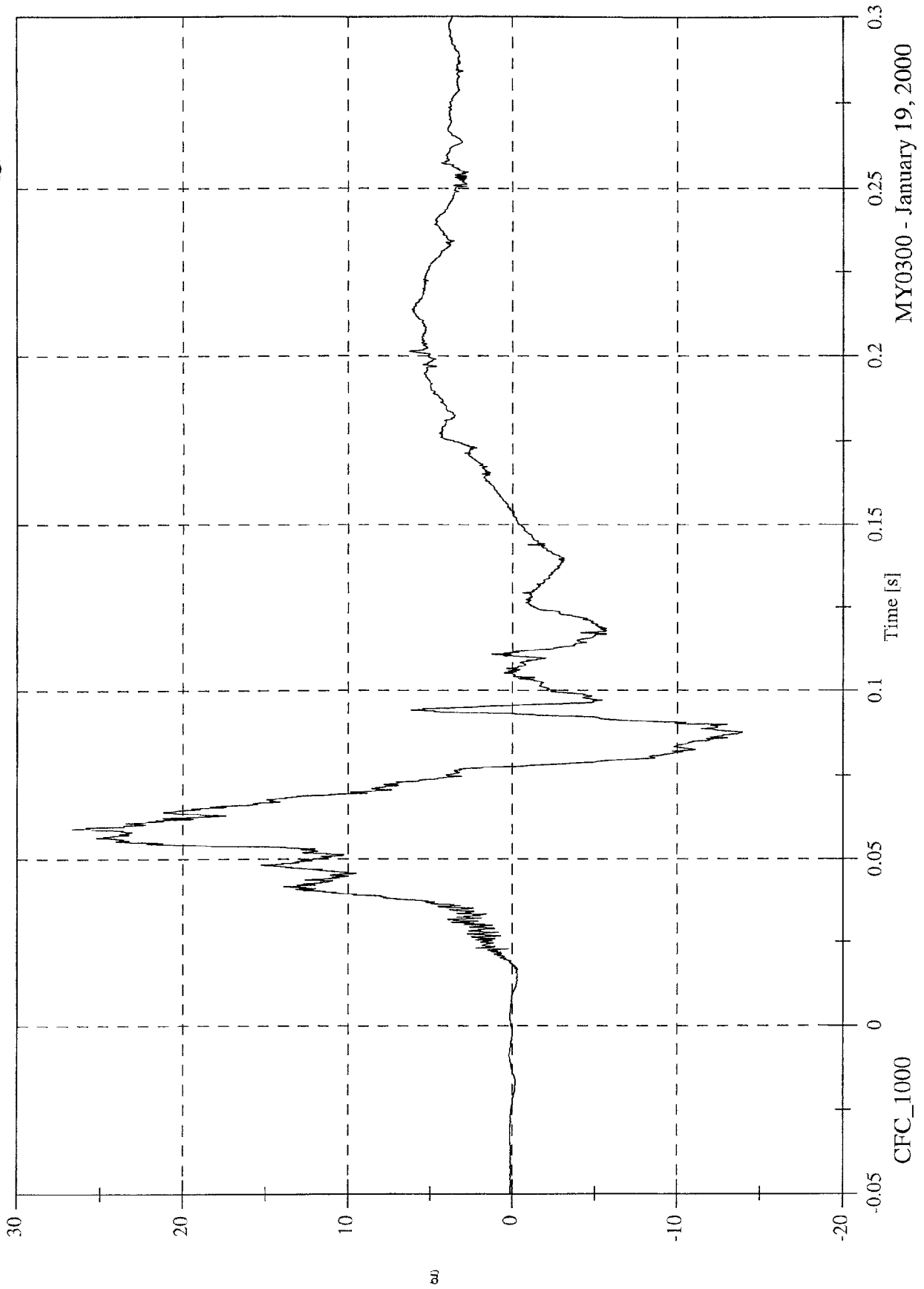


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 26.7 [g] at 0.059 [s]
Min: -13.9 [g] at 0.088 [s]

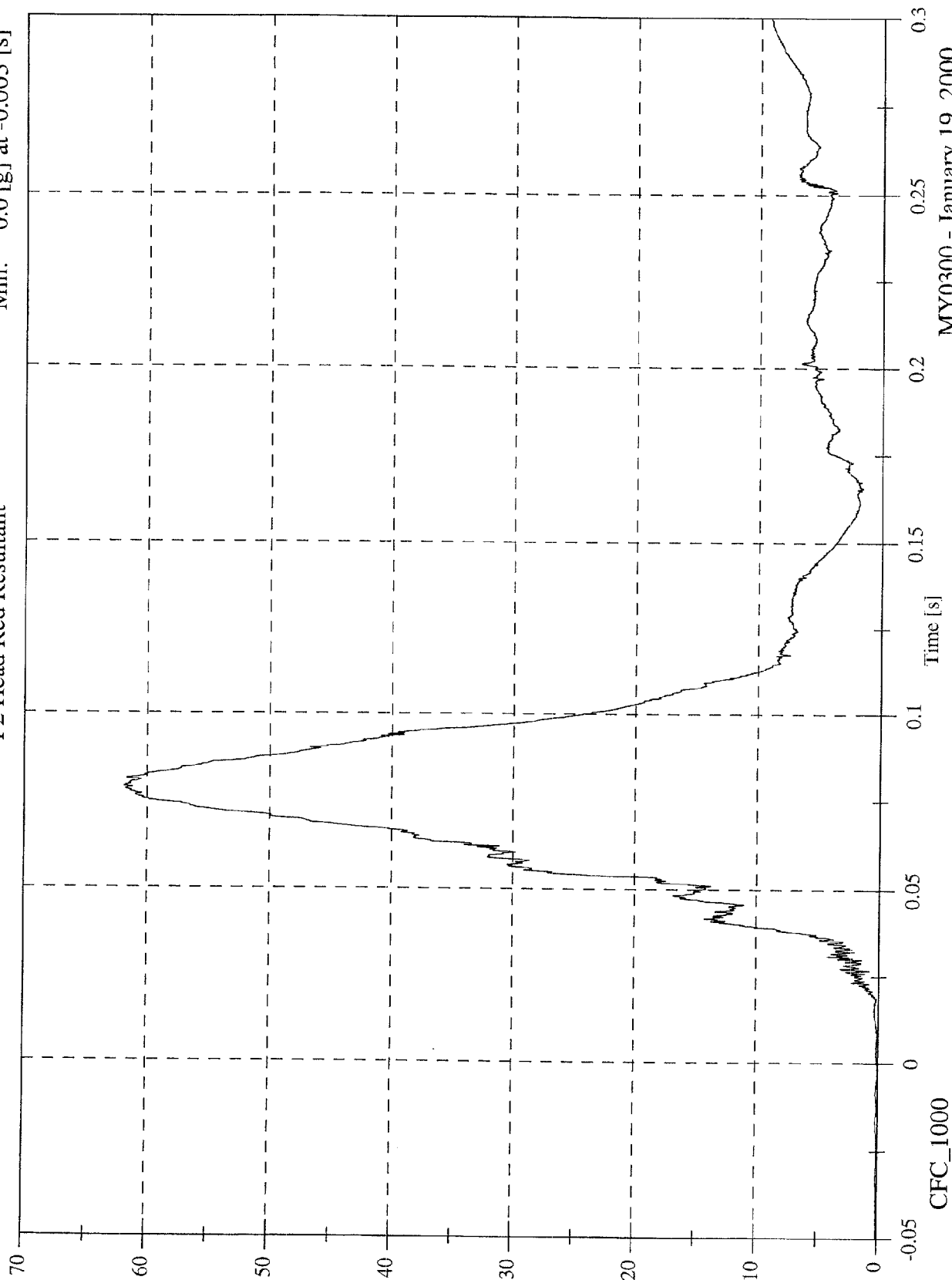
P2 Head Red z



NCAP Test 10 - 2000 Chrysler LHS

Max: 61.8 [g] at 0.079 [s]
Min: 0.0 [g] at -0.003 [s]

P2 Head Red Resultant

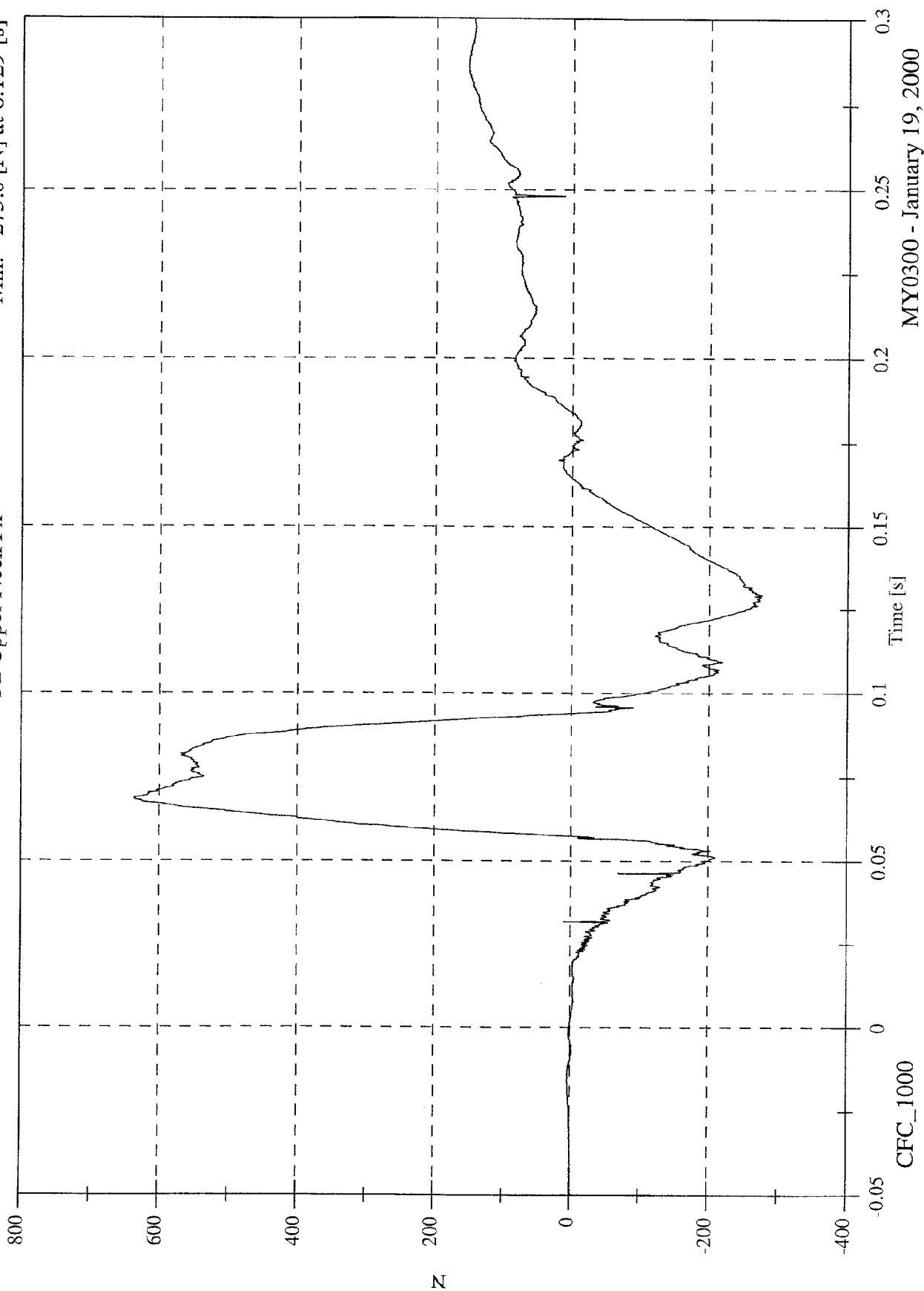


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Upper Neck Fx

Max: 636.1 [N] at 0.069 [s]
Min: -275.8 [N] at 0.129 [s]

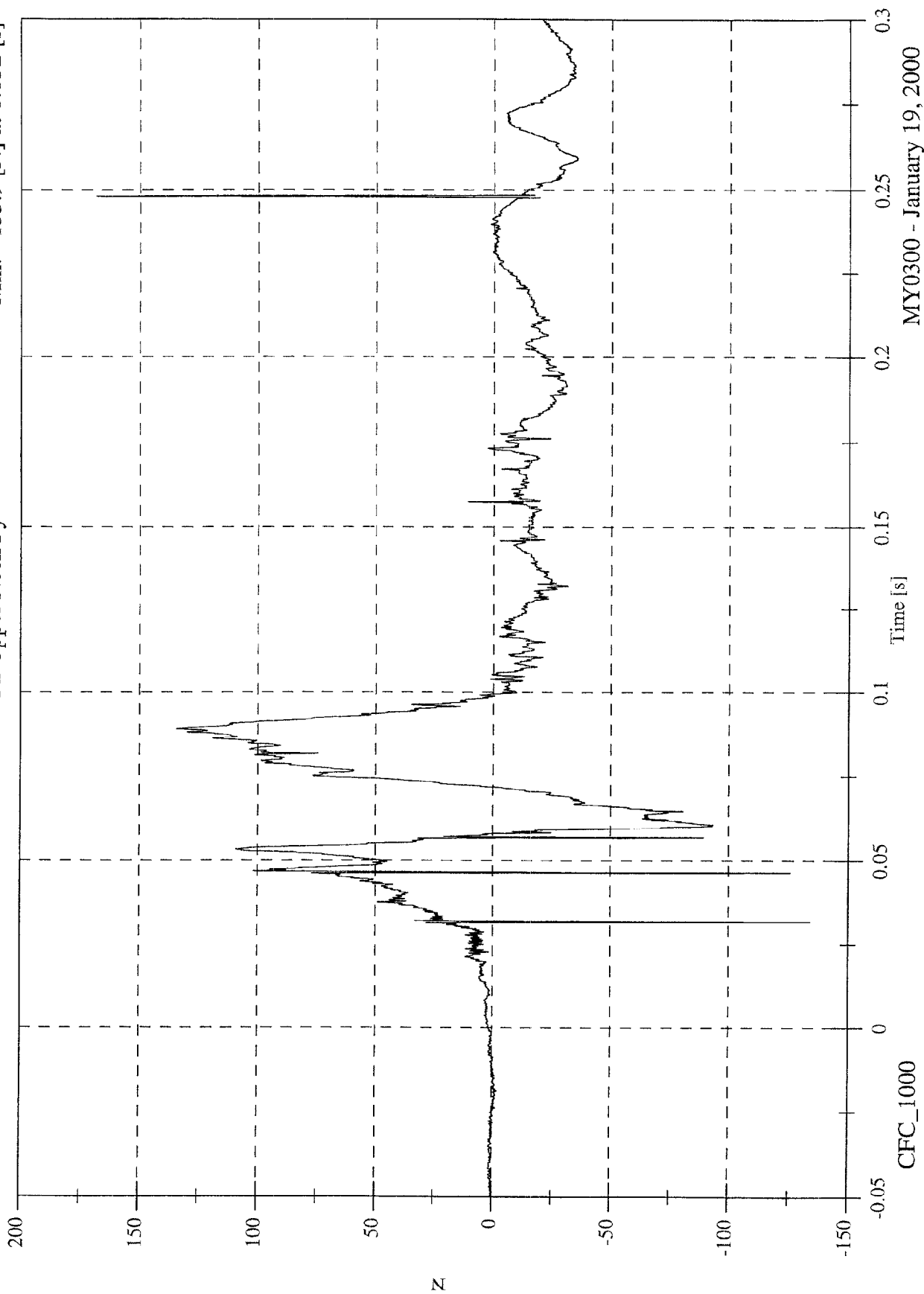


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Upper Neck Fy

Max: 168.3 [N] at 0.248 [s]
Min: -133.9 [N] at 0.032 [s]

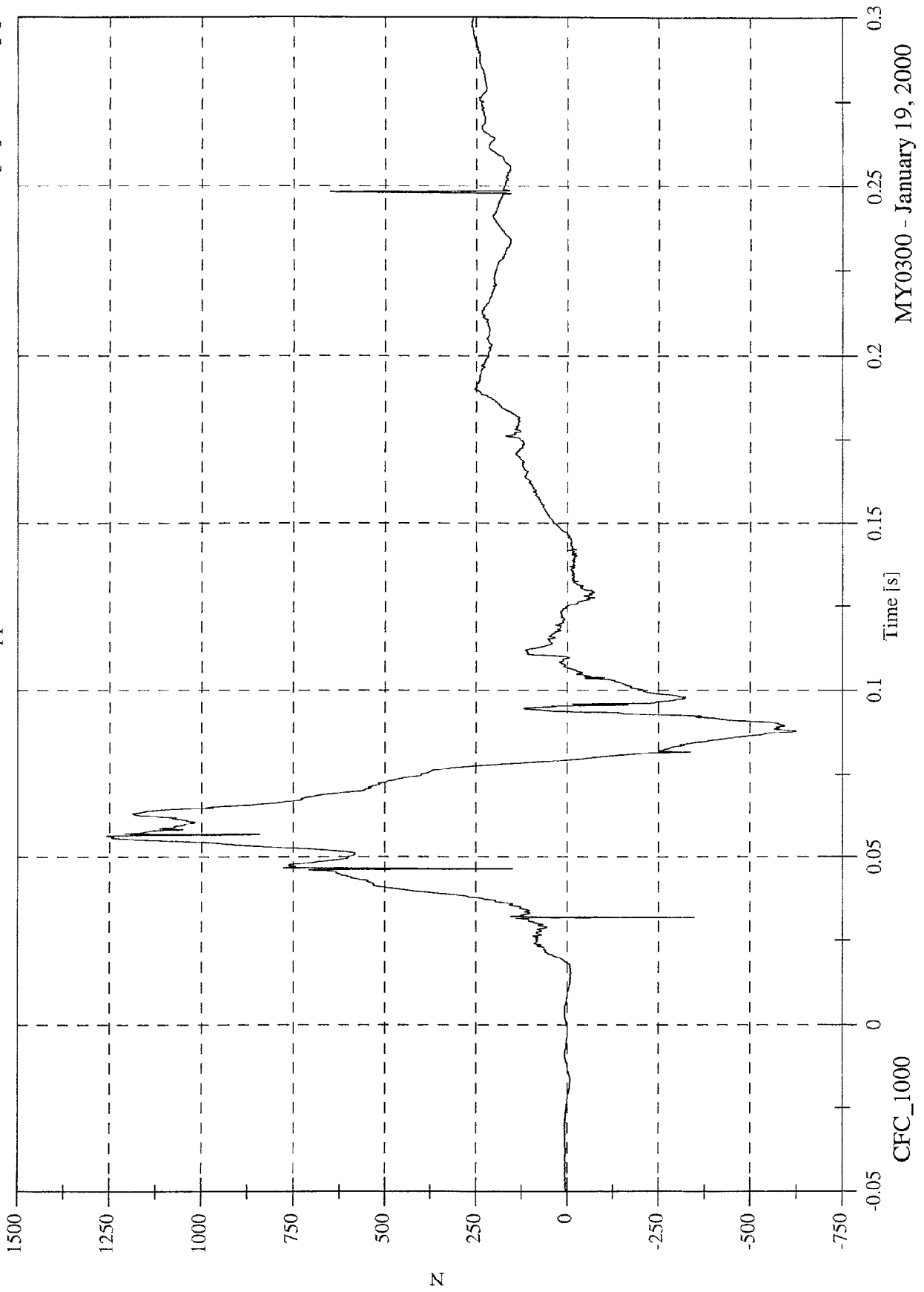


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Upper Neck Fz

Max: 1258.3 [N] at 0.056 [s]
Min: -624.4 [N] at 0.088 [s]

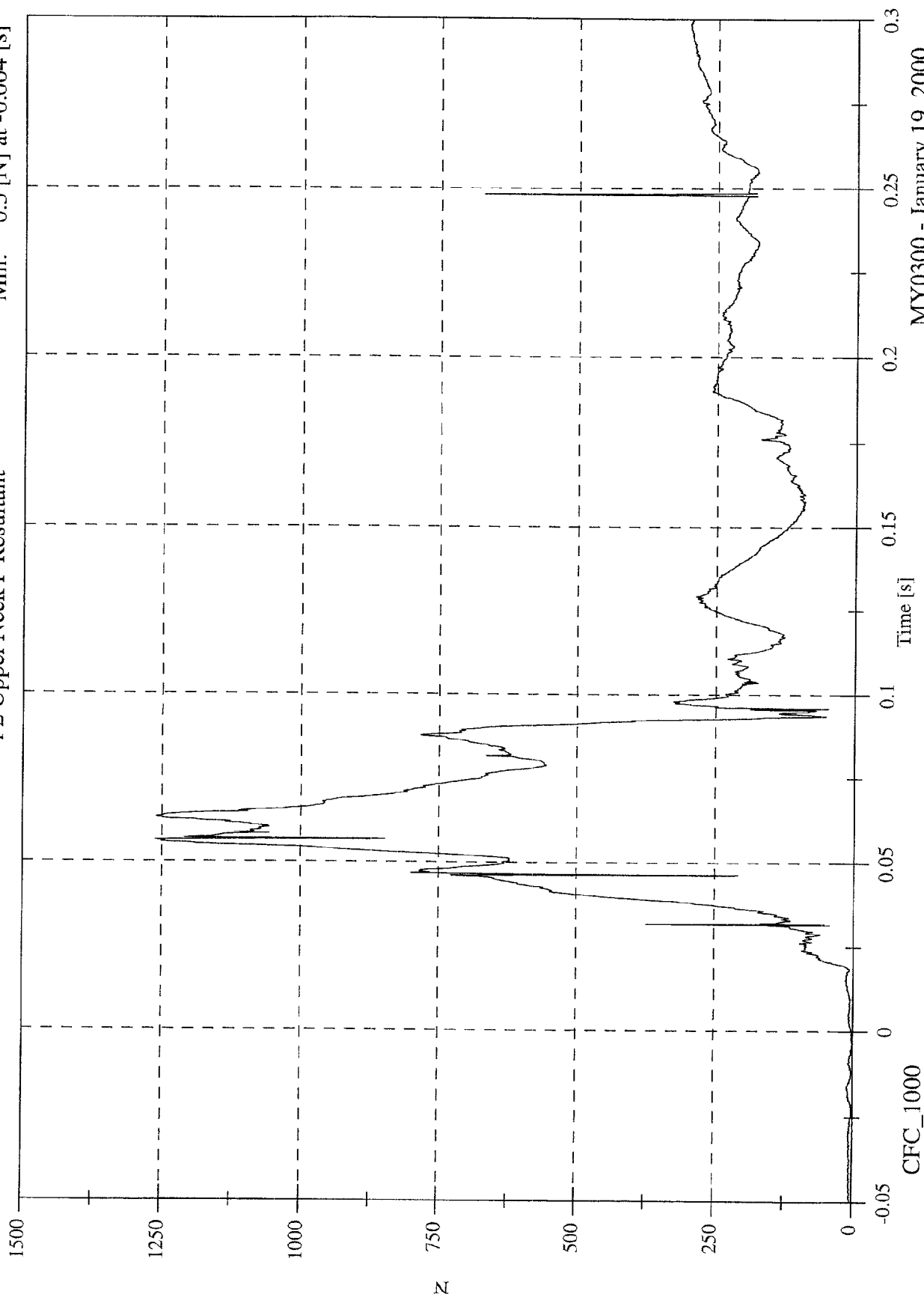


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Upper Neck F Resultant

Max: 1261.7 [N] at 0.056 [s]
Min: 0.5 [N] at -0.004 [s]

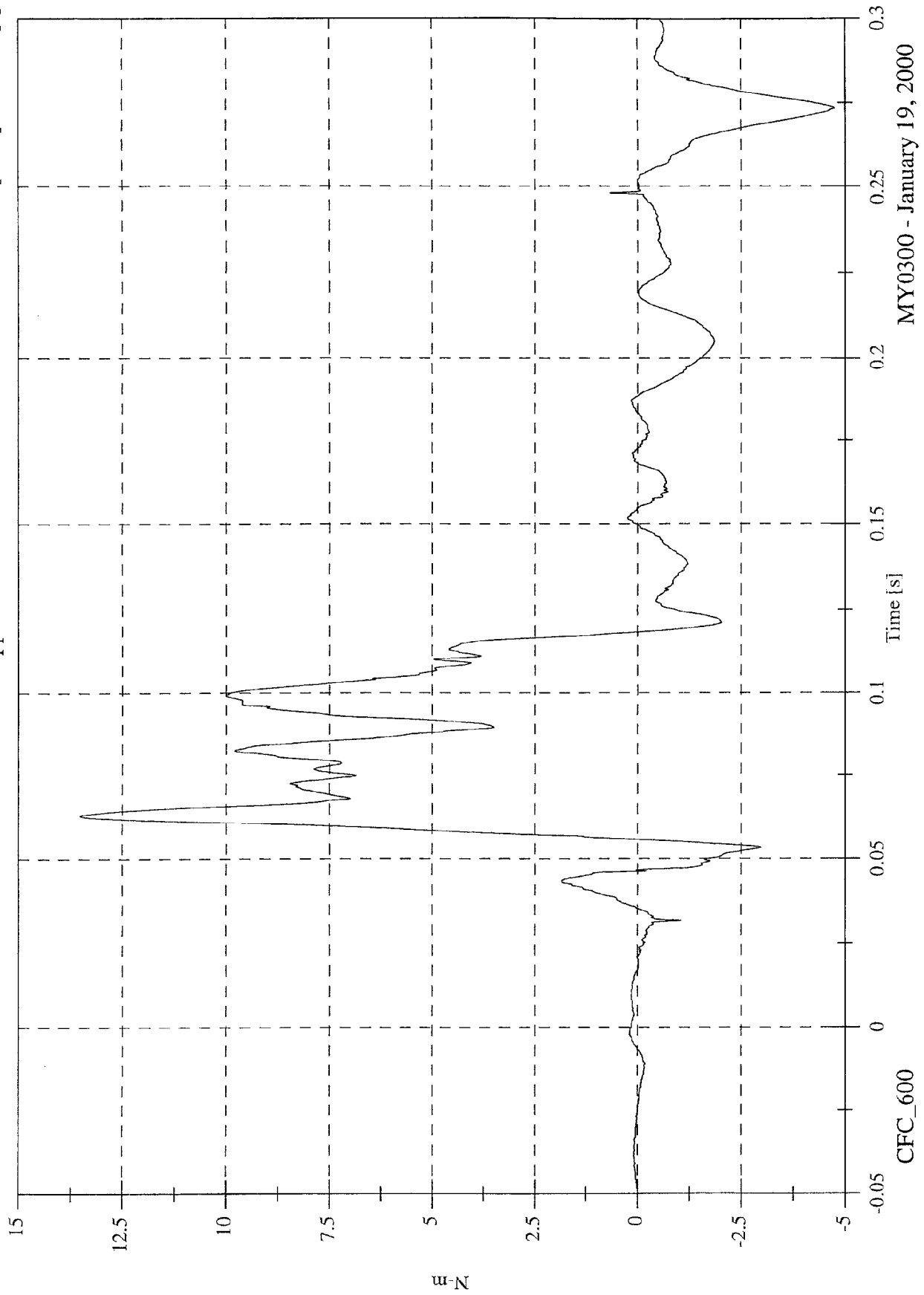


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 13.5 [N-m] at 0.063 [s]
Min: -4.7 [N-m] at 0.273 [s]

P2 Upper Neck Mx

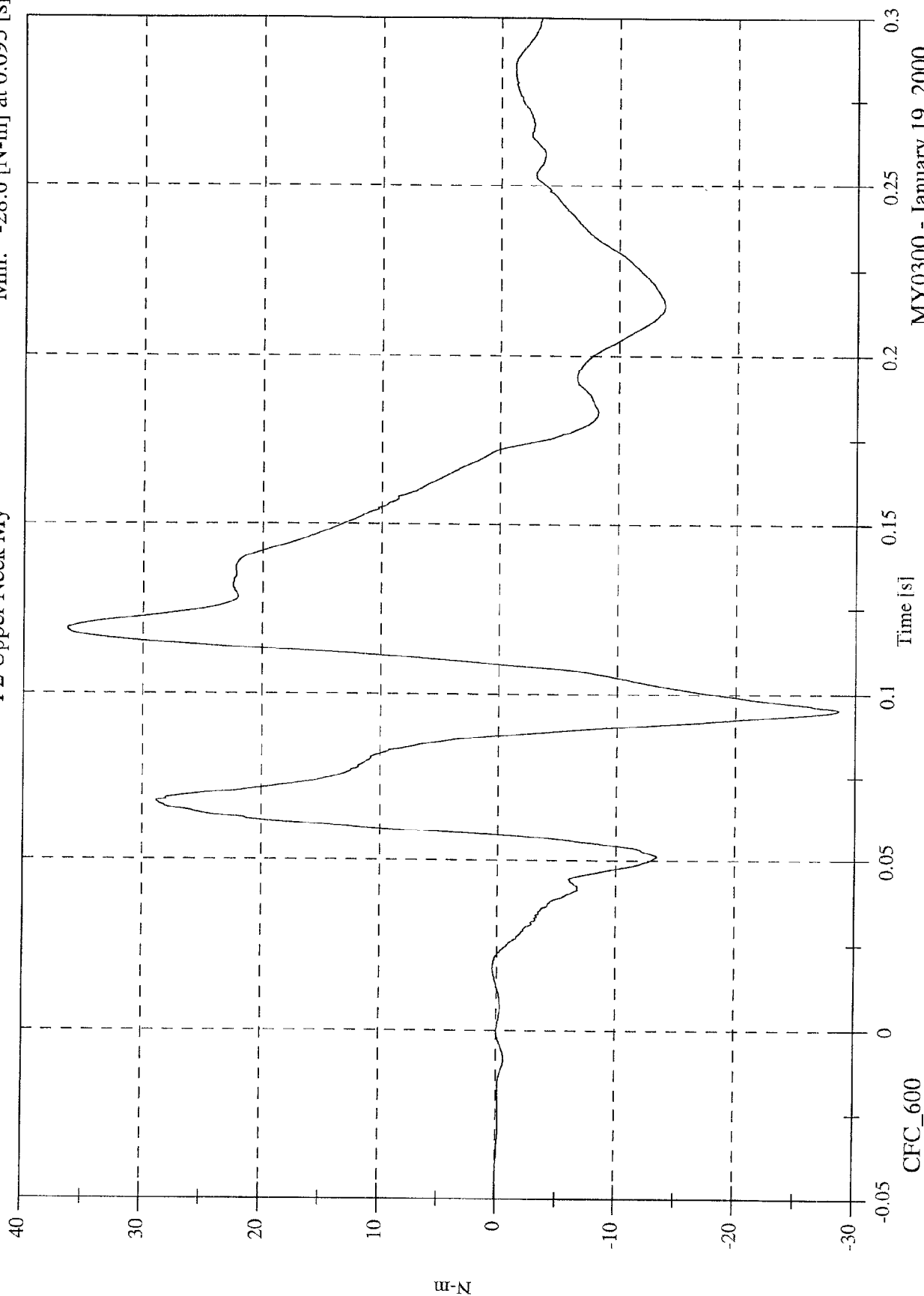


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Upper Neck My

Max: 36.4 [N-m] at 0.119 [s]
Min: -28.6 [N-m] at 0.095 [s]

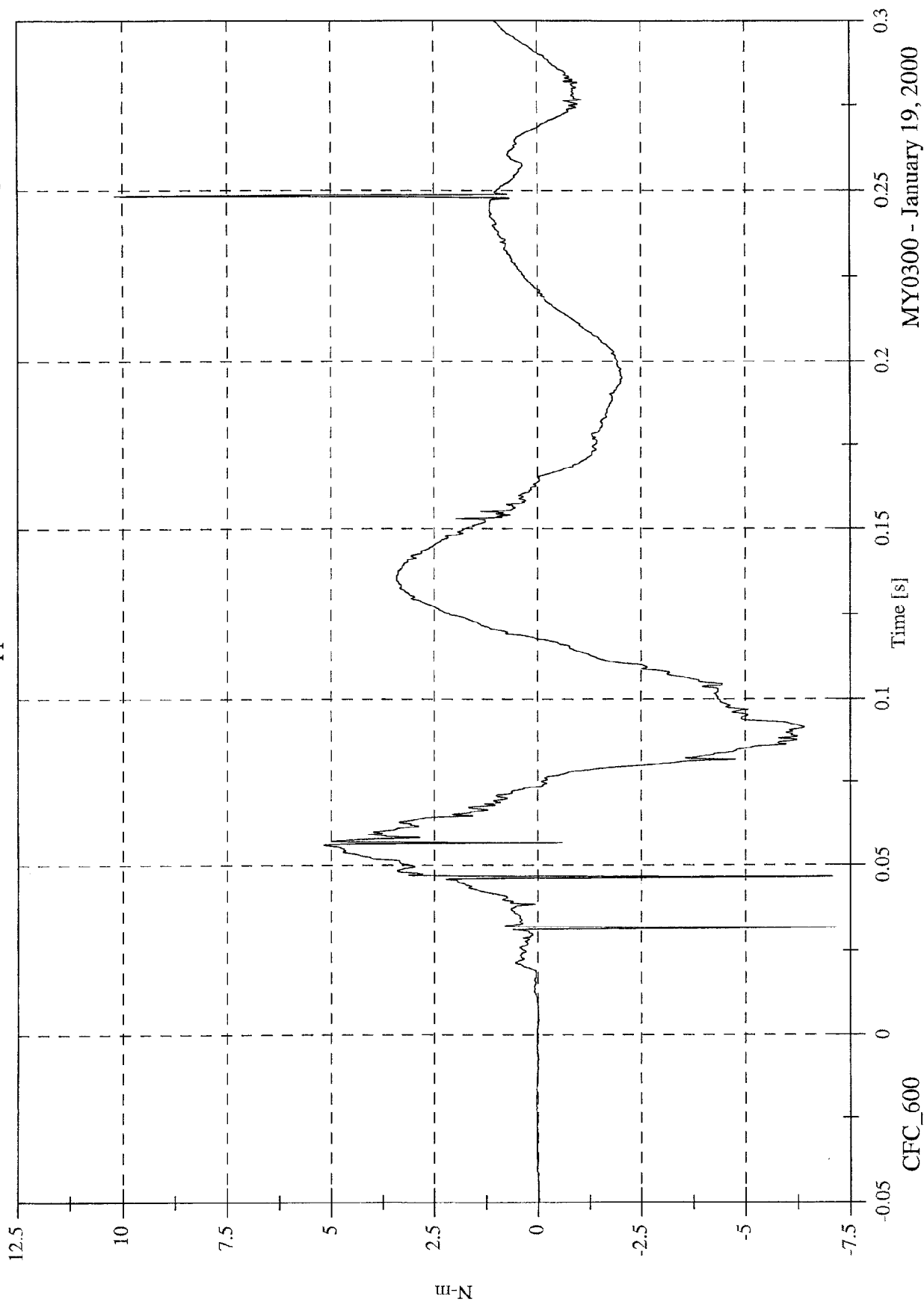


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Upper Neck Mz

Max: 10.2 [N-m] at 0.248 [s]
Min: -7.1 [N-m] at 0.032 [s]

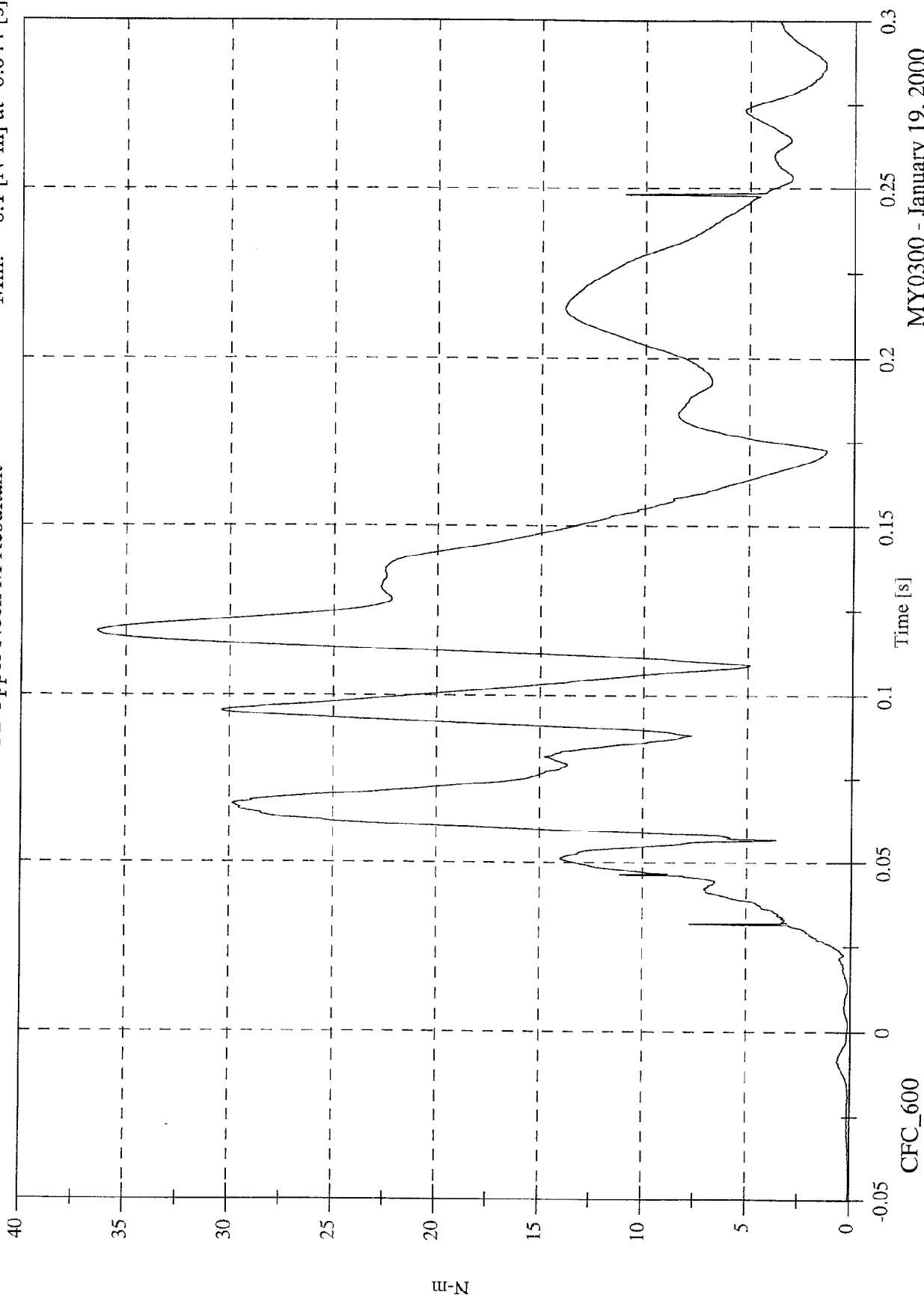


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Upper Neck M Resultant

Max: 36.4 [N-m] at 0.119 [s]
Min: 0.1 [N-m] at -0.044 [s]

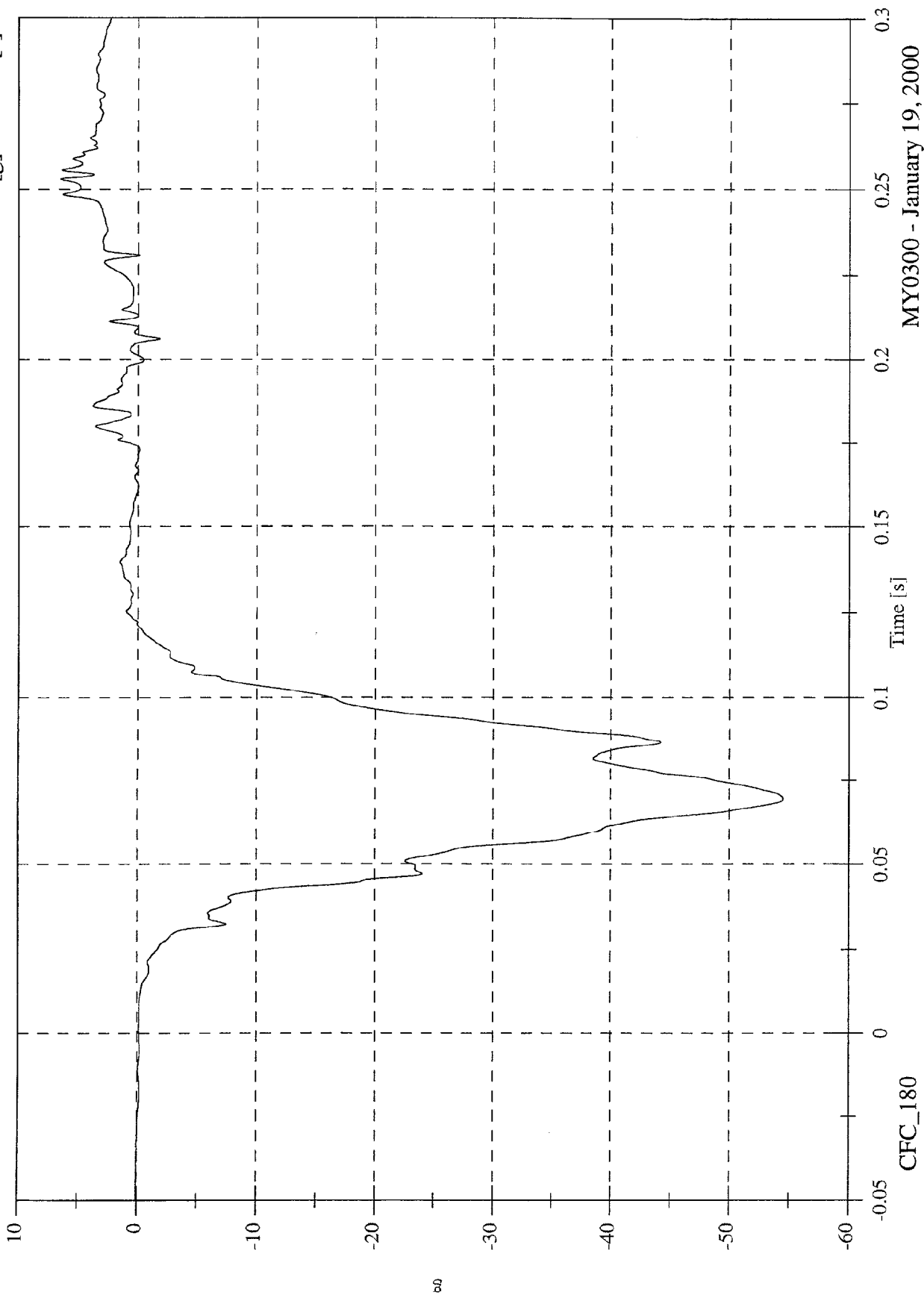


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 6.5 [g] at 0.253 [s]
Min: -54.5 [g] at 0.069 [s]

P2 Chest x



CFC_180

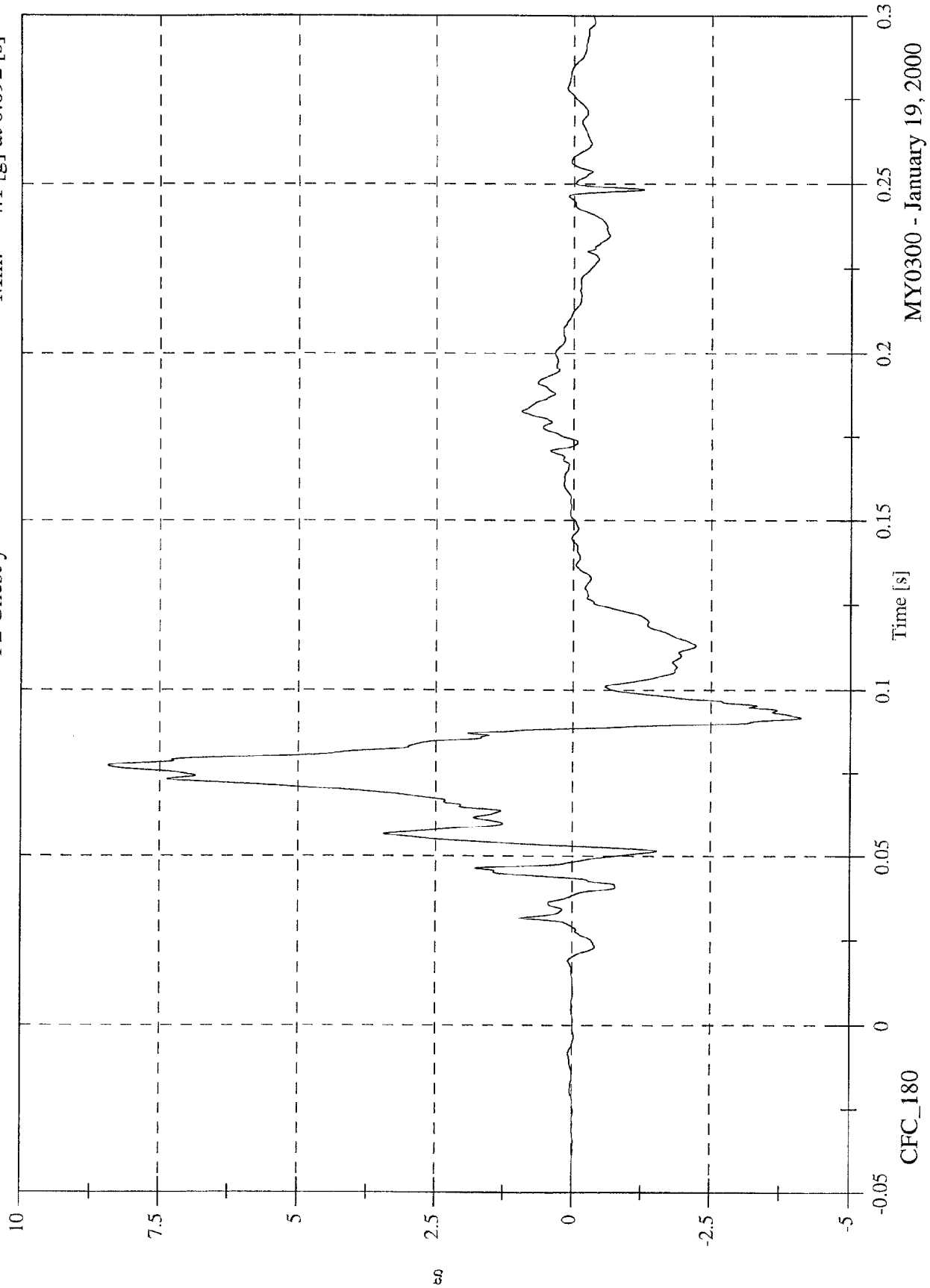
Time [s]

MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 8.4 [g] at 0.077 [s]
Min: -4.1 [g] at 0.092 [s]

P2 Chest y

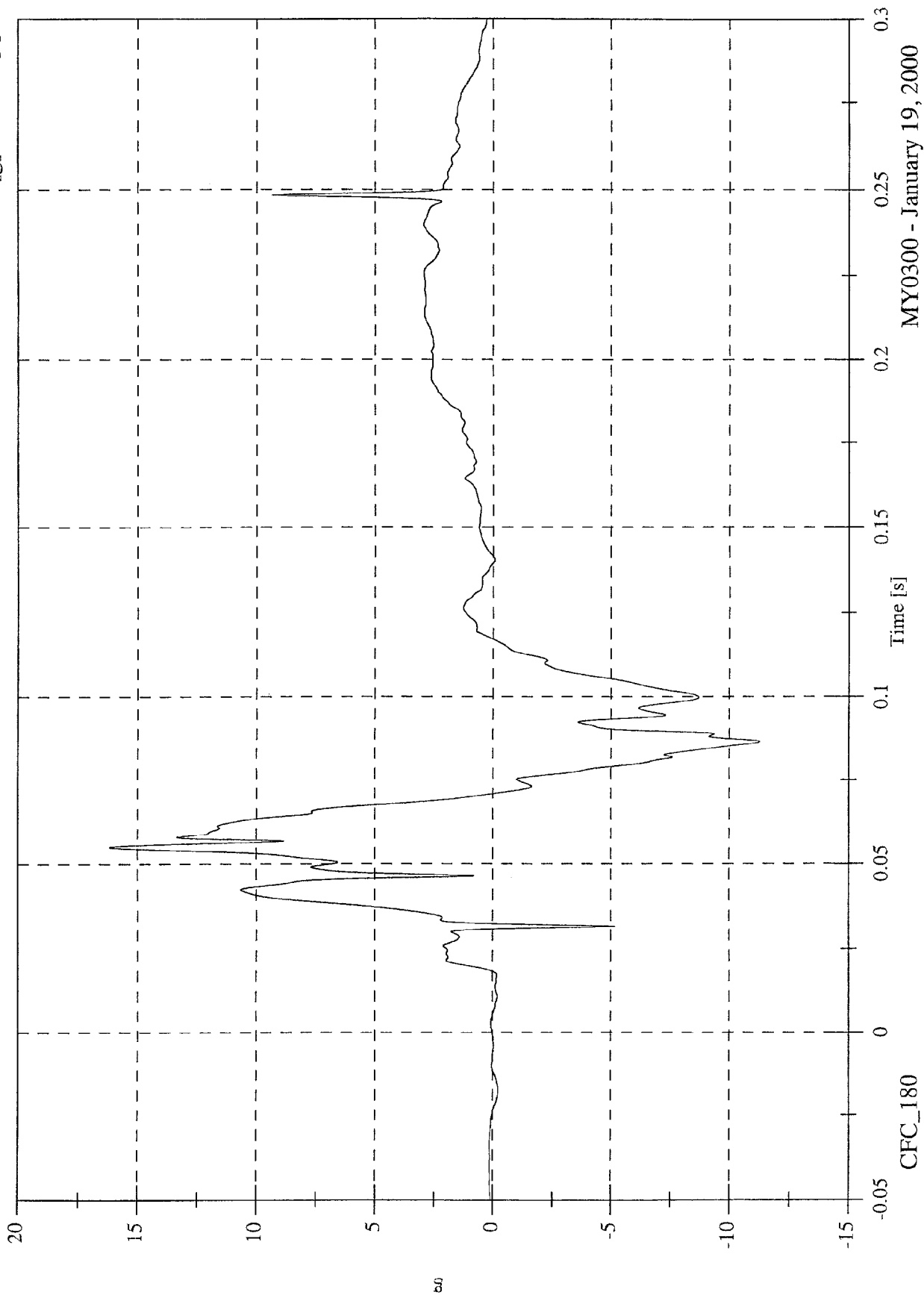


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 16.2 [g] at 0.055 [s]
 Min: -11.3 [g] at 0.087 [s]

P2 Chest z

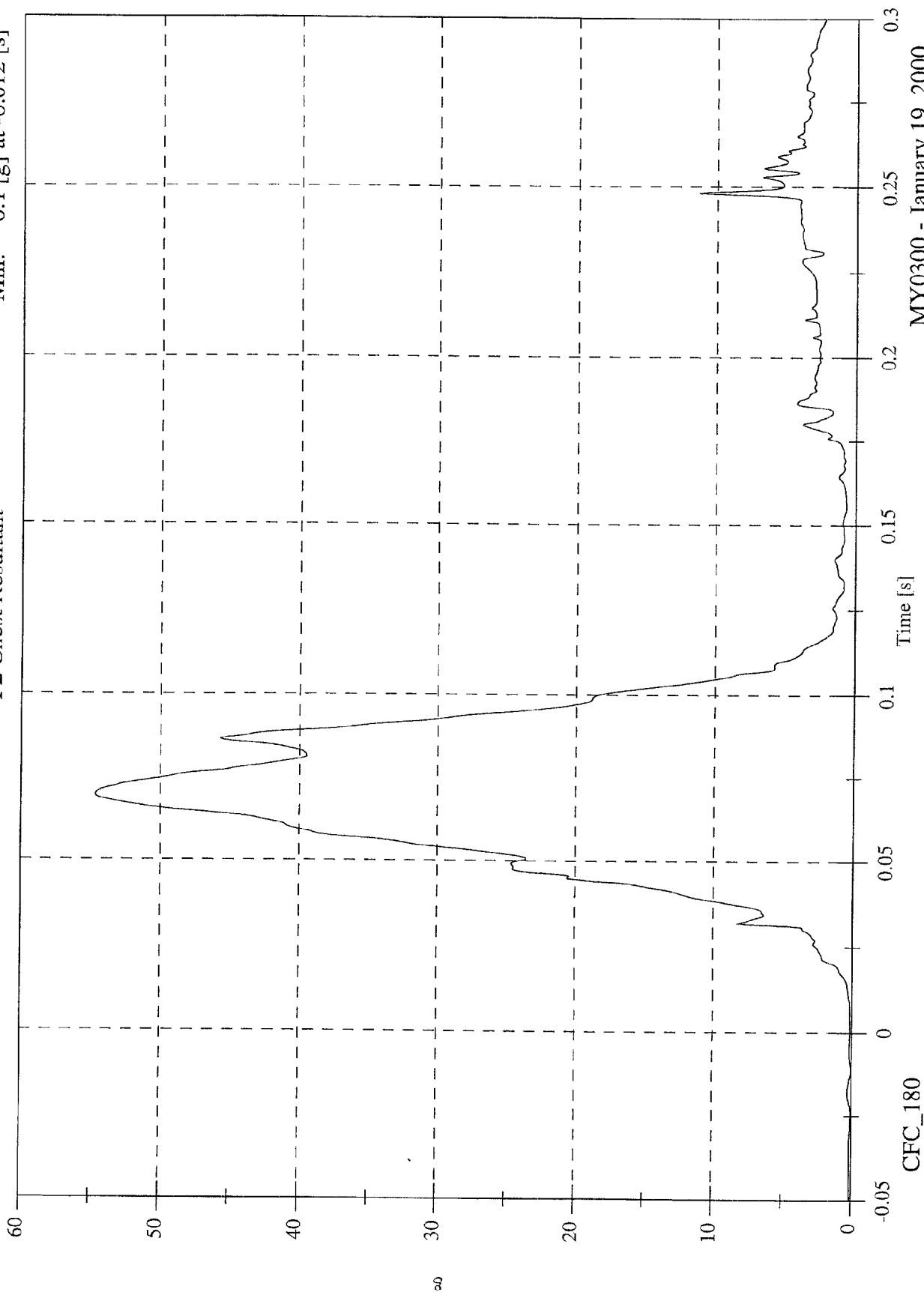


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

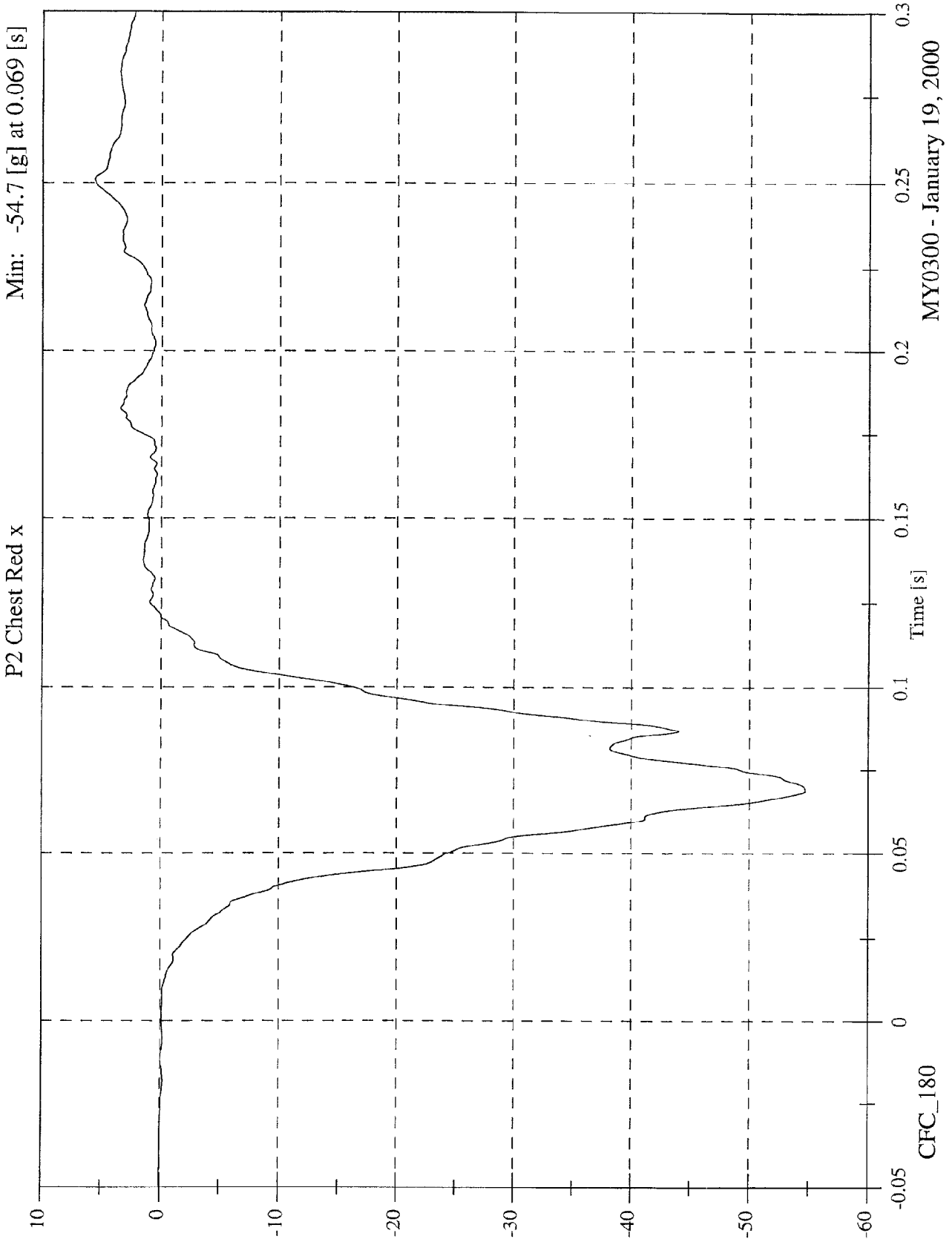
P2 Chest Resultant

Max: 54.7 [g] at 0.070 [s]
Min: 0.1 [g] at -0.012 [s]



MY0300 - January 19, 2000

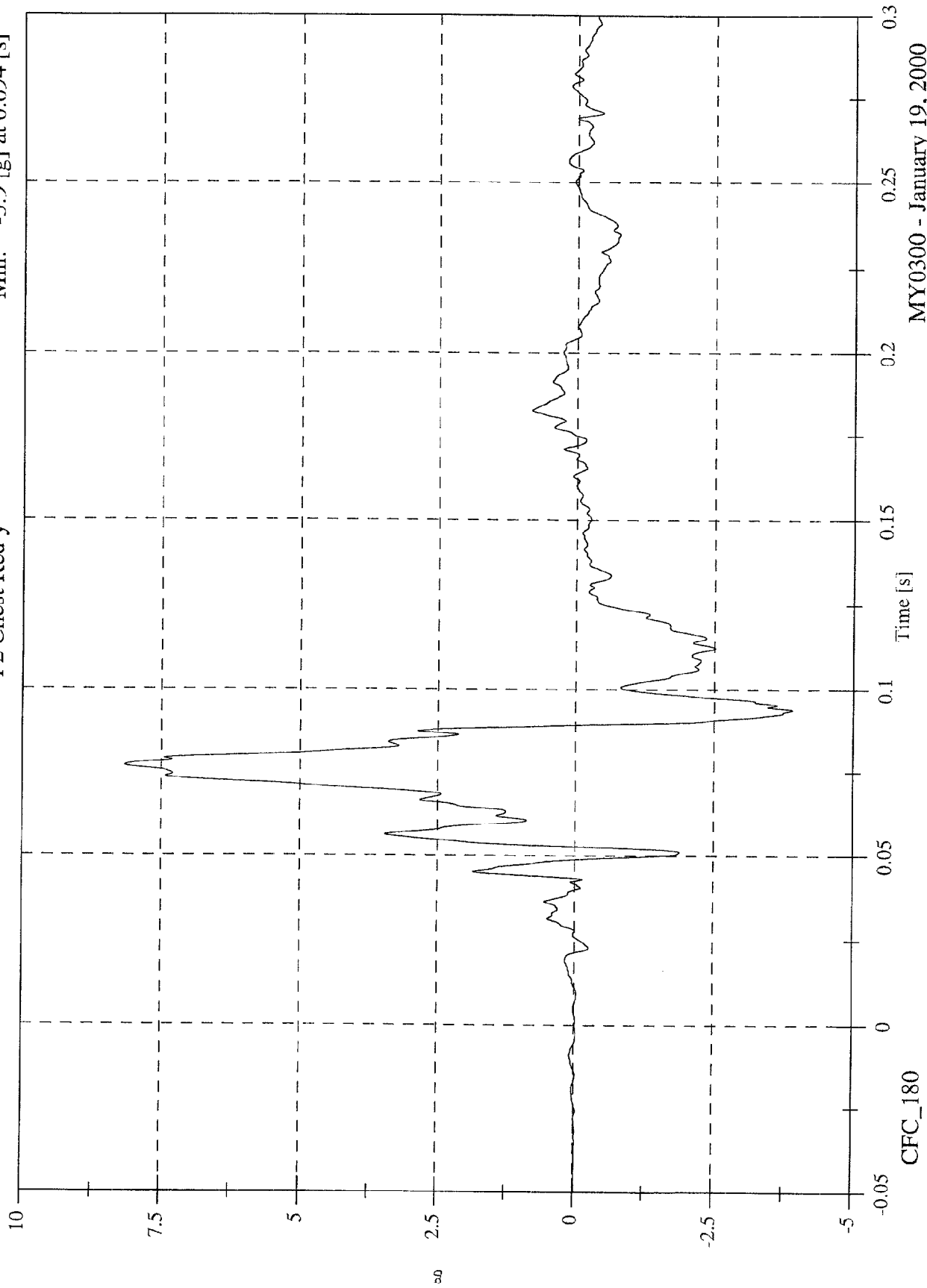
NCAP Test 10 - 2000 Chrysler LHS



NCAP Test 10 - 2000 Chrysler LHS

P2 Chest Red y

Max: 8.2 [g] at 0.077 [s]
Min: -3.9 [g] at 0.094 [s]

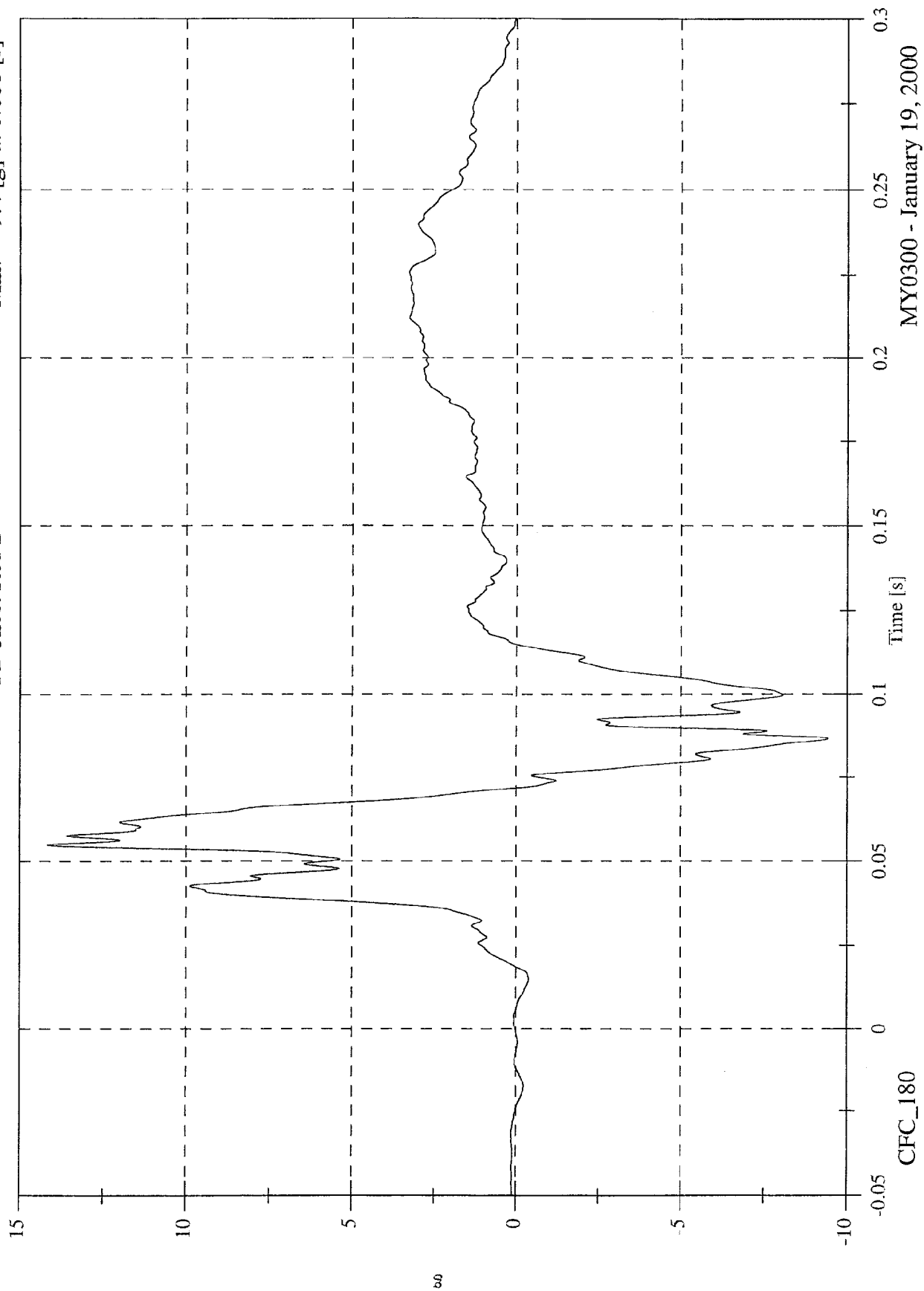


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 14.2 [g] at 0.055 [s]
Min: -9.4 [g] at 0.086 [s]

P2 Chest Red z

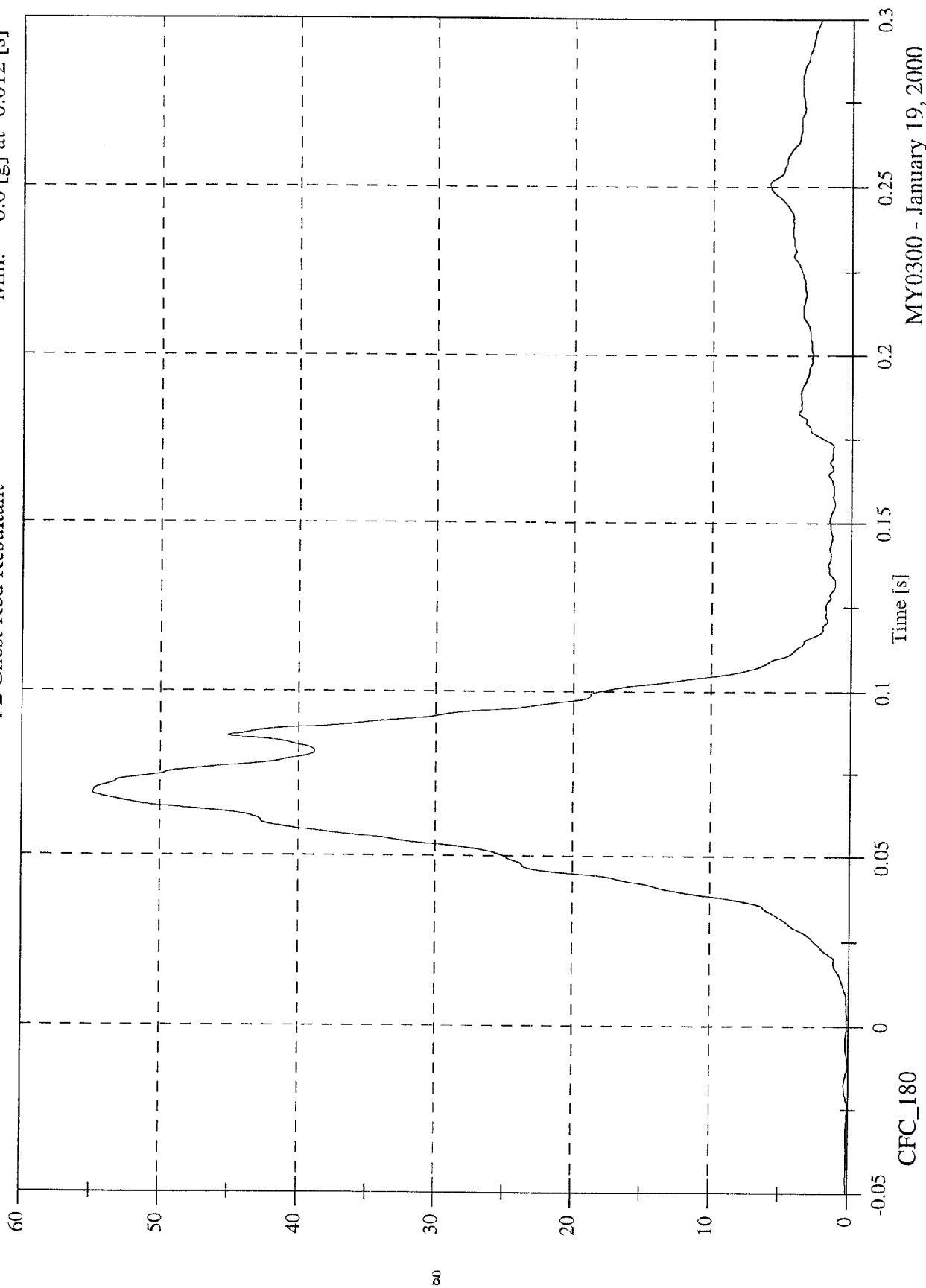


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Chest Red Resultant

Max: 54.9 [g] at 0.069 [s]
Min: 0.0 [g] at -0.012 [s]

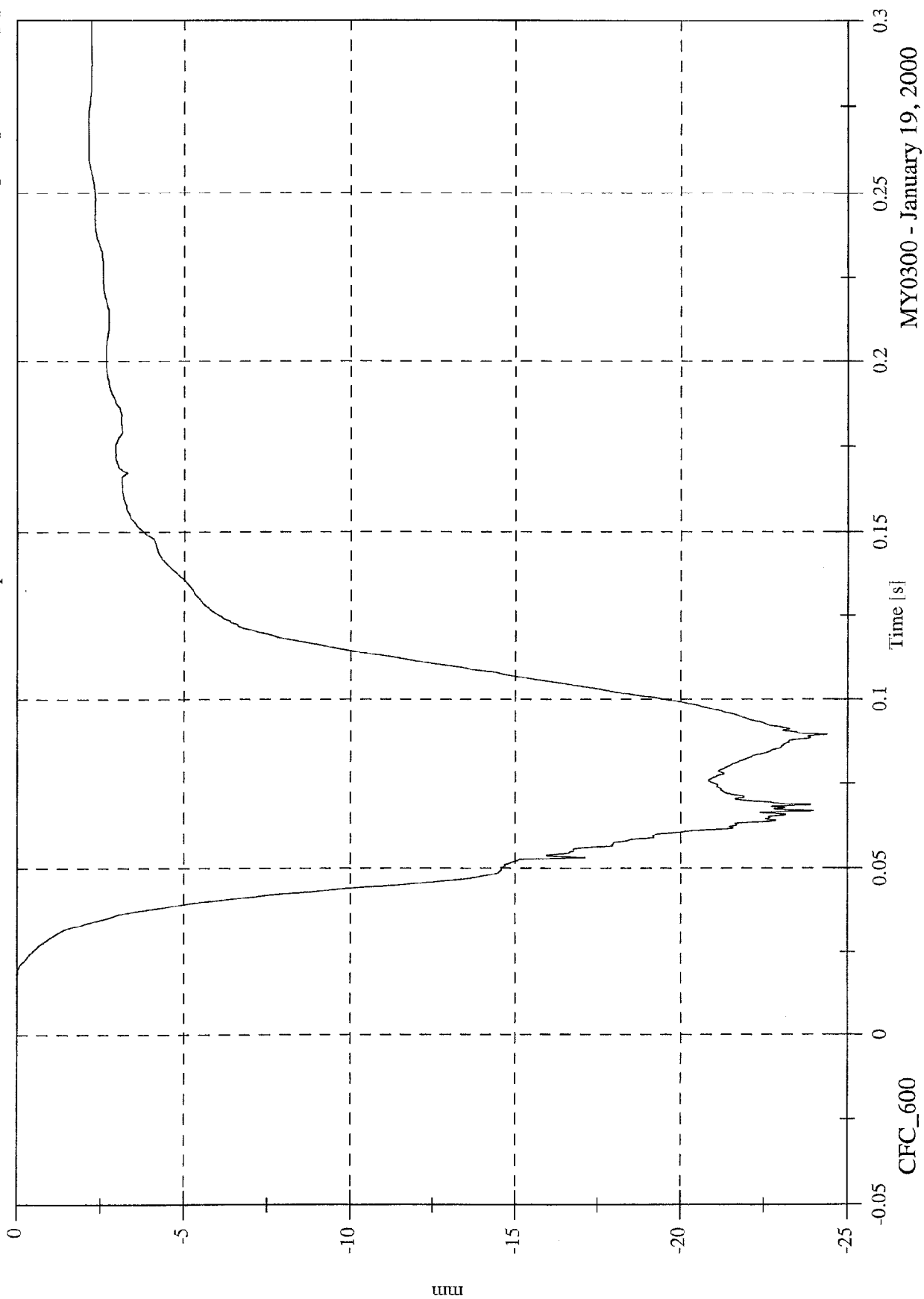


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Chest Compression

Max: 0.0 [mm] at -0.002 [s]
 Min: -24.4 [mm] at 0.089 [s]

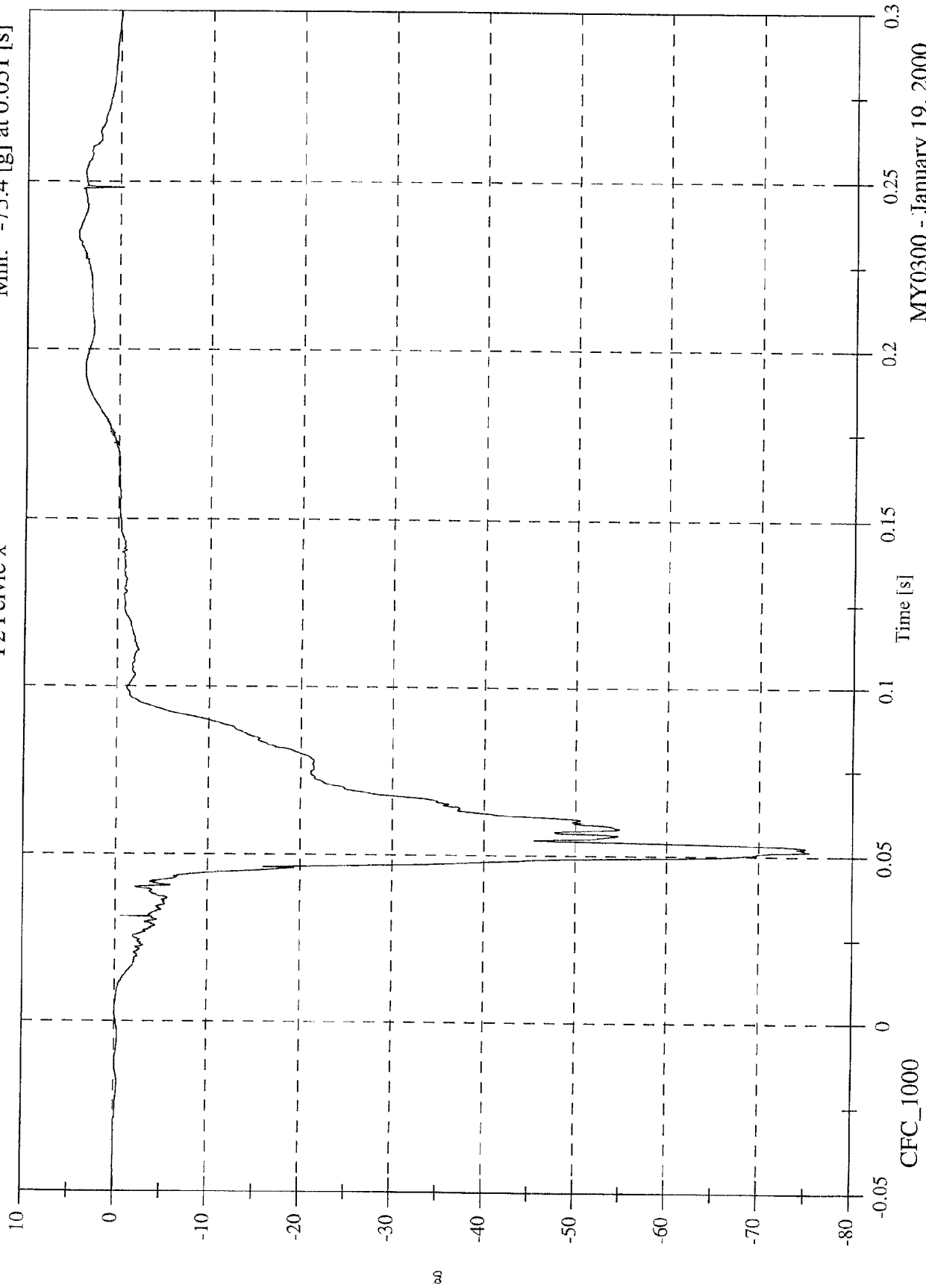


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 4.5 [g] at 0.234 [s]
Min: -75.4 [g] at 0.051 [s]

P2 Pelvic x

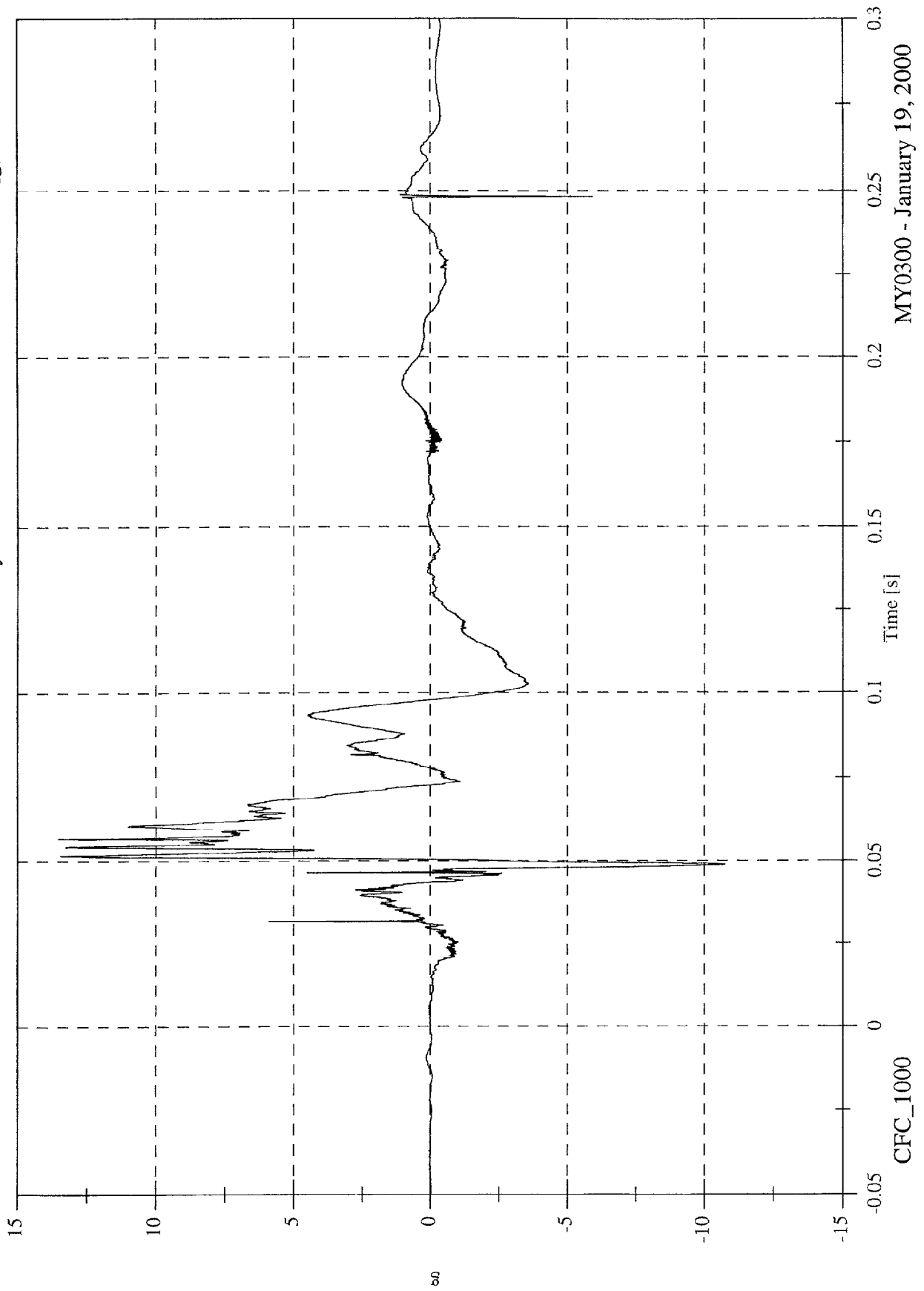


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 13.5 [g] at 0.057 [s]
Min: -10.7 [g] at 0.049 [s]

P2 Pelvic y

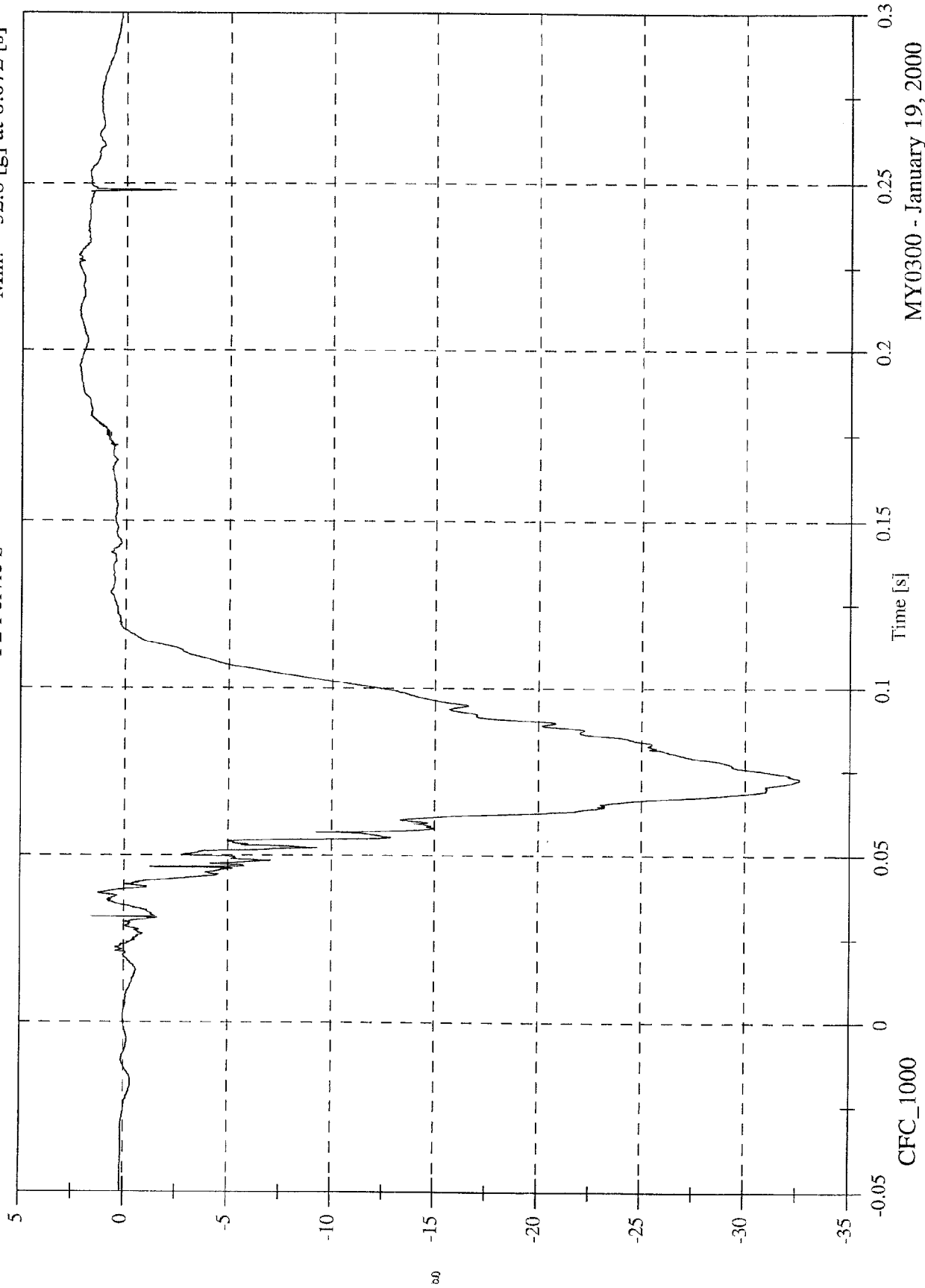


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 2.3 [g] at 0.229 [s]
Min: -32.6 [g] at 0.072 [s]

P2 Pelvic z

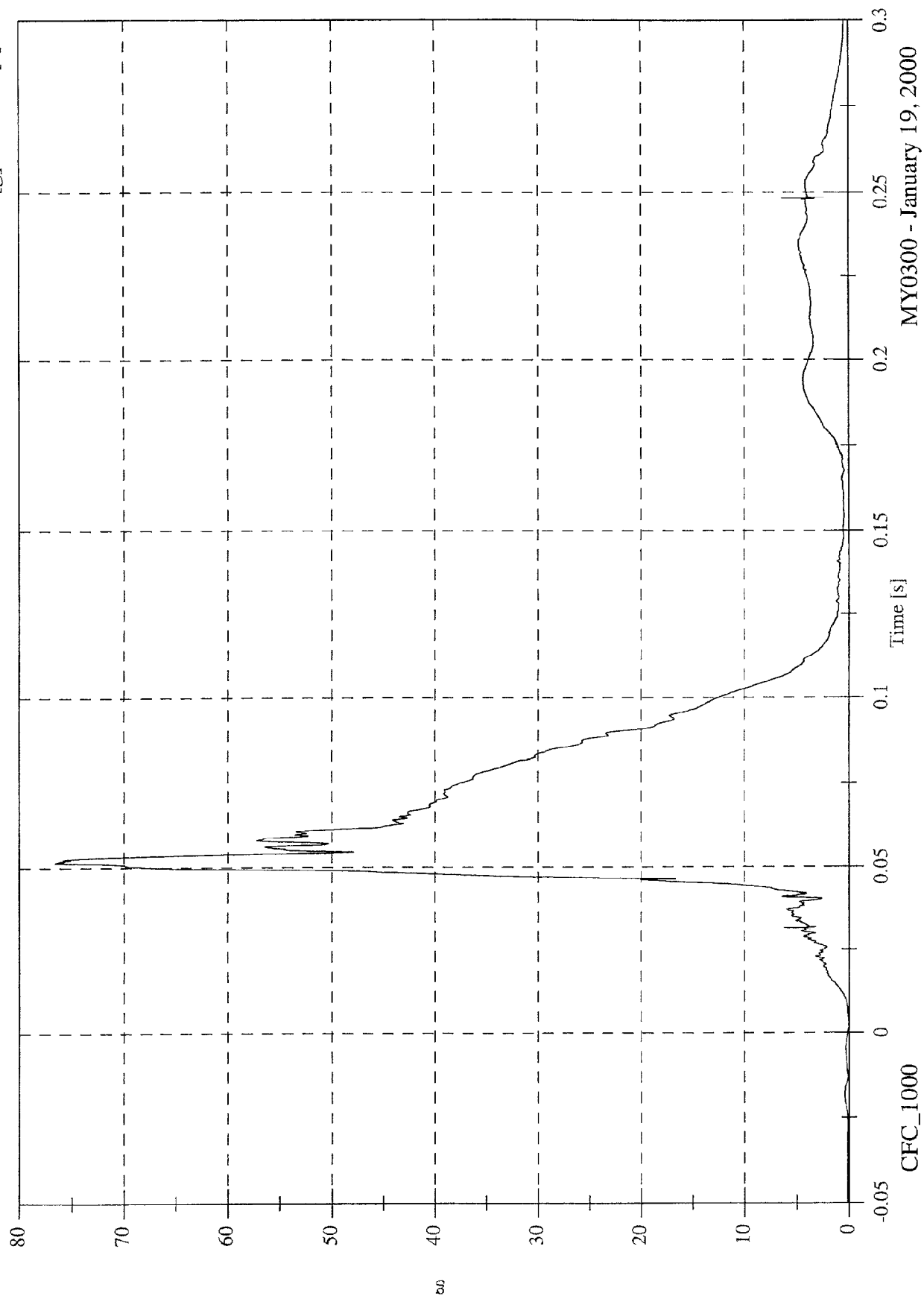


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 76.6 [g] at 0.052 [s]
Min: 0.0 [g] at 0.003 [s]

P2 Pelvic Resultant



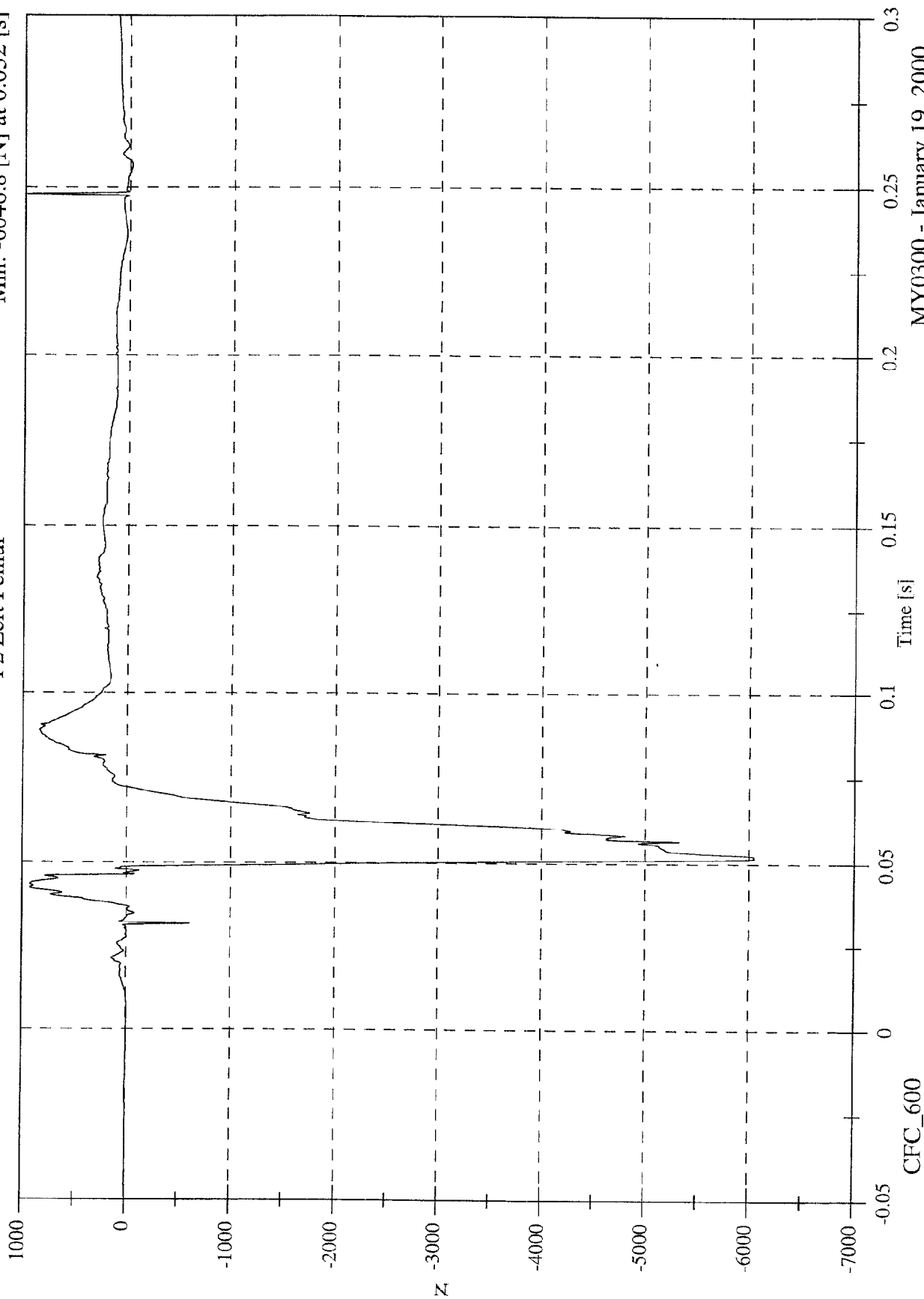
CFC_1000

MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 985.5 [N] at 0.248 [s]
Min: -6046.8 [N] at 0.052 [s]

P2 Left Femur

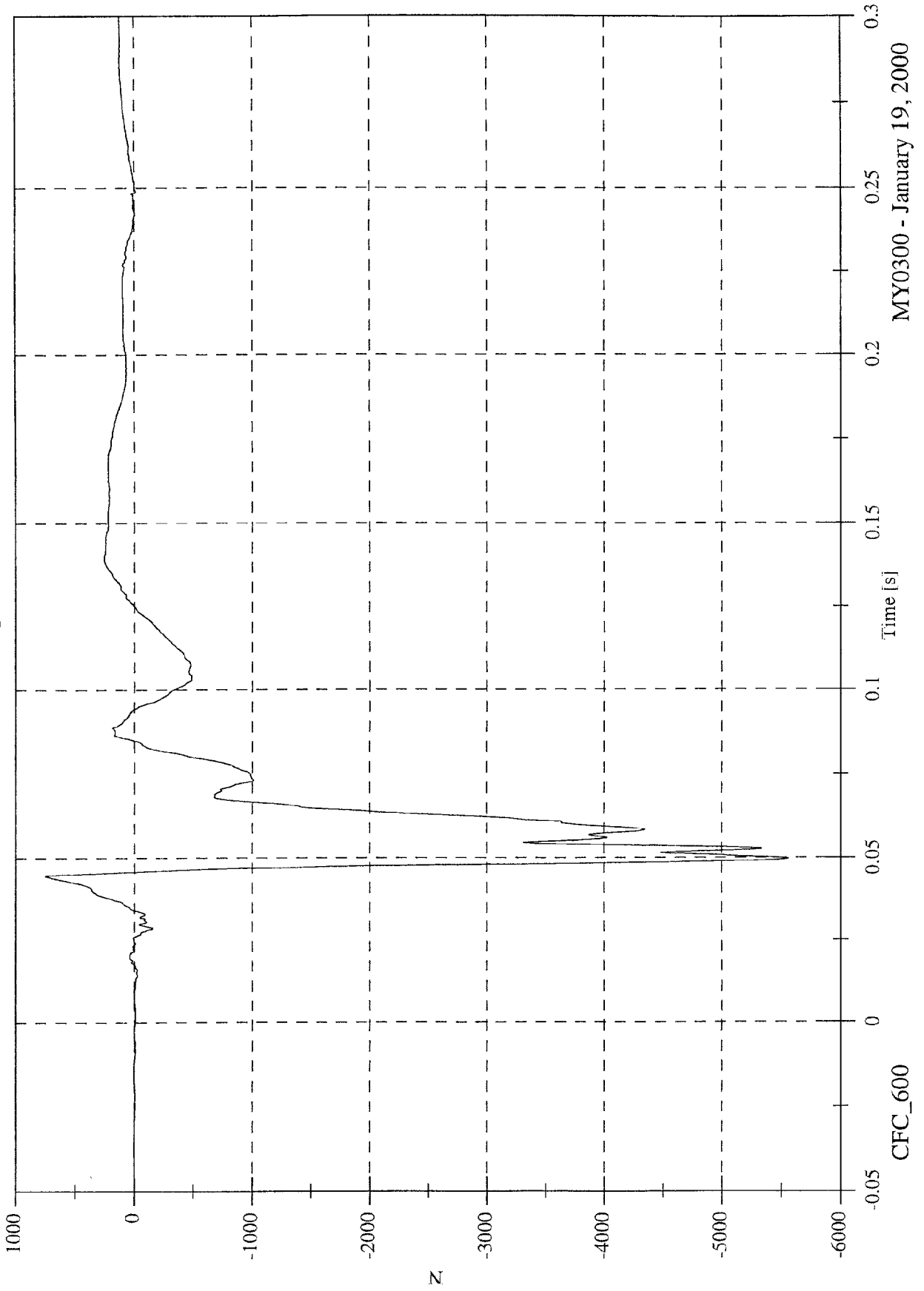


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 746.3 [N] at 0.045 [s]
Min: -5560.0 [N] at 0.050 [s]

P2 Right Femur

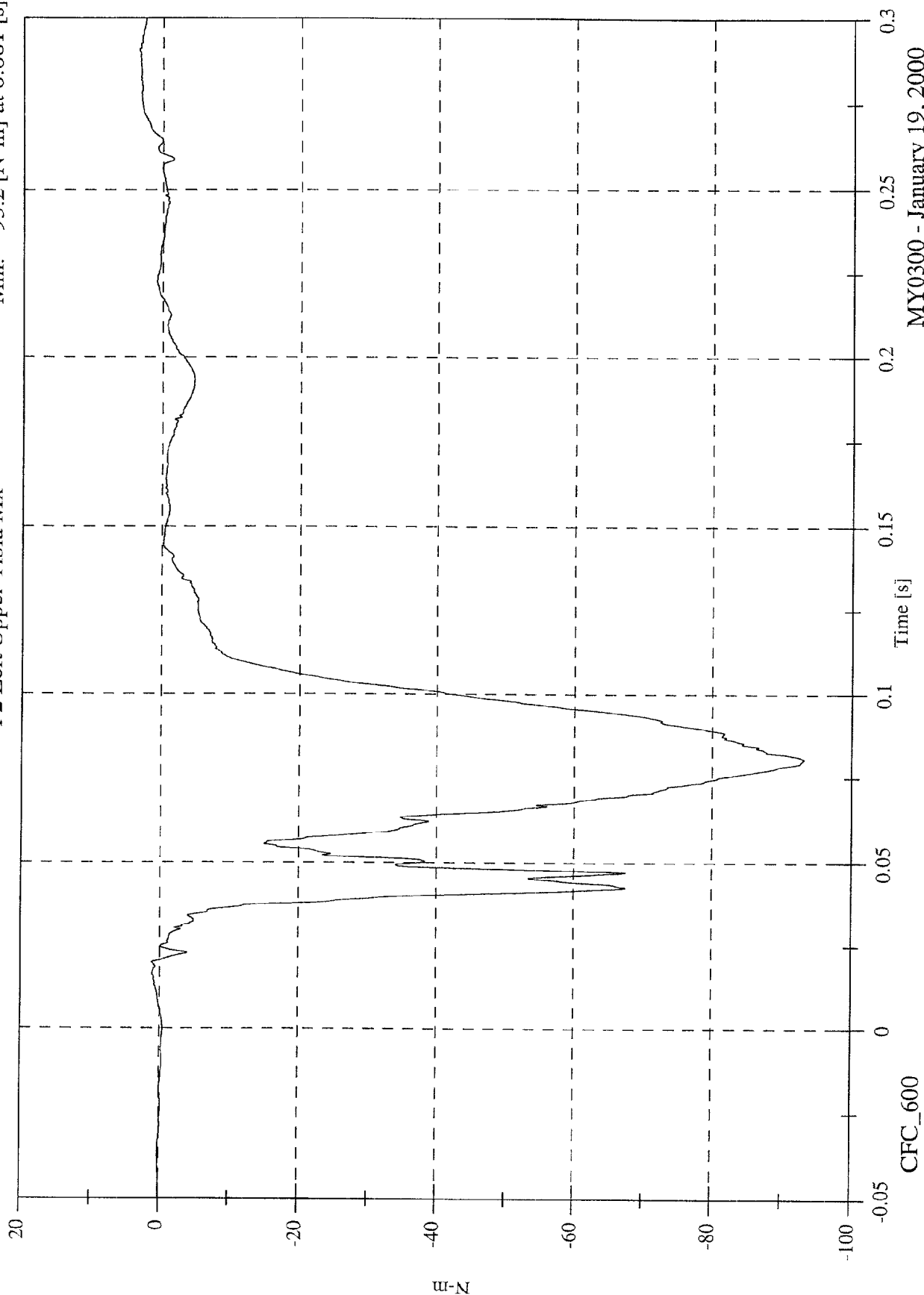


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Left Upper Tibia Mx

Max: 3.4 [N-m] at 0.291 [s]
Min: -93.2 [N-m] at 0.081 [s]

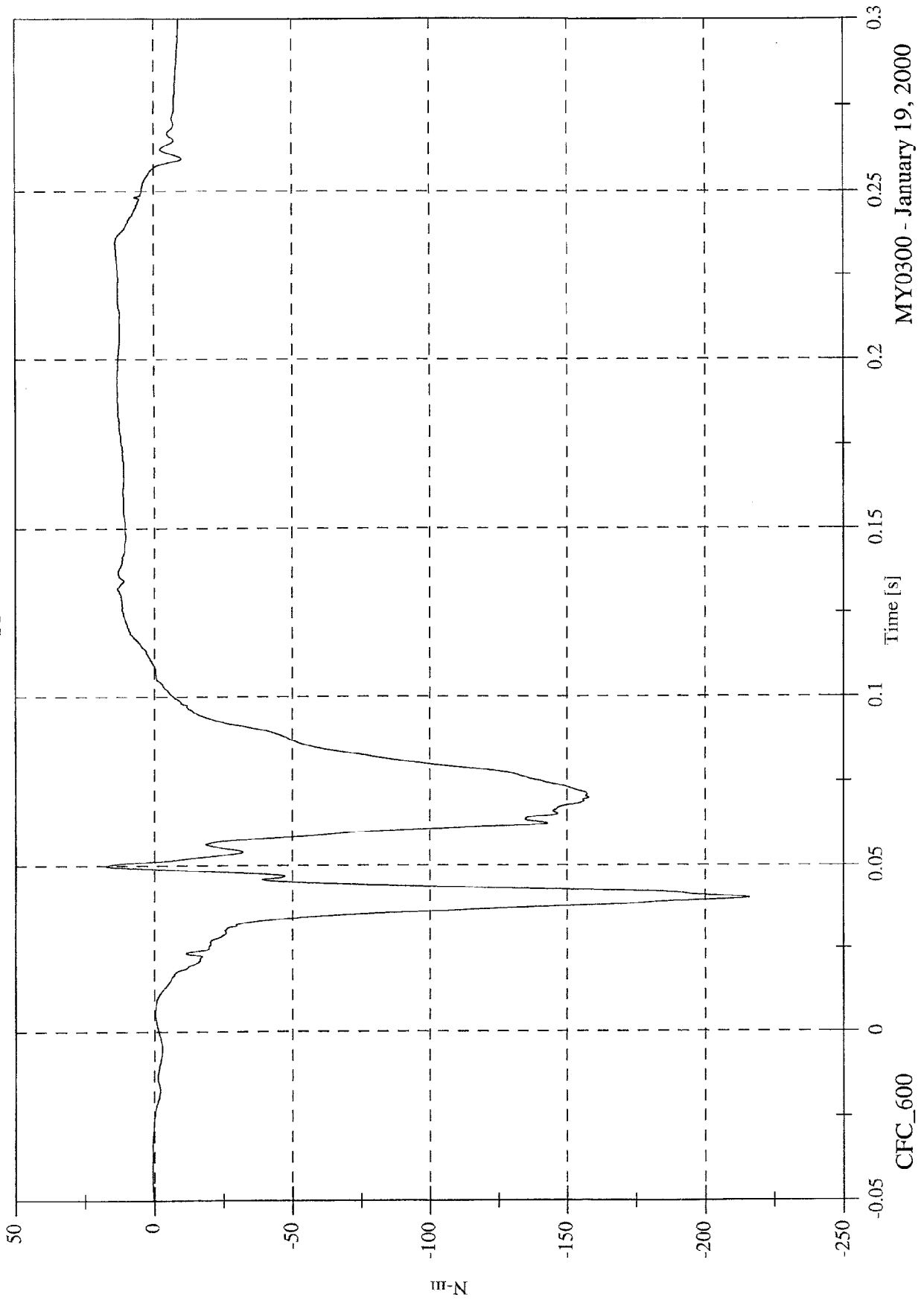


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Left Upper Tibia My

Max: 17.5 [N-m] at 0.050 [s]
Min: -215.9 [N-m] at 0.040 [s]

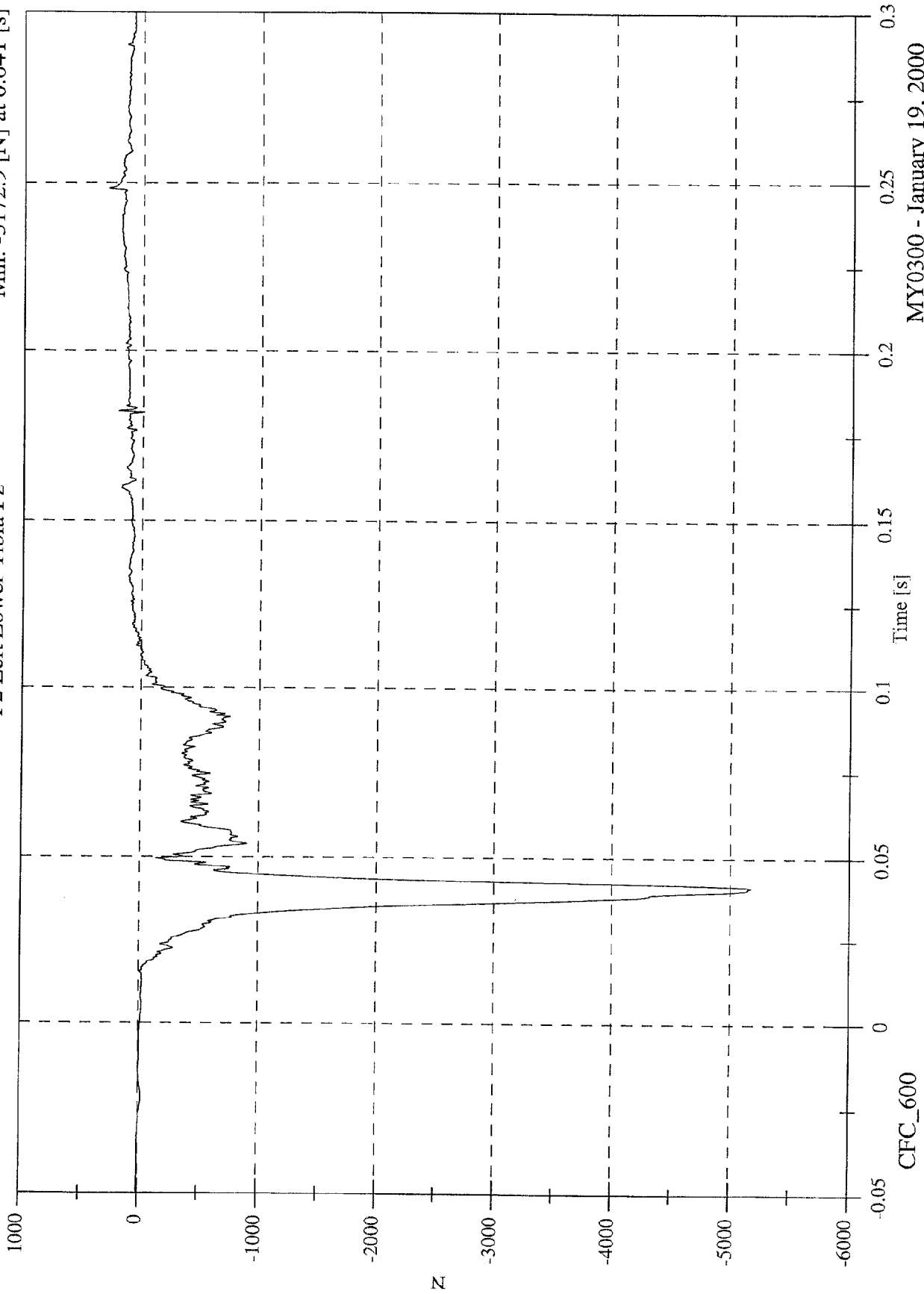


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Left Lower Tibia Fz

Max: 294.8 [N] at 0.248 [s]
Min: -5172.9 [N] at 0.041 [s]

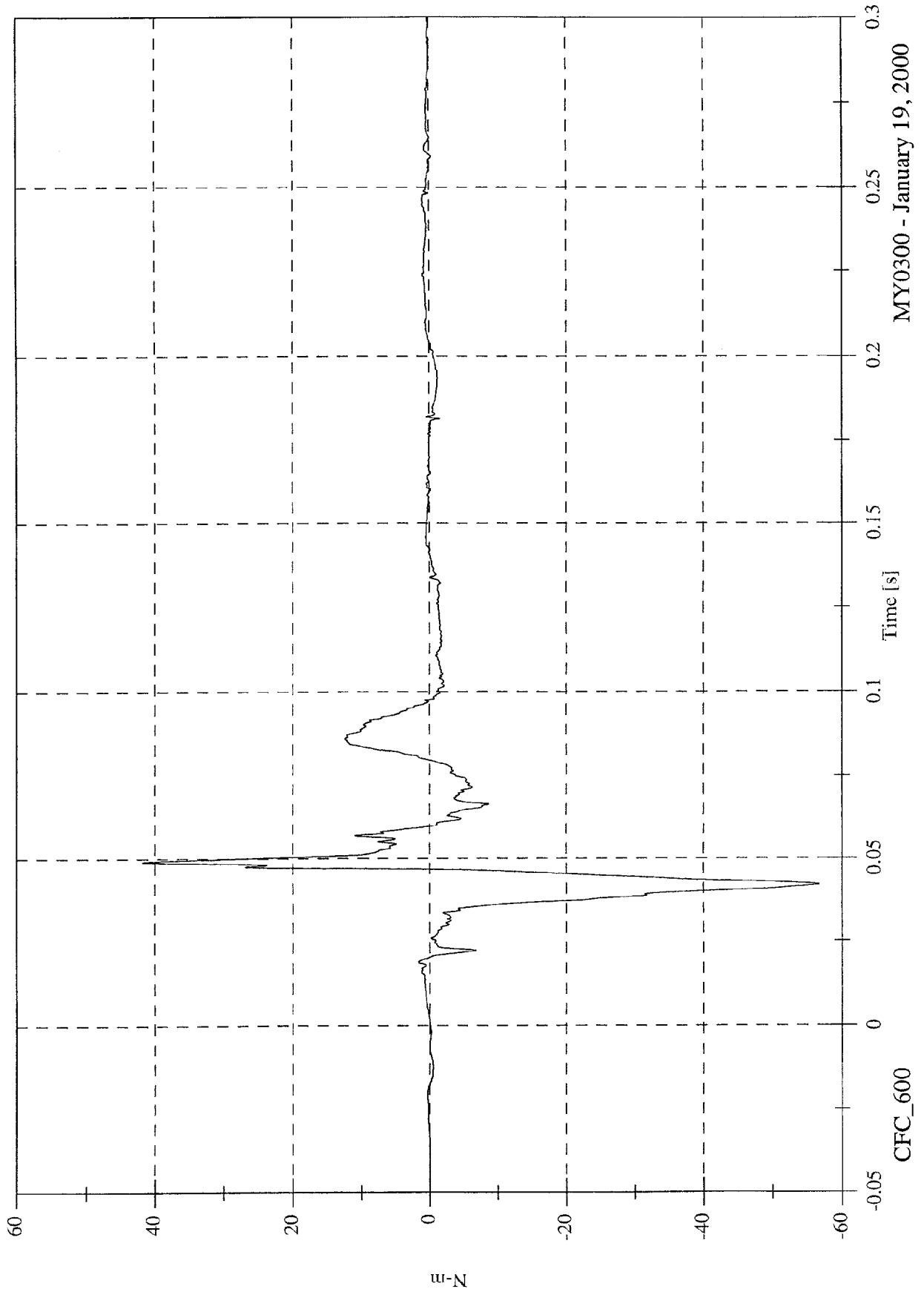


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Left Lower Tibia Mx

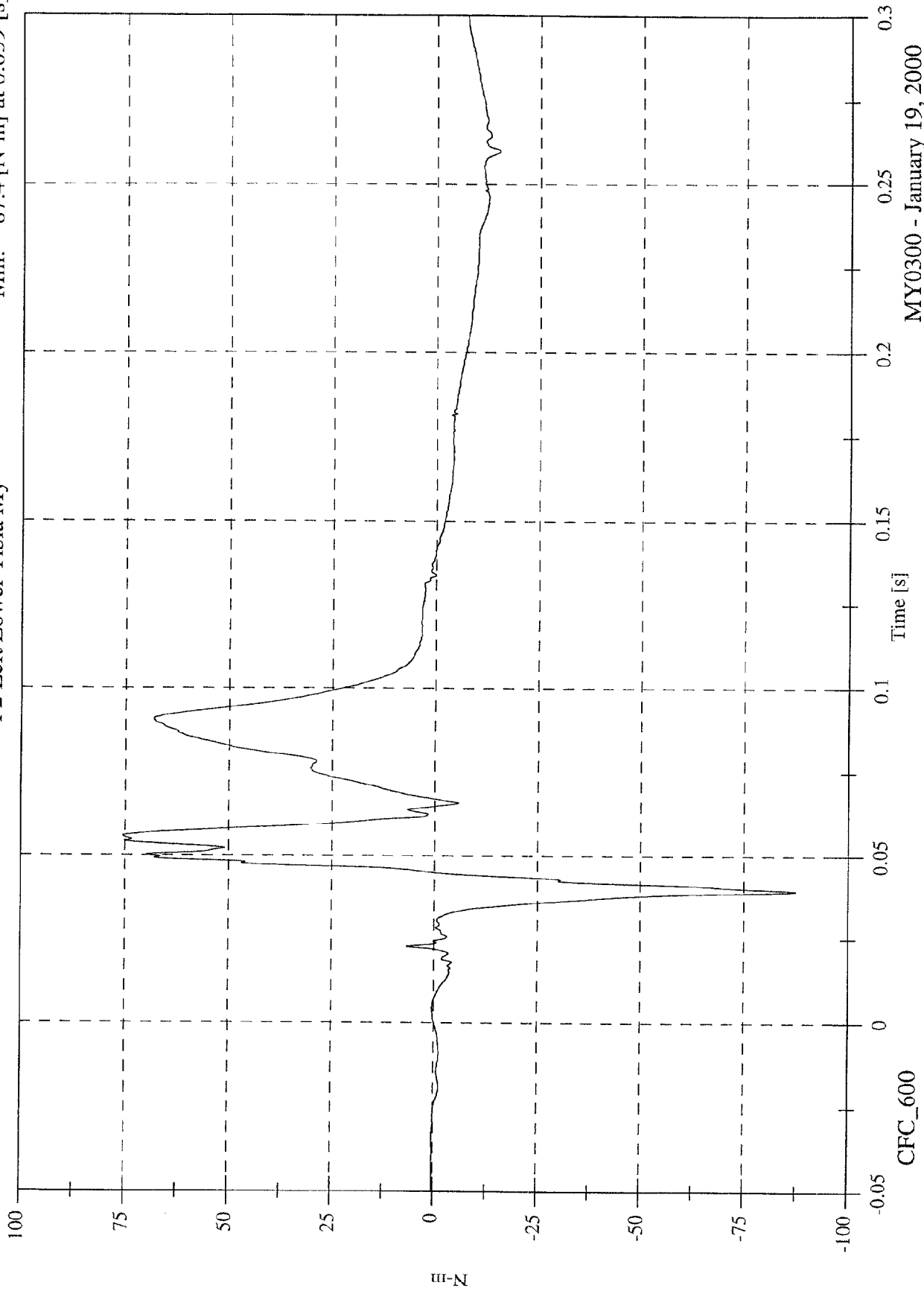
Max: 41.8 [N-m] at 0.049 [s]
Min: -56.7 [N-m] at 0.042 [s]



NCAP Test 10 - 2000 Chrysler LHS

P2 Left Lower Tibia My

Max: 75.5 [N-m] at 0.056 [s]
Min: -87.4 [N-m] at 0.039 [s]

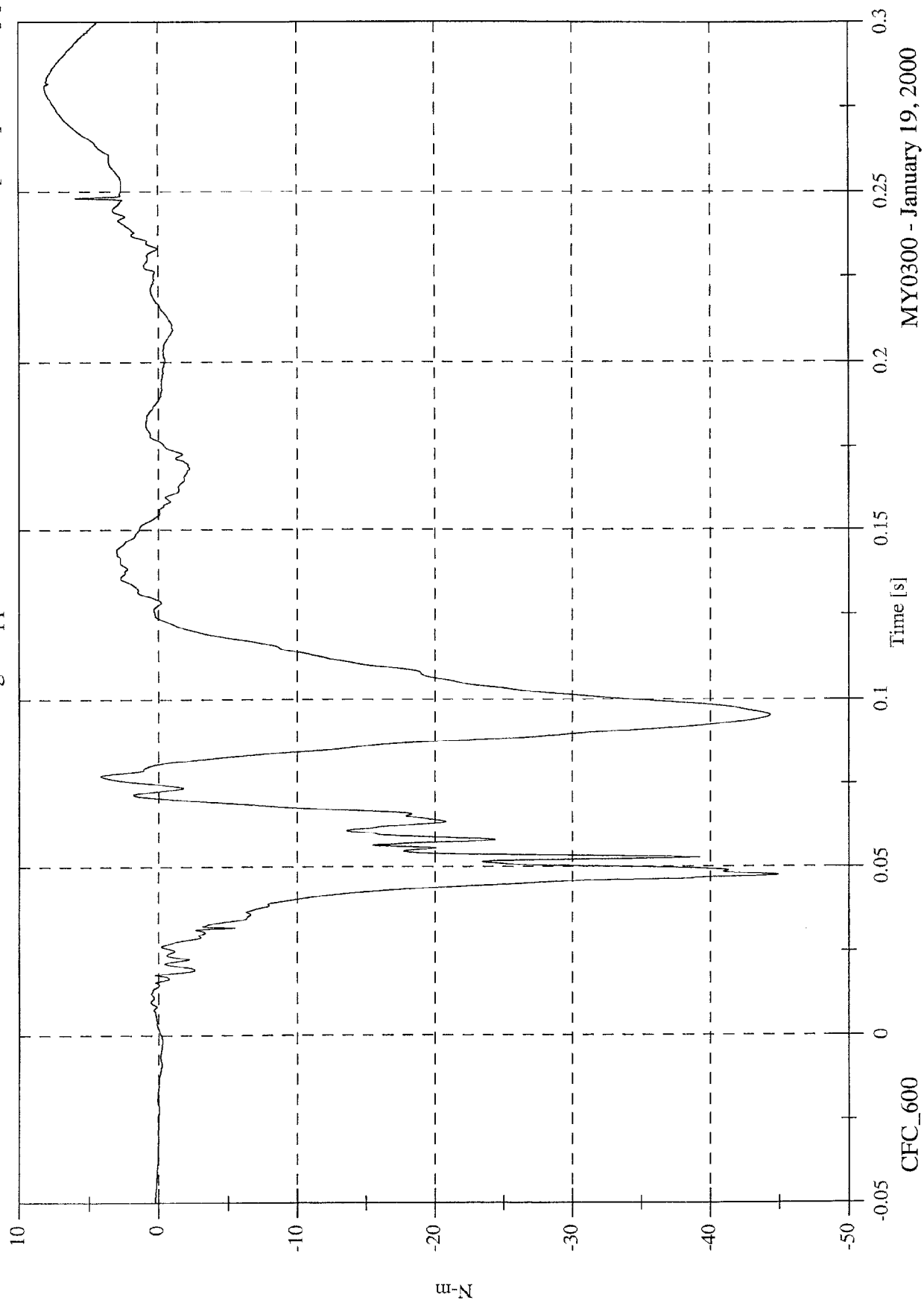


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Right Upper Tibia Mx

Max: 8.1 [N-m] at 0.281 [s]
Min: -44.9 [N-m] at 0.048 [s]

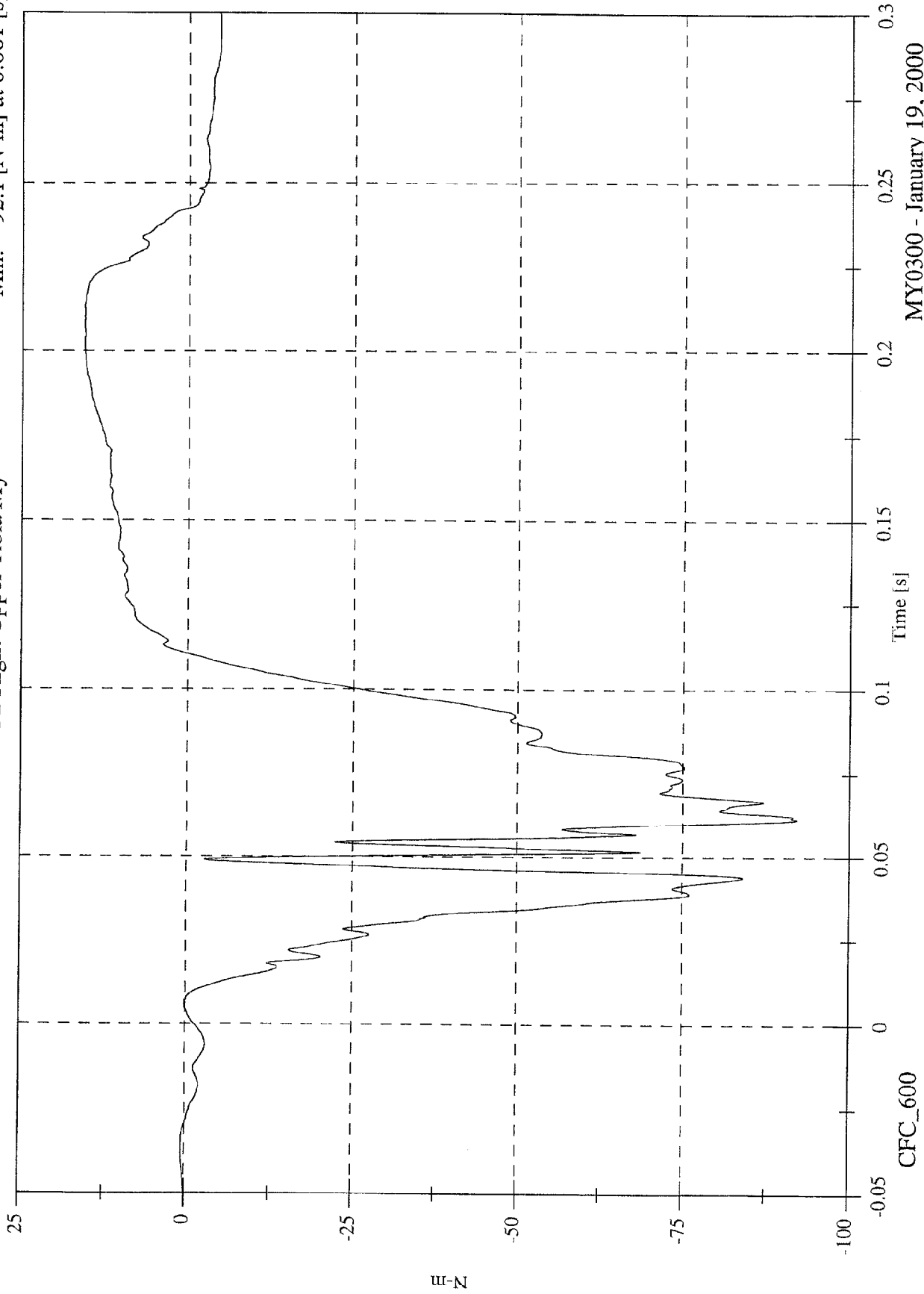


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Right Upper Tibia My

Max: 15.8 [N-m] at 0.208 [s]
Min: -92.1 [N-m] at 0.061 [s]

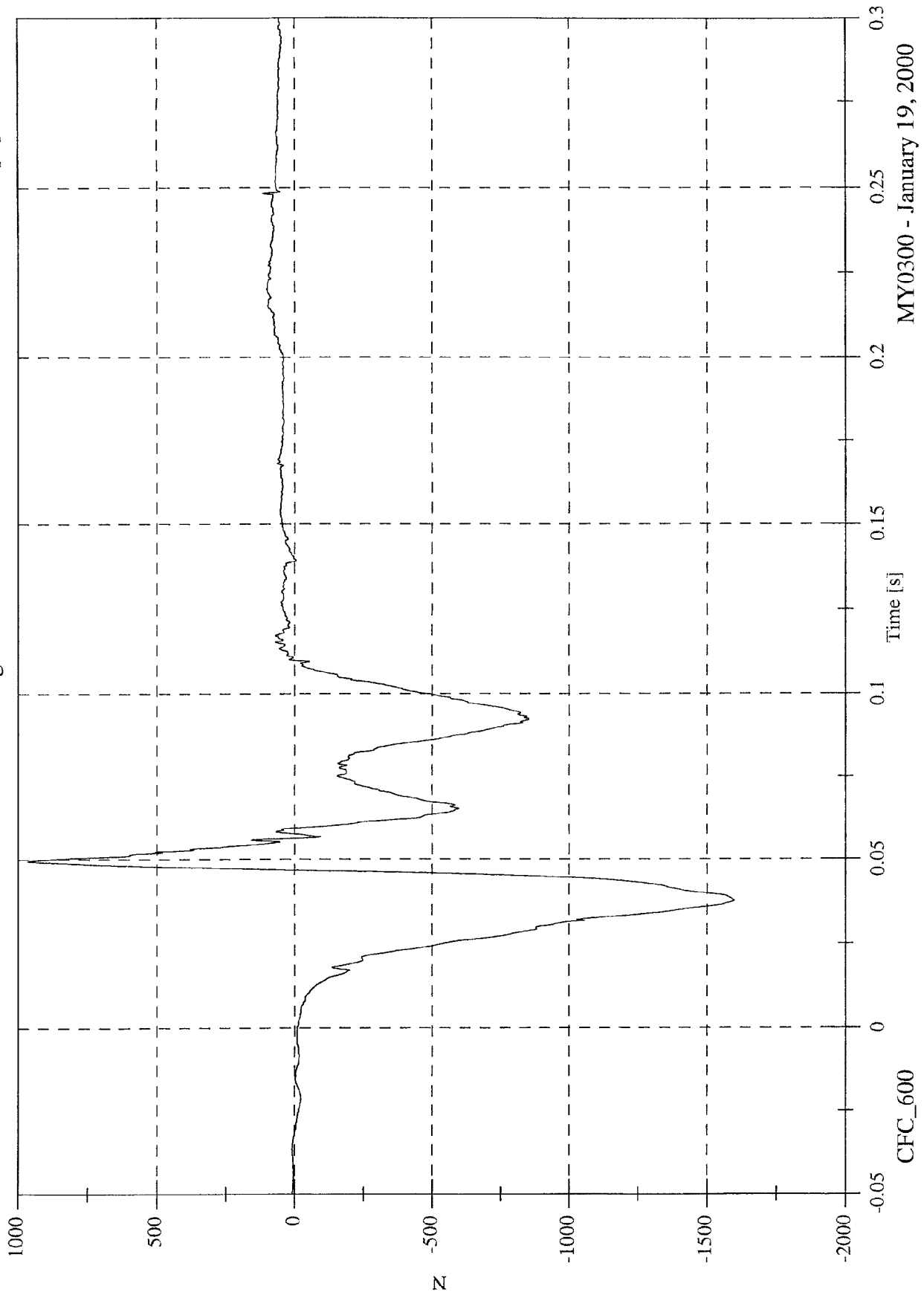


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Right Lower Tibia Fz

Max: 965.9 [N] at 0.049 [s]
Min: -1600.2 [N] at 0.038 [s]

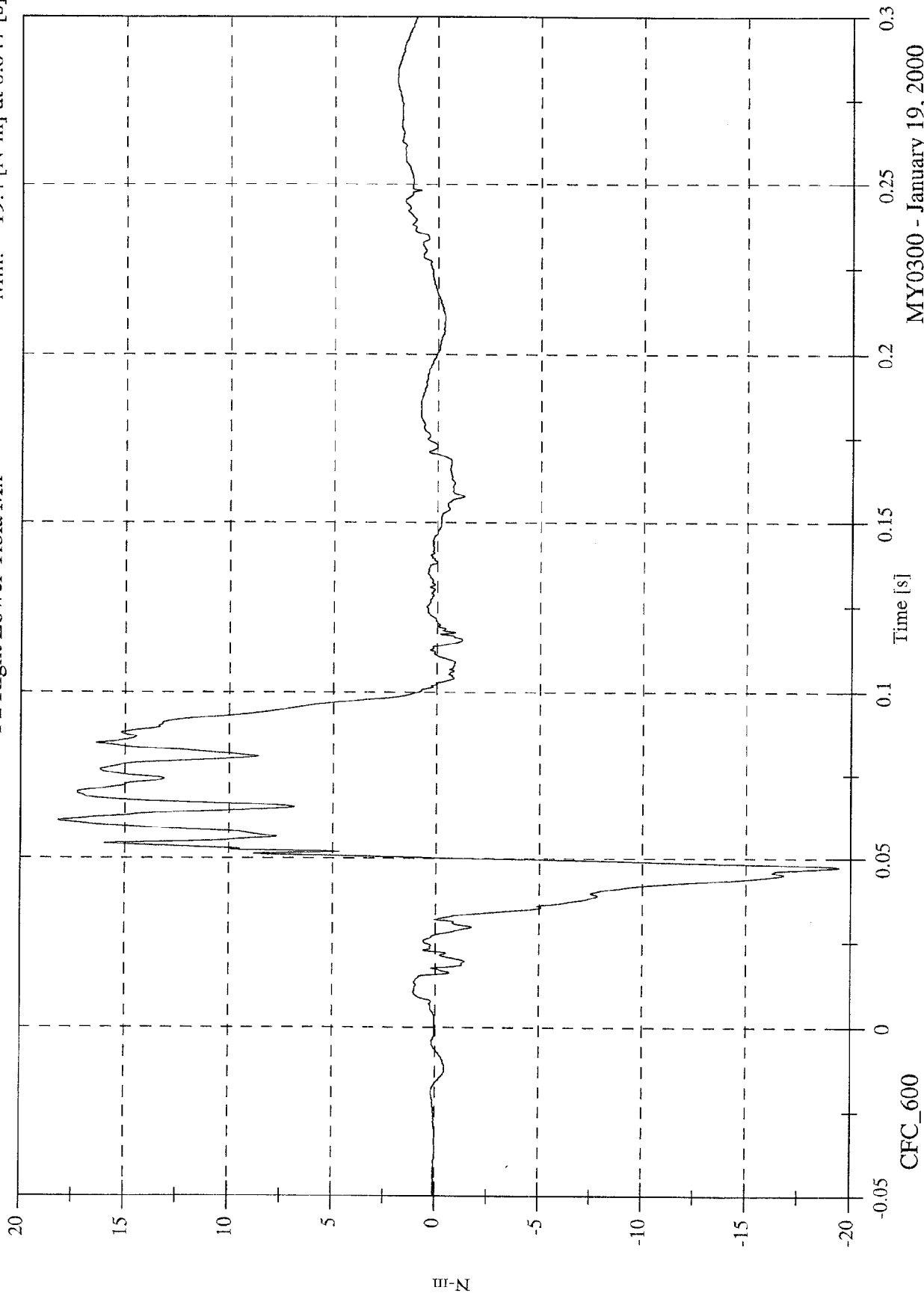


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Right Lower Tibia Mx

Max: 18.2 [N-m] at 0.061 [s]
Min: -19.4 [N-m] at 0.047 [s]

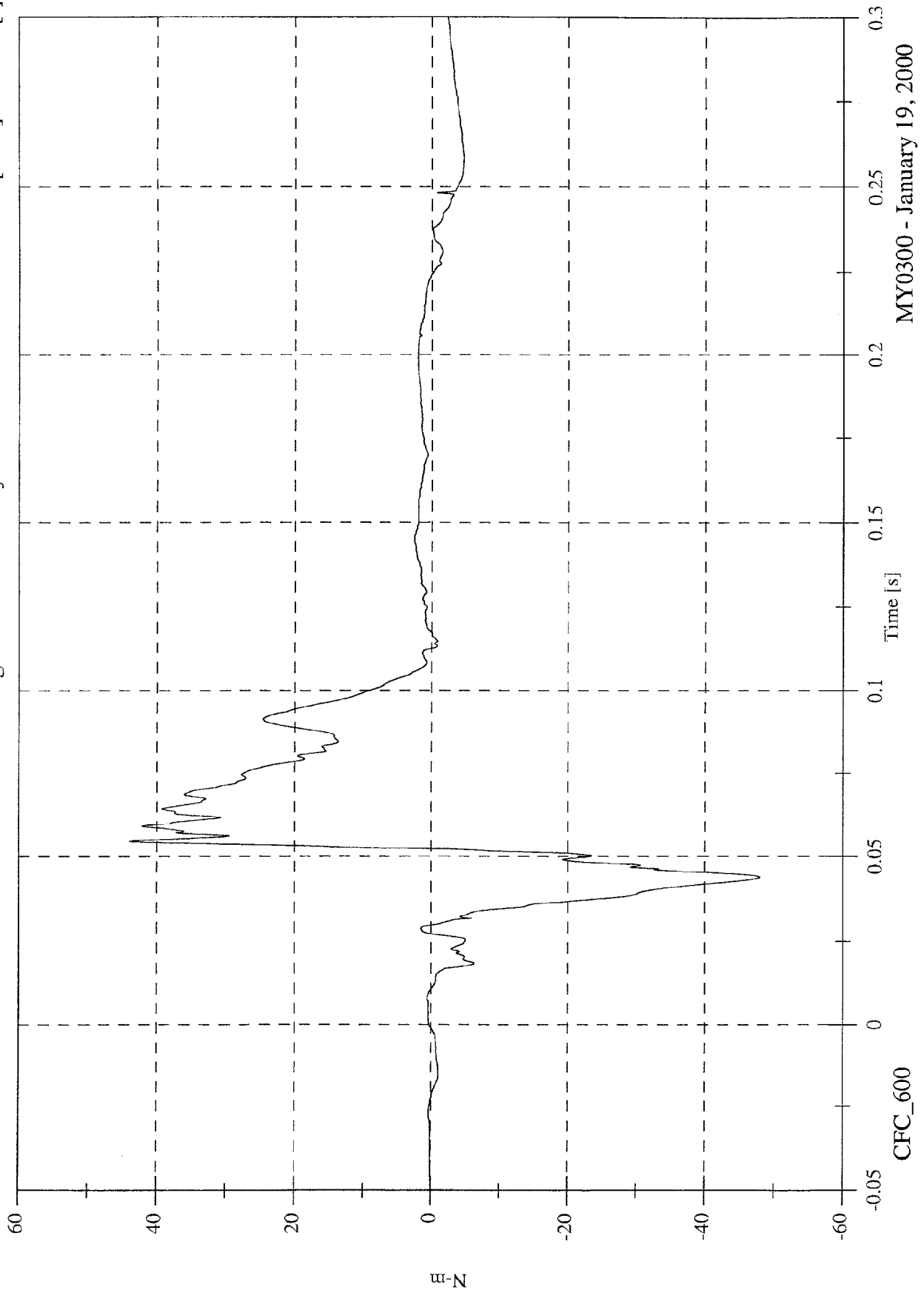


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Right Lower Tibia My

Max: 43.9 [N-m] at 0.055 [s]
Min: -48.0 [N-m] at 0.044 [s]

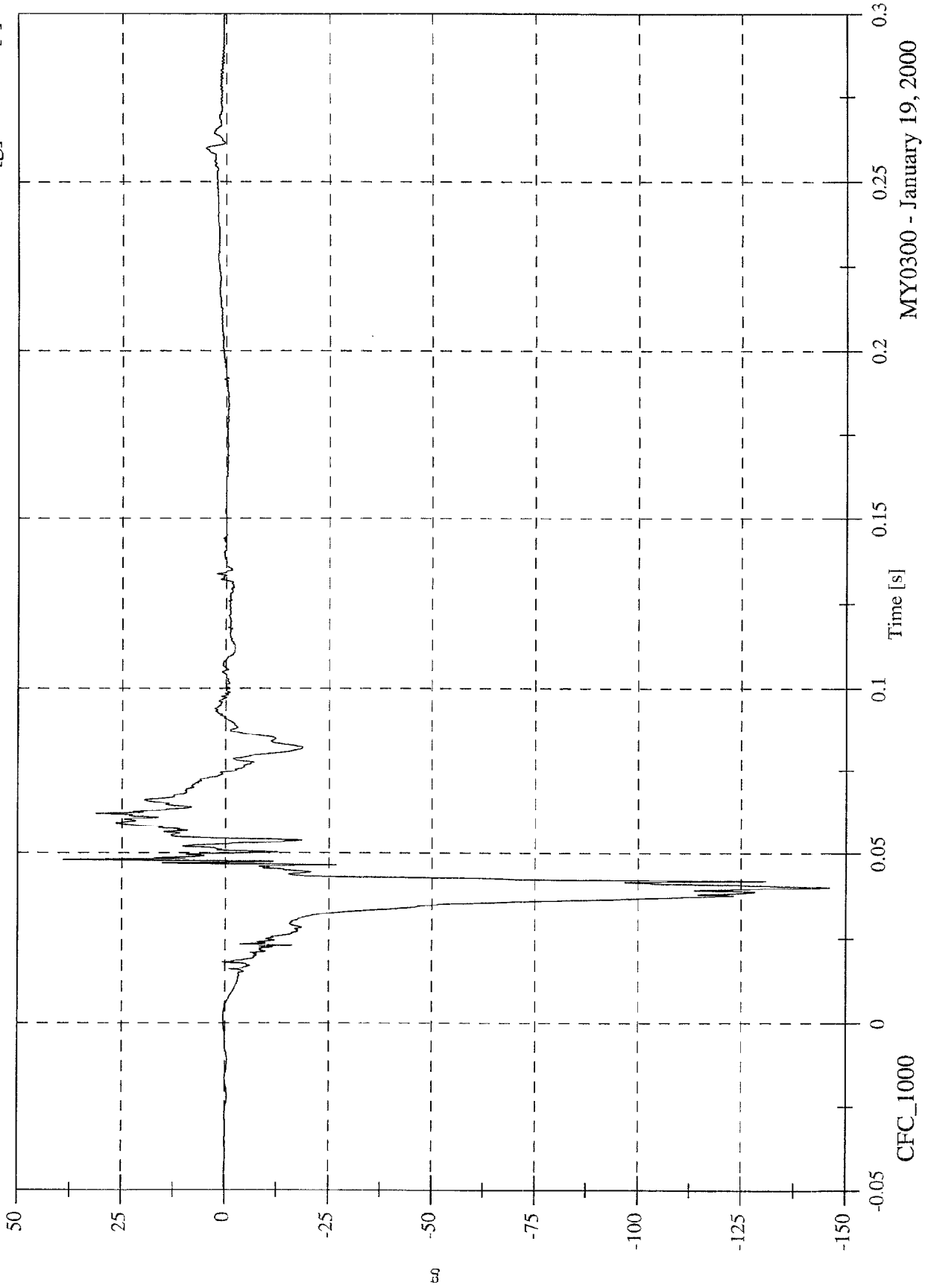


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 39.1 [g] at 0.048 [s]
 Min: -146.1 [g] at 0.040 [s]

P2 Left Foot Aft x

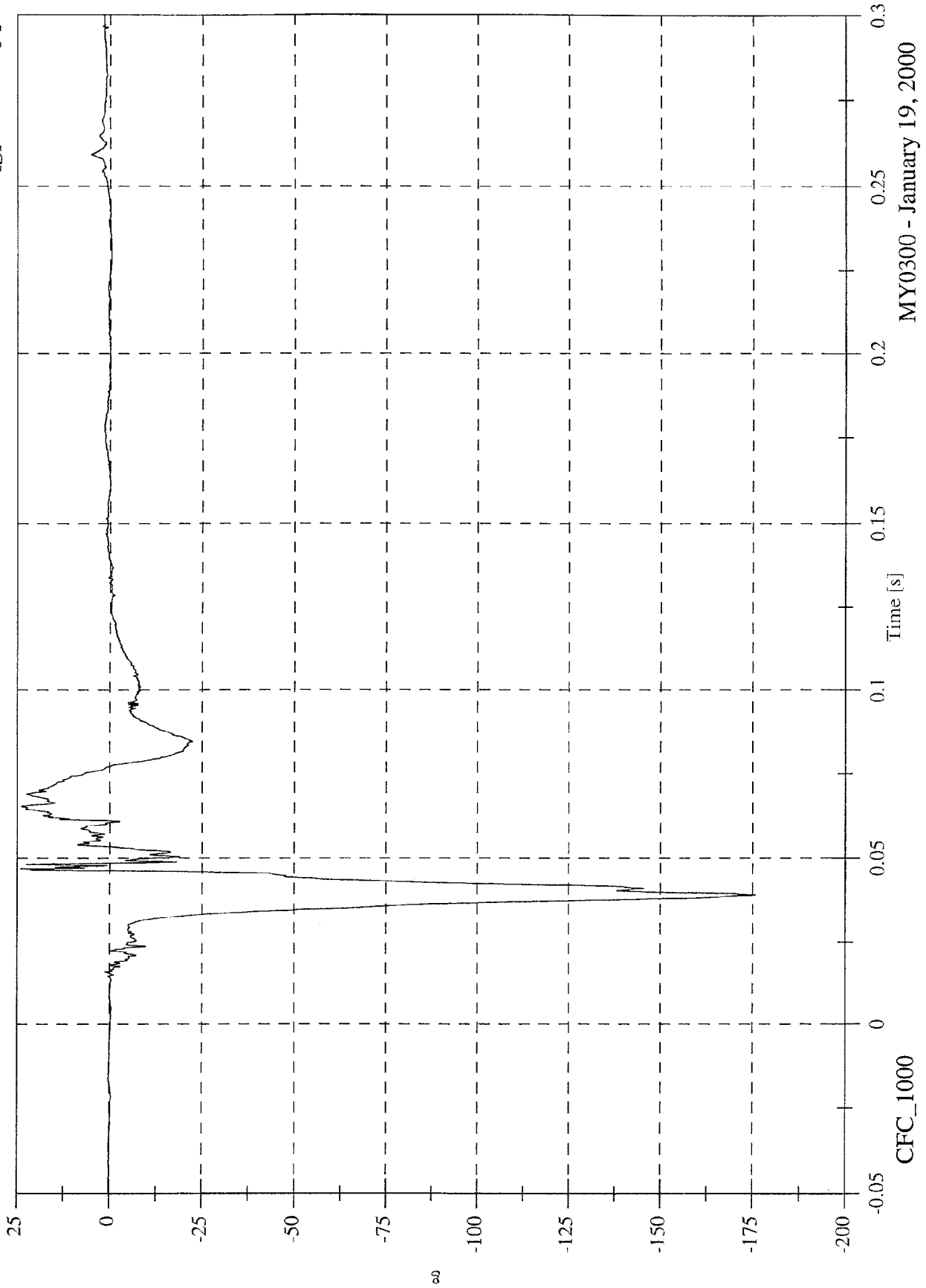


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 23.9 [g] at 0.047 [s]
Min: -175.6 [g] at 0.039 [s]

P2 Left Foot Aft z

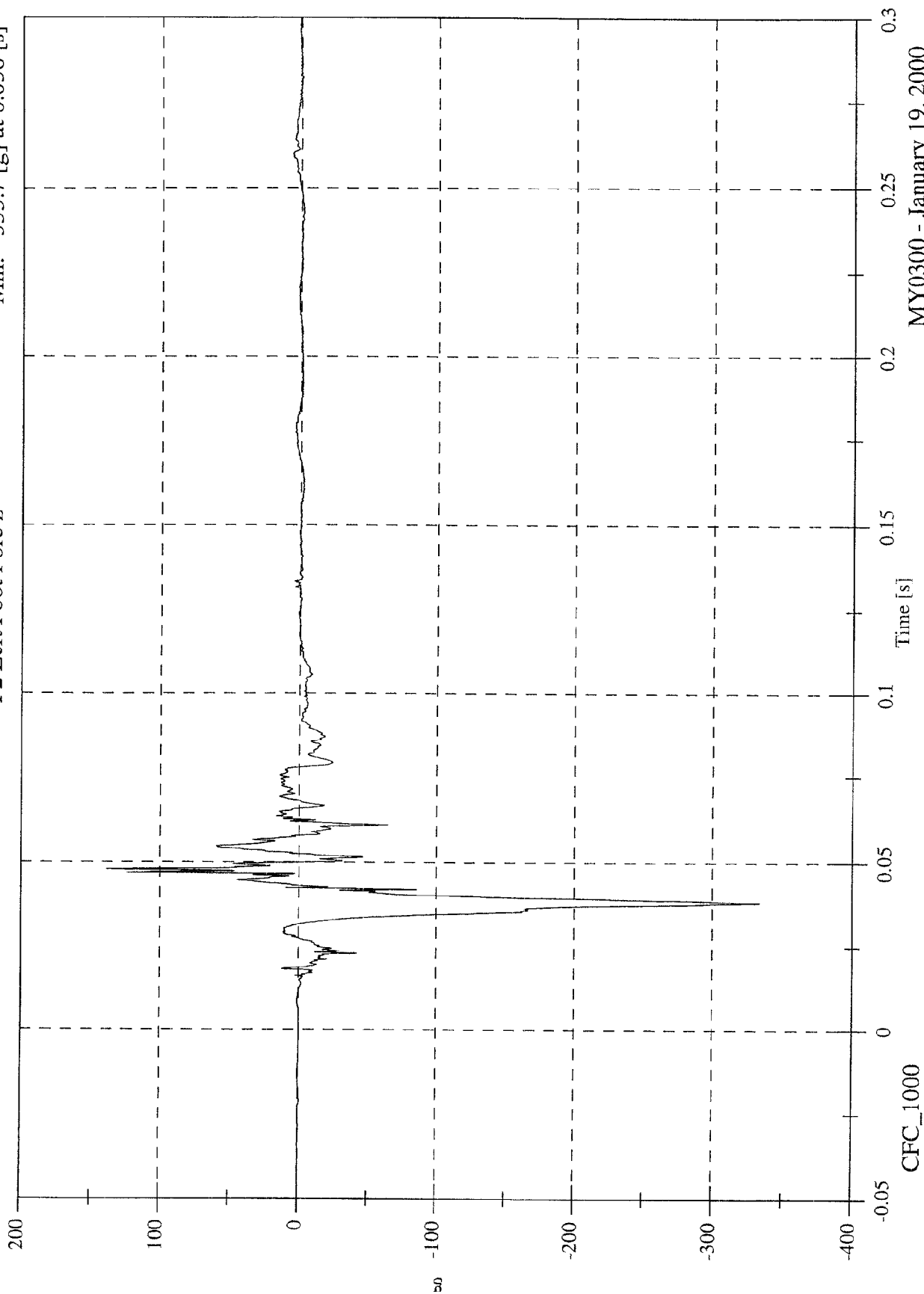


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 138.6 [g] at 0.048 [s]
Min: -333.7 [g] at 0.038 [s]

P2 Left Foot Fore z



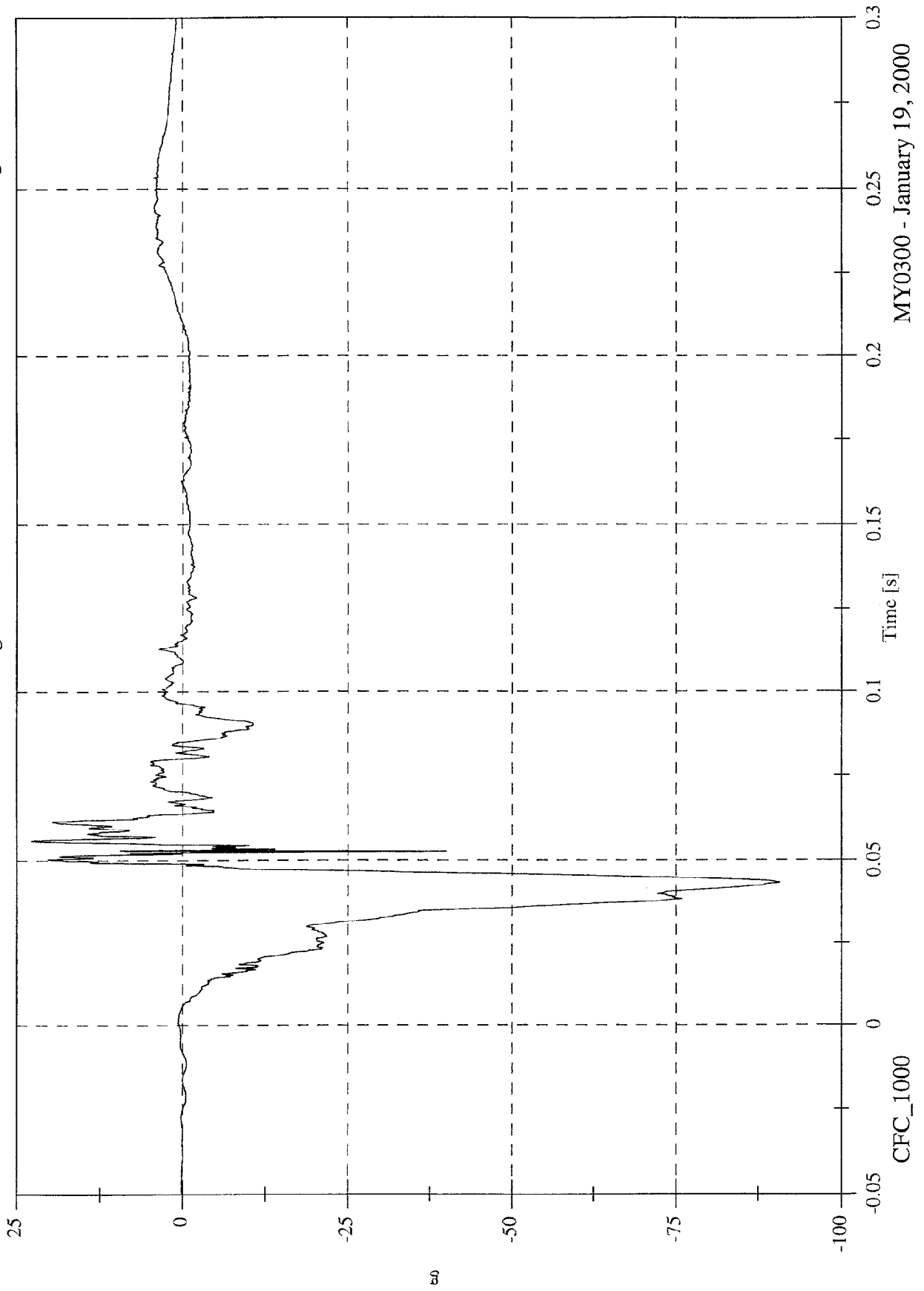
CFC_1000

MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 22.7 [g] at 0.056 [s]
Min: -90.7 [g] at 0.043 [s]

P2 Right Foot Aft x

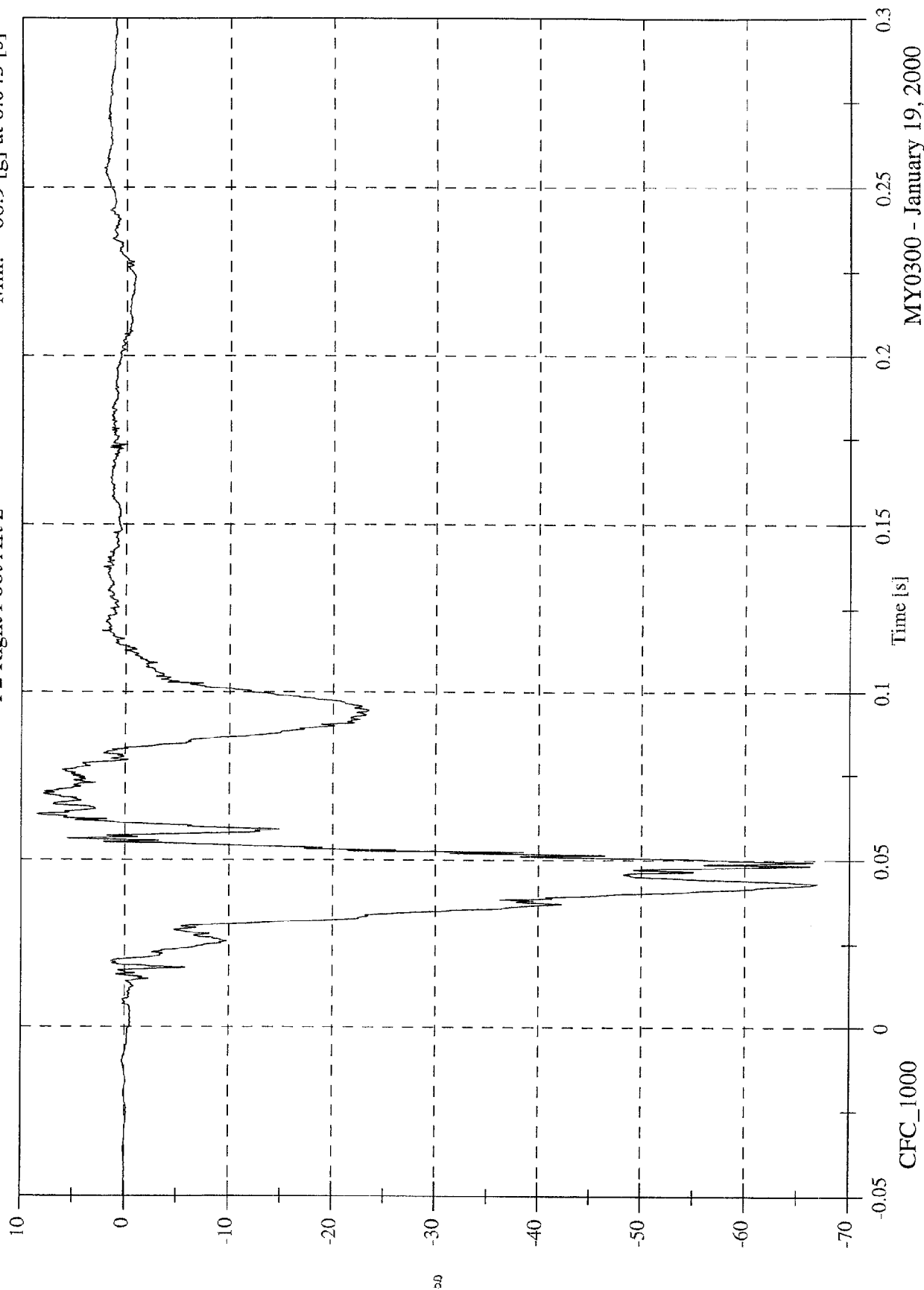


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 8.5 [g] at 0.064 [s]
 Min: -66.9 [g] at 0.043 [s]

P2 Right Foot Aft z

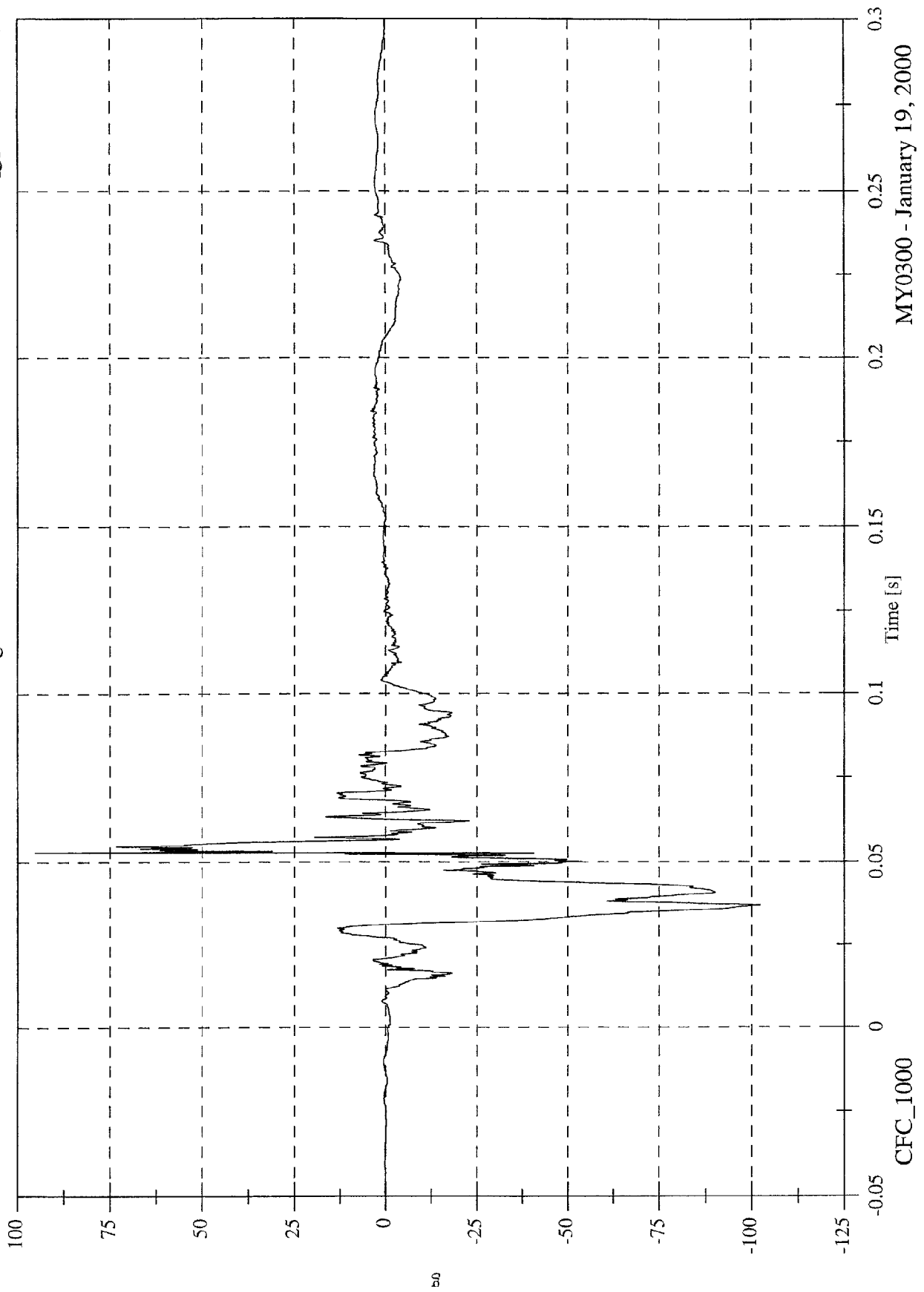


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 95.3 [g] at 0.053 [s]
Min: -102.3 [g] at 0.037 [s]

P2 Right Foot Fore x

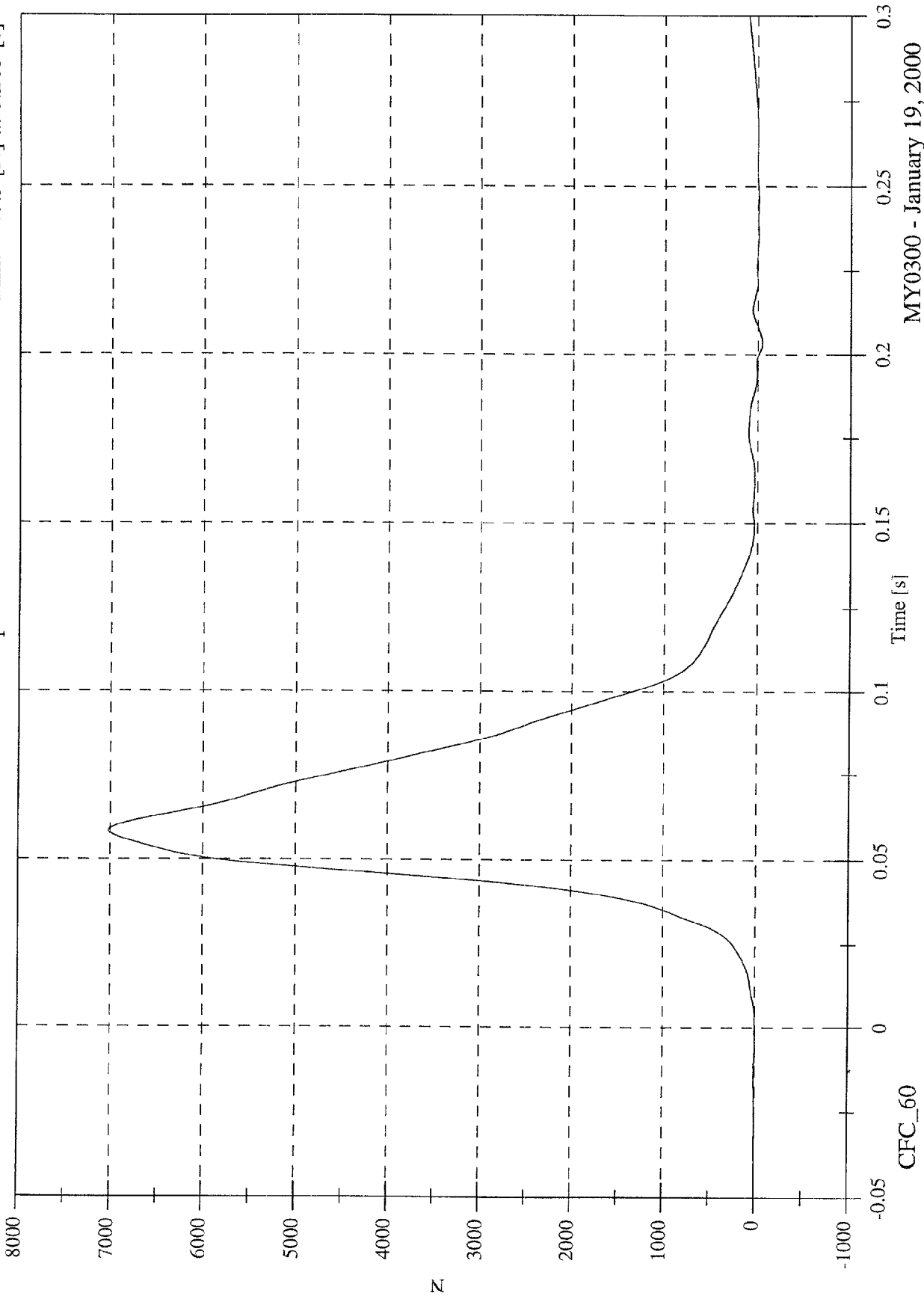


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 7023.1 [N] at 0.058 [s]
 Min: -47.9 [N] at 0.203 [s]

P2 Lap Belt Force

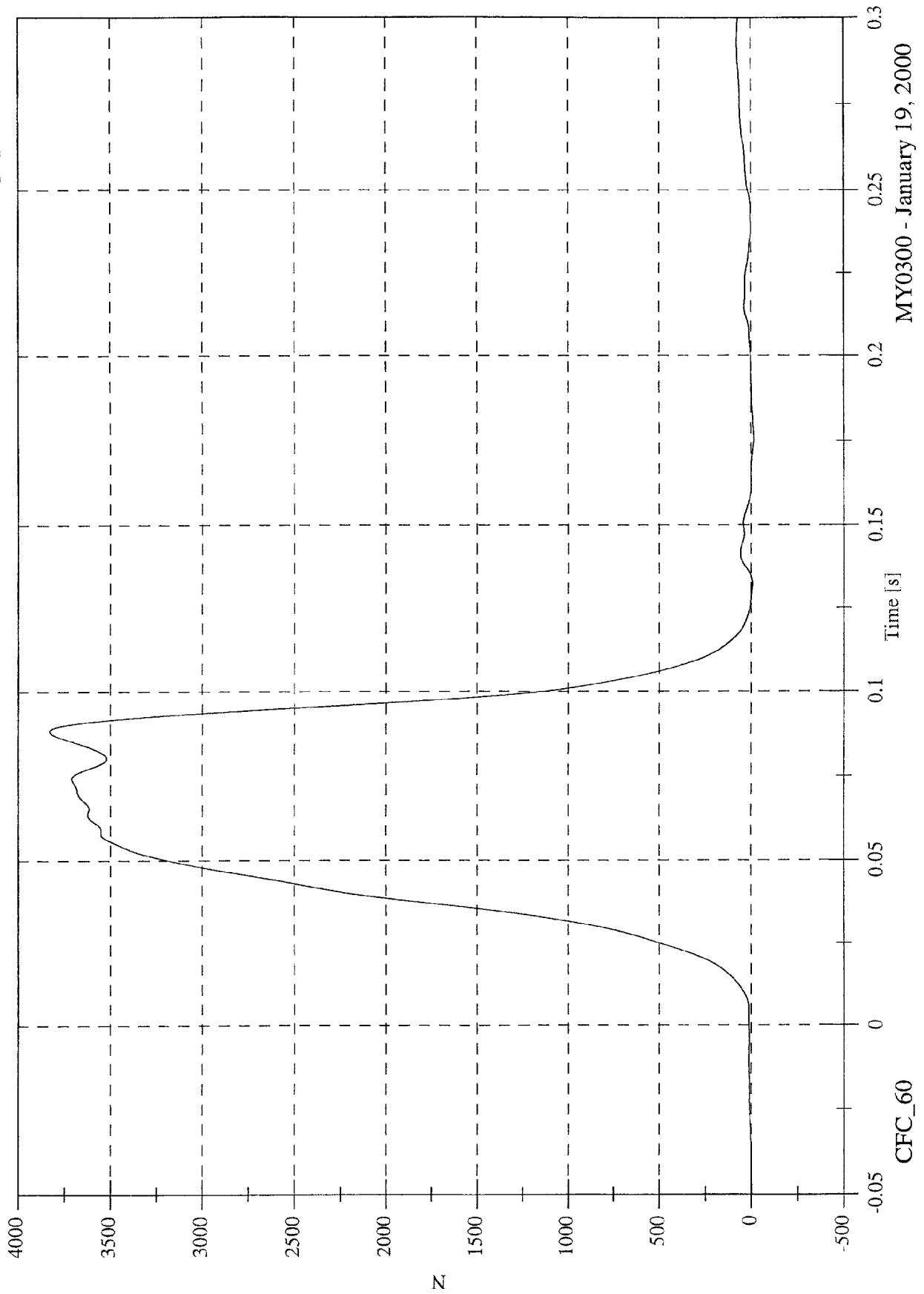


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 3828.7 [N] at 0.088 [s]
Min: -14.4 [N] at 0.176 [s]

P2 Shoulder Belt Force

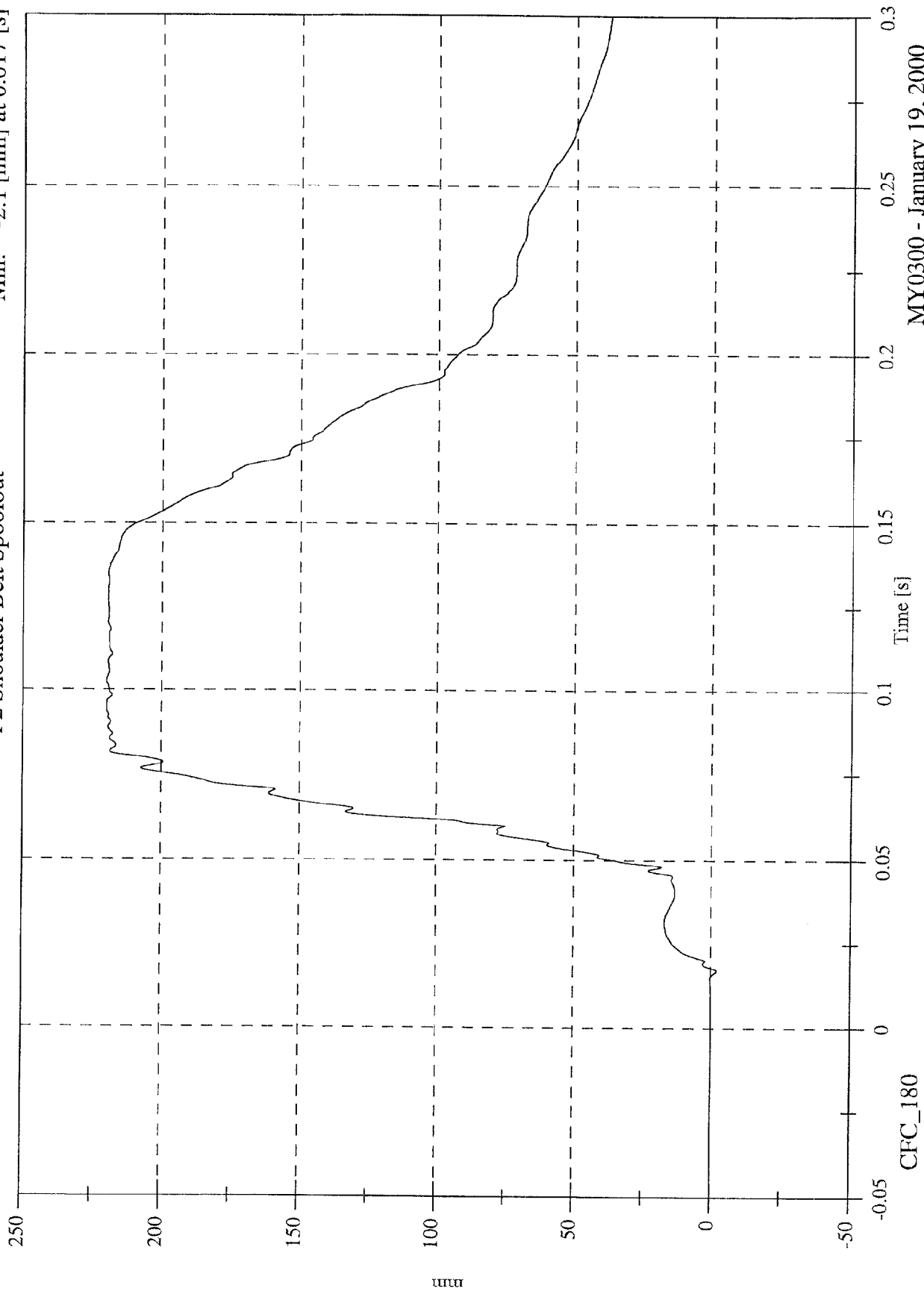


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

P2 Shoulder Belt Spoolout

Max: 220.0 [mm] at 0.103 [s]
Min: -2.1 [mm] at 0.017 [s]

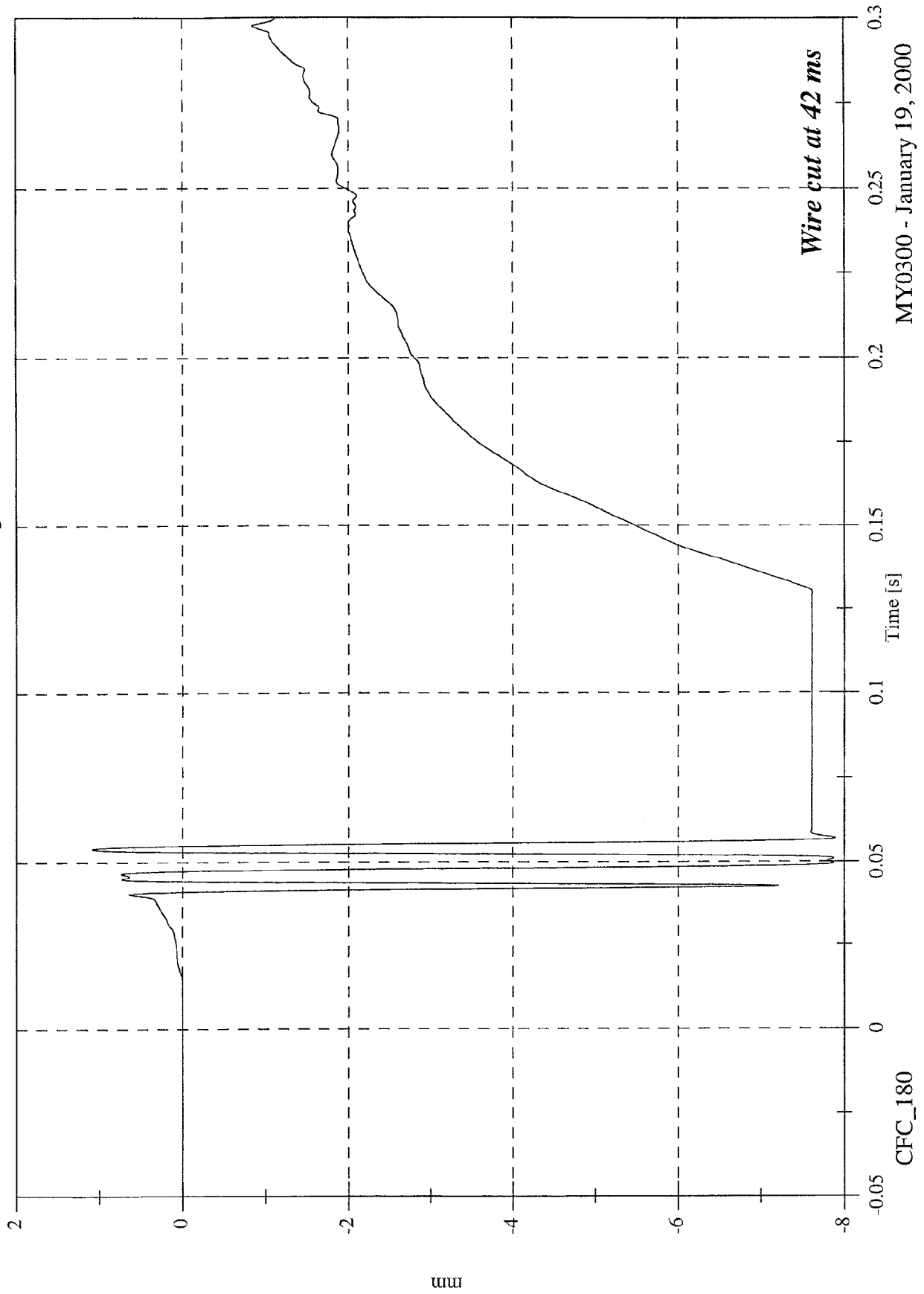


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 1.1 [mm] at 0.054 [s]
 Min: -7.9 [mm] at 0.057 [s]

P2 Shoulder Belt Elongation

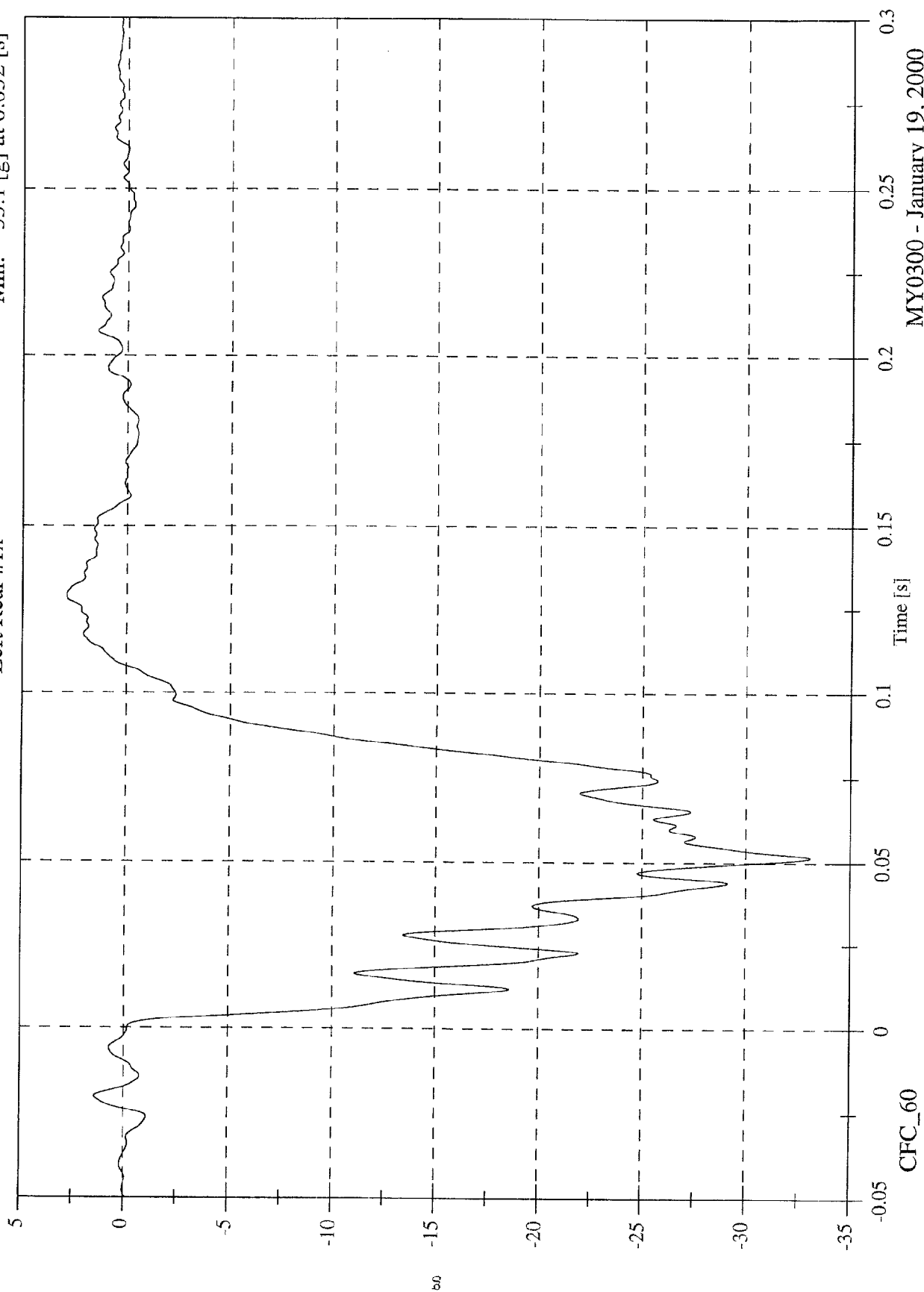


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 2.9 [g] at 0.129 [s]
 Min: -33.1 [g] at 0.052 [s]

Left Rear #1x

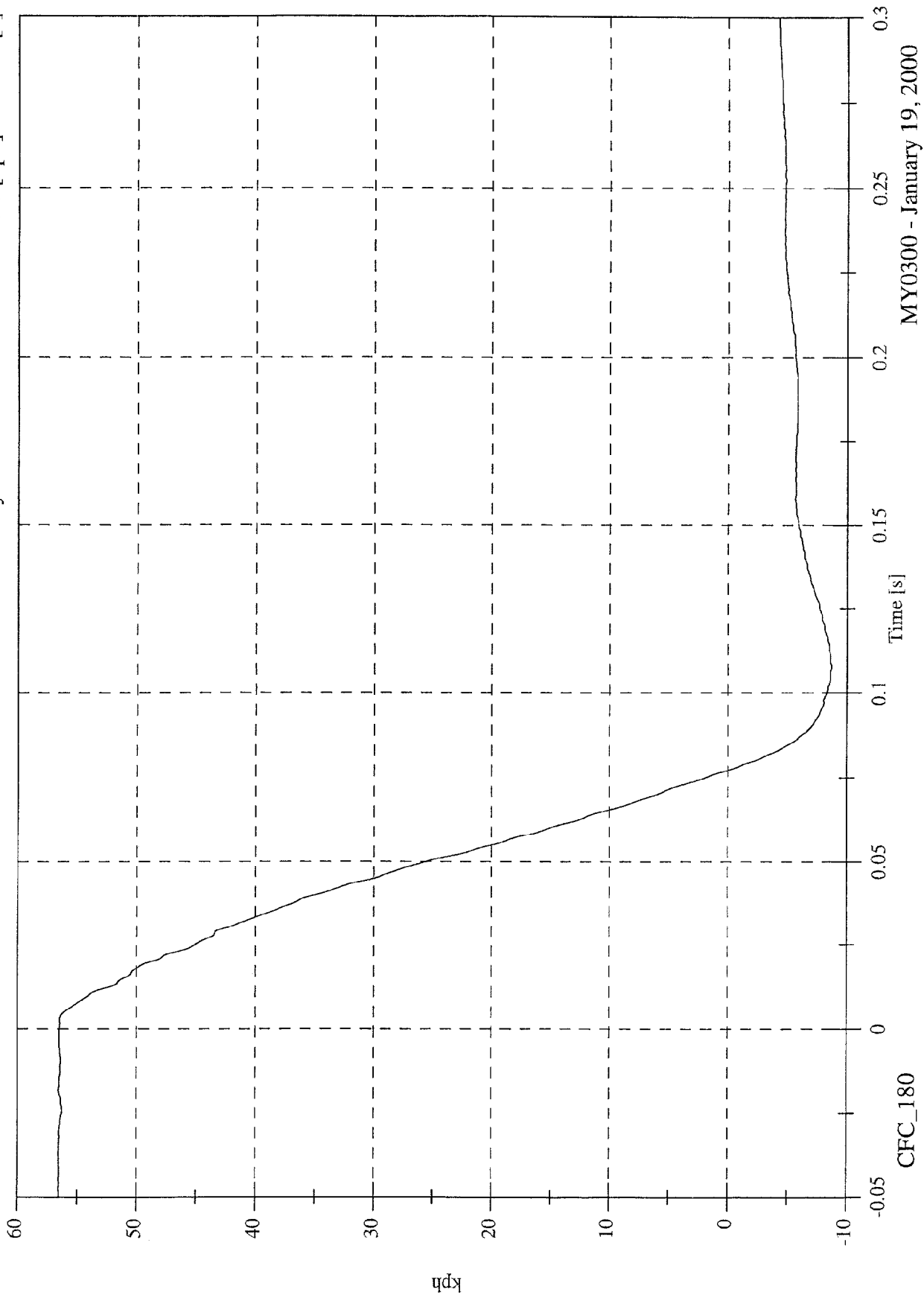


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 56.5 [kph] at -0.018 [s]
Min: -8.7 [kph] at 0.108 [s]

Left Rear #1x Velocity

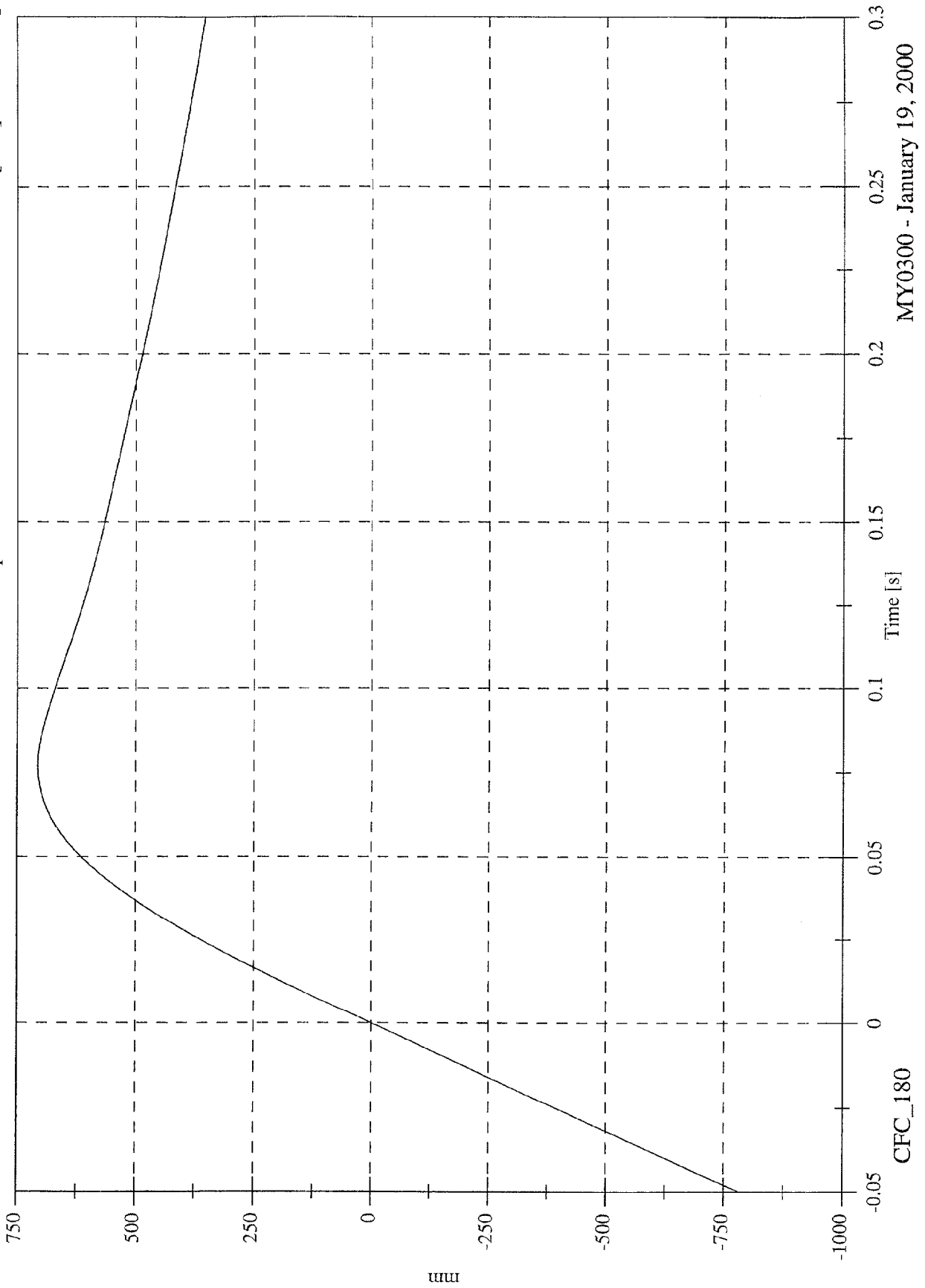


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Left Rear #1x Displacement

Max: 706.9 [mm] at 0.077 [s]
 Min: -784.1 [mm] at -0.050 [s]

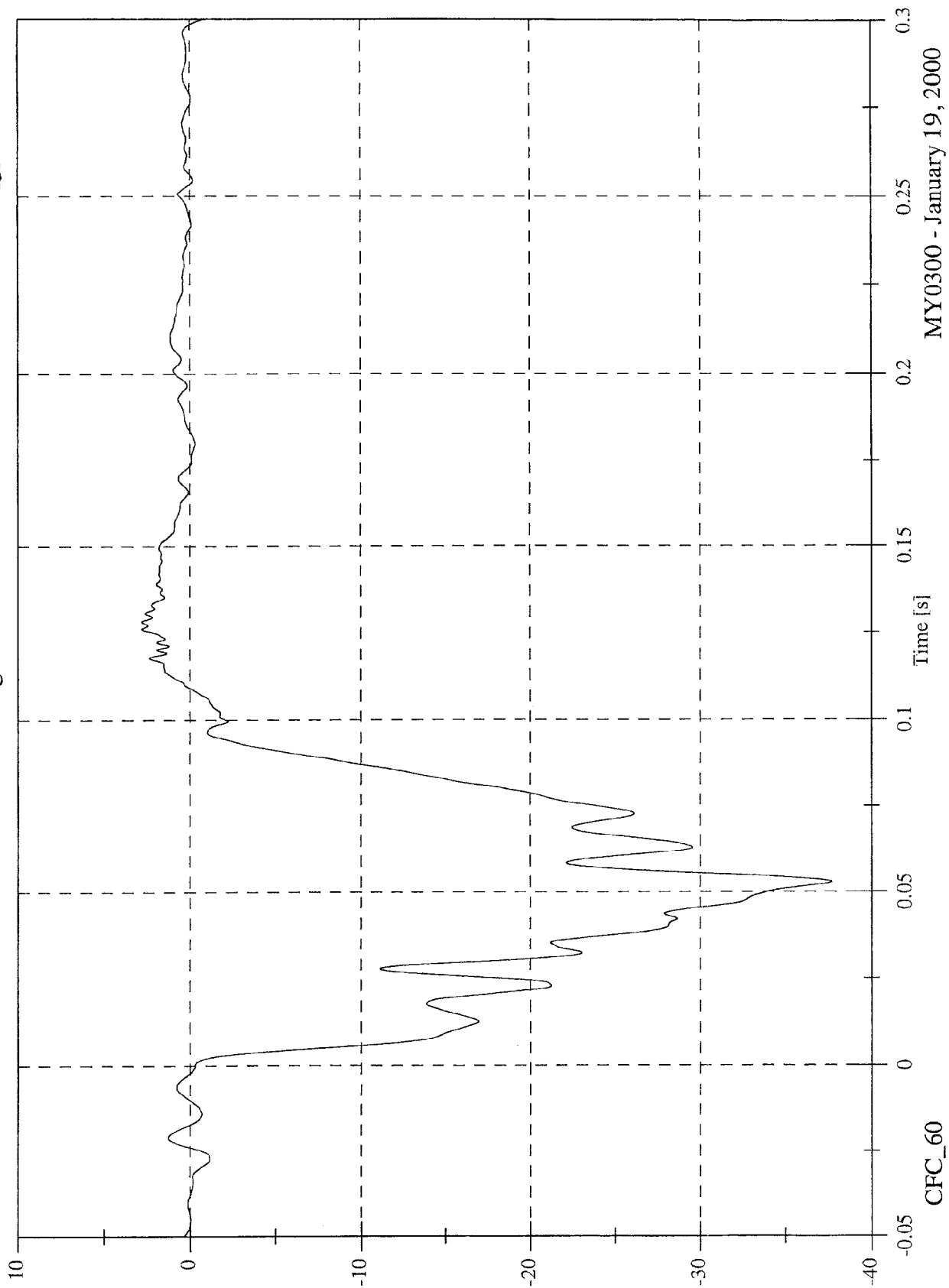


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 2.8 [g] at 0.126 [s]
 Min: -37.7 [g] at 0.053 [s]

Right Rear #2x



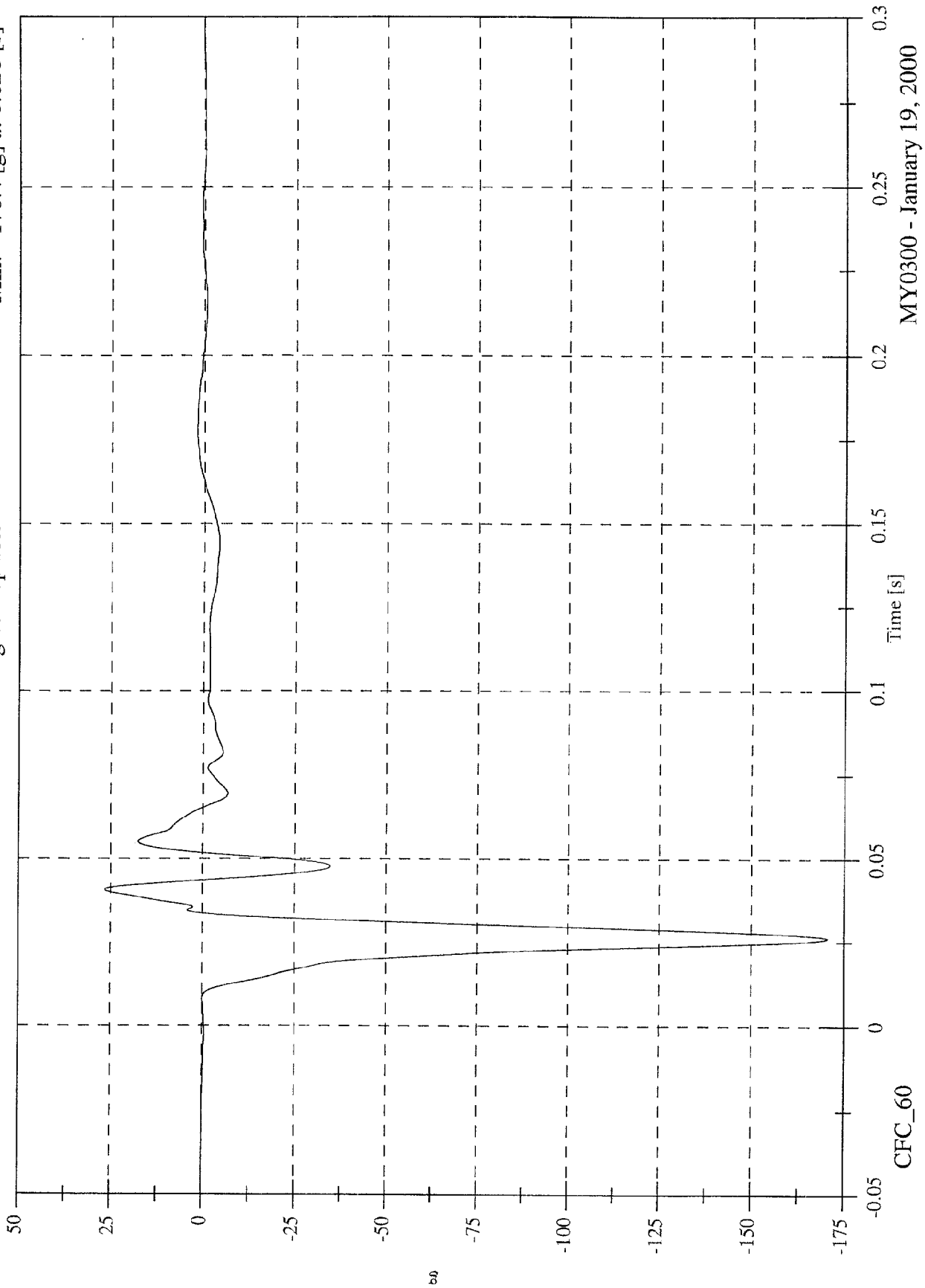
CFC_60

MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Engine Top #3x

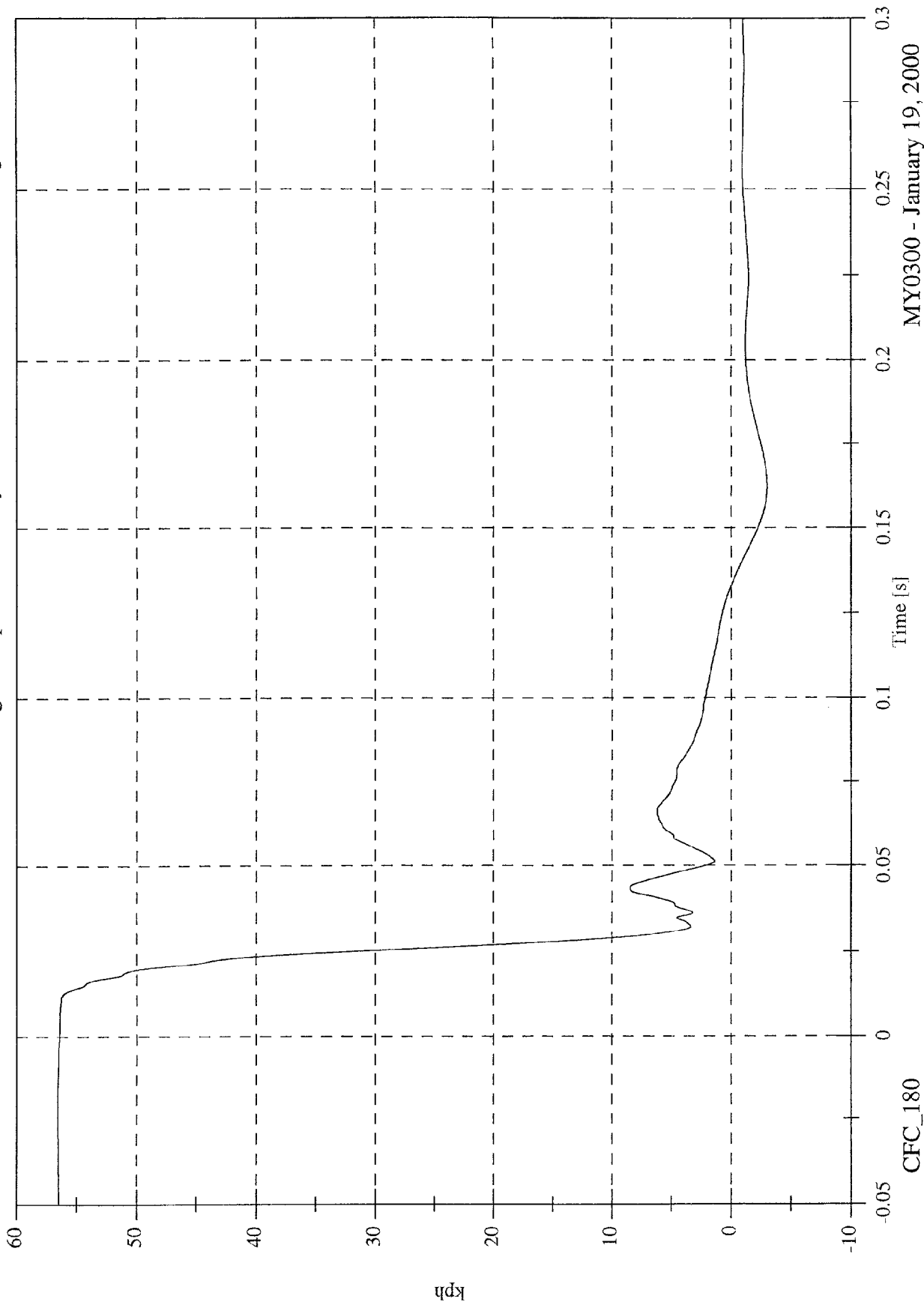
Max: 26.6 [g] at 0.041 [s]
Min: -170.4 [g] at 0.026 [s]



NCAP Test 10 - 2000 Chrysler LHS

Engine Top #3x Velocity

Max: 56.6 [kph] at -0.019 [s]
Min: -3.0 [kph] at 0.162 [s]

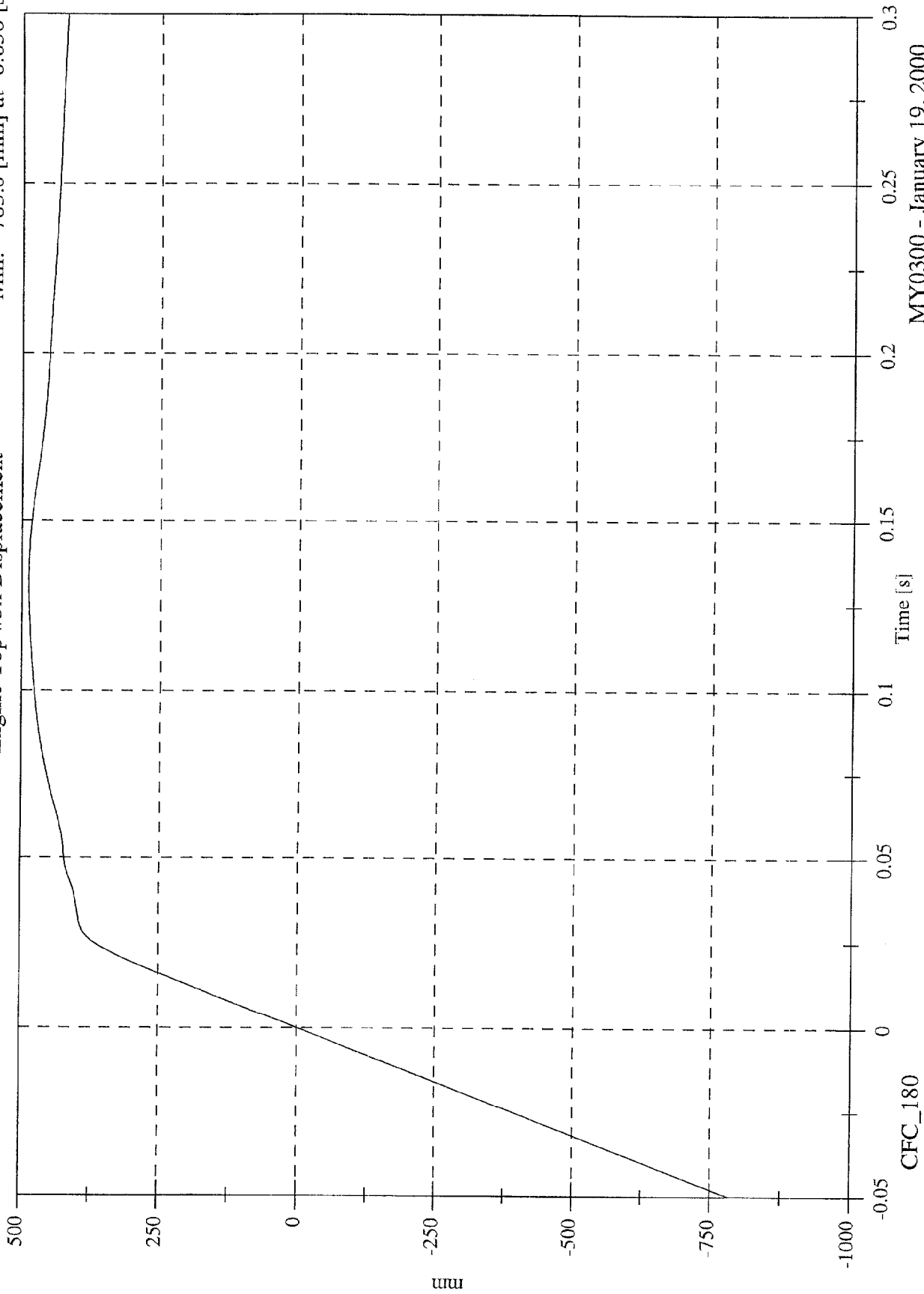


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Engine Top #3x Displacement

Max: 487.4 [mm] at 0.133 [s]
Min: -785.0 [mm] at -0.050 [s]

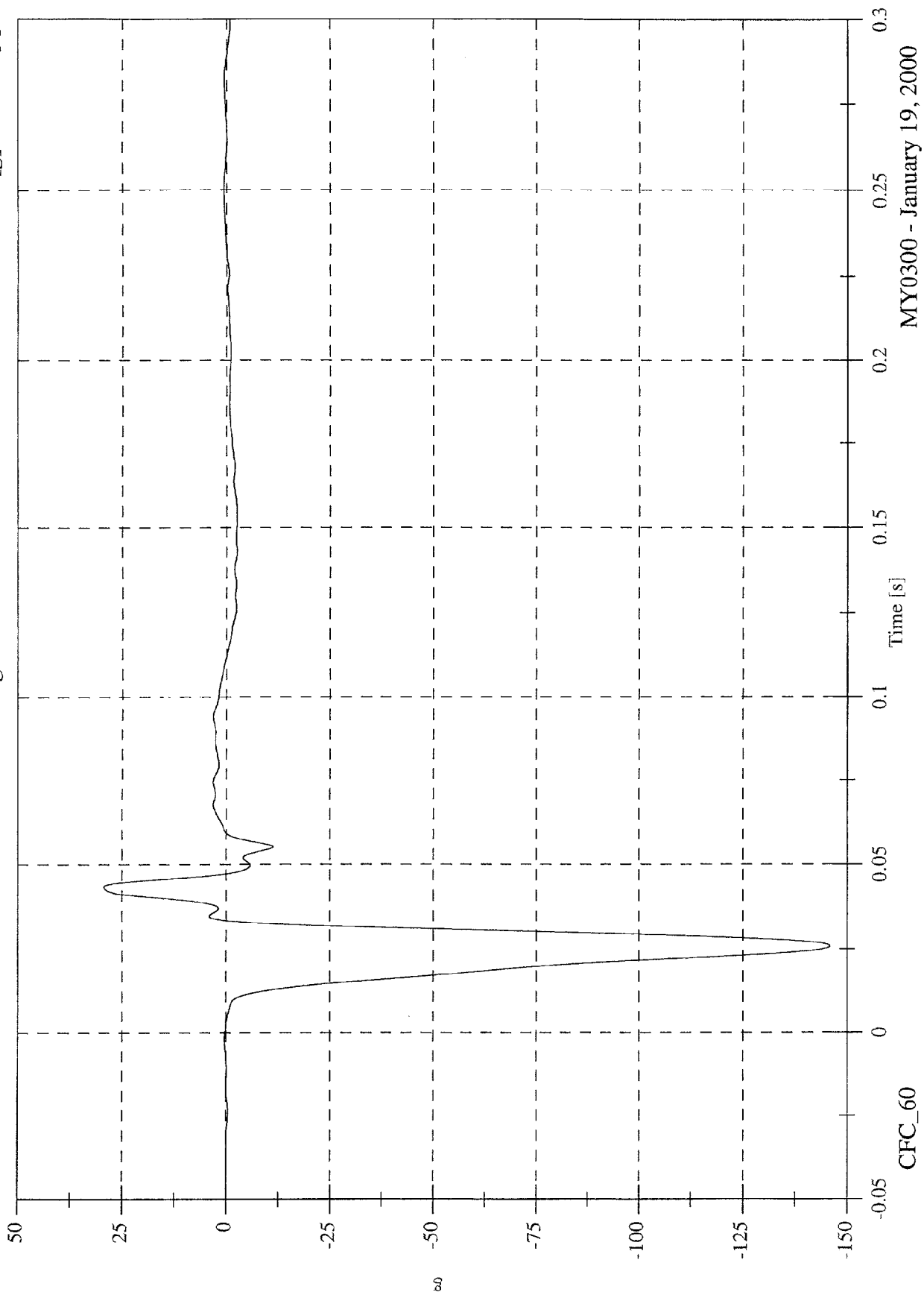


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Engine Bottom #4x

Max: 29.5 [g] at 0.044 [s]
Min: -145.8 [g] at 0.026 [s]

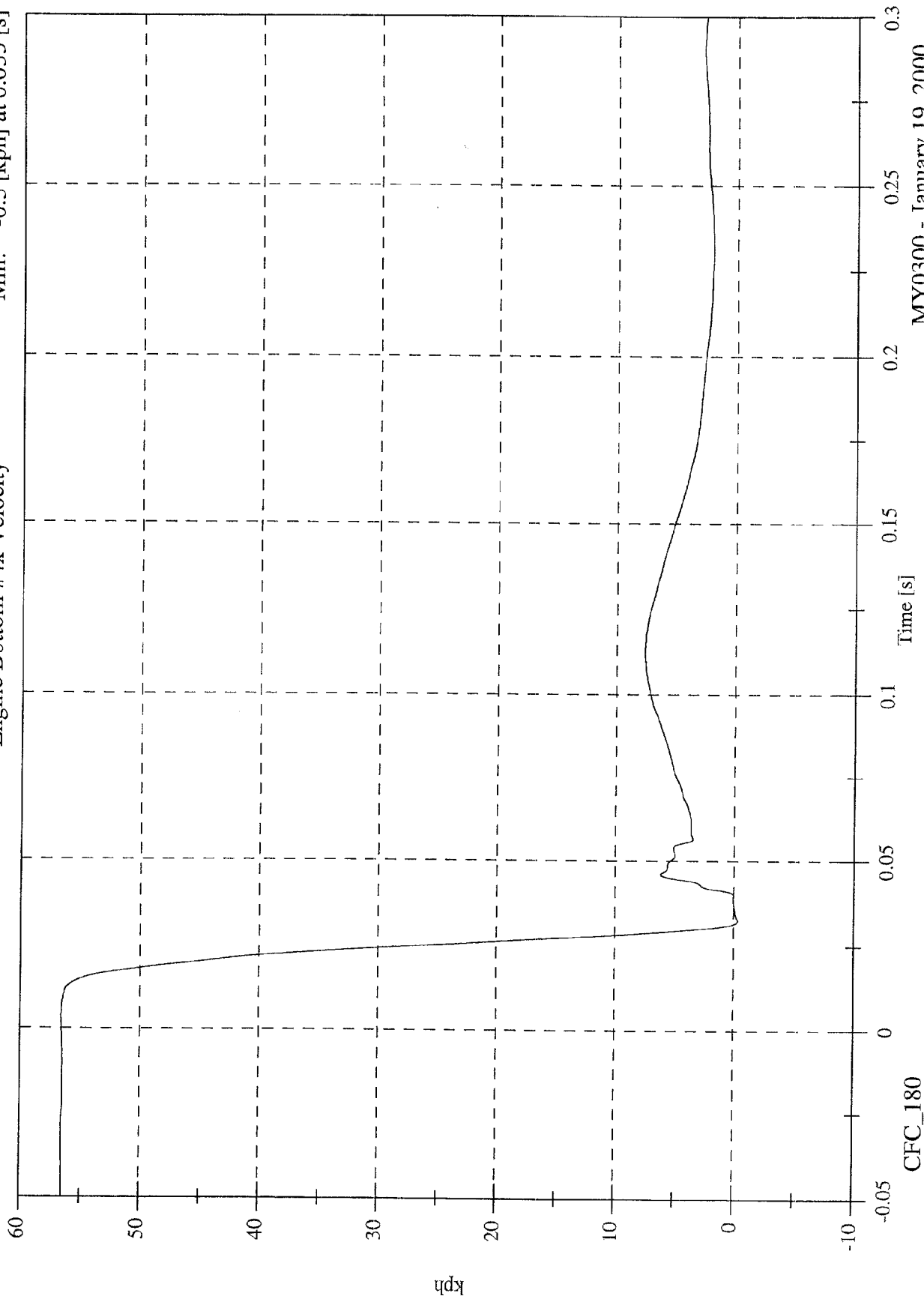


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Engine Bottom #4x Velocity

Max: 56.6 [kph] at 0.004 [s]
Min: -0.3 [kph] at 0.033 [s]

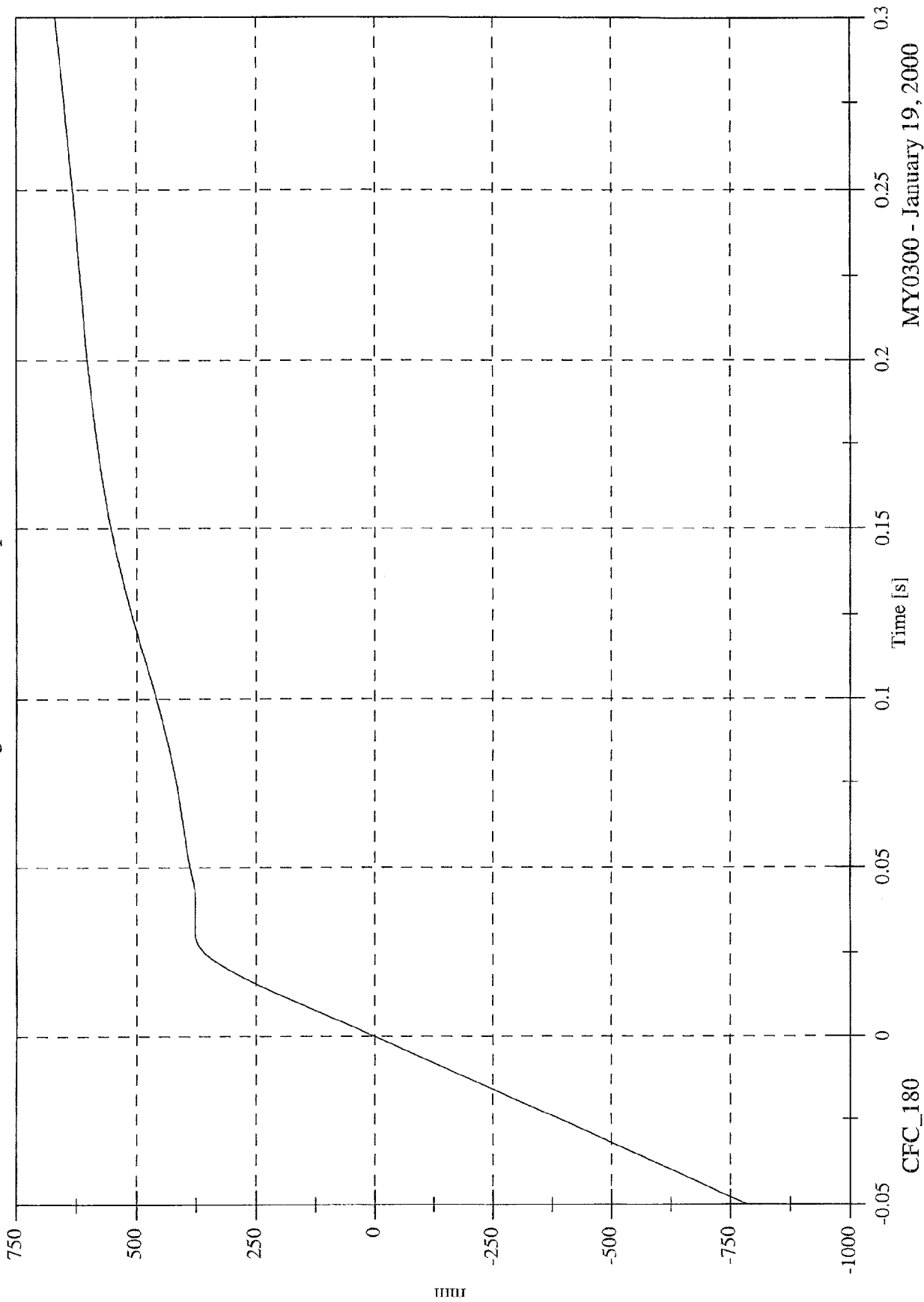


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Engine Bottom #4x Displacement

Max: 668.8 [mm] at 0.300 [s]
Min: -784.7 [mm] at -0.050 [s]

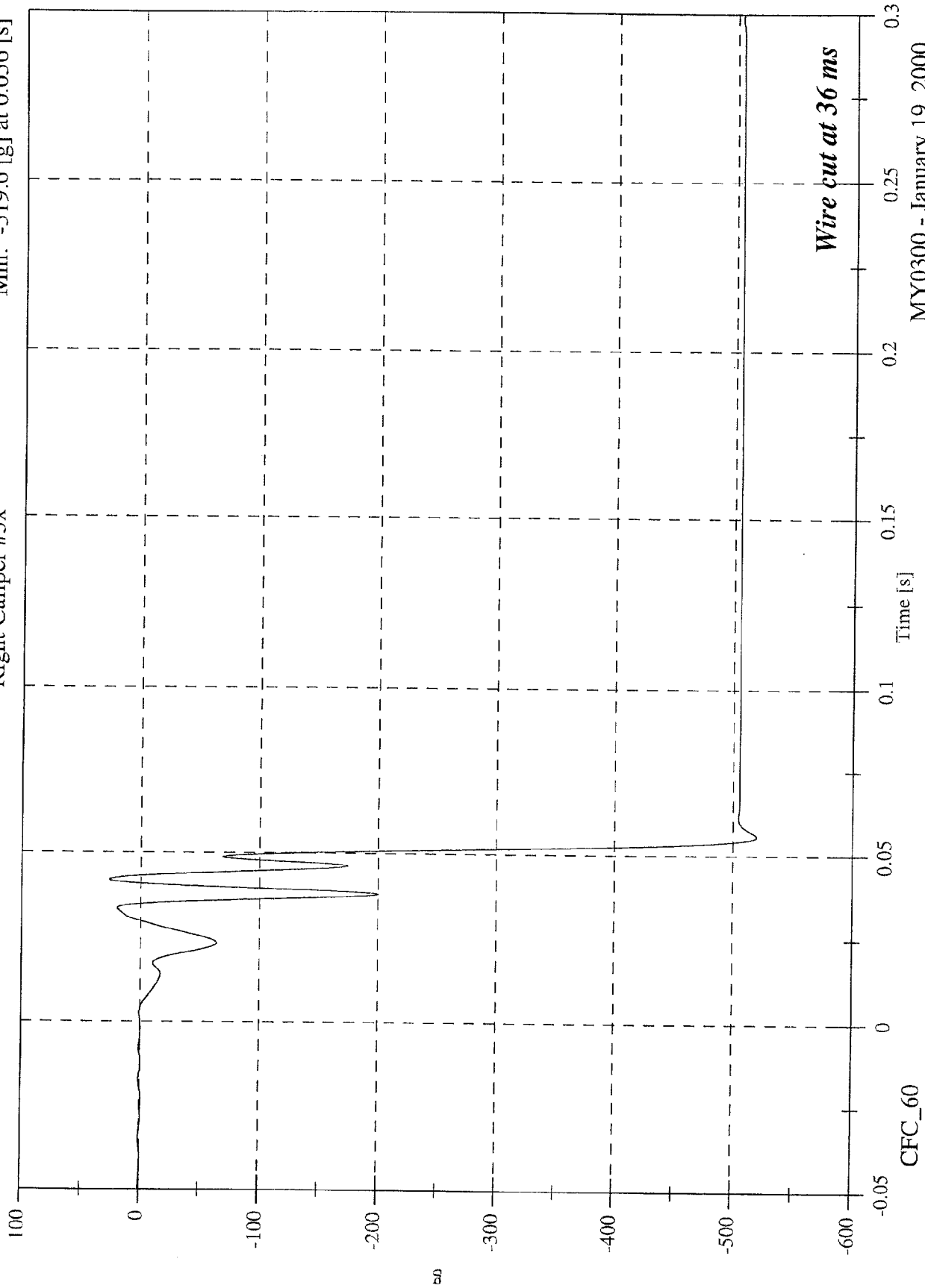


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Right Caliper #5x

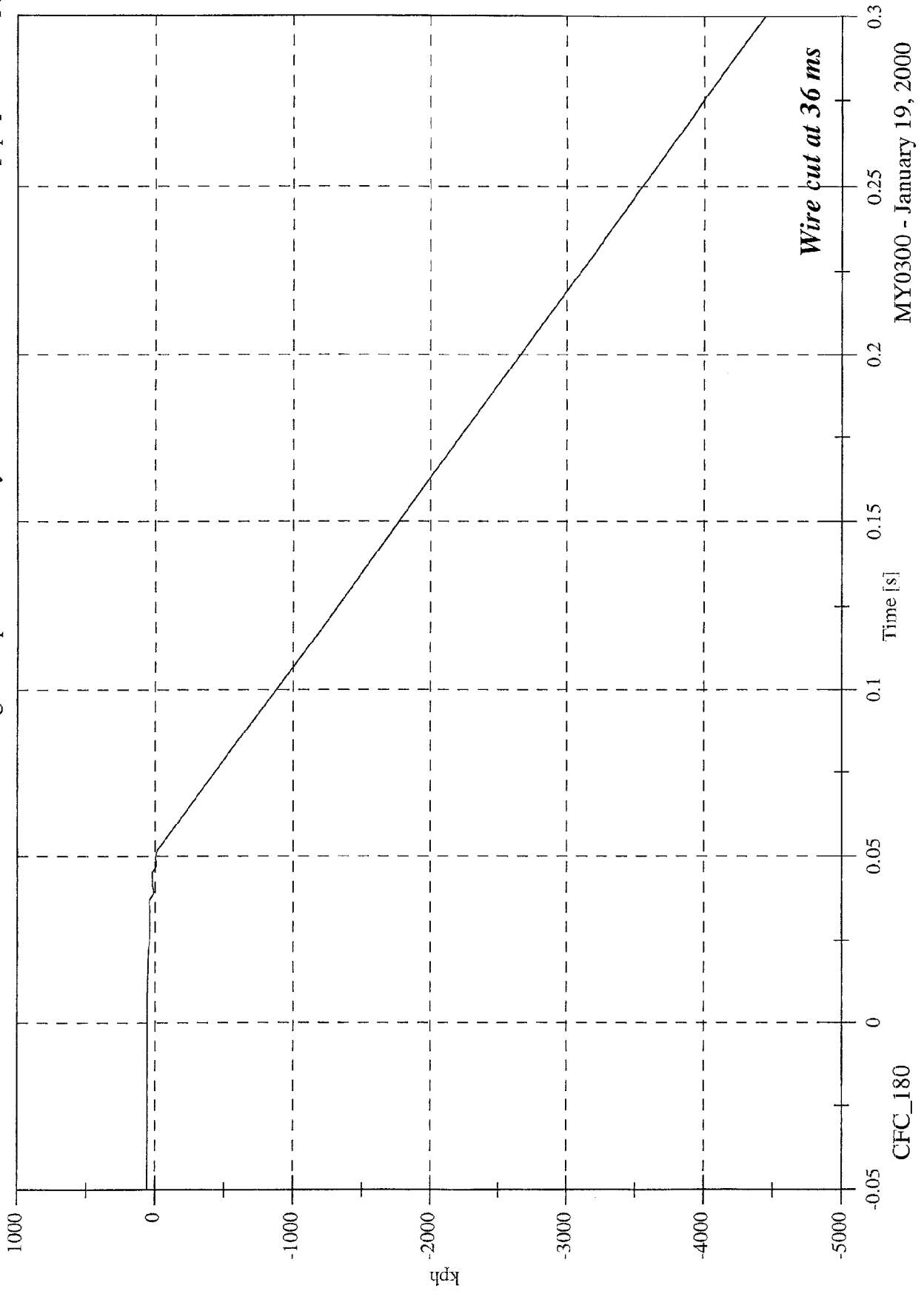
Max: 26.7 [g] at 0.042 [s]
Min: -519.6 [g] at 0.056 [s]



NCAP Test 10 - 2000 Chrysler LHS

Right Caliper #5x Velocity

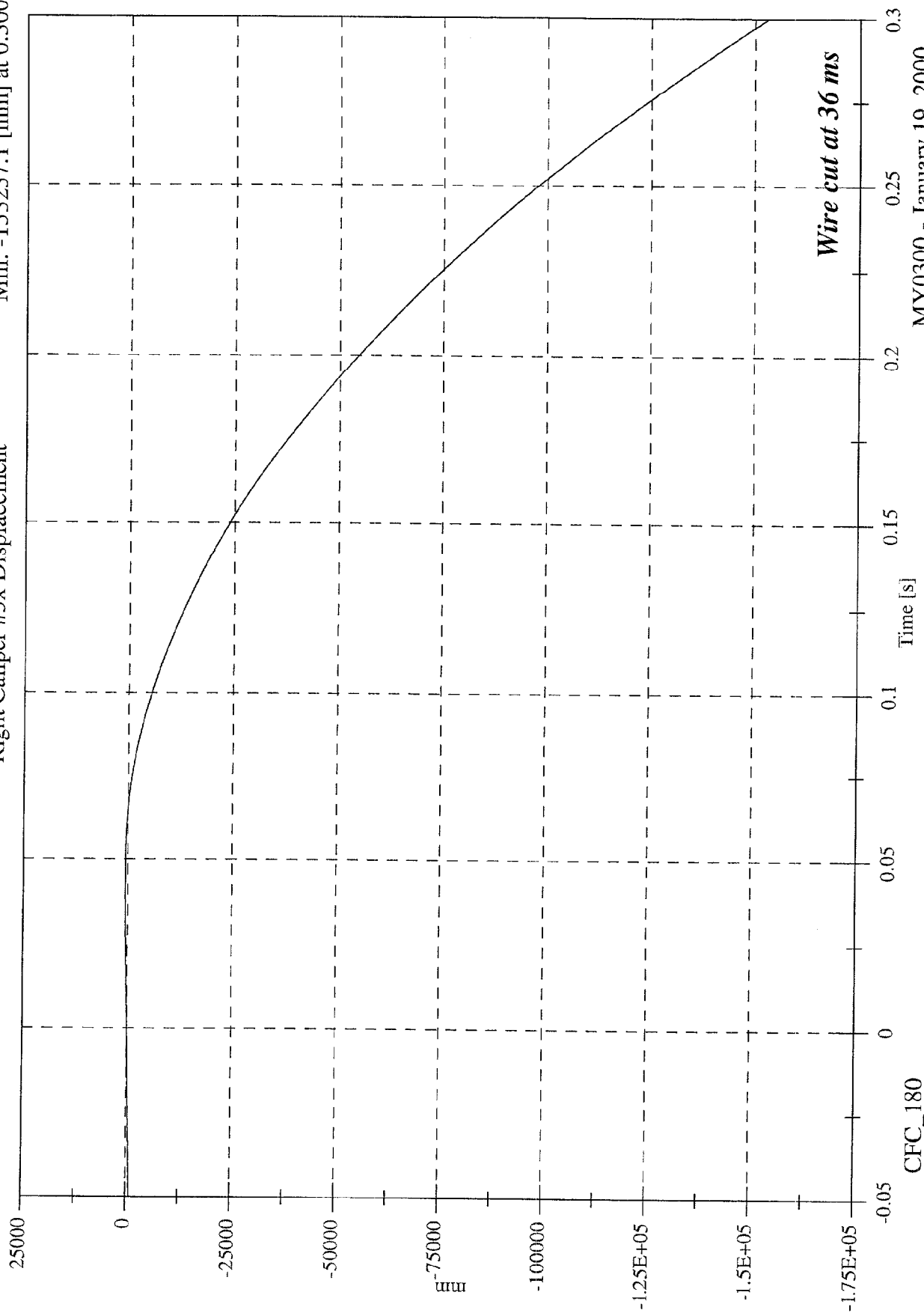
Max: 56.6 [kph] at -0.031 [s]
Min: -4444.1 [kph] at 0.300 [s]



NCAP Test 10 - 2000 Chrysler LHS

Right Caliper #5x Displacement

Max: 541.6 [mm] at 0.047 [s]
Min: -153237.1 [mm] at 0.300 [s]

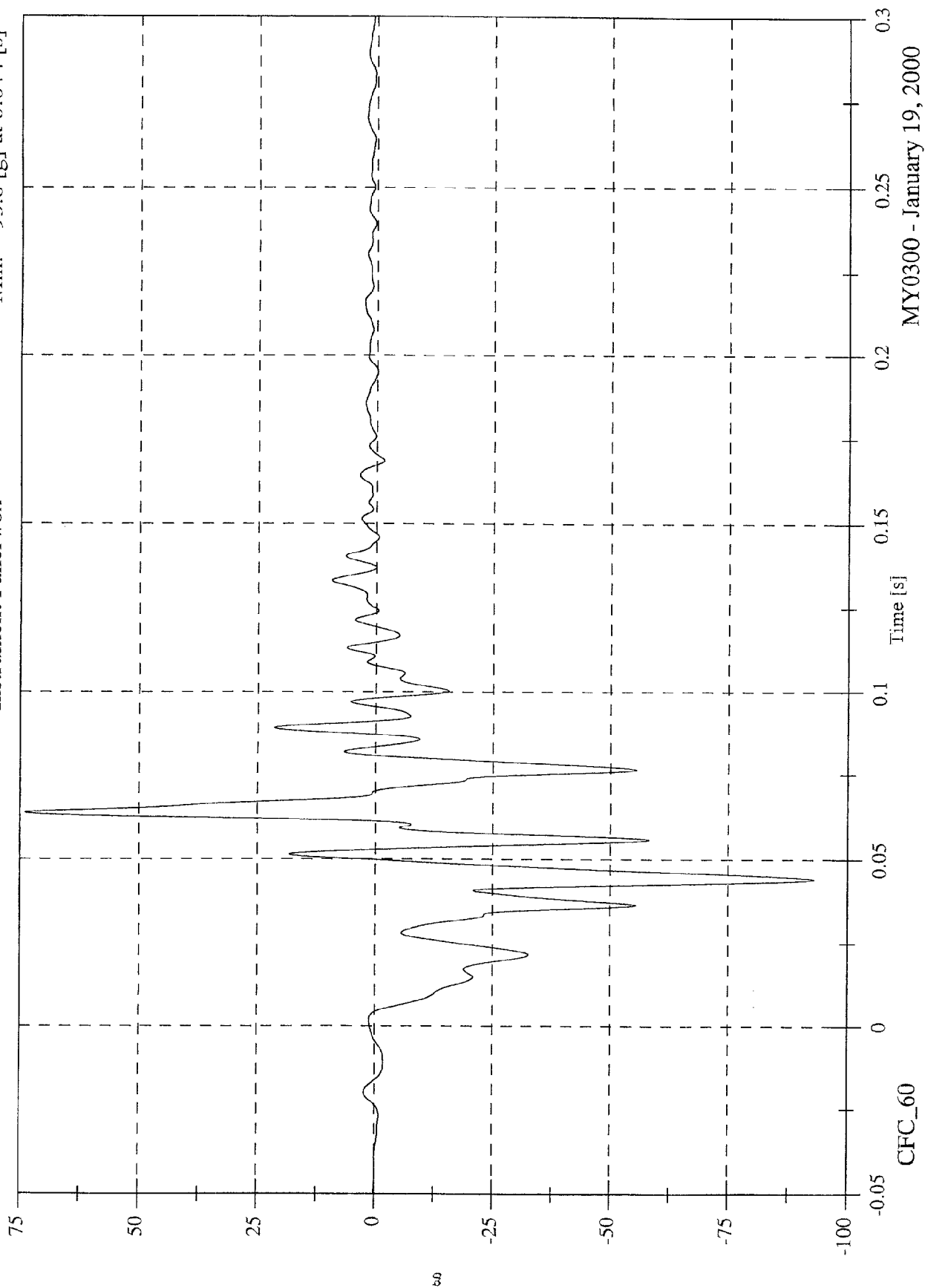


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 74.0 [g] at 0.064 [s]
Min: -93.0 [g] at 0.044 [s]

Instrument Panel #6x

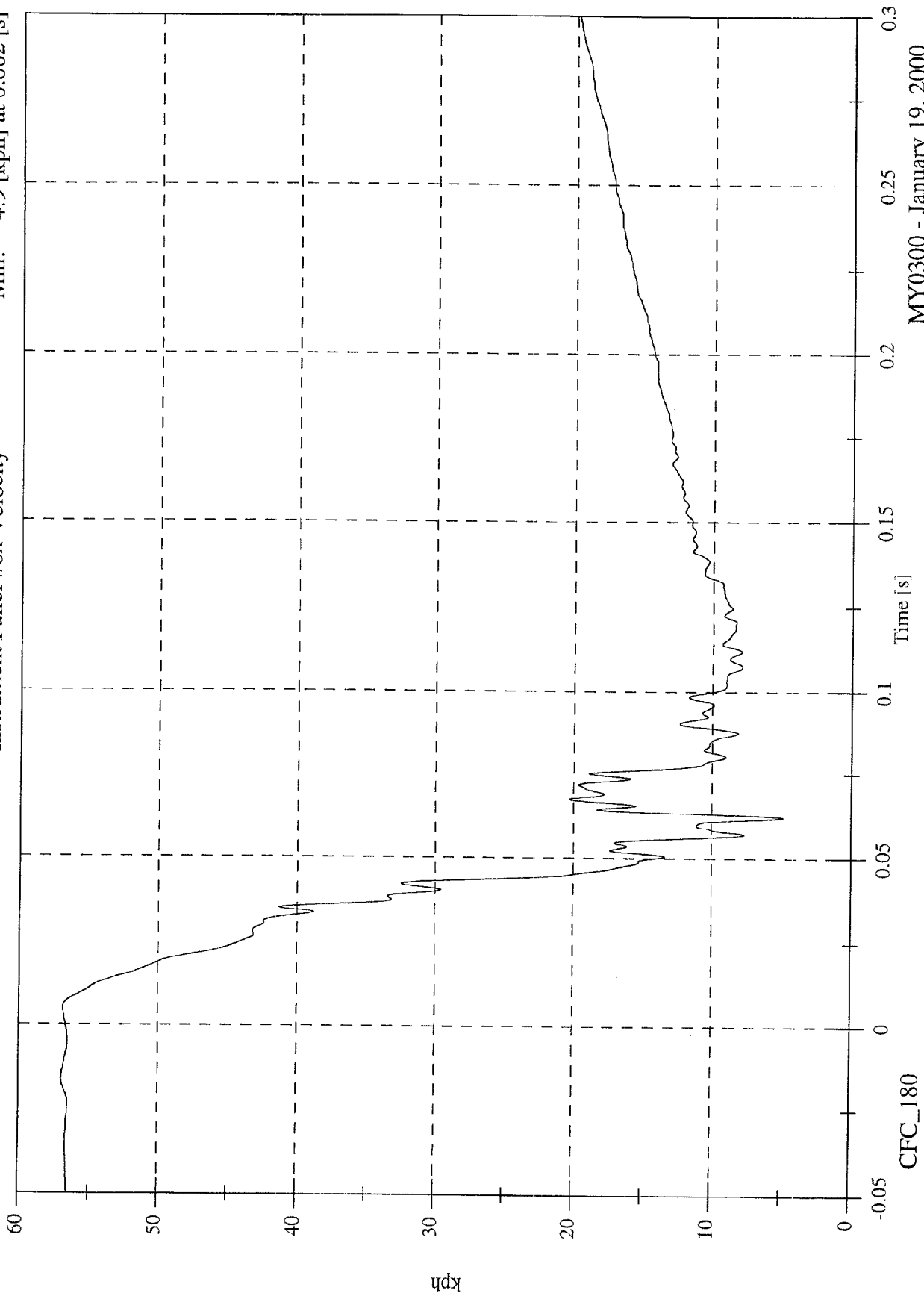


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Instrument Panel #6x Velocity

Max: 56.9 [kph] at -0.016 [s]
Min: 4.9 [kph] at 0.062 [s]

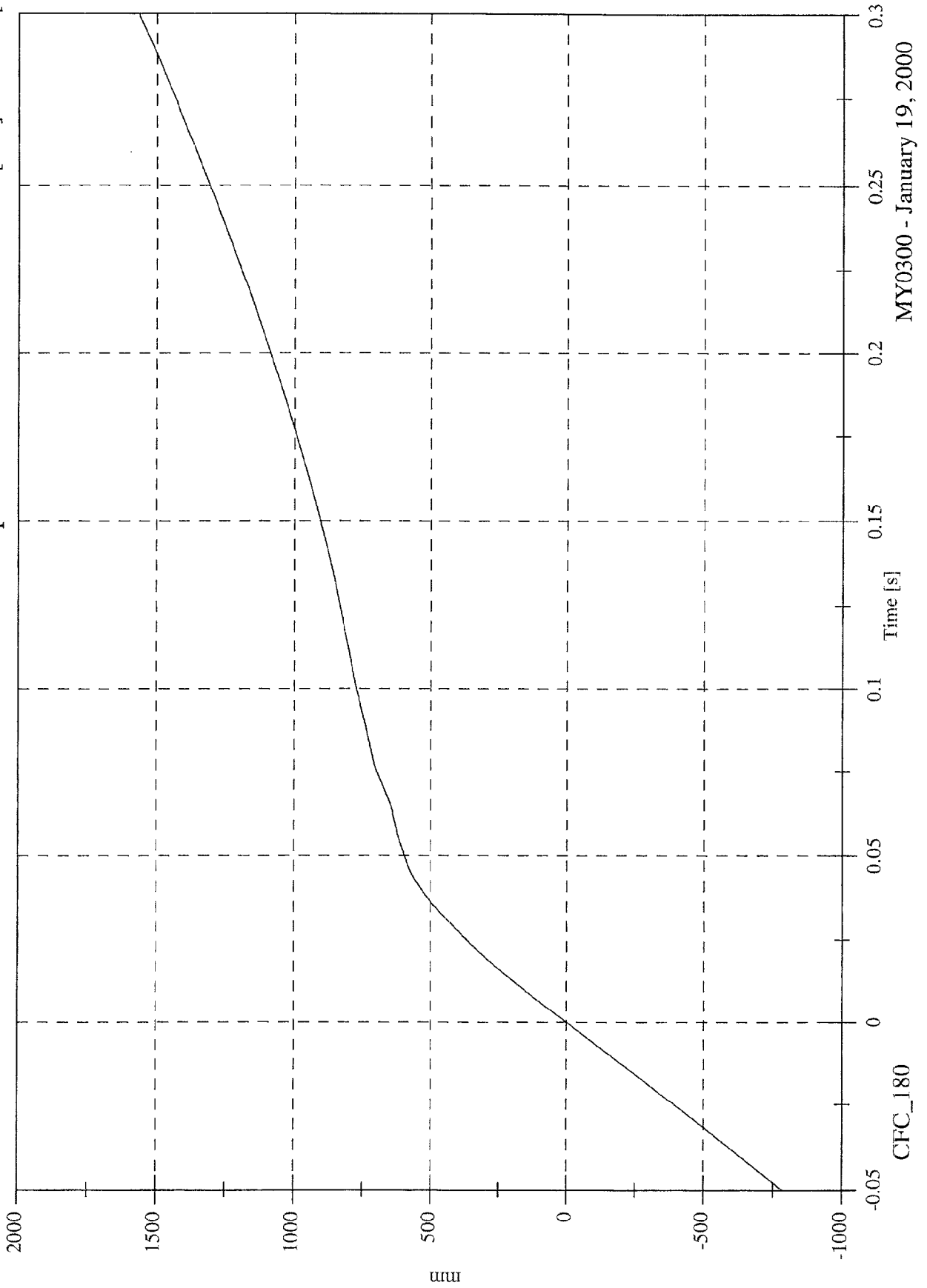


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Instrument Panel #6x Displacement

Max: 1565.7 [mm] at 0.300 [s]
Min: -786.2 [mm] at -0.050 [s]

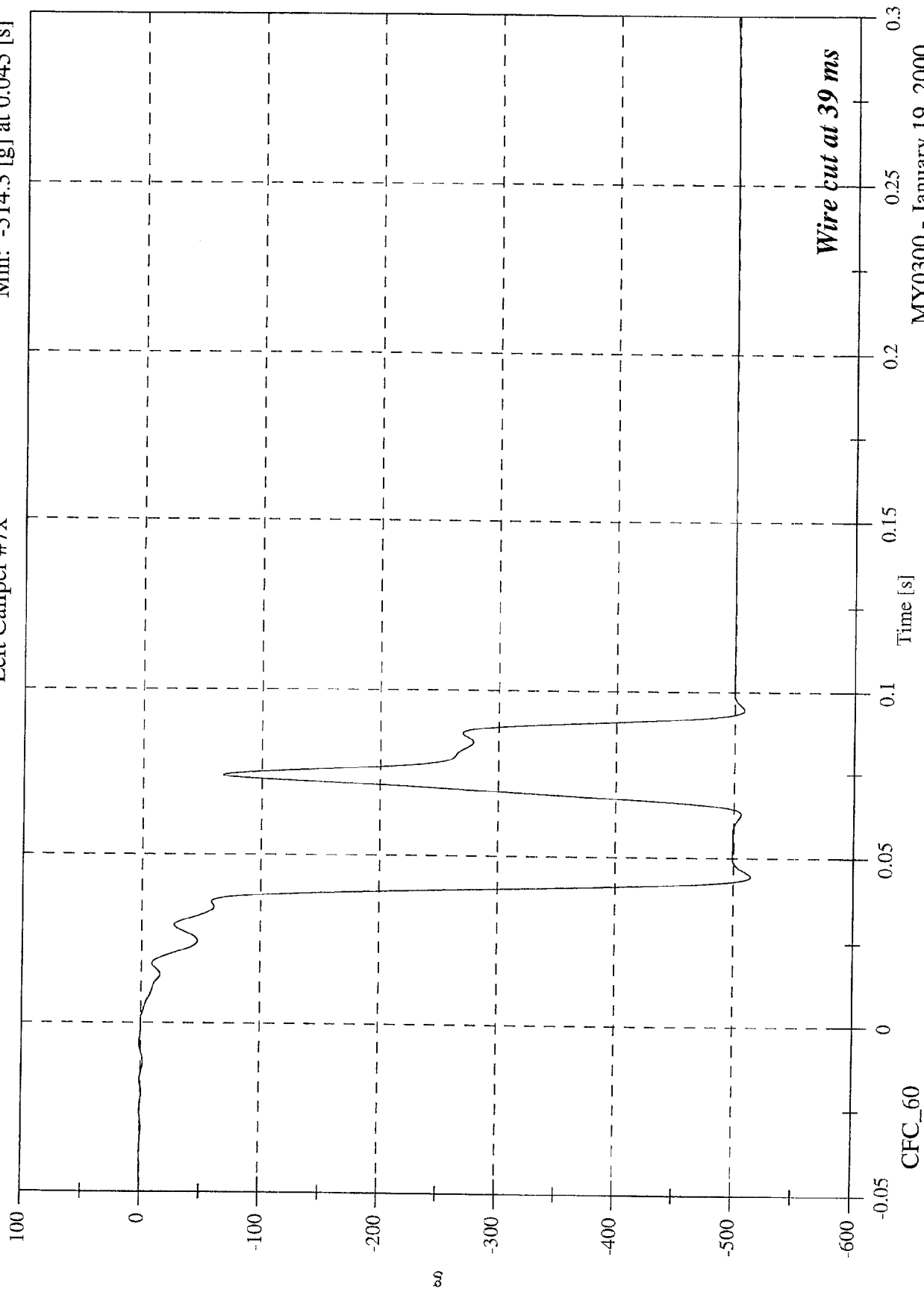


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 1.0 [g] at -0.006 [s]
 Min: -514.3 [g] at 0.045 [s]

Left Caliper #7x

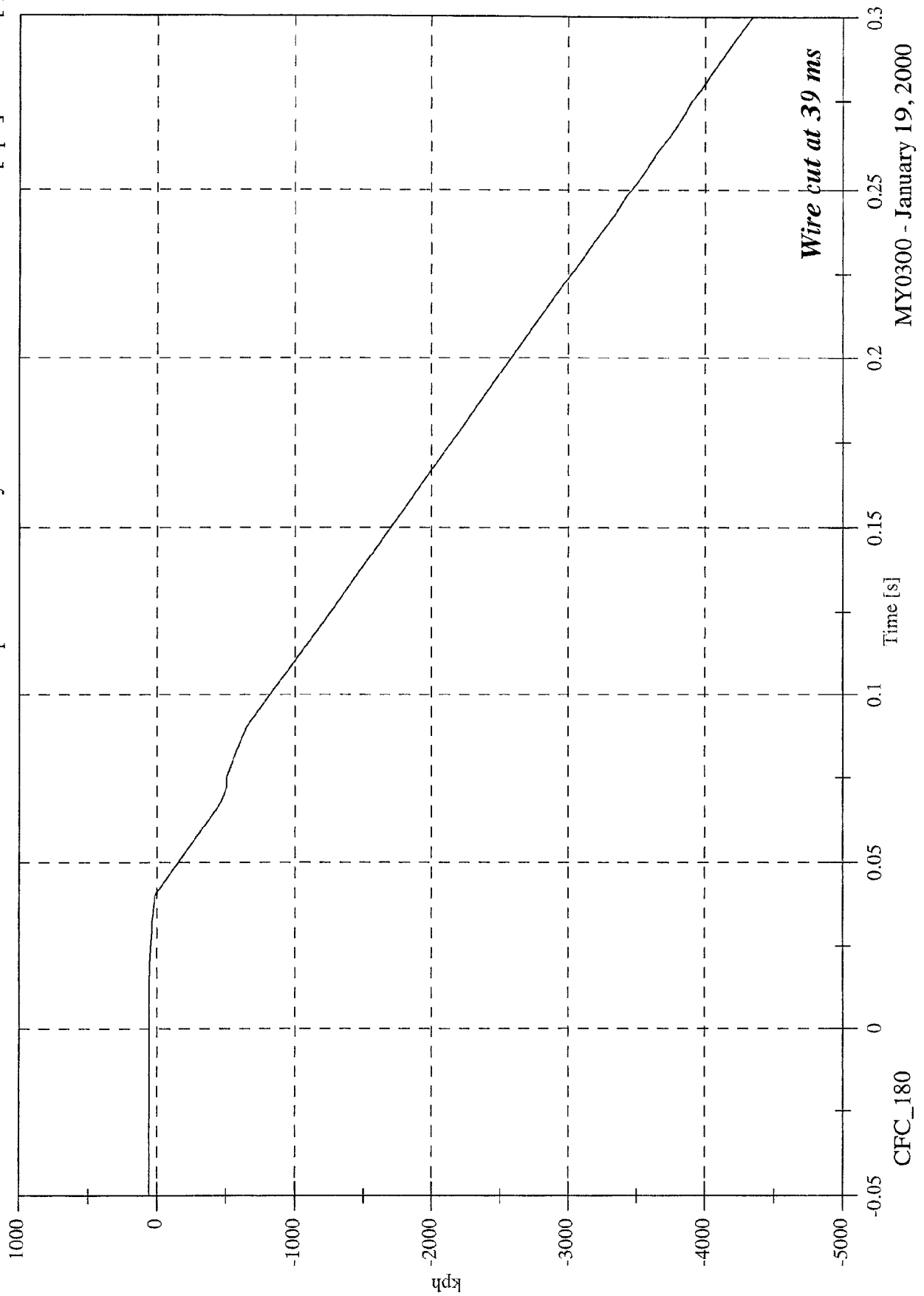


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 56.7 [kph] at -0.022 [s]
Min: -4345.0 [kph] at 0.300 [s]

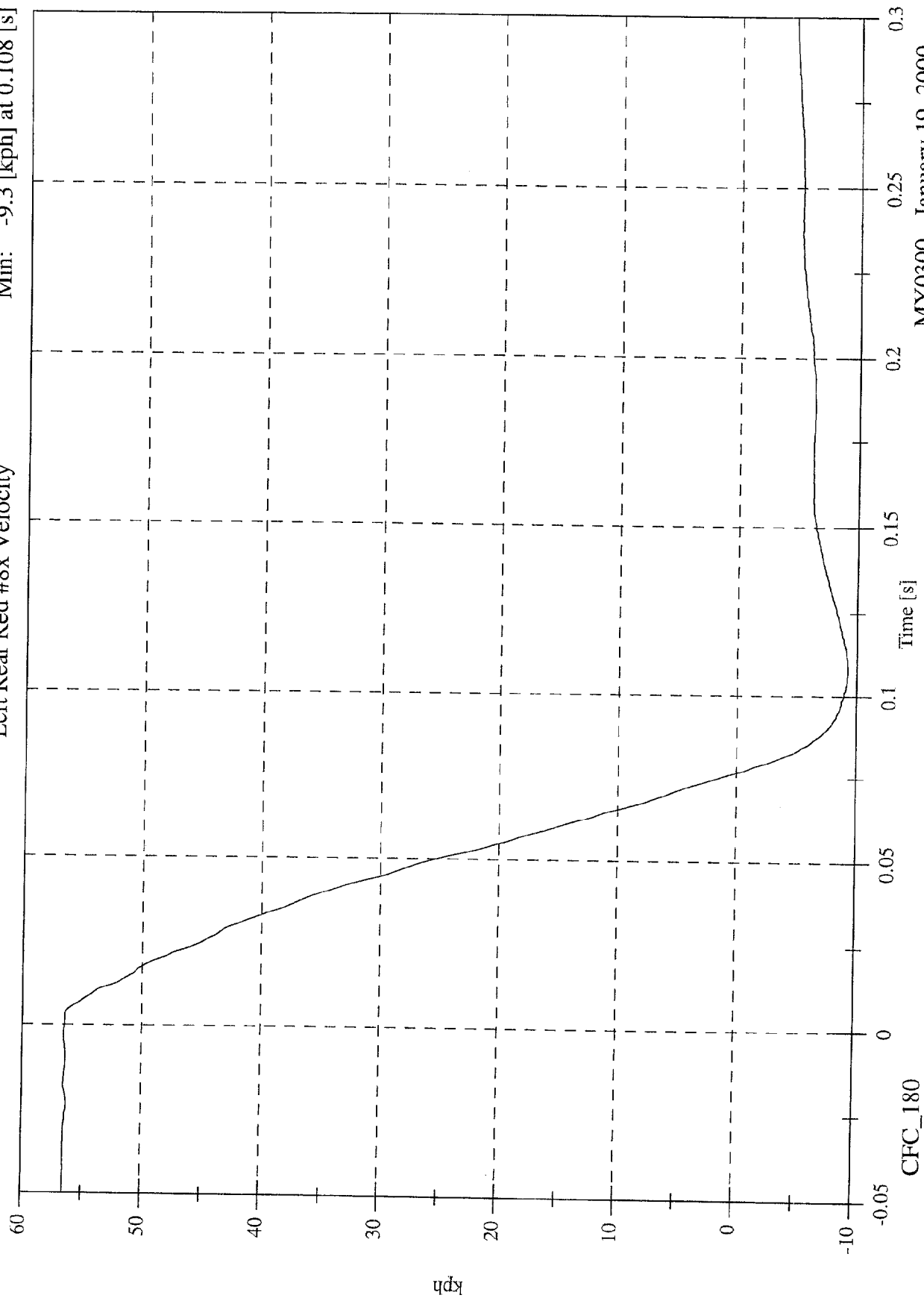
Left Caliper #7x Velocity



NCAP Test 10 - 2000 Chrysler LHS

Left Rear Red #8x Velocity

Max: 56.5 [kph] at -0.018 [s]
 Min: -9.3 [kph] at 0.108 [s]

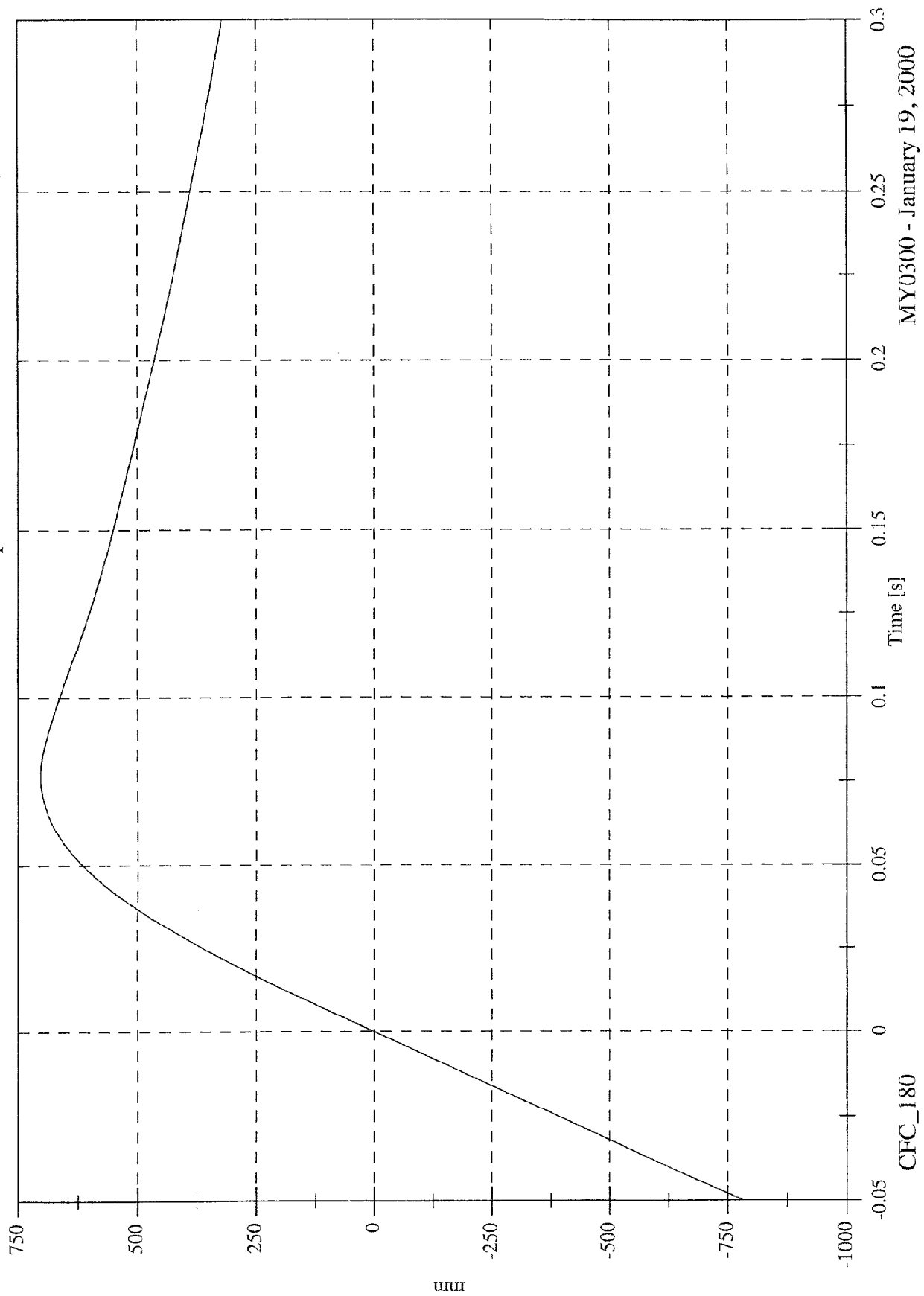


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Max: 703.1 [mm] at 0.077 [s]
Min: -784.2 [mm] at -0.050 [s]

Left Rear Red #8x Displacement

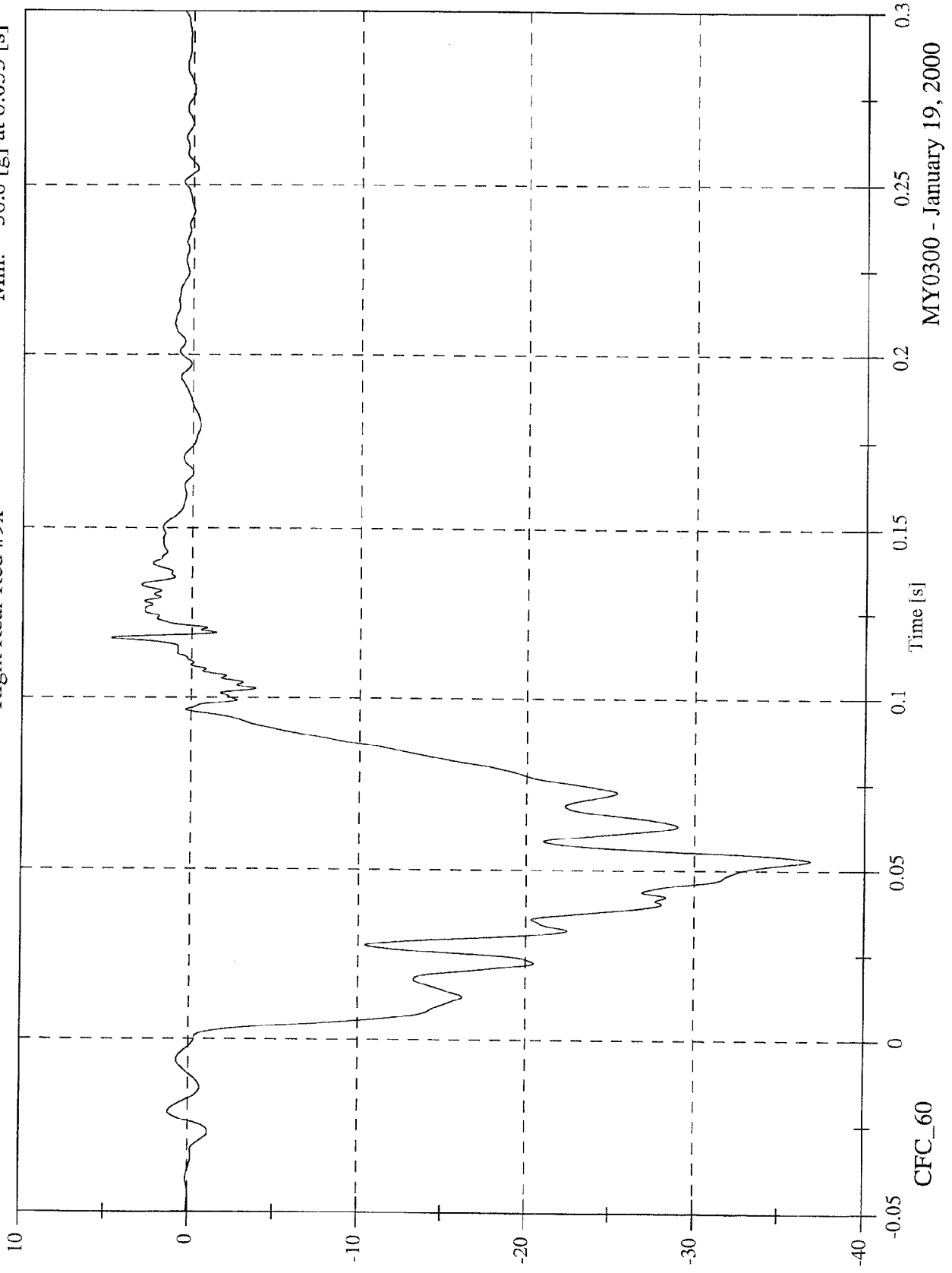


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Right Rear Red #9x

Max: 4.7 [g] at 0.118 [s]
Min: -36.8 [g] at 0.053 [s]

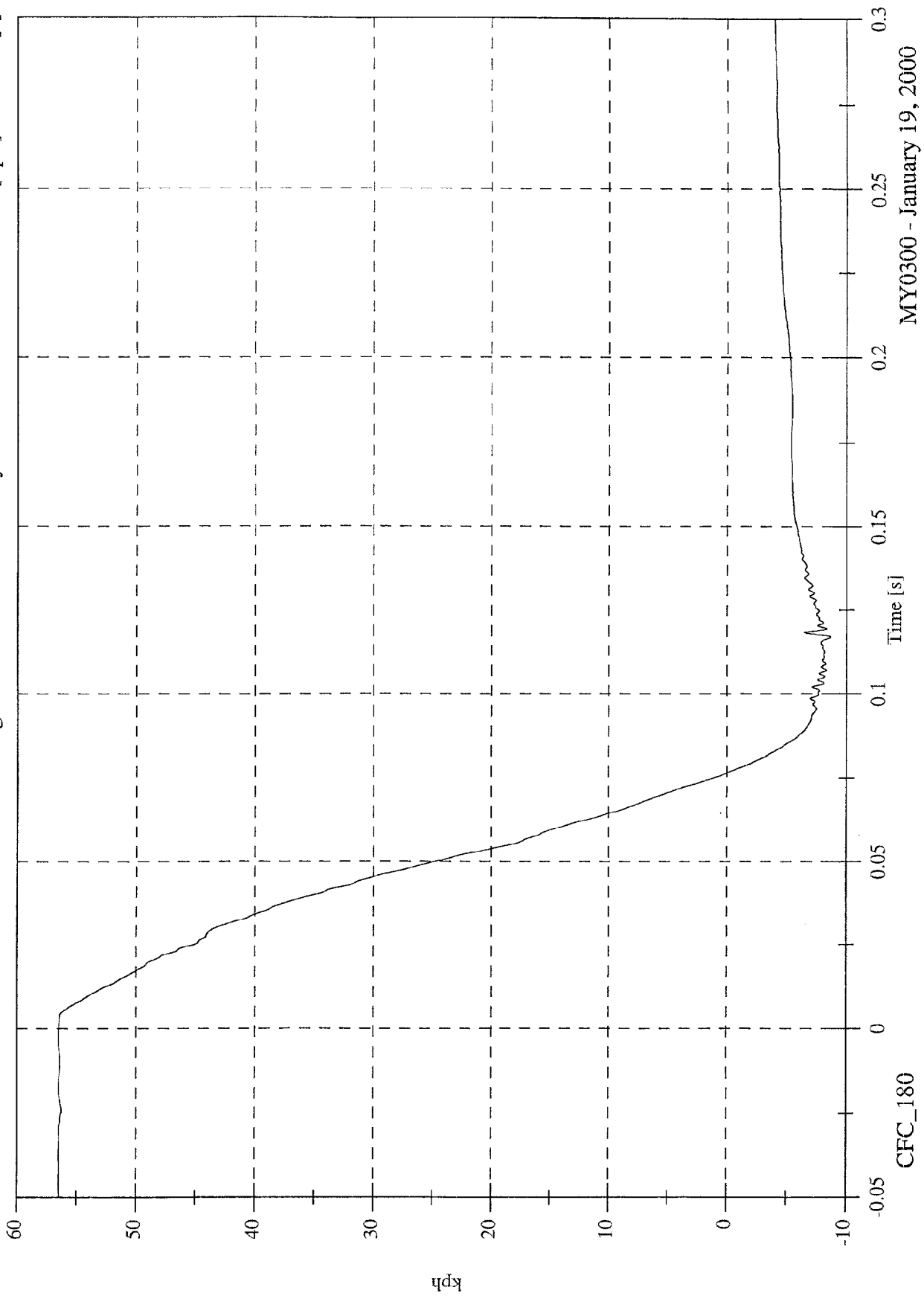


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

Right Rear Red #9x Velocity

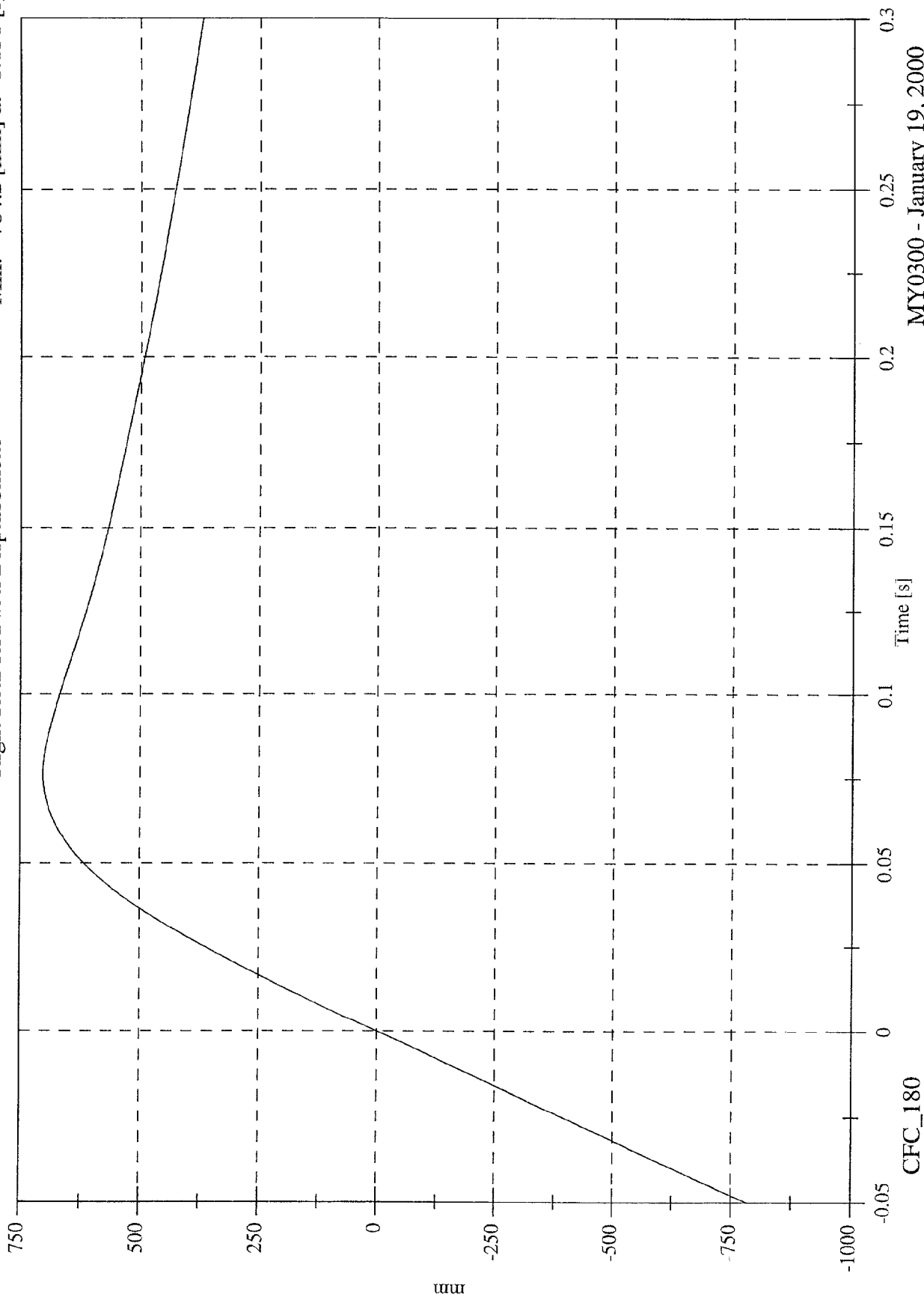
Max: 56.5 [kph] at -0.002 [s]
Min: -8.7 [kph] at 0.117 [s]



NCAP Test 10 - 2000 Chrysler LHS

Max: 702.3 [mm] at 0.077 [s]
 Min: -784.2 [mm] at -0.050 [s]

Right Rear Red #9x Displacement

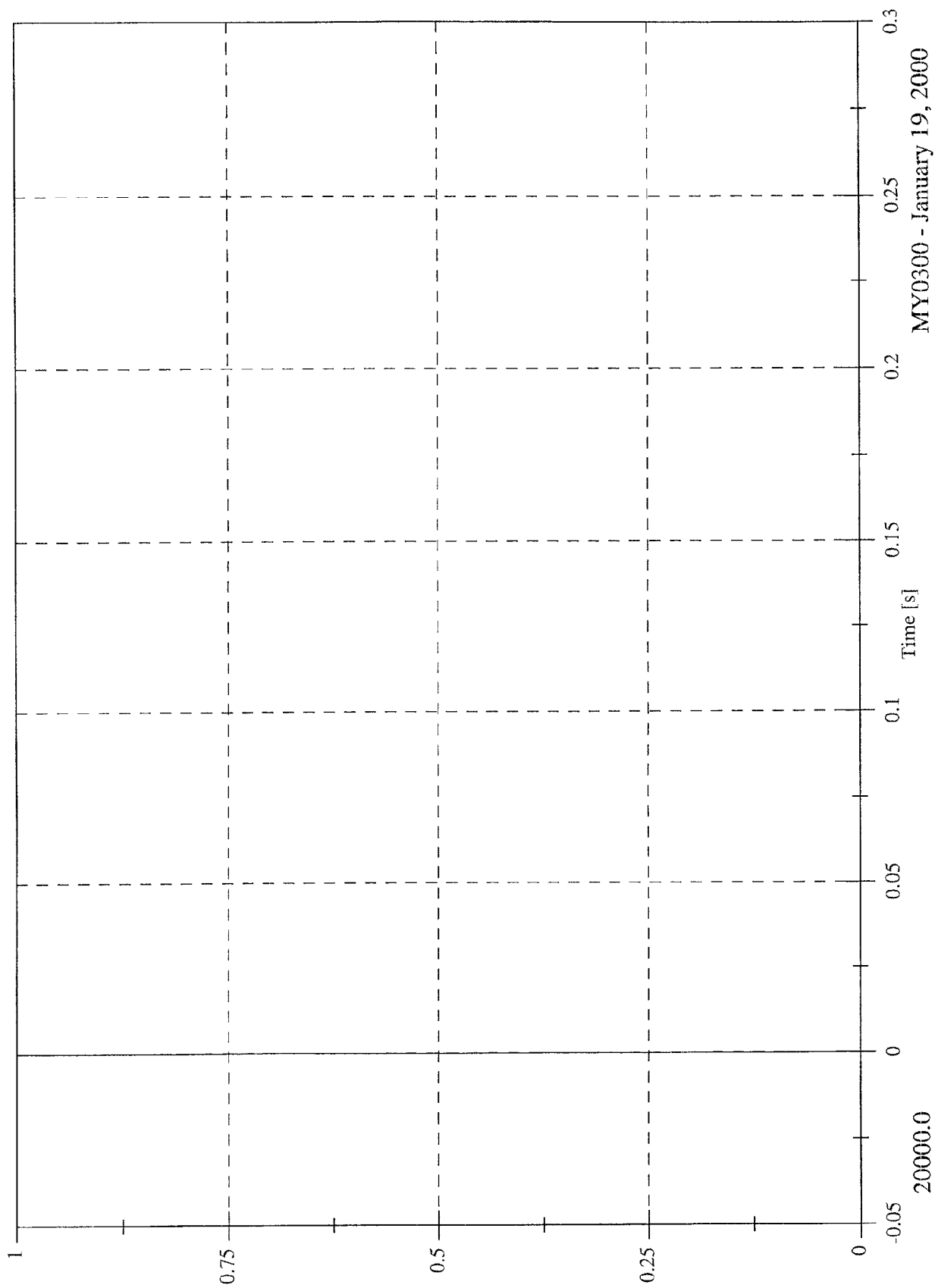


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

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

Contact Time

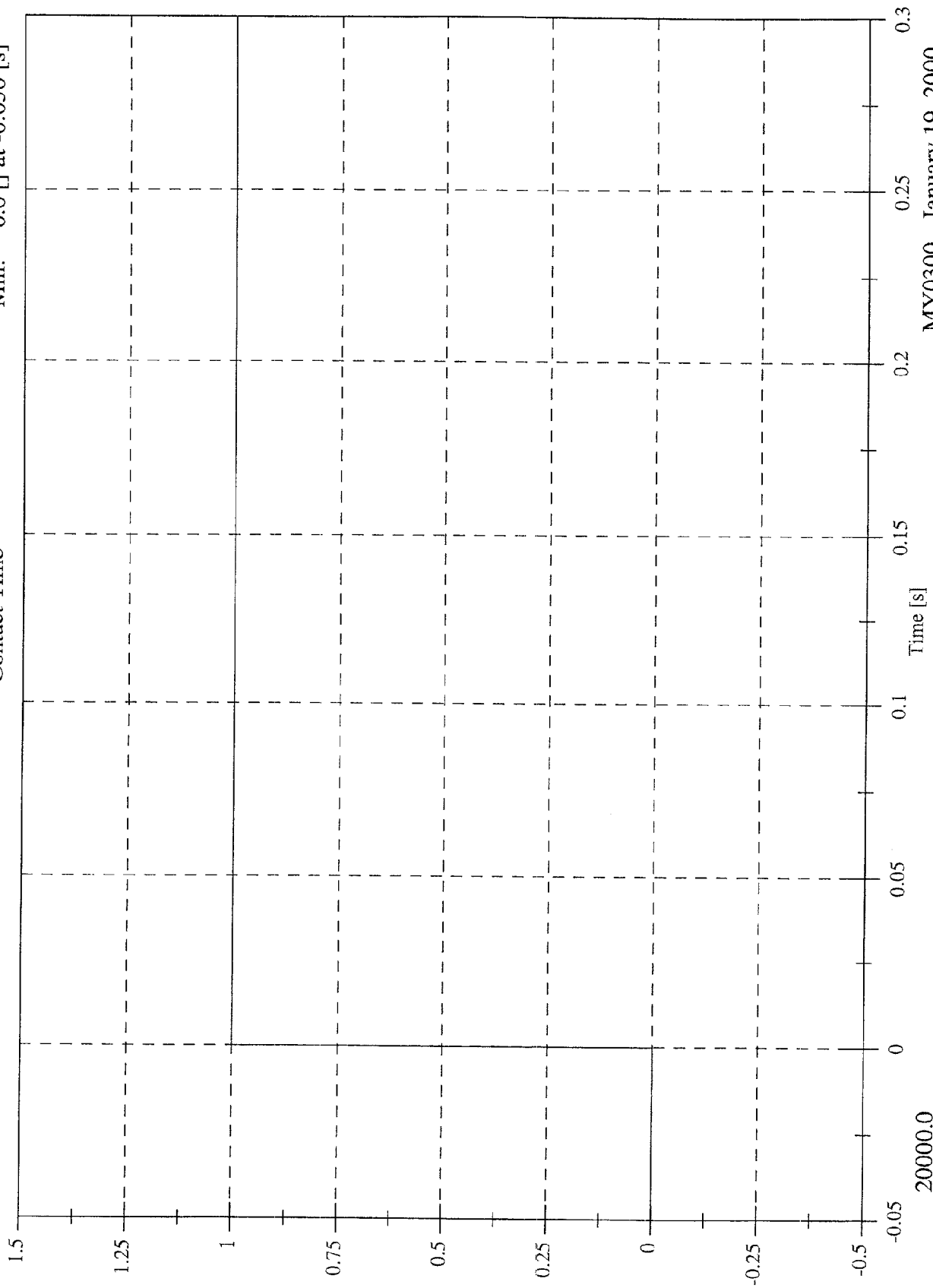


MY0300 - January 19, 2000

NCAP Test 10 - 2000 Chrysler LHS

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

Contact Time

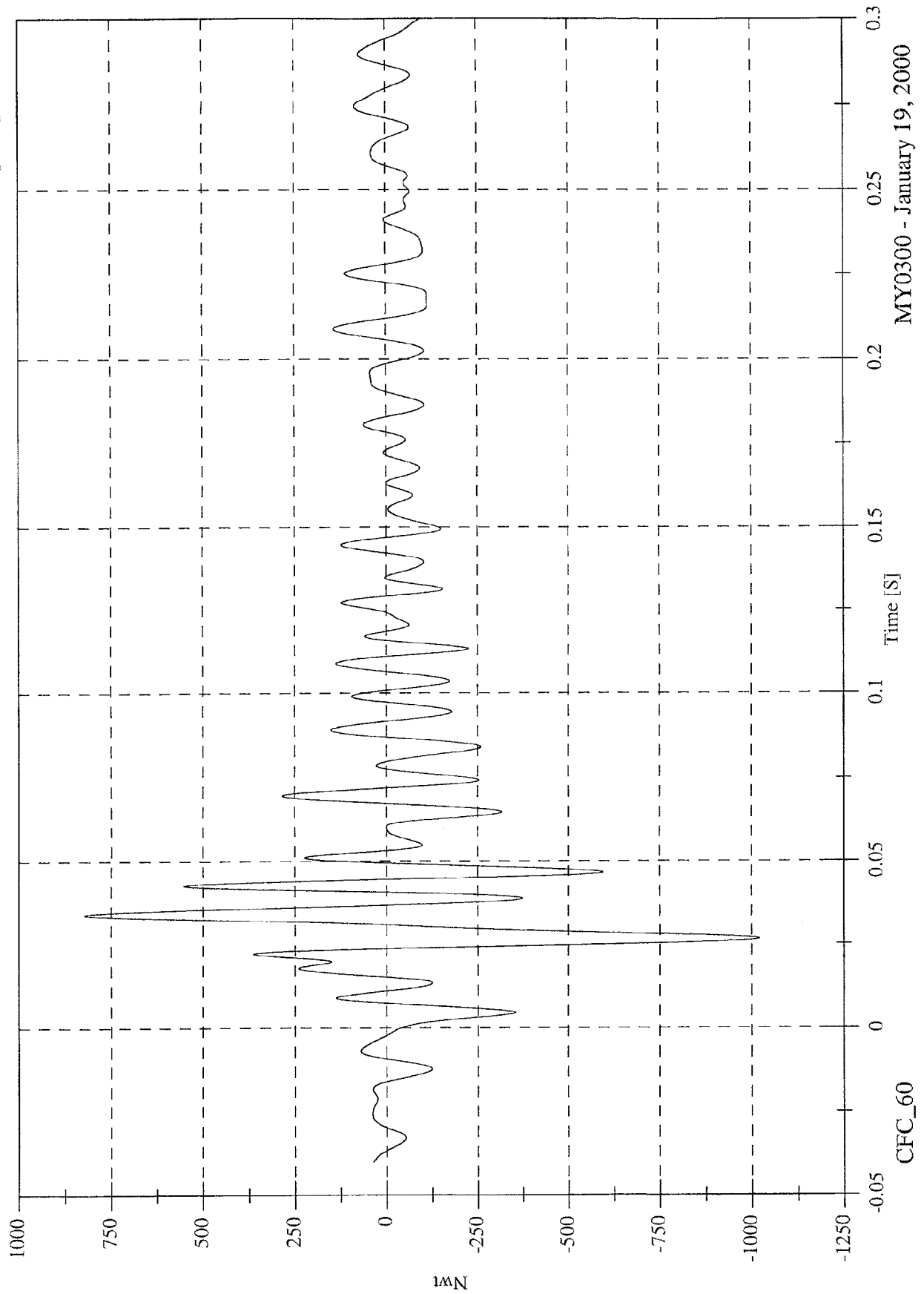


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 821.5 [Nwt] at 0.034 [S]
 Min: -1020.5 [Nwt] at 0.026 [S]

BLC A1 Fx

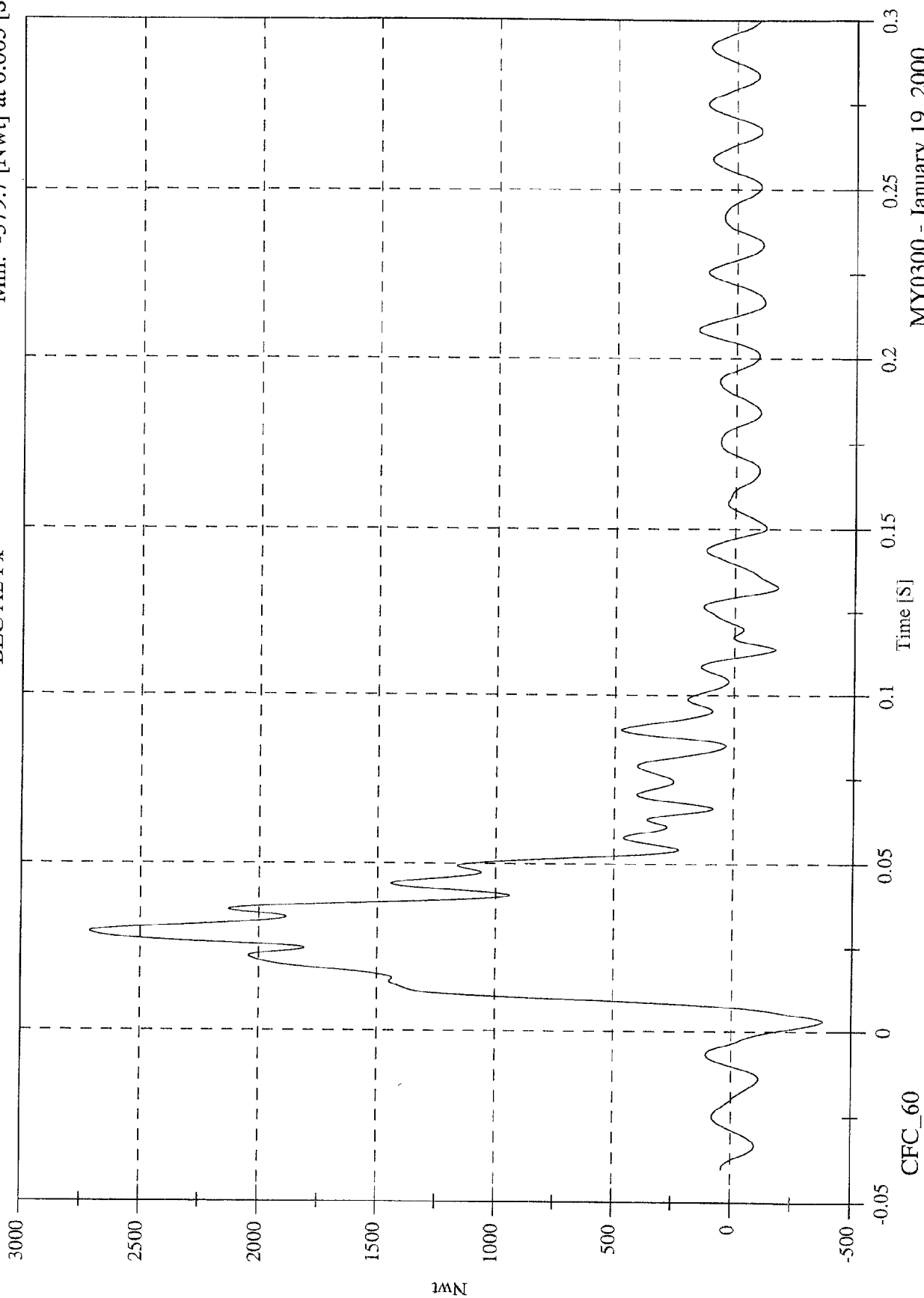


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 2712.0 [Nwt] at 0.029 [S]
 Min: -379.7 [Nwt] at 0.003 [S]

BLC A2 Fx

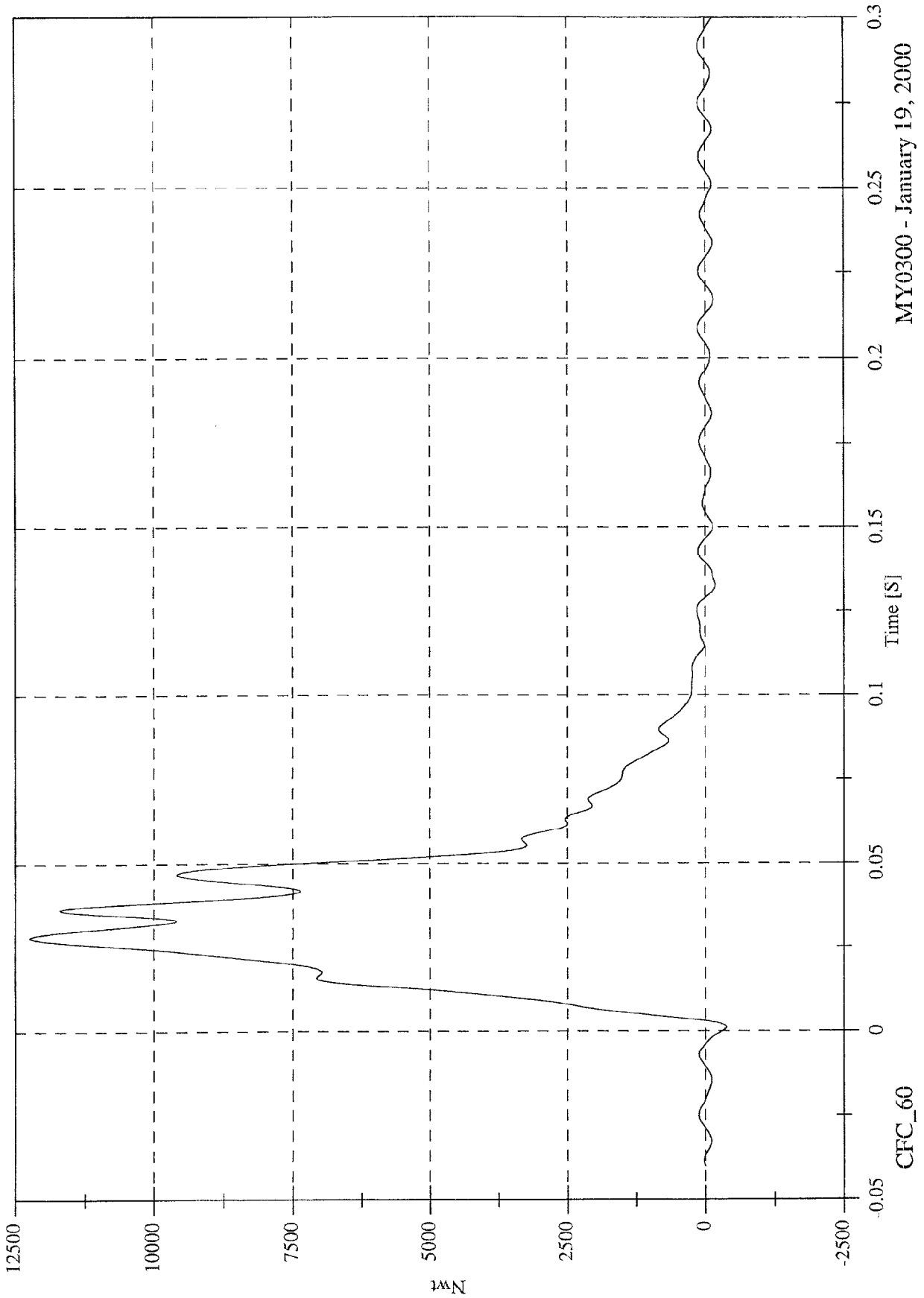


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 12236.6 [Nwt] at 0.028 [S]
 Min: -377.5 [Nwt] at 0.001 [S]

BLC A3 Fx



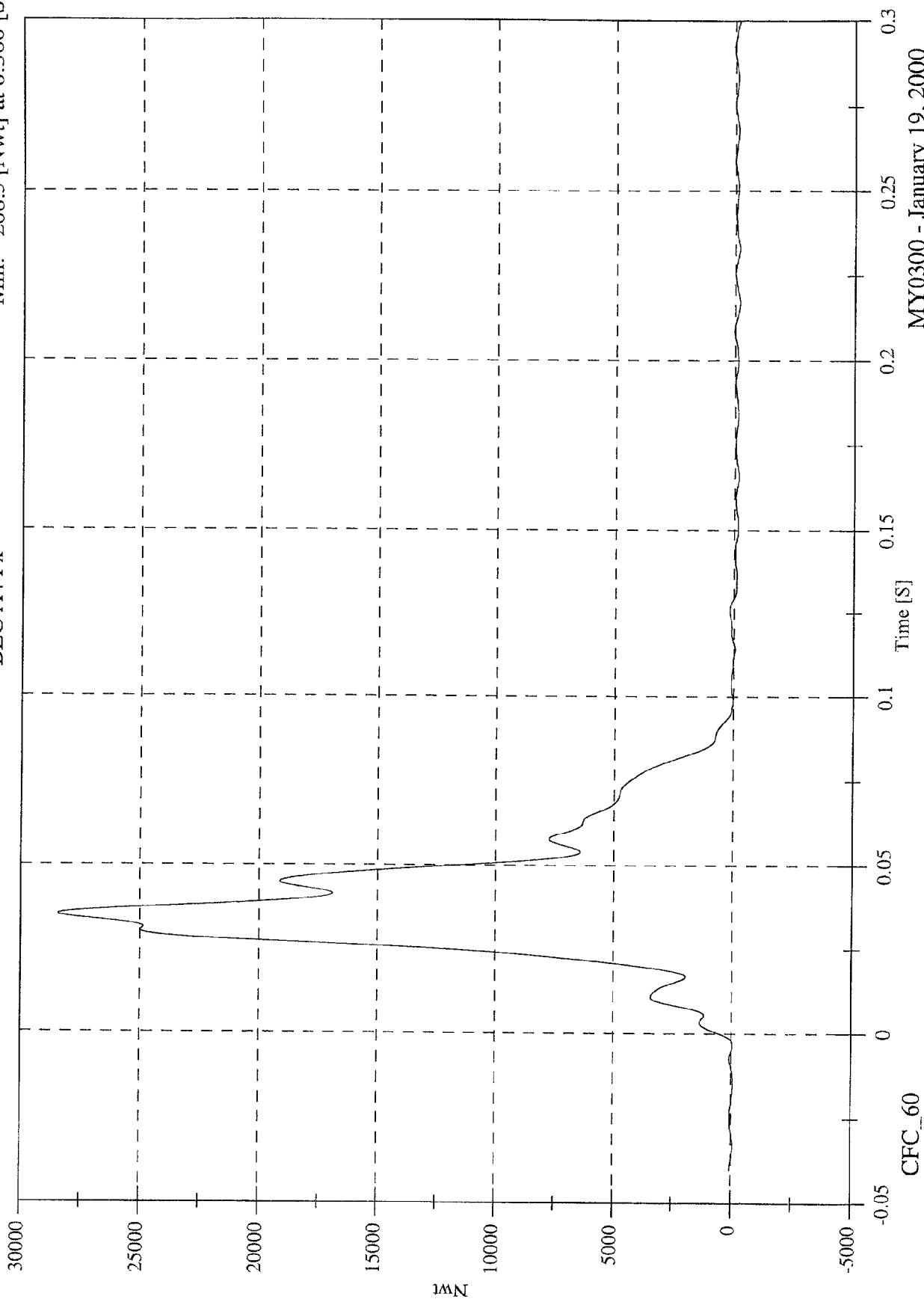
MY0300 - January 19, 2000

CFC_60

NCAP TEST 10 - 2000 Chrysler LHS

Max: 28433.1 [Nwt] at 0.035 [S]
 Min: -208.5 [Nwt] at 0.300 [S]

BLC A4 Fx

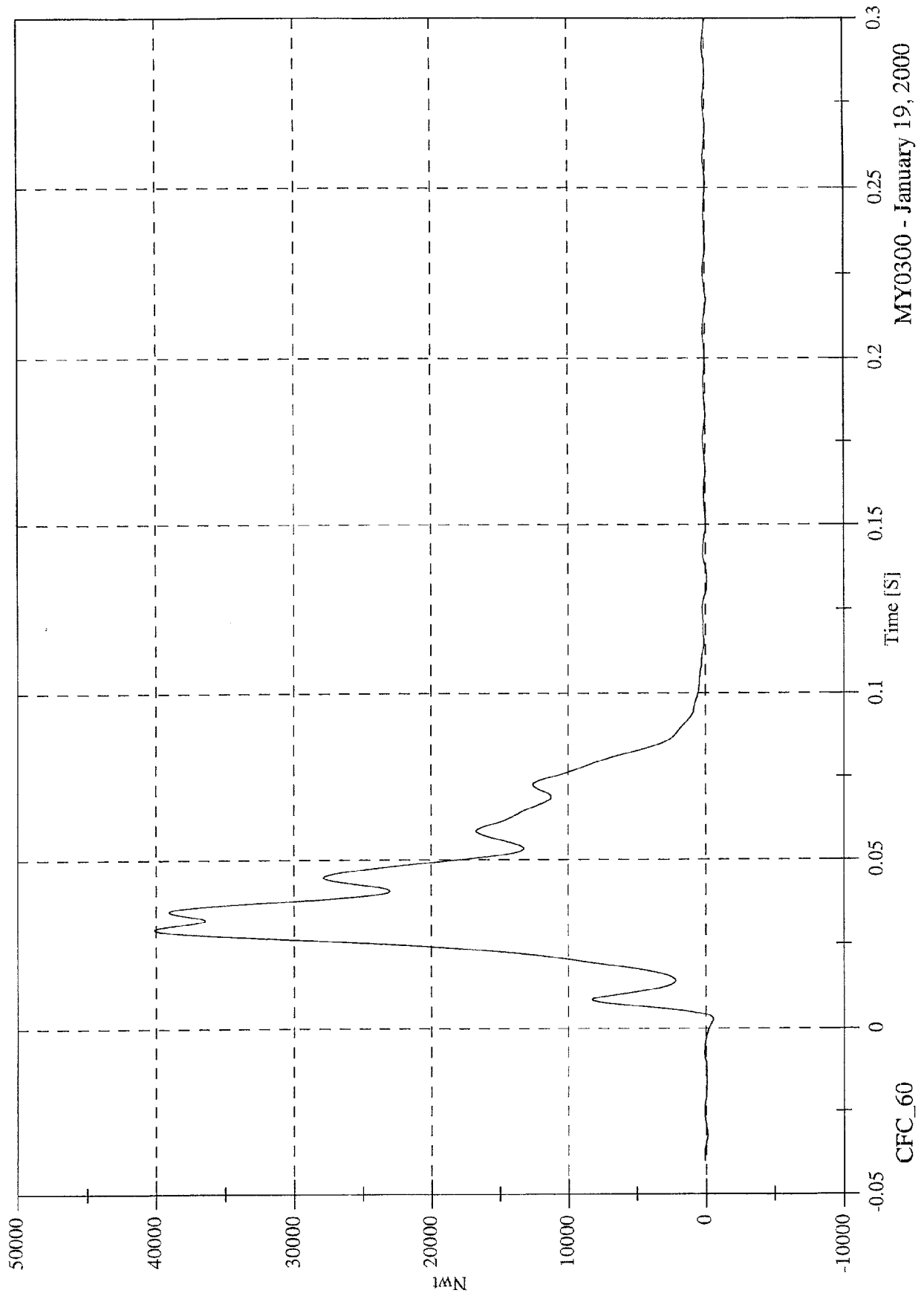


MY0300 - January 19, 2000

Max: 40101.6 [Nwt] at 0.029 [S]
Min: -542.4 [Nwt] at 0.003 [S]

NCAP TEST 10 - 2000 Chrysler LHS

BLC A5 Fx

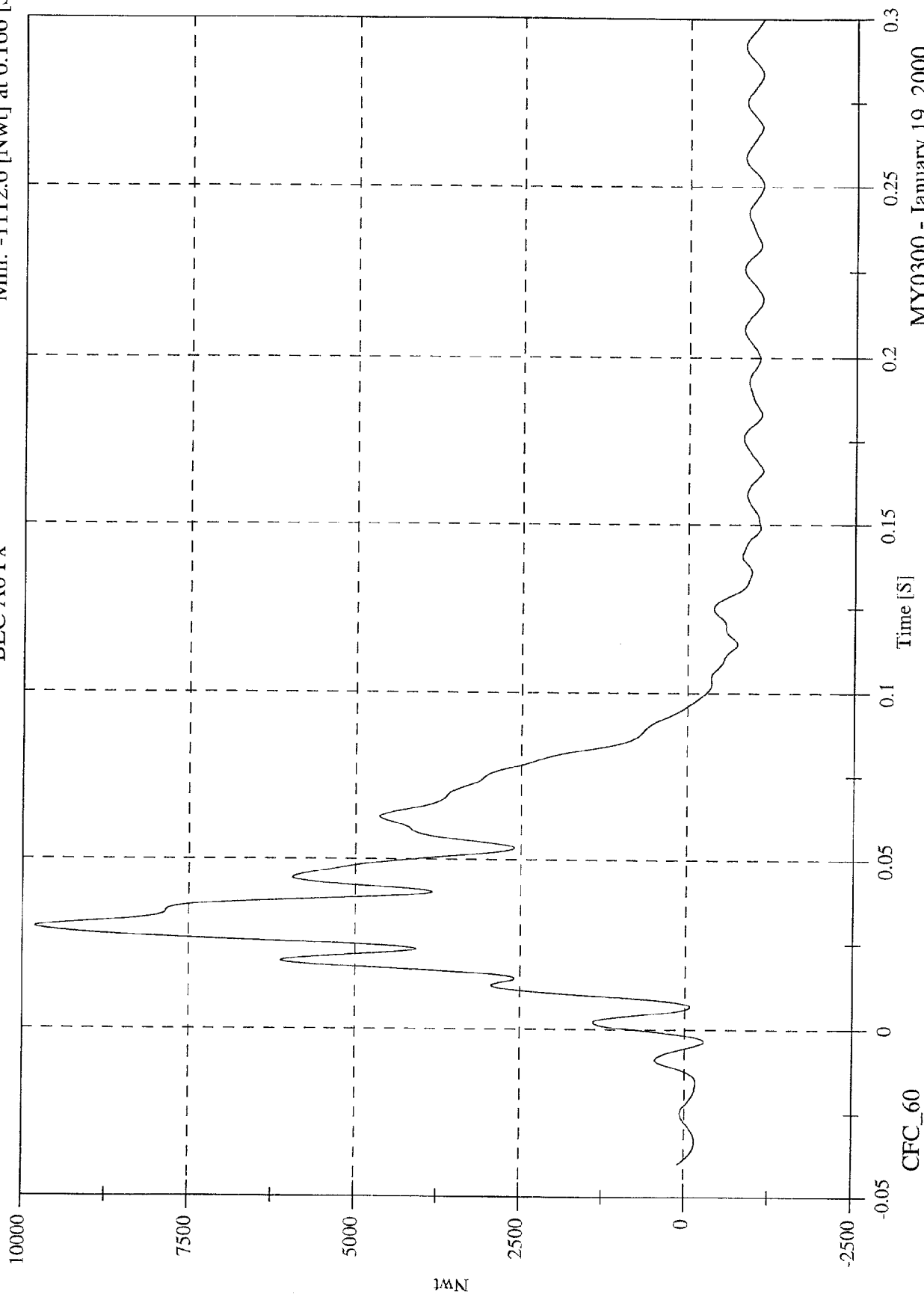


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

BLC A6 Fx

Max: 9808.9 [Nwt] at 0.030 [S]
Min: -1112.6 [Nwt] at 0.166 [S]

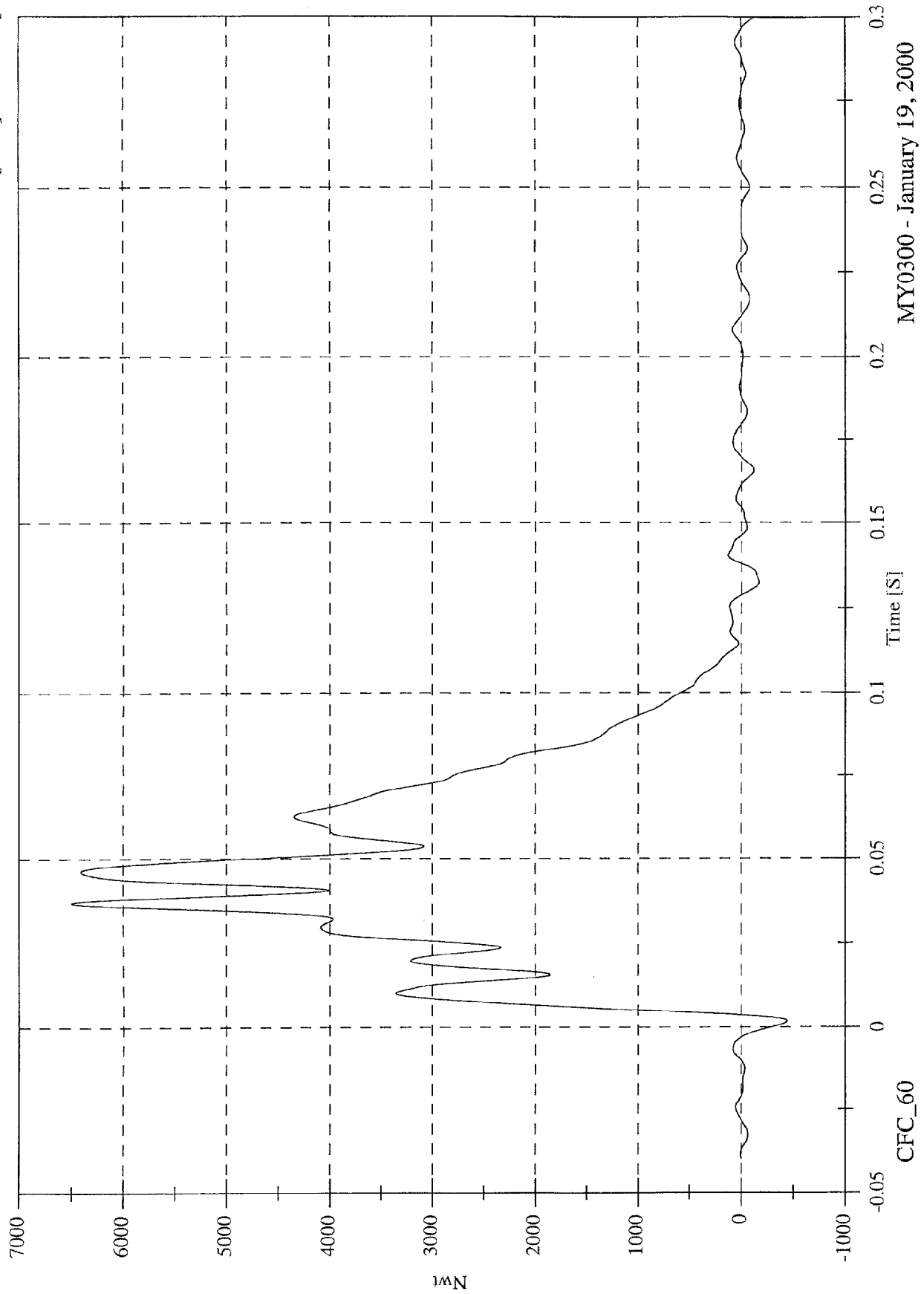


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 6497.8 [Nwt] at 0.037 [S]
Min: -439.2 [Nwt] at 0.002 [S]

BLC A7 Fx

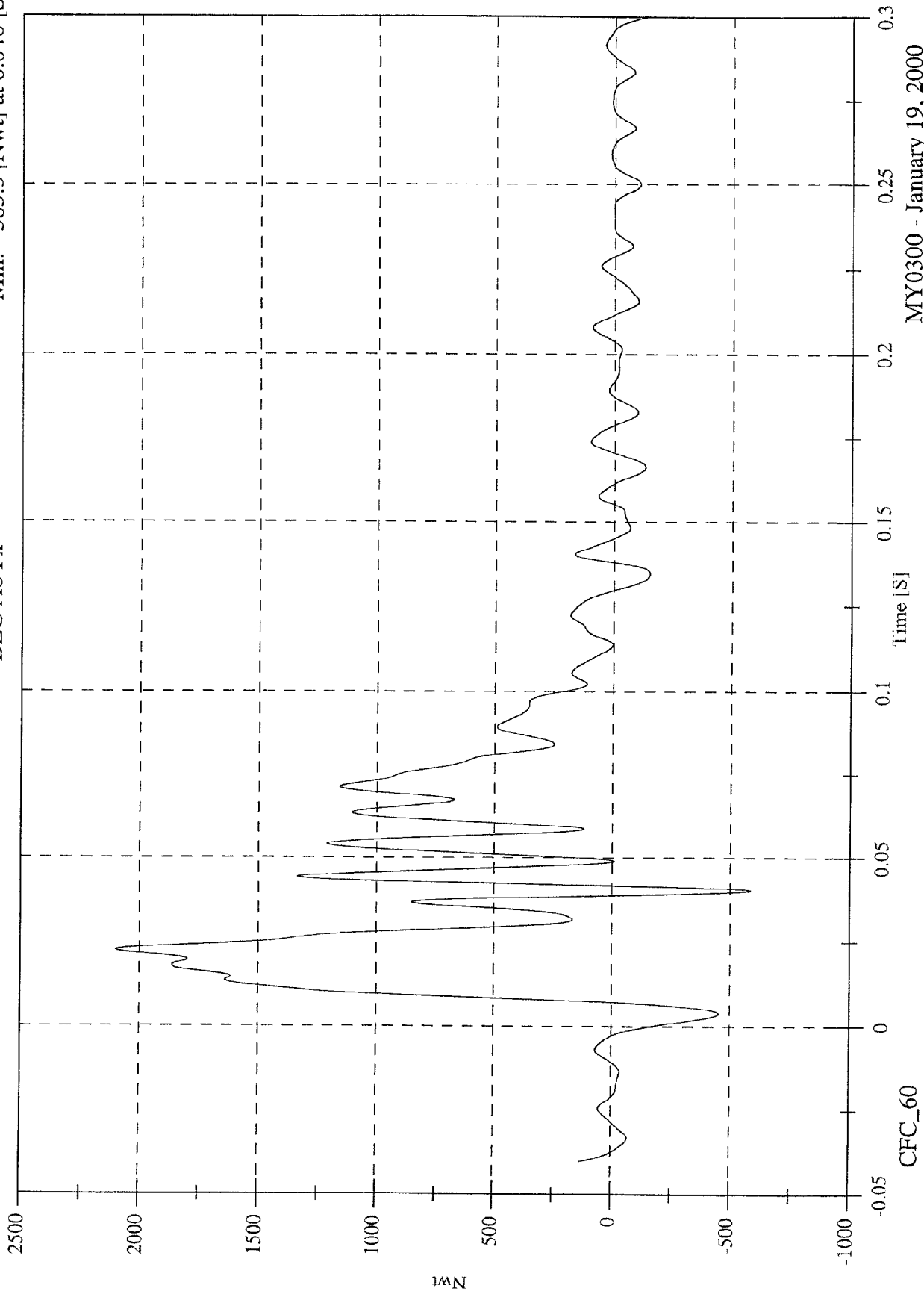


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

BLC A8 Fx

Max: 2099.4 [Nwt] at 0.022 [S]
Min: -585.3 [Nwt] at 0.040 [S]

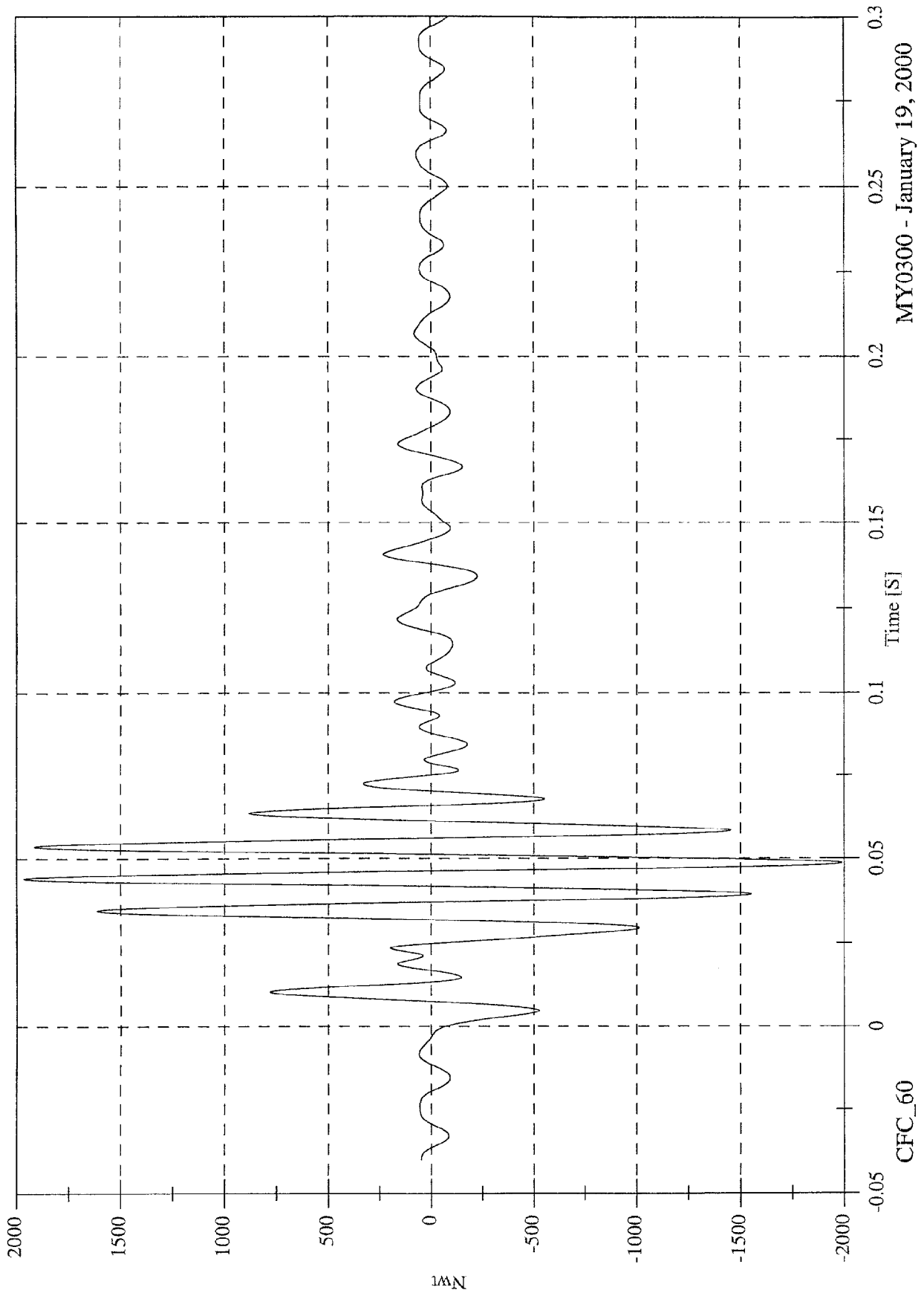


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 1964.8 [Nwt] at 0.044 [S]
Min: -1988.4 [Nwt] at 0.049 [S]

BLC A9 Fx

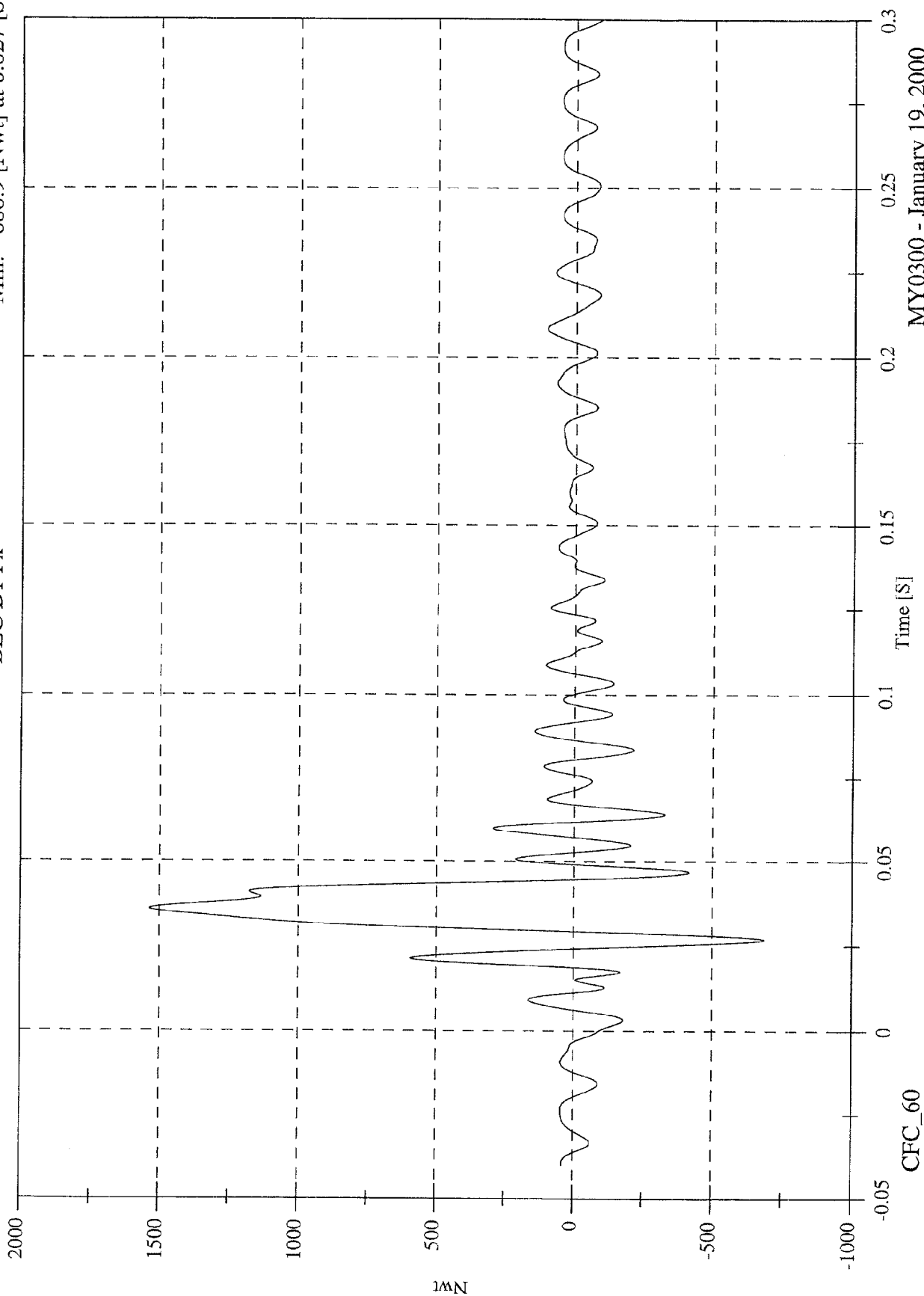


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 1536.0 [Nwt] at 0.036 [S]
 Min: -686.9 [Nwt] at 0.027 [S]

BLC B1 Fx

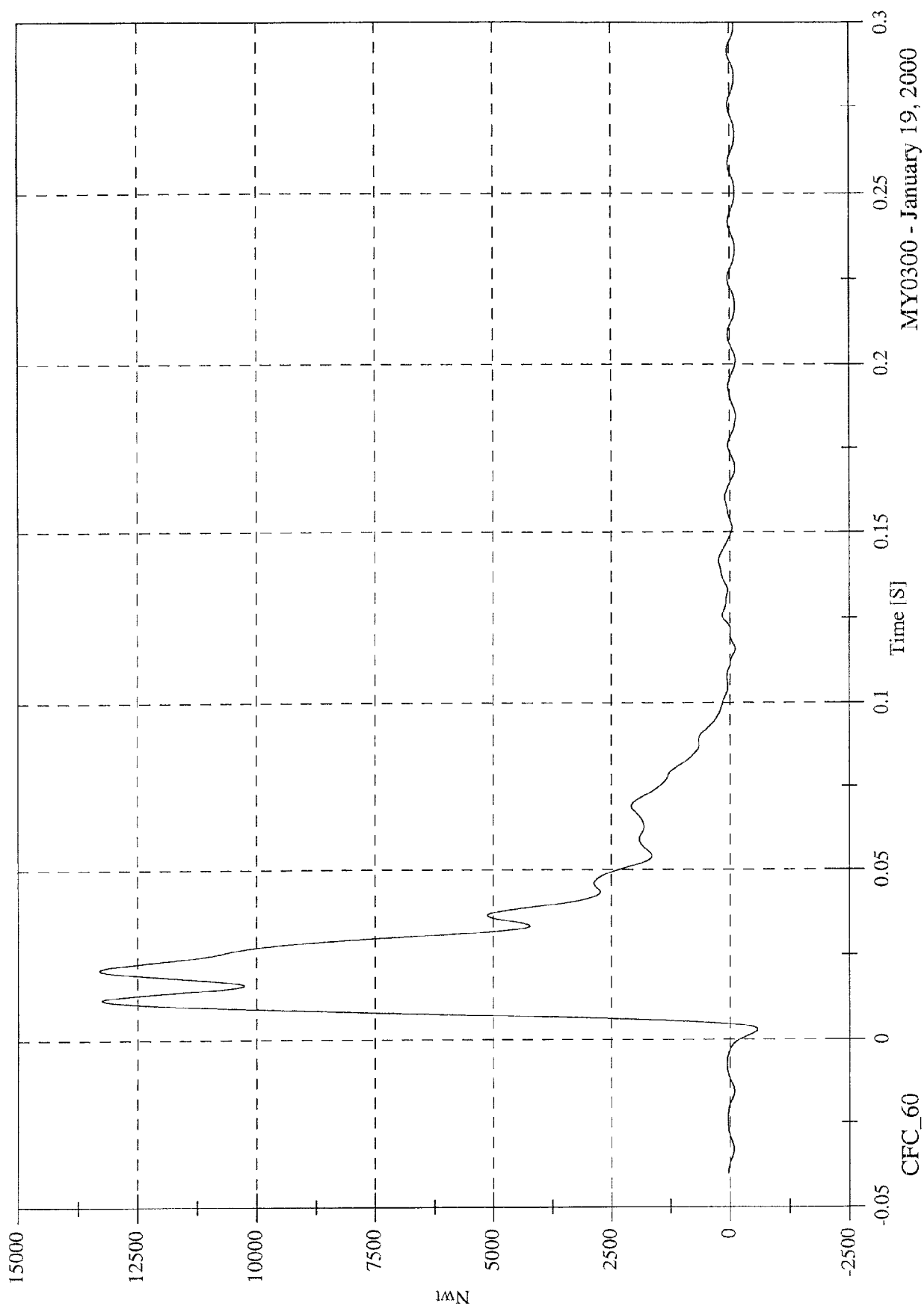


MY0300 - January 19, 2000

Max: 13304.4 [Nwt] at 0.021 [S]
Min: -579.8 [Nwt] at 0.003 [S]

NCAP TEST 10 - 2000 Chrysler LHS

BLC B2 Fx



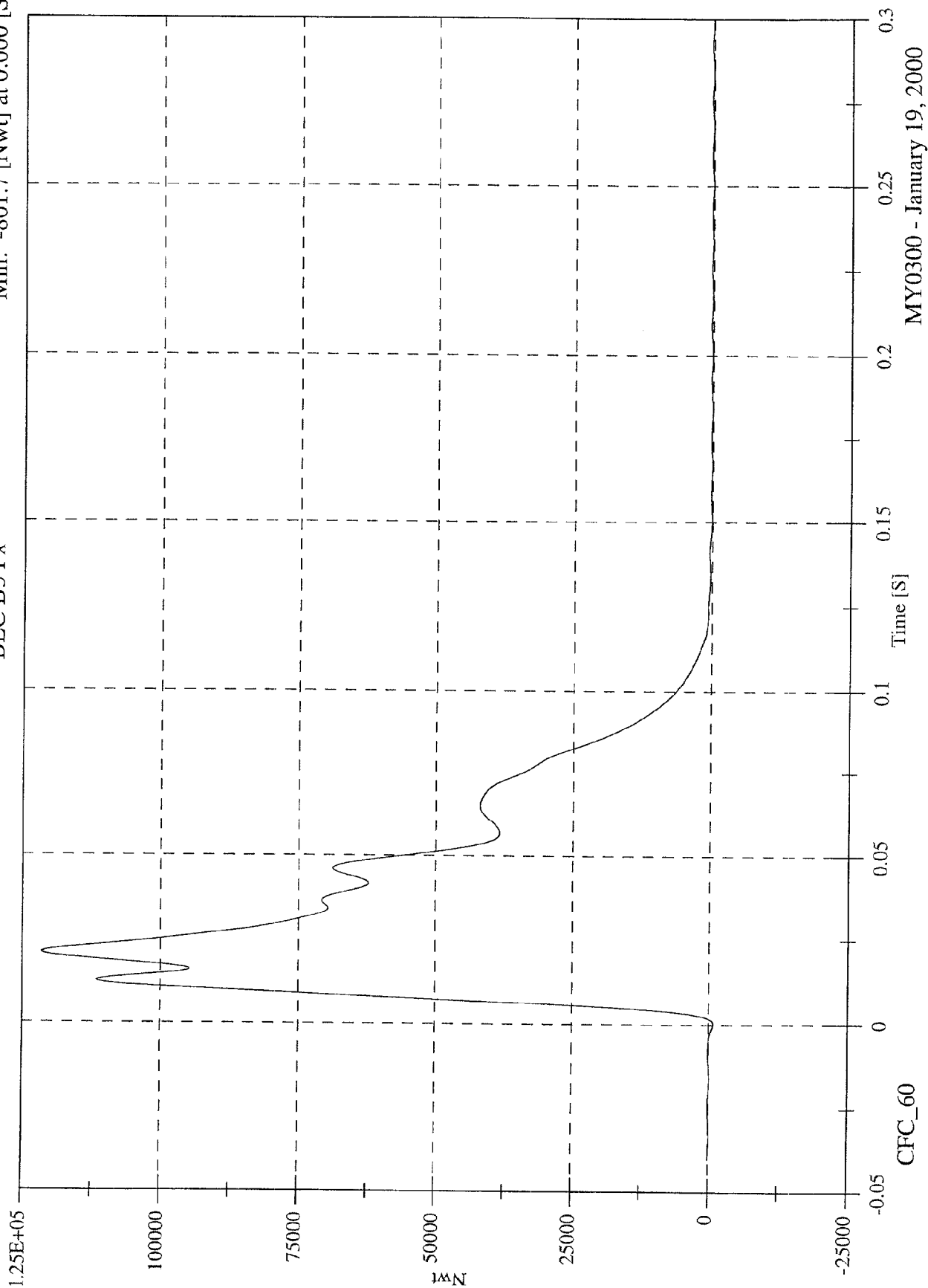
CFC_60

MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 121478.7 [Nwt] at 0.021 [S]
Min: -801.7 [Nwt] at 0.000 [S]

BLC B3 Fx

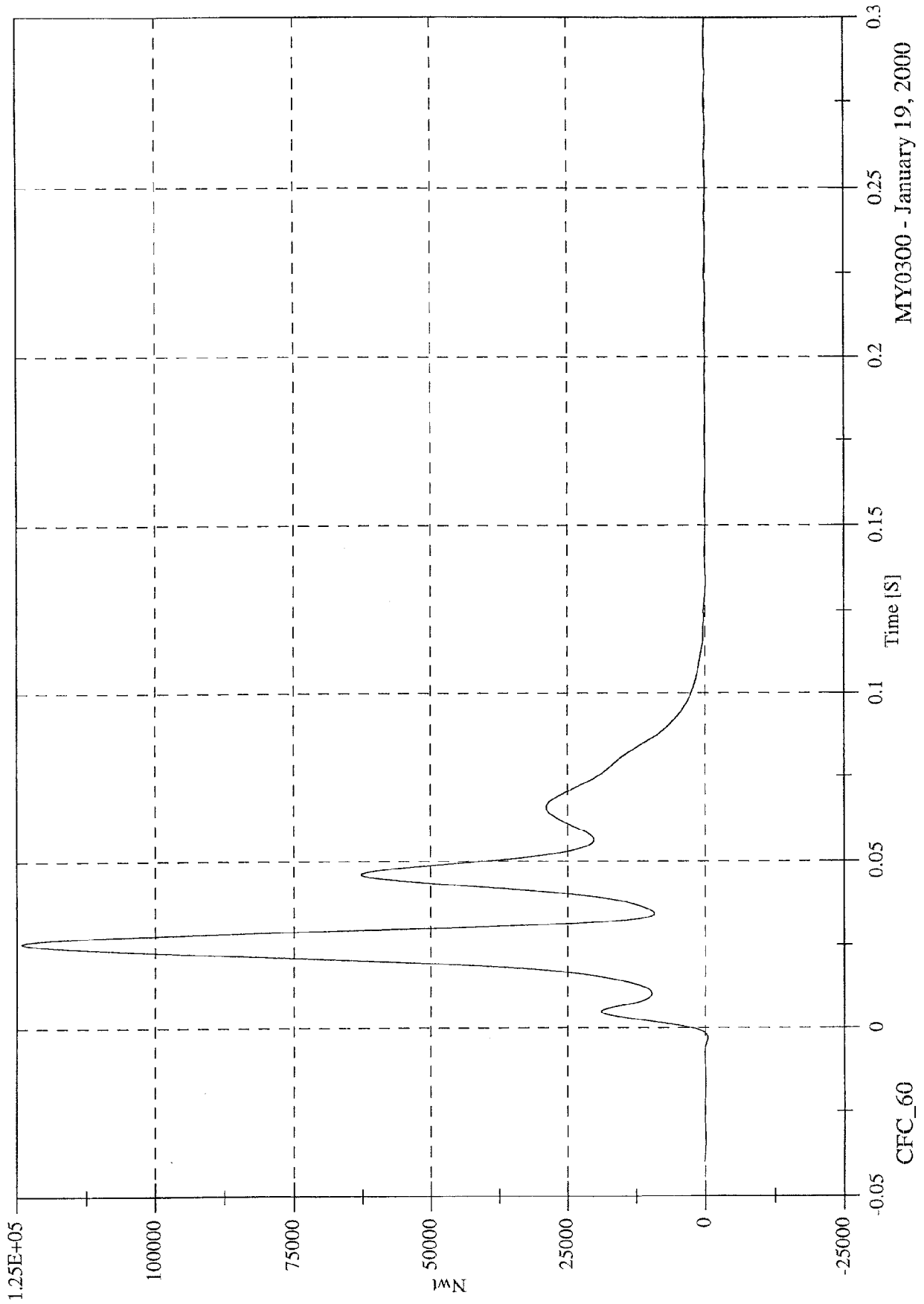


MY0300 - January 19, 2000

Max: 124074.8 [Nwt] at 0.026 [S]
Min: -443.4 [Nwt] at -0.003 [S]

BLC B4 Fx

NCAP TEST 10 - 2000 Chrysler LHS

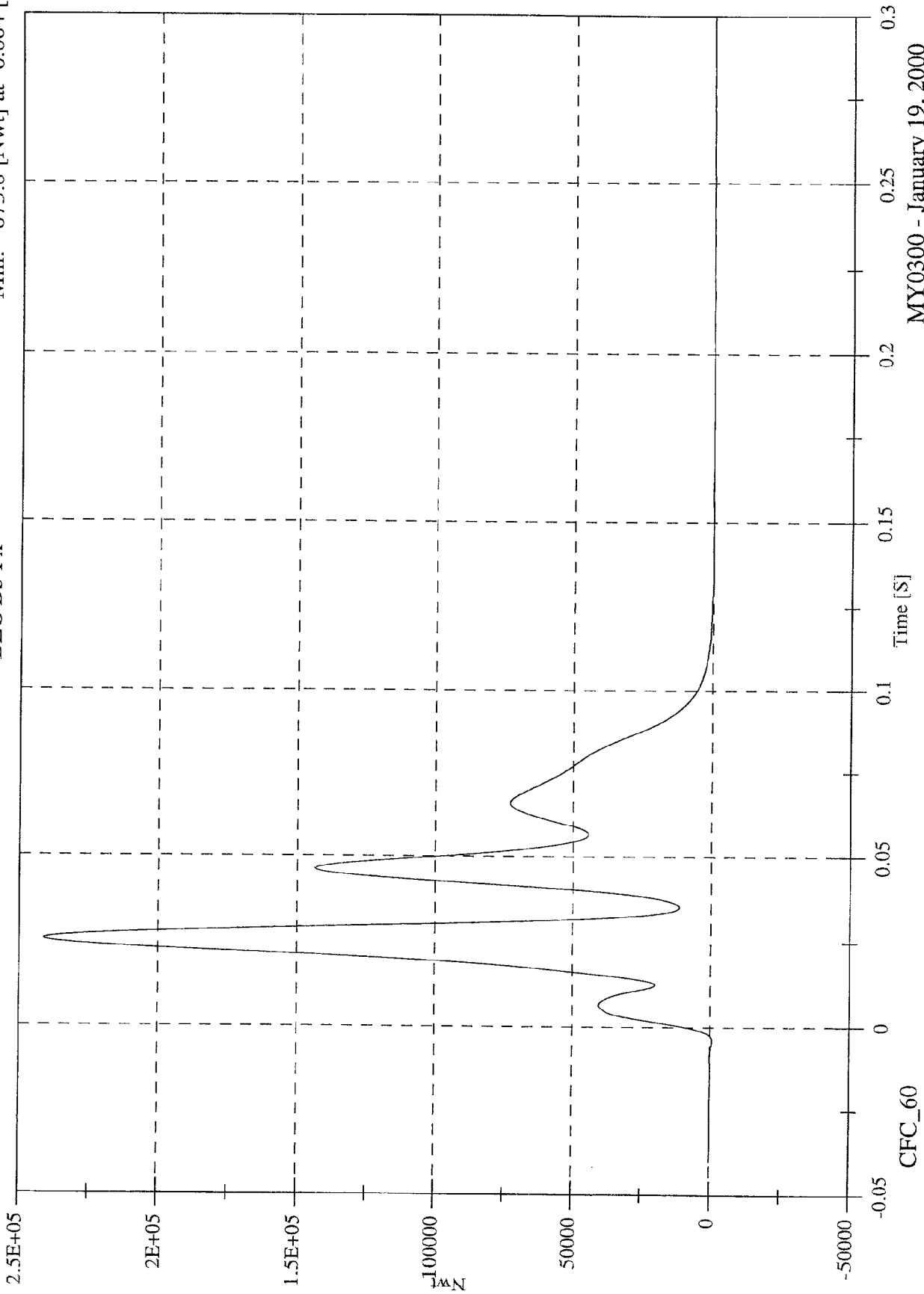


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 241191.1 [Nwt] at 0.026 [S]
 Min: -675.0 [Nwt] at -0.004 [S]

BLC B5 Fx

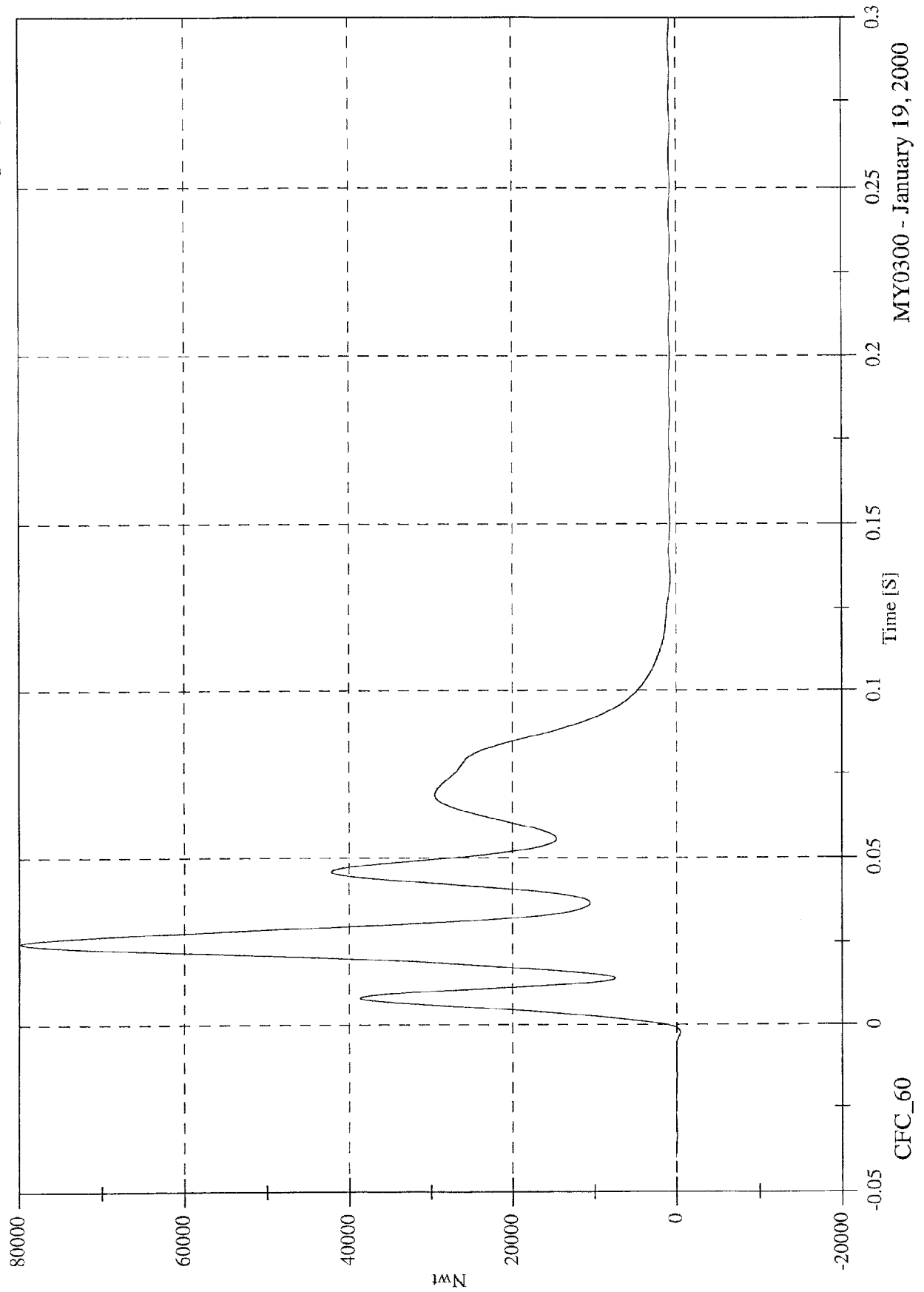


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 79803.0 [Nwt] at 0.025 [S]
Min: -433.9 [Nwt] at -0.002 [S]

BLC B6 Fx

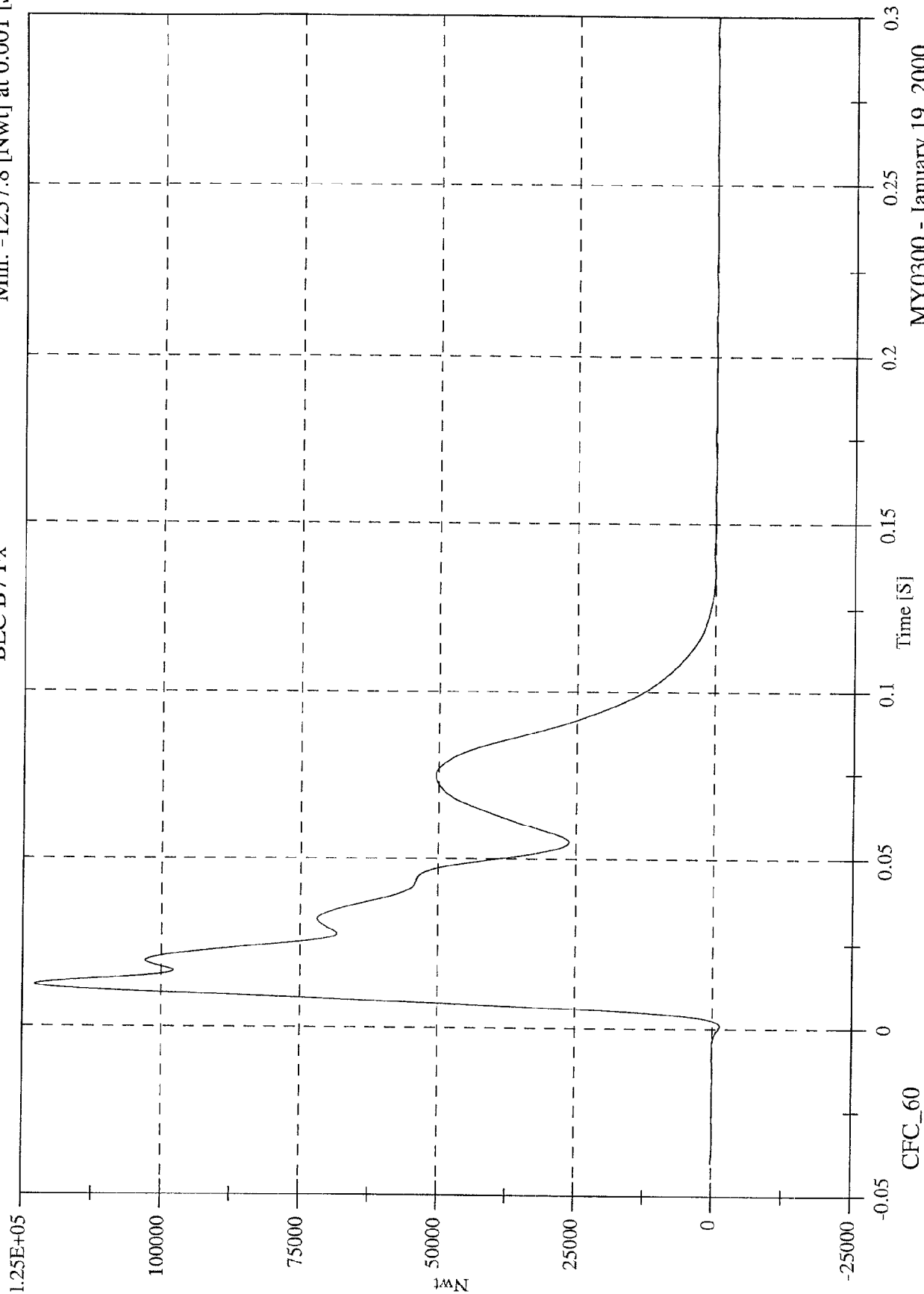


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

BLC B7 Fx

Max: 122777.8 [Nwt] at 0.013 [S]
Min: -1257.8 [Nwt] at 0.001 [S]

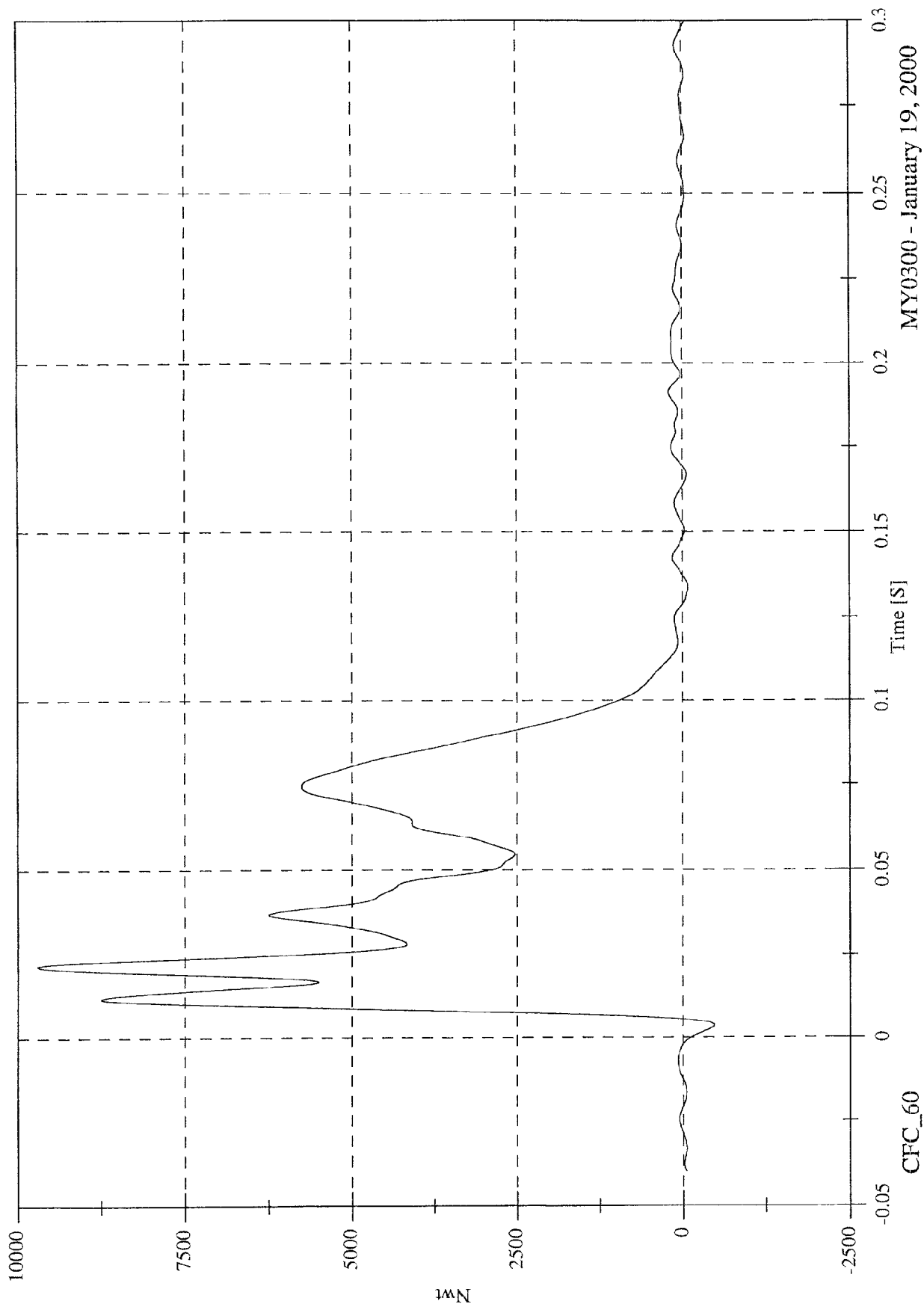


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 9701.7 [Nwt] at 0.022 [S]
 Min: -475.0 [Nwt] at 0.004 [S]

BLC B8 Fx

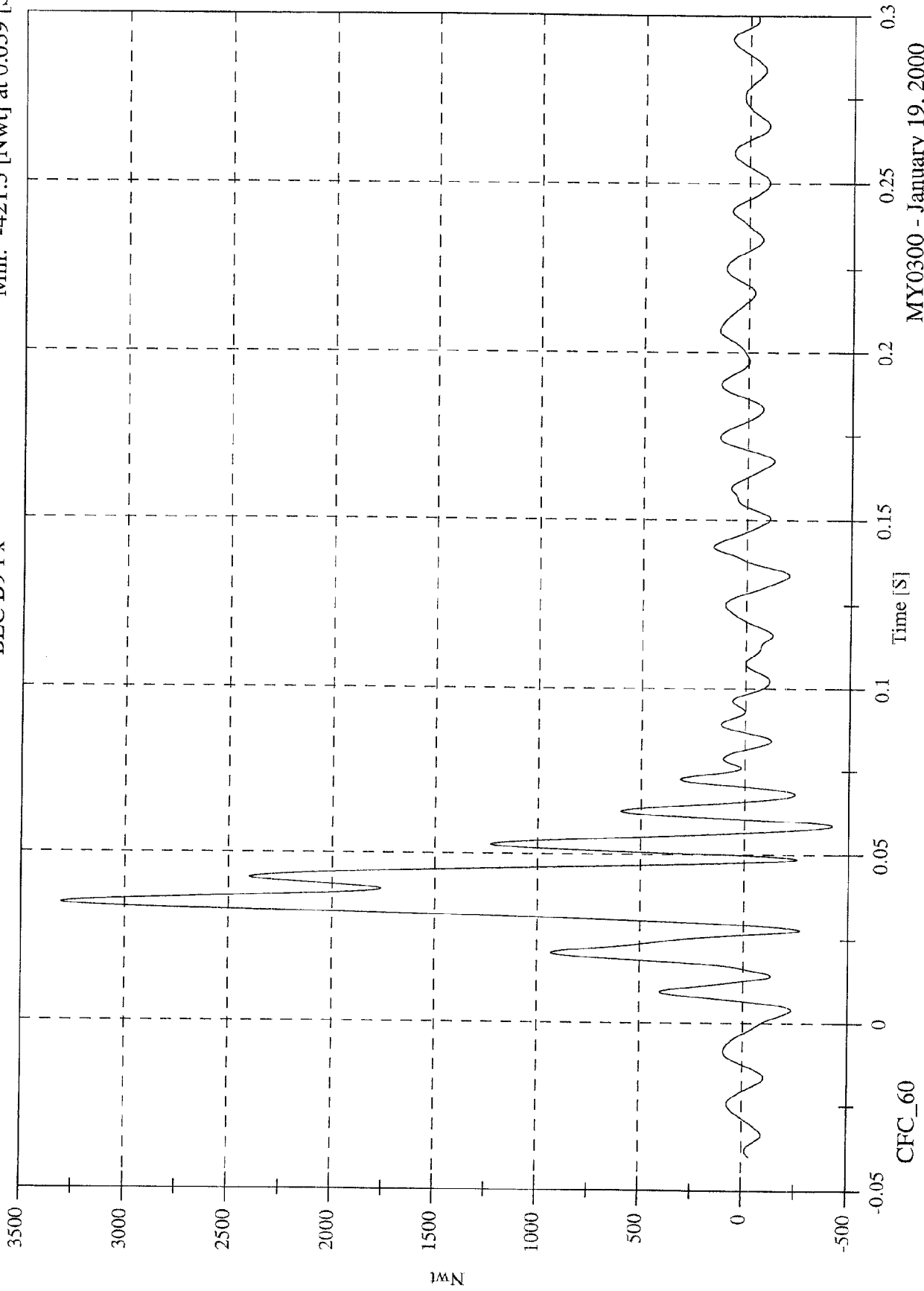


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

BLC B9 Fx

Max: 3305.5 [Nwt] at 0.035 [S]
Min: -421.3 [Nwt] at 0.059 [S]

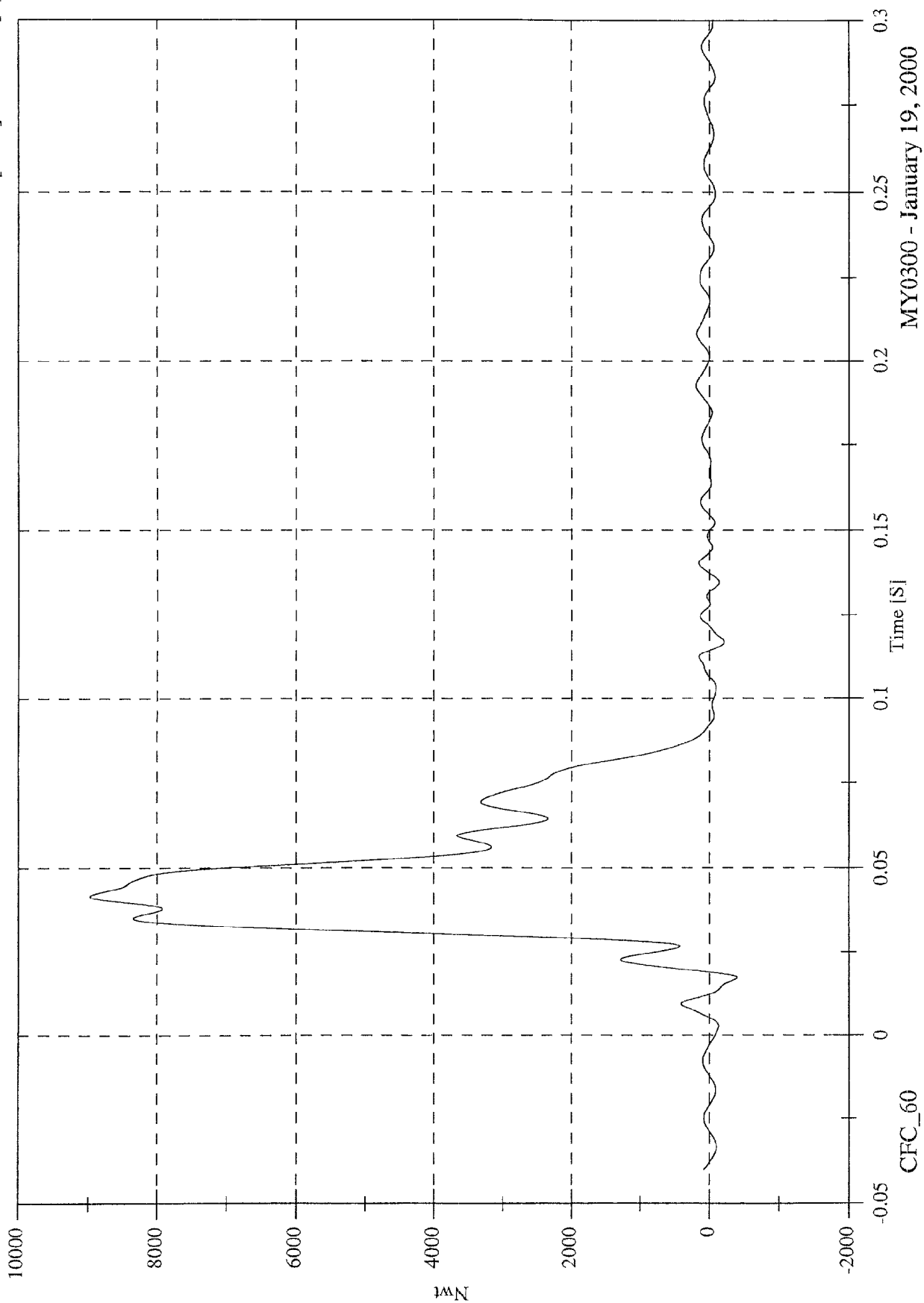


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 8975.3 [Nwt] at 0.042 [S]
 Min: -400.7 [Nwt] at 0.017 [S]

BLC C1 Fx

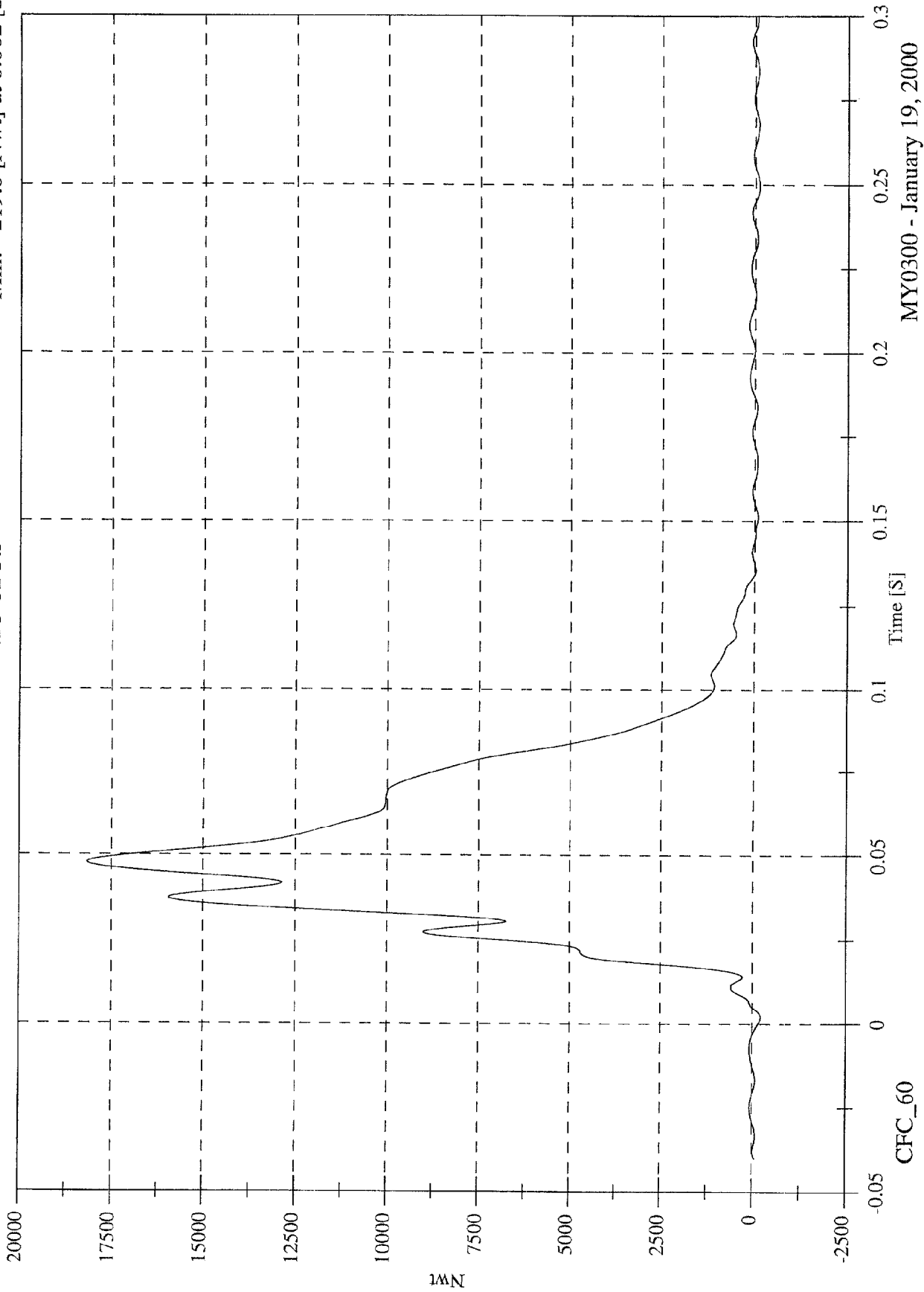


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 18166.0 [Nwt] at 0.048 [S]
 Min: -219.6 [Nwt] at 0.002 [S]

BLC C2 Fx

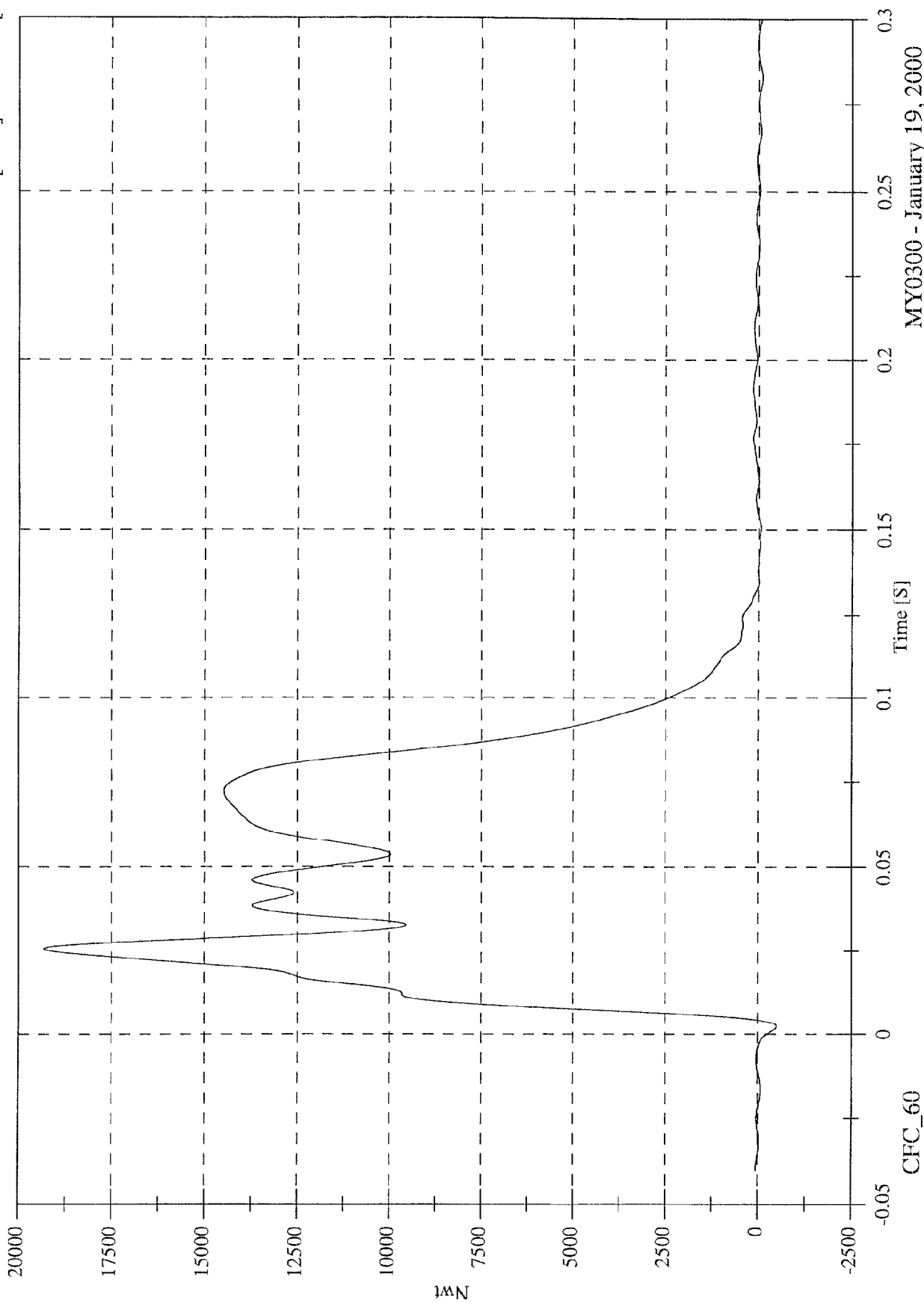


MY0300 - January 19, 2000

Max: 19315.6 [Nwt] at 0.026 [S]
Min: -501.6 [Nwt] at 0.002 [S]

BLC C3 Fx

NCAP TEST 10 - 2000 Chrysler LHS

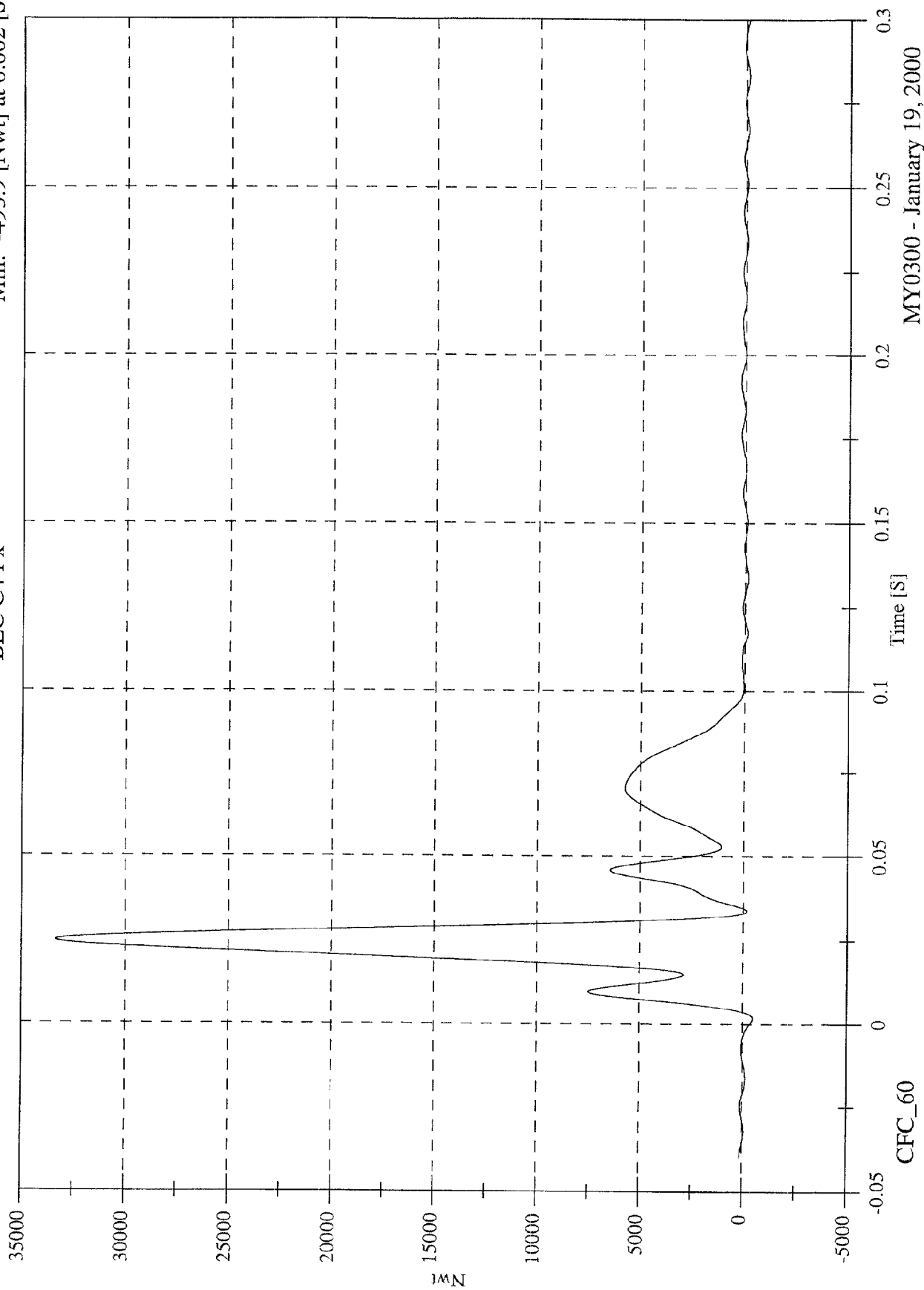


MY0300 - January 19, 2000

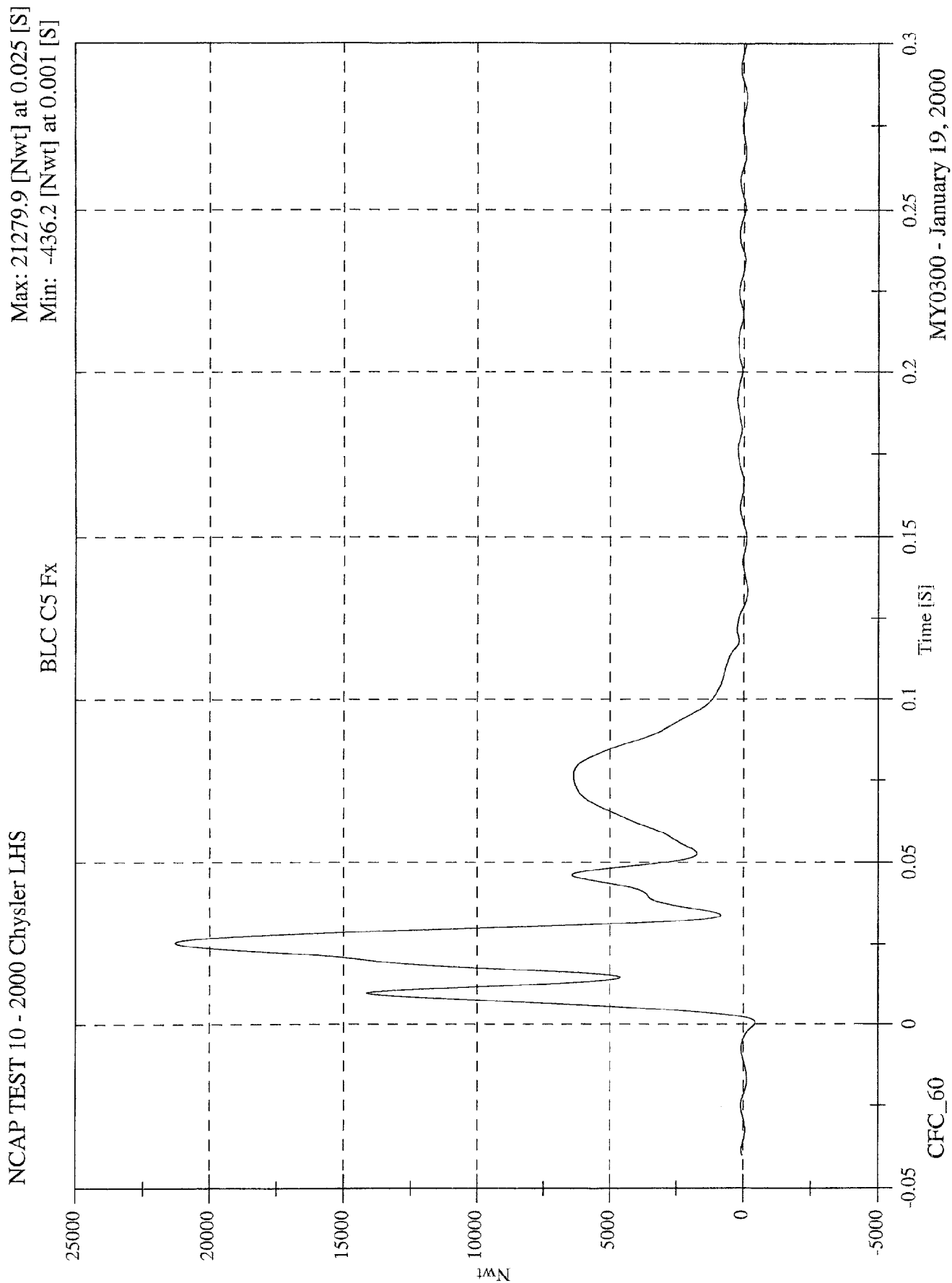
NCAP TEST 10 - 2000 Chrysler LHS

BLC C4 Fx

Max: 33358.1 [Nwt] at 0.025 [S]
Min: -493.9 [Nwt] at 0.002 [S]



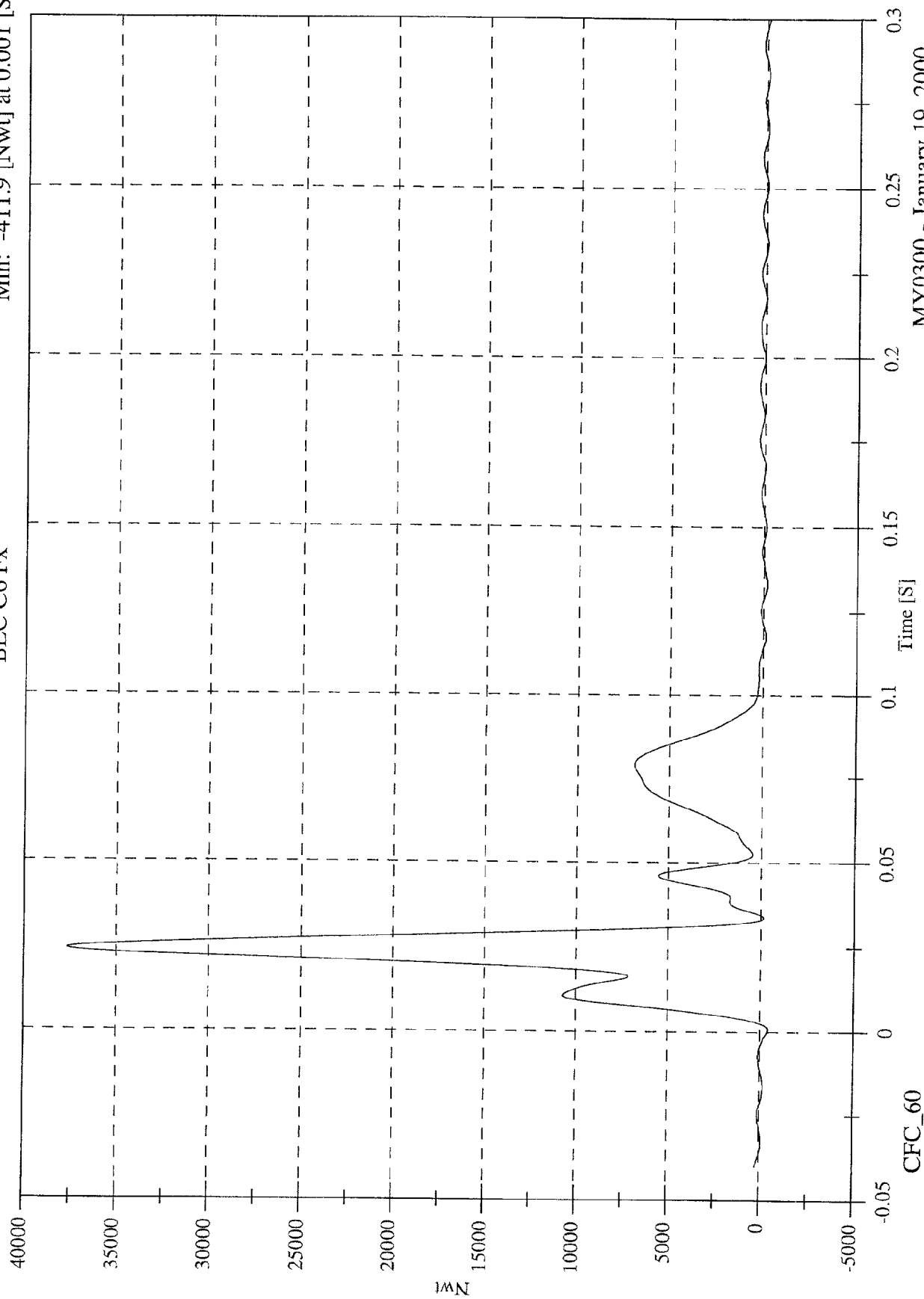
MY0300 - January 19, 2000



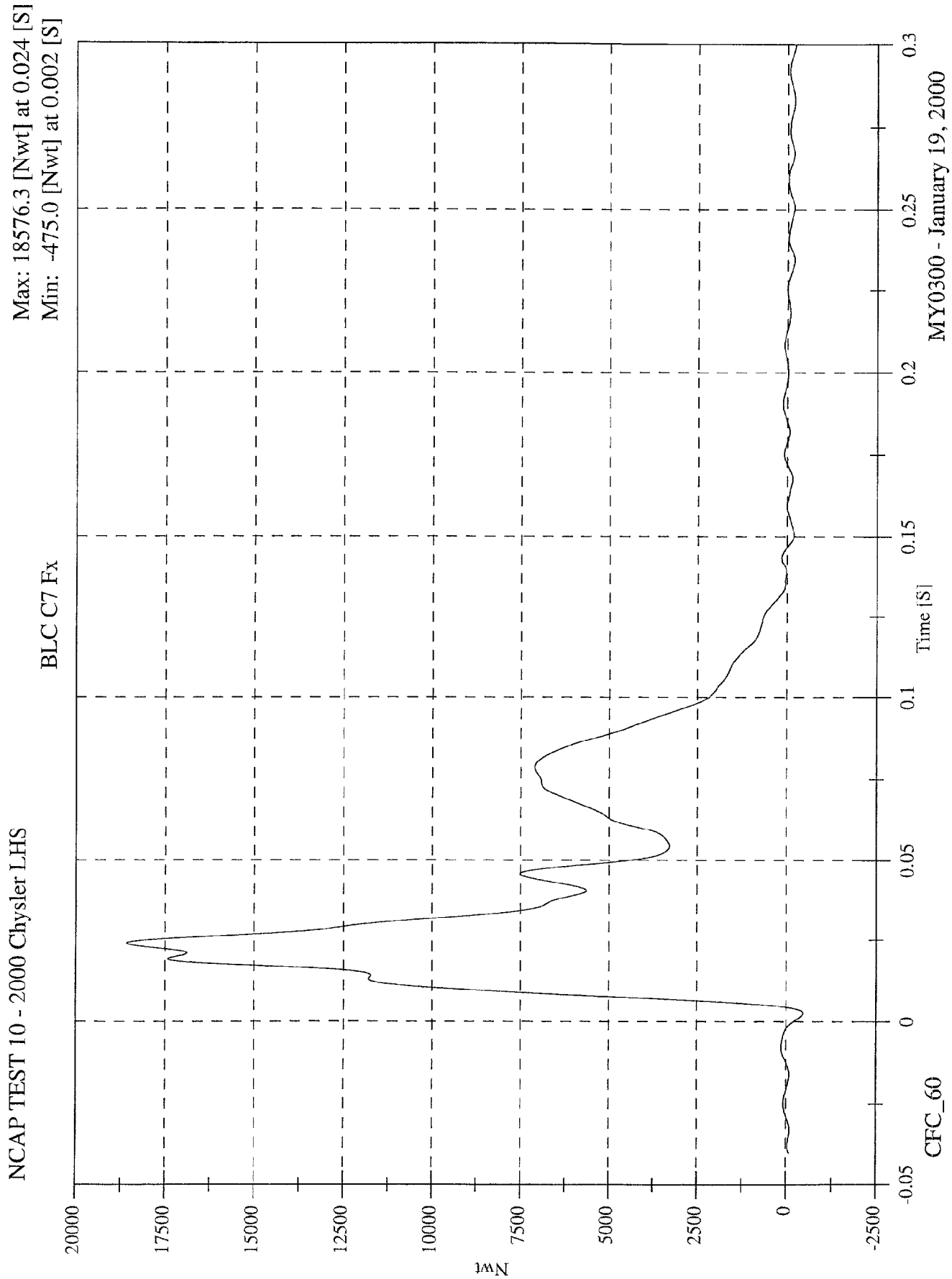
Max: 37641.9 [Nwt] at 0.024 [S]
Min: -411.9 [Nwt] at 0.001 [S]

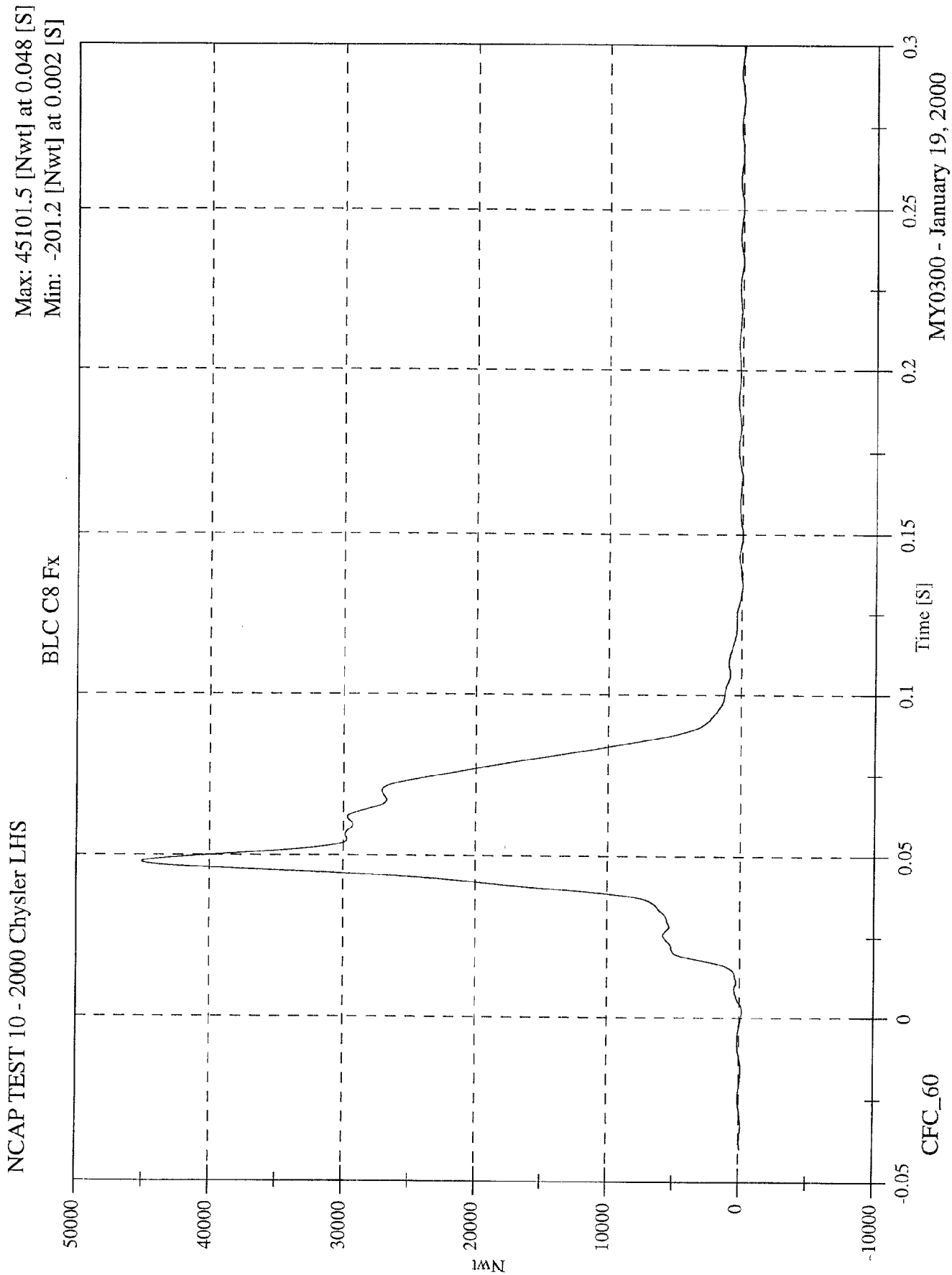
BLC C6 Fx

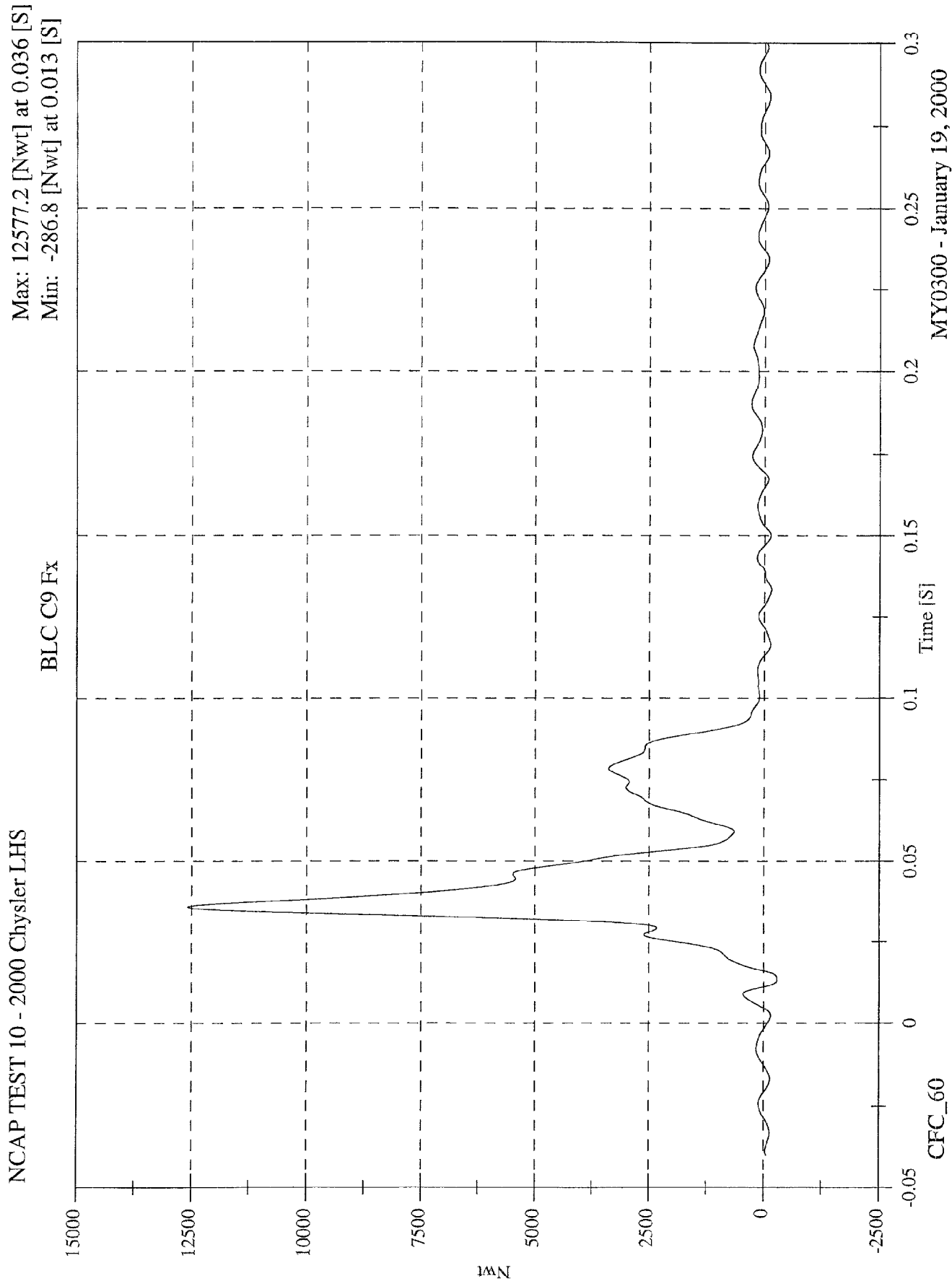
NCAP TEST 10 - 2000 Chrysler LHS



MY0300 - January 19, 2000



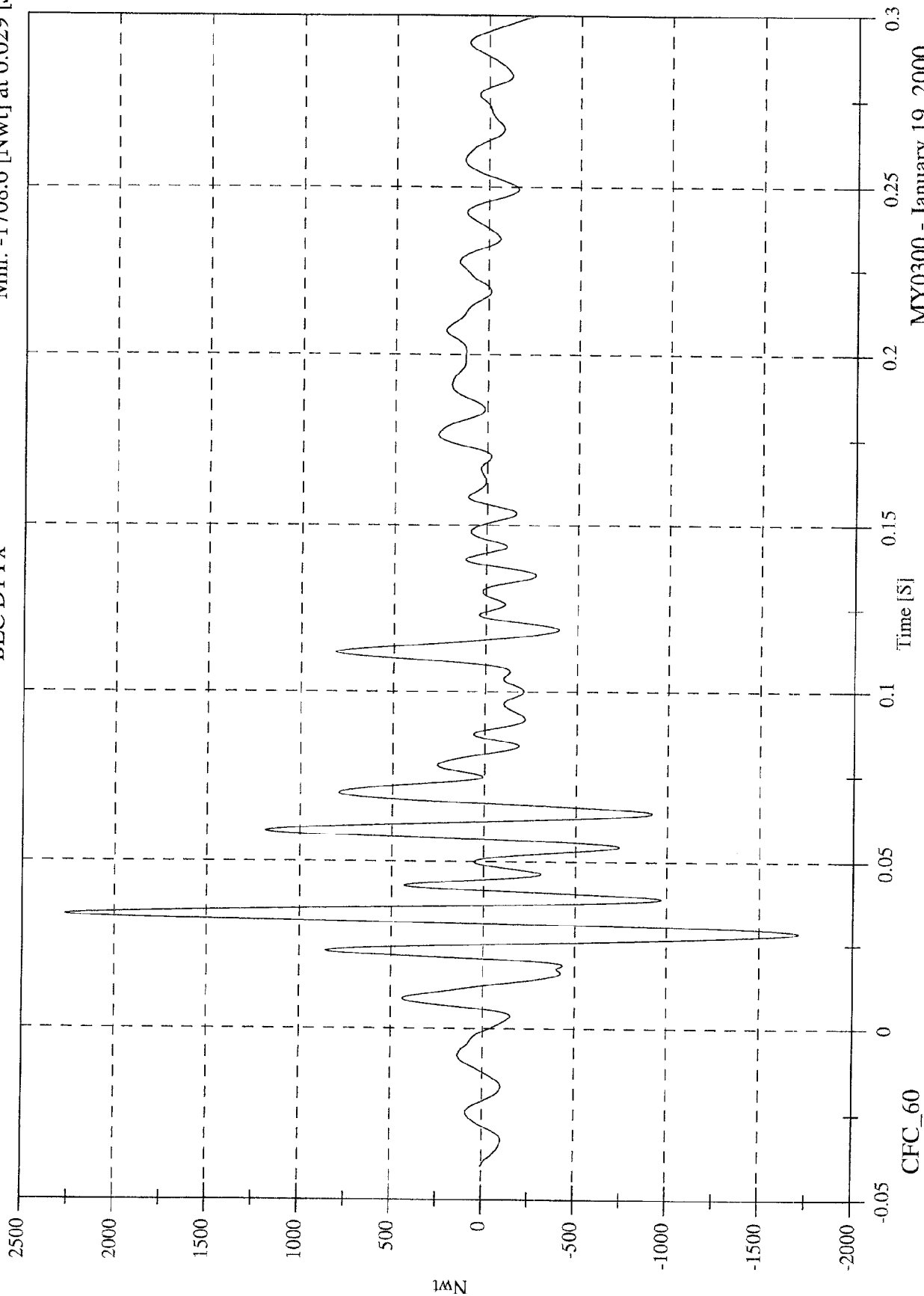




NCAP TEST 10 - 2000 Chrysler LHS

Max: 2266.0 [Nwt] at 0.034 [S]
Min: -1708.6 [Nwt] at 0.029 [S]

BLC D1 Fx

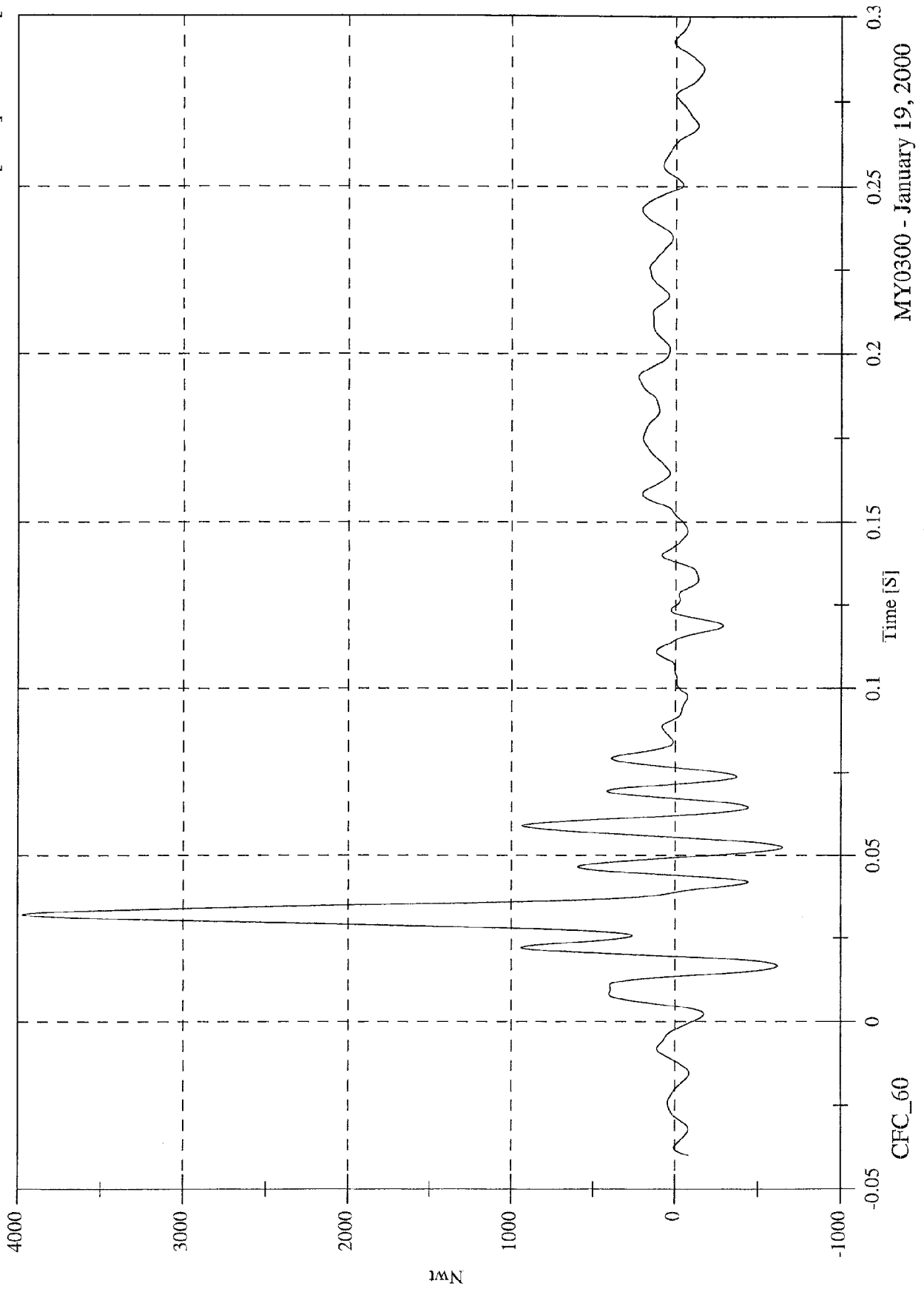


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 3968.8 [Nwt] at 0.032 [S]
Min: -648.1 [Nwt] at 0.052 [S]

BLC D2 Fx

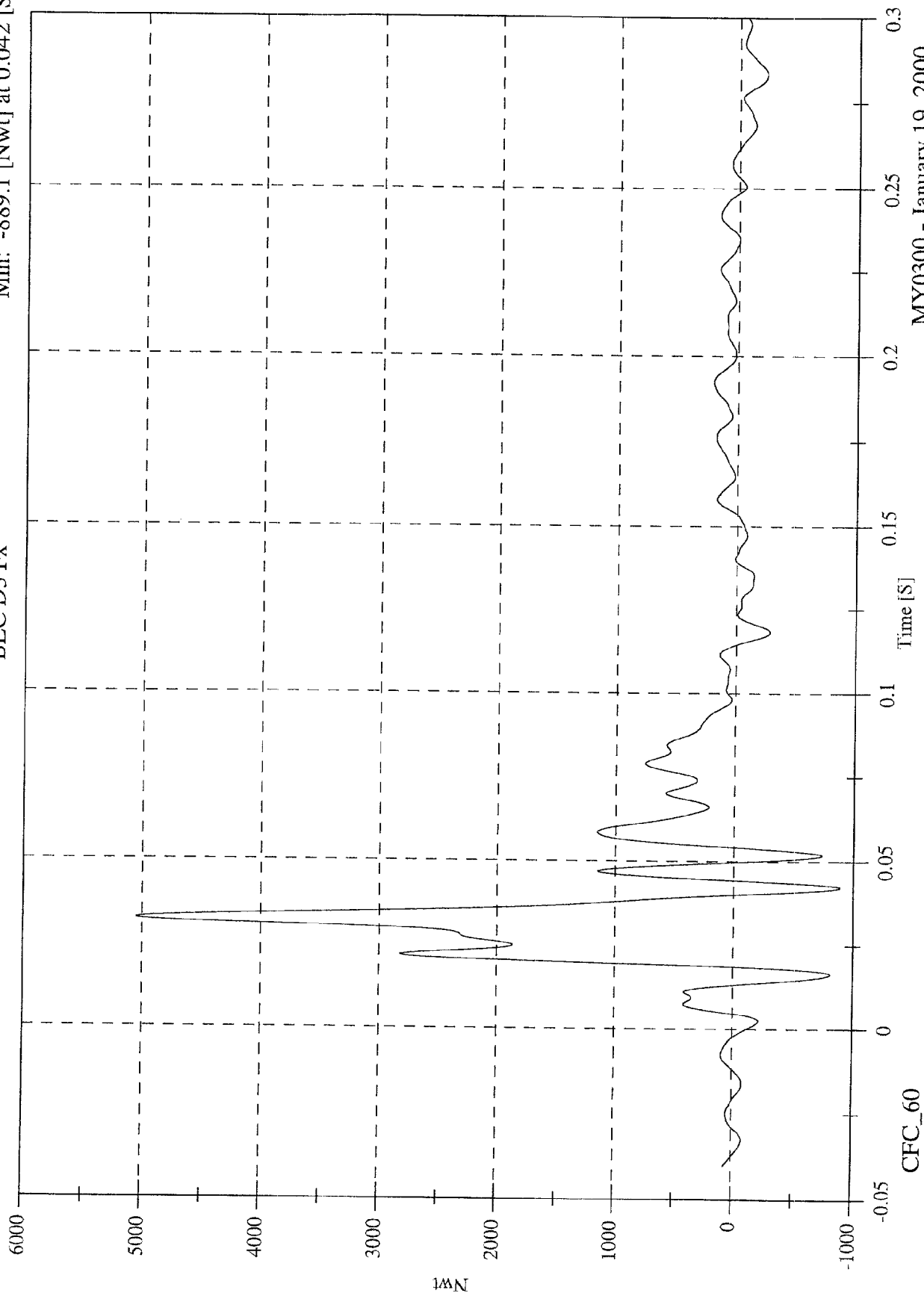


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 5049.0 [Nwt] at 0.033 [S]
 Min: -889.1 [Nwt] at 0.042 [S]

BLC D3 Fx

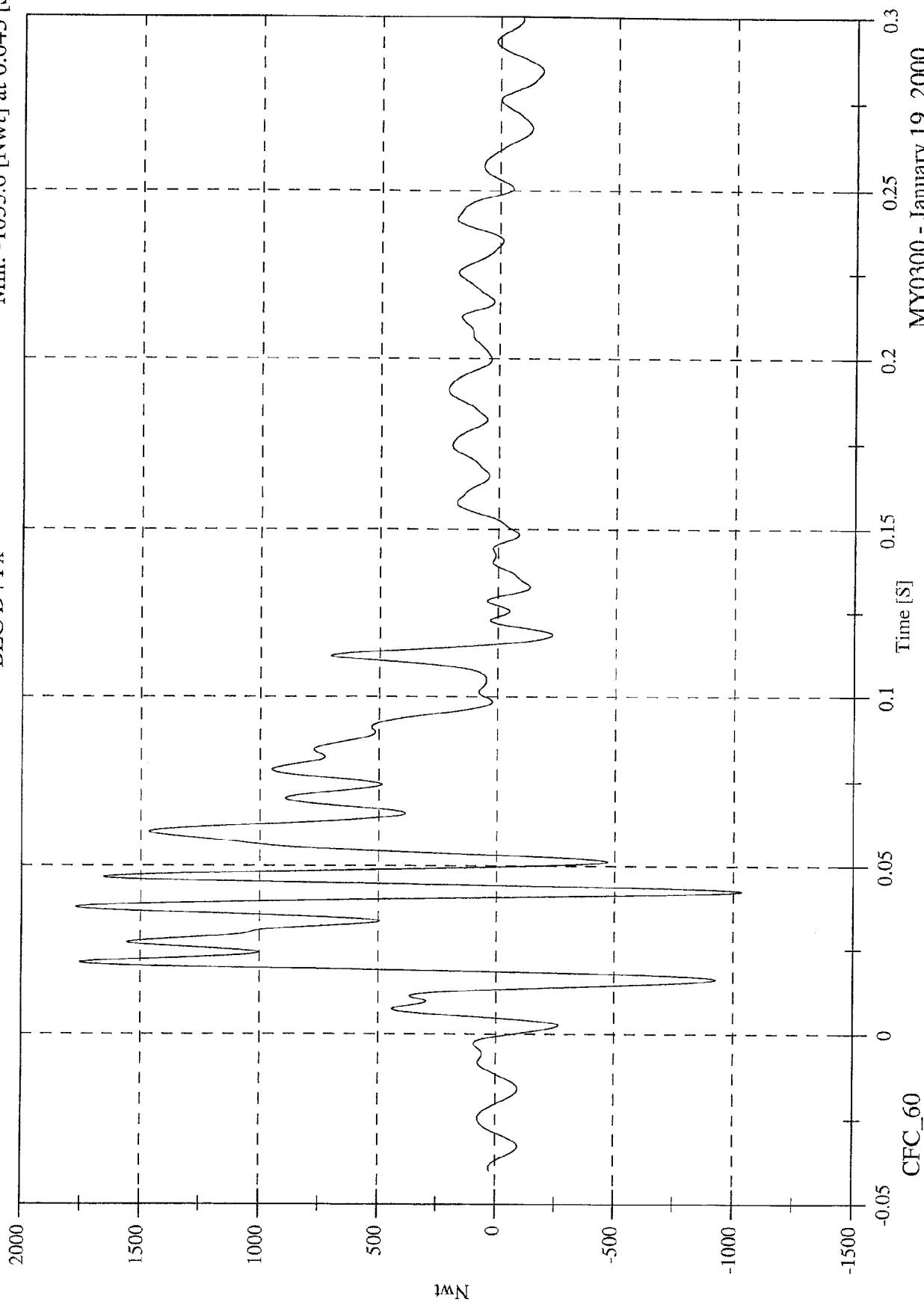


MY0300 - January 19, 2000

Max: 1773.1 [Nwt] at 0.038 [S]
Min: -1033.6 [Nwt] at 0.043 [S]

NCAP TEST 10 - 2000 Chrysler LHS

BLC D4 Fx

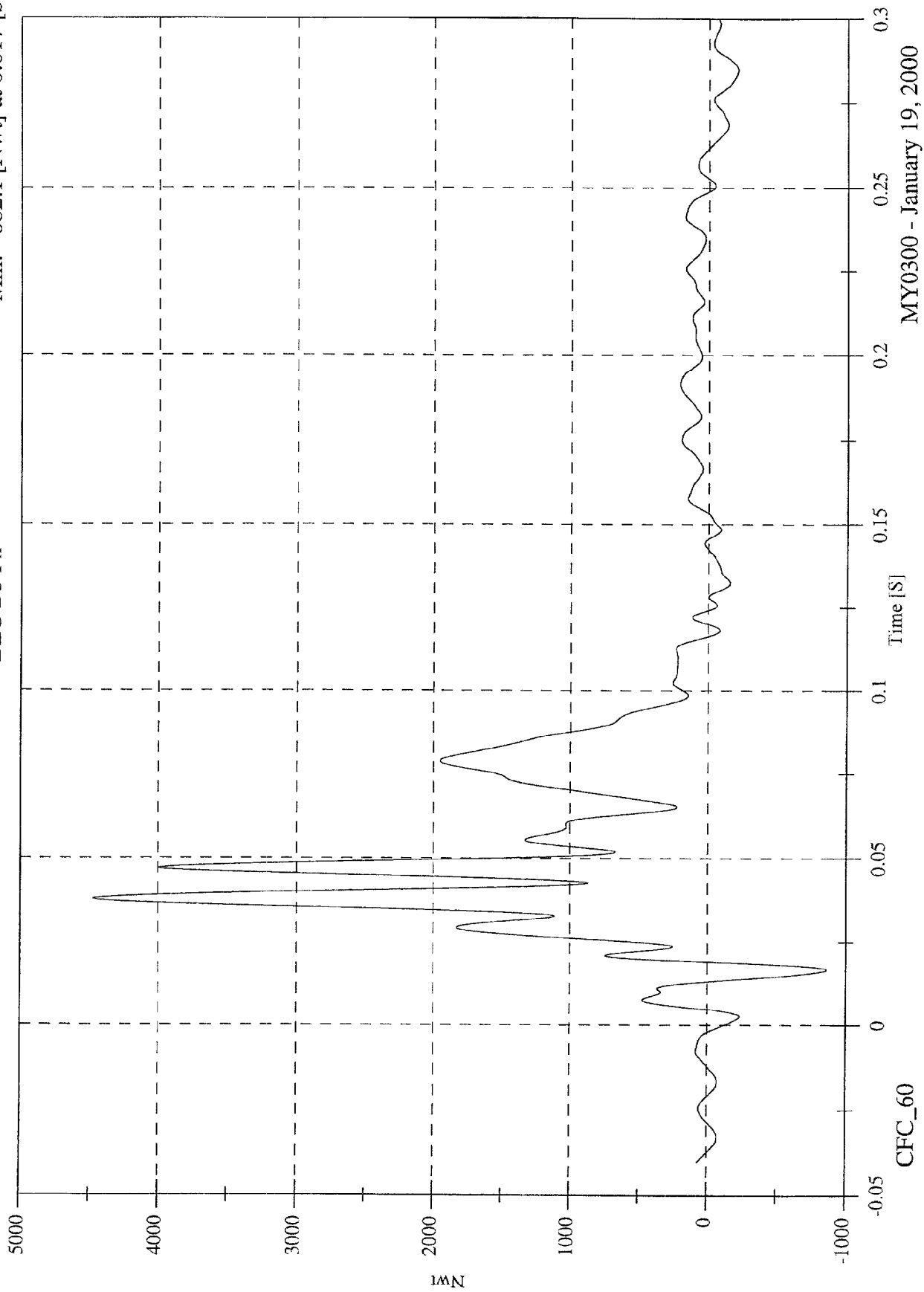


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 4471.6 [Nwt] at 0.038 [S]
Min: -862.1 [Nwt] at 0.017 [S]

BLC D5 Fx

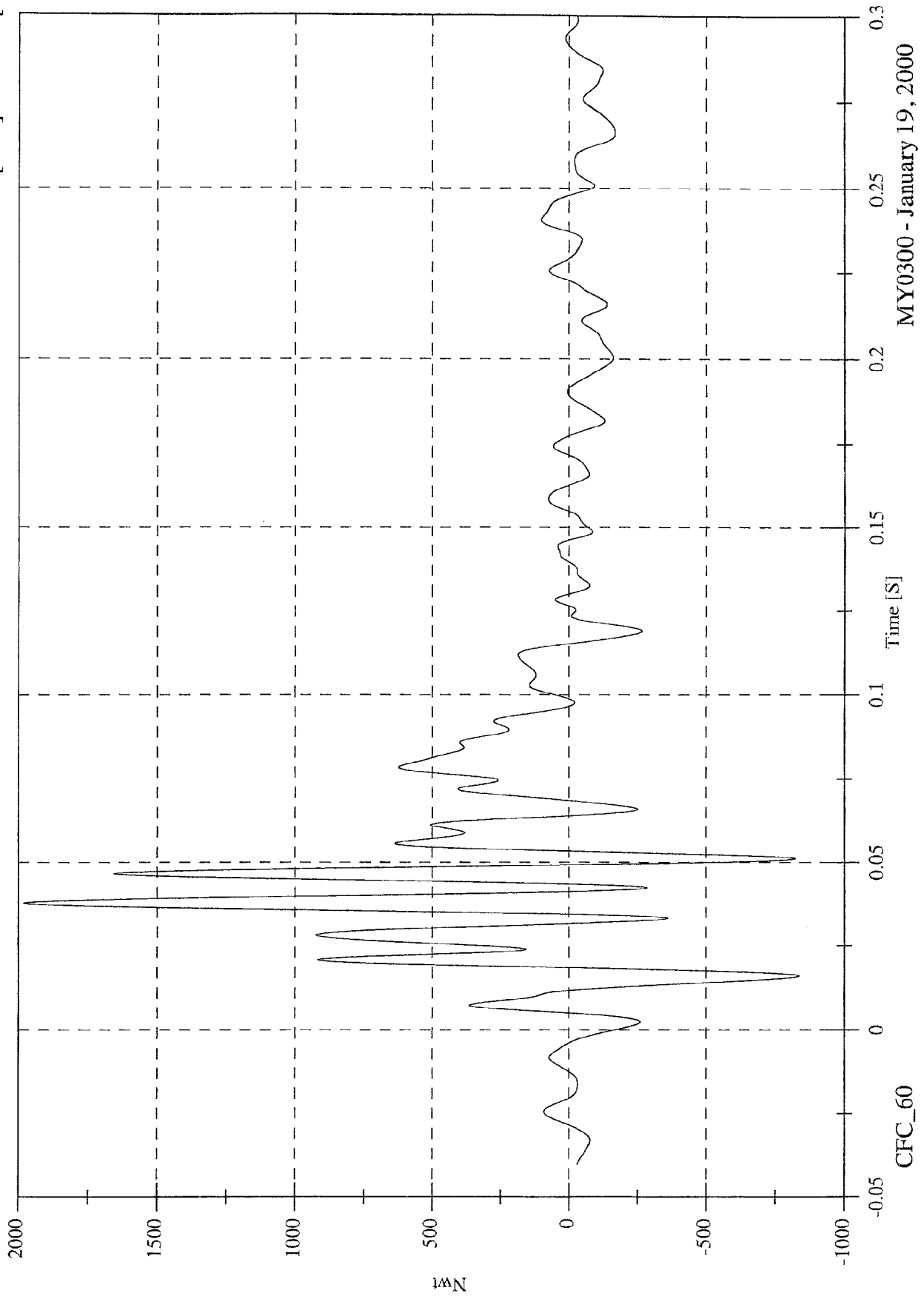


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 1980.1 [Nwt] at 0.038 [S]
Min: -836.9 [Nwt] at 0.016 [S]

BLC D6 Fx

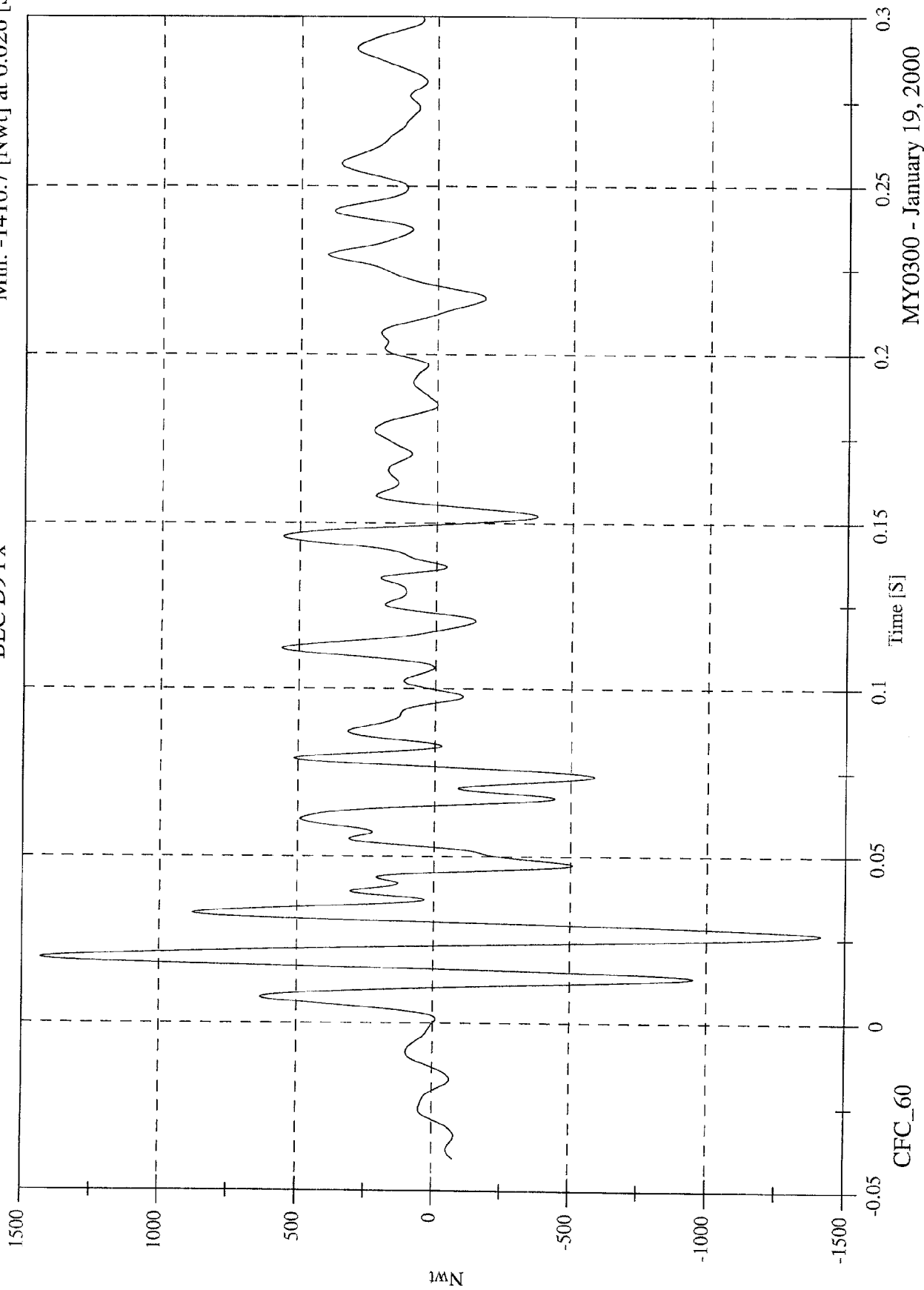


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 1431.9 [Nwt] at 0.019 [S]
 Min: -1410.7 [Nwt] at 0.026 [S]

BLC D9 Fx

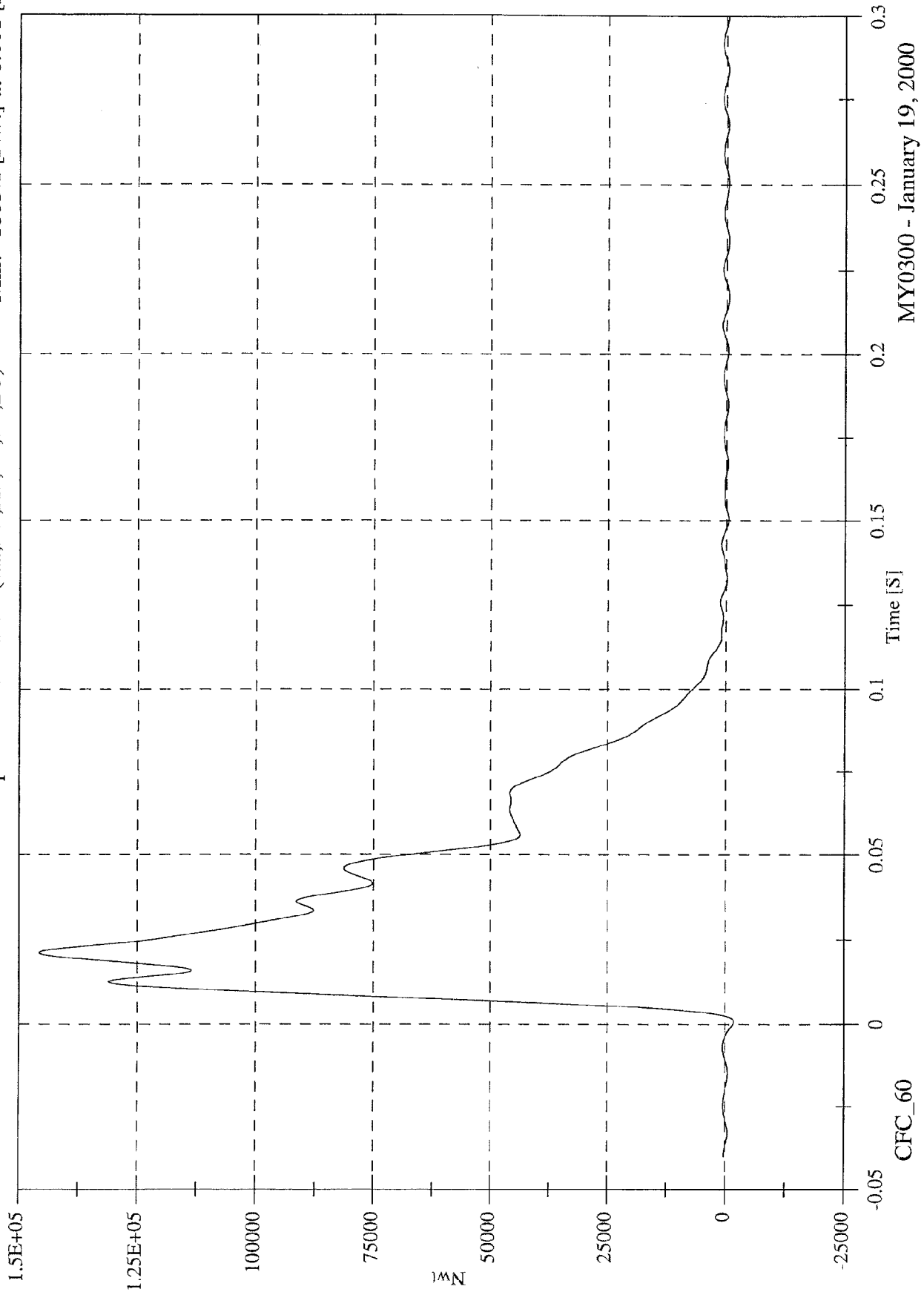


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

Max: 145776.2 [Nwt] at 0.021 [S]
 Min: -1803.1 [Nwt] at 0.001 [S]

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

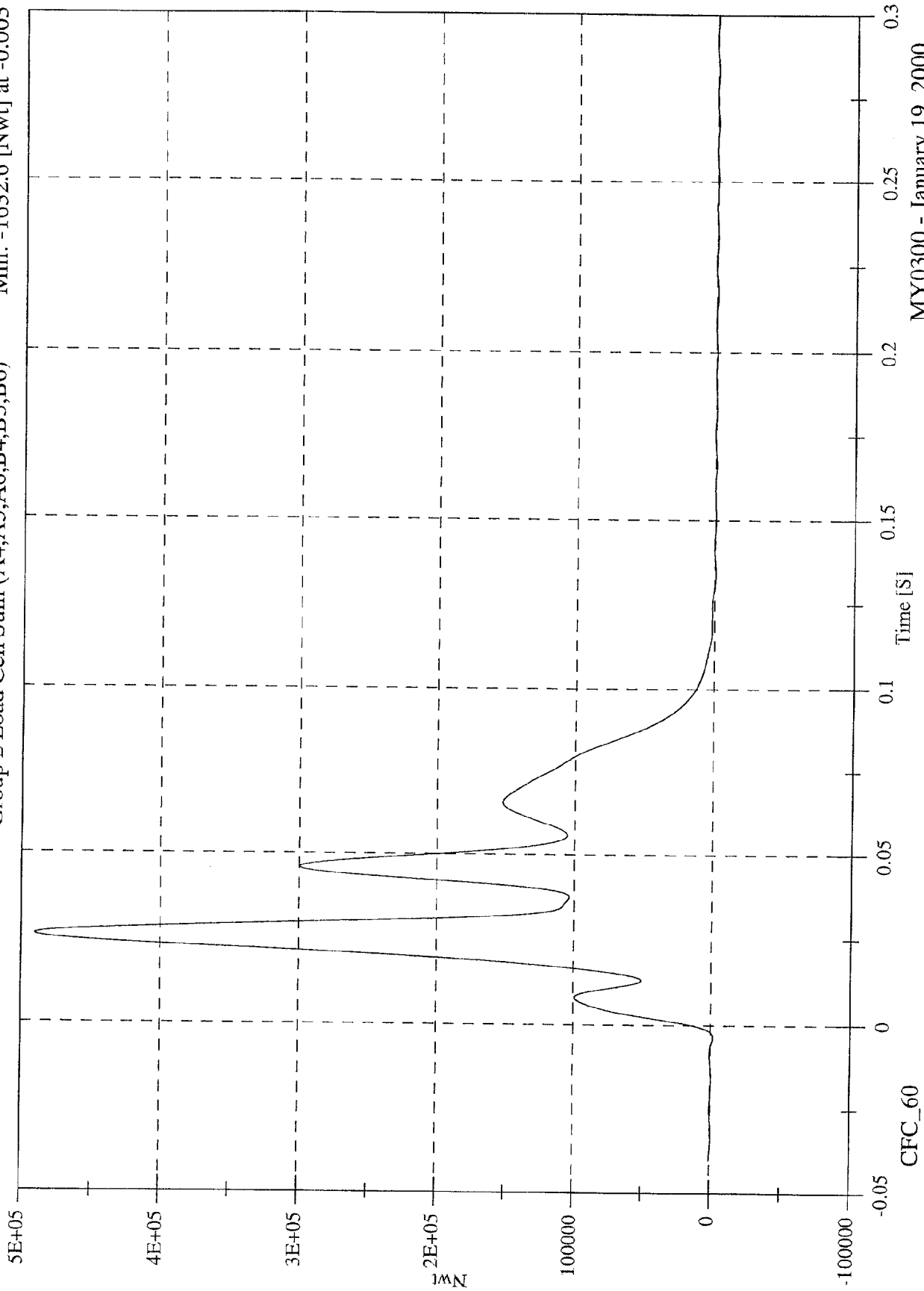


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

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

Max: 490032.6 [Nwt] at 0.026 [S]
Min: -1632.6 [Nwt] at -0.003 [S]



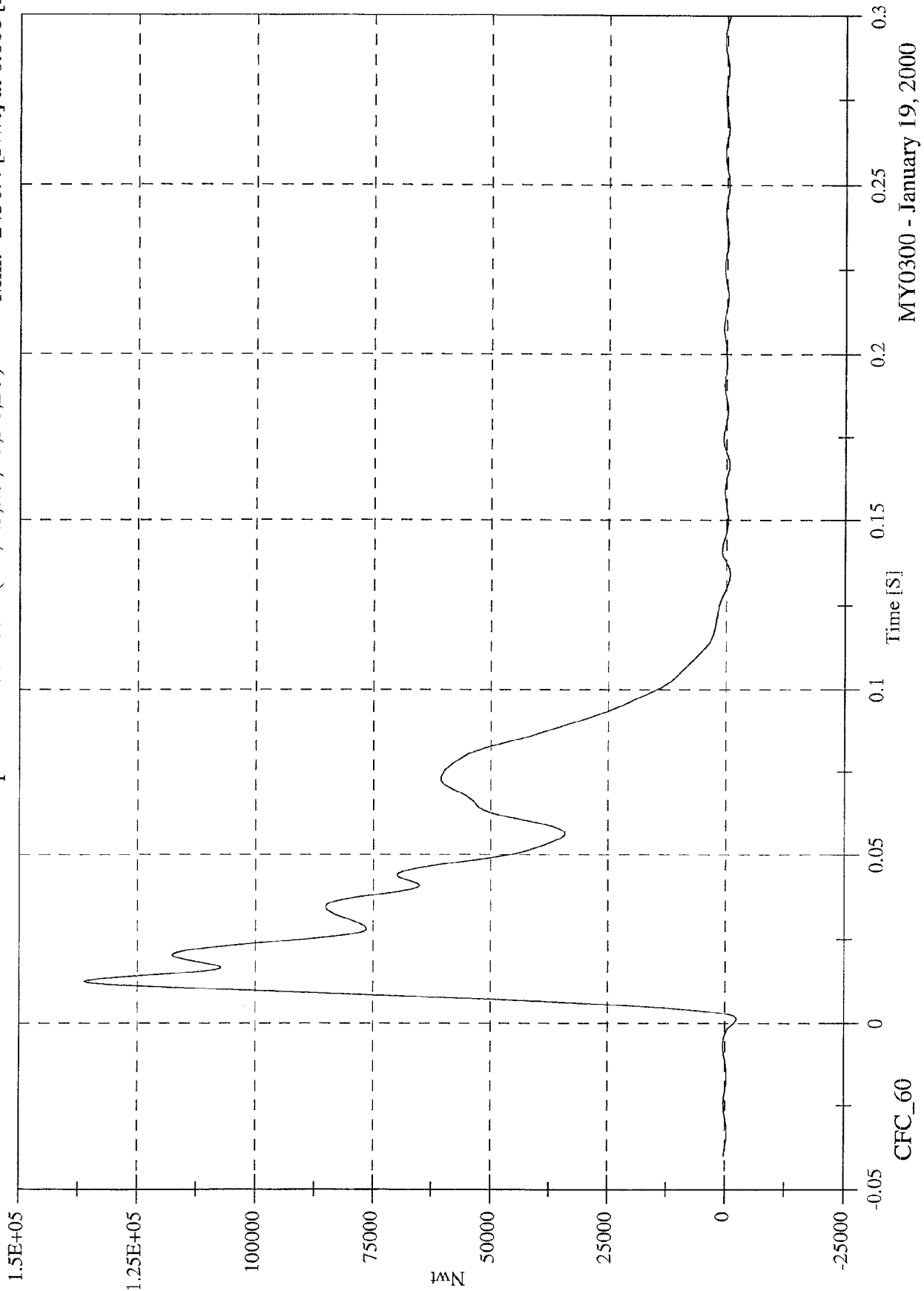
MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

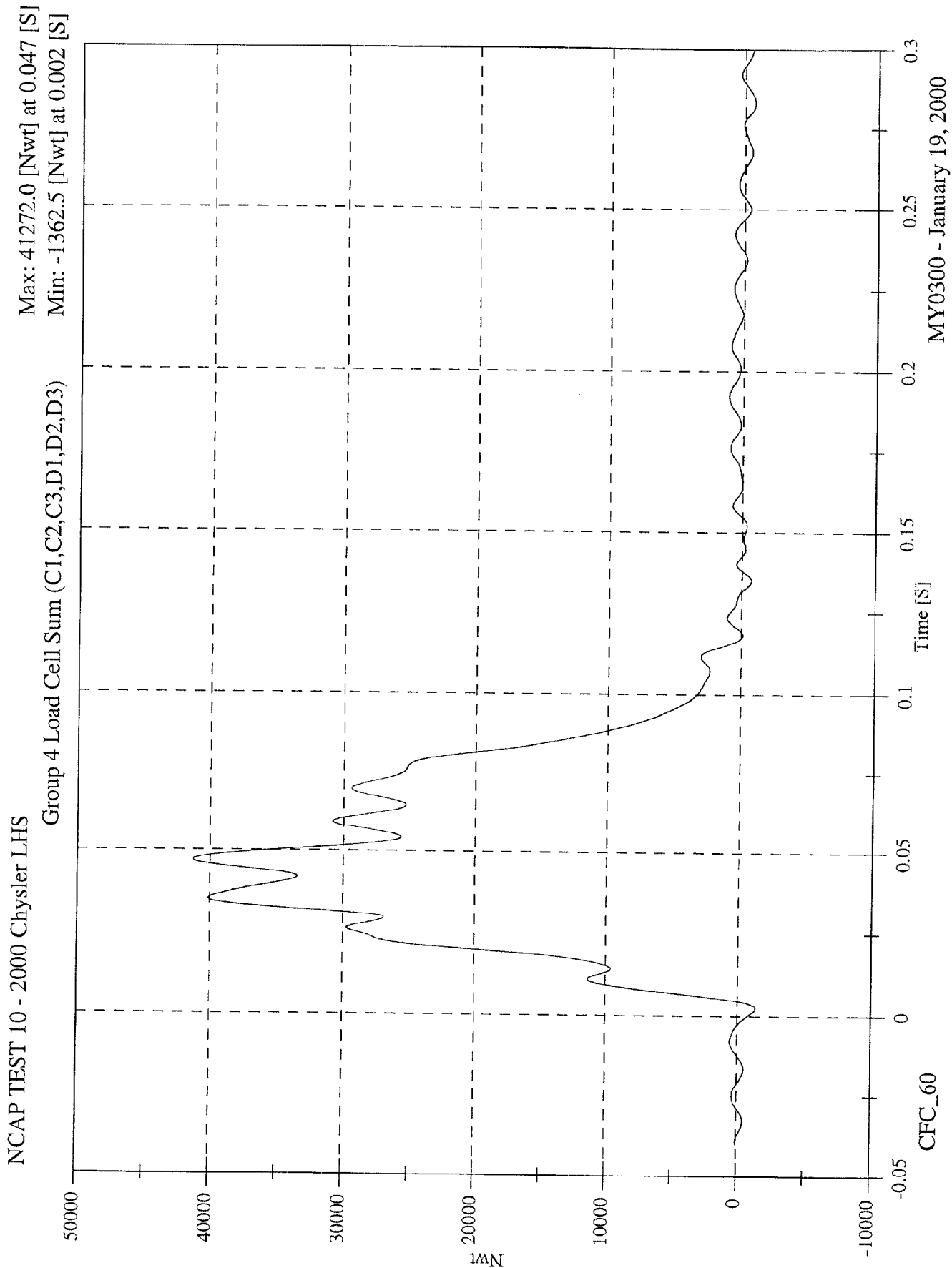
Group 3 Load Cell Sum (A7,A8,A9,B7,B8,B9)

Max: 136200.8 [Nwt] at 0.013 [S]

Min: -2450.4 [Nwt] at 0.001 [S]



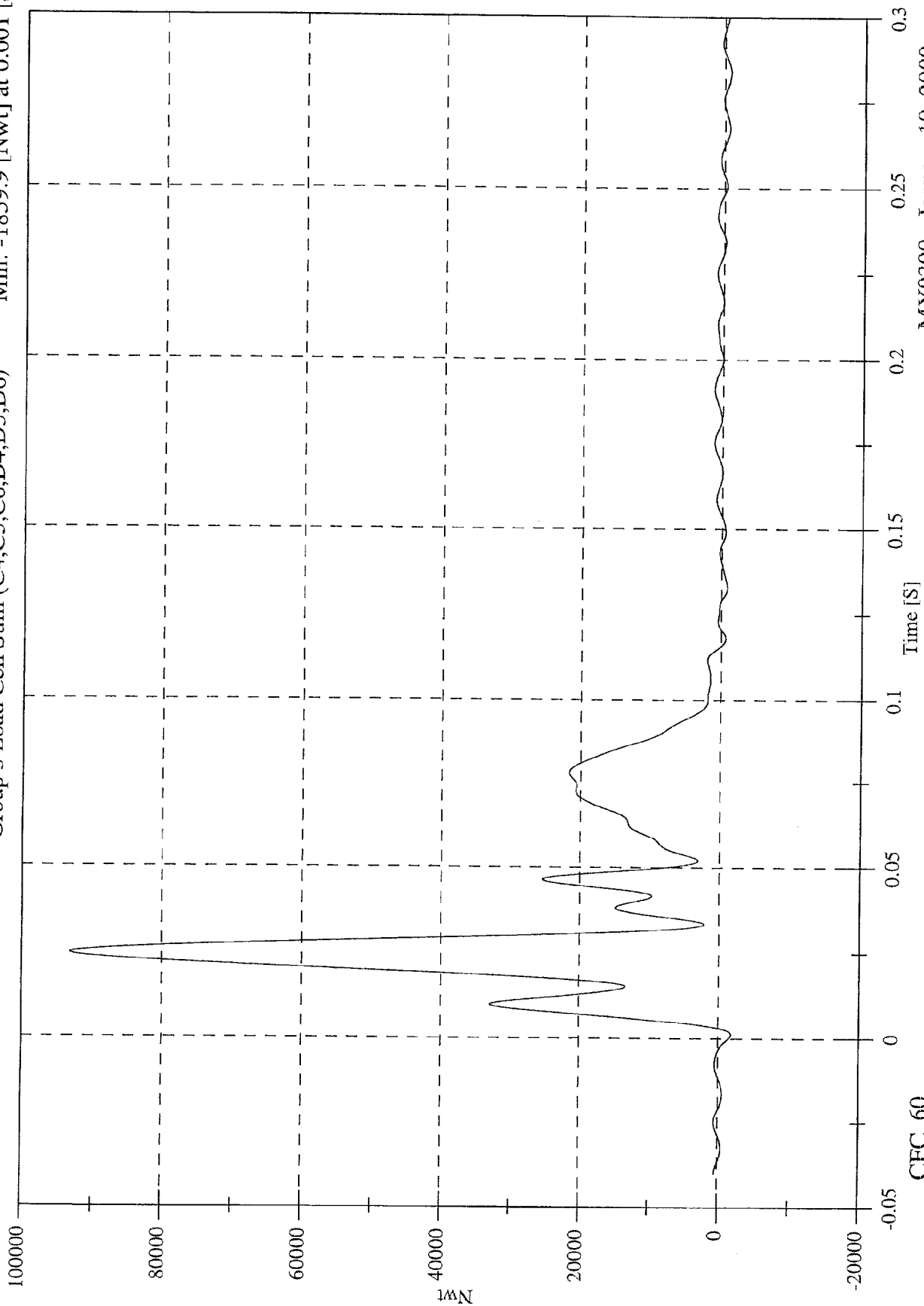
MY0300 - January 19, 2000



NCAP TEST 10 - 2000 Chrysler LHS

Max: 93088.0 [Nwt] at 0.025 [S]
 Min: -1859.9 [Nwt] at 0.001 [S]

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

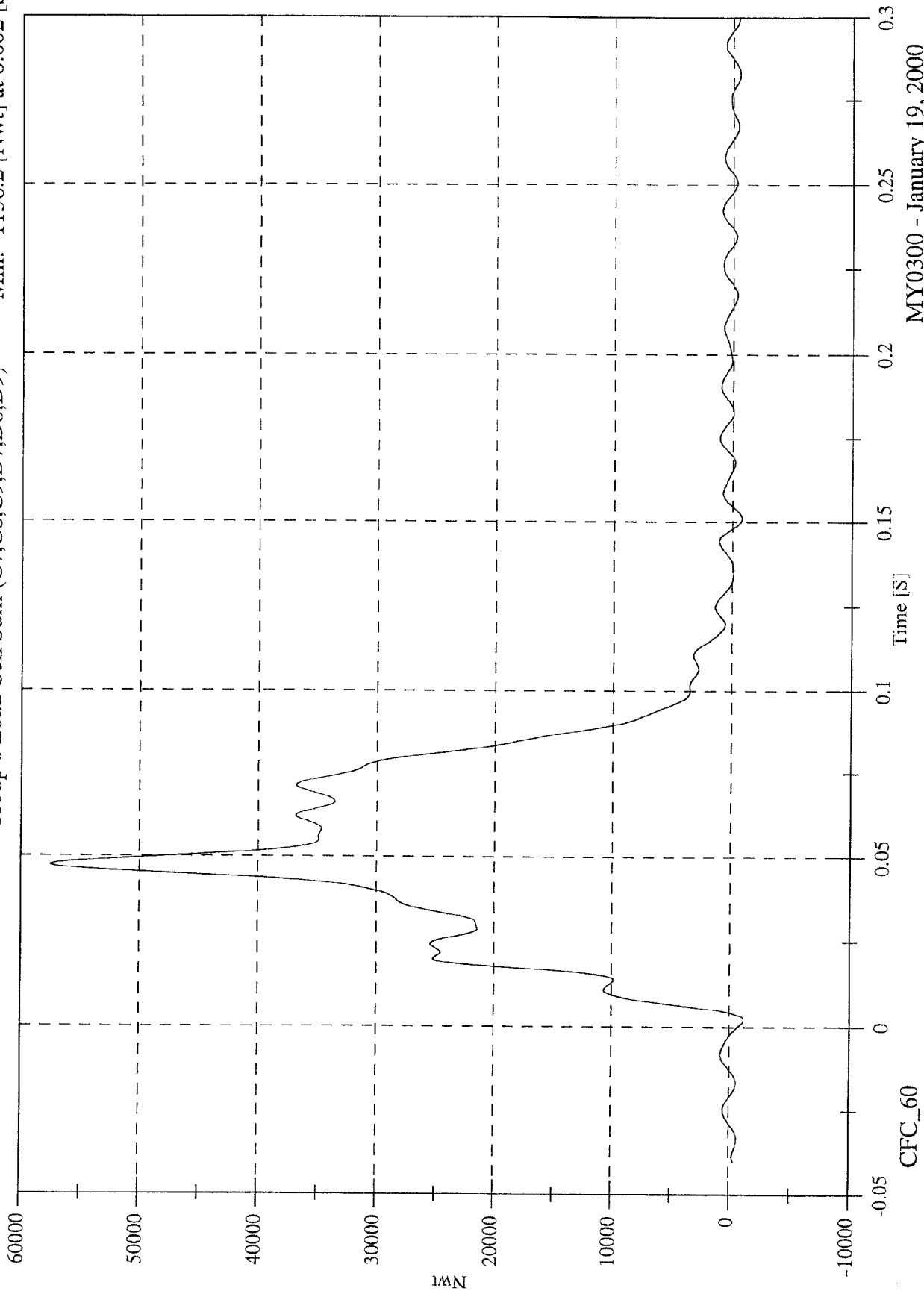


MY0300 - January 19, 2000

NCAP TEST 10 - 2000 Chrysler LHS

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

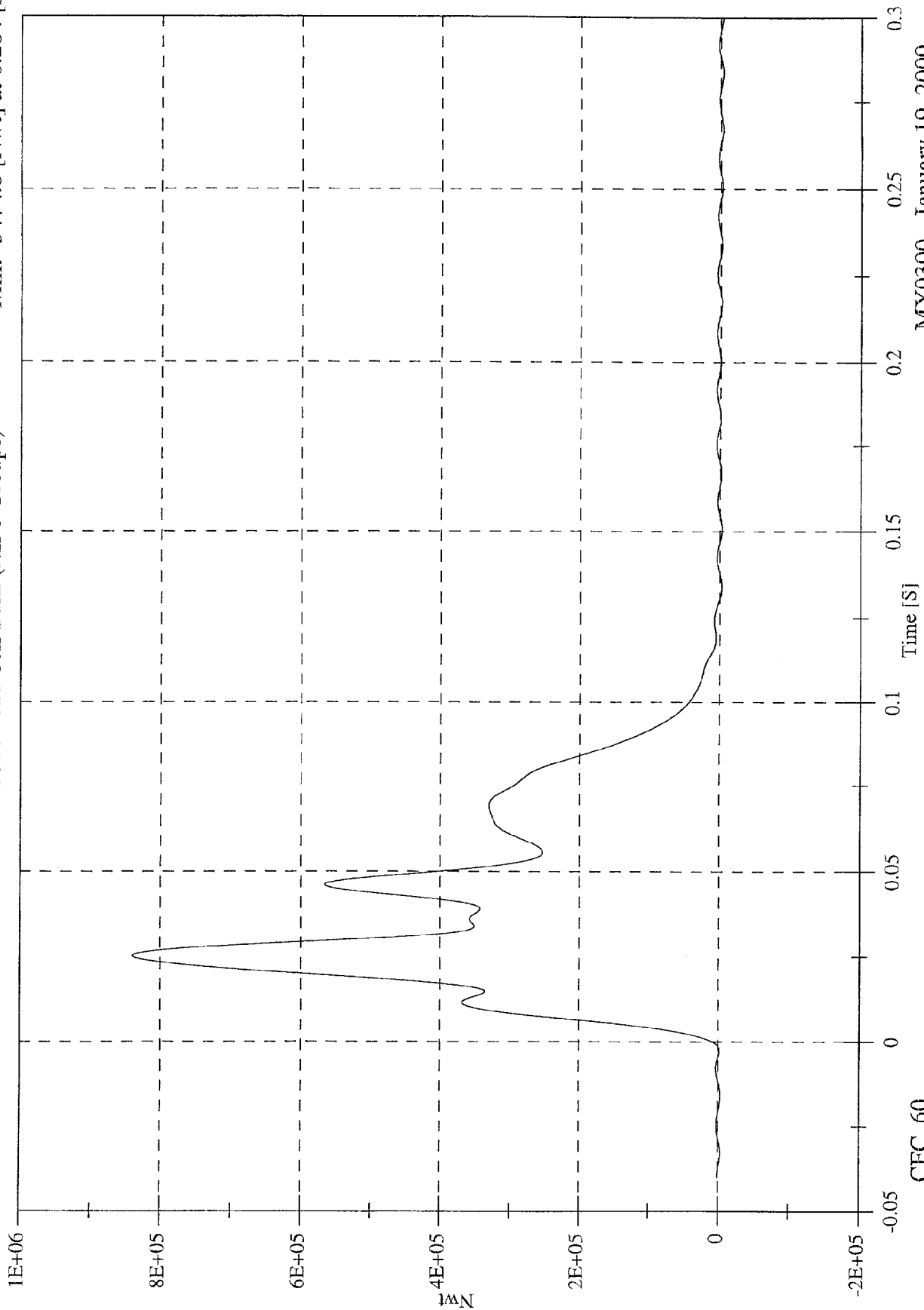
Max: 57489.8 [Nwt] at 0.047 [S]
Min: -1156.2 [Nwt] at 0.002 [S]



NCAP TEST 10 - 2000 Chrysler LHS

Max: 840056.7 [Nwt] at 0.025 [S]
 Min: -3474.8 [Nwt] at 0.284 [S]

Total Load Cell Sum (All 6 Groups)



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:

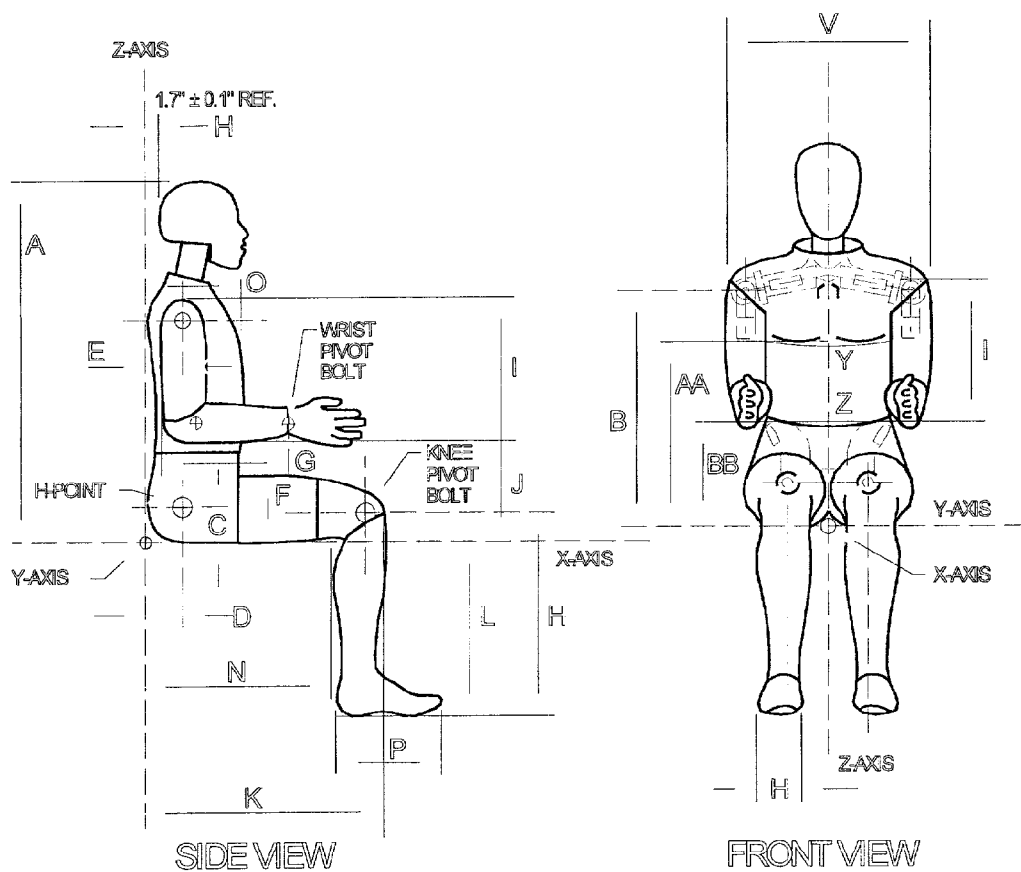
<u>Position No./Location</u>	<u>Serial No.</u>	<u>Completion Date</u>
#1/Driver	150	1/14/00
#2/Right Front Passenger	245	1/14/00

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 150
Sequential Test Number 1
Date 1/11/00
Workfile 150100.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71
Relative Humidity	10% - 70%	32
Peak Resultant Acceleration	225-275 G's	235.2
Peak Lateral Acceleration	15 G's Max	7.8
Is Acceleration Curve Unimodal?	YES	Yes

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	150	
Sequential Test Number	1	
Date	1/11/00	6 Axis Neck Transducer
Workfile	150100.nfx	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71
Relative Humidity		10% - 70%	31
Impact Velocity		22.60 - 23.40 Ft/s	22.70
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	23.14
	20 ms	17.60 - 22.60 G's	20.62
	30 ms	12.50 - 18.50 G's	15.09
Max Pendulum G's Above 30 ms		29 G's Max	15.09
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	40.38
D Plane Rotation	Max	64 - 78 Deg	77.42
	Time	57 - 64 ms	57.88
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	78.47
	Time	47 - 58 ms	53.25
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	126.38
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	102.75

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number 150
Sequential Test Number 1
Date 1/11/00
Workfile 150100.nex

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71
Relative Humidity		10% - 70%	32
Impact Velocity		19.50 - 20.30 Ft/s	19.68
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	20.33
	20 ms	14.00 - 19.00 G's	17.45
	30 ms	11.00 - 16.00 G's	14.40
Max Pendulum G's Above 30 ms		22 G's Max	14.40
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	39.75
D Plane Rotation	Max	81 - 106 Deg	105.25
	Time	72 - 82 ms	74.88
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-60.04
	Time	65 - 79 ms	71.00
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	154.25
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	146.88

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 150
Sequential Test Number 1
Date 1/11/00
Workfile 150100.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	71
Relative Humidity	10% - 70%	32
Pendulum Velocity	21.6 - 22.4 Ft/s	21.64
Maximum Deflection	2.50 - 2.86 in	2.52
Maximum Resistive Force	1160 - 1325 Lbs	1210.95
Internal Hysteresis	69 - 85 %	73.5

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 150
Sequential Test Number 1
Date 1/14/00
Workfile 150100

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	71
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1095
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	1161

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 150
Sequential Test Number 1
Date 1/10/00

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			71
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	34.0
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	5.7
Buttock Knee Length	K	22.8 - 23.8 in	23.4
Buttock Popliteal Length	N	17.8 - 18.8 in	18.5
Popliteal Height	L	16.9 - 17.9 in	17.8
Knee Pivot Height	M	19.1 - 19.7 in	19.6
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	3.7
Shoulder Breadth	V	16.6 - 17.2 in	16.9
Shoulder Pivot Height	B	19.9 - 20.5 in	20.2
Elbow Rest Height	J	7.5 - 8.3 in	8.1
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.2
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.5

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
HEAD DROP TEST

Dummy Serial Number 245
Sequential Test Number 1
Date 1/04/00
Workfile 245100.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71
Relative Humidity	10% - 70%	33
Peak Resultant Acceleration	225-275 G's	271.2
Peak Lateral Acceleration	15 G's Max	11.3
Is Acceleration Curve Unimodal?	YES	yes

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number 245
Sequential Test Number 1
Date 1/11/00
Workfile 245100.nfx

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71
Relative Humidity		10% - 70%	33
Impact Velocity		22.60 - 23.40 Ft/s	22.80
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	23.21
	20 ms	17.60 - 22.60 G's	19.58
	30 ms	12.50 - 18.50 G's	15.78
Max Pendulum G's Above 30 ms		29 G's Max	15.78
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	40.50
D Plane Rotation	Max	64 - 78 Deg	69.79
	Time	57 - 64 ms	63.75
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	69.40
	Time	47 - 58 ms	53.50
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	121.38
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	104.50

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number 245
Sequential Test Number 1
Date 1/11/00
Workfile 245100.nex

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	33
Impact Velocity		19.50 - 20.30 Ft/s	19.59
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	19.42
	20 ms	14.00 - 19.00 G's	17.29
	30 ms	11.00 - 16.00 G's	15.04
Max Pendulum G's Above 30 ms		22 G's Max	15.04
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	41.75
D Plane Rotation	Max	81 - 106 Deg	93.02
	Time	72 - 82 ms	76.25
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-42.10
	Time	65 - 79 ms	65.38
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	151.88
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	139.50

Remarks:

Laboratory Technician: B. Swiccicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 245
Sequential Test Number 1
Date 1/11/00
Workfile 245100.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70
Relative Humidity	10% - 70%	31
Pendulum Velocity	21.6 - 22.4 Ft/s	21.67
Maximum Deflection	2.50 - 2.86 in	2.64
Maximum Resistive Force	1160 - 1325 Lbs	1169.04
Internal Hysteresis	69 - 85 %	72.3

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 245
Sequential Test Number 1
Date 1/14/00
Workfile 245100

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	71
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1147
RIGHT KNEE		
Temperature	66 - 78 Deg F	71
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1150

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 245
Sequential Test Number 1
Date 1/10/00

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			71
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	39.0
Waist Circumference	Z	32.9 - 34.1 in	33.7
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	34.9
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.4
Buttock Popliteal Length	N	17.8 - 18.8 in	18.3
Popliteal Height	L	16.9 - 17.9 in	17.5
Knee Pivot Height	M	19.1 - 19.7 in	19.2
Foot Length	P	9.9 - 10.5 in	10.2
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	20.2
Elbow Rest Height	J	7.5 - 8.3 in	8.0
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.2
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 150)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-AF5P8	11/8/99	5/8/00
	Y	ENDEVCO	AC-C14948	11/8/99	5/8/00
	Z	ENDEVCO	AC-AH5F3	11/8/99	5/8/00
Head	X (R)	ENDEVCO	AC-J31021	10/11/99	4/11/00
	Y (R)	ENDEVCO	AC-J31066	10/7/99	4/7/00
	Z (R)	ENDEVCO	AC-J31022	10/11/99	4/11/00
Neck Load Cell	X	DENTON	LC-269Fx	11/11/99	5/11/00
	Y	DENTON	LC-269Fy	11/11/99	5/11/00
	Z	DENTON	LC-269Fz	11/11/99	5/11/00
Neck Moment	X	DENTON	LC-269Mx	11/11/99	5/11/00
	Y	DENTON	LC-269My	11/11/99	5/11/00
	Z	DENTON	LC-269Mz	11/11/99	5/11/00
Chest	X	ENDEVCO	AC-ADL50	11/8/99	5/8/00
	Y	ENDEVCO	AC-AC2P5	11/8/99	5/8/00
	Z	ENDEVCO	AC-AL6C8	11/8/99	5/8/00
Chest	X (R)	ENDEVCO	AC-J32098	10/7/99	4/7/00
	Y (R)	ENDEVCO	AC-J32383	10/7/99	4/7/00
	Z (R)	ENDEVCO	AC-J32186	10/7/99	4/7/00
Chest Deflection Gauge		SERVO	DS-150	11/23/99	4/7/00
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-C15018	11/8/99	5/8/00
	Y	ENDEVCO	AC-C14883	11/8/99	5/8/00
	Z	ENDEVCO	AC-C14972	11/8/99	5/8/00

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

(6 Month Calibration Minimum)

DRIVER DUMMY (S/N 150)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-951	10/20/99	4/20/00
Right Femur Load Cell		GSE	LC-551	10/20/99	4/20/00
Left Upper Tibia	Mx	DENTON	LC-045Mx	9/16/99	3/16/00
	My	DENTON	LC-045My	9/16/99	3/16/00
Left Lower Tibia	Fz	DENTON	LC-125Fz	9/16/99	3/16/00
	Mx	DENTON	LC-125Mx	9/16/99	3/16/00
	My	DENTON	LC-125My	9/16/99	3/16/00
Right Upper Tibia	Mx	DENTON	LC-038Mx	9/16/99	3/16/00
	My	DENTON	LC-038My	9/16/99	3/16/00
Right Lower Tibia	Fz	DENTON	LC-124Fz	9/16/99	3/16/00
	Mx	DENTON	LC-124Mx	9/16/99	3/16/00
	My	DENTON	LC-124My	9/16/99	3/16/00
Left Foot Rear	X	ENDEVCO	AC-J32176	10/11/99	4/11/00
	Z	ENDEVCO	AC-J31042	10/11/99	4/11/00
Left Foot Front	Z	ENDEVCO	AC-J31009	10/11/99	4/11/00
Right Foot Rear	X	ENDEVCO	AC-J31050	10/11/99	4/11/00
	Z	ENDEVCO	AC-J31060	10/11/99	4/11/00
Right Foot Front	Z	ENDEVCO	AC-J32143	10/11/99	4/11/00
Lap Belt Load Cells		LEBOW	LC-706	10/19/99	4/19/00
Shoulder Belt Load Cells		LEBOW	LC-707	10/19/99	4/19/00
Spool-Out Potentiometer		MAGNETEK	DS-M6	12/20/99	6/20/00
Belt Stretch Transducer		CAL	DS-E5	8/24/99	2/24/00

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 245)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-A57G	9/27/99	3/27/00
	Y	ENDEVCO	AC-AGHF5	9/27/99	3/27/00
	Z	ENDEVCO	AC-AL6K2	9/27/99	3/27/00
Head	X (R)	ENDEVCO	AC-J31058	10/7/99	4/7/00
	Y (R)	ENDEVCO	AC-J31010	10/7/99	4/7/00
	Z (R)	ENDEVCO	AC-J31034	10/7/99	4/7/00
Neck Load Cell	X	DENTON	LC-076Fx	8/6/99	2/6/00
	Y	DENTON	LC-076Fy	8/6/99	2/6/00
	Z	DENTON	LC-076Fz	8/6/99	2/6/00
Neck Moment	X	DENTON	LC-076Mx	8/6/99	2/6/00
	Y	DENTON	LC-076My	8/6/99	2/6/00
	Z	DENTON	LC-076Mz	8/6/99	2/6/00
Chest	X	ENDEVCO	AC-FB32L	9/27/99	3/27/00
	Y	ENDEVCO	AC-AE8W7	9/27/99	3/27/00
	Z	ENDEVCO	AC-AL508	9/27/99	3/27/00
Chest	X (R)	ENDEVCO	AC-P13331	10/5/99	4/5/00
	Y (R)	ENDEVCO	AC-P13356	10/5/99	4/5/00
	Z (R)	ENDEVCO	AC-P13323	10/5/99	4/5/00
Chest Deflection Gauge		SERVO	DS-245	11/23/99	5/23/00
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-C14953	9/27/99	3/27/00
	Y	ENDEVCO	AC-C14966	9/27/99	3/27/00
	Z	ENDEVCO	AC-C14968	9/27/99	3/27/00

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 245)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-723	10/20/99	4/20/00
Right Femur Load Cell		GSE	LC-419	10/20/99	4/20/00
Left Upper Tibia	Mx	DENTON	LC-016Mx	9/16/99	3/16/00
	My	DENTON	LC-016My	9/16/99	3/16/00
Left Lower Tibia	Fz	DENTON	LC-123Fz	9/16/99	3/16/00
	Mx	DENTON	LC-123Mx	9/16/99	3/16/00
	My	DENTON	LC-123My	9/16/99	3/16/00
Right Upper Tibia	Mx	DENTON	LC-023Mx	10/12/99	4/12/00
	My	DENTON	LC-023My	10/12/99	4/12/00
Right Lower Tibia	Fz	DENTON	LC-111Fz	10/12/99	4/12/00
	Mx	DENTON	LC-111Mx	10/12/99	4/12/00
	My	DENTON	LC-111My	10/12/99	4/12/00
Left Foot Rear	X	ENDEVCO	AC-J32184	10/11/99	4/11/00
	Z	ENDEVCO	AC-J31011	10/11/99	4/11/00
Left Foot Front	Z	ENDEVCO	AC-J32185	10/11/99	4/11/00
Right Foot Rear	X	ENDEVCO	AC-J31101	10/11/99	4/11/00
	Z	ENDEVCO	AC-J31020	10/11/99	4/11/00
Right Foot Front	Z	ENDEVCO	AC-J31059	10/11/99	4/11/00
Lap Belt Load Cells		LEBOW	LC-711	10/19/99	4/19/00
Shoulder Belt Load Cells		LEBOW	LC-712	10/19/99	4/19/00
Spool-Out Potentiometer		MAGNETEK	DS-M8	12/20/99	6/20/00
Belt Stretch Transducer		CAL	DS-E6	8/24/99	2/24/00

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS

(6 Month Calibration Minimum)

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember	ICS	AC-D82	9/15/99	3/15/00
Right Rear Seat Crossmember	ICS	AC-D80	12/7/99	6/7/00
Top of Engine	ENDEVCO	AC-AY60	9/14/99	3/14/00
Bottom of Engine	ICS	AC-Y141	9/15/99	3/15/00
Right Disc Brake Caliper	ICS	AC-D55	11/23/99	5/23/00
Instrument Panel	ENTRAN	AC-Z02	12/6/99	6/6/00
Left Disc Brake Caliper	ICS	AC-D75	9/14/99	3/14/00
Left Seat Rear Crossmember (R)	ICS	AC-D31	9/14/99	3/14/00
Right Seat Rear Crossmember (R)	ICS	AC-X86	9/2/99	3/2/00