

Report Number: 208S-TRC-00-002

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Vehicle Safety Compliance Testing for FMVSS 208
for Occupant Crash Protection
Sled Test

DaimlerChrysler Corporation
2000 Dodge Intrepid
NHTSA Number: CY0304
TRC Test Number: 000309S

Transportation Research Center Inc.
10820 State Route 347
East Liberty, OH 43319



Test Date: March 9, 2000
Report Date: March 22, 2000

Final Report

Prepared For:
U. S. Department of Transportation
National Highway Traffic Safety Administration
Safety Assurance
Office of Vehicle Safety Compliance (NSA-30)
400 Seventh Street, S.W., Room No. 6115
Washington, DC 20590

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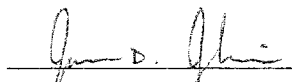
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16. Abstract An FMVSS 208 Section 13 compliance sled test was conducted on a 2000 Dodge Intrepid, NHTSA No. CY0304, in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP208S-01 for the determination of FMVSS 208 compliance. Possible test failures identified were as follows: None			
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Purpose

This Federal Motor Vehicle safety Standard (FMVSS) 208 compliance sled test is part of the FMVSS compliance test program conducted for the National Highway Traffic Safety Administration (NHTSA) by the Transportation Research Center Inc. (TRC) under Contract No. DTNH22-98-D-01055. The purpose of this test was to determine if the subject vehicle, a 2000 Dodge Intrepid, NHTSA No. CY0304, meets the performance requirements of FMVSS 208, "Occupant Crash Protection," in the impact simulation sled test mode.

Test Procedure

This test was conducted in accordance with NHTSA's Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure No. TP-208S-01, dated January 15, 1998. Data was obtained relative to FMVSS 208, "Occupant Crash Protection," performance.

The sled test vehicle was instrumented with six (6) accelerometers to measure longitudinal axis accelerations.

The sled test vehicle contained two (2) Part 572 E 50th percentile adult male anthropomorphic test devices (dummies). The dummies were positioned in the front outboard designated seating positions according to the dummy placement procedure specified in Appendix B of the Laboratory Test Procedure. The dummies were not restrained by seat belts.

Both dummies were instrumented with head and chest accelerometers to measure longitudinal, lateral, and vertical accelerations; chest deflection potentiometers; left and right femur load cells to measure axial forces; and upper neck load cells to measure longitudinal, lateral, and vertical forces and moments.

The forty (40) data channels were digitally sampled at 12,500 samples per second and processed per Sections 11.7 through 11.9 of the Laboratory Test Procedure.

The sled test event was recorded by one (1) real-time motion picture camera and six (6) high-speed motion picture cameras. The pre-test and post-test conditions were recorded by one (1) real-time motion picture camera.

Test Results Summary

This FMVSS 208 compliance sled test was conducted at TRC on March 9, 2000.

The test vehicle, a 2000 Dodge Intrepid, NHTSA No. CY0304, does appear to comply with the performance requirements of FMVSS 208 in the impact simulation sled test mode as measured by Hybrid III 50th percentile male dummies.

	FMVSS 208 Max. Allowable Injury Assessment Values	Driver	Passenger
HIC	1000	178	167
Chest g	60 g	38.1	42.7
Chest Displacement	3 inches	1.3	0.6
Left Femur	2250 lb	1170	1318
Right Femur	2250 lb	1553	1478
Neck Extension	57 Nm	7.1	19.7
Neck Flexion	190 Nm	48.4	53.1
Neck Tension	3300 N	927	788
Neck Compression	4000 N	774	756
Neck Shear	3100 N	804	1130

The subject vehicle, a 2000 Dodge Intrepid, NHTSA No. CY0304, appears to meet the other FMVSS 208 requirements for which it was tested. These results are shown in the data sheets that are included in this report.

The sled test vehicle was equipped with air bags at the driver and passenger seating positions. The dummies were not restrained by seat belts. The sled carriage was accelerated to 17.9 g with an integrated velocity change of 30.0 mph. The air bags were triggered at 20.2 milliseconds after 0.5 g acceleration was measured by the firing circuit. Following subsequent digital data processing and filtering the acceleration signal to Channel Class 60, the air bag event trigger signal was 21.7 ms after the 0.5 g acceleration level was indicated.

Data Acquisition Explanations

The measured velocity, SLDXV, from the light trap vane attached to the sled has recorded an anomaly in the peak acceleration, believed to be caused by a seam in the velocity vane.

Sled Test Summary

NHTSA number: CY0304
Test type: FMVSS 208 Compliance Sled Test
Test date: 03/09/00
Test time: 17:30
Ambient temperature at impact area: 70° F
Vehicle year/make/ model/body style: 2000/Dodge/Intrepid/4-Door Coupe

<u>Dummy Info:</u>	<u>Driver #230</u>	<u>Passenger #339</u>
Type:	Part 572 E	Part 572 E
Location:	Left front	Right front
Restraint:	Airbag	Airbag
Number of data channels:	15	15

Number of Cameras:

Real-time:	1
High-speed:	6

Door Opening Data:

Left Front:	Normal
Right Front:	Normal

Front Seat Data:

Seat track failure:	No apparent failure	No apparent failure
Seat back failure:	No apparent failure	No apparent failure

Visible Dummy Contact Points:

Head:	Airbag, sun visor/ headliner, and headrest	Airbag, sun visor/ headliner, and headrest
Chest:	Airbag	Airbag
Left knee:	Knee bolster	Knee bolster/Glove box
Right knee:	Knee bolster	Knee bolster/Glove box

General Test and Vehicle Parameter Data for the Sled Test Vehicle

Test Vehicle Information:

Vehicle year/make/
model/body style: 2000/Dodge/Intrepid/4-Door Coupe
Color: Dark Garnet Red Pearl Coat
VIN: 2B3HD46R5YH213992
NHTSA number: CY0304
Engine data:
Placement: Inline
Cylinders: 6
Displacement: 2.7 liters
Transmission data: 4 speed, manual, X automatic, overdrive
Final drive: X fwd, rwd, 4wd
Date vehicle received: 12/20/99
Odometer reading: 28
Dealer's name and address: Nelson Auto Group
1751 South Main Street
Bellefontaine, OH 43311-1997

Major Options:

Power steering	Yes	Other: 4 wheel disc brakes, speed control, power mirrors
Power brakes	Yes	
Power windows	Yes	
Air conditioning	Yes	
Power door locks	Yes	

Remarks: None

General Test and Vehicle Parameter Data for the Sled Test Vehicle, Cont'd.

Data from Vehicle's Certification Label:

Vehicle manufactured by: DaimlerChrysler Corporation
Date of manufacture: 11/99
VIN: 2B3HD46R5YH213992
GVWR: 4575 lbs
GAWR: Front: 2583 lbs
Rear: 2042 lbs

Data from Vehicle's Tire Placard:

Tire pressure with maximum capacity vehicle load:

Front: 32 psi

Rear: 32 psi

Recommended tire size: P225/60R16 97T

Load range: 1609 lbs

Recommended cold tire pressure:

Front: 32 psi

Rear: 32 psi

Size of tires on vehicle:

Spare tire: T135/80D16 Compact

Vehicle capacity data:

Type of front seats: Bucket

Number of occupants:

Front 2

Rear 3

Total 5

Remarks: None

General Test and Vehicle Parameter Data for the Sled Test Vehicle, Cont'd.

Weight of test vehicle as received (with maximum fluids):

Right front	1090	lbs	Right rear	640	lbs
Left front	1060	lbs	Left rear	610	lbs
Total front weight	2150	lbs	(63% of total vehicle weight)		
Total rear weight	1250	lbs	(37% of total vehicle weight)		
Total delivered weight	3400	lbs			

Calculation of test vehicle's target test weight:

RCLW = Rated Cargo and Luggage Weight

UDW = Unloaded Delivered Weight (3400 lbs)

DSC = Designated Seating Capacity (5)

RCLW = 115 lbs

Target test weight = UDW + RCLW + (Number of Hybrid III dummies x 167 lbs per dummy)

Target test weight = 3400 + 115 + 334 = 3849 lbs

Weight of test vehicle with two dummies and 300 lbs of cargo weight:

Right front	1140	lbs	Right rear	763	lbs
Left front	1184	lbs	Left rear	762	lbs
Total front weight	2324	lbs	(60% of total vehicle weight)		
Total rear weight	1525	lbs	(40% of total vehicle weight)		
Total test weight	3849	lbs			

Remarks:

Weight of ballast secured in vehicle cargo area: None

Components removed to meet target test weight: None

General Test and Vehicle Parameter Data for the Sled Test Vehicle, Cont'd.

Test Vehicle Attitude:

As delivered door sill angle: 0.5° Nose down

As tested door sill angle: 0.3° Nose down

Fully loaded door sill angle: 0.0°

Vehicle Wheelbase: 113 inches

Fuel System Data:

Fuel system capacity from owner's manual: 17 gallons

Useable capacity figure furnished by COTR: 17 gallons

Remarks: Roll angle measurements are within 1 inch. Left side measurement was 29.9 inches. Right side measurement was 29.8 inches.

Post-Impact Data

Test number: 000309S
NHTSA number: CY0304
Test date: 03/09/00
Test time: 17:30
Test type: FMVSS 208 Compliance Sled Test
Impact angle: 0°
Ambient temperature
at impact area: 70° F
Temperature in
occupant compartment: 70° F

Sled carriage velocity:

Integrated velocity from the integration of the entire sled acceleration: 30.0 mph
Measured velocity from the light trap device attached to the sled (backup)¹: 30.6 mph
Specified integrated velocity range: 28 to 30 mph

Sled carriage acceleration:

Acceleration: 17.9 g
Specified acceleration range: 16.0 g - 18.2 g

Sled carriage acceleration duration:

Time from T-0(-0.5 g) to 0.0 g: 125.0 msec
Specified acceleration duration: 120.0 - 130.0 msec

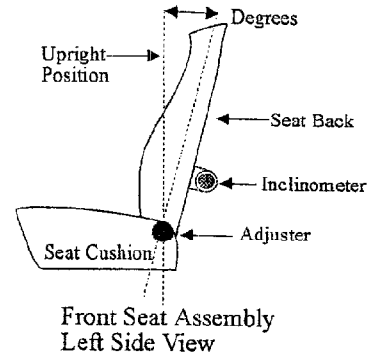
The sled acceleration curve was within the specified corridor.

¹ See Data Acquisition Explanations page 4.

Seat and Steering Column Positioning Data

Vehicle: 2000 Dodge/Intrepid

NHTSA No.: CY0304



Nominal Design Riding Position:

Driver Seat: Seat Back Angle = 76.8° (measurement taken from head restrain post)
Passenger Seat: Seat Back Angle = 76.7° (measurement taken from head restraint post)

Seat Fore and Aft Positions:

Driver Seat: The seat track was positioned with no offset between the upper and lower seat tracks.
Passenger: The seat track was positioned with no offset between the upper and lower seat tracks.

Steering Column Adjustments:

The steering column was set two notches down from the top position.

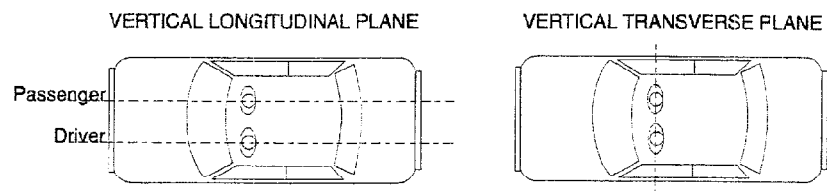
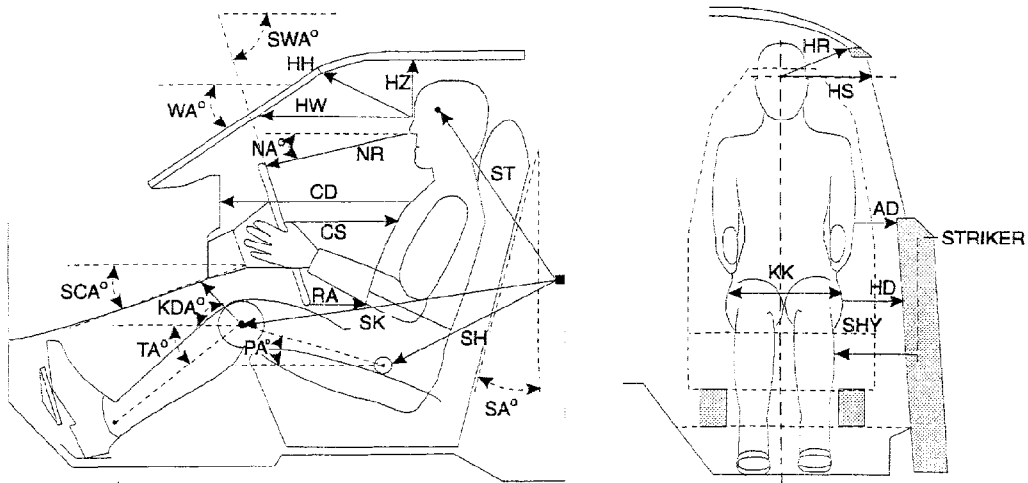
Dummy Measurement Data for Front Seat Occupants

Designation	Type of Measurement	Driver (Serial #230)	Passenger (Serial #339)
WA	Windshield angle	22.9°	N/A
SWA	Steering wheel angle	20.4°	N/A
SCA	Steering column angle	20.0°	N/A
SA	Seat back angle	76.8°	76.7°
HZ	Head to roof	7.1 in	7.0 in
HH	Head to header	14.8 in	14.3 in
HW	Head to windshield	26.6 in	27.8 in
HR	Head to side header	7.0 in	8.1 in
NR	Nose to rim	16.3 in	N/A
NA	Nose to rim angle	11.0°	N/A
CD	Chest to dash	21.9 in	22.2 in
CS	Steering wheel to chest	13.0 in	N/A
RA	Rim to abdomen	8.6 in	N/A
KDL	Left knee to dash	7.3 in	7.1 in
KDR	Right knee to dash	7.6 in	6.8 in
KDA	Outboard knee to dash angle	22.0°	25.0°
PA	Pelvic angle	24.8°	23.9°
TA	Tibial angle	37.2°	44.5°
KK	Knee to knee	11.6 in	10.6 in
ST ¹	Striker to head	19.9 in	20.7 in
	Striker to head angle	83.6°	86.9°
SK ¹	Striker to knee	22.1 in	21.0 in
	Striker to knee angle	-0.8°	4.5°
SH ¹	Striker to H-point	8.8 in	8.5 in
	Striker to H-point angle	29.6°	29.6°
SHY	Striker to H-point (Y dir.)	10.5 in	9.5 in
HS	Head to side window	11.9 in	12.0 in
HD	H-point to door	5.9 in	5.5 in
AD	Arm to door	5.6 in	5.7 in

The seat back angle (SA°) is measured relative to vertical, all other angles are measured relative to horizontal.

¹ A negative angle indicates the measurement point was located below the striker.

Dummy Measurement Locations for Front Seat Occupants



Descriptions of Dummy Measurements

When a level is to be used, it is to ensure that the line containing the two points described is either parallel or perpendicular to the ground. If a measurement to be made is less than 10 inches ignore the directions to use a level and approximate a level measurement. Also, when a measurement is to be taken to or from the center of a bolt on the dummy, take the measurement from the center of the bolt hole if the bolt is recessed.

The following measurements are to be made within a vertical longitudinal plane.

- * HH Head to Header, taken from the point where the dummy's nose meets his forehead (between his eyes) to the furthest point forward on the header.
- * HW Head to Windshield, taken from the point where the dummy's nose meets his forehead (between his eyes) to a point on the windshield. Use a level.
- HZ Head to Roof, taken from the point where the dummy's nose meets his forehead (between his eyes) to the point on the roof directly above it. Use a level.
- * CS Steering Wheel to Chest, taken from the center of the steering wheel hub to the dummy's chest. Use a level.
- * CD Chest to Dash, place a tape measure on the tip of the dummy's chin and rotate five inches of it downward toward the dummy to the point of contact on the transverse center of the dummy's chest. Then measure from this point to the closest point on the dashboard either between the upper part of the steering wheel between the hub and the rim, or measure to the dashboard placing the tape measure above the rim, whichever is a shorter measurement. See diagram.
- RA Steering Wheel Rim to Abdomen, taken from the bottommost point of the steering wheel rim horizontally rearward to the dummy. Use a level.
- NR Nose to Rim, taken from the tip of the dummy's nose to the closest point on the top of the steering wheel rim. Also indicate the angle this line makes with respect to the horizontal (NA).
- *¹ KDL, Left and Right Knees to Dashboard, taken from the center of the knee pivot bolt's
KDR outer surface to the closest point forward acquired by swinging the tape measure in continually larger arcs until it contacts the dashboard. Also reference the angle of this measurement with respect to the horizontal for the outboard knee (KDA). See diagram.

* Measurement used in Data Tape Reference Guide

¹ Only outboard measurement is referenced in Data Tape Reference Guide

Descriptions of Dummy Measurements, Cont'd.

SH, Striker to Hip, Knee, and Head, these measurements are to be taken in the X-Z
SK, plane measured from the forward most center point on the striker to the center of
ST the H-point, outer knee bolt, and head target. When taking this measurement a
firm device that can be rigidly connected to the striker should be used. Use a
level. The angles of these measurements with respect to the horizontal should
also be recorded. The measurement in the Y (transverse) direction from the
striker to the H-point should also be taken (SHY). See diagram.

The following measurements are to be made within a vertical transverse plane.

- HS Head to Side Window, taken from the point where the dummy's nose meets his forehead (between his eyes) to the outside of the side window. In order to make this measurement, roll the window down to the exact height which allows a level measurement. Use a level. See diagram.
- * AD Arm to Door, taken from the outer surface of the elbow pivot bolt on a Hybrid II dummy to the first point it hits on the door. In the case of a Hybrid III dummy, measure from the bolt on the outer biceps. When a SID is used make the measurement from the center of the bottom of the arm segment where it meets the dummy's torso.
- * HD H-point to Door, taken from the H-point on the dummy to the closest point on the door. Use a level.
- * HR Head to Side Header, measure the shortest distance from the point where the dummy's nose meets his forehead (between his eyes) to the side edge of the header just above the window frame, directly adjacent to the dummy.
- SHY Striker to H-point, taken from a rod rigidly connected to the forward most center point on the striker to the H-point. Use a level. See diagram.
- KK Knee to Knee, for Hybrid II dummies measure the distance between knee pivot bolt head outer surfaces. For Hybrid III dummies measure the distance between the outboard knee clevis flange surfaces. (This measurement may not be exactly transverse.)

Angles

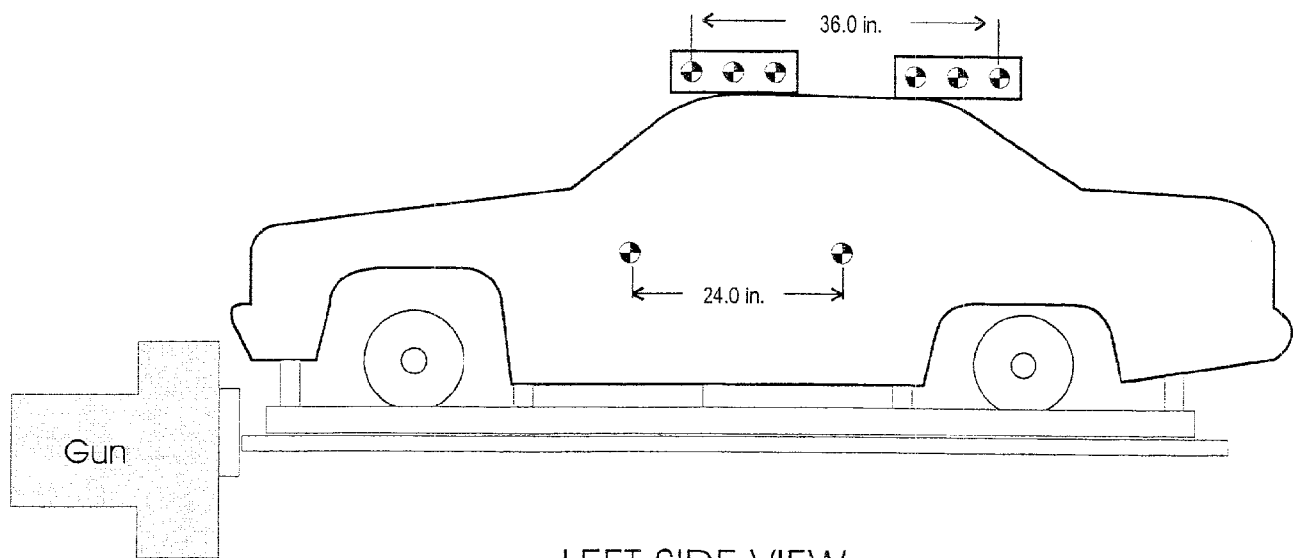
- SA Seat Back Angle, find this angle using the instructions provided by the manufacturer. If the manufacturer doesn't provide clear instructions contact the COTR.

Descriptions of Dummy Measurements, Cont'd.

- PA Pelvic or Femur Angle, taken by inserting the pelvic angle gauge into the H-point gauging hole on the SID or the Hybrid III dummies and taking this angle with respect to the horizontal. Measure the angle of the line connecting the H-point hole and the outer knee pivot bolt hole on a Hybrid II dummy with respect to the horizontal, to find the femur angle.
- SWA Steering Wheel Angle, find this by placing a straight edge against the steering wheel rim along the longitudinal plane. Then measure the acute angle of the straight edge with respect to the horizontal.
- SCA Steering Column Angle, measured with respect to the horizontal by placing an inclinometer on the center of the underside of the steering column.
- NA Measure the angle made when taking the measurement NR with respect to the horizontal.
- KDA Knee to Dash Angle, the angle that the measurement KD is taken at with respect to the horizontal. Only get this angle for the outboard knee. See diagram.
- WA Windshield Angle, place an inclinometer along the transverse center of the windshield exterior (measurement is made with respect to horizontal).
- TA Tibial Angle, use a straight edge to connect the dummy's knee and ankle bolts. Then place an inclinometer on the straight edge and measure the angle with respect to the horizontal.

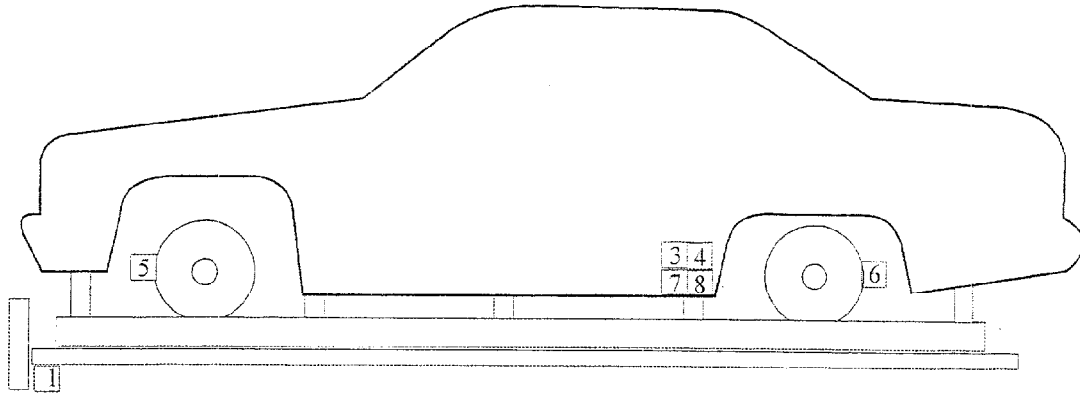
Vehicle Targeting Measurements

REFERENCE PHOTO TARGETS

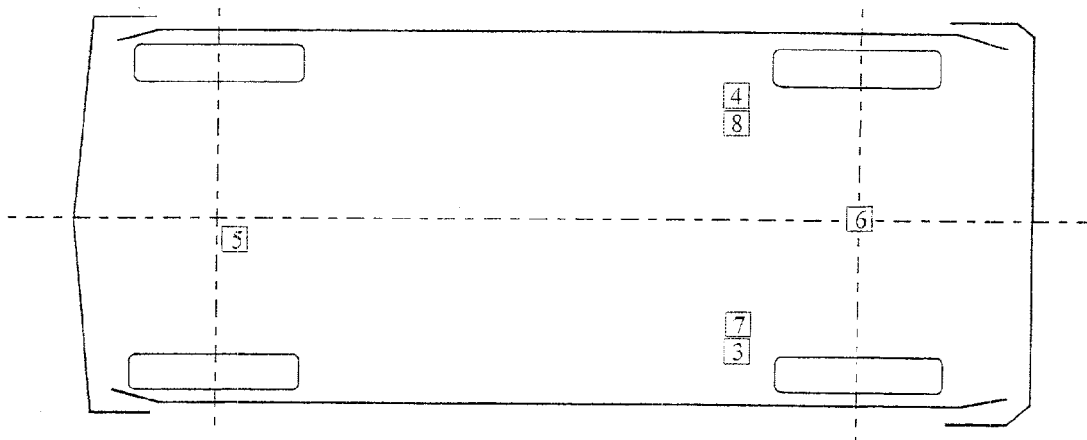


LEFT SIDE VIEW

Vehicle Accelerometer Placement



Side View



Bottom View

Vehicle Data Summary and Accelerometer Locations

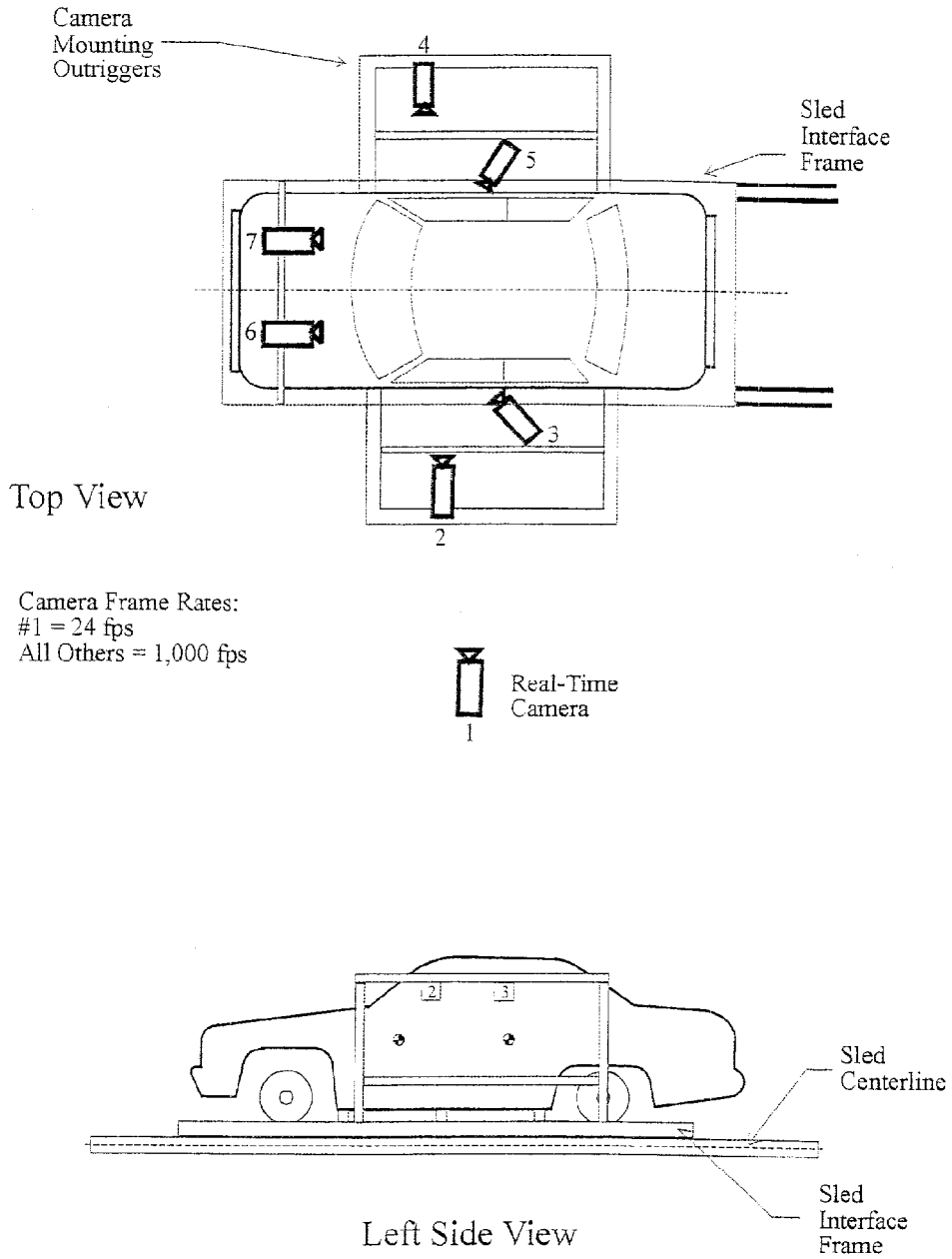
TEST NUMBER: 000309S				POSITIVE		NEGATIVE	
No. LOCATION	X	Y	Z	DIRECTION		DIRECTION	
1 SLED ACCELERATION	175.7 in	-1.0 in					
PRIMARY	0.5 g			@ 213.1 ms	17.9 g	@ 57.3 ms	
REDUNDANT	18.9 g			@ 51.8 ms	1.6 g	@ 205.0 ms	
2 SLED VELOCITY							
MEASURED				0.1 mph @ 3.5 ms	30.6 mph	@ 157.5 ms	
INTEGRATED				0.0 mph @ 3.5 ms	30.0 mph	@ 140.6 ms	
3 LEFT REAR SEAT	74.6 in	-12.6 in					
CROSSMEMBER							
LONGITUDINAL	1.0 g			@ 128.9 ms	18.6 g	@ 53.8 ms	
4 RIGHT REAR SEAT	71.9 in	12.2 in					
CROSSMEMBER							
LONGITUDINAL	1.0 g			@ 129.1 ms	18.2 g	@ 54.6 ms	
5 BOTTOM ENGINE	180.9 in	0.0 in					
LONGITUDINAL				1.6 g @ 165.8 ms	19.8 g	@ 51.3 ms	
6 REAR AXLE	47.3 in	0.0 in					
LONGITUDINAL				1.3 g @ 129.4 ms	18.3 g	@ 54.2 ms	
7 LEFT VEHICLE FRAME	70.5 in	-17.5 in					
LONGITUDINAL				1.1 g @ 129.0 ms	18.4 g	@ 53.8 ms	

Vehicle Data Summary and Accelerometer Locations, Cont'd.

TEST NUMBER: 000309S							
No. LOCATION	X	Y	Z	POSITIVE DIRECTION		NEGATIVE DIRECTION	
8 RIGHT VEHICLE FRAME LONGITUDINAL	71.7 in	17.0 in		1.0 g @ 129.3 ms	18.4 g	@ 54.6 ms	
9 DRIVER AIRBAG EVENT				1.0 volt @ 21.7 ms	---	---	
10 PASSENGER AIRBAG EVENT				1.0 volt @ 21.7 ms	---	---	

REFERENCE: X: + FORWARD FROM VEHICLE REAR SURFACE
Y: + RIGHTWARD FROM SLED CARRIAGE CENTERLINE

Camera Positions



Motion Picture Camera Locations

Vehicle year/make/model/body style: 2000/Dodge/Intrepid/4-Door Coupe NHTSA No. CY0304 Test Number: 000309S

Camera Number	View	Camera Positions ¹			Camera Angle ²	Film Plane to Head Target	Camera Lens	Film Speed
		X	Y	Z				
1	Left side view offboard	93.0 in	309.4 in	60.2 in	0°	289.0 in	10 mm	24 frames/s
2	Left side view wide	72.6 in	72.9 in	50.4 in	8.9°	55.8 in	8 mm	1000 frames/s
3	Left side view over shoulder	98.5 in	49.7 in	55.5 in	13.7°	34.8 in	8 mm	1000 frames/s
4	Right side view wide	70.6 in	91.2 in	50.6 in	5.1°	74.8 in	8 mm	975 frames/s
5	Right side view over shoulder	100.1 in	49.2 in	53.1 in	10.1°	35.9 in	8 mm	1000 frames/s
6	Front view - driver	28.0 in	17.4 in	50.7 in	6.6°	56.1 in	8 mm	997 frames/s
7	Front view - passenger	28.4 in	15.7 in	52.4 in	7.8°	56.5 in	8 mm	1025 frames/s

- ¹ X: Film plane to front of sled
Y: Film plane to sled centerline
Z: Film plane to top of sled

- ² Angle: Film plane of camera downward from horizontal plane

FMVSS 208 Occupant Injury Data

Vehicle: 2000/Dodge/Intrepid

NHTSA NO.: CY0304

Date: 03/09/00

Maximum Acceleration Values: (g's)	Driver Dummy #230	Passenger Dummy #339
Head Channel X	-36.3	-32.1
Head Channel Y	5.7	-6.4
Head Channel Z	12.4	27.5
HEAD RESULTANT	37.6	39.7
Chest Channel X	-37.6	-42.5
Chest Channel Y	-2.6	3.5
Chest Channel Z	10.9	15.4
CHEST RESULTANT	38.9	43.7

Head Injury Criteria (HIC) Values:

HIC	178	167
t_1 = (msec)	80.4	89.92
t_2 = (msec)	116.4	125.92

[The maximum time interval from t_1 to t_2 is 36 milliseconds.]

Chest Injury Criteria (Clip) Values: (g's)

CLIP	38.1	42.7
t^1 = (msec)	94.16	102.08
t^2 = (msec)	97.20	105.12
Chest Deflection (in)	1.3	0.6

FMVSS 208 Occupant Injury Data, Cont'd.

Vehicle: 2000/Dodge/Intrepid

NHTSA NO.: CY0304 Date: 03/09/00

Max. Compressive Femur Forces:	Units (lbs)	
	Driver Dummy #230	Passenger Dummy #339
Left Side (lbs)	1170	1318
Right Side (lbs)	1553	1478

Neck Injury Criteria:	Driver Dummy #230	Passenger Dummy #339
Peak Flexion Bending Moment (N-m)	48.4	53.1
Peak Extension Bending Moment (N-m)	7.1	19.7
Peak Axial Tension (N)	927	788
Peak Axial Compression (N)	774	756
Peak Fore Shear (N)	804	1130
Peak Aft Shear (N)	251	382

FMVSS 208 SEAT BELT WARNING SYSTEM CHECK

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/09/00

Complete the following to determine which seat belt warning system option (S7.3(a)(1)) or (S7.3(a)(2)) is used. (Manufacturers may use either option.)

- A. With occupant in driver's position and lap belt in stowed position and ignition switch placed in "Start/On" position:

A.1 S7.3(a)(1)

Time duration of audible warning signal = 5 seconds
(4 to 8 seconds)

Time duration of reminder light operation = stays on
(no less than 60 seconds)

A.2 S7.3(a)(2)

Time duration of audible warning signal = seconds
(4 to 8 seconds) (see 49 USCS @ 30124)

Time duration of reminder light operation = seconds
(4 to 8 seconds)

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

B.1 S7.3(a)(1)

Time duration of audible warning signal = seconds
(audible warning should not operate)

Time duration of reminder light operation = seconds
(reminder light does not operate)

B.2 S7.3(a)(2)

Time duration of audible warning signal = 0 seconds
(audible warning should not operate)

Time duration of reminder light operation = 6 seconds
(4 to 8 seconds)

- C. Note wording of visual warning:

Fasten Seat Belt _____

Fasten Belt _____

Symbol 101 ☒

FMVSS 208 READINESS INDICATOR

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/09/00

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

(11/8/94 legal interpretation)

Is the system totally mechanical?

Yes-☐; No-☒

Describe the location of the readiness indicator: Right portion middle of the
instrument cluster

Is the readiness indicator clearly visible to the driver?

Yes-☒; No-☐

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

Yes-☒; No-☐

FMVSS 208 Air Bag Labels

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/09/00

1. Air Bag Maintenance Label and Owner's Manual Instructions:

1.1 Does the manufacturer recommend periodic maintenance or replacement of the air bag?

☐ Yes (Go to 1.2)

☒ No (Go to 2)

1.2 Does the Vehicle have a maintenance or replacement label?

☐ Yes-Pass ☐ No-Fail

1.3 Does the label contain one of the following?

☐ Yes-Pass ☐ No-Fail

☐ Schedule on label specifies month and year

☐ Schedule on label specifies vehicle mileage

☐ Schedule on label specifies interval measured from date on certification label

1.4 Is the label permanently affixed within the passenger compartment?

☐ Yes-Pass ☐ No-Fail

1.5 Is the label lettered in English?

☐ Yes-Pass ☐ No-Fail

1.6 Is the label in block capitals and numerals?

☐ Yes-Pass ☐ No-Fail

1.7 Are the letters and numerals at least 3/32 inch high?

☐ Yes-Pass ☐ No-Fail

1.8 Does the owner's manual set forth the recommended schedule for maintenance or replacement?

☐ Yes-Pass ☐ No-Fail

2. Does the owner's manual: (S4.5.1 (f))

2.1 Include a description of the vehicle's air bag system in an easily understandable format?

☒ Yes ☐ No

2.2 Include a statement that the vehicle is equipped with an air bag and a lap/shoulder belt at the front outboard seating positions?

☒ Yes ☐ No

Air Bag Labels, Cont'd.

- 2.3 Include a statement that the air bag is a supplemental restraint at the front outboard seating positions? ☒ Yes ☐ No
- 2.4 Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash? ☒ Yes ☐ No
- 2.5 Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to insure maximum safety protection for those occupants? ☒ Yes ☐ No
- 2.6 Explain that no objects should be place over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate? ☒ Yes ☐ No
3. Does the Vehicle:
- 3.1 Provide an automatic means to ensure that the air bag does not deploy when a child seat or child with a total mass of 30 kg or less is present on the front outboard seat? ☐ Yes ☒ No
- 3.2 Incorporate sensors, other than or in addition to weight sensors, which automatically prevent the passenger air bag from deploying in situations in which it might have an adverse effect on infants in rear-facing child seat, and unbelted or improperly belted children? ☐ Yes ☒ No
- 3.3 Have a passenger air bag designed to deploy in a manner that does not create a risk of serious injury to infants in rear-facing child seats, and unbelted or improperly belted children? ☐ Yes ☒ No

If yes to 3.1, or 3.2, or 3.3, the vehicle is not required to have a Sun Visor Warning Label (S4.5.1(b)), an air bag alert label (S4.5.1(c)) or a label on the dash (S4.5.1(e)) and this check sheet is complete. (S4.5.1) If no to 3.1, 3.2, and 3.3, go to 4.

Air Bag Labels, Cont'd.

4. Sun Visor Warning Label

- 4.1 Is the label permanently affixed (may be permanent marking or molding) to either side of the sun visor at each front outboard seating position with an air bag?

Driver side ☒ Yes-Pass ☐ No-Fail
Passenger side ☒ Yes-Pass ☐ No-Fail

- 4.2 Does the label conform in content (**vehicles without back seats may omit the statement: "The BACK SEAT is the SAFEST place for children."**) (S4.5.1(b)(2)(v)) to the label shown in either Figure 6a or 6b as appropriate at each front outboard seating position with an air bag? (S4.5.1(b)(2))

4.2.1 Dual air bags

Driver side ☒ Yes-Pass ☐ No-Fail
Passenger side ☒ Yes-Pass ☐ No-Fail

- 4.2.2 Vehicles with driver air bag ONLY - either 4.2.1 or 4.2.2 is applicable, not both. (S4.5.1(b)(2)(iv))

- 4.2.2.1 Does the label conform on content to the label shown in either Figure 6a or 6b as appropriate?

Driver side ☐ Yes-Pass ☒ N/A ☐ No-Fail

- 4.2.2.2 Does the label conform in content to the label shown in Figure 6a where the label can be modified to omit the pictogram and the message may read:

DEATH or SERIOUS INJURY can occur.

- Sit as far back as possible from the air bag.
- ALWAYS use SEAT BELTS and CHILD RESTRAINTS.
- The BACK SEAT is the SAFEST place for children.

Driver side ☐ Yes-Pass ☒ N/A ☐ No-Fail

Air Bag Labels, Cont'd.

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN DOWN POSITION

LABEL OUTLINE, VERTICAL AND HORIZONTAL LINE BLACK

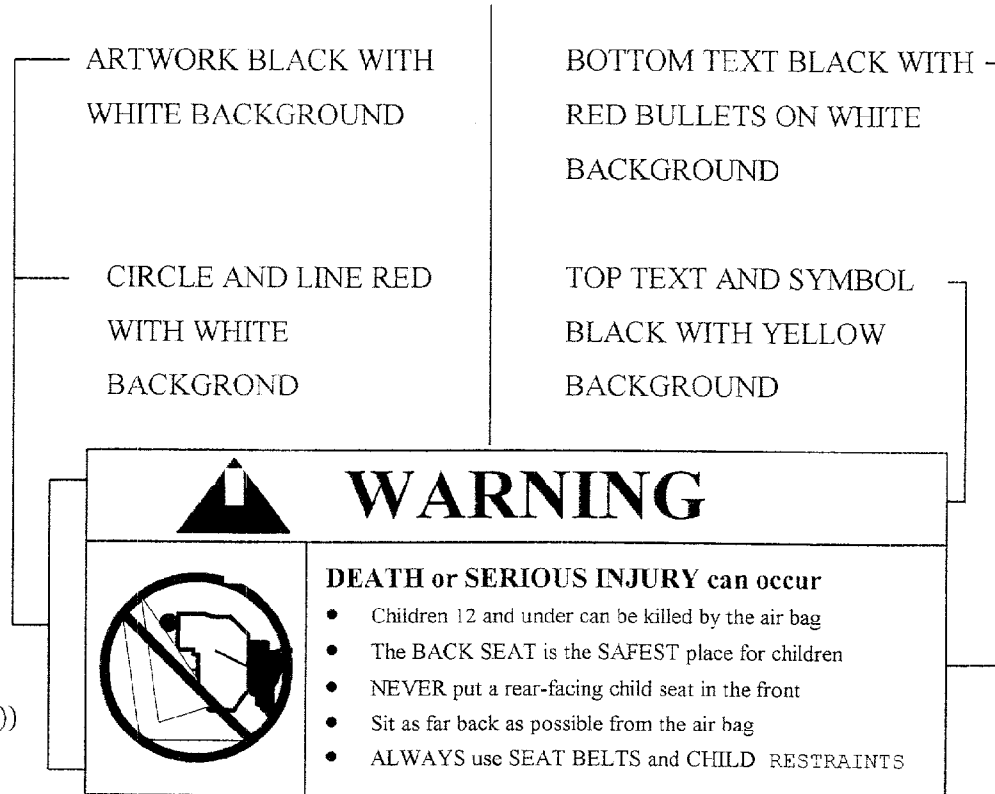


Figure 6a
(S4.5.1(b)(2))

Air Bag Labels, Cont'd.

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN DOWN POSITION

LABEL OUTLINE, VERTICAL AND HORIZONTAL LINE BLACK

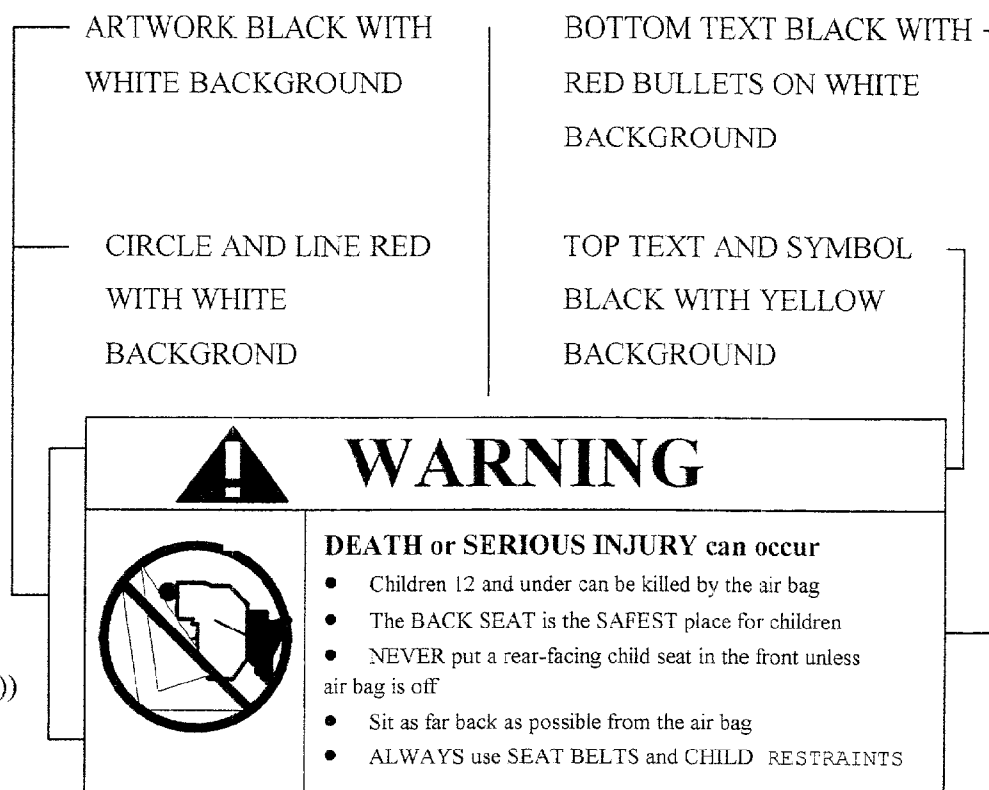


Figure 6b
(S4.5.1(b)(2))

- 4.3 Is the driver side label heading area yellow with the word "warning" and the alert symbol in black? (S4.5.1.(b)(2)(i))

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☒ Yes-Pass ☐ No-Fail

- 4.4 Is the message white with black text? (S4.5.1 (b)(2)(ii))

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☐ No air bag ☒ Yes-Pass ☐ No-Fail

- 4.5 Is the message area at least 30 cm²? (S4.5.1(b)(2)(ii))

Actual message area 32.0 cm²

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☐ No air bag ☒ Yes-Pass ☐ No-Fail

Air Bag Labels, Cont'd.

- 4.6 Is the pictogram black with a red circle and slash on a white background?

(S4.5.1(b)(2)(iii)) & (S4.5.1(b)(2)(iv))

For vehicles with driver side air bag ONLY ☐ N/A

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☐ No air bag ☒ Yes-Pass ☐ No-Fail

- 4.7 Is the pictogram at least 30 mm in diameter? (S4.5.1(b)(2)(iii))

Actual diameter 30.0 mm

For vehicles with driver side air bag ONLY ☐ N/A

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☐ No air bag ☒ Yes-Pass ☐ No-Fail

- 4.8 Is the same side of the sun visor to which the sun visor label is affixed free of other information with the exception of an air bag maintenance label?
(S4.5.1(b)(3))

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☐ No air bag ☒ Yes-Pass ☐ No-Fail

- 4.9 Is the sun visor free of other information about air bags or the need to wear seat belts with the exception of the air bag alert label or the utility vehicle label?

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☐ No air bag ☒ Yes-Pass ☐ No-Fail

5. Air Bag Alert Label

- 5.1 Is the Sun Visor Warning Label visible when the sun visor is in the stowed position?

Driver ☒ Yes ☐ No

Passenger ☒ Yes ☐ No

If yes, go to 6

- 5.2 Does the label conform in content to the label shown in Figure 6c?

(S4.5.1(c)(2))

☐ Yes-Pass ☐ No-Fail

Circle and Line Red
with White
Background

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN UP POSITION

Artwork Black with
White Background

Text Yellow with
Black Background

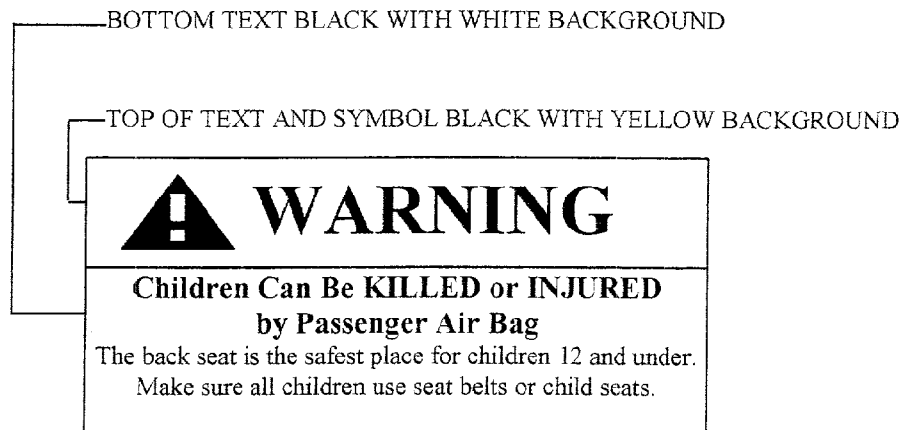
Figure 6c
(S4.5.1(c)(2))



Air Bag Labels, Cont'd.

- 5.3 Is the message area black with yellow text? (S4.5.1(c)(2)(i))
☐ Yes-Pass ☐ No-Fail
- 5.4 Is the message area at least 20 cm²? (S4.5.1(c)(2)(i))
Actual message area ___ cm² ☐ Yes-Pass ☐ No-Fail
- 5.5 Is the pictogram black with a red circle and slash on a white background?
(S4.5.1(c)(2)(ii))
For vehicles with driver side air bag ONLY ☐ N/A
☐ Yes-Pass ☐ No-Fail
- 5.6 Is the pictogram at least 20 mm in diameter? (S4.5.1(c)(2)(ii))
Actual diameter is ___ mm
For vehicles with driver side air bag ONLY ☐ N/A
☐ Yes-Pass ☐ No-Fail
6. Label On the Dash
- 6.1 Does the vehicle have a passenger air bag?
☒ Yes ☐ No
If no, this check list is complete.
- 6.2 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e))
☒ Yes-Pass ☐ No-Fail
- 6.3 Does the label conform in content (vehicles without back seats may omit the statement: **"The back seat is the safest place for children 12 and under."** (S4.5.1(e)(iii)) to the label shown in Figure 7? (S4.5.1(e))
☒ Yes-Pass ☐ No-Fail

Figure 7
(S4.5.1(e))



Air Bag Labels, Cont'd.

- 6.4 Is the heading area yellow with the word "warning" and the alert symbol in black? (S4.5.1(e)(i)) ☒ Yes-Pass ☐ No-Fail
- 6.5 Is the message white with black text? (S4.5.1(e)(ii)) ☒ Yes-Pass ☐ No-Fail
- 6.6 Is the message area at least 30 cm²? (S4.5.1(e)(ii))
Actual message area 32 cm² ☒ Yes-Pass ☐ No-Fail

FMVSS 208 REAR OUTBOARD SEATING POSITION SEAT BELTS

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/09/00

Do all rear outboard seating positions have type 2 seat belts?

Yes-☒; No-☐;

If NO, describe the seat belt installed, the seat location, and any other information about the seat that would explain why a type 2 belt was not installed.

FMVSS 208 Lap Belt Lockability

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Complete one of these forms for **each** designated seating position with forward-facing seats, other than the driver's seat, or seats that can be adjusted to forward-facing **and** that has seat belt retractors that are not automatic retractors. (S7.1.1.5(c))

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Right front passenger seat

- ☒ 1. Record test seat position. Mid
(S7.1.1.5(c)(1)) (Any position is acceptable.)
- ☒ 2. Buckle the seat belt. (S7.1.1.5(c)(1))
- ☒ 3. Complete any procedures recommended in the vehicle owner's manual to activate any locking feature. (S7.1.1.5(c)(1))
- ☒ 4. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part to the vehicle?
(S7.1.1.5(a)) ☒ Yes-Pass ☐ No-Fail
- ☒ 5. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing? (S7.1.1.5(a)) ☒ Yes-Pass ☐ No-Fail
- ☒ 6. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?
If yes, go to 6.1. If no, go to 7. ☐ Yes ☒ No
- 6.1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) ☐ Yes-Pass ☐ No-Fail

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Right front passenger seat.

- ☒ 7. Locate a reference point a on the seat belt buckle. (S7.1.1.5(c)(2))
- ☒ 8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2))
- ☒ 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) Measured distance between A and B 54.5 inches.
- ☒ 11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4)) Measured force application angle 10 degrees. (Spec. 5~15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4)) Measured distance between A and B 27.5 inches.

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Right front passenger seat.

- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate 25 lbs/sec (spec. 10 ~50 lb/sec)

The measured distance between A and B is 28 inches (S7.1.1.5(c)(6))

- ☒ 15. Subtract the measurement in 13 from the measurement in 14. Is the difference 2 inches or less? (S7.1.1.5 (c)(7))

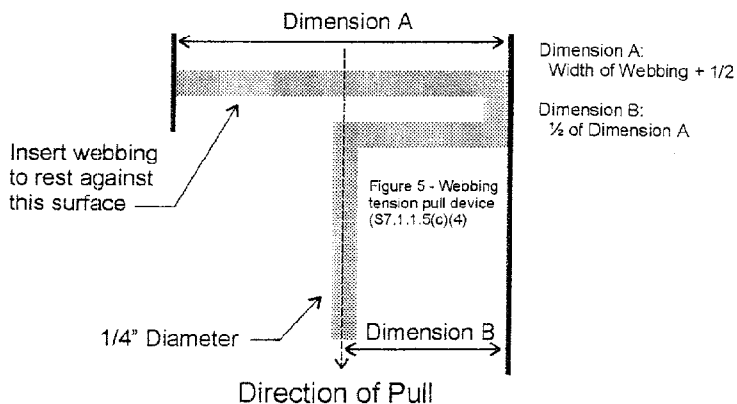
14-13=0.5 inches

☒ Yes-Pass ☐ No-Fail

- ☒ 16. Subtract the measurement in 14 from the measurement in 10. Is the difference 3 inches or more? (S7.1.1.5(c)(8))

10-14=26.5 inches.

☒ Yes-Pass ☐ No-Fail



FMVSS 208 Lap Belt Lockability

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Complete one of these forms for **each** designated seating position with forward-facing seats, other than the driver's seat, or seats that can be adjusted to forward-facing **and** that has seat belt retractors that are not automatic retractors. (S7.1.1.5(c))

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Left rear passenger seat

- ☒ 1. Record test seat position. Mid
(S7.1.1.5(c)(1)) (Any position is acceptable.)
- ☒ 2. Buckle the seat belt. (S7.1.1.5(c)(1))
- ☒ 3. Complete any procedures recommended in the vehicle owner's manual to activate any locking feature. (S7.1.1.5(c)(1))
- ☒ 4. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part to the vehicle?
(S7.1.1.5(a)) ☒ Yes-Pass ☐ No-Fail
- ☒ 5. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing? (S7.1.1.5(a)) ☒ Yes-Pass ☐ No-Fail
- ☒ 6. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?
If yes, go to 6.1. If no, go to 7. ☐ Yes ☒ No
- 6.1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) ☐ Yes-Pass ☐ No-Fail

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Left rear passenger seat

- ☒ 7. Locate a reference point a on the seat belt buckle. (S7.1.1.5(c)(2))
- ☒ 8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2))
- ☒ 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) Measured distance between A and B 62.25 inches.
- ☒ 11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4)) Measured force application angle 10 degrees. (Spec. 5~15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4)) Measured distance between A and B 20.25 inches.

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Left rear passenger seat

- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate 25 lbs/sec (spec. 10 ~50 lb/sec)

The measured distance between A and B is 22 inches (S7.1.1.5(c)(6))

- ☒ 15. Subtract the measurement in 13 from the measurement in 14. Is the difference 2 inches or less? (S7.1.1.5(c)(7))

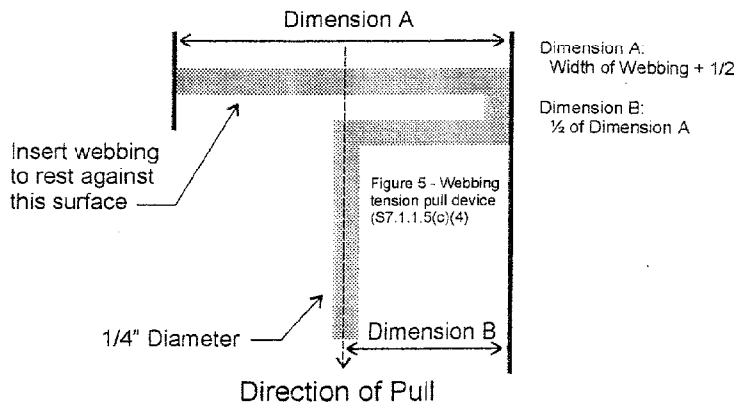
14-13= 1.75 inches

☒ Yes-Pass ☐ No-Fail

- ☒ 16. Subtract the measurement in 14 from the measurement in 10. Is the difference 3 inches or more? (S7.1.1.5(c)(8))

10-14= 40.25 inches.

☒ Yes-Pass ☐ No-Fail



FMVSS 208 Lap Belt Lockability

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Complete one of these forms for **each** designated seating position with forward-facing seats, other than the driver's seat, or seats that can be adjusted to forward-facing **and** that has seat belt retractors that are not automatic retractors. (S7.1.1.5(c))

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Right rear passenger seat

- ☒ 1. Record test seat position. Mid
(S7.1.1.5(c)(1)) (Any position is acceptable.)
- ☒ 2. Buckle the seat belt. (S7.1.1.5(c)(1))
- ☒ 3. Complete any procedures recommended in the vehicle owner's manual to activate any locking feature. (S7.1.1.5(c)(1))
- ☒ 4. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part to the vehicle?
(S7.1.1.5(a)) ☒ Yes-Pass ☐ No-Fail
- ☒ 5. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing? (S7.1.1.5(a)) ☒ Yes-Pass ☐ No-Fail
- ☒ 6. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?

If yes, go to 6.1. If no, go to 7.

☐ Yes

☒ No

- 6.1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) ☐ Yes-Pass ☐ No-Fail

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Right rear passenger seat

- ☒ 7. Locate a reference point a on the seat belt buckle. (S7.1.1.5(c)(2))
- ☒ 8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2))
- ☒ 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) Measured distance between A and B 63 inches.
- ☒ 11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4)) Measured force application angle 10 degrees. (Spec. 5~15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4)) Measured distance between A and B 25.5 inches.

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

NHTSA NO.: CY0304

Technician: R. Stoner

Date: 02/08/00

DESIGNATED SEATING POSITION: Right rear passenger seat

- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate 25 lbs/sec (spec. 10 ~50 lb/sec)

The measured distance between A and B is 26.25 inches (S7.1.1.5(c)(6))

- ☒ 15. Subtract the measurement in 13 from the measurement in 14. Is the difference 2 inches or less? (S7.1.1.5(c)(7))

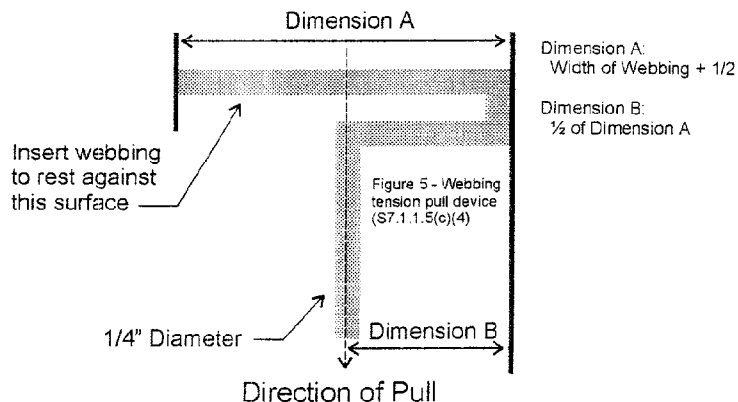
14-13= 0.75 inches

☒ Yes-Pass ☐ No-Fail

- ☒ 16. Subtract the measurement in 14 from the measurement in 10. Is the difference 3 inches or more? (S7.1.1.5(c)(8))

10-14= 37.25 inches.

☒ Yes-Pass ☐ No-Fail



FMVSS 208 Seat Belt Comfort And Convenience Test
Belt Contact Force (S7.4.3)

Test Vehicle NHTSA No.: CY0304

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

Designated Seating Position Tested: Left rear passenger

Date of Comfort and Convenience Check: 02/09/00

Technician Performing Check: R. Stoner

GVWR: 4575 pounds

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

1. Does the vehicle incorporate a webbing tension-relieving device?

☐ Yes-go to latchplate access
☒ No-continue with this check sheet

2. Adjustable seats are in the adjustment position midway between the forward most and rearmost positions. If an adjustment position does not exist midway between the forward most and rearmost positions, the next closest adjustment position to the rear of the midpoint is used. (S8.1.2)

☒ Check
☐ N/A

3. If separately adjustable in a vertical direction, the seats are at the lowest position.

☒ Check
☐ N/A

4. Place adjustable seat backs in the manufacturer's nominal design riding position in the manner specified by the manufacturer.

☒ Check
☐ N/A

5. Place any adjustable anchorages at the manufacturer's nominal design position for a 50th percentile adult male (50M) occupant. This information will be furnished by the COTR.

☒ Check
☐ N/A

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Belt Contact Force (S7.4.3)

6. Place each adjustable head restraint in its highest adjustment position.

☒ Check
☐ N/A

7. Adjustable lumbar supports are positioned so that the lumbar support is in its lowest adjustment position. (S8.1.3)

☒ Check
☐ N/A

8. Position the test dummies according to dummy position placement instructions in Appendix B.

☒ Check

9. Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds. Contact force is 0.5 pounds.

☒ 0.0 to 0.7 pounds - Pass
☐ greater than 0.7 pounds - FAIL*

FMVSS 208 Seat Belt Comfort And Convenience Test, Cont'd.
Belt Contact Force (S7.4.3)

Test Vehicle NHTSA No.: CY0304

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

Designated Seating Position Tested: Right rear passenger

Date of Comfort and Convenience Check: 02/09/00

Technician Performing Check: R. Stoner

GVWR: 4575 pounds

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

1. Does the vehicle incorporate a webbing tension-relieving device?

☐ Yes-go to latchplate access
☒ No-continue with this check sheet

2. Adjustable seats are in the adjustment position midway between the forward most and rearmost positions. If an adjustment position does not exist midway between the forward most and rearmost positions, the next closest adjustment position to the rear of the midpoint is used. (S8.1.2)

☒ Check
☐ N/A

3. If separately adjustable in a vertical direction, the seats are at the lowest position.

☒ Check
☐ N/A

4. Place adjustable seat backs in the manufacturer's nominal design riding position in the manner specified by the manufacturer.

☒ Check
☐ N/A

5. Place any adjustable anchorages at the manufacturer's nominal design position for a 50th percentile adult male (50M) occupant. This information will be furnished by the COTR.

☒ Check
☐ N/A

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Belt Contact Force (S7.4.3)

6. Place each adjustable head restraint in its highest adjustment position.

☒ Check
☐ N/A

7. Adjustable lumbar supports are positioned so that the lumbar support is in its lowest adjustment position. (S8.1.3)

☒ Check
☐ N/A

8. Position the test dummies according to dummy position placement instructions in Appendix B.

☒ Check

9. Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds. Contact force is 0.6 pounds.

☒ 0.0 to 0.7 pounds - Pass
☐ greater than 0.7 pounds - FAIL *

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Latchplate Access (S7.4.4)

Test Vehicle NHTSA No.: CY0304

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

Designated Seating Position Tested: N/A

Date of Comfort and Convenience Check: 02/09/00

Technician Performing Check: R. Stoner

GVWR: 4575 pounds

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

1. Position the seat in its forward most adjustment position. ☐ Check
2. Position the test dummy using the procedures in Appendix B. (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position.) ☐ Check
3. Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant. ☐ Check
4. Attach the inboard and outboard reach string following the instructions on Figure 1C. ☐ Check
5. Place the latch plate in the stowed position. ☐ Check
6. Extend each line backward and outboard to generate arcs of the reach envelope of the test dummy's arms. Is the latchplate within the reach envelope?
Yes-☐ Pass; No- ☐ Fail
7. Using the clearance test block, specified in Figure 2C of the test procedure, determine if there is sufficient clearance between the vehicle seat and the side of vehicle to allow the test block to move unhindered to the latchplate or buckle.
Yes-☐ Pass; No- ☐ Fail

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Retraction (S7.4.5)

Test Vehicle NHTSA No.: CY0304

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

Designated Seating Position Tested: N/A

Date of Comfort and Convenience Check: 02/09/00

Technician Performing Check: R. Stoner

GVWR: 4575 pounds

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

1. Is the vehicle a passenger car or walk-in van-type vehicle? ☐ Yes
☐ No

If yes, go to seat belt guides and hardware.

2. Adjustable seats are in the adjustment position midway between the forward most and rearmost positions. If an adjustment position does not exist midway between the forward most and rearmost positions, the next closest adjustment position to the rear of the midpoint is used. (S8.1.2) ☐ Check

3. If separately adjustable in a vertical direction, the seats are at the lowest position. ☐ Check

4. Place any adjustable seat backs in the manufacturer's nominal design riding position in the manner specified by the manufacturer. ☐ Check

5. Place any adjustable anchorages at the manufacturer's nominal design position for a 50th percentile adult male (50M) occupant. This information will be furnished by the COTR. ☐ Check

6. Place each adjustable head restraint in its highest adjustment position. ☐ Check

7. Adjustable lumbar supports are positioned so that the lumbar support is in its lowest adjustment position. (S8.1.3) ☐ Check

8. Use anthropomorphic test dummies whose arms have been removed and position the dummies in the front outboard designated seating positions according to instructions in Appendix B. ☐ Check

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Retraction (S7.4.5)

9. Restrain the dummies using the belt systems for the position being tested. ☐ Check
10. Stow outboard armrests that are capable of being stowed. ☐ Check
11. Check the statement that applies to this test vehicle:
- (A) The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latchplate is released. ☐ Pass
- (B) The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latchplate is released. ☐ Pass
- (C) Neither A or B apply. ☐ **FAIL**
12. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
- Yes-☐ Pass; No- ☐ **Fail**
13. If this test vehicle has an open body (without doors) and has a belt system with a tension-relieving device, does the belt system fully retract when the tension-relieving device is deactivated? ☐ N/A
- Yes-☐ Pass; No- ☐ **Fail**

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Seat Belt Guides And Hardware (S7.4.6)

Test Vehicle NHTSA No.: CY0304

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

Designated Seating Position Tested: Left rear passenger

Date of Comfort and Convenience Check: 02/09/00

Technician Performing Check: R. Stoner

GVWR: 4575 pounds

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

The requirements for accessibility **DO NOT APPLY** to:

- A. Seats whose seat cushions are movable so that the seat back serves a function other than seating (S7.4.6.1(b)).
- B. Seats which are removable.
- C. Seats that are movable so that the space formerly occupied by the seat can be used for a secondary function.

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

1. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back?

☐ Yes: go to 2.
☒ No: this form is complete.
2. Does one of the following three parts, the seat belt latchplate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)?

Yes-☐ Pass; No- ☐ Fail
3. Are the remaining two seat belt parts accessible under normal conditions?

Yes-☐ Pass; No- ☐ Fail
4. The buckle and latchplate do not pass through the guides or conduits provided and fall behind the seat when the following events occur in order:
 - (A) The belt is completely retracted or, if the belt is nonretractable, the belt is unlatched.

☐ Check

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Seat Belt Guides And Hardware (S7.4.6)

(B) The seat is moved to any position to which it is designed to be adjusted. ☐ Check

(C) The seat back, if foldable, is folded forward as far as possible and then moved backward into position. ☐ Check

Yes-☐ Pass; No- ☐ Fail

5. Is the inboard receptacle end of the seat belt assembly, installed in the outboard designated seating position, accessible with the center arm rest in any position to which it can be adjusted (without moving the armrest)? Yes-☐ Pass; No- ☐ Fail

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Seat Belt Guides And Hardware (S7.4.6)

Test Vehicle NHTSA No.: CY0304

Vehicle Model Year/Make/Model/Body Style: 2000/Dodge/Intrepid/4-Door Coupe

Designated Seating Position Tested: Right rear passenger

Date of Comfort and Convenience Check: 02/09/00

Technician Performing Check: R. Stoner

GVWR: 4575 pounds

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

The requirements for accessibility **DO NOT APPLY** to:

- A. Seats whose seat cushions are movable so that the seat back serves a function other than seating (S7.4.6.1(b)).
- B. Seats which are removable.
- C. Seats that are movable so that the space formerly occupied by the seat can be used for a secondary function.

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

1. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back?

☐ Yes: go to 2.
☒ No: this form is complete.
2. Does one of the following three parts, the seat belt latchplate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)?

Yes-☐ Pass; No- ☐ **Fail**
3. Are the remaining two seat belt parts accessible under normal conditions?

Yes-☐ Pass; No- ☐ **Fail**
4. The buckle and latchplate do not pass through the guides or conduits provided and fall behind the seat when the following events occur in order:
 - (A) The belt is completely retracted or, if the belt is nonretractable, the belt is unlatched.

☐ Check

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Seat Belt Guides And Hardware (S7.4.6)

(B) The seat is moved to any position to which it is designed to be adjusted. ☐ Check

(C) The seat back, if foldable, is folded forward as far as possible and then moved backward into position. ☐ Check

Yes- ☐ Pass; No- ☐ **Fail**

5. Is the inboard receptacle end of the seat belt assembly, installed in the outboard designated seating position, accessible with the center arm rest in any position to which it can be adjusted (without moving the armrest)? Yes- ☐ Pass; No- ☐ **Fail**

LOCATION OF ANCHORING POINTS FOR LATCHPLATE REACH LIMITING CHAINS OR STRINGS TO TEST FOR LATCHPLATE ACCESSIBILITY

PART 572E DUMMY

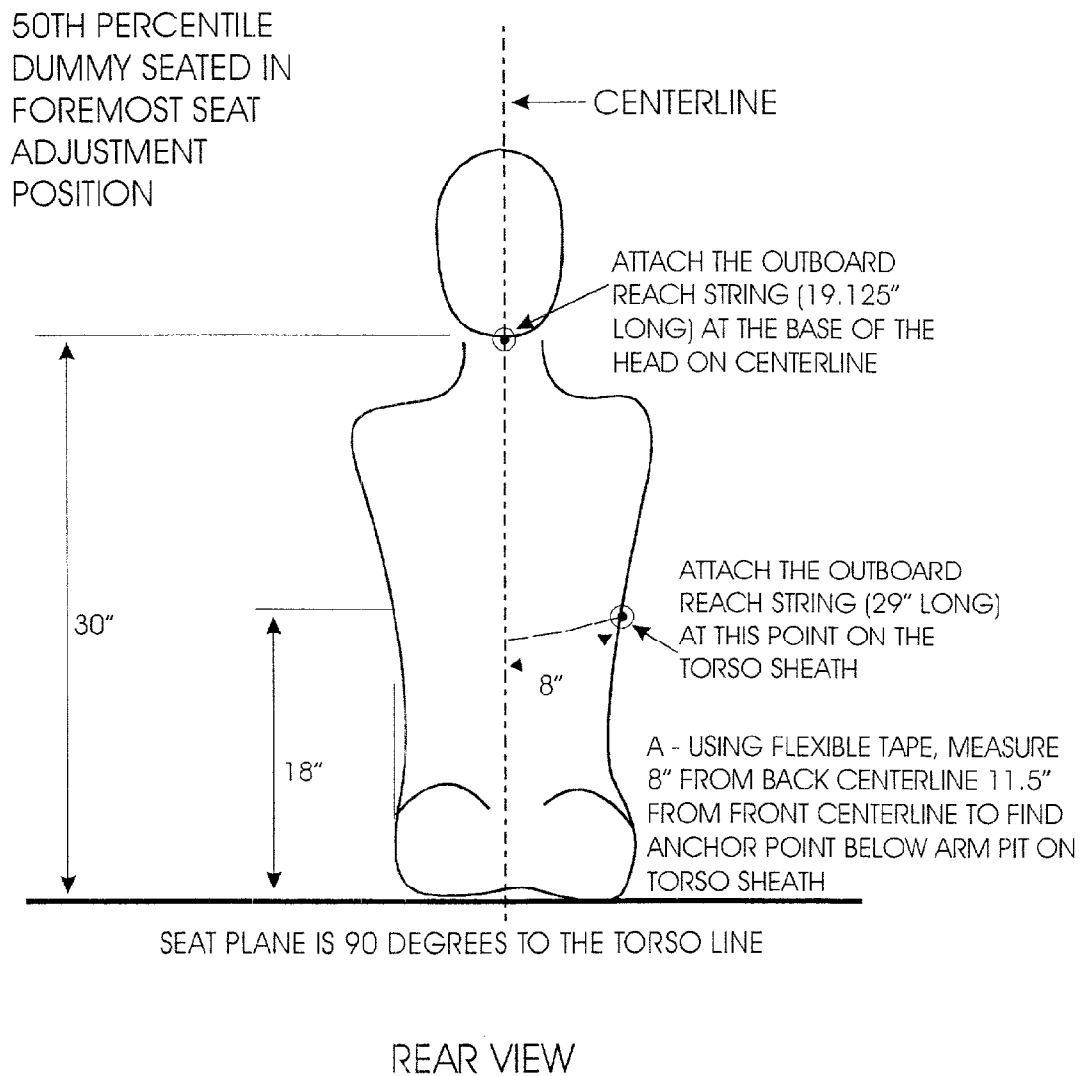


Figure 1C

USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

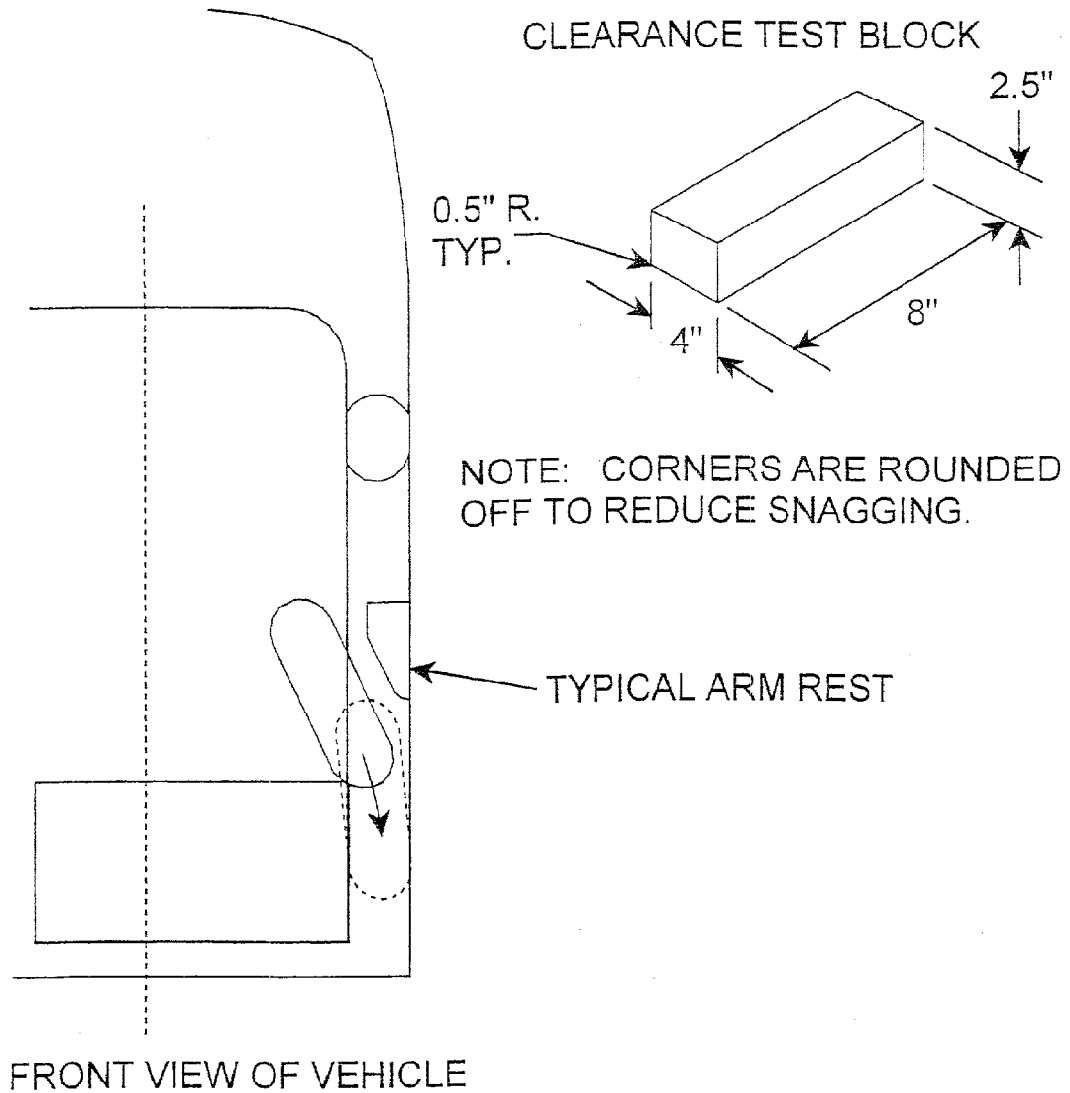


Figure 2C

Appendix A

Photographs



Figure A-1 Pre-Test Front View of Test Vehicle Mounted to Sled

A-2

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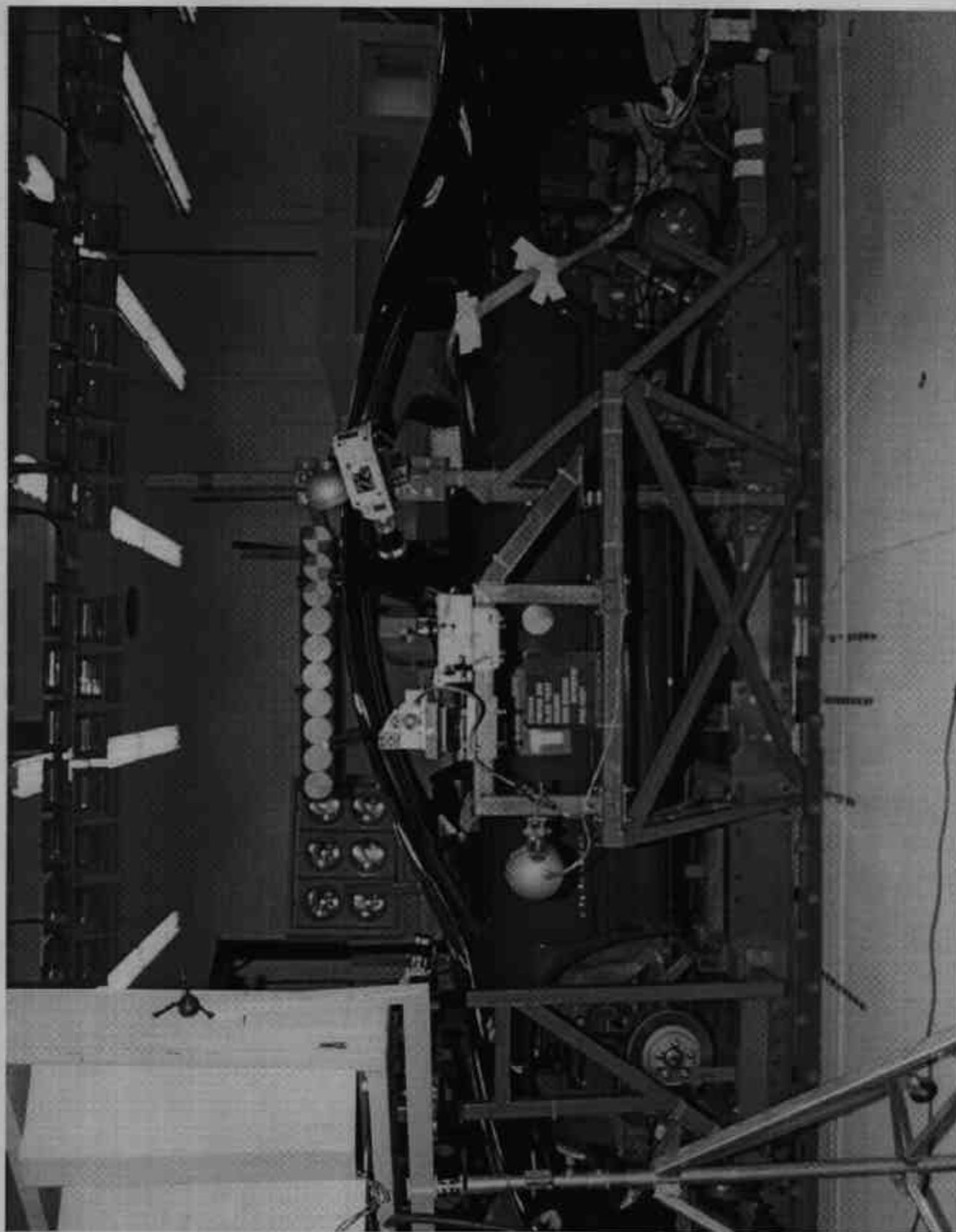


Figure A-2 Pre-Test Left Side View of Test Vehicle Mounted to Sled

A-3

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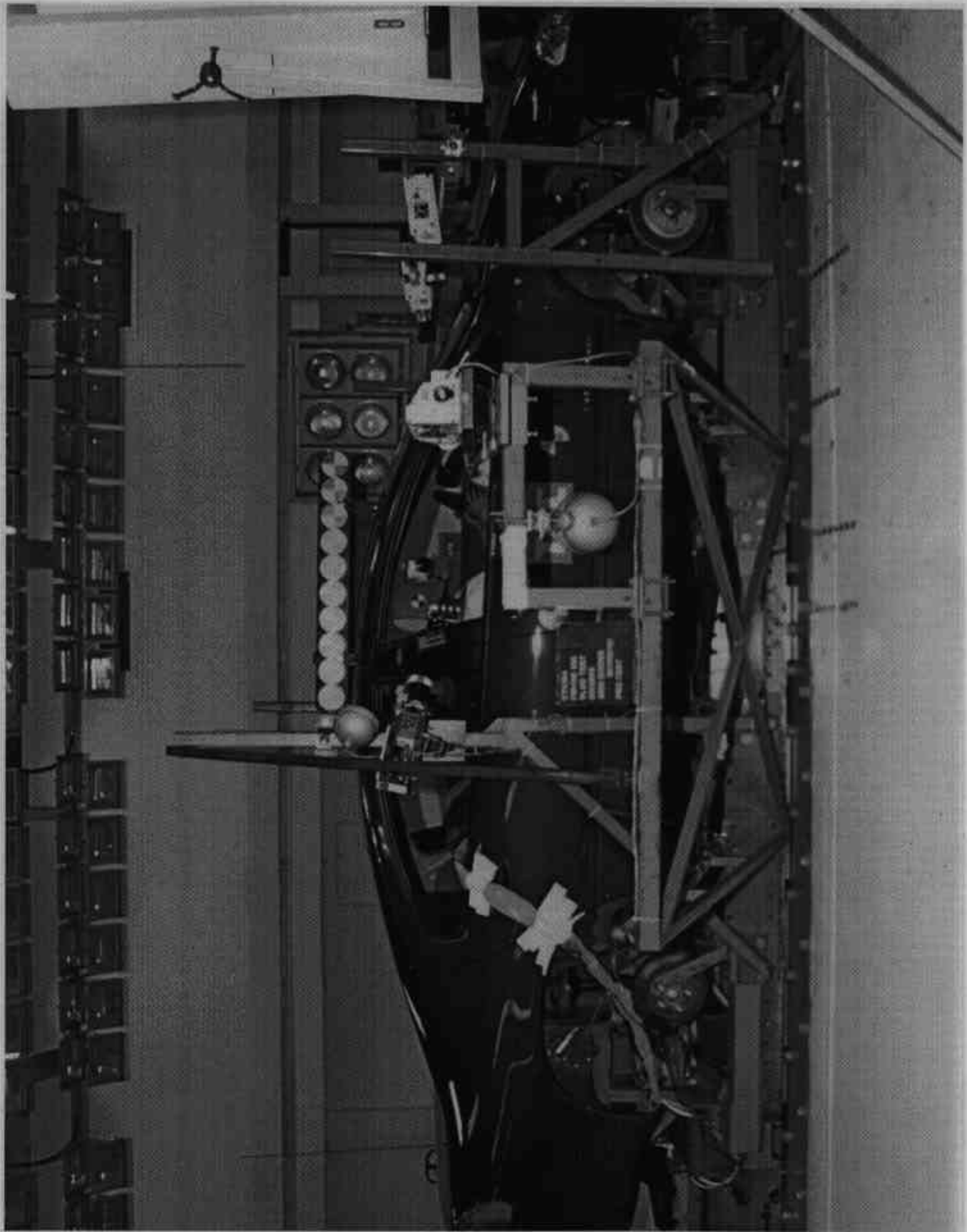


Figure A-3 Pre-Test Right Side View of Test Vehicle Mounted to Sled

A-4

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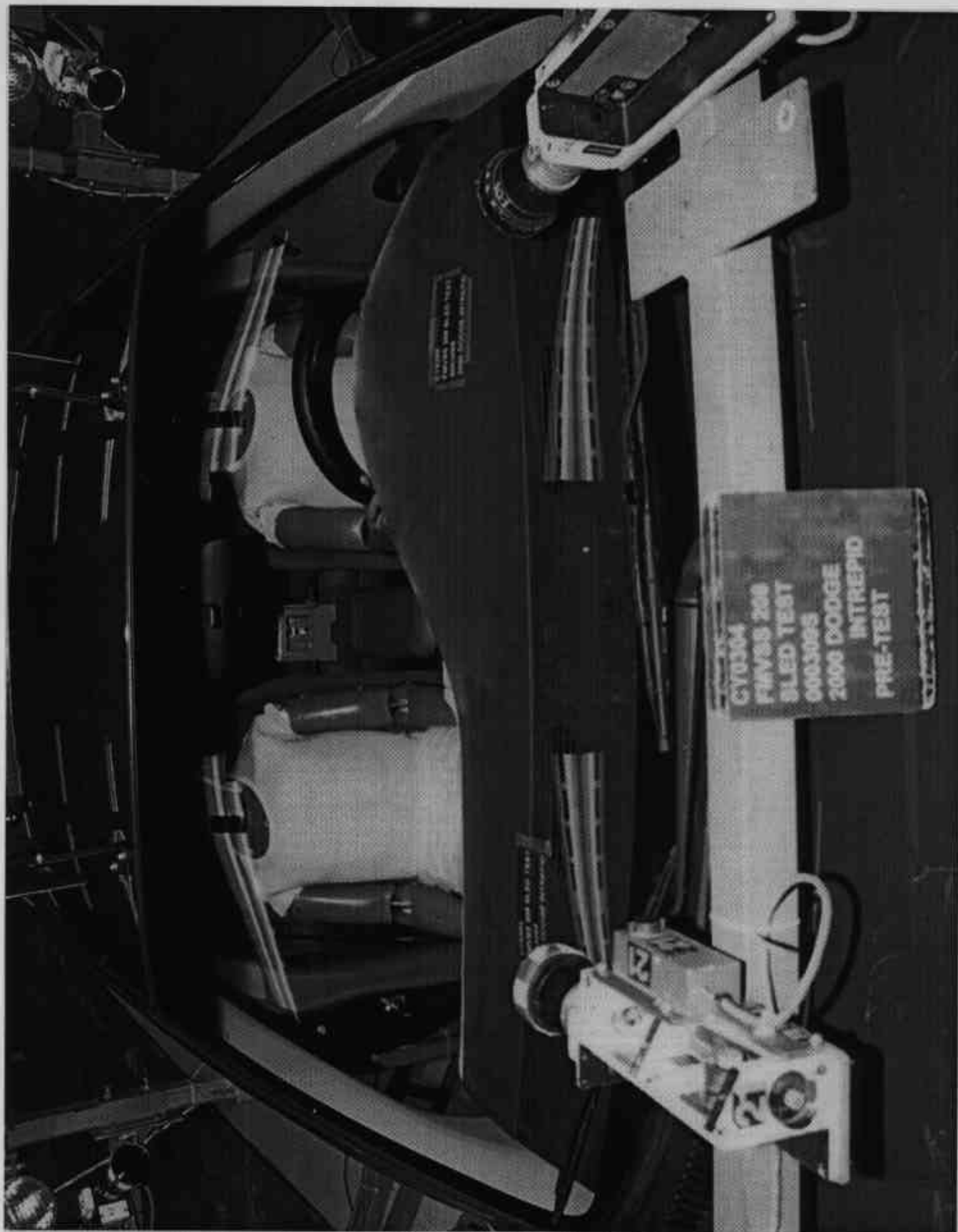


Figure A-4 Pre-Test Windshield View
A-5

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Figure A-5 Post-Test Windshield View
A-6

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Figure A-6 Pre-Test Driver Dummy Position View with Door Open

A-7

000309S



Figure A-7 Post-Test Driver Dummy Position View with Door Open

A-8

000309S



Figure A-8 Pre-Test Driver Seat Track Position View
A-9

000309S

CY0304
FMVSS 208
SLED TEST
000309S
2000 DODGE
INTREPID
POST TEST

Figure A-9 Post-Test Driver Seat Track Position View
A-10

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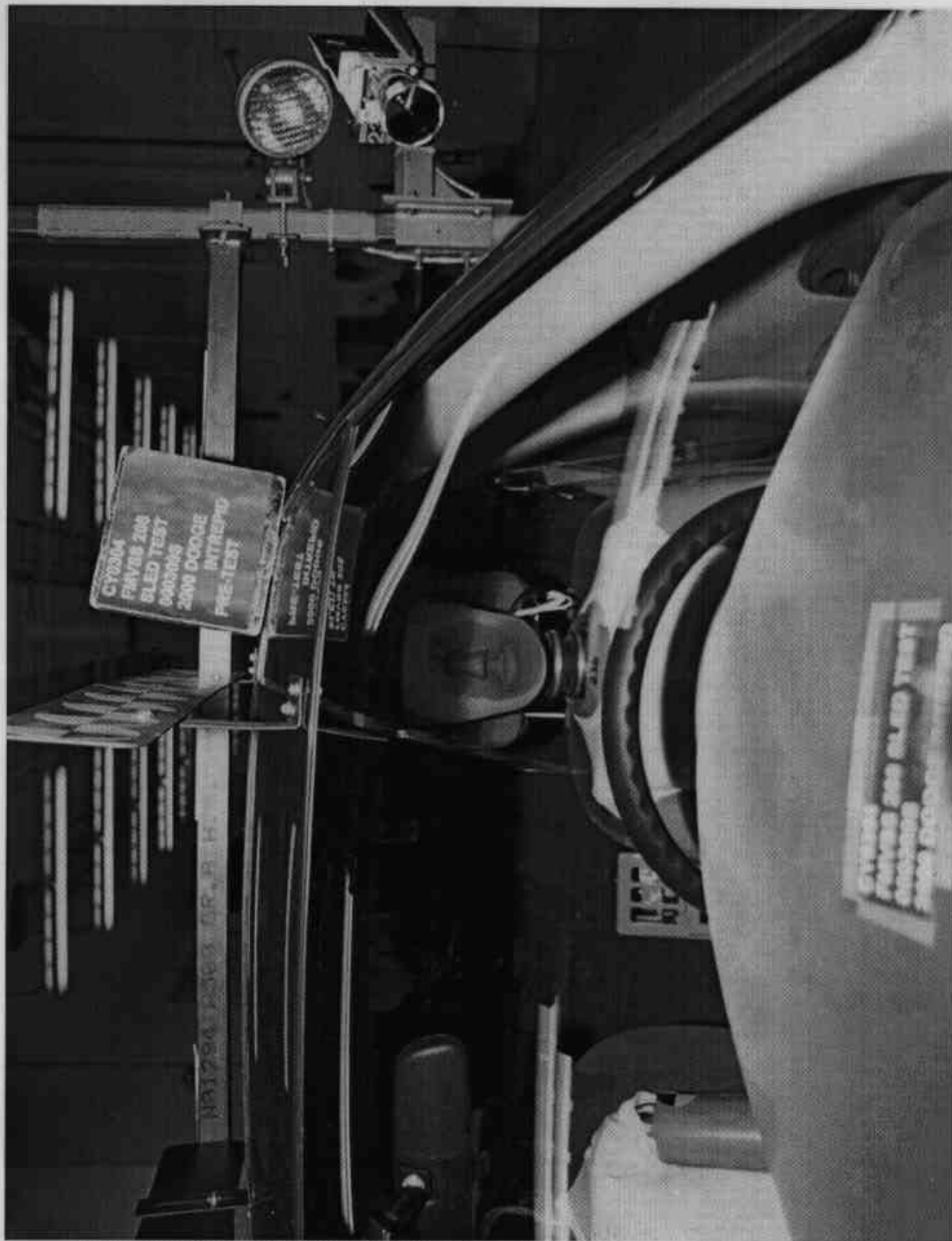


Figure A-10 Pre-Test Driver Dummy Position Front View
A-11

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Figure A-11 Post-Test Driver Dummy Position Front View
A-12

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Figure A-12 Pre-Test Passenger Dummy Position View with Door Open

A-13

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Figure A-13 Post-Test Passenger Dummy Position View with Door Open
A-14 000309S



Figure A-14 Pre-Test Passenger Seat Track Position View
A-15

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Figure A-15 Post-Test Passenger Seat Track Position View
A-16

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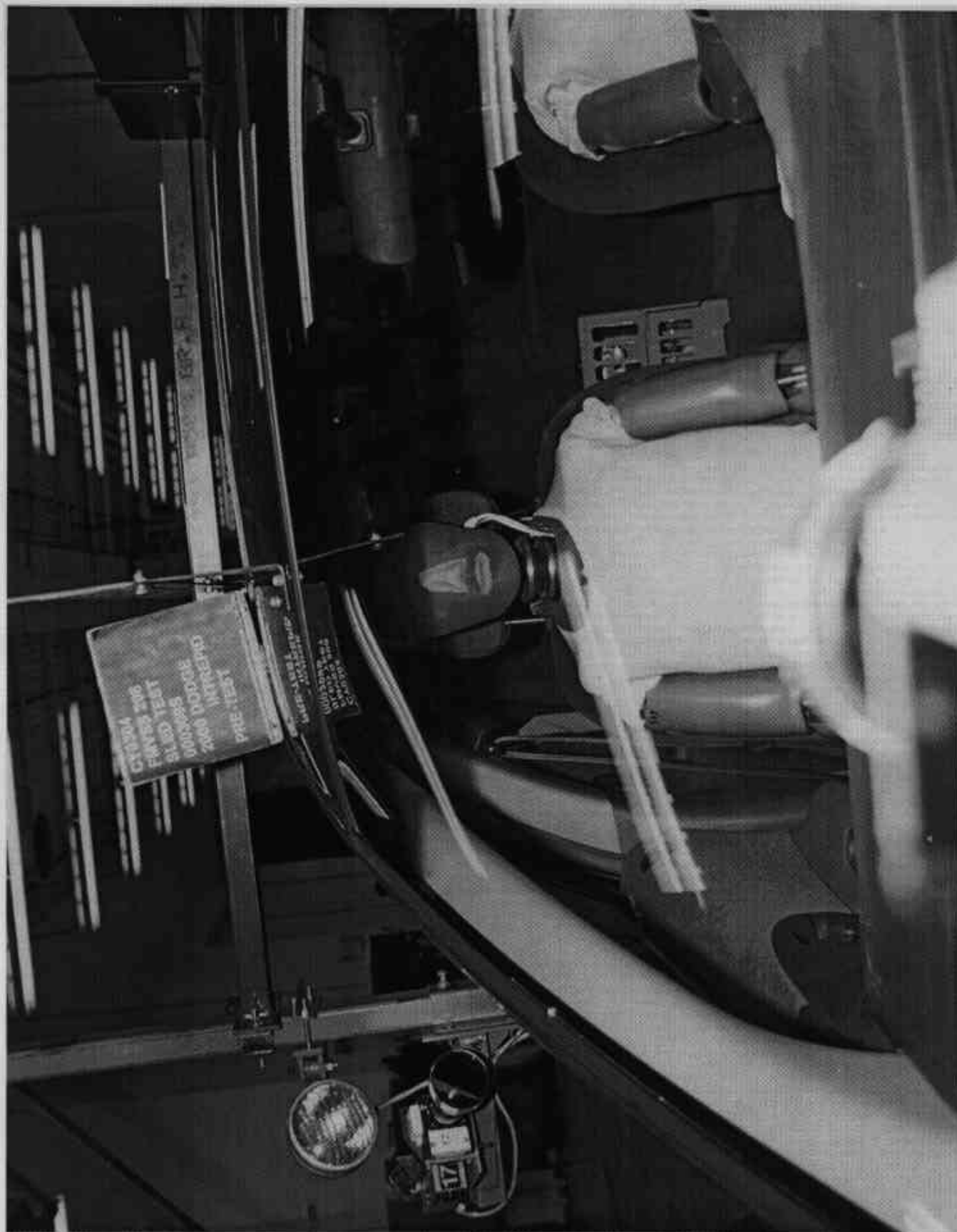


Figure A-16 Pre-Test Passenger Dummy Position Front View
A-17

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Figure A-17 Post-Test Passenger Dummy Position Front View
A-18

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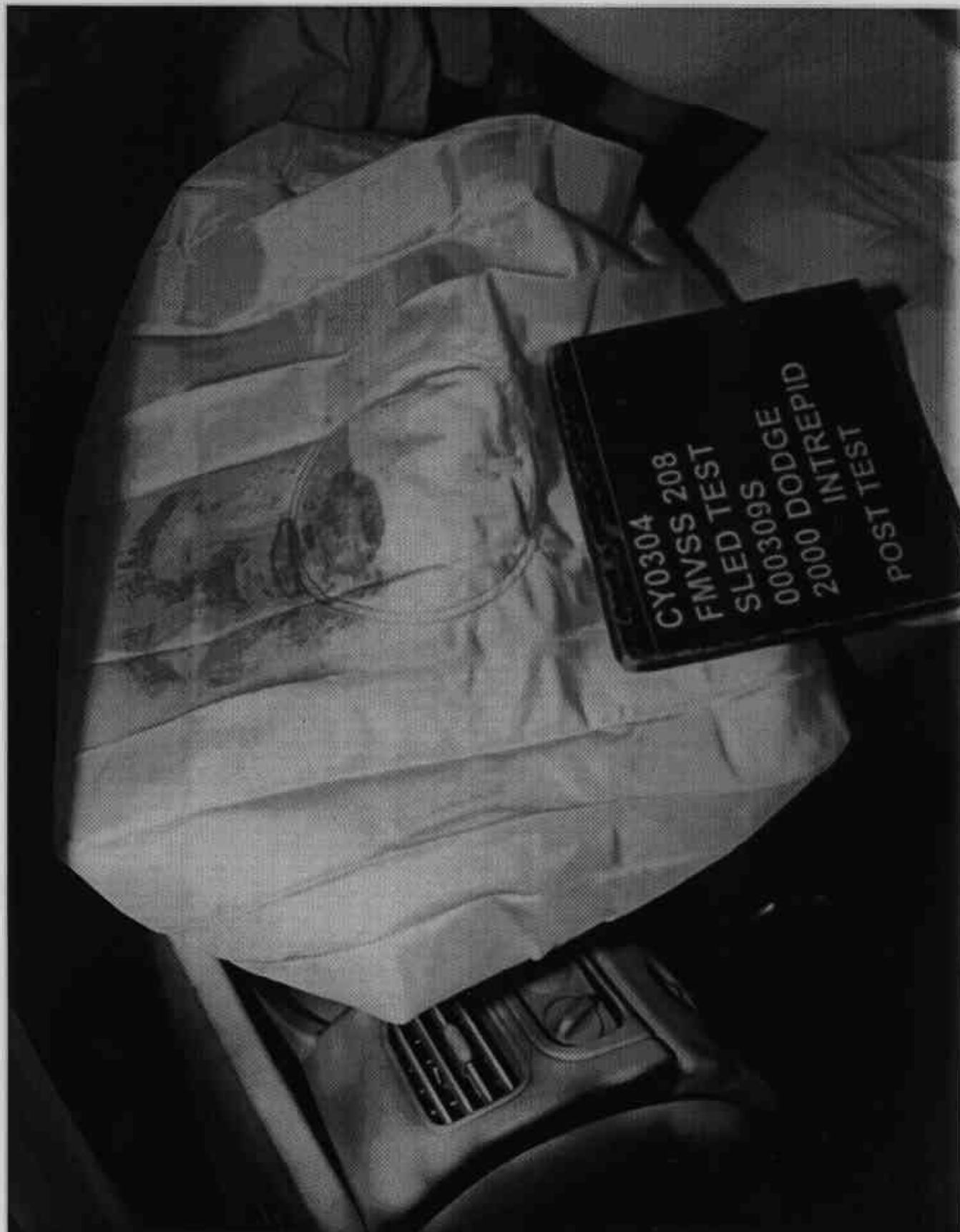


Figure A-18 Post-Test Driver Airbag View
A-19

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Figure A-19 Post-Test Driver Dummy Removed from Vehicle Overall View

A-20

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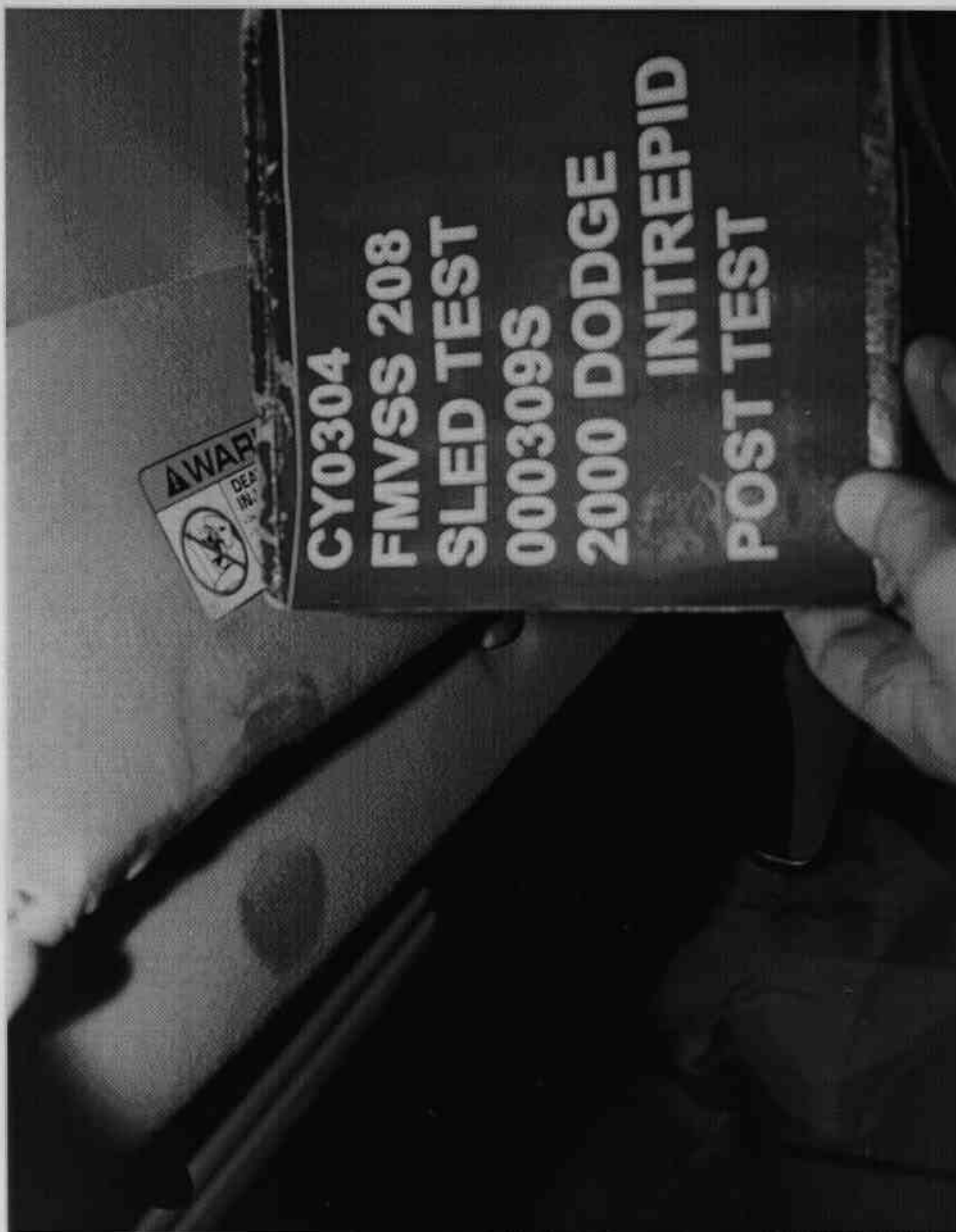


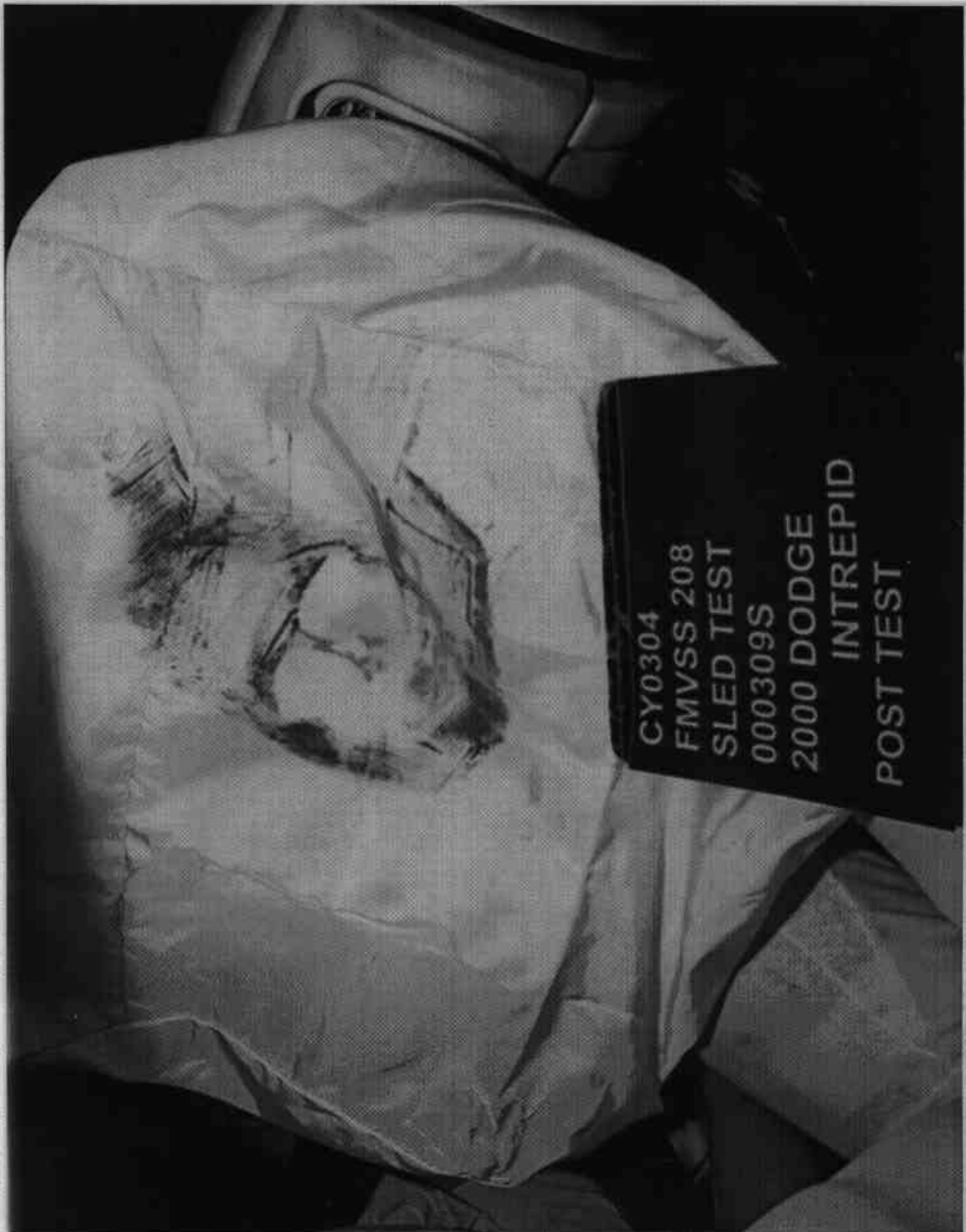
Figure A-20 Post-Test Driver Head Contact - View 1
A-21

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CY0304
FMVSS 208
SLED TEST
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2000 DODGE
INTREPID
POST TEST

Figure A-21 Post-Test Driver Head Contact - View 2
A-22

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FMVSS 208
SLED TEST
000309S
2000 DODGE
INTREPID
POST TEST

Figure A-22 Post-Test Passenger Airbag View
A-23

000309S



Figure A-23 Post-Test Passenger Dummy Removed from Vehicle Overall View
A-24 000309S



Figure A-24 Post-Test Passenger Head Contact - View 1



CY0304
FMVSS 208
SLED TEST
000309S
2000 DODGE
INTREPID
POST TEST

Figure A-25 Post-Test Passenger Head Contact - View 2
A-26

000309S



Figure A-26 Pre-Test Driver Knee Bolster View
A-27

000309S

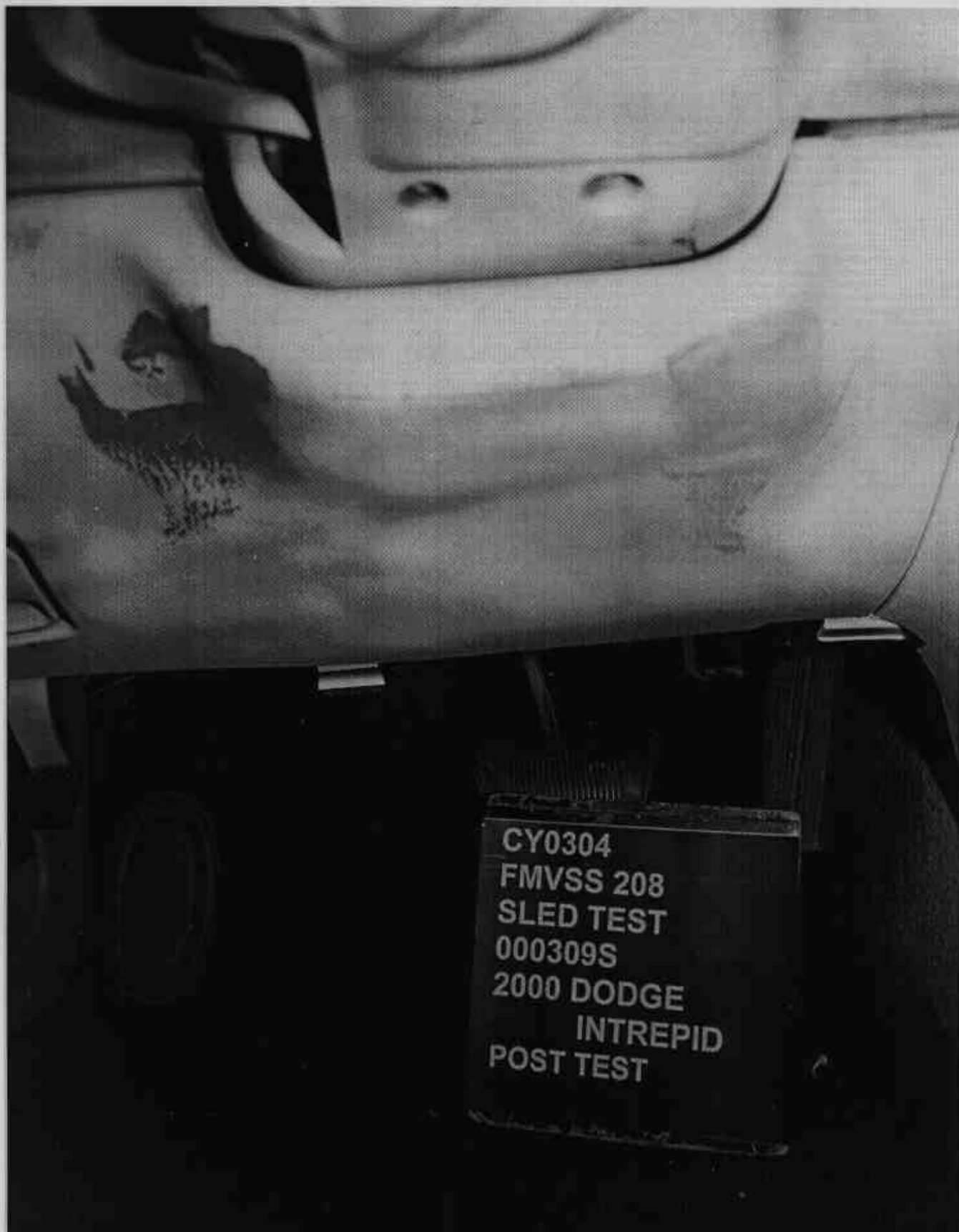


Figure A-27 Post-Test Driver Knee Bolster View
A-28

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Figure A-28 Pre-Test Passenger Glove Box View
A-29

000309S

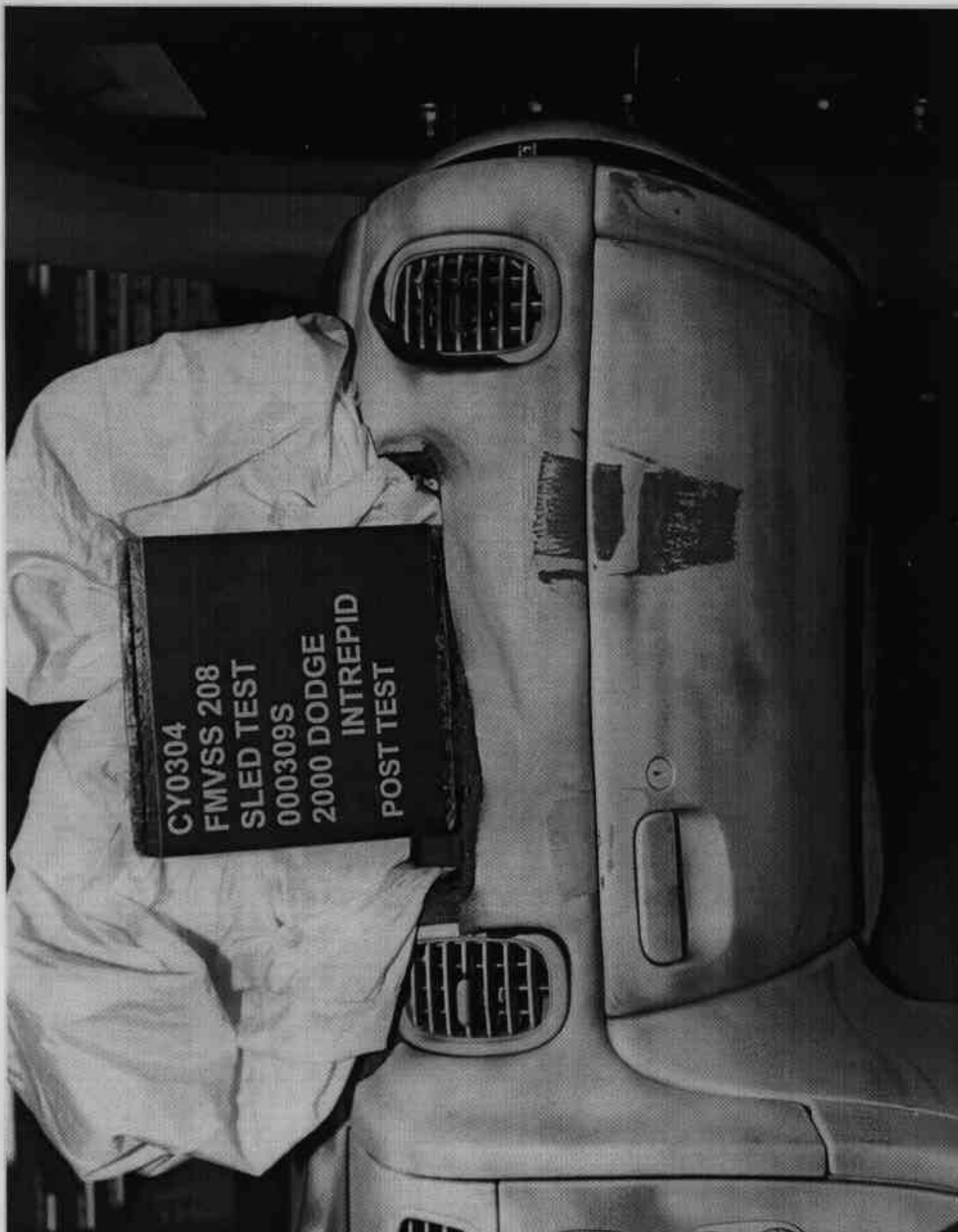


Figure A-29 Post-Test Passenger Glove Box View
A-30

000309S

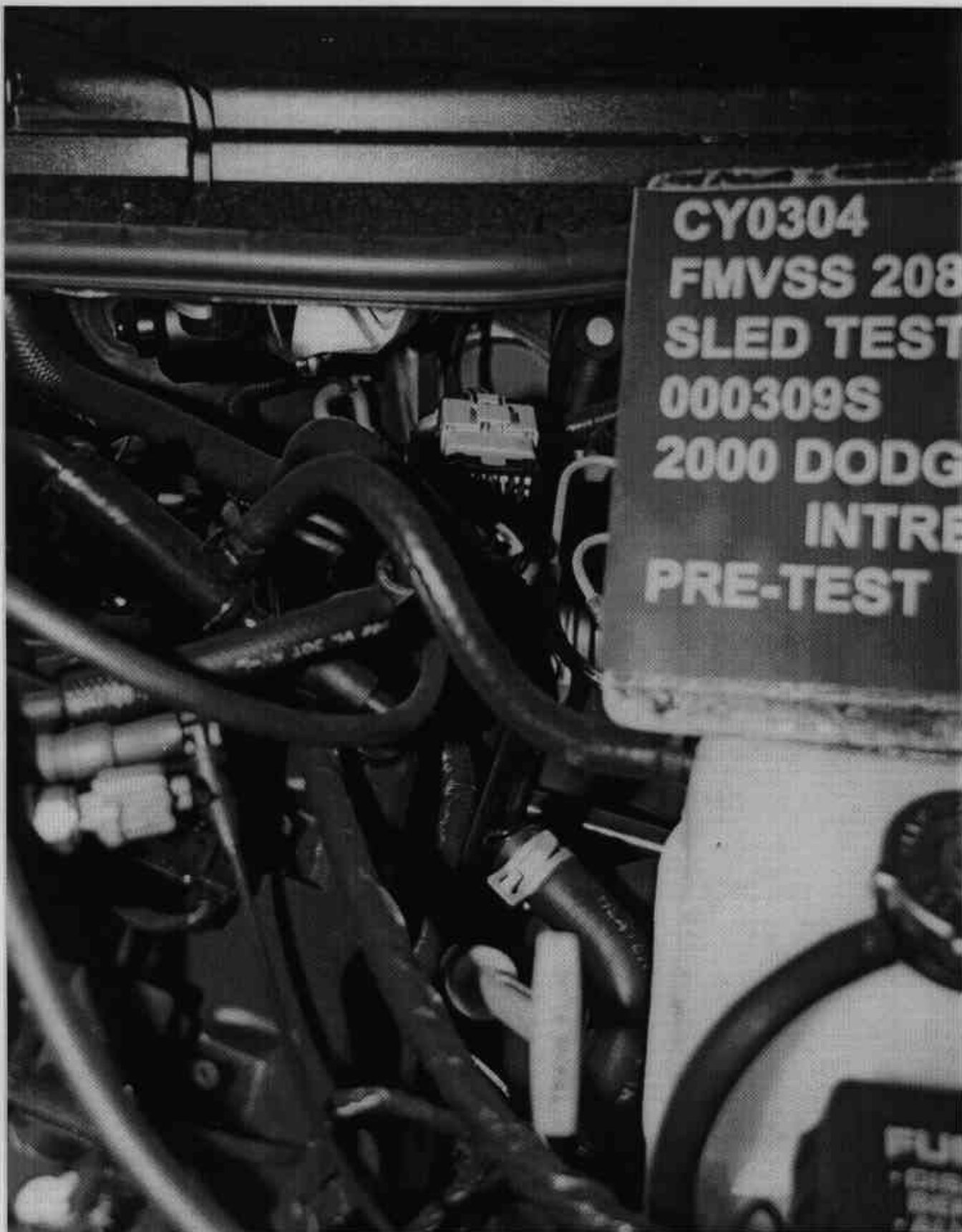


Figure A-30 Pre-Test Steering Column Linkage in Engine Compartment View

A-31

000309S

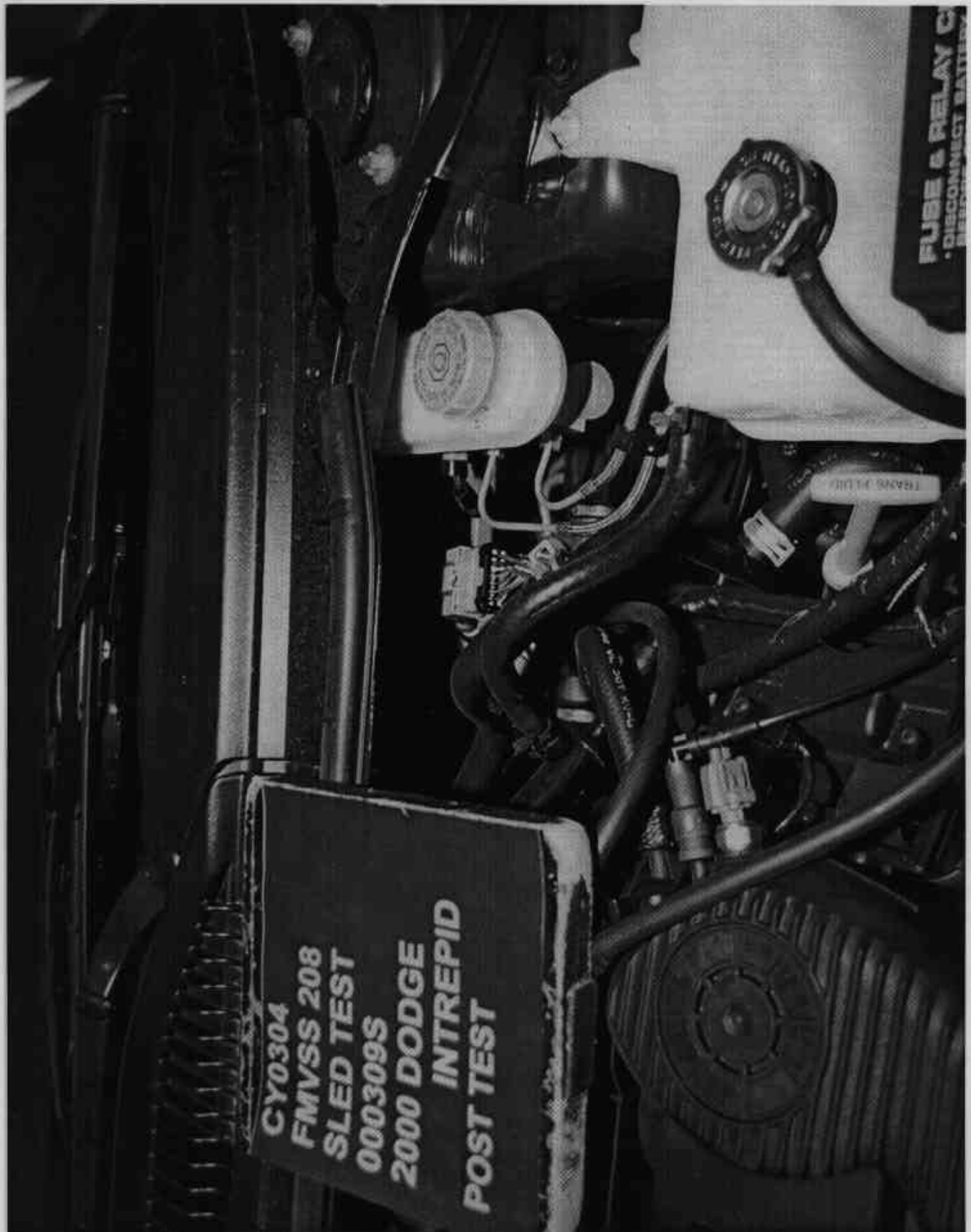


Figure A-31 Post-Test Steering Column Linkage in Engine Compartment View

A-32

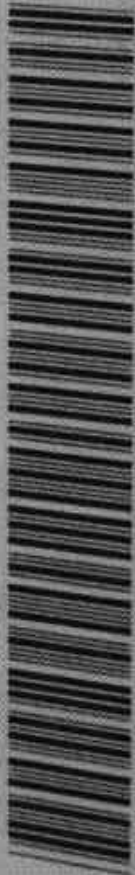
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MFD BY DAIMLERCHRYSLER CORPORATION DATE OF MFR: 11-99

GAWR	2076 KG	GAWR	0927 KG
	04575 LB	FRONT	2583 LB
		REAR	2042 LB

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

VIN: 2B3HD46R5YH213992 TYPE: PASSENGER CAR



MDH: 111118 785AA PNT:PRU VEHICLE MADE IN CANADA TRX:B7D5 4646104

Figure A-32 Pre-Test Vehicle Certification Label View
A-33

000309S

Appendix B

Data Plots

CY0304 / 2000 DODGE INTREPID

SLED ACCELERATION

FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F

60

0

ACCELERATION (G X 10⁻¹)

-60

-120

-180

-240

-300

-15

0

15

30

45

60

75

90

105

120

135

150

TIME (MS)

CHANNEL: SLDXG

FILTER: CH. CLASS 60

PEAK DATA: 0.49 G @ 128.00 MS; -17.92 G @ 57.28 MS

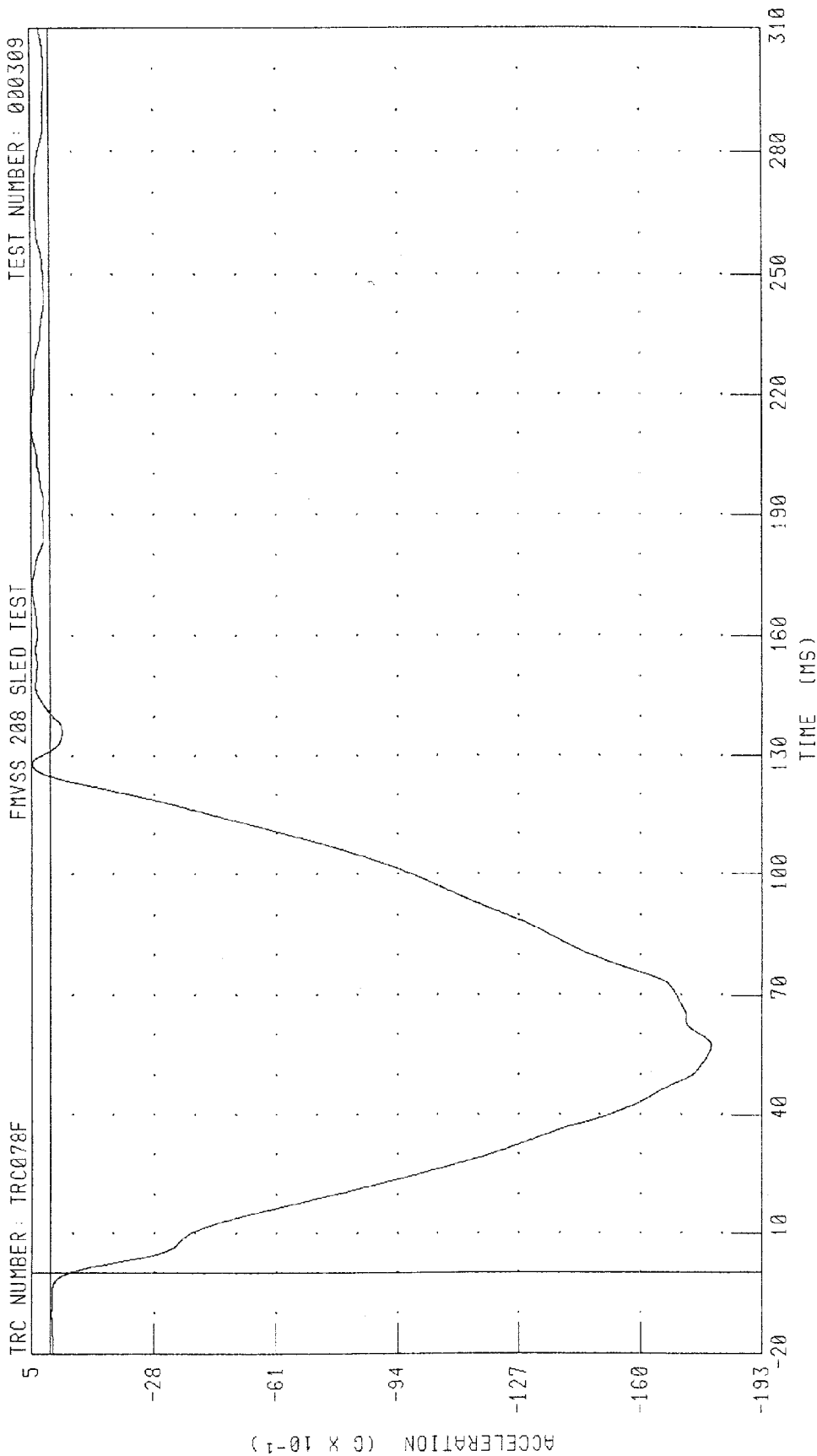
CY0304 / 2000 DODGE INTREPID

SLED ACCELERATION

FMVSS 208 SLED TEST

TEST NUMBER: 000309

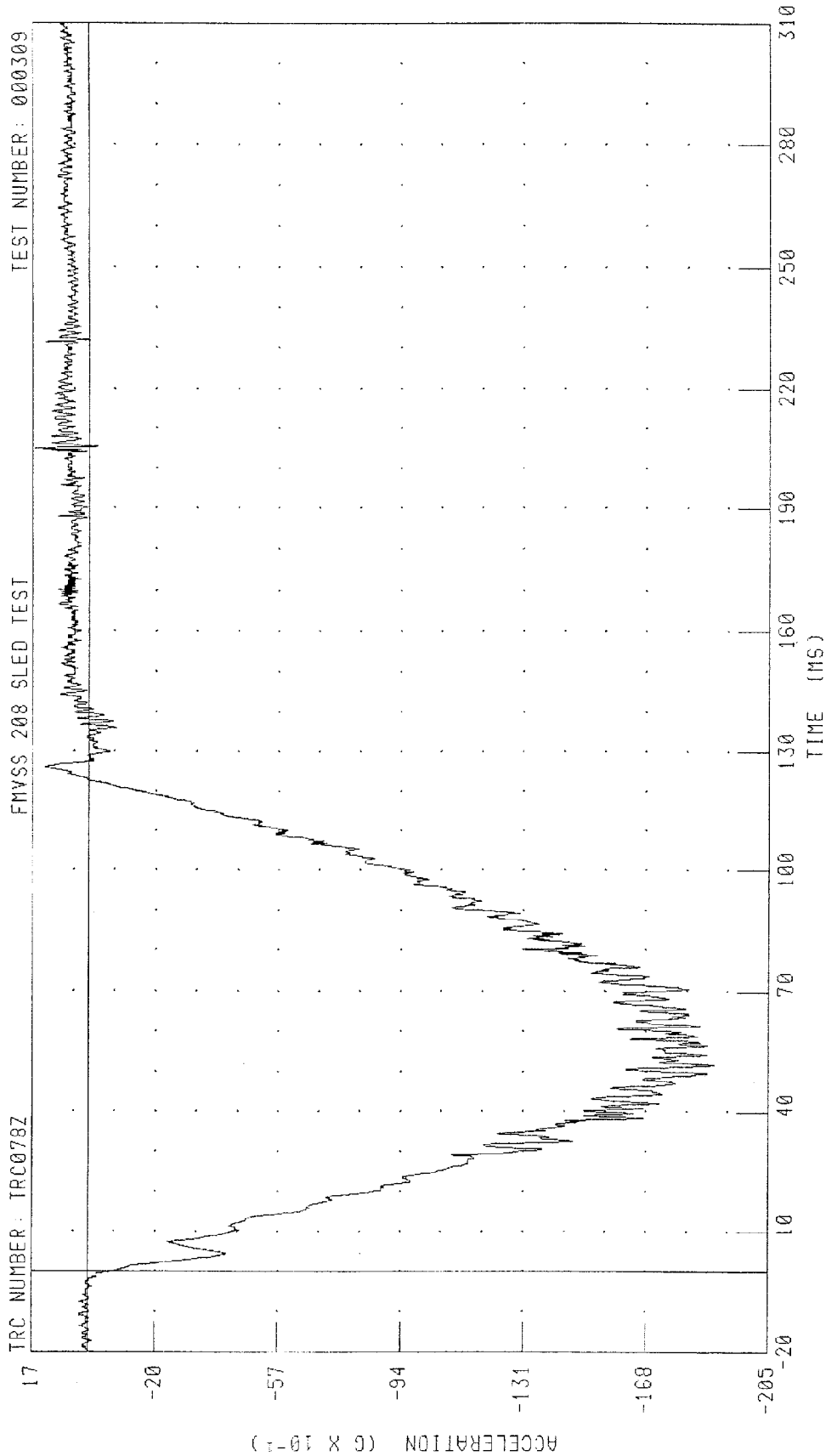
TRC NUMBER: TRC078F



CHANNEL: SLDXG FILTER: CH CLASS 60

PEAK DATA: 0.53 G @ 213.12 MS; -17.92 G @ 57.28 MS

CY0304 / 2000 DODGE INTREPID
SLED ACCELERATION PRE-FILTERED AT 200 HZ TO DETERMINE HALF G



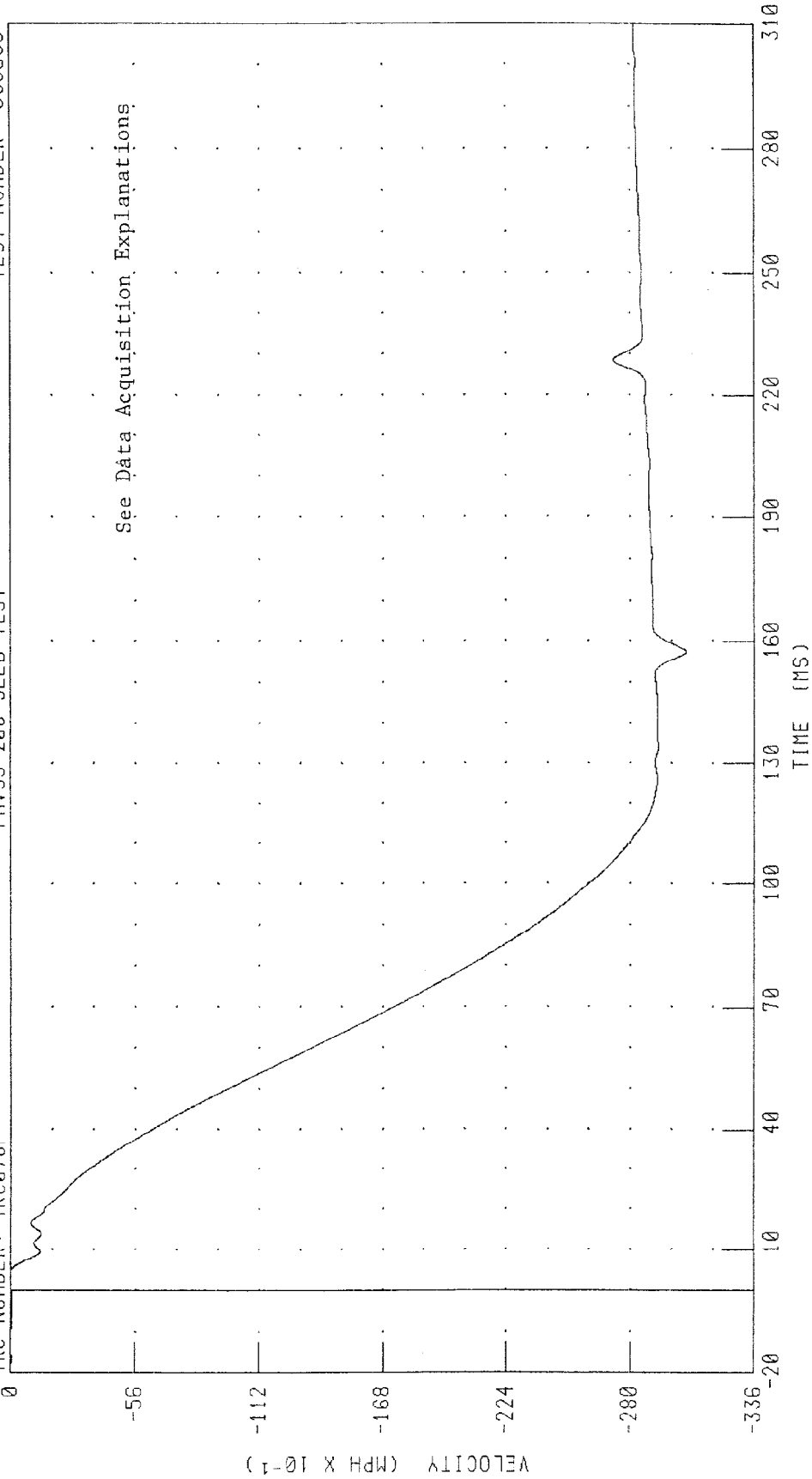
CY0304 / 2000 DODGE INTREPID

MEASURED VELOCITY TRAP

FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



PEAK DATA: 0.07 MPH @ 3.52 MS, -30.55 MPH @ 157.52 MS

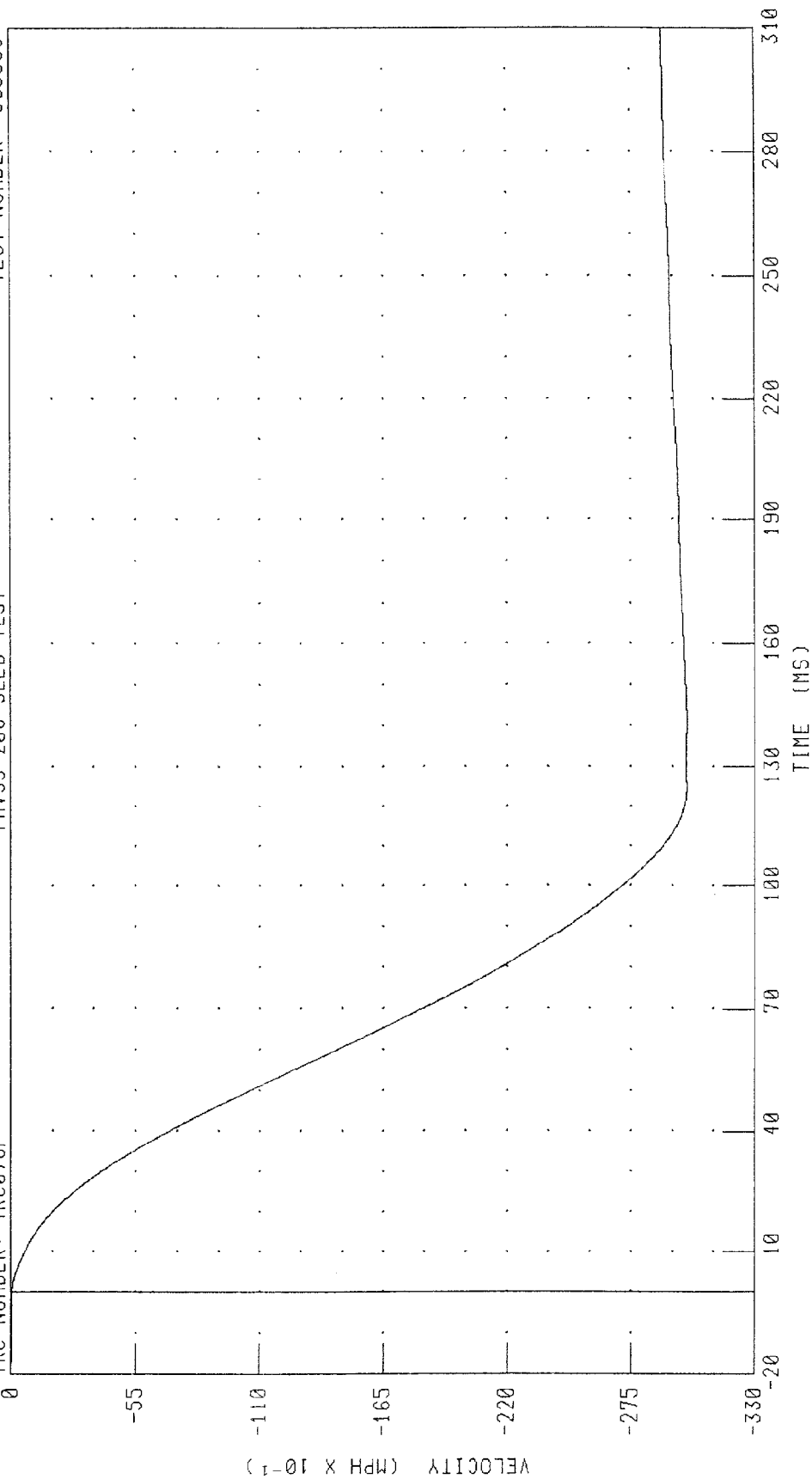
CHANNEL: SLOXY FILTER: CH. CLASS 60

CY0304 / 2000 DODGE INTREPID
SLED VELOCITY (INTEGRATED)

TEST NUMBER: 000309

FMVSS 208 SLED TEST

TRC NUMBER: TRC078F



CHANNEL: SLDXVI FILTER: CH. CLASS 180

PEAK DATA: -0.01 MPH @ -20.00 MS, -30.01 MPH @ 140.56 MS

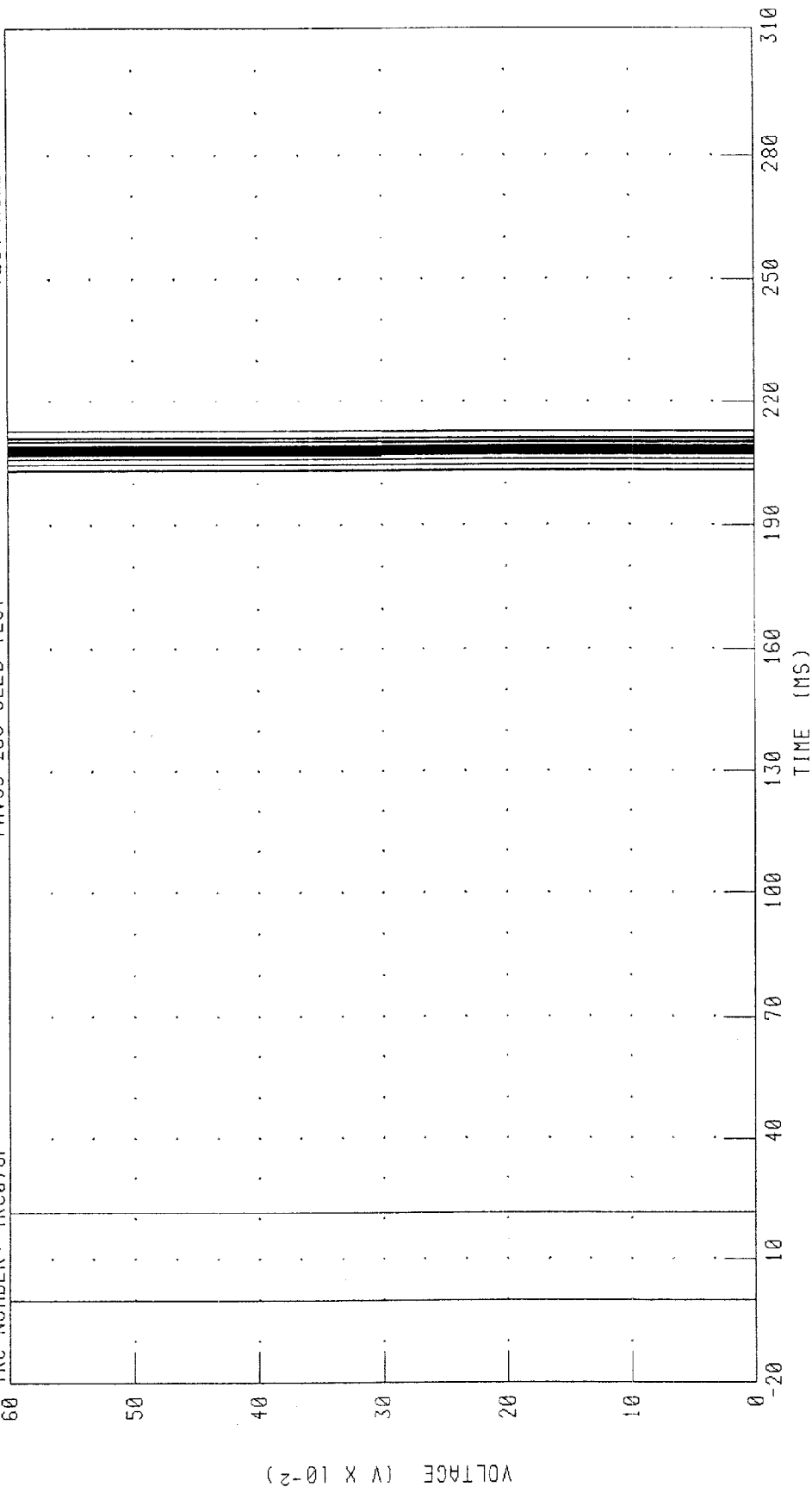
CY0304 / 2000 DODGE INTREPID

DRIVER AIRBAG EVENT

FMVSS 208 SLED TEST

TEST NUMBER: 000309

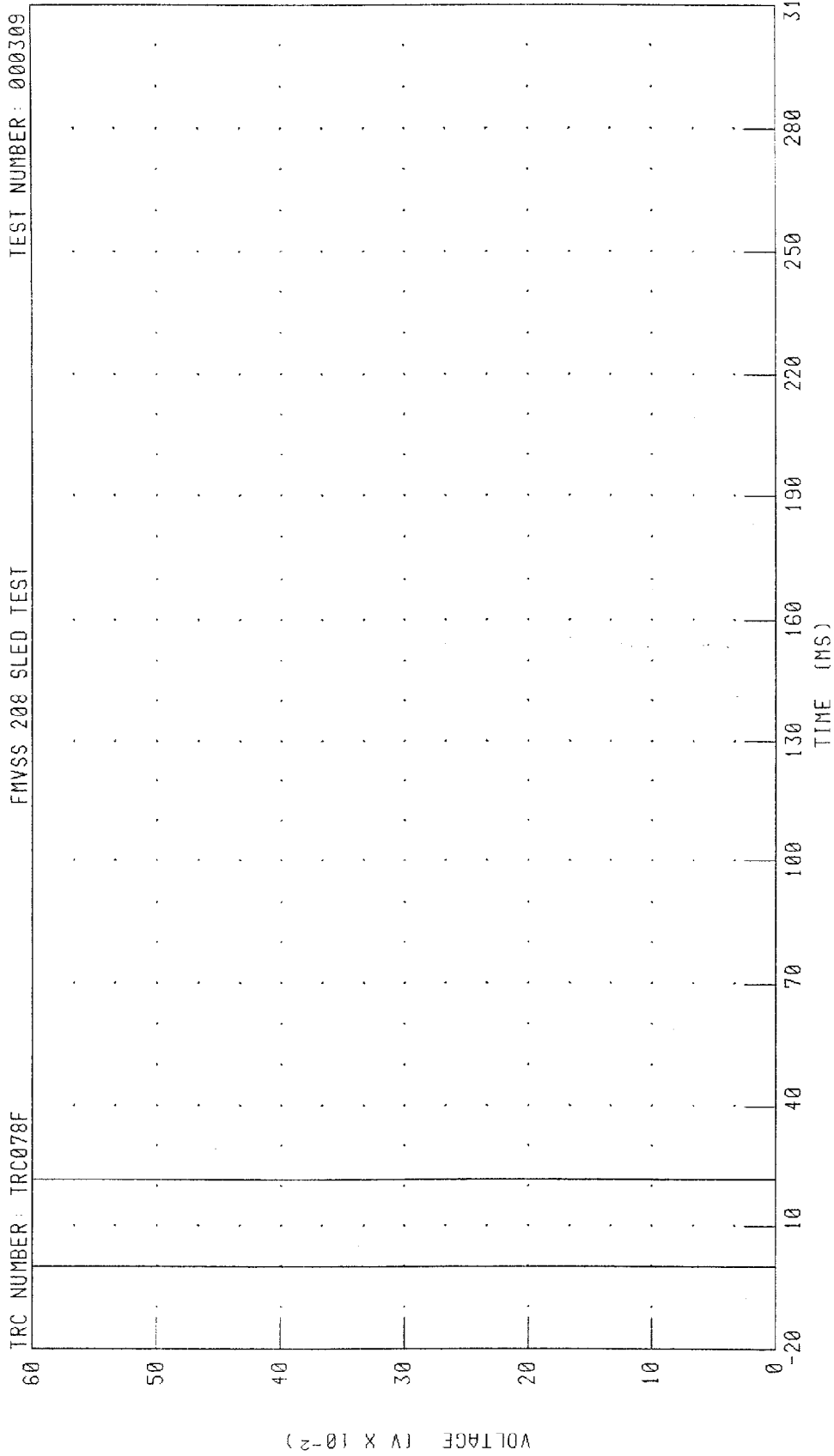
TRC NUMBER: TRC078F



PEAK DATA: 1.00 V @ 21.68 MS, 0.00 V @ -20.00 MS

CHANNEL: ABEVT1 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
PASSENGER AIRBAG EVENT
FMVSS 208 SLED TEST



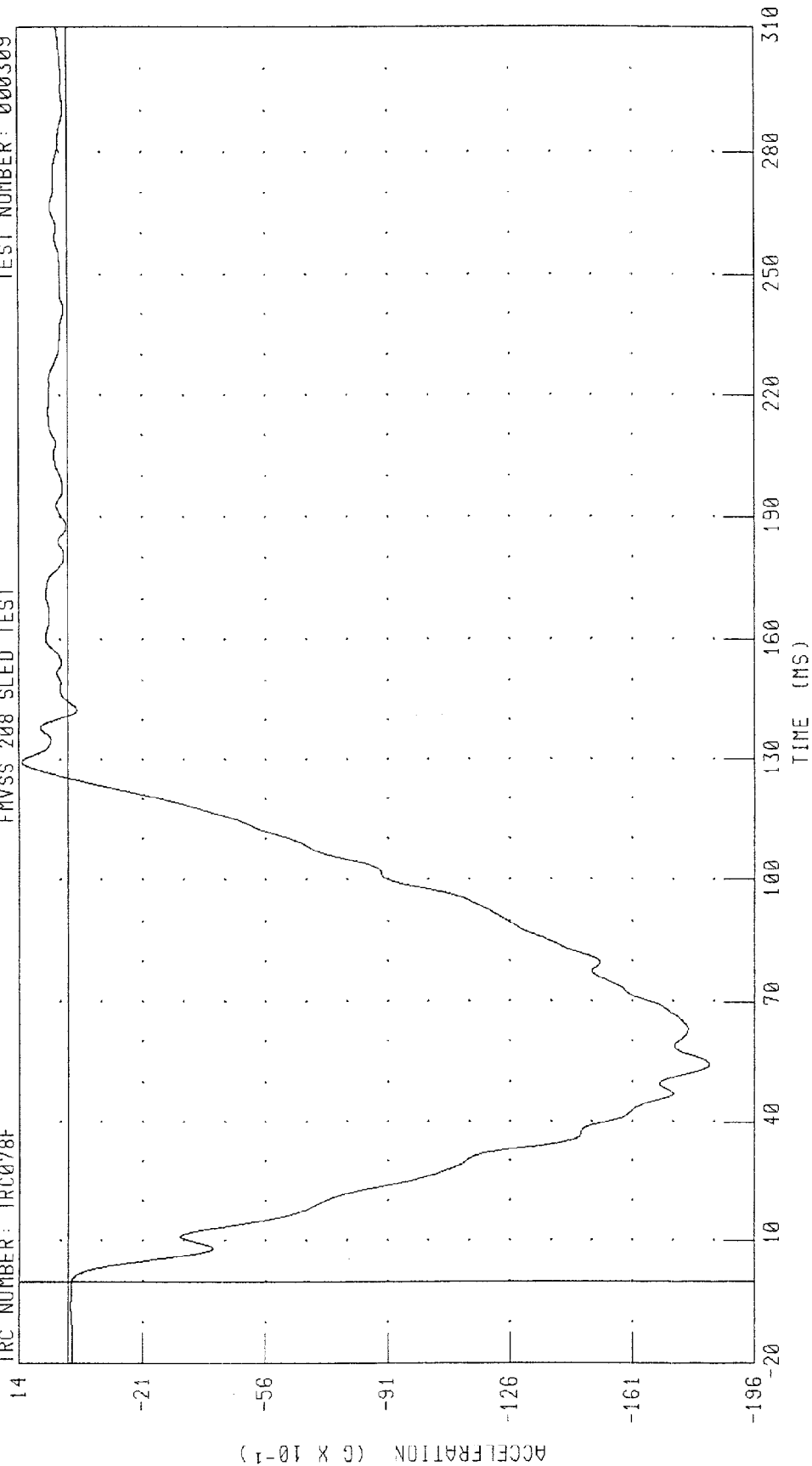
PEAK DATA: 1.00 V @ 21.68 MS; 0.00 V @ -20.00 MS

CHANNEL: ABEVT2 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
REAR AXLE X-AXIS ACCELERATION
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



PEAK DATA: 1.32 G @ 129.44 MS; -18.31 G @ 54.24 MS

FILTER: CH. CLASS 60

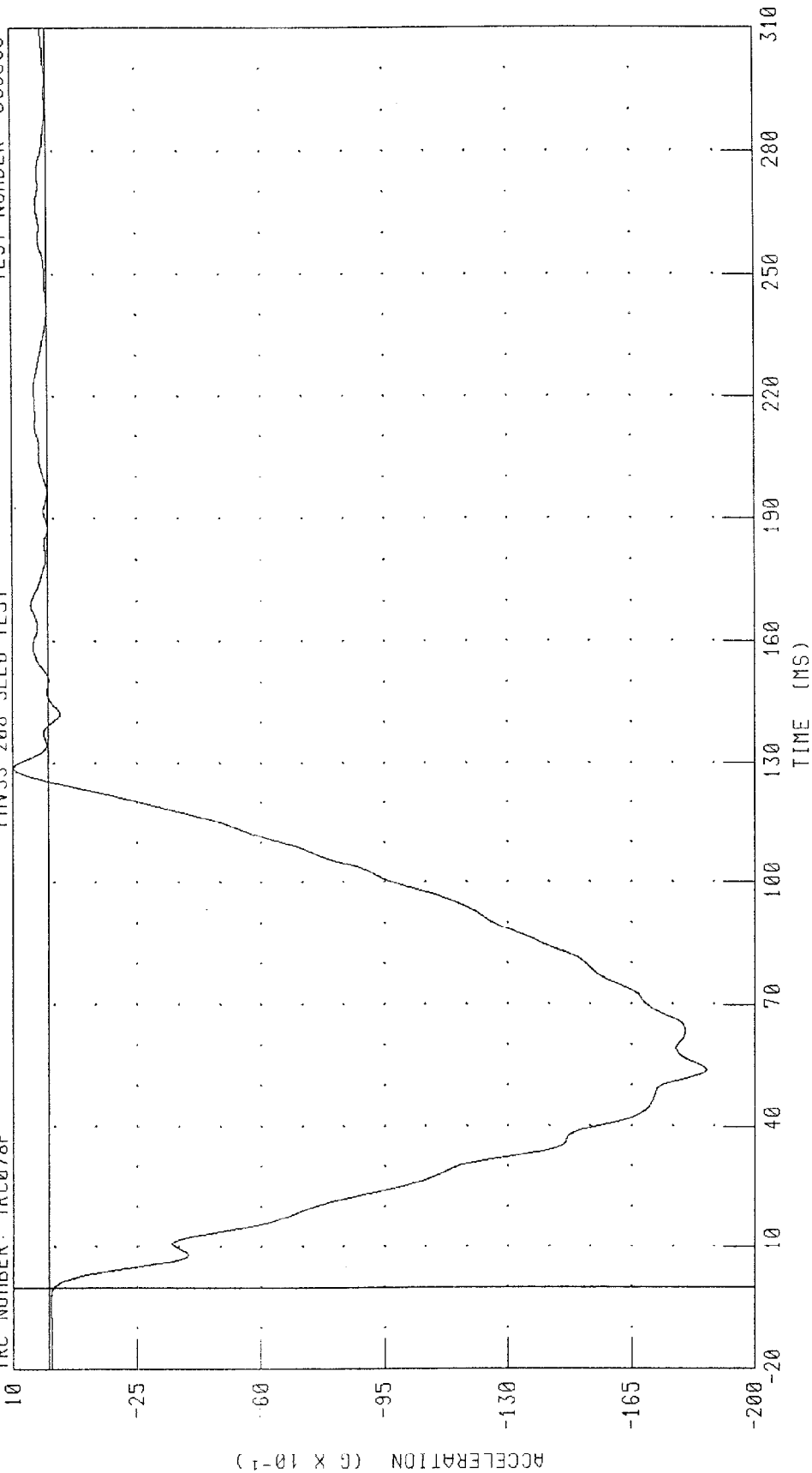
CHANNEL: RAXG

CY0304 / 2000 DODGE INTREPID
LEFT BODY X-AXIS ACCELERATION
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F

10

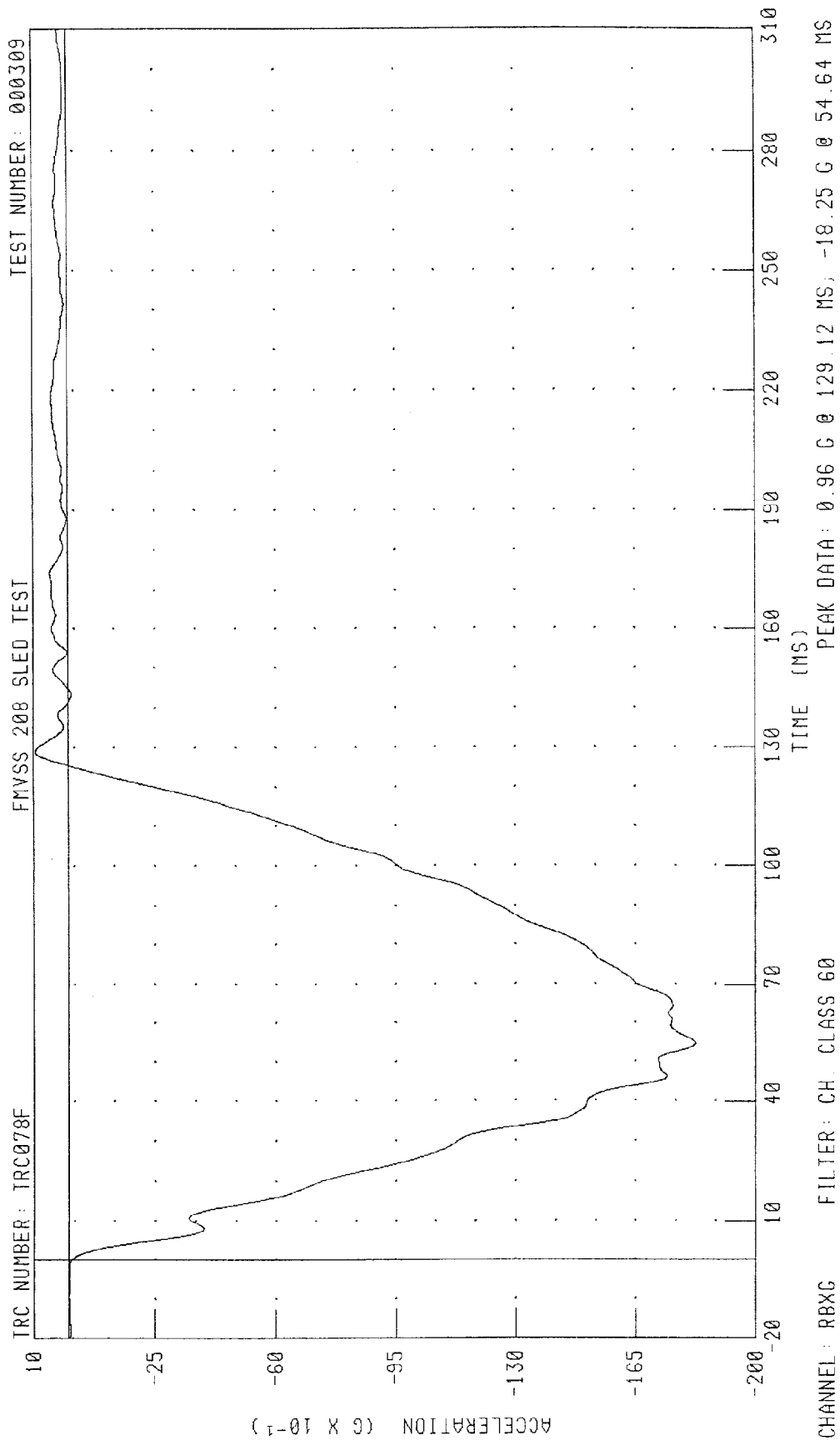


PEAK DATA: 0.98 G @ 128.88 MS; -18.63 G @ 53.76 MS

FILTER: CH. CLASS 60

CHANNEL: LBXC

CY0304 / 2000 DODGE INTREPID
RIGHT BODY X-AXIS ACCELERATION



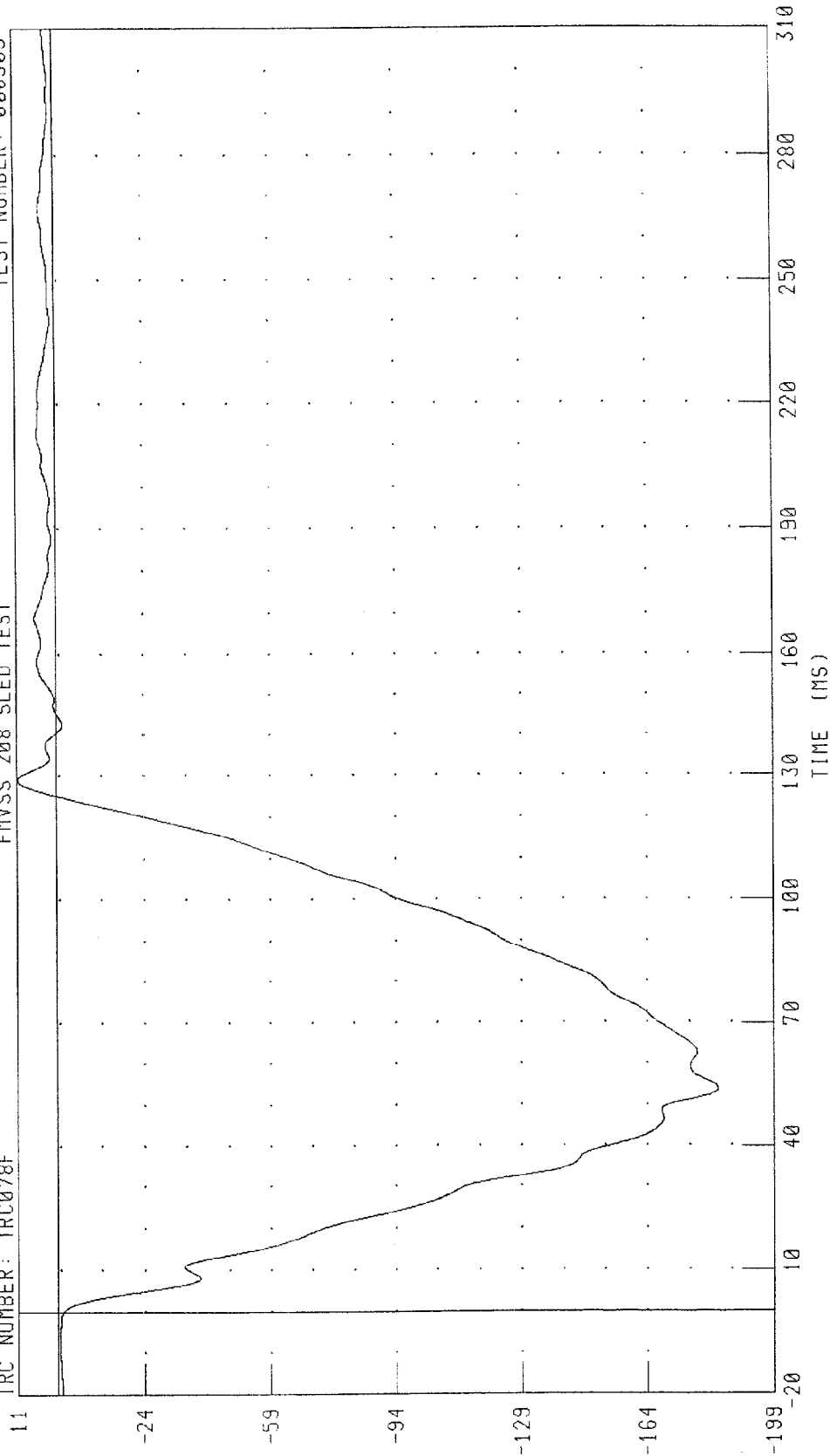
CY0304 / 2000 DODGE INTREPID
LEFT FRAME X-AXIS ACCELERATION
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F

11

ACCELERATION ($G \times 10^{-1}$)



CHANNEL: LFXG

FILTER: CH. CLASS 60

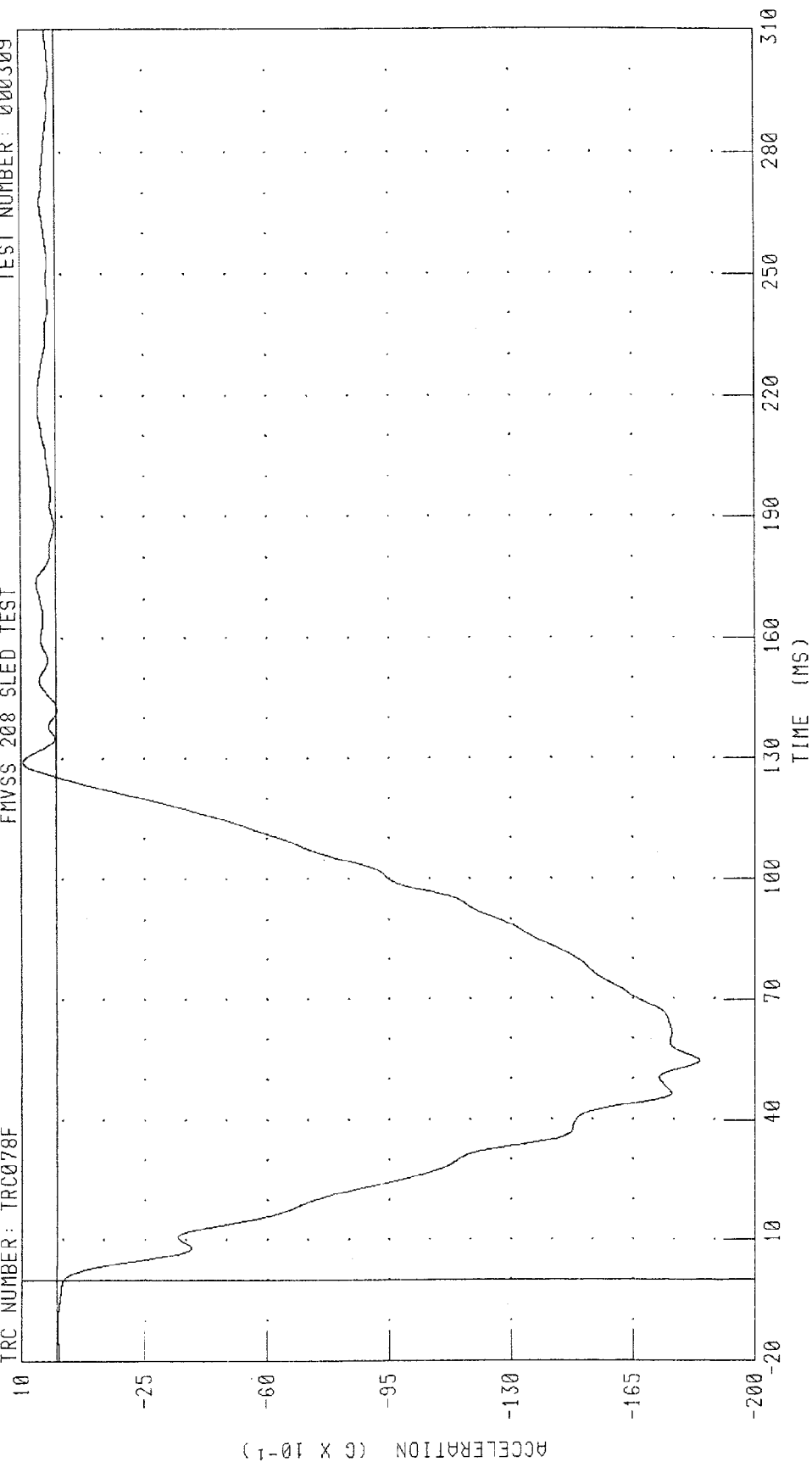
TIME (MS)

PEAK DATA: 1.09 G @ 129.04 MS; -18.36 G @ 53.76 MS

CY0304 / 2000 DODGE INTREPID
RIGHT FRAME X-AXIS ACCELERATION
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



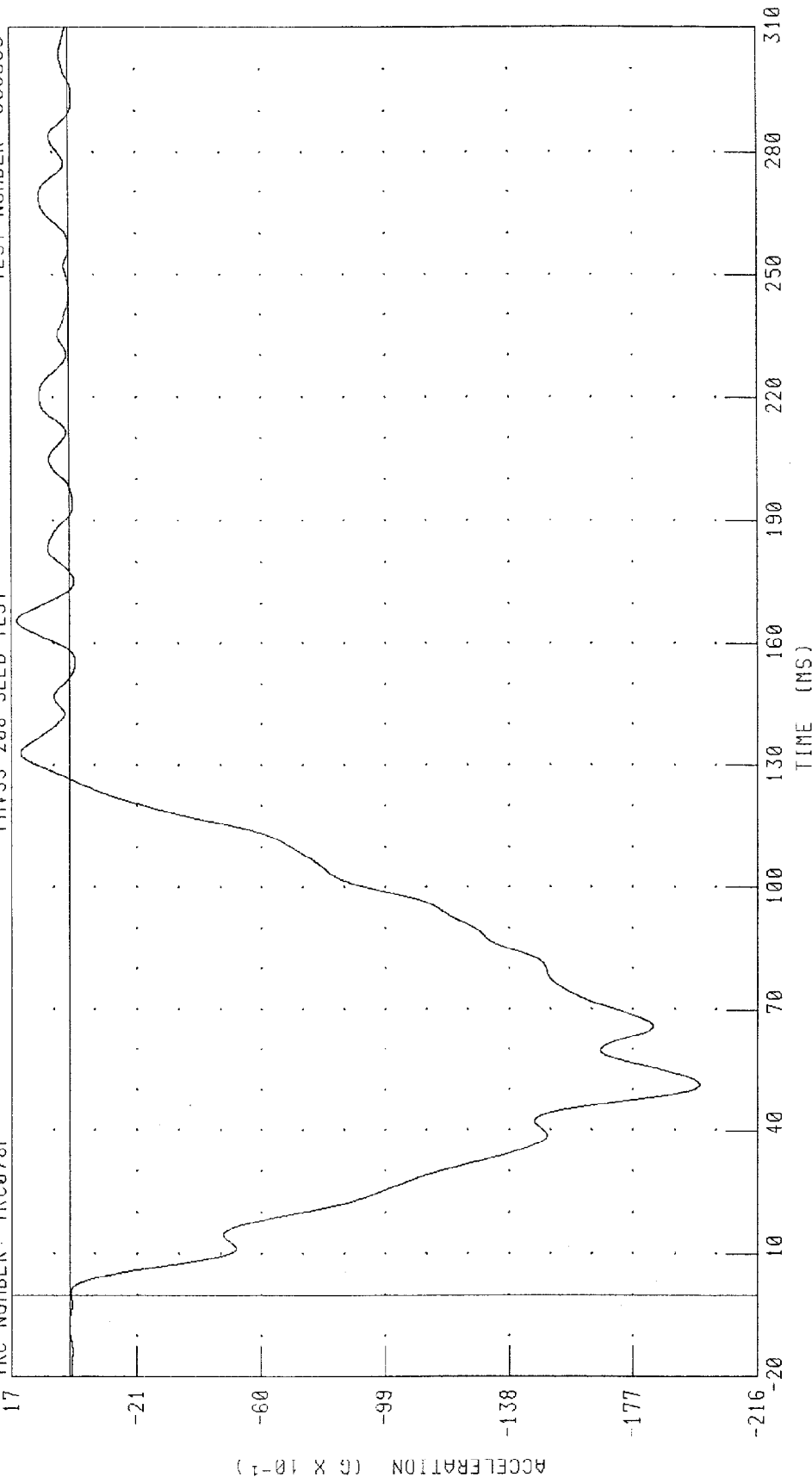
CHANNEL: RFXG FILTER: CH. CLASS 60

PEAK DATA: 0.96 G @ 129.28 MS, -18.40 G @ 54.56 MS

CY0304 / 2000 DODGE INTREPID
 BOTTOM ENGINE X-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



PEAK DATA: 1.64 G @ 165.76 MS, -19.79 G @ 51.28 MS

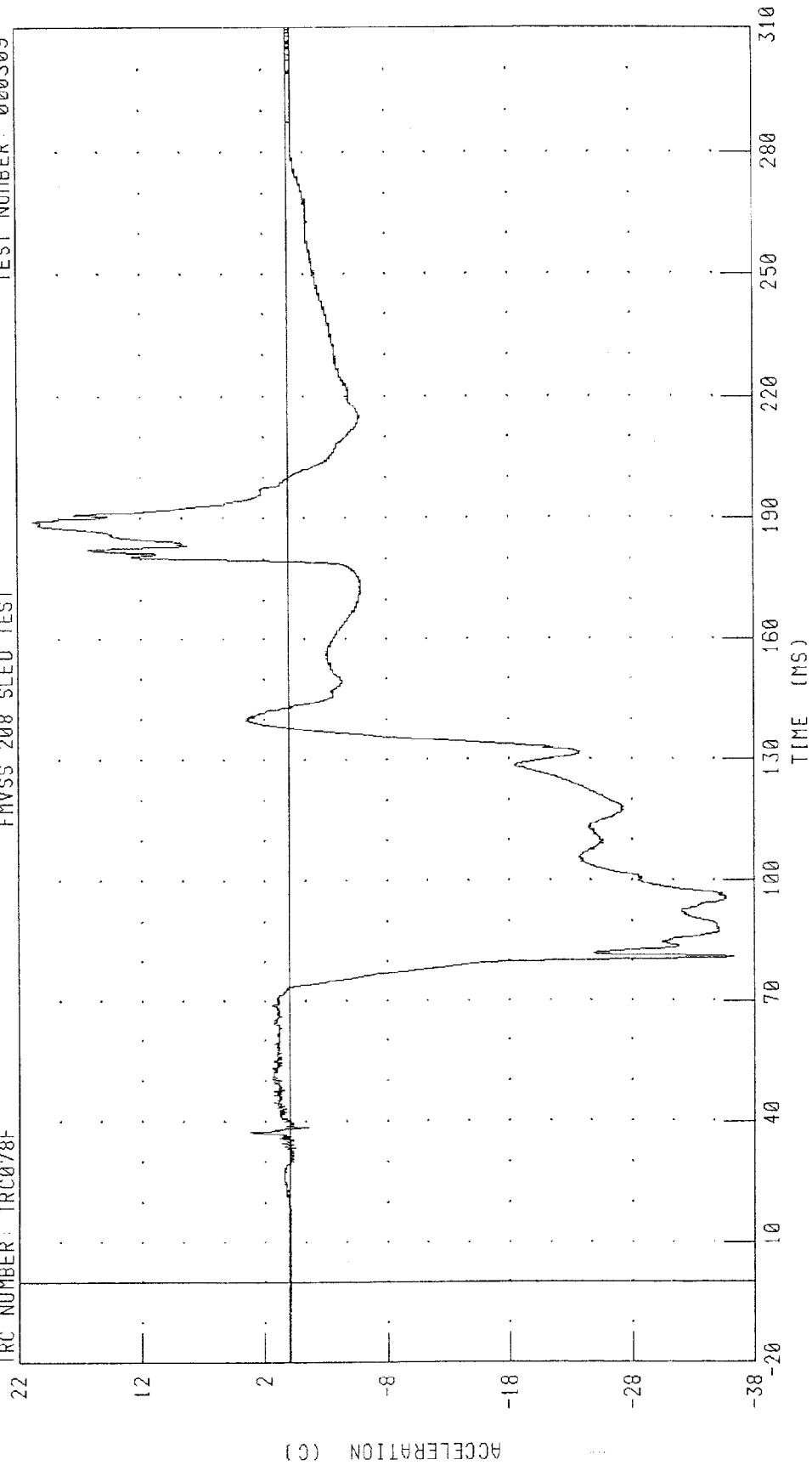
FILTER: CH. CLASS 60

CHANNEL: BEXG

CY0304 / 2000 DODGE INTREPID
 DRIVER HEAD X-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



CHANNEL: HEDXC1 FILTER: CH. CLASS 1000

PEAK DATA: 20.72 G @ 189.28 MS; -36.34 G @ 81.04 MS

CY0304 / 2000 DODGE INTREPID
DRIVER HEAD Y-AXIS ACCELERATION
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F

57

40

23

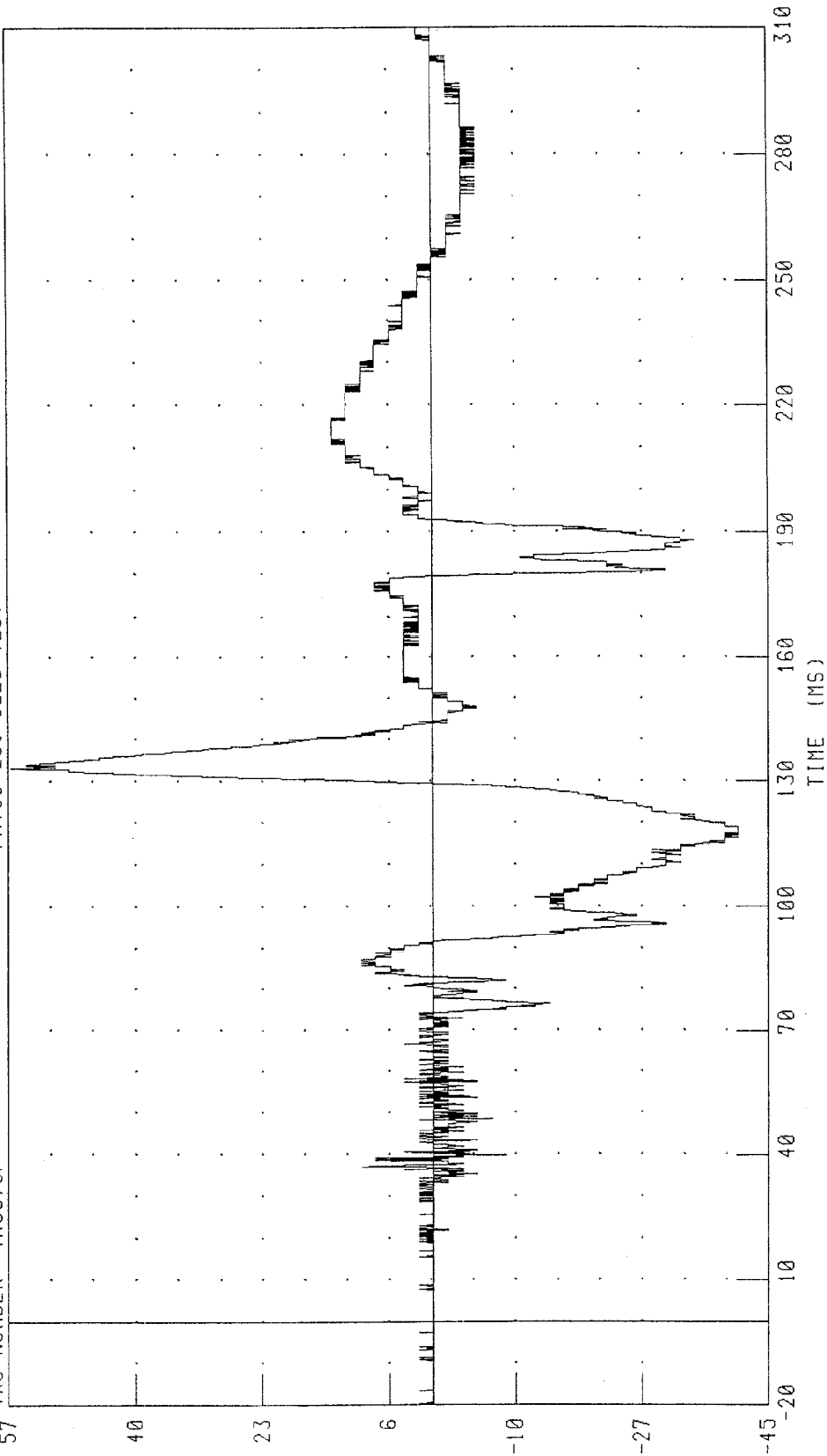
6

-10

-27

-45

ACCELERATION (G X 10⁻¹)

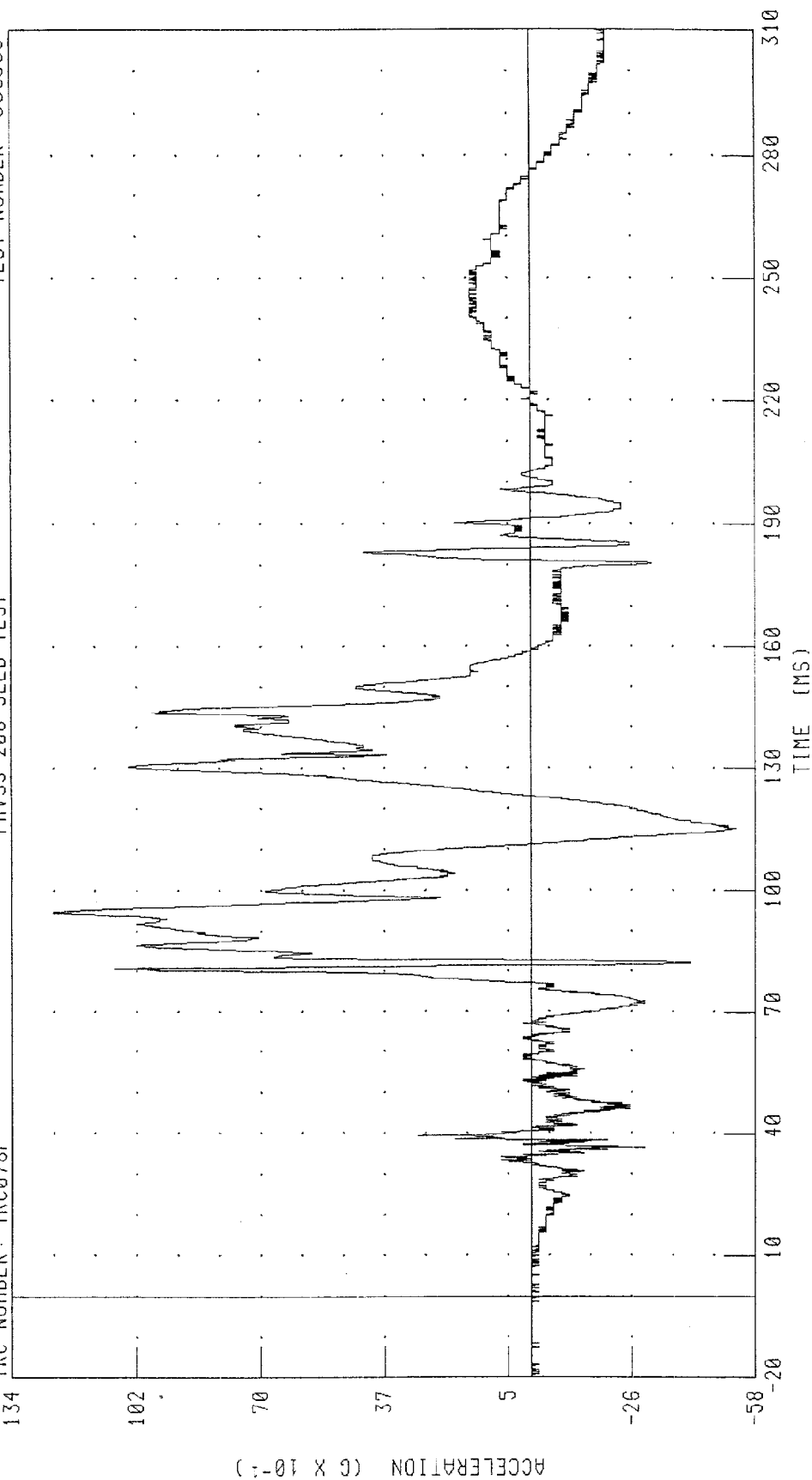


CHANNEL: HEDYG1 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
 DRIVER HEAD Z-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



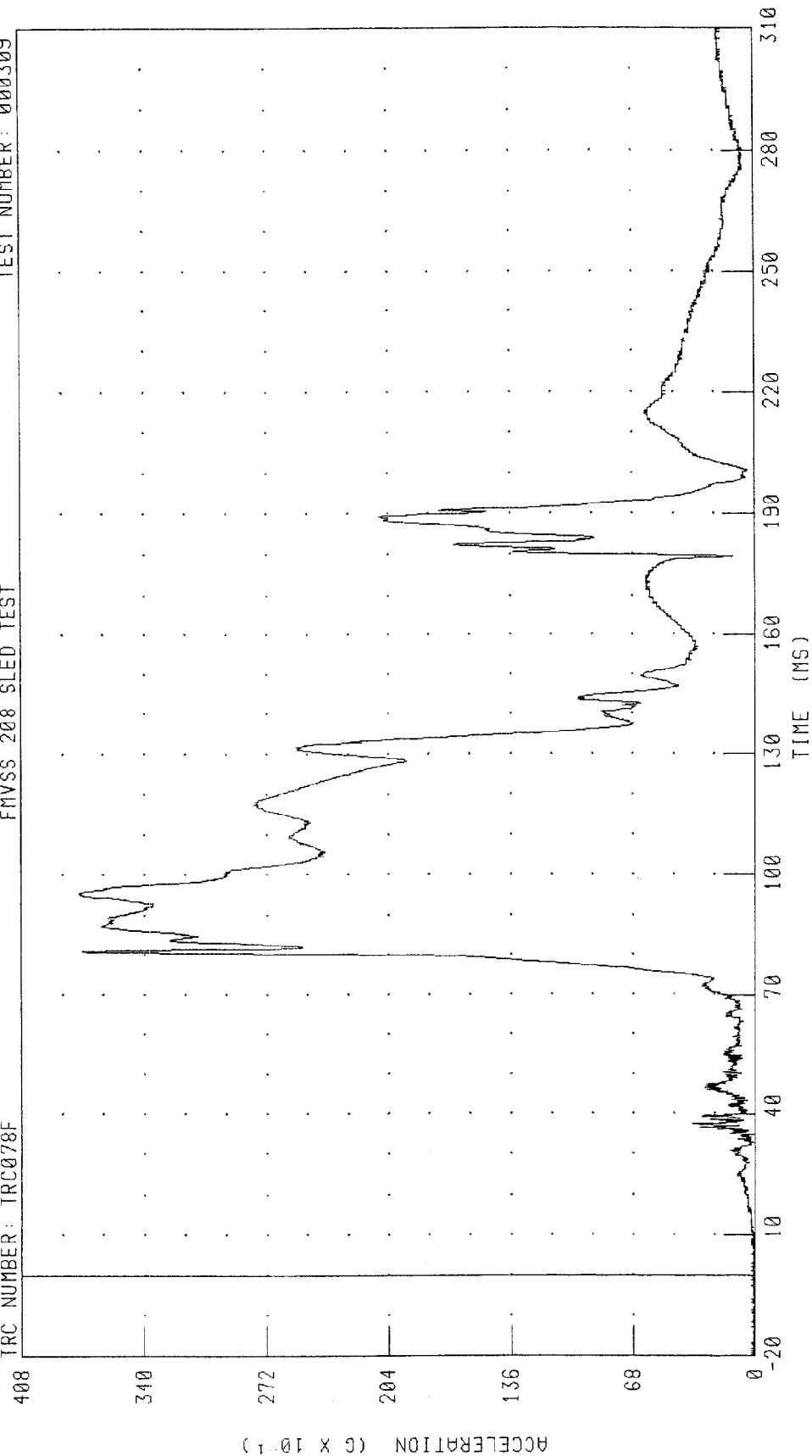
PEAK DATA: 12.35 G @ 94.80 MS; -5.29 G @ 115.04 MS

CHANNEL: HEDZG1 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
 DRIVER HEAD RESULTANT ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



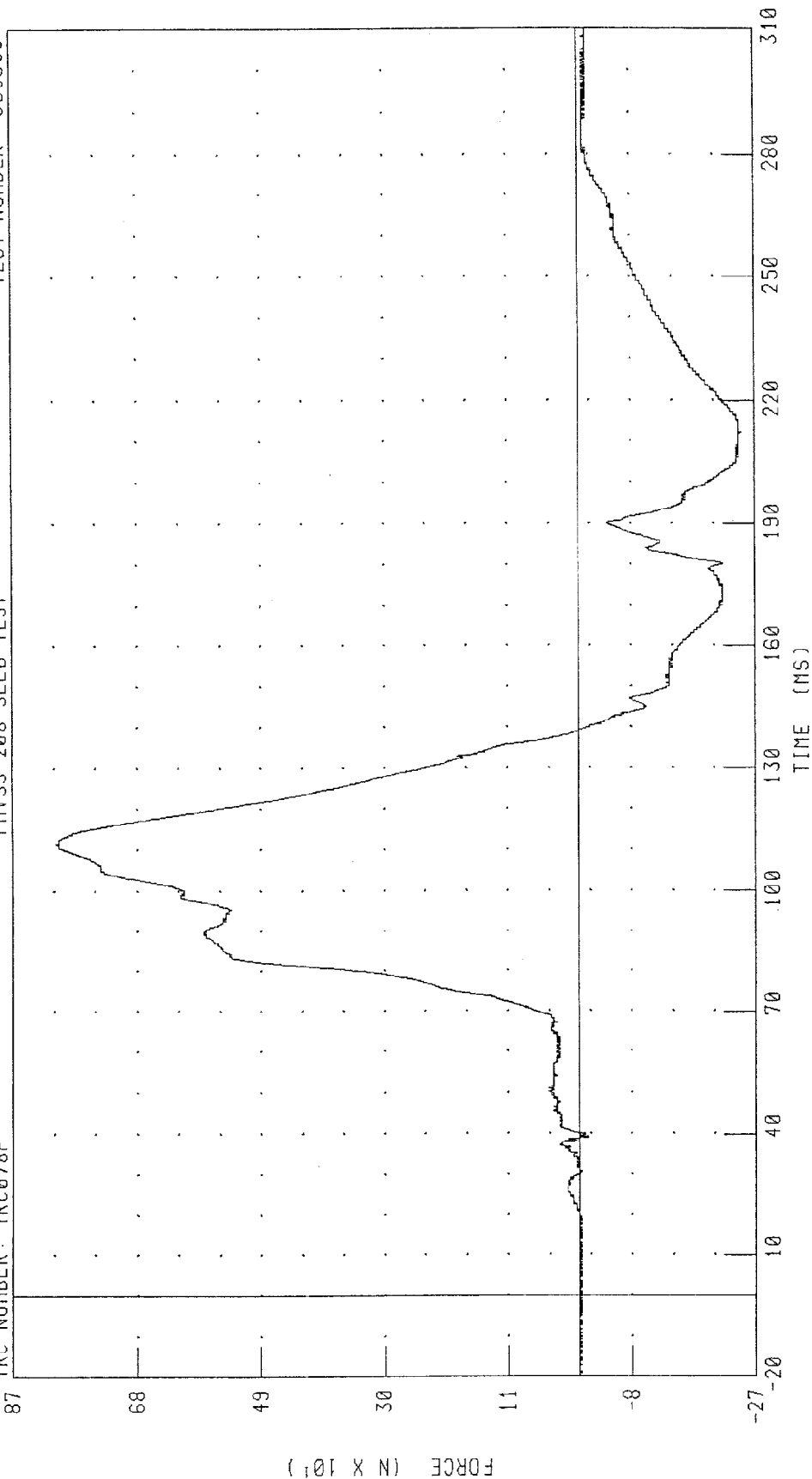
PEAK DATA: 37.63 G @ 95.52 MS; 0.08 G @ -19.92 MS

CHANNEL: HEDRC1 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
DRIVER NECK X-AXIS SHEAR FORCE
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



CHANNEL: NEKXF1 FILTER: CH. CLASS 1000

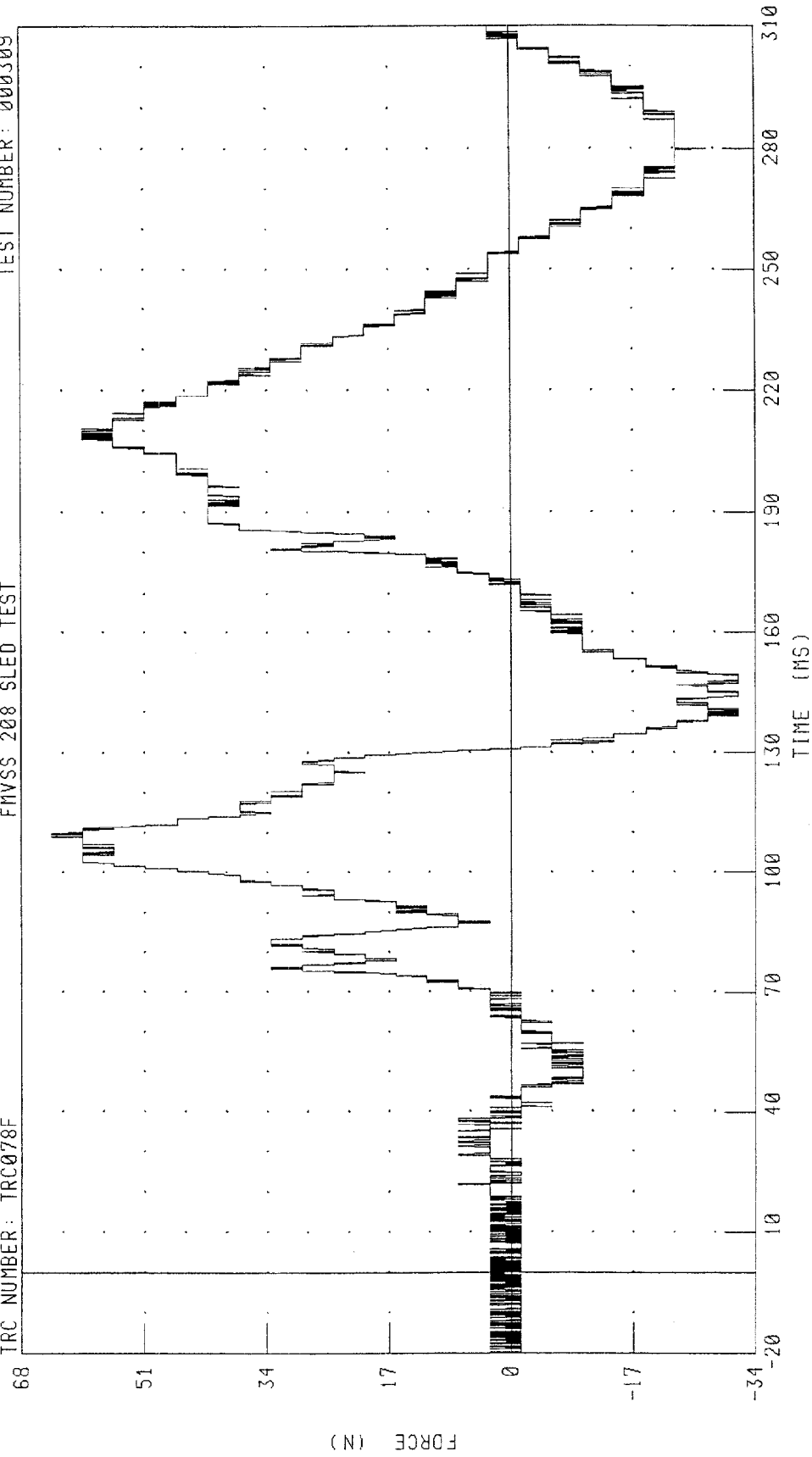
PEAK DATA: 804.23 N @ 111.44 MS; -250.97 N @ 212.00 MS

CY0304 / 2000 DODGE INTREPID
DRIVER NECK Y-AXIS SHEAR FORCE

TEST NUMBER: 000309

TRC NUMBER: TRC078F

FMVSS 208 SLED TEST



CHANNEL: NEKF1 FILTER: CH. CLASS 1000

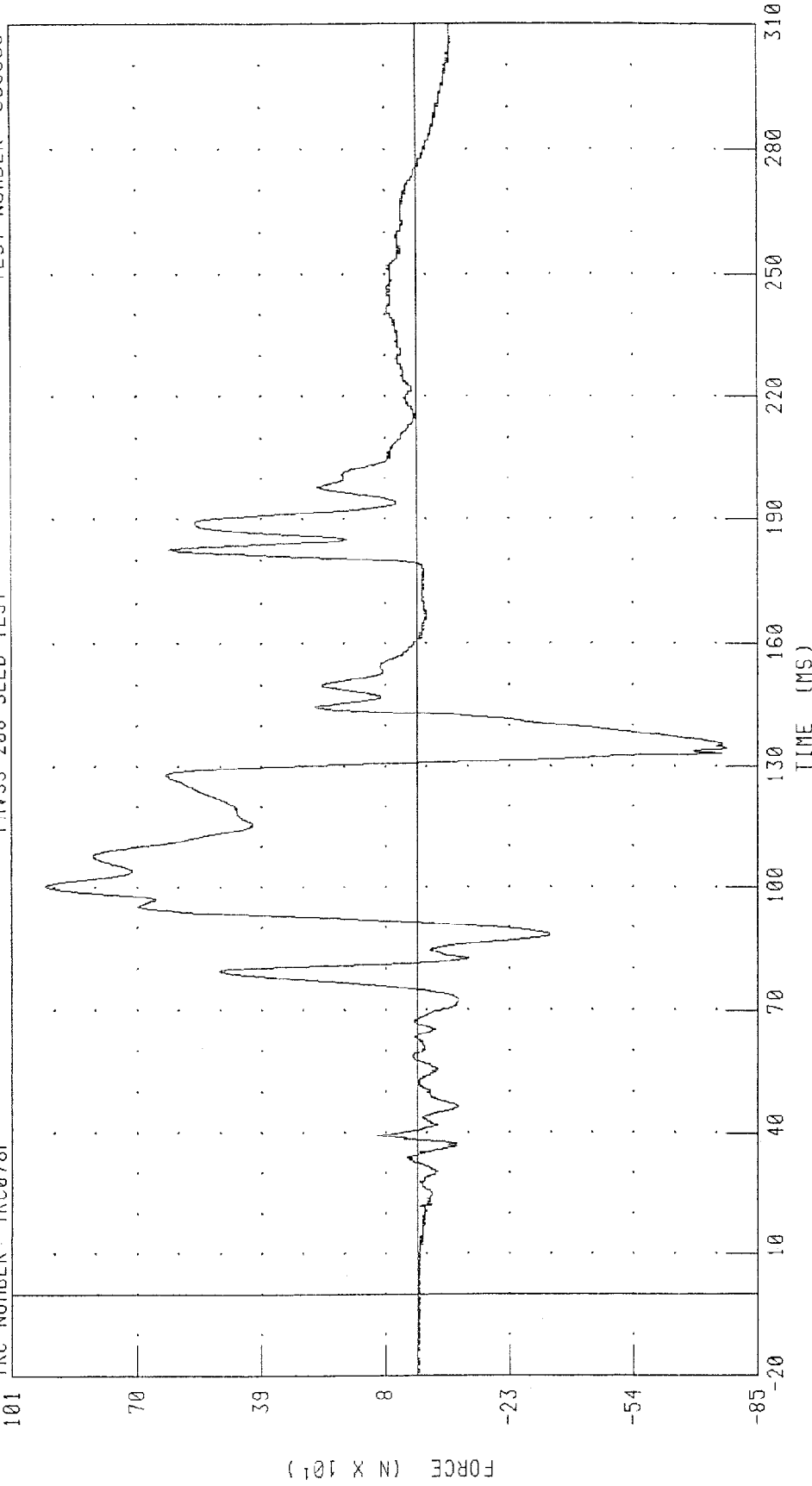
PEAK DATA: 63.89 N @ 109.04 MS; -31.73 N @ 138.96 MS

CY0304 / 2000 DODGE INTREPID
DRIVER NECK Z-AXIS AXIAL FORCE

TEST NUMBER: 000309

TRC NUMBER: TRC078F

F1VSS 208 SLED TEST



PEAK DATA: 926.64 N @ 100.24 MS, -774.24 N @ 134.40 MS

CHANNEL: NEKZF1 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
DRIVER NECK MOMENT ABOUT X AXIS

TEST NUMBER: 000309

FHVSS 208 SLED TEST

TRC NUMBER: TRC078F

81

55

29

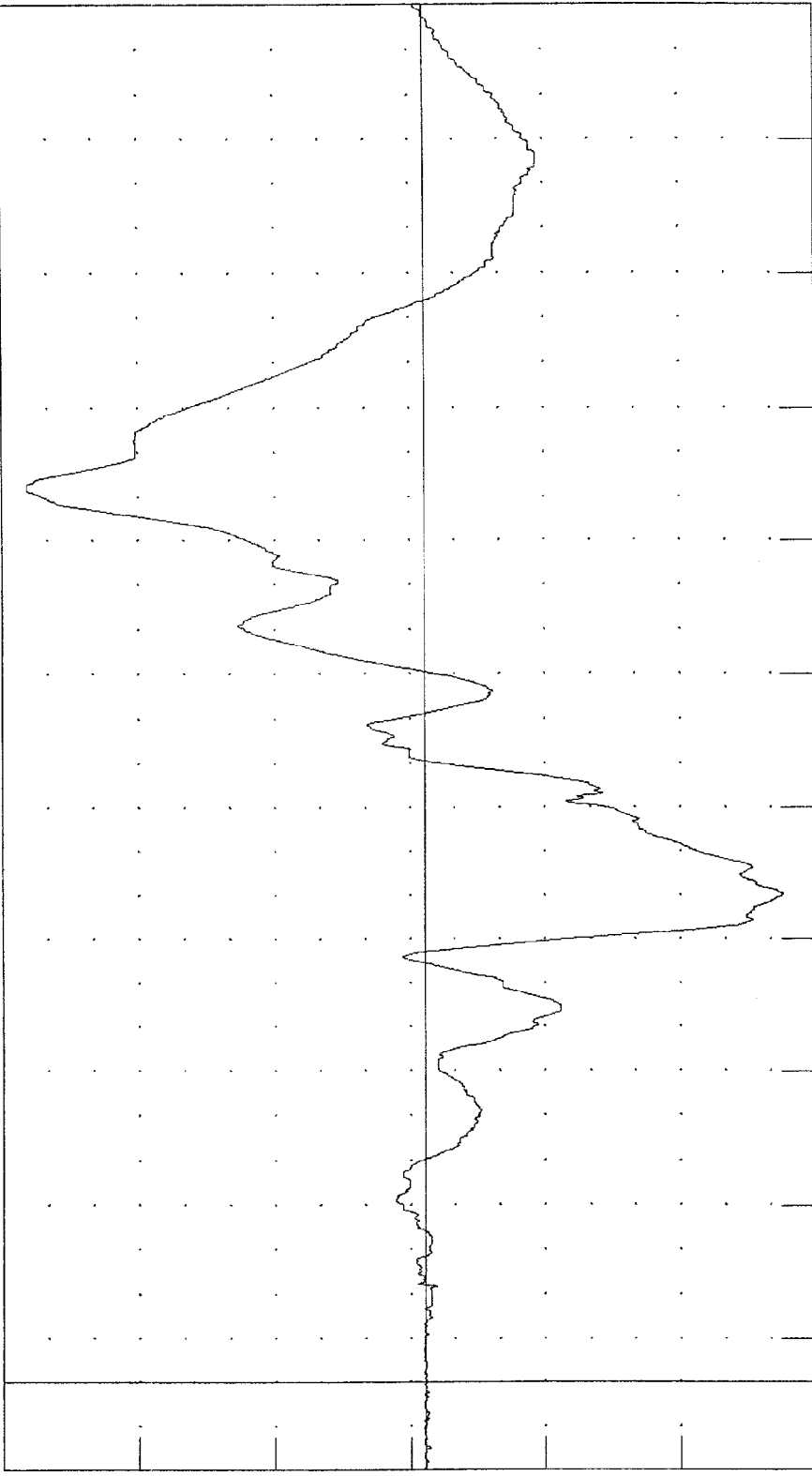
3

-23

-49

-75

TORQUE (N·M X 10⁻¹)

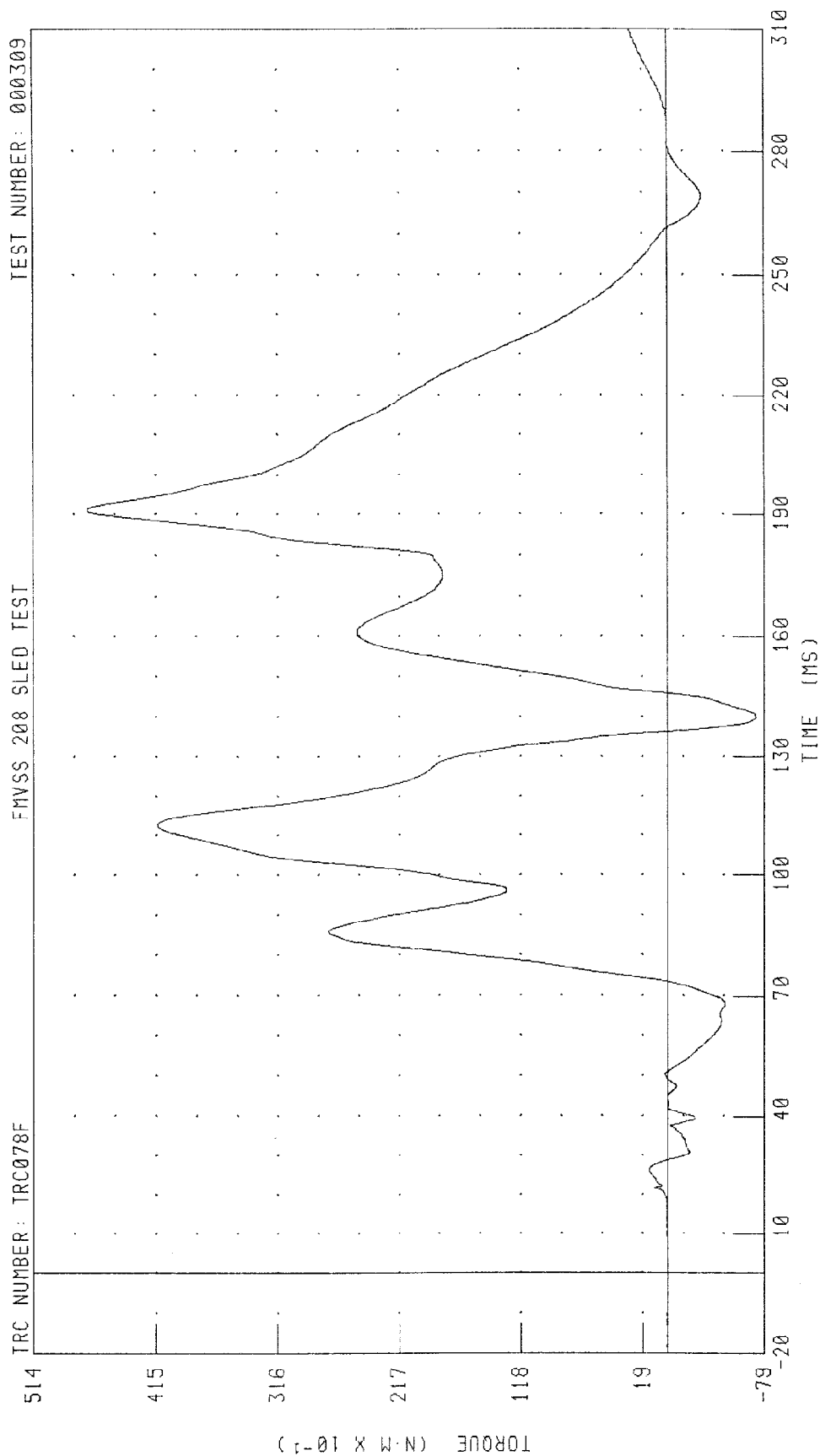


TIME (MS)

PEAK DATA: 7.63 N·M @ 202.72 MS; -6.88 N·M @ 110.24 MS

CHANNEL: NEKXM1 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
 DRIVER NECK MOMENT ABOUT Y AXIS



CHANNEL: NEYM1 FILTER: CH. CLASS 600

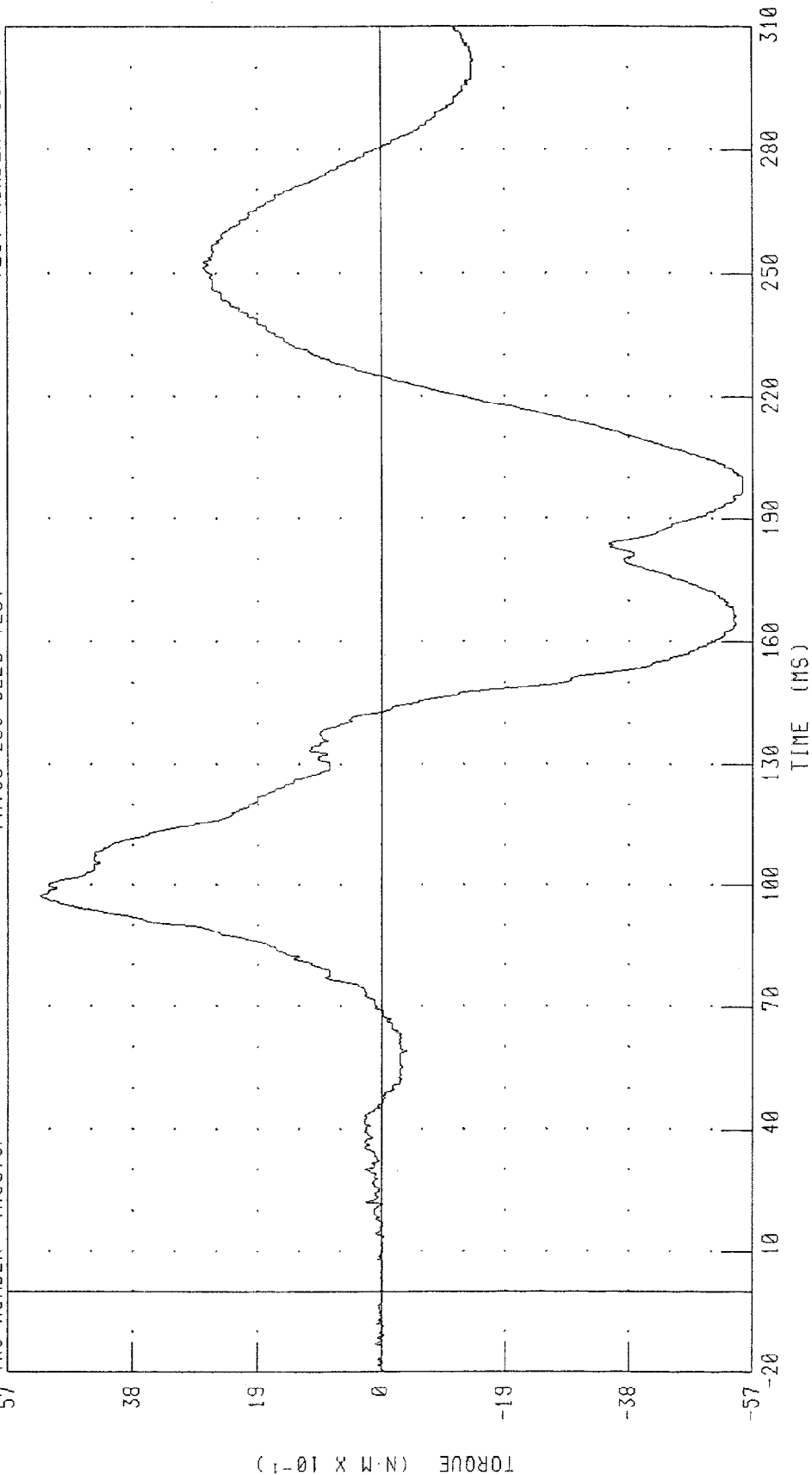
CY0304 / 2000 DODGE INTREPID
 DRIVER NECK MOMENT ABOUT Z AXIS

TEST NUMBER: 000309

FMVSS 208 SLED TEST

TRC NUMBER: TRC078F

57



TIME (MS)

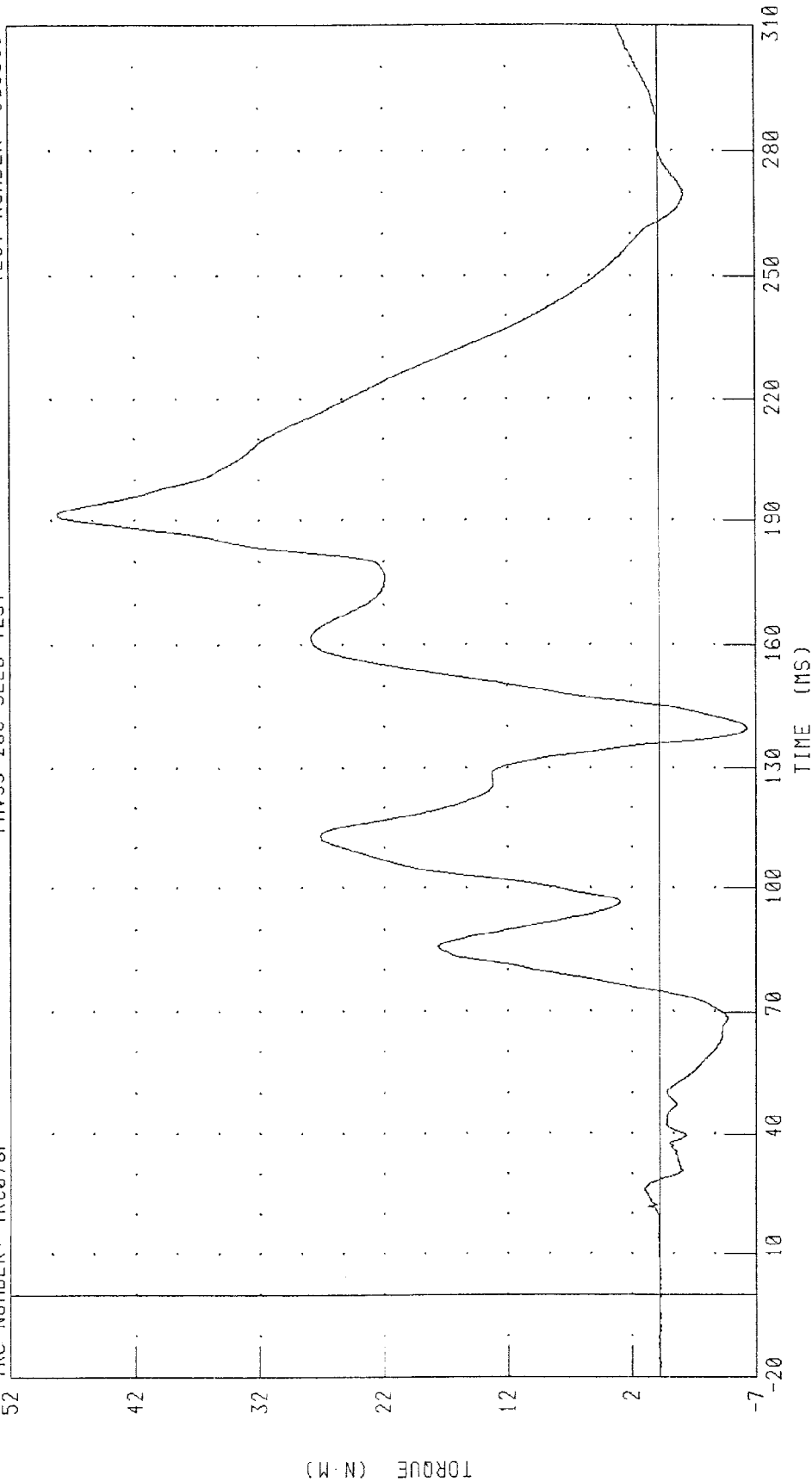
PEAK DATA: 5.20 N·M @ 97.20 MS; -5.54 N·M @ 200.32 MS

CHANNEL: NEKZM1 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
 DRIVER NECK MOMENT ABOUT Y AXIS OCCIPITAL CONDYLE
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



CHANNEL: NEKOM1 FILTER: CH CLASS 600

PEAK DATA: 48.39 N·M @ 191.60 MS; -7.11 N·M @ 139.60 MS

CY0304 / 2000 DODGE INTREPID
 DRIVER CHEST X-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F

40

-34

-109

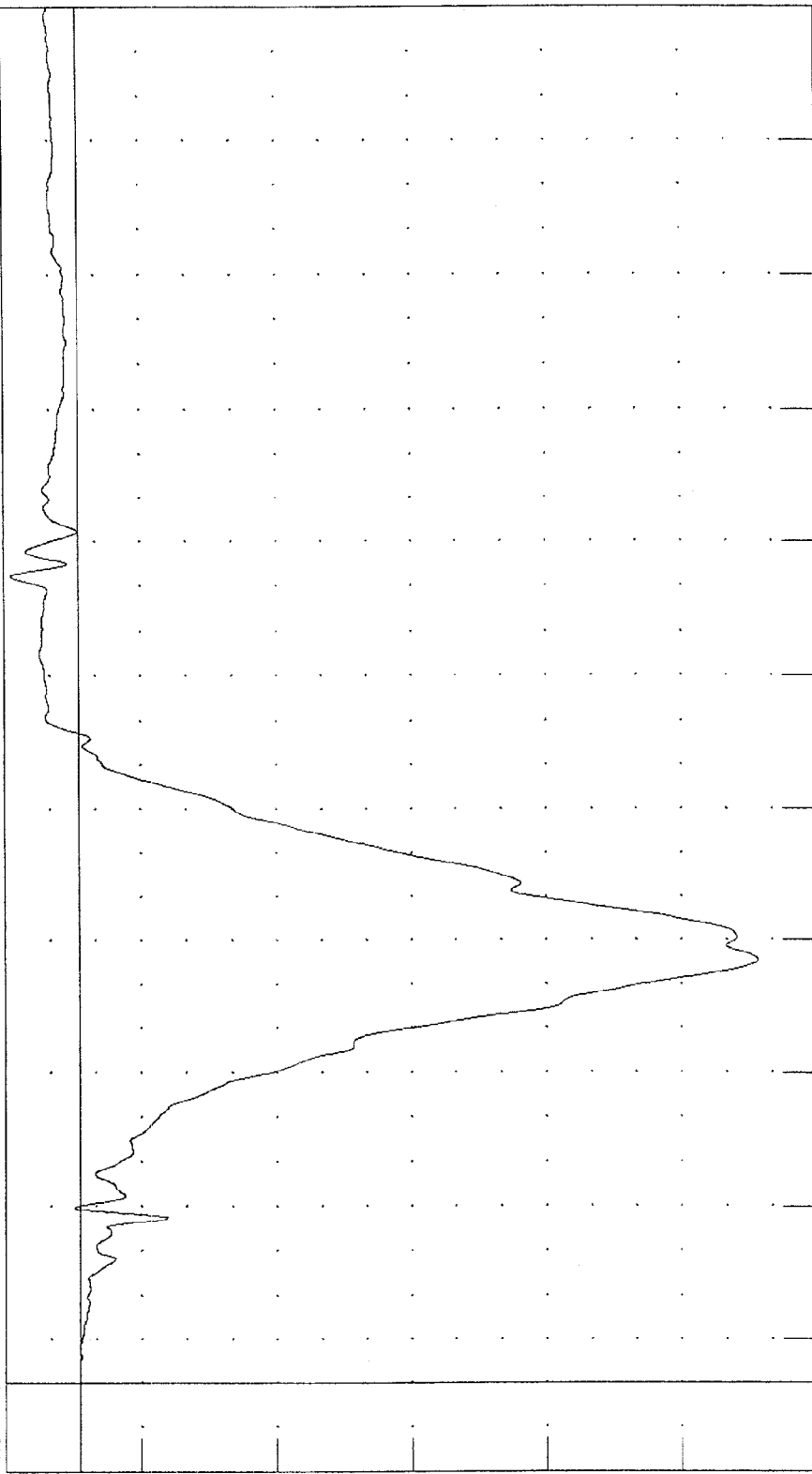
-184

-259

-334

-409

ACCELERATION (G X 10⁻¹)

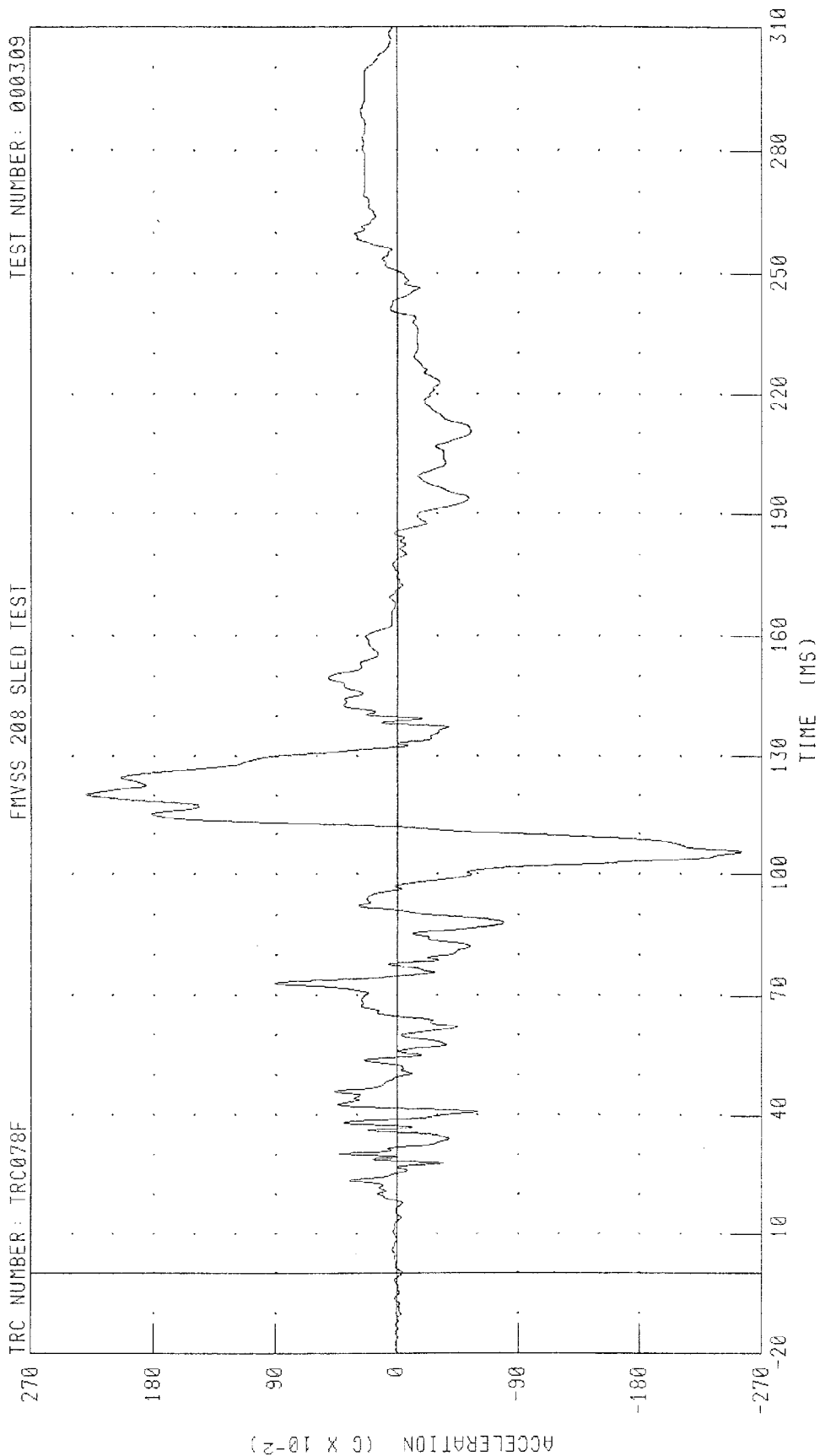


TIME (MS)

PEAK DATA: 3.74 G @ 182.24 MS; -37.62 G @ 95.44 MS

CHANNEL: CSTXG1 FILTER: CH. CLASS 180

CY0304 / 2000 DODGE INTREPID
 DRIVER CHEST Y-AXIS ACCELERATION



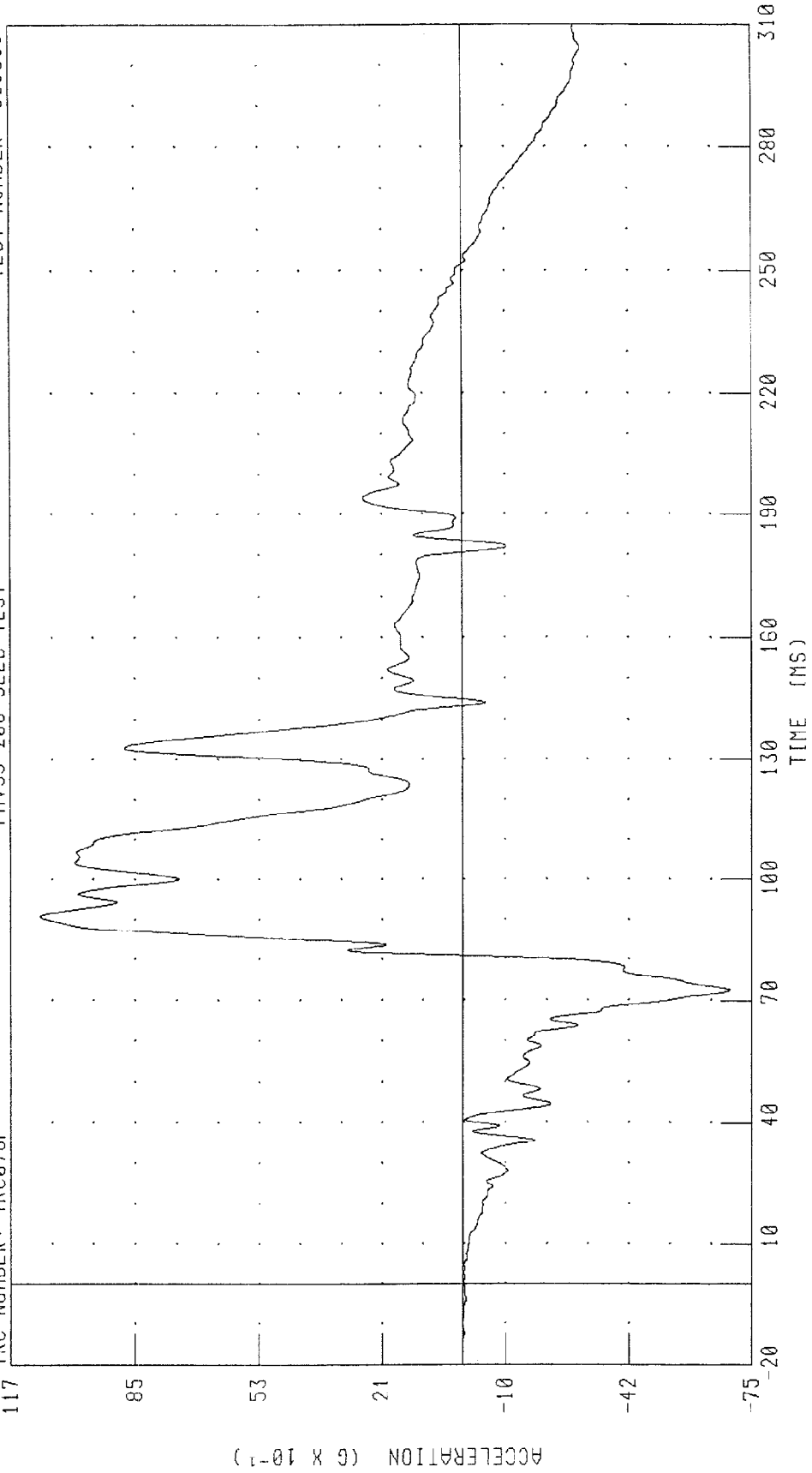
PEAK DATA: 2.30 G @ 120.40 MS, -2.55 G @ 105.60 MS

CHANNEL: CSTYG1 FILTER: CH. CLASS 180

CY0304 / 2000 DODGE INTREPID
DRIVER CHEST Z-AXIS ACCELERATION
FMVSS 208 SLED TEST

TRC NUMBER: TRC078F

TEST NUMBER: 000309



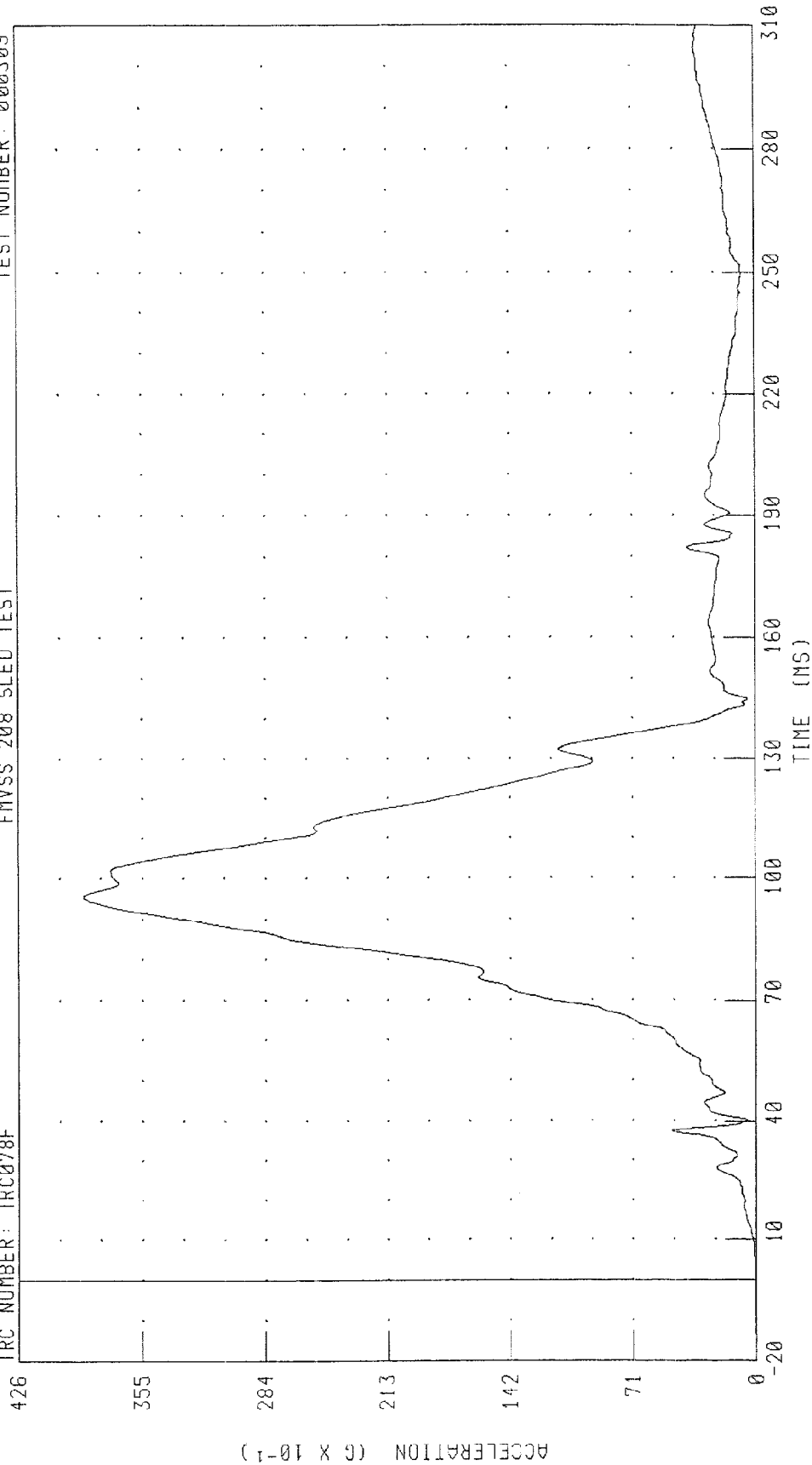
CHANNEL: CSTZG1 FILTER: CH. CLASS 180

PEAK DATA: 10.94 G @ 90.80 MS; -6.91 G @ 72.48 MS

CY0304 / 2000 DODGE INTREPID
 DRIVER CHEST RESULTANT ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



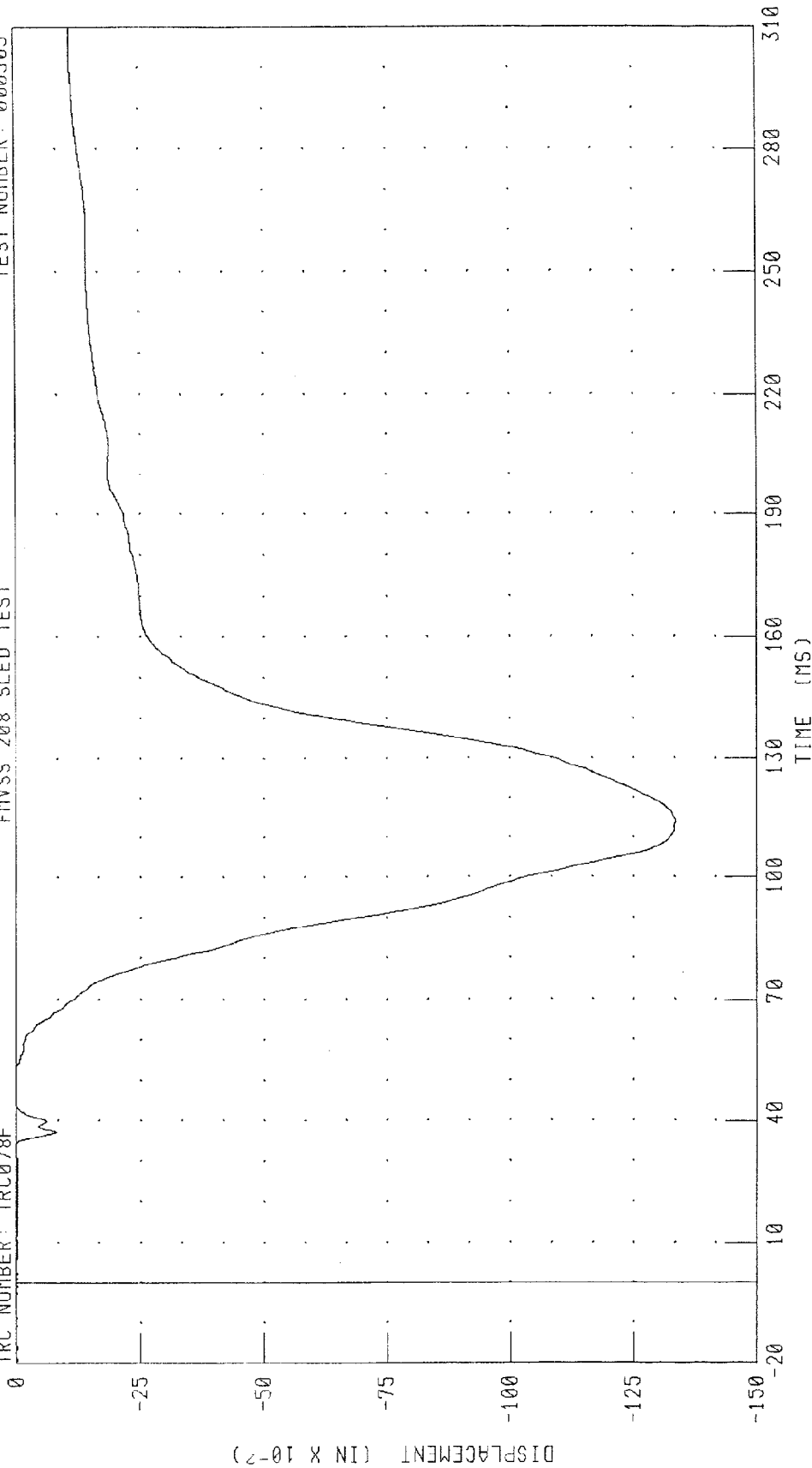
PEAK DATA: 38.85 G @ 95.68 MS, 0.00 G @ -18.08 MS

CHANNEL: CSTR01 FILTER: CH. CLASS 180

CY0304 / 2000 DODGE INTREPID
DRIVER CHEST DEFLECTION
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



CHANNEL: CSTXD1 FILTER: CH. CLASS 600

PEAK DATA: 0.02 IN @ 47.04 MS, -1.34 IN @ 114.08 MS

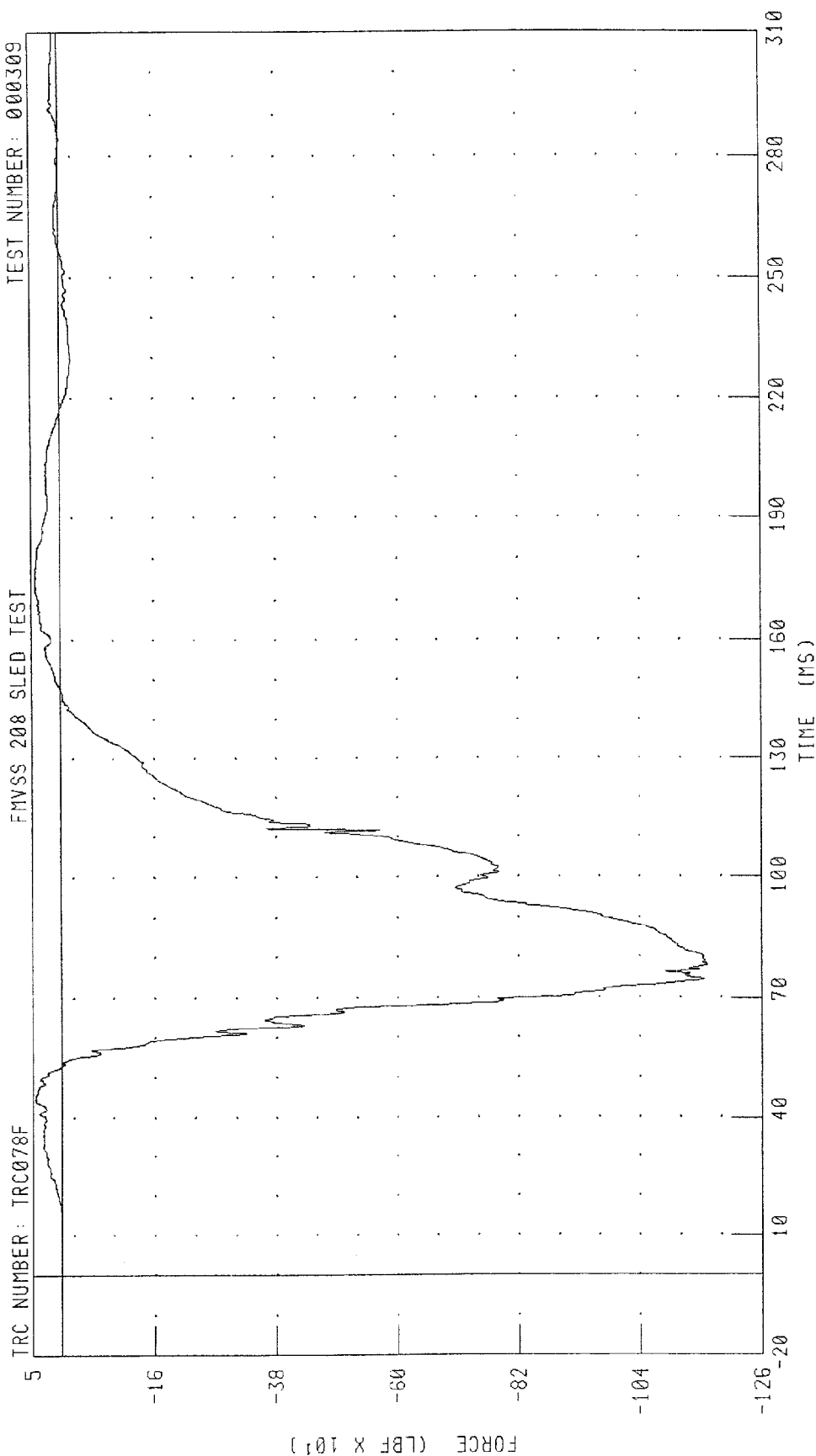
CY0304 / 2000 DODGE INTREPID

DRIVER LEFT FEMUR FORCE

FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



CHANNEL: LFMF1 FILTER: CH. CLASS 600

PEAK DATA: 47.89 LBF @ 44.72 MS; -1170.06 LBF @ 78.24 MS

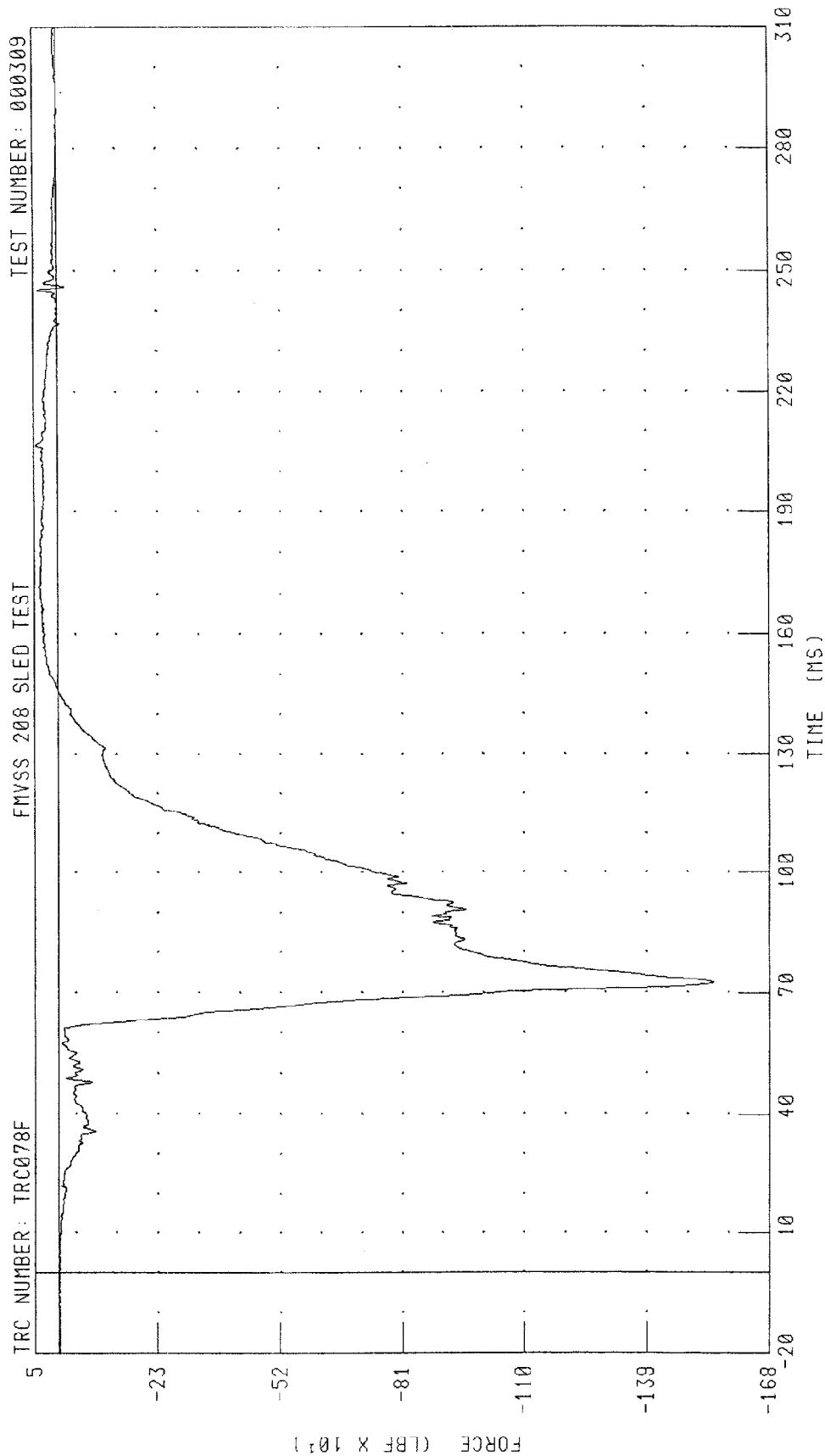
CY0304 / 2000 DODGE INTREPID

DRIVER RIGHT FEMUR FORCE

FMVSS 208 SLED TEST

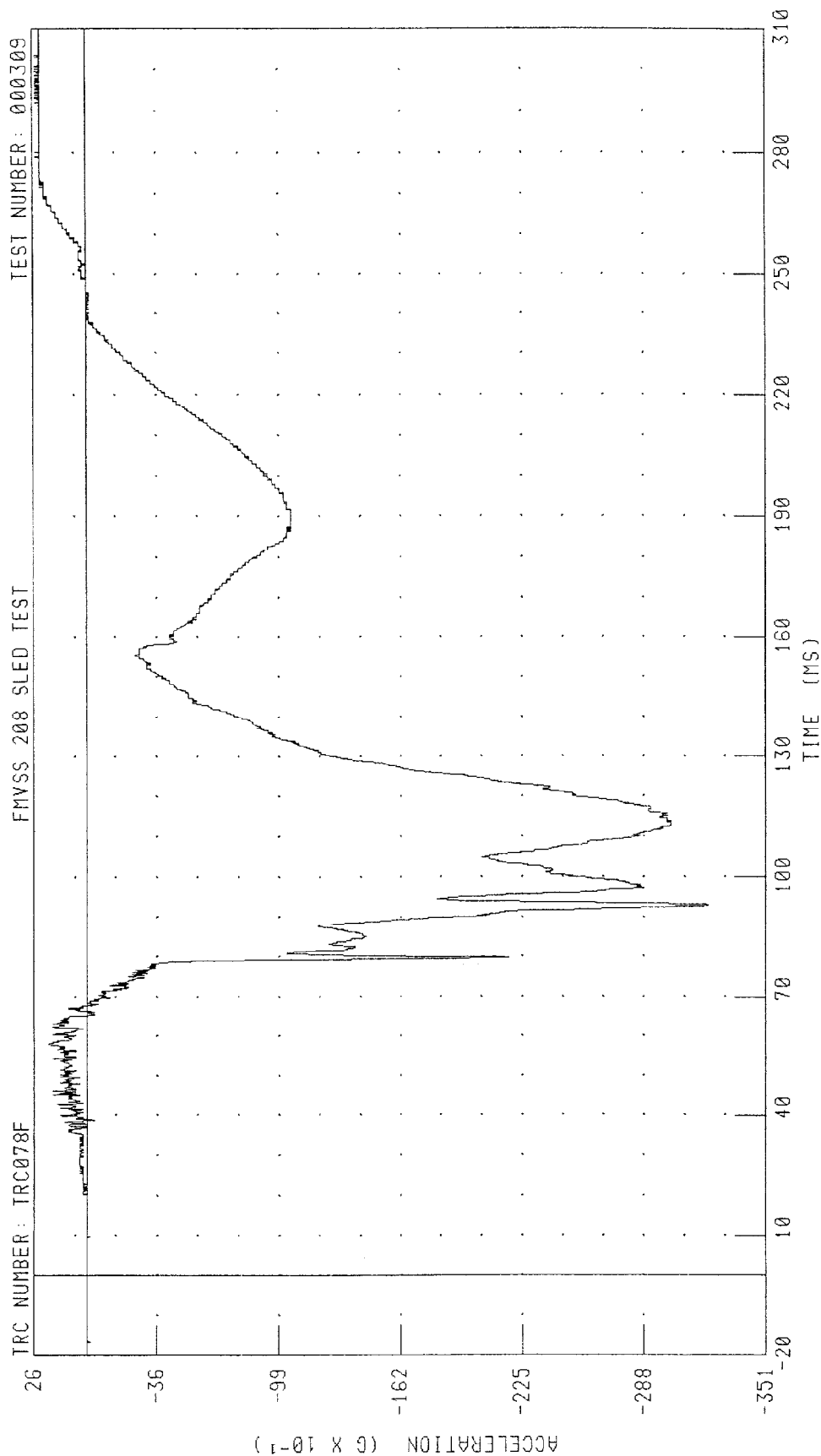
TEST NUMBER: 000309

TRC NUMBER: TRC078F



CHANNEL: RFMF1 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER HEAD X-AXIS ACCELERATION
 FMVSS 208 SLED TEST



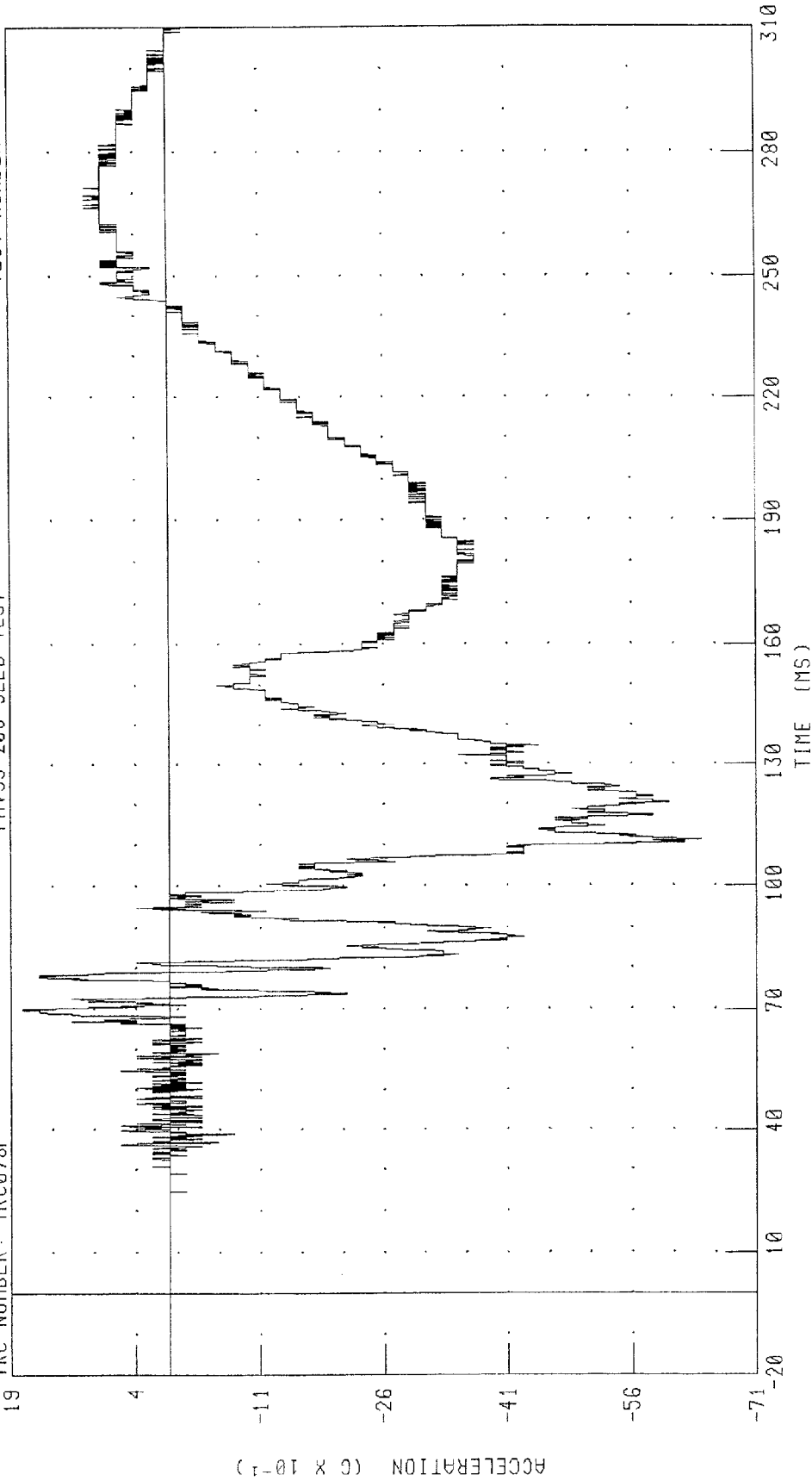
PEAK DATA: 2.53 G @ 278.88 MS, -32.13 G @ 92.88 MS

CHANNEL: HEDXG2 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER HEAD Y-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



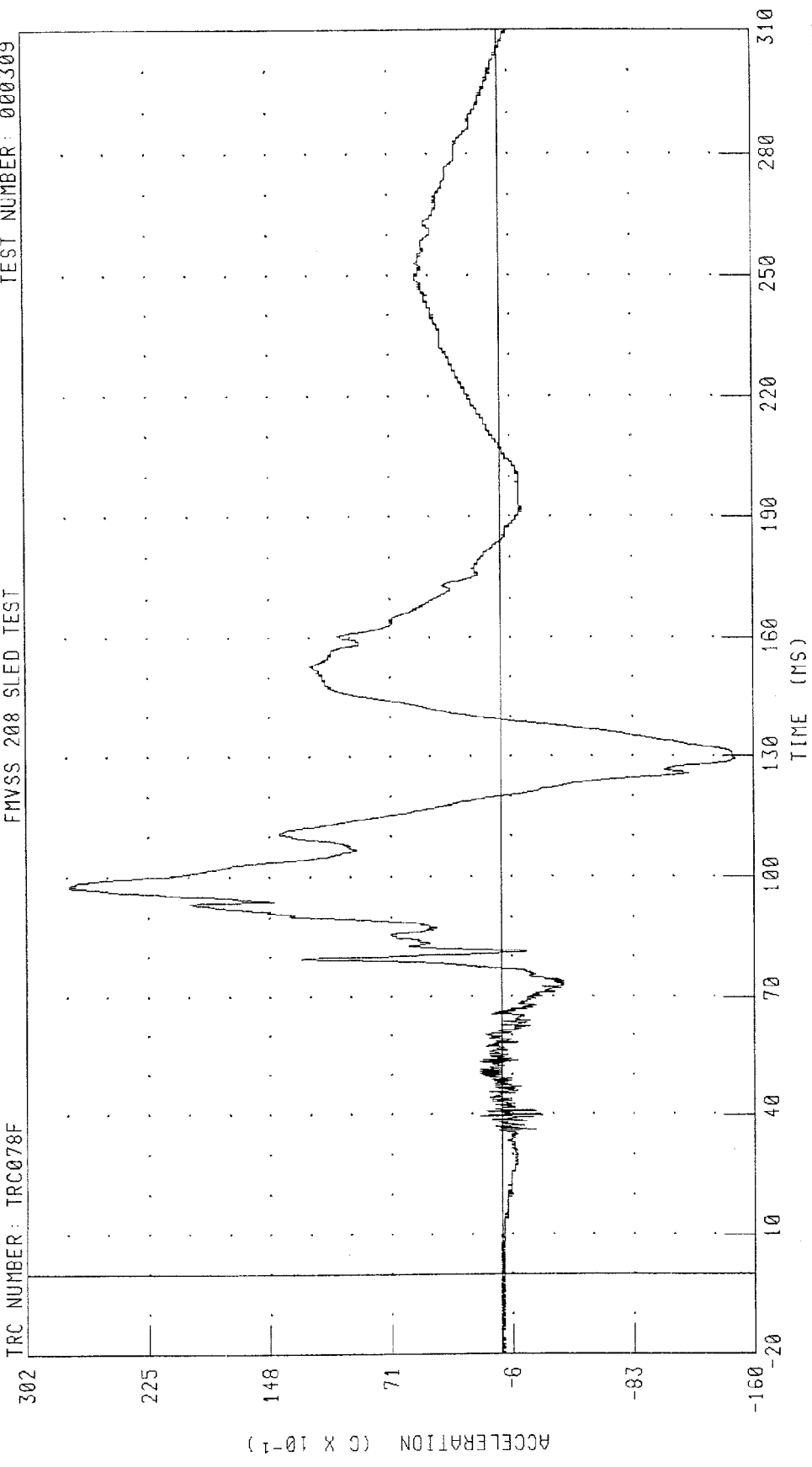
PEAK DATA: 1.76 G @ 69.92 MS, -6.44 G @ 111.28 MS

CHANNEL: HEDYC2 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER HEAD Z-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



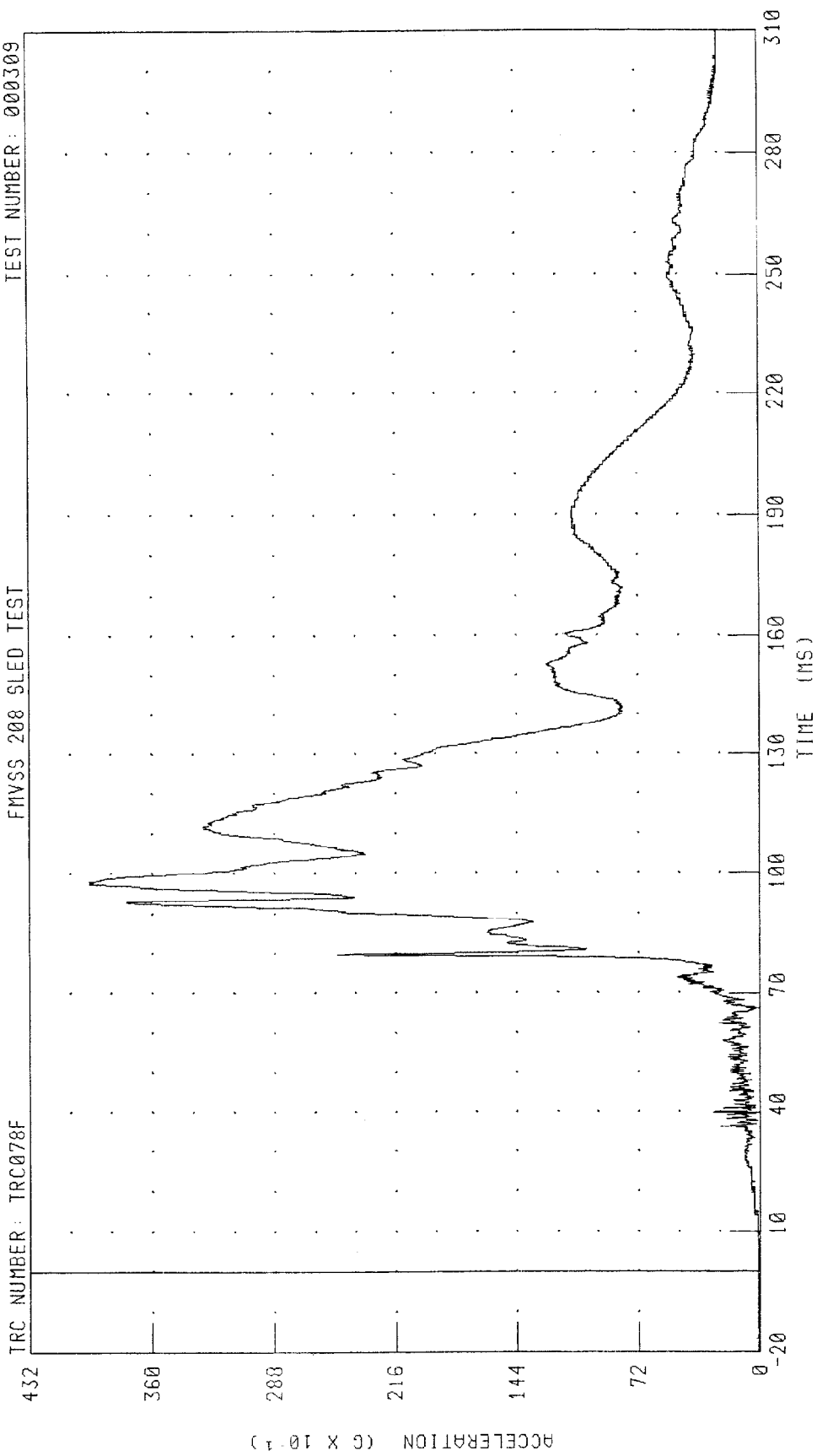
PEAK DATA: 27.49 G @ 97.52 MS, -14.83 G @ 129.44 MS

CHANNEL: HEDZC2 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER HEAD RESULTANT ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



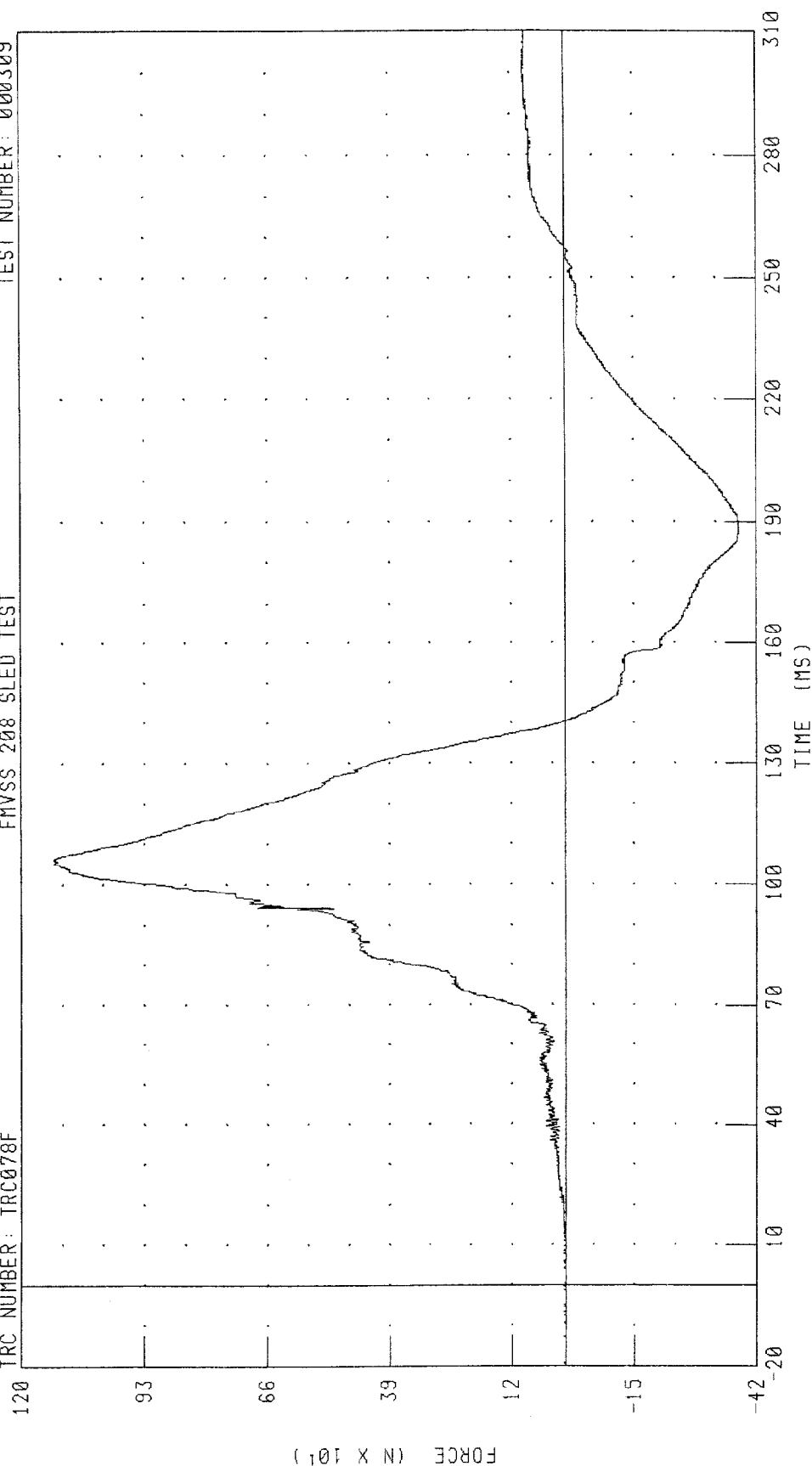
CHANNEL: HEDRC2 FILTER: CH. CLASS 1000

PEAK DATA: 39.69 G @ 97.44 MS; 0.06 G @ -20.00 MS

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER NECK X-AXIS SHEAR FORCE
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



PEAK DATA: 1129.74 N @ 105.44 MS, -382.42 N @ 186.08 MS

CHANNEL: NEKXF2 FILTER: CH CLASS 1000

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER NECK Y-AXIS SHEAR FORCE
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F

286

215

144

73

2

-69

-140

FORCE (N X 10⁻¹)

TIME (MS)

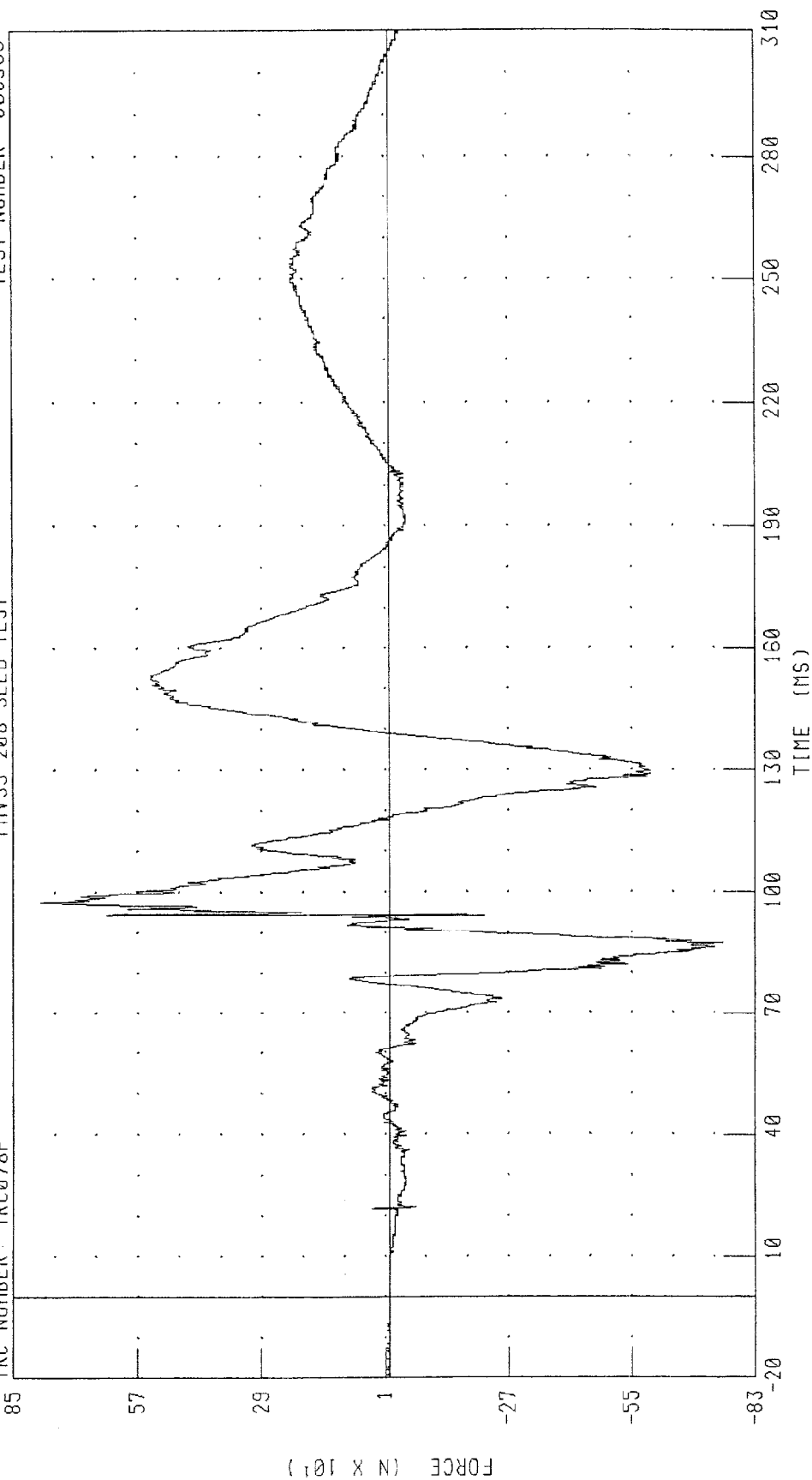
PEAK DATA: 26.15 N @ 126.16 MS, -12.86 N @ 162.64 MS

CHANNEL: NEKYF2 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER NECK Z-AXIS AXIAL FORCE
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



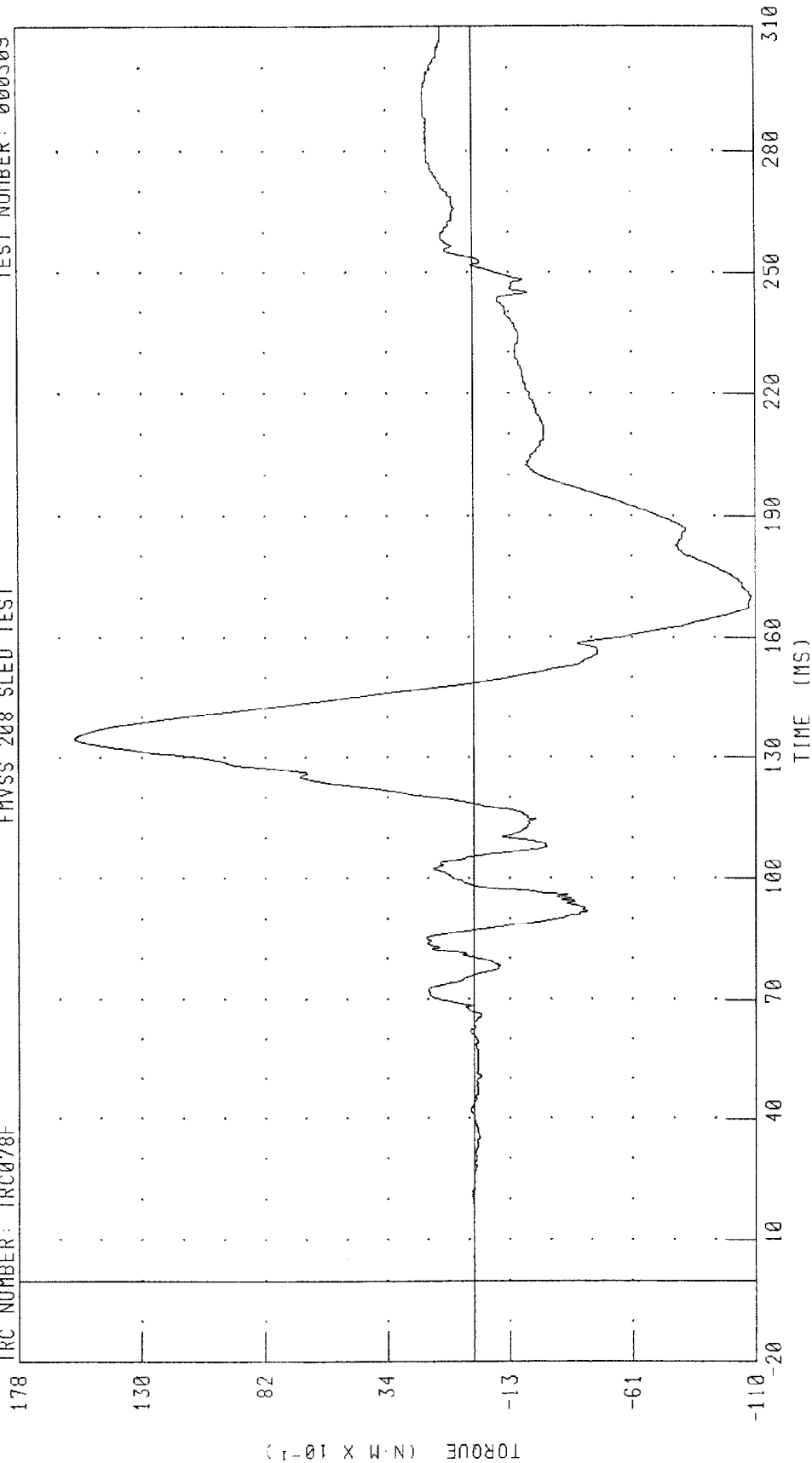
PEAK DATA: 788.46 N @ 97.68 MS; -756.49 N @ 87.36 MS

CHANNEL: NEKZF2 FILTER: CH. CLASS 1000

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER NECK MOMENT ABOUT X AXIS
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



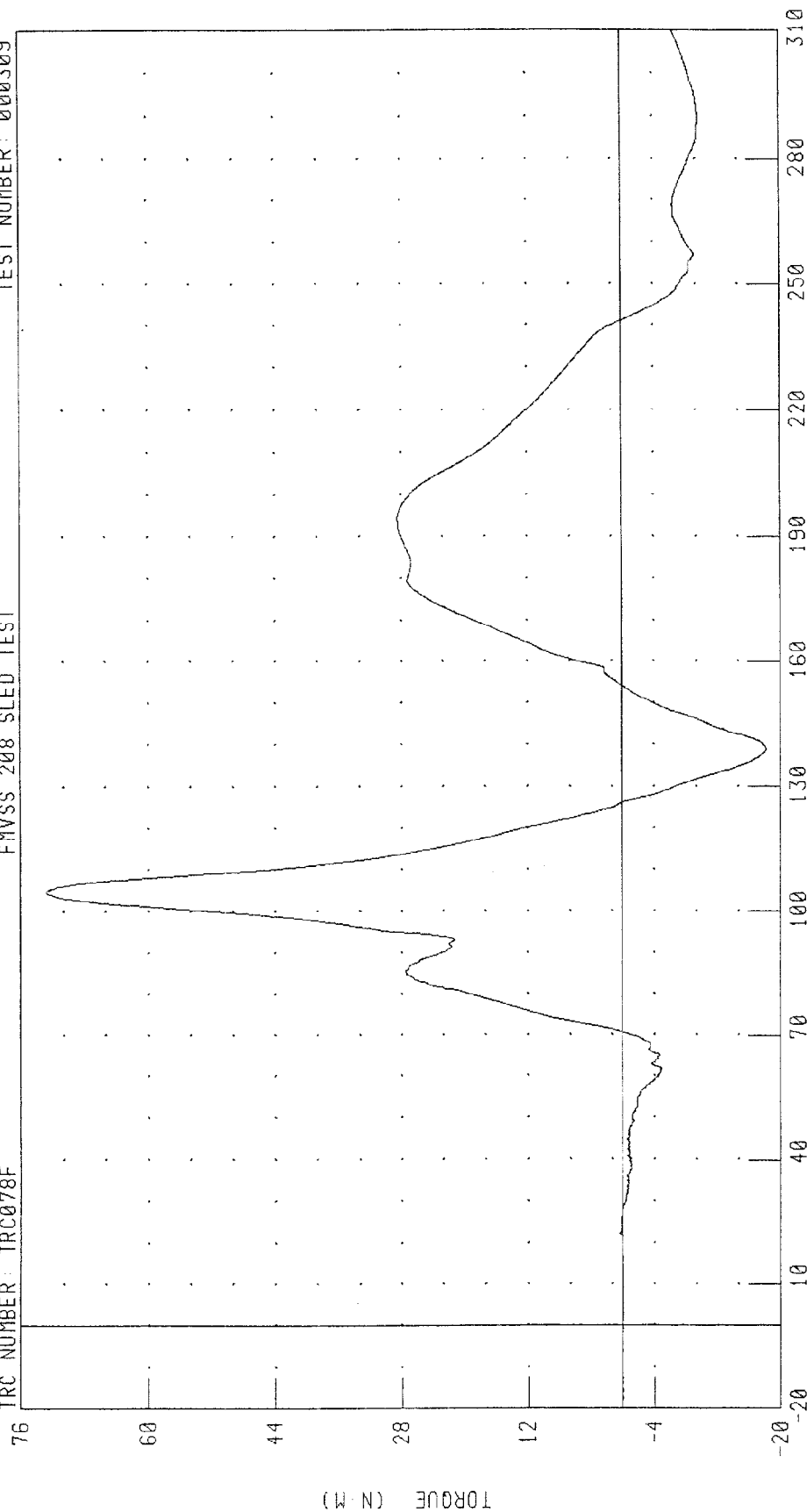
PEAK DATA: 15.60 N-M @ 134.80 MS; -10.86 N-M @ 170.32 MS

CHANNEL: NEKX12 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER NECK MOMENT ABOUT Y AXIS
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



TIME (MS)

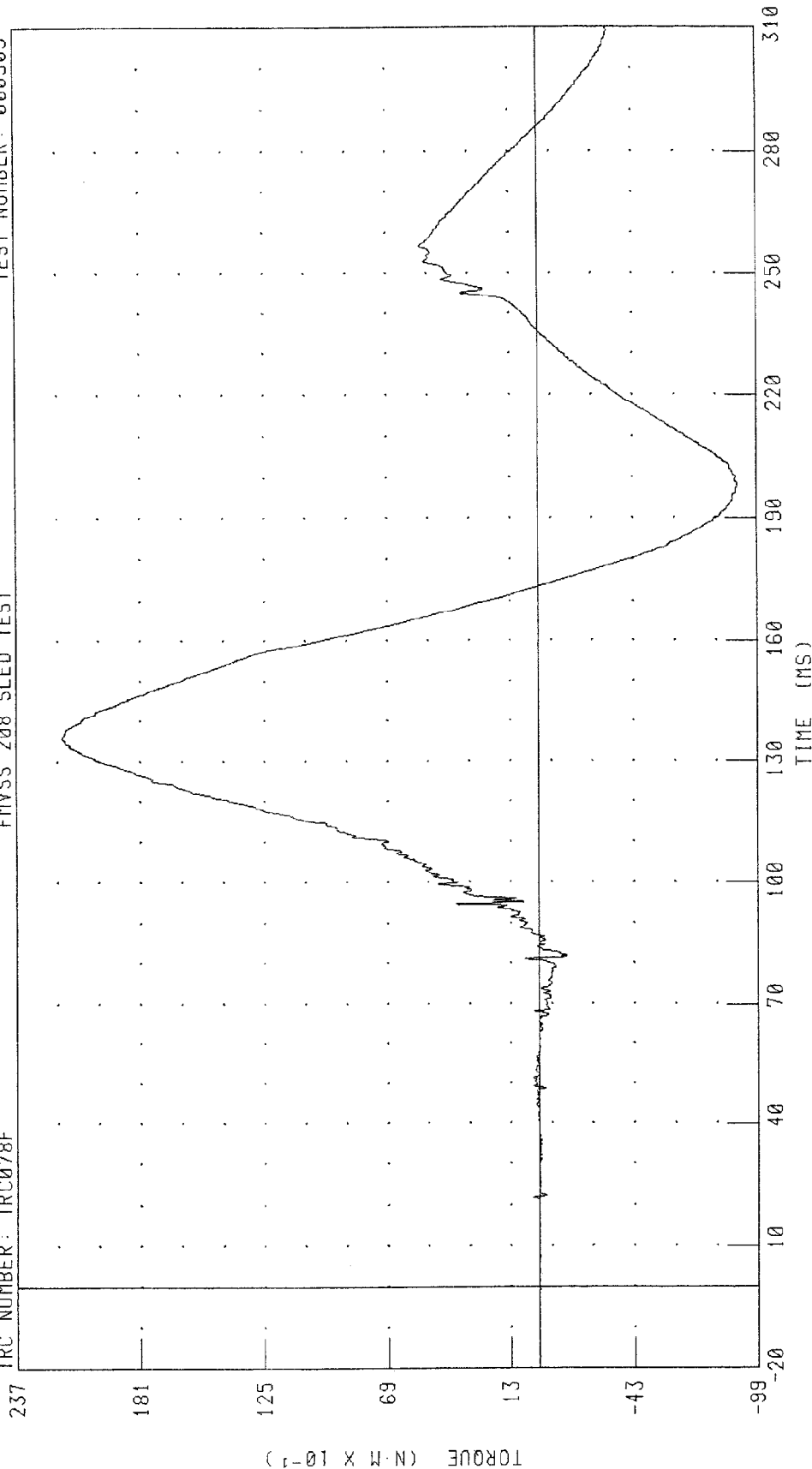
PEAK DATA: 72.83 N-M @ 104.80 MS, -18.25 N-M @ 138.80 MS

CHANNEL: NEKYM2 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER NECK MOMENT ABOUT Z AXIS
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



PEAK DATA: 21.62 N-M @ 135.76 MS; -9.06 N-M @ 198.64 MS

CHANNEL: NEKZM2 FILTER: CH. CLASS 600

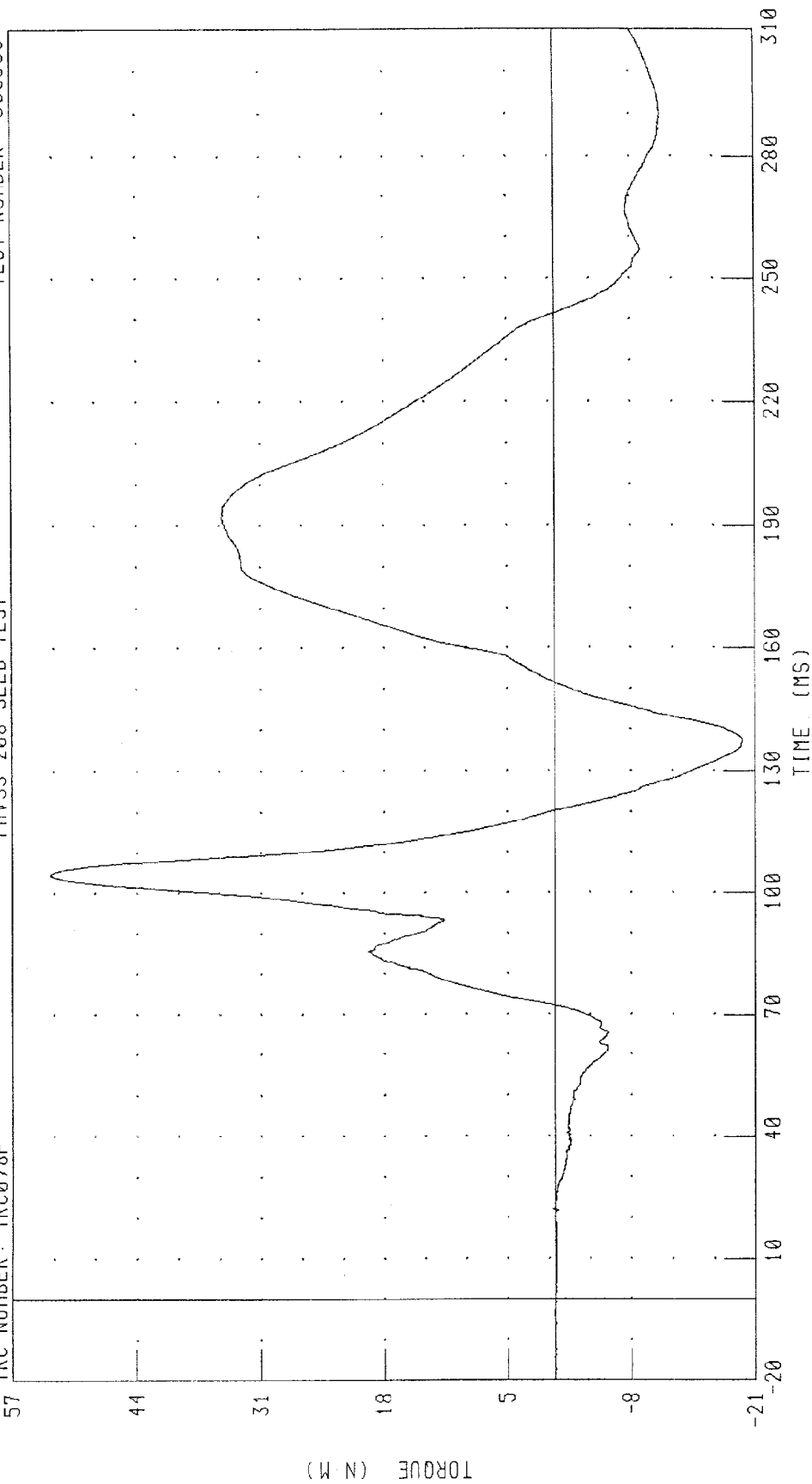
CY0304 / 2000 DODGE INTREPID

RIGHT FRONT PASSENGER NECK MOMENT ABOUT Y AXIS OCCIPITAL CONDYLE

TEST NUMBER: 000309

TRC NUMBER: TRC078F

FHVS 208 SLED TEST



PEAK DATA: 53.08 N.M @ 104.64 MS, -19.72 N.M @ 137.20 MS

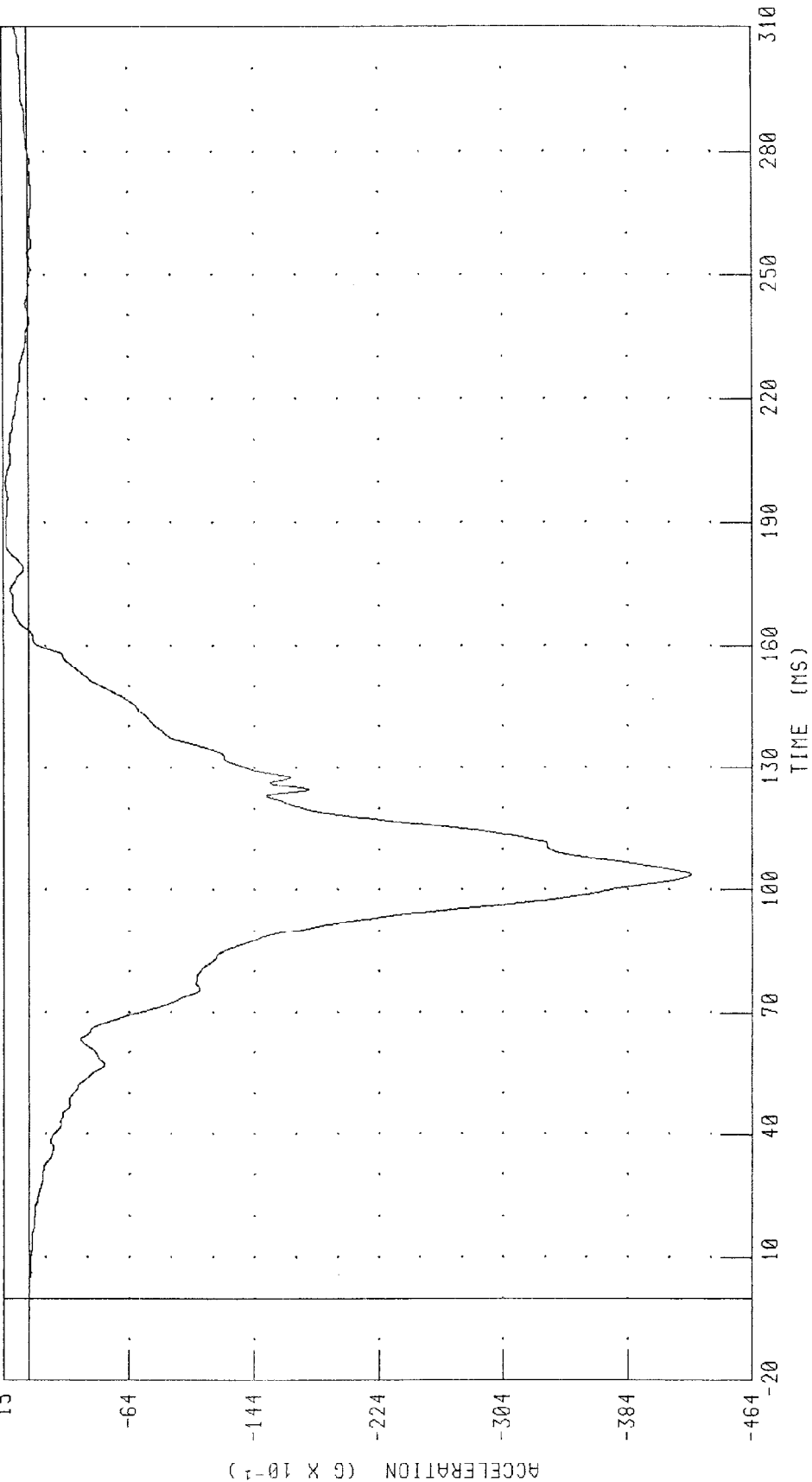
CHANNEL: NEKOM2 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER CHEST X-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F

15



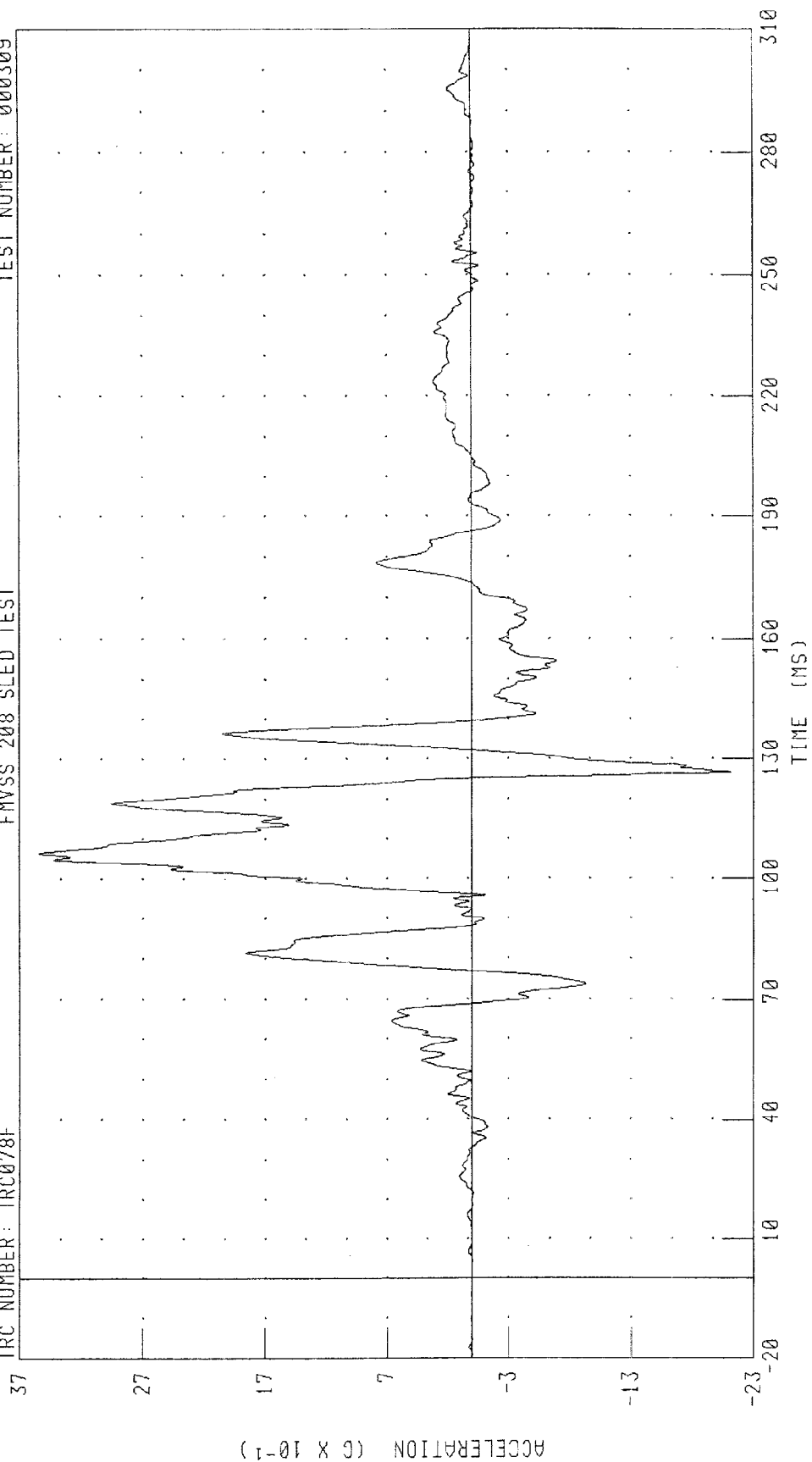
PEAK DATA: 1.46 G @ 199.84 MS; -42.46 G @ 103.92 MS

CHANNEL: CSTXG2 FILTER: CH. CLASS 180

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER CHEST Y-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



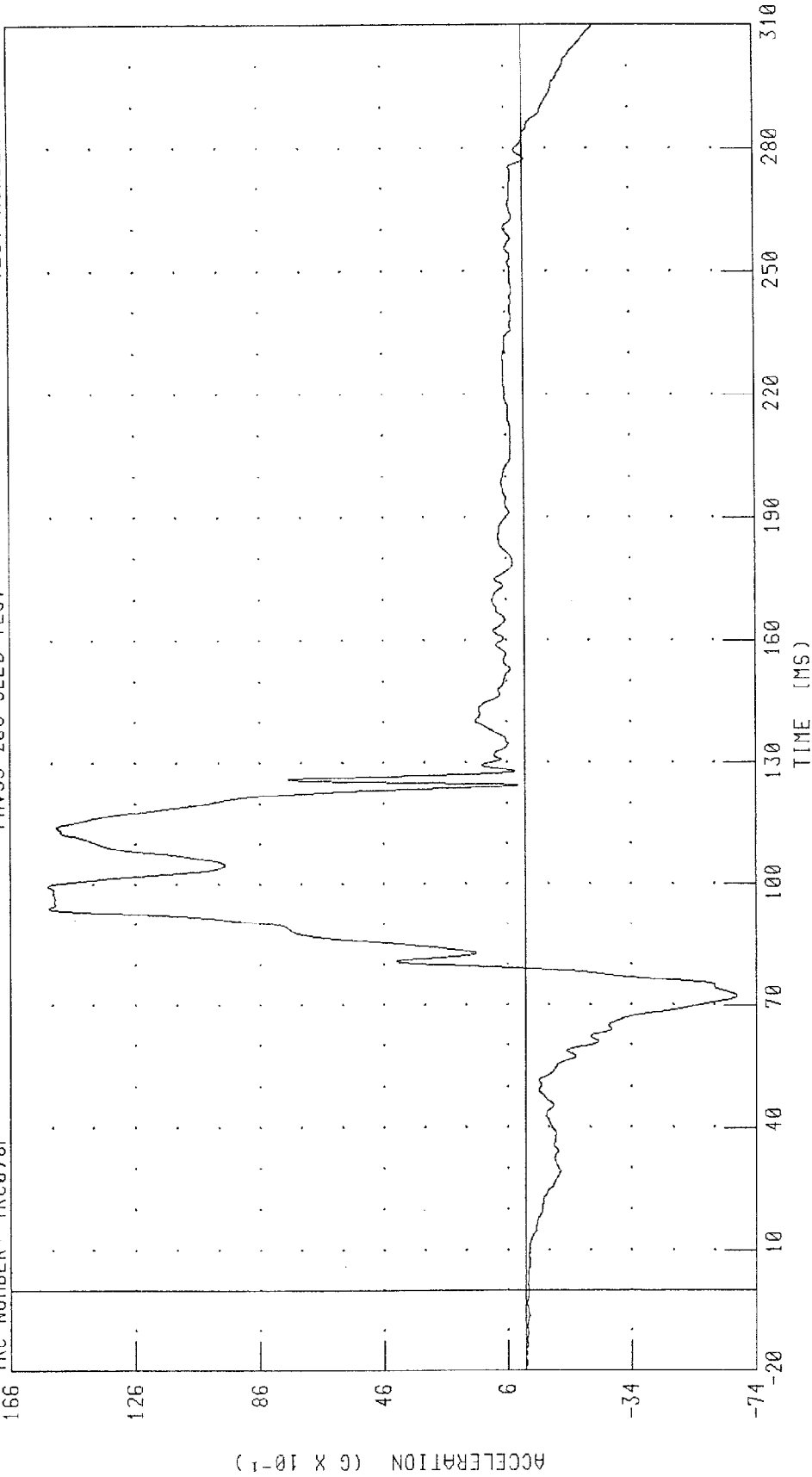
PEAK DATA: 3.54 G @ 106.56 MS; -2.12 G @ 126.88 MS

CHANNEL: CSTVC2 FILTER: CH. CLASS 180

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER CHEST Z-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

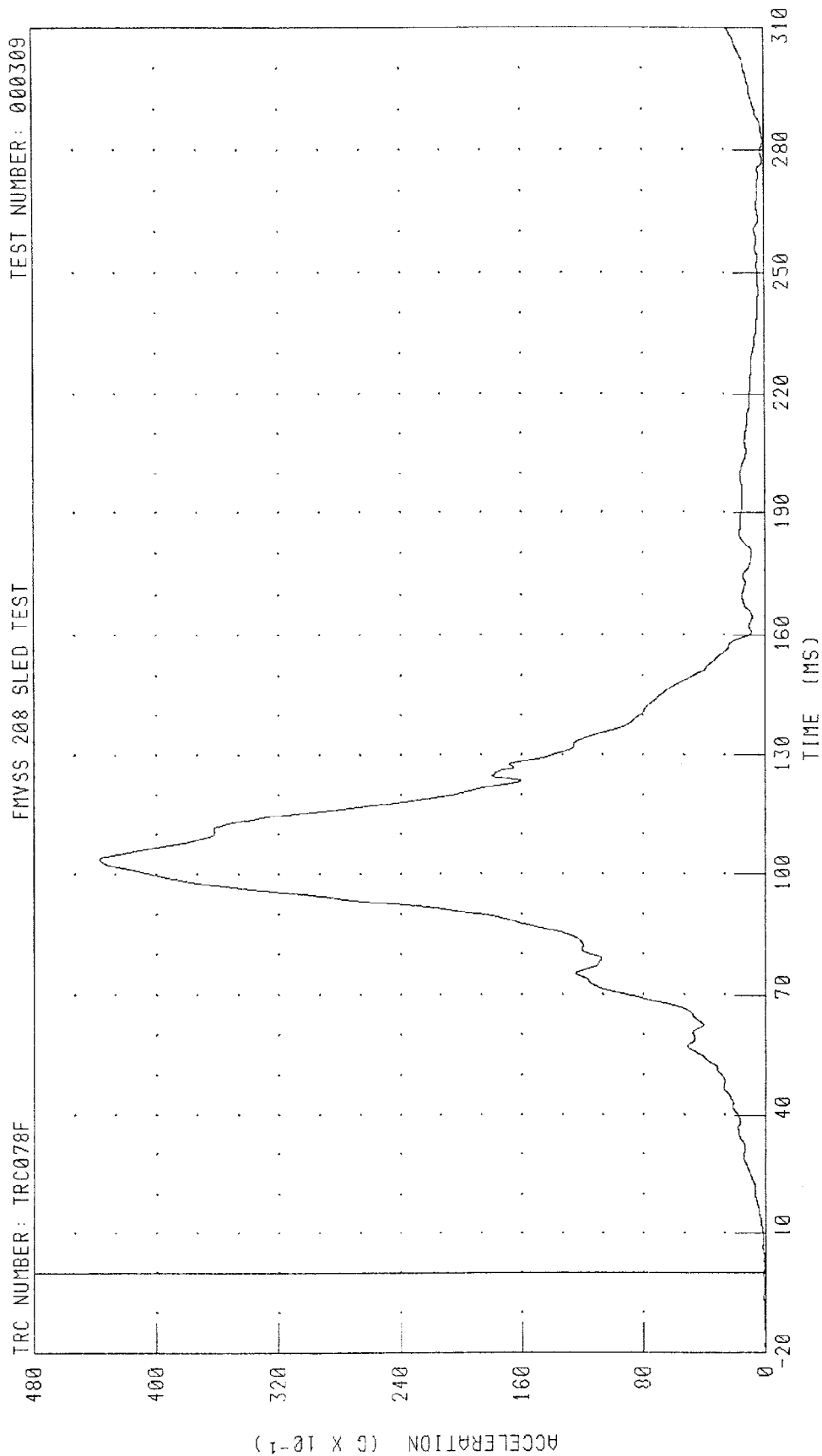
TRC NUMBER: TRC078F



PEAK DATA: 15.38 G @ 99.60 MS, -6.81 G @ 72.24 MS

CHANNEL: CSTZG2 FILTER: CH. CLASS 180

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER CHEST RESULTANT ACCELERATION

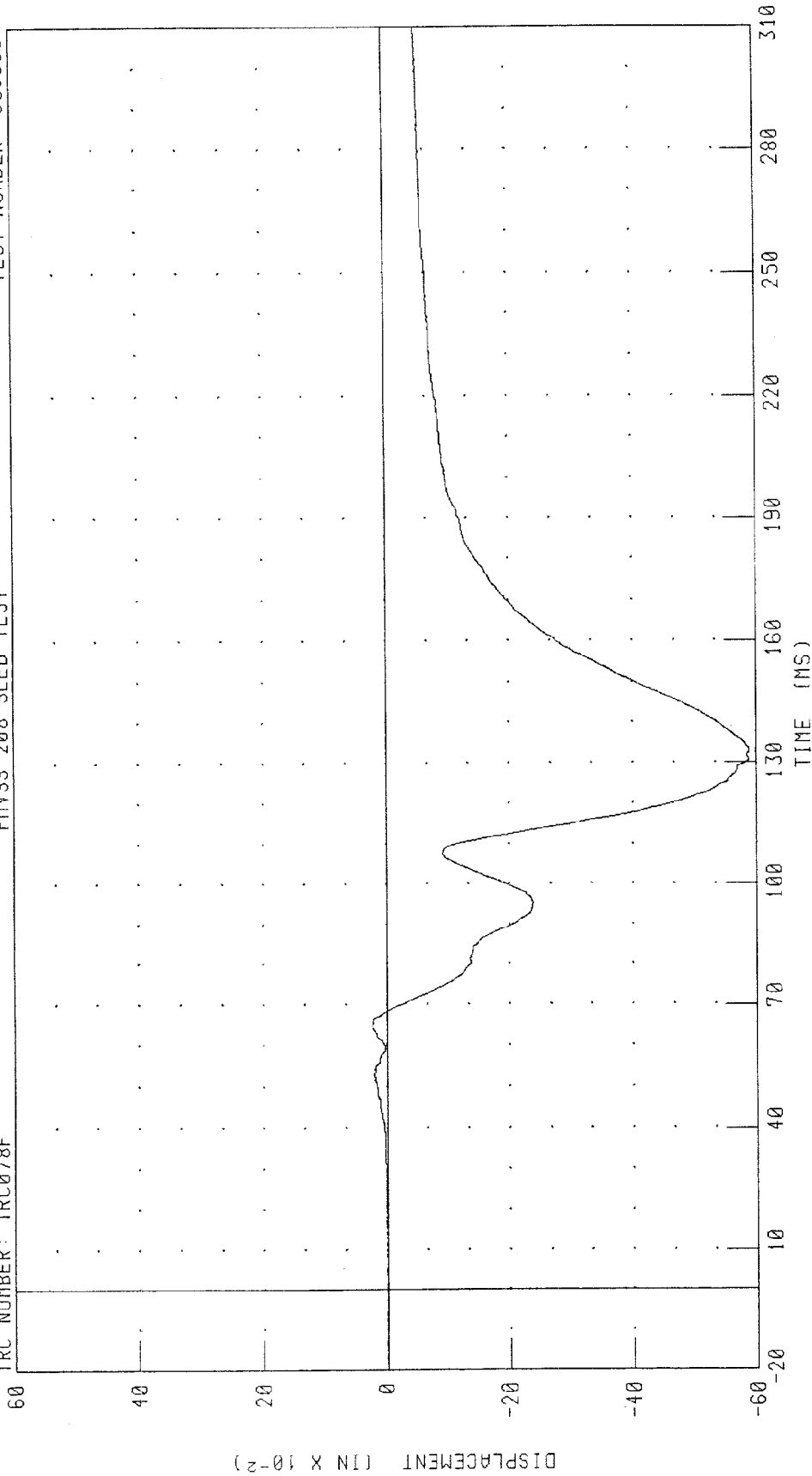


CHANNEL: CSTRG2 FILTER: CH. CLASS 180

CY0304 / 2000 DODGE INTREPID
 RIGHT FRONT PASSENGER CHEST DEFLECTION
 FMVSS 208 SLED TEST

TEST NUMBER: 000309

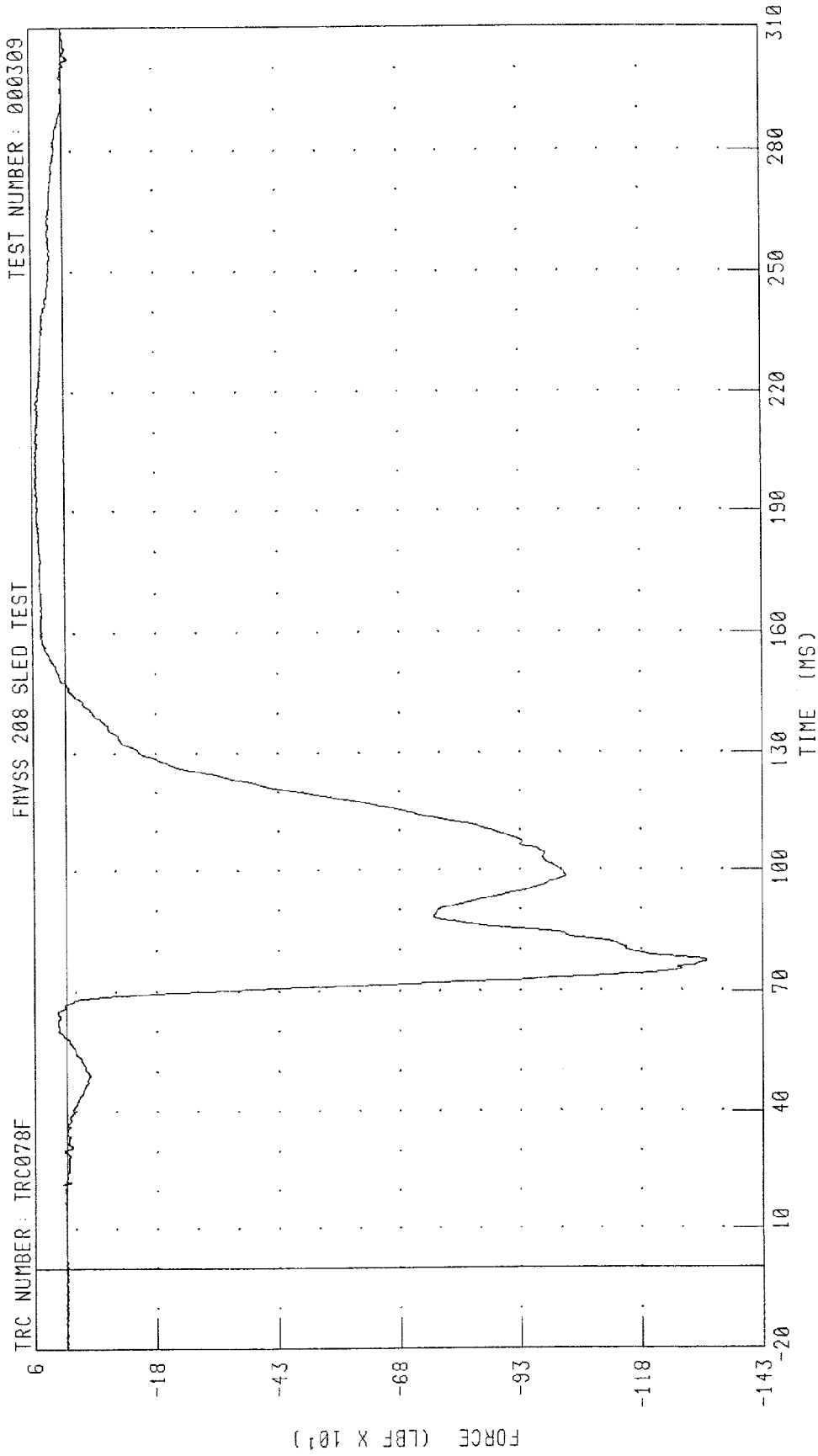
TRC NUMBER: TRC078F



PEAK DATA: 0.02 IN @ 64.72 MS, -0.59 IN @ 132.72 MS

CHANNEL: CSTXD2 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
RIGHT FRONT PASSENGER LEFT FEMUR FORCE

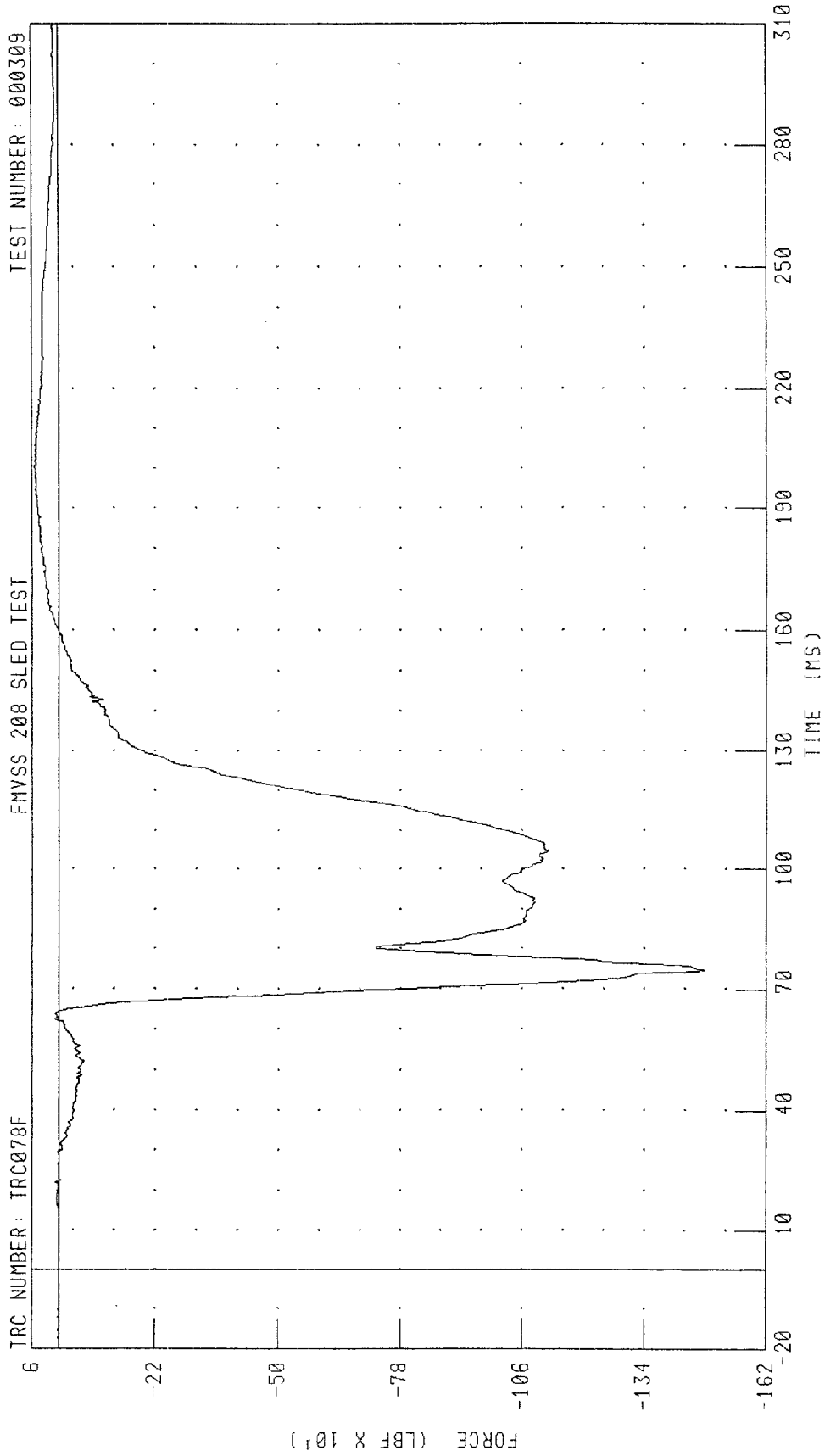


CHANNEL: LFMF2 FILTER: CH. CLASS 600

CY0304 / 2000 DODGE INTREPID
RIGHT FRONT PASSENGER RIGHT FEMUR FORCE
FMVSS 208 SLED TEST

TEST NUMBER: 000309

TRC NUMBER: TRC078F



PEAK DATA: 55.22 LBF @ 200.64 MS; -1477.64 LBF @ 74.80 MS

CHANNEL: RFMF2 FILTER: CH. CLASS 600

Appendix C

Manufacturer's Vehicle Information

DAIMLERCHRYSLER

December 14, 1999

DaimlerChrysler Corporation

Susan M. Cischke
 Sr. Vice President
 Regulatory Affairs &
 Passenger Car Operations

Ms Marilynne Jacobs, Director
 Office of Vehicle Safety Compliance
 National Highway Traffic Administration
 U.S. Department of Transportation
 400 Seventh Street, S.W.
 Washington, D.C. 20590

RECEIVED
 BY NSA-30
 1999 DEC 15 PM 2:40

Dear Ms Jacobs:

Reference: **NSA-31CCa/OA:208991029B**
FMVSS 208 Occupant Crash Protection (Compliance Test)
2000 Dodge Intrepid

The following is provided in response to your November 5, 1999 information request.

Q1. Please inform OVSC if the air bag restraint system is certified to meet the requirements of S4.1.5.1(a)(1) or S13.

If the air bags were installed to meet the requirements of S4.1.5.1(a)(1), please provide a copy of the certification test reports for the frontal/angular barrier impact tests of the automatic restraint system with the manual safety belts unfastened and fastened.

If the air bags were installed to meet the requirements of S13, please provide a copy of the certification test reports for the frontal/angular barrier impact tests of the automatic restraint system with the manual safety belts fastened and the certification test reports for the sled test with only the automatic restraint system.

A1. The 2000 Dodge Intrepid is certified to meet the requirements of FMVSS 208 S13. A copy of the Compliance Report is provided in Attachment 1.

Q2. If this is a new design vehicle/model, describe any features that might affect performance with respect to children and out of position occupants. If this is not a new design vehicle/model provide the following: (1) state when the air bag was depowered, (2) describe the difference between the MY 2000 air bag system and the MY 1999 air bag system, (3) explain what other restraint changes have been made, and (4) explain what other vehicle

Ms Marilynne Jacobs
NSA-31CCa ; 0A-208991029B
December 14, 1999
Page 2 of 4

Q.2 Continued

changes have been make that might have affected FMVSS 208 performance. Explain which changes might affect performance with respect to children and out of position occupants.

- A2. The driver and passenger air bags were depowered for model year 1998. A 2000 model year running change to the passenger air bag inflator, which utilizes new hybrid inflator technology. The FMVSS 208 and sled test results showed comparable performance to the previous inflator. The new inflator exhibits a reduction in slope and peak pressure when compared to the old inflator data.

The 2000 model year vehicle incorporates no new technology from the 1999 model year developed with the specific intent of affecting performance in a FMVSS 208 crash test or the performance characteristics of the restraint system with regard to children and out of position occupants.

- Q3. State if these vehicles have crash event recorders. If yes, explain any procedures needed for the sled or barrier crash event to be recorded. In addition, explain how to retrieve the crash event data from the recorder.**

- A3. The 2000 Dodge Intrepid does not have a crash event recorder.

- Q4. If the vehicle was certified with unrestrained dummies to meet the requirements of S13, describe how to disconnect the air bags from the vehicle sensors and connect them to the triggering mechanism used in the sled test. Describe the method used in certification to determine when to trigger the air bag and the system used to trigger the air bag.**

- A4. Disconnect the battery and wait at least two minutes. Remove the driver air bag module from the steering wheel and unplug the connector; unplug the passenger air bag pigtail from the vehicle body wiring harness underneath the instrument panel. Once the air bags have been disconnected, cut the wires on the body wiring harness. Use the cut wires to construct an overlay harness, which will be used to deploy the air bags during the impact simulator test. Using the overlay harness, the air bags are wired in parallel to a 12 volt power supply controlled by an "air bag timer delay box" which is used to trigger the air bags 20 milliseconds following a 1/2 G carriage acceleration event.

- Q5. State for any safety belt system in this vehicle whether or not it is equipped with a tension-relieving device. Provide a copy of the information furnished in accordance with S7A.4.2 if the tension-relieving device is used.**

- A5. The safety belts are not equipped with tension-relieving devices.

Ms Marilynne Jacobs
NSA-31CCa ; 0A-208991029B
December 14, 1999
Page 3 of 4

Q6. FMVSS No. 208, S8.1.5 allows the manufacturer the option of having movable vehicle windows and vents placed in the closed position. State whether the vehicle's movable windows and vents were opened or closed for the certification tests.

A6. In all 2000 Dodge Intrepid FMVSS No. 208 certification tests, the front movable windows were placed in the full-down position.

Q7. Submit dummy placement measurements, including diagrams or photographs which show exactly where measurements were taken. Enclosed is a diagram of some of OVSC's dummy measurements. Where possible, use the dimension shown in the diagram to provide the individual dummy placement measurements.

State whether the vehicle has a foot rest for the driver.

A7. Dummy placement measurements, where available, are provided in **Attachment 2**. A driver foot rest is included as standard equipment on the 2000 Dodge Intrepid.

Q8. Provide the seat positioning, steering column positioning, and fuel tank data on the enclosed form. If more than one front seating configuration, steering column, or fuel tank are available on this vehicle, provide separate information for each.

A8. The requested set up information is provided in **Attachment 3**.

Q9. If the vehicle is equipped with adjustable seatbelt anchorages, provide the manufacturer's nominal design position for a 50th percentile adult male occupant.

A9. FMVSS No. 208 certification tests are conducted with the belt anchorage adjusted to the mid-position. See **Attachment 3** for set up information.

Q10. For barrier tests provide the speed at impact, vehicle test weight, and resulting injury criteria (i.e., HIC, chest acceleration, chest compression, and femur loads) recorded for all certification tests conducted to meet the requirements of S4.1.5.1(a)(1). For sled tests, provide the resulting injury criteria (i.e., HIC, chest acceleration, chest compression, femur loads, and neck moments and forces) recorded for all certification tests conducted to meet the requirements of S13.

A10. The requested information is in the Compliance Report provided in **Attachment 1**.

FMVSS 208

2000 DODGE INTREPID

NSA-31CCa ; OA-208991029B

ATTACHMENT 2

RESPONSE TO QUESTION #7

DUMMY PLACEMENT
MEASUREMENTS

PAGE VI-4

OCCUPANT DATA

TEST NUMBER VC7551 ITEM NUMBER 8125R TEST ENGINEER KOBYLARZ

OCCUPANT DIMENSIONS RELATIVE TO 98 LH TEMPLATE

TEMPLATE LOCATION DATA - **SHOULD BE SAME AS WHAT IS ON "J826" SHEET**

**"X" LE 4.3/RE 4.3 INCHES FORWARD OF STRIKER MOUNTING VERTICAL SURFACE

"Z" LE 15.2/RE 14.0 INCHES ABOVE SILL SURFACE

OCCUPANT LOCATION DATA

	LEFT FRONT				RIGHT FRONT				HYBRID III	
	X (INCHES)		Z (INCHES)		X (INCHES)		Z (INCHES)		PELVIC ANG	
	FWD	RWD	UP	DOWN	FWD	RWD	UP	DOWN	LT	RT
HEAD	<u>.6</u>			<u>.7</u>		<u>.8</u>	<u>.3</u>		<u>24</u>	<u>25</u>
HIP	<u>.2</u>			<u>.7</u>		<u>.1</u>	<u>.5</u>			
KNEE	<u>.4</u>			<u>1.4</u>		<u>Ø</u>		<u>.5</u>		

		<u>LT</u>	<u>RT</u>	<u>PBU</u>	<u>PBL</u>
KNEE CLEARANCE	<u>1L</u>	<u>4.4</u>	<u>5.2</u>	<u>14.3</u>	<u>11.1</u>
	<u>1R</u>	<u>4.0</u>	<u>3.6</u>	<u>12.4</u>	<u>9.5</u>

STEERING WHEEL ANGLE MEASURED FROM HORIZONTAL 70.4 DEGREESSILL ANGLE 0.3 DEGREES -- ☒ FRONT HIGH ☐ FRONT LOW

THE FOLLOWING DIMENSIONS CORRESPOND TO INTERIOR MEASUREMENTS DEFINED BY NHTSA;

DRIVER - "NR" 14.5 TIP OF NOSE TO TOP REAR SURFACE OF UPPER STEERING WHEEL RIM

"NH" 14.3 TIP OF NOSE TO CENTER OF STEERING WHEEL HUB

"CH" 11.7 CHEST 9 INCHES DOWN FROM CHIN TO CENTER OF STEERING WHEEL HUB

PASSENGER - "A" 27.5 BRIDGE OF NOSE FORWARD TO WINDSHIELD

"B" 31.4 EAR TARGET FORWARD TO WINDSHIELD

"C" 20.0 CHEST 9 INCHES DOWN FROM CHIN FORWARD TO INSTRUMENT PANEL

SHOULDER BELT PAYOUT- LEFT 7.8 IN. RIGHT 5.5 IN.LAP BELT PAYOUT- LEFT N/A IN. RIGHT N/A IN.

LAST FORM MODIFICATION 08/22/96 - GAB (TESTOBS896,DOCVCFORMS)

PAGE VI-4

OCCUPANT DATA

TEST NUMBER VC7552 ITEM NUMBER 8126R TEST ENGINEER COLLINGS

OCCUPANT DIMENSIONS RELATIVE TO 98 LH TEMPLATETEMPLATE LOCATION DATA - **SHOULD BE SAME AS WHAT IS ON "J826" SHEET**

**"X" LF 4.4/RF 4.3 INCHES FORWARD OF STRIKER MOUNTING VERTICAL SURFACE

"Z" LF 13.6/RF 13.3 INCHES ABOVE SILL SURFACE

OCCUPANT LOCATION DATA

	LEFT FRONT				RIGHT FRONT				HYBRID III PELVIC ANG	
	X (INCHES)		Z (INCHES)		X (INCHES)		Z (INCHES)		LT	RT
	FWD	RWD	UP	DOWN	FWD	RWD	UP	DOWN		
HEAD		<u>0.7</u>		<u>0.6</u>		<u>0.4</u>	<u>0.3</u>		<u>24°</u>	<u>25°</u>
HIP	<u>0.7</u>			<u>0.7</u>		<u>0.1</u>	<u>0.3</u>			
KNEE	<u>0.3</u>			<u>2.2</u>		<u>0.7</u>		<u>0.4</u>		

		<u>LT</u>	<u>RT</u>	<u>SEATBELTS</u>	<u>PBU</u>	<u>PBL</u>
KNEE CLEARANCE	<u>1L</u>	<u>4.7</u>	<u>5.3</u>		<u>14.9</u>	<u>12.0</u>
	<u>1R</u>	<u>4.1</u>	<u>3.5</u>		<u>12.0</u>	<u>9.0</u>

STEERING WHEEL ANGLE MEASURED FROM HORIZONTAL 70.1 DEGREESMIDSILL ANGLE 0.2 DEGREES -- ☐ FRONT HIGH ☒ FRONT LOW

THE FOLLOWING DIMENSIONS CORRESPOND TO INTERIOR MEASUREMENTS DEFINED BY NHTSA;

DRIVER - "NR" 19.2 TIP OF NOSE TO TOP REAR SURFACE OF UPPER STEERING WHEEL RIM

"NH" 16.1 TIP OF NOSE TO CENTER OF STEERING WHEEL HUB

"CH" 10.6 CHEST 9 INCHES DOWN FROM CHIN TO CENTER OF STEERING WHEEL HUB

PASSENGER - "A" 27.5 BRIDGE OF NOSE FORWARD TO WINDSHIELD

"B" 31.2 EAR TARGET FORWARD TO WINDSHIELD

"C" 20.0 CHEST 9 INCHES DOWN FROM CHIN FORWARD TO INSTRUMENT PANEL

SHOULDER BELT PAYOUT- LEFT 6.1 IN. RIGHT 8.7 IN.LAP BELT PAYOUT- LEFT N/A IN. RIGHT N/A IN.

LAST FORM MODIFICATION 08/22/96 - GAB (TESTOBS896,DOCVCFORMS)

OCCUPANT DATATEST NUMBER VC7564 ITEM NUMBER 8124R TEST ENGINEER MARTINOCCUPANT DIMENSIONS RELATIVE TO LH TEMPLATE

TEMPLATE LOCATION DATA - **SHOULD BE SAME AS WHAT IS ON "J826" SHEET**

**"X" 4.3/4.3 INCHES FORWARD OF STRIKER MOUNTING VERTICAL SURFACE"Z" 13.9/13.5 INCHES ABOVE SILL SURFACEOCCUPANT LOCATION DATA

	LEFT FRONT				RIGHT FRONT				HYBRID III PELVIC ANG	
	X (INCHES)		Z (INCHES)		X (INCHES)		Z (INCHES)		LT	RT
	FWD	RWD	UP	DOWN	FWD	RWD	UP	DOWN		
HEAD		0.4		0.5		1.1		0.1	25°	24°
HIP	0.7			0.3	0.1		0.2			
KNEE	1.3			2.4		0.2	0.1			

KNEE CLEARANCE LT RT PBU PBL
 1L 4.7 4.6 14.4 10.9
 1R 5.1 4.4 12.7 9.1

STEERING WHEEL ANGLE MEASURED FROM HORIZONTAL 69.3° DEGREESSILL ANGLE 0.2 DEGREES -- X FRONT HIGH FRONT LOW

THE FOLLOWING DIMENSIONS CORRESPOND TO INTERIOR MEASUREMENTS DEFINED BY NHTSA;

DRIVER - "NR" 15.3 TIP OF NOSE TO TOP REAR SURFACE OF UPPER STEERING WHEEL RIM
 "NH" 15.0 TIP OF NOSE TO CENTER OF STEERING WHEEL HUB
 "CH" 12.2 CHEST 9 INCHES DOWN FROM CHIN TO CENTER OF STEERING WHEEL HUB
 PASSENGER - "A" 26.5 BRIDGE OF NOSE FORWARD TO WINDSHIELD
 "B" 32.7 EAR TARGET FORWARD TO WINDSHIELD
 "C" 20.5 CHEST 9 INCHES DOWN FROM CHIN FORWARD TO INSTRUMENT PANEL

SHOULDER BELT PAYOUT- LEFT IN. RIGHT IN.LAP BELT PAYOUT- LEFT IN. RIGHT IN.

LAST FORM MODIFICATION 08/22/96 - GAB (TESTOBS896,DOCVCFORMS)

FMVSS 208

2000 DODGE INTREPID

NSA-31CCa ; OA-208991029B

ATTACHMENT 3

RESPONSE TO QUESTION #8

GENERAL SETUP CONDITIONS

TEST VEHICLE INFORMATION

Vehicle Model Year & Make: **2000 Dodge**Vehicle Model & Body Style: **Intrepid 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. Indicate, if applicable, how the detents are numbered (Is the first detent "0" or "1"?). Indicate if the seat back angle is measured with the dummy in the seat.

Seat back angle for driver's seat = **24** degrees.

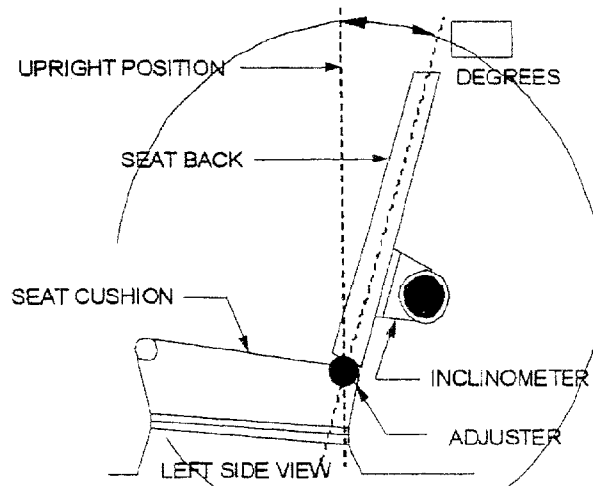
Measurement Instructions:

Adjust seatback rearward such that the head restraint post is positioned 77deg relative to the vehicle's longitudinal axis; the lower surface of the front door opening at seat mid-track is parallel to the vehicle's longitudinal axis.

Seat back angle for passenger's seat = **24** degrees.

Measurement Instructions:

Same as Drivers



2. SEAT FORE & AFT POSITIONS - -

Provide instructions for positioning the driver and front outboard passenger seat(s) in the center of fore and aft travel. For example, indicate how the detents are numbered (Is the first detent "0" or "1"?). Provide information to locate the detent in which the seat track is to be locked.

Positioning of the driver's seat:

Adjustable seats are positioned to mid-track as follows. Adjust both seats to the lowest position (power seats are adjustable to a lower position than manual seats). Mid-track is identified by the relative position of the upper and lower seat tracks. The upper and lower tracks of a manual seat should have no offset; for a power seat, the upper track should extend 5mm beyond the lower when viewed from the rear of the seat.

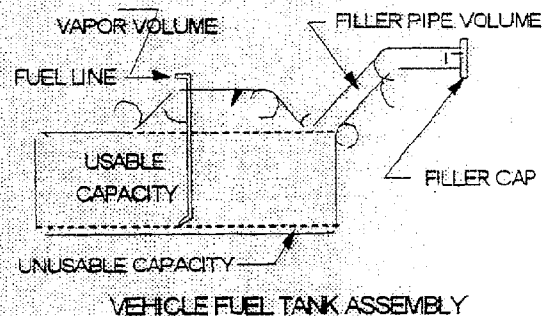
Positioning of the passenger's seat (if applicable):

Same as Drivers

3. FUEL TANK CAPACITY DATA - -

- 3.1 A. "Usable Capacity" of standard equipment fuel tank = **17** gallons.
- B. "Usable Capacity" of optional equipment fuel tank = **N/A** gallons.
- C. "Usable Capacity" of vehicle(s) used for certification testing to requirements of FMVSS 301 = **17** gallons.

Operational Instructions:



Rev. 7/11/94

Form # 1 Continued

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 16.2 gallons

3.3 Is vehicle equipped with electric fuel pump? X YES NO

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

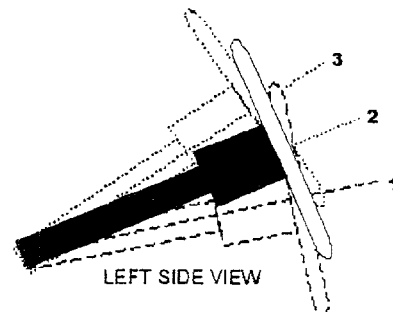
The fuel system is pressurized when the vehicle ignition is turned "ON".

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:

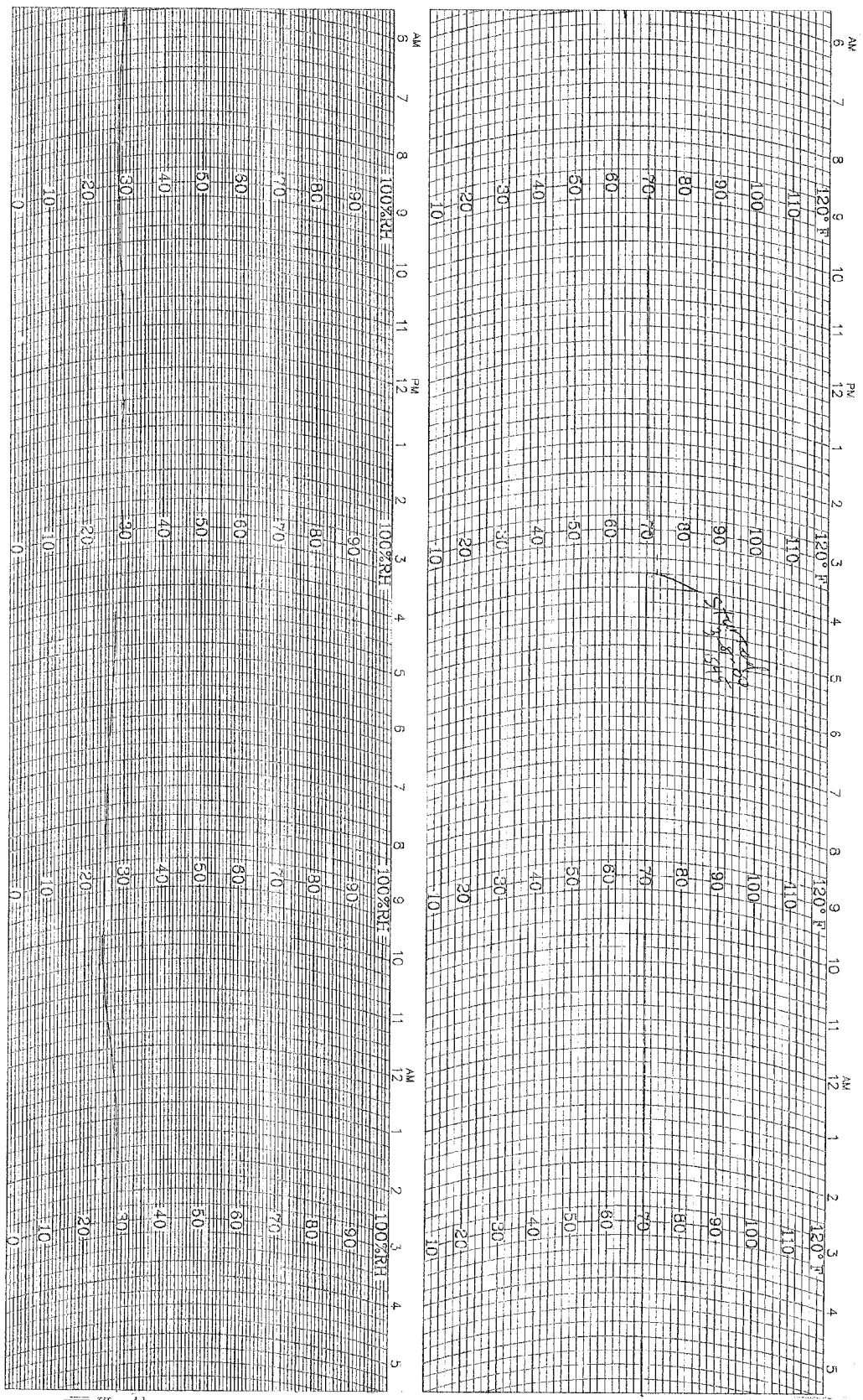
Position the column at the mid detent (5 detents total). Total tilt range = 22deg. The mid point is two notches down from the top position or two notches up from the bottom position.



STEERING COLUMN ASSEMBLY

5. ADJUSTABLE UPPER ANCHORAGE POSITION:

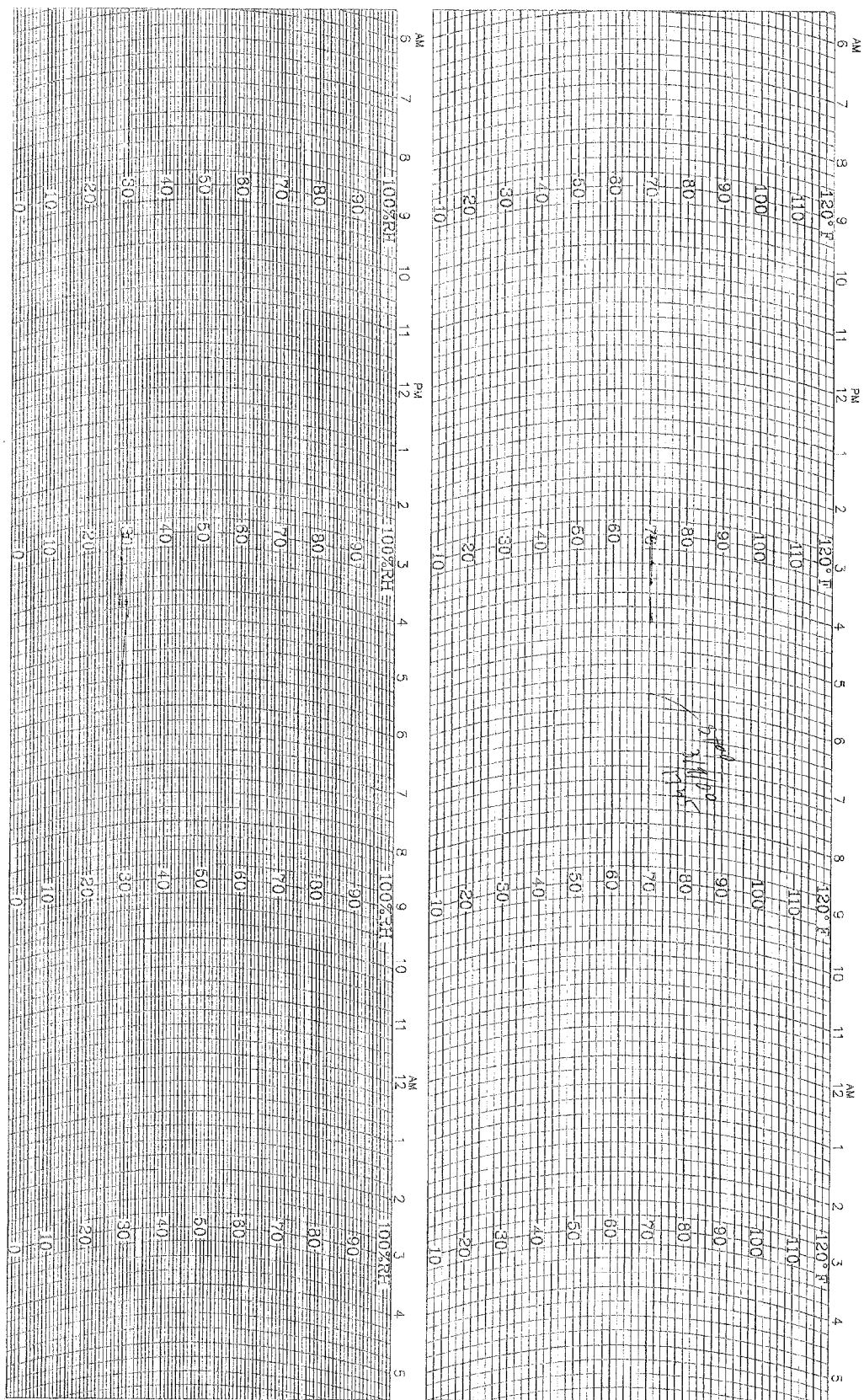
ATL is to be set to the mid range of motion. The mid point is two notches down from the top position or two notches up from the bottom position. This places the ATL at the mid point of the five possible positions.



Weather Measure
WEATHERtronics
 Division of QUALLMETRICS, Inc.
 P.O. BOX 41039
 SACRAMENTO, CA 95841
 PHONE: (916) 923-0055

HYGROTHERMOGRAPH
 1 DAY
 CHART NO. M699123
 C311-D-HF
 ECN 2717
 6-9-81

STATION _____ DATE ON 3/8/00 15:45 DATE OFF 3/9/00 15:00



WeatherMeasure
WEATHERtronics
Division of QUALIMETRICS, Inc.

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

HYGROTHERMOGRAPH
1 DAY

CHART NO. M699123
C311-D-III
ECN 2717
5-9-87

STATION _____ DATE ON 3/9/00 15:01 DATE OFF 3/9/00