

3362

Vehicle Research and Test Center

Moving Deformable Barrier into Moving 1996 Plymouth Neon at 35 mph

Centerline to Centerline

TRC Test Number 000606

Prepared by:

Transportation Research Center Inc.

10820 State Route 347

P. O. Box B-67

East Liberty, OH 43319

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Vehicle Research and Test Center

P. O. Box 37

East Liberty, OH 43319

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Section 1.0

Purpose and Test Procedure

Purpose

This 56 kph centerline to centerline vehicle-to-vehicle impact test was conducted for National Highway Transportation and Safety Administration (NHTSA) and Vehicle Research and Test Center (VRTC) by Transportation Research Center Inc. (TRC). This is a three series test mode. The vehicles represented are the Plymouth Neon and the Dodge Caravan. The purpose of this test was to determine the response of the subject vehicle hitting another vehicle at 56 kph centerline to centerline. The first two tests have a moving deformable barrier representing the opposite subject vehicle.

Test Procedure

This test was conducted per NHTSA and VRTC instructions. Data was obtained relative to FMVSS 208, "Occupant Protection."

The target vehicle, a 1996 Plymouth Neon, was instrumented with seven (7) longitudinal axis accelerometers, three (3) lateral axis accelerometers, four (4) vertical axis accelerometers, and its specified impact velocity range was 55.5 to 57.1 km/h.

The bullet vehicle, a moving deformable barrier, was instrumented with two (2) accelerometers to measure longitudinal axis accelerations, two (2) accelerometers to measure lateral accelerations, one (1) accelerometer to measure vertical axis acceleration, two (2) rate gyros to measure pitch and yaw and one-hundred-thirty-one (131) load cells to measure barrier face forces. The specified impact velocity range was 55.5 to 57.1 kph.

The bullet vehicle's centerline was aligned with the target vehicle's centerline. This test represented a full frontal car to car moving test.

One (1) 50th percentile adult male Hybrid III dummy and one (1) 5th percentile adult female dummy were placed in the target vehicle's left front and right front designated seating positions, respectively. Each dummy had accelerometers in the head, chest, and pelvis to measure longitudinal, lateral, and vertical accelerations; 6-axis upper neck load cells to measure forces and moments in the neck; uniaxial femur load cells in the left and right femurs to measure axial forces; and a potentiometer in the chest to measure chest deflection. Each dummy was restrained with a 3-point unbelt.

The one hundred-eighty-nine (189) data channels were digitally sampled and recorded at 12,500 samples per second and processed per SAE J211 March 1995.

The crash event was recorded by one (1) real-time panning motion picture camera and ten (10) high-speed motion picture cameras.

The vehicle data are summarized in Section 2.0. The FMVSS 208 are presented in Section 3.0. The vehicle, occupant, barrier and camera measurements are presented in Section 4.0. Appendix A contains the still photographic prints. Appendix B contains the vehicle data plots. Appendix C contains dummy calibration information. Appendix D contains miscellaneous test information.

Section 2.0

Full Frontal Centerline to Centerline Impact Test Summary

Test Results Summary

This 56 kph full frontal centerline to centerline vehicle-to-vehicle impact test was conducted at TRC on June 6, 2000.

The target test vehicle, a 1996 Plymouth Neon, was equipped with a 4-cylinder, transverse engine, automatic transmission, power steering, and power brakes. The target vehicle's test weight was 1381.5 kg and its impact speed was 55.9 km/h. The bullet vehicle, a moving deformable barrier, was to represent the Dodge Caravan. The bullet vehicle's test weight was 2050.5 kg and its impact speed was 56.2 kph. The target vehicle's maximum static crush was 606 millimeters. The bullet vehicle's barrier face was measured with TRC's faro arm.

The target vehicle driver dummy's Head Injury Criteria (HIC) was 1840. The target vehicle driver dummy's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 100.4 g. The target vehicle driver dummy's chest deflection was 39 mm. The target vehicle's driver dummy's left and right femur forces were 9113 N and 12053 N, respectively.

The target vehicle right front passenger dummy's HIC ¹ was 8109. The target vehicle right front passenger dummy's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 55.3 g. The target vehicle right front passenger dummy's chest deflection was 34 mm. The target vehicle's right front passenger dummy's left and right femur forces were 6305 N and 3589 N, respectively.

¹ See Data Acquisition Explanations.

Data Acquisition Explanation

The target vehicle's right front dummy's head X-axis acceleration data channel, HEDXG2, exceeded its full scale value throughout the event. This affected the resultant and HIC calculations.

The target vehicle's instrument panel X-axis acceleration data channel, DPCXG1, lost data after approximately 80 milliseconds.

The bullet vehicle's load cell K1 X-axis, Y-axis, and Z-axis data channels, BK1XF, BK1YF, and BK1ZF, did not return to zero after approximately 100 milliseconds.

The bullet vehicle's rate gyro Y-axis and Z-axis angular velocity data channels, VCGYV1 and VCGZV1, recorded no valid data.

The strobe lights used to mark time zero for the camera views fired late at approximately 60 milliseconds.

Table 1. Crash Test Summary

Test type:	Full Front Centerline to Centerline	
Test date:	6/6/00	
Test time:	1344	
Ambient temperature:	17° C	
Target vehicle:	1996 Plymouth Neon	
Target vehicle test weight:	1381.5 kg	
Bullet vehicle:	Moving Deformable Barrier	
Bullet vehicle test weight:	2050.5 kg	
Impact angle: ¹	0°	
Impact velocity: ²	Target vehicle = 55.9 kph Bullet vehicle = 56.2 kph	
Target vehicle's maximum static crush:	606 mm	
Target vehicle dummies:	Driver #090	Passenger #329
Type:	572 E (50% male)	Hybrid III (5% female)
Location:	Left front	Right front
Restraint:	3-point unbelt/airbag	3-point unbelt/airbag
Total number of data channels:	18	18
Number of cameras:		
High-speed	10	
Real-time	1	

¹ With respect to tow track centerline.

² Speed trap measurement (± .08 kph accuracy)

Table 2 Target Test Vehicle Information

Vehicle manufacturer: Daimler Chrysler
 Make/model: Plymouth/ Neon
 VIN: 1P3ES47C6TD535788
 Model year: 1996
 Body style: 4-door
 Color: Black
 Engine data:
 Type: Transverse
 Cylinders: 4
 Displacement: 2.0
 Transmission data: 3 Speed, Manual, X Automatic,
X FWD, RWD, 4WD
 Date vehicle received: 5/2/00
 Odometer reading: 45,280
 Dealer's name and address: N/A

Accessories:

Power steering	Yes	Automatic transmission	Yes
Power brakes	Yes	Automatic speed control	Yes
Power seats	No	Tilting steering wheel	Yes
Power windows	No	Telescoping steering wheel	No
Tinted glass	Yes	Air conditioning	Yes
Radio	No	Anti-skid brake	No
Clock	No	Rear window defroster	Yes
Other	None		

Certification data from vehicle's label:

Vehicle manufactured by: Daimler Chrysler
 Date of manufacture: 10/95
 VIN: 1P3ES47C6TD535788
 GVWR: 3490 lbs.
 GAWR: Front: 1954 lbs.
 Rear: 1611 lbs.

Table 2 Target Test Vehicle Information, Cont'd.

Tires on vehicle (mfr., line, size): P185/65R14

Tire pressure with maximum capacity vehicle load: Front: 35 psi
Rear: 35 psi

Spare tire (mfr., line, size): N/A

Type of seats: Front: Bucket
Rear: Bench

Type of front seat backs: Manually adjustable

Maximum width: 1715 mm

Wheelbase: 2640 mm

Location of "Recommended Tire Pressure" label:

The label was located on the driver door.

Data from vehicle's "Recommended Tire Pressure" label:

Recommended tire size: P165/80R13

Recommended cold tire pressure: Front: 32 psi
Rear: 32 psi

Seating capacity: Front: 2
Rear: 3
Total: 5

Vehicle capacity weight: 865 lbs.

Test vehicle attitude:

Delivered attitude: LF 640 mm; RF 635 mm; LR 664 mm; RR 658 mm

Pre-test attitude: LF 626 mm; RF 625 mm; LR 630 mm; RR 635 mm

Post-test attitude: LF 757 mm; RF 619 mm; LR 622 mm; RR 616 mm

Table 2 Target Test Vehicle Information, Cont'd.

Delivered Weight:

Right Front:	363.8 kg	Right Rear:	209.1 kg
Left Front:	383.3 kg	Left Rear:	200.5 kg
Total Front Weight:	747.1 kg		(64.6% of total vehicle weight)
Total Rear Weight:	409.6 kg		(35.4% of total vehicle weight)
Total Delivered Weight:	1156.7 kg		

Calculation of test vehicle's target test weight:

RCLW = Rated cargo and luggage weight (52.2 kg)

UDW = Unloaded delivered weight (1202.0 kg)

VCW = Vehicle capacity weight (392.4 kg)

DSC = Designated seating capacity (5)

Target test weight = UDW + RCLW + (No. of Hybrid III dummies x 75.8 kg
+ No. of Hybrid III dummies x 47.6 kg)

Target test weight = 1202.0 + 52.2 kg + 75.8 kg + 47.6 kg

Target test weight = 1377.6 kg

Weight of test vehicle with required dummies and 56.2 kg cargo weight:

Right front	391.5 kg	Right rear	285.5 kg
Left front	419.0 kg	Left rear	285.5 kg
Total front weight	810.5 kg		(58.7% of total vehicle weight)
Total rear weight	571.0 kg		(41.3% of total vehicle weight)
Total test weight	1381.5 kg		

Weight of ballast secured in cargo area: None

Components removed to meet target test weight: Trunk seal, taillights, rear seatbelts, rear door seal, 7.5 gallons of stoddard

CG rearward of front wheel centerline: 1091 mm

Table 3 Bullet Test Vehicle Information

Target test weight = 2050.0 kg (Based on the test weight of the Dodge Caravan)

Weight of test vehicle

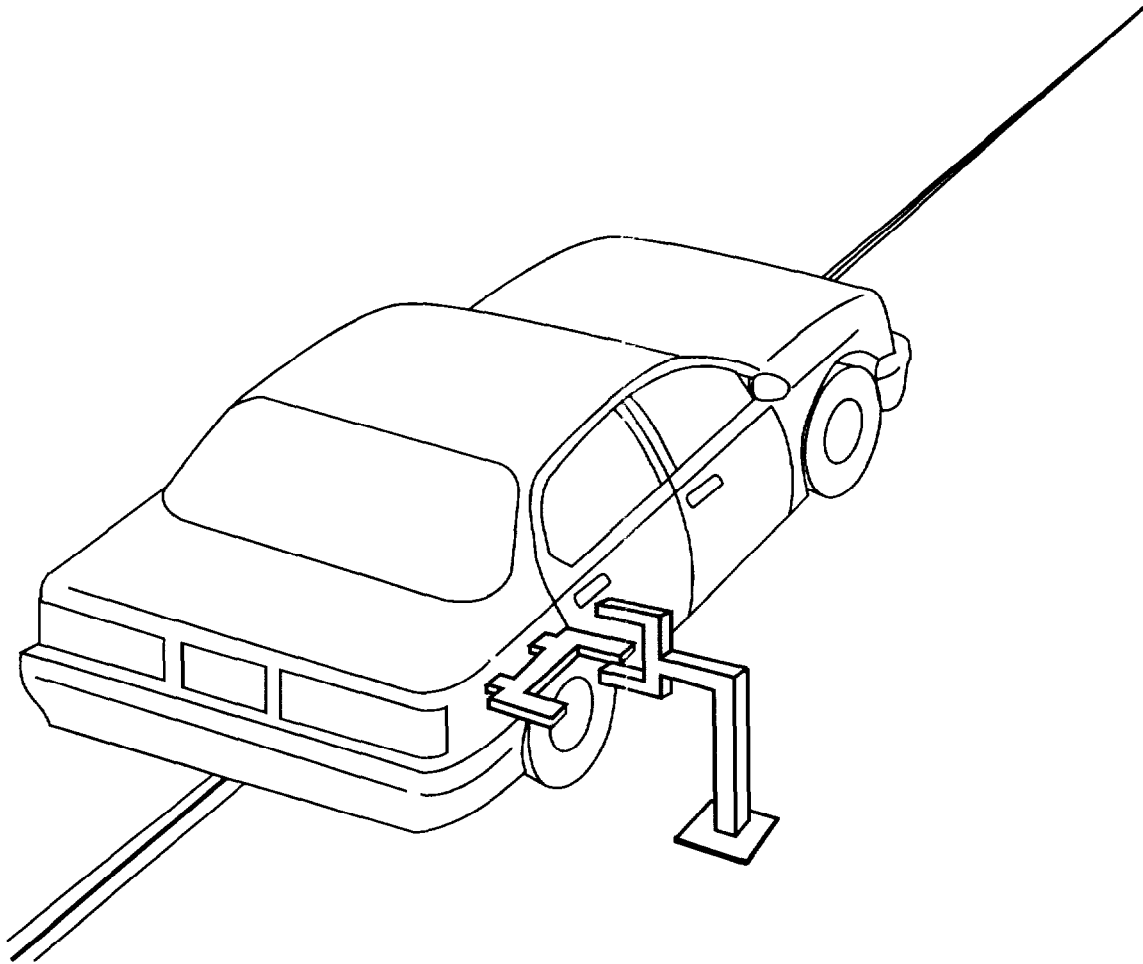
Right front	559.0 kg	Right rear	464.5 kg
Left front	600.0 kg	Left rear	427.0 kg
Total front weight	1159.0 kg	(56.5% of total vehicle weight)	
Total rear weight	891.5 kg	(43.5% of total vehicle weight)	
Total test weight	2050.5 kg		

CG rearward of front wheel centerline: 1127 mm

Table 4 Post-Impact Data

Test number:	000606
Date of test:	6/06/00
Time of test:	1344
Type of test:	Full Front Centerline to Centerline
Impact angle:	0°
Ambient temperature at impact area:	17° C
Impact velocity:	
Target vehicle:	55.9 kph
Bullet vehicle:	56.2 kph
	(Specified range = 55.5 to 57.1 kph)
Distance from vehicle to vehicle:	
Entering trap	610 mm
Exiting trap	51 mm

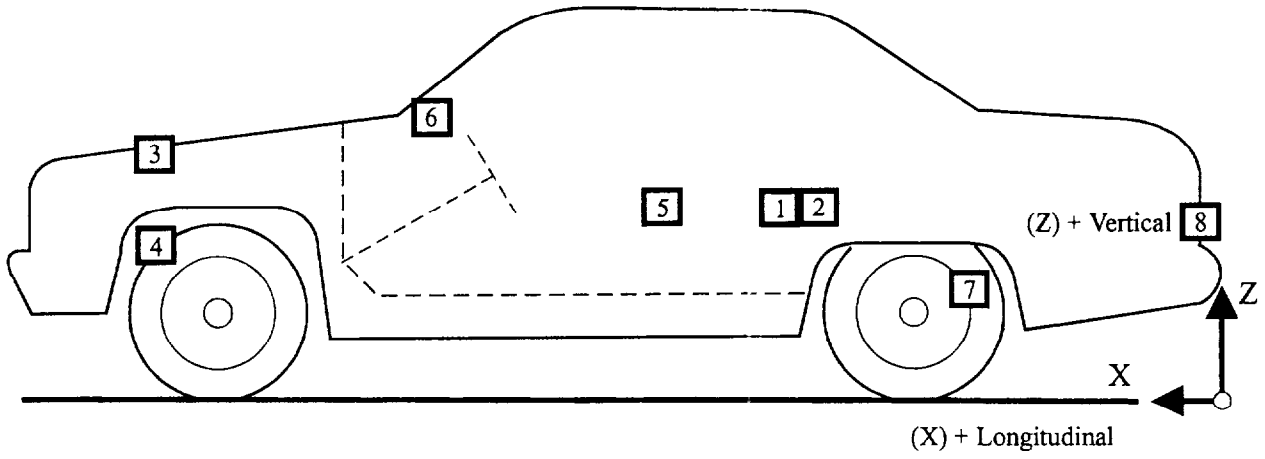
Figure 1 Impact Velocity Measurement System



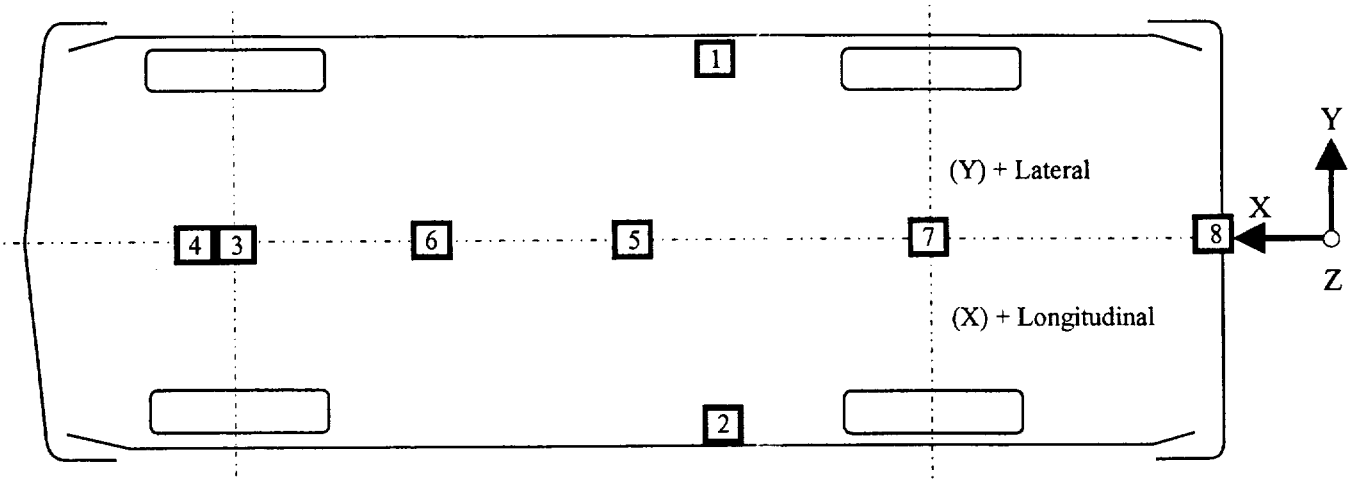
The final vane clears the final emitter/receiver pair 51 millimeters before impact.

The vanes have 610-millimeter spacing.

Figure 2 Target Vehicle Accelerometer Placement



Side View



Bottom View

Table 5 Target Vehicle Accelerometer Locations and Data Summary

TEST NUMBER: 000606	X	Y	Z	POSITIVE DIRECTION	NEGATIVE DIRECTION
No. LOCATION					
1 LEFT REAR SEAT	NA	NA	NA		
CROSSMEMBER					
LONGITUDINAL				5.0 g @ 137.8 ms	43.4 g @ 45.2 ms
LATERAL				12.3 g @ 55.0 ms	8.0 g @ 60.2 ms
VERTICAL				18.1 g @ 47.9 ms	23.4 g @ 60.5 ms
RESULTANT				48.9 g @ 59.9 ms	
2 RIGHT REAR SEAT	NA	NA	NA		
CROSSMEMBER					
LONGITUDINAL				5.8 g @ 132.8 ms	38.2 g @ 46.1 ms
LATERAL				13.6 g @ 43.6 ms	15.5 g @ 61.8 ms
VERTICAL				19.4 g @ 76.9 ms	21.6 g @ 70.8 ms
RESULTANT				43.0 g @ 44.3 ms	
3 ENGINE TOP	NA	NA	NA		
LONGITUDINAL				142.5 g @ 45.0 ms	211.4 g @ 33.7 ms
4 ENGINE BOTTOM	NA	NA	NA		
LONGITUDINAL				36.0 g @ 59.5 ms	108.6 g @ 17.6 ms
5 VEHICLE CENTER OF GRAVITY	NA	NA	NA		
LONGITUDINAL				8.1 g @ 81.5 ms	64.8 g @ 54.3 ms
LATERAL				30.9 g @ 50.2 ms	22.2 g @ 42.8 ms
VERTICAL				31.0 g @ 46.8 ms	27.2 g @ 55.1 ms
RESULTANT				69.9 g @ 54.6 ms	

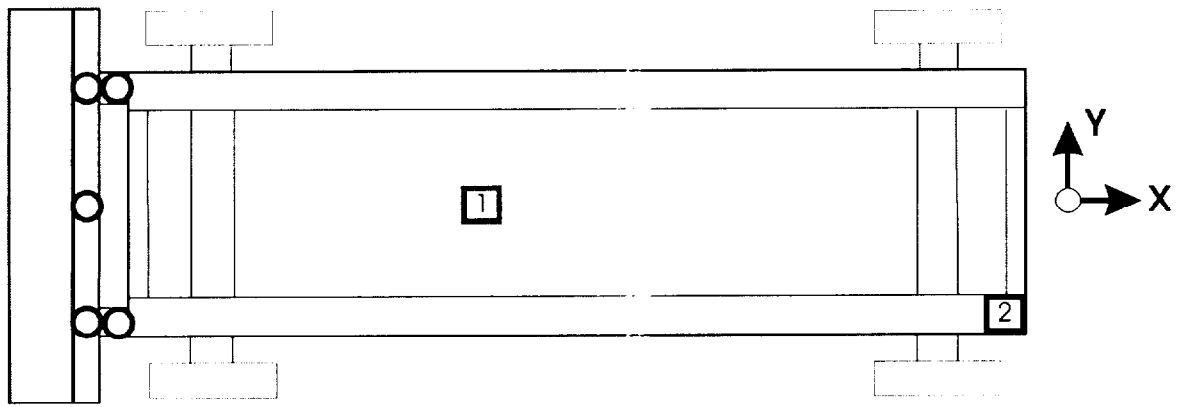
Table 5 Target Vehicle Accelerometer Locations and Data Summary, Cont'd.

TEST NUMBER: 000606	X	Y	Z	POSITIVE DIRECTION	NEGATIVE DIRECTION
No. LOCATION					
6 INSTRUMENT PANEL LONGITUDINAL ¹	NA	NA	NA	---	---
7 REAR AXLE LONGITUDINAL	NA	NA	NA	5.4 g @ 133.5 ms	47.4 g @ 46.1 ms
8 VEHICLE REAR CENTER VERTICAL	NA	NA	NA	8.5 g @ 126.6 ms	14.1 g @ 49.0 ms

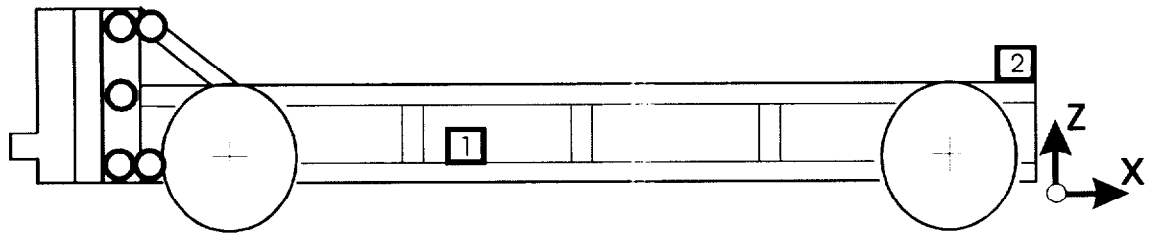
REFERENCE: X: + FORWARD FROM REAR BUMPER
 Y: + LEFTWARD FROM VEHICLE CENTERLINE
 Z: + UPWARD FROM GROUND LEVEL

¹ See DATA ACQUISITION EXPLANATIONS

Figure 3 Bullet Vehicle Accelerometer Placement



TOP VIEW



SIDE VIEW

Table 6 Bullet Vehicle Accelerometer Locations and Data Summary

TEST NUMBER: 000606

No. LOCATION

	X	Y	Z	POSITIVE DIRECTION	NEGATIVE DIRECTION
1 BARRIER CENTER OF GRAVITY	NA	NA	NA		
LONGITUDINAL				1.0 g @ 157.9 ms	36.6 g @ 33.0 ms
LATERAL				6.7 g @ 71.8 ms	3.2 g @ 22.6 ms
VERTICAL				34.6 g @ 61.8 ms	35.5 g @ 86.2 ms
RESULTANT				42.4 g @ 37.6 ms	
2 LEFT REAR FRAME	NA	NA	NA		
LONGITUDINAL				2.6 g @ 116.2 ms	40.5 g @ 38.9 ms
LATERAL				8.7 g @ 40.0 ms	9.4 g @ 61.0 ms

REFERENCE: X: + FORWARD FROM REAR BUMPER
 Y: + LEFTWARD FROM VEHICLE CENTERLINE
 Z: + UPWARD FROM GROUND LEVEL

Section 3.0

Summary of FMVSS 208 Data

Table 7 Target Vehicle Dummy Injury Criteria

	<u>Maximum Acceleration</u>						
	Head				Chest		
	X	Y	Z	R	X	Y	Z
Driver	-96.3 g	-11.5 g	-95.7 g	125.1 g	-98.1 g	-7.2 g	40.2 g
Passenger	-396.2 g	11.0 g	27.1 g	396.2 g	-56.6 g	-22.6 g	-19.9 g

Maximum Femur Compressive Force

	Left Femur	Right Femur
Driver	9113 N	12053 N
Passenger	6305 N	3589 N

Head Injury Criteria¹

	HIC	Time t ₁	Time t ₂
Driver	1840	53.8 ms	80.5 ms
Passenger	8109	17.3 ms	53.3 ms

Chest Maximum Resultant Acceleration²

	Acceleration	Time t ₁	Time t ₂
Driver	100.4 g	61.6 ms	64.6 ms
Passenger	55.3 g	50.6 ms	53.6 ms

Maximum Chest Deflection

Driver	39 mm
Passenger	34 mm

¹ As defined in FMVSS No. 208

² Defined as equal to or exceeding 0.003 sec. duration

Table 8 Target Vehicle Post-Impact Dummy/Vehicle Data

Visible Dummy Contact Points:

	<u>Driver</u>	<u>Passenger</u>
Head	Airbag/headrest	Airbag/headrest
Chest	Airbag	Airbag
Abdomen	Steering wheel rim	Airbag
Left knee	Instrument panel	Instrument panel
Right knee	Instrument panel	Instrument panel

Door opening:

	<u>Left</u>	<u>Right</u>
Front	Couldn't open	Difficult
Rear	Couldn't open	Difficult

Seat movement:

	<u>Seat back failure</u>	<u>Seat shift</u>
Front	None	None
Rear	None	None

Glazing damage: The entire windshield was destroyed: cracks, tearing, loss of retention.

Other notable impact effects: None

Section 4.0

Vehicle, Occupant, and Camera Measurements

Target Vehicle Dummy Kinematic Summary

Driver Dummy

Upon impact, the driver dummy translated forward on the seat impacting both knees into the instrument panel. The dummy's head and chest impacted the airbag. The dummy rebounded low into the seat back. The driver dummy came to rest seated in the driver's seat.

Right Front Passenger Dummy

Upon impact, the passenger dummy translated forward on the seat impacting both knees into the instrument panel. The dummy's head and chest impacted the airbag. The dummy's torso lifted rearward as the dummy rebounded into the seat back. The passenger dummy came to rest seated leaning slightly forward in the passenger's seat.

Figure 4 Target Vehicle Dummy Measurement Locations for Front Seat Occupants

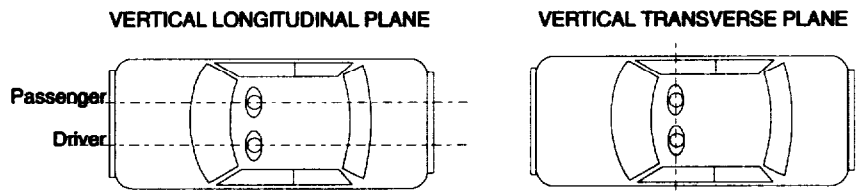
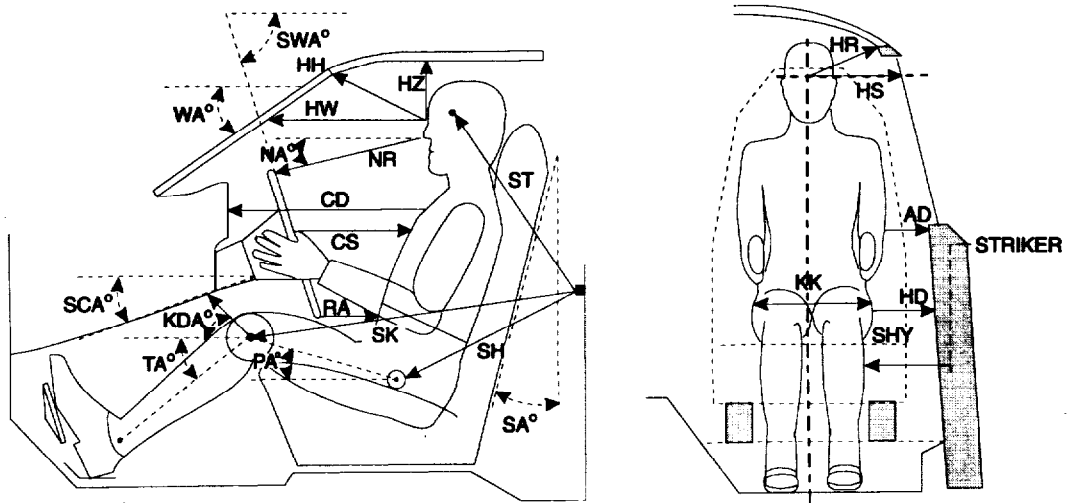


Table 9 Target Vehicle Dummy Measurement Data for Front Seat Occupants

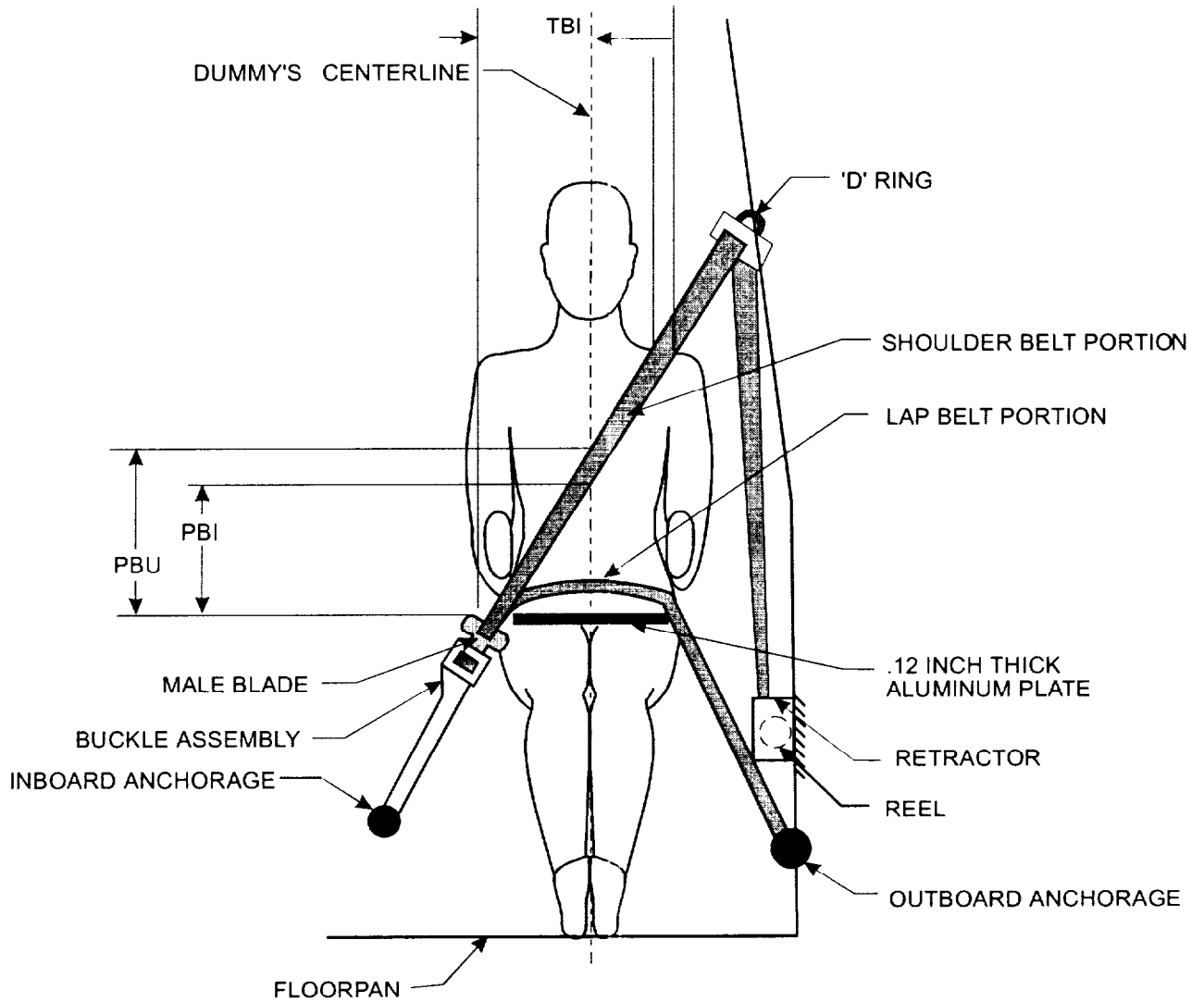
<u>Designation</u>	<u>Type of Measurement</u>	<u>Driver (Serial #090)</u>	<u>Passenger (Serial #329)</u>
WA	Windshield angle	28°	28°
SWA	Steering wheel angle	66.9°	NA
SCA	Steering column angle	23.1°	NA
SA	Seat back angle	21°	17°
HZ ²	Head to roof	208 mm	212 mm
HH	Head to header	343 mm	280 mm
HW	Head to windshield	593 mm	594 mm
HR	Head to side header	224 mm	247 mm
NR	Nose to rim	347 mm	NA
NA	Nose to rim angle	11°	NA
CD	Chest to dash	526 mm	349 mm
CS	Steering wheel to chest	295 mm	NA
RA	Rim to abdomen	172 mm	NA
KDL	Left knee to dash	157 mm	96 mm
KDR	Right knee to dash	152 mm	95 mm
KDA	Outboard knee to dash angle	23°	40°
PA	Pelvic angle	21.6°	21°
TA	Tibial angle	45.1°	54°
KK	Knee to knee	323 mm	230 mm
ST ¹	Striker to head	524 mm	486 mm
	Striker to head angle	-86°	-73°
SK	Striker to knee	532 mm	647 mm
	Striker to knee angle	-4°	-4°
SH	Striker to H-point	214 mm	342 mm
	Striker to H-point angle	38°	15°
SHY	Striker to H-point (Y dir.)	226 mm	242 mm
HS	Head to side window	328 mm	327 mm
HD	H-point to door	108 mm	139 mm
AD	Arm to door	99 mm	133 mm

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 above the striker.

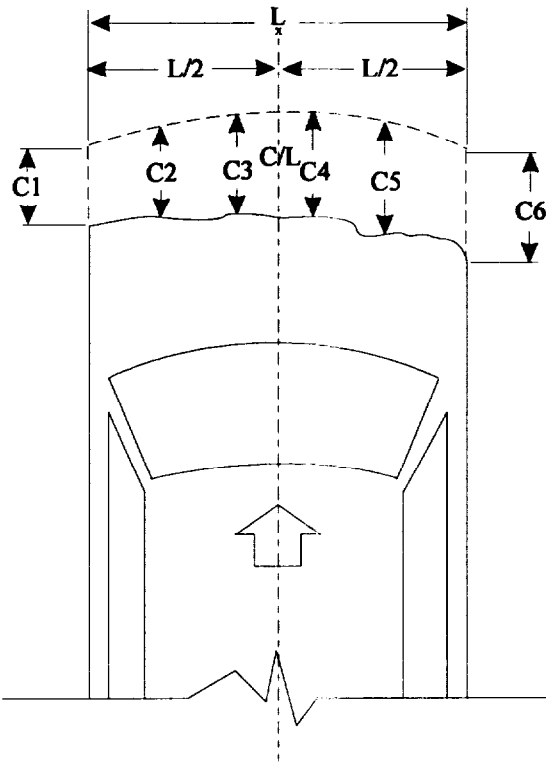
² Passenger's measurement was taken to the visor.

Figure 5 Target Vehicle Seat Belt Positioning Data



	Driver Dummy	Passenger Dummy
PBU - Top surface of aluminum plate to belt upper edge	301 mm	245 mm
PBI - Top surface of aluminum plate to belt lower edge	219 mm	154 mm
TBI - Dummy centerline to intersection of upper torso belt and lap belt	230 mm	220 mm

Figure 6 Target Vehicle Crush with Bumper

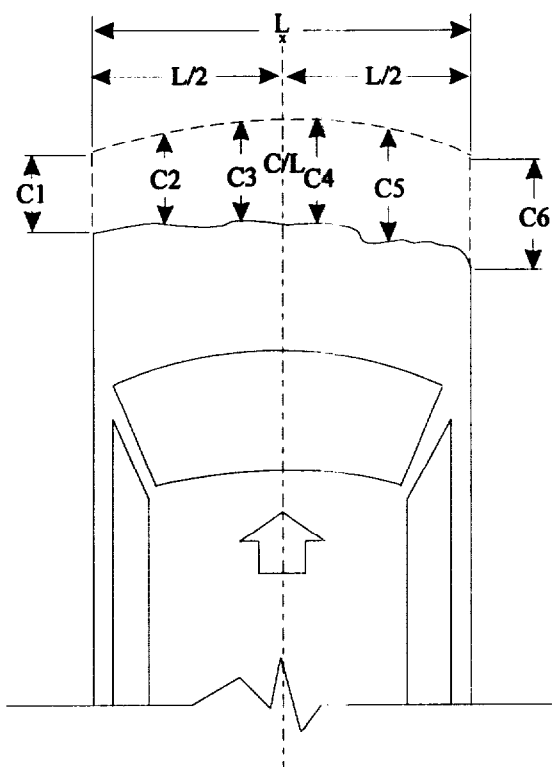


NOTES: L is pre-test length of contact surface.
 C1 through C6 are spaced equally apart.
 CL is vehicle centerline.

Vehicle: 1996 Plymouth Neon

	Pre-test	Post-test	Crush
L	1525 mm		
C1	4290 mm	3759 mm	531 mm
C2	4443 mm	3878 mm	565 mm
C3	4491 mm	3897 mm	594 mm
C4	4487 mm	3881 mm	606 mm
C5	4432 mm	3852 mm	580 mm
C6	4290 mm	3844 mm	446 mm
CL	4493 mm	3904 mm	589 mm

Figure 7 Target Vehicle Crush without Bumper



NOTES: L is pre-test length of contact surface.
 C1 through C6 are spaced equally apart.
 CL is vehicle centerline.

Vehicle: 1996 Plymouth Neon

	Pre-test	Post-test	Crush
L	1270 mm		
C1	4315 mm	3690 mm	625 mm
C2	4364 mm	3708 mm	656 mm
C3	4402 mm	3720 mm	682 mm
C4	4401 mm	3750 mm	651 mm
C5	4375 mm	3778 mm	597 mm
C6	4324 mm	3728 mm	596 mm
CL	4401 mm	3748 mm	653 mm

Measurements were taken from the bumper beam.

Figure 8 Target Vehicle Pre-test and Post-test Measurement Points

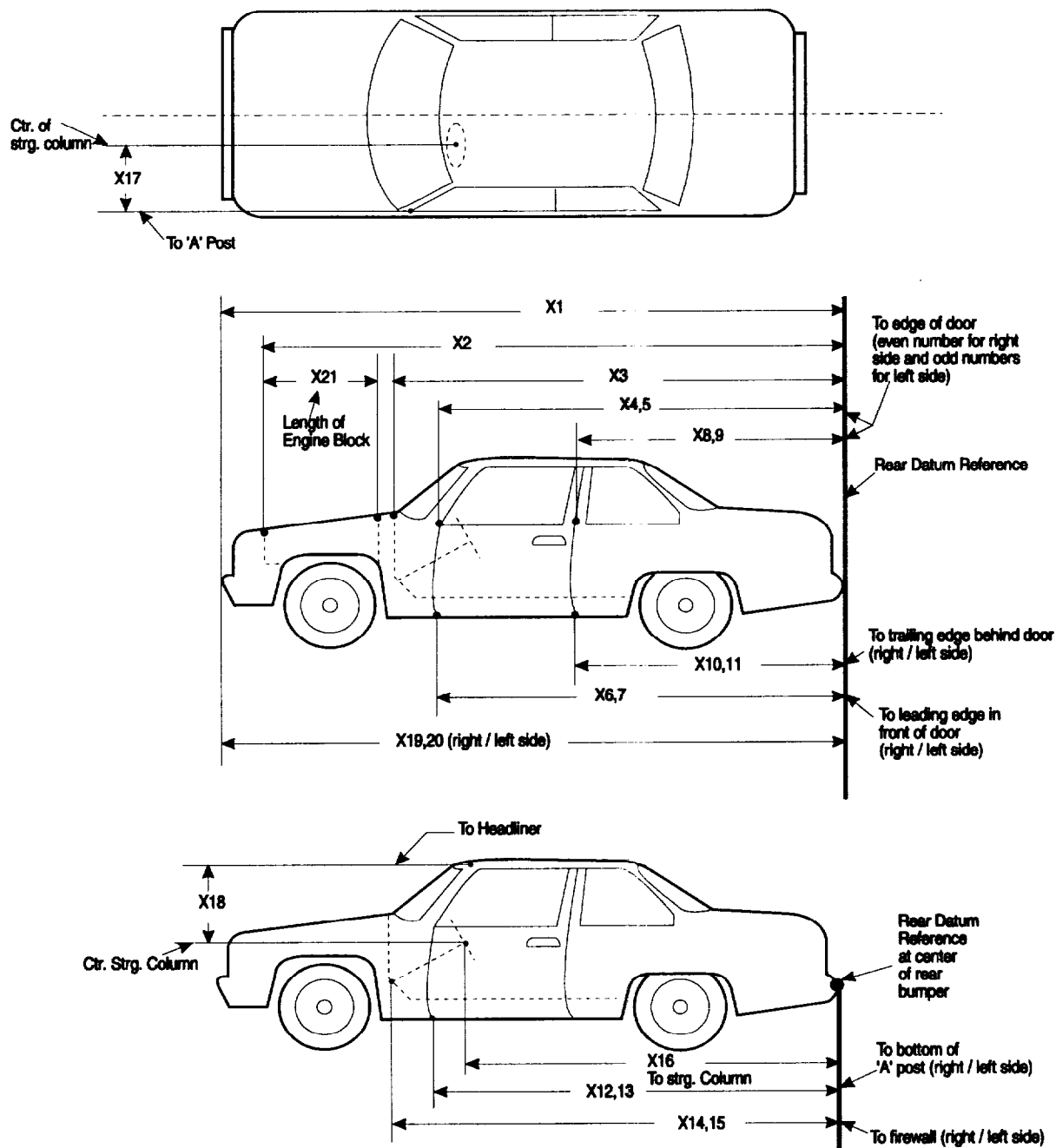


Table 10 Target Vehicle Measurements

Vehicle Make/Model: Plymouth Neon

Test Number: 000606

No.	Type of measurement	Prc-tcst	Post-test	Difference
X1	Total length of vehicle at centerline	4493 mm	3904 mm	589 mm
X2	Rear surface of vehicle to front of engine block	3877 mm	3511 mm	366 mm
X3	Rear surface of vehicle to firewall	3523 mm	3384 mm	139 mm
X4	Rear surface of vehicle to upper leading edge of right door	3094 mm	3062 mm	32 mm
X5	Rear surface of vehicle to upper leading edge of left door	3088 mm	3020 mm	68 mm
X6	Rear surface of vehicle to lower leading edge of right door	3142 mm	3095 mm	47 mm
X7	Rear surface of vehicle to lower leading edge of left door	3140 mm	3015 mm	125 mm
X8	Rear surface of vehicle to upper trailing edge of right door	2127 mm	2099 mm	28 mm
X9	Rear surface of vehicle to upper trailing edge of left door	2125 mm	2084 mm	41 mm
X10	Rear surface of vehicle to lower trailing edge of right door	2125 mm	2075 mm	50 mm
X11	Rear surface of vehicle to lower trailing edge of left door	2122 mm	2048 mm	74 mm
X12	Rear surface of vehicle to bottom of "A" post on right side	3110 mm	3056 mm	54 mm
X13	Rear surface of vehicle to bottom of "A" post on left side	3146 mm	2932 mm	214 mm
X14	Rear surface of vehicle to firewall - right side	3435 mm	3235 mm	200 mm
X15	Rear surface of vehicle to firewall - left side	3420 mm	3190 mm	230 mm
X16	Rear surface of vehicle to steering wheel center	2700 mm	2566 mm	134 mm
X17	Center of steering column to "A" post	280 mm	244 mm	36 mm
X18	Center of steering column to headliner	410 mm	490 mm	-80 mm
X19	Rear surface of vehicle to right side of front bumper	4290 mm	3844 mm	446 mm
X20	Rear surface of vehicle to left side of front bumper	4290 mm	3759 mm	531 mm
X21	Length of engine block	460 mm	460 mm	0 mm

Table 11 Target Vehicle Toe Pan Intrusion Measurements

Intrusion of toe pan at five locations for each front seat position.

Left Side

	Pre-Test			Post-Test			Intrusion		
	X (mm)	Y (mm)	Z (mm)	X (mm)	Y (mm)	Z (mm)	X (mm)	Y (mm)	Z (mm)
Point 1	1360	625	190	1234	267	N/A	126	358	N/A
Point 2	1423	625	230	1219	560	N/A	204	65	N/A
Point 3	1372	150	190	1227	615	N/A	145	-465	N/A
Point 4	1504	160	305	1273	627	N/A	231	-467	N/A
Point 5	1439	380	255	1314	360	N/A	125	20	N/A

Right Side

	Pre-Test			Post-Test			Intrusion		
	X (mm)	Y (mm)	Z (mm)	X (mm)	Y (mm)	Z (mm)	X (mm)	Y (mm)	Z (mm)
Point 1	1356	210	220	1227	260	204	129	-50	16
Point 2	1527	239	351	1223	253	384	304	-14	-33
Point 3	1425	595	262	1260	624	289	165	-29	-27
Point 4	1350	600	210	1271	620	189	79	-20	21
Point 5	1428	383	262	1301	414	294	127	-89	-32

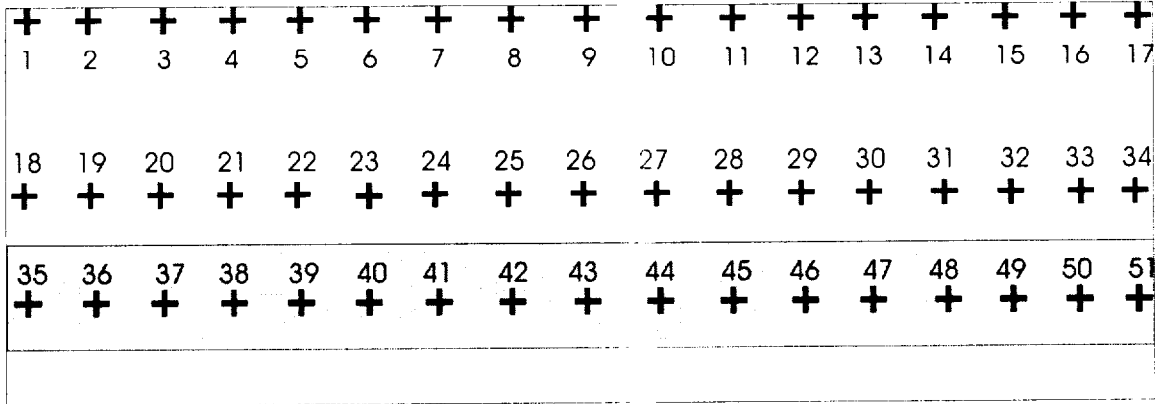
+X: Forward of reference point behind the driver and passenger seats.

+Y: Reference to vehicle longitudinal centerline.

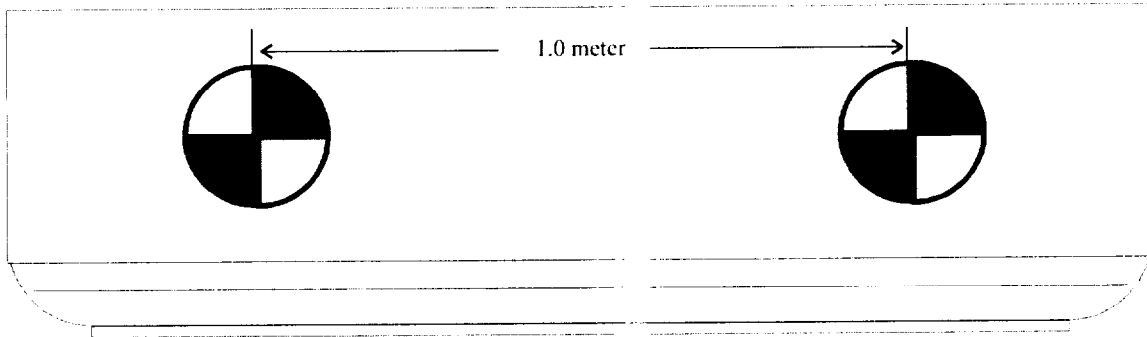
+Z: Up from ground.

¹ The post-test Z measurements on the driver's side could not be taken because the door couldn't be opened.

Figure 9 Moving Deformable Barrier Face



Front View



Top View

Figure 9 Bullet Vehicle Deformable Barrier Face Profile 1-17

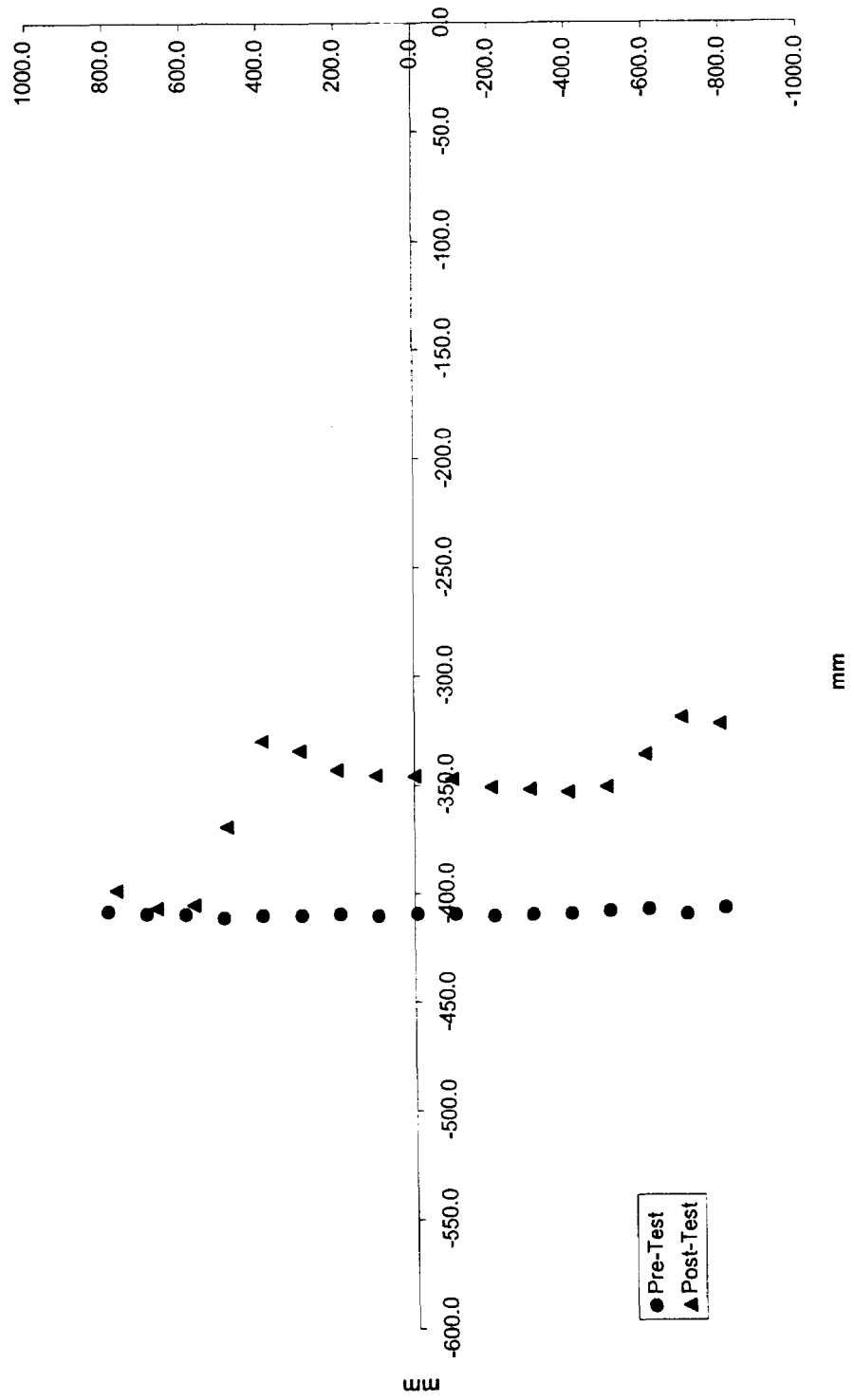


Figure 9 Bullet Vehicle Deformable Barrier Face Profile 18-34

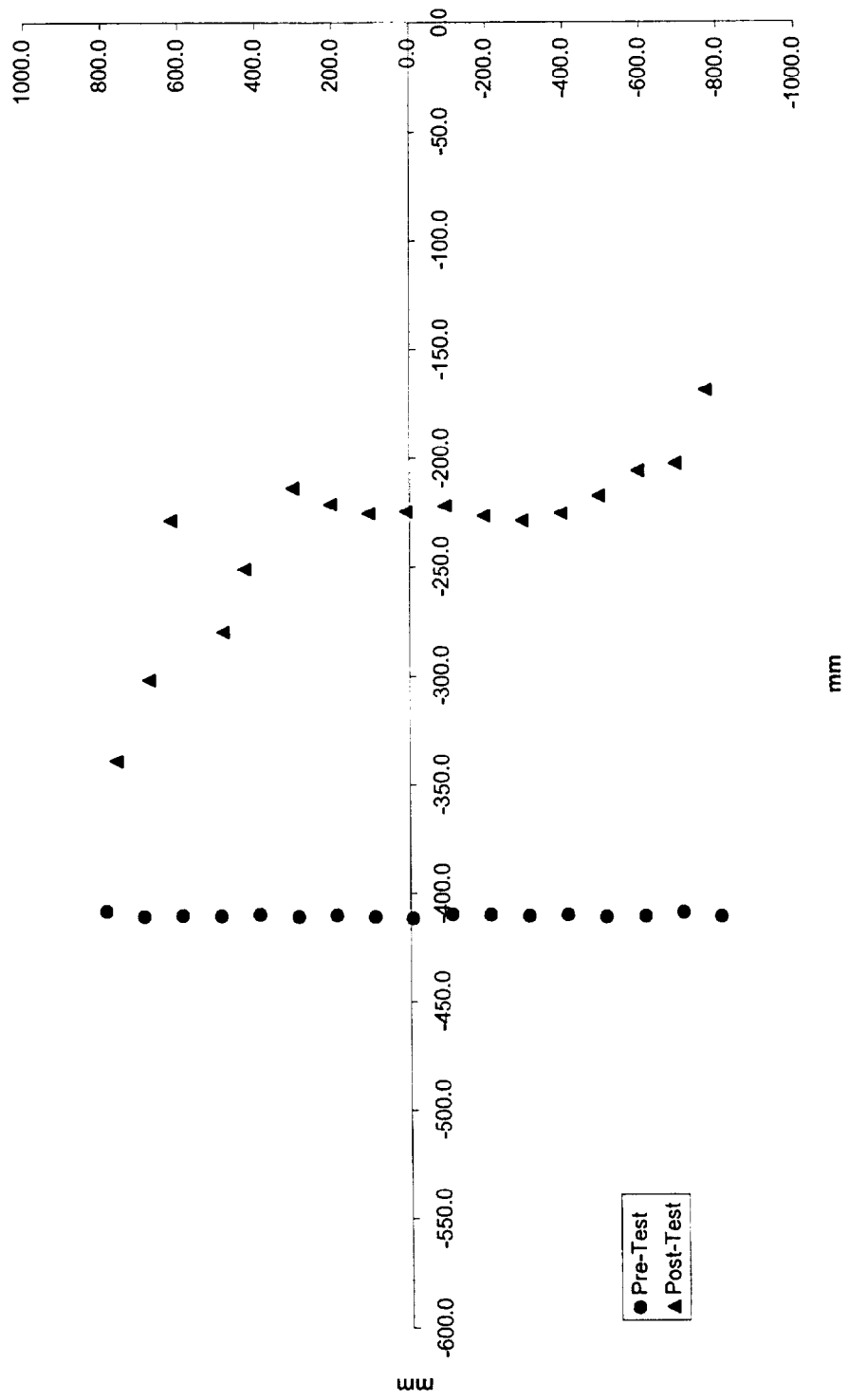


Figure 9 Bullet Vehicle Deformable Barrier Face Profile 35-51

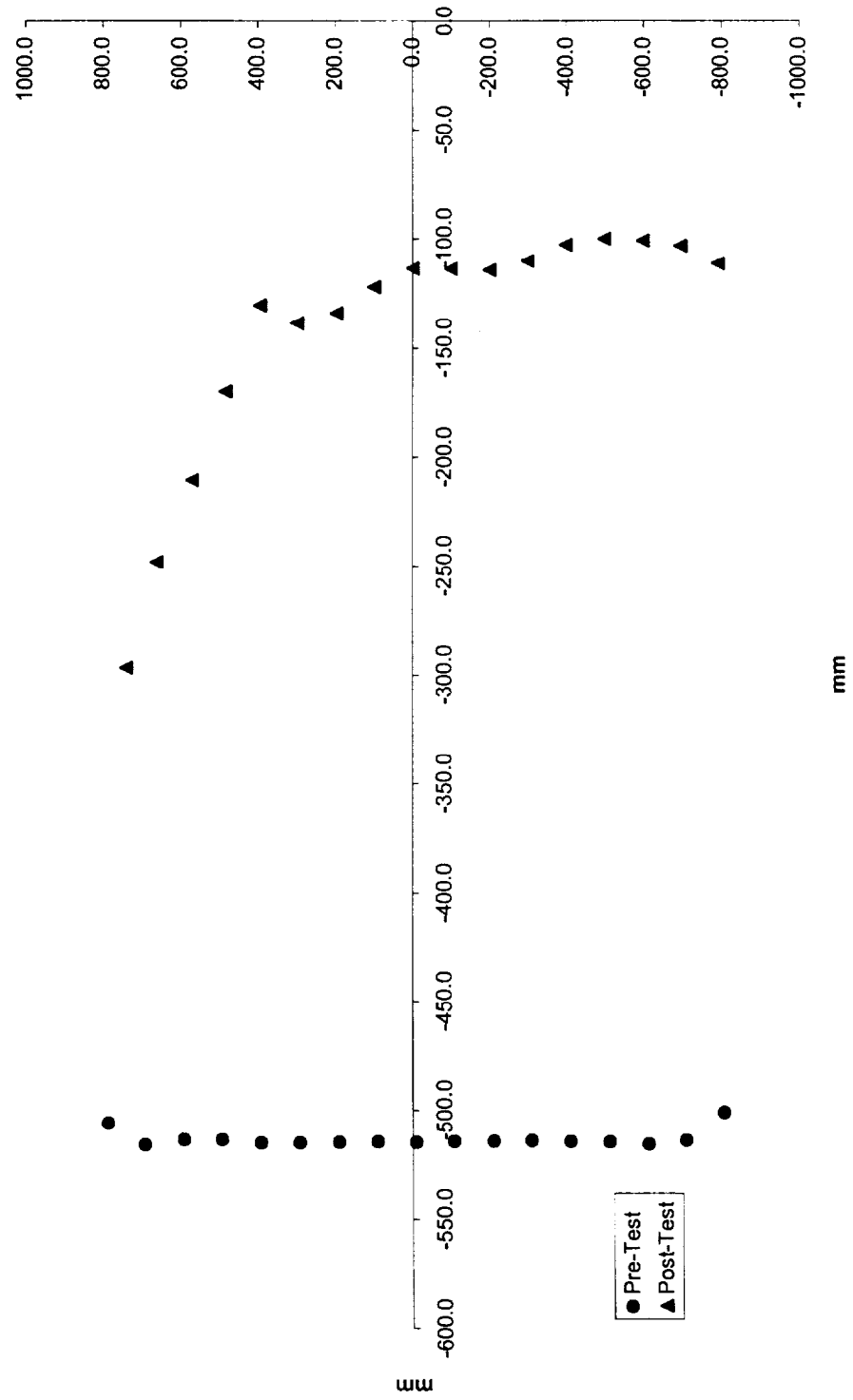


Table 12 Bullet Vehicle Deformable Barrier Face Profile

Pre-Test				Post-Test				Difference			
Index	Xmm	Ymm	Zmm	Index	Xmm	Ymm	Zmm	Index	Xmm	Ymm	Zmm
1	-407.5	793.1	-70.1	1	-398.3	773.1	-149.2	1	-9.3	20.0	79.1
2	-408.6	693.5	-68.2	2	-406.3	669.0	-62.2	2	-2.3	24.5	-6.1
3	-408.7	592.1	-70.9	3	-404.8	572.4	-37.0	3	-3.9	19.8	-33.9
4	-410.7	492.9	-72.7	4	-369.1	485.9	-43.7	4	-41.6	7.0	-29.0
5	-409.6	392.9	-73.1	5	-330.0	394.5	-51.3	5	-79.7	-1.6	-21.8
6	-409.5	292.3	-71.9	6	-334.5	297.7	-63.6	6	-75.0	-5.4	-8.2
7	-409.3	192.1	-72.4	7	-343.3	200.2	-68.6	7	-66.0	-8.1	-3.9
8	-410.1	93.3	-71.9	8	-345.8	100.6	-71.9	8	-64.4	-7.3	0.1
9	-408.9	-8.1	-71.7	9	-346.0	-0.3	-75.5	9	-62.9	-7.8	3.8
10	-409.4	-106.9	-72.4	10	-347.5	-98.7	-79.3	10	-61.9	-8.2	6.9
11	-410.2	-207.6	-70.5	11	-351.1	-199.8	-82.8	11	-59.1	-7.8	12.4
12	-409.7	-308.6	-71.2	12	-352.3	-300.0	-85.7	12	-57.5	-8.6	14.5
13	-409.6	-407.8	-71.8	13	-353.8	-399.0	-90.3	13	-55.9	-8.9	18.5
14	-408.4	-506.9	-70.6	14	-351.4	-498.8	-95.1	14	-57.0	-8.1	24.6
15	-408.0	-607.9	-71.0	15	-337.2	-598.4	-100.7	15	-70.8	-9.5	29.7
16	-410.1	-708.0	-72.5	16	-320.2	-693.0	-107.7	16	-89.9	-15.0	35.2
17	-407.4	-807.6	-71.7	17	-323.1	-793.2	-108.1	17	-84.3	-14.4	36.5
18	-407.8	788.4	-327.1	18	-339.1	762.5	-386.0	18	-68.7	25.9	58.9
19	-410.3	690.3	-327.2	19	-301.5	676.2	-355.9	19	-108.8	14.1	28.7
20	-409.7	590.0	-327.3	20	-228.7	619.7	-321.2	20	-181.0	-29.7	-6.1
21	-410.1	489.8	-327.9	21	-279.6	485.1	-189.9	21	-130.5	4.7	-138.0
22	-409.4	389.7	-328.9	22	-251.3	429.2	-255.4	22	-158.2	-39.6	-73.5
23	-410.5	289.2	-329.0	23	-213.9	303.7	-274.9	23	-196.7	-14.5	-54.2
24	-409.9	190.1	-328.8	24	-221.3	205.9	-284.2	24	-188.6	-15.9	-44.6
25	-410.7	90.0	-328.9	25	-225.6	105.6	-290.5	25	-185.1	-15.6	-38.4
26	-411.3	-7.6	-328.7	26	-224.9	8.7	-292.6	26	-186.5	-16.3	-36.1
27	-409.5	-109.2	-329.8	27	-222.1	-92.4	-295.2	27	-187.5	-16.8	-34.7
28	-409.9	-209.0	-330.3	28	-227.0	-192.5	-302.1	28	-182.9	-16.6	-28.2

Table 12 Bullet Vehicle Deformable Barrier Face Profile Cont'd.

Pre-Test				Post-Test				Difference			
Index	Xmm	Ymm	Zmm	Index	Xmm	Ymm	Zmm	Index	Xmm	Ymm	Zmm
29	-410.4	-309.6	-330.6	29	-229.2	-292.4	-307.8	29	-181.2	-17.2	-22.8
30	-410.0	-409.6	-329.8	30	-225.9	-392.3	-308.1	30	-184.1	-17.3	-21.8
31	-411.1	-510.0	-331.1	31	-217.8	-490.7	-304.3	31	-193.3	-19.3	-26.8
32	-410.8	-611.4	-329.9	32	-206.5	-592.7	-294.7	32	-204.3	-18.7	-35.2
33	-409.1	-709.3	-330.0	33	-203.2	-690.3	-297.0	33	-206.0	-19.0	-33.0
34	-411.1	-807.7	-331.5	34	-169.2	-769.0	-278.0	34	-241.9	-38.7	-53.5
35	-505.6	784.2	-452.9	35	-296.7	738.7	-557.7	35	-209.0	45.4	104.9
36	-515.6	690.1	-454.5	36	-248.3	660.0	-532.8	36	-267.3	30.1	78.3
37	-513.3	589.5	-454.3	37	-210.6	569.3	-513.7	37	-302.8	20.3	59.5
38	-513.3	490.9	-453.3	38	-170.4	482.3	-491.0	38	-342.9	8.6	37.7
39	-514.7	390.3	-454.4	39	-130.7	393.2	-471.7	39	-384.1	-2.9	17.4
40	-514.8	290.5	-453.7	40	-138.6	297.5	-496.5	40	-376.2	-7.0	42.8
41	-514.5	189.0	-454.1	41	-134.2	196.6	-505.6	41	-380.3	-7.6	51.5
42	-514.3	89.7	-453.7	42	-122.2	98.3	-501.9	42	-392.1	-8.6	48.2
43	-514.4	-9.6	-453.8	43	-113.8	-0.9	-502.8	43	-400.7	-8.8	49.1
44	-514.0	-108.9	-454.9	44	-113.9	-99.9	-515.9	44	-400.1	-9.1	61.1
45	-514.0	-210.6	-454.7	45	-114.5	-199.0	-527.3	45	-399.6	-11.6	72.6
46	-514.0	-308.9	-453.9	46	-110.3	-298.1	-532.1	46	-403.7	-10.9	78.2
47	-514.4	-409.0	-456.8	47	-103.1	-397.0	-538.0	47	-411.3	-12.1	81.2
48	-514.5	-510.9	-456.8	48	-100.3	-497.6	-546.0	48	-414.2	-13.3	89.2
49	-515.6	-611.9	-456.8	49	-101.1	-597.6	-557.4	49	-414.5	-14.3	100.6
50	-513.9	-709.1	-457.2	50	-103.4	-694.8	-570.2	50	-410.5	-14.3	113.0
51	-501.2	-806.7	-457.4	51	-111.6	-792.0	-587.9	51	-389.7	-14.7	130.6

Figure 10 Camera Positions

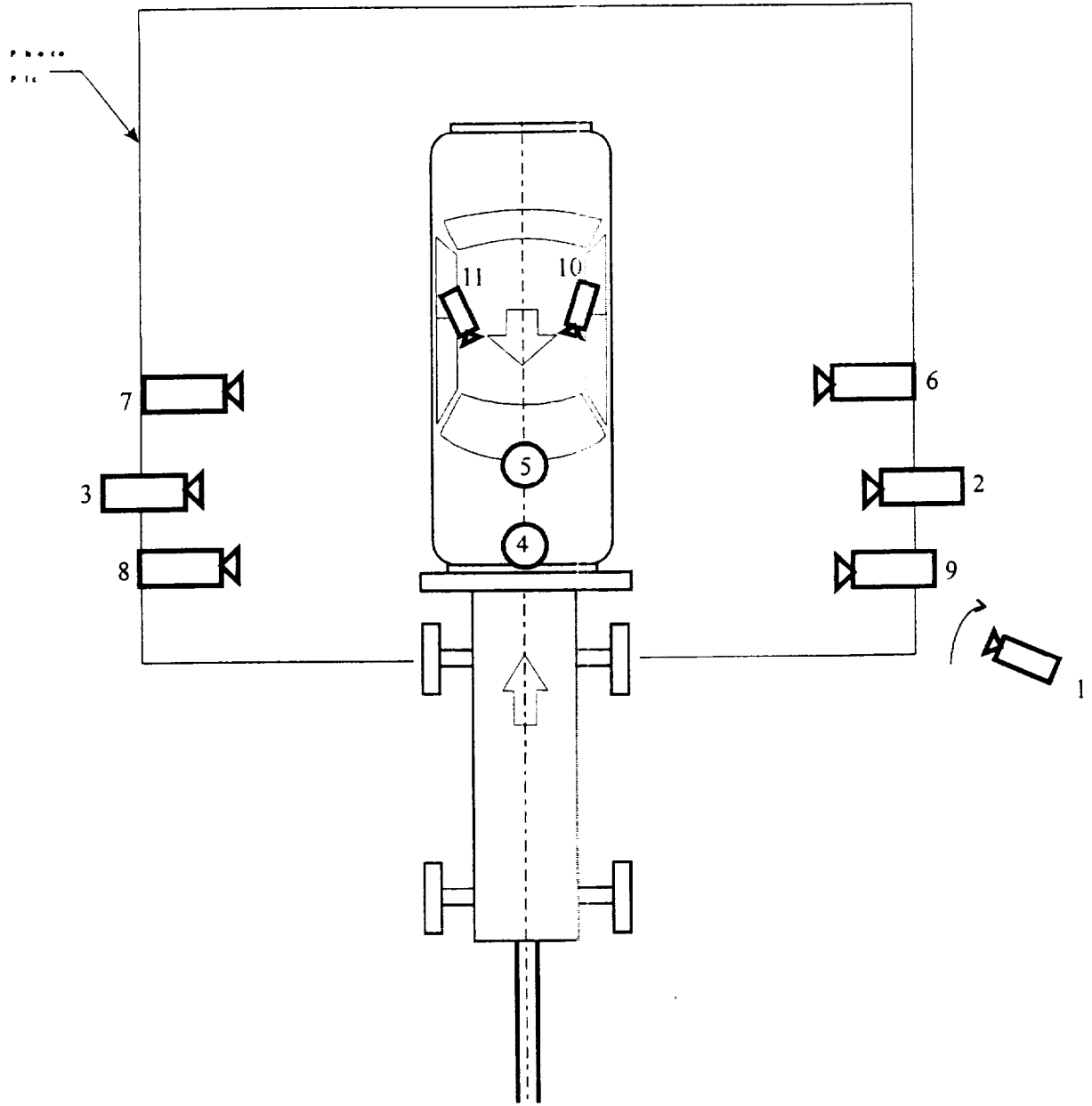


Table 13. Camera Information¹

Camera Number	Location	Type	Lens (mm)	Speed (fps)	Purpose of camera data
1	Panning	Bolex	16	24	Vehicle dynamics
2	Right wide ²	Photosonic	13	1008	Dummy kinematics
3	Left wide ²	Photosonic	13	1003	Dummy kinematics
4	Overhead wide	Photosonic	8.5	996	Vehicle dynamics
5	Overhead tight	Photosonic	25	997	Vehicle crush
6	Driver medium tight	Photosonic	50	1002	Dummy kinematics
7	Pass. medium tight	Photosonic	50	1010	Dummy kinematics
8	Impact tight left ²	Photosonic	25	1003	Impact
9	Impact tight right ²	Photosonic	25	999	Impact
10	Onboard driver	Photosonic	8	---- ³	Dummy kinematics
11	Onboard passenger	Photosonic	8	1000	Dummy kinematics

¹ See Data Acquisition Explanations

² Views referenced to the moving barrier cart coordinate system.

³ Frame rate could not be measured. Camera was set to run at 1000 fps.

Description Of Timing Marks On TRC High-Speed Film

All TRC high-speed cameras are equipped with red LEDs which put timing marks on the right edge of the film. TRC uses a single timing generator to generate the timing for all cameras. This allows the timing marks to be common to all cameras. The timing marks can be used to measure camera speed (frames per second) or to locate a point in time before or after the time-zero event.

The timing marks appear on the film as small red marks on the right edge of the film. Round marks are left by the Photo-Sonics and Stalex cameras while horizontal bars are left by the Hycam, Locam, and Fastax II cameras.

The timing generator puts out a pulse for every millisecond plus it generates additional pulses for hundredths and tenths of seconds. To explain this further, we can use an example of a camera running at 1000 frames per second.

1. Every frame will have **one** LED appear in it. This indicates a *millisecond* pulse.
2. Every ten frames will have **two** LEDs appear in it. These indicate a *millisecond* pulse plus a *hundredth of a second* pulse.
3. Every one hundred frames will have **three** LEDs appear in it. These indicate a *millisecond* pulse, a *hundredth of a second* pulse, and a *tenth of a second* pulse.

Appendix A

Photographs



Figure A-1 Pre-Test Target Vehicle Front View



Figure A-2 Post-Test Target Vehicle Front View



Figure A-3 Post-Test Target Vehicle Front with Barrier View

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Figure A-4 Pre-Test Target Vehicle Left Front Three-Quarter with Barrier View



Figure A-5 Post-Test Target Vehicle Left Front Three-Quarter with Barrier View



Figure A-6 Pre-Test Target Vehicle Left Front Three-Quarter View



Figure A-7 Post-Test Target Vehicle Left Front Three-Quarter View



Figure A-8 Pre-Test Target Vehicle Left Side View



Figure A-9 Post-Test Target Vehicle Left Side View



Figure A-10 Pre-Test Target Vehicle Rear View



Figure A-11 Post-Test Target Vehicle Rear View



Figure A-12 Pre-Test Target Vehicle Right Side View



Figure A-13 Post-Test Target Vehicle Right Side View



Figure A-14 Pre-Test Target Vehicle Right Front Three-Quarter with Barrier View



Figure A-15 Post-Test Target Vehicle Right Front Three-Quarter with Barrier View



Figure A-16 Pre-Test Target Vehicle Right Front Three-Quarter View



Figure A-17 Post-Test Target Vehicle Right Front Three-Quarter View

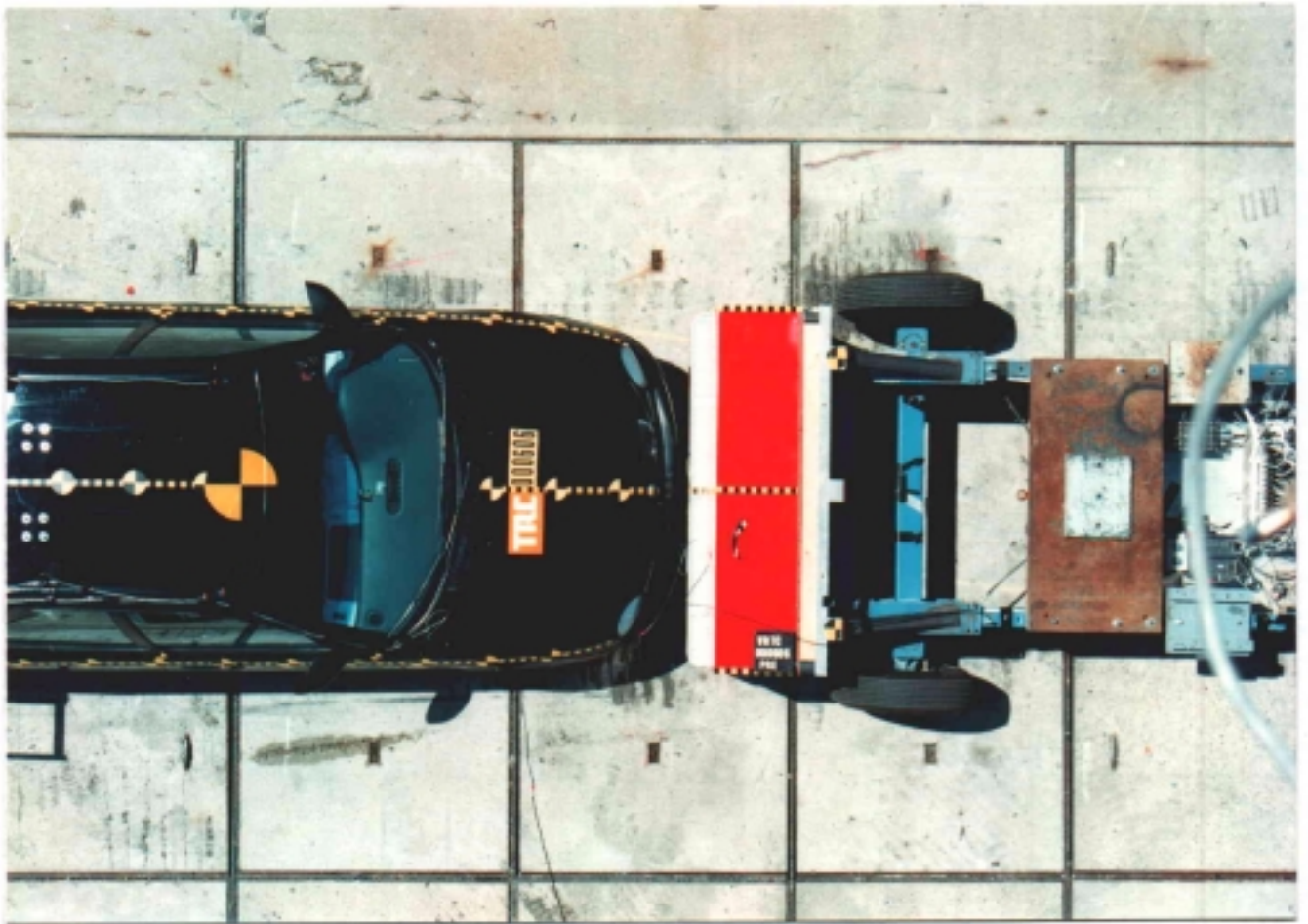


Figure A-18 Pre-Test Overhead Alignment - View 1

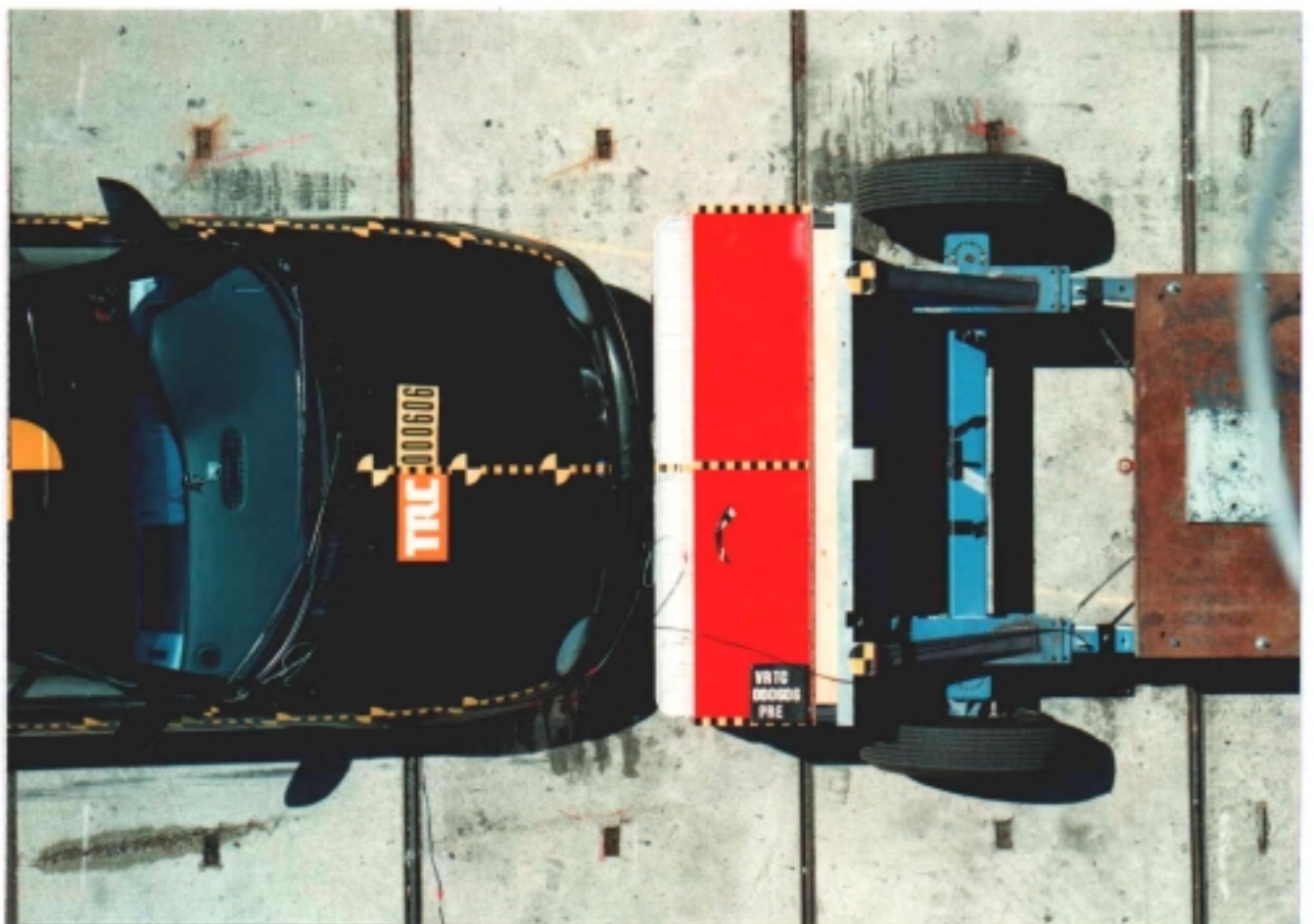


Figure A-19 Pre-Test Overhead Alignment - View 2



Figure A-20 Post-Test Impact View

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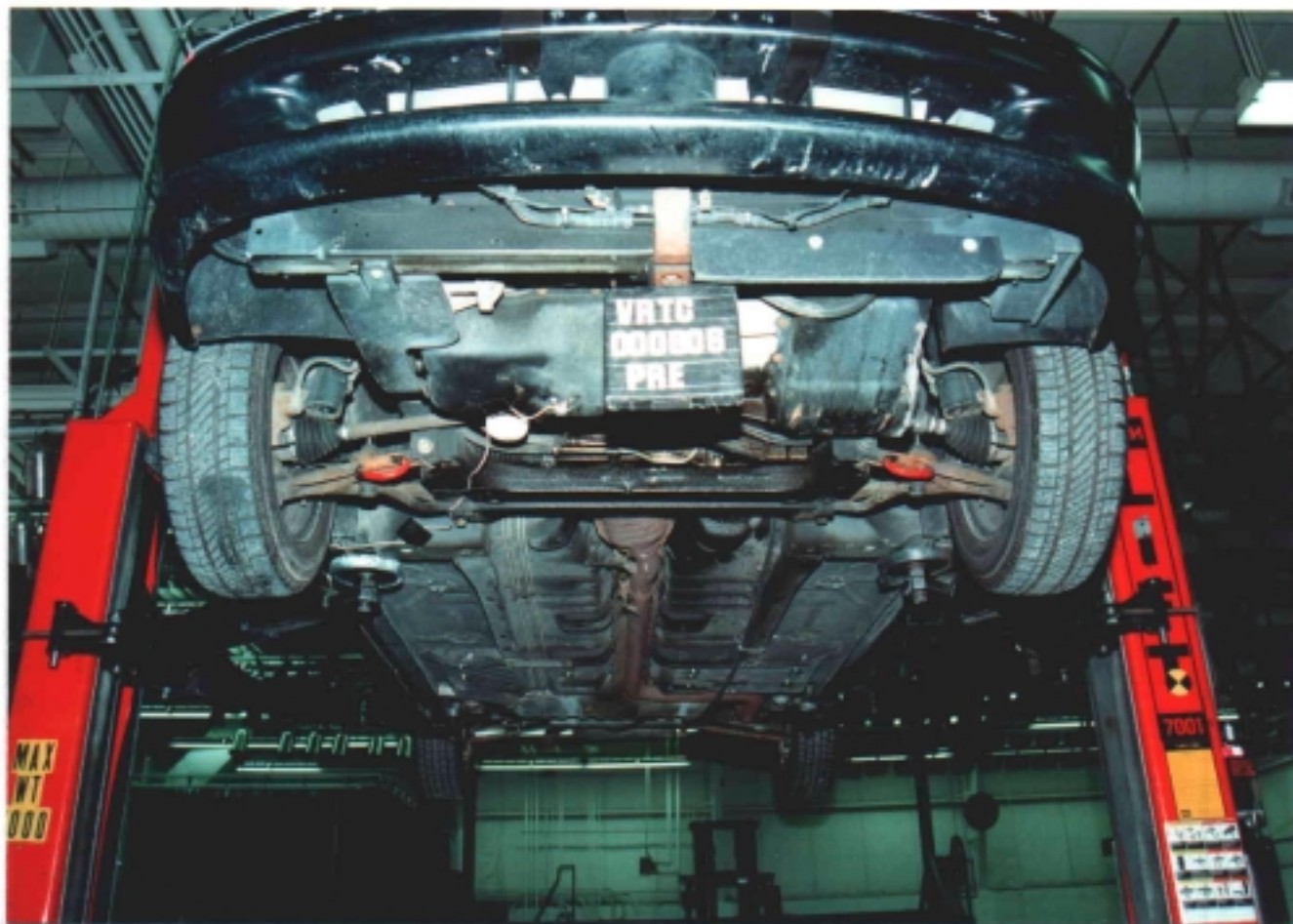


Figure A-21 Pre-Test Target Vehicle Front Underbody - View 1

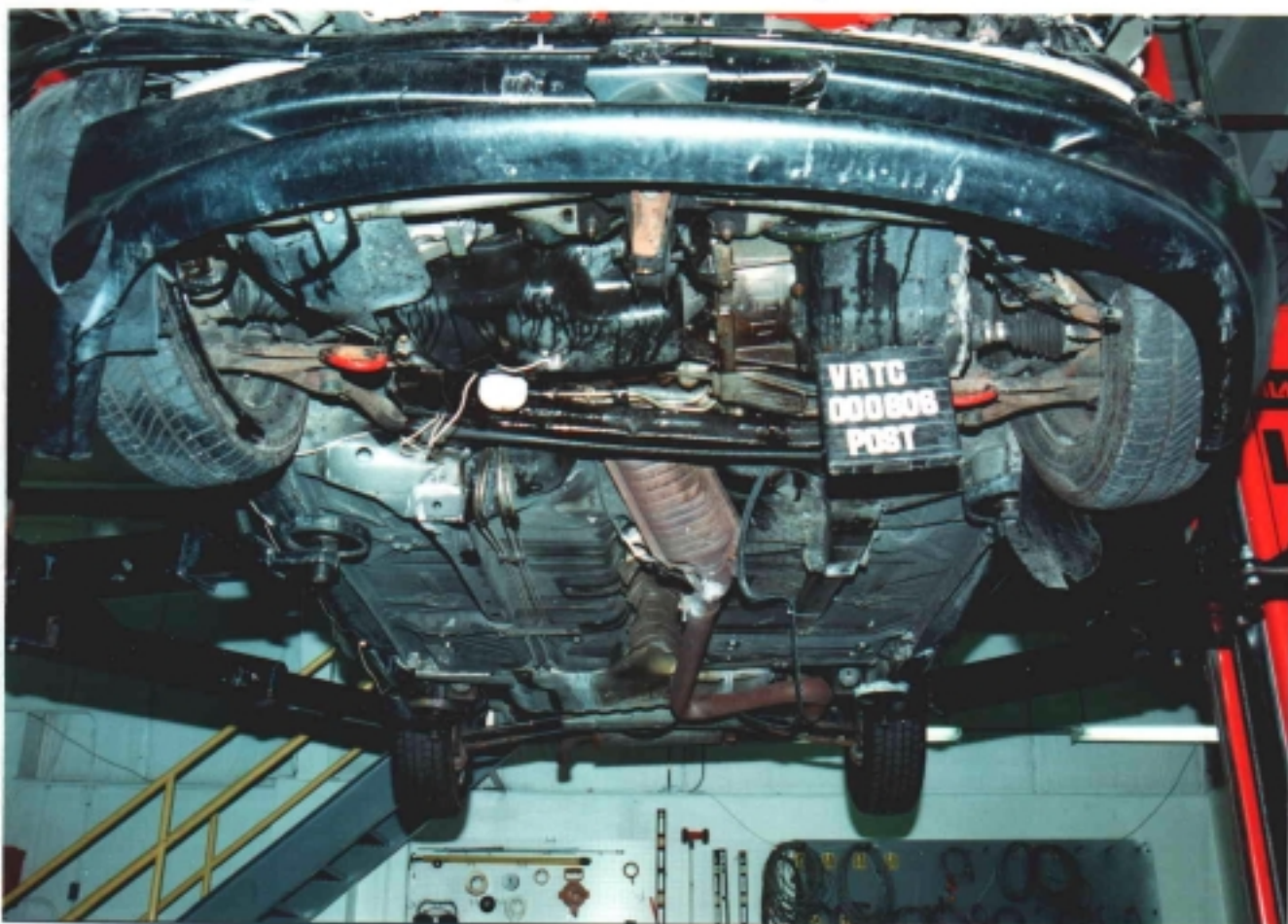


Figure A-22 Post-Test Target Vehicle Front Underbody - View 1

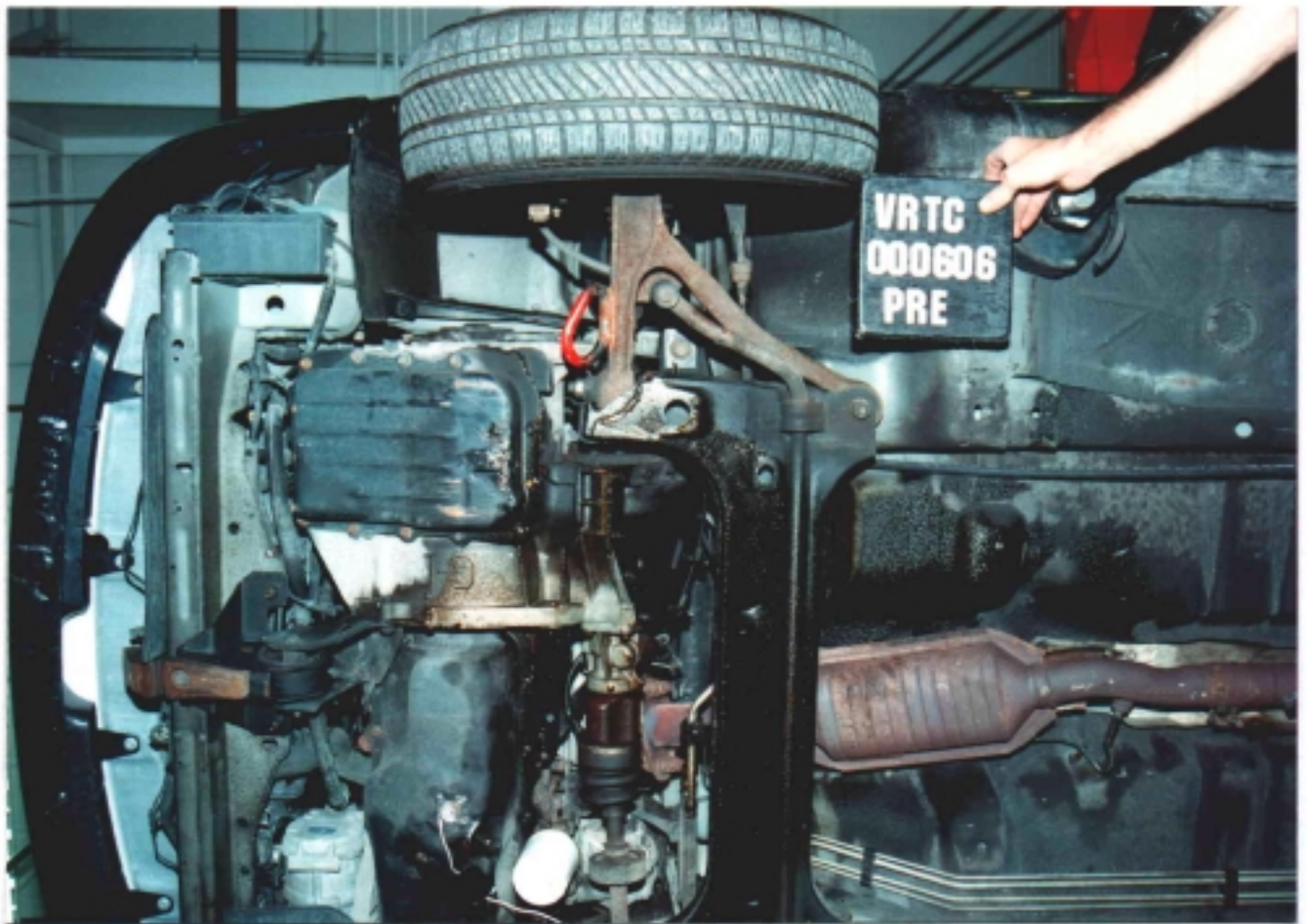


Figure A-23 Pre-Test Target Vehicle Front Underbody - View 2

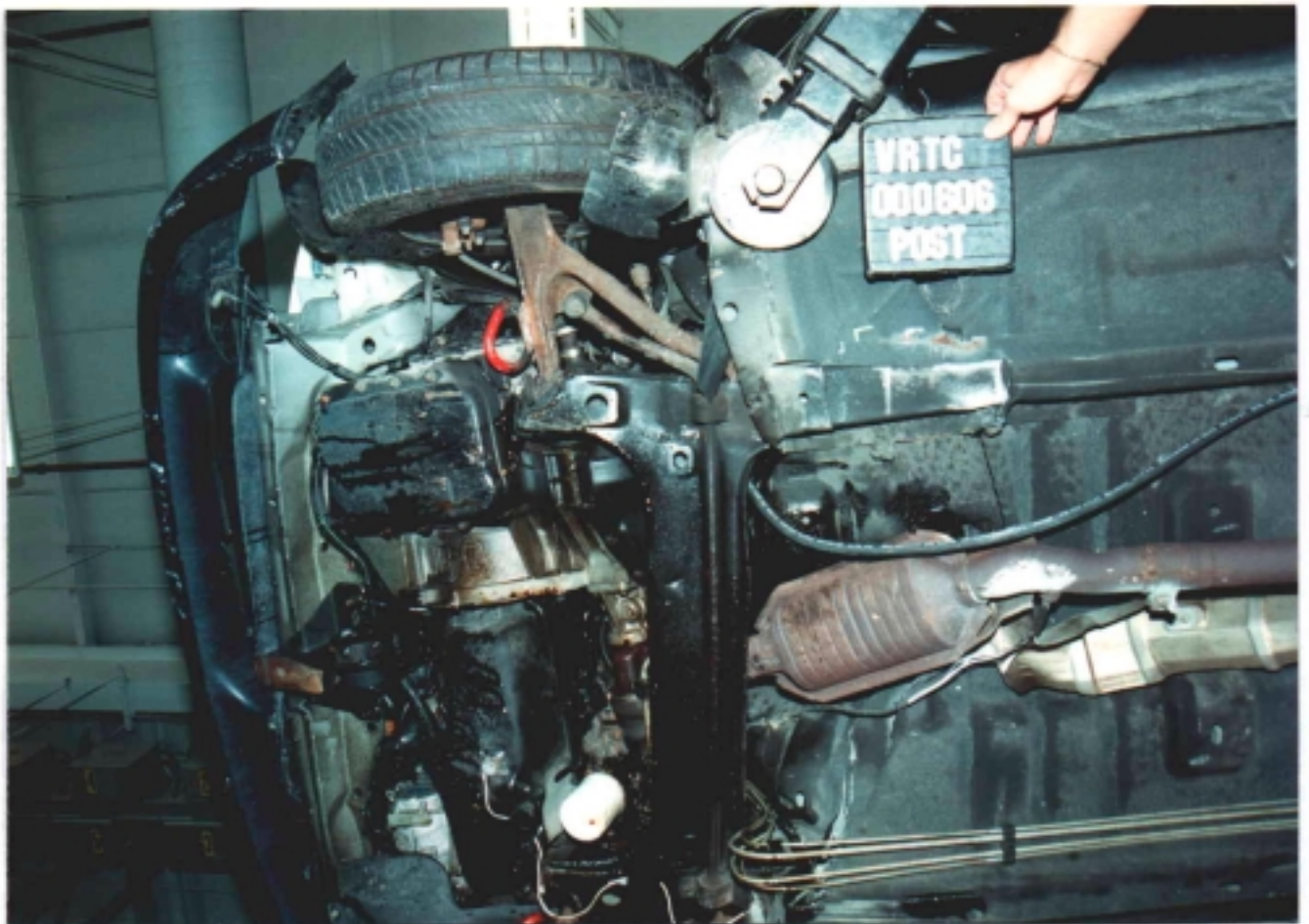


Figure A-24 Post-Test Target Vehicle Front Underbody - View 2

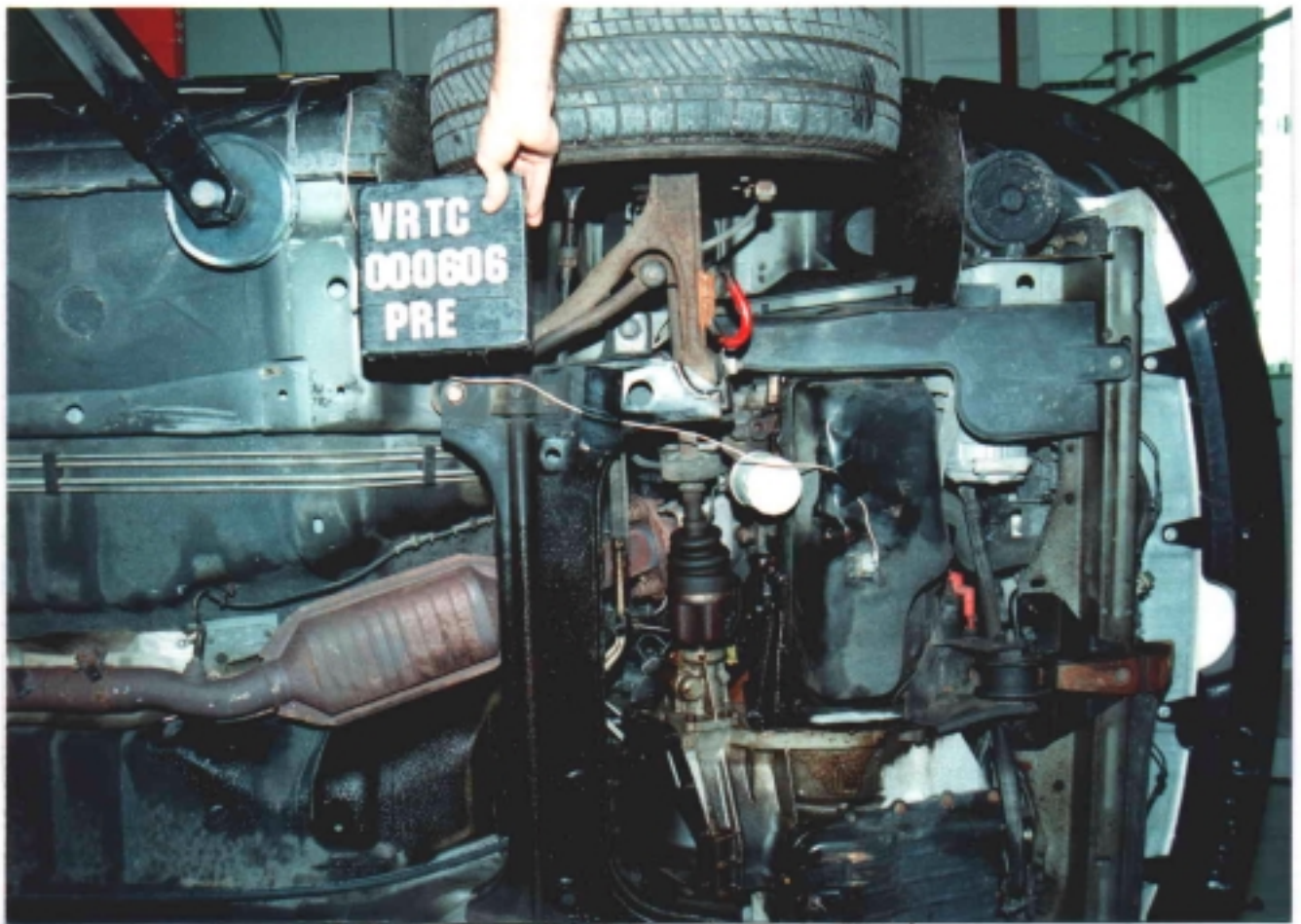


Figure A-25 Pre-Test Target Vehicle Front Underbody - View 3

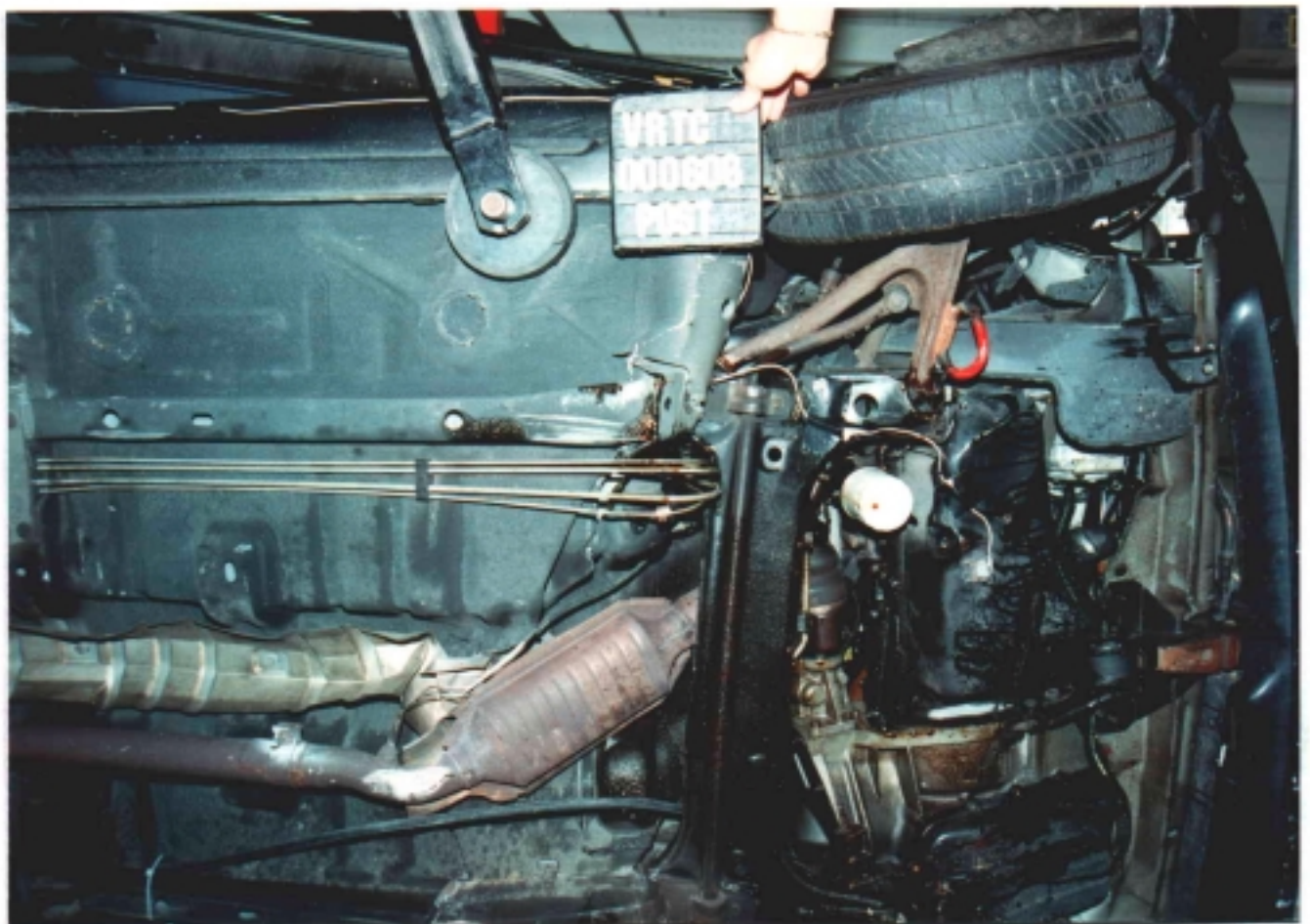


Figure A-26 Post-Test Target Vehicle Front Underbody - View 3



Figure A-27 Pre-Test Target Vehicle Rear Underbody View

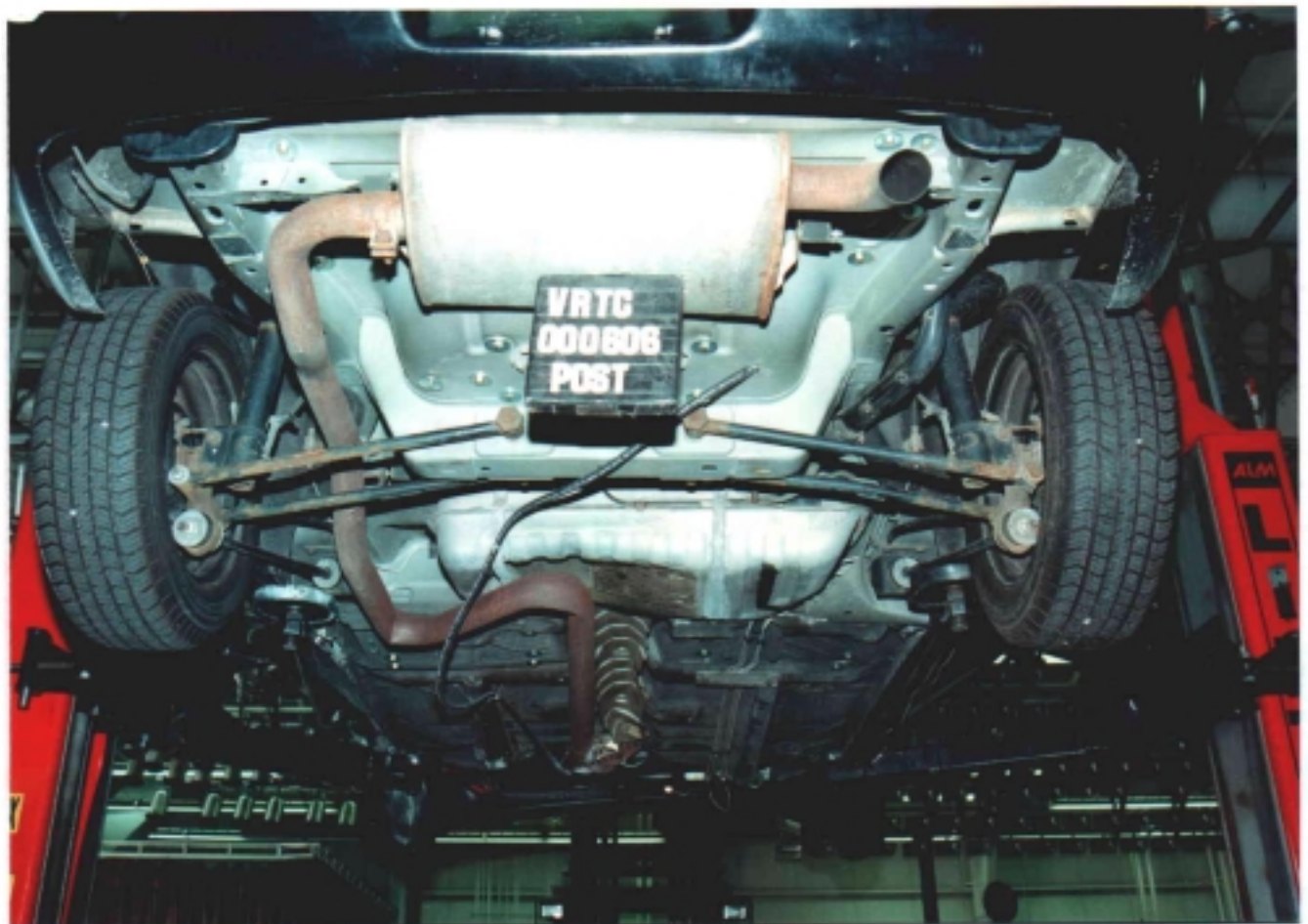


Figure A-28 Post-Test Target Vehicle Rear Underbody View



Figure A-29 Pre-Test Target Vehicle Windshield - View 1



Figure A-30 Post-Test Target Vehicle Windshield - View 1



Figure A-31 Post-Test Target Vehicle Windshield - View 2



Figure A-32 Post-Test Target Vehicle Windshield - View 3



Figure A-33 Pre-Test Target Vehicle Windshield View - Driver and Passenger Dummies



Figure A-34 Post-Test Target Vehicle Windshield View - Driver and Passenger Dummies



Figure A-35 Pre-Test Target Vehicle Driver Dummy through Windshield View



Figure A-36 Post-Test Target Vehicle Driver Dummy through Windshield View



Figure A-37 Pre-Test Target Vehicle Passenger Dummy through Windshield View



Figure A-38 Post-Test Target Vehicle Passenger Dummy through Windshield View



Figure A-39 Pre-Test Moving Deformable Barrier Front View



Figure A-40 Post-Test Moving Deformable Barrier Front View



Figure A-41 Pre-Test Moving Deformable Barrier Left Side View



Figure A-42 Post-Test Moving Deformable Barrier Left Side View



Figure A-43 Pre-Test Moving Deformable Barrier Right Side View



Figure A-44 Post-Test Moving Deformable Barrier Right Side View



Figure A-45 Pre-Test Target Vehicle Driver Dummy - View 1



Figure A-46 Post-Test Target Vehicle Driver Dummy - View 1



Figure A-47 Pre-Test Target Vehicle Driver Dummy - View 2



Figure A-48 Pre-Test Target Vehicle Driver Dummy - View 3



Figure A-51 Post-Test Target Vehicle Driver Dummy Head Contact - View 1



Figure A-52 Post-Test Target Vehicle Driver Dummy Head Contact - View 2



Figure A-53 Post-Test Target Vehicle Driver Dummy Knee Contact - View 1



Figure A-54 Post-Test Target Vehicle Driver Dummy Knee Contact - View 2



Figure A-55 Post-Test Target Vehicle Driver Dummy Knee Contact - View 3



Figure A-56 Post-Test Target Vehicle Driver Dummy Chest Contact - View 1

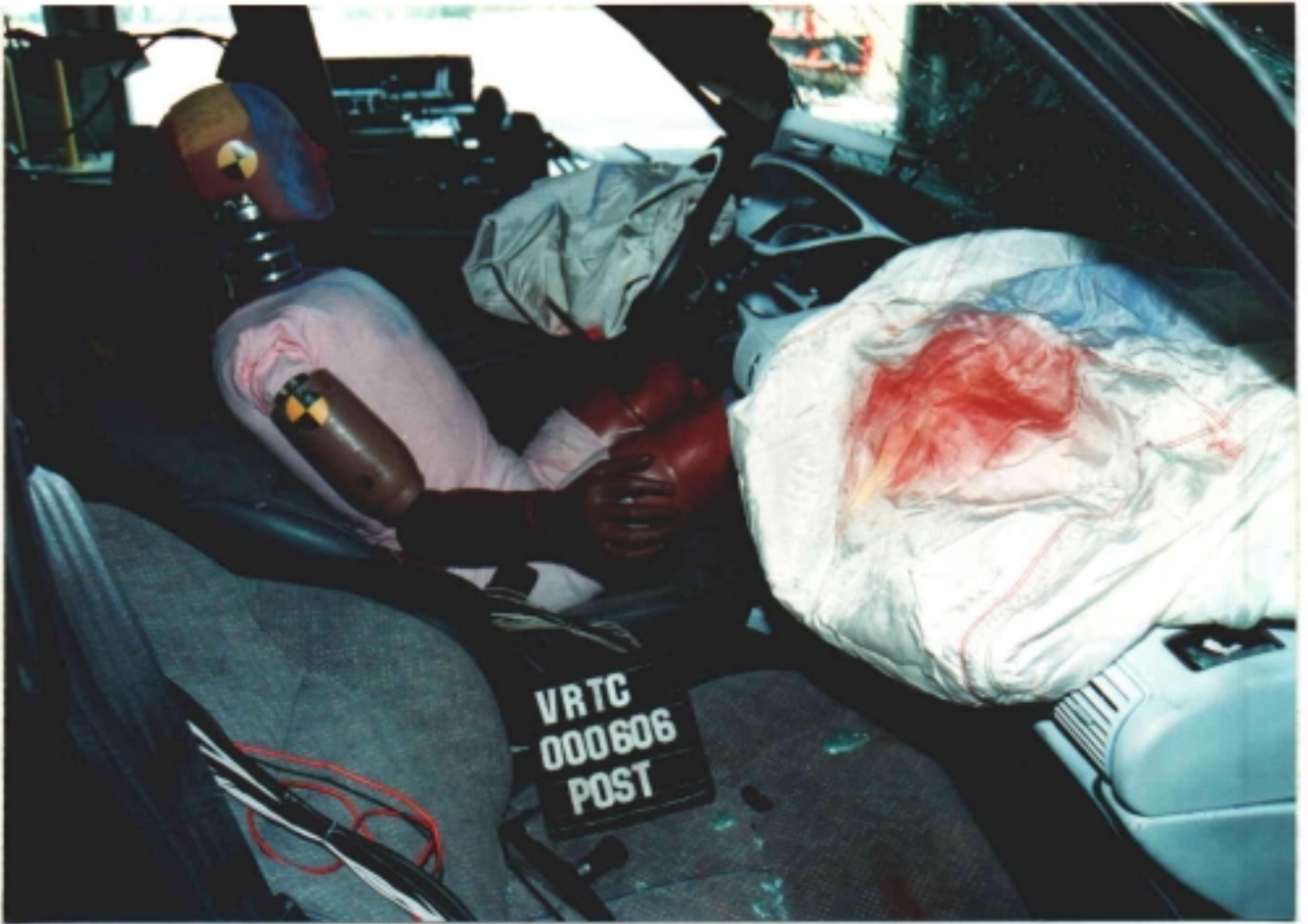


Figure A-49 Post-Test Target Vehicle Driver Dummy - View 4



Figure A-50 Post-Test Target Vehicle Driver Dummy Contact View



Figure A-57 Pre-Test Target Vehicle Passenger Dummy - View 1



Figure A-58 Post-Test Target Vehicle Passenger Dummy - View 1



Figure A-59 Pre-Test Target Vehicle Passenger Dummy - View 2



Figure A-60 Post-Test Target Vehicle Passenger Dummy - View 2



Figure A-61 Pre-Test Target Vehicle Passenger Dummy - View 3



Figure A-62 Post-Test Target Vehicle Passenger Dummy - View 3



Figure A-63 Post-Test Target Vehicle Passenger Dummy View



Figure A-64 Post-Test Target Vehicle Passenger Dummy Head Contact - View 1

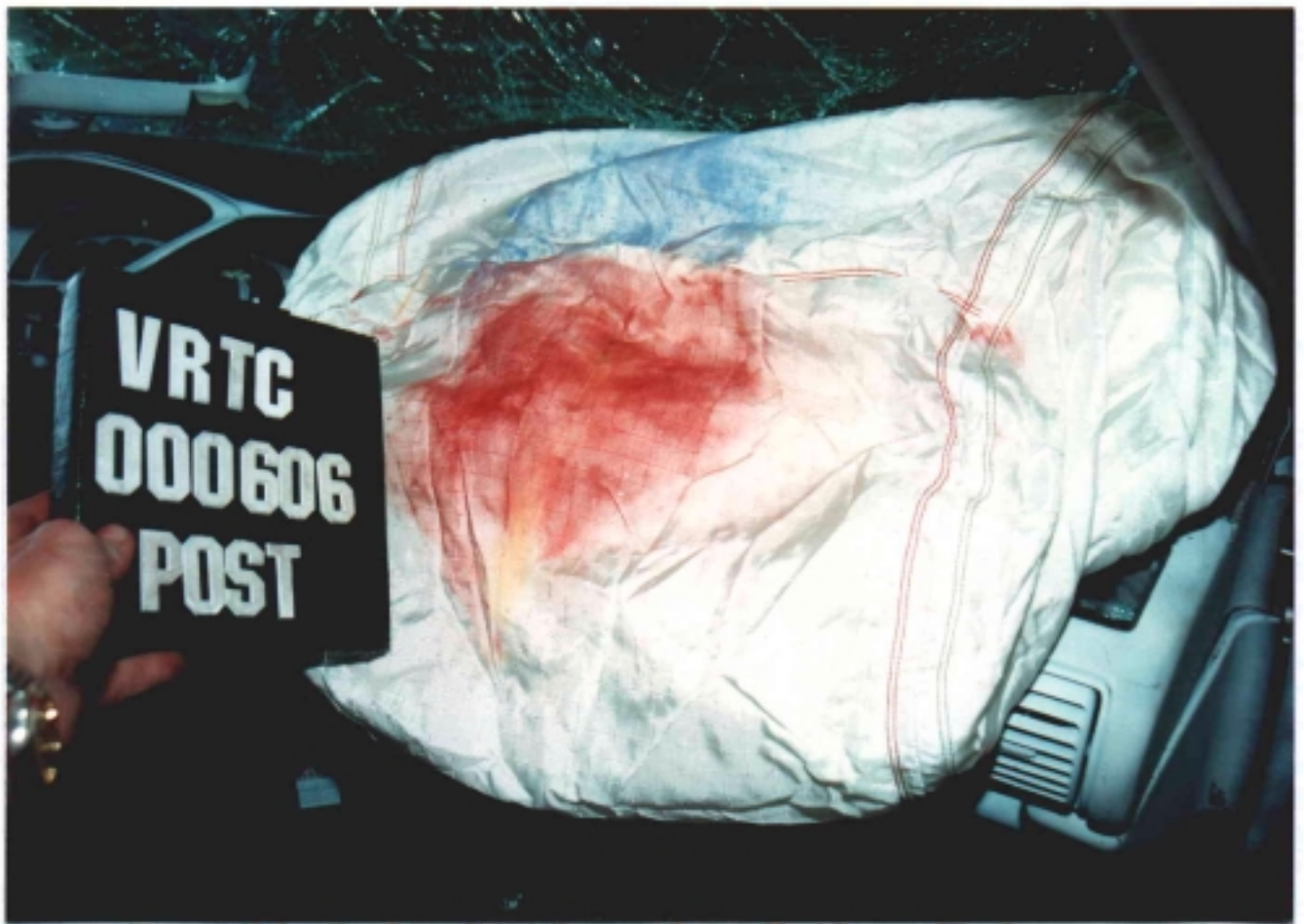


Figure A-65 Post-Test Target Vehicle Passenger Dummy Head Contact - View 2



Figure A-66 Post-Test Target Vehicle Passenger Dummy Knee Contact - View 1



Figure A-67 Post-Test Target Vehicle Passenger Dummy Knee Contact - View 2

Appendix B

Data Plots

Channel Report

06/06/2000 7:14:15 AM

Name of Test 000606-1

System K3600

Name of DAU DAU1

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cat. Date/Status	Group	Mfg.	Model
1000	Event1	EVENT1	EVENT1		10.24	+	---	-1	TRC	Event
1001	J23802	HEDXG1	Head Accel X-Axis Acceleration	Rwd	400.73886	+	04/21/2000	090v	Endevco	7264-2000T
1002	AJ535	HEDYG1	Head Accel Y-Axis Acceleration	Lft	399.87504	+	04/25/2000	-1	Endevco	7264-2000T
1003	J23942	HEDZG1	Head Accel Z-Axis Acceleration	Up	399.84381	+	04/21/2000	090v	Endevco	7264-2000T
1004	IF-205-197-FX	NEKXF1	Neck X-Axis Shear Force		9002.1614	+	10/15/1999	090v	First Techno	IF-205
1005	IF-205-197-FY	NEKYF1	Neck Y-Axis Shear Force		9004.1712	+	10/15/1999	090v	First Techno	IF-205
1006	IF-205-197-FZ	NEKZF1	Neck Z-Axis Shear Force		13499.426	+	10/15/1999	090v	First Techno	IF-205
1007	IF-205-197-MX	NEKXM1	Neck X-Axis Moment		274.88568	+	04/15/2000	090v	First Techno	IF-205
1008	IF-205-197-MY	NEKYM1	Neck Y-Axis Moment		275.17831	+	10/15/1999	090v	First Techno	IF-205
1009	IF-205-197-MZ	NEKZM1	Neck Z-Axis Moment		275.13762	+	10/15/1999	090v	First Techno	IF-205
1010	83672-14	CSTXD1	Chest Deflection X DI03	Ext	100.4204	+	04/21/2000	090v	Servo	14CBI-2897
1011	J24017	CSTXG1	Chest X-Axis Acceleration	Fwd	400.67301	+	04/21/2000	090v	Endevco	7264-2000T
1012	J23759	CSTYG1	Chest Y-Axis Acceleration	Lft	400.40666	+	04/21/2000	090v	Endevco	7264-2000T
1013	J18664	CSTZG1	Chest Z-Axis Acceleration	Up	400.32996	+	04/21/2000	090v	Endevco	7264-2000T
1014	AJ7R1	PEVXG1	Pelvis X-Axis Acceleration	Rwd	399.98125	+	04/21/2000	090v	Endevco	7264-2000T
1015	J23913	PEVYG1	Pelvis Y-Axis Acceleration	Lft	400.34495	+	04/21/2000	090v	Endevco	7264-2000T
1016	J21963	PEVZG1	Pelvis Z-Axis Acceleration	Up	398.62661	+	04/21/2000	090v	Endevco	7264-2000T
1017	2430-739	LFMF1	Left Femur Force 606	Ext	13505.227	+	10/27/1999	090v	GSE	2430
1018	2430-760	RFMF1	Right Femur Force S1511	Ext	13517.336	+	10/21/1999	090v	GSE	2430
1019	99H12-F16	HEDXG2	Head X-Axis Acceleration	Rwd	398.82844	+	04/24/2000	329v	Entran	EGE-73BQE0-2000B
1020	98H14-K20	HEDYG2	Head Y-Axis Acceleration	Lft	400.63382	+	04/24/2000	329v	Entran	EGE-73BQ-2000BF
1021	98H13-F04	HEDZG2	Head Z-Axis Acceleration	Up	400.06251	+	04/24/2000	329	Entran	EGE-73BQ-2000BF
1022	1716A-1039-FX	NEKXF2	Neck X-Axis Shear Force		8997.0919	+	10/21/1999	329v	Denton	1716A
1023	1716A-1039-FY	NEKYF2	Neck Y-Axis Shear Force		8997.9610	+	10/21/1999	329v	Denton	1716A
1024	1716A-1039-FZ	NEKZF2	Neck Z-Axis Shear Force		13497.386	+	10/21/1999	329v	Denton	1716A
1025	1716A-1039-MX	NEKXM2	Neck X-Axis Moment		274.82944	+	10/21/1999	329v	Denton	1716A
1026	1716A-1039-MY	NEKYM2	Neck Y-Axis Moment		274.92572	+	10/21/1999	329v	Denton	1716A
1027	1716A-1039-MZ	NEKZM2	Neck Z-Axis Moment		275.17990	+	10/21/1999	329v	Denton	1716A
1028	14CBI-2897-329F	CSTXD2	Chest Deflection	Ext	151.58646	+	04/26/2000	329v	Servo	14CBI-2897
1029	98H13-F05	CSTXG2	Chest X-Axis Acceleration	Fwd	399.07713	+	04/24/2000	329v	Entran	EGE-73BQ-2000BF

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1030	98H13-F07	CSTYG2	Chest Y-Axis Acceleration	Lft	400.57426	G	+	04/24/2000	OK	329v	Entran	EGE-73BQ-2000BF
1031	98H10-F10	CSTZG2	Chest Z-Axis Acceleration	Up	400.12504	G	+	04/24/2000	OK	329v	Entran	EGE-73BQ-2000BF
1032	98H13-F01	PEVXG2	Pelvis X-Axis Acceleration	Rwd	398.98695	G	+	04/24/2000	OK	329v	Entran	EGE-73BQ-2000BF
1033	98H10-F19	PEVYG2	Pelvis Y-Axis Acceleration	Lft	399.22027	G	+	04/24/2000	OK	329v	Entran	EGE-73BQ-2000BF
1034	98H10-F12	PEVZG2	Pelvis Z-Axis Acceleration	Up	400.04688	G	+	04/24/2000	OK	329v	Entran	EGE-73BQ-2000BF
1035	1914A-376-FZ	LFMF2	Left Femur Force	Ext	13510.297	N	+	10/21/1999	OK	329v	Denton	1914A
1036	1914A-383-FZ	RFMF2	Right Femur Force	Ext	13515.599	N	+	10/21/1999	OK	329v	Denton	1914A
1037	J34491	LRXG1	LEFT REAR SEAT CROSSME	FWD	399.82352	G	+	04/04/2000	OK	-1	Endevco	7264-2000TZ
1038	J34485	LRYG1	LEFT REAR SEAT CROSSME	LT	401.71986	G	+	04/05/2000	OK	-1	Endevco	7264-2000TZ
1039	J19498	LRZG1	LEFT REAR SEAT CROSSME	UP	401.67889	G	+	03/24/2000	OK	-1	Endevco	7264-2000TZ
1041	J19728	RRXG1	RIGHT REAR SEAT CROSSM	FWD	400.50846	G	+	03/24/2000	OK	-1	Endevco	7264-2000TZ
1042	J34516	RRYG1	RIGHT REAR SEAT CROSSM	LT	398.53973	G	+	04/05/2000	OK	-1	Endevco	7264-2000TZ
1043	J34859	RRZG1	RIGHT REAR SEAT CROSSM	UP	398.23284	G	+	04/06/2000	OK	-1	Endevco	7264-2000TZ
1044	J28991	ENGXG1	ENGINE TOP X-AXIS	FWD	998.49835	G	+	05/09/2000	OK	-1	Endevco	7264-2000TZ
1045	J34525	ENGXG2	ENGINE BOTTOM X-AXIS	FWD	1004.1578	G	+	04/05/2000	OK	-1	Endevco	7264-2000TZ
1046	J29990	VCGXG1	VEHICLE CENTER OF GRAVI	FWD	1002.006	G	+	03/22/2000	OK	-1	Endevco	7264-2000TZ
1047	J30479	VCGYG1	VEHICLE CENTER OF GRAVI	RT	1002.2315	G	+	02/23/2000	OK	-1	Endevco	7264-2000TZ
1048	J27250	VCGZG1	VEHICLE CENTER OF GRAVI	UP	1006.883	G	+	04/20/2000	OK	-1	Endevco	7264-2000TZ
1049	J30475	DPCXG1	INSTRUMENT PANEL X-AXI	FWD	398.59868	G	+	05/19/2000	OK	-1	Endevco	7264-2000TZ
1050	J32268	RAXXG1	REAR AXLE X-AXIS	FWD	400.90174	G	+	02/23/2000	OK	-1	Endevco	7264-2000TZ
1051	J32150	TFCZG1	VEHICLE REAR CENTER Z-A	UP	399.43829	G	+	03/21/2000	OK	-1	Endevco	7264-2000TZ

Channel Report

LABEL X- YF } DATA
 Y- ZF }
 Z- XF }

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Name of Test 000606-1

System K3600

Name of DAU DAU0

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal. Date/Status	Group	Mfg.	Model
0000	Event0	EVENT	EVENT		10.24	V	---	-I	TRC	Event
0001	6244-02-108-FX	BA1XF	Moving Barr. L.C. A1 X-Axis Fo		111166.69	N	02/06/2000	VRTC	Ca Key Transd	6244-02
0002	6244-02-108-FY	BA1YF	Moving Barr. L.C. A1 Y-Axis Fo		111191.50	N	02/06/2000	VRTC	Ca Key Transd	6244-02
0003	6244-02-108-FZ	BA1ZF	Moving Barr. L.C. A1 Z-Axis Fo		111146.44	N	02/06/2000	VRTC	Ca Key Transd	6244-02
0004	6244-02-131-FX	BA2XF	Moving Barr. L.C. A2 X-Axis Fo		111292.72	N	02/09/2000	VRTC	Ca Key Transd	6244-02
0005	6244-02-131-FY	BA2YF	Moving Barr. L.C. A2 Y-Axis Fo		111204.75	N	02/09/2000	VRTC	Ca Key Transd	6244-02
0006	6244-02-131-FZ	BA2ZF	Moving Barr. L.C. A2 Z-Axis Fo		111173.38	N	02/09/2000	VRTC	Ca Key Transd	6244-02
0007	6244-02-146-FX	BA3XF	Moving Barr. L.C. A3 X-Axis Fo		111220.79	N	02/07/2000	VRTC	Ca Key Transd	6244-02
0008	6244-02-146-FY	BA3YF	Moving Barr. L.C. A3 Y-Axis Fo		111180.94	N	02/07/2000	VRTC	Ca Key Transd	6244-02
0009	6244-02-146-FZ	BA3ZF	Moving Barr. L.C. A3 Z-Axis Fo		111110.81	N	02/07/2000	VRTC	Ca Key Transd	6244-02
0010	6244-02-148-FX	BA4XF	Moving Barr. L.C. A4 X-Axis Fo		111138.22	N	02/16/2000	VRTC	Ca Key Transd	6244-02
0011	6244-02-148-FY	BA4YF	Moving Barr. L.C. A4 Y-Axis Fo		111312.25	N	02/17/2000	VRTC	Ca Key Transd	6244-02
0012	6244-02-148-FZ	BA4ZF	Moving Barr. L.C. A4 Z-Axis Fo		111128.47	N	02/17/2000	VRTC	Ca Key Transd	6244-02
0013	6244-02-121-FX	BB1XF	Moving Barr. L.C. B1 X-Axis Fo		111201.39	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0014	6244-02-121-FY	BB1YF	Moving Barr. L.C. B1 Y-Axis For		111146.09	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0015	6244-02-121-FZ	BB1ZF	Moving Barr. L.C. B1 Z-Axis For		111212.15	N	02-11-2000	VRTC	Ca Key Transd	6244-02
0016	6244-02-114-FX	BB2XF	Moving Barr. L.C. B2 X-Axis Fo		111178.75	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0017	6244-02-114-FY	BB2YF	Moving Barr. L.C. B2 Y-Axis For		111239.32	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0018	6244-02-114-FZ	BB2ZF	Moving Barr. L.C. B2 Z-Axis For		111112.2	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0019	6244-02-117-FX	BB3XF	Moving Barr. L.C. B3 X-Axis Fo		111250.17	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0020	6244-02-117-FY	BB3YF	Moving Barr. L.C. B3 Y-Axis For		111123.46	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0021	6244-02-117-FZ	BB3ZF	Moving Barr. L.C. B3 Z-Axis For		111295.12	N	02/11/2000	VRTC	Ca Key Transd	6244-02
0022	6244-02-123-FX	BB4XF	Moving Barr. L.C. B4 X-Axis Fo		111080.24	N	02/15/2000	VRTC	Ca Key Transd	6244-02
0023	6244-02-123-FY	BB4YF	Moving Barr. L.C. B4 Y-Axis For		111117.08	N	02/15/2000	VRTC	Ca Key Transd	6244-02
0025	6244-02-123-FZ	BB4ZF	Moving Barr. L.C. B4 Z-Axis For		111081.71	N	02/15/2000	VRTC	Ca Key Transd	6244-02
0026	6244-02-134-FX	BC1XF	Moving Barr. L.C. C1 X-Axis Fo		111180.79	N	02/02/2000	VRTC	Ca Key Transd	6244-02
0027	6244-02-134-FY	BC1YF	Moving Barr. L.C. C1 Y-Axis Fo		111093.25	N	02/02/2000	VRTC	Ca Key Transd	6244-02
0028	6244-02-134-FZ	BC1ZF	Moving Barr. L.C. C1 Z-Axis Fo		111179.36	N	02/02/2000	VRTC	Ca Key Transd	6244-02
0029	6244-02-115-FX	BC2XF	Moving Barr. L.C. C2 X-Axis Fo		111211.68	N	02/03/2000	VRTC	Ca Key Transd	6244-02
0030	6244-02-115-FY	BC2YF	Moving Barr. L.C. C2 Y-Axis Fo		111180.77	N	02/03/2000	VRTC	Ca Key Transd	6244-02

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0031	6244-02-115-FZ	BC2ZF	Moving Barr. L.C. C2 Z-Axis Fo	111161.24	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0032	6244-02-119-FX	BC3XF	Moving Barr. L.C. C3 X-Axis Fo	111132.49	N	+	02/11/2000	OK	VRTC Ca Key Transd	6244-02
0033	6244-02-119-FY	BC3YF	Moving Barr. L.C. C3 Y-Axis Fo	111147.87	N	+	02/11/2000	OK	VRTC Ca Key Transd	6244-02
0034	6244-02-119-FZ	BC3ZF	Moving Barr. L.C. C3 Z-Axis Fo	111109.04	N	+	02/11/2000	OK	VRTC Ca Key Transd	6244-02
0035	6244-02-105-FX	BC4XF	Moving Barr. L.C. C4 X-Axis Fo	111158.01	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0036	6244-02-105-FY	BC4YF	Moving Barr. L.C. C4 Y-Axis Fo	111285.54	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0037	6244-02-105-FZ	BC4ZF	Moving Barr. L.C. C4 Z-Axis Fo	111086.59	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0038	6244-02-132-FX	BD1XF	Moving Barr. L.C. D1 X-Axis Fo	111092.16	N	+	02/04/2000	OK	VRTC Ca Key Transd	6244-02
0039	6244-02-132-FY	BD1YF	Moving Barr. L.C. D1 Y-Axis Fo	111164.12	N	+	02/04/2000	OK	VRTC Ca Key Transd	6244-02
0040	6244-02-132-FZ	BD1ZF	Moving Barr. L.C. D1 Z-Axis Fo	111140.44	N	+	02/04/2000	OK	VRTC Ca Key Transd	6244-02
0041	6244-02-130-FX	BD2XF	Moving Barr. L.C. D2 X-Axis Fo	111121.84	N	+	02/02/2000	OK	VRTC Ca Key Transd	6244-02
0042	6244-02-130-FY	BD2YF	Moving Barr. L.C. D2 Y-Axis Fo	111151.59	N	+	02/02/2000	OK	VRTC Ca Key Transd	6244-02
0043	6244-02-130-FZ	BD2ZF	Moving Barr. L.C. D2 Z-Axis Fo	111301.32	N	+	02/02/2000	OK	VRTC Ca Key Transd	6244-02
0044	6244-02-113-FX	BD3XF	Moving Barr. L.C. D3 X-Axis Fo	111178.27	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0045	6244-02-113-FY	BD3YF	Moving Barr. L.C. D3 Y-Axis Fo	111109.47	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0046	6244-02-113-FZ	BD3ZF	Moving Barr. L.C. D3 Z-Axis Fo	111254.84	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0047	6244-02-109-FX	BD4XF	Moving Barr. L.C. D4 X-Axis Fo	111254.73	N	+	02/28/2000	OK	VRTC Ca Key Transd	6244-02
0048	6244-02-109-FY	BD4YF	Moving Barr. L.C. D4 Y-Axis Fo	111158.01	N	+	02/28/2000	OK	VRTC Ca Key Transd	6244-02
0049	6244-02-109-FZ	BD4ZF	Moving Barr. L.C. D4 Z-Axis Fo	111171.18	N	+	02/28/2000	OK	VRTC Ca Key Transd	6244-02
0050	6244-02-118-FX	BE1XF	Moving Barr. L.C. E1 X-Axis Fo	111241.52	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0051	6244-02-118-FY	BE1YF	Moving Barr. L.C. E1 Y-Axis Fo	111095.95	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0052	6244-02-118-FZ	BE1ZF	Moving Barr. L.C. E1 Z-Axis Fo	111275.96	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0053	6244-02-147-FX	BE2XF	Moving Barr. L.C. E2 X-Axis Fo	111217.36	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0054	6244-02-147-FY	BE2YF	Moving Barr. L.C. E2 Y-Axis Fo	111140.95	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0055	6244-02-147-FZ	BE2ZF	Moving Barr. L.C. E2 Z-Axis Fo	111146.95	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0056	6244-02-139-FX	BE3XF	Moving Barr. L.C. E3 X-Axis Fo	111123.27	N	+	02/08/2000	OK	VRTC Ca Key Transd	6244-02
0057	6244-02-139-FY	BE3YF	Moving Barr. L.C. E3 Y-Axis Fo	111267.38	N	+	02/08/2000	OK	VRTC Ca Key Transd	6244-02
0058	6244-02-139-FZ	BE3ZF	Moving Barr. L.C. E3 Z-Axis Fo	111206.68	N	+	02/08/2000	OK	VRTC Ca Key Transd	6244-02
0059	6244-02-116-FX	BE4XF	Moving Barr. L.C. E4 X-Axis Fo	111283.66	N	+	02/15/2000	OK	VRTC Ca Key Transd	6244-02
0060	6244-02-116-FY	BE4YF	Moving Barr. L.C. E4 Y-Axis Fo	111297.11	N	+	02/15/2000	OK	VRTC Ca Key Transd	6244-02
0061	6244-02-116-FZ	BE4ZF	Moving Barr. L.C. E4 Z-Axis Fo	111217.33	N	+	02/15/2000	OK	VRTC Ca Key Transd	6244-02
0062	6244-02-111-FX	BF1XF	Moving Barr. L.C. F1 X-Axis Fo	111260.11	N	+	02/28/2000	OK	VRTC Ca Key Transd	6244-02
0063	6244-02-111-FY	BF1YF	Moving Barr. L.C. F1 Y-Axis Fo	111169.37	N	+	02/28/2000	OK	VRTC Ca Key Transd	6244-02
0064	6244-02-111-FZ	BF1ZF	Moving Barr. L.C. F1 Z-Axis Fo	111131.02	N	+	02/28/2000	OK	VRTC Ca Key Transd	6244-02
0065	6244-02-140-FX	BF2XF	Moving Barr. L.C. F2 X-Axis Fo	111094.3	N	+	02/14/2000	OK	VRTC Ca Key Transd	6244-02

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0066	6244-02-140-FY	BF2YF	Moving Barr. L.C. F2 Y-Axis Fo	111104.72	N	+	02/14/2000	OK	VRTC Ca Key Transd	6244-02
0067	6244-02-140-FZ	BF2ZF	Moving Barr. L.C. F2 Z-Axis For	111259.36	N	+	02/14/2000	OK	VRTC Ca Key Transd	6244-02
0068	6244-02-101-FX	BF3XF	Moving Barr. L.C. F3 X-Axis Fo	111146.09	N	+	02/15/2000	OK	VRTC Ca Key Transd	6244-02
0069	6244-02-101-FY	BF3YF	Moving Barr. L.C. F3 Y-Axis Fo	111197.54	N	+	02/15/2000	OK	VRTC Ca Key Transd	6244-02
0070	6244-02-101-FZ	BF3ZF	Moving Barr. L.C. F3 Z-Axis For	111140.36	N	+	02/15/2000	OK	VRTC Ca Key Transd	6244-02
0071	6244-02-112-FX	BF4XF	Moving Barr. L.C. F4 X-Axis Fo	111140.36	N	+	02/04/2000	OK	VRTC Ca Key Transd	6244-02
0073	6244-02-112-FY	BF4YF	Moving Barr. L.C. F4 Y-Axis Fo	111128.9	N	+	02/04/2000	OK	VRTC Ca Key Transd	6244-02
0074	6244-02-112-FZ	BF4ZF	Moving Barr. L.C. F4 Z-Axis For	111240.89	N	+	02/04/2000	OK	VRTC Ca Key Transd	6244-02
0075	6244-02-104-FX	BG1XF	Moving Barr. L.C. G1 X-Axis Fo	111307.06	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0076	6244-02-104-FY	BG1YF	Moving Barr. L.C. G1 Y-Axis Fo	111313.30	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0077	6244-02-104-FZ	BG1ZF	Moving Barr. L.C. G1 Z-Axis Fo	111077.59	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0078	6244-02-102-FX	BG2XF	Moving Barr. L.C. G2 X-Axis Fo	111108.51	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0079	6244-02-102-FY	BG2YF	Moving Barr. L.C. G2 Y-Axis Fo	111292.13	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0080	6244-02-102-FZ	BG2ZF	Moving Barr. L.C. G2 Z-Axis Fo	111132.17	N	+	02/03/2000	OK	VRTC Ca Key Transd	6244-02
0081	6244-02-120-FX	BG3XF	Moving Barr. L.C. G3 X-Axis Fo	111201.79	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0082	6244-02-120-FY	BG3YF	Moving Barr. L.C. G3 Y-Axis Fo	111258.45	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0083	6244-02-120-FZ	BG3ZF	Moving Barr. L.C. G3 Z-Axis Fo	111303.91	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0084	6244-02-103-FX	BG4XF	Moving Barr. L.C. G4 X-Axis Fo	111093.25	N	+	02/14/2000	OK	VRTC Ca Key Transd	6244-02
0085	6244-02-103-FY	BG4YF	Moving Barr. L.C. G4 Y-Axis Fo	111211.68	N	+	02/14/2000	OK	VRTC Ca Key Transd	6244-02
0086	6244-02-103-FZ	BG4ZF	Moving Barr. L.C. G4 Z-Axis Fo	111132.76	N	+	02/14/2000	OK	VRTC Ca Key Transd	6244-02
0087	6244-02-127-FX	BH1XF	Moving Barr. L.C. H1 X-Axis Fo	111304.25	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0088	6244-02-127-FY	BH1YF	Moving Barr. L.C. H1 Y-Axis Fo	111178.28	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0089	6244-02-127-FZ	BH1ZF	Moving Barr. L.C. H1 Z-Axis Fo	111238.5	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0090	6244-02-143-FX	BH2XF	Moving Barr. L.C. H2 X-Axis Fo	111094.26	N	+	02/17/2000	OK	VRTC Ca Key Transd	6244-02
0091	6244-02-143-FY	BH2YF	Moving Barr. L.C. H2 Y-Axis Fo	111215.16	N	+	02/17/2000	OK	VRTC Ca Key Transd	6244-02
0092	6244-02-143-FZ	BH2ZF	Moving Barr. L.C. H2 Z-Axis Fo	111090.26	N	+	02/17/2000	OK	VRTC Ca Key Transd	6244-02
0093	6244-02-124-FX	BH3XF	Moving Barr. L.C. H3 X-Axis Fo	111087.37	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0094	6244-02-124-FY	BH3YF	Moving Barr. L.C. H3 Y-Axis Fo	111270.12	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0095	6244-02-124-FZ	BH3ZF	Moving Barr. L.C. H3 Z-Axis Fo	111165.87	N	+	02/10/2000	OK	VRTC Ca Key Transd	6244-02
0096	6244-02-107-FX	BH4XF	Moving Barr. L.C. H4 X-Axis Fo	111146.5	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0097	6244-02-107-FY	BH4YF	Moving Barr. L.C. H4 Y-Axis Fo	111265.74	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0098	6244-02-107-FZ	BH4ZF	Moving Barr. L.C. H4 Z-Axis Fo	111175.38	N	+	02/16/2000	OK	VRTC Ca Key Transd	6244-02
0099	6244-02-122-FX	BH1XF	Moving Barr. L.C. H1 X-Axis For	111080.30	N	+	02/18/2000	OK	VRTC Ca Key Transd	6244-02
0100	6244-02-122-FY	BH1YF	Moving Barr. L.C. H1 Y-Axis For	111148.74	N	+	02/18/2000	OK	VRTC Ca Key Transd	6244-02
0101	6244-02-122-FZ	BH1ZF	Moving Barr. L.C. H1 Z-Axis For	111159.84	N	+	02/18/2000	OK	VRTC Ca Key Transd	6244-02

Channel Report

06/06/2000 7:14:14 AM

0102	6244-02-149-FX	B12XF	Moving Barr. L.C. 12 X-Axis For	111123.17	N	+	02/18/2000	OK	VRTC Ca Key Transd	6244-02
0103	6244-02-149-FY	B12YF	Moving Barr. L.C. 12 Y-Axis For	111297.69	N	+	02/18/2000	OK	VRTC Ca Key Transd	6244-02
0104	6244-02-149-FZ	B12ZF	Moving Barr. L.C. 12 Z-Axis For	111119.19	N	+	02/18/2000	OK	VRTC Ca Key Transd	6244-02
0105	6244-02-106-FX	B13XF	Moving Barr. L.C. 13 X-Axis For	111283.78	N	+	02/11/2000	OK	VRTC Ca Key Transd	6244-02
0106	6244-02-106-FY	B13YF	Moving Barr. L.C. 13 Y-Axis For	111163.28	N	+	02/11/2000	OK	VRTC Ca Key Transd	6244-02
0107	6244-02-106-FZ	B13ZF	Moving Barr. L.C. 13 Z-Axis For	111292.24	N	+	02/11/2000	OK	VRTC Ca Key Transd	6244-02

Channel Report

06 06 2000 7:14:15 AM

Name of Test 000606-1

System MINIDAU

Name of DAU DAU6

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal. Date/Status	Group	Mfg.	Model
6001	6244-02-144-FX	BJ4XF	Moving Barr. L.C. I4 X-Axis For		11170.94	N	+ 02/18/2000	OK	VRTC Ca Key Transd	6244-02
6002	6244-02-144-FY	BJ4YF	Moving Barr. L.C. I4 Y-Axis For		11089.12	N	+ 02/18/2000	OK	VRTC Ca Key Transd	6244-02
6003	6244-02-144-FZ	BJ4ZF	Moving Barr. L.C. I4 Z-Axis For		11042.58	N	+ 02/18/2000	OK	VRTC Ca Key Transd	6244-02
6004	6244-02-137-FX	BJ1XF	Moving Barr. L.C. J1 X-Axis For		11098.86	N	+ 02/02/2000	OK	VRTC Ca Key Transd	6244-02
6005	6244-02-137-FY	BJ1YF	Moving Barr. L.C. J1 Y-Axis For		11229.92	N	+ 02/08/2000	OK	VRTC Ca Key Transd	6244-02
6006	6244-02-137-FZ	BJ1ZF	Moving Barr. L.C. J1 Z-Axis For		11436.38	N	+ 02/08/2000	OK	VRTC Ca Key Transd	6244-02
6007	6244-02-138-FX	BJ2XF	Moving Barr. L.C. J2 X-Axis For		11097.81	N	+ 02/08/2000	OK	VRTC Ca Key Transd	6244-02
6008	6244-02-138-FY	BJ2YF	Moving Barr. L.C. J2 Y-Axis For		11095.54	N	+ 02/08/2000	OK	VRTC Ca Key Transd	6244-02
6009	6244-02-138-FZ	BJ2ZF	Moving Barr. L.C. J2 Z-Axis For		11581	N	+ 02/08/2000	OK	VRTC Ca Key Transd	6244-02
6010	6244-02-126-FX	BJ3XF	Moving Barr. L.C. J3 X-Axis For		11309.33	N	+ 02/14/2000	OK	VRTC Ca Key Transd	6244-02
6011	6244-02-126-FY	BJ3YF	Moving Barr. L.C. J3 Y-Axis For		11112.99	N	+ 02/14/2000	OK	VRTC Ca Key Transd	6244-02
6012	6244-02-126-FZ	BJ3ZF	Moving Barr. L.C. J3 Z-Axis For		11140.78	N	+ 02/14/2000	OK	VRTC Ca Key Transd	6244-02
6013	6244-02-125-FX	BJ4XF	Moving Barr. L.C. J4 X-Axis For		11096.56	N	+ 02/07/2000	OK	VRTC Ca Key Transd	6244-02
6014	6244-02-125-FY	BJ4YF	Moving Barr. L.C. J4 Y-Axis For		11517.90	N	+ 02/07/2000	OK	VRTC Ca Key Transd	6244-02
6015	6244-02-125-FZ	BJ4ZF	Moving Barr. L.C. J4 Z-Axis For		11092.52	N	+ 02/07/2000	OK	VRTC Ca Key Transd	6244-02
6016	6244-02-141-FX	BK1XF	Moving Barr. L.C. K1 X-Axis Fo		11517.90	N	+ 02/17/2000	OK	VRTC Ca Key Transd	6244-02
6017	6244-02-141-FY	BK1YF	Moving Barr. L.C. K1 Y-Axis Fo		11180.79	N	+ 02/17/2000	OK	VRTC Ca Key Transd	6244-02
6018	6244-02-141-FZ	BK1ZF	Moving Barr. L.C. K1 Z-Axis Fo		11167.71	N	+ 02/17/2000	OK	VRTC Ca Key Transd	6244-02
6019	6244-02-128-FX	BK2XF	Moving Barr. L.C. K2 X-Axis Fo		11493.16	N	+ 02/02/2000	OK	VRTC Ca Key Transd	6244-02
6020	6244-02-128-FY	BK2YF	Moving Barr. L.C. K2 Y-Axis Fo		11197.98	N	+ 02/02/2000	OK	VRTC Ca Key Transd	6244-02
6021	6244-02-128-FZ	BK2ZF	Moving Barr. L.C. K2 Z-Axis Fo		11096.33	N	+ 02/02/2000	OK	VRTC Ca Key Transd	6244-02
6022	6244-02-136-FX	BK3XF	Moving Barr. L.C. K3 X-Axis Fo		11253.94	N	+ 02/02/2000	OK	VRTC Ca Key Transd	6244-02
6023	6244-02-136-FY	BK3YF	Moving Barr. L.C. K3 Y-Axis Fo		11289.35	N	+ 02/02/2000	OK	VRTC Ca Key Transd	6244-02
6024	6244-02-136-FZ	BK3ZF	Moving Barr. L.C. K3 Z-Axis Fo		11092.02	N	+ 02/02/2000	OK	VRTC Ca Key Transd	6244-02
6025	6244-02-129-FX	BK4XF	Moving Barr. L.C. K4 X-Axis Fo		111389.25	N	+ 02/04/2000	OK	VRTC Ca Key Transd	6244-02
6026	6244-02-129-FY	BK4YF	Moving Barr. L.C. K4 Y-Axis Fo		11182.24	N	+ 02/04/2000	OK	VRTC Ca Key Transd	6244-02
6027	6244-02-129-FZ	BK4ZF	Moving Barr. L.C. K4 Z-Axis Fo		11099.02	N	+ 02/04/2000	OK	VRTC Ca Key Transd	6244-02
6028	J34806	BCGXG1	Moving Barr. C.G. X-Axis	FWD	970.91061	G	+ 04/05/2000	OK	-1 Endeveco	7264-2000TZ
6029	J32138	BCGYG1	Moving Barr. C.G. Y-Axis	LT	990.32882	G	+ 05/25/2000	OK	-1 Endeveco	7264-2000TZ
6030	J29068	BCGZG1	Moving Barr. C.G. Z-Axis	UP	1011.8577	G	+ 05/09/2000	OK	-1 Endeveco	7264-2000TZ

Channel Report

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6031	J27129	BLRXG1	Moving Bart. L.R. Frame X-Axis	RR ✓	1028.6082	G	+	03/22/2000	OK	-1	Endevco	7264-2000TZ
6032	J30281	BLRYG1	Moving Bart. L.R. Frame Y-Axis	LT ✓	991.90205	G	+	03/22/2000	OK	-1	Endevco	7264-2000TZ

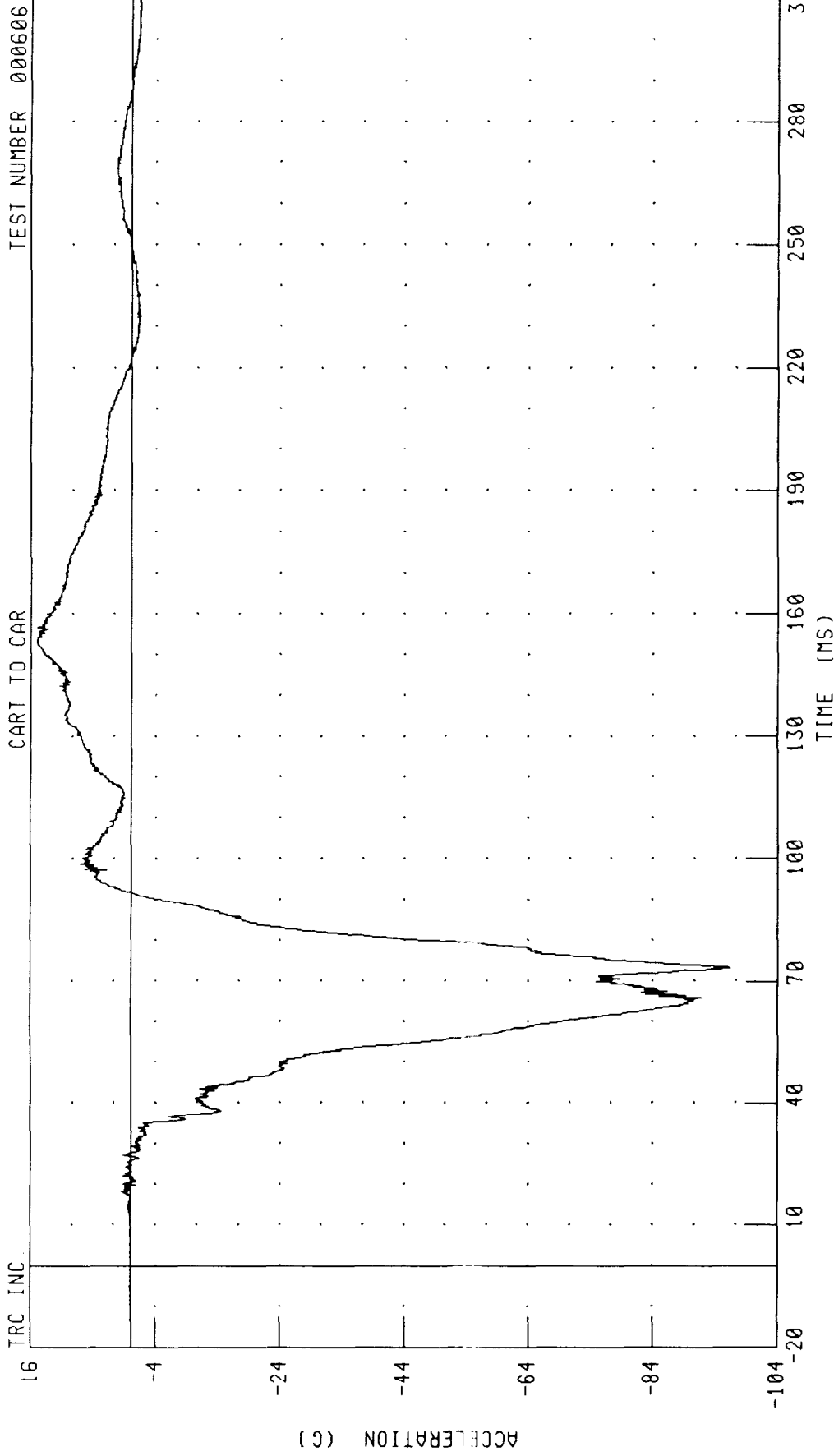
Channel Report

06/06/2000 7:14:15 AM

Name of Test: 000606-1 System: MINIDAU Name of DAU: DAU7

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal. Date/Status	Group	Mfg.	Model
7001	H14	VCGYG2	PITCH I>H	RT	1573.9318	+	05/11/1999 ---	-1	HUMPHRE	RG28-0128-1
7002	H16	VCGZG2	YAW	UP	1573.9318	+	05/11/1999 ---	-1	HUMPHIRE	RG28-0128-1

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER HEAD X-AXIS ACCELERATION



CHANNEL: HEDXG1 FILTER: CH CLASS 1000

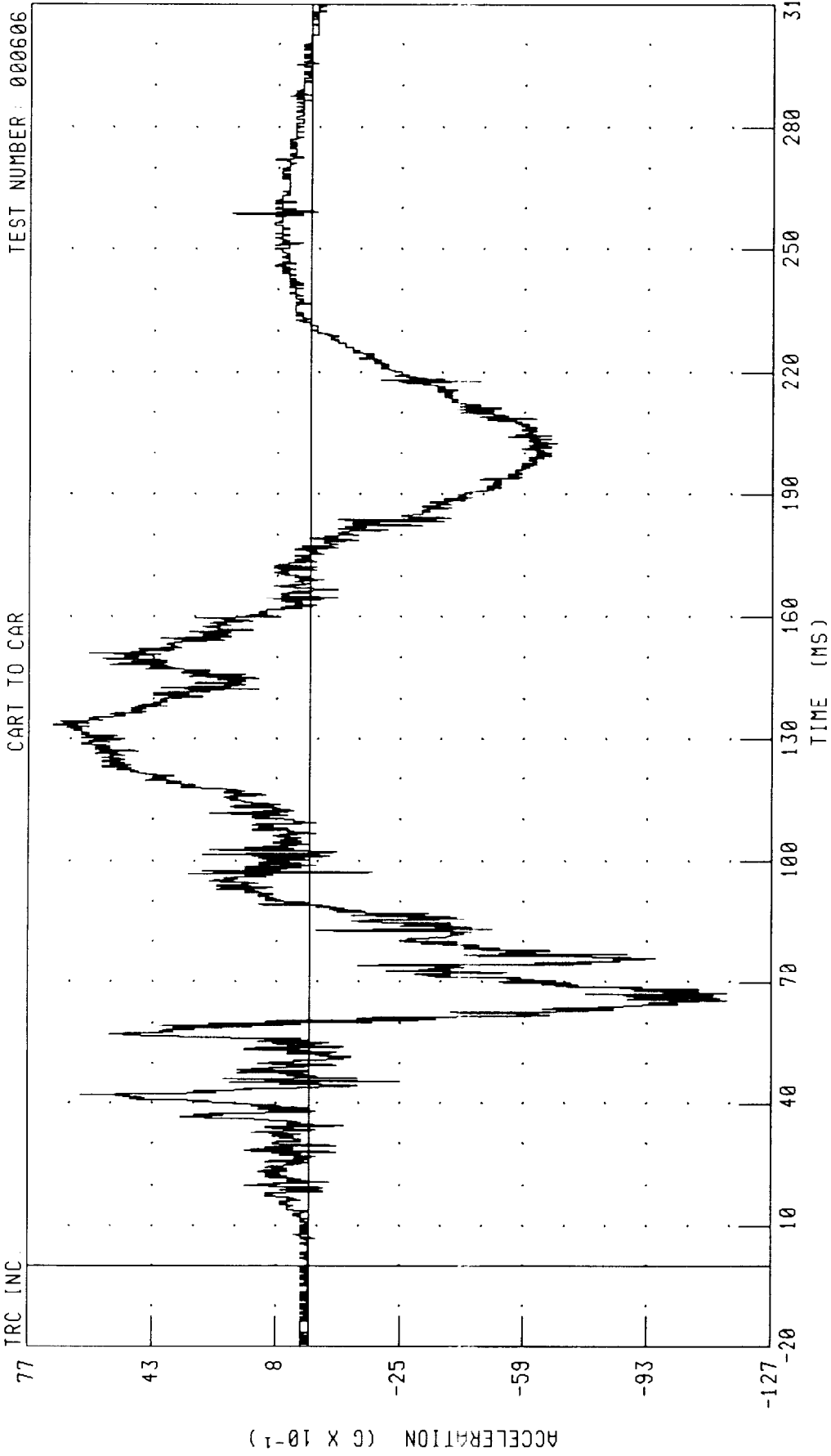
PEAK DATA: 15.00 G @ 152.88 MS, -96.33 G @ 73.20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER HEAD Y-AXIS ACCELERATION

TEST NUMBER: 000606

CART TO CAR

TRC INC.

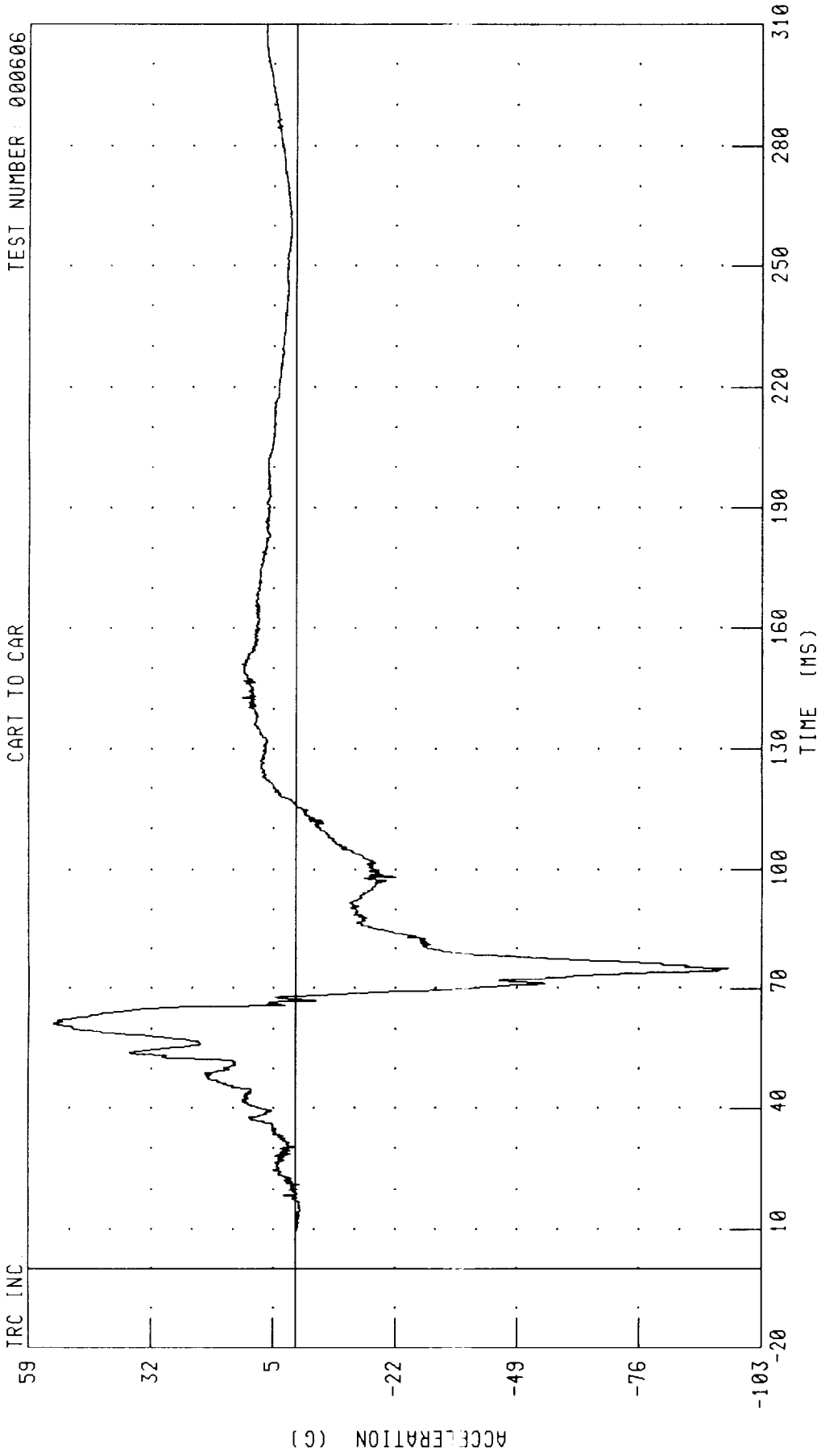


CHANNEL: HEDYG1 FILTER: CH. CLASS 1000

PEAK DATA: 7.05 G @ 133.44 MS, -11.50 G @ 65.52 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER HEAD Z-AXIS ACCELERATION

TRC INC
CART TO CAR
TEST NUMBER: 000606



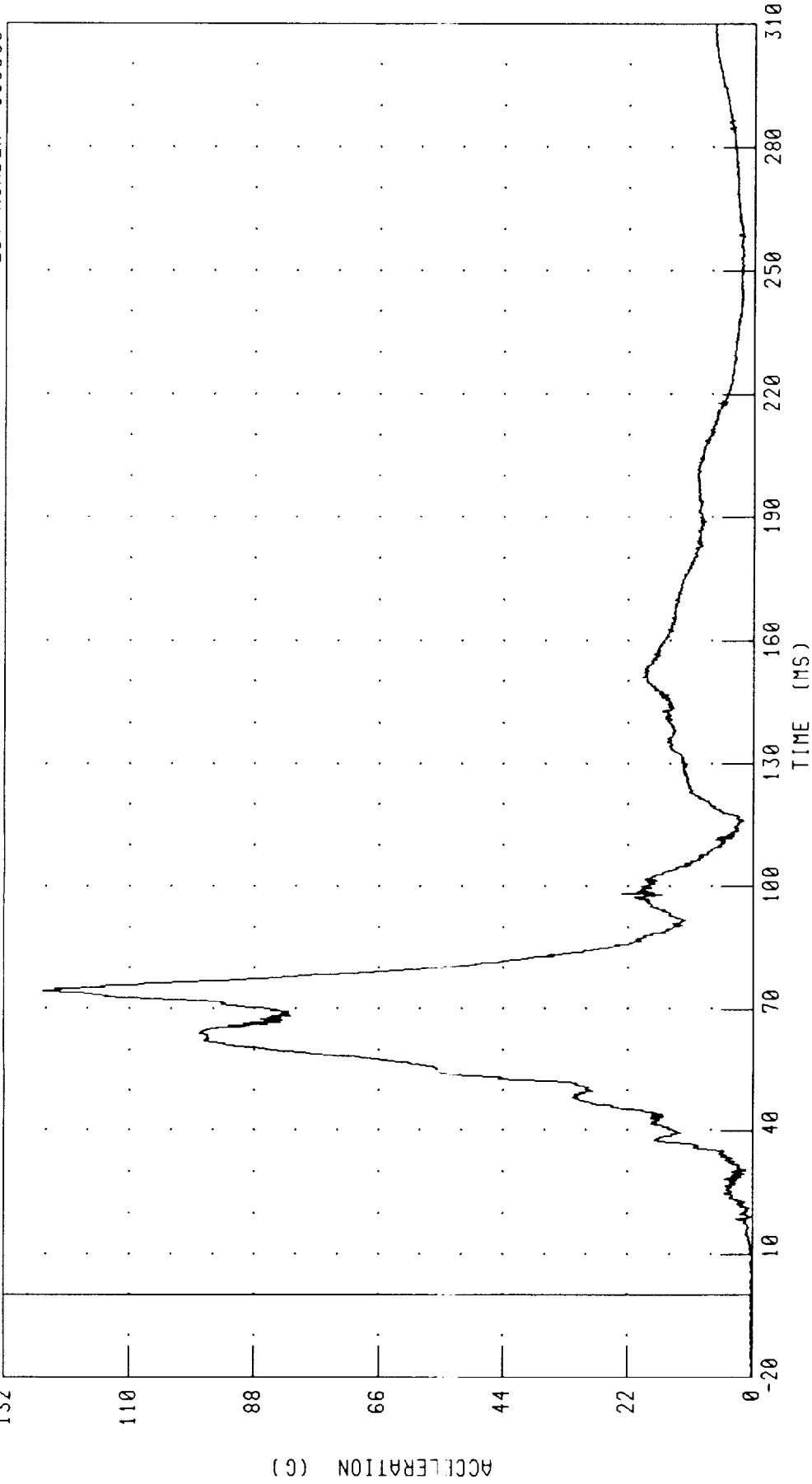
CHANNEL: HEDZG1 FILTER: CH. CLASS 1000
PEAK DATA: 53.65 G @ 61.36 MS, -95.70 G @ 75.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER HEAD RESULTANT ACCELERATION

TRC_INC

CART TO CAR

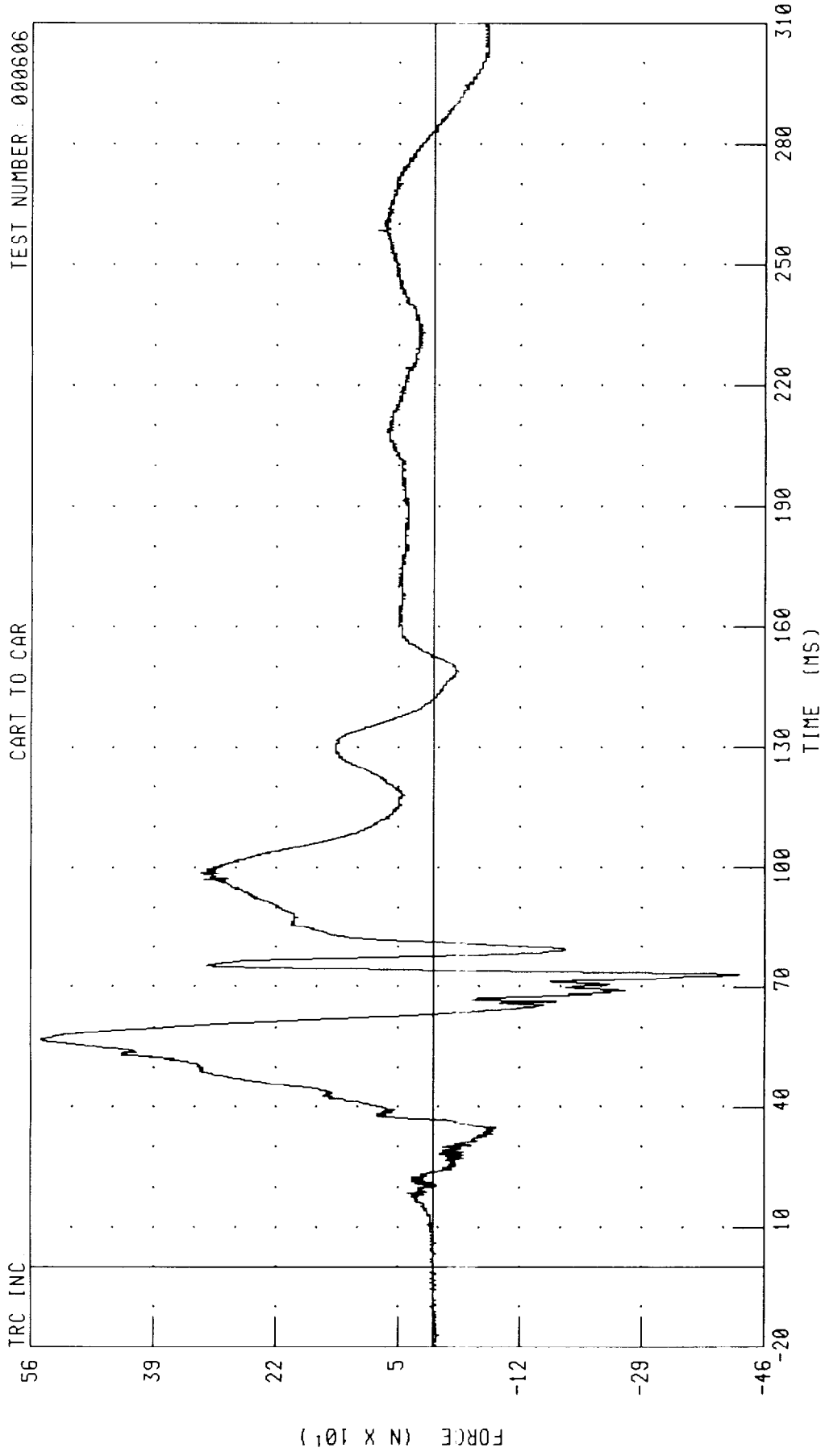
TEST NUMBER: 000606



CHANNEL: HEDRG1 FILTER: CH. CLASS 1000

PEAK DATA: 125.10 C @ 74.64 MS, 0.08 C @ -19.20 MS

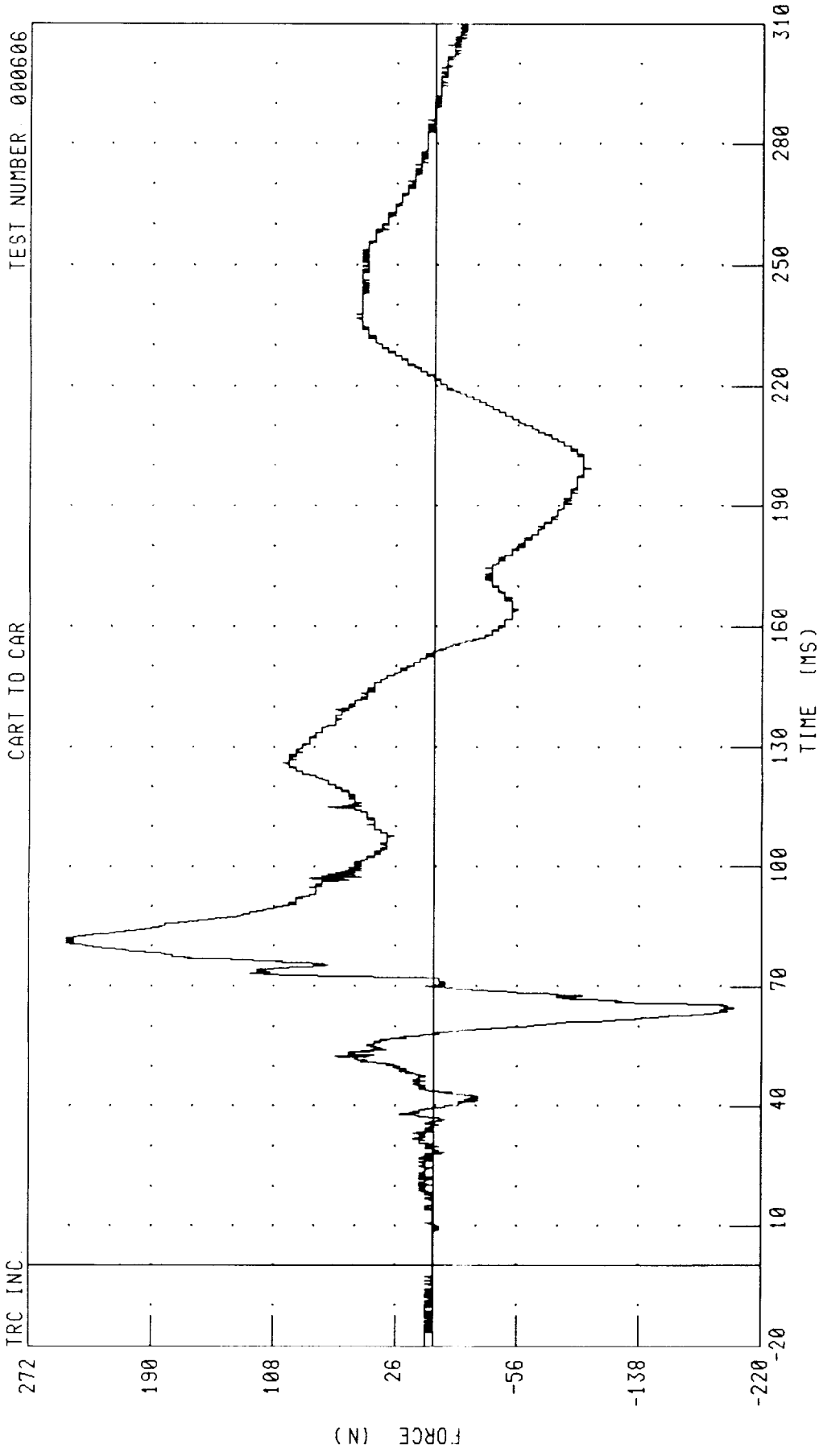
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER NECK X-AXIS SHEAR FORCE



CHANNEL: NEKXF1 FILTER: CH. CLASS 1000

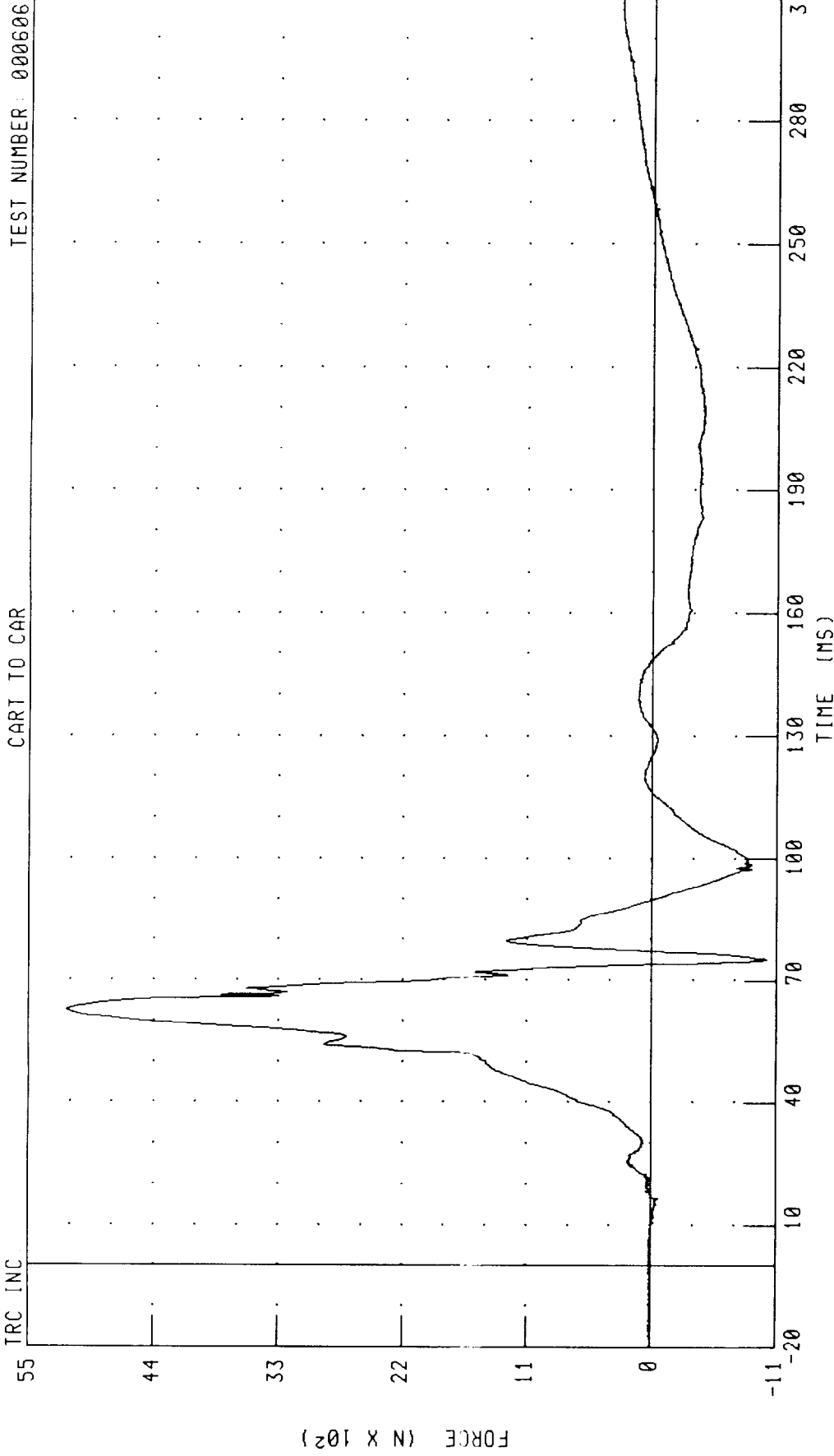
PEAK DATA: 545.67 N @ 56.80 MS, -425.76 N @ 73.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER NECK Y-AXIS SHEAR FORCE



CHANNEL: NEKYF1 FILTER: CH. CLASS 1000
PEAK DATA: 247.04 N @ 80.72 MS, -201.41 N @ 64.56 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER NECK Z-AXIS AXIAL FORCE



CHANNEL: NEKZF1 FILTER: CH. CLASS 1000

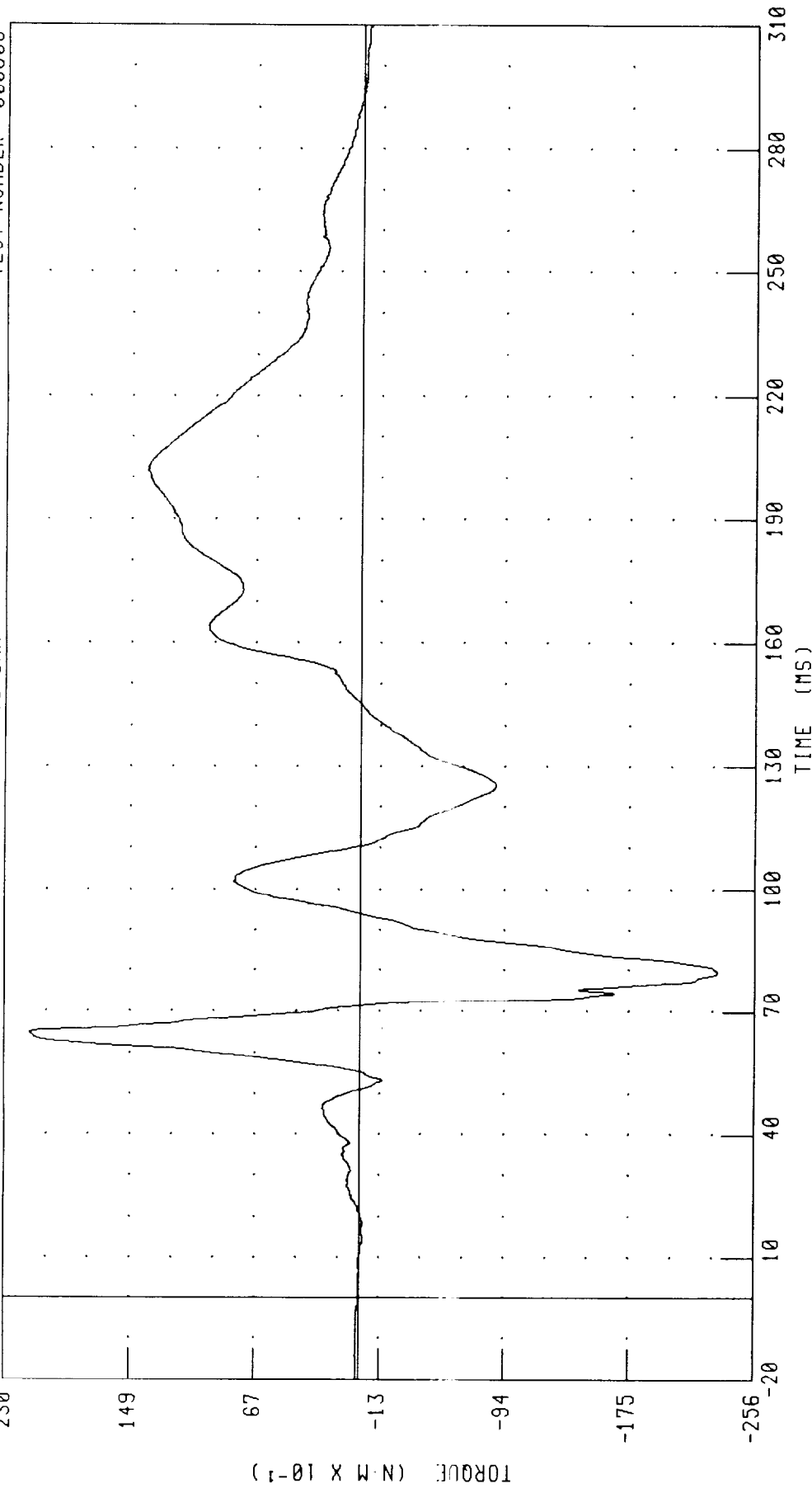
PEAK DATA: 5167.55 N @ 62.72 MS, -1015.29 N @ 75.28 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER NECK MOMENT ABOUT X-AXIS

TRC INC

TEST NUMBER: 000606

CART TO CAR

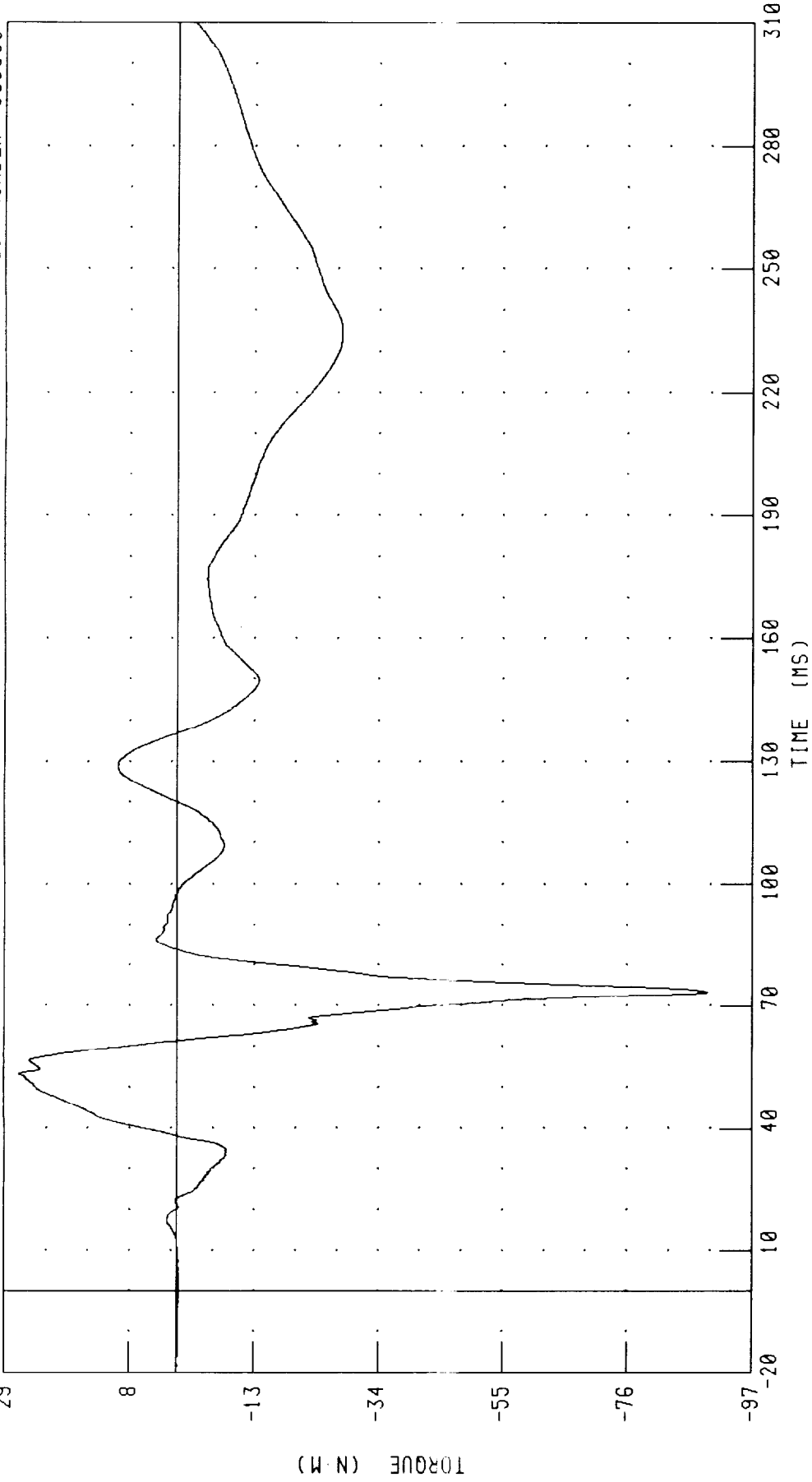


CHANNEL: NEKX1 FILTER: CH. CLASS 600 PEAK DATA: 21.40 N·M @ 64.88 MS, -23.24 N·M @ 79.44 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER NECK MOMENT ABOUT Y-AXIS
CART TO CAR

TRC INC.

TEST NUMBER: 000606



CHANNEL: NEKYM1 FILTER: CH. CLASS 600

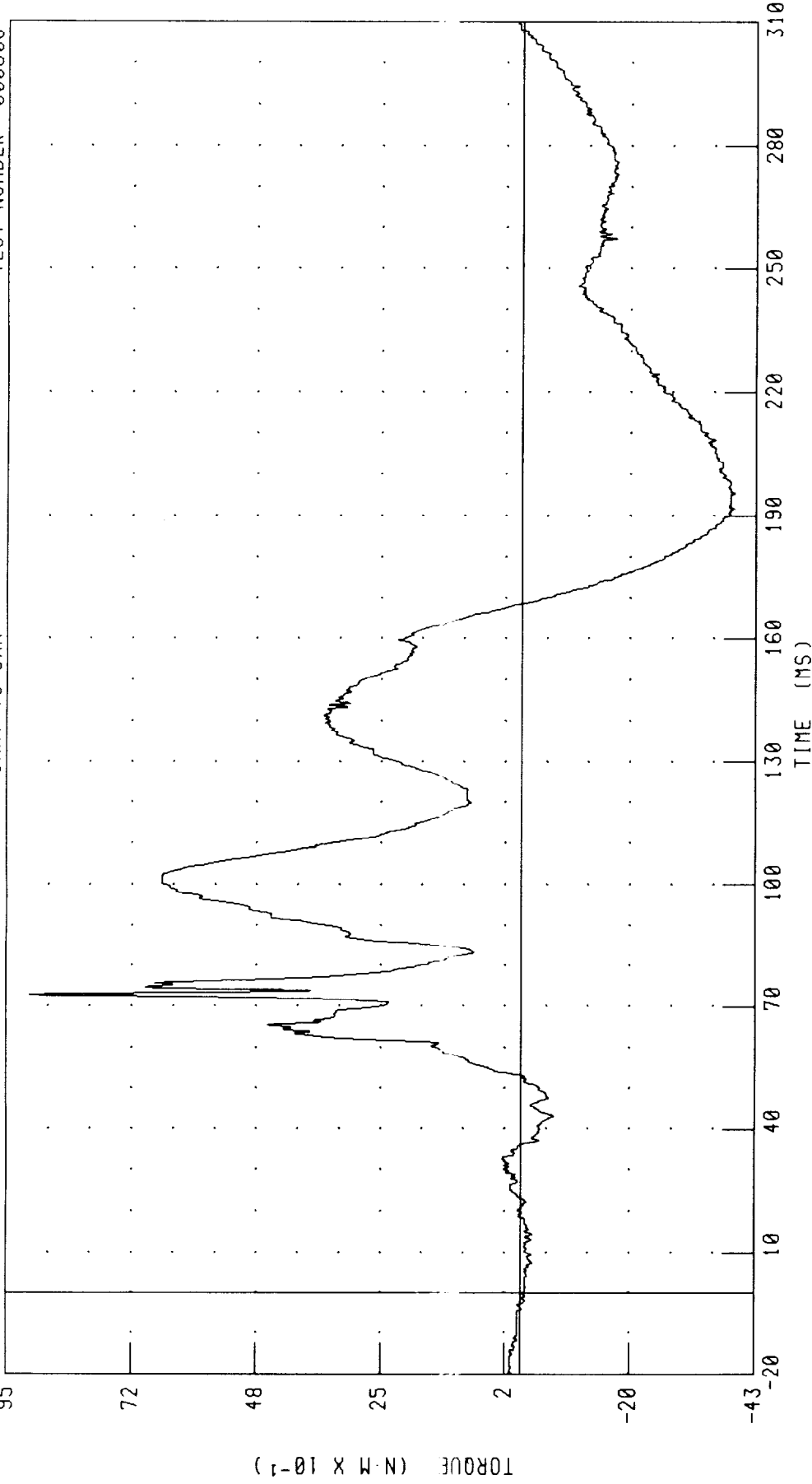
PEAK DATA: 26.52 N·M @ 53.28 MS, -89.48 N·M @ 73.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER NECK MOMENT ABOUT Z-AXIS

TRC INC

CART TO CAR

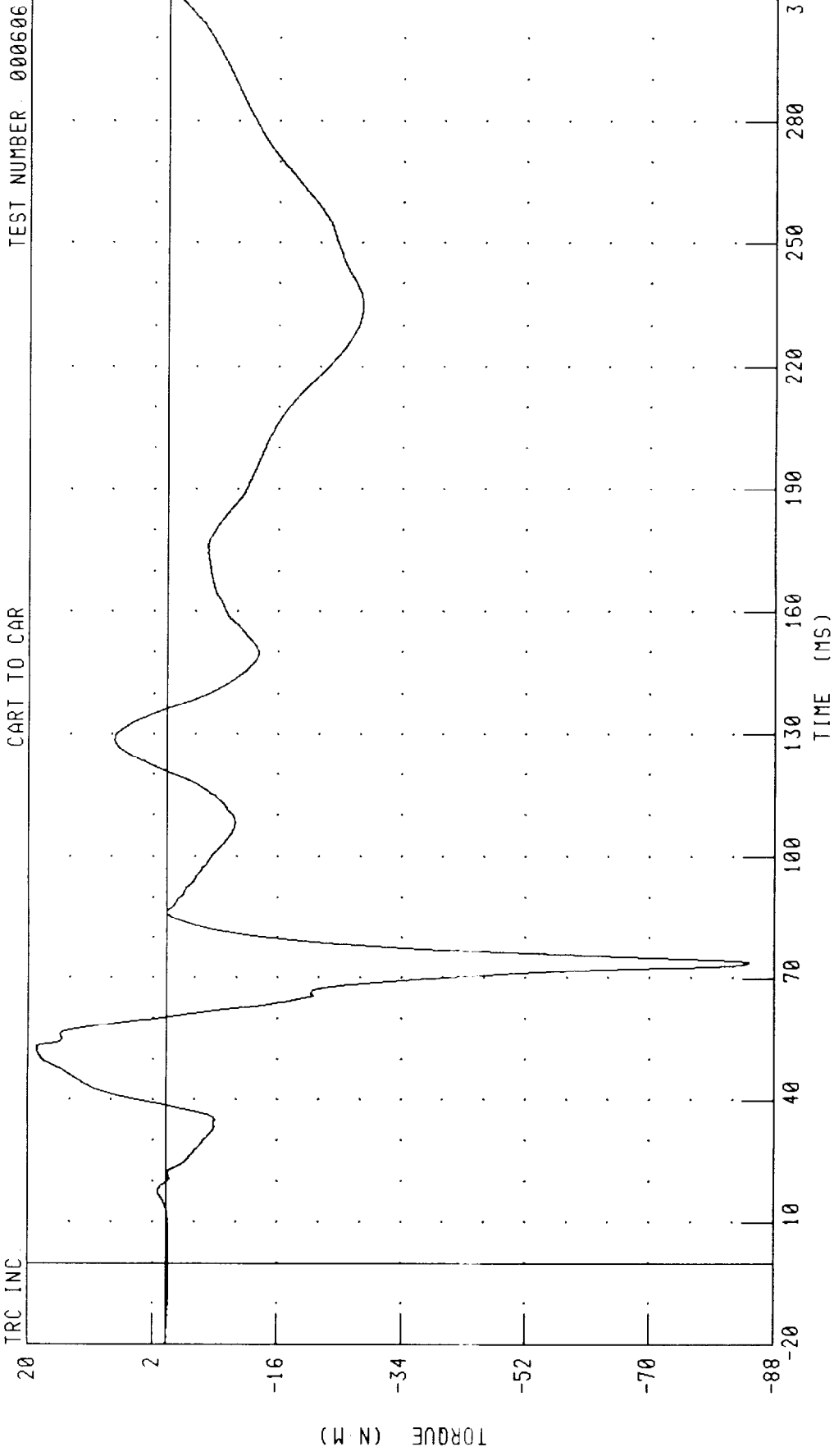
TEST NUMBER: 000606



CHANNEL: NEKZM1 FILTER: CH. CLASS 600

PEAK DATA: 9.08 N M @ 72.96 MS, -3.91 N M @ 195.44 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER NECK MOMENT OCCIPITAL CONDYLE ABOUT Y-AXIS
CART TO CAR



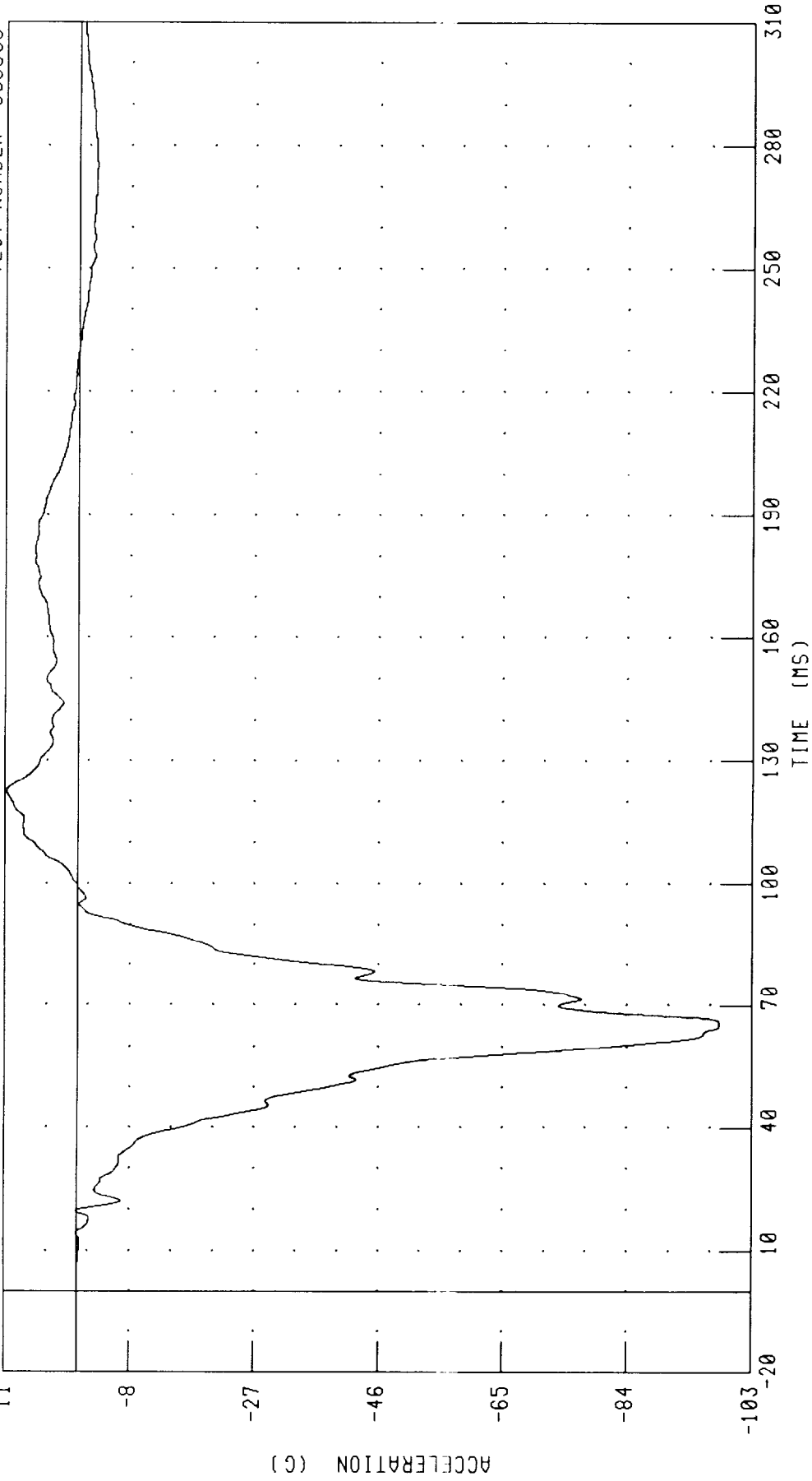
CHANNEL: NEKOMI FILTER: CH. CLASS 600 PEAK DATA: 18.89 N·M @ 53.20 MS, -84.42 N·M @ 74.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER CHEST X-AXIS ACCELERATION

TRC INC.

CART TO CAR

TEST NUMBER: 000606



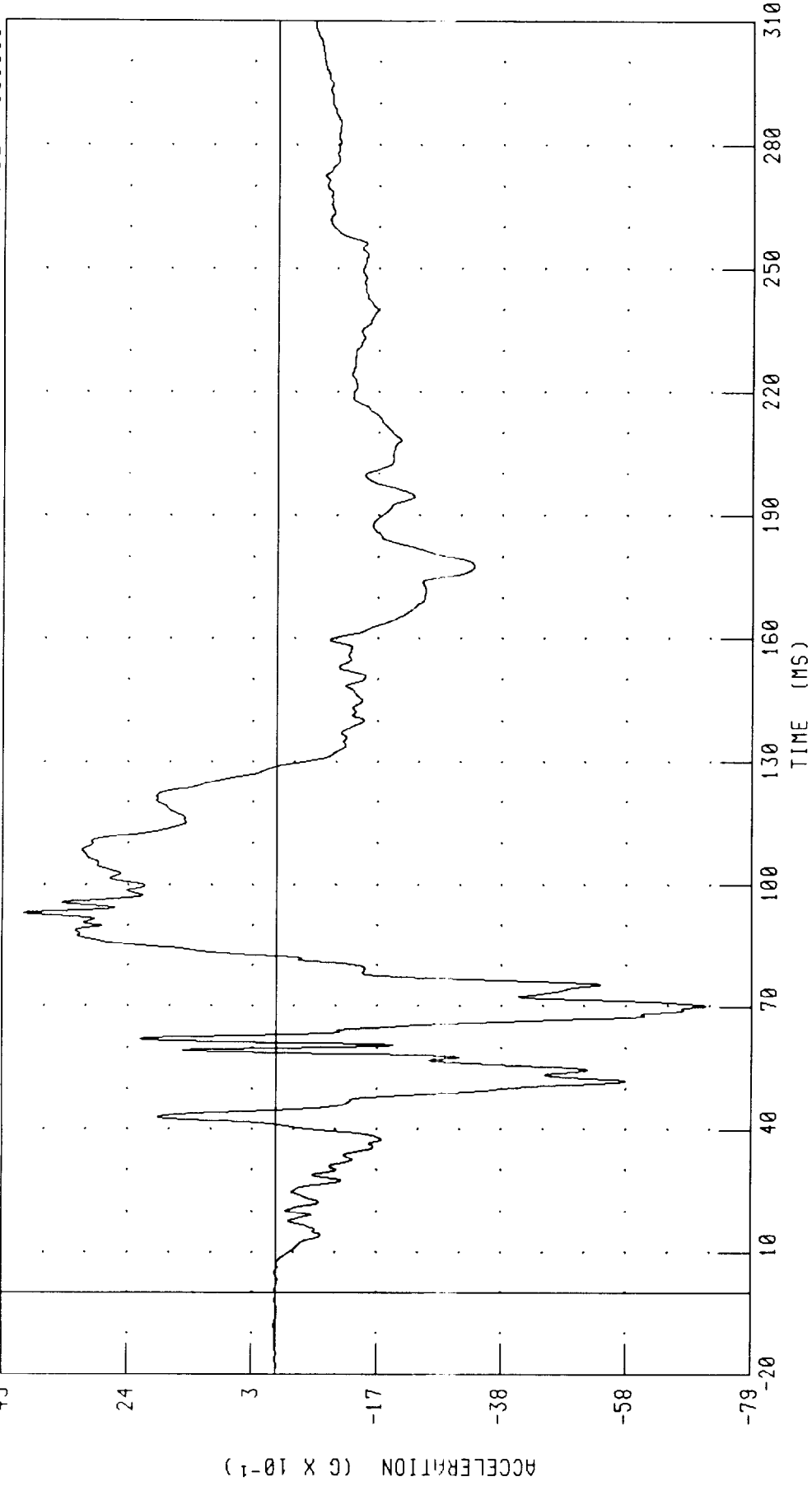
CHANNEL: CSTXG1 FILTER: CH. CLASS 180 PEAK DATA: 10 75 G @ 122.64 MS; -98.07 G @ 65 76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER CHEST Y-AXIS ACCELERATION

TRC INC

CART TO CAR

TEST NUMBER: 000606

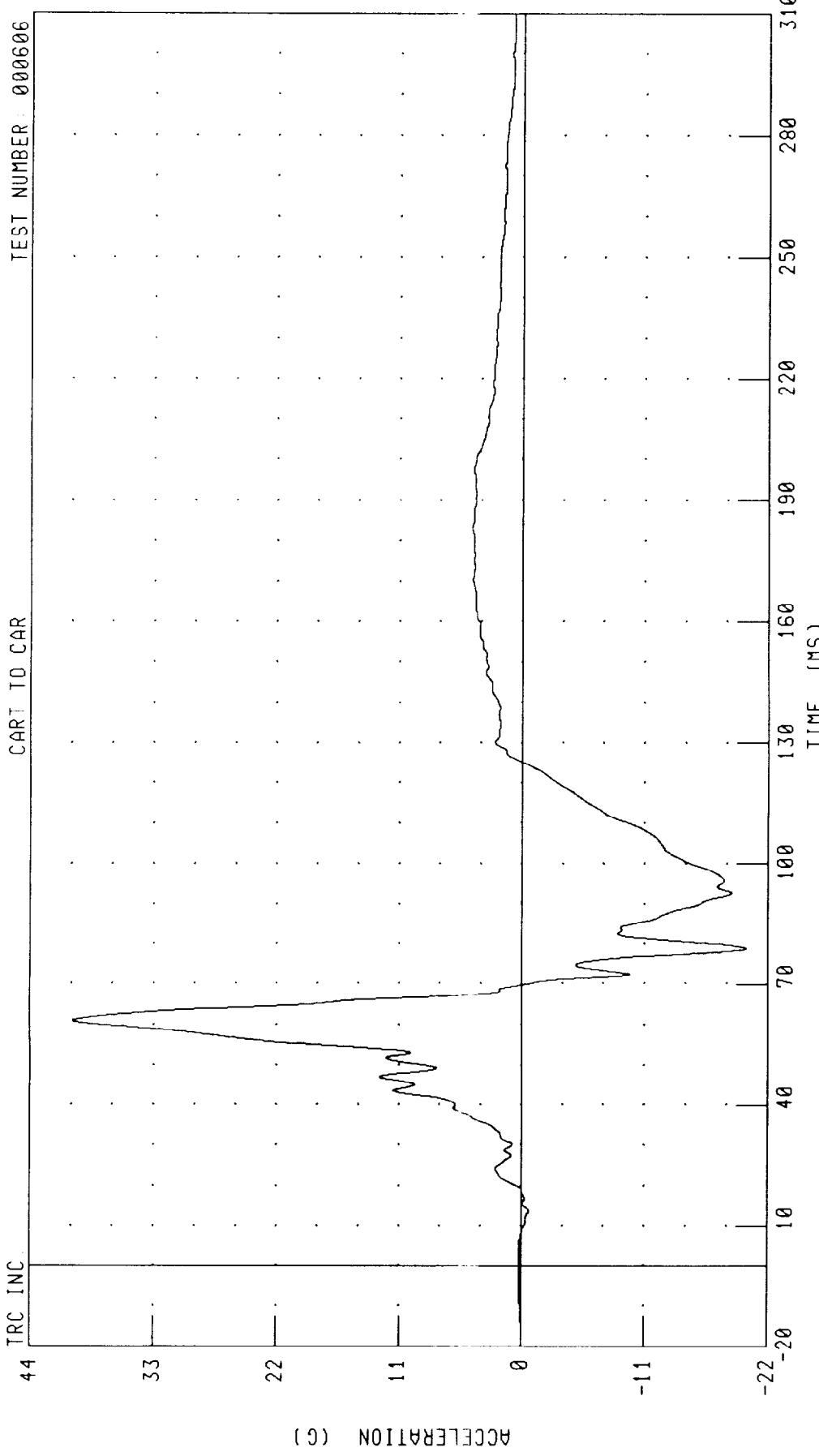


CHANNEL: CSTYG1

FILTER: CH. CLASS 180

PEAK DATA: 4.25 G @ 93.04 MS, -7.24 G @ 70.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER CHEST Z-AXIS ACCELERATION



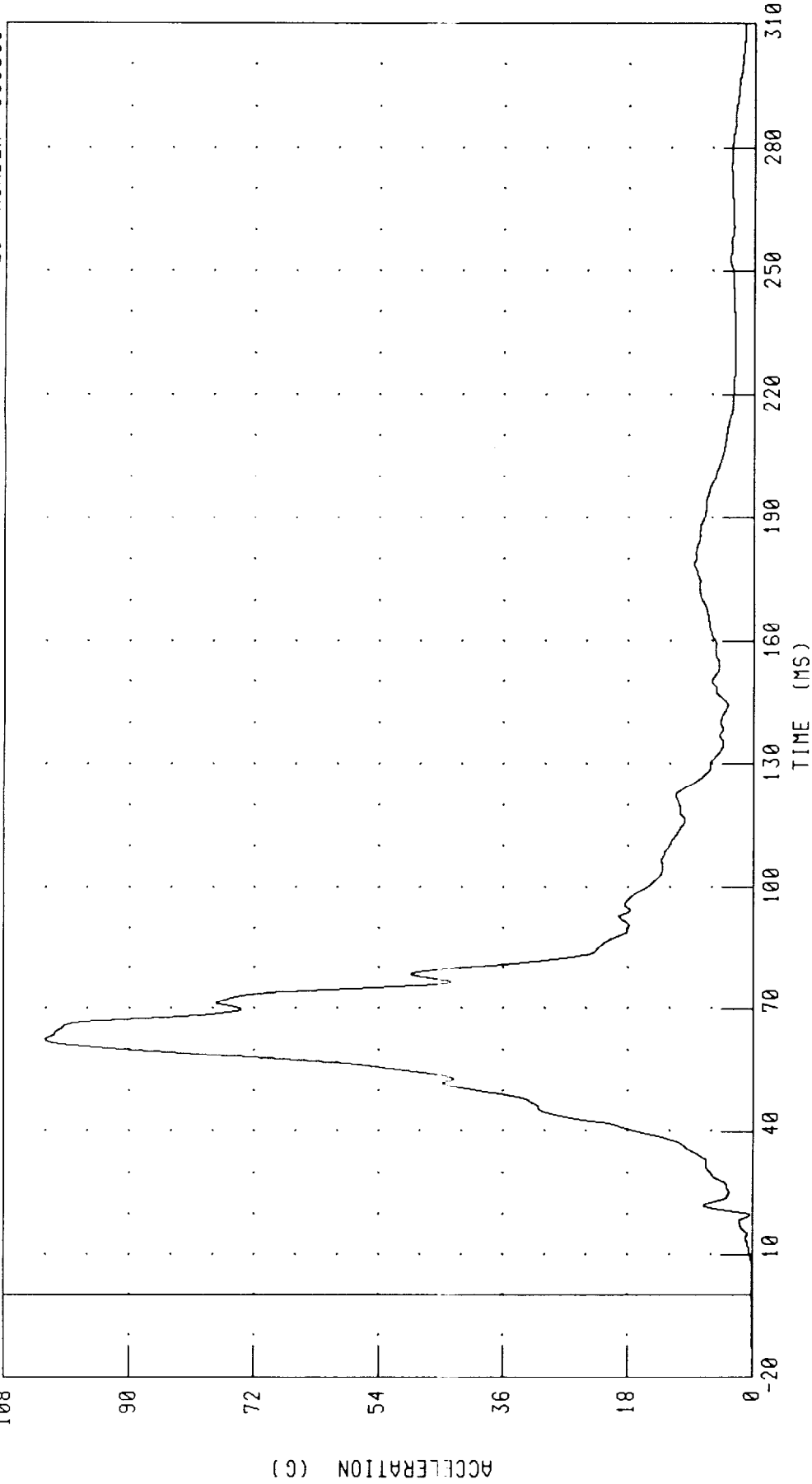
CHANNEL: CSTZG1 FILTER: CH. CLASS 180 PEAK DATA: 40.23 G @ 61.04 MS, -20.06 G @ 78.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER CHEST RESULTANT ACCELERATION

TRC INC

CART TO CAR

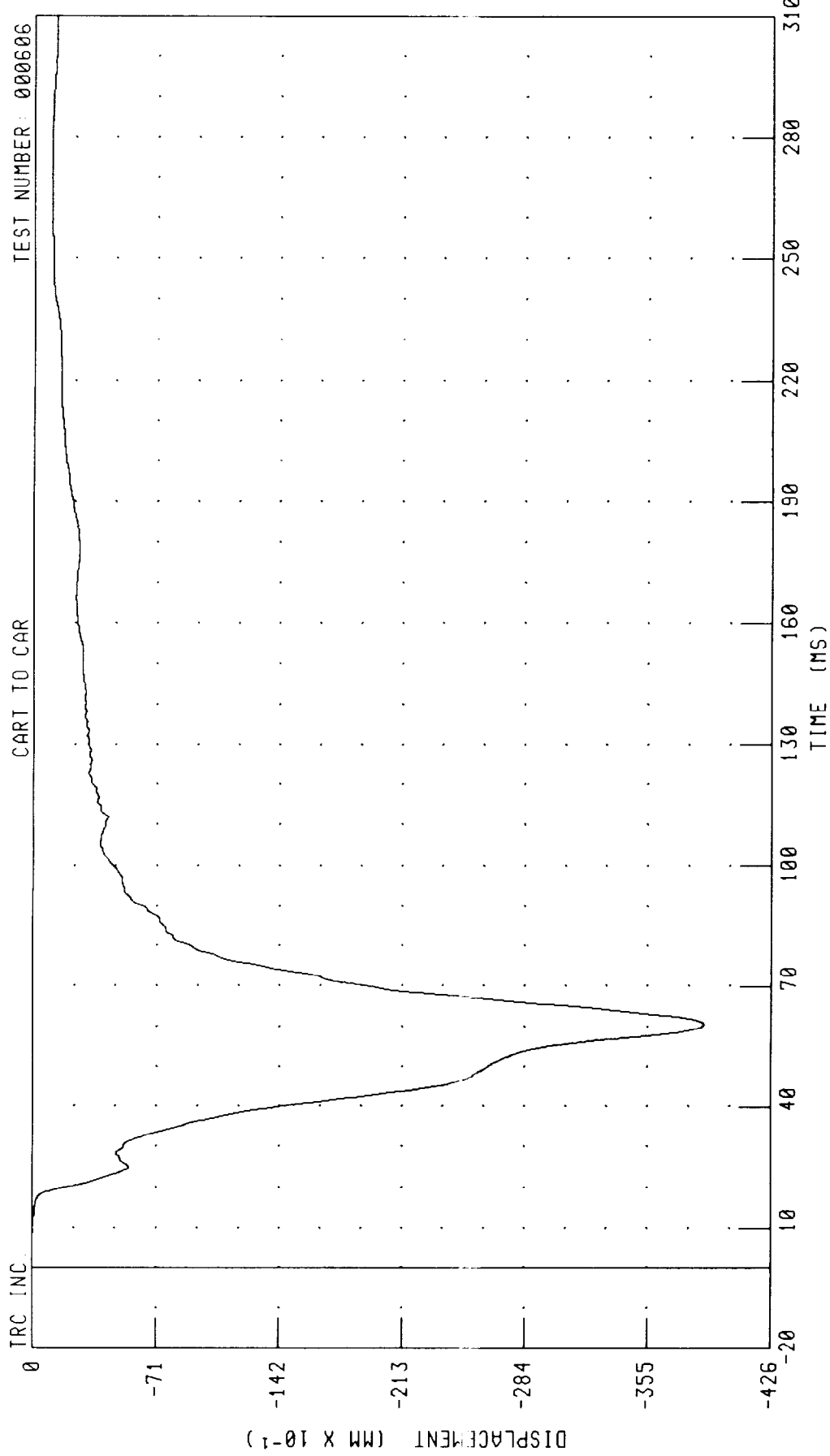
TEST NUMBER 000606



CHANNEL: CSTRG1 FILTER: CH CLASS 180 PEAK DATA: 102.07 G @ 62.48 MS, 0.00 G @ -20.00 MS

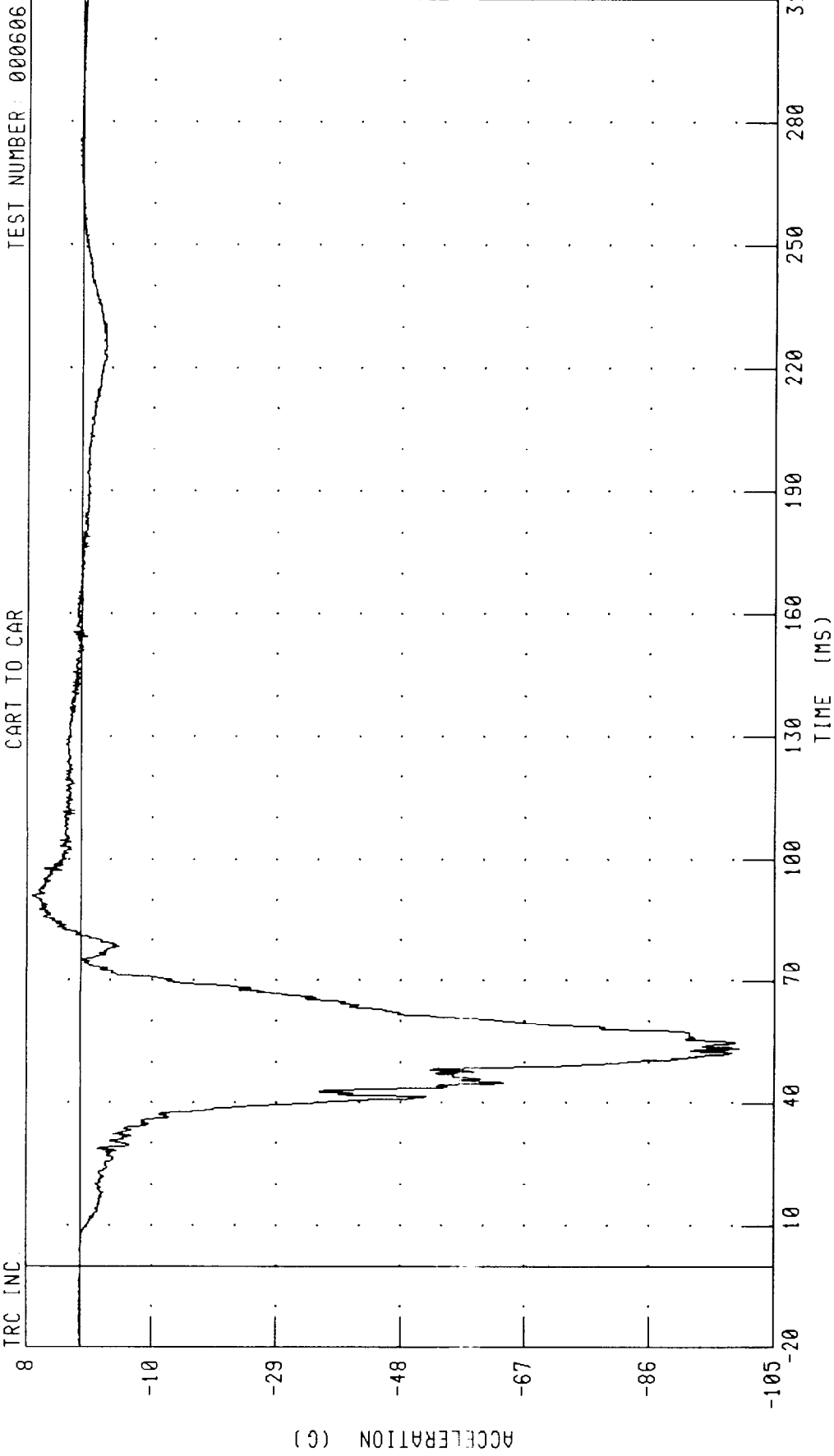
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER CHEST DEFLECTION
CART TO CAR

TEST NUMBER: 000606



CHANNEL: CSTXD1 FILTER: CH. CLASS 600 PEAK DATA: 0.01 MM @ 8.40 MS, -38.75 MM @ 60.56 MS

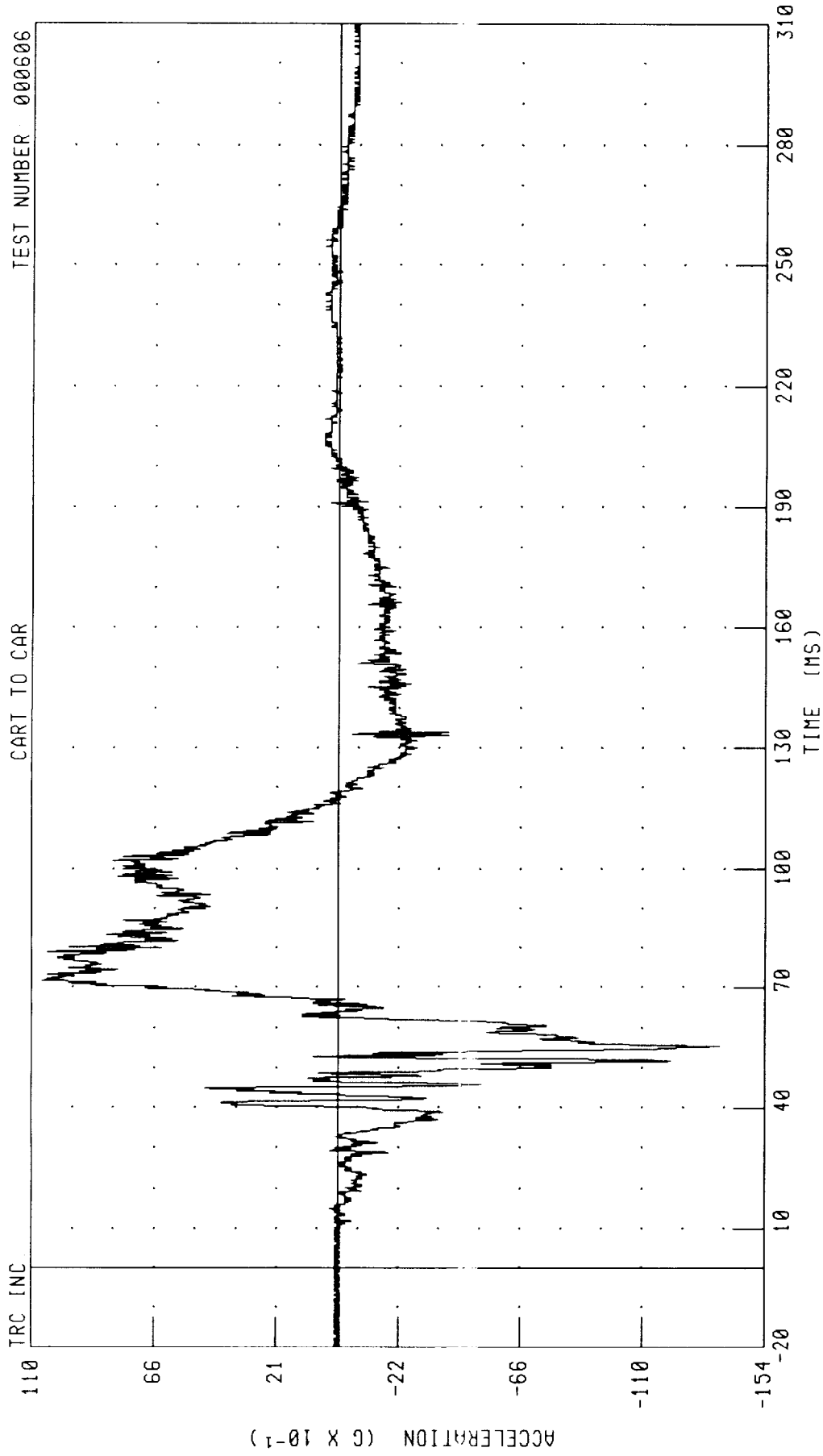
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER PELVIS X-AXIS ACCELERATION
CART TO CAR



CHANNEL: PEVXG1 FILTER: CH. CLASS 1000

PEAK DATA: 7.39 G @ 91.04 MS, -100.61 G @ 53.36 MS

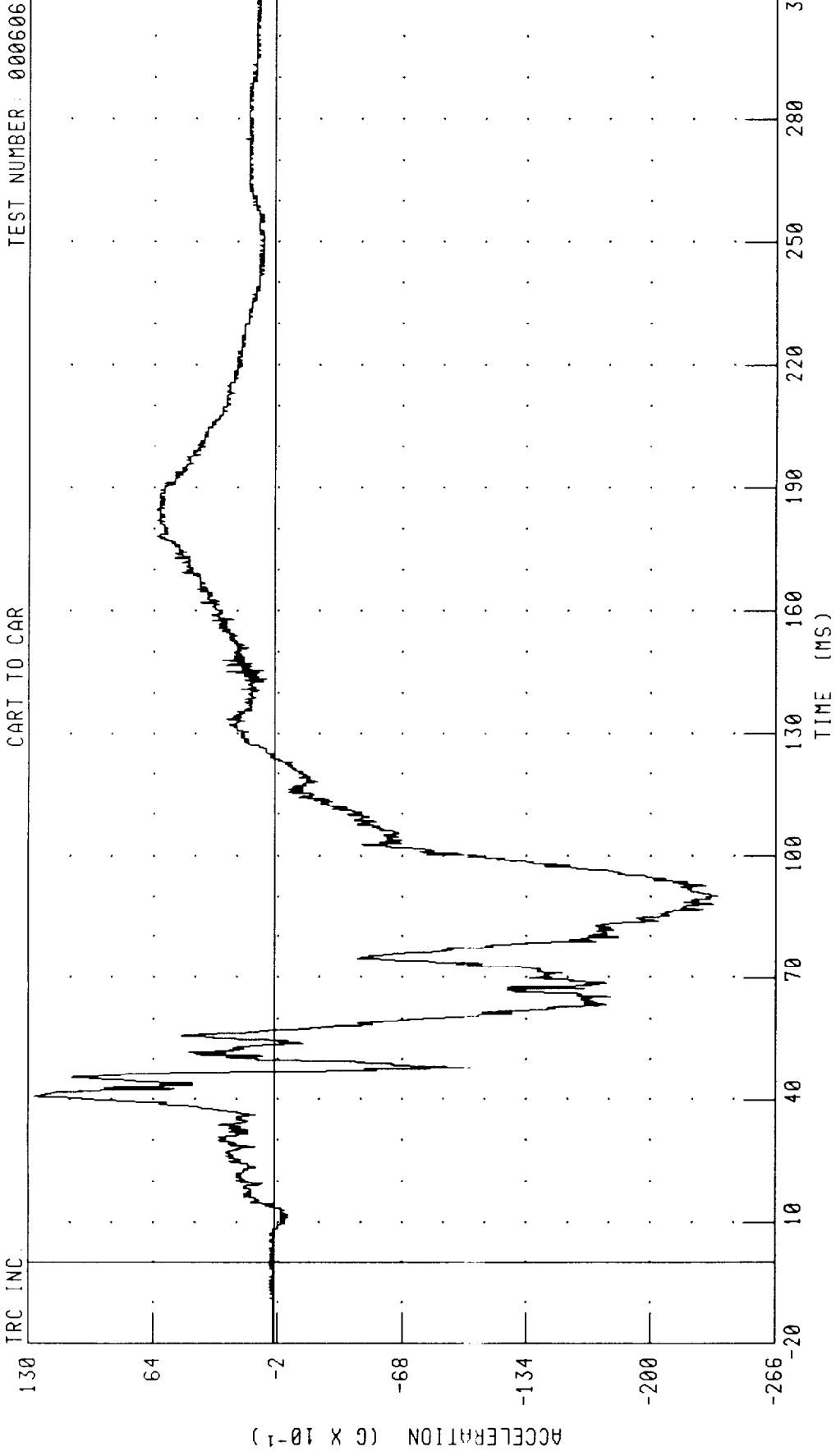
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER PELVIS Y-AXIS ACCELERATION



CHANNEL: PEVYG1 FILTER: CH. CLASS 1000

PEAK DATA: 10.65 G @ 71.76 MS, -13.78 G @ 55.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER PELVIS Z-AXIS ACCELERATION
CART TO CAR



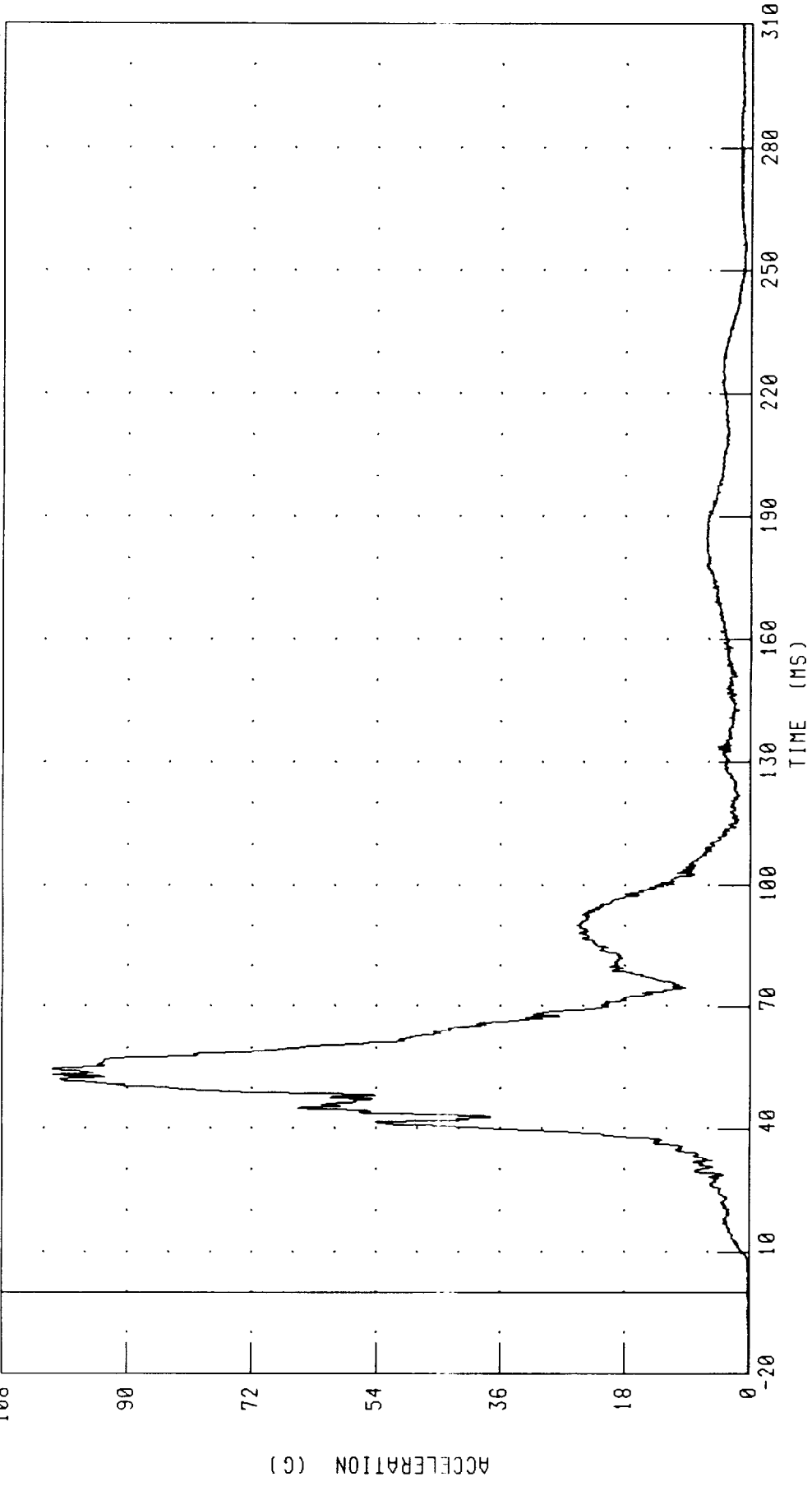
CHANNEL: PEVZG1 FILTER: CH. CLASS 1000 PEAK DATA: 12.69 G @ 40.80 MS, -23.51 G @ 90.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER PELVIS RESULTANT ACCELERATION

TRC INC

CART TO CAR

TEST NUMBER: 000606



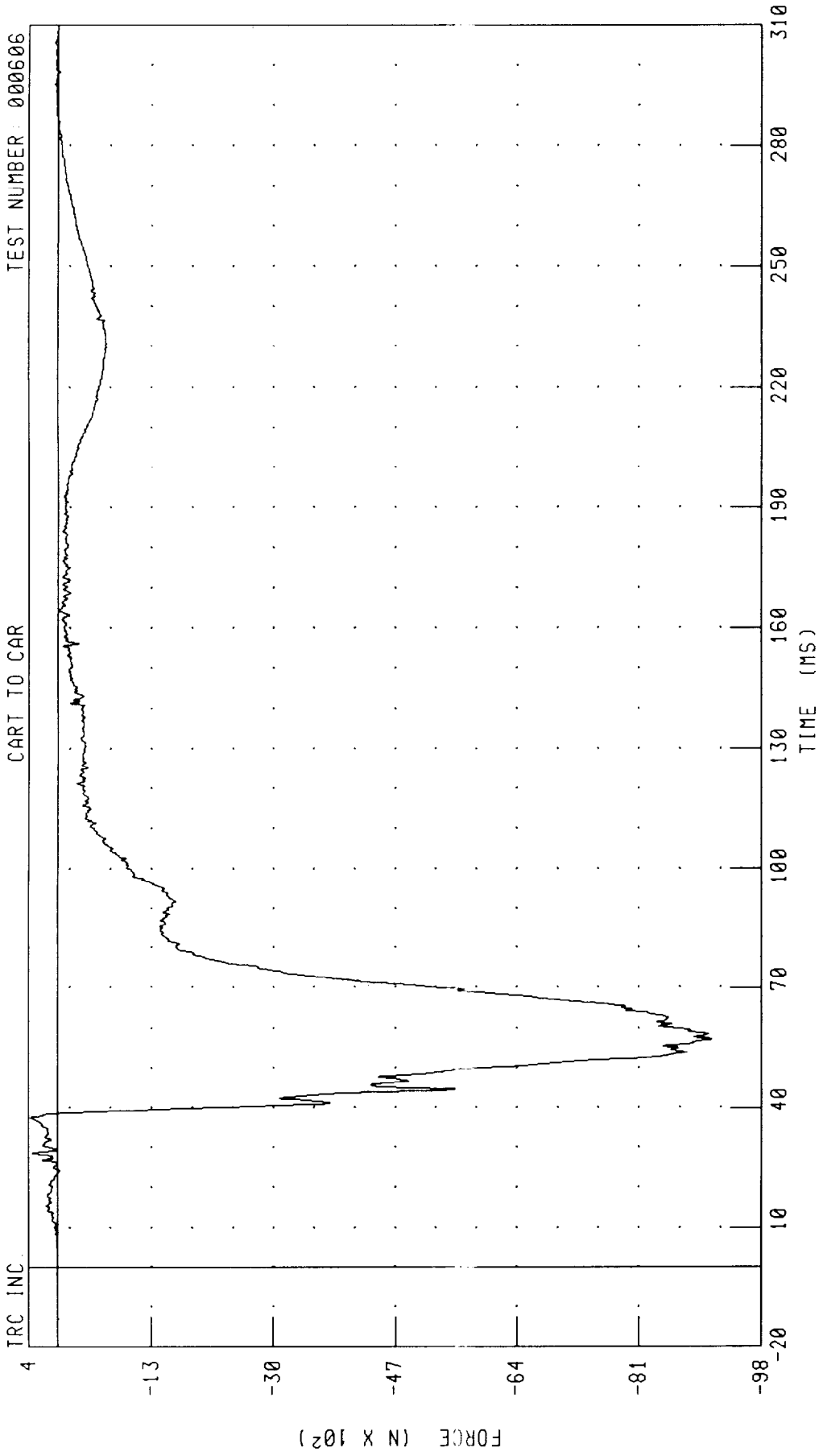
CHANNEL: PEVRG1 FILTER: CH. CLASS 1000 PEAK DATA: 100.70 G @ 54.80 MS, 0.11 G @ -19.92 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE

DRIVER LEFT FEMUR FORCE

CART TO CAR

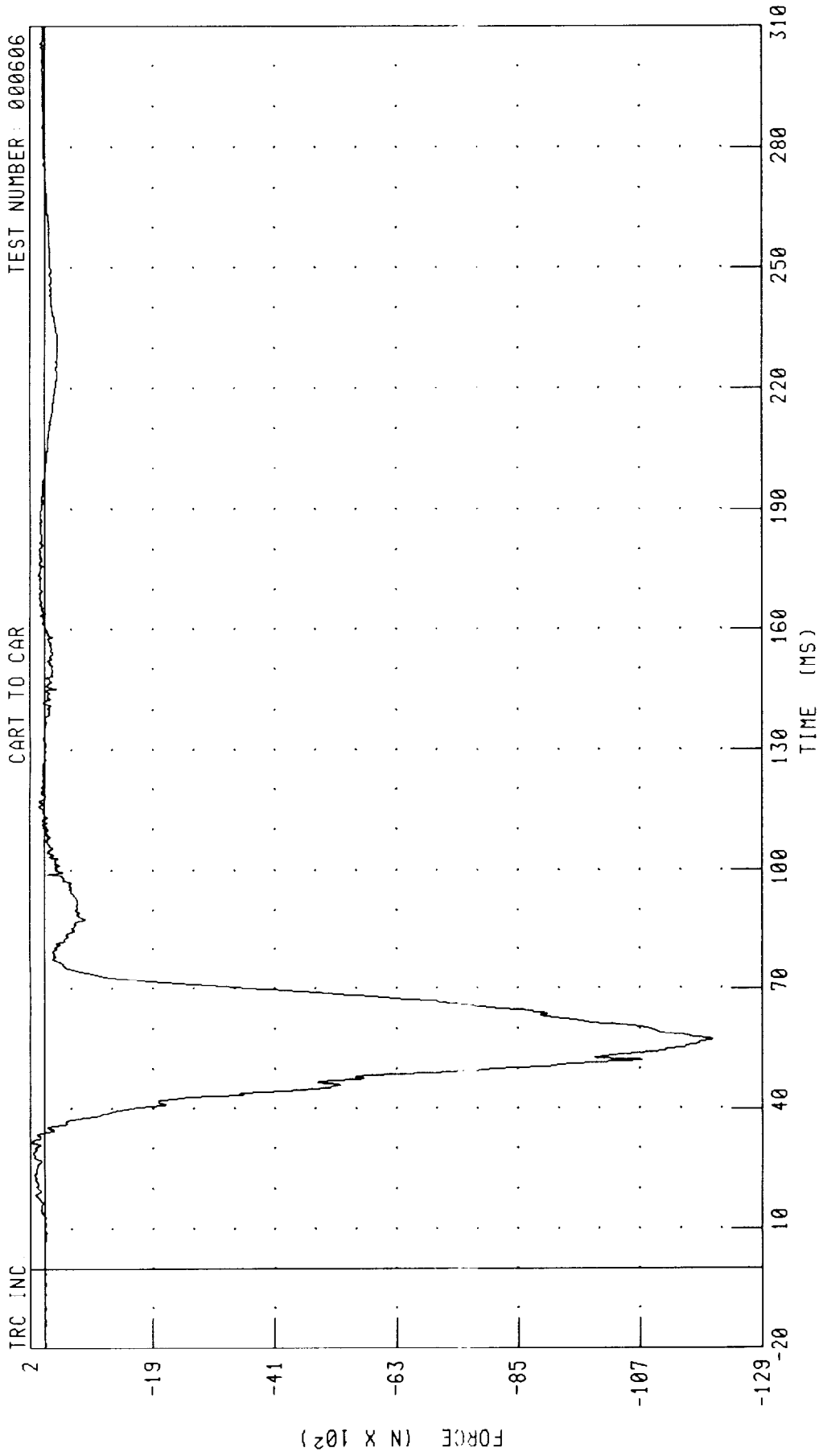
TEST NUMBER: 000606



CHANNEL: LFMF1 FILTER: CH. CLASS 600

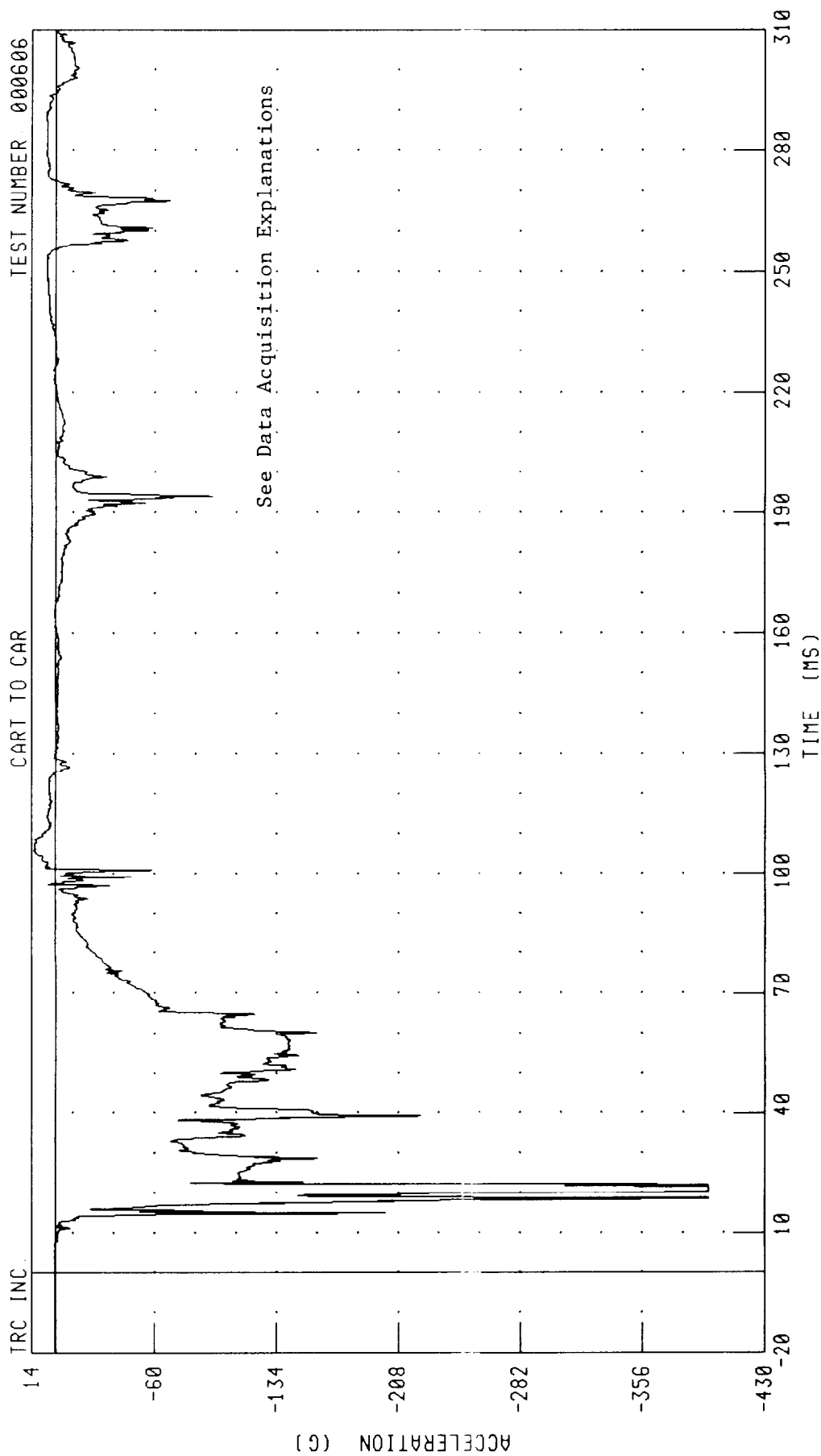
PEAK DATA: 367.49 N @ 37.68 MS, -9113.10 N @ 57.20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
DRIVER RIGHT FEMUR FORCE



CHANNEL: RFMF1 FILTER: CH. CLASS 600 PEAK DATA: 236.96 N @ 31.60 MS, -12053.27 N @ 57.20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
PASSENGER HEAD X-AXIS ACCELERATION



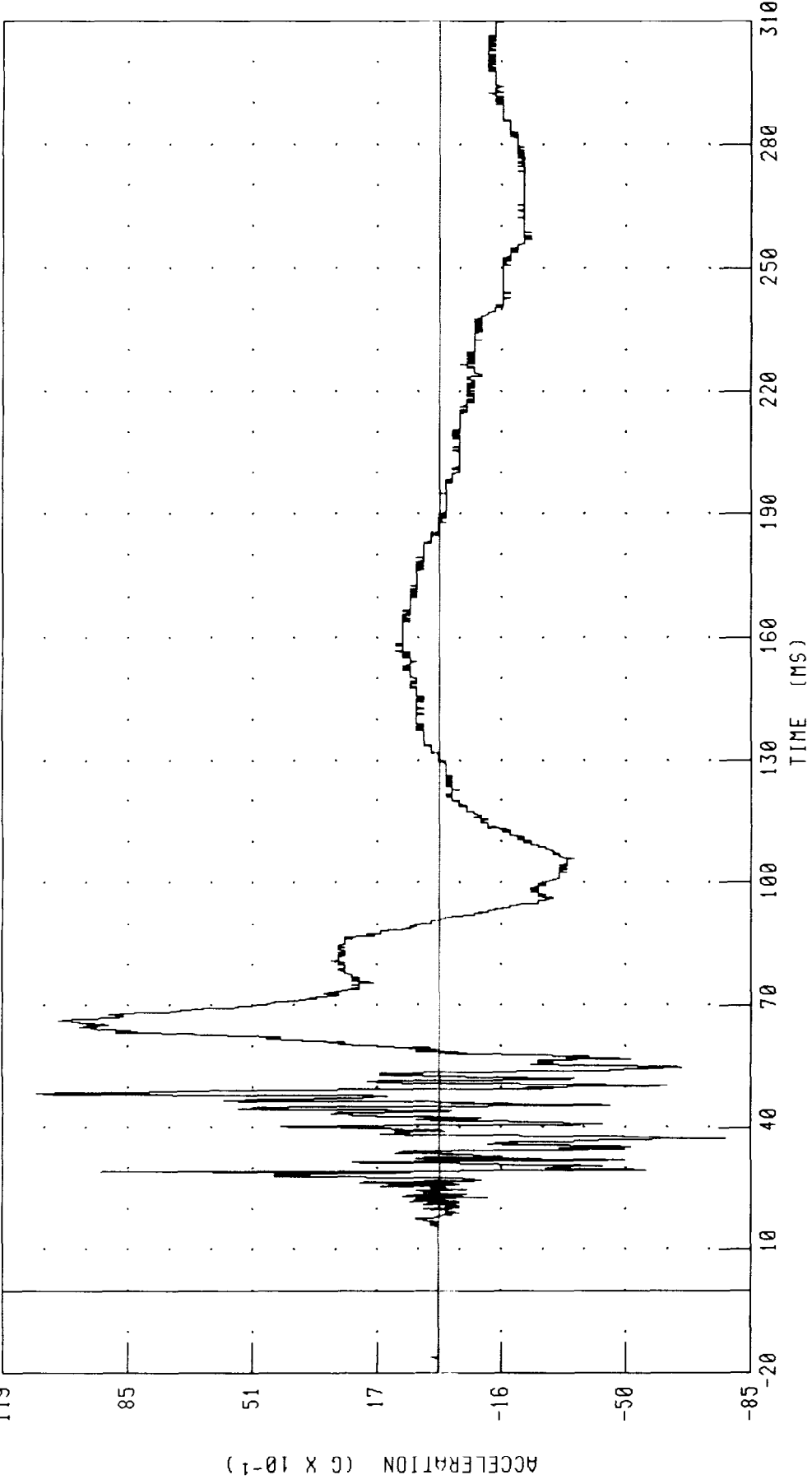
CHANNEL: HEDXC2 FILTER: CH. CLASS 1000 PEAK DATA: 12.75 G @ 105.84 MS; -396.20 G @ 186.64 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
PASSENGER HEAD Y-AXIS ACCELERATION

TEST NUMBER: 000606

CART TO CAR

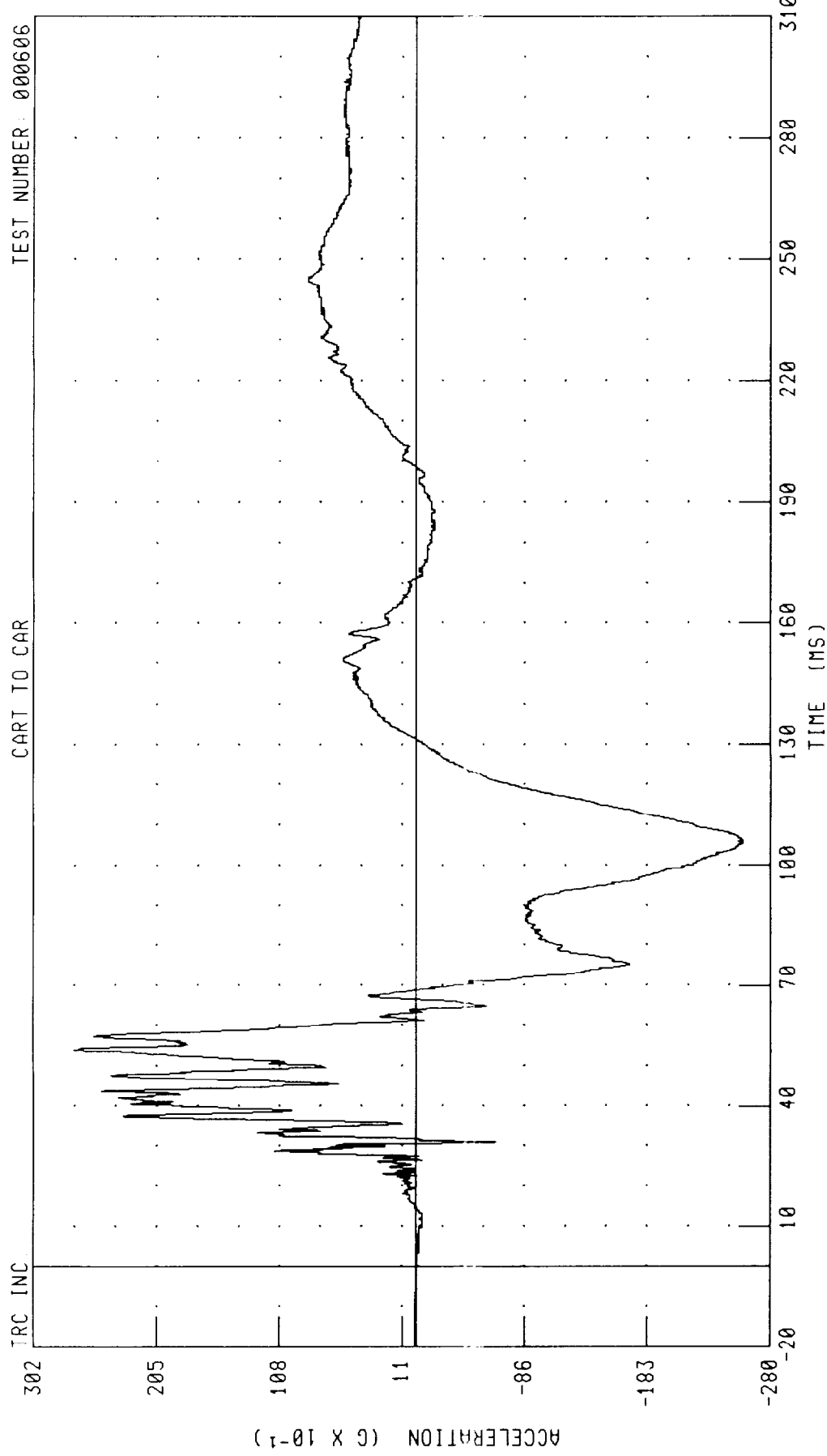
TRC INC



CHANNEL: HEDYG2 FILTER: CH. CLASS 1000

PEAK DATA: 10.98 G @ 48.48 MS, -7.80 G @ 37.20 MS

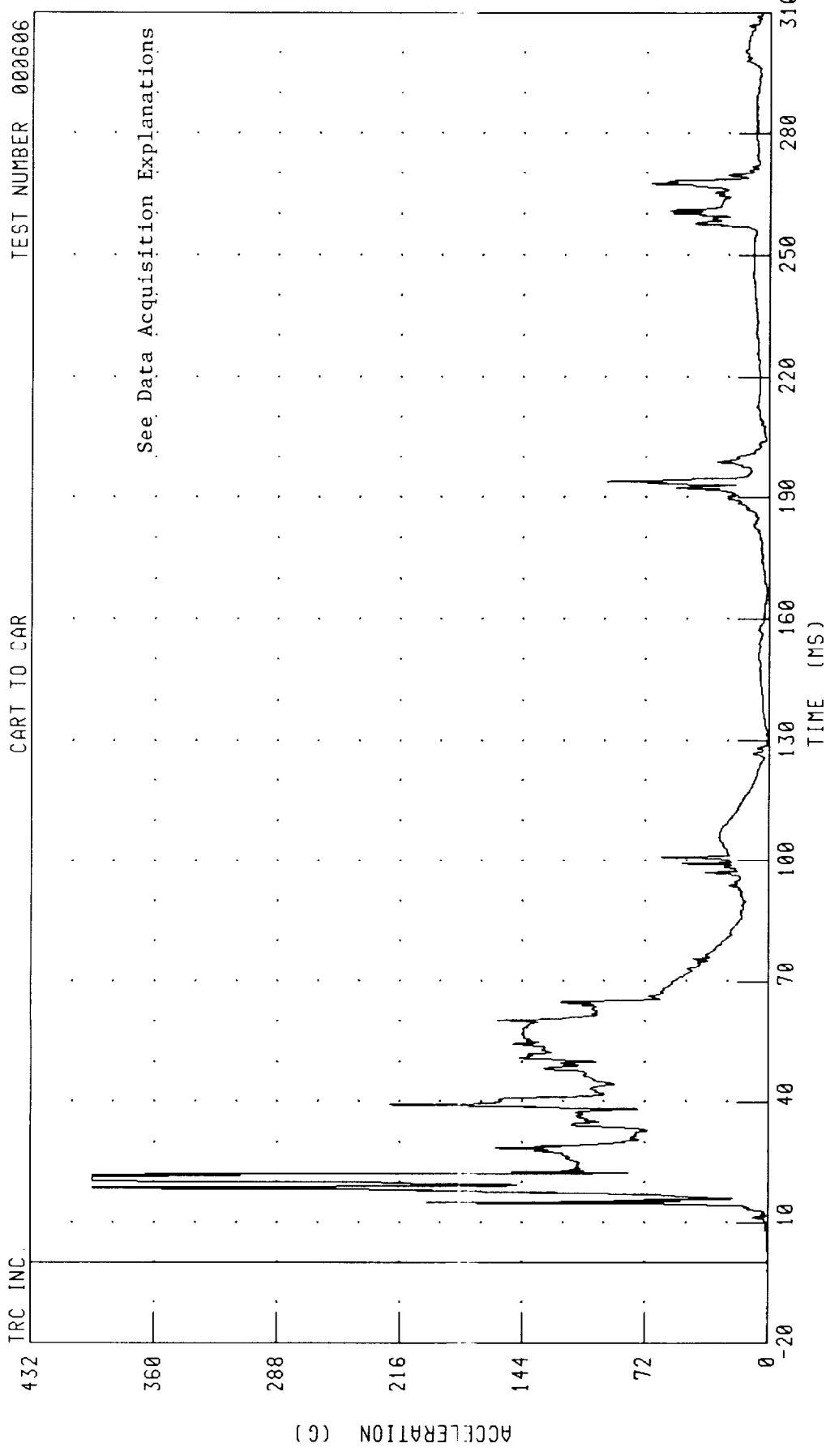
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
PASSENGER HEAD Z-AXIS ACCELERATION



CHANNEL: HEDZG2 FILTER: CH. CLASS 1000 PEAK DATA: 27.06 G @ 53.84 MS, -25.88 G @ 105.44 MS

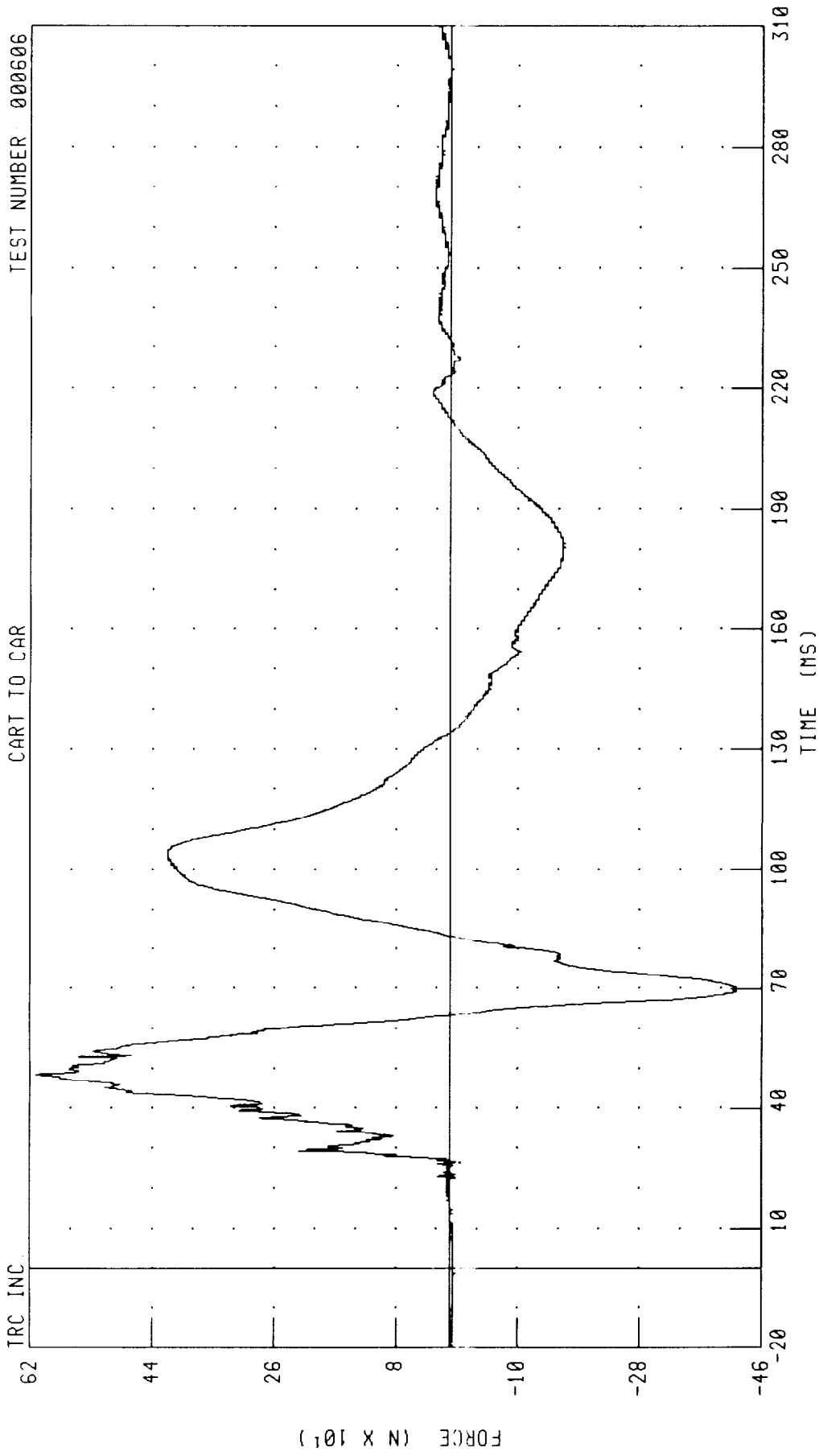
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
PASSENGER HEAD RESULTANT ACCELERATION

TRC INC. CART TO CAR TEST NUMBER 000606



CHANNEL: HEDRC2 FILTER: CH. CLASS 1000 PEAK DATA: 396.20 G @ 21.36 MS; 0.14 G @ -19.84 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER NECK X-AXIS SHEAR FORCE



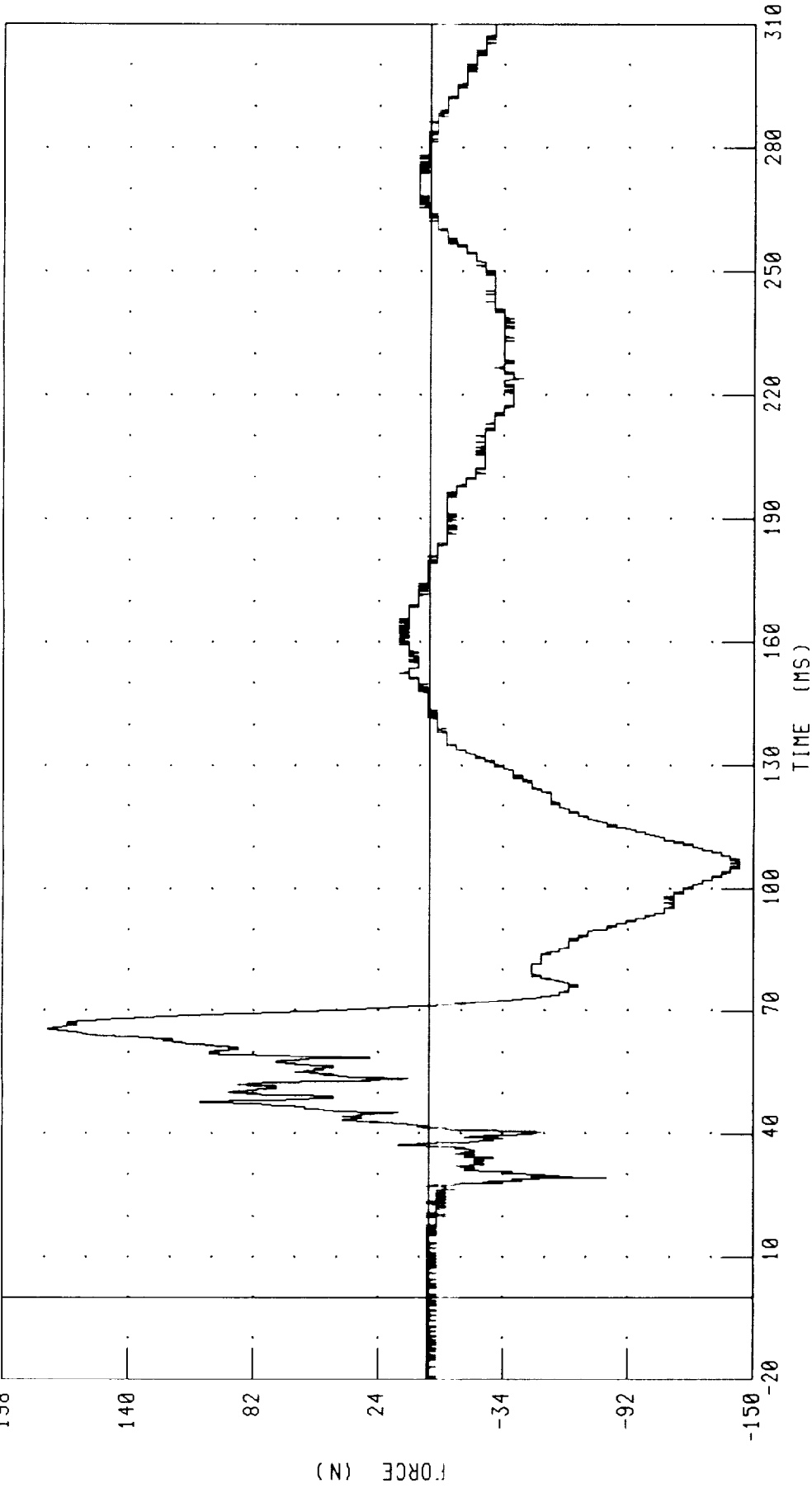
CART TO CAR
CHANNEL: NEKXF2 FILTER: CH CLASS 1000
PEAK DATA: 610.92 N @ 48.64 MS; -421.46 N @ 69.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER NECK Y-AXIS SHEAR FORCE

TRC INC.

CART TO CAR

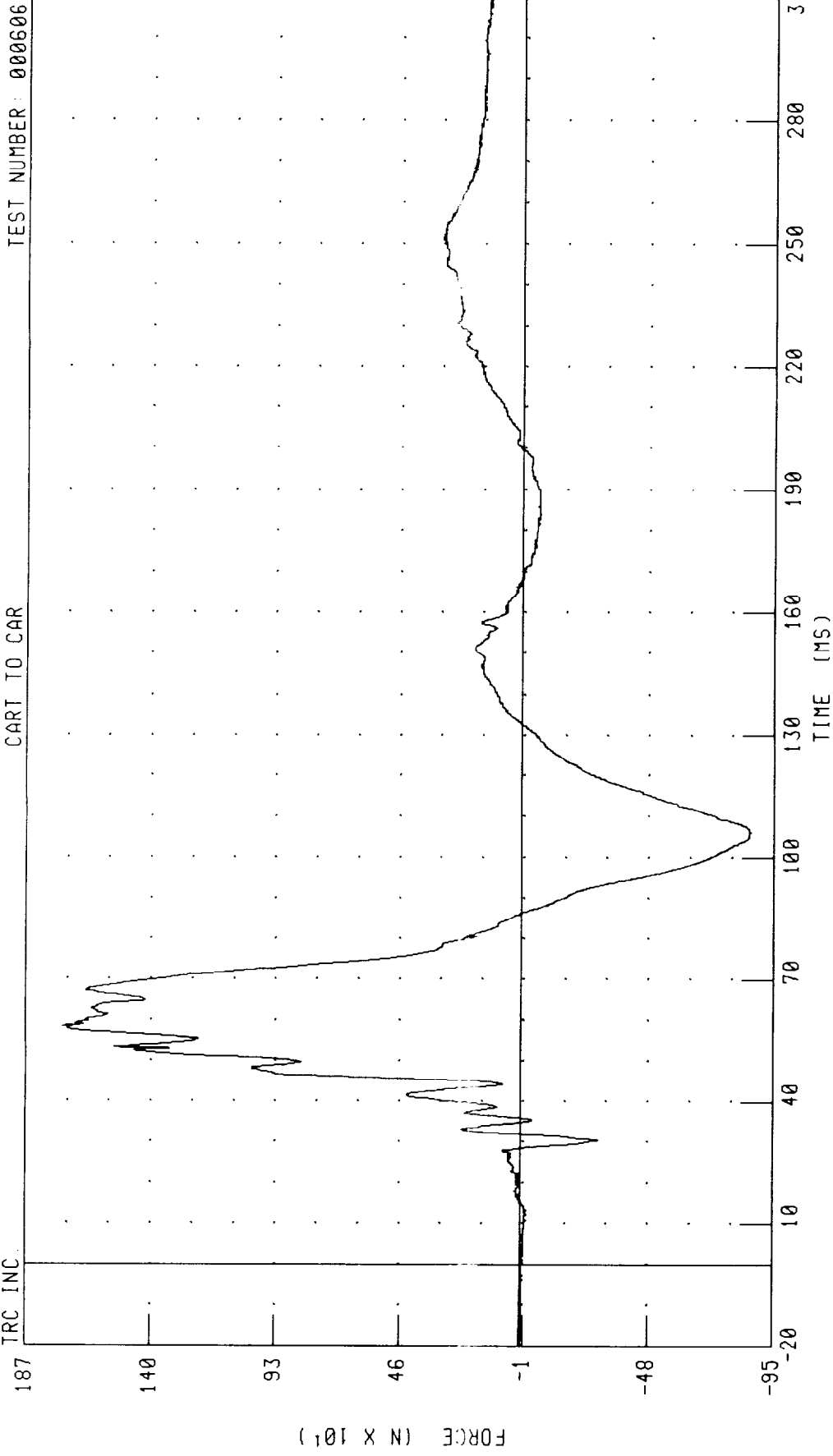
TEST NUMBER: 000606



CHANNEL: NEKYF2 FILTER: CH. CLASS 1000

PEAK DATA: 176.85 N @ 65.52 MS, -143.88 N @ 105.04 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER NECK Z-AXIS AXIAL FORCE
CART TO CAR



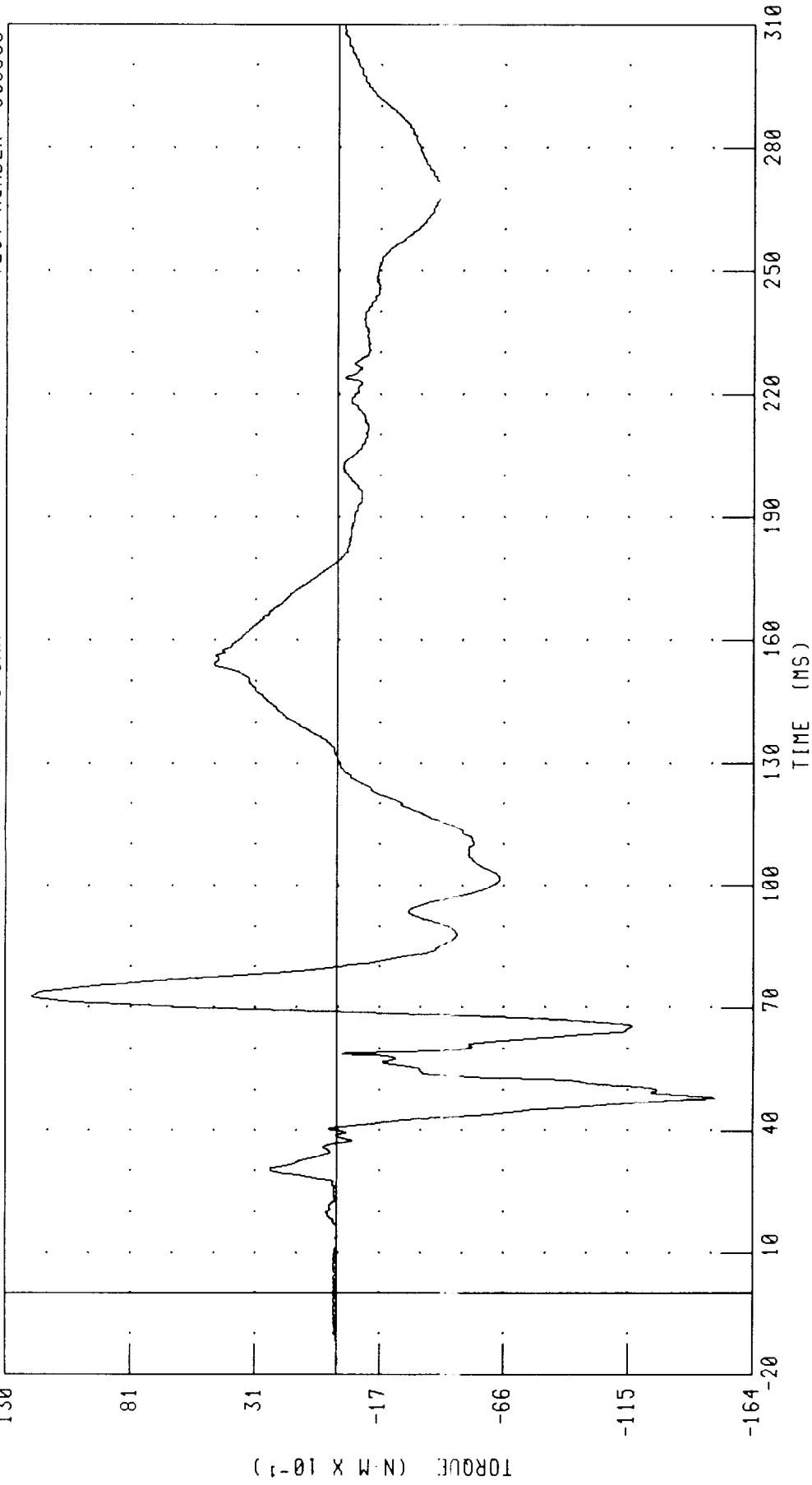
CHANNEL: NEKZF2 FILTER: CH. CLASS 1000 PEAK DATA: 1730.40 N @ 58.56 MS, -866.27 N @ 106.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER NECK MOMENT ABOUT X-AXIS

TRC INC

CART TO CAR

TEST NUMBER: 000606



CHANNEL: NEKX2 FILTER: CH CLASS 600

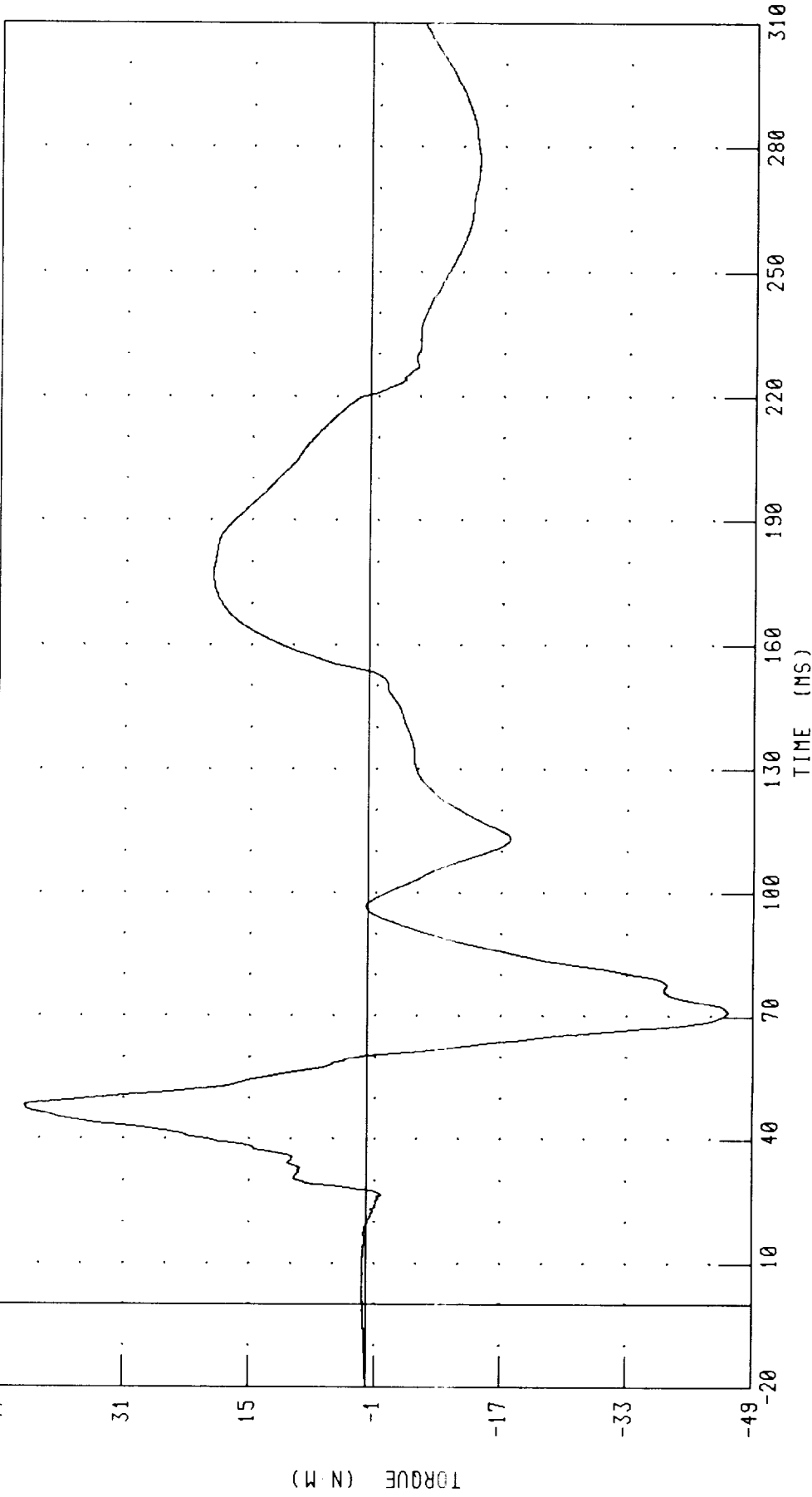
PEAK DATA: 11.97 N·M @ 72.80 MS; -14.91 N·M @ 48.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER NECK MOMENT ABOUT Y-AXIS

TRC INC.

CART TO CAR

TEST NUMBER: 000606



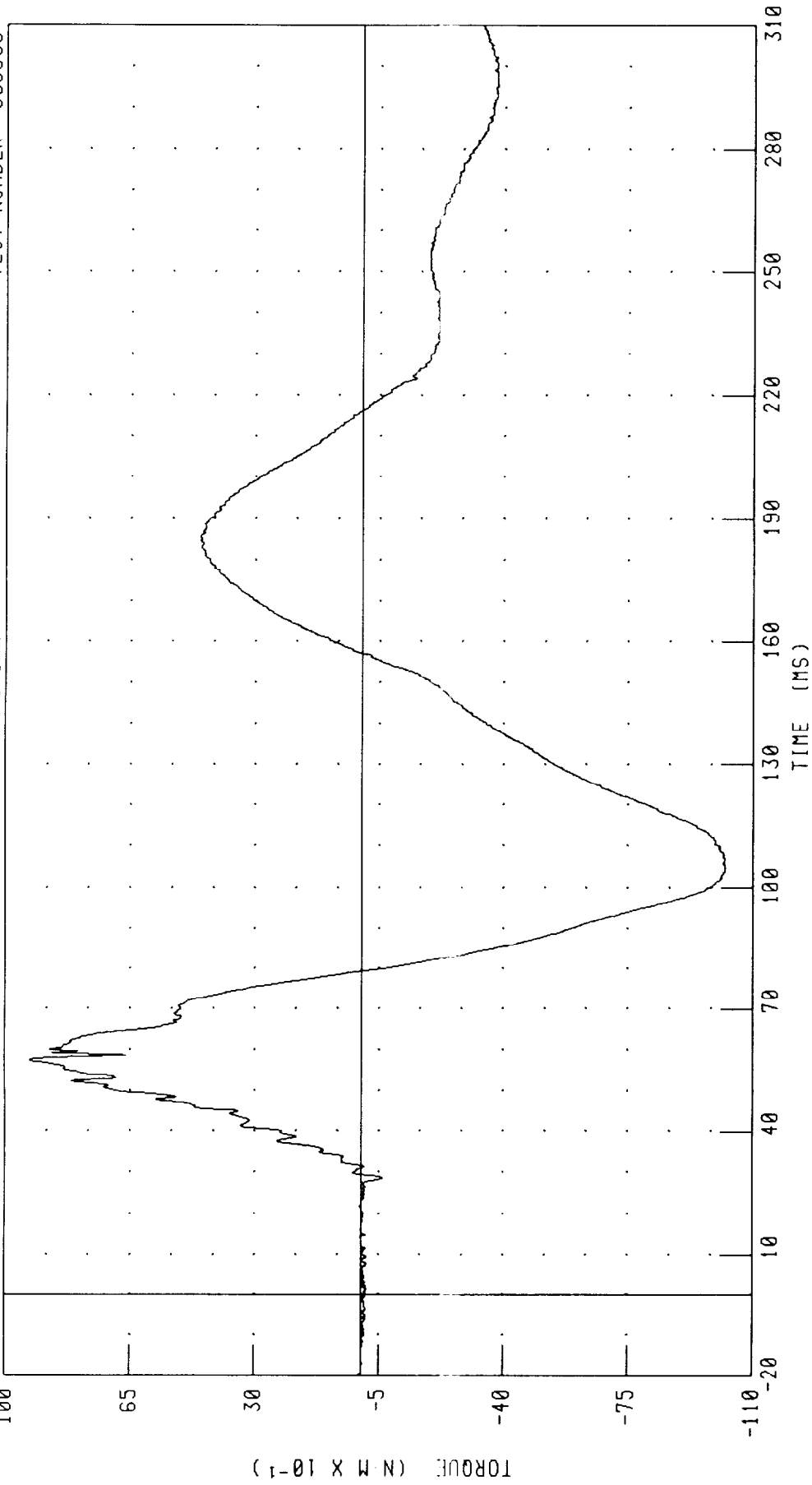
CHANNEL: NEKYM2 FILTER: CH. CLASS 600 PEAK DATA: 43.51 N.M @ 48.40 MS, -45.87 N.M @ 70.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER NECK MOMENT ABOUT Z-AXIS

TRC INC.

CART TO CAR

TEST NUMBER: 000606



CHANNEL: NEKZM2 FILTER: CH. CLASS 600

PEAK DATA: 9.30 N M @ 57.36 MS; -10.23 N M @ 105.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER NECK MOMENT OCCIPITAL CONDYLE ABOUT Y-AXIS
CART TO CAR

TEST NUMBER: 000606

TRC INC.

36

23

10

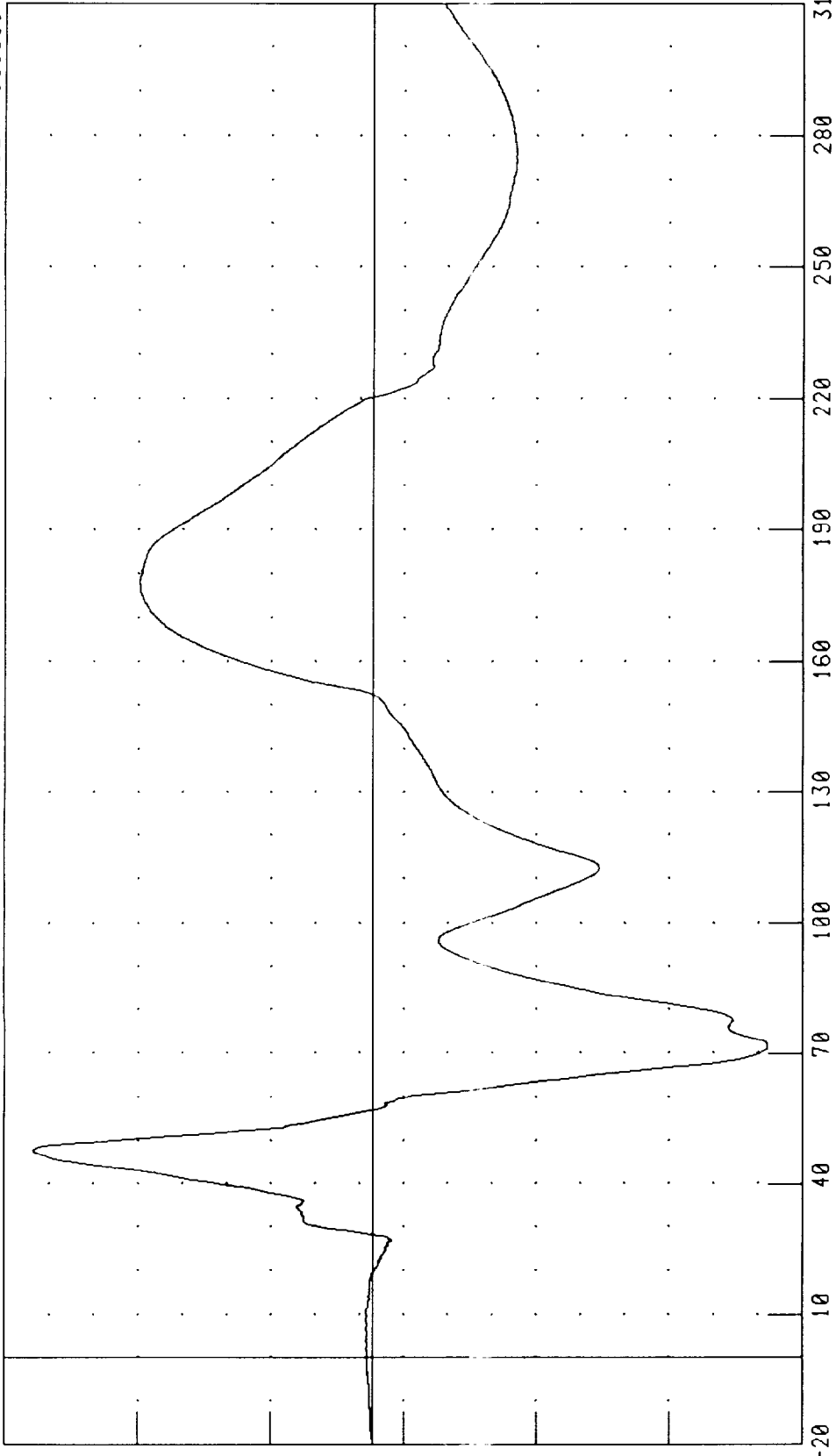
-3

-16

-29

-42

TORQUE (N·M)

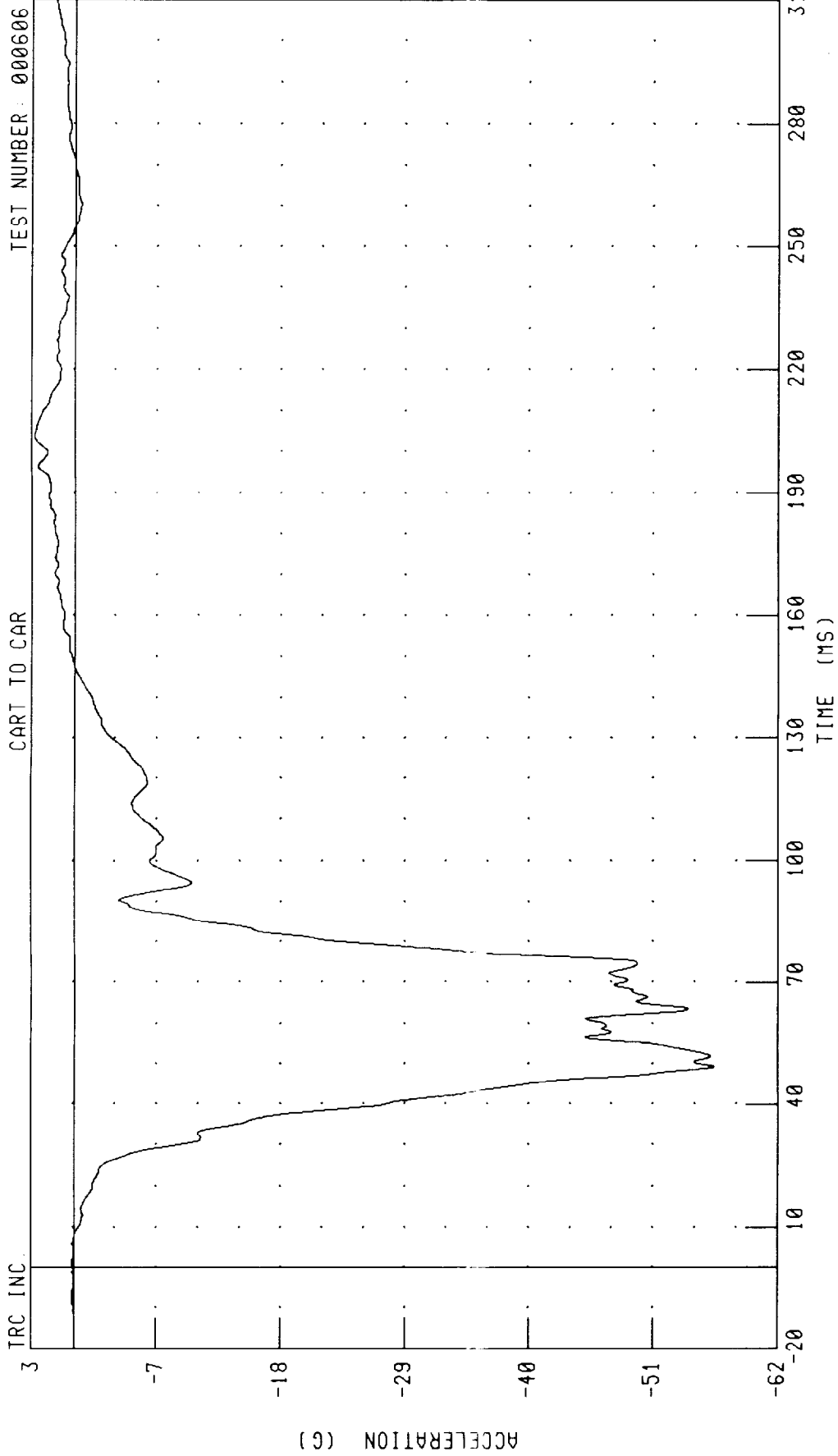


TIME (MS)

PEAK DATA: 33.18 N·M @ 47.84 MS; -38.61 N·M @ 71.04 MS

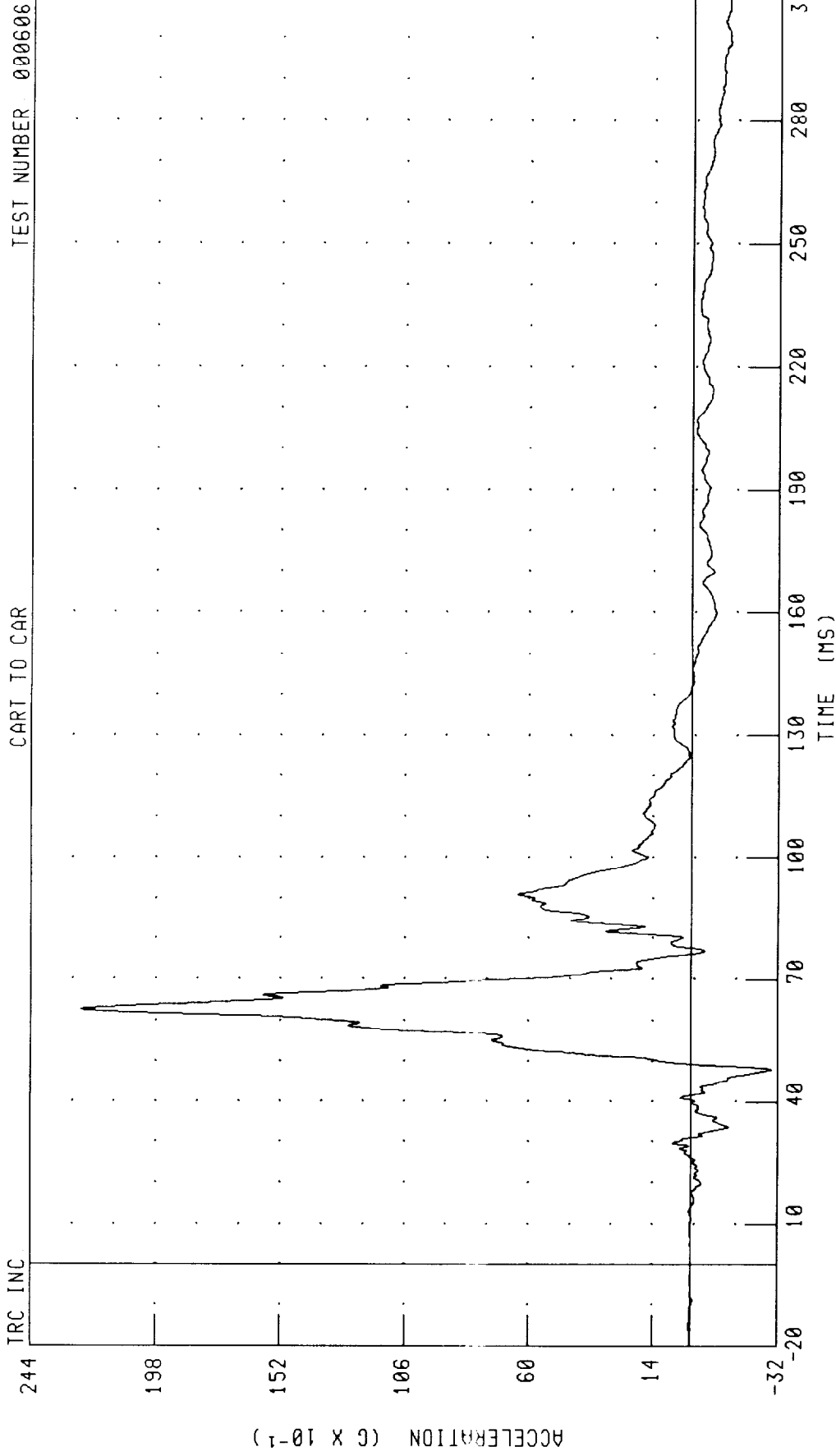
CHANNEL: NEK0M2 FILTER: CH. CLASS 600

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER CHEST X-AXIS ACCELERATION



CHANNEL: CSTXG2 FILTER: CH CLASS 180 PEAK DATA: 3.54 G @ 203.84 MS, -56.63 G @ 49.28 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER CHEST Y-AXIS ACCELERATION
CART TO CAR



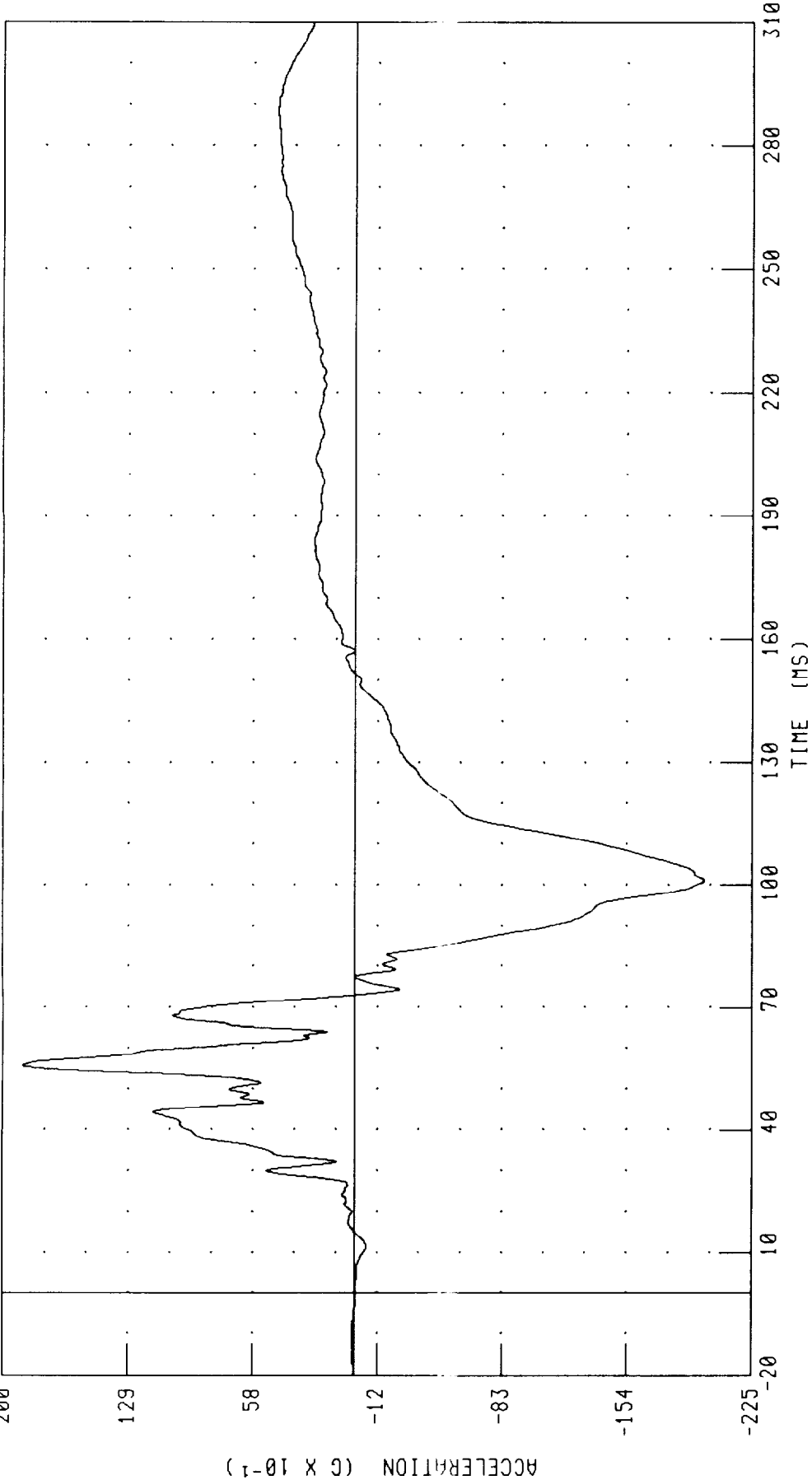
CHANNEL: CSTYG2 FILTER: CH. CLASS 180 PEAK DATA: 22.57 G @ 62.72 MS, -2.98 G @ 47.92 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER CHEST Z-AXIS ACCELERATION

TRC INC.

TEST NUMBER: 000606

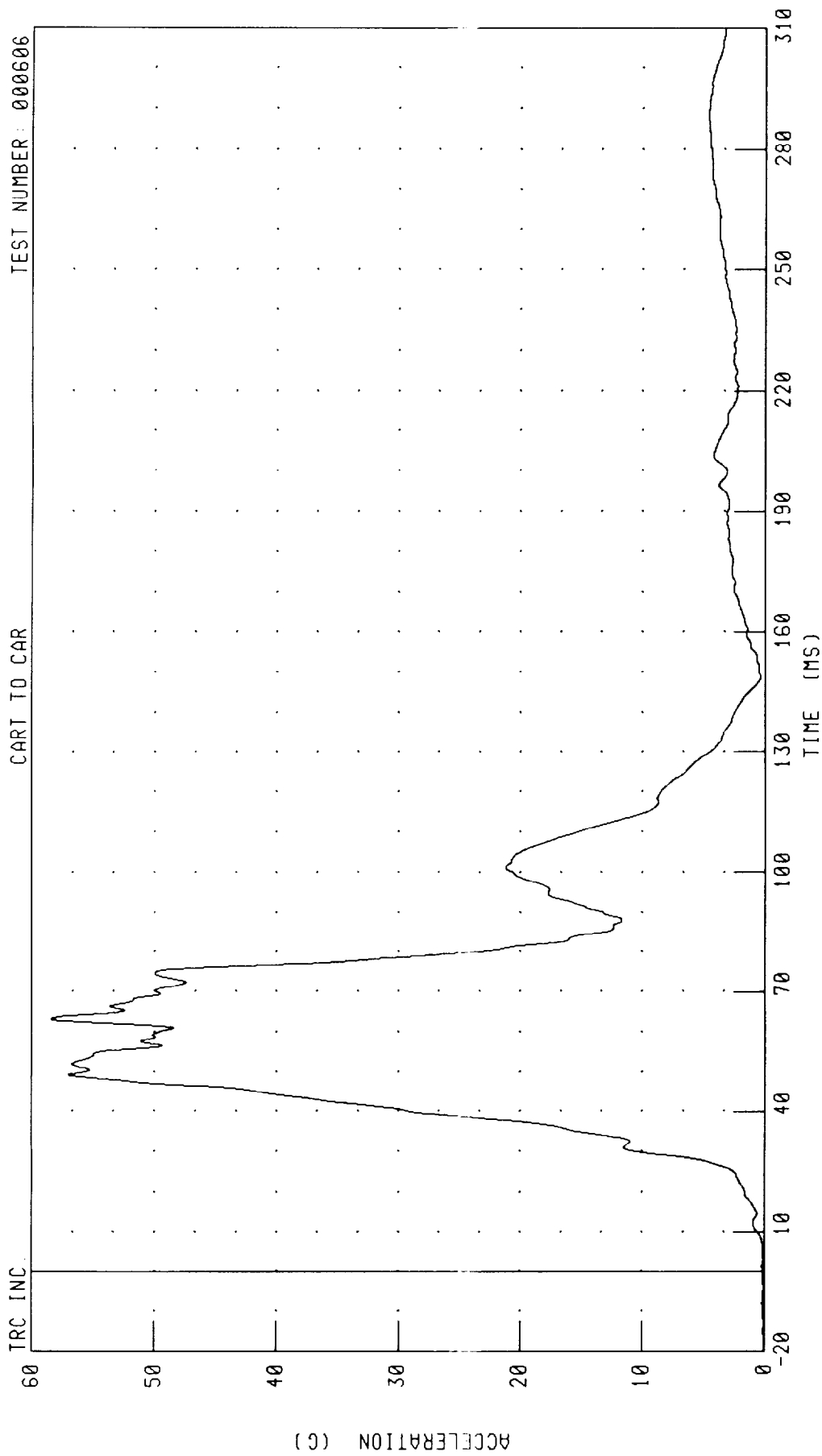
CART TO CAR



CHANNEL: CSTZ62 FILTER: CH. CLASS 180 PEAK DATA: 18.88 G @ 55.76 MS, -19.89 G @ 101.12 MS

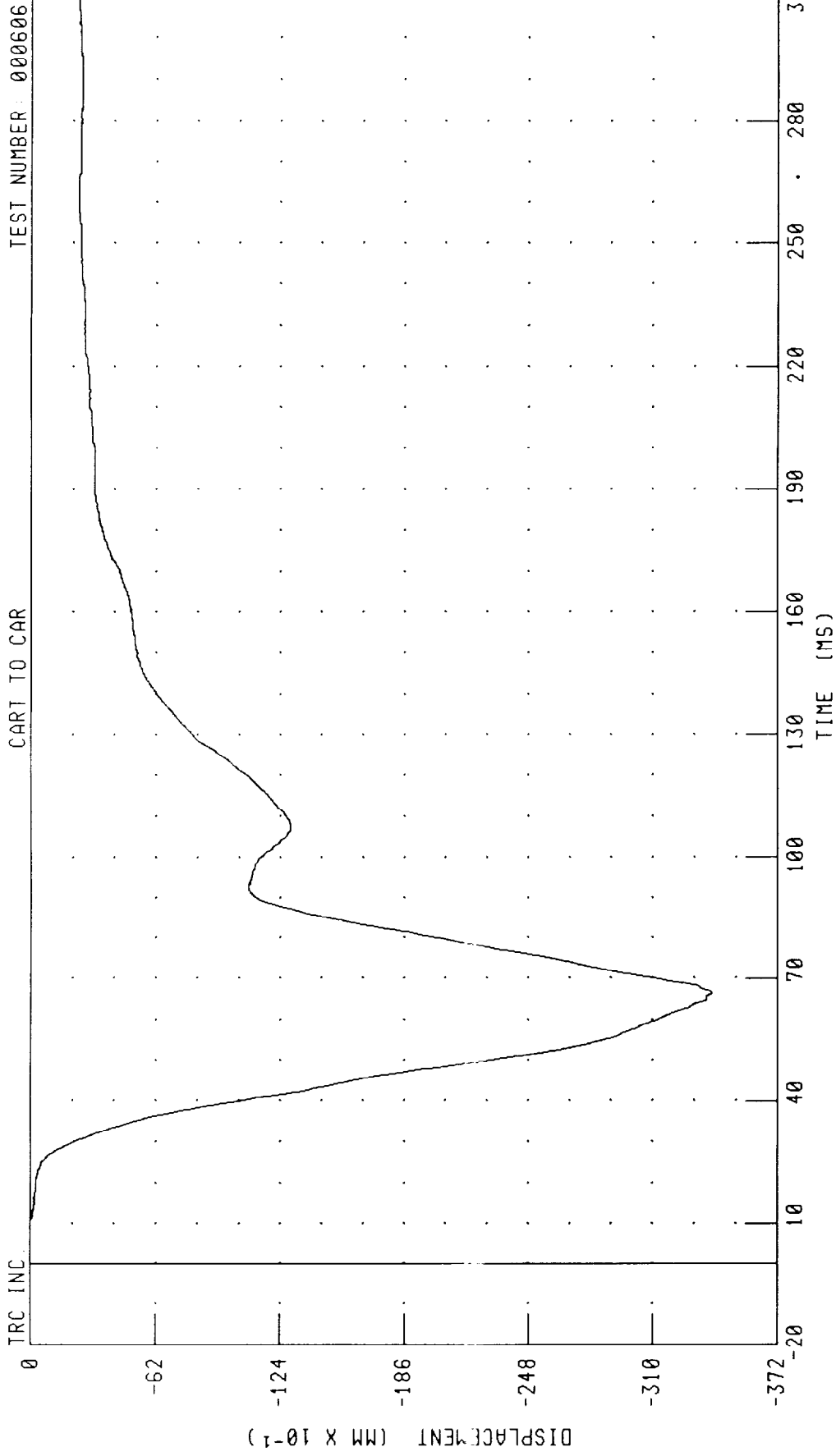
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER CHEST RESULTANT ACCELERATION
CART TO CAR

TEST NUMBER: 000606



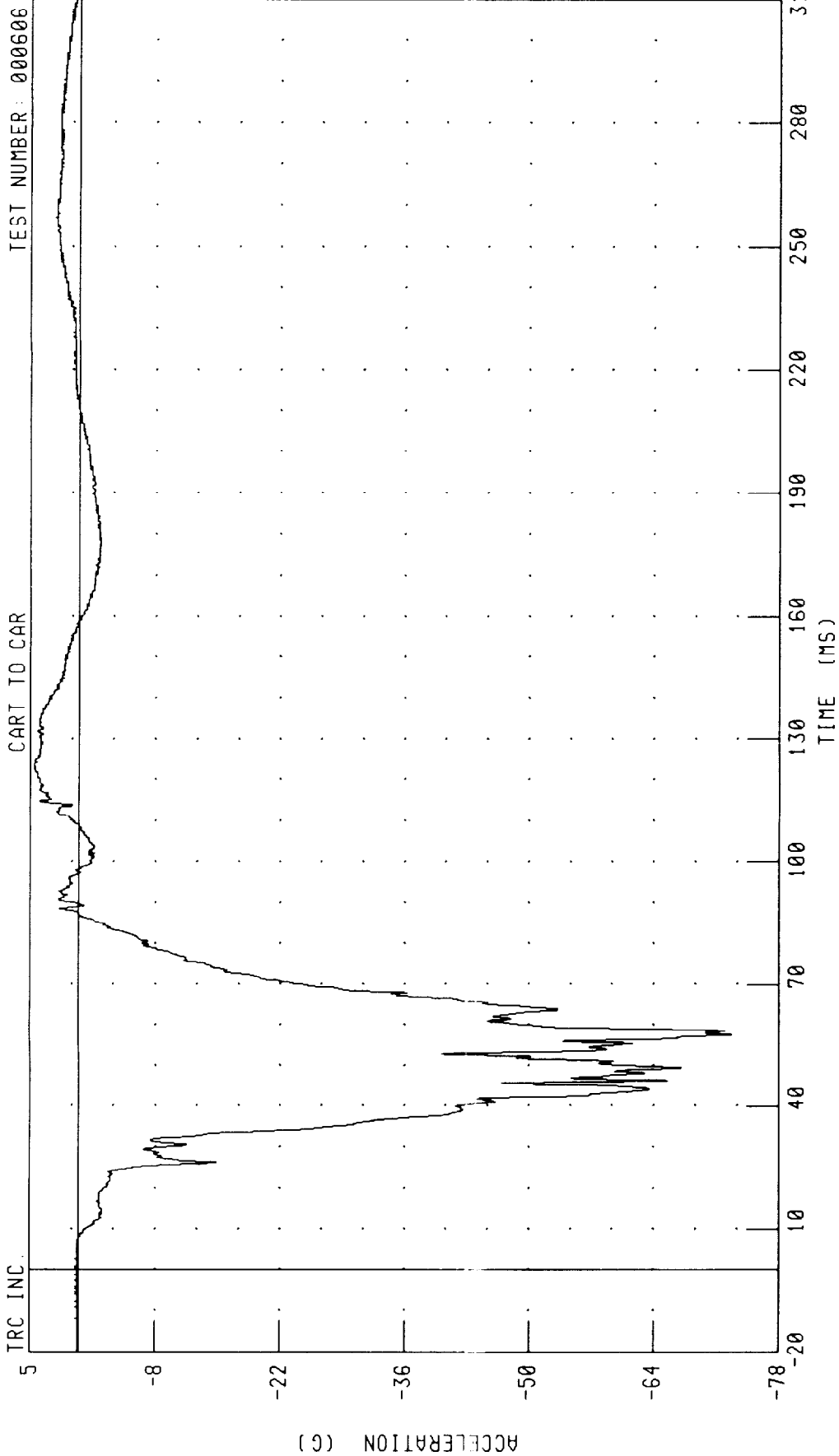
CHANNEL: CSTRG2 FILTER: CH. CLASS 180 PEAK DATA: 58.41 G @ 63.28 MS; 0 01 G @ -20 00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER CHEST DEFLECTION
CART TO CAR



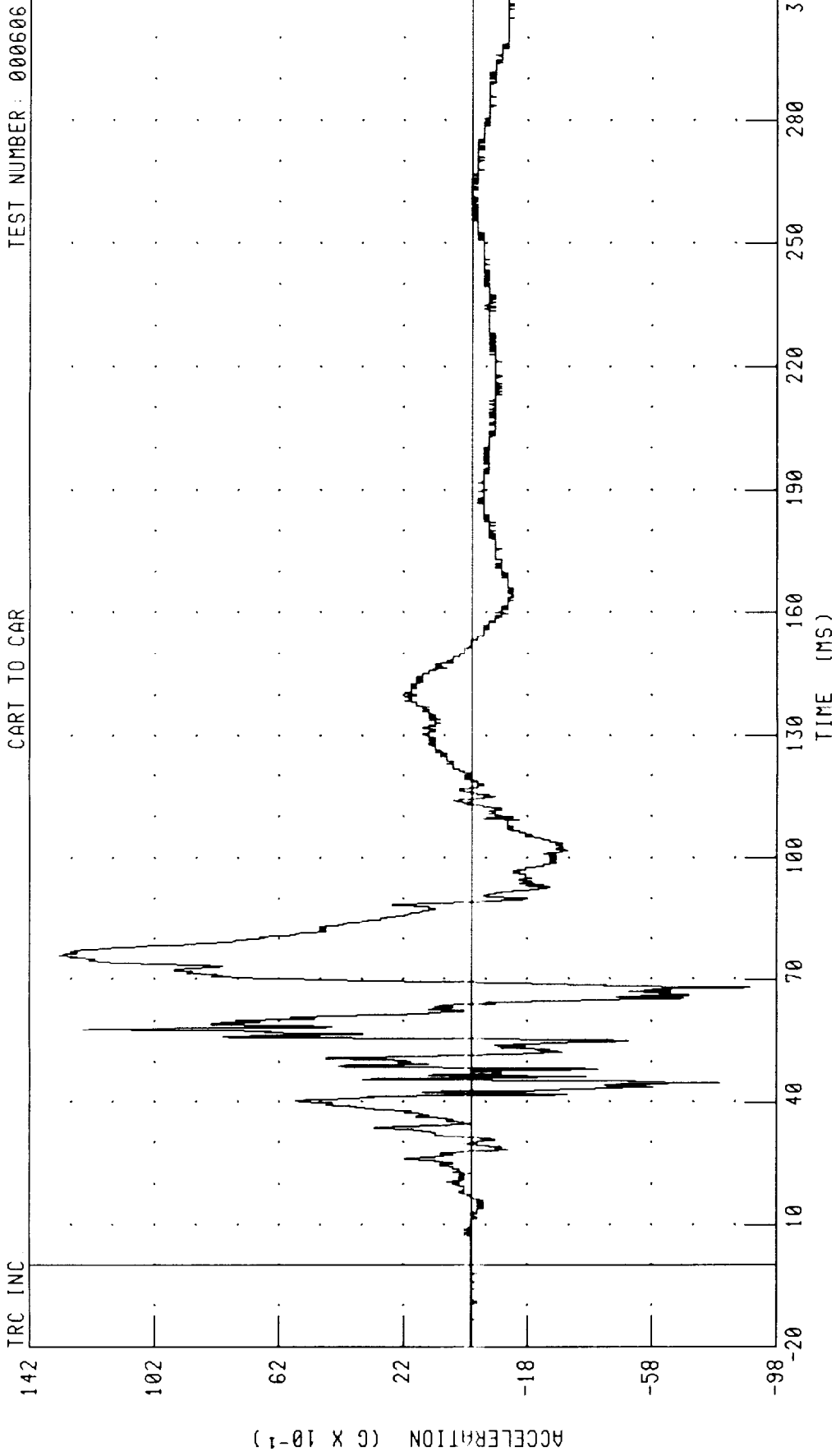
CHANNEL: CSTXD2 FILTER: CH CLASS 600 PEAK DATA: 0.02 MM @ -17.76 MS, -33.97 MM @ 66.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER PELVIS X-AXIS ACCELERATION
CART TO CAR



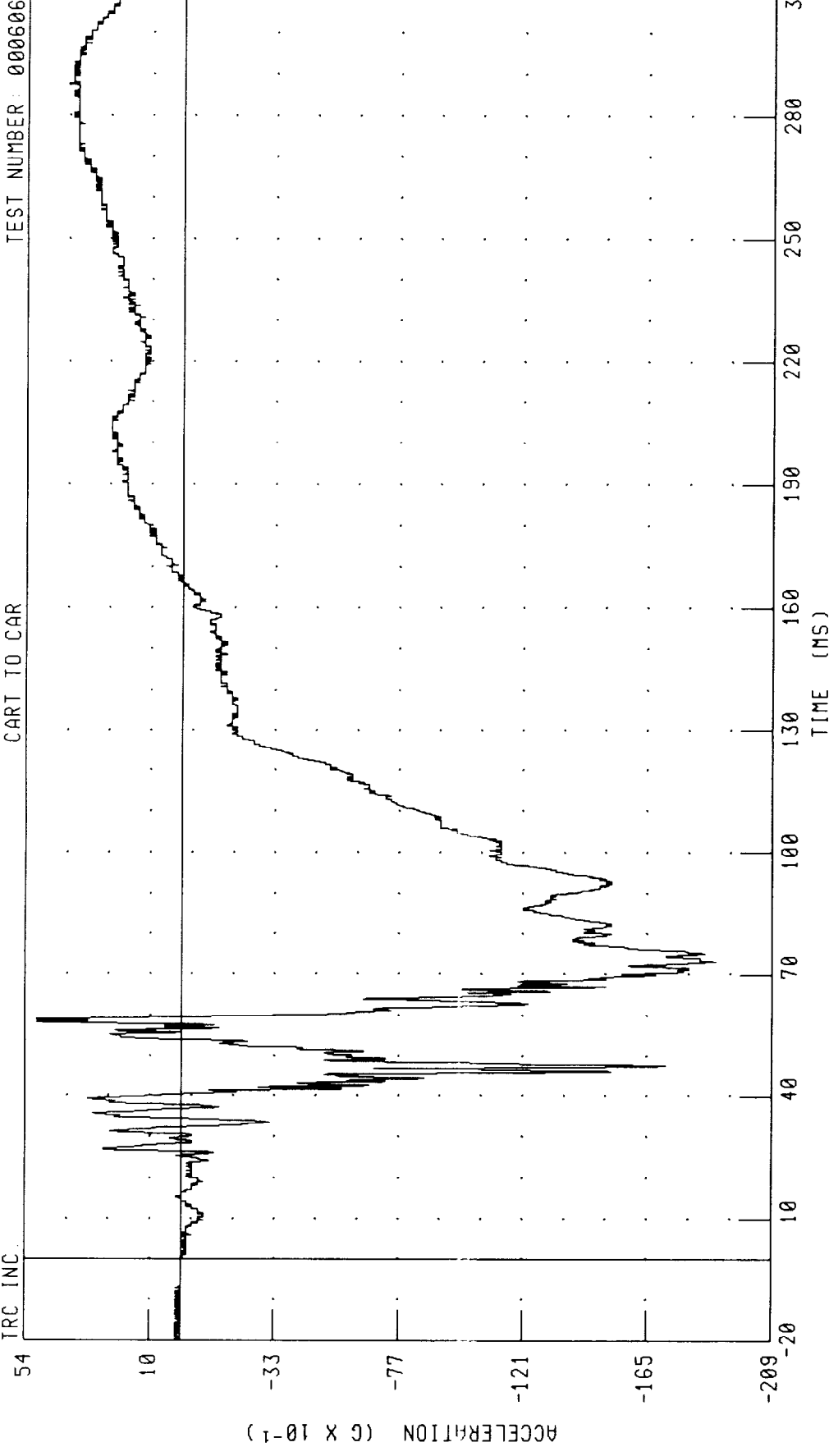
CHANNEL: PEVXC2 FILTER: CH. CLASS 1000 PEAK DATA: 4.99 G @ 122.40 MS, -73.33 G @ 57.52 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER PELVIS Y-AXIS ACCELERATION
CART TO CAR



CHANNEL: PEVYC2 FILTER: CH. CLASS 1000 PEAK DATA: 13.27 C @ 76.08 MS; -8.95 C @ 68.00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER PELVIS Z-AXIS ACCELERATION
CART TO CAR



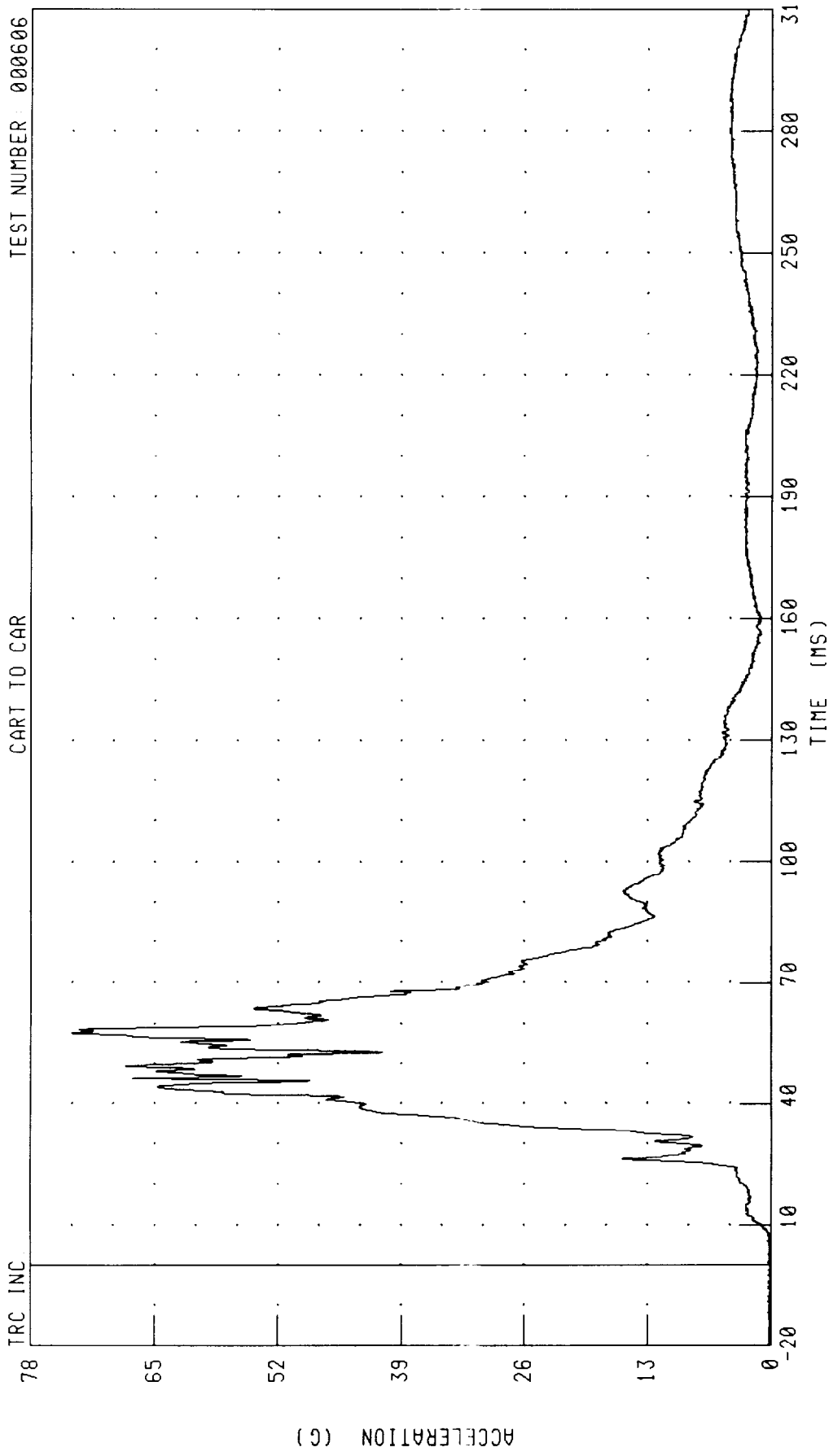
CHANNEL: PEVZG2 FILTER: CH CLASS 1000 PEAK DATA: 5.08 G @ 58.32 MS, -18.94 G @ 73.20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER PELVIS RESULTANT ACCELERATION

TEST NUMBER: 000606

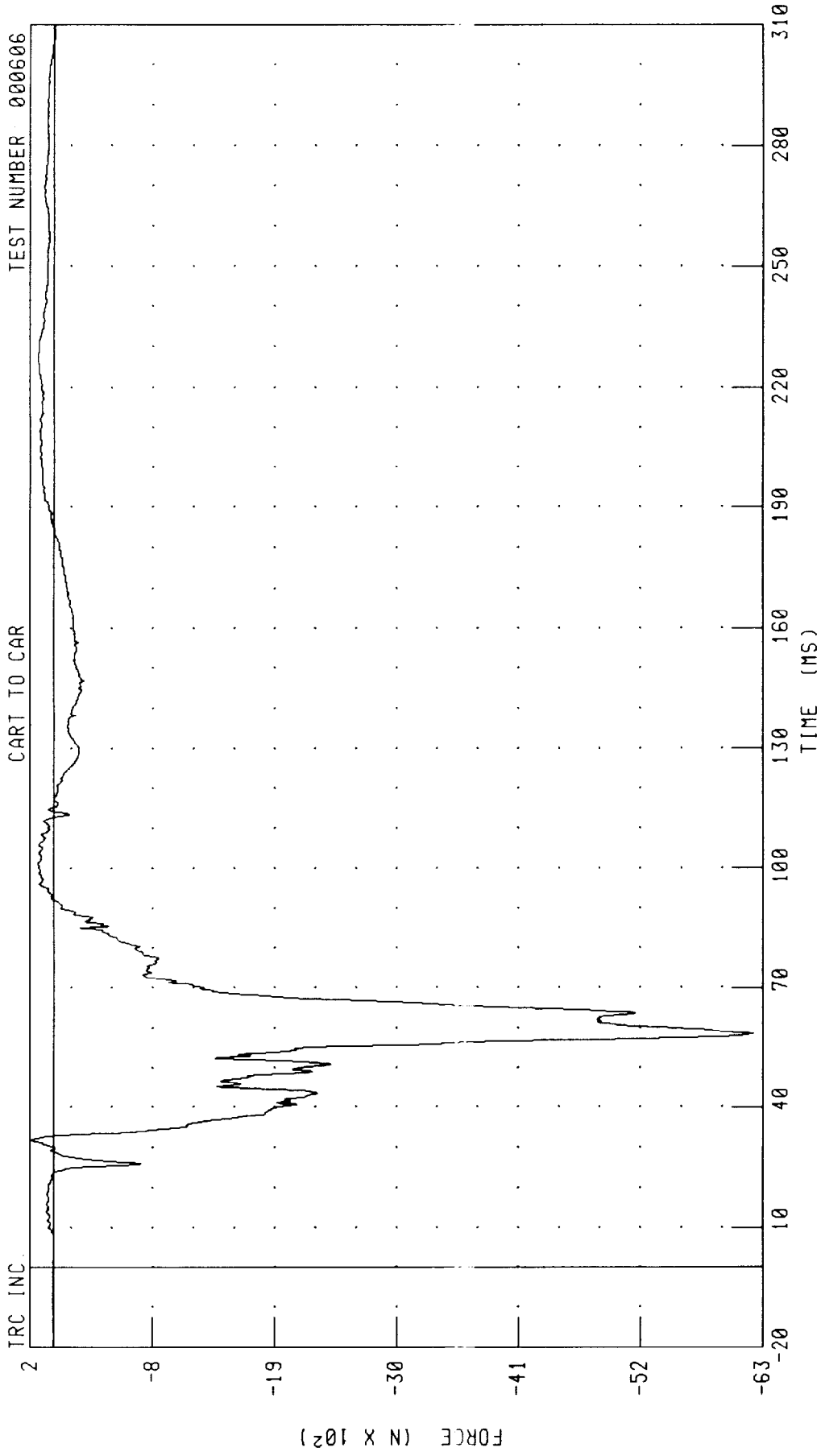
CART TO CAR

TRC INC



CHANNEL: PEVRC2 FILTER: CH. CLASS 1000 PEAK DATA: 73.75 G @ 57.60 MS; 0.12 G @ -19.92 MS

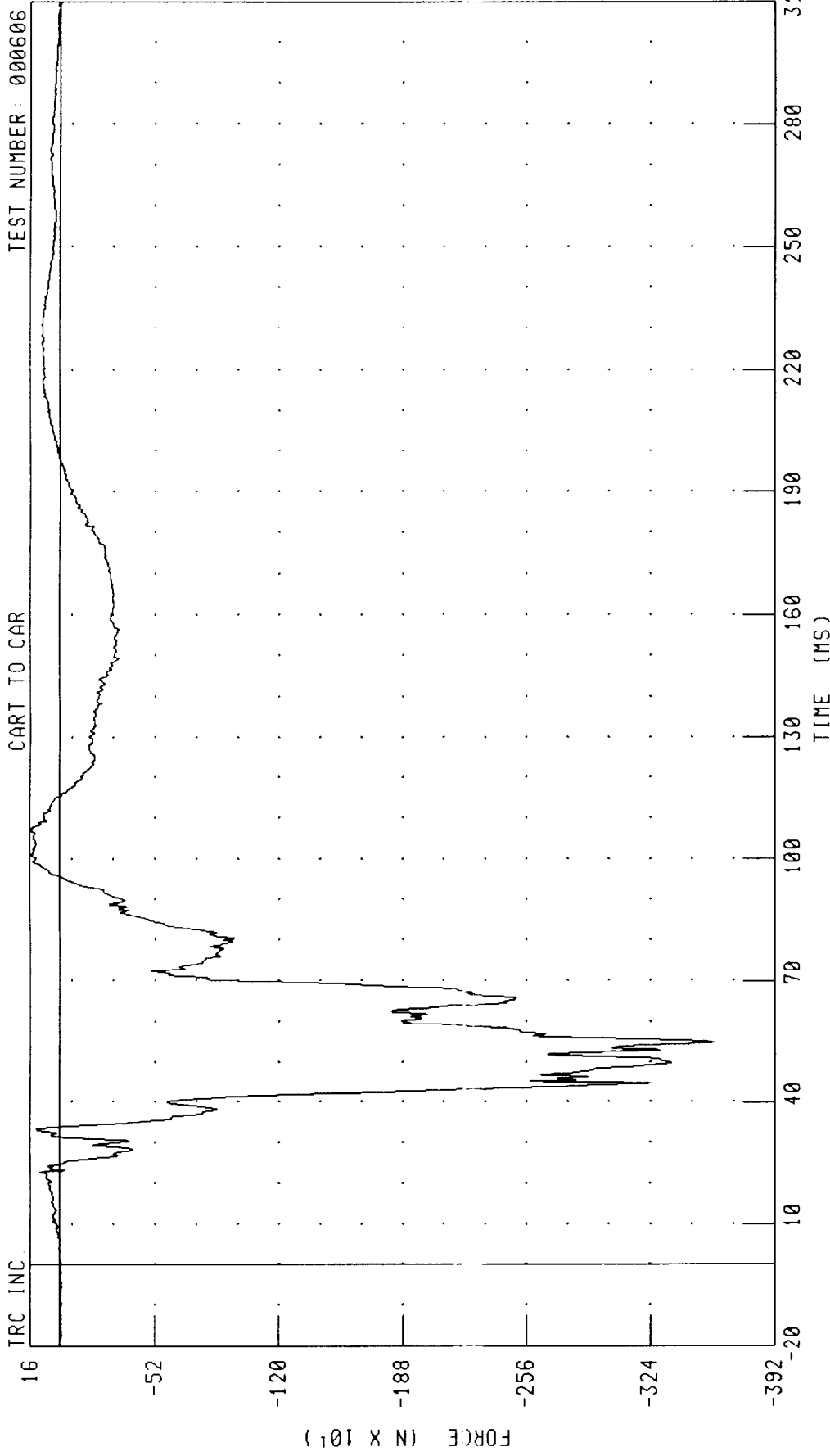
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT FRONT PASSENGER LEFT FEMUR FORCE



CHANNEL: LFMF2 FILTER: CH. CLASS 600 PEAK DATA: 192.86 N @ 31.84 MS, -6304.96 N @ 58.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE

RIGHT FRONT PASSENGER RIGHT FEMUR FORCE



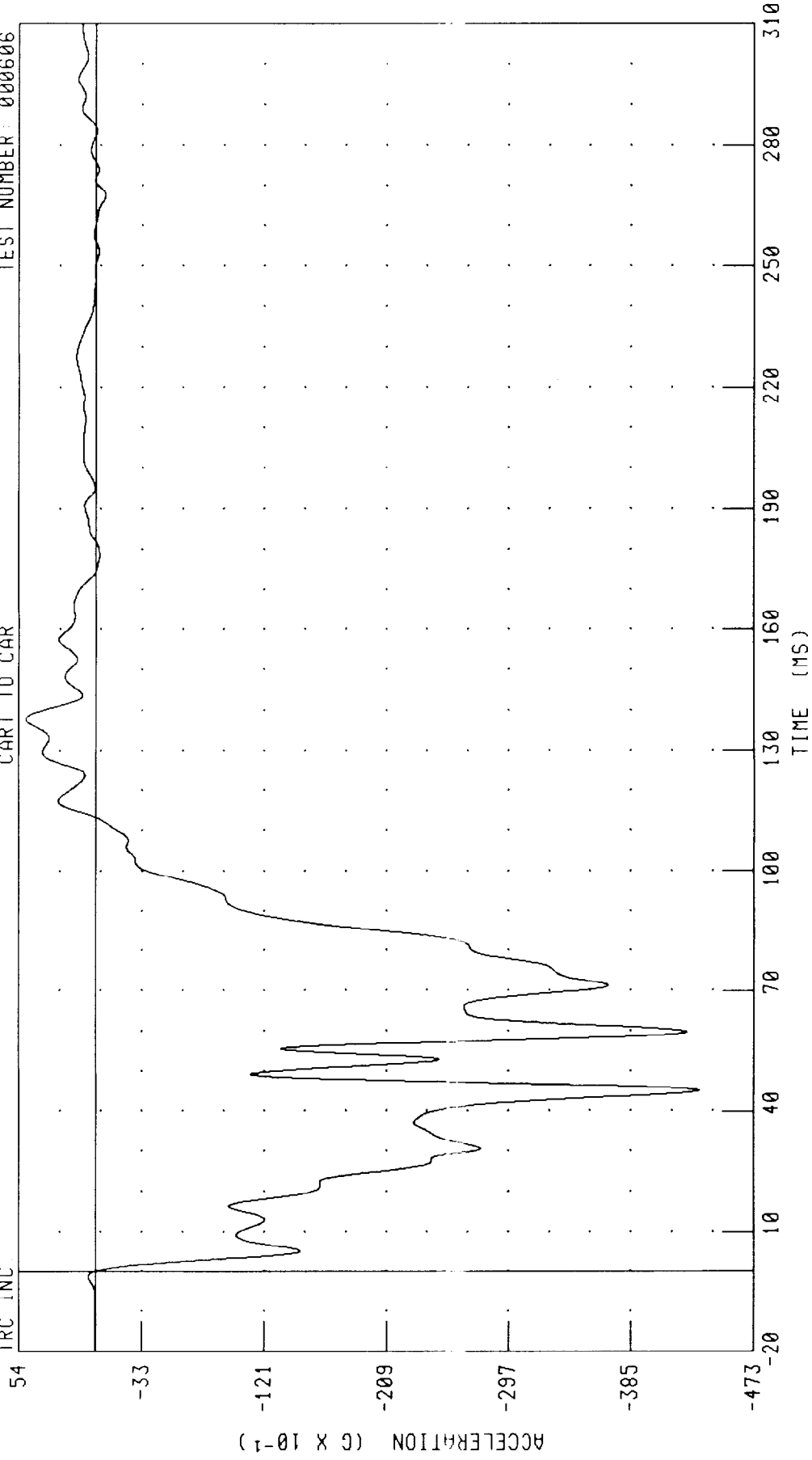
CHANNEL: RFMF2 FILTER: CH. CLASS 600 PEAK DATA: 153.16 N @ 107.12 MS, -3588.72 N @ 54.88 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
LEFT REAR SEAT CROSSMEMBER X-AXIS ACCELERATION

TEST NUMBER: 000606

CART TO CAR

TRC INC



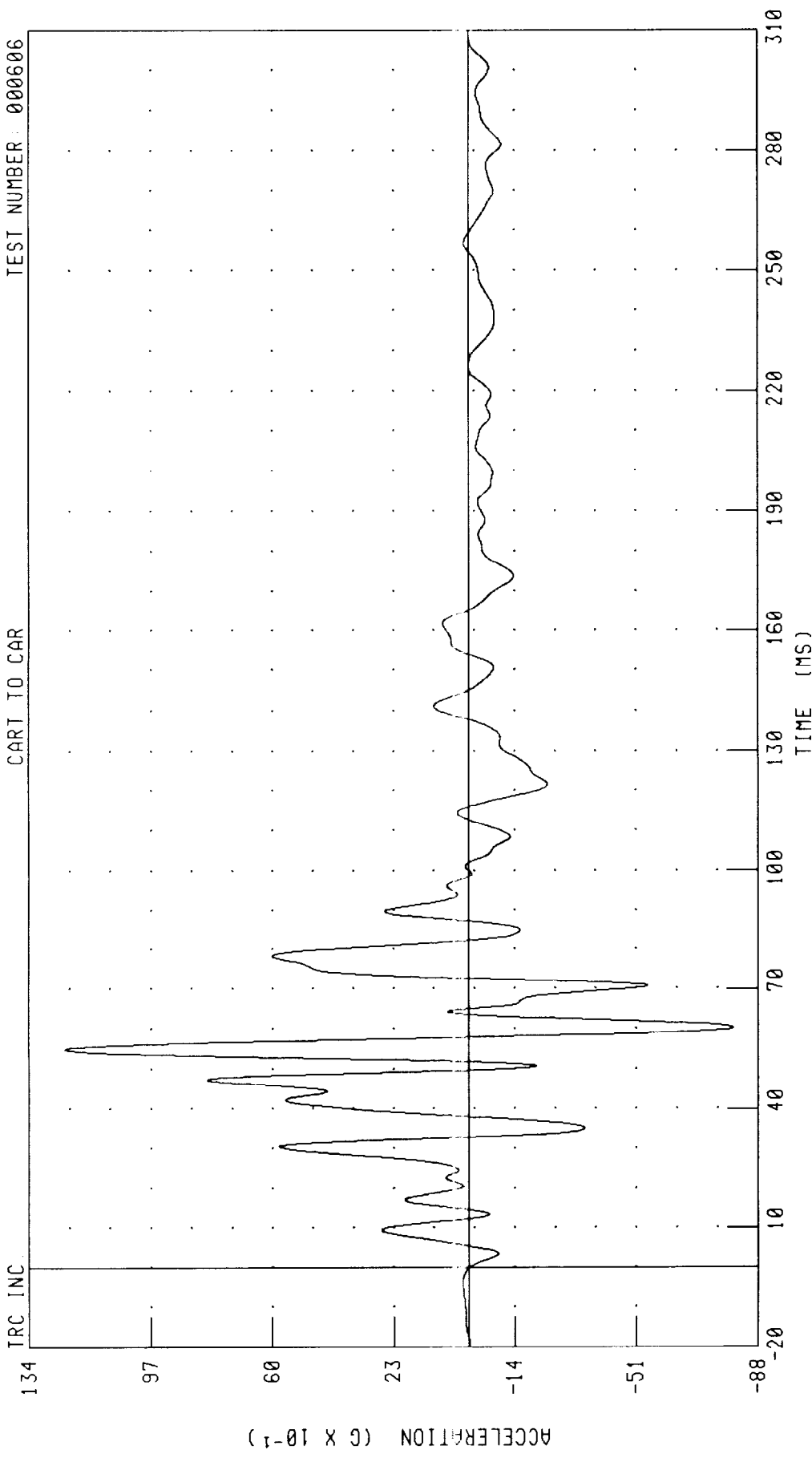
CHANNEL: LRSXG1 FILTER: CH. CLASS 60 PEAK DATA: 5 02 G @ 137 84 MS, -43.44 G @ 45 20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
LEFT REAR SEAT CROSSMEMBER Y-AXIS ACCELERATION

TEST NUMBER: 000606

CART TO CAR

TRC_INC



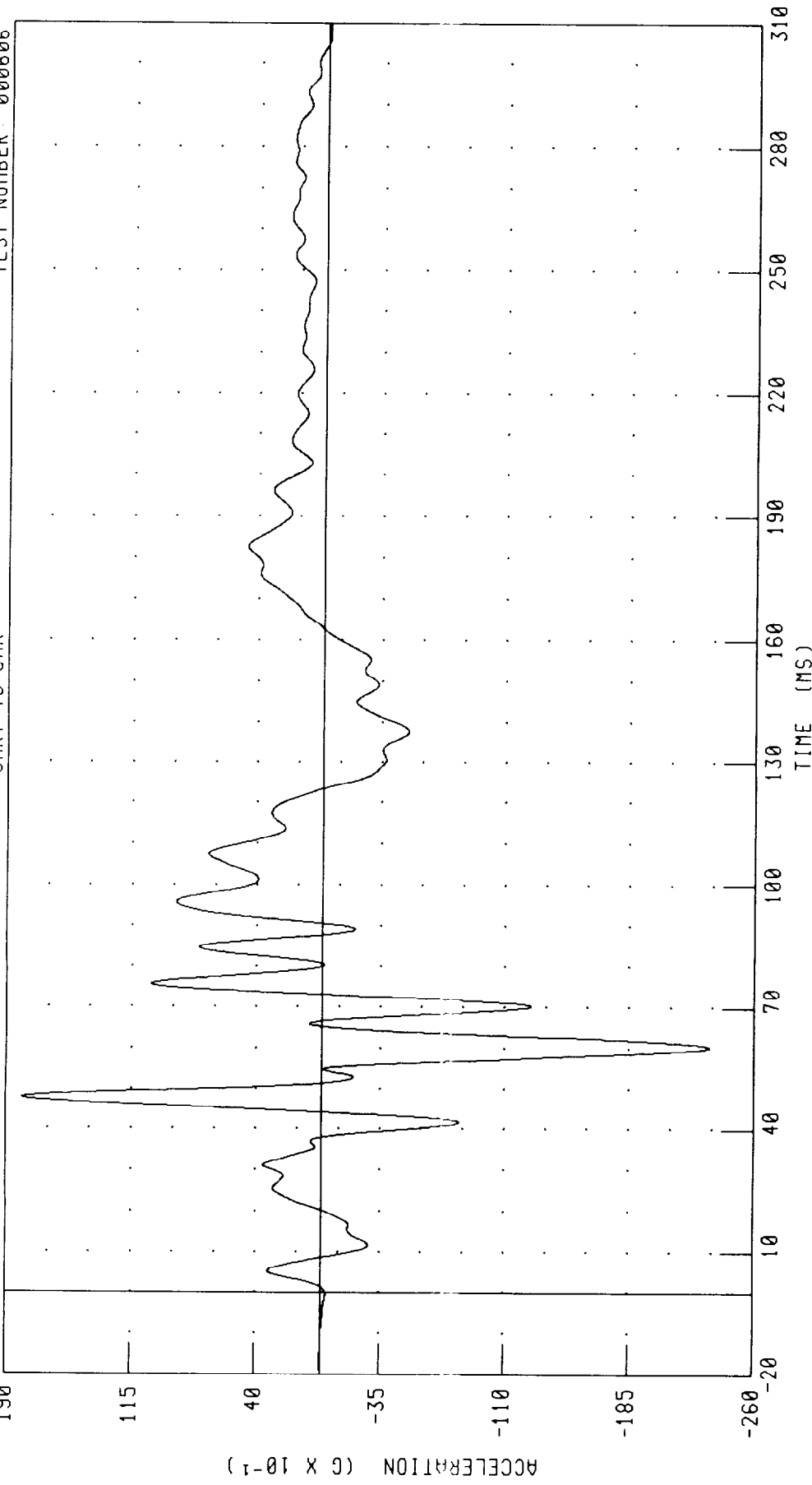
CHANNEL: LRSYG1 FILTER: CH. CLASS 60 PEAK DATA: 12.30 G @ 54.96 MS, -8.05 G @ 60.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
LEFT REAR SEAT CROSSMEMBER Z-AXIS ACCELERATION

TRC INC

CART TO CAR

TEST NUMBER: 000606

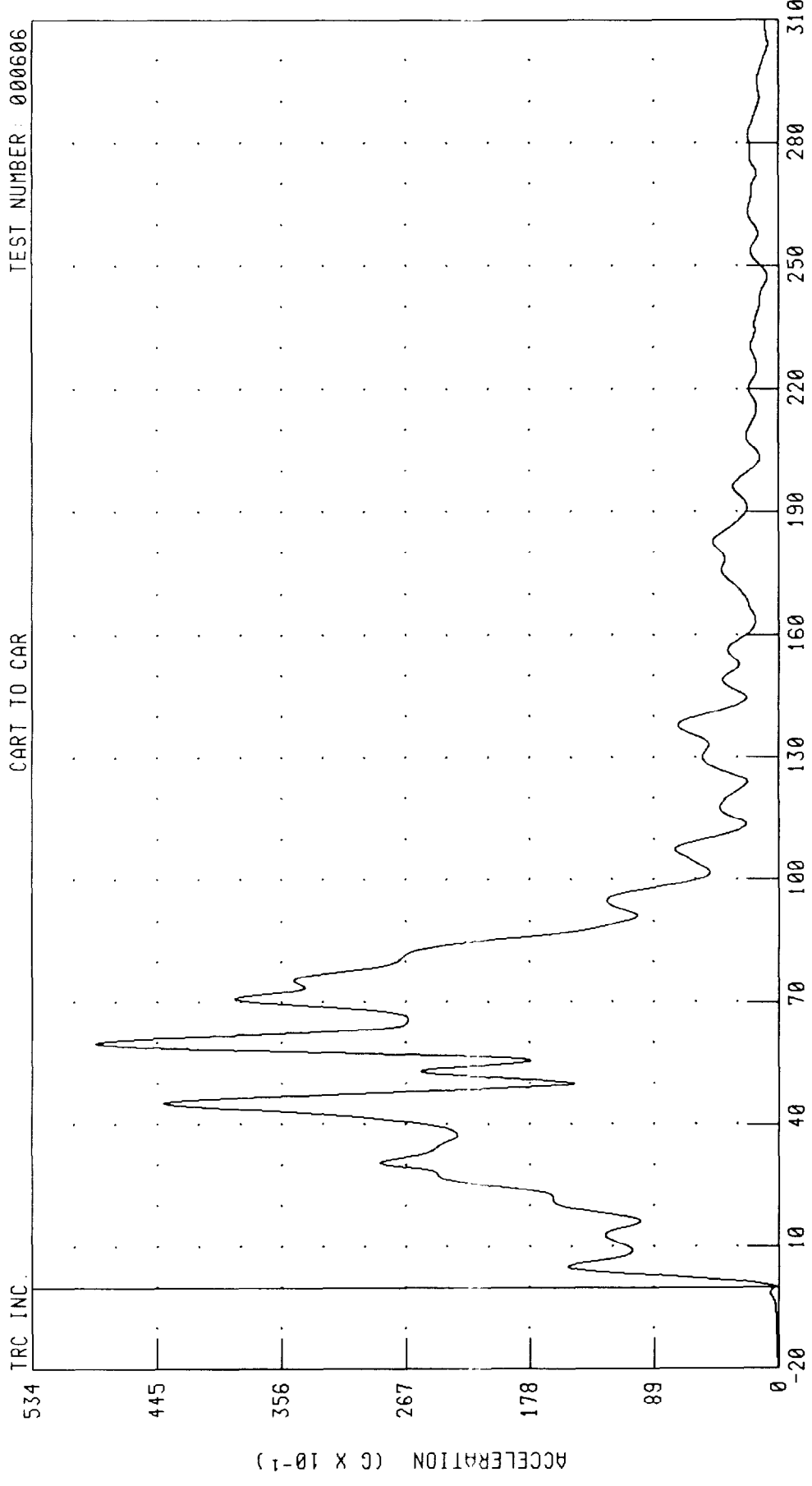


CHANNEL: LRSZG1 FILTER: CH. CLASS 60 PEAK DATA: 18.06 G @ 47.92 MS, -23.36 G @ 60.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
LEFT REAR SEAT CROSSMEMBER RESULTANT ACCELERATION

TRC INC. TEST NUMBER: 000606

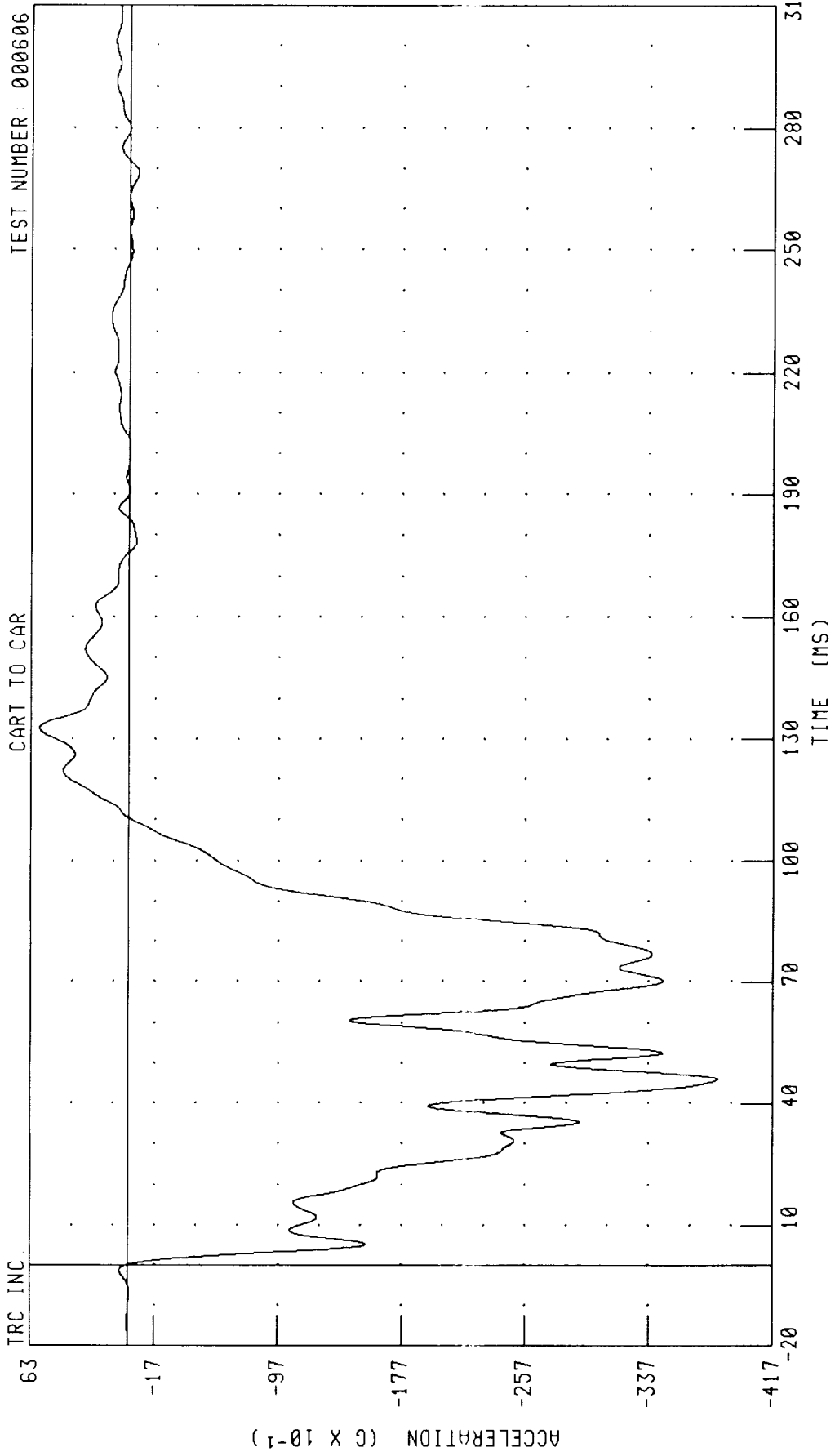
CART TO CAR



CHANNEL: LRSRG1 FILTER: CH. CLASS 60 PEAK DATA: 48.87 G @ 59.92 MS, 0.05 G @ -20.00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT REAR SEAT CROSSMEMBER X-AXIS ACCELERATION

TEST NUMBER: 000606

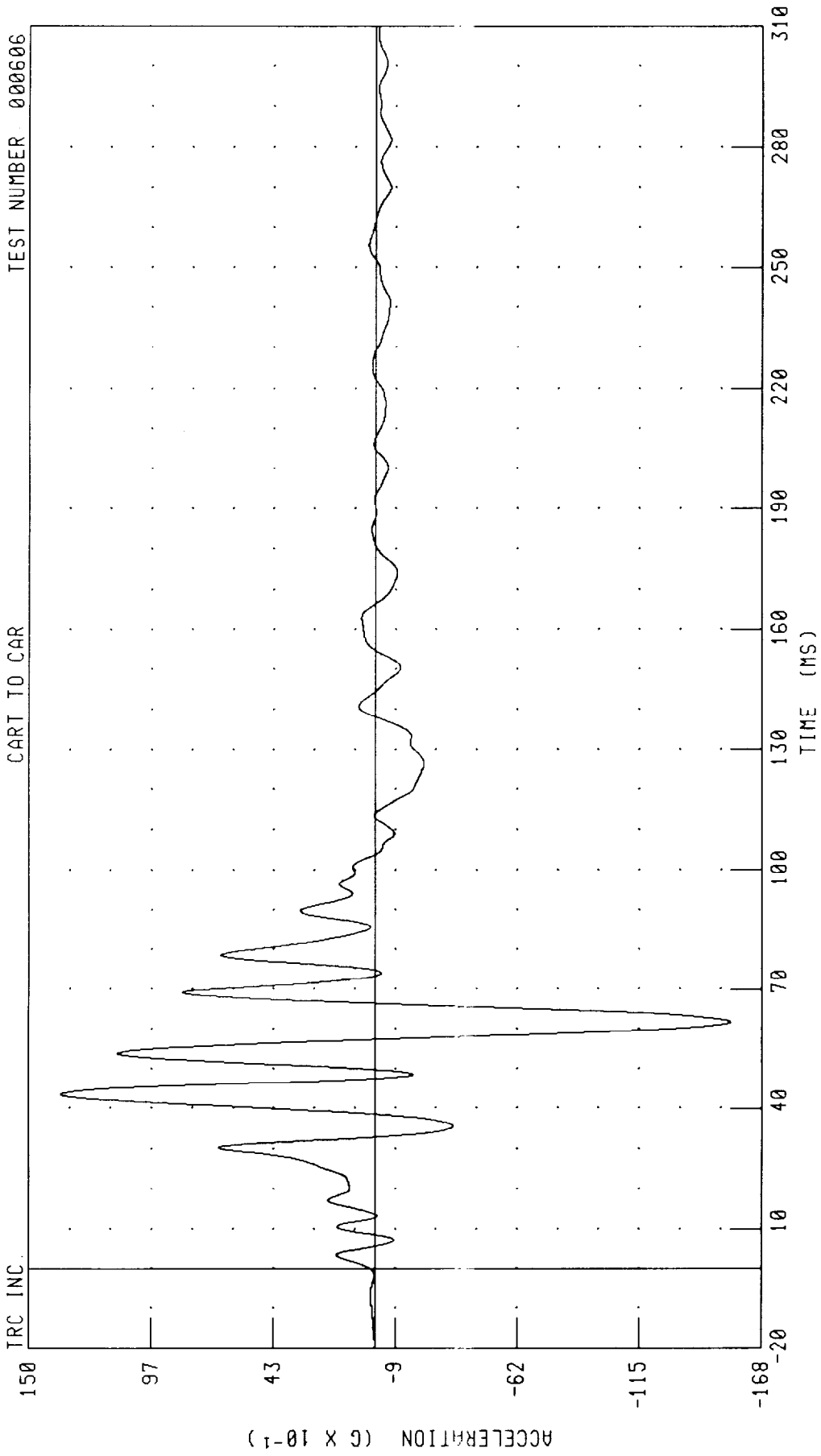


CHANNEL: RRSXG1 FILTER: CH. CLASS 60 PEAK DATA: 5.76 G @ 132.80 MS, -38.16 G @ 46.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT REAR SEAT CROSSMEMBER Y-AXIS ACCELERATION

TRC INC. TEST NUMBER 000606

CART TO CAR

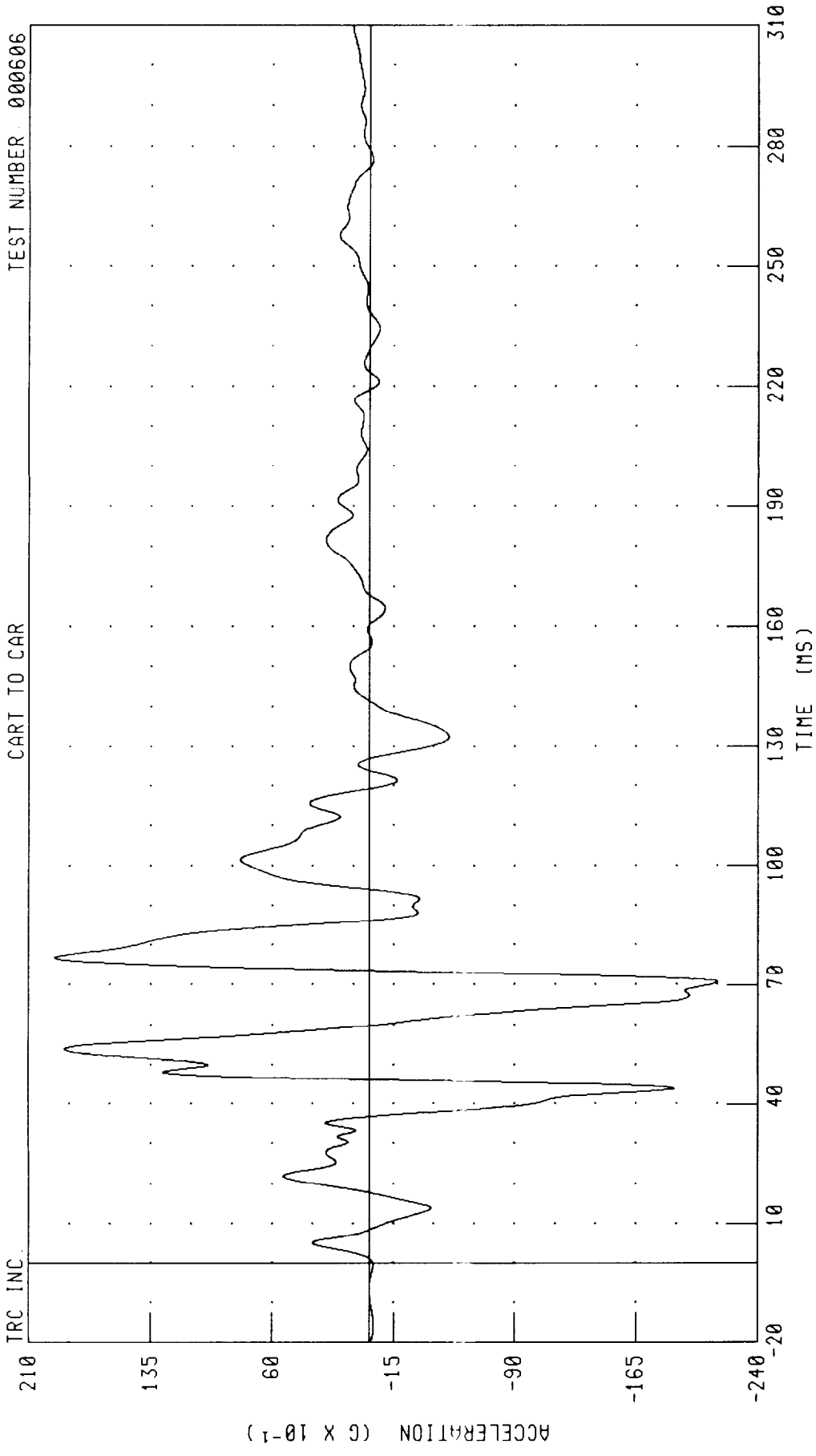


CHANNEL: RRSYG1 FILTER: CH. CLASS 60 PEAK DATA: 13.64 G @ 43.60 MS, -15.46 G @ 61.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT REAR SEAT CROSSMEMBER Z-AXIS ACCELERATION

TRC INC. TEST NUMBER: 000606

CART TO CAR

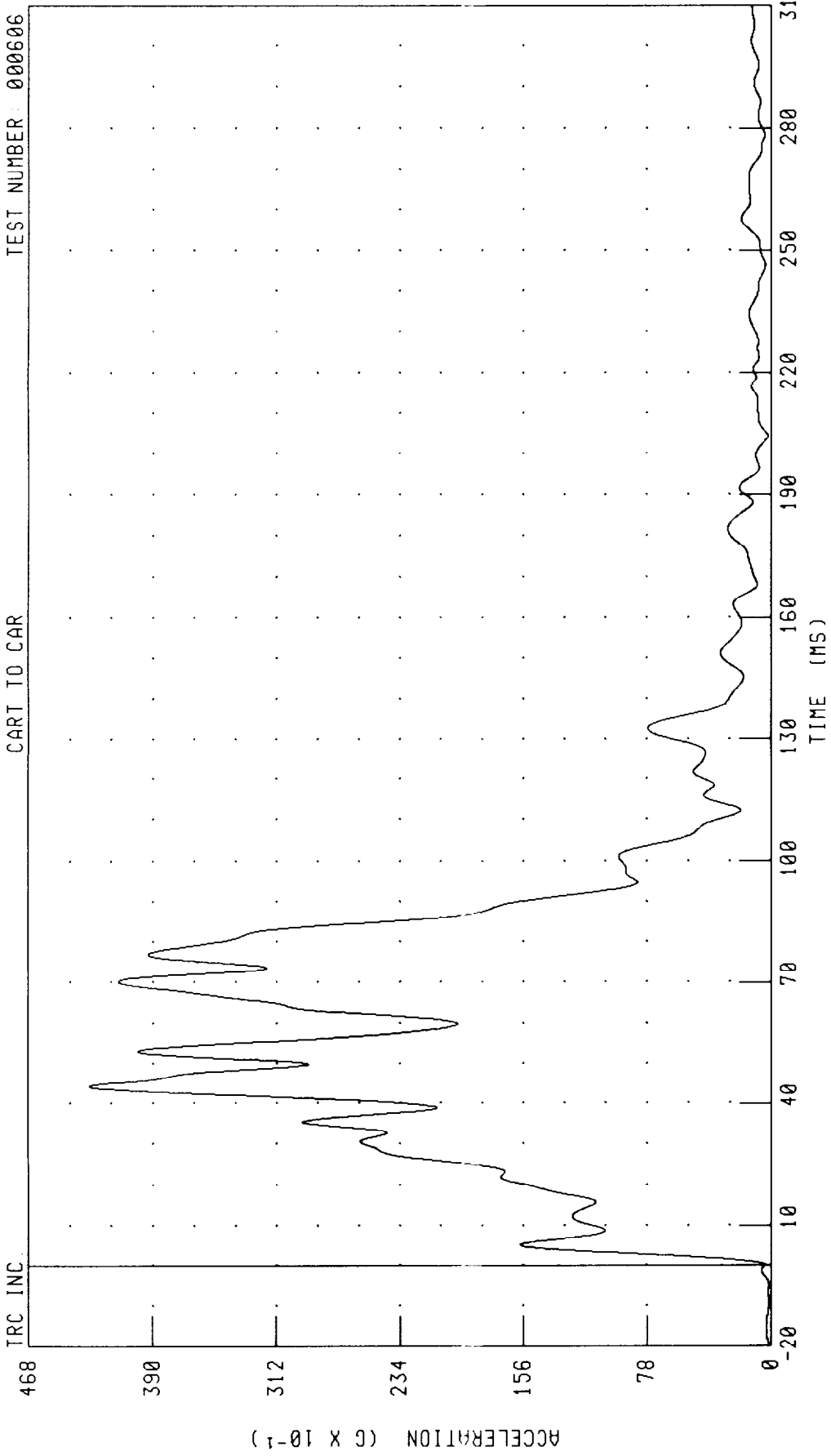


CHANNEL: RRSZG1 FILTER: CH. CLASS 60 PEAK DATA: 19.40 G @ 76.88 MS, -21.55 G @ 70.80 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
RIGHT REAR SEAT CROSSMEMBER RESULTANT ACCELERATION
CART TO CAR

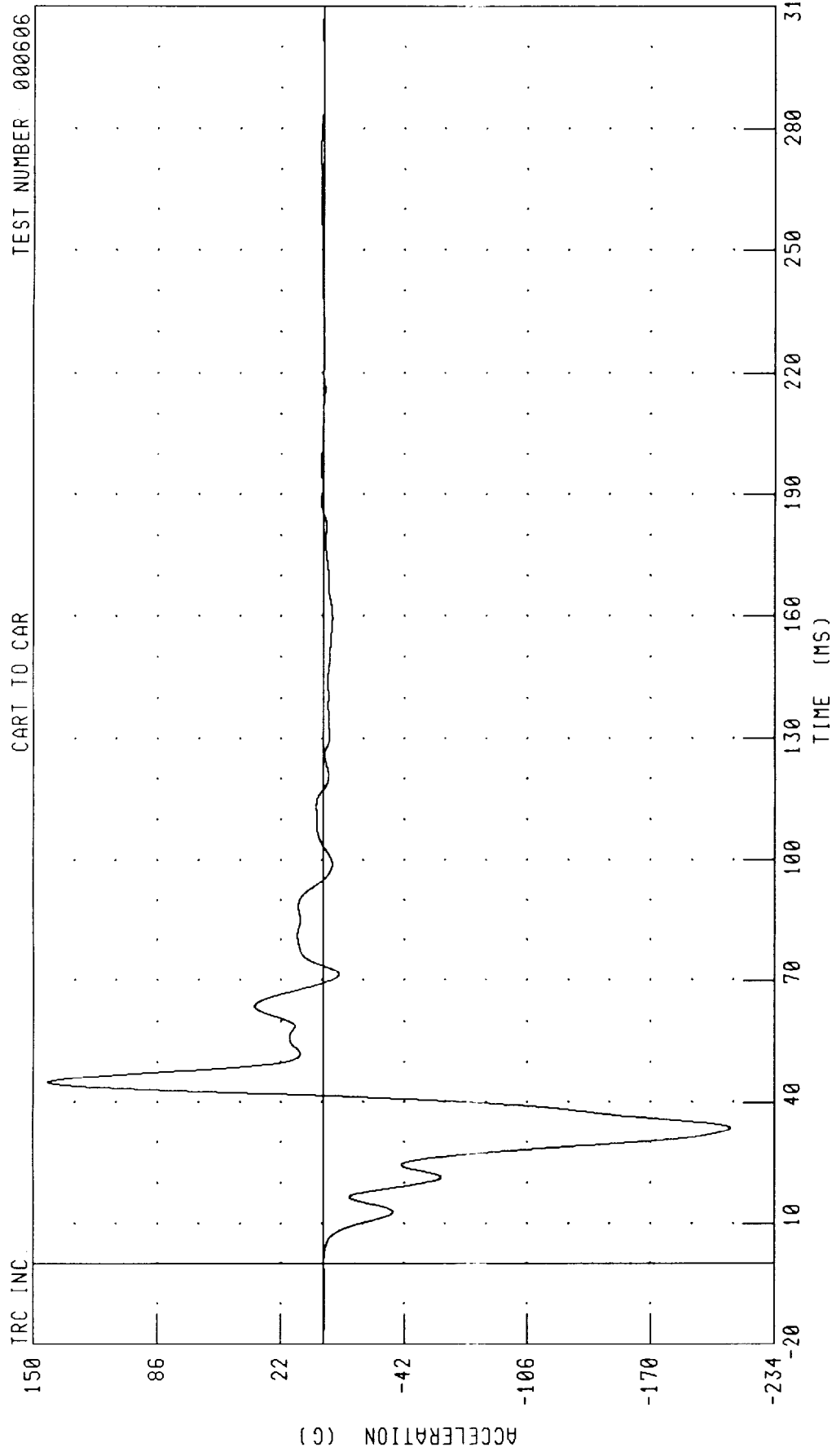
TEST NUMBER: 000606

TRC INC



CHANNEL: RRSRG1 FILTER: CH. CLASS 60 PEAK DATA: 42 98 G @ 44 32 MS, 0 06 G @ -20 00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
ENGINE TOP X-AXIS ACCELERATION

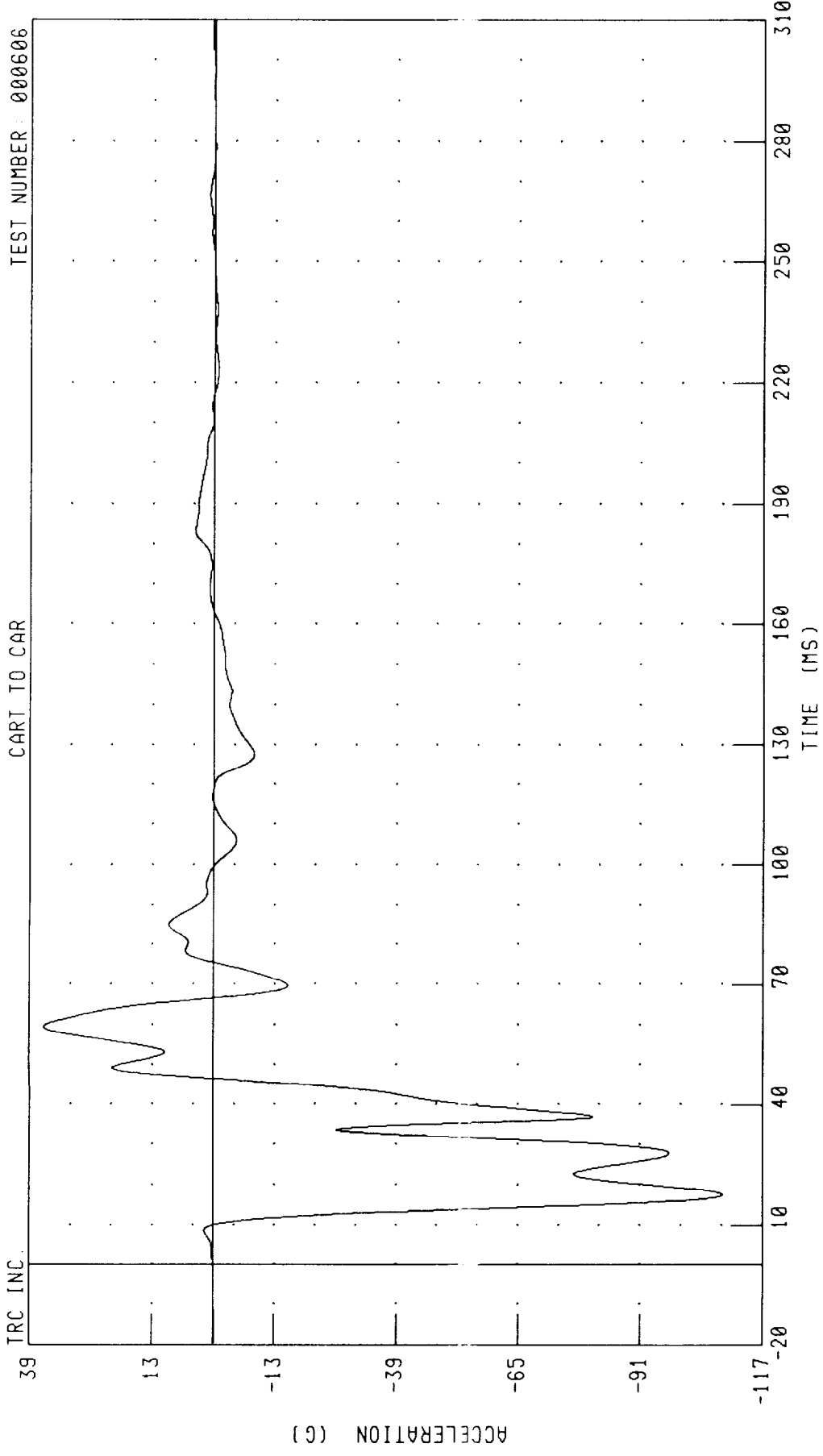


CHANNEL: ENGXC1 FILTER: CH. CLASS 60 PEAK DATA: 142.49 G @ 45.04 MS, -211.41 G @ 33.68 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
ENGINE BOTTOM X-AXIS ACCELERATION

TRC INC. TEST NUMBER: 000606

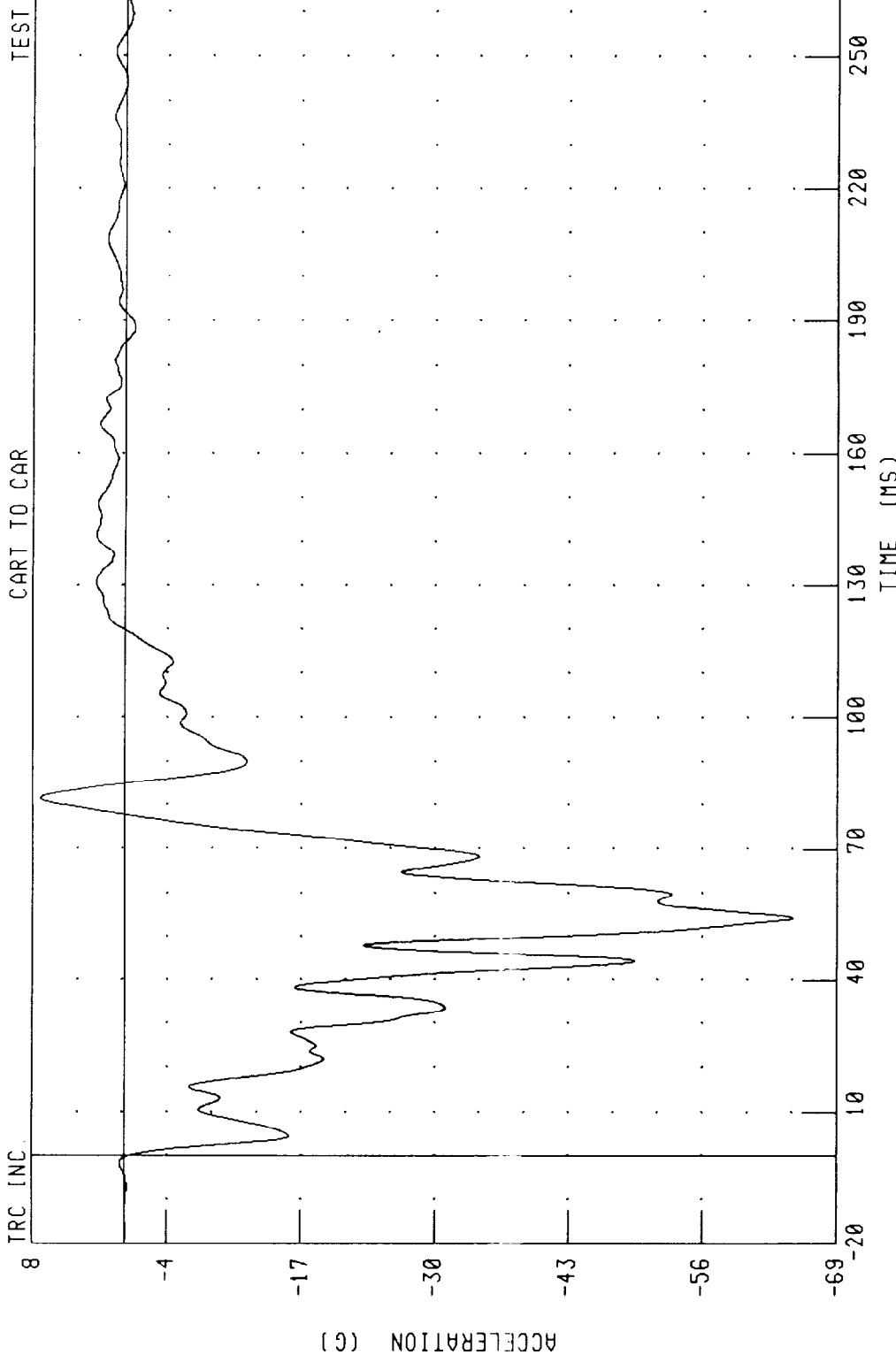
CART TO CAR



CHANNEL: ENG02 FILTER: CH. CLASS 60 PEAK DATA: 36.01 G @ 59.52 MS; -108.64 G @ 17.60 MS

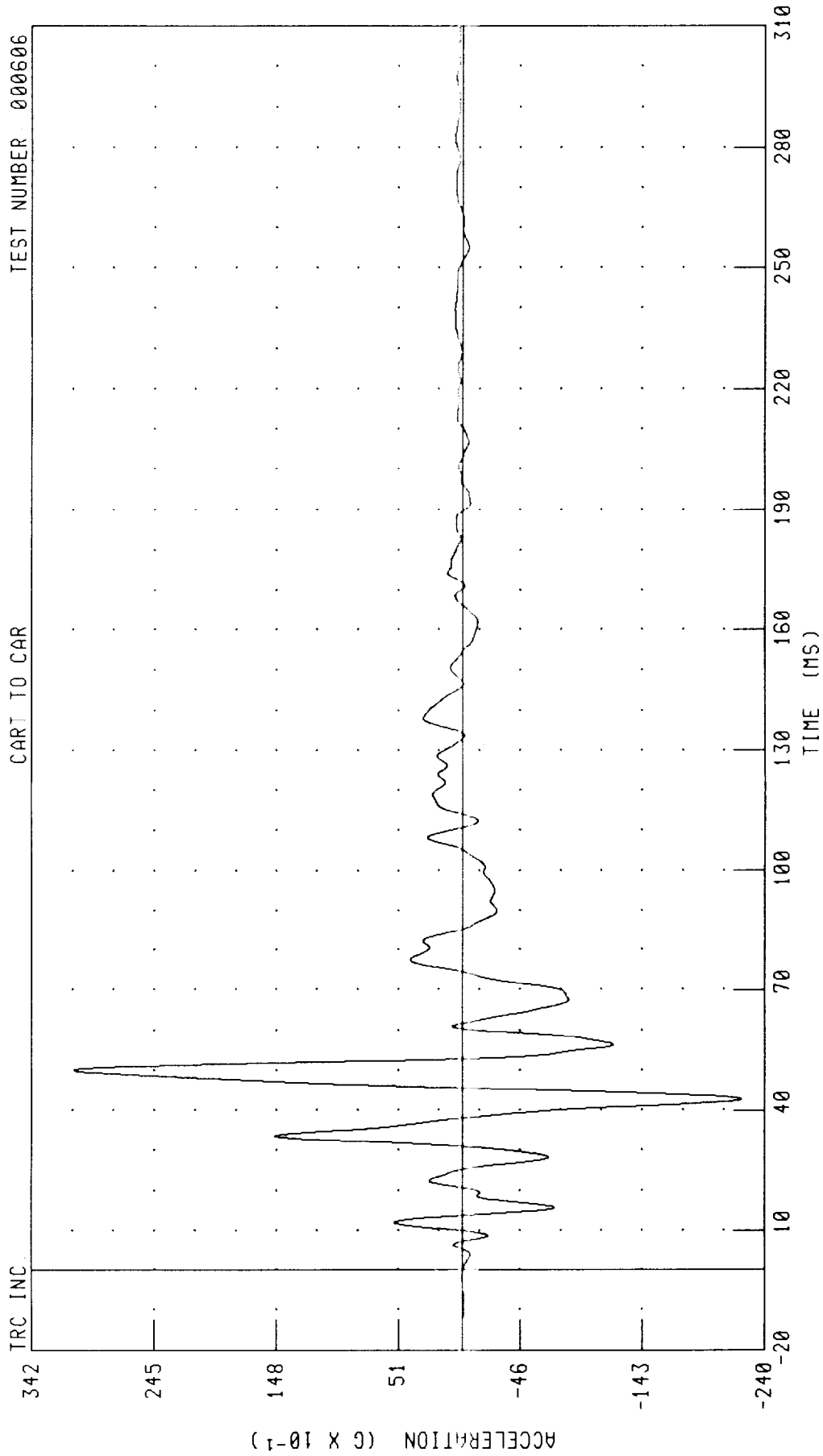
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
VEHICLE CENTER OF GRAVITY X-AXIS ACCELERATION

TRC INC TEST NUMBER: 000606



CHANNEL: VCCXG1 FILTER: CH. CLASS 60 PEAK DATA: 8.14 G @ 81.52 MS, -64.80 G @ 54.32 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
VEHICLE CENTER OF GRAVITY Y-AXIS ACCELERATION

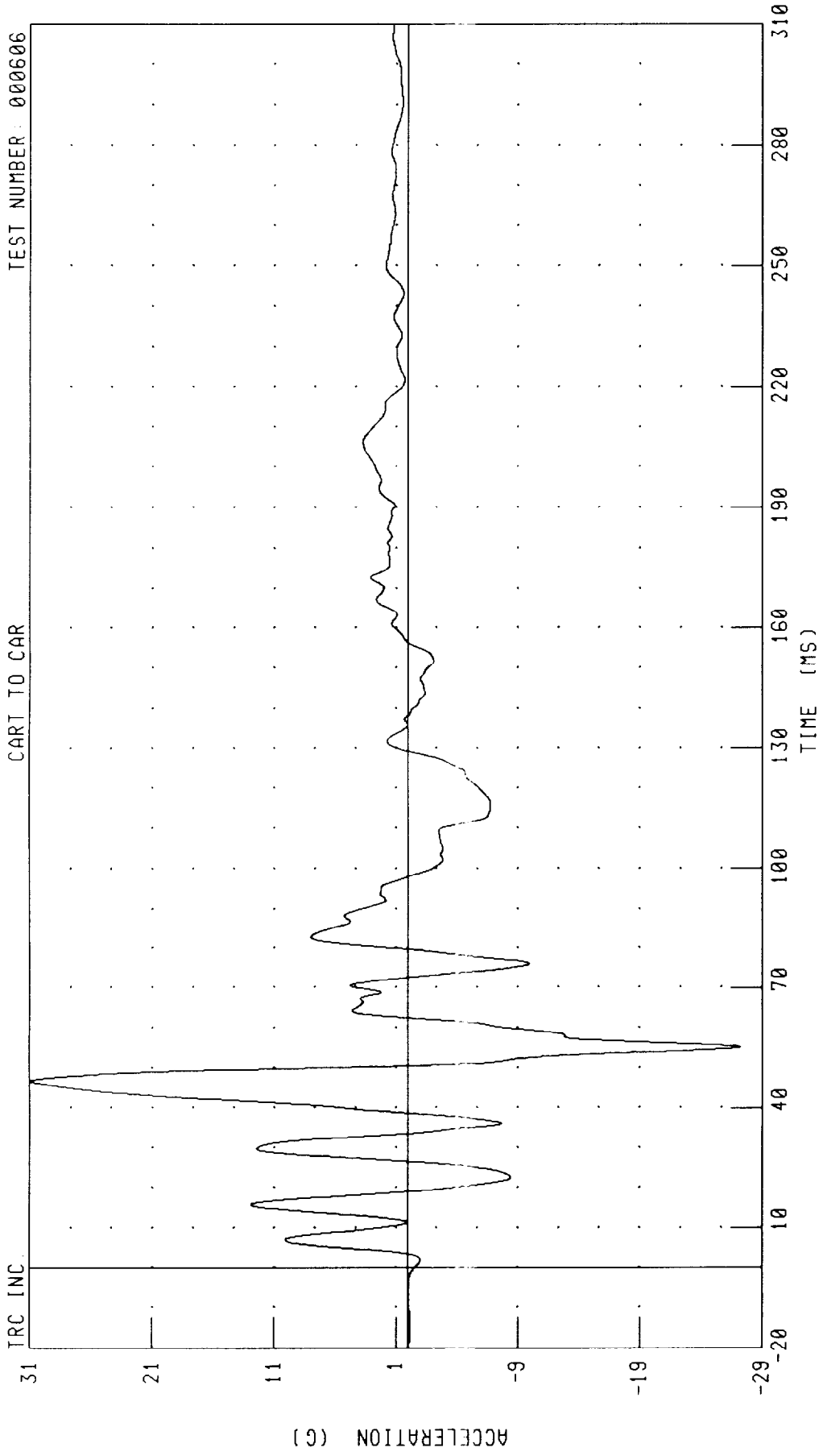


CHANNEL: VCCYG1 FILTER: CH. CLASS 60 PEAK DATA: 30.86 G @ 50.16 MS; -22.18 G @ 42.80 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
VEHICLE CENTER OF GRAVITY Z-AXIS ACCELERATION

TEST NUMBER: 000606

CART TO CAR

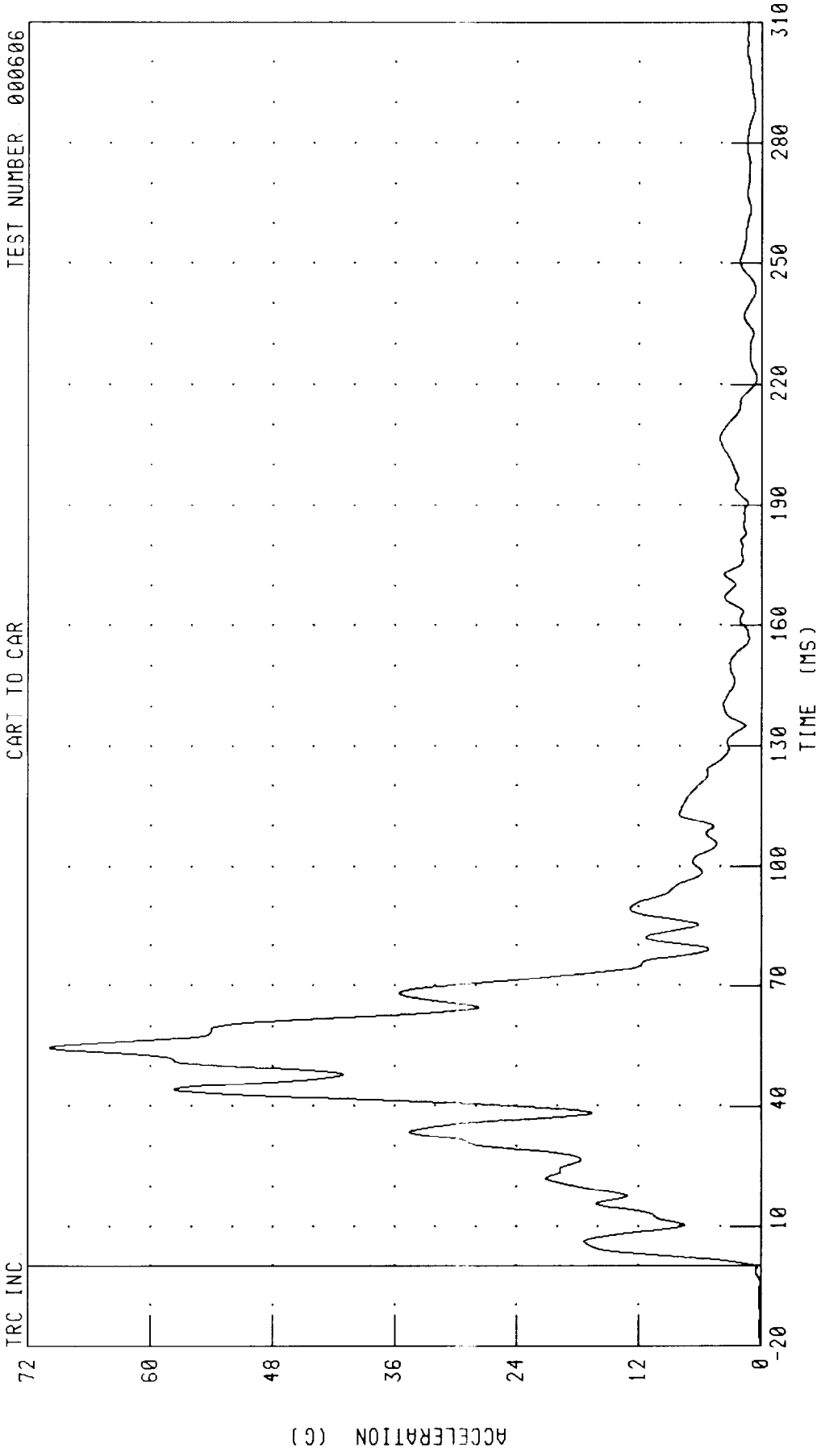


CHANNEL: VCGZG1 FILTER: CH CLASS 60 PEAK DATA: 30.98 G @ 46.80 MS, -27.23 G @ 55.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
VEHICLE CENTER OF GRAVITY RESULTANT ACCELERATION

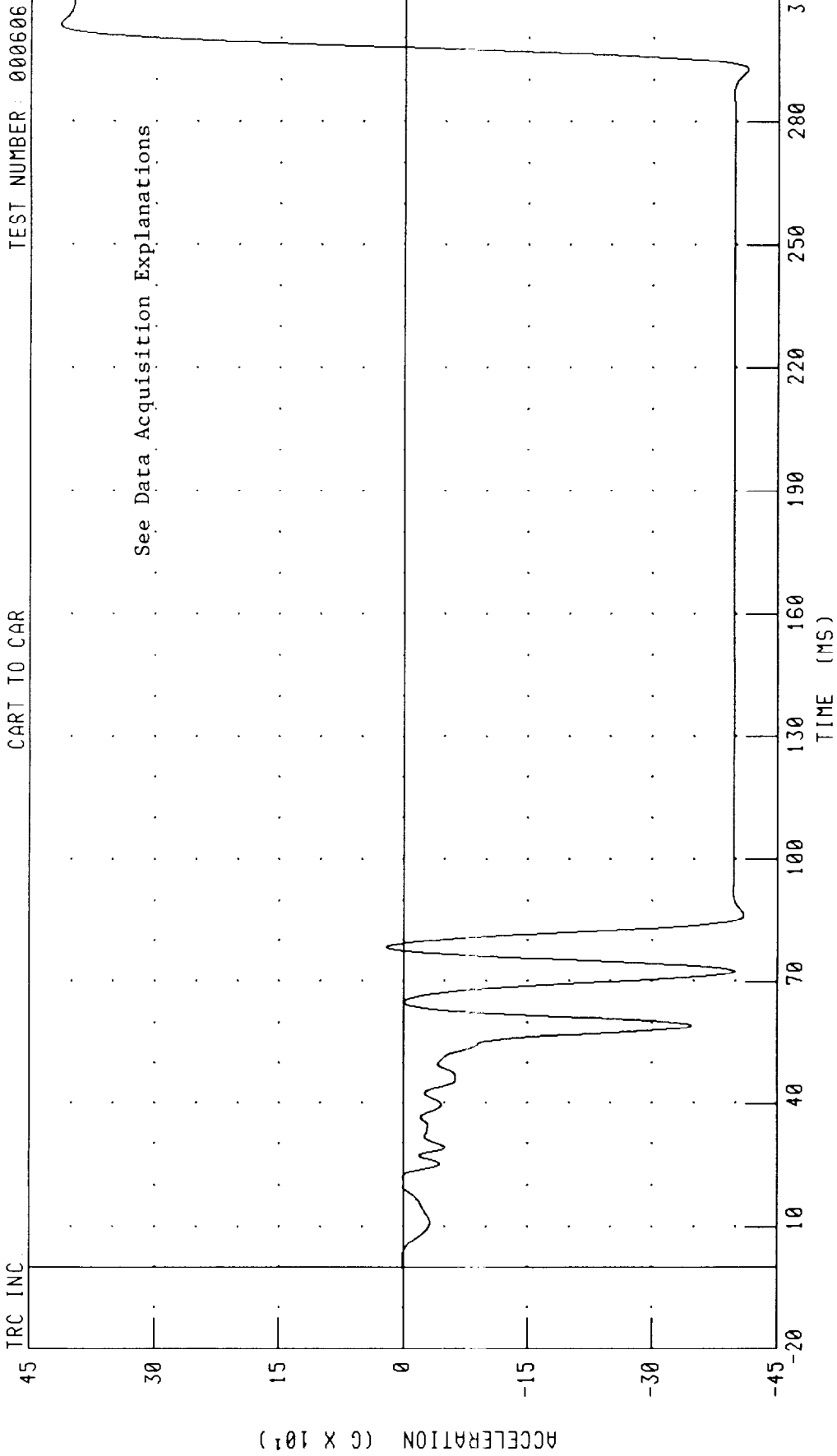
TRC INC. TEST NUMBER: 000606

CART TO CAR



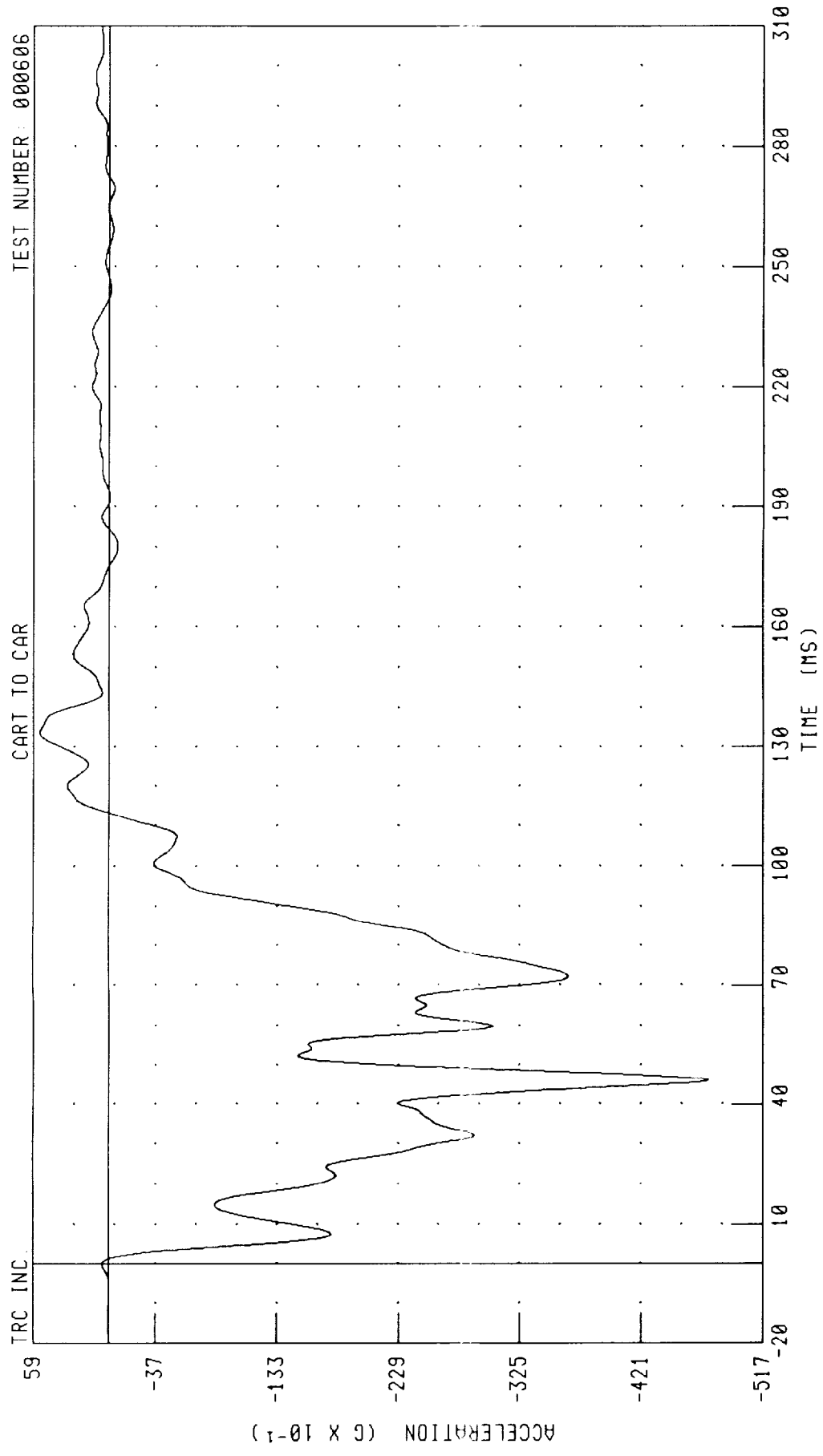
CHANNEL: VCCRG1 FILTER: CH. CLASS 60 PEAK DATA: 69.93 G @ 54.64 MS, 0.00 G @ -20.00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
INSTRUMENT PANEL X-AXIS ACCELERATION
CART TO CAR



CHANNEL: DPCXG1 FILTER: CH. CLASS 60 PEAK DATA: 414.41 G @ 303.28 MS; -413.66 G @ 292.56 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
REAR AXLE X-AXIS ACCELERATION
CART TO CAR



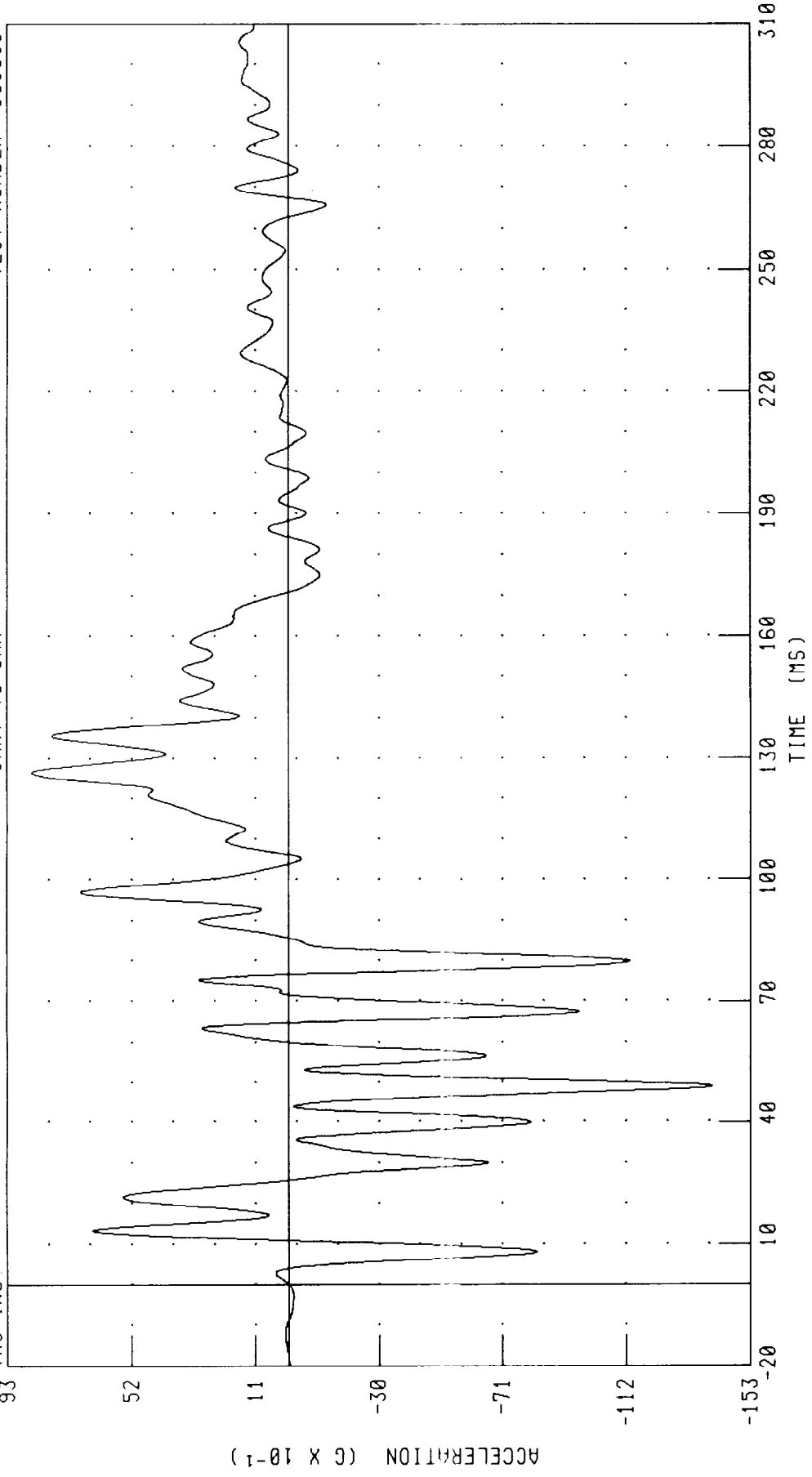
CHANNEL: RAXXC1 FILTER: CH. CLASS 60 PEAK DATA: 5.40 G @ 133.52 MS, -47.41 G @ 46.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
VEHICLE REAR CENTER Z-AXIS ACCELERATION

TRC INC.

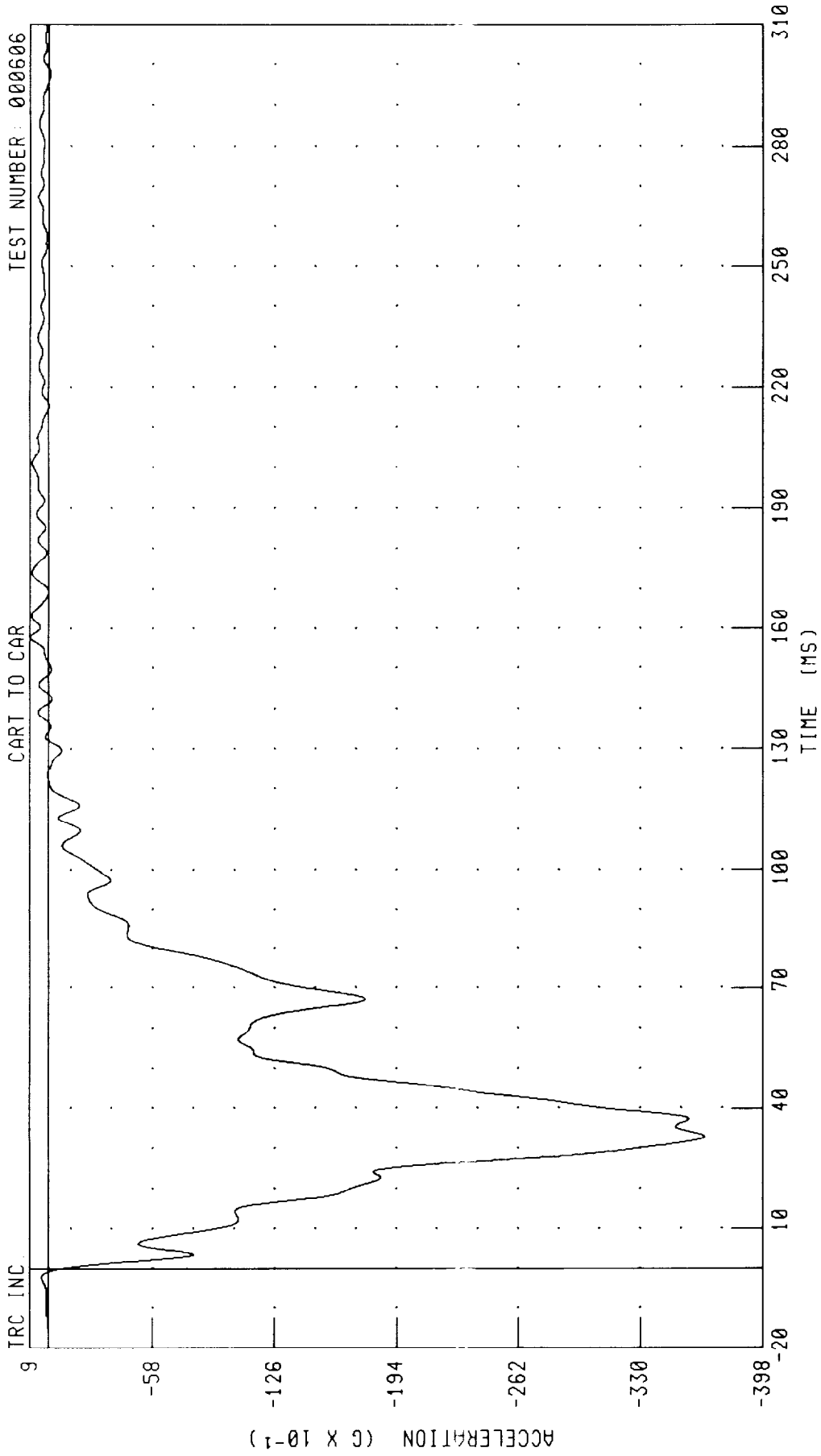
TEST NUMBER: 000606

CART TO CAR



CHANNEL: TFCZG1 FILTER: CH. CLASS 60 PEAK DATA: 8.49 G @ 126.64 MS, -14.06 G @ 48.96 MS

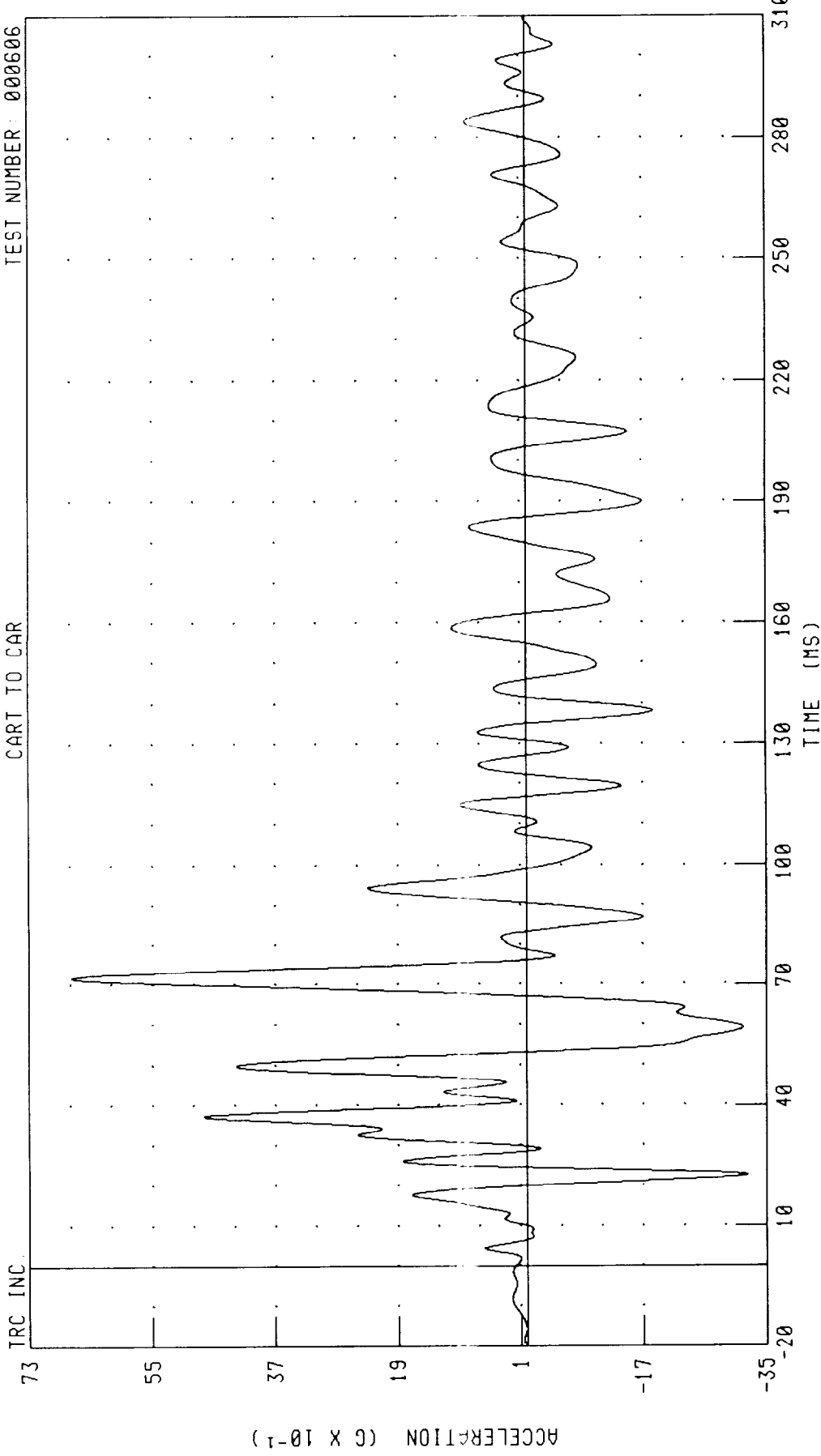
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY X-AXIS ACCELERATION



CHANNEL: BCGXG1 FILTER: CH. CLASS 60 PEAK DATA: 0.98 G @ 157.92 MS, -36.57 G @ 32.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY Y-AXIS ACCELERATION
CART TO CAR

TEST NUMBER: 000606

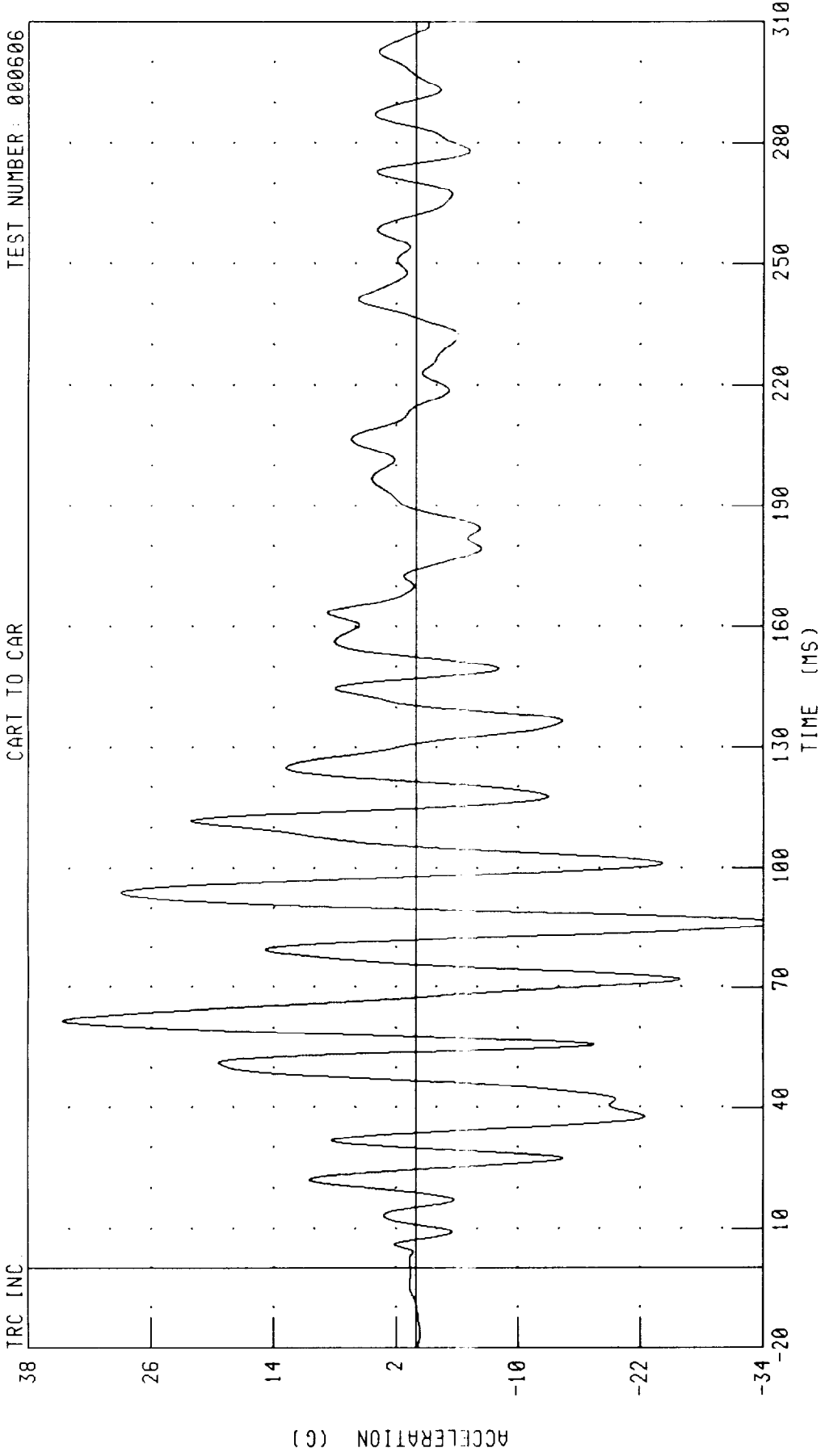


CHANNEL: BCCYG1 FILTER: CH. CLASS 60 PEAK DATA: 6.68 G @ 71.76 MS, -3.22 G @ 22.64 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY Z-AXIS ACCELERATION
CART TO CAR

TEST NUMBER: 000606

TRC INC



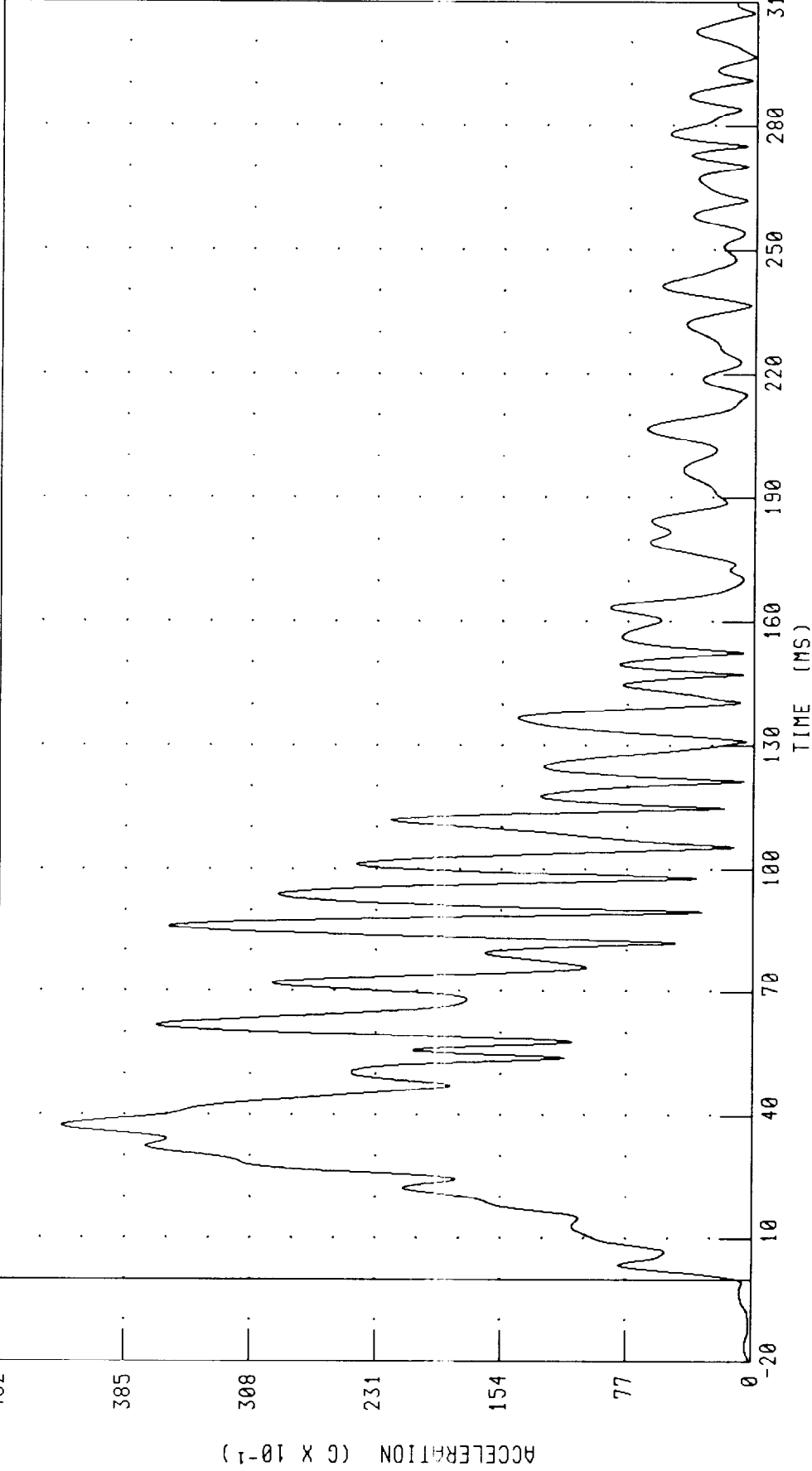
CHANNEL: BCCZG1 FILTER: CH. CLASS 60 PEAK DATA: 34.63 G @ 61.76 MS, -35.54 G @ 86.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY RESULTANT

TRC INC

CART TO CAR

TEST NUMBER 000606

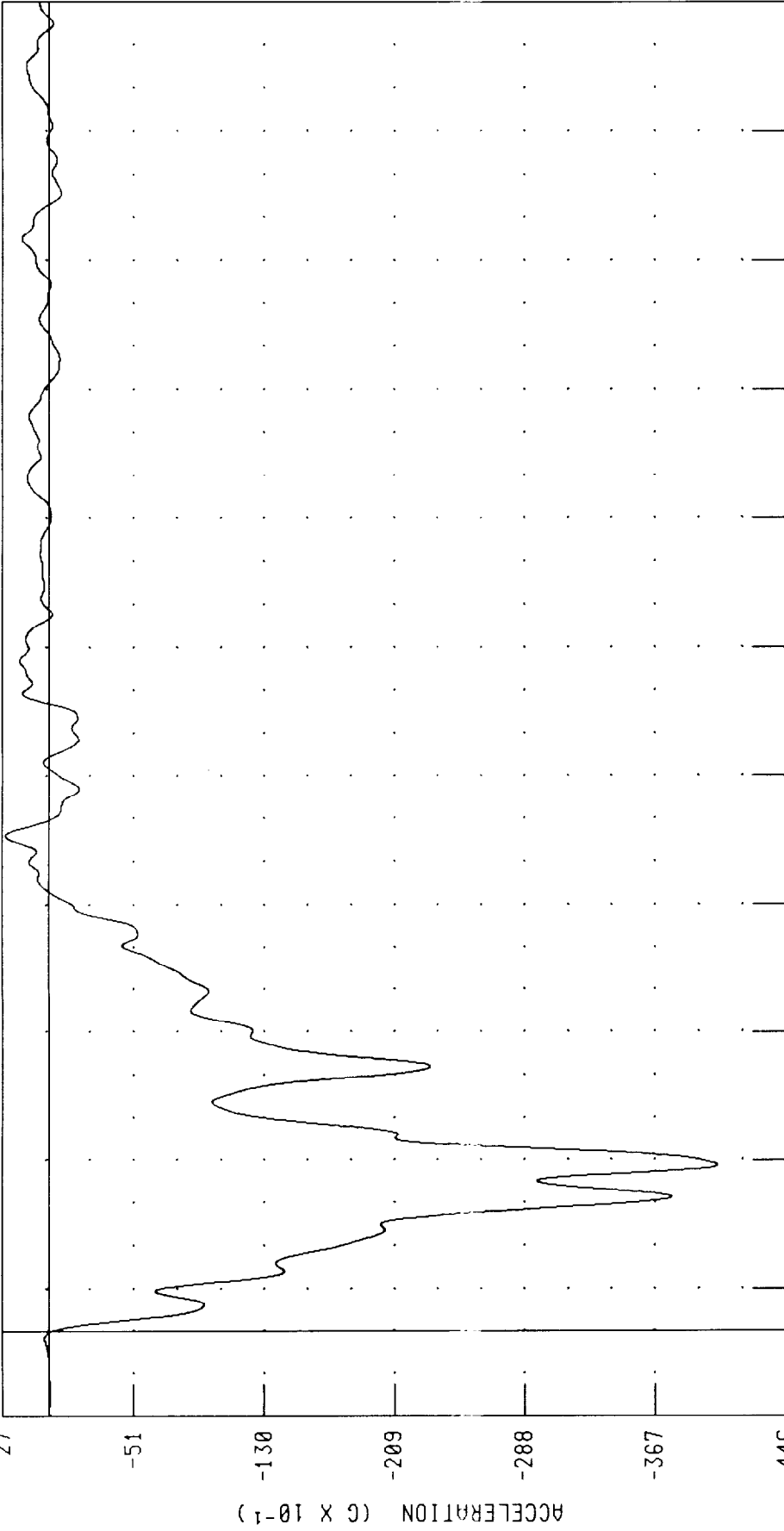


CHANNEL: BCCRG1 FILTER: CH. CLASS 60 PEAK DATA: 42.37 G @ 37.60 MS; 0.09 G @ -20.00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LEFT REAR FRAME X-AXIS ACCELERATION

TRC INC. TEST NUMBER: 000606

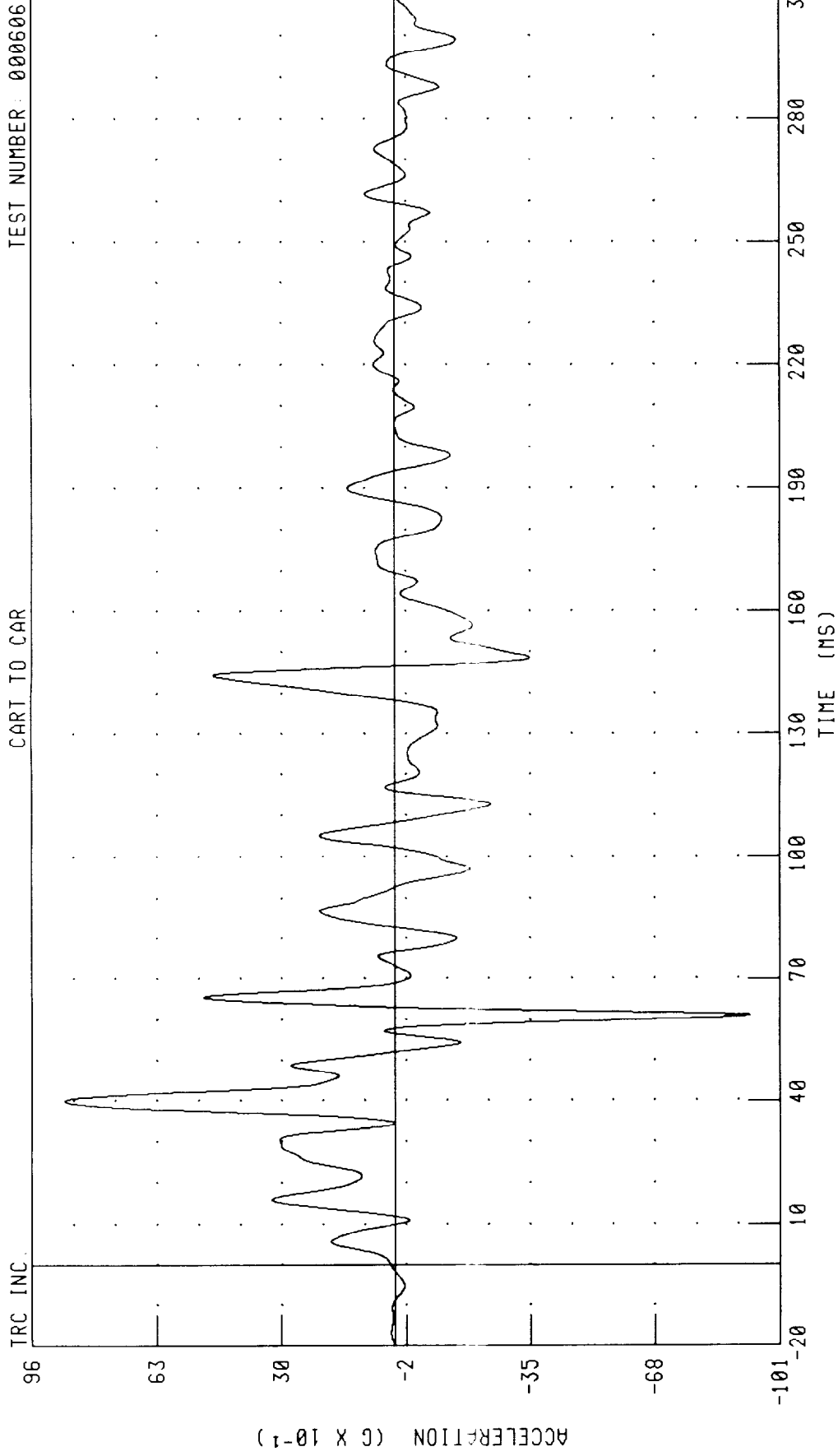
27



CHANNEL: BLRXC1 FILTER: CH. CLASS 60

PEAK DATA: 2.63 G @ 116.16 MS; -40.48 G @ 38.88 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LEFT REAR FRAME Y-AXIS ACCELERATION
CART TO CAR

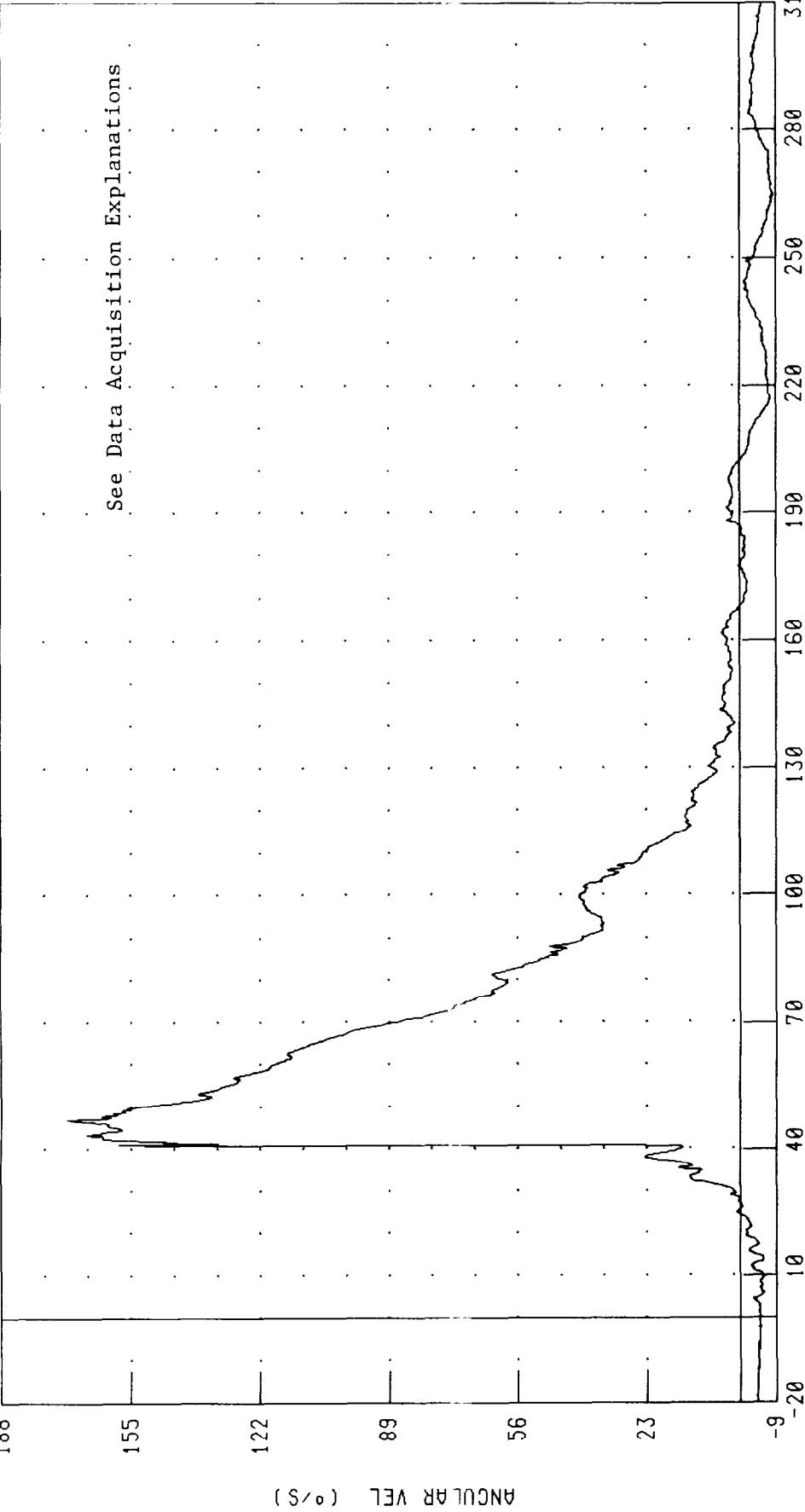


CHANNEL: BLRYC1 FILTER: CH. CLASS 60 PEAK DATA: 8.73 G @ 40.00 MS; -9.43 G @ 61.04 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER PITCH
CART TO CAR

TEST NUMBER: 000606

TRC INC



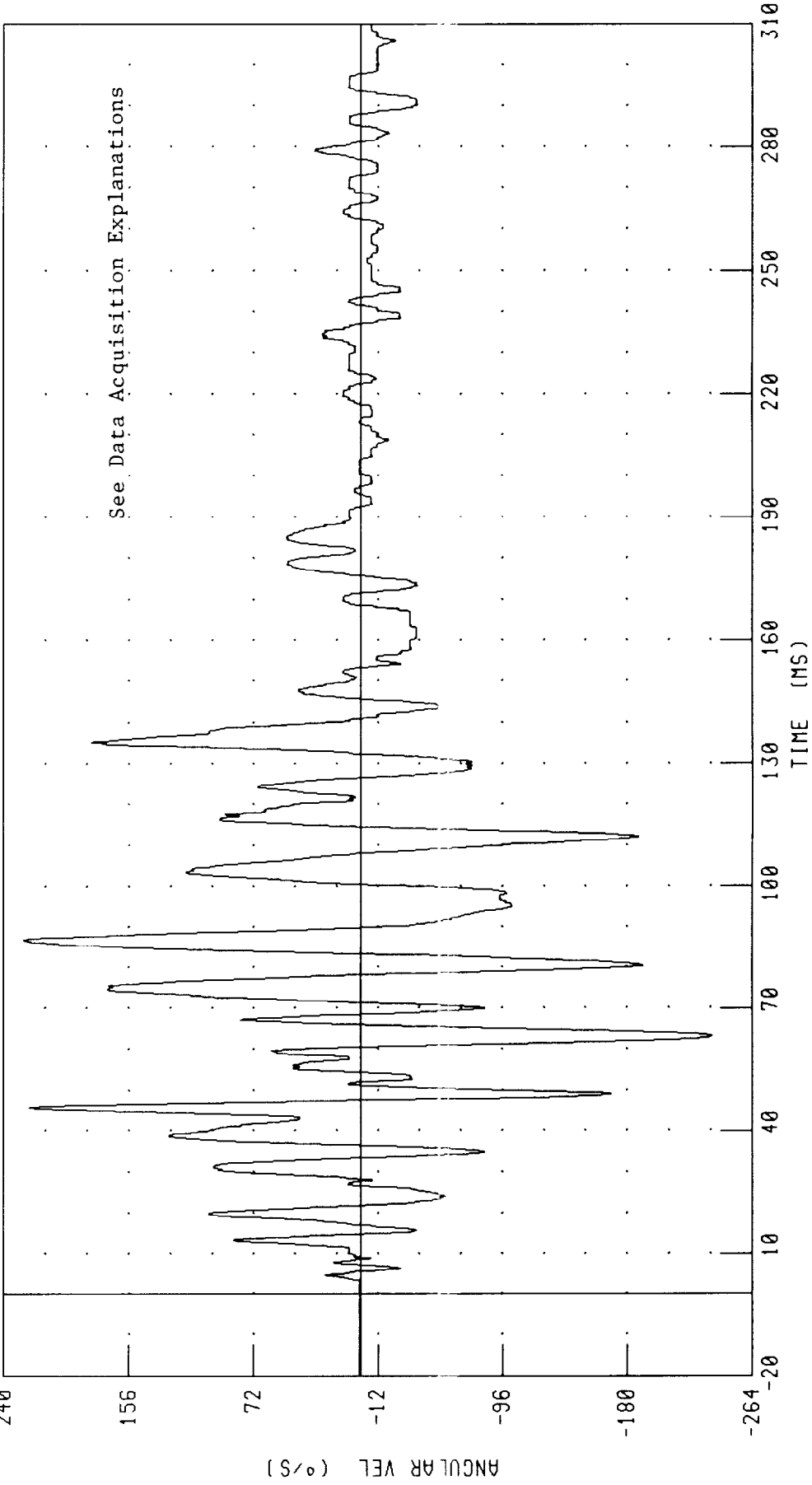
CHANNEL: VCCYV1 FILTER: CH. CLASS 1000 PEAK DATA: 171.87 °/S @ 47.04 MS, -8.49 °/S @ 264.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER YAW

TRC INC.

CART TO CAR

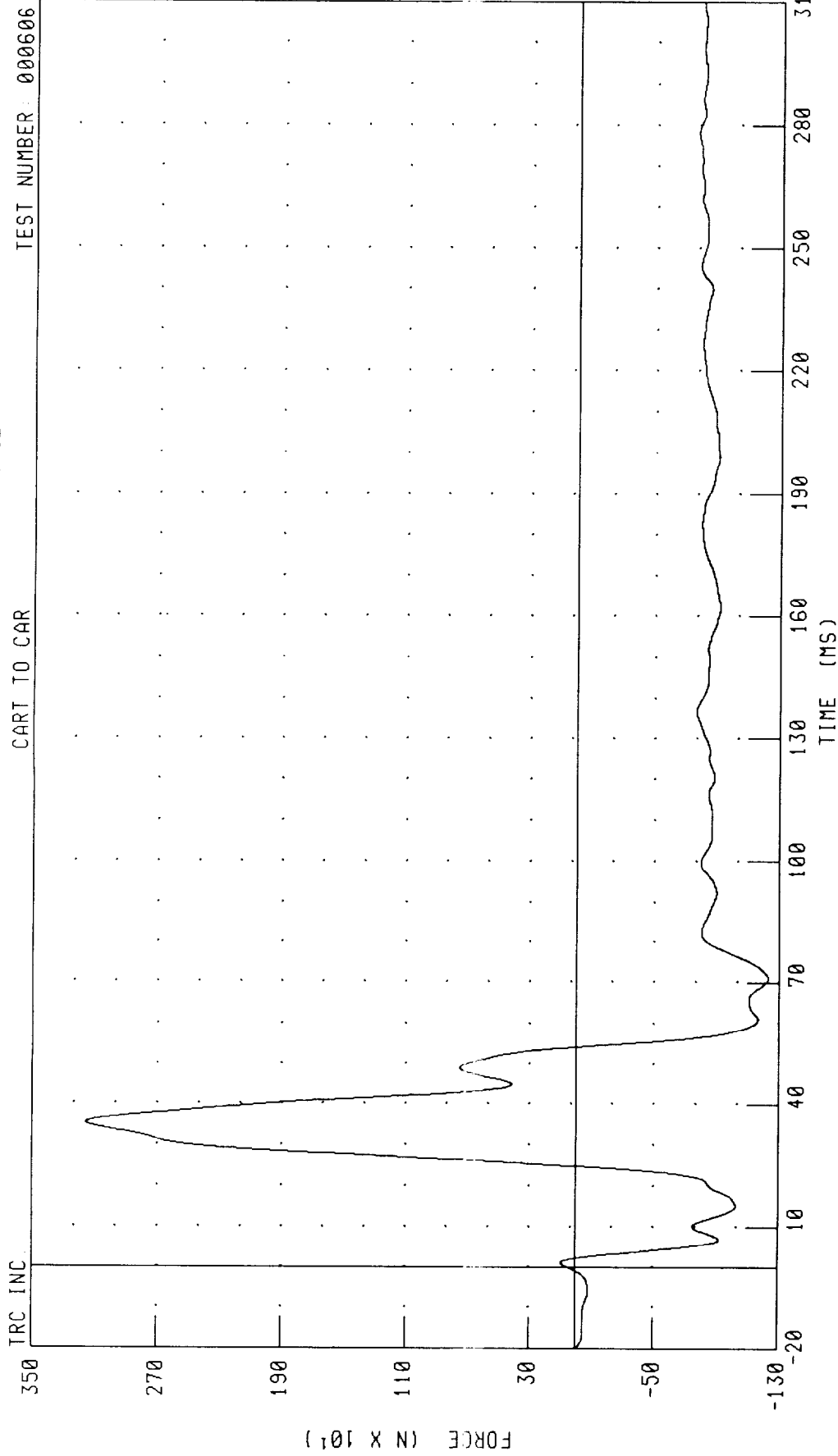
TEST NUMBER: 000606



CHANNEL: VCGZV1 FILTER: CH CLASS 1000

PEAK DATA: 226.51 °/S @ 86.80 MS, -237.05 °/S @ 63.20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A1 X-AXIS FORCE



350
270
190
110
30
-50
-130

TIME (MS)

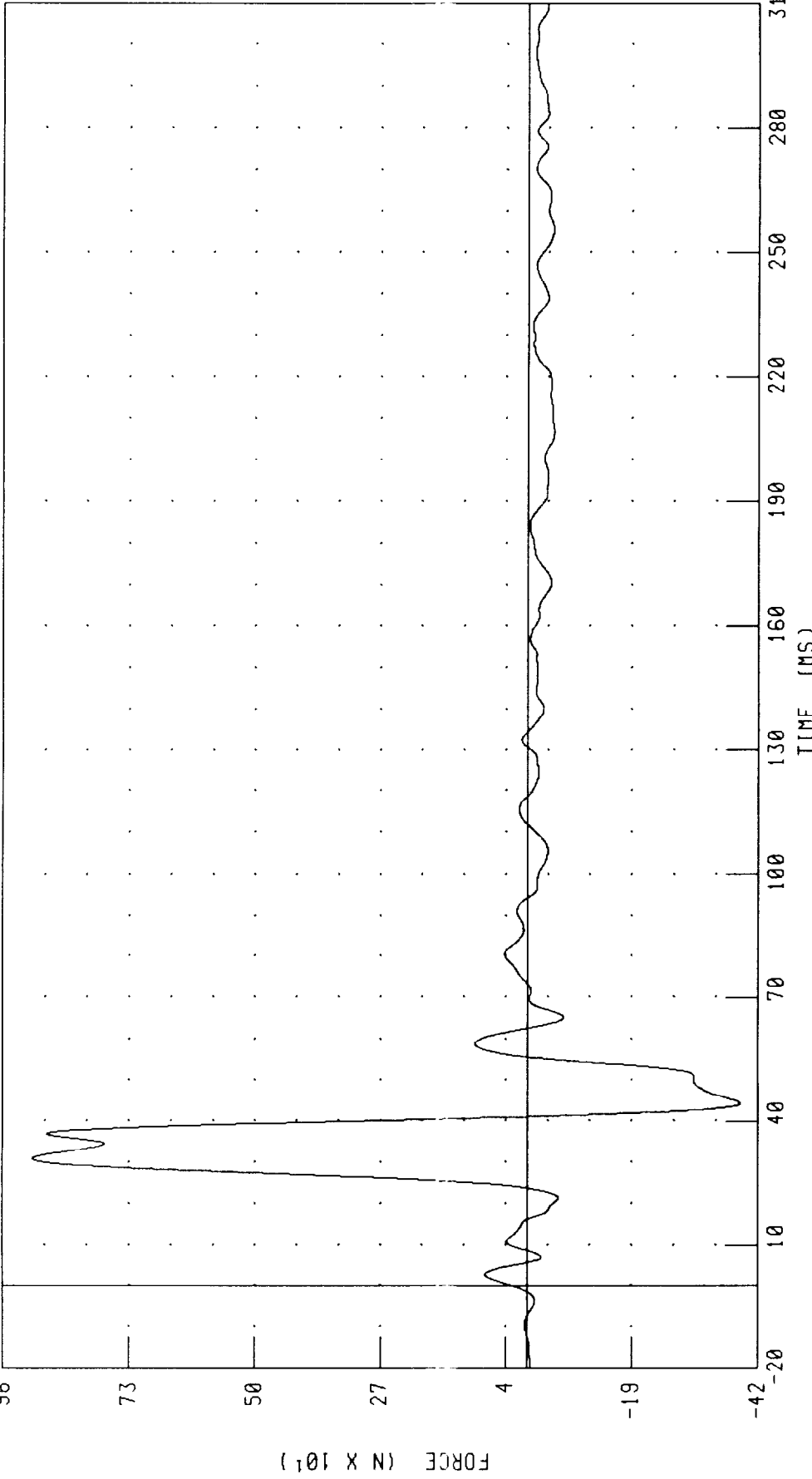
310
280
250
220
190
160
130
100
70
40
10
-20

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A1 Y-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

TRC INC

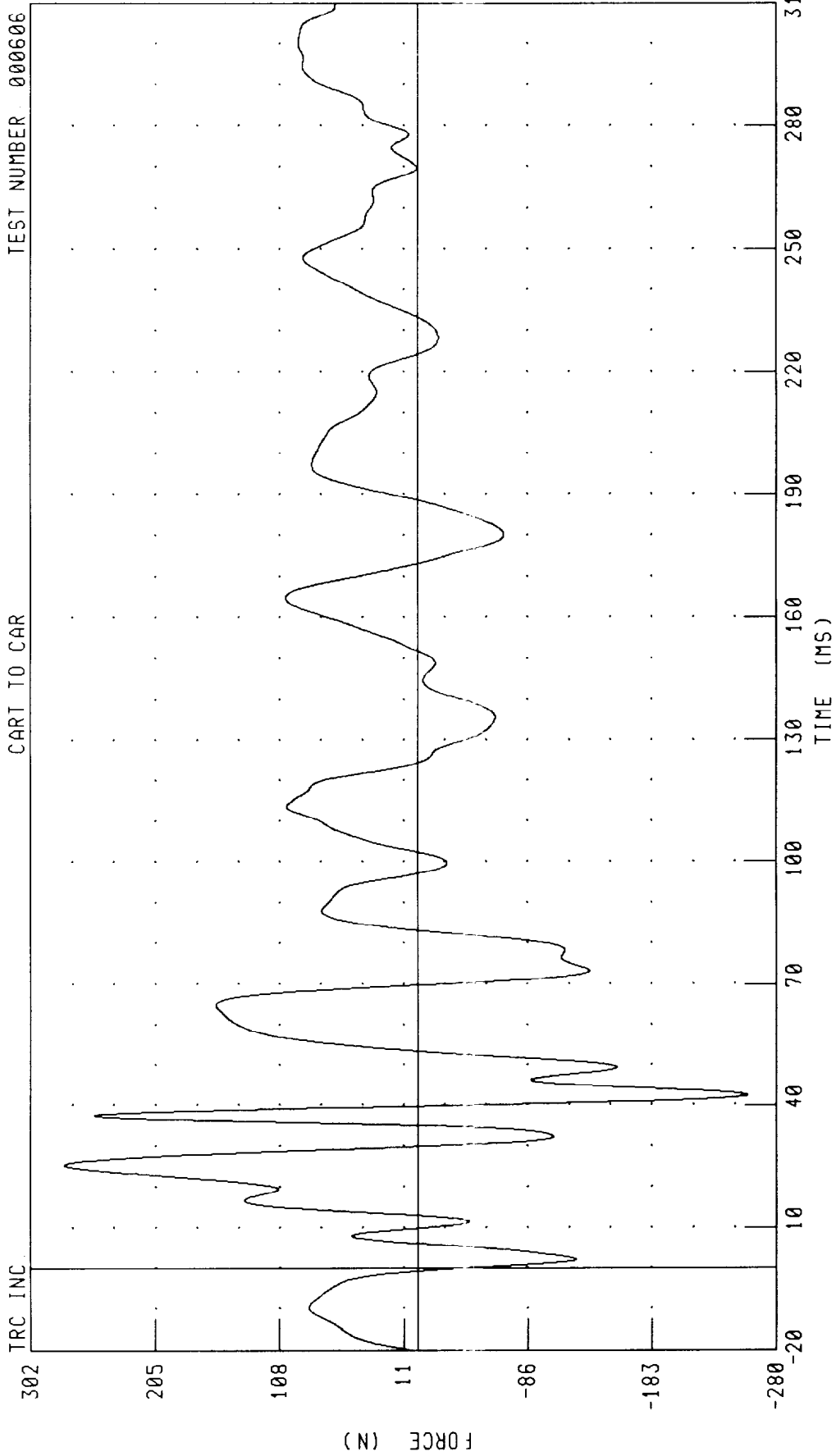


CHANNEL: BA1YF FILTER: CH. CLASS 60 PEAK DATA: 906.42 N @ 30.88 MS, -387.44 N @ 44.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A1 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC

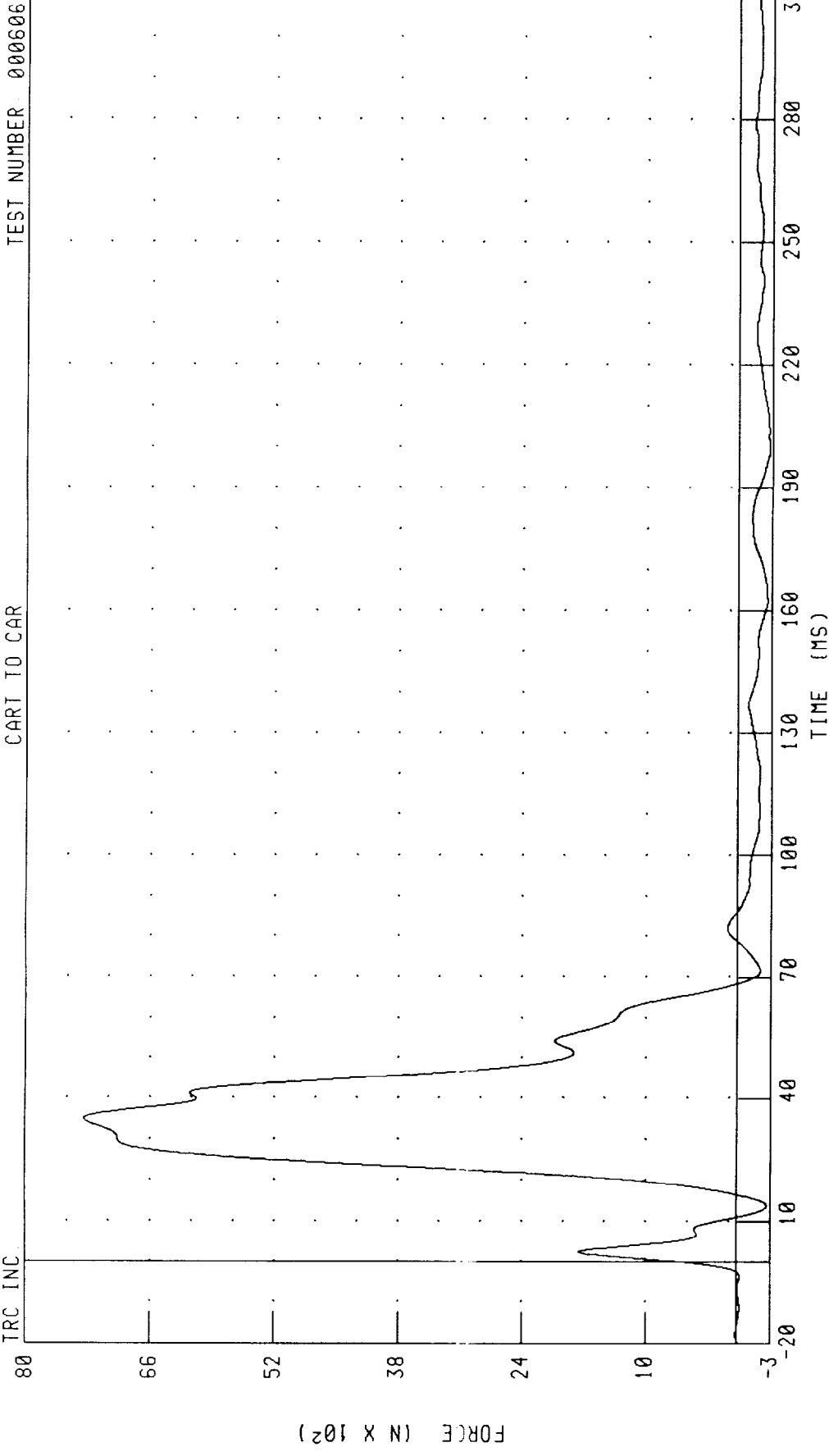


PEAK DATA: 275.76 N @ 25.44 MS; -257.89 N @ 42.48 MS

FILTER: CH. CLASS 60

CHANNEL: BA1ZF

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A2 X-AXIS FORCE
CART TO CAR

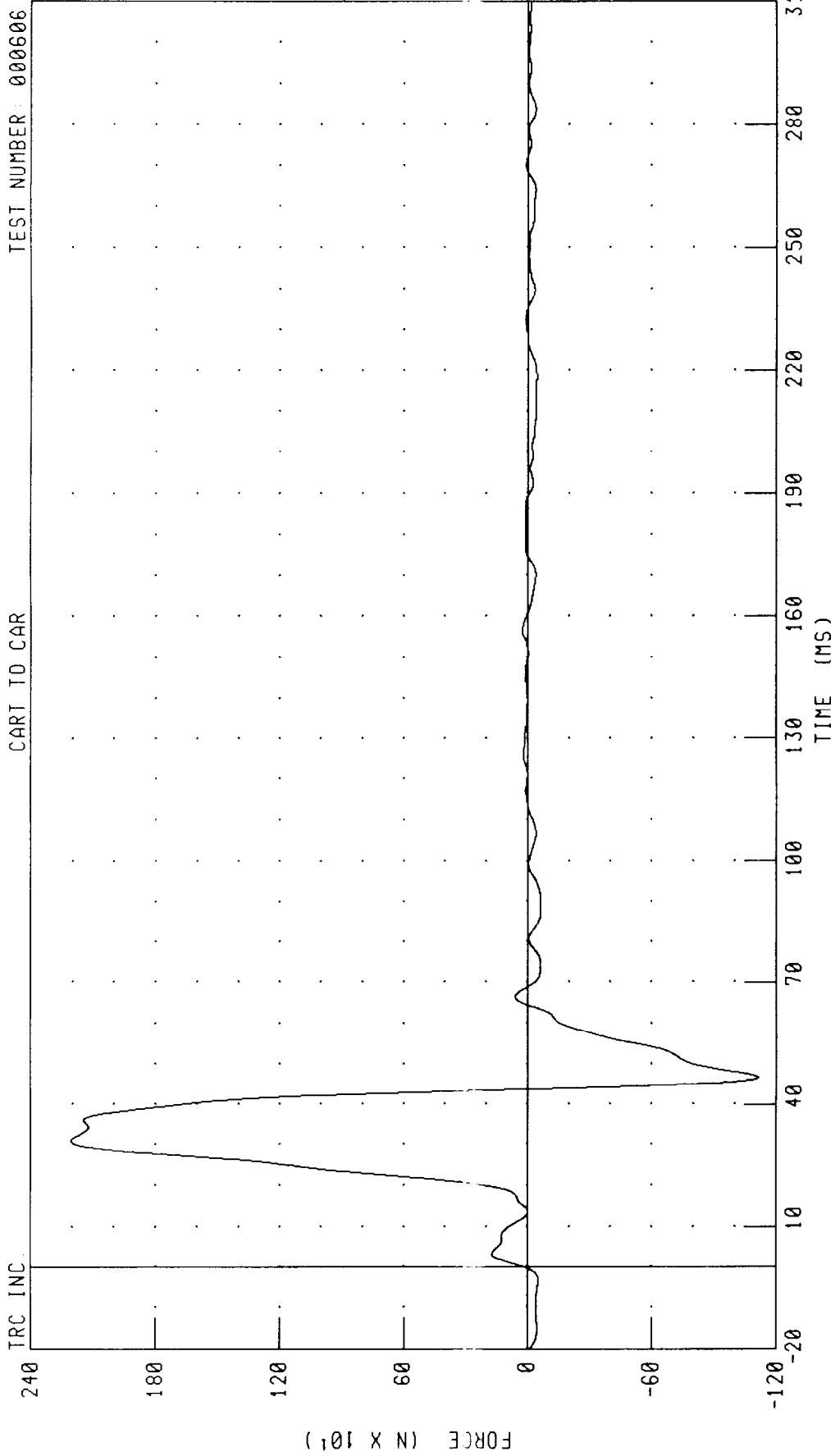


CHANNEL: BA2XF FILTER: CH. CLASS 60 PEAK DATA: 7361.47 N @ 34.96 MS, -351.07 N @ 199.44 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A2 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC

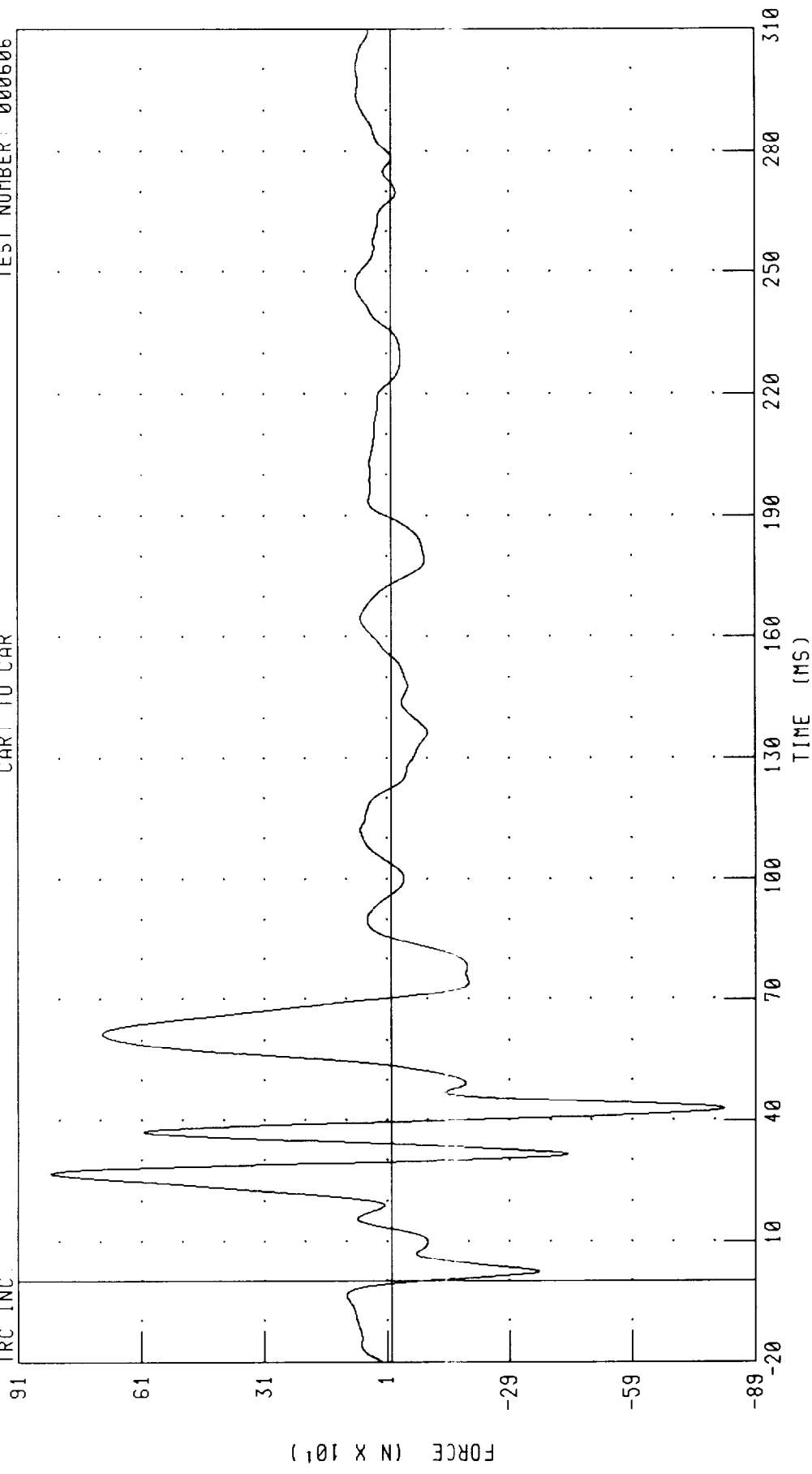


CHANNEL: BA2YF FILTER: CH. CLASS 60 PEAK DATA: 2206.47 N @ 30.80 MS; -1113.82 N @ 46.64 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A2 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC

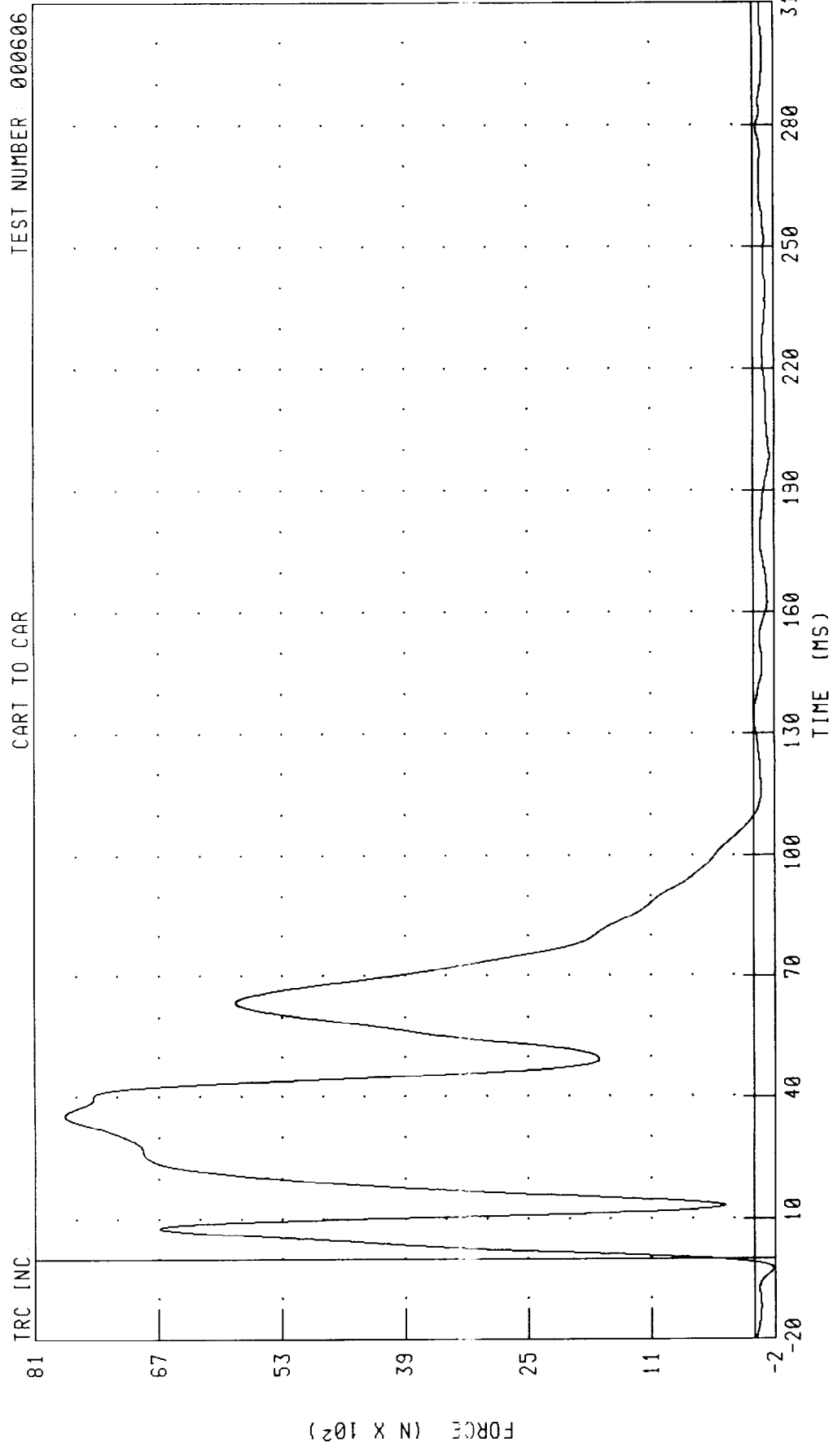


PEAK DATA: 831.32 N @ 26.80 MS; -814.06 N @ 42.96 MS

FILTER: CH. CLASS 60

CHANNEL: BA2ZF

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A3 X-AXIS FORCE
CART TO CAR

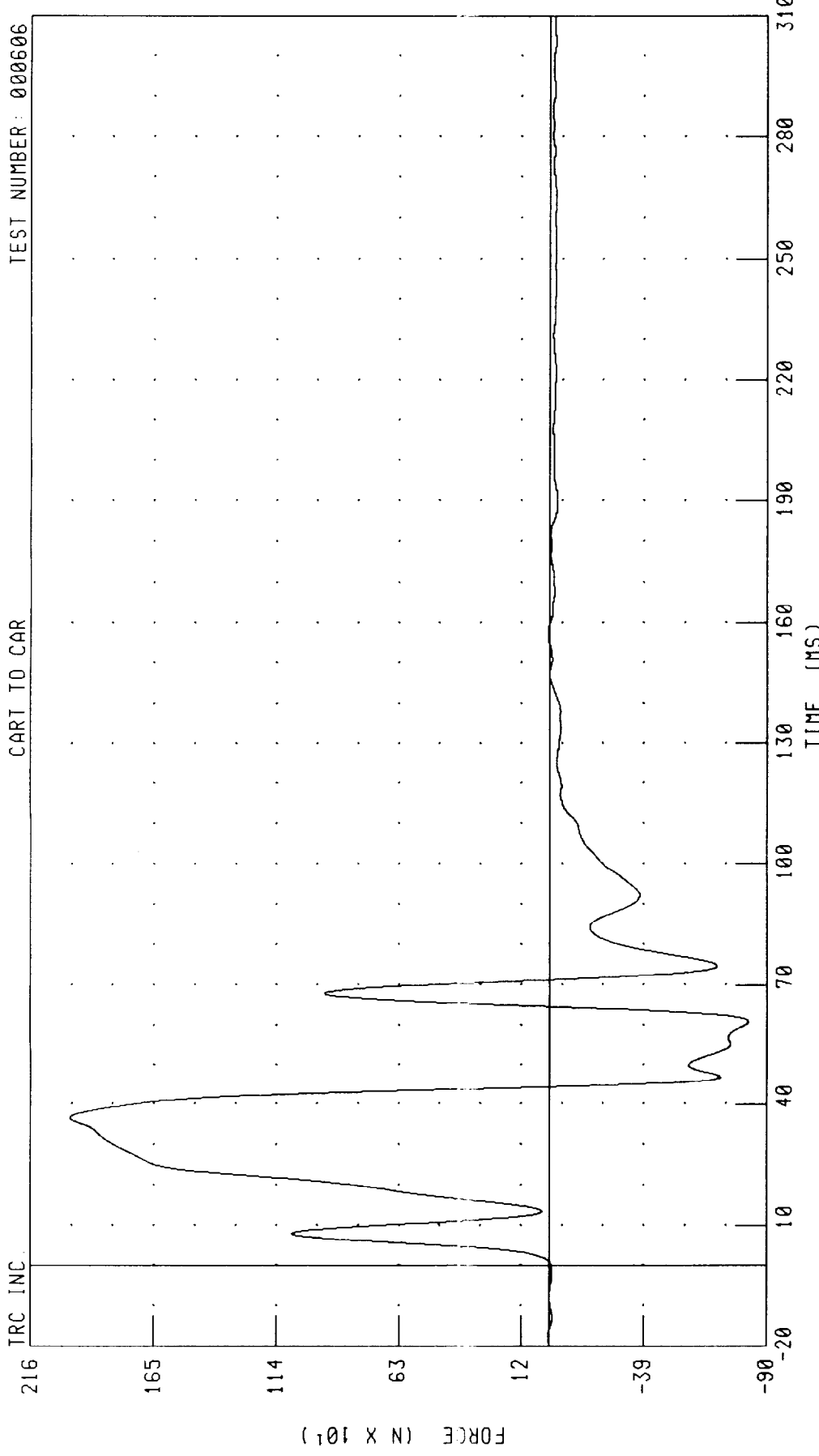


CHANNEL: BA3XF FILTER: CH CLASS 60 PEAK DATA: 7831.98 N @ 35.44 MS, -211.09 N @ -2.40 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A3 Y-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

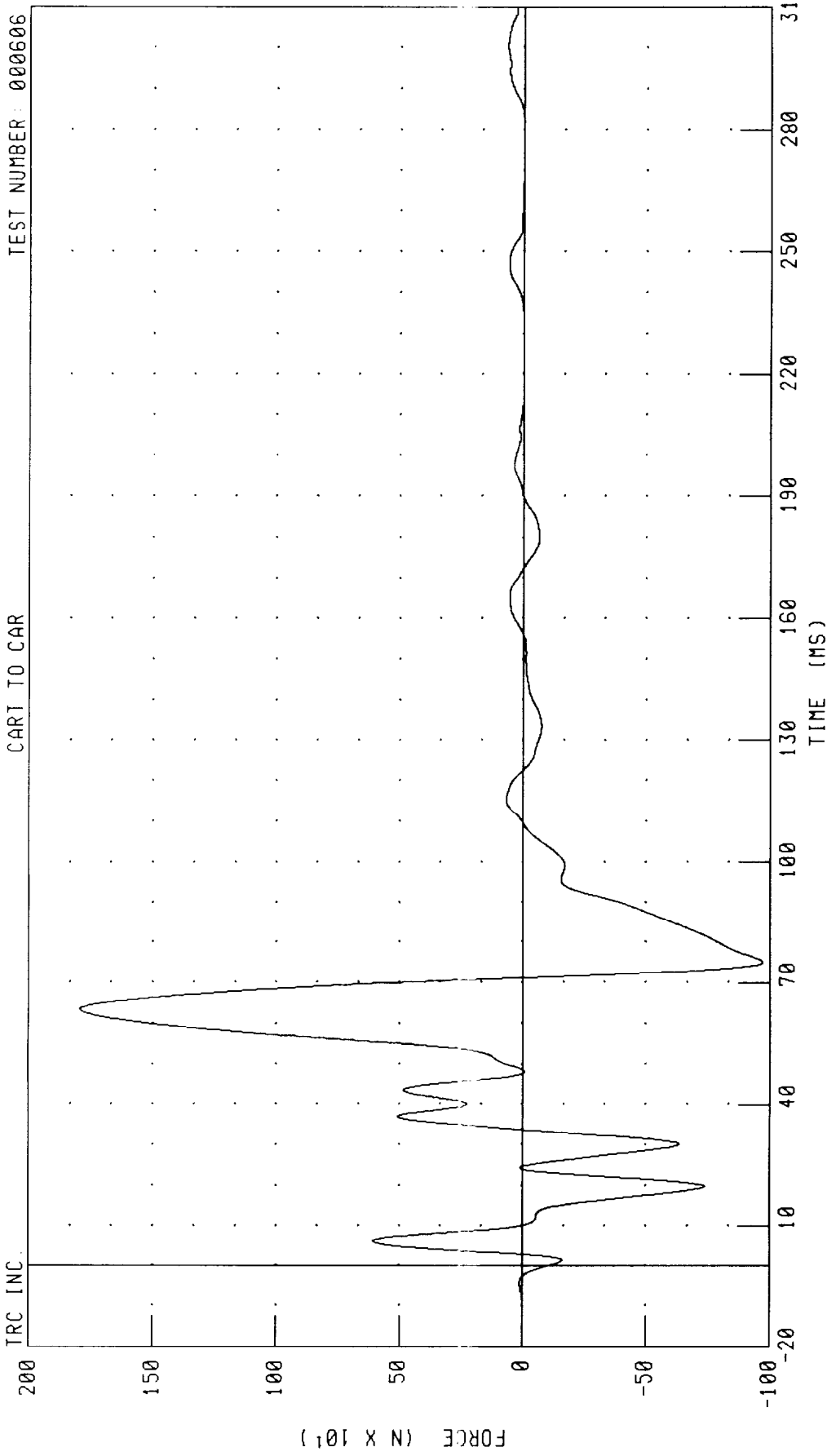


CHANNEL: BA3YF FILTER: CH. CLASS 60 PEAK DATA: 1998.27 N @ 36.64 MS, -823.76 N @ 60.88 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A3 Z-AXIS FORCE

TRC INC. TEST NUMBER: 000606

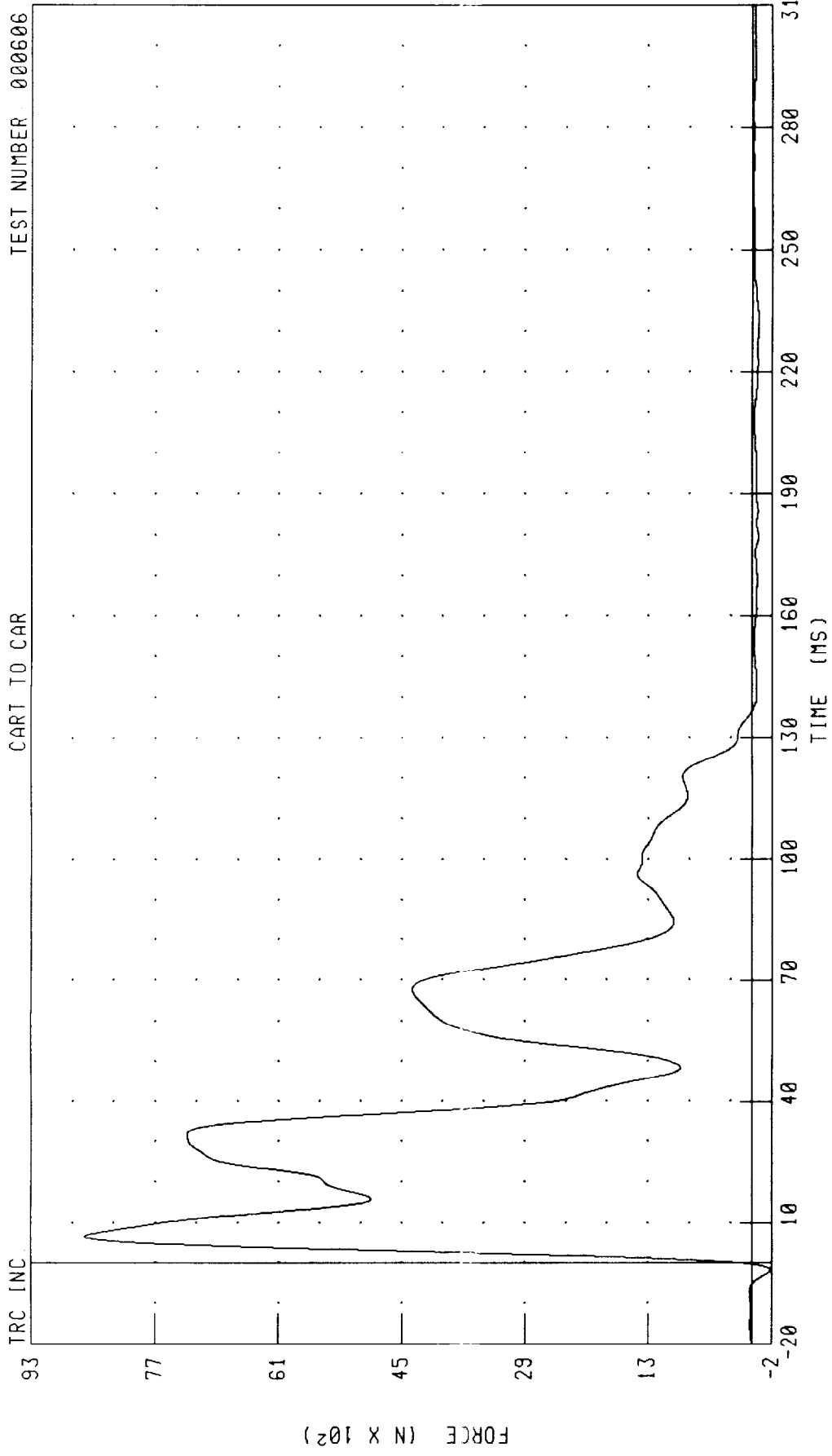
CART TO CAR



CHANNEL: BA3ZF FILTER: CH. CLASS 60 PEAK DATA: 1792.38 N @ 63.52 MS, -971.68 N @ 75.04 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A4 X-AXIS FORCE

TRC INC
CART TO CAR
TEST NUMBER 000606

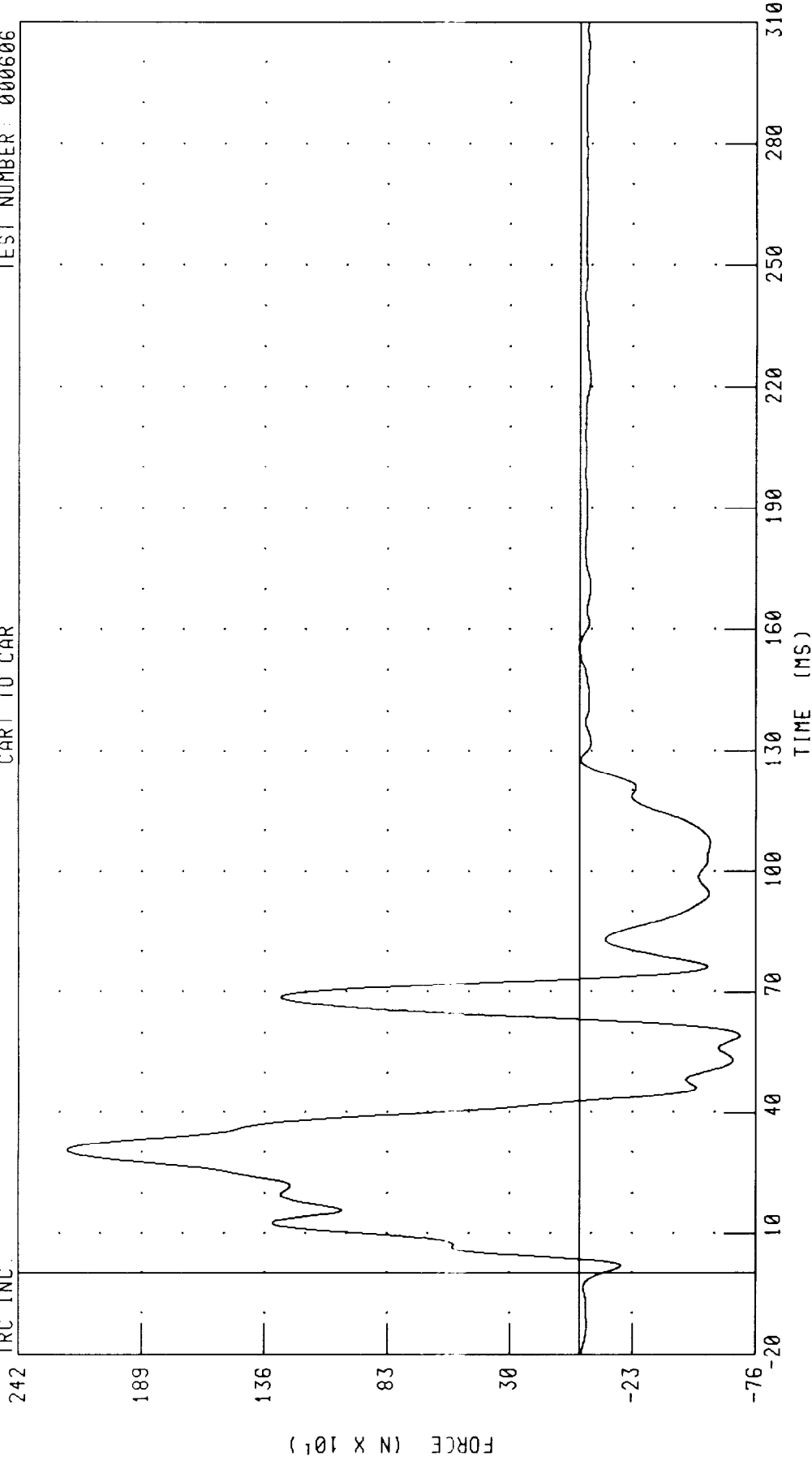


CHANNEL: BA4XF FILTER: CH. CLASS 60 PEAK DATA: 8660.70 N @ 6.64 MS, -232.89 N @ -1.68 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A4 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC



PEAK DATA: 2211.74 N @ 30.64 MS, -691.86 N @ 59.36 MS

CHANNEL: BA4YF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL A4 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC.

164

115

66

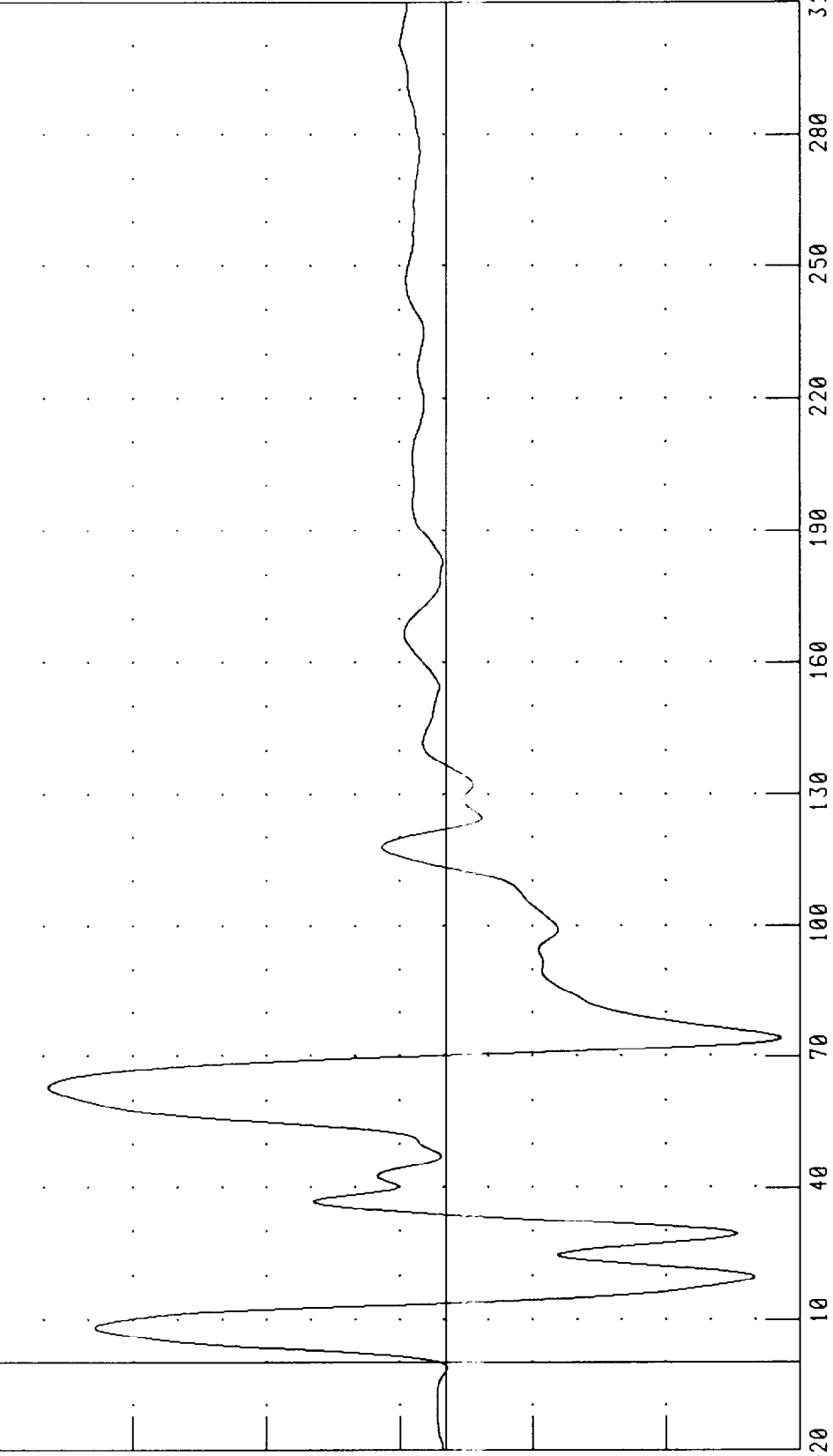
17

-32

-81

-130

FORCE (N X 10⁴)



TIME (MS)

CHANNEL: BA4ZF FILTER: CH. CLASS 60 PEAK DATA: 1457.65 N @ 63.04 MS, -1231.66 N @ 74.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B1 X-AXIS FORCE
CART TO CAR

TEST NUMBER 000606

TRC INC

108

89

70

51

32

13

-5

-20

10

40

70

100

130

160

190

220

250

280

310

FORCE (N X 10²)

TIME (MS)

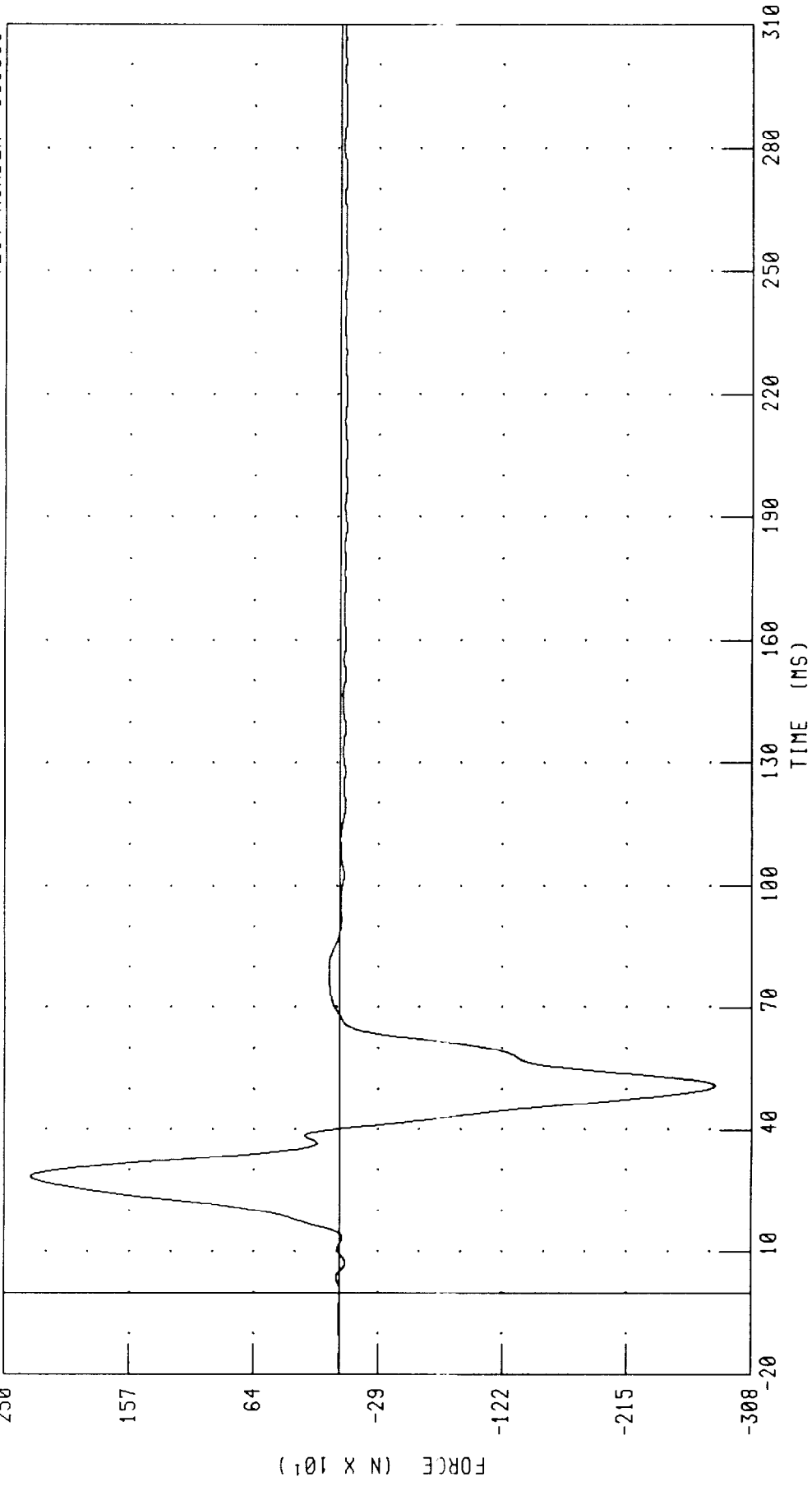
CHANNEL: BB1XF FILTER: CH. CLASS 60 PEAK DATA: 10224.95 N @ 50.48 MS, -489.39 N @ 67.44 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B1 Y-AXIS FORCE

TEST NUMBER: 000606

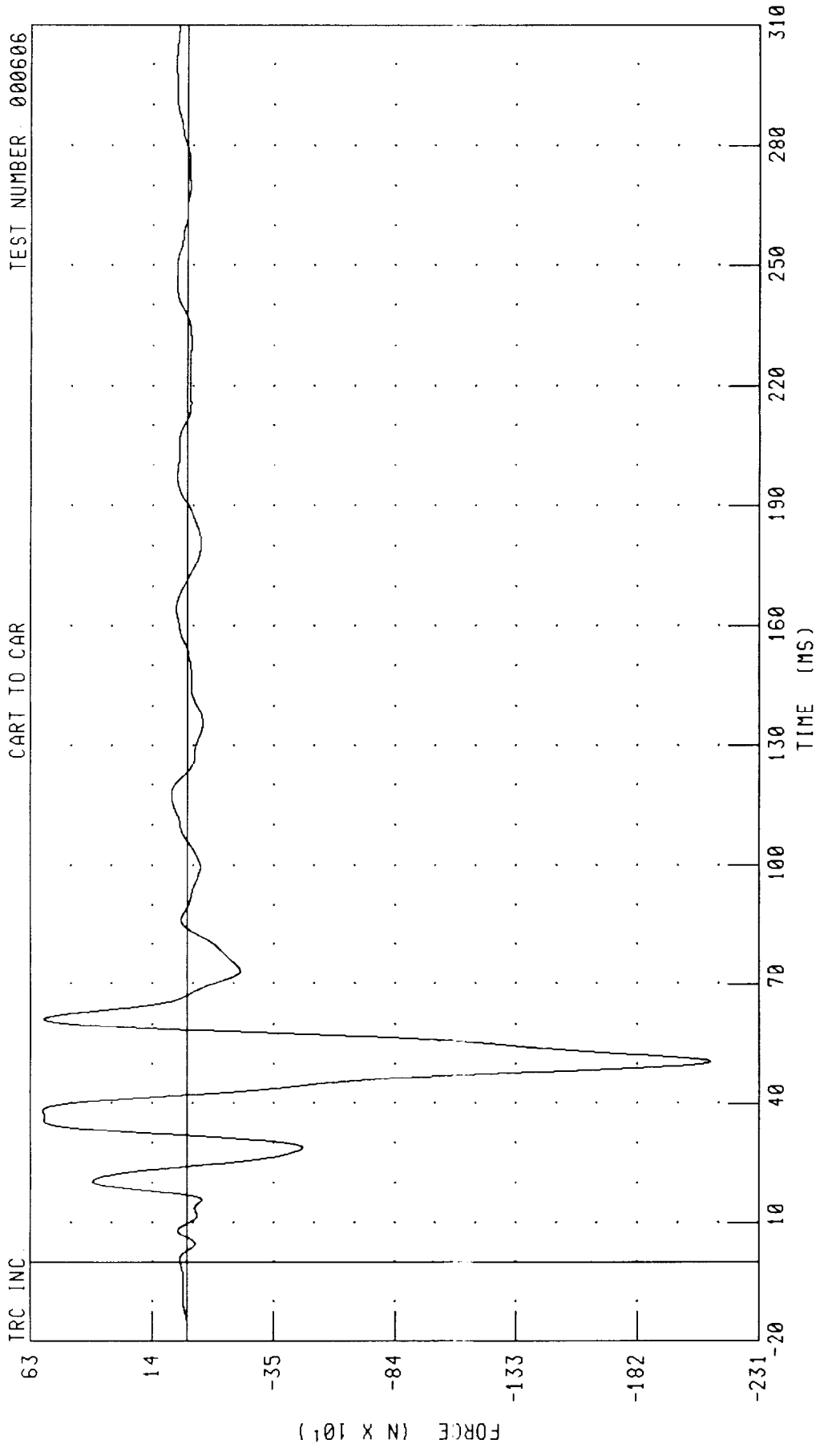
CART TO CAR

TRC INC.



CHANNEL: BB1YF FILTER: CH. CLASS 60 PEAK DATA: 2306.11 N @ 28.48 MS, -2810.20 N @ 50.88 MS

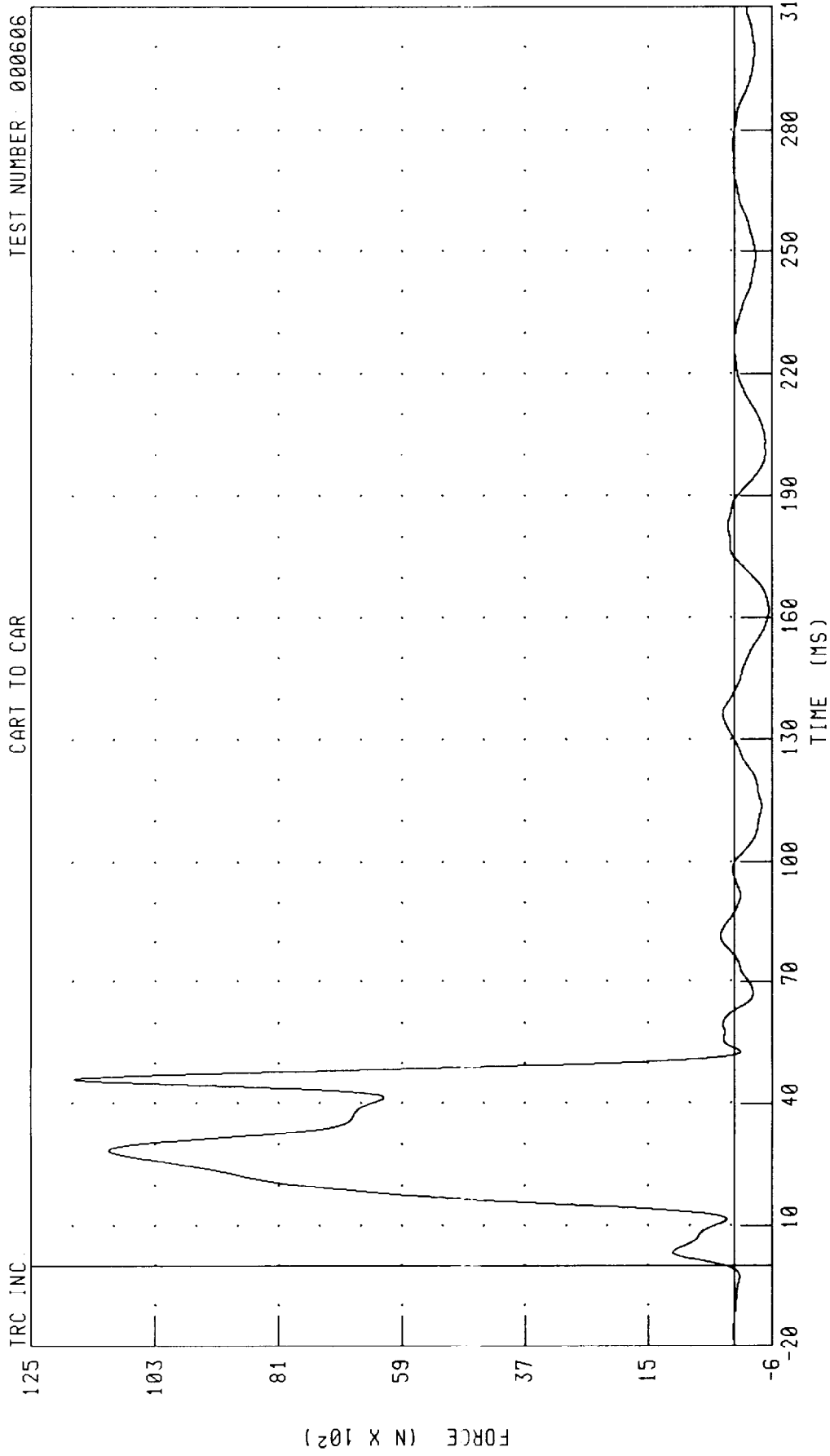
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B1 Z-AXIS FORCE



CHANNEL: BB1ZF FILTER: CH. CLASS 60 PEAK DATA: 580.29 N @ 38.08 MS, -2113.33 N @ 50.64 MS

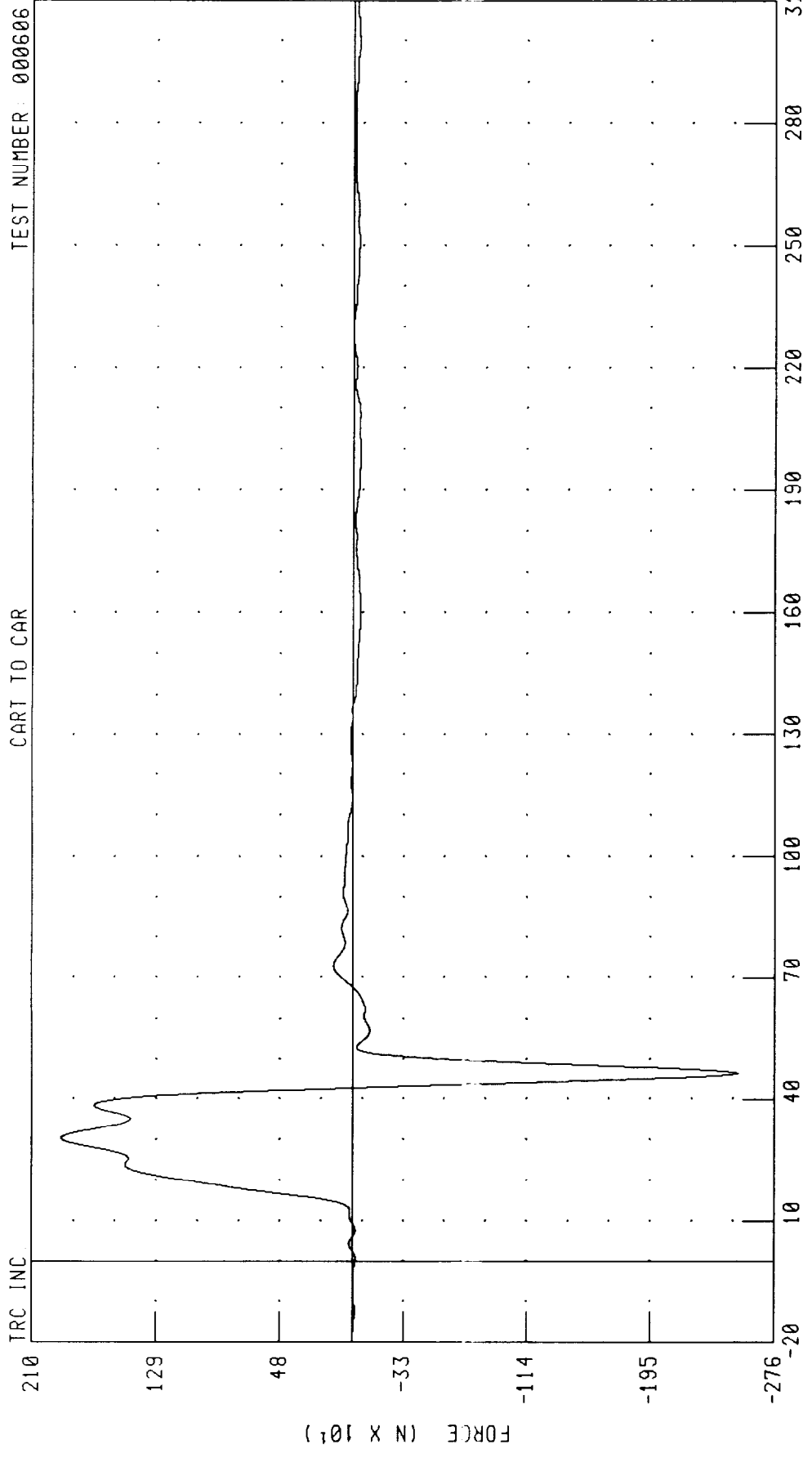
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B2 X-AXIS FORCE

TRC INC. CART TO CAR TEST NUMBER: 000606



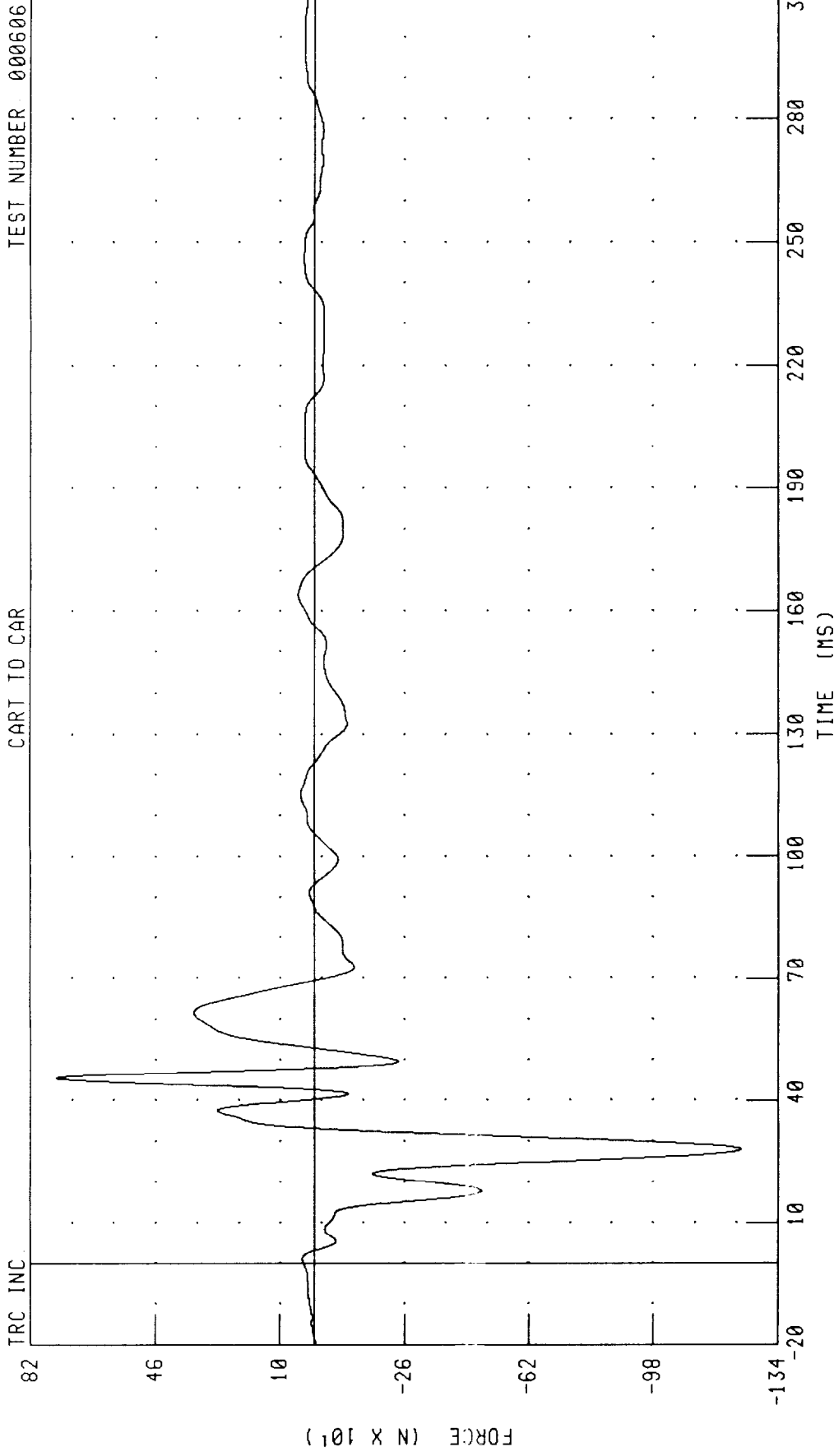
CHANNEL: BB2XF FILTER: CH CLASS 60 PEAK DATA: 11771.84 N @ 46.08 MS, -613.30 N @ 161.92 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B2 Y-AXIS FORCE



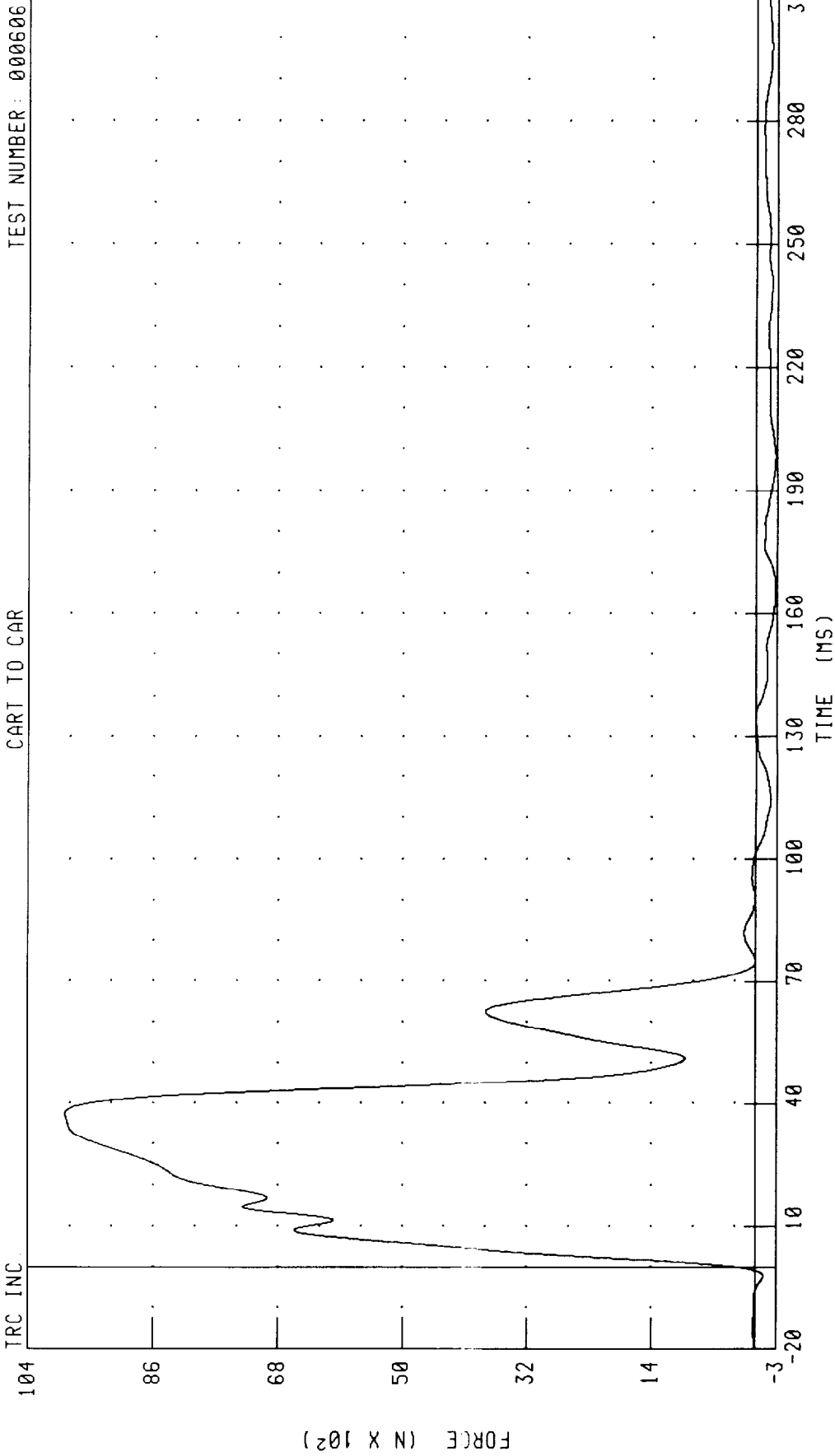
CHANNEL: BB2YF FILTER: CH. CLASS 60 PEAK DATA: 1911.06 N @ 30.40 MS, -2525.12 N @ 46.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B2 Z-AXIS FORCE
CART TO CAR



CHANNEL: BB2ZF FILTER: CH. CLASS 60 PEAK DATA: 746.95 N @ 45.52 MS, -1234.61 N @ 28.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B3 X-AXIS FORCE
CART TO CAR

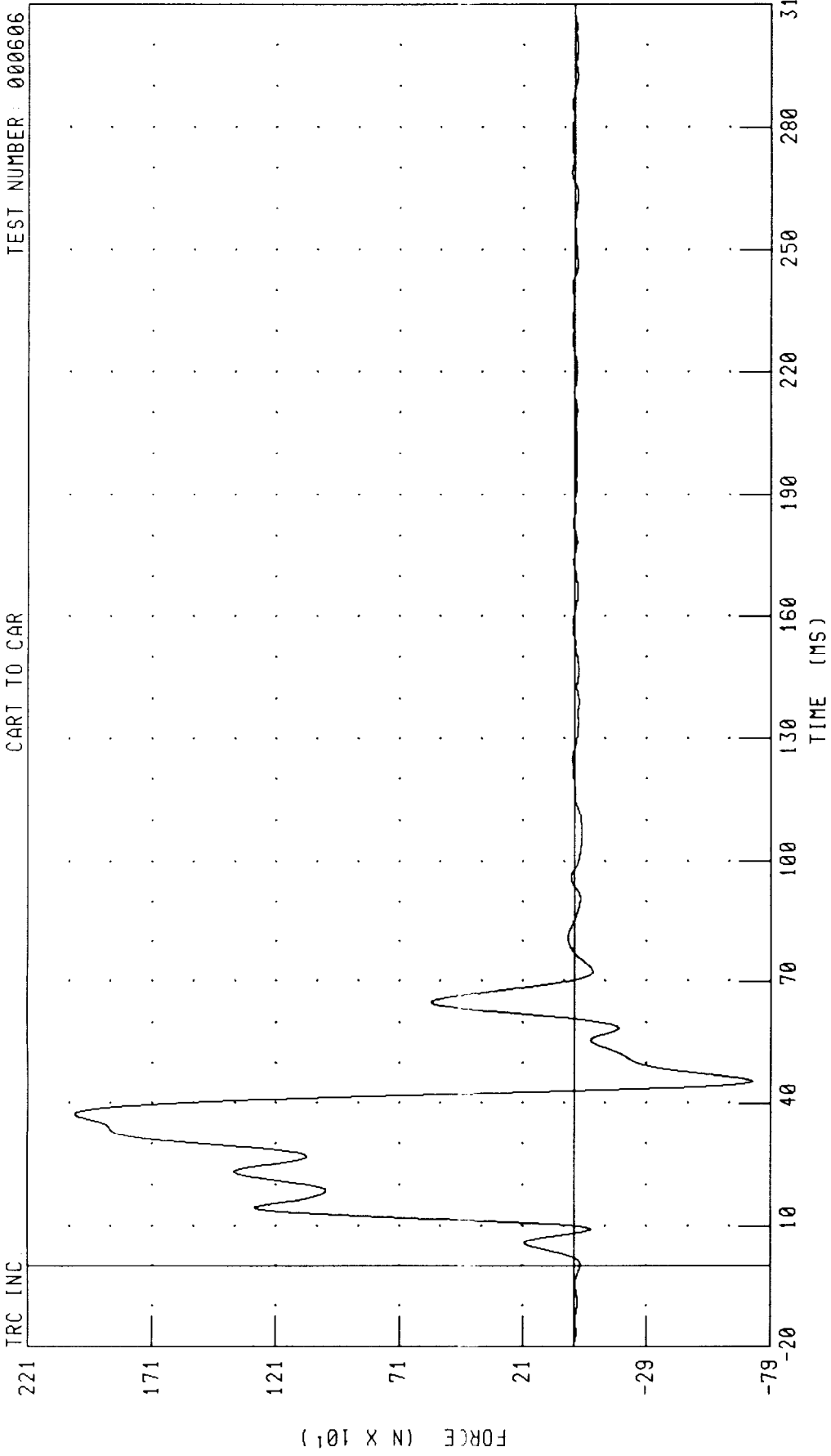


CHANNEL: BB3XF FILTER: CH. CLASS 60 PEAK DATA: 9957.45 N @ 37.36 MS; -289.85 N @ 198.32 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B3 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC

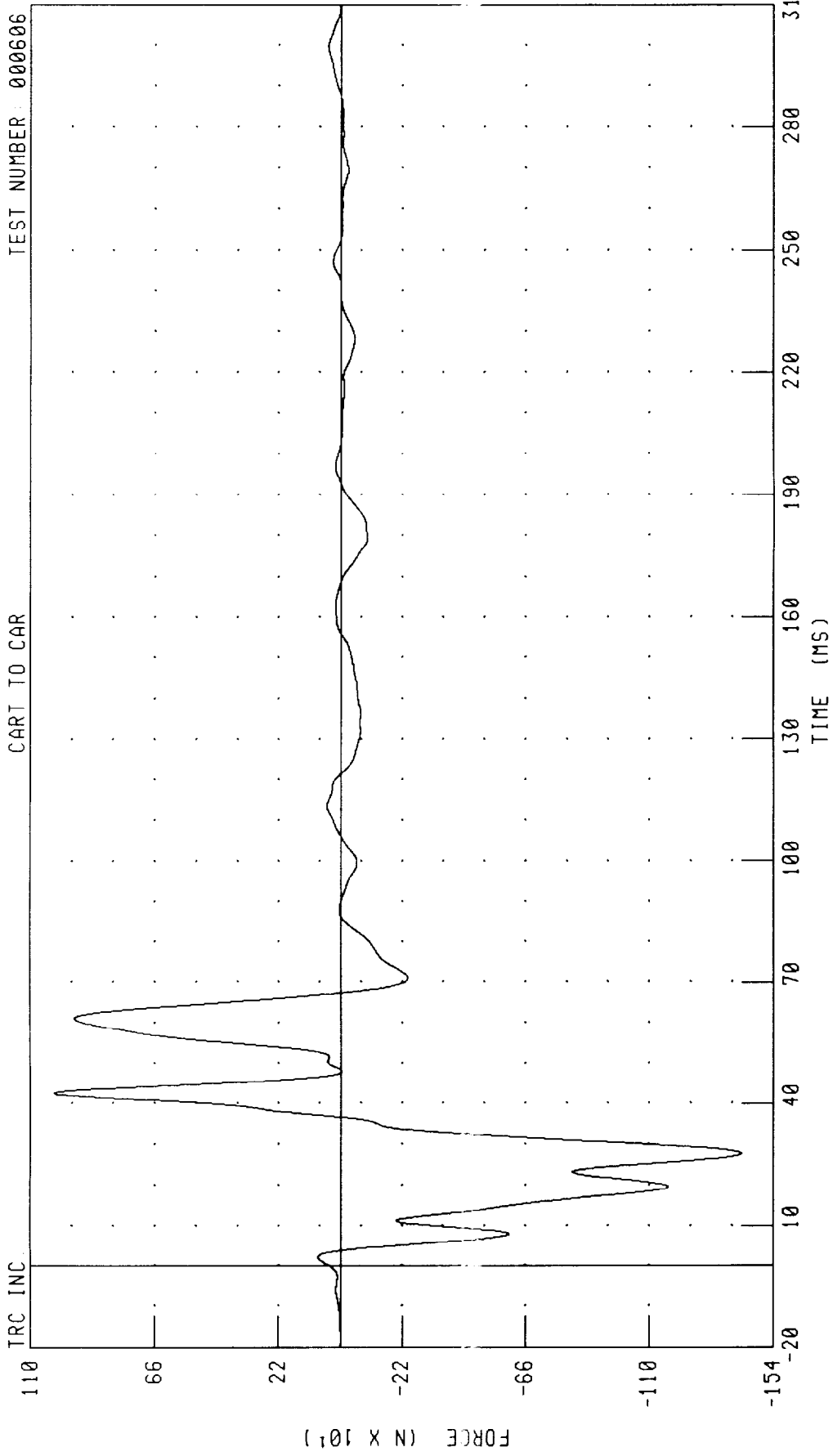


CHANNEL: BB3YF FILTER: CH. CLASS 60 PEAK DATA: 2022.15 N @ 37.36 MS, -719.06 N @ 45.44 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B3 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC

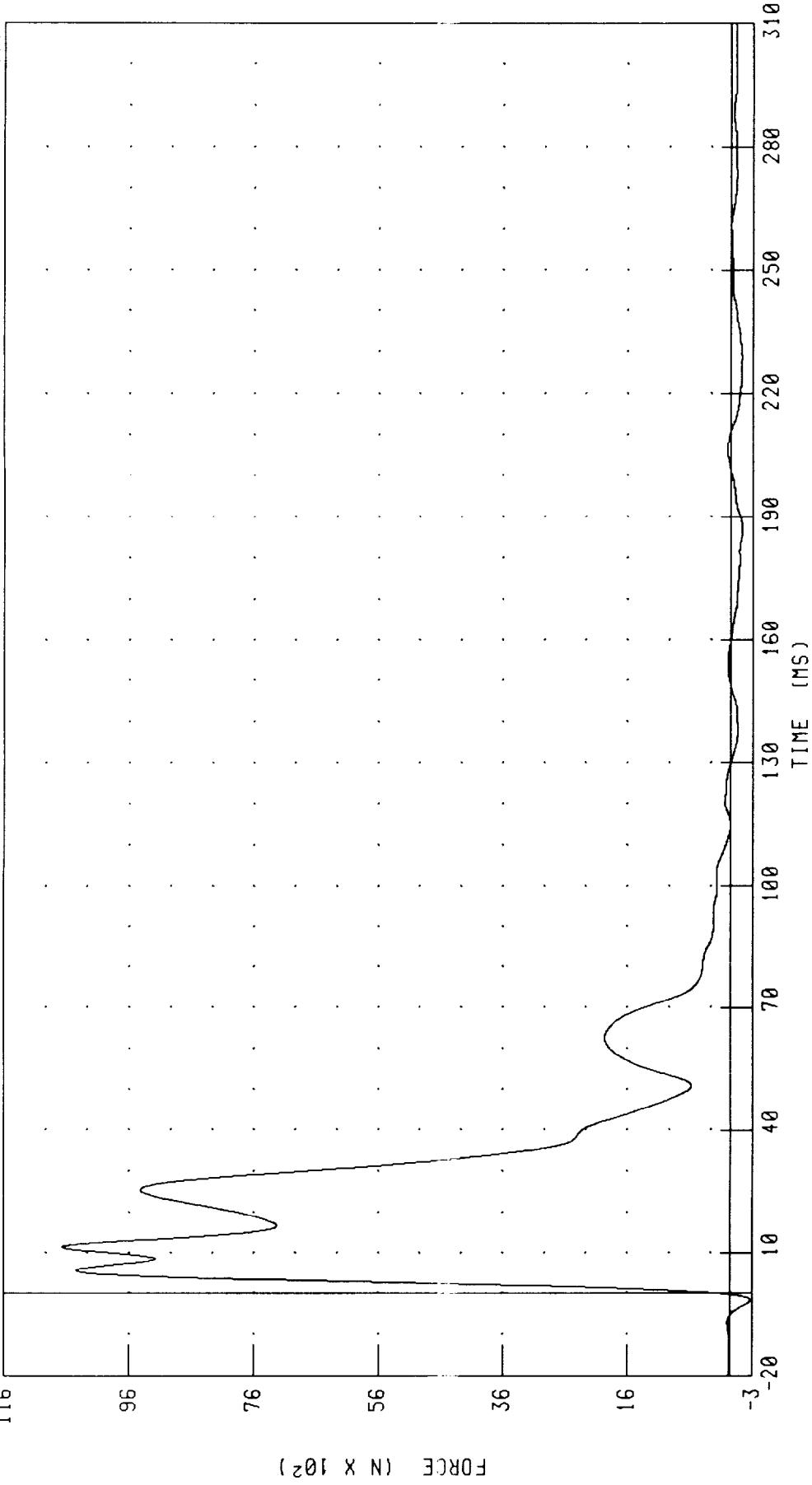


CHANNEL: BB3ZF FILTER: CH. CLASS 60 PEAK DATA: 1014.97 N @ 42.56 MS, -1426.99 N @ 27.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B4 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC.

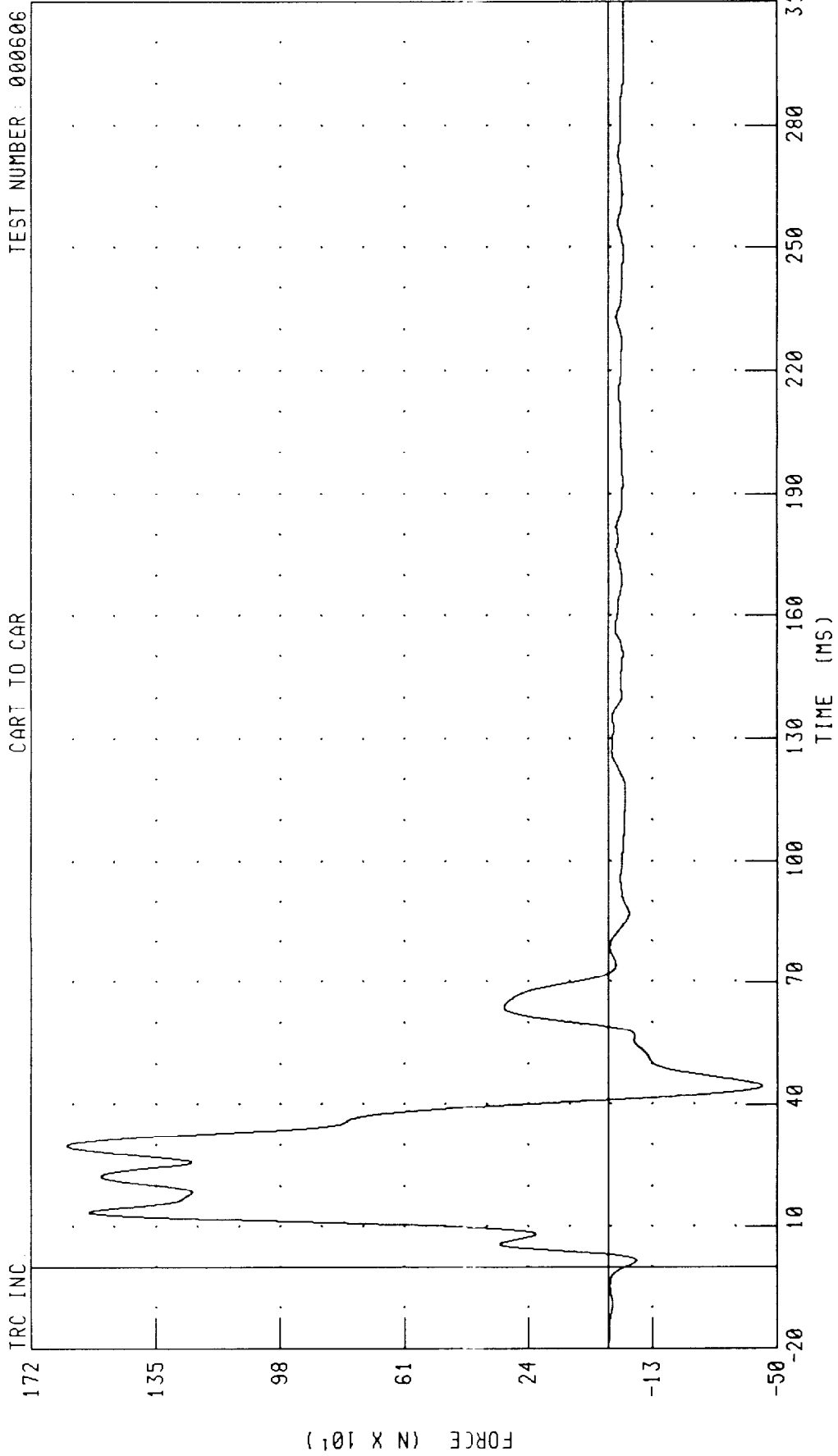


CHANNEL: BB4XF FILTER: CH. CLASS 60 PEAK DATA: 10709.88 N @ 11.44 MS, -332.32 N @ -1.68 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B4 Y-AXIS FORCE
CART. TO CAR

TEST NUMBER: 000606

TRC INC

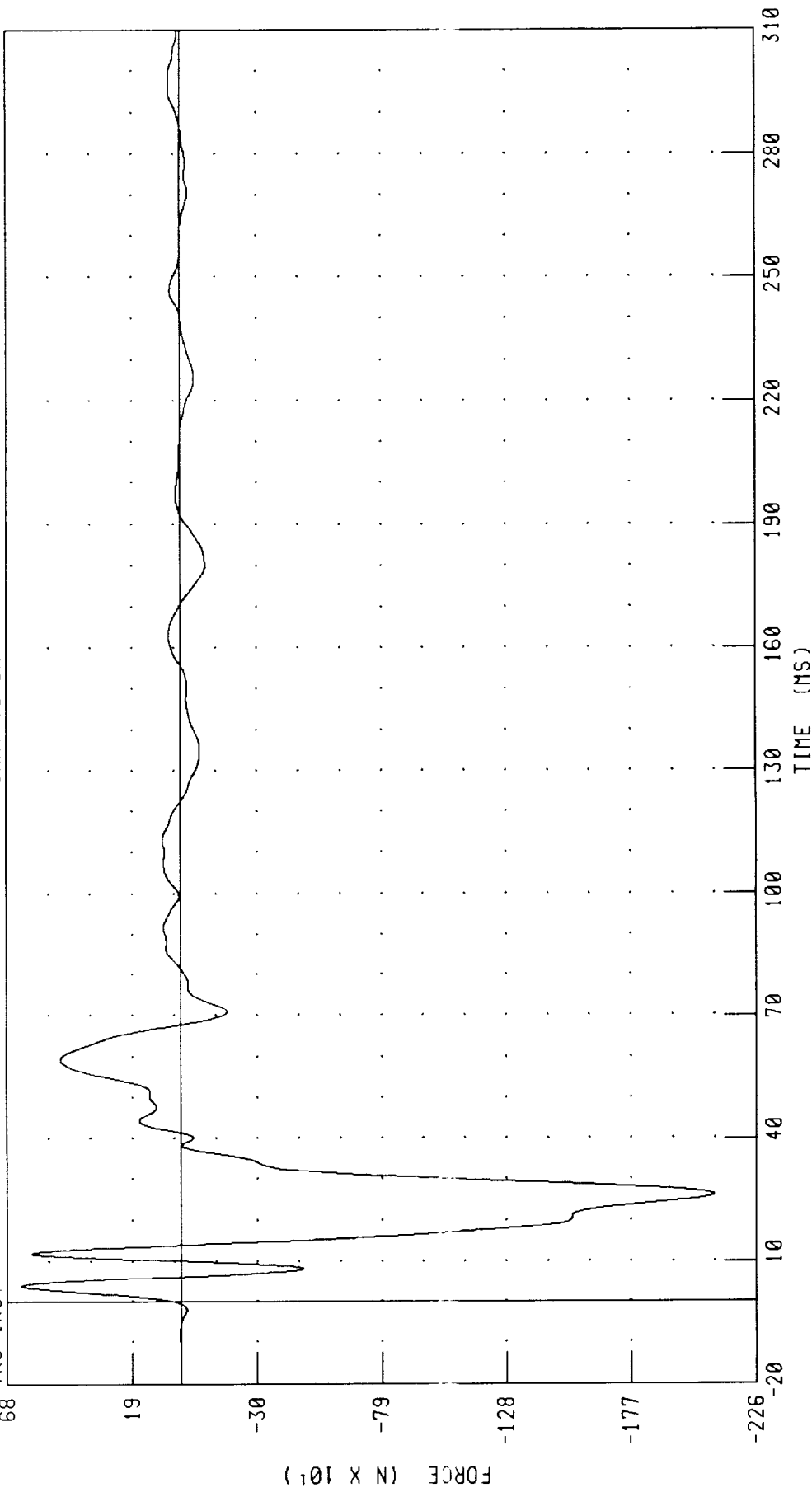


CHANNEL: BB4YF FILTER: CH. CLASS 60 PEAK DATA: 1614 90 N @ 29.92 MS, -454 96 N @ 44 48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL B4 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC.



PEAK DATA: 622.67 N @ 3.92 MS; -2095.49 N @ 26.16 MS

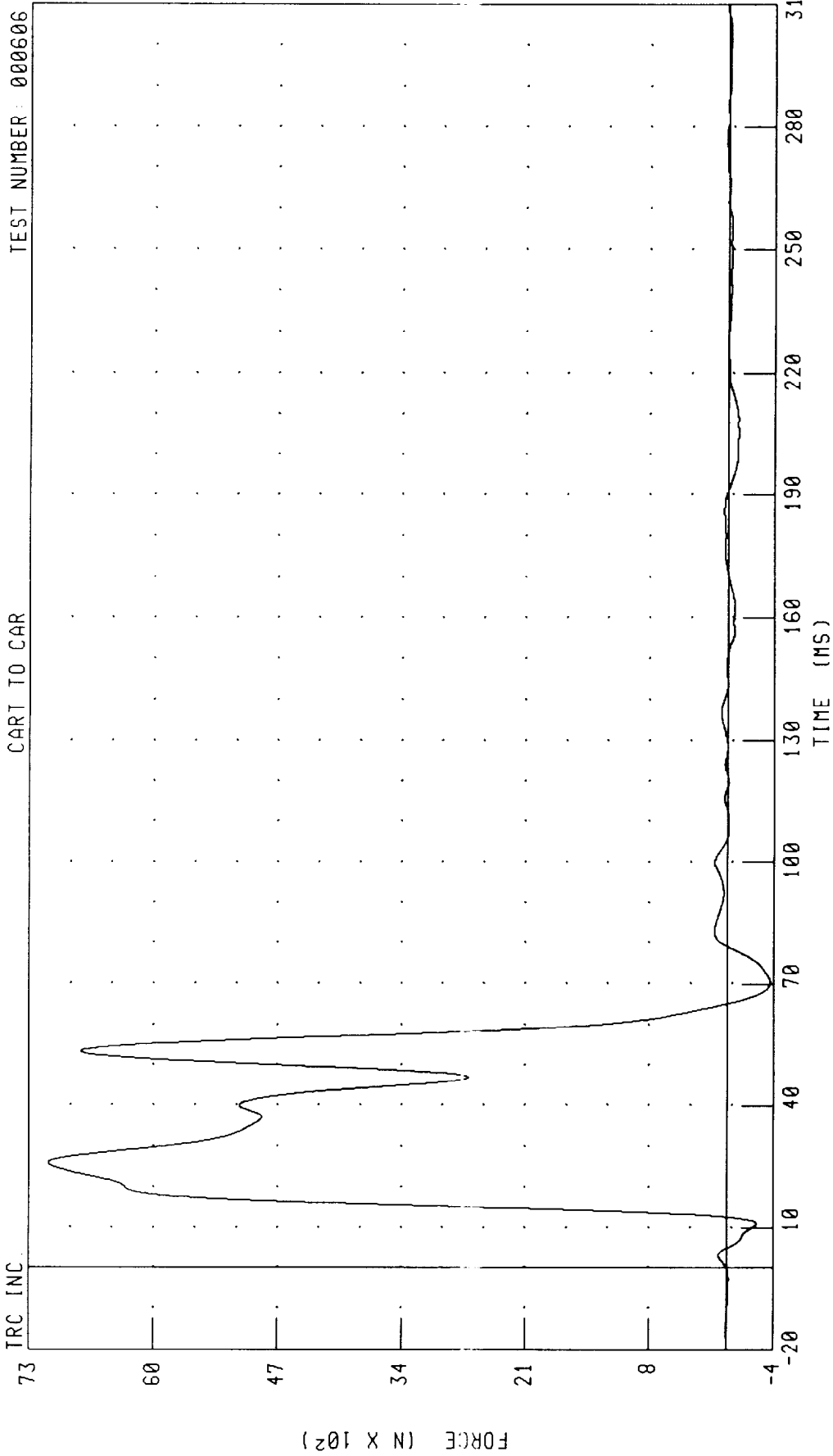
CHANNEL: BB4ZF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C1 X-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

TRC INC



CHANNEL: BC1XF FILTER: CH. CLASS 60 PEAK DATA: 7118.56 N @ 26.00 MS, -444.15 N @ 70.32 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C1 Y-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

TRC INC.

176

120

64

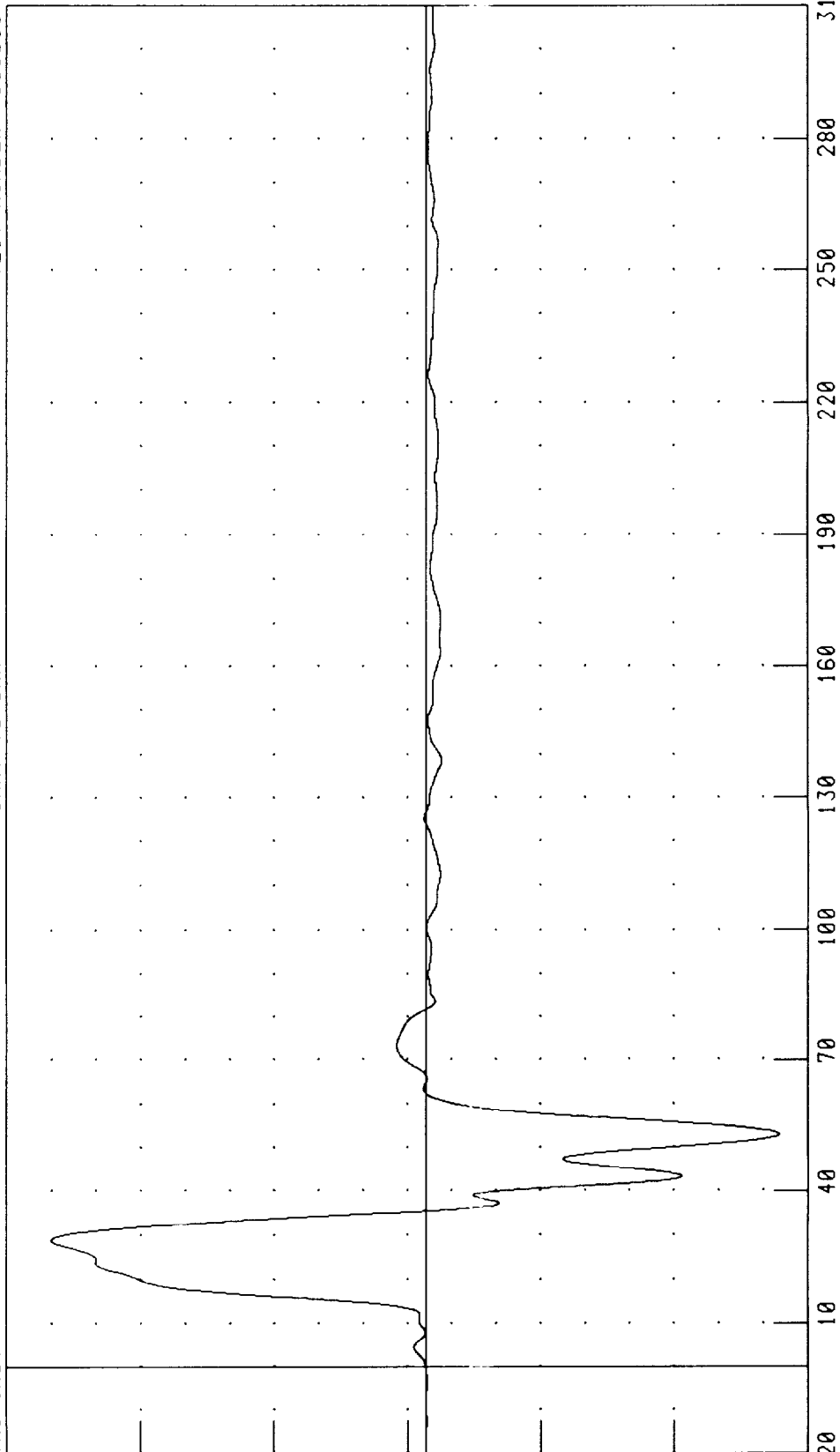
8

-48

-104

-160

FORCE (N X 10⁴)

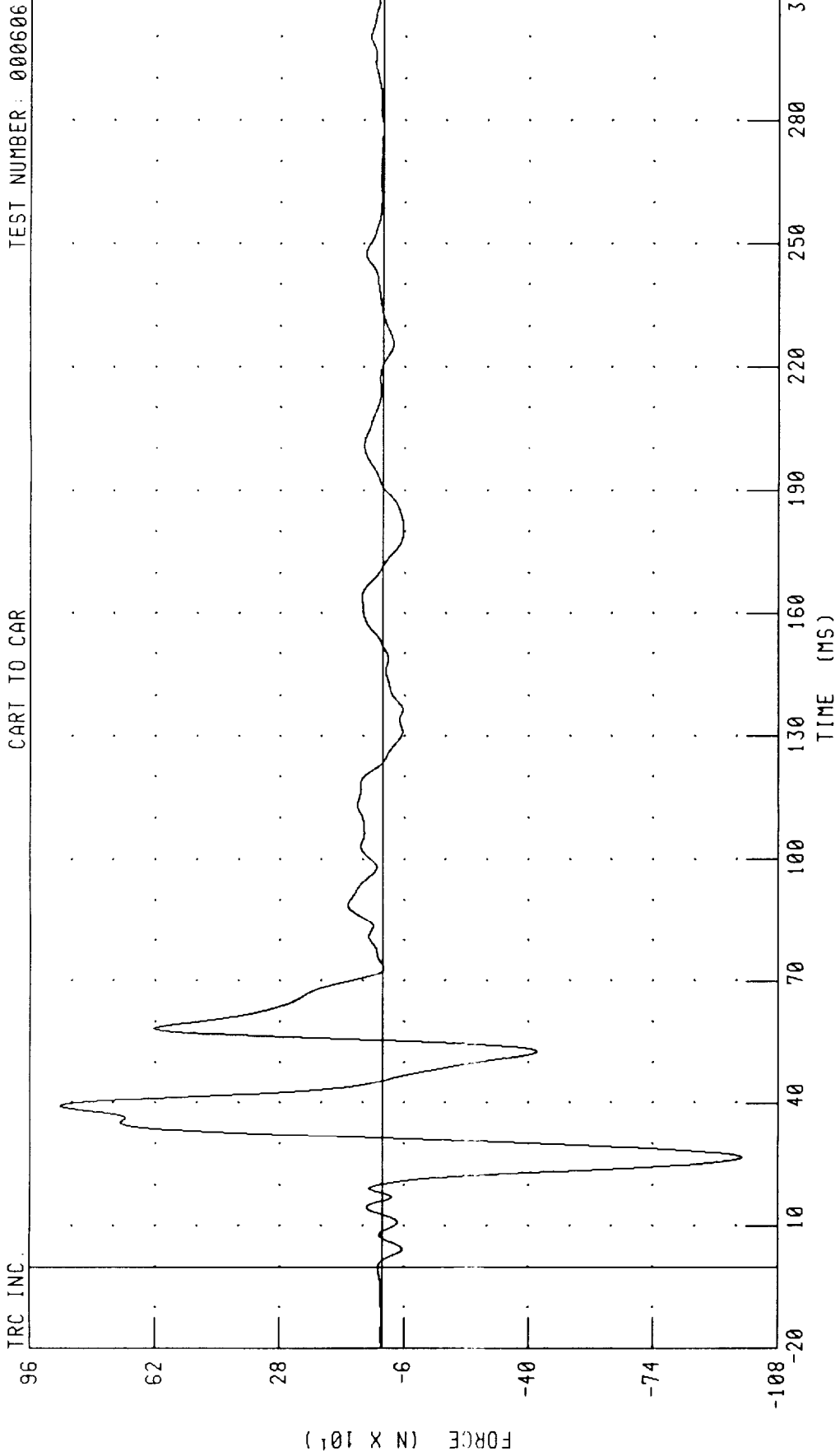


TIME (MS)

PEAK DATA: 1574.57 N @ 28.96 MS, -1480.50 N @ 52.96 MS

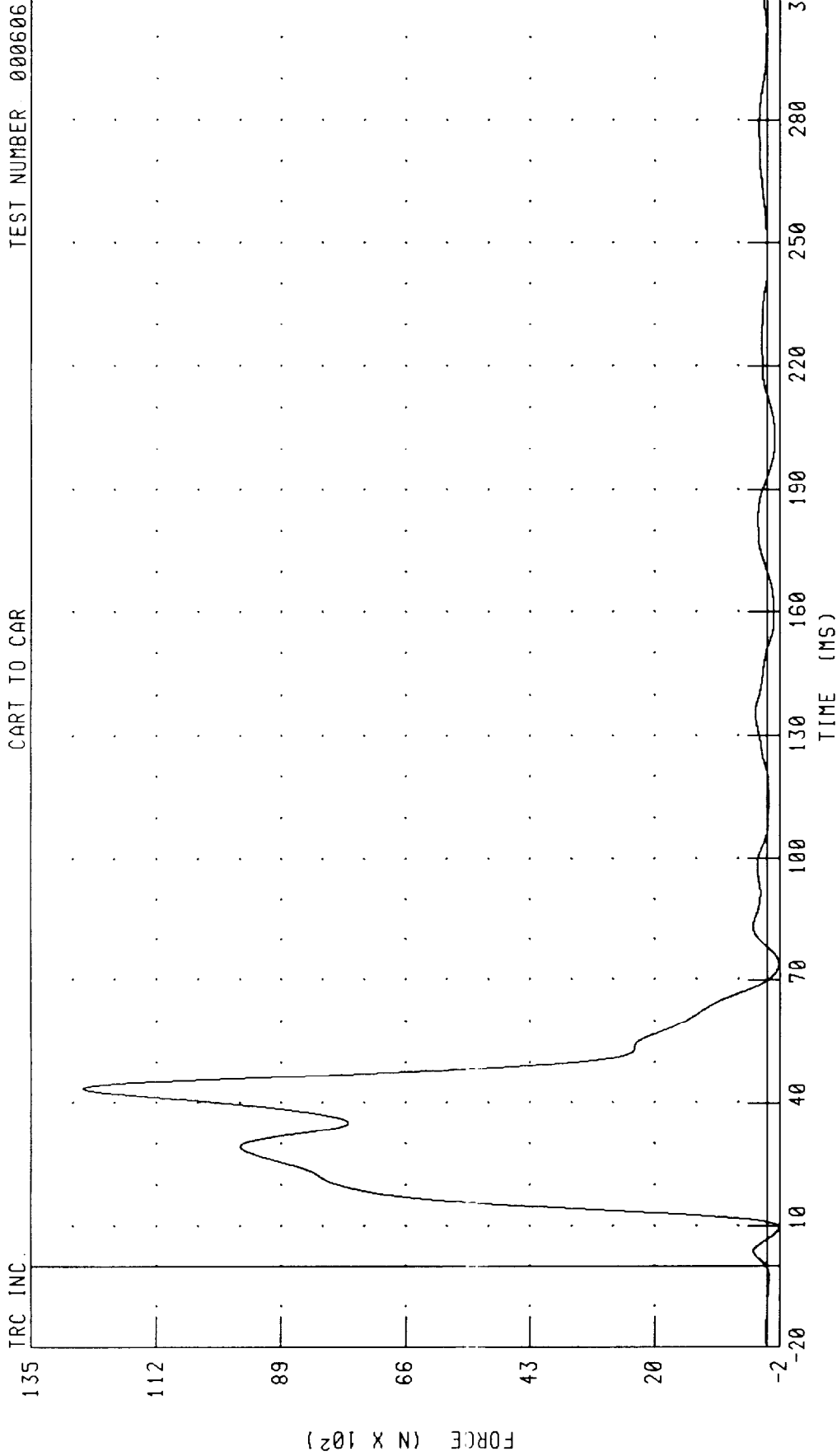
CHANNEL: BC1YF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C1 Z-AXIS FORCE
CART TO CAR



CHANNEL: BC1ZF FILTER: CH. CLASS 60 PEAK DATA: 878.45 N @ 39.36 MS; -983.65 N @ 26.80 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C2 X-AXIS FORCE
CART TO CAR

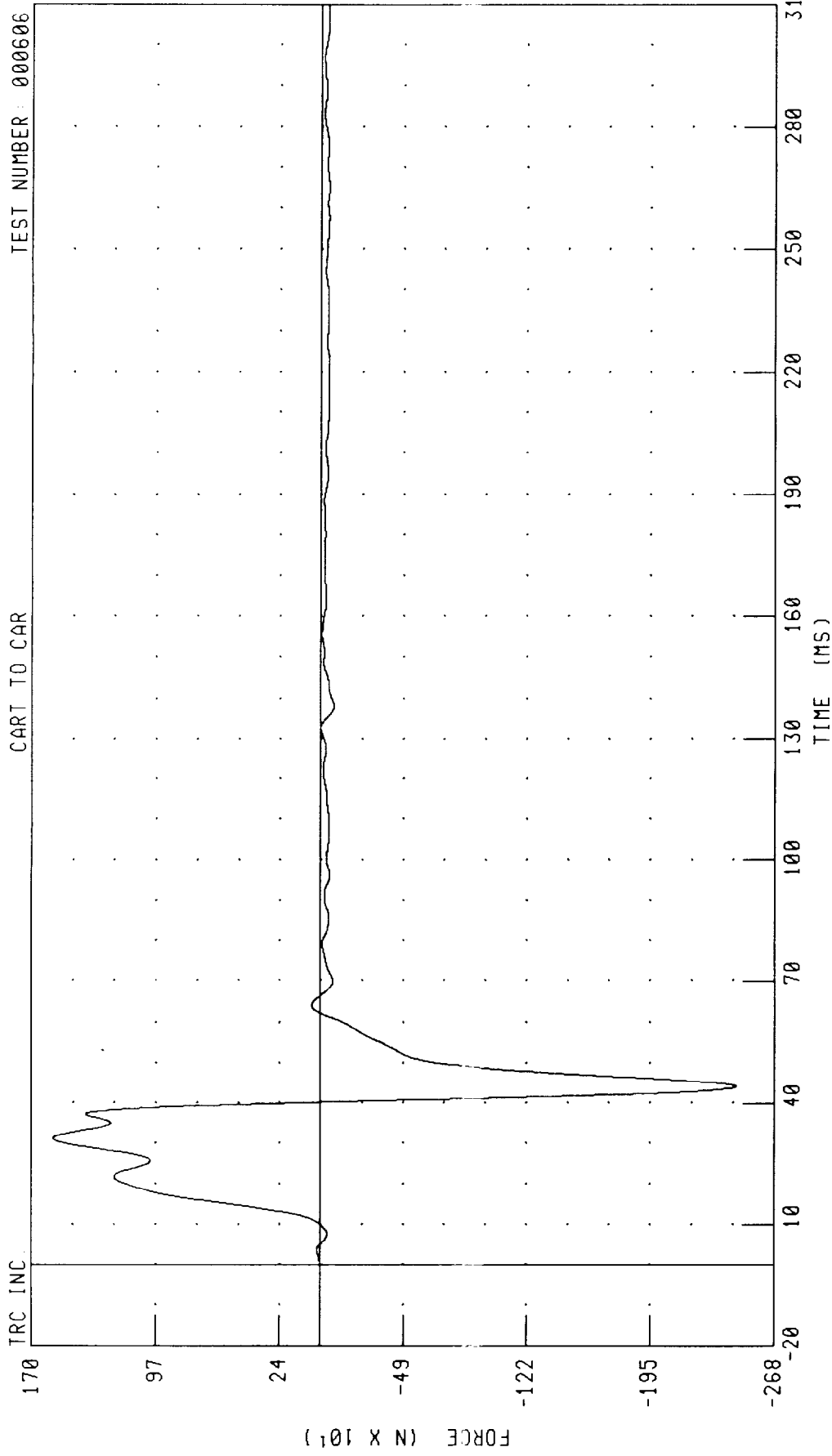


CHANNEL: BC2XF FILTER: CH. CLASS 60 PEAK DATA: 12616.91 N @ 43.60 MS; -224.53 N @ 9.52 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C2 Y-AXIS FORCE
CART TO CAR

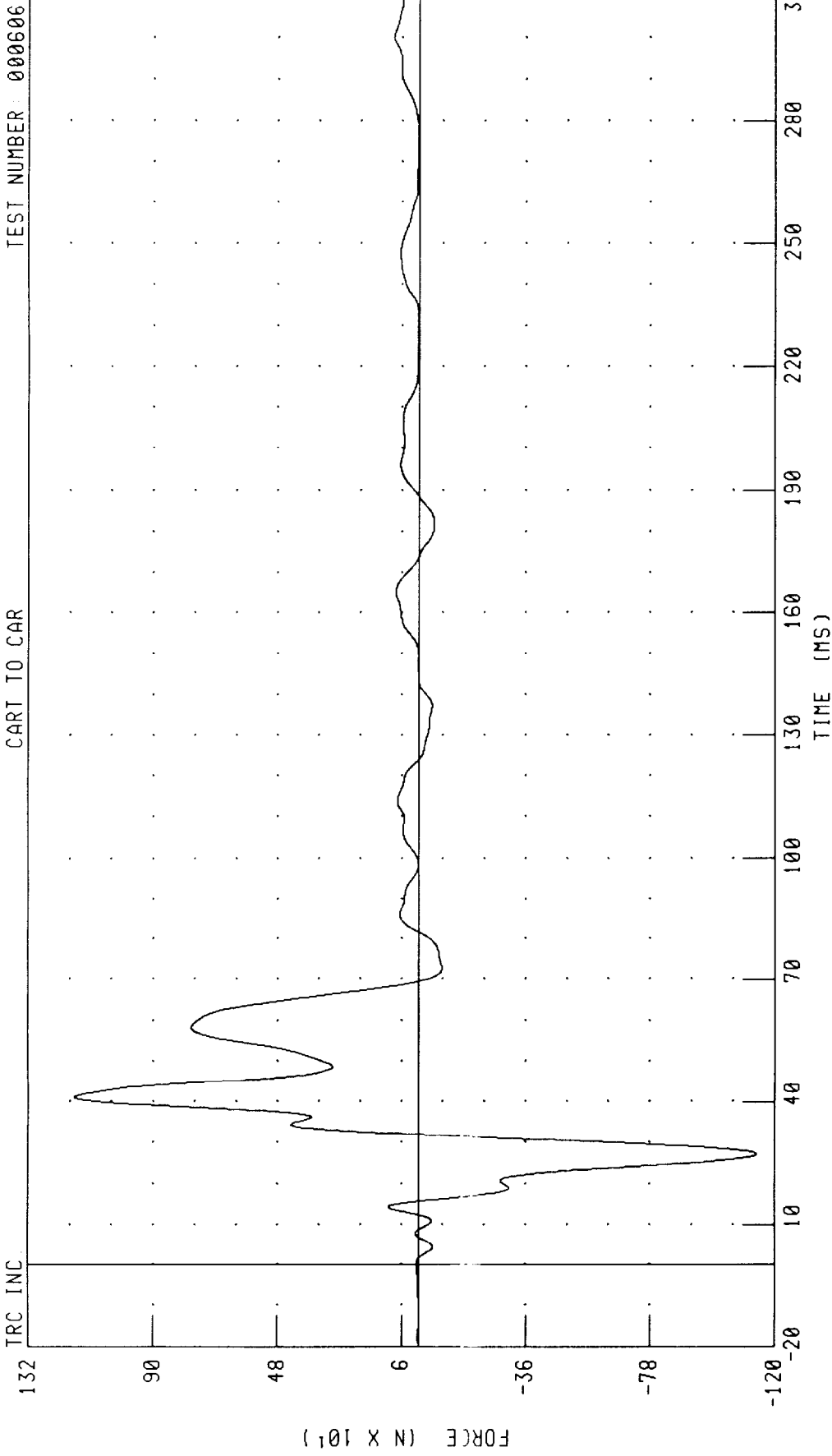
TEST NUMBER: 000606

TRC INC



CHANNEL: BC2YF FILTER: CH. CLASS 60 PEAK DATA: 1573.73 N @ 31.20 MS, -2456.71 N @ 44.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C2 Z-AXIS FORCE
CART TO CAR



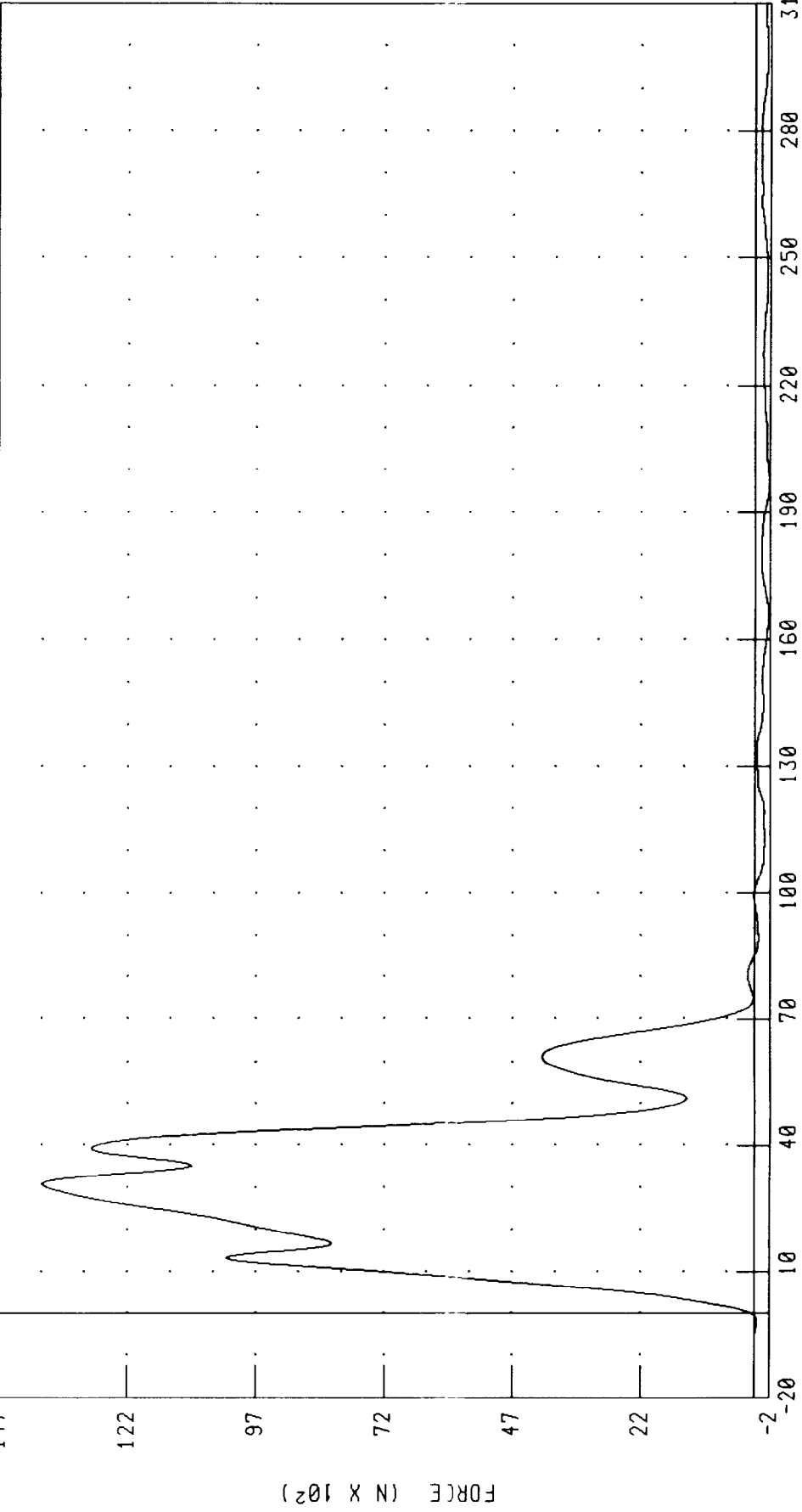
CHANNEL: BC2ZF FILTER: CH. CLASS 60 PEAK DATA: 1164.84 N @ 41.20 MS; -1139.78 N @ 27.20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C3 X-AXIS FORCE

TRC INC. TEST NUMBER: 000606

CART TO CAR

147



PEAK DATA: 13861.74 N @ 30.80 MS, -271.84 N @ 197.28 MS

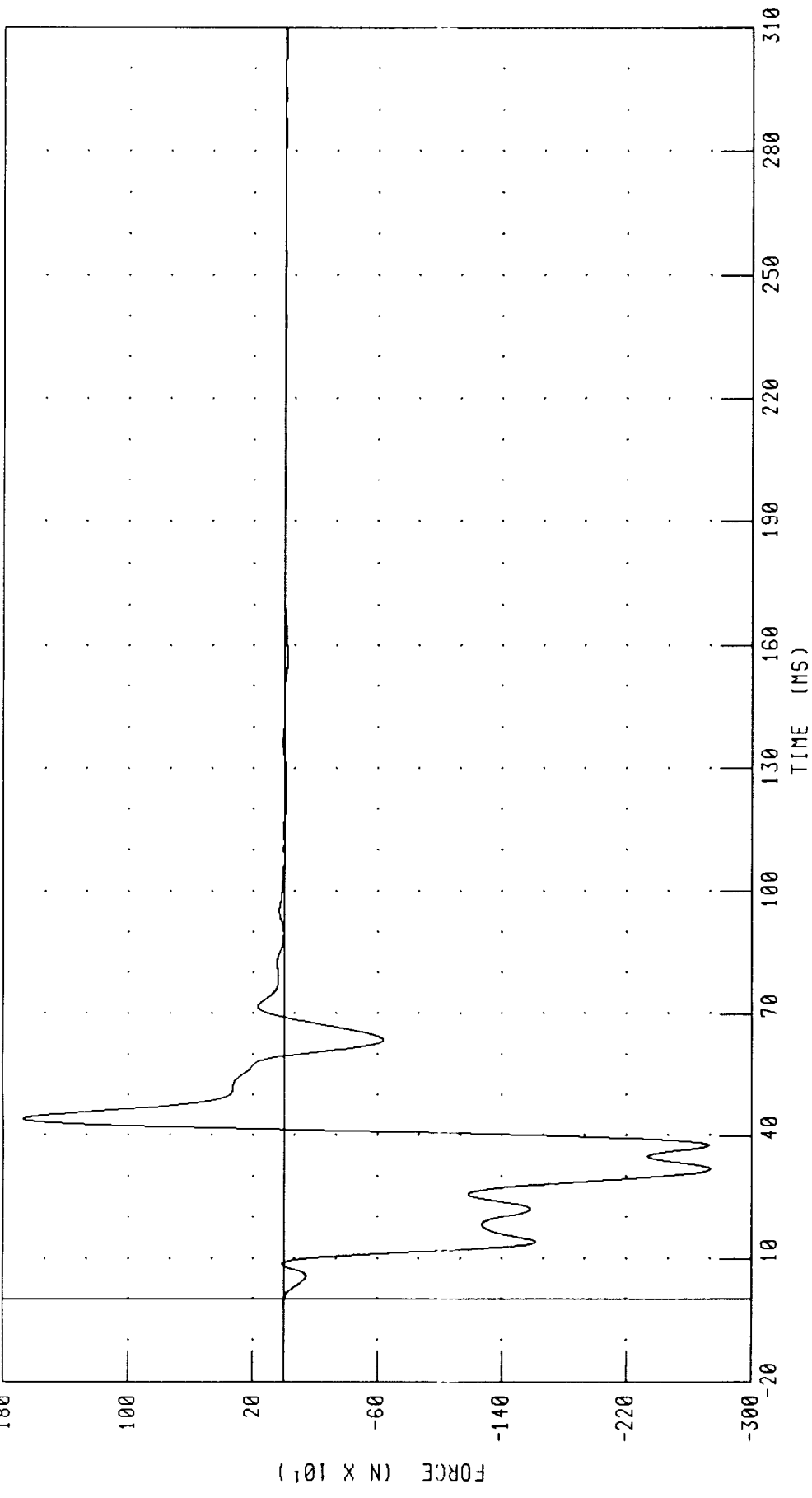
CHANNEL: BC3XF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C3 Y-AXIS FORCE

TRC INC

CART TO CAR

TEST NUMBER: 000606

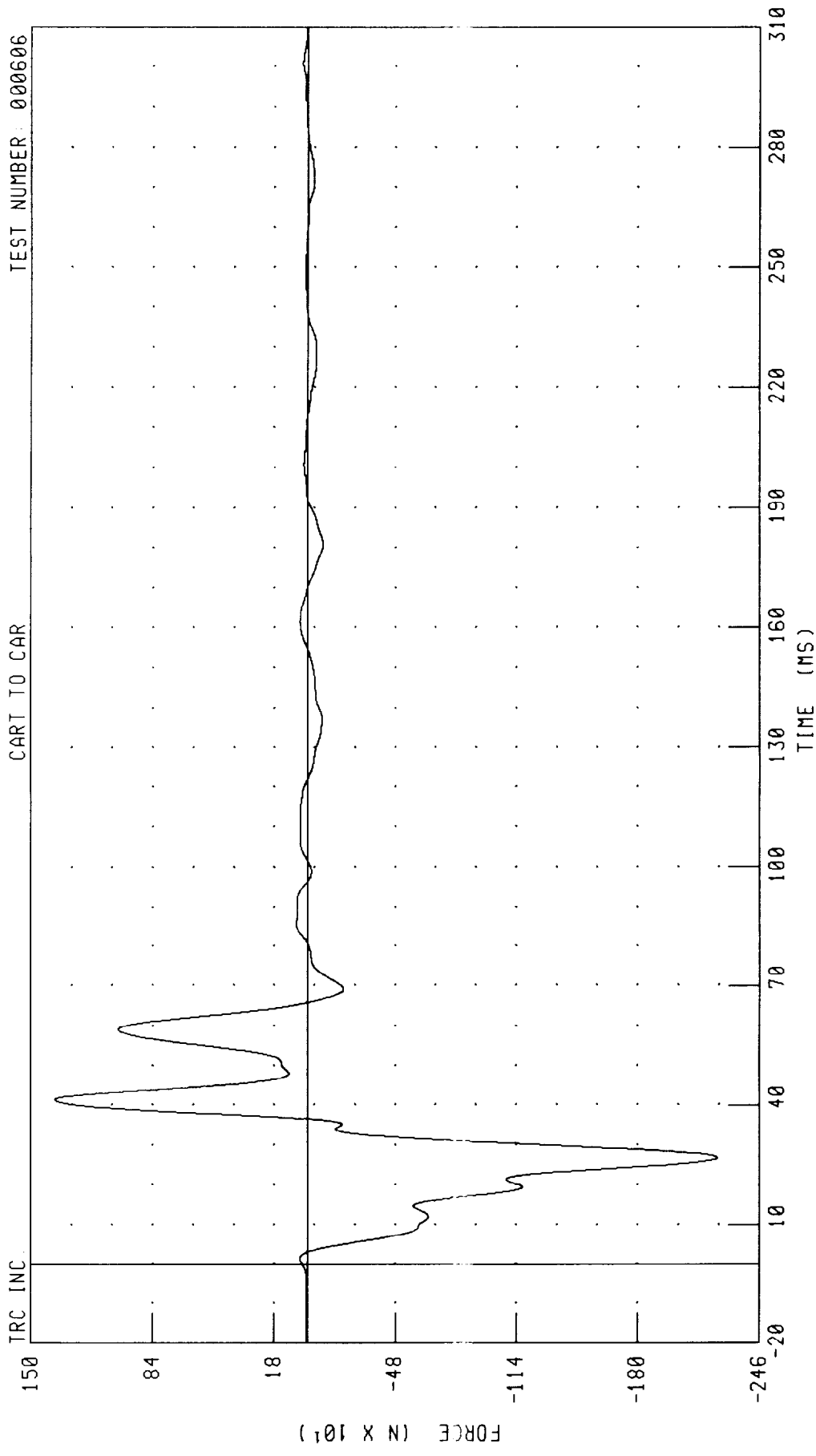


CHANNEL: BC3YF FILTER: CH CLASS 60 PEAK DATA: 1672.20 N @ 44.08 MS, -2739.80 N @ 31.92 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C3 Z-AXIS FORCE

TRC INC. TEST NUMBER: 000606

CART TO CAR

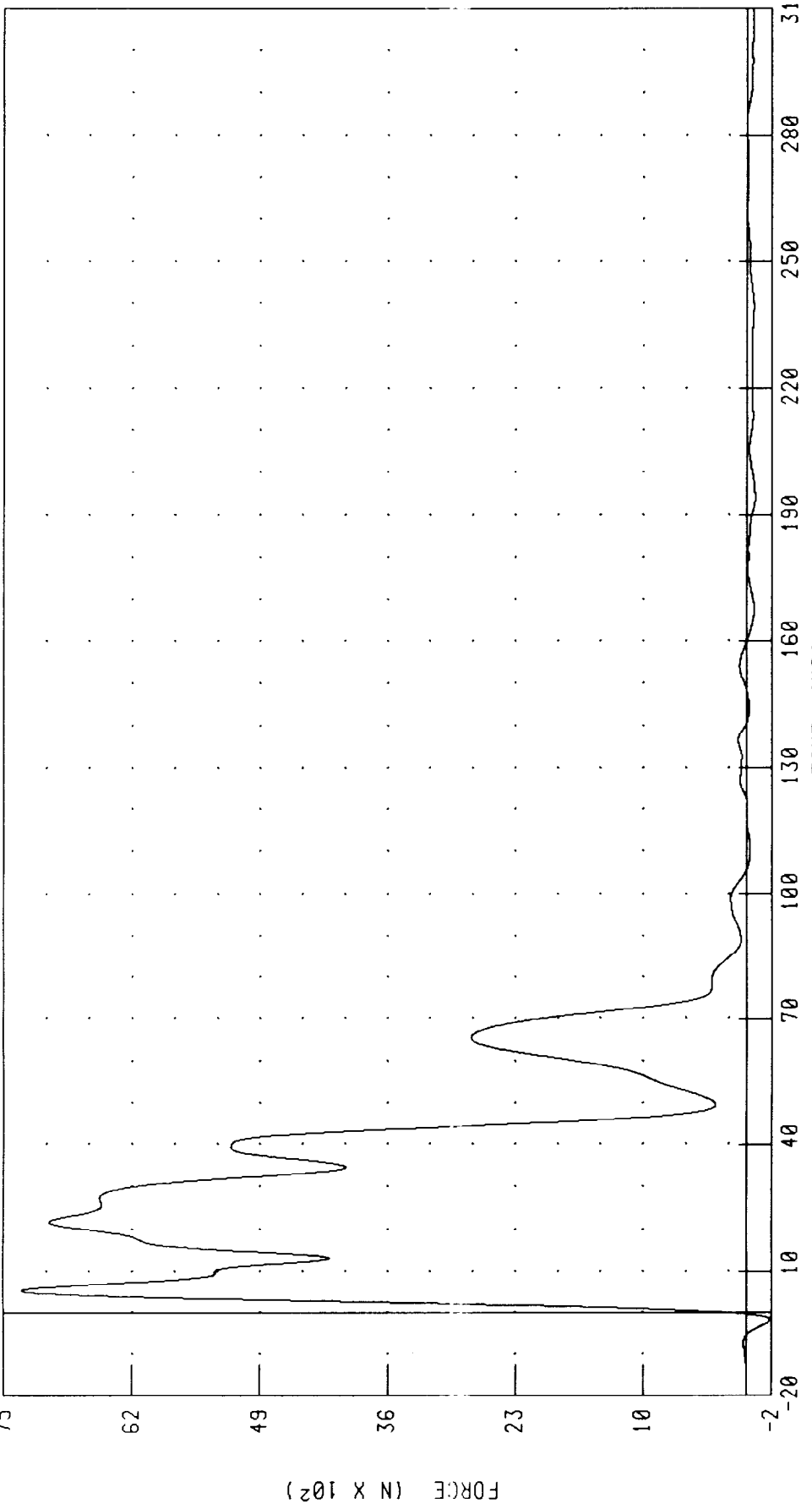


CHANNEL: BC3ZF FILTER: CH. CLASS 60 PEAK DATA: 1370.24 N @ 41.36 MS, -2234.28 N @ 26.88 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C4 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC

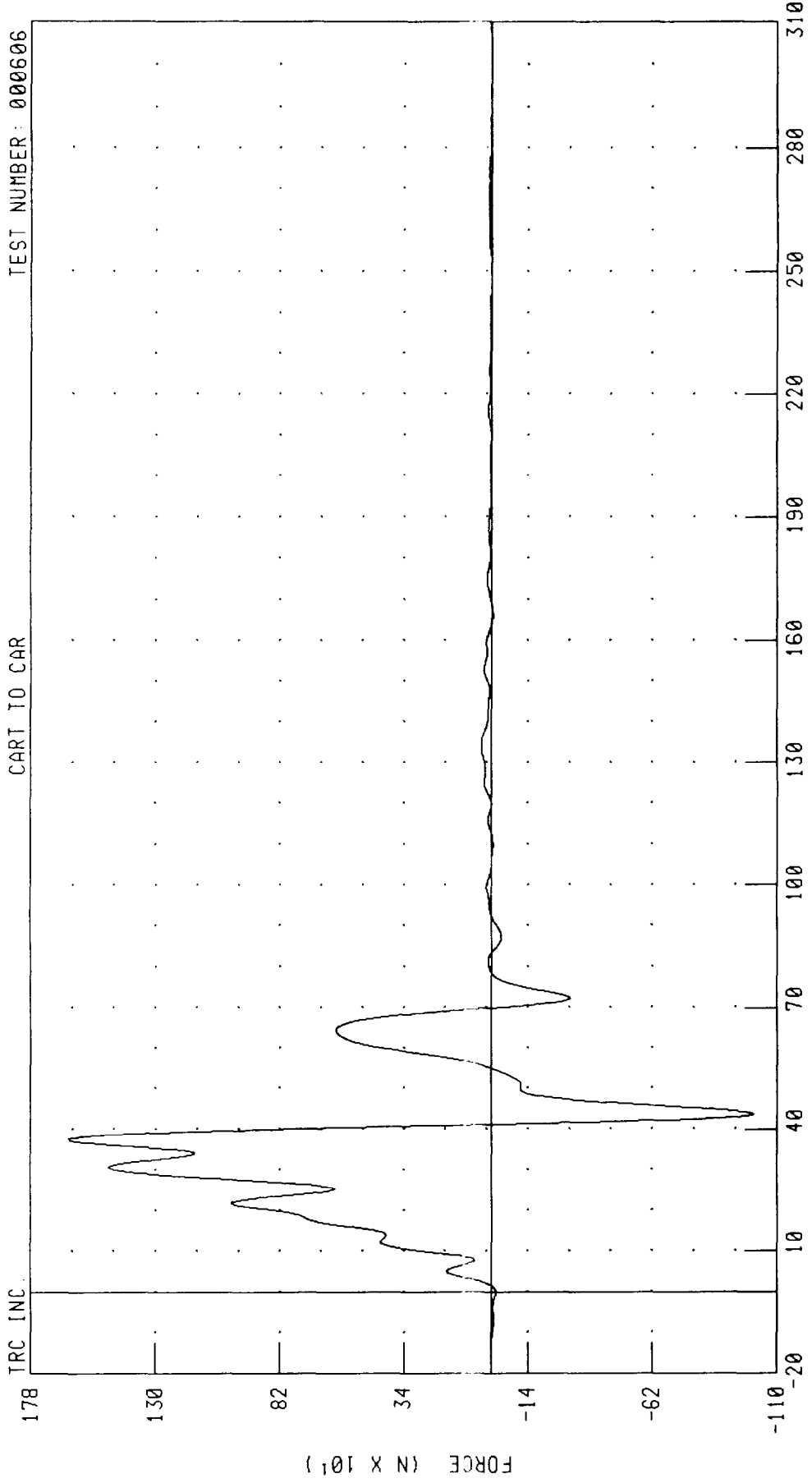


CHANNEL: BC4XF FILTER: CH. CLASS 60 PEAK DATA: 7370 03 N @ 5.28 MS, -235.78 N @ -1.68 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C4 Y-AXIS FORCE

TRC INC. TEST NUMBER: 000606

CART TO CAR

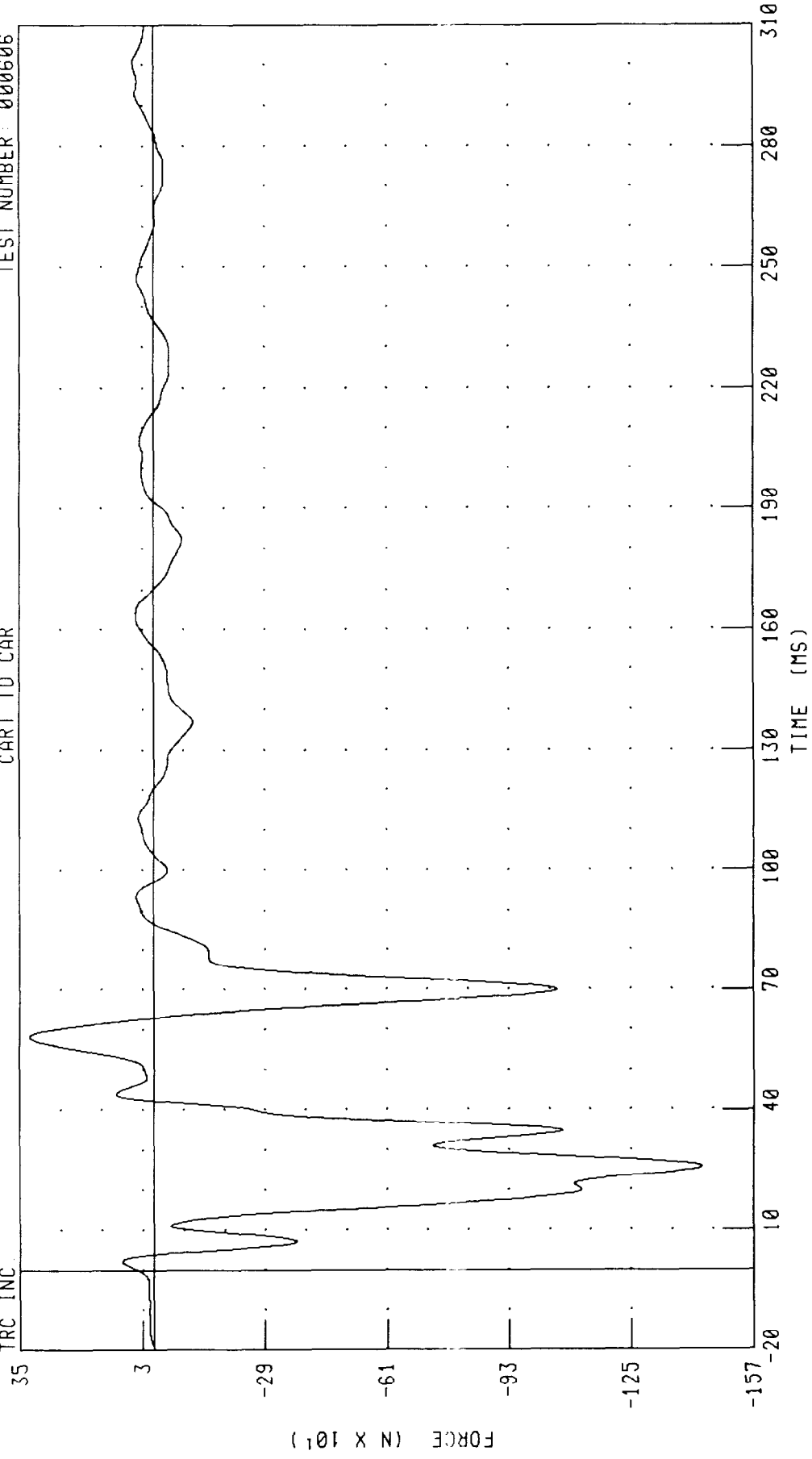


CHANNEL: BC4YF FILTER: CH. CLASS 60 PEAK DATA: 1636.05 N @ 37.44 MS; -1009.88 N @ 43.68 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL C4 Z-AXIS FORCE
CART TO CAR

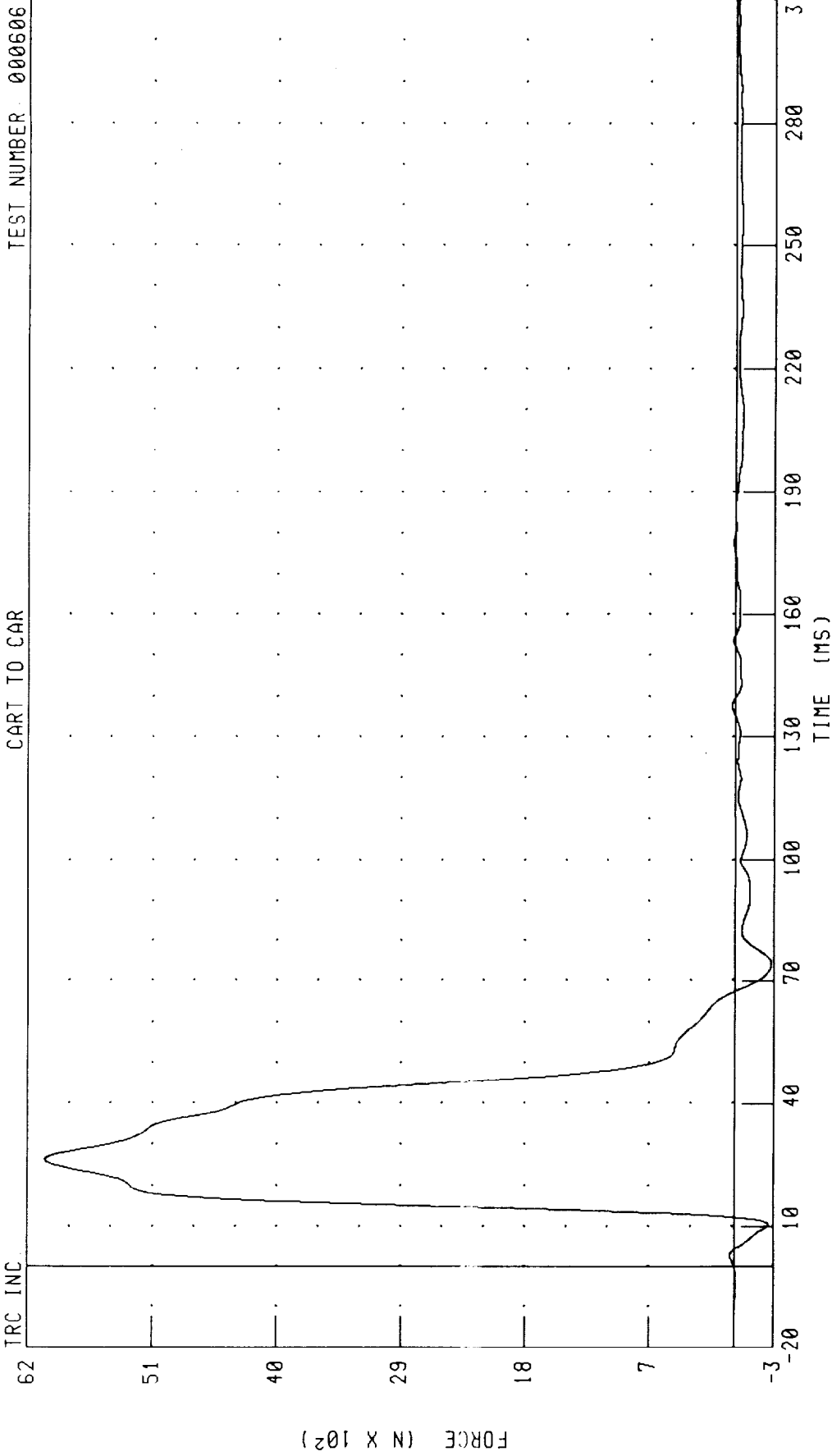
TEST NUMBER: 000606

TRC INC.



CHANNEL: BC4ZF FILTER: CH. CLASS 60 PEAK DATA: 324.92 N @ 58.32 MS, -1436.04 N @ 25.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D1 X-AXIS FORCE
CART TO CAR



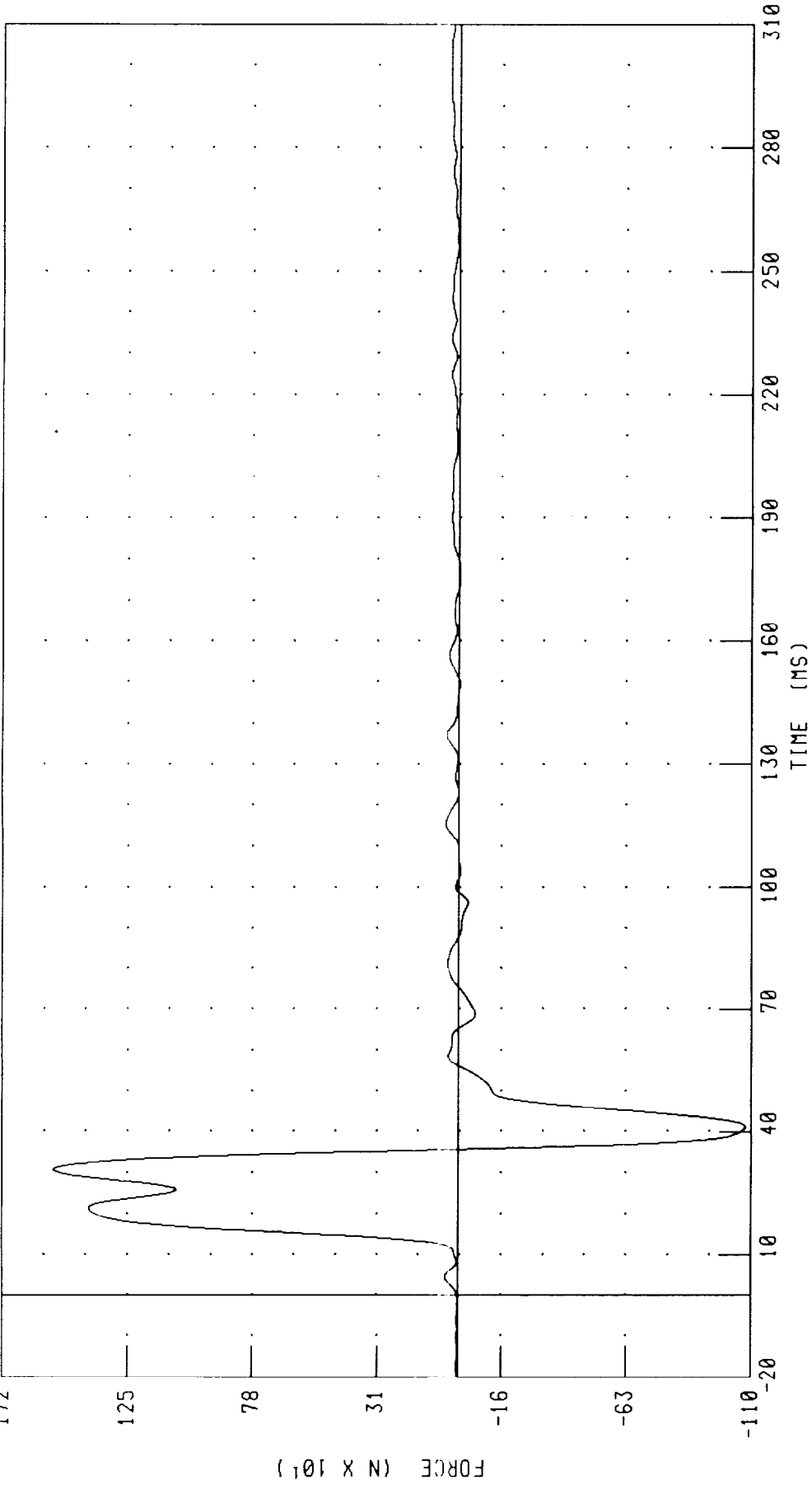
CHANNEL: BD1XF FILTER: CH. CLASS 60 PEAK DATA: 6108.80 N @ 26.32 MS, -317.47 N @ 74.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D1 Y-AXIS FORCE

TRC INC

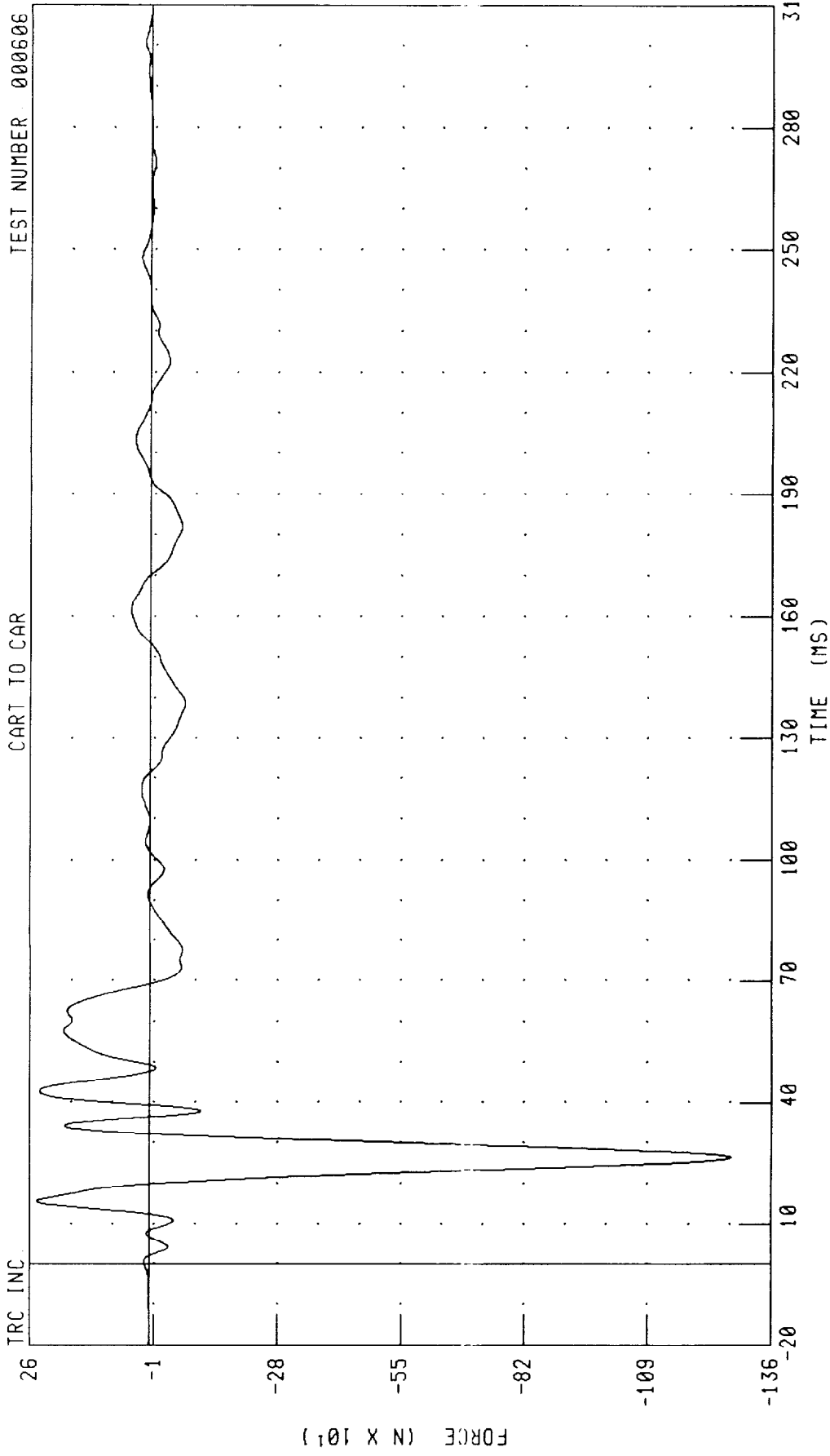
CART TO CAR

TEST NUMBER: 000606



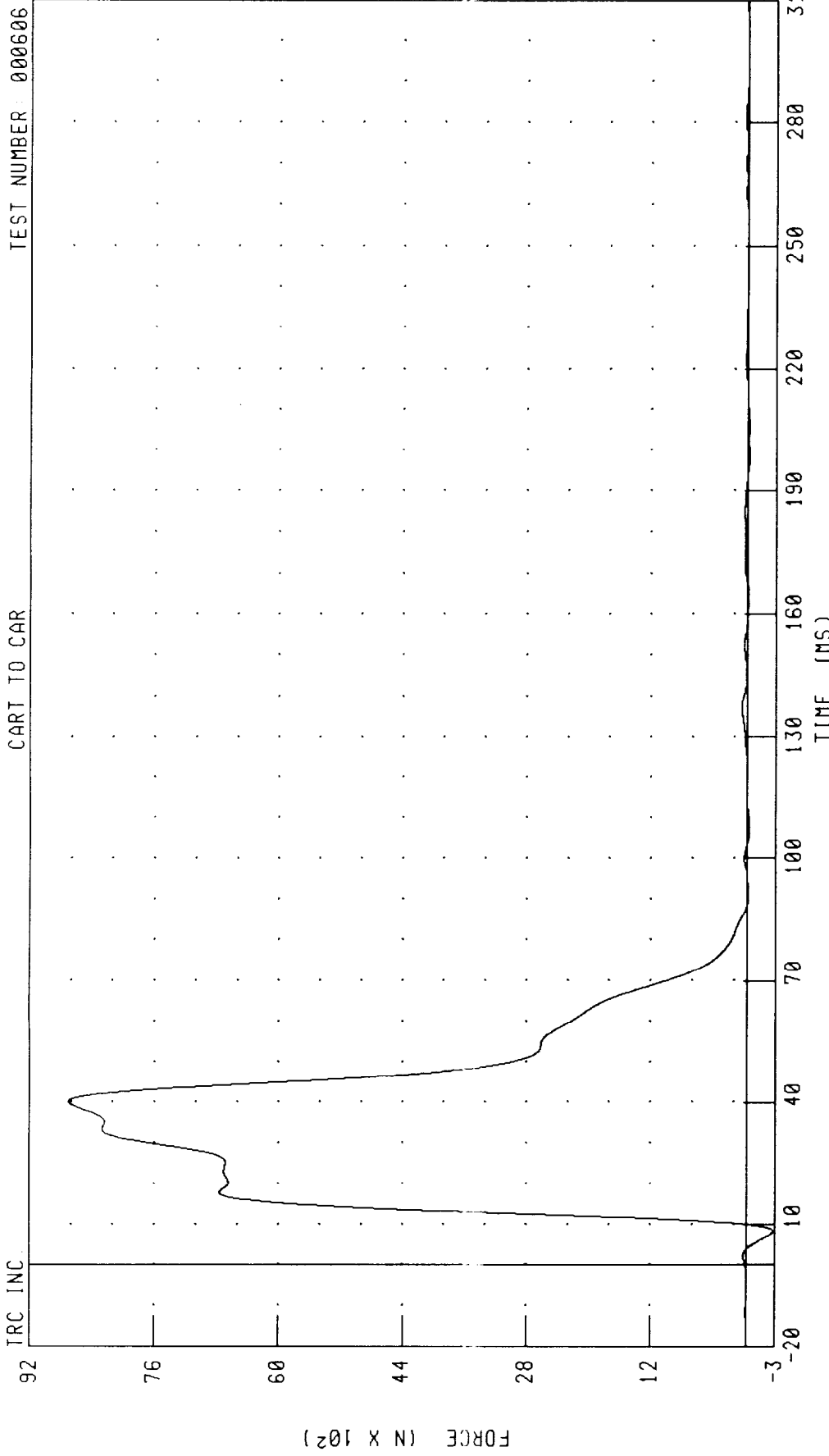
CHANNEL: B01YF FILTER: CH. CLASS 60 PEAK DATA: 1528.55 N @ 30.80 MS, -1079.10 N @ 41.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D1 Z-AXIS FORCE
CART TO CAR



CHANNEL : BD1ZF FILTER : CH. CLASS 60 PEAK DATA : 244.81 N @ 15.60 MS, -1273.41 N @ 26.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D2 X-AXIS FORCE
CART TO CAR

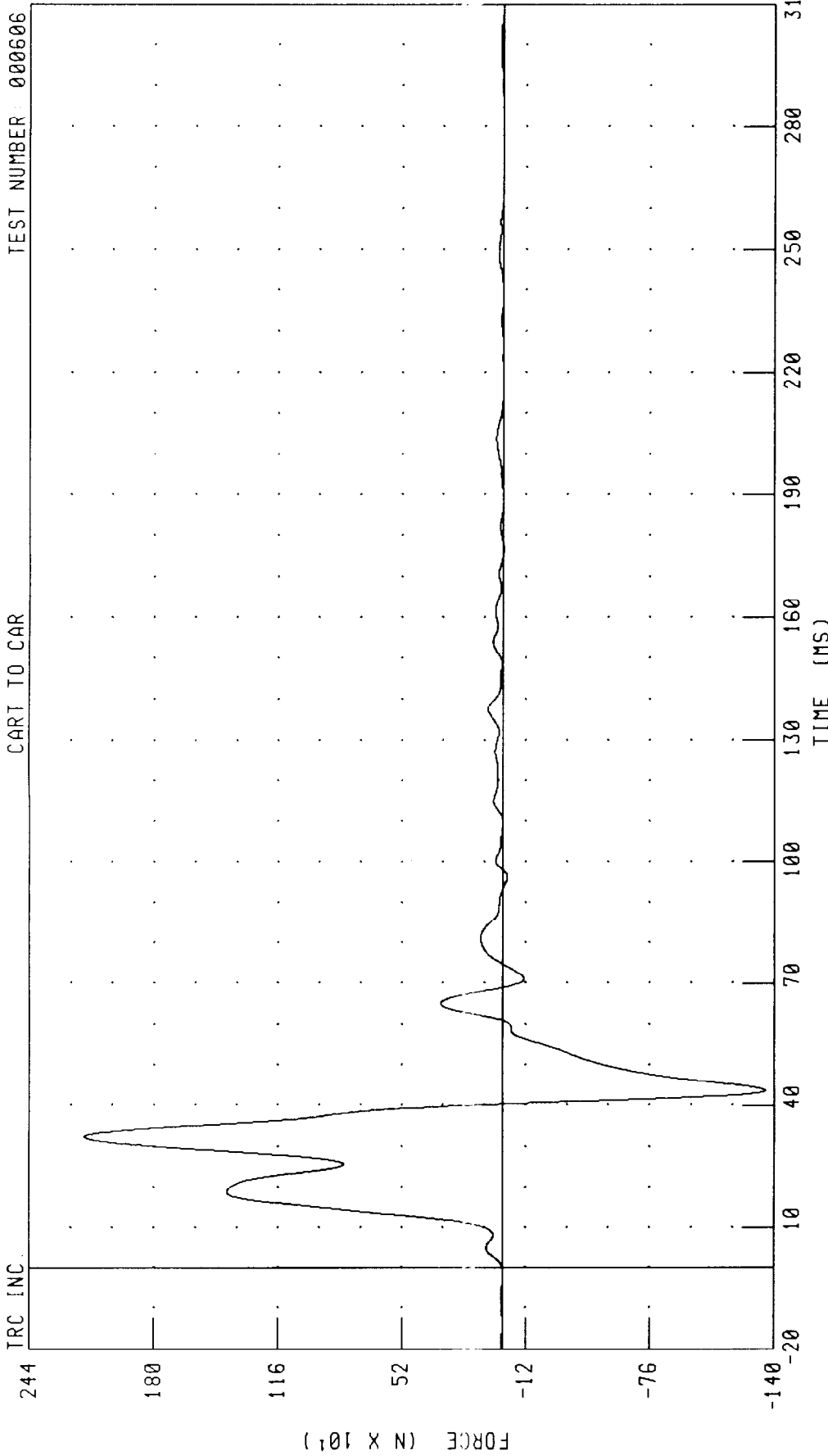


CHANNEL: BD2XF FILTER: CH. CLASS 60 PEAK DATA: 8738.46 N @ 40.16 MS, -336.02 N @ 8.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D2 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC.

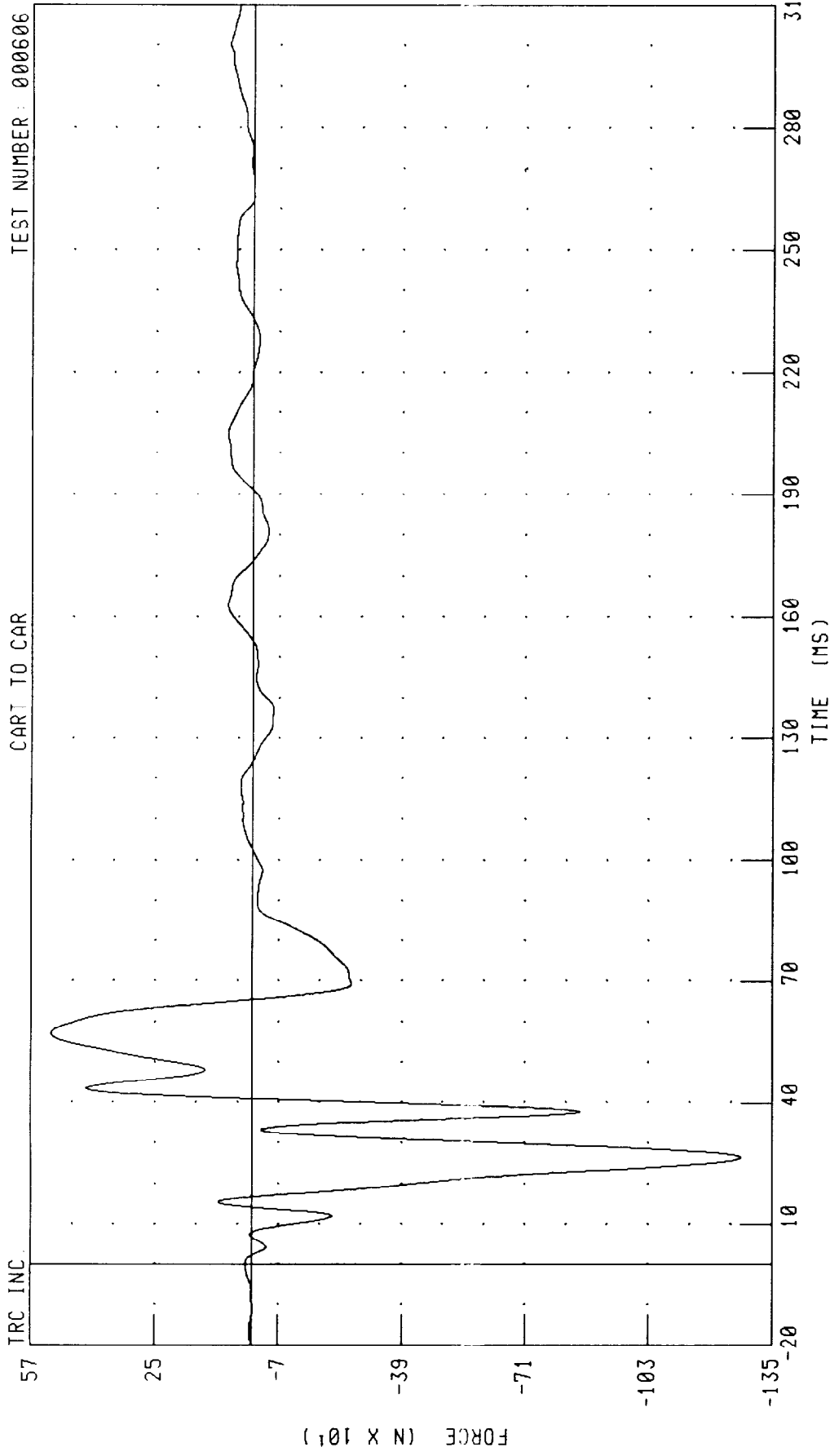


CHANNEL: BD2YF FILTER: CH CLASS 60 PEAK DATA: 2159.98 N @ 32.40 MS, -1357.15 N @ 43.60 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D2 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC_INC



CHANNEL: B02ZF

FILTER: CH. CLASS 60

TIME (MS)

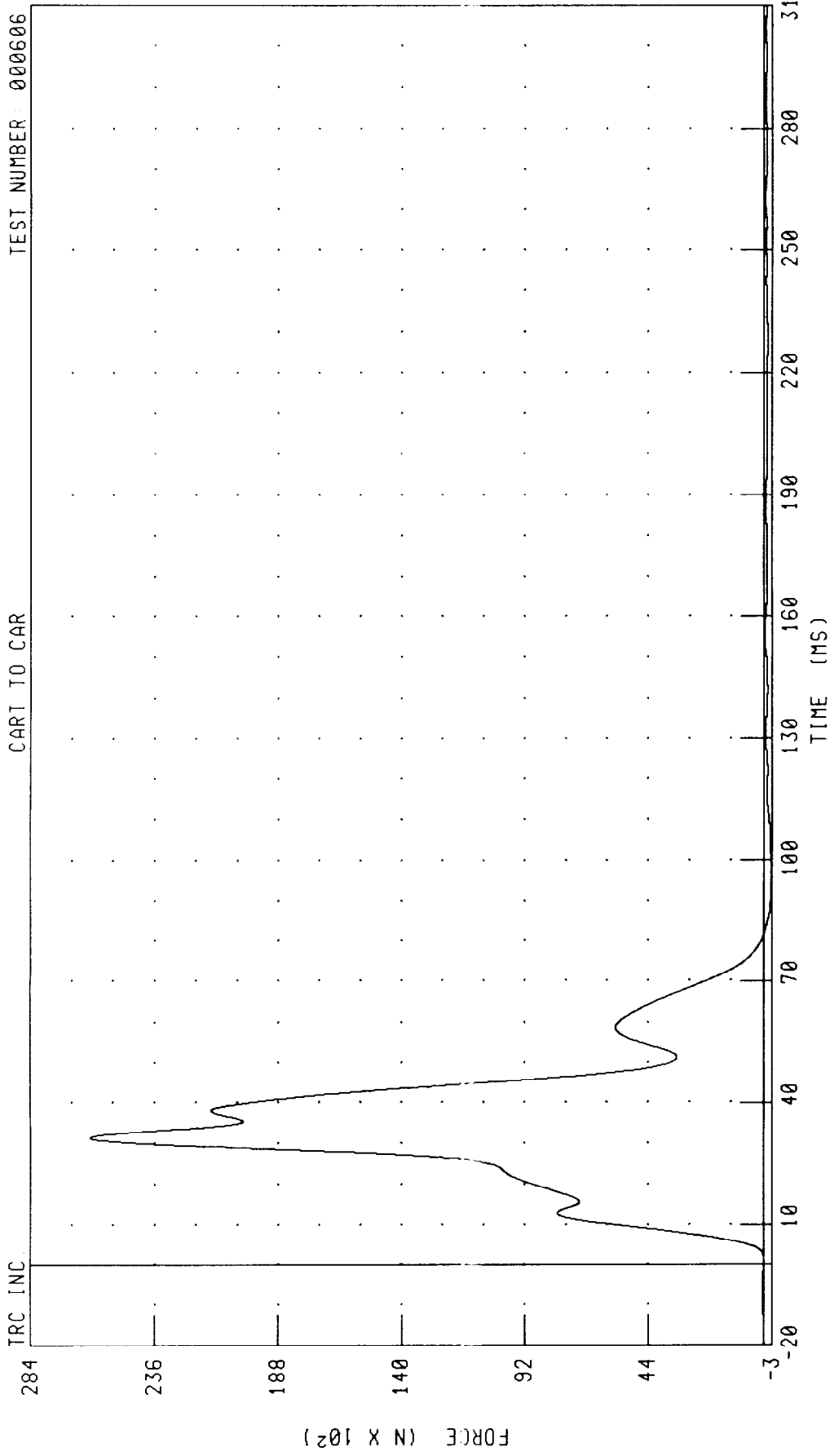
PEAK DATA: 518.75 N @ 57.20 MS, -1270.30 N @ 26.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D3 X-AXIS FORCE

TEST NUMBER: 000606

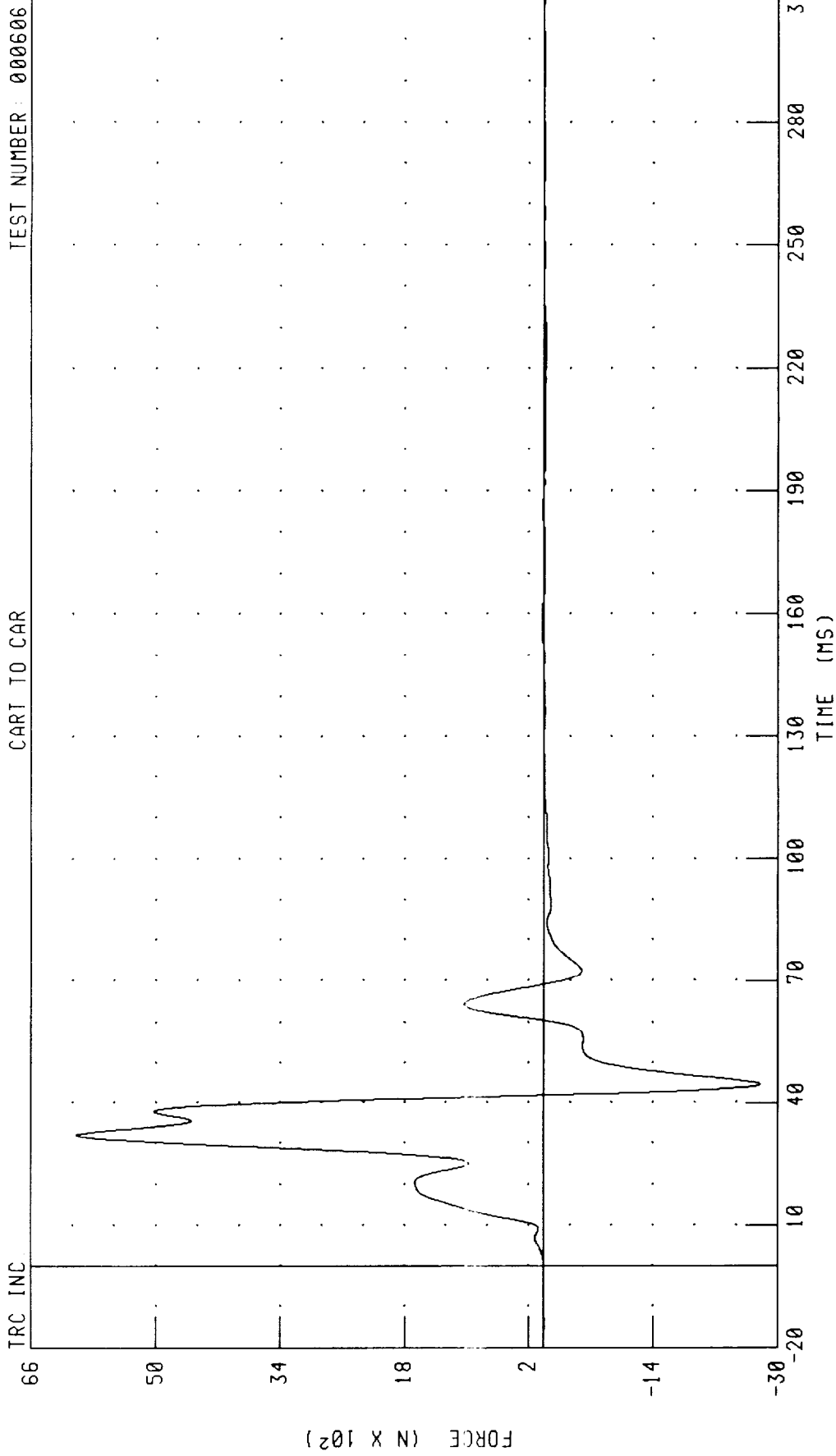
CART TO CAR

TRC INC



CHANNEL: BD3XF FILTER: CH. CLASS 60 PEAK DATA: 26159.66 N @ 31.44 MS, -302.78 N @ 93.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D3 Y-AXIS FORCE
CART TO CAR



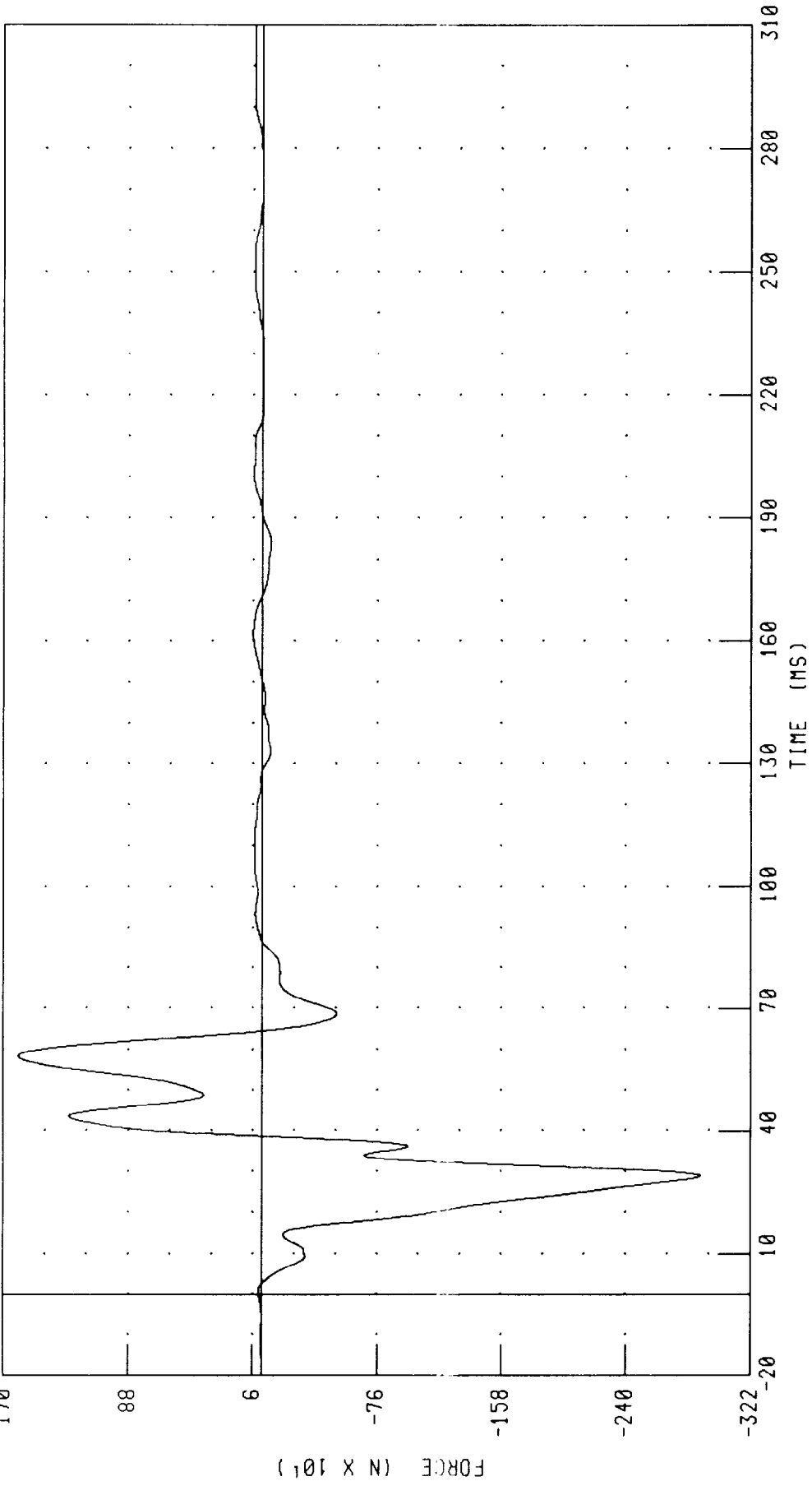
CHANNEL: BD3YF FILTER: CH. CLASS 60 PEAK DATA: 6023.09 N @ 32.00 MS; -2777.21 N @ 44.56 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D3 Z-AXIS FORCE

TRC INC

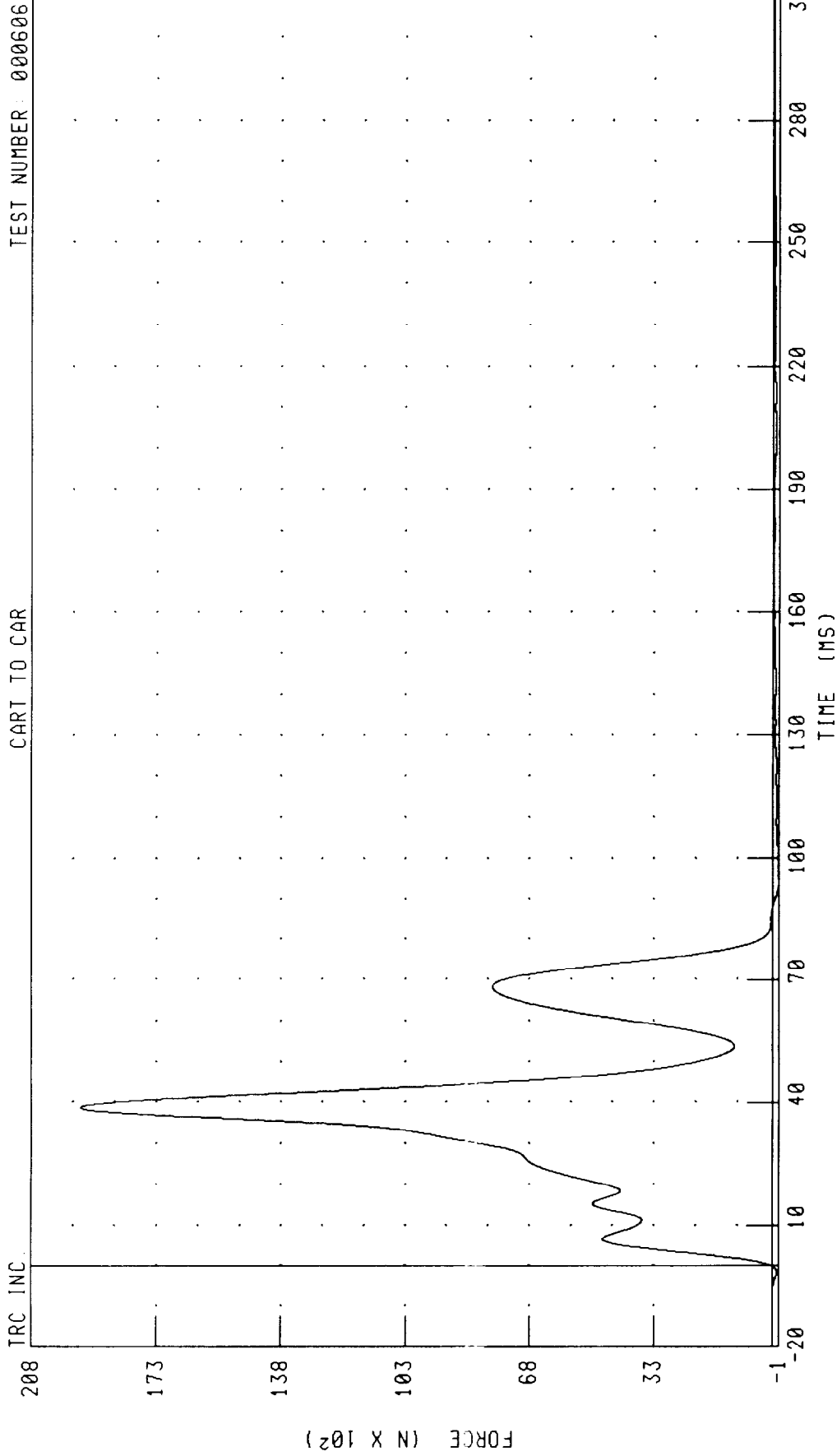
CART TO CAR

TEST NUMBER: 000606



CHANNEL: BD3ZF FILTER: CH. CLASS 60 PEAK DATA: 1601.61 N @ 58.40 MS, -2891.31 N @ 28.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D4 X-AXIS FORCE
CART TO CAR

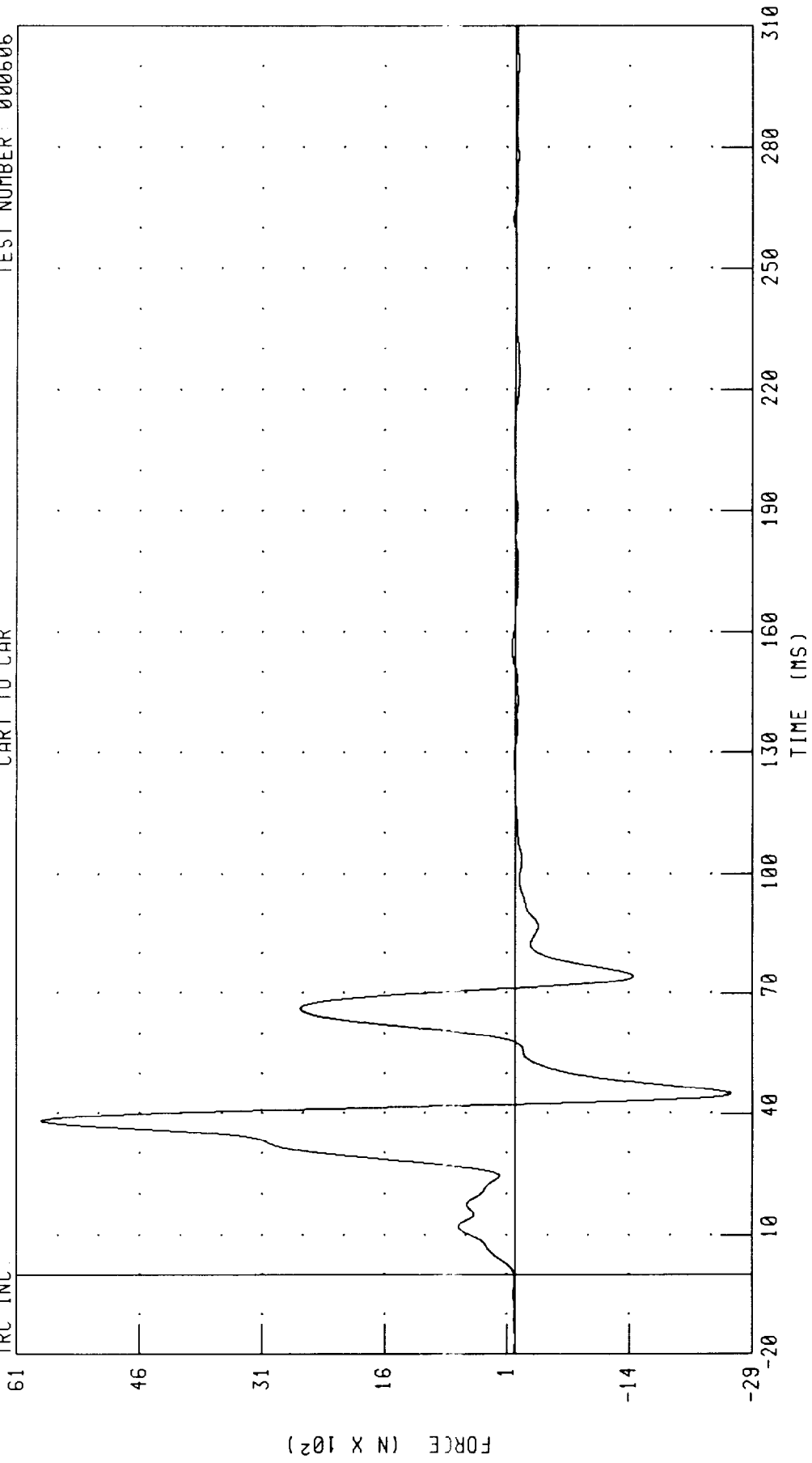


CHANNEL: BD4XF FILTER: CH. CLASS 60 PEAK DATA: 19460.86 N @ 38.80 MS, -153.86 N @ 93.84 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D4 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

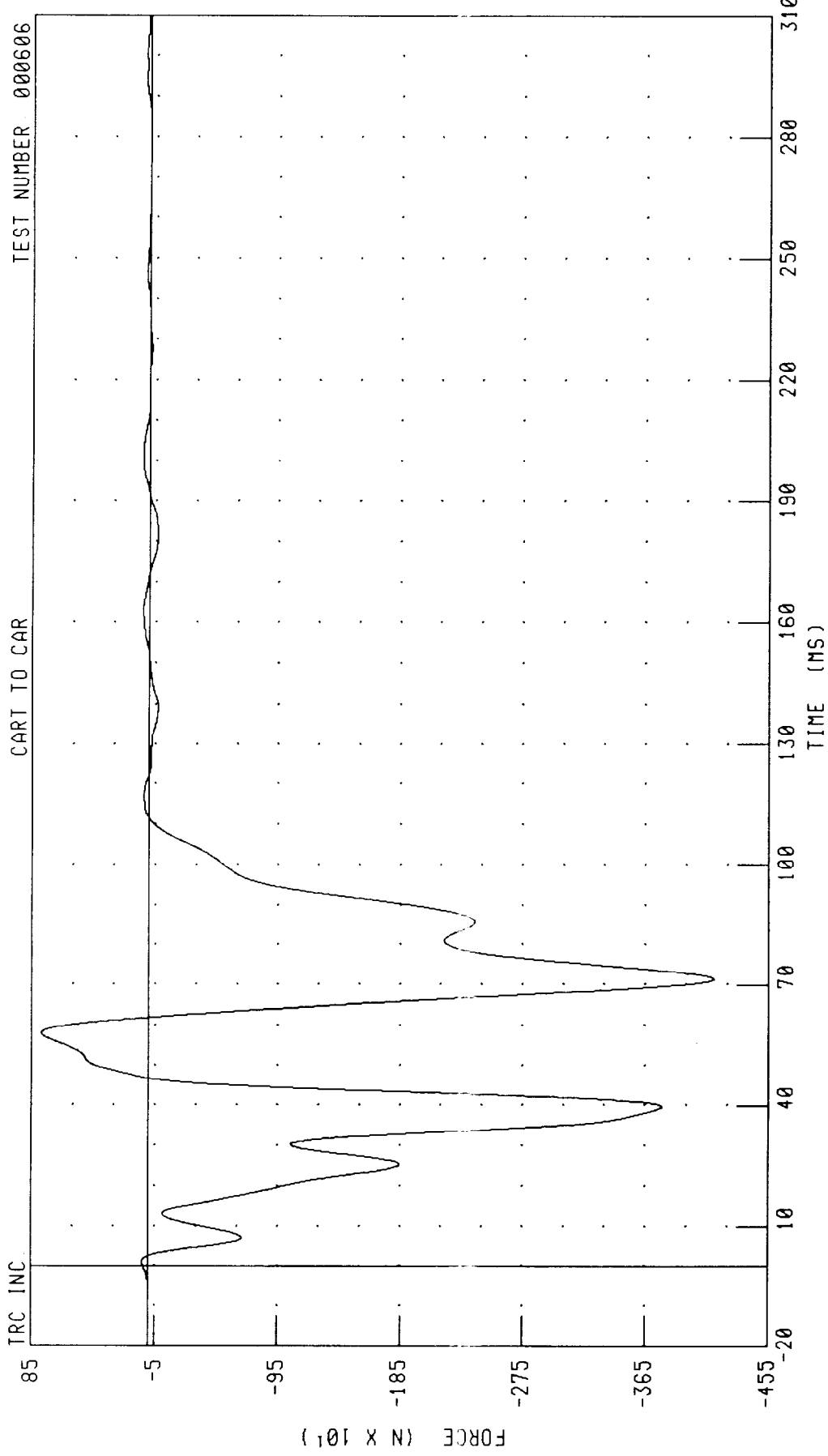
TRC INC.



CHANNEL: BD4YF FILTER: CH. CLASS 60 PEAK DATA: 5798 91 N @ 38.24 MS, -2640.54 N @ 44.88 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL D4 Z-AXIS FORCE
CART TO CAR

TEST NUMBER 000606



CHANNEL: BD4ZF FILTER: CH CLASS 60 PEAK DATA: 781.57 N @ 58.08 MS, -4155.77 N @ 71.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E1 X-AXIS FORCE

TRC INC. CART TO CAR TEST NUMBER: 000606

78

64

50

36

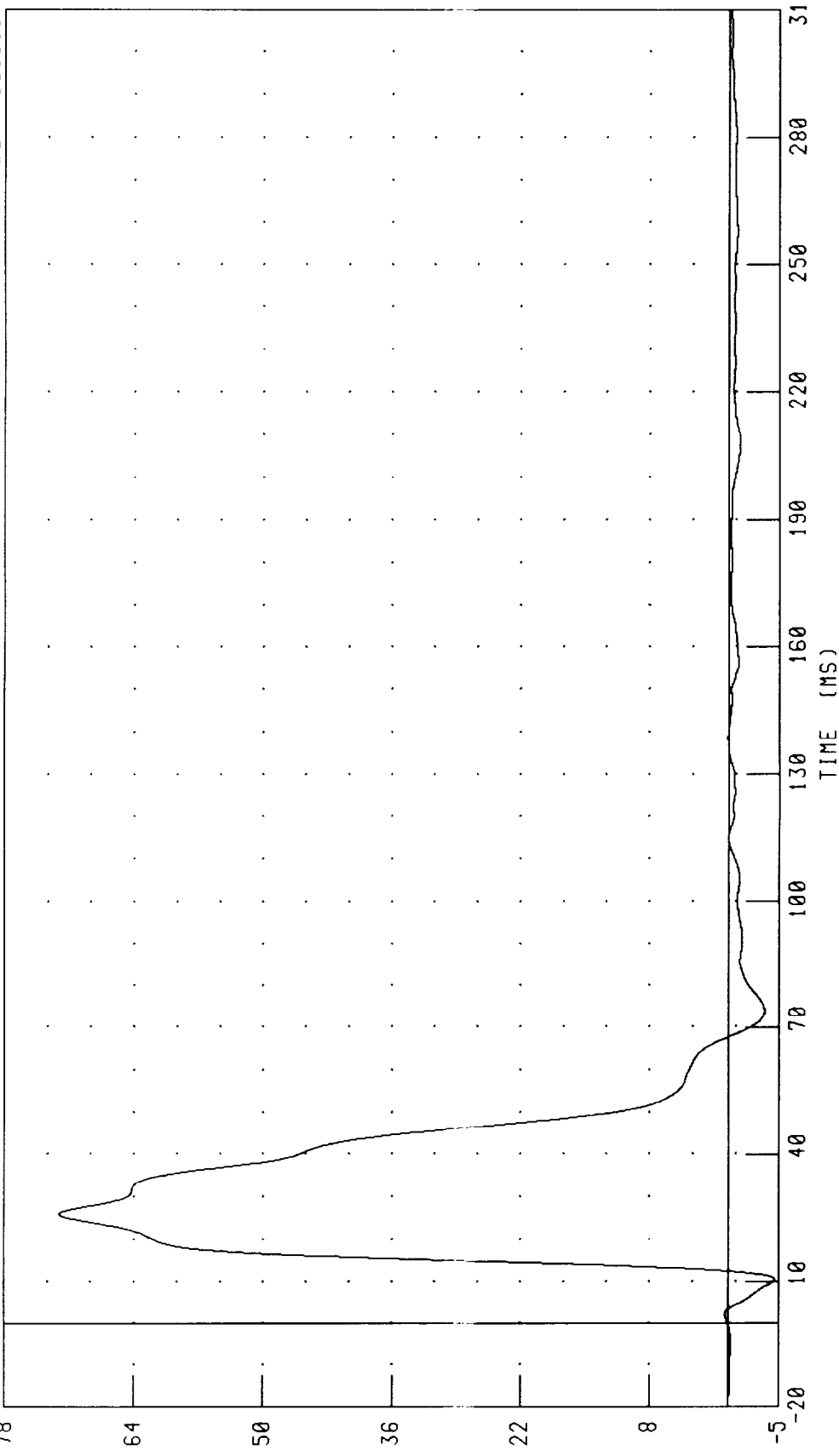
22

8

-5

-20

FORCE (N X 10²)



TIME (MS)

PEAK DATA: 7269.42 N @ 26.08 MS, -499.15 N @ 10.48 MS

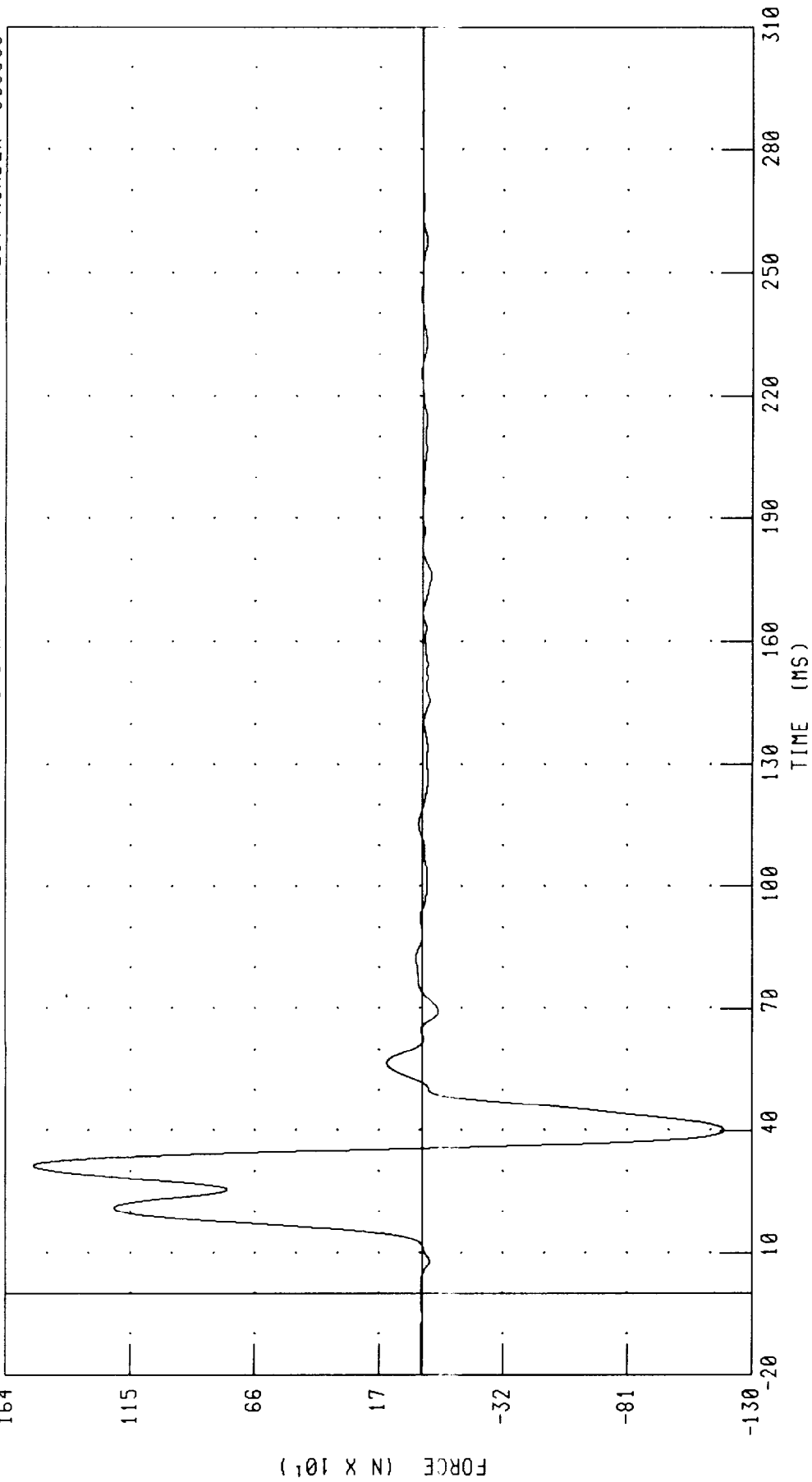
CHANNEL: BE1XF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E1 Y-AXIS FORCE

TRC INC.

TEST NUMBER: 000606

CART TO CAR



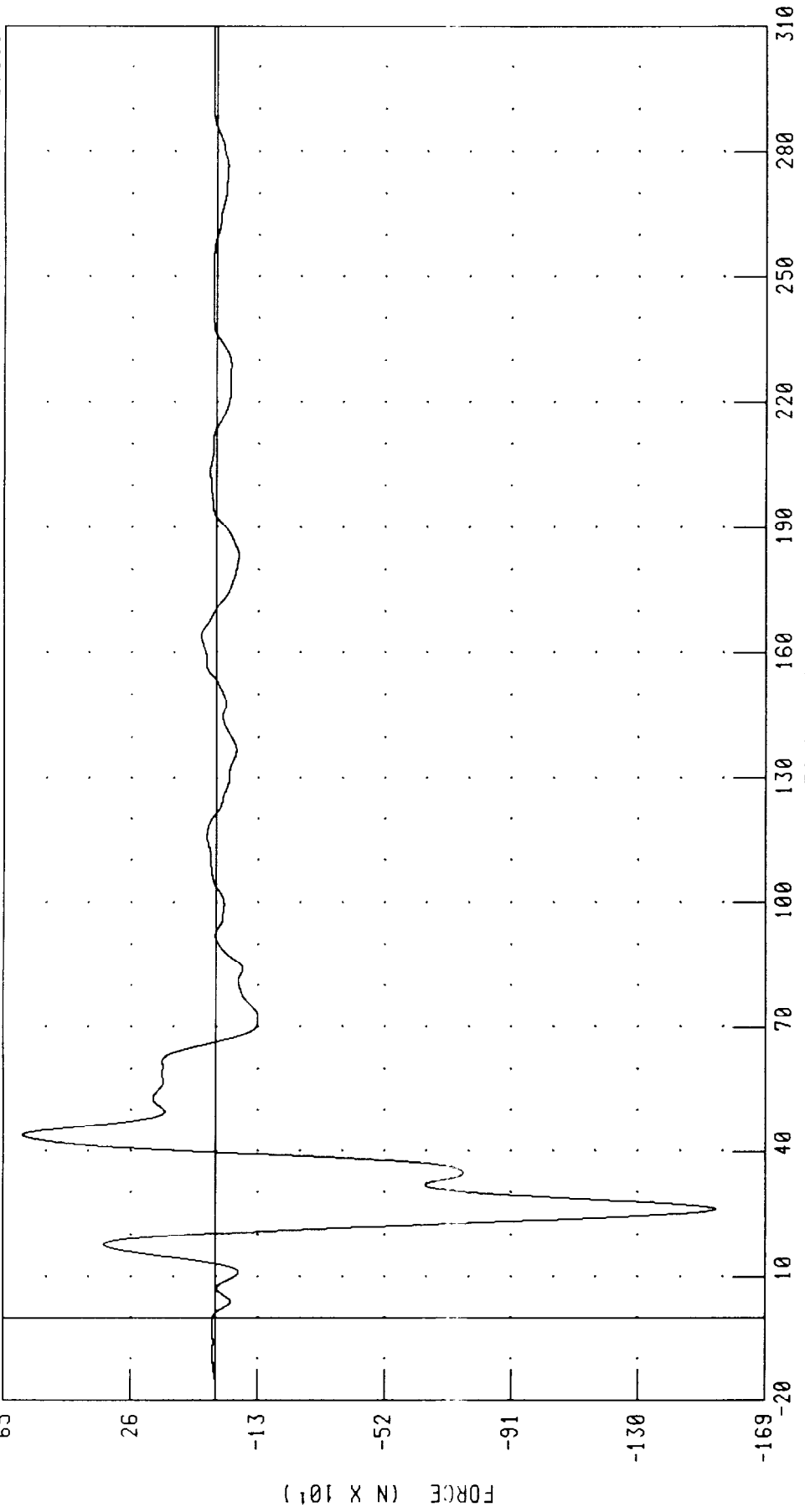
CHANNEL: BE1YF FILTER: CH. CLASS 60 PEAK DATA: 1530.47 N @ 31.44 MS, -1189.97 N @ 40.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E1 Z-AXIS FORCE

TRC INC.

CART TO CAR

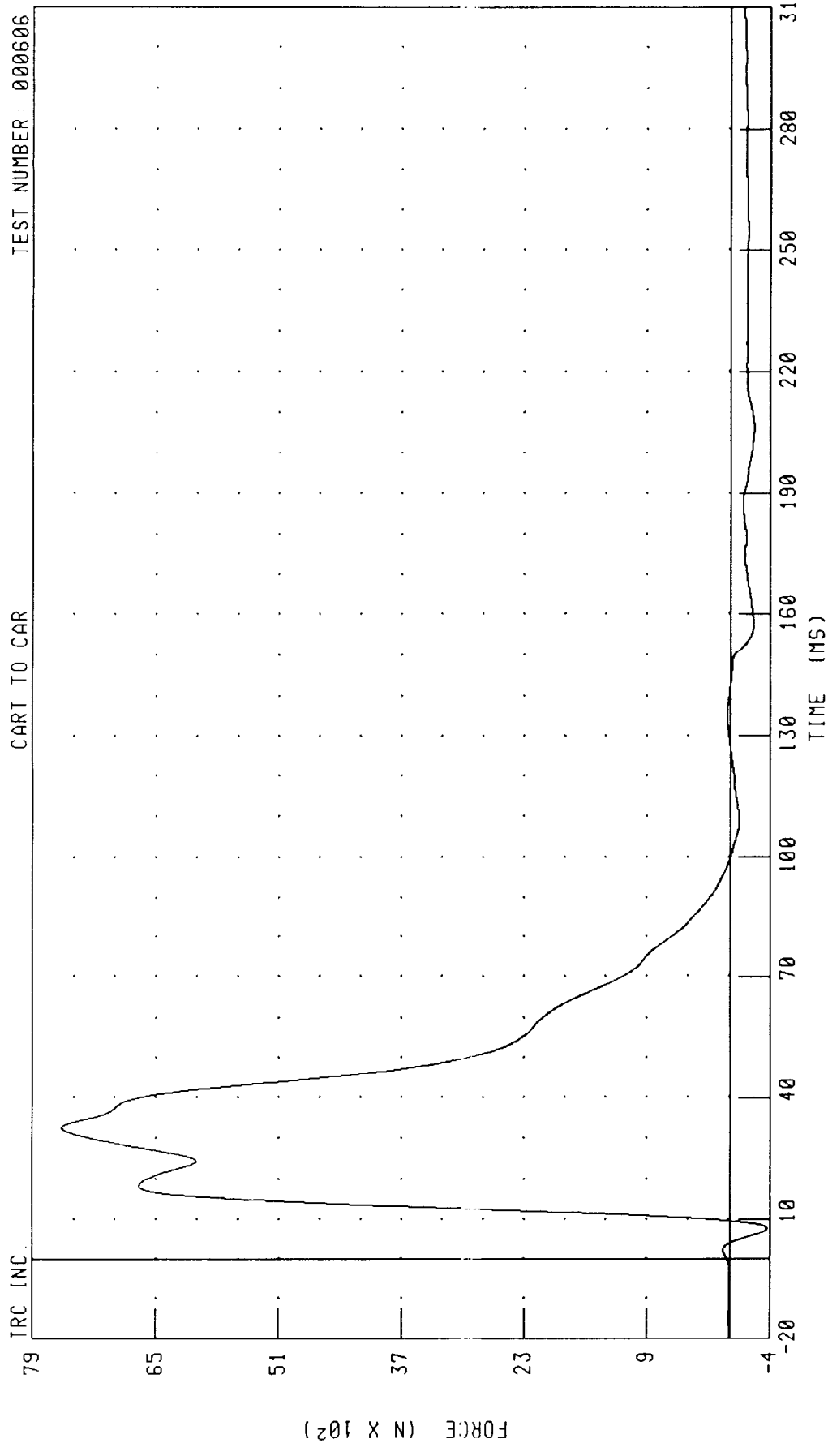
TEST NUMBER: 000606



CHANNEL: BE1ZF FILTER: CH. CLASS 60 PEAK DATA: 590.94 N @ 44.00 MS, -1538.40 N @ 26.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E2 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606



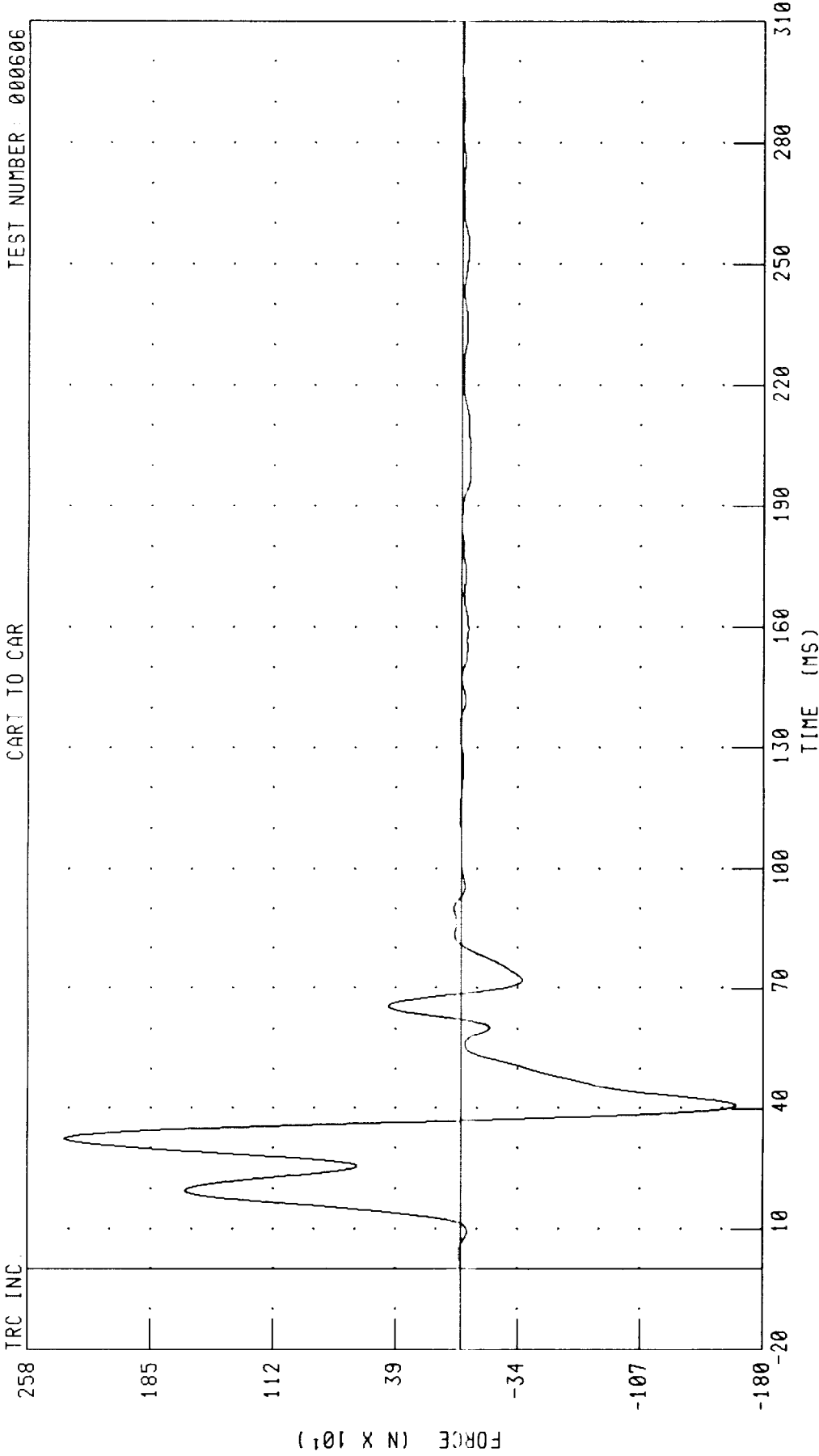
CHANNEL: BE2XF FILTER: CH. CLASS 60 PEAK DATA: 7621.91 N @ 32.64 MS, -417.99 N @ 7.68 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E2 Y-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

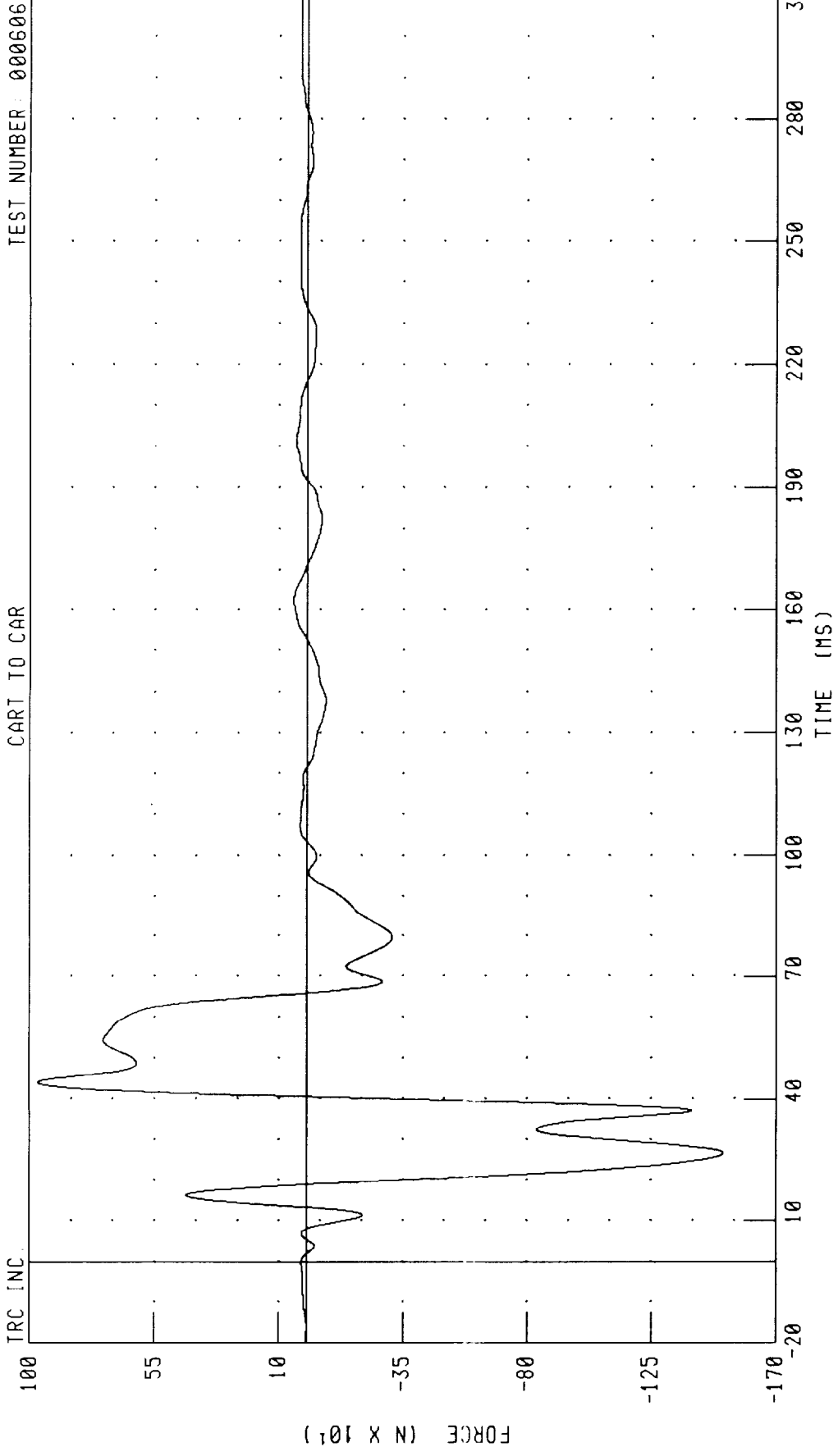
TRC INC.



PEAK DATA: 2364.27 N @ 32.48 MS, -1641.37 N @ 40.80 MS

CHANNEL: BE2YF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E2 Z-AXIS FORCE
CART TO CAR

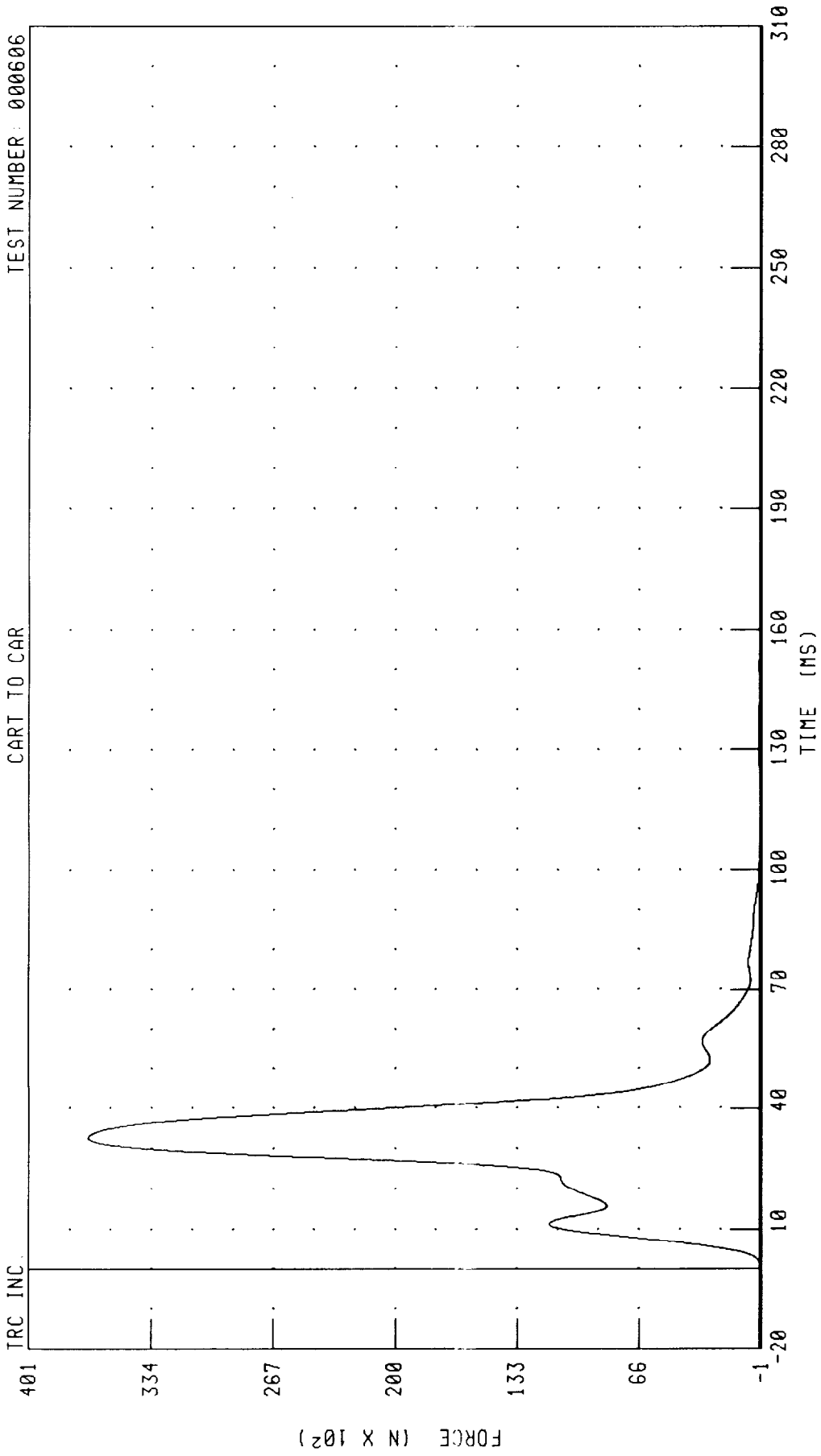


CHANNEL: BE2ZF FILTER: CH. CLASS 60 PEAK DATA: 970.23 N @ 44.08 MS, -1511.56 N @ 26.64 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E3 X-AXIS FORCE

TRC INC. TEST NUMBER: 000606

CART TO CAR

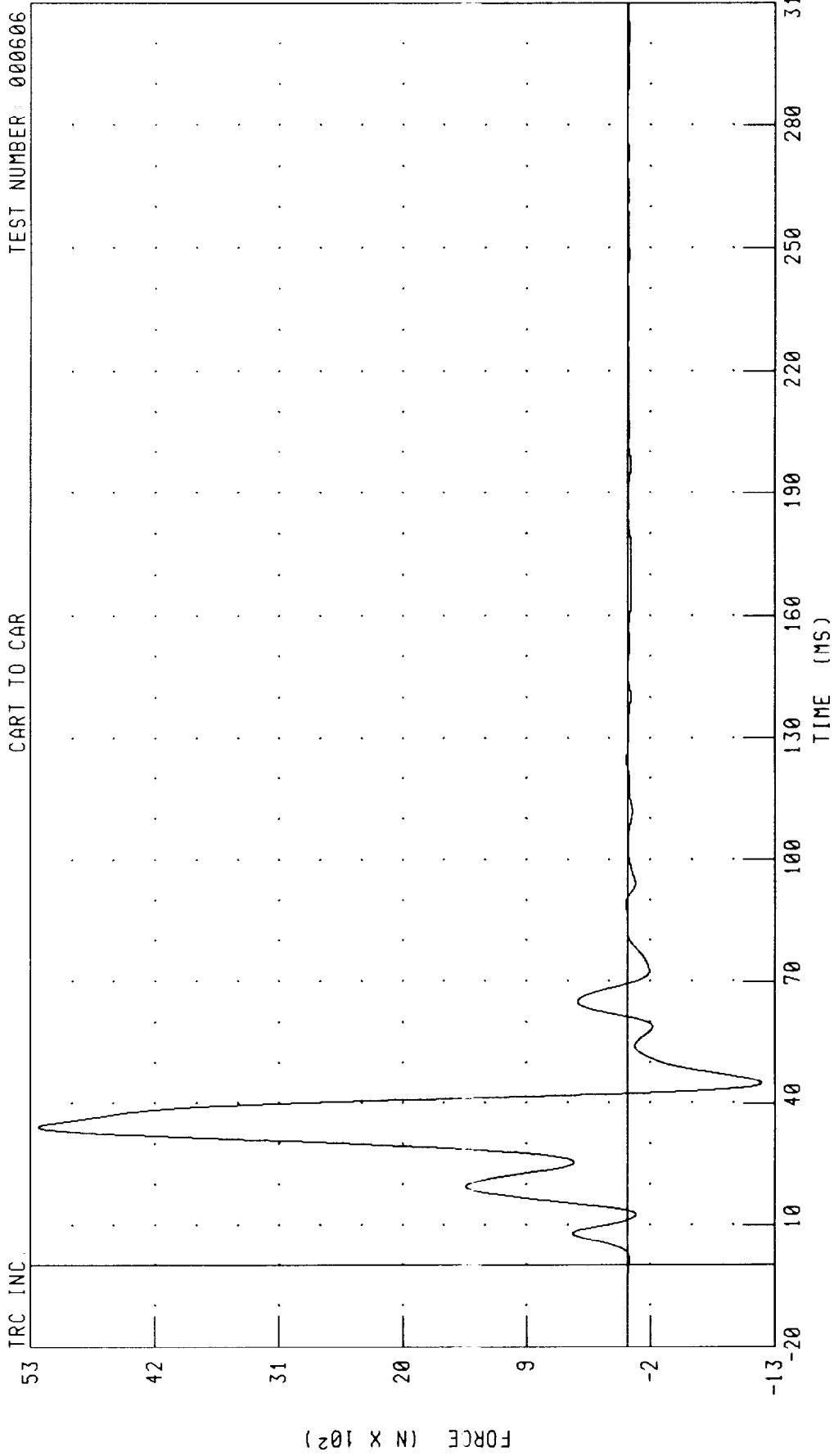


CHANNEL: BE3XF FILTER: CH. CLASS 60 PEAK DATA: 36861.57 N @ 32.72 MS, -94.76 N @ 228.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E3 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC.

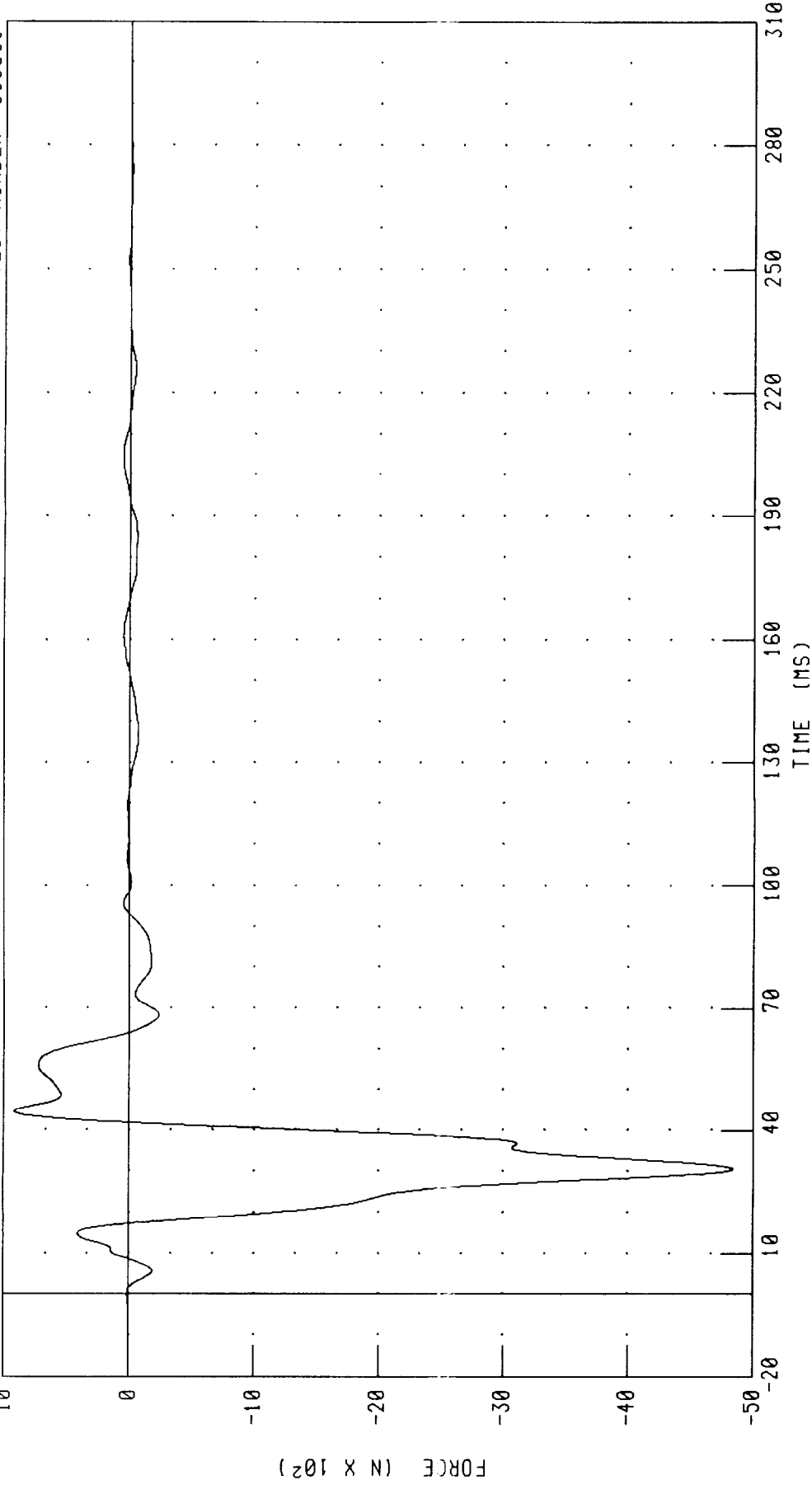


CHANNEL: BE3VF FILTER: CH. CLASS 60 PEAK DATA: 5231.80 N @ 34.24 MS, -1182.28 N @ 44.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E3 Z-AXIS FORCE

TRC INC. TEST NUMBER: 000606

CART TO CAR

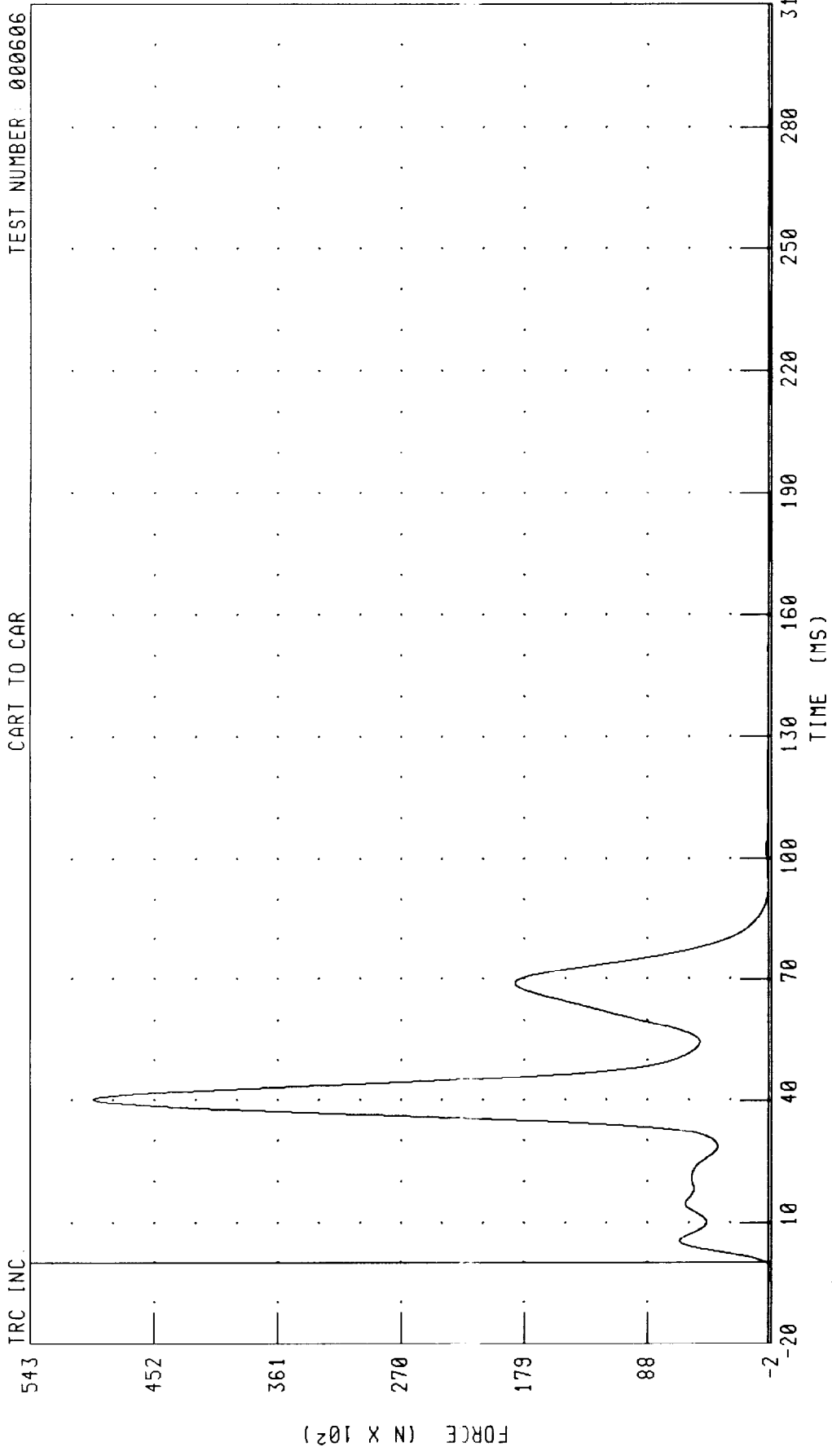


CHANNEL: BE3ZF FILTER: CH. CLASS 60 PEAK DATA: 916.36 N @ 44.72 MS, -4841.73 N @ 30.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E4 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

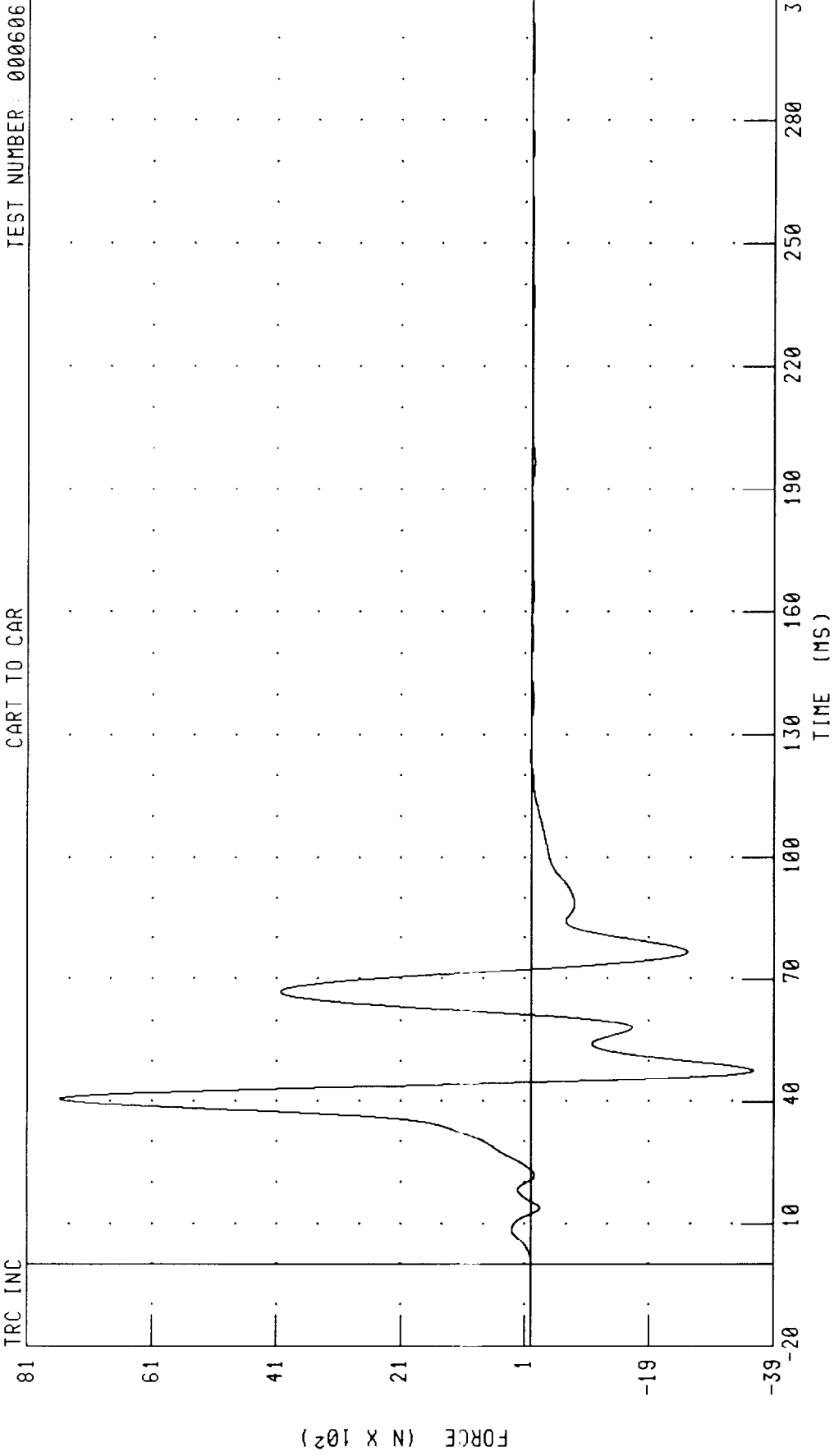
TRC INC.



TIME (MS)

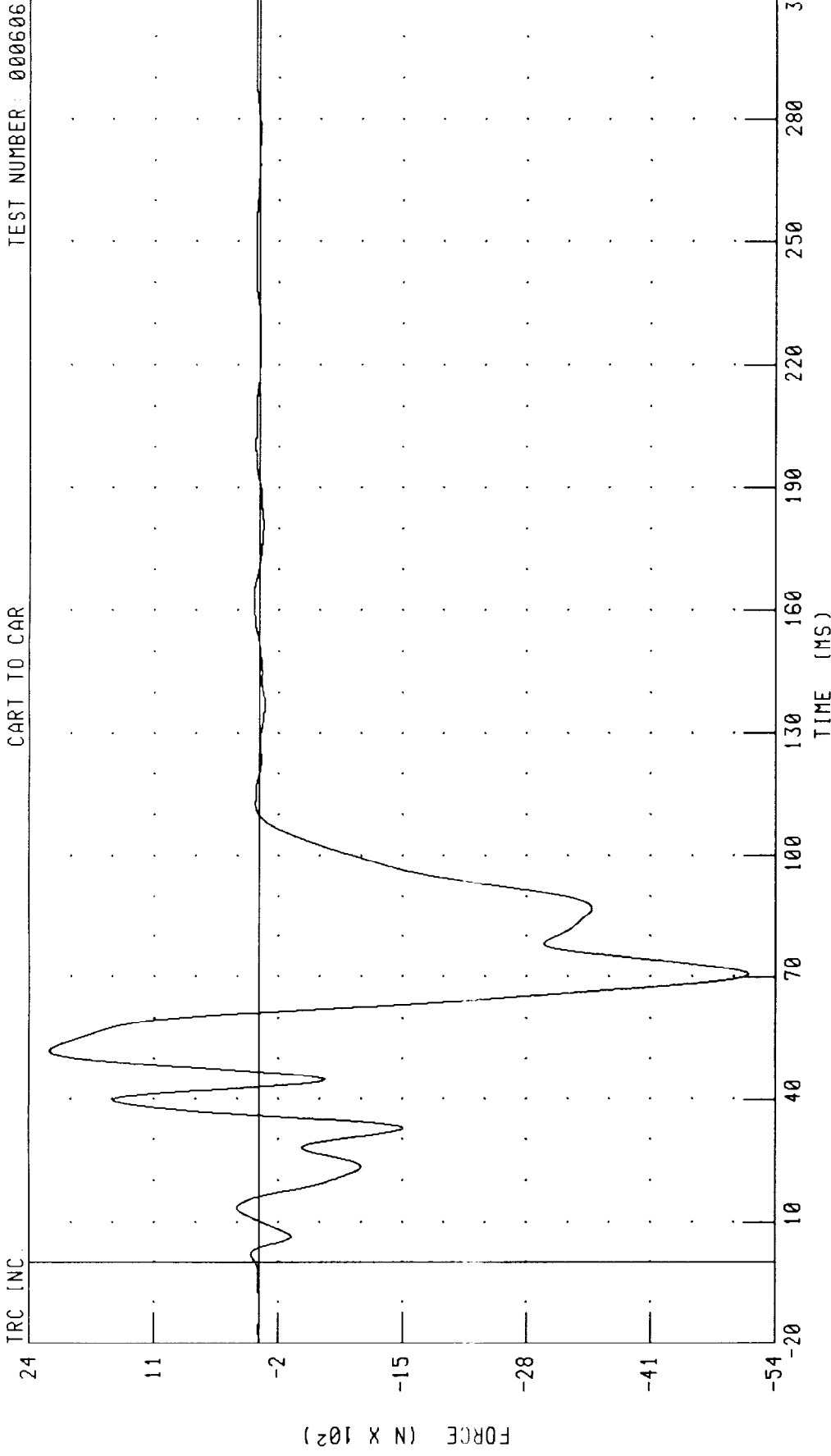
CHANNEL: BE4XF FILTER: CH. CLASS 60 PEAK DATA: 49755.39 N @ 40.32 MS, -206.51 N @ -1.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E4 Y-AXIS FORCE
CART TO CAR



CHANNEL: BE4YF FILTER: CH. CLASS 60 PEAK DATA: 7579.74 N @ 40.72 MS, -3572.32 N @ 47.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL E4 Z-AXIS FORCE
CART TO CAR

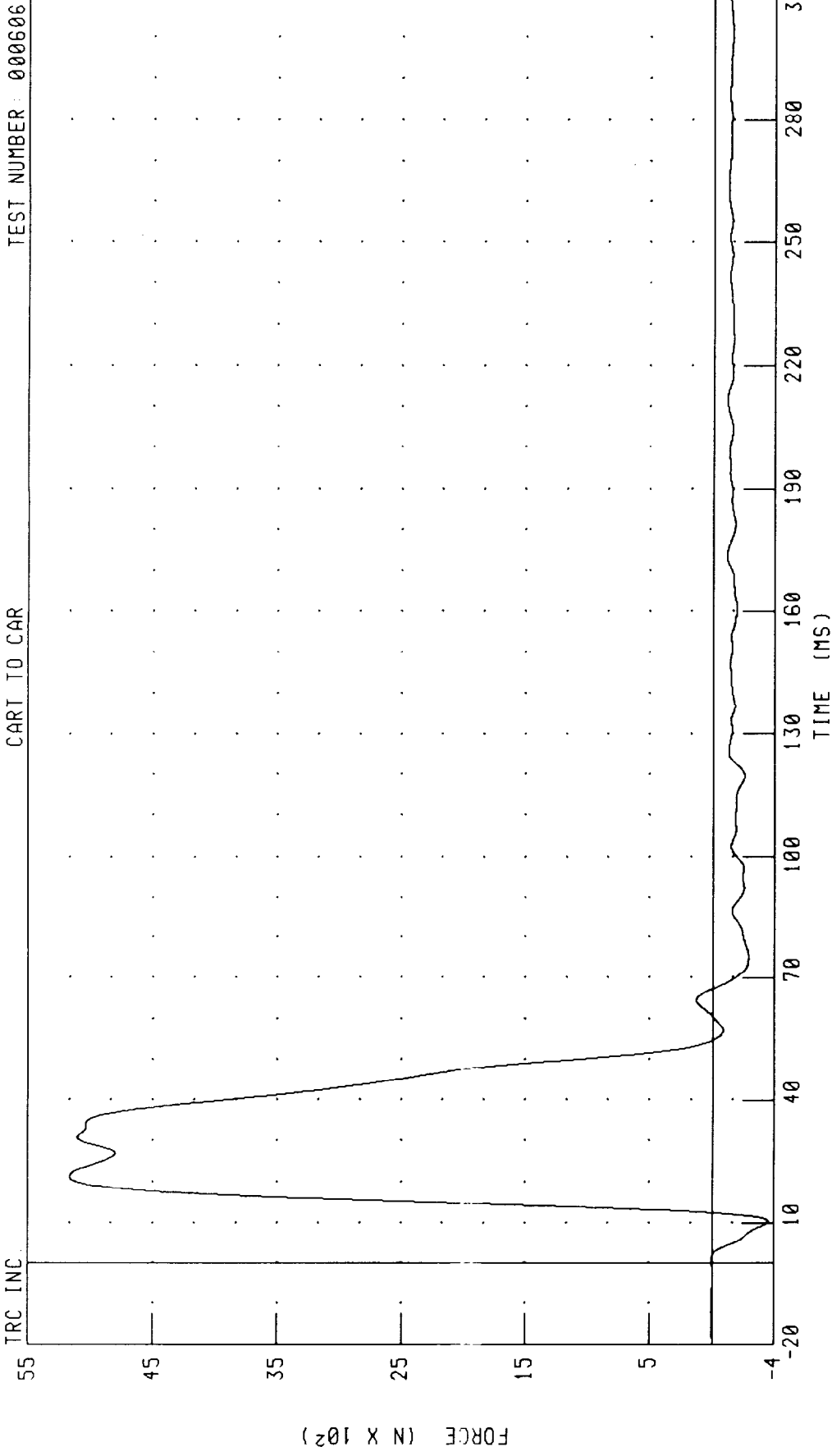


TRC INC. 24
11
-2
-15
-28
-41
-54

TIME (MS) 10 40 70 100 130 160 190 220 250 280 310

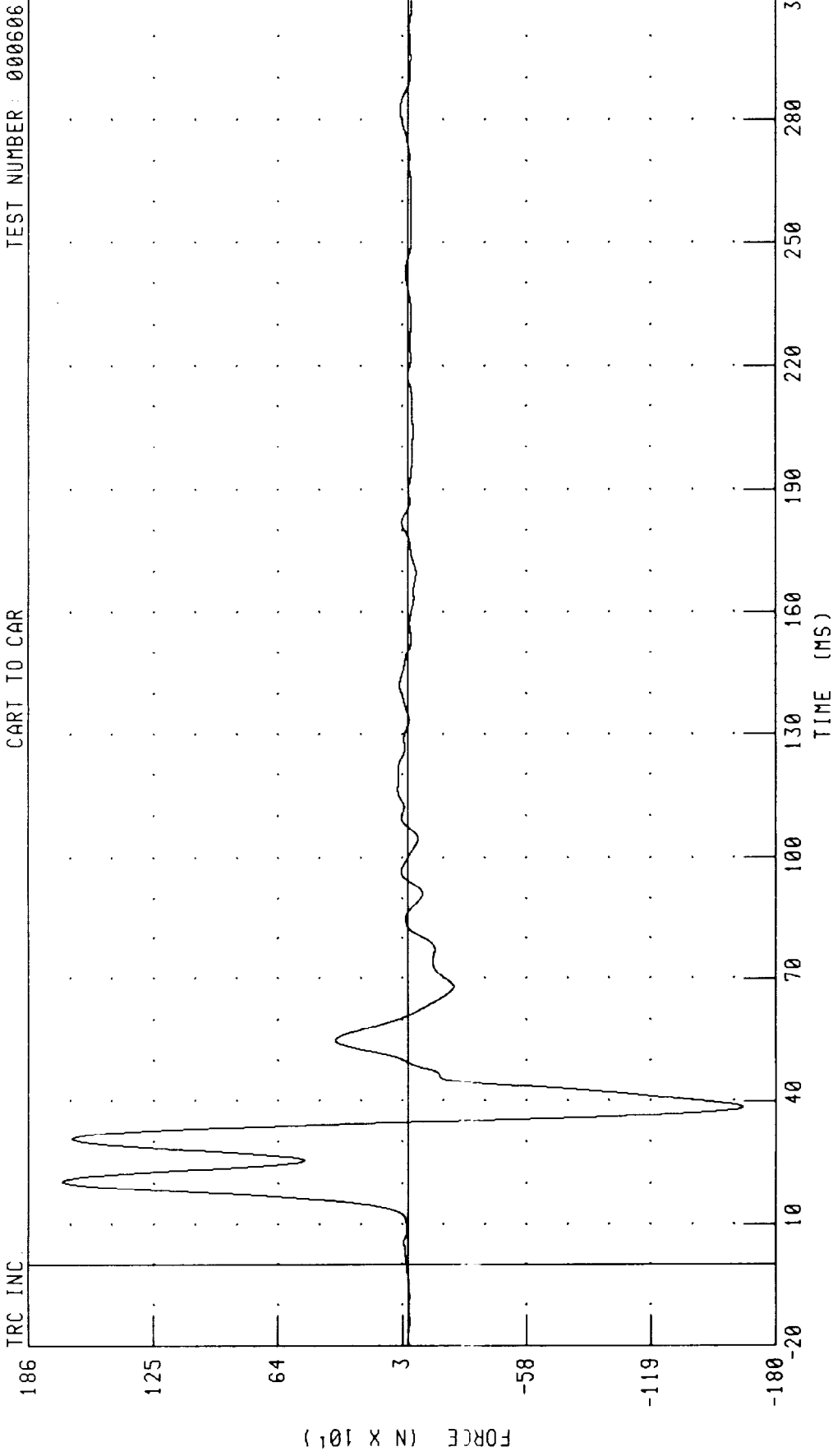
CHANNEL: BE4ZF FILTER: CH. CLASS 60 PEAK DATA: 2189.11 N @ 51.92 MS, -5121.45 N @ 70.64 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F1 X-AXIS FORCE
CART TO CAR



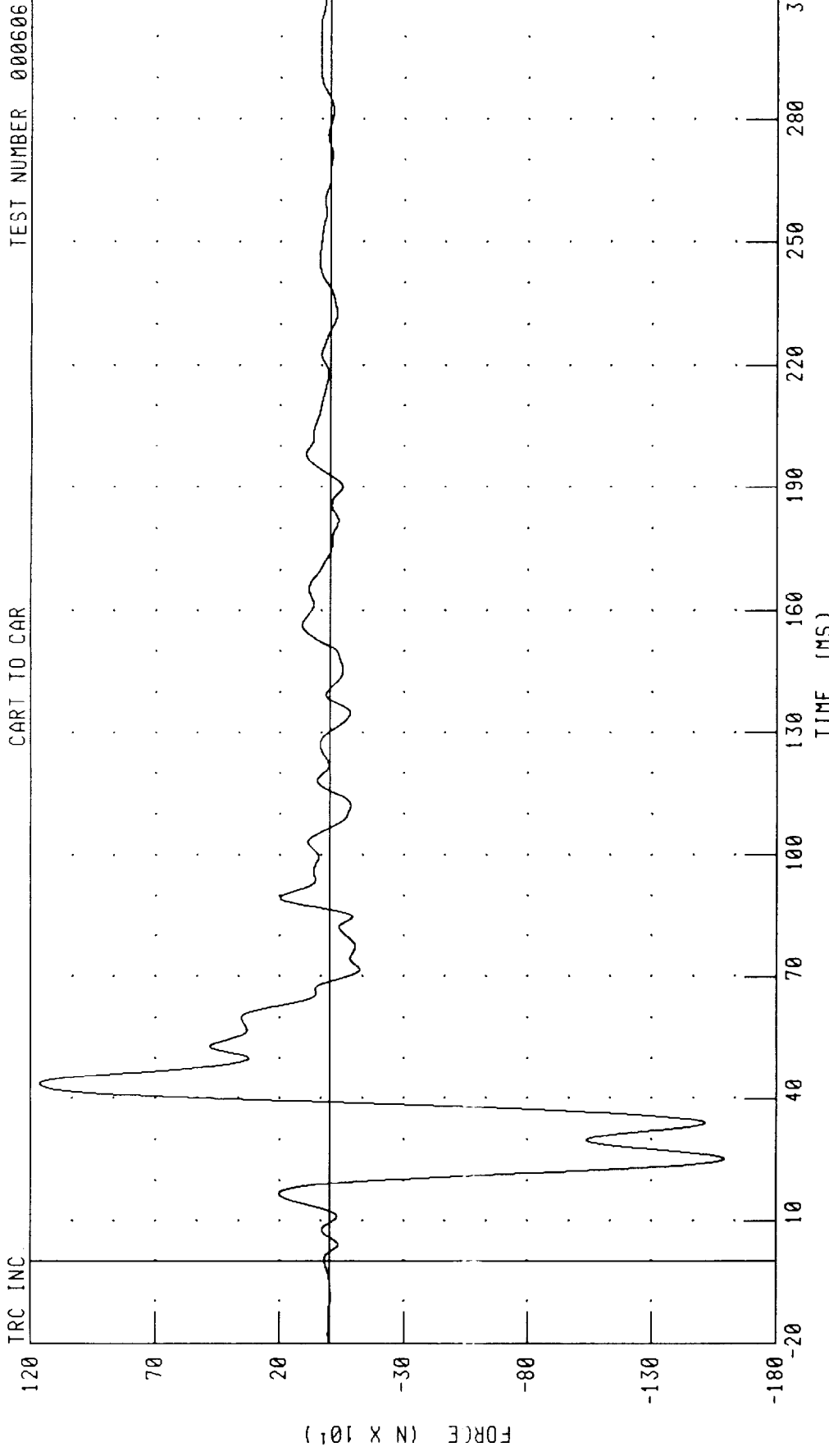
CHANNEL: BFIXF FILTER: CH. CLASS 60 PEAK DATA: 5173.25 N @ 21.36 MS, -447.10 N @ 10.32 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F1 Y-AXIS FORCE
CART TO CAR



CHANNEL: BF1YF FILTER: CH. CLASS 60 PEAK DATA: 1696.44 N @ 20.56 MS, -1640.03 N @ 38.48 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F1 Z-AXIS FORCE

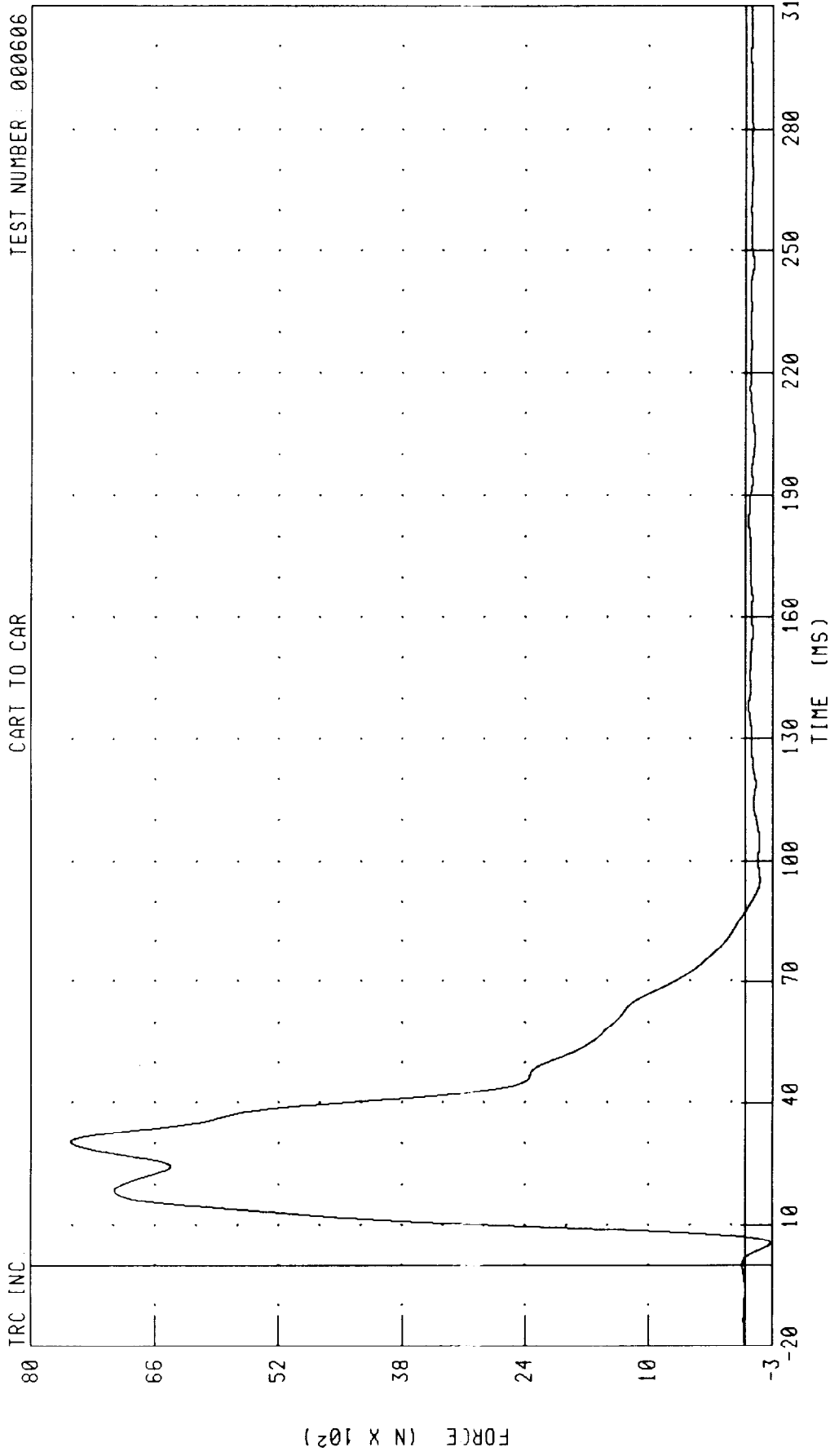


CHANNEL: BF1ZF FILTER: CH. CLASS 60 PEAK DATA: 1163.36 N @ 43.68 MS, -1591.32 N @ 25.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F2 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC



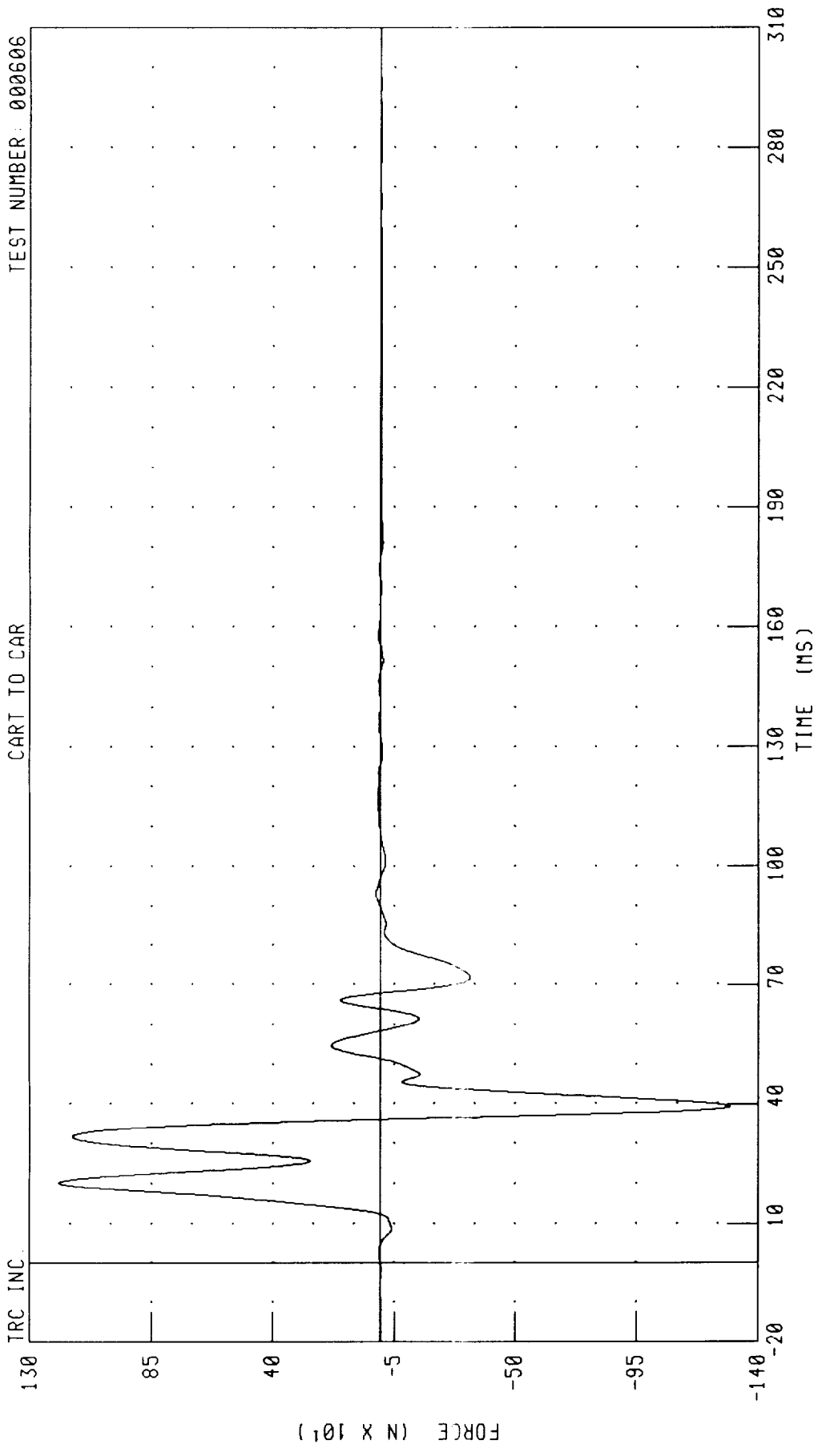
PEAK DATA: 7640.62 N @ 30.48 MS, -290.11 N @ 5.44 MS

CHANNEL: BF2XF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F2 Y-AXIS FORCE

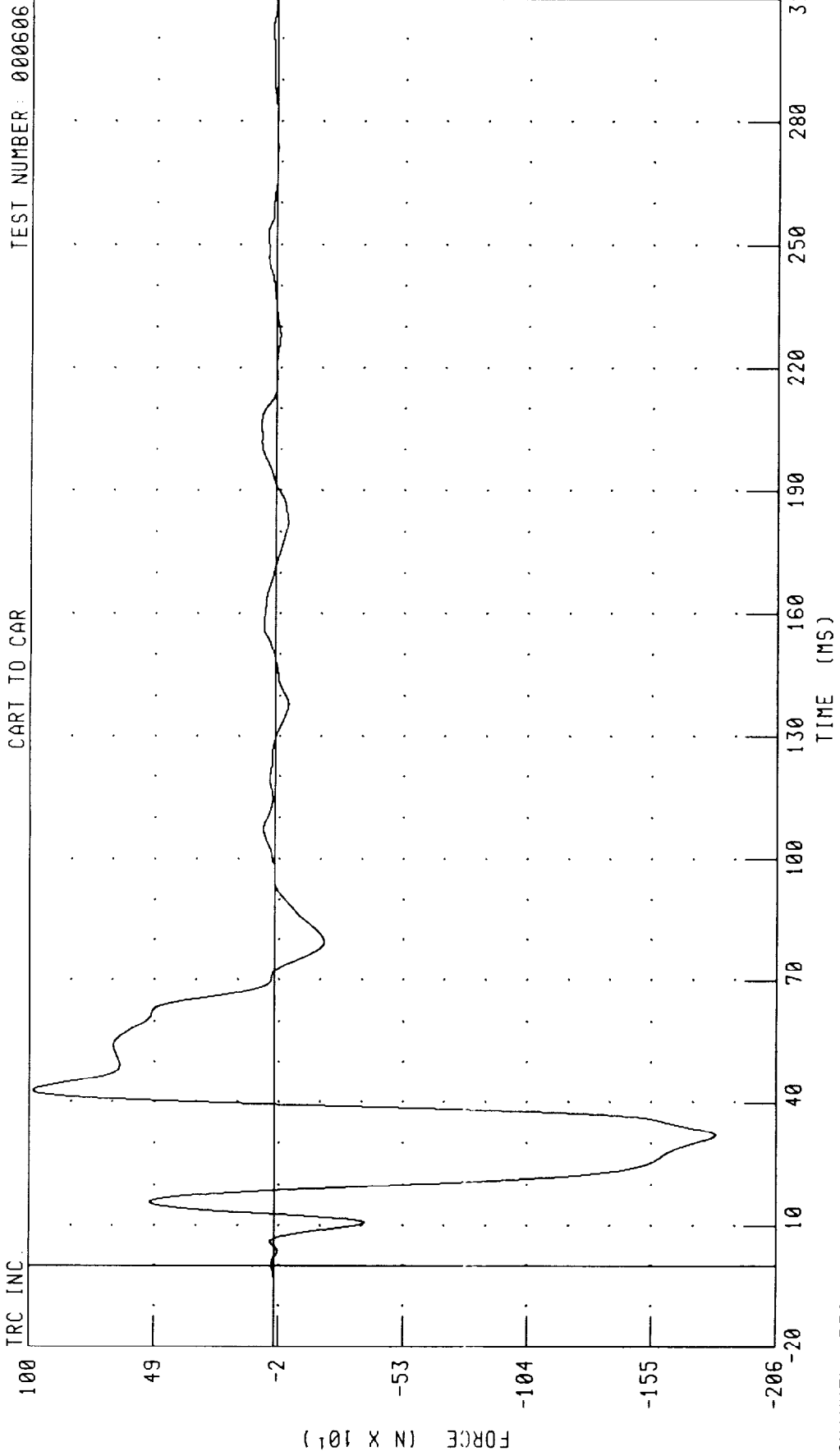
TRC INC. TEST NUMBER: 000606

CART TO CAR



CHANNEL: BF2YF FILTER: CH. CLASS 60 PEAK DATA: 1193.66 N @ 20.32 MS, -1297.98 N @ 39.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F2 Z-AXIS FORCE



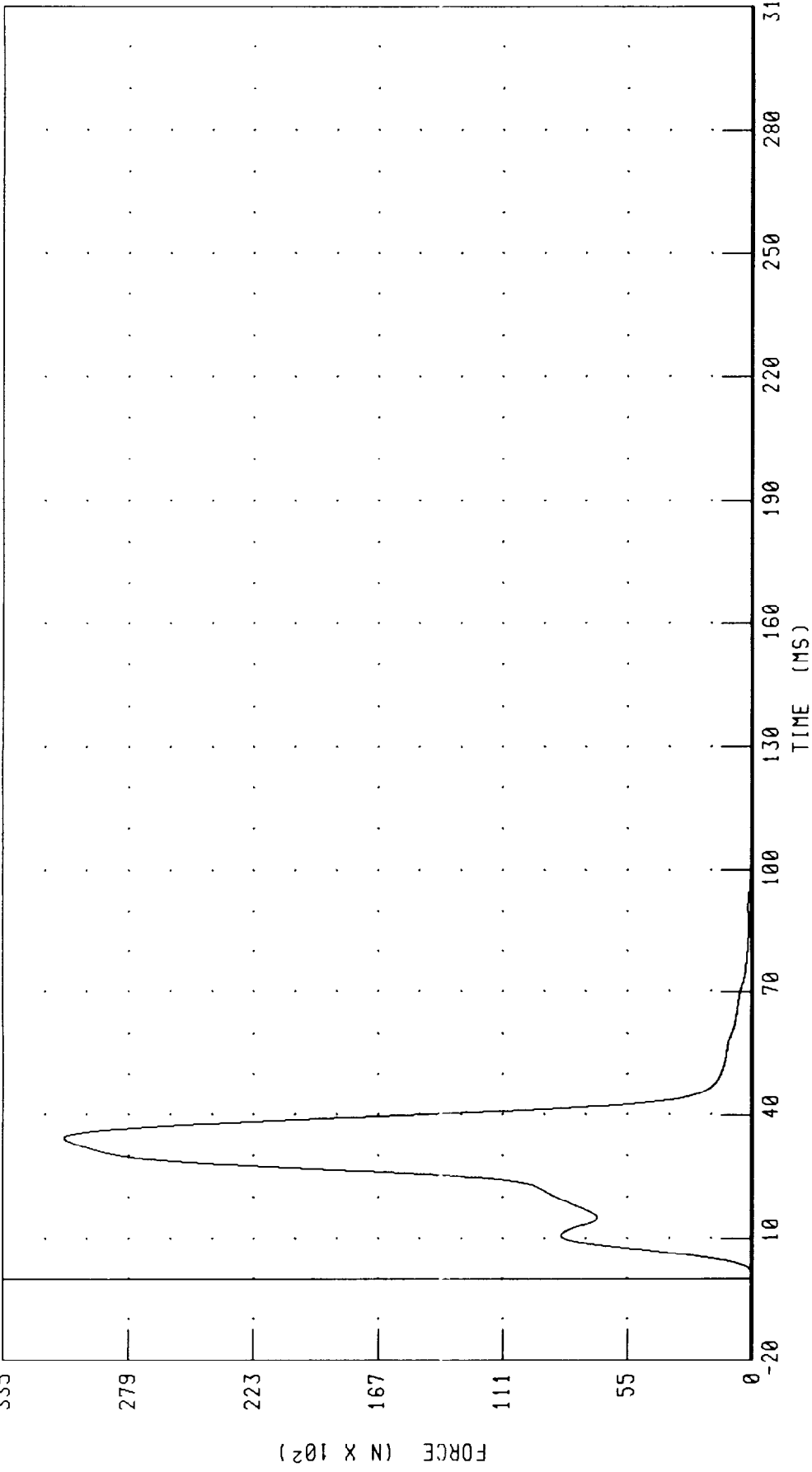
CHANNEL: BF2ZF FILTER: CH. CLASS 60 PEAK DATA: 984.81 N @ 42.96 MS, -1812.44 N @ 32.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F3 X-AXIS FORCE

TRC INC.

CART TO CAR

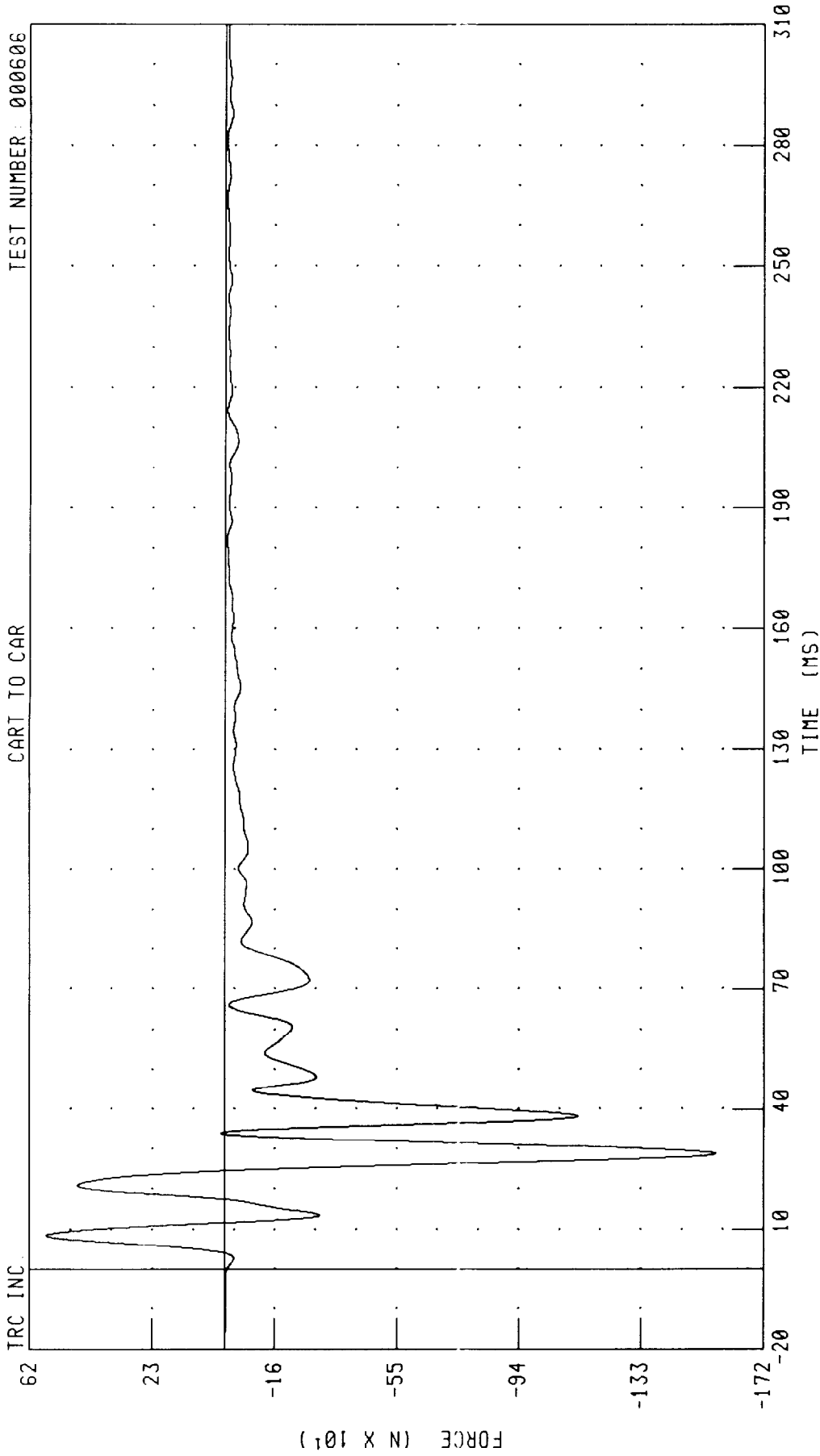
TEST NUMBER: 000606



CHANNEL: BF3XF FILTER: CH. CLASS 60 PEAK DATA: 30809.17 N @ 34.40 MS, -63.79 N @ 0.64 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F3 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

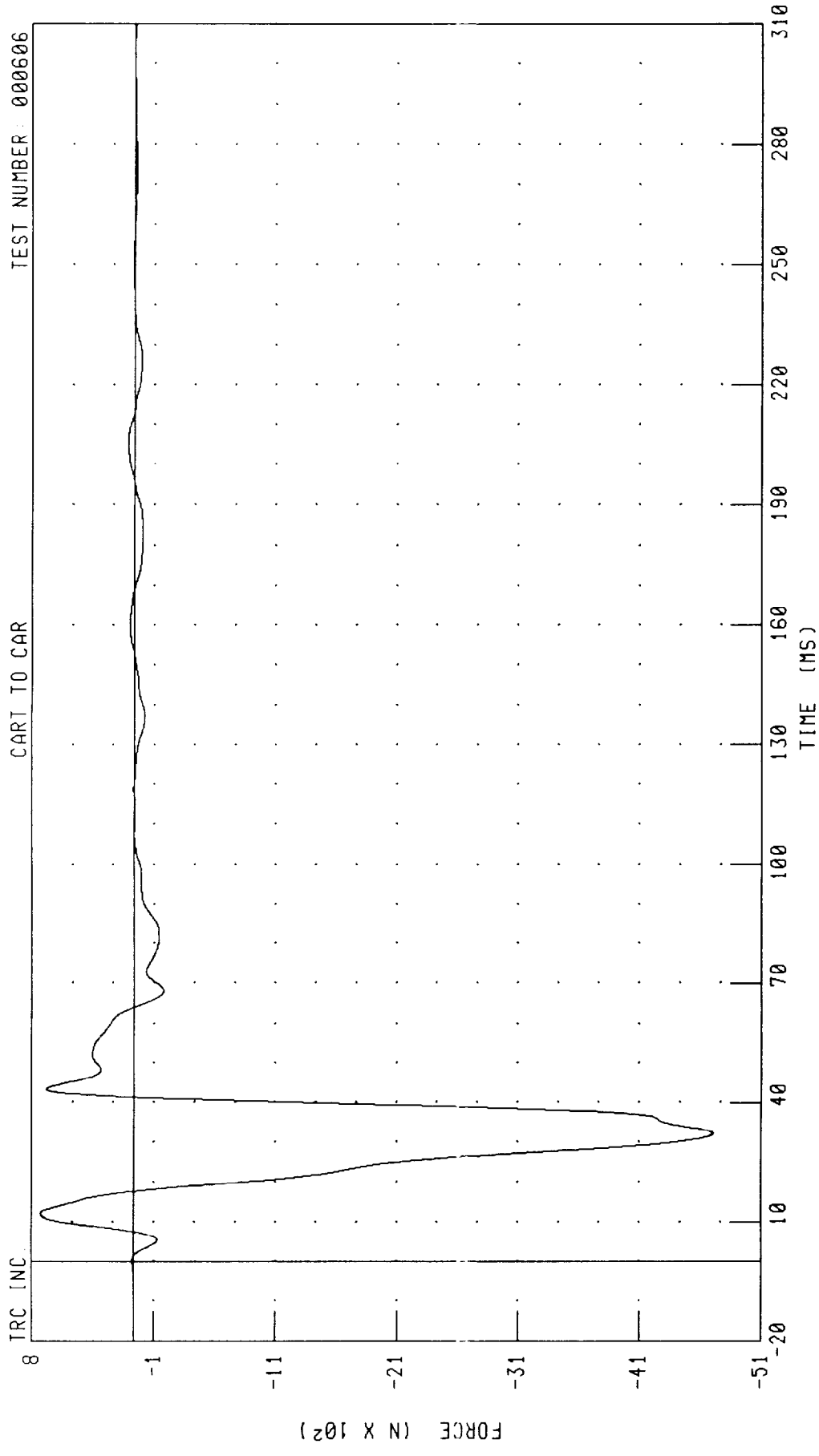


CHANNEL: BF3YF FILTER: CH. CLASS 60

PEAK DATA: 566.34 N @ 8.56 MS, -1569.75 N @ 28.80 MS

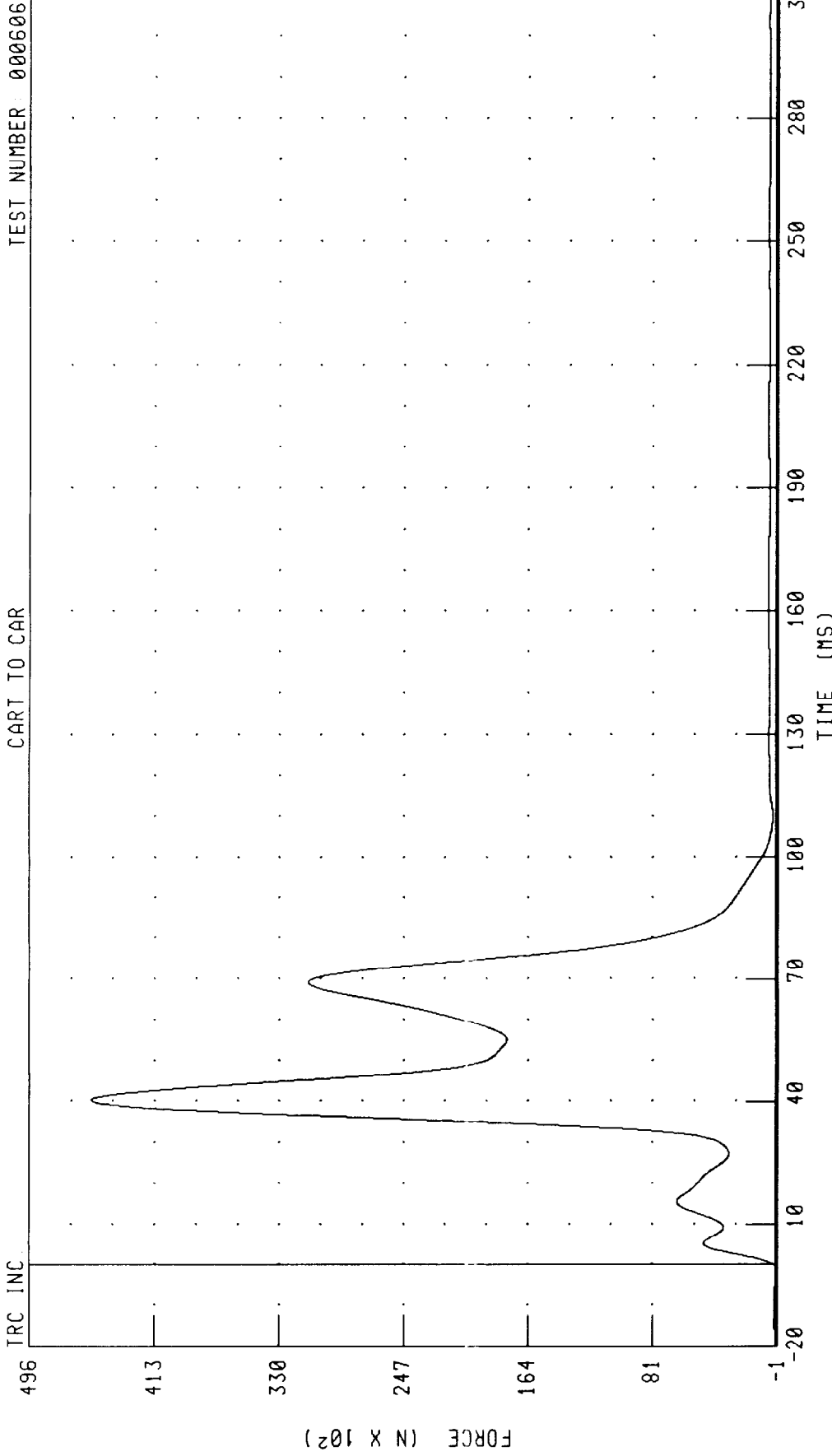
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F3 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606



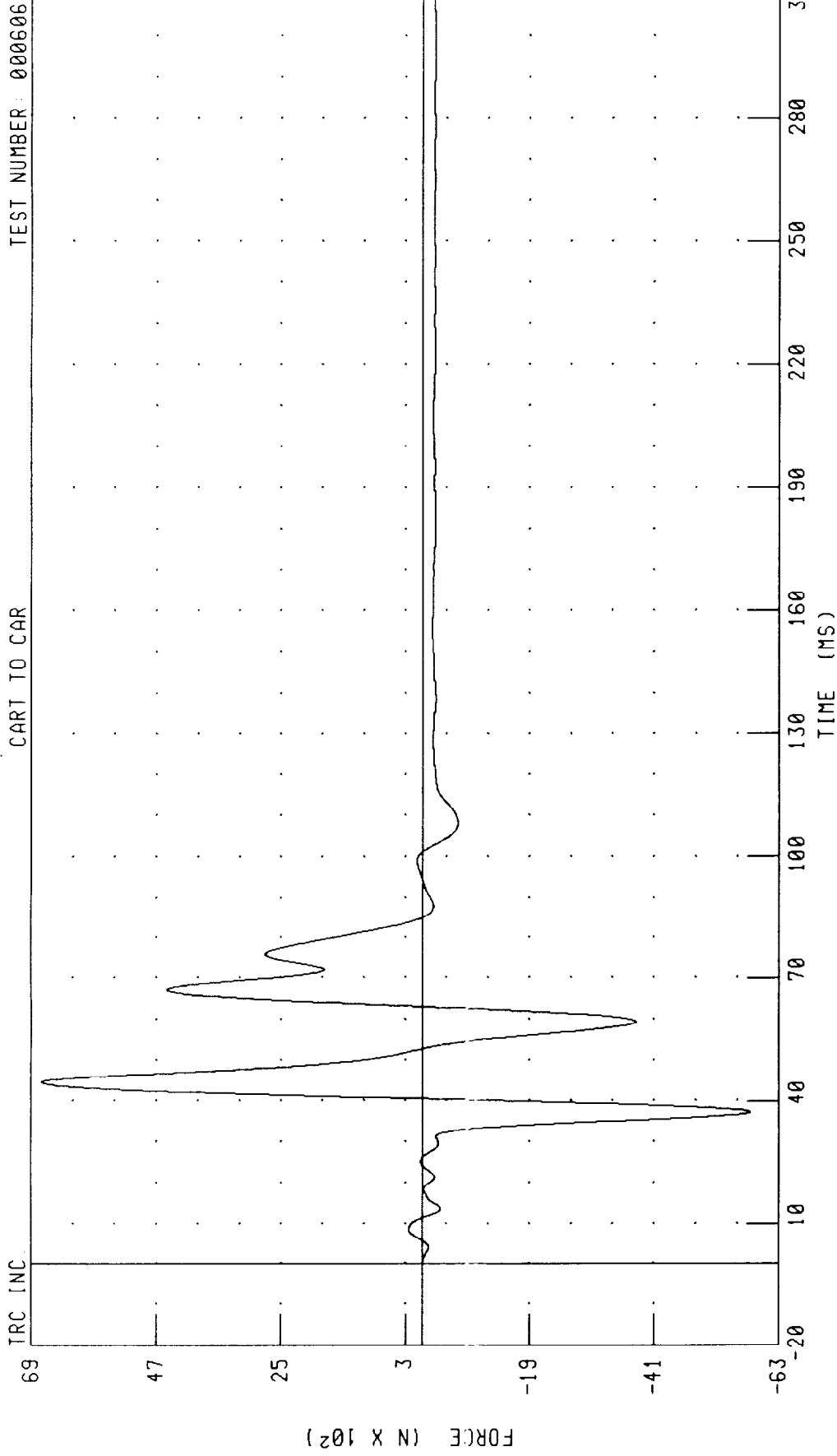
CHANNEL: BF3ZF FILTER: CH. CLASS 60 PEAK DATA: 767.52 N @ 12.08 MS, -4768.17 N @ 32.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F4 X-AXIS FORCE
CART TO CAR



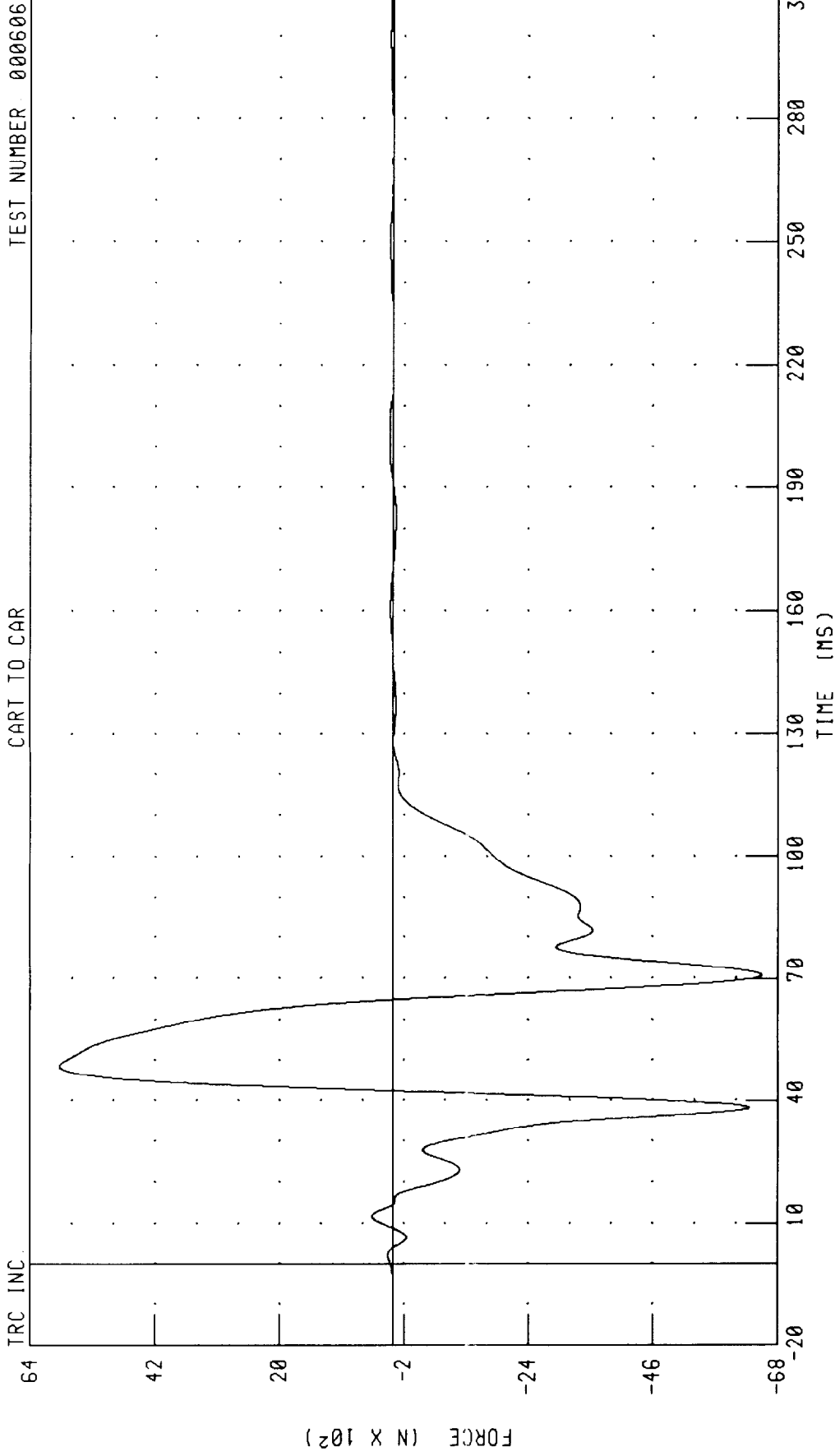
CHANNEL: BF4XF FILTER: CH. CLASS 60 PEAK DATA: 45550.22 N @ 40.32 MS, -147.41 N @ -1.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F4 Y-AXIS FORCE
CART TO CAR



CHANNEL: BF4YF FILTER: CH. CLASS 60 PEAK DATA: 6711.63 N @ 44.56 MS, -5797.85 N @ 37.28 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL F4 Z-AXIS FORCE
CART TO CAR



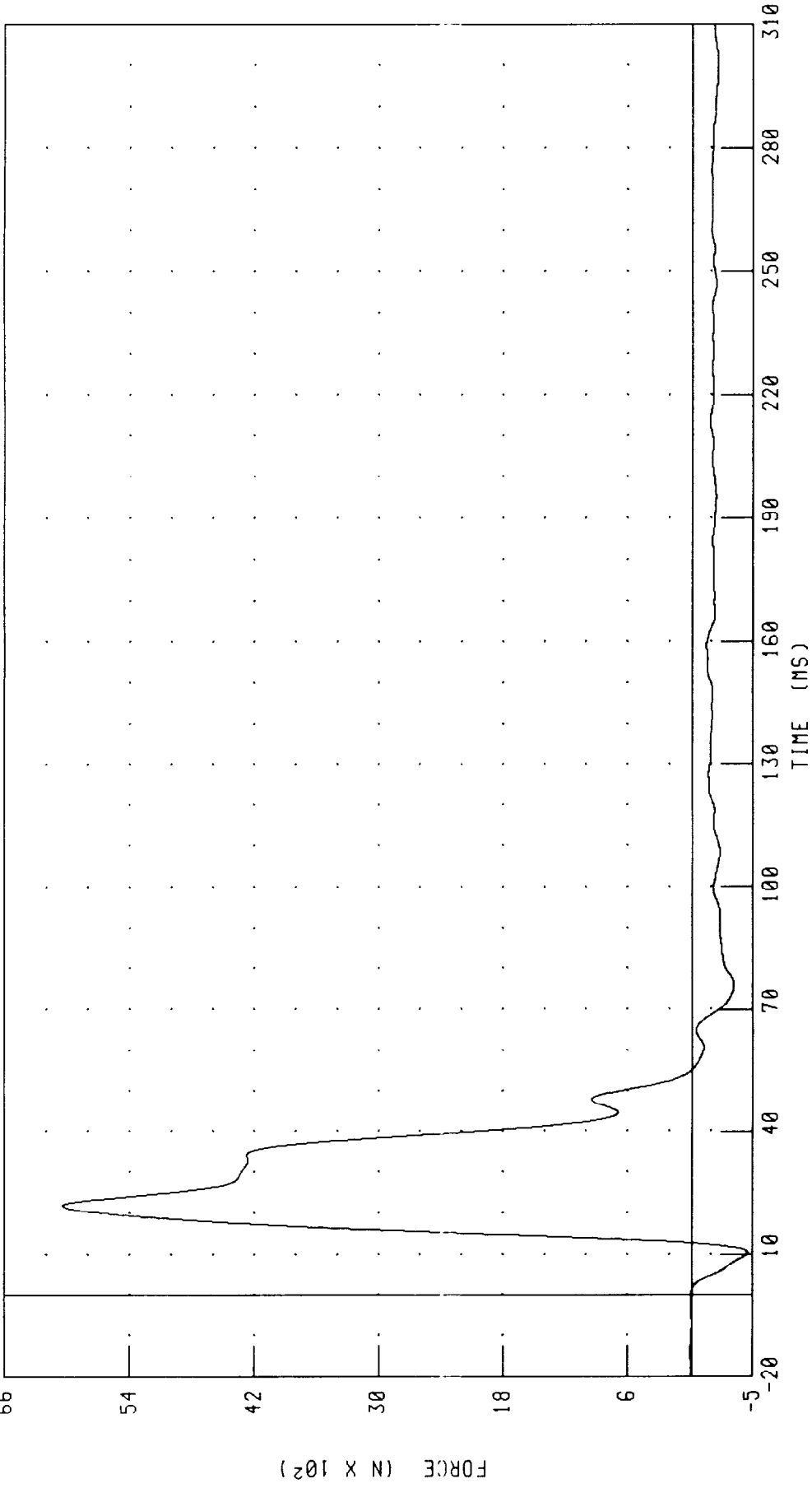
CHANNEL: BF4ZF FILTER: CH. CLASS 60 PEAK DATA: 5886 75 N @ 48.48 MS, -6526.09 N @ 70.80 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G1 X-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

TRC INC



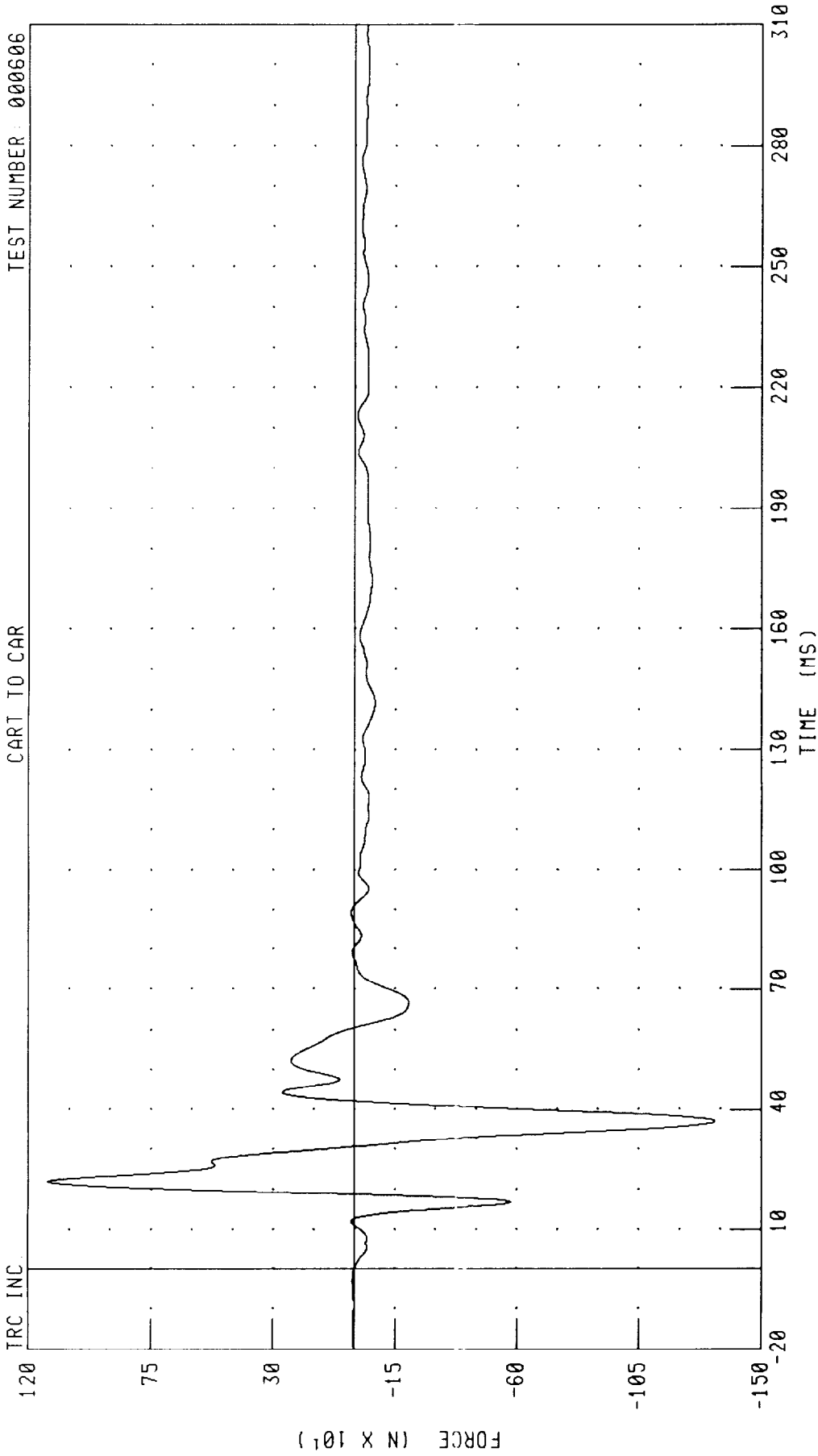
CHANNEL: BG1XF FILTER: CH. CLASS 60 PEAK DATA: 6066.36 N @ 21.92 MS; -535.59 N @ 10.40 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G1 Y-AXIS FORCE

TEST NUMBER: 000606

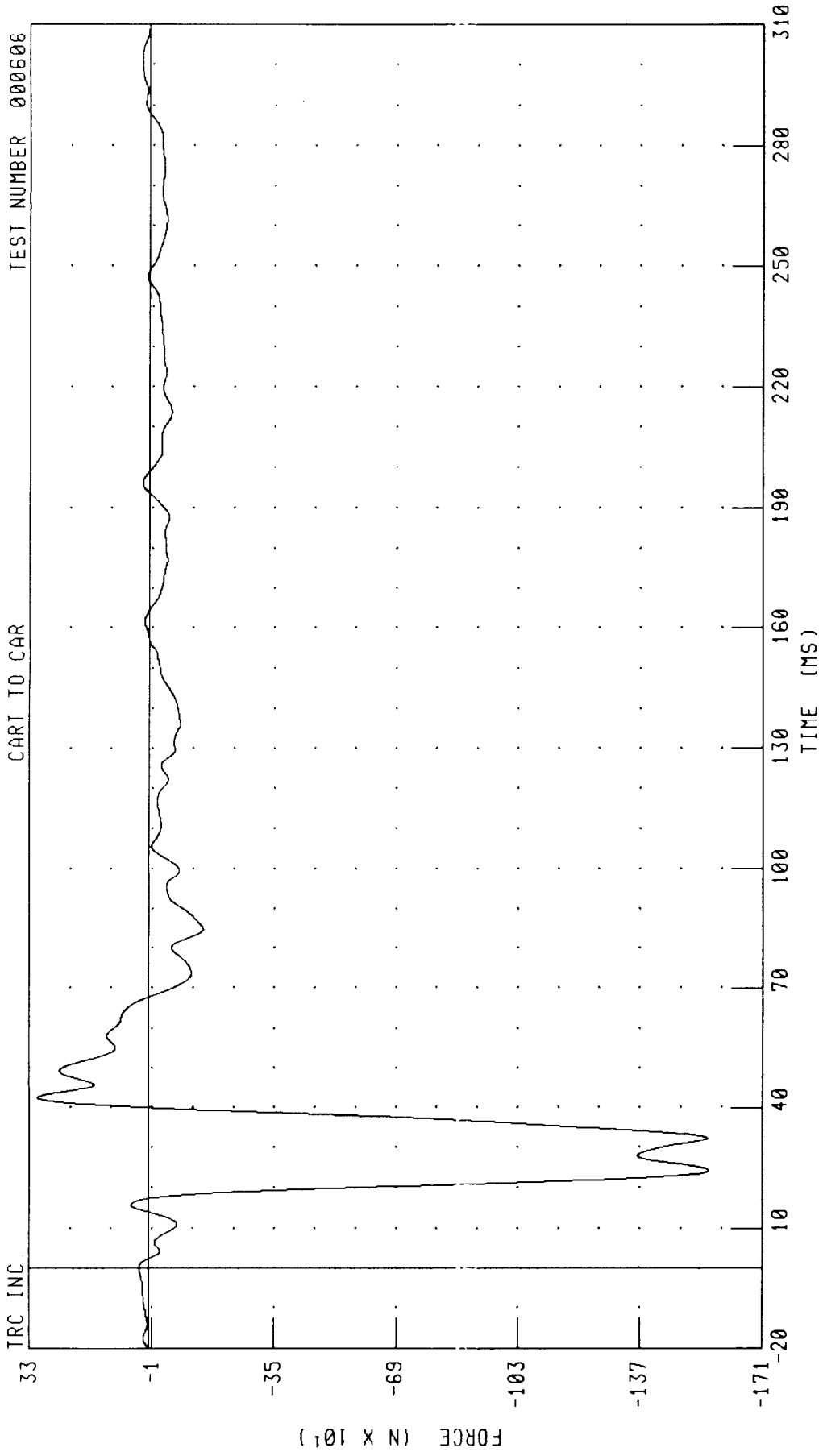
CART TO CAR

TRC INC



CHANNEL: BG1YF FILTER: CH CLASS 60 PEAK DATA: 1127.20 N @ 22.08 MS, -1330.44 N @ 37.12 MS

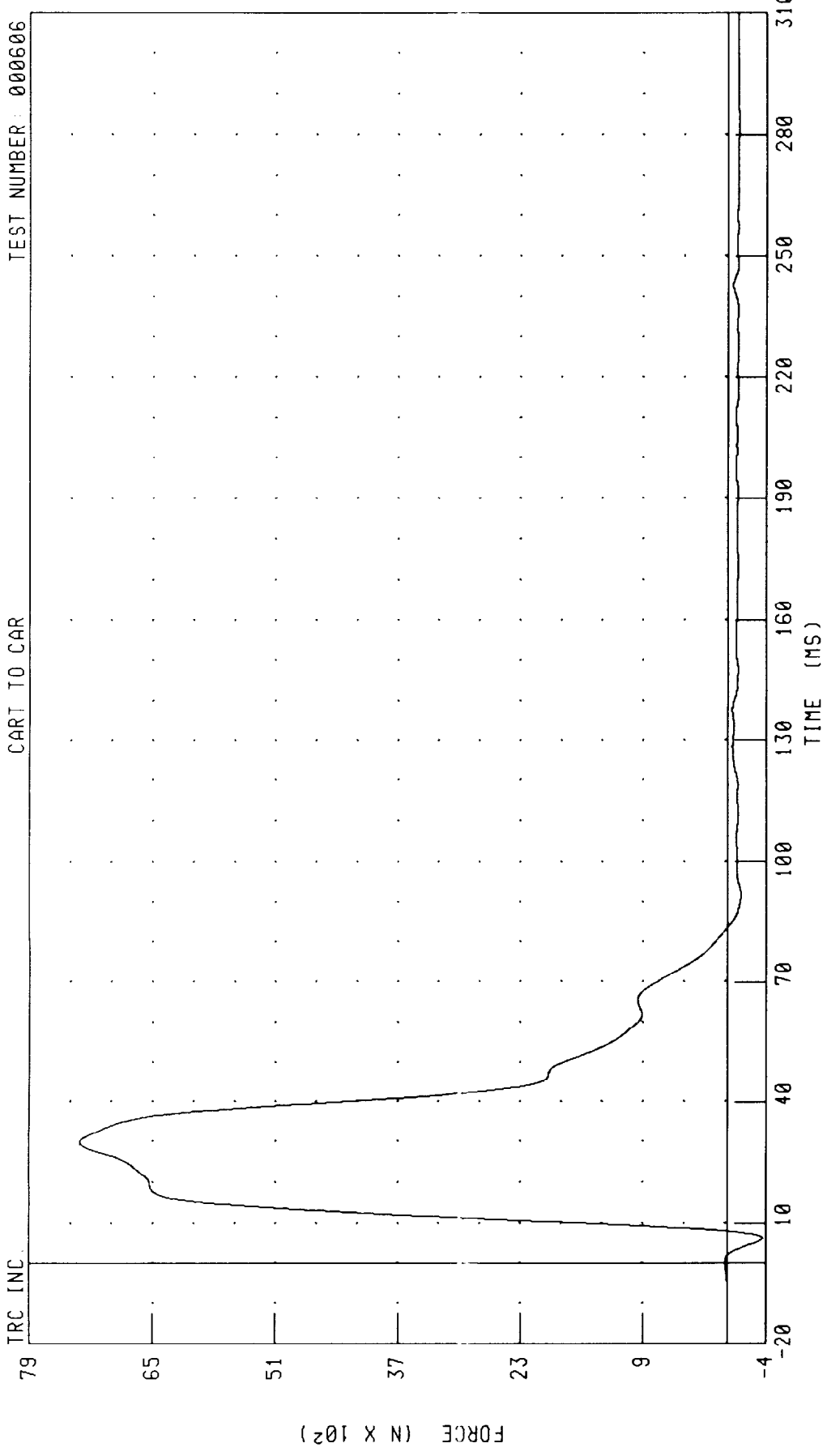
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G1 Z-AXIS FORCE
CART TO CAR



CHANNEL: BG1ZF FILTER: CH. CLASS 60 PEAK DATA: 306.89 N @ 42.56 MS; -1560.99 N @ 24.24 MS

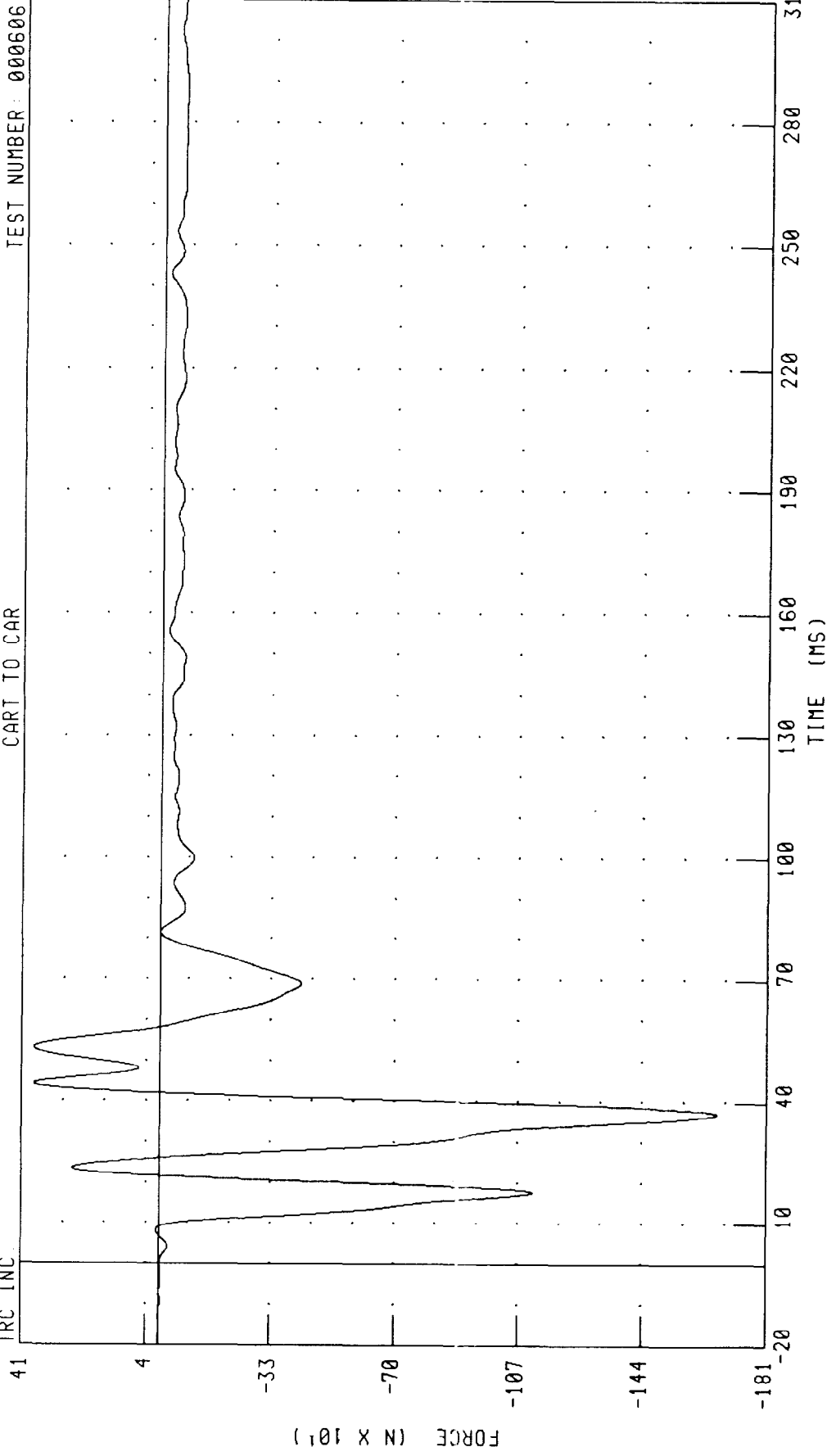
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G2 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606



CHANNEL: BC2XF FILTER: CH. CLASS 60 PEAK DATA: 7385.25 N @ 29.84 MS, -402.70 N @ 6.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G2 Y-AXIS FORCE



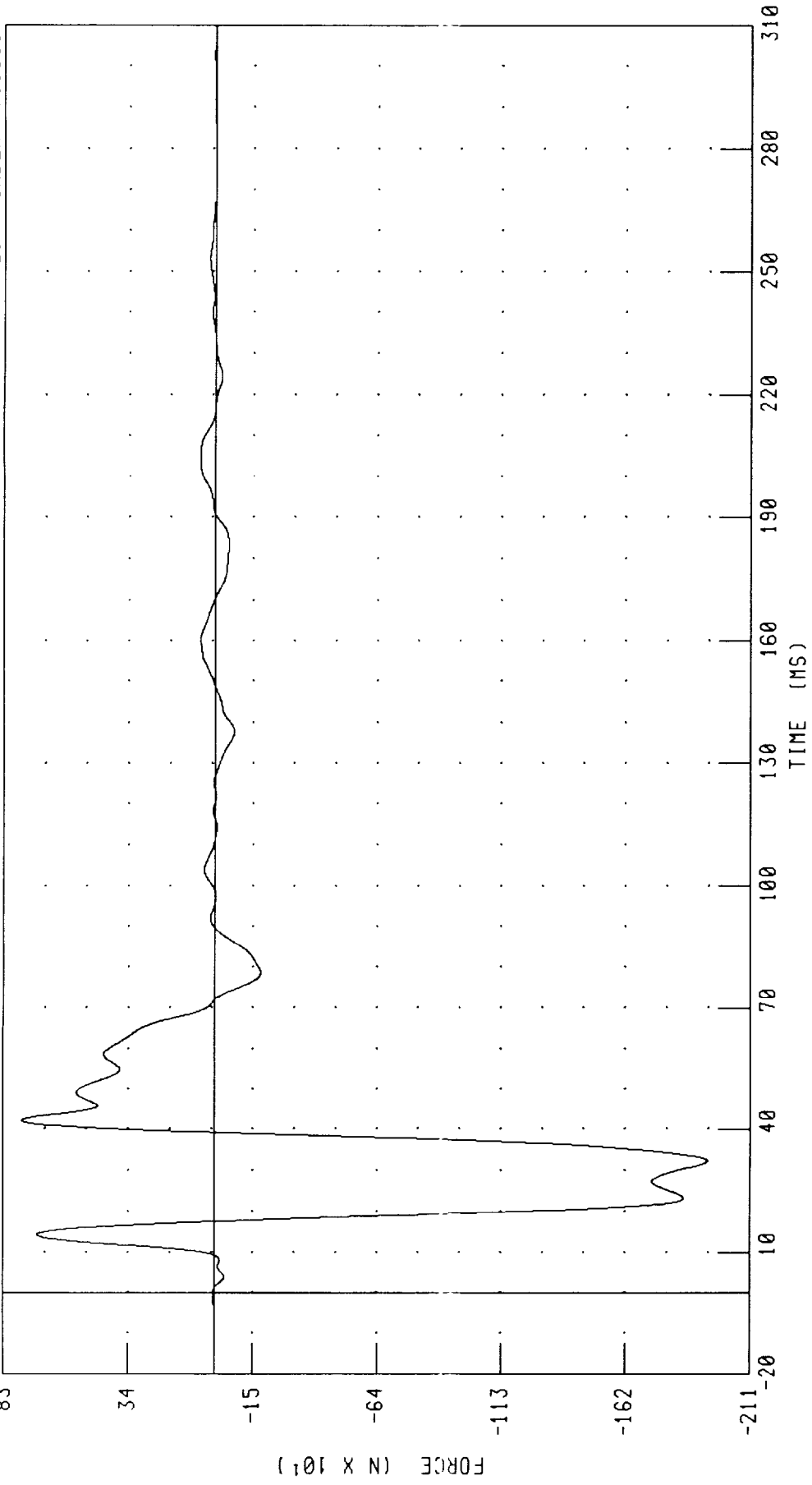
CHANNEL: BG2YF FILTER: CH. CLASS 60

PEAK DATA: 373.73 N @ 53.28 MS, -1661.82 N @ 37.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G2 Z-AXIS FORCE
CART TO CAR

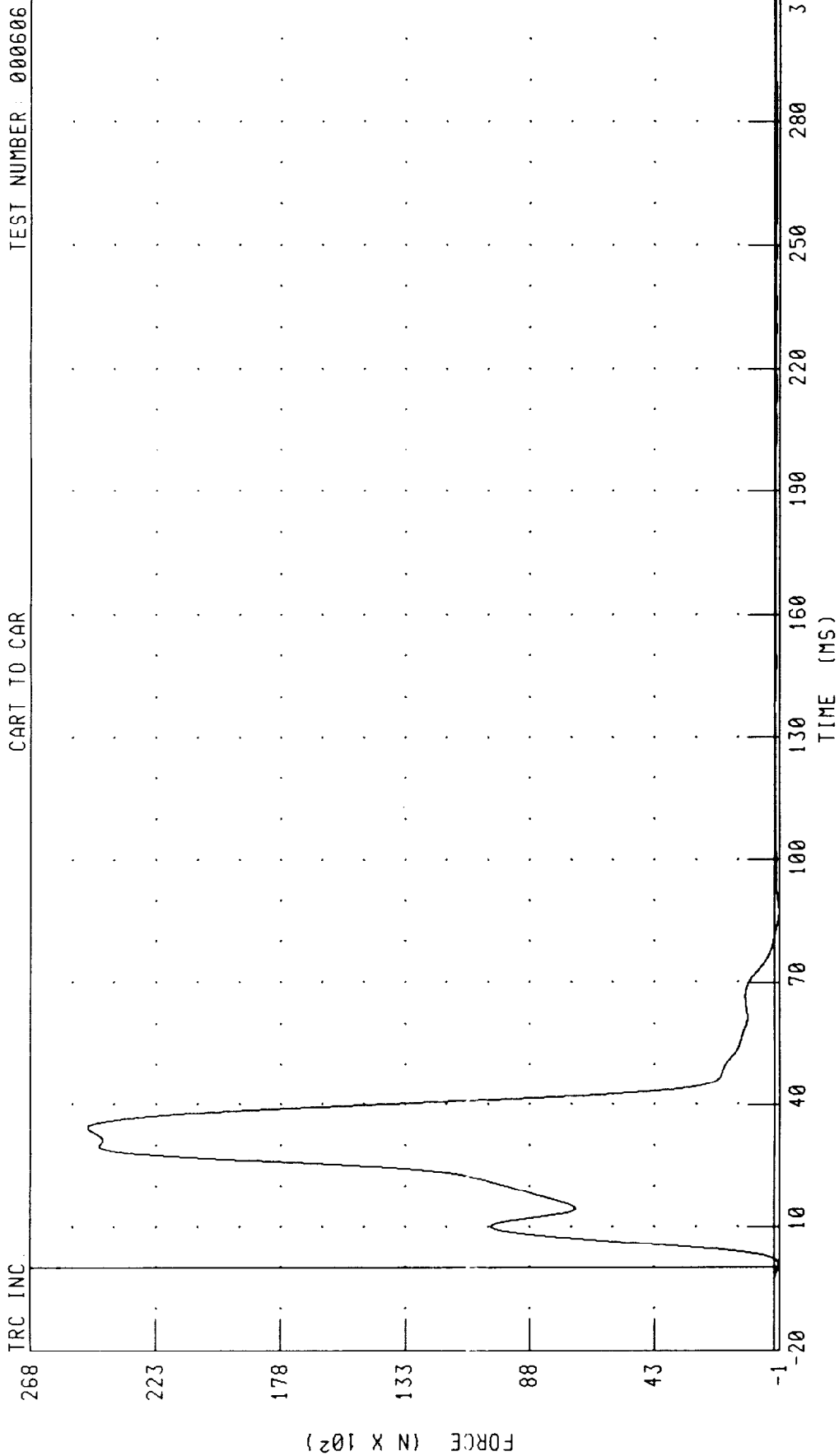
TEST NUMBER: 000606

TRC INC.



CHANNEL: BC2ZF FILTER: CH. CLASS 60 PEAK DATA: 758.24 N @ 42.08 MS, -1944.13 N @ 32.32 MS

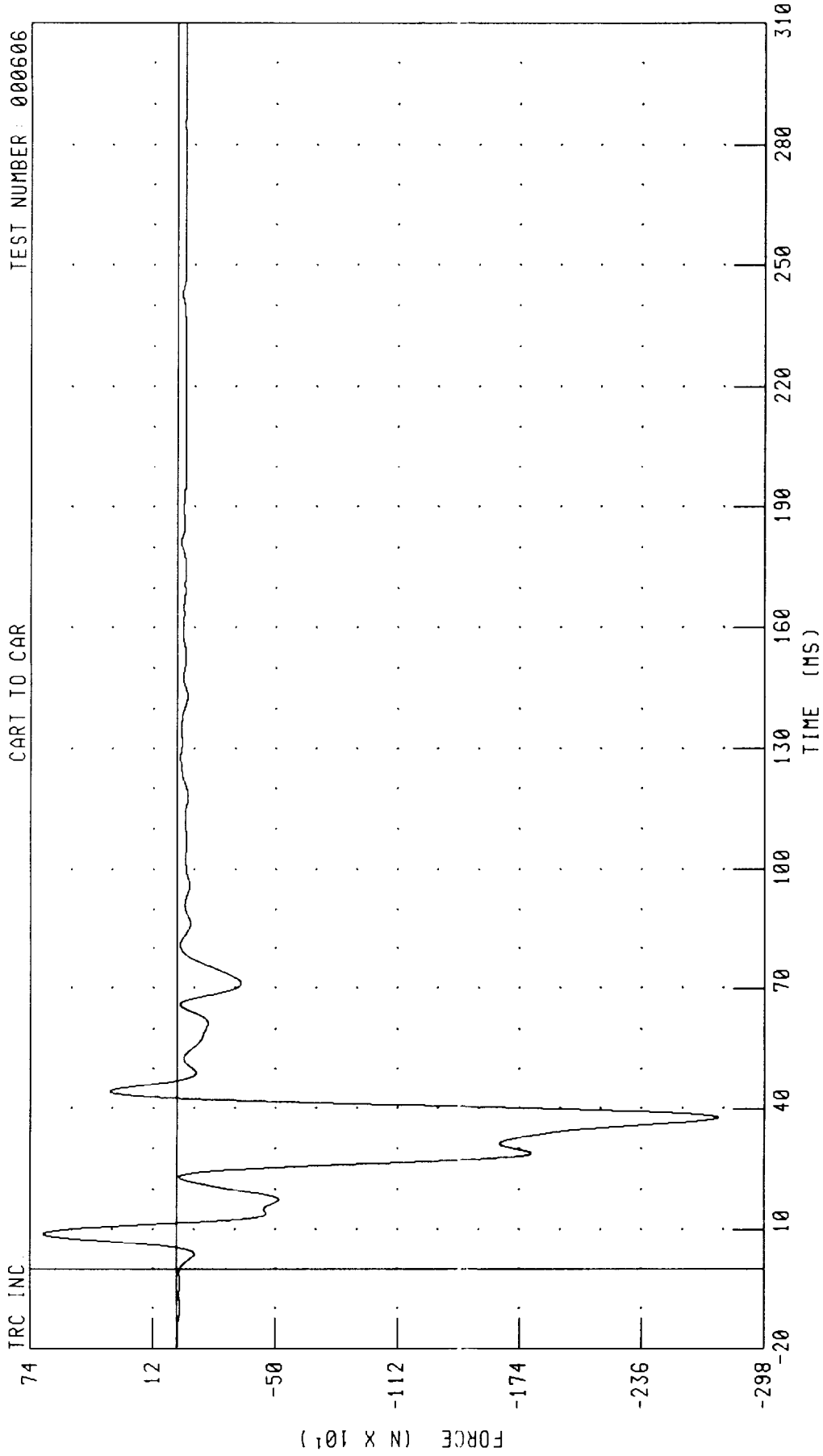
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G3 X-AXIS FORCE



CHANNEL: BG3XF FILTER: CH. CLASS 60 PEAK DATA: 24788.29 N @ 34.40 MS, -169.00 N @ 87.20 MS

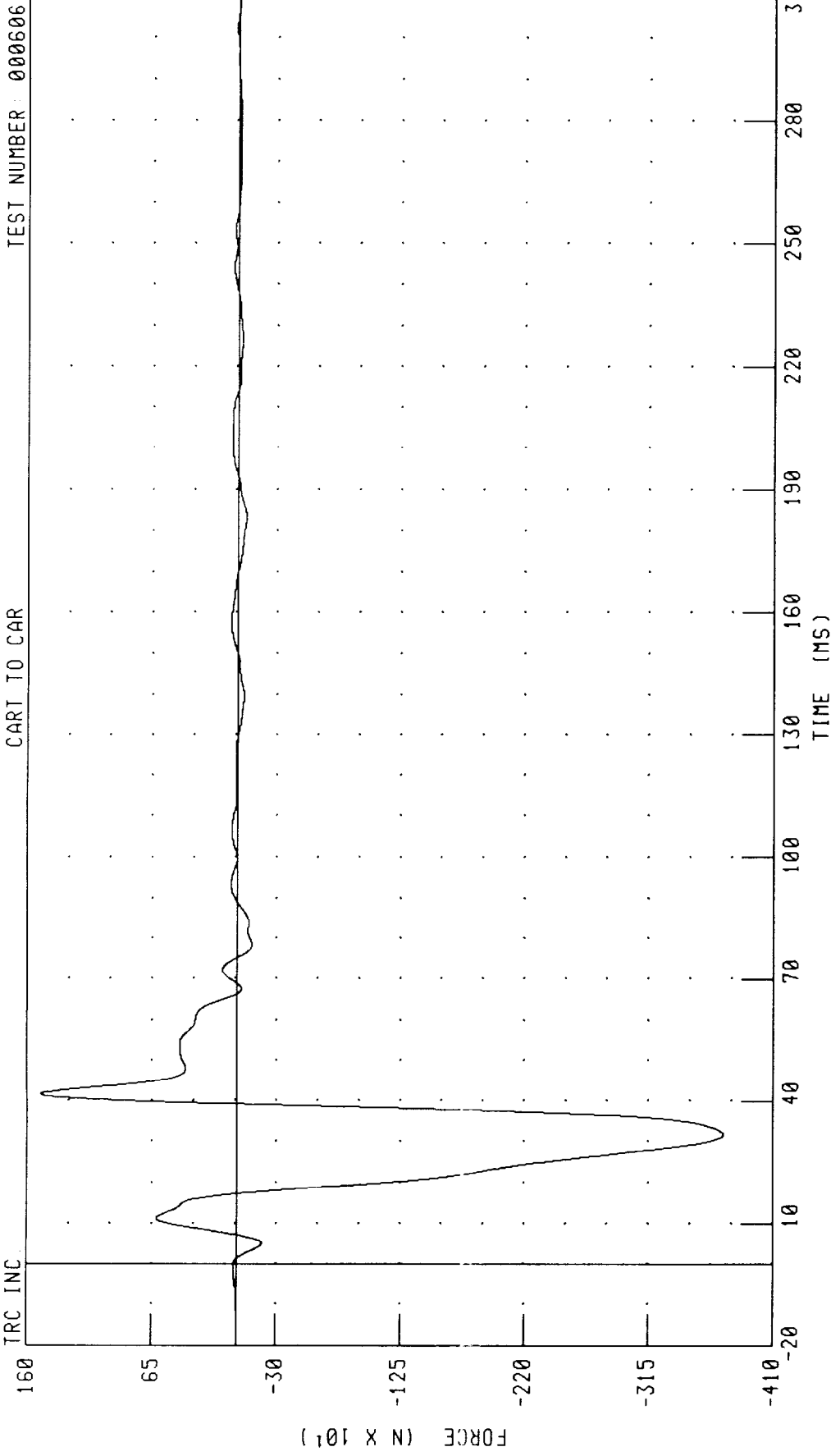
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G3 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606



CHANNEL: BG3YF FILTER: CH. CLASS 60 PEAK DATA: 675.40 N @ 8.96 MS, -2749.85 N @ 37.92 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G3 Z-AXIS FORCE
CART TO CAR



CHANNEL: BG3ZF FILTER: CH. CLASS 60 PEAK DATA: 1493.86 N @ 41.68 MS, -3726.43 N @ 31.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G4 X-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

TRC INC.

117

97

77

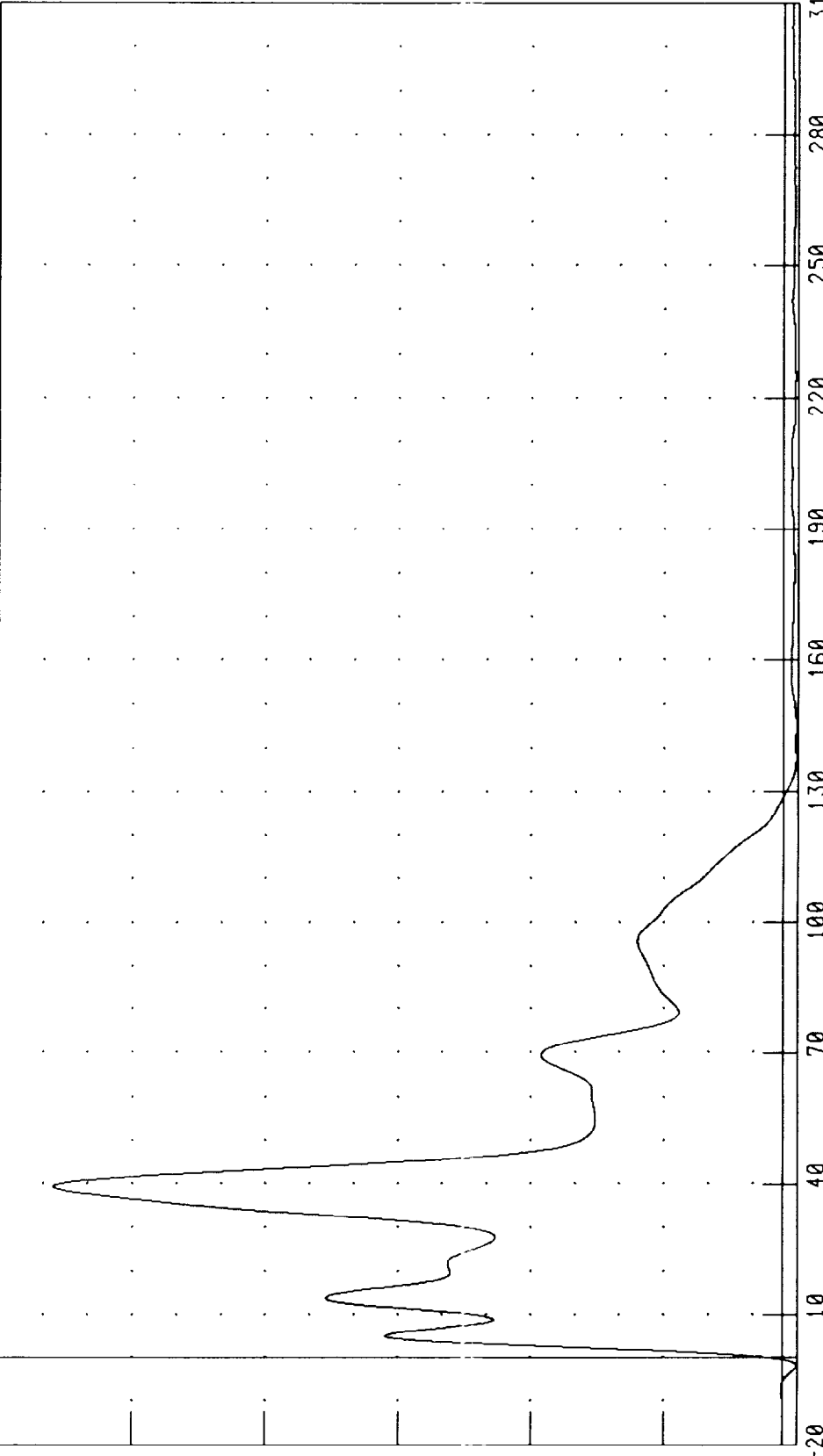
57

37

17

-2
-20

FORCE (N X 10²)

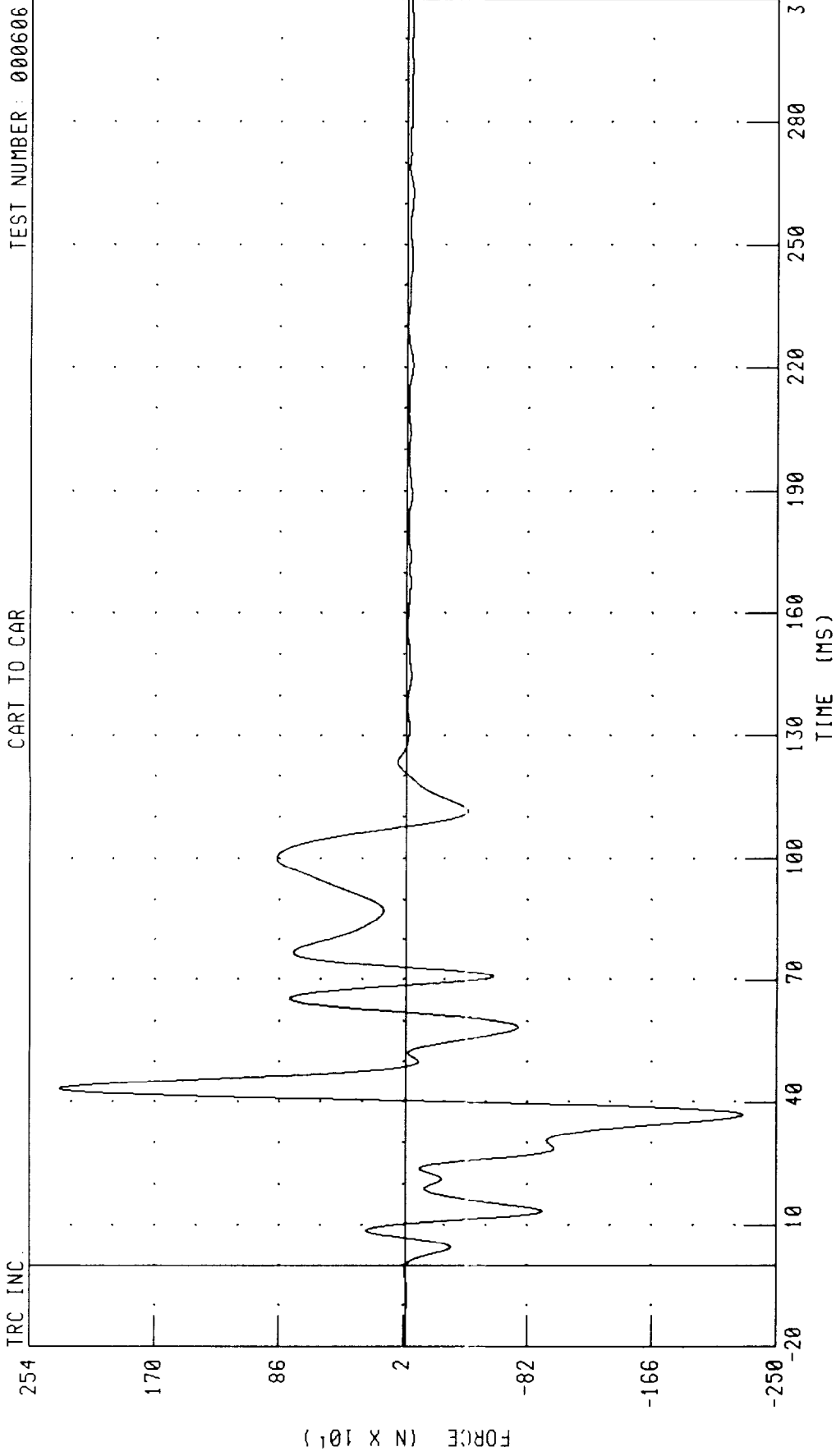


TIME (MS)

PEAK DATA: 10964.14 N @ 39.52 MS, -208.88 N @ -1.84 MS

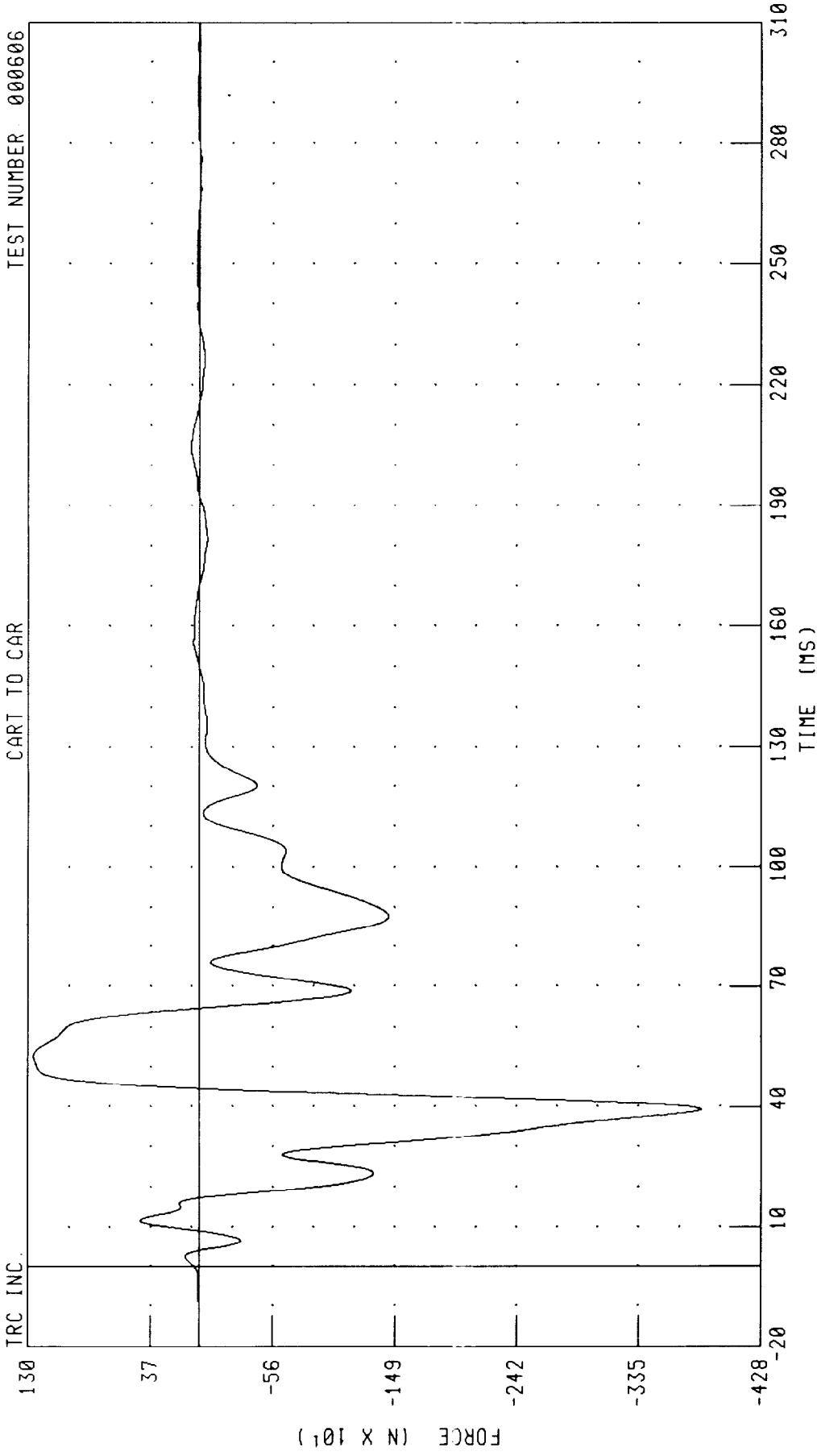
CHANNEL: BC4XF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G4 Y-AXIS FORCE
CART TO CAR



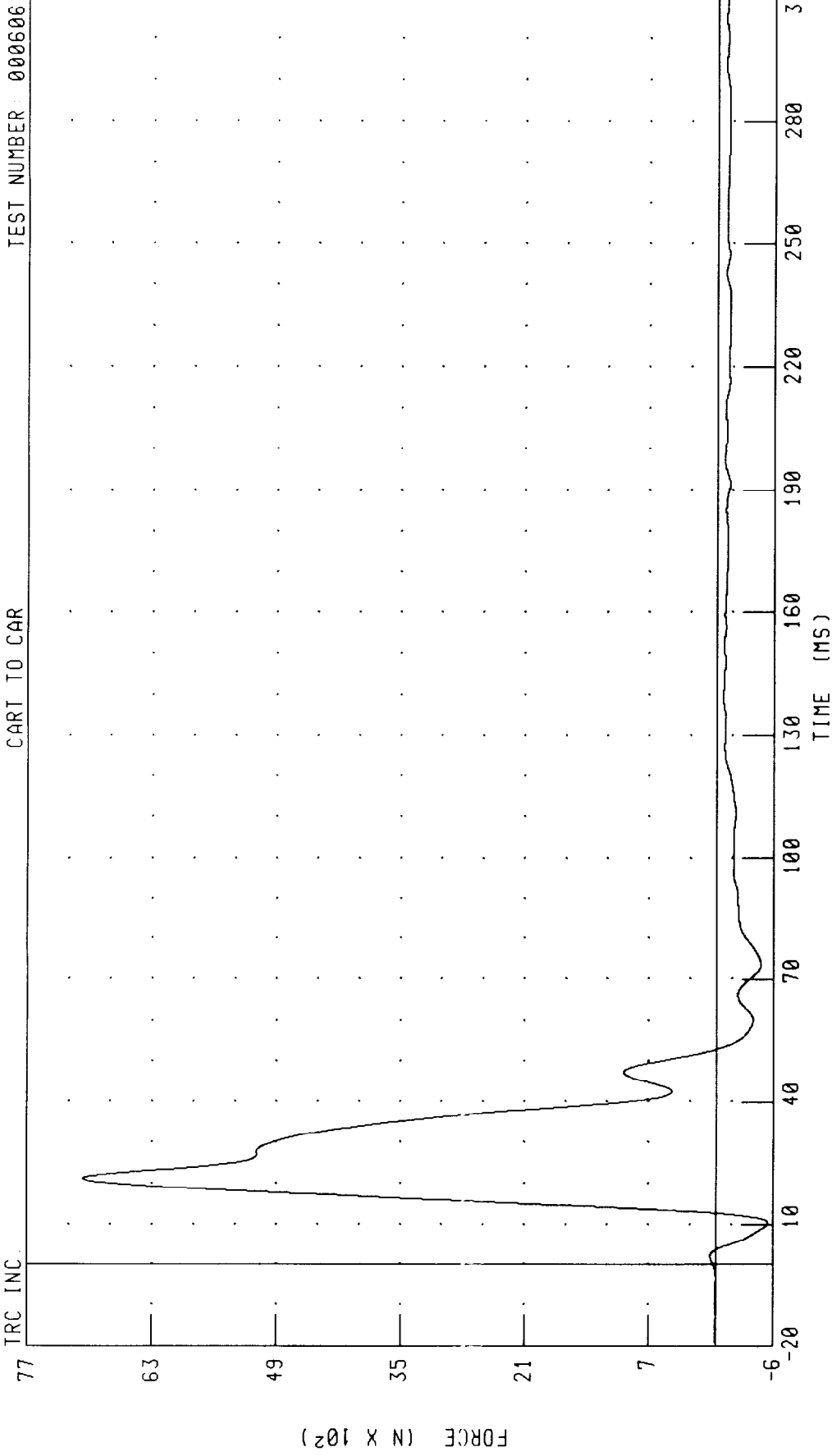
CHANNEL: BC4YF FILTER: CH CLASS 60 PEAK DATA: 2337.15 N @ 43.36 MS, -2274.85 N @ 36.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL G4 Z-AXIS FORCE
CART TO CAR



CHANNEL: BG4ZF FILTER: CH. CLASS 60 PEAK DATA: 1259.91 N @ 52.72 MS, -3829.07 N @ 39.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H1 X-AXIS FORCE
CART TO CAR

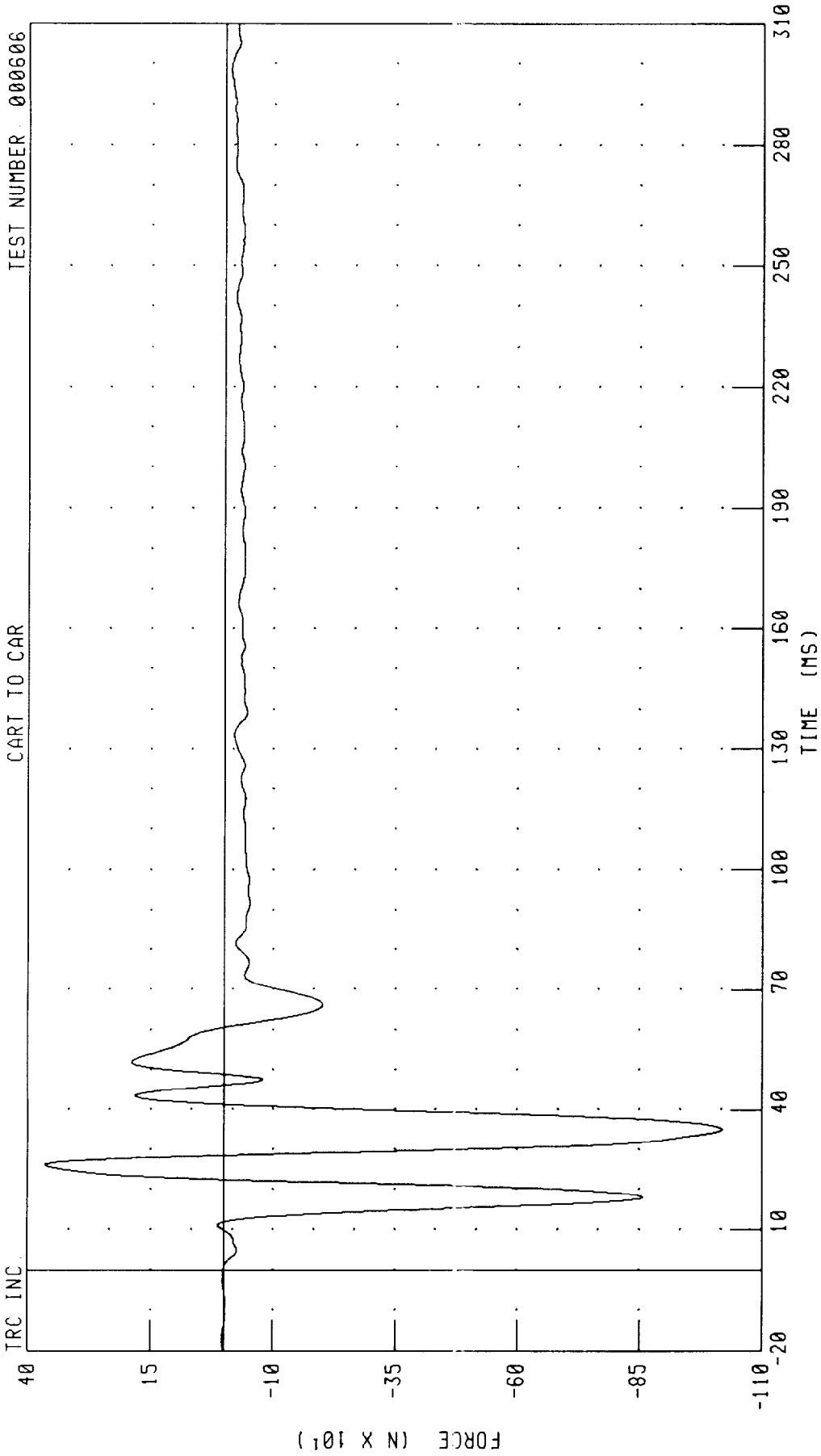


CHANNEL: BH1XF FILTER: CH CLASS 60 PEAK DATA: 7134.82 N @ 21.20 MS, -587.48 N @ 10.32 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H: Y-AXIS FORCE

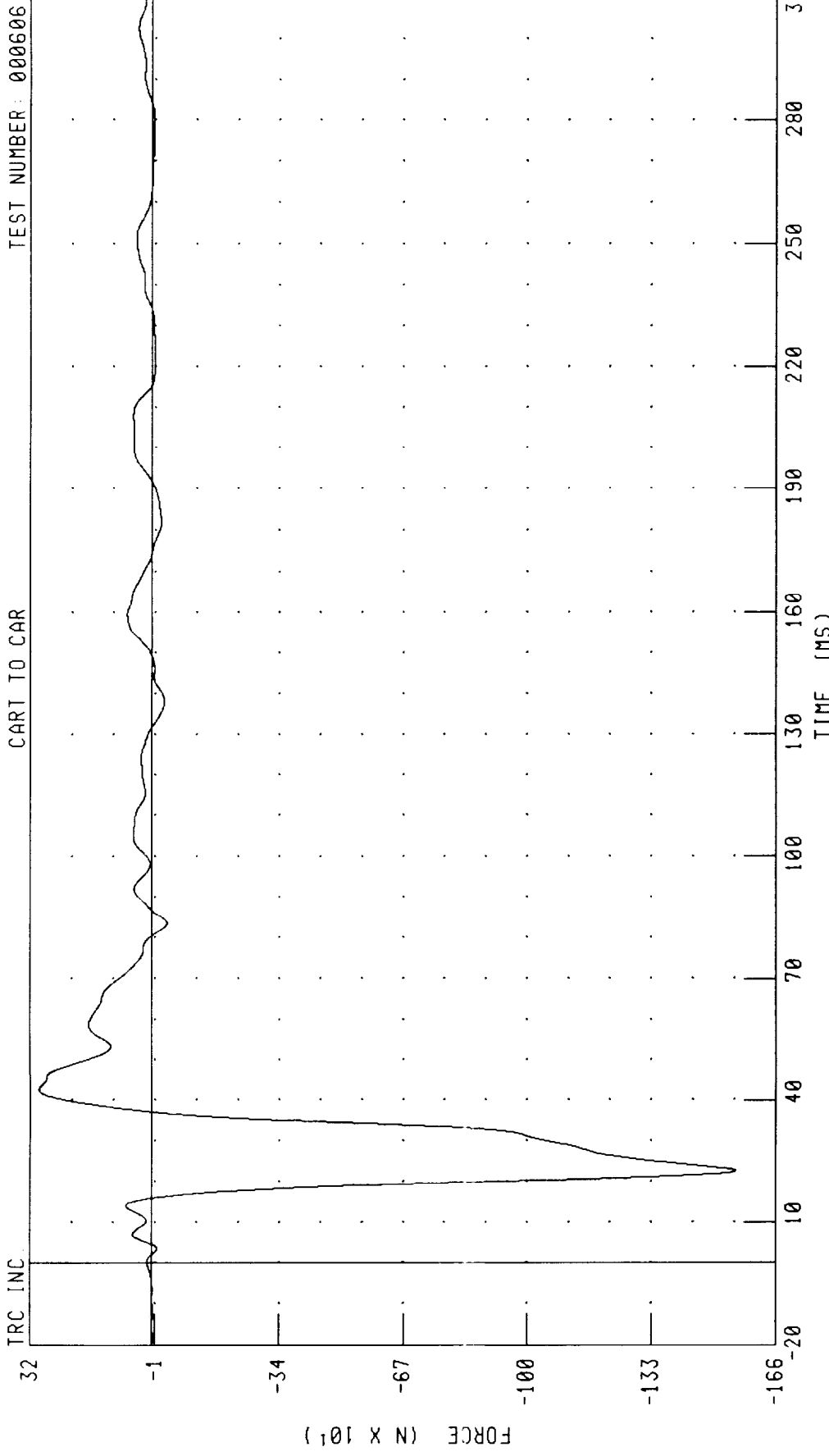
TRC INC. TEST NUMBER 000606

CART TO CAR



CHANNEL: BH1YF FILTER: CH. CLASS 60 PEAK DATA: 365.02 N @ 26.24 MS, -1019.68 N @ 35.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H1 Z-AXIS FORCE
CART TO CAR



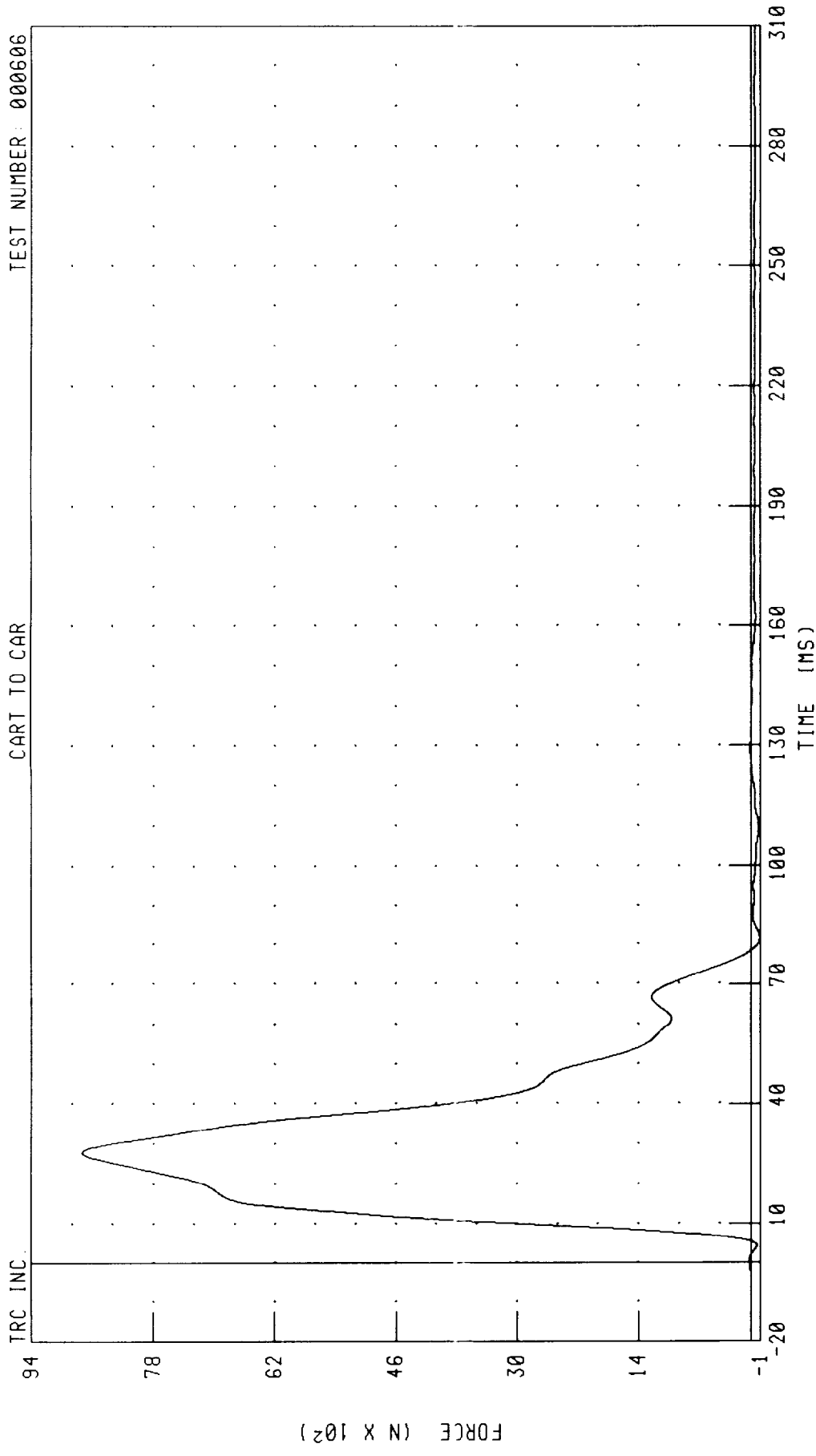
TRC INC

CHANNEL: BH1ZF FILTER: CH. CLASS 60

PEAK DATA: 297 08 N @ 42 56 MS, -1554.94 N @ 22 72 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H2 X-AXIS FORCE

TRC INC. CART TO CAR TEST NUMBER: 000606

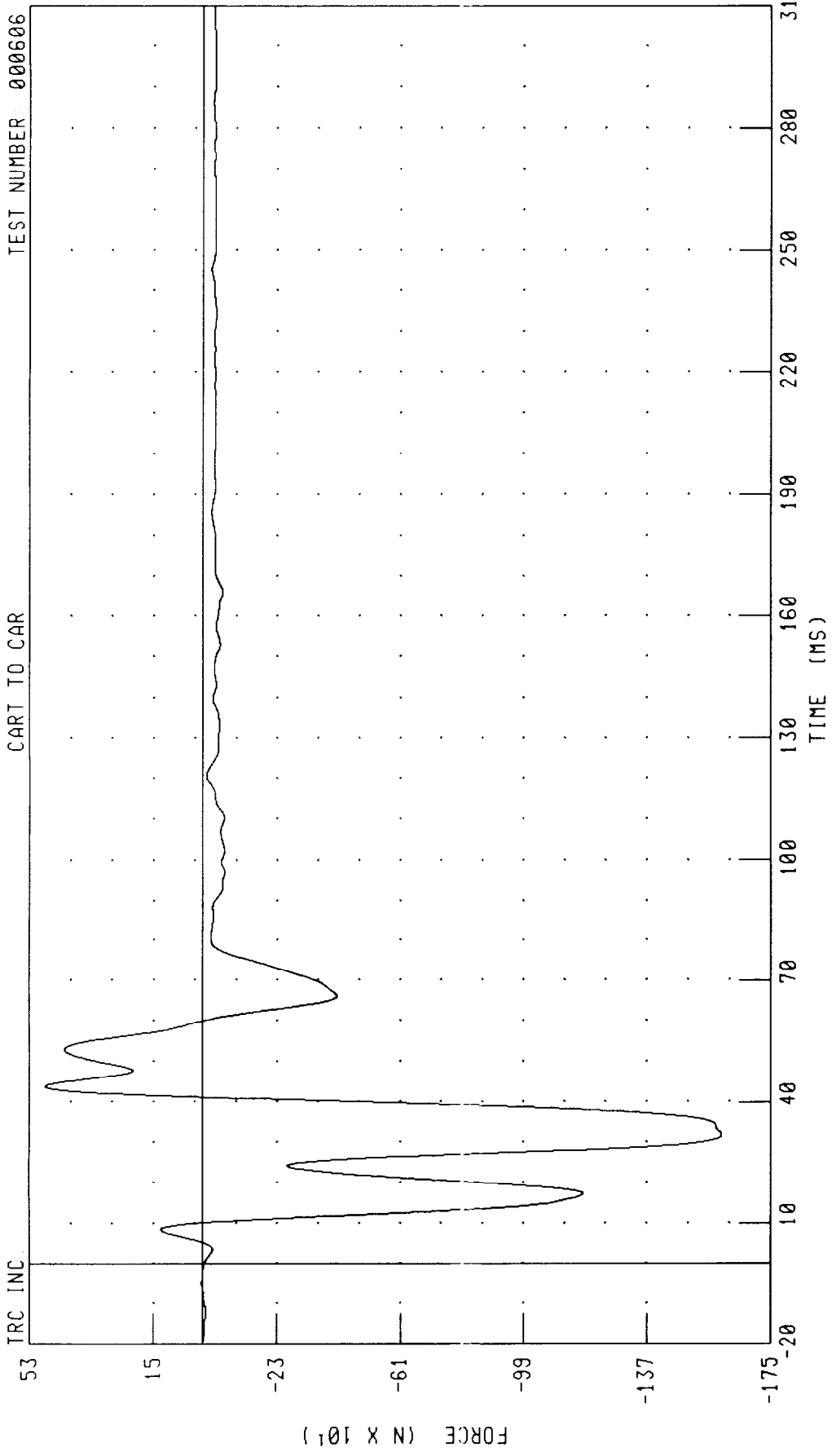


CHANNEL: BH2XF FILTER: CH. CLASS 60 PEAK DATA: 8817.73 N @ 27.92 MS; -116.18 N @ 81.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H2 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC



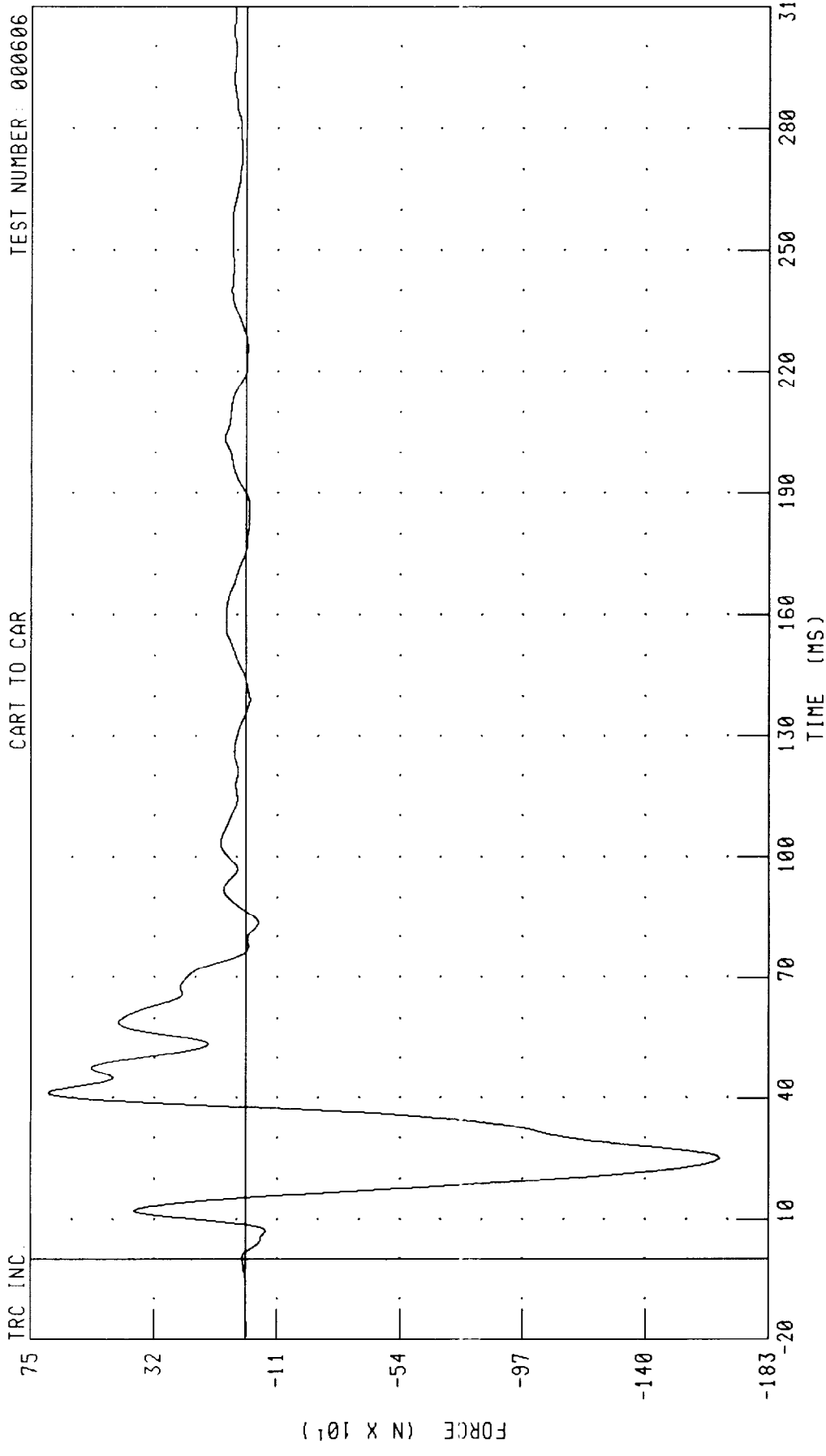
TIME (MS)

CHANNEL: BH2YF FILTER: CH. CLASS 60 PEAK DATA: 483.04 N @ 43.92 MS, -1600.54 N @ 31.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H2 Z-AXIS FORCE

TRC INC. TEST NUMBER: 000606

CART TO CAR



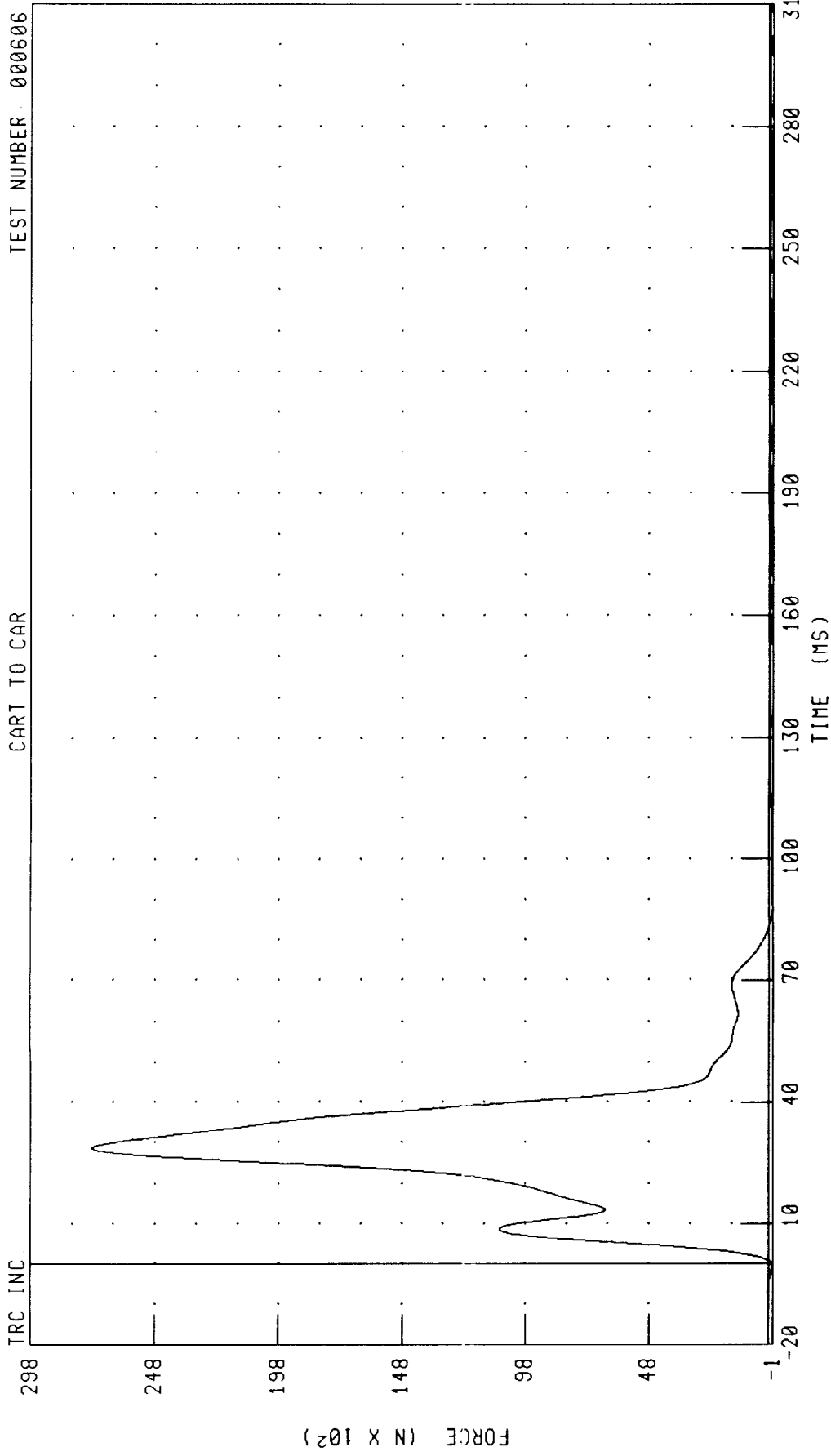
CHANNEL: BH2ZF FILTER: CH. CLASS 60 PEAK DATA: 689.41 N @ 41.36 MS, -1658.54 N @ 25.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H3 X-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

TRC INC.



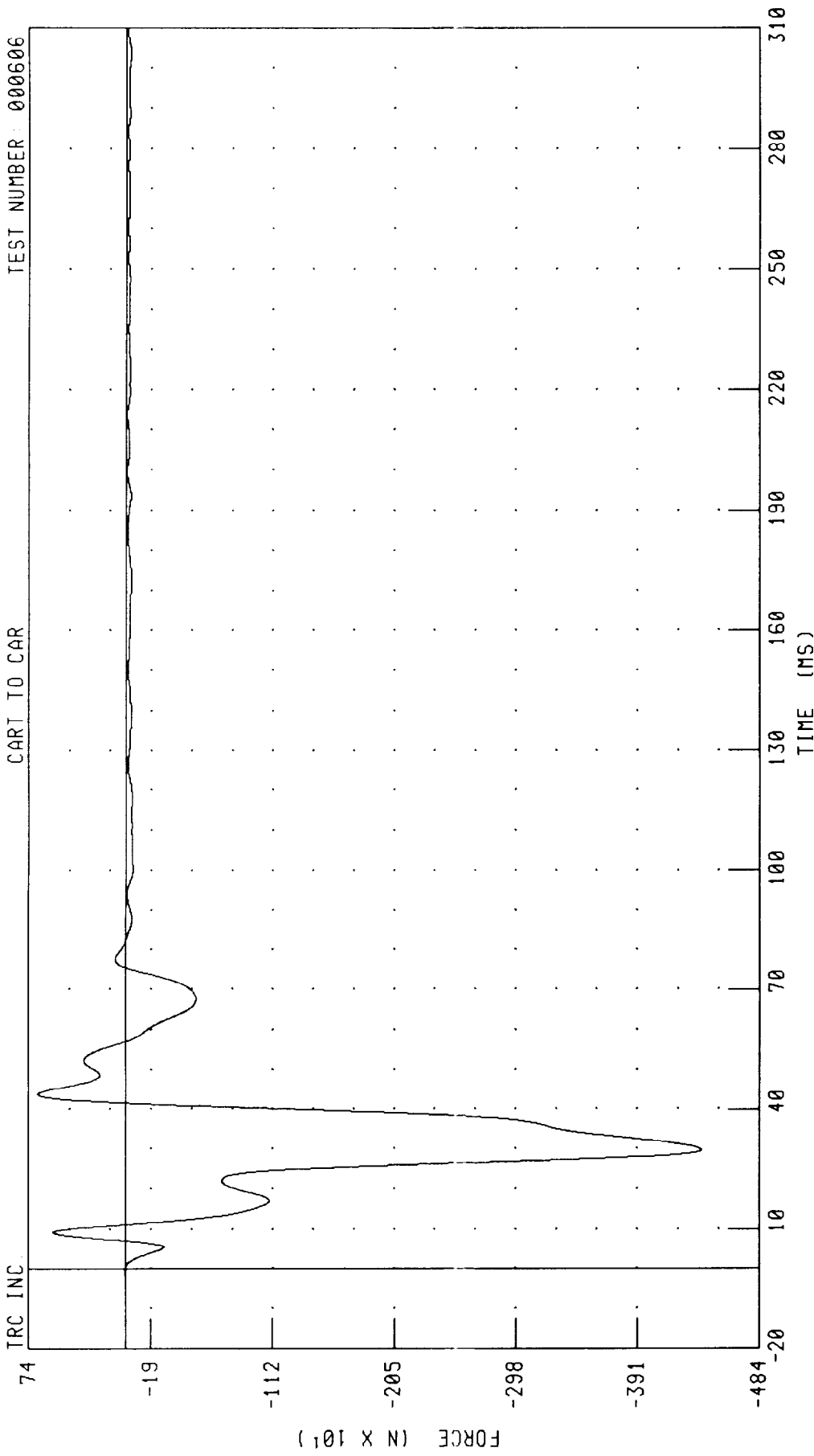
PEAK DATA: 27353.79 N @ 28.72 MS, -164.25 N @ 88.00 MS

CHANNEL: BH3XF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H3 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

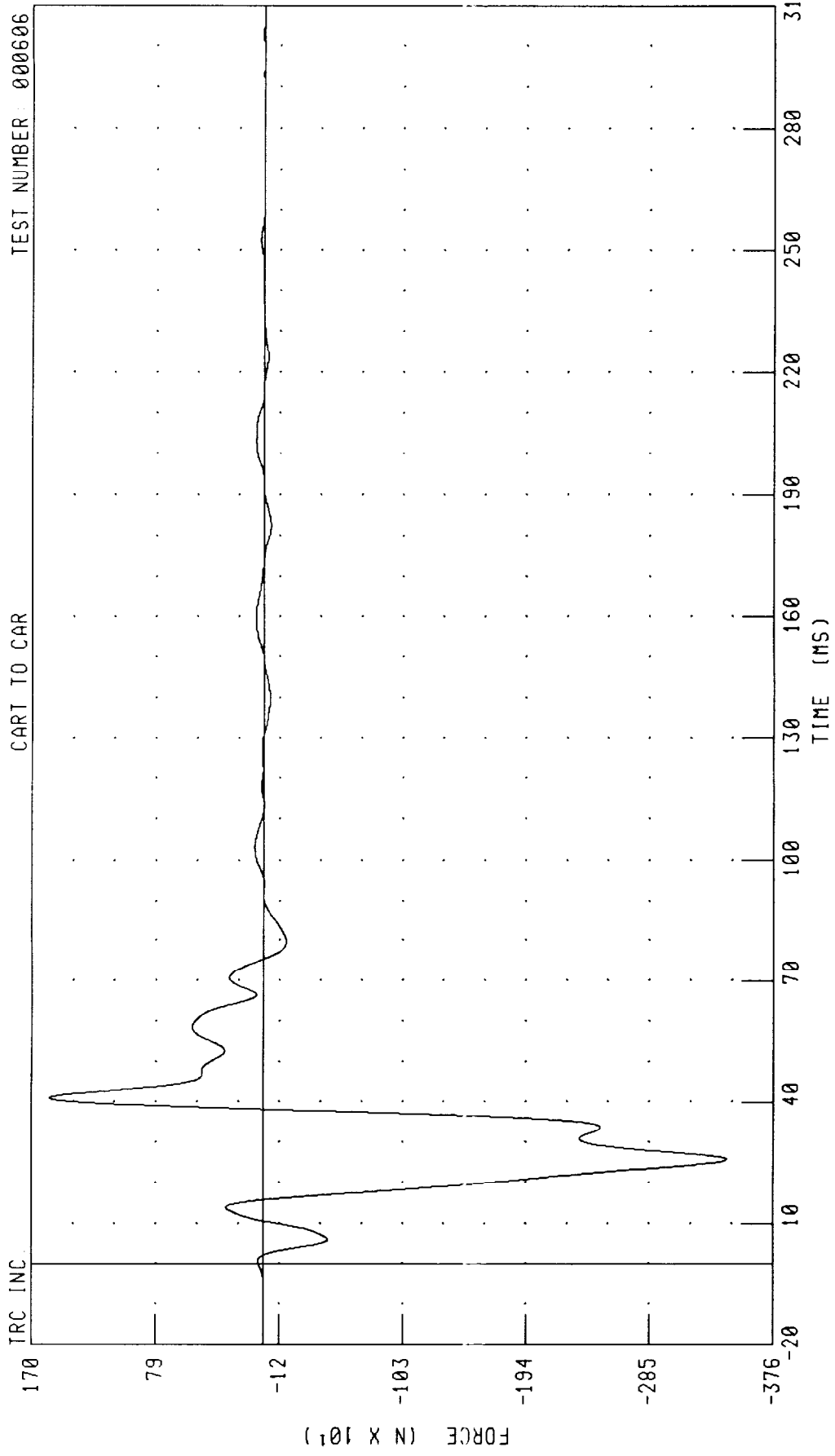
TRC INC.



CHANNEL: BH3YF FILTER: CH. CLASS 60 PEAK DATA: 673.44 N @ 43.76 MS; -4400.29 N @ 29.68 MS

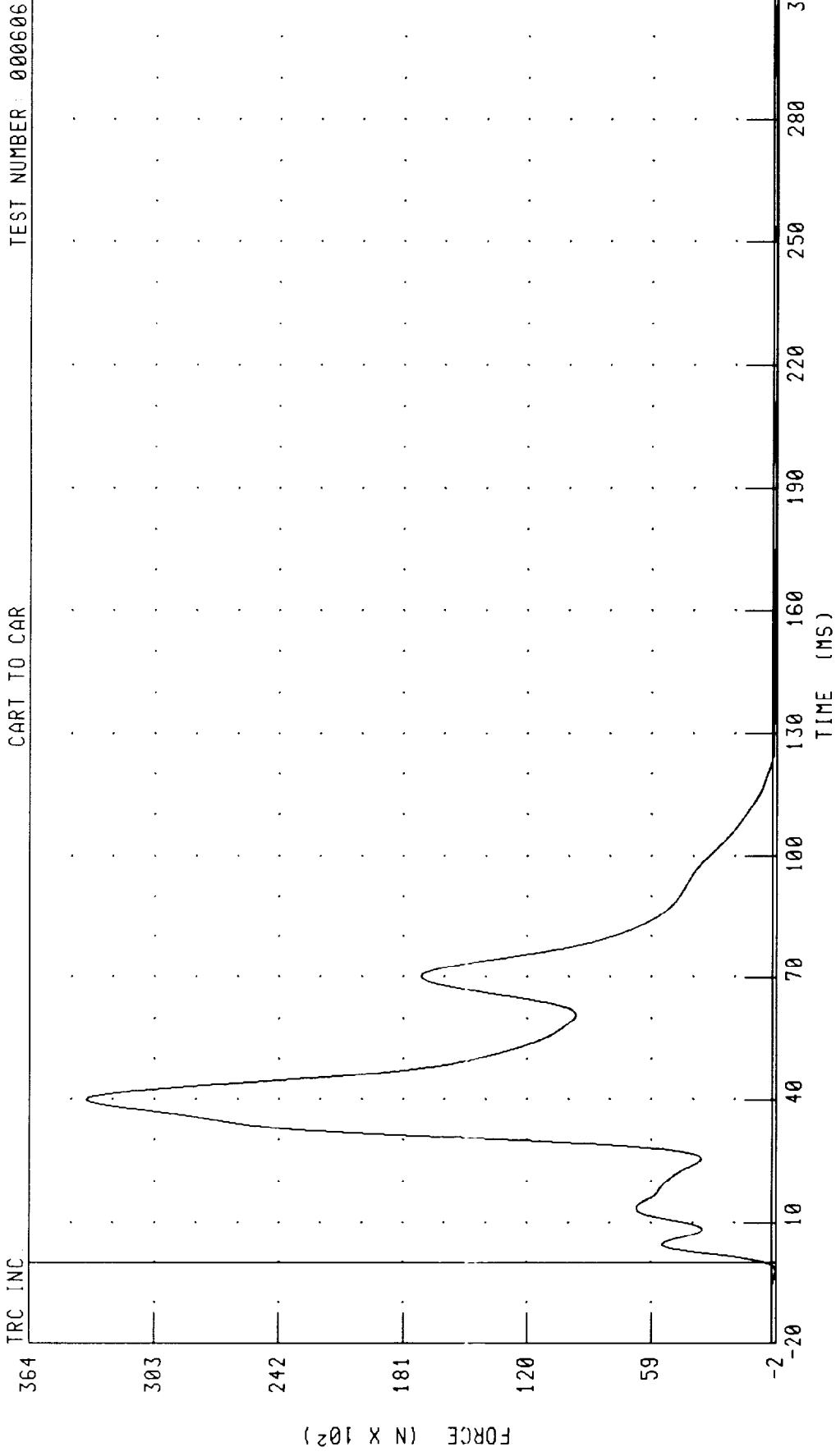
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H3 Z-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606



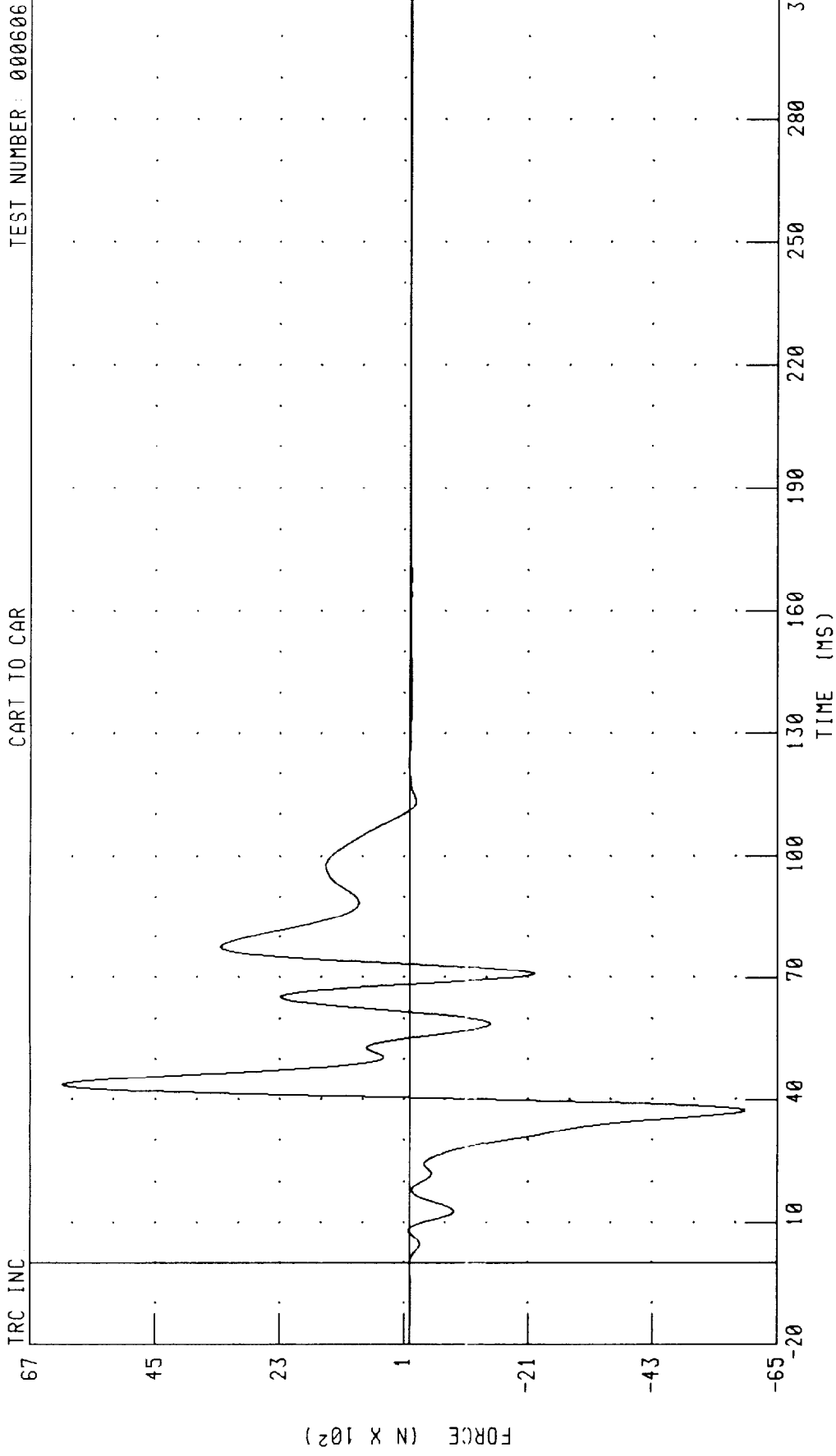
CHANNEL: BHJZF FILTER: CH. CLASS 60
PEAK DATA: 1574.50 N @ 41.04 MS; -3417.92 N @ 25.84 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H4 X-AXIS FORCE
CART TO CAR



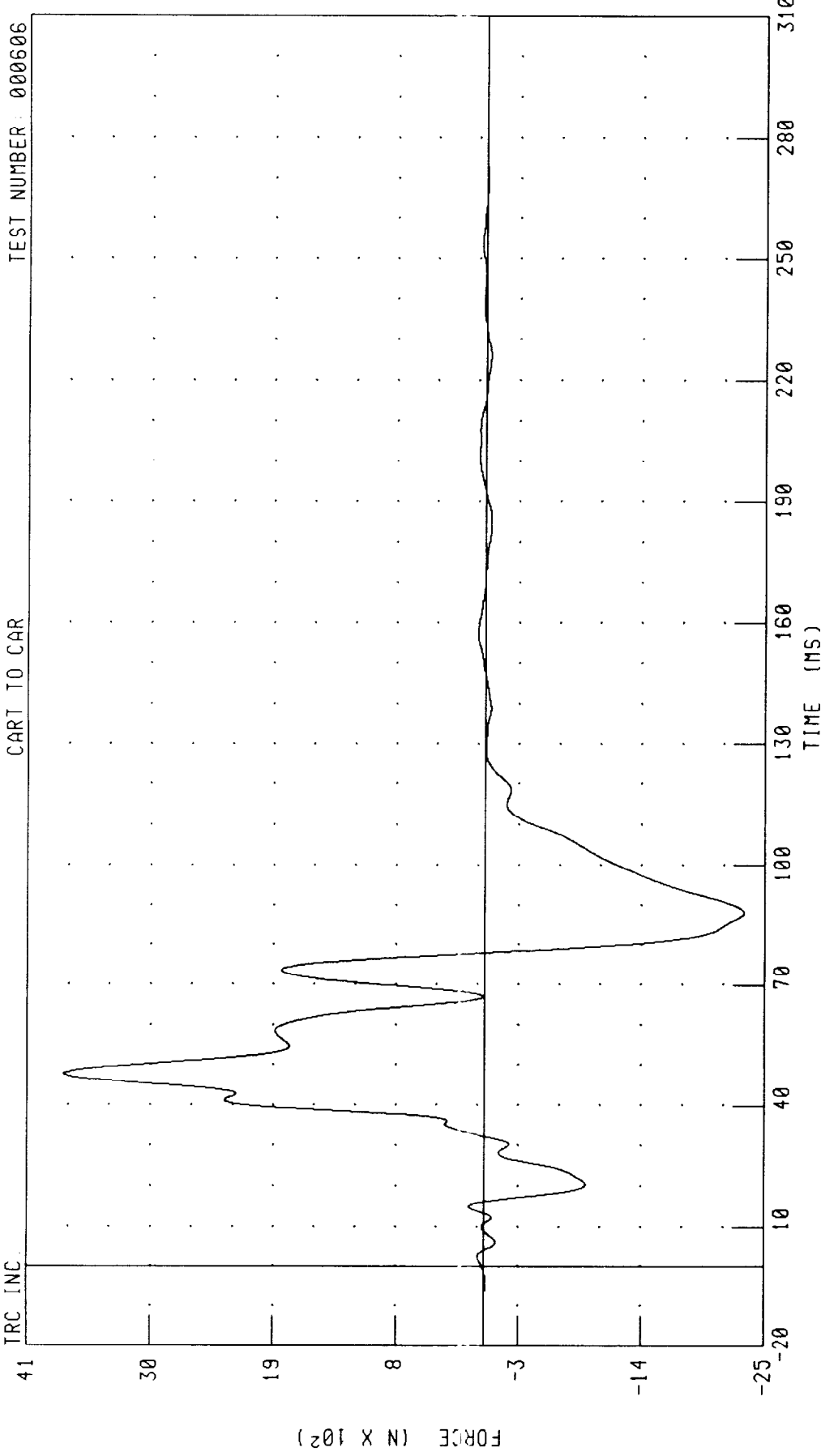
CHANNEL: BH4XF FILTER: CH. CLASS 60 PEAK DATA: 33624.38 N @ 40.08 MS, -182.39 N @ -2.08 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H4 Y-AXIS FORCE
CART TO CAR



CHANNEL: BH4YF FILTER: CH. CLASS 60 PEAK DATA: 6144.46 N @ 43.76 MS, -5931.87 N @ 37.36 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL H4 Z-AXIS FORCE
CART TO CAR

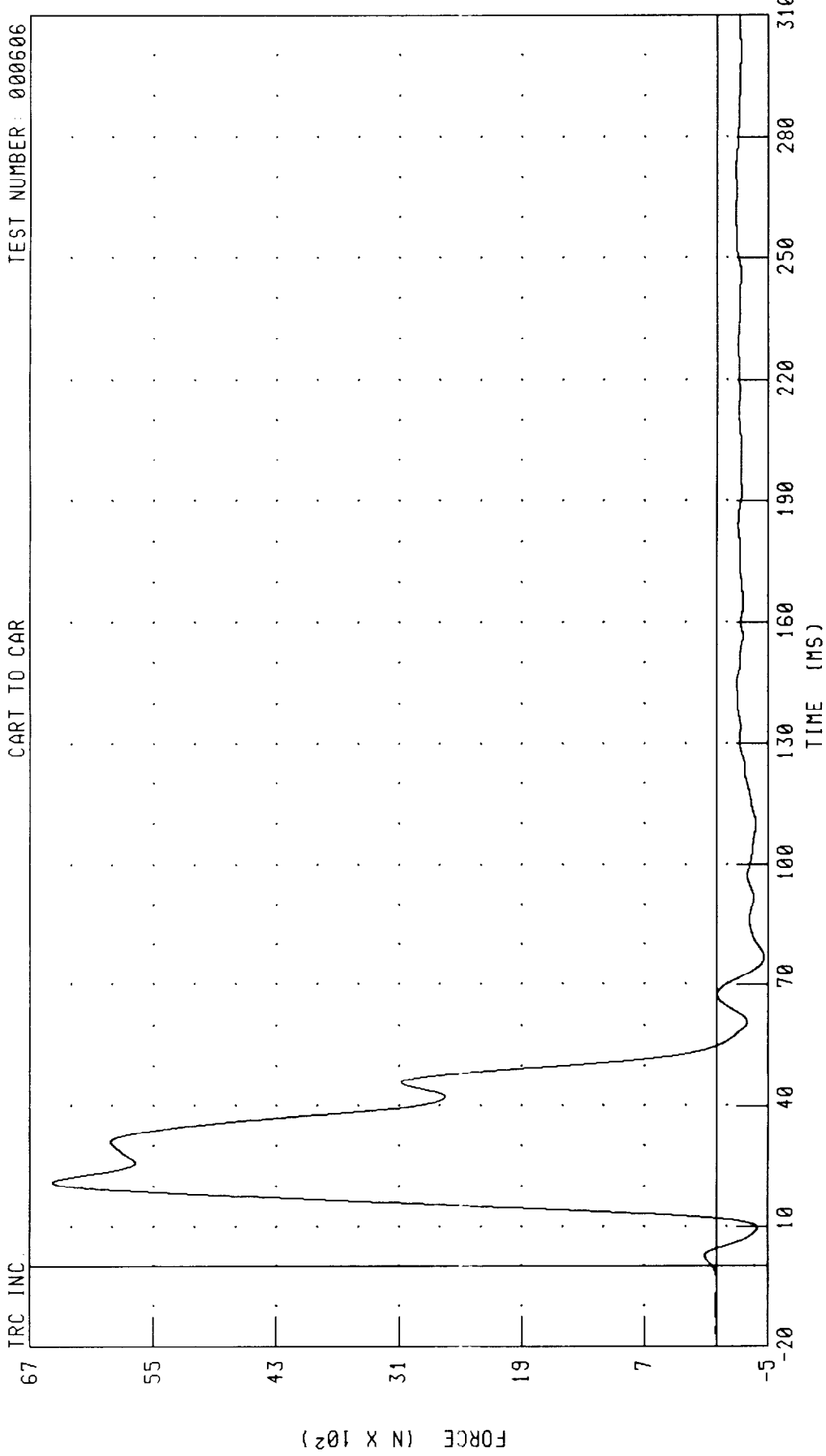


CHANNEL: BH4ZF FILTER: CH. CLASS 60
PEAK DATA: 3775.05 N @ 47.84 MS; -2315.21 N @ 88.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I1 X-AXIS FORCE

TRC INC. TEST NUMBER: 000606

CART TO CAR

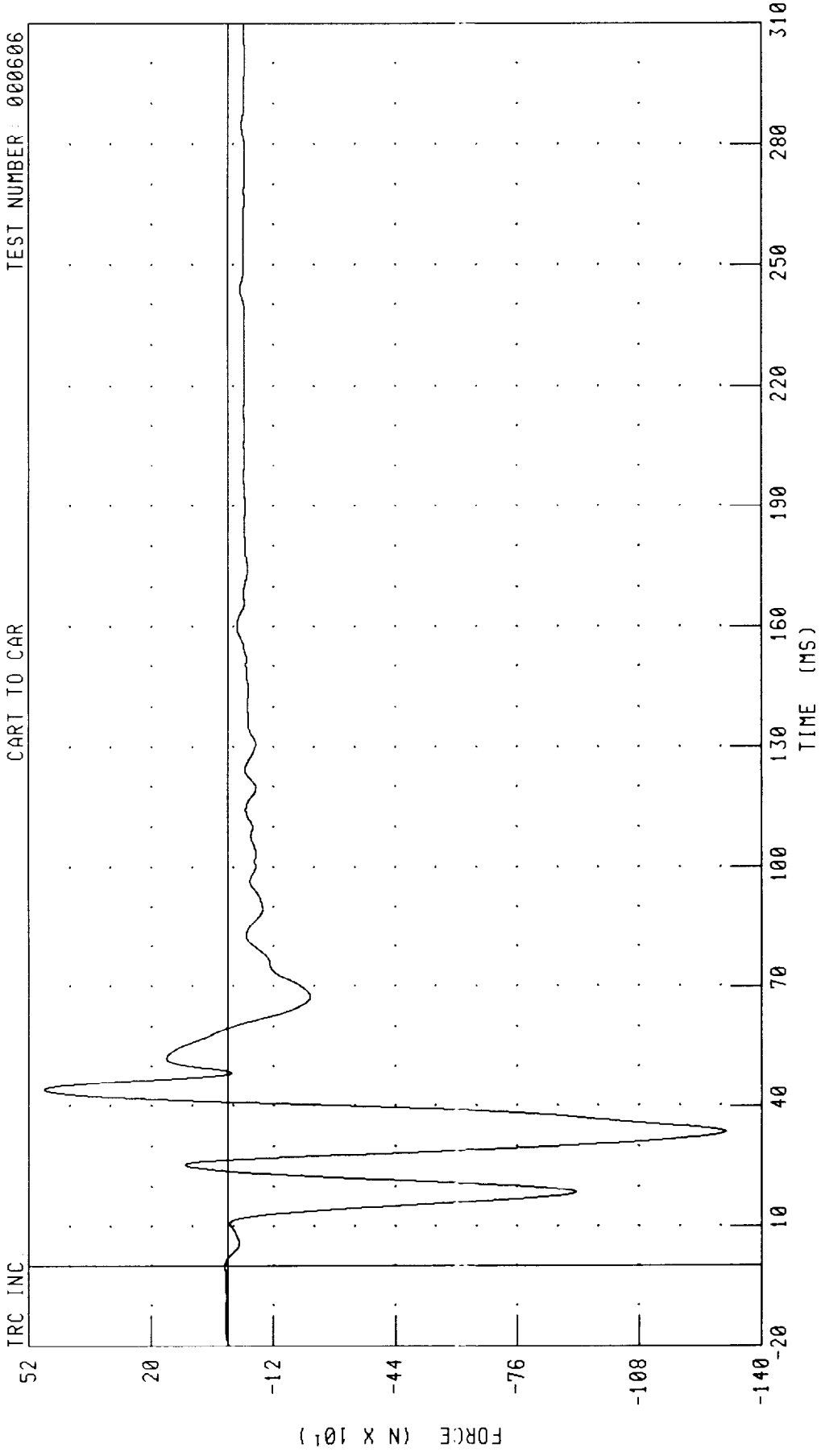


CHANNEL: BI1XF FILTER: CH. CLASS 60 PEAK DATA: 6479.82 N @ 21.12 MS, -461.78 N @ 76.72 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I1 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC

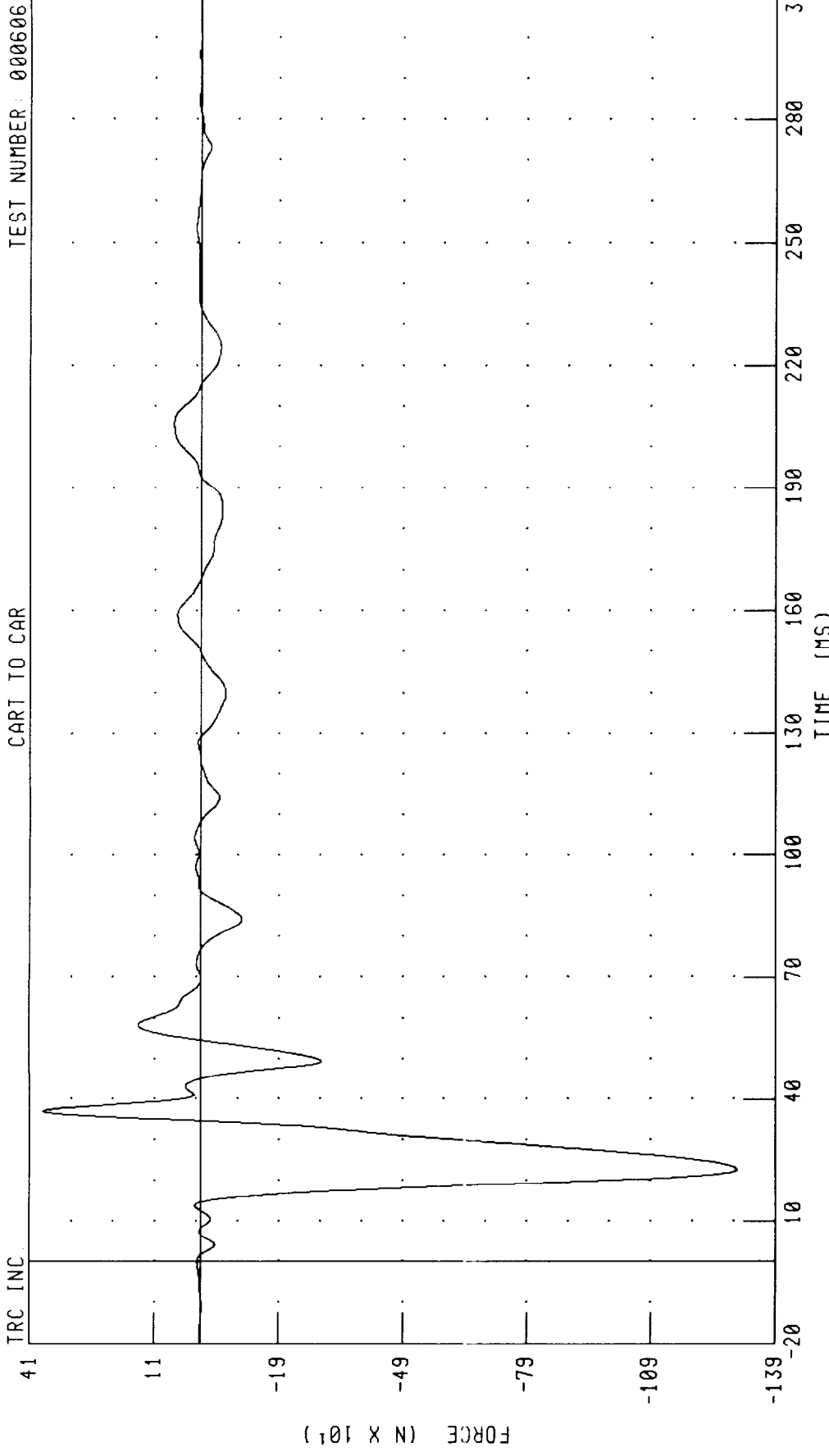


TIME (MS)

PEAK DATA: 480.24 N @ 44.16 MS, -1306.97 N @ 33.60 MS

CHANNEL: B11YF FILTER: CH. CLASS 60

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I1 Z-AXIS FORCE



CHANNEL: BI1ZF FILTER: CH. CLASS 60 PEAK DATA: 377.47 N @ 36.96 MS, -1297.99 N @ 22.80 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I2 X-AXIS FORCE

TRC INC

CART TO CAR

TEST NUMBER: 000606

91

75

59

43

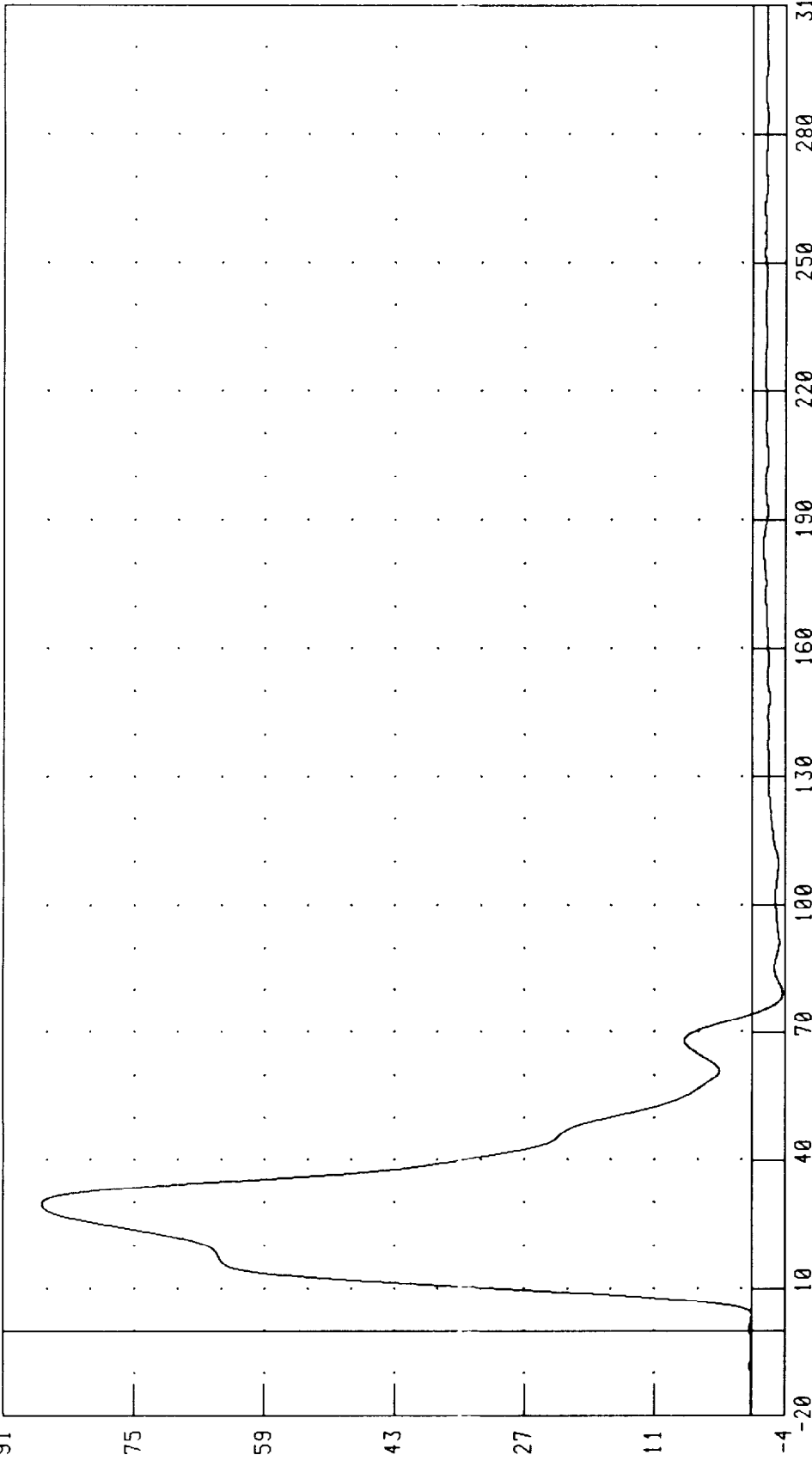
27

11

-4

-20

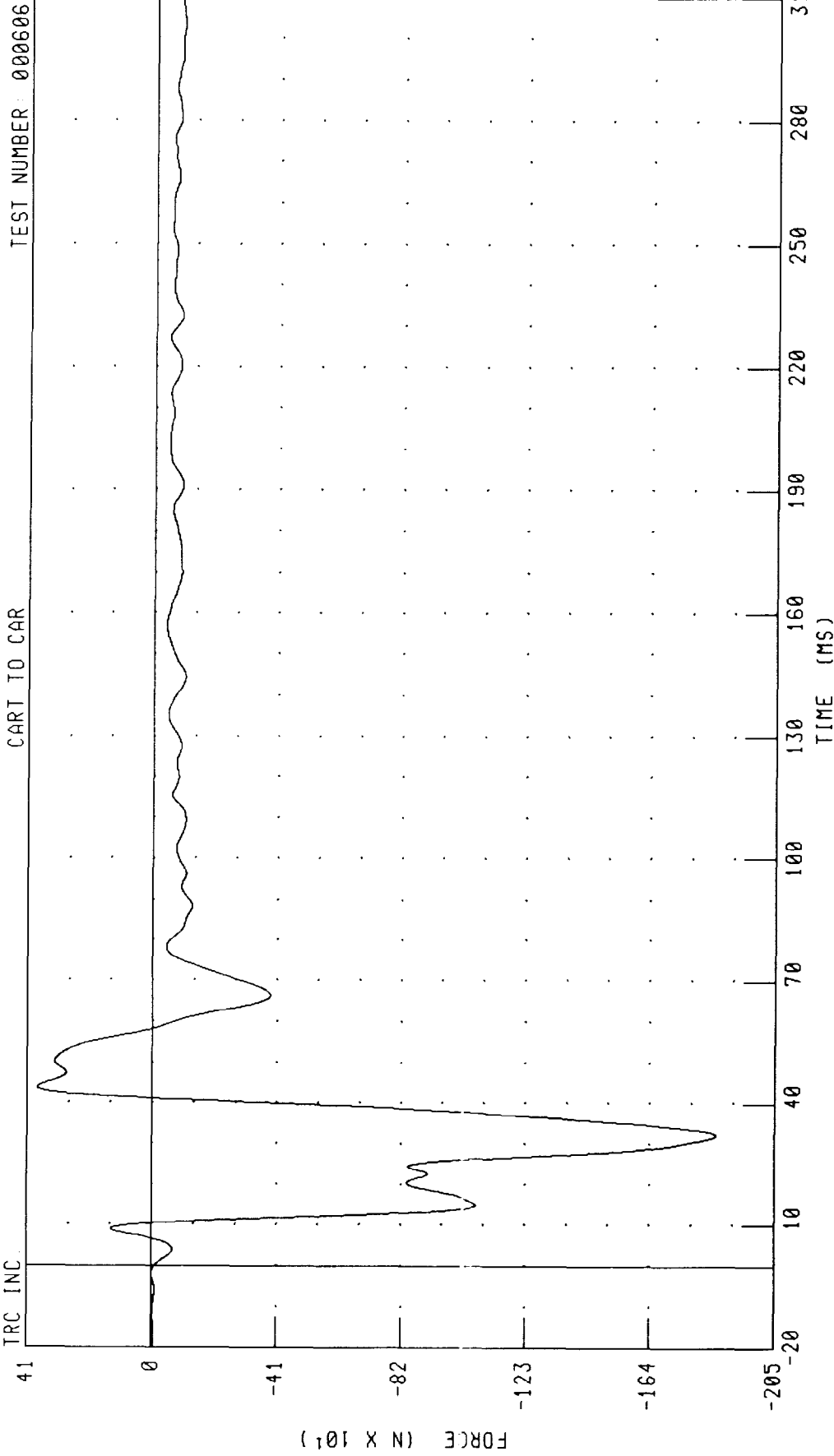
FORCE (N X 10²)



TIME (MS)

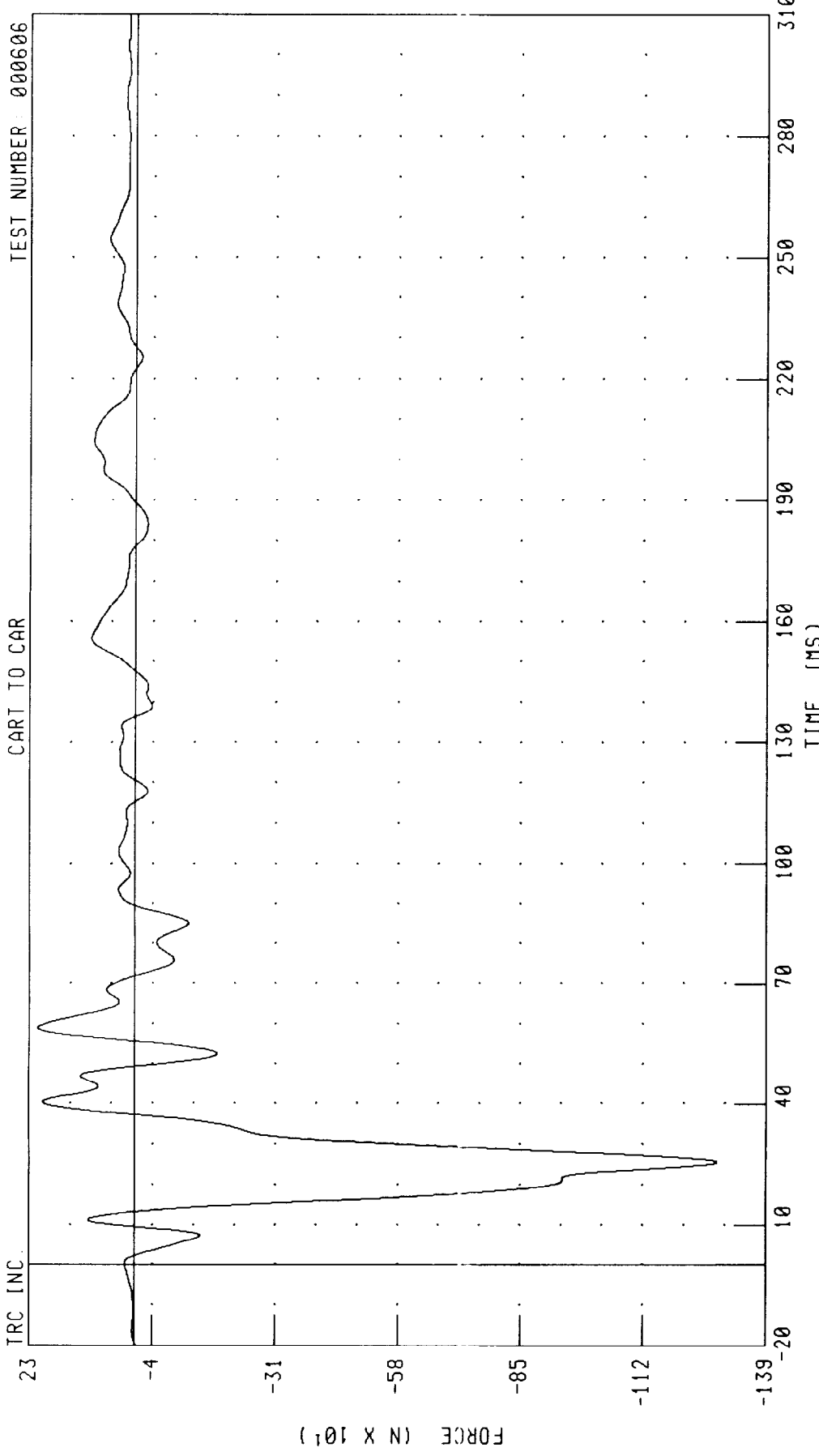
CHANNEL: BI2XF FILTER: CH. CLASS 60 PEAK DATA: 8718.35 N @ 29.76 MS, -378.59 N @ 79.20 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I2 Y-AXIS FORCE



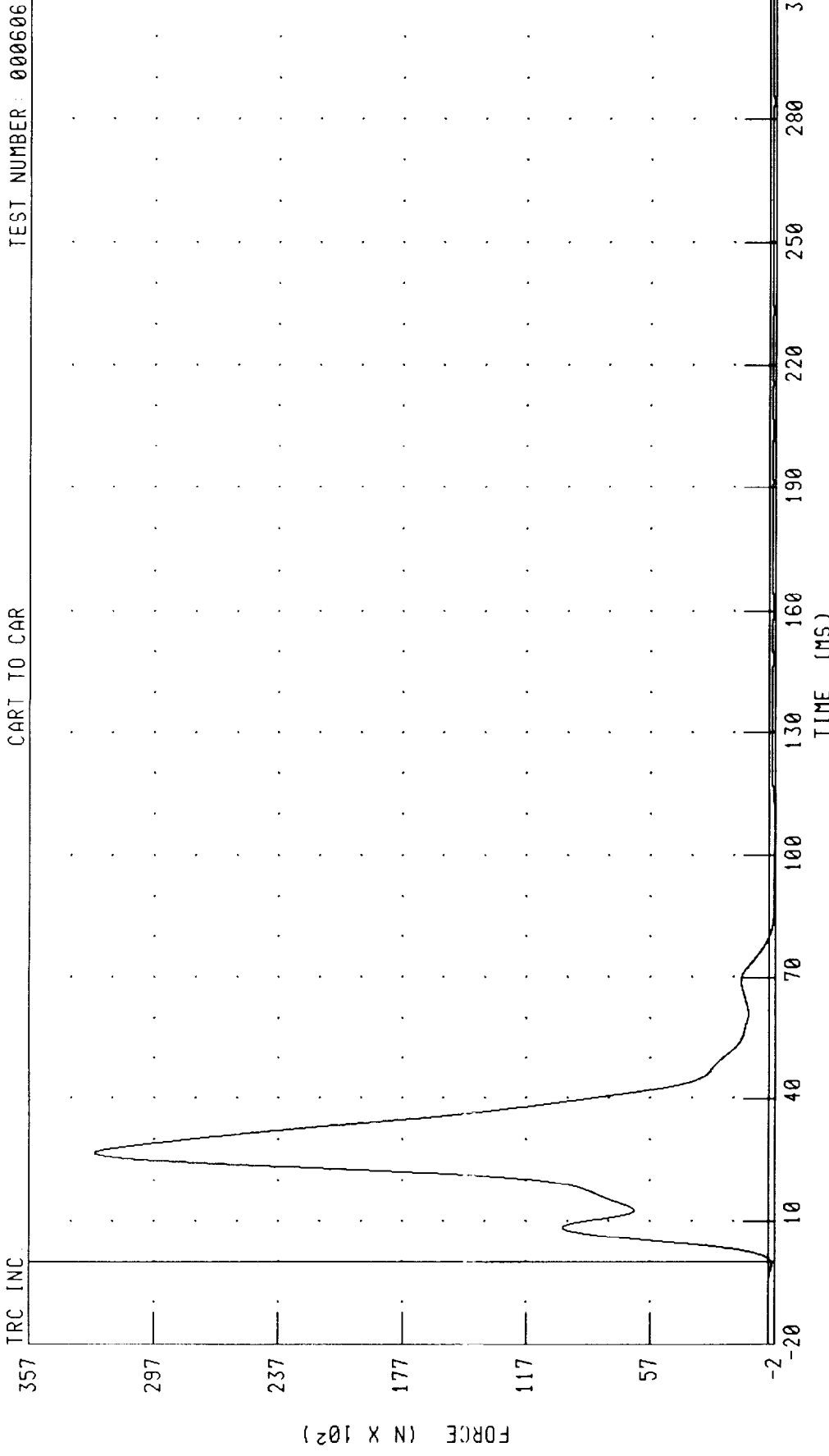
CHANNEL: BI2YF FILTER: CH. CLASS 60 PEAK DATA: 377.41 N @ 43.84 MS, -1859.60 N @ 32.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I2 Z-AXIS FORCE
CART TO CAR



CHANNEL: BI2ZF FILTER: CH. CLASS 60
PEAK DATA: 211.69 N @ 58.96 MS, -1283.84 N @ 25.68 MS

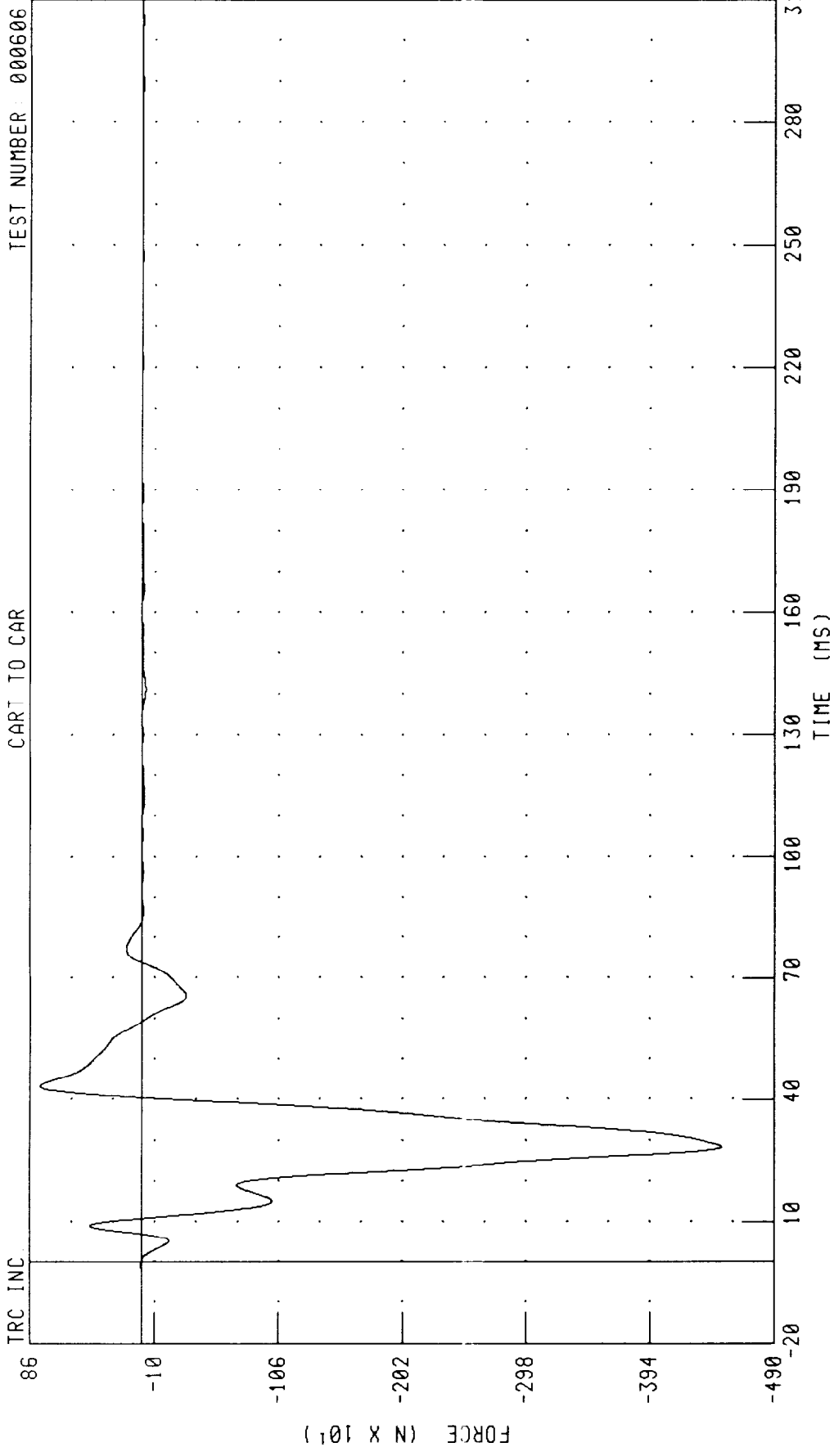
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I3 X-AXIS FORCE
CART TO CAR



CHANNEL: B13XF FILTER: CH. CLASS 60

PEAK DATA: 32589.08 N @ 26.80 MS, -269.18 N @ 105.92 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I3 Y-AXIS FORCE
CART TO CAR

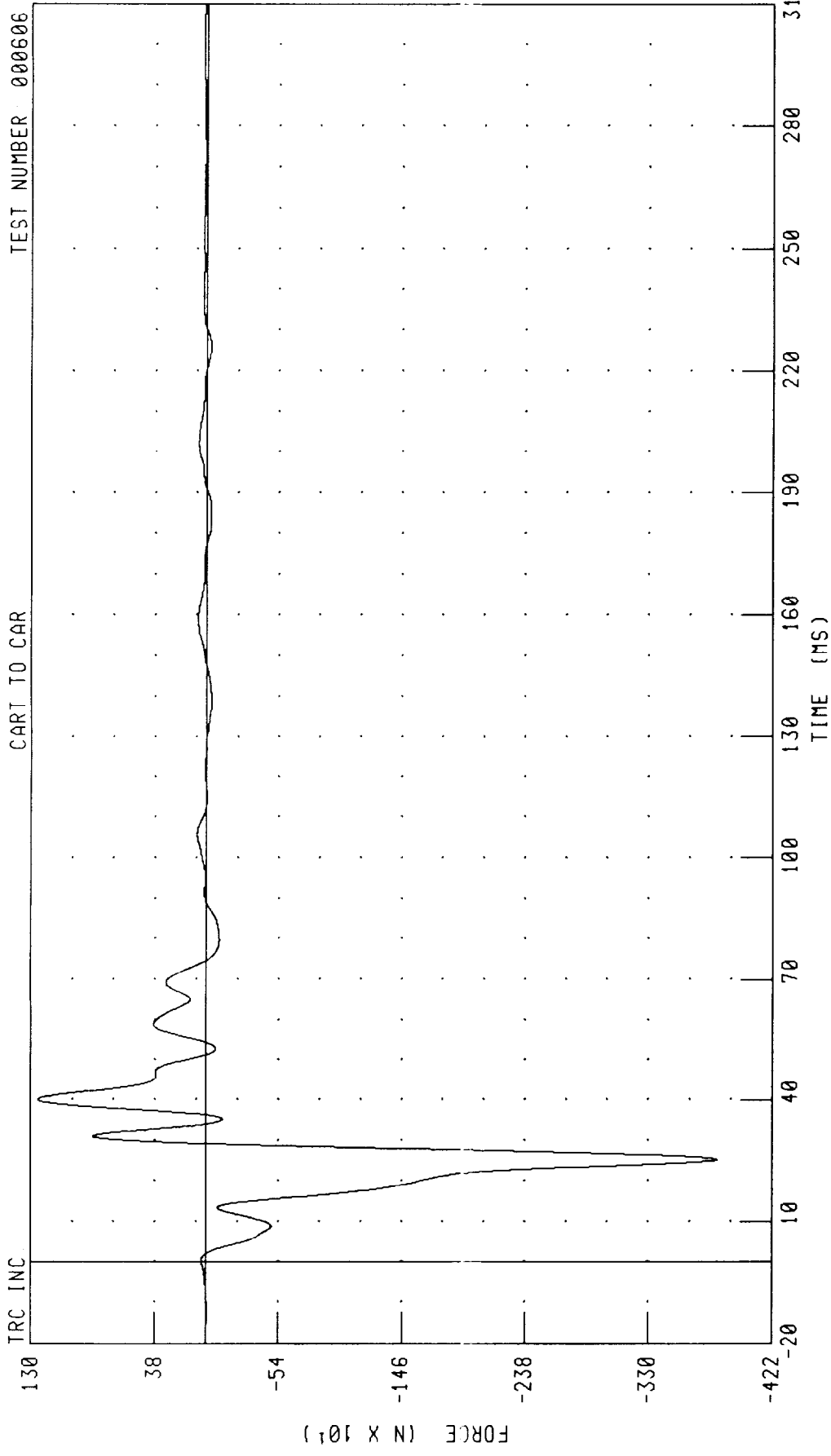


CHANNEL: B13YF FILTER: CH. CLASS 60 PEAK DATA: 783.61 N @ 43.28 MS, -4493.39 N @ 28.40 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I3 Z-AXIS FORCE
CART TO CAR

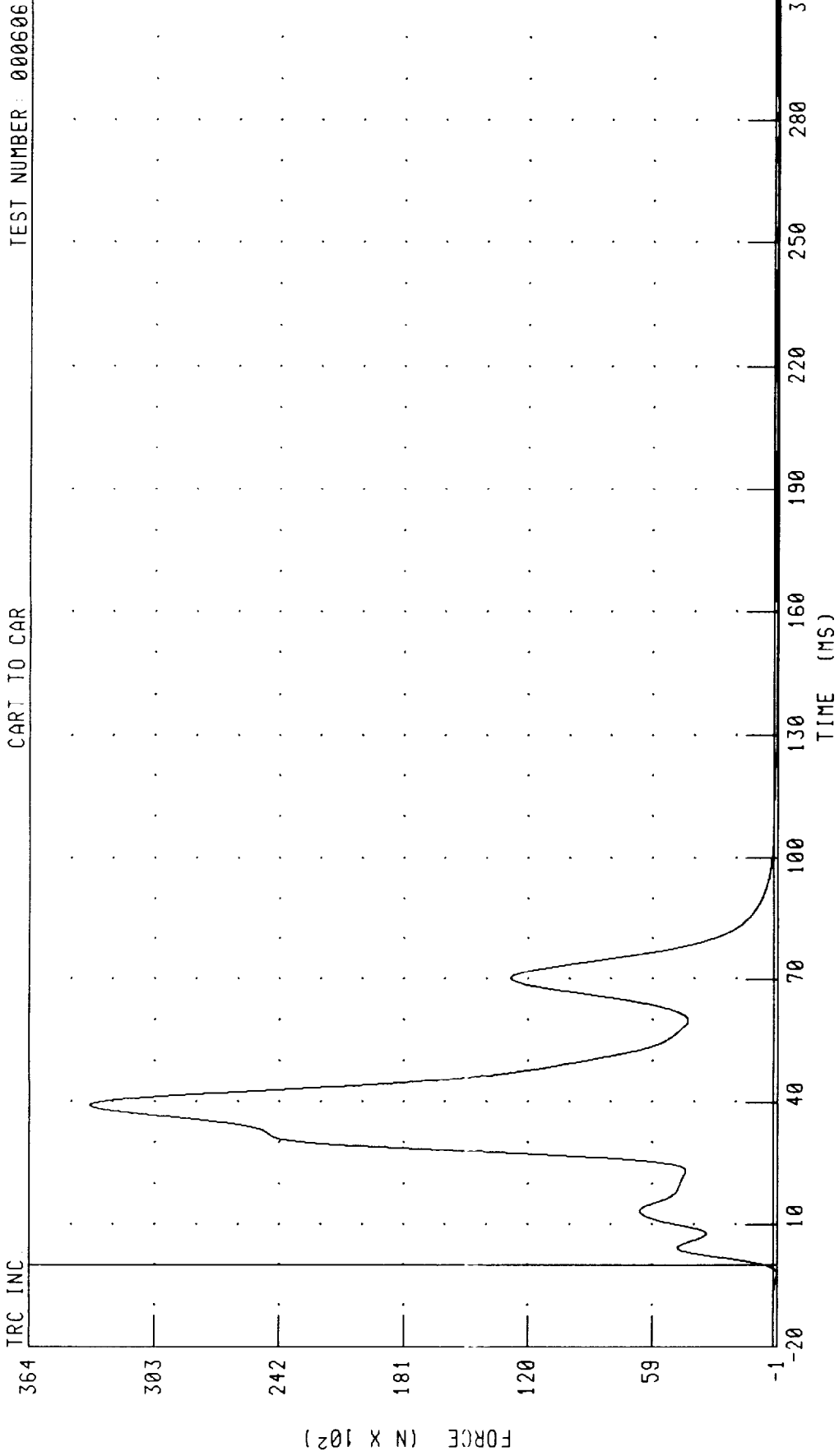
TEST NUMBER: 000606

TRC INC



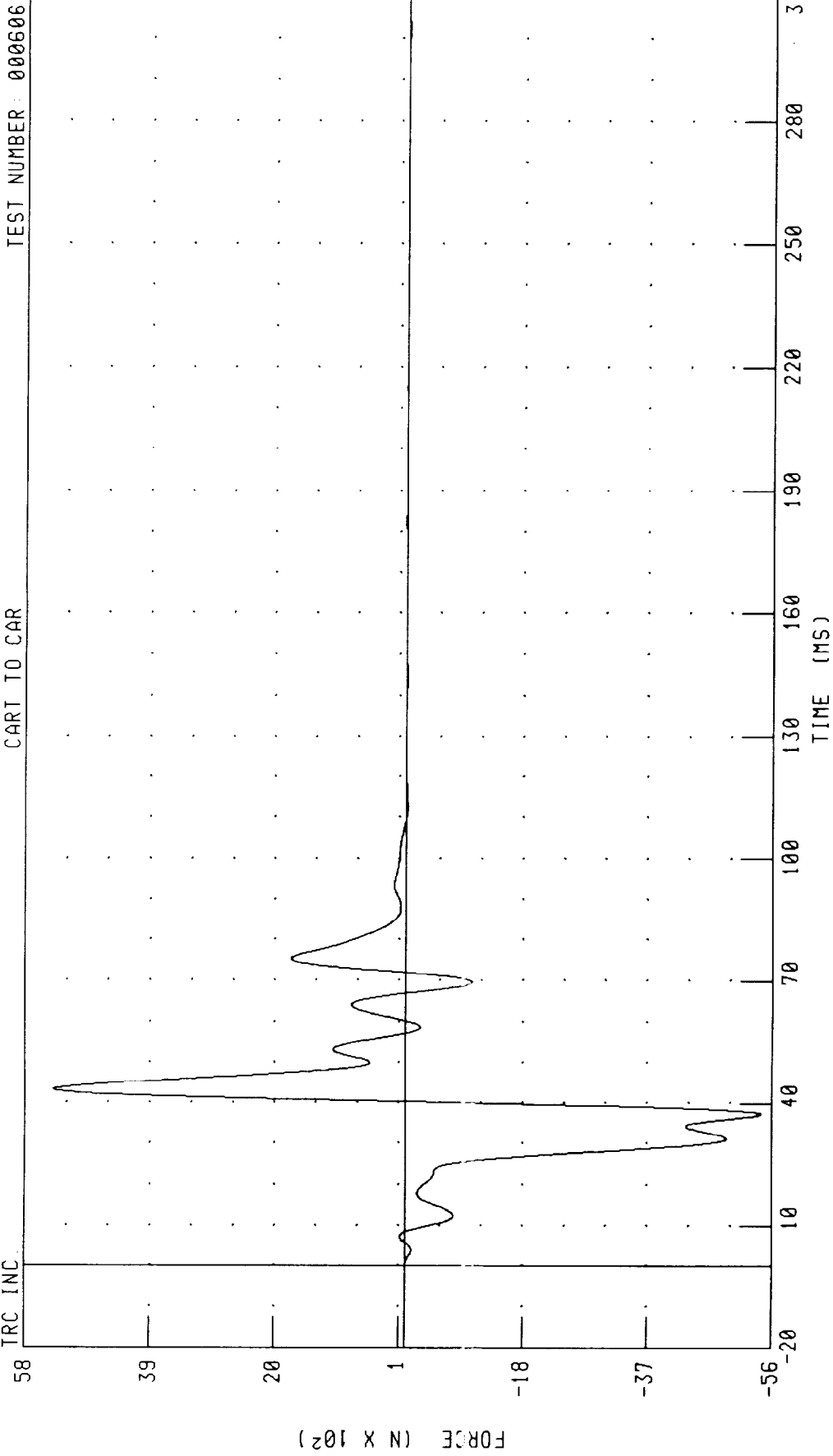
CHANNEL: B13ZF FILTER: CH. CLASS 60 PEAK DATA: 1248.02 N @ 40.08 MS, -3812.66 N @ 25.28 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I4 X-AXIS FORCE
CART TO CAR



CHANNEL: BI4XF FILTER: CH CLASS 60 PEAK DATA: 33486 57 N @ 39 28 MS, -167 54 N @ -2.32 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I4 Y-AXIS FORCE
CART TO CAR



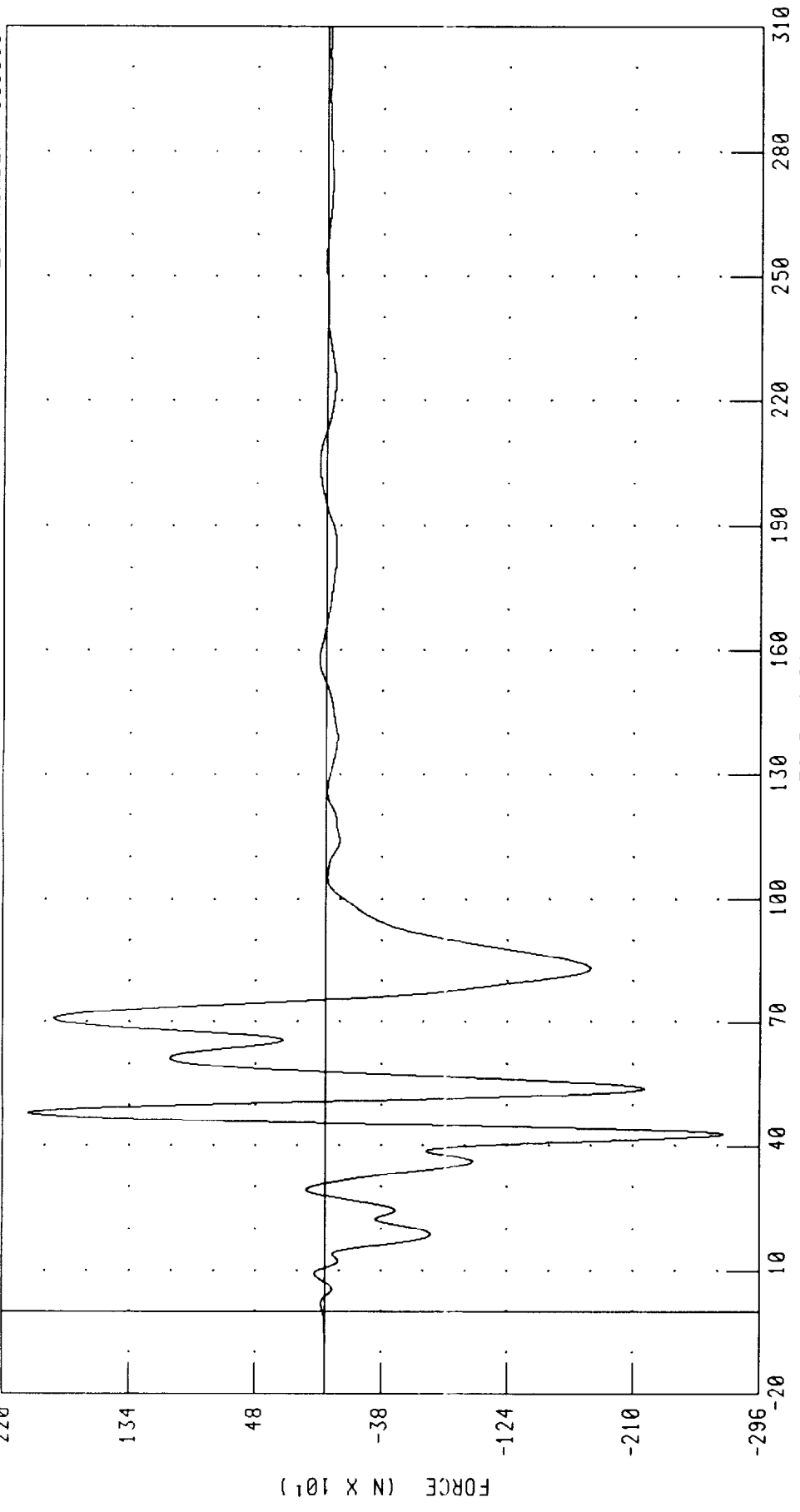
CHANNEL: B14YF FILTER: CH. CLASS 60 PEAK DATA: 5361.77 N @ 43.36 MS, -5437.21 N @ 37.28 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL I4 Z-AXIS FORCE

TRC INC.

CART TO CAR

TEST NUMBER 000606

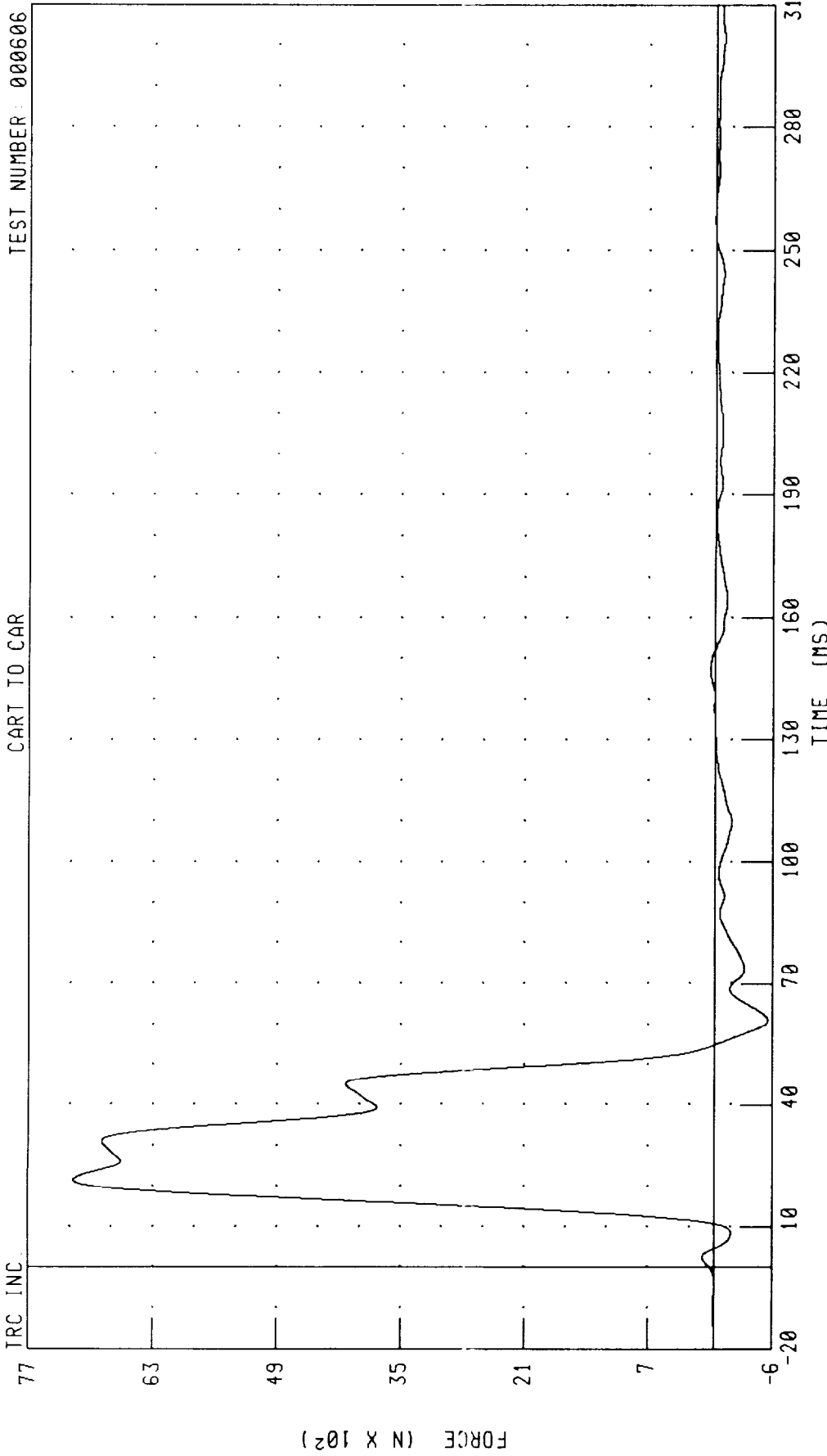


CHANNEL: BI4ZF FILTER: CH. CLASS 60 PEAK DATA: 2025.56 N @ 48.16 MS, -2713.52 N @ 42.80 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J1 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC.

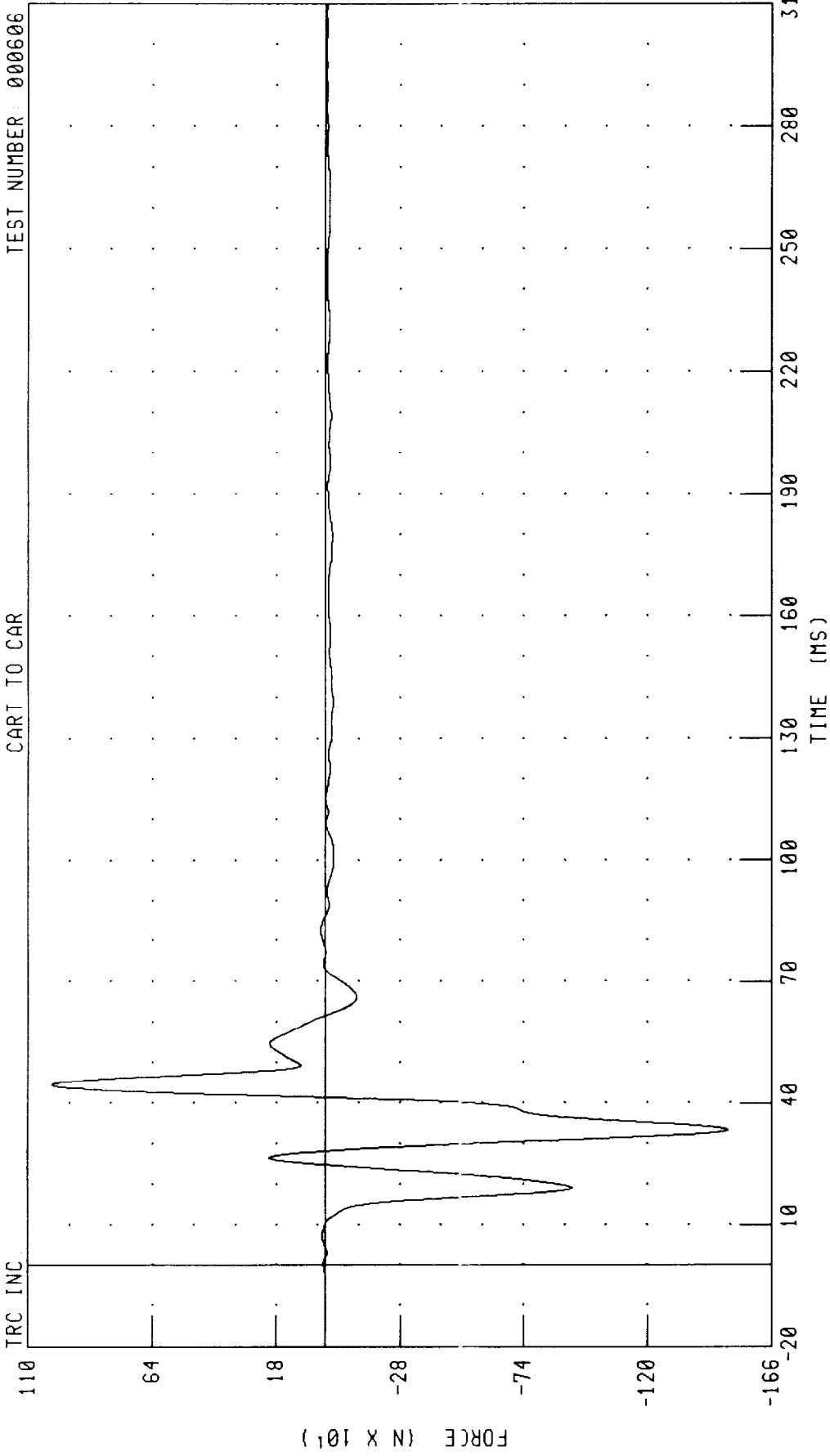


CHANNEL: BJ1XF FILTER: CH. CLASS 60 PEAK DATA: 7243 67 N @ 21.52 MS, -598.64 N @ 61.04 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J1 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

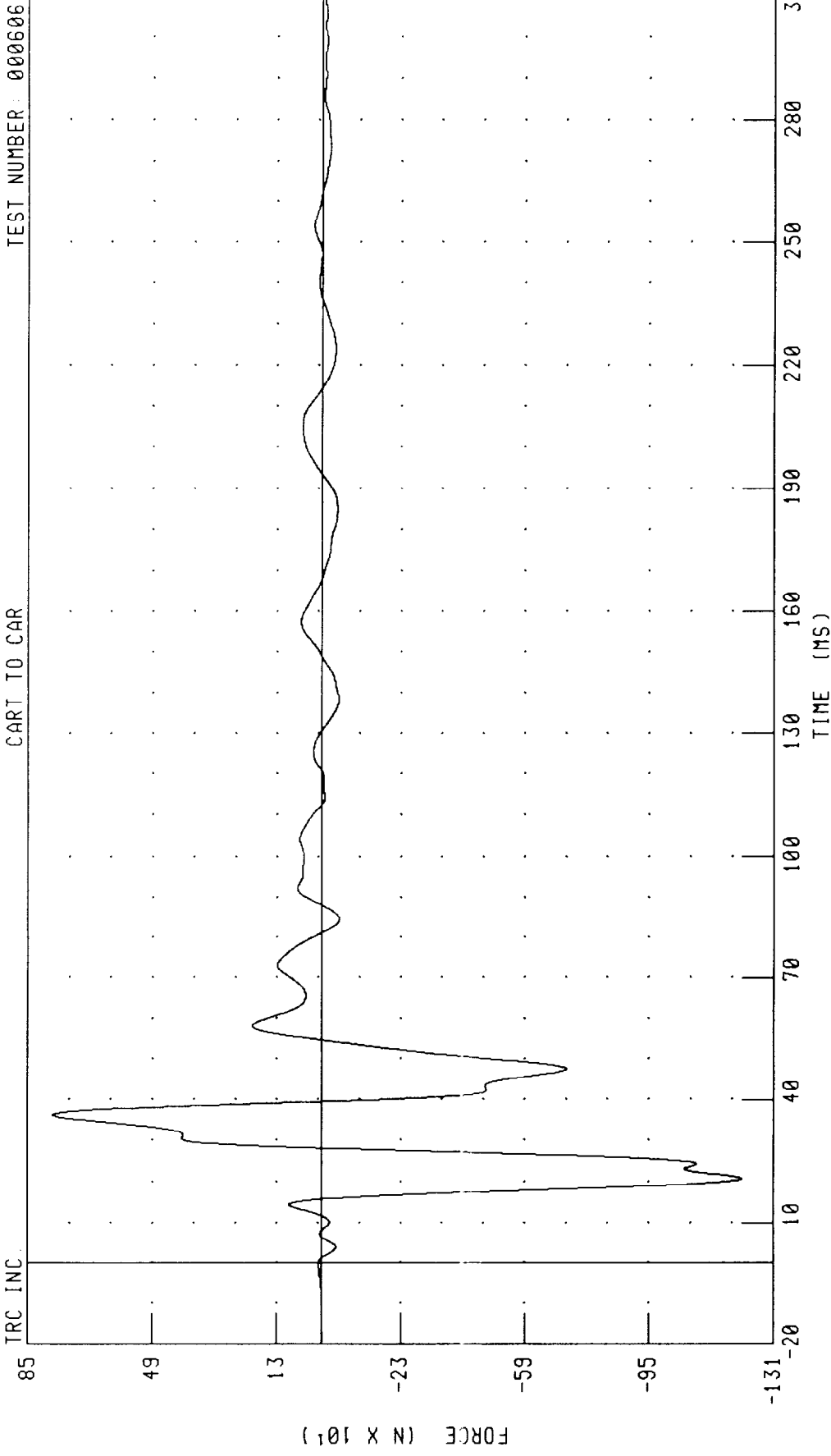
TRC INC



PEAK DATA: 1012.54 N @ 44.56 MS; -1497.25 N @ 33.52 MS

CHANNEL: BJIYF FILTER: CH. CLASS 60

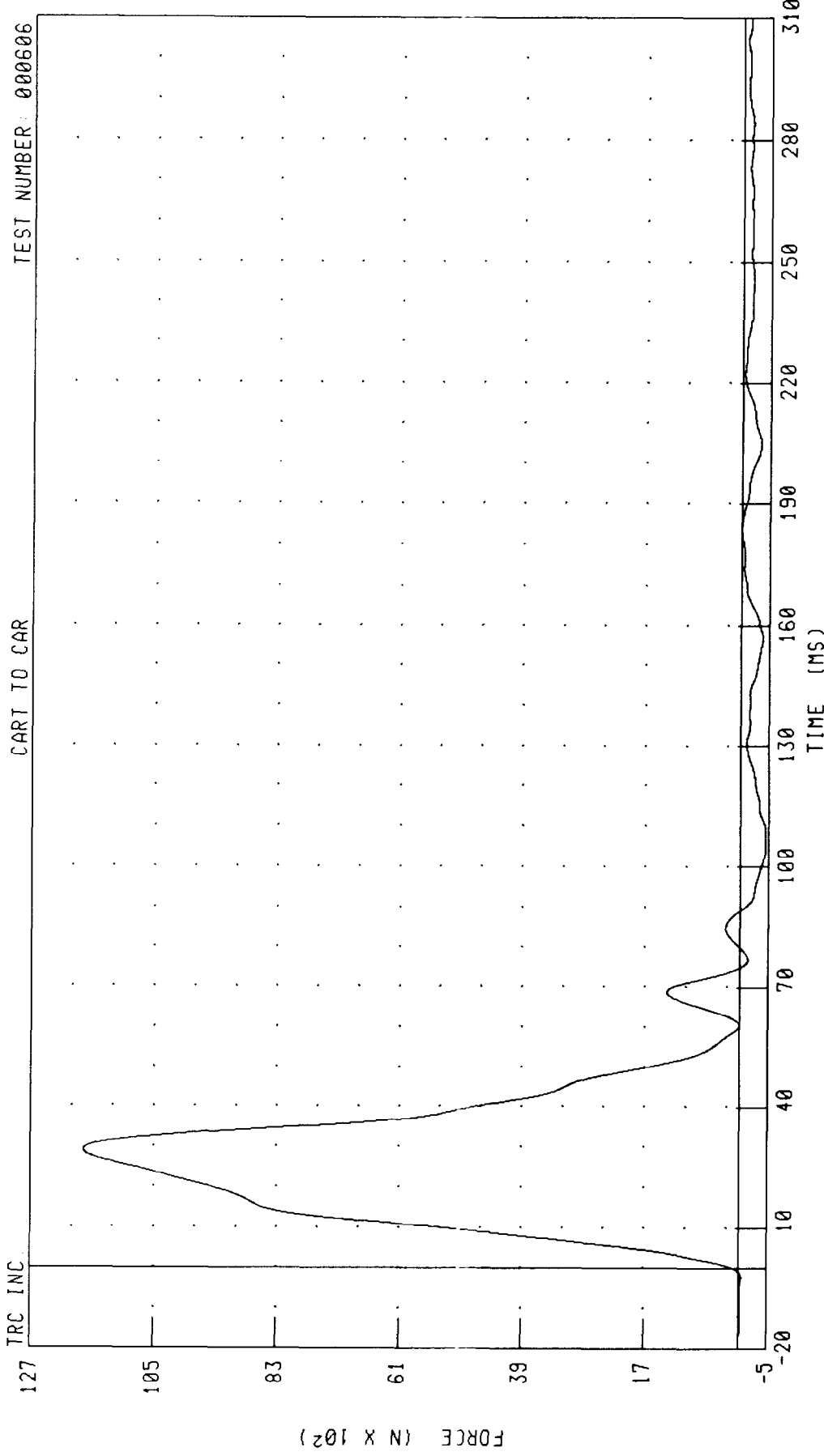
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J1 Z-AXIS FORCE
CART TO CAR



CHANNEL: BJ1ZF FILTER: CH. CLASS 60 PEAK DATA: 776.61 N @ 36.24 MS, -1217.53 N @ 20.80 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J2 X-AXIS FORCE

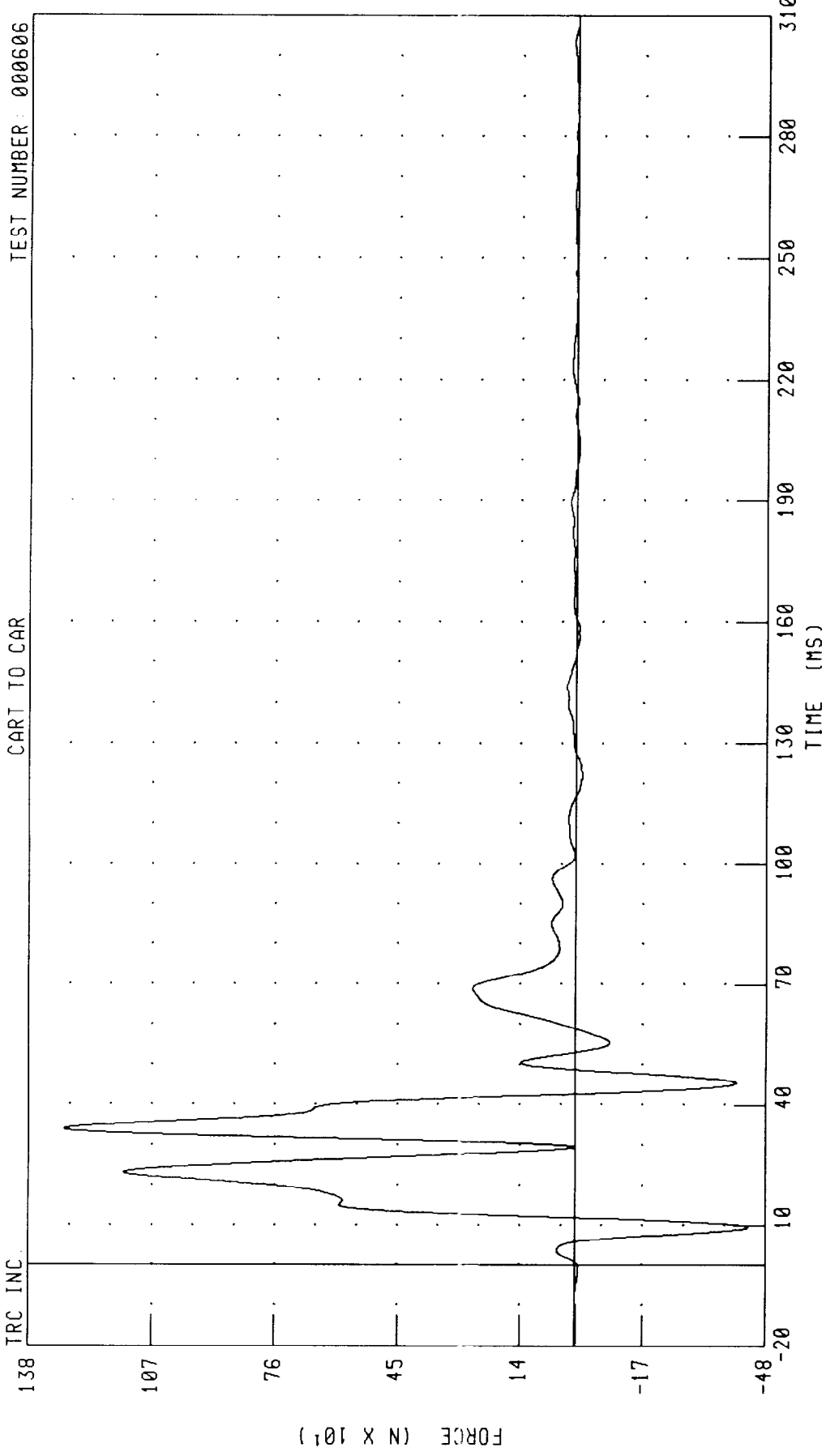
TRC INC
CART TO CAR
TEST NUMBER: 000606



CHANNEL: BJ2XF FILTER: CH. CLASS 60
PEAK DATA: 11754.78 N @ 29.12 MS, -454.82 N @ 105.52 MS

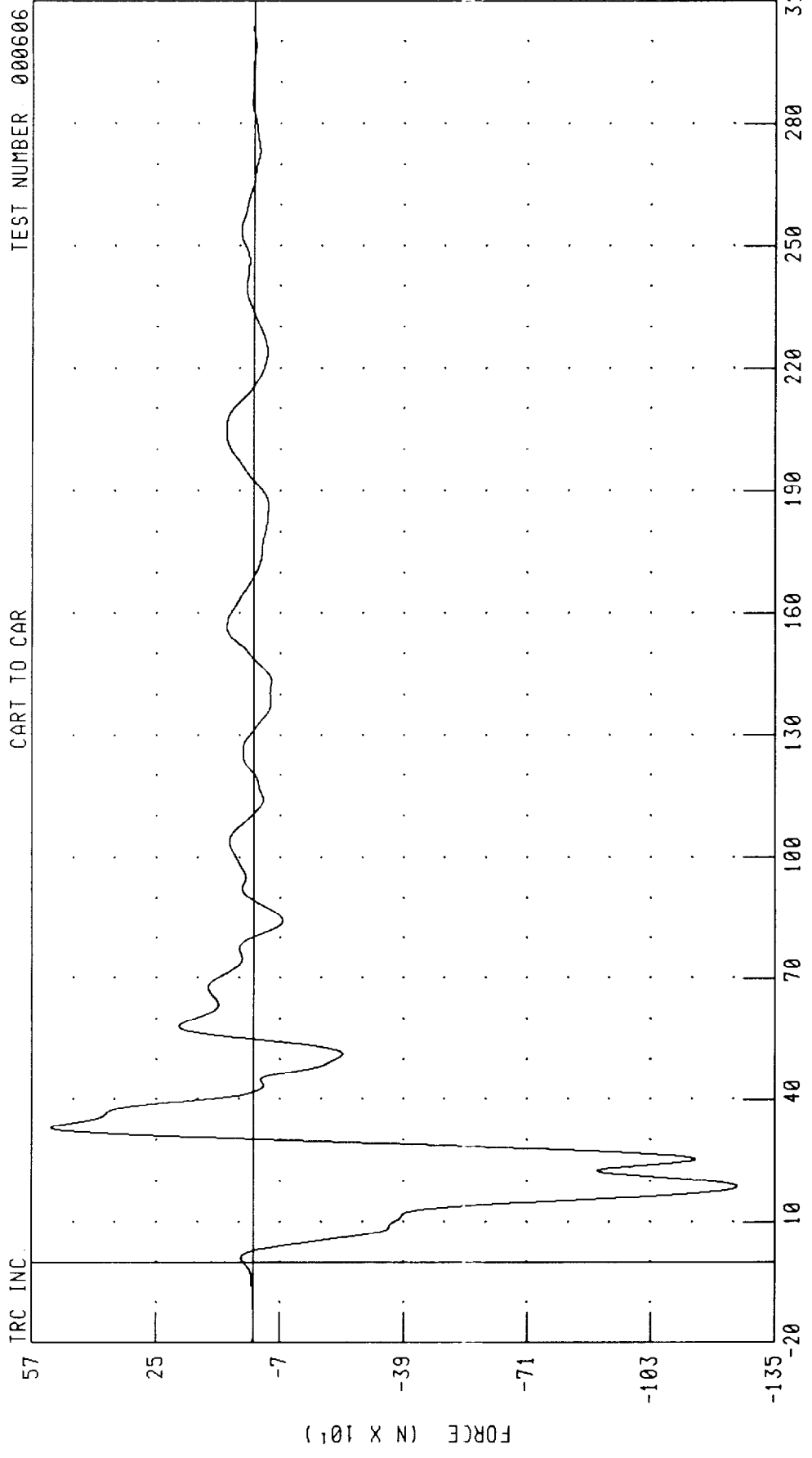
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J2 Y-AXIS FORCE

TRC INC. TEST NUMBER: 000606



CHANNEL: BJ2YF FILTER: CH. CLASS 60 PEAK DATA: 1291.88 N @ 34.08 MS, -436.84 N @ 9.52 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J2 Z-AXIS FORCE

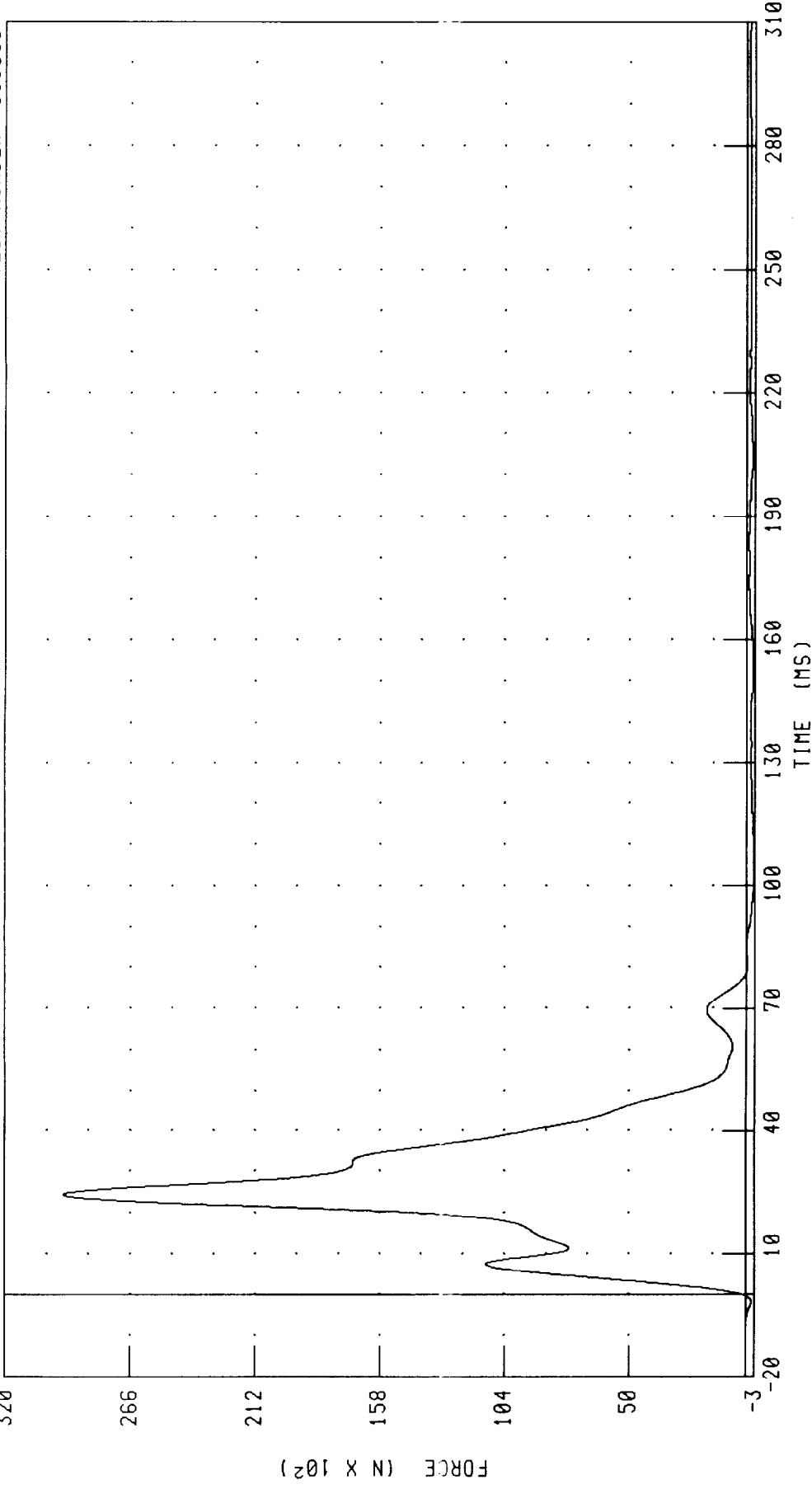


CHANNEL: BJ2ZF FILTER: CH. CLASS 60 PEAK DATA: 521.47 N @ 33.04 MS, -1253.77 N @ 18.72 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J3 X-AXIS FORCE
CART TO CAR

TEST NUMBER 000606

TRC INC.



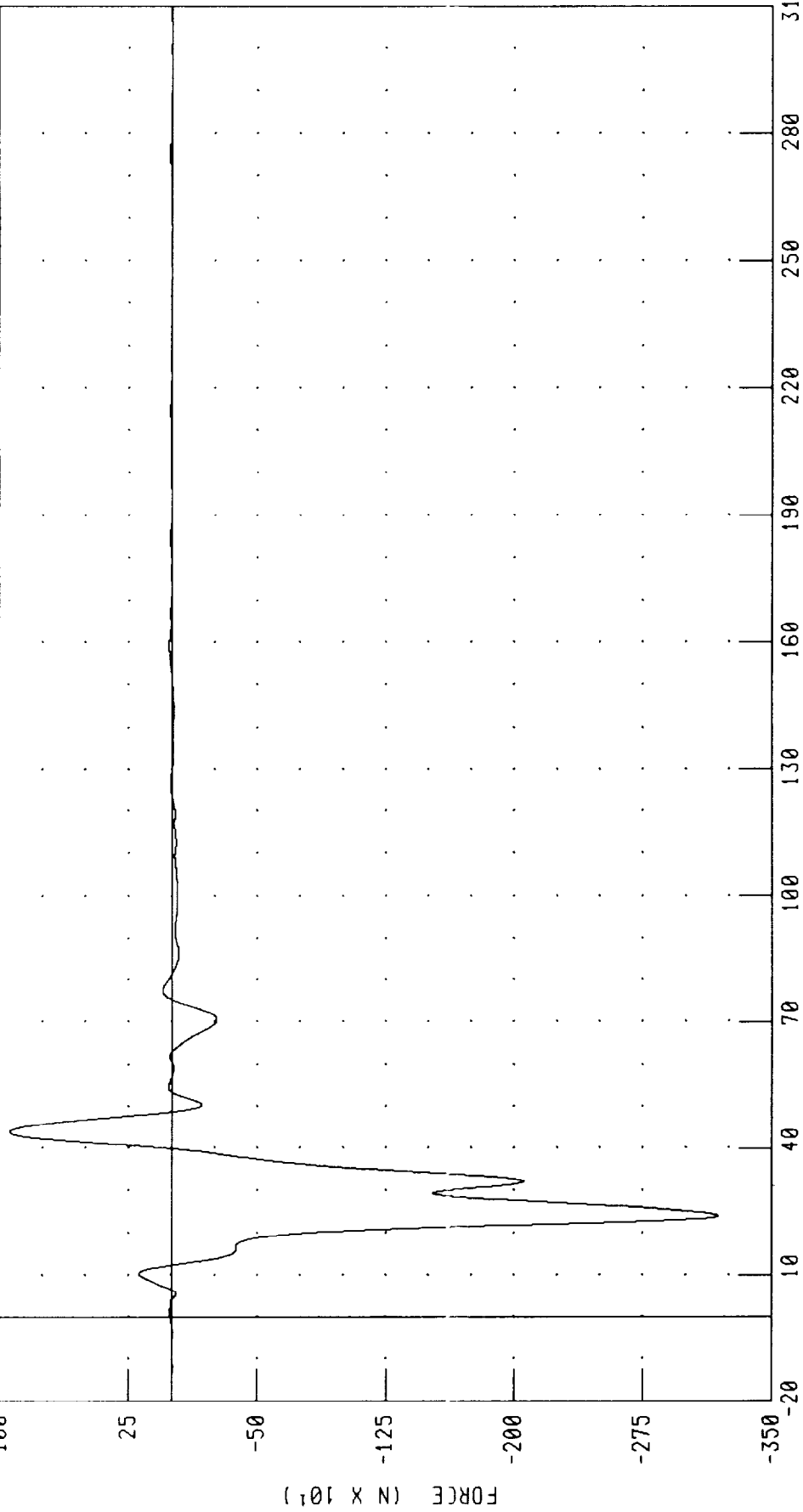
CHANNEL: BJ3XF FILTER: CH. CLASS 60
PEAK DATA: 29518.55 N @ 24.40 MS, -335.62 N @ 103.84 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J3 Y-AXIS FORCE

TEST NUMBER: 000606

CART TO CAR

TRC INC.

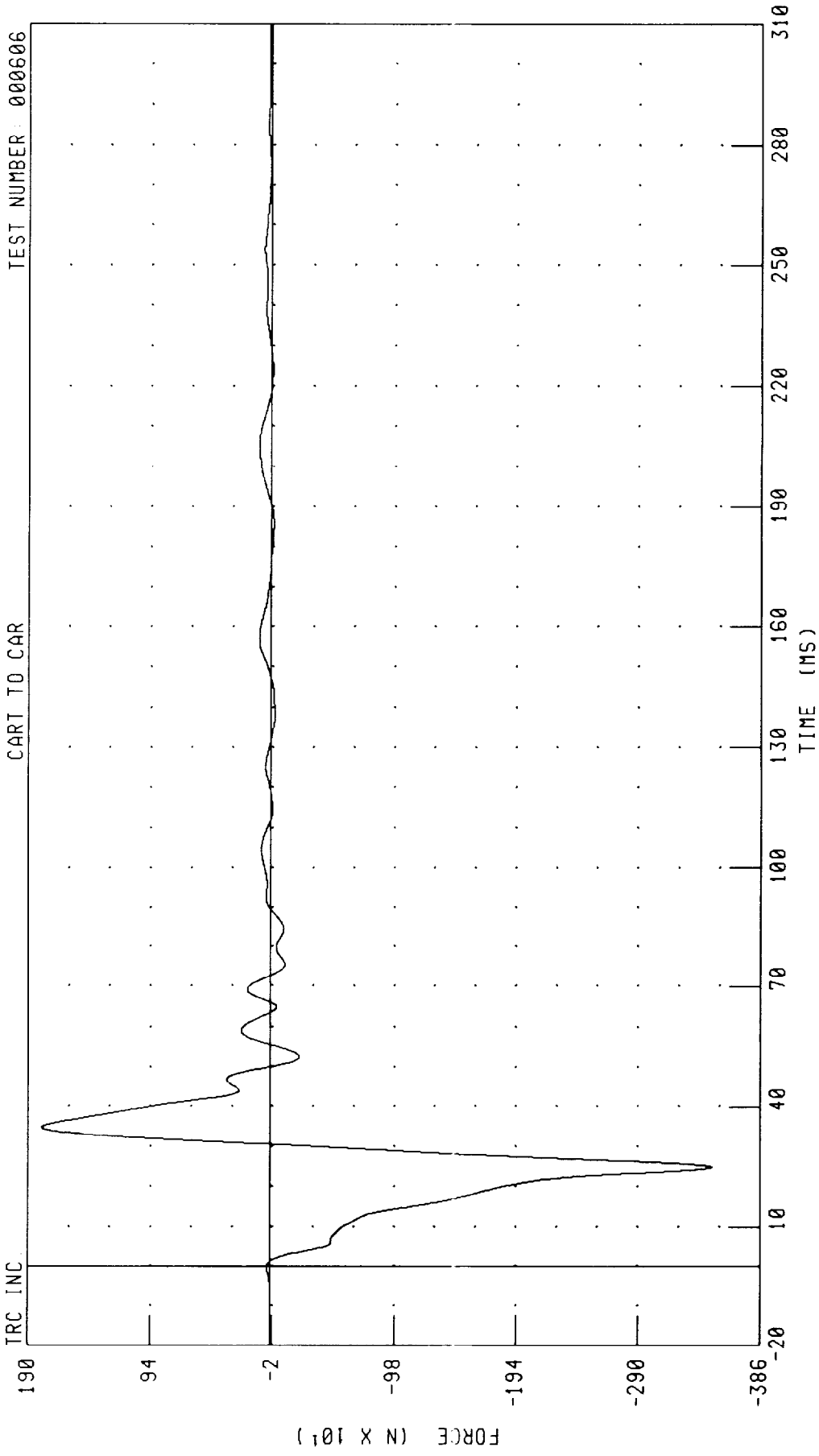


PEAK DATA: 941.08 N @ 43.84 MS, -3190.70 N @ 24.08 MS

CHANNEL: BJ3YF FILTER: CH. CLASS 60

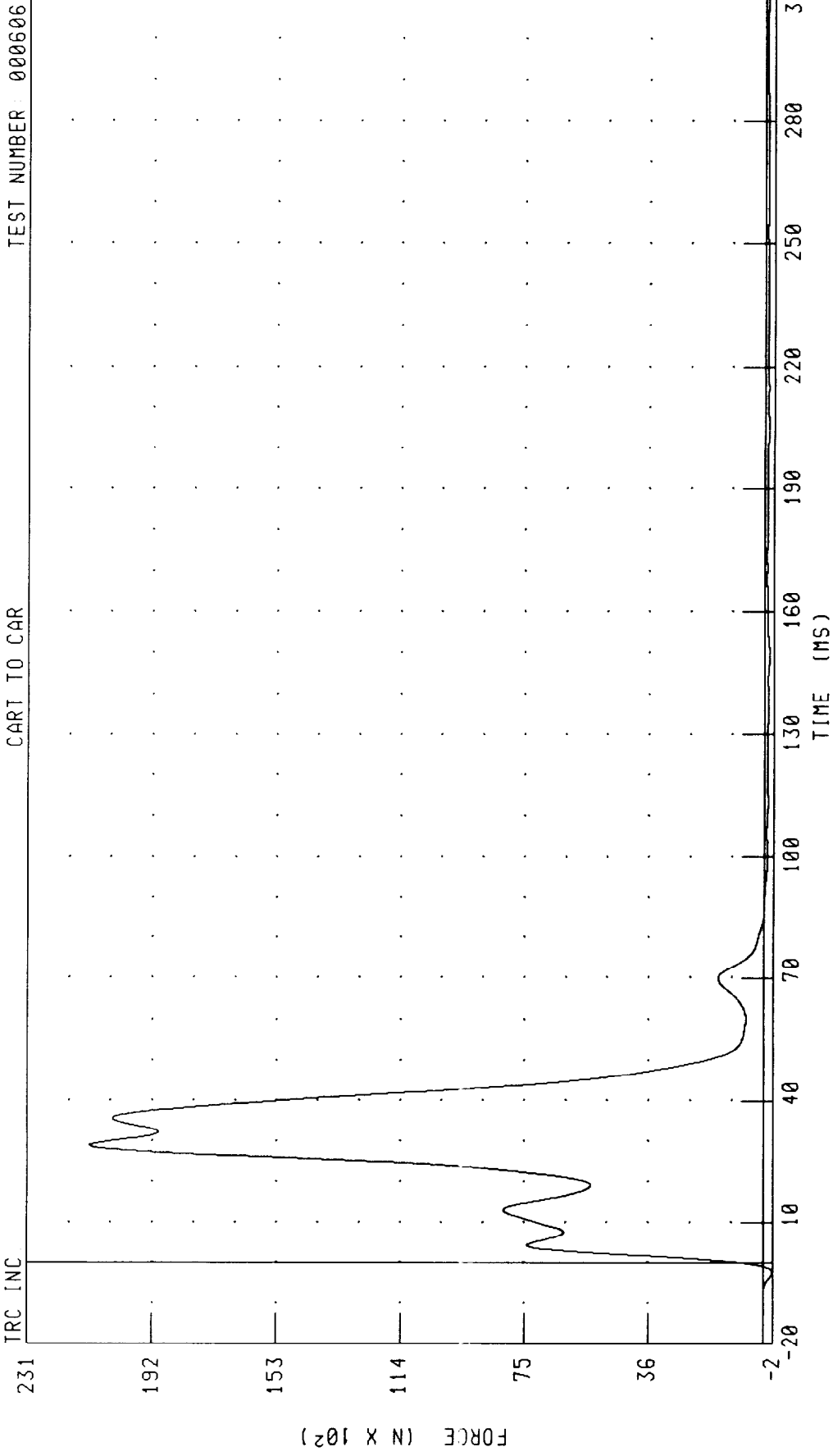
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J3 Z-AXIS FORCE

TRC_INC
CART TO CAR
TEST NUMBER: 000606



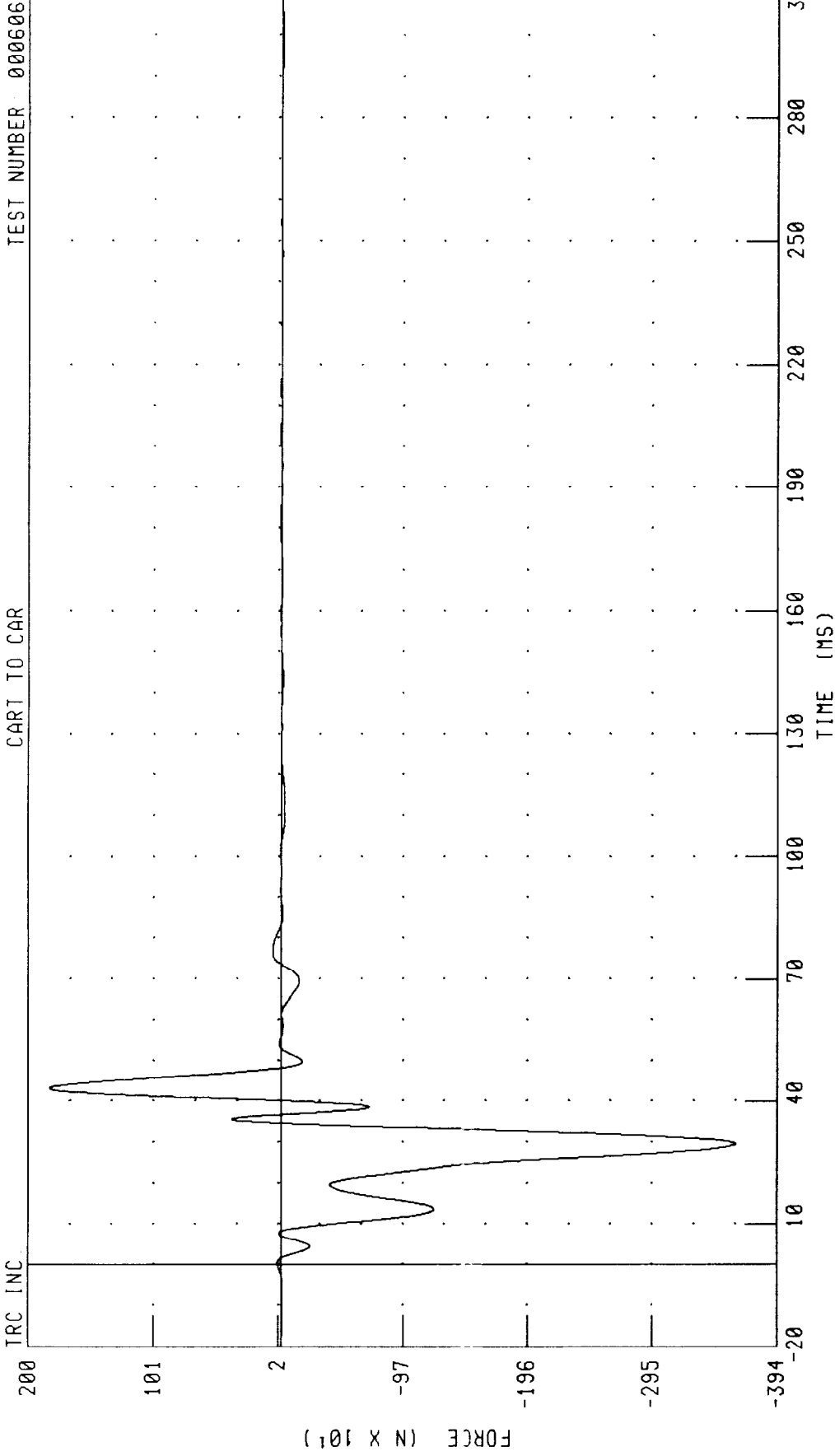
CHANNEL: BJZF FILTER: CH. CLASS 60 PEAK DATA: 1796.03 N @ 34.88 MS, -3487.59 N @ 24.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J4 X-AXIS FORCE
CART TO CAR



CHANNEL: BJ4XF FILTER: CH. CLASS 60 PEAK DATA: 21167.55 N @ 28.96 MS, -272.73 N @ -2.32 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J4 Y-AXIS FORCE



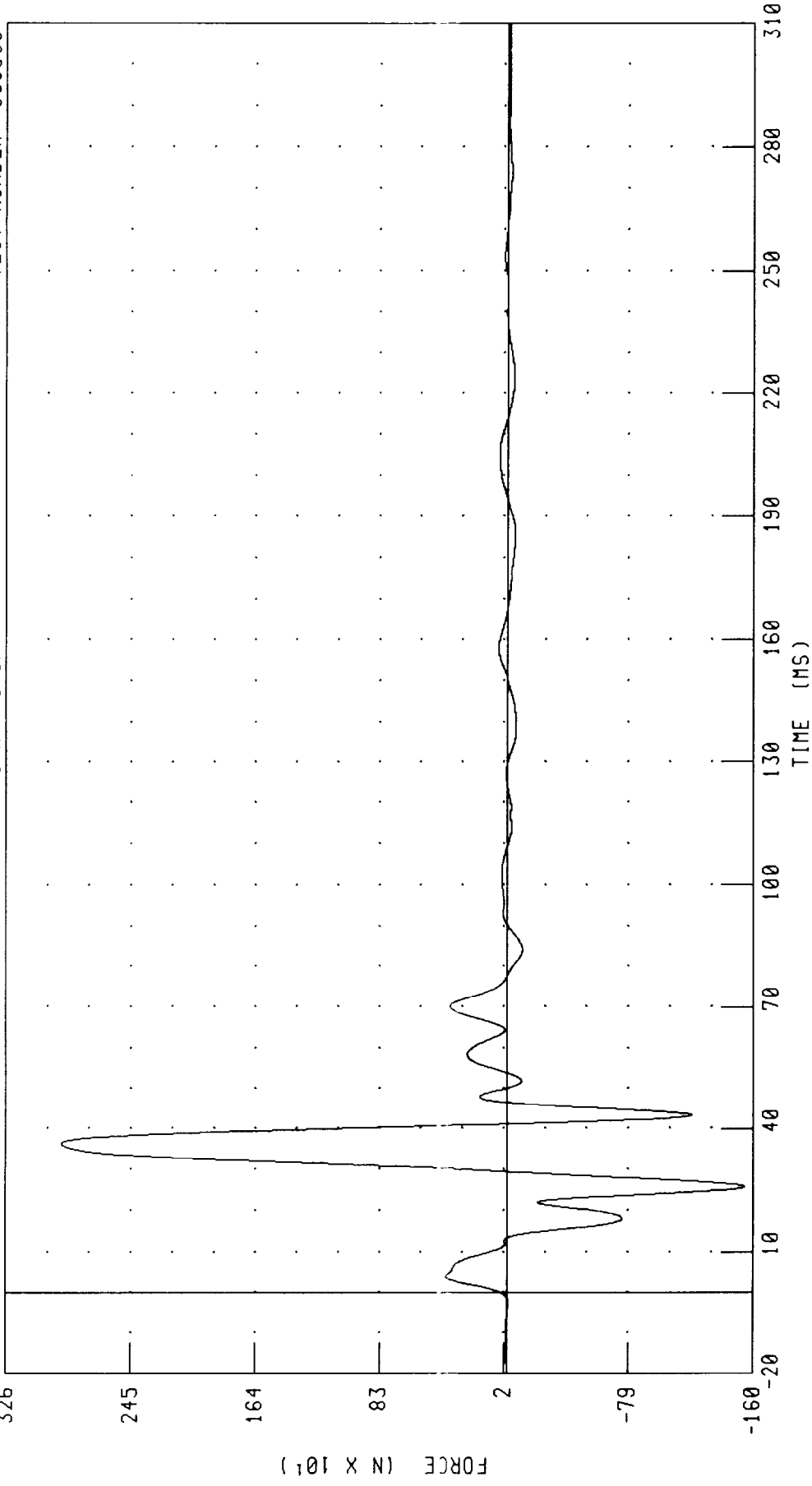
CHANNEL: BJ4YF FILTER: CH. CLASS 60 PEAK DATA: 1834.22 N @ 43.20 MS, -3613.20 N @ 29.60 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL J4 Z-AXIS FORCE

TRC INC.

CART TO CAR

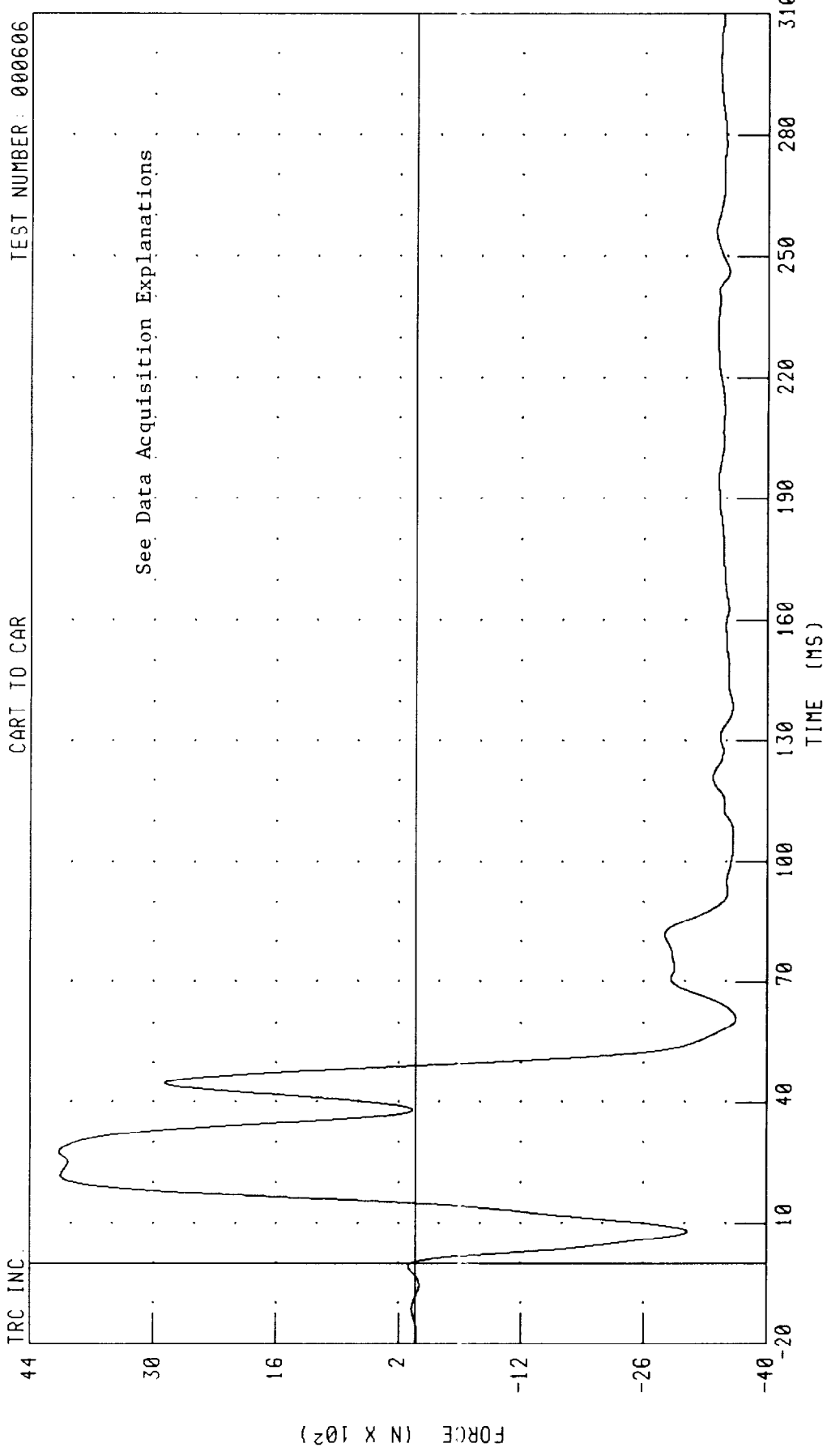
TEST NUMBER: 000606



CHANNEL: BJ4ZF FILTER: CH. CLASS 60 PEAK DATA: 2900 80 N @ 36 32 MS, -1545 38 N @ 25 84 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K1 X-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606



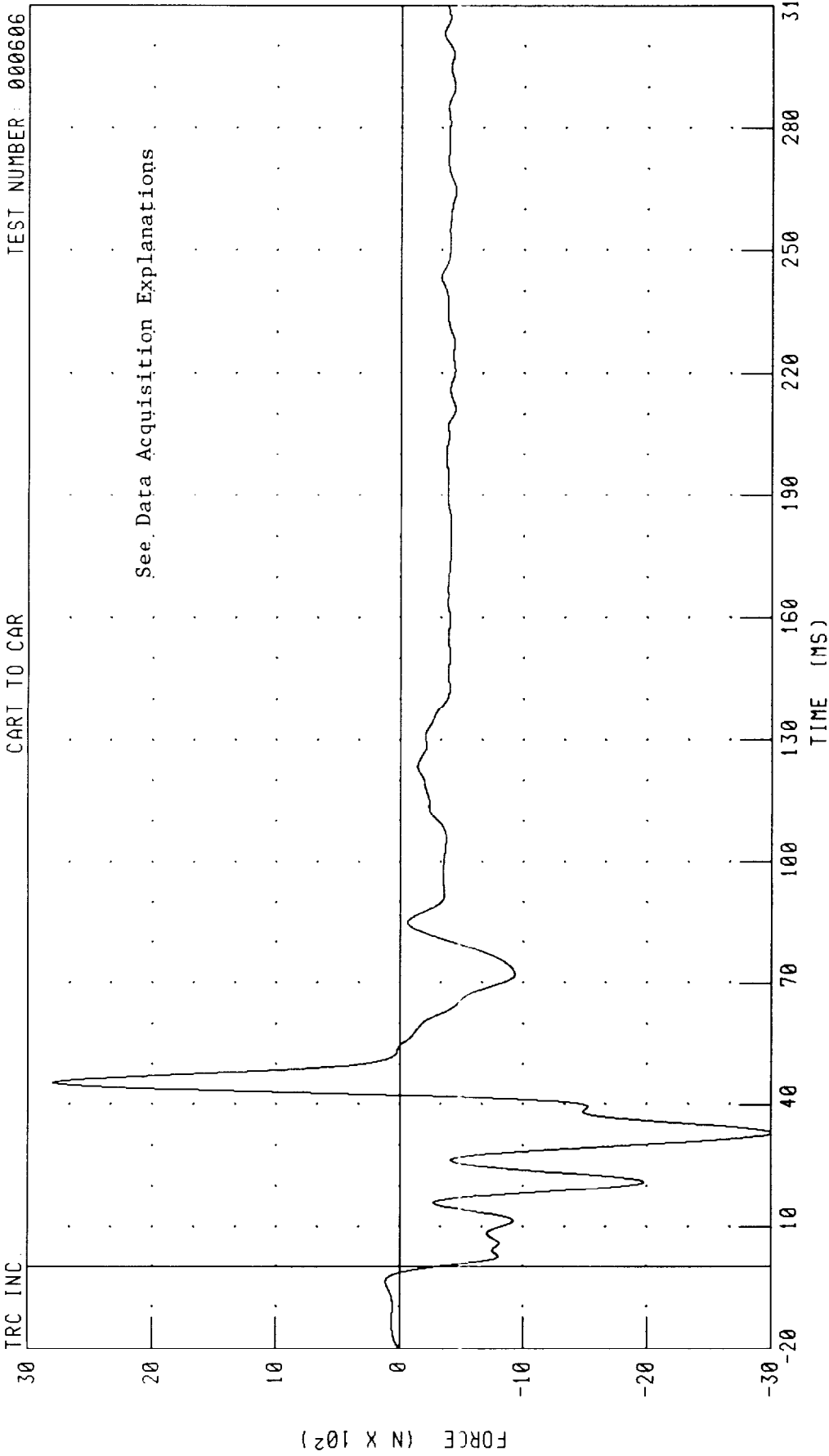
See Data Acquisition Explanations

CHANNEL: BK1XF FILTER: CH. CLASS 60 PEAK DATA: 4075.36 N @ 27.76 MS, -3648.68 N @ 61.04 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K1 Y-AXIS FORCE
CART TO CAR

TEST NUMBER: 000606

TRC INC



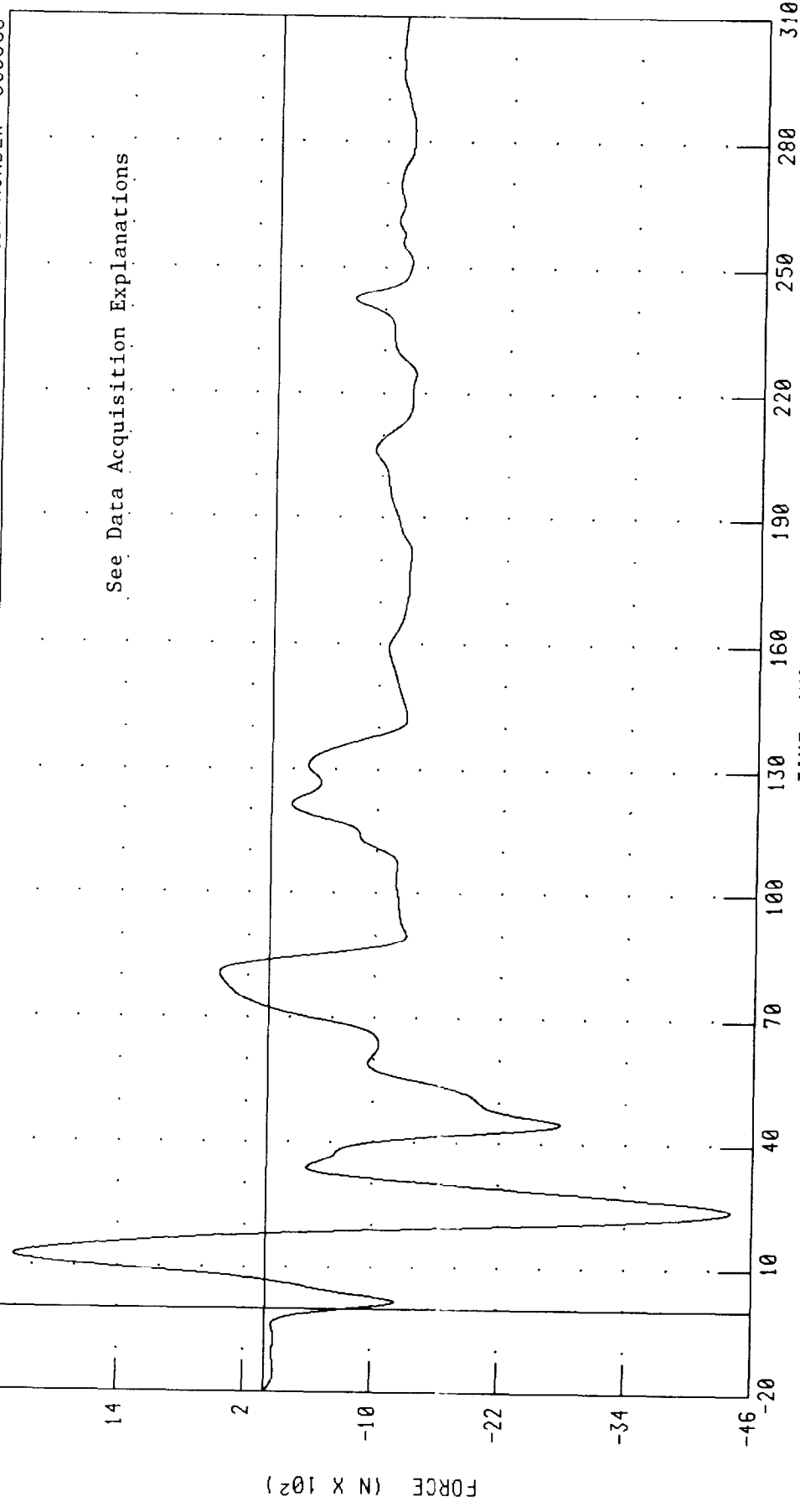
CHANNEL: BK1YF FILTER: CH. CLASS 60 PEAK DATA: 2802.39 N @ 45.44 MS, -3010.29 N @ 33.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K1 Z-AXIS FORCE

TRC INC

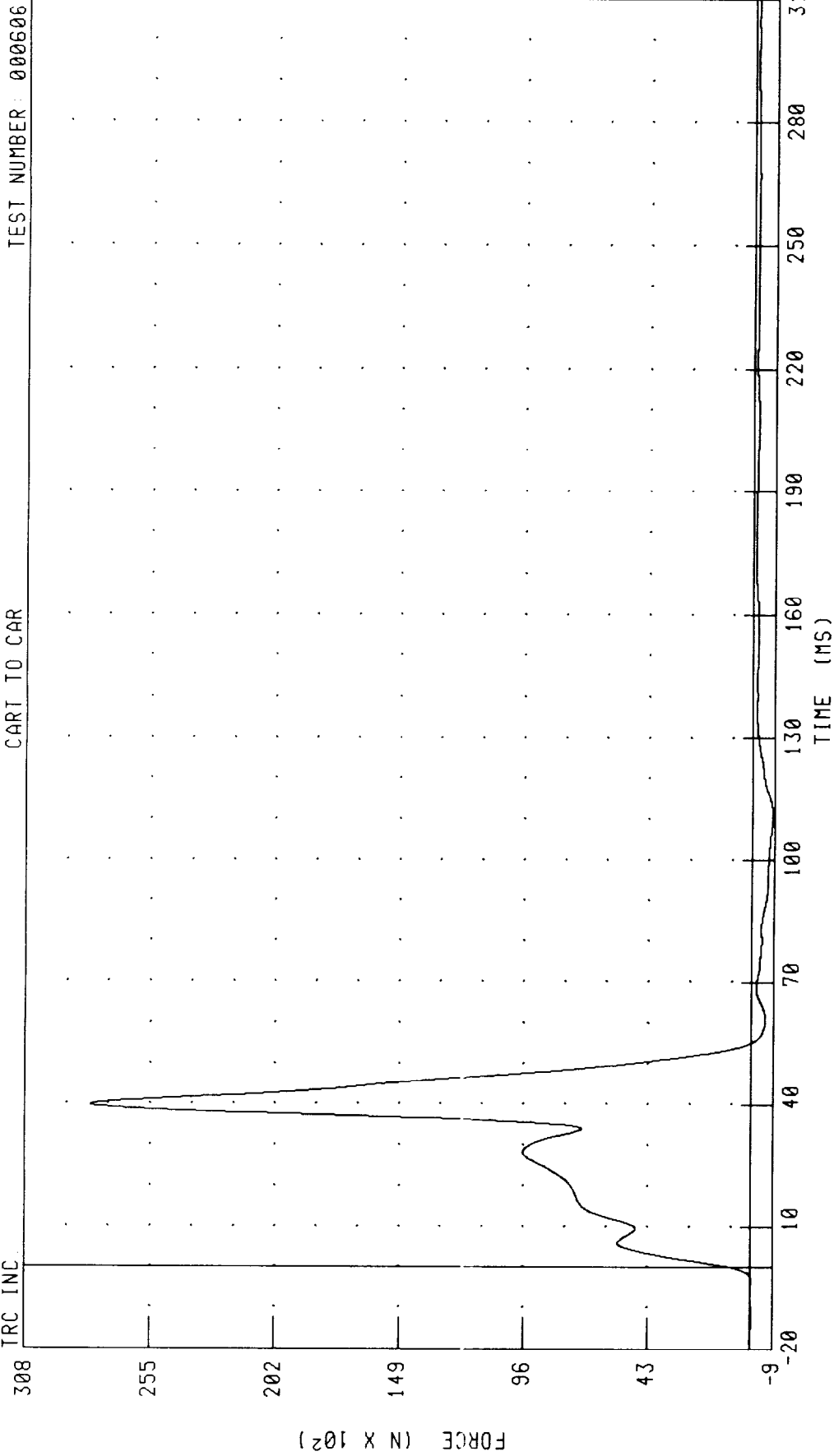
CART TO CAR

TEST NUMBER: 000606



CHANNEL: BK1ZF FILTER: CH. CLASS 60
PEAK DATA: 2377.48 N @ 12.72 MS, -4394.02 N @ 24.00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K2 X-AXIS FORCE
CART TO CAR



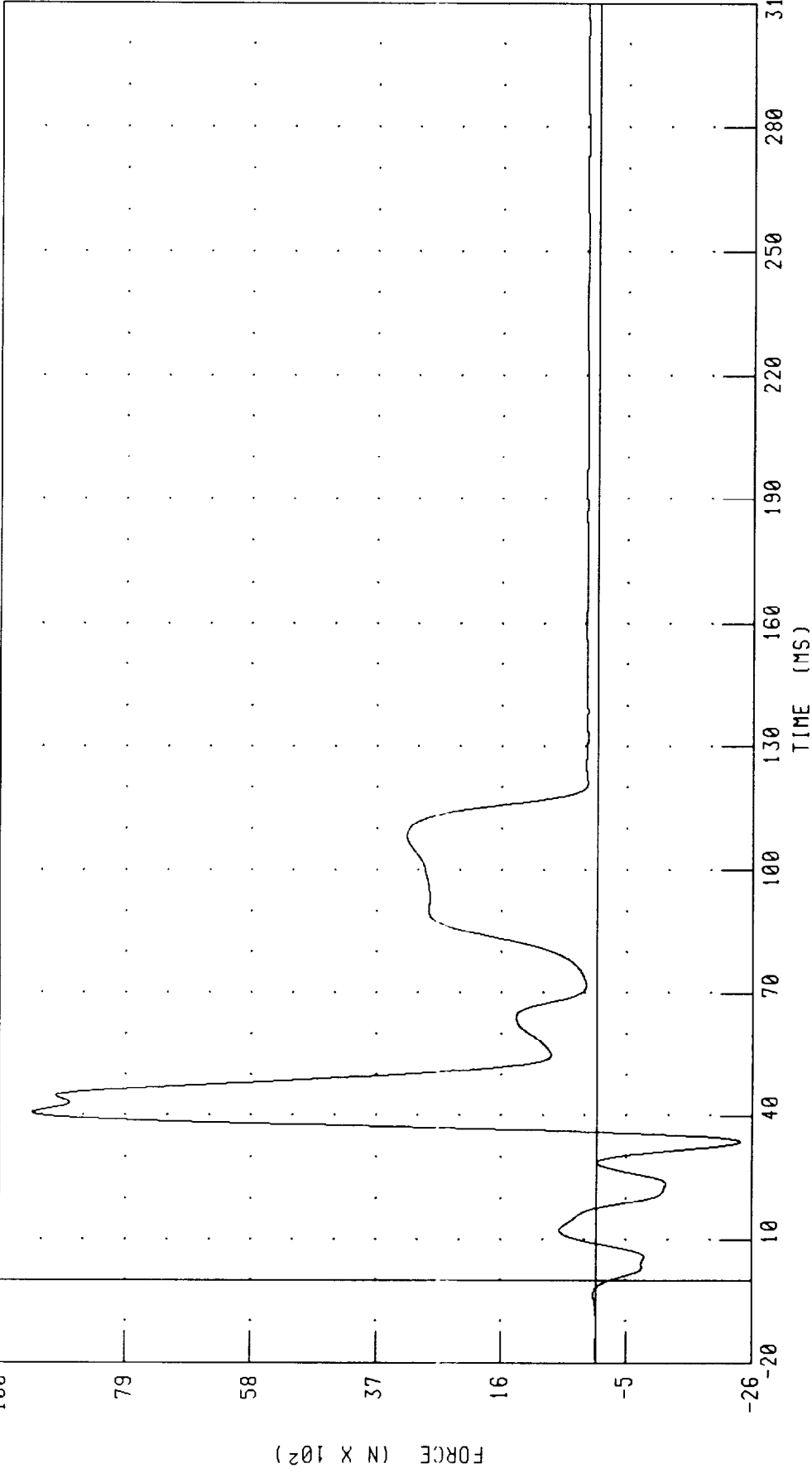
CHANNEL: BK2XF FILTER: CH. CLASS 60 PEAK DATA: 28089.55 N @ 39.84 MS, -862.12 N @ 110.72 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K2 Y-AXIS FORCE

TRC INC.

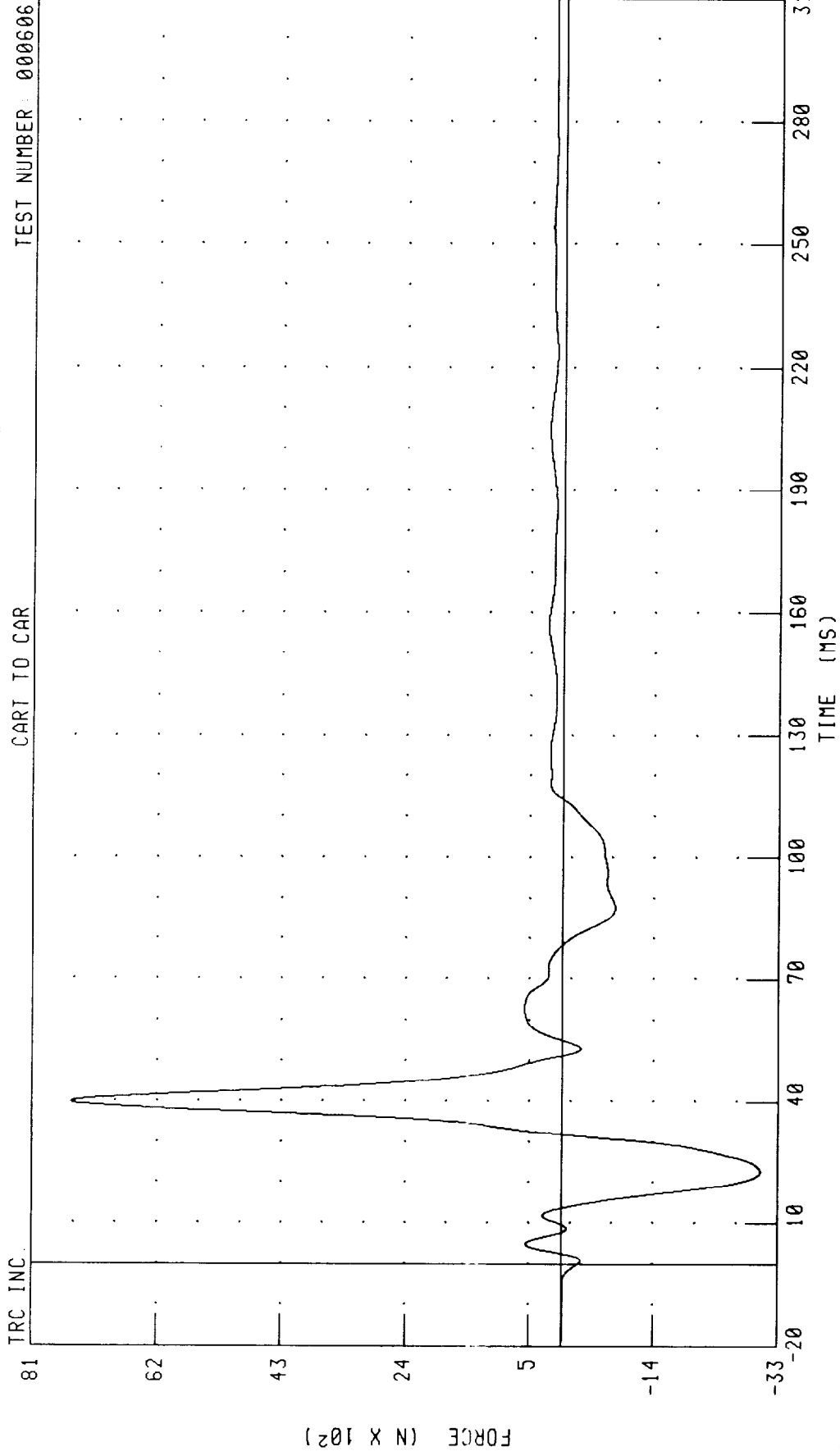
CART TO CAR

TEST NUMBER: 000606



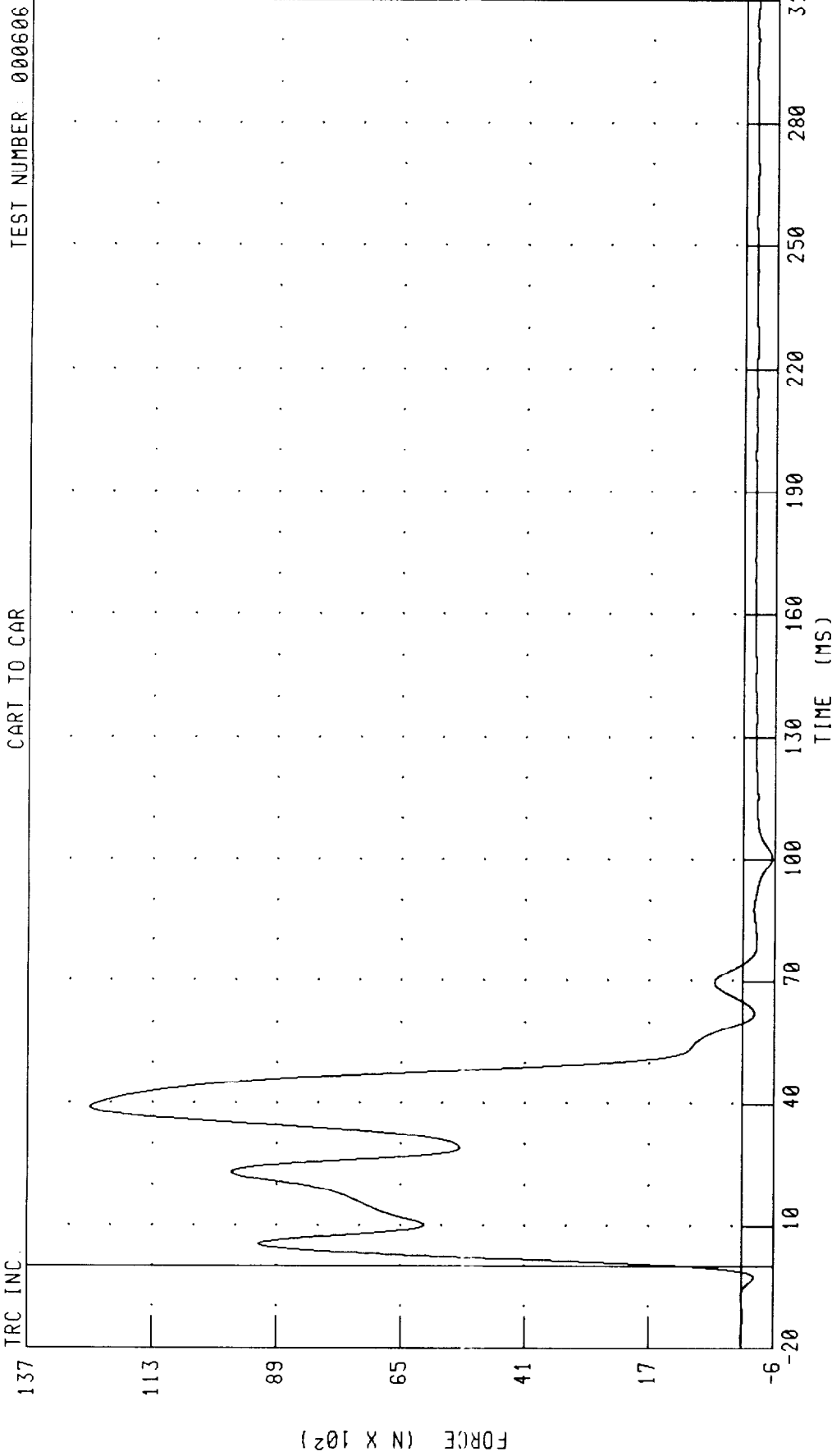
CHANNEL: BK2YF FILTER: CH CLASS 60 PEAK DATA: 9457.77 N @ 40.64 MS, -2407.20 N @ 33.76 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K2 Z-AXIS FORCE



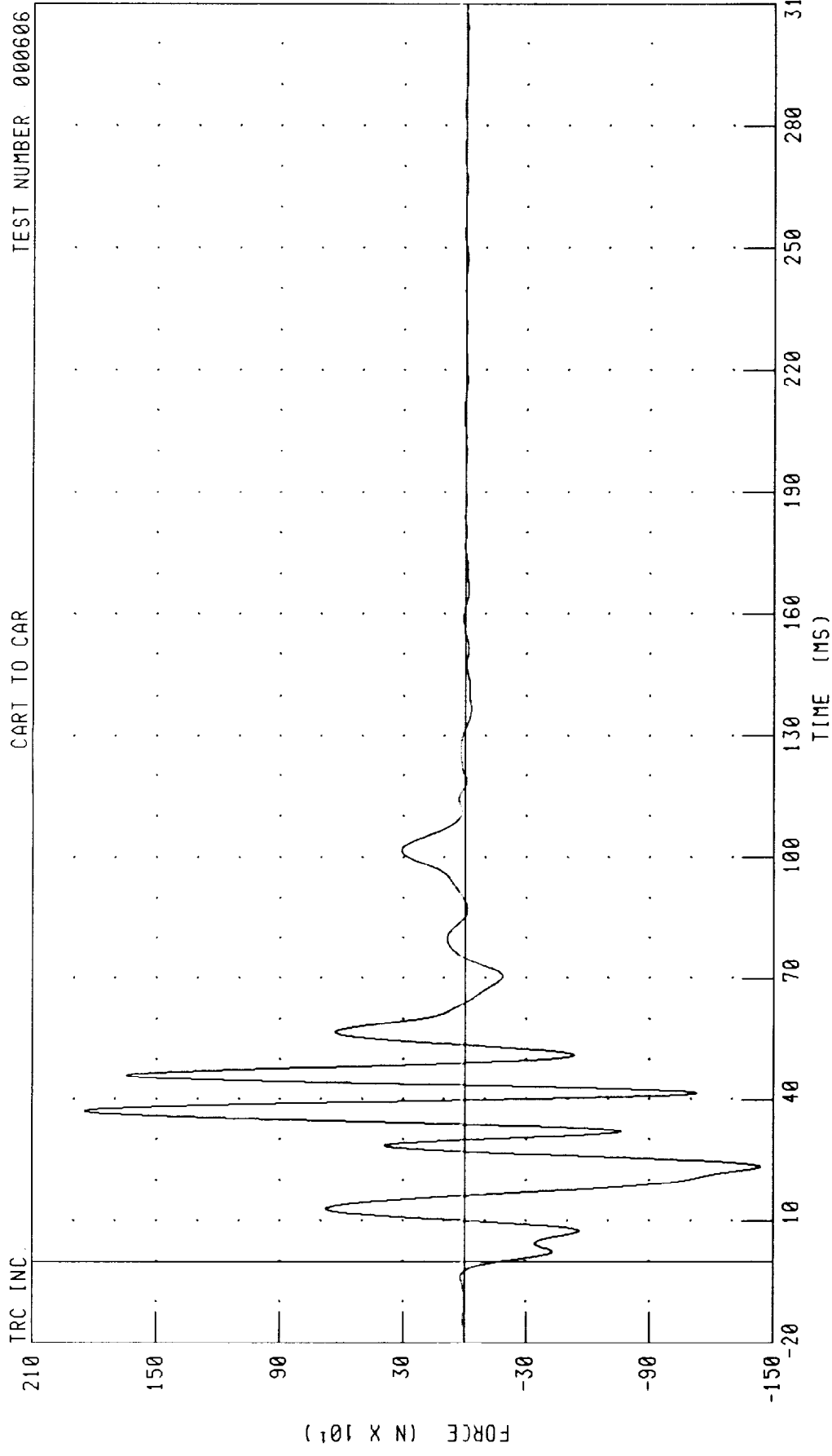
CHANNEL: BK2ZF FILTER: CH. CLASS 60 PEAK DATA: 7510.38 N @ 39.92 MS; -3037.43 N @ 22.72 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K3 X-AXIS FORCE



CHANNEL: BK3XF FILTER: CH. CLASS 60 PEAK DATA: 12594.69 N @ 39.12 MS, -559.98 N @ 100.48 MS

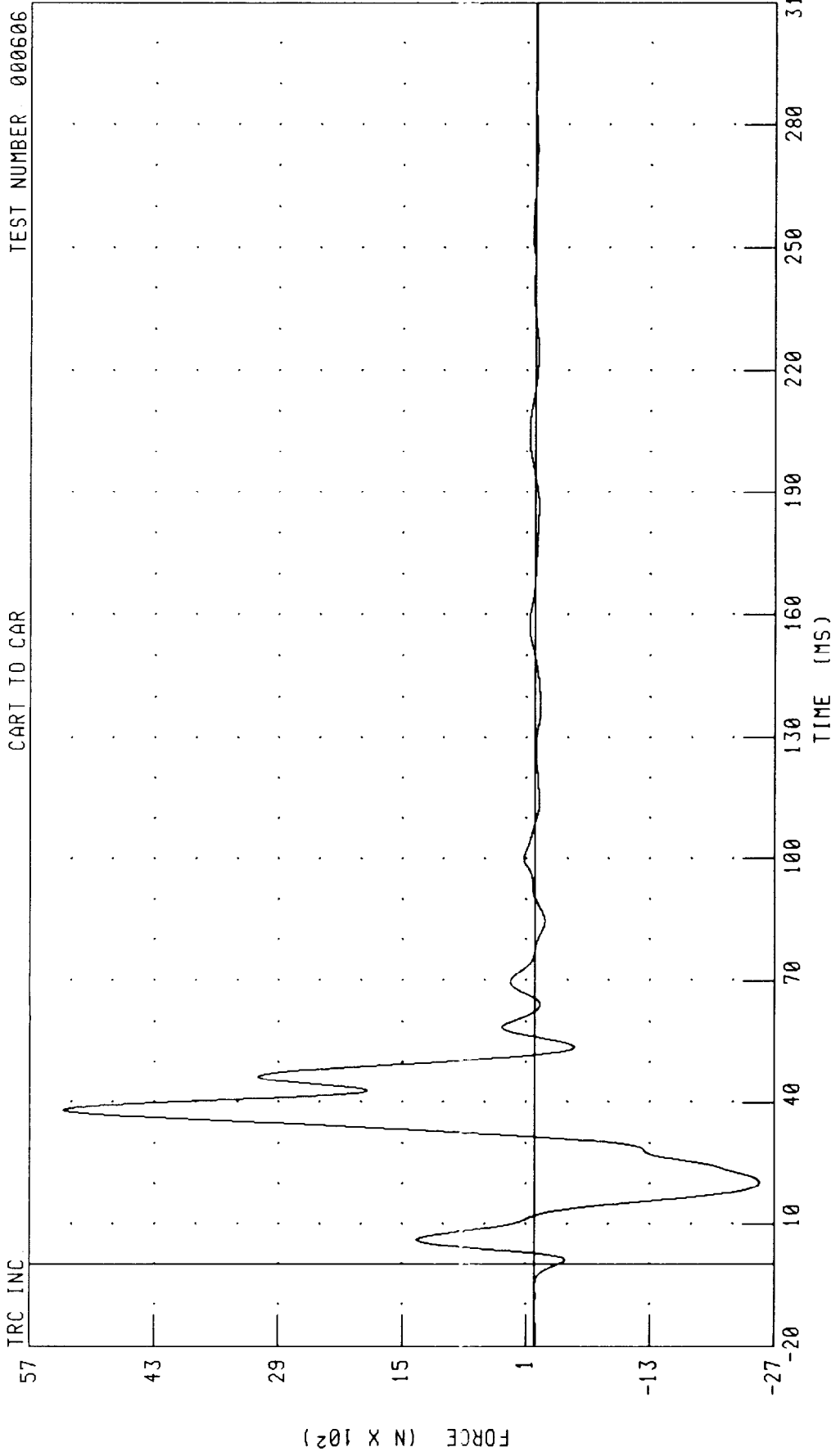
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K3 Y-AXIS FORCE



CHANNEL : BK3YF FILTER : CH. CLASS 60 PEAK DATA : 1846.60 N @ 37.28 MS; -1437.66 N @ 23.44 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K3 Z-AXIS FORCE

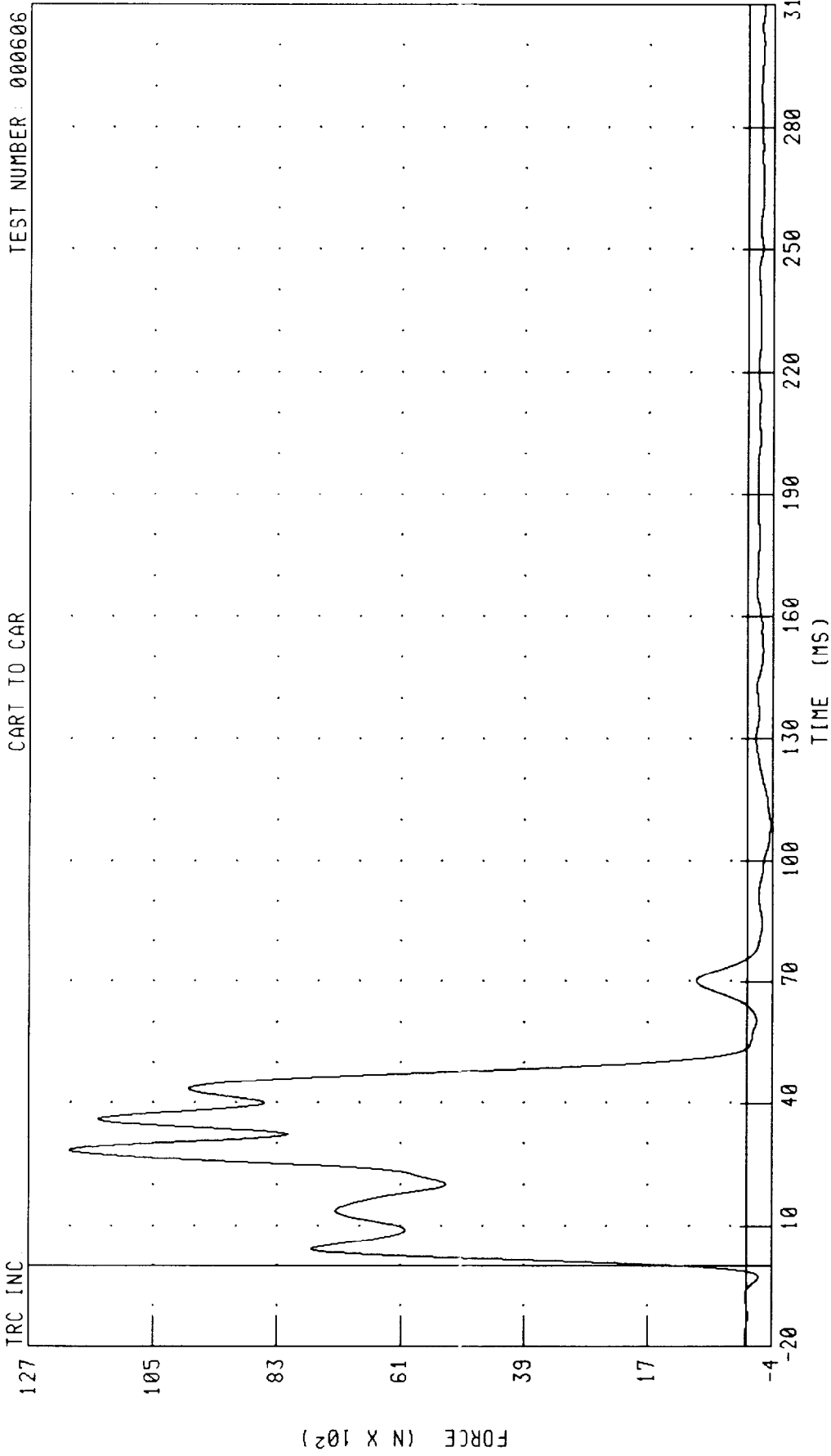
TRC INC
CART TO CAR
TEST NUMBER 000606



CHANNEL : BK3ZF FILTER : CH. CLASS 60 PEAK DATA : 5322.72 N @ 38.16 MS, -2533.06 N @ 20.24 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K4 X-AXIS FORCE

TRC INC
CART TO CAR
TEST NUMBER: 000606

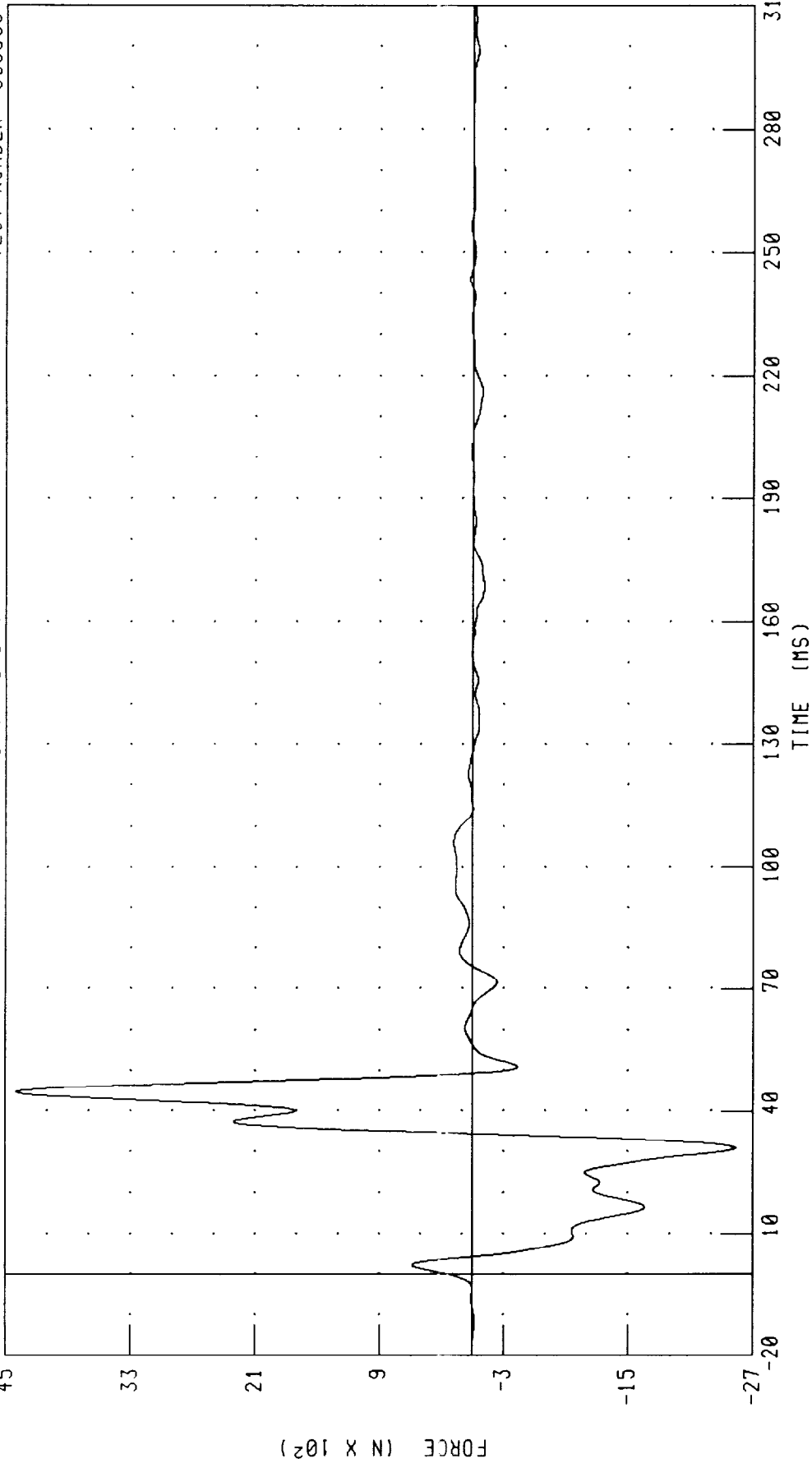


CHANNEL: BK4XF FILTER: CH. CLASS 60 PEAK DATA: 12033 83 N @ 28.40 MS, -412.33 N @ 109.04 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K4 Y-AXIS FORCE
CART TO CAR

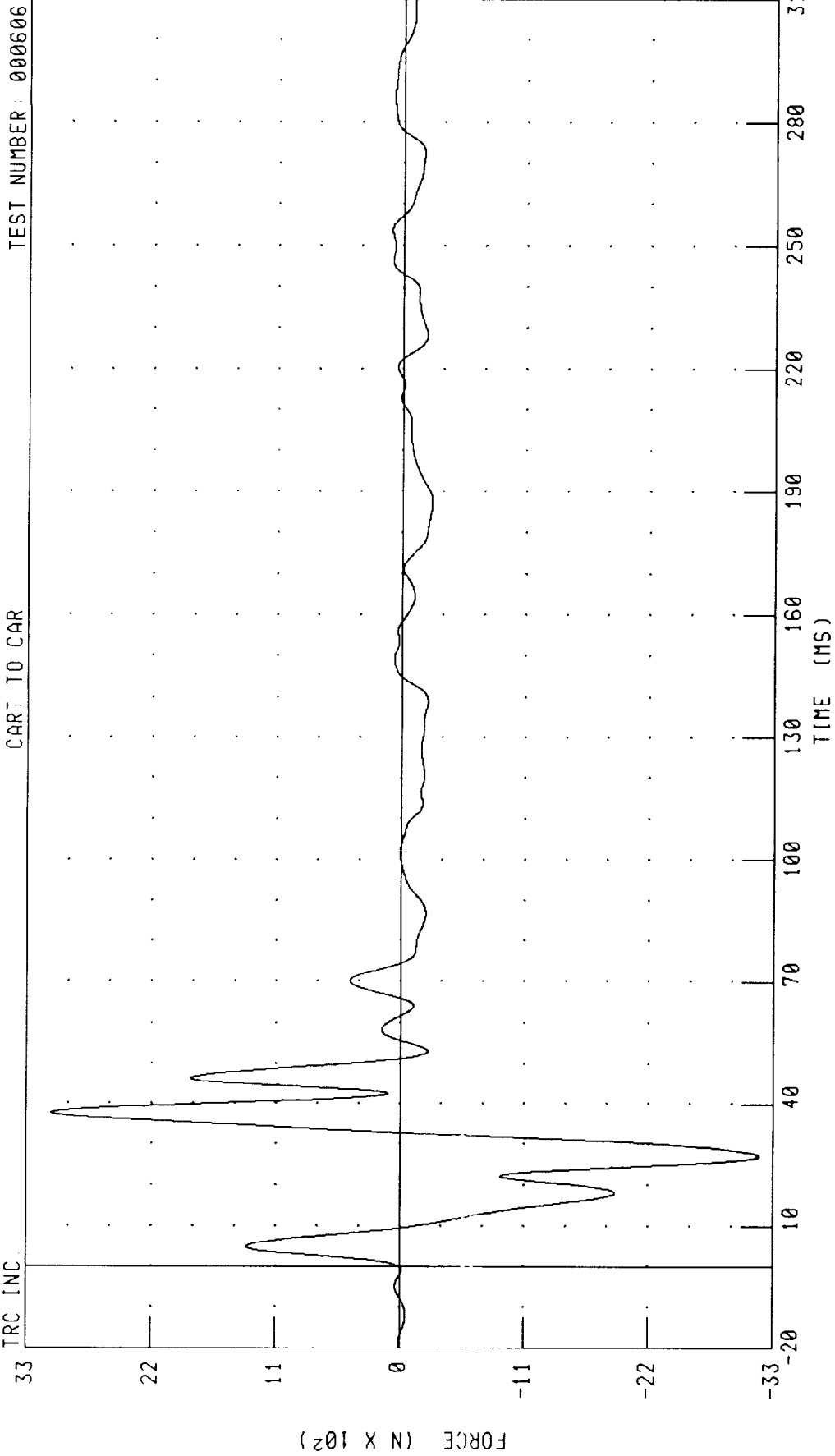
TEST NUMBER: 000606

TRC INC



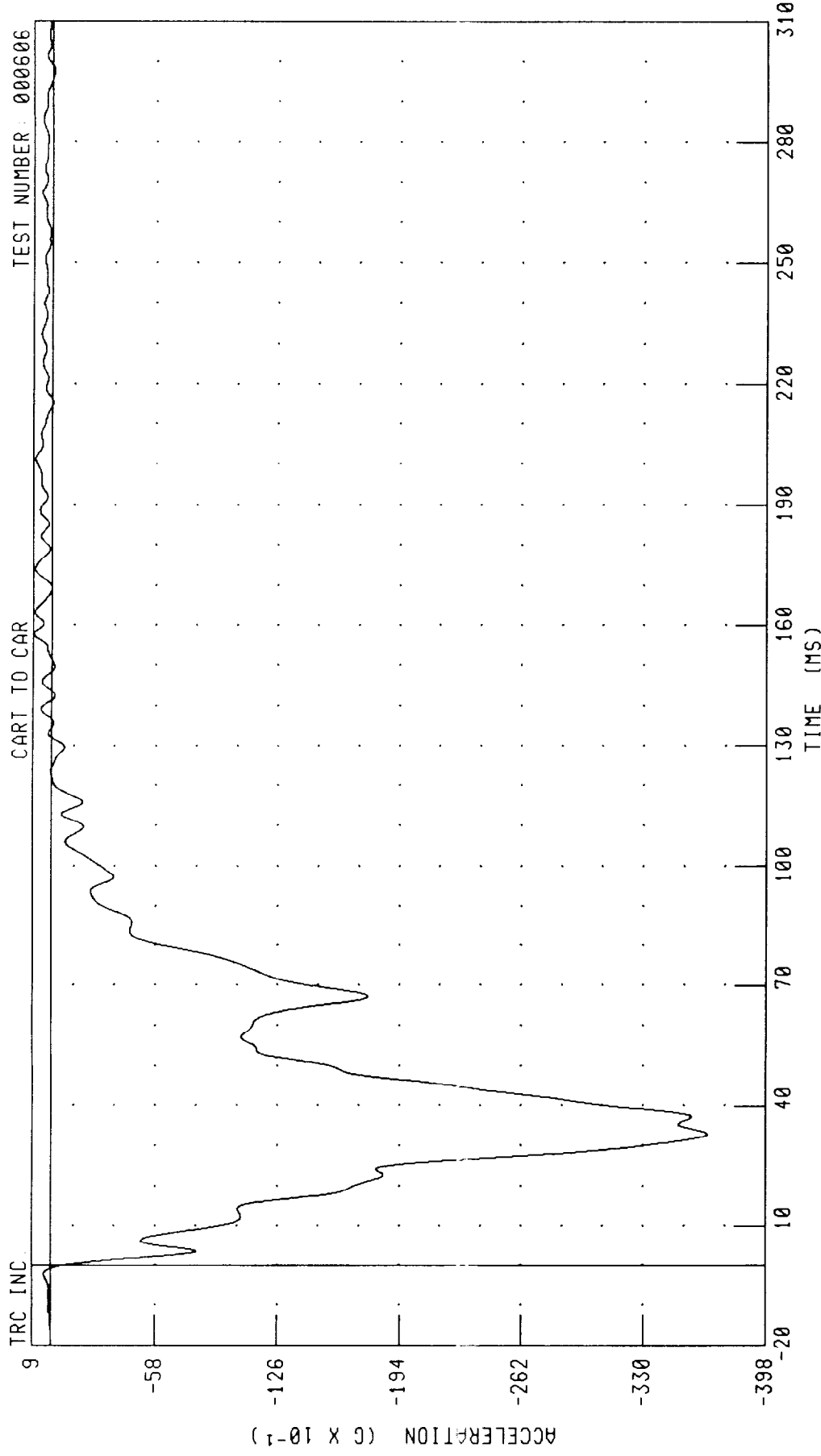
CHANNEL: BK4YF FILTER: CH. CLASS 60 PEAK DATA: 4396.37 N @ 44.80 MS, -2538.15 N @ 30.88 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LOAD CELL K4 Z-AXIS FORCE



CHANNEL: BK4ZF FILTER: CH. CLASS 60 PEAK DATA: 3085.27 N @ 37.84 MS, -3181.62 N @ 27.12 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY X-AXIS ACCELERATION



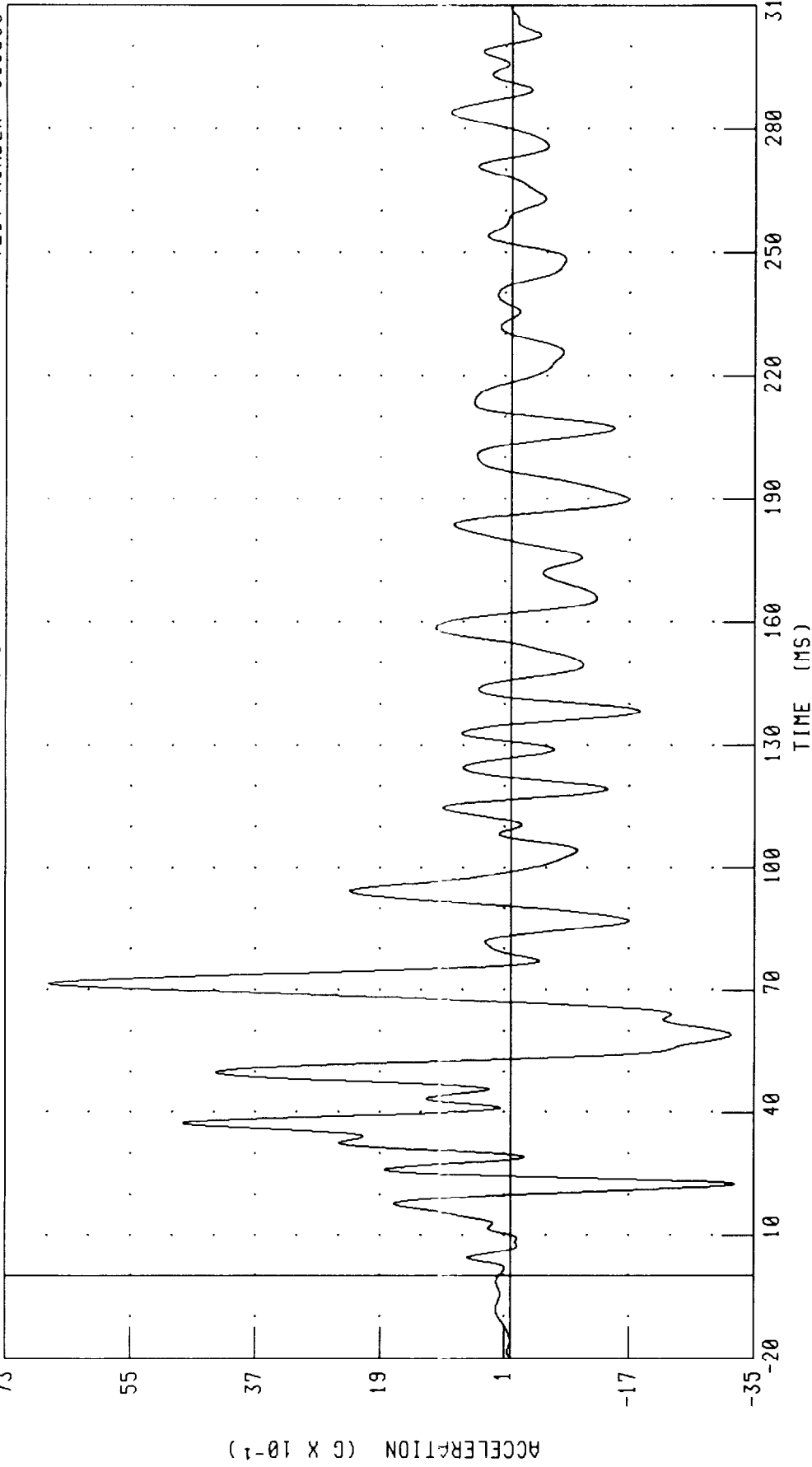
CHANNEL: BCCXC1 FILTER: CH. CLASS 60

PEAK DATA: 0.98 G @ 157.92 MS; -36.57 G @ 32.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY Y-AXIS ACCELERATION
CART TO CAR

TEST NUMBER 000606

TRC INC



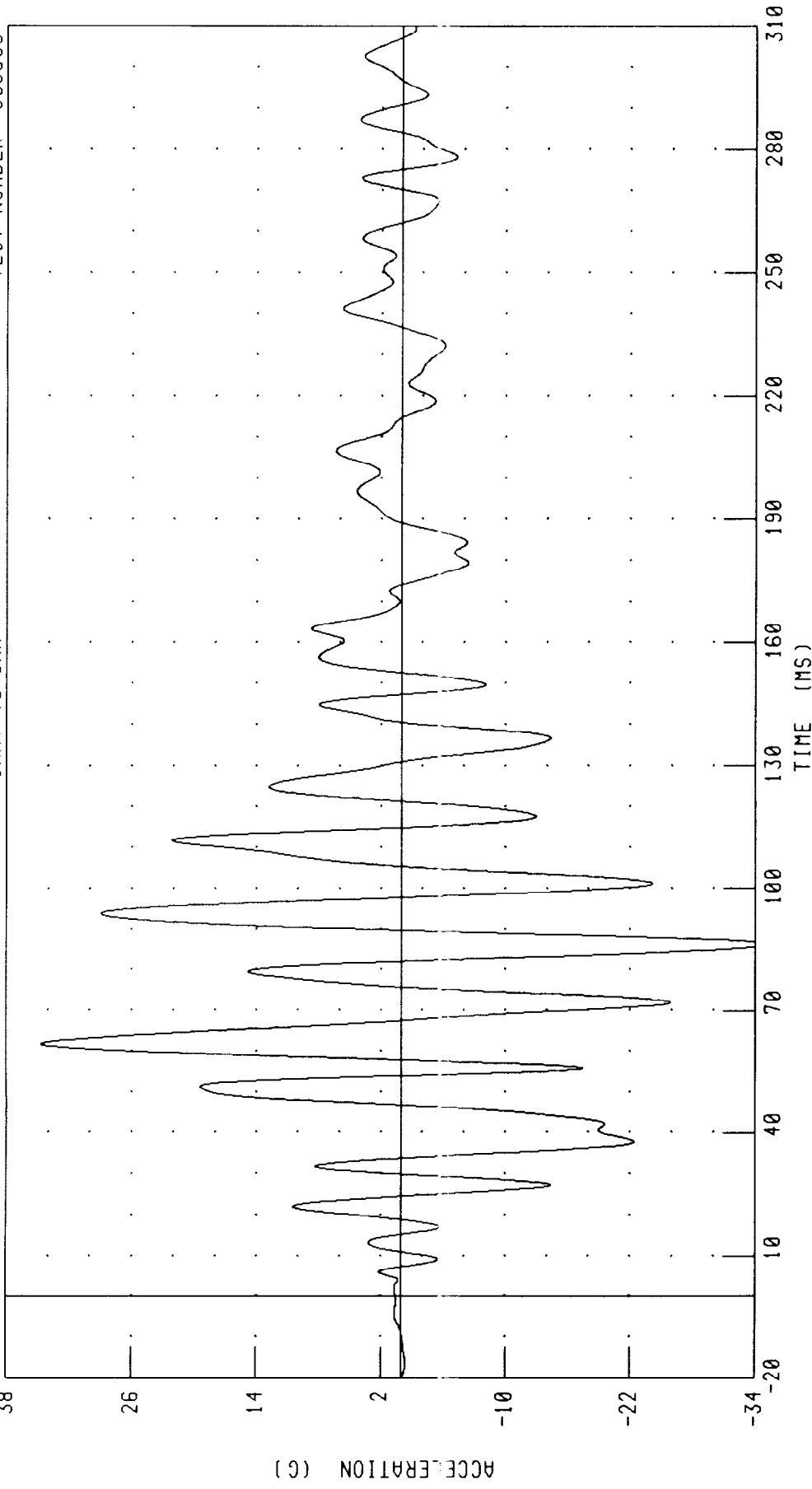
CHANNEL : BCCYG1 FILTER : CH. CLASS 60 PEAK DATA : 6.68 G @ 71.76 MS, -3.22 G @ 22.64 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY Z-AXIS ACCELERATION

TRC INC.

CART TO CAR

TEST NUMBER: 000606

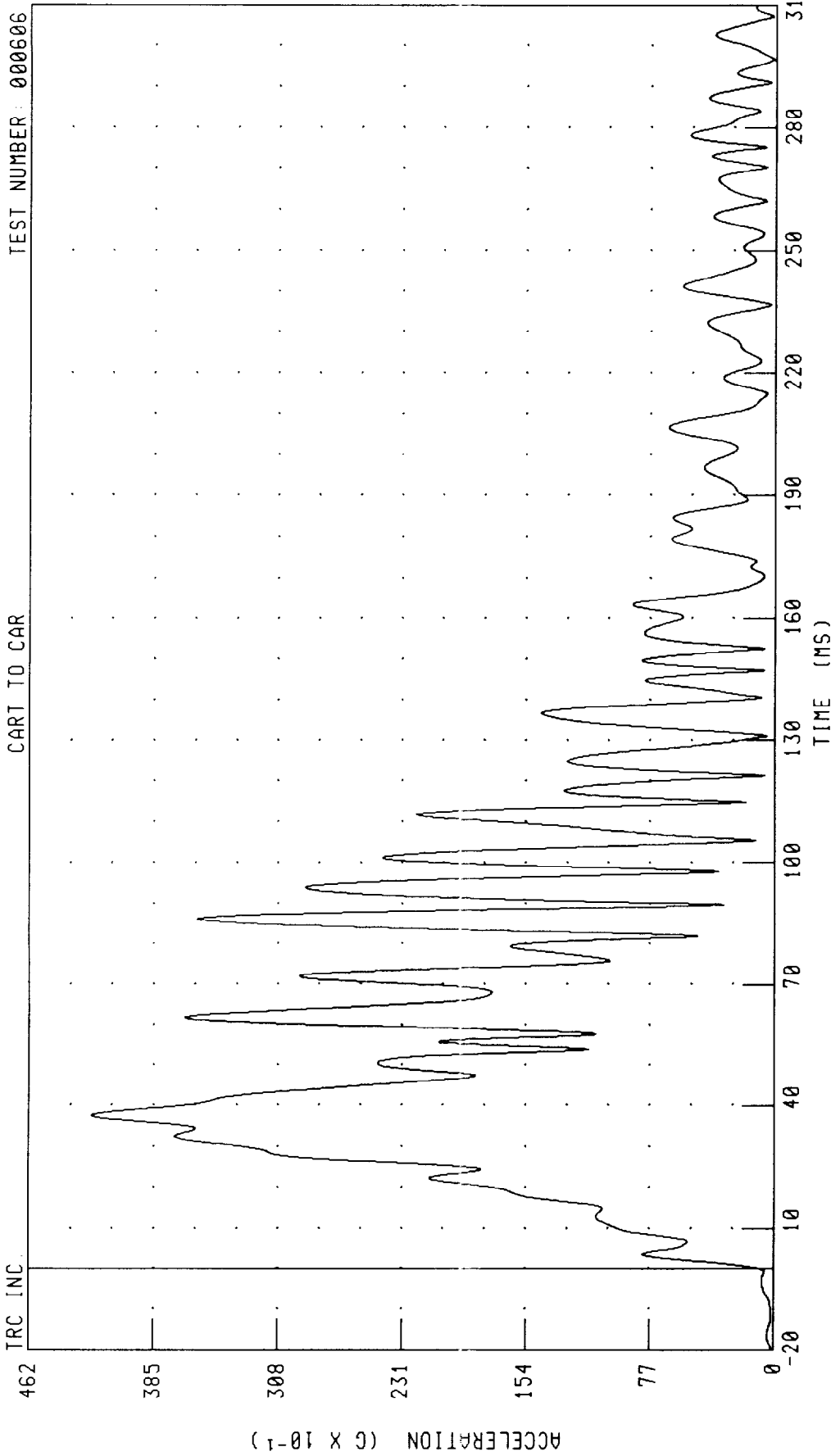


CHANNEL: BCCZG1 FILTER: CH. CLASS 60 PEAK DATA: 34.63 G @ 61.76 MS, -35.54 G @ 86.16 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER CENTER OF GRAVITY RESULTANT
CART TO CAR

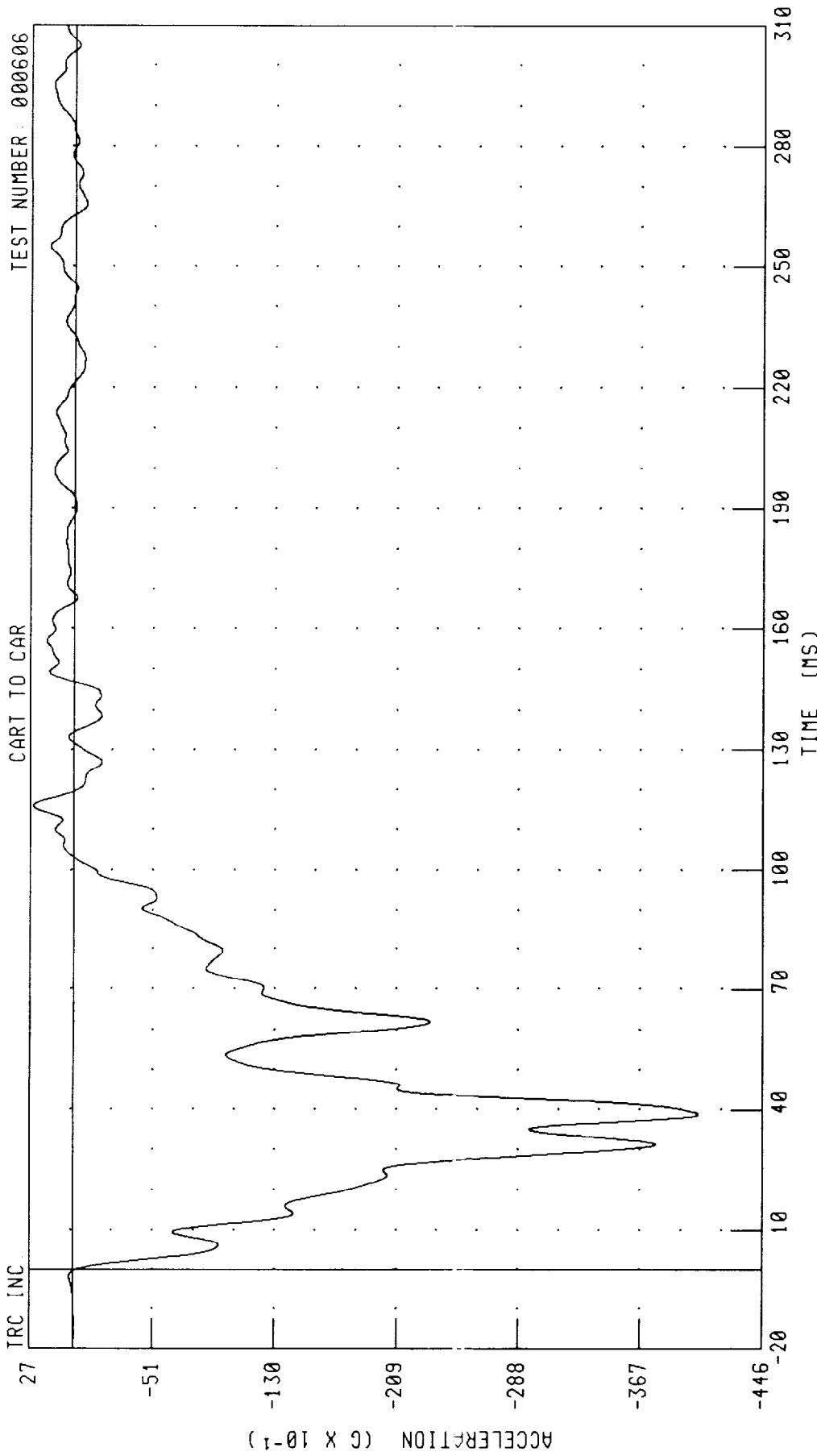
TEST NUMBER: 000606

TRC INC.



CHANNEL: BCCRG1 FILTER: CH. CLASS 60 PEAK DATA: 42.37 G @ 37.60 MS, 0.09 G @ -20.00 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LEFT REAR FRAME X-AXIS ACCELERATION



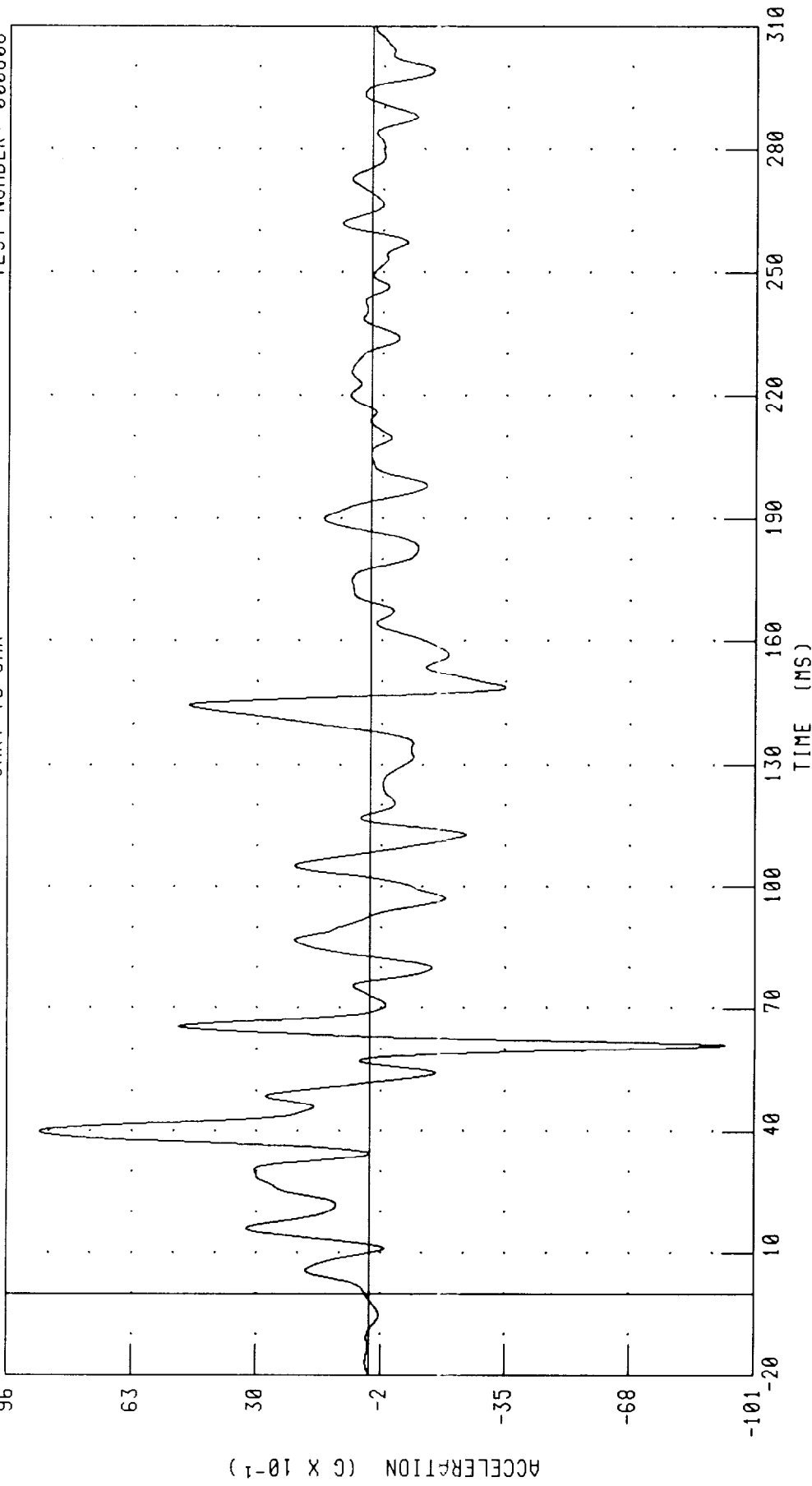
CHANNEL: BLRXG1 FILTER: CH CLASS 60 PEAK DATA: 2.63 G @ 116.16 MS, -40.48 G @ 38.88 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE
MOVING BARRIER LEFT REAR FRAME Y-AXIS ACCELERATION

TRC INC

CART TO CAR

TEST NUMBER: 000606



CHANNEL: BLRYC1 FILTER: CH CLASS 60 PEAK DATA: 8.73 G @ 40.00 MS, -9.43 G @ 61.04 MS

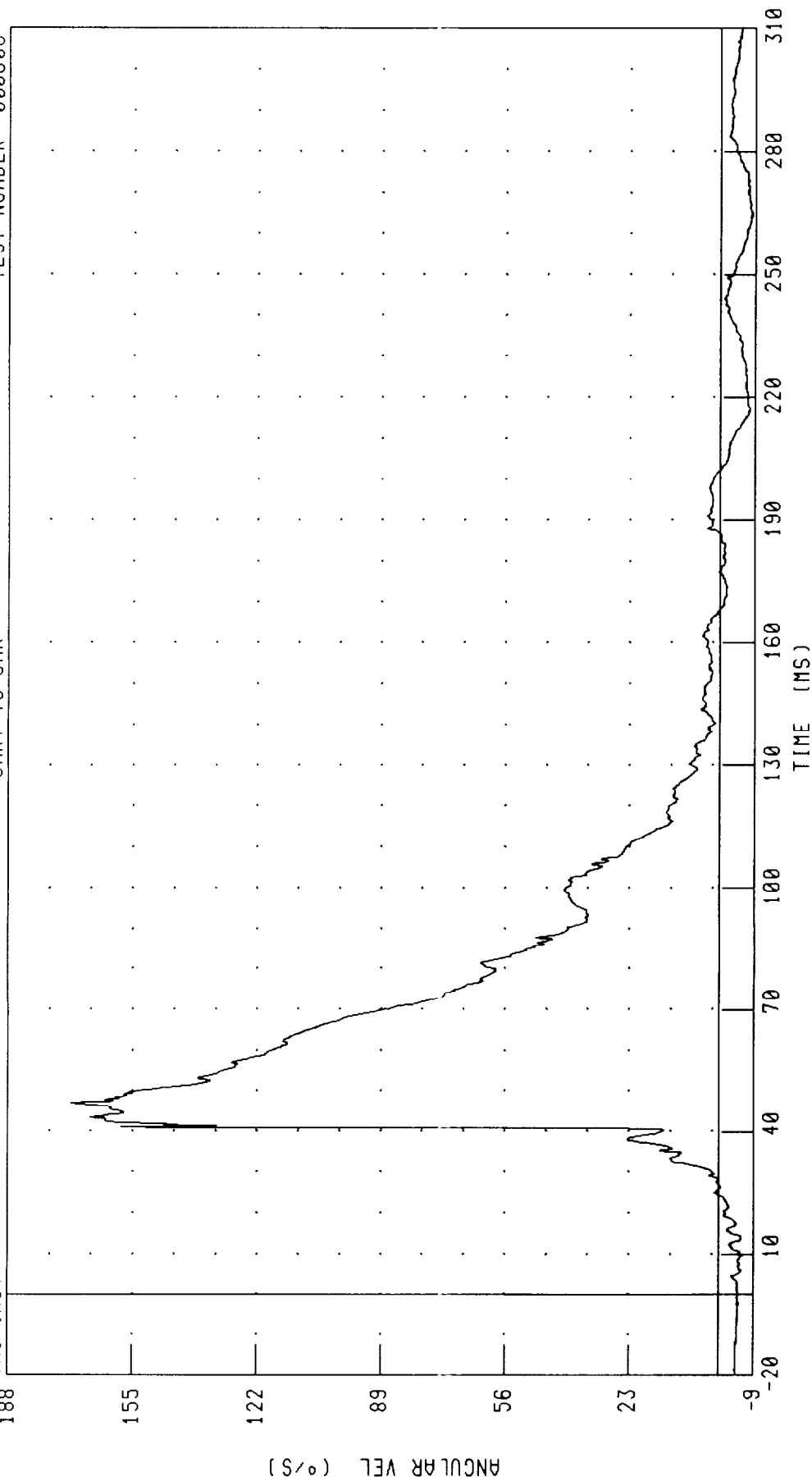
MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE

PITCH

TRC INC.

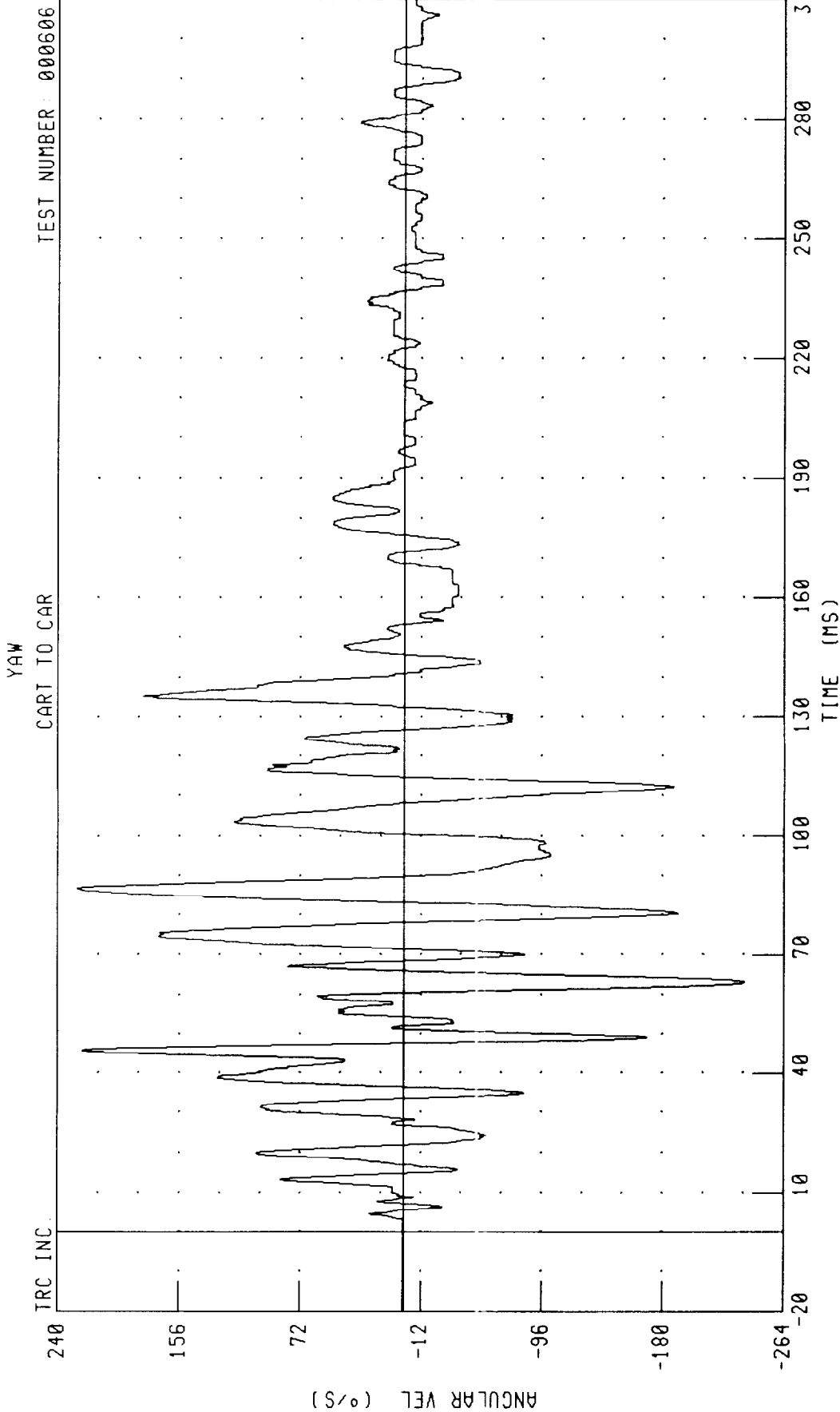
CART TO CAR

TEST NUMBER: 000606



CHANNEL: VCGYV1 FILTER: CH. CLASS 1000 PEAK DATA: 171.87 %/S @ 47.04 MS, -8.49 %/S @ 264.96 MS

MOVING DEFORMABLE BARRIER INTO 1996 PLYMOUTH NEON AT 35 MPH CENTERLINE TO CENTERLINE



CHANNEL: YCCZV1 FILTER: CH. CLASS 1000 PEAK DATA: 226.51 °/S @ 86.80 MS, -237.05 °/S @ 63.20 MS

Appendix C

Dummy Certification Data

Pre-Test Calibration

Target Vehicle Driver Dummy S/N 090

TRANSPORTATION RESEARCH CENTER INC.
HYBRID III EXTERNAL DIMENSIONS

90

26-05-00

TRC INC. TEST NO: 90C28ED1 572E SN90 EXT.DIMENTION CAL28

TEST PARAMETER (DIMEN.)	SPECIFICATION	TEST RESULTS
LOCATION FOR CHEST CIRCUMFERENCE (AA)	429 - 434 MM	431. MM
LOCATION FOR WAIST CIRCUMFERENCE (BB)	226 - 231 MM	229. MM
CHEST CIRCUMFERENCE (Y)	970 -1001 MM	985. MM
WAIST CIRCUMFERENCE (Z)	836 - 866 MM	854. MM
CHEST DEPTH (O)	213 - 229 MM	221. MM
H-POINT HEIGHT (C)	84 - 89 MM	85. MM
H-POINT FROM SEATBACK (D)	135 - 140 MM	136. MM
SKULL CAP TO BACKLINE (H)	41 - 46 MM	44. MM
TOTAL SITTING HEIGHT (A)	879 - 889 MM	886. MM
THIGH CLEARANCE (F)	140 - 155 MM	147. MM
BUTTOCK KNEE LENGTH (K)	579 - 605 MM	593. MM
BUTTOCK POPLITEAL LENGTH (N)	452 - 478 MM	462. MM
POPLITEAL HEIGHT (L)	429 - 455 MM	441. MM
KNEE PIVOT HEIGHT (M)	485 - 500 MM	493. MM
FOOT LENGTH (P)	252 - 267 MM	257. MM
FOOT BREADTH (W)	91 - 107 MM	98. MM
SHOULDER PIVOT FROM BACKLINE (E)	84 - 94 MM	87. MM
SHOULDER BREADTH (V)	422 - 437 MM	431. MM
SHOULDER PIVOT HEIGHT (B)	506 - 521 MM	512. MM
ELBOW REST HEIGHT (J)	191 - 211 MM	199. MM
SHOULDER-ELBOW LENGTH (I)	330 - 345 MM	341. MM
BACK OF ELBOW TO WRIST PIVOT (G)	290 - 305 MM	298. MM

572E SN90 EXT.DIMENTION CAL28

DUMMY MEETS SPECIFICATIONS

TECHNICIAN *[Signature]*

RUN NUMBER: 052600.1228

TRANSPORTATION RESEARCH CENTER INC.

HEAD DROP TEST

HYBRID III 50th

26-MAY-00

TRC INC.

TEST NO: 90C28HD1

572E SN90 HEAD DROP CAL 28

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9-25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	55.0 %
PEAK RESULTANT ACCELERATION	225 - 275 G	241.22 G
PEAK LATERAL ACCELERATION	15 G MAX	4.27 G
IS ACCELERATION CURVE UNIMODAL?	YES	YES

TEST MEETS SPECIFICATIONS

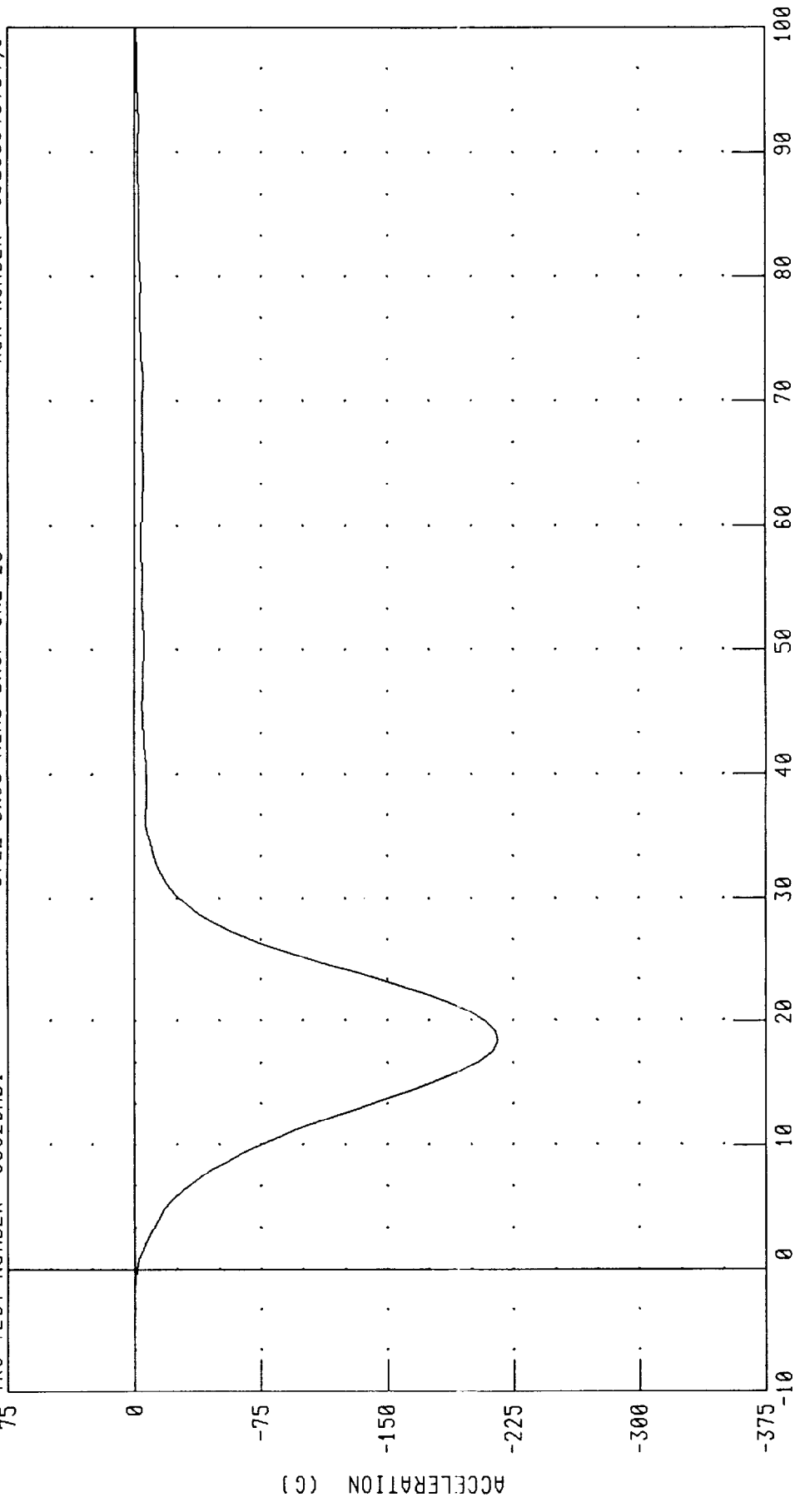
TECHNICIAN



RUN NUMBER: 052600.0754;1

PART 572-E HYBRID III HEAD CALIBRATION
HEAD ACCELERATION X AXIS

TRC TEST NUMBER: 90C28HD1 572E SN90 HEAD DROP CAL 28 RUN NUMBER: 052600.0754,1



CHANNEL: HEDXC FILTER: CH. CLASS 1000 PEAK DATA: 0.00 G @ -0.96 MS, -215.90 G @ 1.84 MS

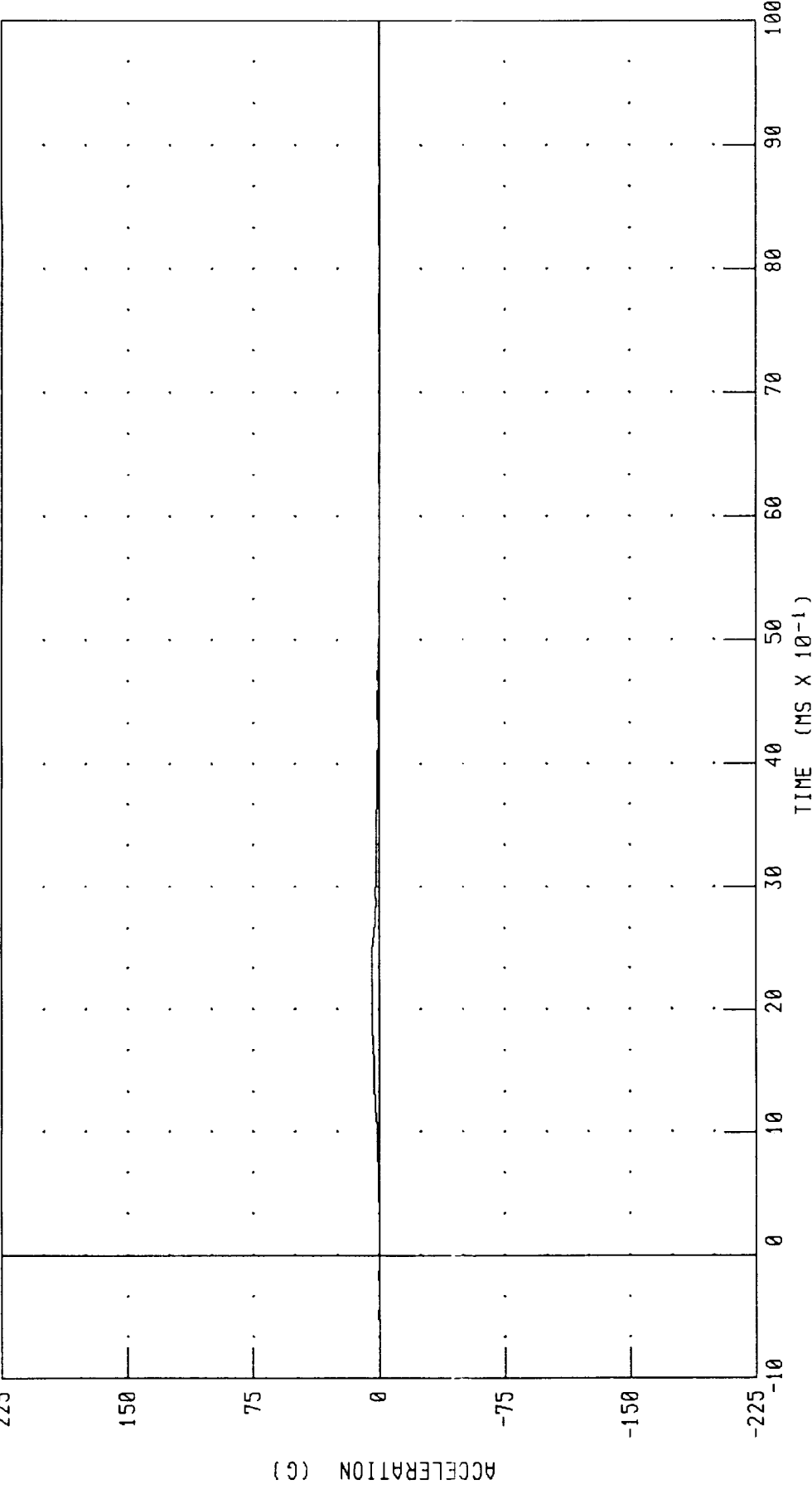
PART 572-E HYBRID III HEAD CALIBRATION

HEAD ACCELERATION Y AXIS

572E SN90 HEAD DROP CAL 28'

TRC TEST NUMBER: 90C28HD1

RUN NUMBER: 052600.0754;1



CHANNEL: HEDYC FILTER: CH. CLASS 1000

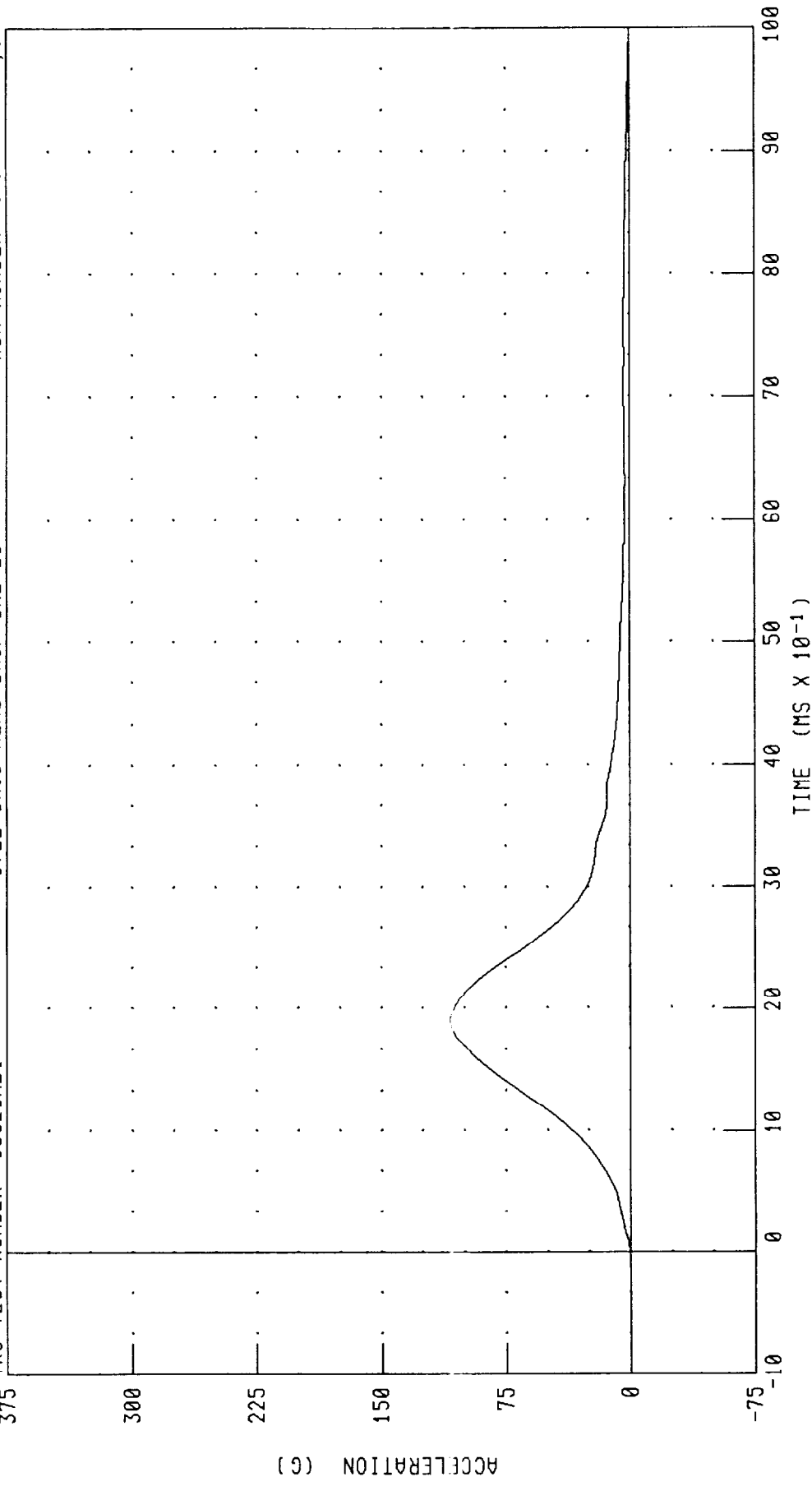
PEAK DATA: 4.27 G @ 1.92 MS, -0.53 G @ 5.68 MS

PART 572-E HYBRID III HEAD CALIBRATION
HEAD ACCELERATION Z AXIS

TRC TEST NUMBER: 90C28HD1

572E SN90 HEAD DROP CAL 28

RUN NUMBER: 052600 0754;1

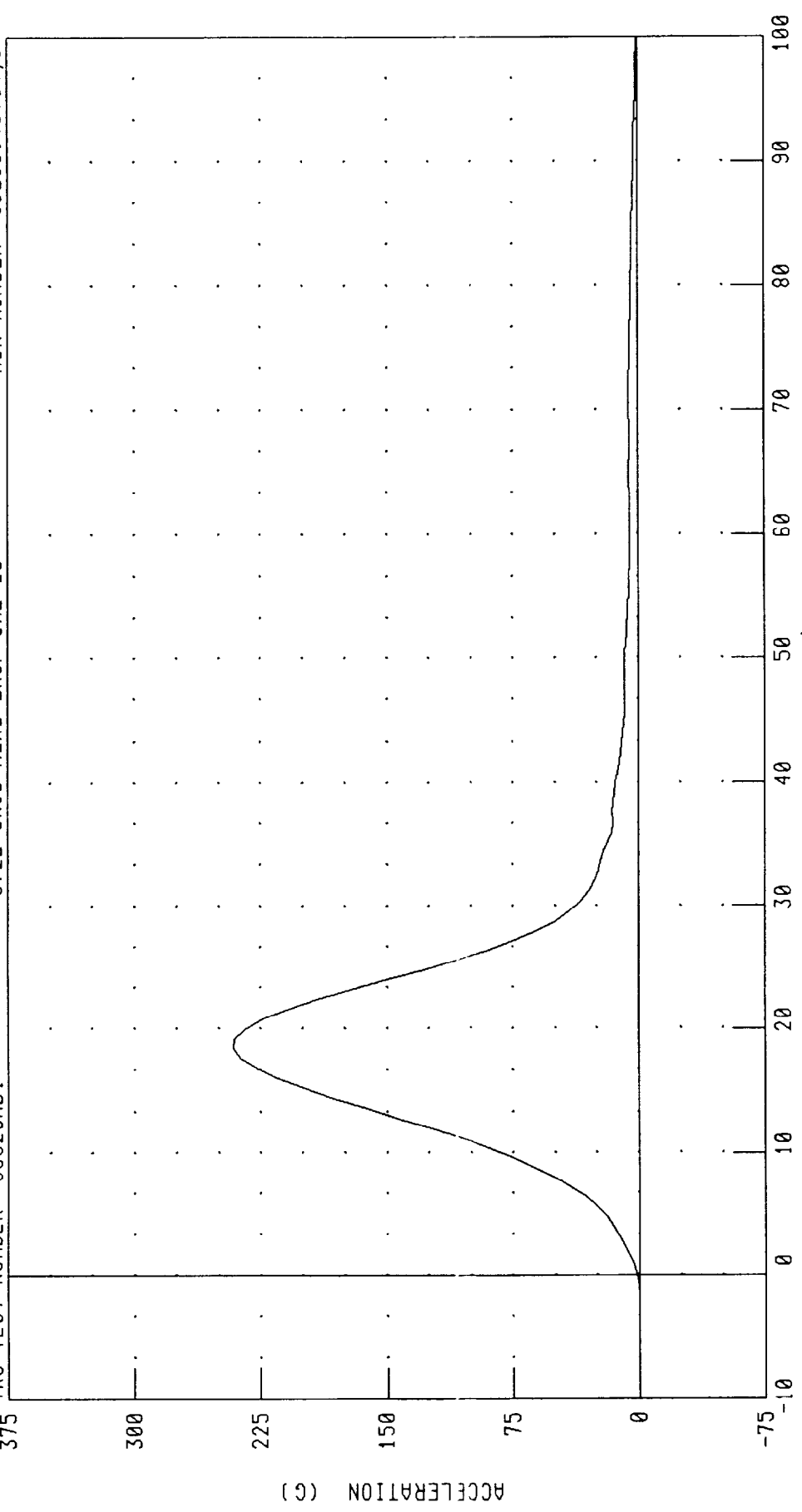


CHANNEL: HEDZG FILTER: CH. CLASS 1000

PEAK DATA: 108.35 G @ 1.92 MS; 0.01 G @ -0.96 MS

PART 572-E HYBRID III HEAD CALIBRATION
HEAD RESULTANT ACCELERATION

TRC TEST NUMBER: 90C28HD1 572E SN90 HEAD DROP CAL 28 RUN NUMBER: 052600 0754;1



CHANNEL: HEDRG FILTER: CH. CLASS 1000 PEAK DATA: 241.23 G @ 1.84 MS; 0.10 G @ -0.48 MS

TRANSPORTATION RESEARCH CENTER INC.

HYBRID III 50th

26-MAY-00

NECK FLEXION TEST - 6 CHANNEL TRANSDUCER

TRC INC. TEST NO: 90C28NF1 572E SN90 NECK FLEXION CAL28

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	20.6-22.2 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	55.0 %
IMPACT VELOCITY	6.89 - 7.13 M/S	7.06 M/S
PENDULUM DECELERATION	10 MS 22.50 - 27.50 G	25.18 G
	20 MS 17.60 - 22.60 G	22.56 G
	30 MS 12.50 - 18.50 G	18.29 G
MAX PENDULUM G	29 G MAX	26.21 G
MAX PENDULUM G ABOVE 30 MS	29 G MAX	18.24 G
DECELERATION-TIME CURVE DECAY TIME TO 5 G	34 - 42 MS	34.88 MS
D PLANE	MAX 64 - 78 DEG.	77.78 DEG.
ROTATION	TIME 57 - 64 MS	58.16 MS
MOMENT ABOUT OCCIPITAL CONDYLE	MAX 88.2 - 108.5 NM	97.85 NM
	TIME 47 - 58 MS	48.00 MS
ROTATION ANGLE-TIME CURVE DECAY TIME TO ZERO	113 - 128 MS	123.60 MS
POSITIVE MOMENT-TIME CURVE DECAY TIME TO ZERO	97 - 107 MS	99.36 MS

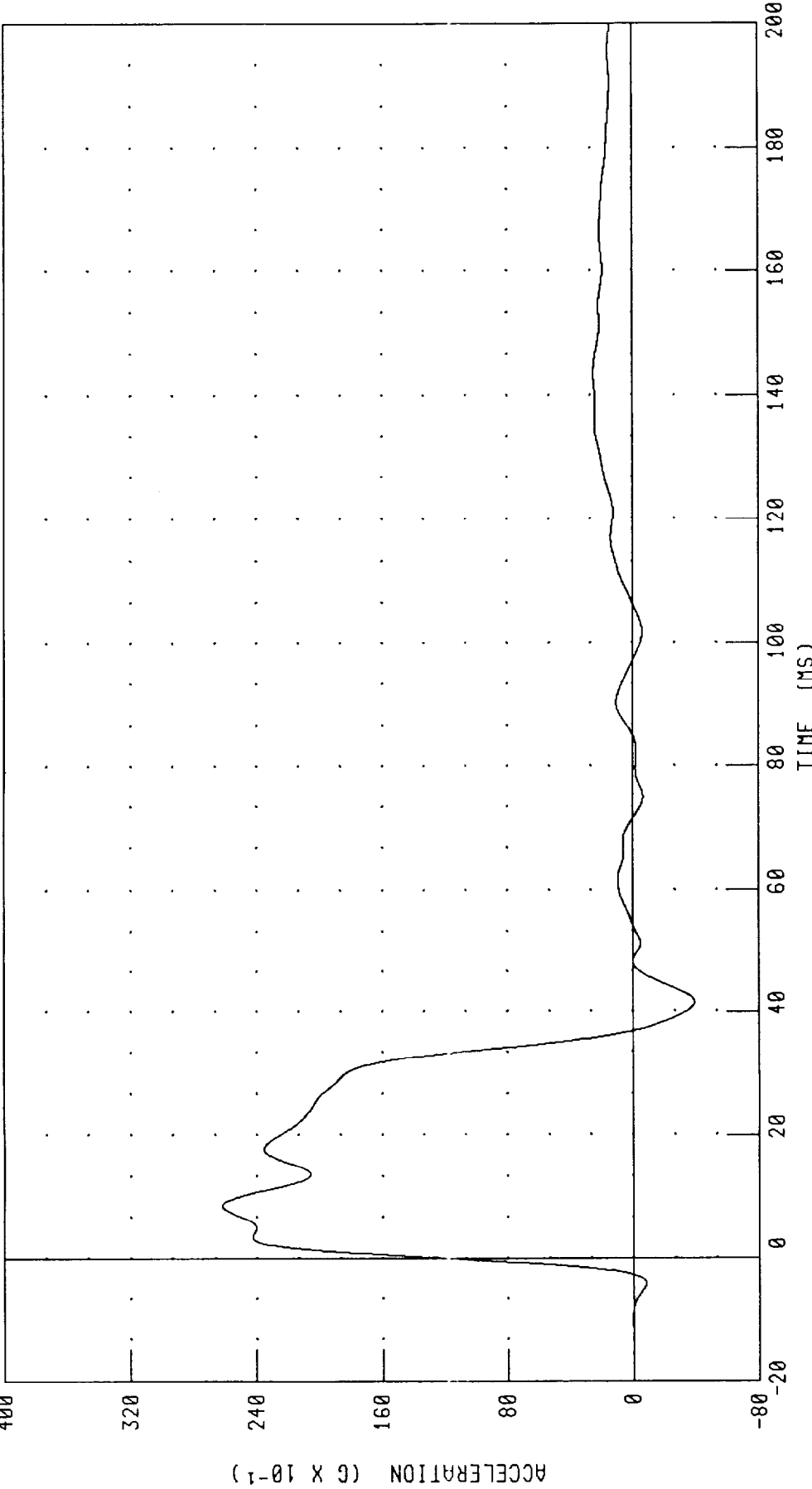
TEST MEETS SPECIFICATIONS

TECHNICIAN *S. D. [Signature]*

RUN NUMBER: 052600.0934;5

PART 572-E HYBRID III NECK FLEXION CALIBRATION
PENDULUM DECELERATION

TRC TEST NUMBER: 90C28NF1 572E SN90 NECK FLEXION CAL28 RUN NUMBER: 052600.0934,5



CHANNEL: PENXC FILTER: CH. CLASS 60 PEAK DATA: 26.21 G @ 8.56 MS; -3.93 G @ 41.52 MS

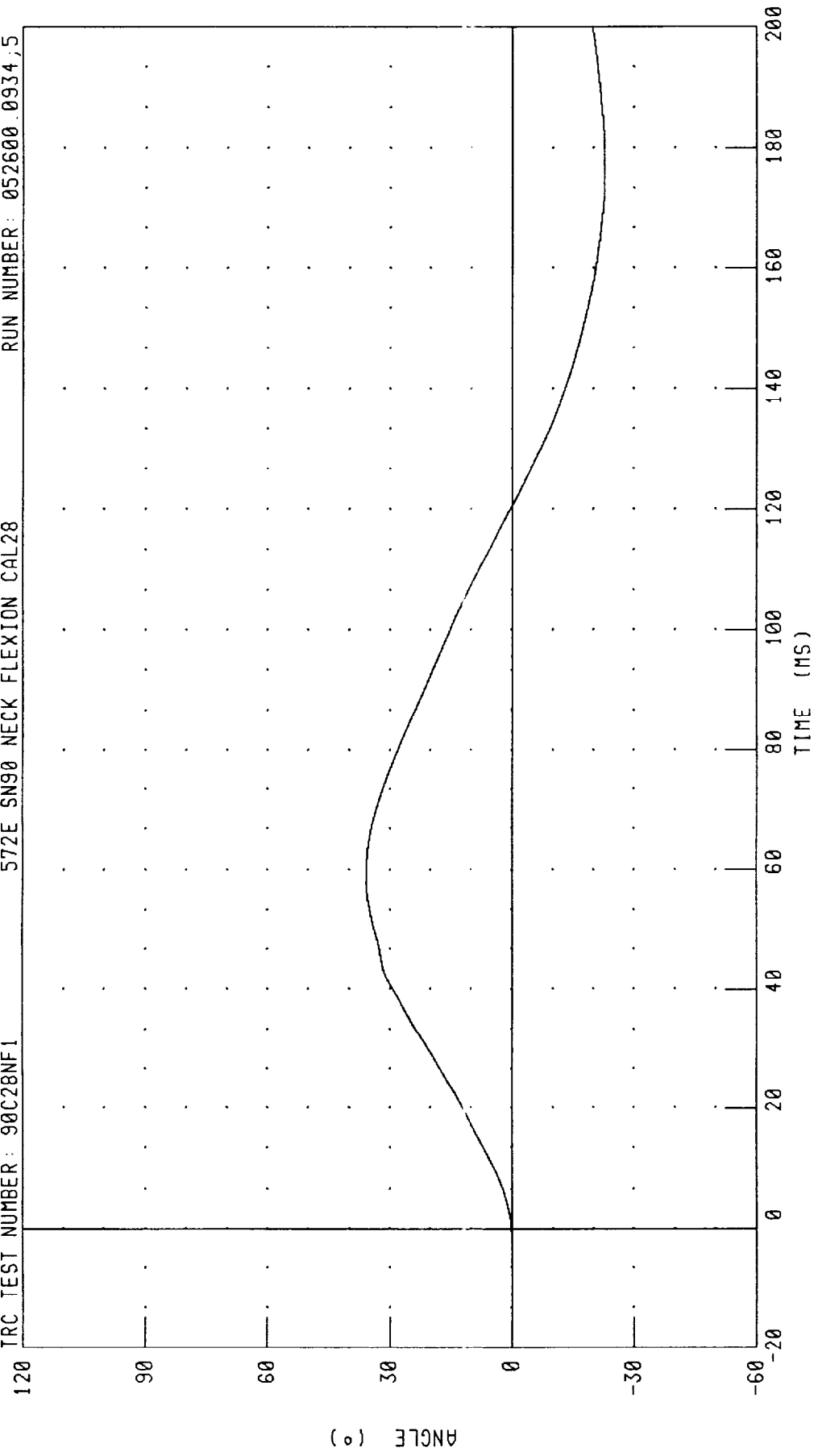
PART 572-E HYBRID III NECK FLEXION CALIBRATION

ROTATION ABOUT BASE OF NECK

572E SN90 NECK FLEXION CAL28

TRC TEST NUMBER: 90C28NF1

RUN NUMBER: 052600.0934,5



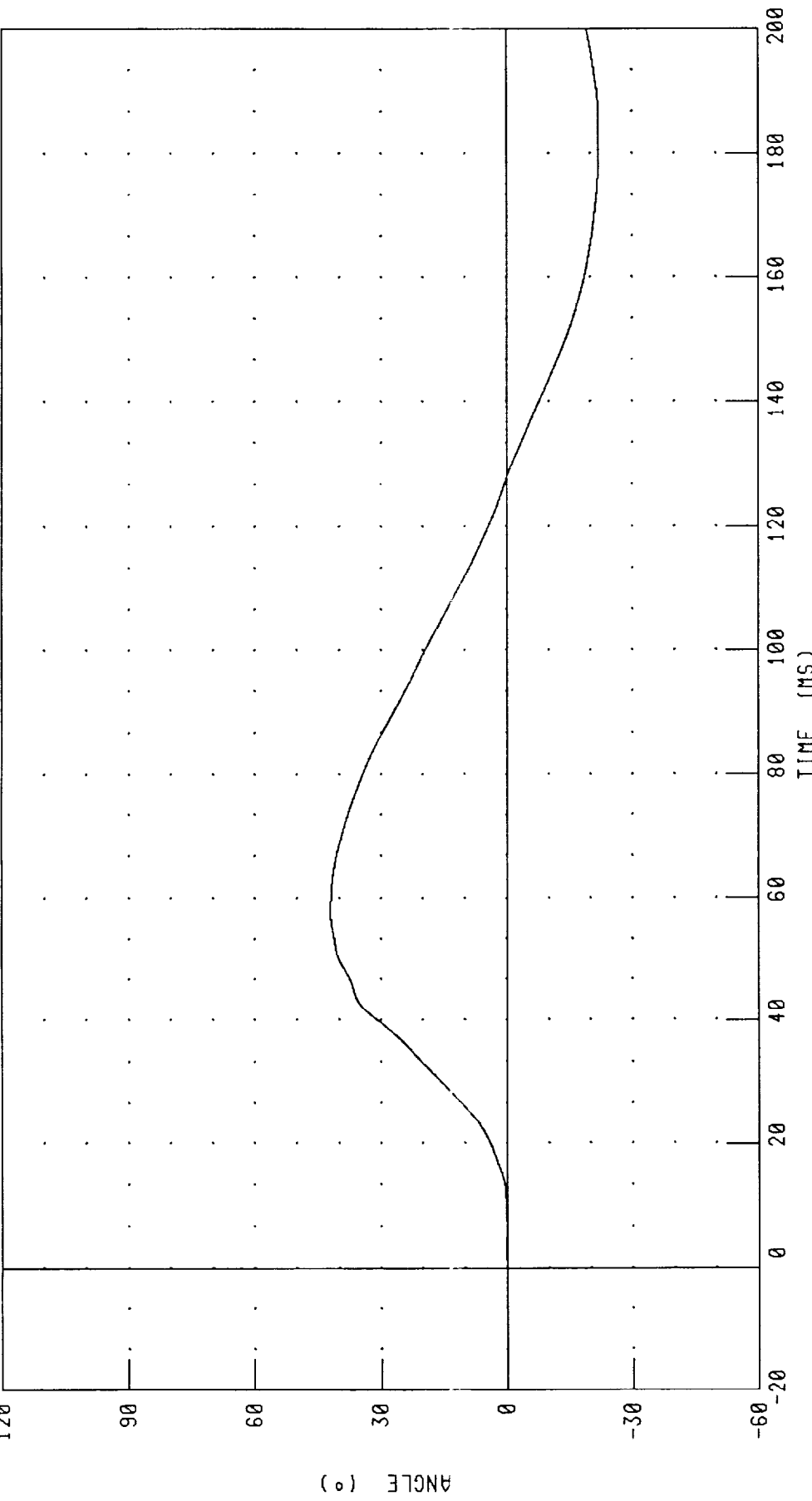
CHANNEL: BETA FILTER: CH. CLASS 60

PEAK DATA: 35.79 ° @ 58.64 MS; -22.73 ° @ 176.72 MS

PART 572-E HYBRID III NECK FLEXION CALIBRATION
ROTATION ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 90C28NF1 RUN NUMBER: 052600.0934,5

572E SN90 NECK FLEXION CAL28



CHANNEL: THETA FILTER: CH. CLASS 60 PEAK DATA: 42.01 ° @ 57.68 MS; -21.99 ° @ 181.36 MS

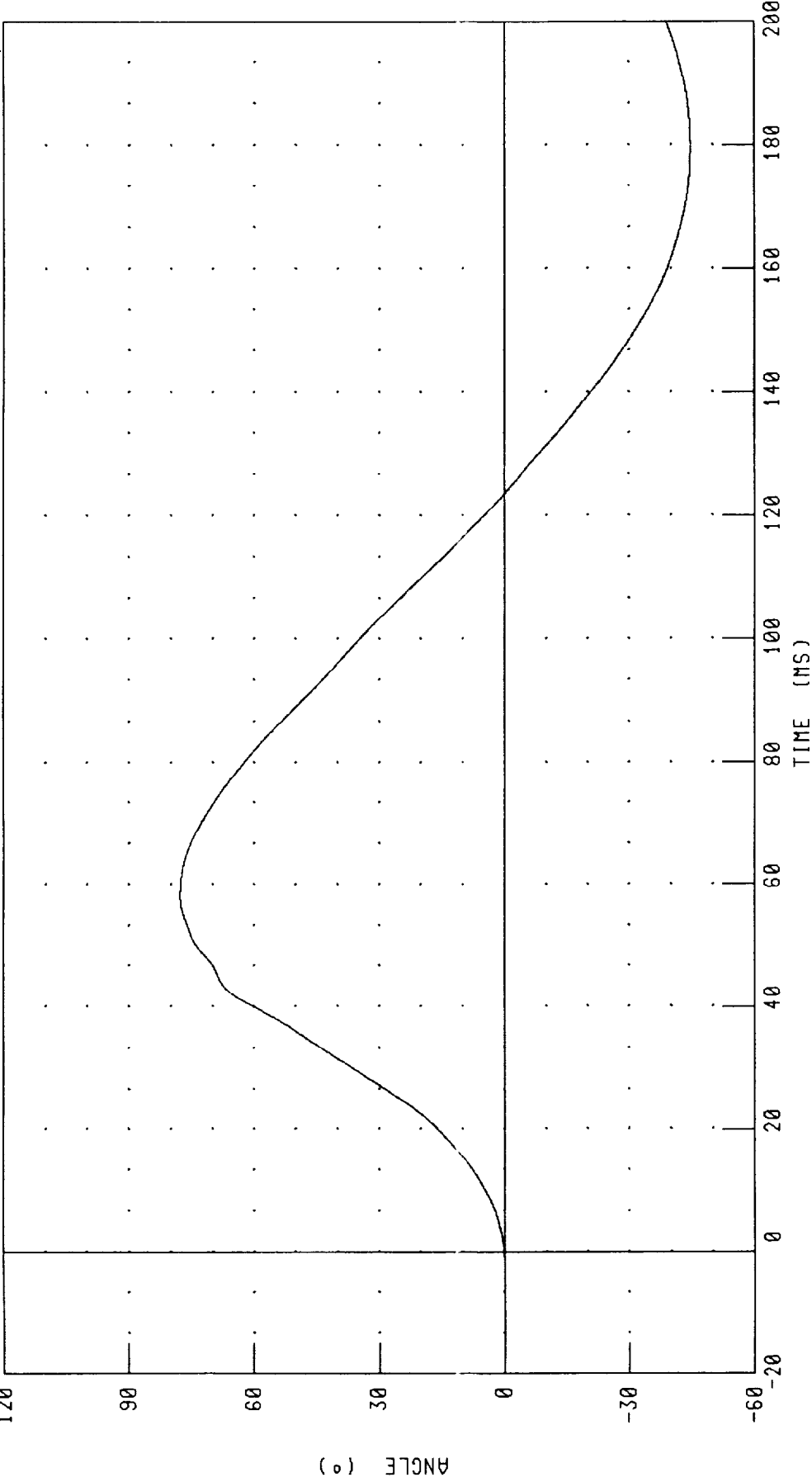
PART 572-E HYBRID III NECK FLEXION CALIBRATION

TOTAL ROTATION

TRC TEST NUMBER: 90C28NF1

572E SN90 NECK FLEXION CAL28

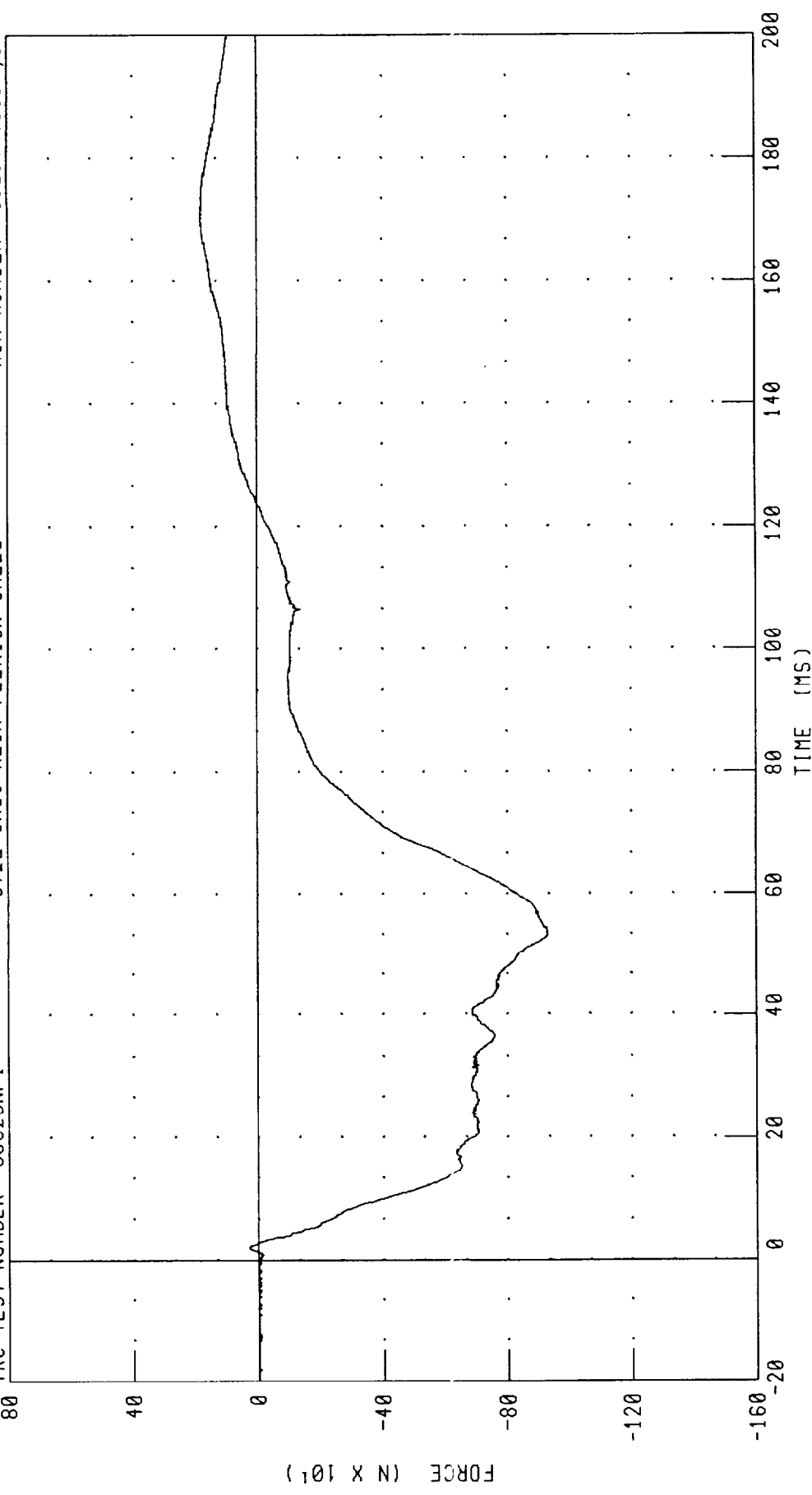
RUN NUMBER: 052600.0934,5



CHANNEL: TOTAN FILTER: CH. CLASS 60 PEAK DATA: 77.79 ° @ 58.16 MS; -44.67 ° @ 179.52 MS

PART 572-E HYBRID III NECK FLEXION CALIBRATION
NECK FORCE X AXIS

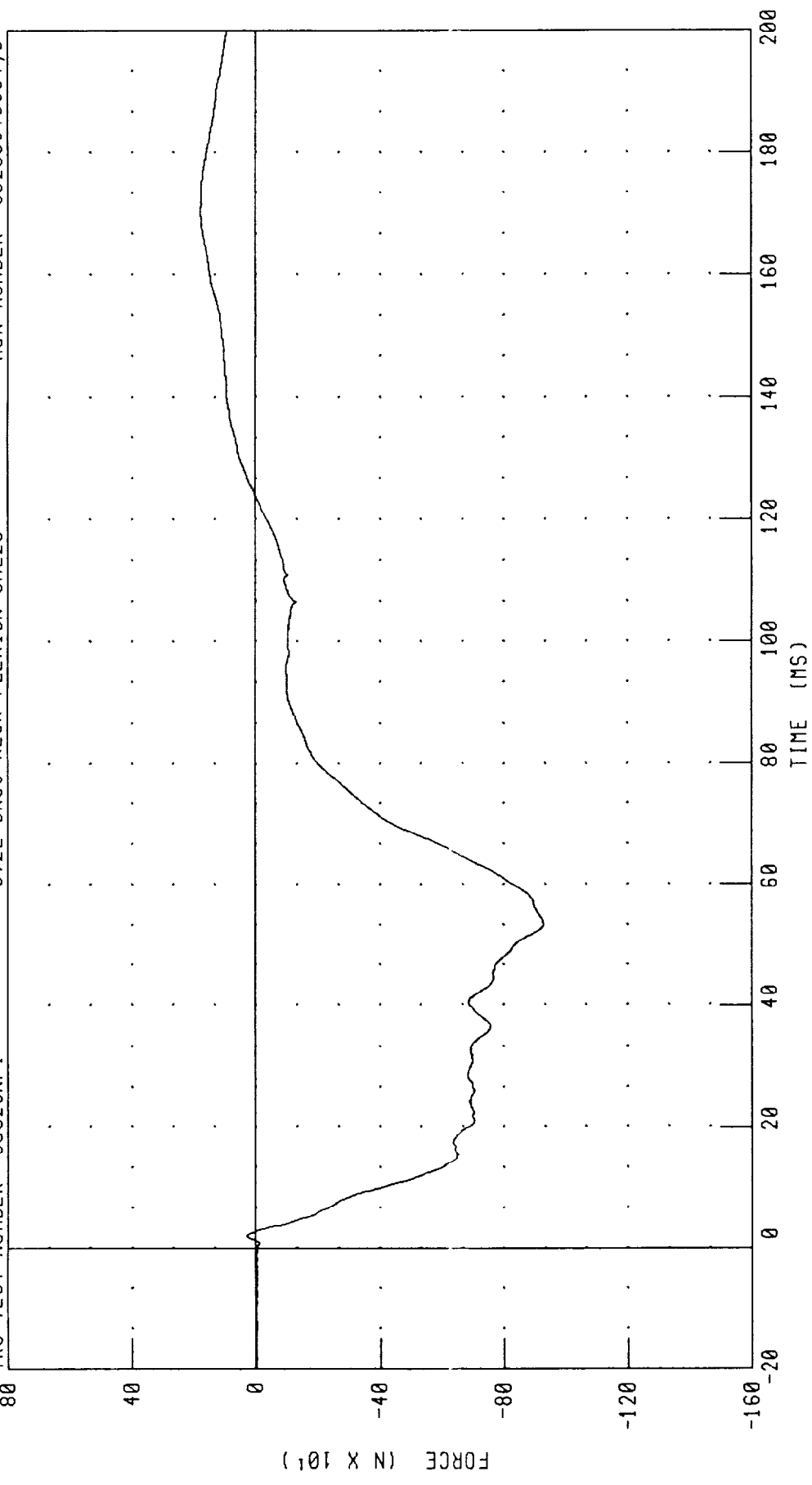
TRC TEST NUMBER: 90C28NF1 572E SN90 NECK FLEXION CAL28 RUN NUMBER: 052600.0934,5



CHANNEL: NEKXF FILTER: CH. CLASS 1000 PEAK DATA: 180.72 N @ 168.88 MS, -929.31 N @ 53.20 MS

PART 572-E HYBRID III NECK FLEXION CALIBRATION
NECK FORCE X AXIS FILTERED FOR USE IN OCCIPITAL MOMENT CALCULATION

TRC TEST NUMBER: 90C28NF1 572E SN90 NECK FLEXION CAL28 RUN NUMBER: 052600.0934;5



CHANNEL: NEKXFC FILTER: CH. CLASS 600 PEAK DATA: 180.67 N @ 169.84 MS, -928.93 N @ 53.36 MS

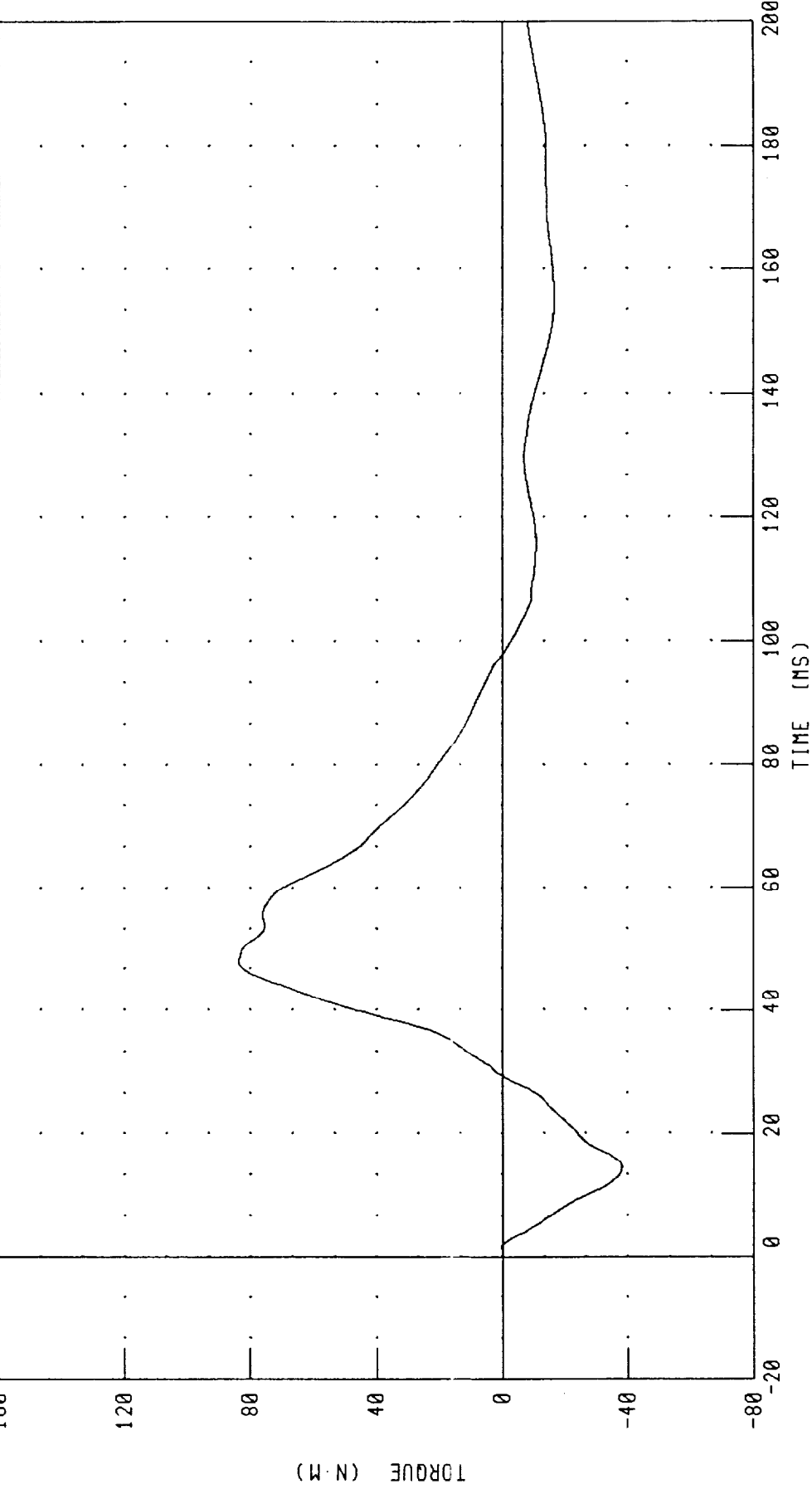
PART 572-E HYBRID III NECK FLEXION CALIBRATION

NECK MOMENT Y AXIS

TRC TEST NUMBER: 90C28NF1

572E SN90 NECK FLEXION CAL28

RUN NUMBER: 052600.0934;5



CHANNEL: NEKYM FILTER: CH. CLASS 600 PEAK DATA: 83.66 N·M @ 47.76 MS; -38.23 N·M @ 14.56 MS

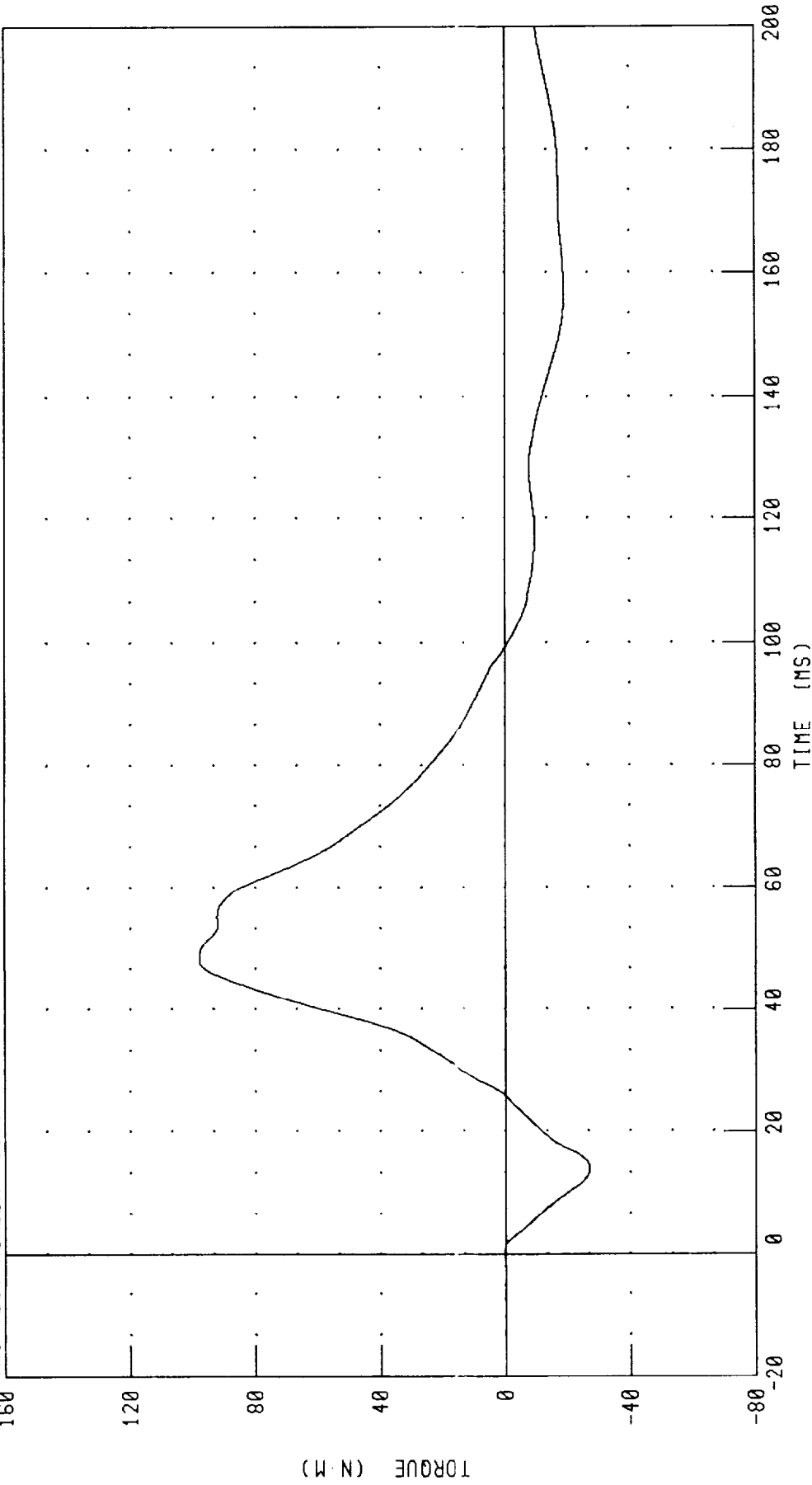
PART 572-E HYBRID III NECK FLEXION CALIBRATION

TOTAL MOMENT ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 90C28NF1

572E SN90 NECK FLEXION CAL28

RUN NUMBER: 052600.0934;5



CHANNEL: NEKOM FILTER: CH. CLASS 600

PEAK DATA: 97.85 N·M @ 48.00 MS, -26.93 N·M @ 14.08 MS

TRANSPORTATION RESEARCH CENTER INC.

HYBRID III 50th

26-MAY-00

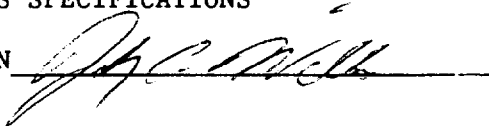
NECK EXTENSION TEST - 6 CHANNEL TRANSDUCER

TRC INC. TEST NO: 90C28NE2 572E SN90 NECK EXT CAL28

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	20.6 - 22.2 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	55.0 %
IMPACT VELOCITY	5.95 - 6.19 M/S	6.10 M/S
PENDULUM DECELERATION	10 MS 17.20 - 21.20 G	19.57 G
	20 MS 14.00 - 19.00 G	16.94 G
	30 MS 11.00 - 16.00 G	13.91 G
MAX PENDULUM G	22 G MAX	20.13 G
MAX PENDULUM G ABOVE 30 MS	22 G MAX	13.89 G
DECELERATION-TIME CURVE DECAY TIME TO 5 G	38 - 46 MS	41.12 MS
D PLANE	MAX 81 - 106 DEG.	96.84 DEG.
ROTATION	TIME 72 - 82 MS	78.16 MS
MOMENT ABOUT OCCIPITAL CONDYLE	MIN -80.0/-52.9 NM	-73.65 NM
	TIME 65 - 79 MS	73.76 MS
ROTATION ANGLE-TIME CURVE DECAY TIME TO ZERO	147 - 174 MS	164.72 MS
NEGATIVE MOMENT-TIME CURVE DECAY TIME TO ZERO	120 - 148 MS	145.52 MS

TEST MEETS SPECIFICATIONS

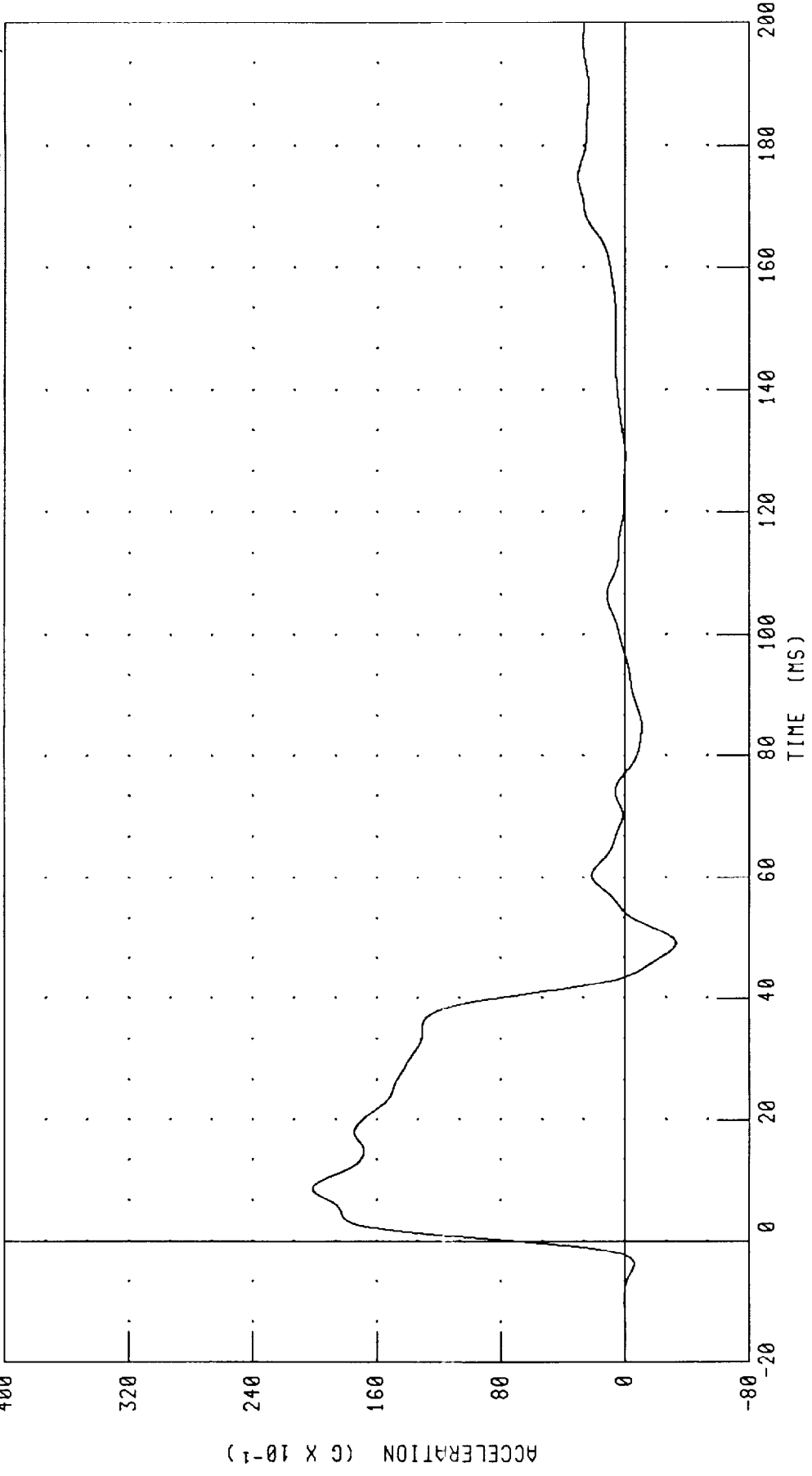
TECHNICIAN



RUN NUMBER: 052600.1055;1

PART 572-E HYBRID III NECK EXTENSION CALIBRATION
PENDULUM DECELERATION

TRC TEST NUMBER: 90C28NE2 572E SN90 NECK EXT CAL28 RUN NUMBER: 052600.1056,1



CHANNEL: PENXC FILTER: CH. CLASS 60 PEAK DATA: 20.13 G @ 8.72 MS; -3.31 G @ 49.12 MS

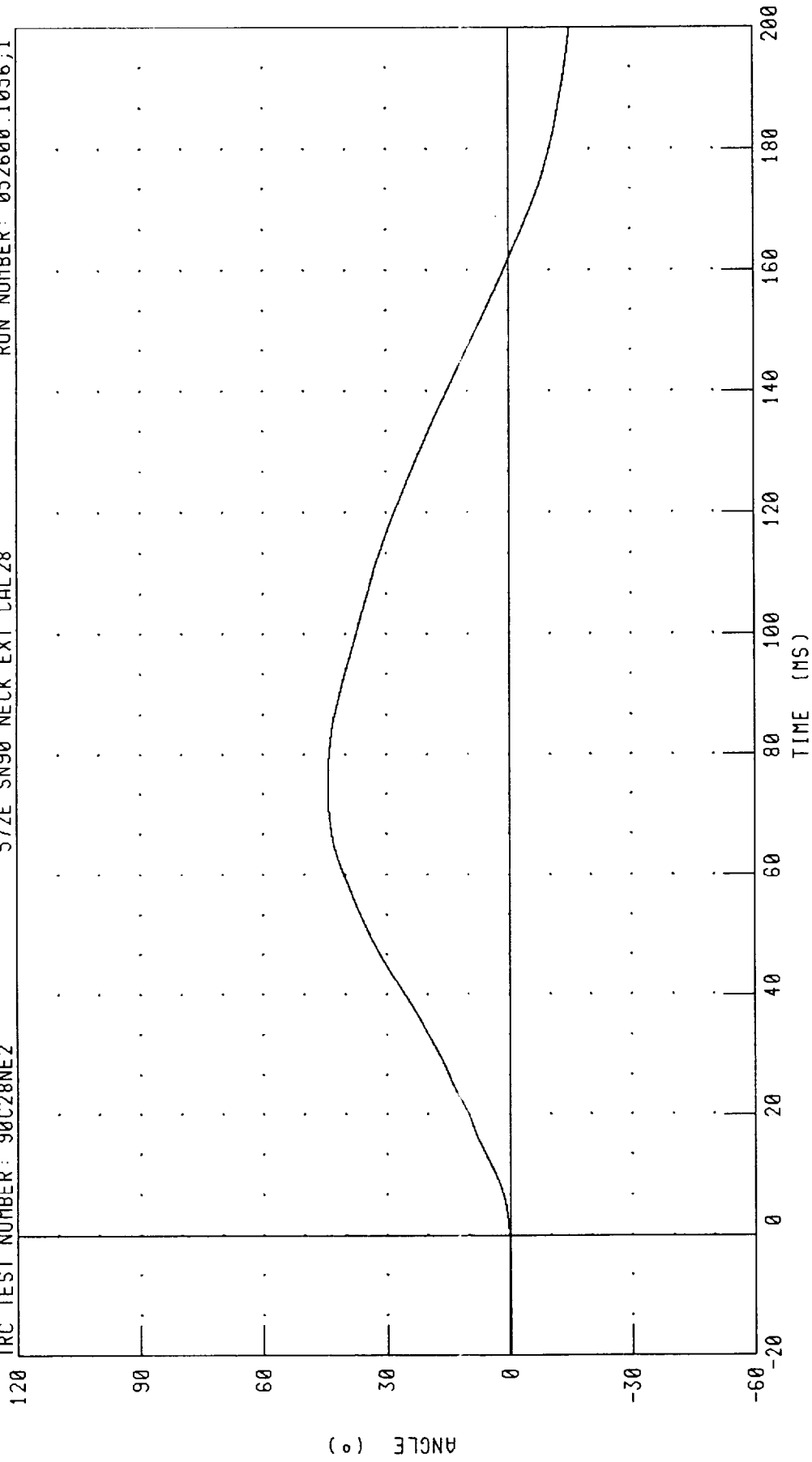
PART 572-E HYBRID III NECK EXTENSION CALIBRATION

ROTATION ABOUT BASE OF NECK

TRC TEST NUMBER: 90C28NE2

572E SN90 NECK EXT CAL28

RUN NUMBER: 052600.1056;1



CHANNEL: BETA FILTER: CH. CLASS 60

PEAK DATA: 44.20 ° @ 74.72 MS; -15.18 ° @ 200.00 MS

PART 572-E HYBRID III NECK EXTENSION CALIBRATION
ROTATION ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 90C28NE2

572E SN90 NECK EXT CAL28

RUN NUMBER: 052600.1056;1

120

90

60

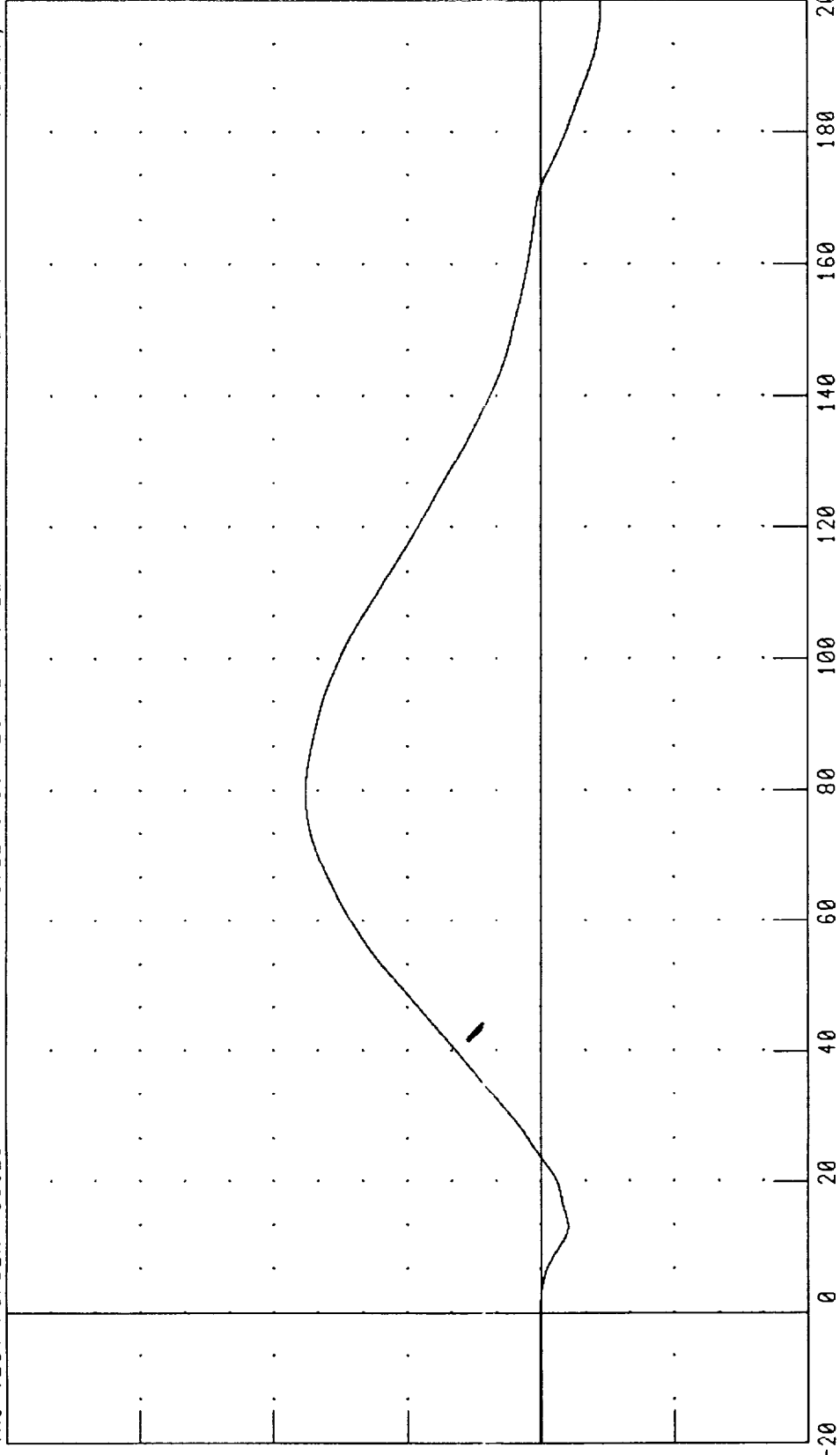
30

0

-30

-60

ANGLE (°)



TIME (MS)

PEAK DATA: 52.78 ° @ 79.52 MS; -13.56 ° @ 199.28 MS

CHANNEL: THETA FILTER: CH CLASS 60

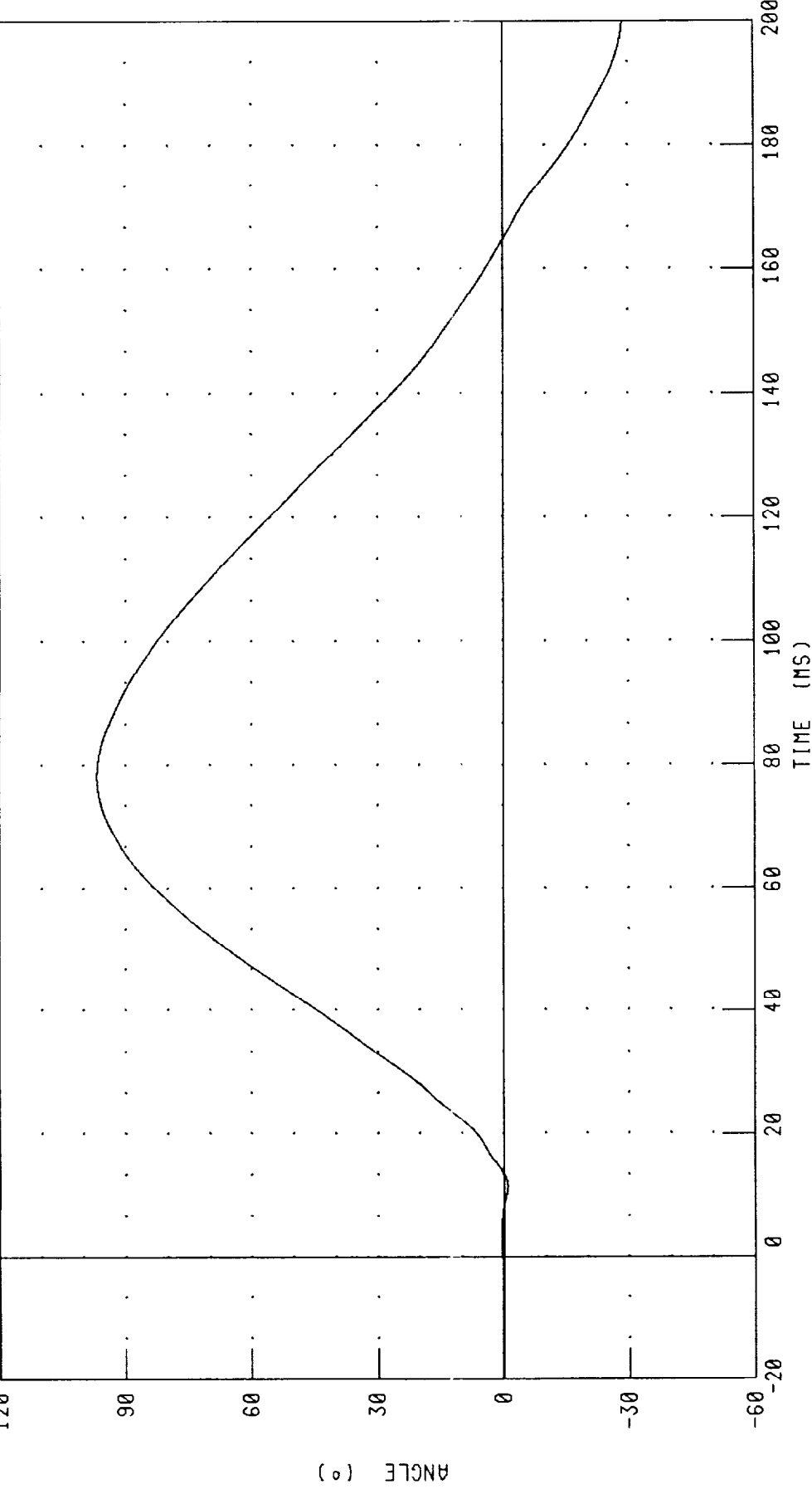
PART 572-E HYBRID III NECK EXTENSION CALIBRATION

TOTAL ROTATION

TRC TEST NUMBER: 90C28NE2

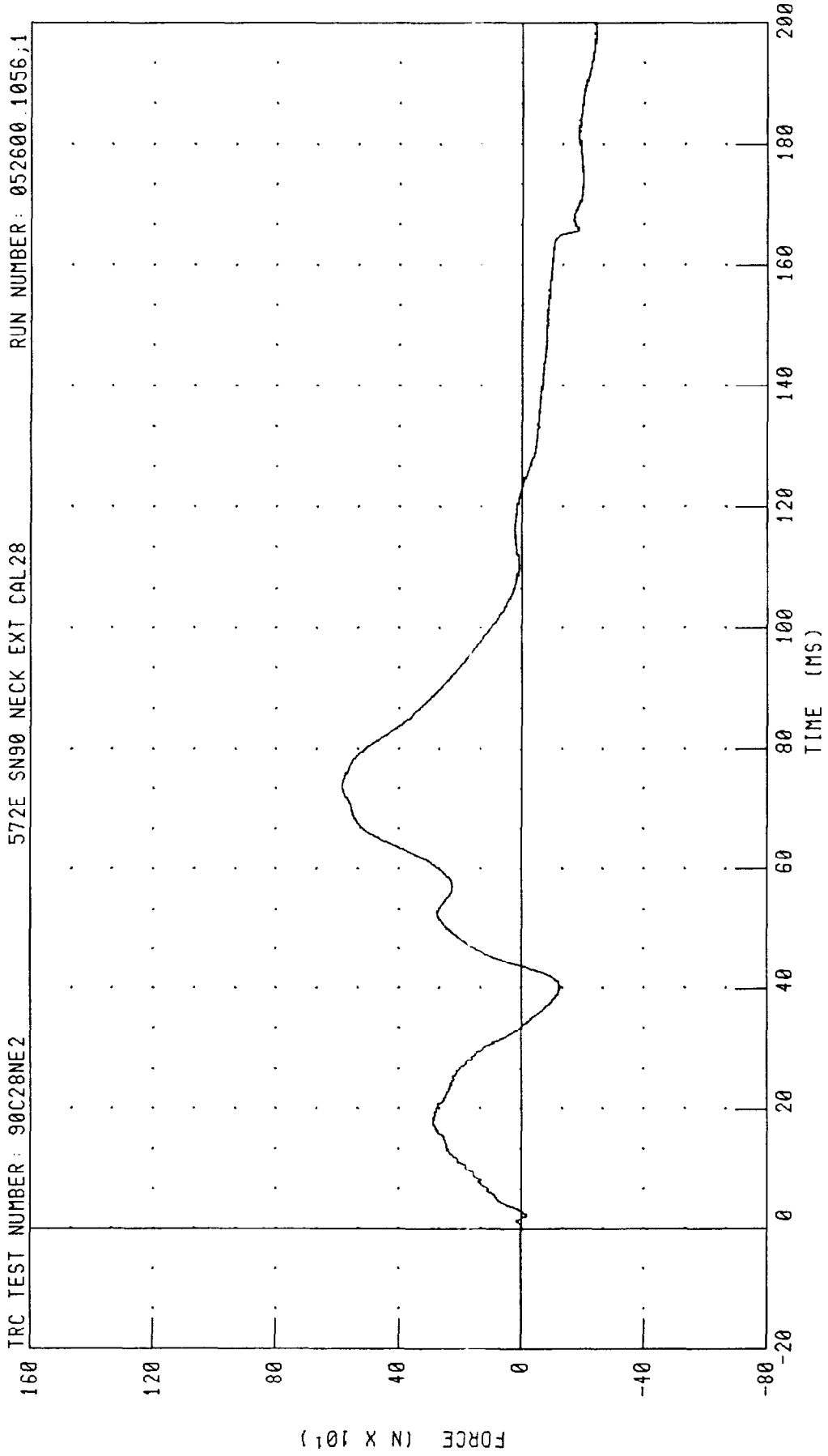
572E SN90 NECK EXT CAL28

RUN NUMBER: 052600.1056;1



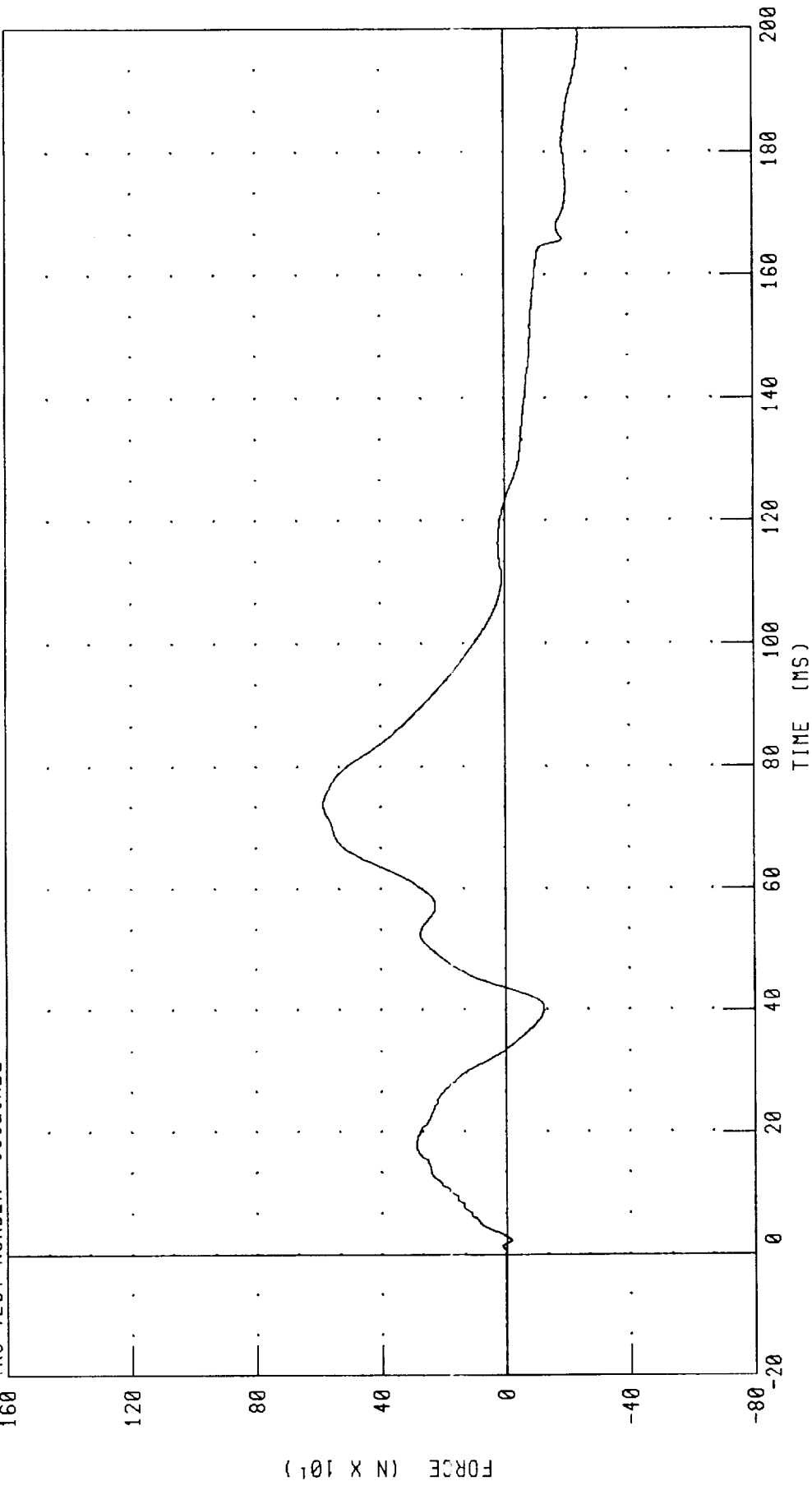
CHANNEL: TOTAN FILTER: CH. CLASS 60 PEAK DATA: 96.84 ° @ 78.16 MS; -28.74 ° @ 200.00 MS

PART 572-E HYBRID III NECK EXTENSION CALIBRATION
NECK FORCE X AXIS



CHANNEL : NEKXF FILTER : CH. CLASS 1000 PEAK DATA : 585.06 N @ 73.36 MS; -243.56 N @ 196.56 MS

PART 572-E HYBRID III NECK EXTENSION CALIBRATION
NECK FORCE X AXIS FILTERED FOR USE IN OCCIPITAL MOMENT CALCULATION
TRC TEST NUMBER: 90C28NE2 572E SN90 NECK EXT CAL28 RUN NUMBER: 052600.1056;1



CHANNEL: NEKXFC FILTER: CH. CLASS 600 PEAK DATA: 585.27 N @ 73.84 MS; -243.65 N @ 197.68 MS

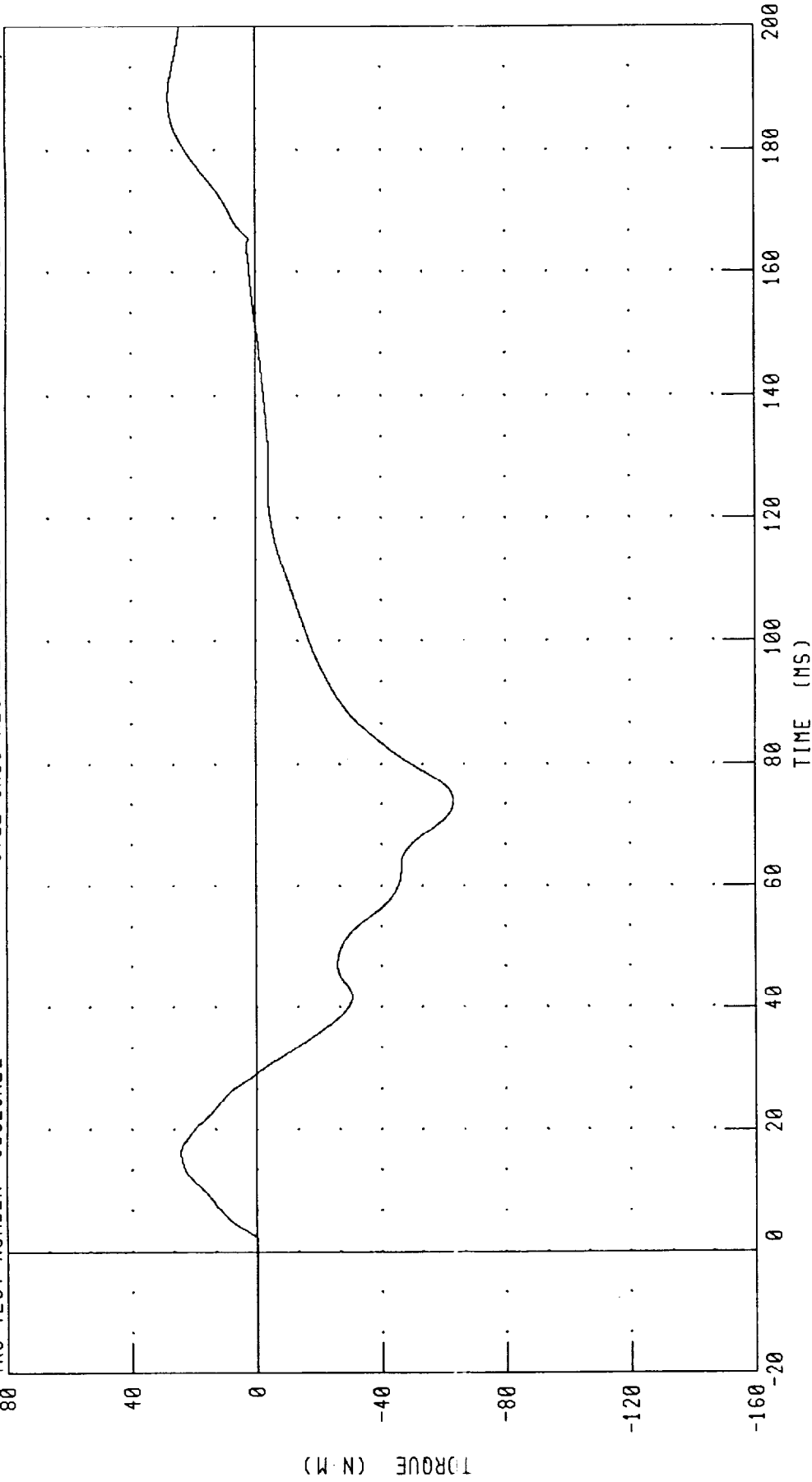
PART 572-E HYBRID III NECK EXTENSION CALIBRATION

NECK MOMENT Y AXIS

TRC TEST NUMBER: 90C28NE2

572E SN90 NECK EXT CAL28

RUN NUMBER: 052600.1056;1

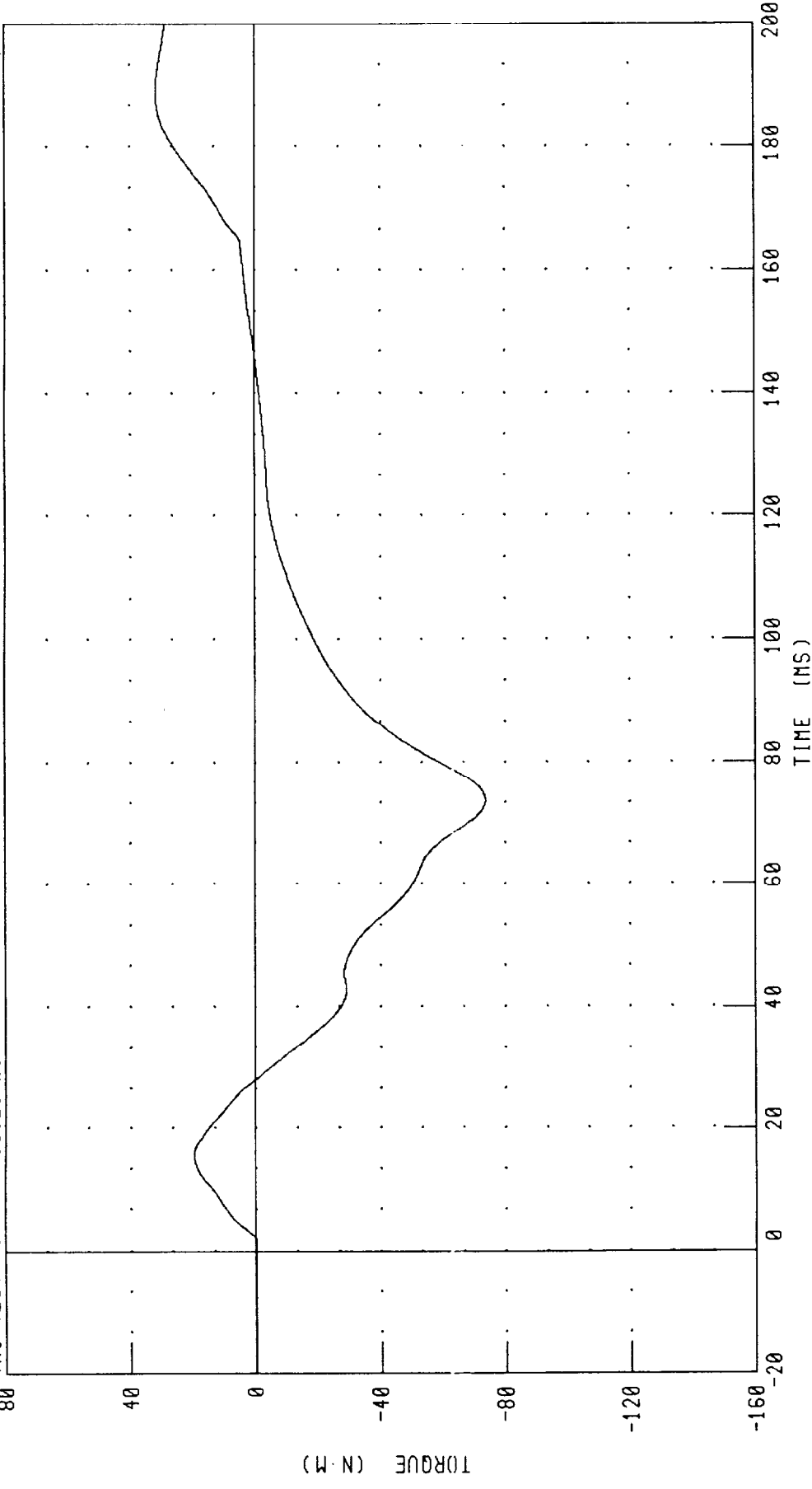


CHANNEL: NEKYM FILTER: CH. CLASS 600

PEAK DATA: 28.14 N·M @ 188.72 MS, -63.24 N·M @ 73.76 MS

PART 572-E HYBRID III NECK EXTENSION CALIBRATION
TOTAL MOMENT ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 90C28NE2 572E SN90 NECK EXT CAL28 RUN NUMBER: 052600.1056;1



CHANNEL: NEKOM FILTER: CH. CLASS 600 PEAK DATA: 31.80 N·M @ 188.96 MS; -73.65 N·M @ 73.76 MS

TRANSPORTATION RESEARCH CENTER INC.

THORAX IMPACT TEST

HYBRID III 50th

25-MAY-00

TRC INC.

TEST NO: 90C28TH1

572E SN H.S.THORAX CAL28

TEST PARAMETER	HIGH SPEED TEST	TEST RESULTS
	SPECIFICATION	
TEMPERATURE	20.6-22.2 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	50.0 %
PENDULUM VELOCITY	6.59 - 6.83 M/S	6.62 M/S
MAXIMUM DEFLECTION	63.5 - 72.6 MM	71.3 MM
MAXIMUM RESISTIVE FORCE	5159 - 5894 N	5709. N
INTERNAL HYSTERESIS	69% - 85%	72.6%

TEST MEETS SPECIFICATIONS

TECHNICIAN

AJC Mills

RUN NUMBER: 052500.0826;1

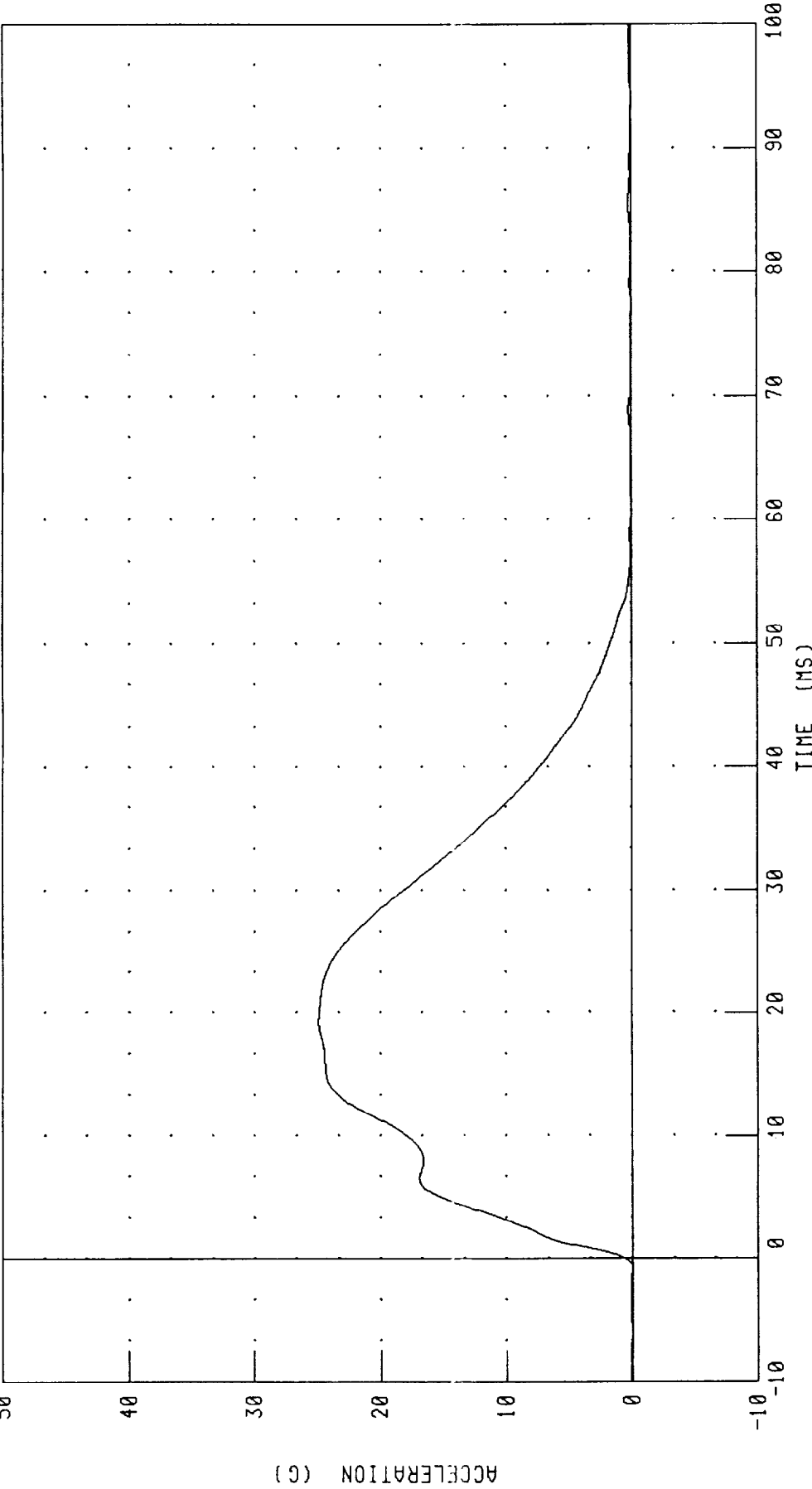
PART 572-E HYBRID III THORAX CALIBRATION

PENDULUM DECELERATION

TRC TEST NUMBER: 90C28TH1

572E SN H.S.THORAX CAL28

RUN NUMBER: 052500.0827;1

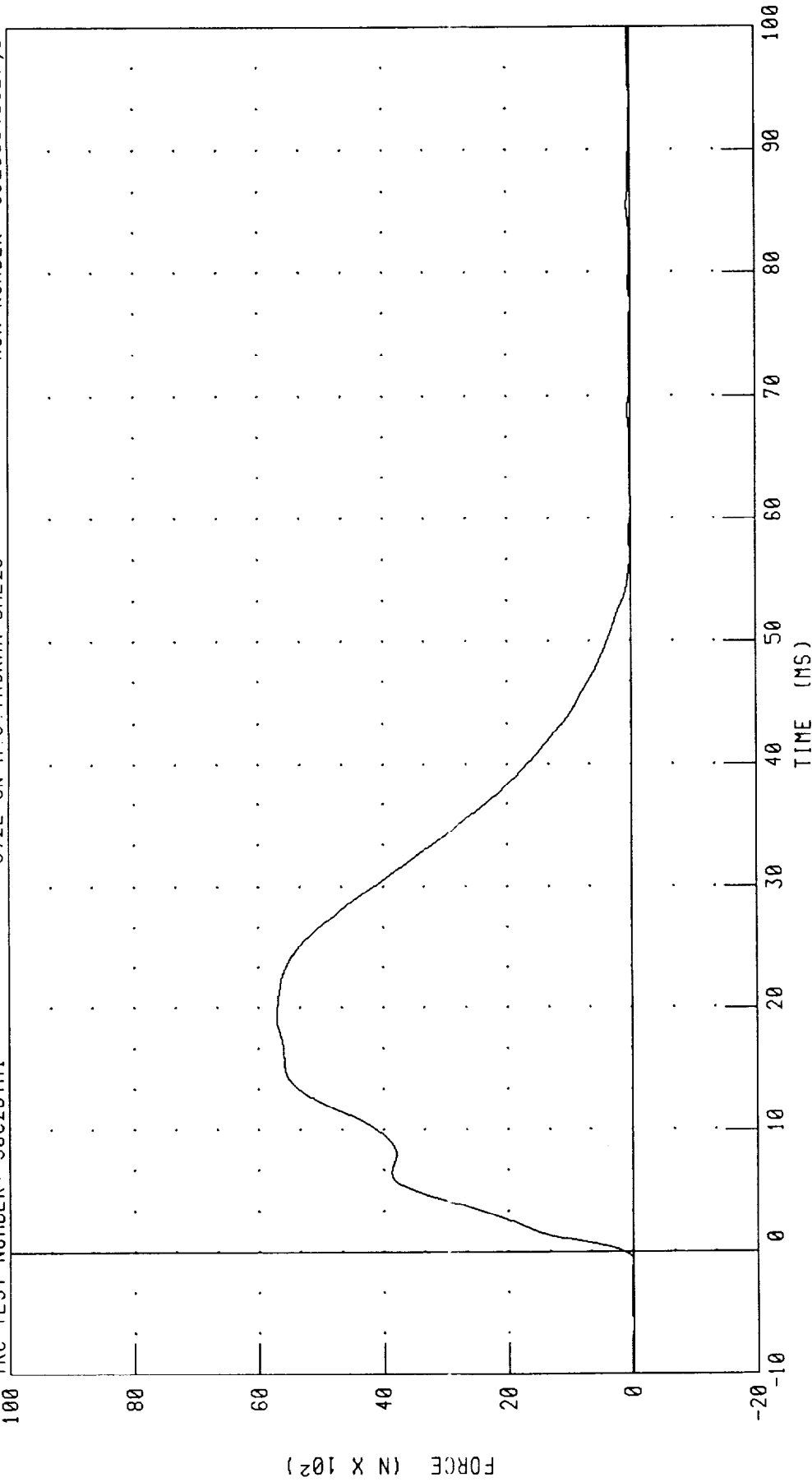


CHANNEL: PENXC FILTER: CH. CLASS 180

PEAK DATA: 24.93 G @ 19.20 MS, -0.04 G @ 60.96 MS

PART 572-E HYBRID III THORAX CALIBRATION
PENDULUM FORCE

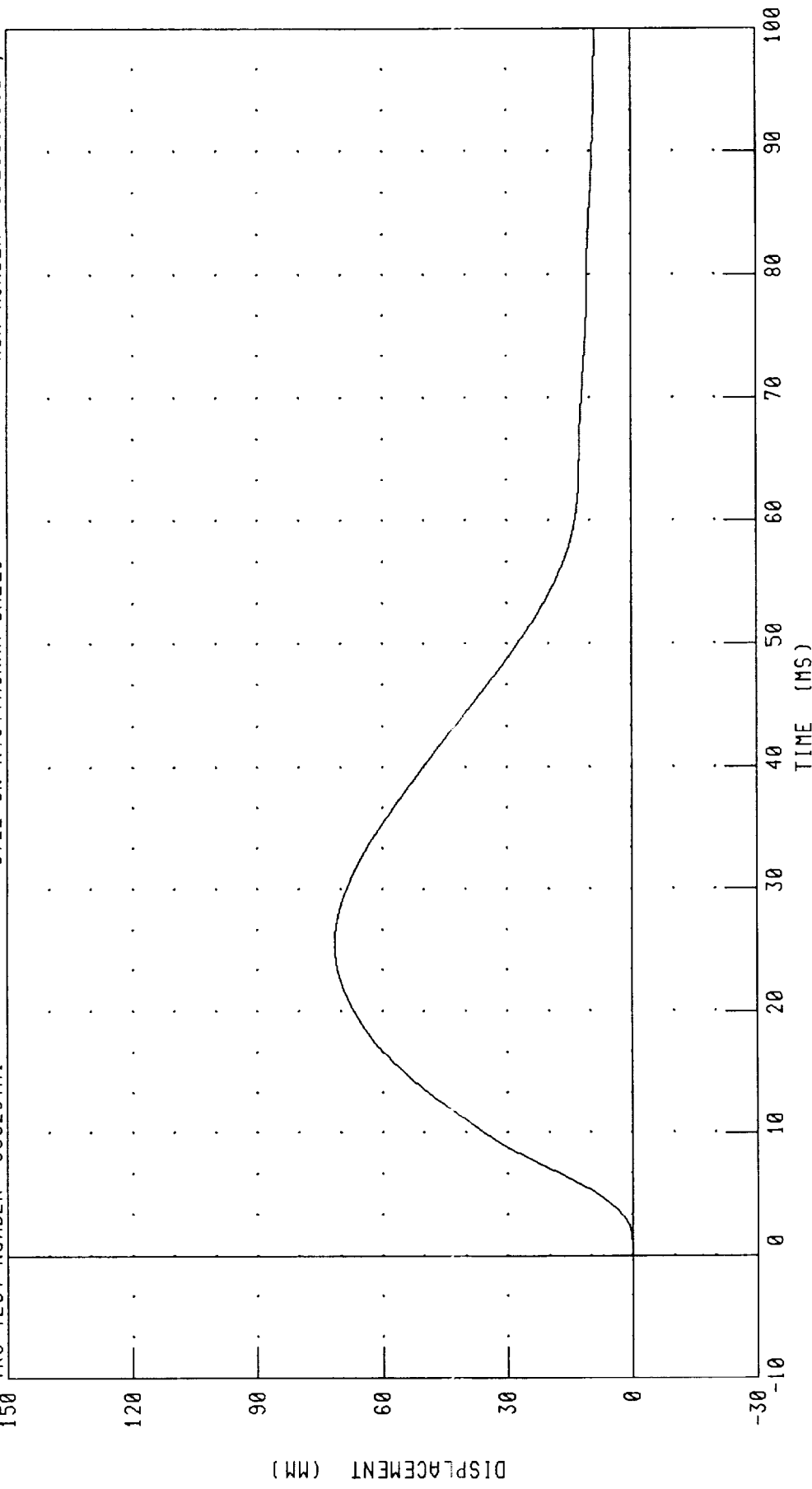
TRC TEST NUMBER: 90C28TH1 572E SN H. S. THORAX CAL28 RUN NUMBER: 052500.0827;1



CHANNEL: PENXF FILTER: CH. CLASS 180 PEAK DATA: 5709.99 N @ 19.20 MS; -10.07 N @ 60.96 MS

PART 572-E HYBRID III THORAX CALIBRATION
STERNUM DISPLACEMENT

TRC TEST NUMBER: 90C28TH1 572E SN H.S. THORAX CAL28 RUN NUMBER: 052500 0827;1



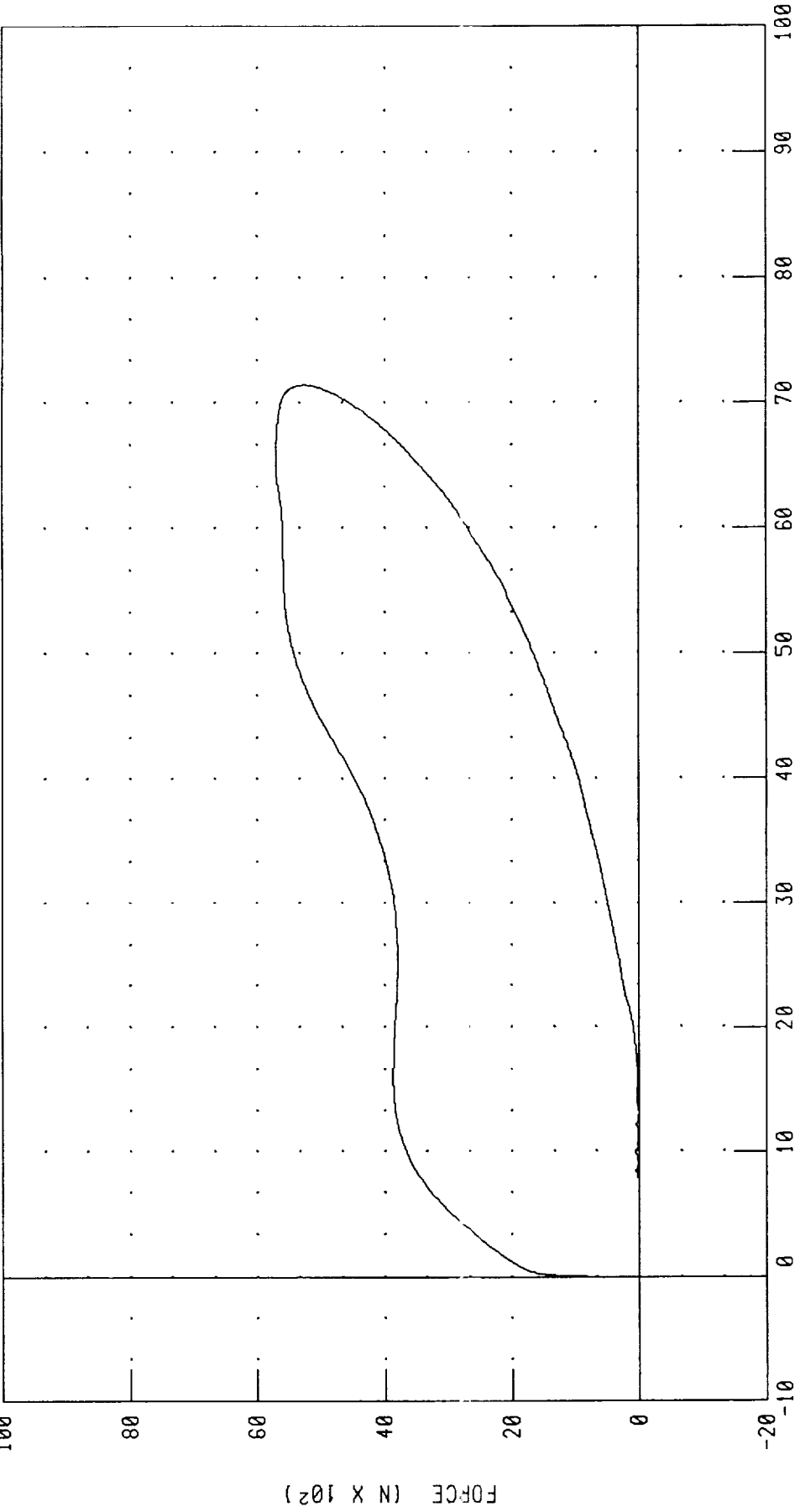
CHANNEL: CSTXD FILTER: CH. CLASS 180 PEAK DATA: 71.40 MM @ 25.60 MS; -0.01 MM @ -7.36 MS

PART 572-E HYBRID III THORAX CALIBRATION
CHEST DISPLACEMENT VS PENDULUM FORCE

TRC TEST NUMBER: 90C28TH1

572E SN H.S. THORAX CAL28

RUN NUMBER: 052500.0827;1



CHANNEL: CSTXD FILTER: CH. CLASS 180
PENXF CH. CLASS 180
PEAK DATA: 71.40 MM @ 25.60 MS; -0.01 MM @ -7.36 MS
5709.99 N @ 19.20 MS; -10.07 N @ 60.96 MS

Transportation Research Center Inc

Hybrid III Hip Range of Motion

Serial Number: 90R

Date: 05/26/2000

Test Number:

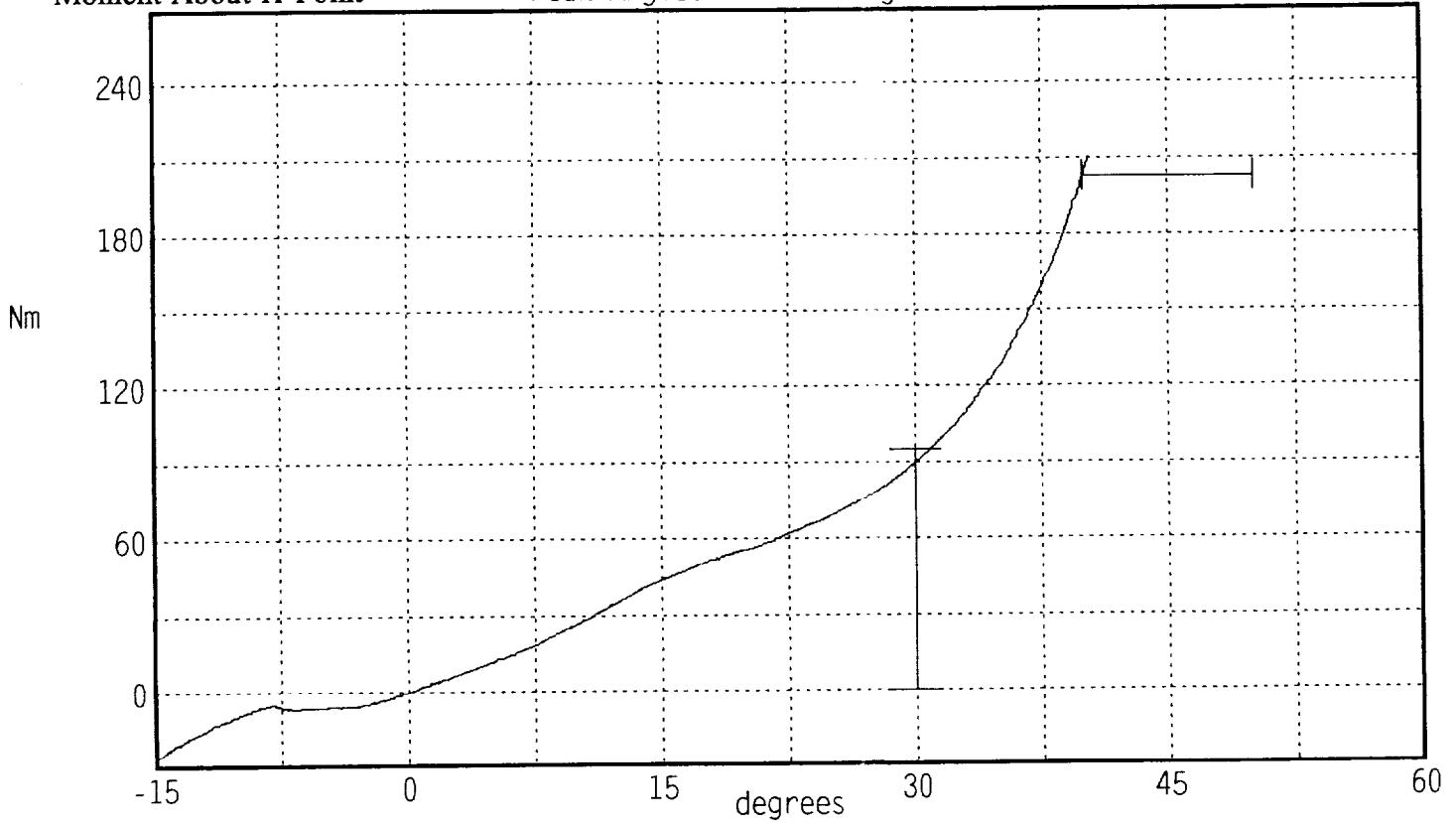
Time: 09:56

Comments:

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	22.0 °C	Pass
Humidity	10 - 70	55 %	Pass
Moment at 30 deg	<= 94.9	90.4 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	40.1 deg	Pass
Average Velocity	5.0 - 10.0	7.5 deg/sec	Pass

Peak Moment: 210.7 Nm at 40.4 deg
Peak Angle: 40.4 deg at 210.7 Nm

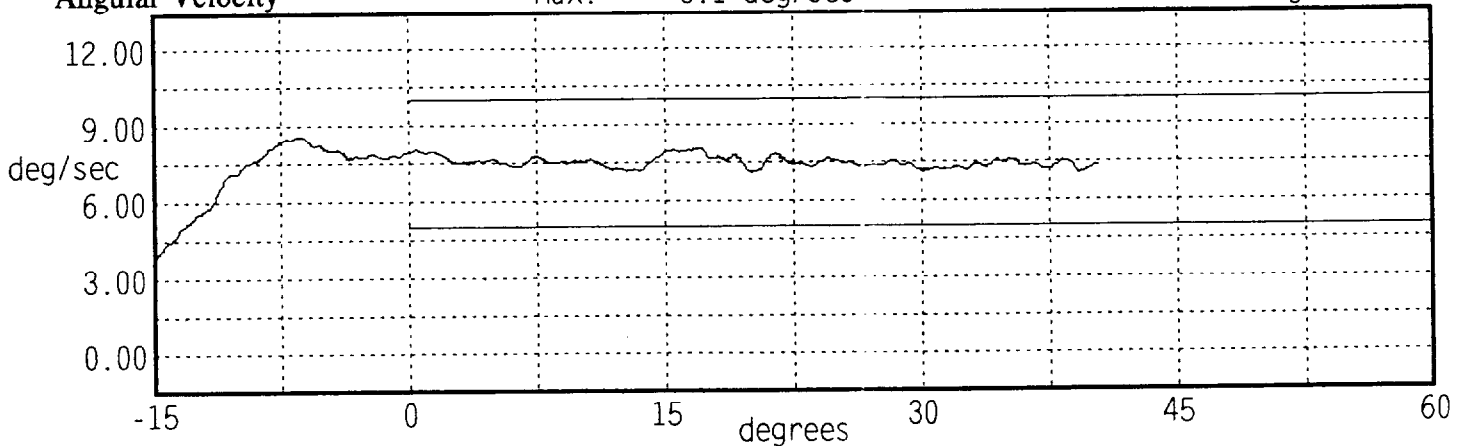
Moment About H-Point



Angular Velocity

Max: 8.1 deg/sec

Min: 7.0 deg/sec



Transportation Research Center Inc

Hybrid III Hip Range of Motion

Serial Number: 90L

Date: 05/26/2000

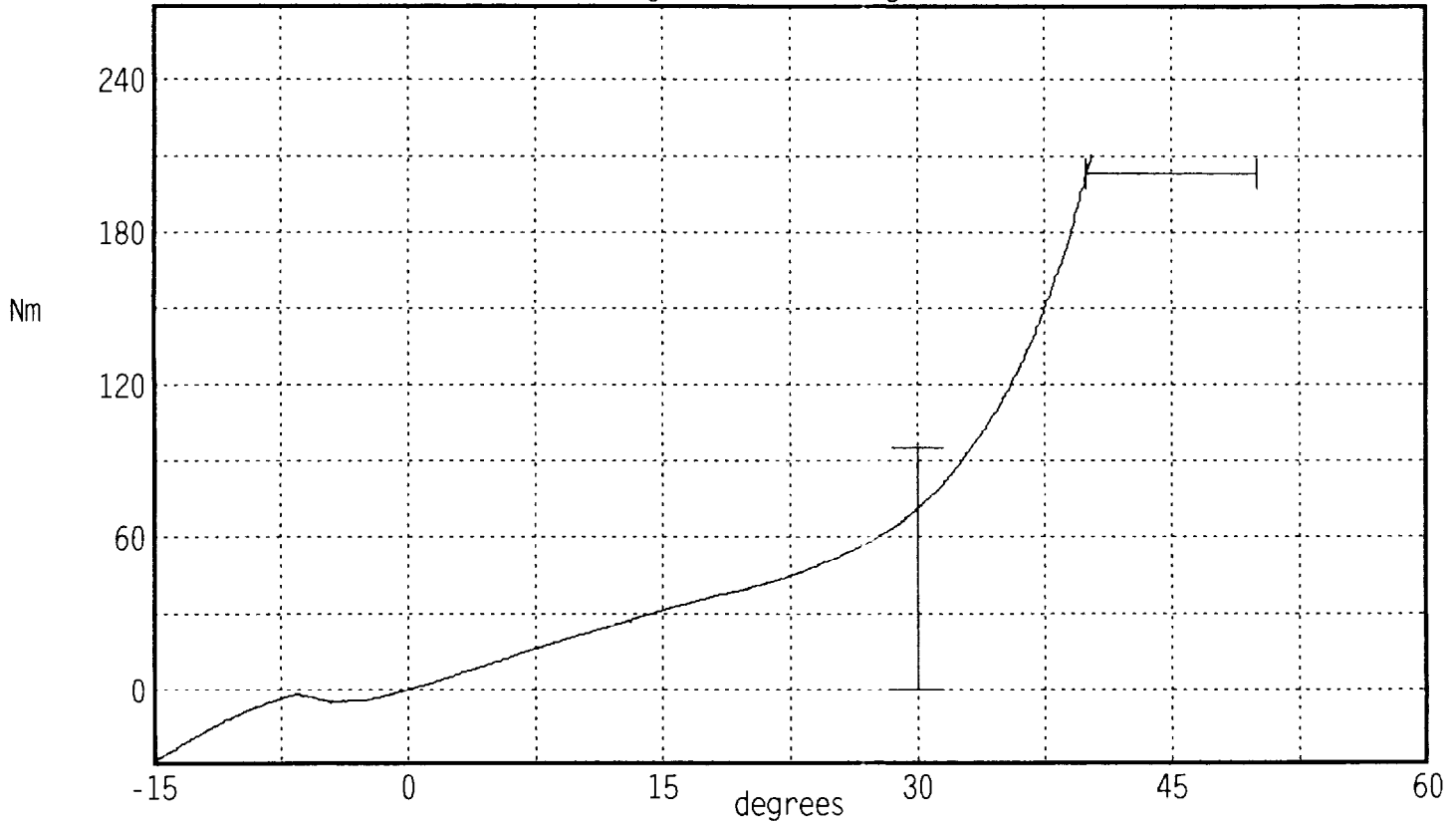
Test Number:

Time: 10:12

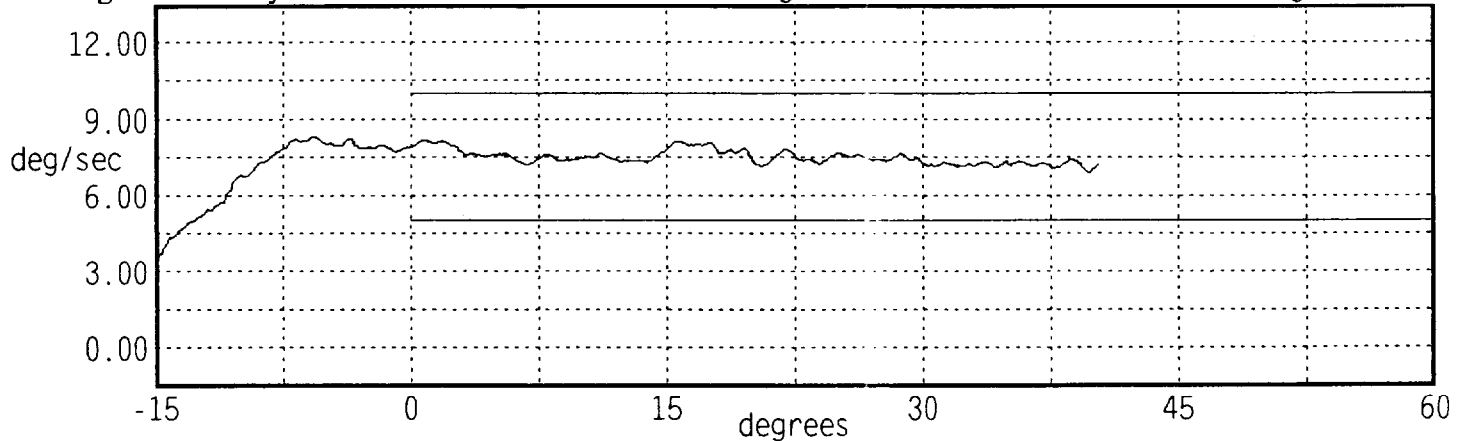
Comments:

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	22.0 °C	Pass
Humidity	10 - 70	55 %	Pass
Moment at 30 deg	<= 94.9	71.3 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	40.1 deg	Pass
Average Velocity	5.0 - 10.0	7.5 deg/sec	Pass

Moment About H-Point
Peak Moment: 210.4 Nm at 40.3 deg
Peak Angle: 40.3 deg at 210.4 Nm



Angular Velocity Max: 8.2 deg/sec Min: 6.9 deg/sec



TRANSPORTATION RESEARCH CENTER INC.

RIGHT KNEE IMPACT TEST

HYBRID III 50th

24-MAY-00

TRC INC.

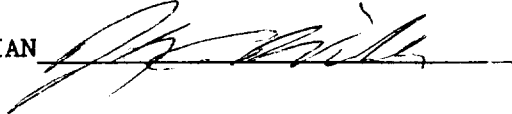
TEST NO: 90C28RK1

572E SN90 RIGHT KNEE CAL 28

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9-25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	65.0 %
PROBE VELOCITY	2.07 - 2.13 M/S	2.10 M/S
PEAK KNEE IMPACT FORCE 5.0 KG PENDULUM	4715 - 5782 N	5222.6 N

TEST MEETS SPECIFICATIONS

TECHNICIAN



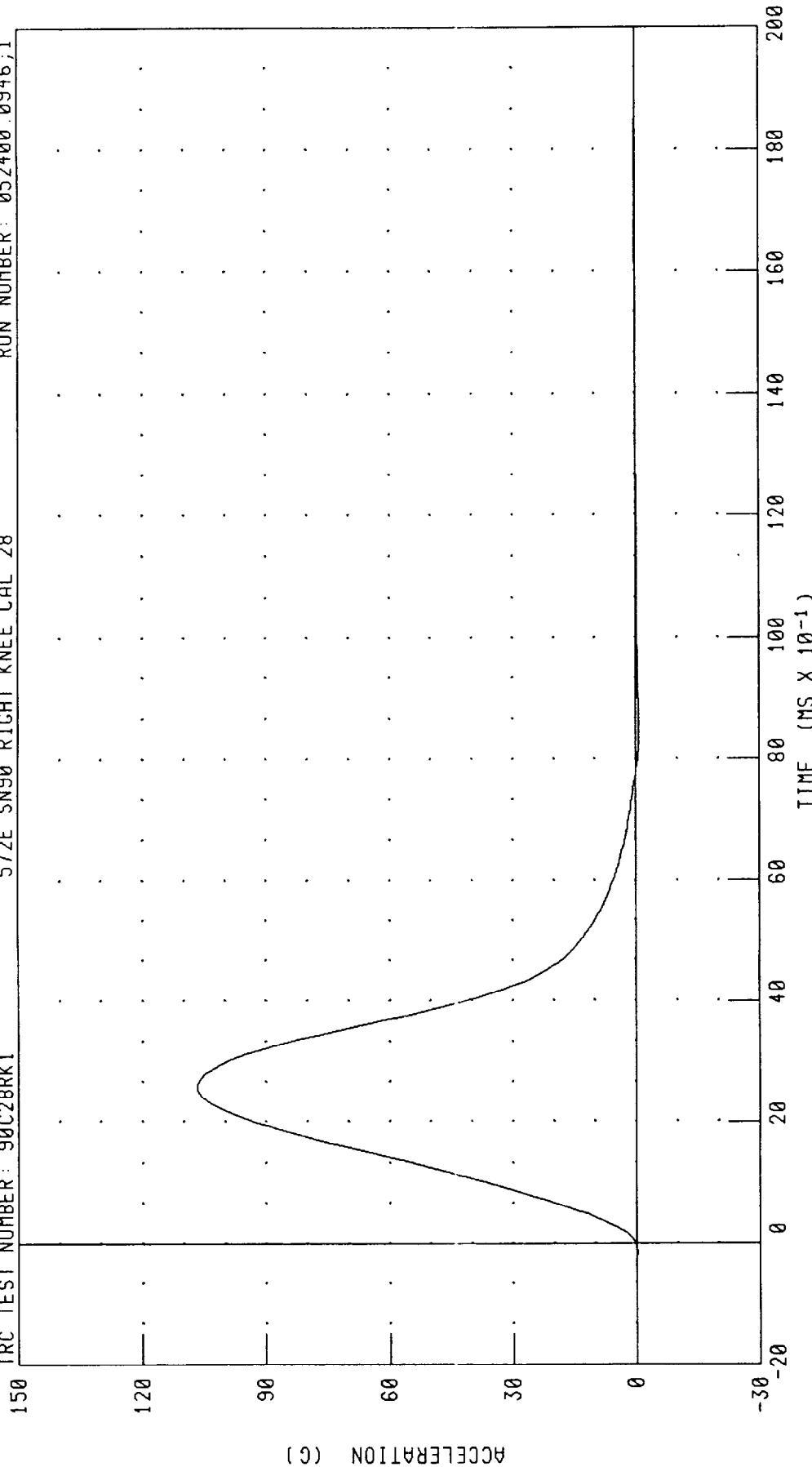
RUN NUMBER: 052400.0940;1

PART 572-E HYBRID III RIGHT KNEE CALIBRATION
PENDULUM DECELERATION (5 KG PEND.)

TRC TEST NUMBER: 90C2BRK1

572E SN90 RIGHT KNEE CAL 28

RUN NUMBER: 052400.0946;1



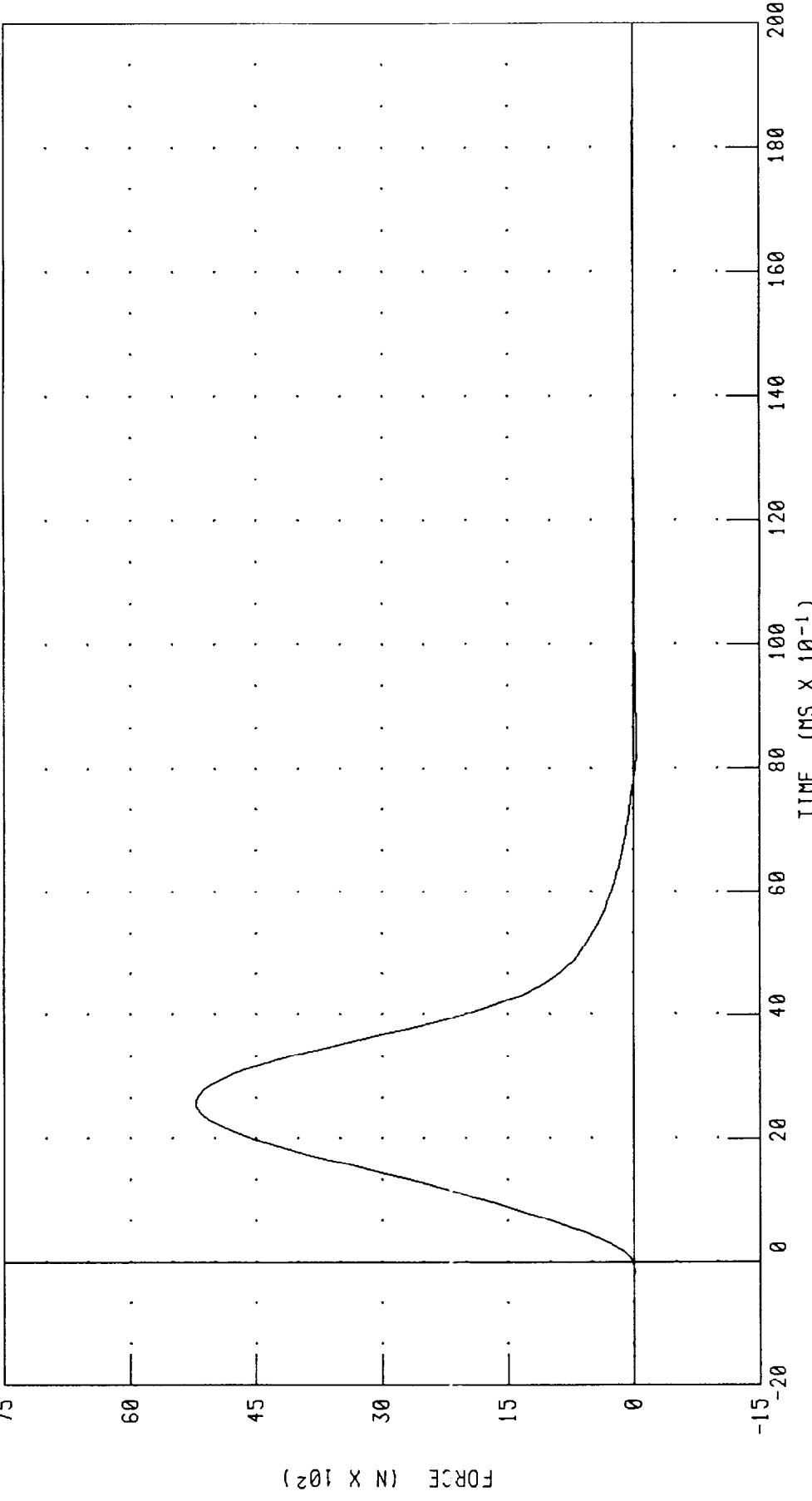
CHANNEL: PENXC FILTER: CH. CLASS 600 PEAK DATA: 106.74 G @ 2.56 MS; -0.93 G @ 8.48 MS

PART 572-E HYBRID III RIGHT KNEE CALIBRATION
PENDULUM FORCE (5 KG PEND.)

TRC TEST NUMBER: 90C28RK1

572E SN90 RIGHT KNEE CAL 28

RUN NUMBER: 052400.0946;1



CHANNEL: PENXF FILTER: CH. CLASS 600 PEAK DATA: 5222.64 N @ 2.56 MS; -45.49 N @ 8.48 MS

TRANSPORTATION RESEARCH CENTER INC.

LEFT KNEE IMPACT TEST

HYBRID III 50th

24-MAY-00

TRC INC.

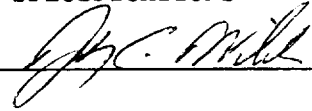
TEST NO: 90C28LK1

572E SN90 LEFT KNEE CAL 28

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9-25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	65.0 %
PROBE VELOCITY	2.07 - 2.13 M/S	2.10 M/S
PEAK KNEE IMPACT FORCE 5.0 KG PENDULUM	4715 - 5782 N	5539.3 N

TEST MEETS SPECIFICATIONS

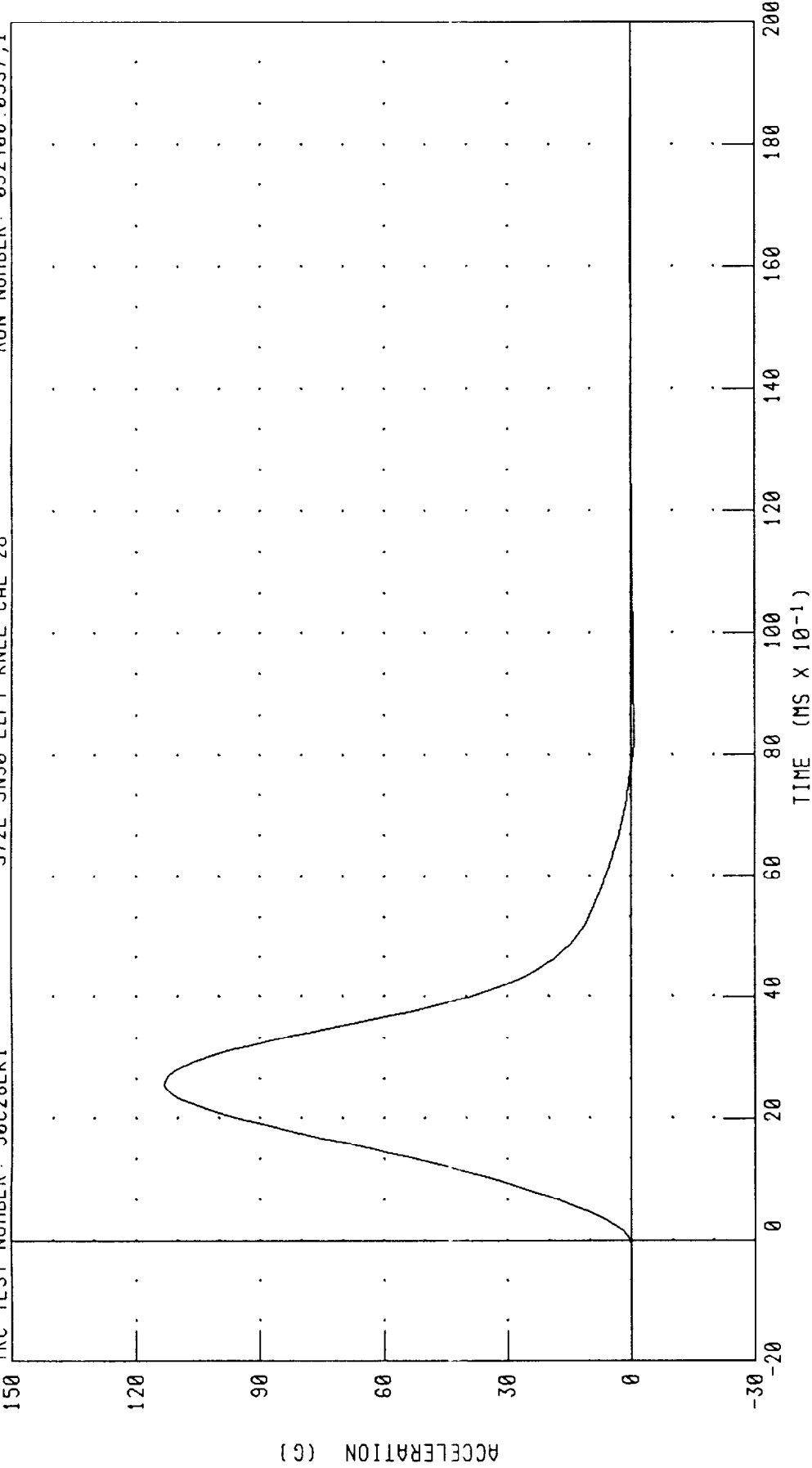
TECHNICIAN



RUN NUMBER: 052400.0937;1

PART 572-E HYBRID III LEFT KNEE CALIBRATION
PENDULUM DECELERATION (5 KG PEND.)

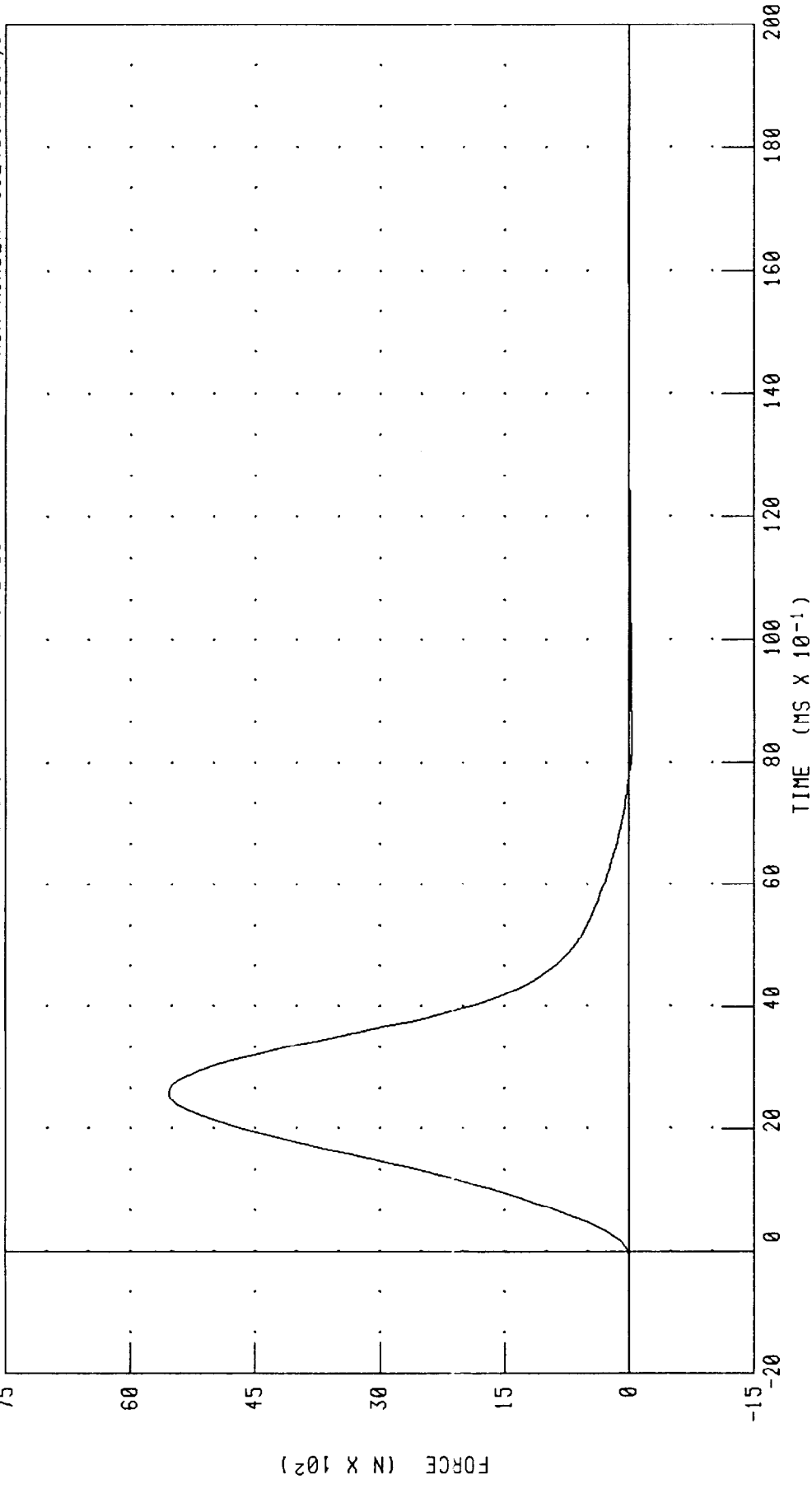
TRC TEST NUMBER: 90C28LK1 572E SN90 LEFT KNEE CAL 28 RUN NUMBER: 052400.0937,1



CHANNEL: PENXC FILTER: CH. CLASS 600 PEAK DATA: 113.21 G @ 2.56 MS; -0.86 G @ 8.48 MS

PART 572-E HYBRID III LEFT KNEE CALIBRATION
PENDULUM FORCE (5 KG PEND.)

TRC TEST NUMBER: 90C28LK1 572E SN90 LEFT KNEE CAL 28 RUN NUMBER: 052400 0937,1



CHANNEL: PENXF FILTER: CH. CLASS 600 PEAK DATA: 5539.33 N @ 2.56 MS; -42.28 N @ 8.48 MS

Pre-Test Calibration

Target Vehicle Passenger Dummy S/N 329

**TRANSPORTATION RESEARCH CENTER INC.
HYBRID III SMALL FEMALE EXTERNAL DIMENSIONS
SN: 329 MFG:FTSS**

DATE: 26-May-00

TRC INC. TEST NO: 329C6ED

5720 SN329EXT. DIMENSION CAL6

TEST PARAMETER	DIMEN.	SPECIFICATION	TEST RESULTS
Total Sitting Height	A	622.3 - 647.7 MM	784.9 MM
Shoulder Pivot Height	B	348.0 - 363.2 MM	447.0 MM
Hip Pivot Height	C	63.5 - 73.7 MM	83.8 MM
Hip Pivot from Backline	D	88.9 - 99.1 MM	147.3 MM
Shoulder Pivot from Backline	E	53.3 - 63.5 MM	73.7 MM
Thigh Clearance	F	88.9 - 104.1 MM	129.5 MM
Back of Elbow to Wrist Pivot	G	182.9 - 198.1 MM	251.5 MM
Head Back from Backline	H	43.2 - 48.3 MM	45.7 MM
Shoulder to Elbow Length	I	215.9 - 231.1 MM	287.0 MM
Elbow Rest Height	J	157.4 - 177.8 MM	193.0 MM
Buttock to Knee Length	K	370.8 - 391.2 MM	530.9 MM
Popliteal Height	L	269.2 - 289.6 MM	355.6 MM
Knee to Floor Height	M	307.4 - 322.6 MM	403.9 MM
Buttock Popliteal Length	N	320.0 - 340.4 MM	429.3 MM
Chest Depth	O	129.6 - 144.8 MM	180.3 MM
Foot Length	P	170.2 - 185.4 MM	223.5 MM
Buttock to Knee Pivot Length	R	342.9 - 363.3 MM	475.0 MM
Head Breadth	S	137.1 - 147.3 MM	144.8 MM
Head Depth	T	167.6 - 177.8 MM	185.4 MM
Hip Breadth	U	208.3 - 223.5 MM	304.8 MM
Shoulder Breadth	V	259.1 - 274.3 MM	353.1 MM
Foot Breadth	W	62.3 - 77.5 MM	88.9 MM
Head Circumference	X	510.5 - 530.9 MM	541.0 MM
Chest Circumference with Jacket	Y	596.9 - 622.3 MM	866.1 MM
Waist Circumference	Z	558.8 - 584.2 MM	782.3 MM
Ref Location for Chest Circumference	AA	325.1 - 335.3 MM	302.3 MM
Ref Location for Waist Circumference	BB	153.7 - 163.9 MM	167.6 MM

DUMMY MEETS SPECIFICATION

TECHNICIAN: *Scott D. Rusch*

TRANSPORTATION RESEARCH CENTER INC.

HEAD DROP TEST

HYBRID III SMALL FEMALE

24-MAY-00

TRC INC.

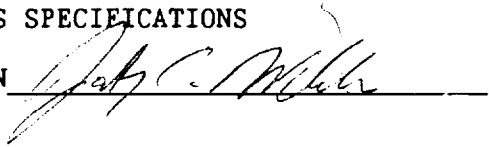
TEST NO: 329C6HD2

572 0 SN329 HEAD DROP CAL 6

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9-25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	60.0 %
PEAK RESULTANT ACCELERATION	250 - 300 G	289.35 G
PEAK LATERAL ACCELERATION	15 G MAX	9.99 G
IS ACCELERATION CURVE UNIMODAL?	YES	YES

TEST MEETS SPECIFICATIONS

TECHNICIAN



RUN NUMBER: 052400.1504;1

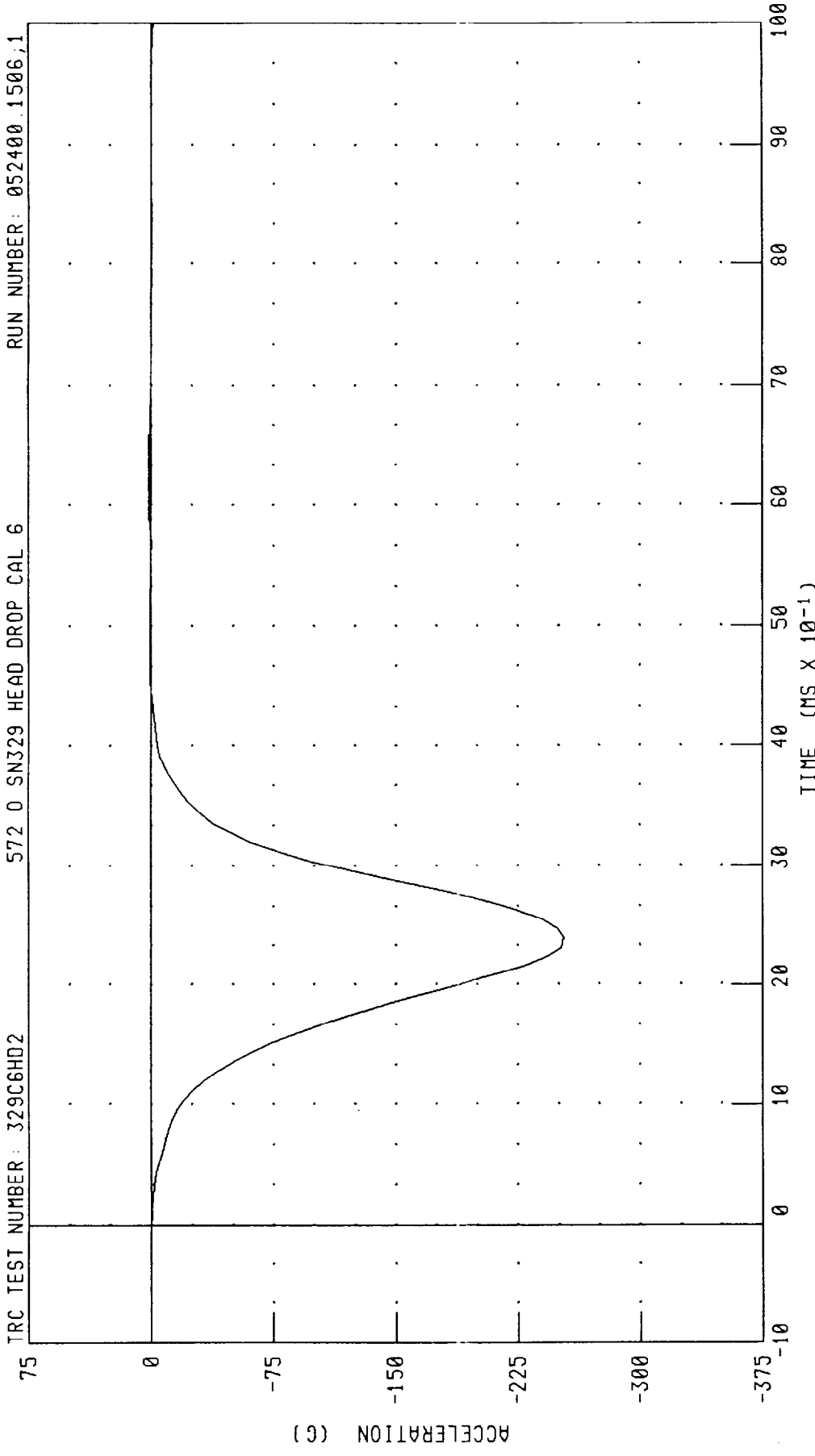
PART 572-0 HYBRID III HEAD CALIBRATION

HEAD ACCELERATION X AXIS

572 0 SN329 HEAD DROP CAL 6

TRC TEST NUMBER: 329C6HD2

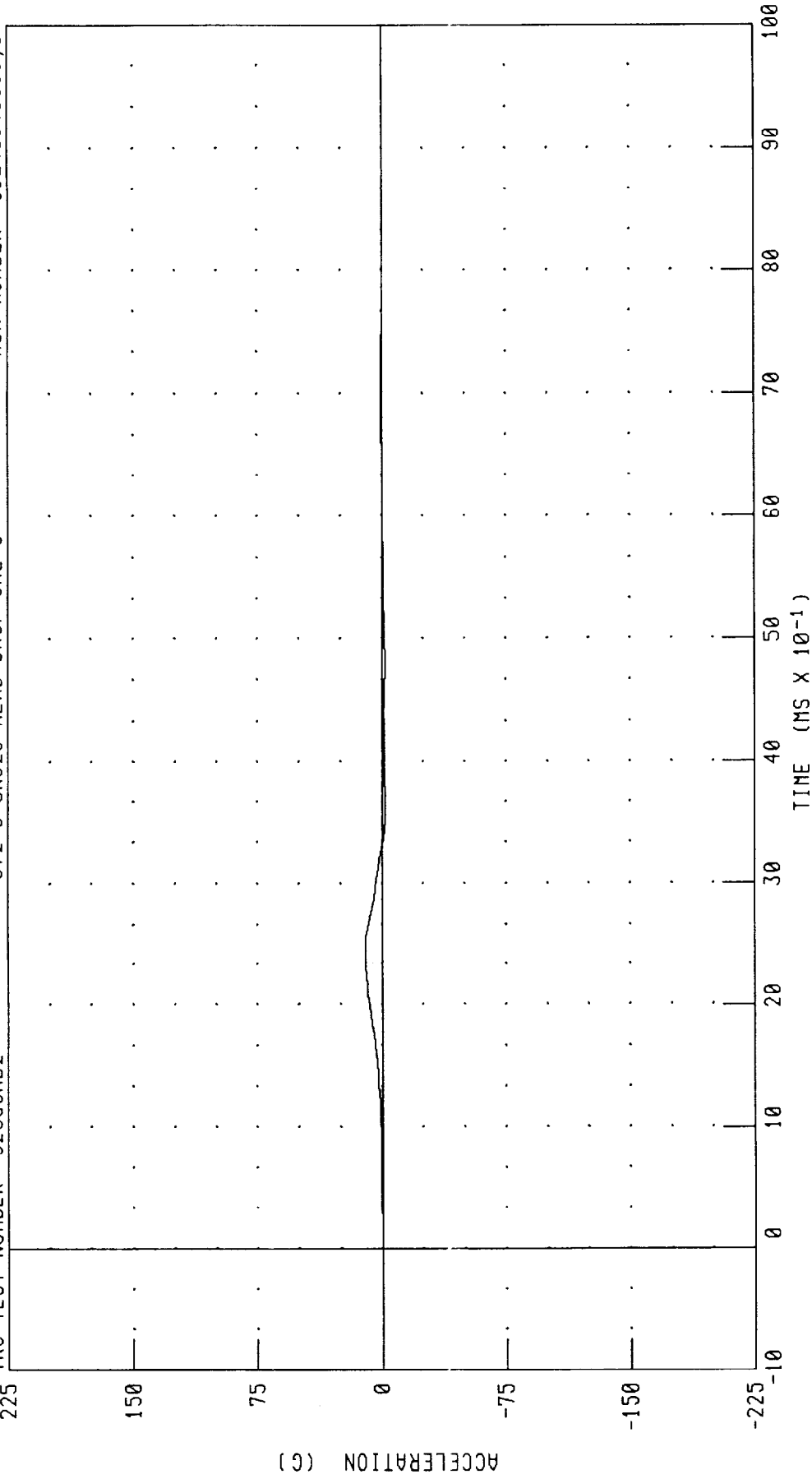
RUN NUMBER: 052400.1506,1



CHANNEL: HEDXC FILTER: CH. CLASS 1000 PEAK DATA: 1.62 G @ 6.48 MS; -253.43 G @ 2.40 MS

PART 572-0 HYBRID III HEAD CALIBRATION
HEAD ACCELERATION Y AXIS

TRC TEST NUMBER: 329C6HD2 572 0 SN329 HEAD DROP CAL 6 RUN NUMBER: 052400.1506;1

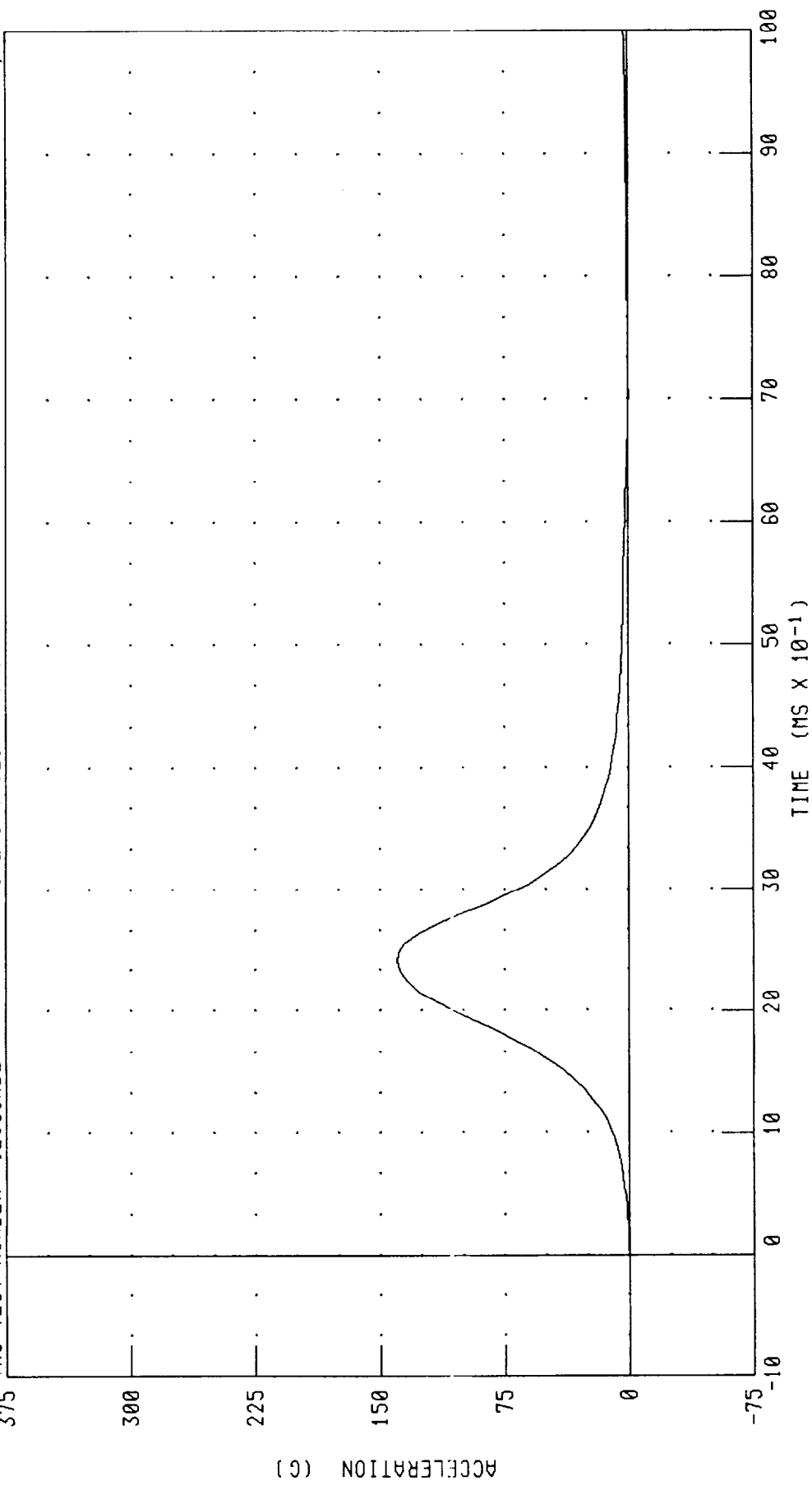


CHANNEL: HEDYC FILTER: CH. CLASS 1000

PEAK DATA: 9.99 G @ 2.40 MS, -2.08 G @ 3.60 MS

PART 572-0 HYBRID III HEAD CALIBRATION
HEAD ACCELERATION Z AXIS

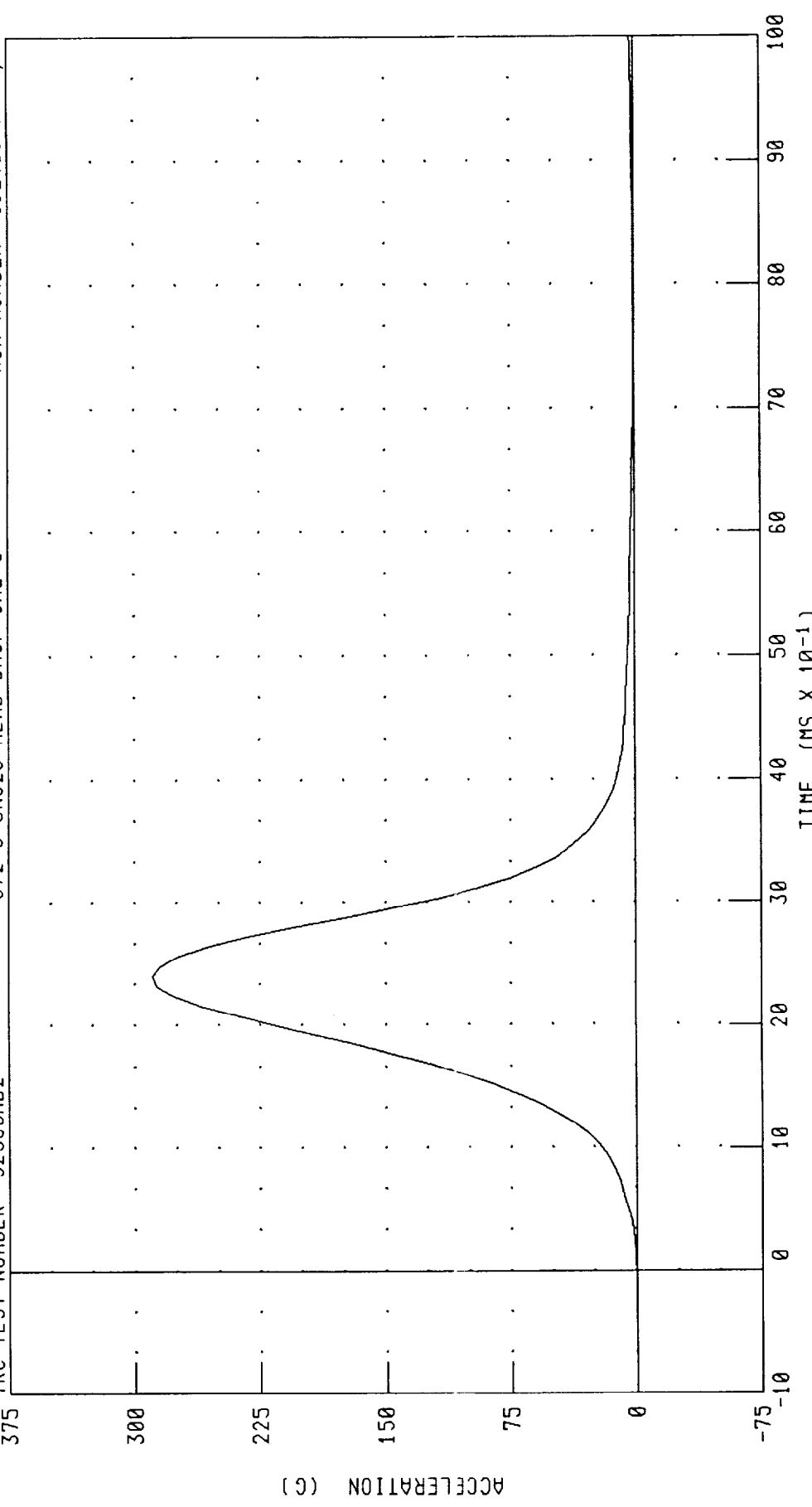
TRC TEST NUMBER: 329C6HD2 572 0 SN329 HEAD DROP CAL 6 RUN NUMBER: 052400.1506;1



CHANNEL: HEDZG FILTER: CH. CLASS 1000 PEAK DATA: 139.29 G @ 2.40 MS, -0.63 G @ 7.04 MS

PART 572-0 HYBRID III HEAD CALIBRATION
HEAD RESULTANT ACCELERATION

TRC TEST NUMBER: 329C6HD2 572 0 SN329 HEAD DROP CAL 6 RUN NUMBER: 052400.1506;1



CHANNEL: HEDRC FILTER: CH. CLASS 1000 PEAK DATA: 289.35 G @ 2.40 MS, 0.04 G @ -0.96 MS

TRANSPORTATION RESEARCH CENTER INC.

HYBRID III SMALL FEMALE

25-MAY-00

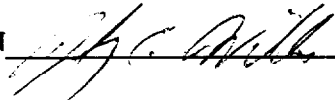
NECK FLEXION TEST - 6 CHANNEL TRANSDUCER

TRC INC. TEST NO: 329C6NF1 572 0 SN329 NECK FLEX. CAL6

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	20.6-22.2 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	50.0 %
IMPACT VELOCITY	6.89 - 7.13 M/S	7.12 M/S
INTEGRATED PENDULUM VELOCITY	10 MS 2.0 - 2.5 M/S	2.26 M/S
	20 MS 4.0 - 5.0 M/S	4.60 M/S
	30 MS 5.8 - 7.0 M/S	6.62 M/S
PEAK D-PLANE ROTATION	77 - 91 DEG.	79.56 DEG.
PEAK MOMENT DURING ROTATION INTERVAL	69 - 83 NM	79.54 NM
POSITIVE MOMENT DECAY TIME TO 10 NM	80 - 100 MS	83.44 MS

TEST MEETS SPECIFICATIONS

TECHNICIAN



RUN NUMBER: 052500.1054;2

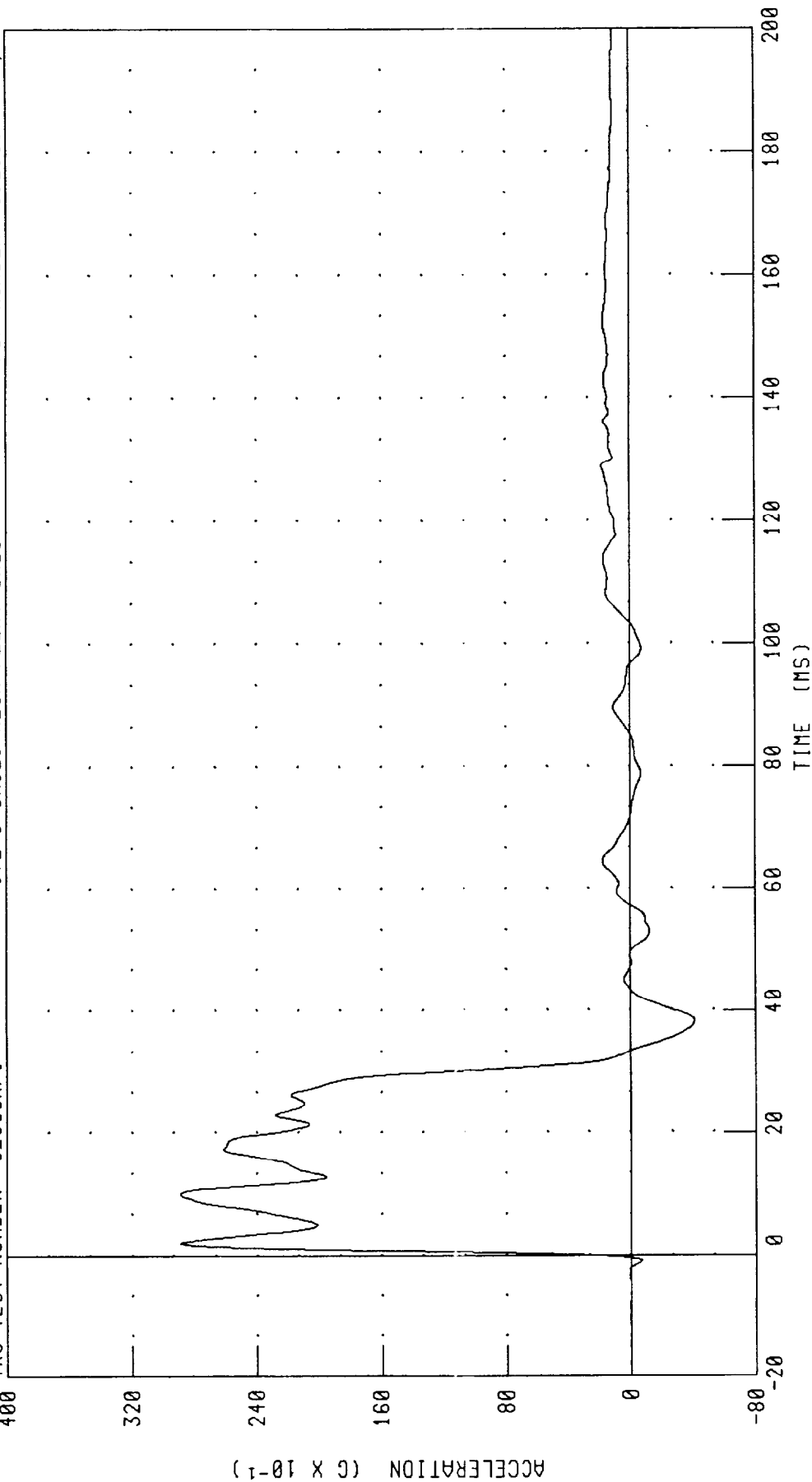
PART 572-0 HYBRID III NECK FLEXION CALIBRATION

PENDULUM DECELERATION

TRC TEST NUMBER: 329C6NF1

572 0 SN329 NECK FLEX CAL6

RUN NUMBER: 052500.1104;2



CHANNEL: PENXC FILTER: CH. CLASS 180 PEAK DATA: 28.91 G @ 10.00 MS; -4.12 G @ 38.32 MS

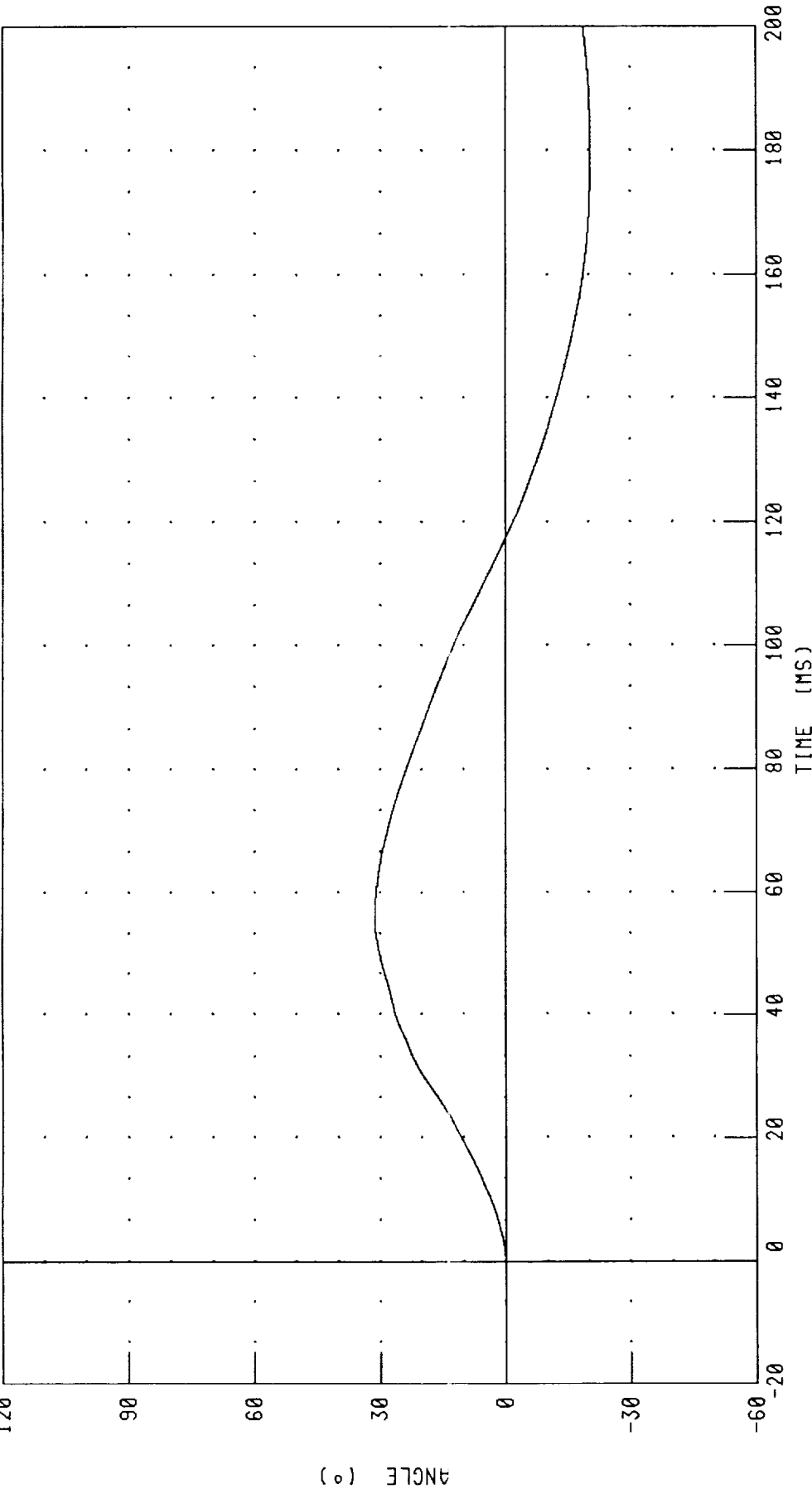
PART 572-0 HYBRID III NECK FLEXION CALIBRATION

ROTATION ABOUT BASE OF NECK

TRC TEST NUMBER: 329C6NF1

572 0 SN329 NECK FLEX. CAL6

RUN NUMBER: 052500.1104;2



PEAK DATA: 31.20 ° @ 55.92 MS, -20.38 ° @ 179.04 MS

CHANNEL: BETA FILTER: CH. CLASS 60

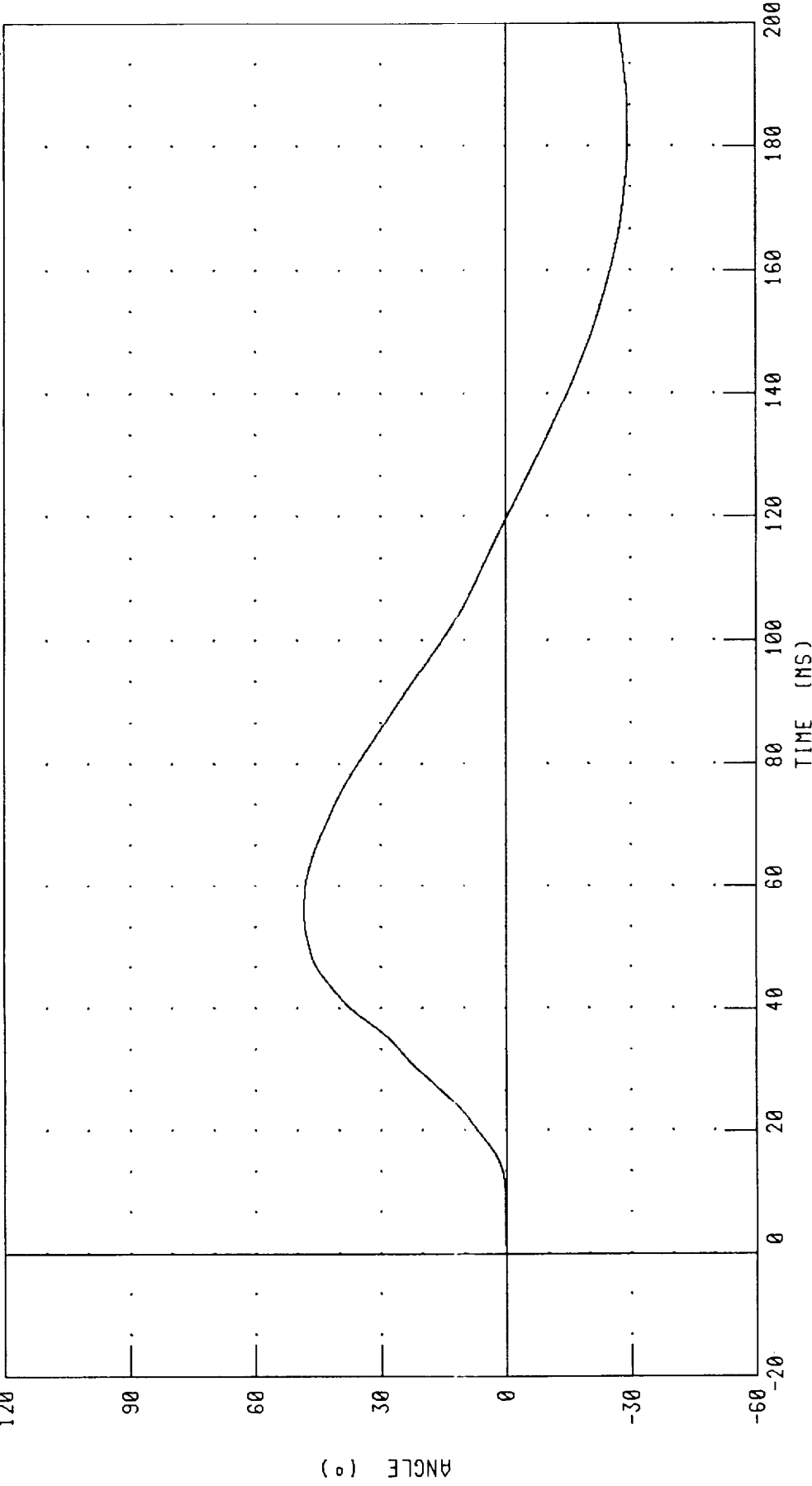
PART 572-0 HYBRID III NECK FLEXION CALIBRATION

ROTATION ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 329C6NF1

572 0 SN329 NECK FLEX. CAL6

RUN NUMBER: 052500.1104;2



CHANNEL: THETA FILTER: CH. CLASS 60 PEAK DATA: 48.36 ° @ 55.68 MS, -29.35 ° @ 183.68 MS

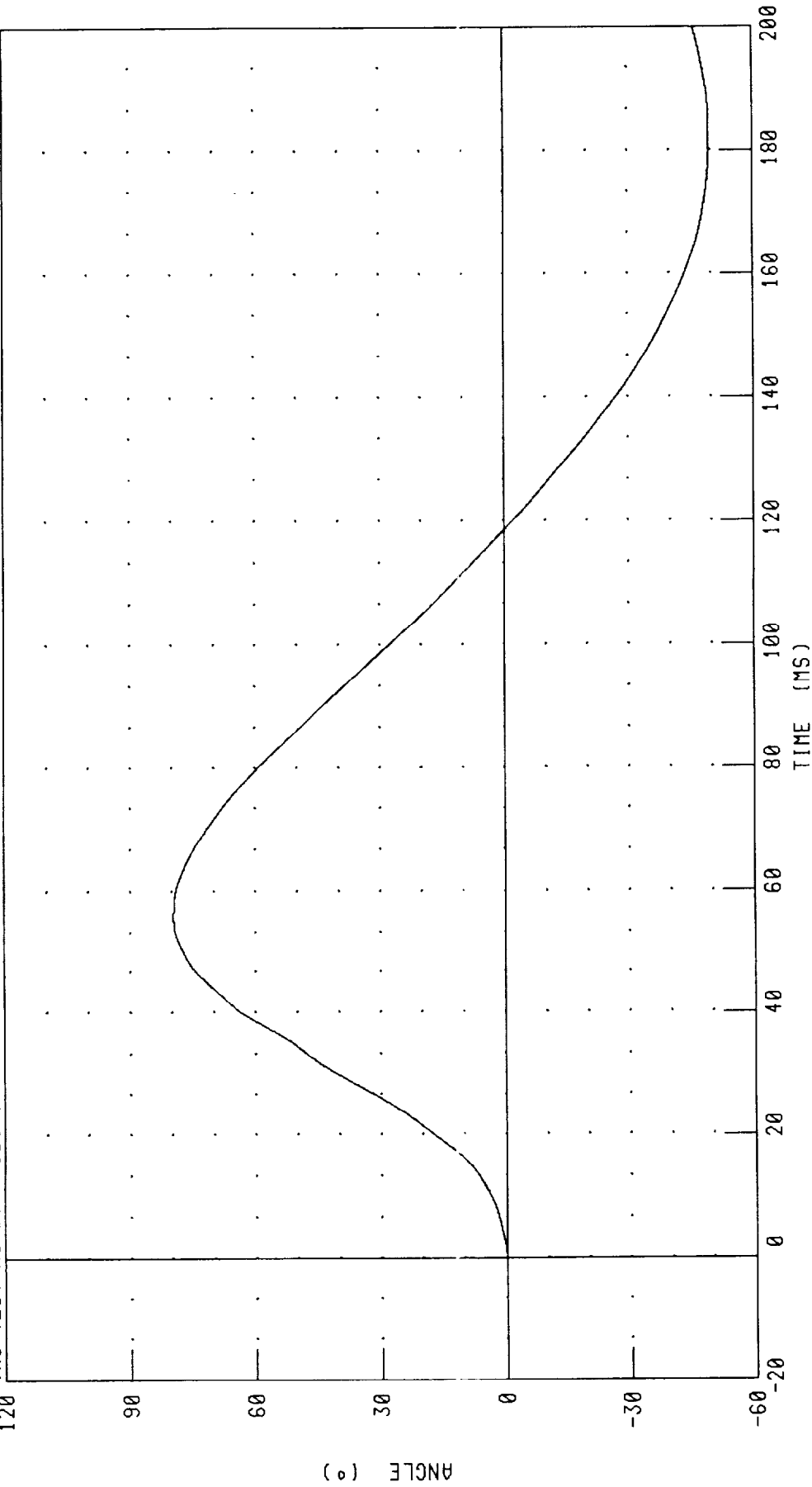
PART 572-0 HYBRID III NECK FLEXION CALIBRATION

TOTAL ROTATION

TRC TEST NUMBER: 329C6NF1

572 0 SN329 NECK FLEX. CAL6

RUN NUMBER: 052500.1104;2



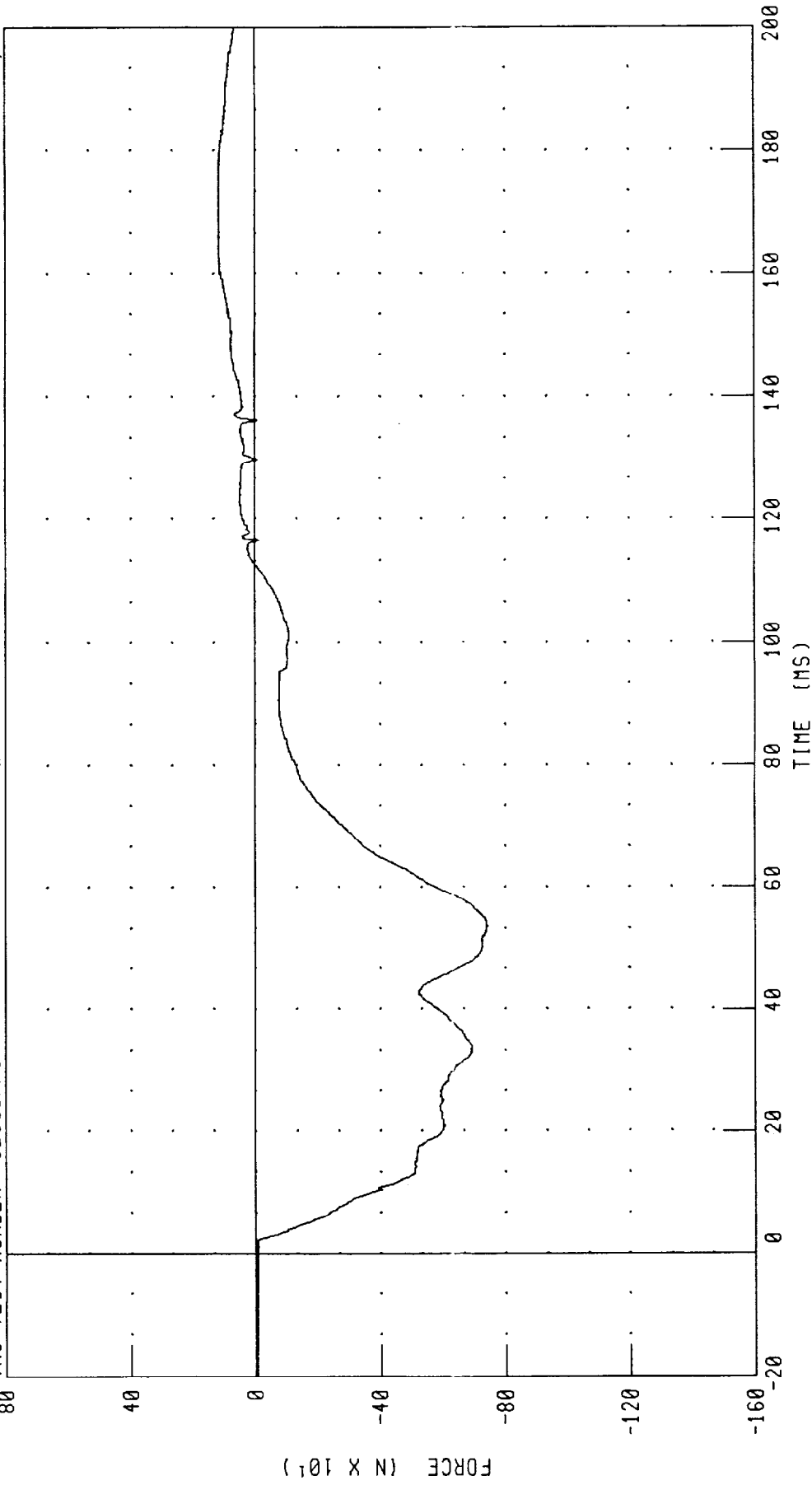
CHANNEL: TOTAN FILTER: CH. CLASS 60

PEAK DATA: 79.56 ° @ 55.84 MS, -49.71 ° @ 182.08 MS

PART 572-0 HYBRID III NECK FLEXION CALIBRATION

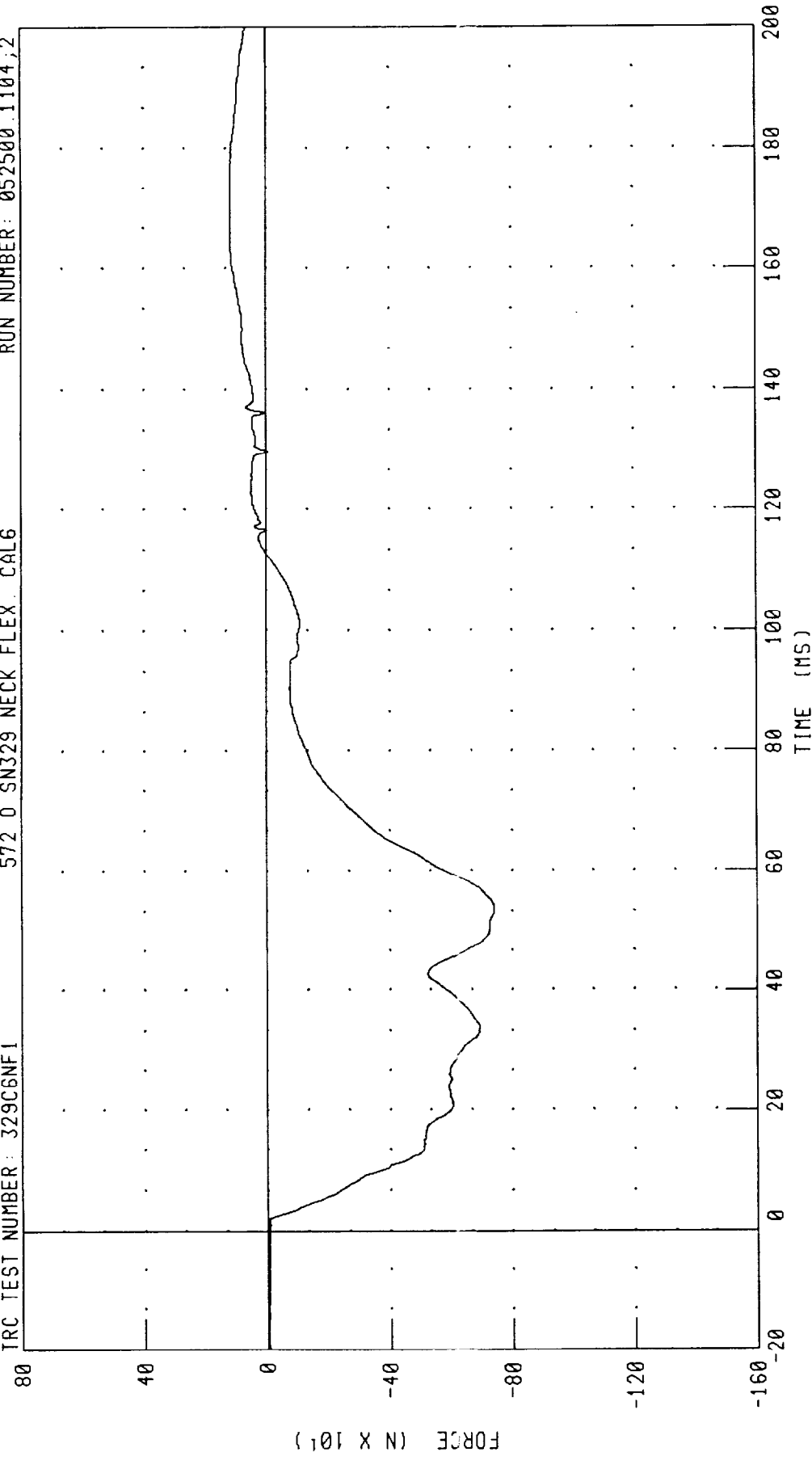
NECK FORCE X AXIS

TRC TEST NUMBER: 329C6NF1 572 0 SN329 NECK FLEX. CAL6 RUN NUMBER: 052500.1104;2



CHANNEL: NEKXF FILTER: CH. CLASS 1000 PEAK DATA: 116.05 N @ 161.60 MS, -743.38 N @ 53.68 MS

PART 572-0 HYBRID III NECK FLEXION CALIBRATION
NECK FORCE X AXIS FILTERED FOR USE IN OCCIPITAL MOMENT CALCULATION
TRC TEST NUMBER: 329C6NFI 572 0 SN329 NECK FLEX. CAL6 RUN NUMBER: 052500.1104;2



CHANNEL: NEKXFC FILTER: CH. CLASS 600 PEAK DATA: 116.16 N @ 162.96 MS, -740.95 N @ 53.76 MS

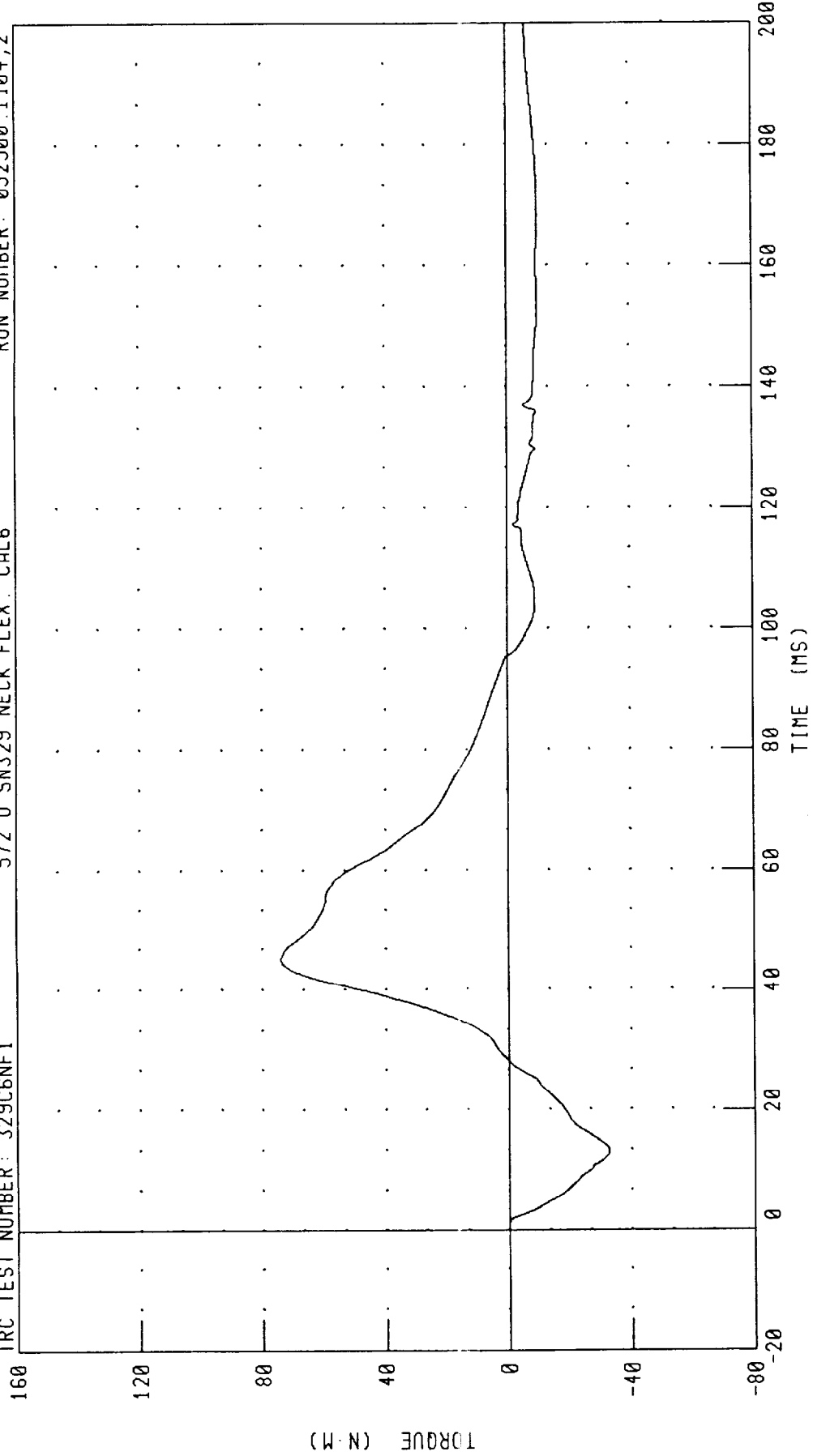
PART 572-0 HYBRID III NECK FLEXION CALIBRATION

NECK MOMENT Y AXIS

RUN NUMBER: 052500.1104;2

TRC TEST NUMBER: 329C6NF1

572 0 SN329 NECK FLEX. CAL6



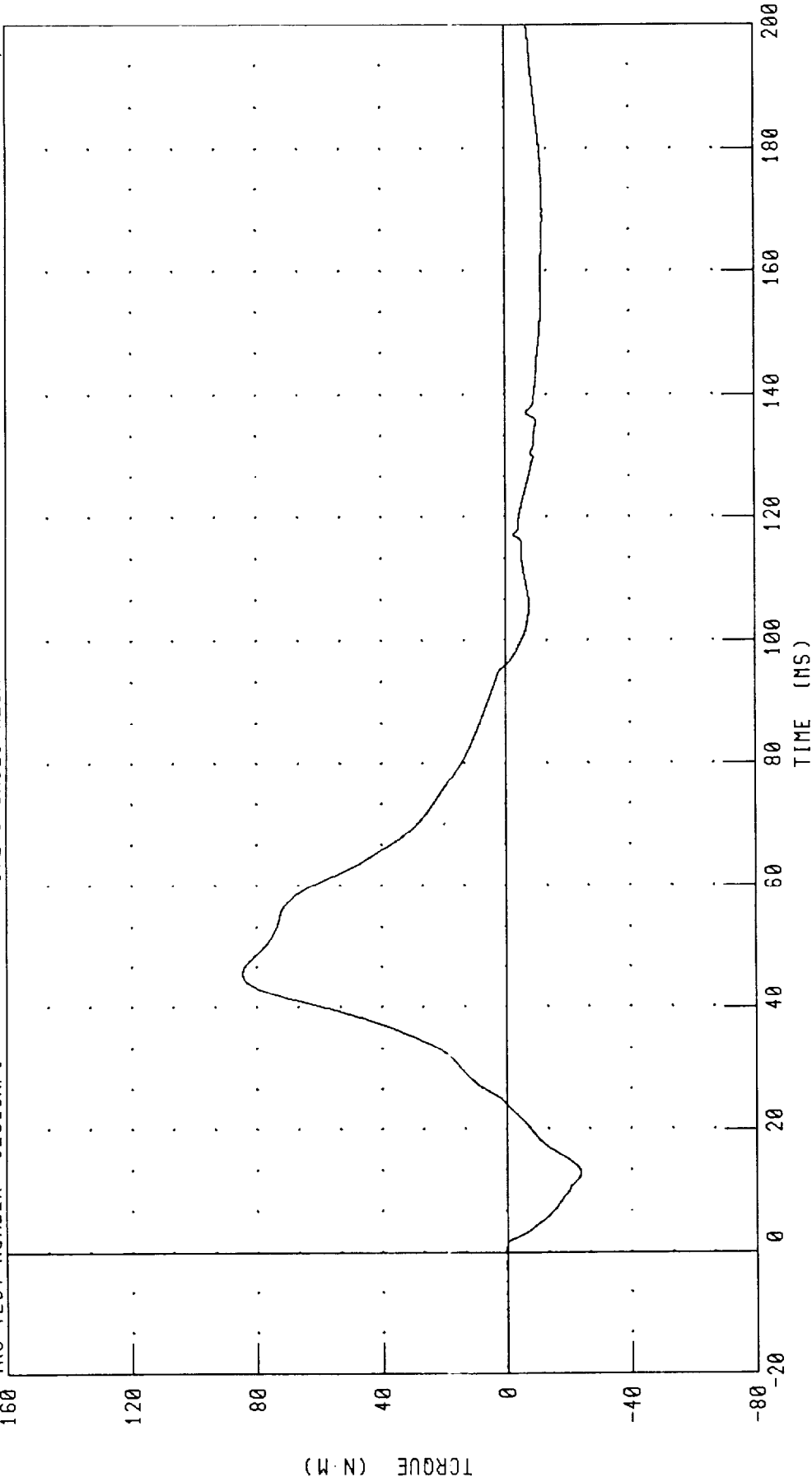
PEAK DATA: 73.98 N-M @ 45.04 MS; -32.78 N-M @ 13.04 MS

CHANNEL: NEKYM FILTER: CH. CLASS 600

PART 572-0 HYBRID III NECK FLEXION CALIBRATION
TOTAL MOMENT ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 329C6NF1 RUN NUMBER: 052500.1104;2

572 0 SN329 NECK FLEX. CAL6



CHANNEL: NEKOM FILTER: CH. CLASS 600

PEAK DATA: 84.46 N·M @ 45.60 MS; -23.83 N·M @ 12.88 MS

TRANSPORTATION RESEARCH CENTER INC.

HYBRID III SMALL FEMALE

25-MAY-00

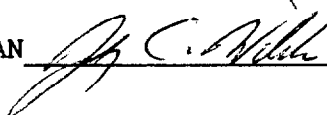
NECK EXTENSION TEST - 6 CHANNEL TRANSDUCER

TRC INC. TEST NO: 329C6NE1 572 0 SN329 NECK EXT. CAL 6

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	20.6 - 22.2 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	50.0 %
IMPACT VELOCITY	5.95 - 6.19 M/S	6.10 M/S
INTEGRATED PENDULUM VELOCITY	10 MS 1.5 - 1.9 M/S	1.77 M/S
	20 MS 3.1 - 3.9 M/S	3.60 M/S
	30 MS 4.6 - 5.6 M/S	5.26 M/S
PEAK D-PLANE ROTATION	99 - 114 DEG.	100.76 DEG.
PEAK MOMENT DURING ROTATION INTERVAL	54 - 67 NM	-60.27 NM
NEGATIVE MOMENT DECAY TIME TO 10 NM LEVEL	28 - 38 MS	31.12 MS

TEST MEETS SPECIFICATIONS

TECHNICIAN



RUN NUMBER: 052500.1238;1

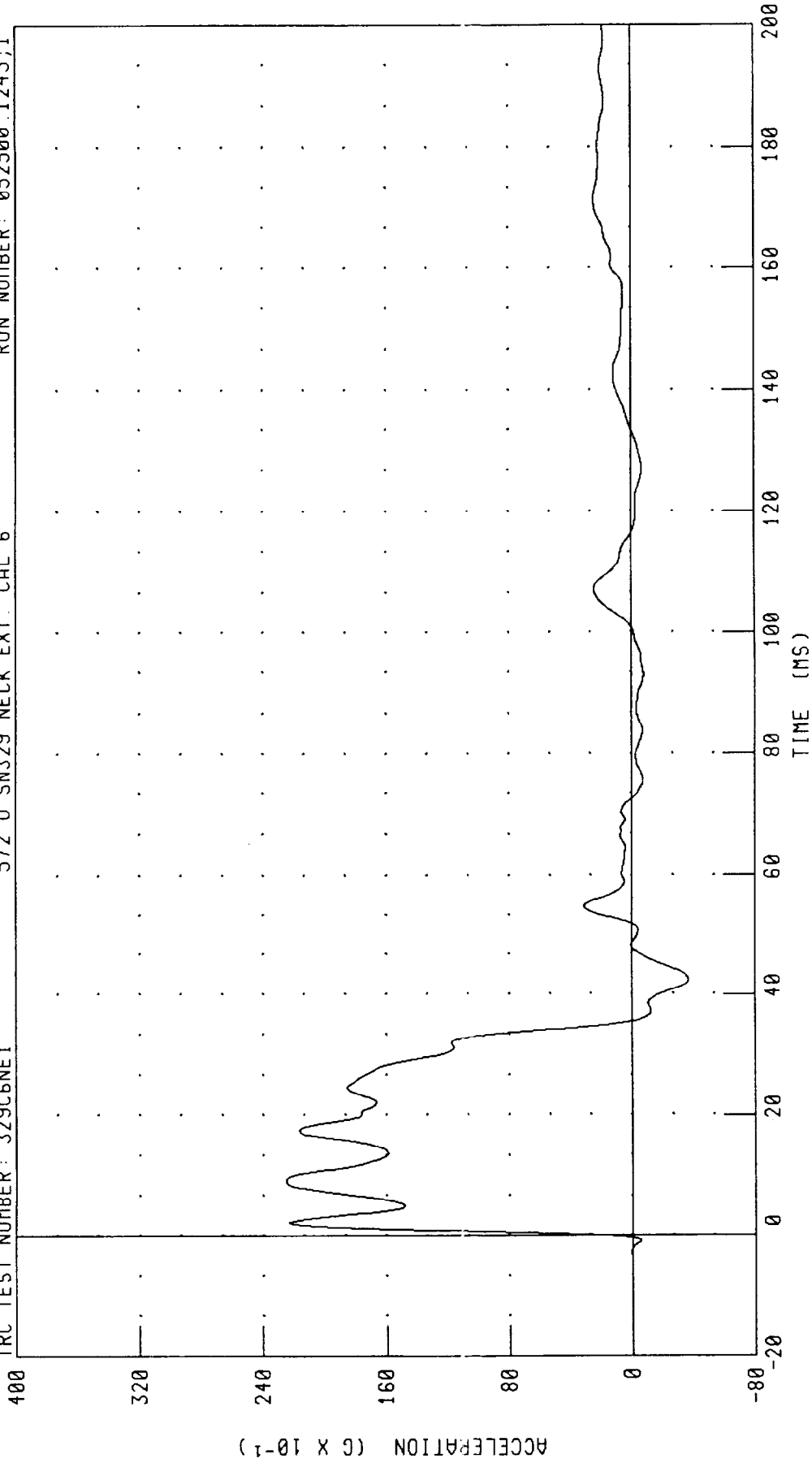
PART 572-0 HYBRID III NECK EXTENSION CALIBRATION

PENDULUM DECELERATION

TRC TEST NUMBER: 329C6NE1

572 0 SN329 NECK EXT. CAL 6

RUN NUMBER: 052500.1245,1

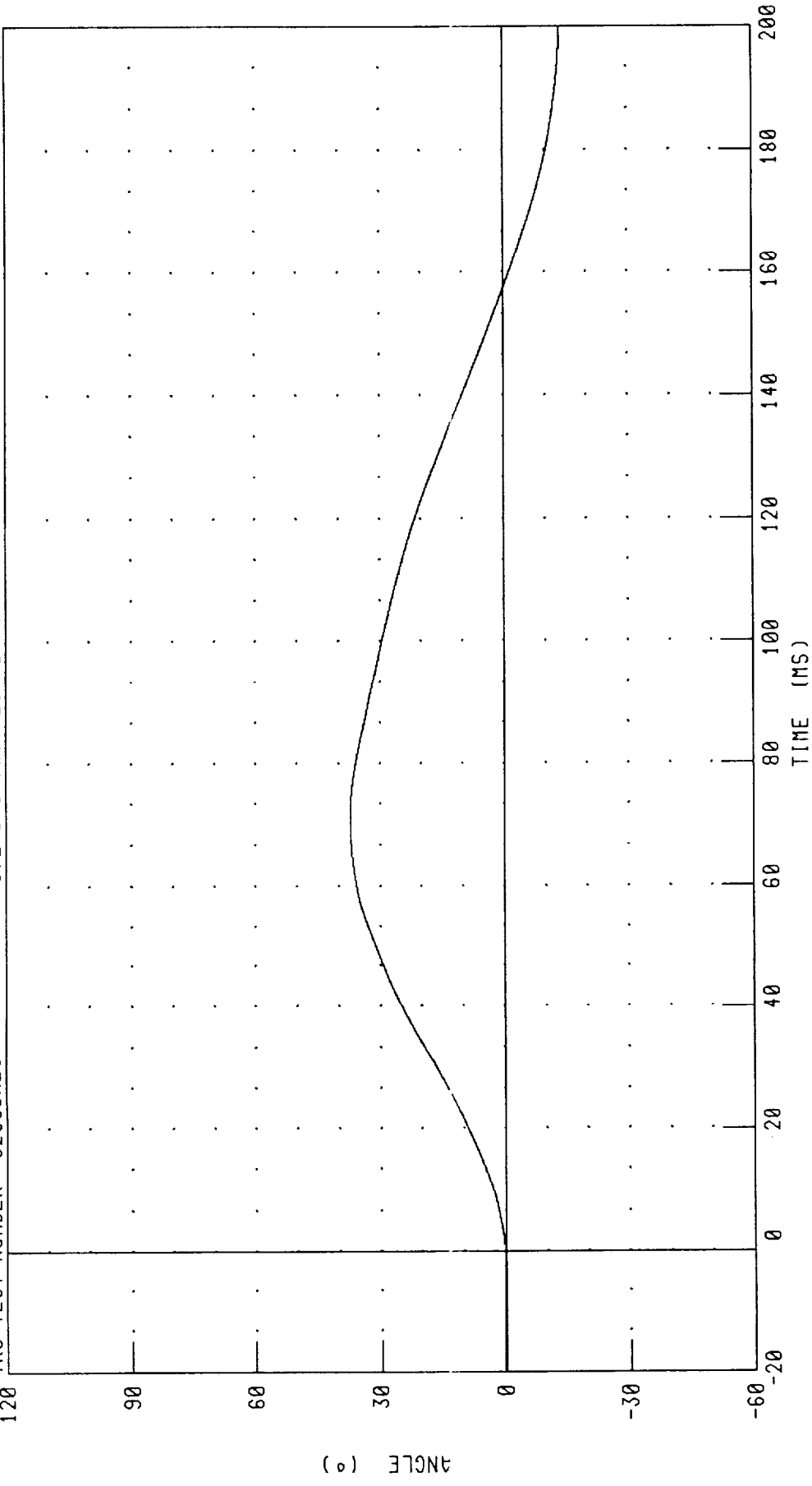


CHANNEL: PENXC FILTER: CH. CLASS 180 PEAK DATA: 22.47 G @ 9.44 MS; -3.69 G @ 42.40 MS

PART 572-0 HYBRID III NECK EXTENSION CALIBRATION
ROTATION ABOUT BASE OF NECK

TRC TEST NUMBER: 329C6NE1 RUN NUMBER: 052500.1245;1

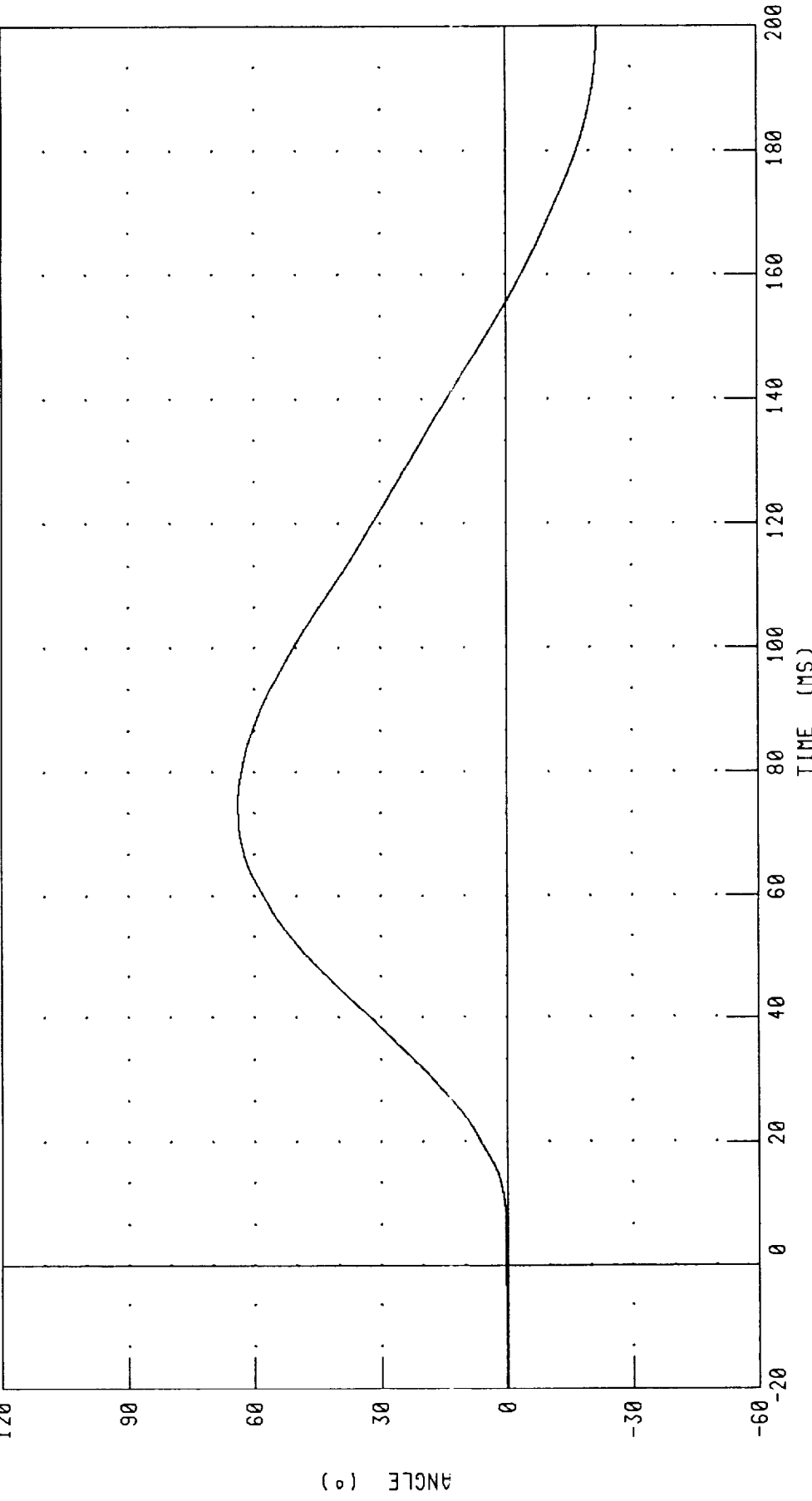
572 0 SNJ29 NECK EXT. CAL 6



CHANNEL: BETA FILTER: CH. CLASS 60 PEAK DATA: 37.06 ° @ 70.56 MS; -13.90 ° @ 200.00 MS

PART 572-0 HYBRID III NECK EXTENSION CALIBRATION
ROTATION ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 329C6NE1 572 0 SN329 NECK EXT. CAL 6 RUN NUMBER: 052500.1245.1

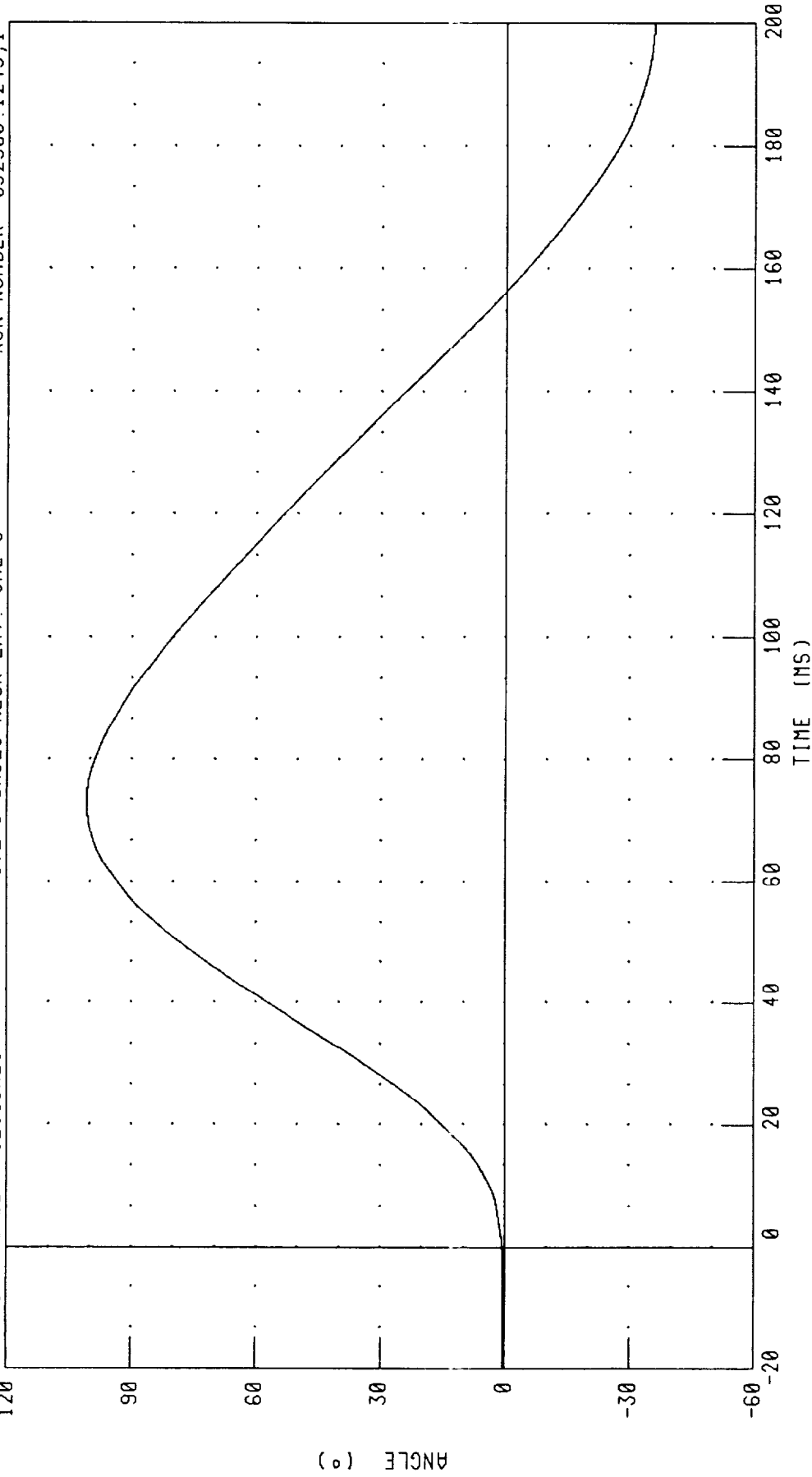


CHANNEL: THETA FILTER: CH. CLASS 60 PEAK DATA: 63.83 ° @ 75.04 MS, -22.07 ° @ 200.00 MS

PART 572-0 HYBRID III NECK EXTENSION CALIBRATION

TOTAL ROTATION

TRC TEST NUMBER: 329C6NE1 572 0 SN329 NECK EXT. CAL 6 RUN NUMBER: 052500.1245,1



CHANNEL: TOTAN FILTER: CH. CLASS 60 PEAK DATA: 100.77 ° @ 72.96 MS, -35.97 ° @ 200.00 MS

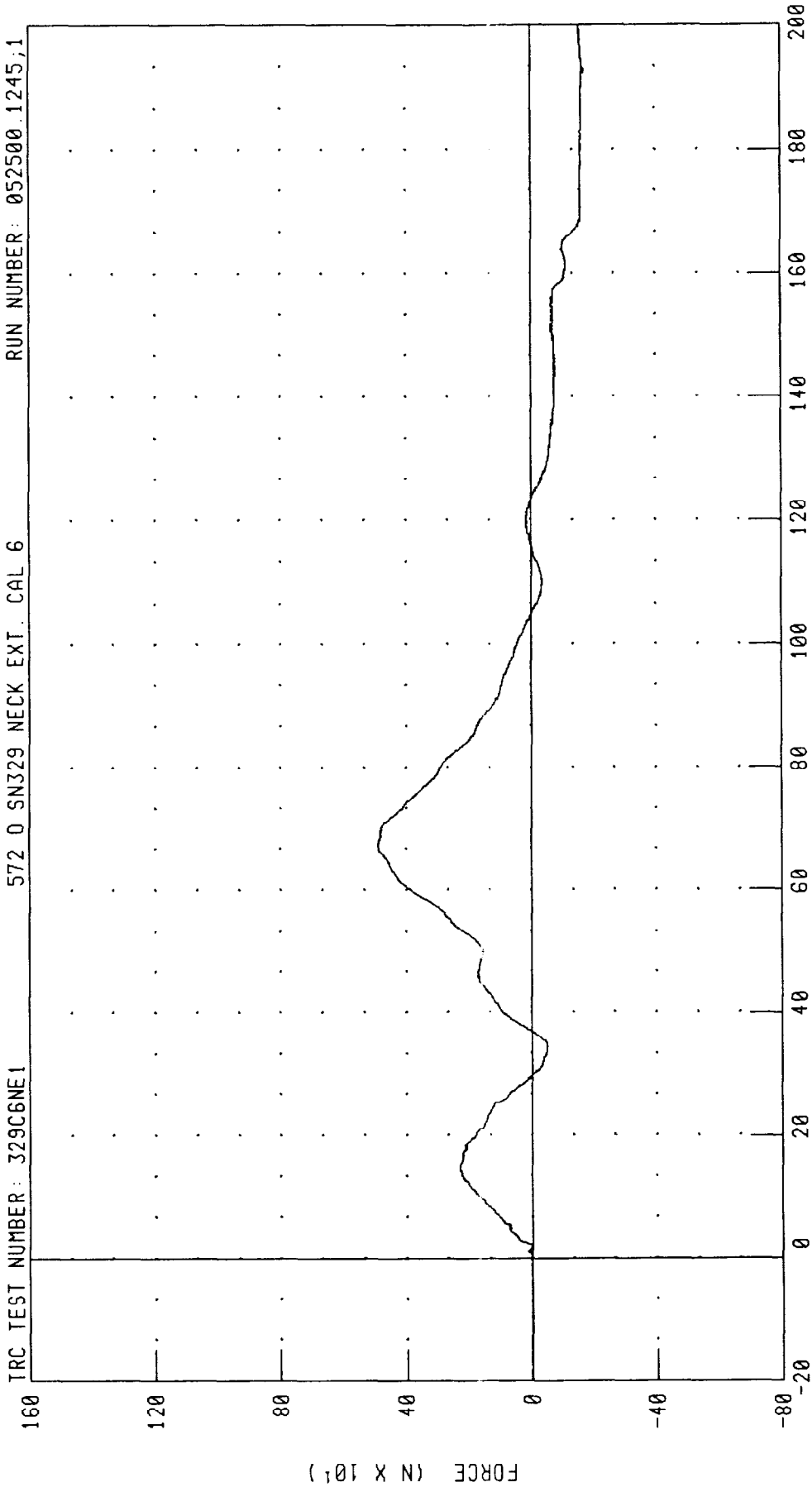
PART 572-0 HYBRID III NECK EXTENSION CALIBRATION

NECK FORCE X AXIS

TRC TEST NUMBER: 329C6NE1

572 0 SN329 NECK EXT. CAL 6

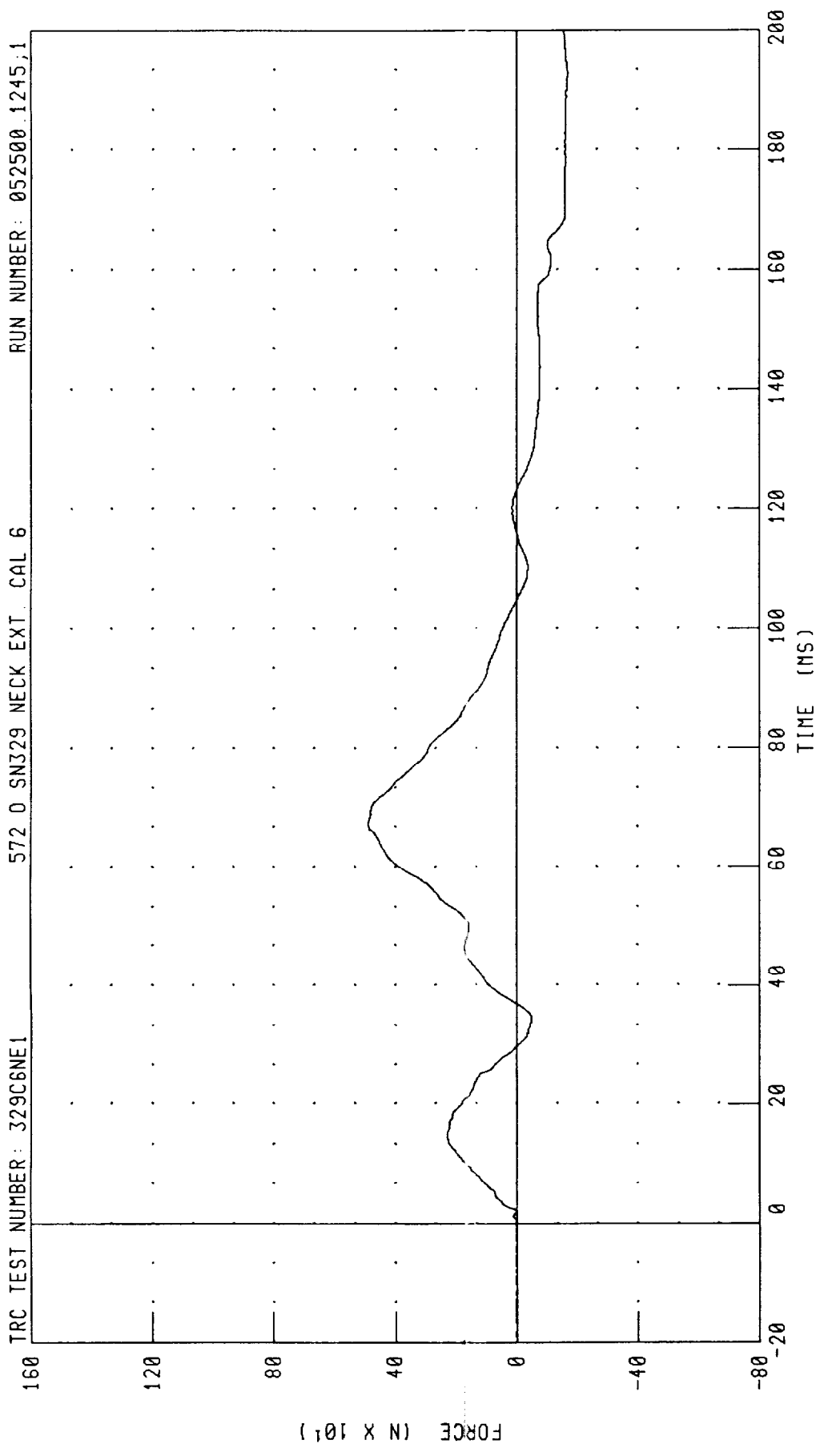
RUN NUMBER: 052500.1245;1



CHANNEL: NEKXF FILTER: CH. CLASS 1000

PEAK DATA: 491.60 N @ 66.96 MS, -172.51 N @ 192.40 MS

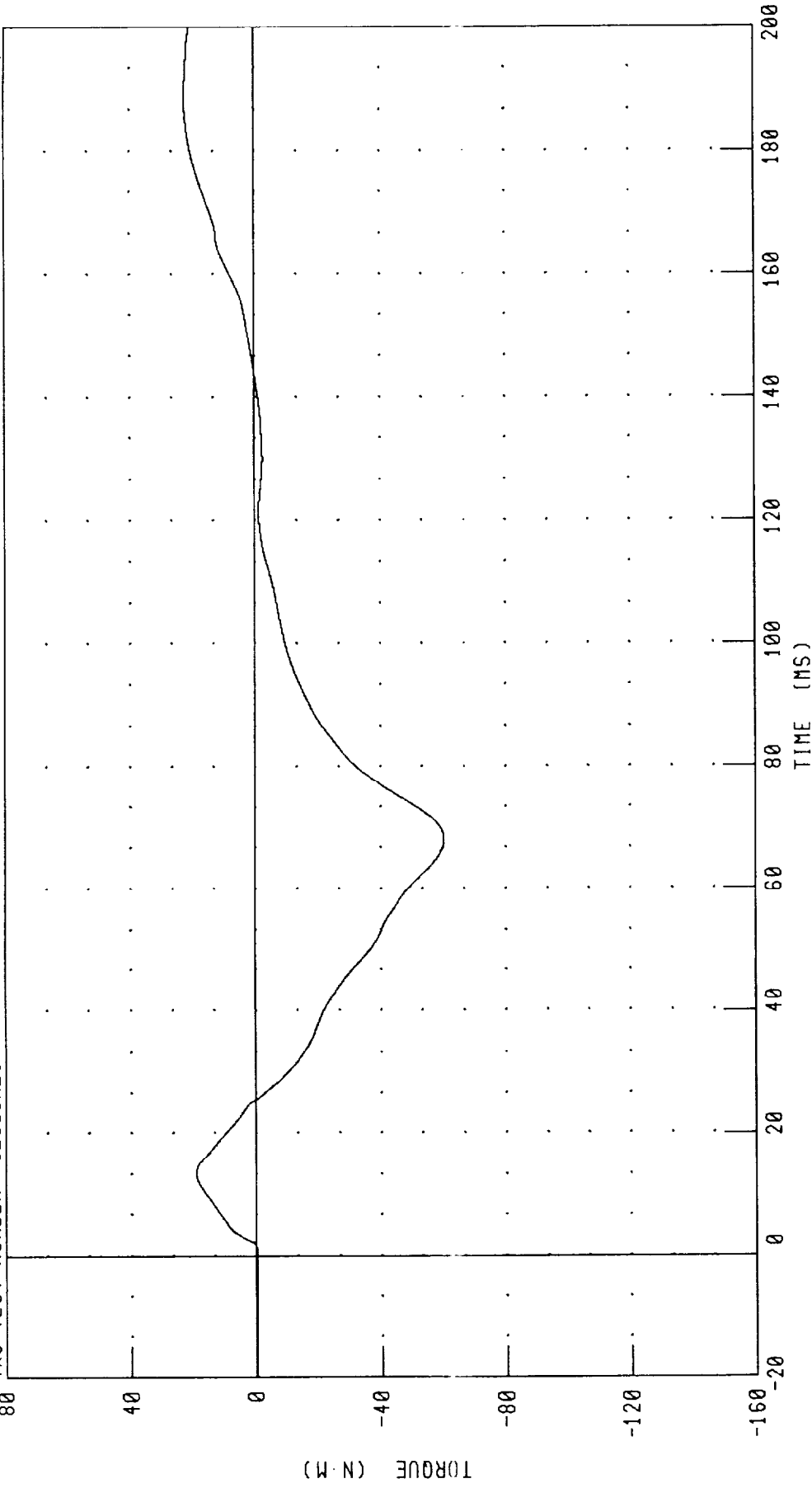
PART 572-0 HYBRID III NECK EXTENSION CALIBRATION
NECK FORCE X AXIS FILTERED FOR USE IN OCCIPITAL MOMENT CALCULATION
TRC TEST NUMBER: 329C6NE1 572 0 SN329 NECK EXT. CAL 6 RUN NUMBER: 052500.1245;1



CHANNEL: NEKXFC FILTER: CH. CLASS 600 PEAK DATA: 491.15 N @ 67.12 MS; -170.71 N @ 192.56 MS

PART 572-0 HYBRID III NECK EXTENSION CALIBRATION
TOTAL MOMENT ABOUT OCCIPITAL CONDYLE

TRC TEST NUMBER: 329C6NE1 572 0 SN329 NECK EXT. CAL 6 RUN NUMBER: 052500.1245;1



CHANNEL: NEKOM FILTER: CH. CLASS 600 PEAK DATA: 22.49 N·M @ 189.44 MS; -60.27 N·M @ 68.16 MS

TRANSPORTATION RESEARCH CENTER INC.

THORAX IMPACT TEST

HYBRID III SMALL FEMALE

26-MAY-00

TRC INC.

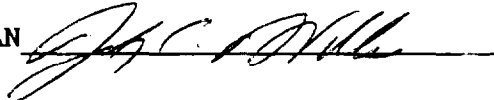
TEST NO: 329C6TH1

572 0 SN329 THORAX CAL6

TEST PARAMETER	HIGH SPEED TEST	TEST RESULTS
	SPECIFICATION	
TEMPERATURE	20.6-22.2 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	55.0 %
PENDULUM VELOCITY	6.59 - 6.83 M/S	6.59 M/S
MAXIMUM DEFLECTION	51 - 58 MM	56.2 MM
MAXIMUM RESISTIVE FORCE	3900 - 4400 N	4072. N
PEAK FORCE DURING 18MM TO 50 MM DEFLECTION	<=105% OF PEAK FORCE	95.5 %
INTERNAL HYSTERESIS	69% - 85%	70.5%

TEST MEETS SPECIFICATIONS

TECHNICIAN



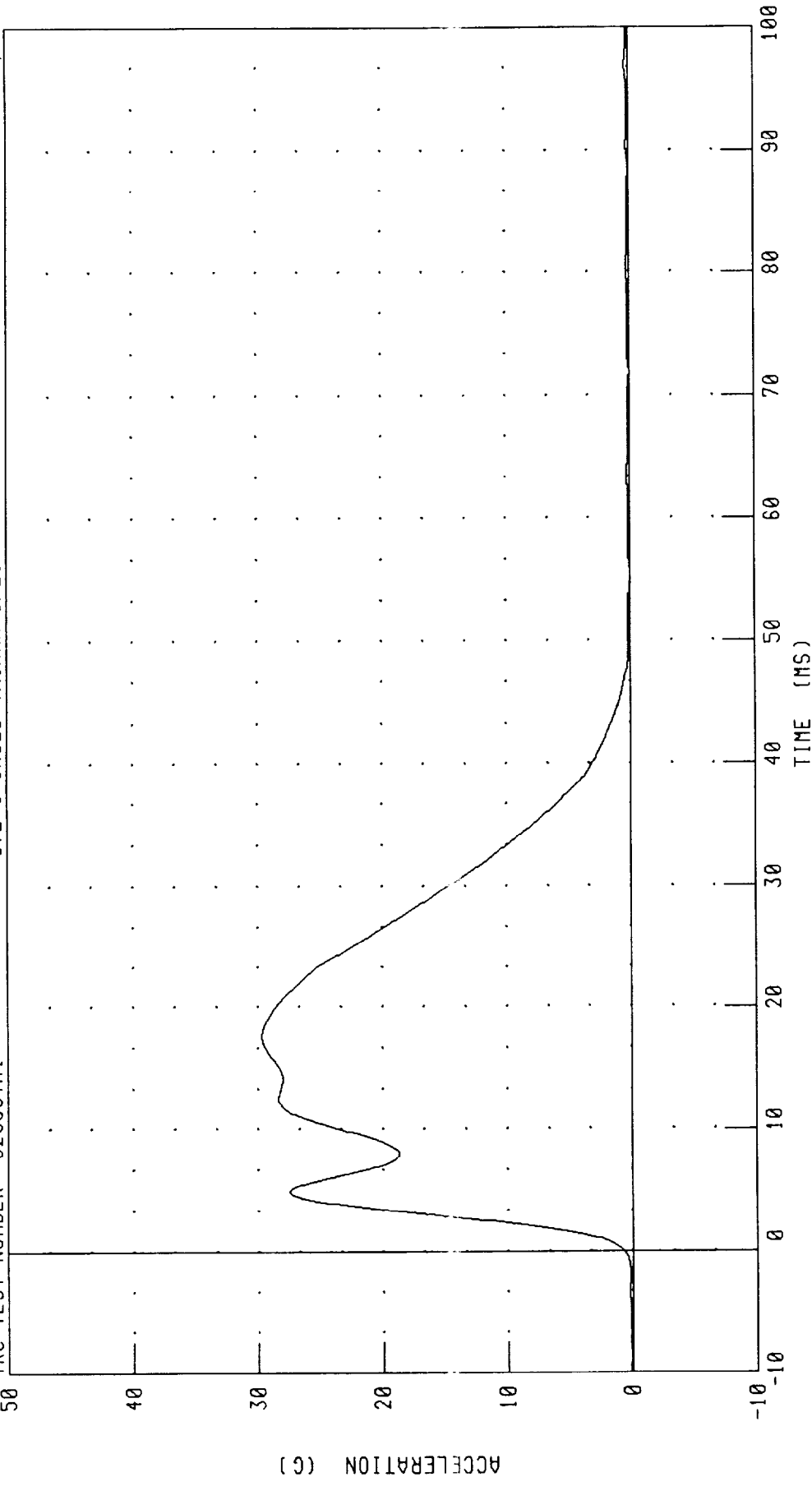
RUN NUMBER: 052600.0851;1

PART 572-0 HYBRID III THORAX CALIBRATION
PENDULUM DECELERATION

TRC TEST NUMBER: 329C6TH1

572 0 SN329 THORAX CAL6

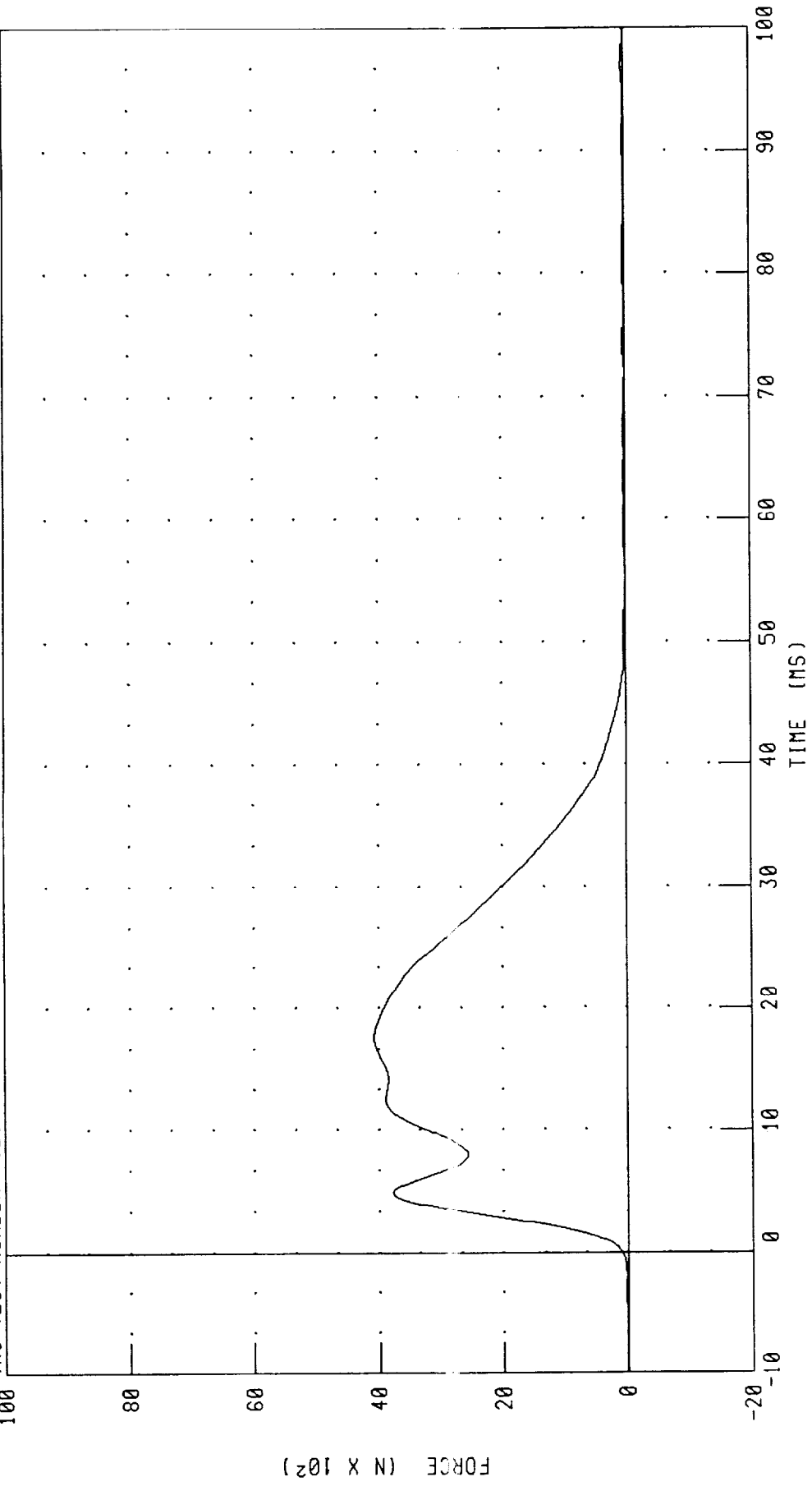
RUN NUMBER: 052600 0905;1



CHANNEL: PENXC FILTER: CH. CLASS 180 PEAK DATA: 29.68 G @ 17.60 MS, -0.02 G @ 55.36 MS

PART 572-0 HYBRID III THORAX CALIBRATION
PENDULUM FORCE

TRC TEST NUMBER: 329C6TH1 572 0 SN329 THORAX_CAL6 RUN NUMBER: 052600.0905;1



CHANNEL: PENXF FILTER: CH. CLASS 180 PEAK DATA: 4072.83 N @ 17.60 MS; -2.25 N @ 55.36 MS

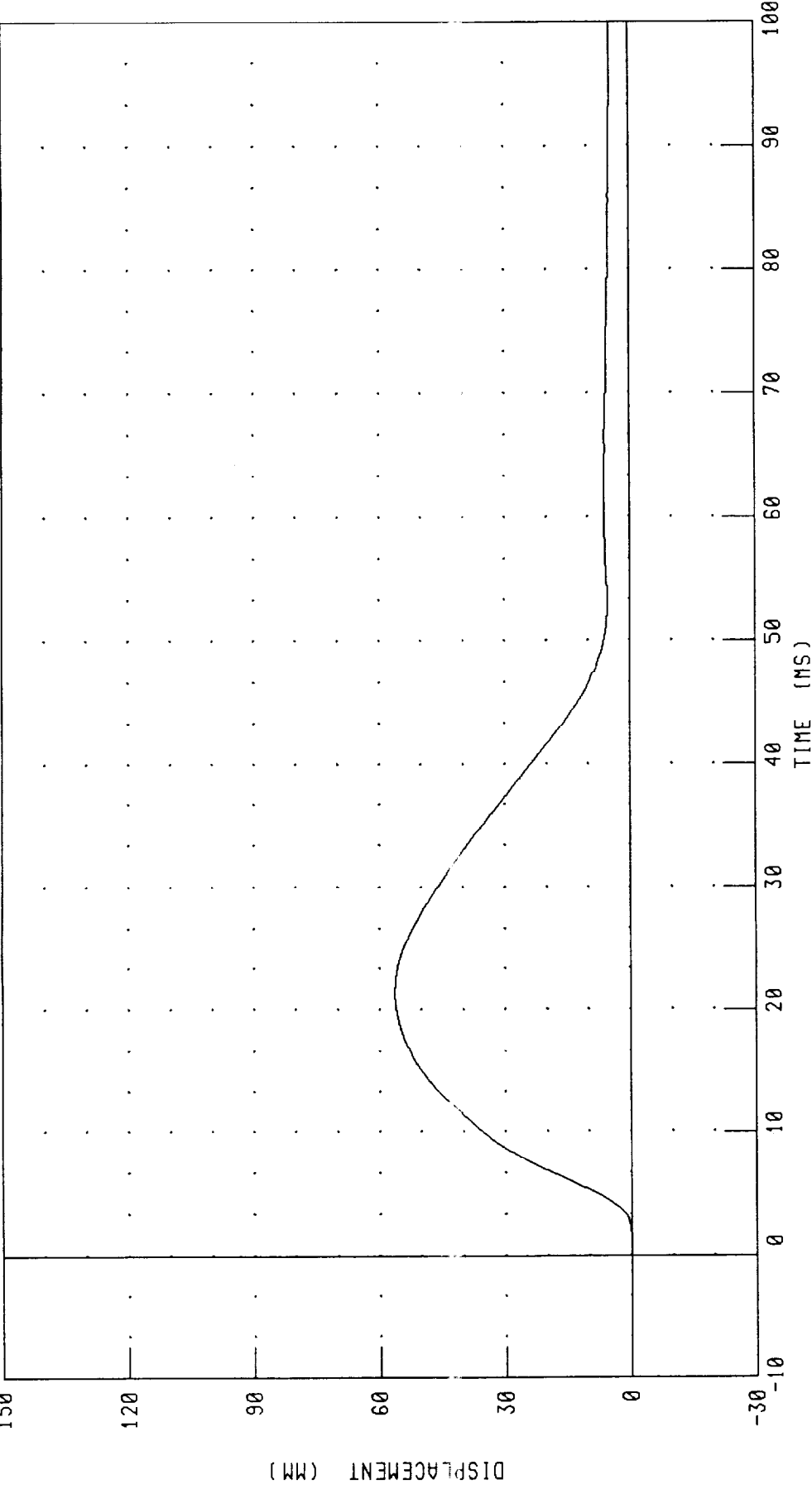
PART 572-0 HYBRID III THORAX CALIBRATION

STERNUM DISPLACEMENT

TRC TEST NUMBER: 329C6TH1

572 0 SN329 THORAX CAL6

RUN NUMBER: 052600.0905;1



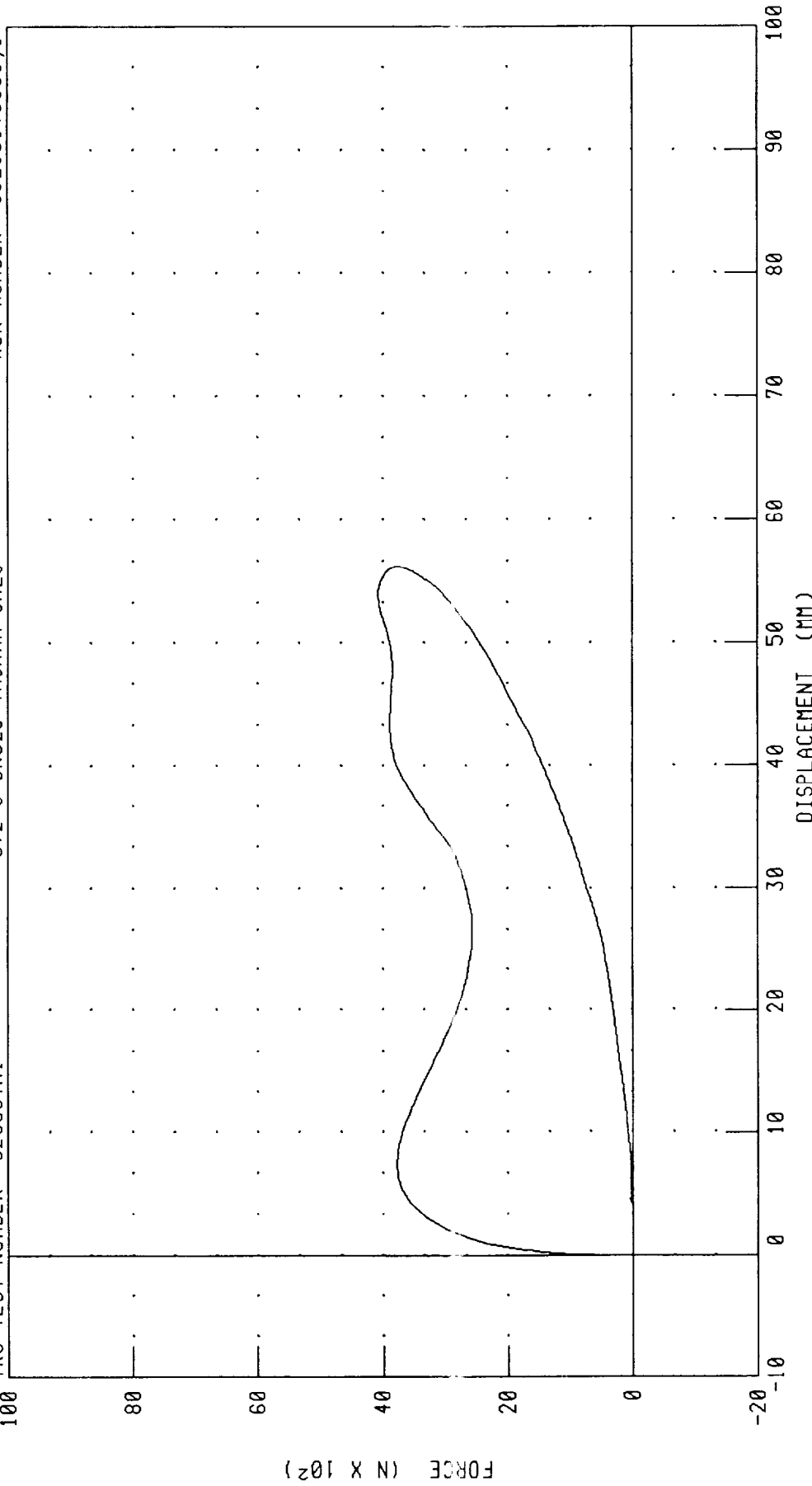
CHANNEL: CSTXD FILTER: CH. CLASS 600 PEAK DATA: 56.27 MM @ 21.36 MS; -0.02 MM @ -9.20 MS

PART 572-0 HYBRID III THORAX CALIBRATION
CHEST DISPLACEMENT VS PENDULUM FORCE

TRC TEST NUMBER: 329C6TH1

572 0 SN329 THORAX CAL6

RUN NUMBER: 052600 0905;1



CHANNEL: CSTXD FILTER: CH: CLASS 600
PENXF CH: CLASS 180
PEAK DATA: 56.27 MM @ 21.36 MS; -0.02 MM @ -9.20 MS
4072.83 N @ 17.60 MS; -2.25 N @ 55.36 MS

TRANSPORTATION RESEARCH CENTER INC.

TORSO FLEXION TEST

HYBRID III SMALL FEMALE

CAL DATE: 26-May-00

TRC, INC. TEST NO: 329C6TF1 572 O SN329 TORSO FLEX CAL 6

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9 - 25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	65.0 %
INITIAL ANGLE OF UNSUPPORTRED DUMMY	<= 20 DEG. REFERENCED TO VERTICAL	15.0 DEG.
MAXIMUM FORCE AT 45 DEG. DURING 10 SECOND PERIOD	320 - 390 N	382.5 N
RETURN ANGLE	+/- 8 DEG OF INITIAL ANGLE	22.0 DEG.

TEST MEETS SPECIFICATIONS

TECHNICIAN *Scott Presbrook*

TRANSPORTATION RESEARCH CENTER INC.

RIGHT KNEE IMPACT TEST

HYBRID III SMALL FEMALE

24-MAY-00

TRC INC.

TEST NO: 329C6RK1

572 O SN329 R.KNEE CAL6

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9-25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	65.0 %
PROBE VELOCITY	2.07 - 2.13 M/S	2.08 M/S
PEAK KNEE IMPACT FORCE 3.0 KG PENDULUM	3450 - 4060 N	3772.7 N

TEST MEETS SPECIFICATIONS

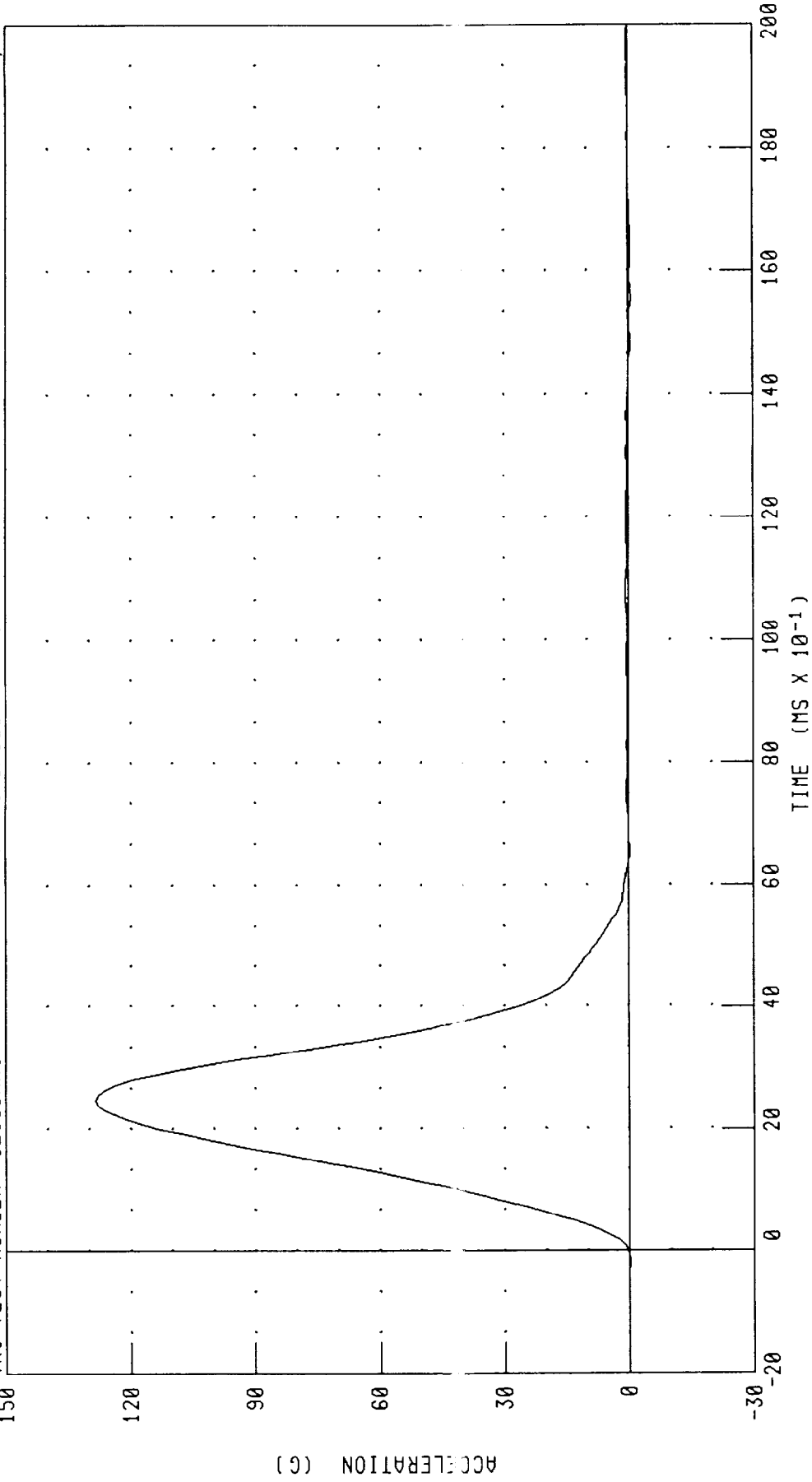
TECHNICIAN



RUN NUMBER: 052400.1112;1

PART 572-0 HYBRID III RIGHT KNEE CALIBRATION
PENDULUM DECELERATION (5 KG PEND.)

TRC TEST NUMBER : 329C6RK1 572 0 SN329 R.KNEE CAL6 RUN NUMBER: 052400.1113.1



CHANNEL : PENXC FILTER : CH. CLASS 600

PEAK DATA: 128.51 G @ 2.48 MS; -0.72 G @ 15.60 MS

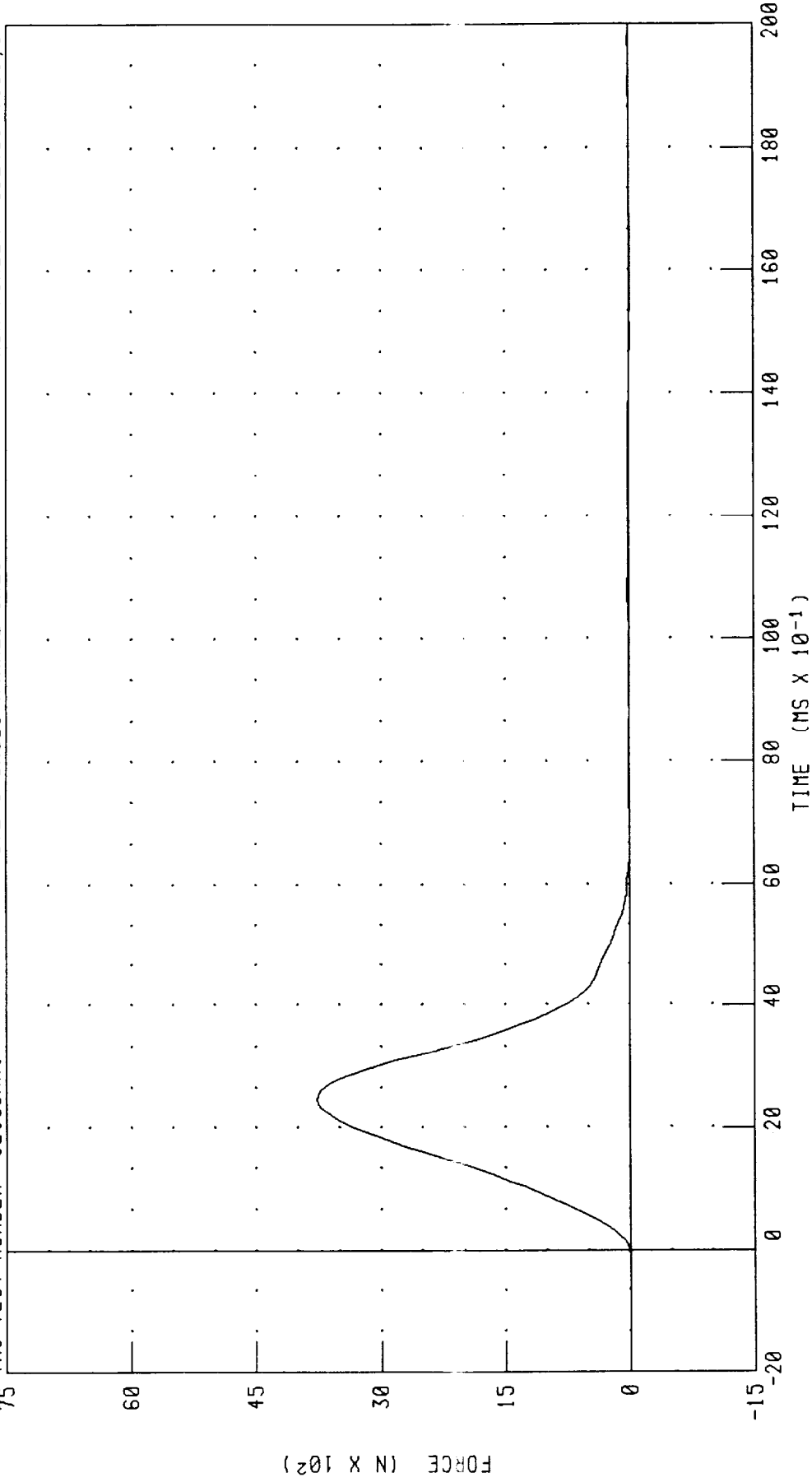
PART 572-0 HYBRID III RIGHT KNEE CALIBRATION

PENDULUM FORCE (5 KG PEND.)

TRC TEST NUMBER : 329C6RK1

572 0 SN329 R.KNEE CAL6

RUN NUMBER : 052400.1113.1



CHANNEL : PENXF FILTER : CH. CLASS 600

PEAK DATA: 3772.73 N @ 2.48 MS; -21.16 N @ 15.60 MS

TRANSPORTATION RESEARCH CENTER INC.

LEFT KNEE IMPACT TEST

HYBRID III SMALL FEMALE

24-MAY-00

TRC INC.

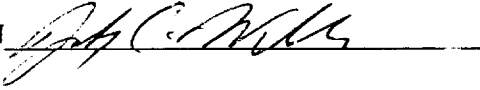
TEST NO: 329C6LK1

572 0 SN329 LEFT KNEE CAL6

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9-25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 - 70 %	60.0 %
PROBE VELOCITY	2.07 - 2.13 M/S	2.08 M/S
PEAK KNEE IMPACT FORCE 3.0 KG PENDULUM	3450 - 4060 N	3619.4 N

TEST MEETS SPECIFICATIONS

TECHNICIAN



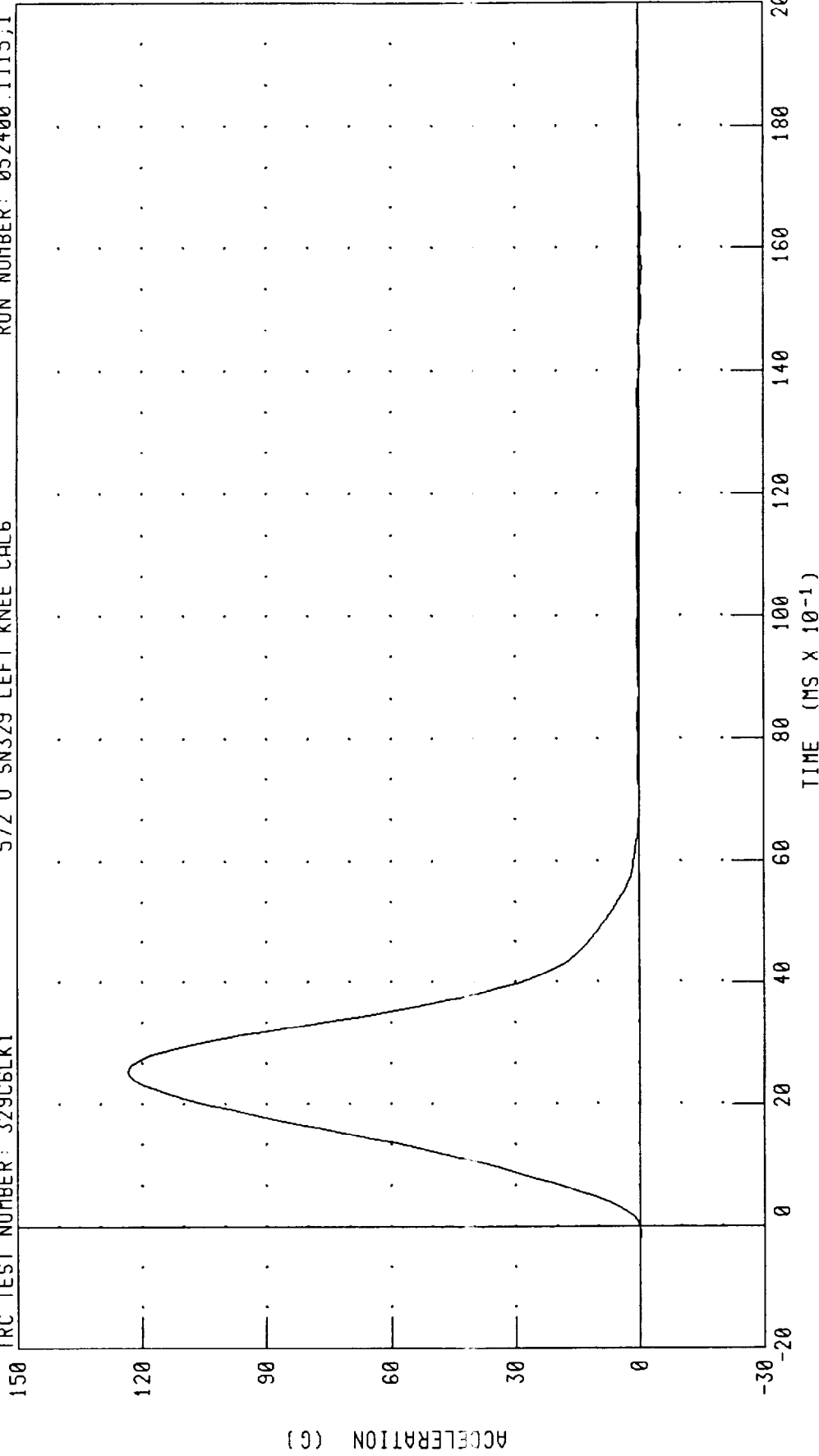
RUN NUMBER: 052400.1107;1

PART 572-0 HYBRID III LEFT KNEE CALIBRATION
PENDULUM DECELERATION (5 KG PEND.)

TRC TEST NUMBER: 329C6LK1

572 0 SN329 LEFT KNEE CAL6

RUN NUMBER: 052400.1115,1



CHANNEL: PENXC

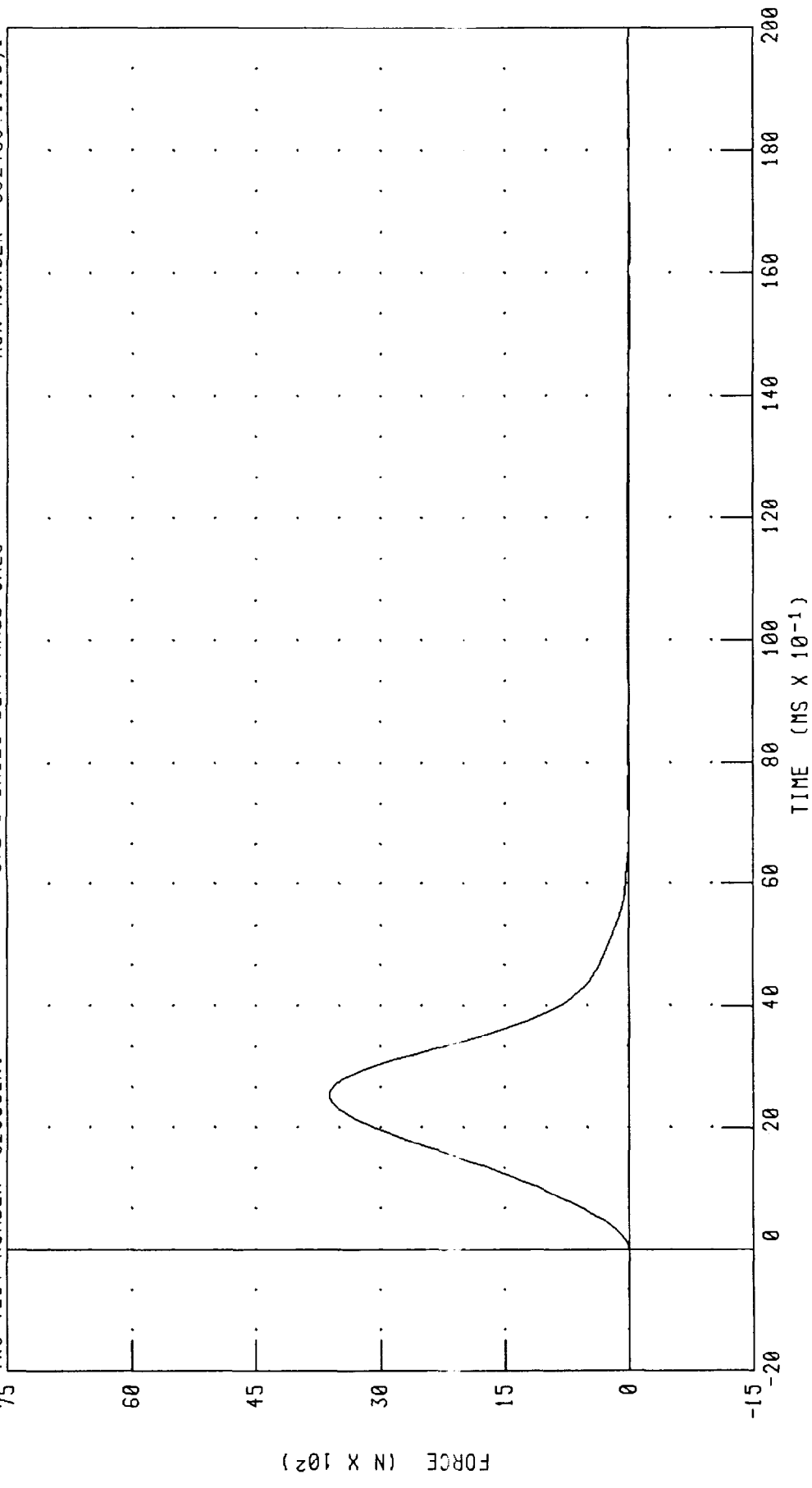
FILTER: CH. CLASS 600

PEAK DATA: 123.29 G @ 2.56 MS;

-0.70 G @ 15.68 MS

PART 572-0 HYBRID III LEFT KNEE CALIBRATION
 PENDULUM FORCE (5 KG PEND.)

TRC TEST NUMBER: 329C6LK1 572 0 SN329 LEFT KNEE CAL6 RUN NUMBER: 052400.1115.1



CHANNEL: PENXF FILTER: CH. CLASS 600 PEAK DATA: 3619.45 N @ 2.56 MS; -20.62 N @ 15.68 MS

Appendix D

Miscellaneous Test Information

Report Sign Convention

J211 MAR95

Vehicle

Accelerometers: +X: Forward
+Y: Rightward
+Z: Downward

Rate Gyro angular velocity:

+Y (Pitch): Nose up
+Z (Yaw): Nose right

Barrier face load cells:

+X force: Forward (compression)
+Y force: Right
+Z force: Down

Dummy

Potentiometers: +Chest longitudinal deflection: Outward

Femur load cells: +Z force: Tension

Neck load cells: +X force: Head rearward, chest forward
+Y force: Head leftward, chest rightward
+Z force: Head upward (tension on neck), chest downward
+X moment: Left ear rotating toward left shoulder
+Y moment: Chin rotating toward chest
+Z moment: Chin rotating toward left shoulder

Accelerometers: +X: Forward
+Y: Rightward
+Z: Downward

Filtering Data

J211 MAR95

Load Cell Barrier Forces Class 60

Vehicle Structural Accelerations Class 60

Rate Gyro Angular Velocity Class 1000

Occupant

Head Accelerometer Class 1000

Neck Force Class 1000

Neck Moment Class 600

Chest/Spine Accelerometer Class 180

Chest Deflection Class 600

Femur Force Class 600

Rib/Sternum Accelerometer Class 1000

Leg Force and Moment Class 600

Pelvis Acceleration Class 1000

Target Vehicle Dummy Instrumentation Placement

Dummy Manufacturer and S/N: First Tech/090

Seating position: Driver

<u>Mnemonic</u>	<u>Location</u>	<u>Axis</u>	<u>Manufacturer</u>	<u>Model</u>	<u>S/N</u>	<u>Orientation¹ (+ Sensing)</u>
HEDXG1	Head	X	Endevco	7264-2000T	J23802	Rearward
HEDYG1	Head	Y	Endevco	7264-2000T	AJ535	Left
HEDZG1	Head	Z	Endevco	7264-2000T	J23942	Up
NEKXF1	Neck	X	First Tech	IF-205	197-FX	Head forward
NEKYF1	Neck	Y	First Tech	IF-205	197-FY	Head left
NEKZF1	Neck	Z	First Tech	IF-205	197-FZ	Head up
NEKXM1	Neck	X	First Tech	IF-205	197-MX	Right ear to right shoulder
NEKYM1	Neck	Y	First Tech	IF-205	197-MY	Chin to chest
NEKZM1	Neck	Z	First Tech	IF-205	197-MZ	Chin to left shoulder
CSTXG1	Chest	X	Endevco	7264-2000T	J20417	Forward
CSTYG1	Chest	Y	Endevco	7264-2000T	J23759	Left
CSTZG1	Chest	Z	Endevco	7264-2000T	J18664	Up
CSTXD1	Chest	X	Servo	14CBI-2897	83672-14	Outward
PEVXG1	Pelvis	X	Endevco	7264-2000T	AJ7R1	Rearward
PEVYG1	Pelvis	Y	Endevco	7264-2000T	J23913	Left
PEVZG1	Pelvis	Z	Endevco	7264-2000T	J21963	Up
LFMF1	Femur	Z	GSE	2430	739	Tension
RFMF1	Femur	Z	GSE	2430	760	Tension

¹ This column describes transducer output as mounted and wired in the test location. See Report Sign Convention sheet for description of data output as presented in the report: channels were adjusted in post-acquisition data processing to conform to J211 MAR95.

Target Vehicle Dummy Instrumentation Placement

Dummy Manufacturer and S/N: Applied Safety Technologies/329

Seating position: Passenger

<u>Mnemonic</u>	<u>Location</u>	<u>Axis</u>	<u>Manufacturer</u>	<u>Model</u>	<u>S/N</u>	<u>Orientation¹ (+ Sensing)</u>
HEDXG2	Head	X	Entran	EGE-73BQ2000BF	99H12-F16	Rearward
HEDYG2	Head	Y	Entran	EGE-73BQ2000BF	98H14-K20	Left
HEDZG2	Head	Z	Entran	EGE-73BQ2000BF	99H13-F04	Up
NEKXF2	Neck	X	Denton	1716	1039-FX	Head forward
NEKYF2	Neck	Y	Denton	1716	1039-FY	Head left
NEKZF2	Neck	Z	Denton	1716	1039-FZ	Head up
NEKXM2	Neck	X	Denton	1716	1039-MX	Right ear to right shoulder
NEKYM2	Neck	Y	Denton	1716	1039-MY	Chin to chest
NEKZM2	Neck	Z	Denton	1716	1039-MZ	Chin to left shoulder
CSTXG2	Chest	X	Entran	EGE-73BQ2000BF	98H13-F05	Forward
CSTYG2	Chest	Y	Entran	EGE-73BQ2000BF	98H13-F07	Left
CSTZG2	Chest	Z	Entran	EGE-73BQ2000BF	98H10-F10	Up
CSTXD2	Chest	X	Servo	14CB1-2897	329	Outward
PEVXG2	Pelvis	X	Entran	EGE-73BQ2000BF	98H13-F01	Rearward
PEVYG2	Pelvis	Y	Entran	EGE-73BQ2000BF	98H10-F19	Left
PEVZG2	Pelvis	Z	Entran	EGE-73BQ2000BF	98H10-F12	Up
LFMF2	Left femur	Z	Denton	1914	0376	Tension
RFMF2	Left femur	Z	Denton	1914	0383	Tension

¹ This column describes transducer output as mounted and wired in the test location. See Report Sign Convention sheet for description of data output as presented in the report: channels were adjusted in post-acquisition data processing to conform to J211 MAR95.

Target Vehicle Instrumentation Placement

Number	Location	Axis	Manufacturer	Model	S/N	Orientation ¹ (+ Sensing)
1	Left rear seat crossmember	X	Endevco	7264-2000TZ	J34491	Forward
		Y	Endevco	7264-2000TZ	J34485	Left
		Z	Endevco	7264-2000TZ	J19498	Up
2	Right rear seat crossmember	X	Endevco	7264-2000TZ	J19728	Forward
		Y	Endevco	7264-2000TZ	J34516	Left
		Z	Endevco	7264-2000TZ	J34859	Up
3	Engine top	X	Endevco	7264-2000TZ	J28991	Forward
4	Engine bottom	X	Endevco	7264-2000TZ	J34525	Forward
5	Instrument panel center	X	Endevco	7264-2000TZ	J30475	Forward
6	Vehicle center of gravity	X	Endevco	7264-2000TZ	J29990	Forward
		Y	Endevco	7264-2000TZ	J30479	Right
		Z	Endevco	7264-2000TZ	J27250	Up
7	Vehicle rear center	Z	Endevco	7264-2000TZ	J32150	Up
8	Rear axle	X	Endevco	7264-2000TZ	J32268	Forward

¹ This column describes transducer output as mounted and wired in the test location. See Report Sign Convention sheet for description of data output as presented in the report: channels were adjusted in post-acquisition data processing to conform to J211 MAR95.

Bullet Vehicle Instrumentation Placement

Number	Location	Axis	Manufacturer	Model	S/N	Orientation ¹ (+ Sensing)
1	Vehicle center of gravity	X	Endevco	7264-2000TZ	J34806	Forward
		Y	Endevco	7264-2000TZ	J32138	Left
		Z	Endevco	7264-2000TZ	J29068	Up
2	Vehicle left rear frame	X	Endevco	7264-2000TZ	J27129	Rear
		Y	Endevco	7264-2000TZ	J30281	Left
3	Vehicle pitch	Y	Humphrey	RG28-0128-1	H14	Nose down
4	Vehicle yaw	Z	Humphrey	RG28-0128-1	H16	Nose right

¹ This column describes transducer output as mounted and wired in the test location. See Report Sign Convention sheet for description of data output as presented in the report: channels were adjusted in post-acquisition data processing to conform to J211 MAR95.

Barrier Face Load Cell Placement

FRONT VIEW

A1	B1	C1	D1	E1	F1	G1	H1	I1	J1	K1
A2	B2	C2	D2	E2	F2	G2	H2	I2	J2	K2
A3	B3	C3	D3	E3	F3	G3	H3	I3	J3	K3
A4	B4	C4	D4	E4	F4	G4	H4	I4	J4	K4

Track C/L

44 LOAD CELLS
4 ROWS
11 COLUMNS

Barrier Face Load Cell Description

Location	Cable Label	Manufacturer	Model	Orientation ¹ (+ Sensing)
All Barrier Face X-axis	-ZF	Key Transducers	6244-02	Forward (compression)
All Barrier Face Y-axis	-XF	Key Transducers	6244-02	Right
All Barrier Face Z-axis	-YF	Key Transducers	6244-02	Up

¹ This column describes transducer output as mounted and wired in the test location. See Sign Convention sheet for description of data output as presented in the report: channels were adjusted in post-acquisition data processing to conform to J211 MAR95.