

V3466

REPORT NUMBER: CAL-00-2-4

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
FRONTAL BARRIER 40% OFFSET IMPACT TEST**

**CHRYSLER CORPORATION  
1998 DODGE NEON  
4-DOOR SEDAN**

NHTSA NUMBER: RW0315

VERIDIAN TEST NUMBER: 8413-60

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



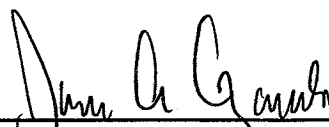
October 27, 2000


FINAL REPORT

PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety Administration  
Research and Development  
Crashworthiness Research Division  
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Contracting Officer's Technical Representative (COTR),  
NHTSA, Office of Crashworthiness Standards

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				14. <i>Sponsoring Agency Code</i> NRD-11	
15. <i>Supplementary Notes</i>					
16. <i>Abstract</i> This test is to evaluate the use of the Thor Advanced Lower Extremity (Thor-Lx) in the frontal 40% offset deformable barrier test. A frontal 40% offset barrier impact test of a 1998 Dodge Neon 4-Door Sedan was performed at Veridian Engineering crash test facility in Buffalo, New York, on October 27, 2000. The impact velocity was 60.8 kph and the temperature at the barrier face was 20°C. The maximum post-test vehicle crush was 567 mm. The test vehicle was equipped with 3-point restraint systems, knee bolsters, and airbags at both the driver and right outboard passenger seating positions. With respect to FMVSS 208 "Occupant Crash Protection - Injury Criteria" both the driver and passenger appeared to comply with head, chest, and femur requirements.					
<b>ATD Position</b>	<b>HIC</b>	<b>Clip (g's)</b>	<b>Chest Disp (mm)</b>	<b>Left Femur (N)</b>	<b>Right Femur (N)</b>
<b>Driver (202)</b>	459.7	38.6	28.9	4611	3830
<b>Passenger (206)</b>	327.4	35.2	34.1	2444	1070
17. <i>Key Words</i> Frontal 40% Offset Barrier Impact Test Thor-Lx/HIIIr			18. <i>Distribution Statement</i> <u>Copies of this report are available from:</u> NHTSA Technical Reference Division National Highway Traffic Safety Admin. 400 Seventh St., SW, Room 5108 Washington, DC 20590		
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## SECTION 1

### PURPOSE AND SUMMARY OF TEST RW0315

#### PURPOSE

This 60.8 kph frontal 40% offset barrier impact test is part of the Test Procedure Development Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-96-D-02010. The purpose of this test was to evaluate the performance of the Thor-Lx Hybrid III retrofit (Thor-Lx/HIIIr) and obtain vehicle crashworthiness and occupant and restraint system performance data .

The frontal 40% offset barrier impact test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Indicant Test procedure.

#### SUMMARY

A deformable honeycomb barrier mounted to a load cell barrier consisting of 30 load cells was impacted by a 1998 Dodge Neon 4-Door Sedan at 40% overlap at a velocity of 60.8 kph. The test was performed at Veridian Engineering on October 27, 2000. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

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

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

Both ATDs were fully instrumented with head, chest, and pelvis triaxial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, knee sliders, and Thor-Lx/HIIIr instrumentation. Seat belt load cells were also on the driver's and passenger's lap and shoulder belts to measure dummy torso and pelvic section loading. The driver (position 1) ATD (Serial No. 202) and the right-front passenger (position 2) ATD (Serial No. 206) were calibrated previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C.

The 213 channels of data were recorded on an on-board data acquisition system. Appendix B contains the vehicle, load cell barrier and dummy response data traces.

The driver's HIC was 459.7. The maximum chest deceleration over 3 milliseconds was 38.6 g's and maximum chest deflection was 28.9 mm. Compressive femur loads were 4611 Newtons on the left and 3830 Newtons on the right.

The right front passenger's HIC was 327.4. Maximum chest deceleration over 3 milliseconds was 35.2 g's and maximum chest deflection was 34.1 mm. Compressive femur loads were 2444 Newtons on the left and 1070 Newtons on the right.

**SECTION 2**

**GENERAL TEST AND VEHICLE PARAMETER DATA**

**DATA SHEET NO. 1 CRASH TEST SUMMARY**

Vehicle NHTSA No. :         RW0315         Test Mode :         60.3 kph Offset Frontal Barrier        

Test Date :         October 27, 2000         Time:         14:45         Temperature :         14         °C

Vehicle Make/Model/Body Style :         1998 Dodge Neon 4-Door Sedan        

Vehicle Test Weight :         1418.5         kg

Vehicle/Barrier Impact Angle :         0         °

Impact Velocity :         60.8         kph

Maximum Static Crush :         567         mm

Actual Vehicle Offset :         39.08         %

**DUMMIES:**

**DRIVER**

**PASSENGER**

Type :                                 572E                                         572E        

Restraint System :                         3-point belt system with airbag                                 3-point belt system with airbag        

Lower Leg:                                 Thor-Lx                                         Thor-Lx        

Number of Data Channels :         213        

Number of Cameras :         1         Real Time

        16         High Speed

**DOOR OPENING DATA :**         Closed / Inoperable         - Left Front

        Closed / Operable         - Right Front

**Front Seat(s) Data :**

**DRIVER**

**PASSENGER**

Seat Track Failure :(mm of shift)                                 0                                         0        

Seat Back Failure :                                 None                                         None        

**VISIBLE DUMMY CONTACT POINTS :**

**DRIVER**

**PASSENGER**

Head :                                 Airbag                                         Airbag        

Abdomen :                                 -                                         -        

Chest                                 Airbag                                         Airbag        

Knees                                 Knee Bolster                                         Knee Bolster

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 1998 Dodge Neon 4-Door Sedan  
NHTSA No. : RW0315 ; VIN: 1B3ES47C5W0624757 ; Color : Black  
Engine Data: 4 cylinders; - CID; 2.0 Liters; - cc  
Placement : - Longitudinal or In-Line; x Transverse or Lateral  
Transmission Data : 4 speeds; - Manual; x Automatic; - Overdrive  
Final Drive : - Rear Wheel Drive; x Front Wheel Drive; - Four Wheel Drive  
Major Options : x A/C; x Pwr.Strg.; x Pwr. Brakes  
- Pwr. Windows; - Pwr. Door Locks; - Tilt Wheel  
Date Received : n/a ; Odometer Reading 15249 km  
Selling Dealer : n/a  
& Address: n/a

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : Chrysler Corporation  
Date of Manufacture 1-98  
GVWR : 1590 kg; GAWR: 885 kg FRONT; 729 kg REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load : 300 kpa FRONT  
300 kpa REAR  
Recommended Tire Size : P185/65R14  
\* Recommended Cold Tire Pressure : 220 kpa FRONT; 220 kpa REAR  
Size of Tires on Test Vehicle: P185/65R14 ; Manufacturer: Goodyear  
Vehicle Capacity Data :  
Type of Front Seats: - Bench; x Bucket; - Split Bench  
Number of Occupants: 2 Front; 3 Rear; 5 Total  
Vehicle Capacity Weight (VCW) = 392.0 kg  
No. of Occupants x 68 kg = 340.2 kg  
Rated Cargo/Luggage Weight (RCLW) = 51.8 kg

\*Tire pressure used for test

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

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

Right Front	=	<u>368.5</u>	kg	Right Rear	=	<u>213</u>	kg
Left Front	=	<u>383</u>	kg	Left Rear	=	<u>208</u>	kg
TOTAL FRONT	=	<u>751.5</u>	kg	TOTAL REAR	=	<u>421.0</u>	kg
TOTAL DELIVERED WEIGHT	=	<u>1172.5</u>	kg				
% of Total Front of Vehicle Weight	=	<u>64.1</u>	%	% of Total Rear Weight	=	<u>35.9</u>	%

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT :

Total Delivered Weight (UDW)	=	<u>1172.5</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>51.8</u>	kg
Weight of 2 p.572 Dummies @ 76 each	=	<u>152.0</u>	kg
TARGET TEST WEIGHT	=	<u>1376.3</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 94 KG OF CARGO WEIGHT:

Right Front	=	<u>410.5</u>	kg	Right Rear	=	<u>295.5</u>	kg
Left Front	=	<u>425</u>	kg	Left Rear	=	<u>287.5</u>	kg
TOTAL FRONT	=	<u>835.5</u>	kg	TOTAL REAR	=	<u>583.0</u>	kg
TOTAL TEST WEIGHT	=	<u>1418.5</u>	kg	Test weight approved by COTR			
% of Total Front Weight	=	<u>58.9</u>	%	% of Total Rear Weight	=	<u>41.1</u>	%
Weight of Ballast Secured in Vehicle Trunk Area	=	<u>0</u>	kg				
Vehicle Components Removed for Weight Reduction:				<u>Muffler and door skins</u>			

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED :	RF	<u>647</u>	LF	<u>649</u>	RR	<u>681</u>	LR	<u>676</u>
FULLY LOADED :	RF	<u>637</u>	LF	<u>638</u>	RR	<u>651</u>	LR	<u>649</u>
AS TESTED :	RF	<u>639</u>	LF	<u>639</u>	RR	<u>652</u>	LR	<u>651</u>
Vehicle's Wheel Base :		<u>2642</u>	mm					
Location of Vehicle's C.G. :		<u>1085.9</u>	mm rearward of front wheel center.					

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual	=	<u>n/a</u>	liters
Usable Capacity Figure Furnished by COTR	=	<u>47.32</u>	liters
Test Volume Range (92 to 94% of Usable Capacity)	=	<u>43.5</u>	to <u>44.5</u> liters
ACTUAL TEST VOLUME	=	<u>43.5</u>	liters (with entire fuel system filled)
Test Fluid Type:	<u>Stoddard Solution</u> ;	Spec. Grav. =	<u>0.764</u>
	Kinematic Viscosity =	<u>0.96</u>	centistokes; Color = <u>Orange</u>
Type of Fuel Pump:	Electric- <u>x</u> ;	Mechanical-	<u>-</u>
Does Electric Pump operate with ignition switch "ON" & engine "OFF"		Yes- <u>x</u>	No- <u>-</u>
Details of Fuel System	<u>Fuel filler was on right side aft of rear axle with fuel lines running long right frame rail with fuel tank centered above rear axle</u>		

DATA SHEET NO. 3 POST IMPACT DATA

TYPE OF TEST:

Type of Test : Frontal Barrier Impact Angle : 0°  
Test Date : October 27, 2000 Time: 14:45 Temperature: 14 °C  
Vehicle NHTSA No. : RW0315  
Required Impact Velocity Range : 59.54 to 61.15 kph

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

Trap No. 1 = 60.8 kph; Trap No. 2 = 60.8 kph  
Distance from vehicle to barrier : (1) entering trap = 813 mm  
(2) exiting trap = 305 mm

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

Vehicle Length:

Pre-Test Right = 4265 ; C/L = 4371 ; Left = 4264  
Post-Test Right = 4231 ; C/L = 4002 ; Left = 3769  
Crush Right = 34.0 ; C/L = 369.0 ; Left = 495.0  
AVERAGE = 299.3 mm

VEHICLE OFFSET DATA: (mm)

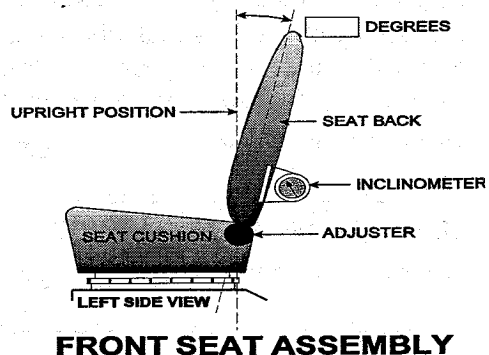
Vehicle Width = 1712 mm  
Desired Vehicle Offset = 684.8 mm  
Actual Vehicle Offset = 669 mm (from film analysis)  
Offset Difference = -15.8 mm  
Actual Percent Offset = 39.08 %

DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 1998 Vehicle Model: Dodge Neon Body Style : 4-Door Sedan

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



Seat back angle for driver's seat: 18

Measurement instructions: Inclinometer measurements to seat back frame, seat was set in position when 18 degrees was shown

Seat back angle for passenger's seat: 18

Measurement instructions: Inclinometer measurements to seat back frame, seat was set in position when 18 degrees was shown

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: Located 23 detents, moved seat to mechanical middle at 12<sup>th</sup> notch

Positioning of the passenger's seat: Located 23 detents, moved seat to mechanical middle at 12<sup>th</sup> notch

3. Fuel Tank Capacity Data

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

B. "Usable Capacity" of the optional equipment fuel tank is N/A liters

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

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 43.5 liters

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

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

With ignition turned on

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

4. STEERING COLUMN ADJUSTMENTS :

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

Operational Instructions: No adjustments

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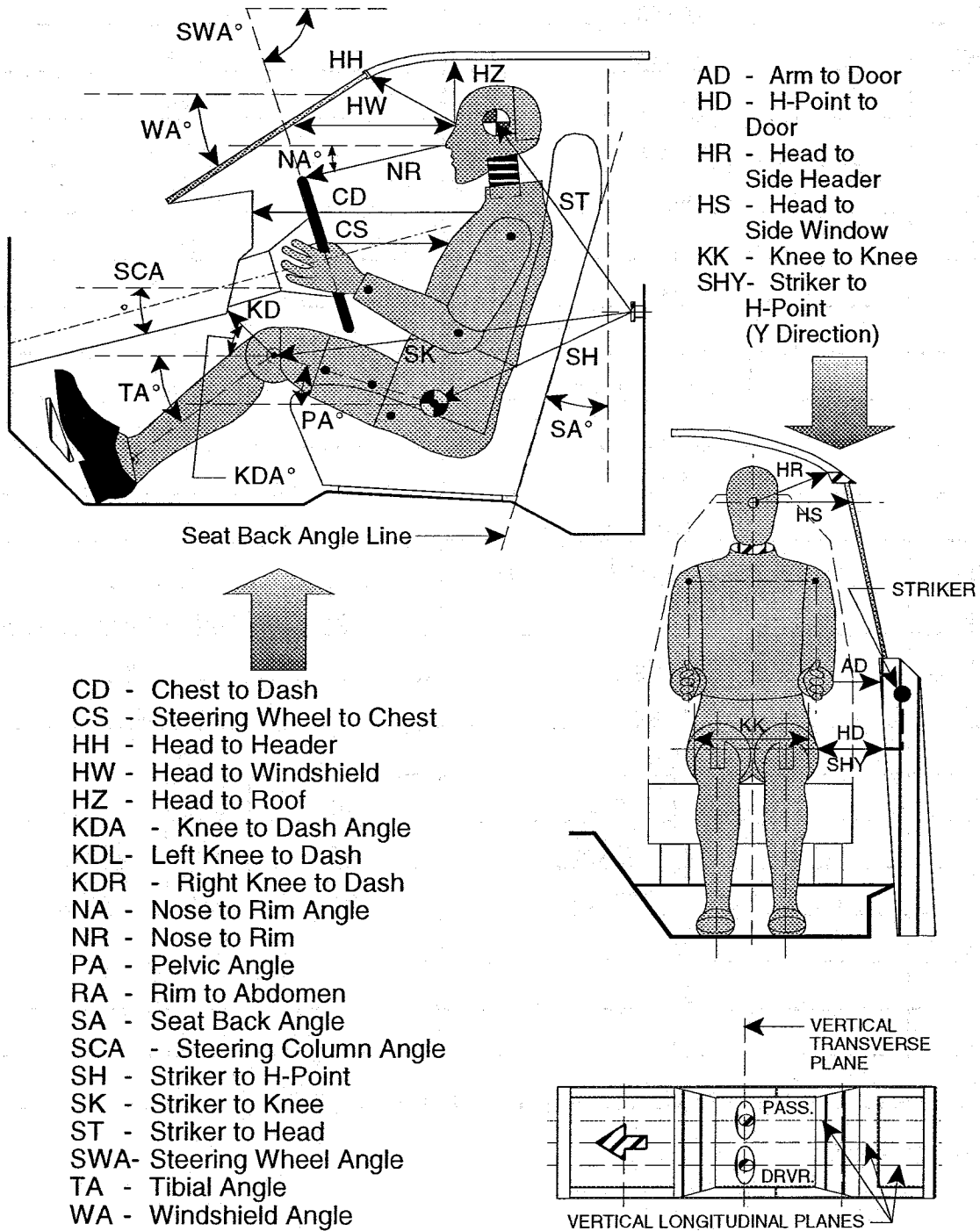
5. SEAT BELT UPPER ANCHORAGE

Nominal design riding position: Located 6 positions, placed adjuster in 3<sup>rd</sup> position from top (being 1<sup>st</sup> position)

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DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



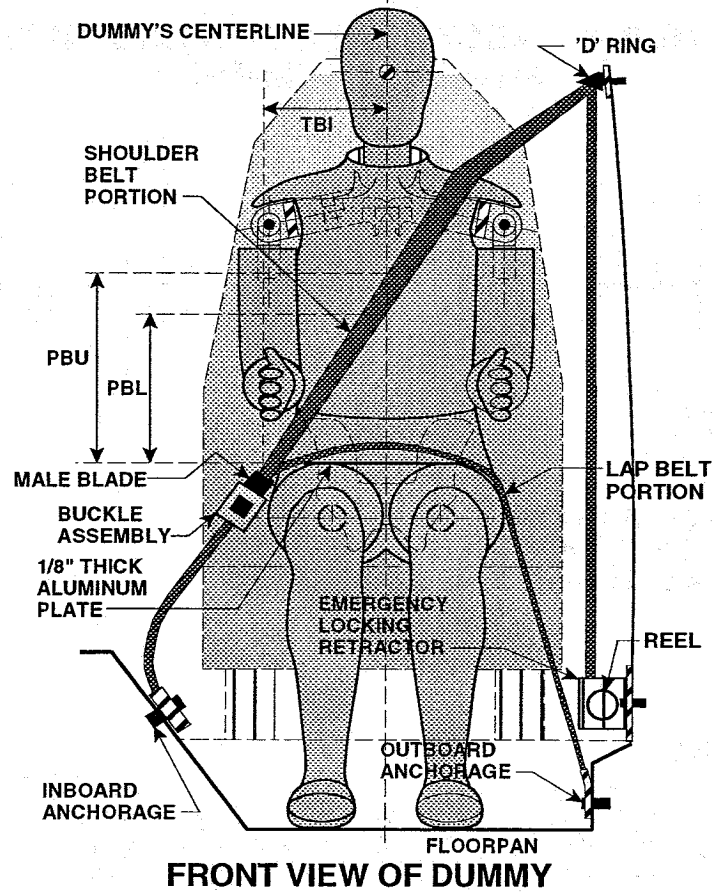
DATA SHEET NO. 5 FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE (cont.)

	DRIVER (Serial #202)			PASS. (Serial # 206)		
WA°	26 deg.			N/A		
SWA°	22 deg.			N/A		
SCA°	68 deg.			N/A		
SA°	18 deg.			18 deg.		
HZ	190			190		
HH	311			318		
HW	559			569		
HR	245			249		
NR	375	Angle	11 deg.	N/A		
CD	511			465		
CS	244			N/A		
RA	150			N/A		
KDL	135	Angle (KDA)	36 deg.	140		
KDR	120			120	Angle (KDA)	39 deg.
PA°	24.5 deg.			24 deg.		
TA°	36 deg.			36 deg.		
KK	260			245		
ST	561	Angle	78 deg.	561	Angle	79 deg.
SK	591	Angle	91 deg.	595	Angle	92 deg.
SH	235	Angle	129 deg.	235	Angle	129 deg.
SHY	220			225		
HS	304			304		
HD	181			181		
AD	79			101		

Dimensions in millimeters

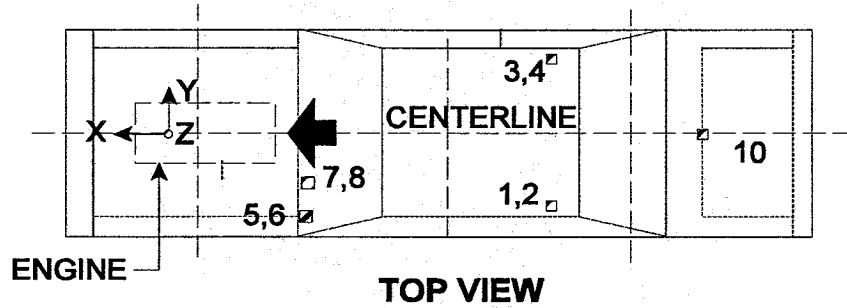
DATA SHEET NO. 6 SEAT BELT POSITIONING DATA

SEAT BELT POSITIONING DATA

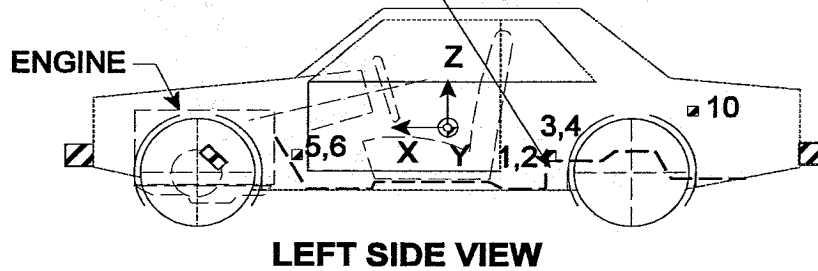


	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	341	342
PBL-- Top surface of alum. plate to belt lower edge	250	251
LAP BELT TENSION	10 nwt	10 nwt
SHOULDER BELT TENSION	retractor	retractor

### VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY



REAR SEAT CUSHION  
ASSY. FRONT ATTACHMENT  
BRACKET SUPPORT



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

DATA SHEET NO. 7 VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY (cont.)

Accelerometer	X-Direction (mm)	Y-Direction (mm)	Z-Direction (mm)
Left Rear Seat Crossmember	1630	-560	-351
Right Rear Seat Crossmember	1620	535	-326
Driver Left Side Toe Pan	3137	-469	-317
Driver Right Side Toe Pan	3148	-279	-301
Trunk	1146	-20	-363

X-Direction is referenced from vehicle rear bumper (positive forward)

Y-Direction is referenced from vehicle centerline (positive to right)

Z-Direction is referenced from ground plane (positive down)

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side X	2.7	201.6	-27.5	73.3
2	Rear Seat X-Member @ Left Side Y	10.4	87.5	-2.8	119.9
3	Rear Seat X-Member @ Right Side X	1.4	204.3	-23.0	94.8
4	Rear Seat X-Member @ Right Side Y	9.0	87.8	-4.5	119.5
5	Driver Toe Pan @ Left Side X	7.3	74.8	-48.8	42.5
6	Driver Toe Pan @ Left Side Z	19.8	59.2	-24.6	87.0
7	Driver Toe Pan @ Right Side X	†	†	-77.8	24.2
8	Driver Toe Pan @ Right Side Z	11.9	30.8	-18.3	75.8
9	Trunk Z	7.0	122.3	-19.6	107.7

† Transducer cable damaged at approximately 36 ms

**DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES**

Vehicle Year/Make/Model/Body Style: 1998 Dodge Neon 4-Door Sedan

NHTSA Test No.: RW0315 Test Date: October 27, 2000

DESCRIPTION	Unit	MAXIMUM VALUE							
		Driver				Passenger			
		Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	5.7	144.6	-46.1	92.8	5.7	364.8	-45.1	92.4
Head Y	g	21.4	111.9	-3.2	64.4	15.8	99.1	-1.4	74.2
Head Z	g	28.8	87.0	-10.6	133.4	23.0	86.7	-0.5	8.9
Head Resultant	g	52.7	92.8	-	-	51.1	92.4	-	-
Redundant Head X	g	5.8	151.1	-45.6	94.3	5.8	364.7	-44.8	92.4
Redundant Head Y	g	22.1	105.4	-3.1	64.4	16.1	98.8	-1.5	73.9
Redundant Head Z	g	27.7	87.0	-10.0	135.1	22.8	211.6	-0.5	9.3
Redundant Head Resultant	g	52.0	93.0	-	-	50.7	92.4	-	-
Upper Neck Fx	N	640.4	80.1	-126.0	64.4	322.4	82.4	-288.7	169.5
Upper Neck Fy	N	327.9	180.8	-160.2	121.2	191.5	141.1	-34.5	474.6
Upper Neck Fz	N	1707.8	86.0	-442.4	135.8	1147.8	84.8	-31.1	181.4
Upper Neck F Resultant	N	1780.1	86.0	-	-	1180.8	84.8	-	-
Upper Neck Mx	N-m	42.3	166.7	-18.4	164.4	13.1	145.8	-10.5	97.2
Upper Neck My	N-m	†	†	†	†	47.1	83.2	-13.6	69.5
Upper Neck Mz	N-m	16.9	195.5	-30.0	99.3	8.0	175.8	-19.2	118.0
Upper Neck M Resultant	N-m	44.0	166.7	-	-	47.3	83.8	-	-
Chest X	g	2.7	233.7	-37.3	84.5	1.9	329.5	-35.0	79.3
Chest Y	g	13.1	130.9	-2.6	76.8	10.8	81.0	-1.4	164.6
Chest Z	g	13.8	86.5	-13.6	132.7	7.7	86.8	-4.7	120.6
Chest Resultant	g	39.5	84.6	-	-	36.7	79.3	-	-
Redundant Chest X	g	2.8	233.6	-36.9	84.5	2.0	329.4	-34.4	79.0
Redundant Chest Y	g	13.2	137.8	-2.8	75.8	11.2	81.0	-1.5	164.5
Redundant Chest Z	g	13.4	86.0	-13.7	132.6	7.6	86.1	-4.7	120.4
Redundant Chest Resultant	g	39.2	84.6	-	-	35.9	79.3	-	-
Chest Displacement	mm	0.0	8.1	-28.9	86.7	0.0	7.0	-34.1	97.2

† Channel opened

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

Vehicle Year/Make/Model/Body Style: 1998 Dodge Neon 4-Door Sedan

NHTSA Test No.: RW0315 Test Date: October 27, 2000

DESCRIPTION	Unit	MAXIMUM VALUE							
		Driver				Passenger			
		Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	1.9	205.6	-42.4	67.4	0.9	137.6	-35.4	78.3
Pelvic Y	g	13.6	109.8	-6.0	58.7	9.6	79.0	-5.0	149.9
Pelvic Z	g	3.6	250.4	-17.3	130.1	1.6	202.8	-14.4	110.5
Pelvic Resultant	g	43.3	67.4	-	-	38.0	78.3	-	-
Left Femur Fx	N	1514.8	85.1	-9.3	9.0	640.4	83.9	-143.5	185.8
Left Femur Fy	N	1386.8	113.2	-229.3	56.8	536.9	100.6	-132.0	67.4
Left Femur Fz	N	64.5	25.3	-4611.1	105.1	556.6	64.9	-2443.9	95.7
Left Femur Force Resultant	N	4887.2	105.2	-	-	2512.9	95.7	-	-
Left Femur Mx	N-m	36.4	151.4	-209.6	92.1	288.0	214.9	-175.6	262.9
Left Femur My	N-m	182.6	80.4	-135.1	59.4	129.2	83.7	-13.8	72.1
Left Femur Mz	N-m	26.8	145.1	-18.3	46.4	8.1	84.2	-32.5	71.8
Left Femur Moment Res.	N-m	253.8	92.1	-	-	288.1	214.9	-	-
Right Femur Fx	N	1192.6	85.0	-26.2	203.7	608.7	103.8	-37.0	196.1
Right Femur Fy	N	827.3	107.0	-53.0	238.2	223.5	89.8	-104.6	72.6
Right Femur Fz	N	91.0	116.7	-3830.0	68.6	374.0	70.5	-1069.6	91.9
Right Femur Force Resultant	N	3889.8	68.6	-	-	1193.3	91.9	-	-
Right Femur Mx	N-m	33.2	68.9	-113.4	93.9	13.5	44.5	-98.2	82.5
Right Femur My	N-m	95.7	62.0	-4.7	67.5	113.8	98.1	-26.2	73.9
Right Femur Mz	N-m	37.2	120.6	-7.0	86.7	22.5	138.8	-21.0	71.2
Right Femur Moment Res.	N-m	118.0	106.4	-	-	148.7	99.5	-	-
Left Knee Shear Dx	mm	0.4	62.3	-4.3	84.4	0.2	69.2	-2.3	115.2
Right Knee Shear Dx	mm	0.0	27.6	-4.1	106.1	0.2	205.1	-0.9	58.8

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

Vehicle Year/Make/Model/Body Style: 1998 Dodge Neon 4-Door Sedan

NHTSA Test No.: RW0315 Test Date: October 27, 2000

DESCRIPTION	Unit	MAXIMUM VALUE							
		Driver				Passenger			
		Pos	msec	Neg	msec	Pos	msec	Neg	msec
Left Upper Tibia Fx	N	518.7	63.2	-838.4	81.5	303.6	77.8	-29.1	96.5
Left Upper Tibia Fz	N	24.6	6.8	-3915.8	51.1	169.6	96.1	-1695.4	54.4
Left Upper Tibia Mx	N-m	48.3	129.9	-40.3	91.3	12.1	116.7	-61.2	76.8
Left Upper Tibia My	N-m	58.7	78.2	-119.3	62.8	7.3	164.2	-59.6	78.6
Left Lower Tibia Fx	N	11.1	-1.6	-1406.3	88.8	18.7	165.4	-395.6	80.0
Left Lower Tibia Fy	N	440.8	91.5	-59.8	257.4	355.1	77.7	-61.3	47.9
Left Lower Tibia Fz	N	14.1	8.3	-5638.1	88.9	74.3	271.2	-2258.3	53.9
Left Lower Tibia FR	N	5821.8	88.9	-	-	2260.2	53.9	-	-
Left Lower Tibia Mx	N-m	54.1	130.5	-25.4	90.3	13.7	129.2	-41.8	77.7
Left Lower Tibia My	N-m	124.0	82.6	-75.2	62.9	5.0	165.3	-44.7	80.5
Right Upper Tibia Fx	N	279.0	53.6	-464.9	85.9	350.2	82.1	-108.6	102.5
Right Upper Tibia Fz	N	47.9	166.7	-3400.9	72.1	56.6	200.2	-1657.2	56.1
Right Upper Tibia Mx	N-m	38.3	129.5	-61.1	91.6	25.3	136.4	-29.7	80.2
Right Upper Tibia My	N-m	19.5	86.3	-57.2	67.4	21.8	150.9	-89.6	82.3
Right Lower Tibia Fx	N	7.3	-1.7	-727.0	79.0	69.9	499.5	-577.5	81.7
Right Lower Tibia Fy	N	281.3	91.6	-242.5	112.8	76.6	72.3	-130.6	124.5
Right Lower Tibia Fz	N	8.4	-51.1	-6099.3	80.0	29.9	332.7	-2213.4	55.3
Right Lower Tibia FR	N	6139.6	80.0	-	-	2218.8	55.3	-	-
Right Lower Tibia Mx	N-m	15.2	129.6	-63.1	79.7	14.5	126.5	-31.6	102.3
Right Lower Tibia My	N-m	57.6	84.8	-47.4	56.1	8.7	165.6	-59.1	82.3

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

Vehicle Year/Make/Model/Body Style: 1998 Dodge Neon 4-Door Sedan

NHTSA Test No.: RW0315 Test Date: October 27, 2000

DESCRIPTION	Unit	MAXIMUM VALUE							
		Driver				Passenger			
		Pos	msec	Neg	msec	Pos	msec	Neg	msec
Left Tibia Ax	g	21.9	76.5	-81.5	62.3	1.4	165.9	-34.1	77.4
Left Tibia Ay	g	27.4	91.3	-14.8	58.8	26.2	77.7	-7.0	106.1
Right Tibia Ax	g	2.7	157.0	-34.8	56.3	0.8	128.8	-42.0	81.7
Right Tibia Ay	g	18.6	91.7	-6.5	129.0	10.4	94.1	-8.1	126.6
Left Ankle Rotation X	Deg	34.5	498.5	0.3	-100.0	19.9	100.4	-5.3	293.3
Left Ankle Rotation Y	Deg	38.4	144.7	-15.6	35.1	-0.5	499.9	-29.1	44.8
Left Ankle Rotation Z	Deg	24.4	100.3	0.2	499.9	5.3	93.8	-3.7	498.5
Right Ankle Rotation X	Deg	-0.6	499.9	-30.6	105.6	7.2	498.5	-20.0	106.7
Right Ankle Rotation Y	Deg	32.8	107.8	-14.5	-98.6	-0.5	499.9	-24.3	40.4
Right Ankle Rotation Z	Deg	0.7	70.4	-14.5	197.6	5.2	498.5	-11.6	207.8
Left Foot Ax	g	45.7	78.8	-74.5	65.8	1.5	160.5	-37.8	76.4
Left Foot Ay	g	31.9	74.9	-40.2	46.2	36.8	81.0	-18.9	92.6
Left Foot Az	g	29.8	75.9	-91.1	46.0	11.2	67.8	-33.4	55.9
Left Foot A Resultant	g	104.4	45.3	-	-	57.0	81.4	-	-
Right Foot Ax	g	26.4	78.1	-54.6	52.5	2.9	266.2	-39.8	86.5
Right Foot Ay	g	†	†	-419.6	91.3	16.6	55.6	-11.4	73.3
Right Foot Az	g	18.2	77.7	-47.2	56.7	8.9	73.5	-25.0	54.8
Right Foot A Resultant	g	502.4	114.1	-	-	40.6	86.5	-	-
Lap Belt Force	N	2016.4	83.6	-4.1	-72.6	4688.0	79.1	-2.4	-14.1
Torso Belt Force	N	3960.6	85.3	-25.4	233.1	5120.9	94.4	-9.5	296.8

† Transducer cable damaged at approximately 100 ms

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

Vehicle Year/Make/Model/Body Style: 1998 Dodge Neon 4-Door Sedan

NHTSA Test No.: RW0315 Test Date: October 27, 2000

HEAD INJURY CRITERIA (HIC)				
	HIC**	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	Average Acceleration t <sub>1</sub> to t <sub>2</sub>
Position #1 - Driver	459.7	71.3	107.3	43.9
Position #2 - Passenger	327.4	74.1	109.3	38.7

\*\* HIC is as defined in FMVSS 208. The maximum time interval from t<sub>1</sub> to t<sub>2</sub> is 36 milliseconds.

CLIP SUMMARY*				
	CLIP (g's)	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	CSI
Position #1 - Driver	38.6	83.4	86.4	327.1
Position #2 - Passenger	35.2	77.8	80.8	235.7

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

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

Vehicle Year/Make/Model/Body Style: 1998 Dodge Neon 4-Door Sedan

NHTSA Test No.: RW0315 Test Date: October 27, 2000

HEAD INJURY CRITERIA (HIC) REDUNDANT				
	HIC**	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	Average Acceleration t <sub>1</sub> to t <sub>2</sub>
Position #1 - Driver	452.2	71.4	107.3	43.6
Position #2 - Passenger	315.9	74.1	109.2	38.2

\*\* HIC is as defined in FMVSS 208. The maximum time interval from t<sub>1</sub> to t<sub>2</sub> is 36 milliseconds.

CLIP SUMMARY* REDUNDANT				
	CLIP (g's)	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	CSI
Position #1 - Driver	38.2	83.3	86.3	323.6
Position #2 - Passenger	34.7	77.7	80.7	226.5

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

DATA SHEET NO. 9 SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

BELT LENGTH DATA:

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

Driver

Passenger

1999

1995

Shoulder belt length as measured  
on Part 572 Dummy.

801

811

Lap belt length as measured  
on Part 572 Dummy.

753

743

SHOULDER BELT SPOOL-OFF DATA:

As determined by film analysis.

-

-

As determined mechanically.

71 mm

87 mm

As determined electronically.

76.2 mm

88.9 mm

BELT STRETCH DATA:

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

2.54 mm

7.62 mm

Measured mechanically.

1 mm

1 mm

\_\_\_\_\_  
Dimensions in millimeters

DATA SHEET NO.10 SUMMARY OF FMVSS 212 DATA

FMVSS NO. 212 - "WINDSHIELD MOUNTING" DATA

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

Windshield is bonded in place and covered with a 18 mm molding.

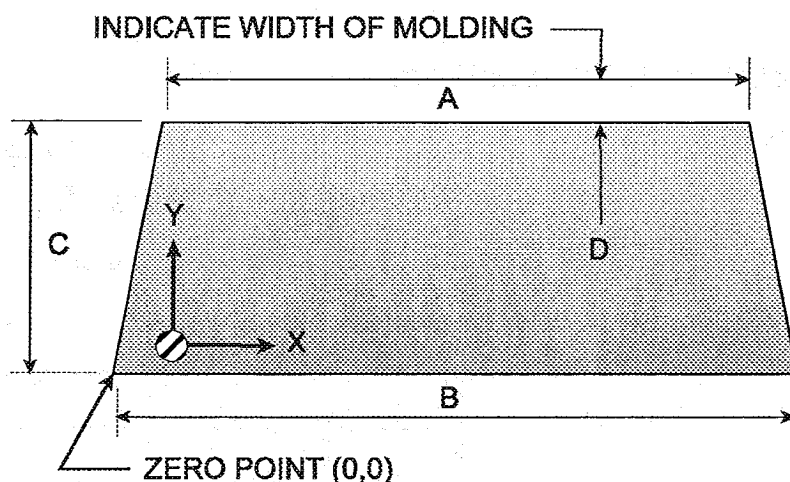
FMVSS 212 REQUIREMENTS:

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

FMVSS 212 TEST DATA

	WINDSHIELD PERIPHERY		% OF RETENTION
	PRE-TEST (mm)	POST-TEST(mm)	
RIGHT SIDE	2016.5	2016.5	100
LEFT SIDE	2016.5	2016.5	100
TOTAL	4,033	4,033	100

AREA OF RETENTION FAILURE:



DIMENSIONS (mm)	
A	1090
B	1565
C	689
D	18

**FRONT VIEW OF WINDSHIELD**

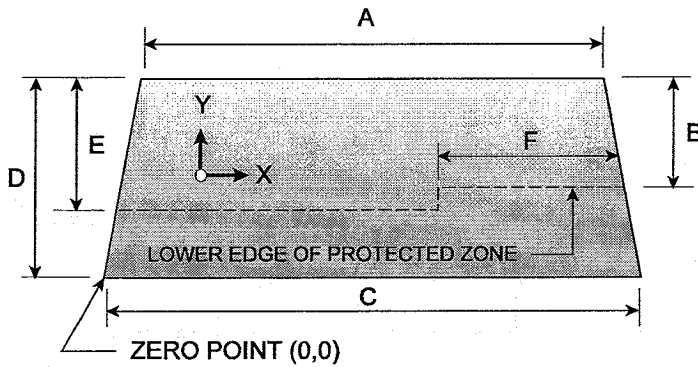
FAILURE DETAILS: None

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

PROTECTED ZONE LOWER EDGE REQUIREMENT:

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

FMVSS 219 TEST DATA:



DIMENSIONS (mm)	
A	1090
B	489
C	1565
D	689
E	508
F	564

**FRONT VIEW OF WINDSHIELD**

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm:

None

(Show location of penetration on the above sketch)

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

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

NHTSA TEST No.: RW0315 TEST DATE: October 27, 2000

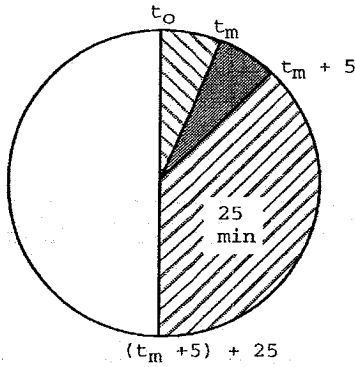
VEHICLE MAKE/MODEL: 1998 Dodge Neon

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

=====

TEST VEHICLE IMPACT TYPE: X Offset Frontal (60 kph)  
- Oblique (48 kph) with \_\_\_\_\_ deg. barrier face first contacting \_\_\_\_\_  
 (driver/passenger) side  
- Rear Moving Barrier (48 kph)  
- Lateral Moving Barrier (32 kph)

FUEL SPILLAGE MEASUREMENT:



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

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

SOLVENT SPILLAGE DETAILS: Fuel filter area had a trace amount escape during impact.

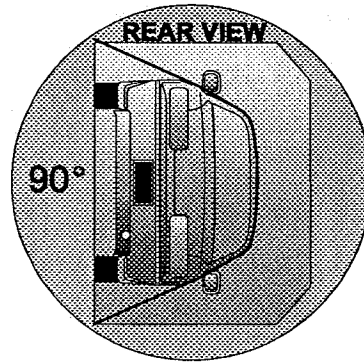
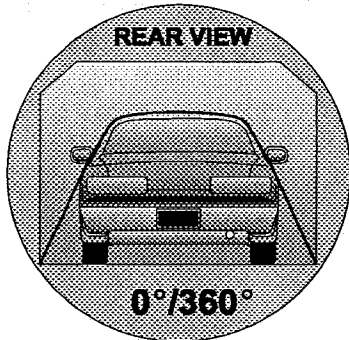
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

Vehicle: 1998 Dodge Neon

NHTSA No. RW0315

0 - 90 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u> minutes	<u>16</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>16</u> seconds
Next whole minute interval	<u>7</u> minutes	

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

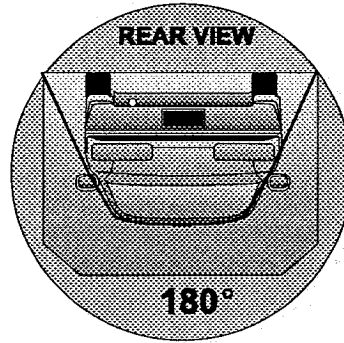
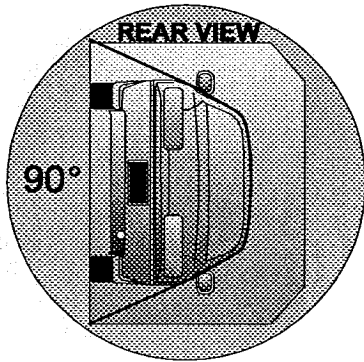
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 1998 Dodge Neon

NHTSA No. RW0315

90 - 180 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u> minutes	<u>12</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>12</u> seconds
Next whole minute interval	<u>7</u> minutes	

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

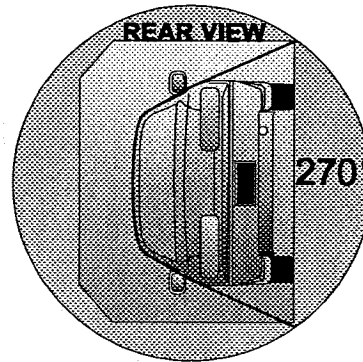
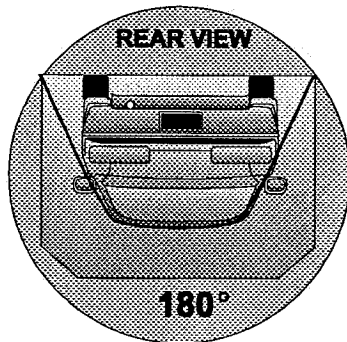
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 1998 Dodge Neon

NHTSA No. RW0315

180 - 270 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u> minutes	<u>18</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>18</u> seconds
Next whole minute interval	<u>7</u> minutes	

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

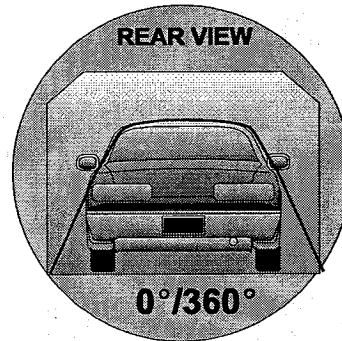
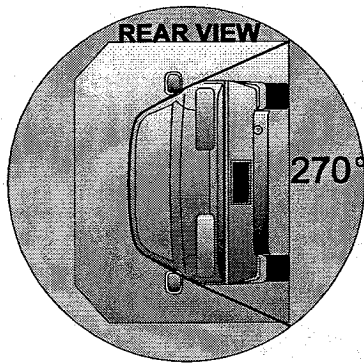
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 1998 Dodge Neon

NHTSA No. RW0315

270 - 360 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u> minutes	<u>20</u> seconds
(Spec. Range = 1 to 3 minutes)		
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>20</u> seconds
Next whole minute interval	<u>7</u> minutes	

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

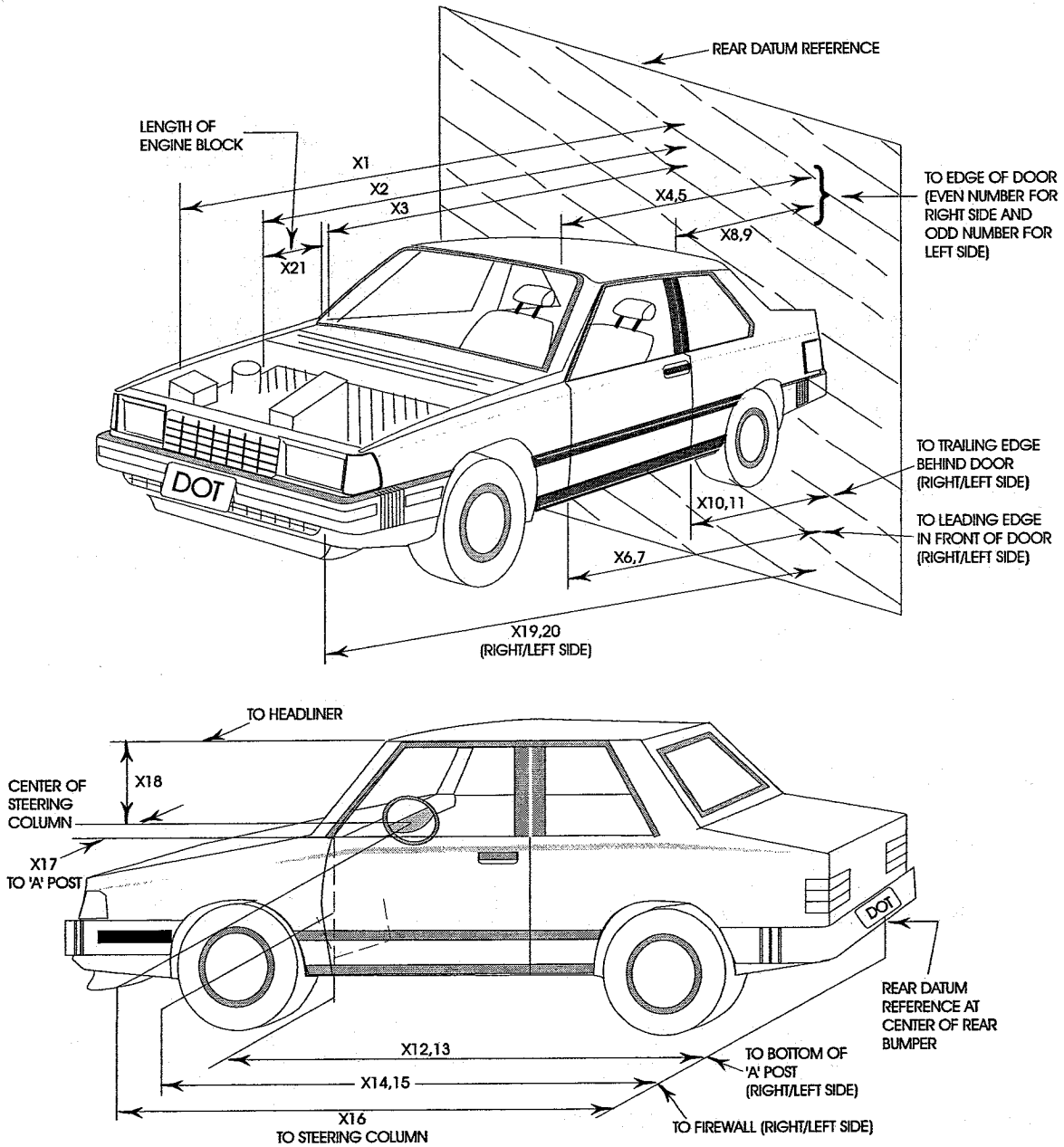
0 g	0 g	0 g	N/A
-----	-----	-----	-----

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

**DATA SHEET NO. 14 TEST VEHICLE MEASUREMENTS**



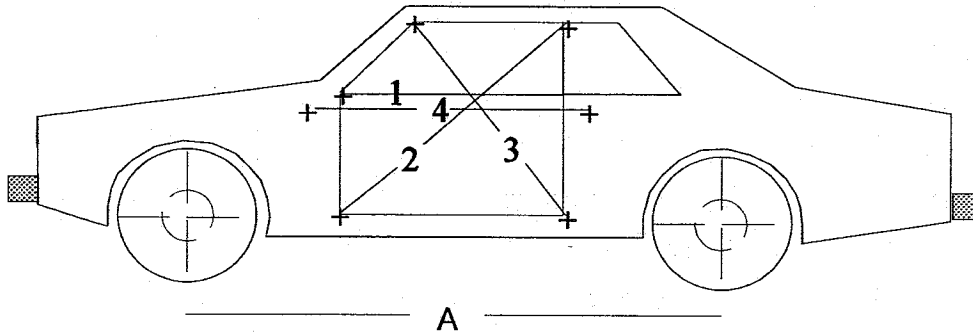
DATA SHEET NO.14      VEHICLE MEASUREMENTS (cont.)

No.		Pre-Test	Post-Test	Differences
X1	Total Length of Vehicle at Centerline	4351	3983	368
X2	Rear Surface of Vehicle to Front of Engine	3910	3785	125
X3	Rear Surface of Vehicle to Firewall	3405	3329	76
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	2965	2975	-10
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	2969	2916	53
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	3021	3040	-19
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	3027	2936	91
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	1960	1977	-17
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	1965	1946	19
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	1957	1974	-17
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	1963	1939	24
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	3082	3100	-18
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	3070	2940	130
X14	Rear Surface of Vehicle to Firewall, Right Side	3378	3342	36
X15	Rear Surface of Vehicle to Firewall, Left Side	3366	3219	147
X16	Rear Surface of Vehicle to Steering Column	2525	2444	81
X17	Center of Steering Column to "A" Post	358	609	-251
X18	Center of Steering Column to Headliner	428	466	-38
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4282	4222	60
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4284	3751	533
X21	Length of Engine Block	372	285	87
RD	Rear Surface of Vehicle to Right Side of Dash Panel	2740	2735	5
CD	Rear Surface of Vehicle to Center of Dash Panel	2734	2670	64
LD	Rear Surface of Vehicle to Left Side of Dash Panel	2694	2610	84

All Dimensions in mm

All measurements taken forward from a lateral plane located at the rearmost point of the vehicle.

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

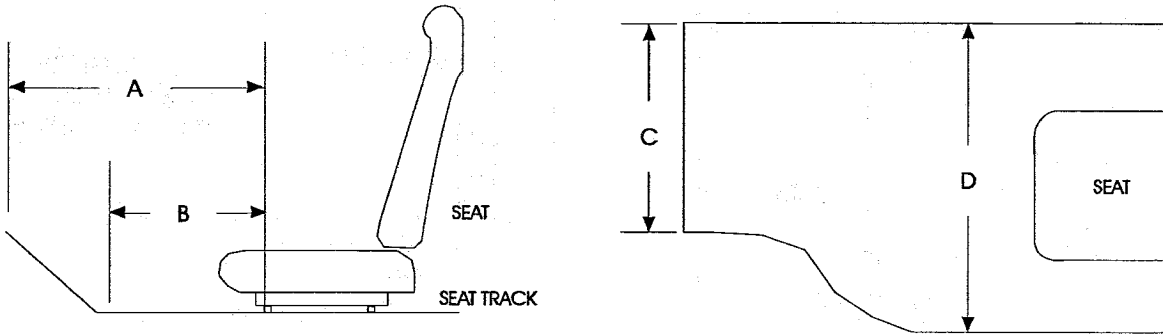


UNITS (mm)	LEFT				RIGHT		
MEASUREMENT	1	2	3	4*	1	2	3
BEFORE TEST	990	1386	947	1068	986	1400	935
AFTER TEST	860	1273	1076	930	993	1398	944
DIFFERENCE	130	113	-129	138	-7	2	-9

\* Insurance Institute for Highway Safety (IIHS) measurement for driver's side only

UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	2640	2629
AFTER TEST	2353	2694
DIFFERENCE	287	-65

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



DRIVER

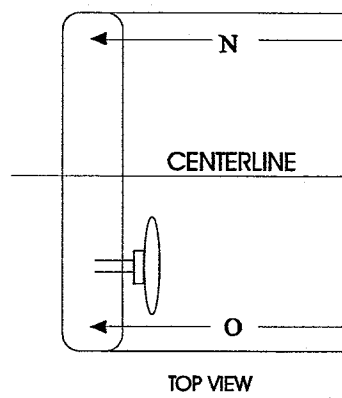
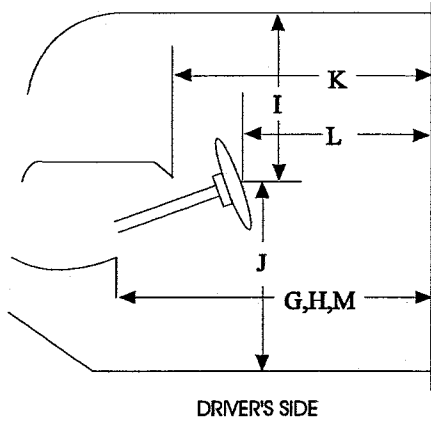
Measurement	Pre-Test	Post-Test	Difference
A	726	506	220
B	637	473	164
C	431	415	16
D	455	394	61

PASSENGER

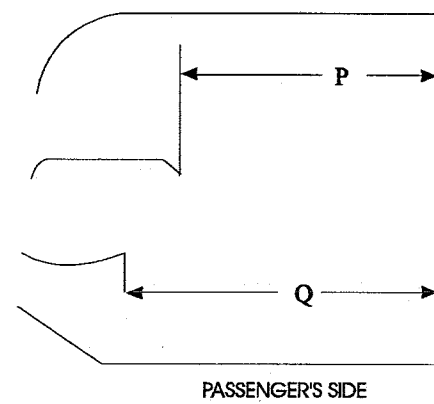
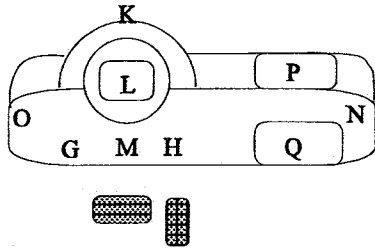
Measurement	Pre-Test	Post-Test	Difference
A	715	678	37
B	618	598	20
C	414	406	8
D	447	422	25

Units = mm

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



MEASUREMENTS  
FROM C-PILLAR  
BELT ANCHORAGE

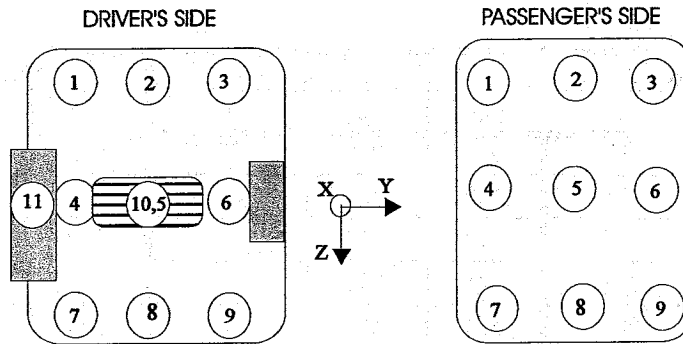


Measurement	Pre-Test	Post-Test	Difference
G*	1753	1646	107
H*	1722	1618	104
I	428	466	-38
J	577	672	-95
K	1763	1660	103
L	1512	1433	79
M	1738	1644	94
N	1726	1720	6
O	1680	1598	82
P = K (PASS.)	1727	1708	19
Q = M (PASS.)	1778	1759	19

\* IIHS measurement locations; 15 cm left and right of steering wheel center 45 cm from floor.

Units = mm

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



**Driver Side Toe-pan Measurements**

Floorpan Location	X Deformation (mm)			Y Deformation (mm)			Z Deformation (mm)		
	Pre	Post	$\Delta$	Pre	Post	$\Delta$	Pre	Post	$\Delta$
1	3219	2948	-271	-494	-468	26	-351	-425	-74
2	3188	2962	-226	-373	-356	17	-316	-378	-62
3	3190	2970	-220	-254	-285	-31	-296	-380	-84
4*	3176	2916	-260	-524	-486	38	-323	-390	-67
5* <sup>A</sup>	3147	2930	-217	-372	-349	23	-282	-339	-57
6*	3154	2959	-195	-283	-288	-5	-256	-330	-74
7	3096	2916	-180	-515	-497	18	-269	-314	-45
8	3098	2929	-169	-374	-351	23	-256	-283	-27
9	3094	2943	-151	-267	-291	-24	-223	-259	-36
10	3054	2833	-221	-345	-351	-6	-424	-562	-138
11	3100	2938	-162	-604	-613	-9	-361	-427	-66

**Passenger Side Toe-pan Measurements**

Floorpan Location	X Deformation (mm)			Y Deformation (mm)			Z Deformation (mm)		
	Pre	Post	$\Delta$	Pre	Post	$\Delta$	Pre	Post	$\Delta$
1	3190	3143	-47	261	209	-52	-298	-351	-53
2	3177	3148	-29	350	290	-60	-295	-333	-38
3	3185	3159	-26	433	379	-54	-286	-325	-39
4	3131	3095	-36	270	228	-42	-252	-285	-33
5	3135	3120	-15	343	306	-37	-265	-293	-28
6	3137	3121	-16	449	394	-55	-263	-293	-30
7	3073	3056	-17	257	224	-33	-219	-240	-21
8	3080	3067	-13	353	323	-30	-214	-232	-18
9	3072	3063	-9	452	422	-30	-224	-234	-10

Reference: (SAE) X = Rear Bumper (pos: forward); Y = Vehicle Centerline (pos: right); Z = Ground (pos: down)

\* IIHS measurement locations

\*<sup>A</sup> IIHS measurement located directly behind 10 (brake pedal center) on the vehicle floorpan in same vertical plane.

**DATA SHEET NO.14      VEHICLE MEASUREMENTS (cont.)**  
**INSURANCE INSTITUTE MEASUREMENT LOCATION AND FLOOR PAN DEFORMATION DATA**

**IHS Measurement Location Data**

Meas. Loc*	X Measurement (mm)			Y Measurement (mm)			Z Measurement (mm)		
	Pre	Post	Δ	Pre	Post	Δ	Pre	Post	Δ
1	2525	2444	-81	-347	-275	72	-818	-876	-58
2	2766	2658	-108	-508	-463	45	-674	-735	-61
3	2736	2629	-107	-194	-161	33	-690	-717	-27
4	3054	2833	-221	-345	-351	-6	-424	-562	-138
5	3176	2916	-260	-524	-486	38	-323	-390	-67
6	3147	2930	-217	-372	-349	23	-282	-339	-57
7	3154	2959	-195	-283	-288	-5	-256	-330	-74
8	3100	2938	-162	-604	-613	-9	-361	-427	-66
17	3017	2866	-151	-761	-823	-62	-855	-835	20
18	1950	1938	-12	-787	-793	-6	-892	-878	14

**Floor Pan Deformation Measurement Data**

Meas. Loc**	X Measurement (mm)			Y Measurement (mm)			Z Measurement (mm)		
	Pre	Post	Δ	Pre	Post	Δ	Pre	Post	Δ
1	2983	2879	-104	-521	-500	21	-241	-256	-15
2	2982	2862	-120	-358	-347	11	-231	-249	-18
3	2995	2878	-117	-198	-240	-42	-244	-246	-2
4	2888	2781	-107	-520	-503	17	-230	-266	-36
5	2880	2779	-101	-367	-361	6	-223	-258	-35
6	2868	2785	-83	-195	-262	-67	-219	-266	-47
7	2789	2713	-76	-524	-501	23	-227	-229	-2
8	2760	2698	-62	-391	-370	21	-220	-222	-2
9	2766	2689	-77	-213	-250	-37	-231	-219	12

Reference: (SAE) X = Rear Bumper (pos: forward); Y = Vehicle Centerline (pos: right); Z = Ground (pos: down)

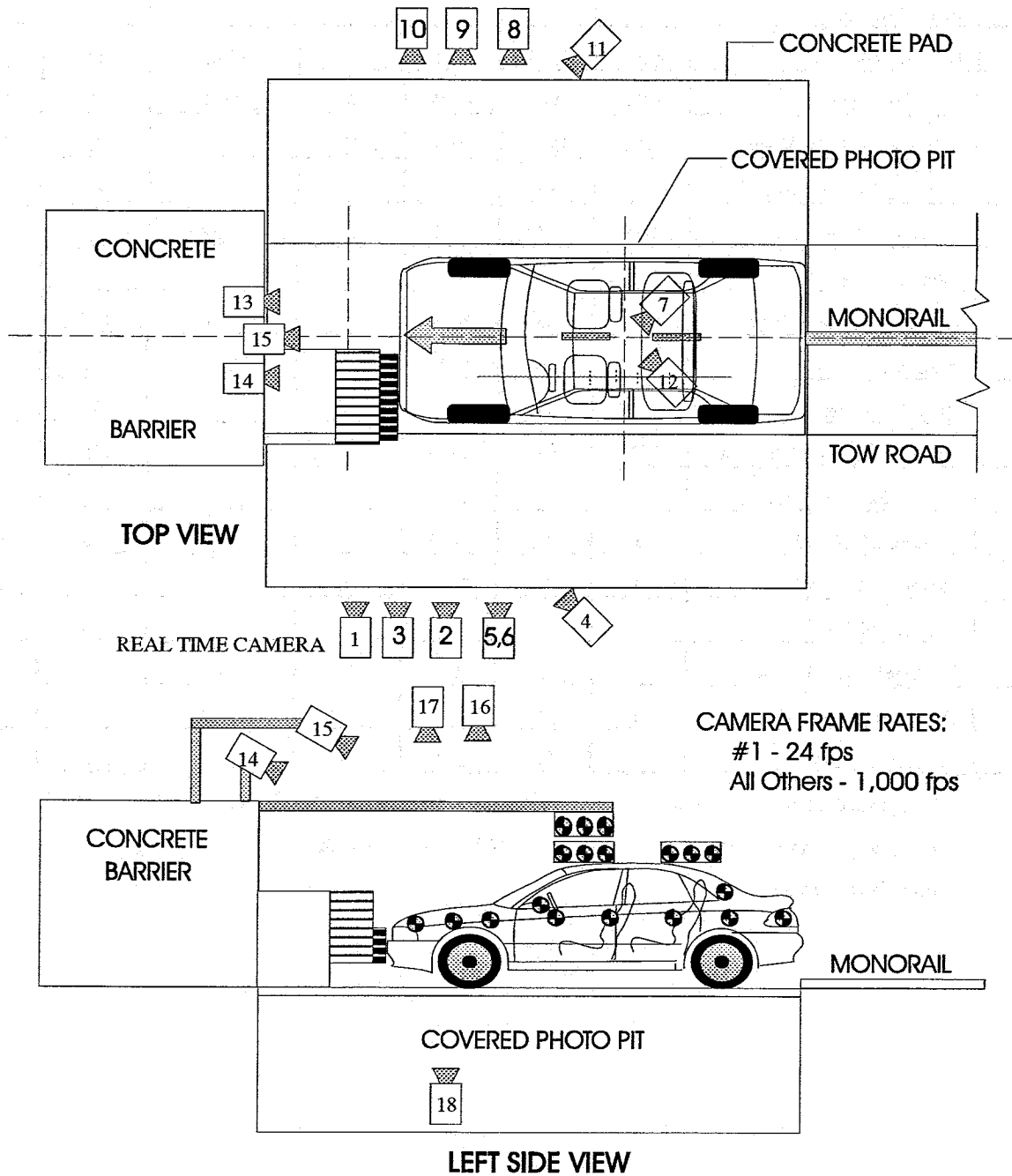
**\* Measurement Location Descriptions**

1. Steering Column - Geometric center of the steering wheel on airbag door.
2. Lower Instrument Panel Left - Taken 45 cm above floorpan and 15 cm to the left of the steering wheel center.
3. Lower Instrument Panel Right - Taken 45 cm above floorpan and 15 cm to the right of the steering wheel center.
4. Brake Pedal - Geometric center of the brake pedal.
5. Toepan Left - Taken 15 cm to the left of the brake pedal center on the same vertical plane on the vehicle toepan.
6. Toepan Center - Taken directly behind the brake pedal center on the same vertical plane on the vehicle toepan.
7. Toepan Right - Taken 15 cm to the right of the brake pedal center on the same vertical plane on the vehicle toepan.
8. Left Footrest - Taken 25 cm to the left of the brake pedal center on the same vertical plane on the vehicle toepan.
17. A-pillar - Taken on the vehicle exterior at the same vertical coordinate as the base on the left front window.
18. B-pillar - Taken on the vehicle exterior at the same vertical coordinate as the lower A-pillar mark.

\*\* There is an equal spaced 3 x 3 floor pan matrix. Position 1 is floor pan left side forwardmost position; Position 9 is located on the right side rearmost position of the 3 x 3 grid.

DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

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



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

NHTSA Test No.:           RW0315           Vehicle:           1998 Dodge Neon 4-Door Sedan          

CAMERA NO.	VIEW	CAMERA POSITIONS (mm)*			ANGLE (deg)**	FILM PLANE TO HEAD TARGET	LENS (mm)	SPEED (fps)
		X	Y	Z				
1	Real-Time Camera	-	-	-	-	-	-	24
2	Overall Left Side	6938	1399	1068	3	6512	13	1000
3	Left Side View	8957	481	1104	2	8531	25	1005
4	Driver and Interior View	7277	2363	1928	10	-	25	1050
5	Steering Column (Bottom)	8149	1847	1165	3	7723	25	1000
6	Steering Column (Top)	8149	1847	1769	8	7723	25	1000
7	Interior Driver View	-	-	-	-	-	-	-
8	Overall Right Side View	5100	1638	1032	2	4770	12.5	1005
9	Right Side View	9776	223	1157	2	9350	25	1000
10	Right Passenger View	9157	1427	1336	4	8731	35	1010
11	Passenger and Interior View	8284	1989	1955	9	-	25	1000
12	Interior Passenger View	-	-	-	-	-	-	-
13	Passenger Front View	637	390	2043	-24	-	13	1005
14	Driver Front View	637	390	2047	-26	-	13	1000
15	Windshield View	0	-173	3374	-42	-	13	1005
16	Overhead Overall View	0	245	4880	-90	-	12.5	1000
17	Overhead Close-Up View	0	0	4880	-90	-	25	1000
18	Pit View of Engine	0	80	-3048	90	-	13	1000

\*X = film plane to monorail centerline

\*\* = referenced to horizontal plane

Y = film plane to impact location

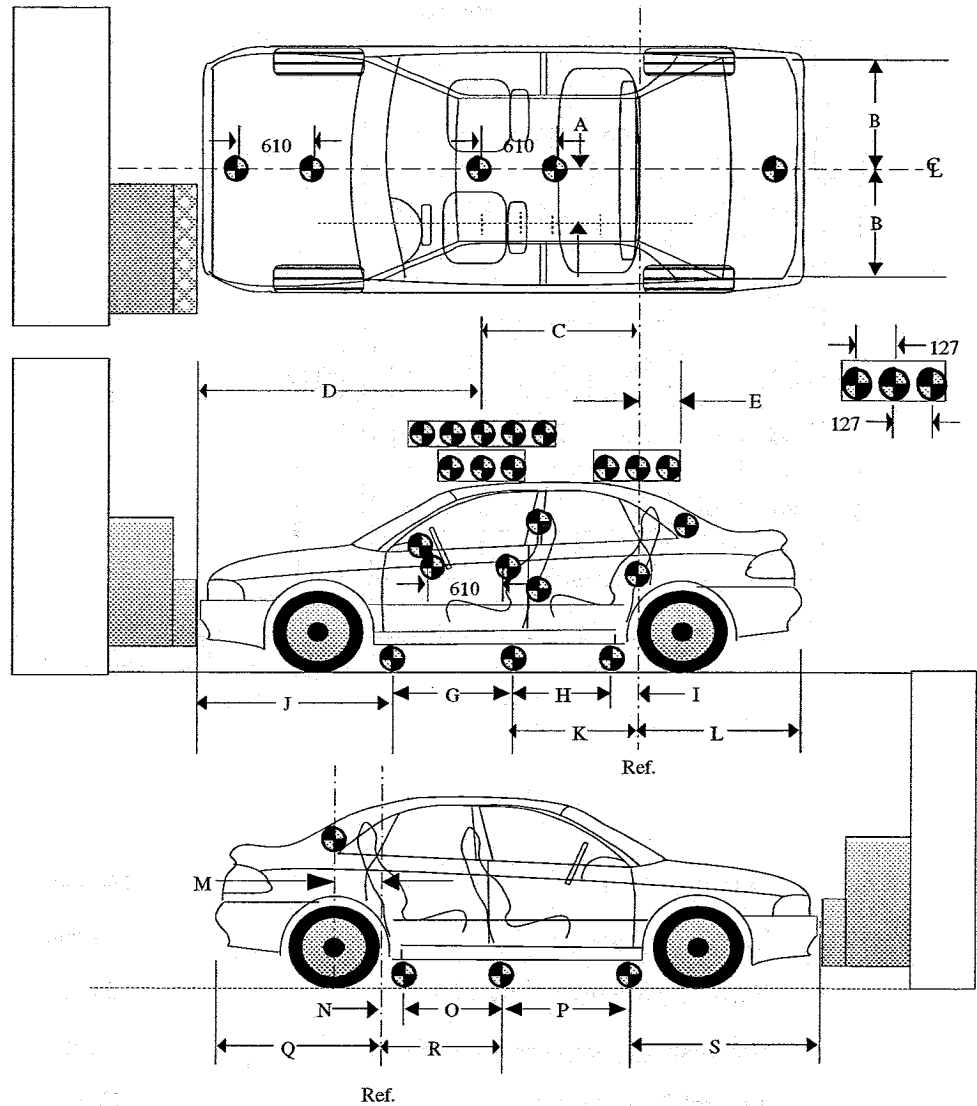
N.T. indicates No Timing

Z = film plane to ground

DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

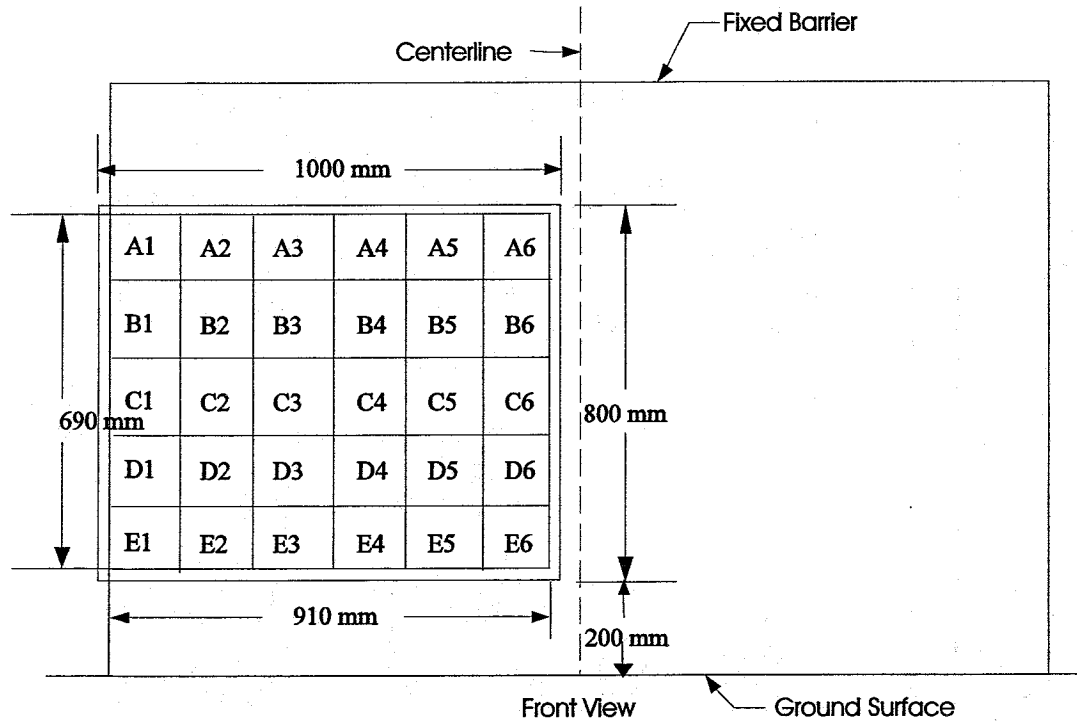
(Dimensions in millimeters)

A	350
B	632
C	254
D	2131
E	957
F	698
G	901
H	914
I	114
J	1258
K	1028
L	1164
M	962
N	116
O	984
P	831
Q	1158
R	1100
S	1251



DATA SHEET NO. 17      LOAD CELL LOCATIONS RELATIVE TO FIXED BARRIER AND  
DEFORMABLE BARRIER FACE

30    Load Cells  
5      Rows  
6      Columns



Load cell width	146 mm
Load cell height	133 mm
Vertical gap between load cells	6 mm
Horizontal gap between load cells	6 mm
Vertical filler block width	55 mm

The following data is presented in Appendix B:

- (1) X Direction Data from load cells A1 through A6
- (2) X and Y Direction Data from load cells B1 through E6



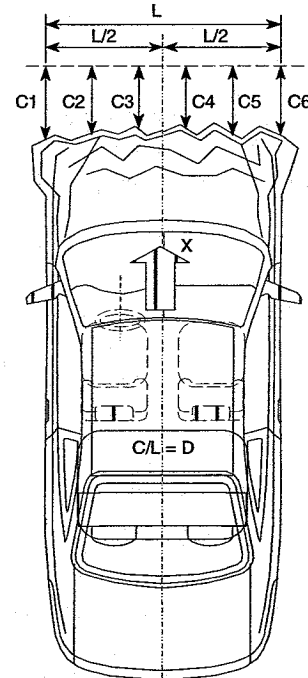
DATA SHEET NO. 19 ACCIDENT INVESTIGATION DIVISION DATA

FOR 56.3 KPH FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Dodge Neon 4-Door Sedan  
 NHTSA Test No.: RW0315 VIN: 1B3ES47C5W0624757  
 Model Year: 1998 Build Date: 1-98 Test Date: October 27, 2000  
 Vehicle Size Category: Sedan Test Weight: 1418.5 kg  
 Vehicle Wheelbase: 2642 mm; Front Overhang: 1251 mm; Overall Width: 1712 mm  
 Collision Deformation Classification (CDC) Code: 12FDEW3

Crush Depth Dimensions:

	PRE	POST	DIFF	
C1 =	4251	3684	-567	mm
C2 =	4323	3823	-500	mm
C3 =	4350	3913	-437	mm
C4 =	4344	4042	-302	mm
C5 =	4317	4163	-154	mm
C6 =	4244	4238	-6	mm



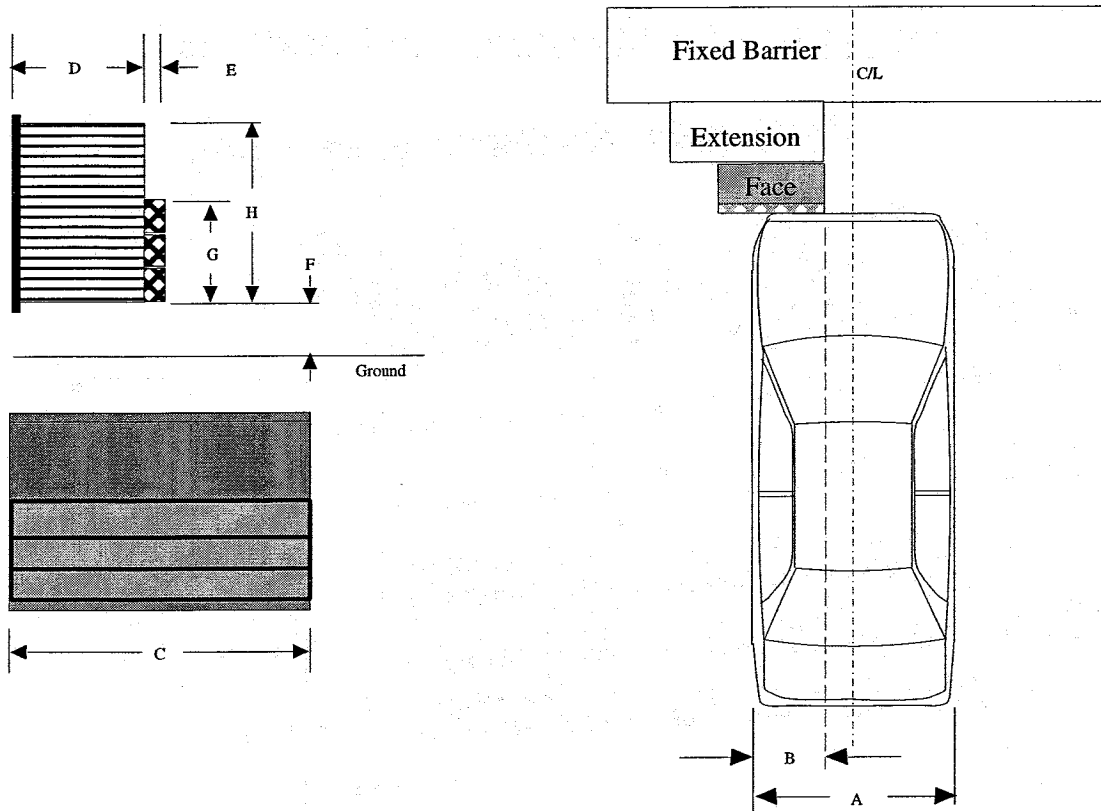
Midpoint of Damage:  $D = \frac{\text{Vehicle Centerline}}{\text{(Longitudinal)}}$

Length of Damaged Region:

L1= 1141 mm  
 L2= 571 mm  
 L3= 380 mm

DATA SHEET NO. 20 OFFSET BARRIER AND VEHICLE ORIENTATION

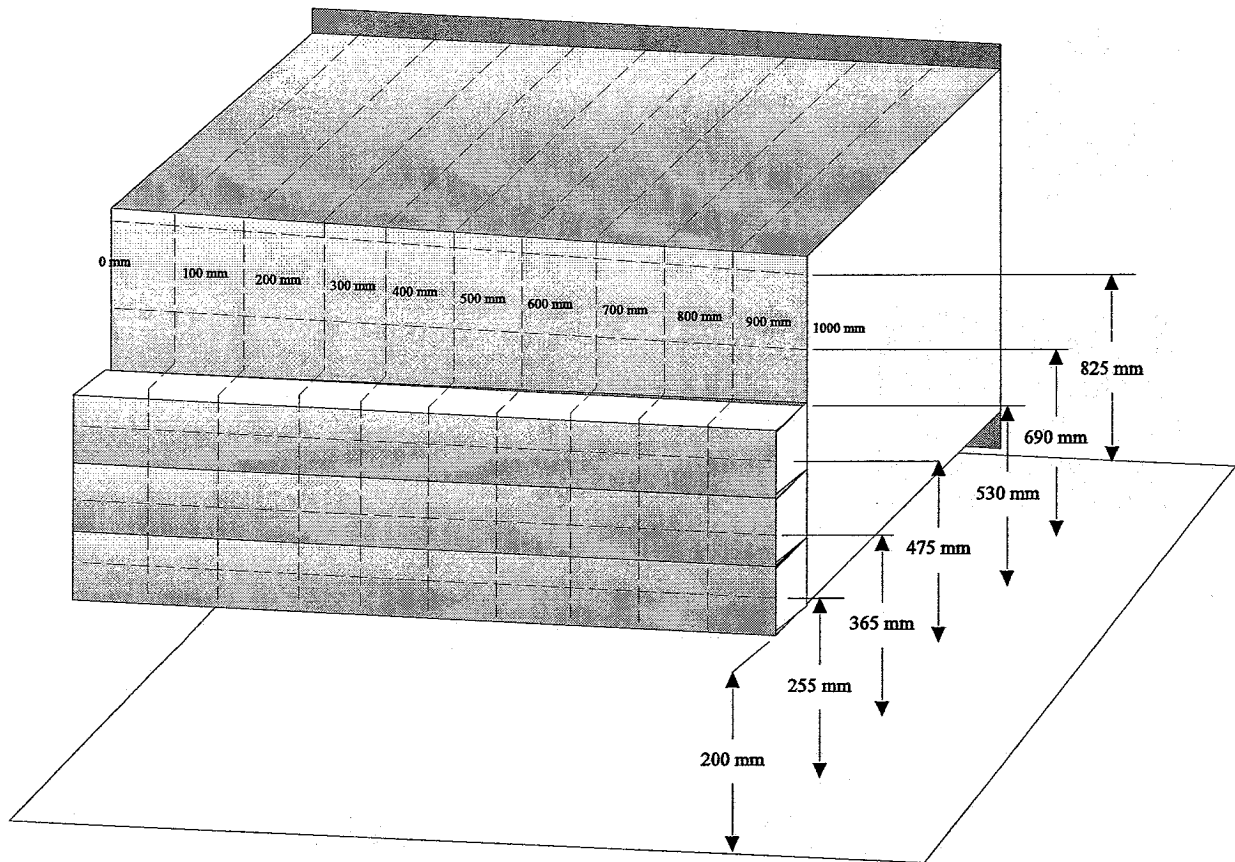
NHTSA Test No.:     RW0315     Vehicle:     1998 Dodge Neon 4-Door Sedan    



A	Total Vehicle Width	<u>1712</u>	mm
B	40% Overlap Distance	<u>684.8</u>	mm
C	Deformable Face Width	<u>1000</u>	mm
D	Single Stage Honeycomb Depth	<u>450</u>	mm
E	Bumper Element Depth	<u>90</u>	mm
F	Lower Edge Height From Ground	<u>200</u>	mm
G*	Bumper Element Height	<u>330</u>	mm
H	Deformable Barrier Honeycomb Height	<u>650</u>	mm

\* The bumper element consists of three 110 mm height blocks of 1.723 MPa honeycomb

## Offset Barrier Measurement Locations



DATA SHEET NO. 21 OFFSET BARRIER DEFORMATION (continued)

EXTERIOR STATIC CRUSH FOR BARRIER FACE  
(Grid as looking at barrier from front)

Vehicle: 1998 Dodge Neon

NHTSA No. RW0315

NOTE: All dimensions are in millimeters with a tolerance of  $\pm 3$  mm

LEVEL	HEIGHT AT CL (mm)*		DISTANCE RIGHT OF CENTER (mm)					0	DISTANCE LEFT OF CENTER (mm)						
			500	400	300	200	100		100	200	300	400	500		
LEVEL 6		PRE	546	546	546	546	546	546	546	546	546	546	546	546	546
TOP	825	POST	507	516	524	530	572	587	792	745	750	765	840		
STACK		CRUSH	-39	-30	-22	-16	26	317	246	199	204	219	294		
LEVEL 5		PRE	546	546	546	546	546	546	546	546	546	546	546	546	546
MID	687	POST	465	496	506	525	900	588	804	776	795	847	914		
STACK		CRUSH	-81	-50	-40	-21	354	322	258	230	249	301	368		
LEVEL 4		PRE	546	546	546	546	546	546	546	546	546	546	546	546	546
TOP	530	POST	488	529	548	616	688	737	813	852	890	915	938		
BUMPER		CRUSH	-58	-17	2	70	142	211	267	306	344	369	392		
LEVEL 3		PRE	456	456	456	456	456	456	456	456	456	456	456	456	456
BUMPER	475	POST	367	438	505	574	648	704	802	839	867	905	963		
TOP		CRUSH	-89	-18	49	118	192	268	346	383	411	449	507		
LEVEL 2		PRE	456	456	456	456	456	456	456	456	456	456	456	456	456
BUMPER	365	POST	391	459	530	598	665	738	801	852	889	925	975		
MID		CRUSH	-65	3	74	142	209	272	345	396	427	469	519		
LEVEL 1		PRE	456	456	456	456	456	456	456	456	456	456	456	456	456
BUMPER	255	POST	429	489	551	607	663	718	778	819	857	878	922		
LOW		CRUSH	-27	33	95	151	207	282	322	363	401	422	466		

\* Heights measured above ground level.

**APPENDIX A**  
**PHOTOGRAPHS**

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**APPENDIX A**  
**PHOTOGRAPHS**

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Figure A-1: PRE-TEST FRONT VIEW



Figure A-2: POST-TEST FRONT VIEW



Figure A-3: PRE-TEST LEFT SIDE VIEW



Figure A-4: POST-TEST LEFT SIDE VIEW



Figure A-5: PRE-TEST RIGHT SIDE VIEW



Figure A-6: POST-TEST RIGHT SIDE VIEW



Figure A-7: PRE-TEST RIGHT FRONT THREE-QUARTER VIEW



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



Figure A-9: PRE-TEST LEFT REAR THREE-QUARTER VIEW



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



Figure A-11: PRE-TEST WINDSHIELD VIEW



Figure A-12: POST-TEST WINDSHIELD VIEW



Figure A-13: PRE-TEST ENGINE COMPARTMENT VIEW



Figure A-14: FUEL CAP VIEW

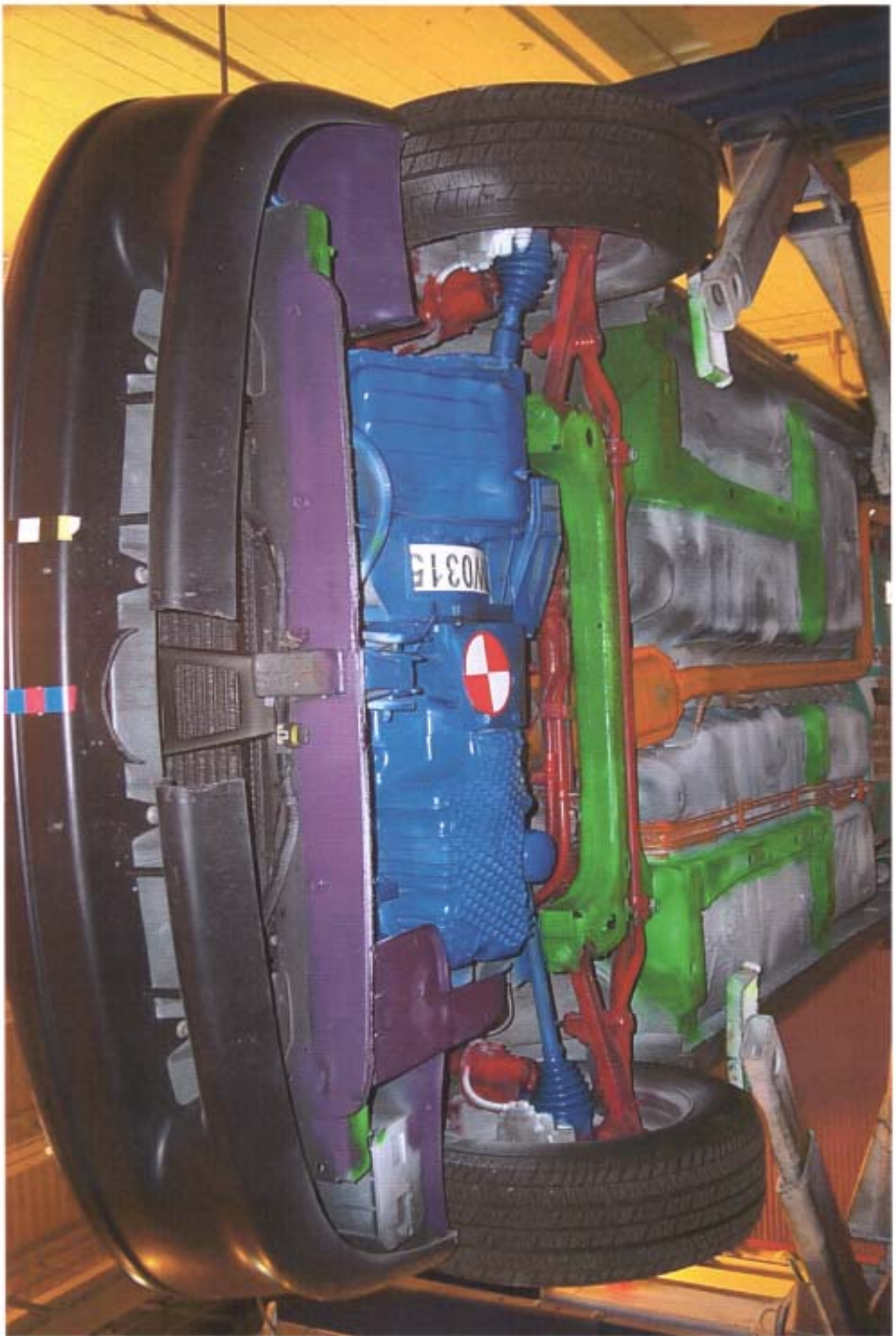


Figure A-15: PRE-TEST FRONT UNDERBODY VIEW



Figure A-16: POST-TEST FRONT UNDERBODY VIEW

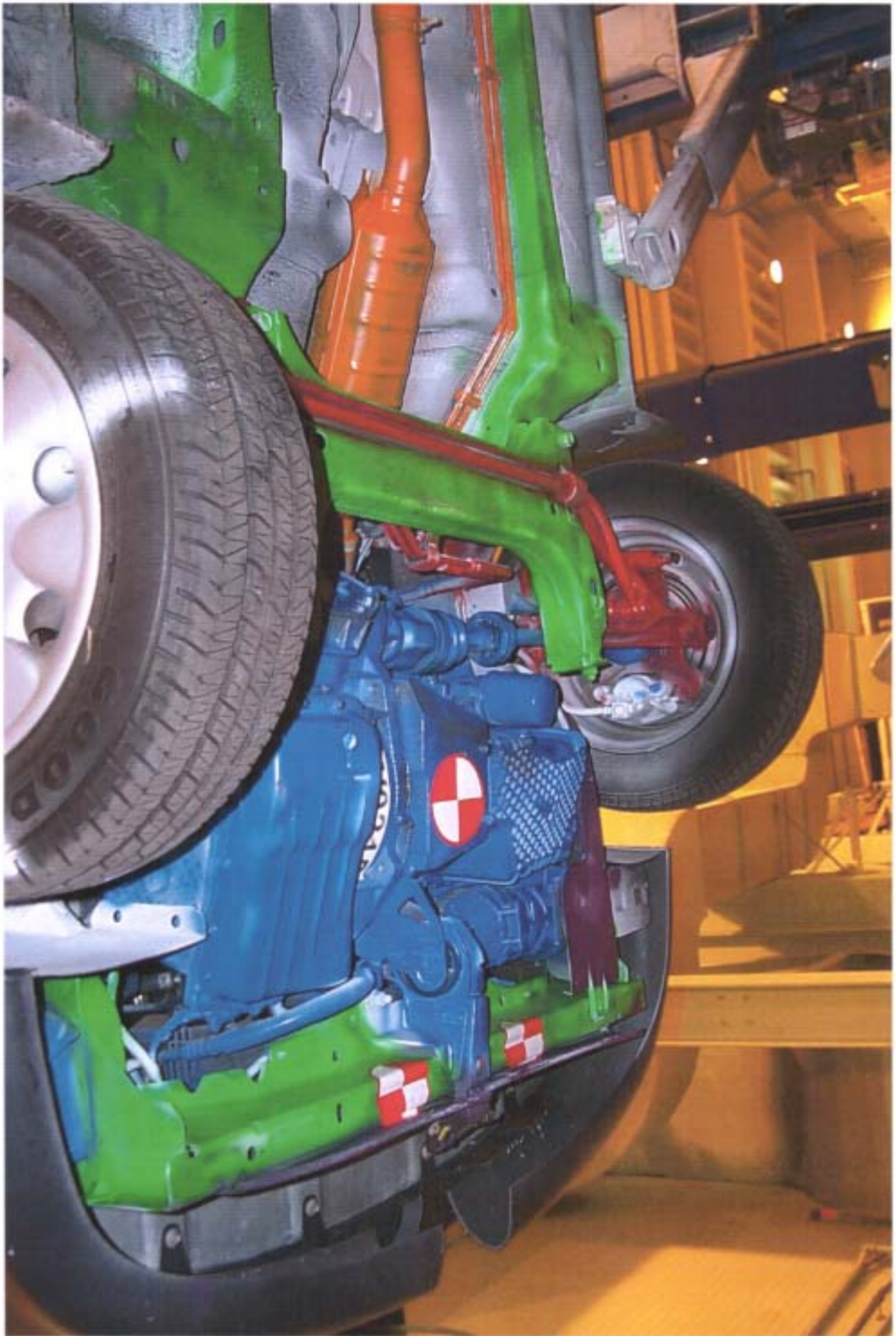


Figure A-17: PRE-TEST FRONT SIDE UNDERBODY VIEW



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

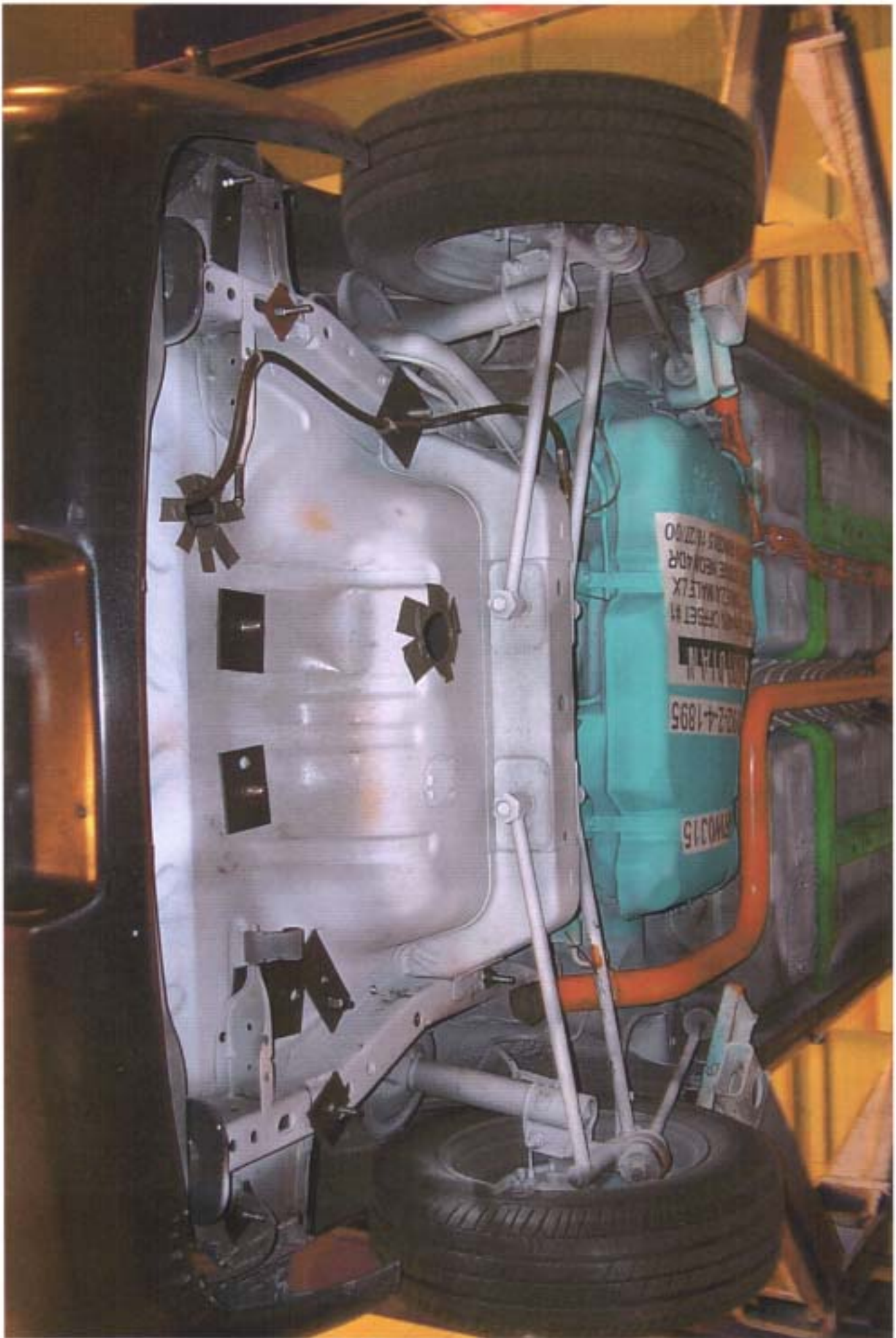


Figure A-19: PRE-TEST REAR UNDERBODY VIEW



Figure A-20: POST-TEST REAR UNDERBODY VIEW



Figure A-21: PRE-TEST DRIVER POSITION VIEW



Figure A-22: POST-TEST DRIVER POSITION VIEW



Figure A-23: PRE-TEST PASSENGER POSITION VIEW



Figure A-24: POST-TEST PASSENGER POSITION VIEW



Figure A-25: PRE-TEST DRIVER AND INTERIOR VIEW



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



Figure A-27: PRE-TEST PASSENGER AND INTERIOR VIEW



Figure A-28: POST-TEST PASSENGER AND INTERIOR VIEW

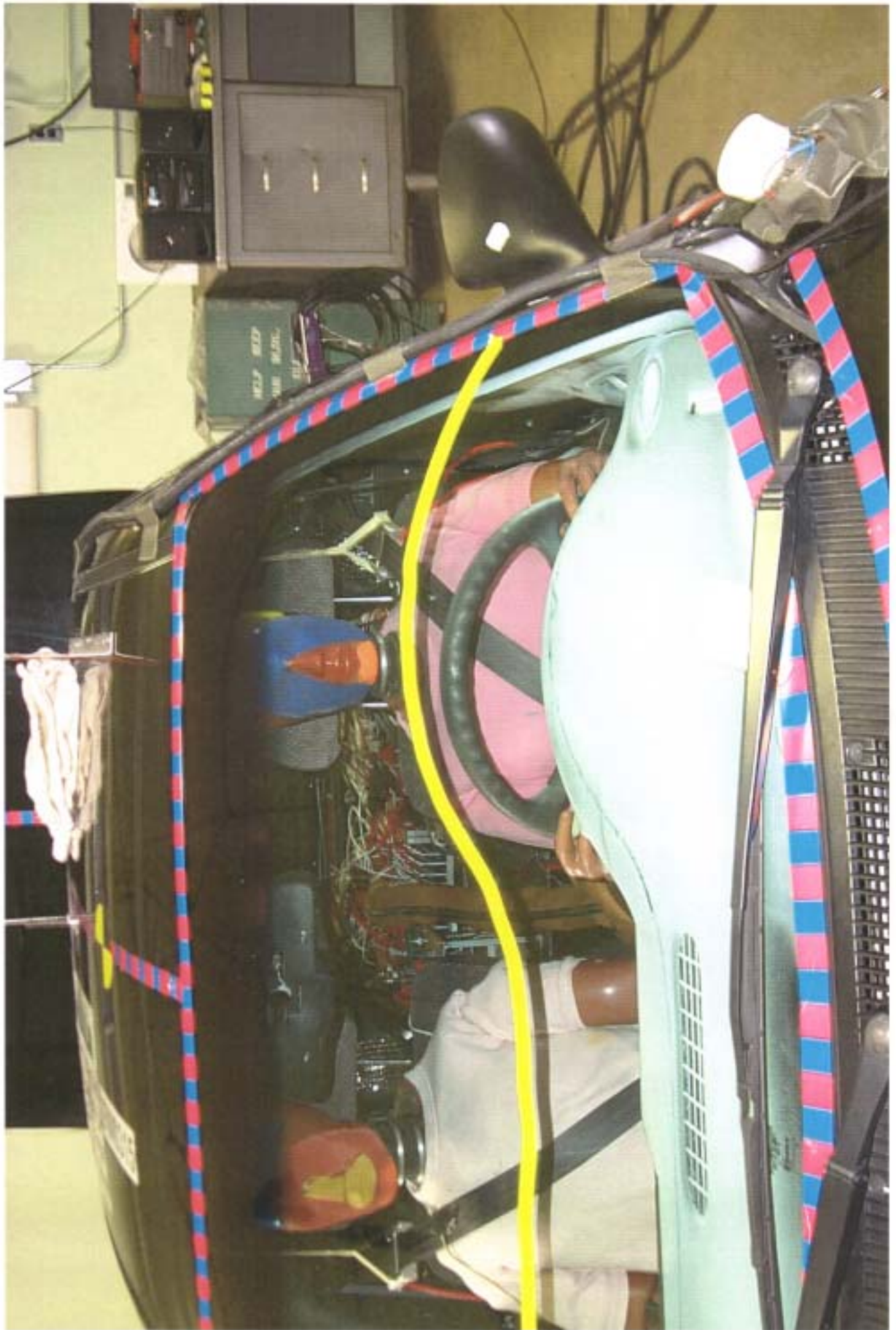


Figure A-29: PRE-TEST DRIVER HEAD LOCATION



Figure A-30: POST-TEST DRIVER HEAD LOCATION



Figure A-31: PRE-TEST PASSENGER HEAD LOCATION





Figure A-33: PRE-TEST DRIVER FLOOR PAN VIEW



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

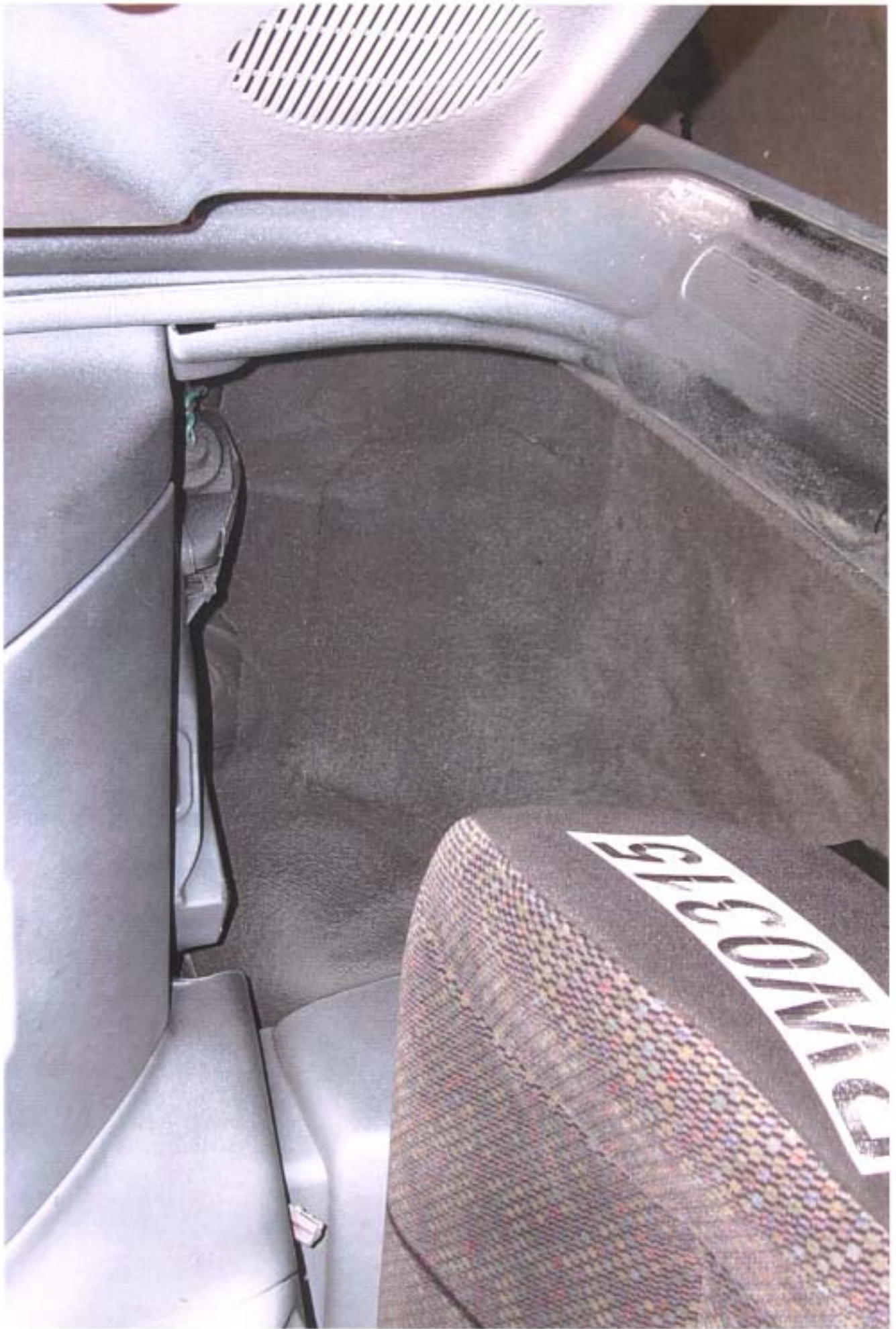


Figure A-35: PRE-TEST PASSENGER FLOOR PAN VIEW



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

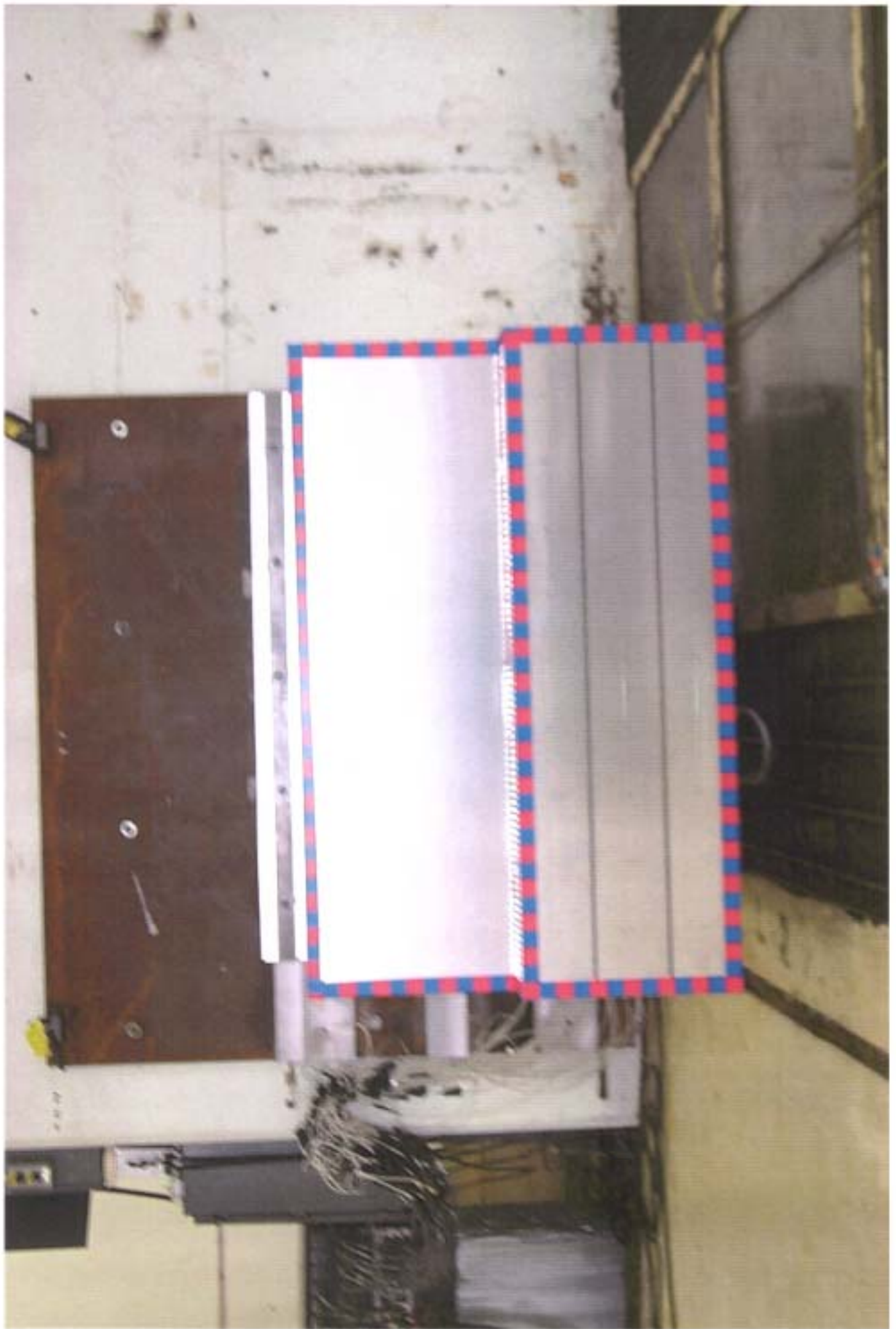


Figure A-37: PRE-TEST BARRIER FRONT VIEW



Figure A-38: POST-TEST BARRIER FRONT VIEW

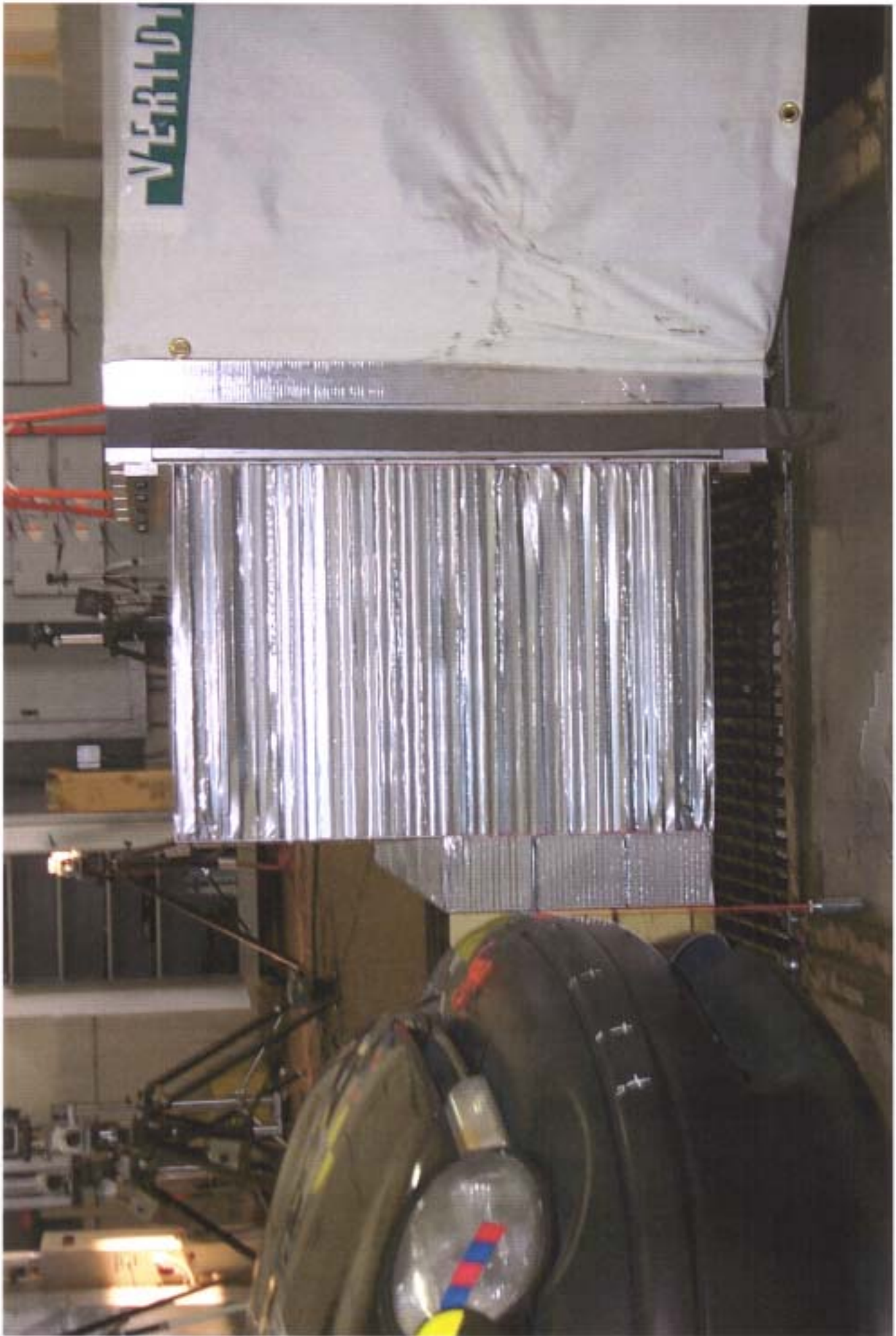


Figure A-39: PRE-TEST BARRIER LEFT SIDE VIEW

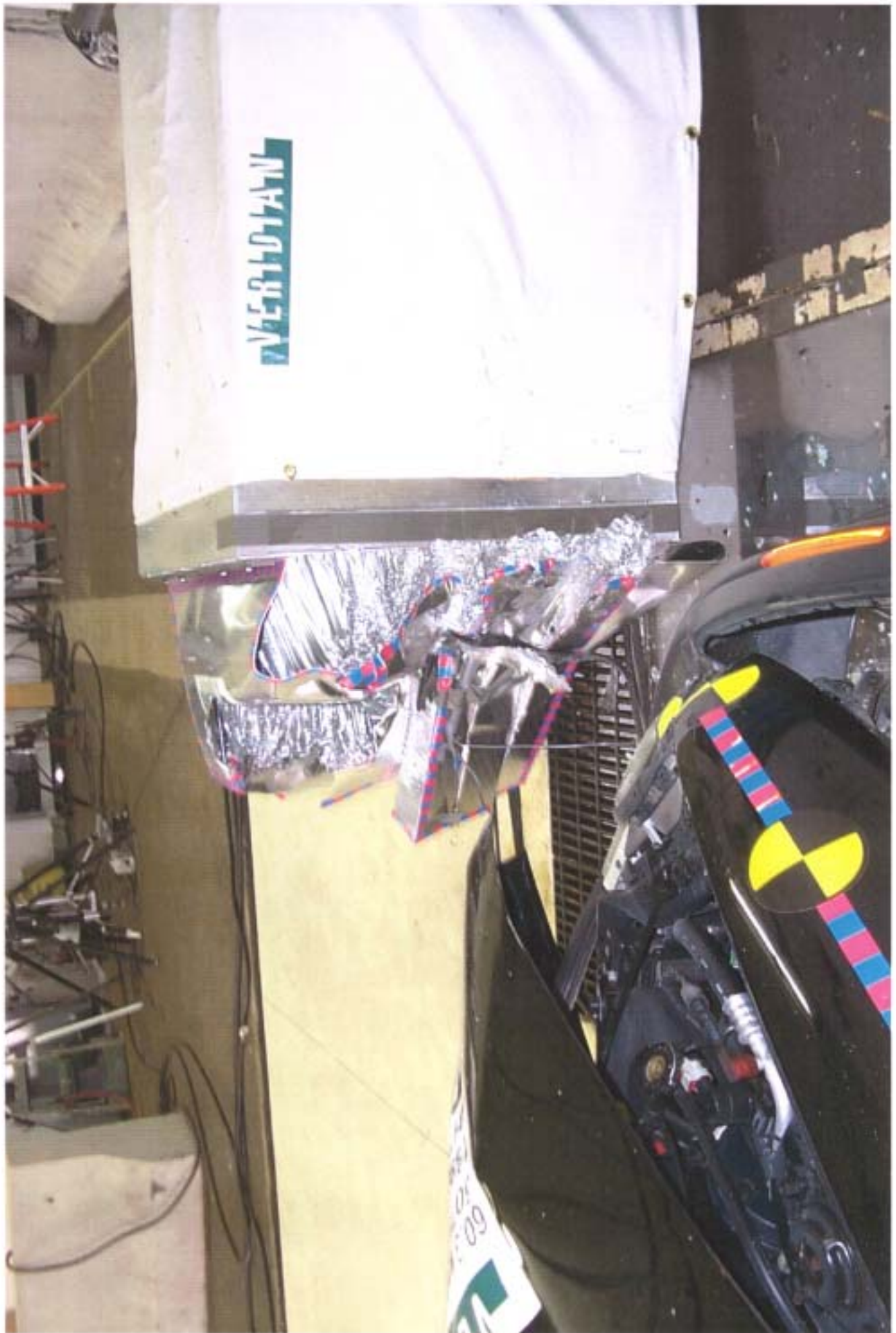


Figure A-40: POST-TEST BARRIER LEFT SIDE VIEW



Figure A-41: PRE-TEST BARRIER RIGHT SIDE VIEW



Figure A-42: POST-TEST BARRIER RIGHT SIDE VIEW



Figure A-43: PRE-TEST BARRIER TOP VIEW



Figure A-44: POST-TEST BARRIER TOP VIEW

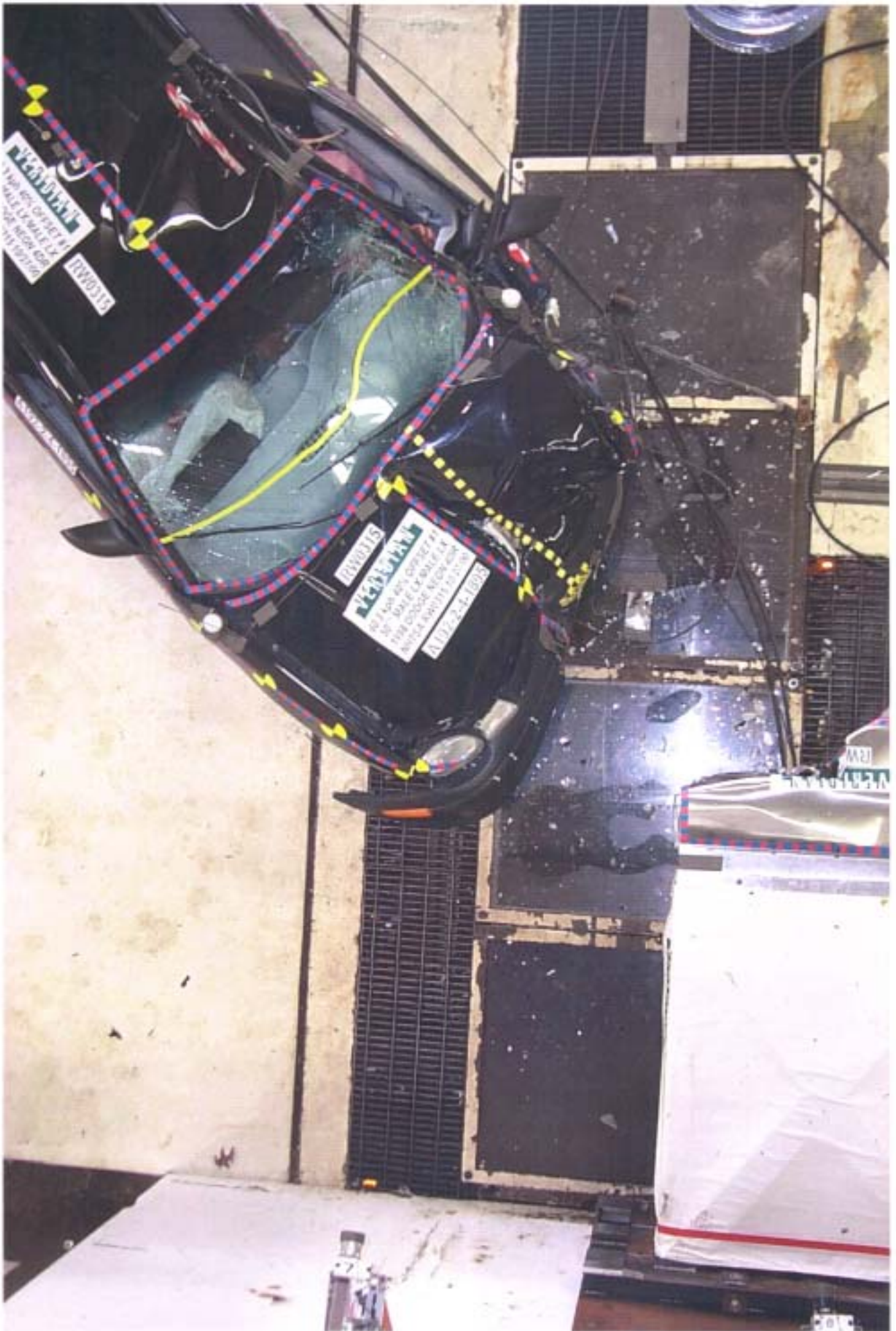


Figure A-45: POST-TEST OVERHEAD VIEW



Figure A-46: ROLLOVER VIEW



**APPENDIX B**

**DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA**

[The table content is extremely faint and illegible. It appears to be a large data table with multiple columns and rows, possibly containing time-series data for dummy, vehicle, and load cell responses.]

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

Transducer	SAE Sign Convention (positive unless noted)
Upper Neck Load Cell	Fx Head rearward, Chest Froward Fy Head leftward, Chest rightward Fz Head Upward, Chest Downward Mx Left ear toward left shoulder My Chin toward sternum (flexion) Mz Chin toward left shoulder (look left)
Chest Displacement Potentiometer	Compression is negative
Pelvic Load Cell (Lower Lumbar)	Fx Chest rearward Fy Chest left Fz Spine in tension
Femur Load Cell (right and left leg)	Fx Knee Upward, Upper Femur Downward Fy Knee Rightward, Upper Femur Leftward Fz Knee Forward, Pelvis Rearward Mx Knee Leftward, Hold Upper Femur in Place My Knee Upward, Hold Upper Femur in Place Mz Tibia Leftward, Hold Pelvis in Place
Upper Tibia Load Cell (right and left leg)	Fx Ankle Forward, Knee Rearward Fy Ankle Rightward, Knee Leftward Fz Tibia Downward, Femur Upward Mx Ankle Leftward, Hold Knee in Place My Ankle Forward, Bottom of Knee Clevis Rearward
Lower Tibia Load Cell (right and left leg)	Fx Ankle Forward, Knee Rearward Fy Ankle Rightward, Knee Leftward Fz Tibia Downward, Femur Upward Mx Ankle Leftward, Hold Knee in Place My Ankle Forward, Bottom of Knee Clevis Rearward
Knee Shear Displacement	X Hold Femur Move Tibia Forward
Tibia Mid-Shaft Accelerometer	X Forward Y To the Right
Foot Rotations (left foot)	X Eversion Y Dorsi Flexion Z Internal Rotation
Foot Rotations (right foot)	X Inversion Y Dorsi Flexion Z External Rotation
Foot Accelerometer (right and left foot)	X Forward Y To the Right Z Down

## DATA CHANNEL FILTER CLASS SUMMARY

NHTSA TEST NO. RW0315

<b>DATA TYPE</b>	<b>SAE FILTER CLASS (Hz)</b>
Dummy Head Accelerations	1000
Dummy Neck Forces	1000
Dummy Neck Moments	600
Dummy Chest Accelerations	180
Dummy Chest Displacements	60
Dummy Femur Forces	600
Dummy Femur Moments	600
Dummy Knee Displacement	180
Dummy Tibia Accelerations	600
Dummy Tibia Forces	600
Dummy Tibia Moments	600
Dummy Ankle Rotations	180
Dummy Foot Accelerations	600
Dummy Belt Displacements	180
Dummy Belt Loads	60
Vehicle Accelerations	60
Vehicle Velocity Integrations	180
Vehicle Displacement Integrations	180
Load Cell Barrier Forces	60

PLOT	PLOT NAME[UNITS, CHANNEL FILTER CLASS]	PAGE
1	P1 Head x [g, CFC_1000]	B-9
2	P1 Head y [g, CFC_1000]	B-10
3	P1 Head z [g, CFC_1000]	B-11
4	P1 Head Resultant [g, CFC_1000]	B-12
5	P1 Head Red x [g, CFC_1000]	B-13
6	P1 Head Red y [g, CFC_1000]	B-14
7	P1 Head Red z [g, CFC_1000]	B-15
8	P1 Head Red Resultant [g, CFC_1000]	B-16
9	P1 Upper Neck Fx [N, CFC_1000]	B-17
10	P1 Upper Neck Fy [N, CFC_1000]	B-18
11	P1 Upper Neck Fz [N, CFC_1000]	B-19
12	P1 Upper Neck F Resultant [N, CFC_1000]	B-20
13	P1 Upper Neck Mx [Nm, CFC_600]	B-21
14	P1 Upper Neck My [Nm, CFC_600]	B-22
15	P1 Upper Neck Mz [Nm, CFC_600]	B-23
16	P1 Upper Neck M Resultant [Nm, CFC_600]	B-24
17	P1 Chest x [g, CFC_180]	B-25
18	P1 Chest y [g, CFC_180]	B-26
19	P1 Chest z [g, CFC_180]	B-27
20	P1 Chest Resultant [g, CFC_180]	B-28
21	P1 Chest Red x [g, CFC_180]	B-29
22	P1 Chest Red y [g, CFC_180]	B-30
23	P1 Chest Red z [g, CFC_180]	B-31
24	P1 Chest Red Resultant [g, CFC_180]	B-32
25	P1 Chest Compression [mm, CFC_600]	B-33
26	P1 Pelvic x [g, CFC_1000]	B-34
27	P1 Pelvic y [g, CFC_1000]	B-35
28	P1 Pelvic z [g, CFC_1000]	B-36
29	P1 Pelvic Resultant [g, CFC_1000]	B-37
30	P1 Left Femur Fx [N, CFC_600]	B-38
31	P1 Left Femur Fy [N, CFC_600]	B-39
32	P1 Left Femur Fz [N, CFC_600]	B-40
33	P1 Left Femur F Resultant [N, CFC_600]	B-41
34	P1 Left Femur Mx [Nm, CFC_600]	B-42
35	P1 Left Femur My [Nm, CFC_600]	B-43
36	P1 Left Femur Mz [Nm, CFC_600]	B-44
37	P1 Left Femur M Resultant [Nm, CFC_600]	B-45
38	P1 Right Femur Fx [N, CFC_600]	B-46
39	P1 Right Femur Fy [N, CFC_600]	B-47
40	P1 Right Femur Fz [N, CFC_600]	B-48
41	P1 Right Femur F Resultant [N, CFC_600]	B-49
42	P1 Right Femur Mx [Nm, CFC_600]	B-50
43	P1 Right Femur My [Nm, CFC_600]	B-51
44	P1 Right Femur Mz [Nm, CFC_600]	B-52
45	P1 Right Femur M Resultant [Nm, CFC_600]	B-53
46	P1 Left Knee Shear Dx [mm, CFC_180]	B-54
47	P1 Right Knee Shear Dx [mm, CFC_180]	B-55
48	P1 Left Upper Tibia Fx [N, CFC_600]	B-56
49	P1 Left Upper Tibia Fz [N, CFC_600]	B-57
50	P1 Left Upper Tibia Mx [Nm, CFC_600]	B-58
51	P1 Left Upper Tibia My [Nm, CFC_600]	B-59
52	P1 Left Lower Tibia Fx [N, CFC_600]	B-60
53	P1 Left Lower Tibia Fy [N, CFC_600]	B-61

54	P1 Left Lower Tibia Fz [N, CFC_600]	B-62
55	P1 Left Lower Tibia F Resultant [N, CFC_600]	B-63
56	P1 Left Lower Tibia Mx [Nm, CFC_600]	B-64
57	P1 Left Lower Tibia My [Nm, CFC_600]	B-65
58	P1 Right Upper Tibia Fx [N, CFC_600]	B-66
59	P1 Right Upper Tibia Fz [N, CFC_600]	B-67
60	P1 Right Upper Tibia Mx [Nm, CFC_600]	B-68
61	P1 Right Upper Tibia My [Nm, CFC_600]	B-69
62	P1 Right Lower Tibia Fx [N, CFC_600]	B-70
63	P1 Right Lower Tibia Fy [N, CFC_600]	B-71
64	P1 Right Lower Tibia Fz [N, CFC_600]	B-72
65	P1 Right Lower Tibia F Resultant [N, CFC_600]	B-73
66	P1 Right Lower Tibia Mx [Nm, CFC_600]	B-74
67	P1 Right Lower Tibia My [Nm, CFC_600]	B-75
68	P1 Left Tibia Ax [g, CFC_600]	B-76
69	P1 Left Tibia Ay [g, CFC_600]	B-77
70	P1 Right Tibia Ax [g, CFC_600]	B-78
71	P1 Right Tibia Ay [g, CFC_600]	B-79
72	P1 Left Ankle Rotation x [Deg, CFC_180]	B-80
73	P1 Left Ankle Rotation y [Deg, CFC_180]	B-81
74	P1 Left Ankle Rotation z [Deg, CFC_180]	B-82
75	P1 Right Ankle Rotation x [Deg, CFC_180]	B-83
76	P1 Right Ankle Rotation y [Deg, CFC_180]	B-84
77	P1 Right Ankle Rotation z [Deg, CFC_180]	B-85
78	P1 Left Foot Ax [g, CFC_600]	B-86
79	P1 Left Foot Ay [g, CFC_600]	B-87
80	P1 Left Foot Az [g, CFC_600]	B-88
81	P1 Left Foot A Resultant [g, CFC_600]	B-89
82	P1 Right Foot Ax [g, CFC_600]	B-90
83	P1 Right Foot Ay [g, CFC_600]	B-91
84	P1 Right Foot Az [g, CFC_600]	B-92
85	P1 Right Foot A Resultant [g, CFC_600]	B-93
86	P1 Lap Belt Force [N, CFC_60]	B-94
87	P1 Torso Belt Force [N, CFC_60]	B-95
88	P1 Torso Belt Spoolout [mm, CFC_180]	B-96
89	P1 Torso Belt Stretch [mm, CFC_180]	B-97
90	P2 Head x [g, CFC_1000]	B-98
91	P2 Head y [g, CFC_1000]	B-99
92	P2 Head z [g, CFC_1000]	B-100
93	P2 Head Resultant [g, CFC_1000]	B-101
94	P2 Head Red x [g, CFC_1000]	B-102
95	P2 Head Red y [g, CFC_1000]	B-103
96	P2 Head Red z [g, CFC_1000]	B-104
97	P2 Head Red Resultant [g, CFC_1000]	B-105
98	P2 Upper Neck Fx [N, CFC_1000]	B-106
99	P2 Upper Neck Fy [N, CFC_1000]	B-107
100	P2 Upper Neck Fz [N, CFC_1000]	B-108
101	P2 Upper Neck F Resultant [N, CFC_1000]	B-109
102	P2 Upper Neck Mx [Nm, CFC_600]	B-110
103	P2 Upper Neck My [Nm, CFC_600]	B-111
104	P2 Upper Neck Mz [Nm, CFC_600]	B-112
105	P2 Upper Neck M Resultant [Nm, CFC_600]	B-113
106	P2 Chest x [g, CFC_180]	B-114
107	P2 Chest y [g, CFC_180]	B-115
108	P2 Chest z [g, CFC_180]	B-116

109	P2 Chest Resultant [g, CFC_180]	B-117
110	P2 Chest Red x [g, CFC_180]	B-118
111	P2 Chest Red y [g, CFC_180]	B-119
112	P2 Chest Red z [g, CFC_180]	B-120
113	P2 Chest Red Resultant [g, CFC_180]	B-121
114	P2 Chest Compression [mm, CFC_600]	B-122
115	P2 Pelvic x [g, CFC_1000]	B-123
116	P2 Pelvic y [g, CFC_1000]	B-124
117	P2 Pelvic z [g, CFC_1000]	B-125
118	P2 Pelvic Resultant [g, CFC_1000]	B-126
119	P2 Left Femur Fx [N, CFC_600]	B-127
120	P2 Left Femur Fy [N, CFC_600]	B-128
121	P2 Left Femur Fz [N, CFC_600]	B-129
122	P2 Left Femur F Resultant [N, CFC_600]	B-130
123	P2 Left Femur Mx [Nm, CFC_600]	B-131
124	P2 Left Femur My [Nm, CFC_600]	B-132
125	P2 Left Femur Mz [Nm, CFC_600]	B-133
126	P2 Left Femur M Resultant [Nm, CFC_600]	B-134
127	P2 Right Femur Fx [N, CFC_600]	B-135
128	P2 Right Femur Fy [N, CFC_600]	B-136
129	P2 Right Femur Fz [N, CFC_600]	B-137
130	P2 Right Femur F Resultant [N, CFC_600]	B-138
131	P2 Right Femur Mx [Nm, CFC_600]	B-139
132	P2 Right Femur My [Nm, CFC_600]	B-140
133	P2 Right Femur Mz [Nm, CFC_600]	B-141
134	P2 Right Femur M Resultant [Nm, CFC_600]	B-142
135	P2 Left Knee Shear Dx [mm, CFC_180]	B-143
136	P2 Right Knee Shear Dx [mm, CFC_180]	B-144
137	P2 Left Upper Tibia Fx [N, CFC_600]	B-145
138	P2 Left Upper Tibia Fz [N, CFC_600]	B-146
139	P2 Left Upper Tibia Mx [Nm, CFC_600]	B-147
140	P2 Left Upper Tibia My [Nm, CFC_600]	B-148
141	P2 Left Lower Tibia Fx [N, CFC_600]	B-149
142	P2 Left Lower Tibia Fy [N, CFC_600]	B-150
143	P2 Left Lower Tibia Fz [N, CFC_600]	B-151
144	P2 Left Lower Tibia F Resultant [N, CFC_600]	B-152
145	P2 Left Lower Tibia Mx [Nm, CFC_600]	B-153
146	P2 Left Lower Tibia My [Nm, CFC_600]	B-154
147	P2 Right Upper Tibia Fx [N, CFC_600]	B-155
148	P2 Right Upper Tibia Fz [N, CFC_600]	B-156
149	P2 Right Upper Tibia Mx [Nm, CFC_600]	B-157
150	P2 Right Upper Tibia My [Nm, CFC_600]	B-158
151	P2 Right Lower Tibia Fx [N, CFC_600]	B-159
152	P2 Right Lower Tibia Fy [N, CFC_600]	B-160
153	P2 Right Lower Tibia Fz [N, CFC_600]	B-161
154	P2 Right Lower Tibia F Resultant [N, CFC_600]	B-162
155	P2 Right Lower Tibia Mx [Nm, CFC_600]	B-163
156	P2 Right Lower Tibia My [Nm, CFC_600]	B-164
157	P2 Left Tibia Ax [g, CFC_600]	B-165
158	P2 Left Tibia Ay [g, CFC_600]	B-166
159	P2 Right Tibia Ax [g, CFC_600]	B-167
160	P2 Right Tibia Ay [g, CFC_600]	B-168
161	P2 Left Ankle Rotation x [Deg, CFC_180]	B-169
162	P2 Left Ankle Rotation y [Deg, CFC_180]	B-170
163	P2 Left Ankle Rotation z [Deg, CFC_180]	B-171

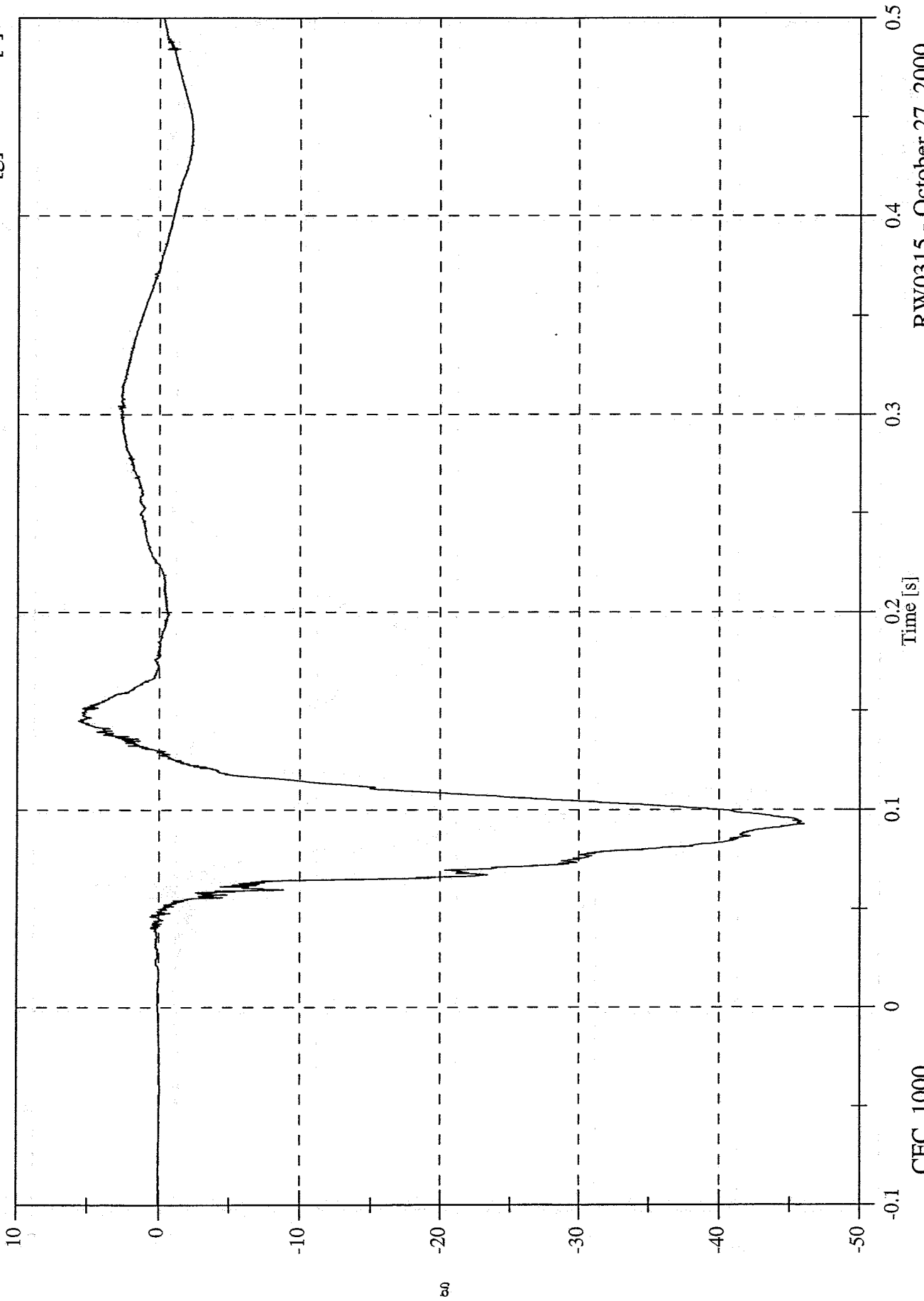
164	P2 Right Ankle Rotation x [Deg, CFC_180]	B-172
165	P2 Right Ankle Rotation y [Deg, CFC_180]	B-173
166	P2 Right Ankle Rotation z [Deg, CFC_180]	B-174
167	P2 Left Foot Ax [g, CFC_600]	B-175
168	P2 Left Foot Ay [g, CFC_600]	B-176
169	P2 Left Foot Az [g, CFC_600]	B-177
170	P2 Left Foot A Resultant [g, CFC_600]	B-178
171	P2 Right Foot Ax [g, CFC_600]	B-179
172	P2 Right Foot Ay [g, CFC_600]	B-180
173	P2 Right Foot Az [g, CFC_600]	B-181
174	P2 Right Foot A Resultant [g, CFC_600]	B-182
175	P2 Lap Belt Force [N, CFC_60]	B-183
176	P2 Torso Belt Force [N, CFC_60]	B-184
177	P2 Torso Belt Spoolout [mm, CFC_180]	B-185
178	P2 Torso Belt Stretch [mm, CFC_180]	B-186
179	Acc 1 Rear XMBR Left X [g, CFC_60]	B-187
180	Acc 1 Rear XMBR Left X Velocity [kph, CFC_180]	B-188
181	Acc 1 Rear XMBR Left X Displacement [mm, CFC_180]	B-189
182	Acc 2 Rear XMBR Left Y [g, CFC_60]	B-190
183	Acc 2 Rear XMBR Left Y Velocity [kph, CFC_180]	B-191
184	Acc 2 Rear XMBR Left Y Displacement [mm, CFC_180]	B-192
185	Acc 3 Rear XMBR Right X [g, CFC_60]	B-193
186	Acc 3 Rear XMBR Right X Velocity [kph, CFC_180]	B-194
187	Acc 3 Rear XMBR Right X Displacement [mm, CFC_180]	B-195
188	Acc 4 Rear XMBR Right Y [g, CFC_60]	B-196
189	Acc 4 Rear XMBR Right Y Velocity [kph, CFC_180]	B-197
190	Acc 4 Rear XMBR Right Y Displacement [mm, CFC_180]	B-198
191	Acc 5 P1 Toepan Left X [g, CFC_60]	B-199
192	Acc 5 P1 Toepan Left X Velocity [kph, CFC_180]	B-200
193	Acc 5 P1 Toepan Left X Displacement [mm, CFC_180]	B-201
194	Acc 6 P1 Toepan Left Z [g, CFC_60]	B-202
195	Acc 6 P1 Toepan Left Z Velocity [kph, CFC_180]	B-203
196	Acc 6 P1 Toepan Left Z Displacement [mm, CFC_180]	B-204
197	Acc 7 P1 Toepan Right X [g, CFC_60]	B-205
198	Acc 7 P1 Toepan Right X Velocity [kph, CFC_180]	B-206
199	Acc 7 P1 Toepan Right X Displacement [mm, CFC_180]	B-207
200	Acc 8 P1 Toepan Right Z [g, CFC_60]	B-208
201	Acc 8 P1 Toepan Right Z Velocity [kph, CFC_180]	B-209
202	Acc 8 P1 Toepan Right Z Displacement [mm, CFC_180]	B-210
203	Acc 9 Trunk Z [g, CFC_60]	B-211
204	Acc 9 Trunk Z Velocity [kph, CFC_180]	B-212
205	Acc 9 Trunk Z Displacement [mm, CFC_180]	B-213
206	Barrier Load Cell E1 FY [Nwt, CFC_60]	B-214
207	Barrier Load Cell E2 FY [Nwt, CFC_60]	B-215
208	Barrier Load Cell E3 FY [Nwt, CFC_60]	B-216
209	Barrier Load Cell E4 FY [Nwt, CFC_60]	B-217
210	Barrier Load Cell E5 FY [Nwt, CFC_60]	B-218
211	Barrier Load Cell E6 FY [Nwt, CFC_60]	B-219
212	Barrier Load Cell E1 FX [Nwt, CFC_60]	B-220
213	Barrier Load Cell E2 FX [Nwt, CFC_60]	B-221
214	Barrier Load Cell E3 FX [Nwt, CFC_60]	B-222
215	Barrier Load Cell E4 FX [Nwt, CFC_60]	B-223
216	Barrier Load Cell E5 FX [Nwt, CFC_60]	B-224
217	Barrier Load Cell E6 FX [Nwt, CFC_60]	B-225
218	Barrier Load Cell D1 FY [Nwt, CFC_60]	B-226

219	Barrier Load Cell D2 FY [Nwt, CFC_60]	B-227
220	Barrier Load Cell D3 FY [Nwt, CFC_60]	B-228
221	Barrier Load Cell D4 FY [Nwt, CFC_60]	B-229
222	Barrier Load Cell D5 FY [Nwt, CFC_60]	B-230
223	Barrier Load Cell D6 FY [Nwt, CFC_60]	B-231
224	Barrier Load Cell D1 FX [Nwt, CFC_60]	B-232
225	Barrier Load Cell D2 FX [Nwt, CFC_60]	B-233
226	Barrier Load Cell D3 FX [Nwt, CFC_60]	B-234
227	Barrier Load Cell D4 FX [Nwt, CFC_60]	B-235
228	Barrier Load Cell D5 FX [Nwt, CFC_60]	B-236
229	Barrier Load Cell D6 FX [Nwt, CFC_60]	B-237
230	Barrier Load Cell C1 FY [Nwt, CFC_60]	B-238
231	Barrier Load Cell C2 FY [Nwt, CFC_60]	B-239
232	Barrier Load Cell C3 FY [Nwt, CFC_60]	B-240
233	Barrier Load Cell C4 FY [Nwt, CFC_60]	B-241
234	Barrier Load Cell C5 FY [Nwt, CFC_60]	B-242
235	Barrier Load Cell C6 FY [Nwt, CFC_60]	B-243
236	Barrier Load Cell C1 FX [Nwt, CFC_60]	B-244
237	Barrier Load Cell C2 FX [Nwt, CFC_60]	B-245
238	Barrier Load Cell C3 FX [Nwt, CFC_60]	B-246
239	Barrier Load Cell C4 FX [Nwt, CFC_60]	B-247
240	Barrier Load Cell C5 FX [Nwt, CFC_60]	B-248
241	Barrier Load Cell C6 FX [Nwt, CFC_60]	B-249
242	Barrier Load Cell B1 FY [Nwt, CFC_60]	B-250
243	Barrier Load Cell B2 FY [Nwt, CFC_60]	B-251
244	Barrier Load Cell B3 FY [Nwt, CFC_60]	B-252
245	Barrier Load Cell B4 FY [Nwt, CFC_60]	B-253
246	Barrier Load Cell B5 FY [Nwt, CFC_60]	B-254
247	Barrier Load Cell B6 FY [Nwt, CFC_60]	B-255
248	Barrier Load Cell B1 FX [Nwt, CFC_60]	B-256
249	Barrier Load Cell B2 FX [Nwt, CFC_60]	B-257
250	Barrier Load Cell B3 FX [Nwt, CFC_60]	B-258
251	Barrier Load Cell B4 FX [Nwt, CFC_60]	B-259
252	Barrier Load Cell B5 FX [Nwt, CFC_60]	B-260
253	Barrier Load Cell B6 FX [Nwt, CFC_60]	B-261
254	Barrier Load Cell A1 FX [Nwt, CFC_60]	B-262
255	Barrier Load Cell A2 FX [Nwt, CFC_60]	B-263
256	Barrier Load Cell A3 FX [Nwt, CFC_60]	B-264
257	Barrier Load Cell A4 FX [Nwt, CFC_60]	B-265
258	Barrier Load Cell A5 FX [Nwt, CFC_60]	B-266
259	Barrier Load Cell A6 FX [Nwt, CFC_60]	B-267

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 5.7 [g] at 0.145 [s]  
Min: -46.1 [g] at 0.093 [s]

P1 Head x



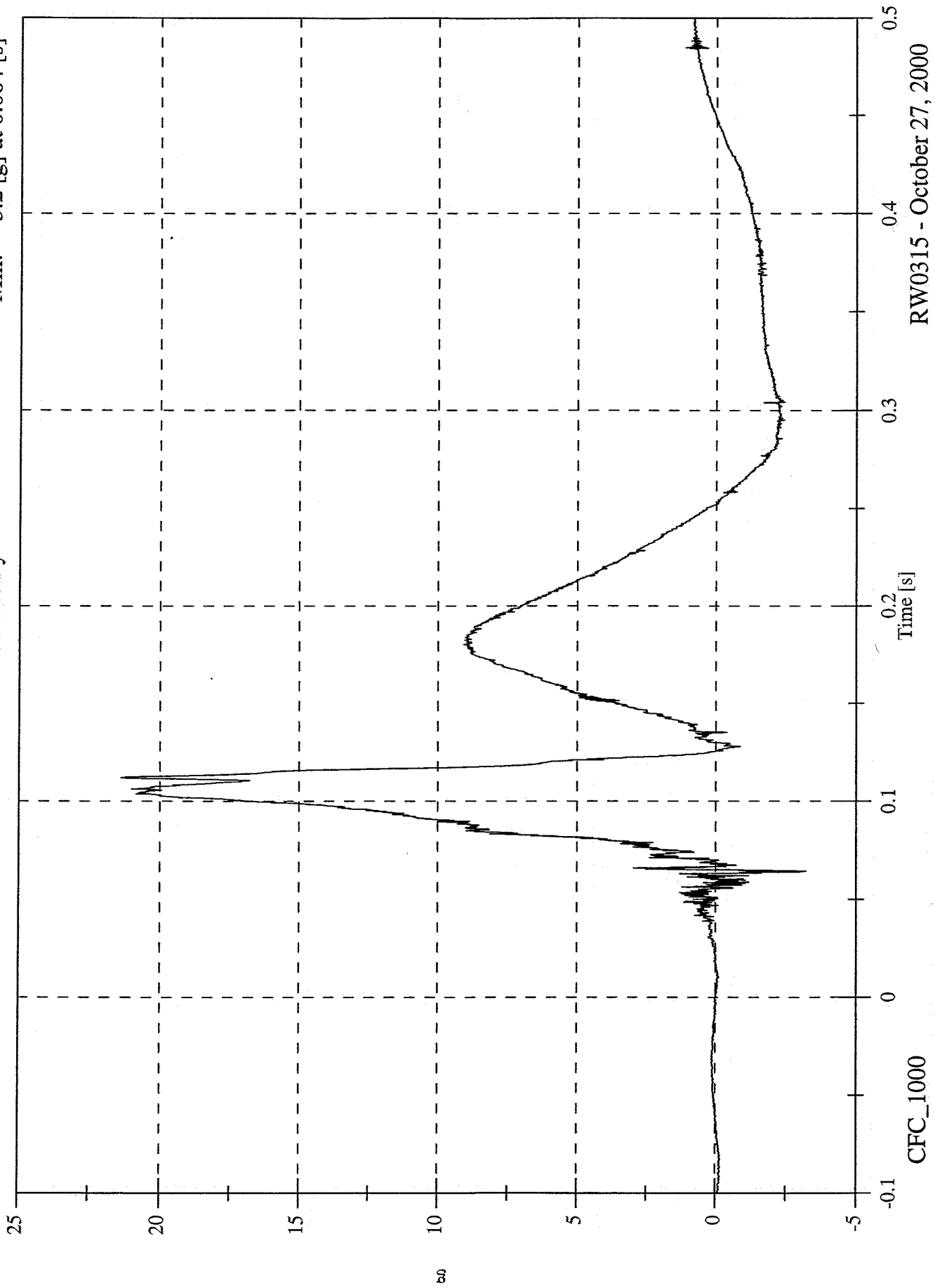
CFC\_1000

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 21.4 [g] at 0.112 [s]  
Min: -3.2 [g] at 0.064 [s]

P1 Head y

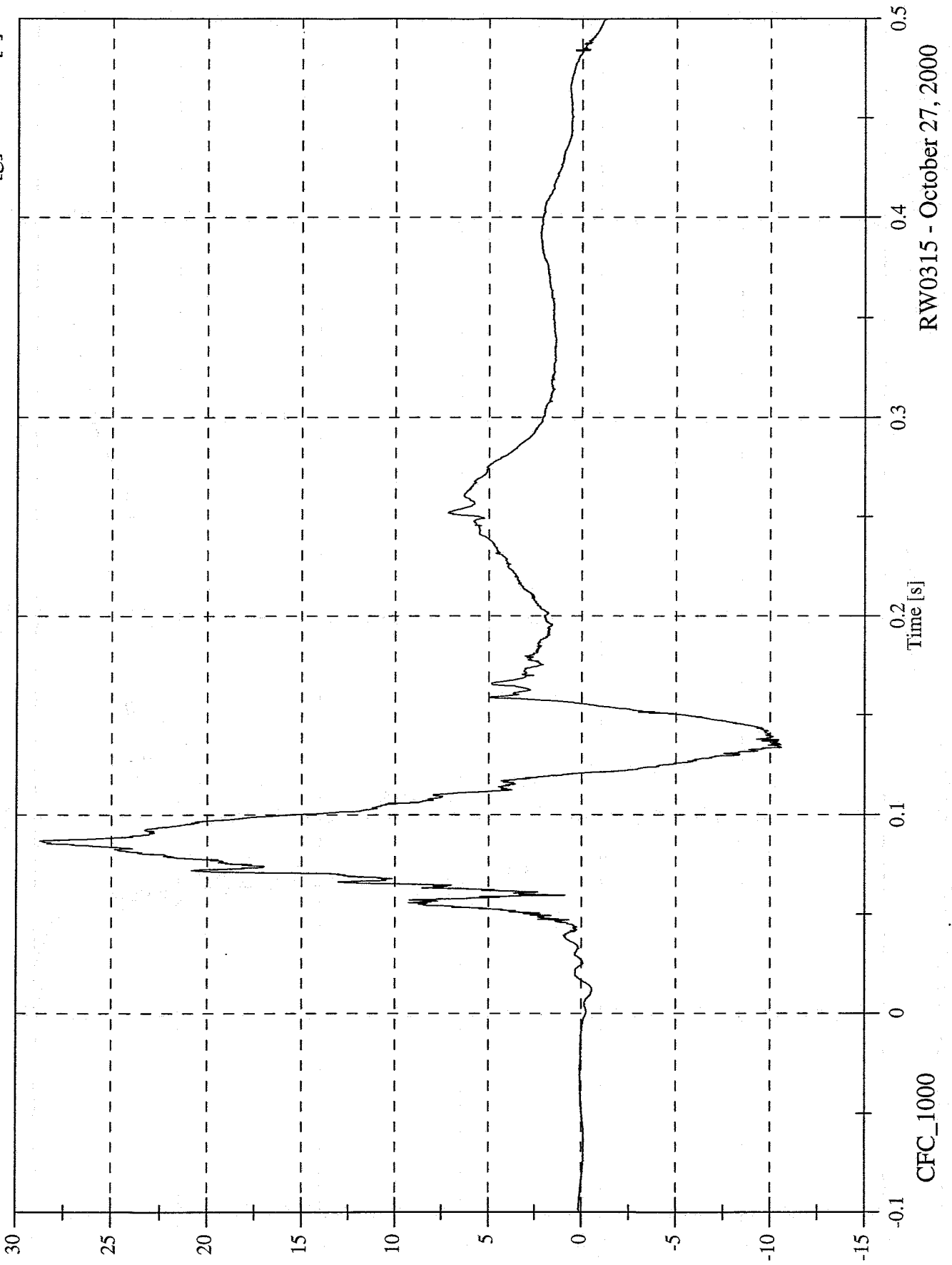


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 28.8 [g] at 0.087 [s]  
Min: -10.6 [g] at 0.133 [s]

P1 Head z



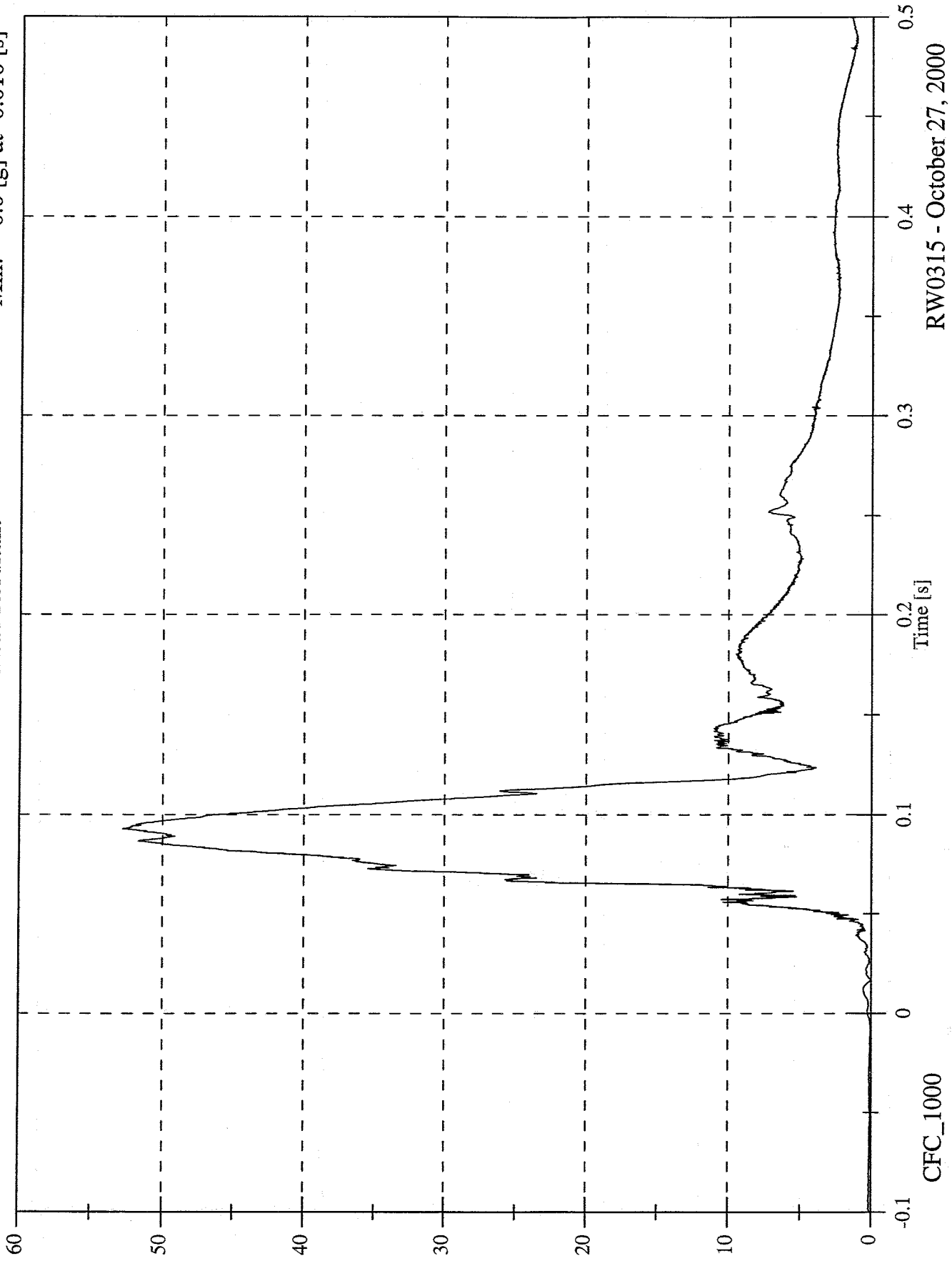
CFC\_1000

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 52.7 [g] at 0.093 [s]  
Min: 0.0 [g] at -0.010 [s]

P1 Head Resultant

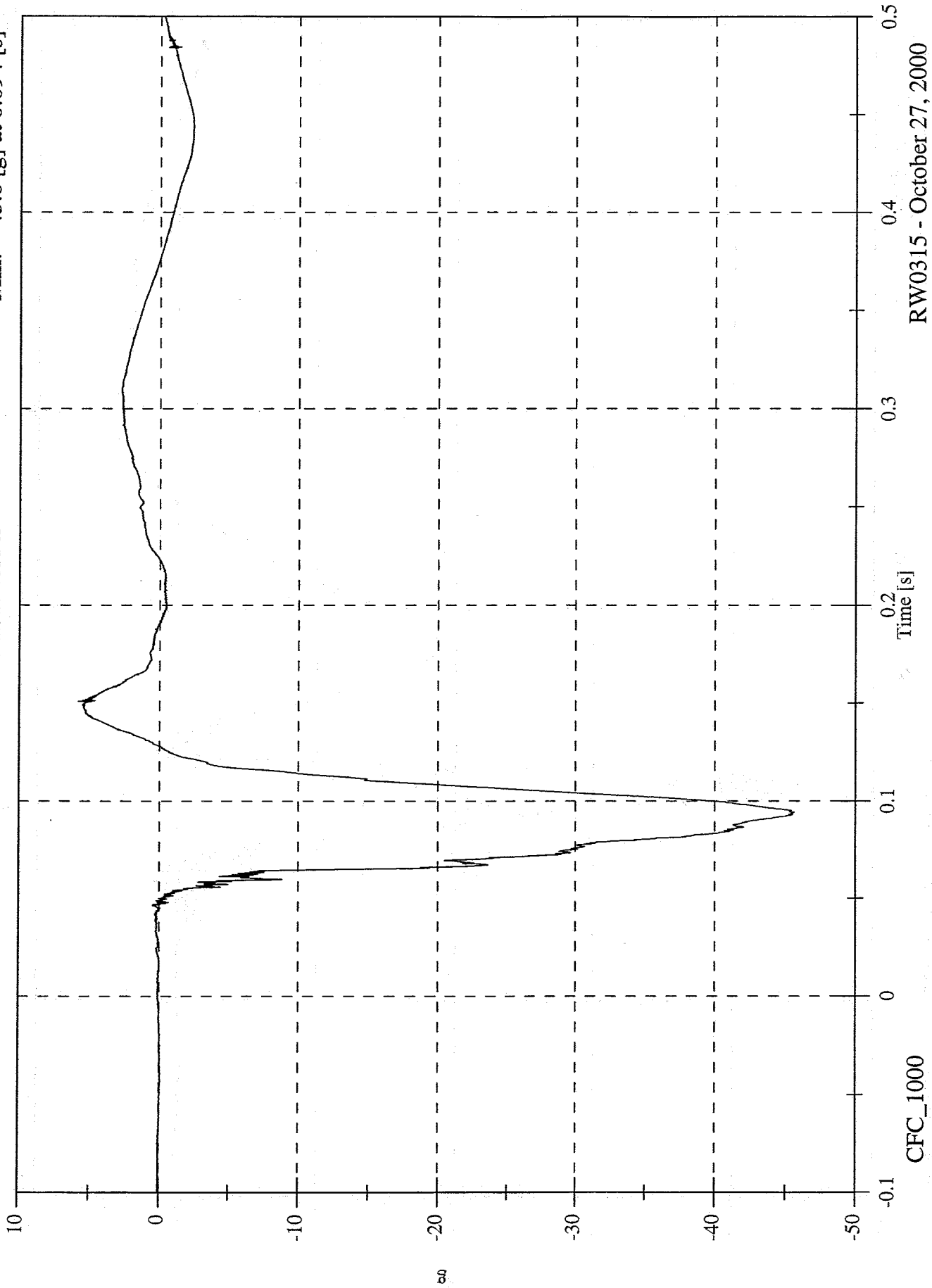


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 5.8 [g] at 0.151 [s]  
Min: -45.6 [g] at 0.094 [s]

P1 Head Red x

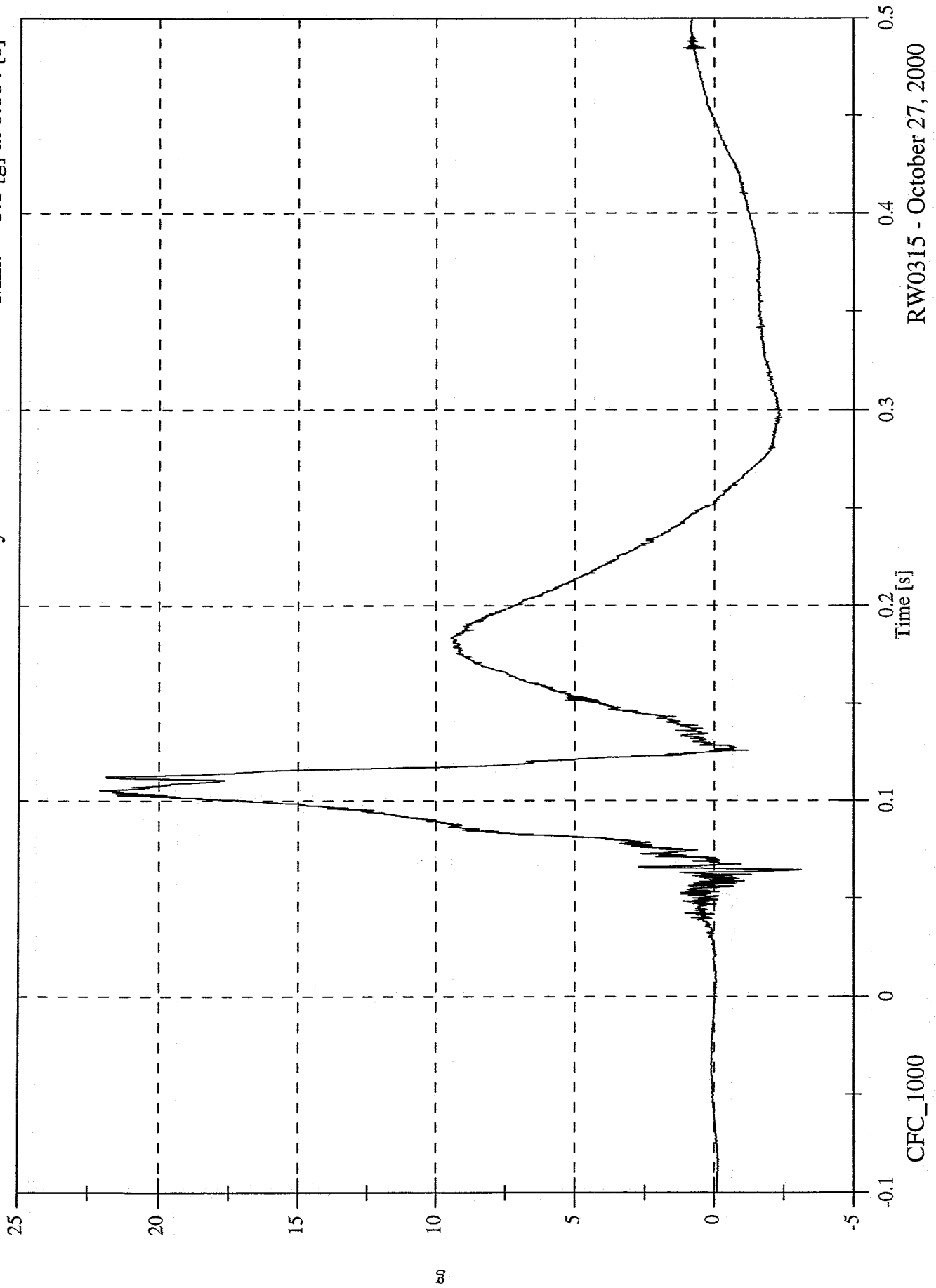


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 22.1 [g] at 0.105 [s]  
Min: -3.1 [g] at 0.064 [s]

P1 Head Red y

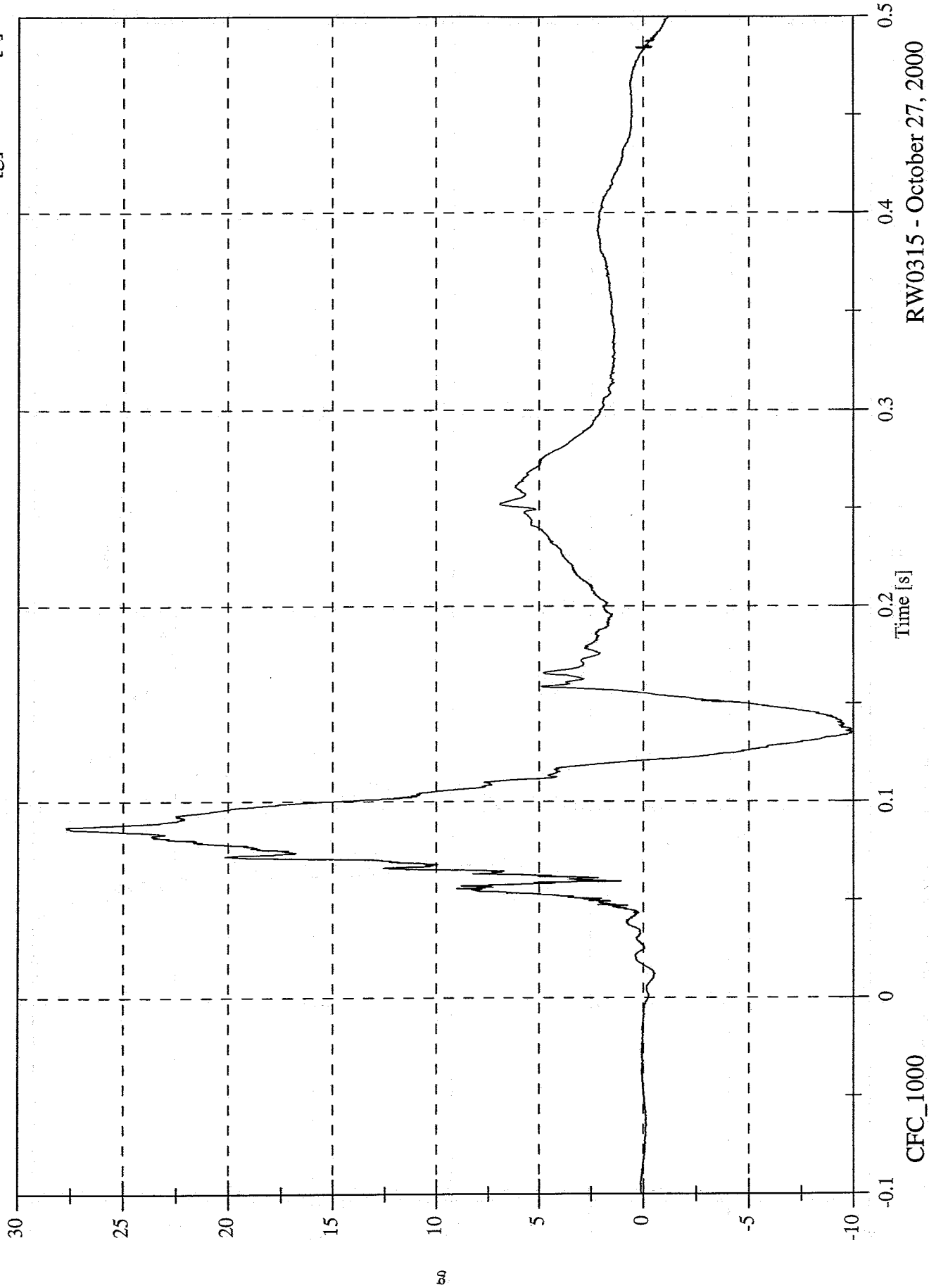


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 27.7 [g] at 0.087 [s]  
Min: -10.0 [g] at 0.135 [s]

P1 Head Red z



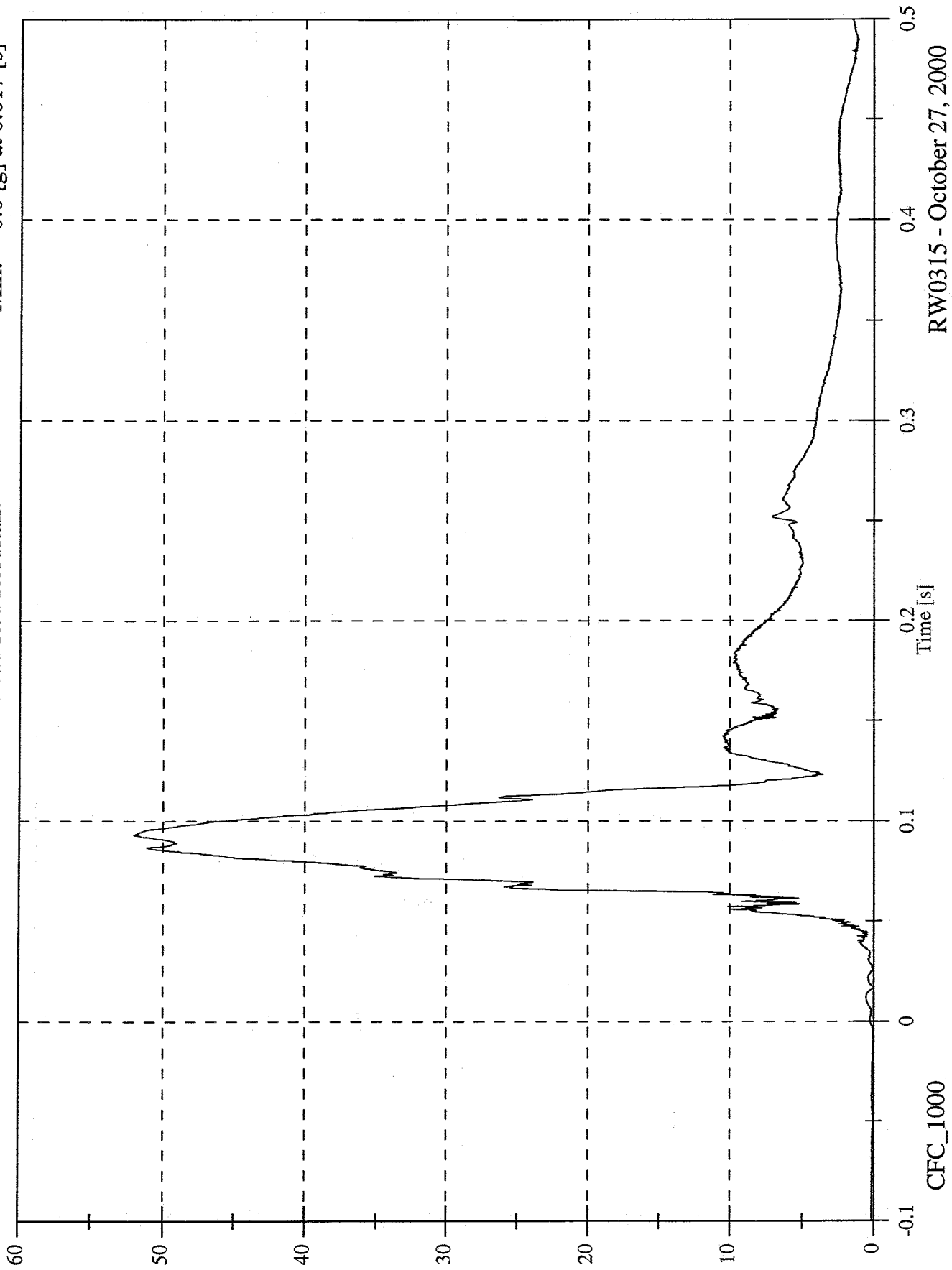
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 52.0 [g] at 0.093 [s]

Min: 0.0 [g] at 0.017 [s]

P1 Head Red Resultant

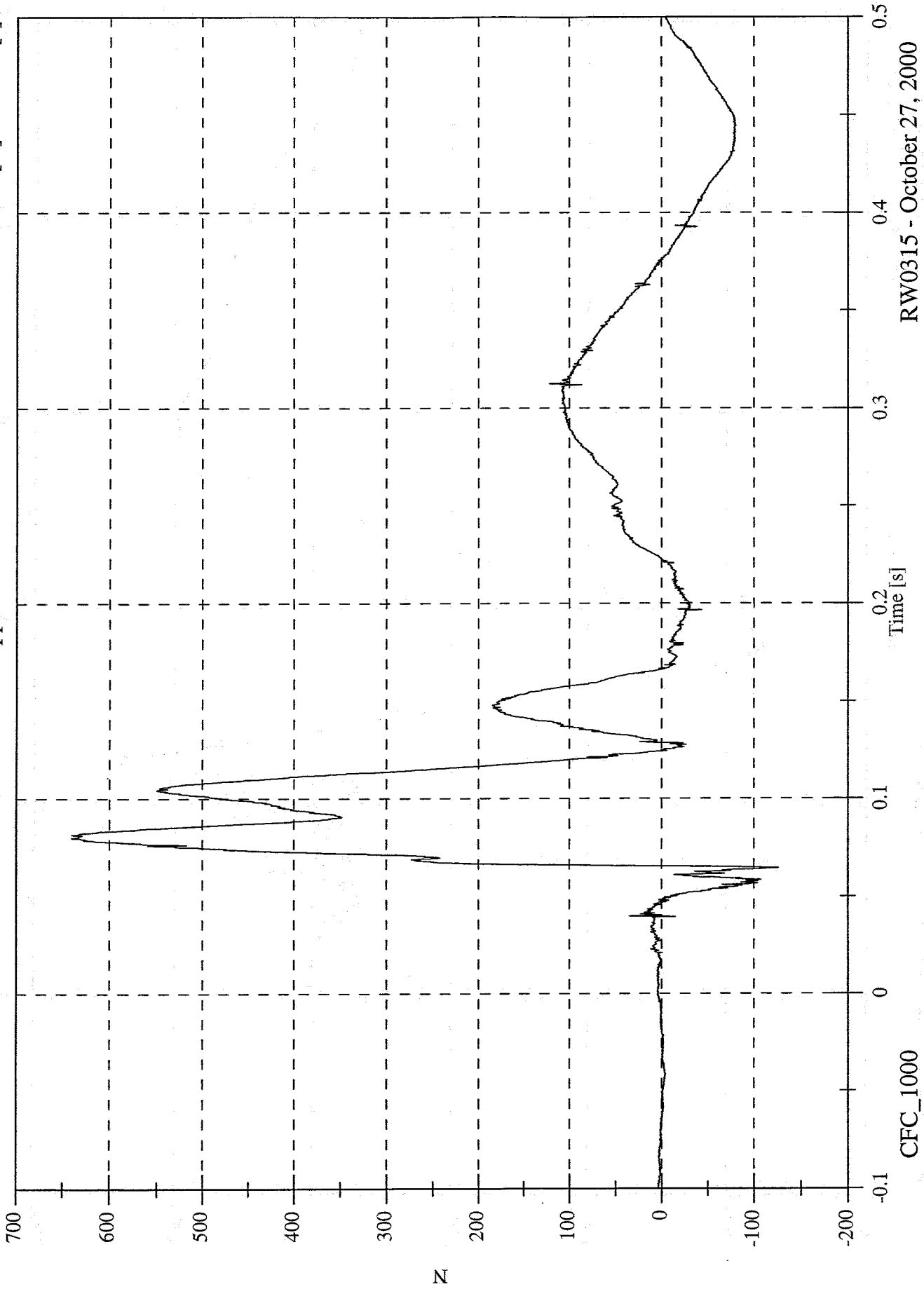


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 640.4 [N] at 0.080 [s]  
Min: -126.0 [N] at 0.064 [s]

P1 Upper Neck Fx

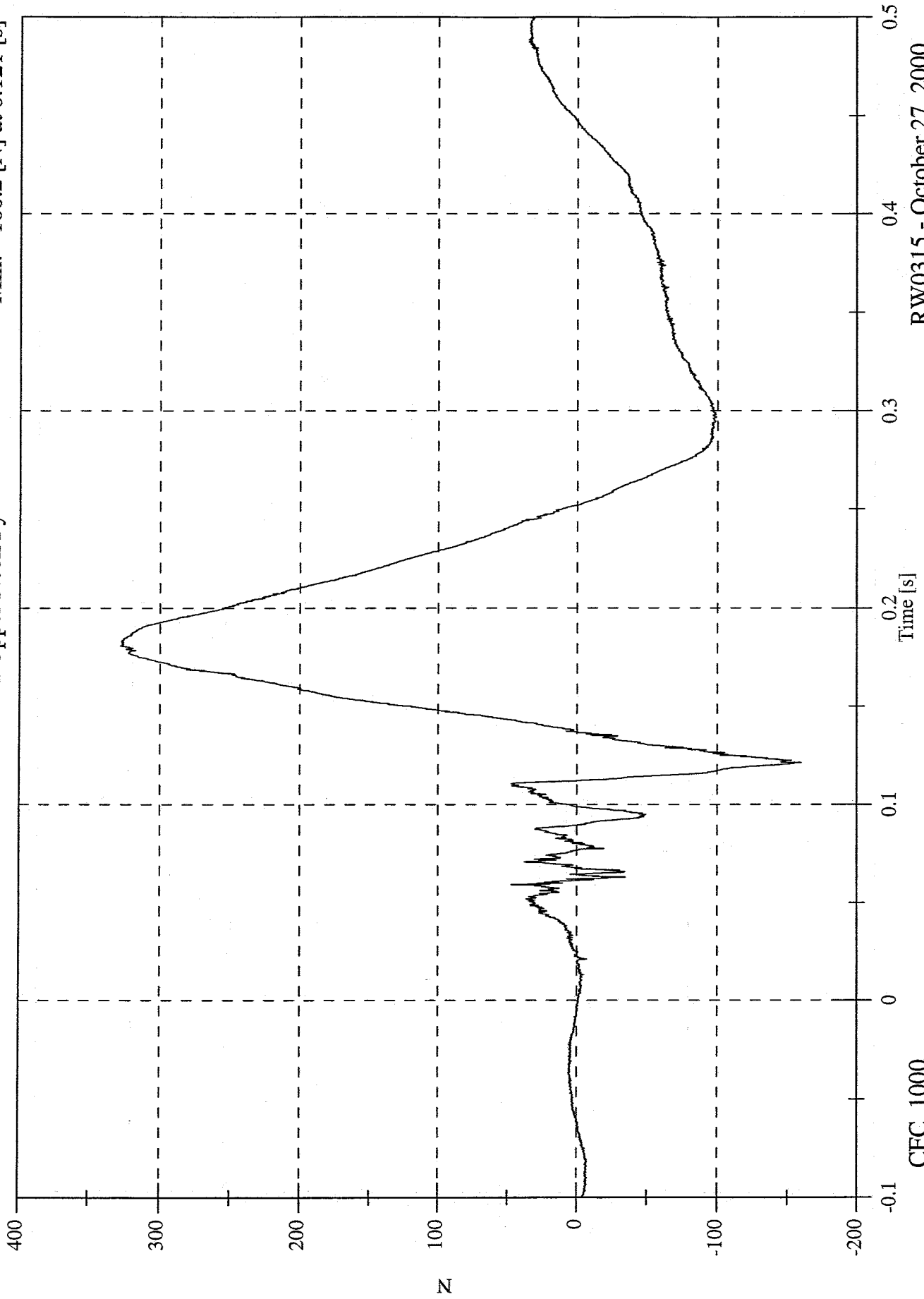


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 327.9 [N] at 0.181 [s]  
Min: -160.2 [N] at 0.121 [s]

P1 Upper Neck Fy



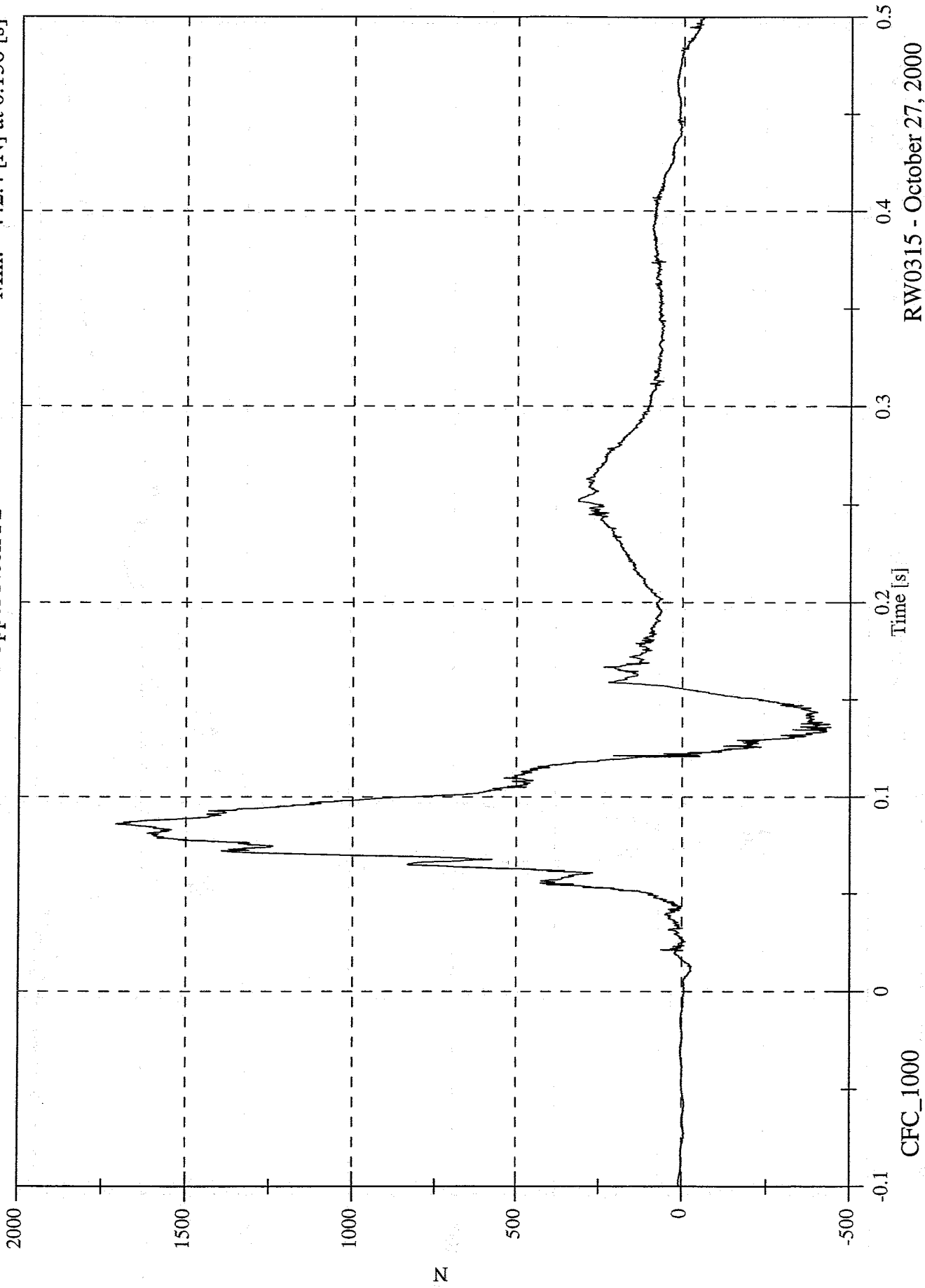
CFC\_1000

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1707.8 [N] at 0.086 [s]  
Min: -442.4 [N] at 0.136 [s]

P1 Upper Neck Fz



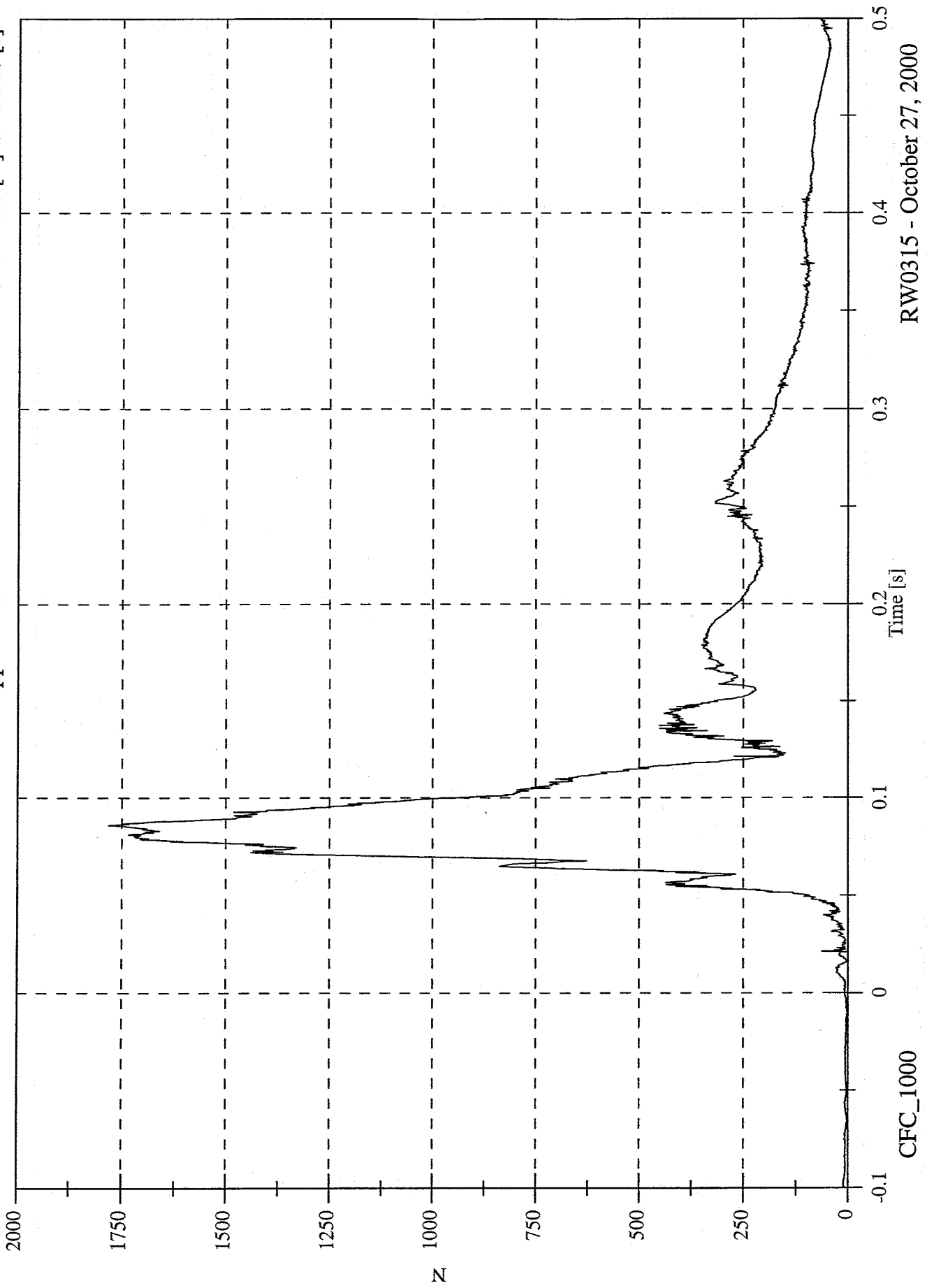
CFC\_1000

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1780.1 [N] at 0.086 [s]  
Min: 1.0 [N] at -0.010 [s]

P1 Upper Neck F Resultant



CFC\_1000

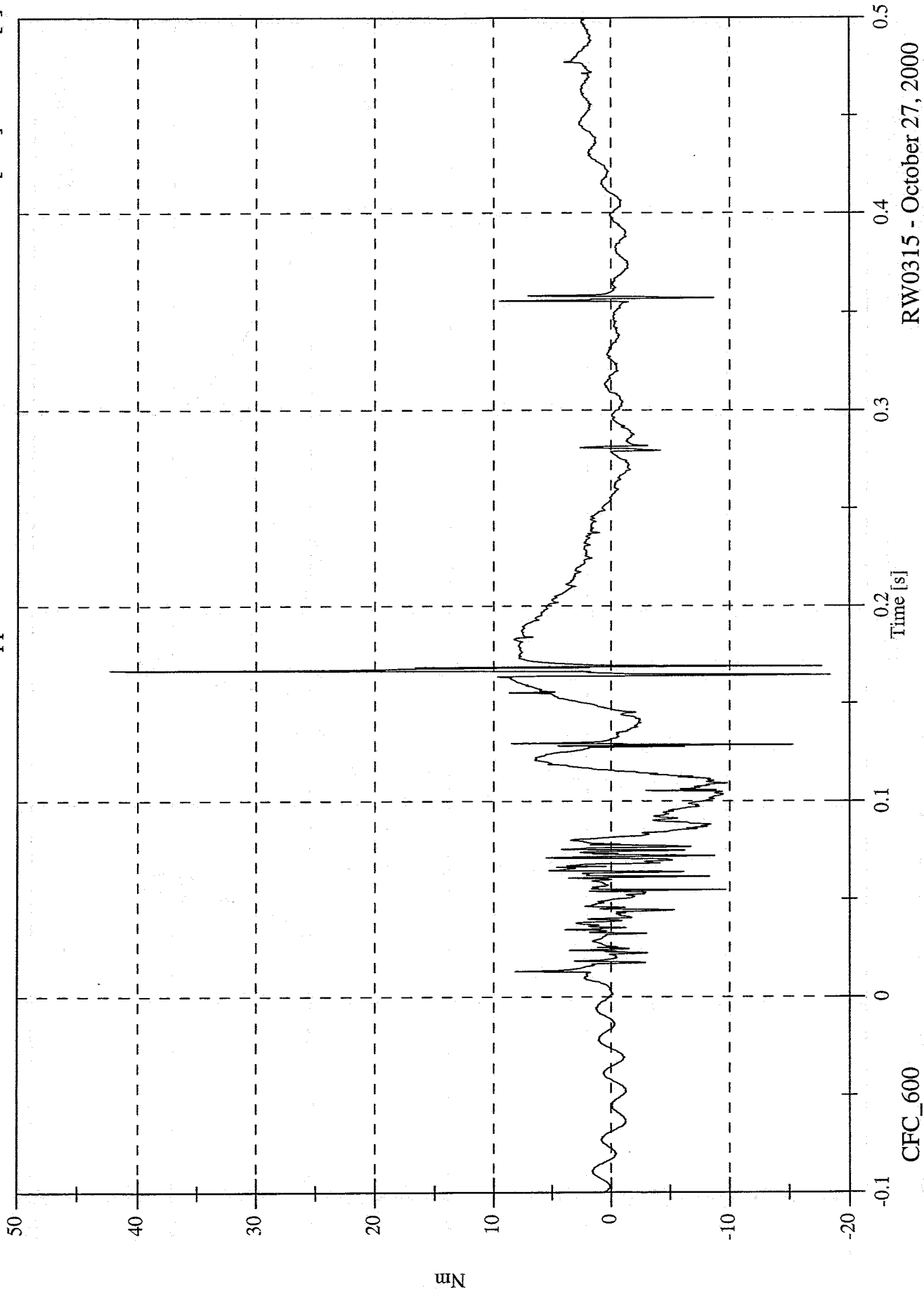
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 42.3 [Nm] at 0.167 [s]

Min: -18.4 [Nm] at 0.164 [s]

P1 Upper Neck Mx

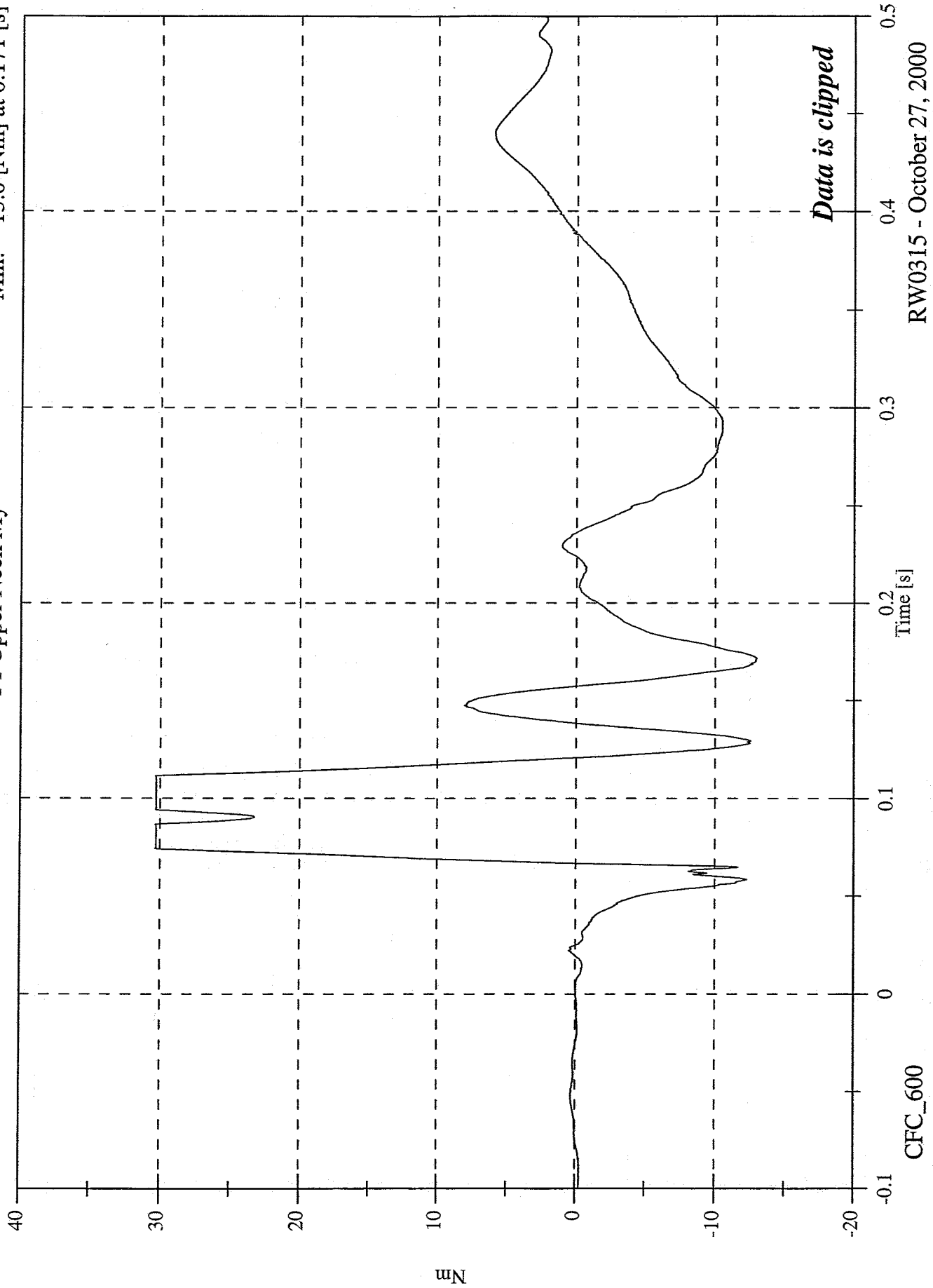


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 30.3 [Nm] at 0.074 [s]  
Min: -13.0 [Nm] at 0.171 [s]

P1 Upper Neck My

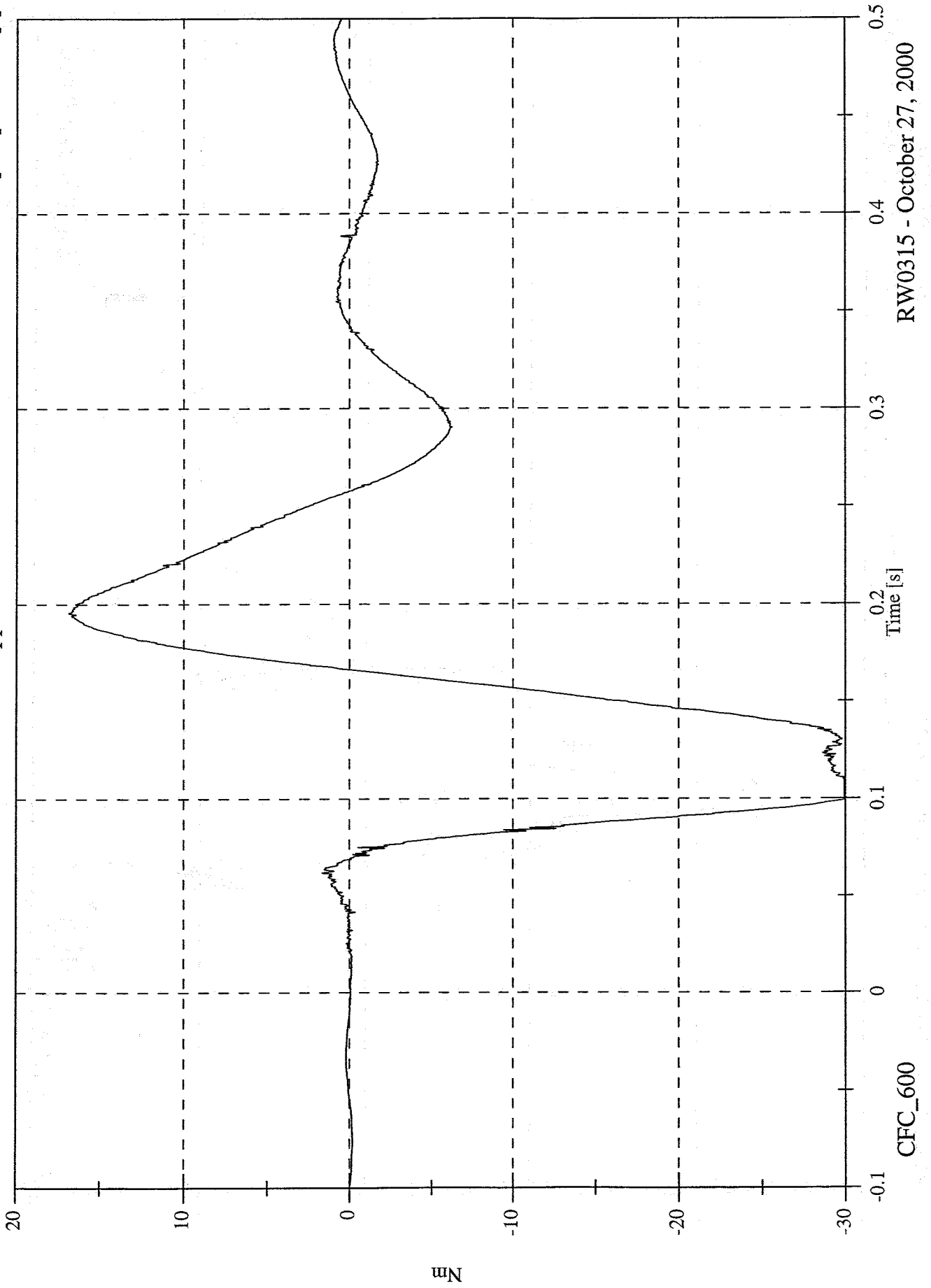


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 16.9 [Nm] at 0.196 [s]  
Min: -30.0 [Nm] at 0.099 [s]

P1 Upper Neck Mz



RW0315 - October 27, 2000

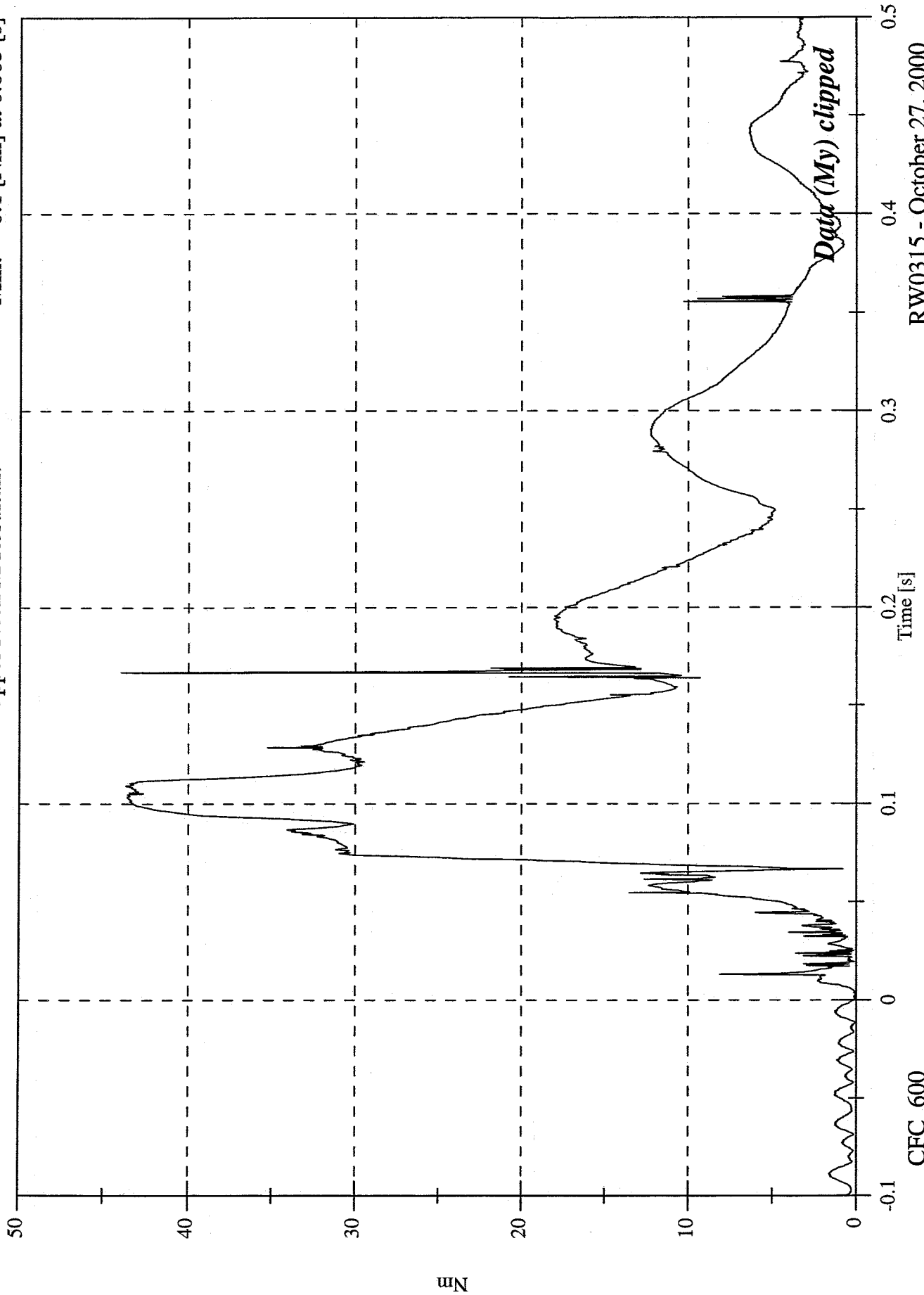
CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 44.0 [Nm] at 0.167 [s]

Min: 0.1 [Nm] at 0.003 [s]

P1 Upper Neck M Resultant

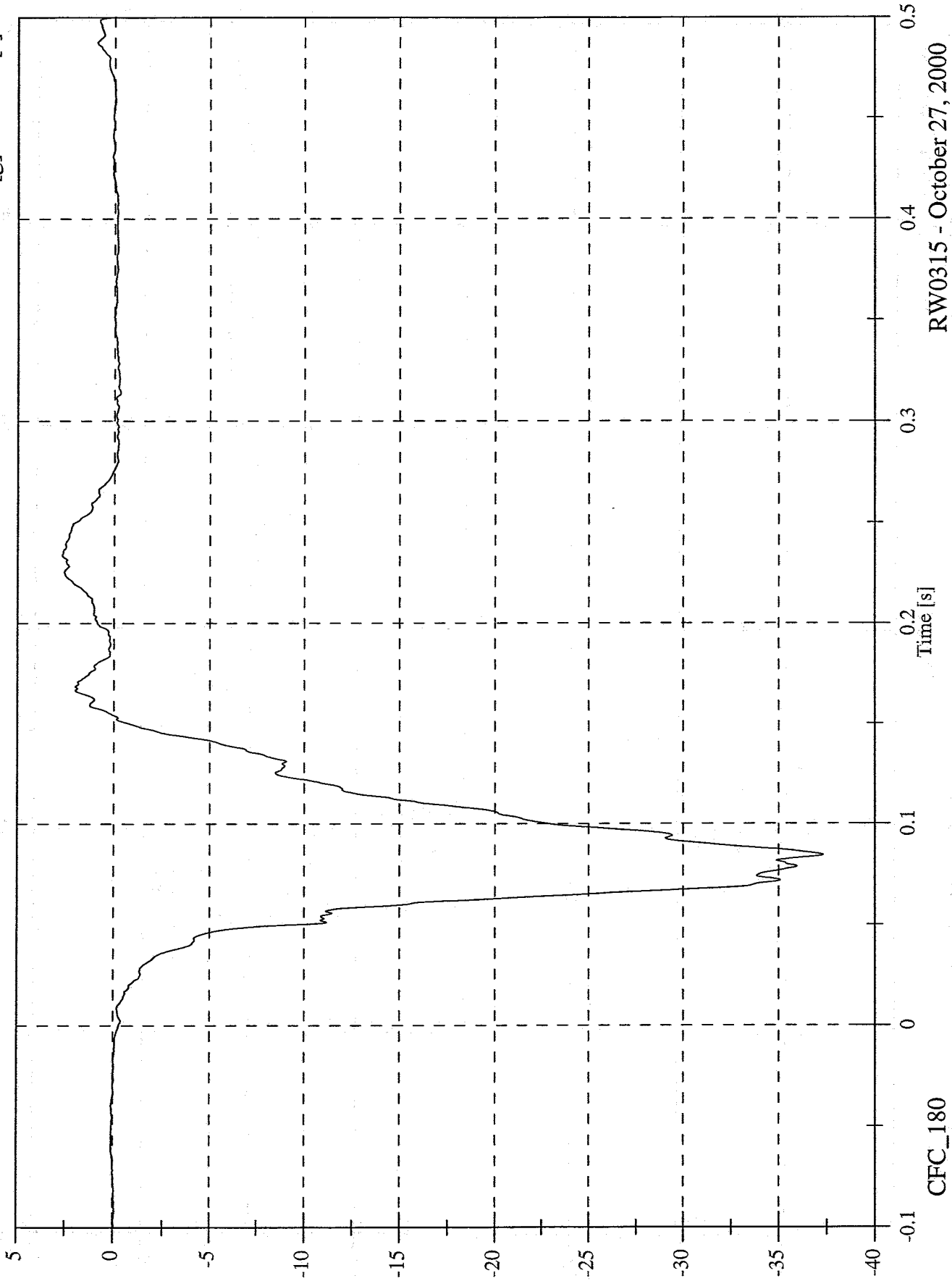


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2.7 [g] at 0.234 [s]  
Min: -37.3 [g] at 0.084 [s]

PI Chest x



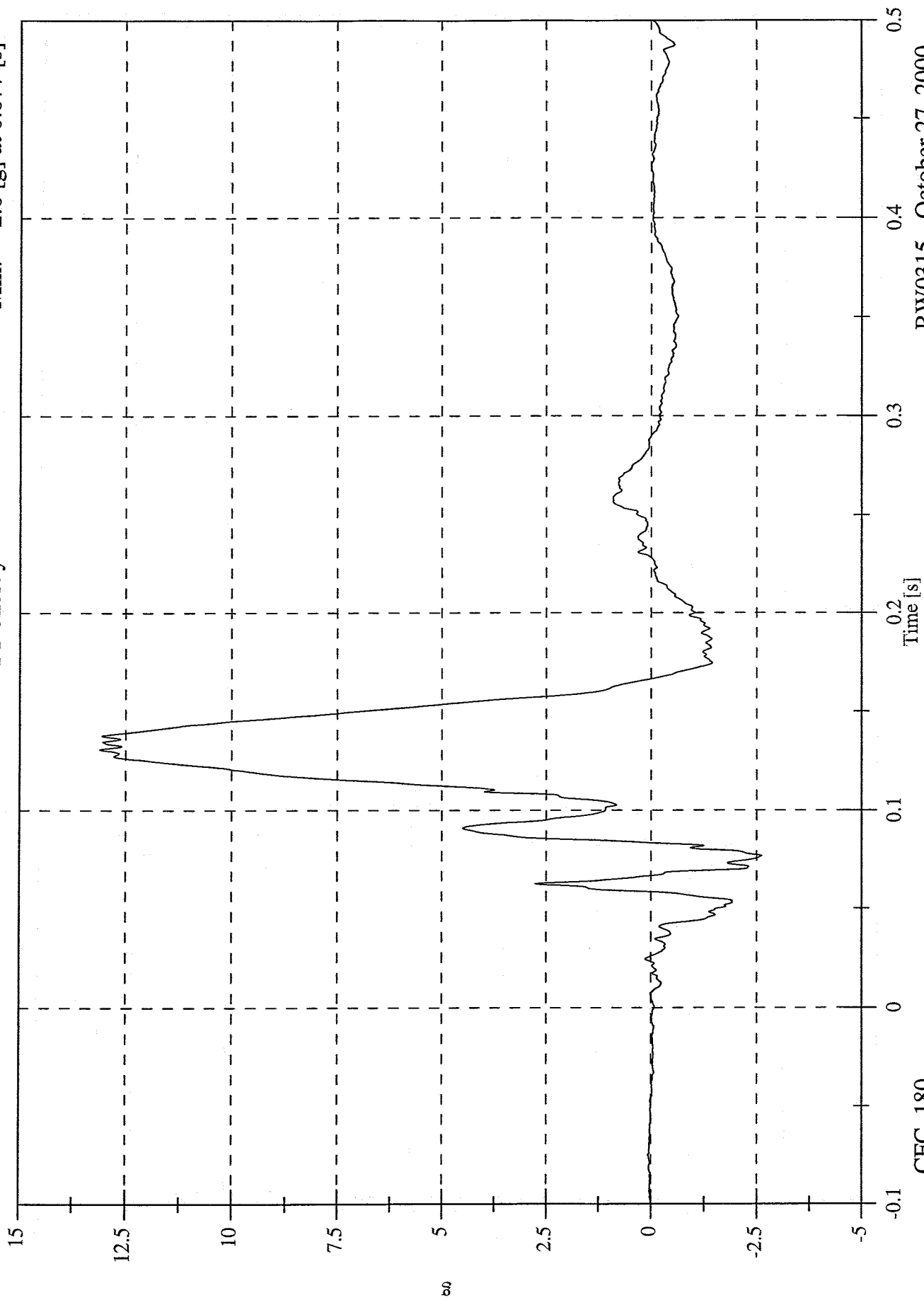
CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 13.1 [g] at 0.131 [s]  
Min: -2.6 [g] at 0.077 [s]

P1 Chest y



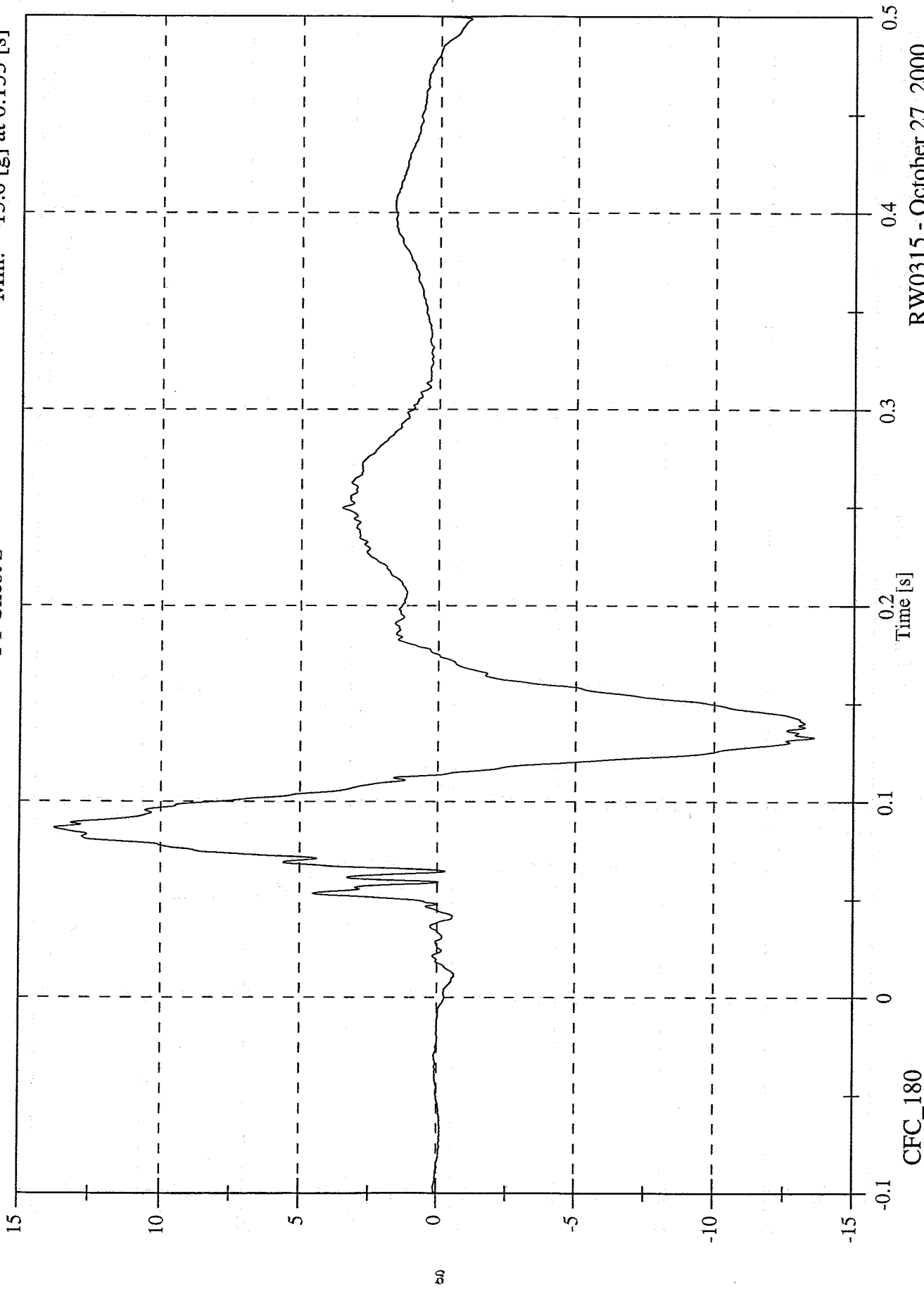
CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Chest z

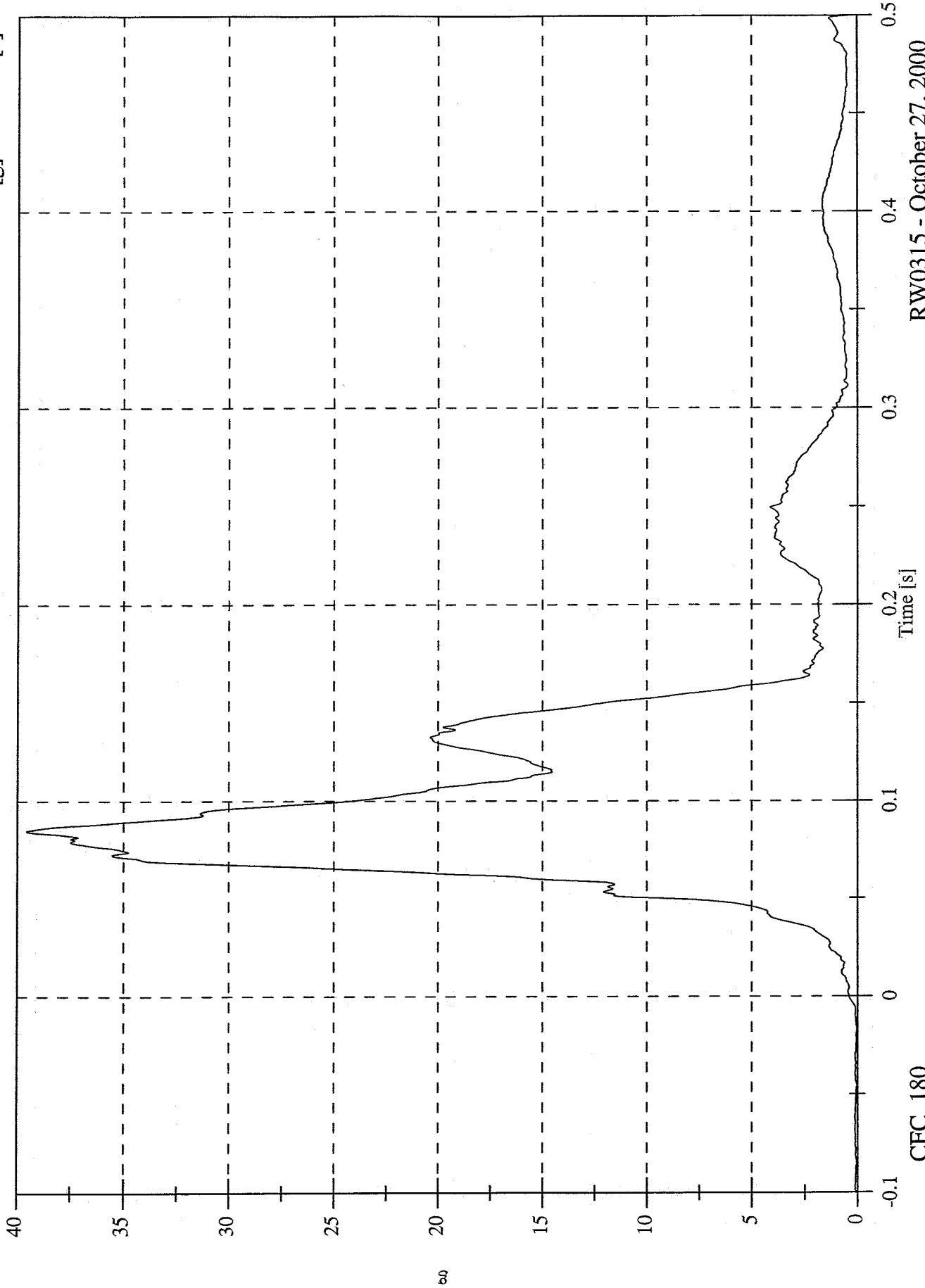
Max: 13.8 [g] at 0.087 [s]  
Min: -13.6 [g] at 0.133 [s]



40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 39.5 [g] at 0.085 [s]  
Min: 0.0 [g] at -0.100 [s]

P1 Chest Resultant



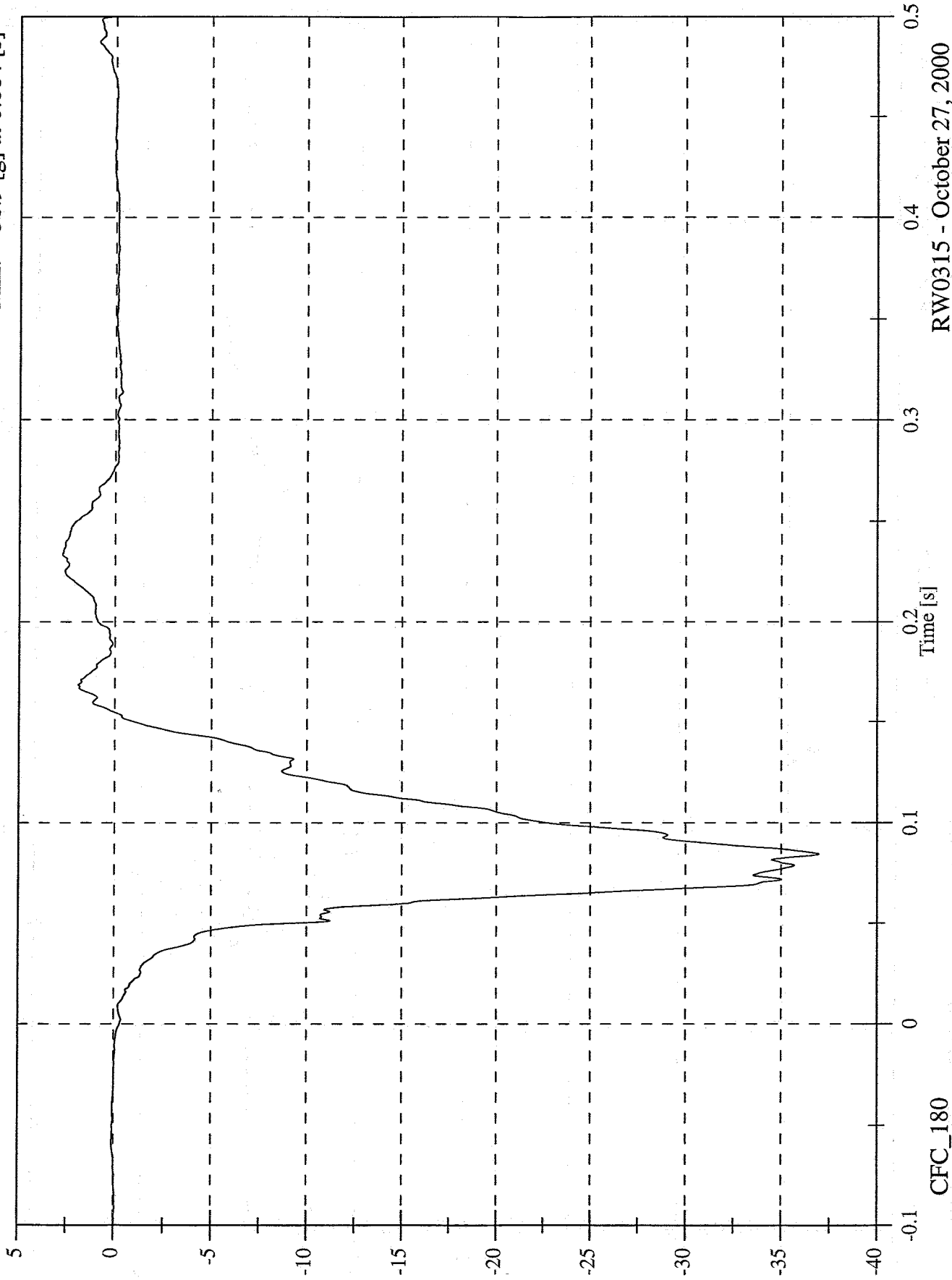
RW0315 - October 27, 2000

CFC\_180

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2.8 [g] at 0.234 [s]  
Min: -36.9 [g] at 0.084 [s]

P1 Chest Red x

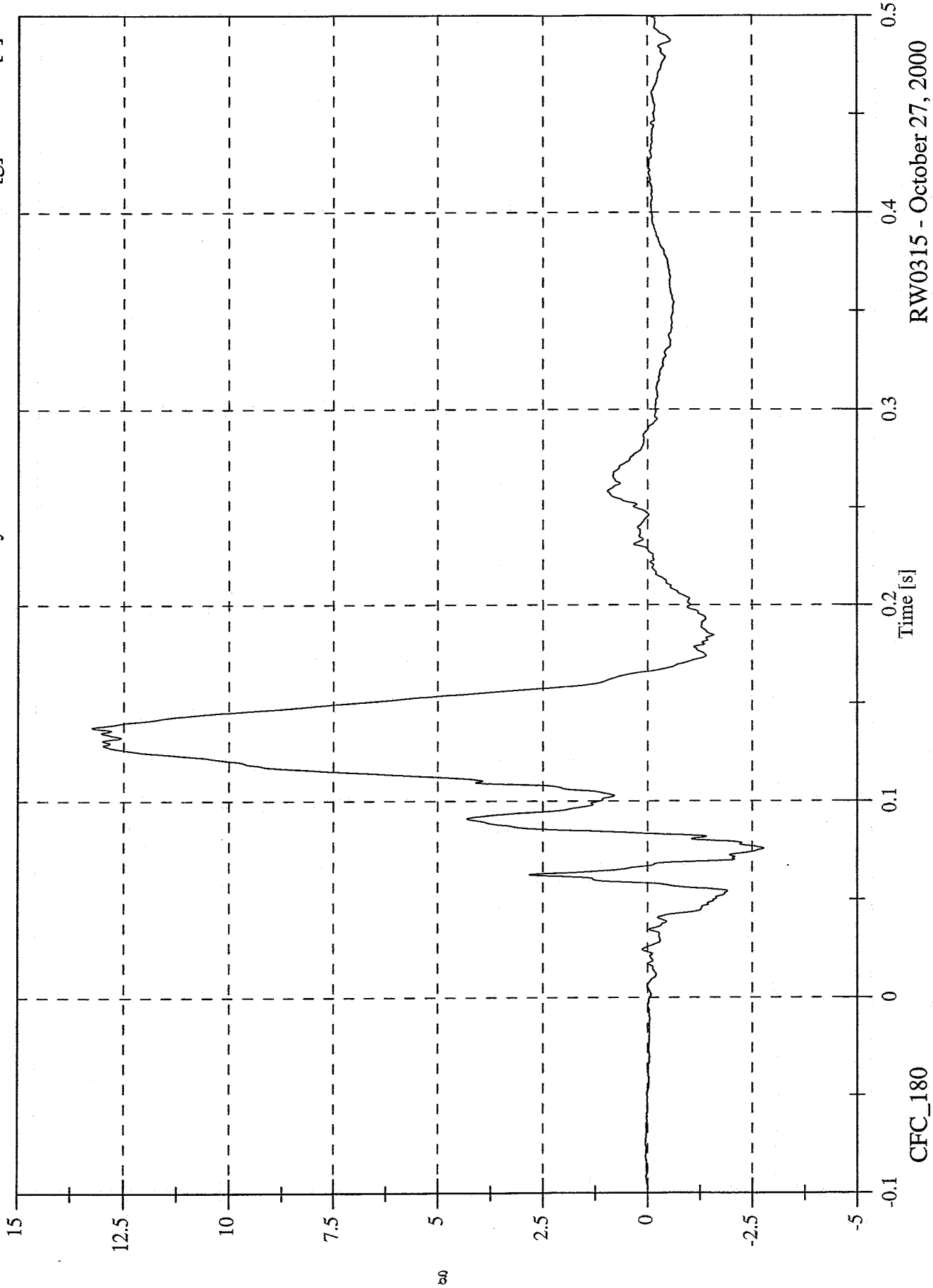


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 13.2 [g] at 0.138 [s]  
Min: -2.8 [g] at 0.076 [s]

P1 Chest Red y

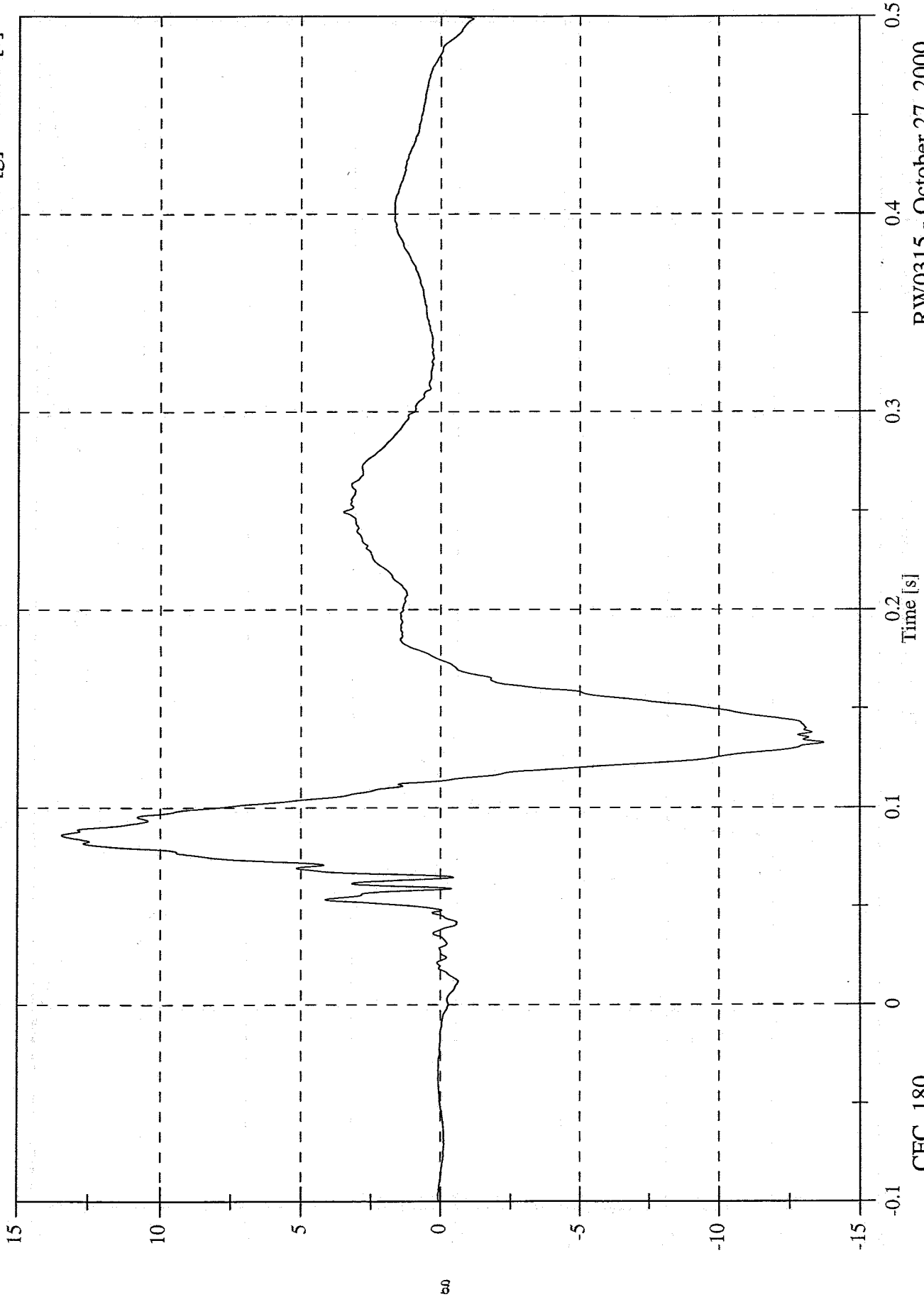


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 13.4 [g] at 0.086 [s]  
Min: -13.7 [g] at 0.133 [s]

P1 Chest Red z

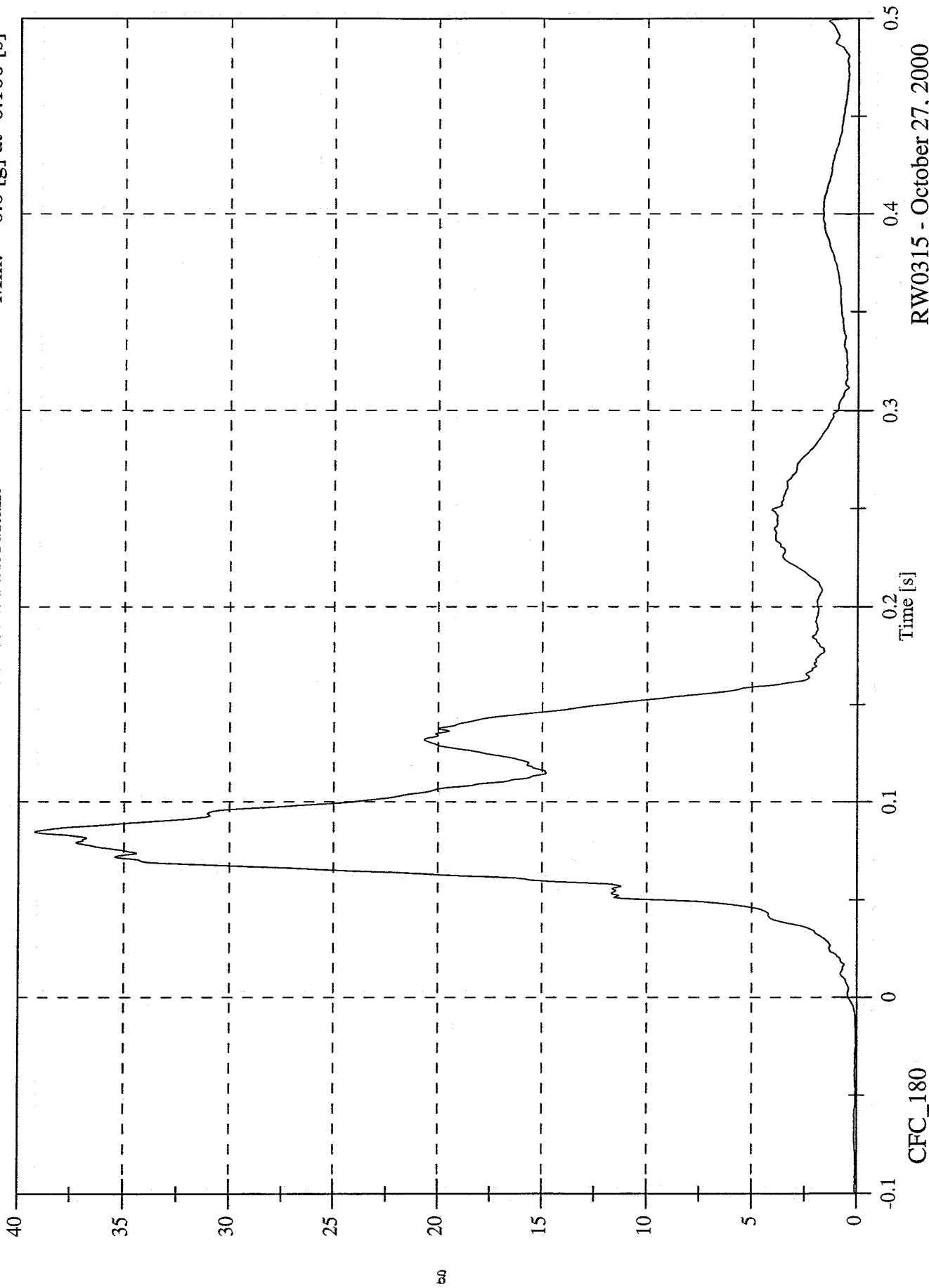


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 39.2 [g] at 0.085 [s]  
Min: 0.0 [g] at -0.100 [s]

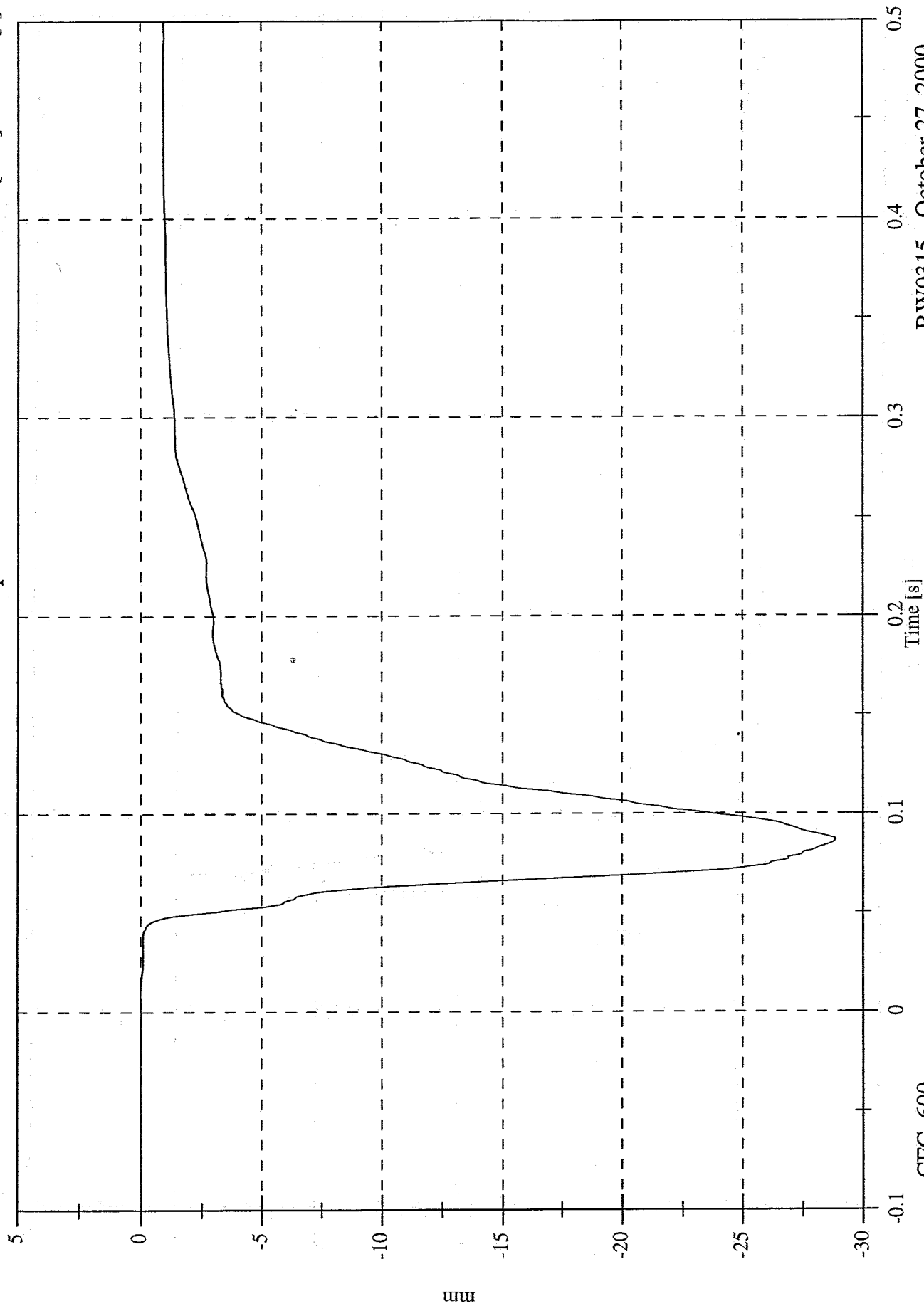
P1 Chest Red Resultant



40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 0.0 [mm] at 0.008 [s]  
Min: -28.9 [mm] at 0.087 [s]

P1 Chest Compression



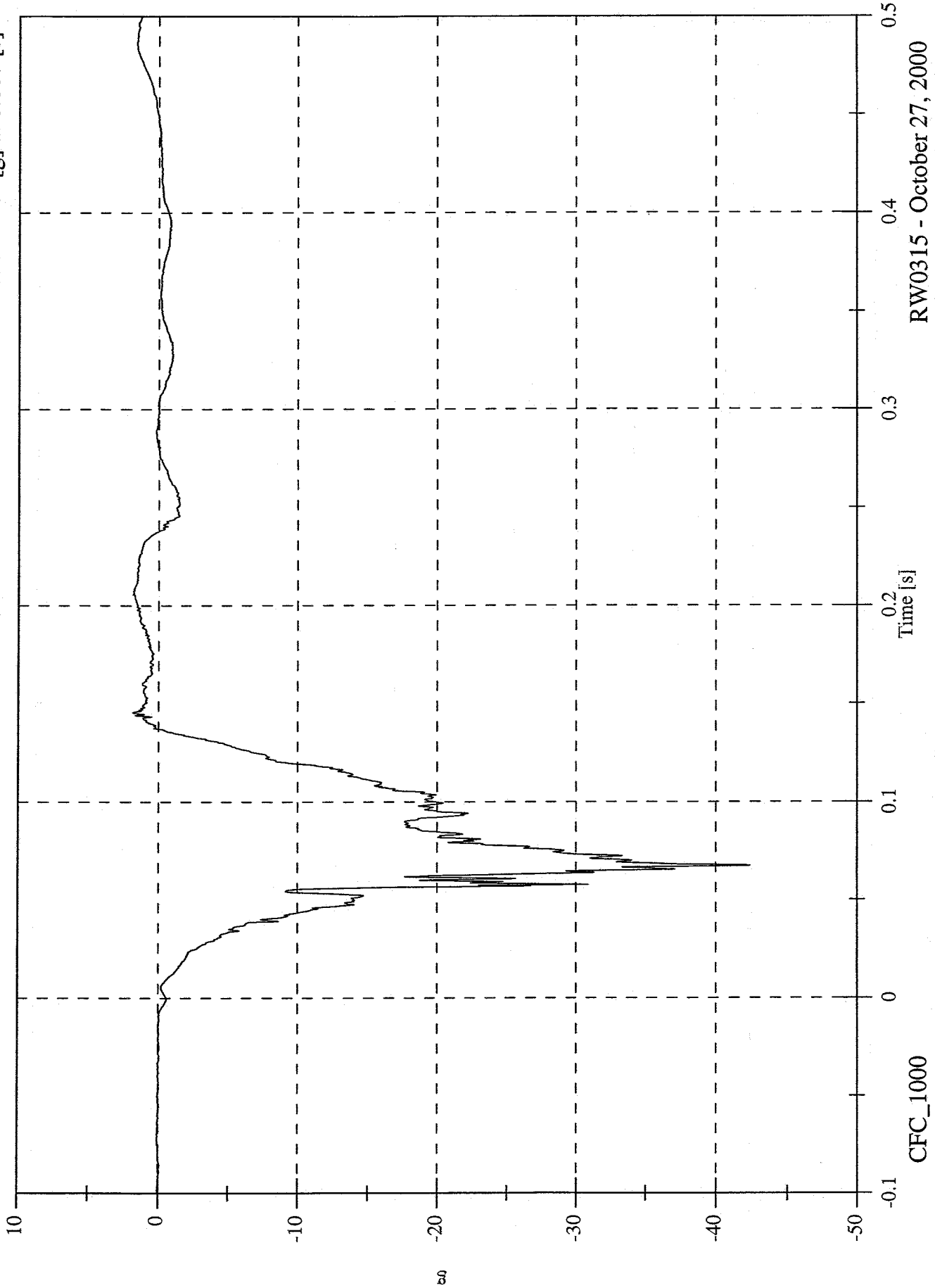
RW0315 - October 27, 2000

CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1.9 [g] at 0.206 [s]  
Min: -42.4 [g] at 0.067 [s]

P1 Pelvic x

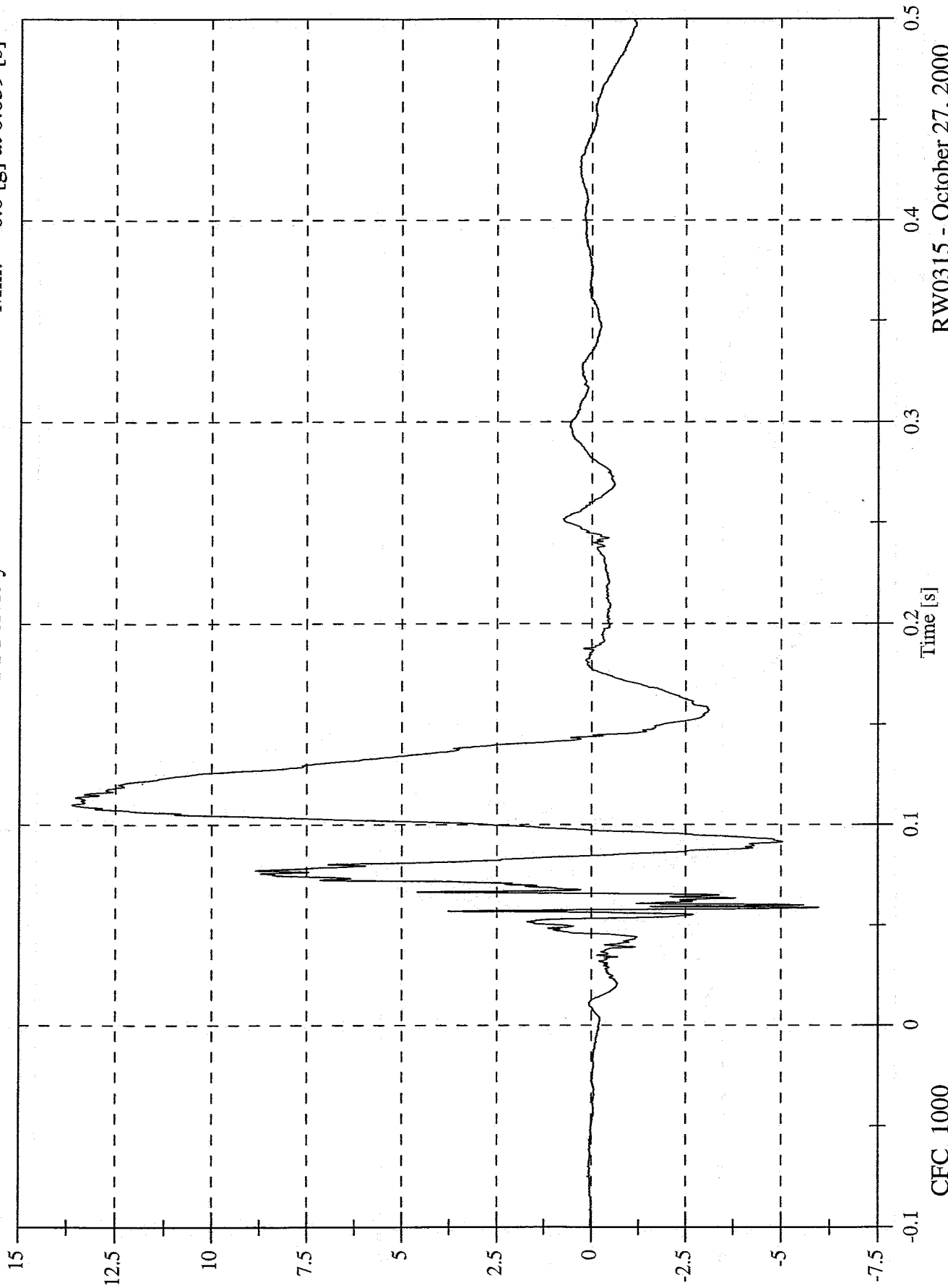


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 13.6 [g] at 0.110 [s]  
Min: -6.0 [g] at 0.059 [s]

P1 Pelvic y

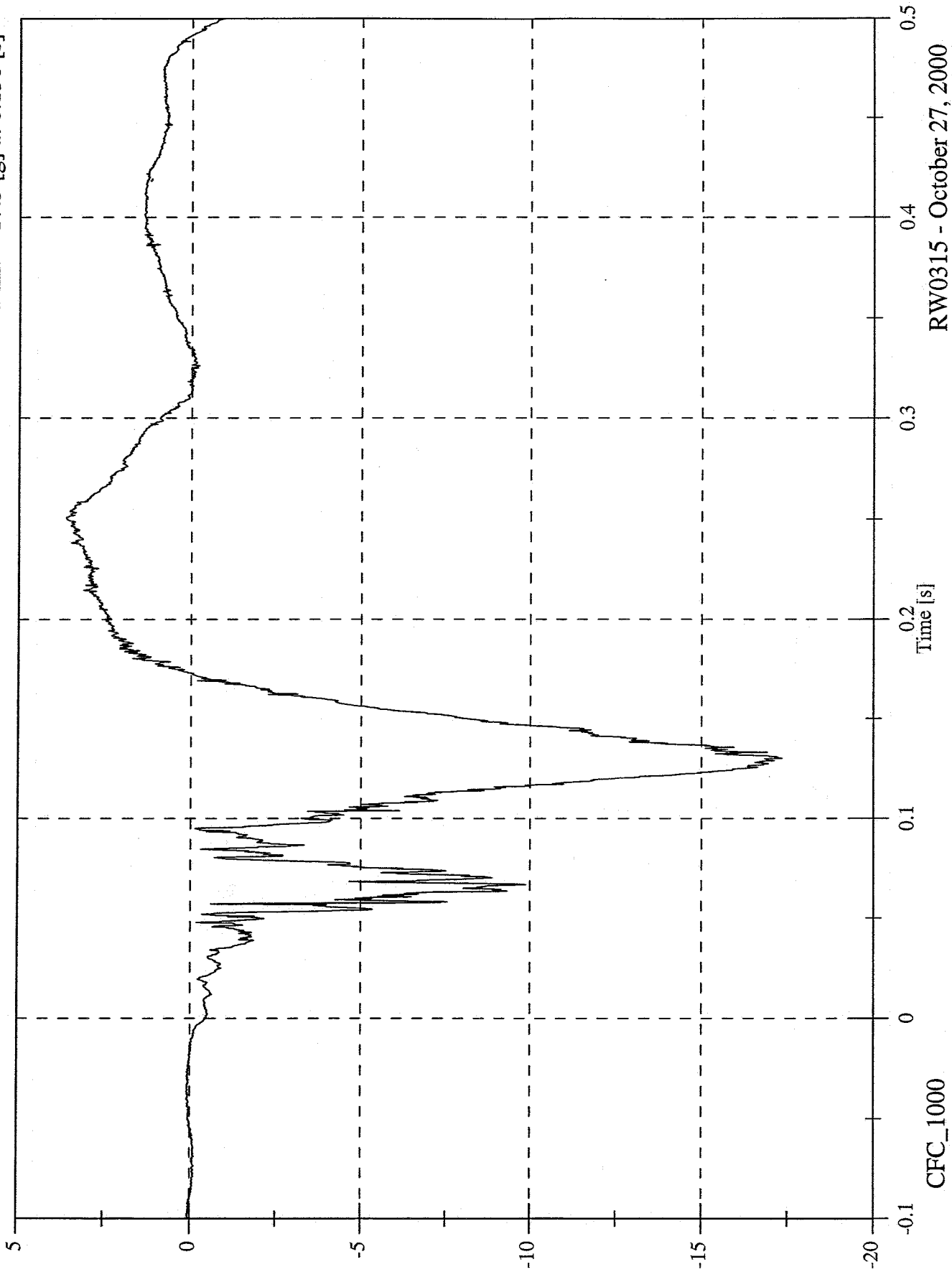


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 3.6 [g] at 0.250 [s]  
Min: -17.3 [g] at 0.130 [s]

P1 Pelvic z



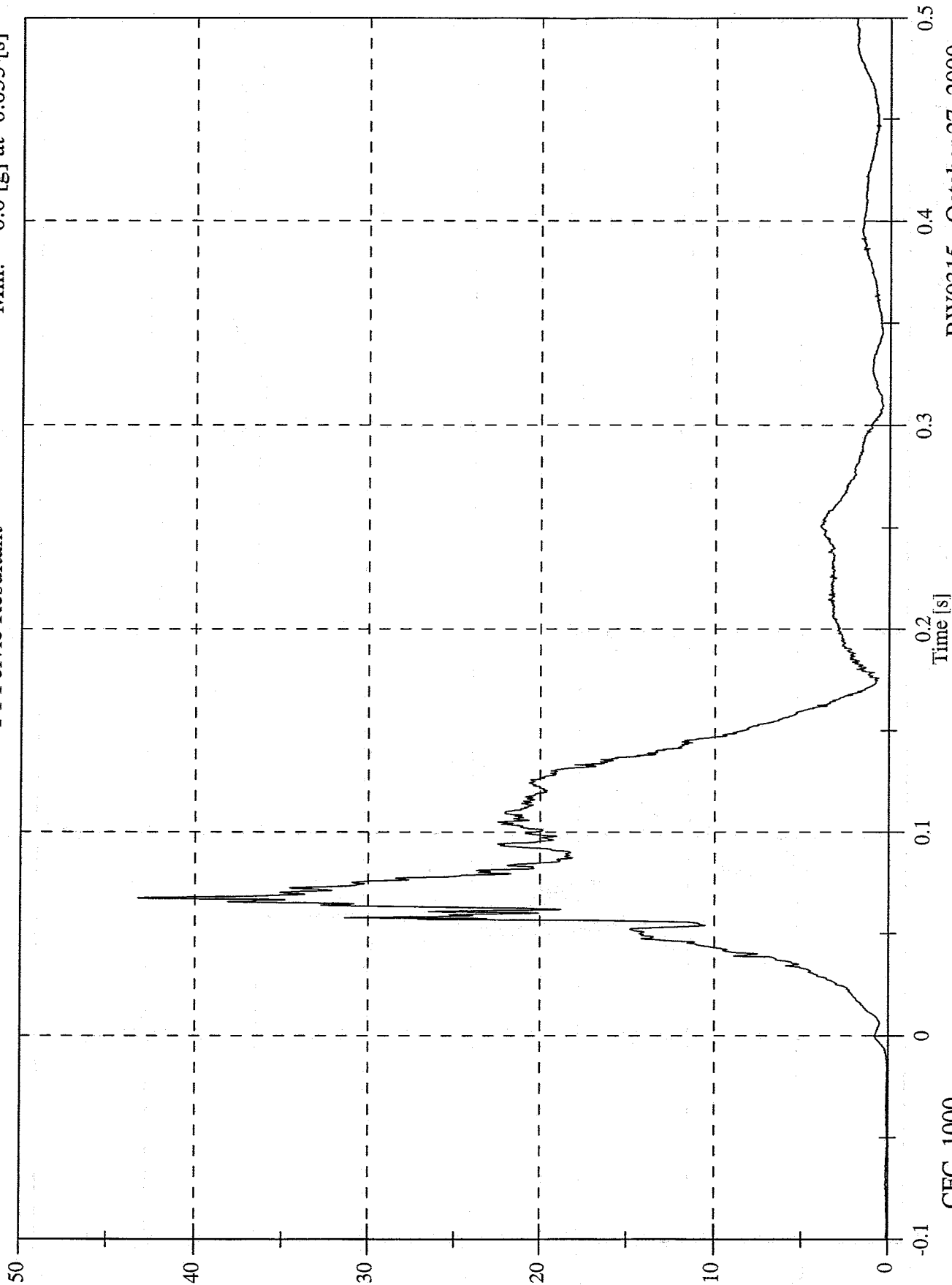
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 43.3 [g] at 0.067 [s]

Min: 0.0 [g] at -0.053 [s]

P1 Pelvic Resultant



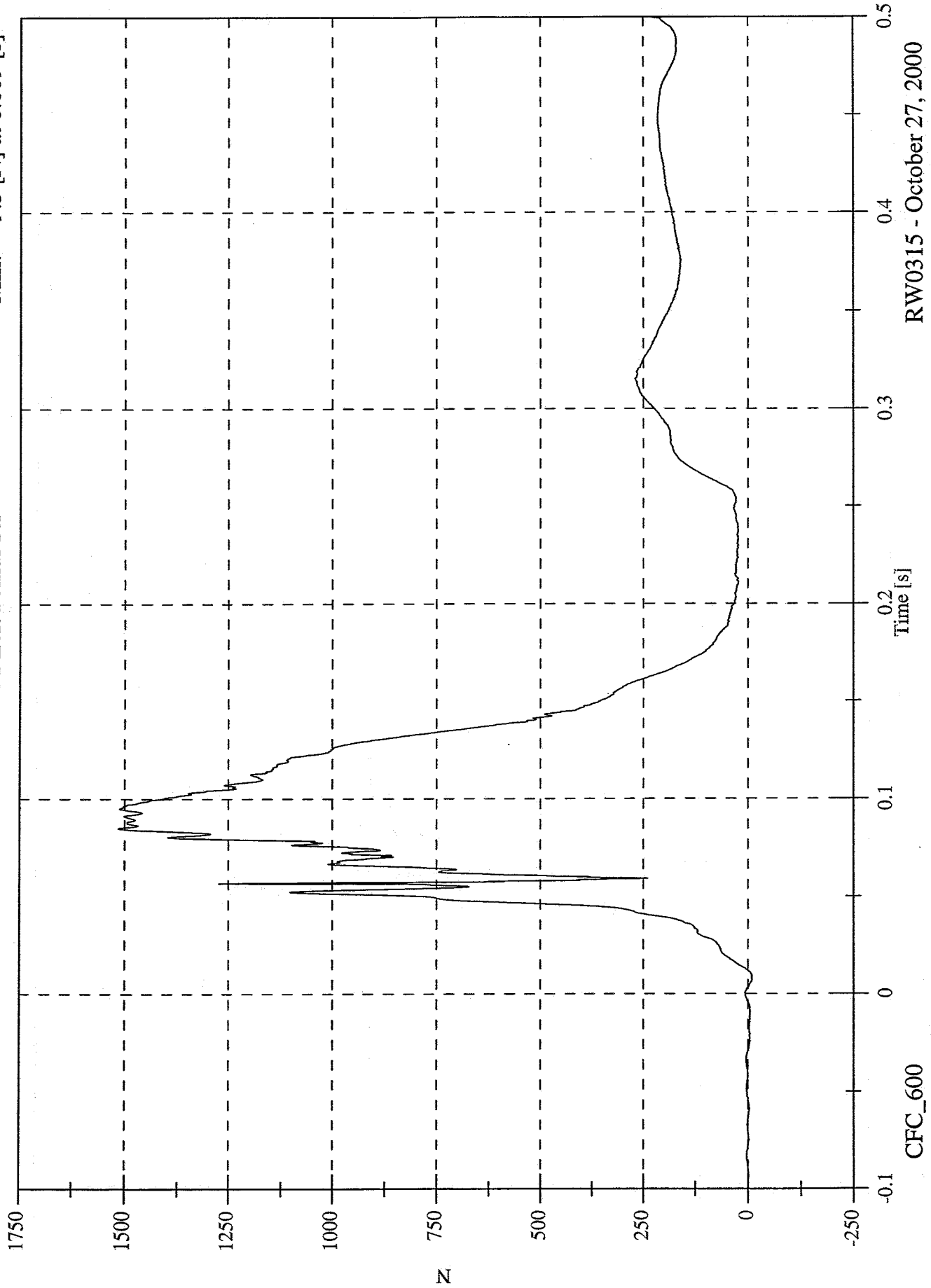
CFC\_1000

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1514.8 [N] at 0.085 [s]  
Min: -9.3 [N] at 0.009 [s]

P1 Left Femur Fx



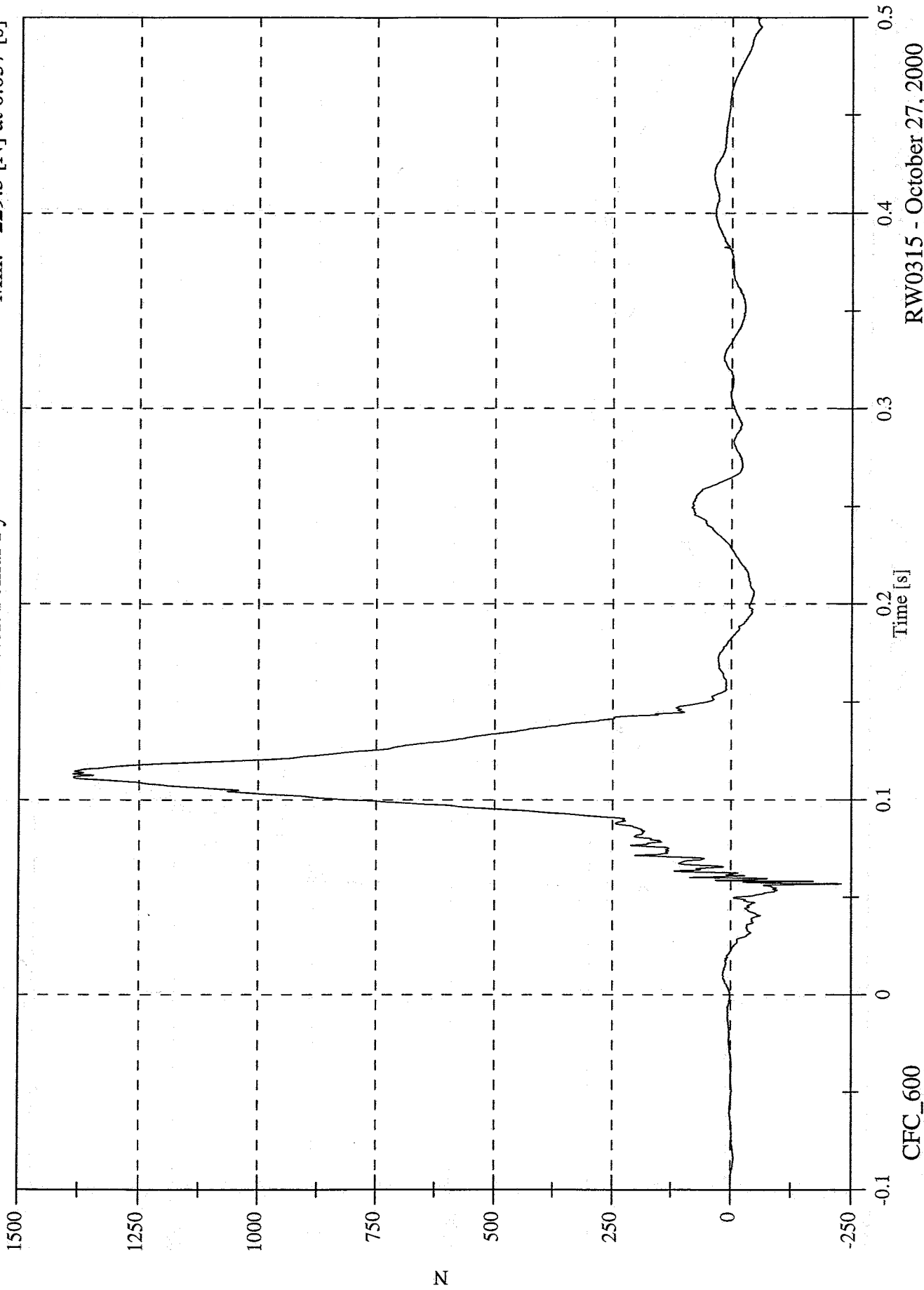
RW0315 - October 27, 2000

CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1386.8 [N] at 0.113 [s]  
Min: -229.3 [N] at 0.057 [s]

P1 Left Femur Fy



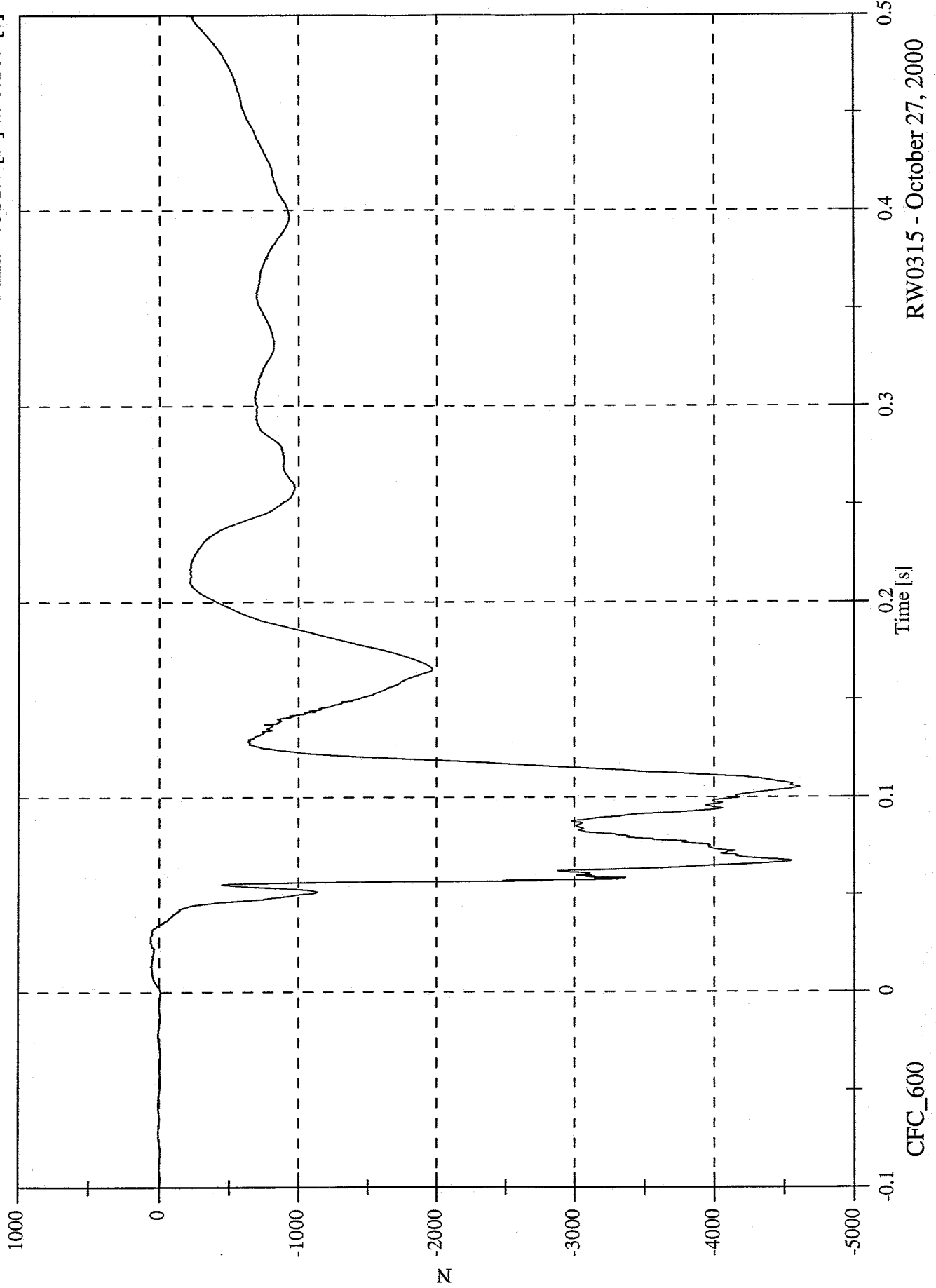
CFC\_600

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 64.5 [N] at 0.025 [s]  
Min: -4611.1 [N] at 0.105 [s]

P1 Left Femur Fz

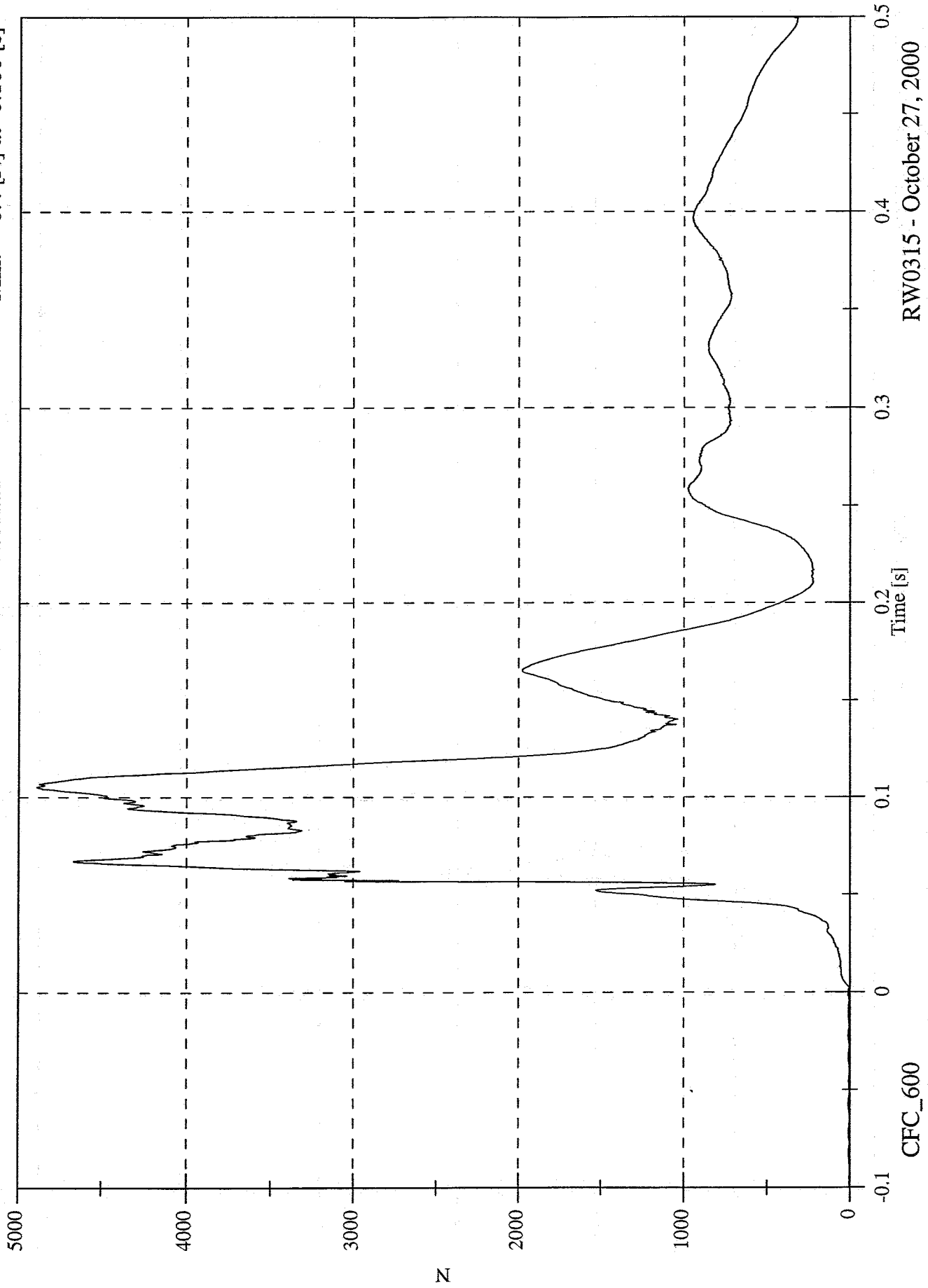


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 4887.2 [N] at 0.105 [s]  
Min: 0.4 [N] at -0.100 [s]

P1 Left Femur F Resultant

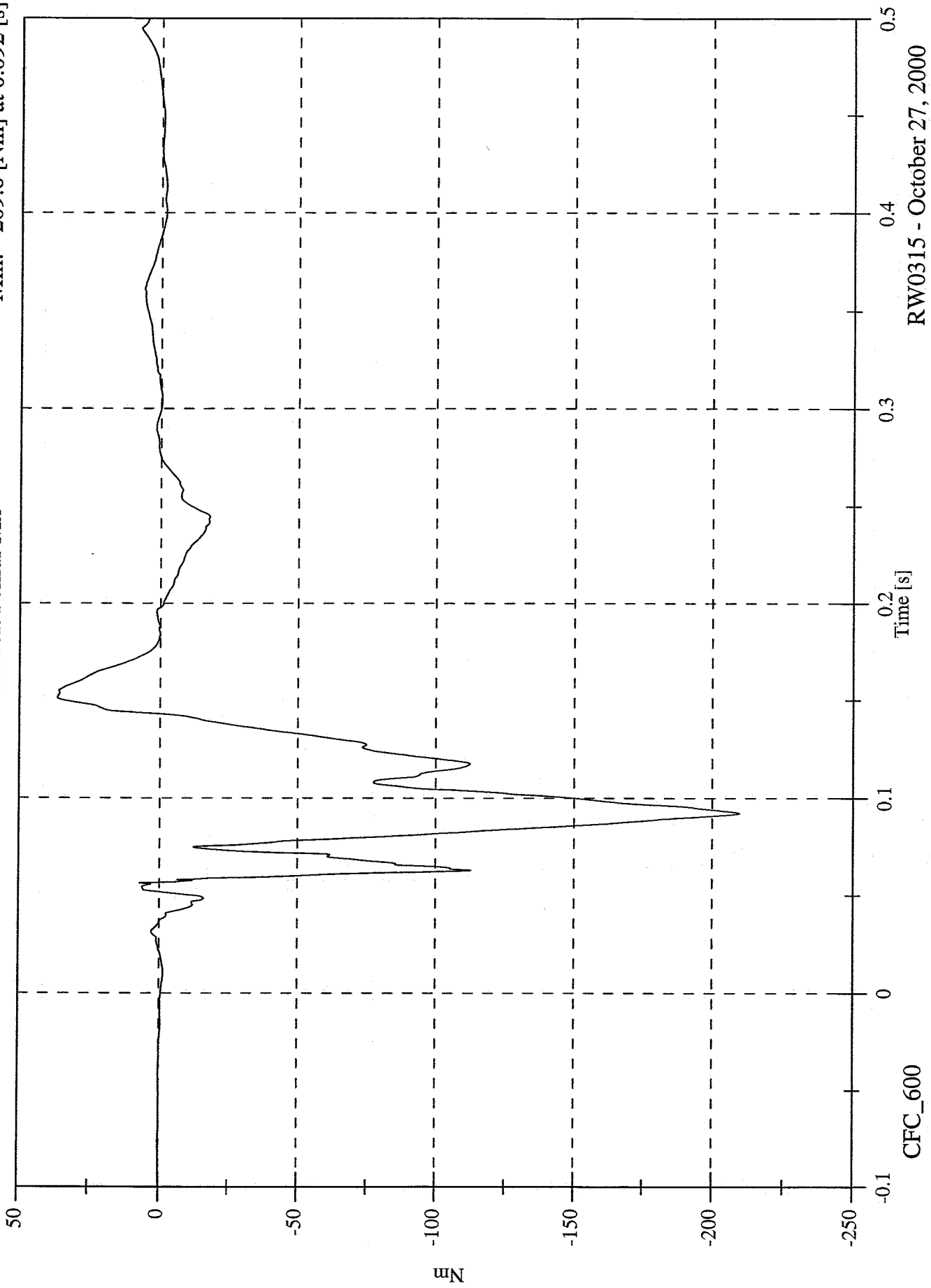


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Left Femur Mx

Max: 36.4 [Nm] at 0.151 [s]  
Min: -209.6 [Nm] at 0.092 [s]

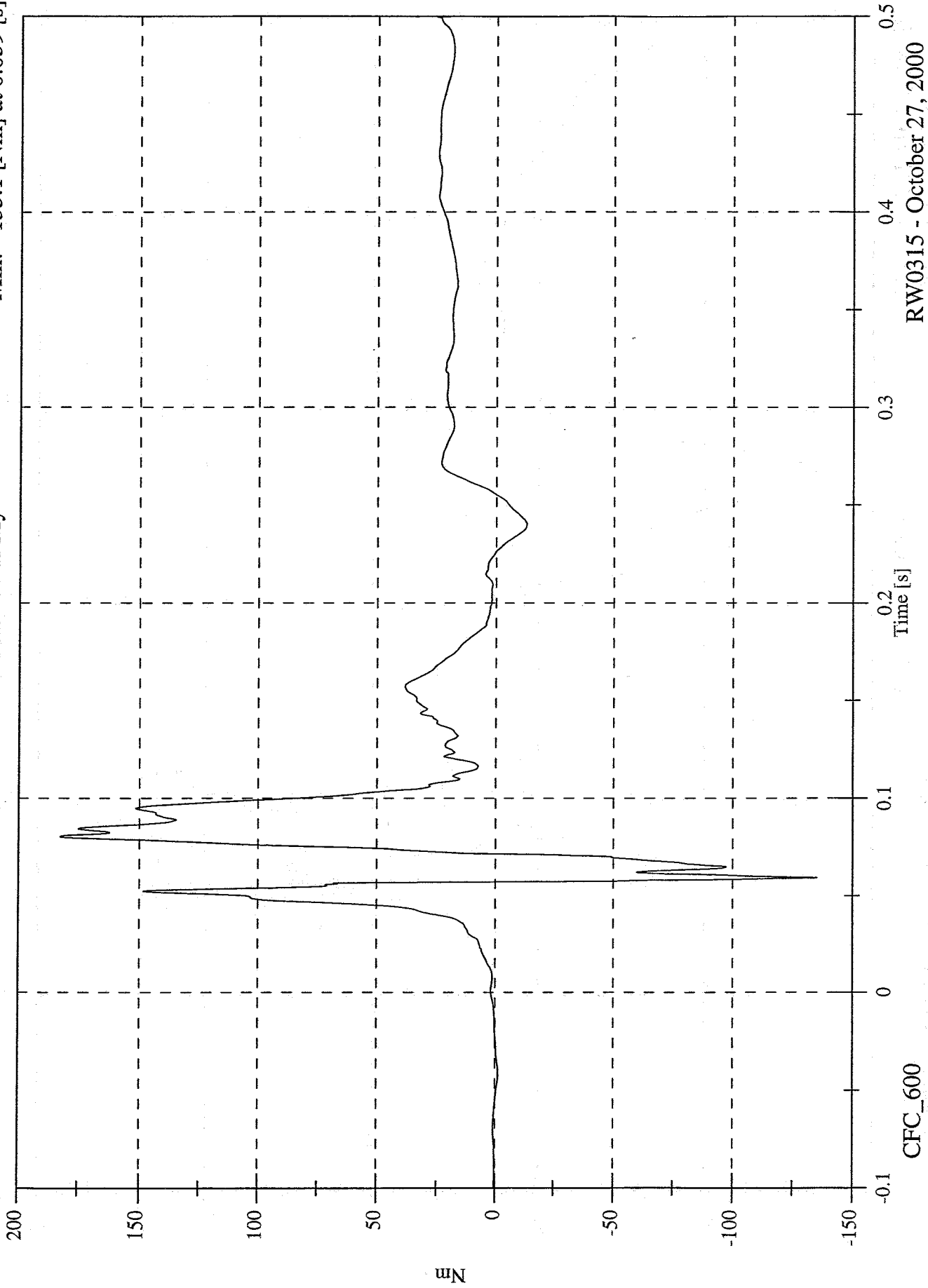


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 182.6 [Nm] at 0.080 [s]  
Min: -135.1 [Nm] at 0.059 [s]

P1 Left Femur My

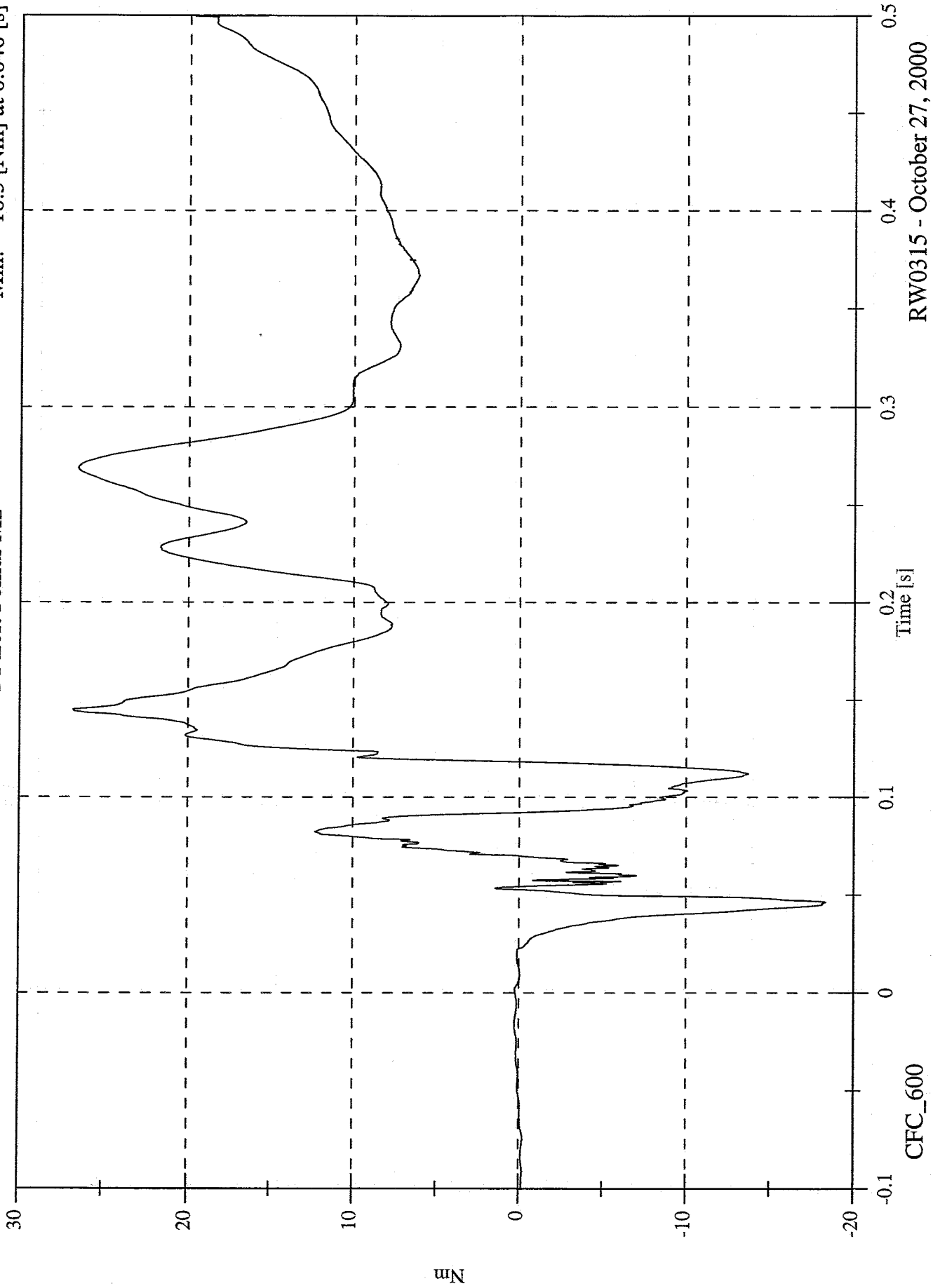


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 26.8 [Nm] at 0.145 [s]  
Min: -18.3 [Nm] at 0.046 [s]

P1 Left Femur Mz



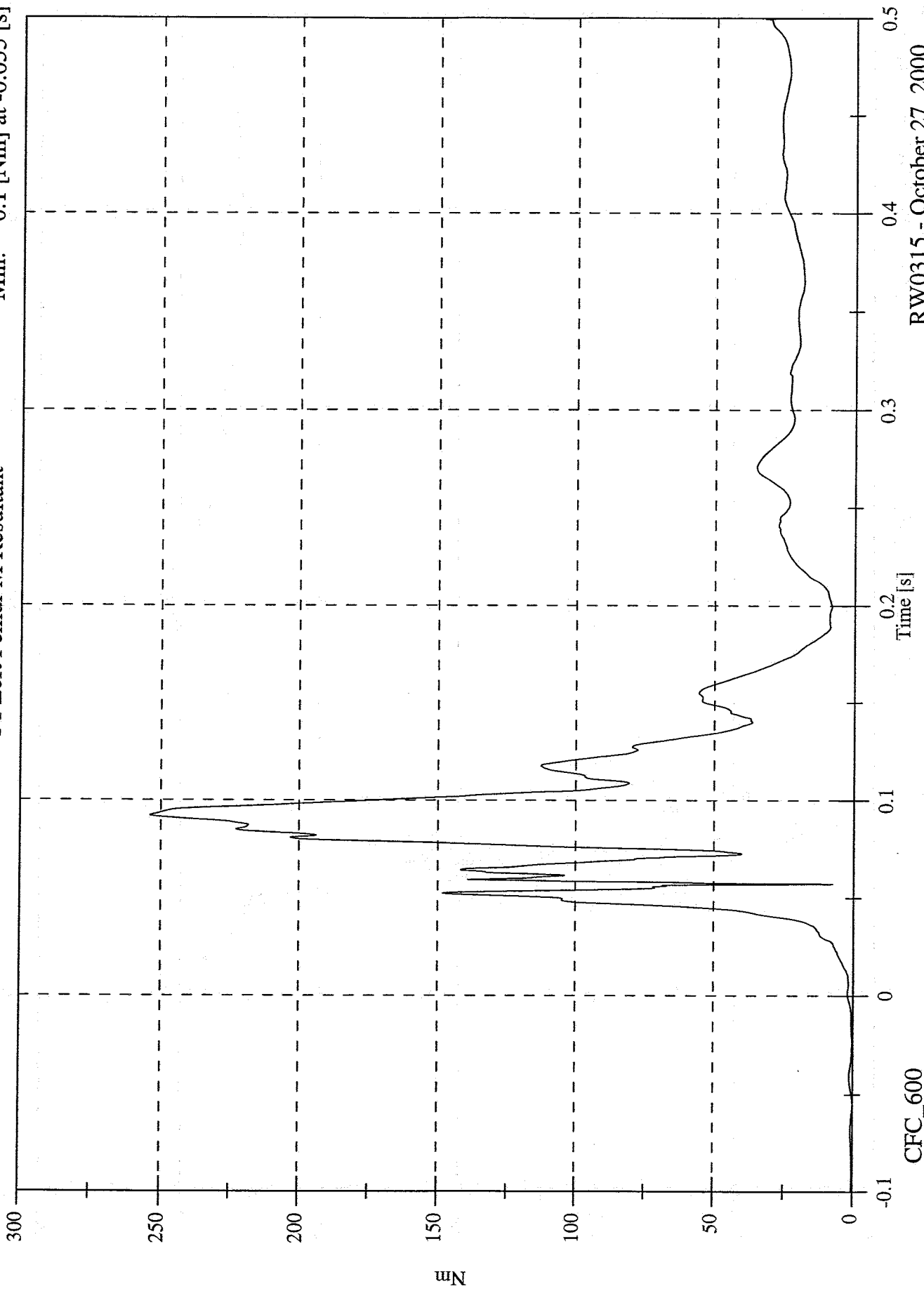
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 253.8 [Nm] at 0.092 [s]

Min: 0.1 [Nm] at -0.055 [s]

P1 Left Femur M Resultant



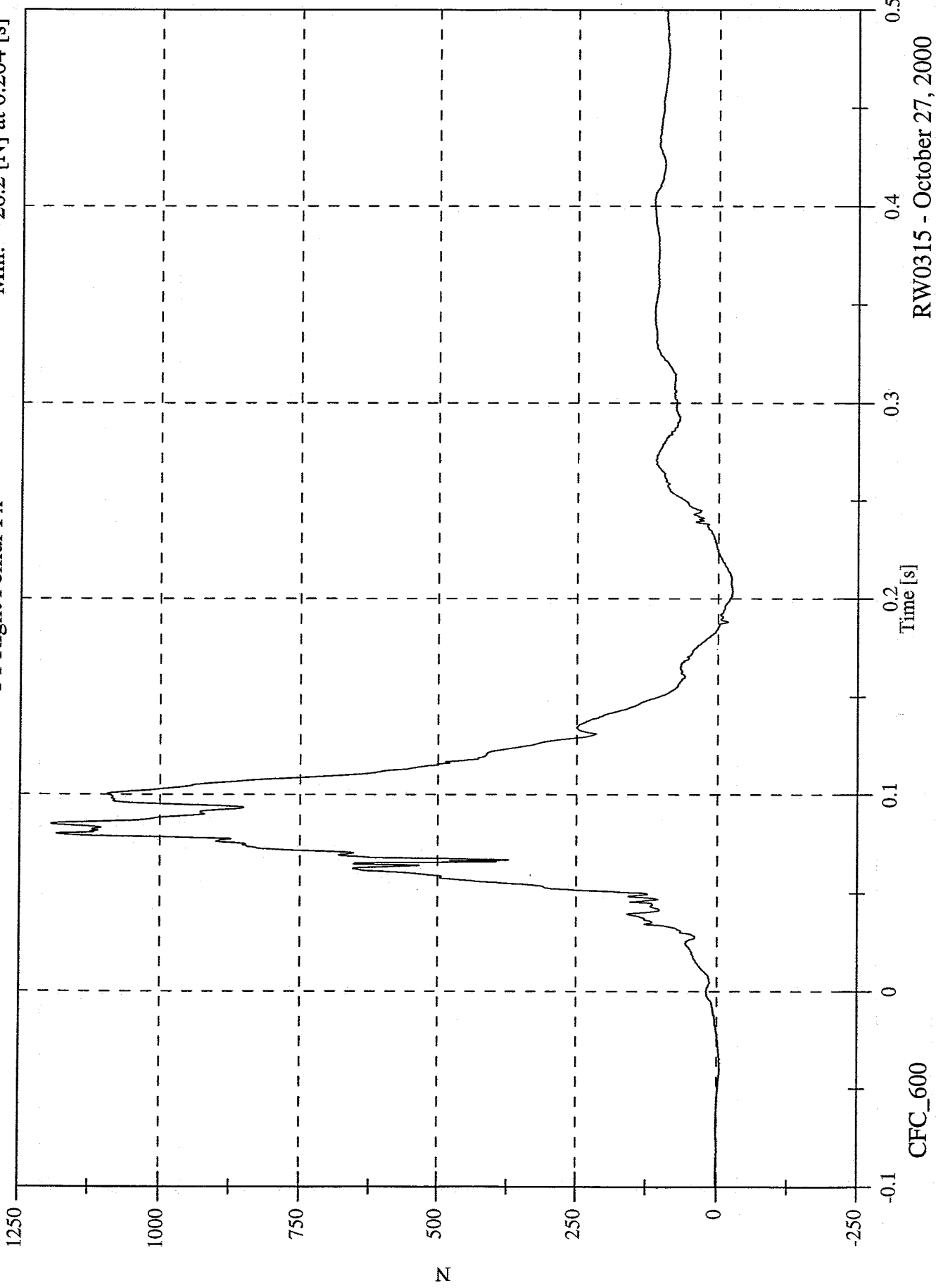
RW0315 - October 27, 2000

CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1192.6 [N] at 0.085 [s]  
Min: -26.2 [N] at 0.204 [s]

P1 Right Femur Fx

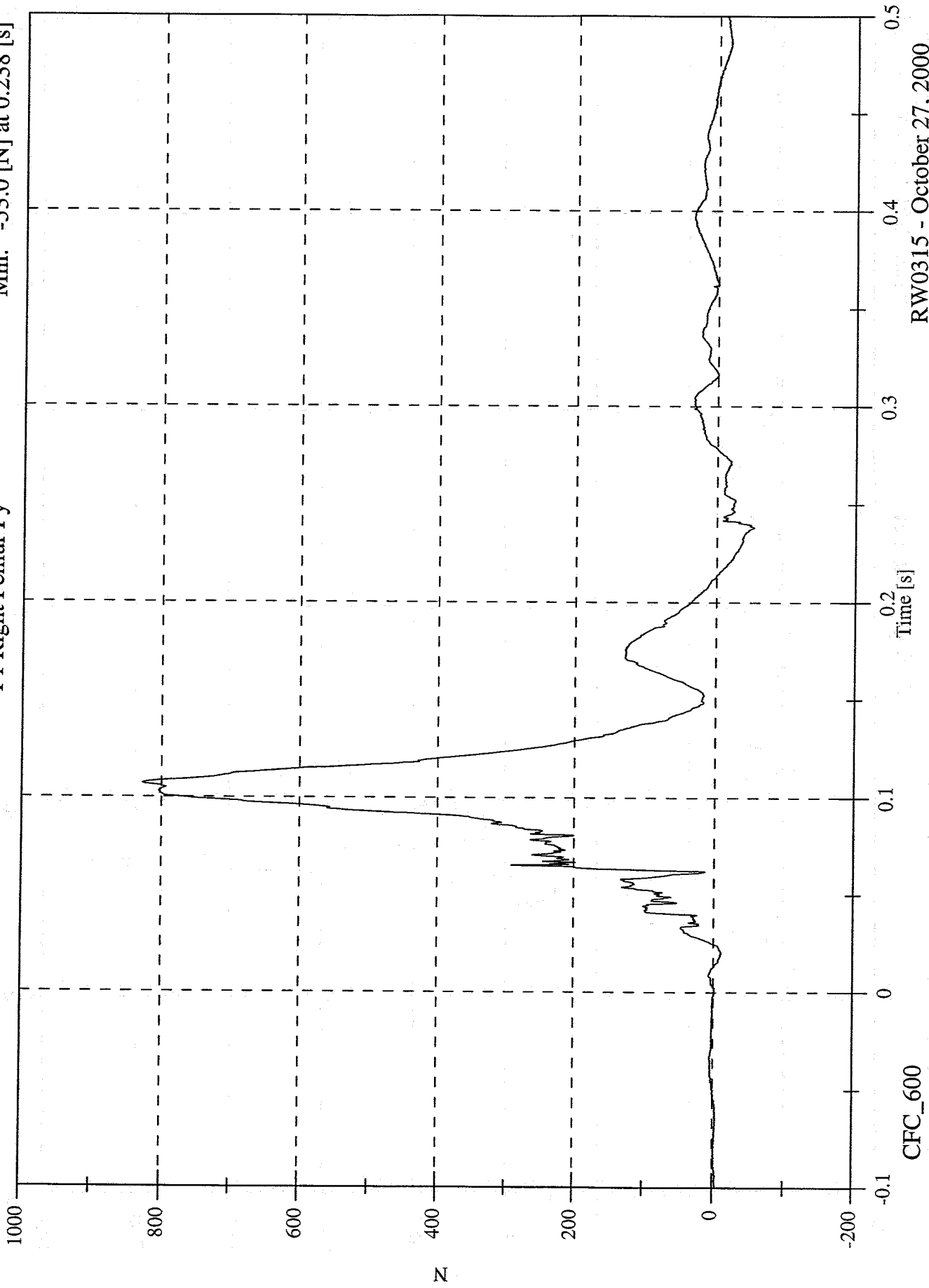


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 827.3 [N] at 0.107 [s]  
Min: -53.0 [N] at 0.238 [s]

P1 Right Femur Fy

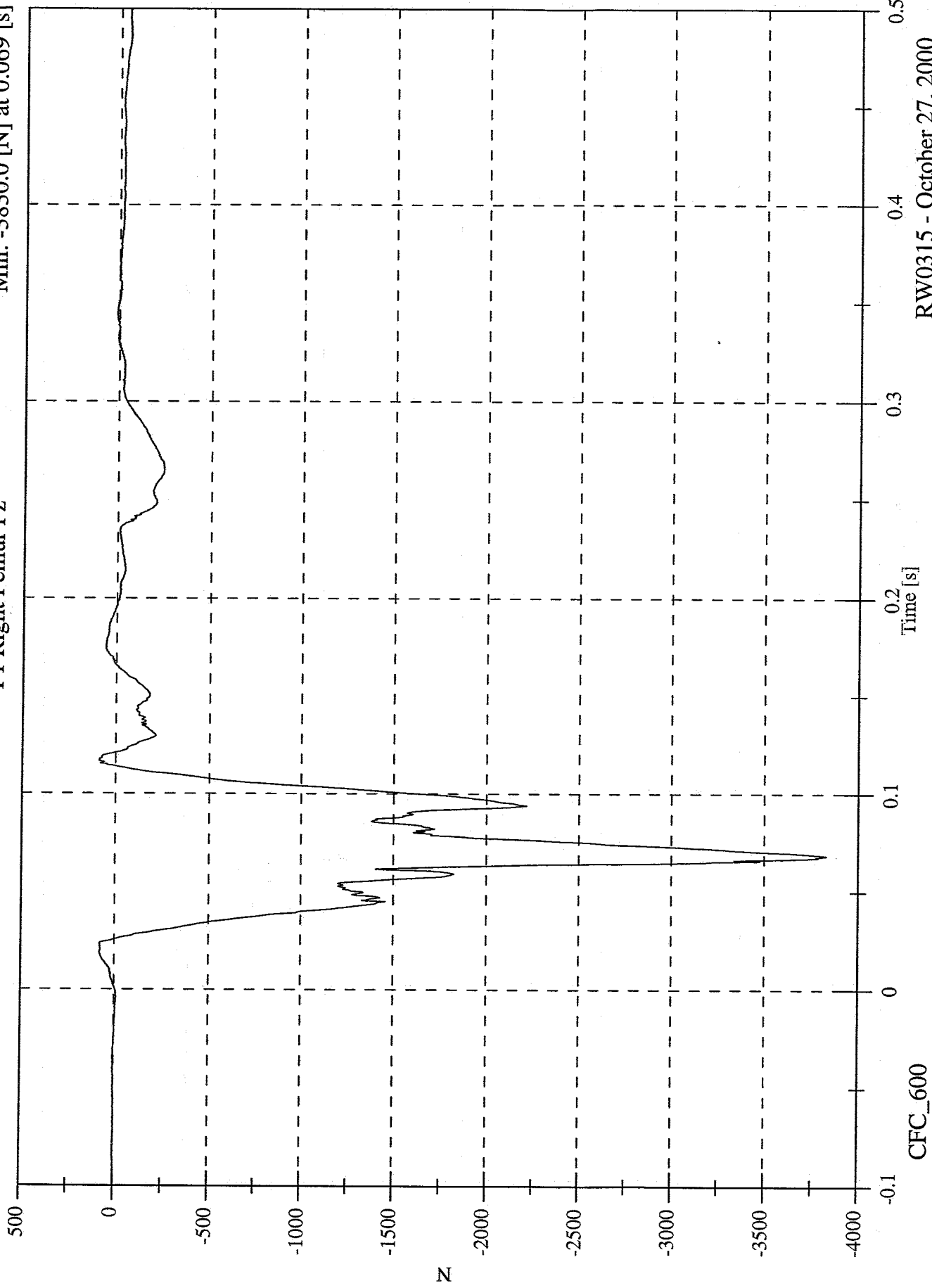


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 91.0 [N] at 0.117 [s]  
Min: -3830.0 [N] at 0.069 [s]

P1 Right Femur Fz



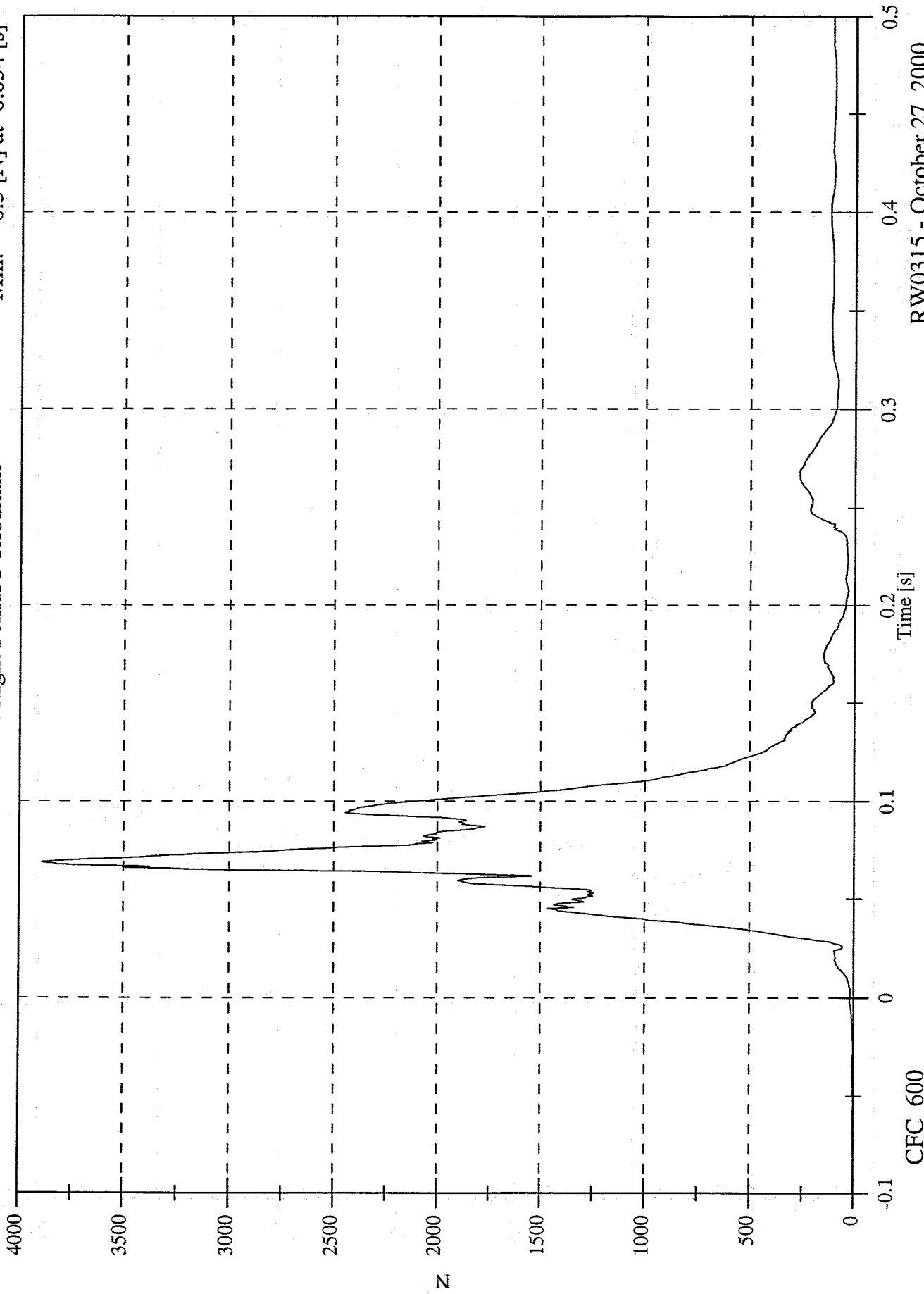
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 3889.8 [N] at 0.069 [s]

Min: 0.5 [N] at -0.054 [s]

P1 Right Femur F Resultant



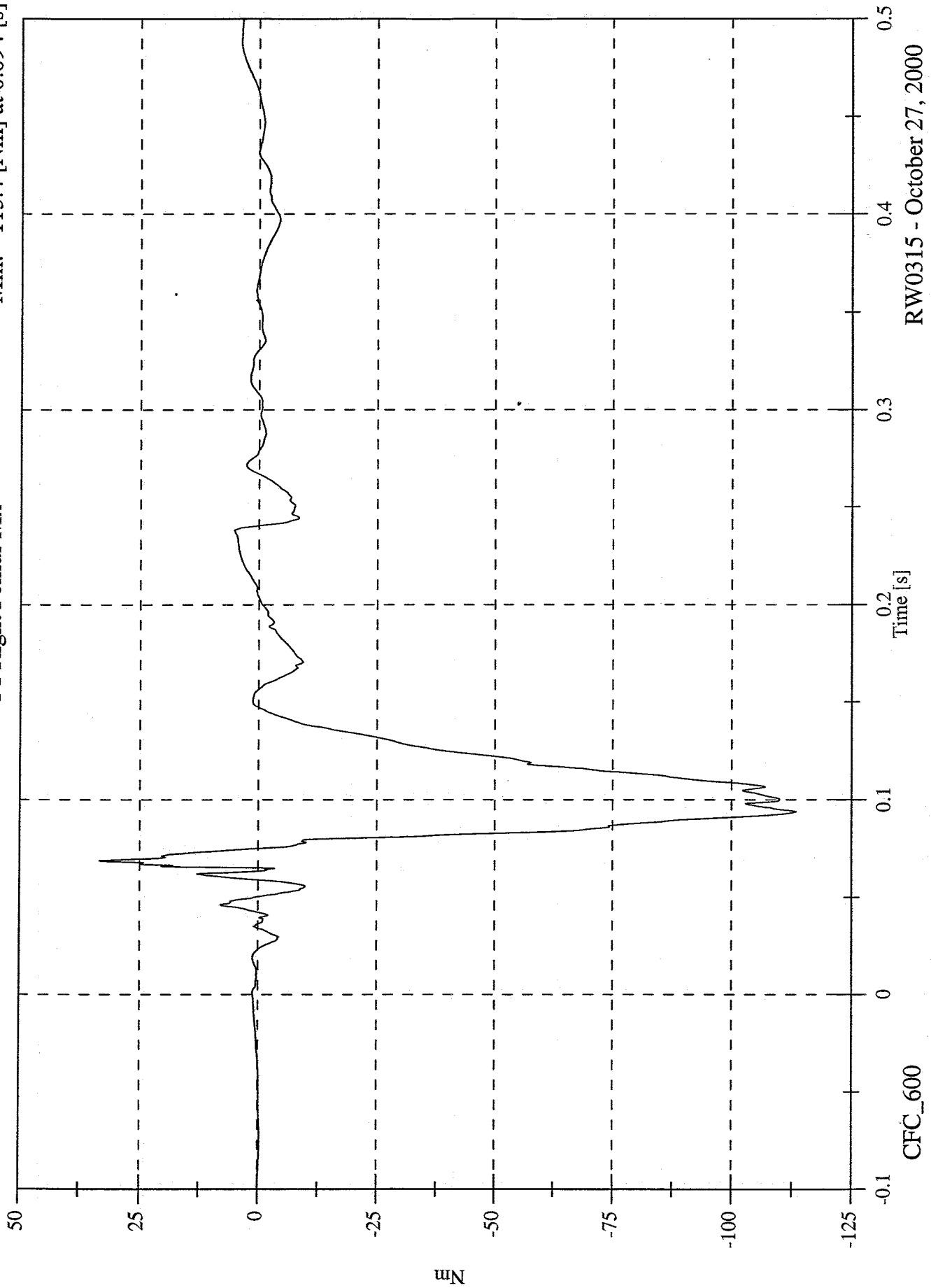
RW0315 - October 27, 2000

CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 33.2 [Nm] at 0.069 [s]  
Min: -113.4 [Nm] at 0.094 [s]

P1 Right Femur Mx



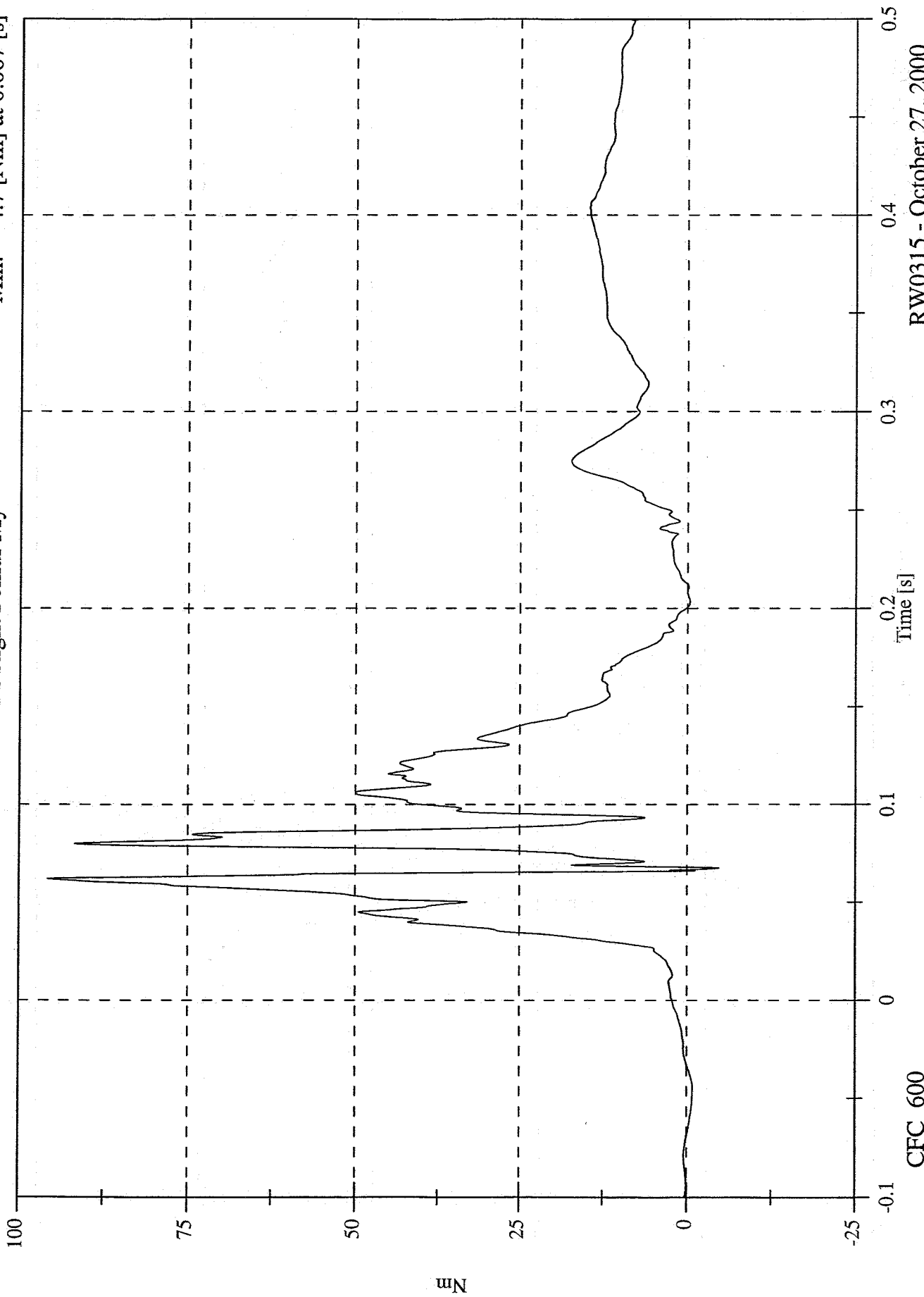
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 95.7 [Nm] at 0.062 [s]

Min: -4.7 [Nm] at 0.067 [s]

P1 Right Femur My



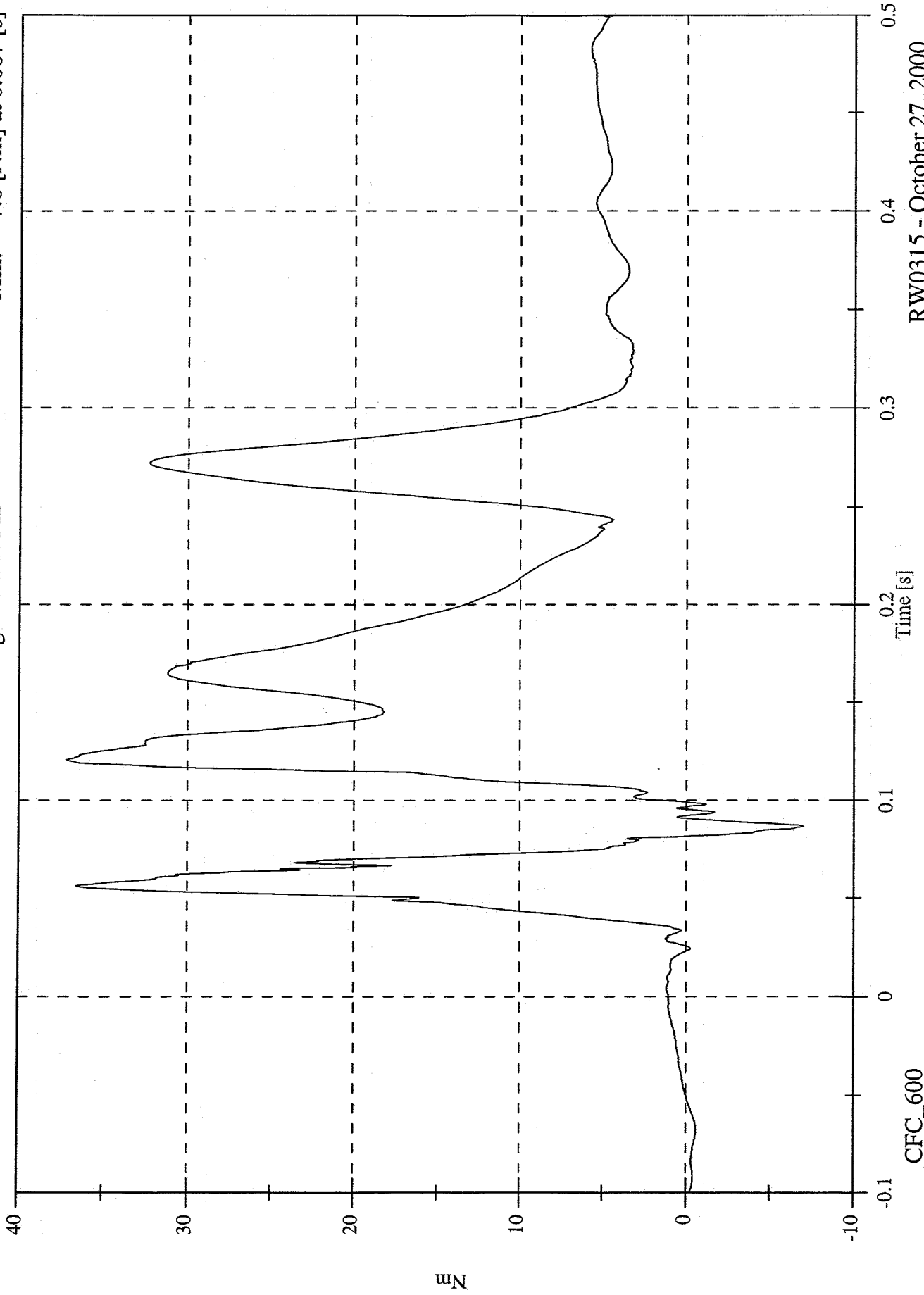
RW0315 - October 27, 2000

CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 37.2 [Nm] at 0.121 [s]  
Min: -7.0 [Nm] at 0.087 [s]

P1 Right Femur Mz



CFC\_600

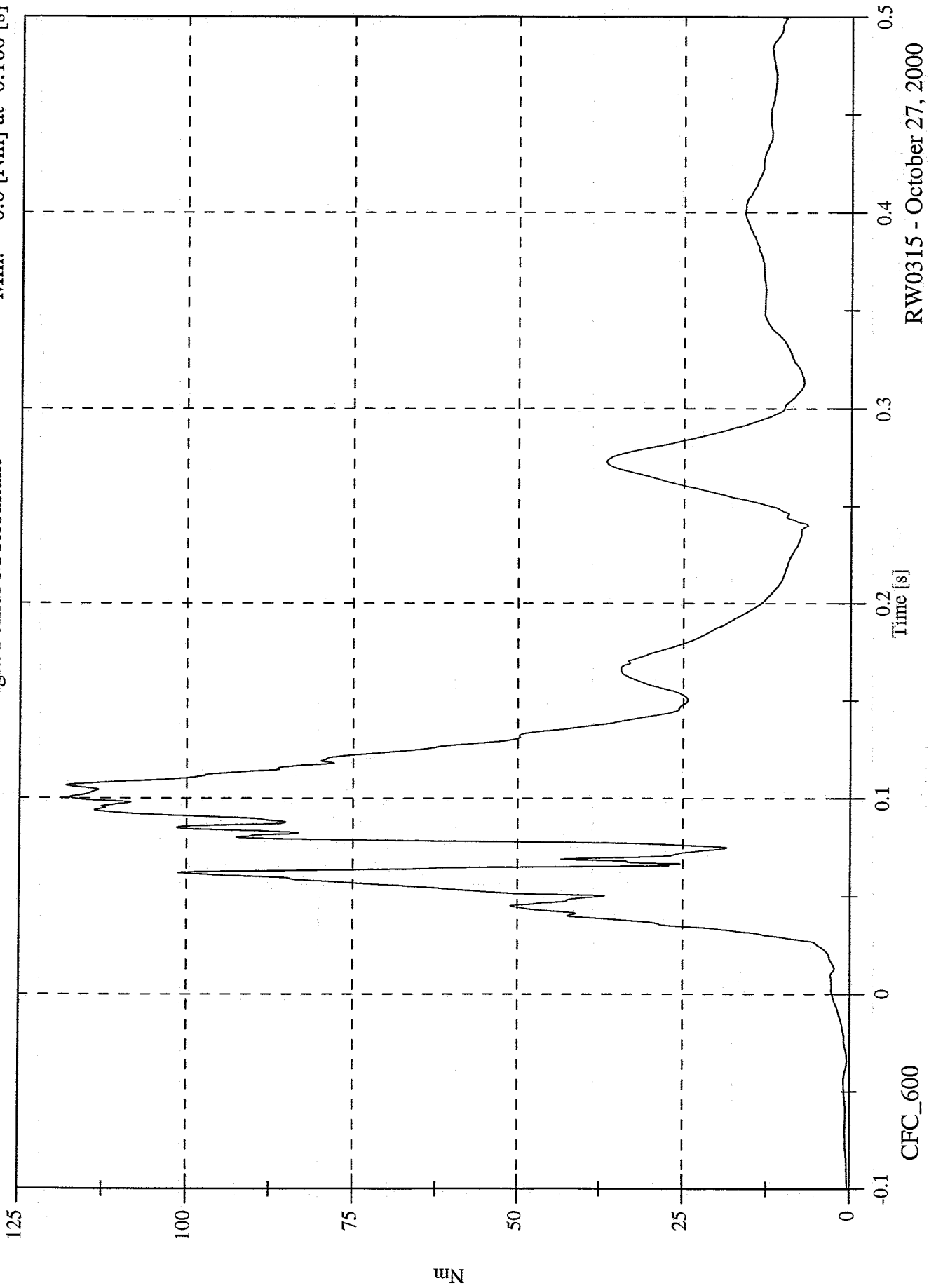
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 118.0 [Nm] at 0.106 [s]

Min: 0.0 [Nm] at -0.100 [s]

P1 Right Femur M Resultant

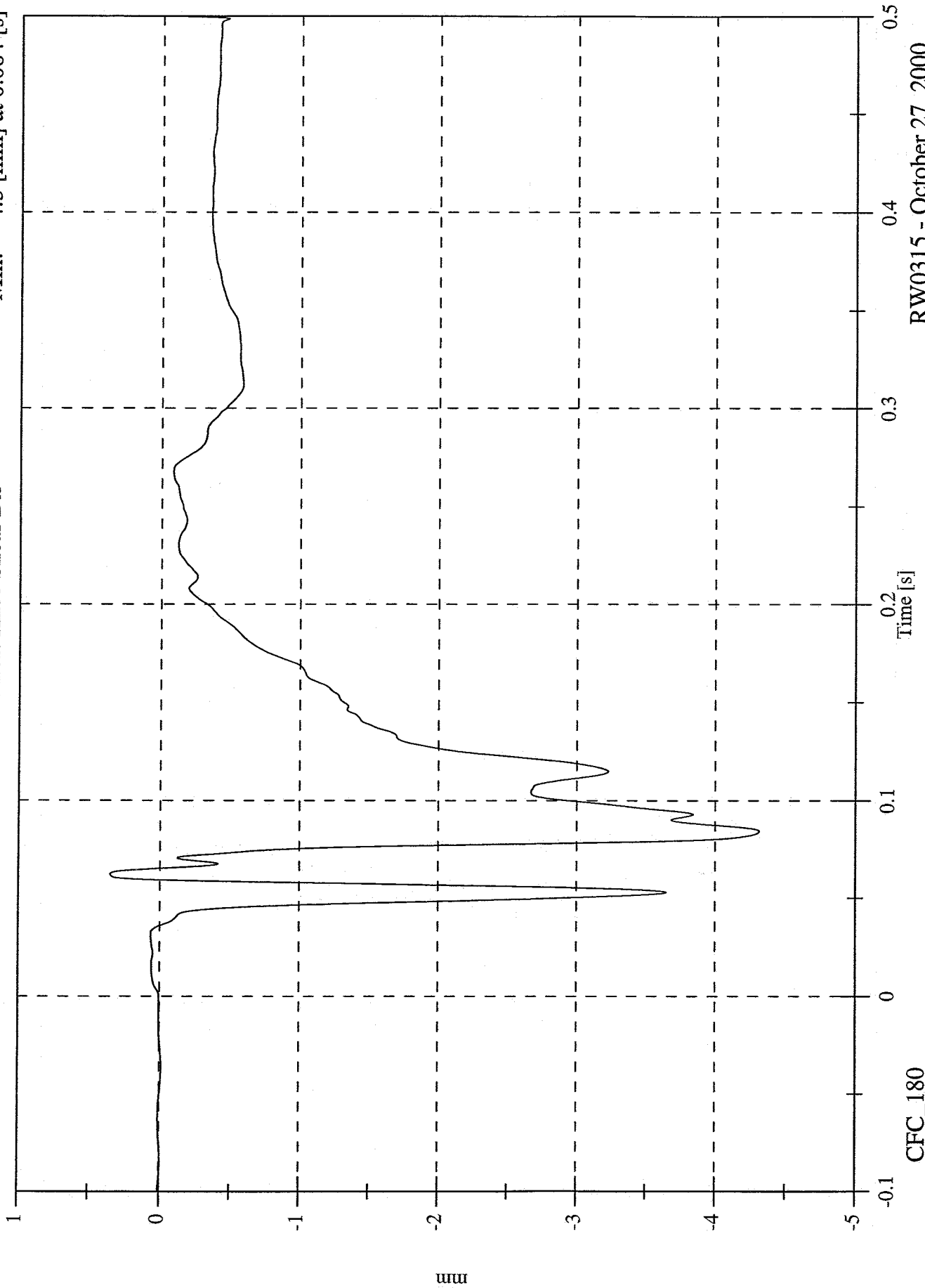


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 0.4 [mm] at 0.062 [s]  
Min: -4.3 [mm] at 0.084 [s]

P1 Left Knee Shear Dx

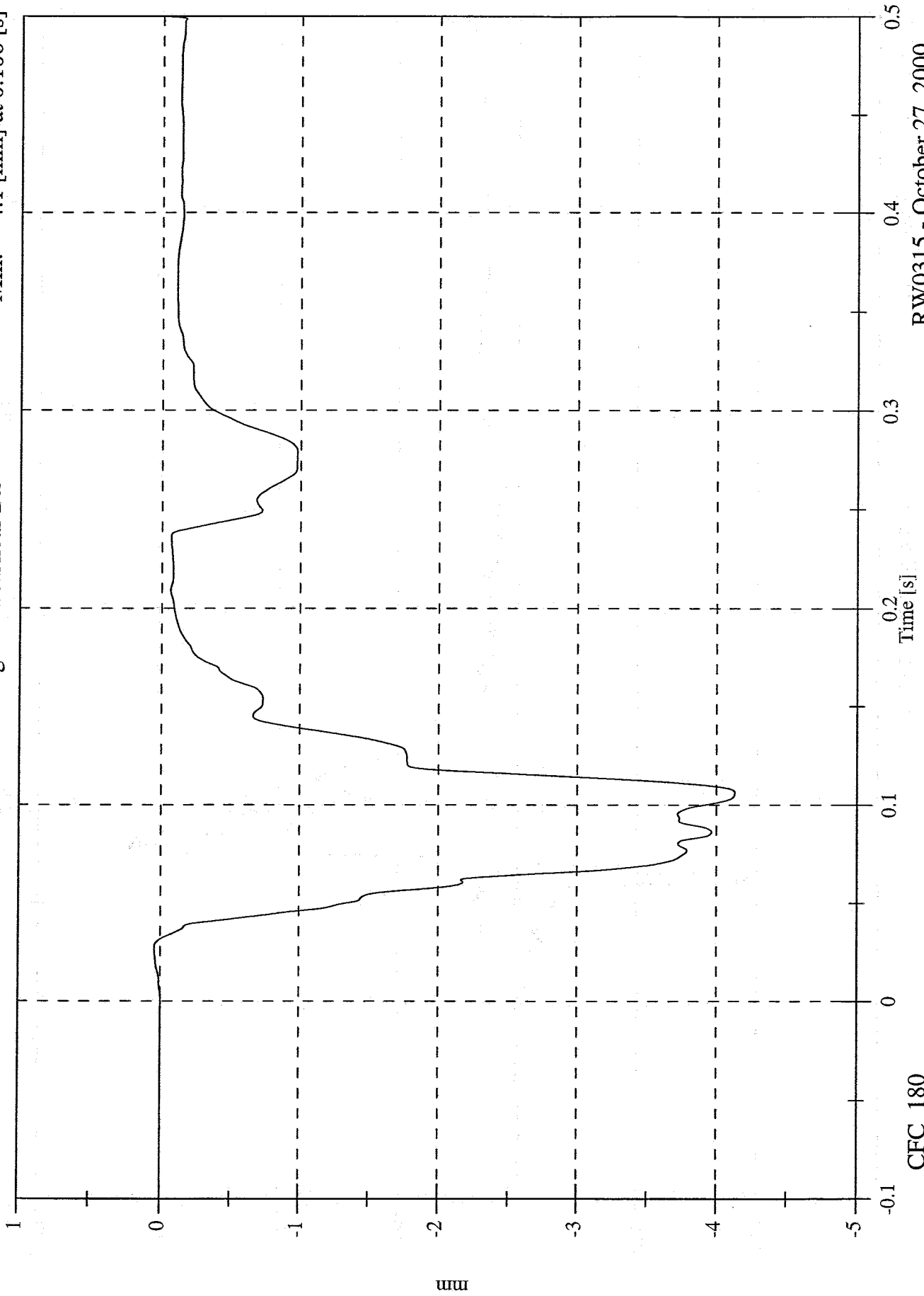


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 0.0 [mm] at 0.028 [s]  
Min: -4.1 [mm] at 0.106 [s]

P1 Right Knee Shear Dx



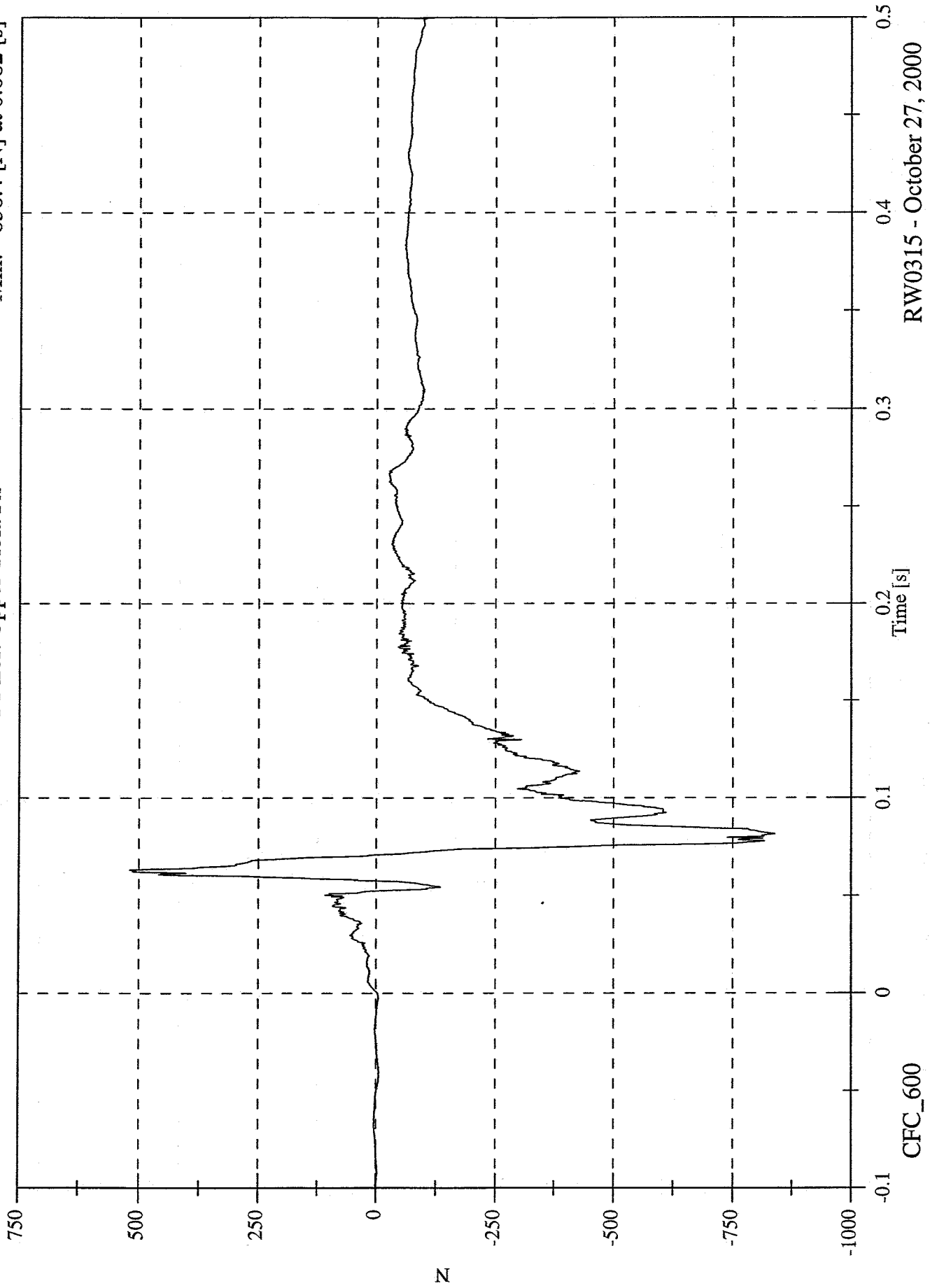
CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 518.7 [N] at 0.063 [s]  
Min: -838.4 [N] at 0.082 [s]

P1 Left Upper Tibia Fx



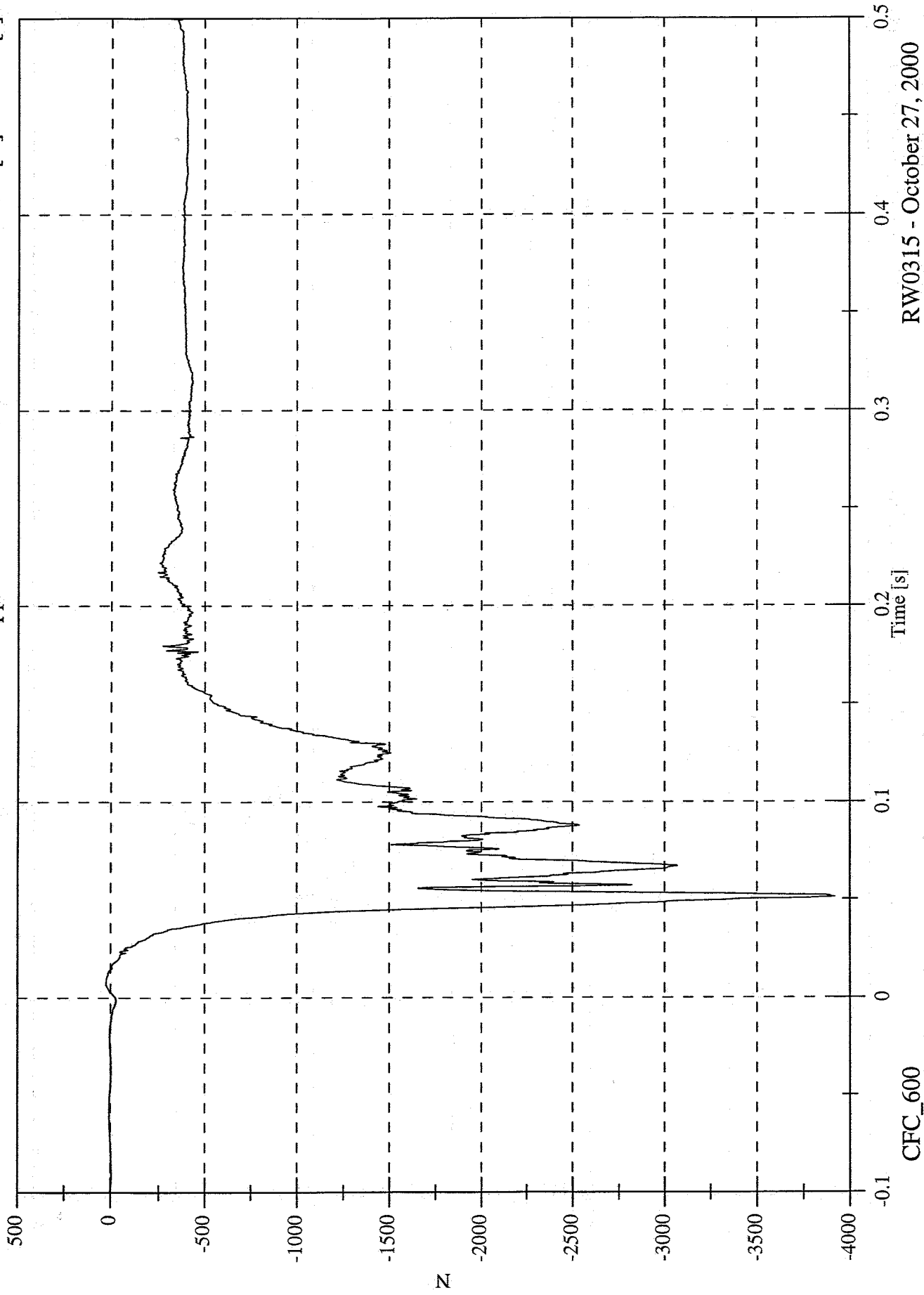
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 24.6 [N] at 0.007 [s]

Min: -3915.8 [N] at 0.051 [s]

P1 Left Upper Tibia Fz

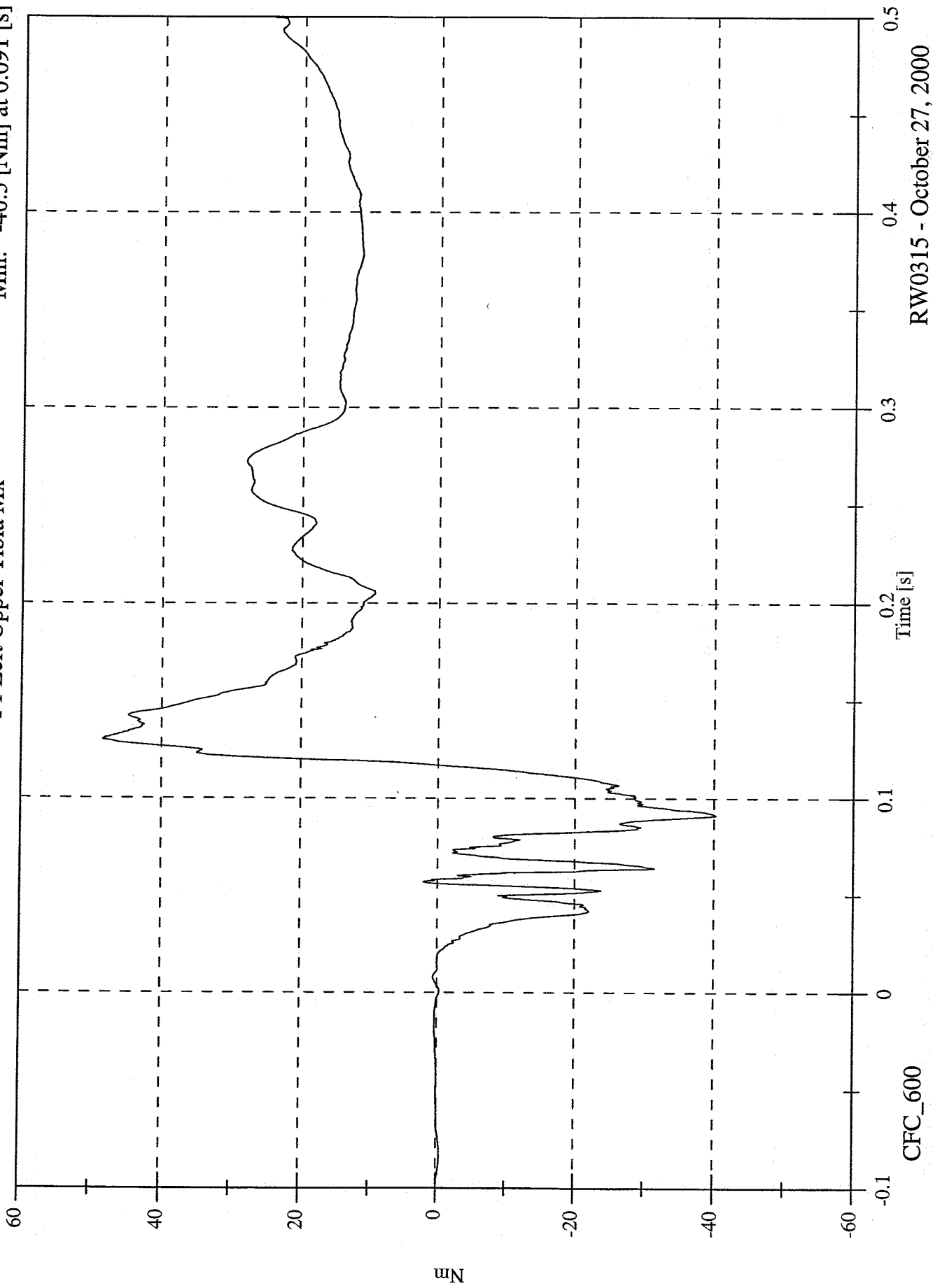


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 48.3 [Nm] at 0.130 [s]  
Min: -40.3 [Nm] at 0.091 [s]

P1 Left Upper Tibia Mx

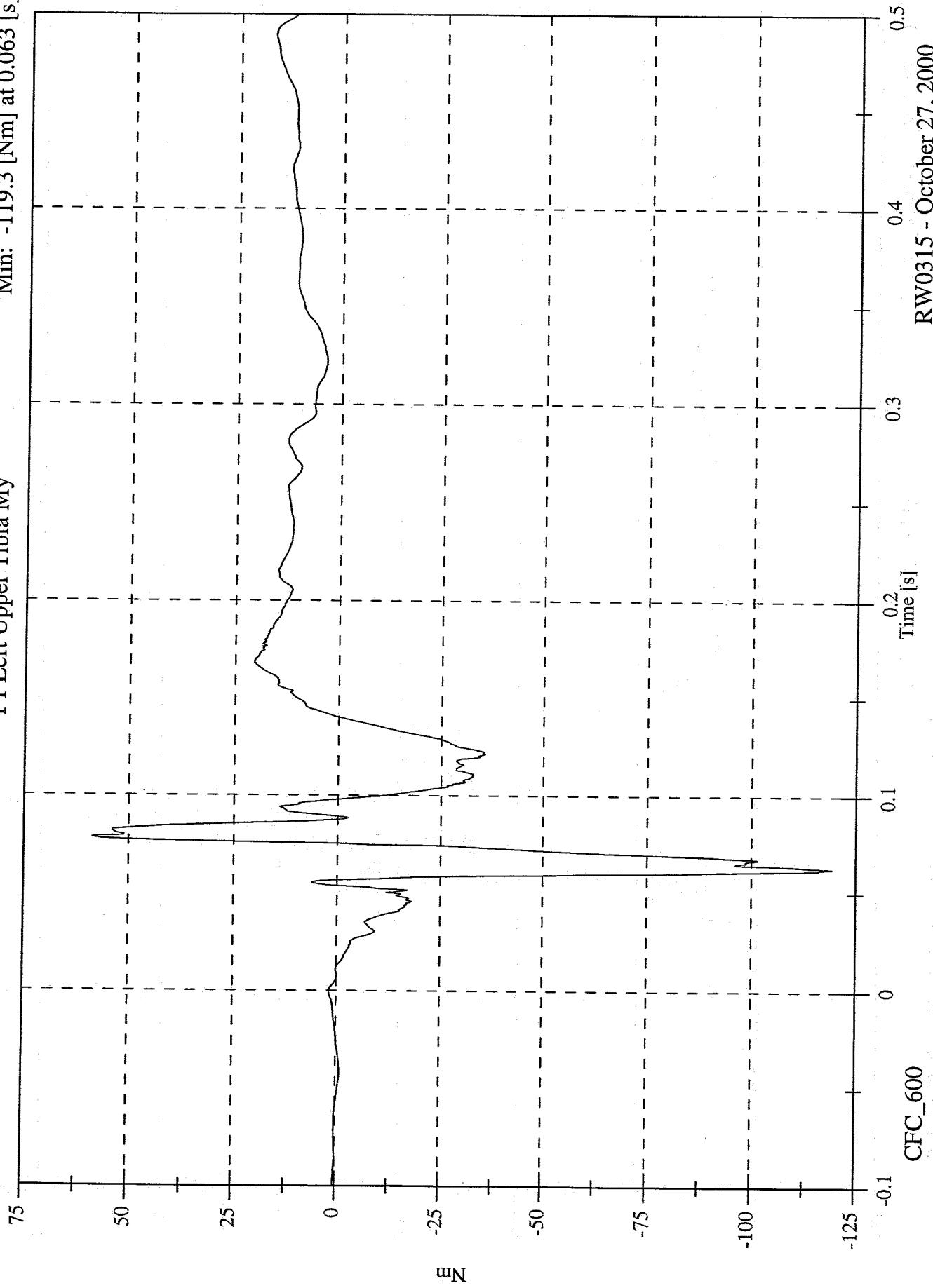


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Left Upper Tibia My

Max: 58.7 [Nm] at 0.078 [s]  
Min: -119.3 [Nm] at 0.063 [s]

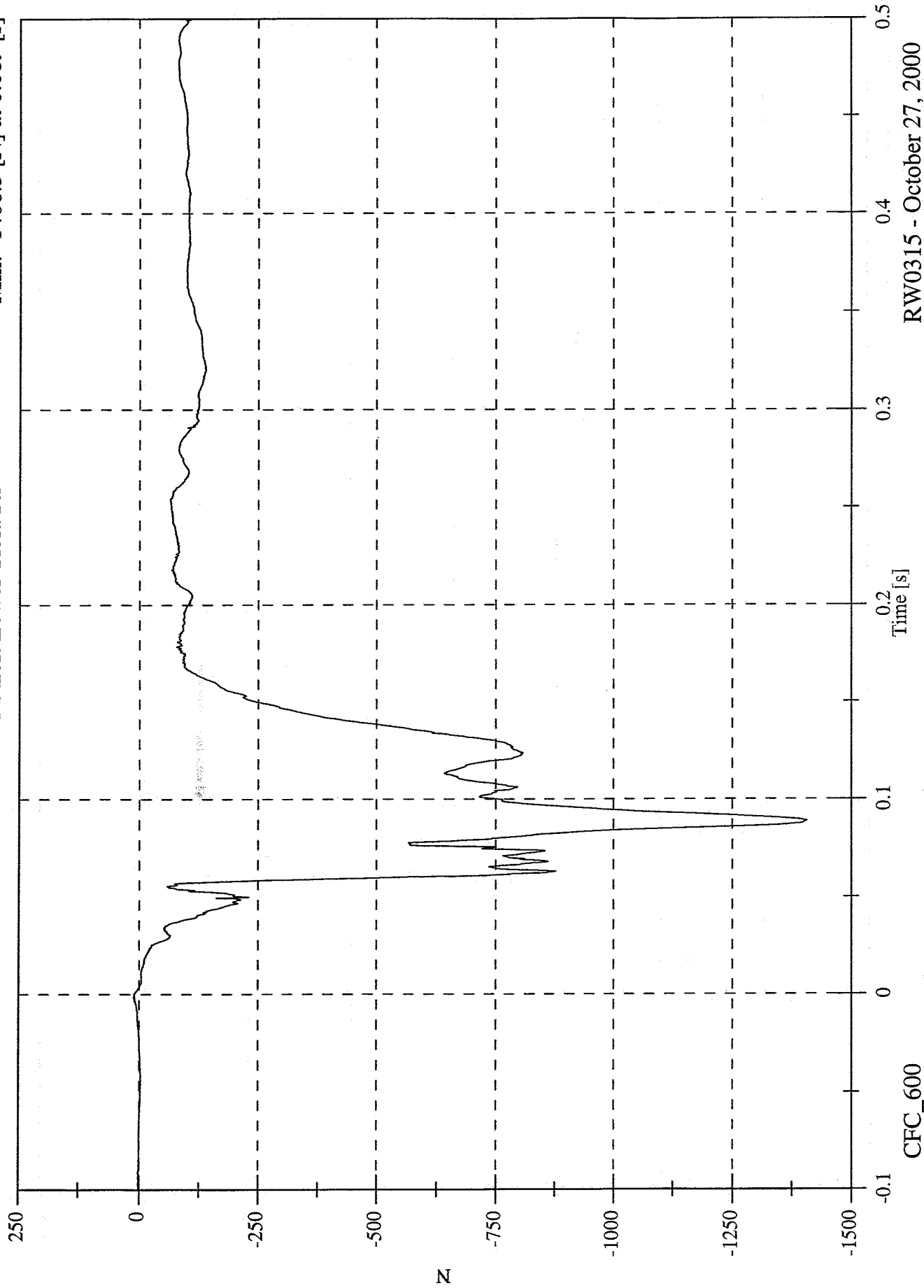


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 11.1 [N] at -0.002 [s]  
Min: -1406.3 [N] at 0.089 [s]

P1 Left Lower Tibia Fx

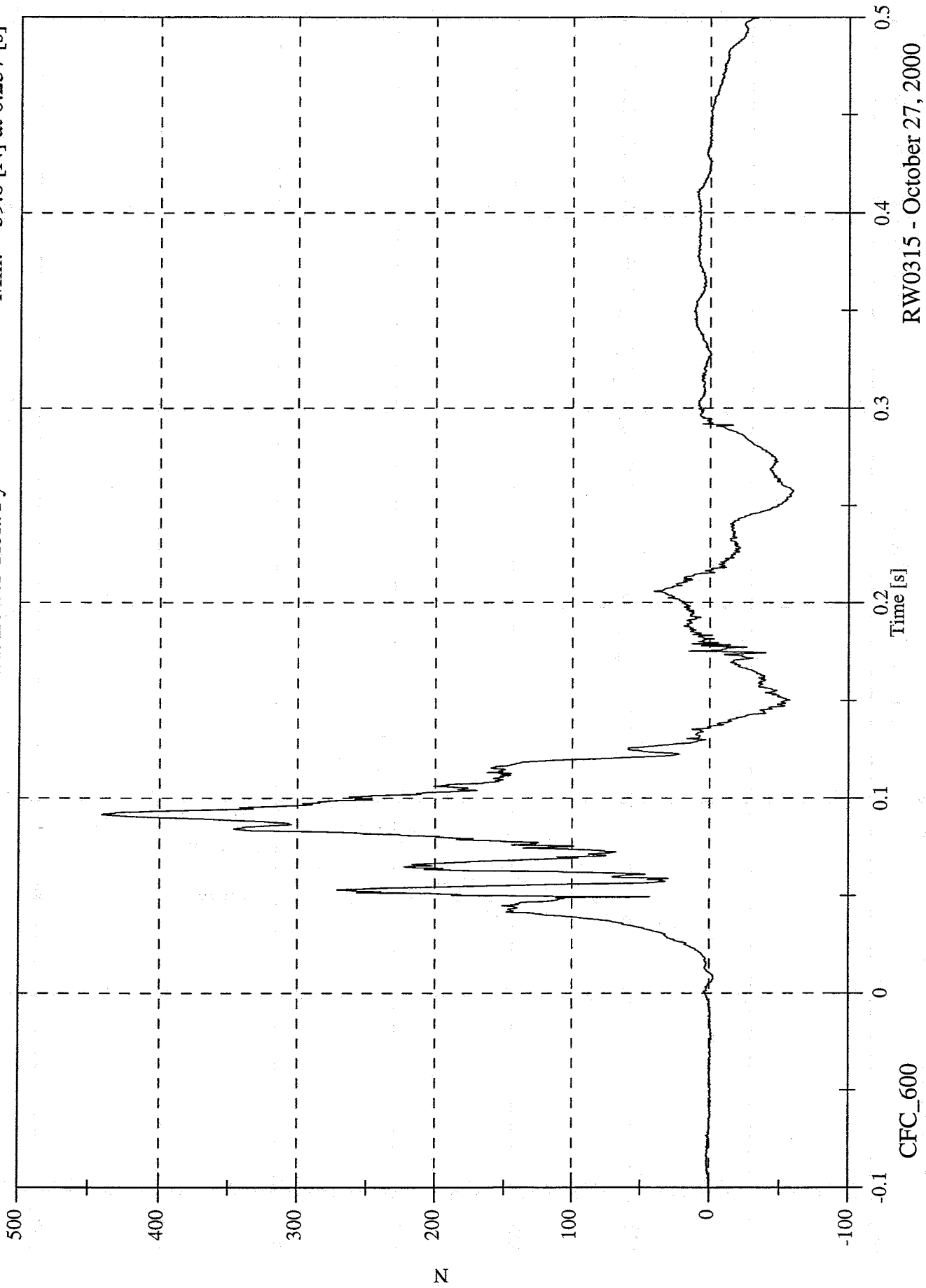


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 440.8 [N] at 0.092 [s]  
Min: -59.8 [N] at 0.257 [s]

P1 Left Lower Tibia Fy



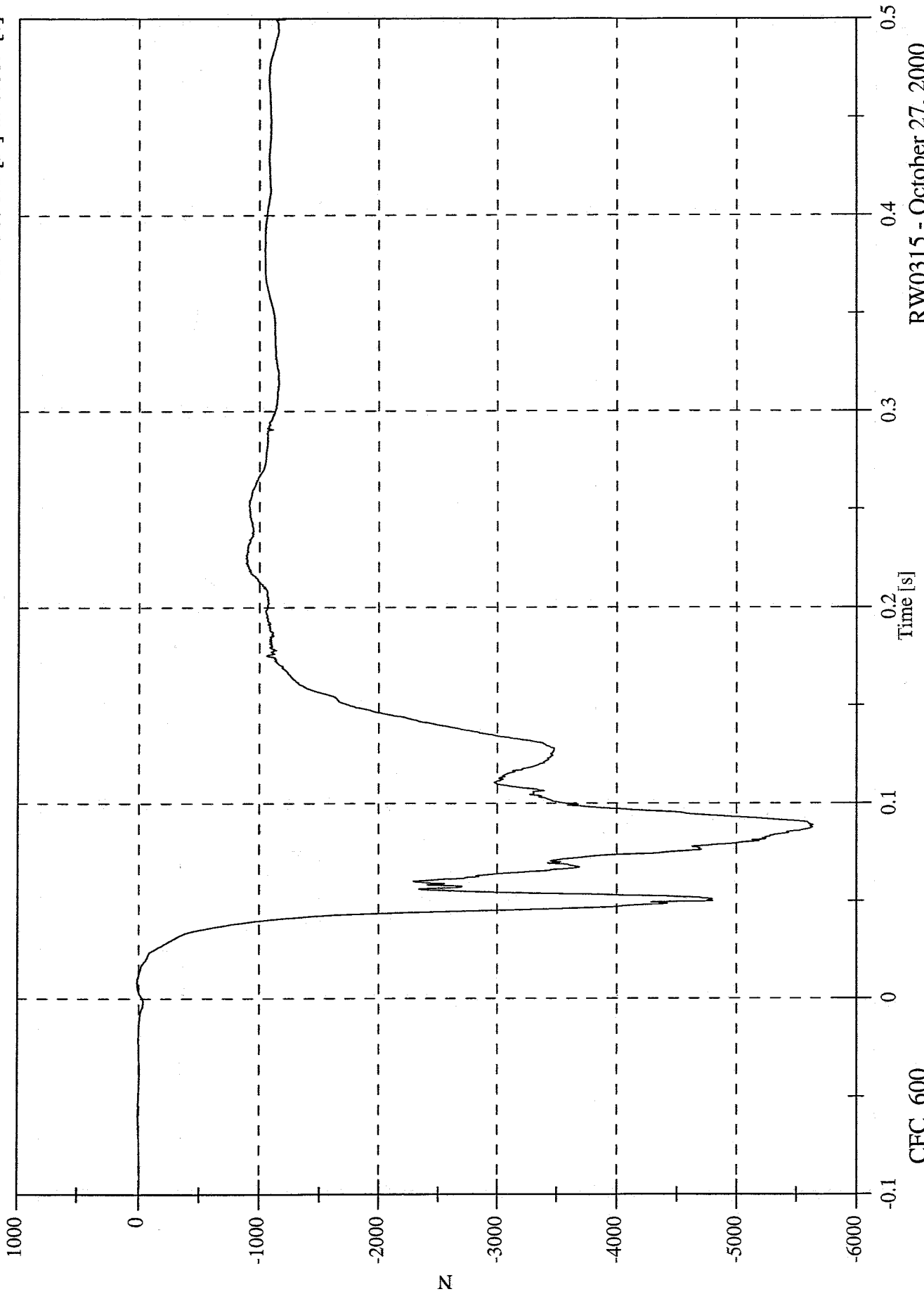
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 14.1 [N] at 0.008 [s]

Min: -5638.1 [N] at 0.089 [s]

P1 Left Lower Tibia Fz



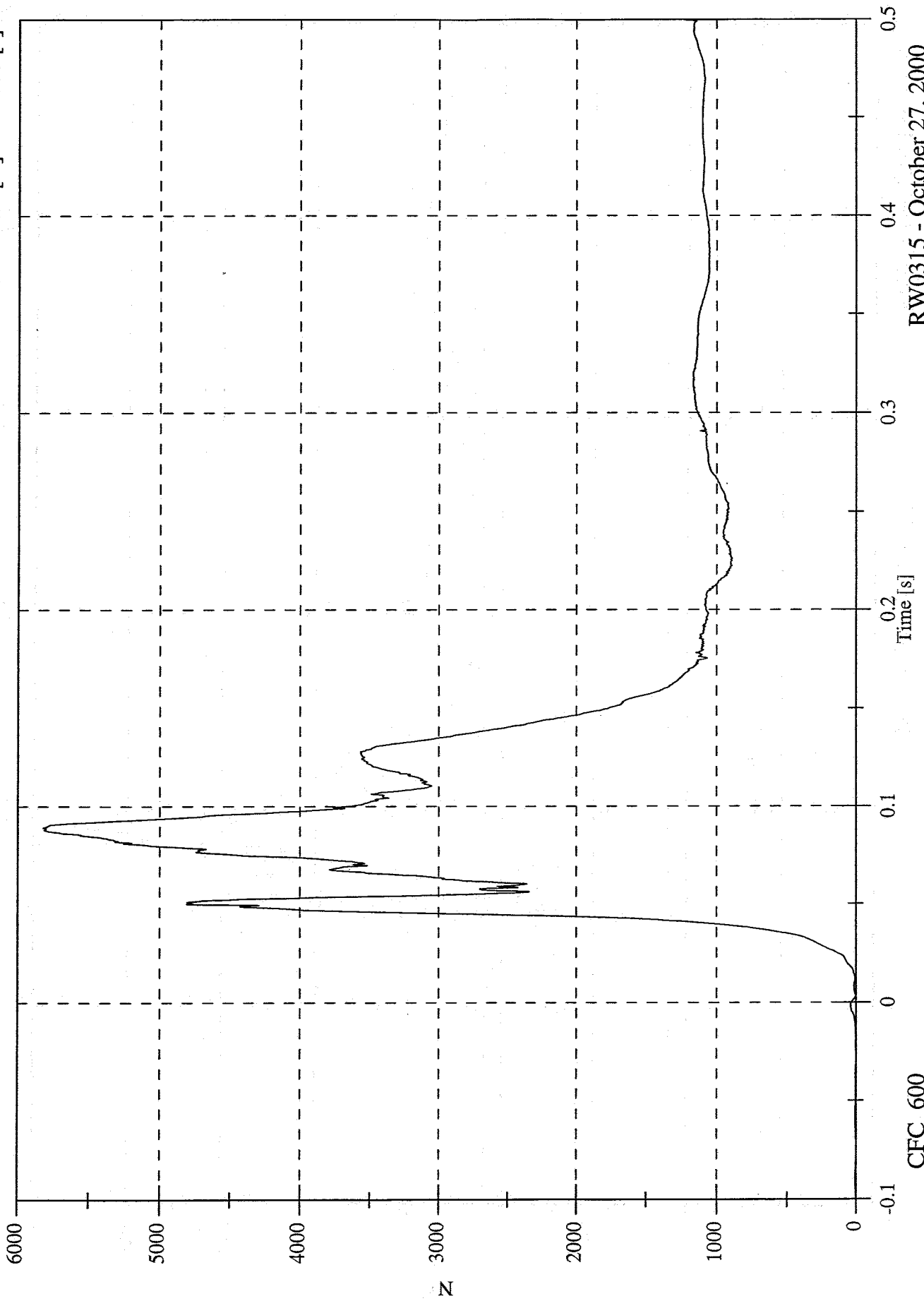
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 5821.8 [N] at 0.089 [s]

Min: 0.3 [N] at -0.100 [s]

P1 Left Lower Tibia F Resultant



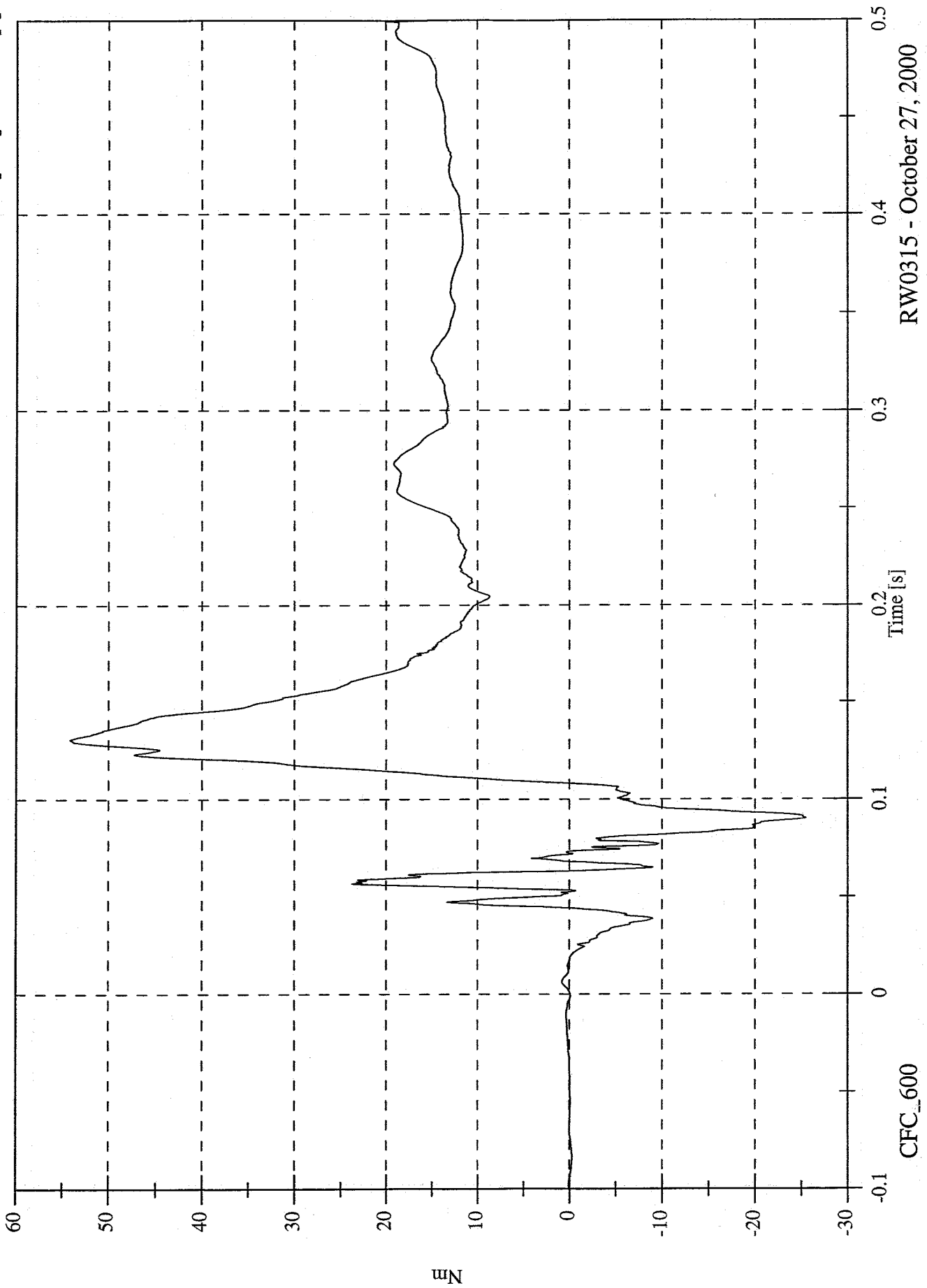
CFC\_600

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 54.1 [Nm] at 0.130 [s]  
Min: -25.4 [Nm] at 0.090 [s]

P1 Left Lower Tibia Mx



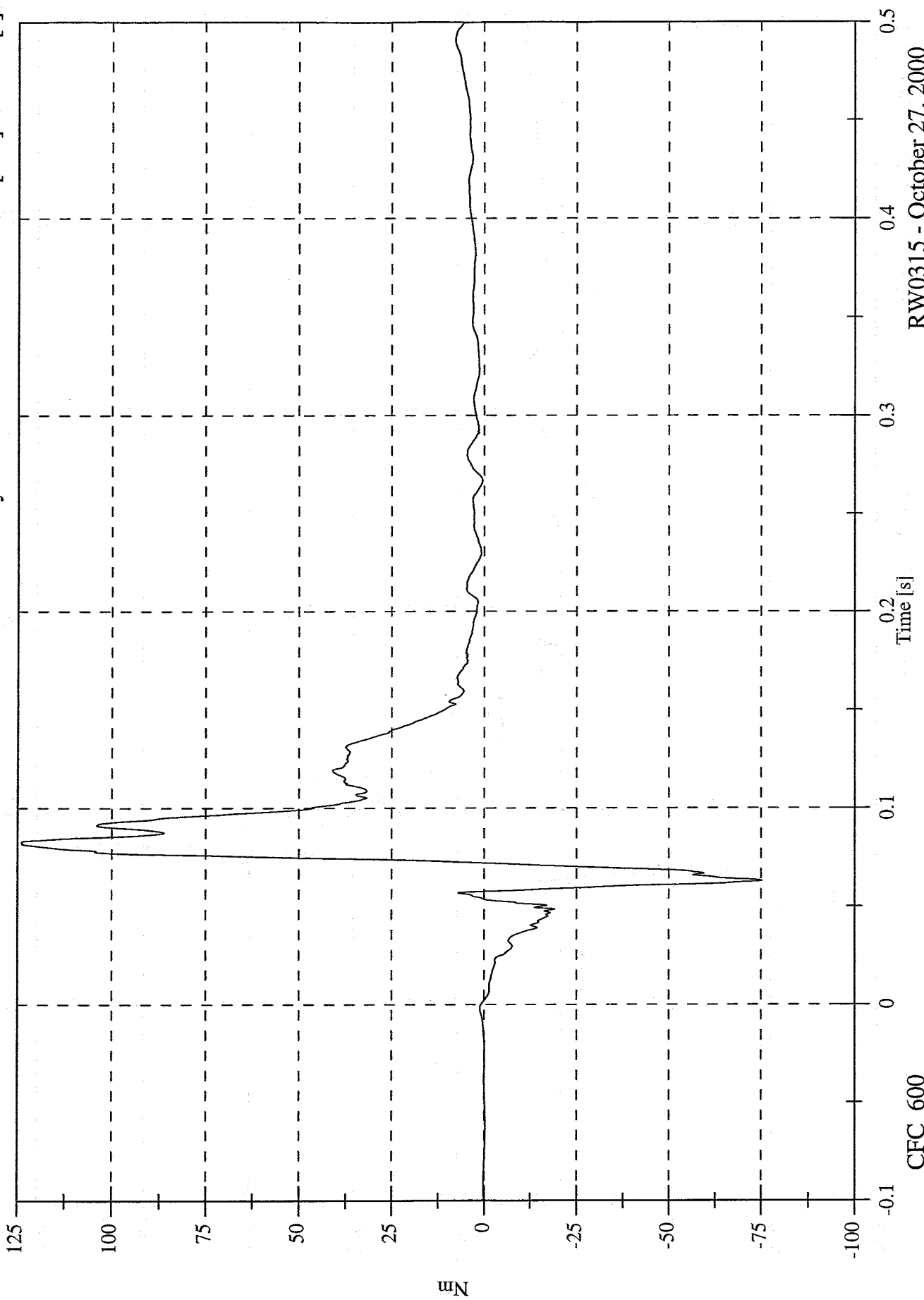
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 124.0 [Nm] at 0.083 [s]

Min: -75.2 [Nm] at 0.063 [s]

P1 Left Lower Tibia My



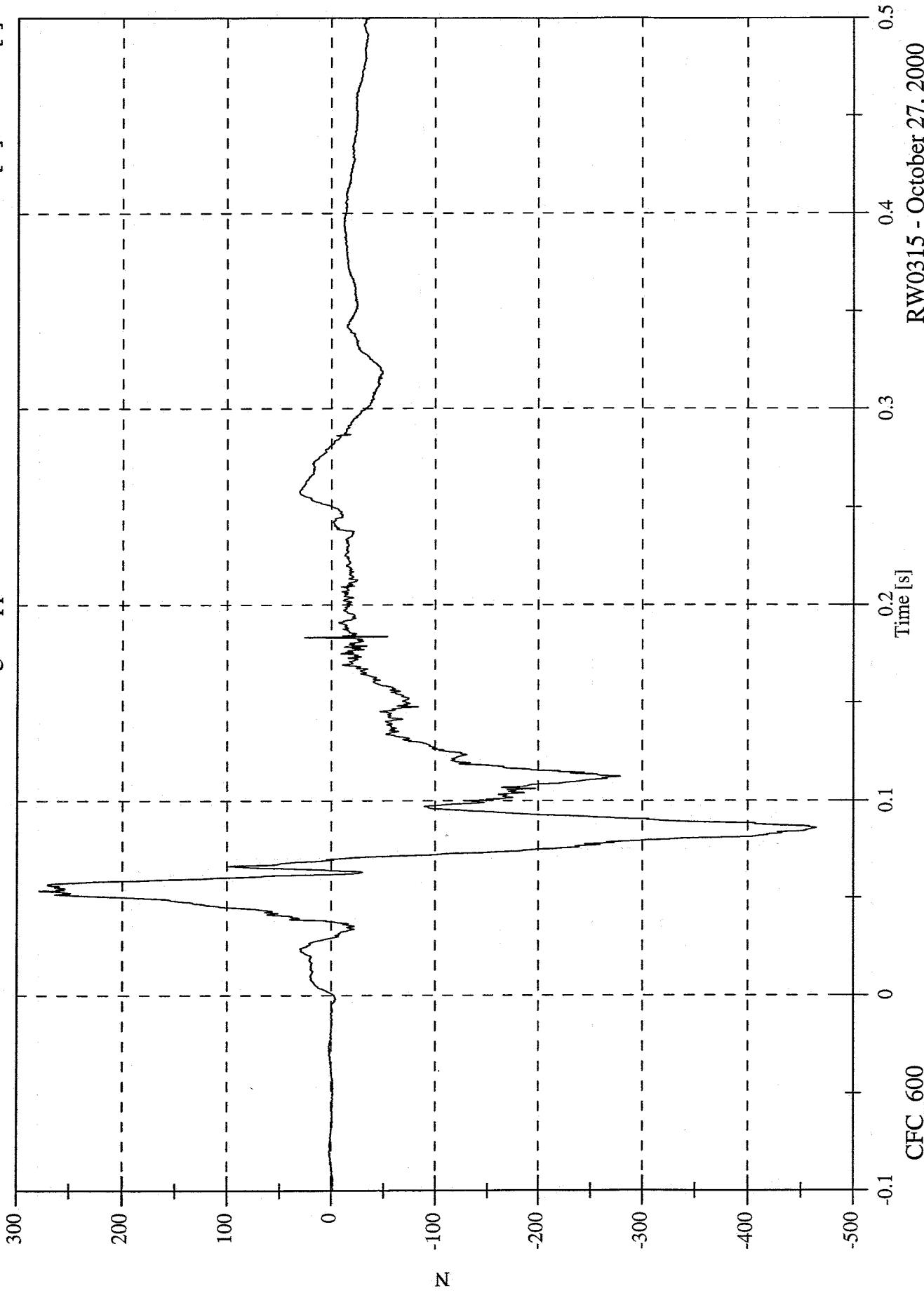
CFC\_600

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 279.0 [N] at 0.054 [s]  
Min: -464.9 [N] at 0.086 [s]

P1 Right Upper Tibia Fx

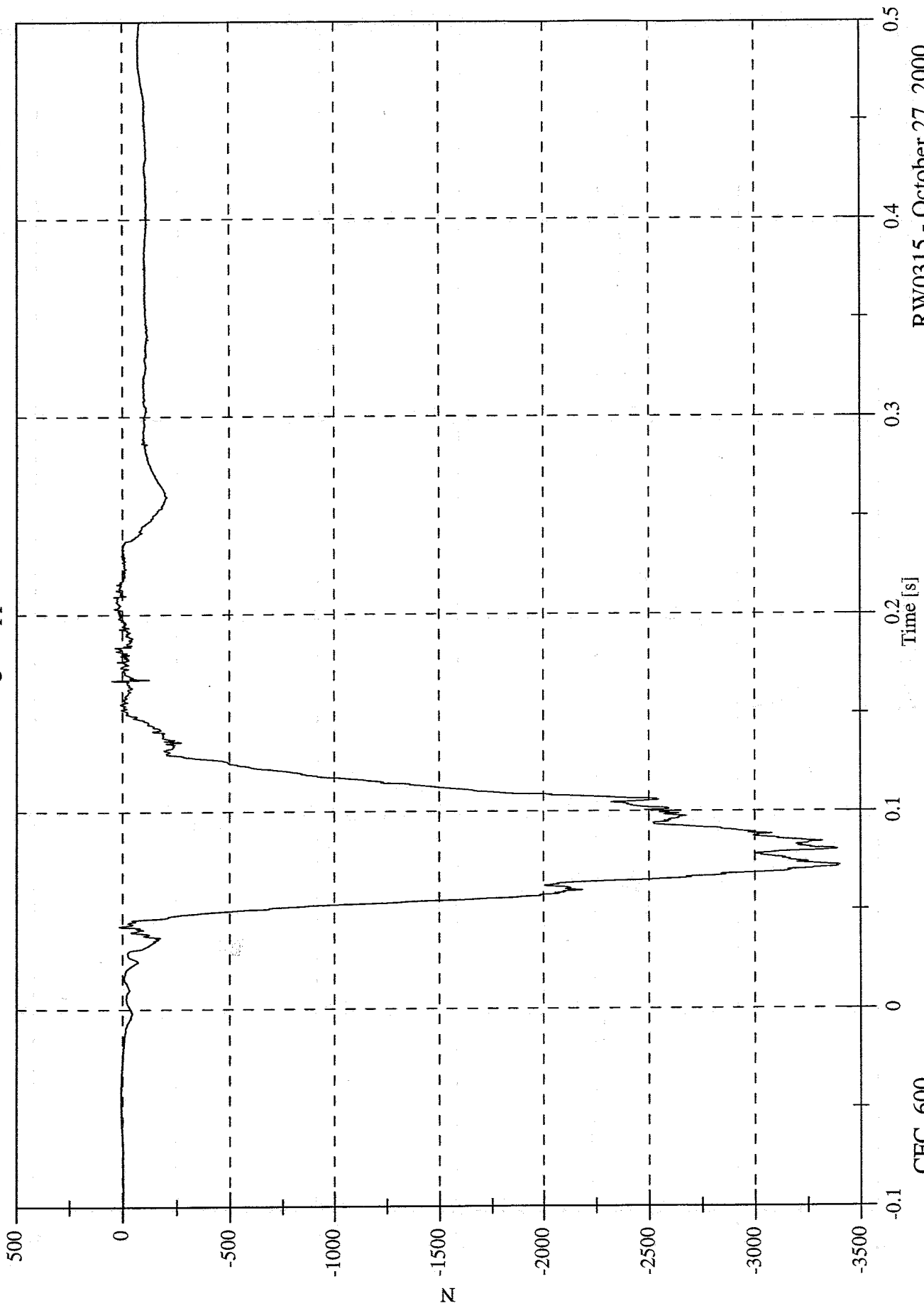


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 47.9 [N] at 0.167 [s]  
Min: -3400.9 [N] at 0.072 [s]

P1 Right Upper Tibia Fz



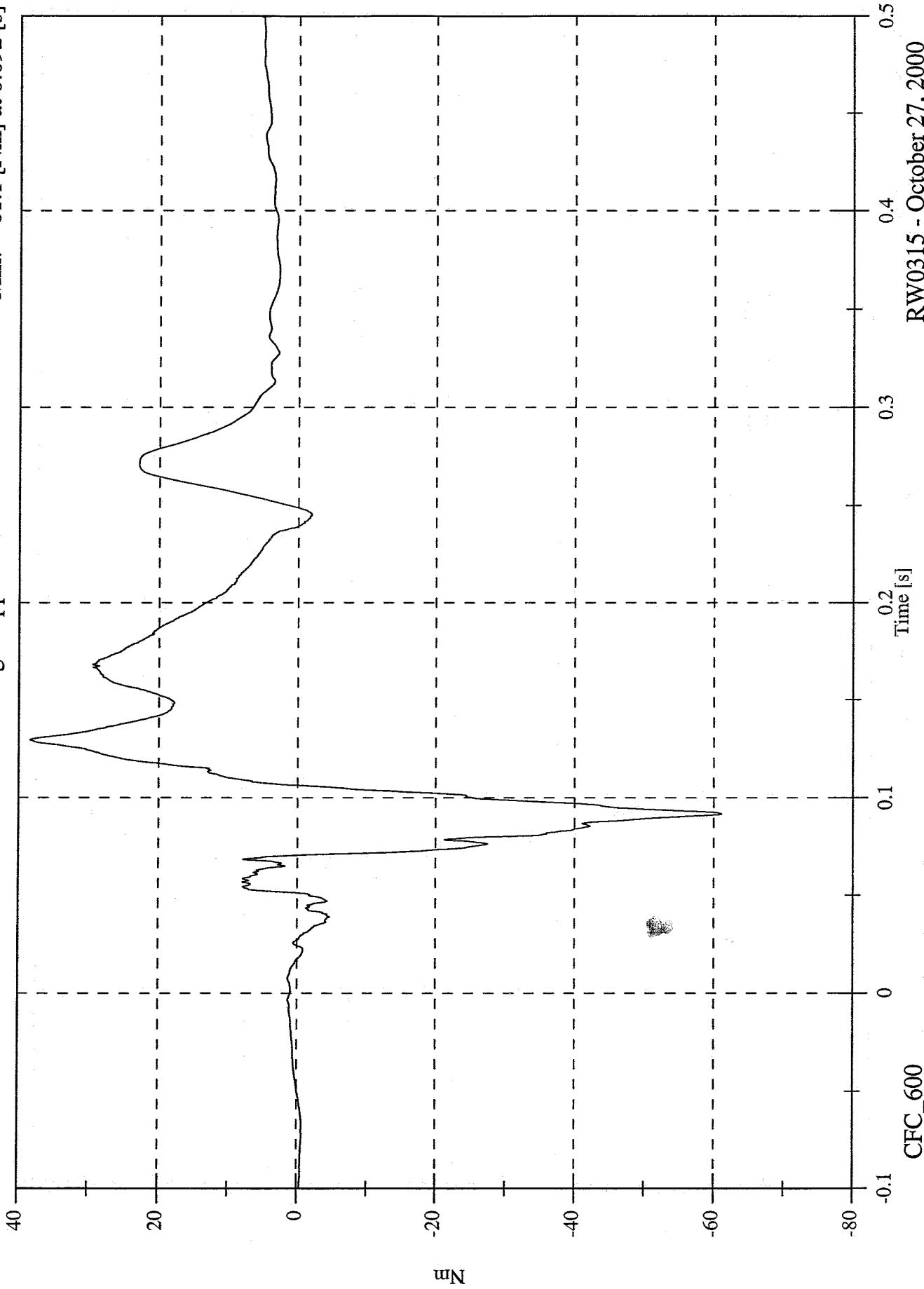
CFC\_600

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 38.3 [Nm] at 0.130 [s]  
Min: -61.1 [Nm] at 0.092 [s]

P1 Right Upper Tibia Mx



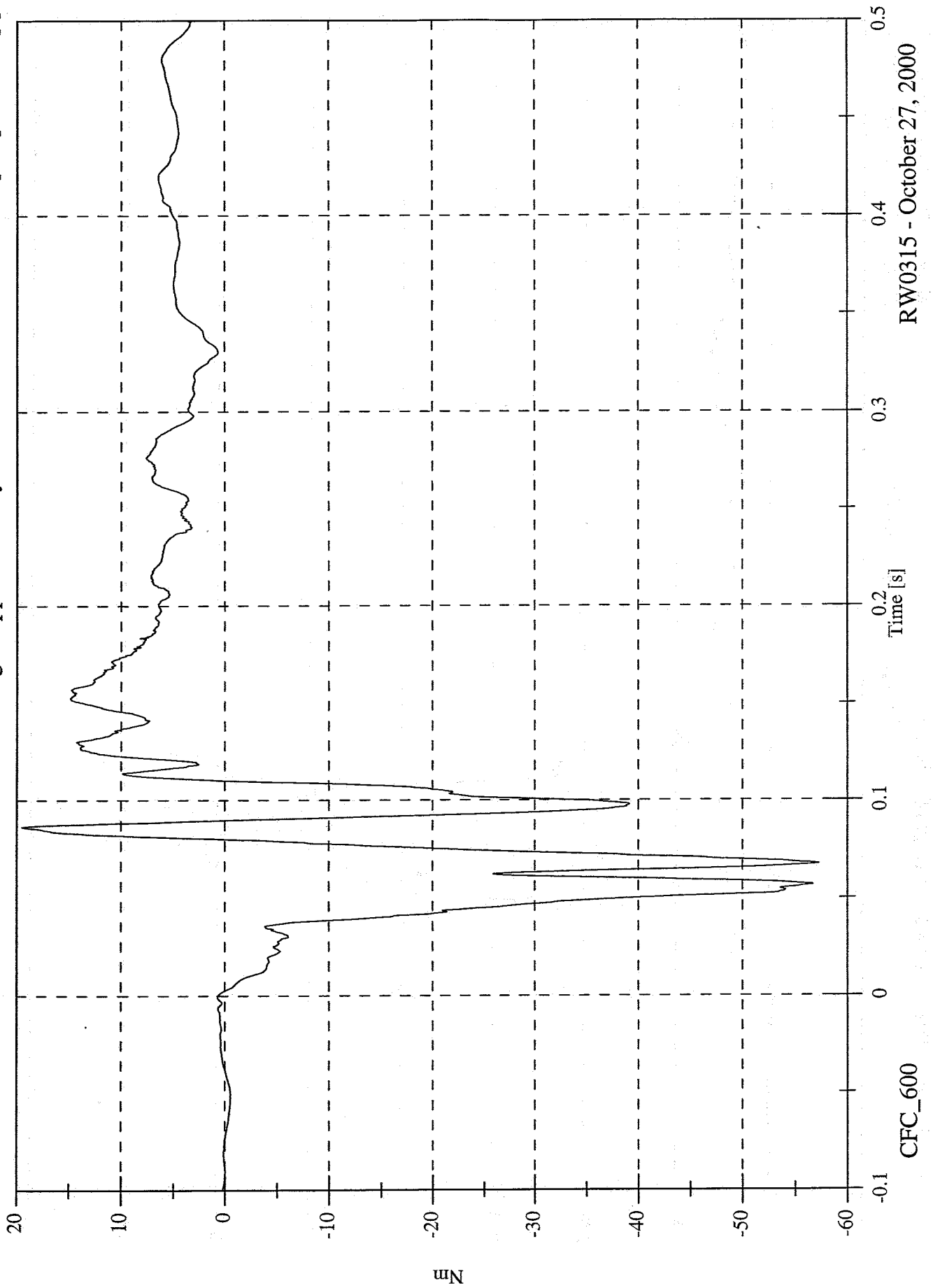
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 19.5 [Nm] at 0.086 [s]

P1 Right Upper Tibia My

Min: -57.2 [Nm] at 0.067 [s]



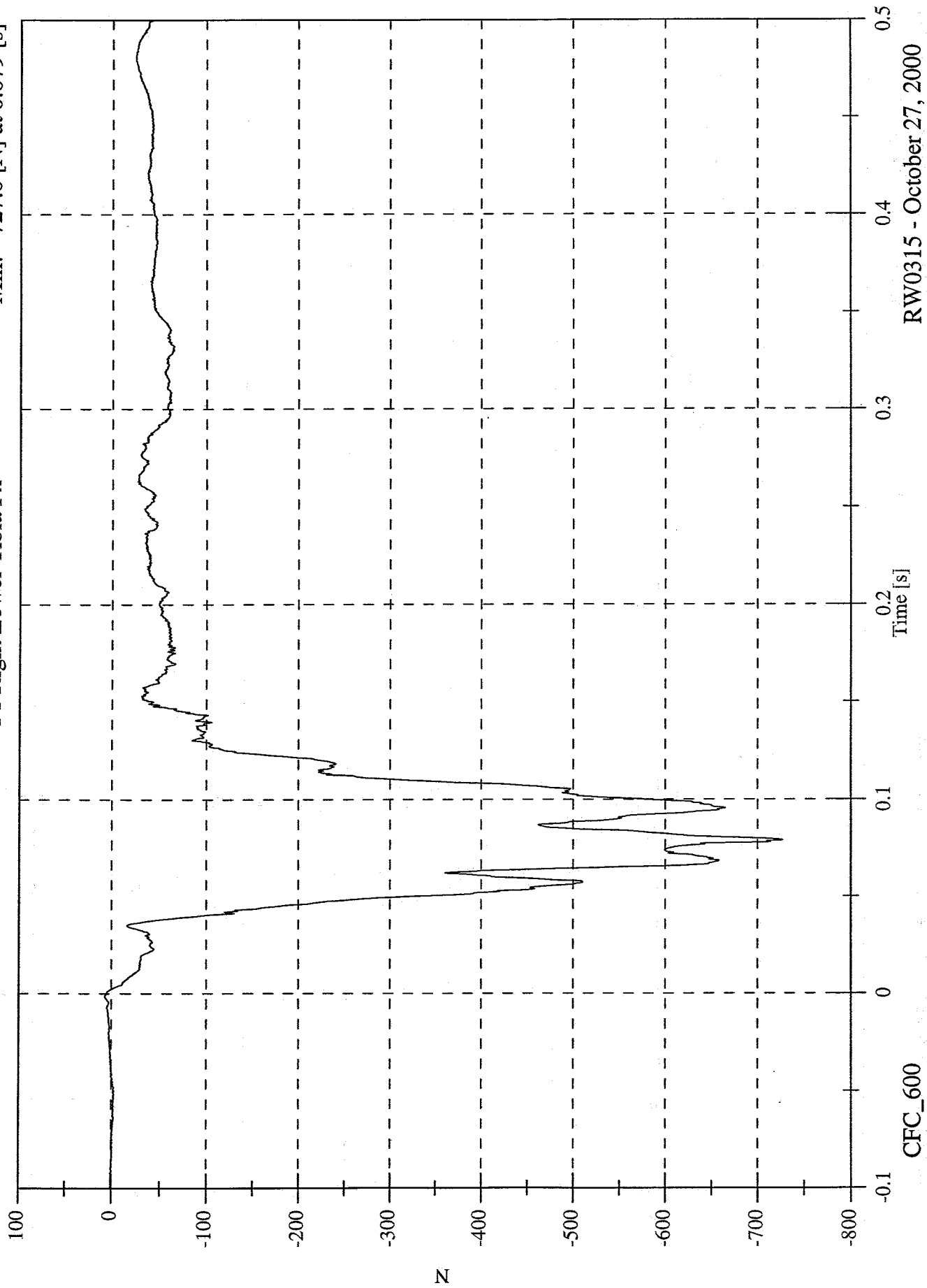
CFC\_600

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 7.3 [N] at -0.002 [s]  
Min: -727.0 [N] at 0.079 [s]

P1 Right Lower Tibia Fx



CFC\_600

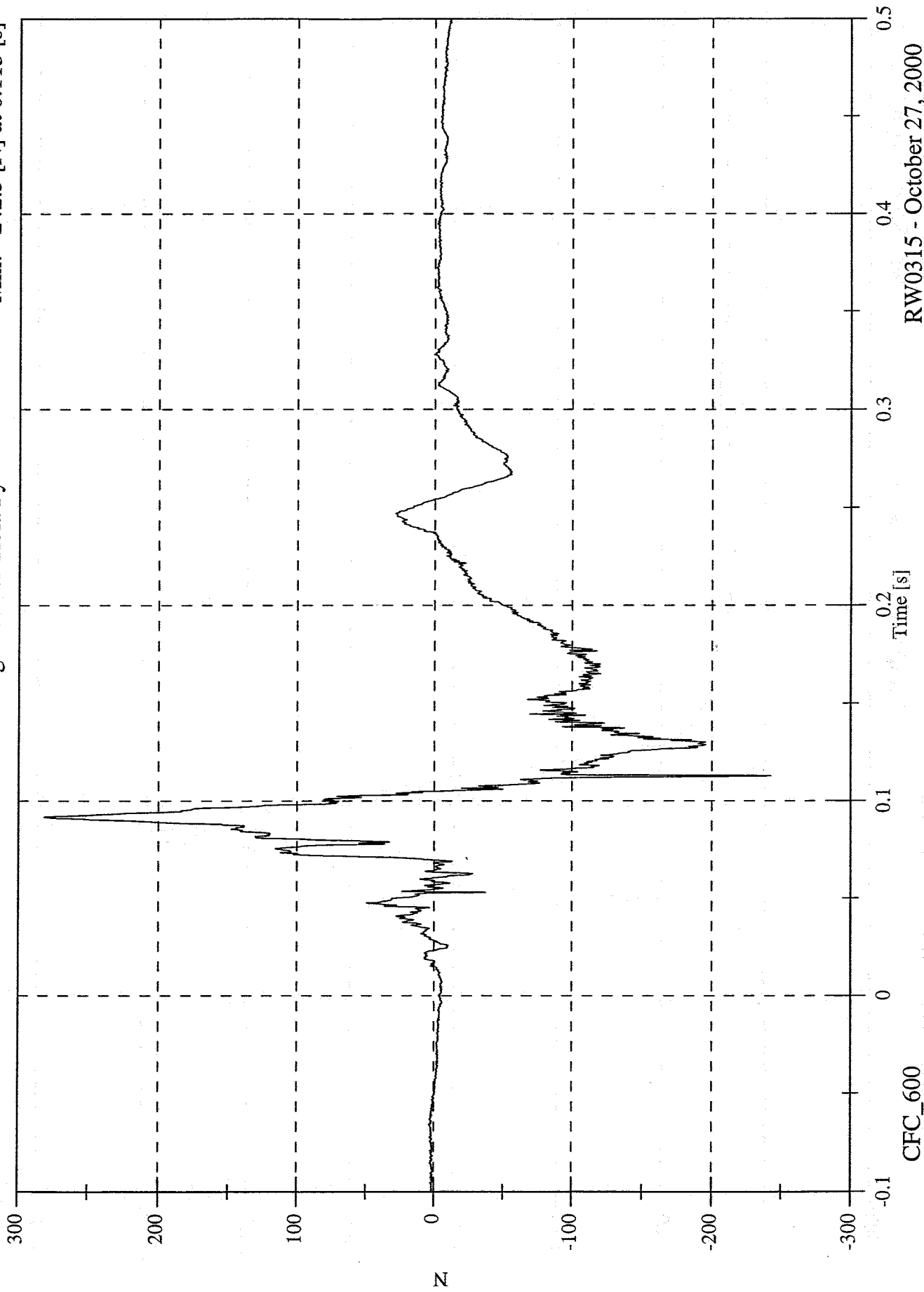
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 281.3 [N] at 0.092 [s]

Min: -242.5 [N] at 0.113 [s]

P1 Right Lower Tibia Fy



CFC\_600

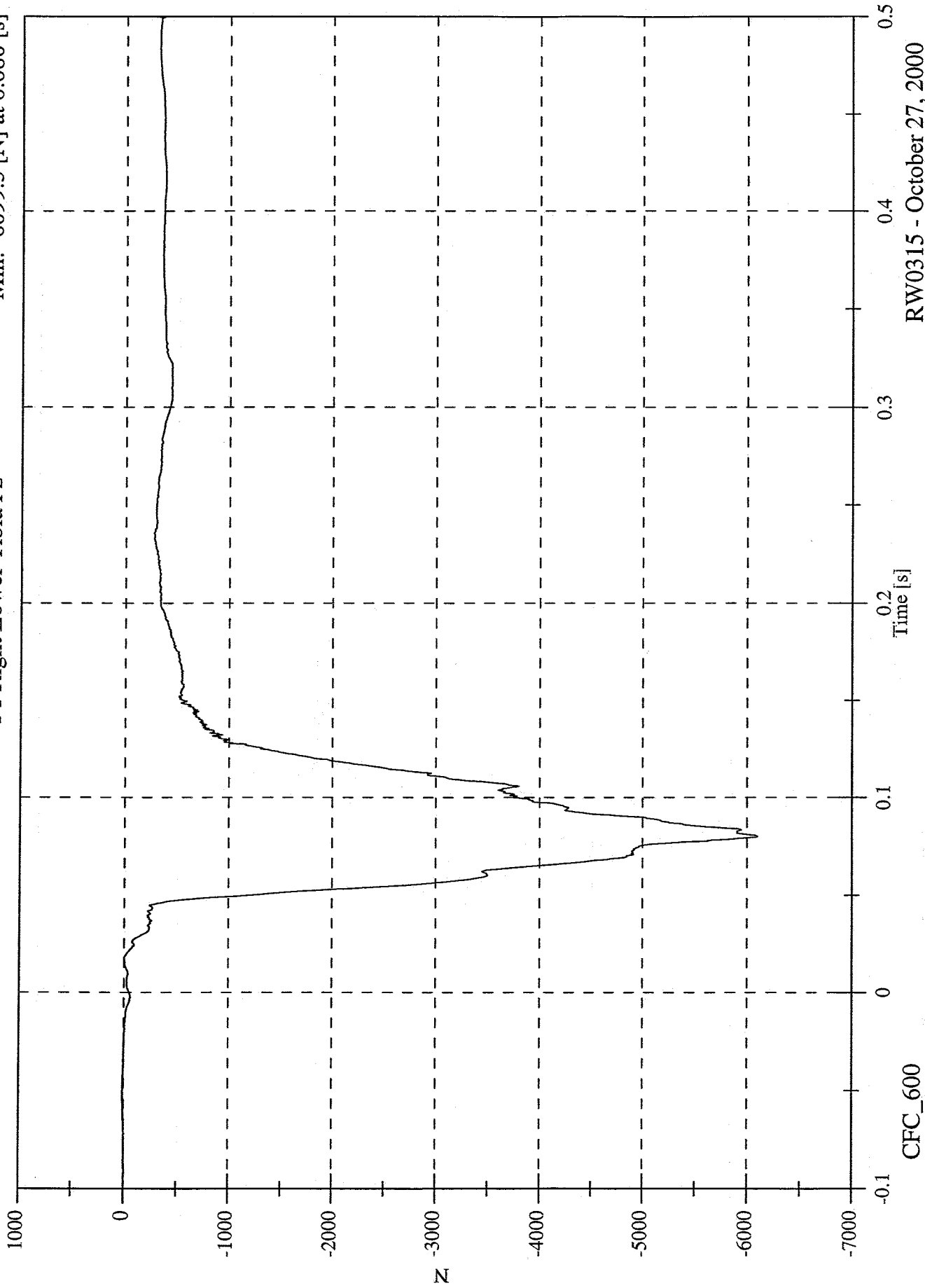
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Right Lower Tibia Fz

Max: 8.4 [N] at -0.051 [s]

Min: -6099.3 [N] at 0.080 [s]



RW0315 - October 27, 2000

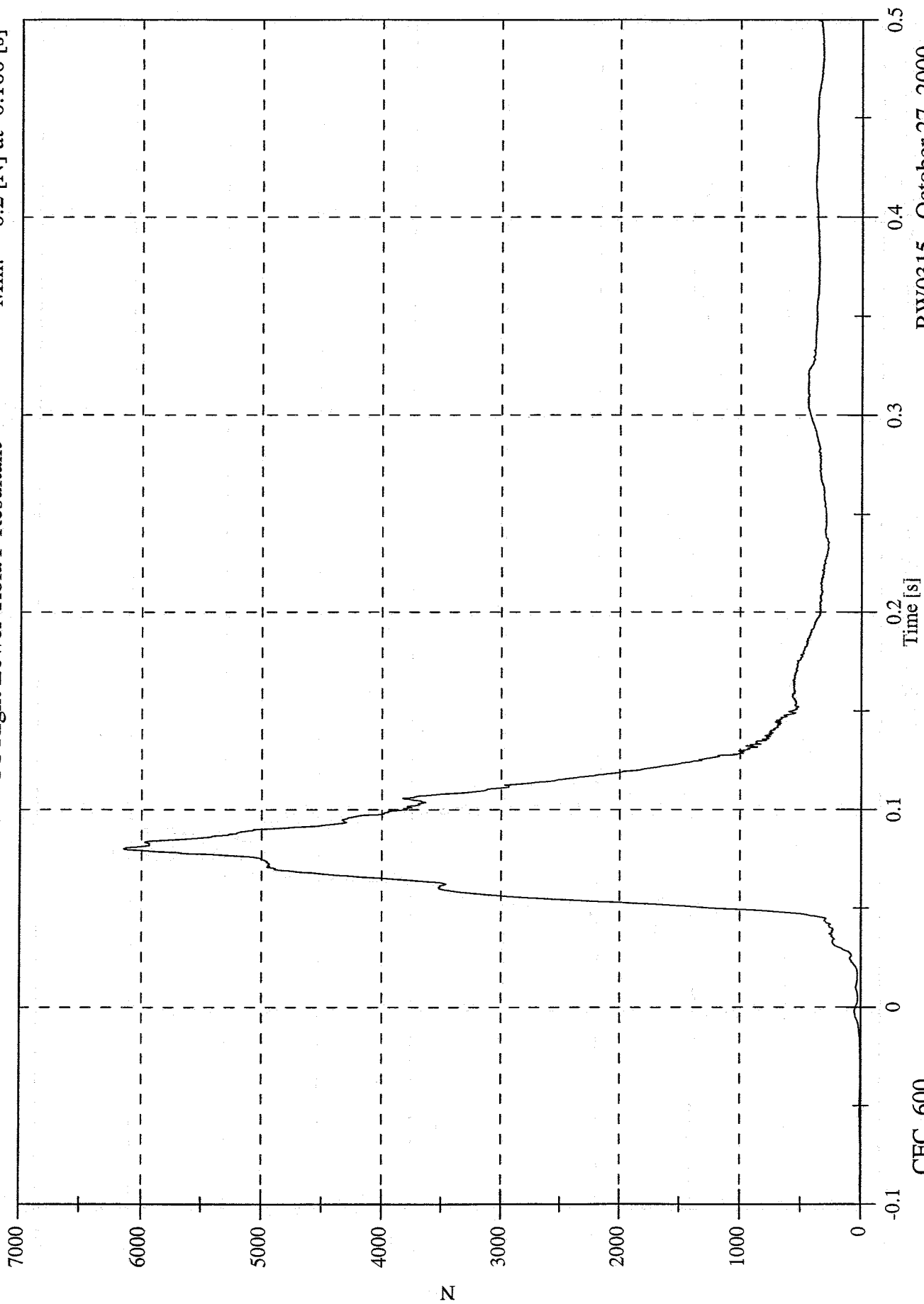
CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 6139.6 [N] at 0.080 [s]

Min: 0.2 [N] at -0.100 [s]

P1 Right Lower Tibia F Resultant



RW0315 - October 27, 2000

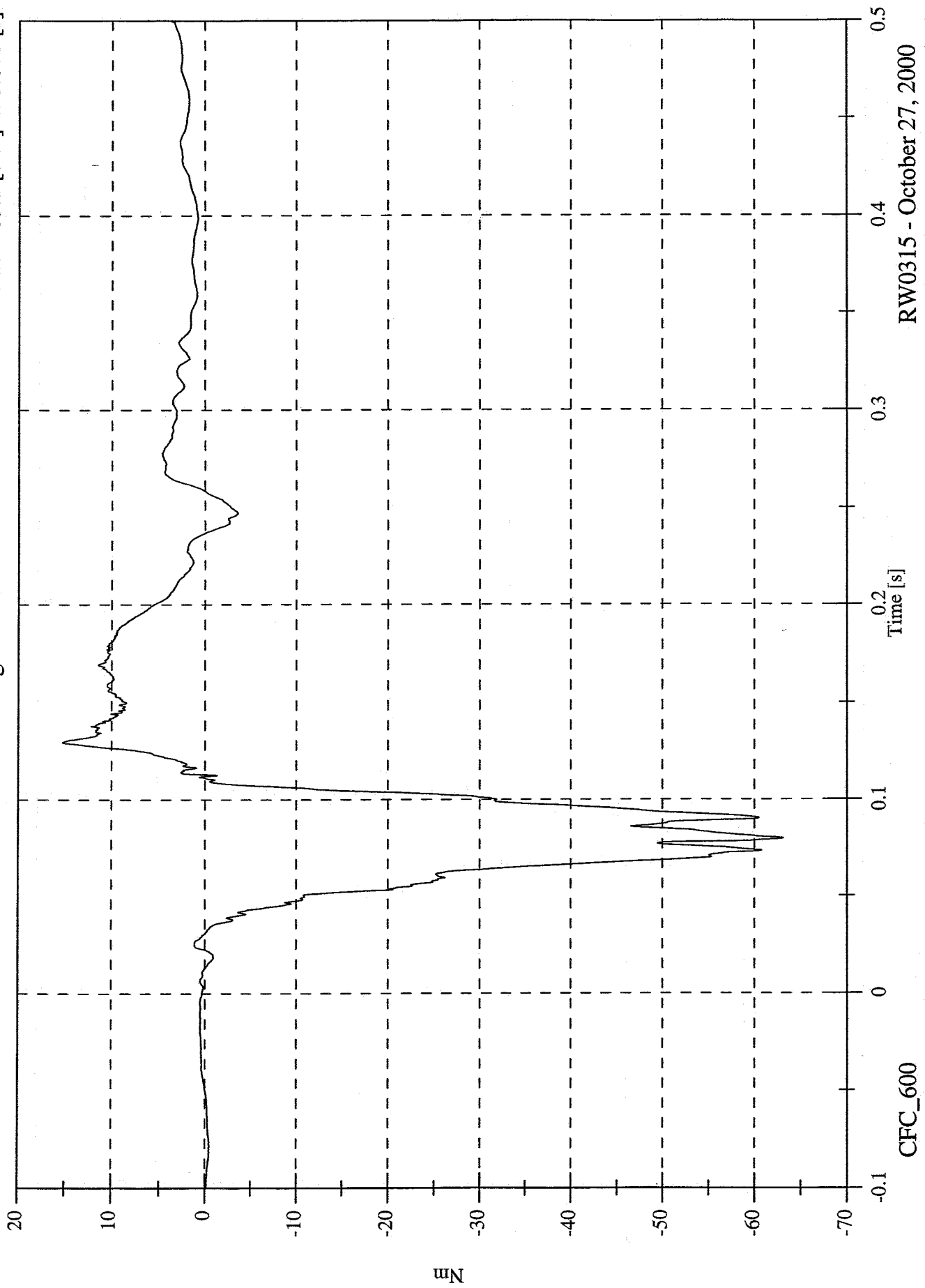
CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 15.2 [Nm] at 0.130 [s]

Min: -63.1 [Nm] at 0.080 [s]

P1 Right Lower Tibia Mx



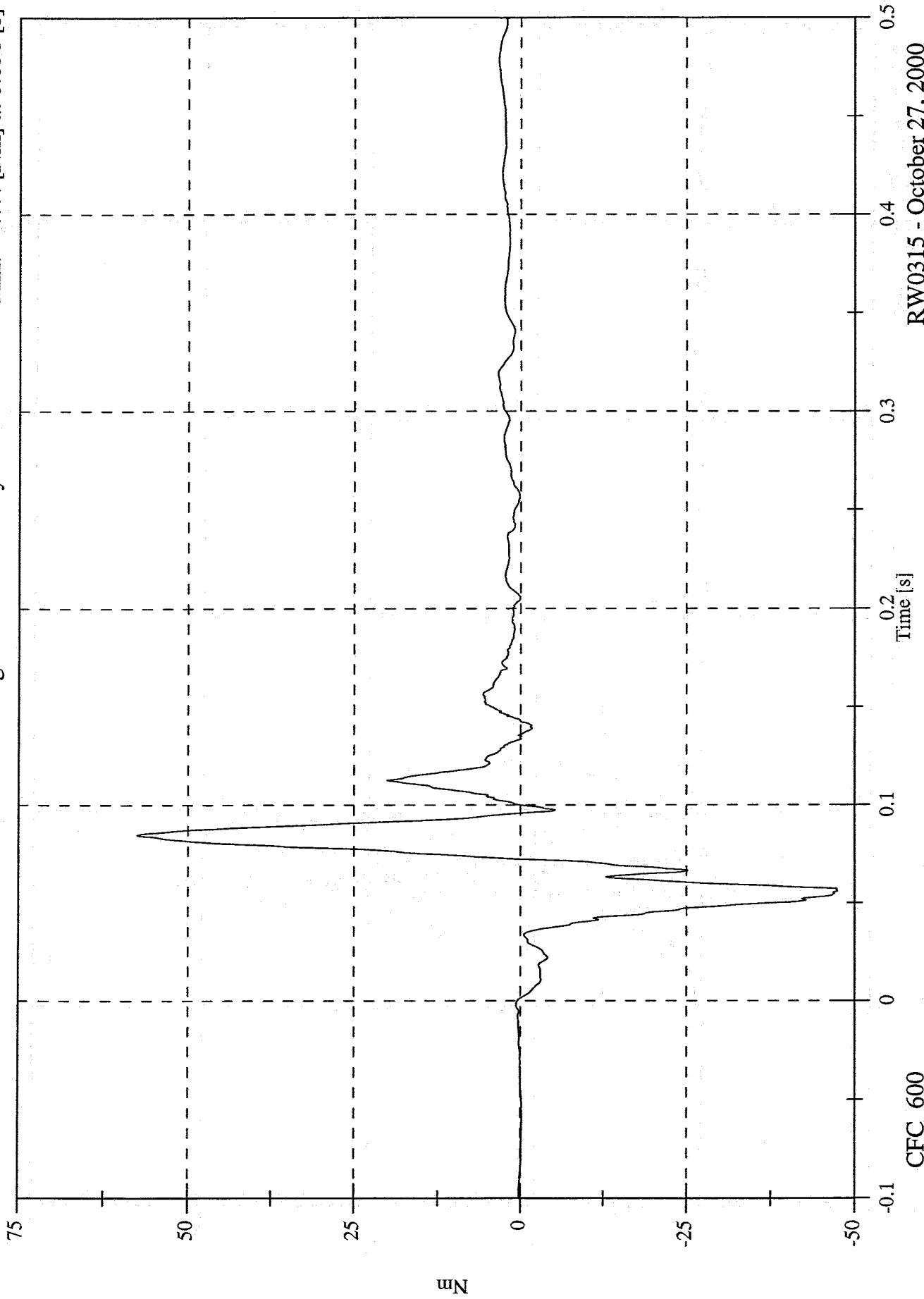
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Right Lower Tibia My

Max: 57.6 [Nm] at 0.085 [s]

Min: -47.4 [Nm] at 0.056 [s]



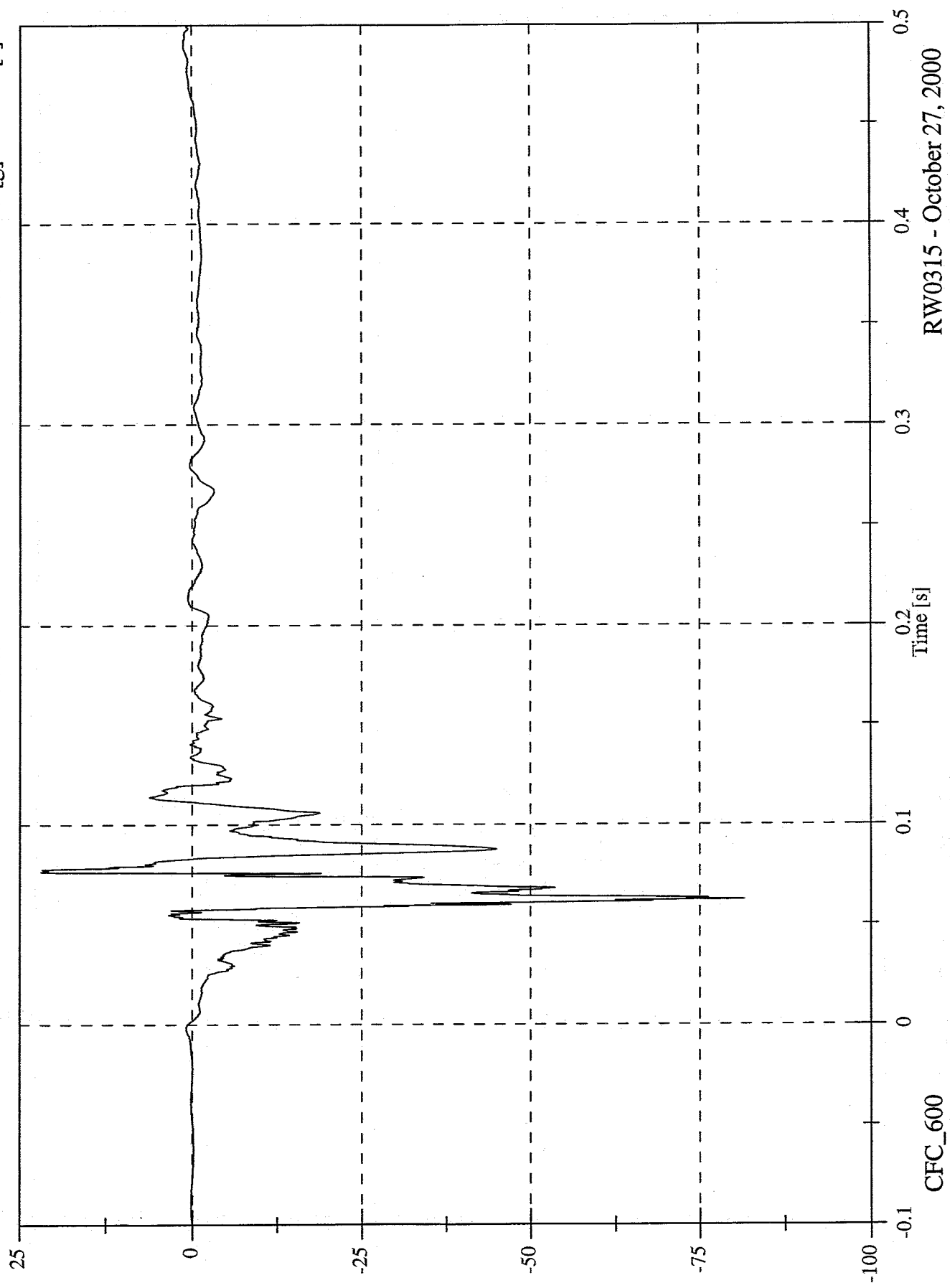
CFC\_600

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 21.9 [g] at 0.077 [s]  
Min: -81.5 [g] at 0.062 [s]

P1 Left Tibia Ax

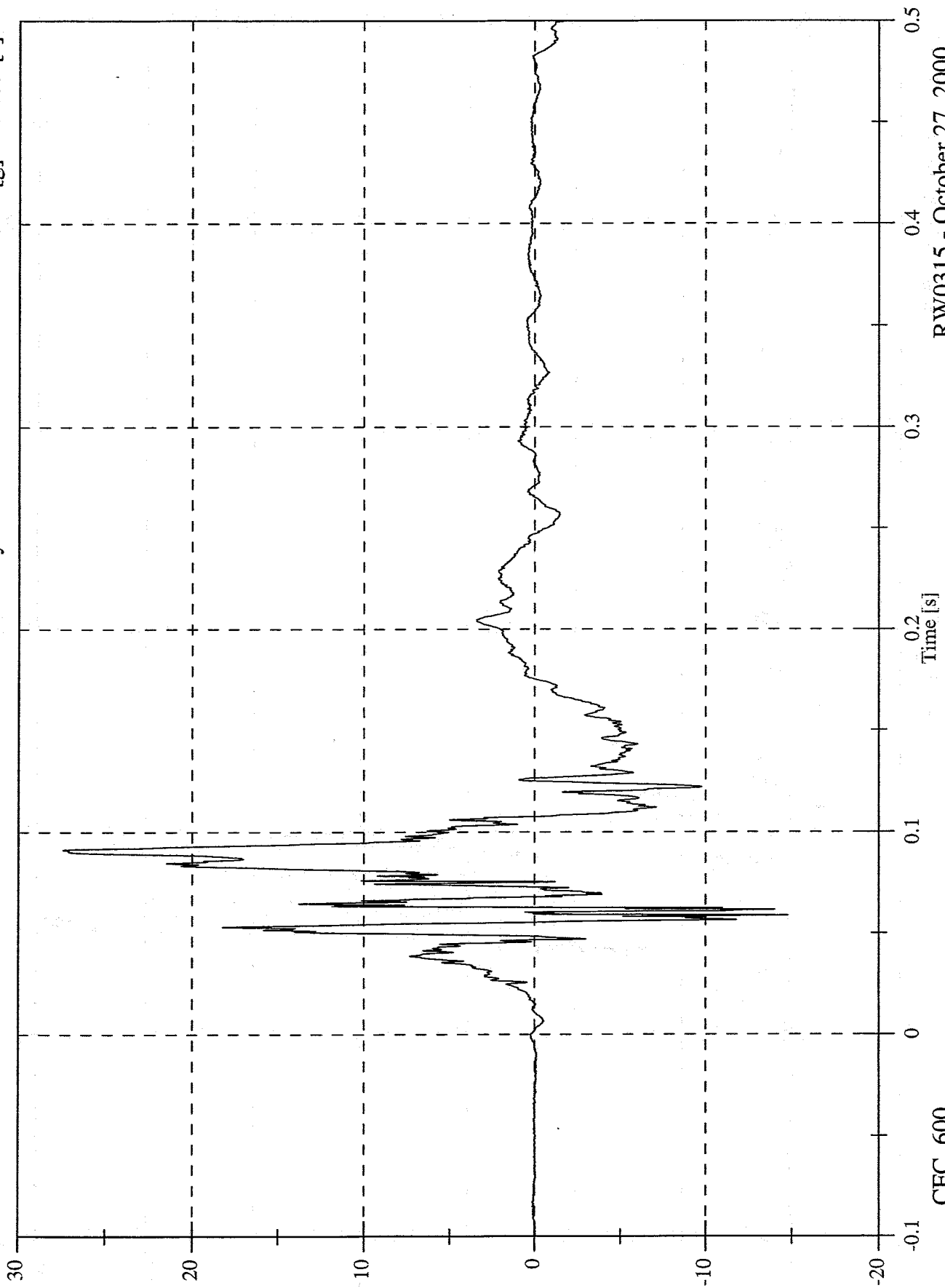


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 27.4 [g] at 0.091 [s]  
Min: -14.8 [g] at 0.059 [s]

P1 Left Tibia Ay

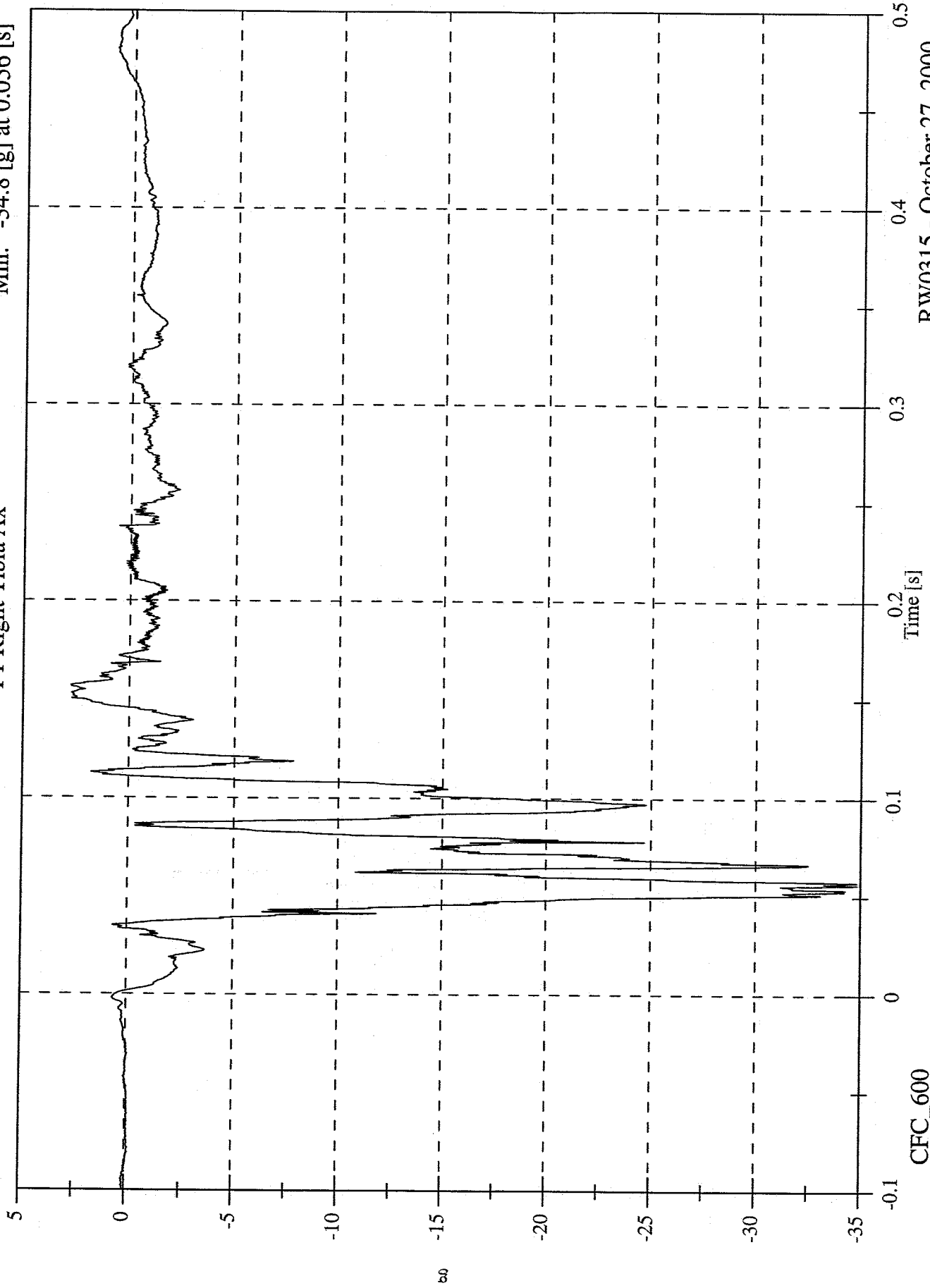


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2.7 [g] at 0.157 [s]  
Min: -34.8 [g] at 0.056 [s]

P1 Right Tibia Ax



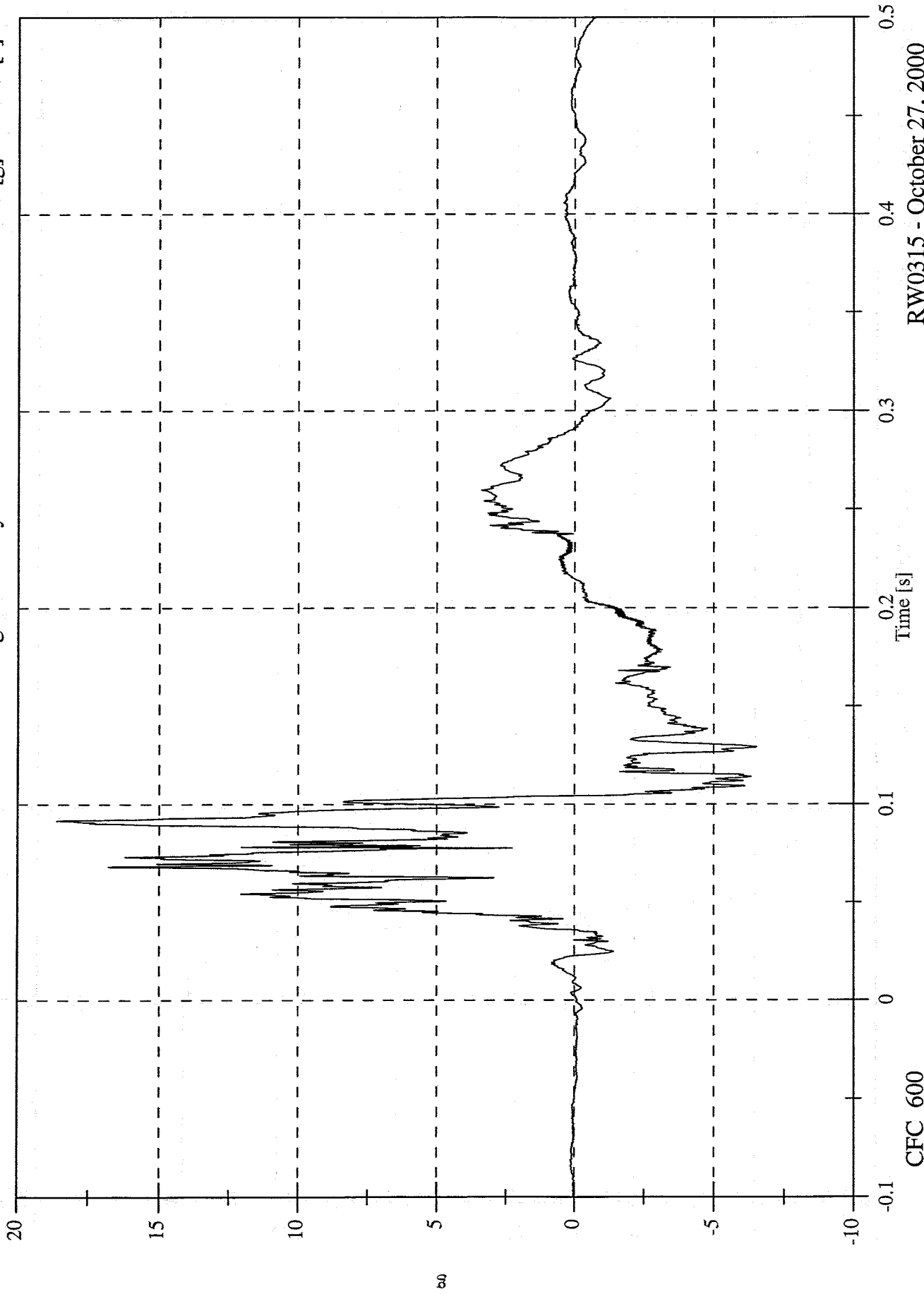
CFC\_600

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 18.6 [g] at 0.092 [s]  
Min: -6.5 [g] at 0.129 [s]

P1 Right Tibia Ay



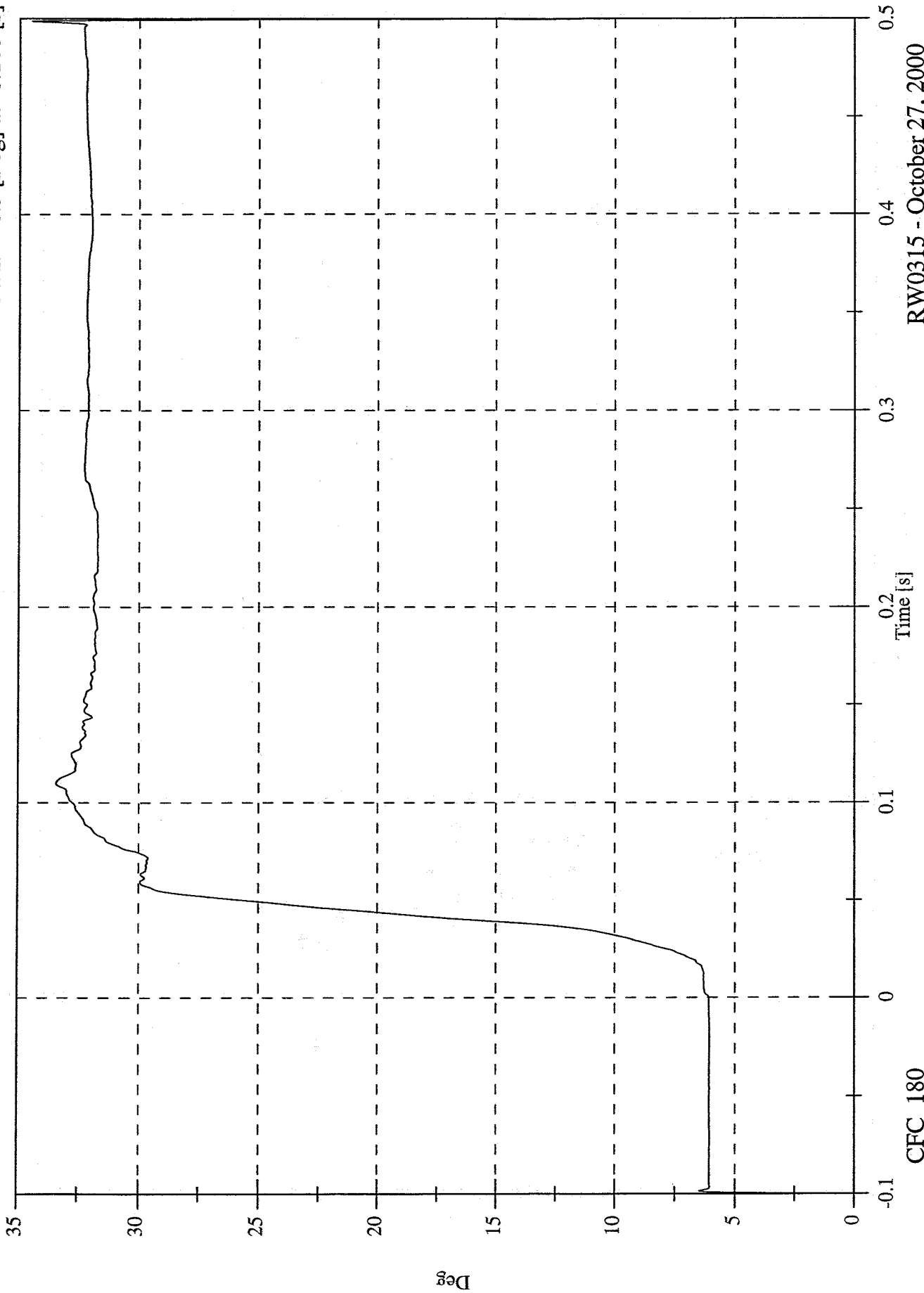
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 34.5 [Deg] at 0.499 [s]

Min: 0.3 [Deg] at -0.100 [s]

P1 Left Ankle Rotation x



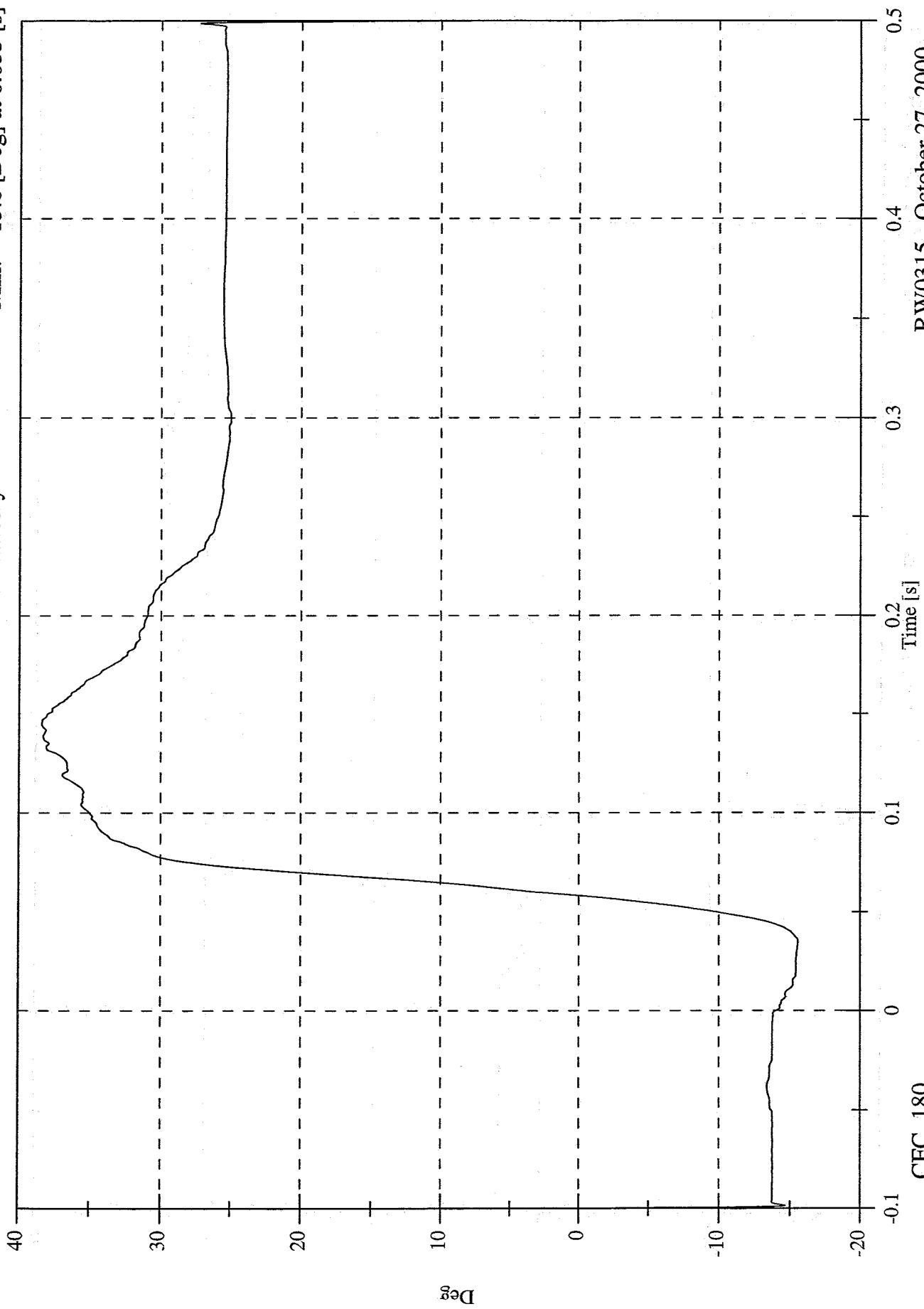
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 38.4 [Deg] at 0.145 [s]

Min: -15.6 [Deg] at 0.035 [s]

P1 Left Ankle Rotation y

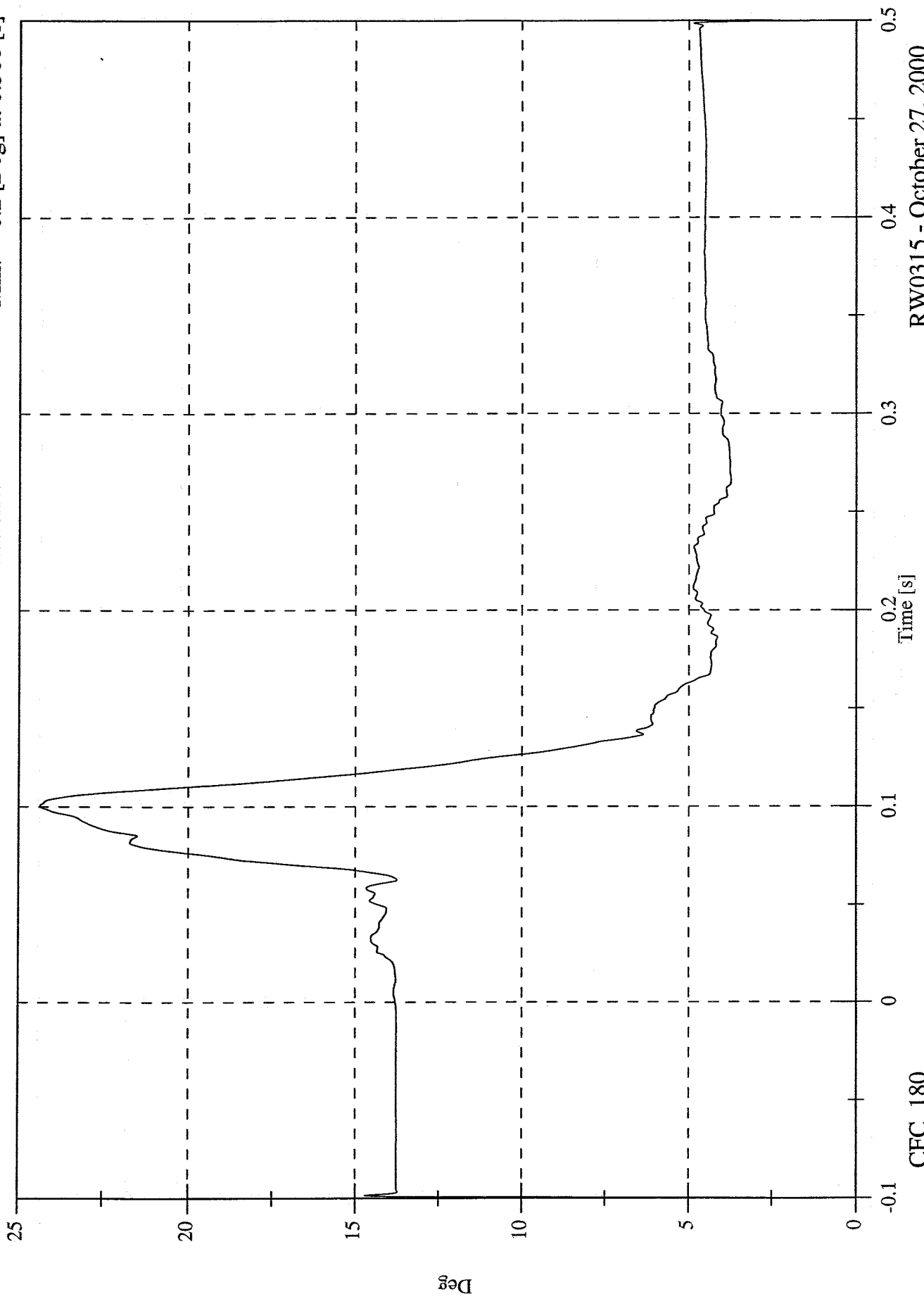


CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon  
P1 Left Ankle Rotation z

Max: 24.4 [Deg] at 0.100 [s]  
Min: 0.2 [Deg] at 0.500 [s]

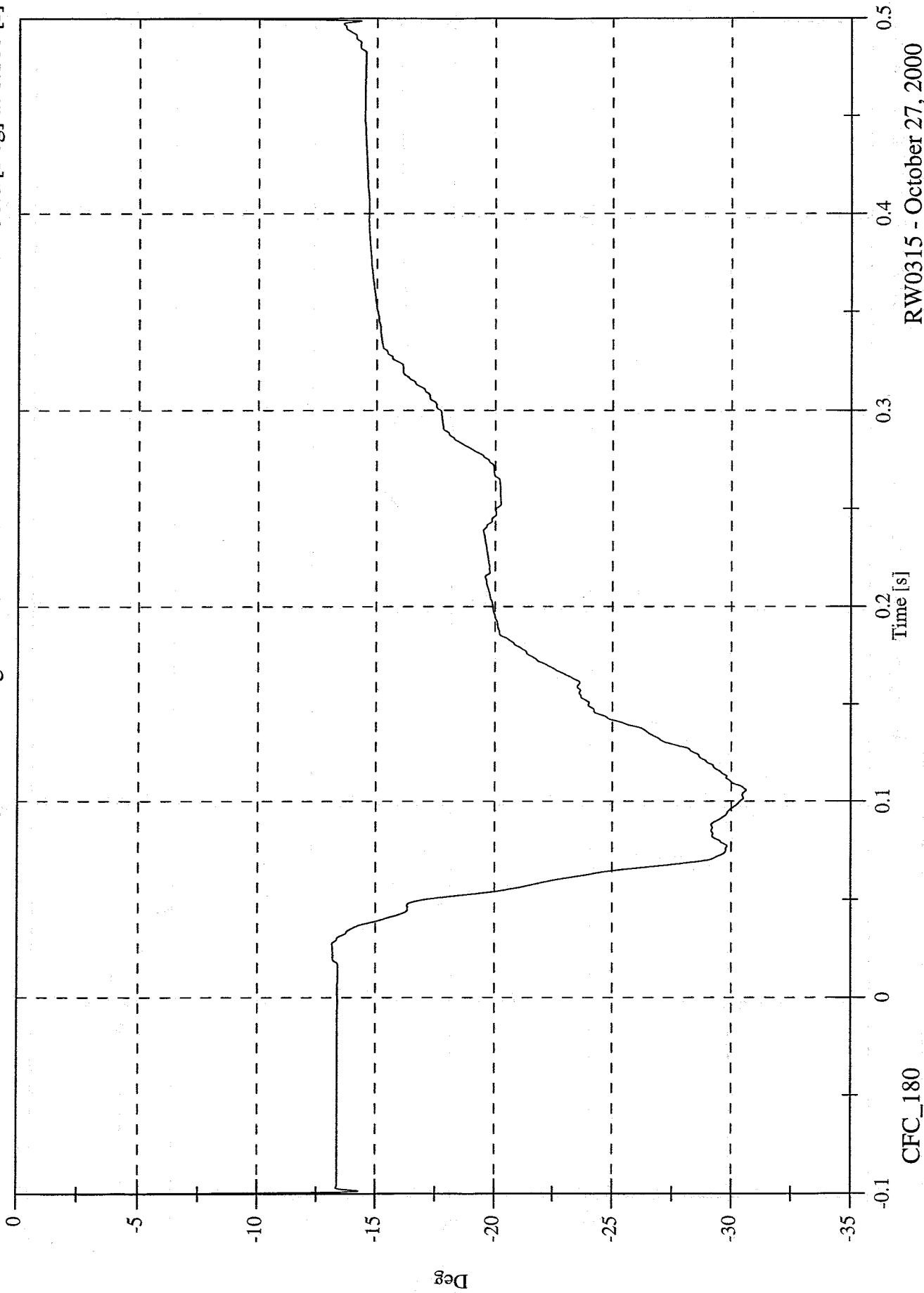


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: -0.6 [Deg] at 0.500 [s]  
Min: -30.6 [Deg] at 0.106 [s]

P1 Right Ankle Rotation x



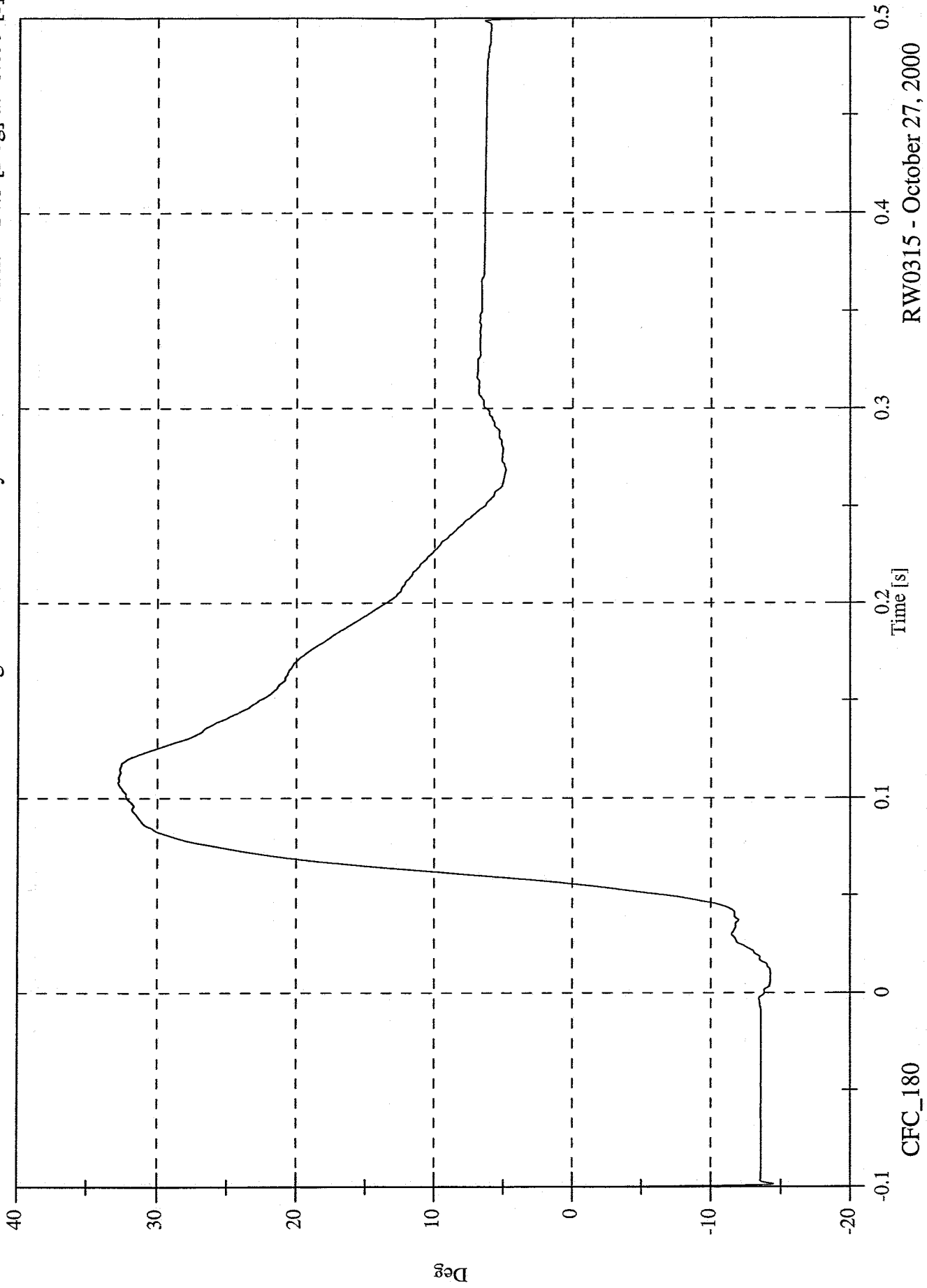
CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 32.8 [Deg] at 0.108 [s]  
Min: -14.5 [Deg] at -0.099 [s]

P1 Right Ankle Rotation y

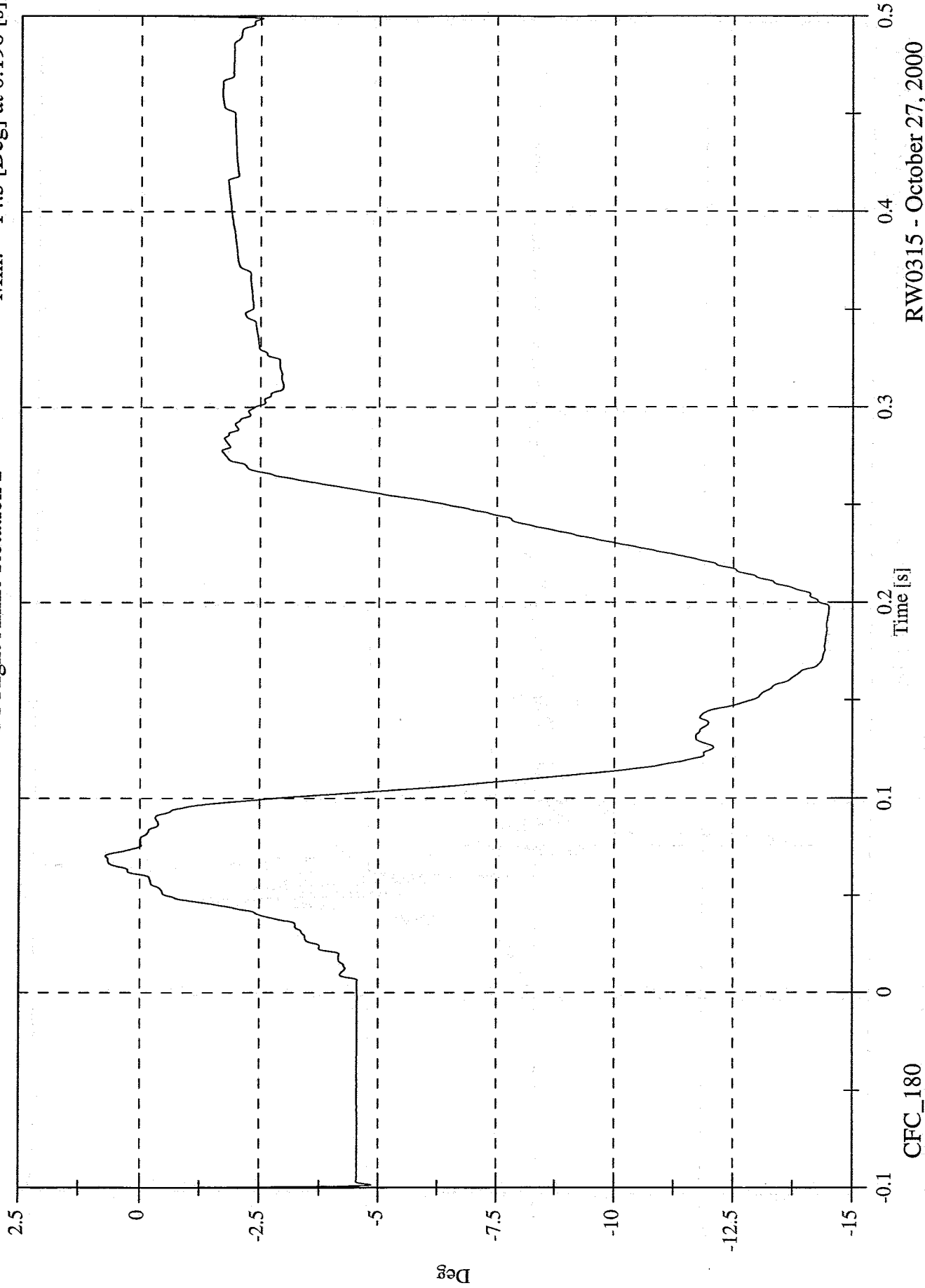


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 0.7 [Deg] at 0.070 [s]  
Min: -14.5 [Deg] at 0.198 [s]

P1 Right Ankle Rotation z

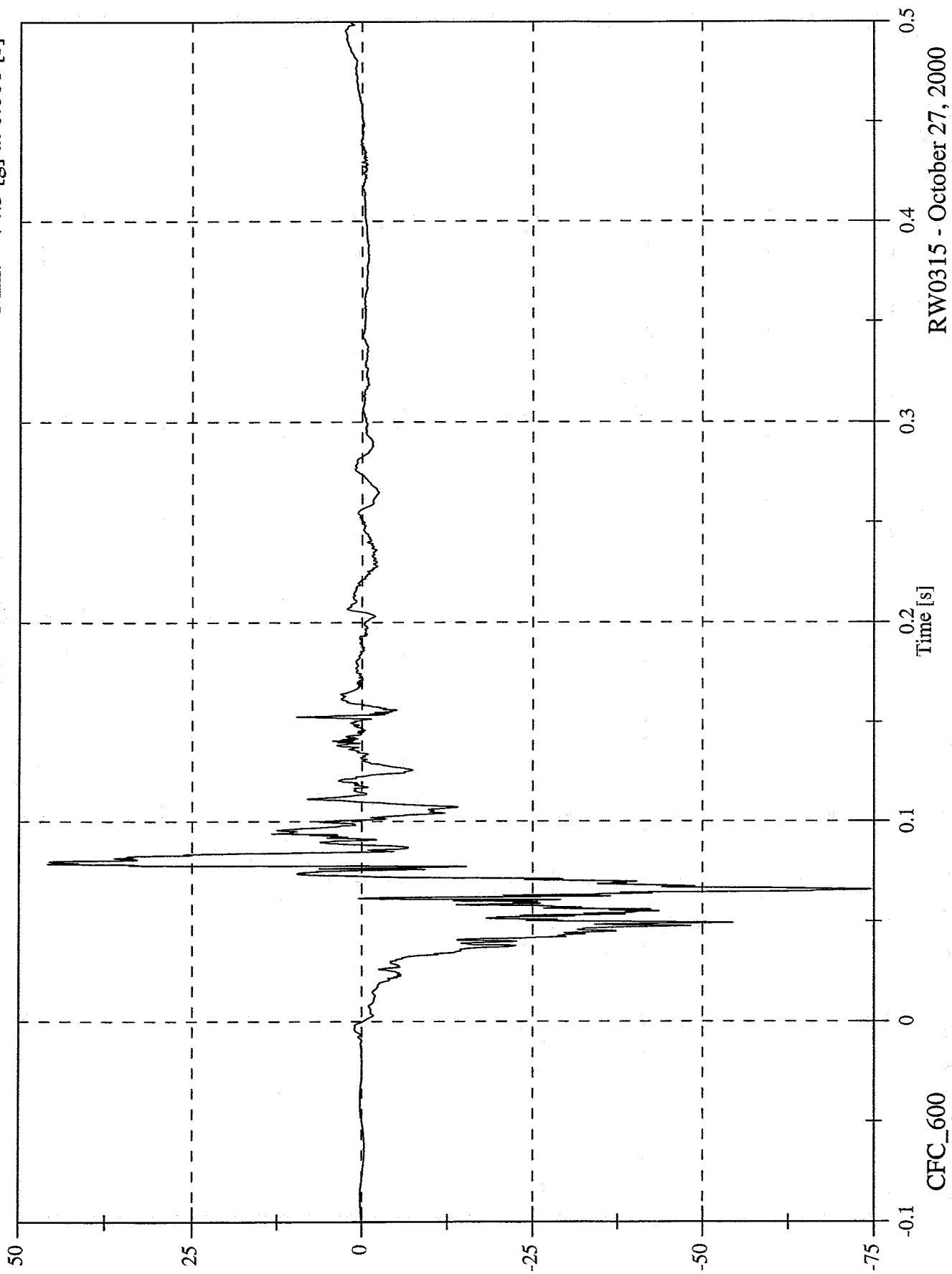


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 45.7 [g] at 0.079 [s]  
Min: -74.5 [g] at 0.066 [s]

P1 Left Foot Ax

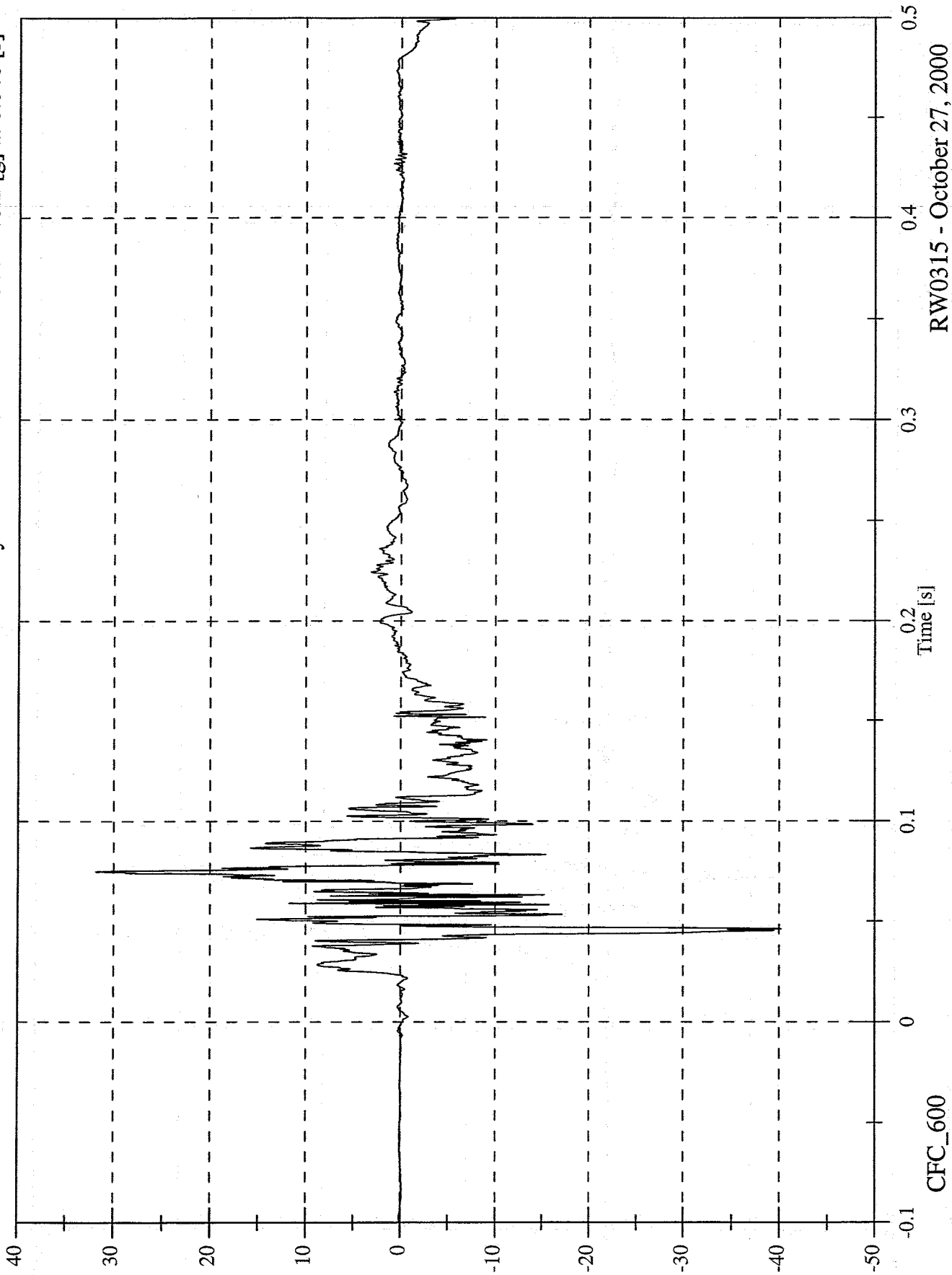


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 31.9 [g] at 0.075 [s]  
Min: -40.2 [g] at 0.046 [s]

P1 Left Foot Ay

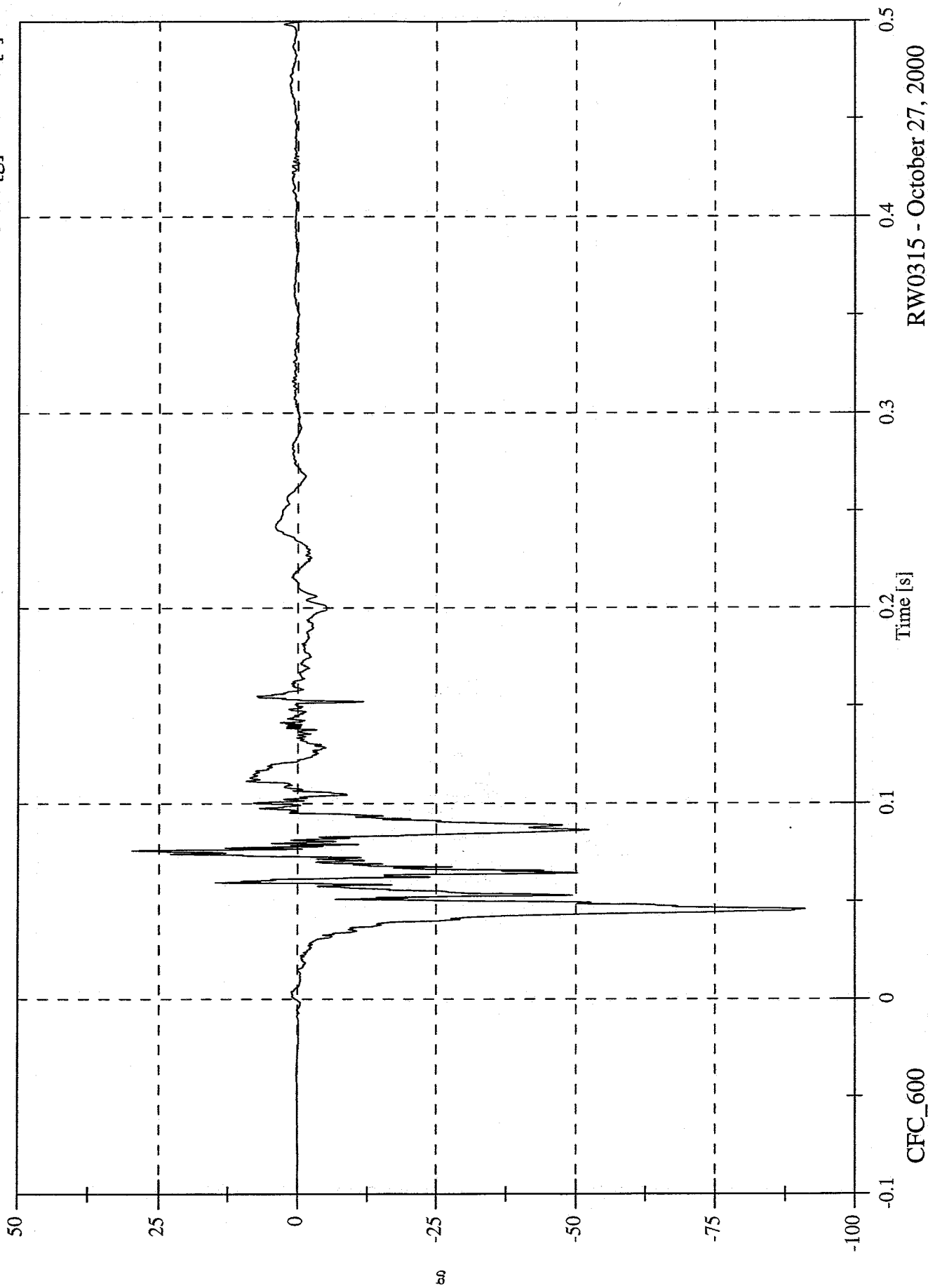


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 29.8 [g] at 0.076 [s]  
Min: -91.1 [g] at 0.046 [s]

P1 Left Foot Az

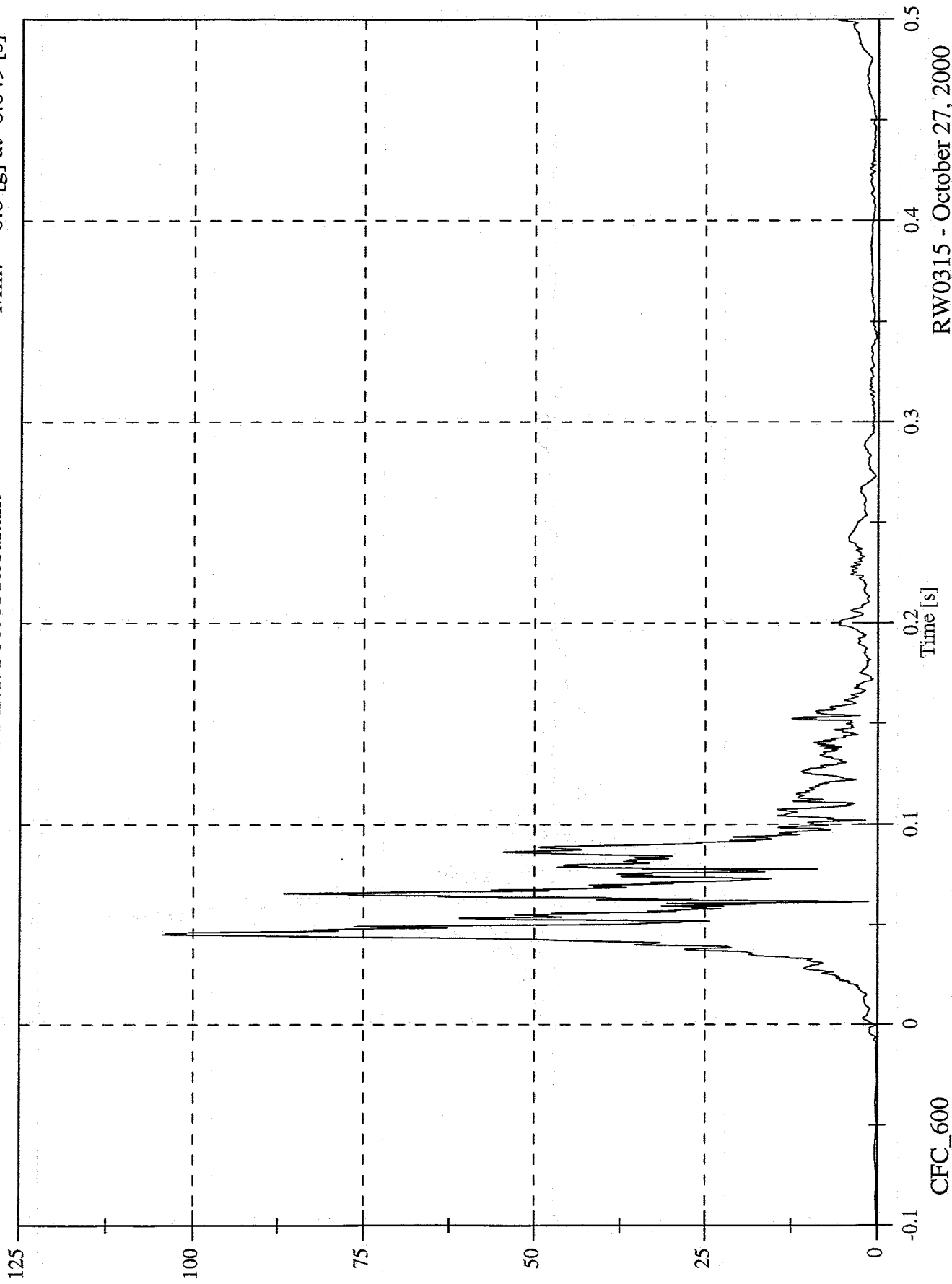


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 104.4 [g] at 0.045 [s]  
Min: 0.0 [g] at -0.049 [s]

P1 Left Foot A Resultant

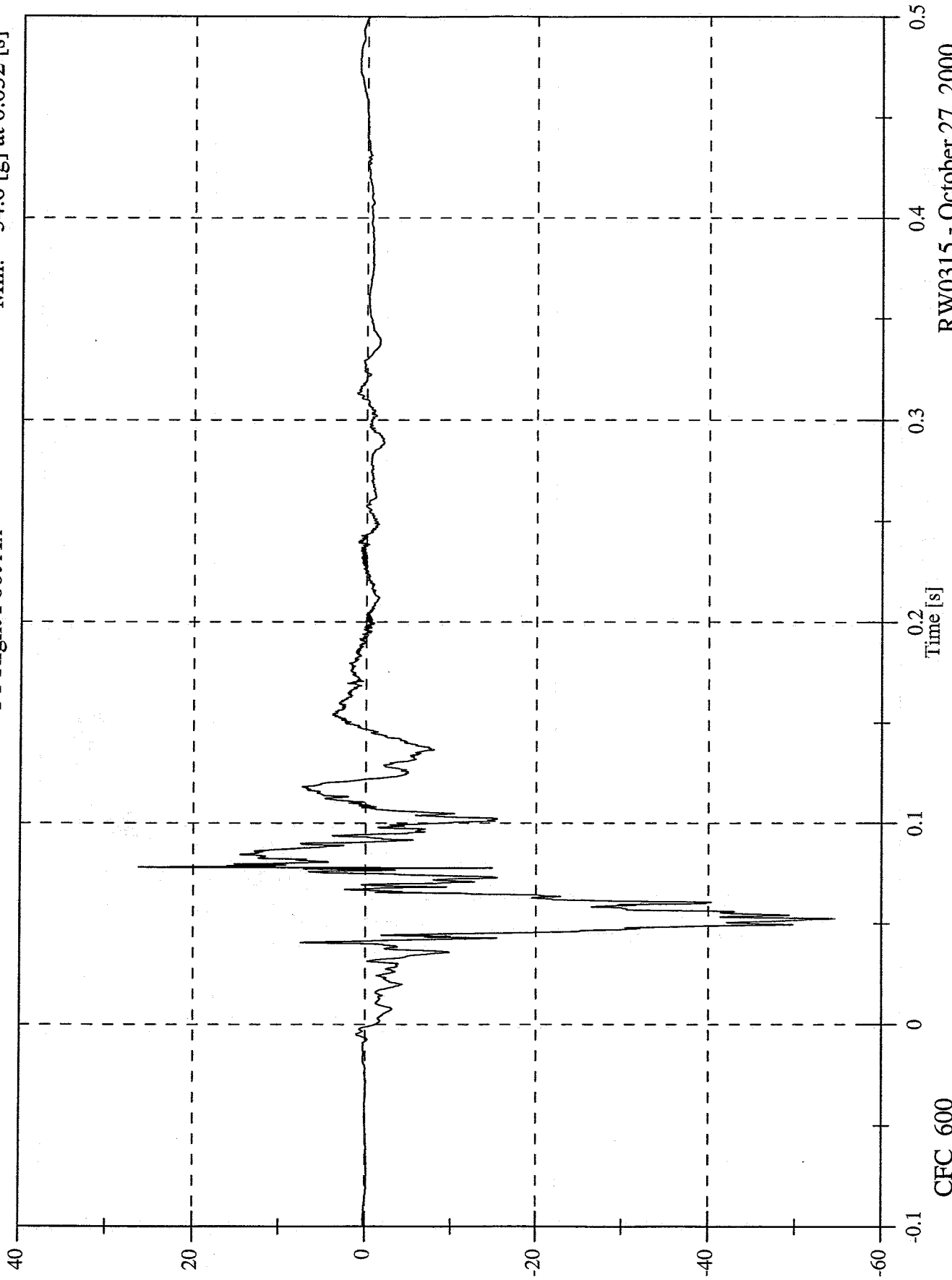


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 26.4 [g] at 0.078 [s]  
Min: -54.6 [g] at 0.052 [s]

P1 Right Foot Ax

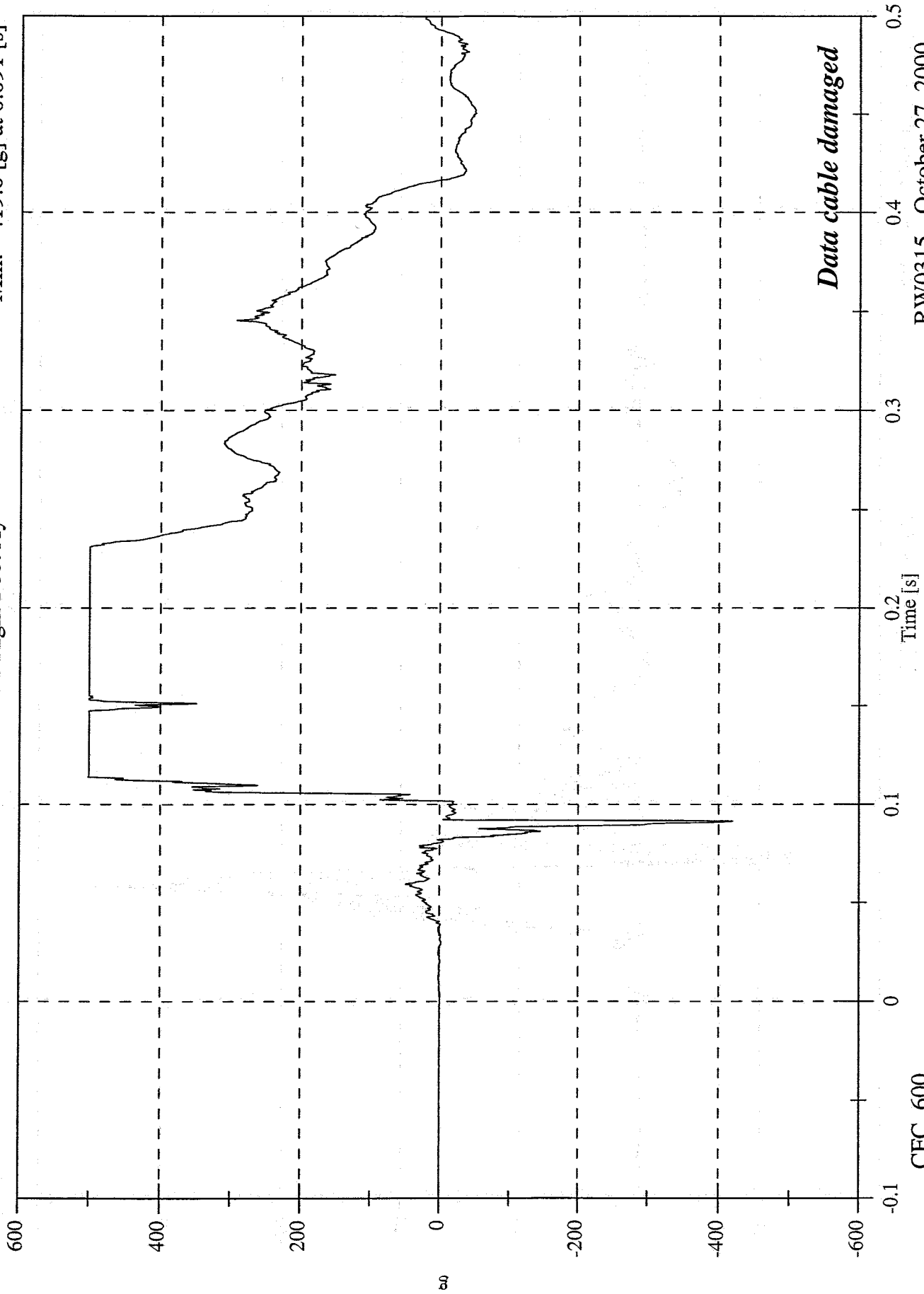


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 502.4 [g] at 0.114 [s]  
Min: -419.6 [g] at 0.091 [s]

P1 Right Foot Ay

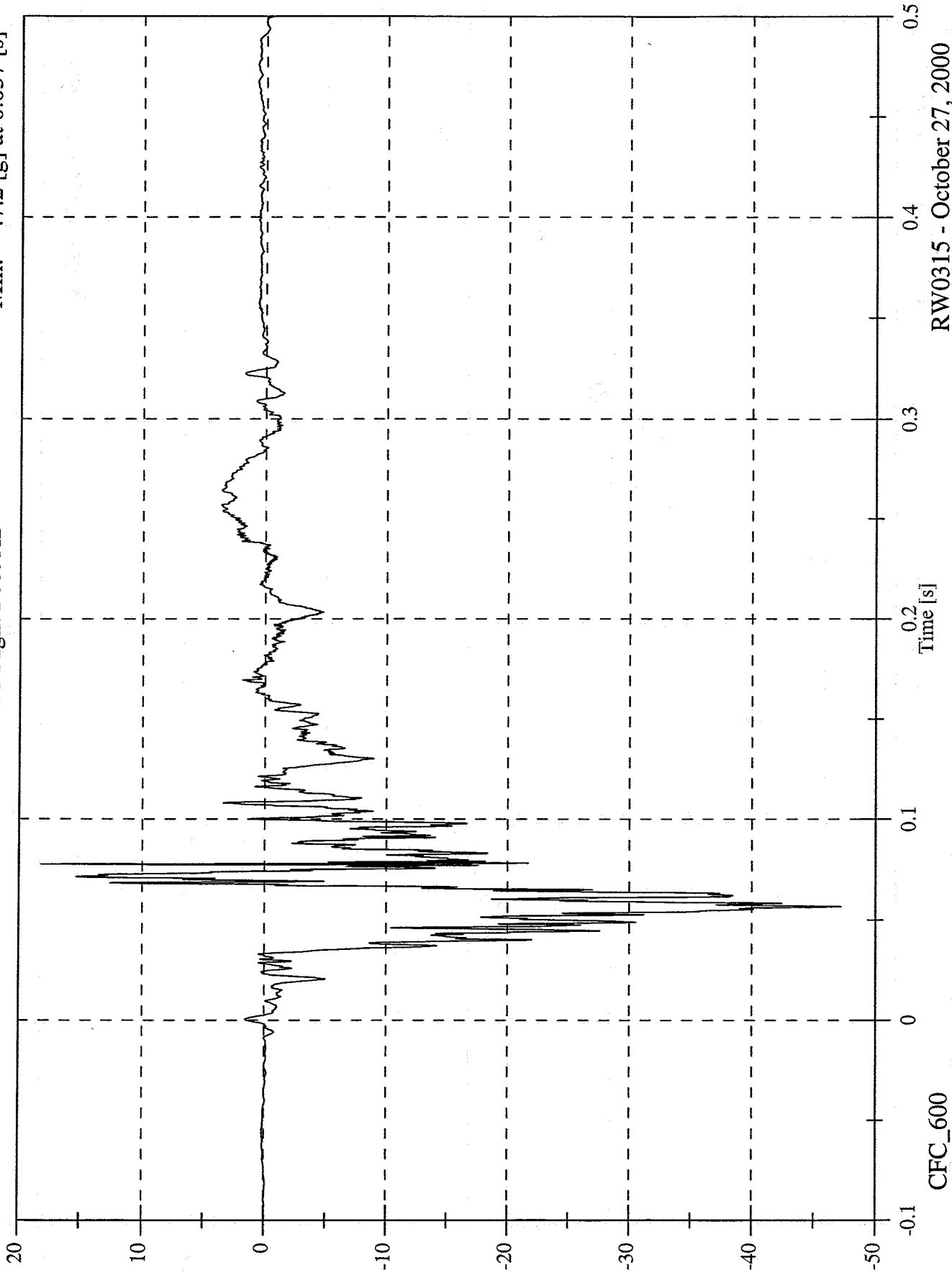


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 18.2 [g] at 0.078 [s]  
Min: -47.2 [g] at 0.057 [s]

P1 Right Foot Az



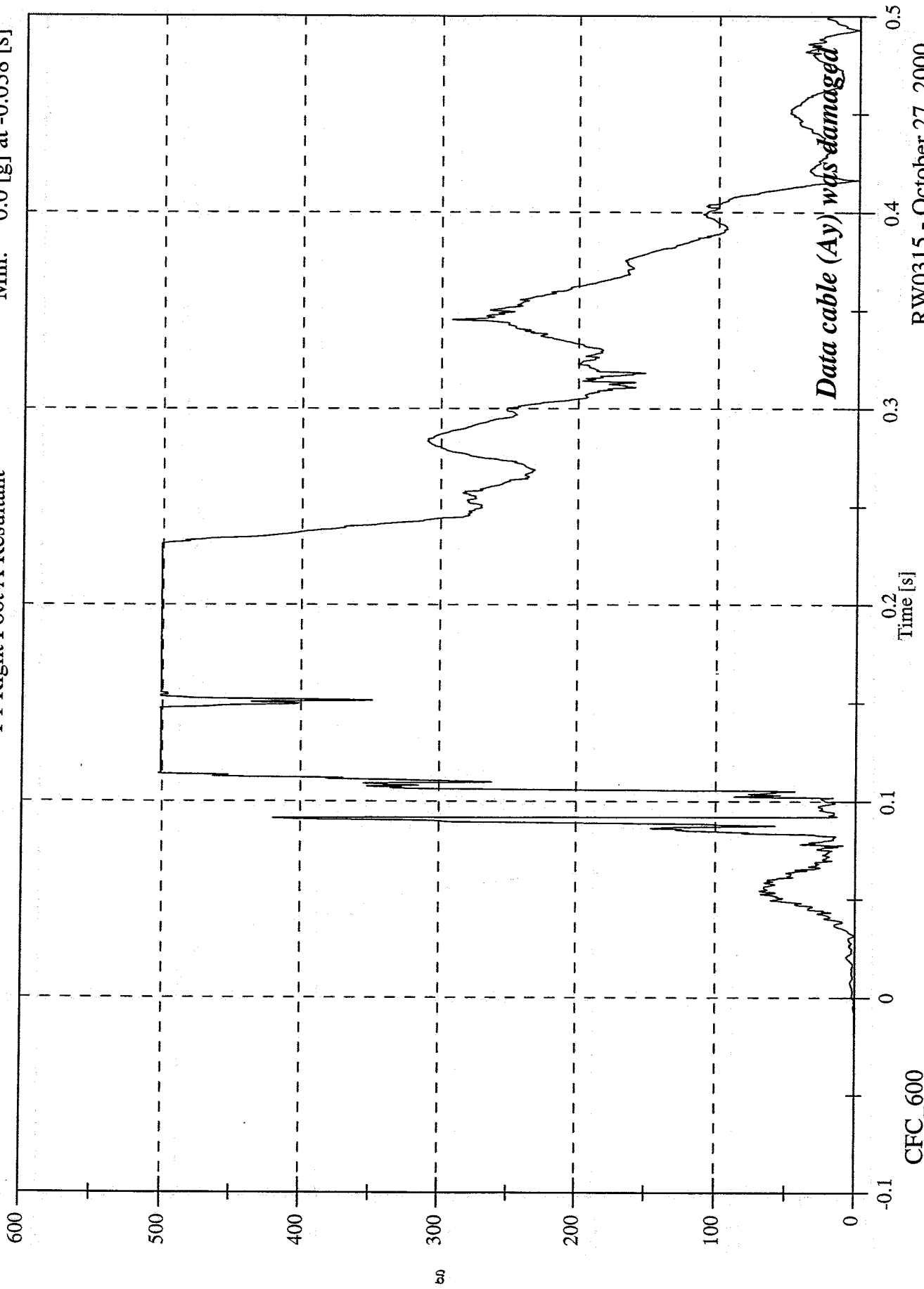
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Right Foot A Resultant

Max: 502.4 [g] at 0.114 [s]

Min: 0.0 [g] at -0.038 [s]

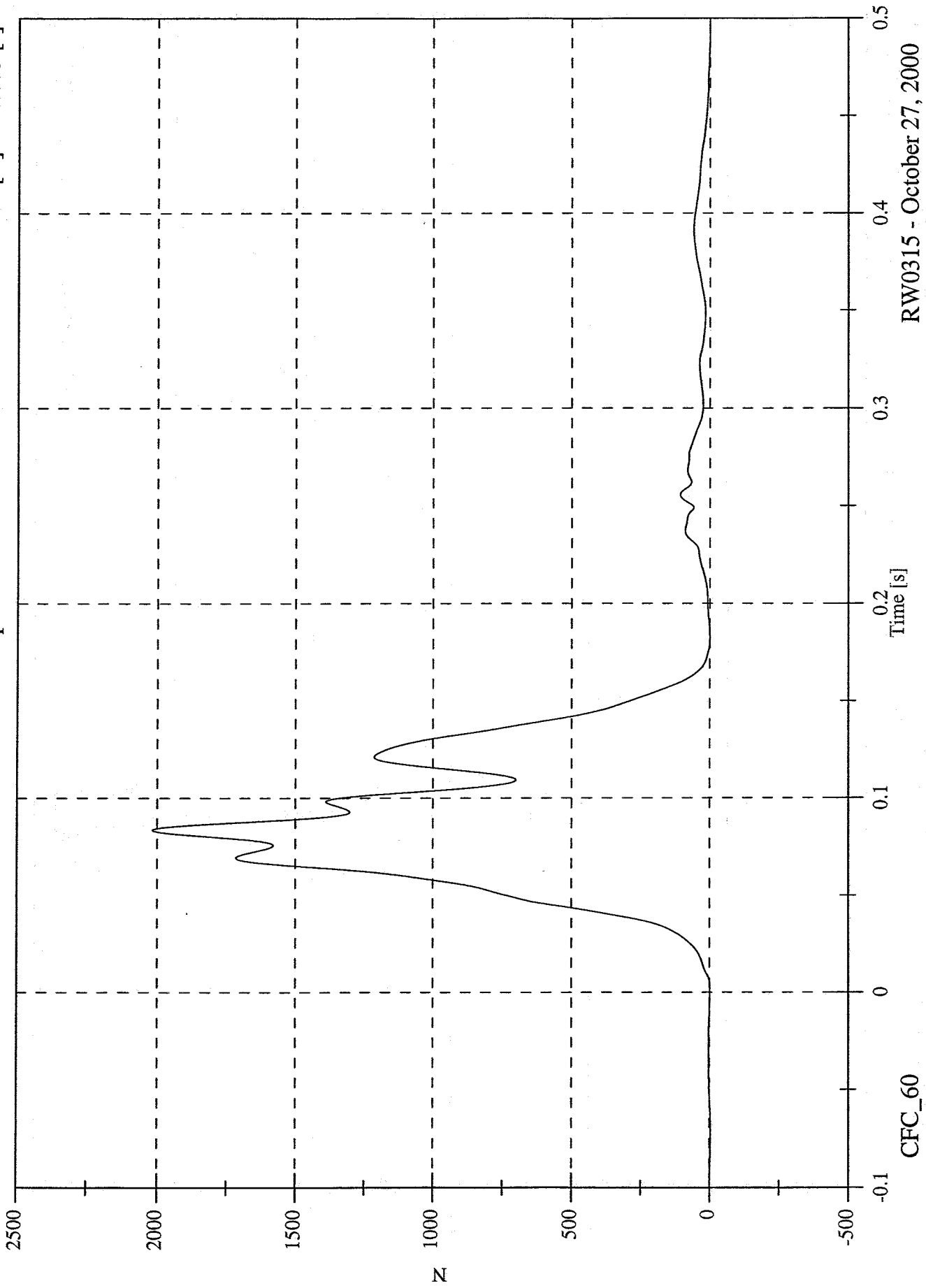


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2016.4 [N] at 0.084 [s]  
Min: -4.1 [N] at -0.073 [s]

P1 Lap Belt Force

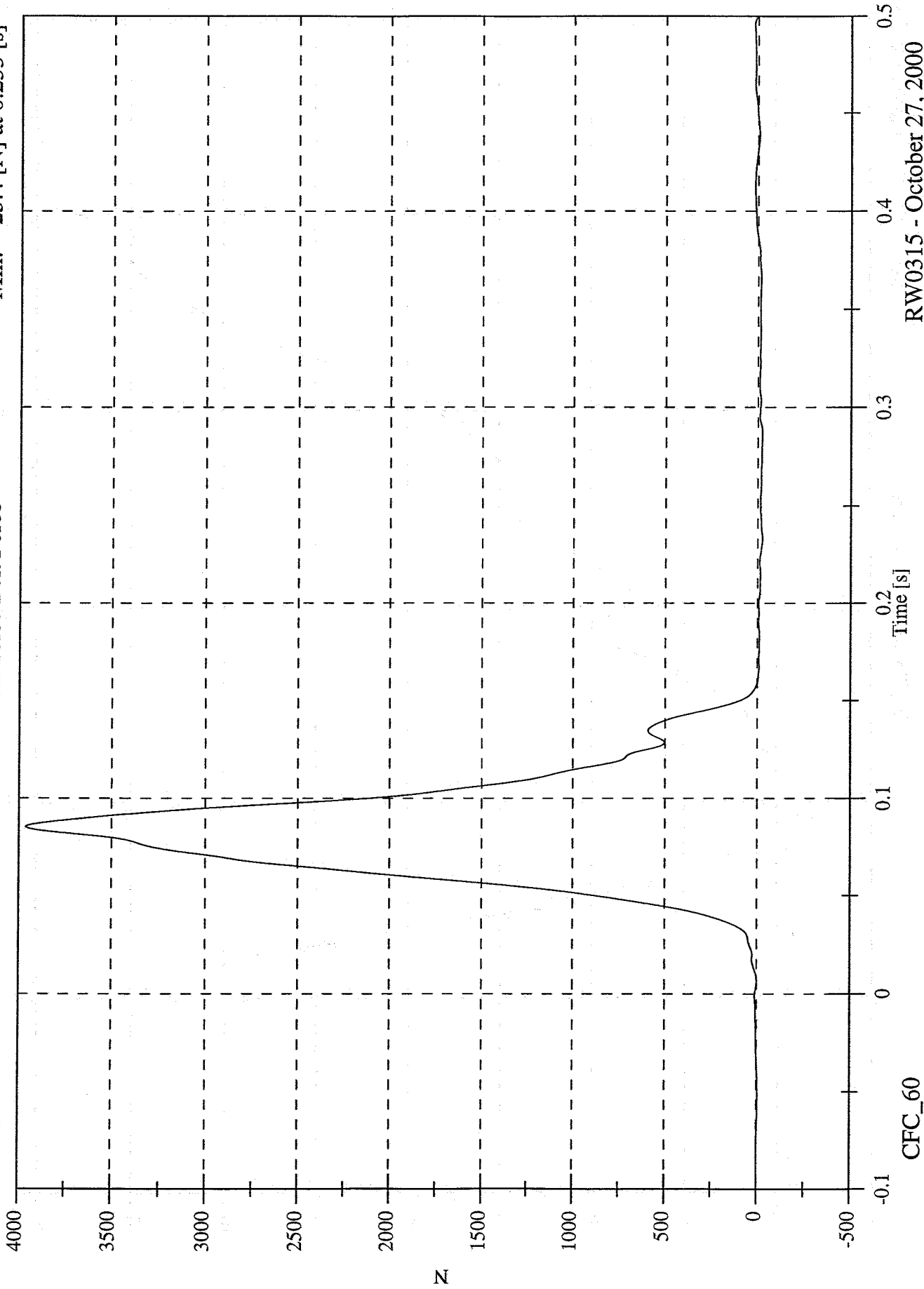


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 3960.6 [N] at 0.085 [s]  
Min: -25.4 [N] at 0.233 [s]

P1 Torso Belt Force

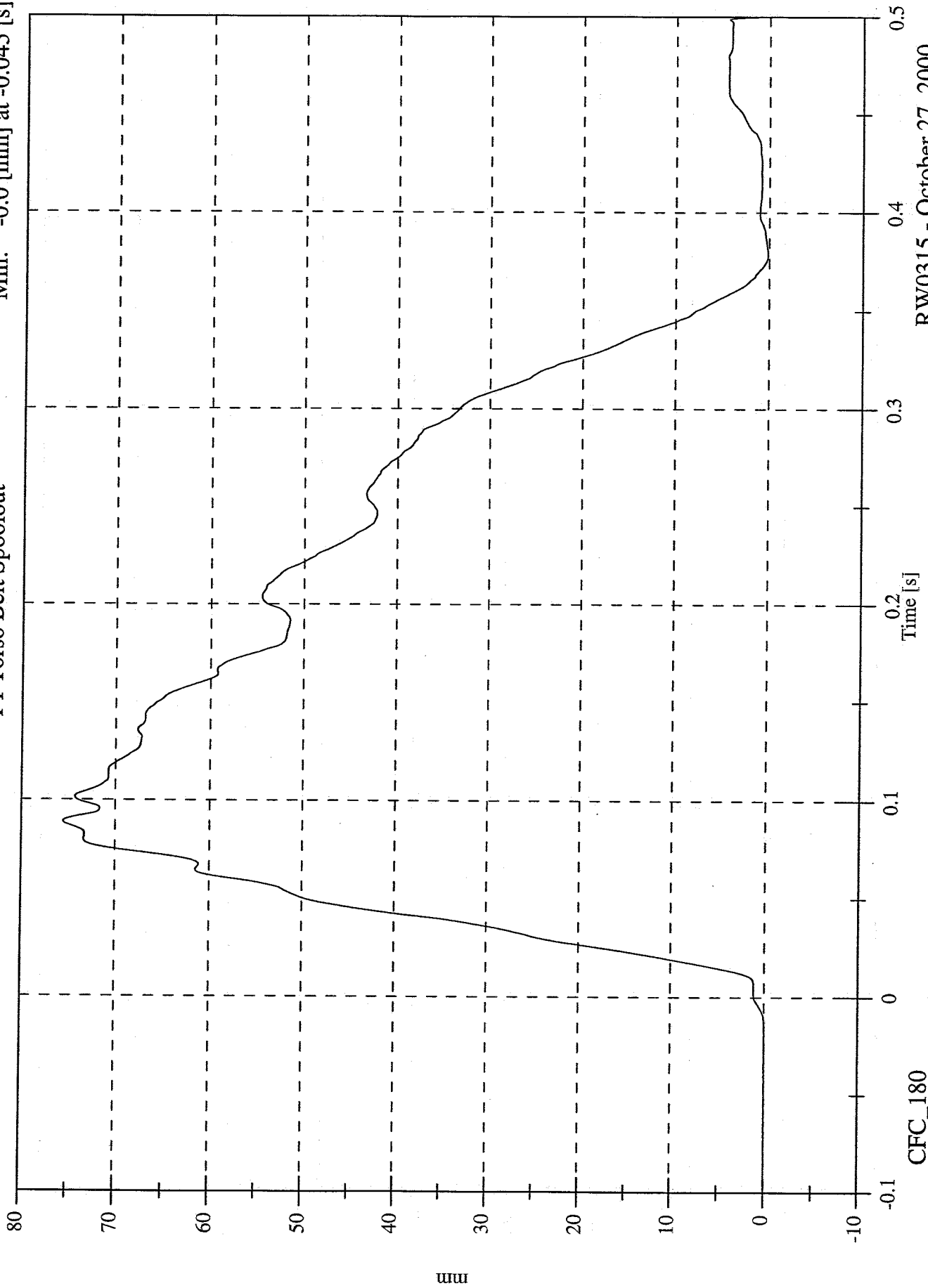


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Torso Belt Spoolout

Max: 75.5 [mm] at 0.089 [s]  
Min: -0.0 [mm] at -0.045 [s]

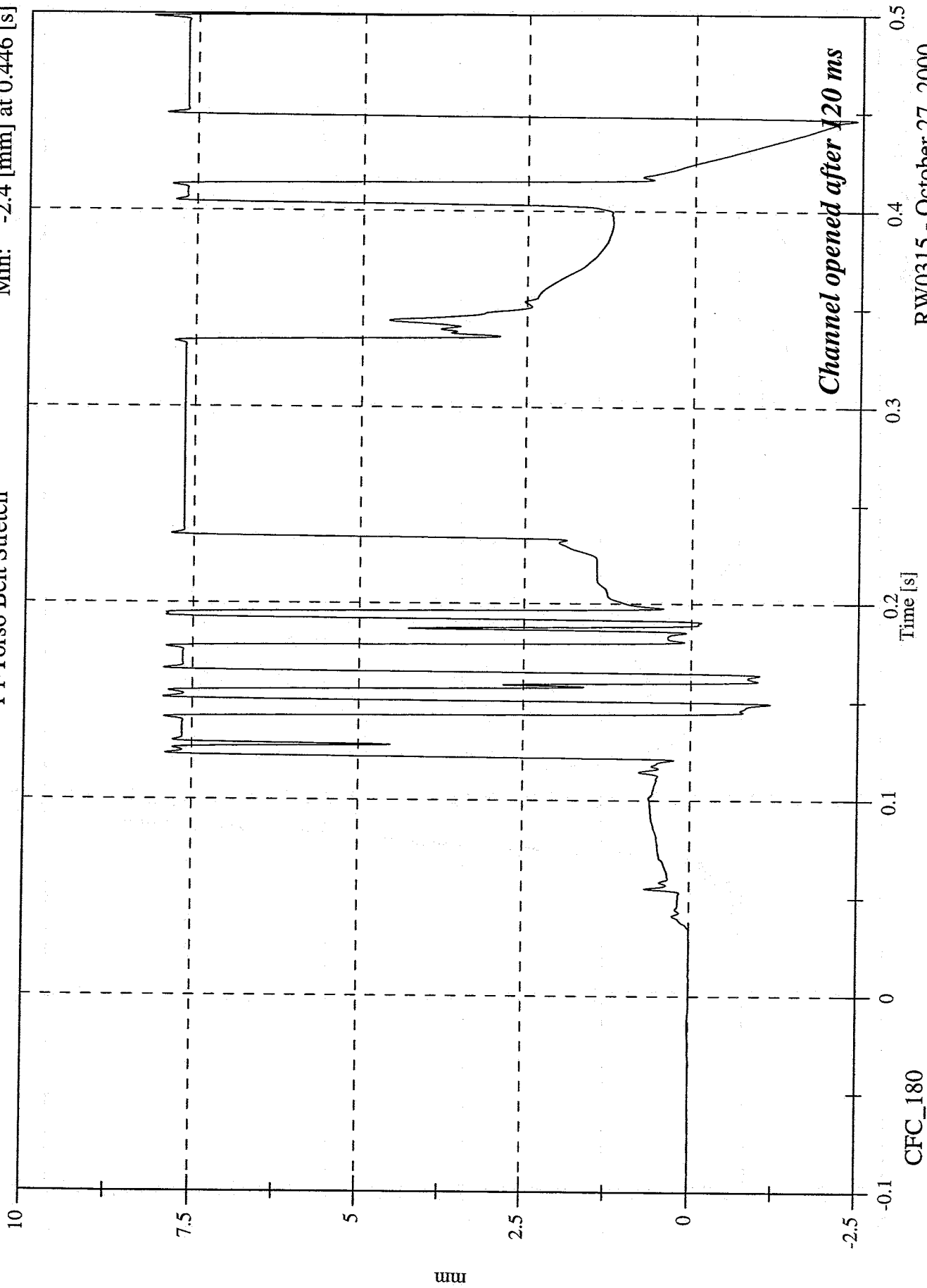


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P1 Torso Belt Stretch

Max: 8.2 [mm] at 0.499 [s]  
Min: -2.4 [mm] at 0.446 [s]

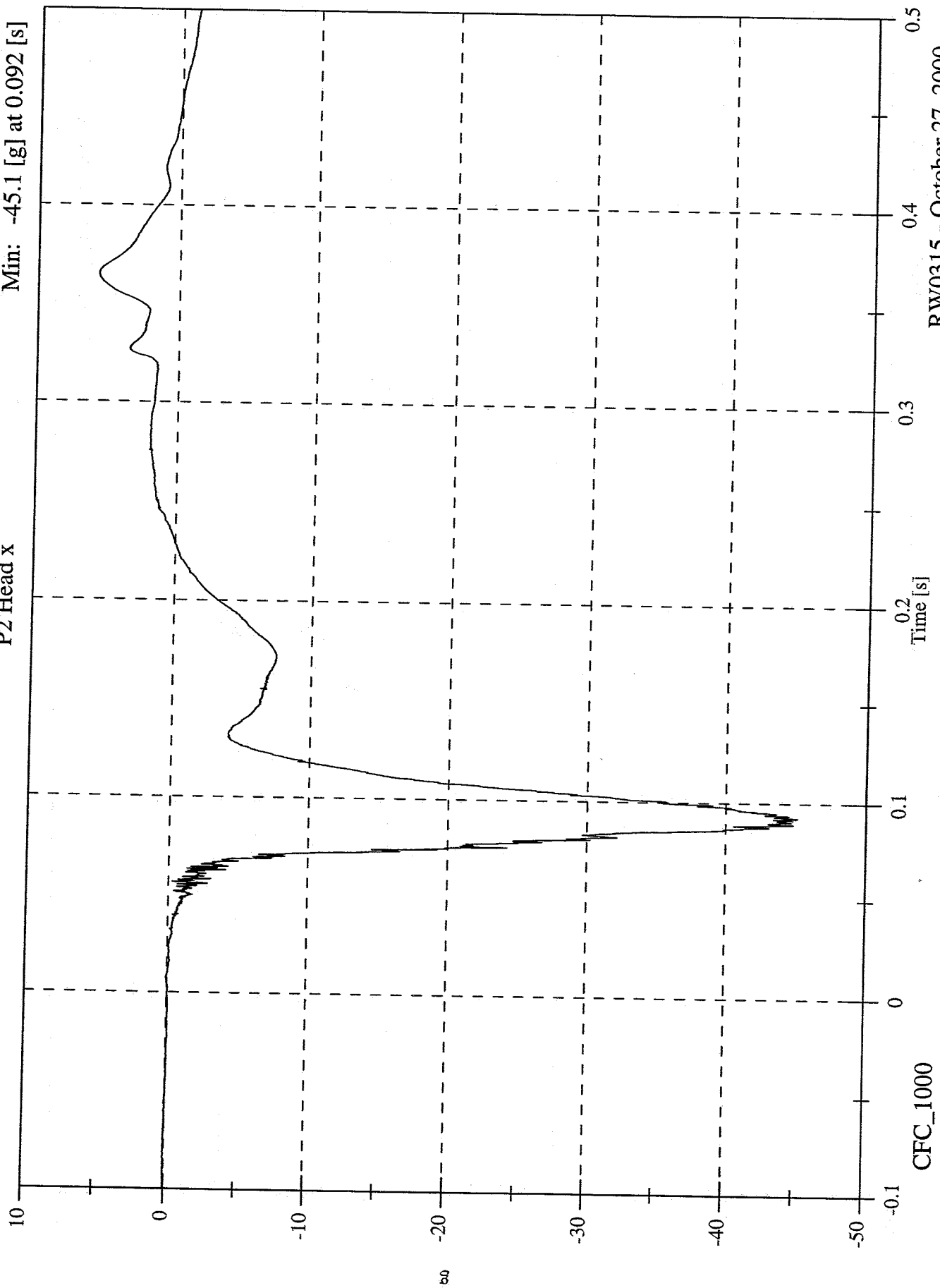


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Head x

Max: 5.7 [g] at 0.365 [s]  
Min: -45.1 [g] at 0.092 [s]

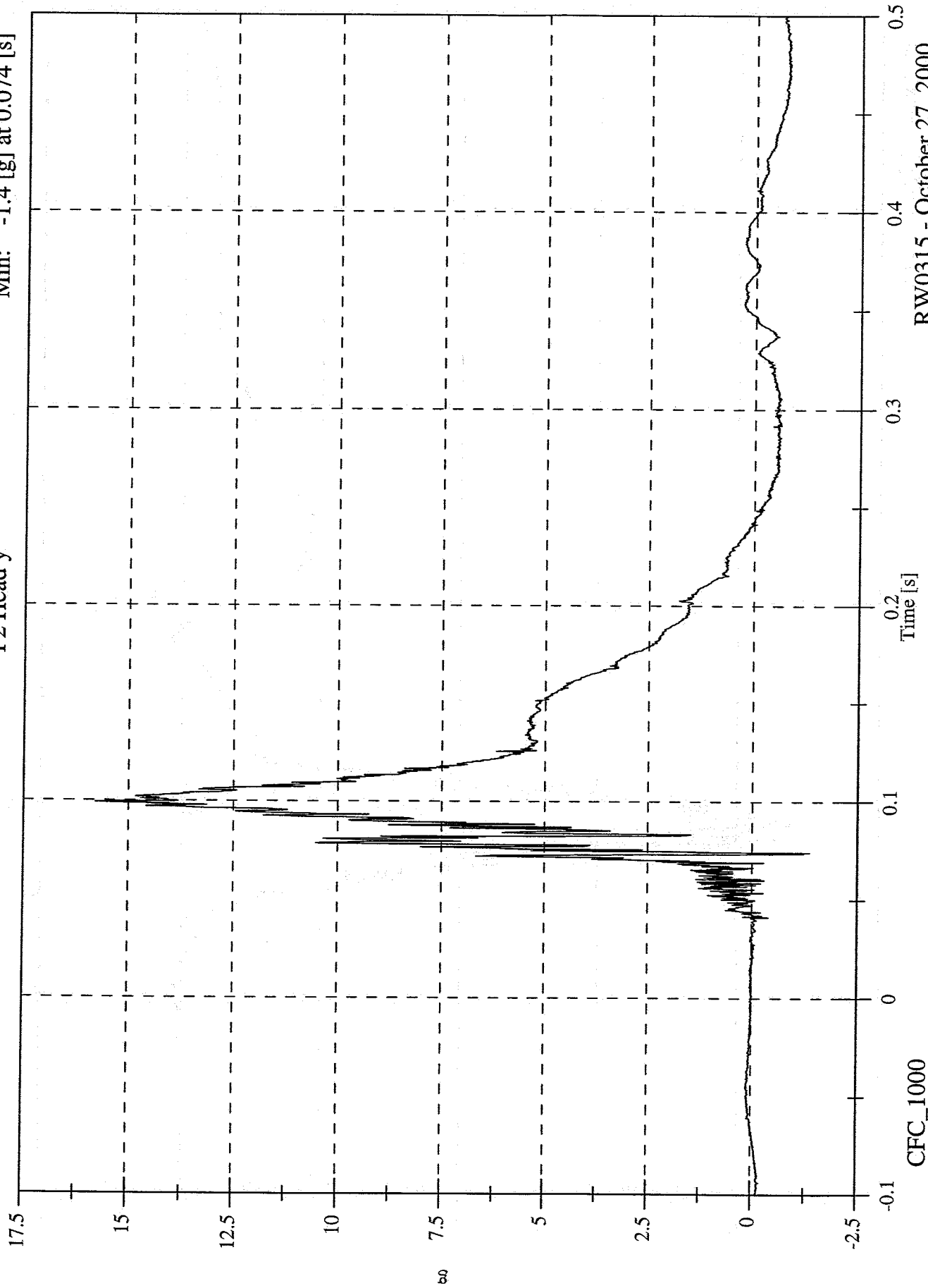


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 15.8 [g] at 0.099 [s]  
Min: -1.4 [g] at 0.074 [s]

P2 Head y

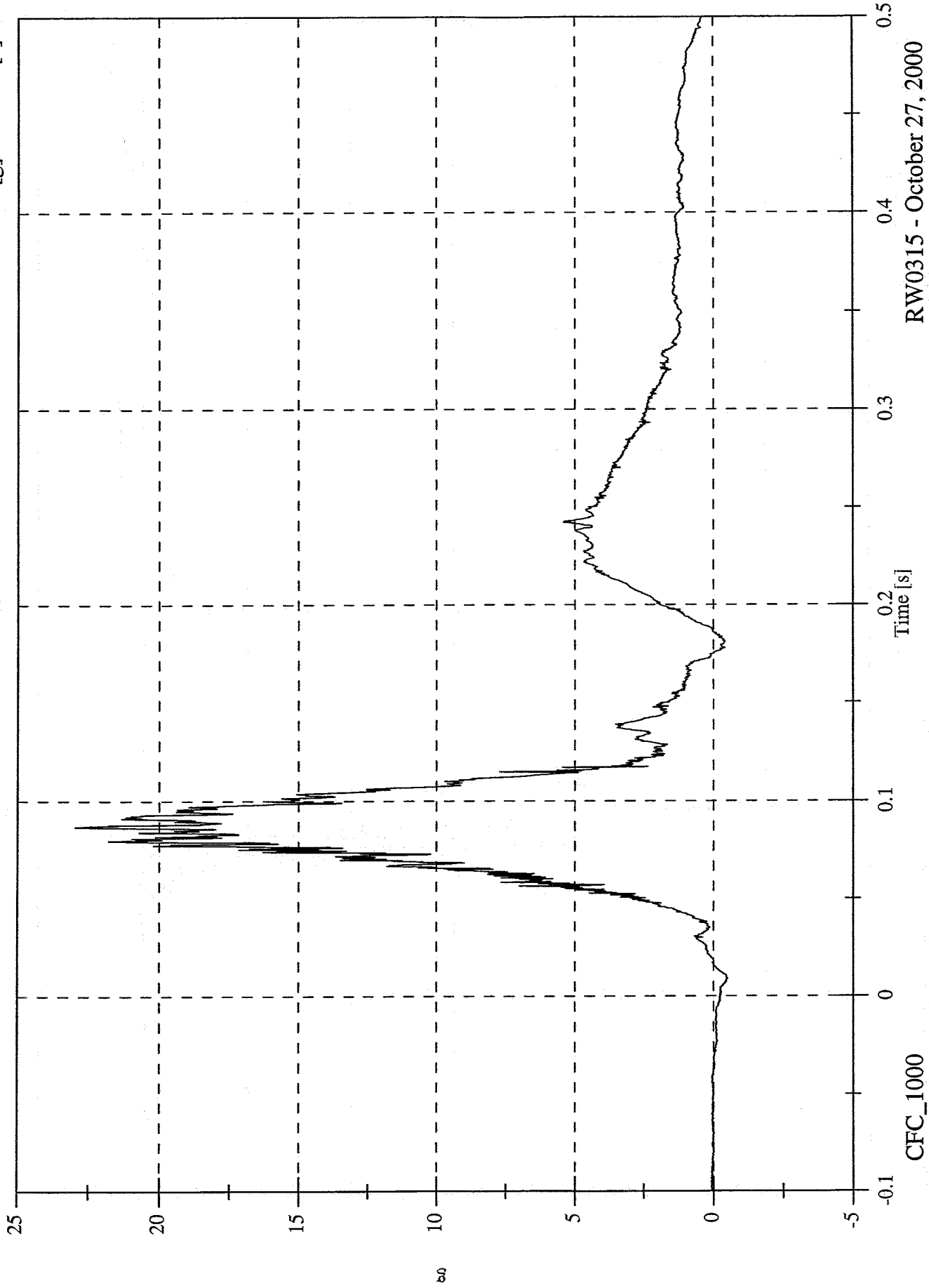


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 23.0 [g] at 0.087 [s]  
Min: -0.5 [g] at 0.009 [s]

P2 Head z

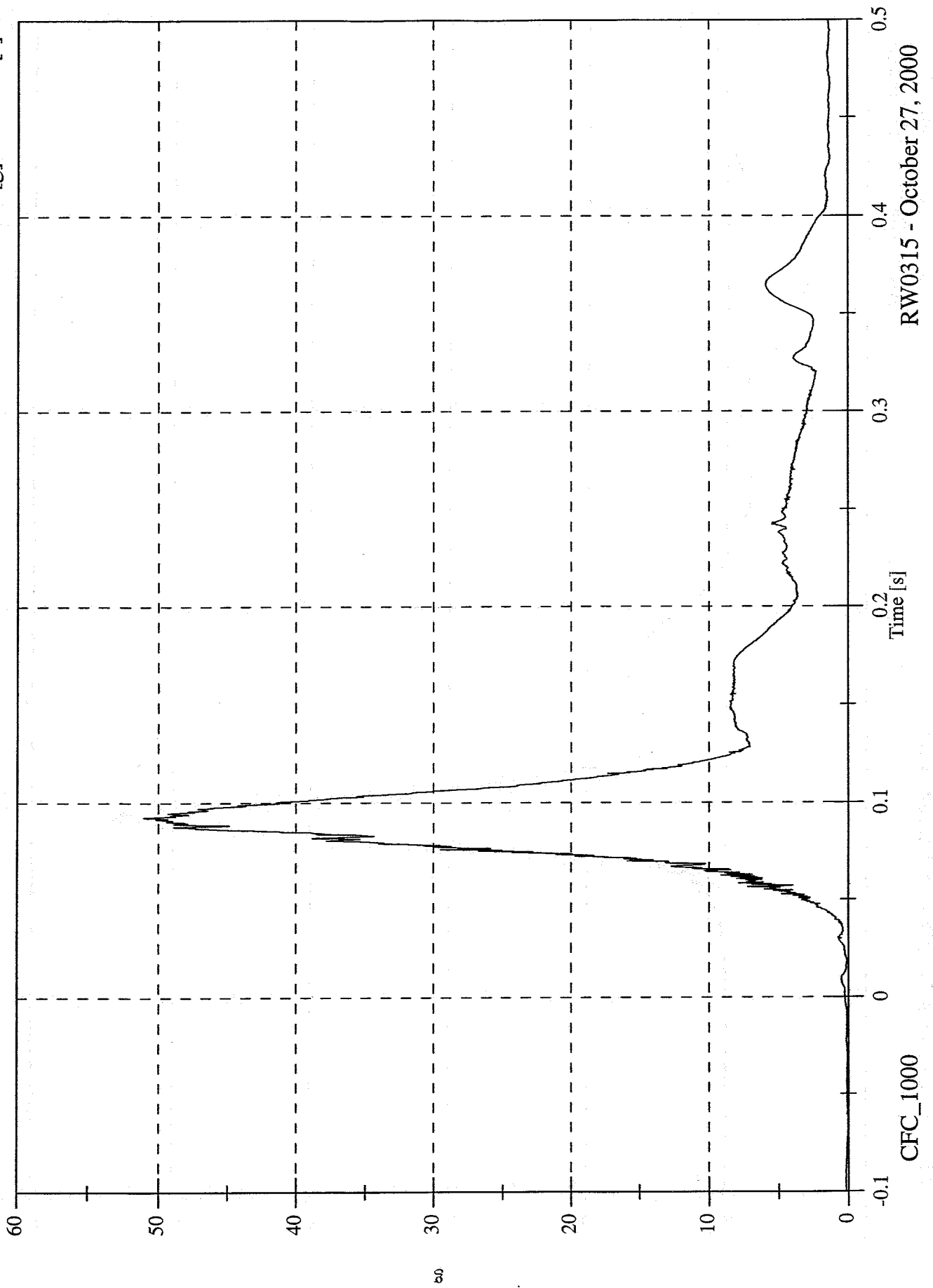


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 51.1 [g] at 0.092 [s]  
Min: 0.0 [g] at -0.068 [s]

P2 Head Resultant



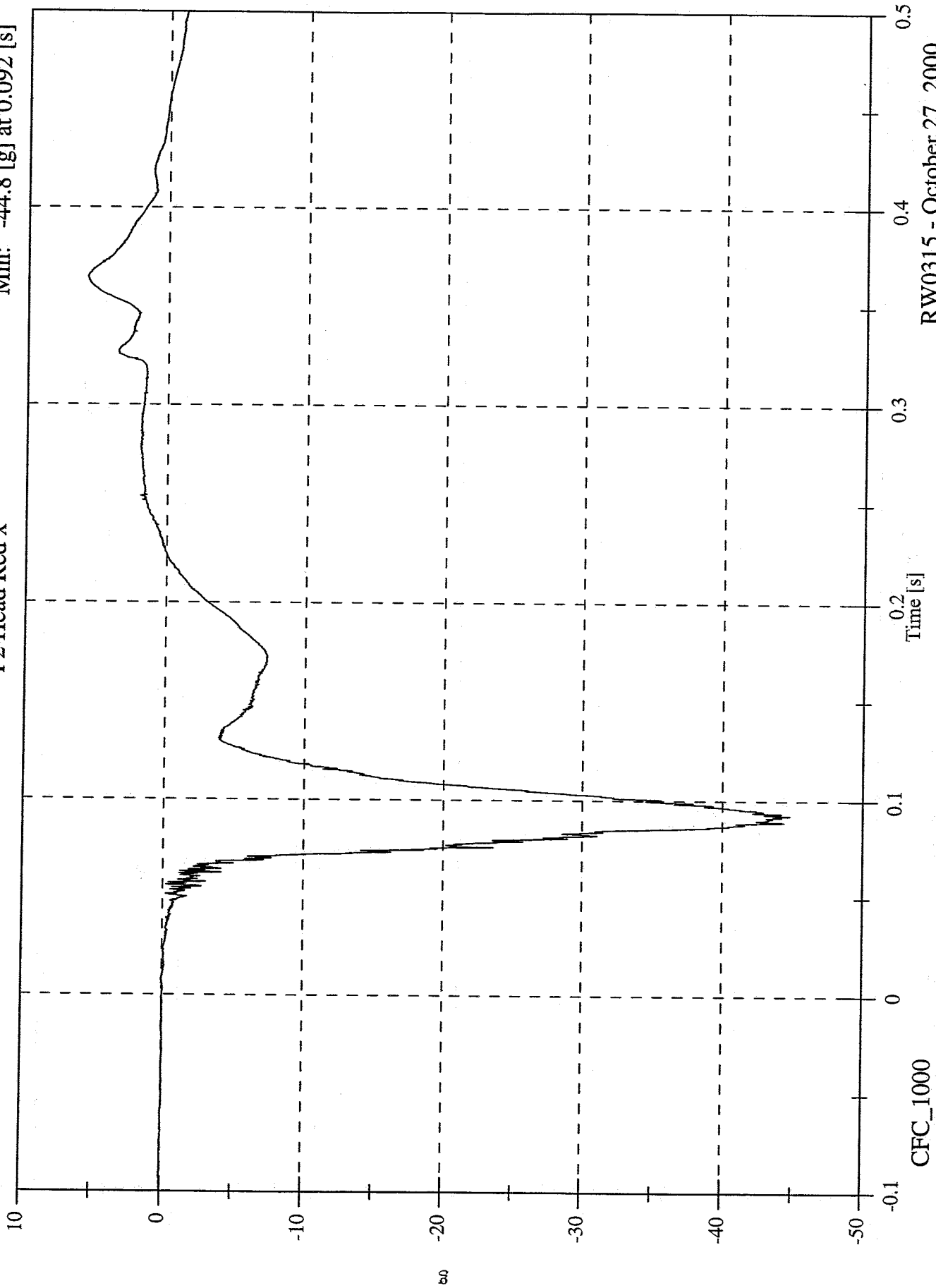
CFC\_1000

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Head Red x

Max: 5.8 [g] at 0.365 [s]  
Min: -44.8 [g] at 0.092 [s]

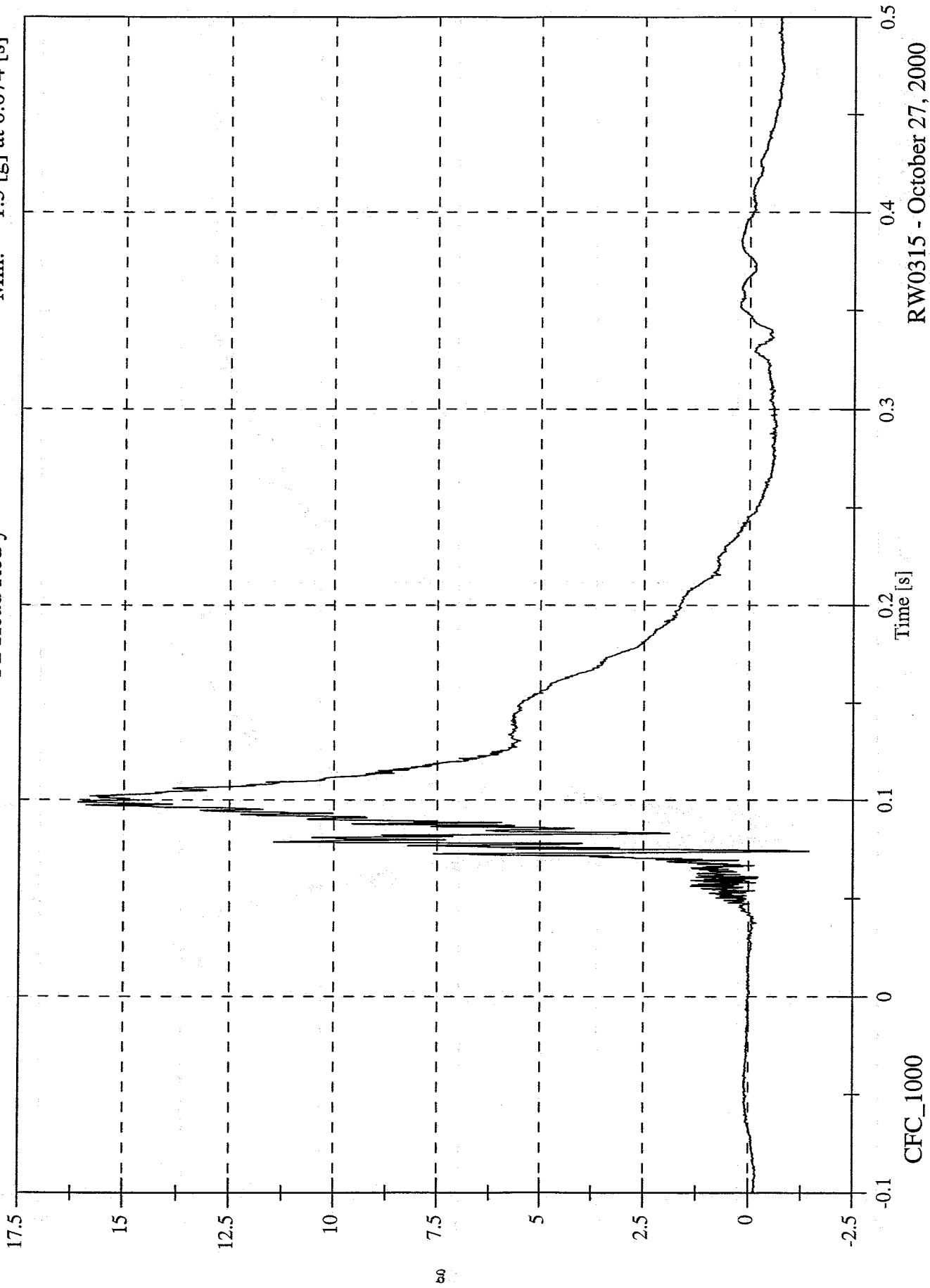


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 16.1 [g] at 0.099 [s]  
Min: -1.5 [g] at 0.074 [s]

P2 Head Red y

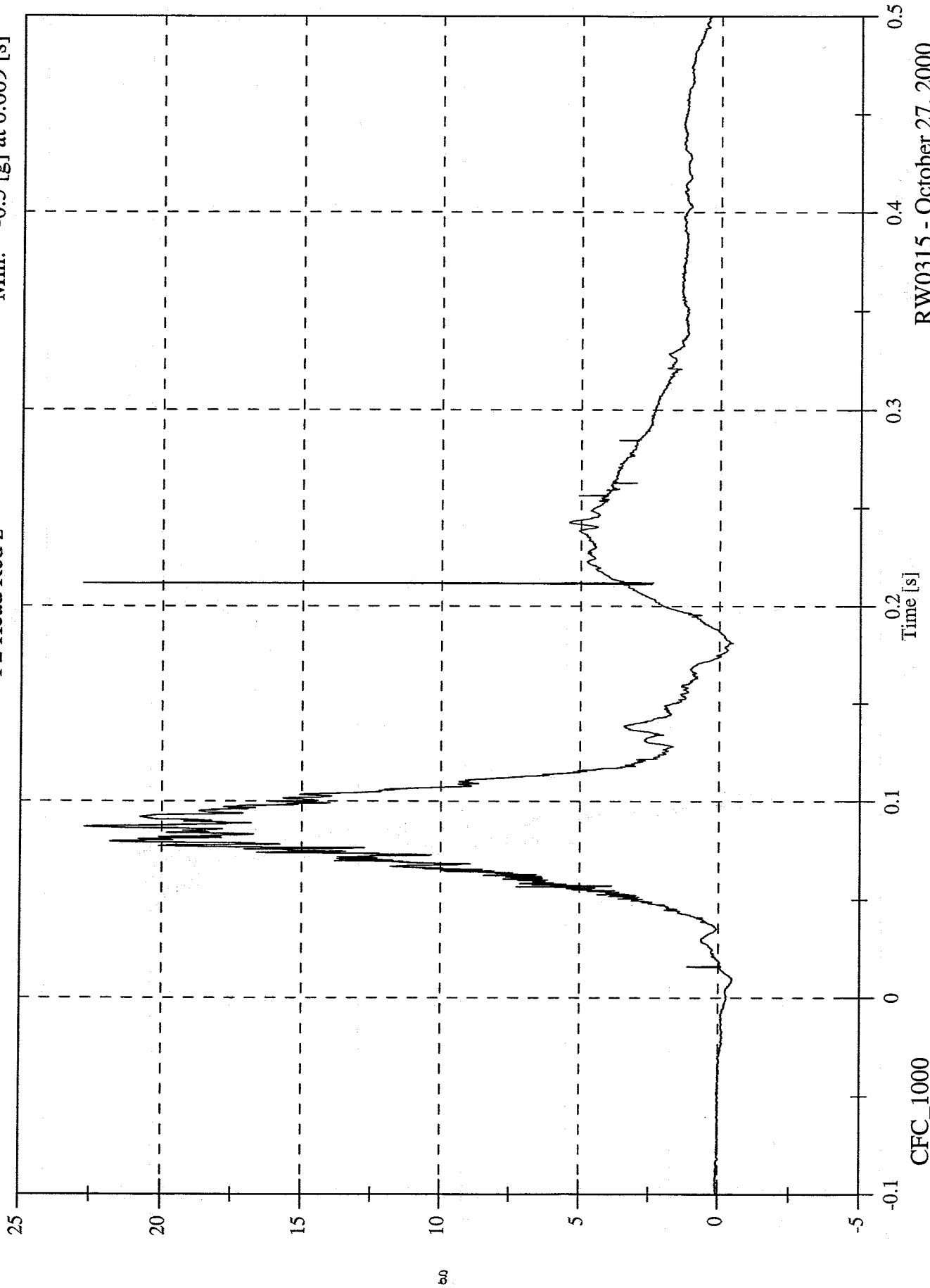


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 22.8 [g] at 0.212 [s]  
Min: -0.5 [g] at 0.009 [s]

P2 Head Red z



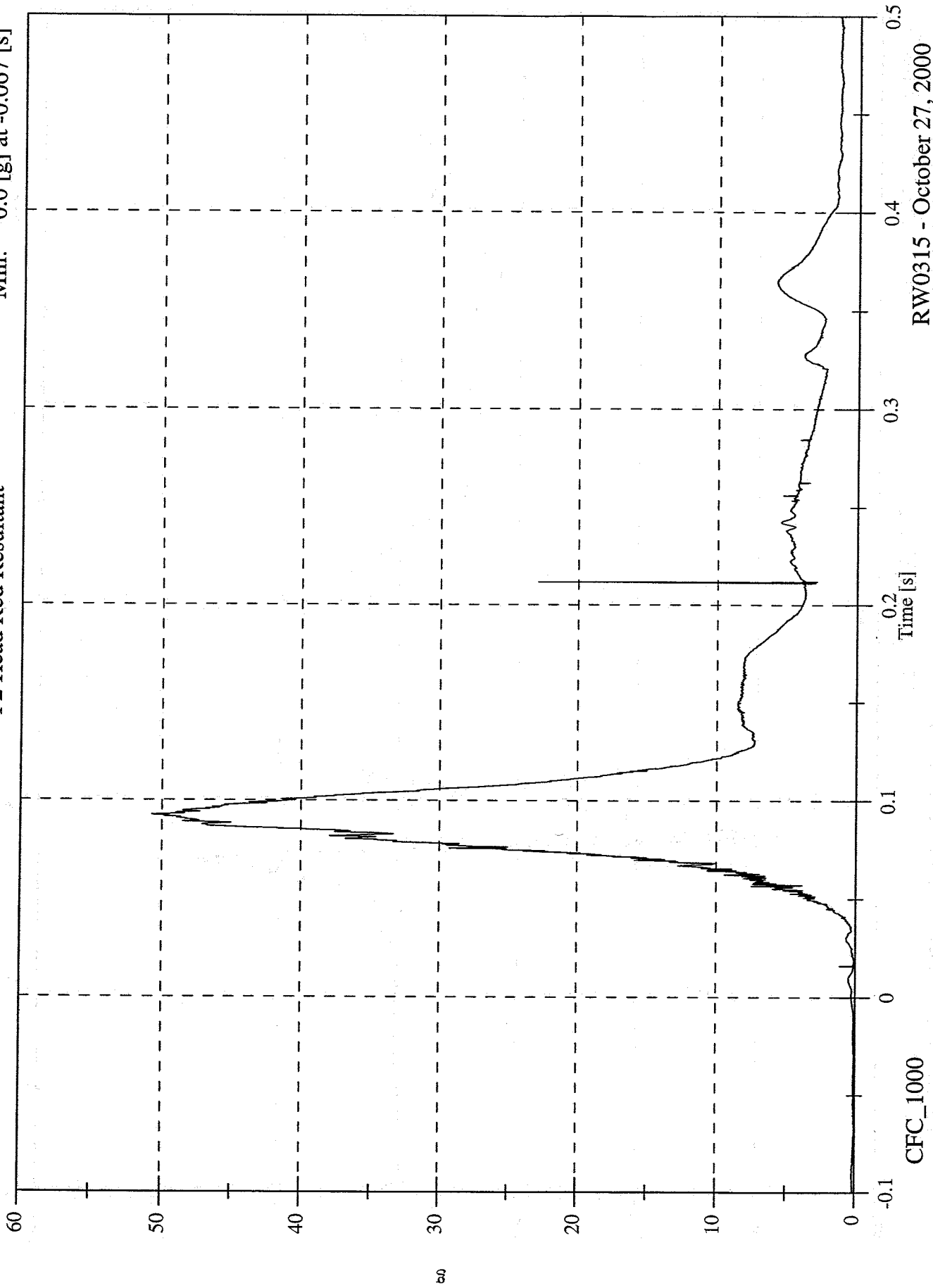
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Head Red Resultant

Max: 50.7 [g] at 0.092 [s]

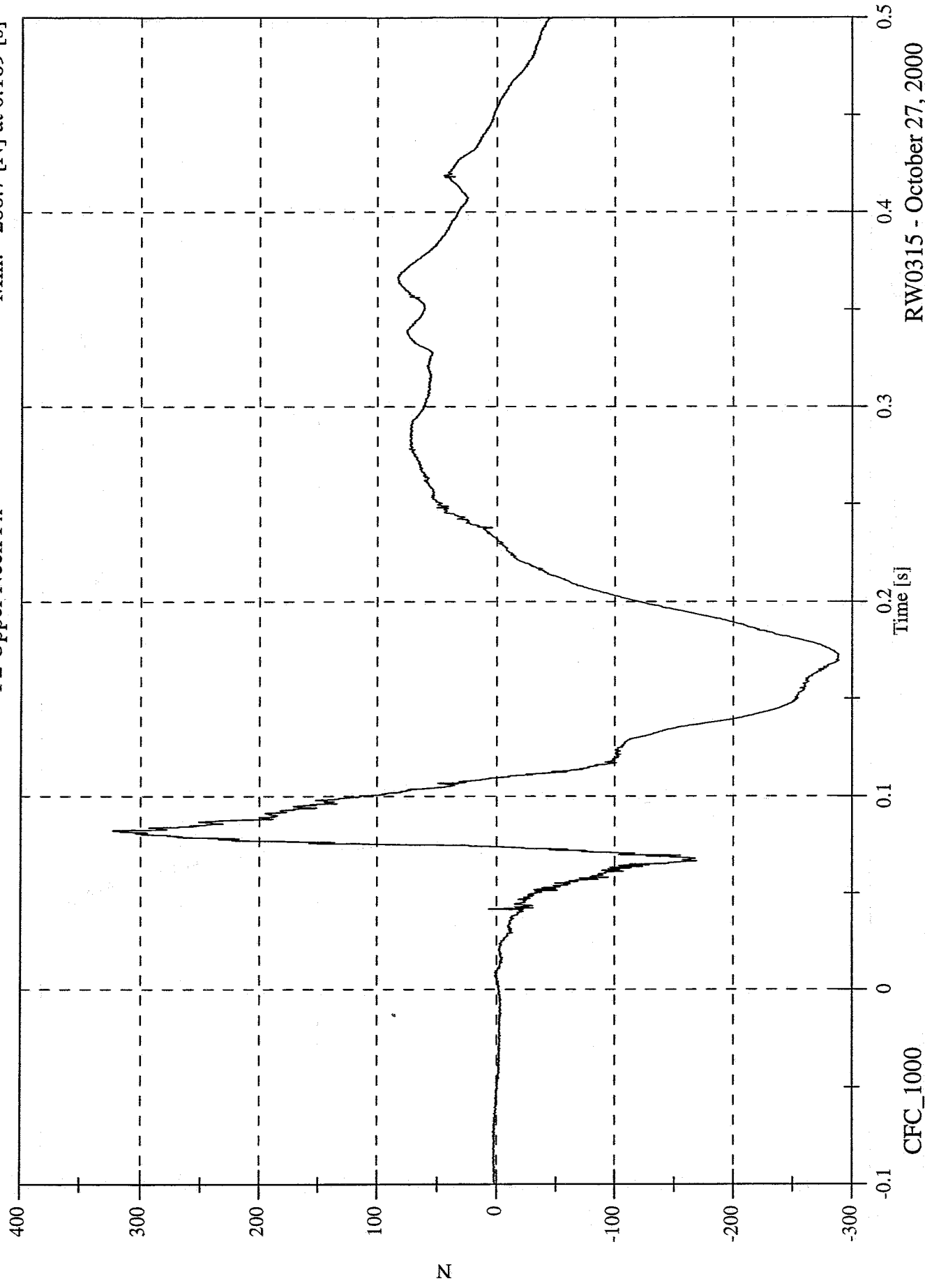
Min: 0.0 [g] at -0.067 [s]



40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 322.4 [N] at 0.082 [s]  
Min: -288.7 [N] at 0.169 [s]

P2 Upper Neck Fx

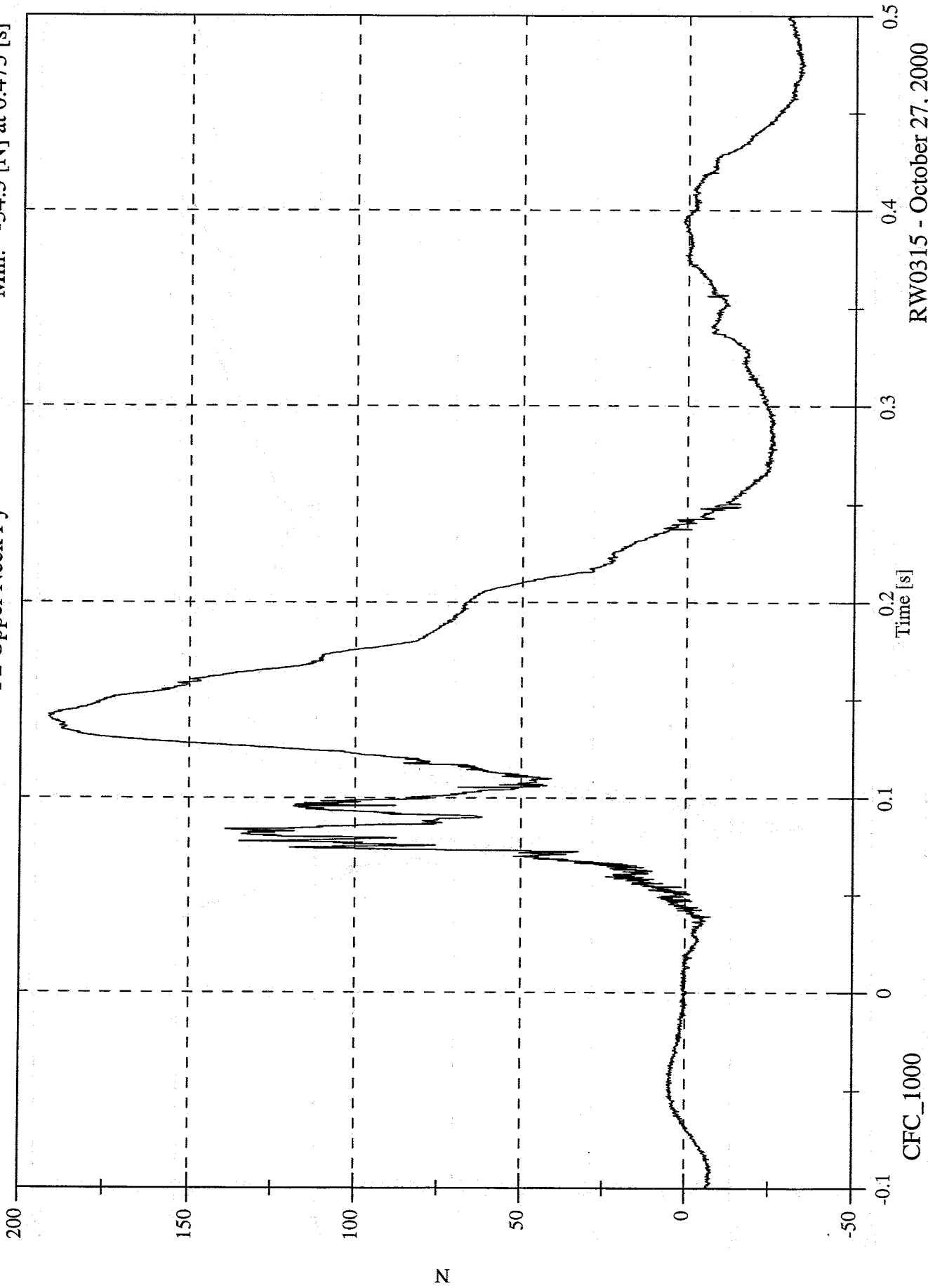


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 191.5 [N] at 0.141 [s]  
Min: -34.5 [N] at 0.475 [s]

P2 Upper Neck Fy

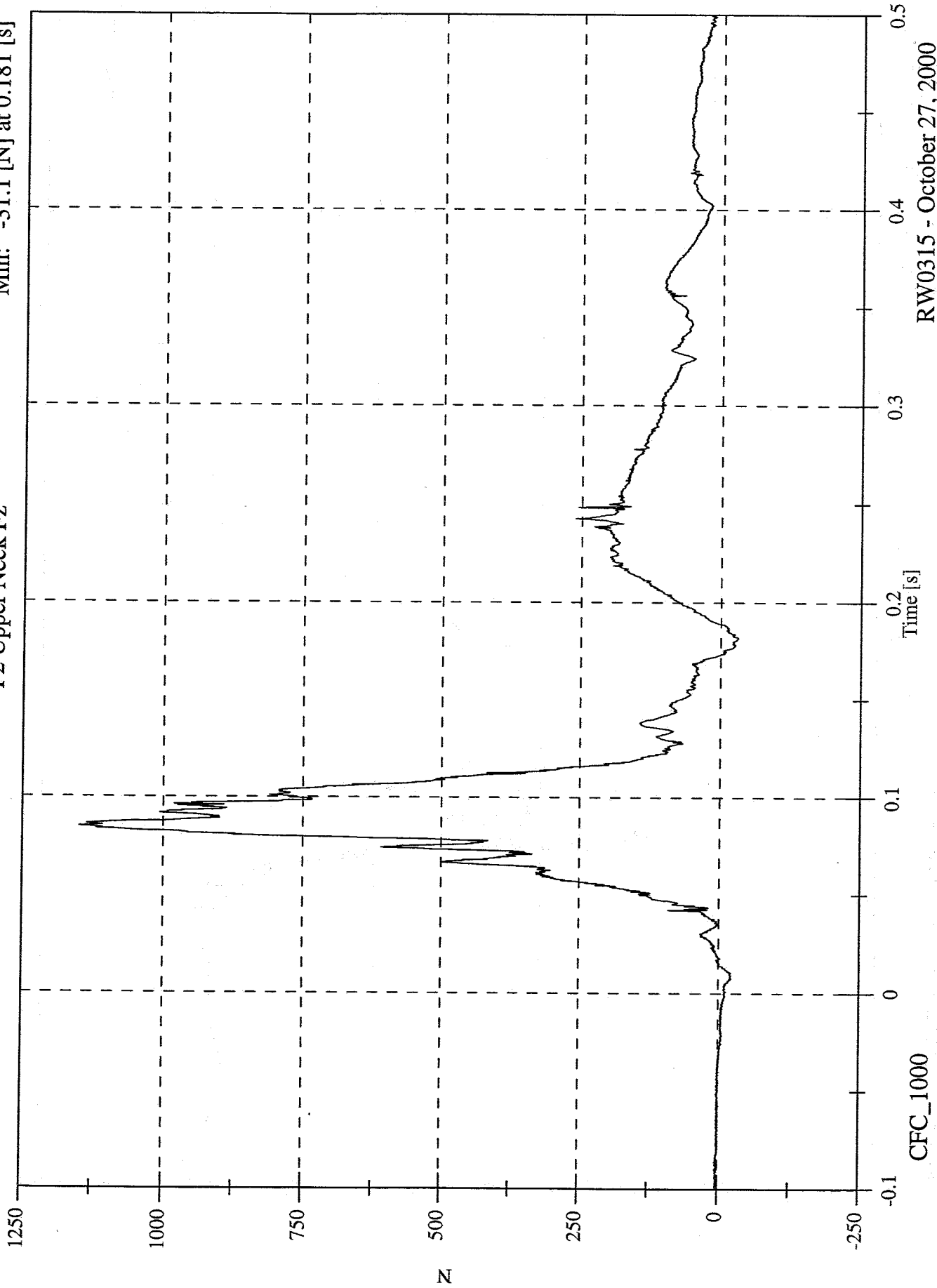


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Upper Neck Fz

Max: 1147.8 [N] at 0.085 [s]  
Min: -31.1 [N] at 0.181 [s]



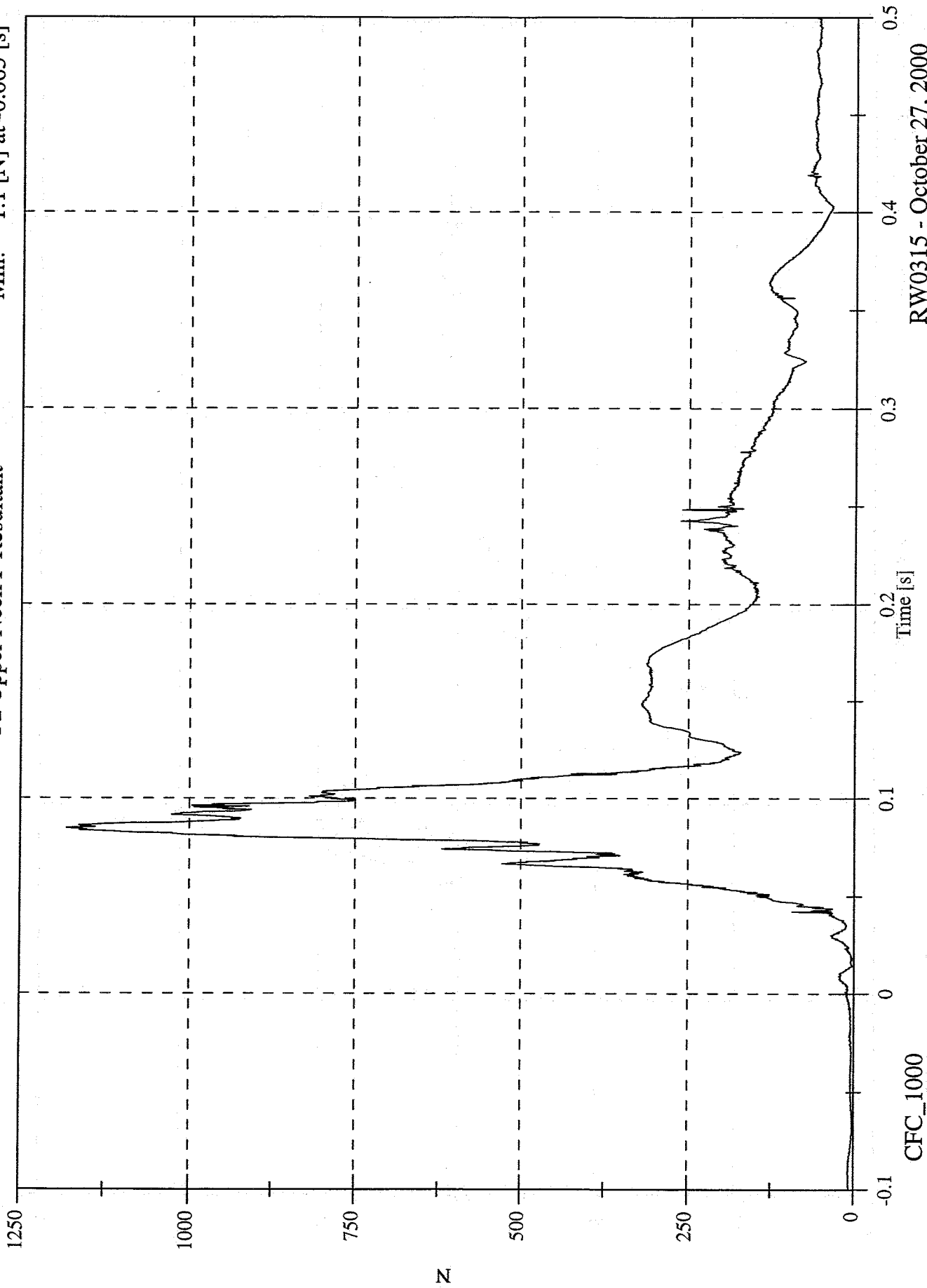
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1180.8 [N] at 0.085 [s]

Min: 1.1 [N] at -0.065 [s]

P2 Upper Neck F Resultant

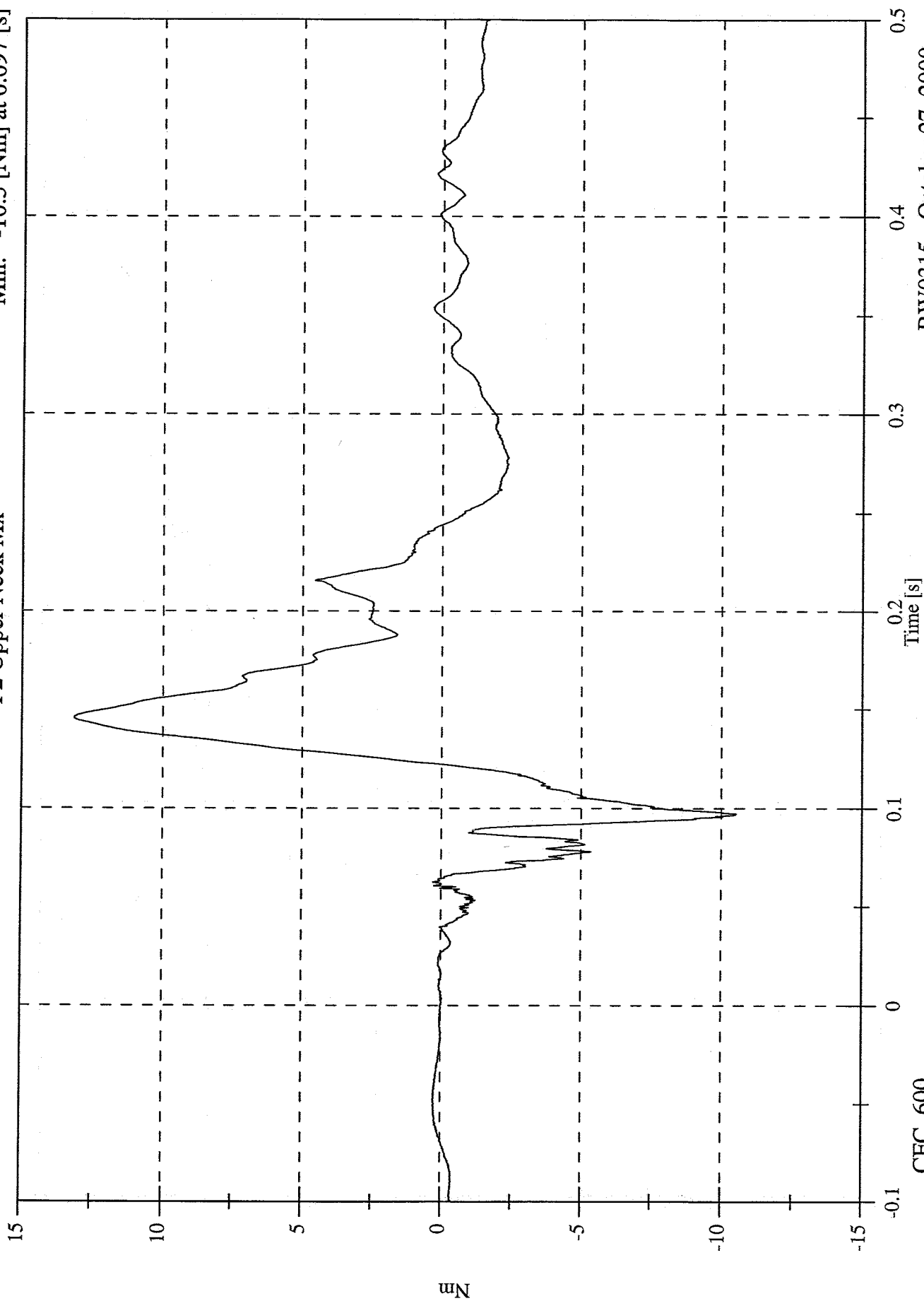


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 13.1 [Nm] at 0.146 [s]  
Min: -10.5 [Nm] at 0.097 [s]

P2 Upper Neck Mx

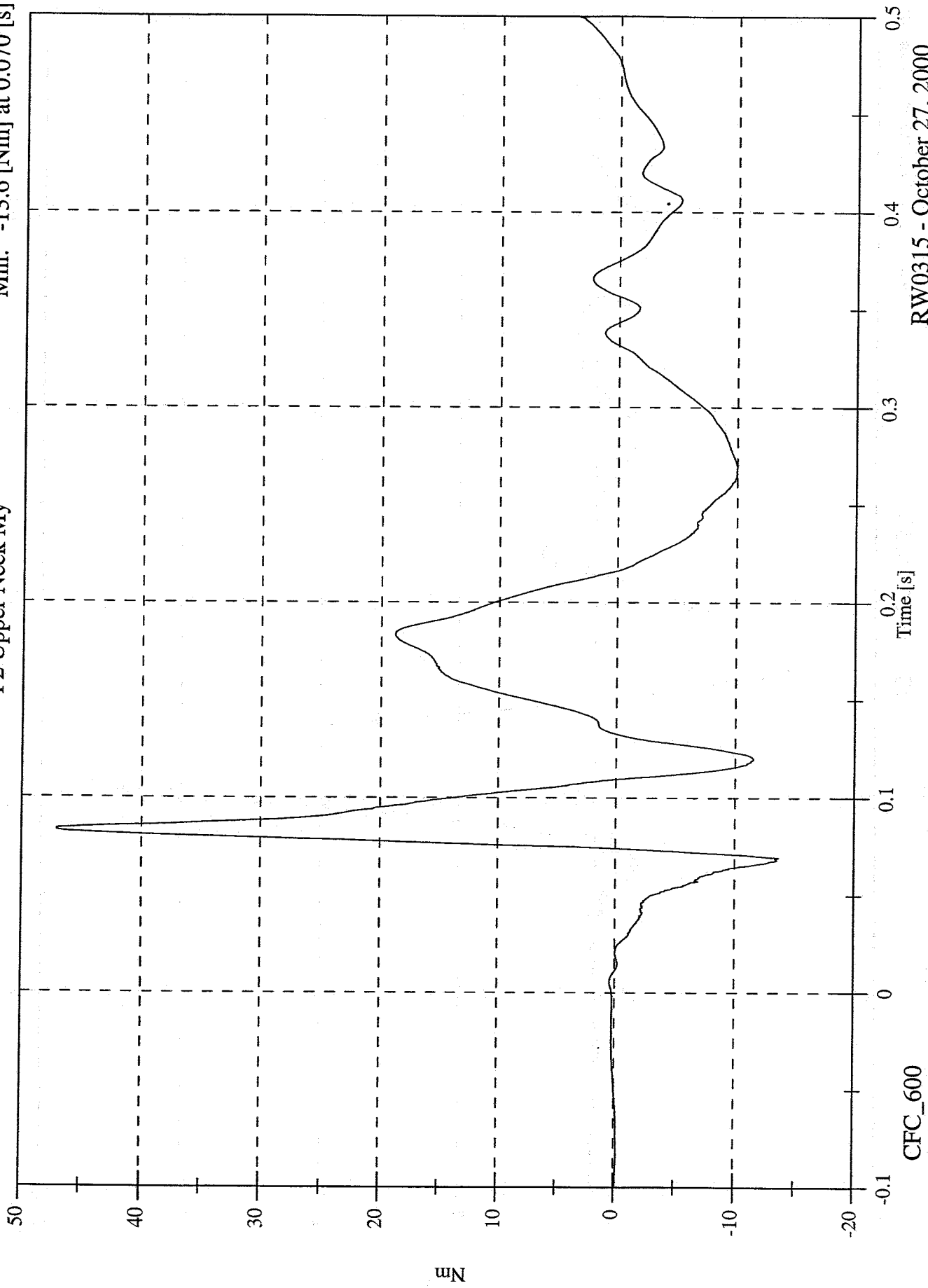


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 47.1 [Nm] at 0.083 [s]  
Min: -13.6 [Nm] at 0.070 [s]

P2 Upper Neck My

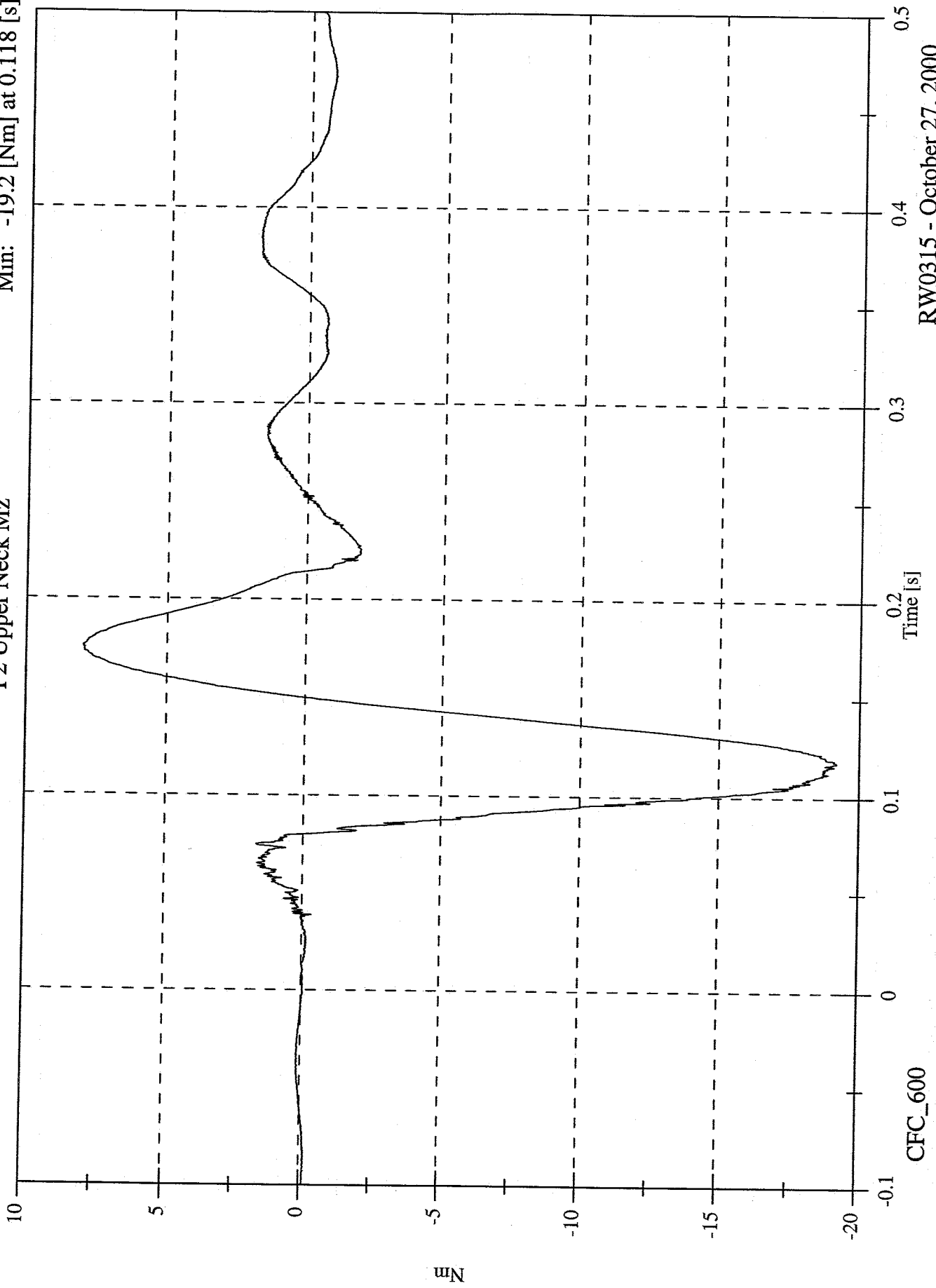


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 8.0 [Nm] at 0.176 [s]  
Min: -19.2 [Nm] at 0.118 [s]

P2 Upper Neck Mz

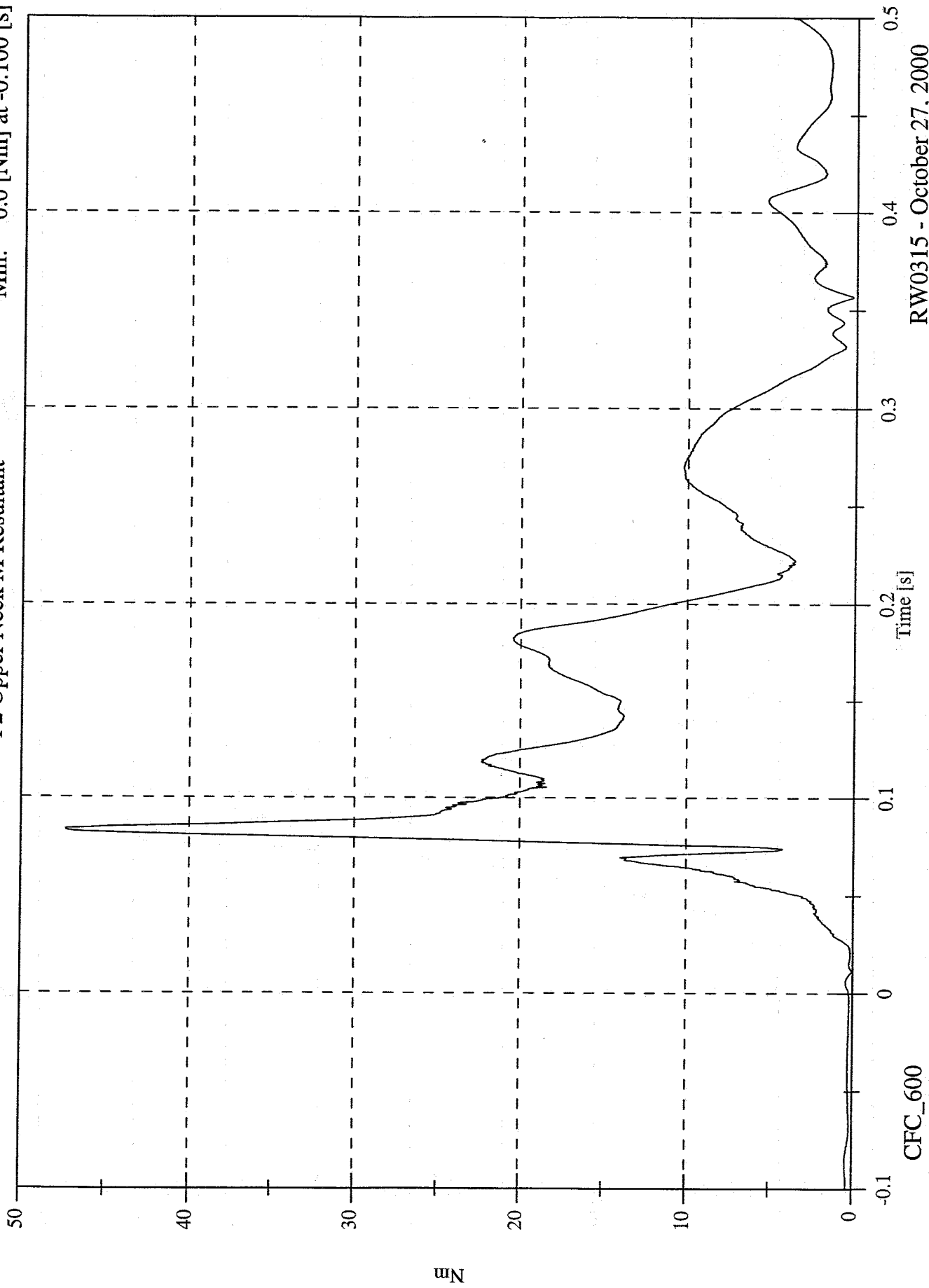


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 47.3 [Nm] at 0.084 [s]  
Min: 0.0 [Nm] at -0.100 [s]

P2 Upper Neck M Resultant

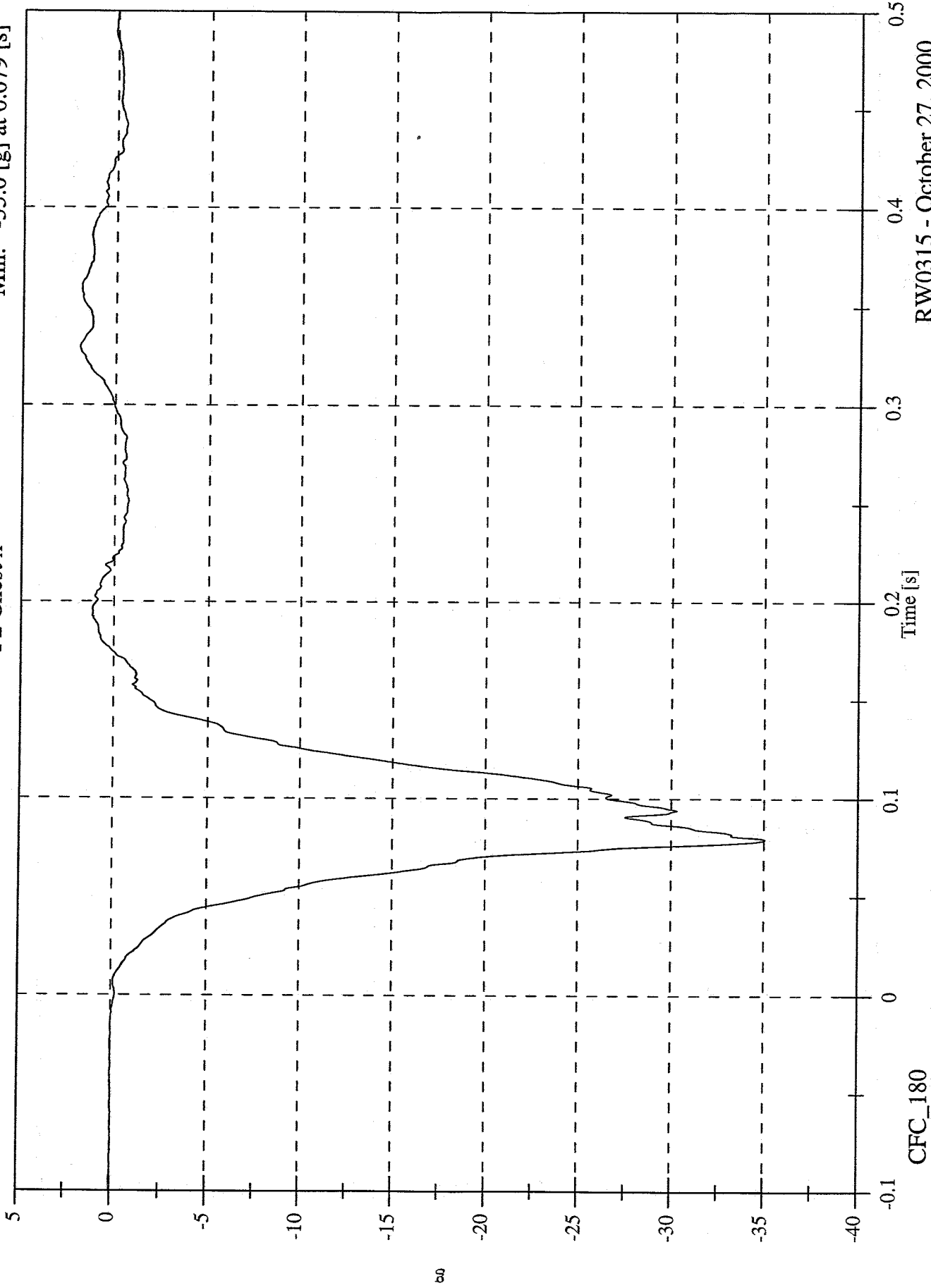


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1.9 [g] at 0.329 [s]  
Min: -35.0 [g] at 0.079 [s]

P2 Chest x



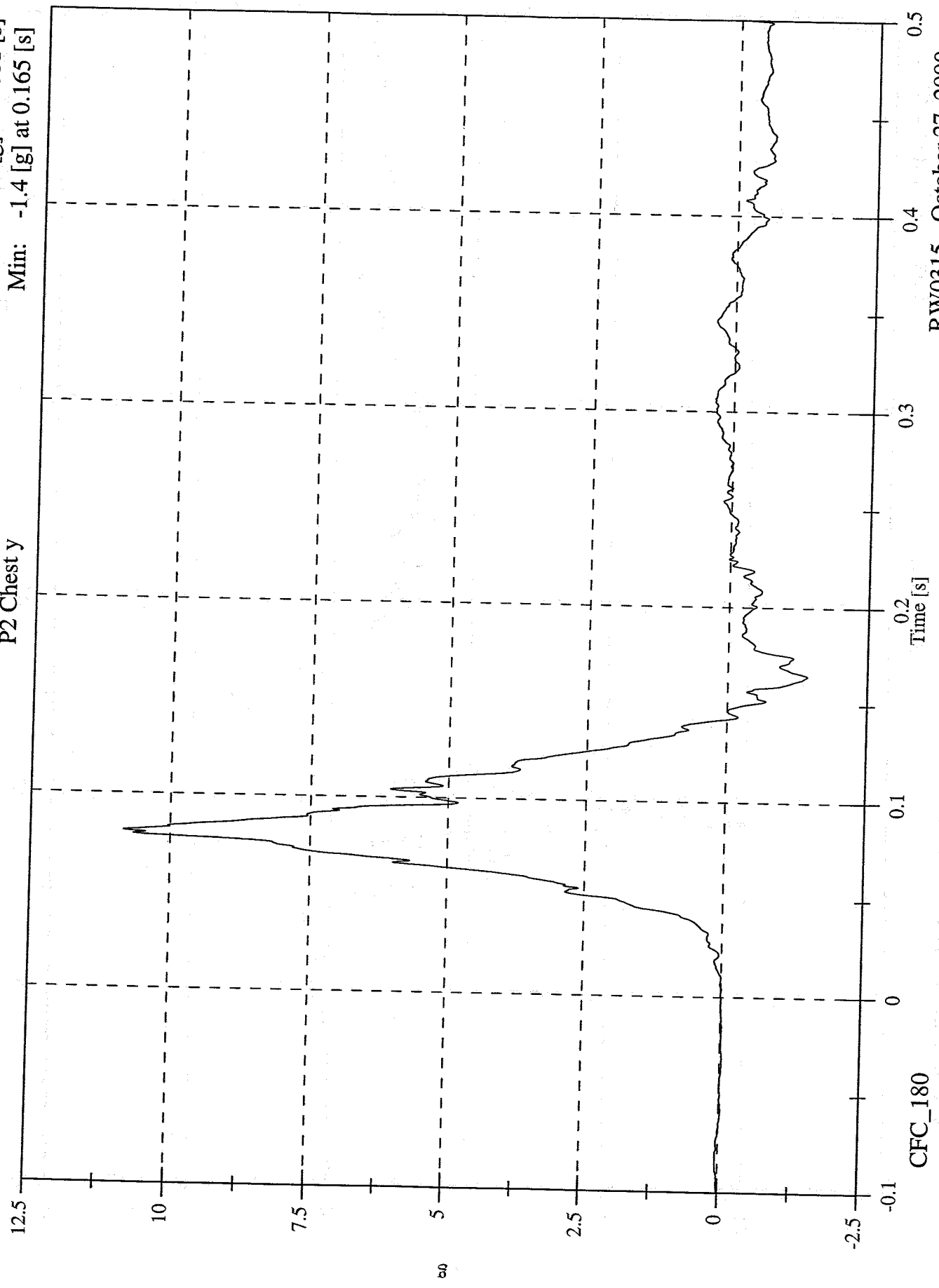
CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Chest y

Max: 10.8 [g] at 0.081 [s]  
Min: -1.4 [g] at 0.165 [s]

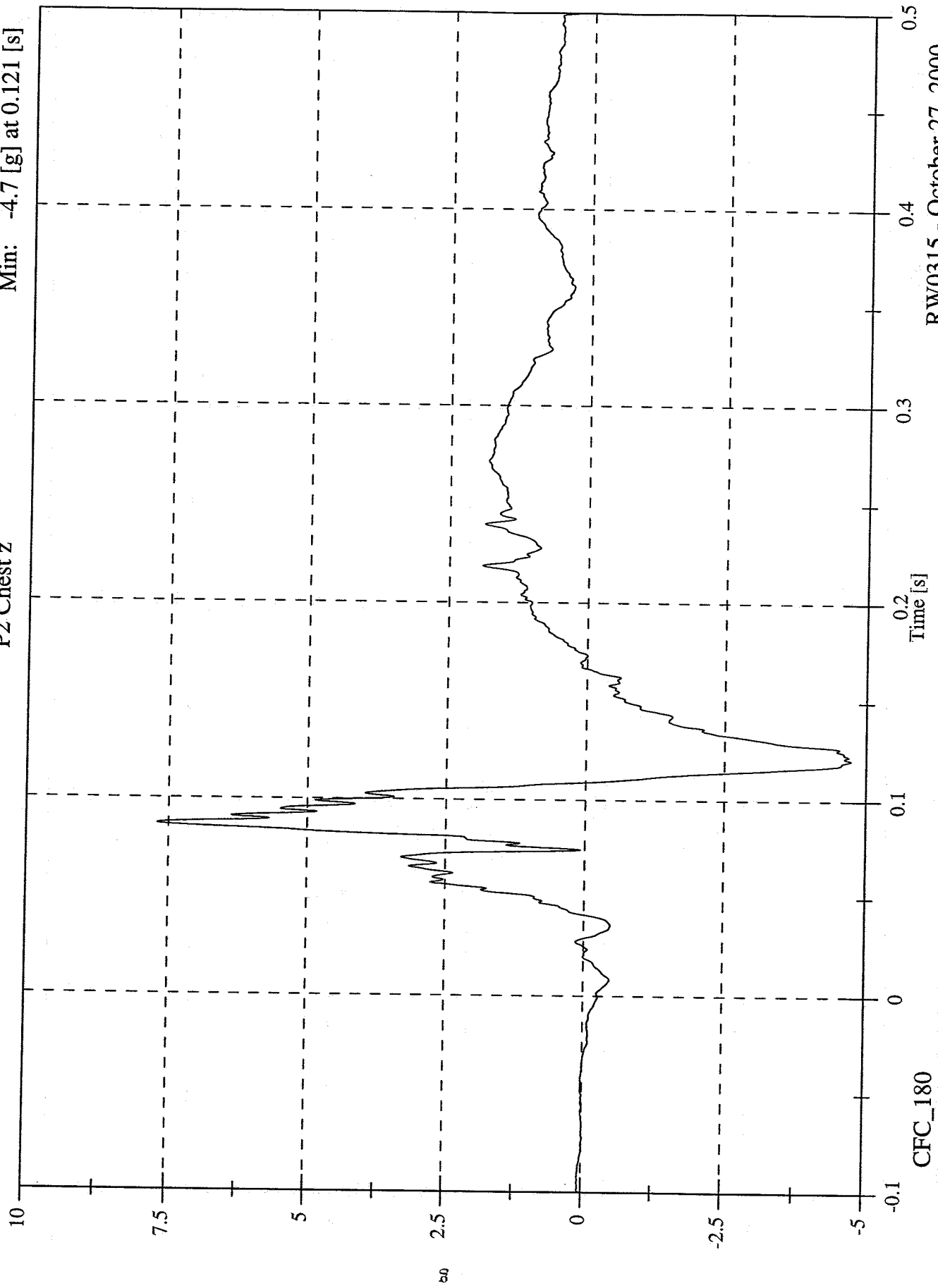


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Chest z

Max: 7.7 [g] at 0.087 [s]  
Min: -4.7 [g] at 0.121 [s]

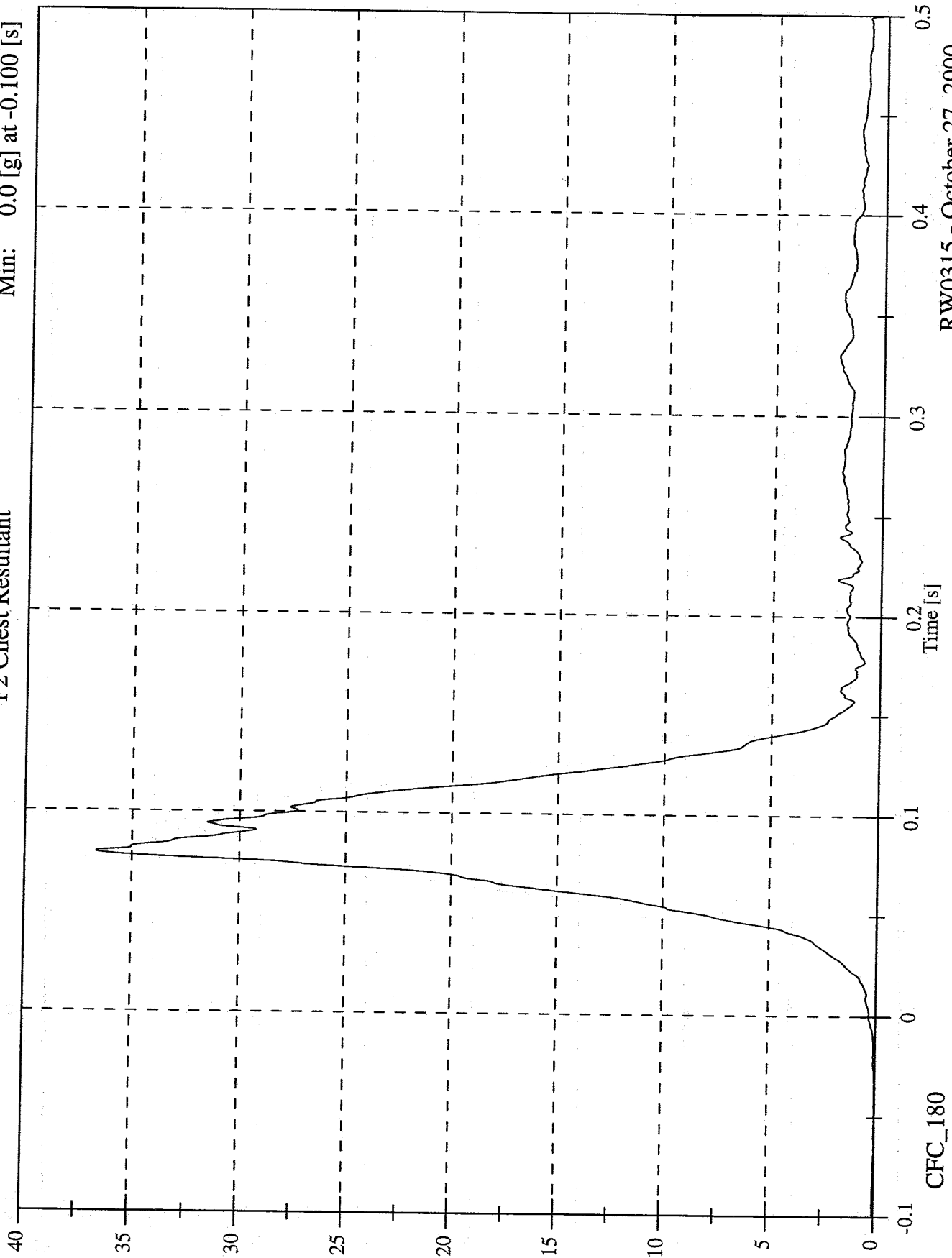


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 36.7 [g] at 0.079 [s]  
Min: 0.0 [g] at -0.100 [s]

P2 Chest Resultant

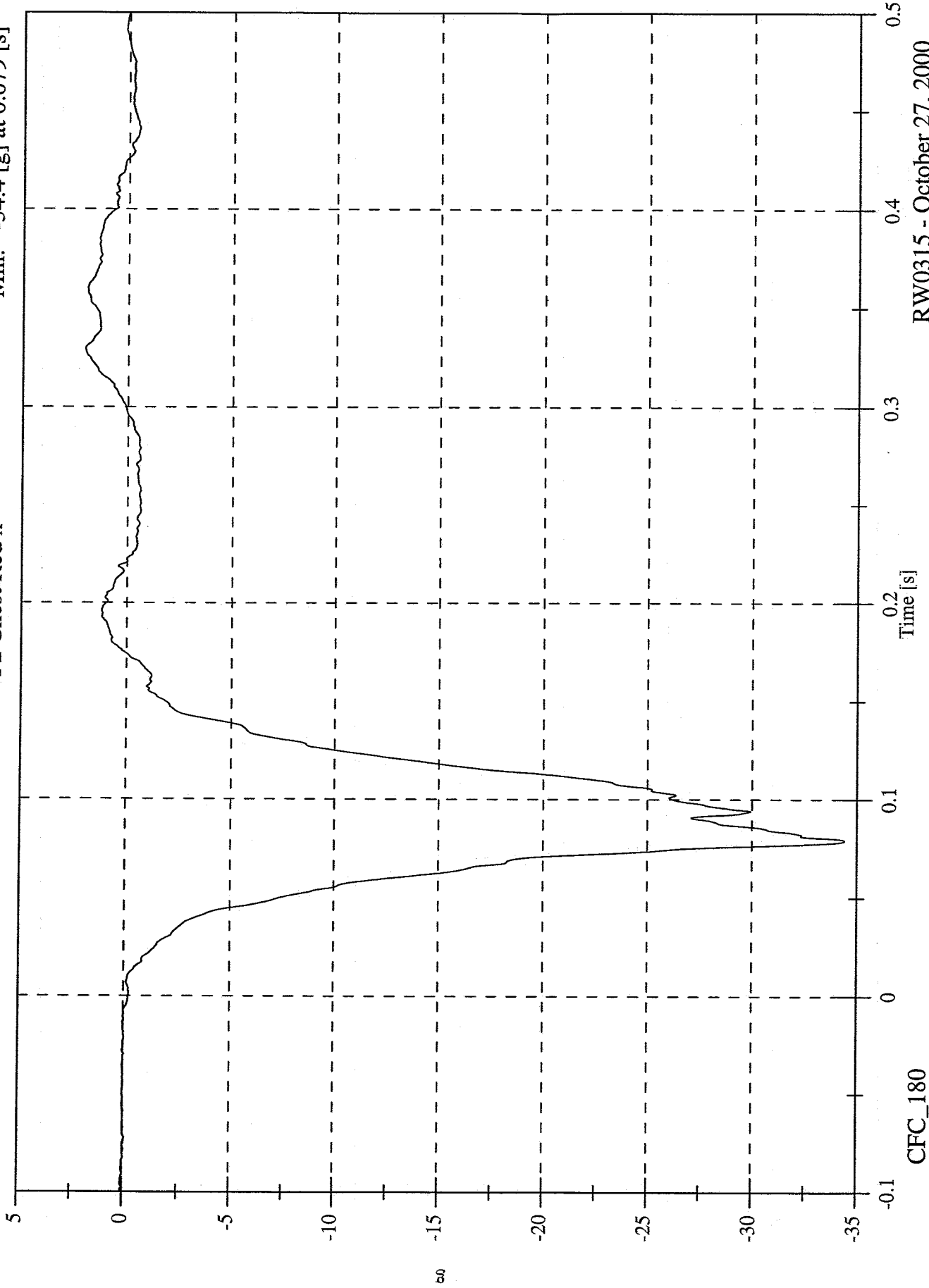


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Chest Red x

Max: 2.0 [g] at 0.329 [s]  
Min: -34.4 [g] at 0.079 [s]

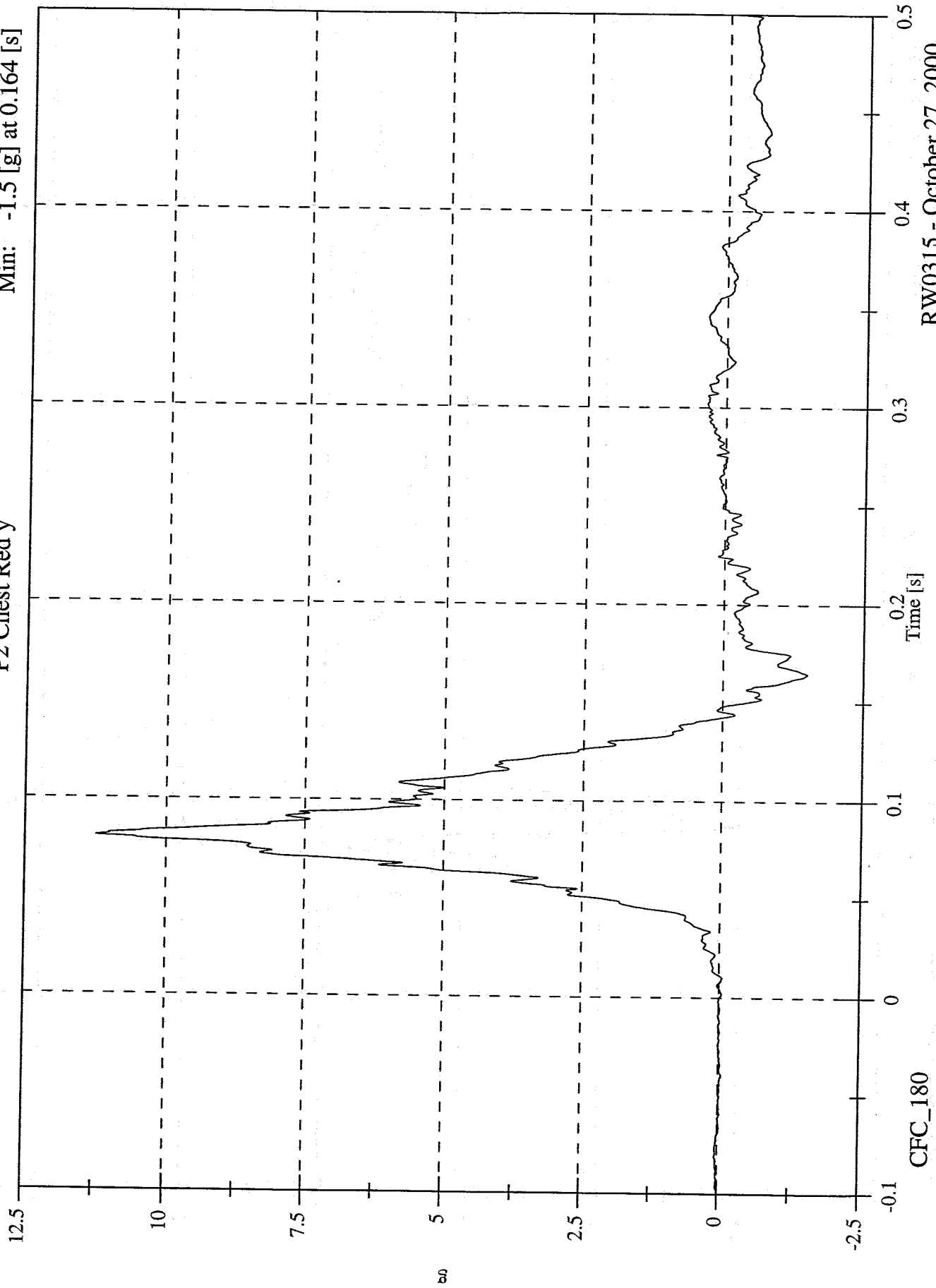


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 11.2 [g] at 0.081 [s]  
Min: -1.5 [g] at 0.164 [s]

P2 Chest Red y

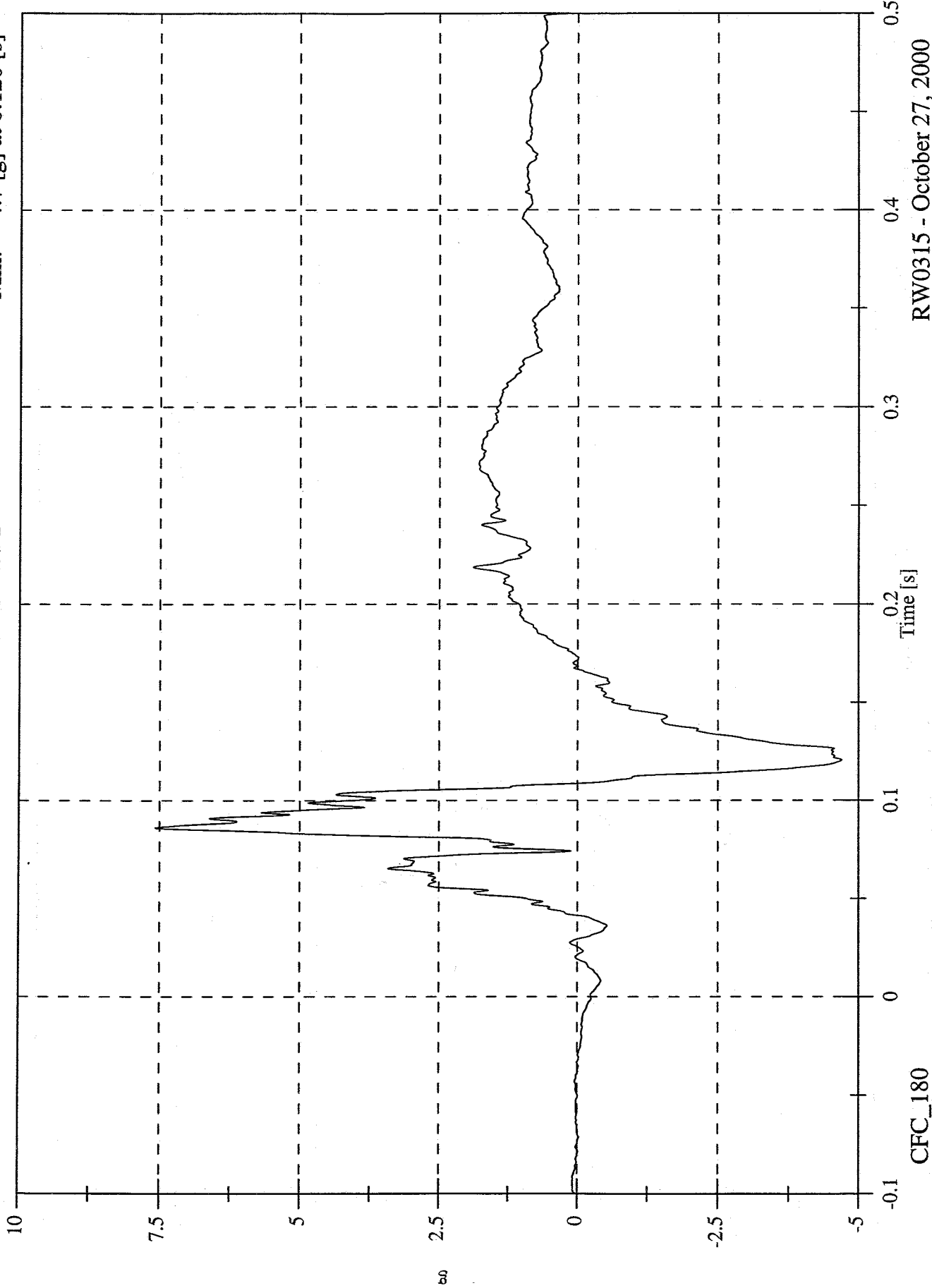


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 7.6 [g] at 0.086 [s]  
Min: -4.7 [g] at 0.120 [s]

P2 Chest Red z

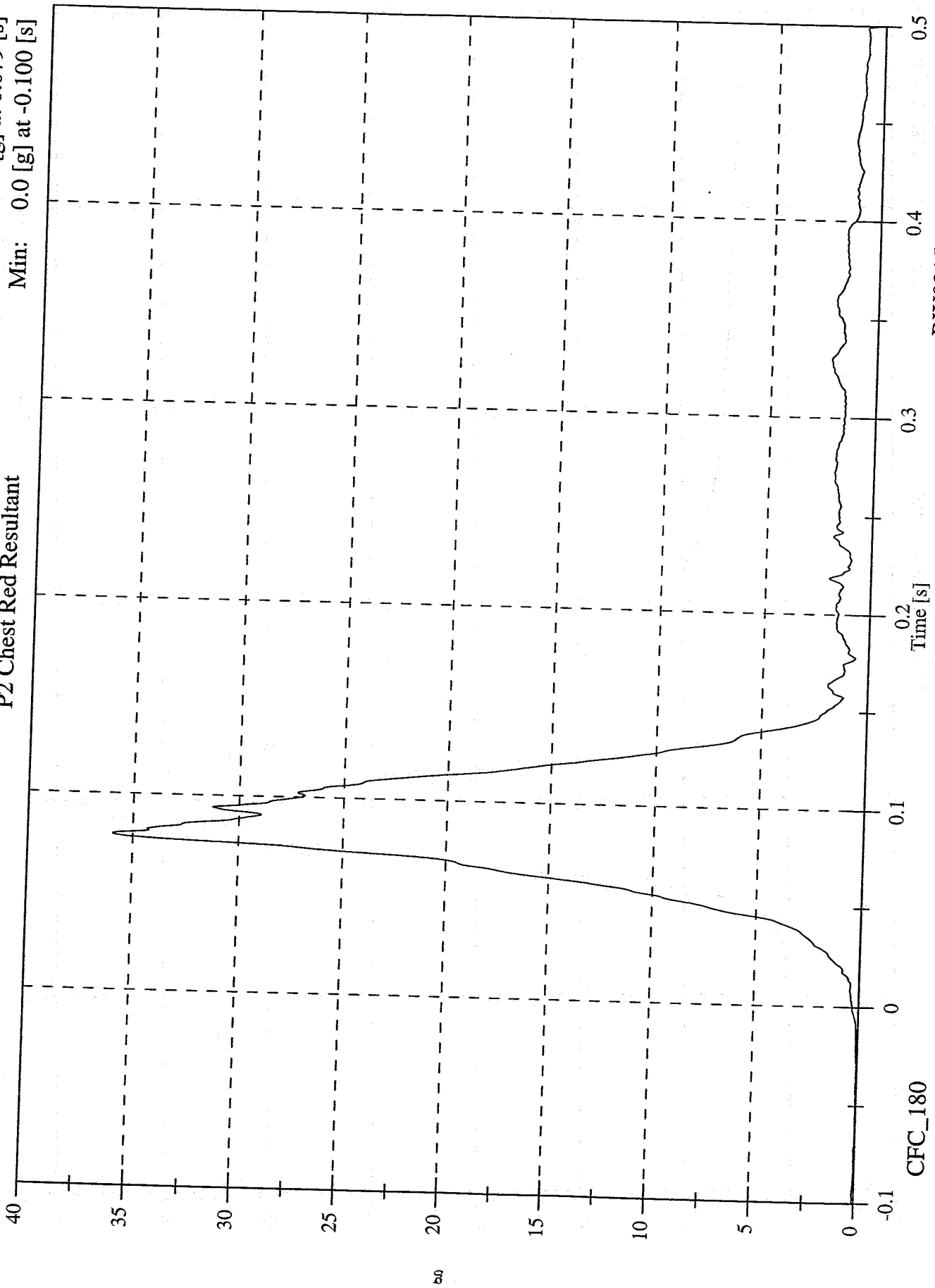


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Chest Red Resultant

Max: 35.9 [g] at 0.079 [s]  
Min: 0.0 [g] at -0.100 [s]

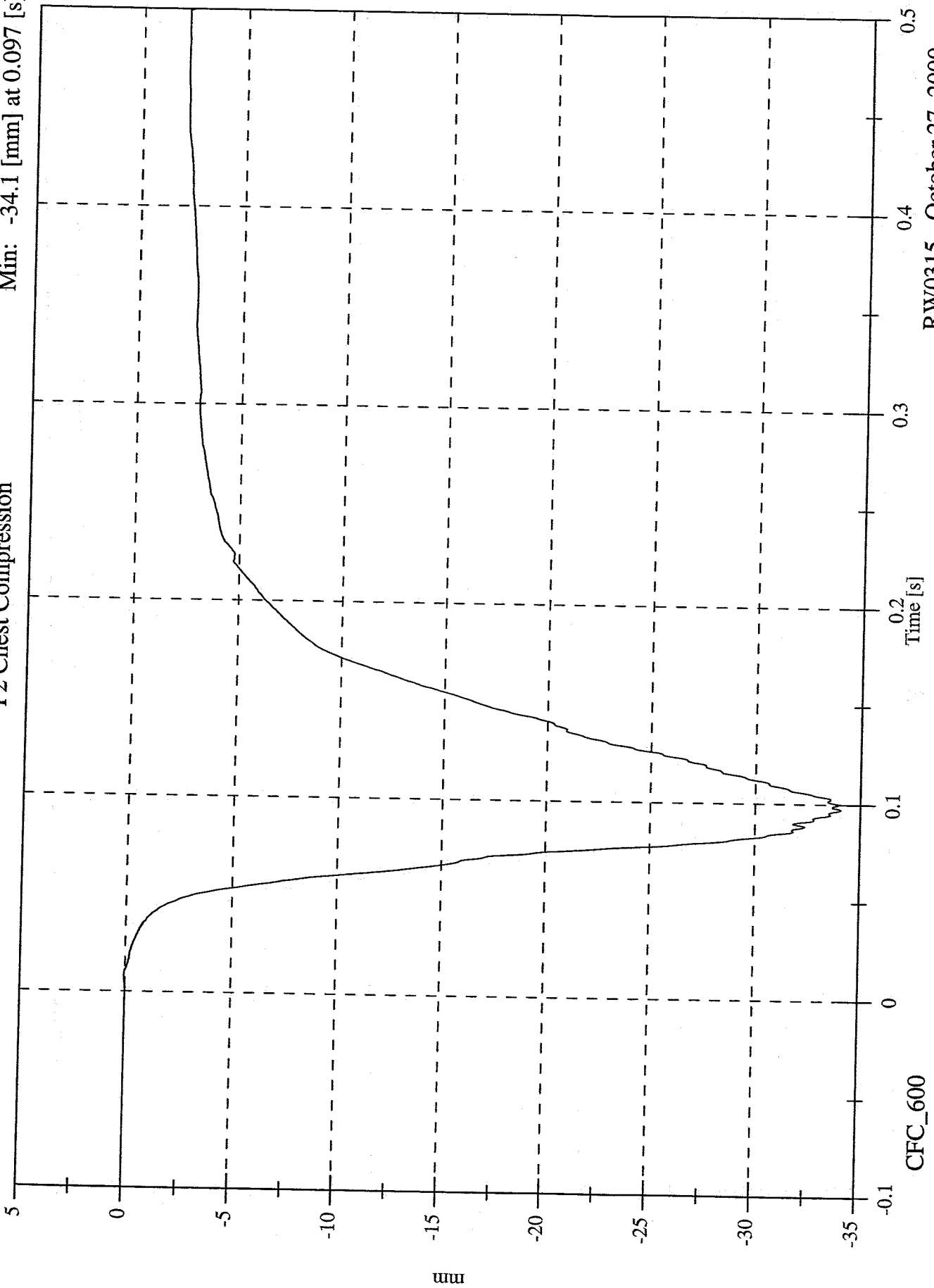


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 0.0 [mm] at 0.007 [s]  
Min: -34.1 [mm] at 0.097 [s]

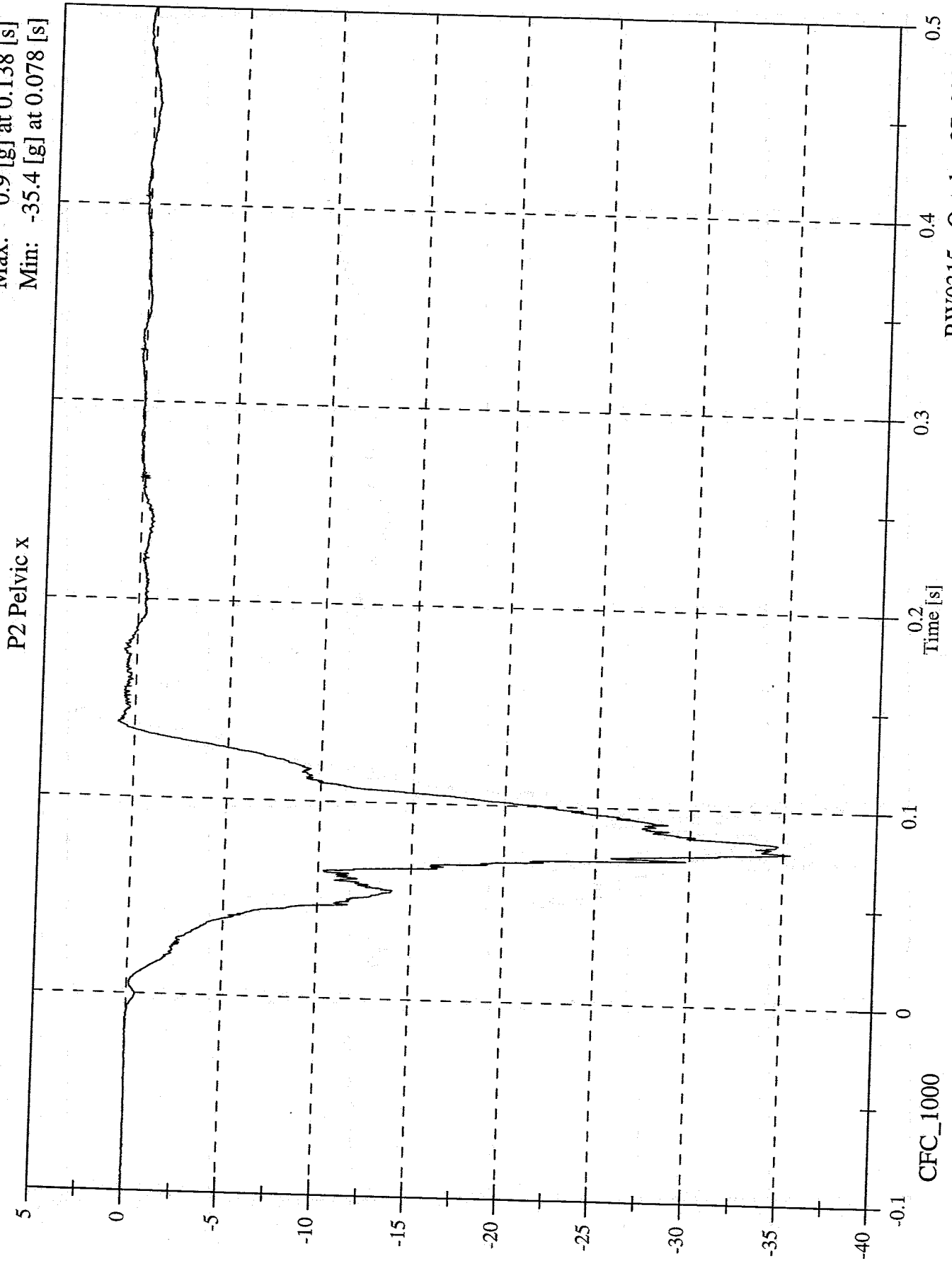
P2 Chest Compression



RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 0.9 [g] at 0.138 [s]  
Min: -35.4 [g] at 0.078 [s]

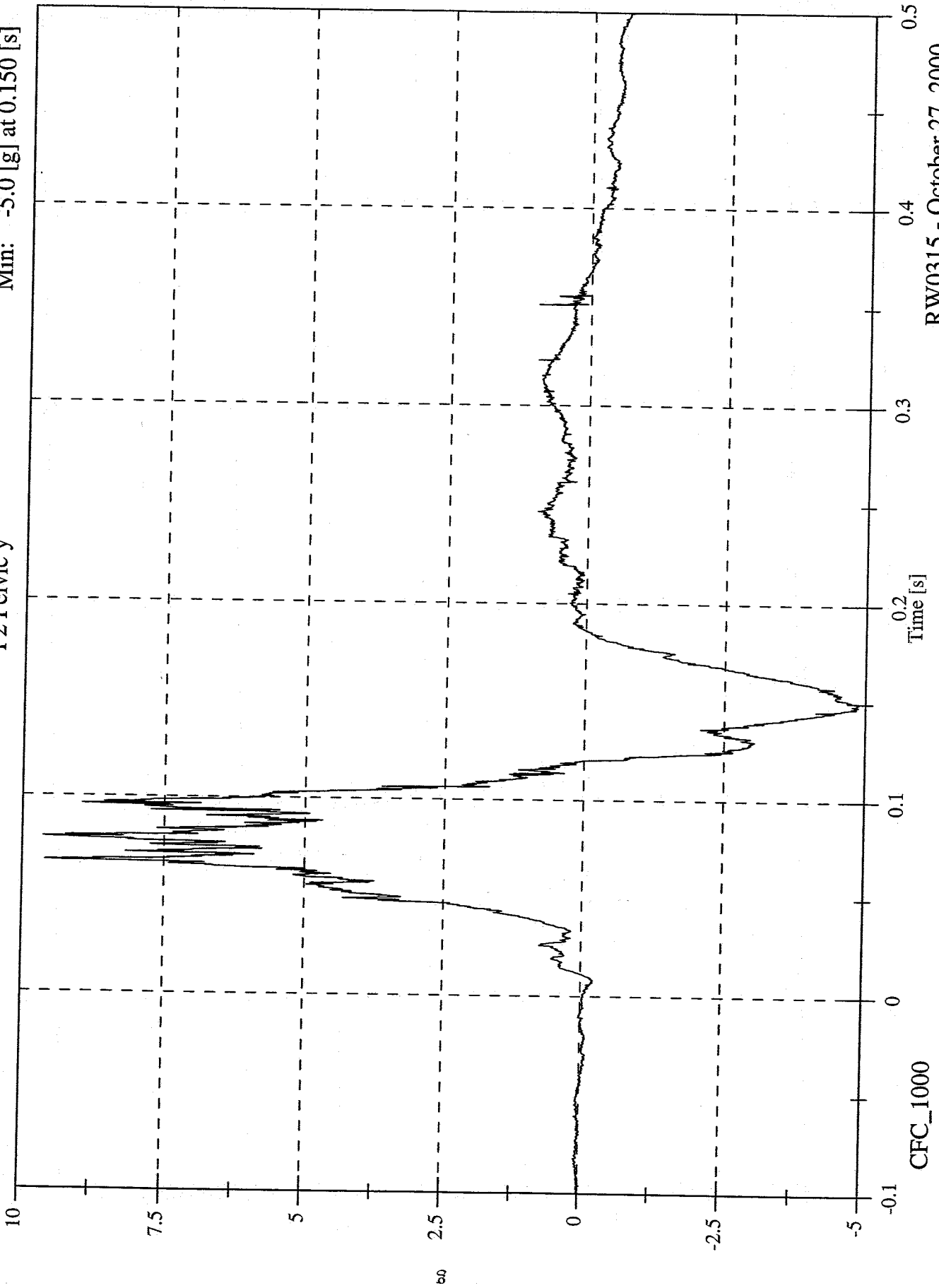


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 9.6 [g] at 0.079 [s]  
Min: -5.0 [g] at 0.150 [s]

P2 Pelvic y

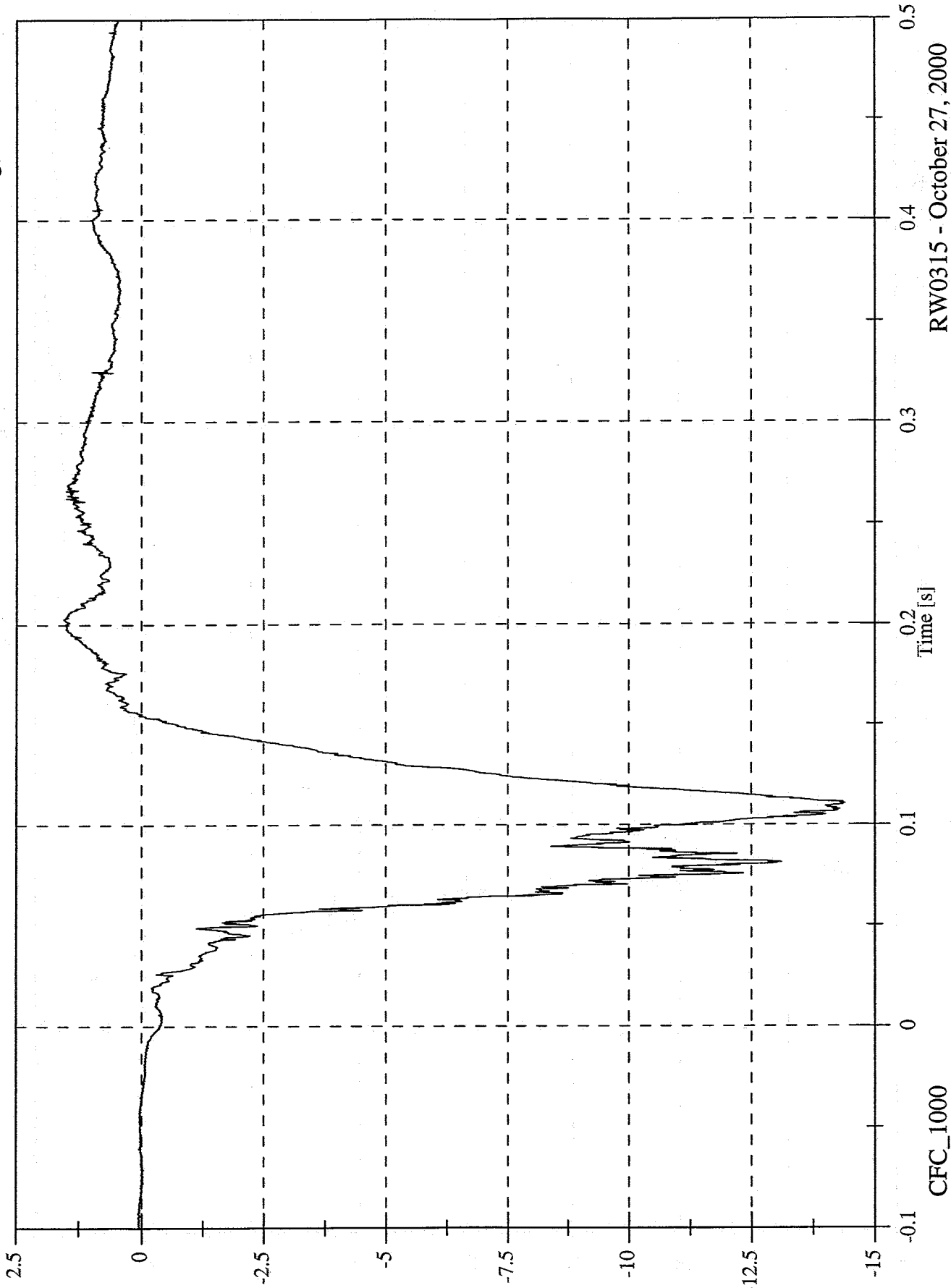


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1.6 [g] at 0.203 [s]  
Min: -14.4 [g] at 0.111 [s]

P2 Pelvic z



CFC\_1000

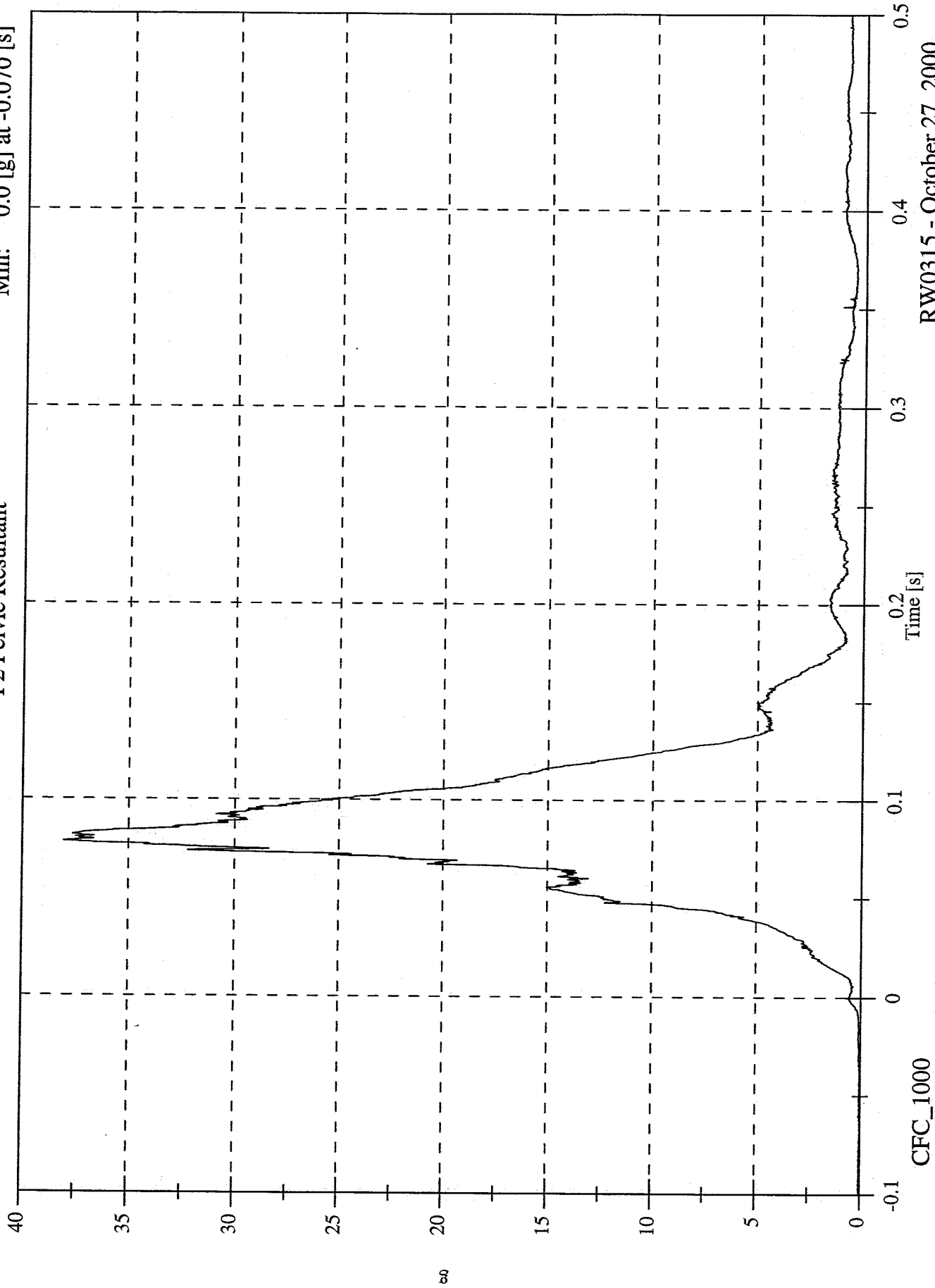
Time [s]

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Pelvic Resultant

Max: 38.0 [g] at 0.078 [s]  
Min: 0.0 [g] at -0.070 [s]

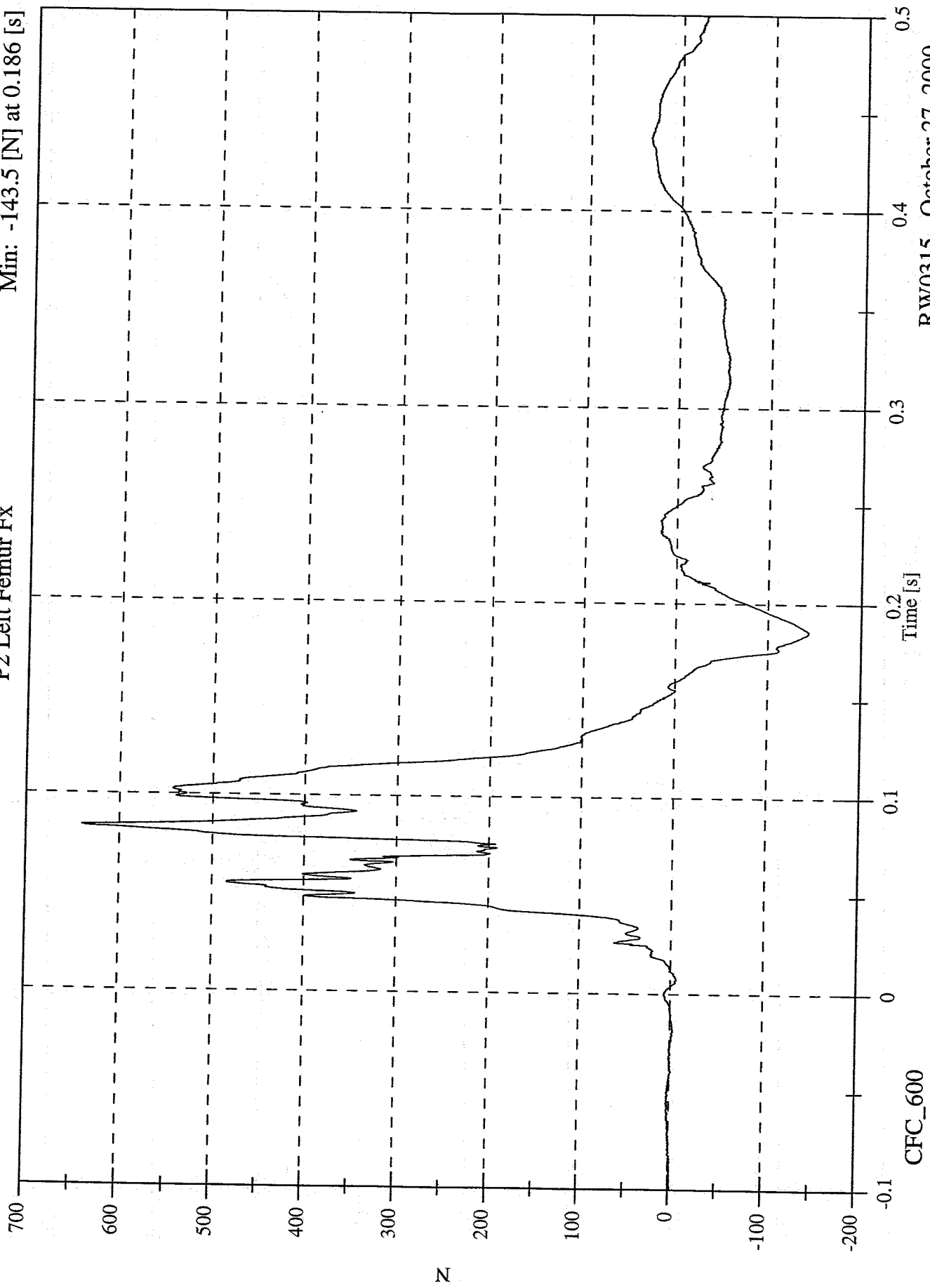


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Femur Fx

Max: 640.4 [N] at 0.084 [s]  
Min: -143.5 [N] at 0.186 [s]

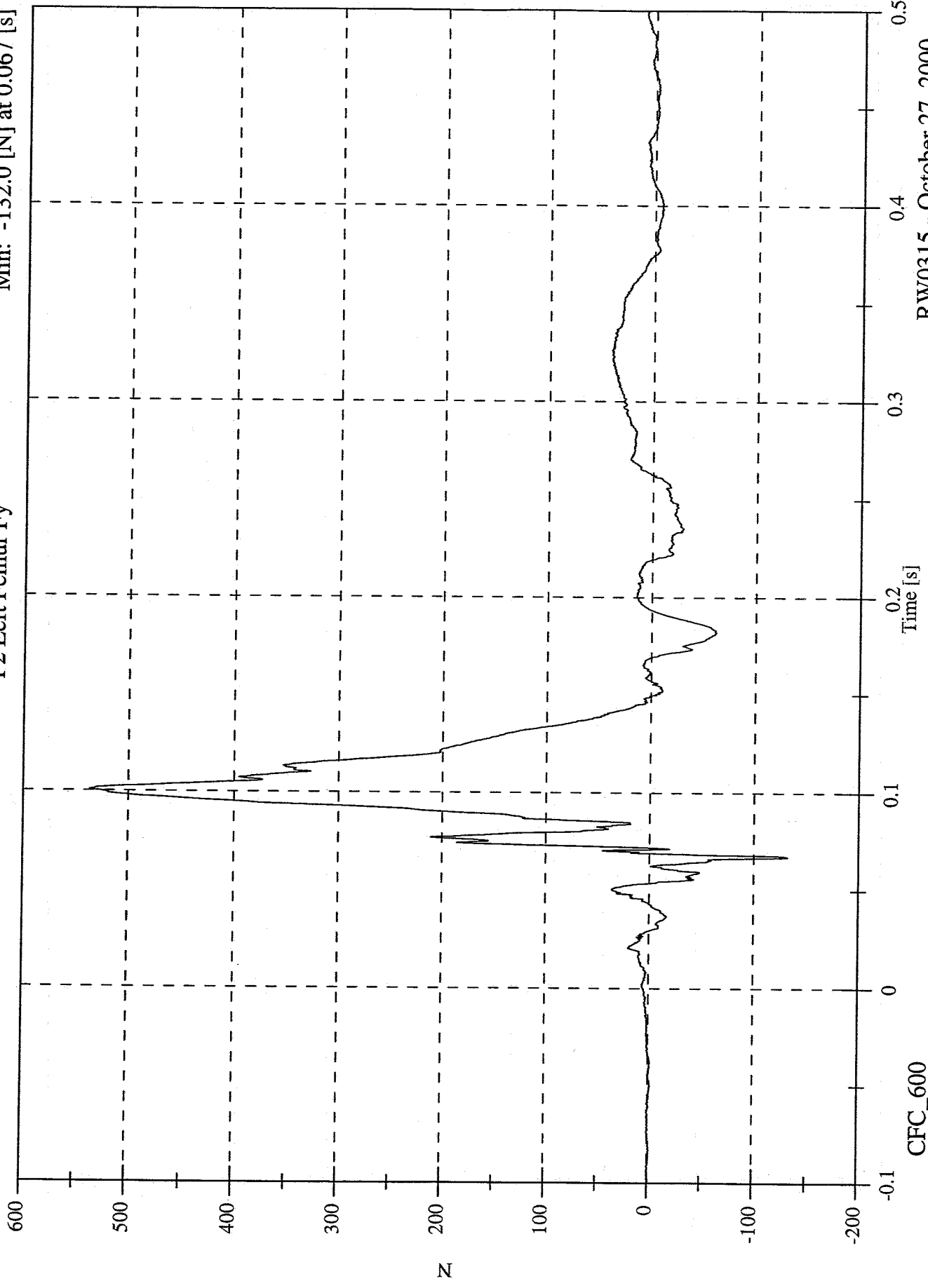


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 536.9 [N] at 0.101 [s]  
Min: -132.0 [N] at 0.067 [s]

P2 Left Femur Fy

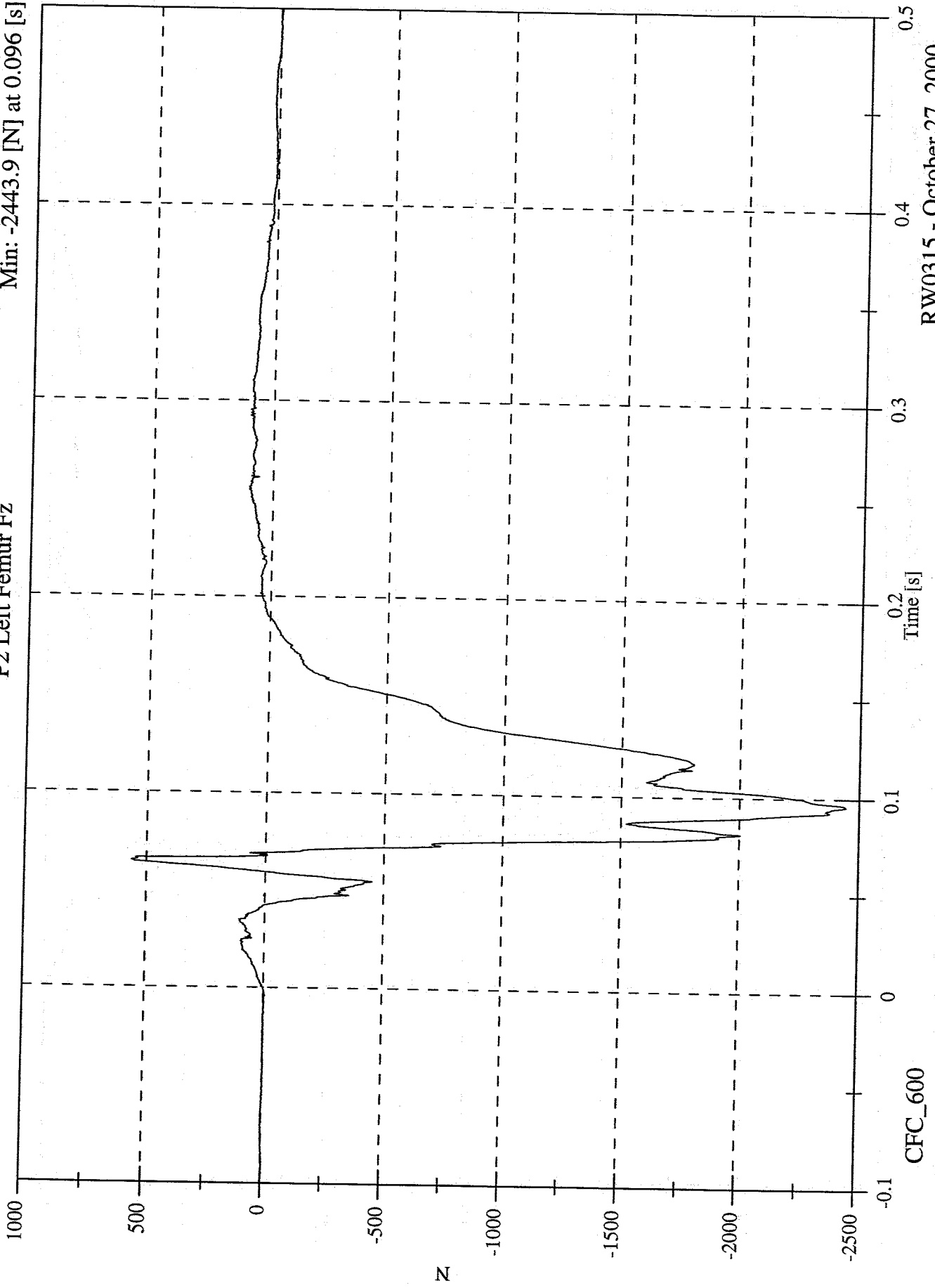


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 556.6 [N] at 0.065 [s]  
Min: -2443.9 [N] at 0.096 [s]

P2 Left Femur Fz

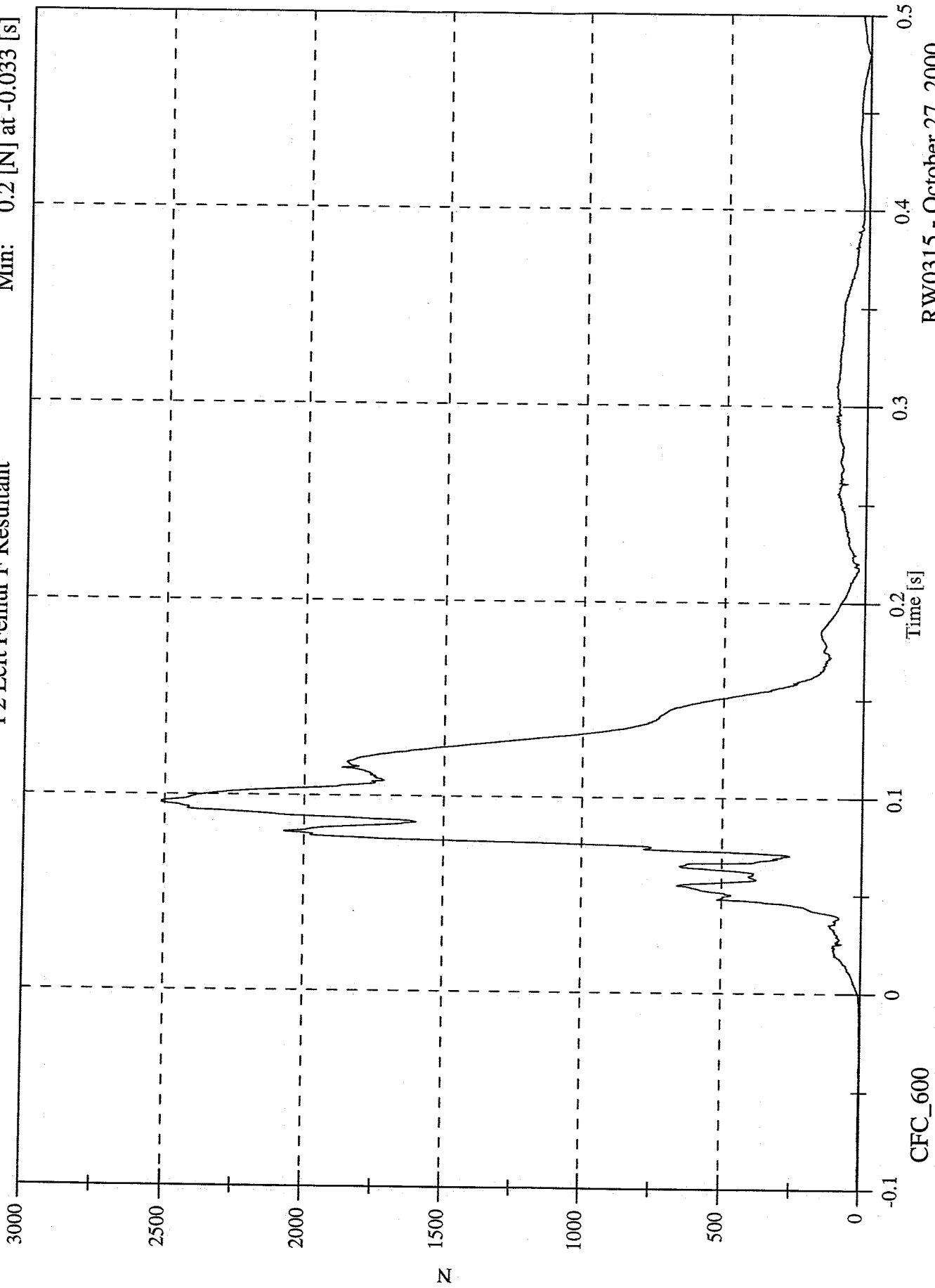


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2512.9 [N] at 0.096 [s]  
Min: 0.2 [N] at -0.033 [s]

P2 Left Femur F Resultant

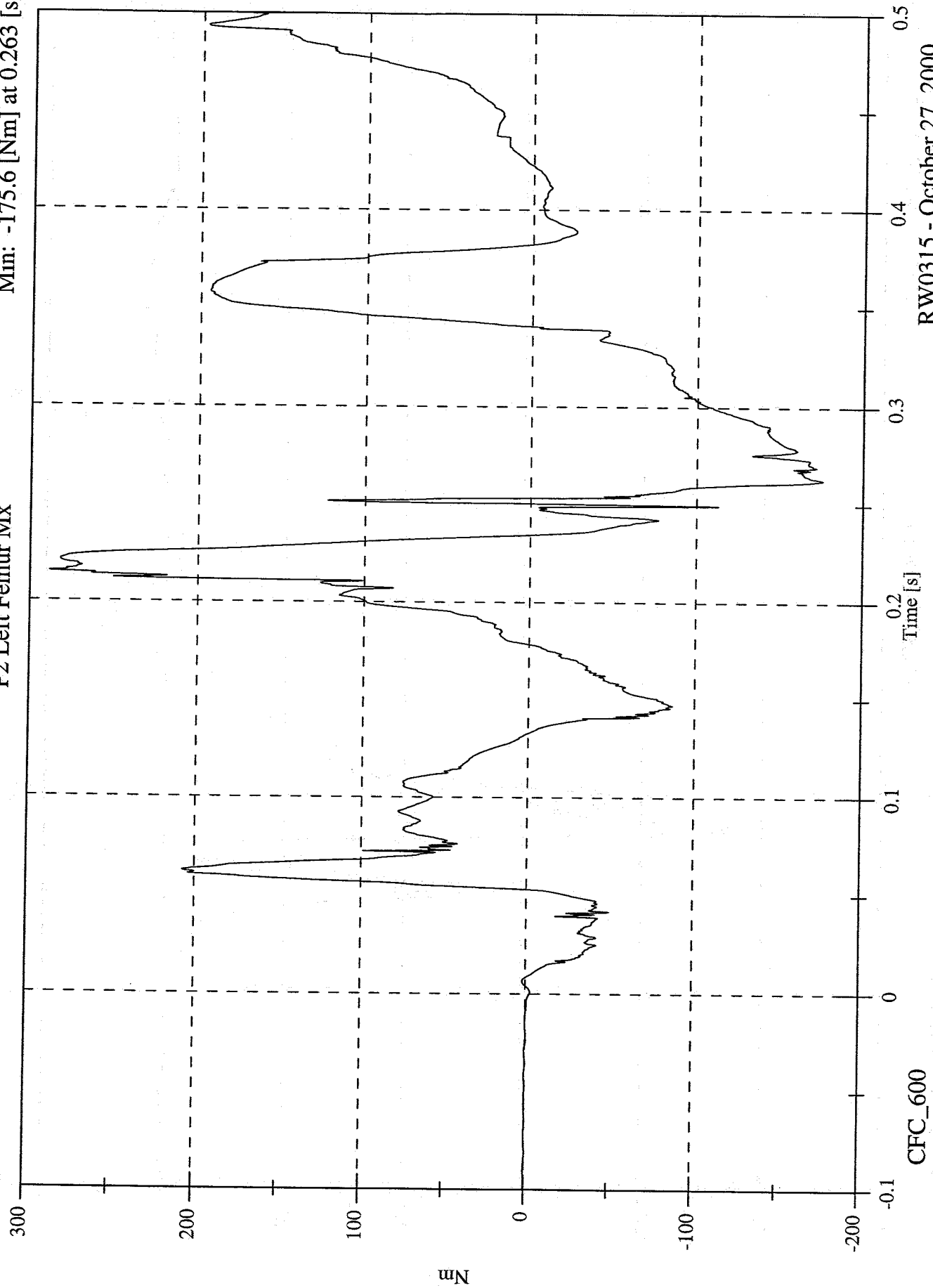


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Femur Mx

Max: 288.0 [Nm] at 0.215 [s]  
Min: -175.6 [Nm] at 0.263 [s]

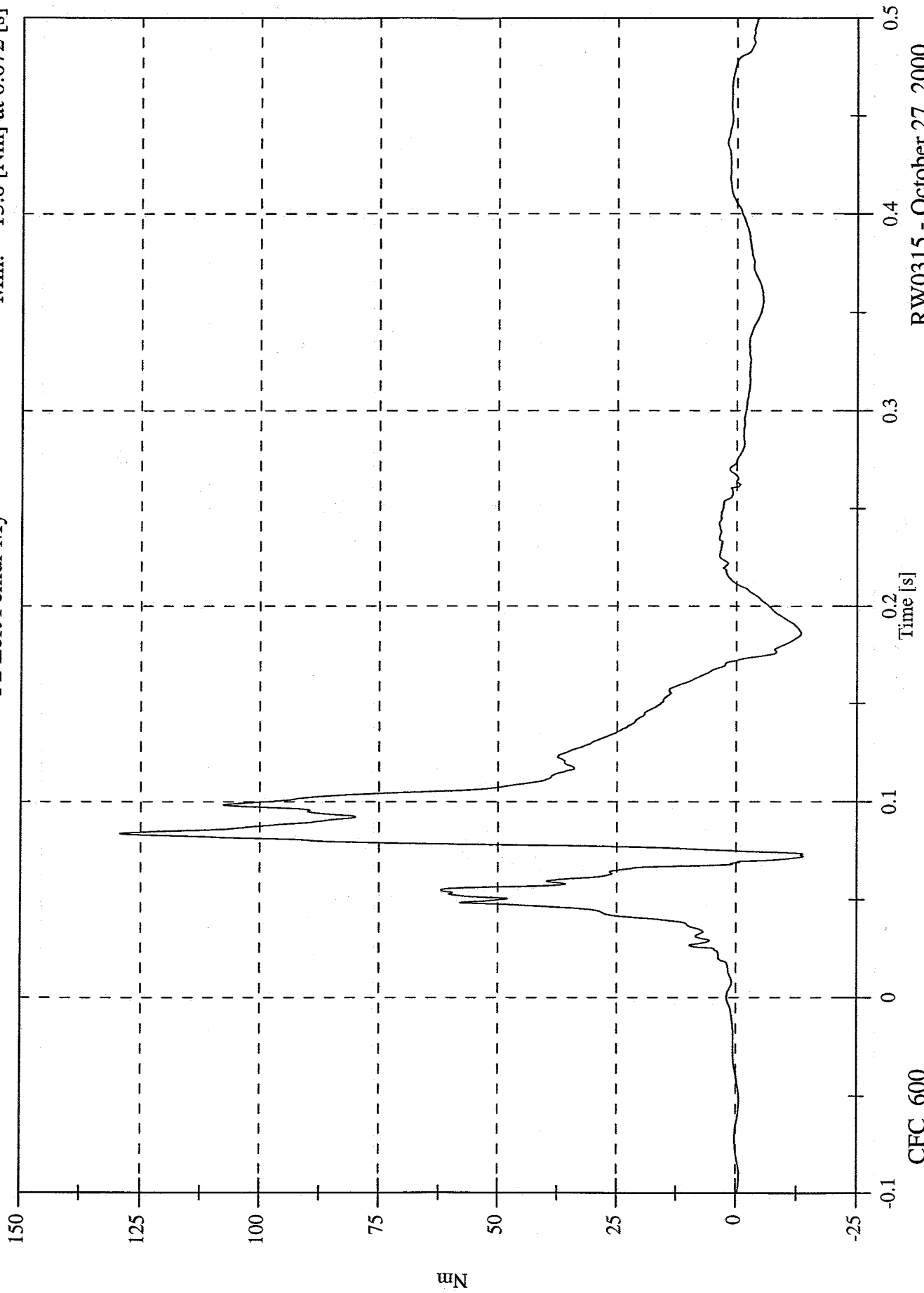


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 129.2 [Nm] at 0.084 [s]  
Min: -13.8 [Nm] at 0.072 [s]

P2 Left Femur My

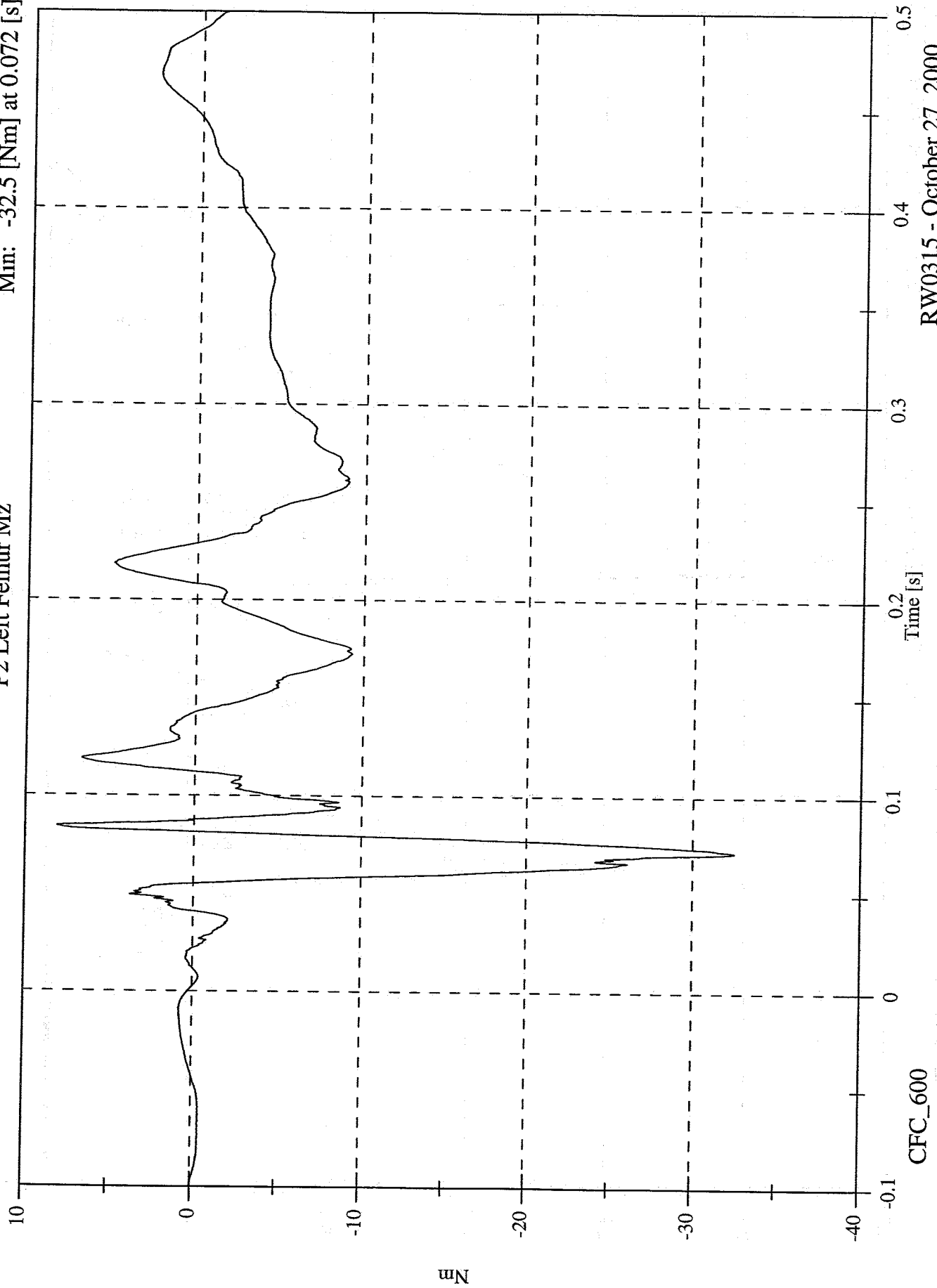


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 8.1 [Nm] at 0.084 [s]  
Min: -32.5 [Nm] at 0.072 [s]

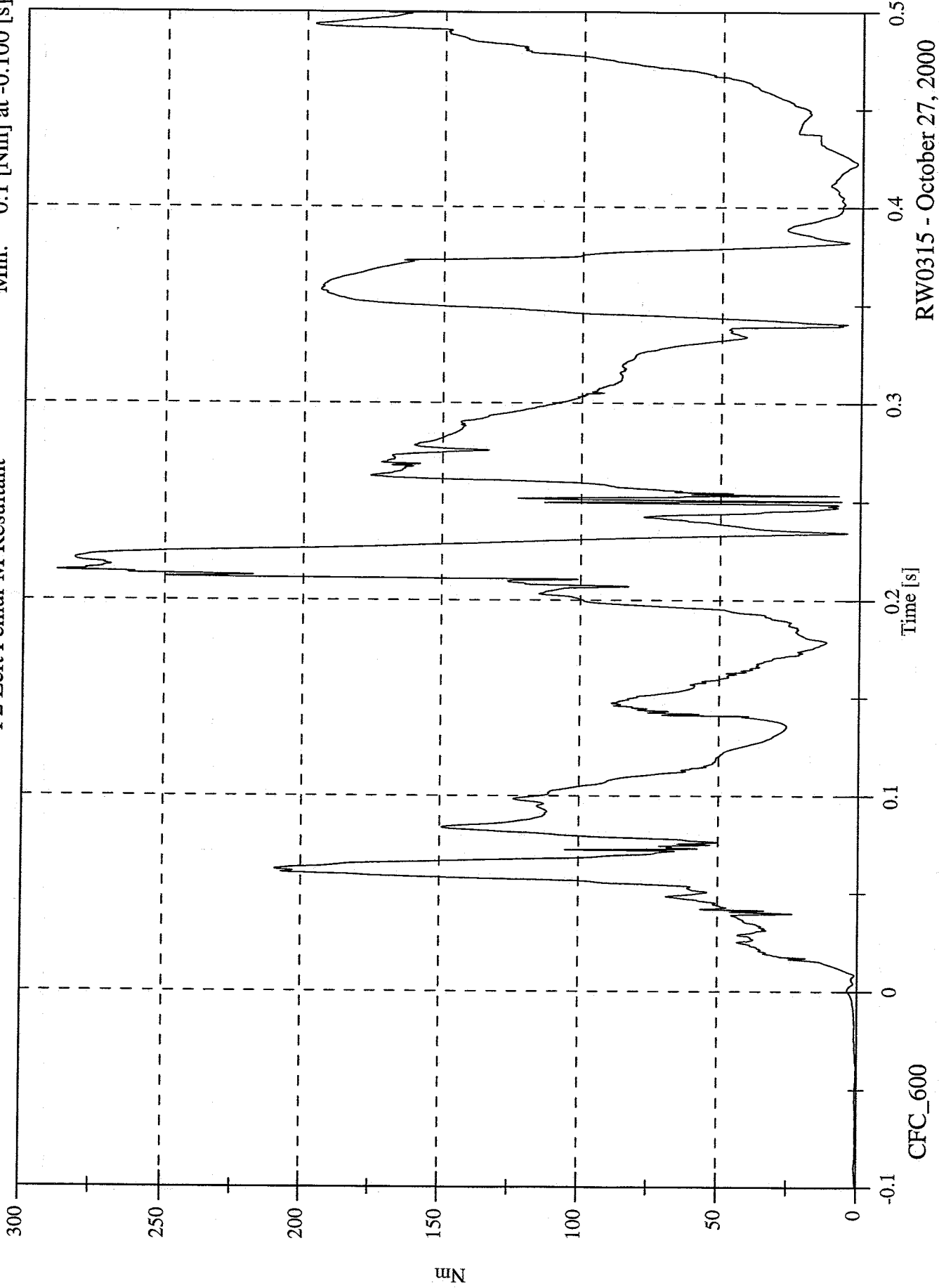
P2 Left Femur Mz



RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon  
P2 Left Femur M Resultant

Max: 288.1 [Nm] at 0.215 [s]  
Min: 0.1 [Nm] at -0.100 [s]

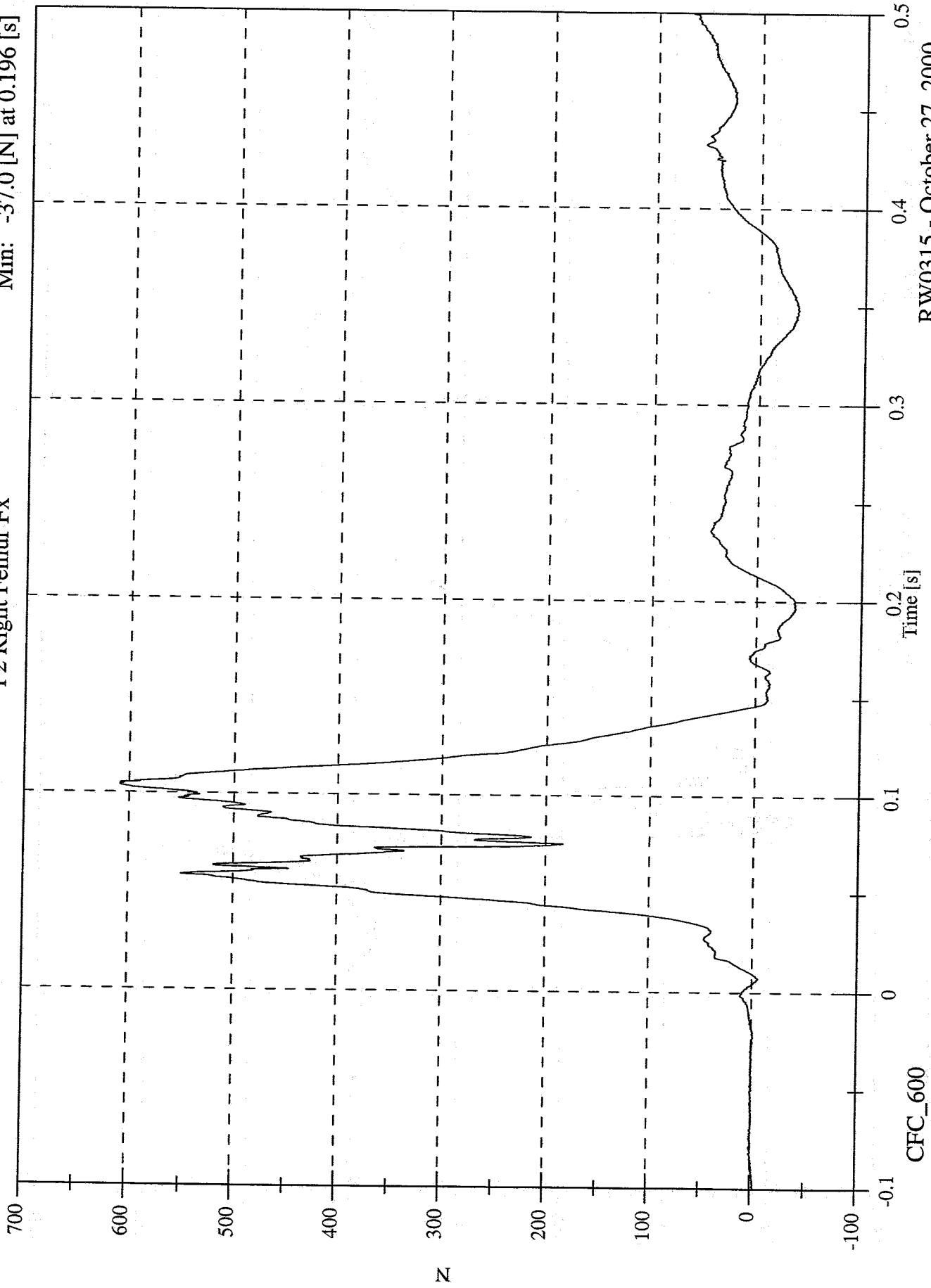


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 608.7 [N] at 0.104 [s]  
Min: -37.0 [N] at 0.196 [s]

P2 Right Femur Fx

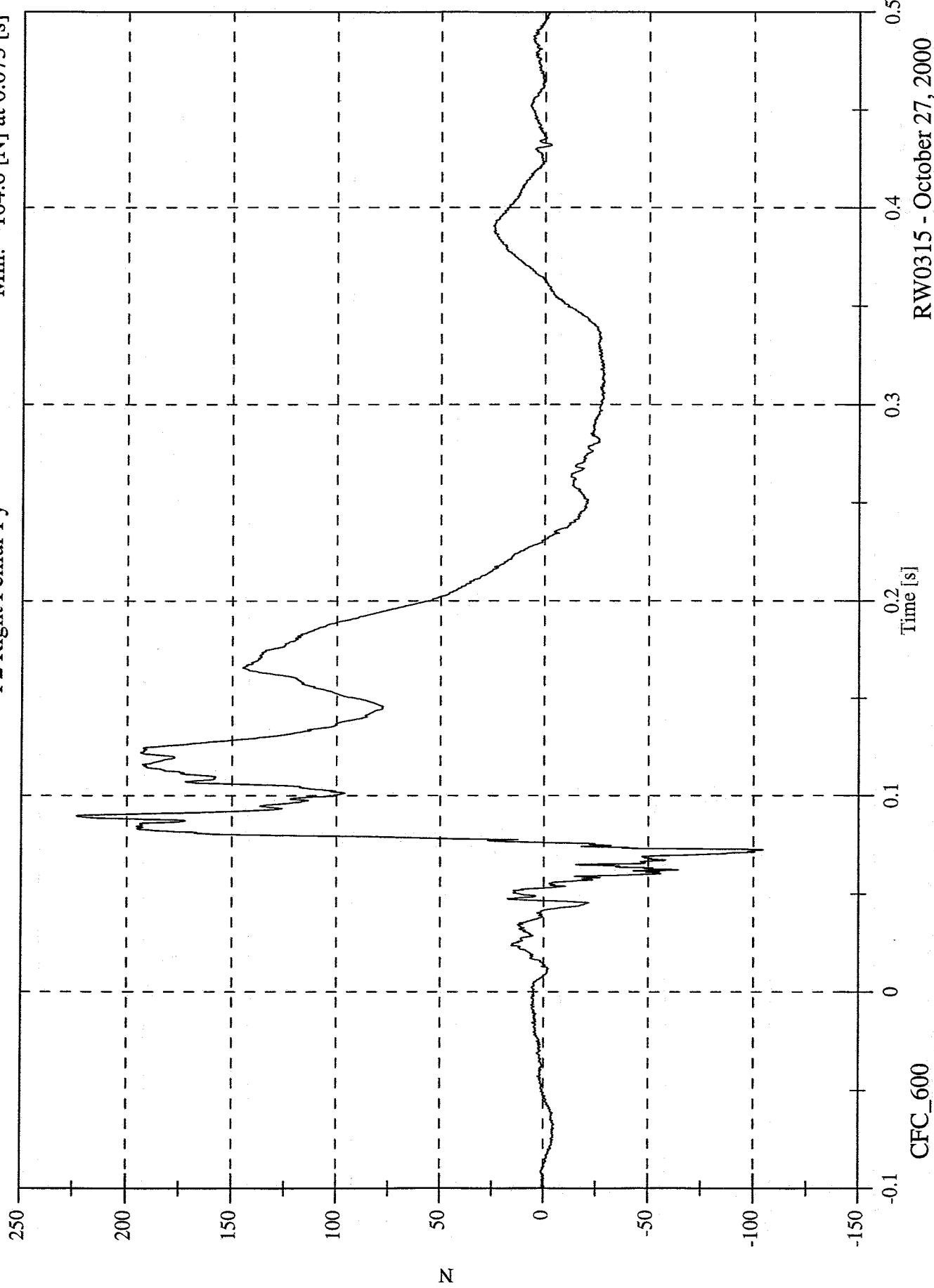


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 223.5 [N] at 0.090 [s]  
Min: -104.6 [N] at 0.073 [s]

P2 Right Femur Fy

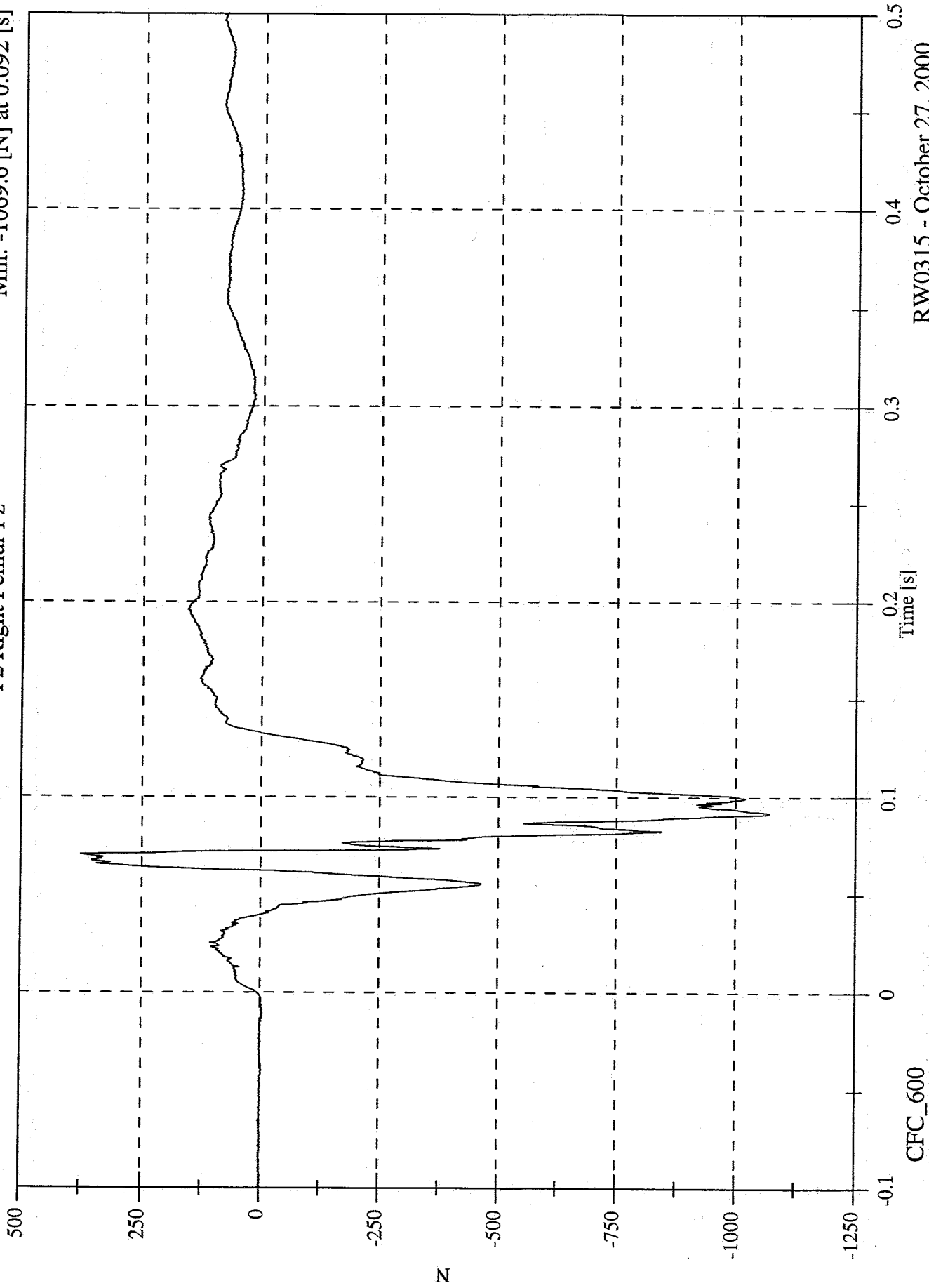


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Femur Fz

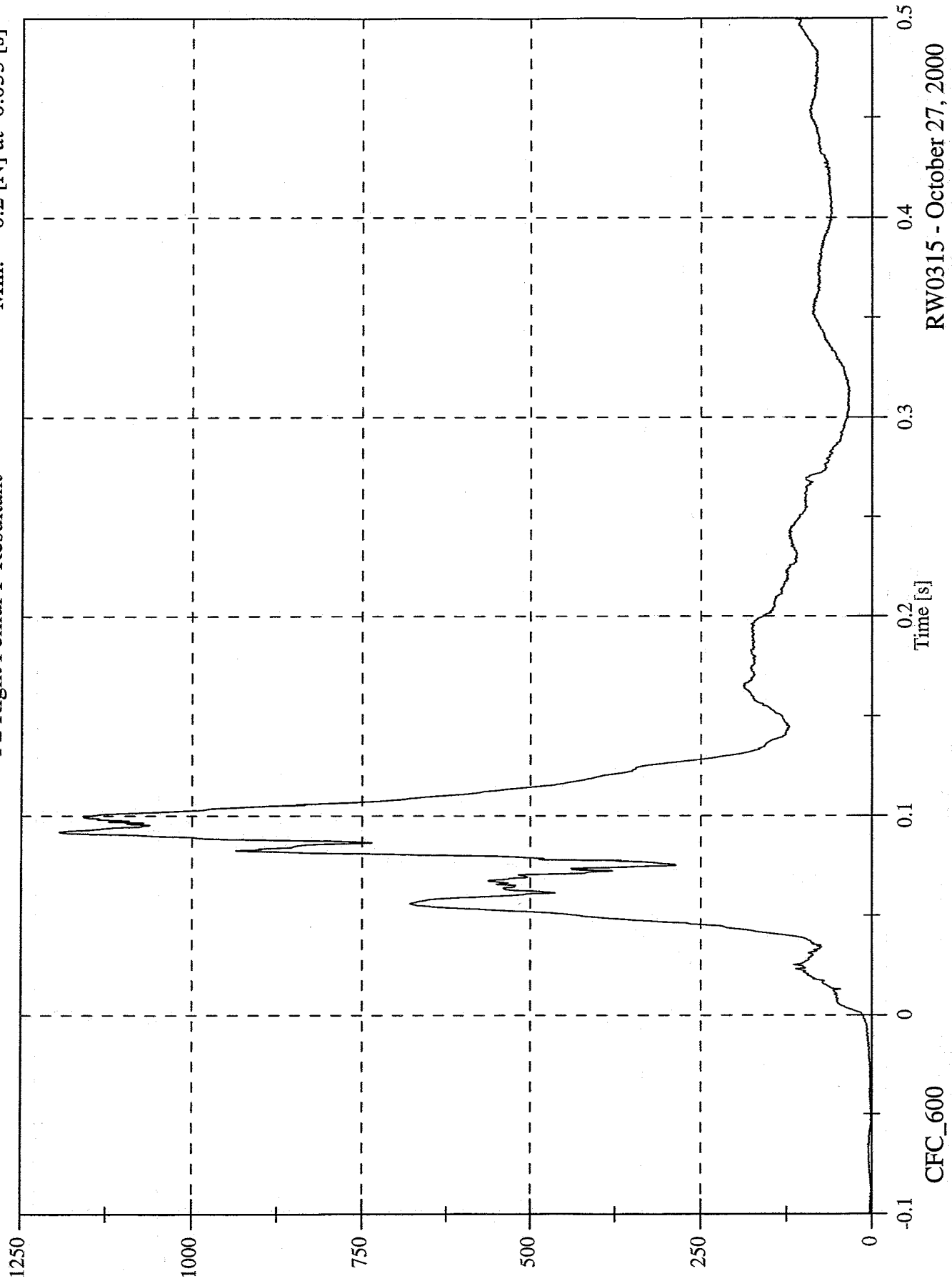
Max: 374.0 [N] at 0.071 [s]  
Min: -1069.6 [N] at 0.092 [s]



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Max: 1193.3 [N] at 0.092 [s]  
Min: 0.2 [N] at -0.053 [s]

40% Frontal Offset Test #4 - 1998 Dodge Neon  
P2 Right Femur F Resultant

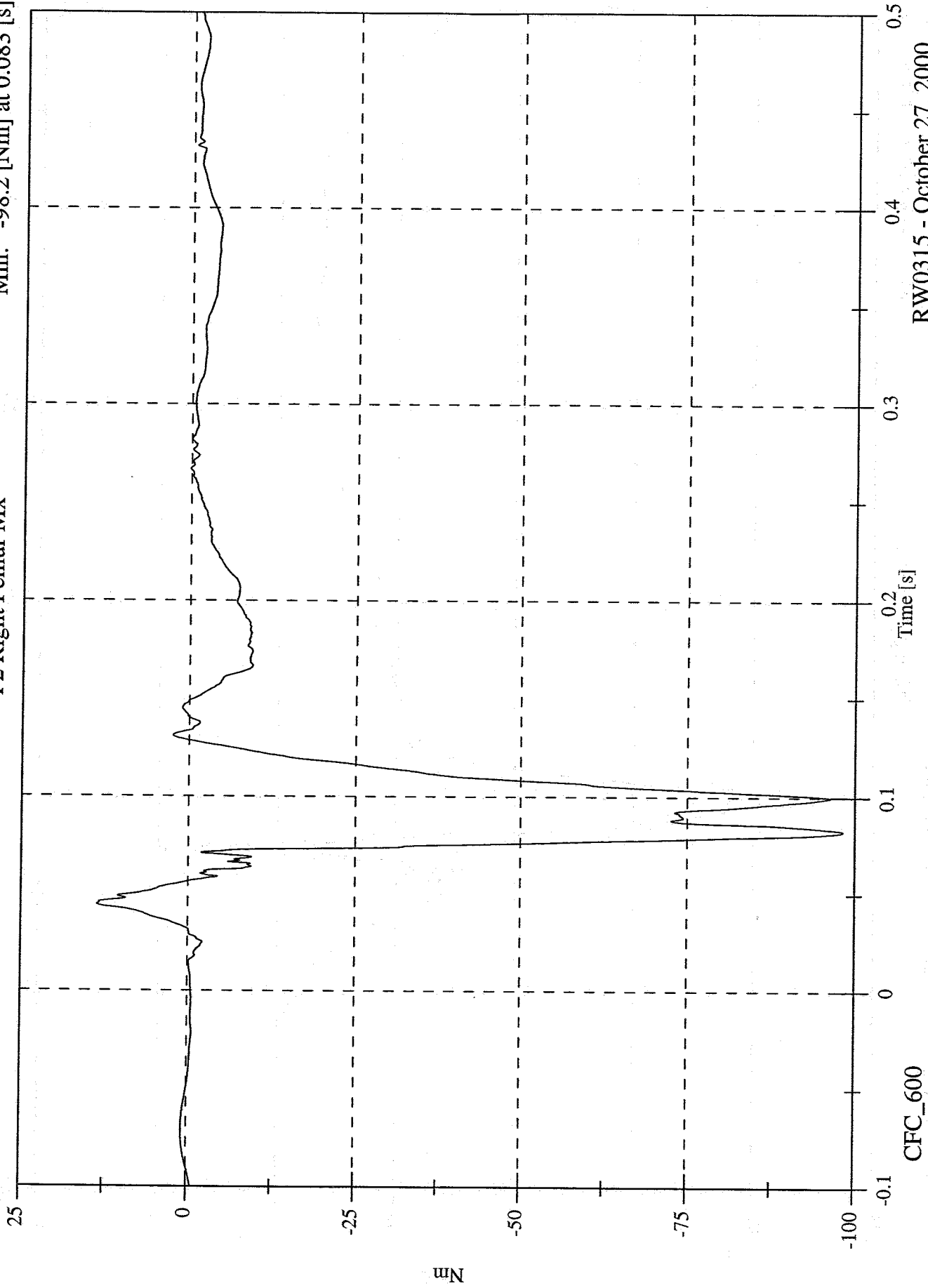


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Femur Mx

Max: 13.5 [Nm] at 0.044 [s]  
Min: -98.2 [Nm] at 0.083 [s]

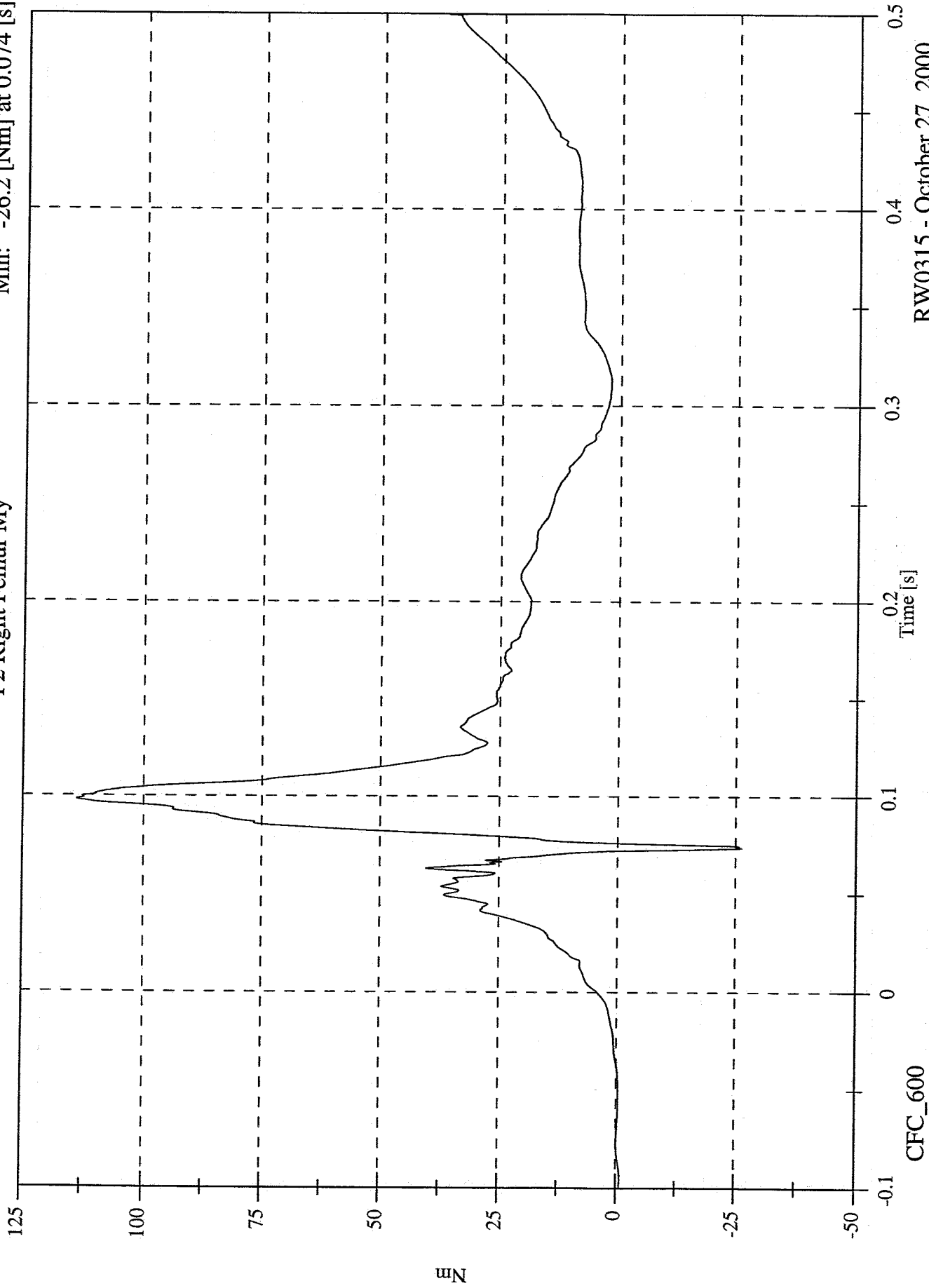


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Femur My

Max: 113.8 [Nm] at 0.098 [s]  
Min: -26.2 [Nm] at 0.074 [s]

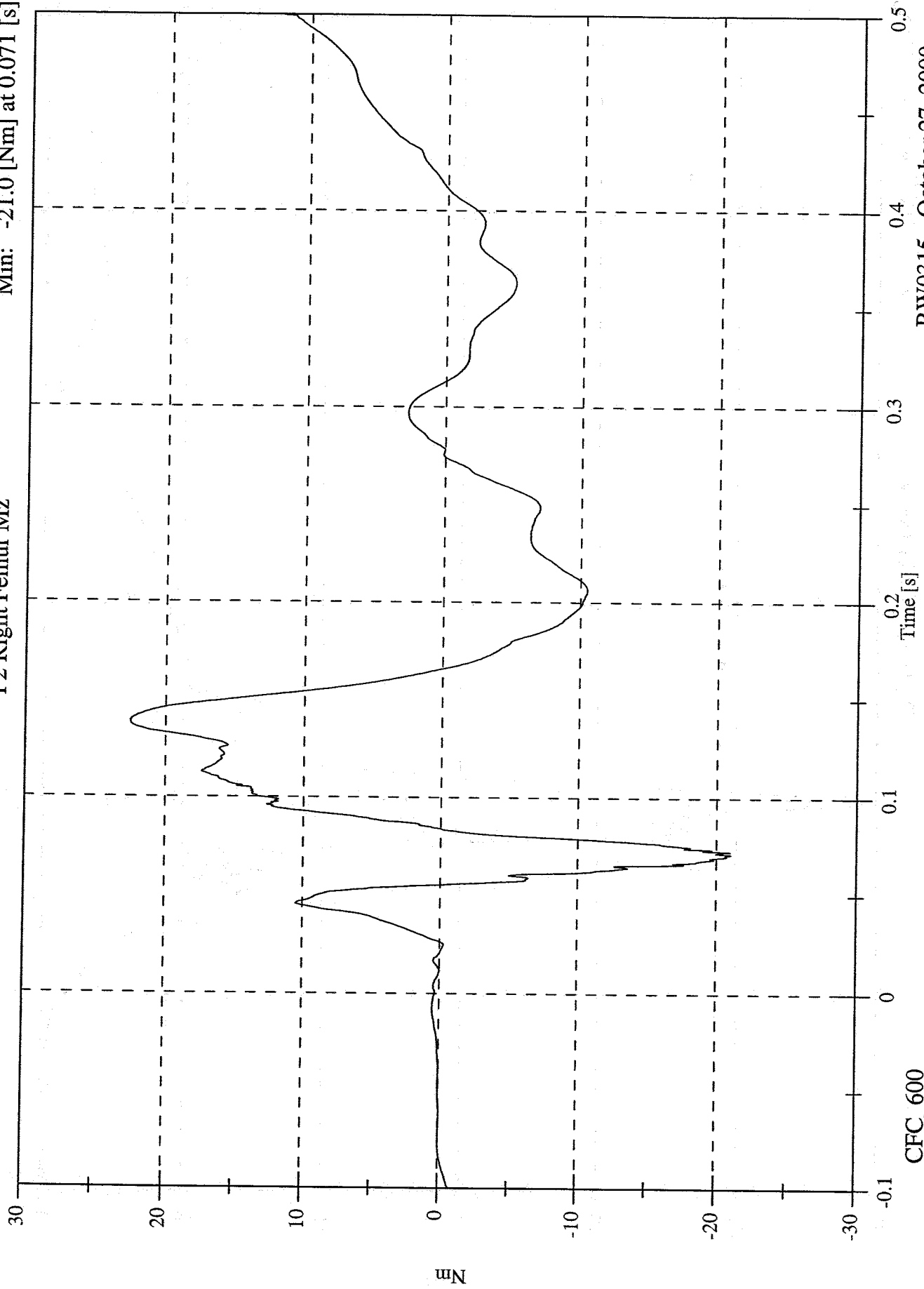


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Femur Mz

Max: 22.5 [Nm] at 0.139 [s]  
Min: -21.0 [Nm] at 0.071 [s]

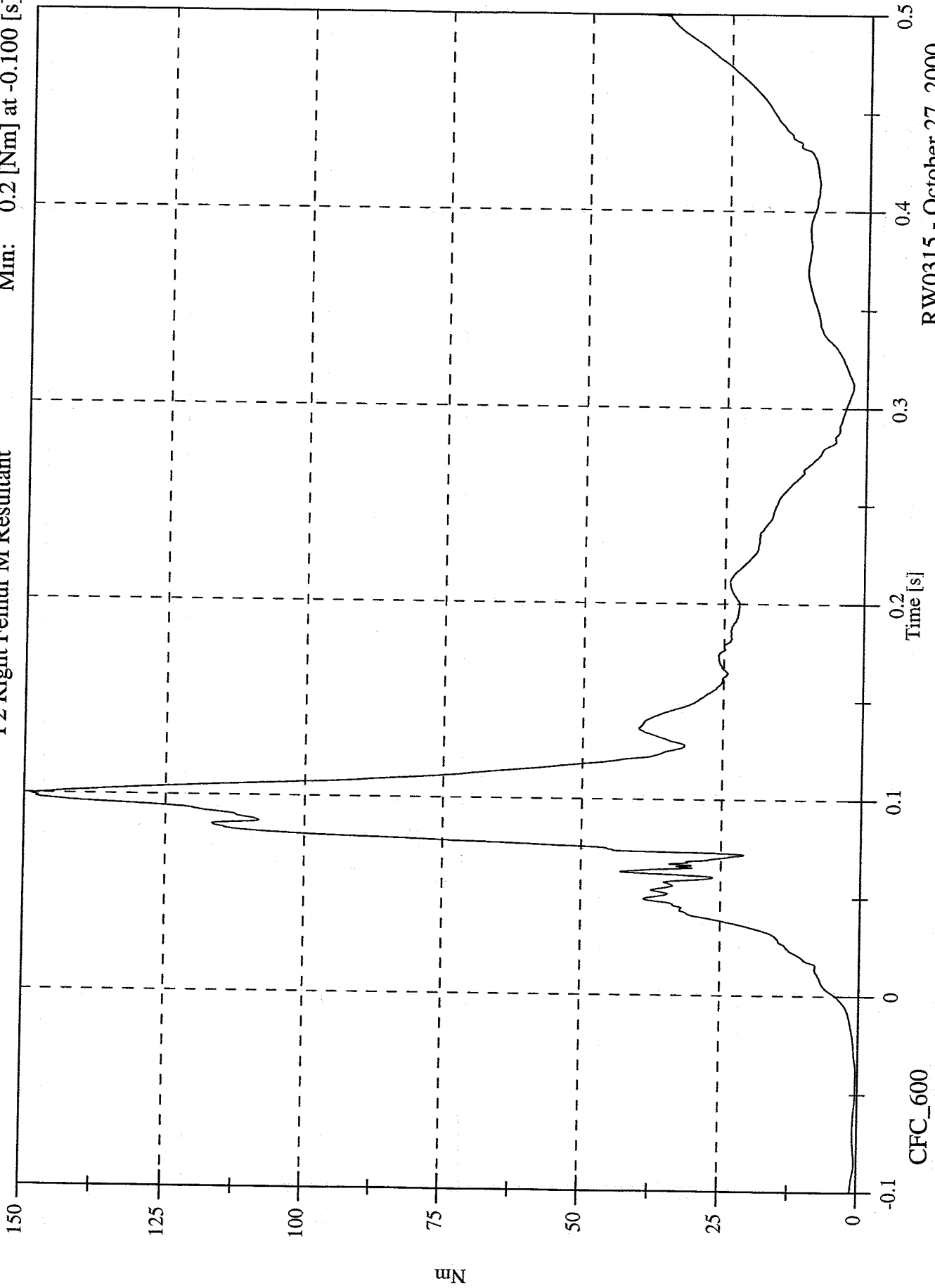


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Femur M Resultant

Max: 148.7 [Nm] at 0.100 [s]  
Min: 0.2 [Nm] at -0.100 [s]

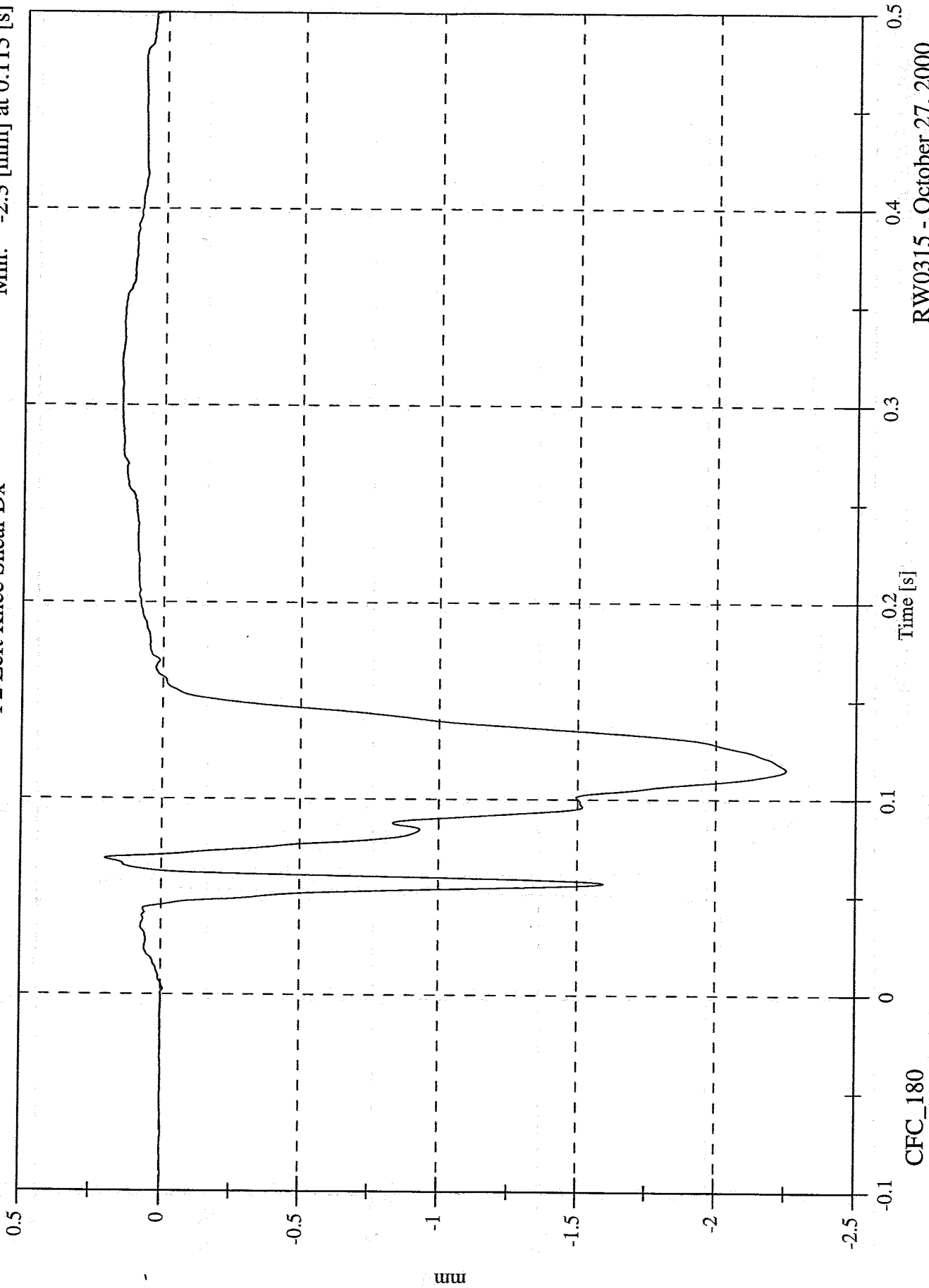


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 0.2 [mm] at 0.069 [s]  
Min: -2.3 [mm] at 0.115 [s]

P2 Left Knee Shear Dx

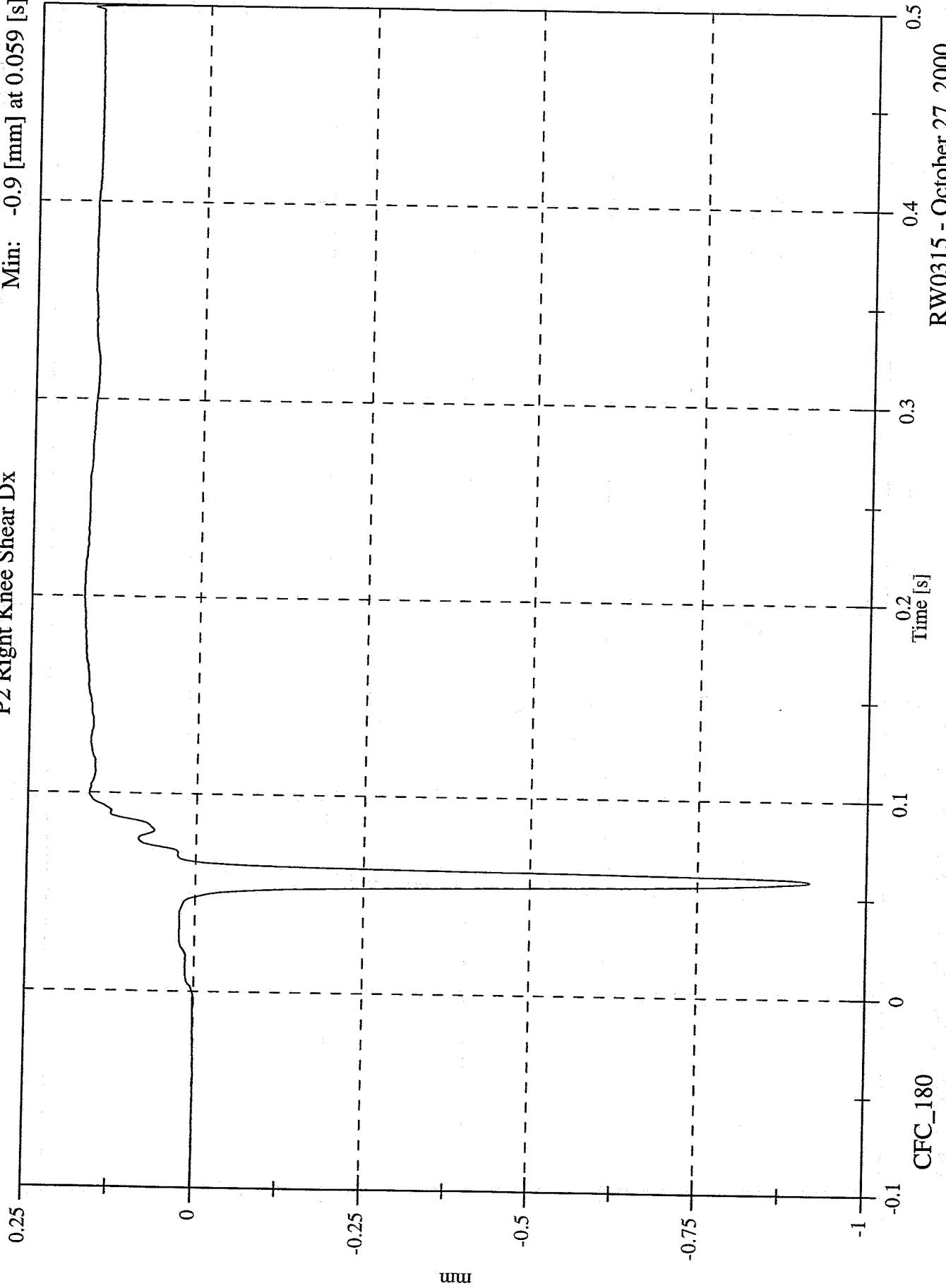


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Knee Shear Dx

Max: 0.2 [mm] at 0.205 [s]  
Min: -0.9 [mm] at 0.059 [s]

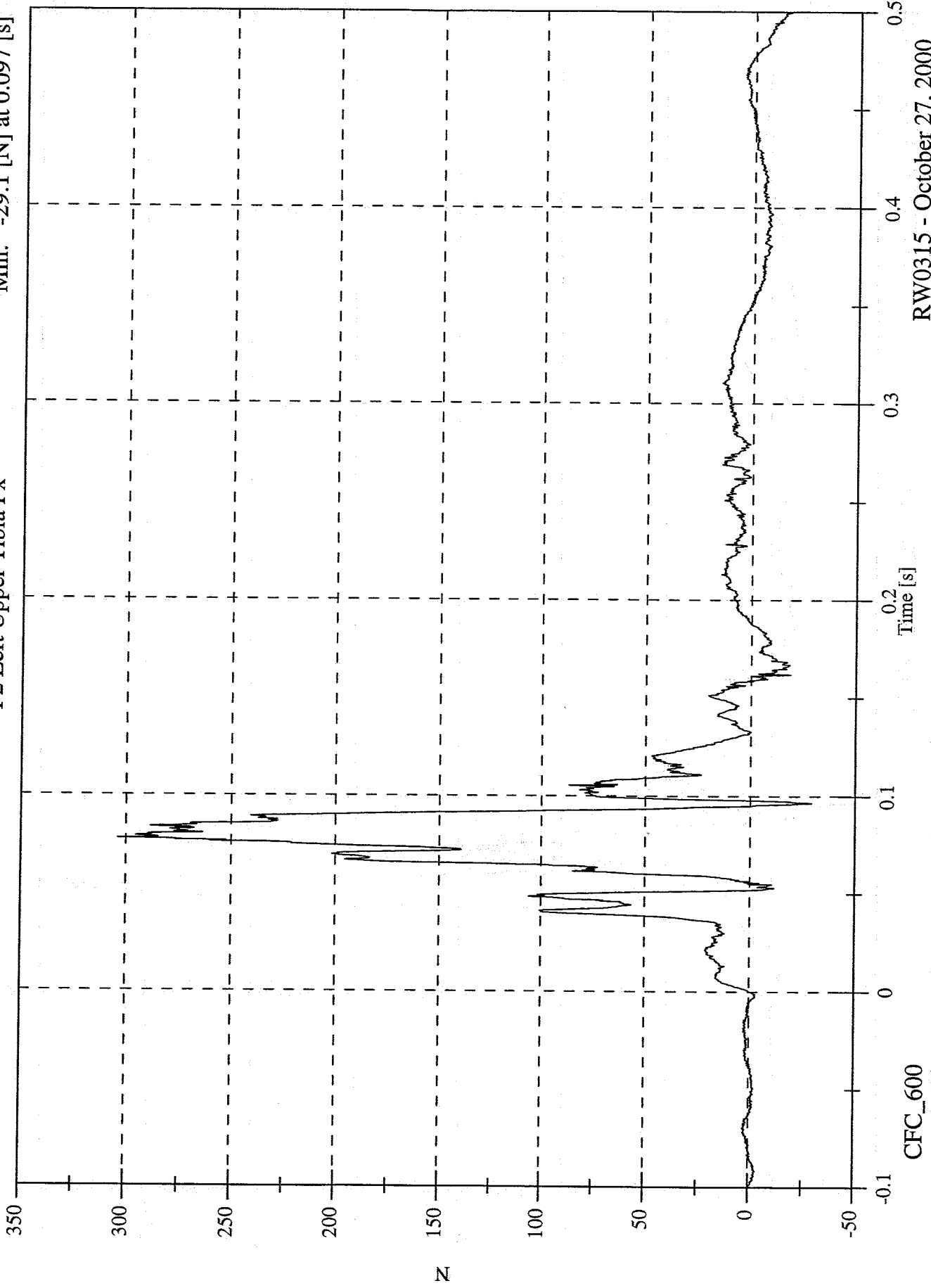


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Upper Tibia Fx

Max: 303.6 [N] at 0.078 [s]  
Min: -29.1 [N] at 0.097 [s]

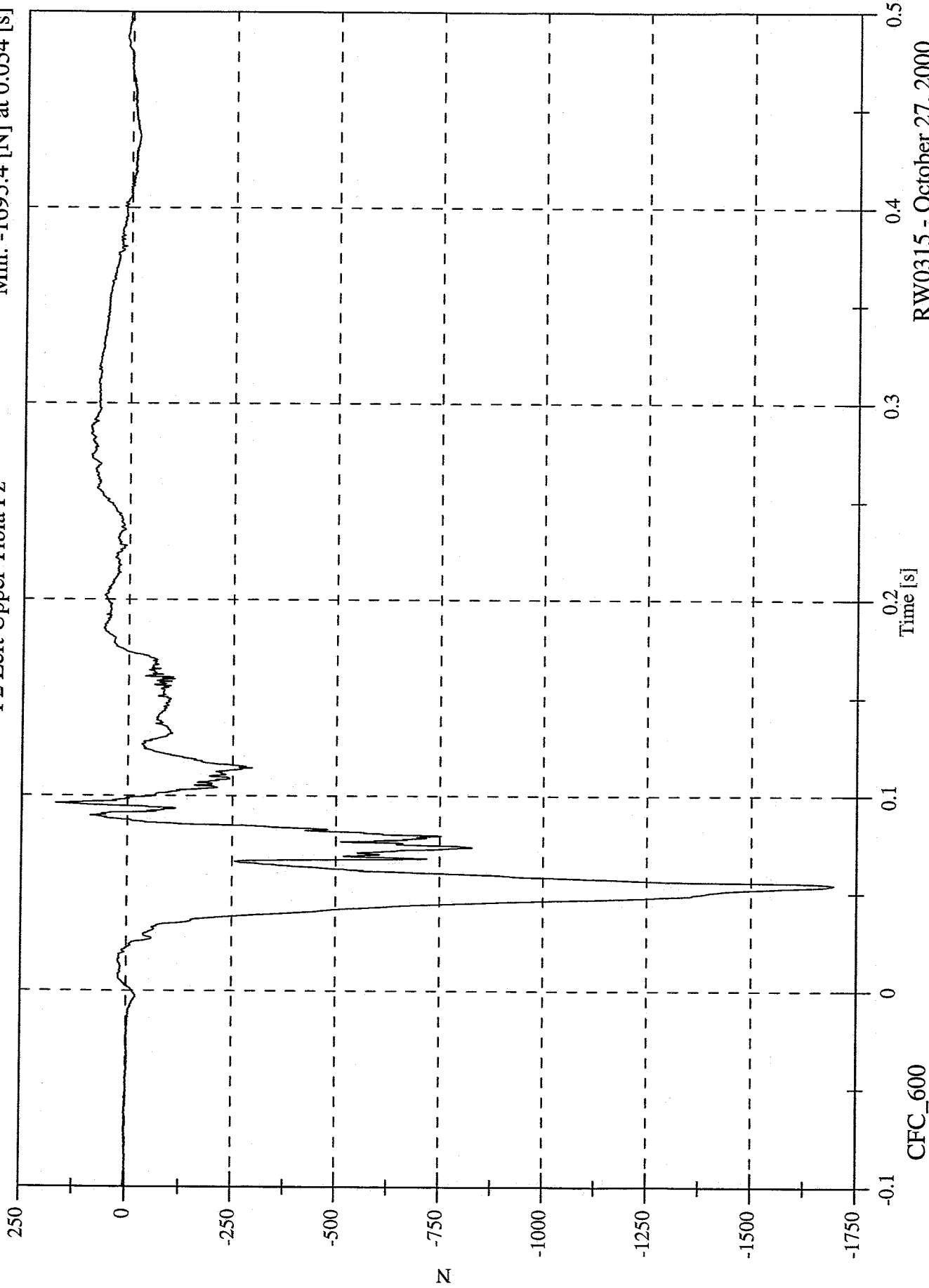


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 169.6 [N] at 0.096 [s]  
Min: -1695.4 [N] at 0.054 [s]

P2 Left Upper Tibia Fz

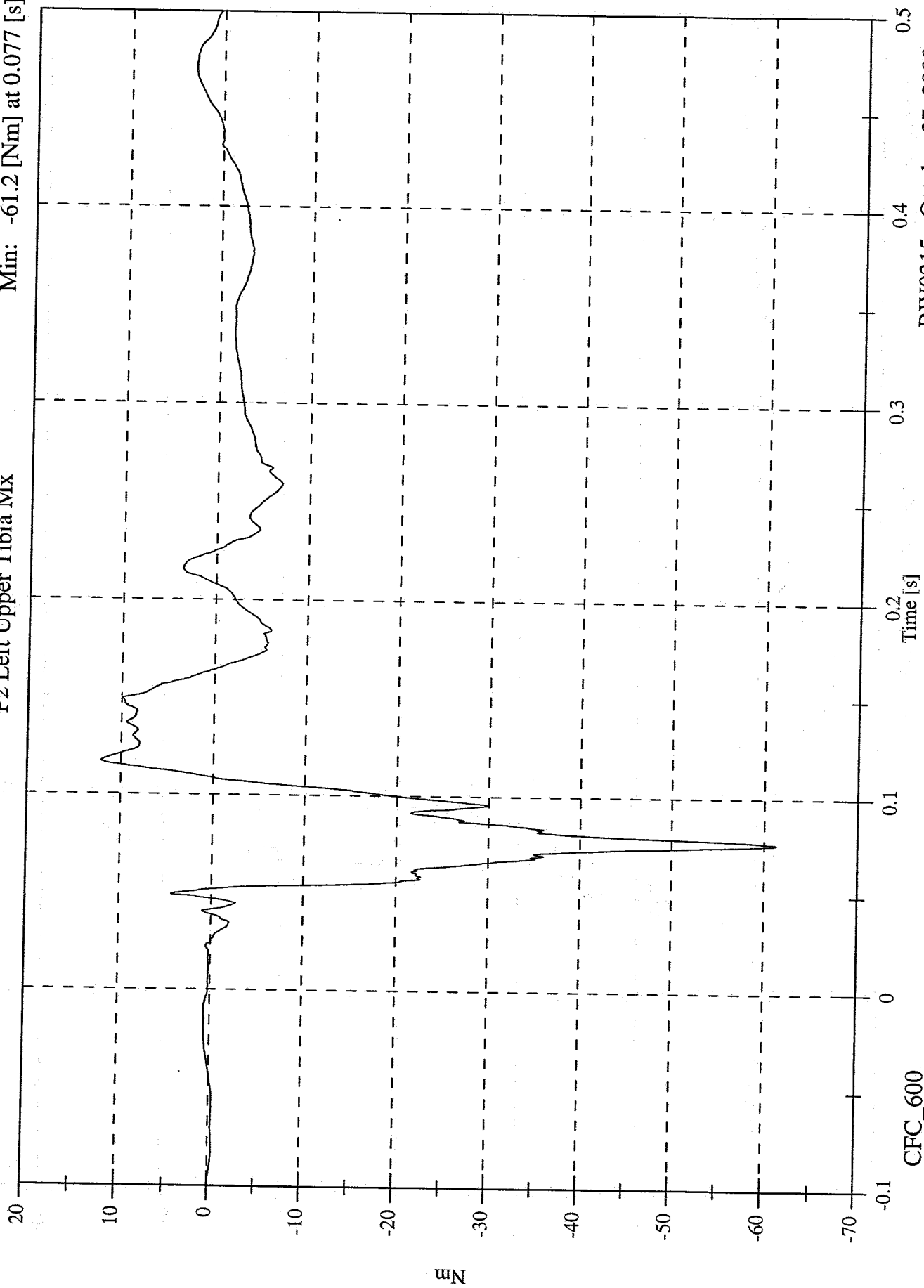


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 12.1 [Nm] at 0.117 [s]  
Min: -61.2 [Nm] at 0.077 [s]

P2 Left Upper Tibia Mx

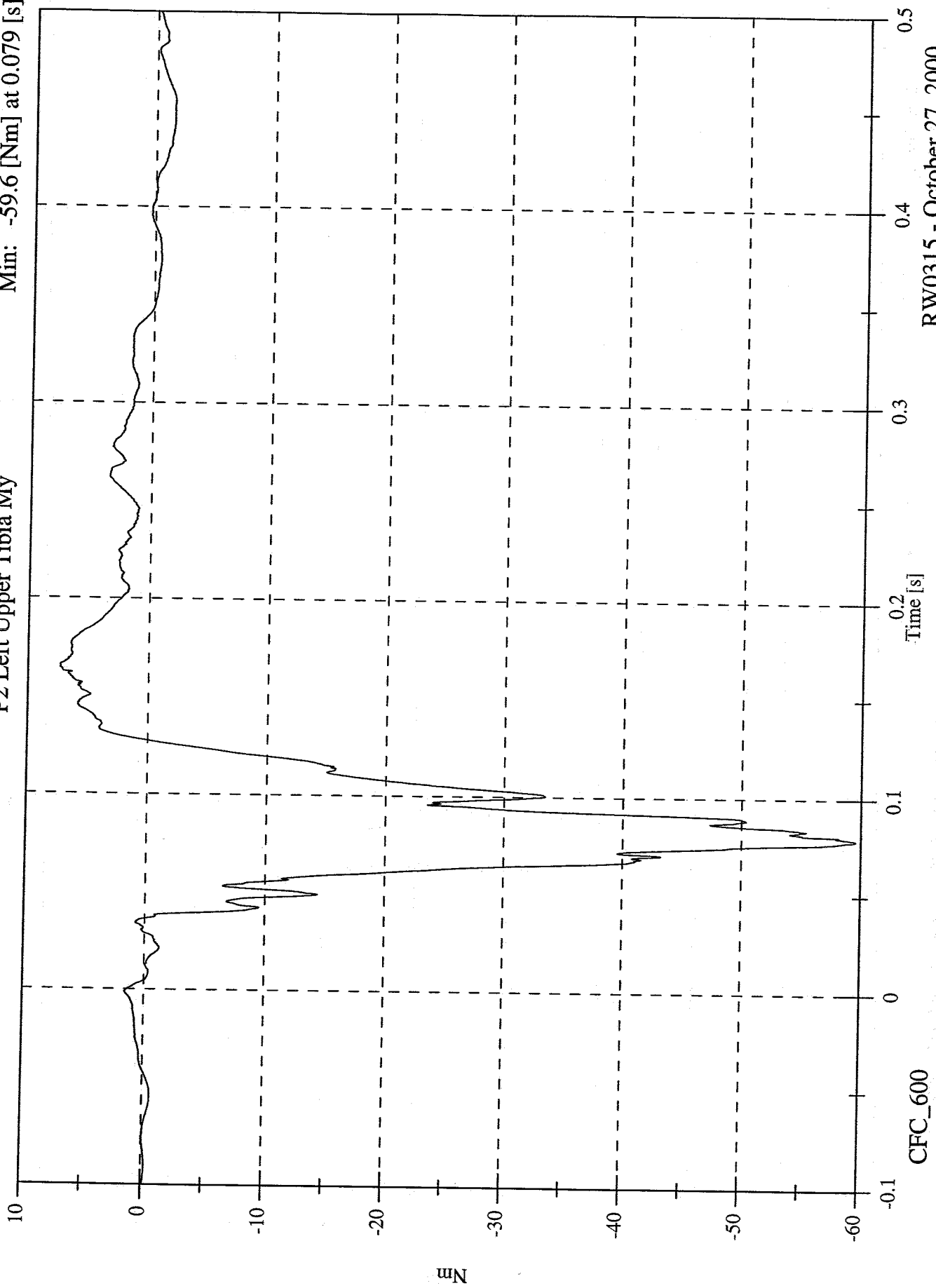


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Upper Tibia My

Max: 7.3 [Nm] at 0.164 [s]  
Min: -59.6 [Nm] at 0.079 [s]

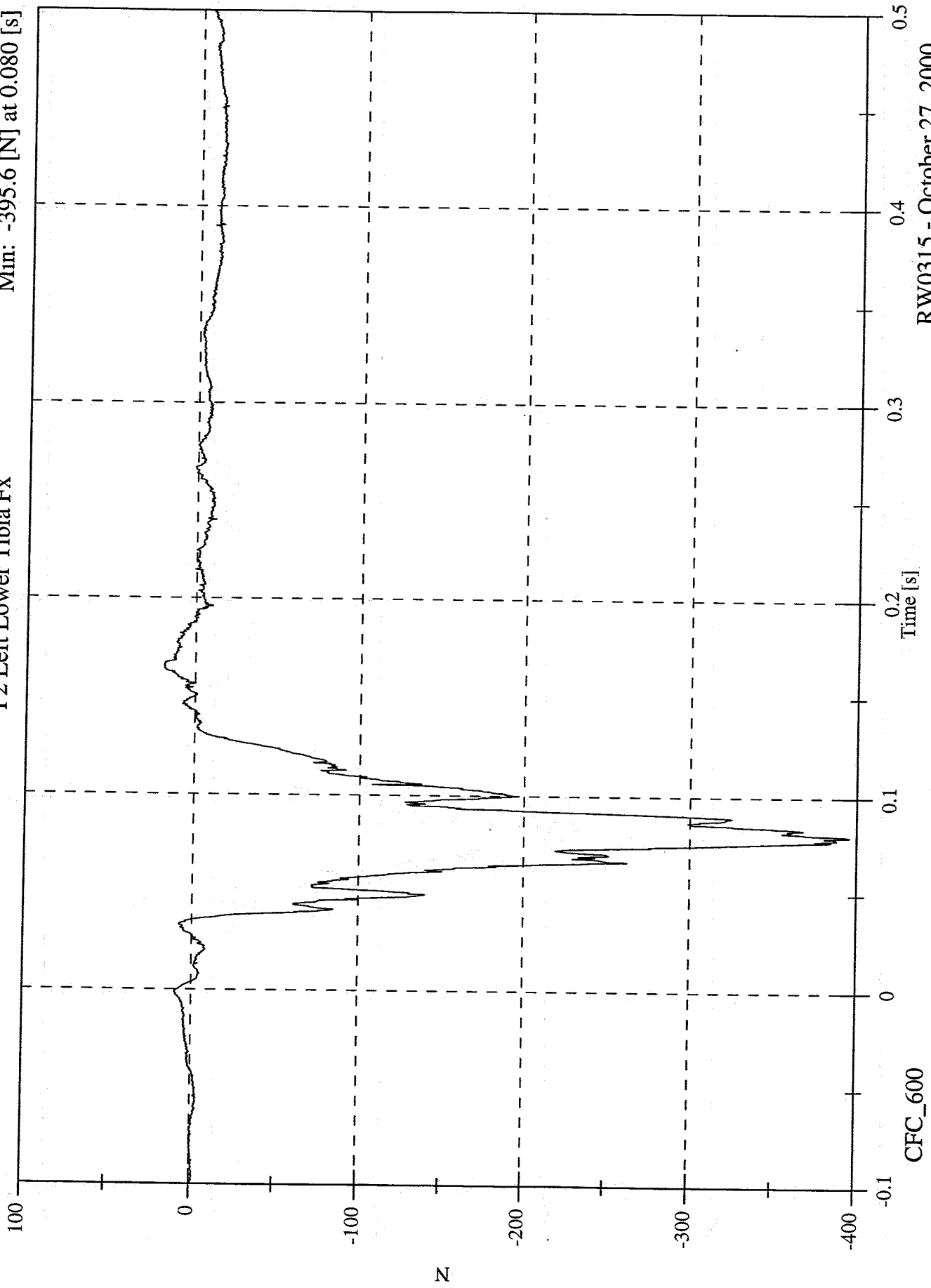


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 18.7 [N] at 0.165 [s]  
Min: -395.6 [N] at 0.080 [s]

P2 Left Lower Tibia Fx



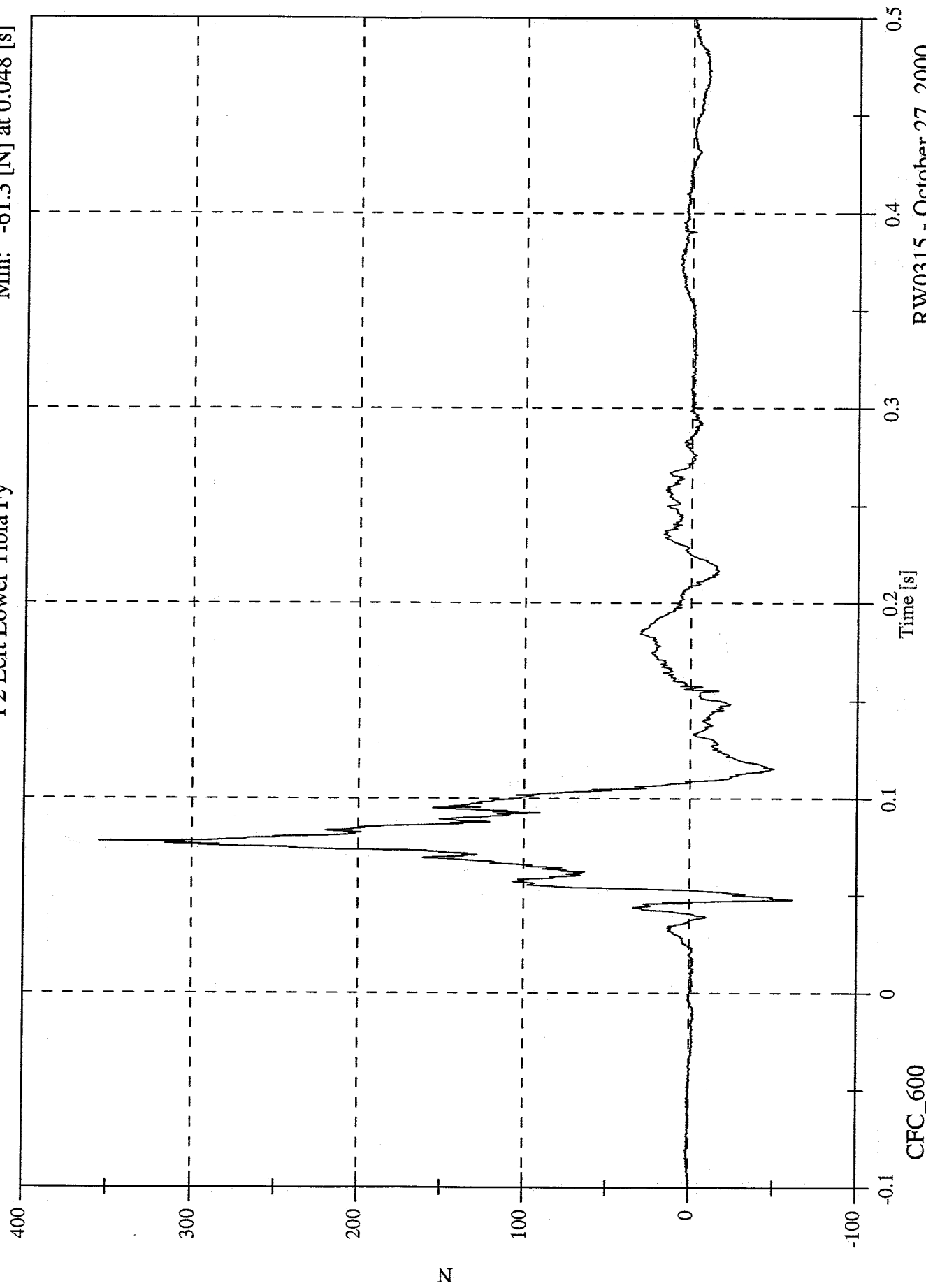
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 355.1 [N] at 0.078 [s]

Min: -61.3 [N] at 0.048 [s]

P2 Left Lower Tibia Fy

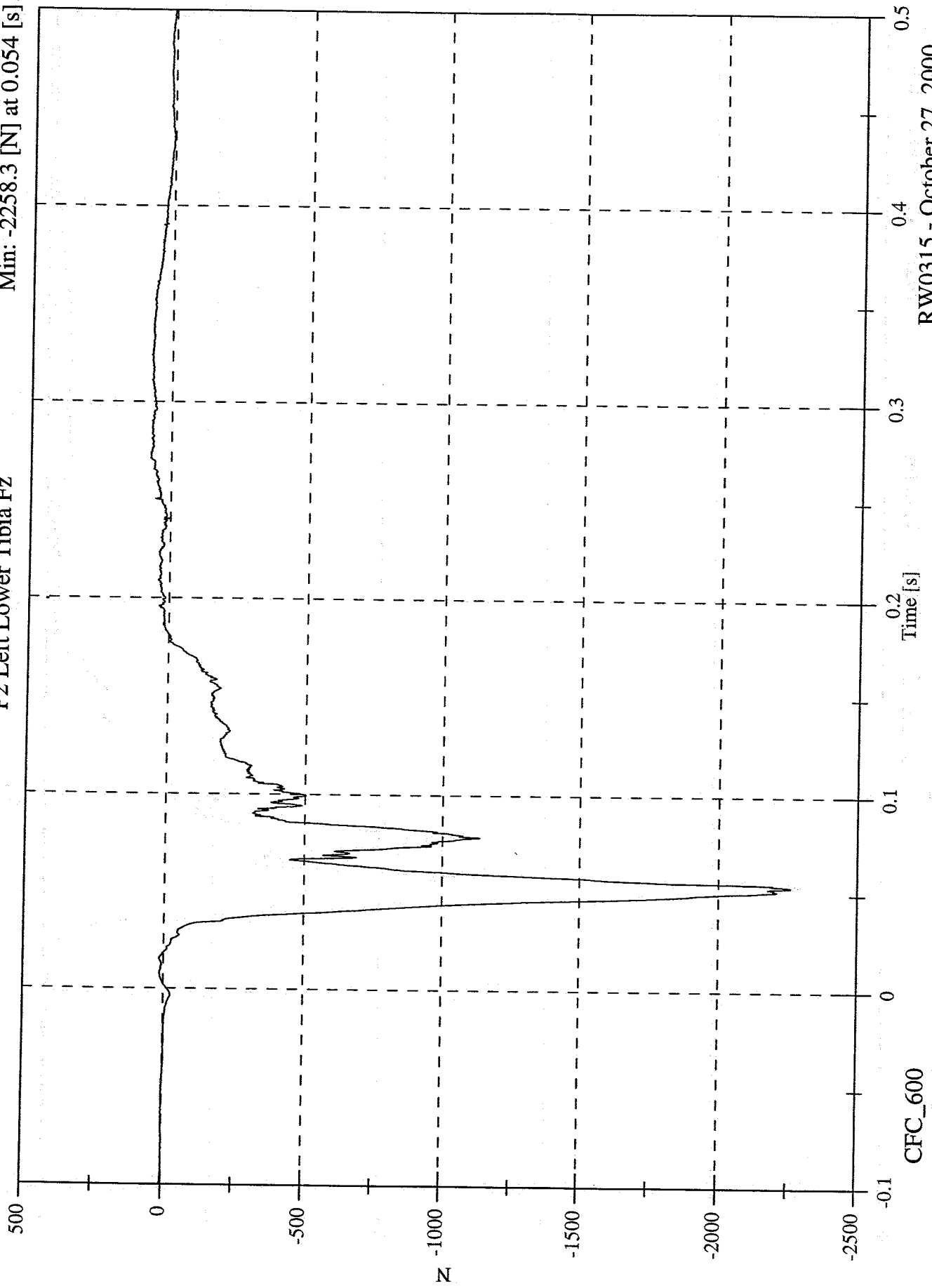


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Lower Tibia Fz

Max: 74.3 [N] at 0.271 [s]  
Min: -2258.3 [N] at 0.054 [s]



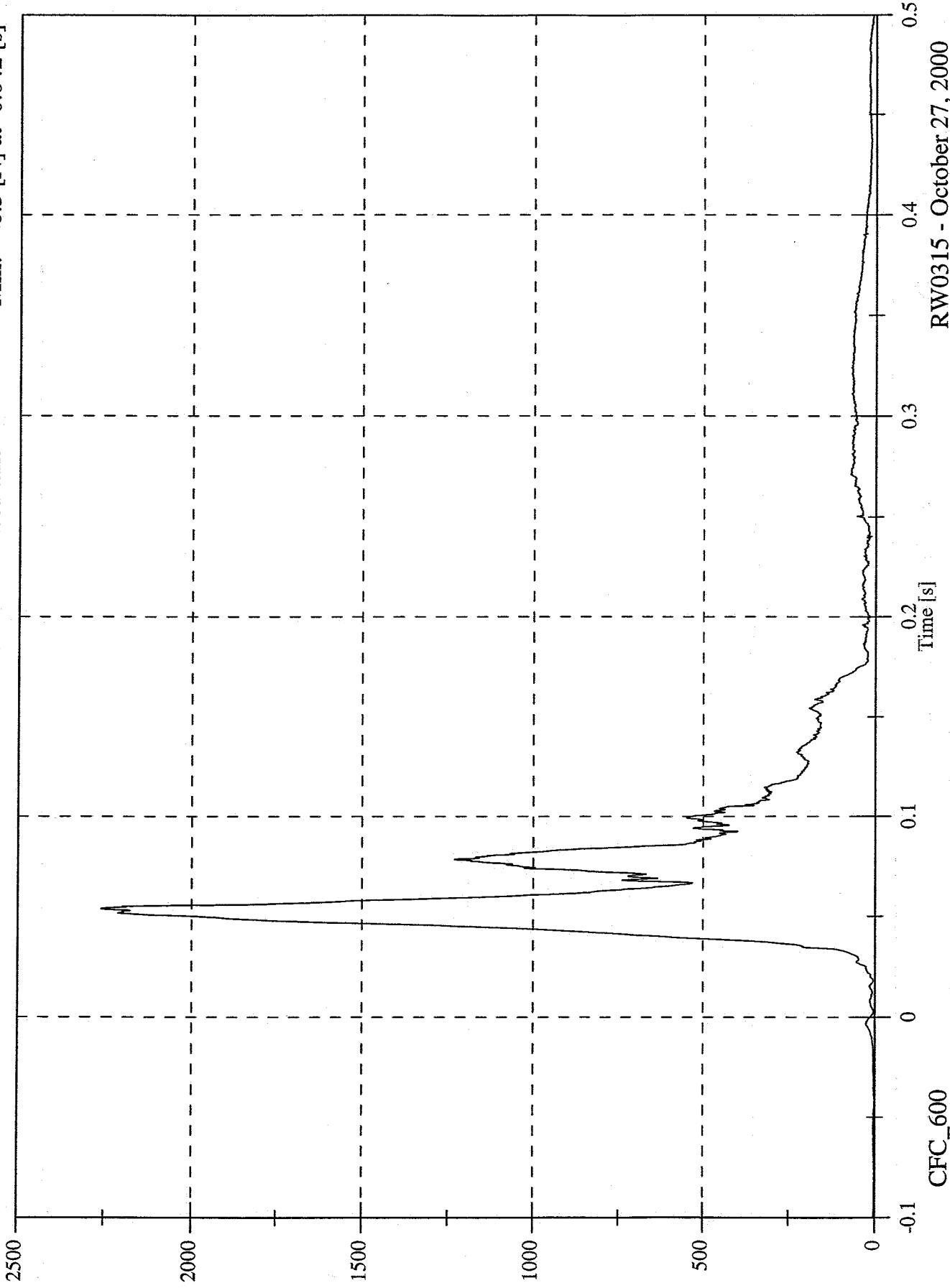
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2260.2 [N] at 0.054 [s]

Min: 0.5 [N] at -0.042 [s]

P2 Left Lower Tibia F Resultant

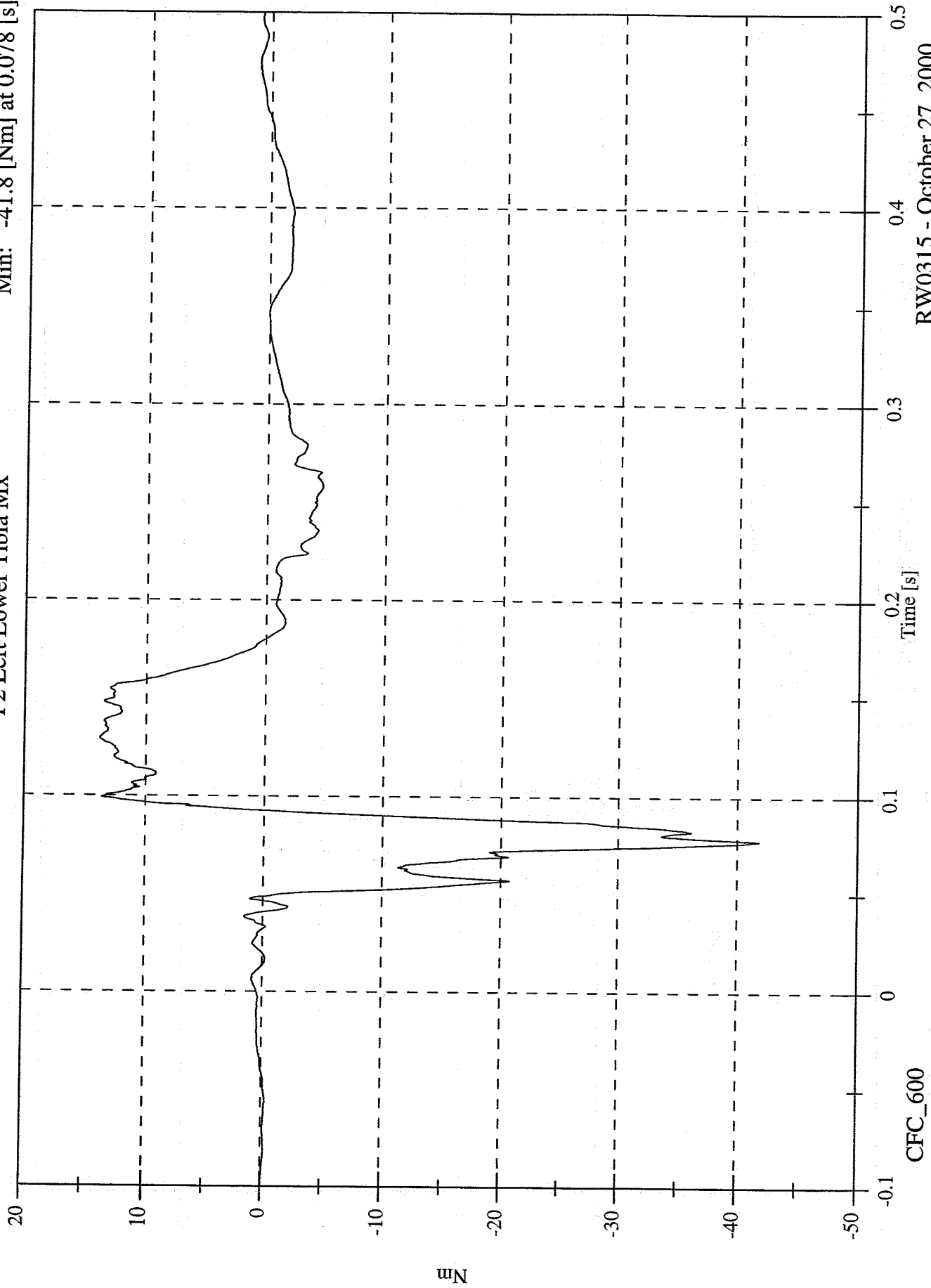


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Lower Tibia Mx

Max: 13.7 [Nm] at 0.129 [s]  
Min: -41.8 [Nm] at 0.078 [s]



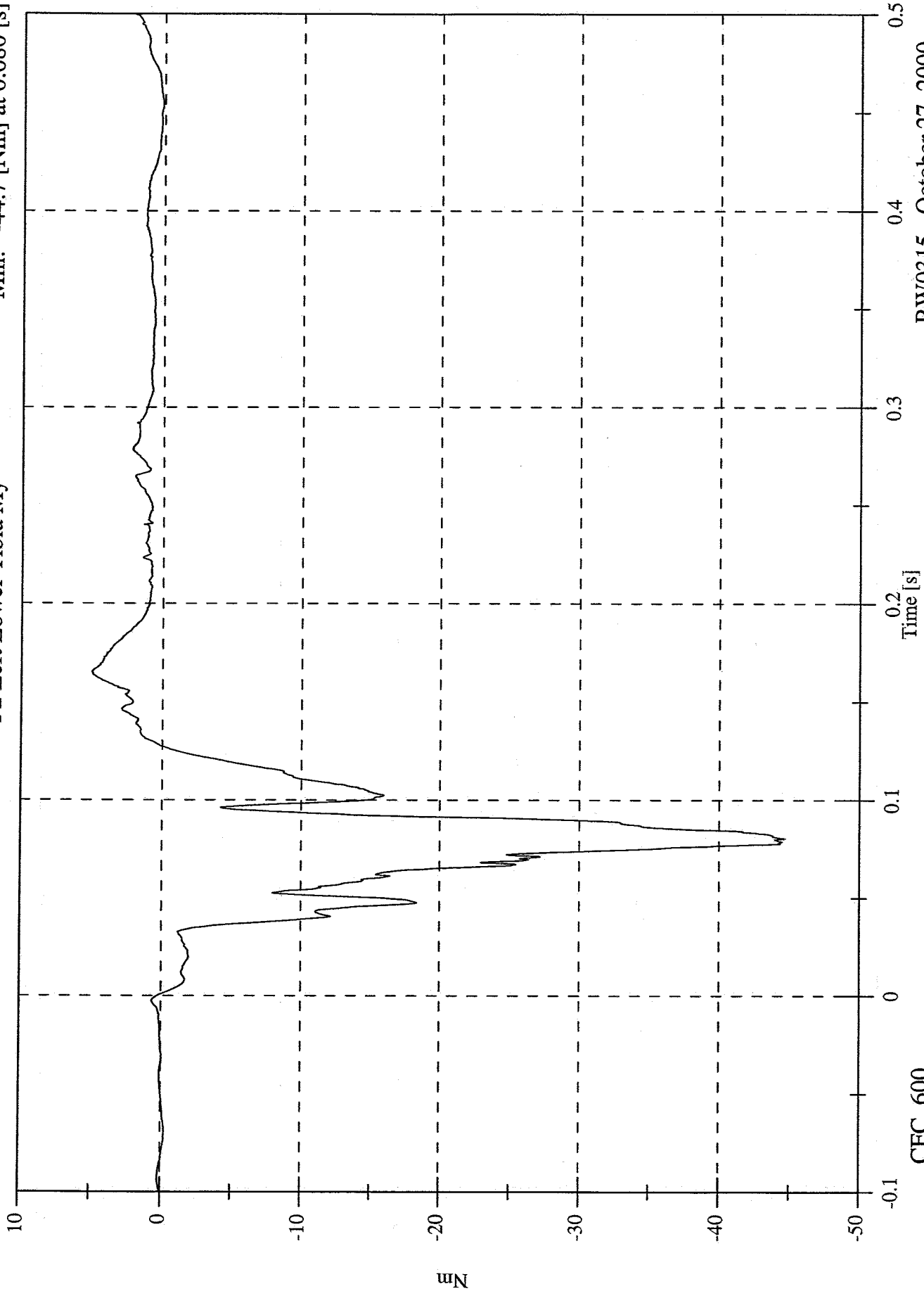
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 5.0 [Nm] at 0.165 [s]

Min: -44.7 [Nm] at 0.080 [s]

P2 Left Lower Tibia My



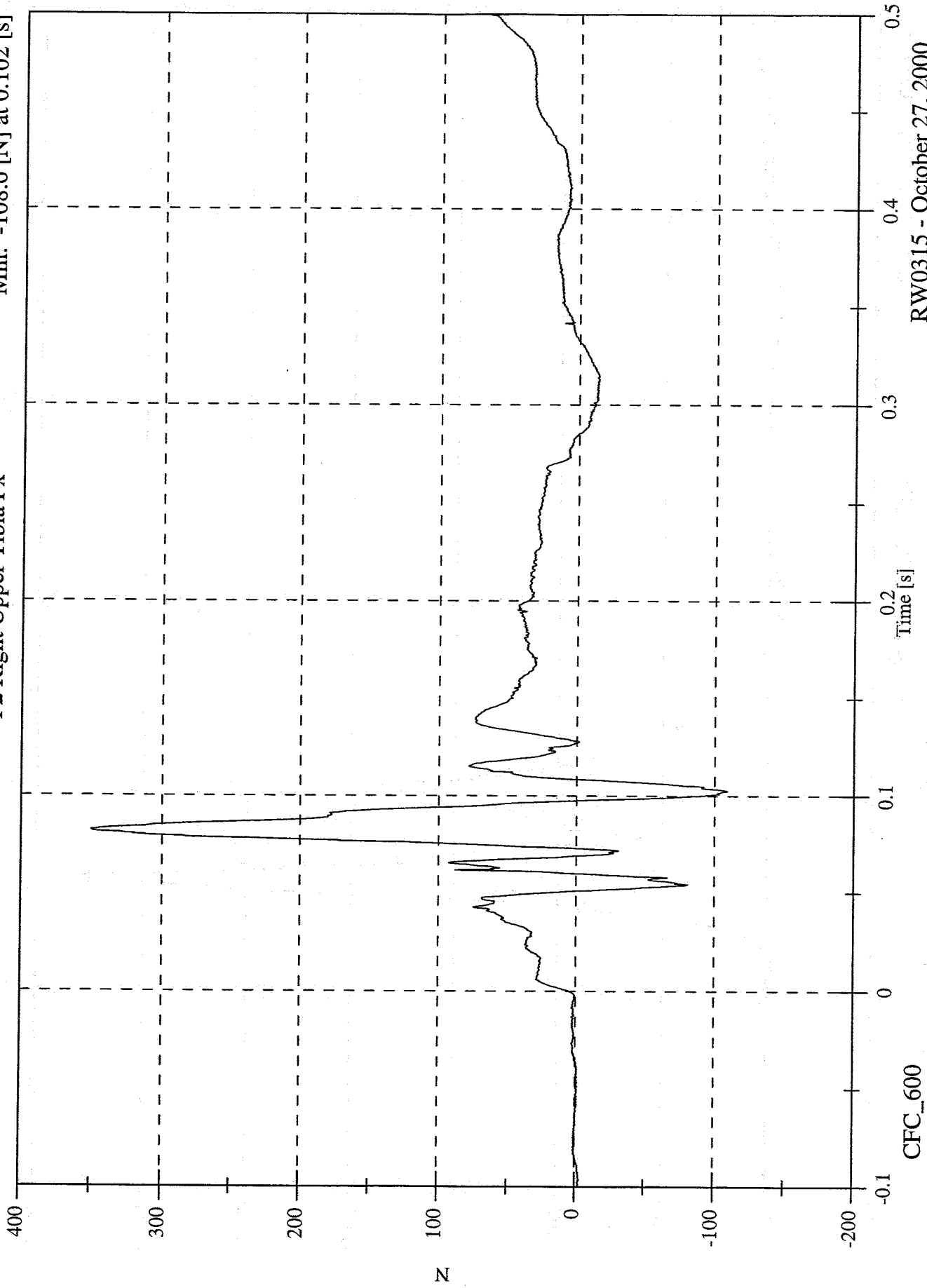
RW0315 - October 27, 2000

CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Upper Tibia Fx

Max: 350.2 [N] at 0.082 [s]  
Min: -108.6 [N] at 0.102 [s]

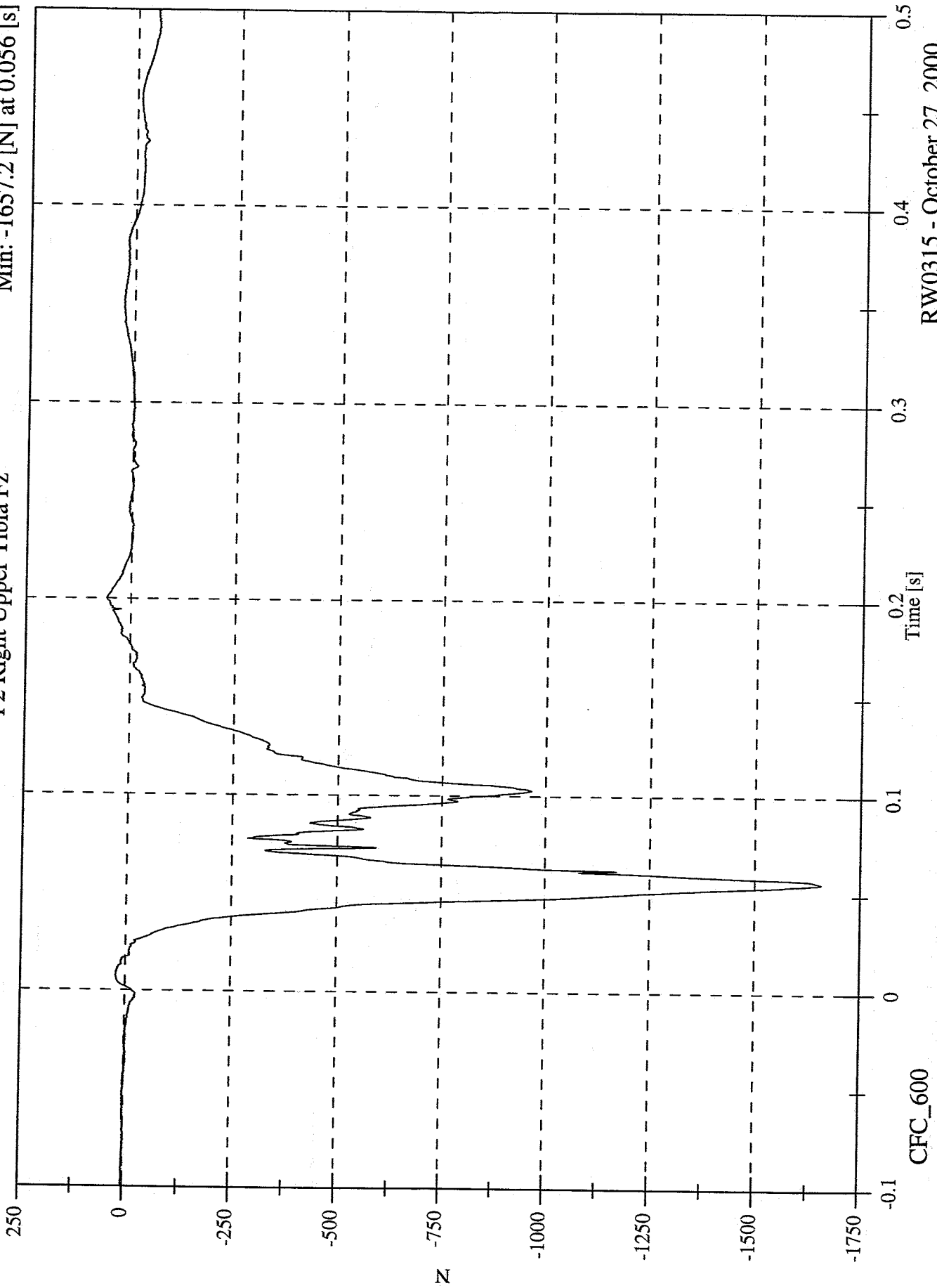


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Upper Tibia Fz

Max: 56.6 [N] at 0.200 [s]  
Min: -1657.2 [N] at 0.056 [s]

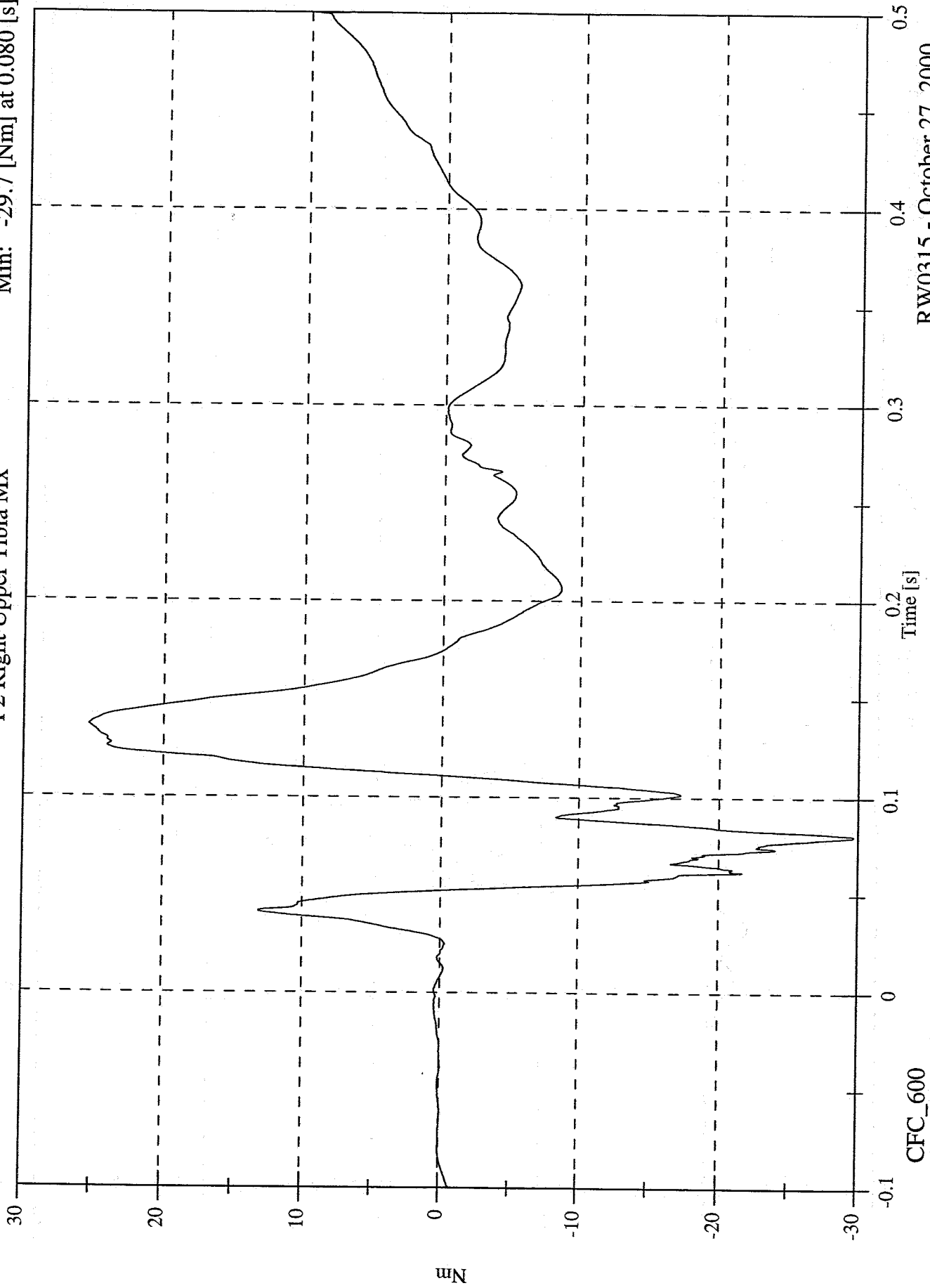


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Upper Tibia Mx

Max: 25.3 [Nm] at 0.136 [s]  
Min: -29.7 [Nm] at 0.080 [s]



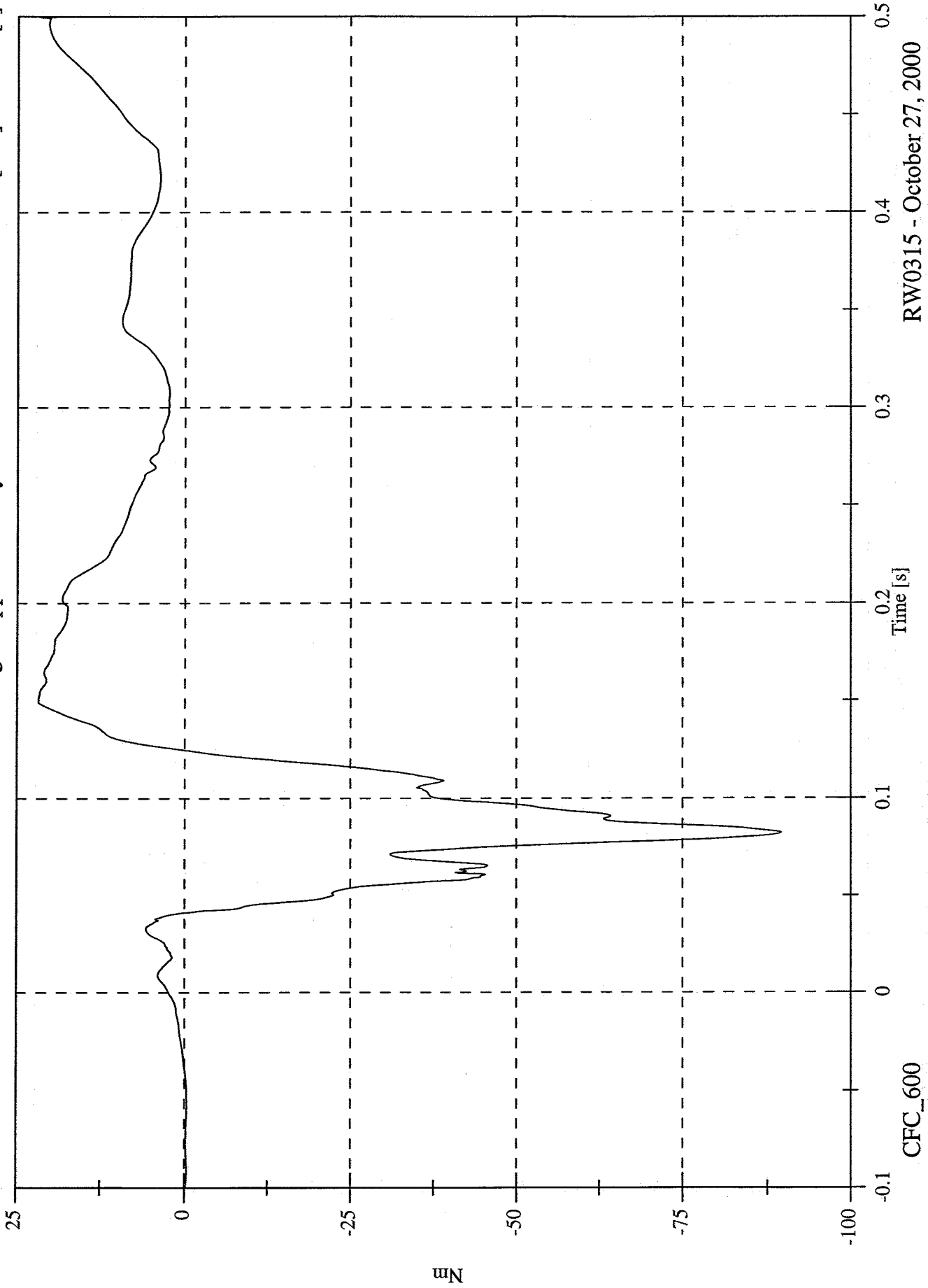
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Upper Tibia My

Max: 21.8 [Nm] at 0.151 [s]

Min: -89.6 [Nm] at 0.082 [s]

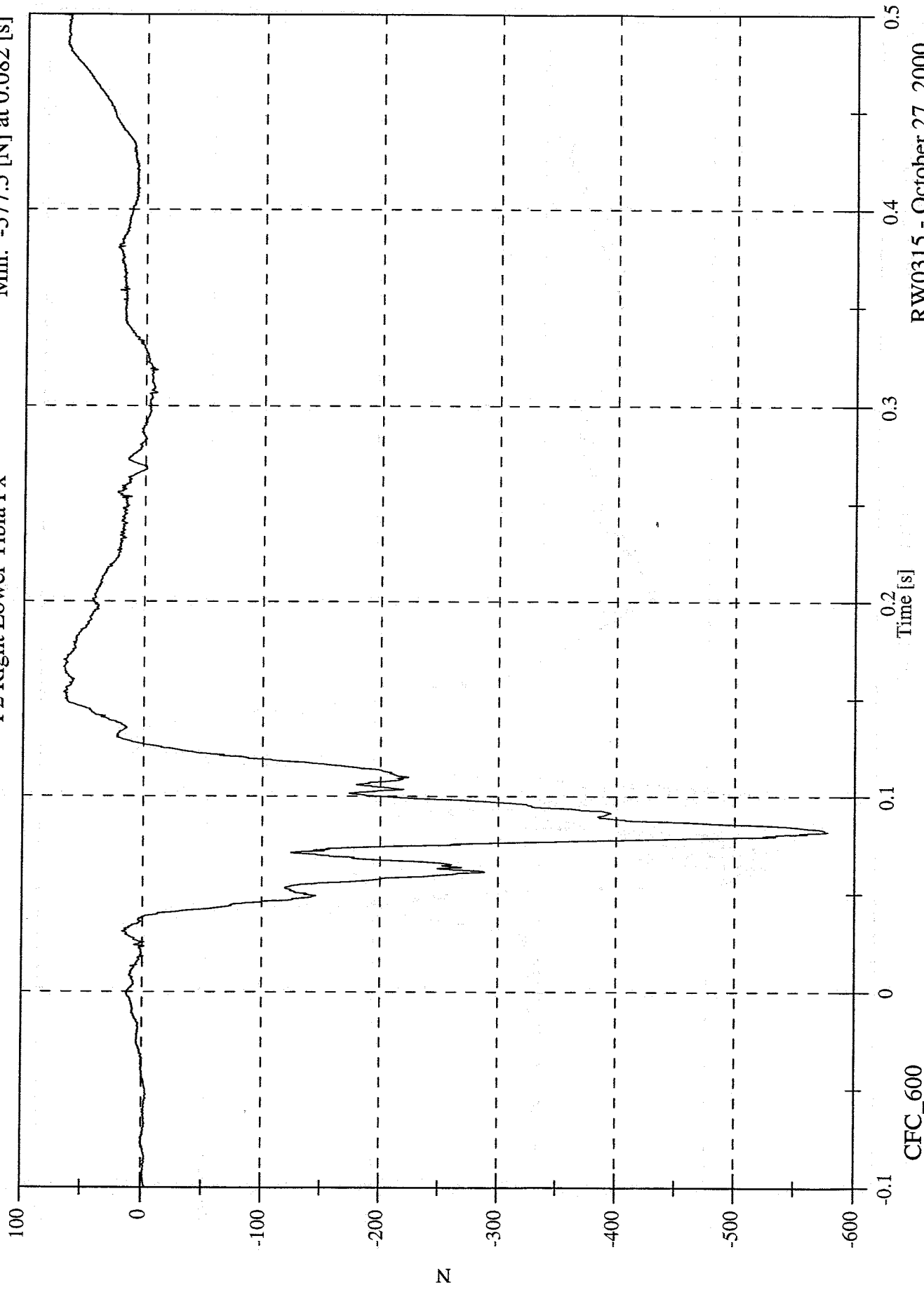


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 69.9 [N] at 0.500 [s]  
Min: -577.5 [N] at 0.082 [s]

P2 Right Lower Tibia Fx



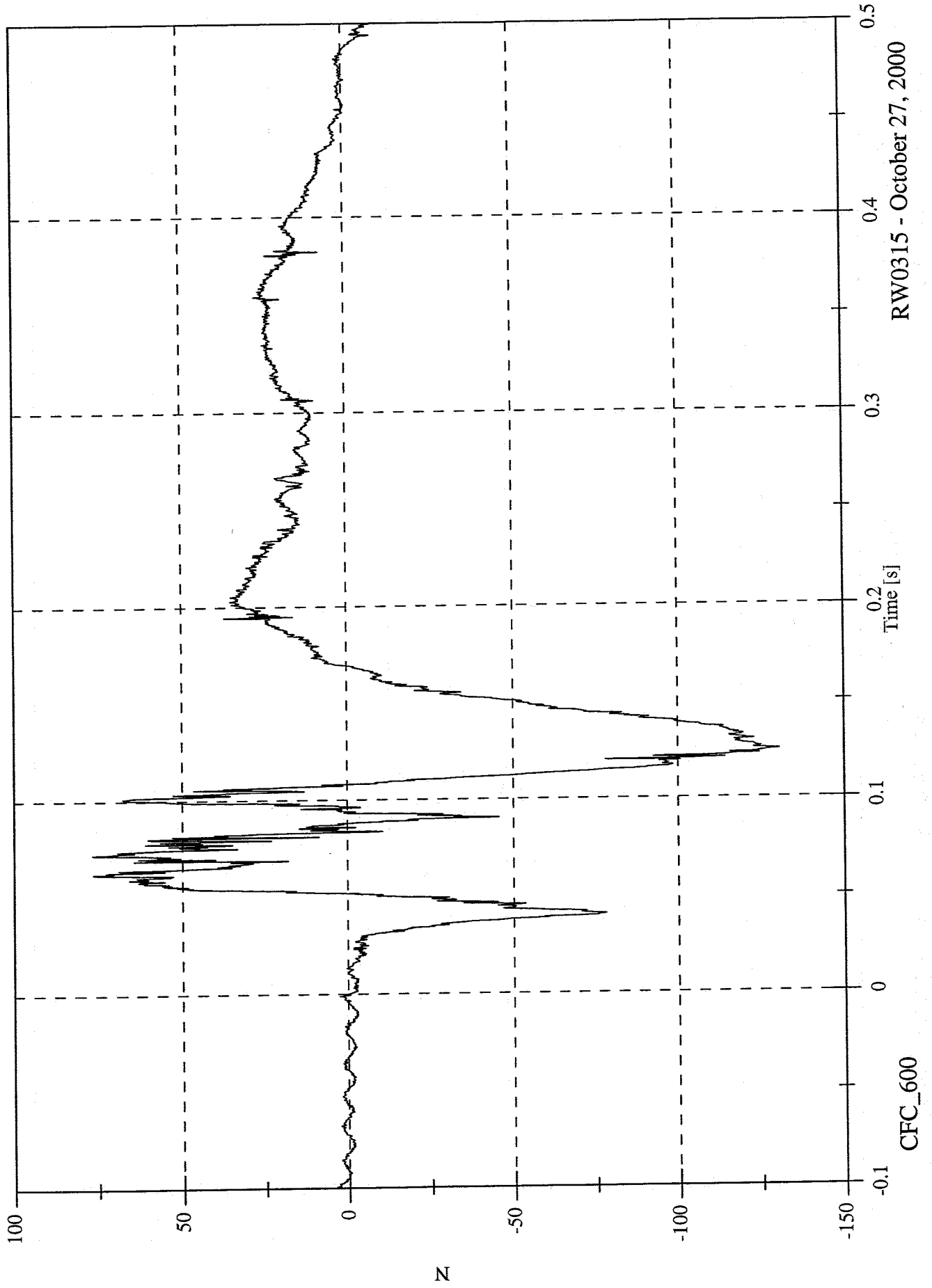
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 76.6 [N] at 0.072 [s]

Min: -130.6 [N] at 0.125 [s]

P2 Right Lower Tibia Fy

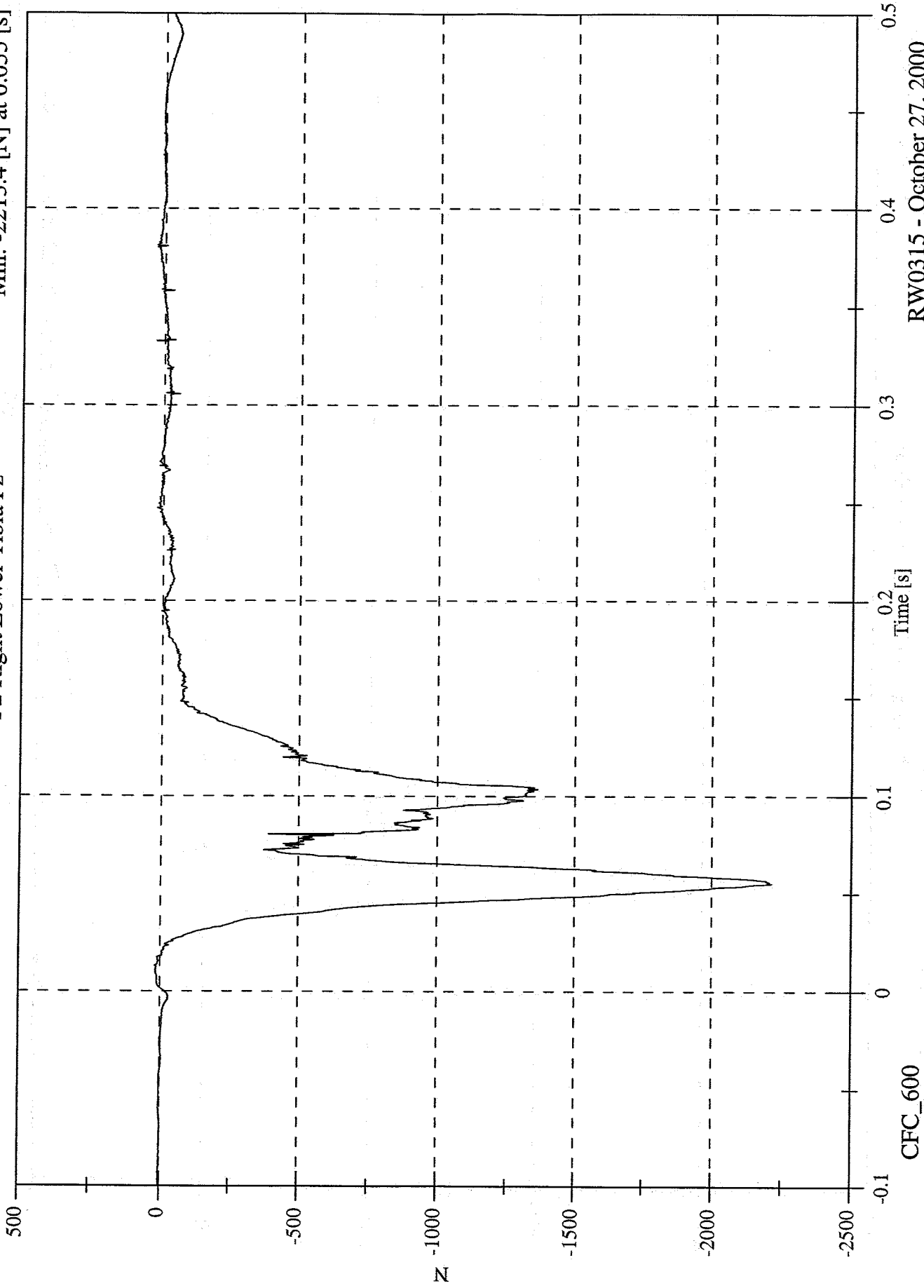


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Lower Tibia Fz

Max: 29.9 [N] at 0.333 [s]  
Min: -2213.4 [N] at 0.055 [s]



CFC\_600

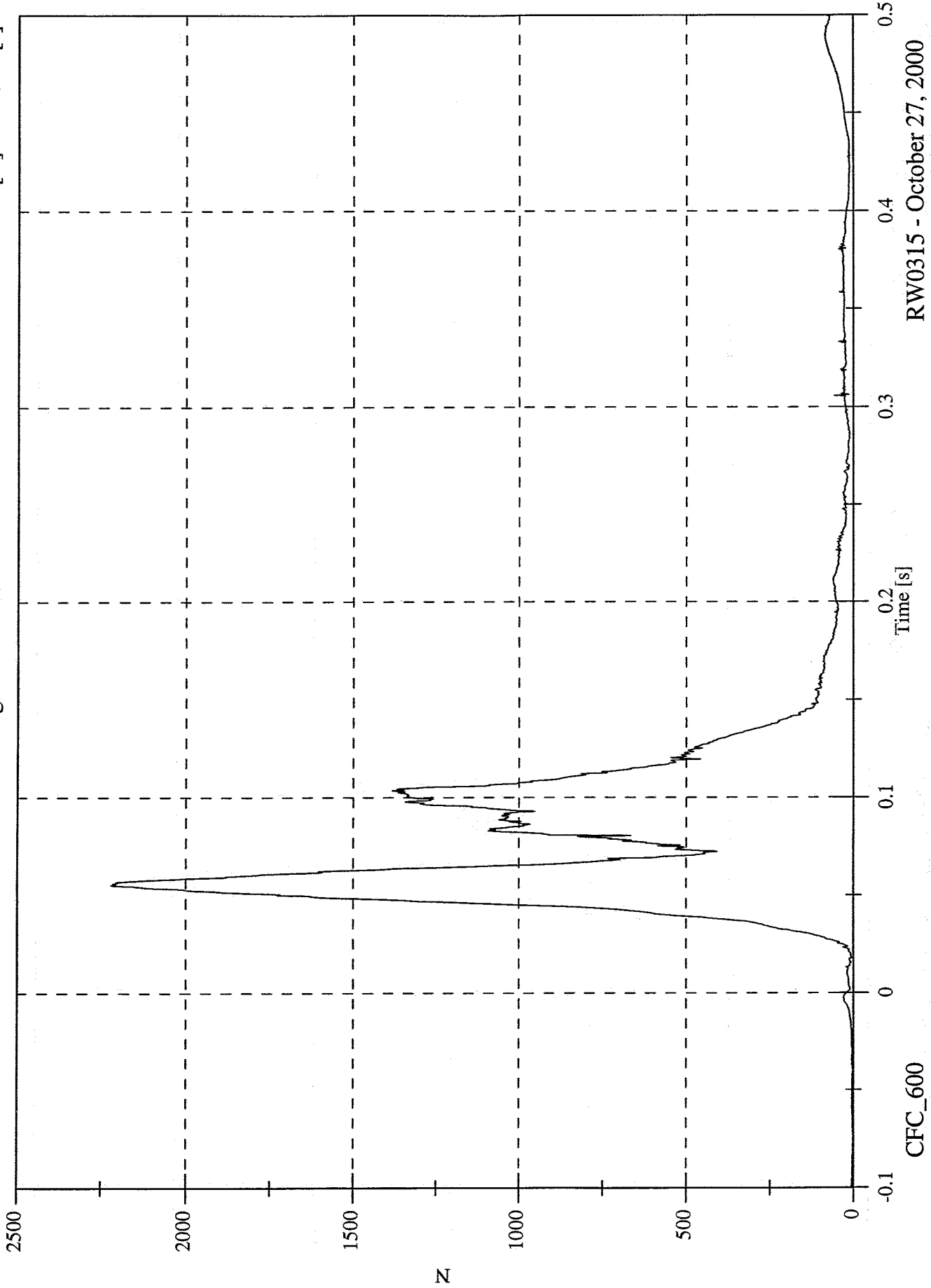
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2218.8 [N] at 0.055 [s]

Min: 0.5 [N] at -0.074 [s]

P2 Right Lower Tibia F Resultant

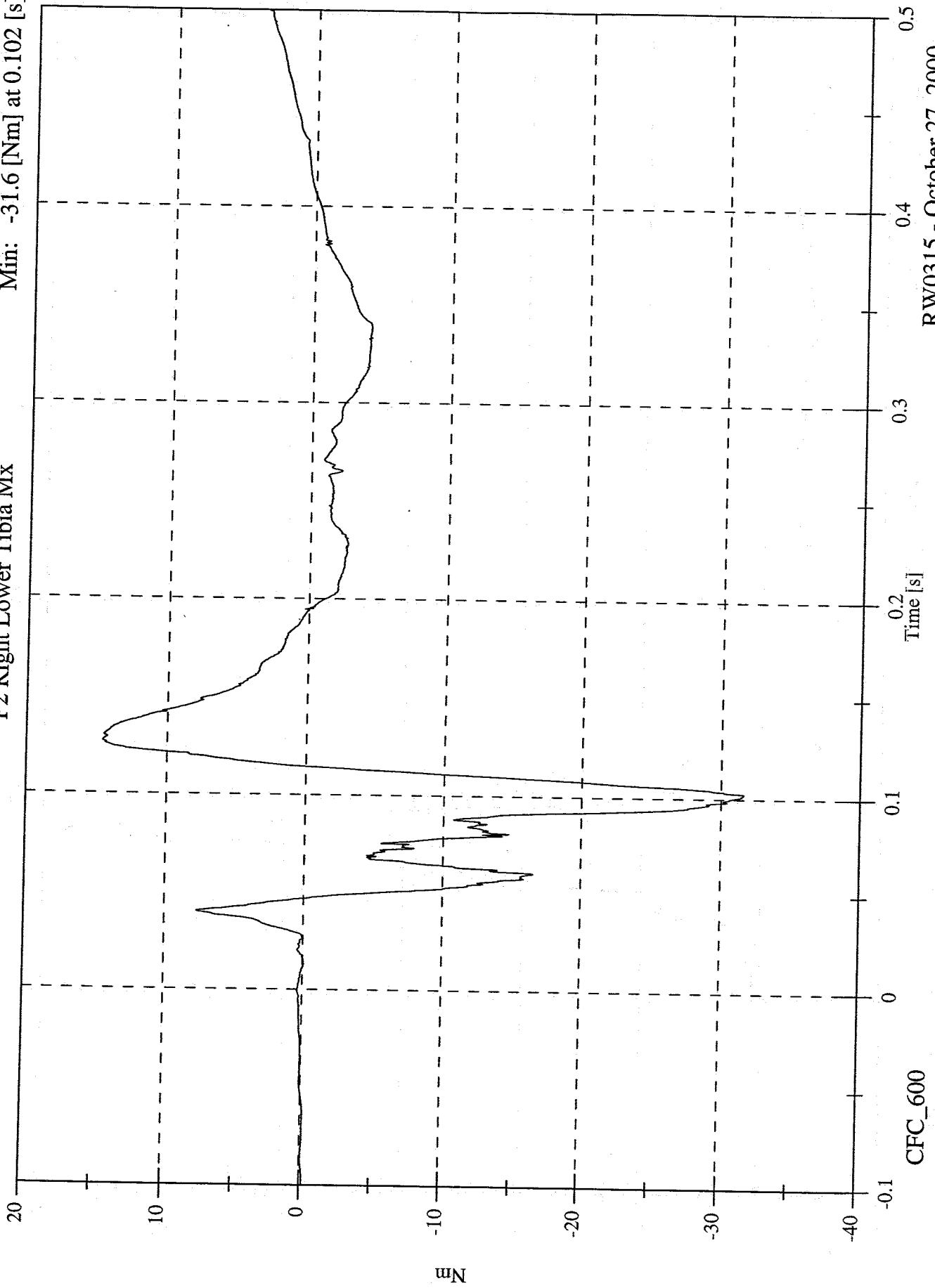


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Lower Tibia Mx

Max: 14.5 [Nm] at 0.127 [s]  
Min: -31.6 [Nm] at 0.102 [s]

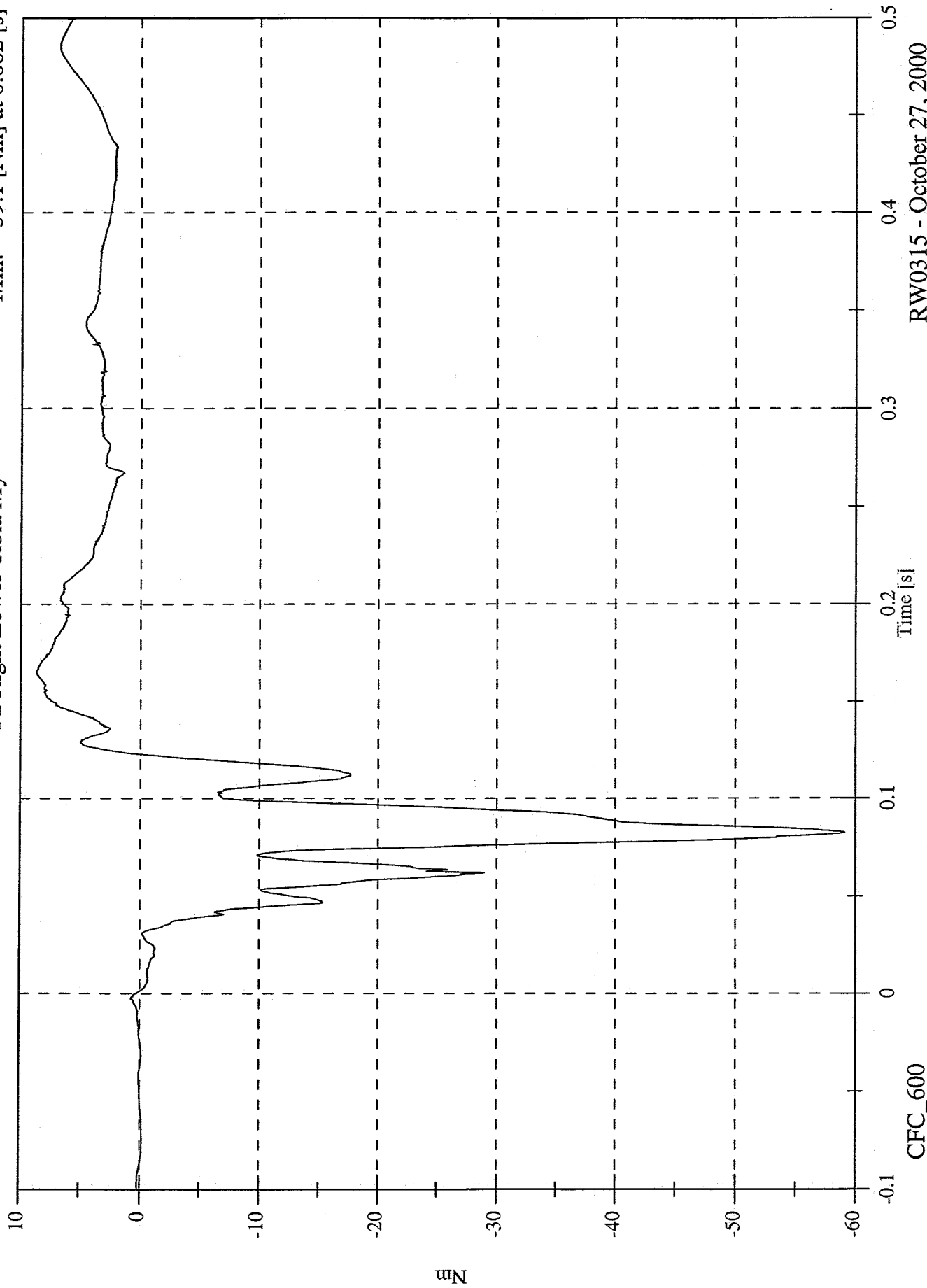


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Lower Tibia My

Max: 8.7 [Nm] at 0.166 [s]  
Min: -59.1 [Nm] at 0.082 [s]

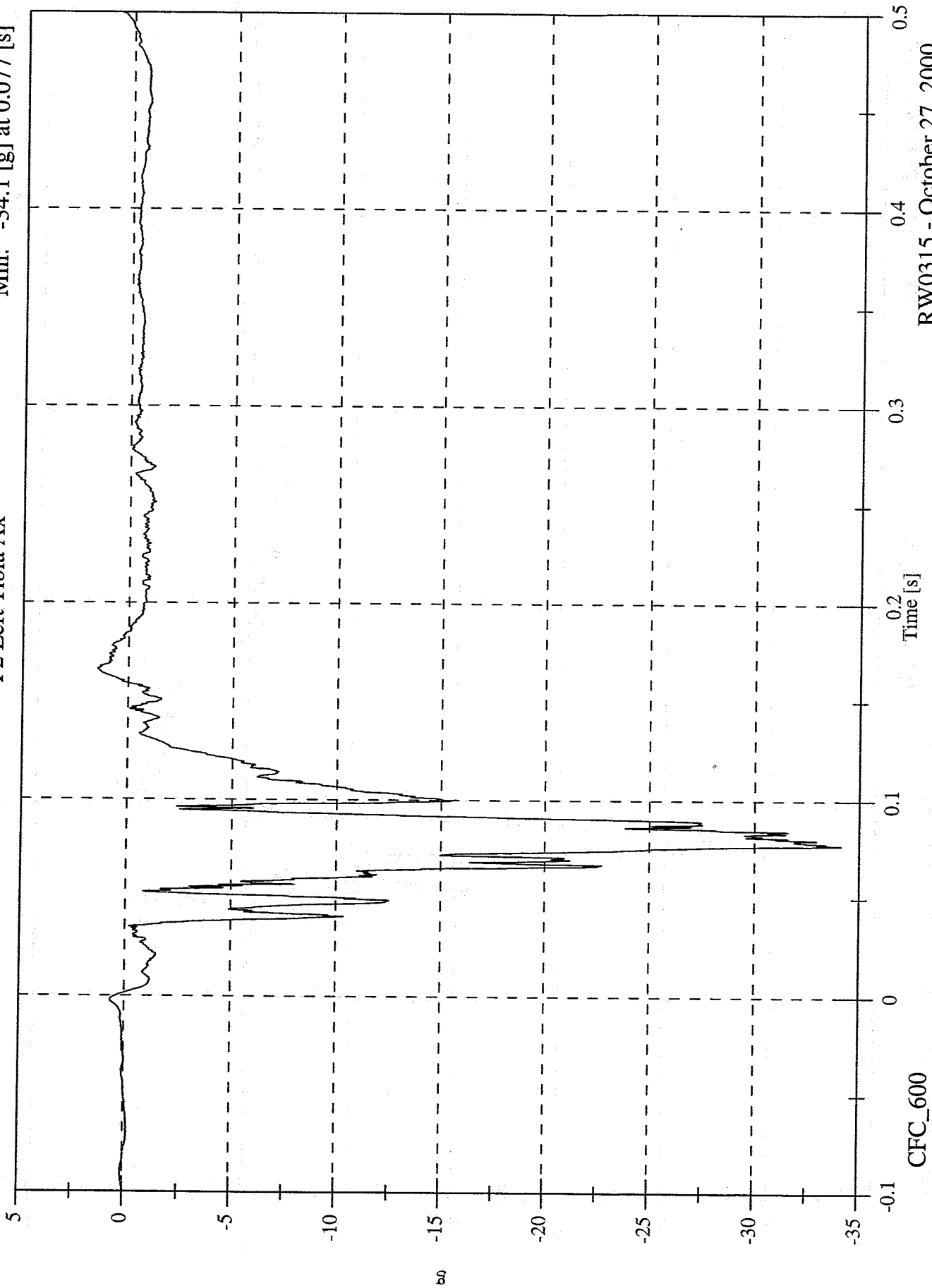


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Tibia Ax

Max: 1.4 [g] at 0.166 [s]  
Min: -34.1 [g] at 0.077 [s]

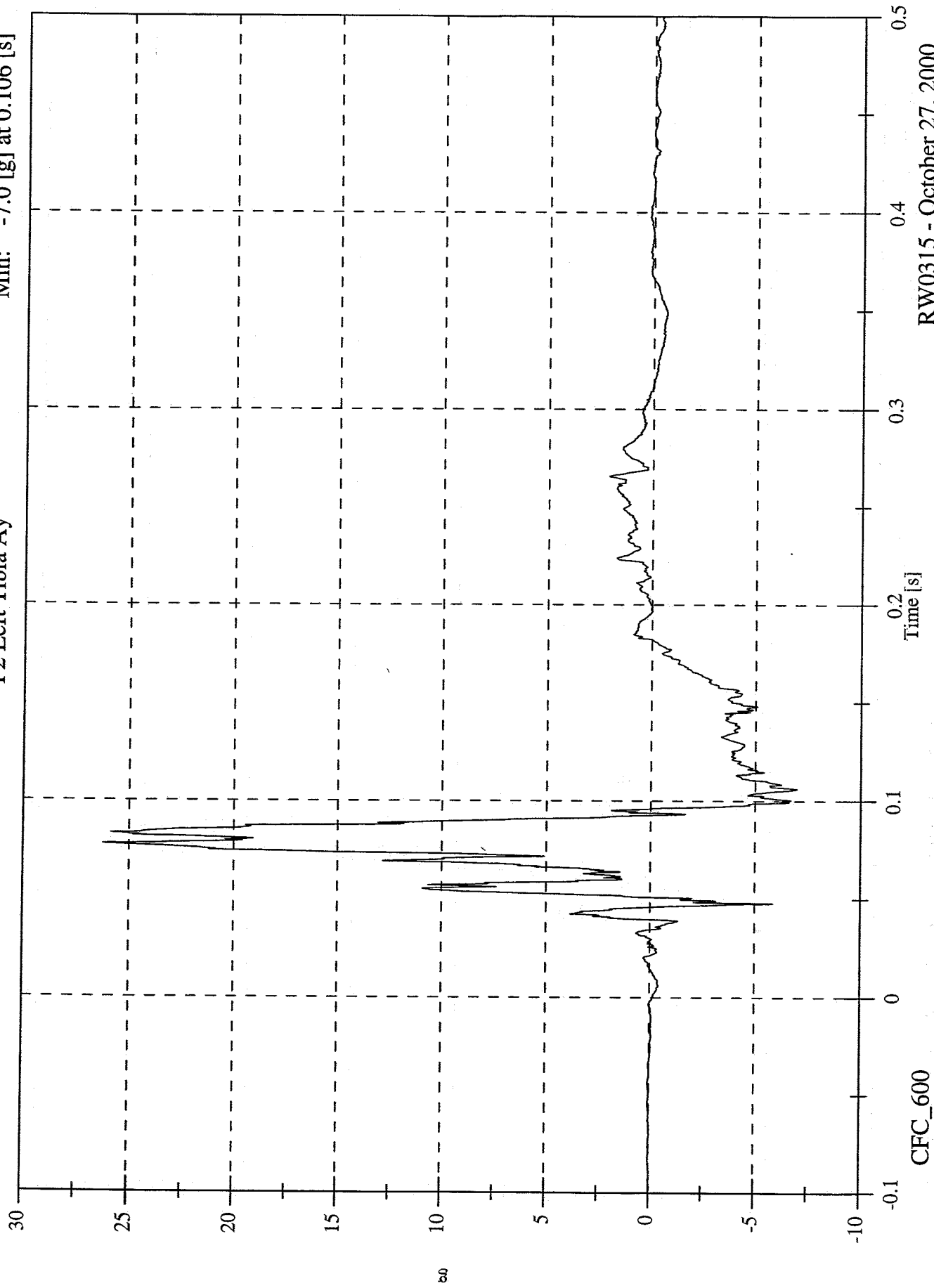


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 26.2 [g] at 0.078 [s]  
Min: -7.0 [g] at 0.106 [s]

P2 Left Tibia Ay

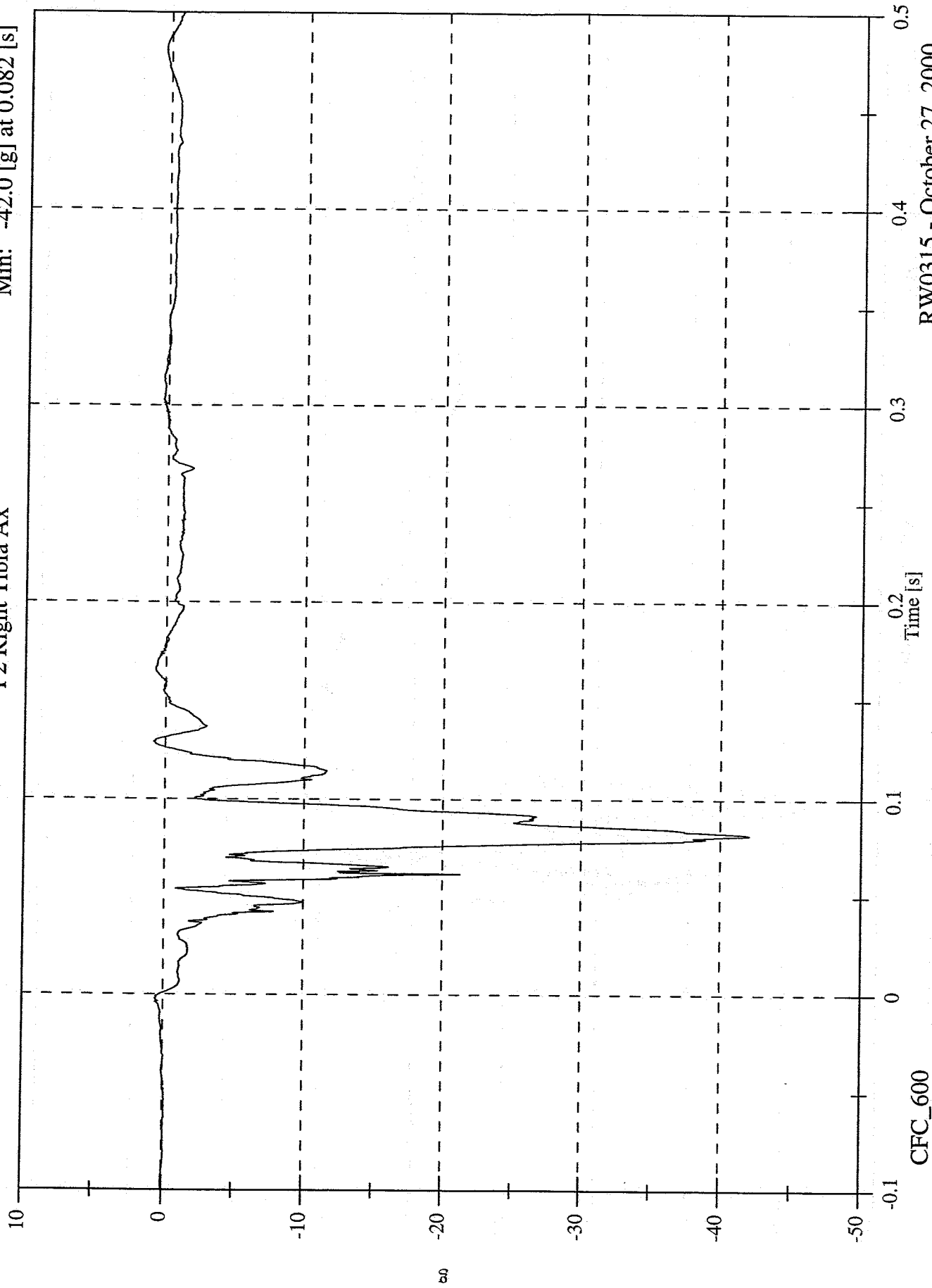


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Tibia Ax

Max: 0.8 [g] at 0.129 [s]  
Min: -42.0 [g] at 0.082 [s]



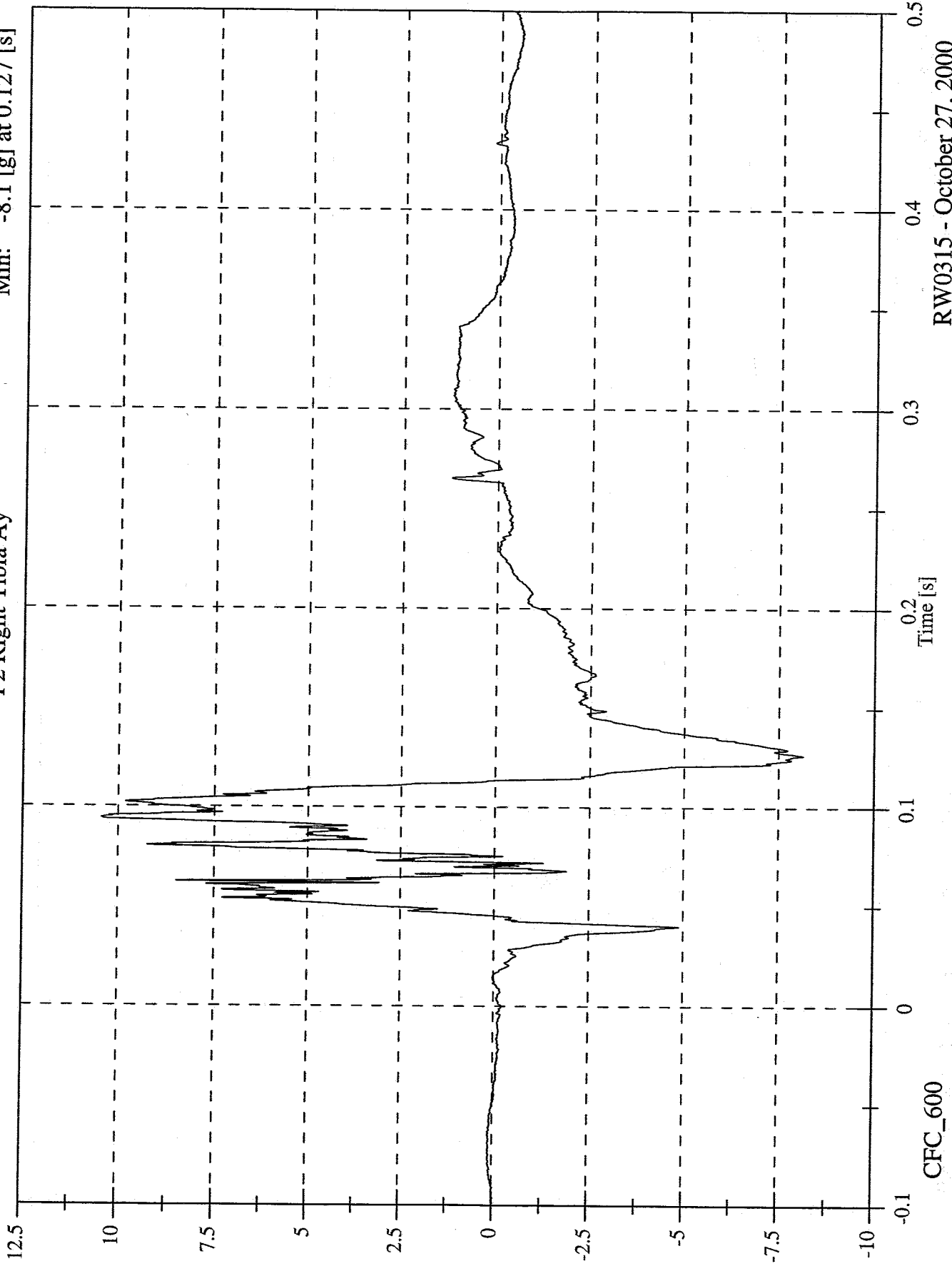
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 10.4 [g] at 0.094 [s]

Min: -8.1 [g] at 0.127 [s]

P2 Right Tibia Ay



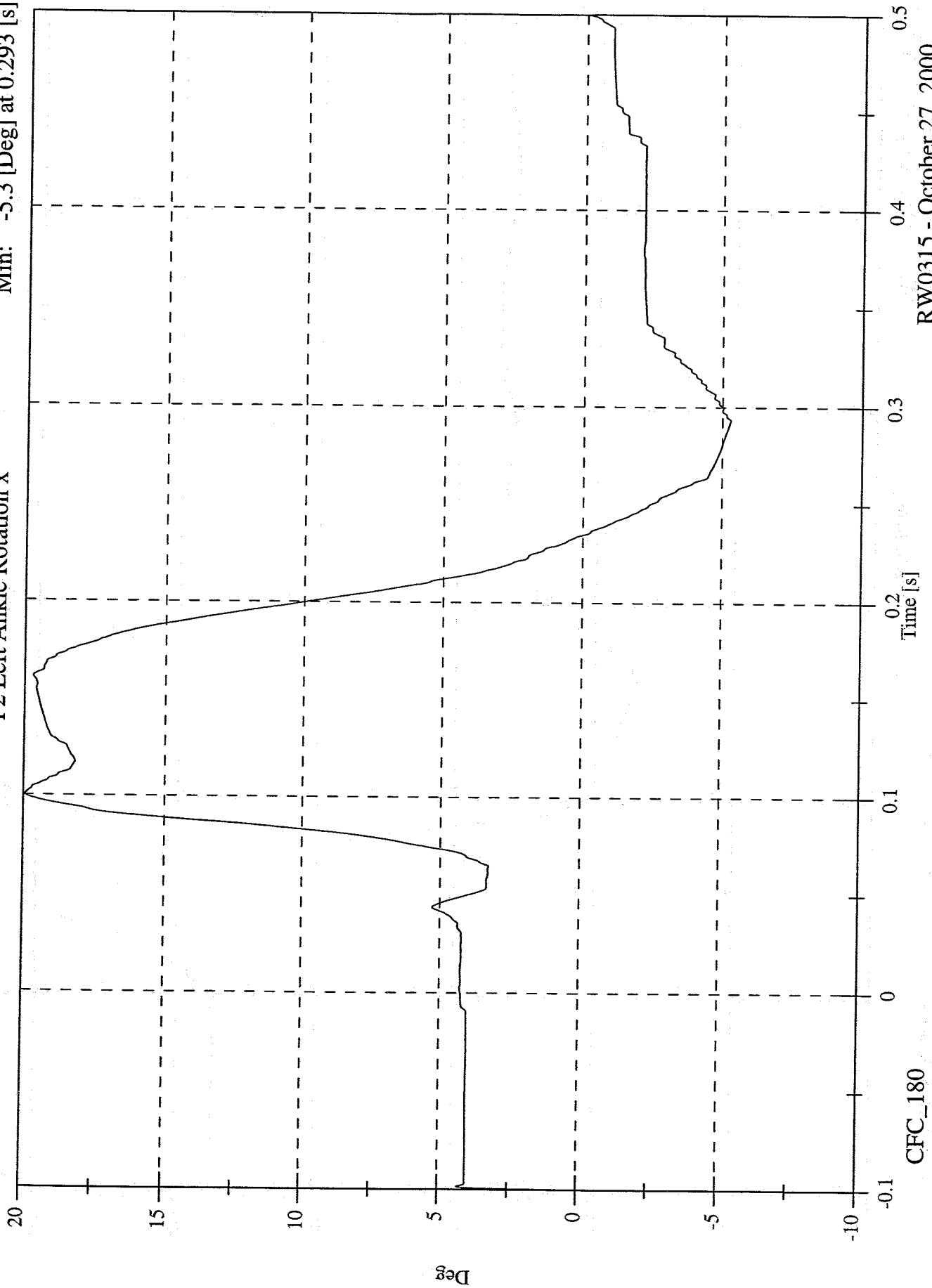
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 19.9 [Deg] at 0.100 [s]

Min: -5.3 [Deg] at 0.293 [s]

P2 Left Ankle Rotation x

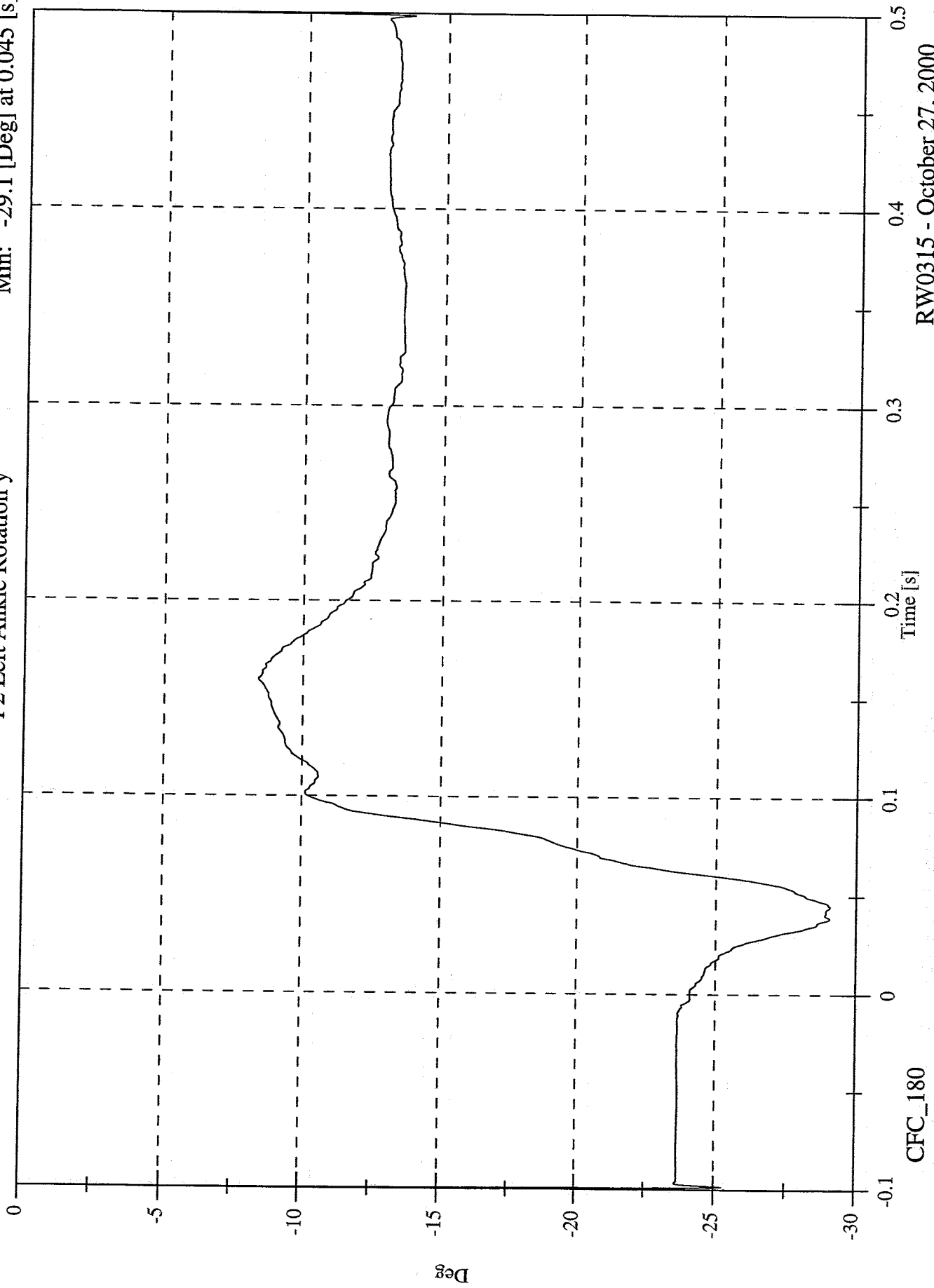


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: -0.5 [Deg] at 0.500 [s]  
Min: -29.1 [Deg] at 0.045 [s]

P2 Left Ankle Rotation y

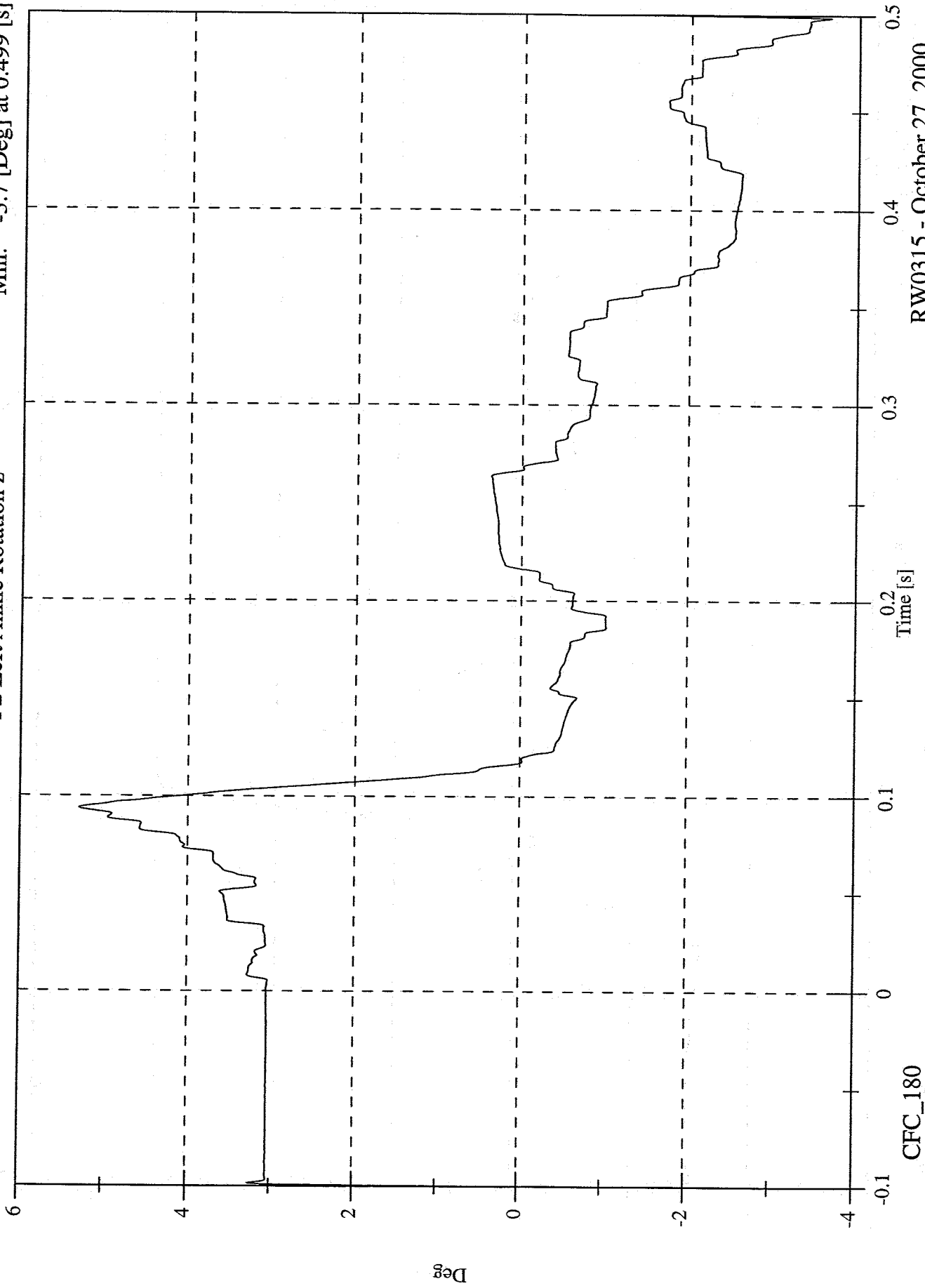


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Ankle Rotation z

Max: 5.3 [Deg] at 0.094 [s]  
Min: -3.7 [Deg] at 0.499 [s]

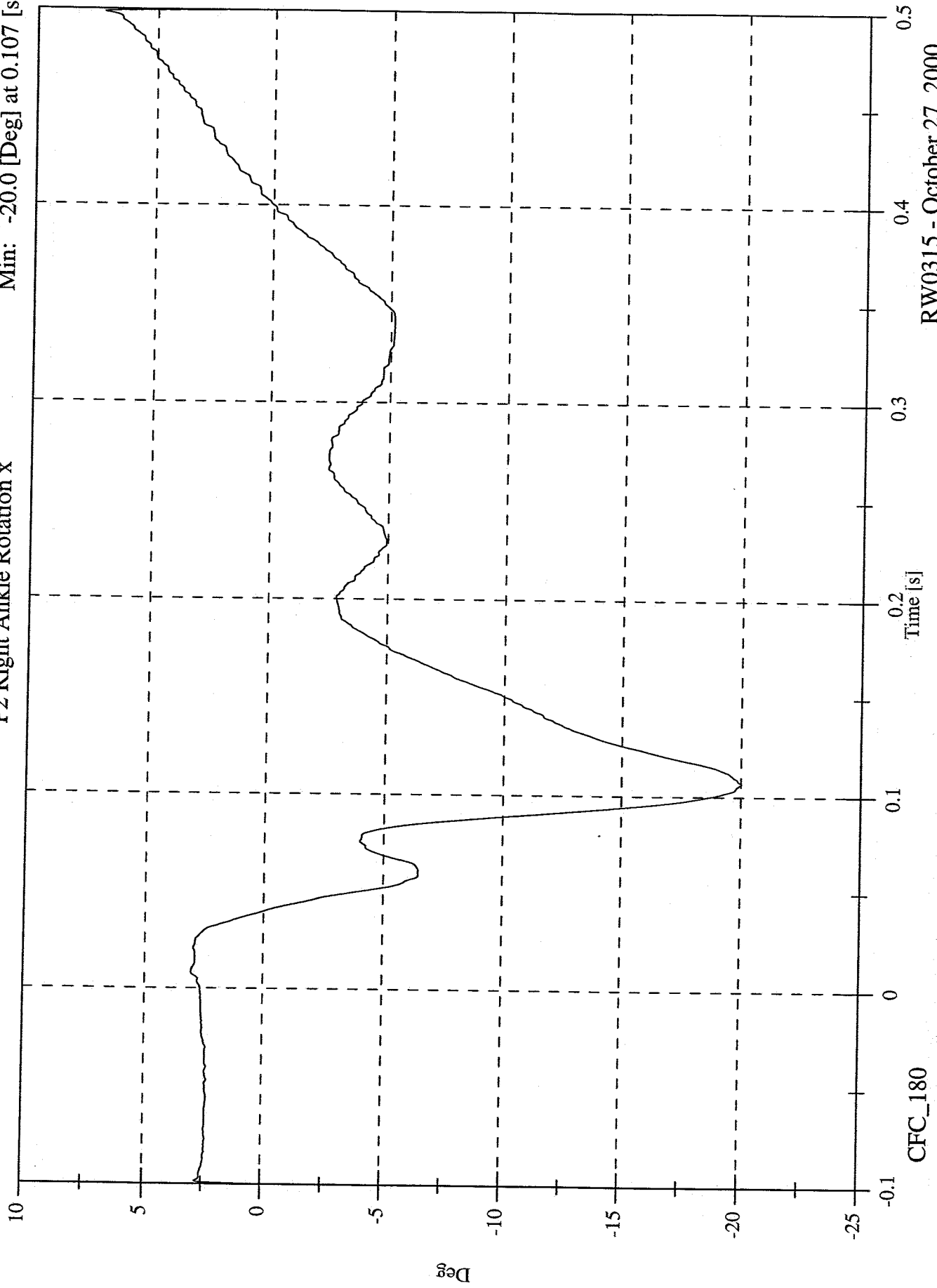


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 7.2 [Deg] at 0.499 [s]  
Min: -20.0 [Deg] at 0.107 [s]

P2 Right Ankle Rotation x

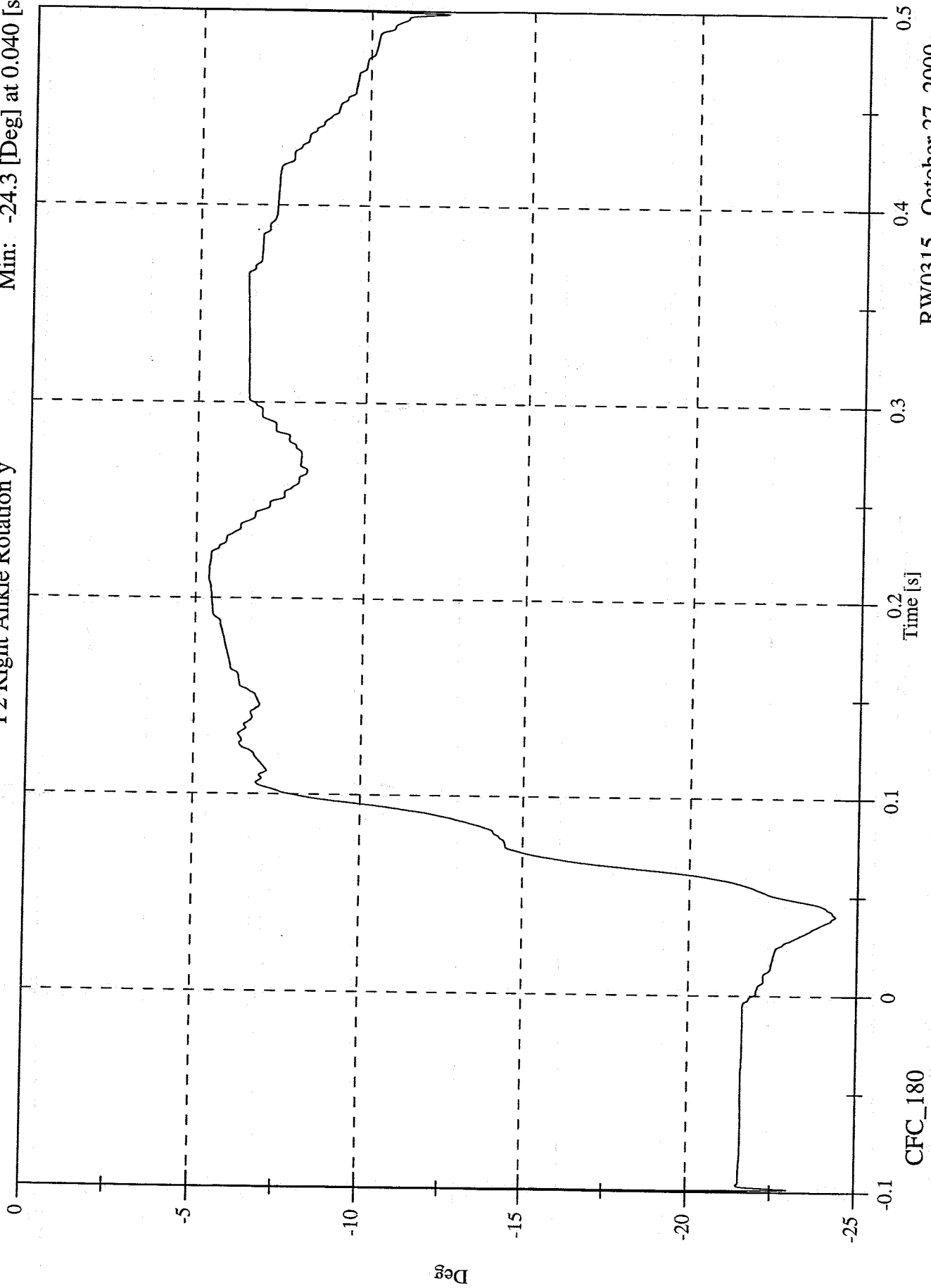


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Ankle Rotation y

Max: -0.5 [Deg] at 0.500 [s]  
Min: -24.3 [Deg] at 0.040 [s]

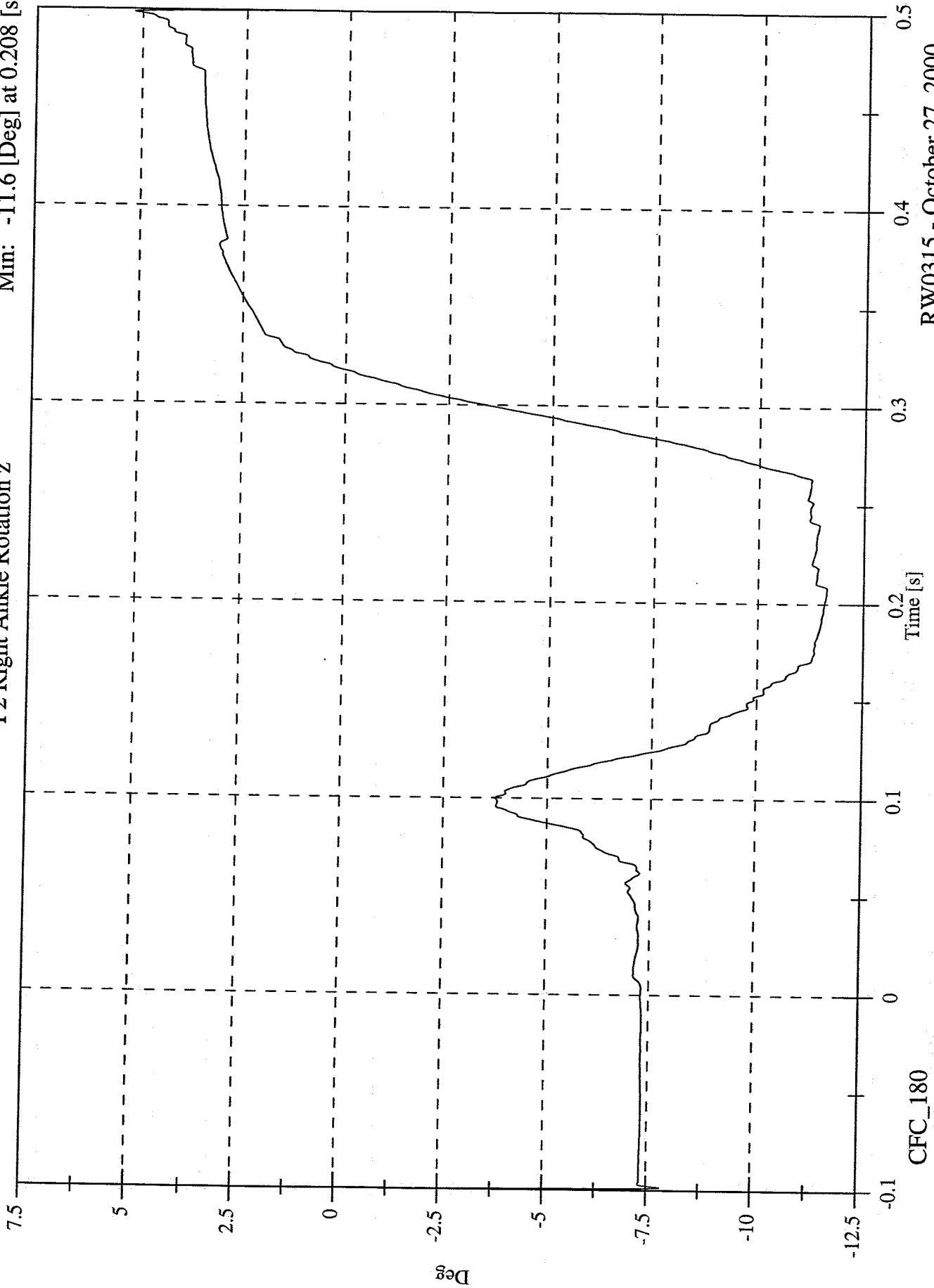


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Ankle Rotation z

Max: 5.2 [Deg] at 0.499 [s]  
Min: -11.6 [Deg] at 0.208 [s]

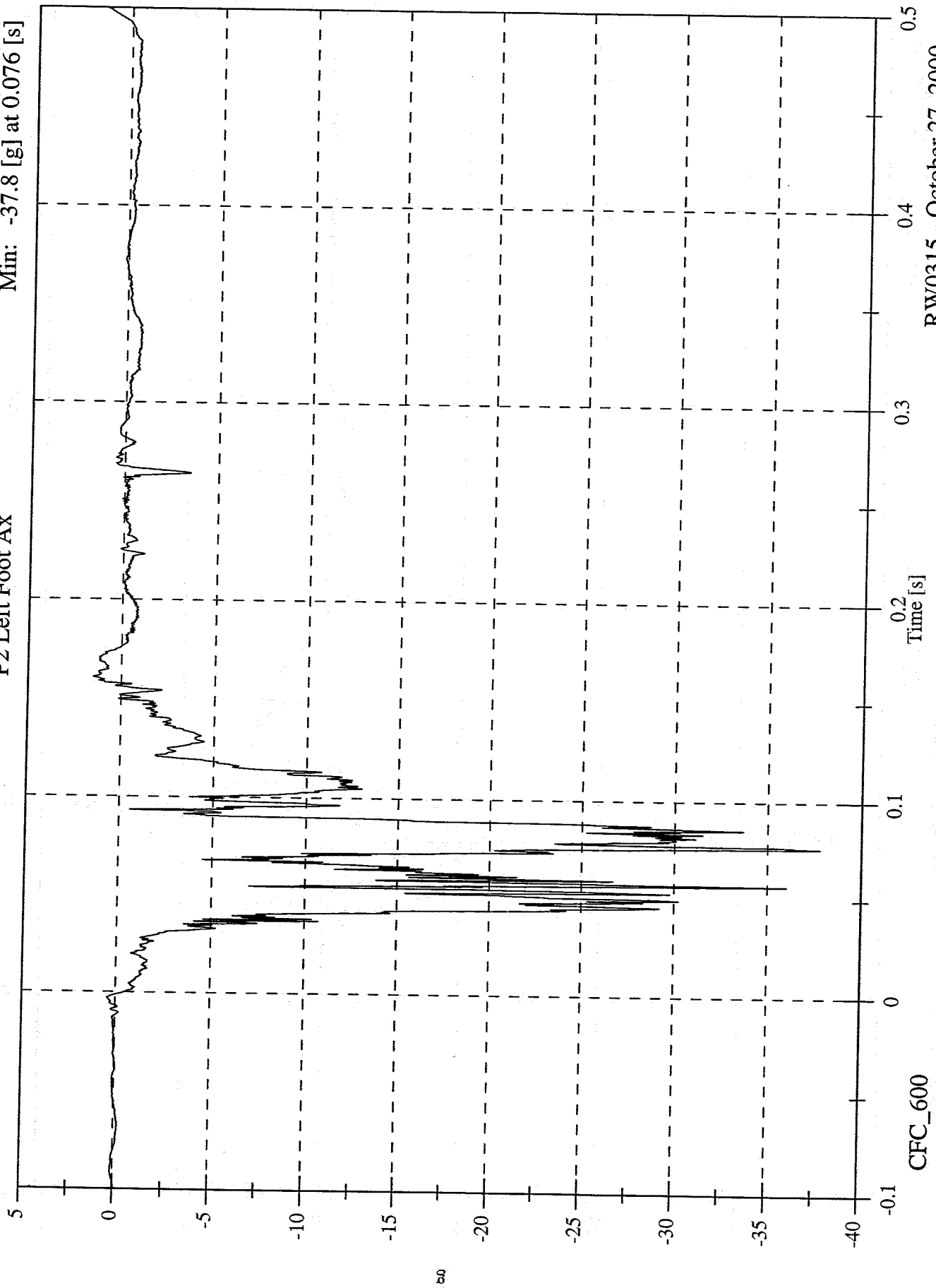


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1.5 [g] at 0.160 [s]  
Min: -37.8 [g] at 0.076 [s]

P2 Left Foot Ax

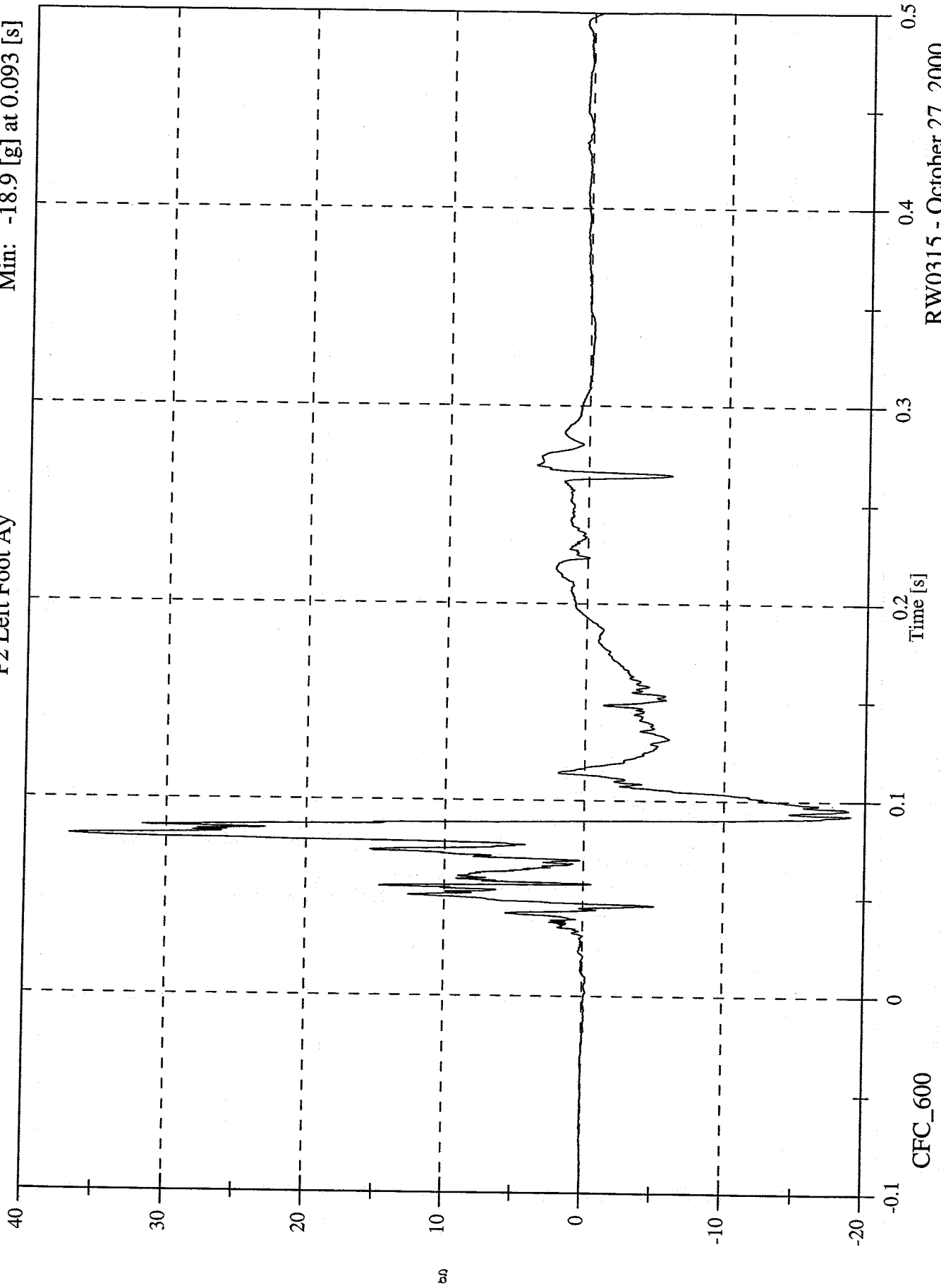


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Foot Ay

Max: 36.8 [g] at 0.081 [s]  
Min: -18.9 [g] at 0.093 [s]

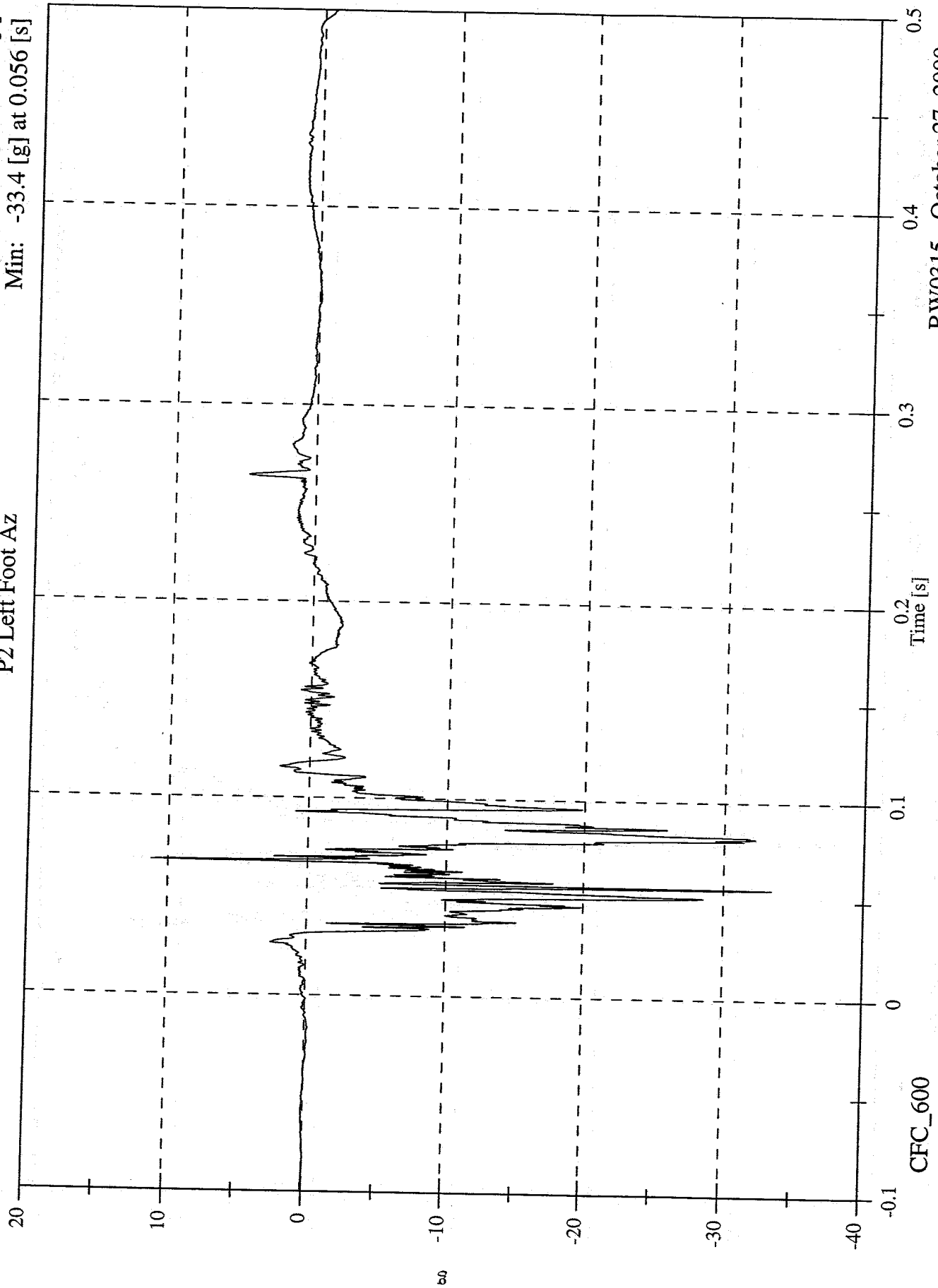


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Foot Az

Max: 11.2 [g] at 0.068 [s]  
Min: -33.4 [g] at 0.056 [s]

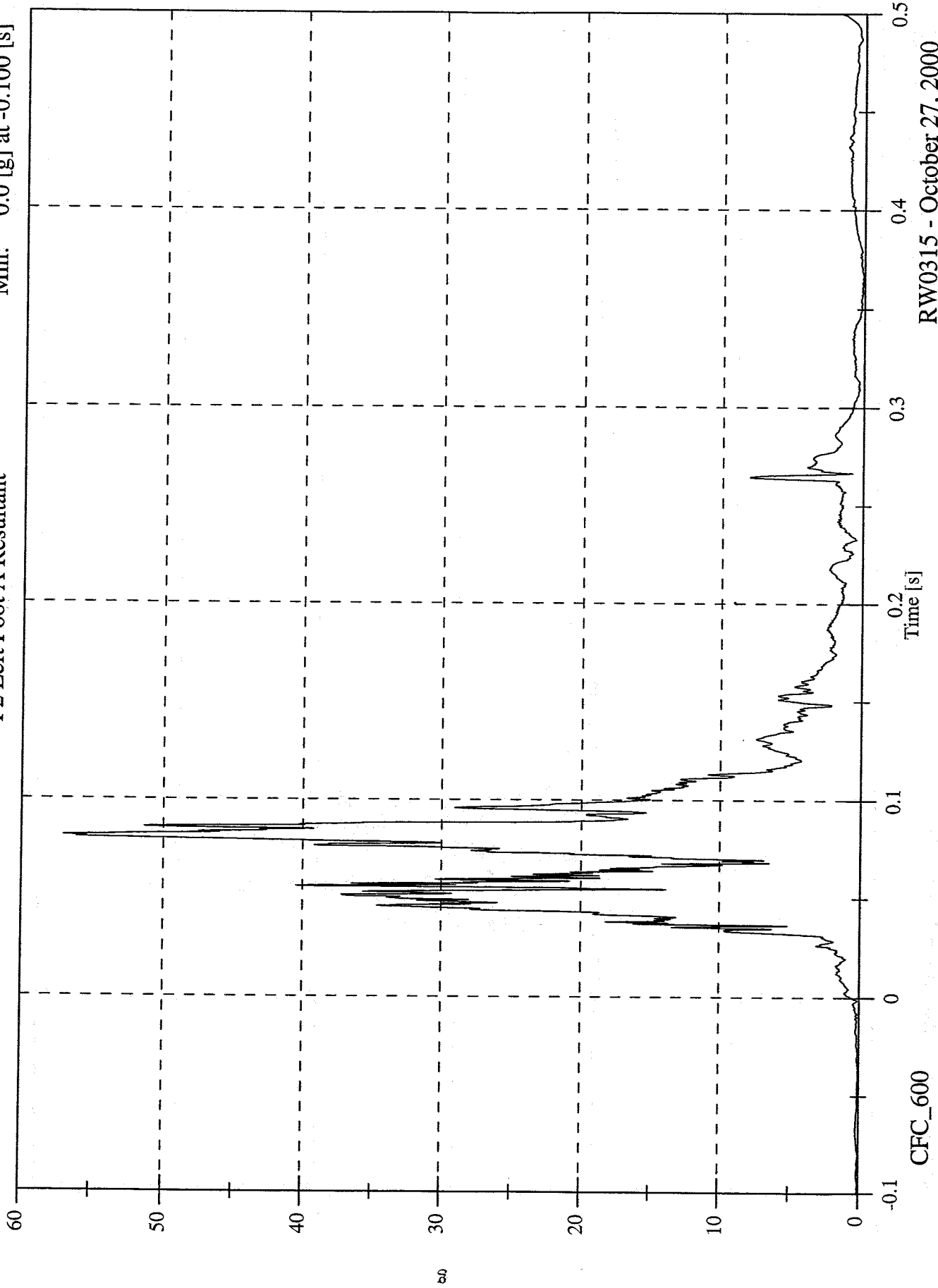


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Left Foot A Resultant

Max: 57.0 [g] at 0.081 [s]  
Min: 0.0 [g] at -0.100 [s]



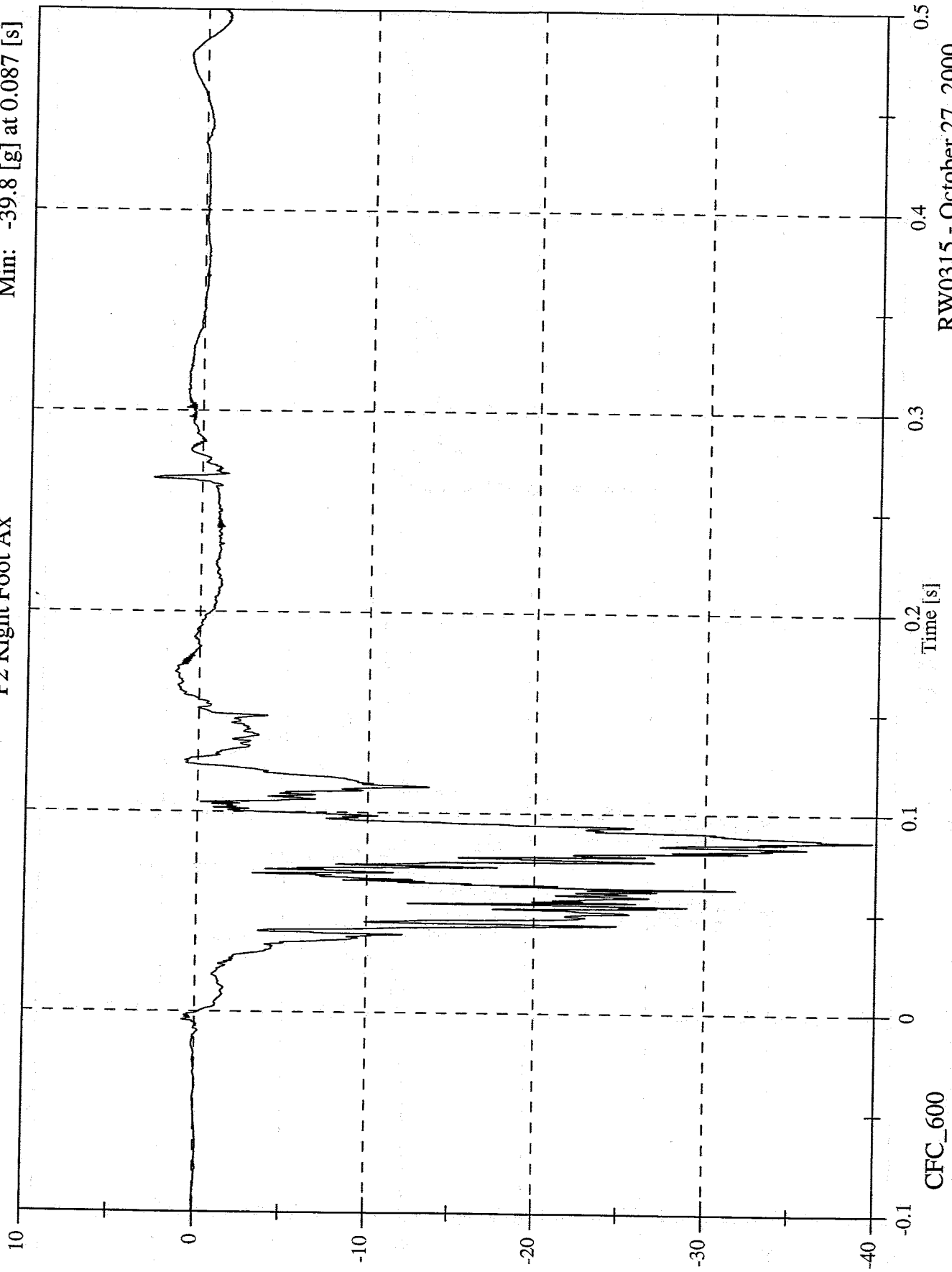
RW0315 - October 27, 2000

CFC\_600

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 2.9 [g] at 0.266 [s]  
Min: -39.8 [g] at 0.087 [s]

P2 Right Foot Ax

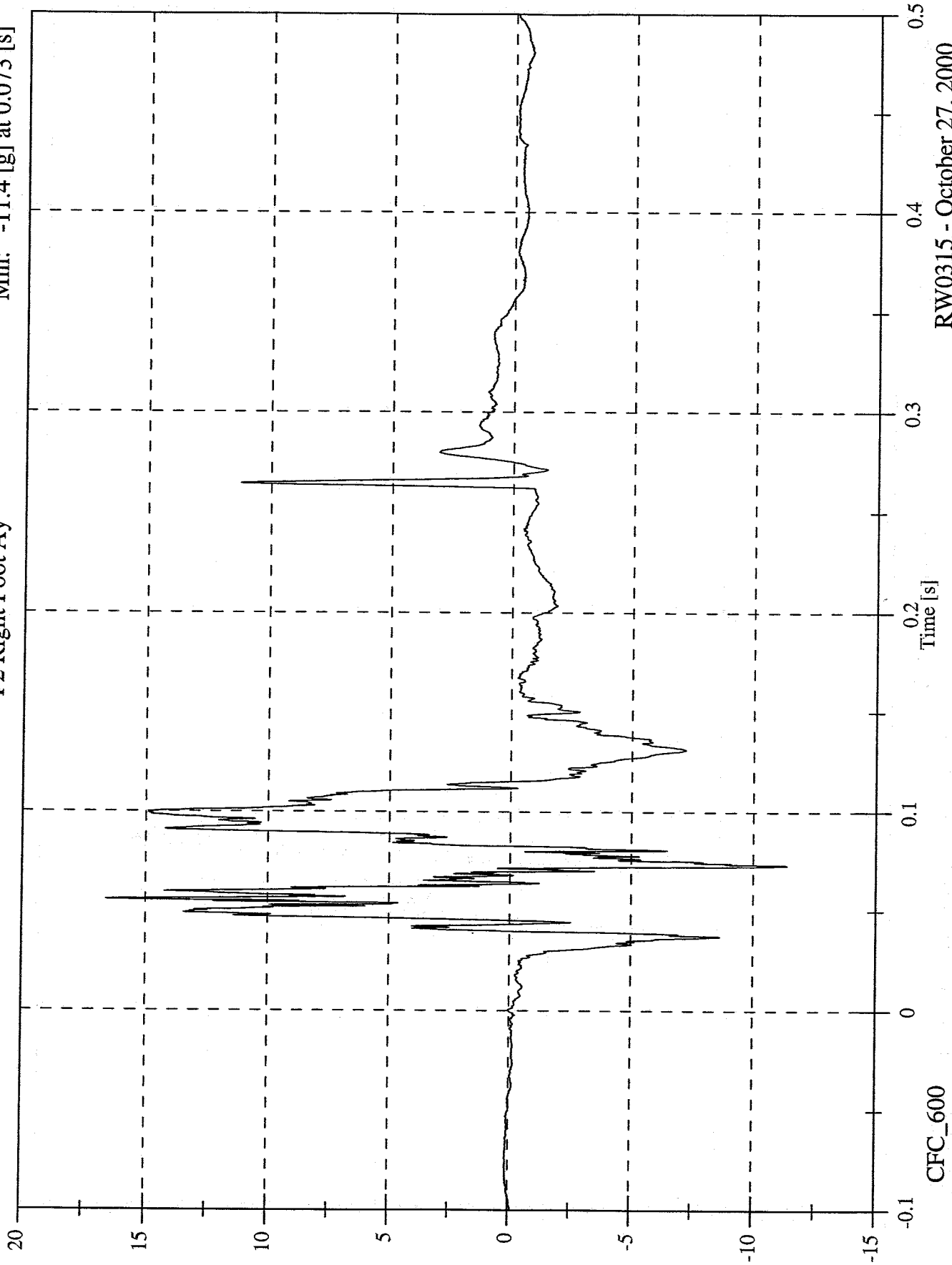


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 16.6 [g] at 0.056 [s]  
Min: -11.4 [g] at 0.073 [s]

P2 Right Foot Ay

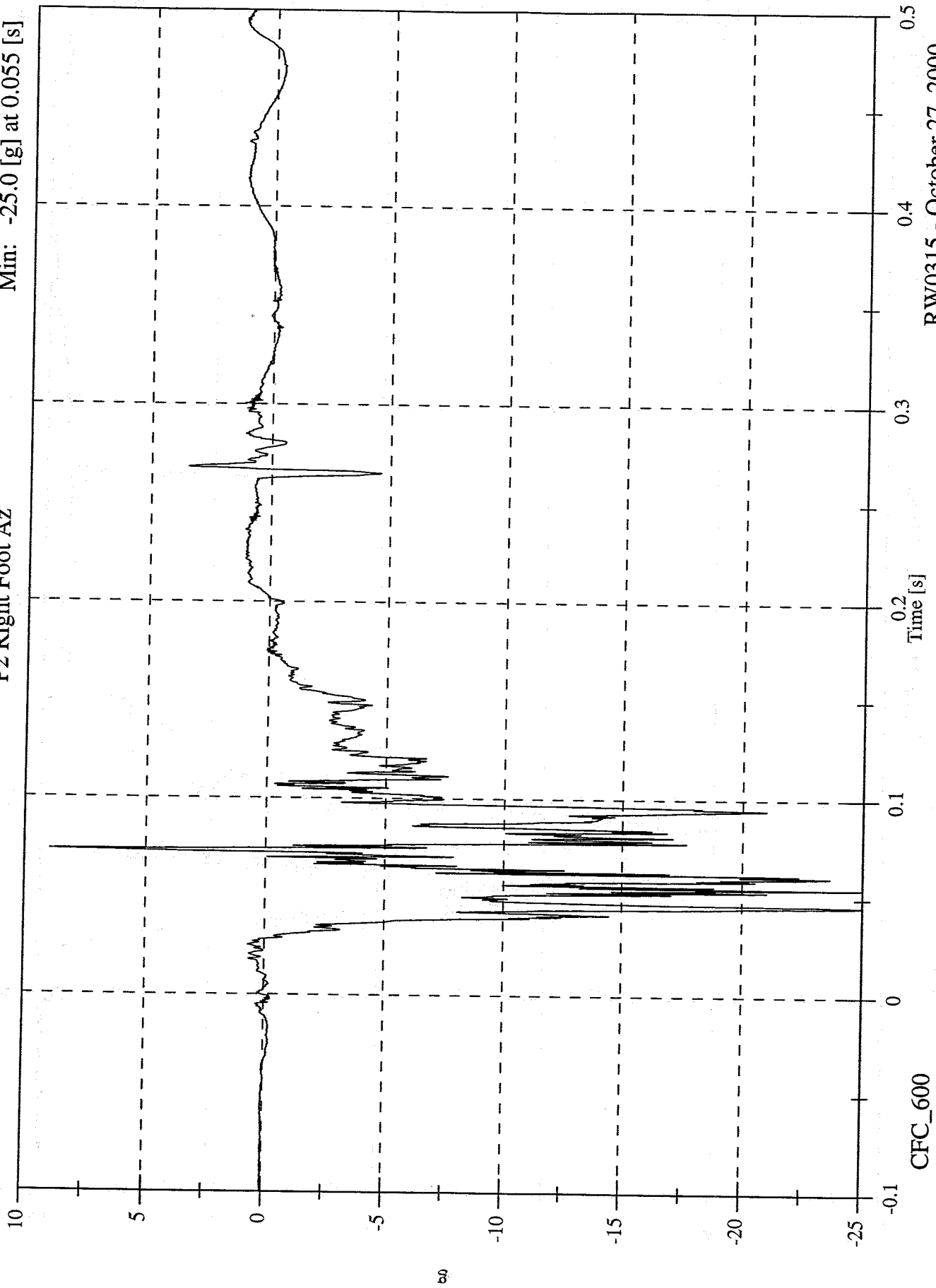


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 8.9 [g] at 0.073 [s]  
Min: -25.0 [g] at 0.055 [s]

P2 Right Foot Az

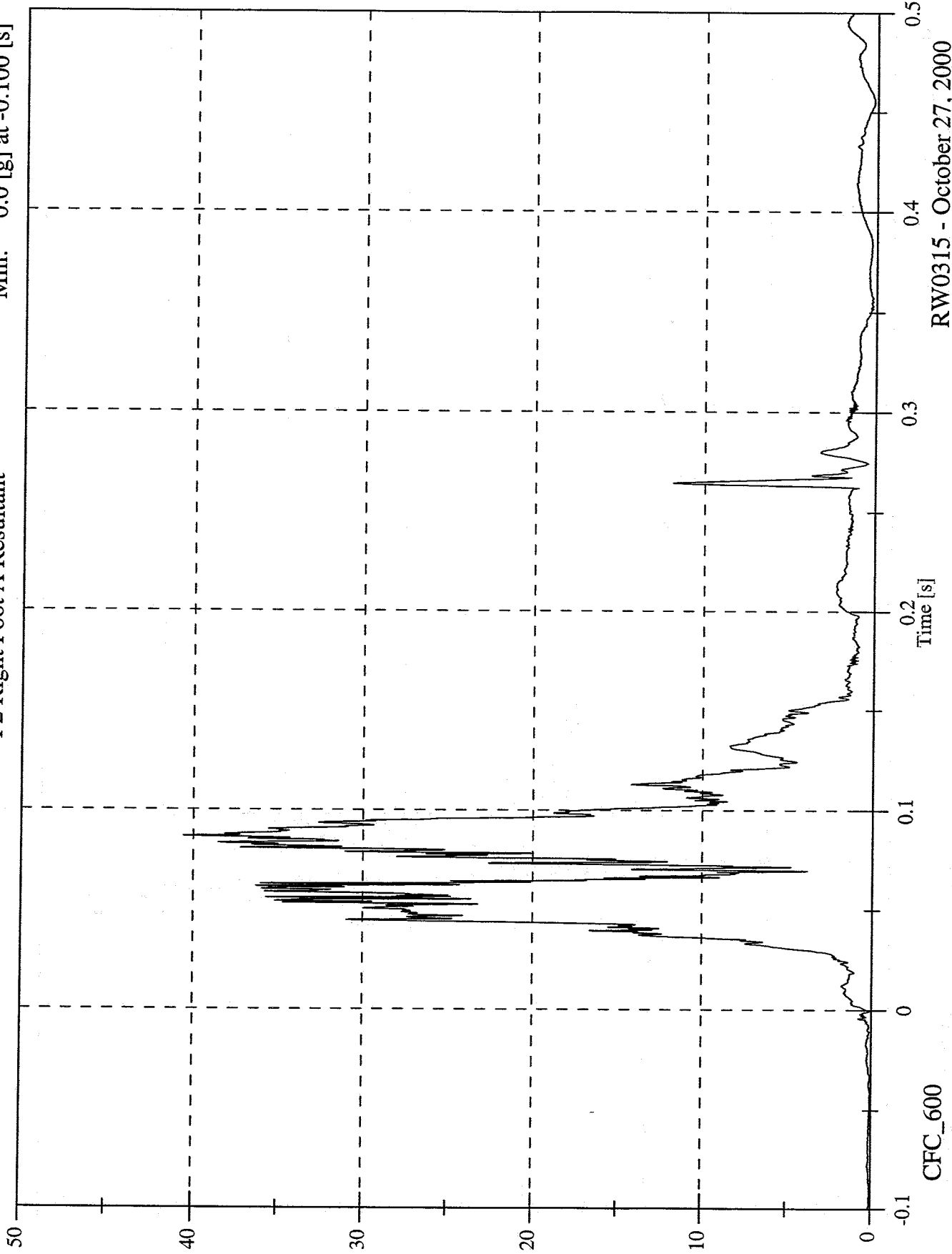


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Right Foot A Resultant

Max: 40.6 [g] at 0.087 [s]  
Min: 0.0 [g] at -0.100 [s]



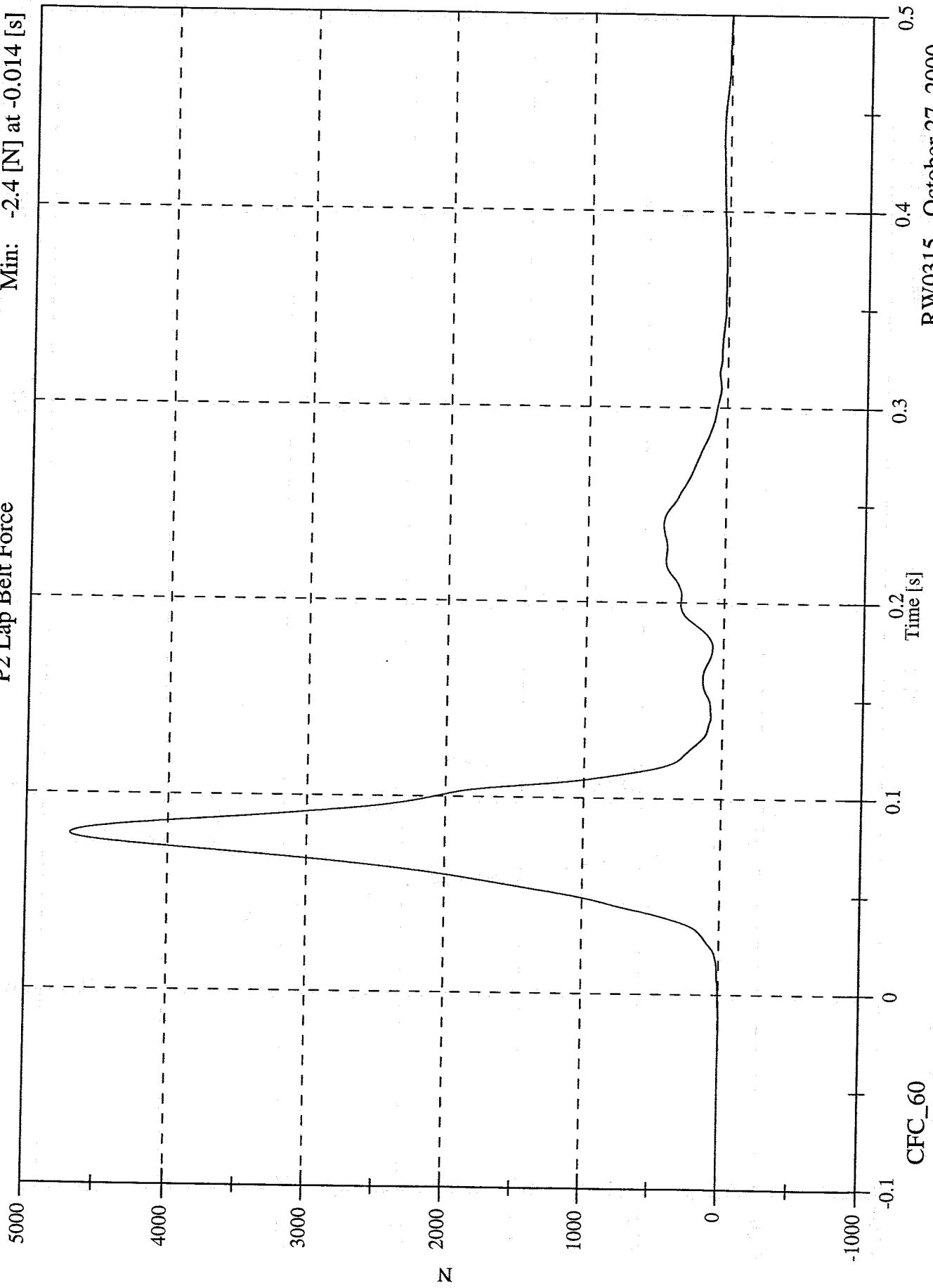
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

P2 Lap Belt Force

Max: 4688.0 [N] at 0.079 [s]

Min: -2.4 [N] at -0.014 [s]

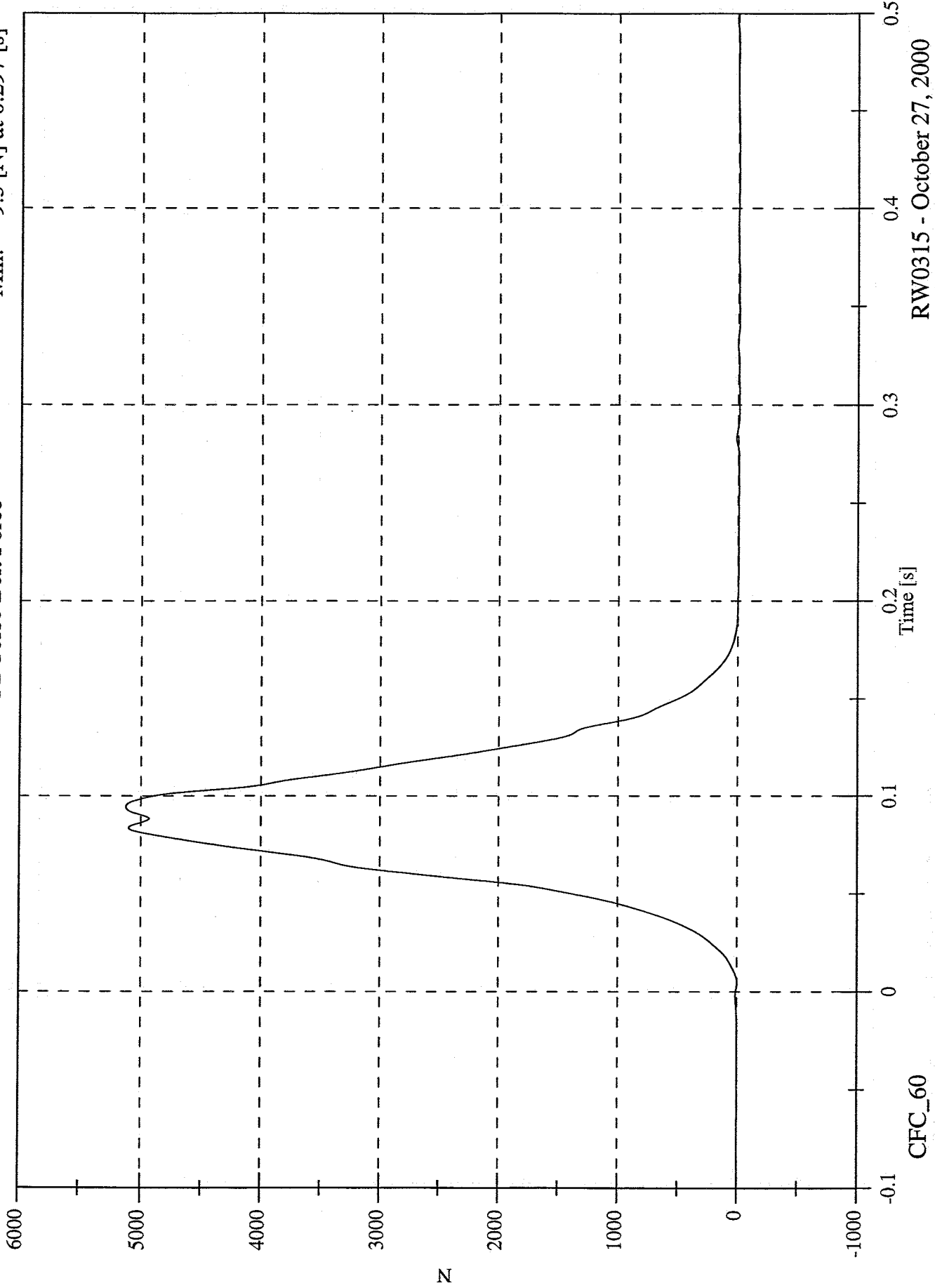


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 5120.9 [N] at 0.094 [s]  
Min: -9.5 [N] at 0.297 [s]

P2 Torso Belt Force

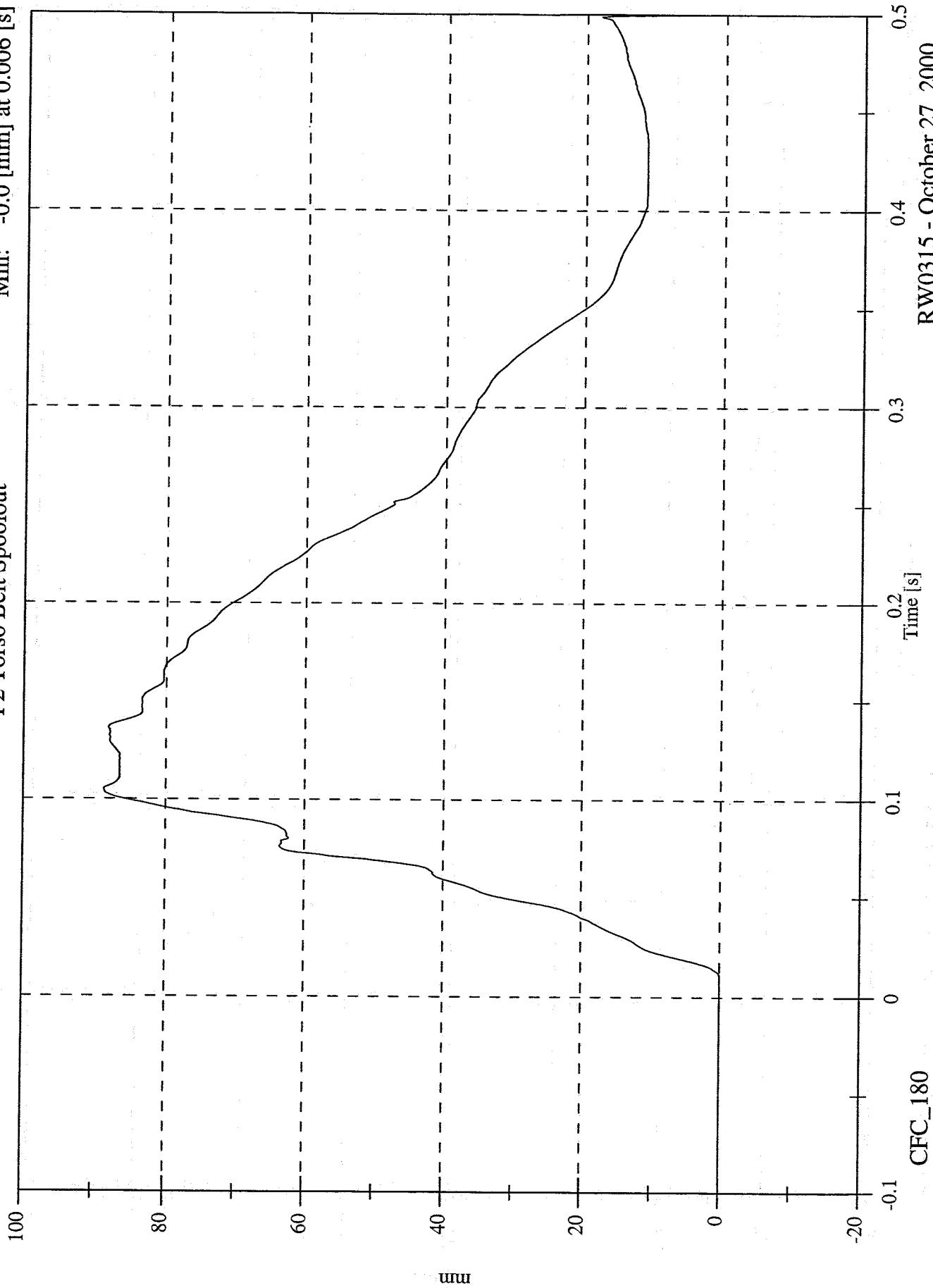


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 88.6 [mm] at 0.105 [s]  
Min: -0.0 [mm] at 0.006 [s]

P2 Torso Belt Spoolout

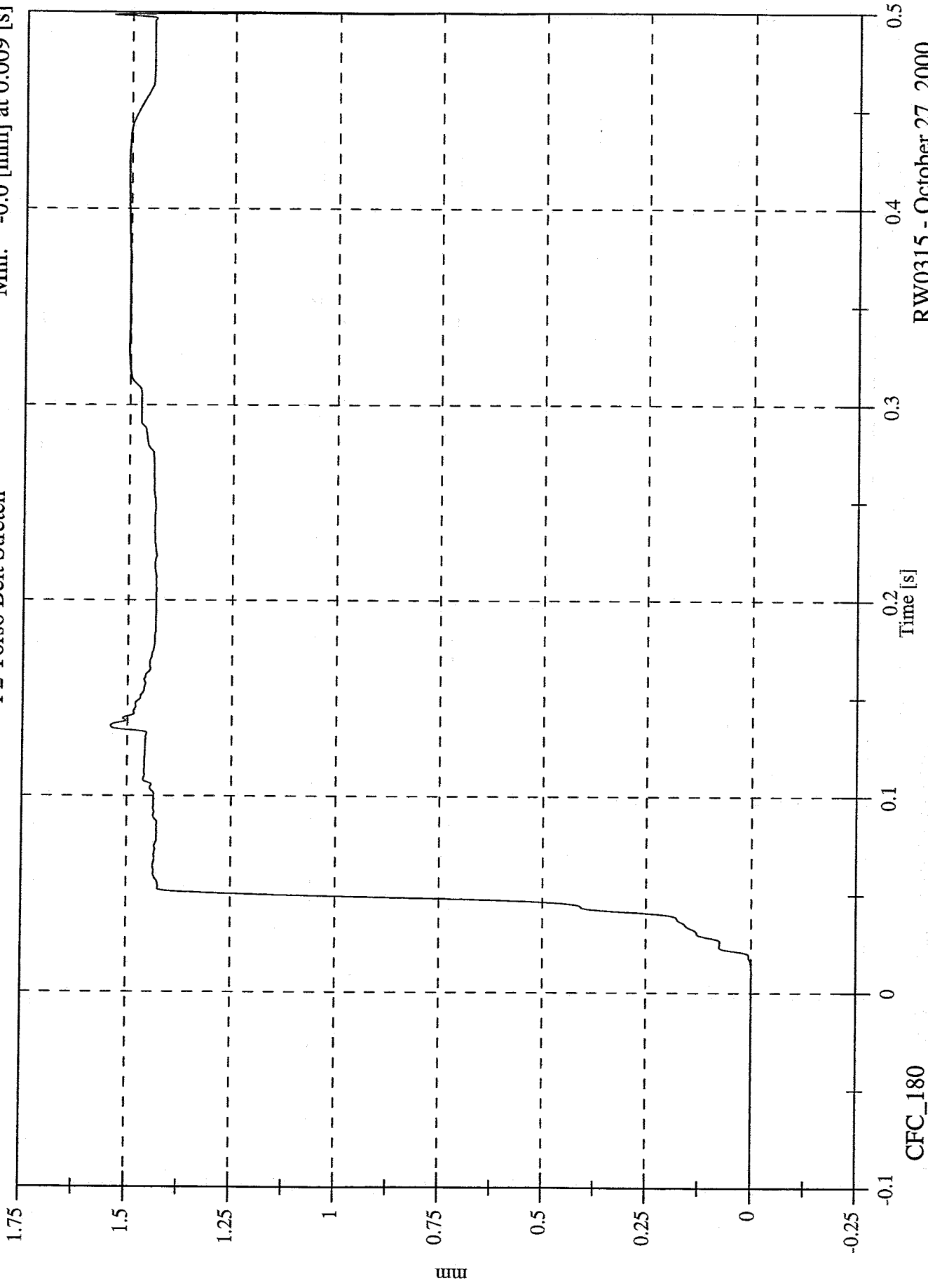


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1.5 [mm] at 0.499 [s]  
Min: -0.0 [mm] at 0.009 [s]

P2 Torso Belt Stretch



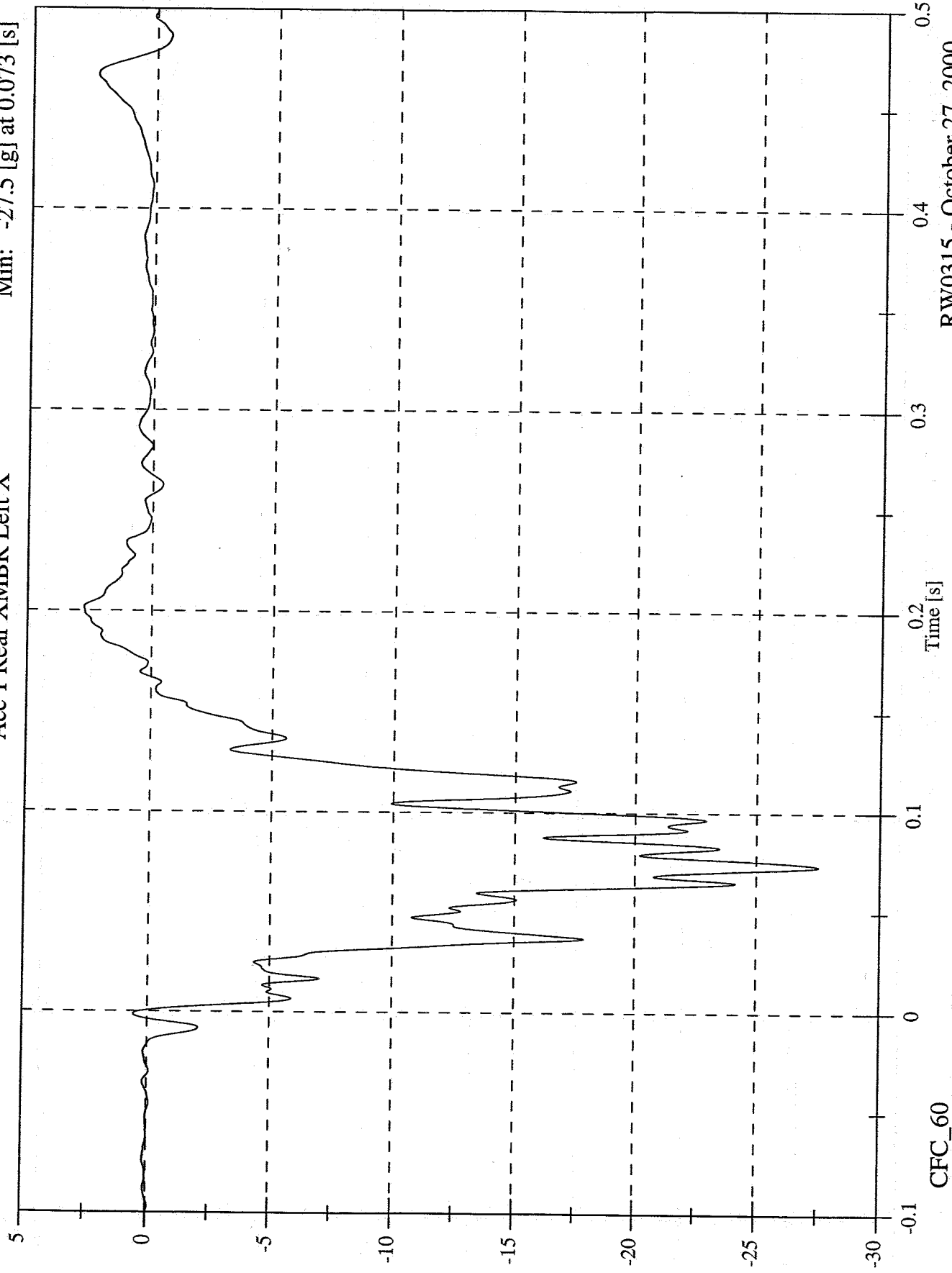
CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 1 Rear XMBR Left X

Max: 2.7 [g] at 0.202 [s]  
Min: -27.5 [g] at 0.073 [s]



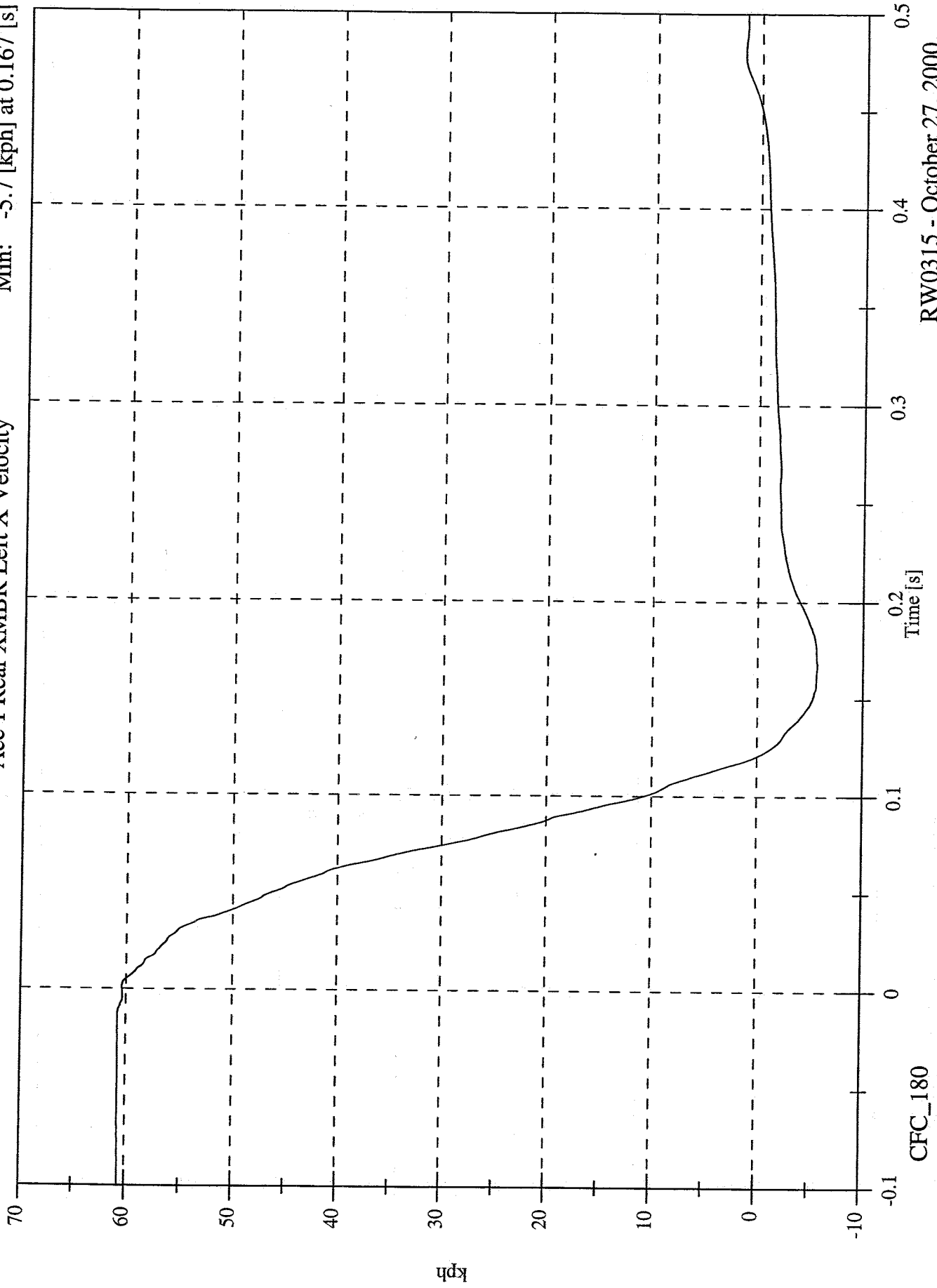
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 60.8 [kph] at -0.018 [s]

Min: -5.7 [kph] at 0.167 [s]

Acc 1 Rear XMBR Left X Velocity

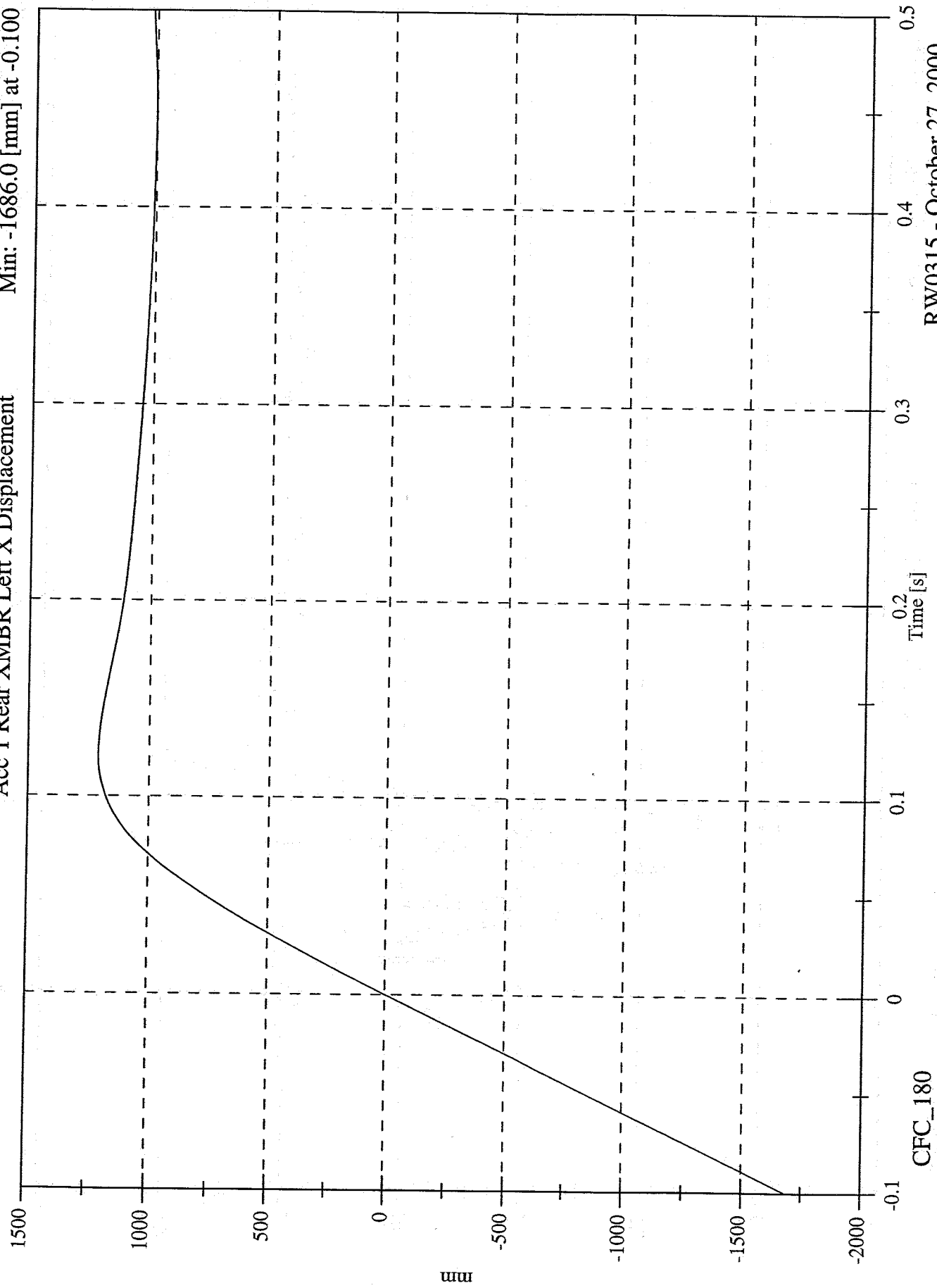


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1207.2 [mm] at 0.121 [s]  
Min: -1686.0 [mm] at -0.100 [s]

Acc 1 Rear XMBR Left X Displacement

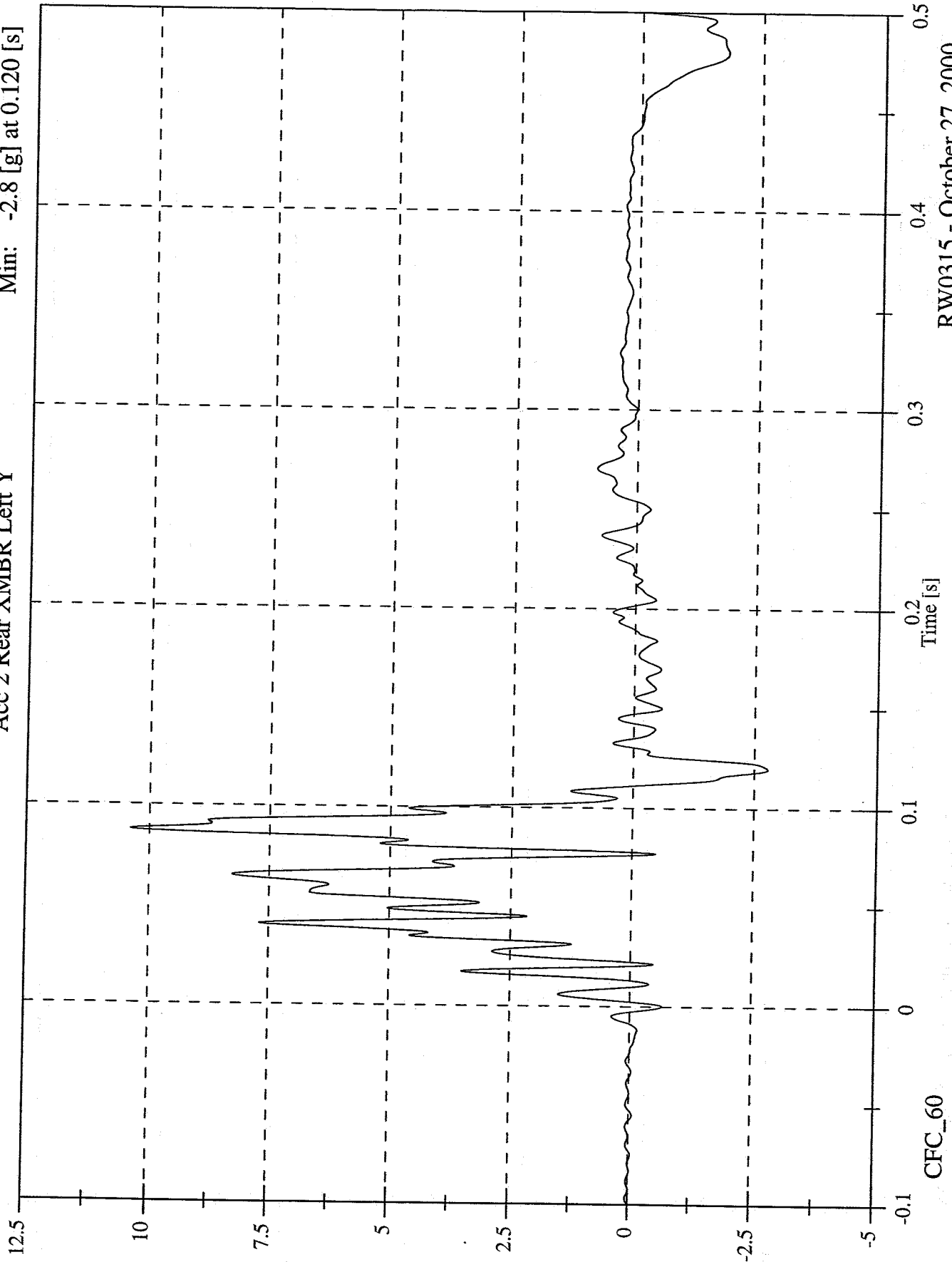


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 2 Rear XMBR Left Y

Max: 10.4 [g] at 0.087 [s]  
Min: -2.8 [g] at 0.120 [s]

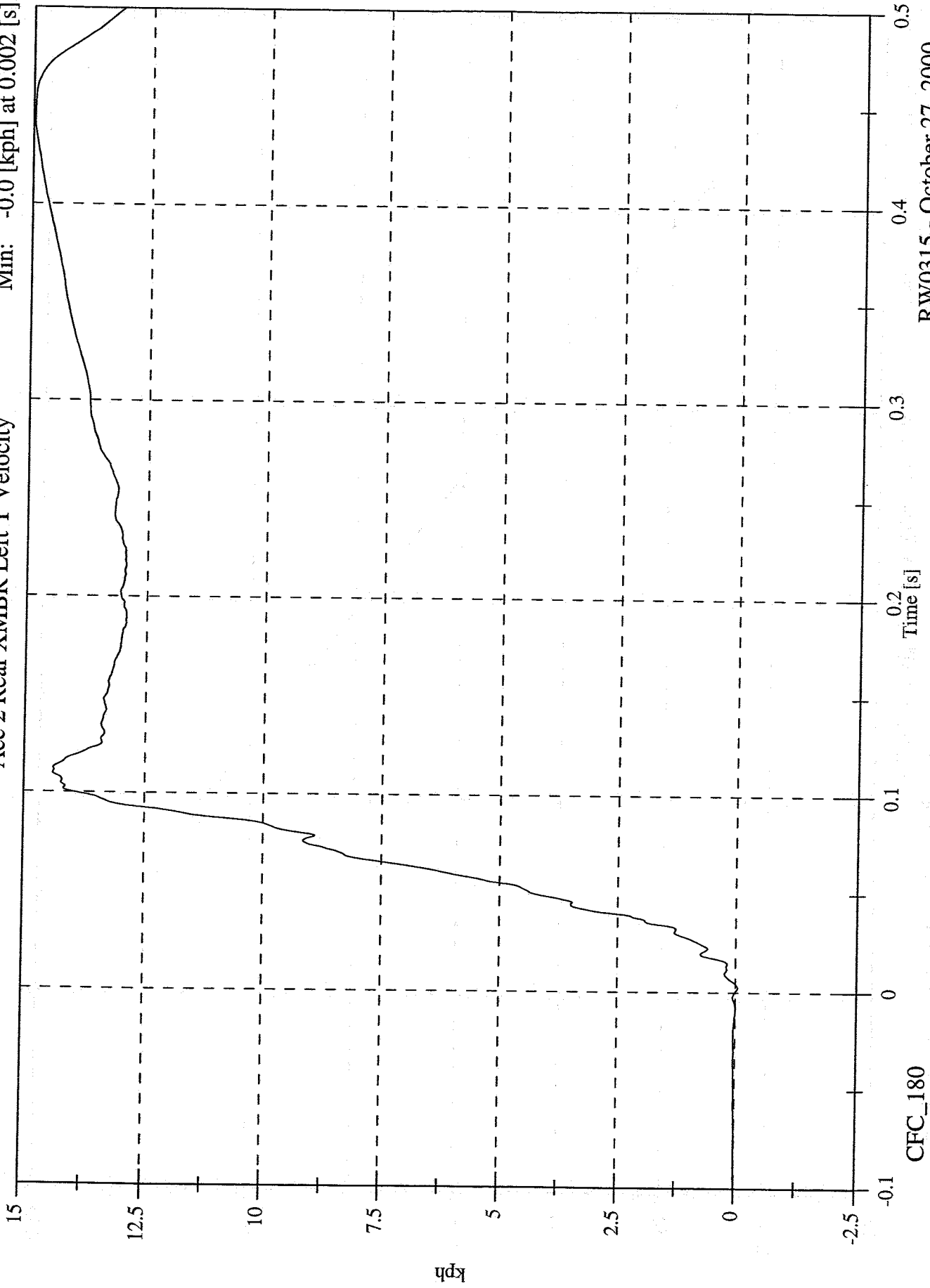


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 15.0 [kph] at 0.442 [s]  
Min: -0.0 [kph] at 0.002 [s]

Acc 2 Rear XMBR Left Y Velocity

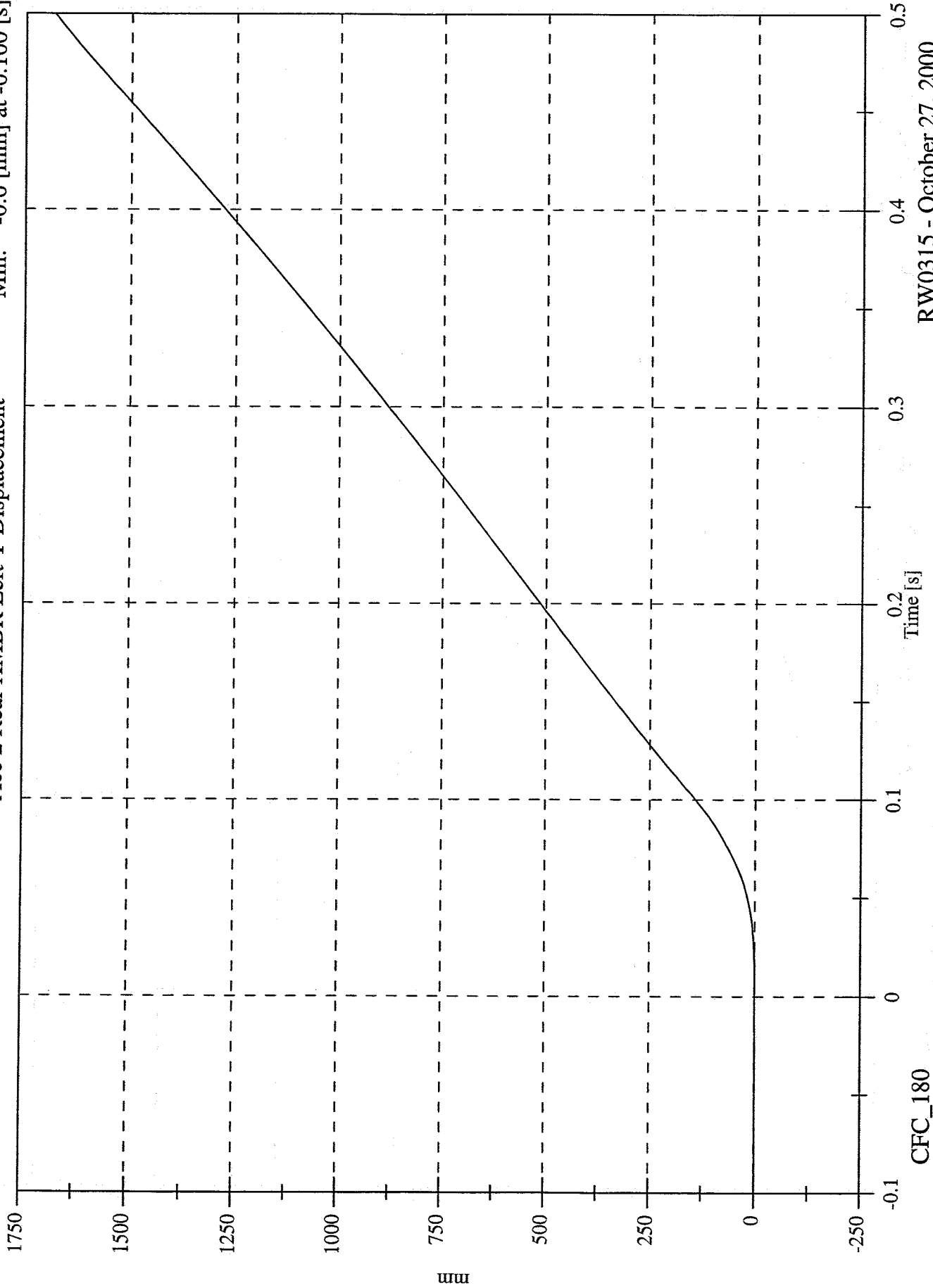


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 2 Rear XMBR Left Y Displacement

Max: 1681.3 [mm] at 0.500 [s]  
Min: -0.6 [mm] at -0.100 [s]

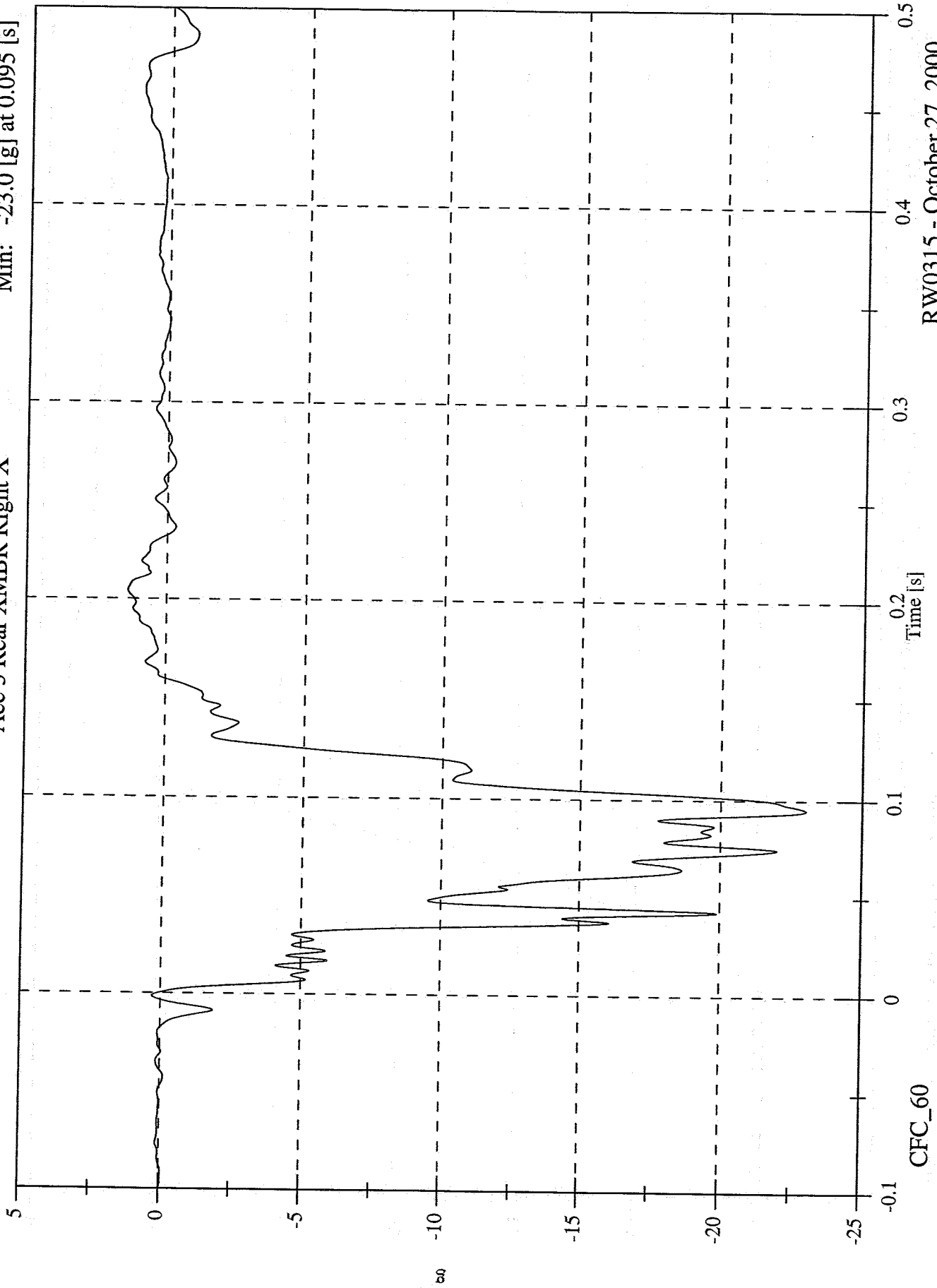


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1.4 [g] at 0.204 [s]  
Min: -23.0 [g] at 0.095 [s]

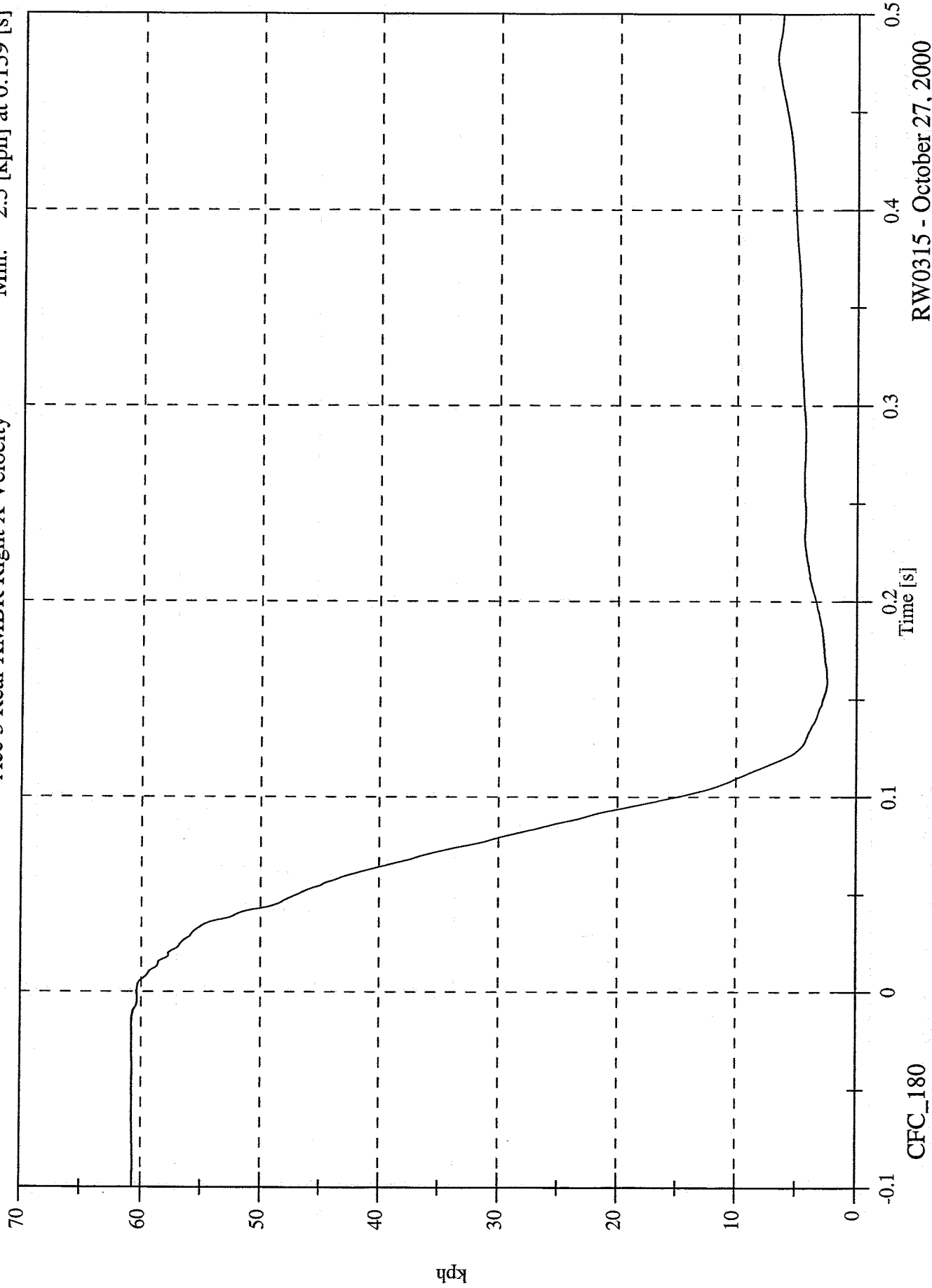
Acc 3 Rear XMBR Right X



RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon  
Acc 3 Rear XMBR Right X Velocity

Max: 60.8 [kph] at -0.018 [s]  
Min: 2.5 [kph] at 0.159 [s]

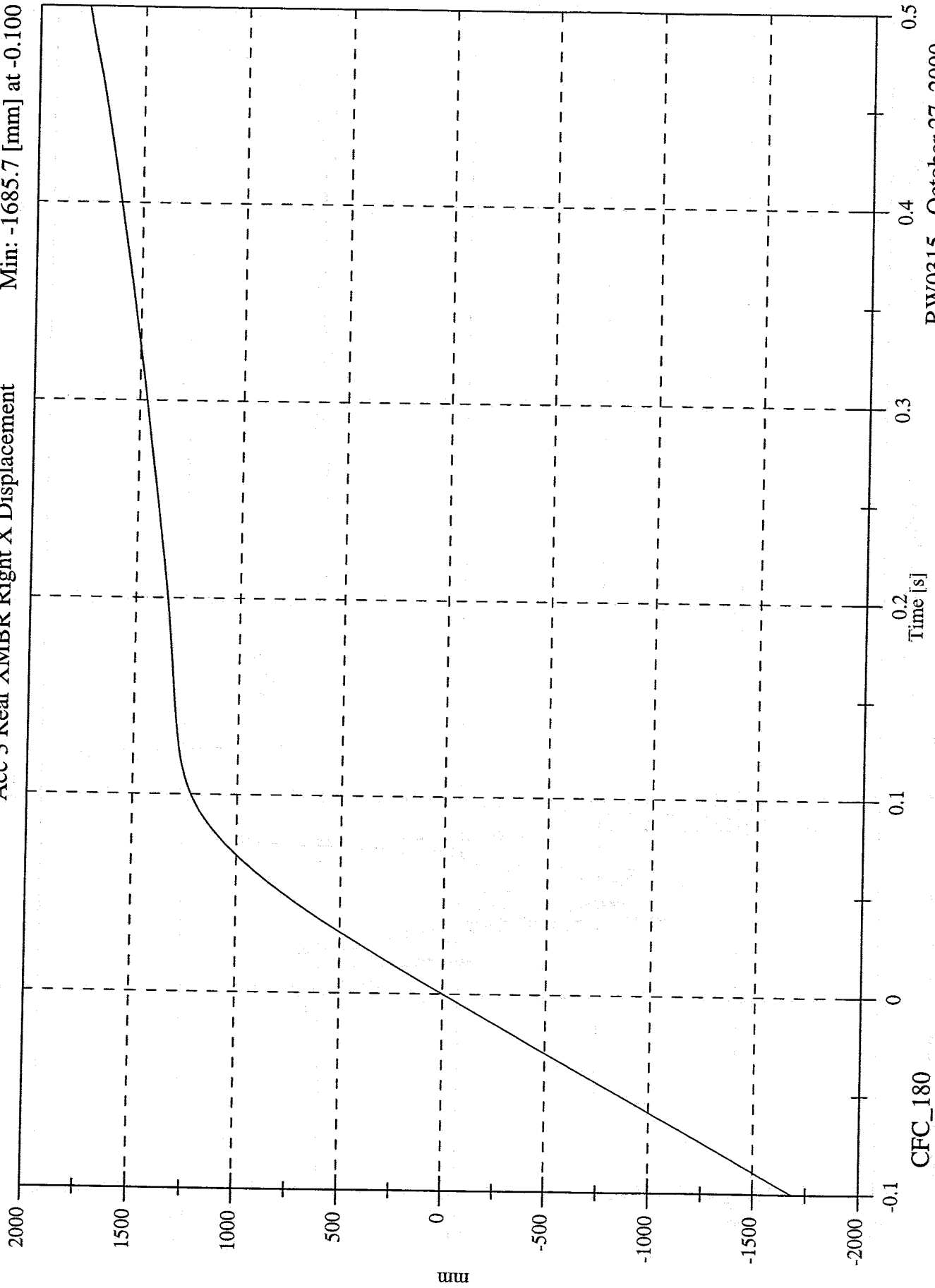


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 1763.1 [mm] at 0.500 [s]  
Min: -1685.7 [mm] at -0.100 [s]

Acc 3 Rear XMBR Right X Displacement



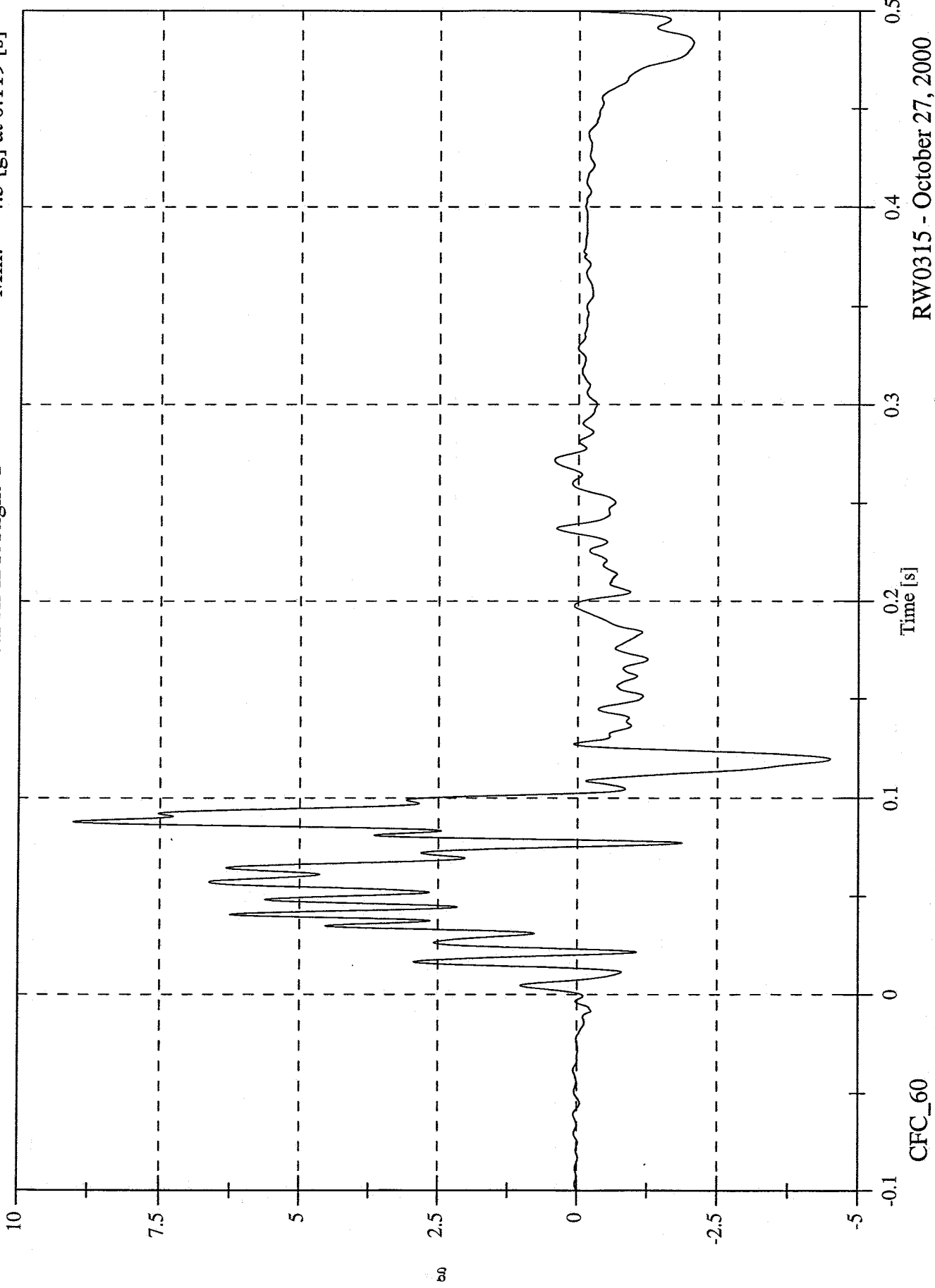
RW0315 - October 27, 2000

CFC\_180

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 4 Rear XMBR Right Y

Max: 9.0 [g] at 0.088 [s]  
Min: -4.5 [g] at 0.119 [s]

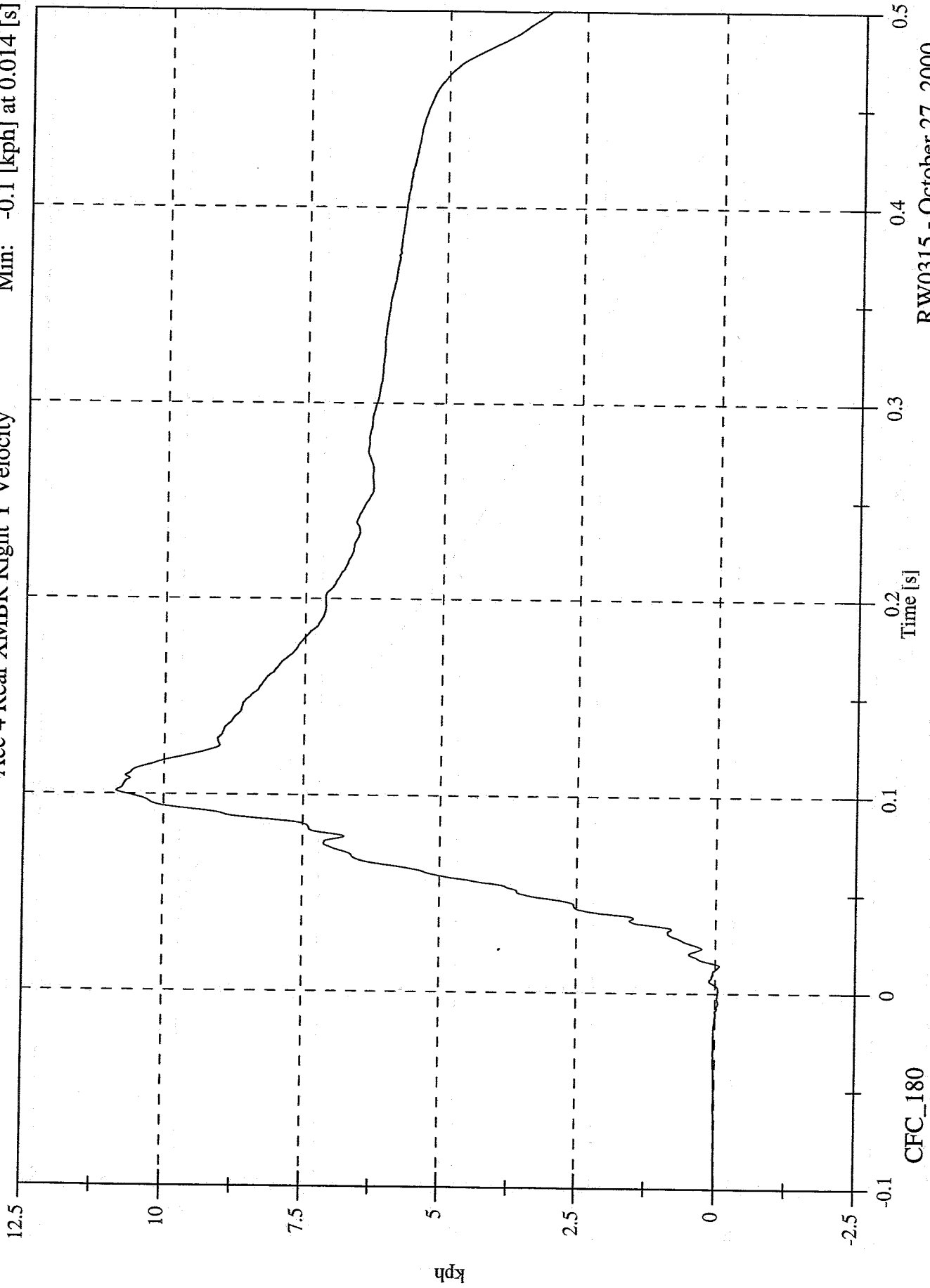


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 4 Rear XMBR Right Y Velocity

Max: 10.8 [kph] at 0.102 [s]  
Min: -0.1 [kph] at 0.014 [s]

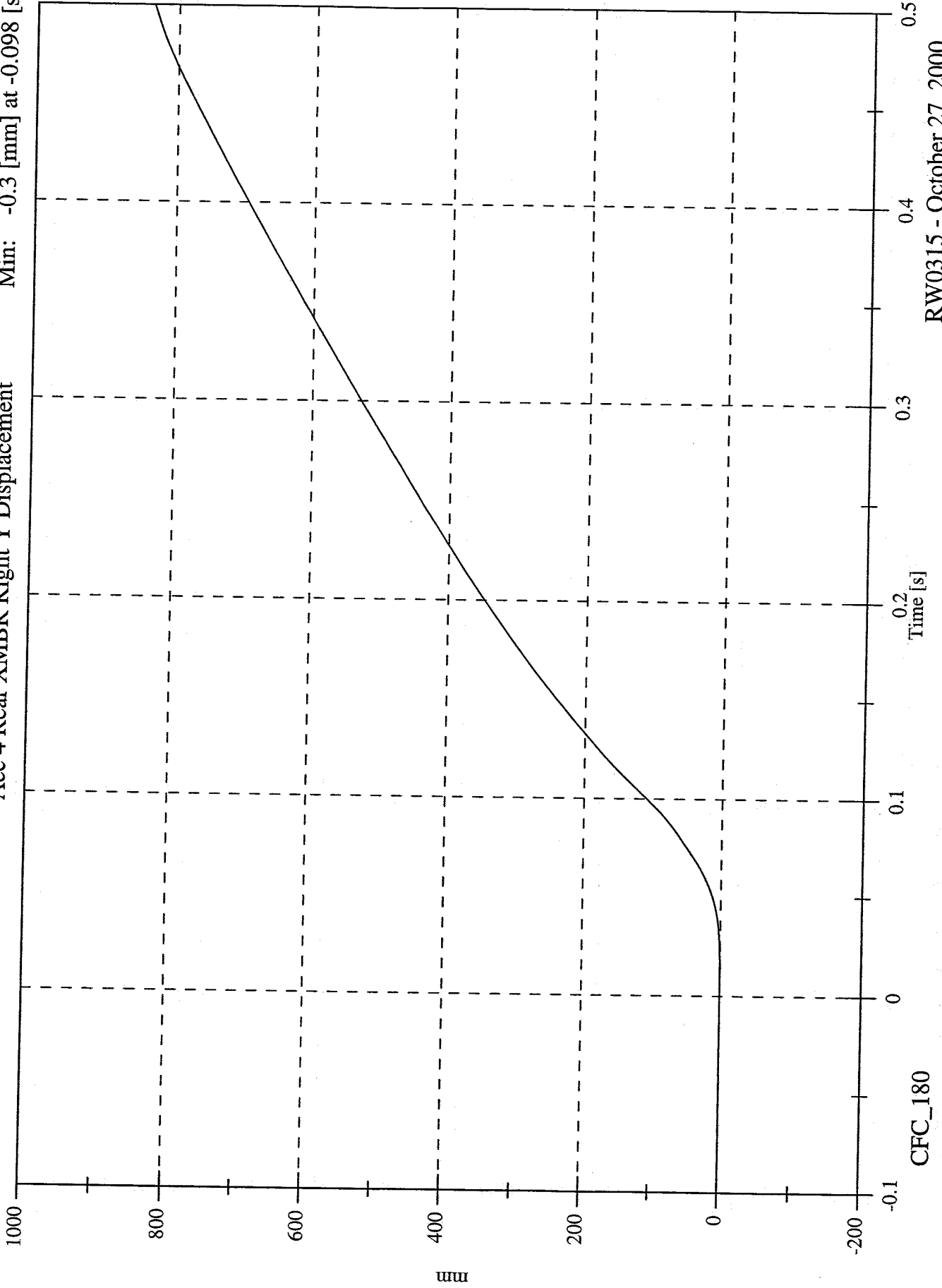


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 835.6 [mm] at 0.500 [s]  
Min: -0.3 [mm] at -0.098 [s]

Acc 4 Rear XMBR Right Y Displacement



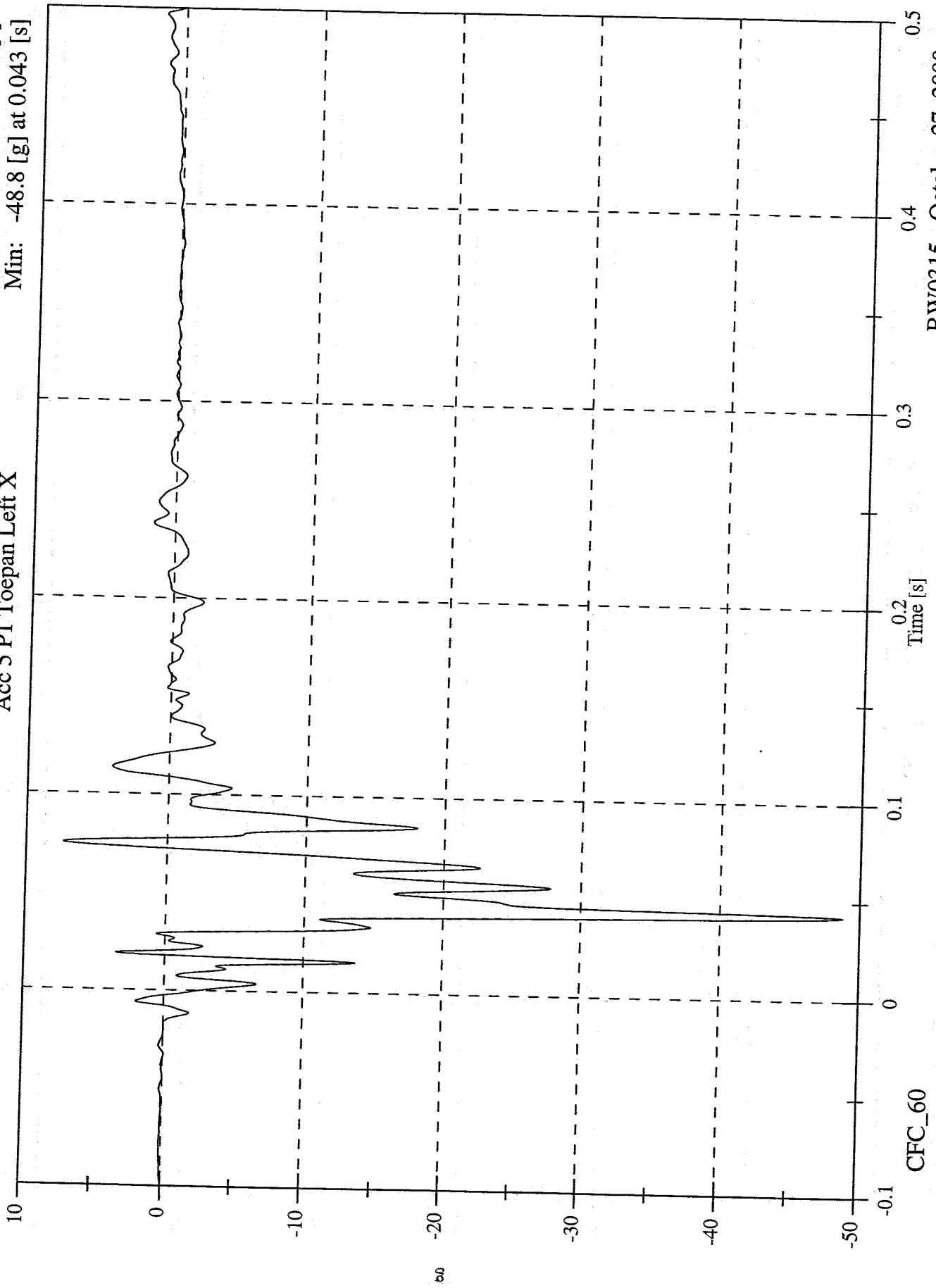
RW0315 - October 27, 2000

CFC\_180

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 5 P1 Toepan Left X

Max: 7.3 [g] at 0.075 [s]  
Min: -48.8 [g] at 0.043 [s]



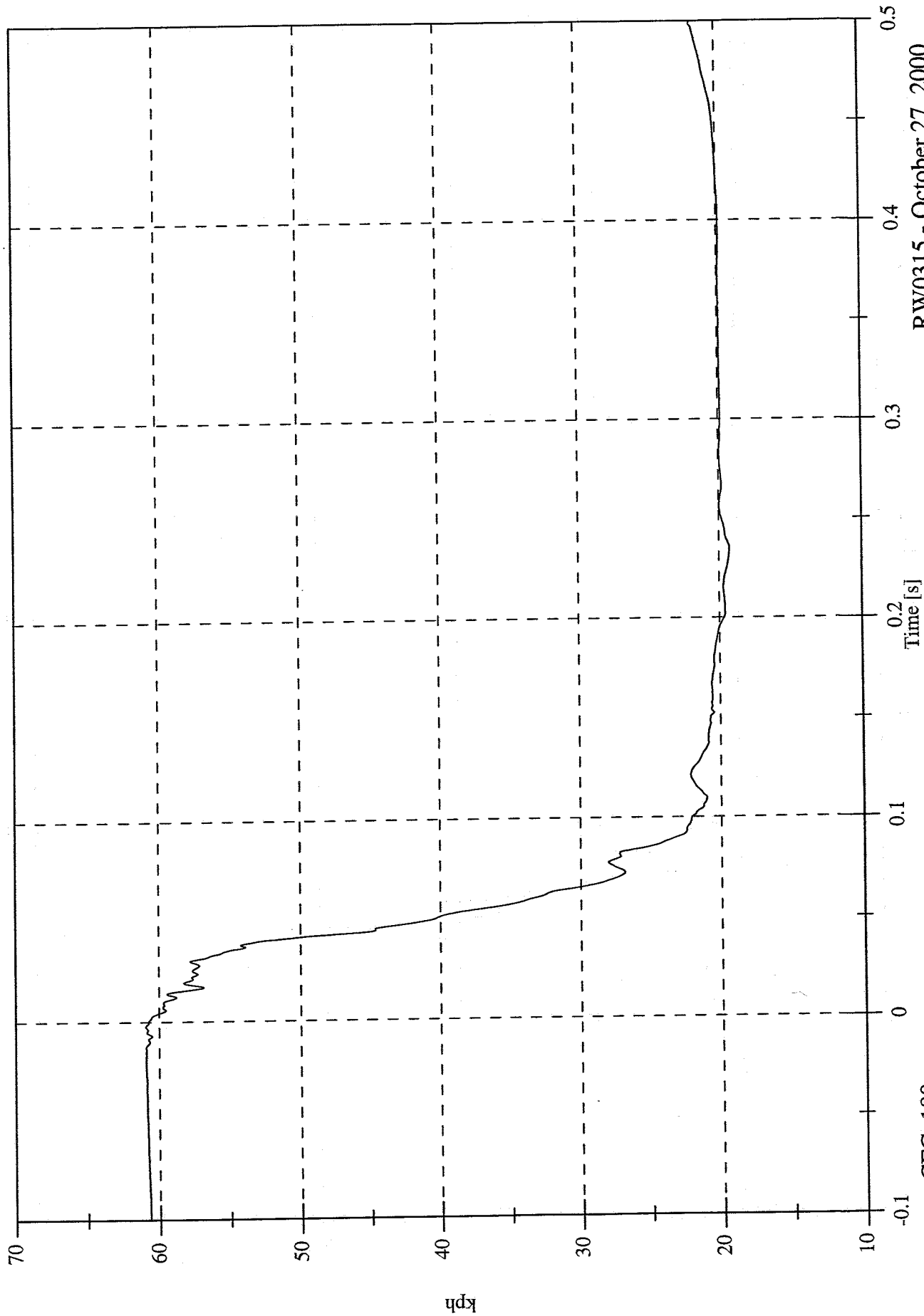
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 60.9 [kph] at -0.002 [s]

Min: 19.3 [kph] at 0.235 [s]

Acc 5 P1 Toepan Left X Velocity



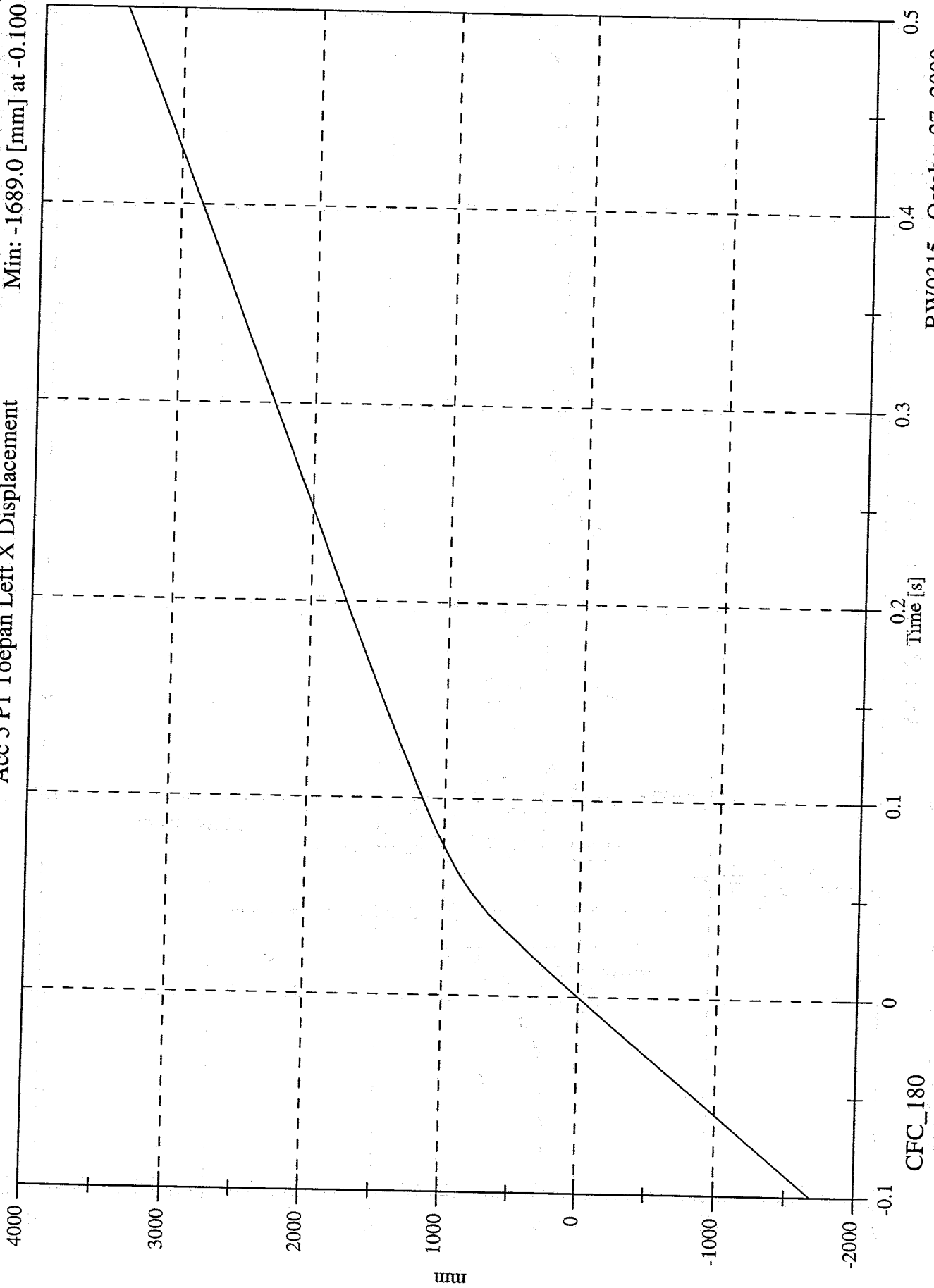
RW0315 - October 27, 2000

CFC\_180

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 5 P1 Toe pan Left X Displacement

Max: 3413.8 [mm] at 0.500 [s]  
Min: -1689.0 [mm] at -0.100 [s]

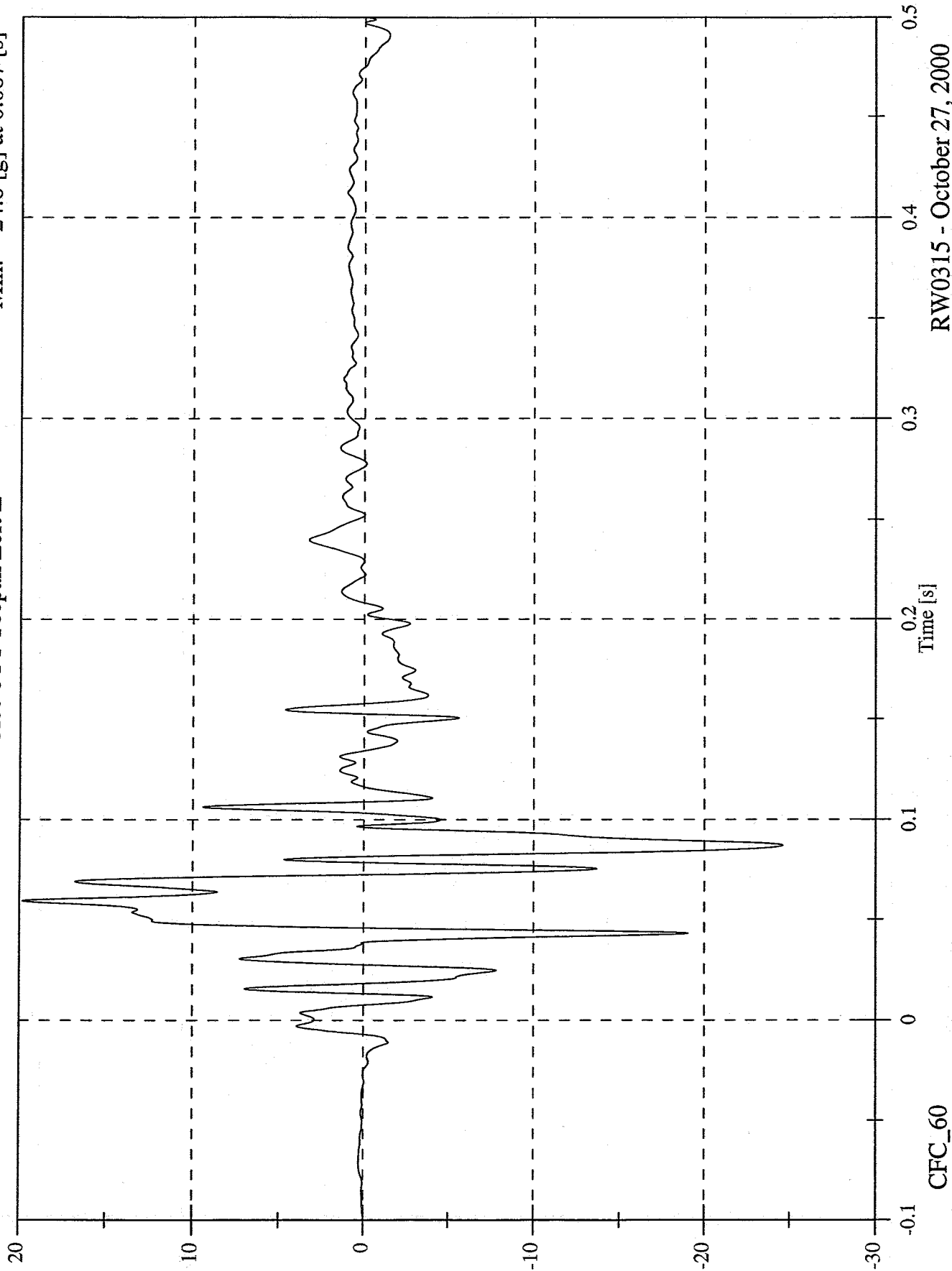


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 19.8 [g] at 0.059 [s]  
Min: -24.6 [g] at 0.087 [s]

Acc 6 P1 Toepan Left Z

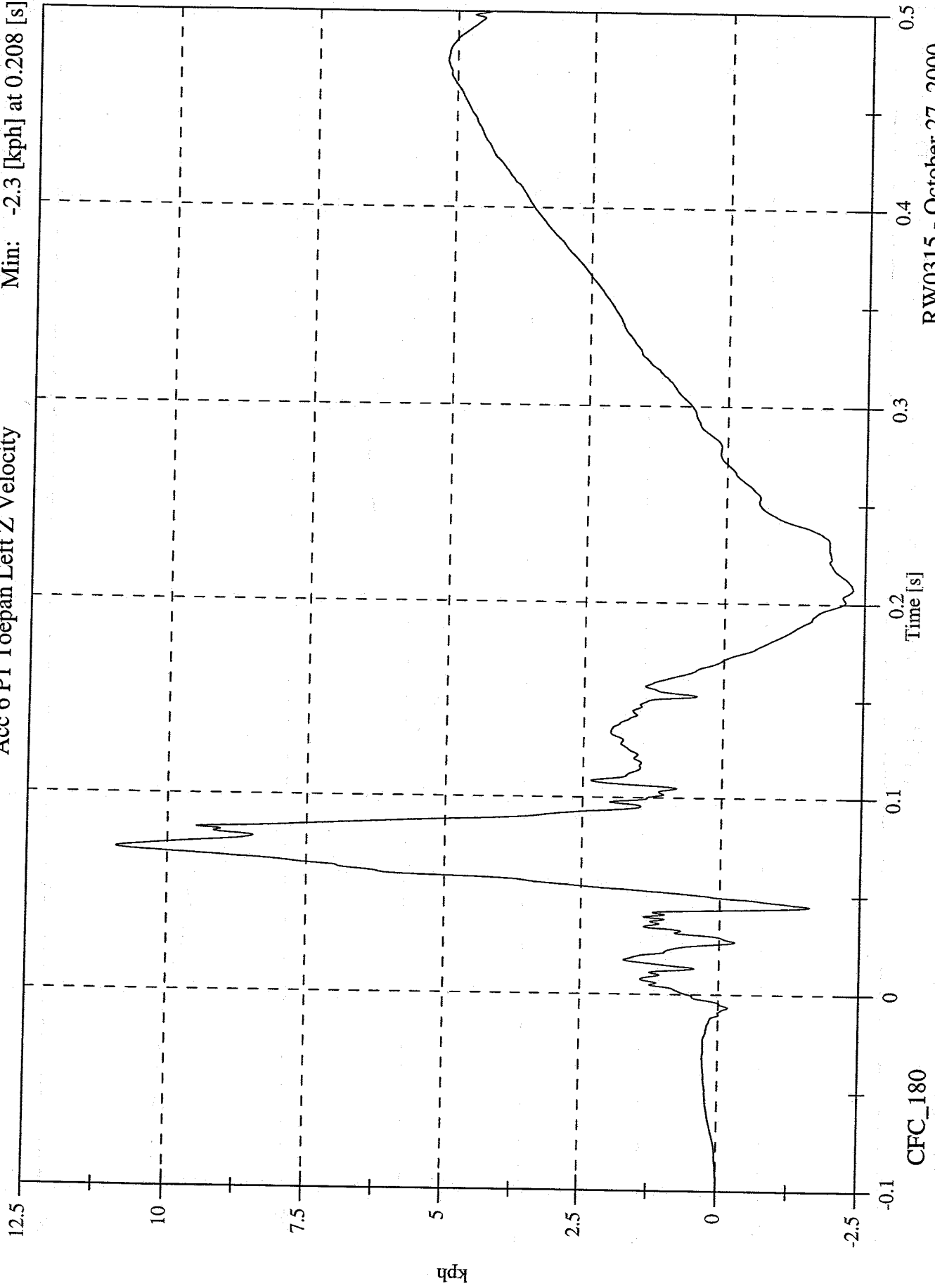


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 10.9 [kph] at 0.072 [s]  
Min: -2.3 [kph] at 0.208 [s]

Acc 6 P1 Toe pan Left Z Velocity

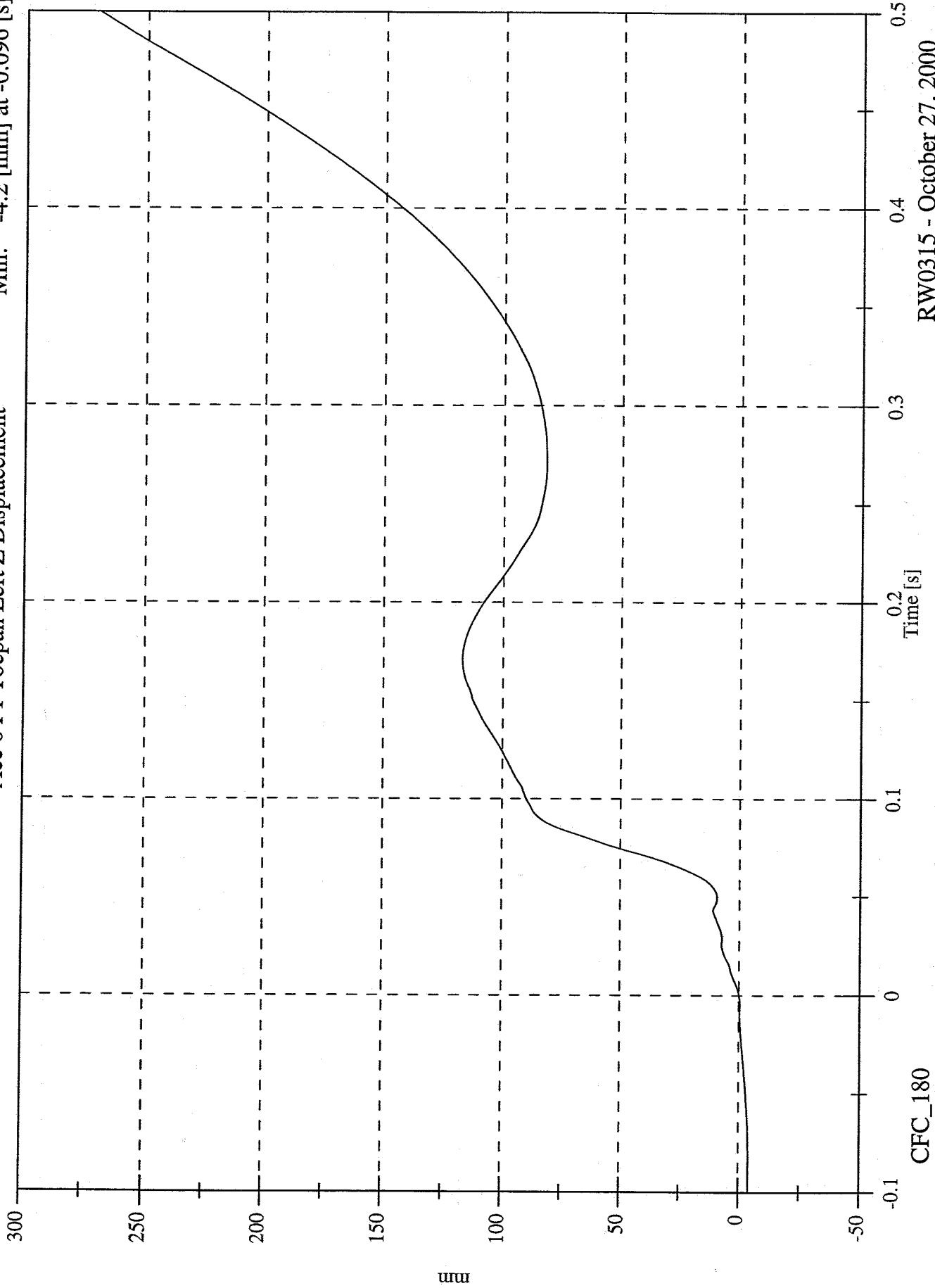


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 270.1 [mm] at 0.500 [s]  
Min: -4.2 [mm] at -0.096 [s]

Acc 6 P1 Toe Pan Left Z Displacement



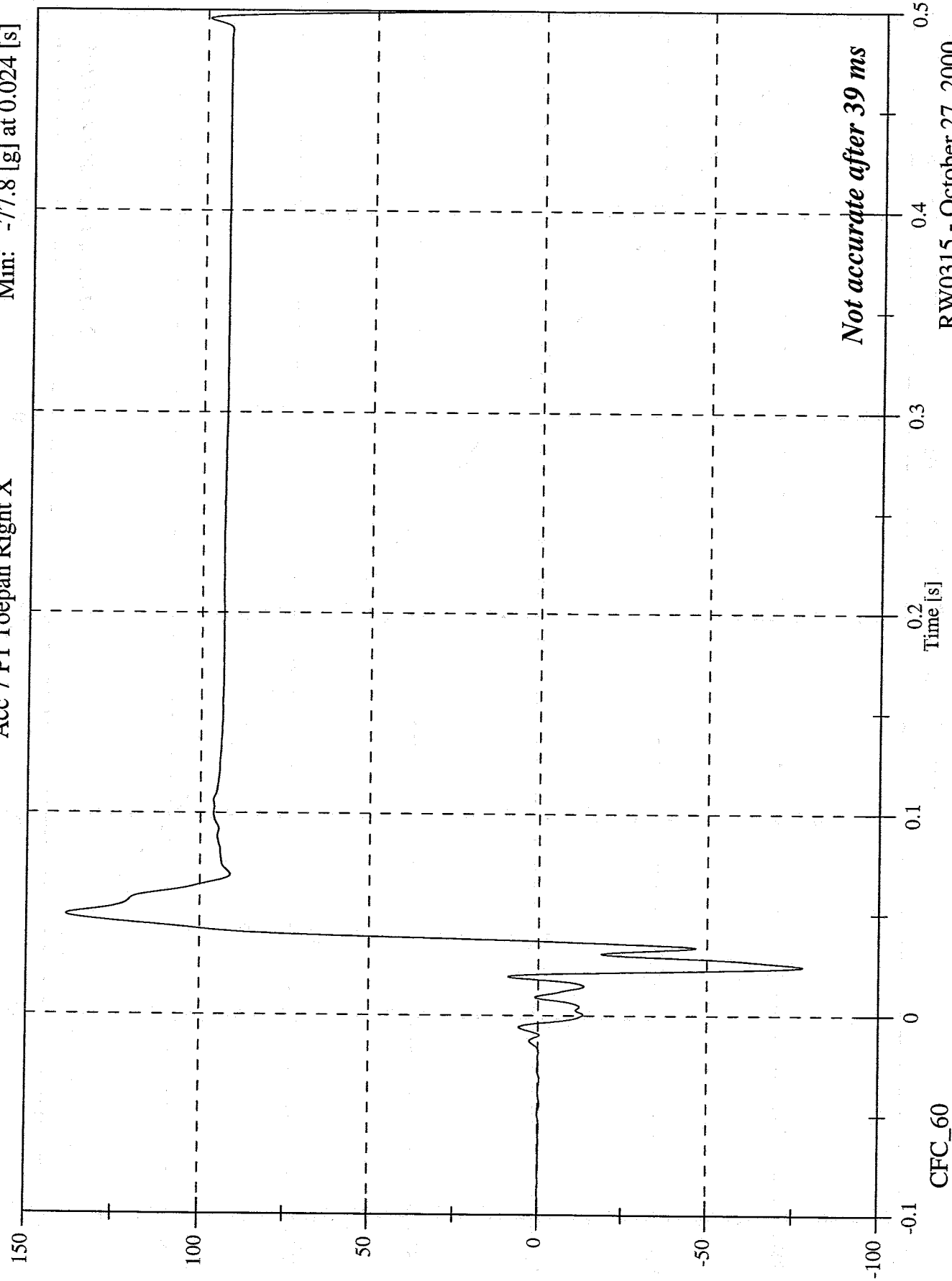
RW0315 - October 27, 2000

CFC\_180

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 7 P1 Toepan Right X

Max: 138.6 [g] at 0.049 [s]  
Min: -77.8 [g] at 0.024 [s]

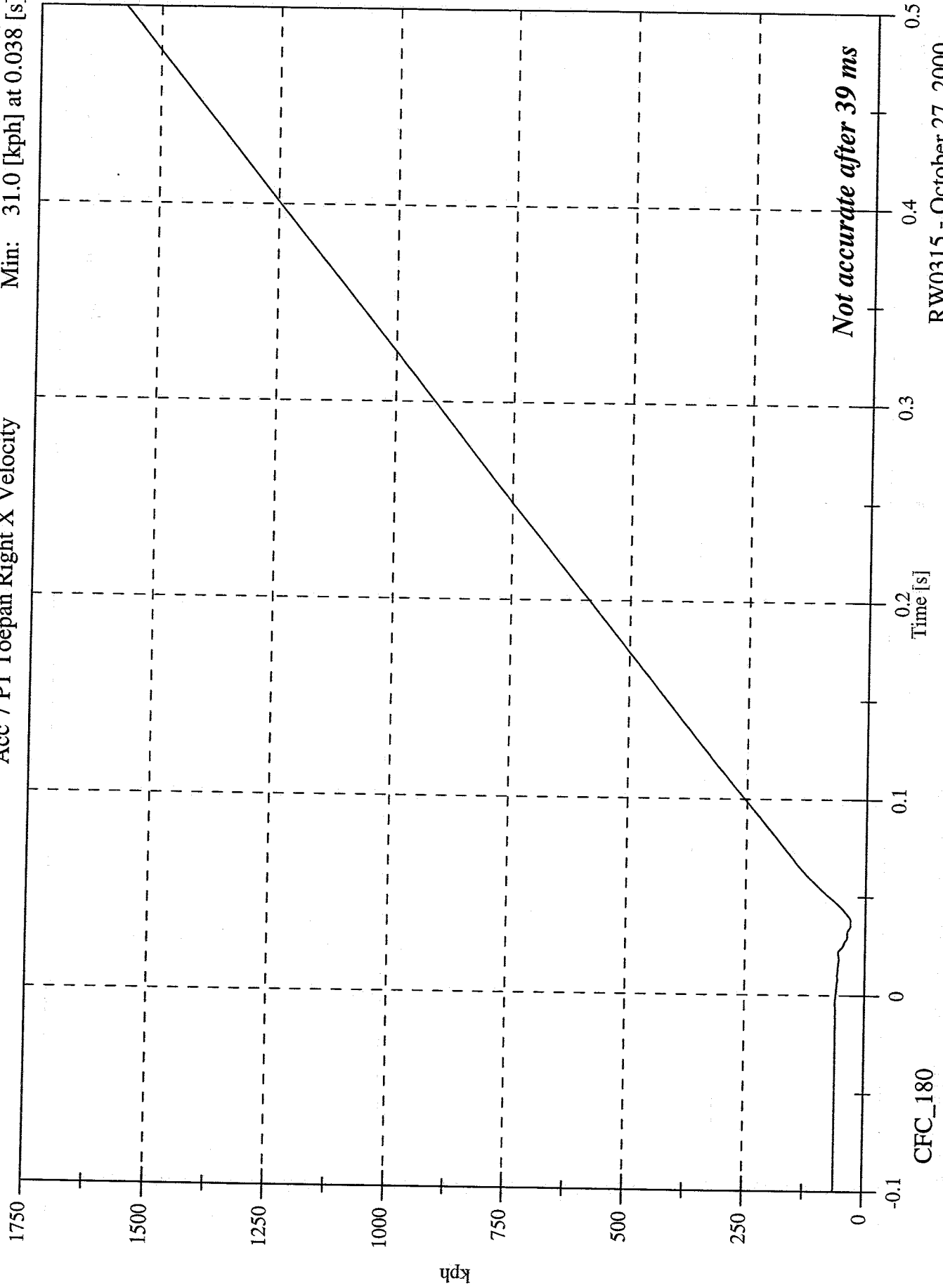


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 7 P1 Toe Pan Right X Velocity

Max: 1573.2 [kph] at 0.500 [s]  
Min: 31.0 [kph] at 0.038 [s]



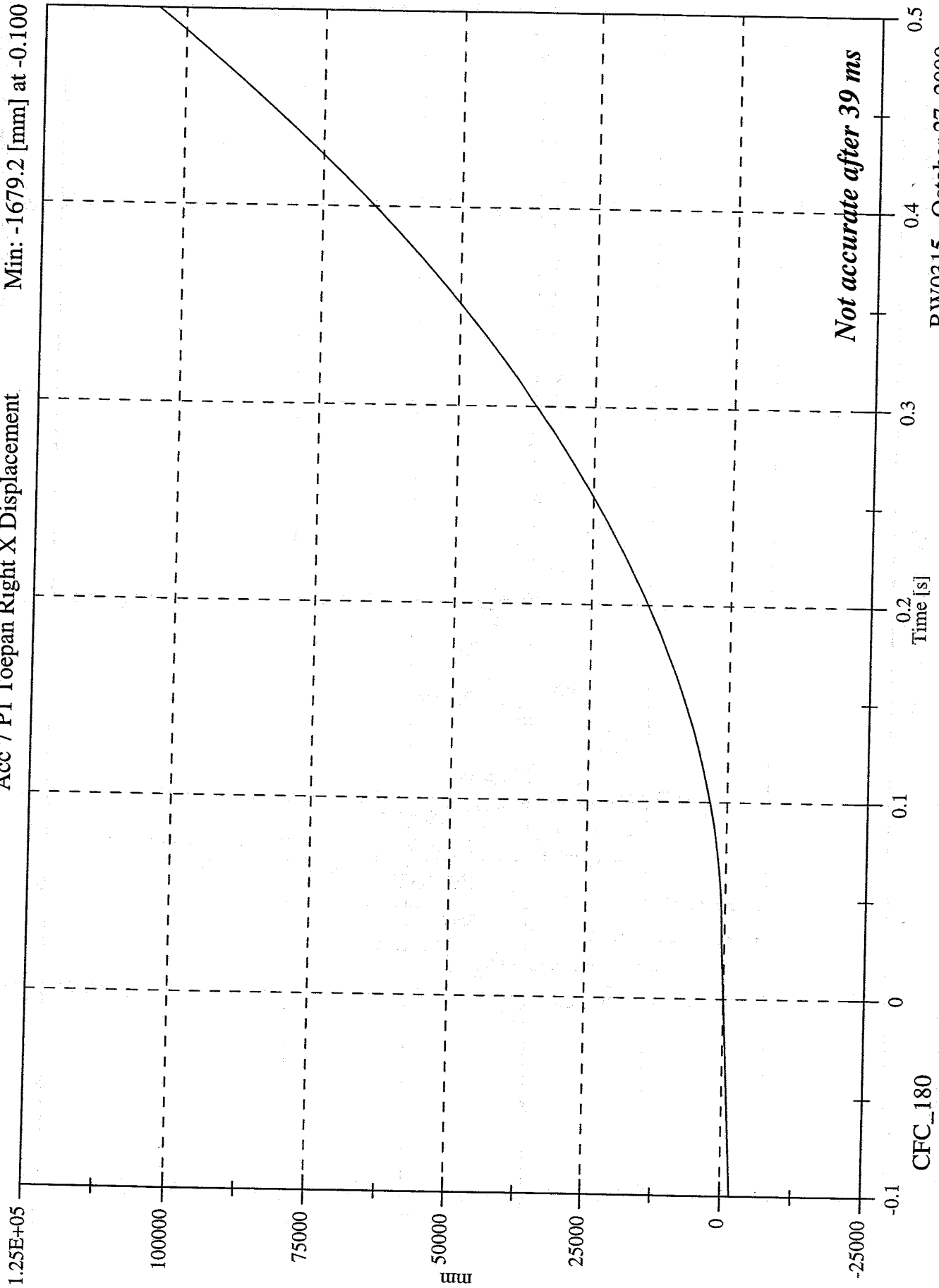
Not accurate after 39 ms

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 7 P1 Toe pan Right X Displacement

Max: 104864.7 [mm] at 0.500 [s]  
Min: -1679.2 [mm] at -0.100 [s]



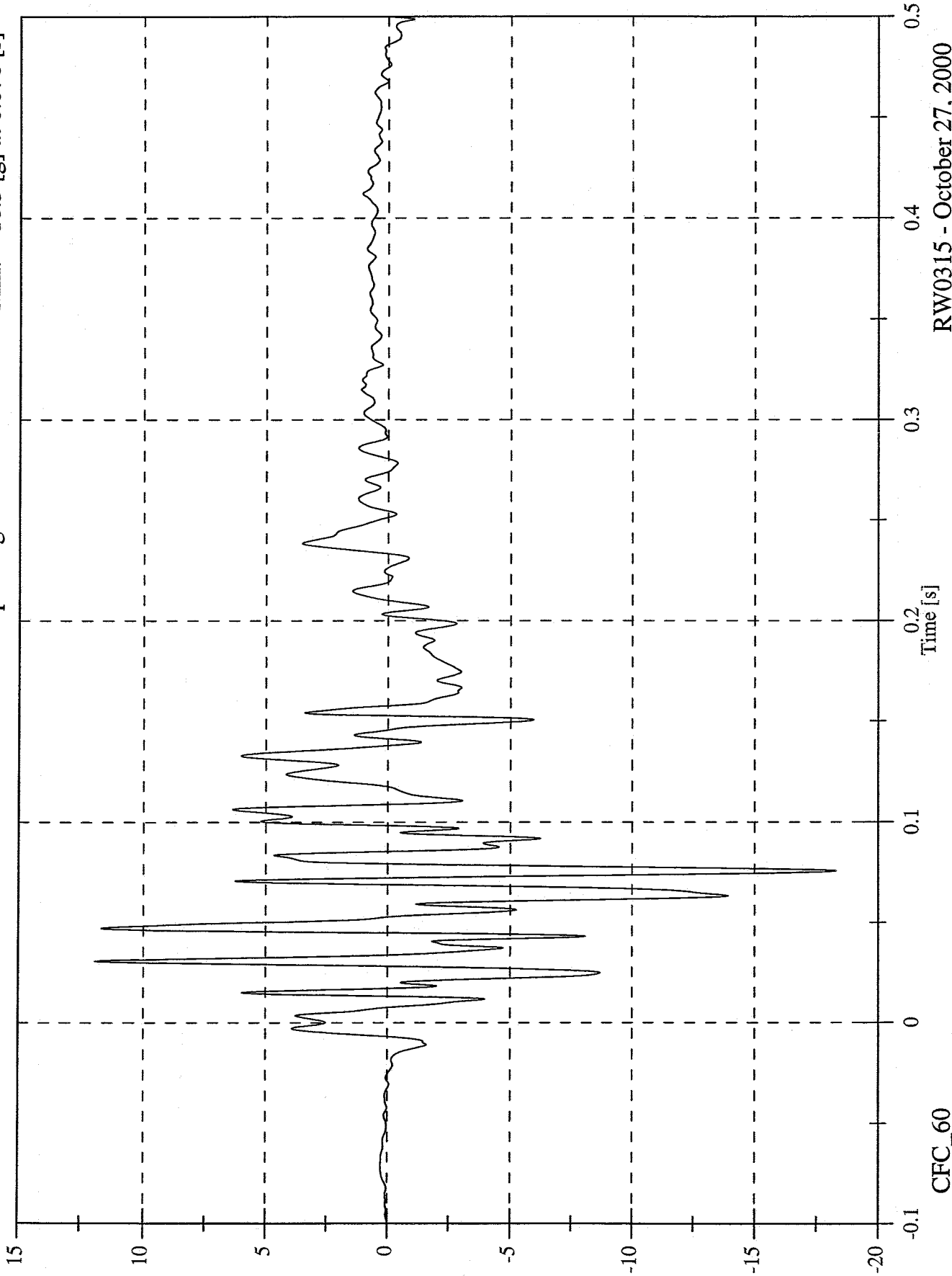
*Not accurate after 39 ms*

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 11.9 [g] at 0.031 [s]  
Min: -18.3 [g] at 0.076 [s]

Acc 8 P1 Toepan Right Z

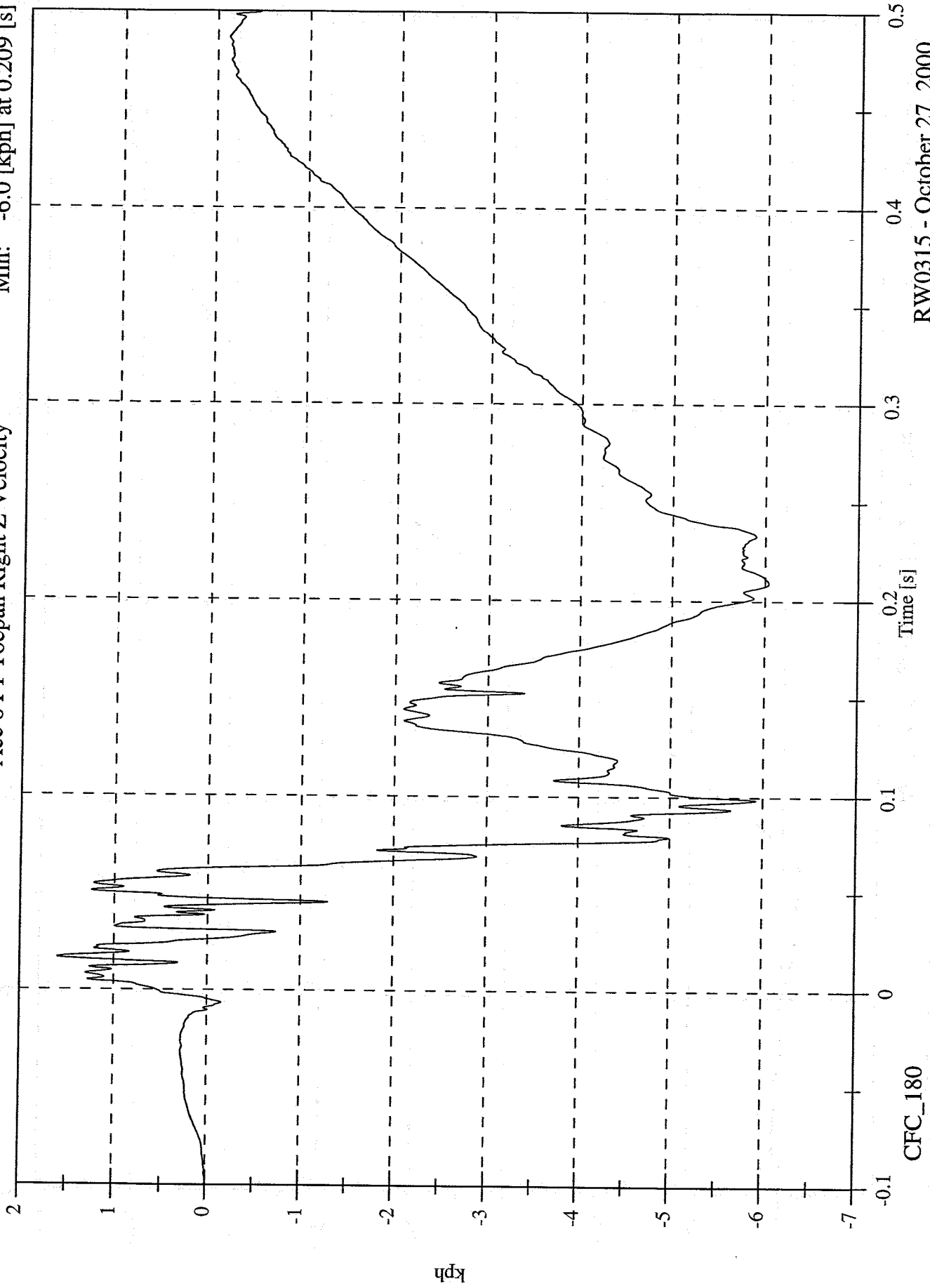


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Acc 8 P1 Toepan Right Z Velocity

Max: 1.6 [kph] at 0.016 [s]  
Min: -6.0 [kph] at 0.209 [s]



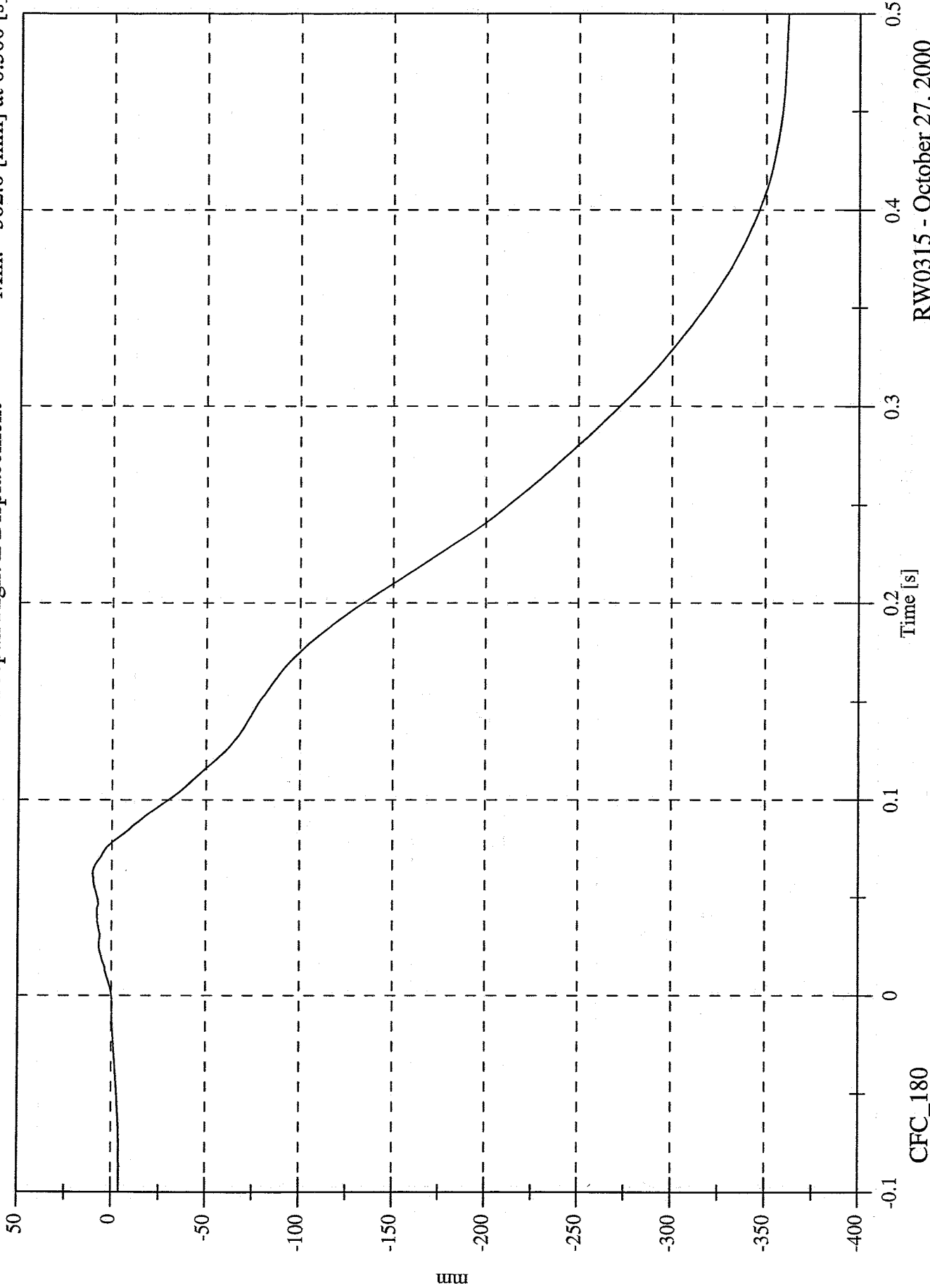
RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 10.4 [mm] at 0.062 [s]

Min: -362.0 [mm] at 0.500 [s]

Acc 8 P1 Toe Pan Right Z Displacement



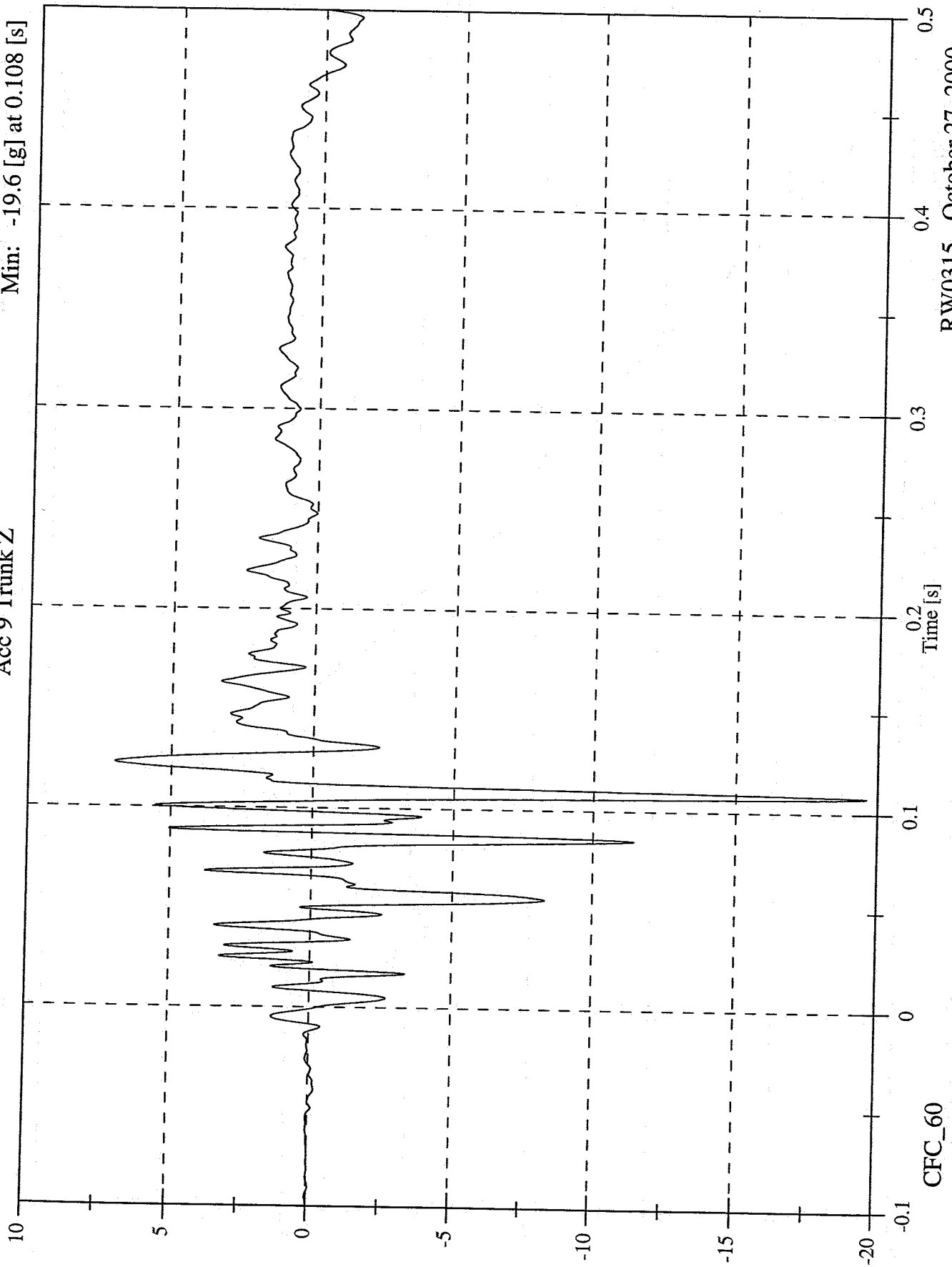
RW0315 - October 27, 2000

CFC\_180

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 7.0 [g] at 0.122 [s]  
Min: -19.6 [g] at 0.108 [s]

Acc 9 Trunk Z

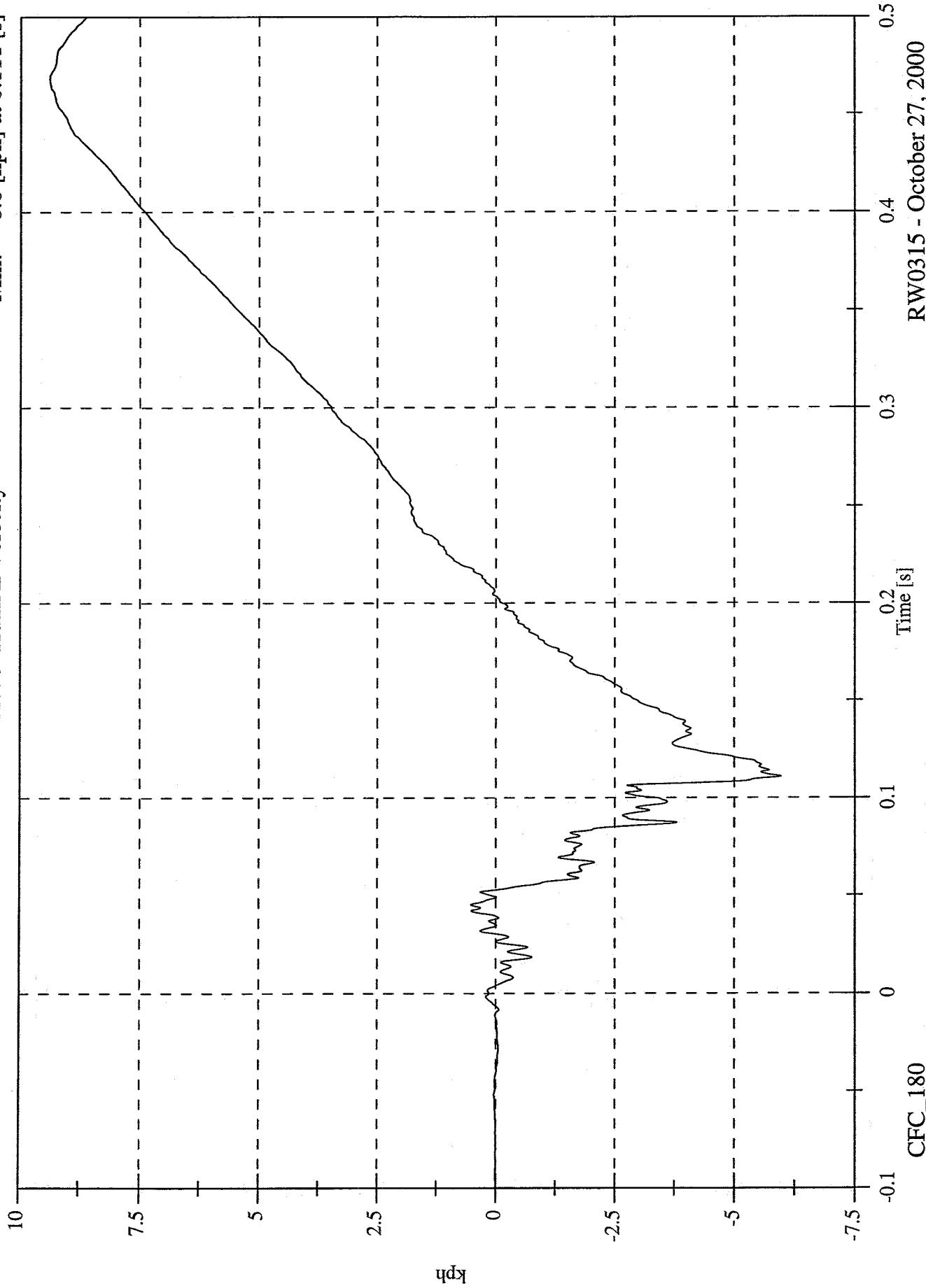


RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 9.4 [kph] at 0.467 [s]  
Min: -6.0 [kph] at 0.111 [s]

Acc 9 Trunk Z Velocity



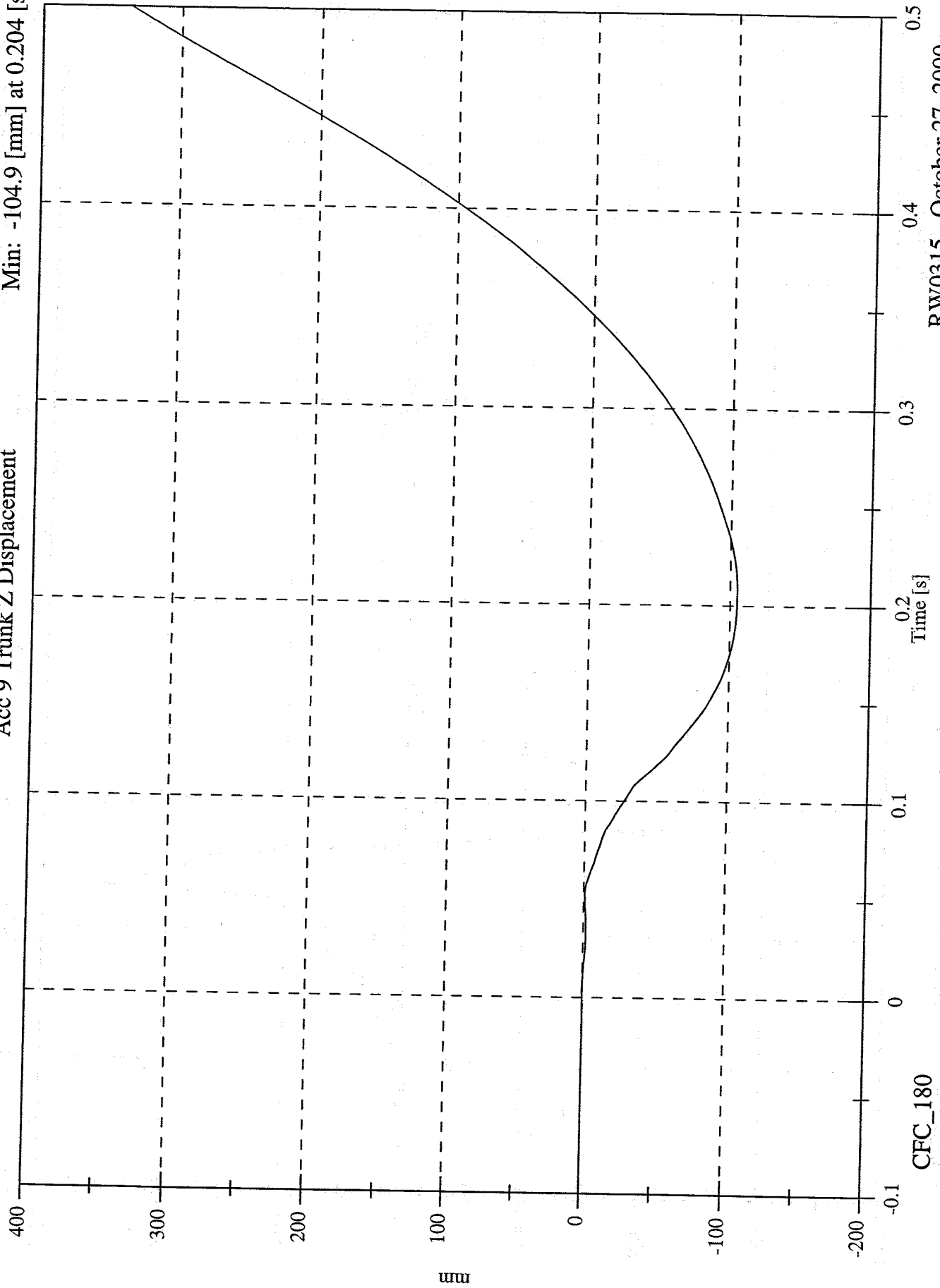
CFC\_180

RW0315 - October 27, 2000

40% Frontal Offset Test #4 - 1998 Dodge Neon

Max: 336.7 [mm] at 0.500 [s]  
Min: -104.9 [mm] at 0.204 [s]

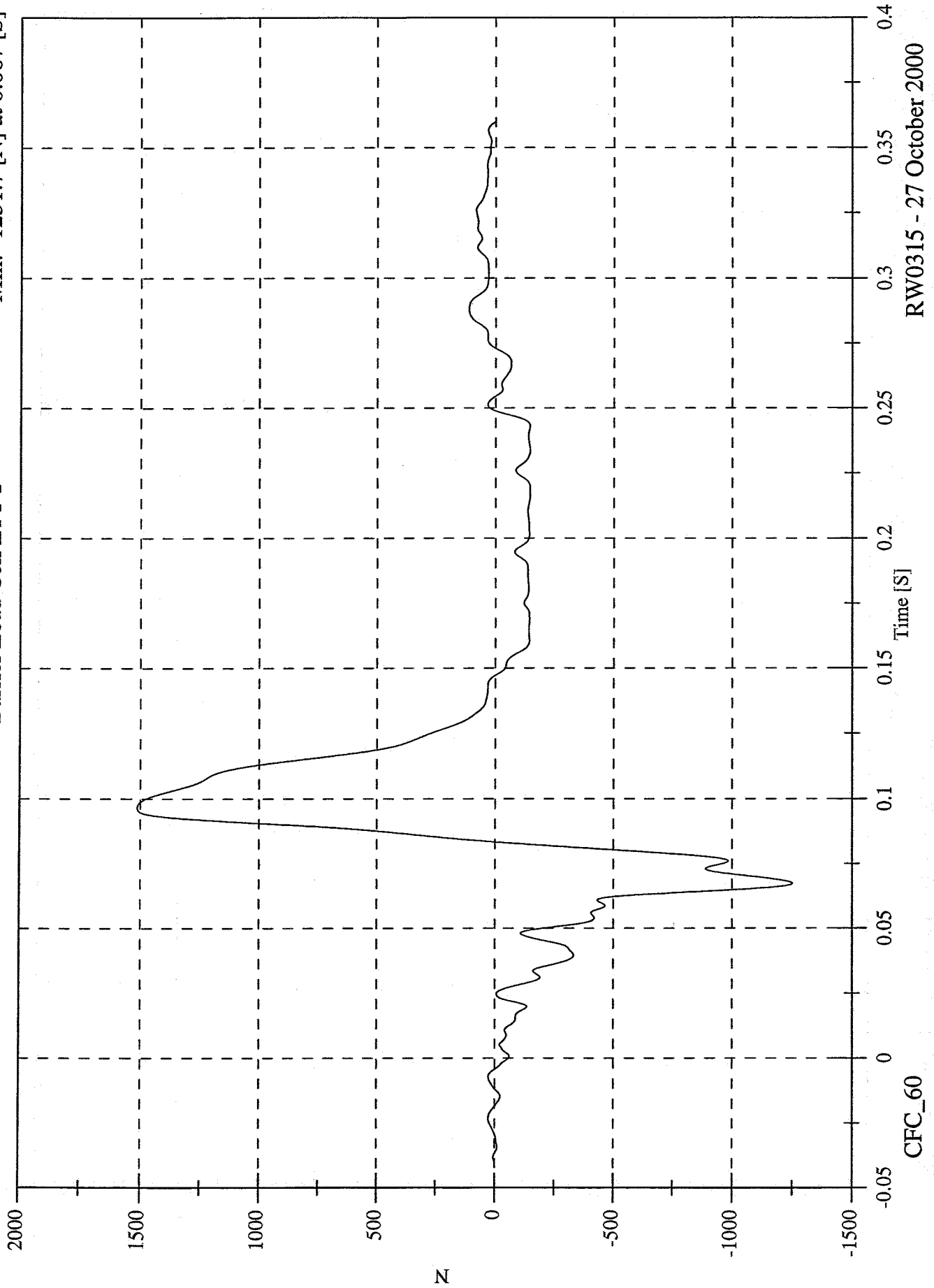
Acc 9 Trunk Z Displacement



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40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell E1 FY

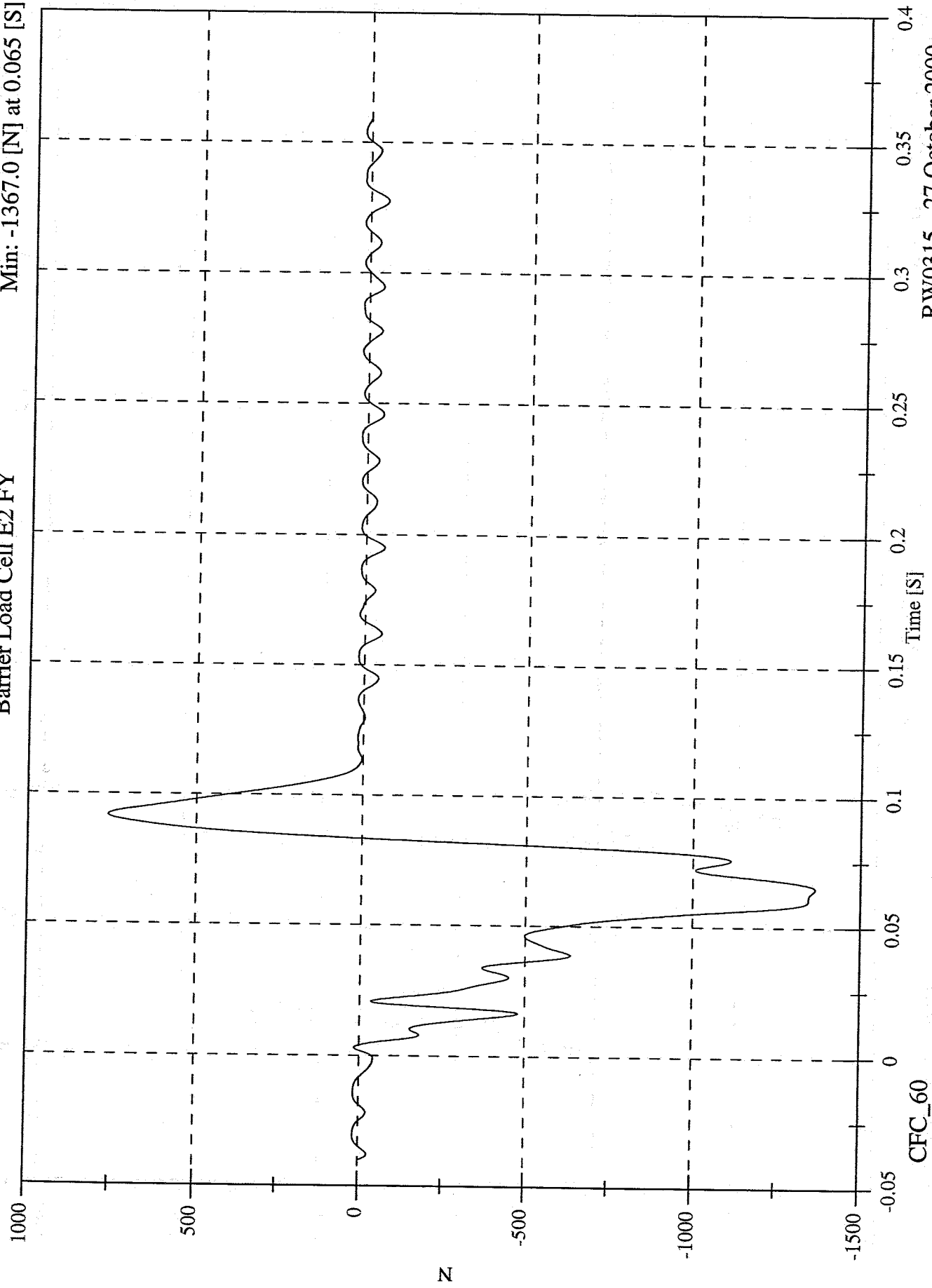
Max: 1513.7 [N] at 0.096 [S]  
Min: -1251.7 [N] at 0.067 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell E2 FY

Max: 759.5 [N] at 0.092 [S]  
Min: -1367.0 [N] at 0.065 [S]



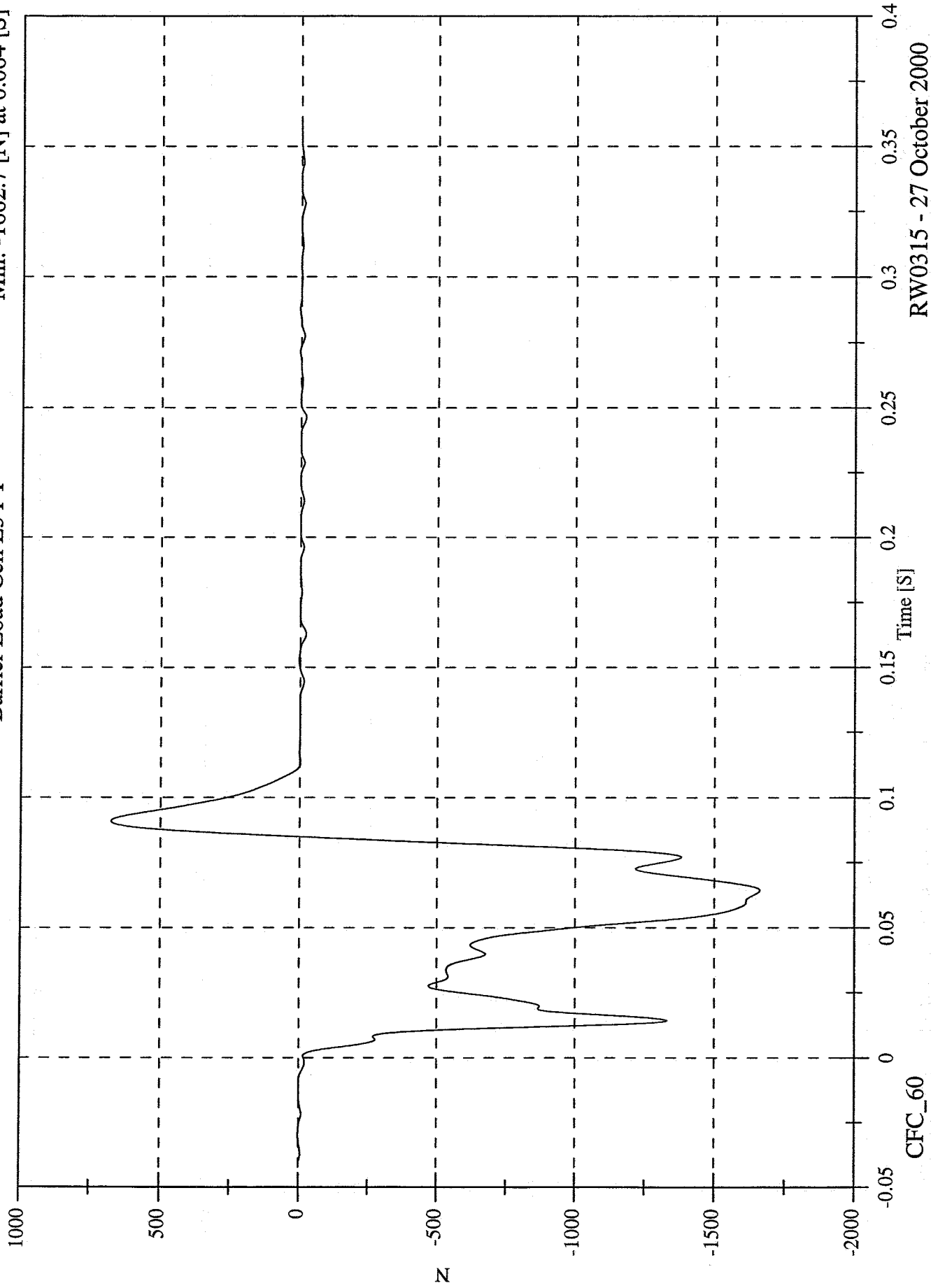
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E3 FY

Max: 674.9 [N] at 0.091 [S]

Min: -1662.7 [N] at 0.064 [S]

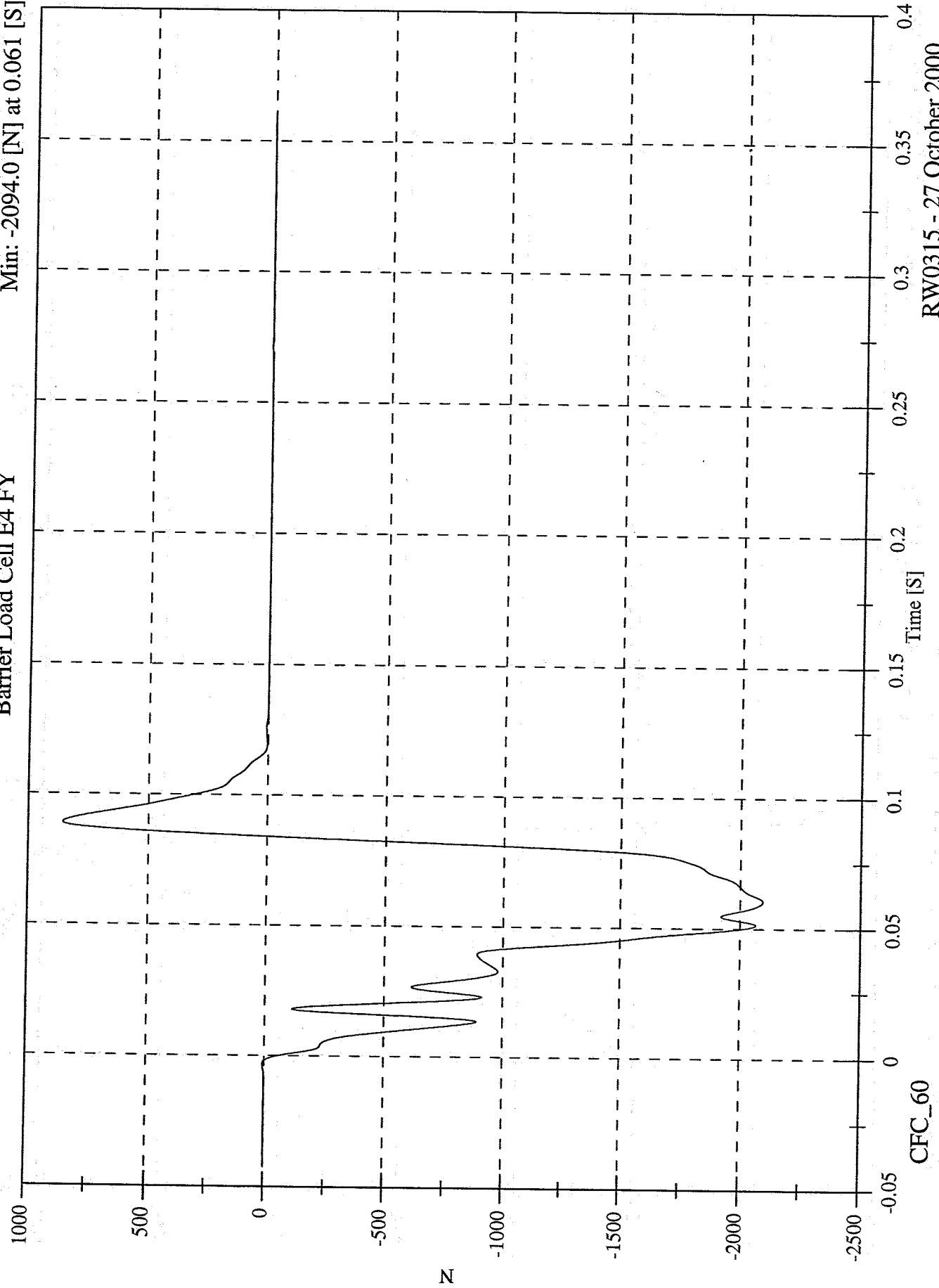


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E4 FY

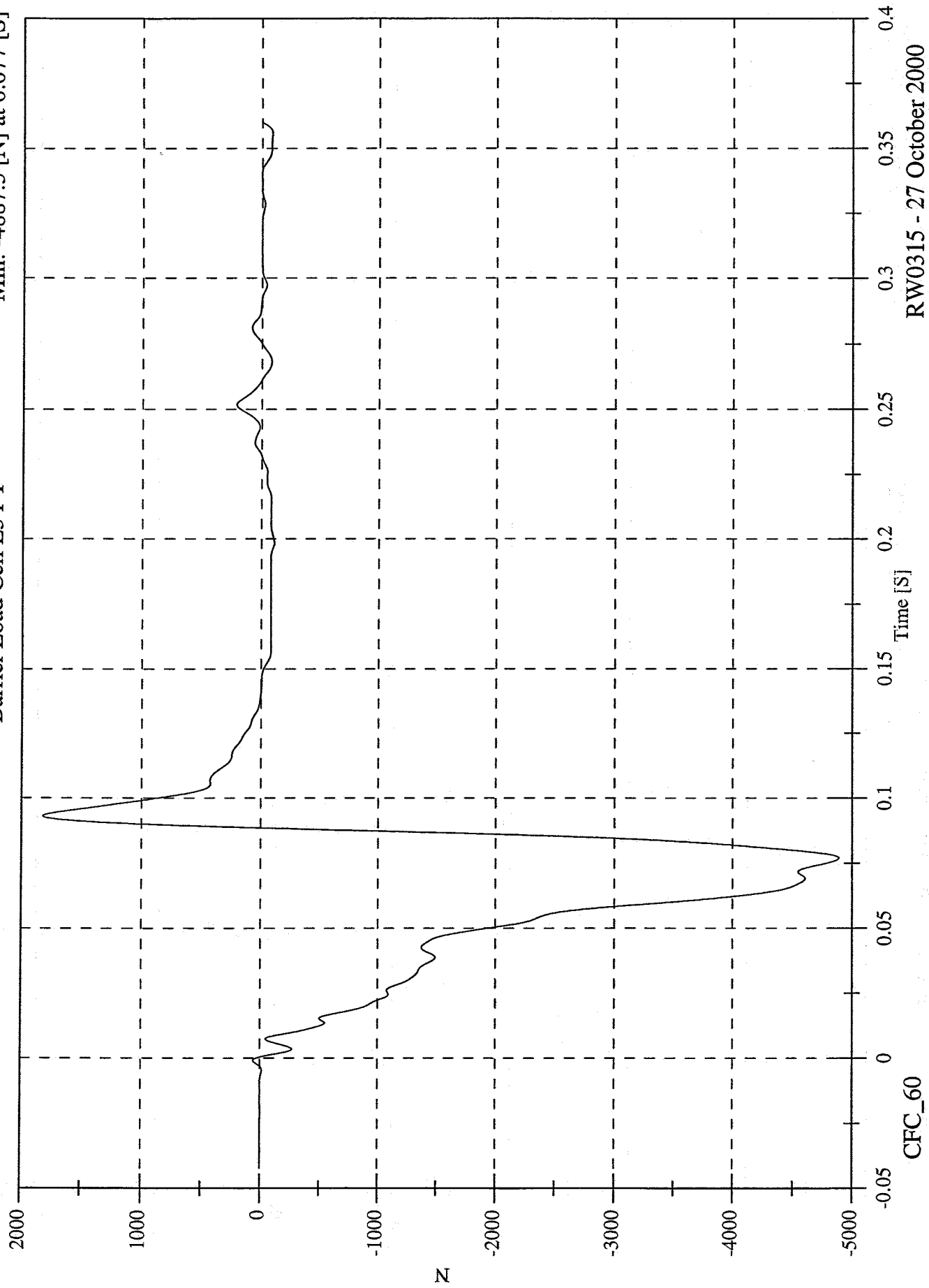
Max: 856.0 [N] at 0.089 [S]  
Min: -2094.0 [N] at 0.061 [S]



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Max: 1817.3 [N] at 0.093 [S]  
Min: -4887.3 [N] at 0.077 [S]

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell E5 FY



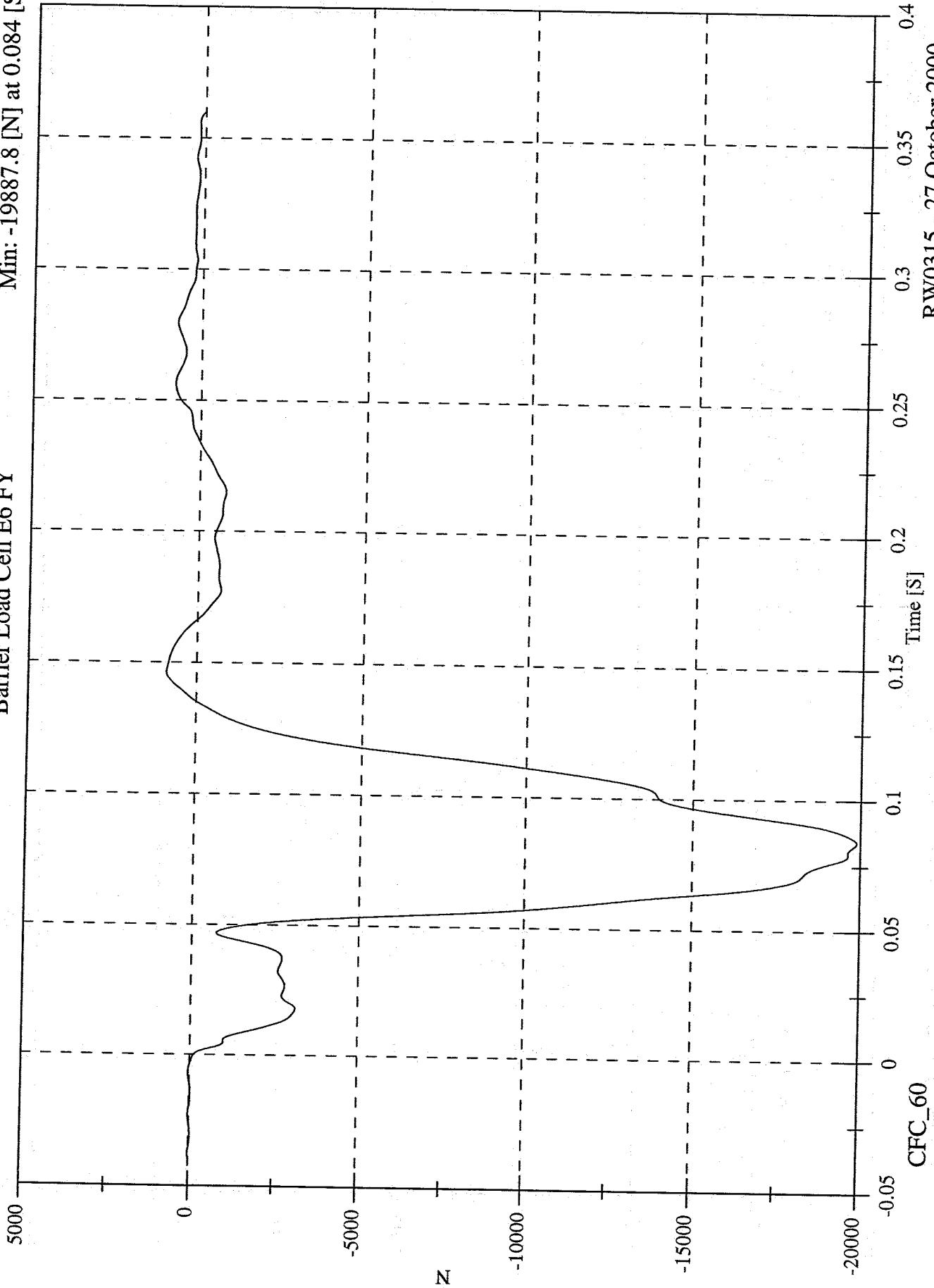
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E6 FY

Max: 909.0 [N] at 0.146 [S]

Min: -19887.8 [N] at 0.084 [S]



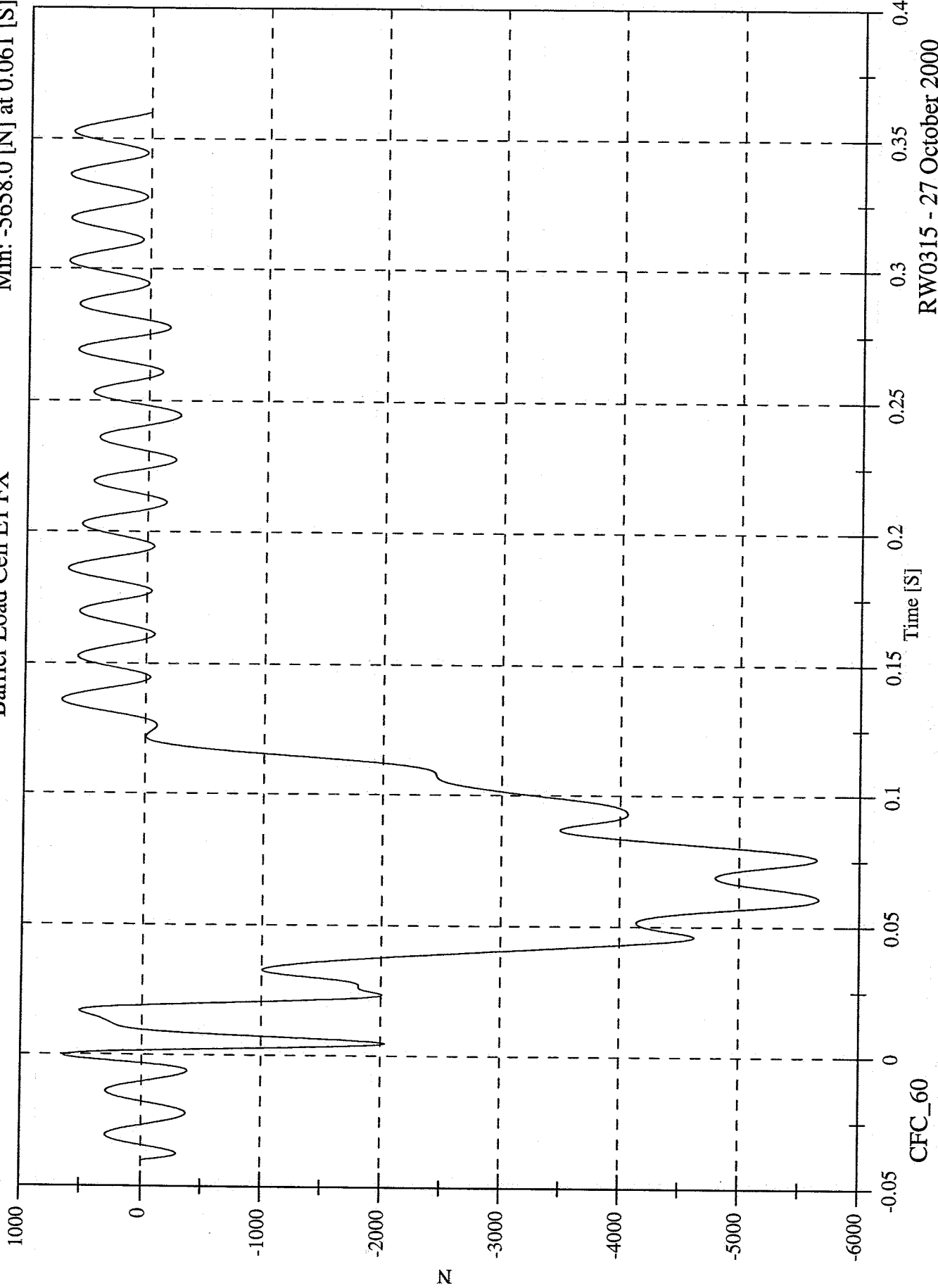
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E1 FX

Max: 690.8 [N] at 0.136 [S]

Min: -5658.0 [N] at 0.061 [S]

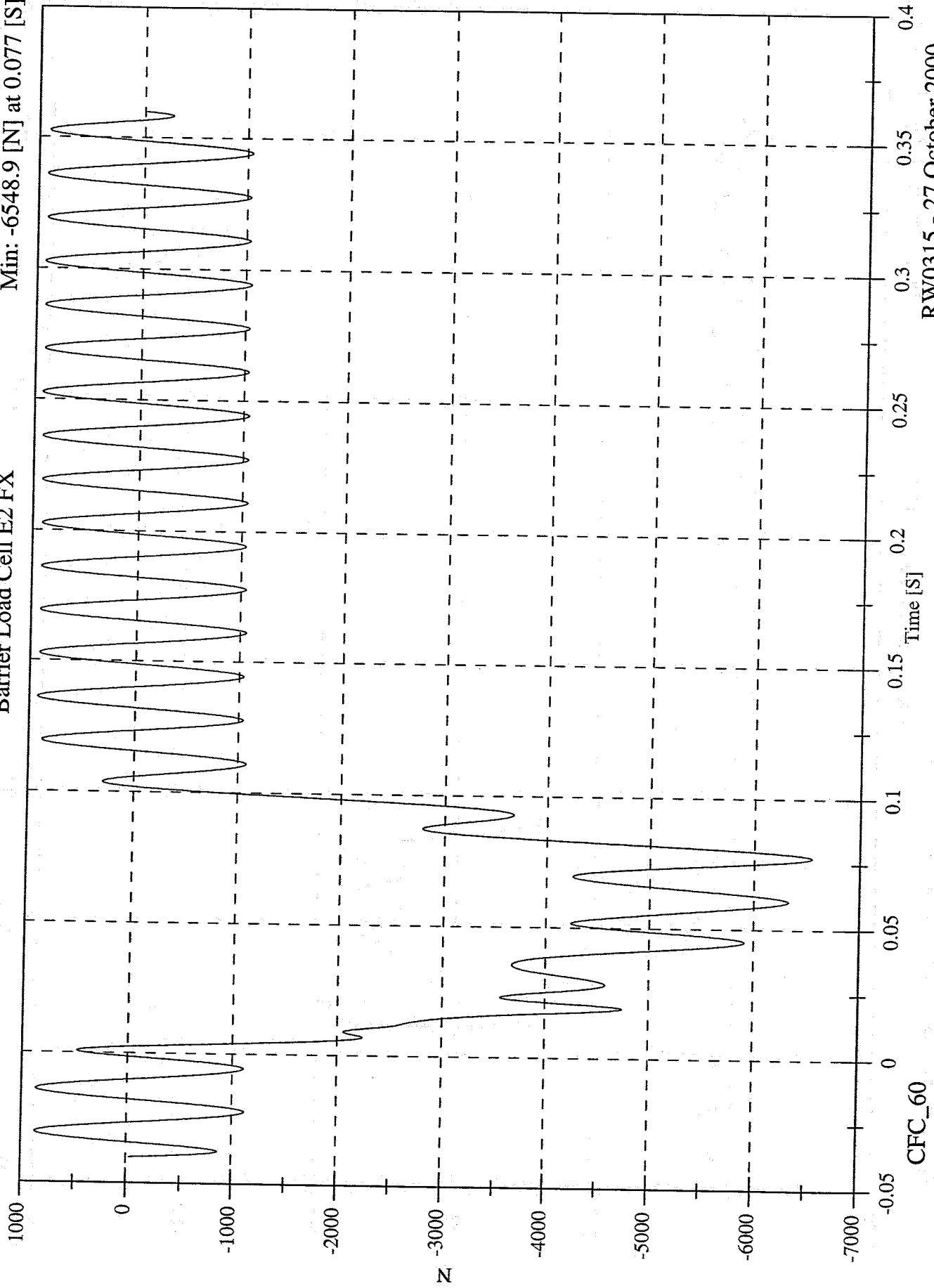


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40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E2 FX

Max: 922.7 [N] at 0.253 [S]  
Min: -6548.9 [N] at 0.077 [S]



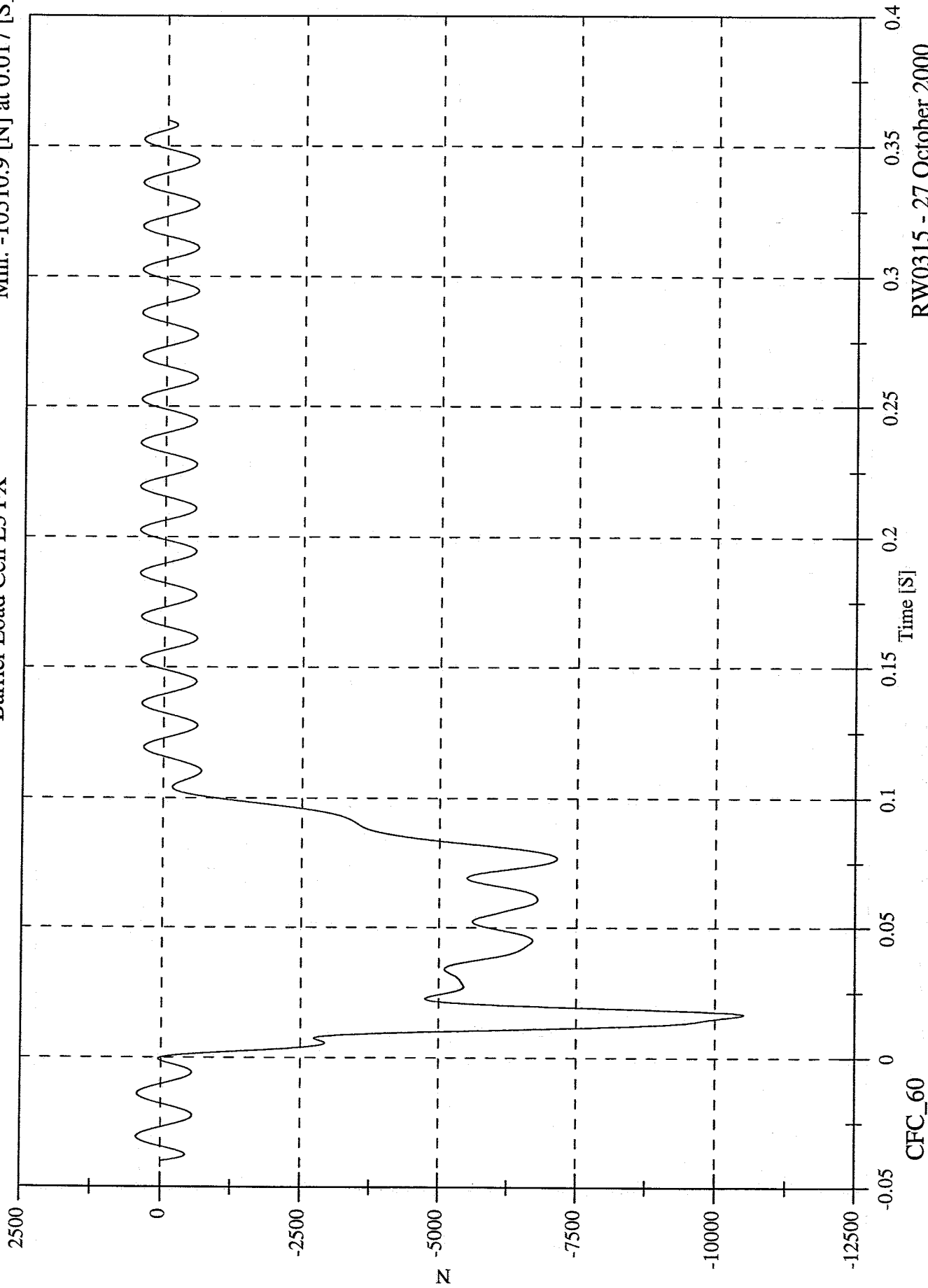
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E3 FX

Max: 456.5 [N] at 0.219 [S]

Min: -10510.9 [N] at 0.017 [S]

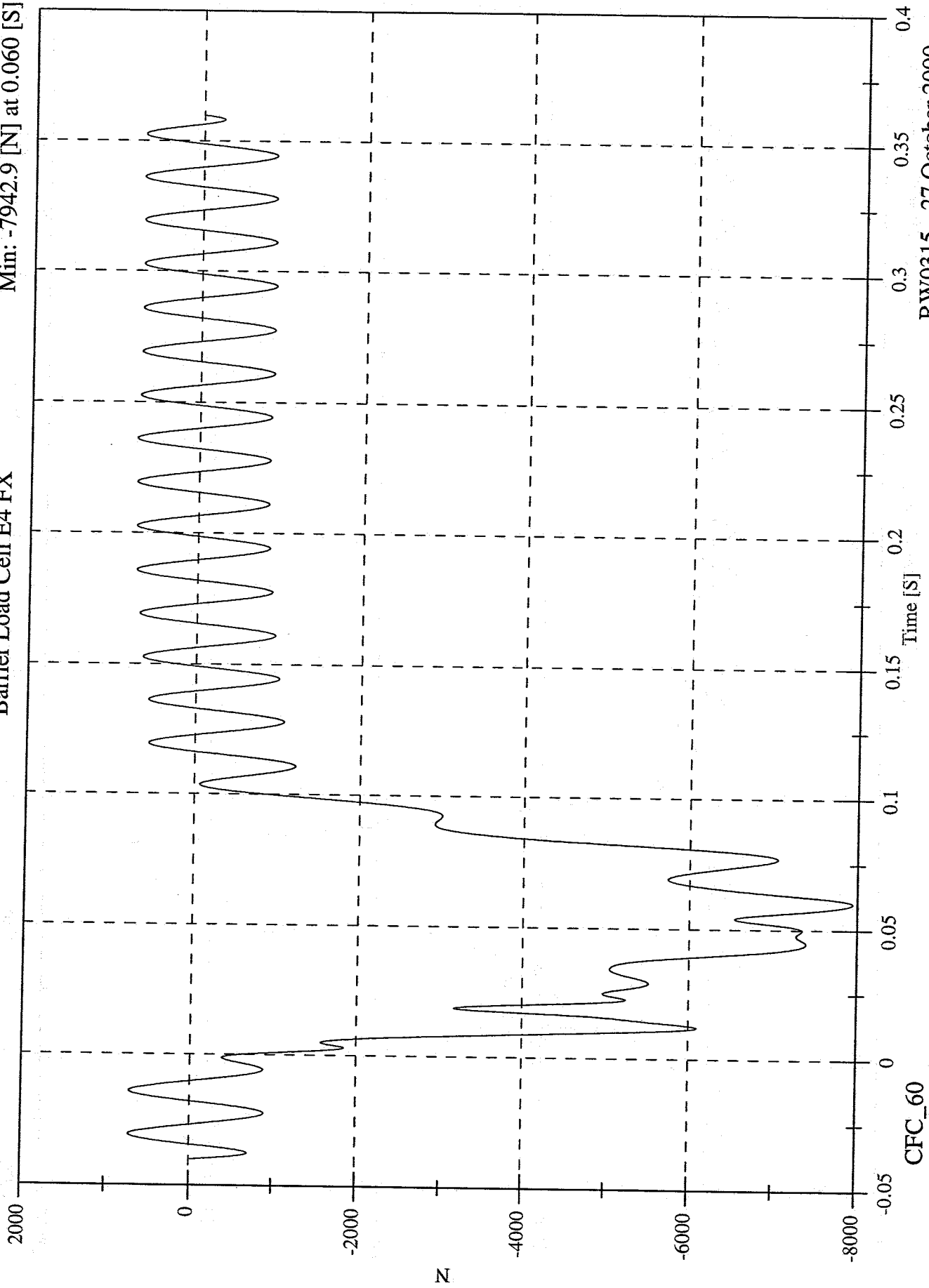


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E4 FX

Max: 743.3 [N] at 0.236 [S]  
Min: -7942.9 [N] at 0.060 [S]

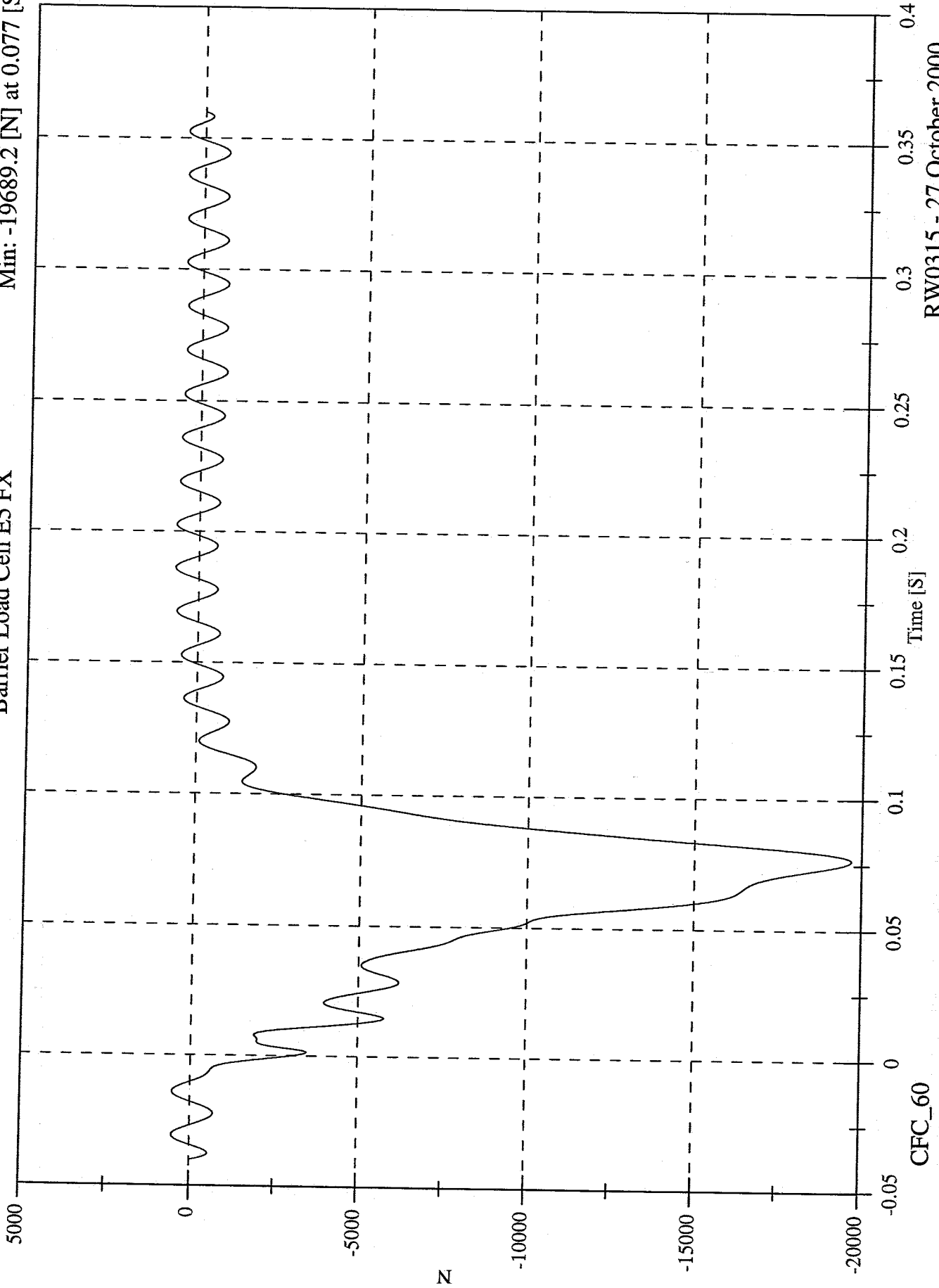


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E5 FX

Max: 698.7 [N] at 0.186 [S]  
Min: -19689.2 [N] at 0.077 [S]

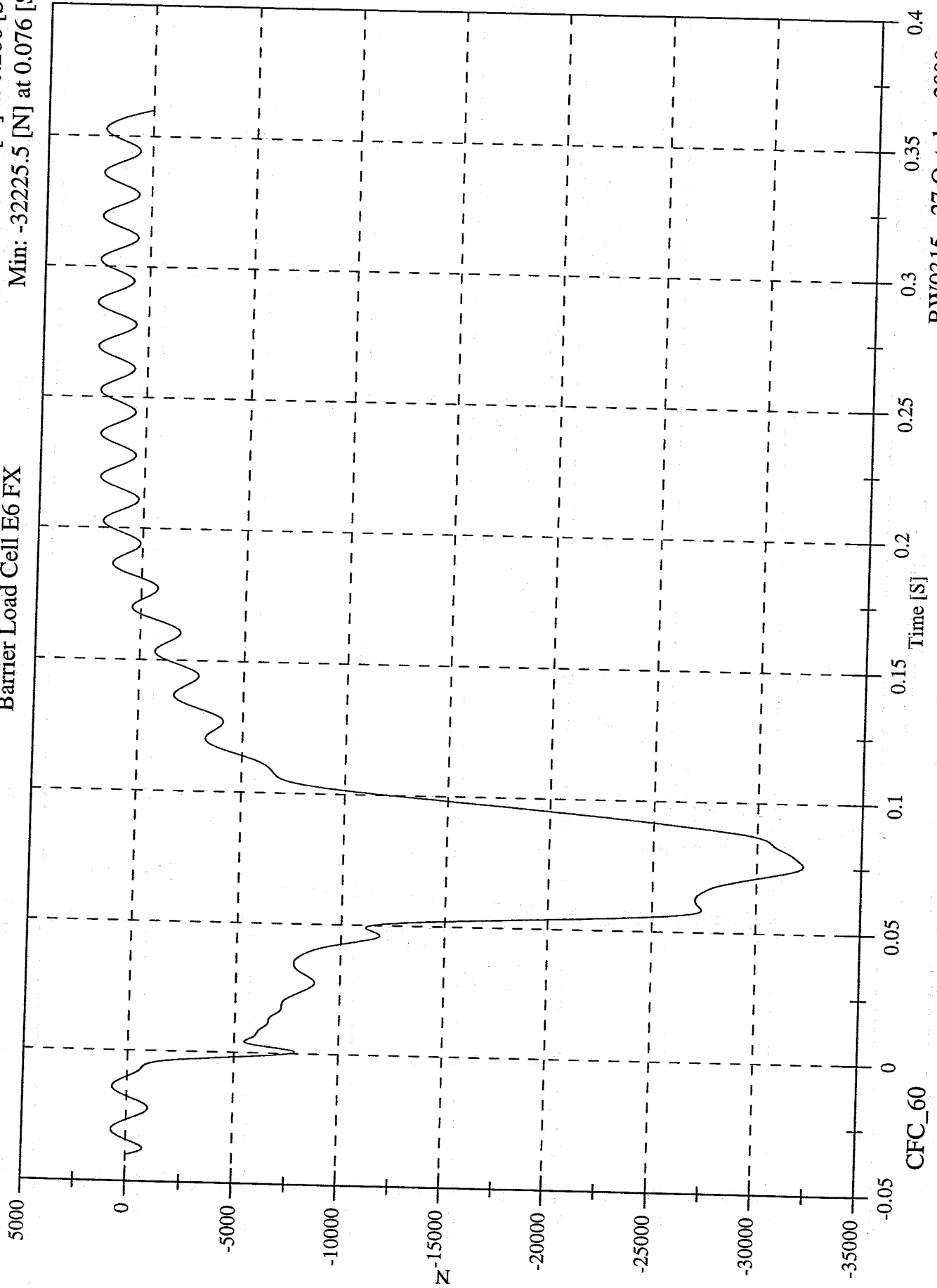


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell E6 FX

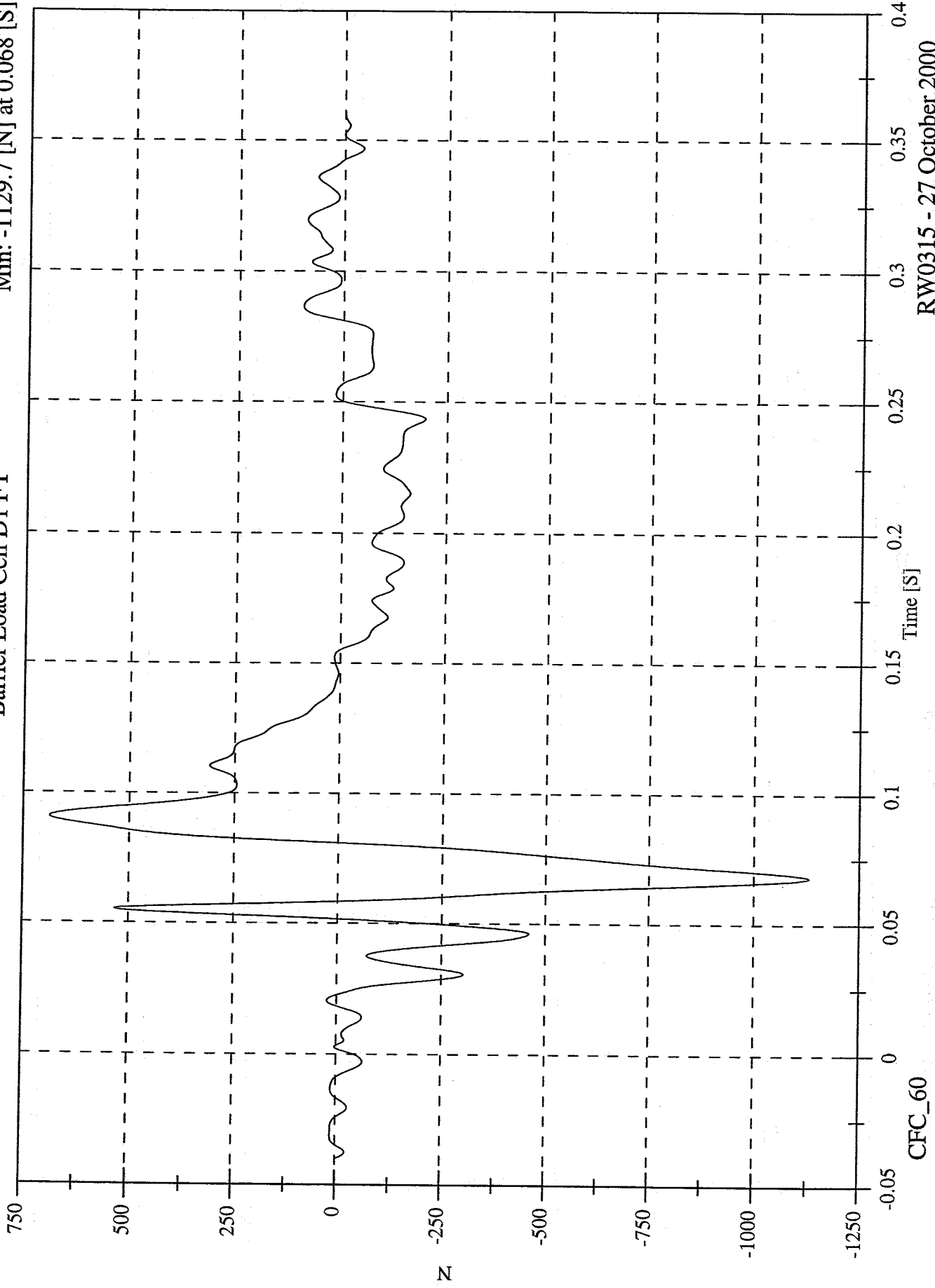
Max: 2421.3 [N] at 0.286 [S]  
Min: -32225.5 [N] at 0.076 [S]



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Max: 685.7 [N] at 0.091 [S]  
Min: -1129.7 [N] at 0.068 [S]

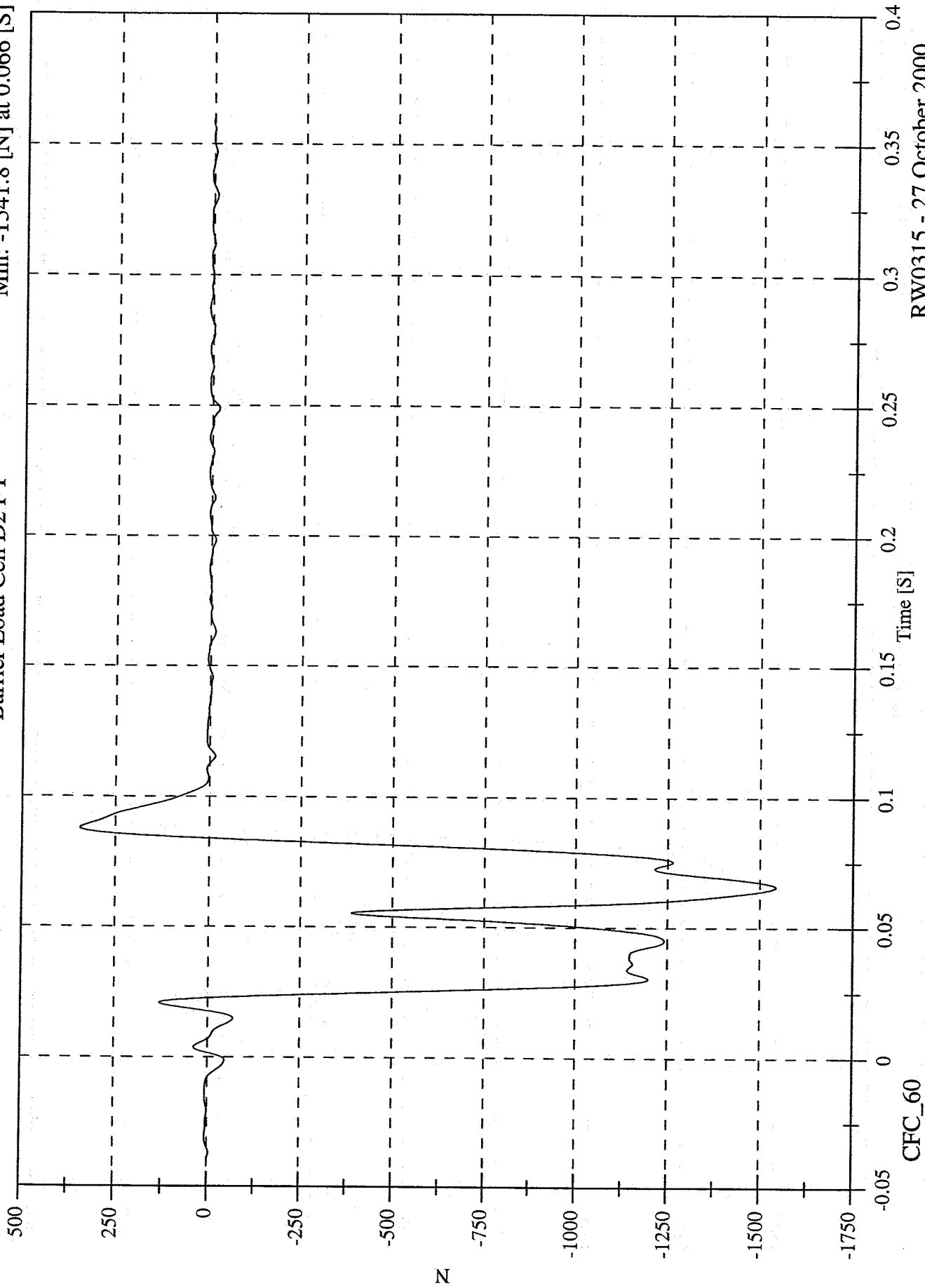
40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell D1 FY



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell D2 FY

Max: 344.3 [N] at 0.088 [S]  
Min: -1541.8 [N] at 0.066 [S]



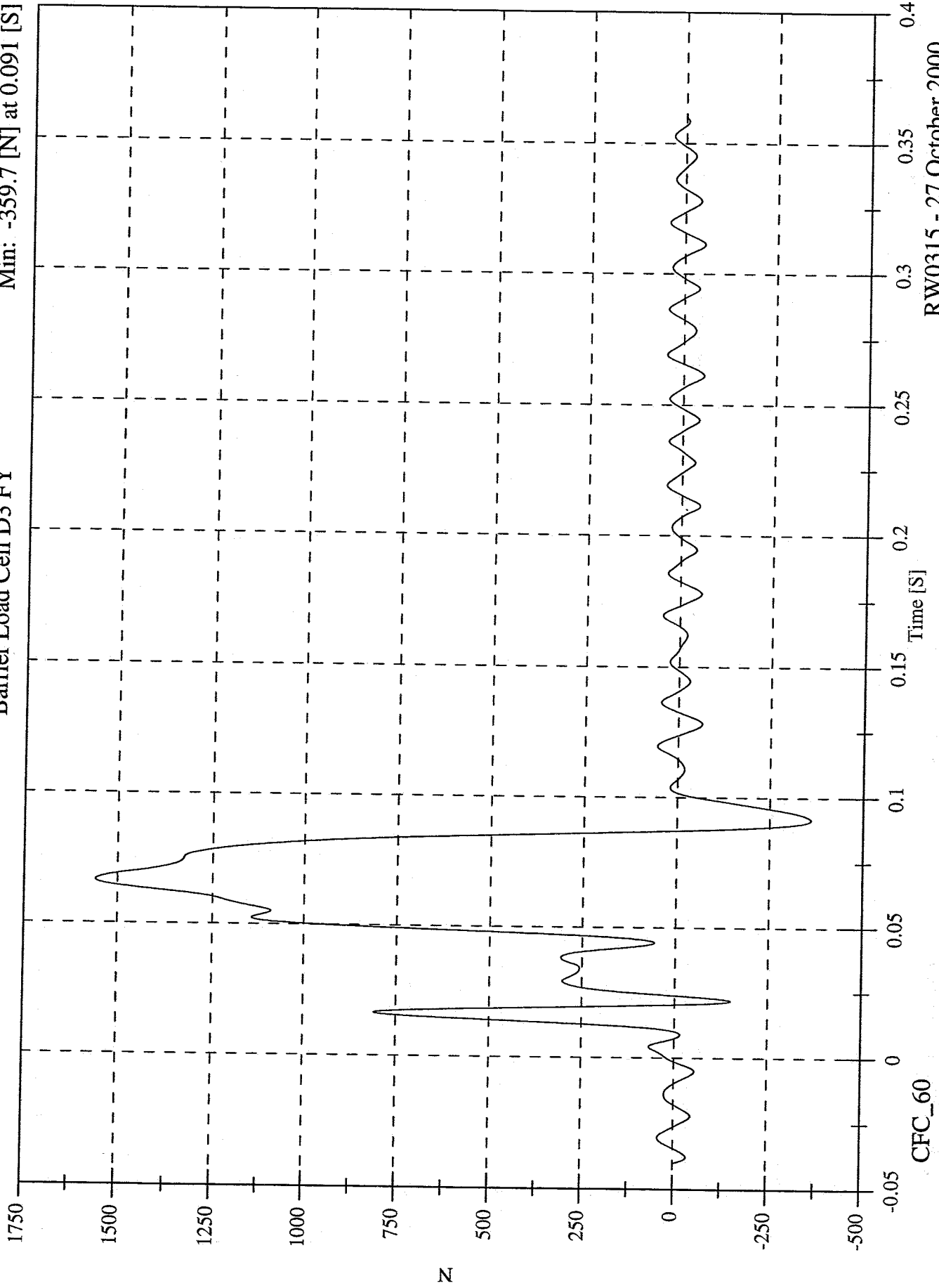
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell D3 FY

Max: 1558.2 [N] at 0.067 [S]

Min: -359.7 [N] at 0.091 [S]

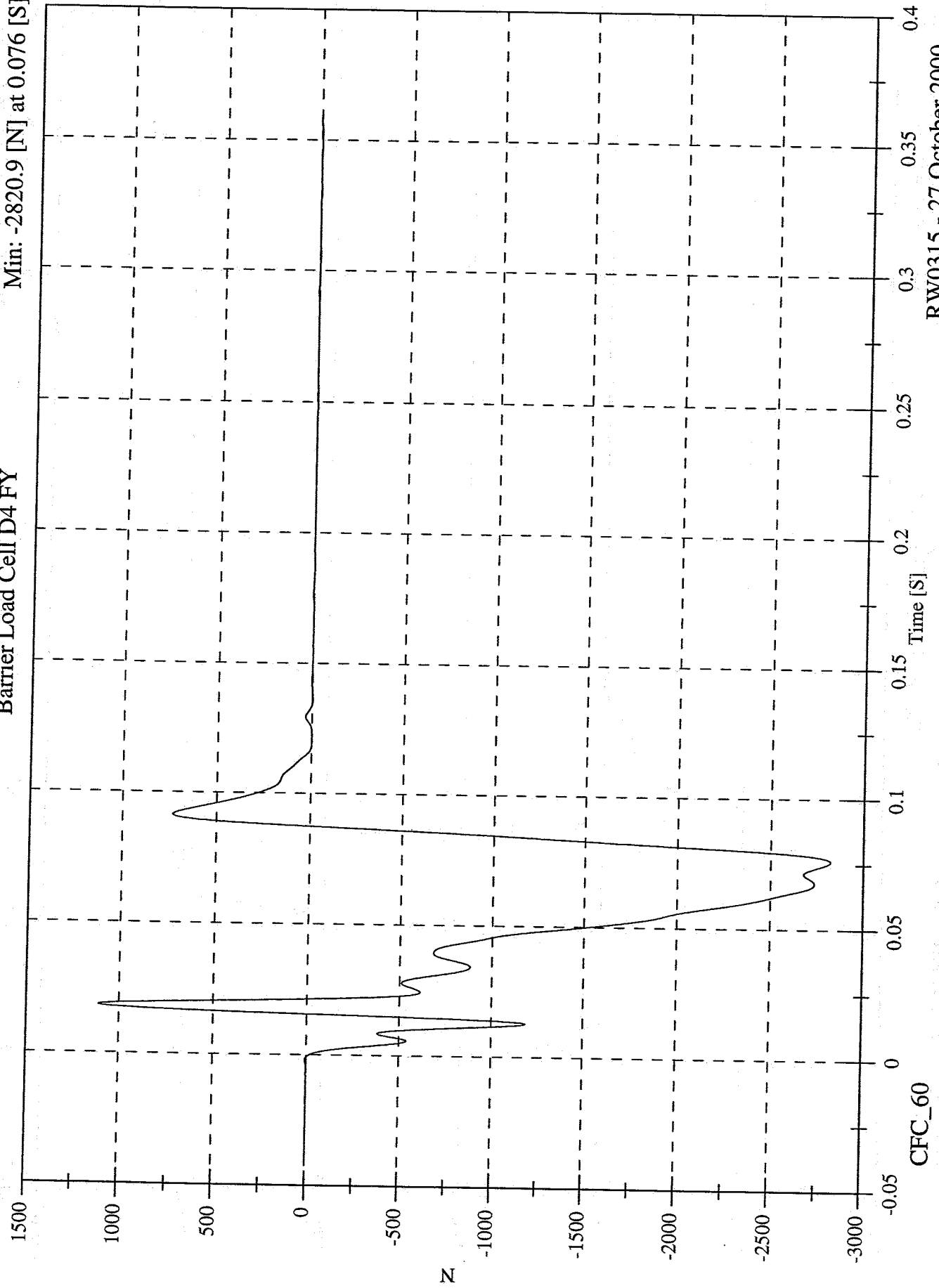


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell D4 FY

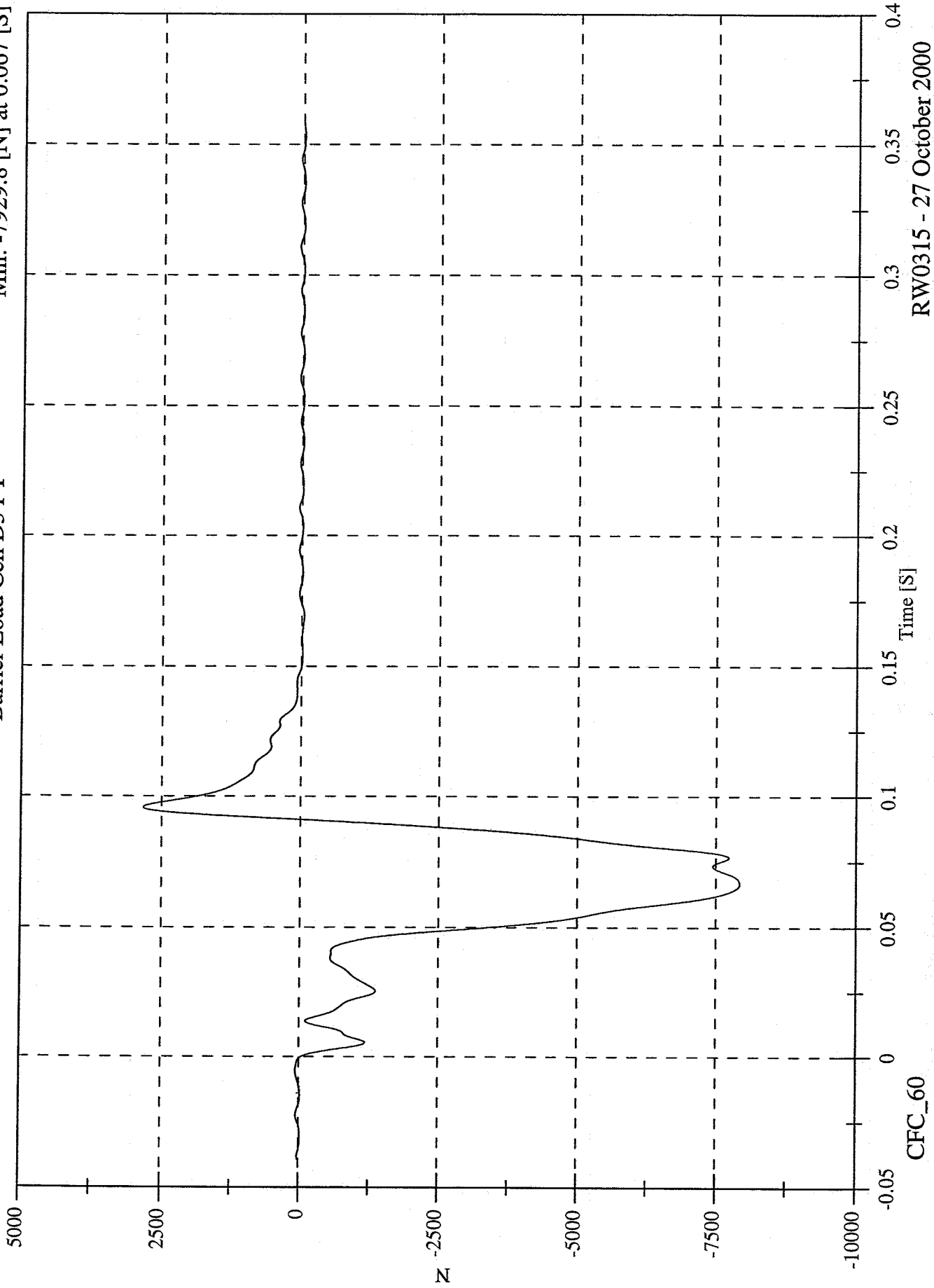
Max: 1109.2 [N] at 0.018 [S]  
Min: -2820.9 [N] at 0.076 [S]



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Max: 2831.6 [N] at 0.096 [S]  
Min: -7929.8 [N] at 0.067 [S]

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell D5 FY

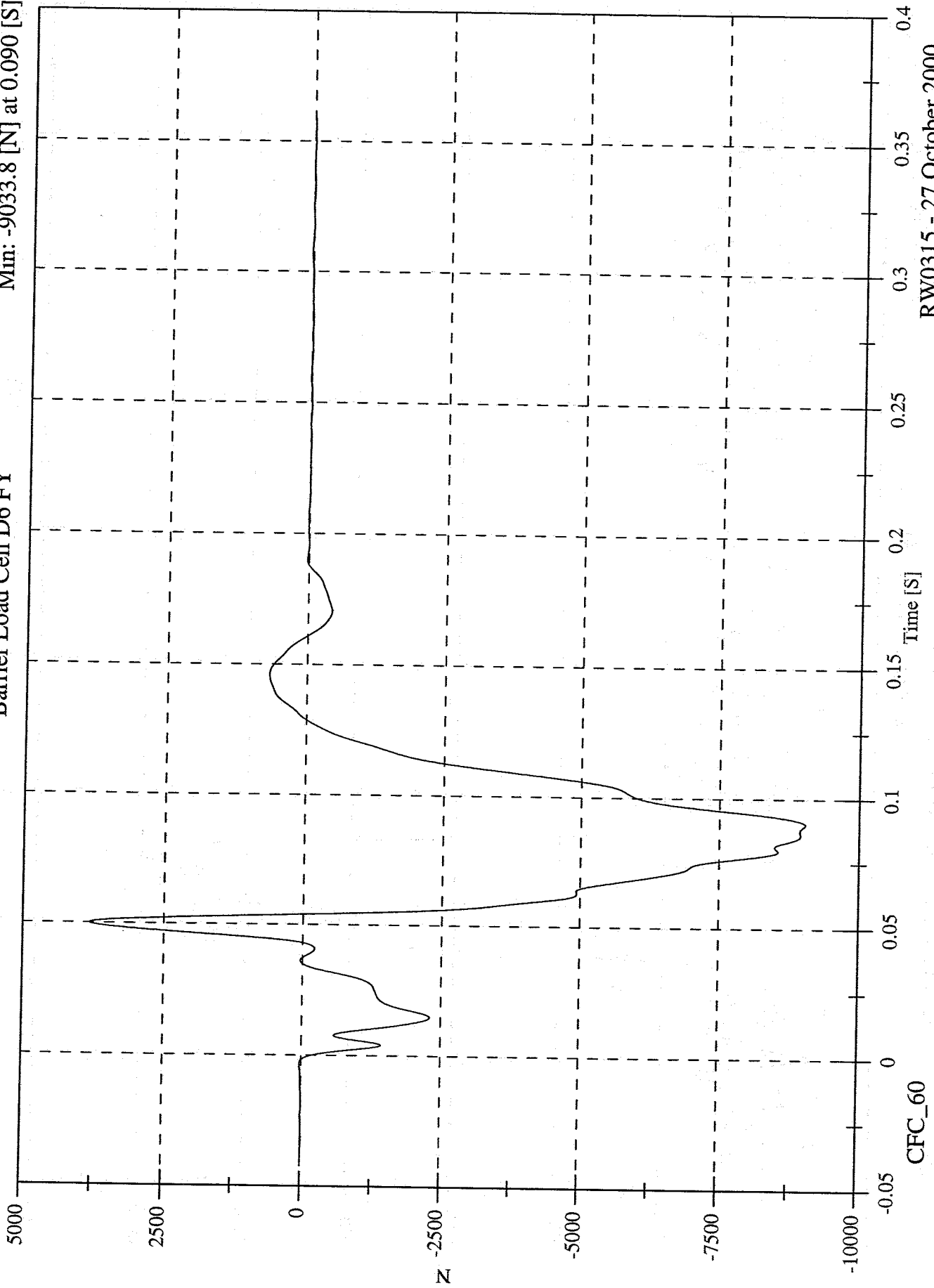


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40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell D6 FY

Max: 3811.5 [N] at 0.050 [S]  
Min: -9033.8 [N] at 0.090 [S]

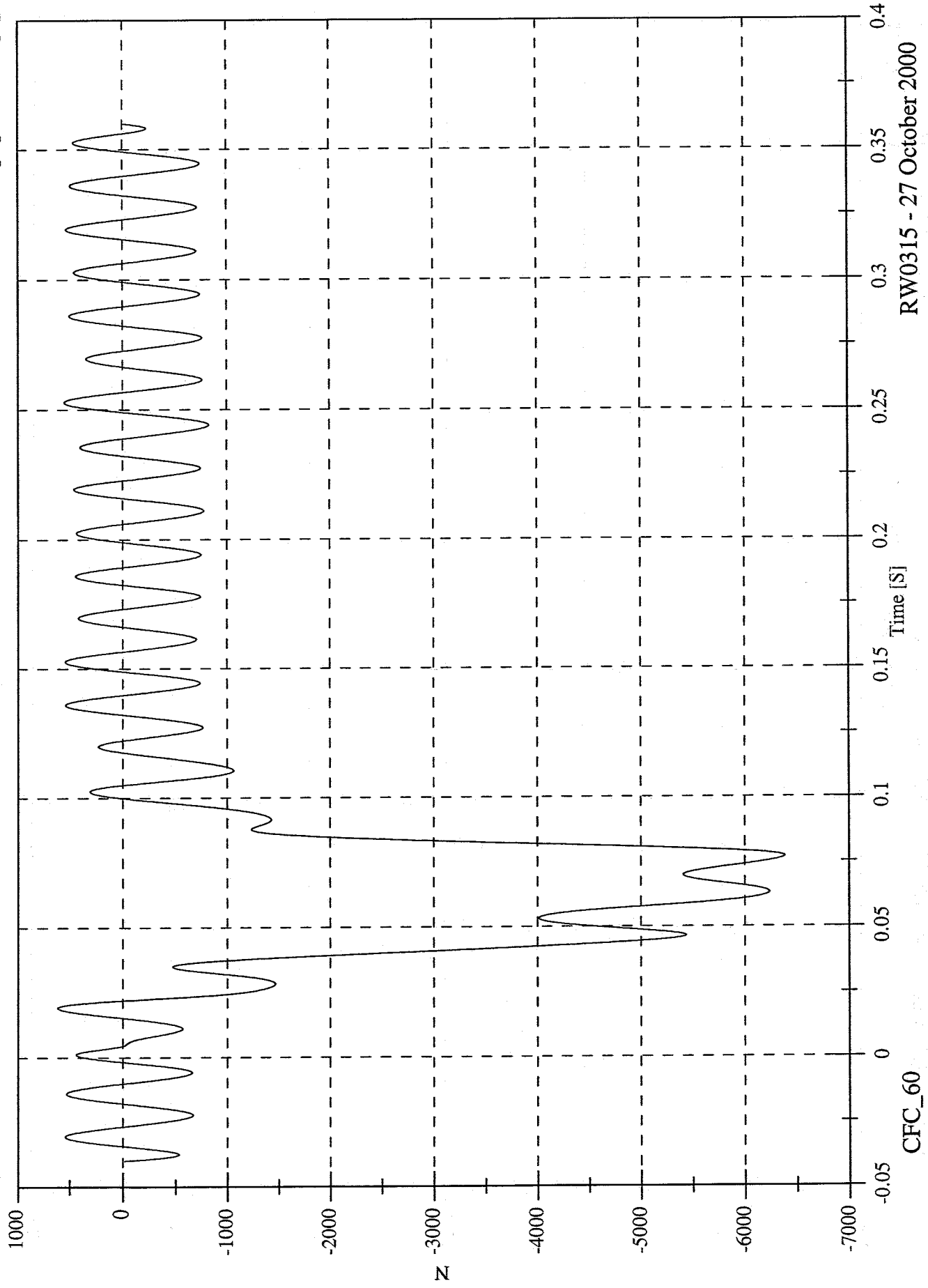


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Max: 612.2 [N] at 0.019 [S]  
Min: -6383.4 [N] at 0.077 [S]

Barrier Load Cell D1 FX

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

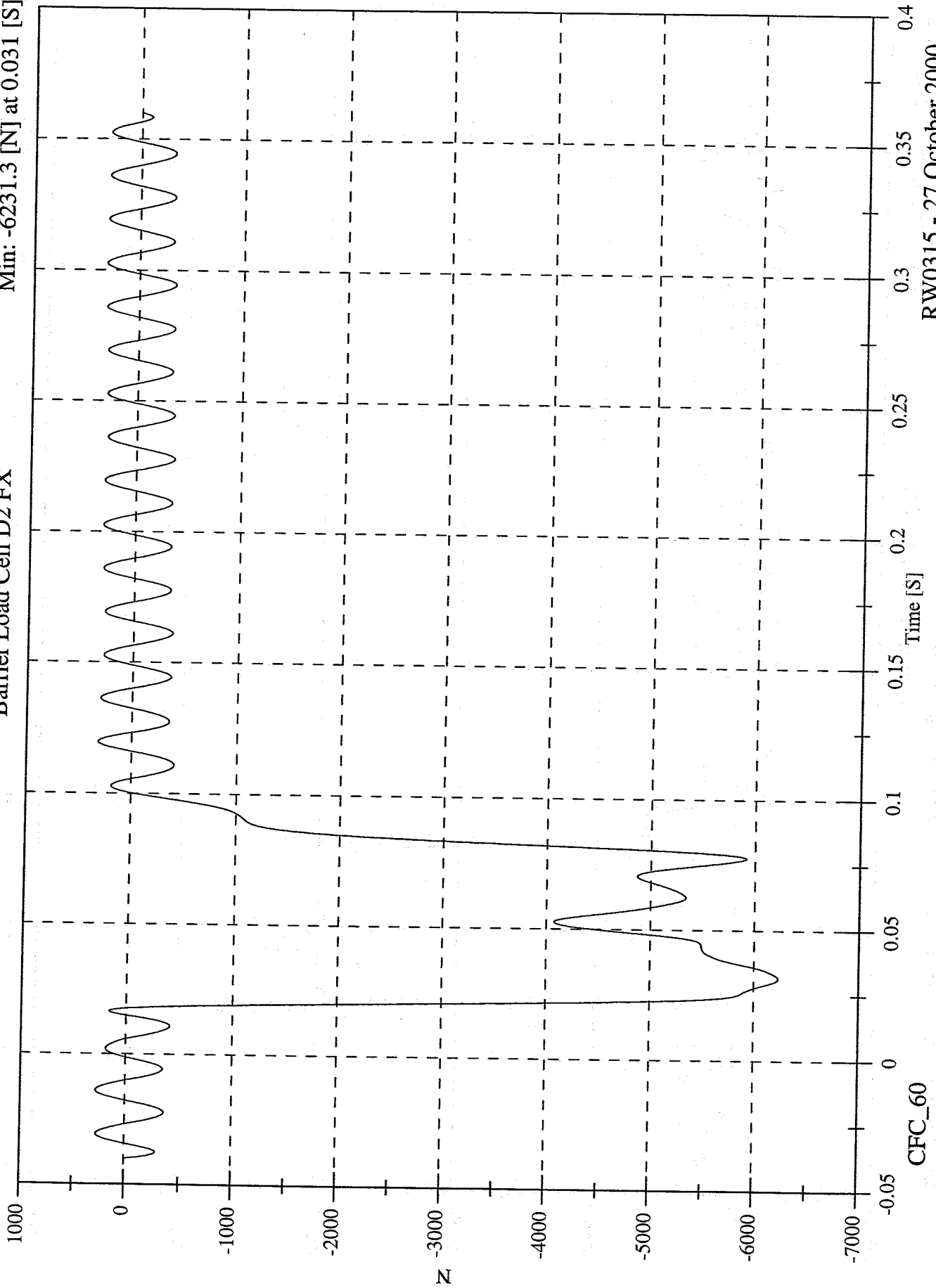


CFC\_60  
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell D2 FX

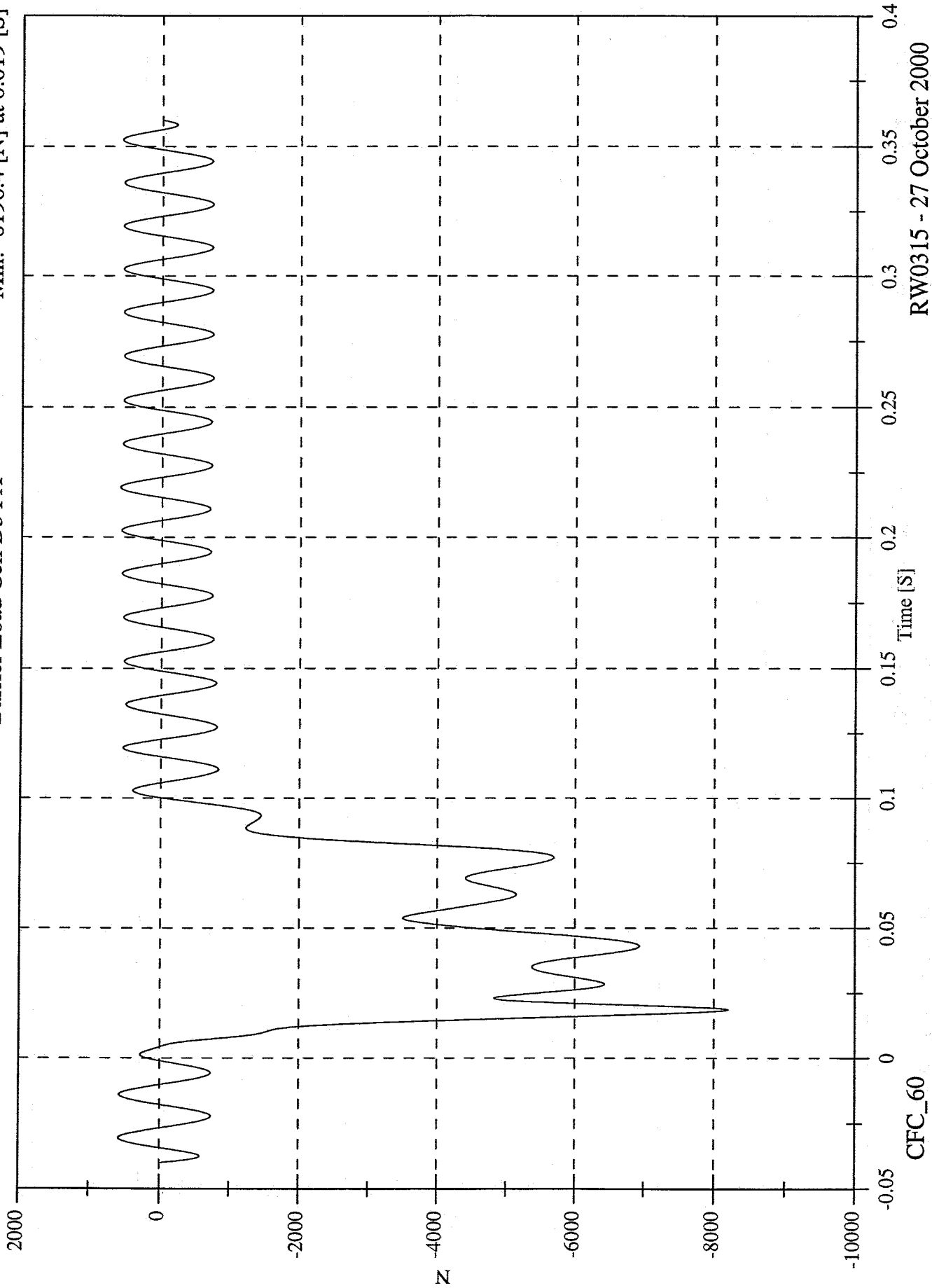
Max: 317.7 [N] at 0.119 [S]  
Min: -6231.3 [N] at 0.031 [S]



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40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell D3 FX

Max: 601.2 [N] at 0.219 [S]  
Min: -8196.4 [N] at 0.019 [S]



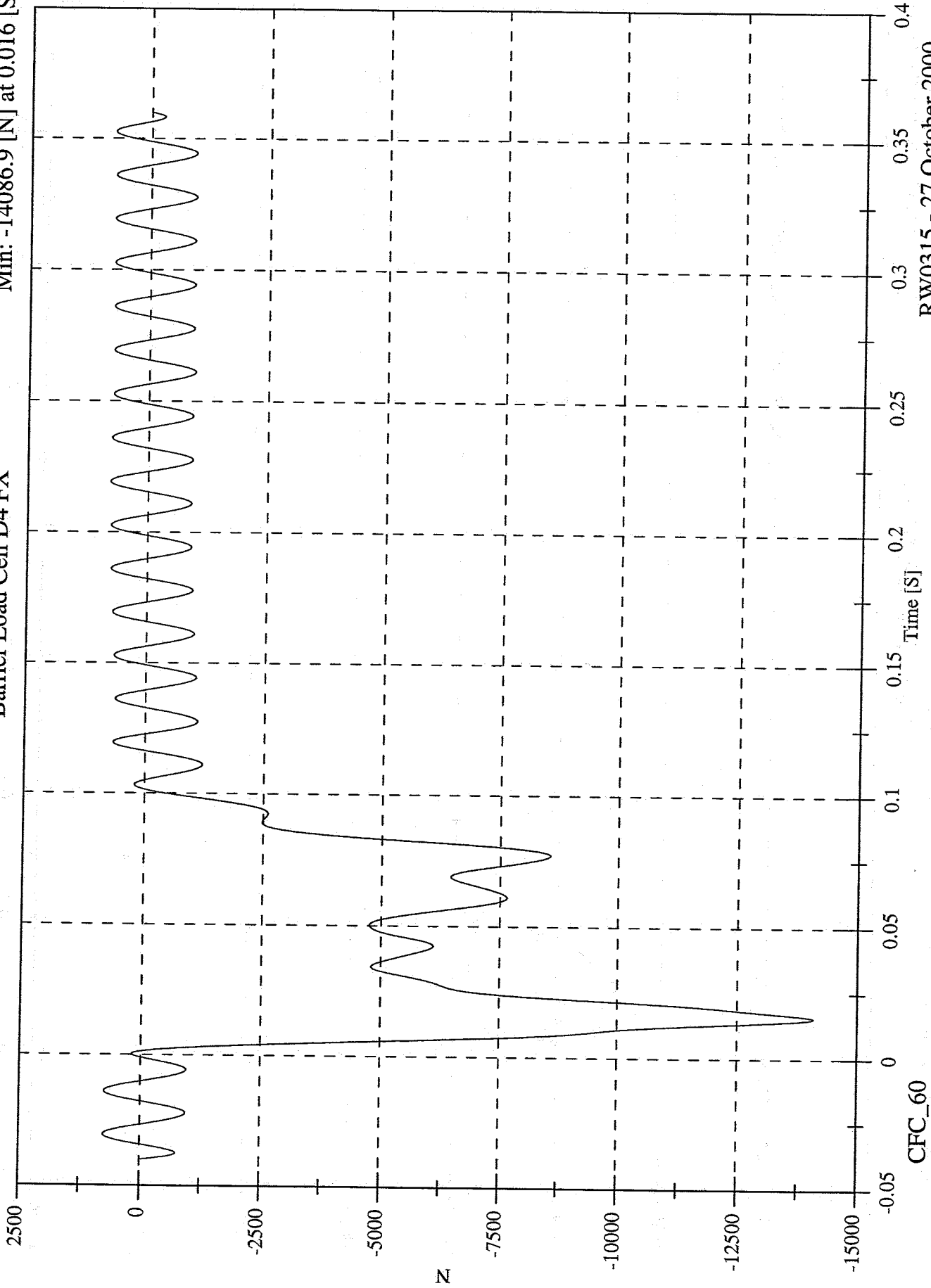
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell D4 FX

Max: 772.1 [N] at 0.219 [S]

Min: -14086.9 [N] at 0.016 [S]



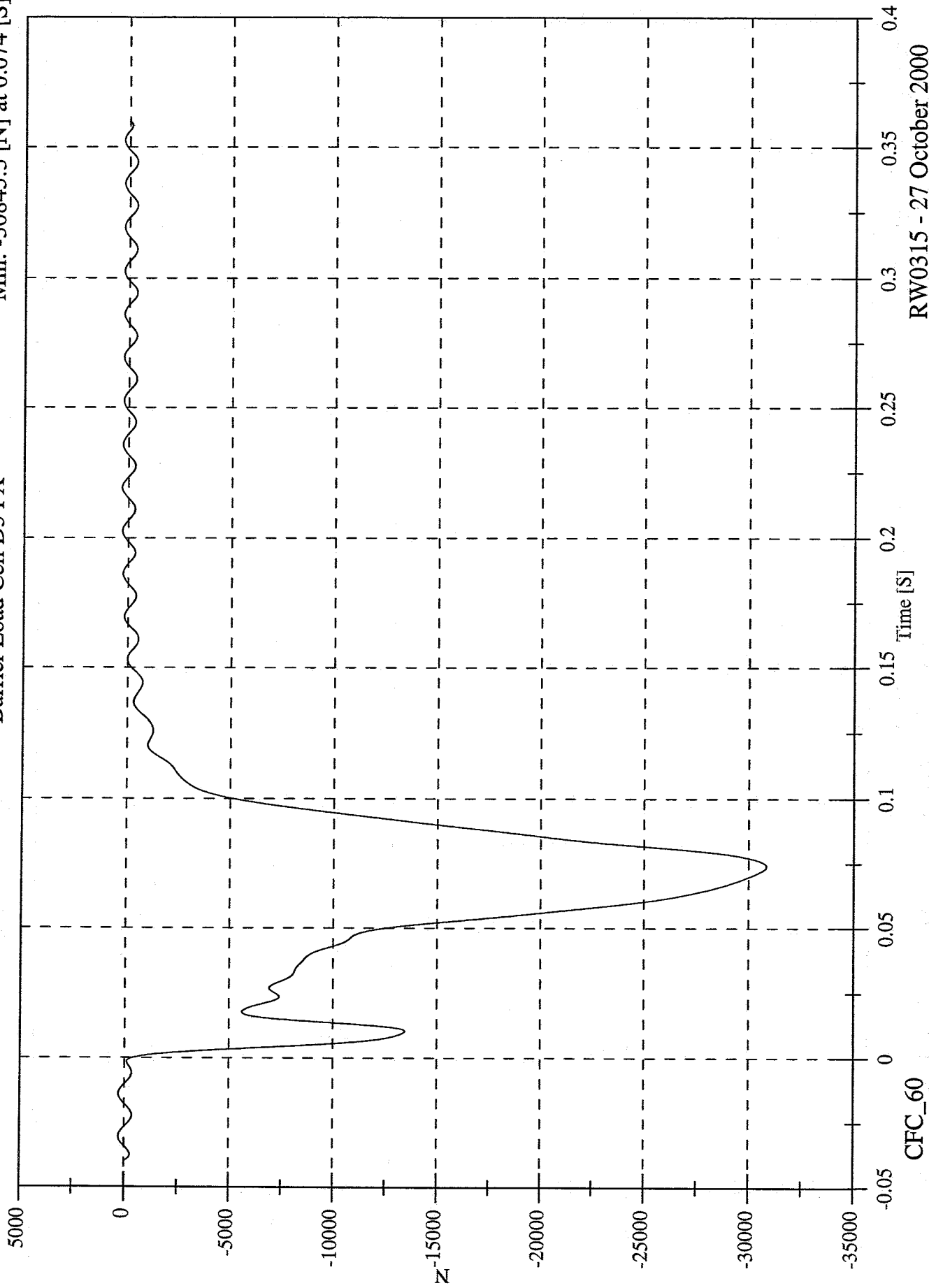
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell D5 FX

Max: 311.3 [N] at 0.219 [S]

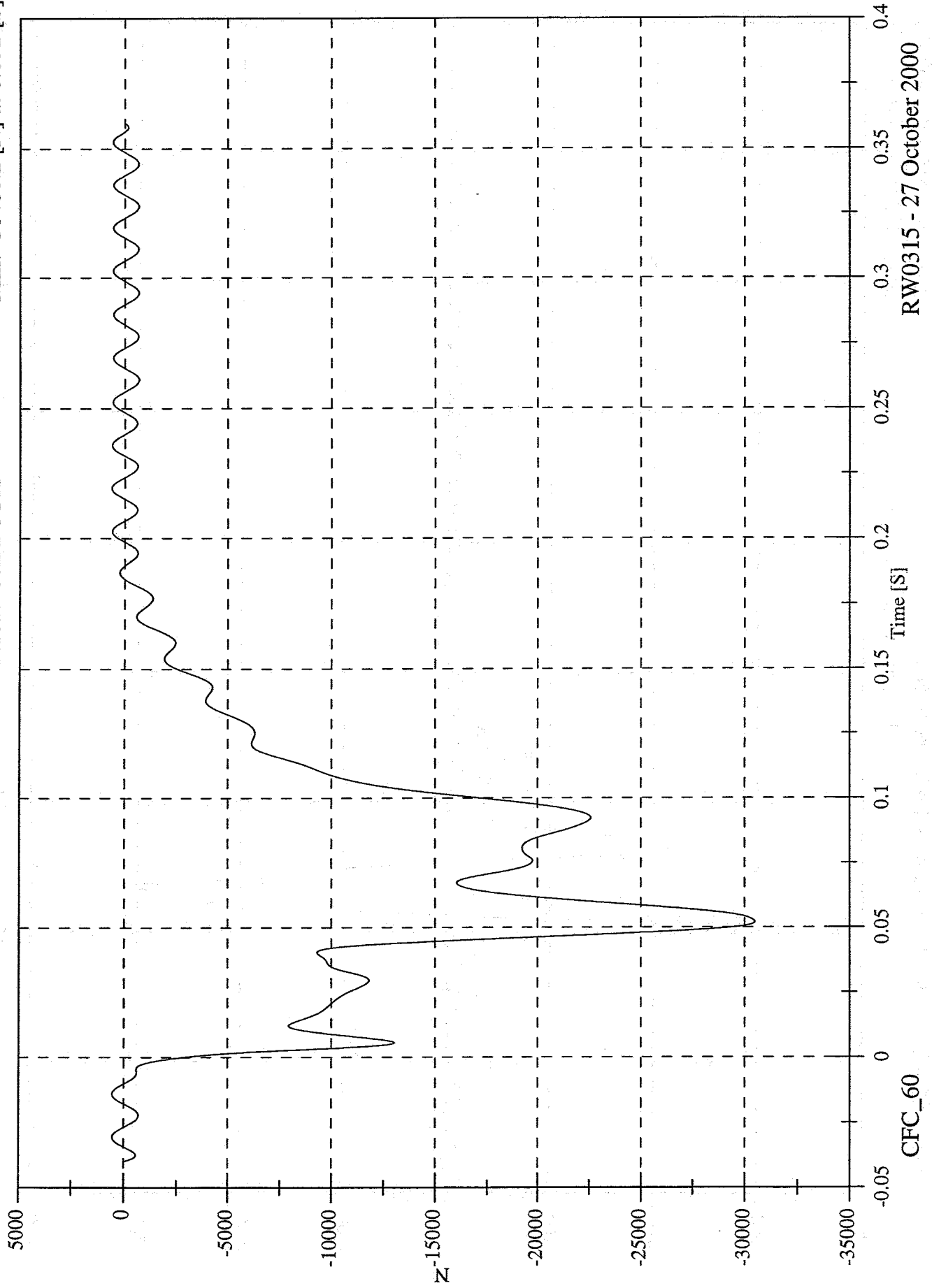
Min: -30845.3 [N] at 0.074 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell D6 FX

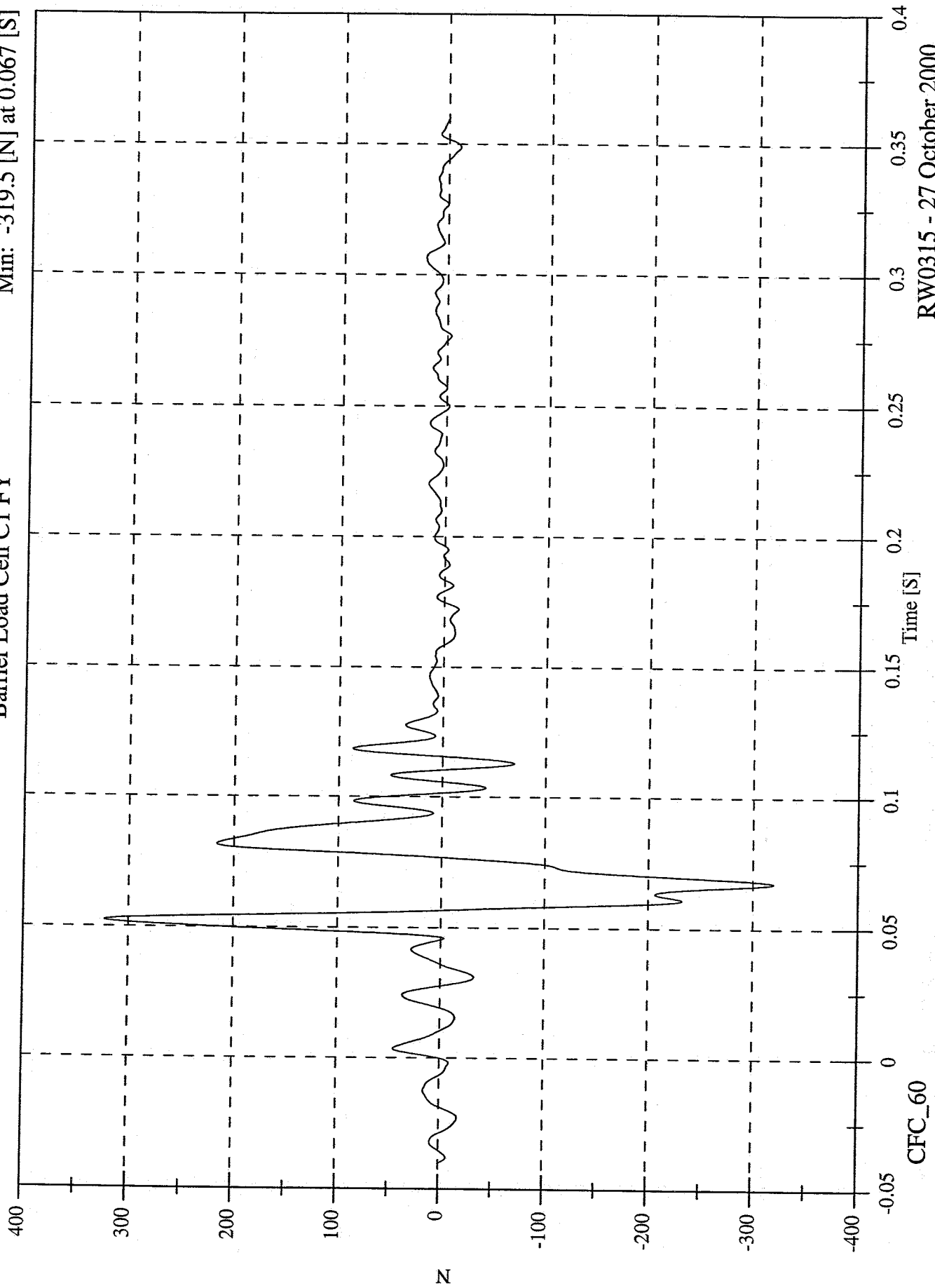
Max: 597.9 [N] at 0.219 [S]  
Min: -30488.2 [N] at 0.052 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C1 FY

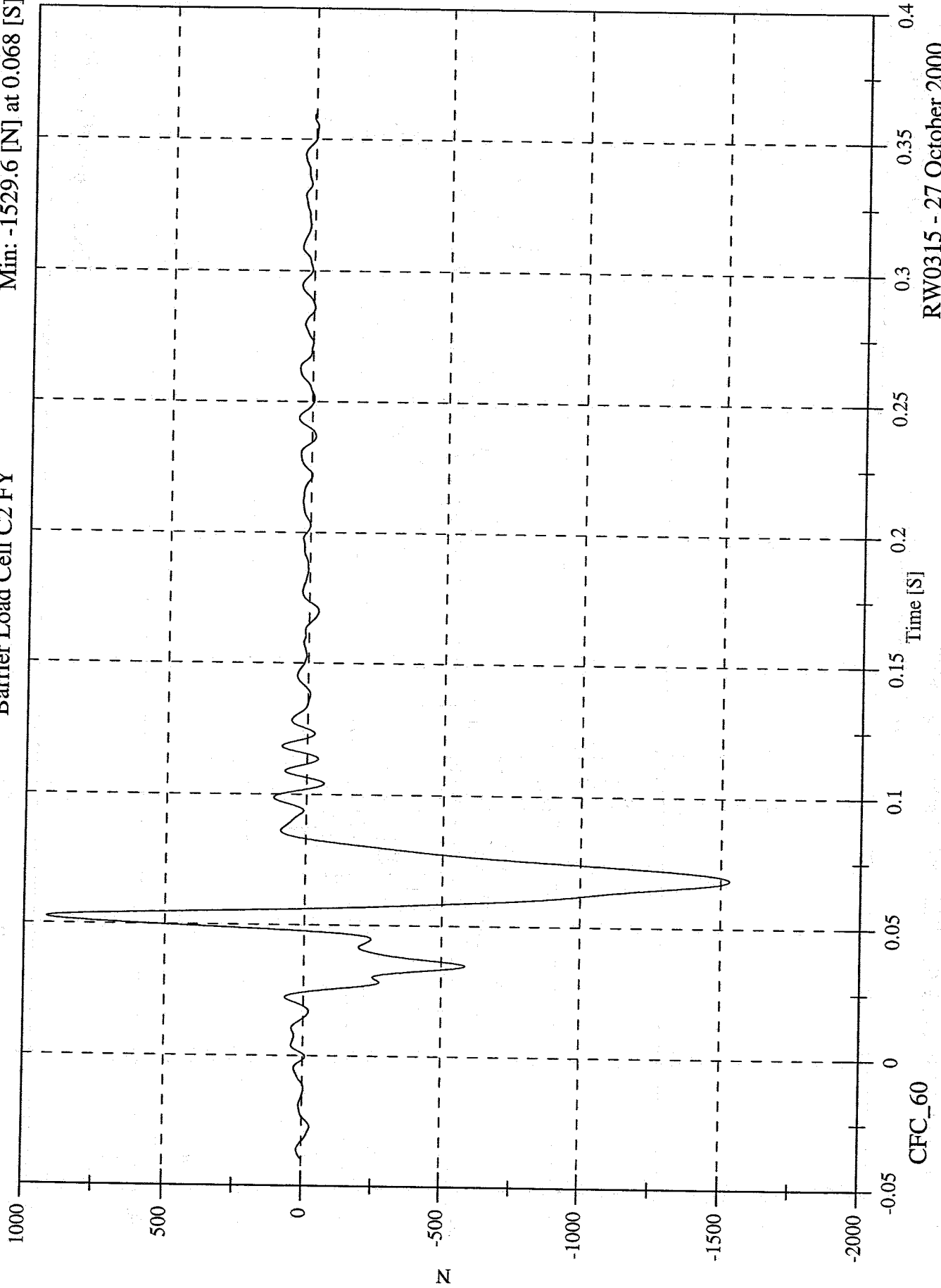
Max: 322.3 [N] at 0.052 [S]  
Min: -319.5 [N] at 0.067 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C2 FY

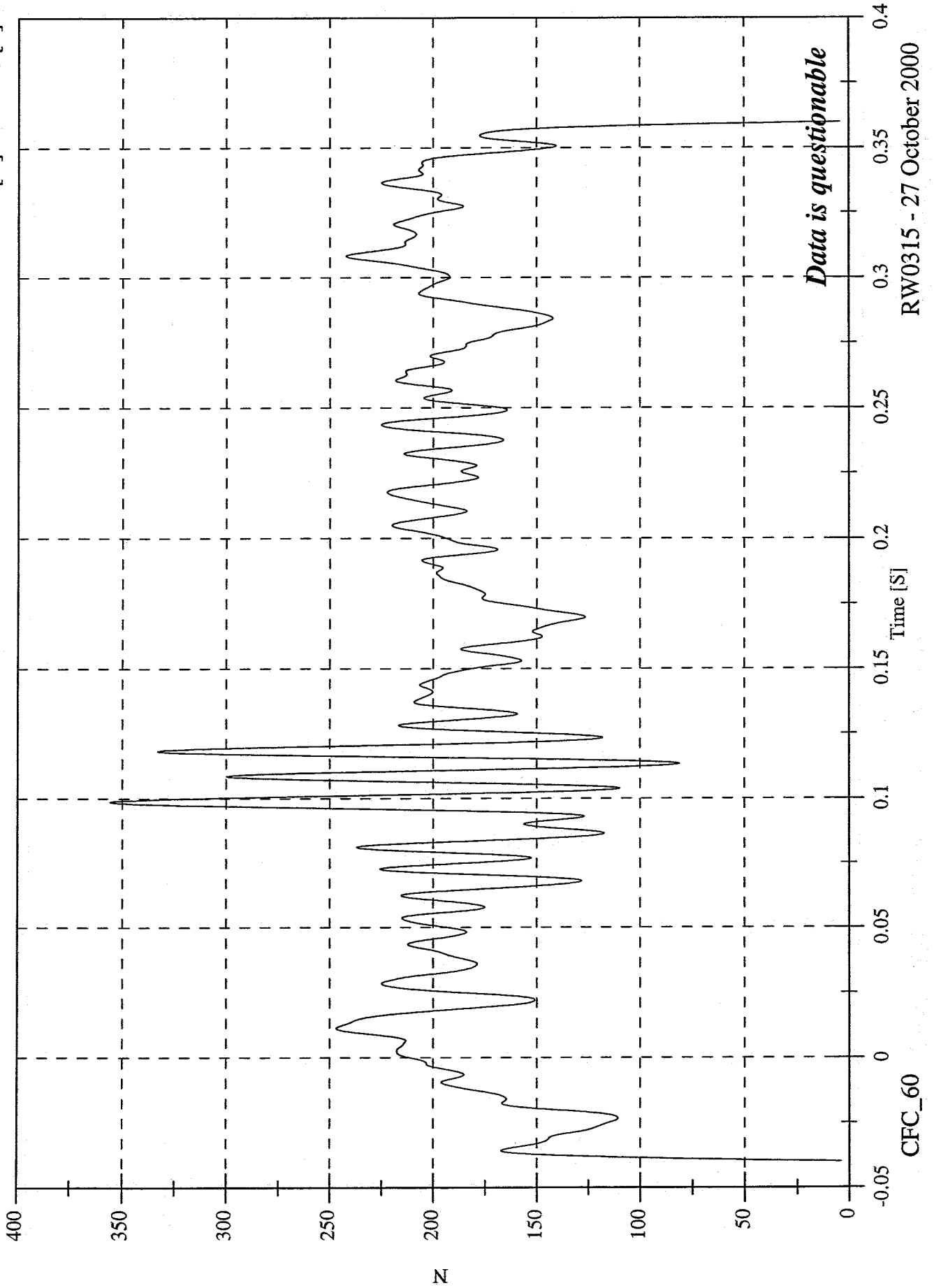
Max: 918.9 [N] at 0.053 [S]  
Min: -1529.6 [N] at 0.068 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C3 FY

Max: 355.5 [N] at 0.099 [S]  
Min: 4.0 [N] at -0.040 [S]



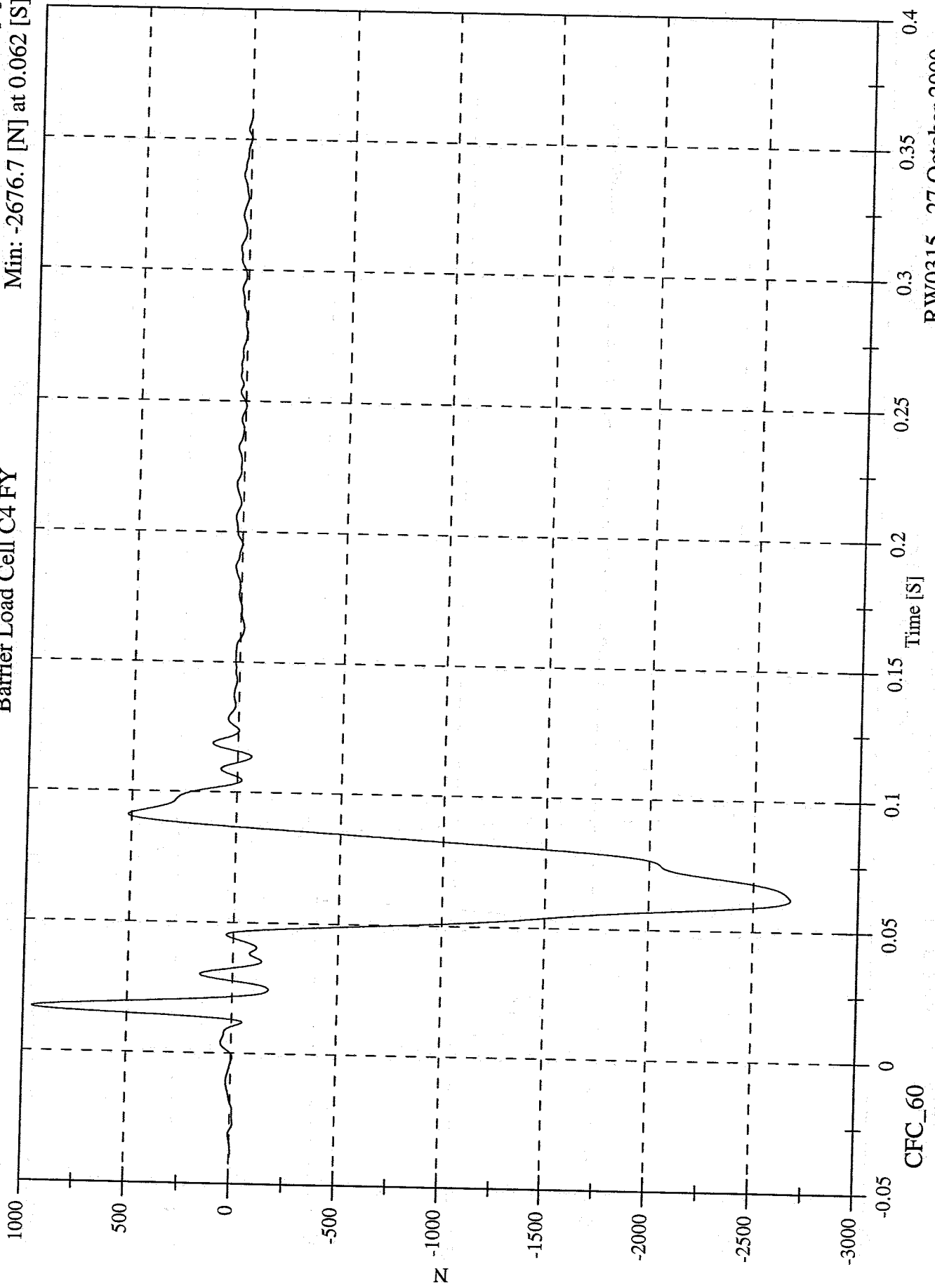
*Data is questionable*

RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell C4 FY

Max: 957.6 [N] at 0.017 [S]  
Min: -2676.7 [N] at 0.062 [S]



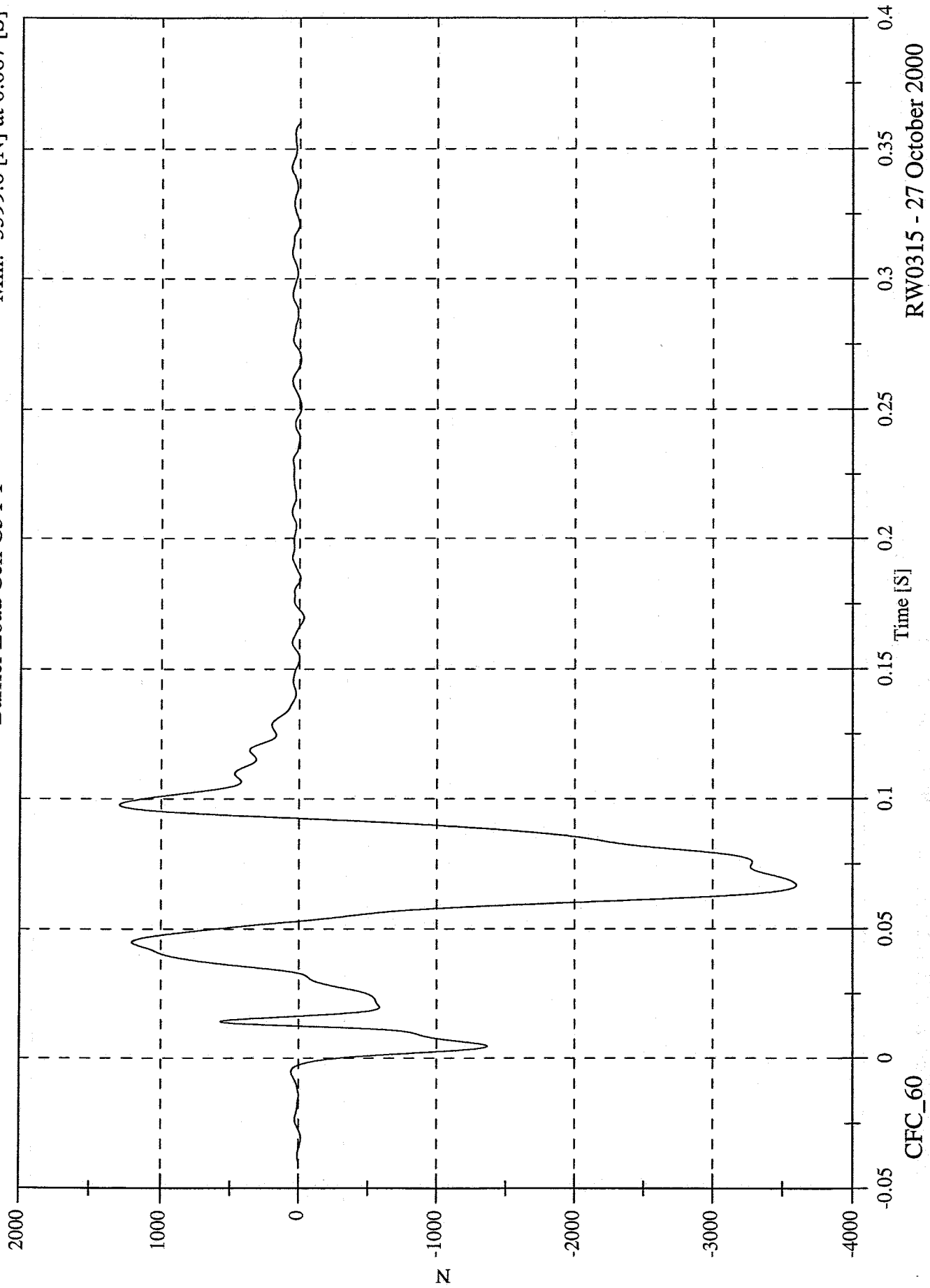
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell C5 FY

Max: 1291.8 [N] at 0.098 [S]

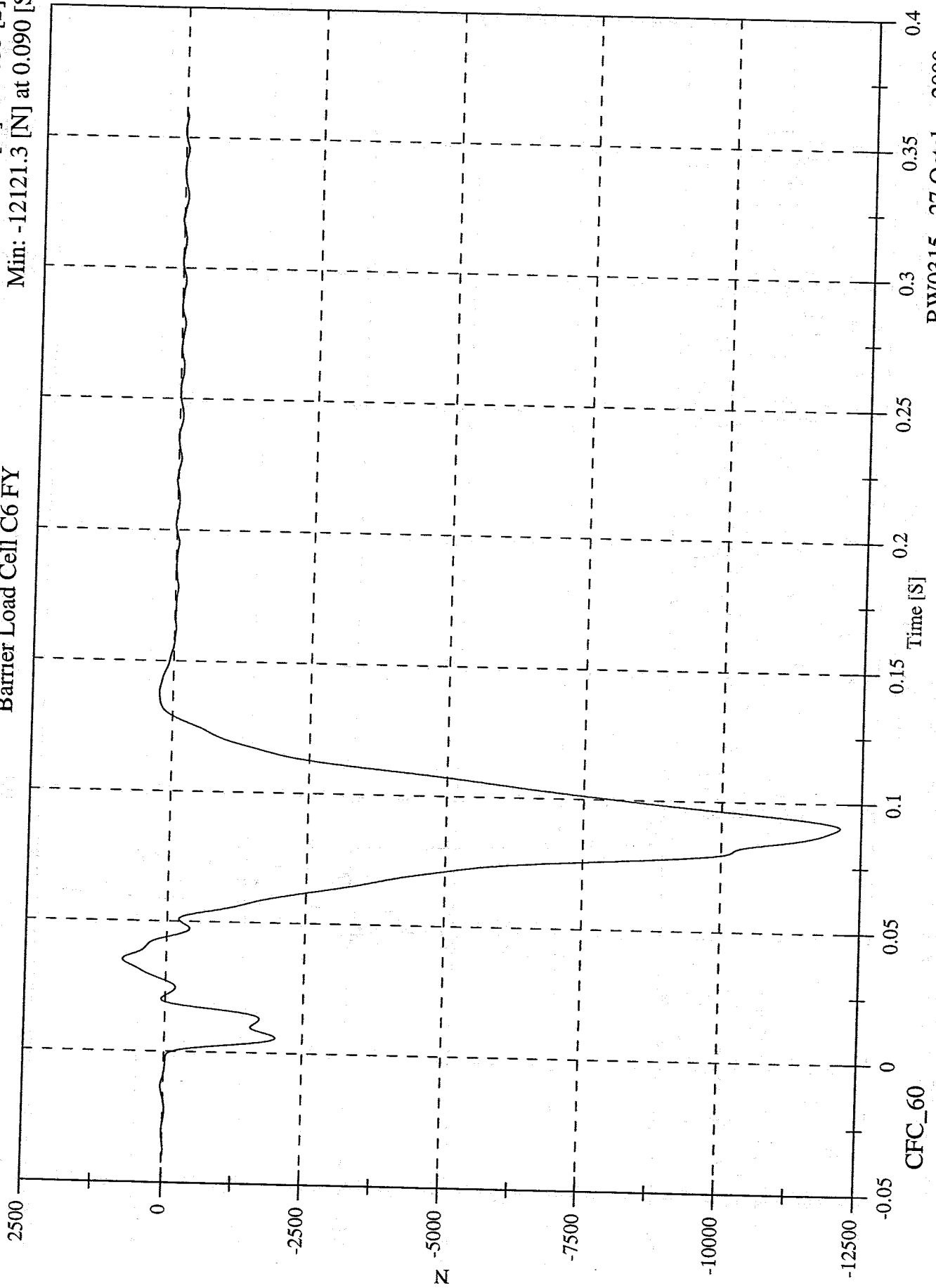
Min: -3599.6 [N] at 0.067 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C6 FY

Max: 757.9 [N] at 0.035 [S]  
Min: -12121.3 [N] at 0.090 [S]

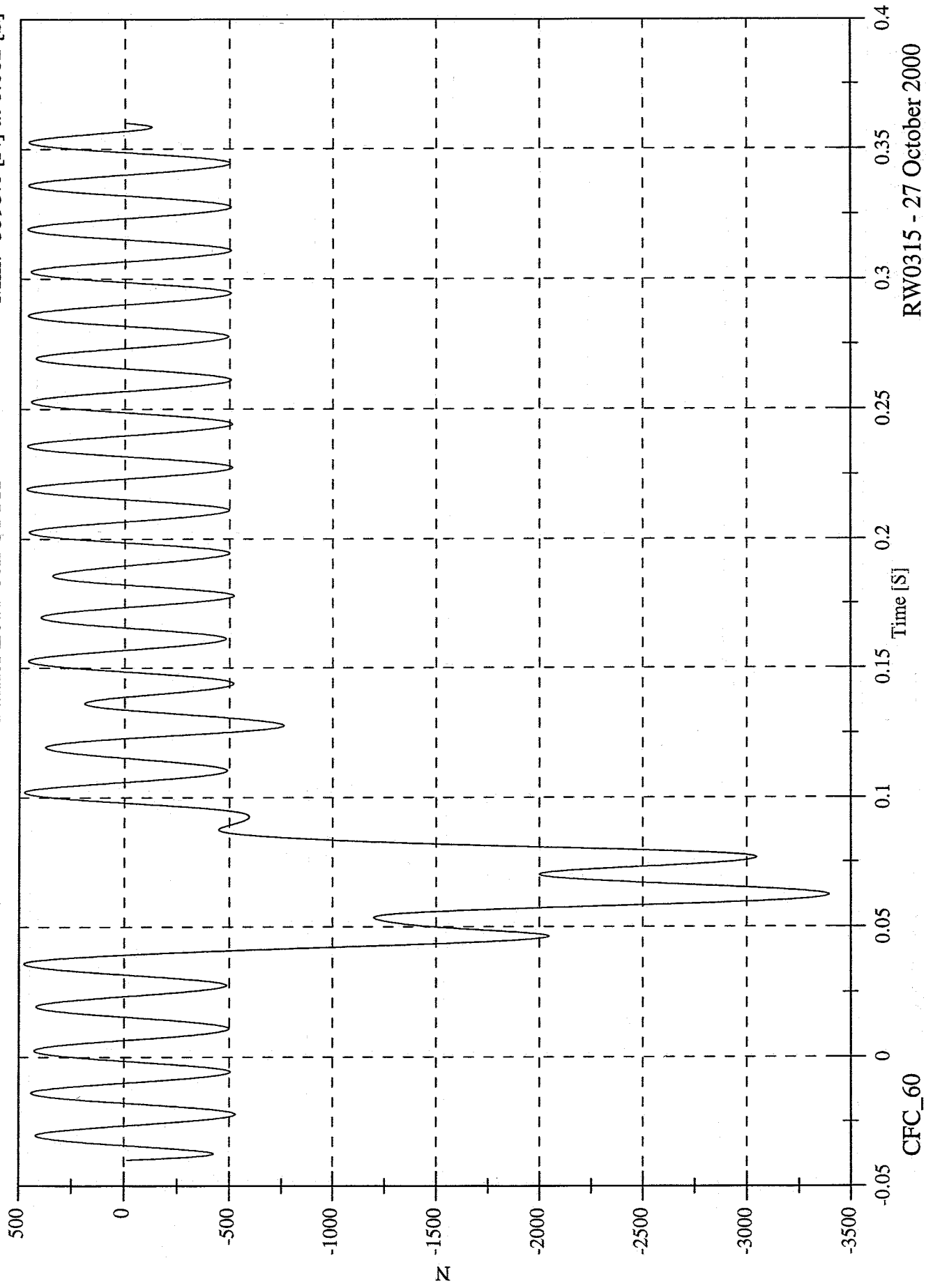


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C1 FX

Max: 475.5 [N] at 0.036 [S]

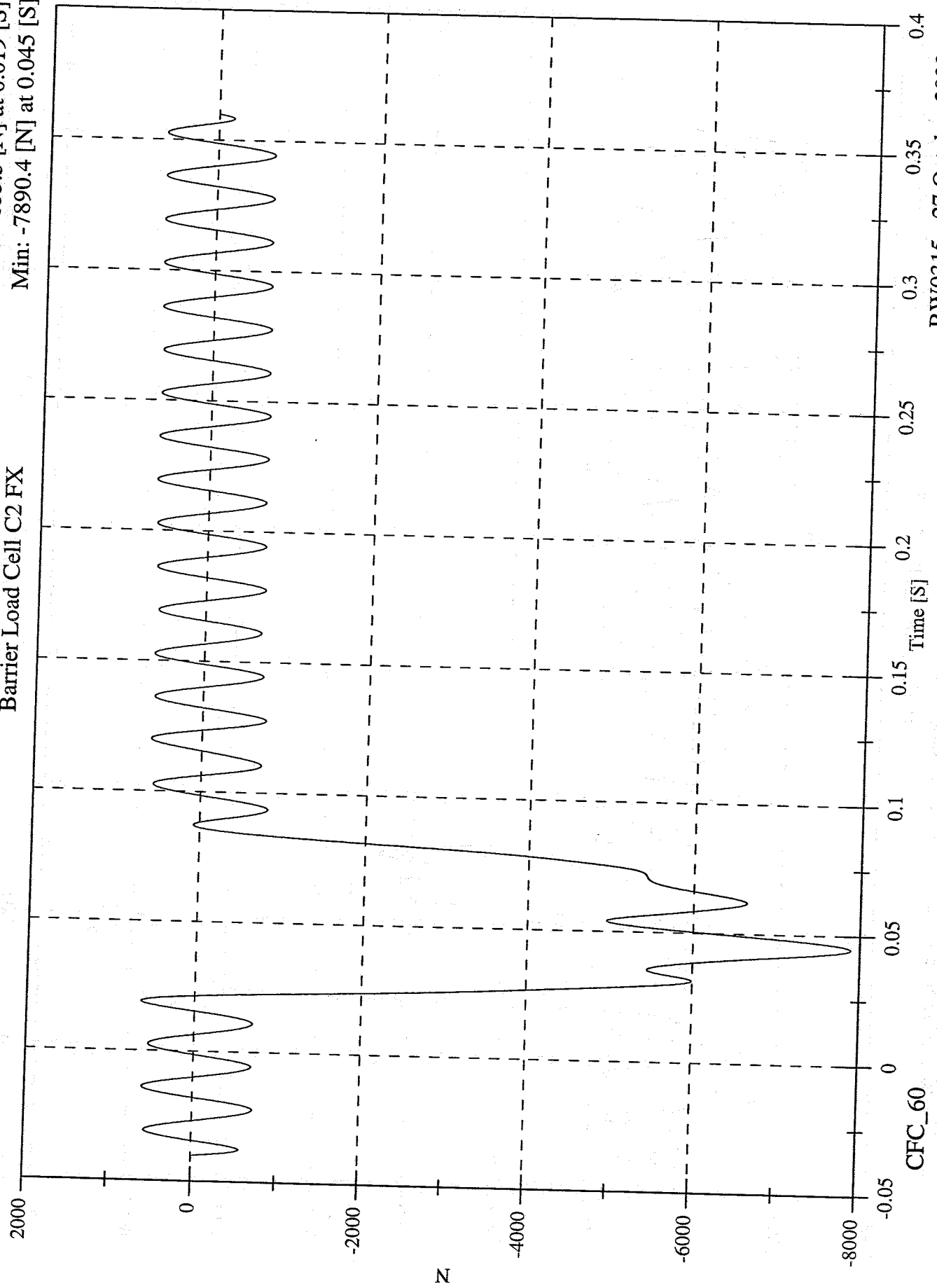
Min: -3395.0 [N] at 0.062 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C2 FX

Max: 635.5 [N] at 0.019 [S]  
Min: -7890.4 [N] at 0.045 [S]



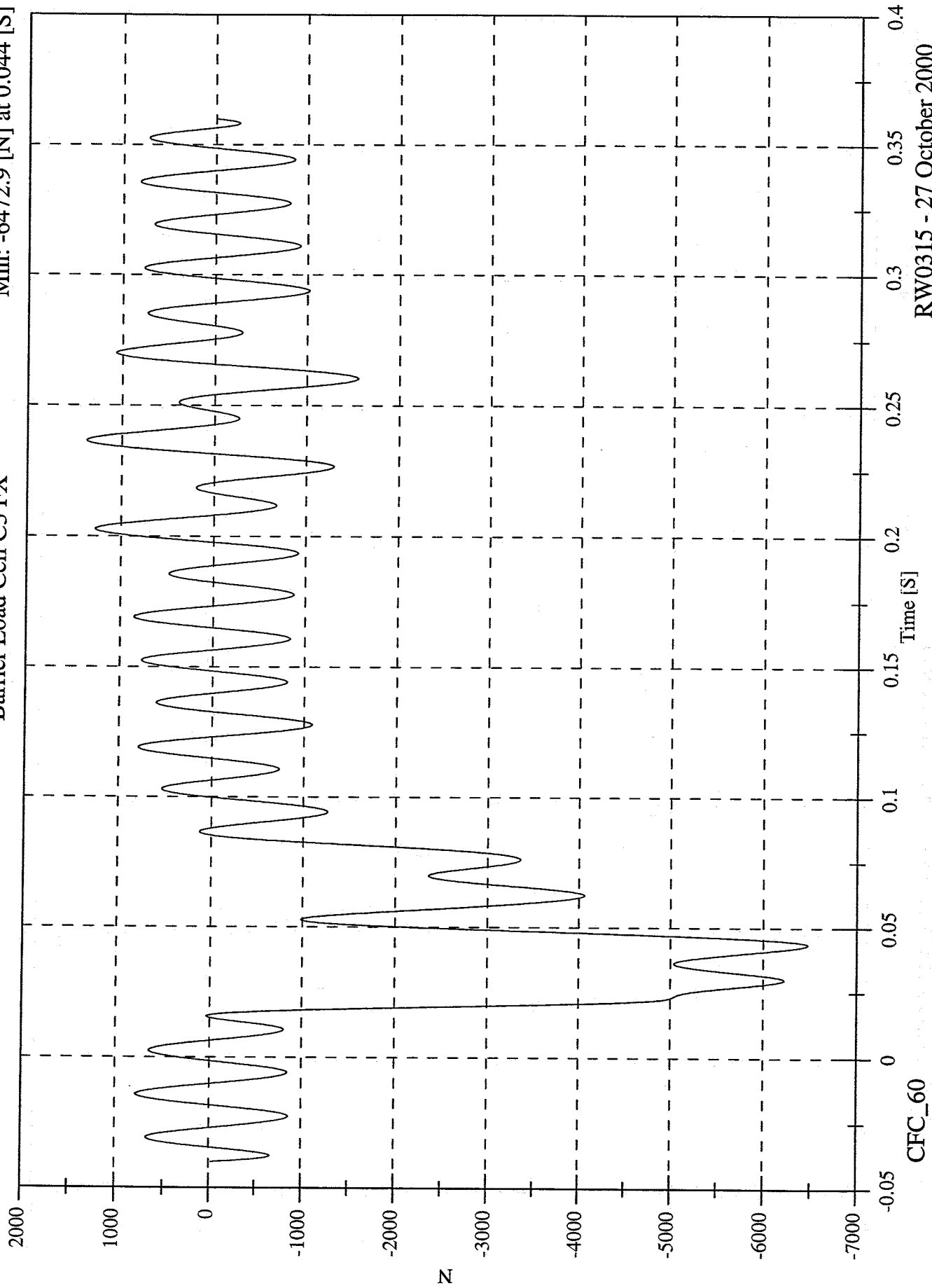
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell C3 FX

Max: 1365.7 [N] at 0.237 [S]

Min: -6472.9 [N] at 0.044 [S]

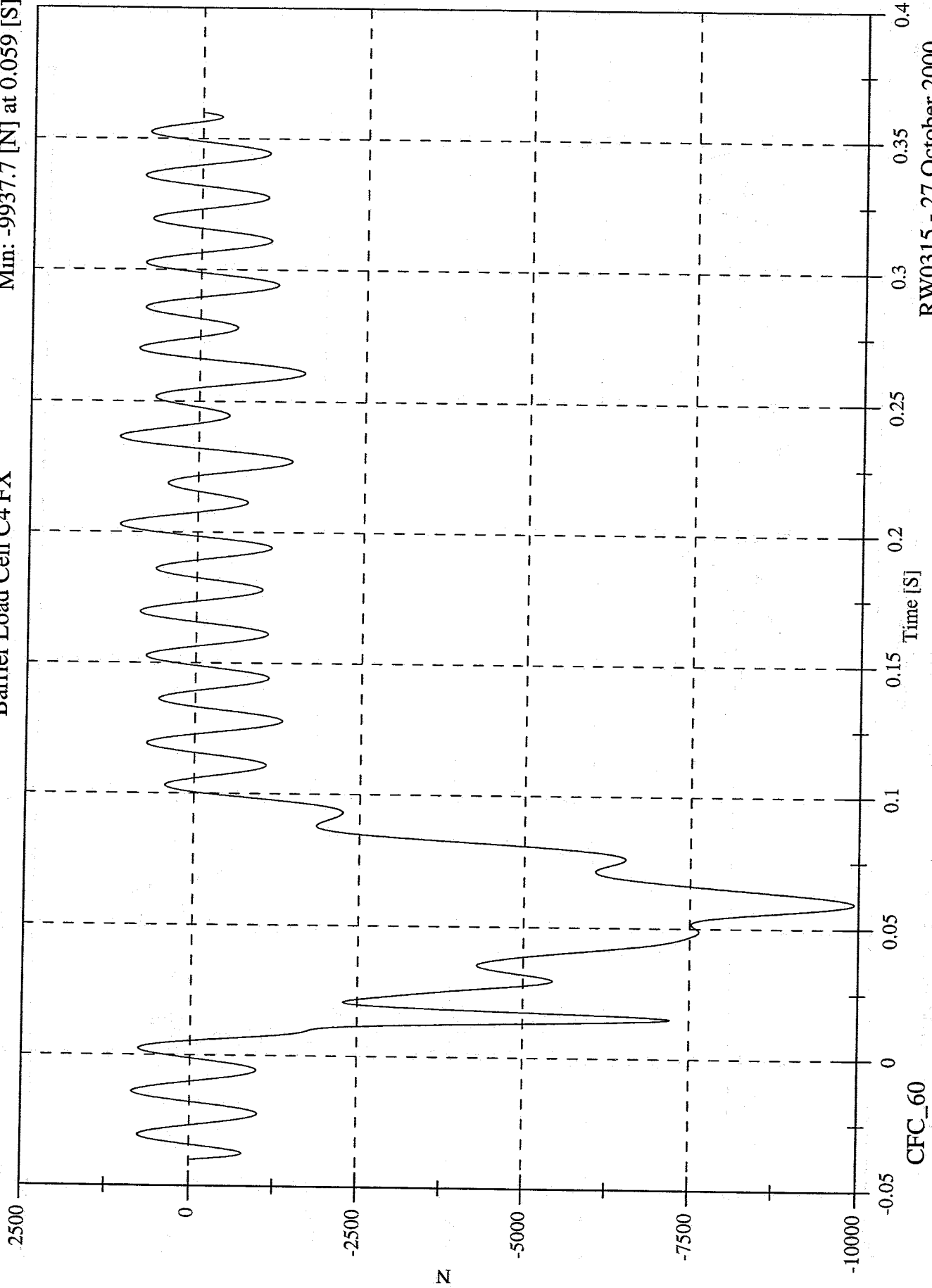


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell C4 FX

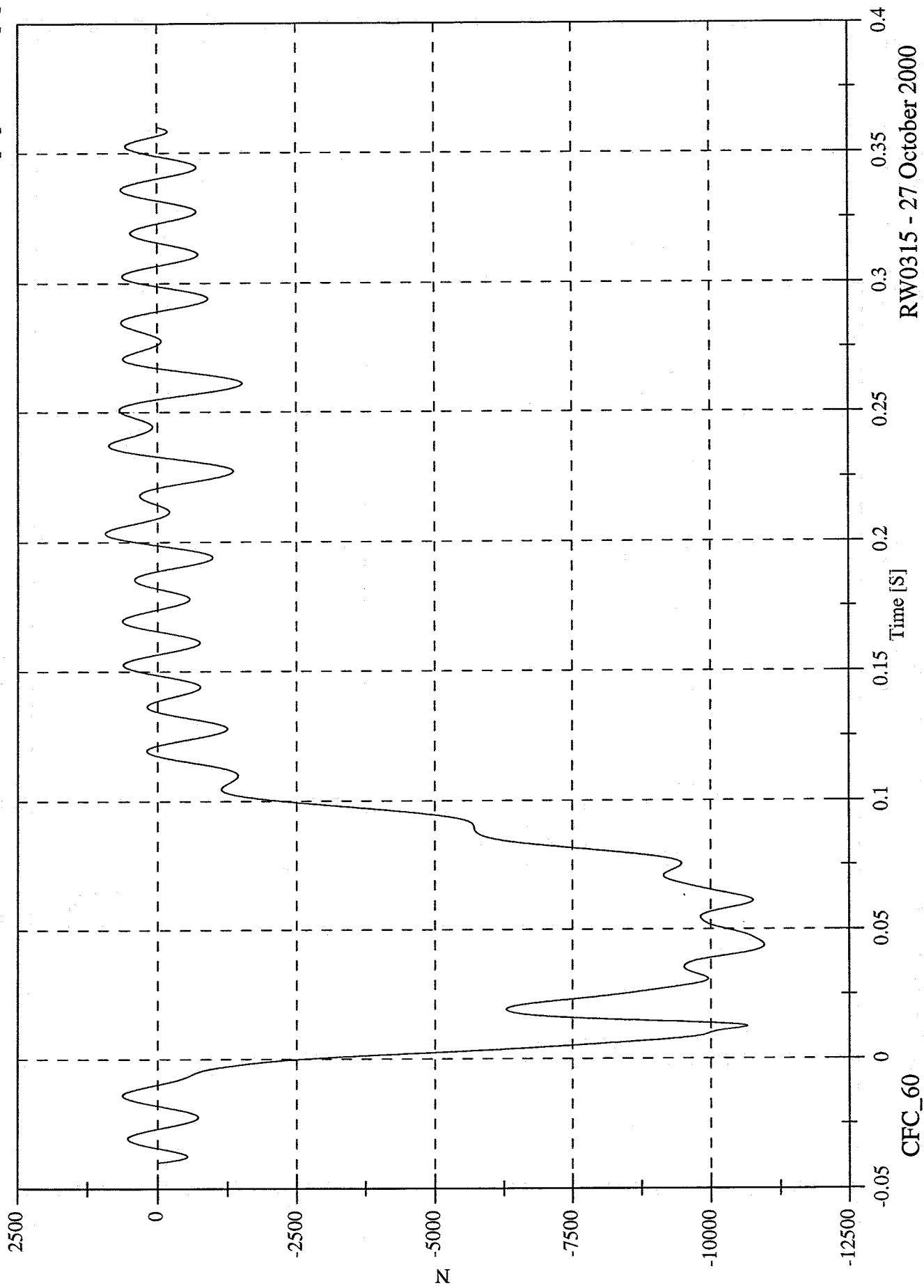
Max: 1172.9 [N] at 0.236 [S]  
Min: -9937.7 [N] at 0.059 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C5 FX

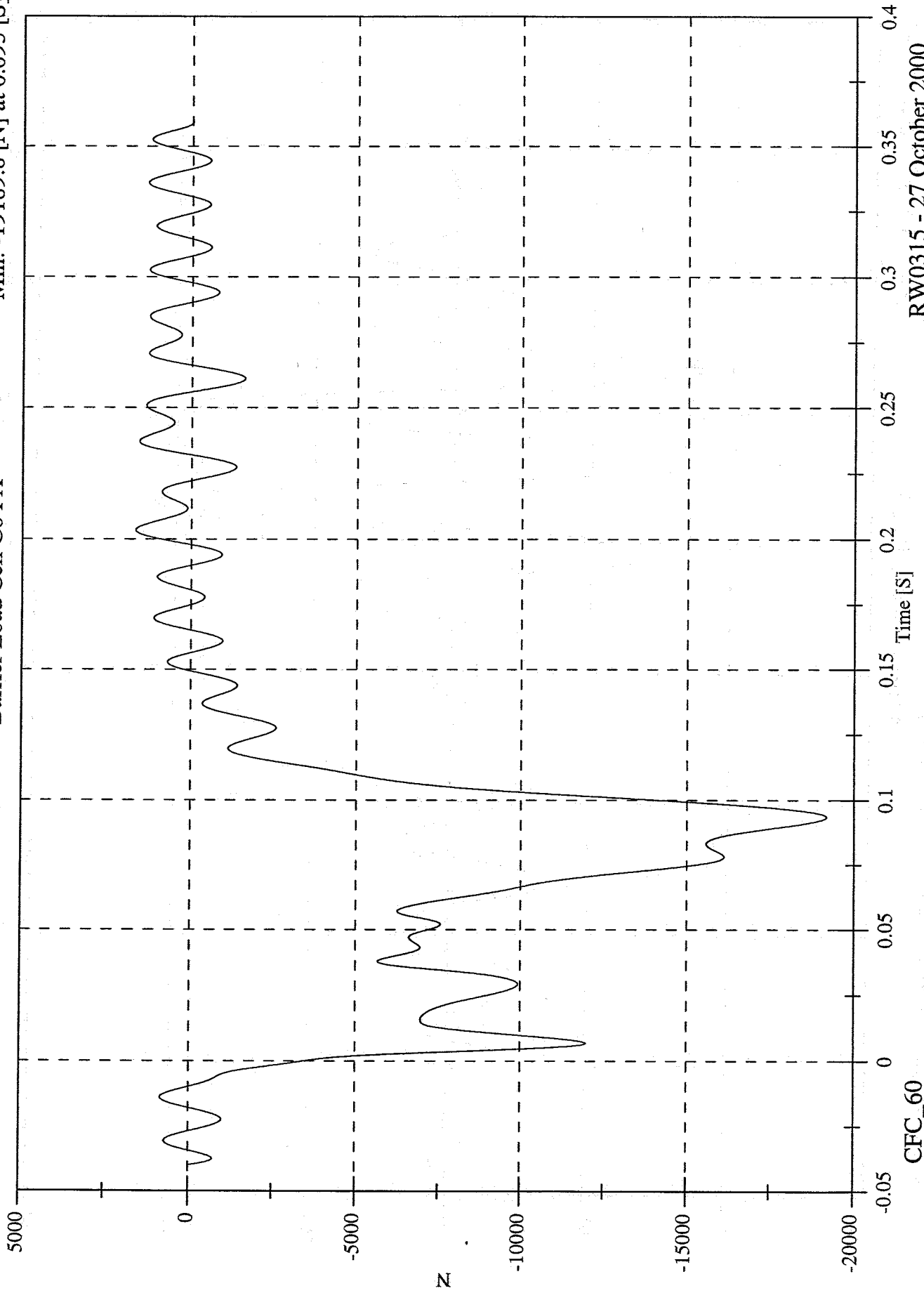
Max: 924.2 [N] at 0.203 [S]  
Min: -10962.2 [N] at 0.044 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell C6 FX

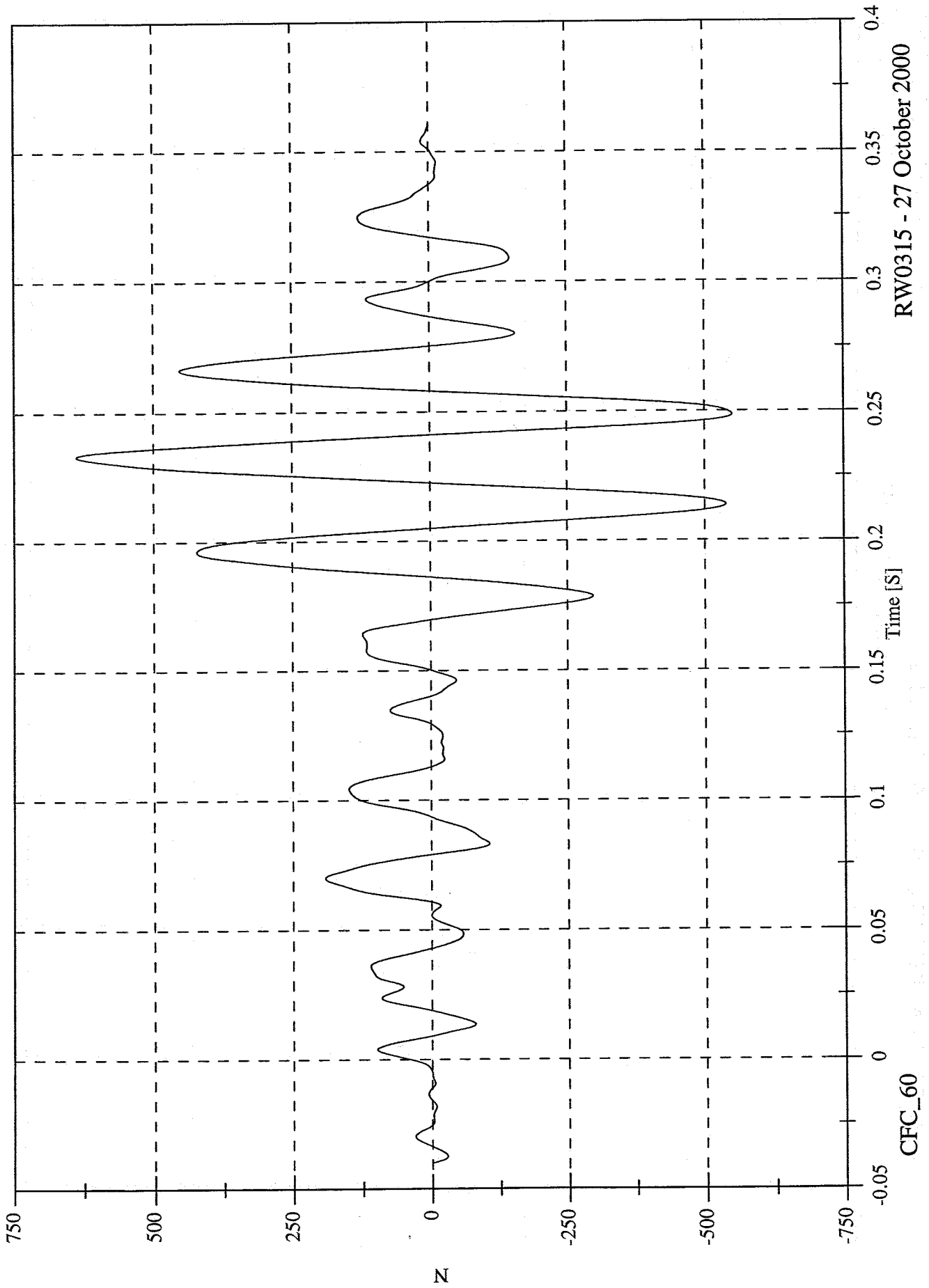
Max: 1660.4 [N] at 0.203 [S]  
Min: -19189.8 [N] at 0.093 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell B1 FY

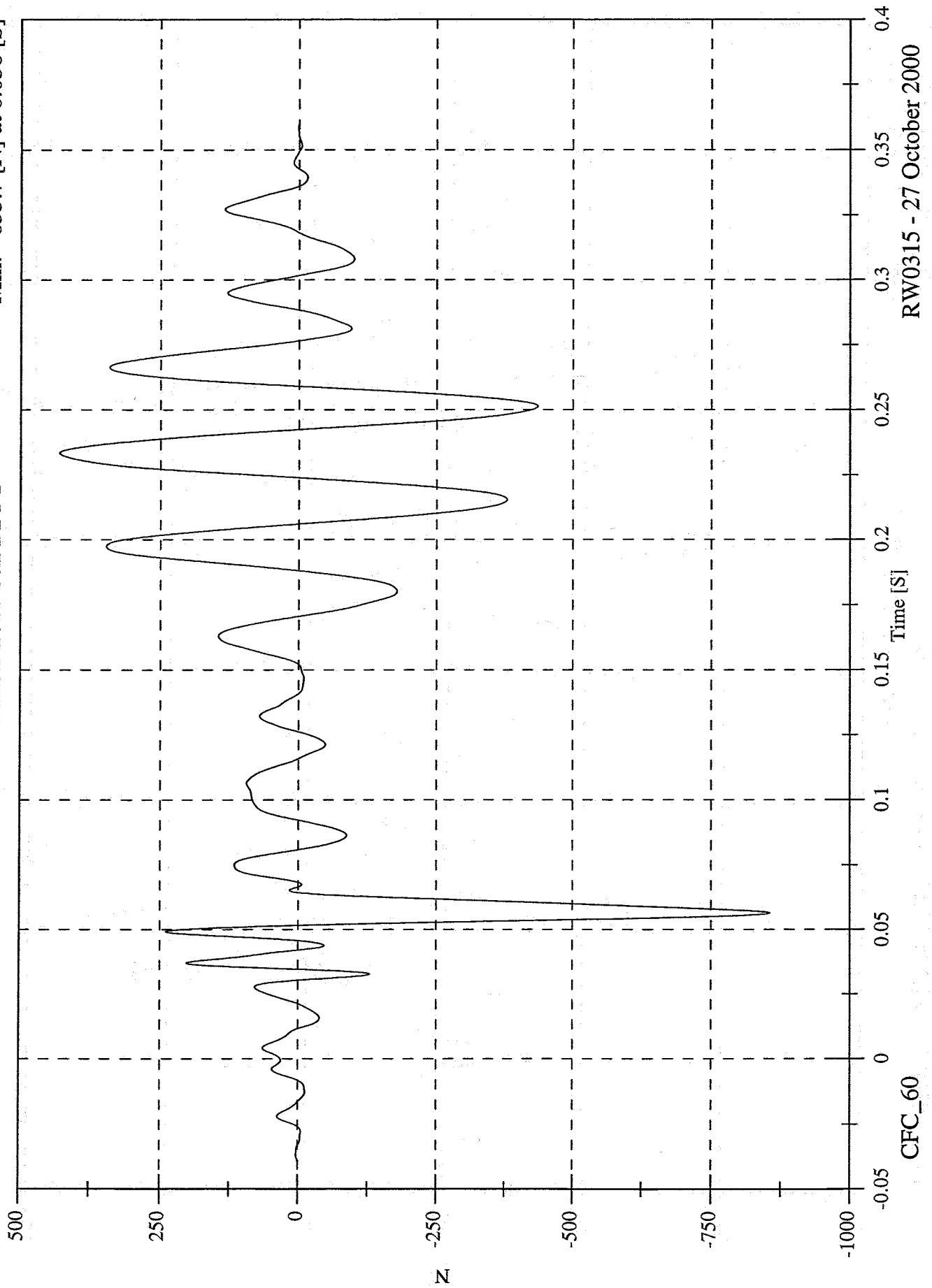
Max: 638.2 [N] at 0.233 [S]  
Min: -550.0 [N] at 0.248 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell B2 FY

Max: 429.1 [N] at 0.233 [S]  
Min: -855.7 [N] at 0.056 [S]

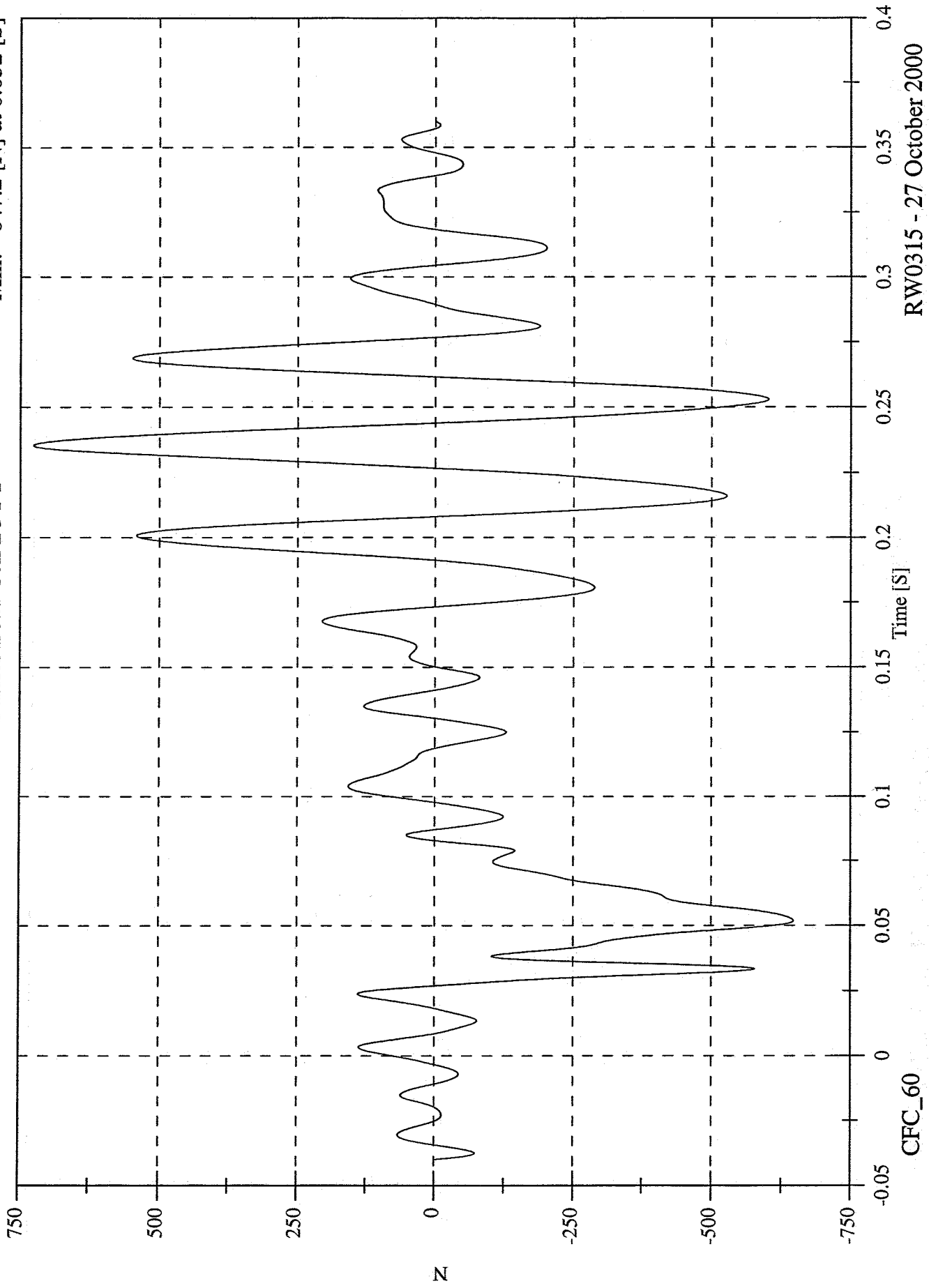


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell B3 FY

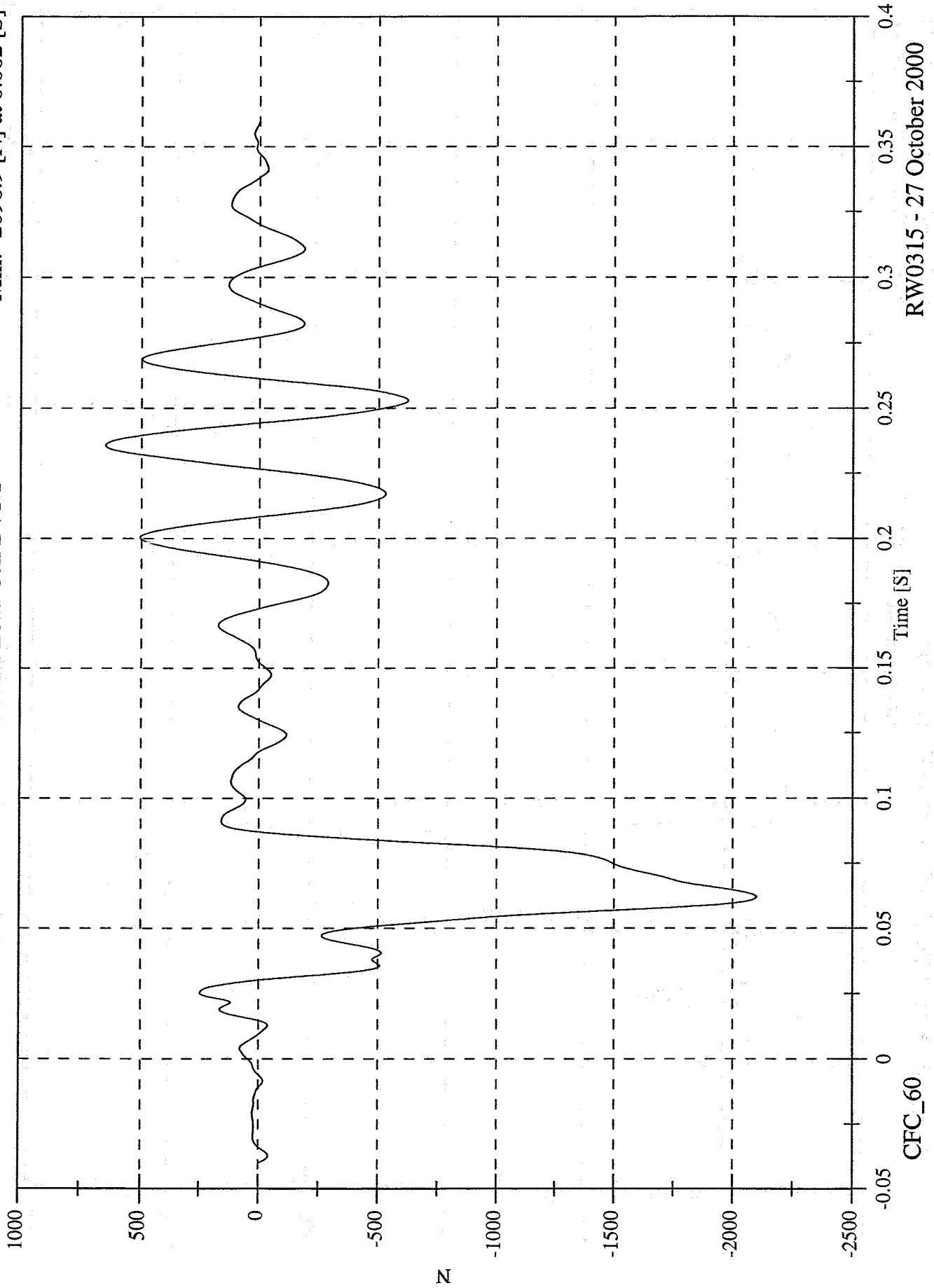
Max: 726.0 [N] at 0.235 [S]  
Min: -647.2 [N] at 0.052 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell B4 FY

Max: 649.6 [N] at 0.236 [S]  
Min: -2098.9 [N] at 0.062 [S]

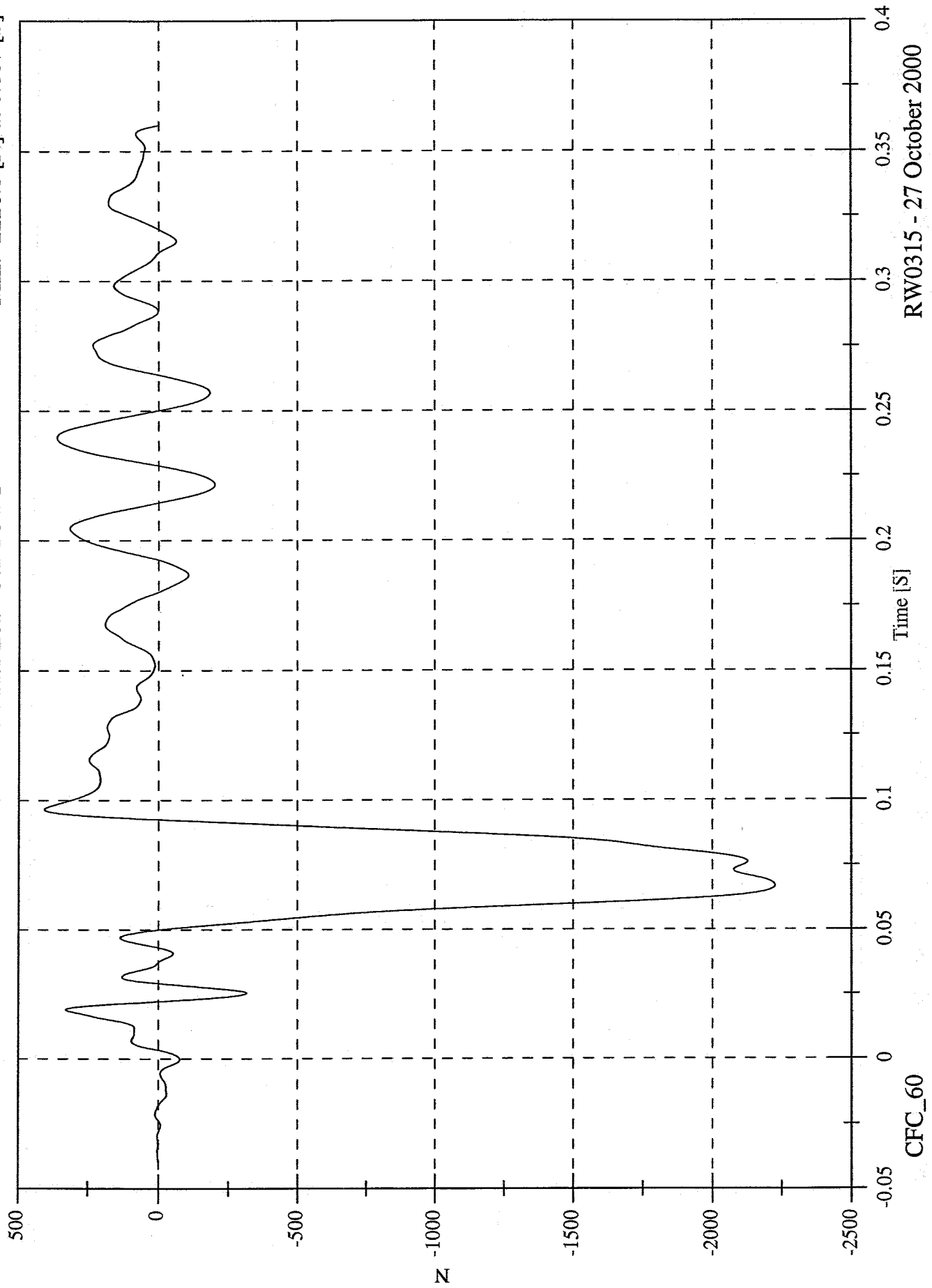


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell B5 FY

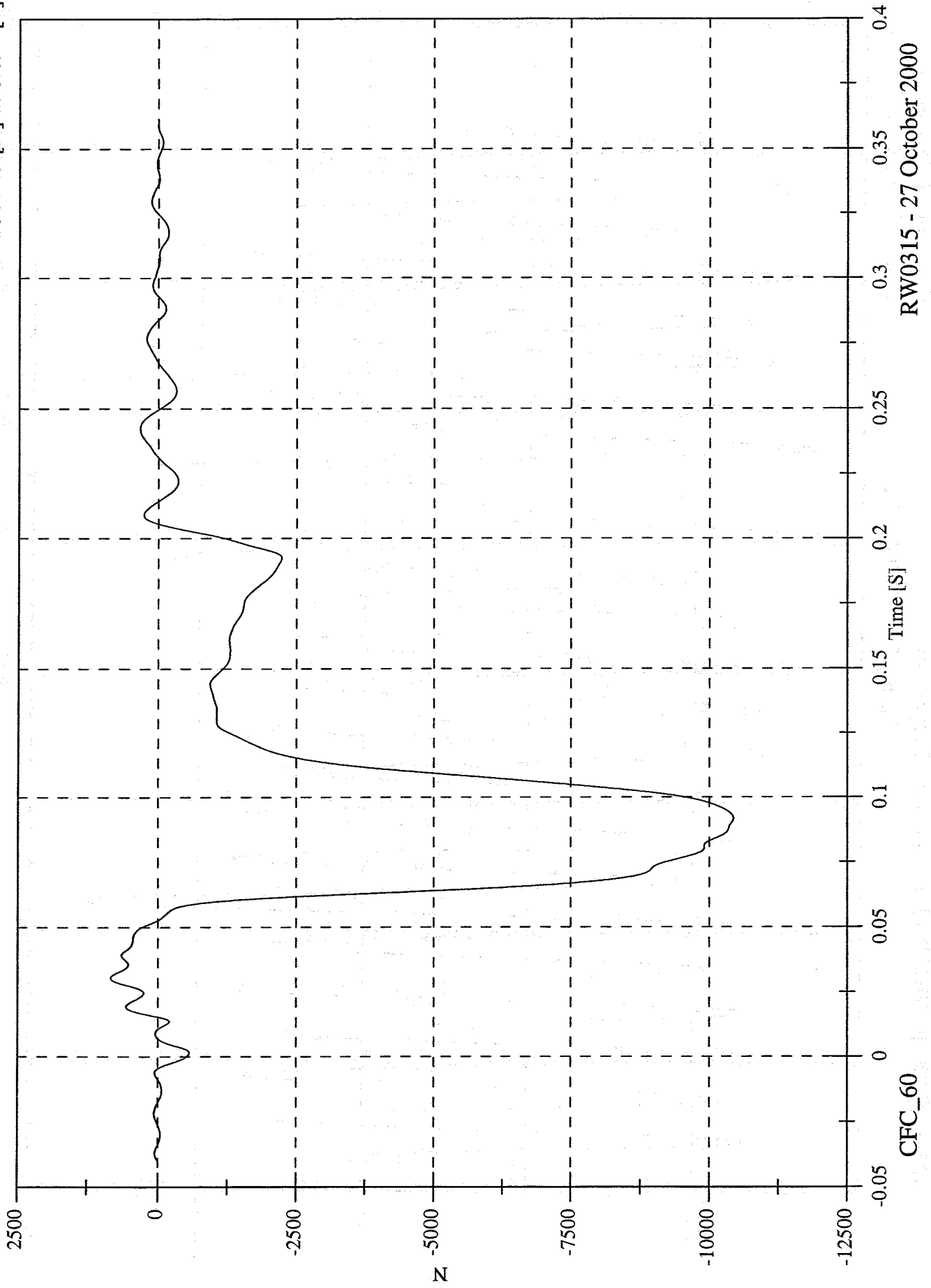
Max: 405.8 [N] at 0.096 [S]  
Min: -2226.8 [N] at 0.067 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell B6 FY

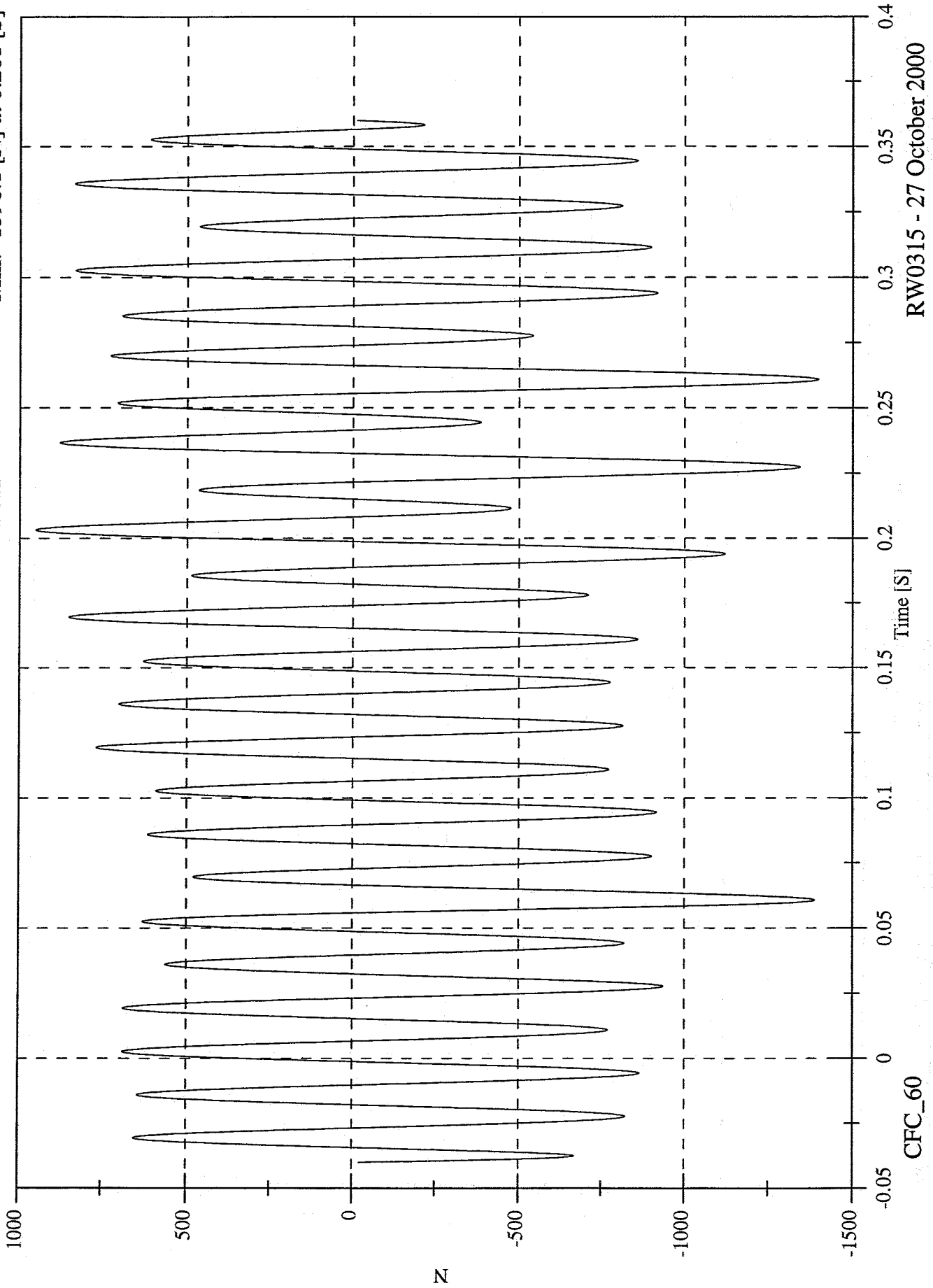
Max: 820.7 [N] at 0.030 [S]  
Min: -10444.3 [N] at 0.092 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell B1 FX

Max: 949.8 [N] at 0.203 [S]  
Min: -1398.1 [N] at 0.261 [S]



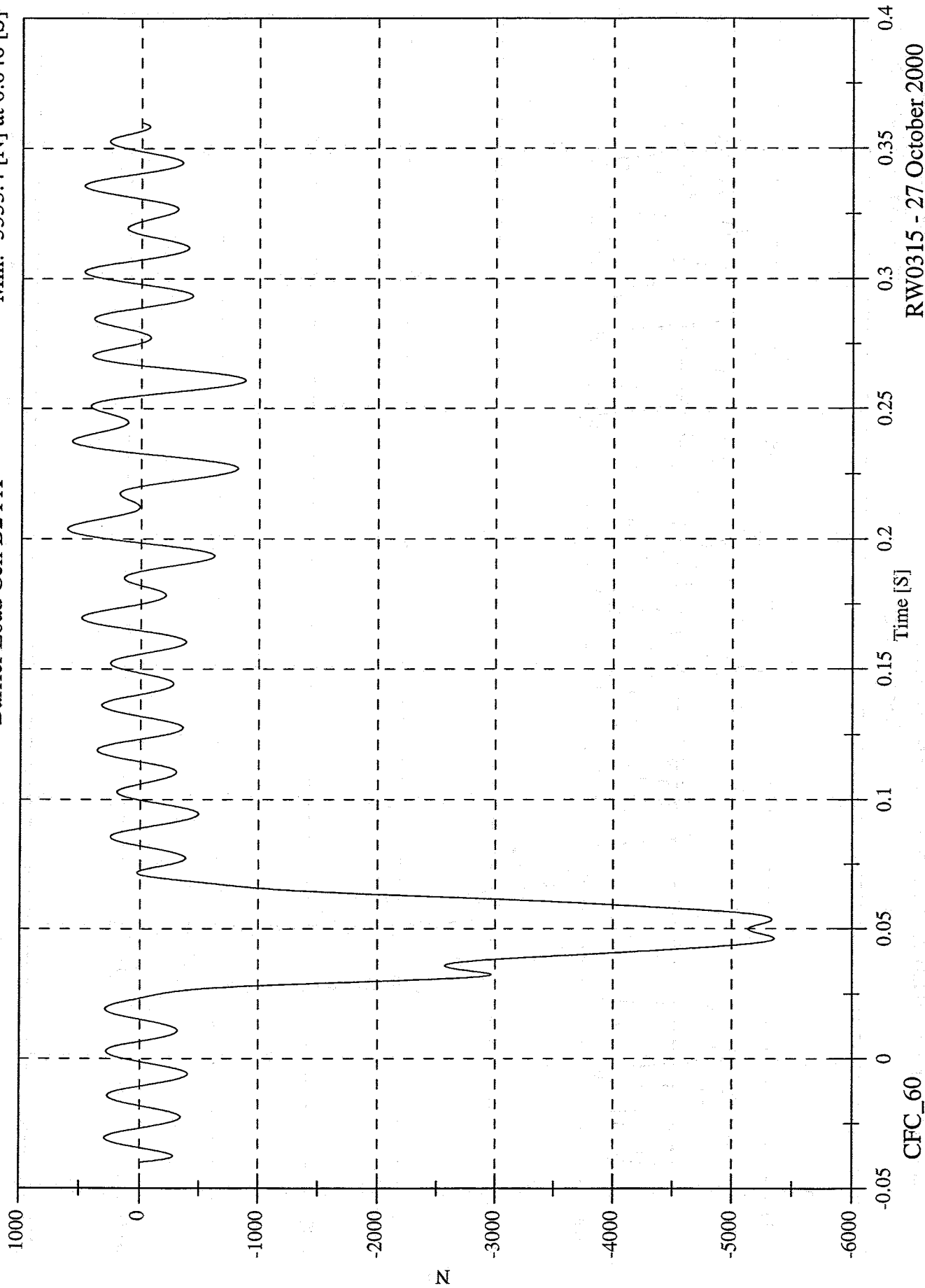
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell B2 FX

Max: 613.8 [N] at 0.204 [S]

Min: -5353.4 [N] at 0.046 [S]



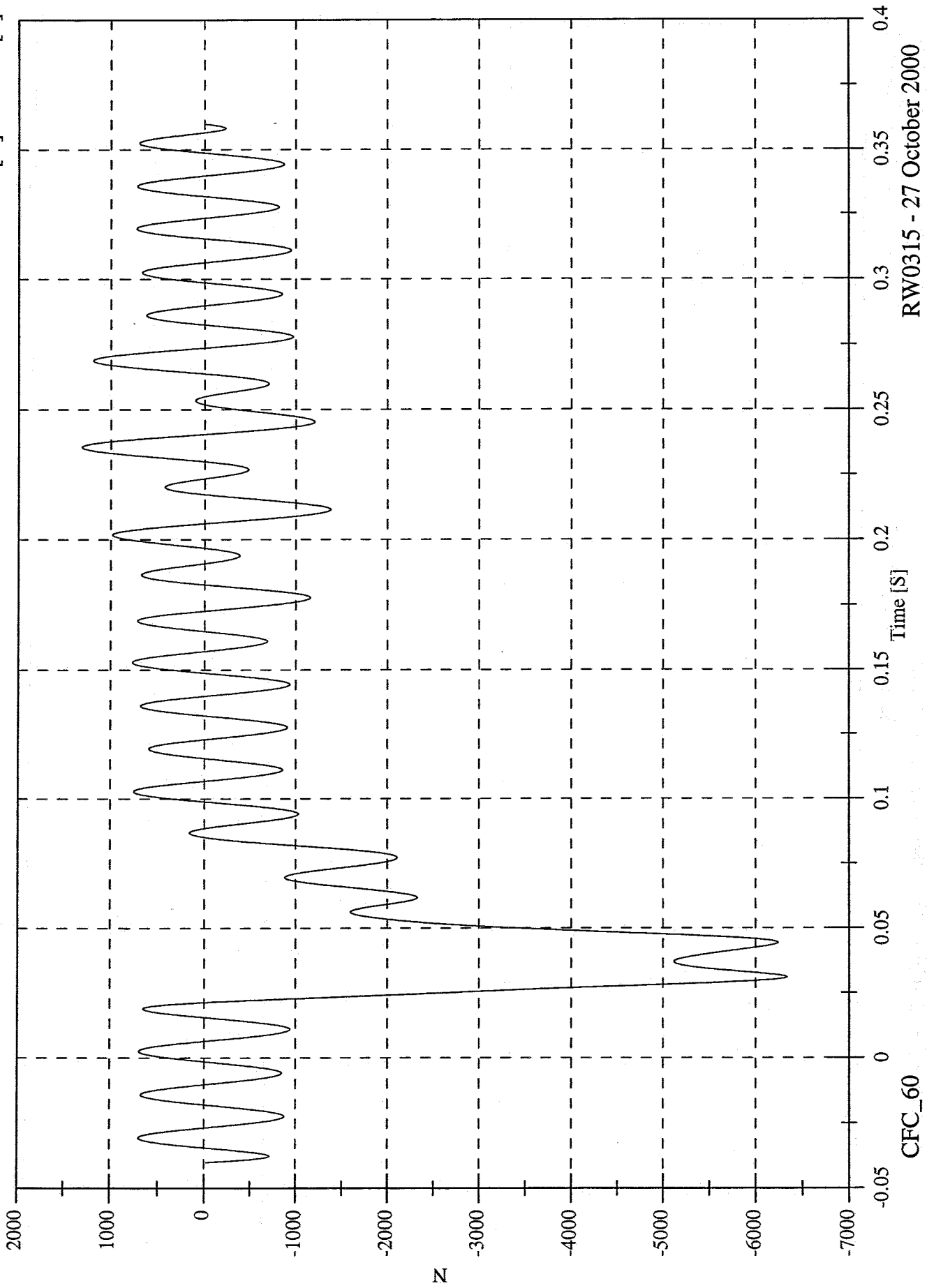
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell B3 FX

Max: 1308.5 [N] at 0.235 [S]

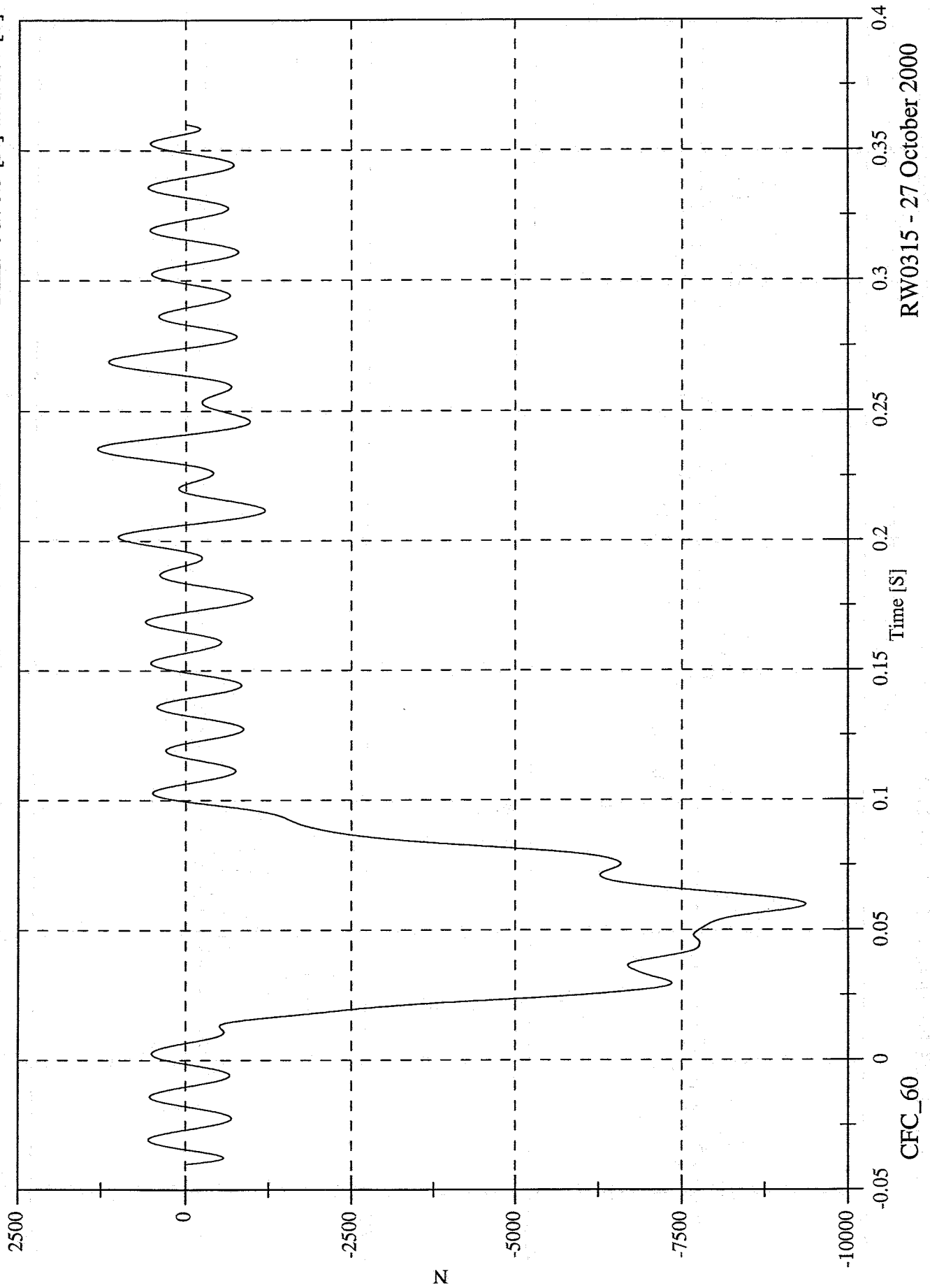
Min: -6333.4 [N] at 0.031 [S]



RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell B4 FX

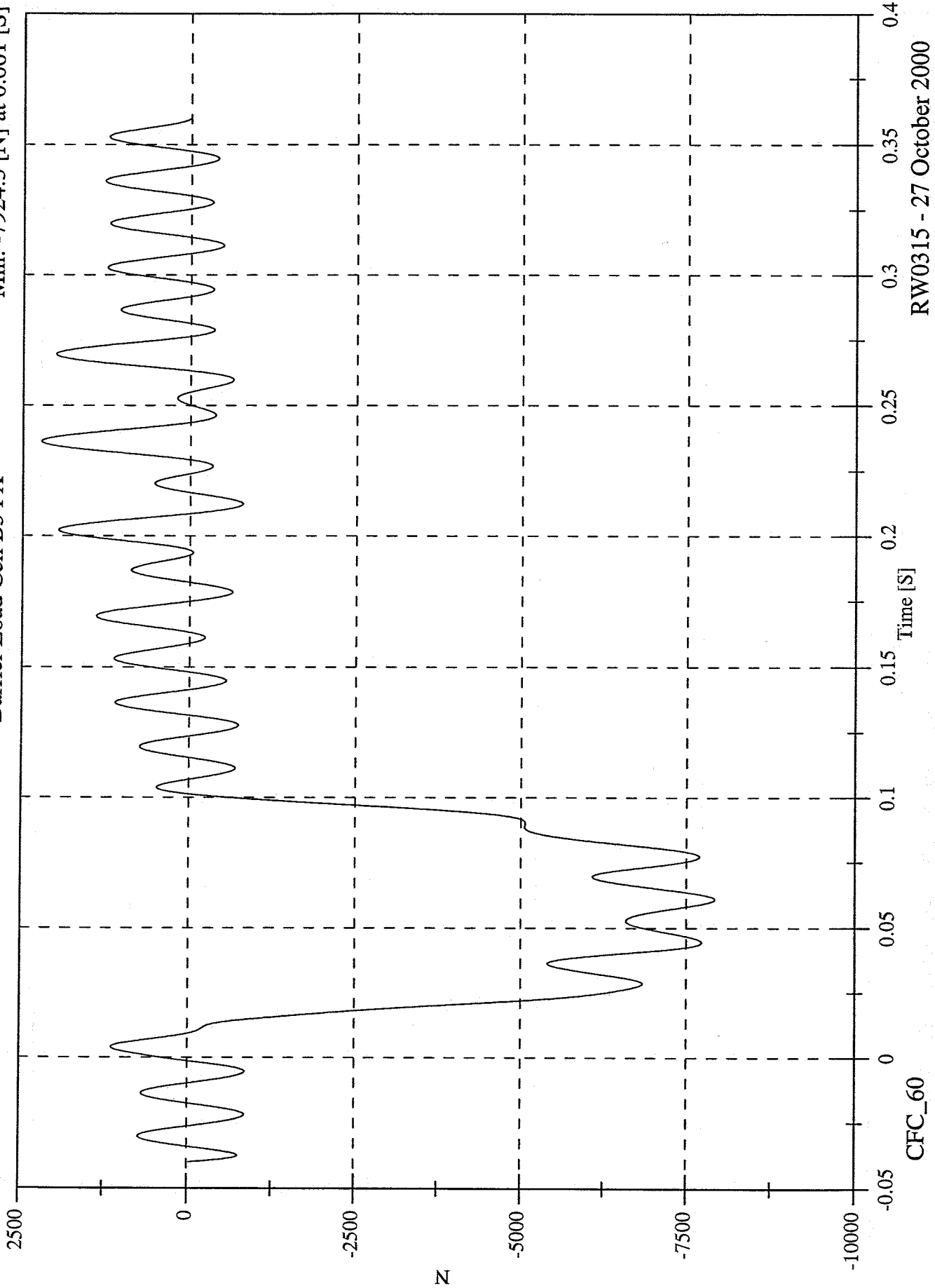
Max: 1320.9 [N] at 0.236 [S]  
Min: -9370.5 [N] at 0.060 [S]



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Max: 2215.6 [N] at 0.236 [S]  
Min: -7924.3 [N] at 0.061 [S]

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell B5 FX

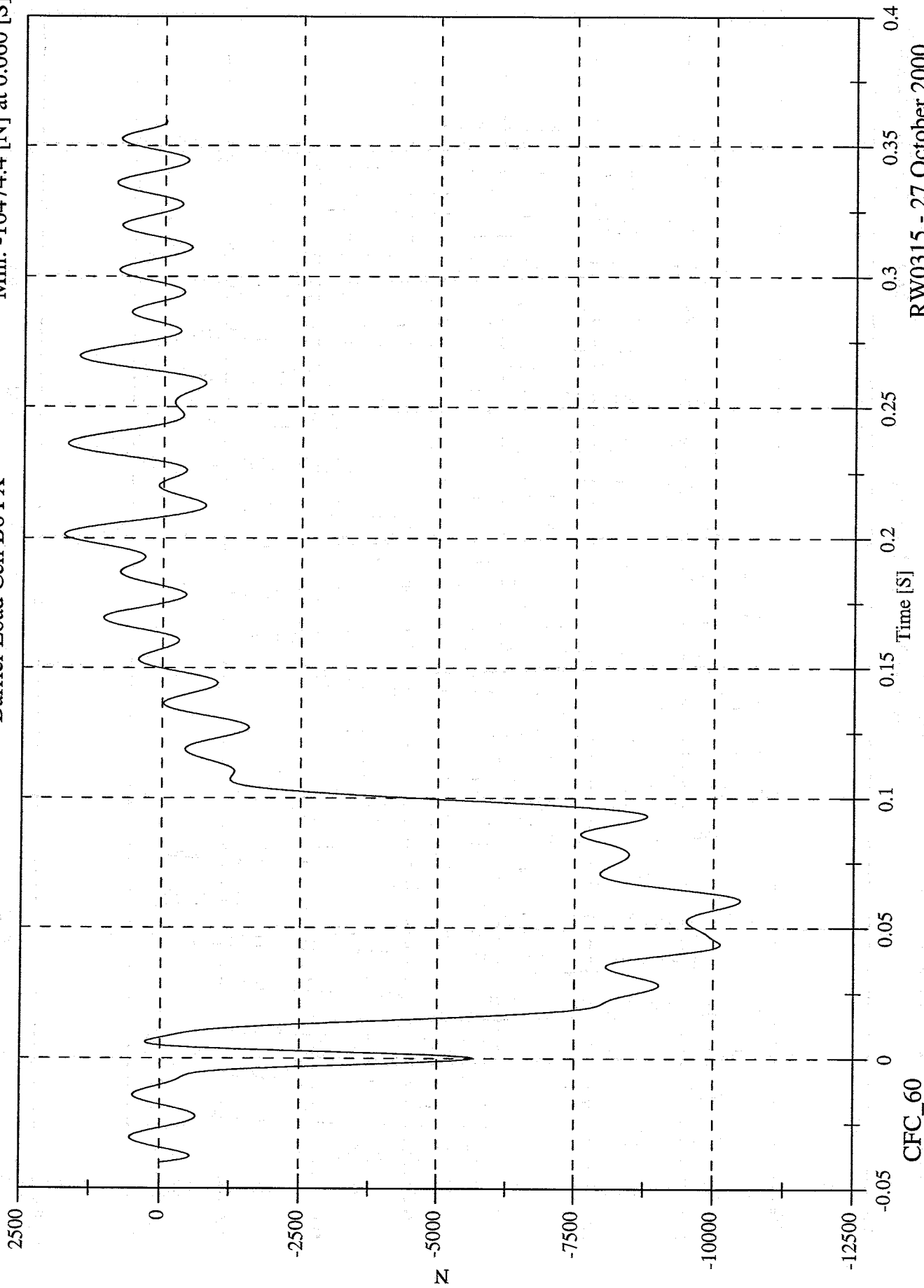


RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell B6 FX

Max: 1762.2 [N] at 0.201 [S]  
Min: -10474.4 [N] at 0.060 [S]



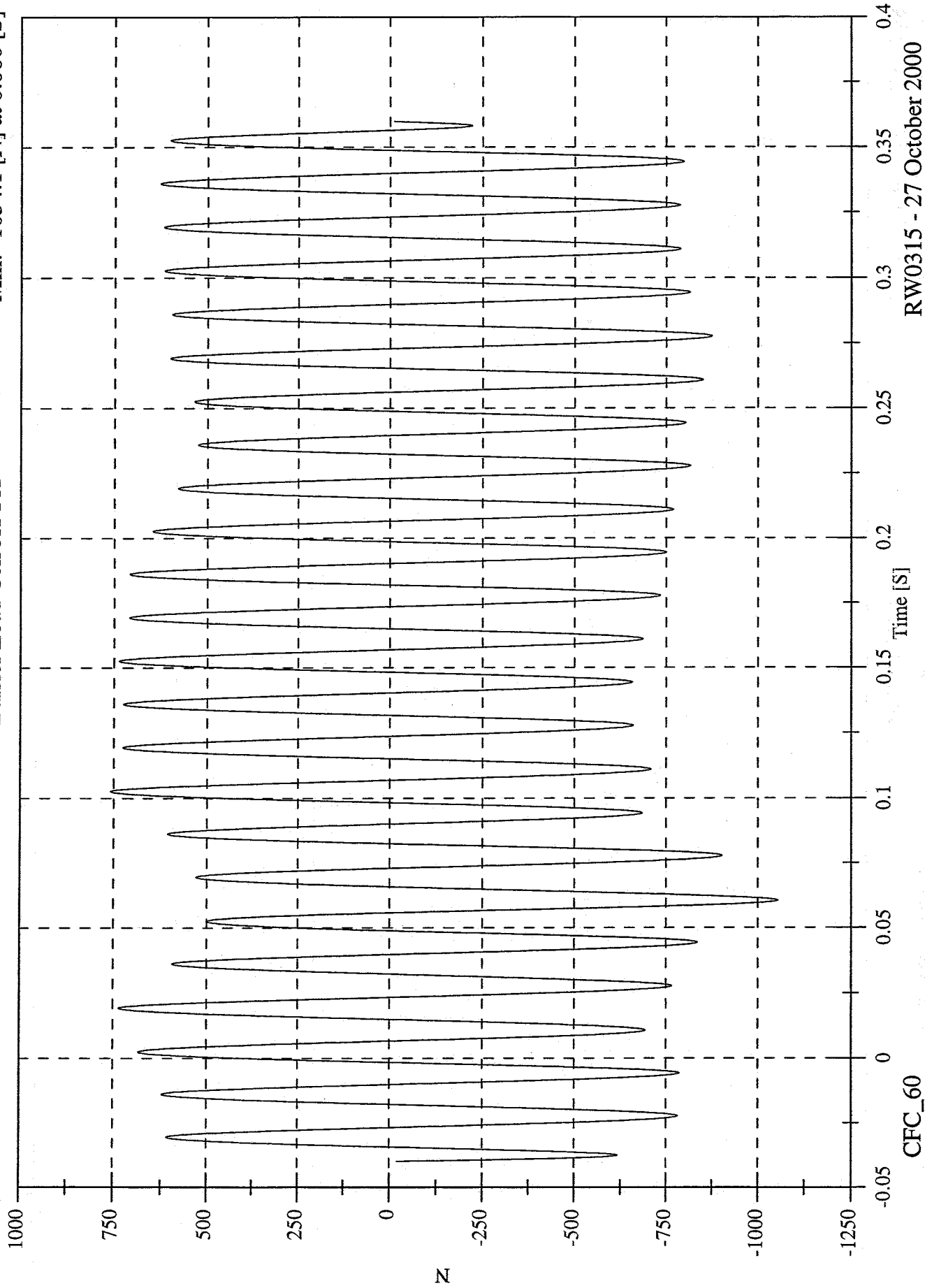
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell A1 FX

Max: 757.4 [N] at 0.103 [S]

Min: -1054.1 [N] at 0.060 [S]

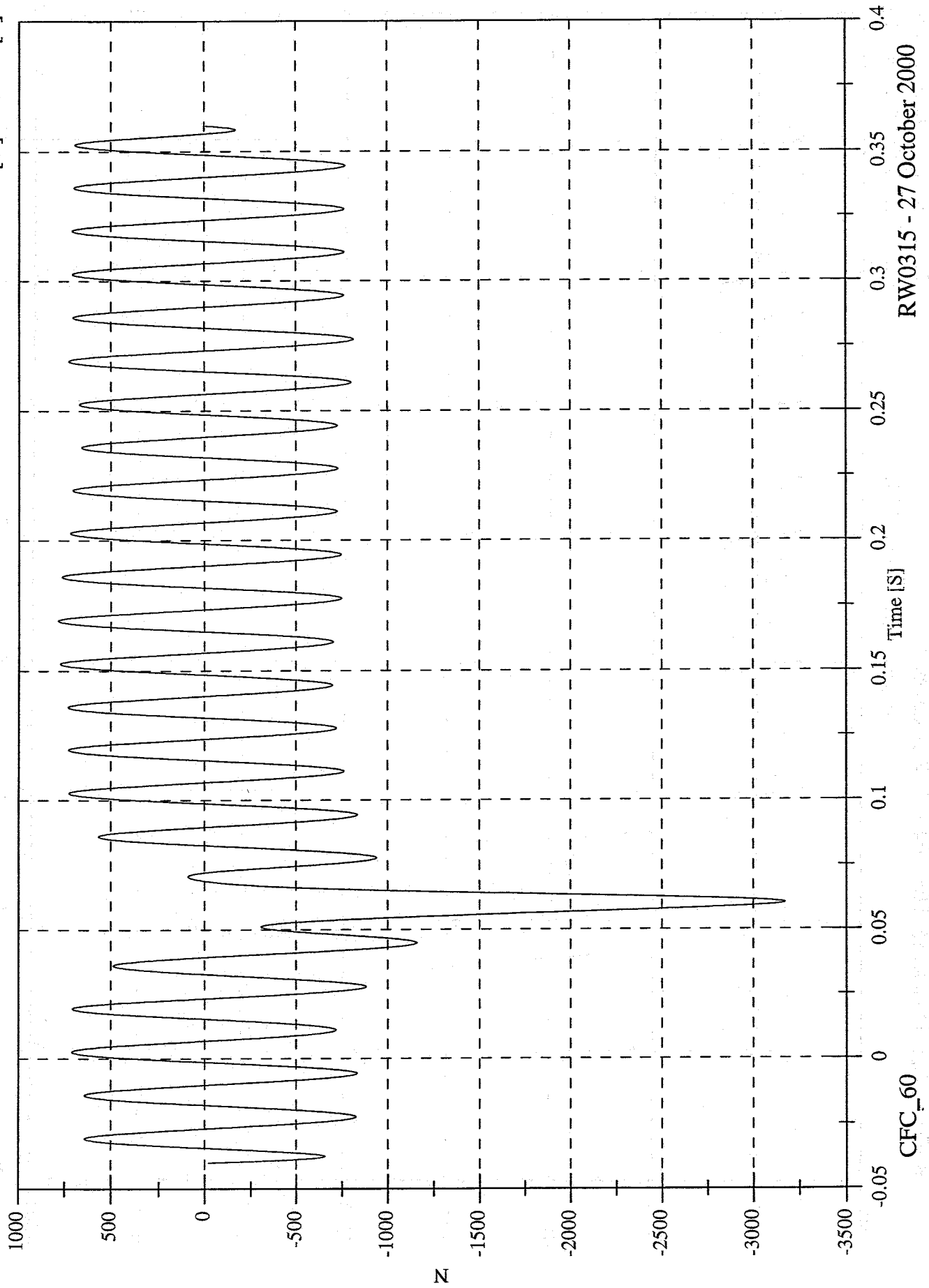


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40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Max: 784.8 [N] at 0.169 [S]  
Min: -3171.7 [N] at 0.060 [S]

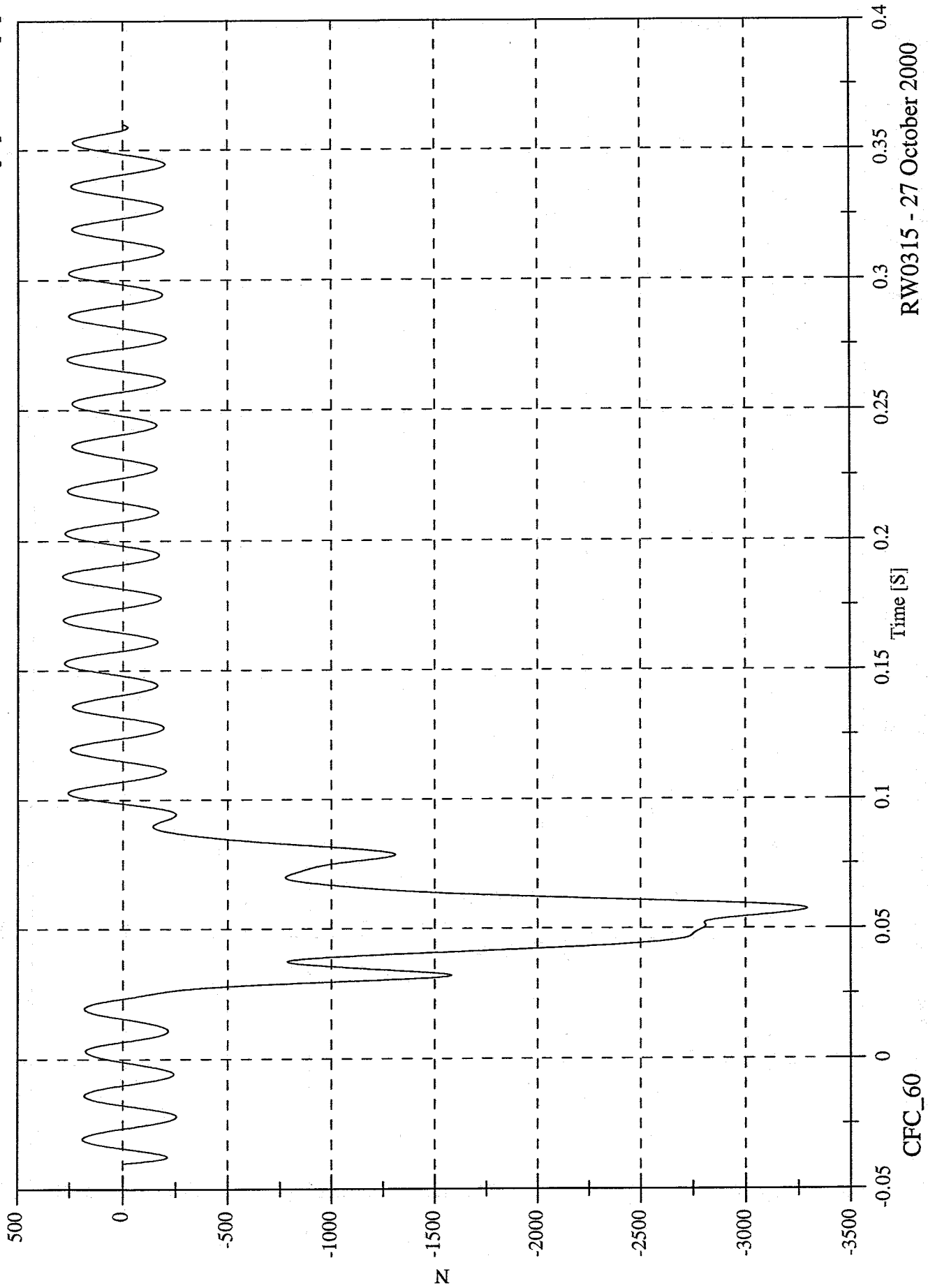
Barrier Load Cell A2 FX



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Max: 286.1 [N] at 0.186 [S]  
Min: -3290.9 [N] at 0.057 [S]

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon  
Barrier Load Cell A3 FX



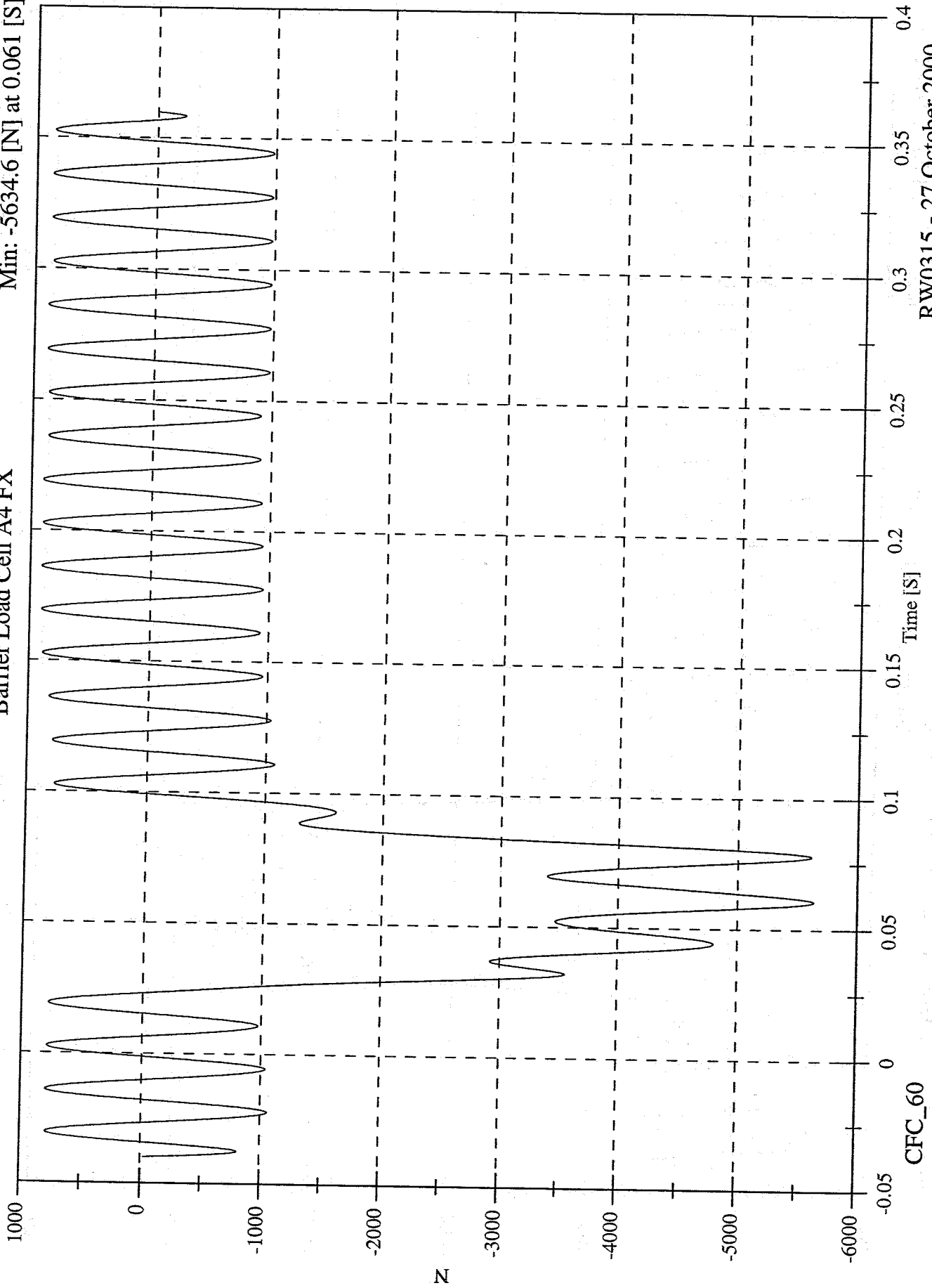
RW0315 - 27 October 2000

CFC\_60

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell A4 FX

Max: 899.8 [N] at 0.186 [S]  
Min: -5634.6 [N] at 0.061 [S]



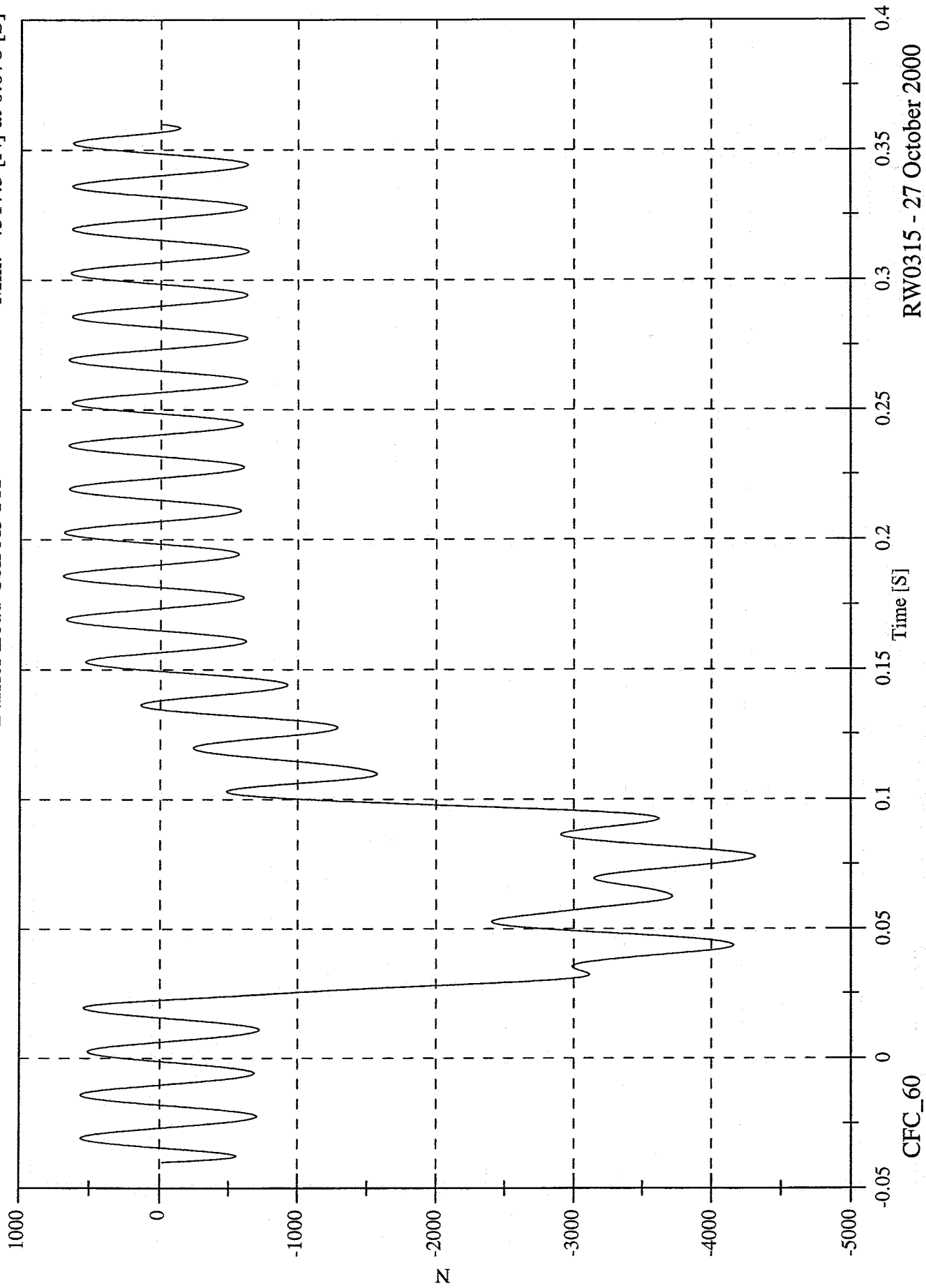
RW0315 - 27 October 2000

40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell A5 FX

Max: 693.1 [N] at 0.186 [S]

Min: -4317.3 [N] at 0.078 [S]



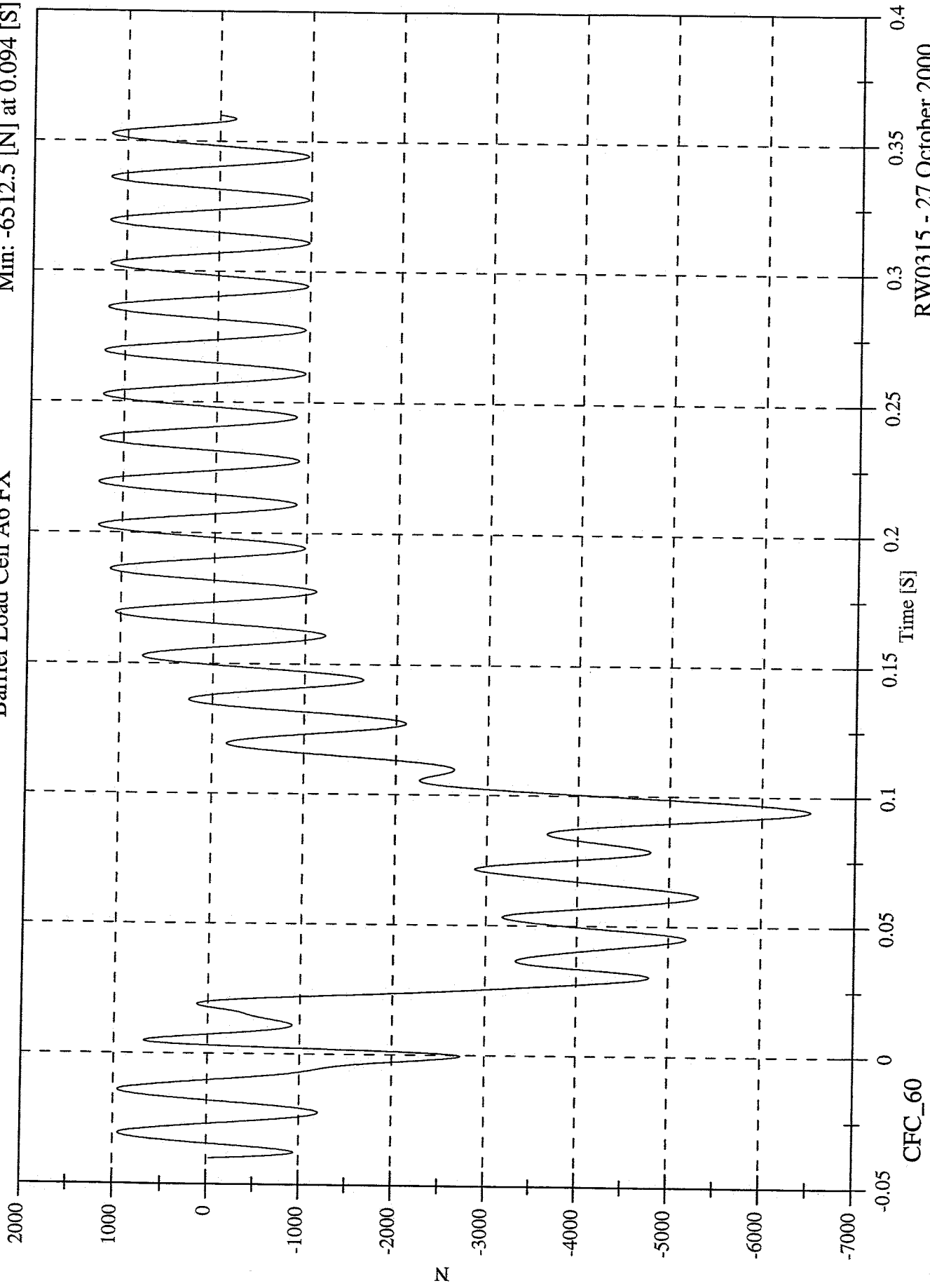
RW0315 - 27 October 2000

CFC\_60

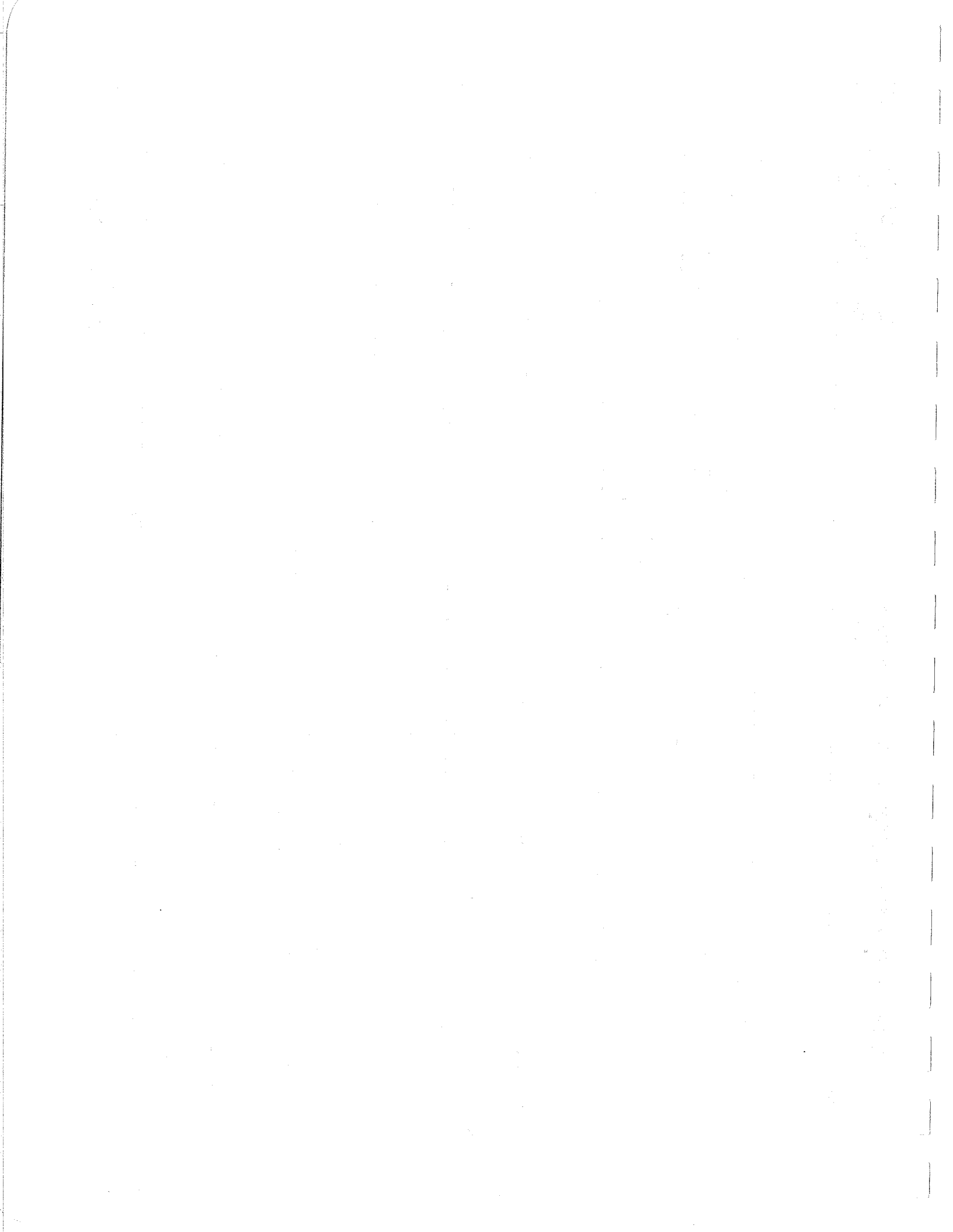
40% OFFSET BARRIER TEST #4 - 1998 Dodge Neon

Barrier Load Cell A6 FX

Max: 1260.2 [N] at 0.219 [S]  
Min: -6512.5 [N] at 0.094 [S]



RW0315 - 27 October 2000



**APPENDIX C**

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

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

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

Dummy serial numbers and certification dates are:

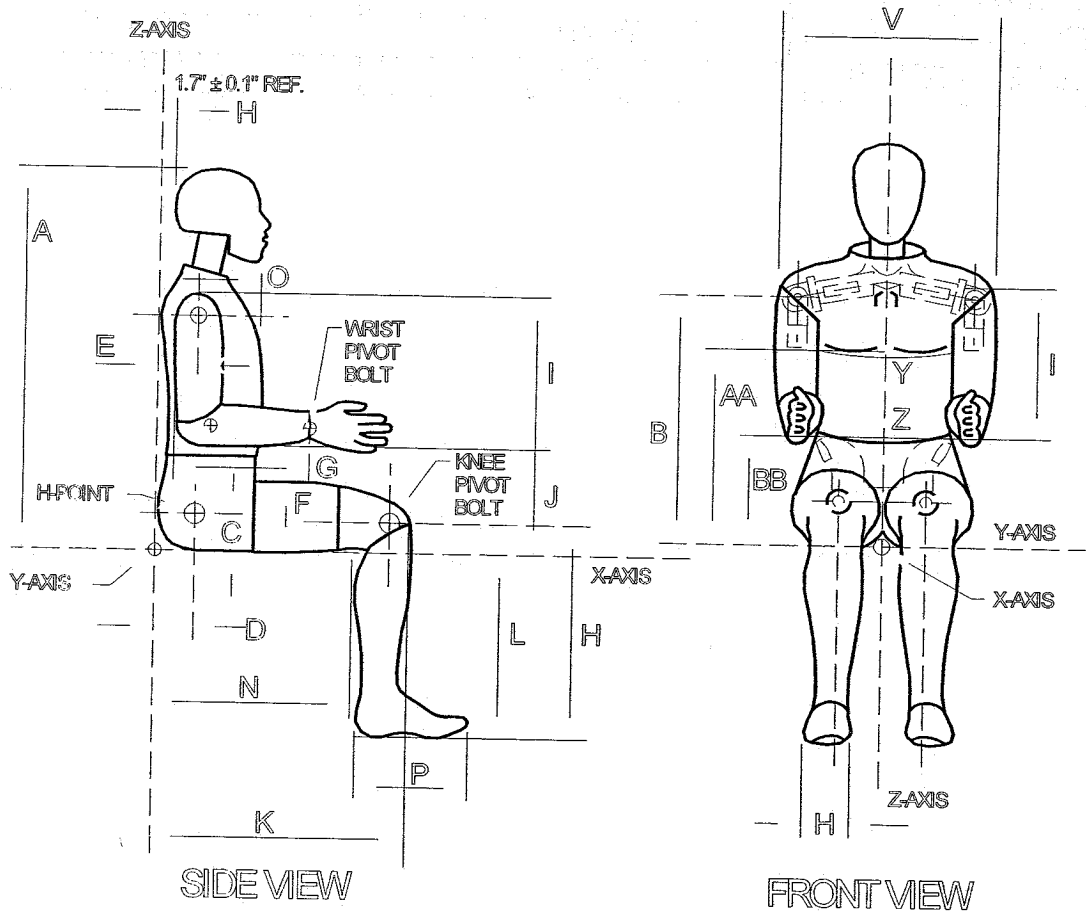
<u>Position No./Location</u>	<u>Serial No.</u>	<u>Completion Date</u>
#1/Driver	202	10/6/00
#2/Right Front Passenger	206	10/6/00

#### Electronic Test Equipment

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

# DUMMY CONFIGURATION DIMENSIONS

## EXTERNAL DIMENSIONS SPECIFICATIONS



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

PART 572E  
HEAD DROP TEST

Dummy Serial Number 202  
Sequential Test Number 1  
Date 10-4-2000  
Workfile 202100.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71
Relative Humidity	10% - 70%	31
Peak Resultant Acceleration	225-275 G's	243.08
Peak Lateral Acceleration	15 G's Max	2.56
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
NECK FLEXION TEST

Dummy Serial Number      202  
 Sequential Test Number      1  
 Date                              10-5-2000  
 Workfile                        202100.nfl

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	31
Impact Velocity		22.60 - 23.40 Ft/s	23.32
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	25.33
	20 ms	17.60 - 22.60 G's	21.08
	30 ms	12.50 - 18.50 G's	12.66
Max Pendulum G's Above 30 ms		29 G's Max	12.66
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	41.12
D Plane Rotation	Max	64 - 78 Deg	75.60
	Time	57 - 64 ms	57.00
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	79.69
	Time	47 - 58 ms	55.00
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	126.25
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	98.75

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
NECK EXTENSION TEST

Dummy Serial Number            202  
 Sequential Test Number        1  
 Date                                10-6-2000  
 Workfile                         202100.nex

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	31
Impact Velocity		19.50 - 20.30 Ft/s	20.14
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.40
	20 ms	14.00 - 19.00 G's	16.62
	30 ms	11.00 - 16.00 G's	13.64
Max Pendulum G's Above 30 ms		22 G's Max	13.64
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	44.75
D Plane Rotation	Max	81 - 106 Deg	97.44
	Time	72 - 82 ms	72.25
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-58.35
	Time	65 - 79 ms	67.75
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	147.12
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	137.62

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number 202  
Sequential Test Number 1  
Date 10-6-2000  
Workfile 202100.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70
Relative Humidity	10% - 70%	31
Pendulum Velocity	21.6 - 22.4 Ft/s	21.6
Maximum Deflection	2.50 - 2.86 in	2.70
Maximum Resistive Force	1160 - 1325 Lbs	1185.46
Internal Hysteresis	69 - 85 %	75.60

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
KNEE IMPACT TEST

Dummy Serial Number 202  
Sequential Test Number 1  
Date 10-5-2000  
Workfile 202100.lf/202100.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
<b>LEFT KNEE</b>		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1241.41
<b>RIGHT KNEE</b>		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1258.87

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number            202  
 Sequential Test Number         1  
 Date                                    10-6-2000

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			31
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.1
Waist Circumference	Z	32.9 - 34.1 in	33.4
Chest Depth	O	8.4 - 9.0 in	8.5
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.1
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.6
Popliteal Height	L	16.9 - 17.9 in	17.2
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.2
Foot Breadth	W	3.6 - 4.2 in	3.9
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.7
Shoulder Breadth	V	16.6 - 17.2 in	16.9
Shoulder Pivot Height	B	19.9 - 20.5 in	20.3
Elbow Rest Height	J	7.5 - 8.3 in	7.9
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.2
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
HEAD DROP TEST

Dummy Serial Number 206  
Sequential Test Number 1  
Date 10-4-2000  
Workfile 206100.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71
Relative Humidity	10% - 70%	31
Peak Resultant Acceleration	225-275 G's	234.33
Peak Lateral Acceleration	15 G's Max	3.00
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
NECK FLEXION TEST

Dummy Serial Number            206  
 Sequential Test Number        1  
 Date                                10-5-2000  
 Workfile                         206100.nfl

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	30
Impact Velocity		22.60 - 23.40 Ft/s	23.13
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	25.42
	20 ms	17.60 - 22.60 G's	21.39
	30 ms	12.50 - 18.50 G's	15.47
Max Pendulum G's Above 30 ms		29 G's Max	15.47
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	37.88
D Plane Rotation	Max	64 - 78 Deg	75.45
	Time	57 - 64 ms	61.50
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	74.23
	Time	47 - 58 ms	53.25
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	121.38
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	101.62

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
NECK EXTENSION TEST

Dummy Serial Number            206  
 Sequential Test Number         1  
 Date                                 10-5-2000  
 Workfile                            206100.nex

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	30
Impact Velocity		19.50 - 20.30 Ft/s	20.14
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.07
	20 ms	14.00 - 19.00 G's	15.89
	30 ms	11.00 - 16.00 G's	13.58
Max Pendulum G's Above 30 ms		22 G's Max	13.58
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	46.00
D Plane Rotation	Max	81 - 106 Deg	86.06
	Time	72 - 82 ms	74.75
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-55.20
	Time	65 - 79 ms	66.12
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	148.75
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	139.75

Remarks:

Laboratory Technician:     B. Swiecicki

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number 206  
Sequential Test Number 1  
Date 10-5-2000  
Workfile 206100.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70
Relative Humidity	10% - 70%	30
Pendulum Velocity	21.6 - 22.4 Ft/s	21.6
Maximum Deflection	2.50 - 2.86 in	2.68
Maximum Resistive Force	1160 - 1325 Lbs	1190.34
Internal Hysteresis	69 - 85 %	75.95

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
KNEE IMPACT TEST

Dummy Serial Number 206  
Sequential Test Number 1  
Date 10-6-2000  
Workfile 206100.lf/206100.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
<b>LEFT KNEE</b>		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1223.64
<b>RIGHT KNEE</b>		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	31
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1223.50

Remarks:

Laboratory Technician: B. Swiecicki

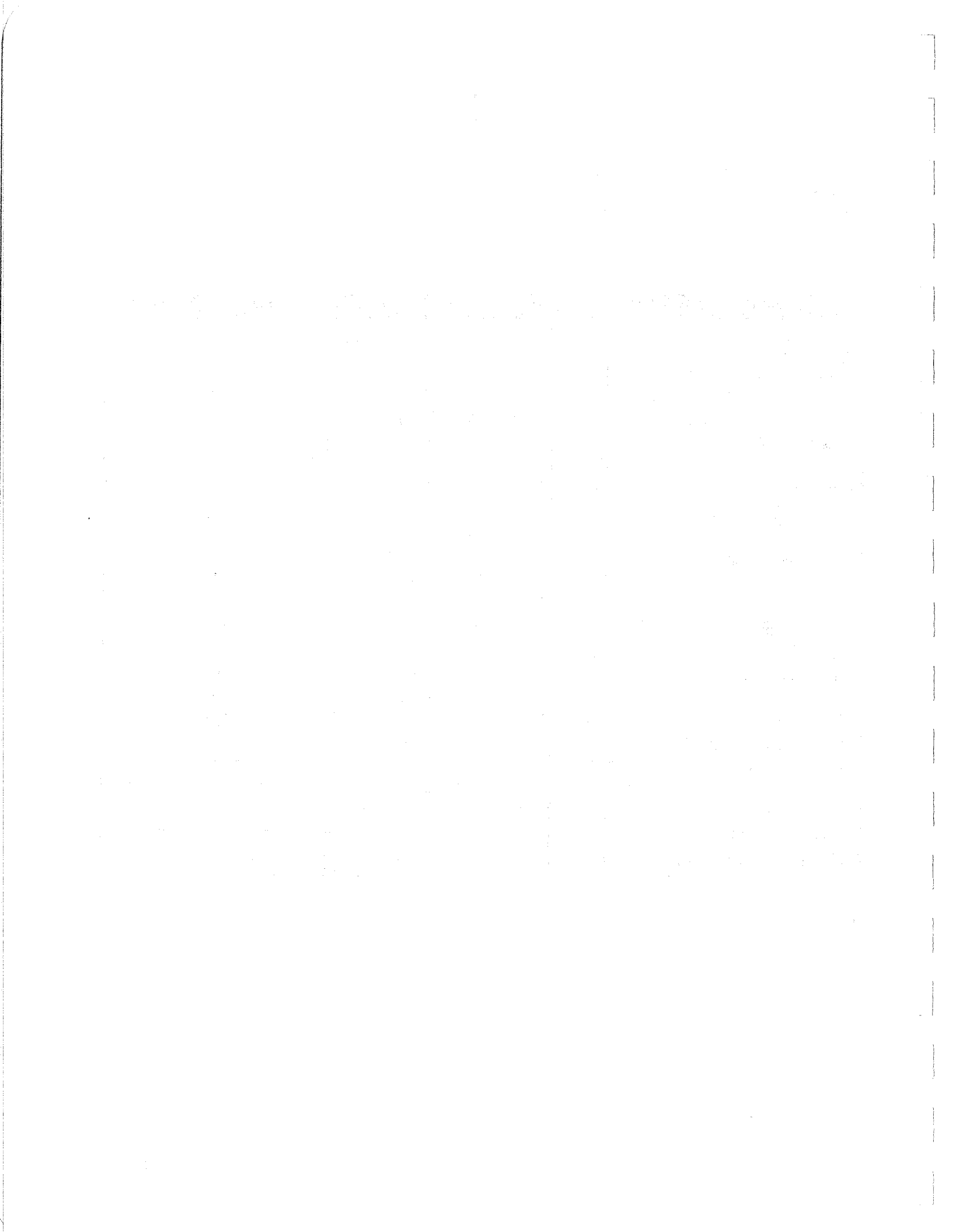
PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number            206  
 Sequential Test Number         1  
 Date                                    10-6-2000

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			71
Relative Humidity			31
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.4
Waist Circumference	Z	32.9 - 34.1 in	33.5
Chest Depth	O	8.4 - 9.0 in	8.5
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.1
Buttock Knee Length	K	22.8 - 23.8 in	23.5
Buttock Popliteal Length	N	17.8 - 18.8 in	18.5
Popliteal Height	L	16.9 - 17.9 in	17.7
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.2
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.9
Shoulder Pivot Height	B	19.9 - 20.5 in	20.3
Elbow Rest Height	J	7.5 - 8.3 in	7.4
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.4
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician:     B. Swiecicki



**APPENDIX D**

**DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION**

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
( 6 Month Calibration Minimum )

DRIVER DUMMY (S/N 202)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-J28988	9/12/00	3/13/01
	Y	ENDEVCO	AC-J28686	9/12/00	3/13/01
	Z	ENDEVCO	AC-P16625	10/2/00	4/2/01
Head	X (R)	ENDEVCO	AC-J20556	9/12/00	3/13/01
	Y (R)	ENDEVCO	AC-J28727	9/12/00	3/13/01
	Z (R)	ENDEVCO	AC-J20382	9/12/00	3/13/01
Neck Load Cell	X	DENTON	LC-425Fx	9/15/00	3/16/01
	Y	DENTON	LC-425Fy	9/15/00	3/16/01
	Z	DENTON	LC-425Fz	9/15/00	3/16/01
Neck Moment	X	DENTON	LC-425Mx	9/15/00	3/16/01
	Y	DENTON	LC-425My	9/15/00	3/16/01
	Z	DENTON	LC-425Mz	9/15/00	3/16/01
Chest	X	ENDEVCO	AC-J27072	9/12/00	3/13/01
	Y	ENDEVCO	AC-J28340	8/4/00	2/2/01
	Z	ENDEVCO	AC-J23946	9/12/00	3/13/01
Chest	X (R)	ENDEVCO	AC-CY06H	9/12/00	3/13/01
	Y (R)	ENDEVCO	AC-J27079	9/12/00	3/13/01
	Z (R)	ENDEVCO	AC-J20570	9/12/00	3/13/01
Chest Deflection Gauge		SERVO	DS-202	9/18/00	3/19/01
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-EH88J	9/12/00	3/13/01
	Y	ENDEVCO	AC-BE39J	9/12/00	3/13/01
	Z	ENDEVCO	AC-J30041	8/4/00	2/2/01

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 206)	Manufacturer	Serial #	Calibration		
			Last	Next	
Left Femur Load X	DENTON	LC-411FX	9/1/00	3/2/01	
	DENTON	LC-411FY	9/1/00	3/2/01	
	DENTON	LC-411FZ	9/1/00	3/2/01	
L. Femur Moment X	DENTON	LC-411MX	9/1/00	3/2/01	
	DENTON	LC-411MY	9/1/00	3/2/01	
	DENTON	LC-411MZ	9/1/00	3/2/01	
Right Femur Load X	DENTON	LC-412FX	9/1/00	3/2/01	
	DENTON	LC-412FY	9/1/00	3/2/01	
	DENTON	LC-412FZ	9/1/00	3/2/01	
R. Femur Moment X	DENTON	LC-412MX	9/1/00	3/2/01	
	DENTON	LC-412MY	9/1/00	3/2/01	
	DENTON	LC-412MZ	9/1/00	3/2/01	
Left Knee Shear Dx	ASTC	LX-102-LTKN	9/26/00	3/27/01	
Right Knee Shear Dx	ASTC	LX-101-RTKN	9/26/00	3/27/01	
Left Upper Tibia	Fx	DENTON	LX-102-UTLFX	9/26/00	3/27/01
	Fz	DENTON	LX-102-UTLFZ	9/26/00	3/27/01
	Mx	DENTON	LX-102-UTLMX	9/26/00	3/27/01
	My	DENTON	LX-102-UTLMY	9/26/00	3/27/01
Left Lower Tibia	Fx	DENTON	LX-102-LTLFX	9/26/00	3/27/01
	Fy	DENTON	LX-102-LTLFY	9/26/00	3/27/01
	Fz	DENTON	LX-102-LTLFZ	9/26/00	3/27/01
	Mx	DENTON	LX-102-LTLMX	9/26/00	3/27/01
	My	DENTON	LX-102-LTLMY	9/26/00	3/27/01
Right Upper Tibia	Fx	DENTON	LX-101-UTRFX	9/26/00	3/27/01
	Fz	DENTON	LX-101-UTRFZ	9/26/00	3/27/01
	Mx	DENTON	LX-101-UTRMX	9/26/00	3/27/01
	My	DENTON	LX-101-UTRMY	9/26/00	3/27/01

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 206)	Manufacturer	Serial #	Calibration		
			Last	Next	
Right Lower Tibia	Fx	DENTON	LX-101-LTRFX	9/26/00	3/27/01
	Fy	DENTON	LX-101-LTRFY	9/26/00	3/27/01
	Fz	DENTON	LX-101-LTRFZ	9/26/00	3/27/01
	Mx	DENTON	LX-101-LTRMX	9/26/00	3/27/01
	My	DENTON	LX-101-LTRMY	9/26/00	3/27/01
Left Tibia	X	ENDEVCO	AC-P15638	9/27/00	3/28/01
	Y	ENDEVCO	AC-P16361	9/27/00	3/28/01
Right Tibia	X	ENDEVCO	AC-P16899	9/27/00	3/28/01
	Y	ENDEVCO	AC-P17297	9/27/00	3/28/01
Left Ankle	Rx	Contelec	LX-102-AXLRP	9/26/00	3/27/01
	Ry	Contelec	LX-102-AYLRP	9/26/00	3/27/01
	Rz	Contelec	LX-102-AZLRP	9/26/00	3/27/01
Right Ankle	Rx	Contelec	LX-101-AXRRP	9/26/00	3/27/01
	Ry	Contelec	LX-101-AYRRP	9/26/00	3/27/01
	Rz	Contelec	LX-101-AZRRP	9/26/00	3/27/01
Left Foot	Ax	ENDEVCO	AC-P17196	9/27/00	3/28/01
	Ay	ENDEVCO	AC-P17743	9/27/00	3/28/01
	Az	ENDEVCO	AC-P16281	9/27/00	3/28/01
Right Foot	Ax	ENDEVCO	AC-P13574	9/27/00	3/28/01
	Ay	ENDEVCO	AC-P17836	9/27/00	3/28/01
	Az	ENDEVCO	AC-P15831	9/27/00	3/28/01
Lap Belt Load Cells	LEBOW	LC-707	6/1/00	11/30/00	
Shoulder Belt Load Cells	LEBOW	LC-712	6/1/00	11/30/00	
Spool-Out Potentiometer	MAGNETEK	DS-M6	7/27/00	1/25/01	
Belt Stretch Transducer	CAL	DS-E3	8/7/00	2/5/01	

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 206)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-J19865	9/12/00	3/13/01
	Y	ENDEVCO	AC-ACCT5	9/12/00	3/13/01
	Z	ENDEVCO	AC-J17976	9/12/00	3/13/01
Head	X (R)	ENDEVCO	AC-J22040	9/12/00	3/13/01
	Y (R)	ENDEVCO	AC-J19890	9/12/00	3/13/01
	Z (R)	ENDEVCO	AC-J27430	9/12/00	3/13/01
Neck Load Cell	X	DENTON	LC-441Fx	9/11/00	3/12/01
	Y	DENTON	LC-441Fy	9/11/00	3/12/01
	Z	DENTON	LC-441Fz	9/11/00	3/12/01
Neck Moment	X	DENTON	LC-441Mx	9/11/00	3/12/01
	Y	DENTON	LC-441My	9/11/00	3/12/01
	Z	DENTON	LC-441Mz	9/11/00	3/12/01
Chest	X	ENDEVCO	AC-J27474	9/8/00	3/9/01
	Y	ENDEVCO	AC-J28989	9/8/00	3/9/01
	Z	ENDEVCO	AC-J19934	9/9/00	3/10/01
Chest	X (R)	ENDEVCO	AC-AGAE7	9/8/00	3/9/01
	Y (R)	ENDEVCO	AC-J20165	9/8/00	3/9/01
	Z (R)	ENDEVCO	AC-J27387	9/8/00	3/9/01
Chest Deflection Gauge		SERVO	DS-206	9/18/00	3/19/01
	Hybrid III Use Only				
Pelvic	X	ENDEVCO	AC-J27513	9/8/00	3/9/01
	Y	ENDEVCO	AC-J22036	9/8/00	3/9/01
	Z	ENDEVCO	AC-J28986	9/8/00	3/9/01

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 206)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load	X	DENTON	LC-362FX	9/1/00	3/2/01
	Y	DENTON	LC-362FY	9/1/00	3/2/01
	Z	DENTON	LC-362FZ	9/1/00	3/2/01
L. Femur Moment	X	DENTON	LC-362MX	9/1/00	3/2/01
	Y	DENTON	LC-362MY	9/1/00	3/2/01
	Z	DENTON	LC-362MZ	9/1/00	3/2/01
Right Femur Load	X	DENTON	LC-363FX	9/1/00	3/2/01
	Y	DENTON	LC-363FY	9/1/00	3/2/01
	Z	DENTON	LC-363FZ	9/1/00	3/2/01
R. Femur Moment	X	DENTON	LC-363MX	9/1/00	3/2/01
	Y	DENTON	LC-363MY	9/1/00	3/2/01
	Z	DENTON	LC-363MZ	9/1/00	3/2/01
Left Knee Shear Dx		DENTON	DS-13739	9/19/00	3/20/01
Right Knee Shear Dx		DENTON	DS-13723	9/19/00	3/20/01
Left Upper Tibia	Fx	DENTON	LX-104-UTLFX	9/26/00	3/27/01
	Fz	DENTON	LX-104-UTLFZ	9/26/00	3/27/01
	Mx	DENTON	LX-104-UTLMX	9/26/00	3/27/01
	My	DENTON	LX-104-UTLMY	9/26/00	3/27/01
Left Lower Tibia	Fx	DENTON	LX-104-LTLFX	9/26/00	3/27/01
	Fy	DENTON	LX-104-LTLFY	9/26/00	3/27/01
	Fz	DENTON	LX-104-LTLFZ	9/26/00	3/27/01
	Mx	DENTON	LX-104-LTLMX	9/26/00	3/27/01
	My	DENTON	LX-104-LTLMY	9/26/00	3/27/01
Right Upper Tibia	Fx	DENTON	LX-103-UTRFX	9/26/00	3/27/01
	Fz	DENTON	LX-103-UTRFZ	9/26/00	3/27/01
	Mx	DENTON	LX-103-UTRMX	9/26/00	3/27/01
	My	DENTON	LX-103-UTRMY	9/26/00	3/27/01

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 206)	Manufacturer	Serial #	Calibration		
			Last	Next	
Right Lower Tibia	Fx	DENTON	LX-103-LTRFX	9/26/00	3/27/01
	Fy	DENTON	LX-103-LTRFY	9/26/00	3/27/01
	Fz	DENTON	LX-103-LTRFZ	9/26/00	3/27/01
	Mx	DENTON	LX-103-LTRMX	9/26/00	3/27/01
	My	DENTON	LX-103-LTRMY	9/26/00	3/27/01
Left Tibia	X	ENDEVCO	AC-P17858	10/11/00	4/11/01
	Y	ENDEVCO	AC-P16946	10/6/00	4/6/01
Right Tibia	X	ENDEVCO	AC-P12566	9/19/00	3/20/01
	Y	ENDEVCO	AC-P12482	9/19/00	3/20/01
Left Ankle	Rx	Contelec	LX-104-AXLRP	9/26/00	3/27/01
	Ry	Contelec	LX-104-AYLRP	9/26/00	3/27/01
	Rz	Contelec	LX-104-AZLRP	9/26/00	3/27/01
Right Ankle	Rx	Contelec	LX-103-AXRRP	9/26/00	3/27/01
	Ry	Contelec	LX-103-AYRRP	9/26/00	3/27/01
	Rz	Contelec	LX-103-AZRRP	9/26/00	3/27/01
Left Foot	Ax	ENDEVCO	AC-P16328	9/27/00	3/28/01
	Ay	ENDEVCO	AC-P18264	9/27/00	3/28/01
	Az	ENDEVCO	AC-P17848	10/11/00	4/11/01
Right Foot	Ax	ENDEVCO	AC-P15951	10/11/00	4/11/01
	Ay	ENDEVCO	AC-P17846	10/11/00	4/11/01
	Az	ENDEVCO	AC-P15345	10/11/00	4/11/01
Lap Belt Load Cells	LEBOW	LC-706	6/1/00	11/30/00	
Shoulder Belt Load Cells	LEBOW	LC-711	6/1/00	11/30/00	
Spool-Out Potentiometer	PATRIOT	DS-M97	7/17/00	1/15/01	
Belt Stretch Transducer	CAL	DS-E6	8/8/00	2/6/01	

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS

( 6 Month Calibration Minimum )

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember X	ICS	AC-D30	8/11/00	2/9/01
Left Seat Rear Crossmember Y	ICS	AC-X88	8/14/00	2/12/01
Right Seat Rear Crossmember X	ICS	AC-D86	8/11/00	2/9/01
Right Rear Seat Crossmember Y	ICS	AC-D77	8/14/00	2/12/01
Driver Left Side Toeapan X	ENDEVCO	AC-A13565	6/12/00	12/11/00
Driver Left Side Toeapan Z	ENDEVCO	AC-A14510	6/13/00	12/12/00
Driver Right Side Toeapan X	ENDEVCO	AC-A14342	6/12/00	12/11/00
Driver Right Side Toeapan Z	ENDEVCO	AC-A14261	6/12/00	12/11/00
Trunk Z	ICS	AC-Y171	8/31/00	3/1/01