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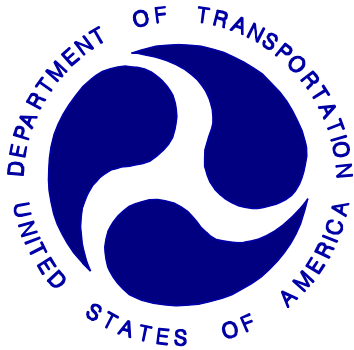
**NEW CAR ASSESSMENT PROGRAM (NCAP)  
FRONTAL BARRIER IMPACT TEST**

**CAMI AUTOMOTIVE, INC.  
2001 CHEVROLET TRACKER  
4-DOOR UTILITY VEHICLE**

NHTSA NUMBER: M10108

VERIDIAN TEST NUMBER: 8602-10

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



December 19, 2000

FINAL REPORT

PREPARED FOR:

U. S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety Administration  
Safety Performance Standards  
Office of Crashworthiness Standards  
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Prepared by: \_\_\_\_\_  
Patrick G. MacDiarmid, Jr., Project Engineer

Approved by: \_\_\_\_\_  
David J. Travale, Program Manager  
Transportation Science Center

Approval Date: \_\_\_\_\_

FINAL REPORT ACCEPTANCE BY OCS:

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

\_\_\_\_\_  
Date of Report Acceptance

\_\_\_\_\_  
COTR, New Car Assessment Program (NCAP)  
NHTSA, Office of Crashworthiness Standards

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**TECHNICAL REPORT STANDARD TITLE PAGE**

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4. <i>Title and Subtitle</i> Final Report of NEW CAR ASSESSMENT PROGRAM (NCAP) Testing of a 2001 Chevrolet Tracker 4-Door Utility Vehicle NHTSA No. M10108				5. <i>Report Date</i> December 19, 2000	
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9. <i>Performing Organization Name and Address</i> Veridian Engineering 4455 Genesee Street Buffalo, New York 14225				10. <i>Work Unit No.</i>	
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				14. <i>Sponsoring Agency Code</i> NPS-10	
15. <i>Supplementary Notes</i>					
16. <i>Abstract</i>  A frontal load cell barrier test of a 2001 Chevrolet Tracker 4-Door Utility Vehicle was performed at Veridian Engineering crash test facility in Buffalo, New York, on December 19, 2000. The impact velocity was 56.48 kph and the temperature at the barrier face was 21EC. The maximum post-test vehicle crush was 543 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 (150)</b>	515.9	55.2	40.1	5521.5	6972.0
<b>Passenger (245)</b>	622.2	50.9	36.9	4896.2	2609.3
17. <i>Key Words</i> 56 kph Frontal Barrier Impact test New Car Assessment Program (NCAP)				18. <i>Distribution Statement</i> <u>Copies of this report are available from:</u> NHTSA Technical Reference Division National Highway Traffic Safety Admin. 400 Seventh St., SW, Room 5108 Washington, DC 20590	
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## SECTION 1

### PURPOSE AND SUMMARY OF TEST M10108

#### PURPOSE

This 56.48 kph frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-96-D-02010. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 48.3 kph requirements.

The 56.48 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Indicant Test procedure.

#### SUMMARY

A load cell barrier consisting of 36 load cells was impacted by a 2001 Chevrolet Tracker 4-Door Utility Vehicle at a velocity of 56.48 kph. The test was performed at Veridian Engineering on December 19, 2000. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The frontal barrier impact event was documented by 1 real-time camera and 14 high-speed cameras. Camera locations and other pertinent camera information can be found in this report.

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

Both ATDs were fully instrumented with head, chest, and pelvis triaxial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were also on the driver's and passenger's lap and shoulder belts to measure dummy torso and pelvic section loading. The driver (position 1) ATD (Serial No. 150) and the right-front passenger (position 2) ATD (Serial No. 245) were calibrated previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C.

The 133 channels of data were recorded on an on-board data acquisition system. Appendix B contains the vehicle, load cell barrier and dummy response data traces.

The driver's HIC was 515.9. The maximum chest deceleration over 3 milliseconds was 55.2 g's and maximum chest

deflection was 40.1 mm. Compressive femur loads were 5521.5 Newtons on the left and 6972.0 Newtons on the right.

The right front passenger's HIC was 622.2. Maximum chest deceleration over 3 milliseconds was 50.9 g's and maximum chest deflection was 36.9 mm. Compressive femur loads were 4896.2 Newtons on the left and 2609.3 Newtons on the right.

**SECTION 2**

GENERAL TEST AND VEHICLE PARAMETER DATA

DATA SHEET NO. 1 CRASH TEST SUMMARY

Vehicle NHTSA No. :           M10108           Test Mode :           56.3 kph Frontal Barrier          

Test Date :           December 19, 2000           Time:           11:55           Temperature :           -11           °C

Vehicle Make/Model/Body Style :           2001 Chevrolet Tracker 4-Door Utility Vehicle          

Vehicle Test Weight :           1594.0           kg

Vehicle/Barrier Impact Angle :           0           °

Impact Velocity :           56.48           kph

Maximum Static Crush :           543           mm

Vehicle Rebound :           561           mm

DUMMIES:

DRIVER

PASSENGER

Type :           572E                     572E          

Restraint System :           Seatbelt, Airbag, Knee Bolster                     Seatbelt, Airbag, Knee Bolster          

Number of Data Channels :           133          

Number of Cameras :           1           Real Time

          14           High Speed

DOOR OPENING DATA :           Closed/Operable           - Left Front

          Closed/Operable           - Right Front

Front Seat(s) Data :

DRIVER

PASSENGER

Seat Track Failure :(mm of shift)           0                     0          

Seat Back Failure :           None                     None          

VISIBLE DUMMY CONTACT POINTS :

DRIVER

PASSENGER

Head :           The face to the center of the airbag; The back of the head to the center of the headrest                     The face to the center of the airbag; The back of the head to the B-Pillar trim; The right top of the head to the roof liner          

Abdomen :           -                     -          

Chest           Airbag and lower steering wheel rim                     Airbag          

Knees           Knee Bolster                     Knee Bolster

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 2001 Chevrolet Tracker 4-Door Utility Vehicle  
NHTSA No. : M10108 ; VIN: 2CNBJ13C416910501 ; Color : Blue  
Engine Data: 4 cylinders; - CID; 2.0 Liters; - cc  
Placement : X Longitudinal or In-Line; - Transverse or Lateral  
Transmission Data : 5 speeds; X Manual; - Automatic; X Overdrive  
Final Drive : - Rear Wheel Drive; - Front Wheel Drive; X Four Wheel Drive  
Major Options : X A/C; X Pwr.Strg.; X Pwr. Brakes  
- Pwr. Windows; - Pwr. Door Locks; - Tilt Wheel  
Date Received : 12/11/00 ; Odometer Reading 98 km  
Selling Dealer : West Herr Chevrolet, Inc.  
& Address: 8300 North Main Eden, NY 14057

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : CAMI Automotive, Inc.  
Date of Manufacture 8/00  
GVWR : 1780 kg; GAWR: 840 kg FRONT; 1010 kg REAR

DATA FROM TIRE PLACARD:

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

Recommended Tire Size : 205/75R15

\* Recommended Cold Tire Pressure : 180 kpa FRONT; 180 kpa REAR

Size of Tires on Test Vehicle: 205/75R15 ; Manufacturer: Uniroyal

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) = 425.0 kg  
No. of Occupants x 68 kg = 340.2 kg  
Rated Cargo/Luggage Weight (RCLW) = 84.8 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>358.0</u>	kg	Right Rear	=	<u>328.5</u>	kg
Left Front	=	<u>352.0</u>	kg	Left Rear	=	<u>324.5</u>	kg
TOTAL FRONT	=	<u>710.0</u>	kg	TOTAL REAR	=	<u>653.0</u>	kg
TOTAL DELIVERED WEIGHT	=	<u>1363.0</u>	kg				
% of Total Front of Vehicle Weight	=	<u>52.1</u>	%	% of Total Rear Weight	=	<u>47.9</u>	%

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT :

Total Delivered Weight (UDW)	=	<u>1363.0</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>84.8</u>	kg
Weight of 2 p.572 Dummies @ 76 each	=	<u>152.0</u>	kg
TARGET TEST WEIGHT	=	<u>1599.8</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 79 KG OF CARGO WEIGHT:

Right Front	=	<u>383.5</u>	kg	Right Rear	=	<u>412.0</u>	kg
Left Front	=	<u>388.5</u>	kg	Left Rear	=	<u>410.0</u>	kg
TOTAL FRONT	=	<u>772.0</u>	kg	TOTAL REAR	=	<u>822.0</u>	kg
TOTAL TEST WEIGHT	=	<u>1594.0</u>	kg				
% of Total Front Weight	=	<u>48.4</u>	%	% of Total Rear Weight	=	<u>51.6</u>	%
Weight of Ballast Secured in Vehicle Trunk Area	=	<u>8</u>	kg				
Vehicle Components Removed for Weight Reduction:		<u>None</u>					

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED :	RF	<u>775</u>	LF	<u>780</u>	RR	<u>800</u>	LR	<u>806</u>
FULLY LOADED :	RF	<u>768</u>	LF	<u>774</u>	RR	<u>753</u>	LR	<u>755</u>
AS TESTED :	RF	<u>769</u>	LF	<u>779</u>	RR	<u>760</u>	LR	<u>765</u>
Vehicle's Wheel Base :		<u>2480</u>	mm					
Location of Vehicle's C.G. :		<u>1278.9</u>	mm rearward of front wheel center.					

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual	=	<u>64</u>	liters
Usable Capacity Figure Furnished by COTR	=	<u>64</u>	liters
Test Volume Range (92 to 94% of Usable Capacity)	=	<u>58.9</u>	to <u>60.2</u> liters
ACTUAL TEST VOLUME	=	<u>59.4</u>	liters (with entire fuel system filled)
Test Fluid Type:	<u>Stoddard Solution</u> ;	Spec. Grav. =	<u>0.764</u>
	Kinematic Viscosity =	<u>0.96</u>	centistokes; Color = <u>Orange</u>
Type of Fuel Pump:	Electric- <u>X</u> ;	Mechanical-	<u>-</u>
Does Electric Pump operate with ignition switch "ON" & engine "OFF"		Yes- <u>X</u>	No- <u>-</u>
Details of Fuel System	<u>The tank is centered behind the rear axle; The fuel lines run along the inner left frame rail; The filler neck is located on the vehicle right side behind the rear axle.</u>		

DATA SHEET NO. 3 POST IMPACT DATA

TYPE OF TEST:

Type of Test : Frontal Barrier Impact Angle : 0°  
Test Date : December 19, 2000 Time: 11:55 Temperature: -11 °C  
Vehicle NHTSA No. : M10108  
Required Impact Velocity Range : 55.5 to 57.1 kph

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

Trap No. 1 = 56.48 kph; Trap No. 2 = 56.48 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 = 4000 ; C/L = 4051 ; Left = 4000  
Post-Test Right = 3533 ; C/L = 3511 ; Left = 3532  
Crush Right = 467.0 ; C/L = 540.0 ; Left = 468.0  
AVERAGE = 491.7 mm

VEHICLE REBOUND: (From rigid barrier only.)

Distance from front of test vehicle to impact point :

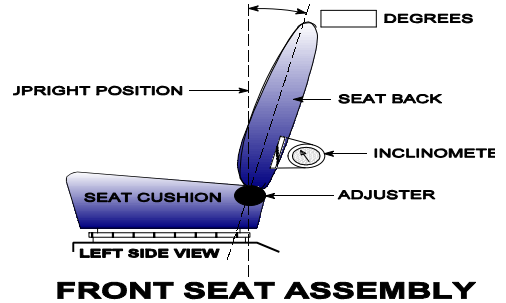
Right = 537 ; C/L = 558 ; Left = 587  
AVERAGE = 560.7 mm

DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2001 Vehicle Model: Chevrolet Tracker Body Style : 4-Door Utility Vehicle

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: 22E

Measurement instructions: Place seat back in the sixth detent with the first notched position being position 1.

Place inclinometer on the lower portion of the seat back surface.

Seat back angle for passenger's seat: 22E

Measurement instructions: Same as the driver's seat.

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: There are 14 total detents. The seat was placed in the 7<sup>th</sup> detent rearward from the forwardmost position 0.

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

3. Fuel Tank Capacity Data

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 64 liters

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

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 64 liters

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 60 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.

For the first three seconds after the ignition is turned to the "On" position and while the engine is running.

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

4. STEERING COLUMN ADJUSTMENTS :

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

Operational Instructions: The vehicle was not equipped with a tilt column.

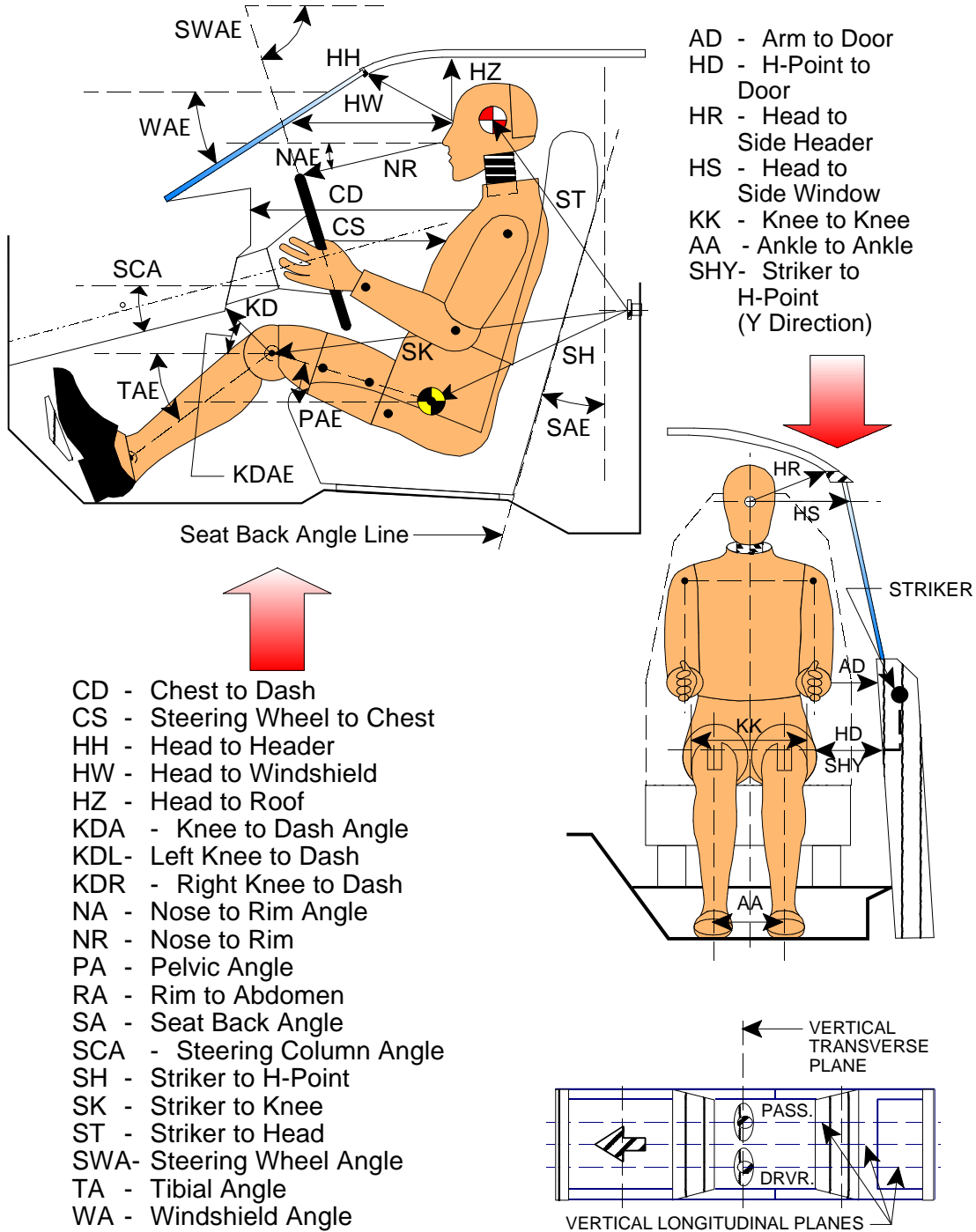
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5. SEAT BELT UPPER ANCHORAGE

Nominal design riding position: The seat anchorages were placed in the second position from the uppermost detent. There were four total detents.

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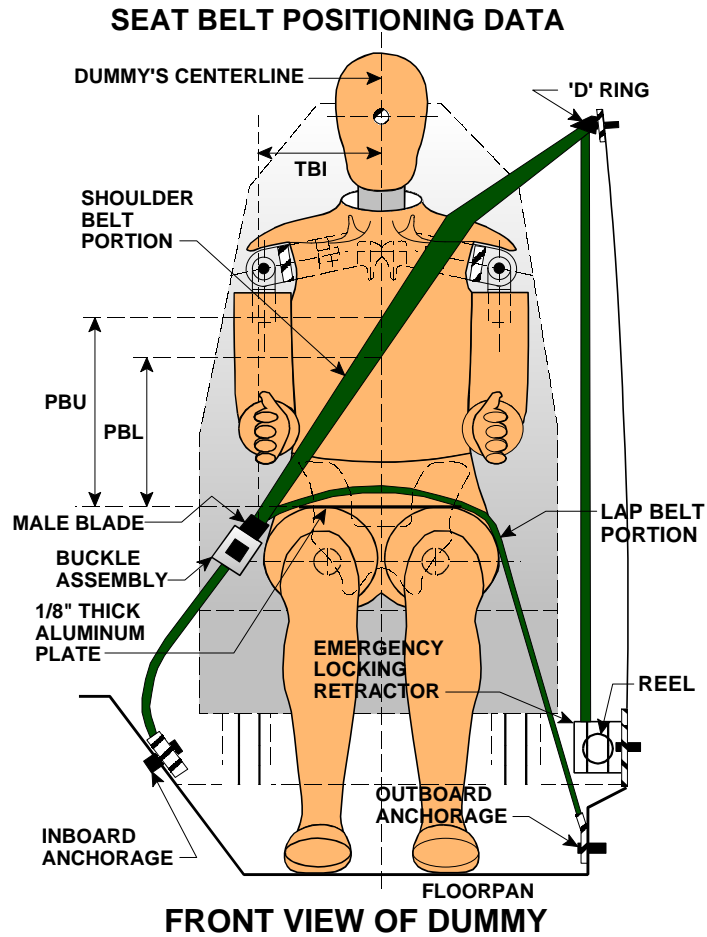
## DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



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

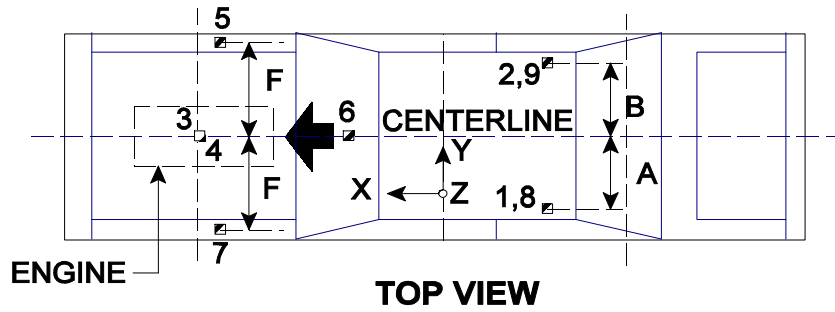
	DRIVER (Serial #150)			PASS. (Serial # 245)		
WA <sup>o</sup>	37.5 deg.			N/A		
SWA <sup>o</sup>	65.8 deg.			N/A		
SCA <sup>o</sup>	24.2 deg.			N/A		
SA <sup>o</sup>	22 deg.			22 deg.		
HZ	257			255		
HH	454			454		
HW	677			672		
HR	239			233		
NR	419	Angle	-10 deg.	N/A		
CD	580			549		
CS	325			N/A		
RA	214			N/A		
KDL	160	Angle (KDA)	25 deg.	152		
KDR	156			148	Angle (KDA)	27 deg.
PA <sup>o</sup>	23.7 deg.			24.2 deg.		
TA <sup>o</sup>	49.5 deg.			50.6 deg.		
KK	300			273		
AA	272			247		
ST	580	Angle	6 deg.	585	Angle	5 deg.
SK	552	Angle	92 deg.	565	Angle	86 deg.
SH	170	Angle	130 deg.	168	Angle	112 deg.
SHY	220			200		
HS	293			290		
HD	108			100		
AD	100			72		

Dimensions in millimeters

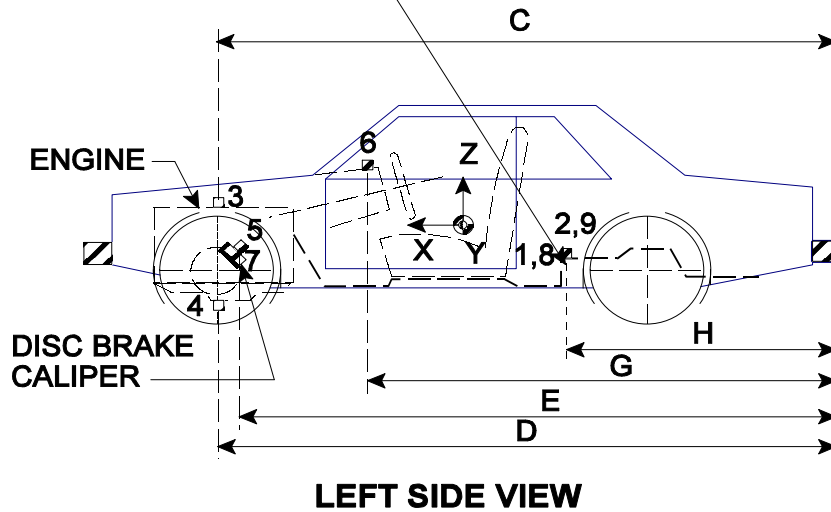


	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	335	320
PBL-- Top surface of alum. plate to belt lower edge	260	250
<u>LAP BELT TENSION</u>	10 N	10 N
<u>SHOULDER BELT TENSION</u>	Retractor	Retractor

### VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY



REAR SEAT CUSHION  
ASSY. FRONT ATTACHMENT  
BRACKET SUPPORT



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

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

DIMENSION	PRE-TEST LENGTH (mm)
A Left Rear Seat Crossmember Y	-362
B Right Rear Seat Crossmember Y	371
C Top of Engine X	3480
D Bottom of Engine X	3120
E Disc Brake Calipers X	3225
F Disc Brake Calipers Y	833
G Instrument Panel X	2757
H Rear Seat Crossmembers X	1357

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side	2.7	136.9	-40.2	38.8
2	Rear Seat X-Member @ Right Side	4.2	136.6	-41.0	37.3
3	Top of Engine Block	27.2	41.6	-139.7	29.9
4	Bottom of Engine	28.0	41.9	-116.7	29.6
5	Disc Brake Caliper @ Right Side	24.7	18.5	-68.7	26.5
6	Instrument Panel	44.7	47.0	-96.4	38.9
7	Disc Brake Caliper @Left Side	80.1	21.3	-118.3	29.5
8	Rear Seat X-Member @ Left-Redundant	2.9	137.0	-40.4	38.9
9	Rear Seat X-Member @ Right-Redundant	4.0	136.8	-40.1	37.3

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES

Vehicle Year/Make/Model/Body Style: 2001 Chevrolet Tracker 4-Door Utility Vehicle

NHTSA Test No.: M10108 Test Date: December 19, 2000

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	8.1	239.3	-50.1	71.7	5.6	43.9	-67.6	37.8
Head Y	g	29.0	85.9	-9.5	26.2	13.2	38.5	-16.5	39.2
Head Z	g	30.3	46.5	-4.3	25.5	32.3	70.3	-16.1	38.4
Head Resultant	g	54.8	83.8	0.2	-19.9	72.7	37.8	0.2	-49.0
Redundant Head X	g	8.2	239.2	-50.2	70.6	5.9	43.9	-69.0	37.8
Redundant Head Y	g	29.9	90.2	-9.6	26.2	13.1	38.5	-16.7	39.0
Redundant Head Z	g	30.7	49.0	-4.4	25.5	33.1	70.3	-15.9	38.4
Redundant Head Resultant	g	55.4	84.0	0.2	-18.3	72.8	37.8	0.1	28.8
Upper Neck Fx	N	244.0	26.1	-393.0	125.4	430.2	38.7	-550.4	125.9
Upper Neck Fy	N	*	*	*	*	288.9	73.0	-226.5	143.5
Upper Neck Fz	N	2089.4	66.2	-114.6	109.6	1579.8	70.6	-412.4	39.0
Upper Neck F Resultant	N	*	*	*	*	1601.2	70.6	7.0	-48.9
Upper Neck Mx	N-m	29.1	122.0	-11.1	47.6	24.4	79.5	-11.9	142.8
Upper Neck My	N-m	36.4	137.8	-32.2	83.5	40.0	139.4	-38.4	89.6
Upper Neck Mz	N-m	12.6	149.7	-30.1	102.1	20.0	100.0	-9.6	58.9
Upper Neck M Resultant	N-m	45.2	103.5	0.2	-49.7	41.8	140.0	0.3	-49.8
Chest X	g	2.3	123.1	-53.6	68.3	1.8	143.6	-50.5	65.7
Chest Y	g	11.4	80.0	-6.2	45.8	5.9	45.4	-13.5	77.4
Chest Z	g	19.4	47.9	-10.2	95.6	18.0	47.0	-11.8	105.9
Chest Resultant	g	56.0	68.4	0.1	-24.1	51.4	65.9	0.0	-21.9
Redundant Chest X	g	2.4	120.9	-53.5	68.5	1.8	135.8	-52.3	66.0
Redundant Chest Y	g	11.4	79.9	-6.2	45.2	6.0	45.6	-14.2	77.4
Redundant Chest Z	g	18.9	47.9	-10.4	95.6	18.1	47.0	-12.1	105.8
Redundant Chest Resultant	g	55.7	68.5	0.1	-22.9	53.2	66.0	0.0	-20.8
Chest Displacement	mm	0.1	-0.9	-40.1	71.7	0.0	17.8	-36.9	54.9

\* Data is clipped

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

Vehicle Year/Make/Model/Body Style: 2001 Chevrolet Tracker 4-Door Utility Vehicle

NHTSA Test No.: M10108 Test Date: December 19, 2000

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	2.2	125.2	-107.6	42.9	5.0	109.6	-81.5	44.3
Pelvic Y	g	9.6	88.2	-11.7	47.7	7.6	50.1	-10.4	85.6
Pelvic Z	g	5.8	43.1	-16.6	66.3	11.2	43.4	-19.2	64.6
Pelvic Resultant	g	107.7	42.9	0.1	-25.3	81.7	44.3	0.0	-24.5
Left Femur	N	288.9	34.8	-5521.5	42.5	404.6	36.2	-4896.2	50.2
Right Femur	N	557.1	36.8	-6972.0	43.2	331.0	33.6	-2609.3	48.7
Left Upper Tibia Mx	N-m	44.3	47.6	-18.3	158.3	71.6	70.2	-50.9	63.3
Left Upper Tibia My	N-m	12.7	260.2	-146.5	48.0	49.8	42.5	-113.2	49.0
Left Lower Tibia Fz	N	79.5	70.5	-2927.0	43.5	562.6	40.8	-2923.6	68.0
Left Lower Tibia Mx	N-m	32.9	57.6	-17.2	47.9	70.9	69.8	-21.7	63.9
Left Lower Tibia My	N-m	28.2	86.9	-59.5	48.6	57.0	50.8	-99.2	46.6
Right Upper Tibia Mx	N-m	66.9	47.1	-13.6	146.1	8.0	58.3	-39.2	67.1
Right Upper Tibia My	N-m	29.7	117.0	-227.8	47.3	16.3	116.5	-67.8	46.6
Right Lower Tibia Fz	N	114.6	127.6	-1302.6	79.1	94.0	123.3	-1929.6	71.7
Right Lower Tibia Mx	N-m	35.2	45.0	-33.7	60.8	9.5	57.9	-15.8	43.9
Right Lower Tibia My	N-m	49.0	59.4	-148.3	47.7	54.1	69.2	-59.5	43.9
Left Foot Aft Ax	g	20.2	84.8	-100.9	47.6	63.6	93.8	-271.1	48.7
Left Foot Aft Az	g	7.6	56.1	-66.5	42.0	82.5	50.6	-38.0	42.9
Left Foot Fore Az	g	*	*	*	*	213.2	42.5	-189.6	51.0
Right Foot Aft Ax	g	183.1	47.7	-185.6	44.1	19.3	64.5	-122.1	45.0
Right Foot Aft Az	g	99.2	47.5	-110.0	44.0	16.3	49.4	-27.2	44.2
Right Foot Fore Az	g	323.4	47.6	-254.7	43.4	49.3	35.9	-72.2	47.3
Lap Belt Load	N	7432.7	51.4	-0.6	-50.0	8059.5	50.0	3.9	-18.6
Torso Belt	N	5866.4	51.2	-104.5	246.0	5692.1	49.4	-13.3	147.5

\* Data is not accurate

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

Vehicle Year/Make/Model/Body Style: 2001 Chevrolet Tracker 4-Door Utility Vehicle

NHTSA Test No.: M10108 Test Date: December 19, 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	515.9	56.6	92.6	46.0
Position #2 - Passenger	622.2	61.6	97.6	49.5

\*\* 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	55.2	67.4	70.4	618.2
Position #2 - Passenger	50.9	63.6	66.6	516.4

\* 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: 2001 Chevrolet Tracker 4-Door Utility Vehicle

NHTSA Test No.: M10108 Test Date: December 19, 2000

<b>HEAD INJURY CRITERIA (HIC) REDUNDANT</b>				
	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	522.1	56.8	92.8	46.2
Position #2 - Passenger	607.6	61.5	97.5	49.1

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

<b>CLIP SUMMARY* REDUNDANT</b>				
	CLIP (g's)	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	CSI
Position #1 - Driver	54.9	67.6	70.6	609.7
Position #2 - Passenger	51.7	64.0	67.0	528.7

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

DATA SHEET NO. 9 SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

BELT LENGTH DATA:

	<u>Driver</u>	<u>Passenger</u>
Belt length from trim panel exit to bolt hole anchor point for continuous webbing systems.	<u>1974</u>	<u>1960</u>
Shoulder belt length as measured on Part 572 Dummy.	<u>794</u>	<u>800</u>
Lap belt length as measured on Part 572 Dummy.	<u>940</u>	<u>920</u>

SHOULDER BELT SPOOL-OFF DATA:

As determined by film analysis.	<u>*</u>	<u>*</u>
As determined mechanically.	<u>180</u>	<u>160</u>
As determined electronically.	<u>**</u>	<u>197.8</u>

BELT STRETCH DATA:

Measured electronically between shoulder belt load cell and the "D" ring.	<u>***</u>	<u>2.2</u>
Measured mechanically.	<u>1 mm/50 mm</u>	<u>1 mm/50 mm</u>

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

\* Due to packaging and weight constraints, on-board cameras were not used

\*\* Did not record

\*\*\* Data is clipped

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 10 mm molding.

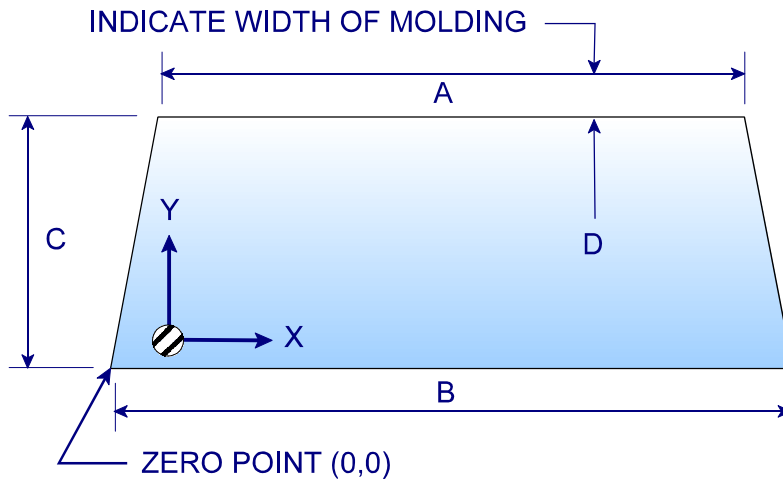
FMVSS 212 REQUIREMENTS:

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	1952.5	1952.5	100
LEFT SIDE	1952.5	1952.5	100
TOTAL	3905	3905	100

AREA OF RETENTION FAILURE:



DIMENSIONS (mm)	
A	1105
B	1380
C	710
D	10

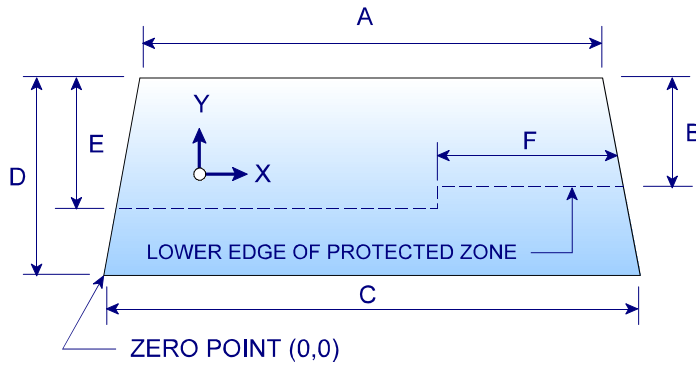
**FRONT VIEW OF WINDSHIELD**

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	1105
B	405
C	1380
D	710
E	490
F	810

**FRONT VIEW OF WINDSHIELD**

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm: None

(Show location of penetration on the above sketch)

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



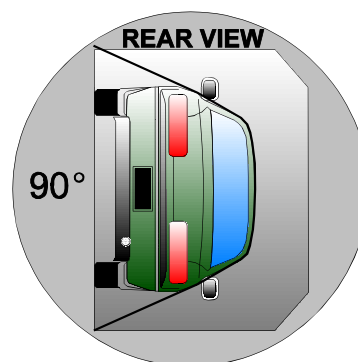
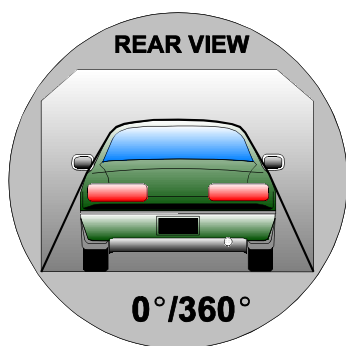
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

Vehicle: 2001 Chevrolet Tracker

NHTSA No. M10108

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>20</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
<b>TOTAL</b>	<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

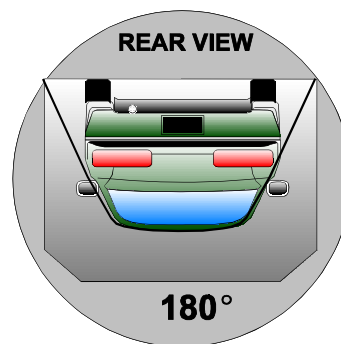
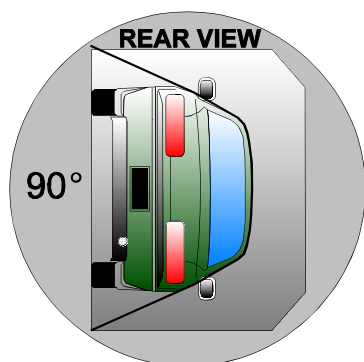
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Chevrolet Tracker

NHTSA No. M10108

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>11</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>11</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

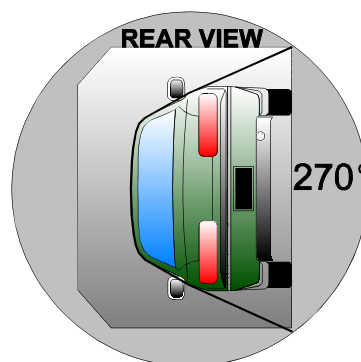
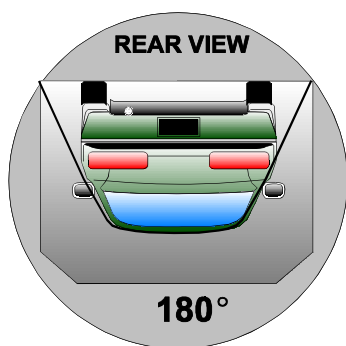
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Chevrolet Tracker

NHTSA No. M10108

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>03</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>3</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

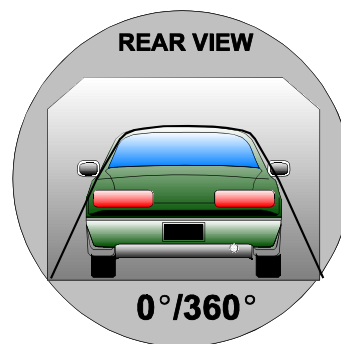
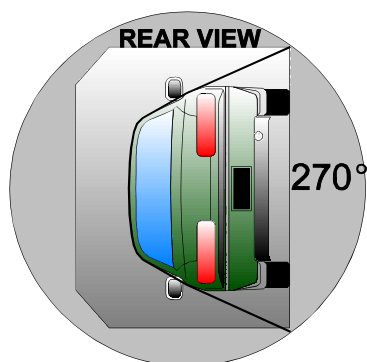
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Chevrolet Tracker

NHTSA No. M10108

270 - 360 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:

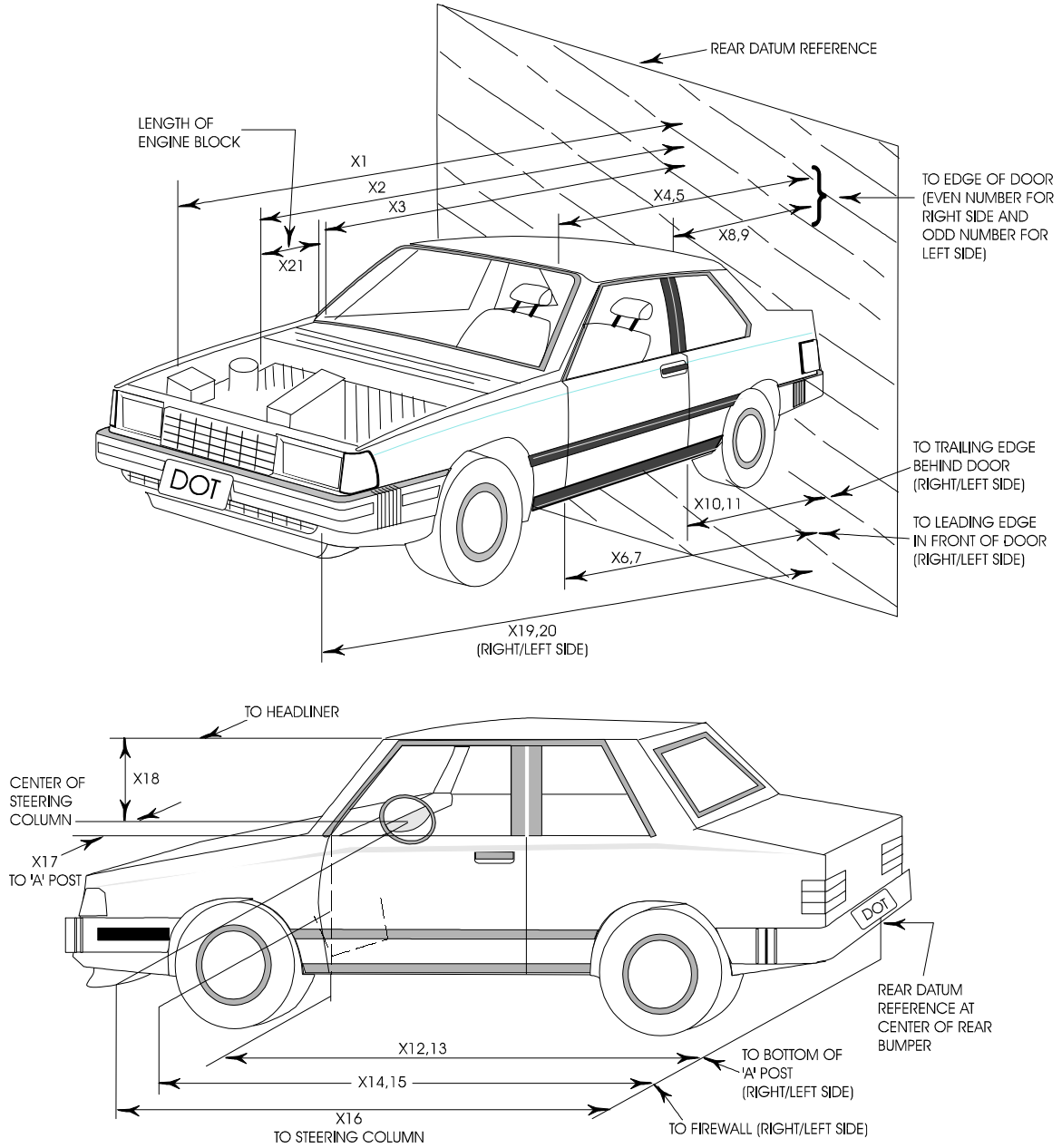
0 g	0 g	0 g	N/A
-----	-----	-----	-----

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

DATA SHEET NO. 14 TEST VEHICLE MEASUREMENTS

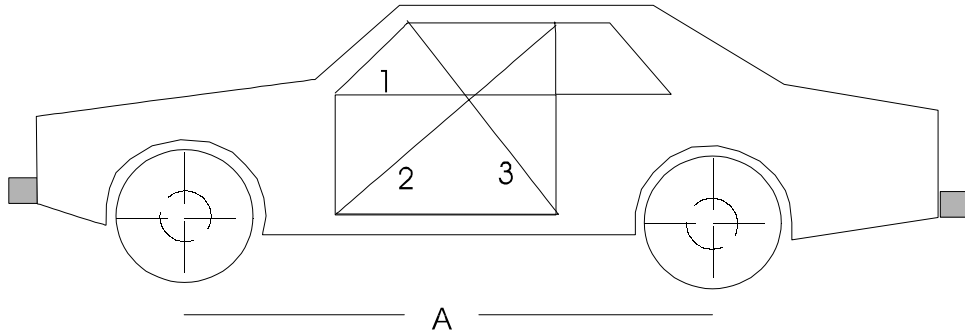


DATA SHEET NO.14      VEHICLE MEASUREMENTS (cont.)

No.		Pre-Test	Post-Test	Difference
X1	Total Length of Vehicle at Centerline	4051	3511	540
X2	Rear Surface of Vehicle to Front of Engine	3509	3225	284
X3	Rear Surface of Vehicle to Firewall	2988	2867	121
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	2756	2712	44
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	2759	2705	54
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	2757	2729	28
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	2761	2727	34
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	1716	1678	38
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	1719	1681	38
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	1719	1687	32
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	1729	1690	39
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	2775	2734	41
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	2778	2739	39
X14	Rear Surface of Vehicle to Firewall, Right Side	2981	2853	128
X15	Rear Surface of Vehicle to Firewall, Left Side	2978	2880	98
X16	Rear Surface of Vehicle to Steering Column	2276	2243	33
X17	Center of Steering Column to "A" Post	285	317	-32
X18	Center of Steering Column to Headliner	461	595	-134
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4006	3509	497
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4008	3501	507
X21	Length of Engine Block	446	446	0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	2455	2411	44
CD	Rear Surface of Vehicle to Center of Dash Panel	2565	2499	66
LD	Rear Surface of Vehicle to Left Side of Dash Panel	2462	2411	51

All Dimensions in mm

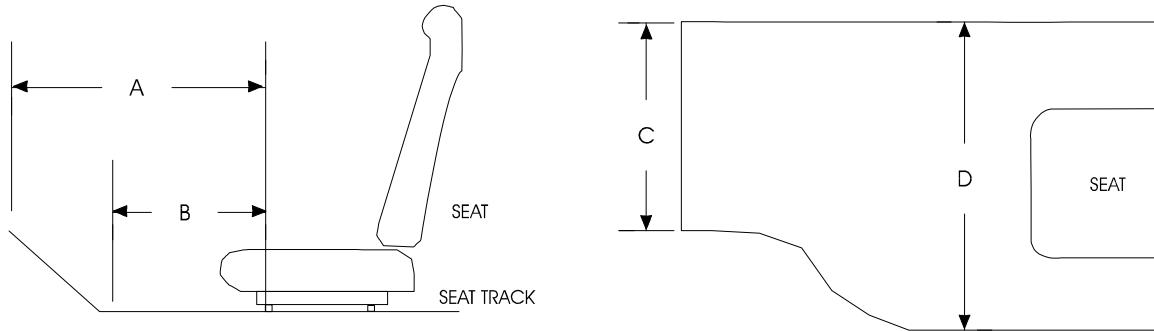
DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)  
 VEHICLE INTRUSION MEASUREMENTS  
 DOOR OPENING WIDTH



UNITS (mm)	LEFT			RIGHT		
MEASUREMENT	1	2	3	1	2	3
BEFORE TEST	954	1489	1108	949	1493	1130
AFTER TEST	938	1466	1173	934	1480	1187
DIFFERENCE	16	23	-65	15	13	-57

UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	2480	2480
AFTER TEST	2389	2356
DIFFERENCE	91	124

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



**DRIVER**

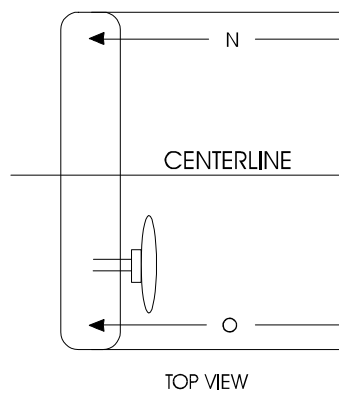
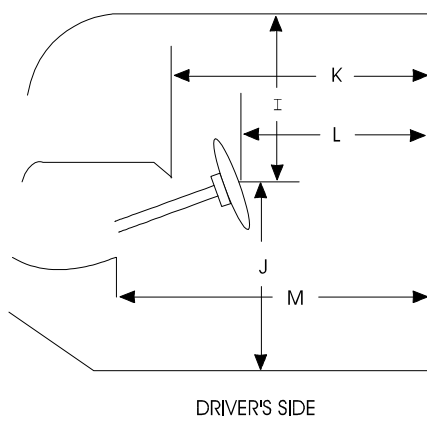
Measurement	Pre-Test	Post-Test	Difference
A	649	558	91
B	602	573	29
C	462	428	34
D	462	441	21

**PASSENGER**

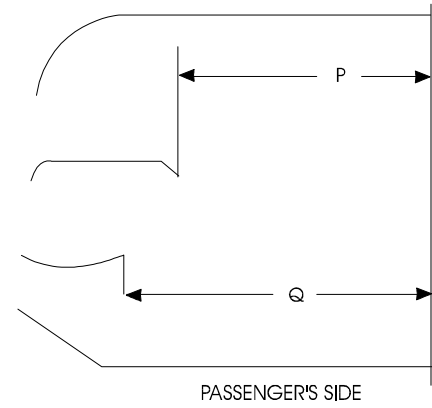
Measurement	Pre-Test	Post-Test	Difference
A	647	583	64
B	585	587	-2
C	425	400	25
D	430	464	-34

Units = mm

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



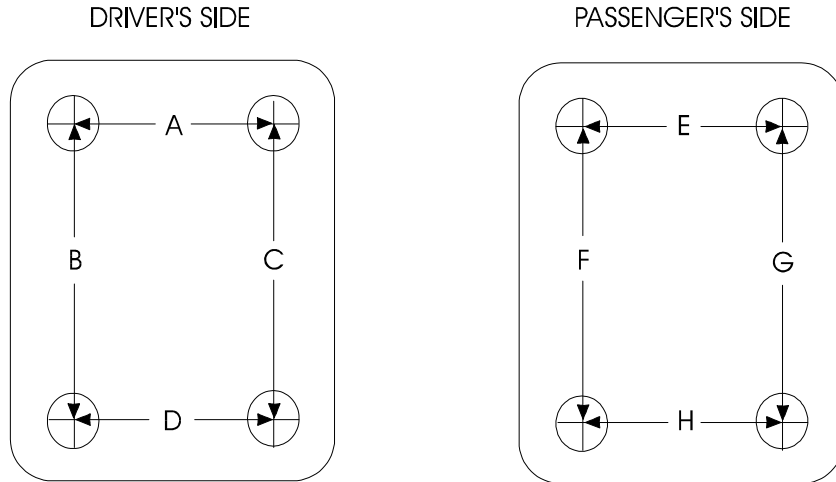
MEASUREMENTS  
FROM C-PILLAR  
BELT ANCHORAGE



Measurement	Pre-Test	Post-Test	Difference
I	461	595	-134
J	681	623	58
K	1654	1599	55
L	1416	1386	30
M	1626	1606	20
N	1593	1556	37
O	1602	1554	48
P = K (PASS.)	1680	1645	35
Q = M (PASS.)	1629	1594	35

Units = mm

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

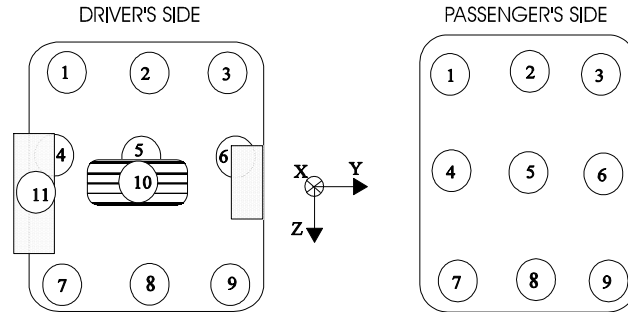


TOP VIEW THROUGH FLOOR PAN

Measurement	Pre-Test	Post-Test	Difference
A	185	185	0
B	368	358	10
C	355	356	-1
D	205	206	-1
E	190	190	0
F	330	335	-5
G	335	324	11
H	185	181	4

Units = mm

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



**Driver Side Floorpan Measurements**

Floorpan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	2902	2780	122	-559	-516	43
2	2915	2783	132	-553	-514	39
3	2906	2784	122	-530	-516	14
4	2882	2788	94	-497	-470	27
5	2895	2798	97	-495	-472	23
6	2894	2788	106	-506	-470	36
7	2864	2805	59	-446	-413	33
8	2868	2798	70	-449	-412	37
9	2855	2792	63	-444	-396	48
10	2726	2534	192	-570	-557	13
11	2772	2722	50	-487	-422	65

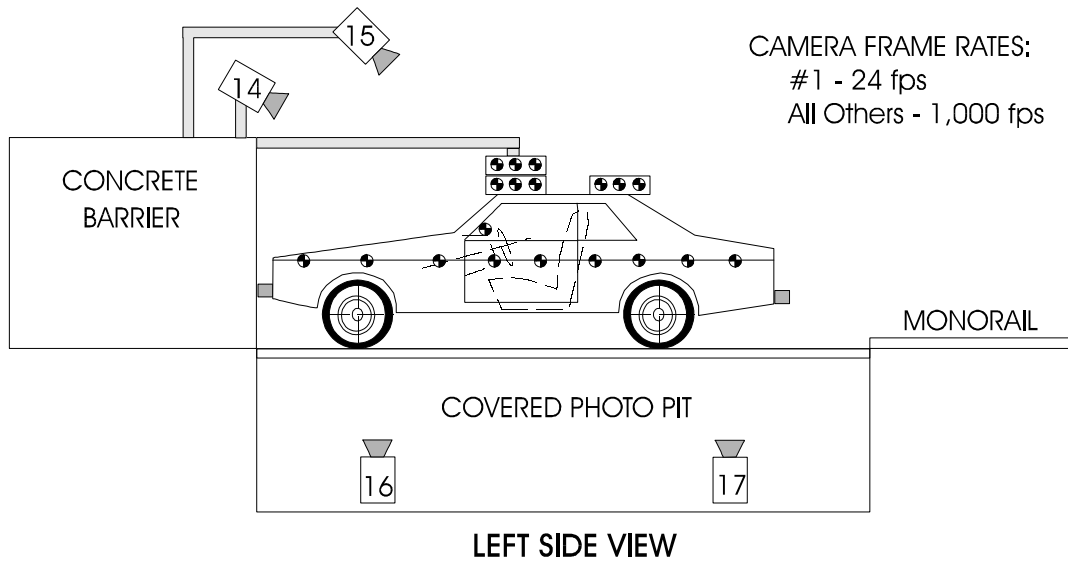
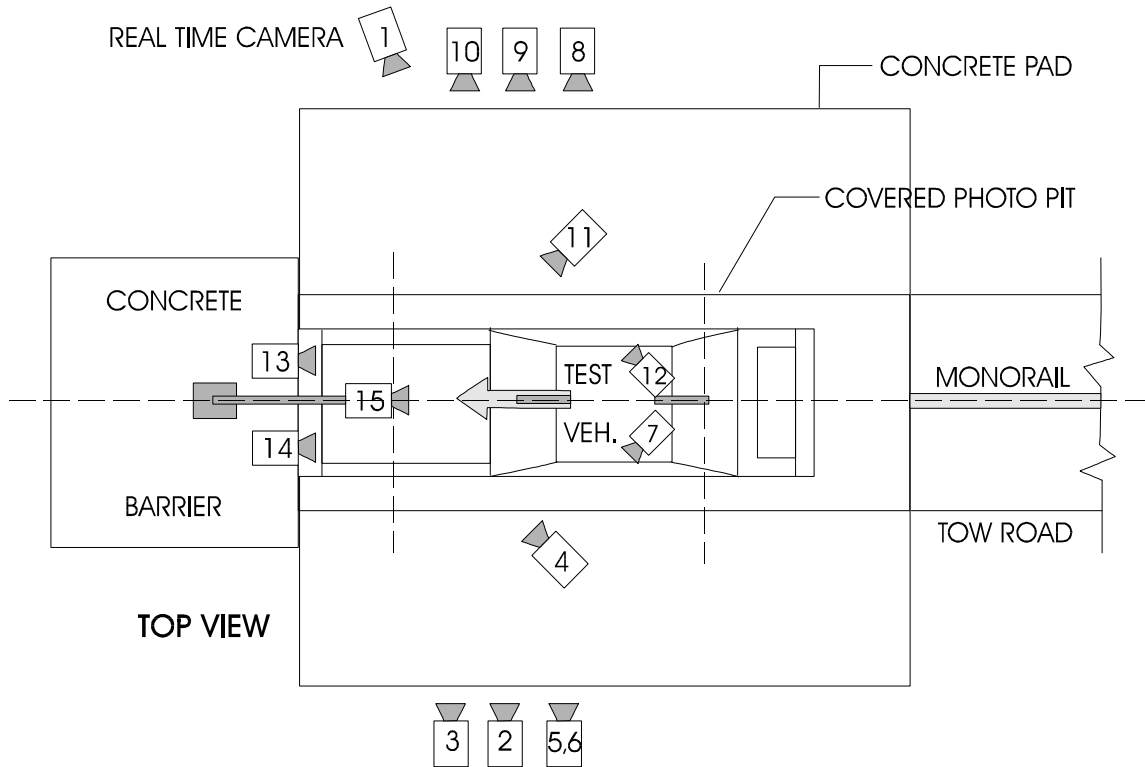
**Passenger Side Floorpan Measurements**

Floorpan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	2924	2840	84	-563	-535	28
2	2918	2823	95	-573	-519	54
3	2889	2813	76	-560	-522	38
4	2889	2837	52	-496	-493	3
5	2890	2825	65	-504	-494	10
6	2855	2780	75	-508	-480	28
7	2858	2823	35	-427	-430	-3
8	2856	2827	29	-424	-428	-4
9	2832	2790	42	-425	-401	24

Reference: SAE: X = Rear Bumper (Positive: forward); Z = Ground (Positive: down)

DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

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



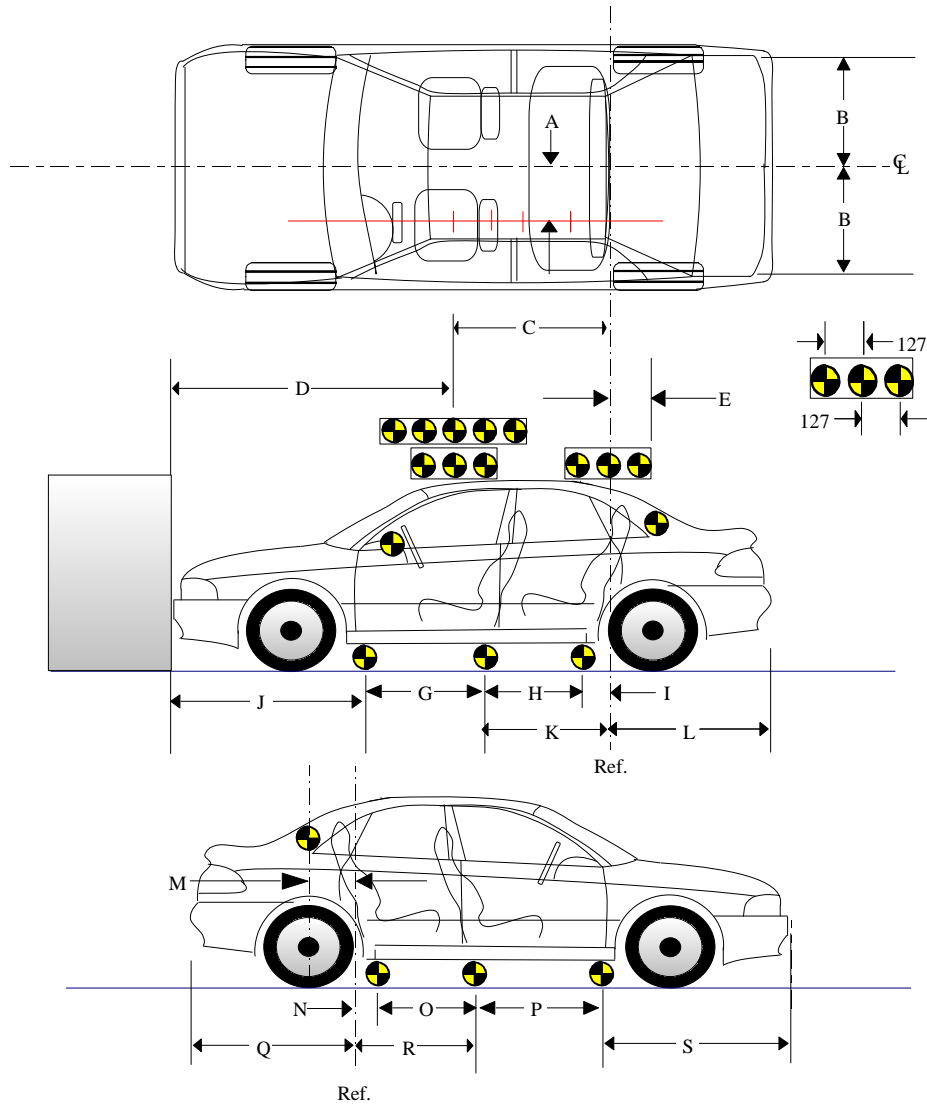
CAMERA FRAME RATES:  
 #1 - 24 fps  
 All Others - 1,000 fps



DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

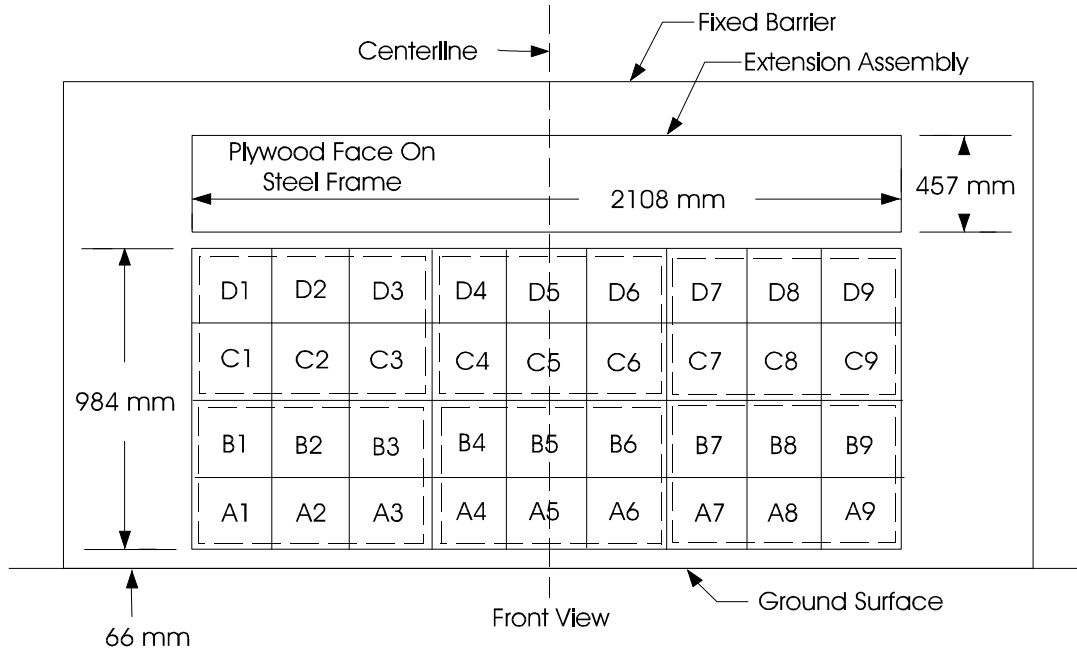
(Dimensions in millimeters)

A	345
B	516
C	1204
D	1697
E	313
F	1304
G	787
H	767
I	117
J	1232
K	884
L	1148
M	310
N	115
O	768
P	783
Q	1148
R	883
S	1278



DATA SHEET NO. 17      LOAD CELL LOCATIONS ON FIXED BARRIER

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



6 GROUPS OF 6 LOAD CELLS EACH

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

The following data is presented in Appendix B:

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

DATA SHEET NO. 18 POST TEST AIR BAG DATA

NHTSA No. :  M10108;  Test Date:  December 19, 2000;  Technician:  Patrick G. MacDiarmid

Vehicle Model Year/Make/Model:  2001 Chevrolet Tracker

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

B. Size of vent holes: (mm<sup>2</sup>)  962  -Driver  1963.5  -Passenger

C. Total vent area: (mm<sup>2</sup>)  1924  -Driver  3927  -Passenger

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

Driver:  435  -Height;  540  -Width;  350  -Depth

Passenger:  630  -Height;  450  -Width;  855  -Depth

E. Is the air bag tethered?

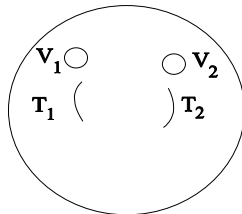
Driver:  X  -Yes;  -  -No; If yes, record length of tether-  250

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

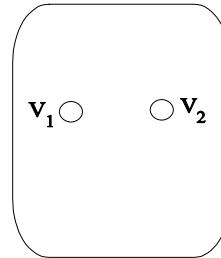
Sketch the air bag showing the location of the vent holes, how the bag is tethered, and where the bag is tethered. Also describe how the tethers are attached to the bag and the steering wheel.

(Note: Not to scale; V<sub>n</sub> = Vent hole<sub>n</sub>, T<sub>n</sub> = Tether<sub>n</sub>).

**Driver**



**Passenger**



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

Driver:  Air bag: Illegible

Generator: 30025950 1GQK221A0155

Passenger:  Air bag: -

Generator: 1P6697223 1PGG99223 1P6696321 30021236 AL66D3S237W0037

DATA SHEET NO. 19 ACCIDENT INVESTIGATION DIVISION DATA

FOR 56.3 KPH FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Chevrolet Tracker 4-Door Utility Vehicle

NHTSA Test No.: M10108 VIN: 2CNBJ13C416910501

Model Year: 2001 Build Date: 8/00 Test Date: December 19, 2000

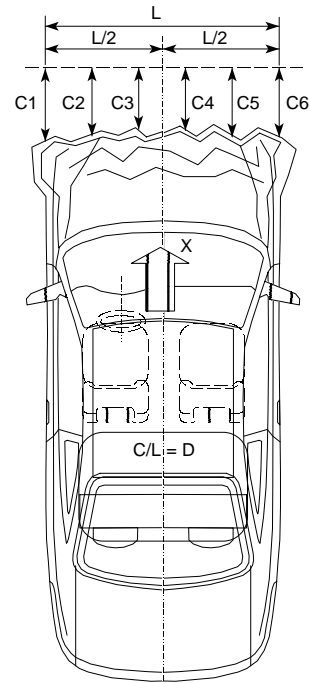
Vehicle Size Category: SUV Test Weight: 1594.0 kg

Vehicle Wheelbase: 2480 mm; Front Overhang: 767 mm; Overall Width: 1710 mm

Collision Deformation Classification (CDC) Code: 12FDEW3

Crush Depth Dimensions:

	PRE	POST	DIFF	
C1 =	3937	3581	356.0	mm
C2 =	4020	3477	543.0	mm
C3 =	4047	3508	539.0	mm
C4 =	4045	3524	521.0	mm
C5 =	4023	3504	519.0	mm
C6 =	3941	3474	467.0	mm



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

Length of Damaged Region:

L1= 1500 mm  
 L2= 750.0 mm  
 L3= 500.0 mm

**APPENDIX A**  
**PHOTOGRAPHS**

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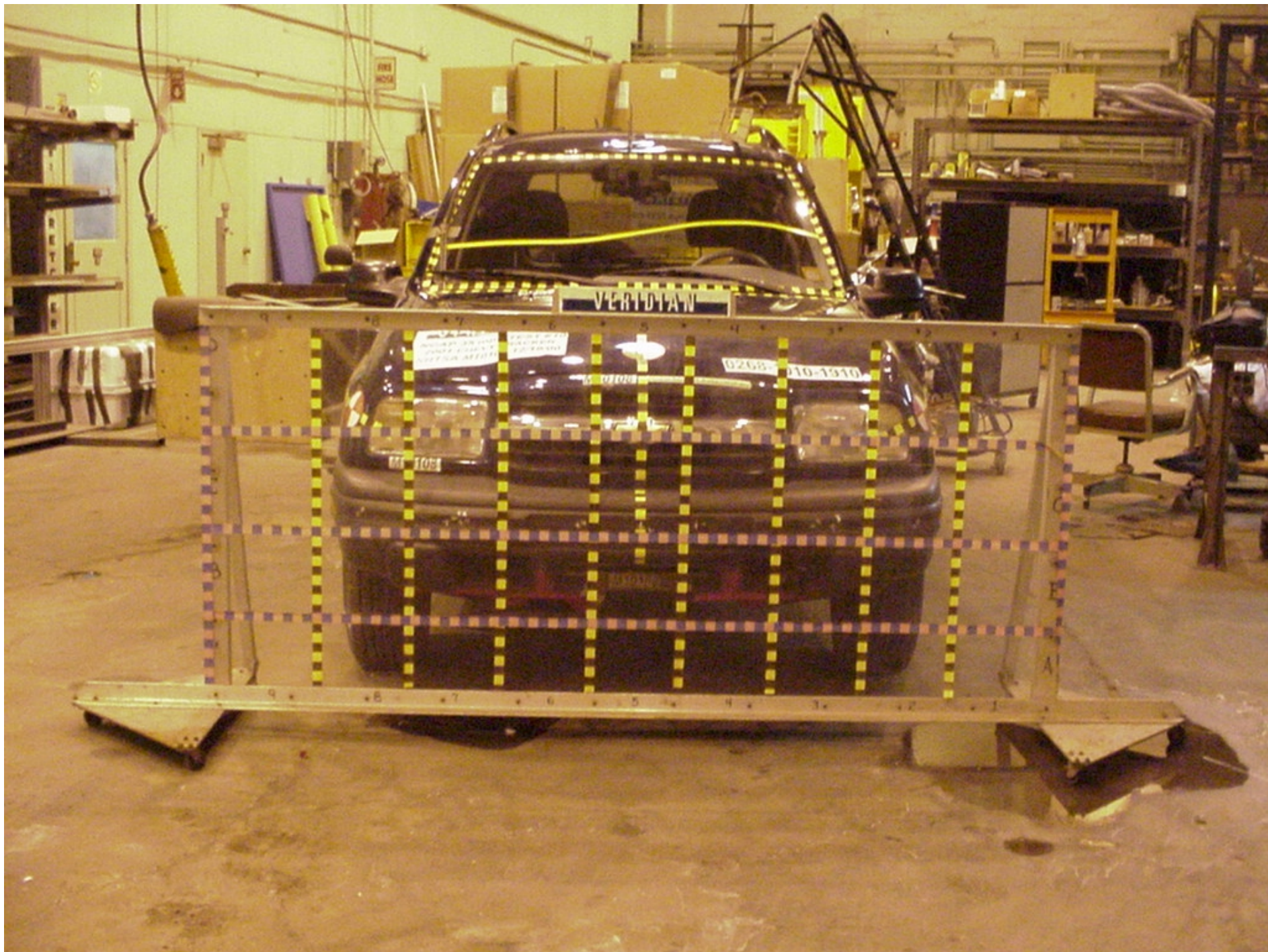


Figure A-1 LOAD CELL LOCATIONS



Figure A-2 PRE-TEST FRONT VIEW



Figure A-3 POST-TEST FRONT VIEW



Figure A-4 PRE-TEST LEFT SIDE VIEW



Figure A-5 POST-TEST LEFT SIDE VIEW



Figure A-6 PRE-TEST RIGHT SIDE VIEW



Figure A-7 POST-TEST RIGHT SIDE VIEW



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



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



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



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



Figure A-12 PRE-TEST WINDSHIELD VIEW



Figure A-13 POST-TEST WINDSHIELD VIEW



Figure A-14 PRE-TEST ENGINE COMPARTMENT VIEW



Figure A-15 FUEL CAP VIEW

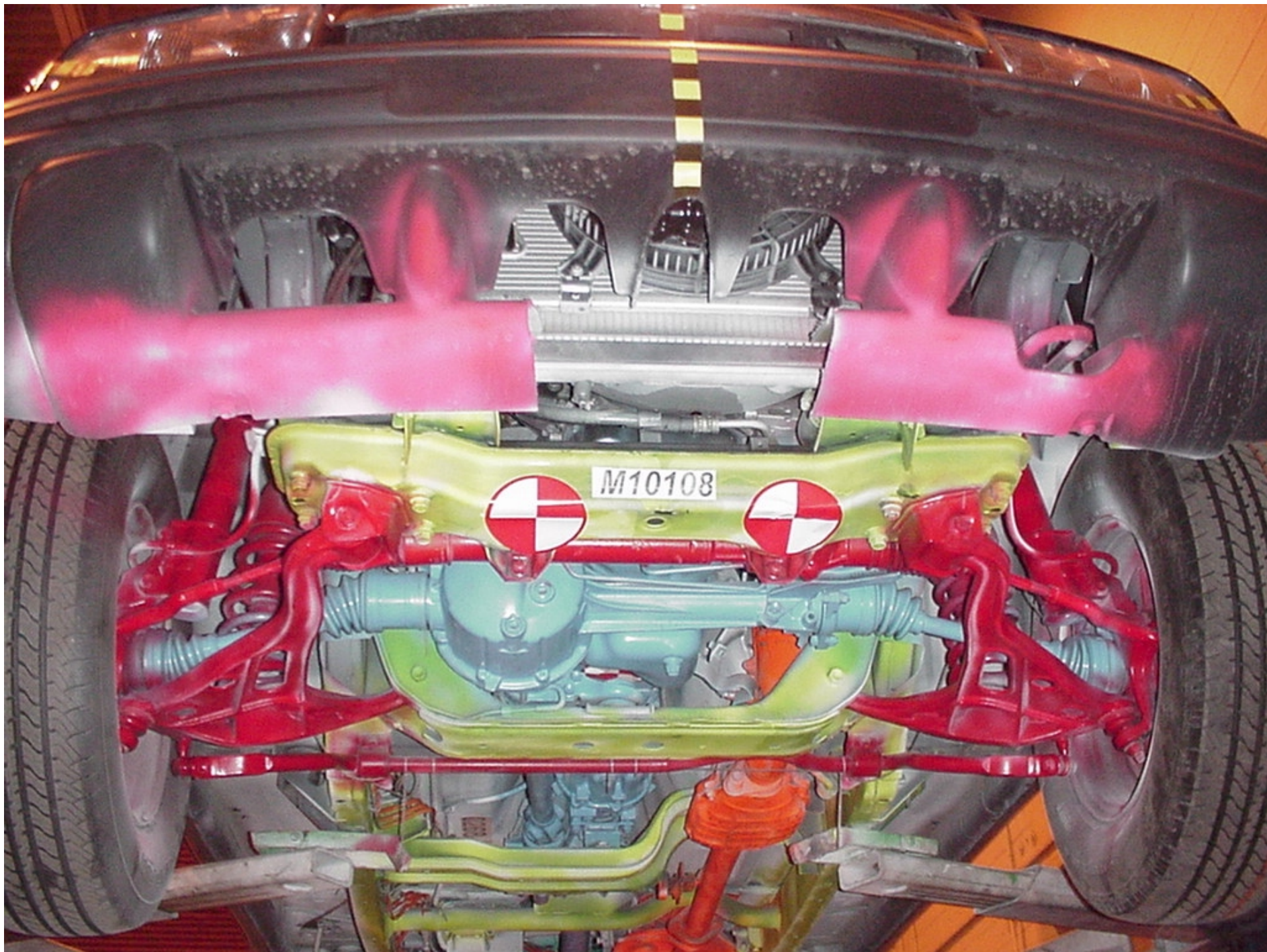


Figure A-16 PRE-TEST FRONT UNDERBODY VIEW

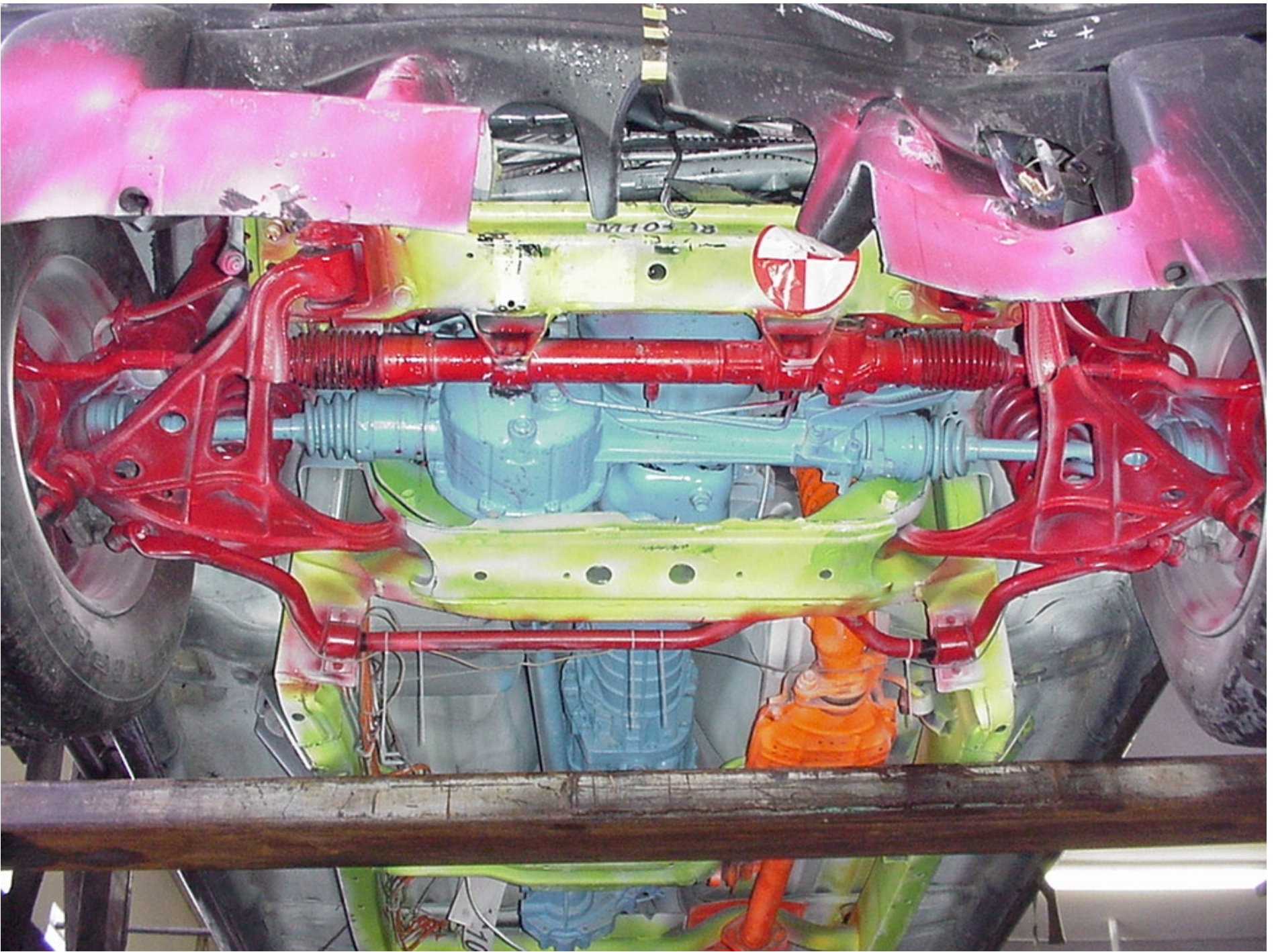


Figure A-17 POST-TEST FRONT UNDERBODY VIEW



Figure A-18 PRE-TEST FRONT SIDE UNDERBODY VIEW

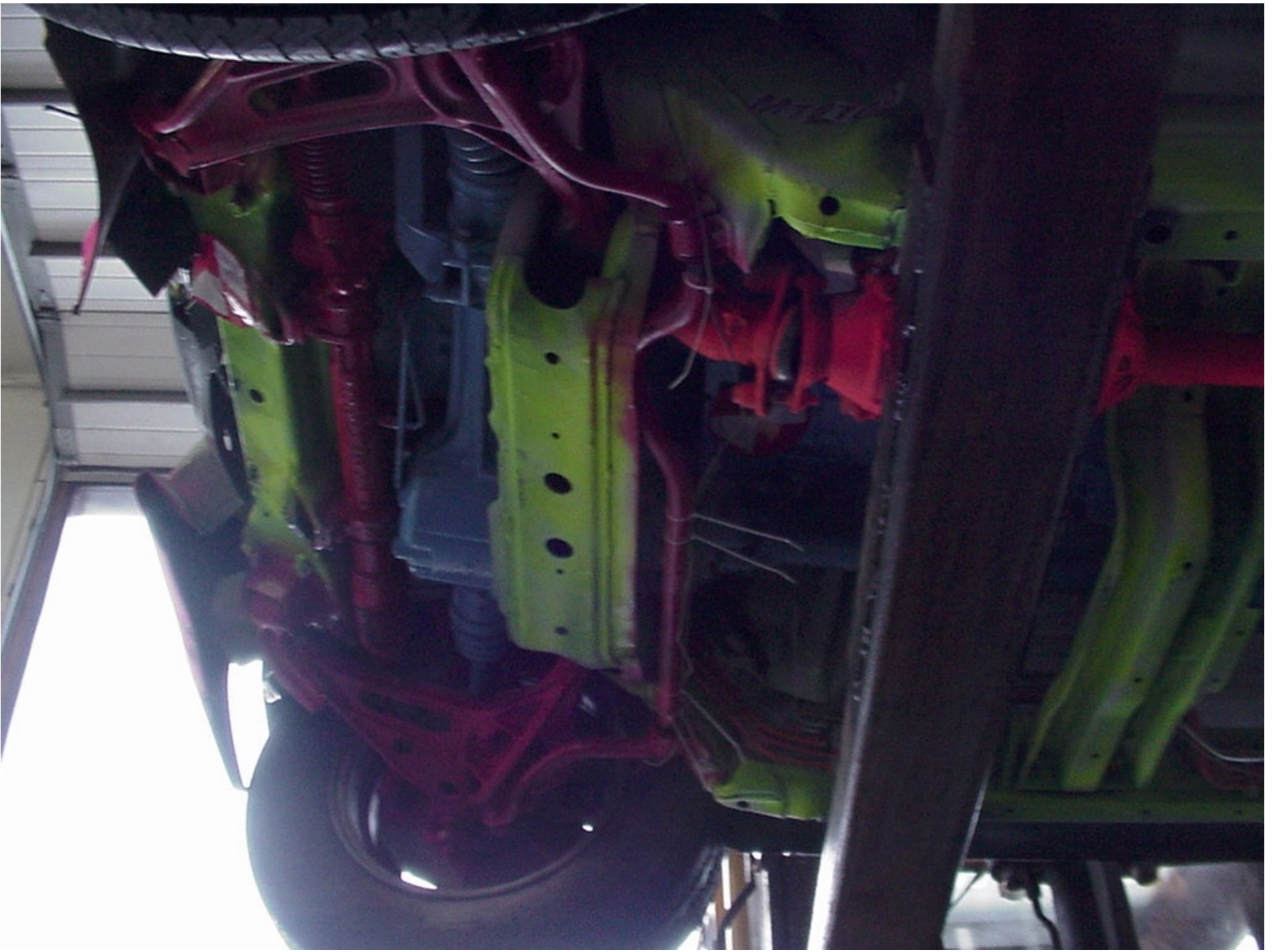


Figure A-19 POST-TEST FRONT SIDE UNDERBODY VIEW

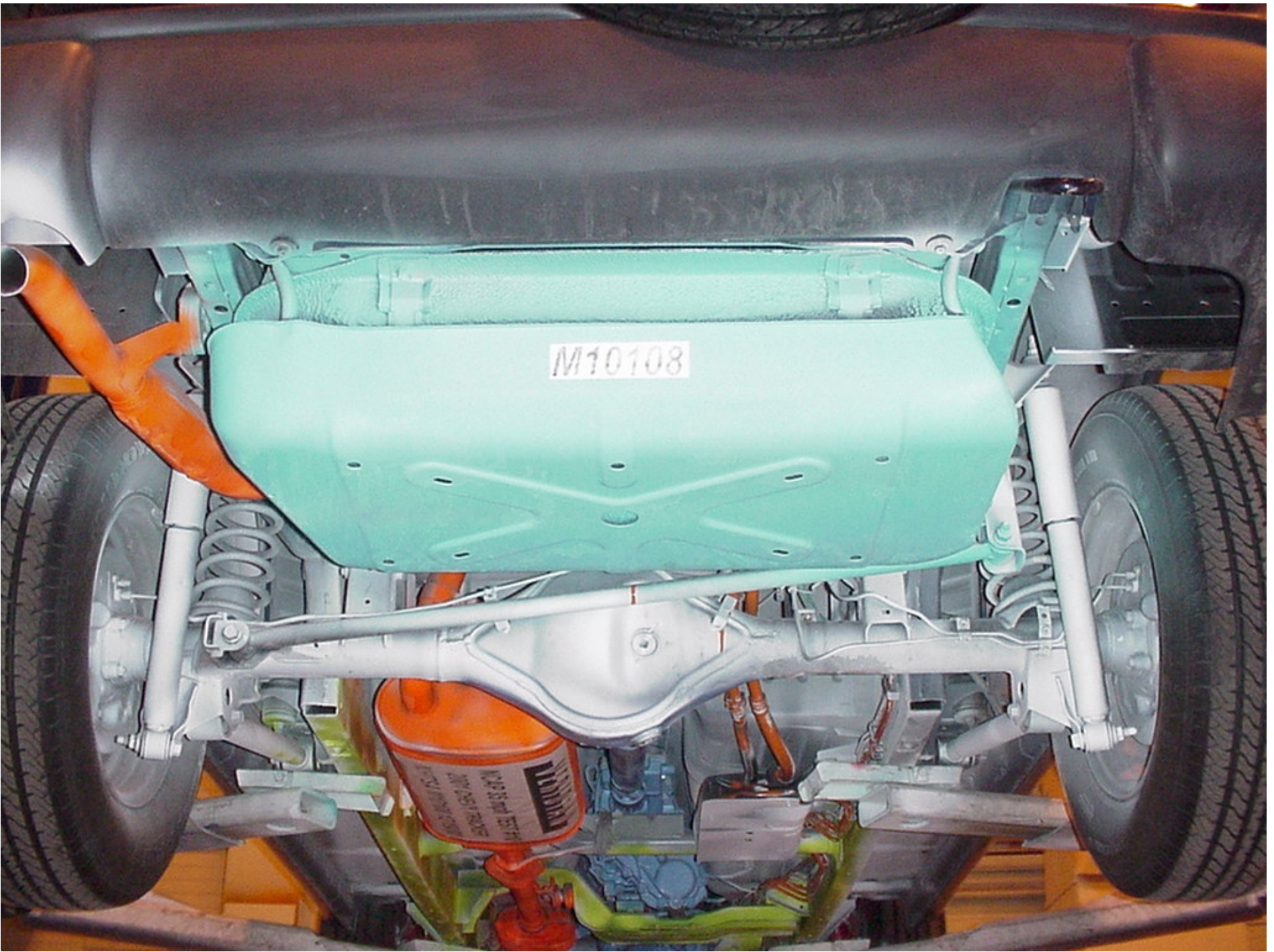


Figure A-20 PRE-TEST REAR UNDERBODY VIEW

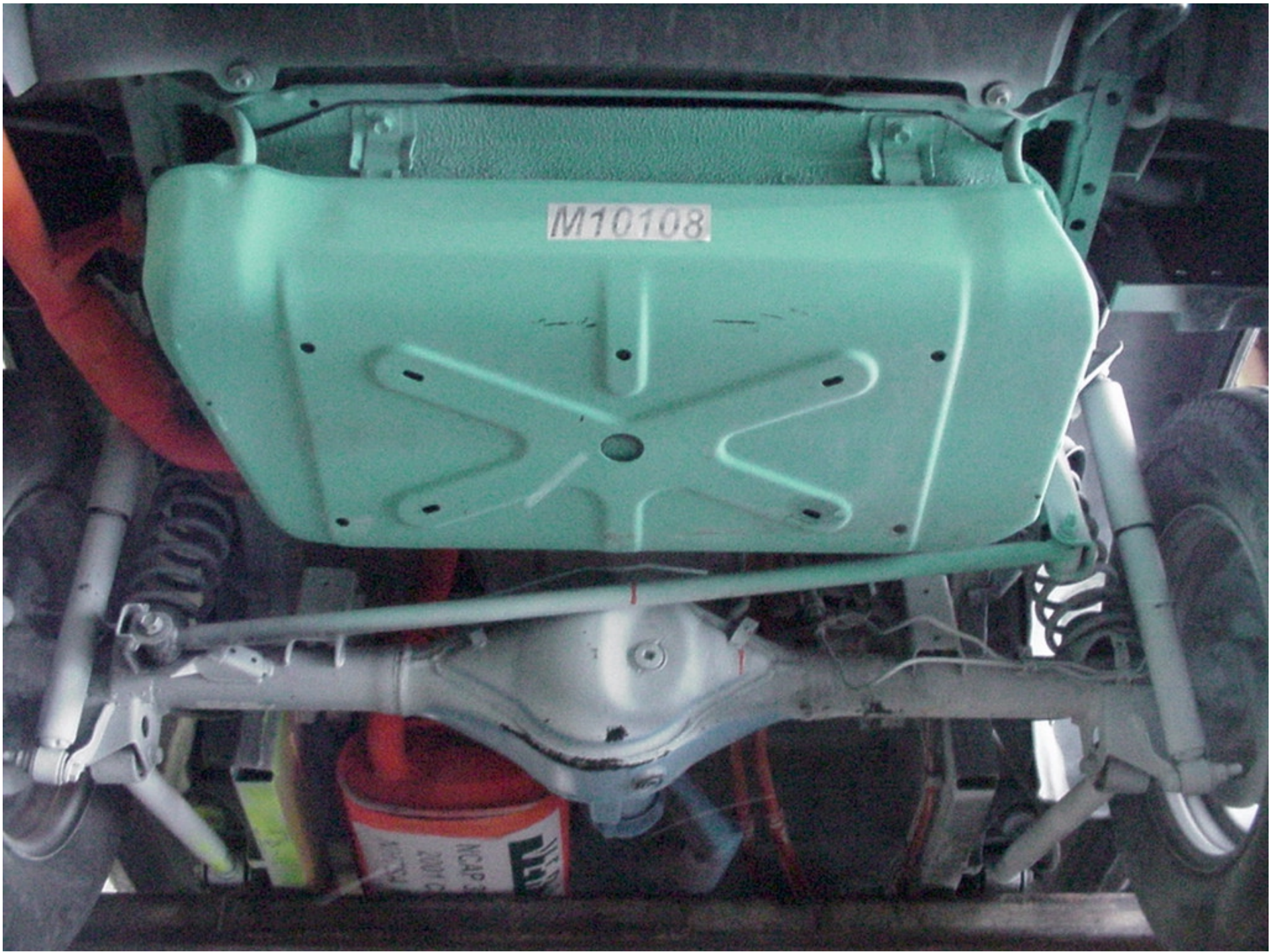


Figure A-21 POST-TEST REAR UNDERBODY VIEW



Figure A-22 PRE-TEST DRIVER POSITION VIEW



Figure A-23 POST-TEST DRIVER POSITION VIEW



Figure A-24 PRE-TEST PASSENGER POSITION VIEW



Figure A-25 POST-TEST PASSENGER POSITION VIEW



Figure A-26 PRE-TEST DRIVER AND INTERIOR VIEW



Figure A-27 POST-TEST DRIVER AND INTERIOR VIEW

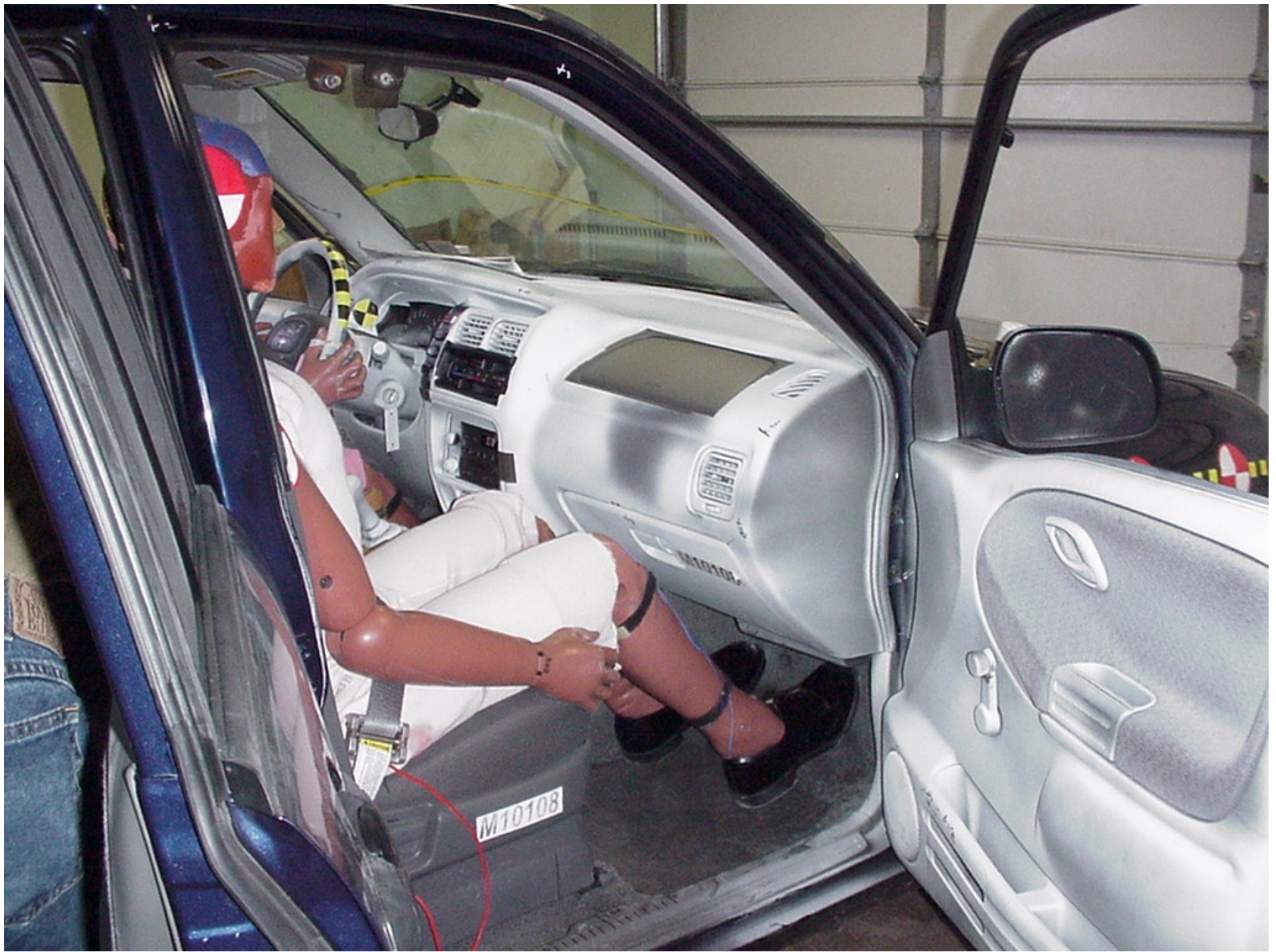


Figure A-28 PRE-TEST PASSENGER AND INTERIOR VIEW



Figure A-29 POST-TEST PASSENGER AND INTERIOR VIEW



Figure A-30 PRE-TEST DRIVER HEAD LOCATION



Figure A-31 POST-TEST DRIVER HEAD LOCATION



Figure A-32 PRE-TEST PASSENGER HEAD LOCATION



Figure A-33 POST-TEST PASSENGER HEAD LOCATION



Figure A-34 PRE-TEST DRIVER FLOOR PAN VIEW



Figure A-35 POST-TEST DRIVER FLOOR PAN VIEW



Figure A-36 PRE-TEST PASSENGER FLOOR PAN VIEW



Figure A-37 POST-TEST PASSENGER FLOOR PAN VIEW



Figure A-38 ROLLOVER VIEW



Figure A-39 IMPACT VIEW

**APPENDIX B**

DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA

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

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

## DATA CHANNEL FILTER CLASS SUMMARY

NHTSA TEST NO. M10108

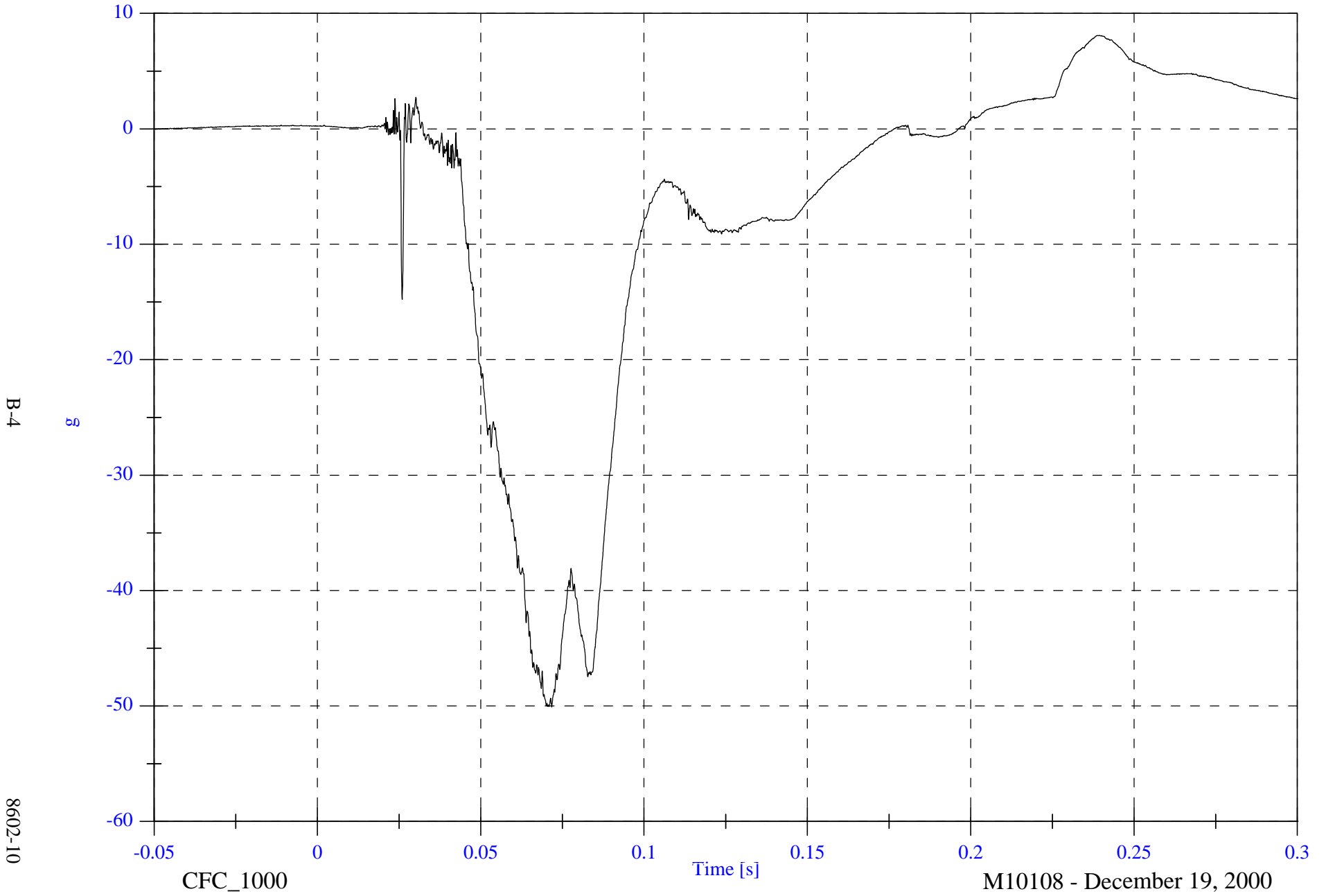
<b>DATA TYPE</b>	<b>SAE FILTER CLASS (Hz)</b>
Dummy Head Accelerations	1000
Dummy Chest Accelerations	180
Dummy Chest Displacements	60
Dummy Femur Forces	600
Dummy Belt Loads	60
Dummy Belt Displacements	180
Dummy Neck Forces	1000
Dummy Neck Moments	600
Vehicle Accelerations	60
Vehicle Velocity Integrations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

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 8.1 [g] at 0.239 [s]

P1 Head x

Min: -50.1 [g] at 0.072 [s]



B-4

g

8602-10

CFC\_1000

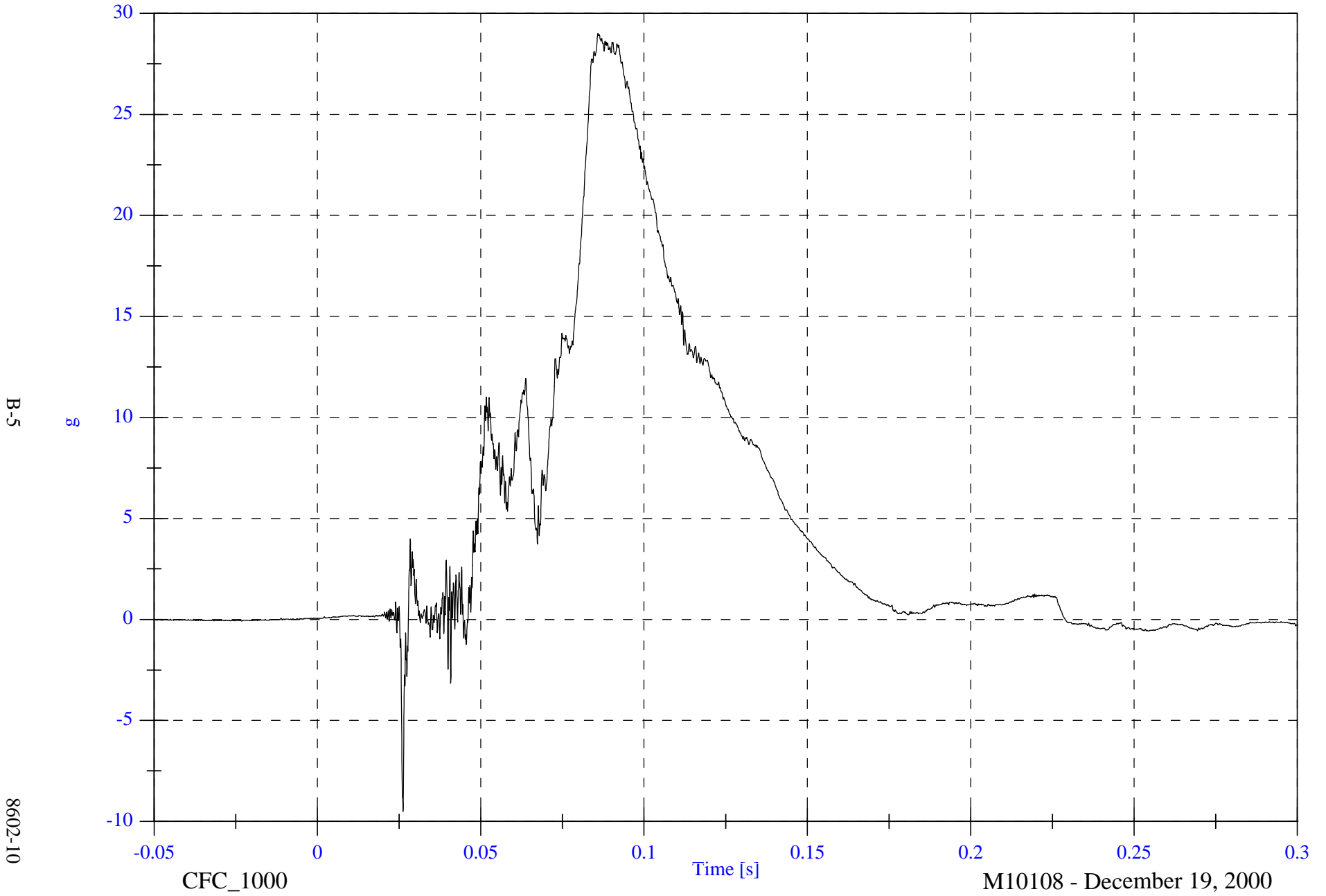
Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 29.0 [g] at 0.086 [s]  
Min: -9.5 [g] at 0.026 [s]

P1 Head y



B-5

8602-10

CFC\_1000

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P1 Head z

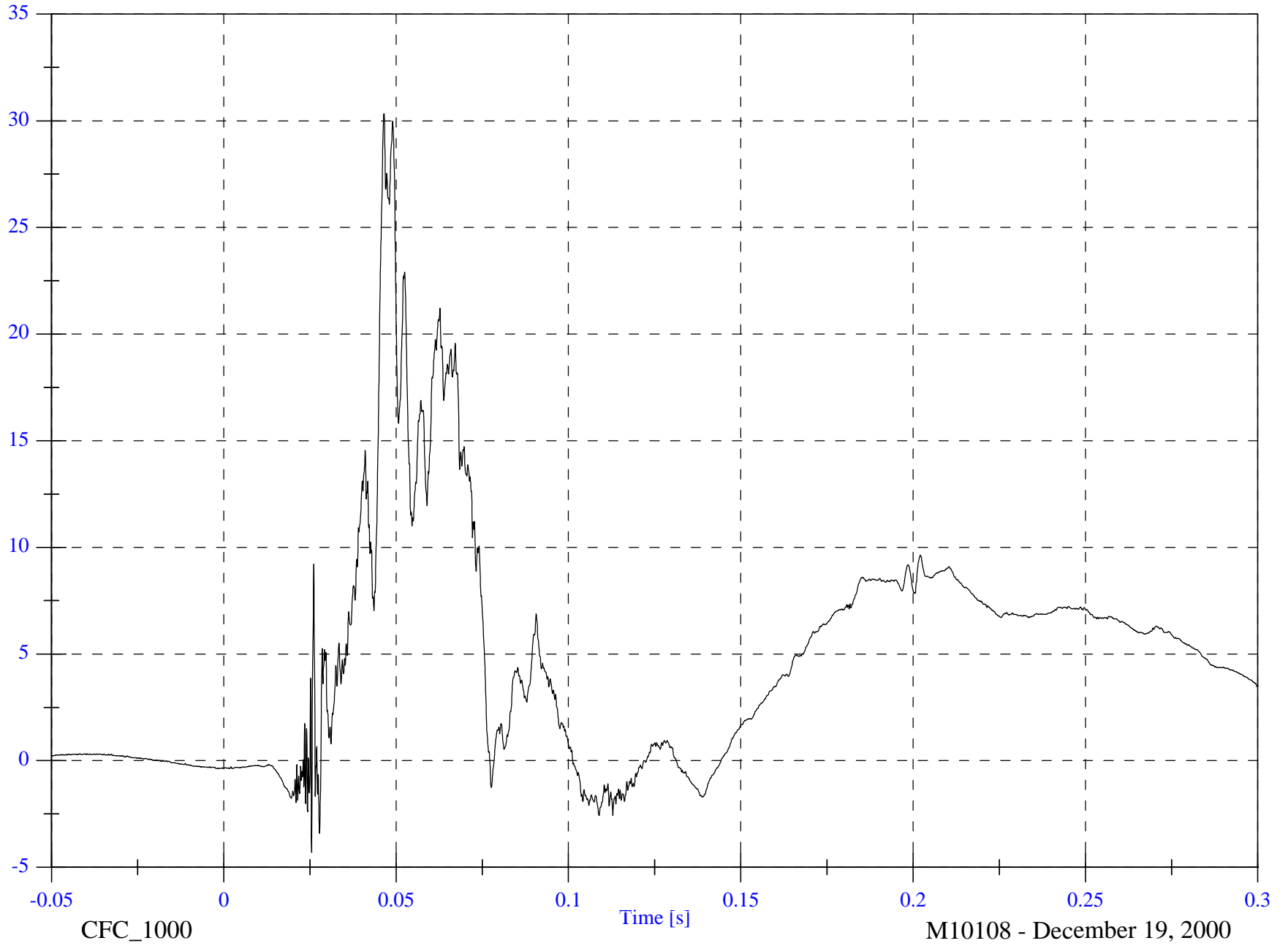
Max: 30.3 [g] at 0.046 [s]

Min: -4.3 [g] at 0.025 [s]

B-6

g

8602-10



CFC\_1000

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P1 Head Resultant

Max: 54.8 [g] at 0.084 [s]

Min: 0.2 [g] at -0.020 [s]

B-7

8602-10

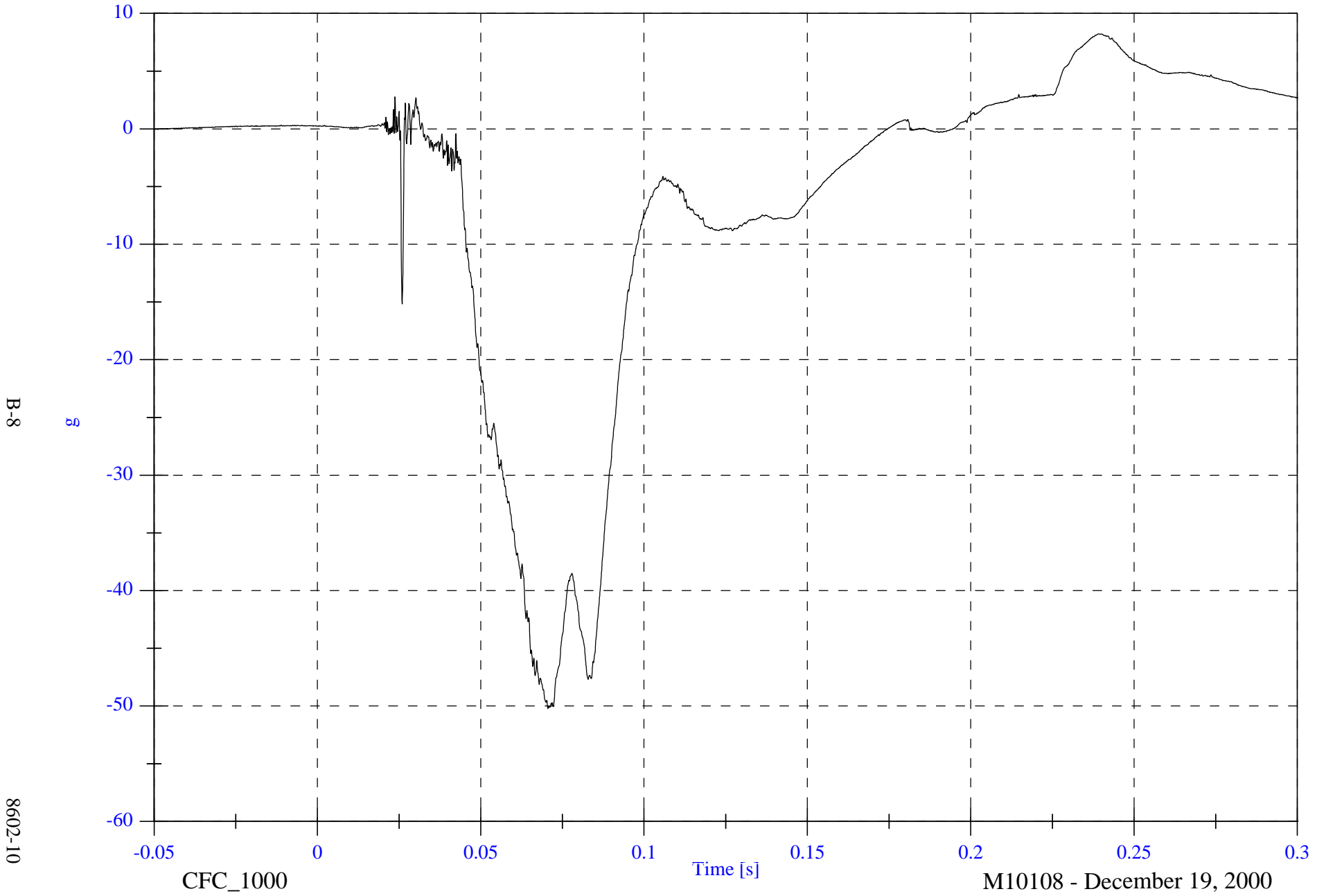


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 8.2 [g] at 0.239 [s]

P1 Head Red x

Min: -50.2 [g] at 0.071 [s]



B-8

g

8602-10

CFC\_1000

Time [s]

M10108 - December 19, 2000

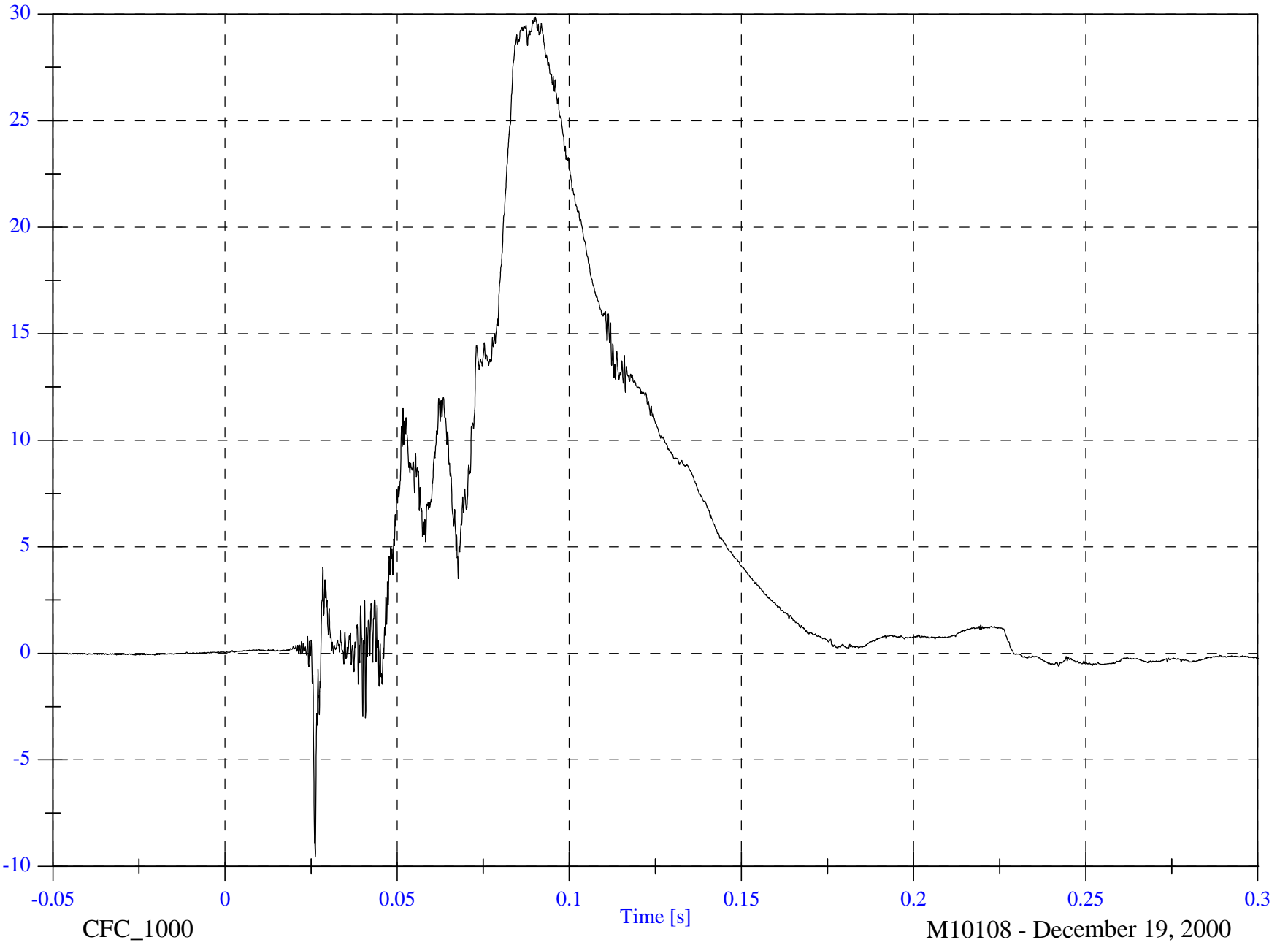
NCAP Test #10 - 2001 Chevrolet Tracker

Max: 29.9 [g] at 0.090 [s]  
Min: -9.6 [g] at 0.026 [s]

P1 Head Red y

B-9

g



8602-10

CFC\_1000

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

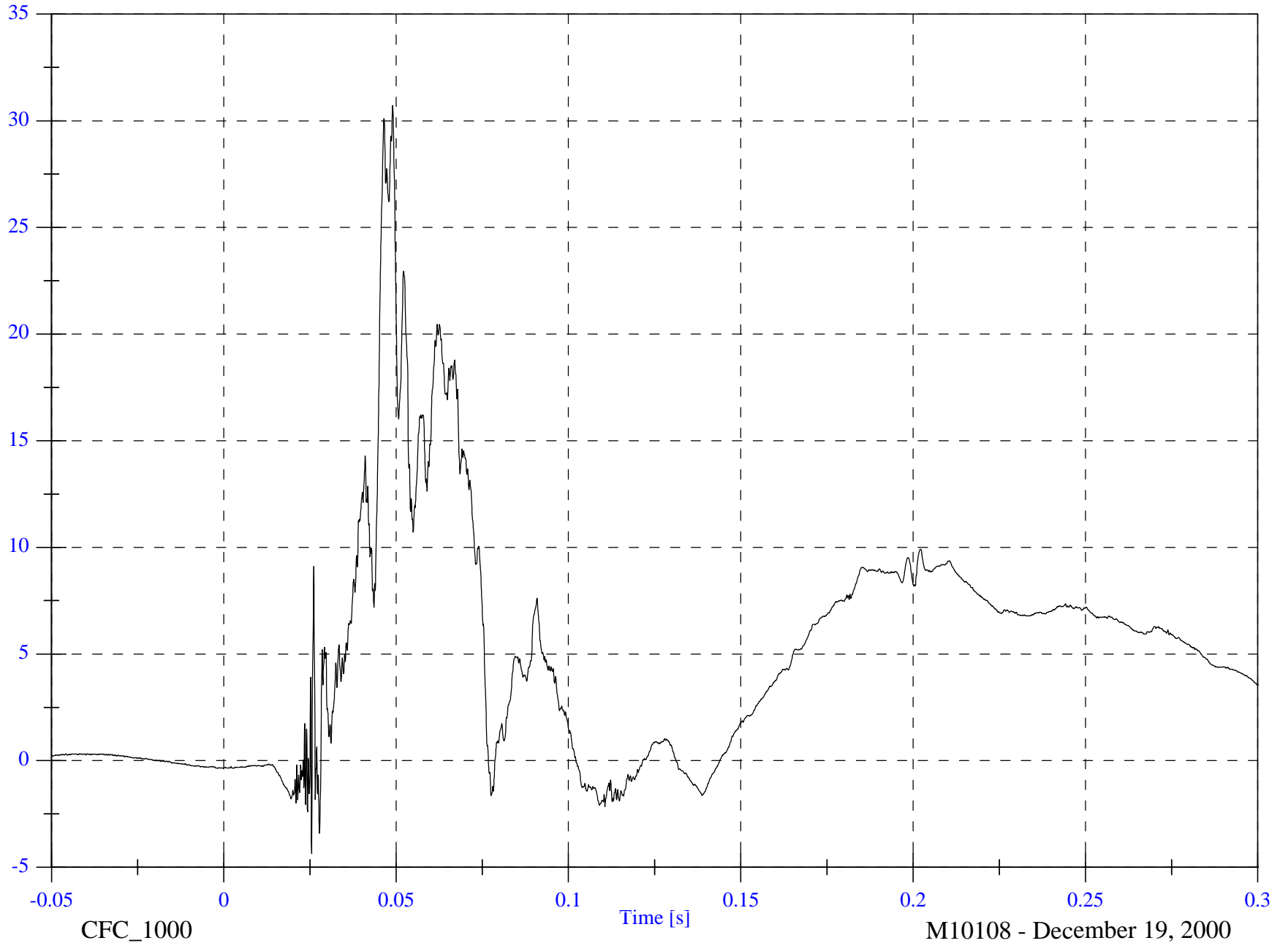
P1 Head Red z

Max: 30.7 [g] at 0.049 [s]

Min: -4.4 [g] at 0.025 [s]

B-10

g



8602-10

CFC\_1000

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P1 Head Red Resultant

Max: 55.4 [g] at 0.084 [s]

Min: 0.2 [g] at -0.018 [s]

B-11

8602-10



CFC\_1000

Time [s]

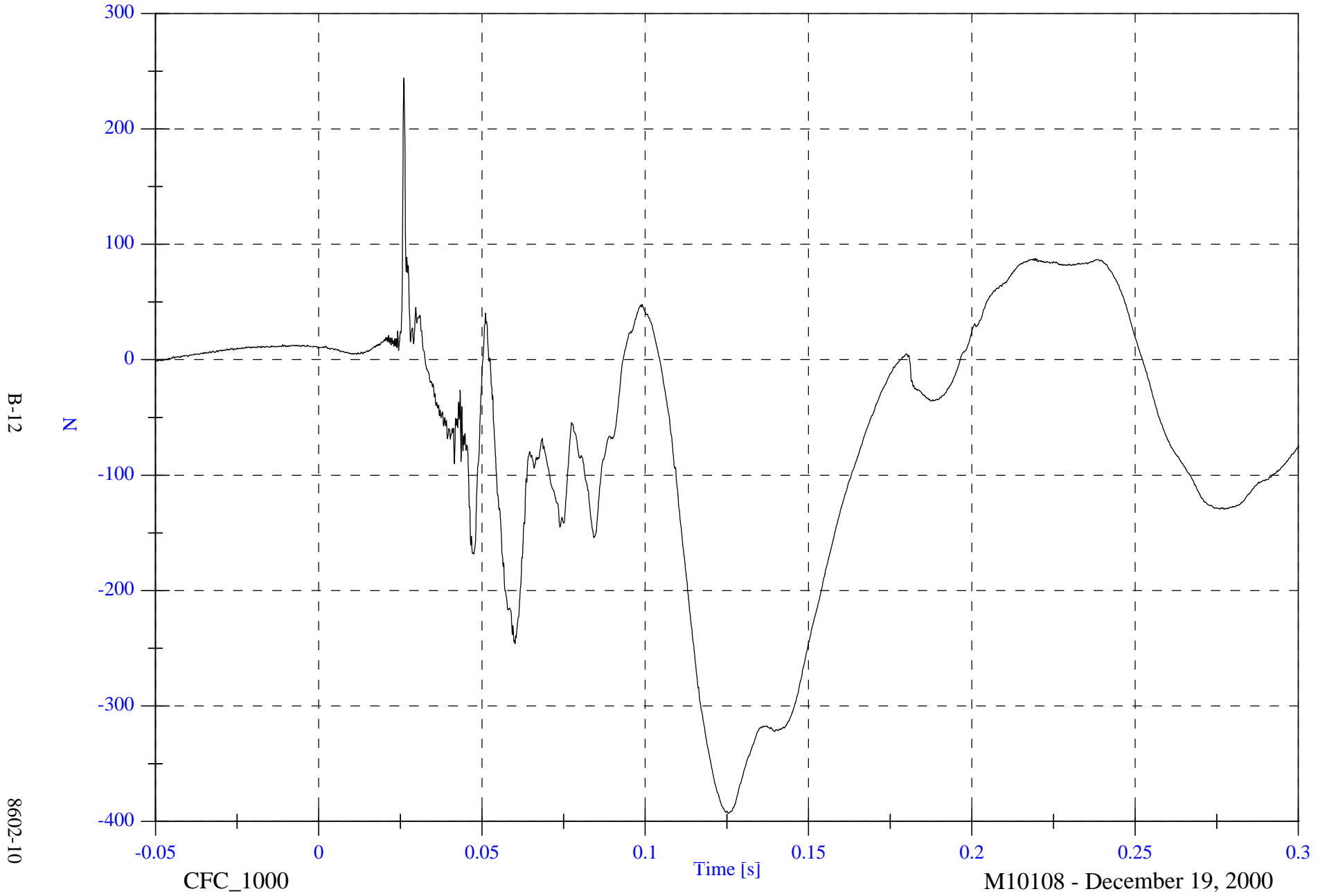
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 244.0 [N] at 0.026 [s]

P1 Upper Neck Fx

Min: -393.0 [N] at 0.125 [s]



B-12

8602-10

CFC\_1000

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 11105.5 [N] at 0.110 [s]

Min: -6824.5 [N] at 0.074 [s]

P1 Upper Neck Fy



B-13

8602-10

CFC\_1000

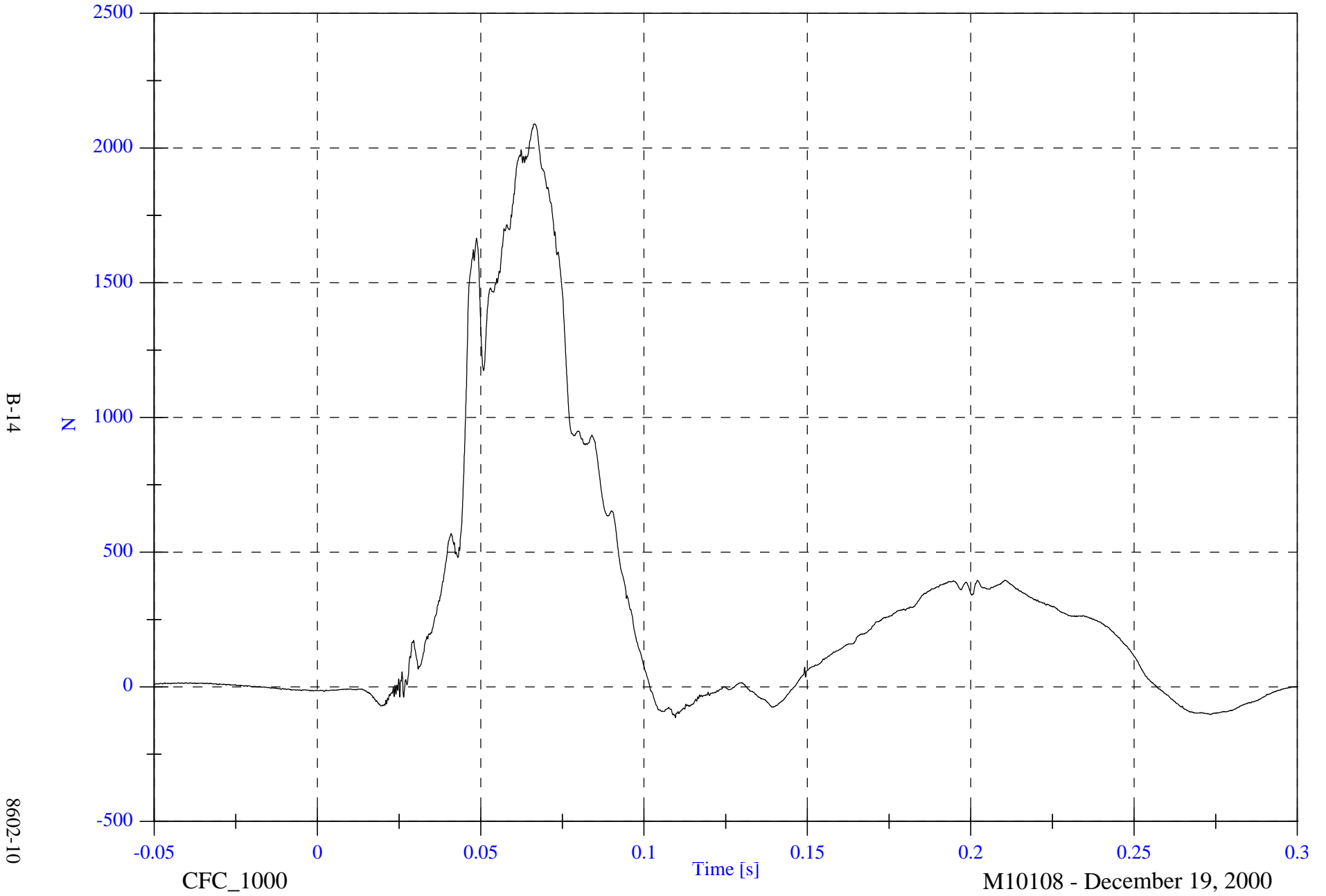
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 2089.4 [N] at 0.066 [s]

P1 Upper Neck Fz

Min: -114.6 [N] at 0.110 [s]

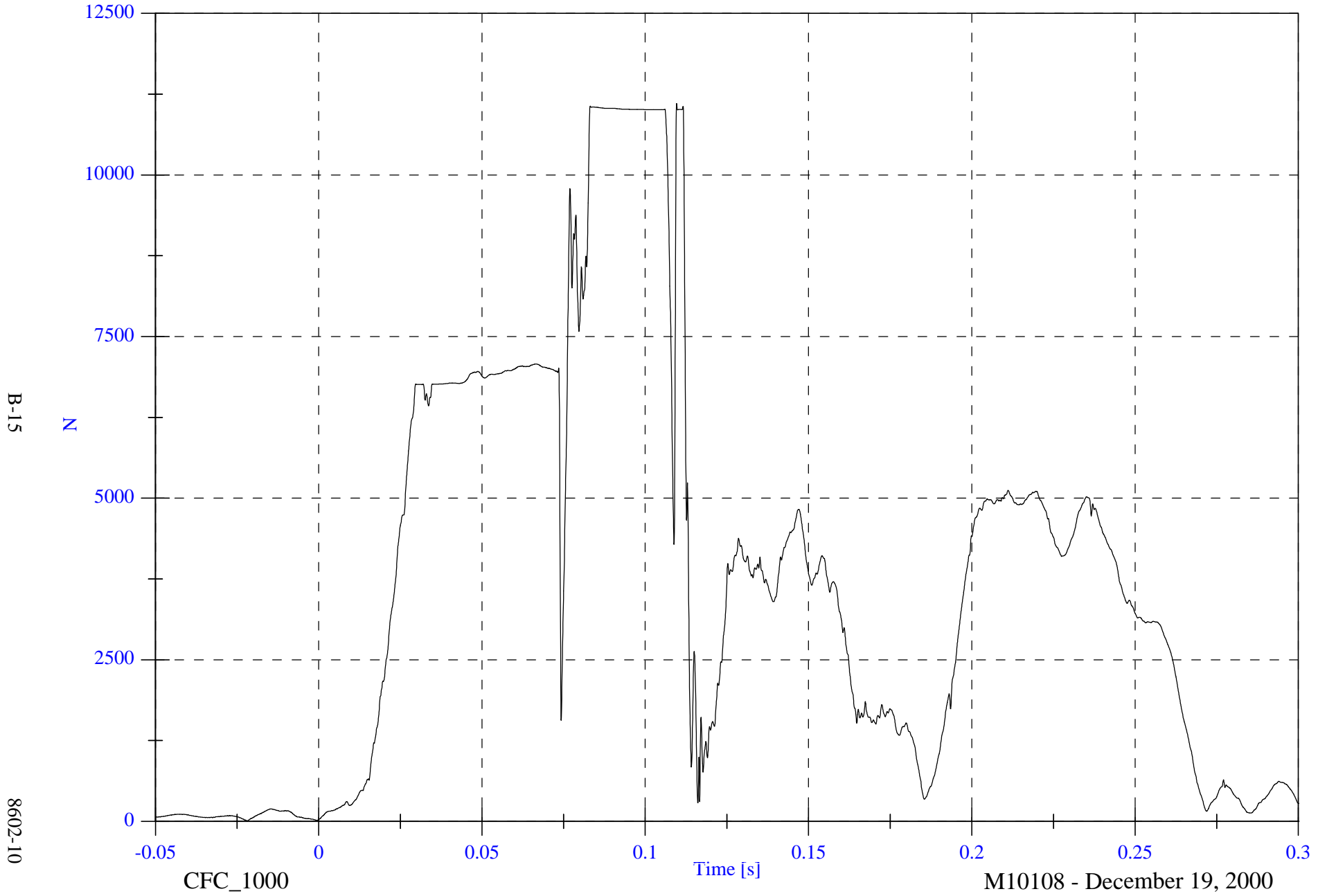


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 11106.6 [N] at 0.110 [s]

P1 Upper Neck F Resultant

Min: 11.0 [N] at -0.022 [s]



B-15

8602-10

CFC\_1000

Time [s]

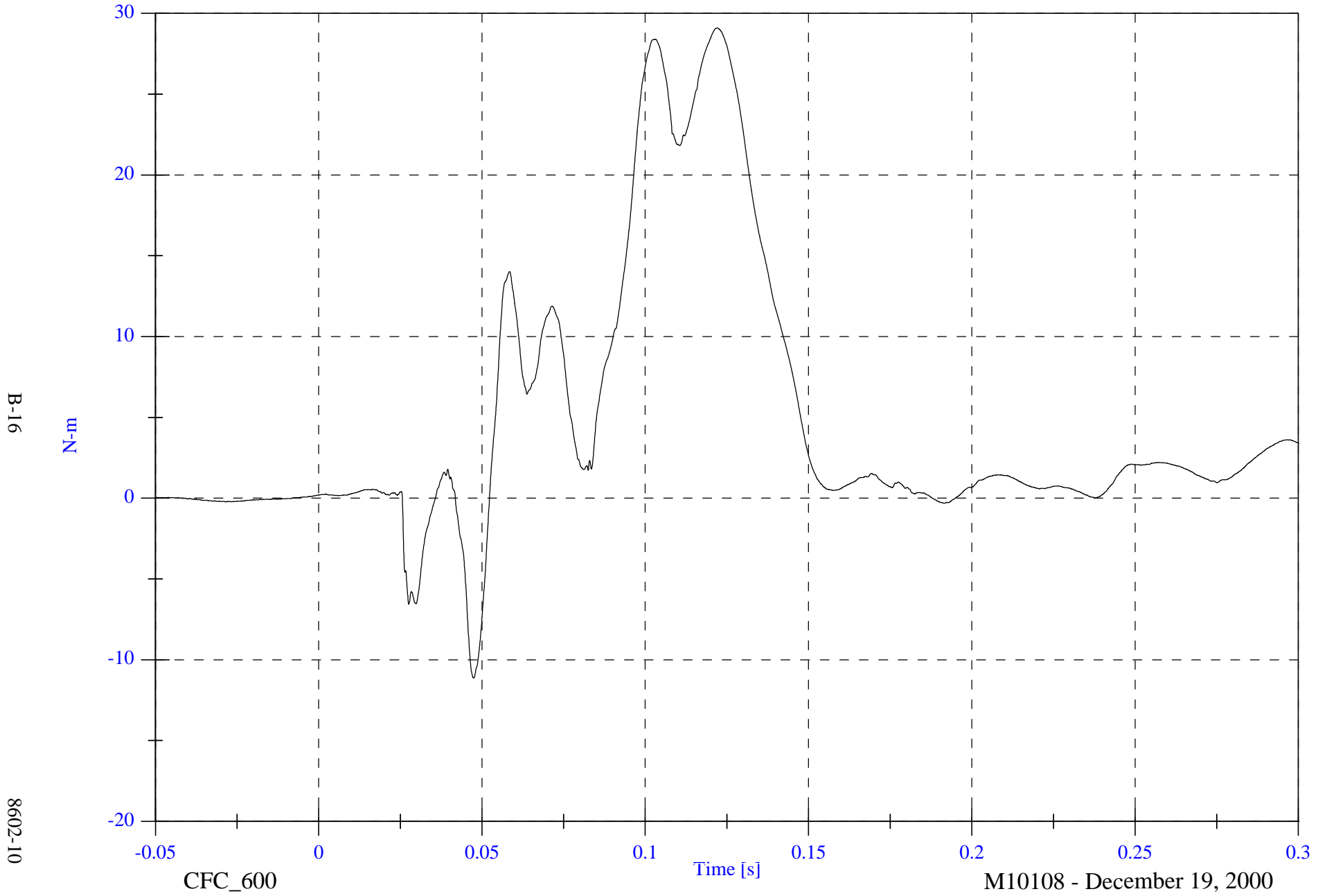
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 29.1 [N-m] at 0.122 [s]

Min: -11.1 [N-m] at 0.048 [s]

P1 Upper Neck Mx



B-16

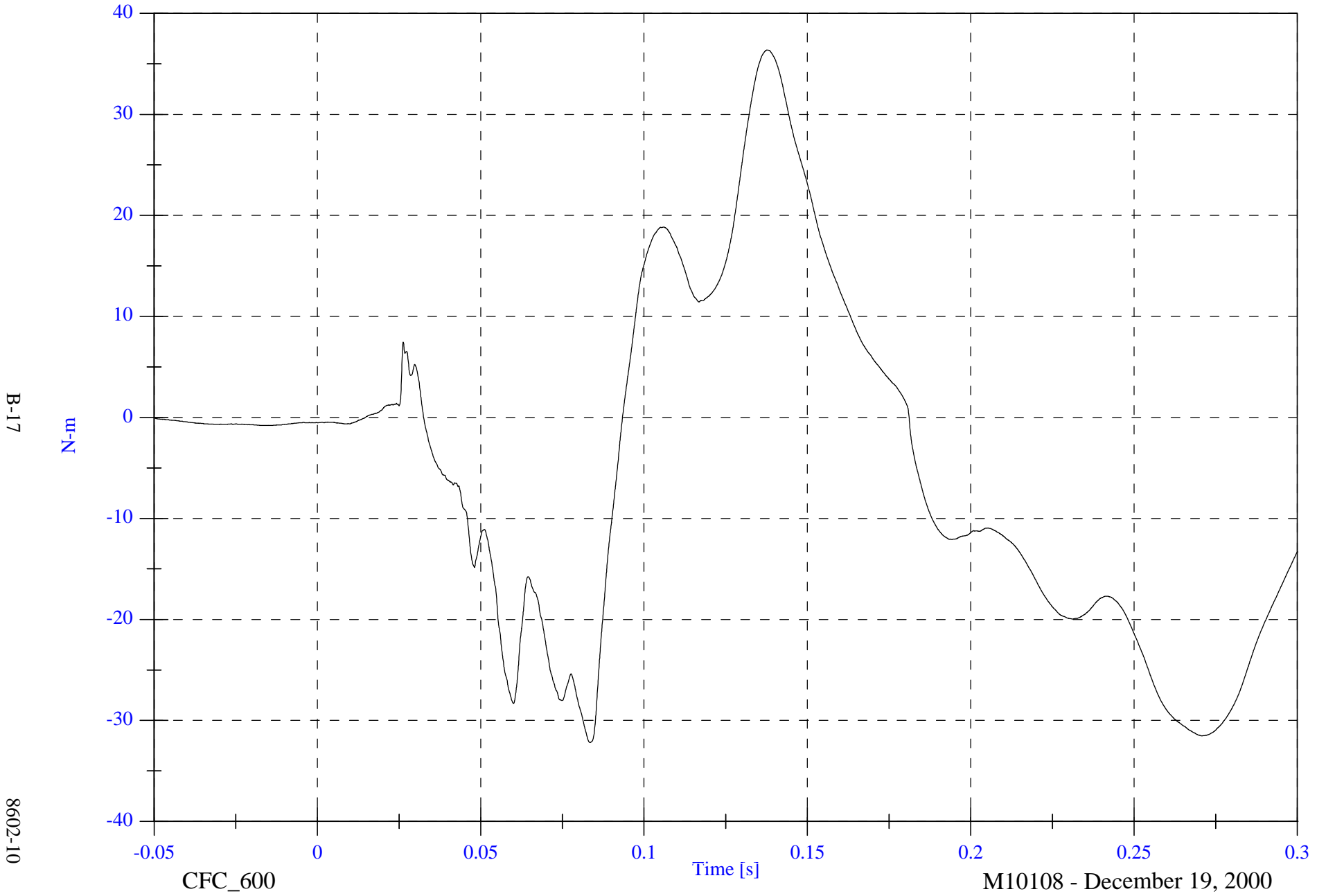
8602-10

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 36.4 [N-m] at 0.138 [s]

Min: -32.2 [N-m] at 0.083 [s]

P1 Upper Neck My



B-17

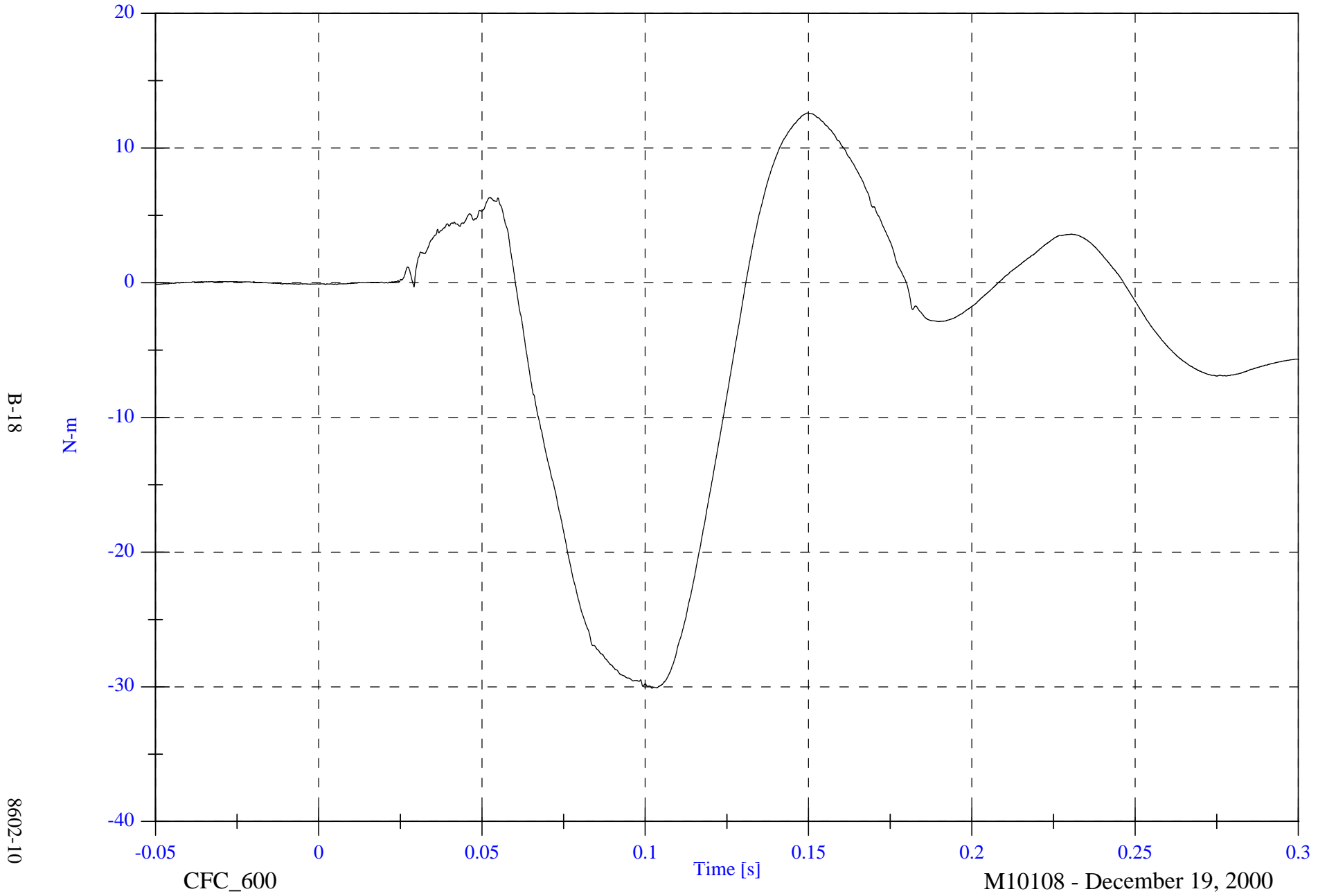
8602-10

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 12.6 [N-m] at 0.150 [s]

Min: -30.1 [N-m] at 0.102 [s]

P1 Upper Neck Mz



B-18

8602-10

CFC\_600

Time [s]

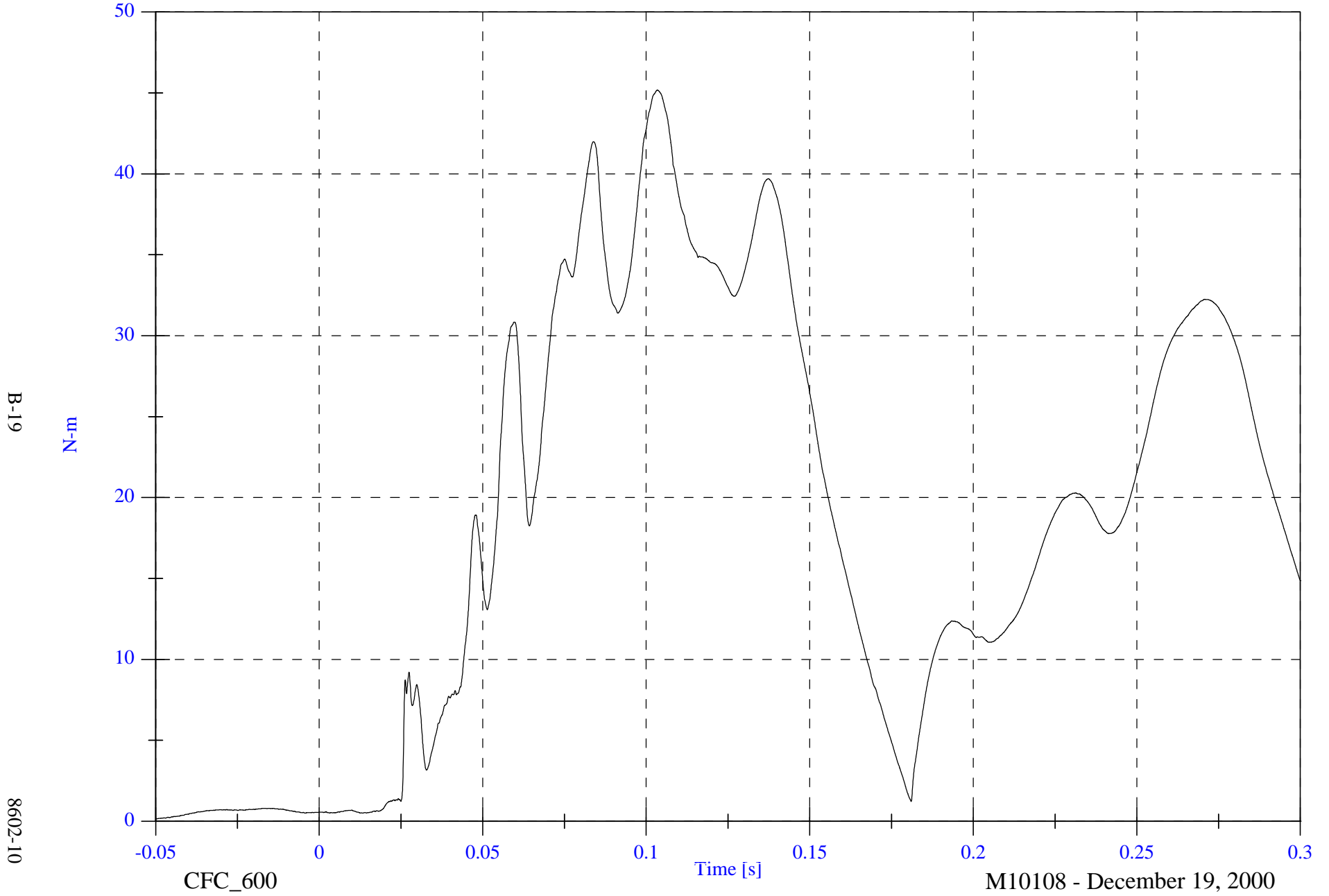
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 45.2 [N-m] at 0.103 [s]

P1 Upper Neck M Resultant

Min: 0.2 [N-m] at -0.050 [s]



B-19

8602-10

CFC\_600

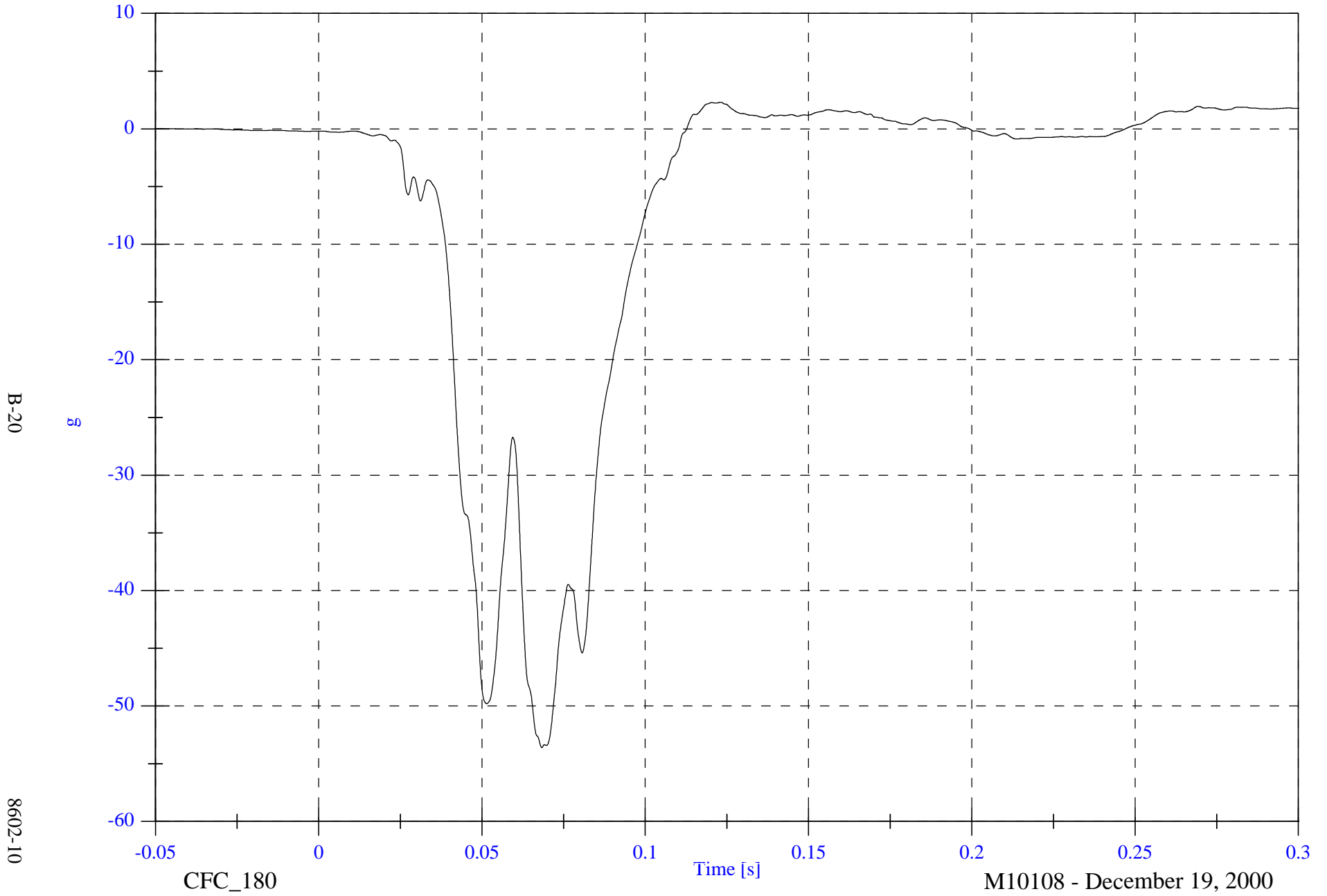
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 2.3 [g] at 0.123 [s]

Min: -53.6 [g] at 0.068 [s]

P1 Chest x



B-20

8602-10

CFC\_180

Time [s]

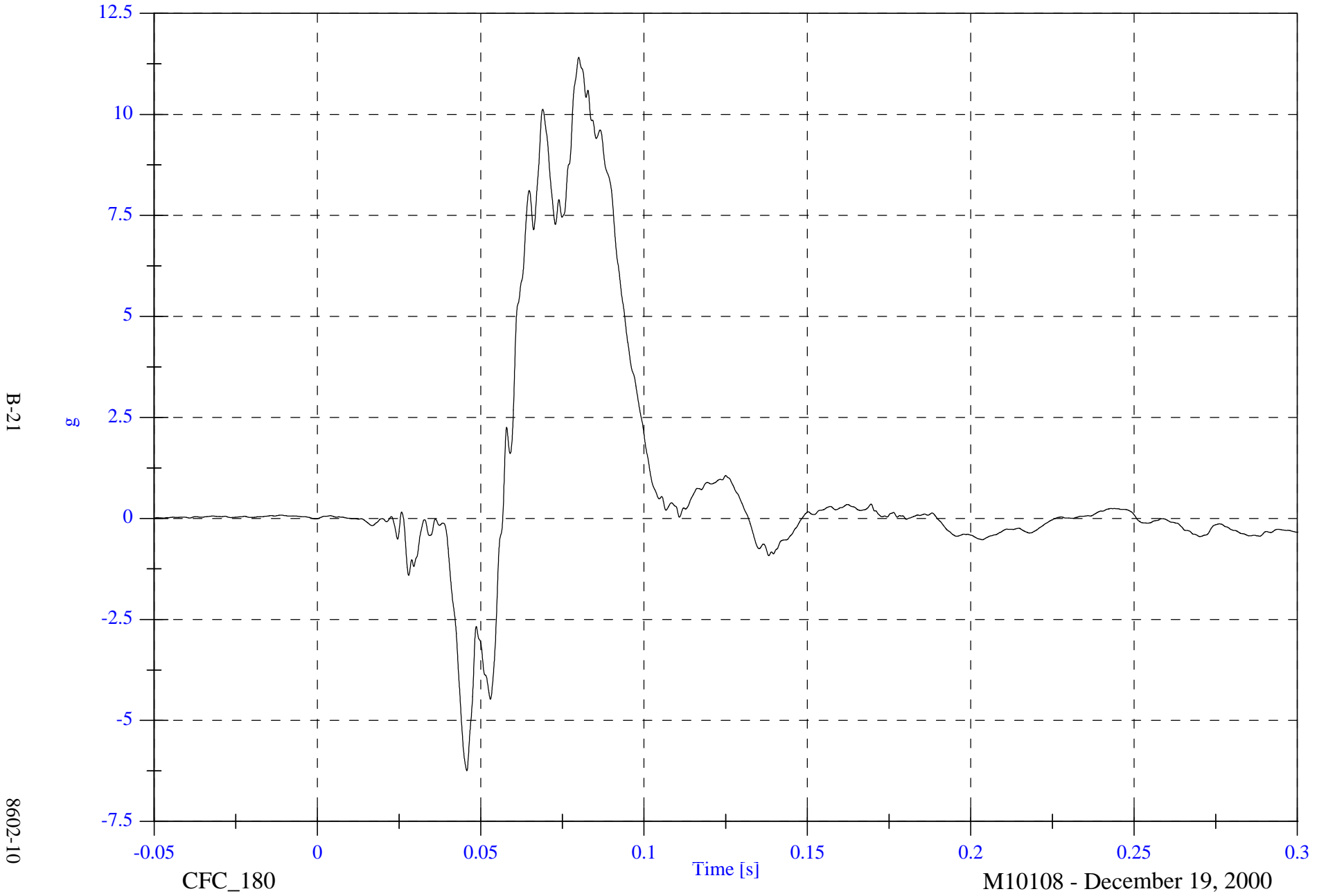
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 11.4 [g] at 0.080 [s]

P1 Chest y

Min: -6.2 [g] at 0.046 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

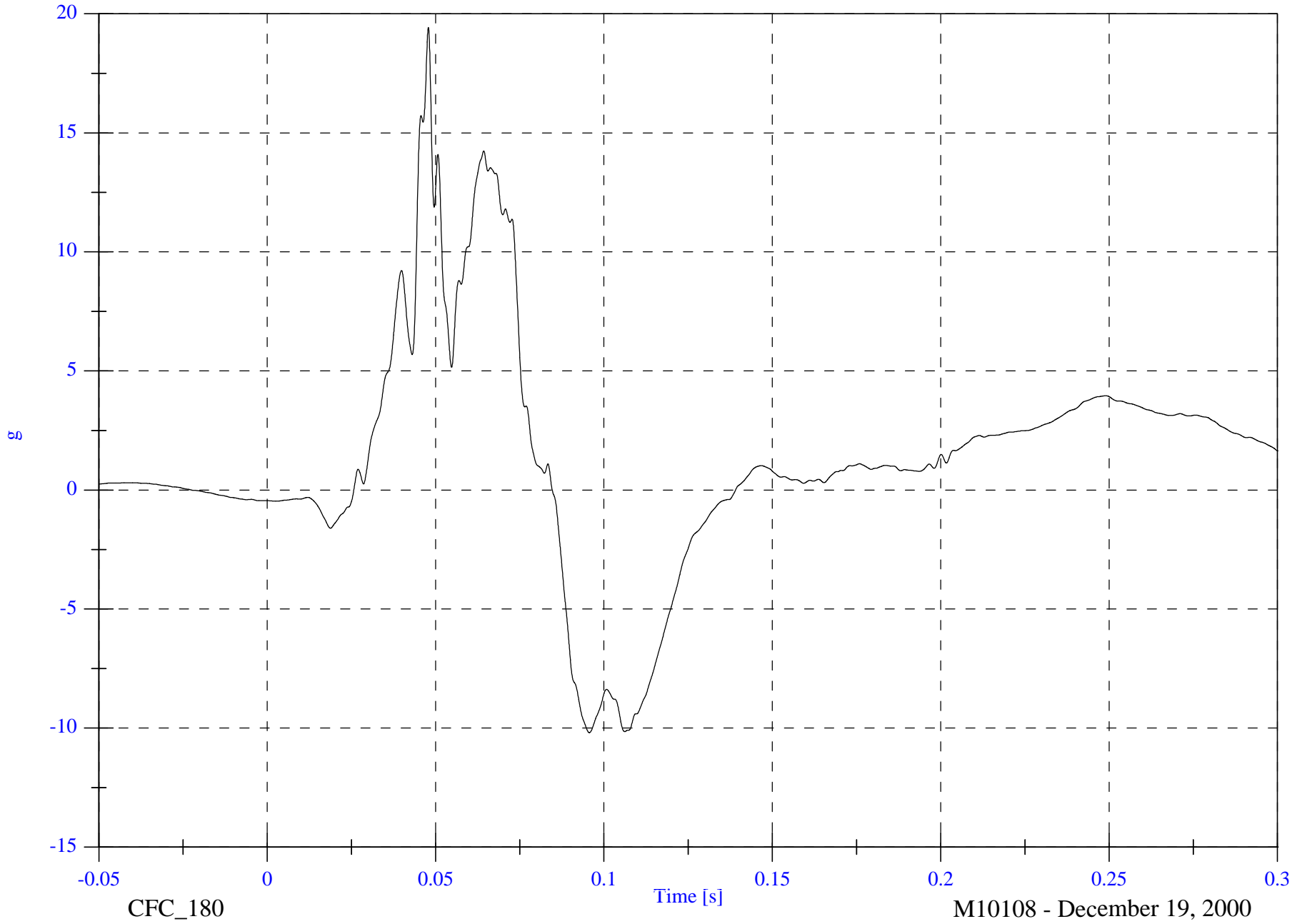
P1 Chest z

Max: 19.4 [g] at 0.048 [s]

Min: -10.2 [g] at 0.096 [s]

B-22

8602-10



NCAP Test #10 - 2001 Chevrolet Tracker

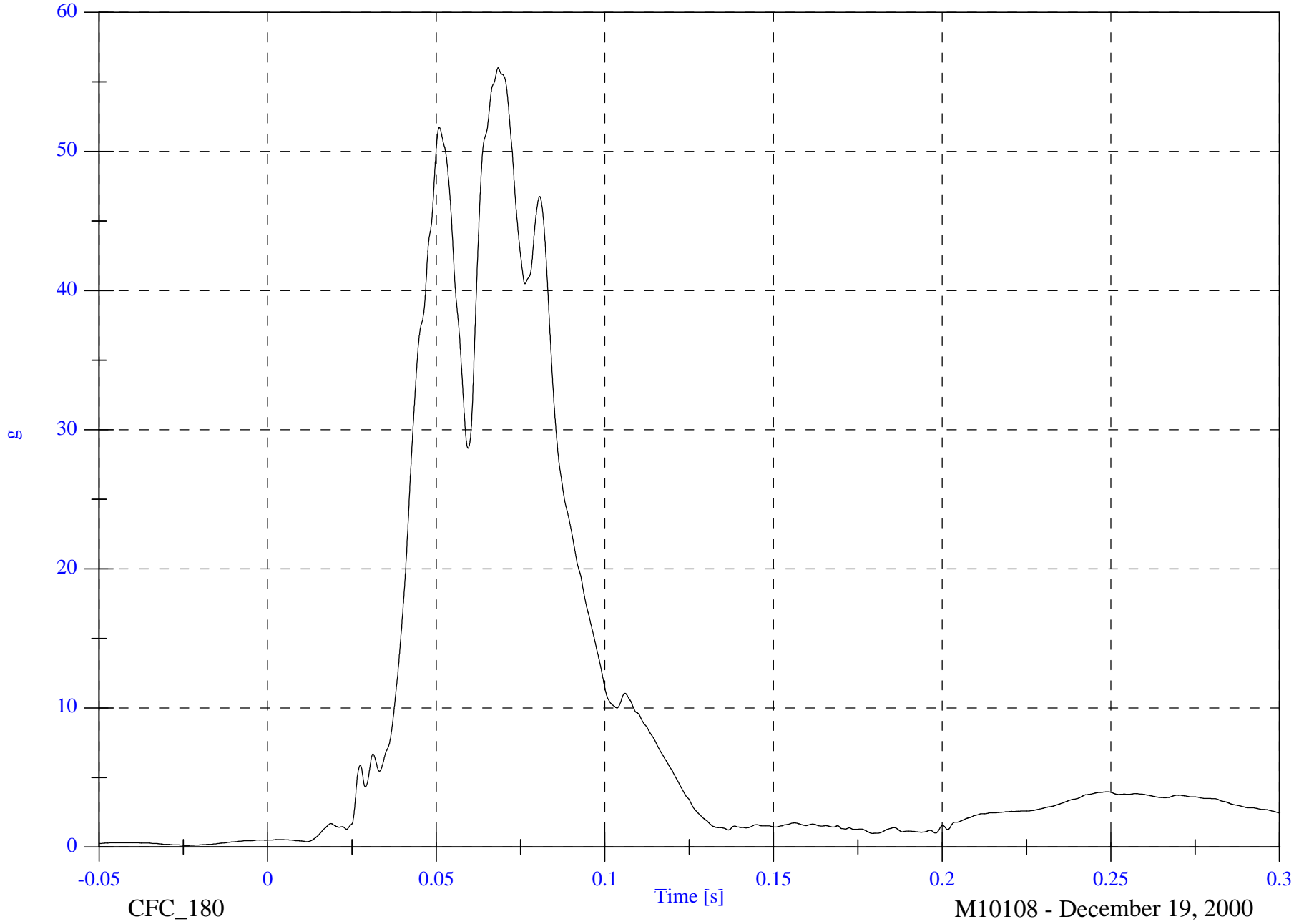
P1 Chest Resultant

Max: 56.0 [g] at 0.068 [s]

Min: 0.1 [g] at -0.024 [s]

B-23

8602-10



CFC\_180

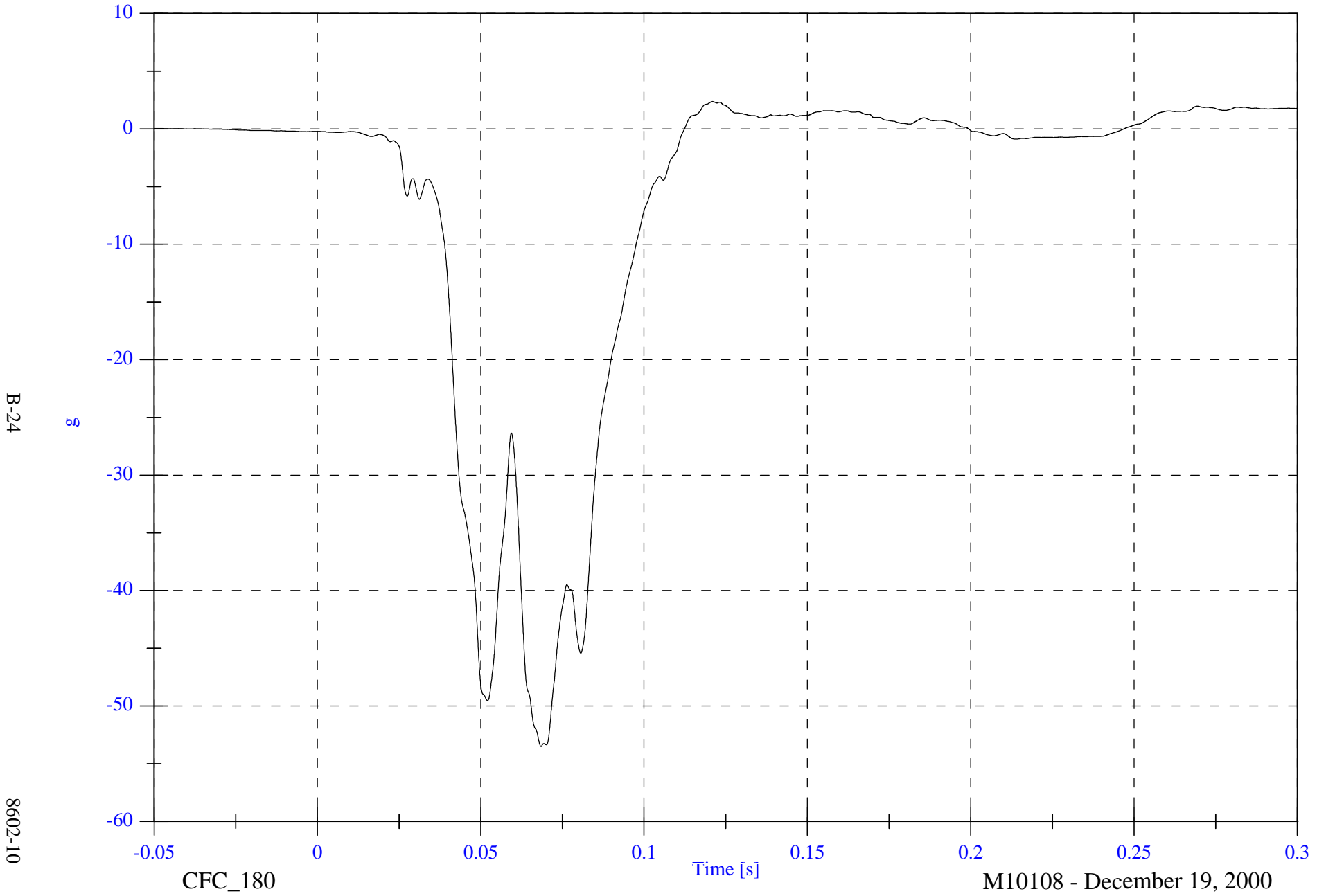
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P1 Chest Red x

Max: 2.4 [g] at 0.121 [s]

Min: -53.5 [g] at 0.068 [s]

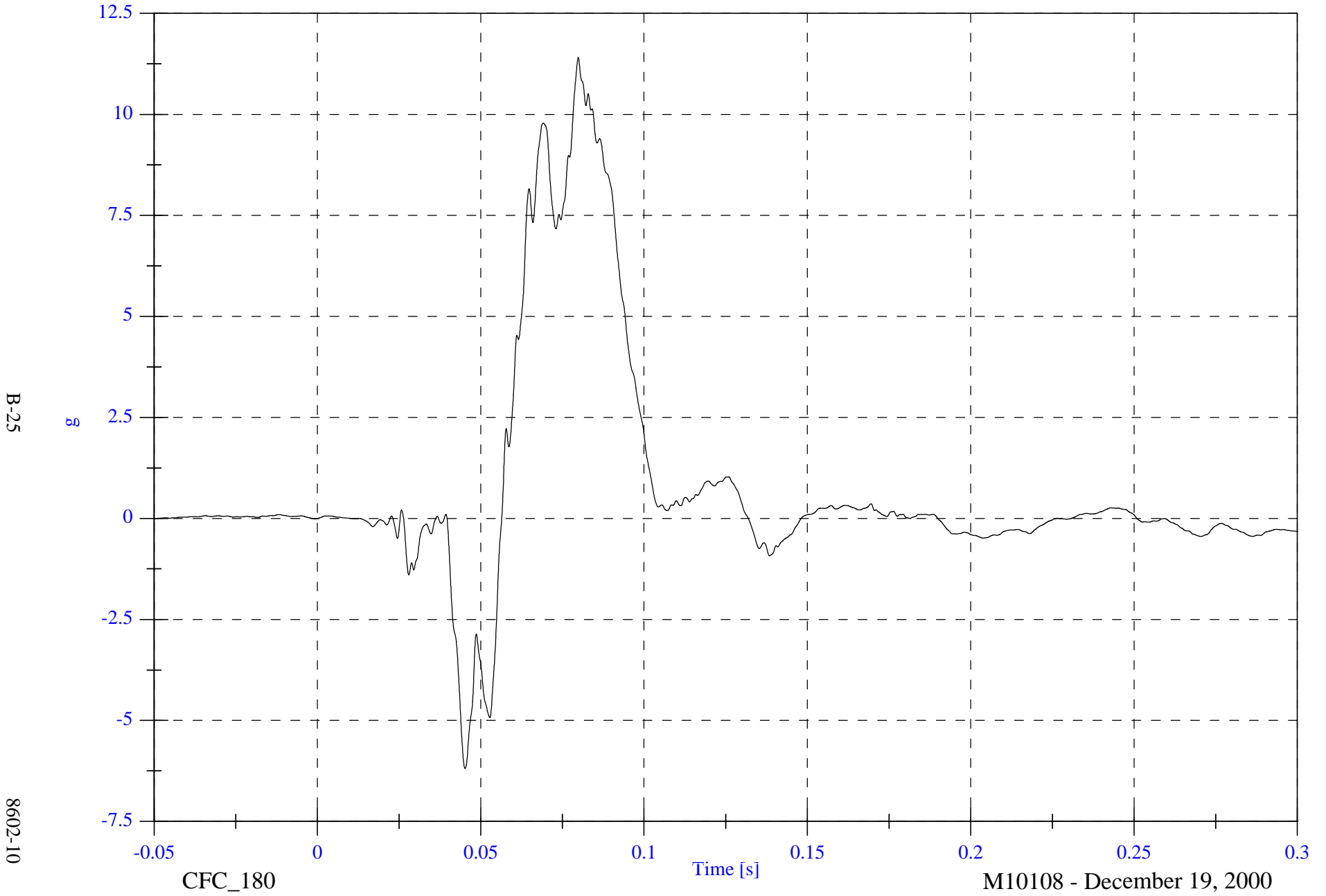


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 11.4 [g] at 0.080 [s]

P1 Chest Red y

Min: -6.2 [g] at 0.045 [s]

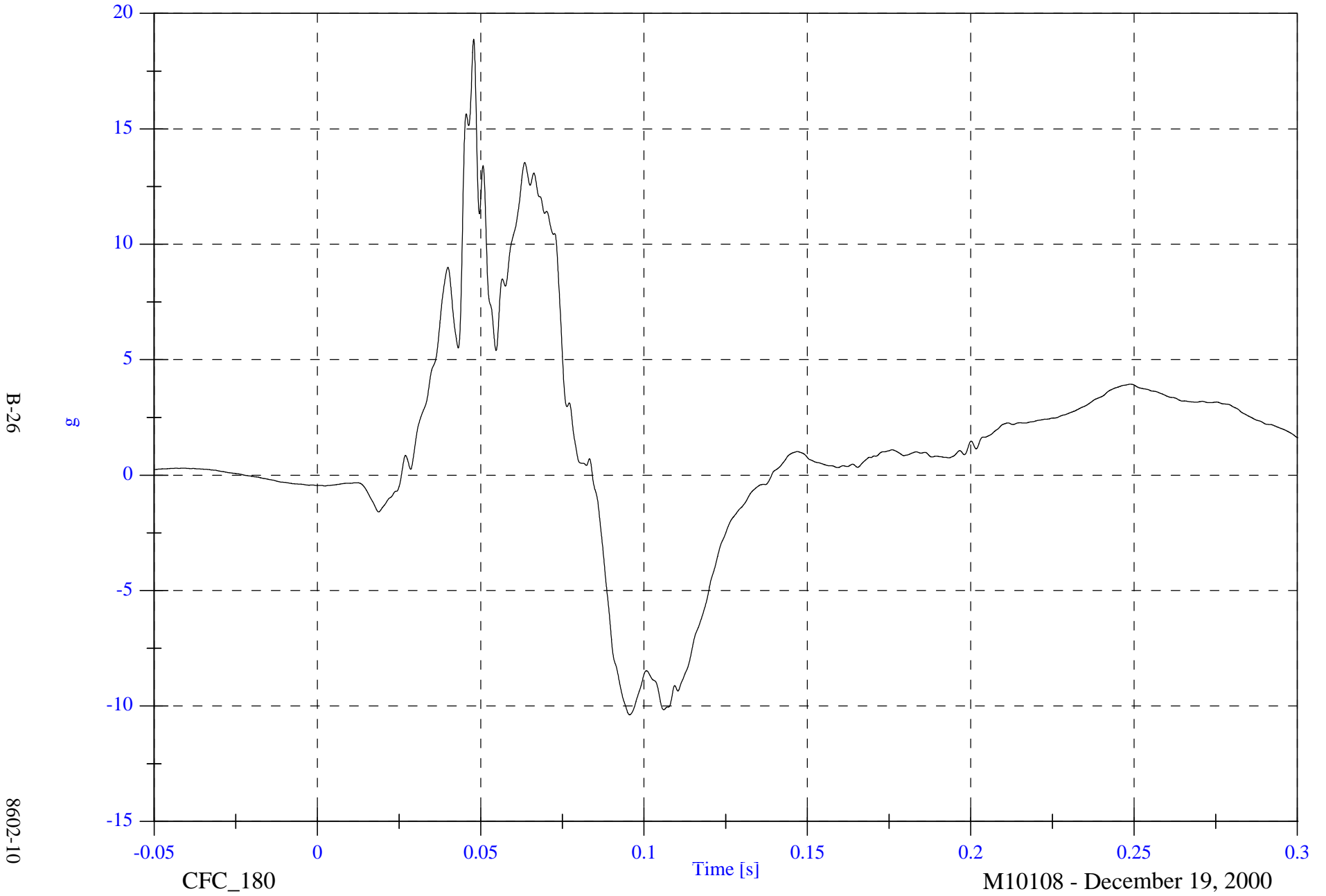


NCAP Test #10 - 2001 Chevrolet Tracker

P1 Chest Red z

Max: 18.9 [g] at 0.048 [s]

Min: -10.4 [g] at 0.096 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

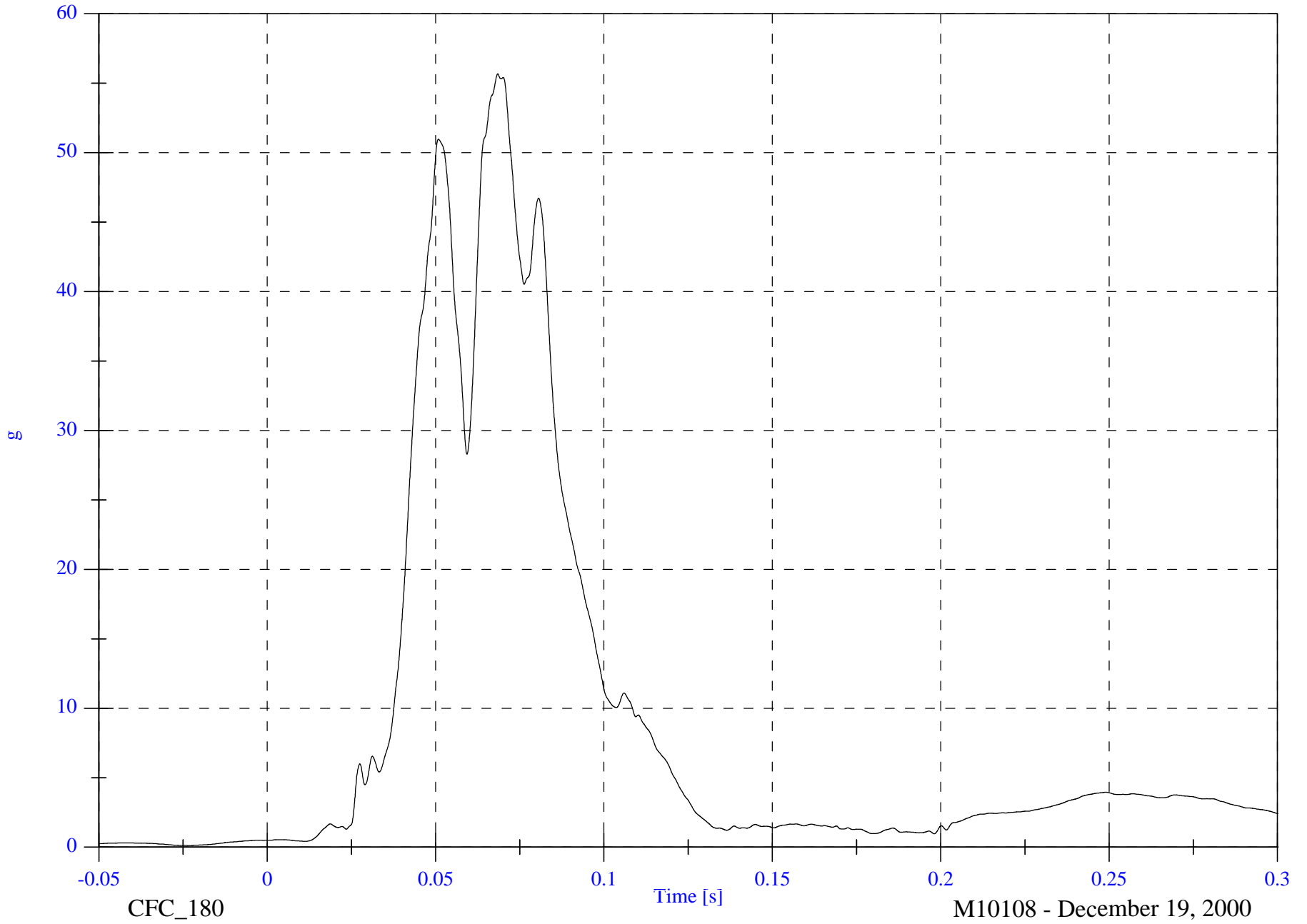
P1 Chest Red Resultant

Max: 55.7 [g] at 0.068 [s]

Min: 0.1 [g] at -0.023 [s]

B-27

8602-10



CFC\_180

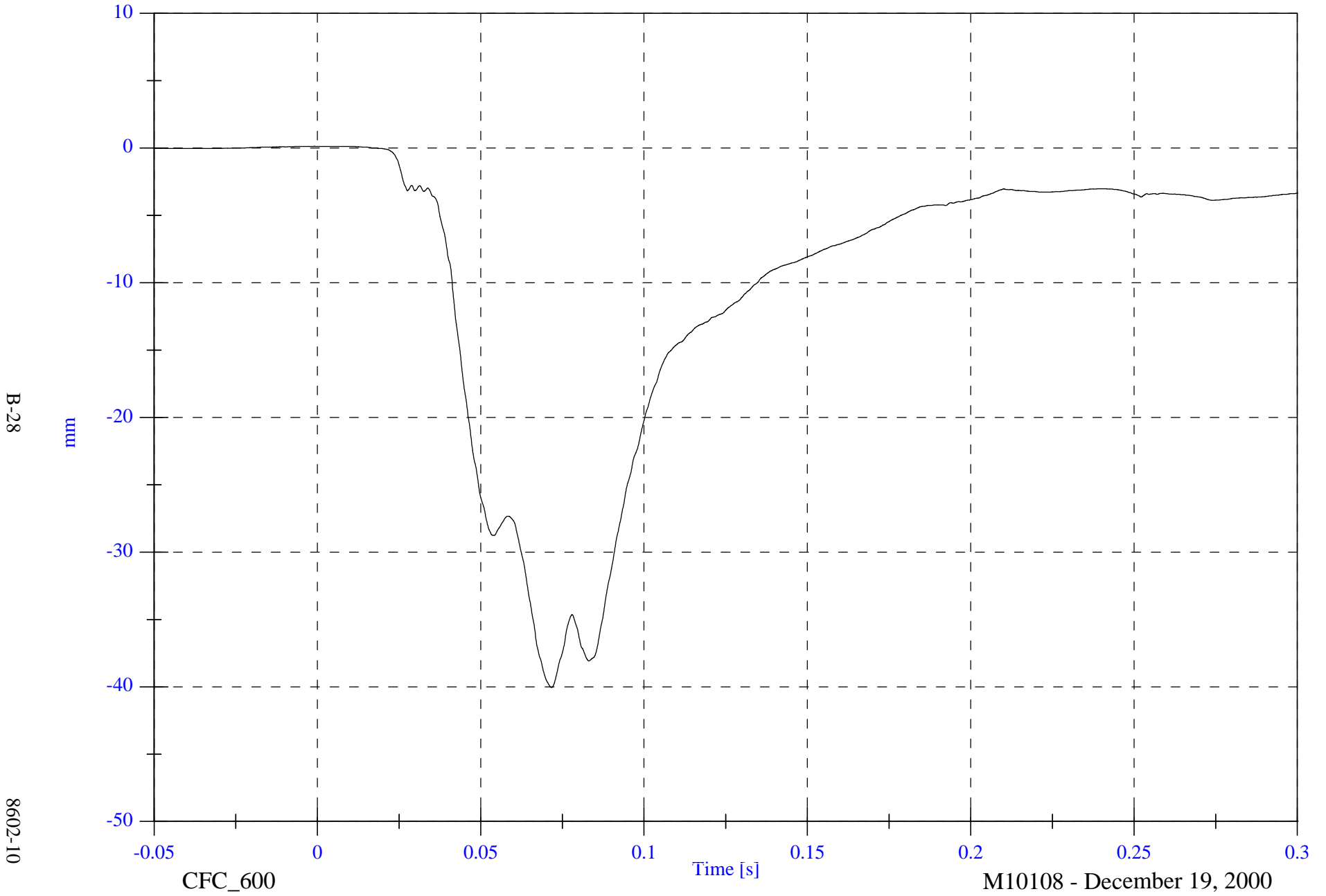
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 0.1 [mm] at -0.001 [s]

P1 Chest Compression

Min: -40.1 [mm] at 0.072 [s]



B-28

8602-10

CFC\_600

Time [s]

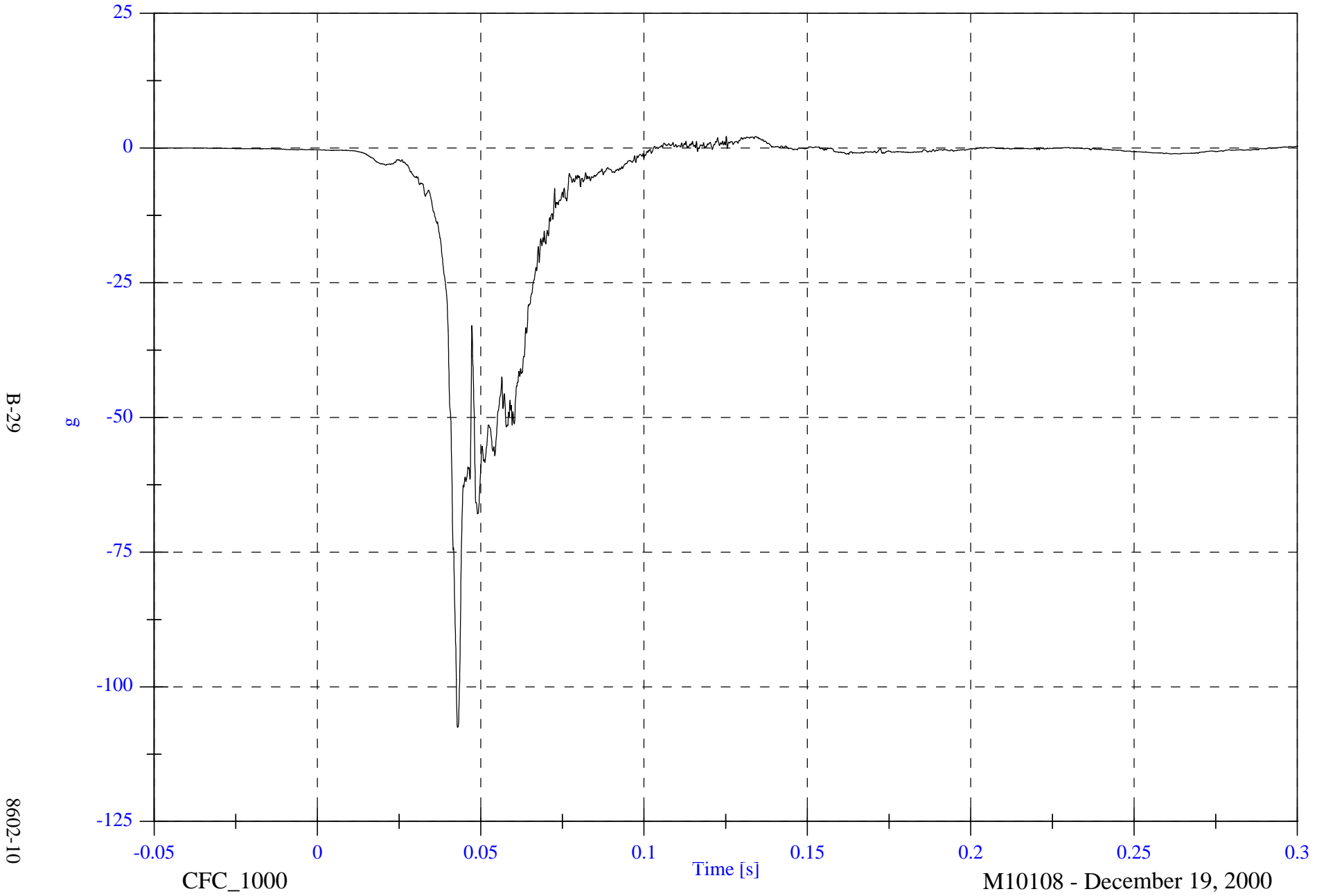
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 2.2 [g] at 0.125 [s]

Min: -107.6 [g] at 0.043 [s]

P1 Pelvic x

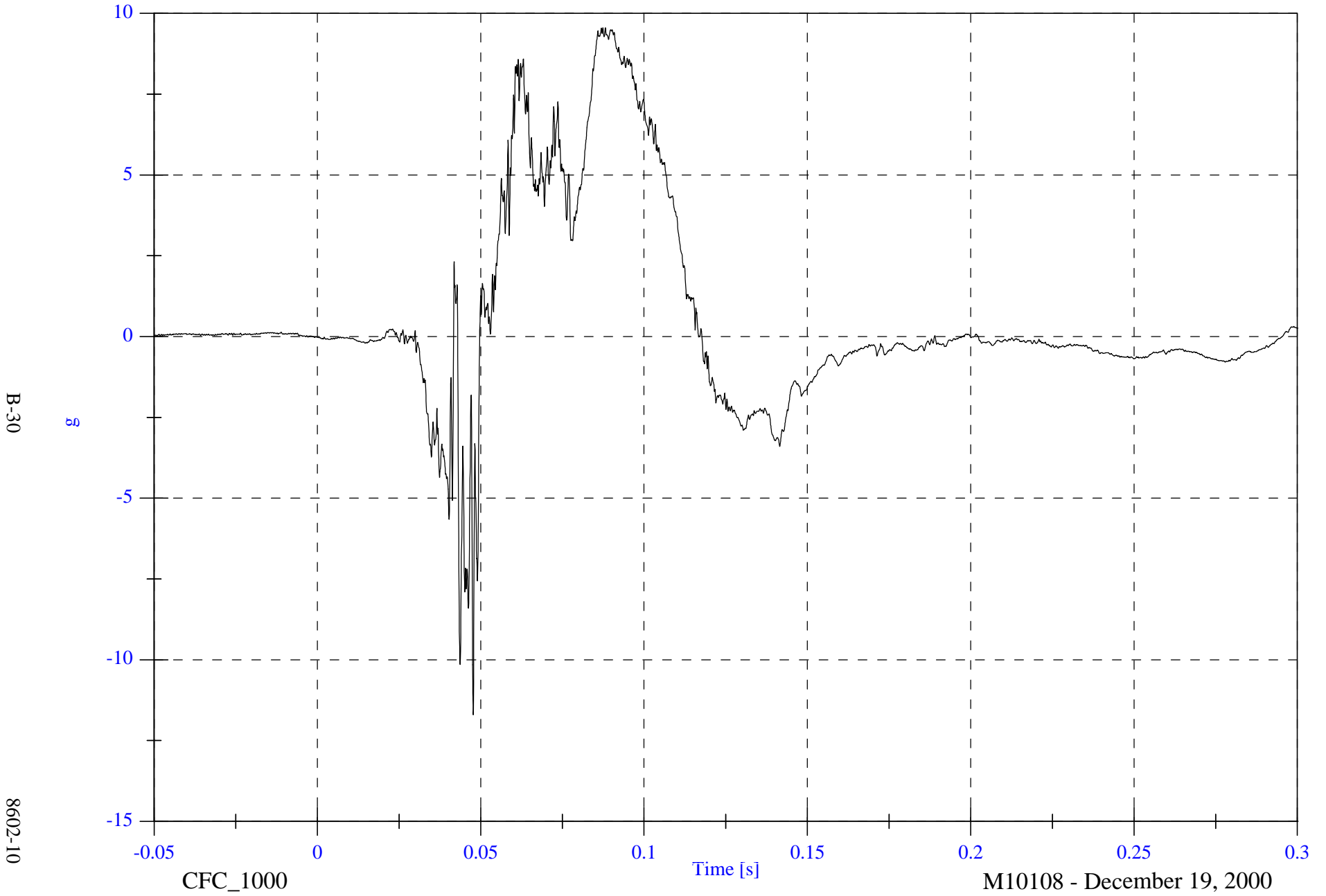


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 9.6 [g] at 0.088 [s]

Min: -11.7 [g] at 0.048 [s]

P1 Pelvic y

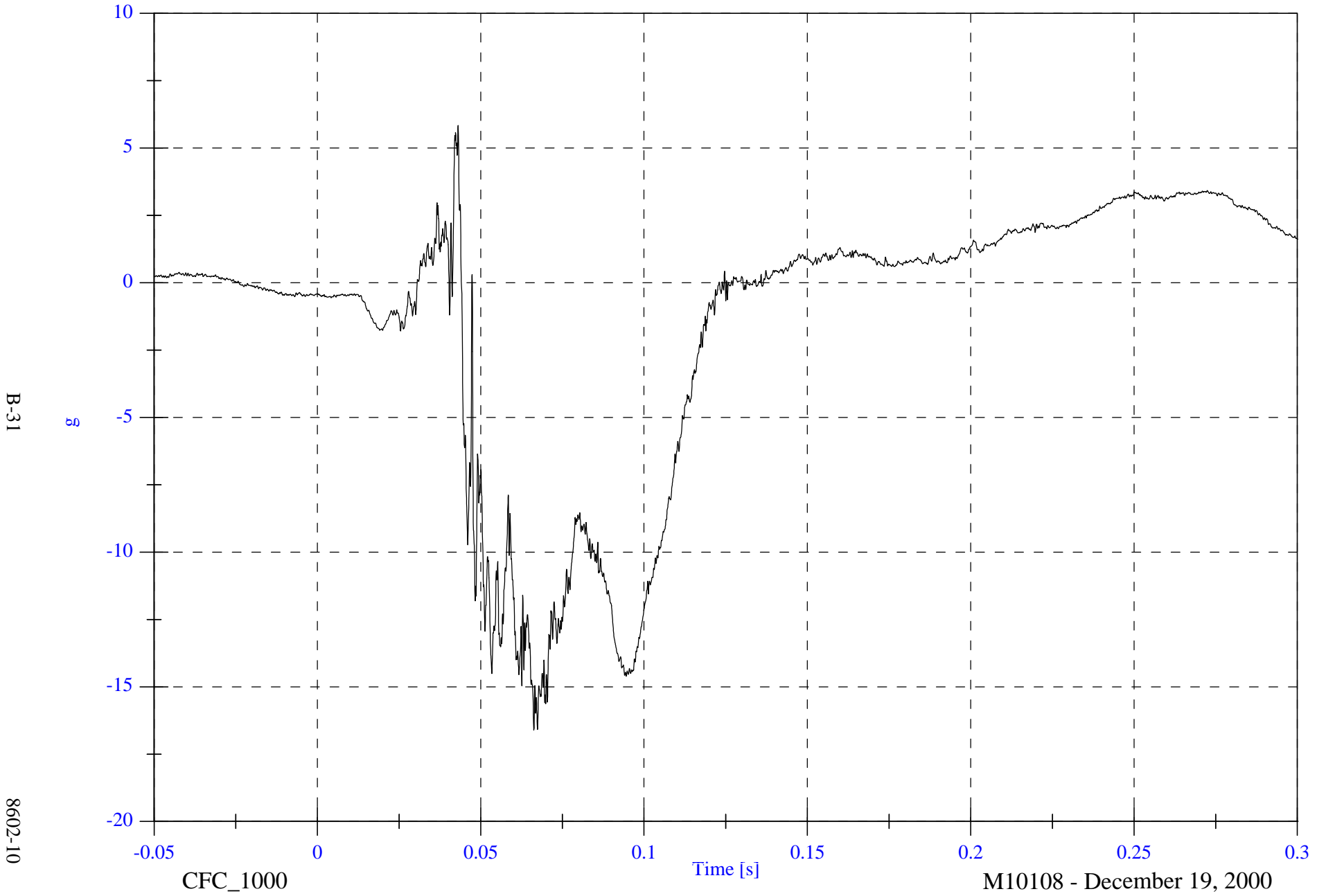


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 5.8 [g] at 0.043 [s]

P1 Pelvic z

Min: -16.6 [g] at 0.066 [s]



B-31

8602-10

CFC\_1000

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

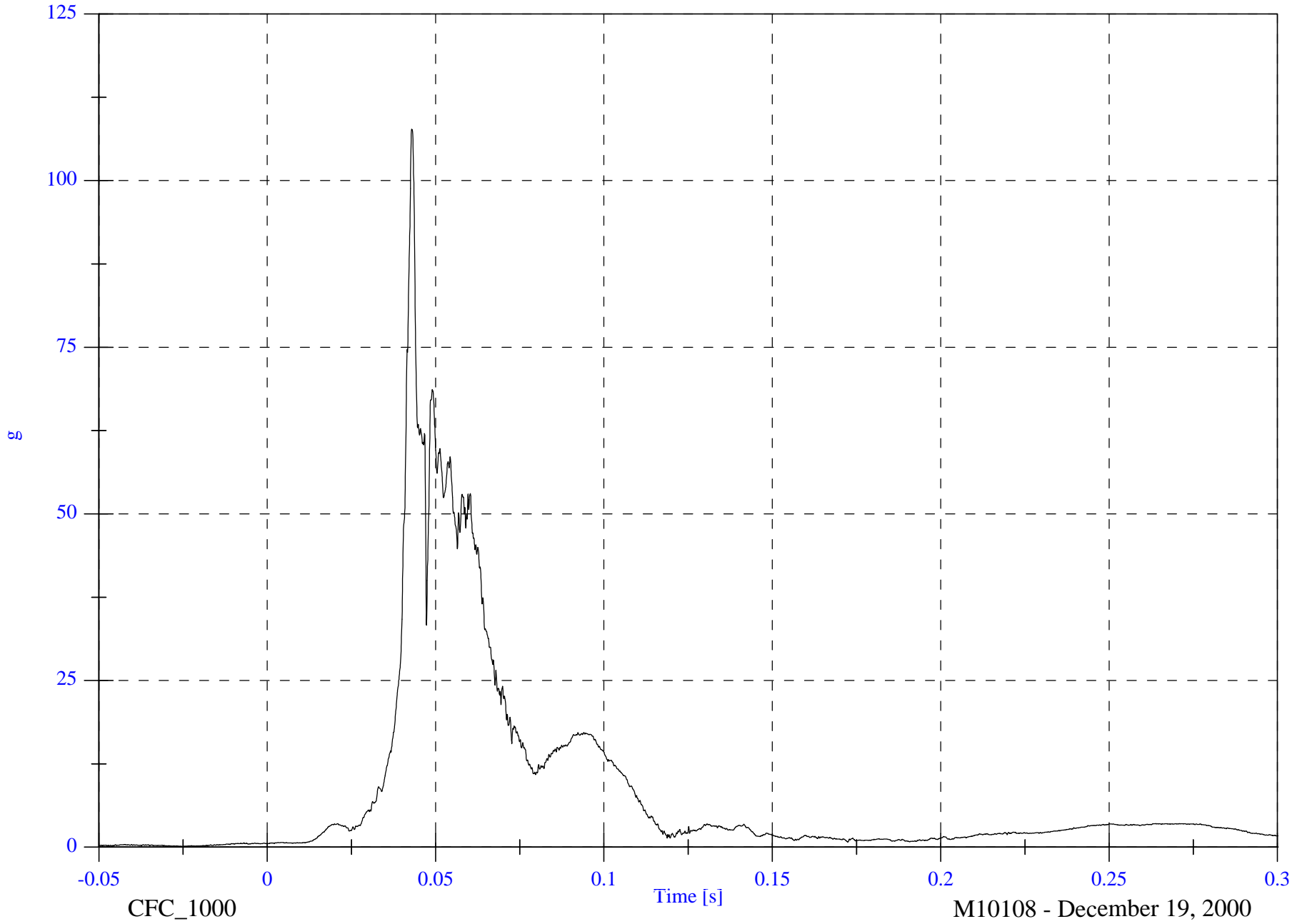
P1 Pelvic Resultant

Max: 107.7 [g] at 0.043 [s]

Min: 0.1 [g] at -0.025 [s]

B-32

8602-10



CFC\_1000

Time [s]

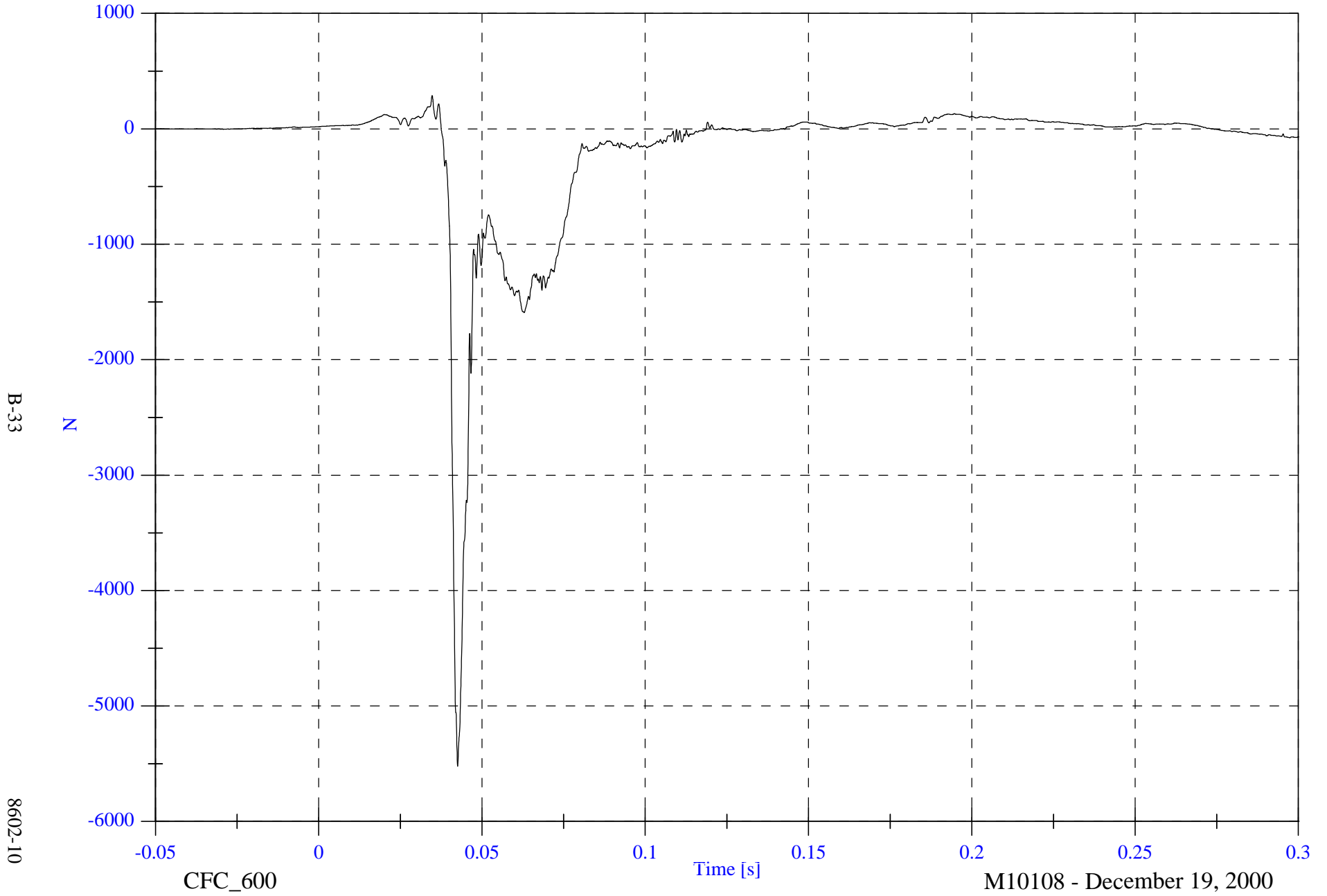
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P1 Left Femur

Max: 288.9 [N] at 0.035 [s]

Min: -5521.5 [N] at 0.043 [s]

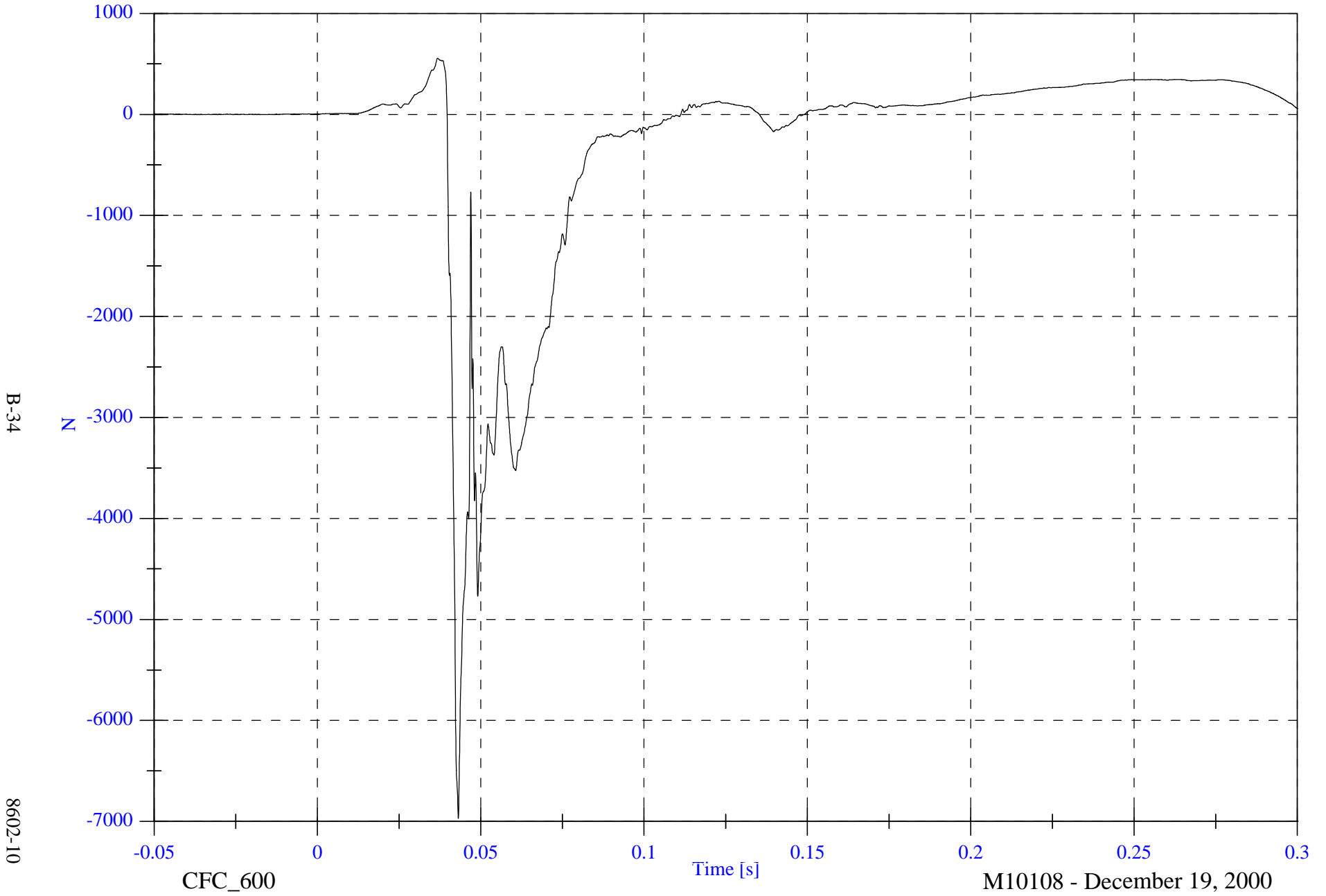


NCAP Test #10 - 2001 Chevrolet Tracker

P1 Right Femur

Max: 557.1 [N] at 0.037 [s]

Min: -6972.0 [N] at 0.043 [s]



B-34

8602-10

CFC\_600

Time [s]

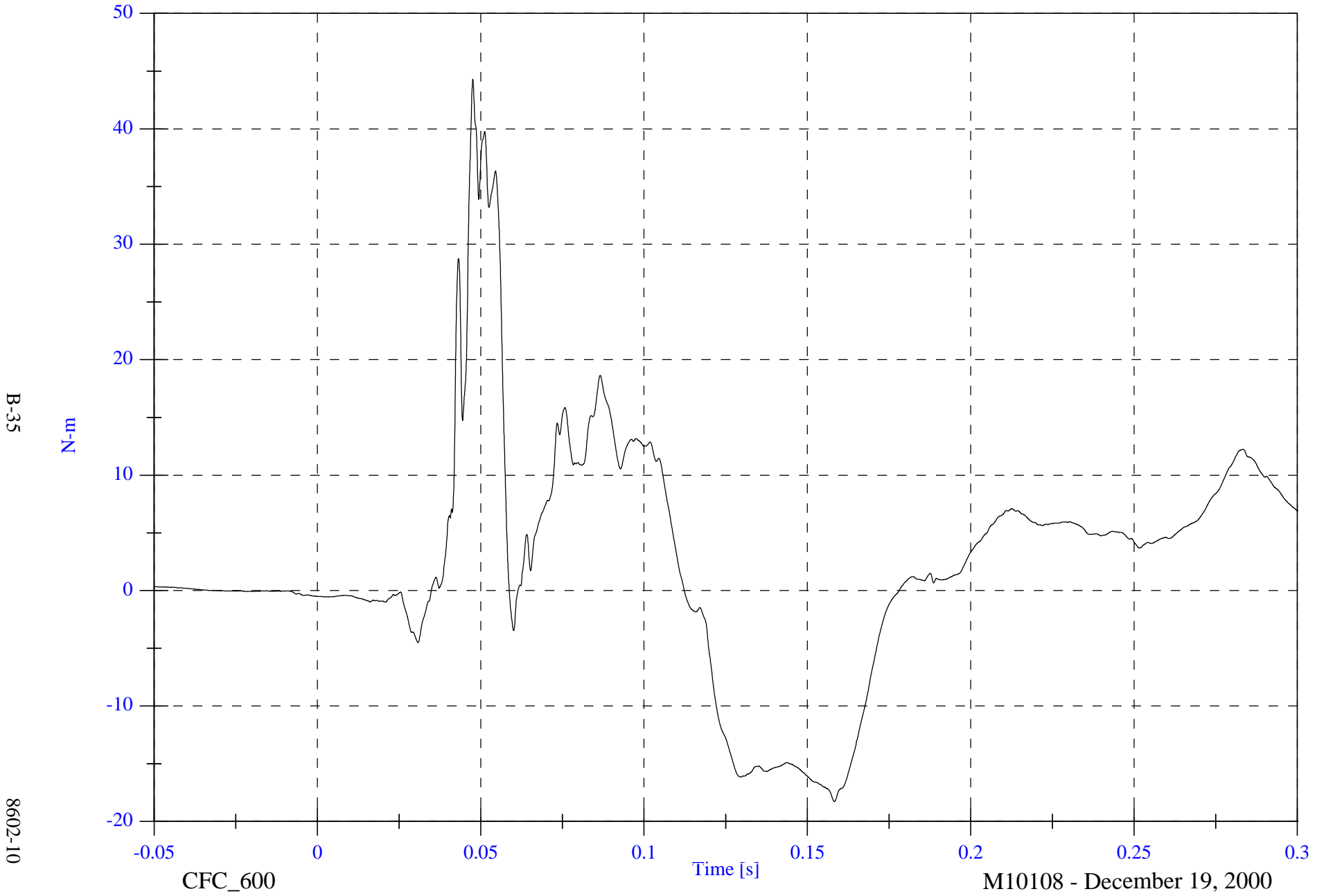
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 44.3 [N-m] at 0.048 [s]

P1 Left Upper Tibia Mx

Min: -18.3 [N-m] at 0.158 [s]



B-35

8602-10

CFC\_600

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

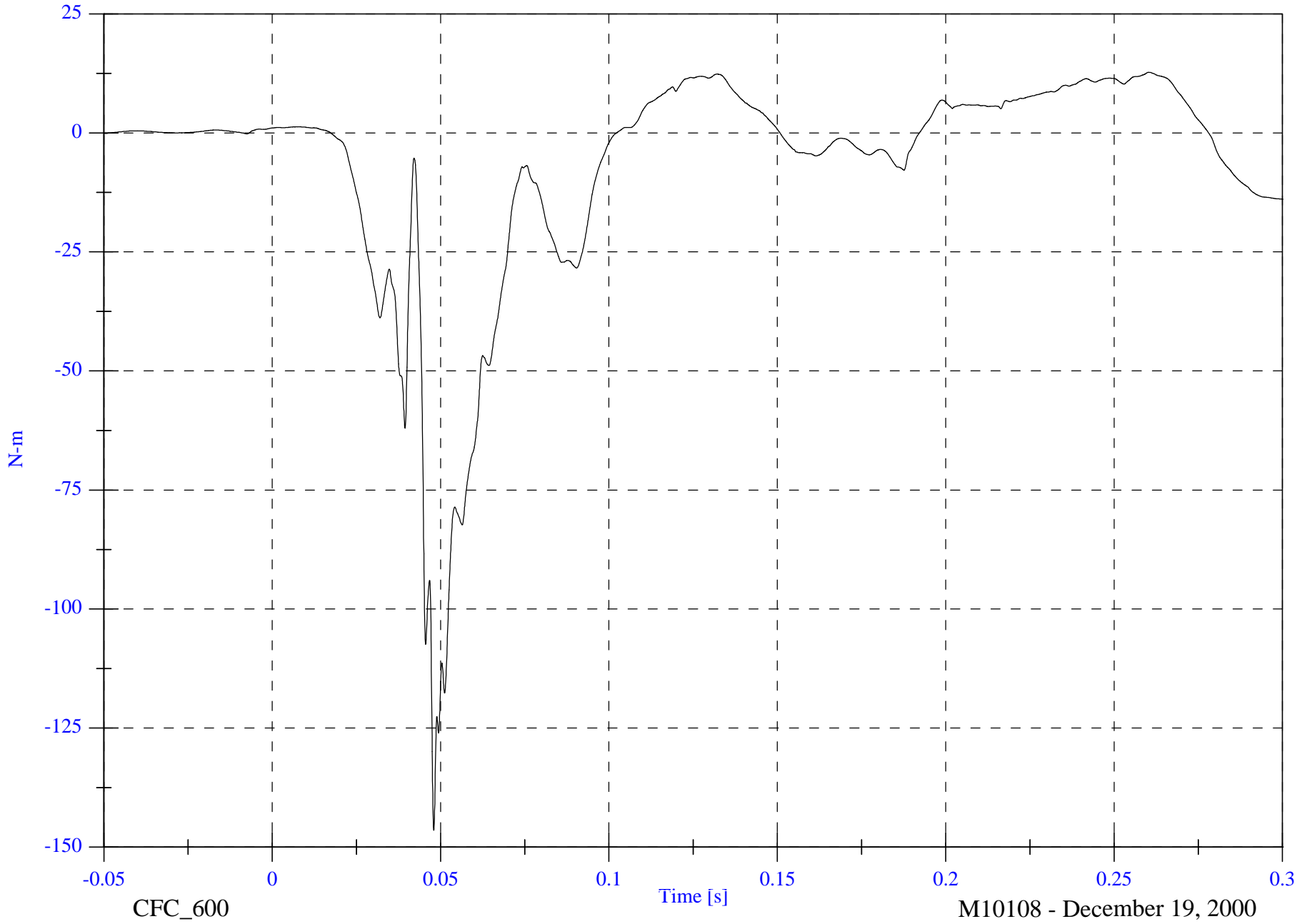
Max: 12.7 [N-m] at 0.260 [s]

P1 Left Upper Tibia My

Min: -146.5 [N-m] at 0.048 [s]

B-36

8602-10



CFC\_600

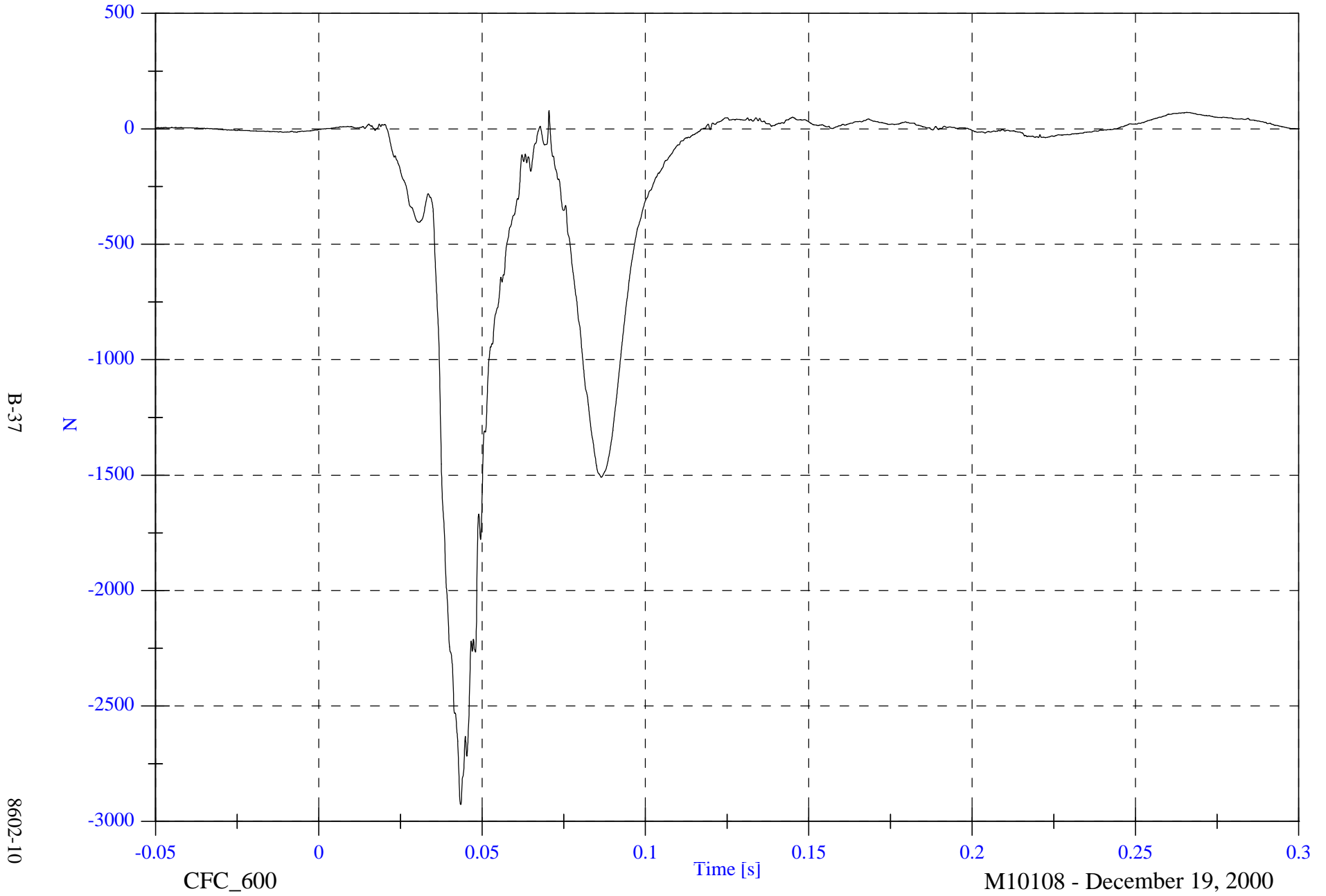
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 79.5 [N] at 0.070 [s]

P1 Left Lower Tibia Fz

Min: -2927.0 [N] at 0.043 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

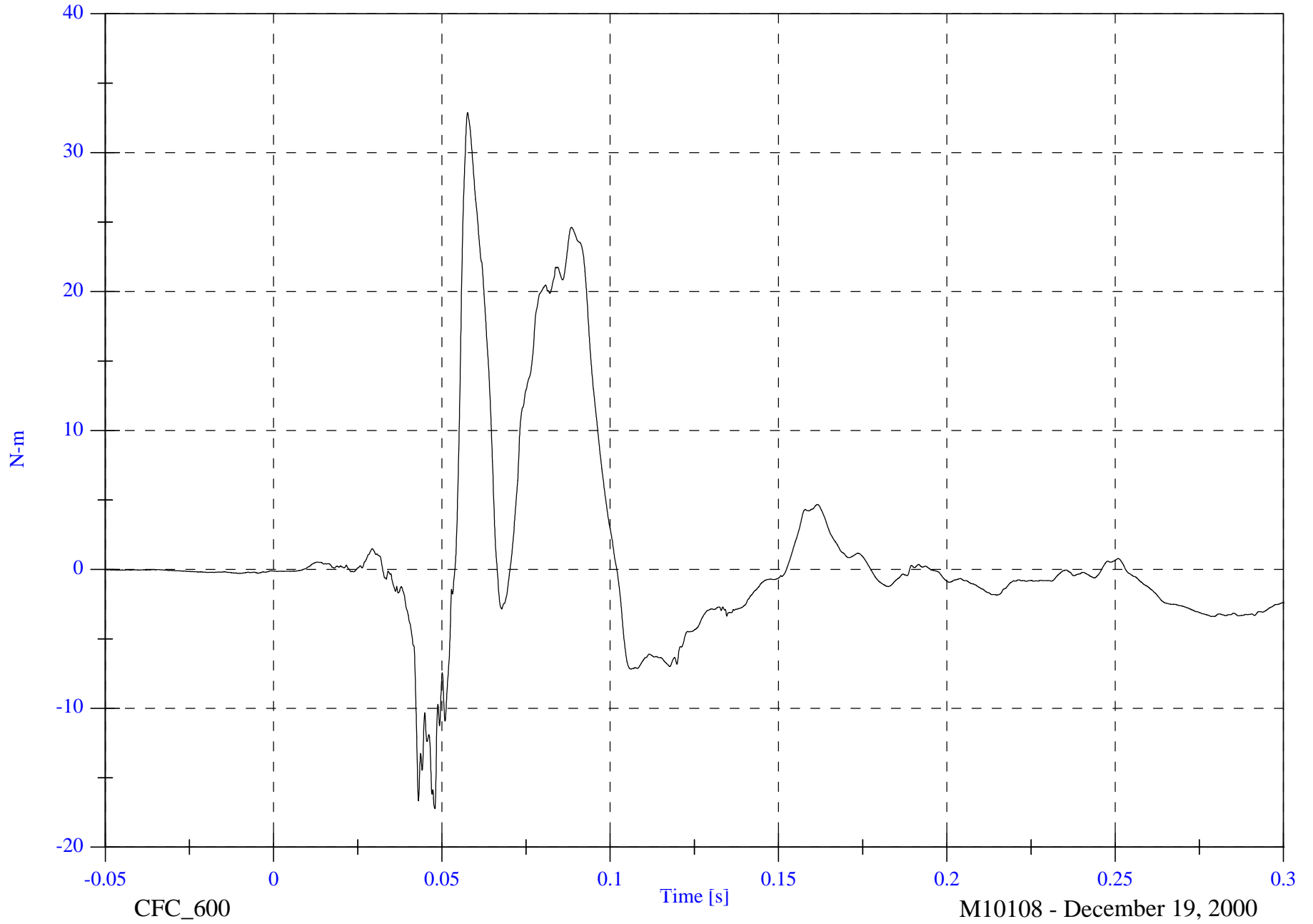
Max: 32.9 [N-m] at 0.058 [s]

P1 Left Lower Tibia Mx

Min: -17.2 [N-m] at 0.048 [s]

B-38

8602-10



CFC\_600

Time [s]

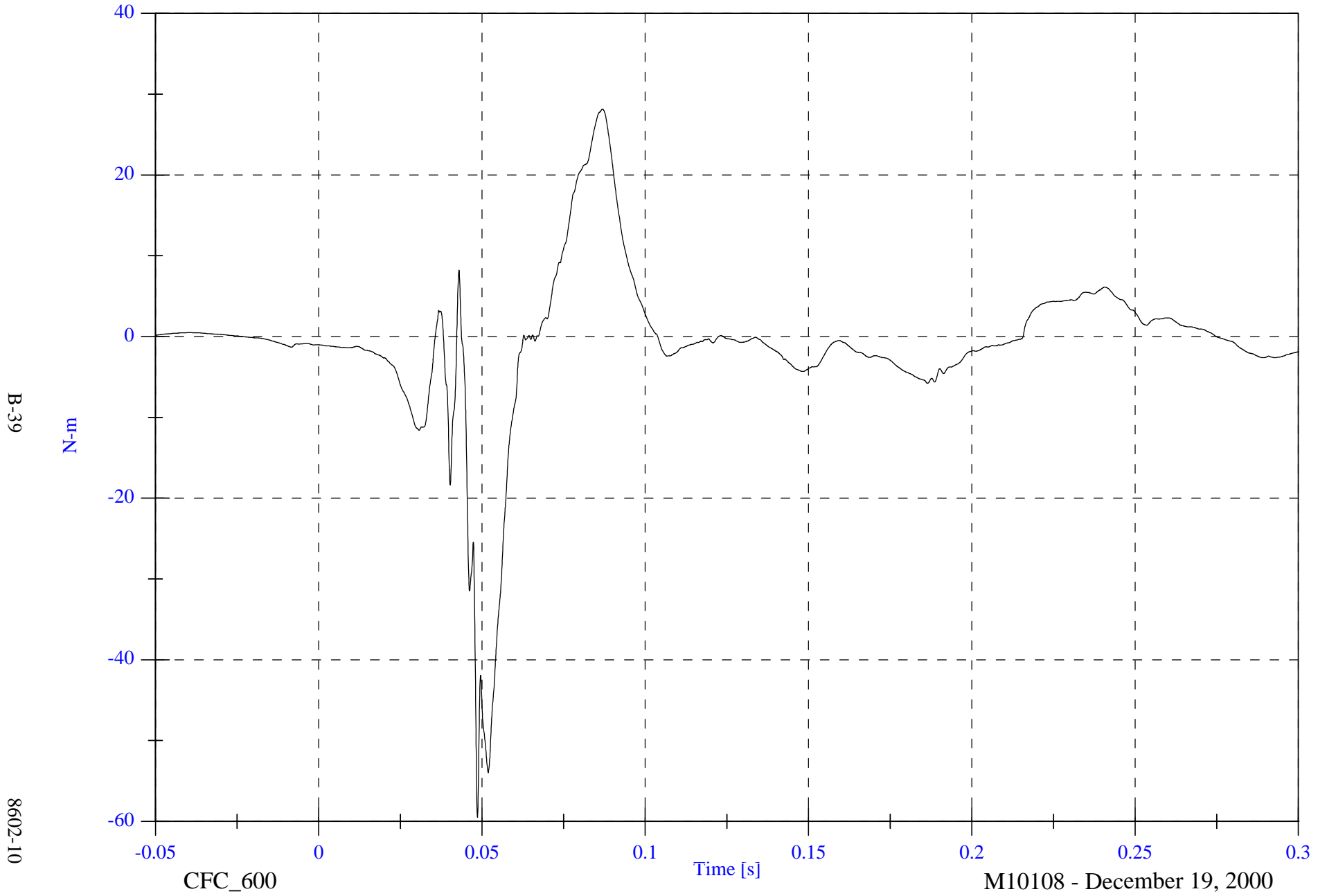
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 28.2 [N-m] at 0.087 [s]

Min: -59.5 [N-m] at 0.049 [s]

P1 Left Lower Tibia My



B-39

8602-10

CFC\_600

Time [s]

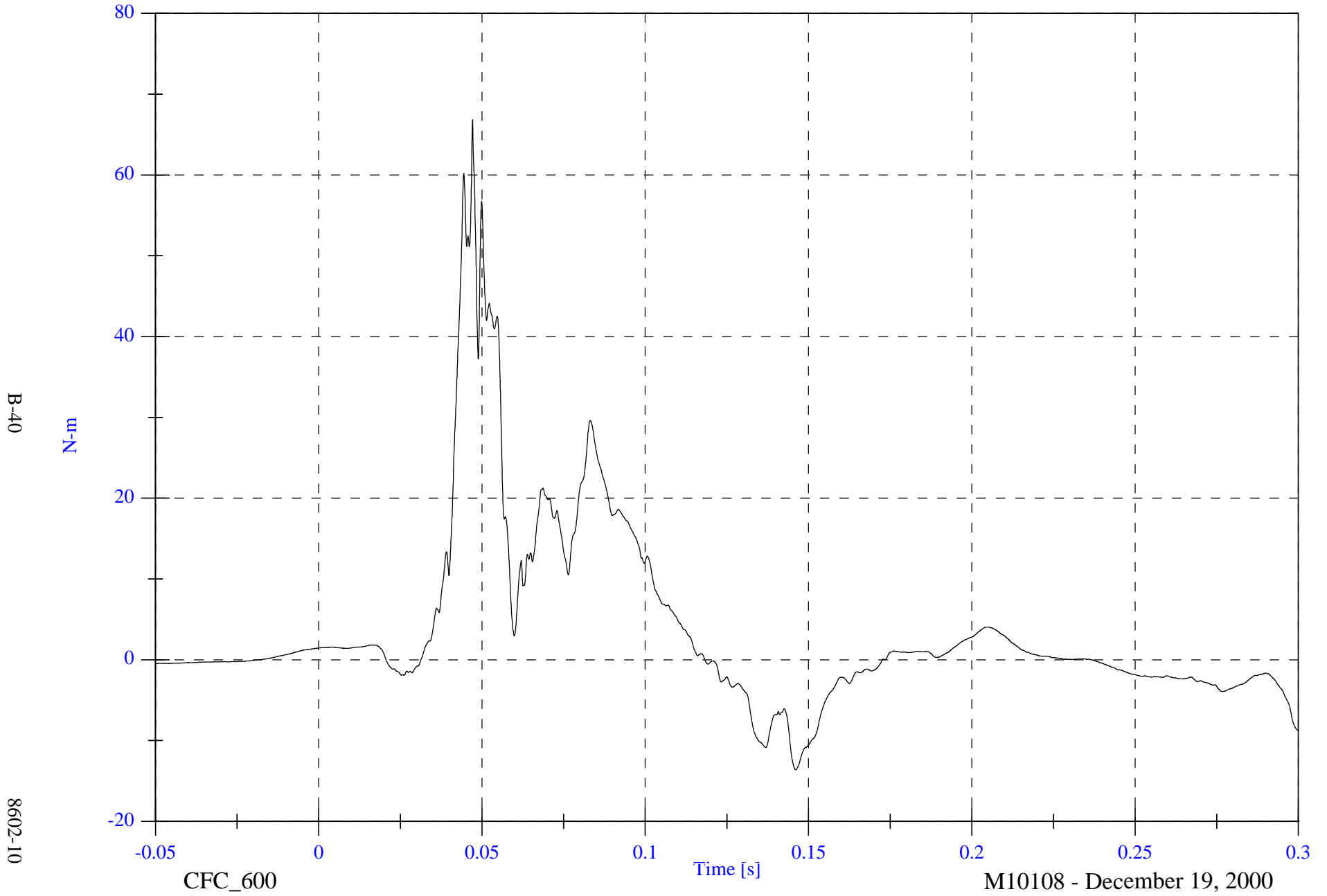
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 66.9 [N-m] at 0.047 [s]

P1 Right Upper Tibia Mx

Min: -13.6 [N-m] at 0.146 [s]



B-40

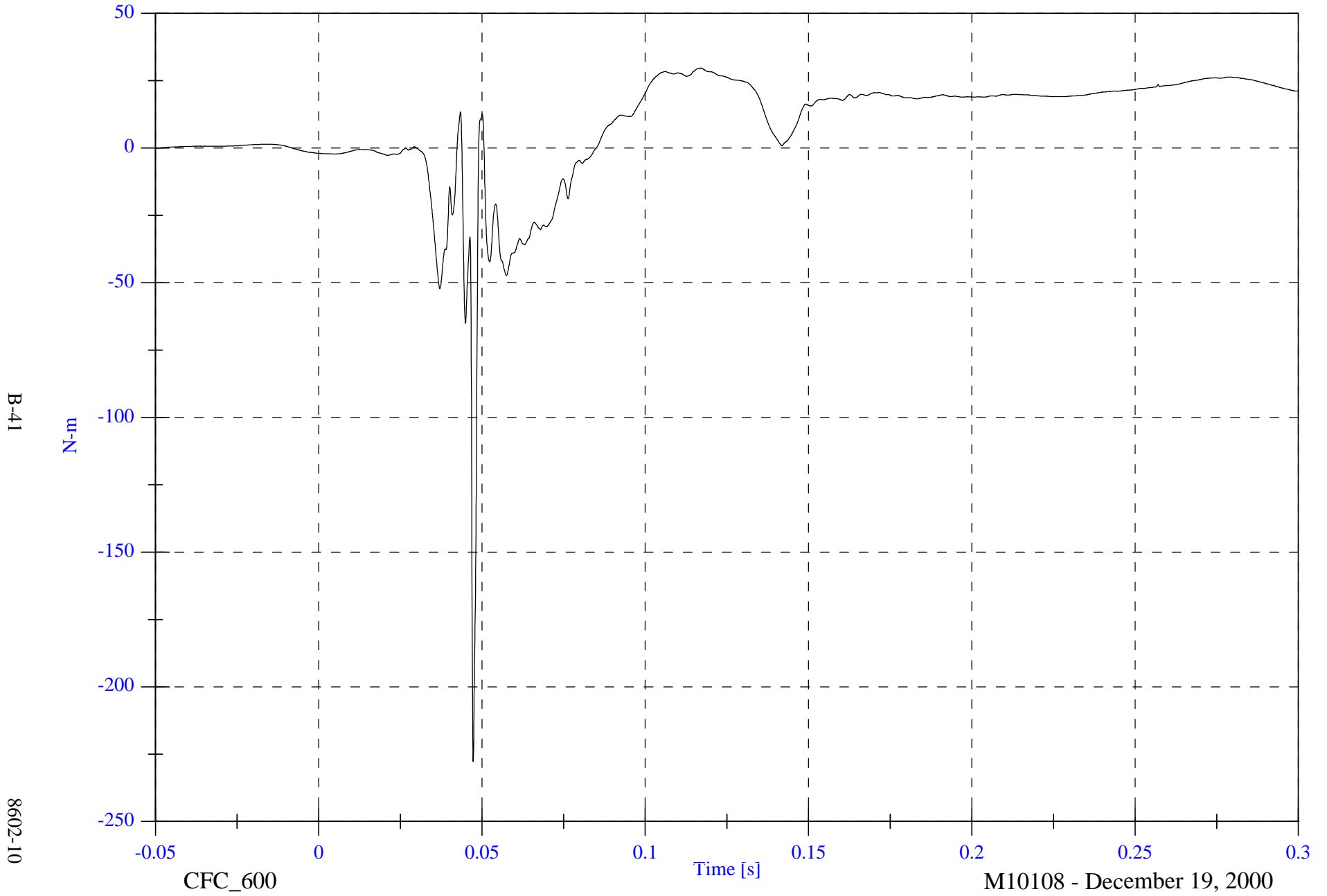
8602-10

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 29.7 [N-m] at 0.117 [s]

P1 Right Upper Tibia My

Min: -227.8 [N-m] at 0.047 [s]



B-41

8602-10

CFC\_600

Time [s]

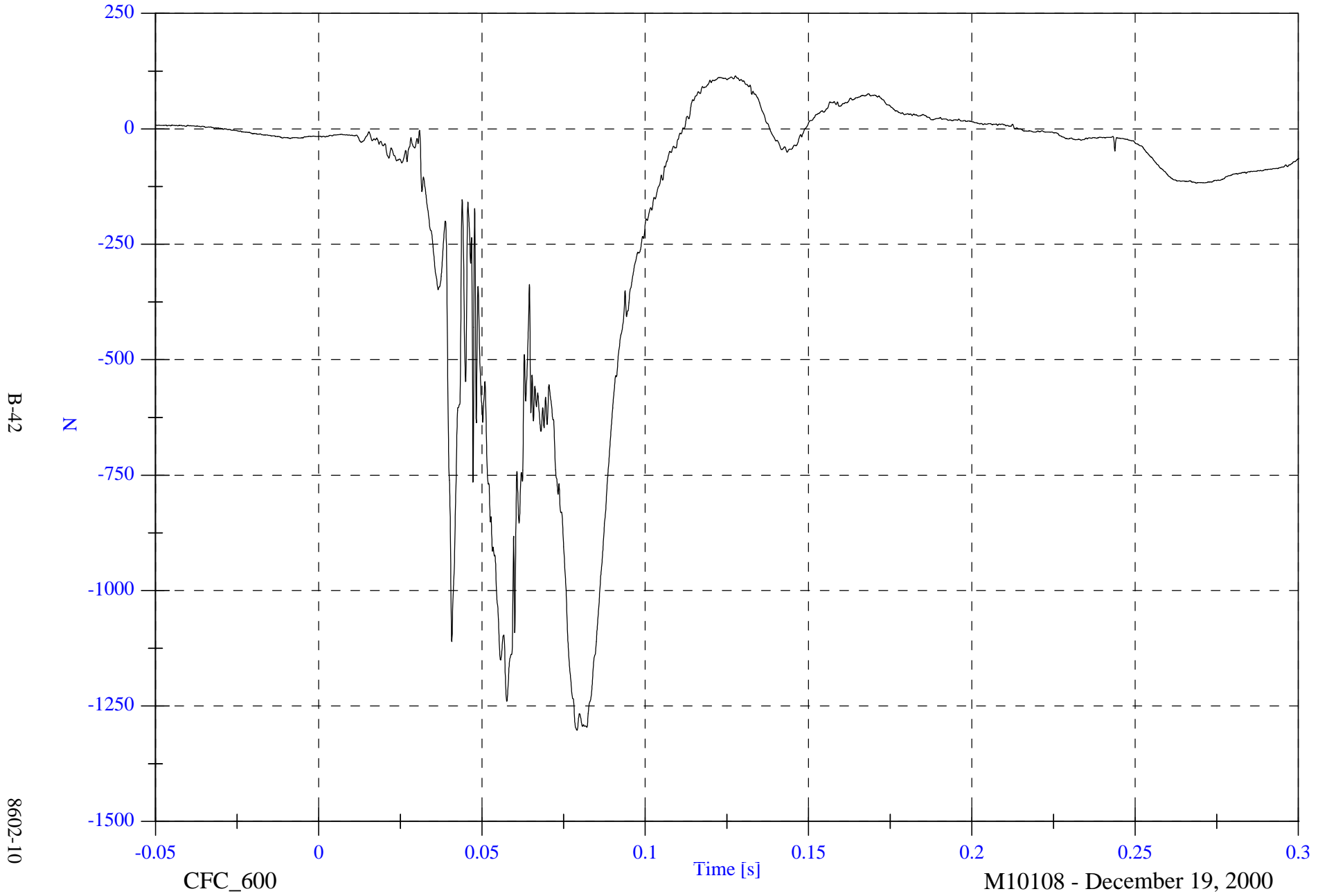
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 114.6 [N] at 0.128 [s]

P1 Right Lower Tibia Fz

Min: -1302.6 [N] at 0.079 [s]



B-42

8602-10

CFC\_600

Time [s]

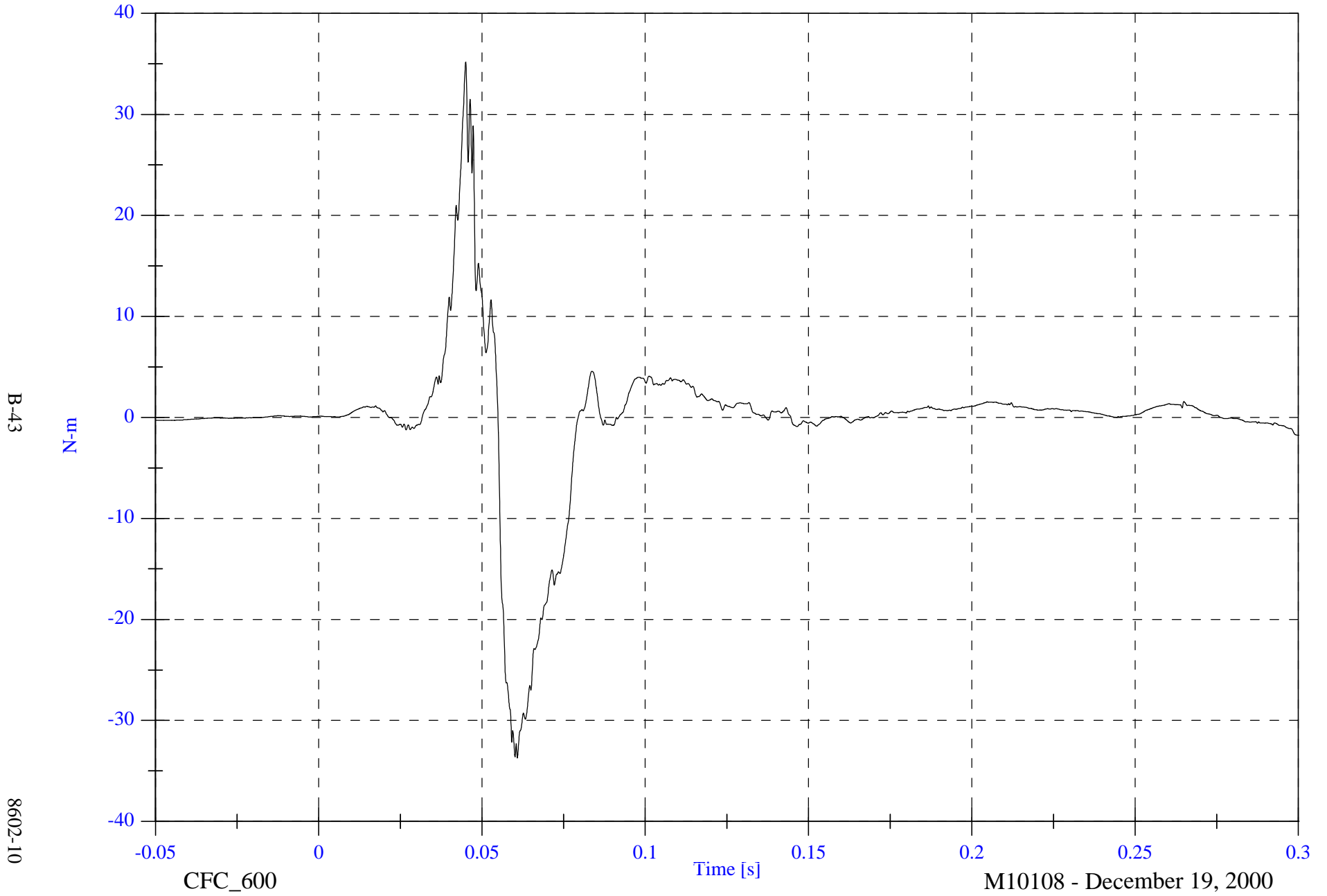
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 35.2 [N-m] at 0.045 [s]

P1 Right Lower Tibia Mx

Min: -33.7 [N-m] at 0.061 [s]



B-43

8602-10

CFC\_600

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

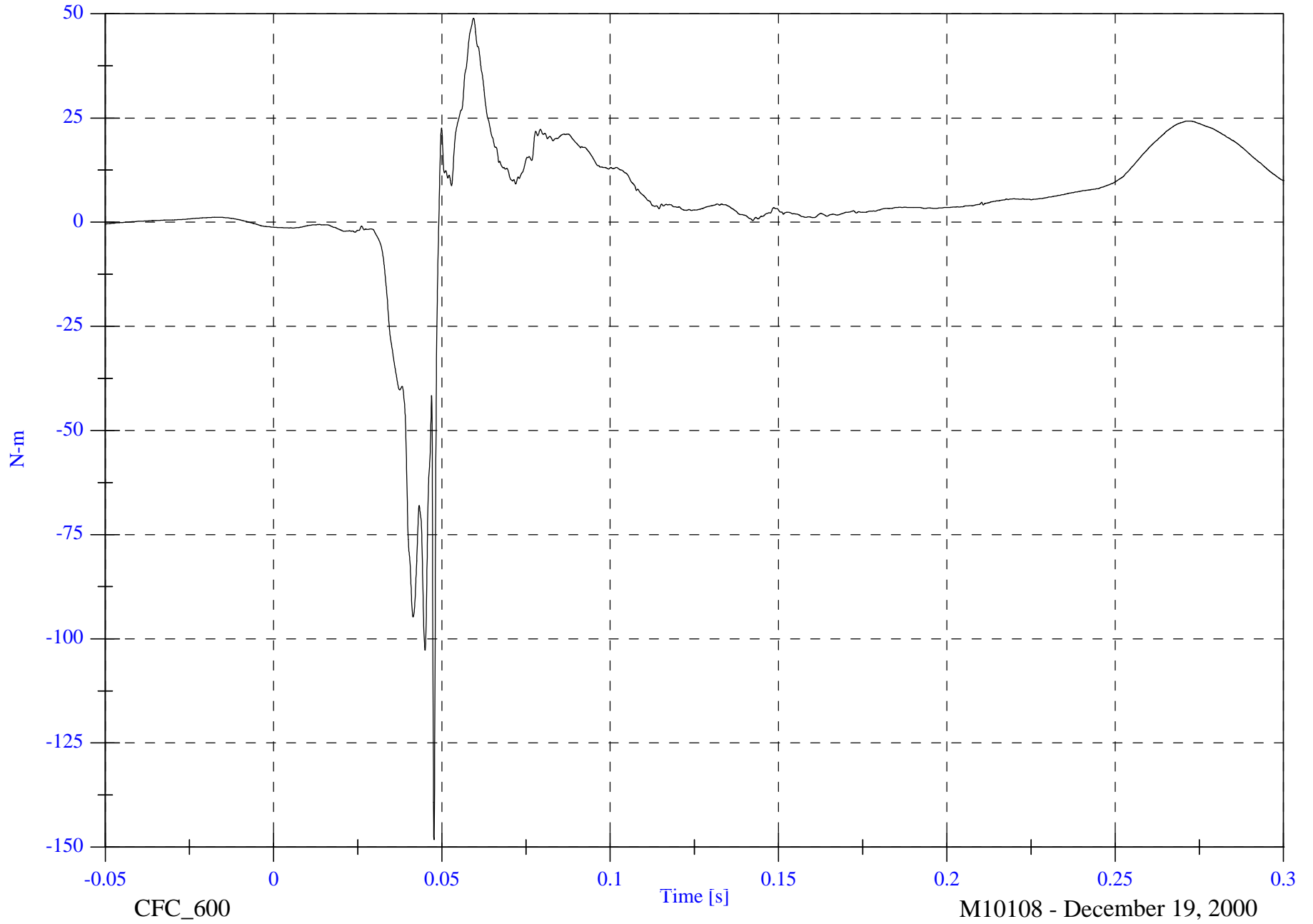
Max: 49.0 [N-m] at 0.059 [s]

P1 Right Lower Tibia My

Min: -148.3 [N-m] at 0.048 [s]

B-44

8602-10



CFC\_600

Time [s]

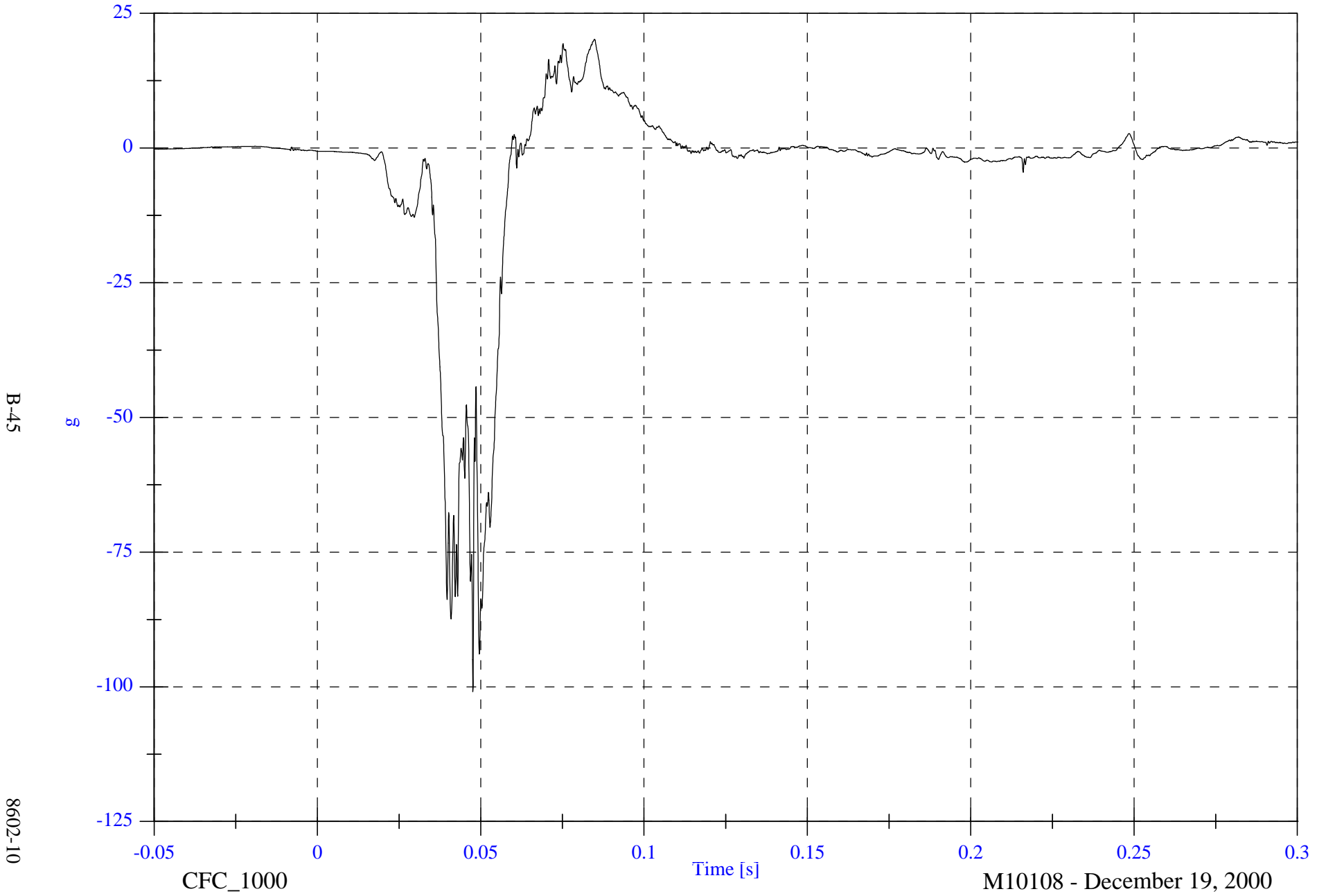
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 20.2 [g] at 0.085 [s]

Min: -100.9 [g] at 0.048 [s]

P1 Left Foot Aft x

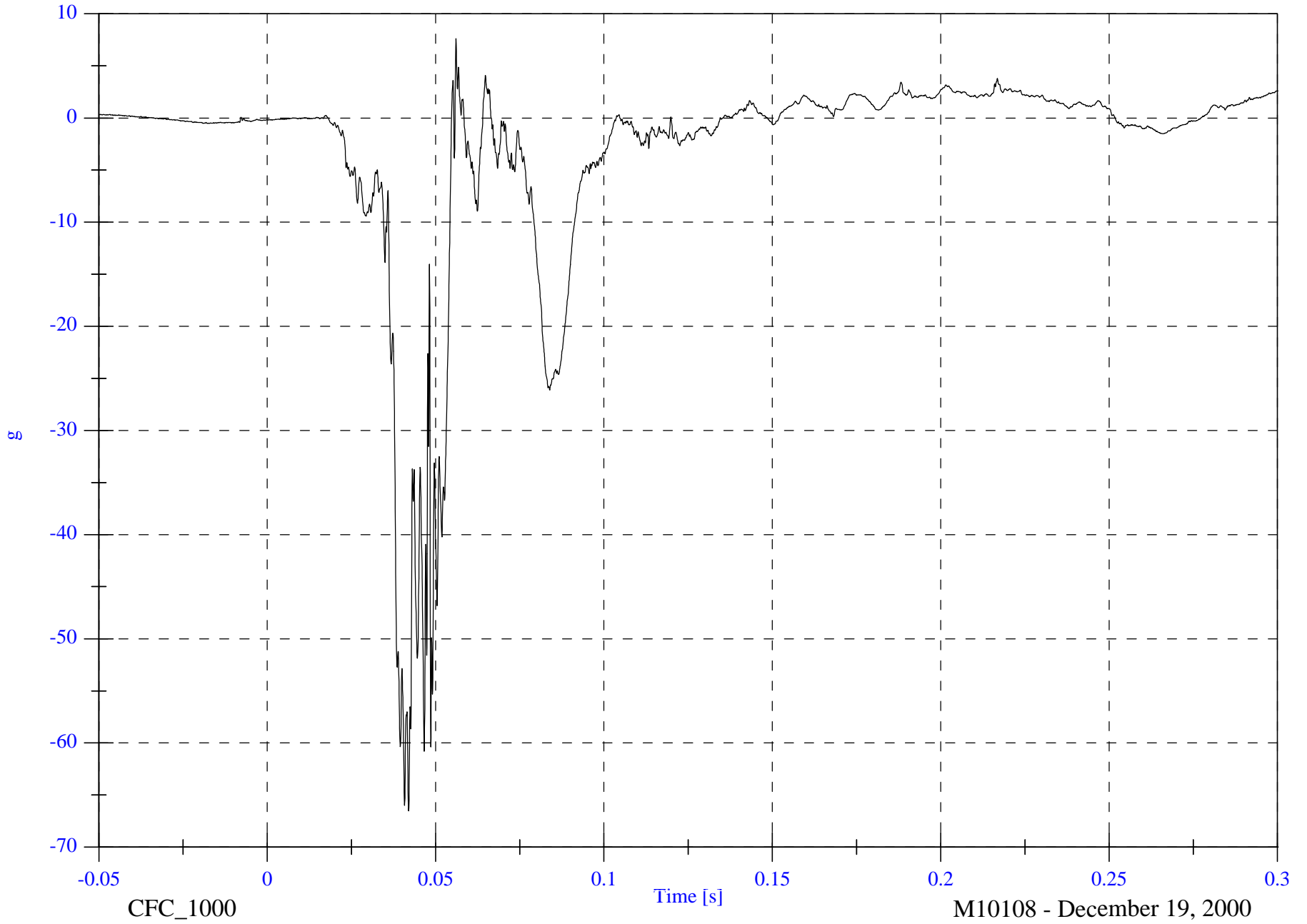


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 7.6 [g] at 0.056 [s]

P1 Left Foot Aft z

Min: -66.5 [g] at 0.042 [s]



B-46

8602-10

CFC\_1000

Time [s]

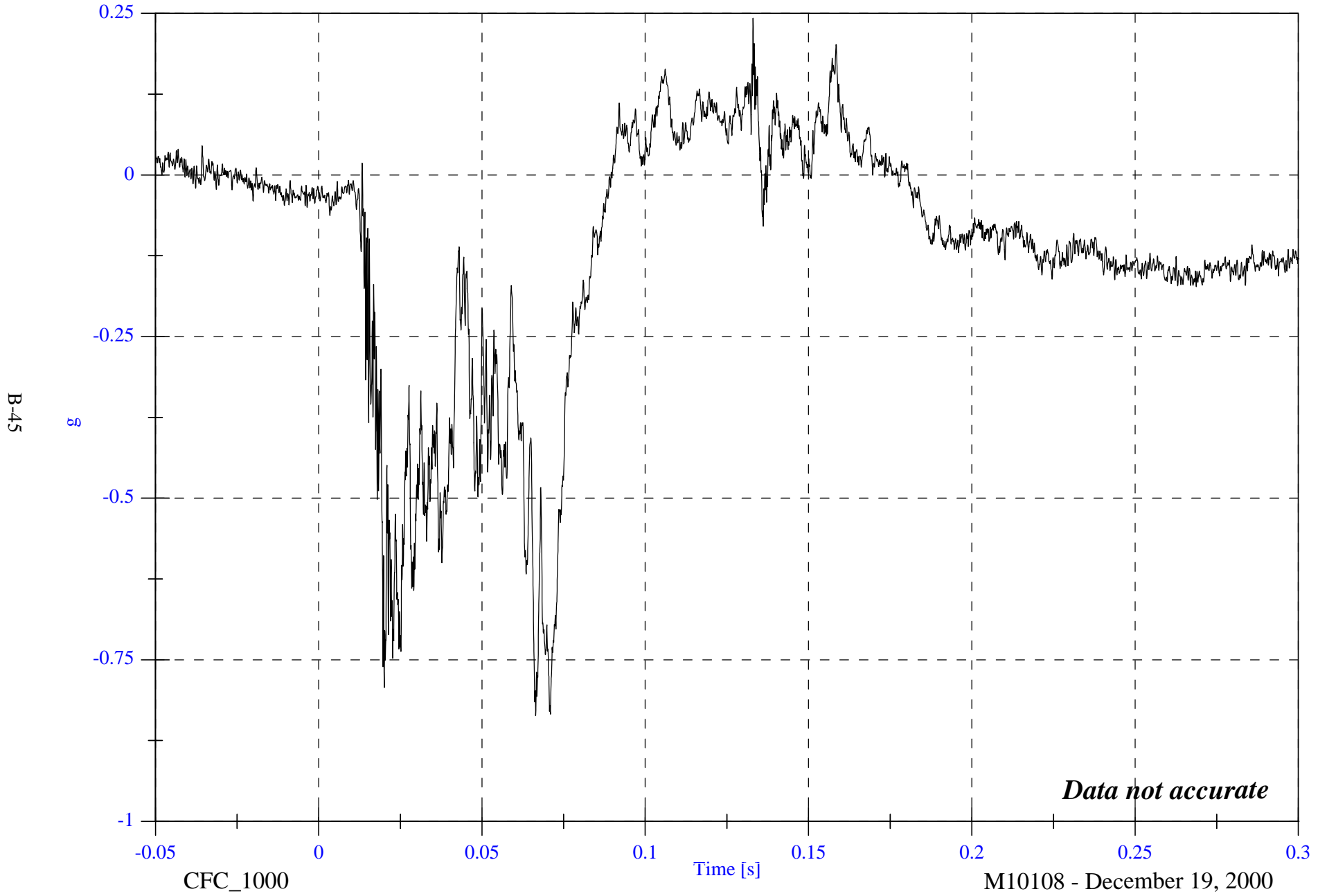
M10108 - December 19, 2000

NCAP Test 10 - Chevrolet Tracker

P1 Left Foot Fore z

Max: 0.2 [g] at 0.133 [s]

Min: -0.8 [g] at 0.066 [s]



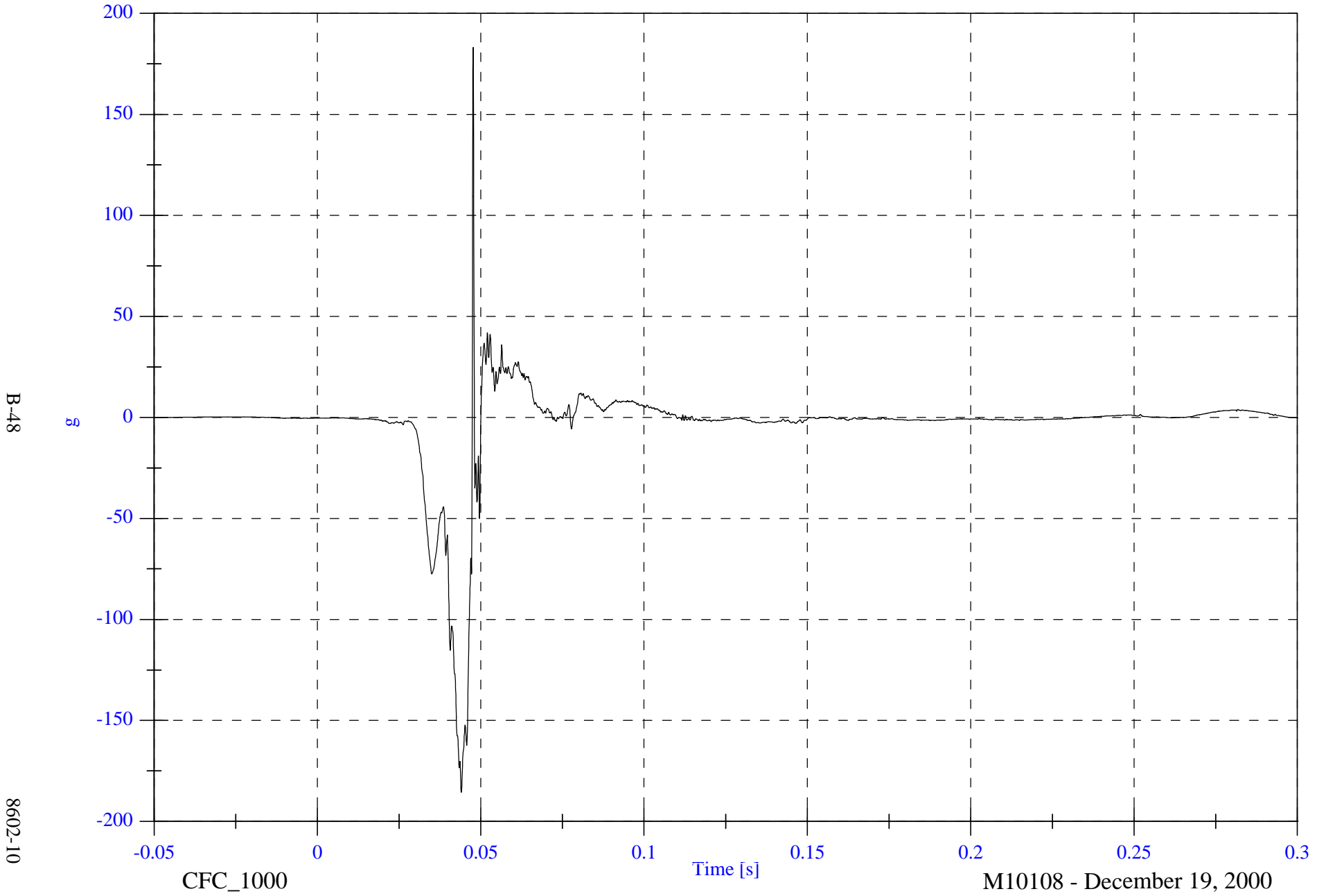
*Data not accurate*

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 183.1 [g] at 0.048 [s]

Min: -185.6 [g] at 0.044 [s]

P1 Right Foot Aft x

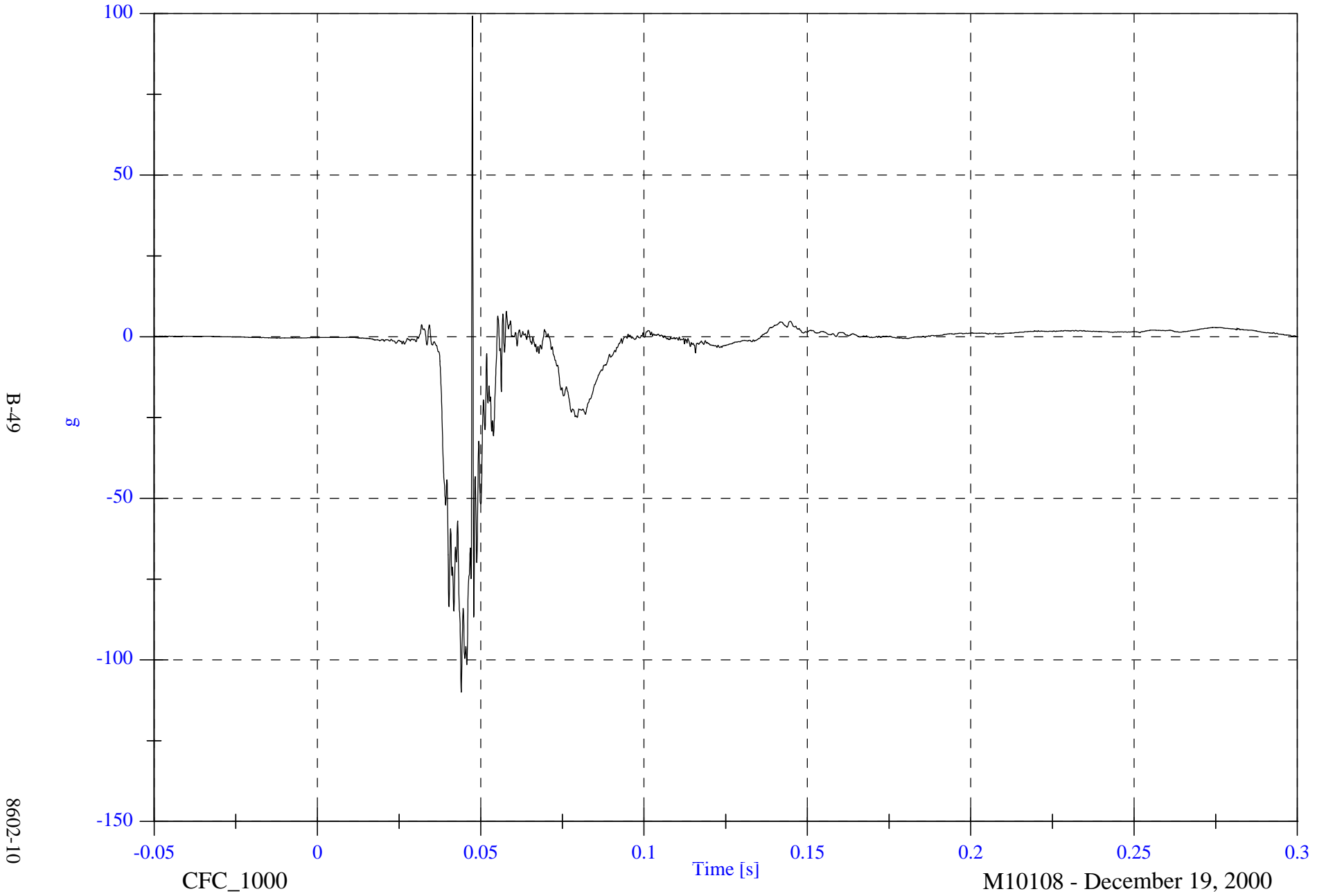


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 99.2 [g] at 0.047 [s]

Min: -110.0 [g] at 0.044 [s]

P1 Right Foot Aft z

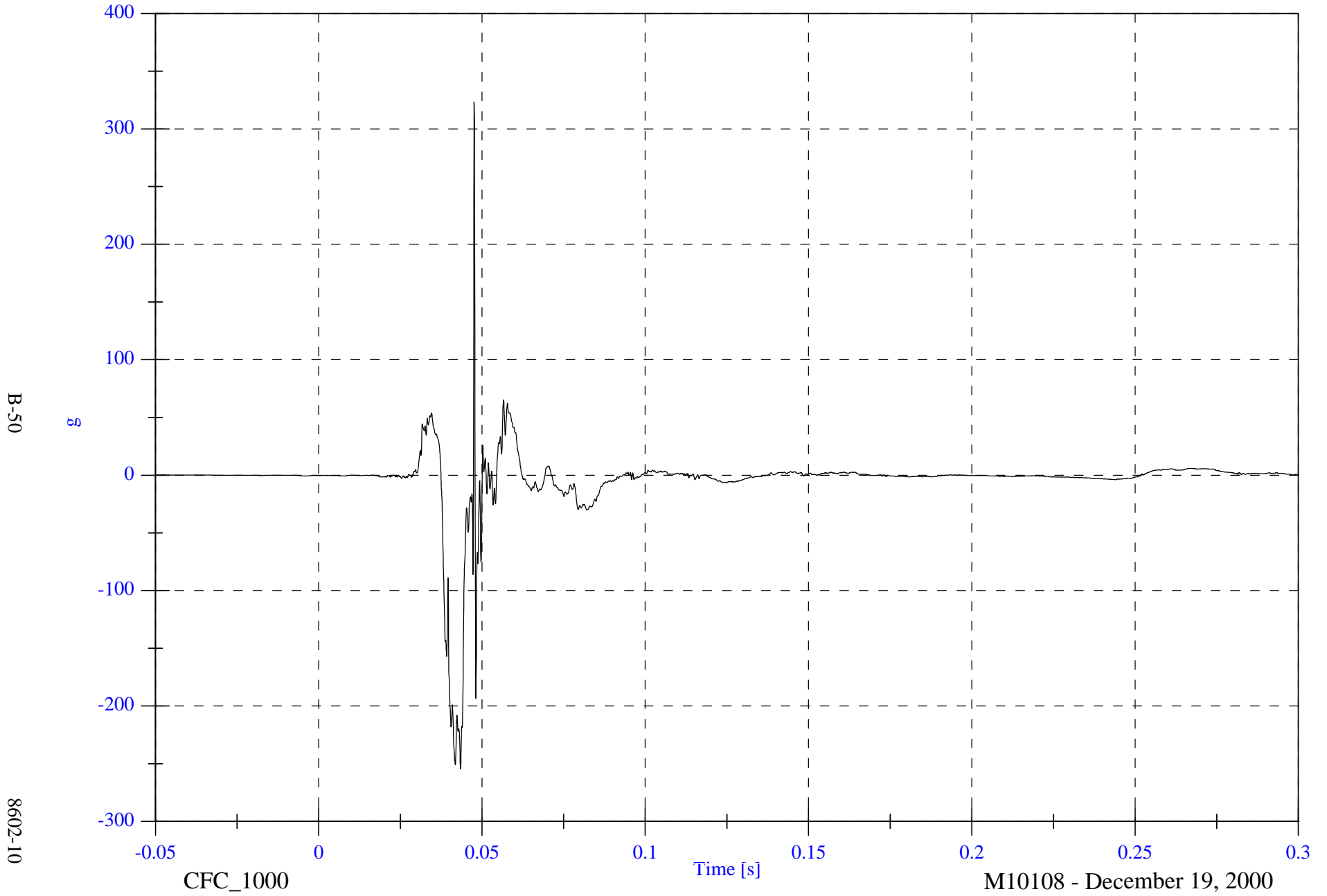


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 323.4 [g] at 0.048 [s]

Min: -254.7 [g] at 0.043 [s]

P1 Right Foot Fore z



B-50

8602-10

CFC\_1000

Time [s]

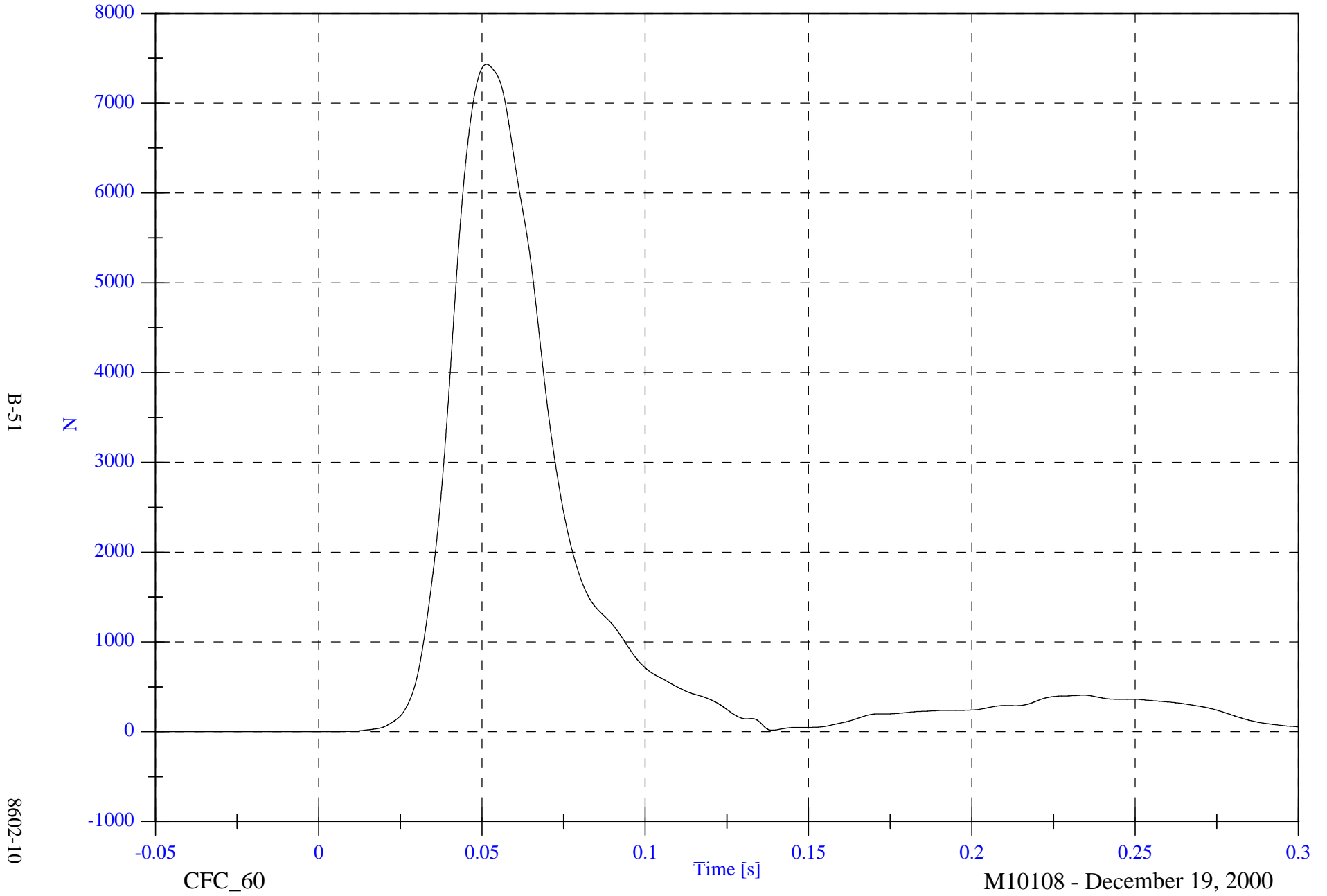
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 7432.7 [N] at 0.051 [s]

P1 Lap Belt Force

Min: -0.6 [N] at -0.050 [s]



B-51

8602-10

CFC\_60

Time [s]

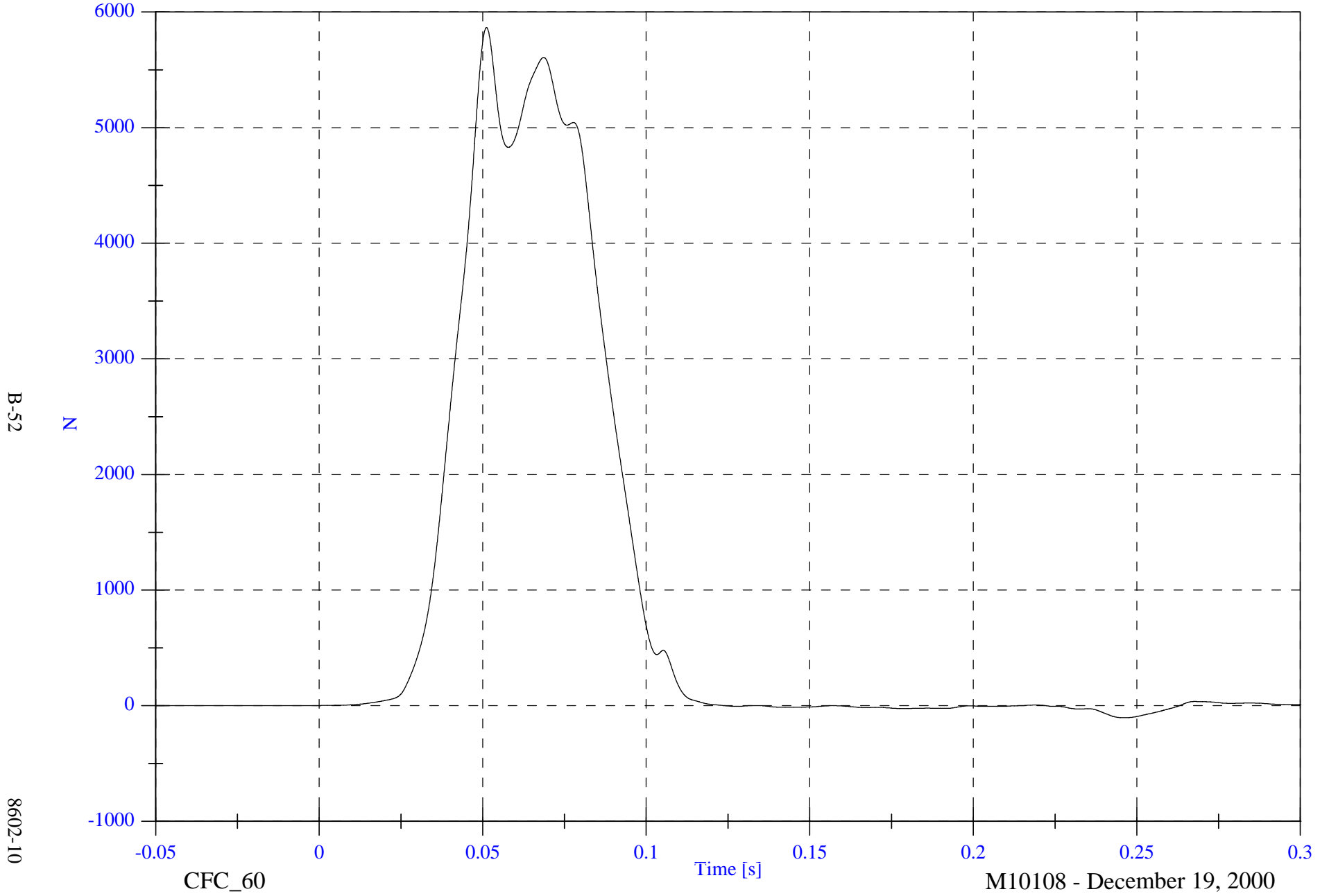
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 5866.4 [N] at 0.051 [s]

P1 Shoulder Belt Force

Min: -104.5 [N] at 0.246 [s]

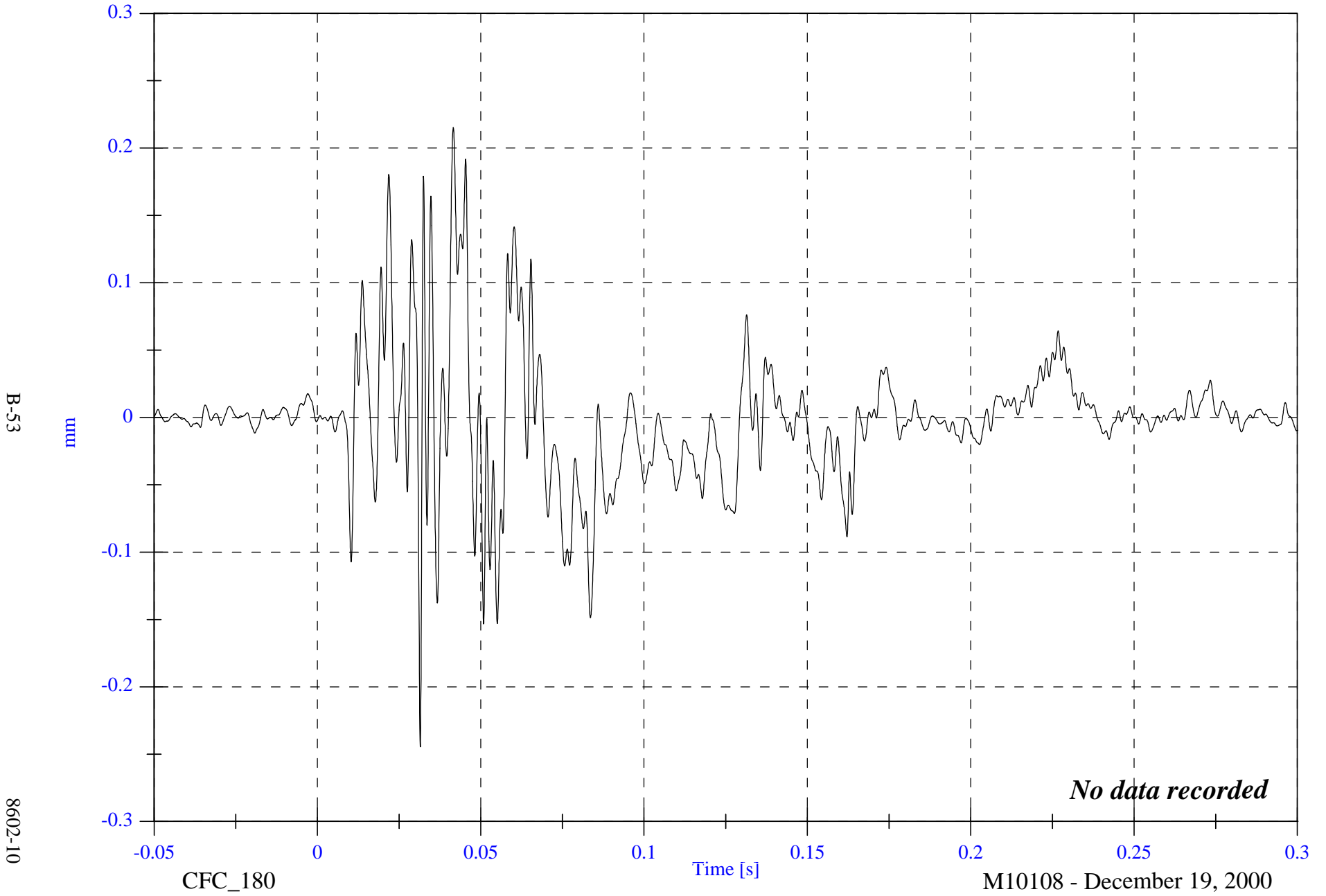


NCAP Test #10 - 2001 Chevrolet Tracker

P1 Shoulder Belt Spoolout

Max: 0.2 [mm] at 0.042 [s]

Min: -0.2 [mm] at 0.032 [s]



B-53

8602-10

CFC\_180

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

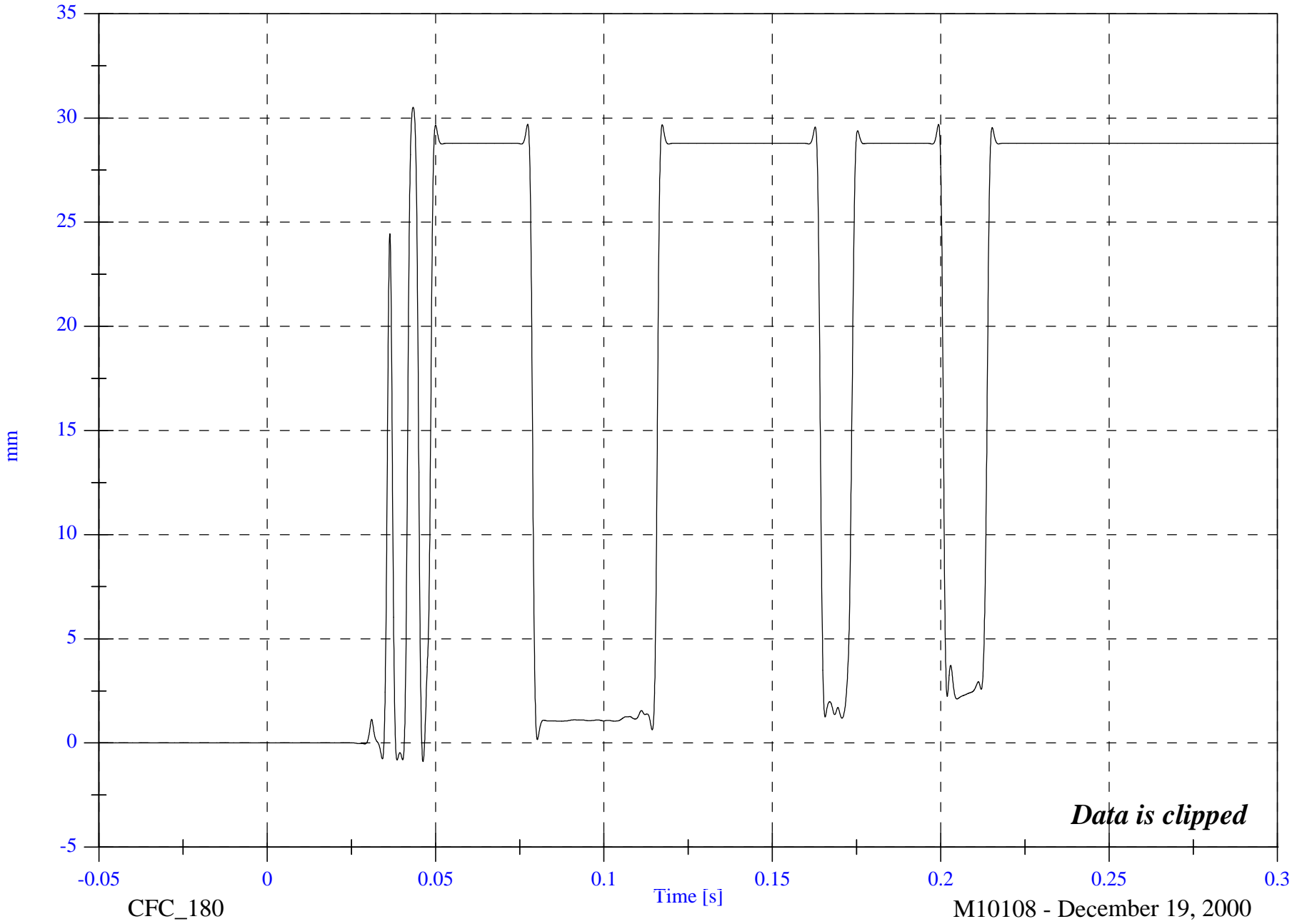
P1 Shoulder Belt Elongation

Max: 30.5 [mm] at 0.043 [s]

Min: -0.9 [mm] at 0.046 [s]

B-54

8602-10

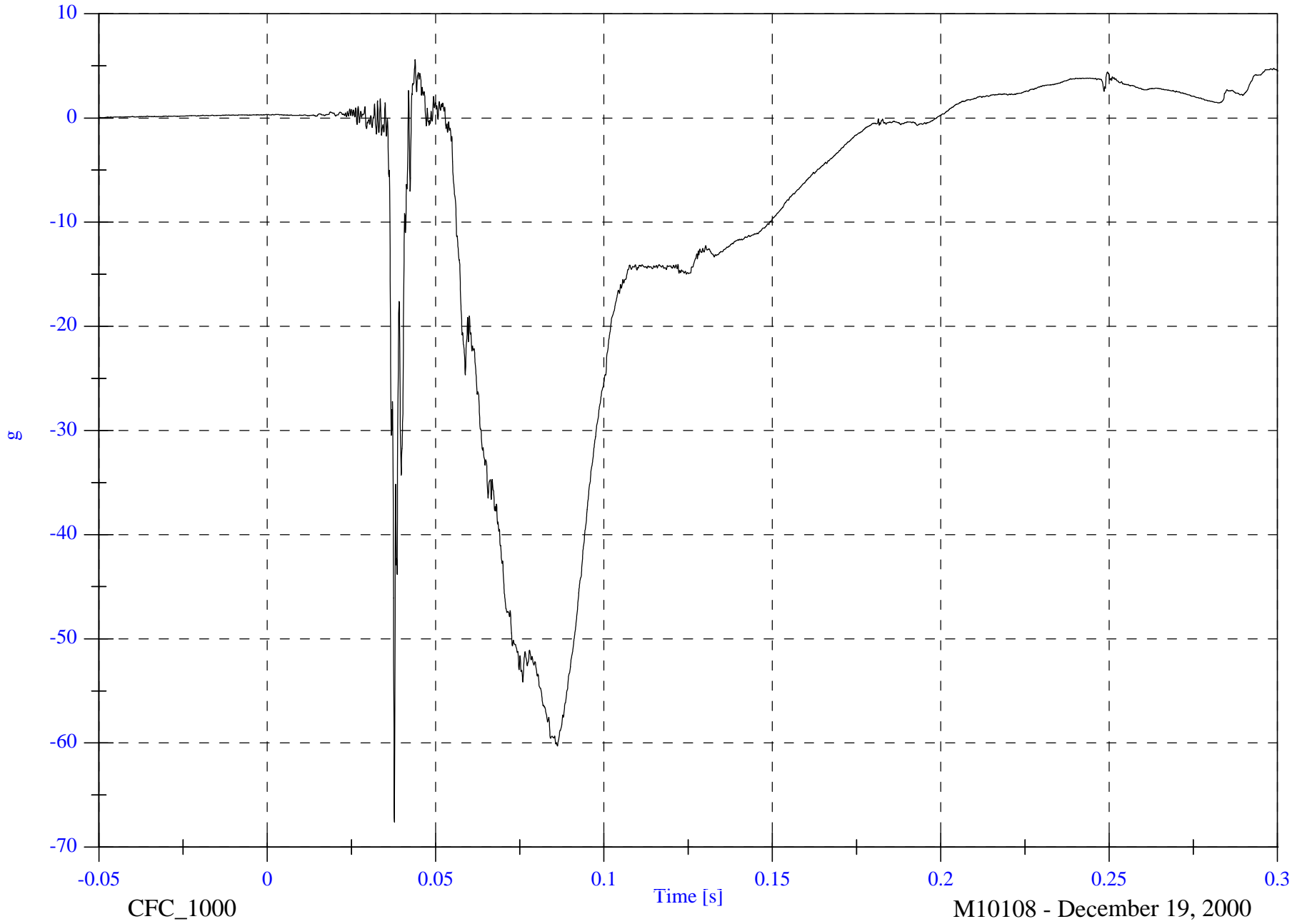


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 5.6 [g] at 0.044 [s]

Min: -67.6 [g] at 0.038 [s]

P2 Head x



B-55

8602-10

CFC\_1000

Time [s]

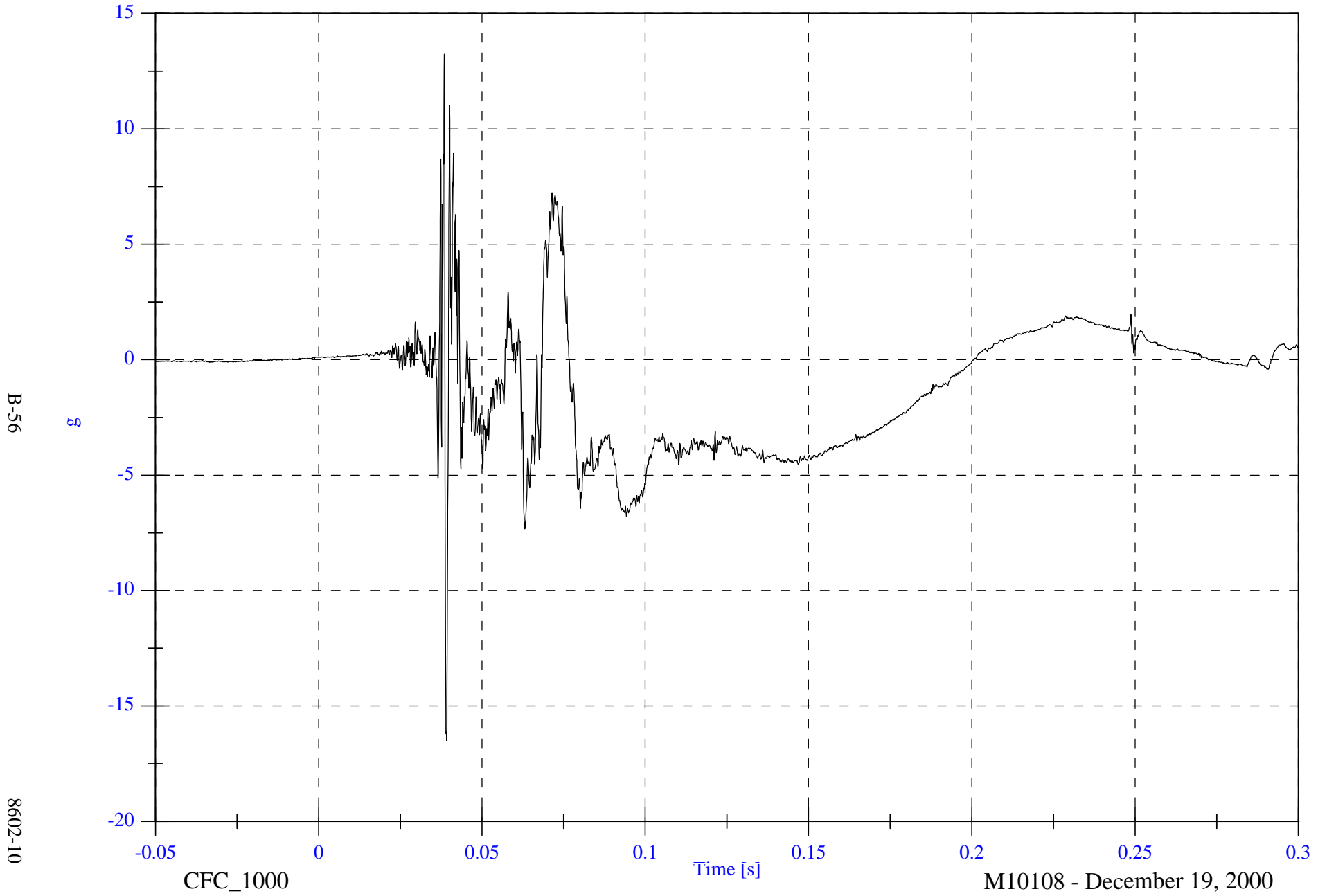
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 13.2 [g] at 0.038 [s]

Min: -16.5 [g] at 0.039 [s]

P2 Head y



B-56

g

8602-10

CFC\_1000

Time [s]

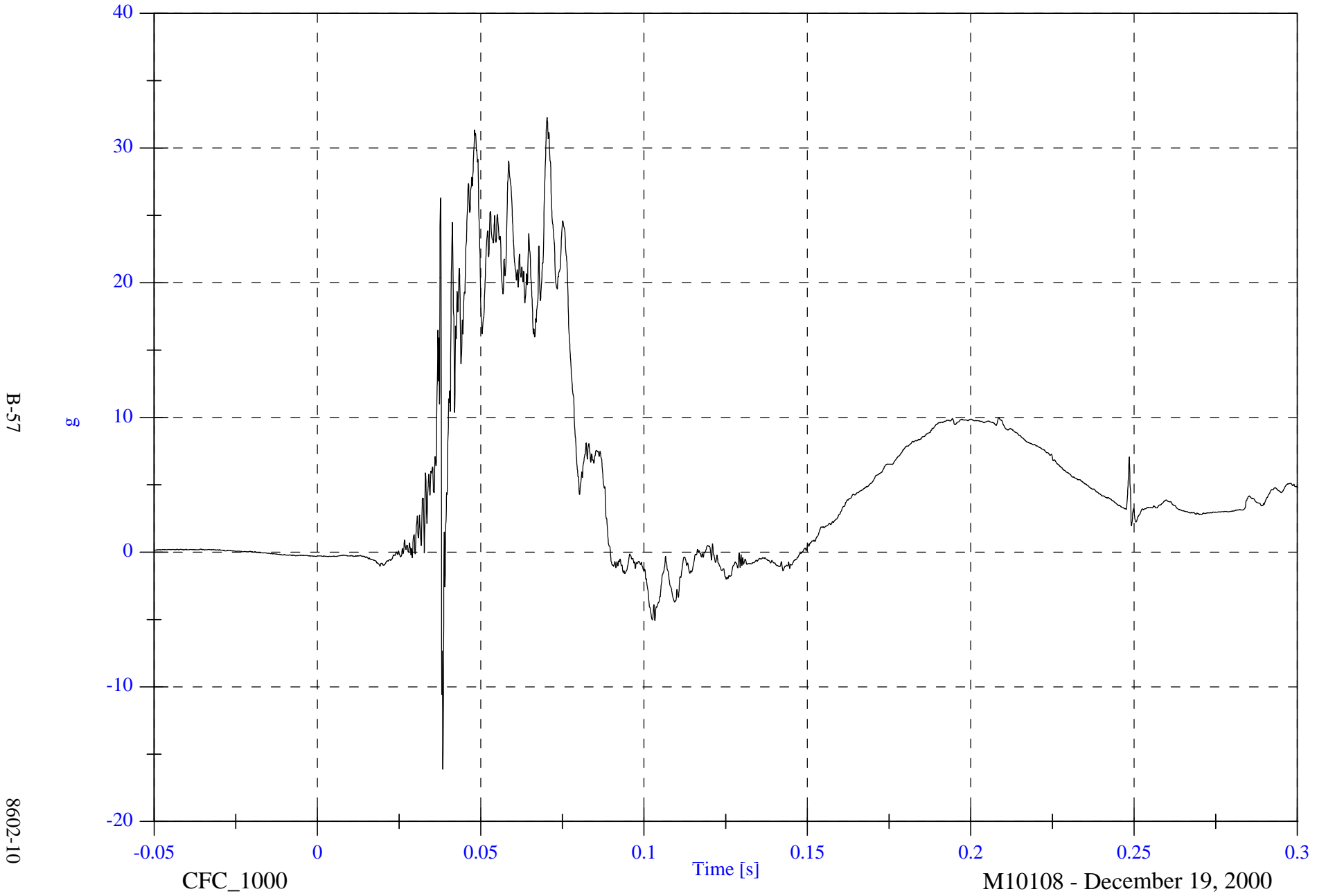
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Head z

Max: 32.3 [g] at 0.070 [s]

Min: -16.1 [g] at 0.038 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

P2 Head Resultant

Max: 72.7 [g] at 0.038 [s]

Min: 0.2 [g] at -0.049 [s]

B-58

8602-10

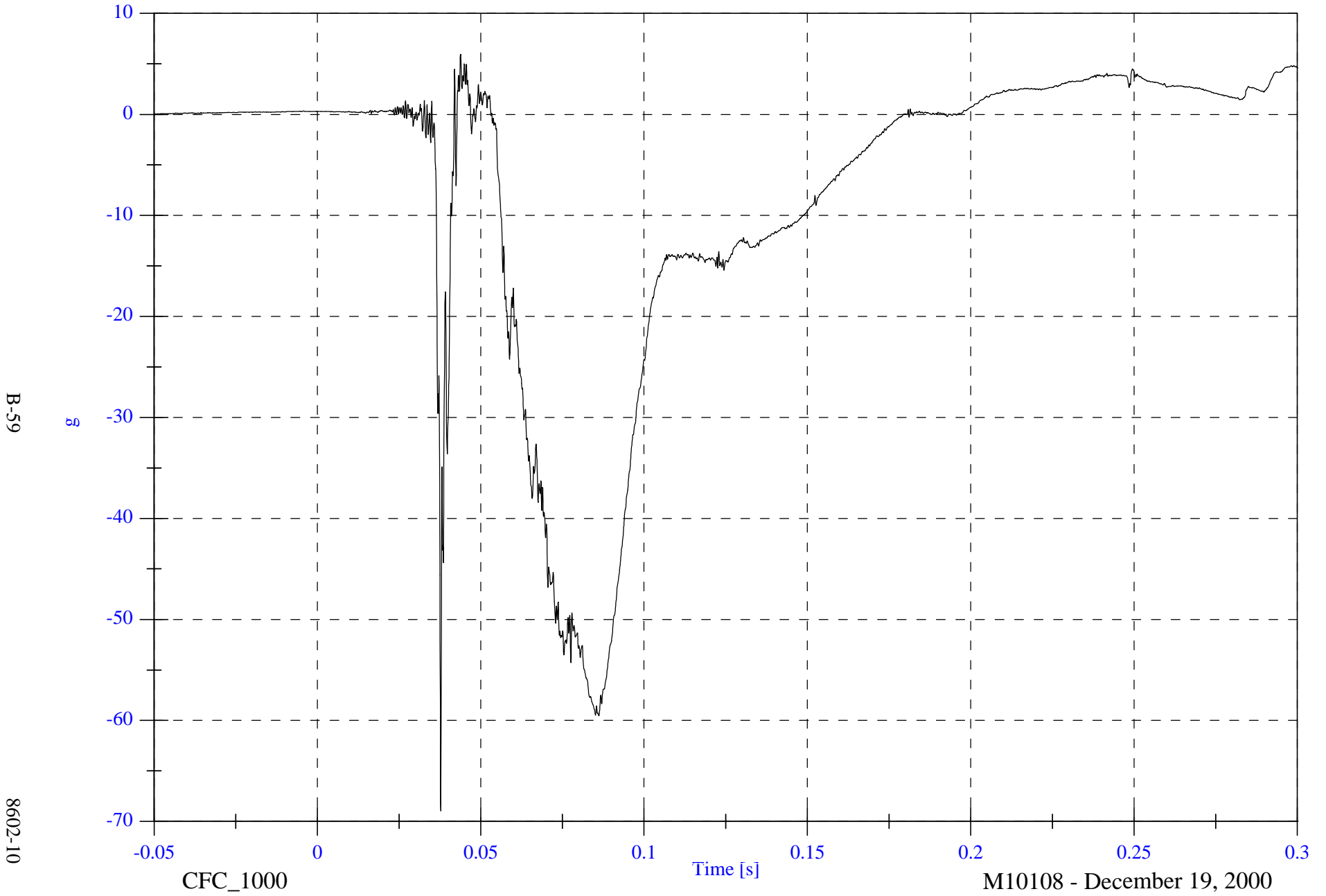


NCAP Test #10 - 2001 Chevrolet Tracker

P2 Head Red x

Max: 5.9 [g] at 0.044 [s]

Min: -69.0 [g] at 0.038 [s]



B-59

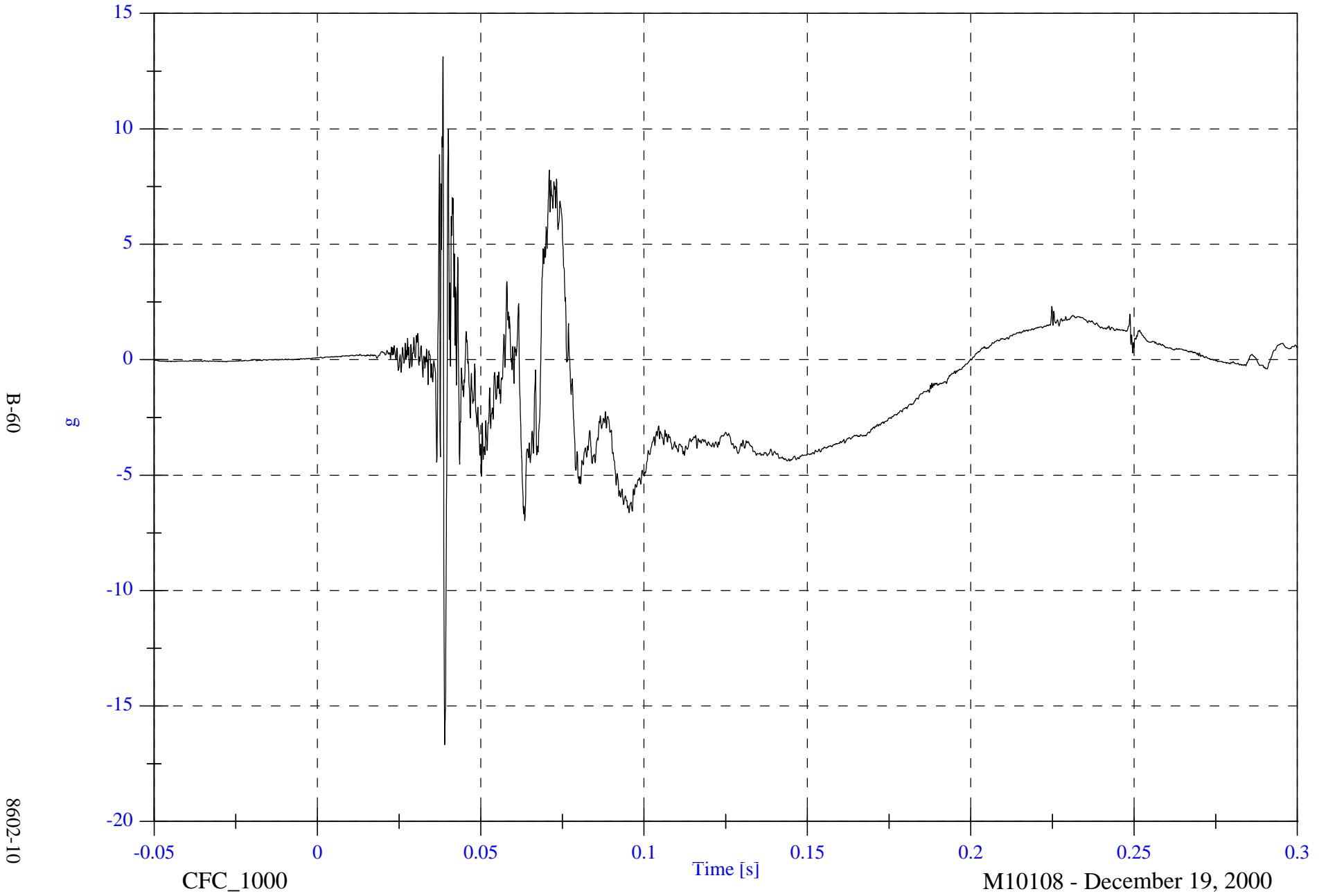
8602-10

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 13.1 [g] at 0.038 [s]

P2 Head Red y

Min: -16.7 [g] at 0.039 [s]



B-60

g

8602-10

CFC\_1000

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

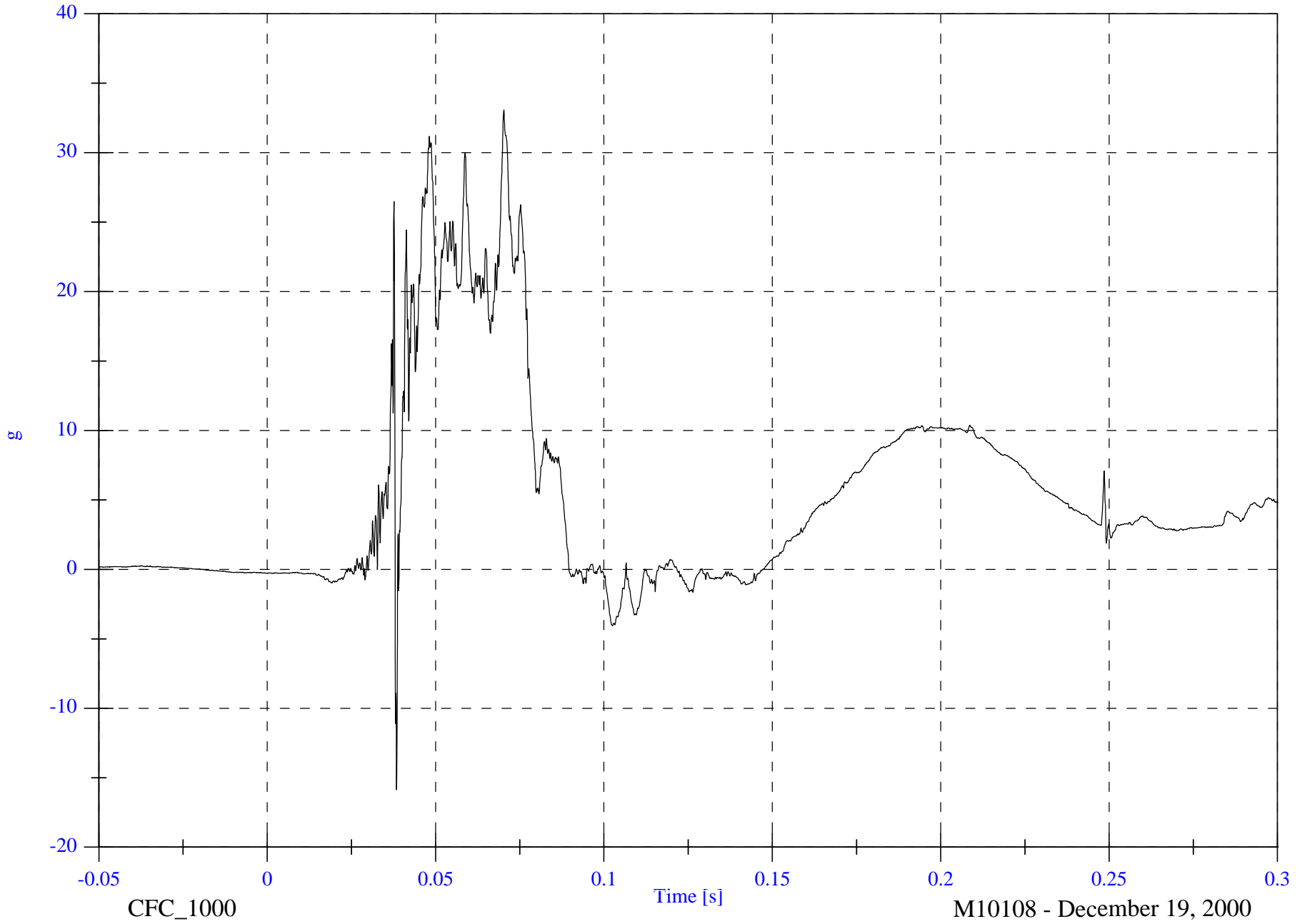
P2 Head Red z

Max: 33.1 [g] at 0.070 [s]

Min: -15.9 [g] at 0.038 [s]

B-61

8602-10



CFC\_1000

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Head Red Resultant

Max: 72.8 [g] at 0.038 [s]

Min: 0.1 [g] at 0.029 [s]



B-62

8602-10

CFC\_1000

Time [s]

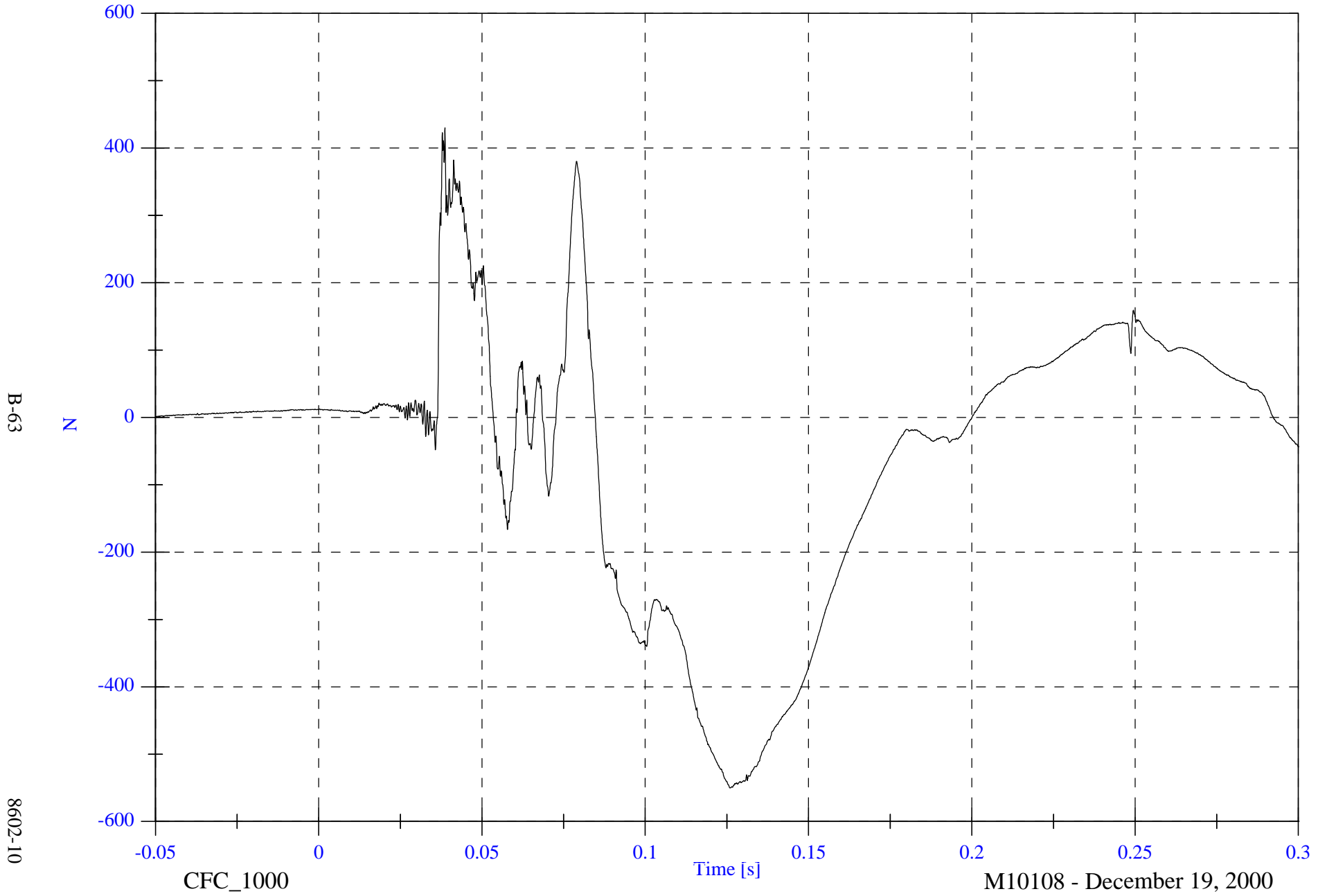
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Upper Neck Fx

Max: 430.2 [N] at 0.039 [s]

Min: -550.4 [N] at 0.126 [s]



B-63

8602-10

CFC\_1000

Time [s]

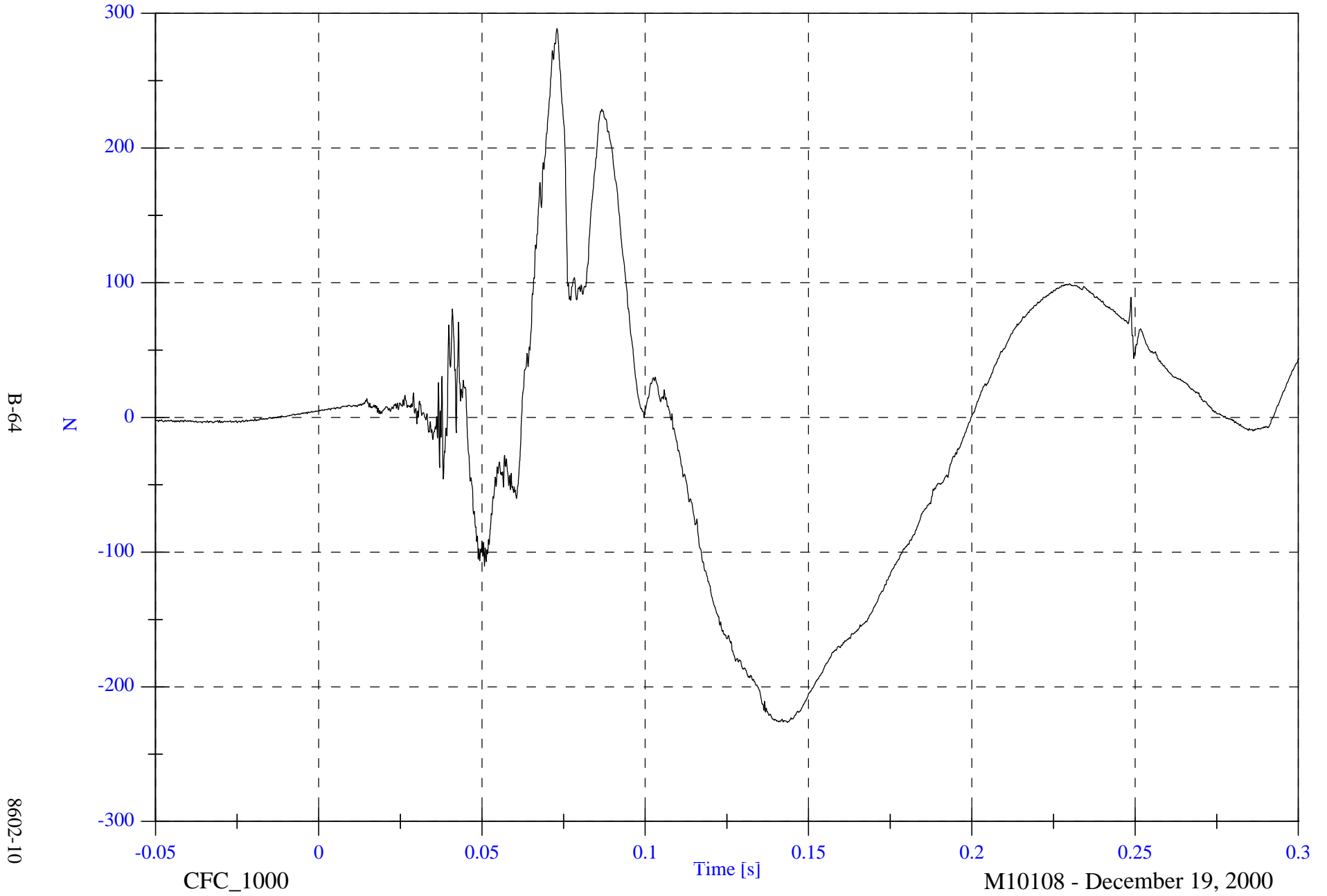
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 288.9 [N] at 0.073 [s]

Min: -226.5 [N] at 0.143 [s]

P2 Upper Neck Fy



B-64

8602-10

NCAP Test #10 - 2001 Chevrolet Tracker

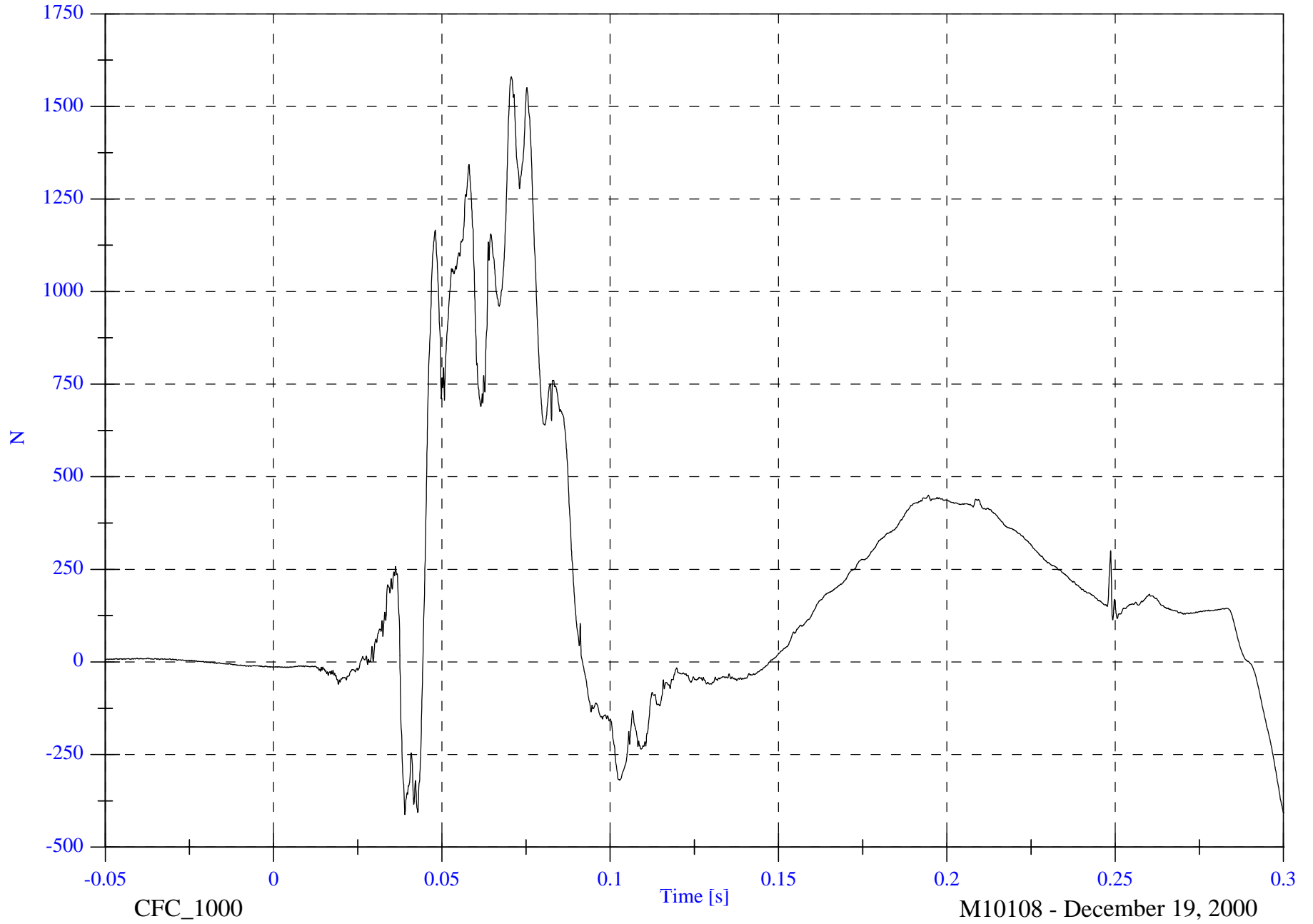
P2 Upper Neck Fz

Max: 1579.8 [N] at 0.071 [s]

Min: -412.4 [N] at 0.039 [s]

B-65

8602-10



CFC\_1000

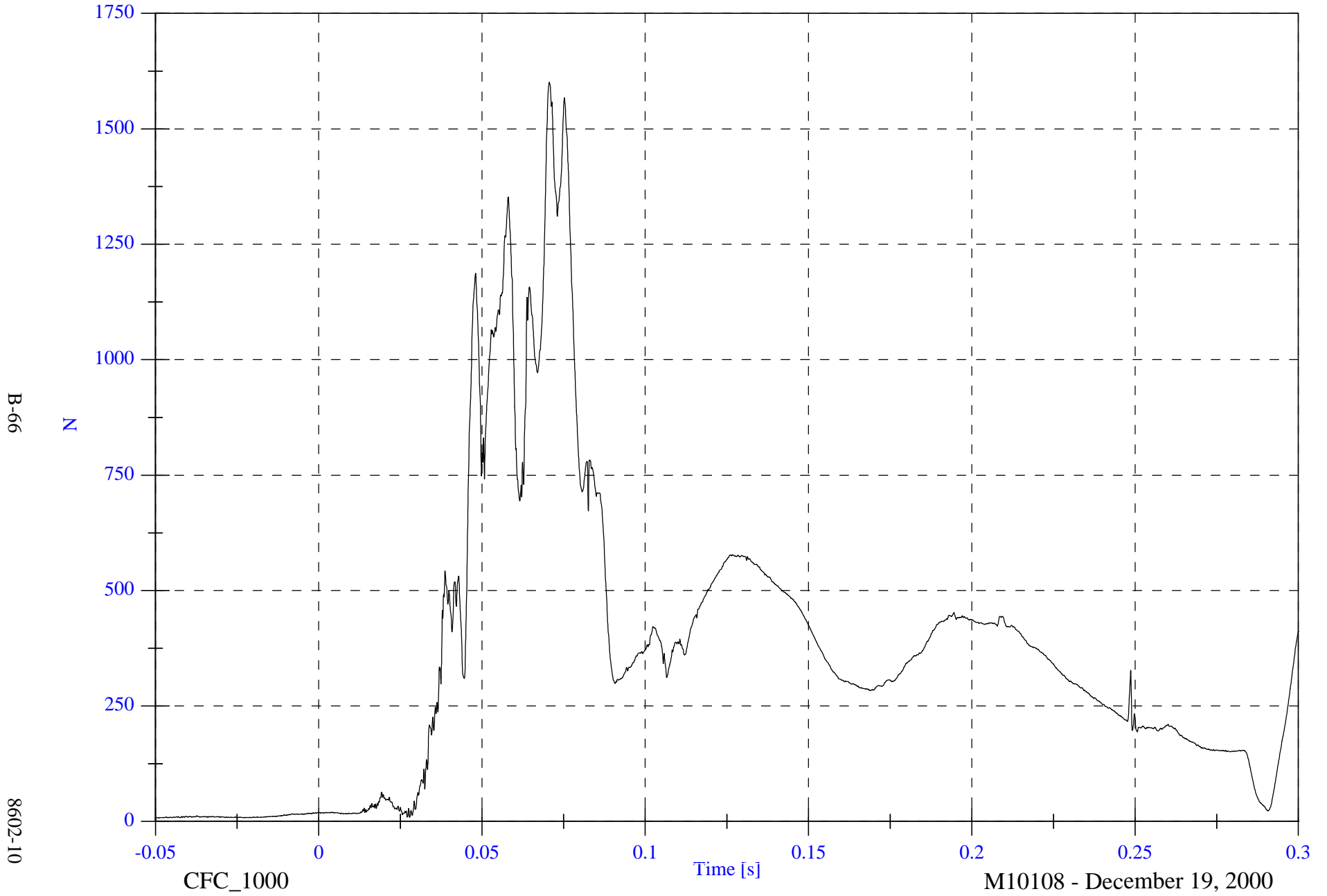
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 1601.2 [N] at 0.071 [s]

P2 Upper Neck F Resultant

Min: 7.0 [N] at -0.049 [s]



B-66

8602-10

CFC\_1000

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

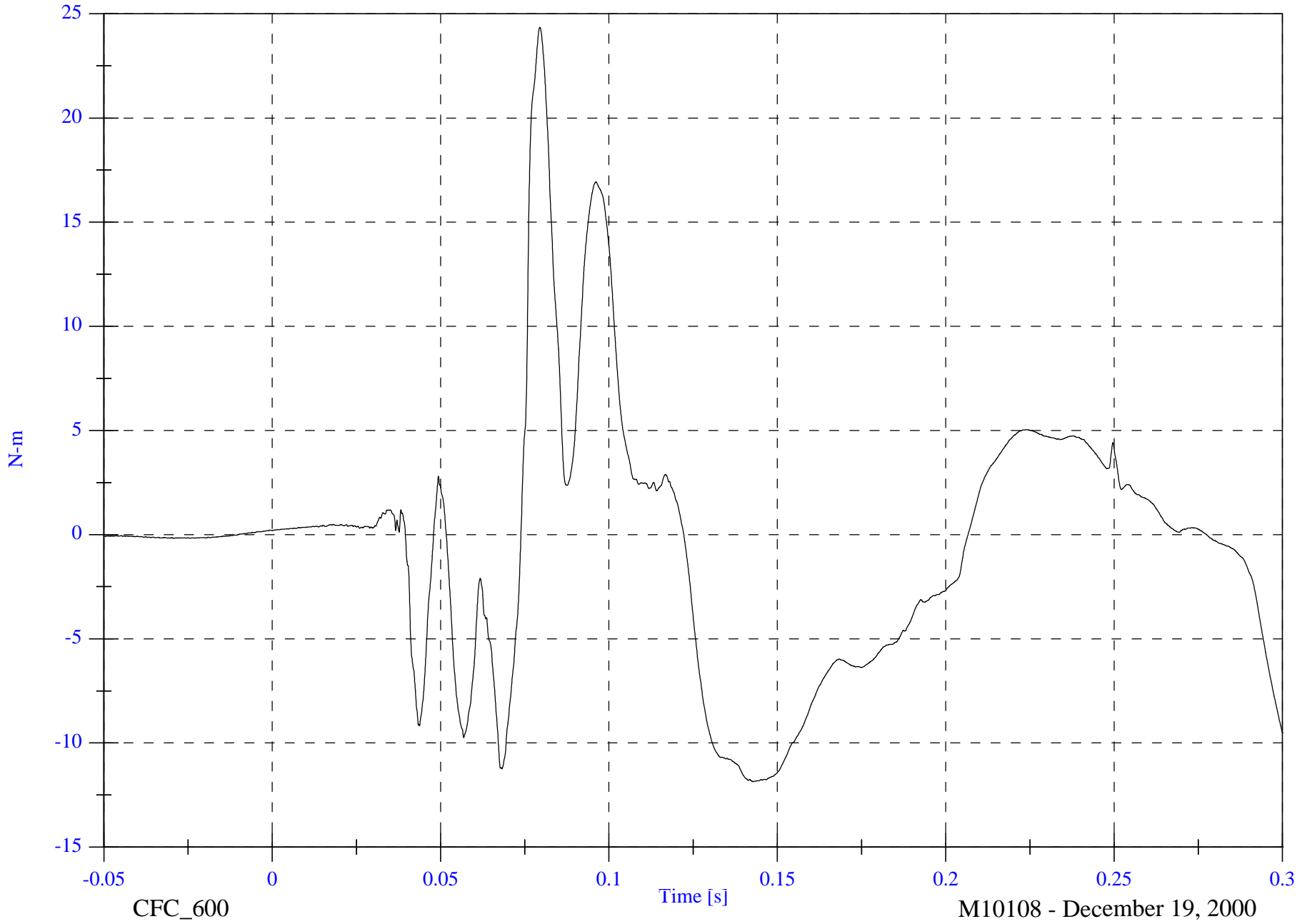
P2 Upper Neck Mx

Max: 24.4 [N-m] at 0.079 [s]

Min: -11.9 [N-m] at 0.143 [s]

B-67

8602-10



CFC\_600

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

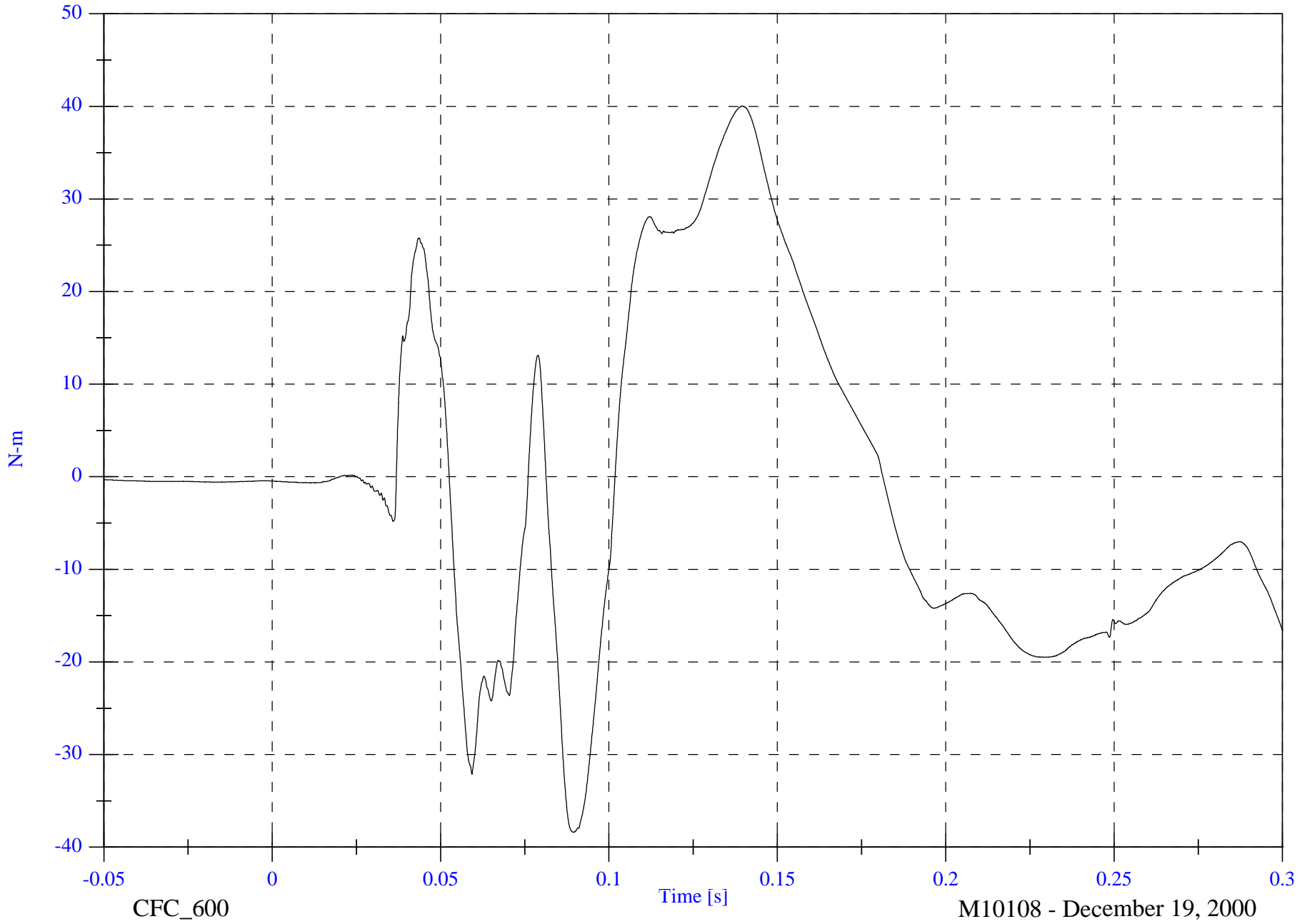
P2 Upper Neck My

Max: 40.0 [N-m] at 0.139 [s]

Min: -38.4 [N-m] at 0.090 [s]

B-68

8602-10



CFC\_600

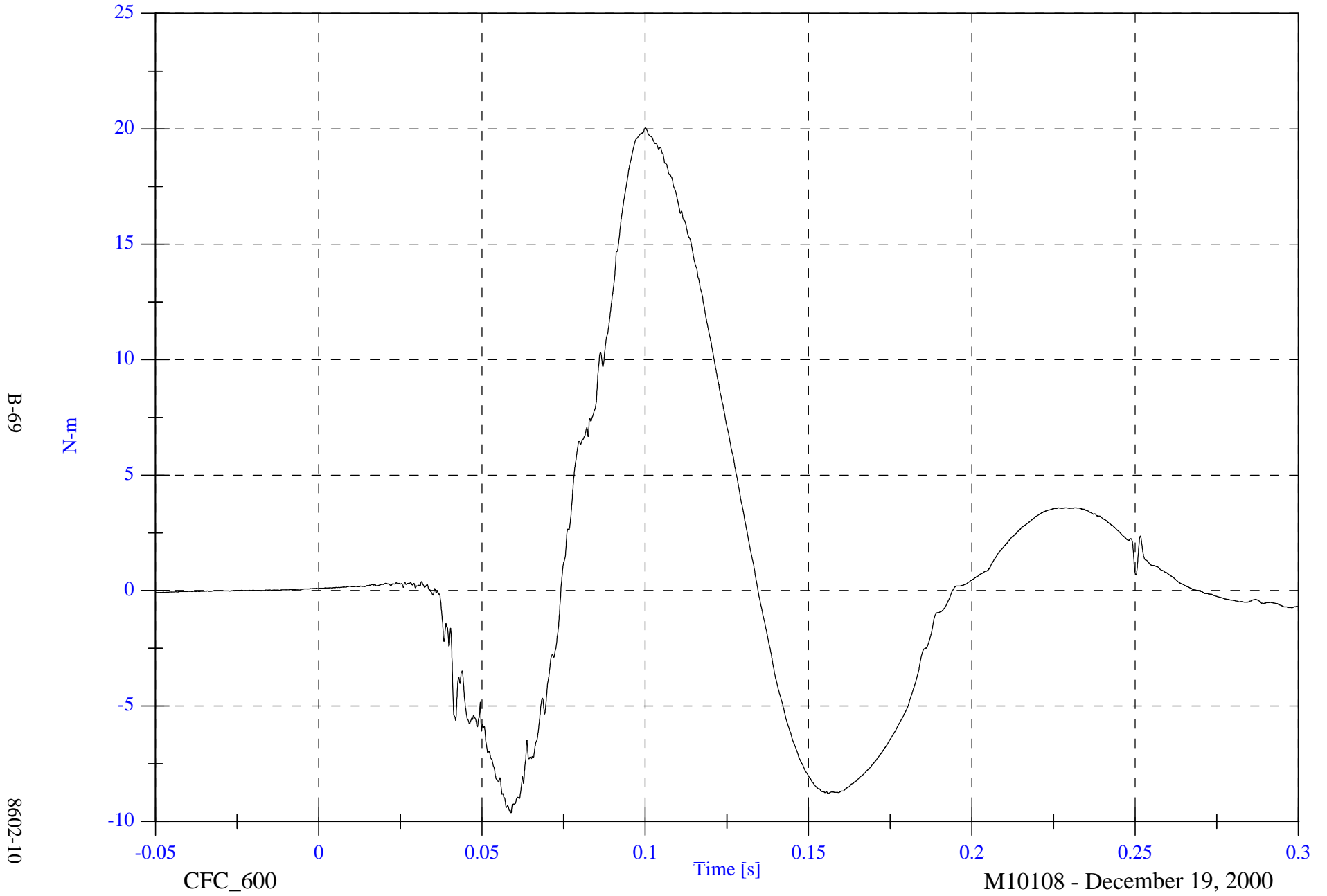
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 20.0 [N-m] at 0.100 [s]

P2 Upper Neck Mz

Min: -9.6 [N-m] at 0.059 [s]



B-69

8602-10

CFC\_600

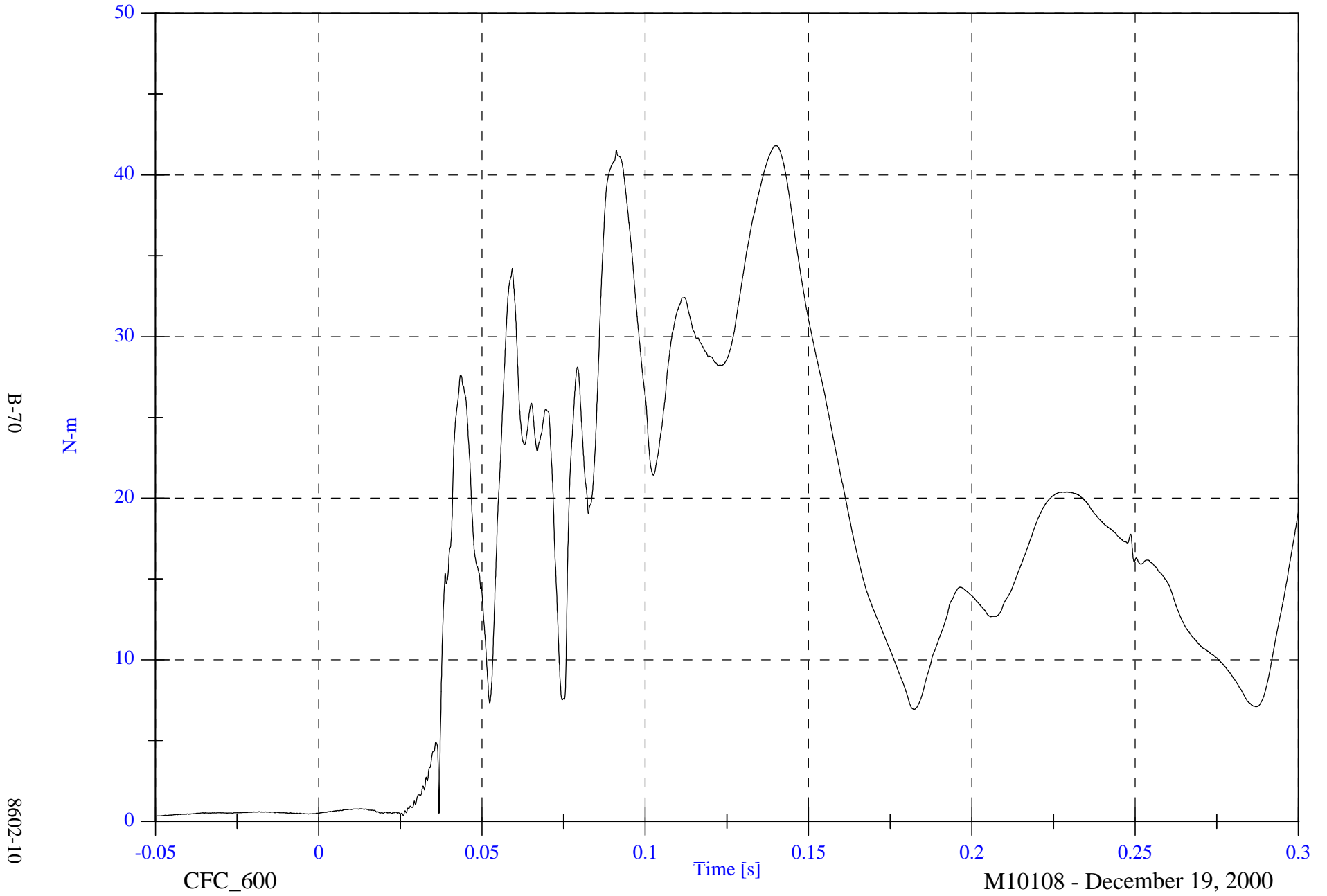
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Upper Neck M Resultant

Max: 41.8 [N-m] at 0.140 [s]

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



B-70

8602-10

CFC\_600

Time [s]

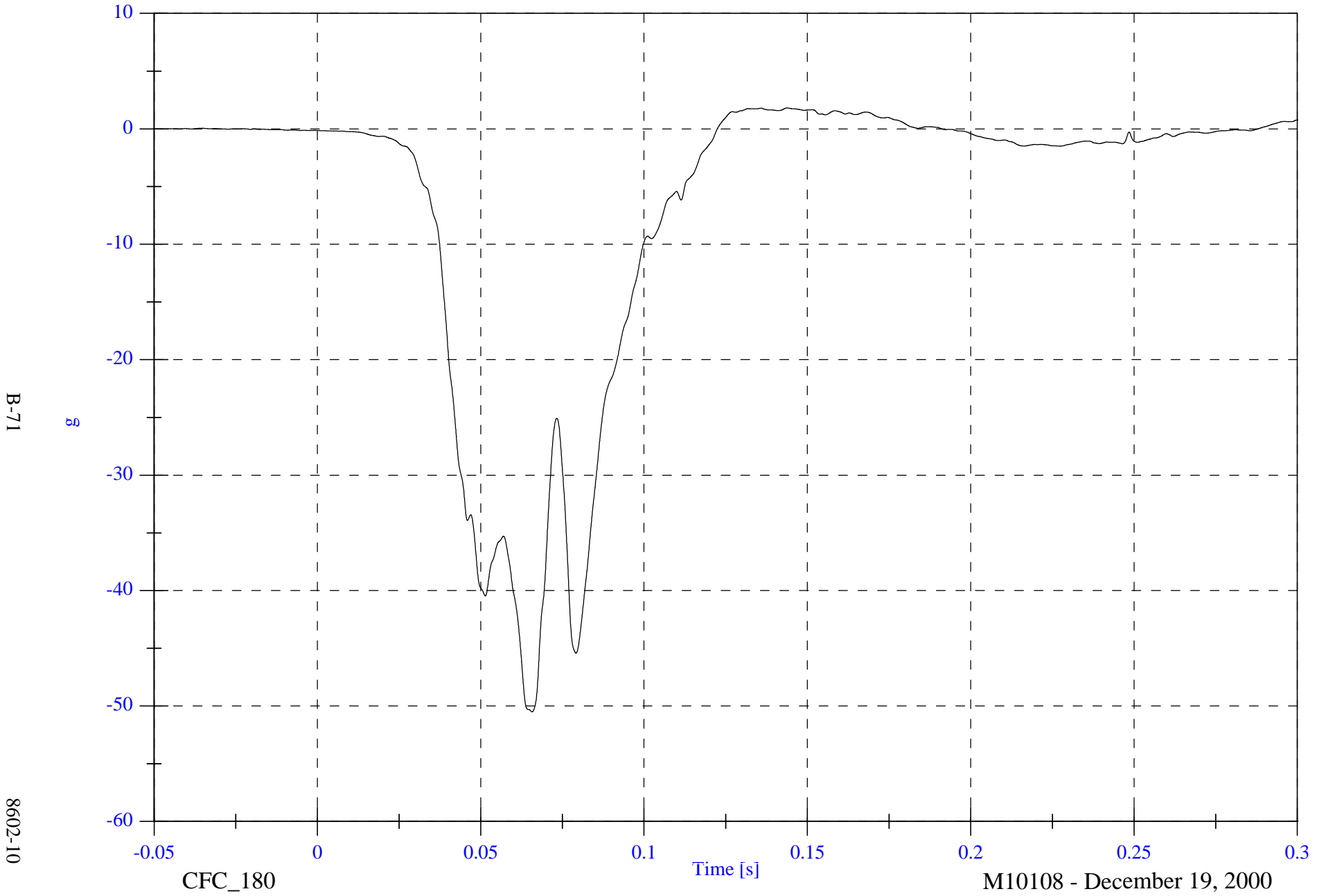
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 1.8 [g] at 0.144 [s]

Min: -50.5 [g] at 0.066 [s]

P2 Chest x



NCAP Test #10 - 2001 Chevrolet Tracker

Max: 5.9 [g] at 0.045 [s]

Min: -13.5 [g] at 0.077 [s]

P2 Chest y

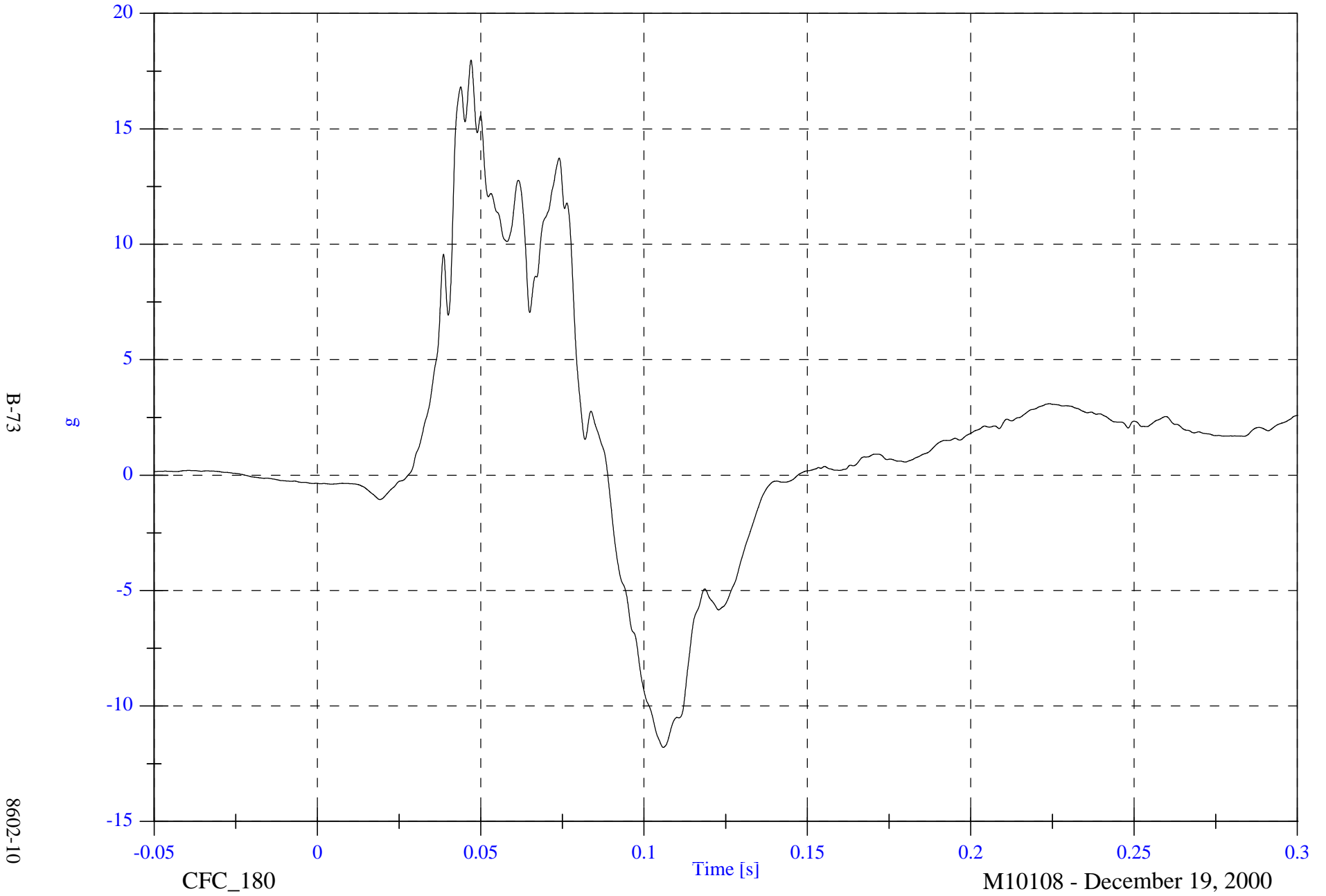


NCAP Test #10 - 2001 Chevrolet Tracker

P2 Chest z

Max: 18.0 [g] at 0.047 [s]

Min: -11.8 [g] at 0.106 [s]



B-73

8602-10

CFC\_180

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

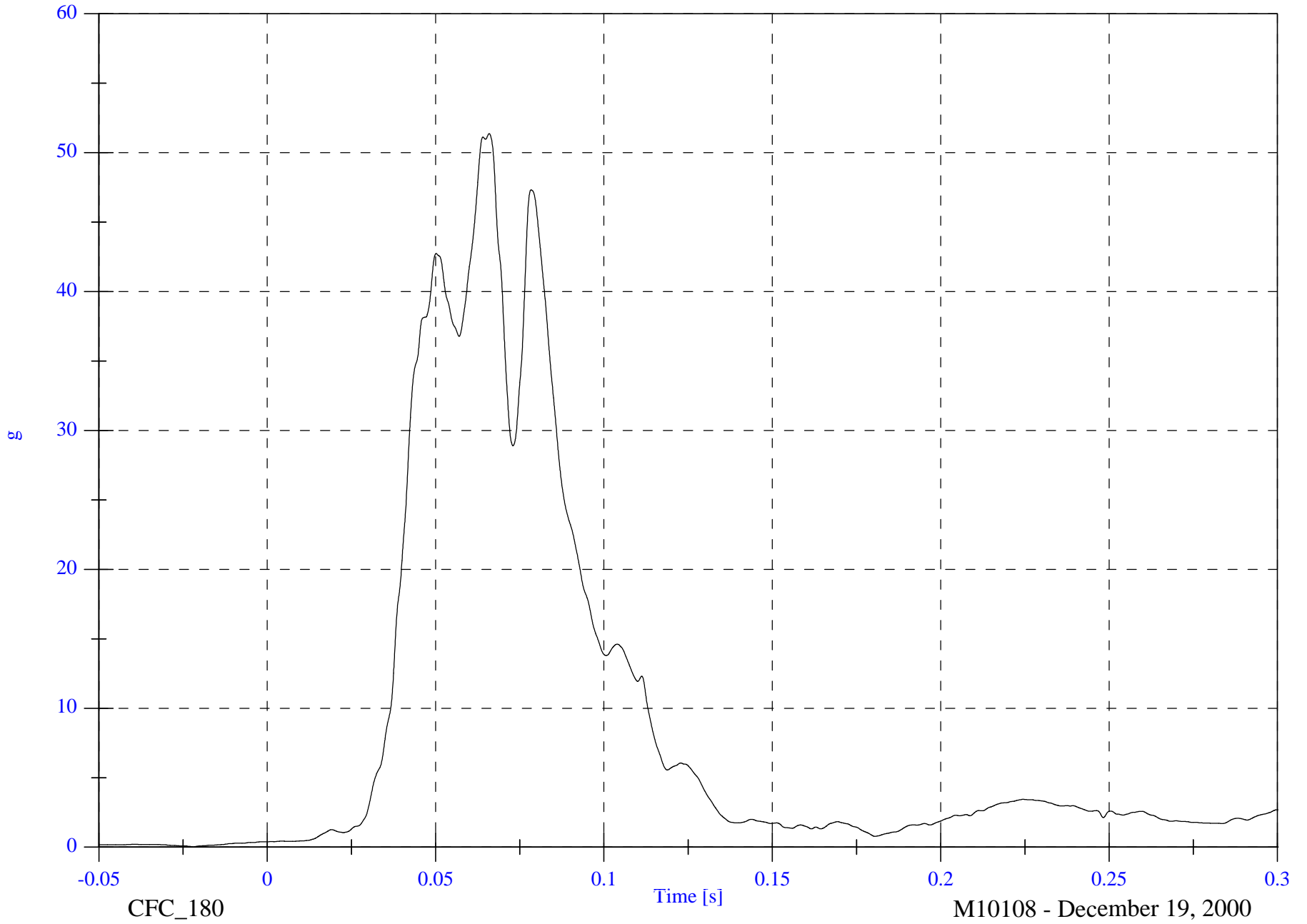
P2 Chest Resultant

Max: 51.4 [g] at 0.066 [s]

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

B-74

8602-10



CFC\_180

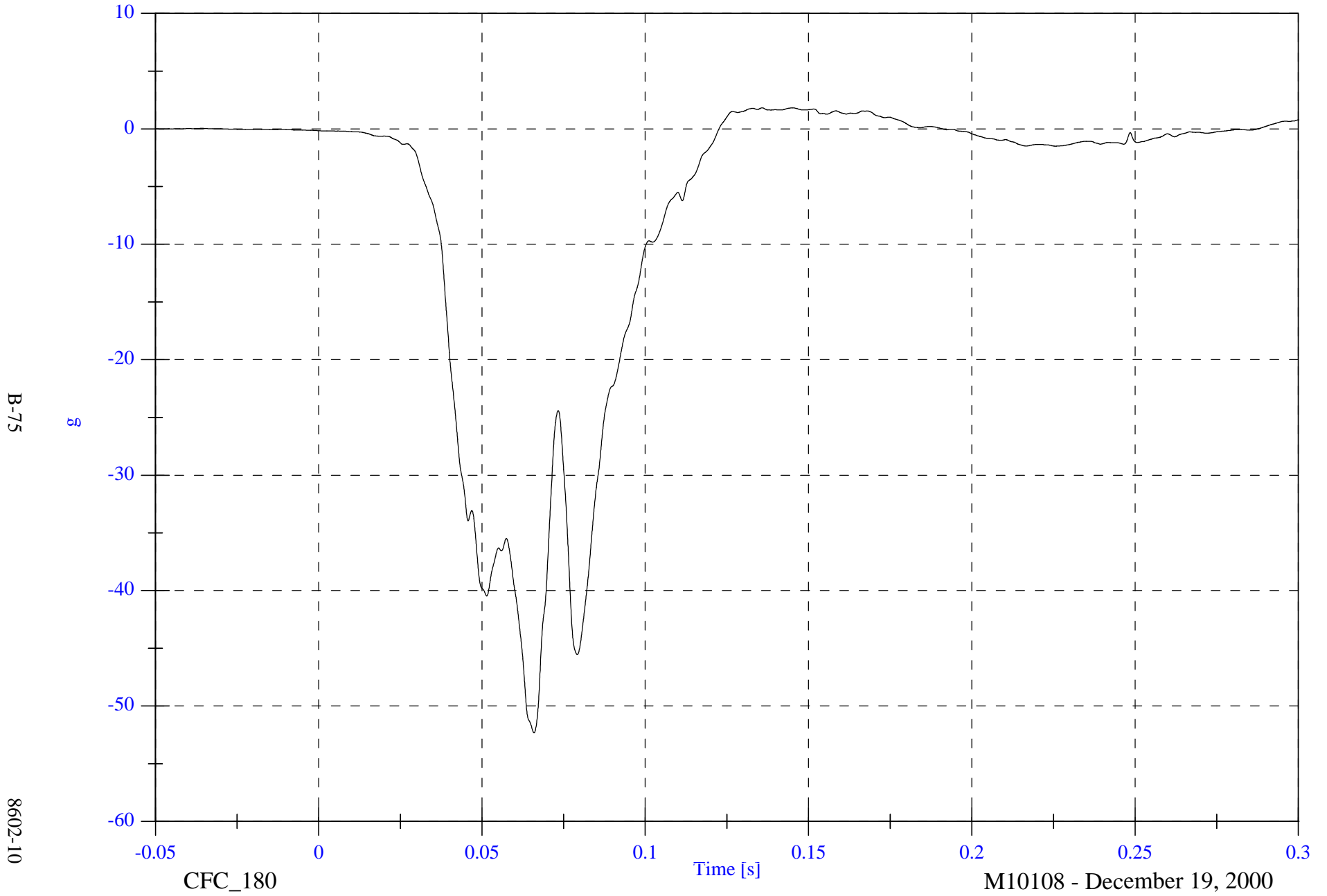
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Chest Red x

Max: 1.8 [g] at 0.136 [s]

Min: -52.3 [g] at 0.066 [s]

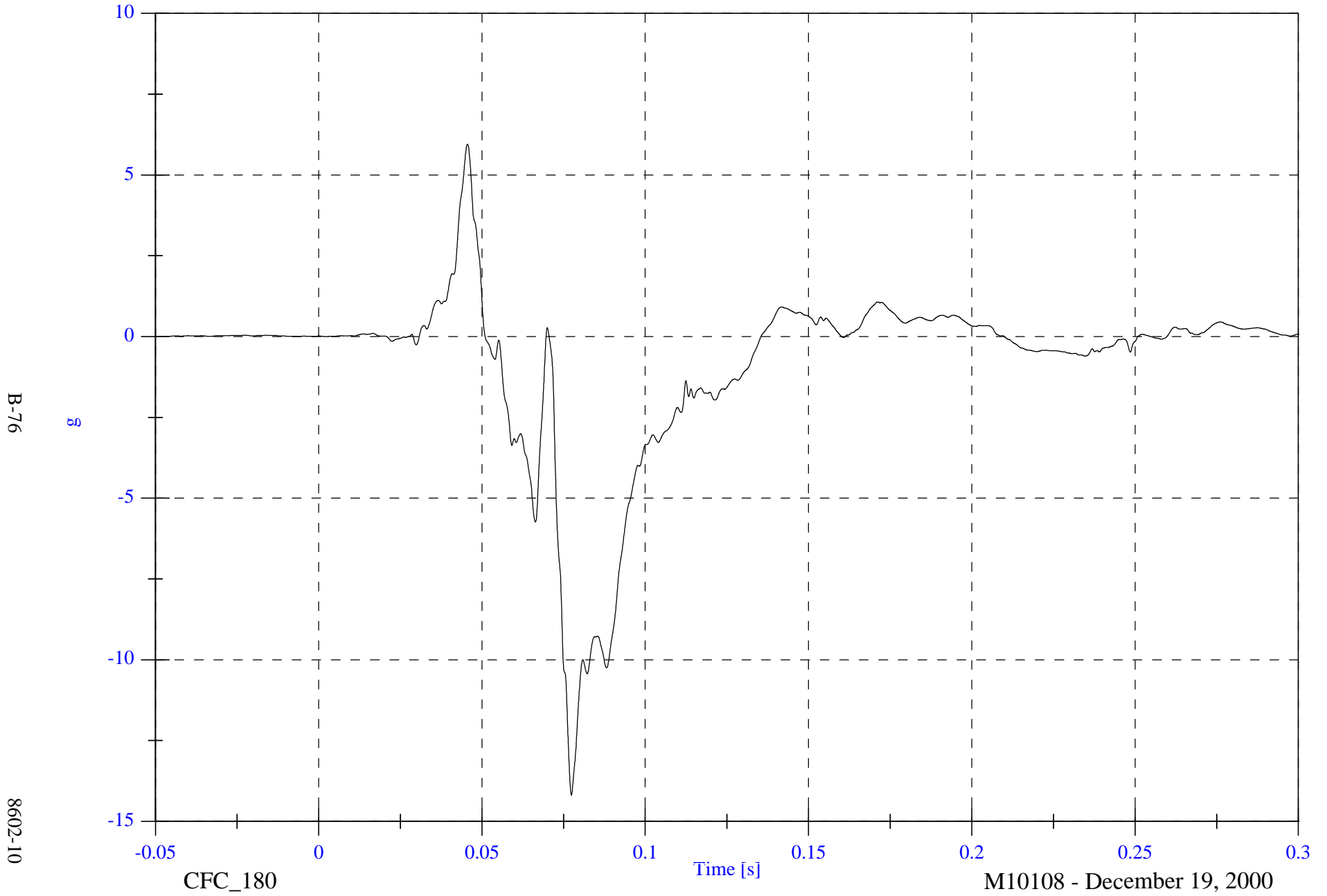


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 6.0 [g] at 0.046 [s]

Min: -14.2 [g] at 0.077 [s]

P2 Chest Red y

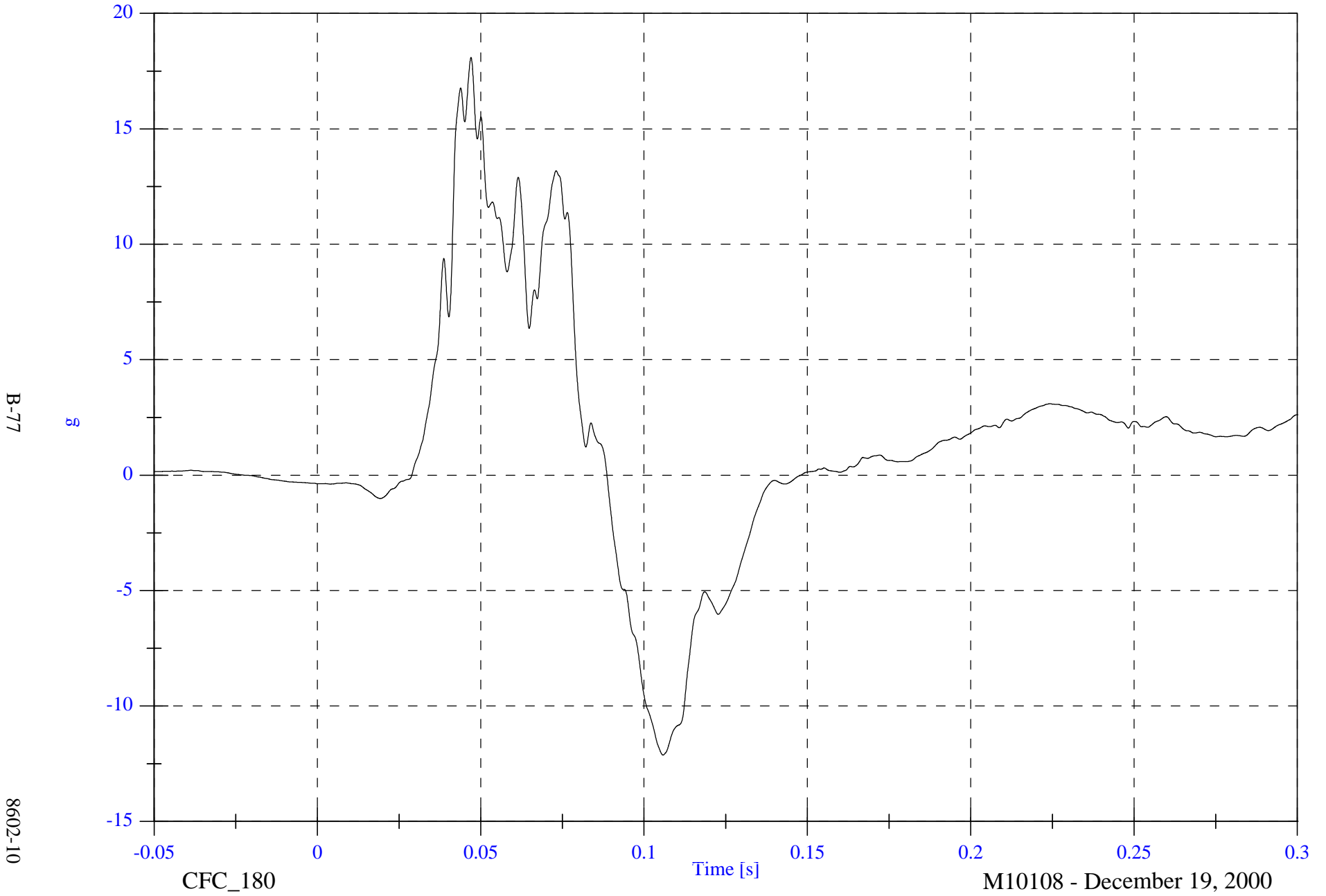


NCAP Test #10 - 2001 Chevrolet Tracker

P2 Chest Red z

Max: 18.1 [g] at 0.047 [s]

Min: -12.1 [g] at 0.106 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

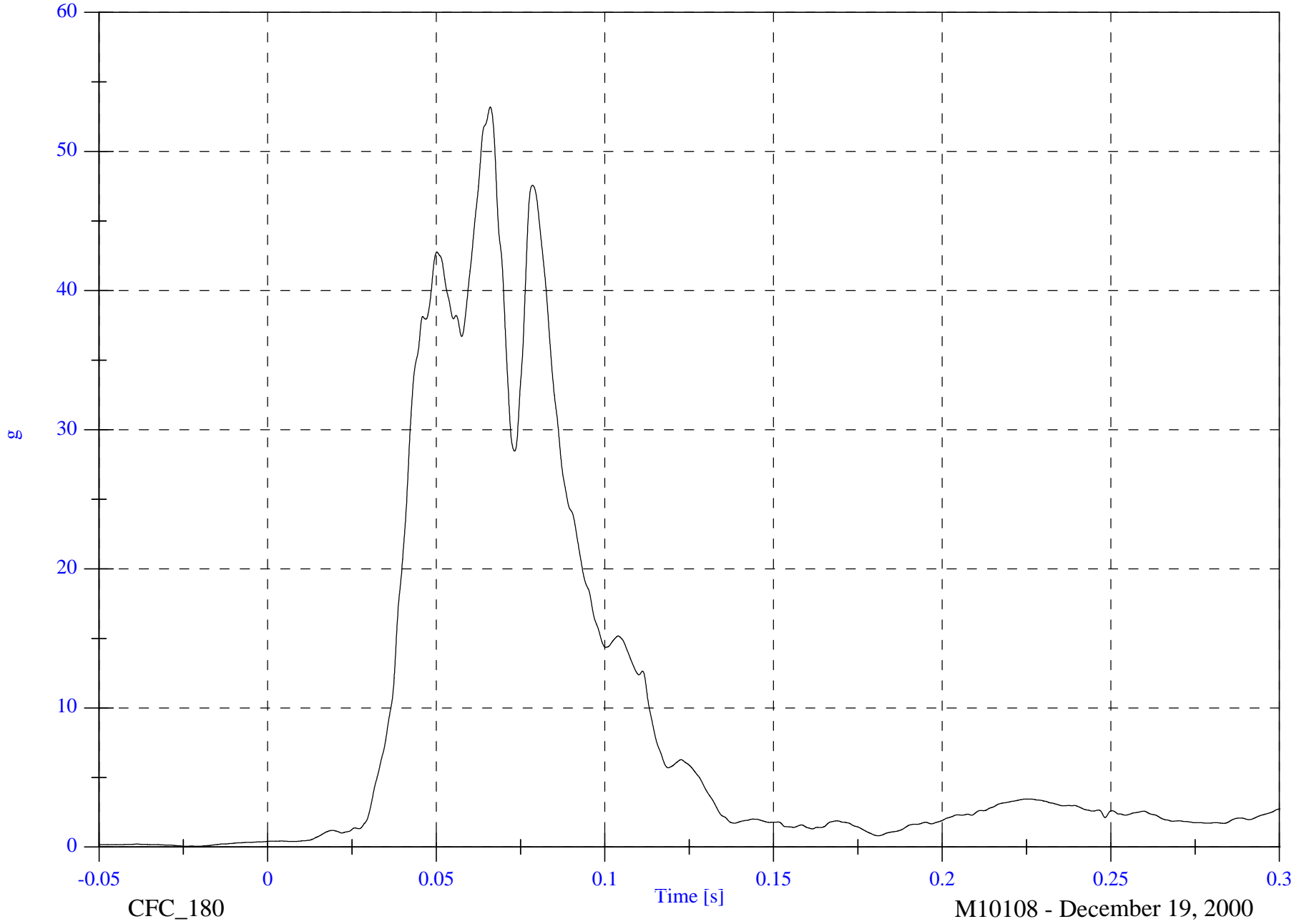
P2 Chest Red Resultant

Max: 53.2 [g] at 0.066 [s]

Min: 0.0 [g] at -0.021 [s]

B-78

8602-10



CFC\_180

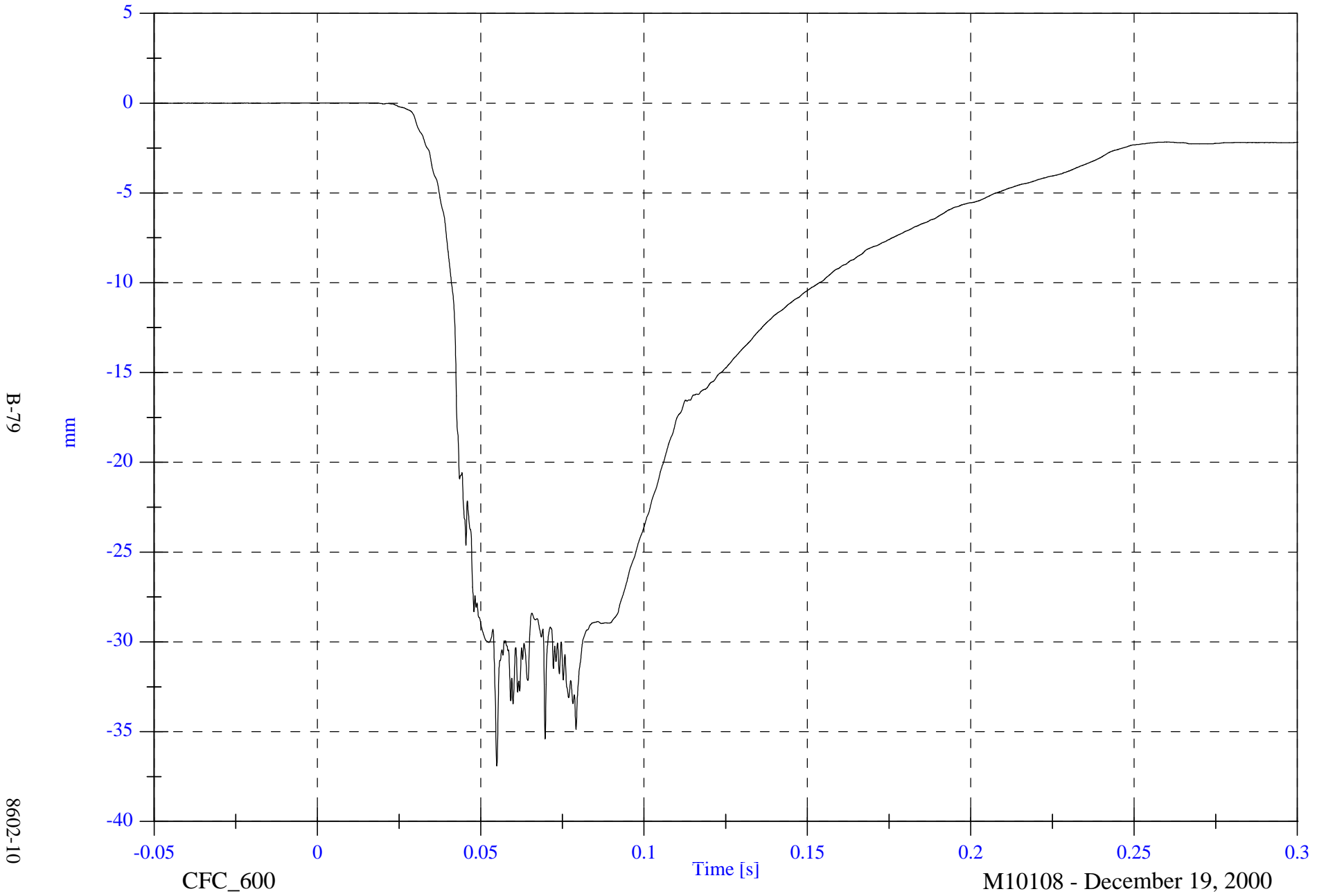
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Chest Compression

Max: 0.0 [mm] at 0.018 [s]

Min: -36.9 [mm] at 0.055 [s]



B-79

8602-10

CFC\_600

Time [s]

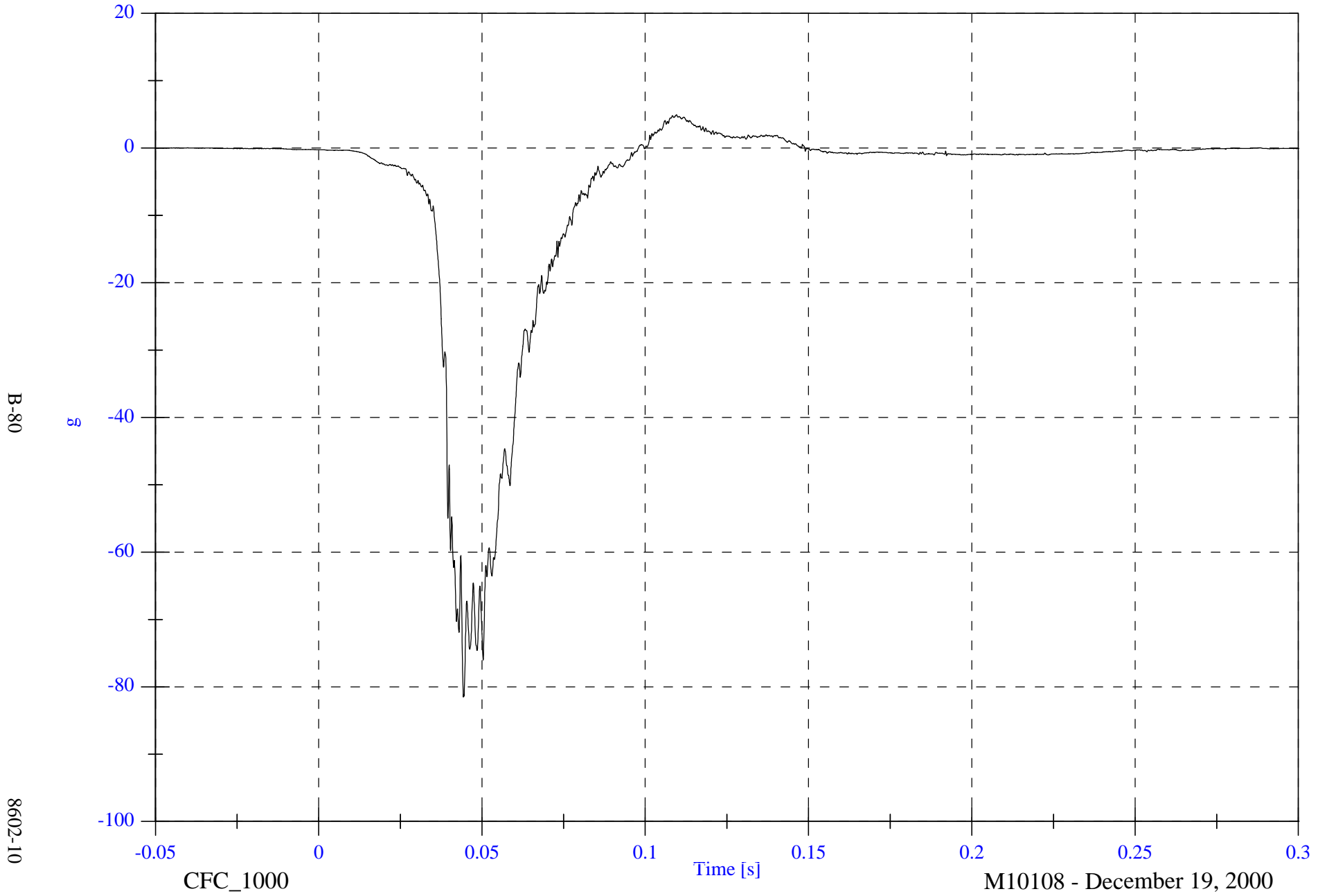
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 5.0 [g] at 0.110 [s]

Min: -81.5 [g] at 0.044 [s]

P2 Pelvic x

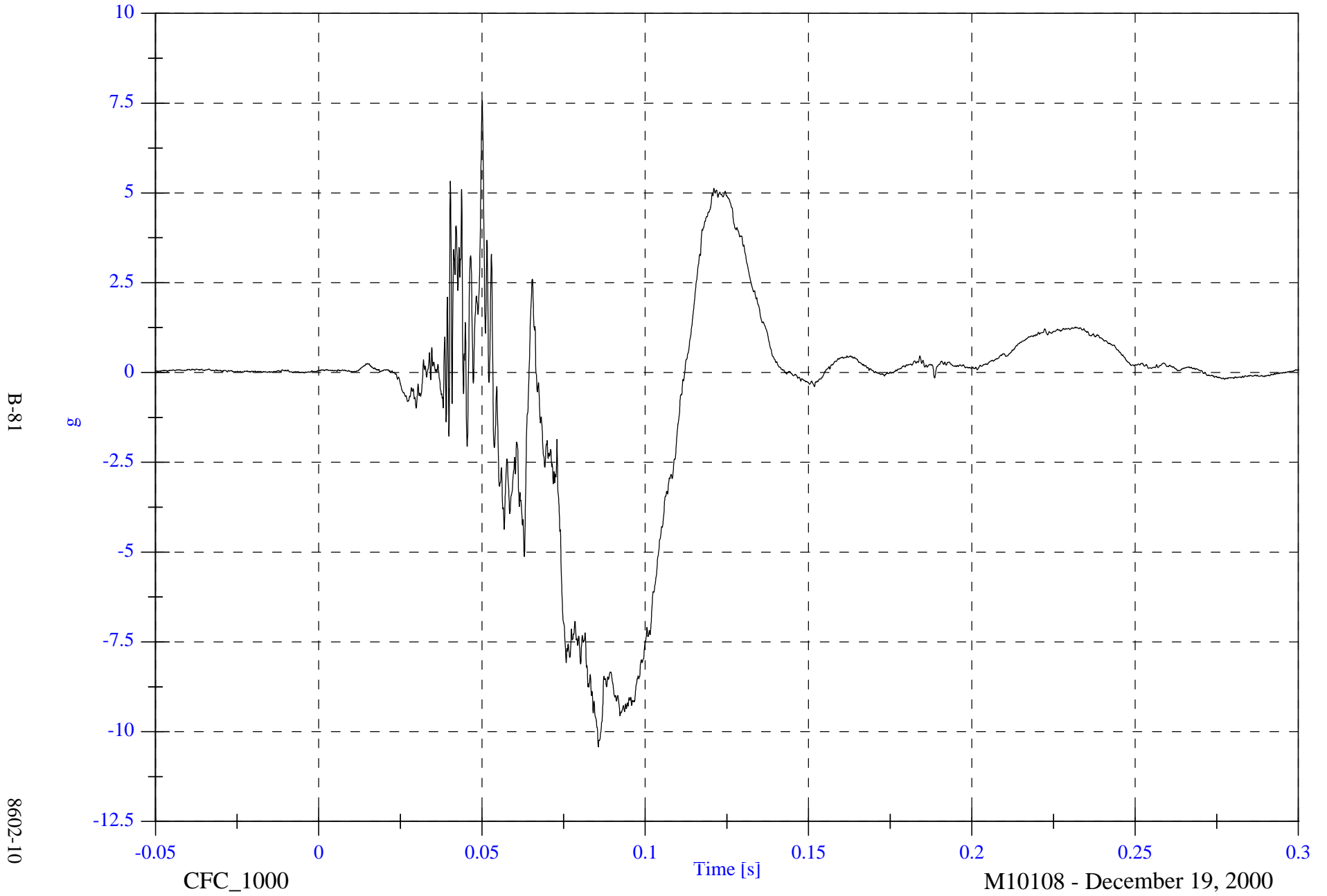


NCAP Test #10 - 2001 Chevrolet Tracker

P2 Pelvic y

Max: 7.6 [g] at 0.050 [s]

Min: -10.4 [g] at 0.086 [s]

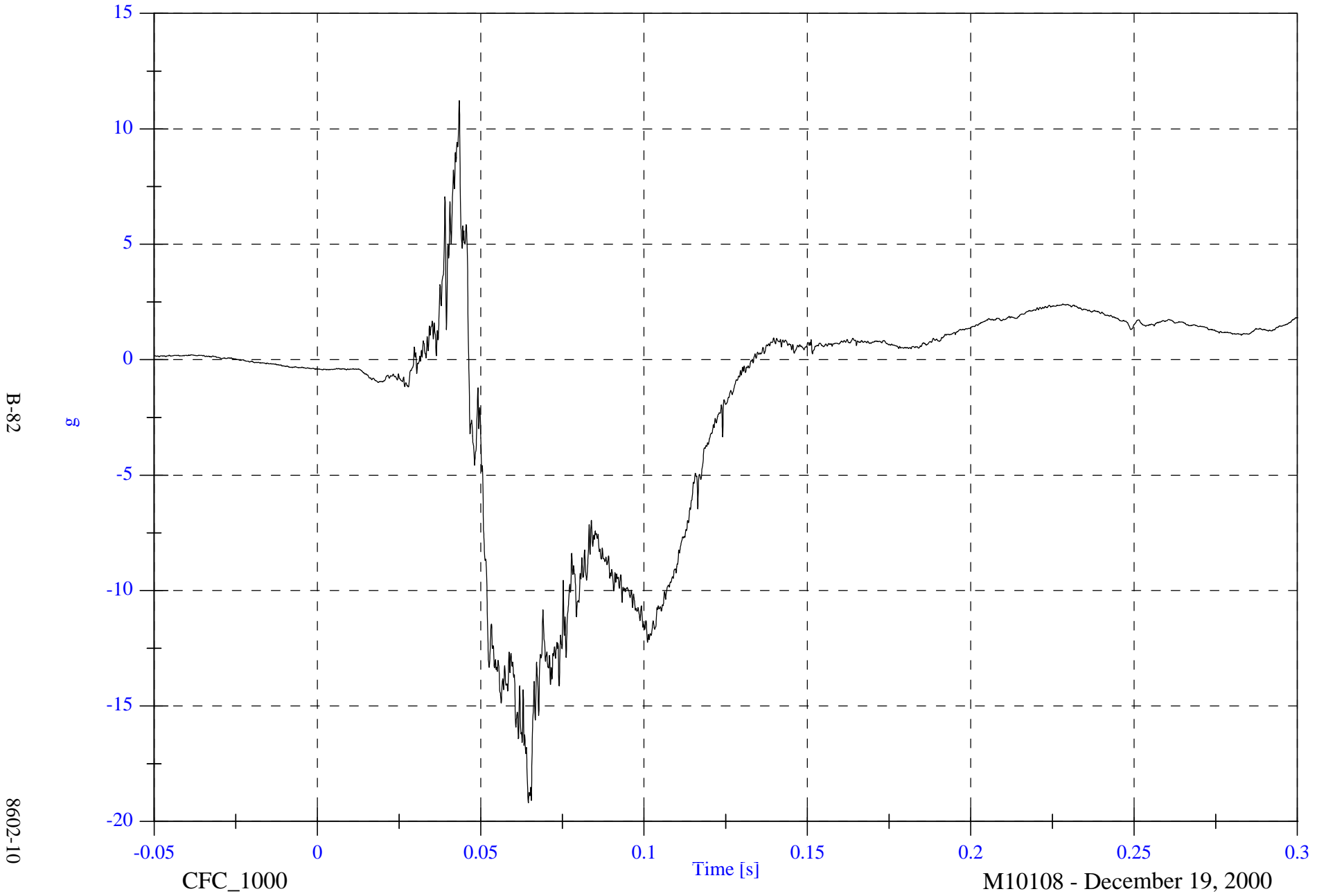


NCAP Test #10 - 2001 Chevrolet Tracker

P2 Pelvic z

Max: 11.2 [g] at 0.043 [s]

Min: -19.2 [g] at 0.065 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

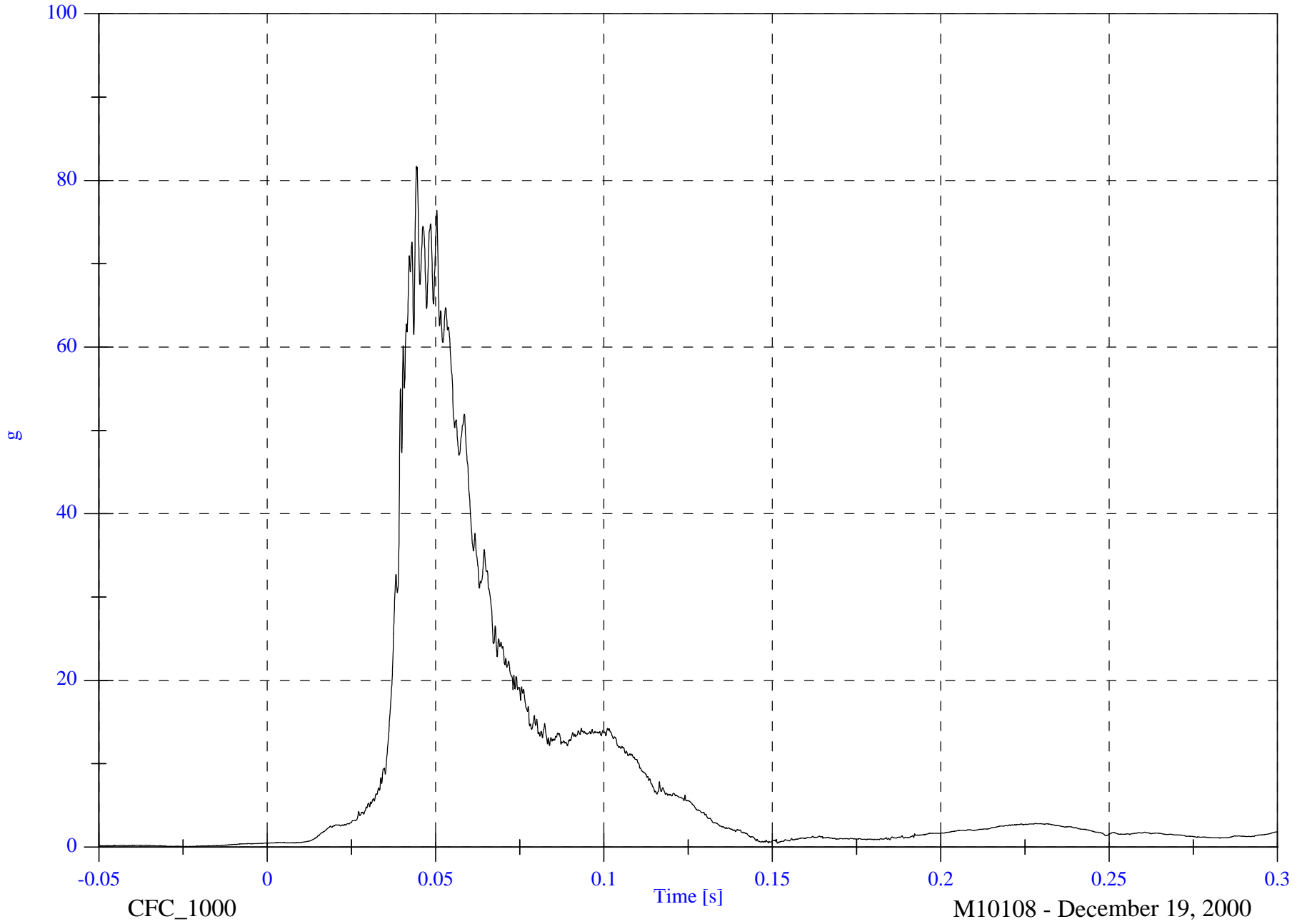
P2 Pelvic Resultant

Max: 81.7 [g] at 0.044 [s]

Min: 0.0 [g] at -0.024 [s]

B-83

8602-10

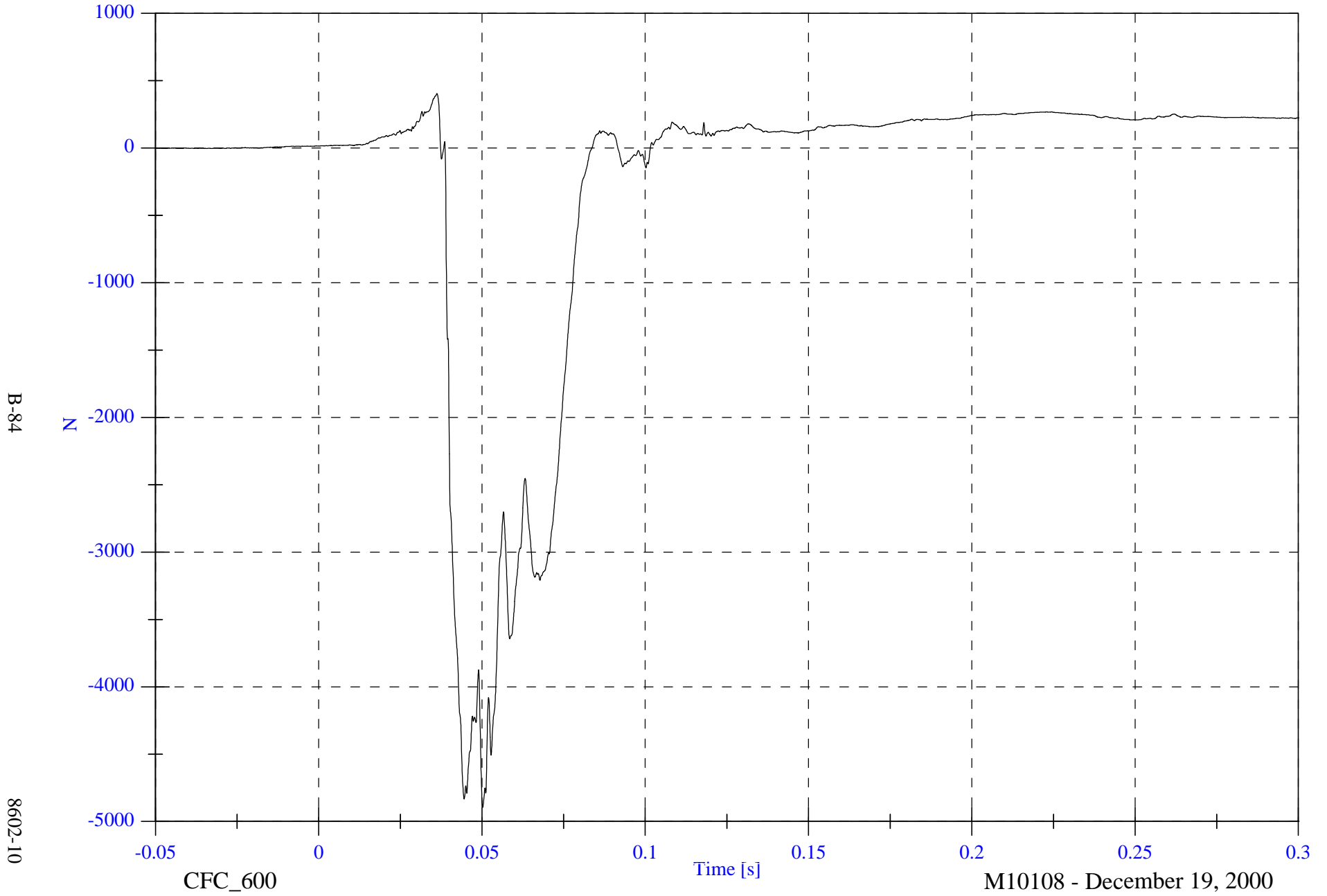


NCAP Test #10 - 2001 Chevrolet Tracker

P2 Left Femur

Max: 404.6 [N] at 0.036 [s]

Min: -4896.2 [N] at 0.050 [s]



B-84

8602-10

CFC\_600

Time [s]

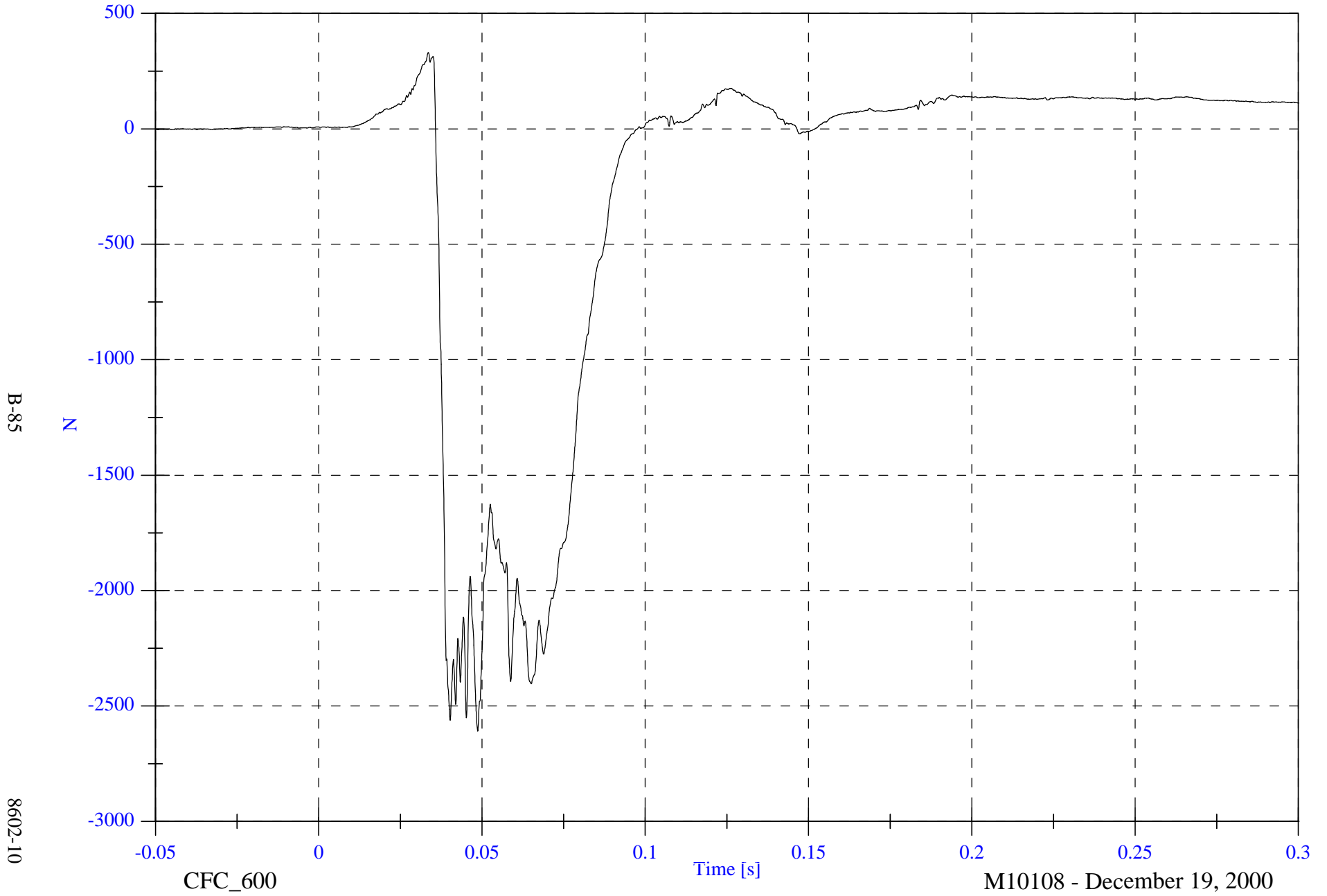
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Right Femur

Max: 331.0 [N] at 0.034 [s]

Min: -2609.3 [N] at 0.049 [s]



B-85

8602-10

CFC\_600

Time [s]

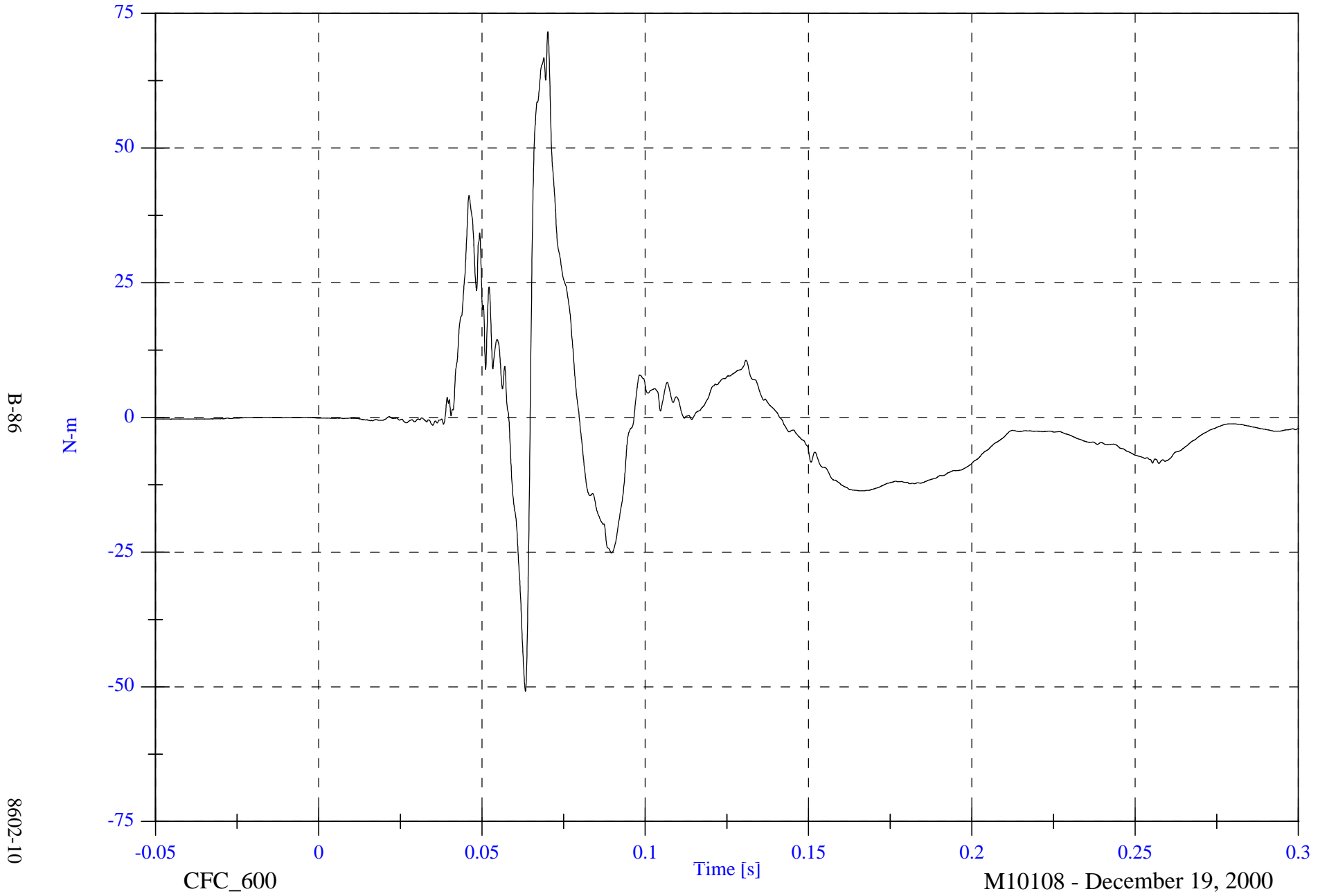
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 71.6 [N-m] at 0.070 [s]

P2 Left Upper Tibia Mx

Min: -50.9 [N-m] at 0.063 [s]



B-86

8602-10

CFC\_600

Time [s]

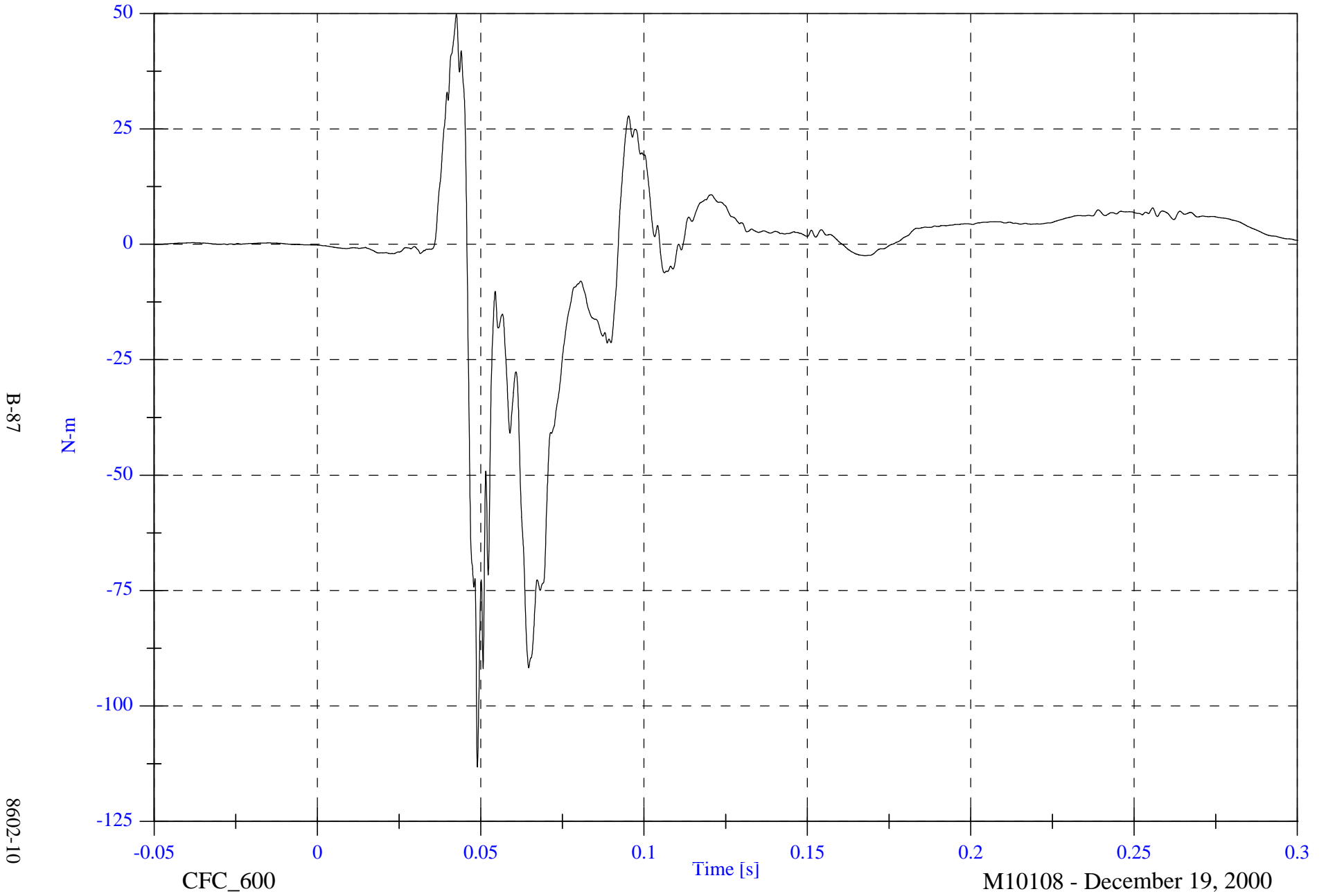
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 49.8 [N-m] at 0.043 [s]

P2 Left Upper Tibia My

Min: -113.2 [N-m] at 0.049 [s]



B-87

8602-10

CFC\_600

Time [s]

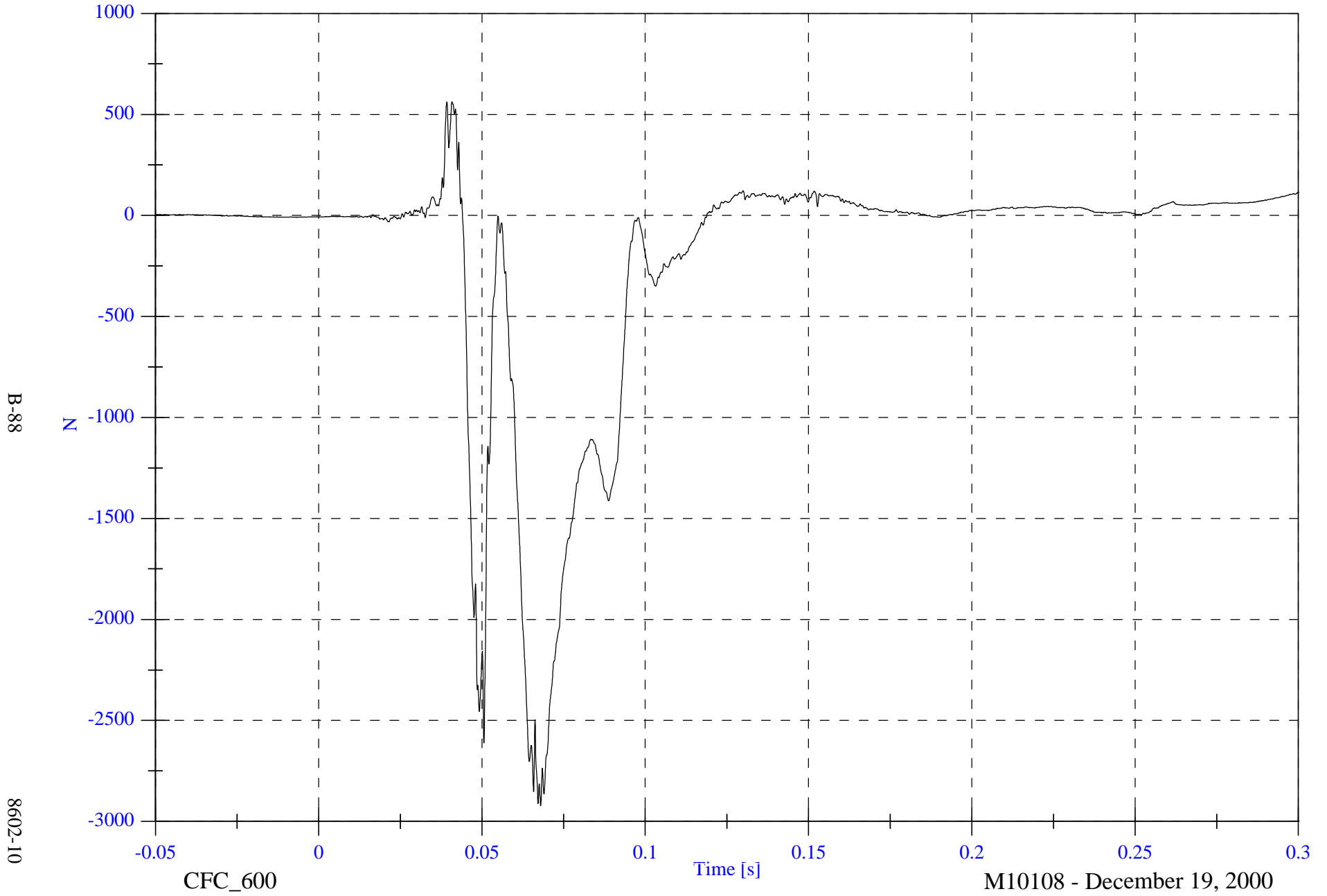
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 562.6 [N] at 0.041 [s]

P2 Left Lower Tibia Fz

Min: -2923.6 [N] at 0.068 [s]



B-88

8602-10

CFC\_600

Time [s]

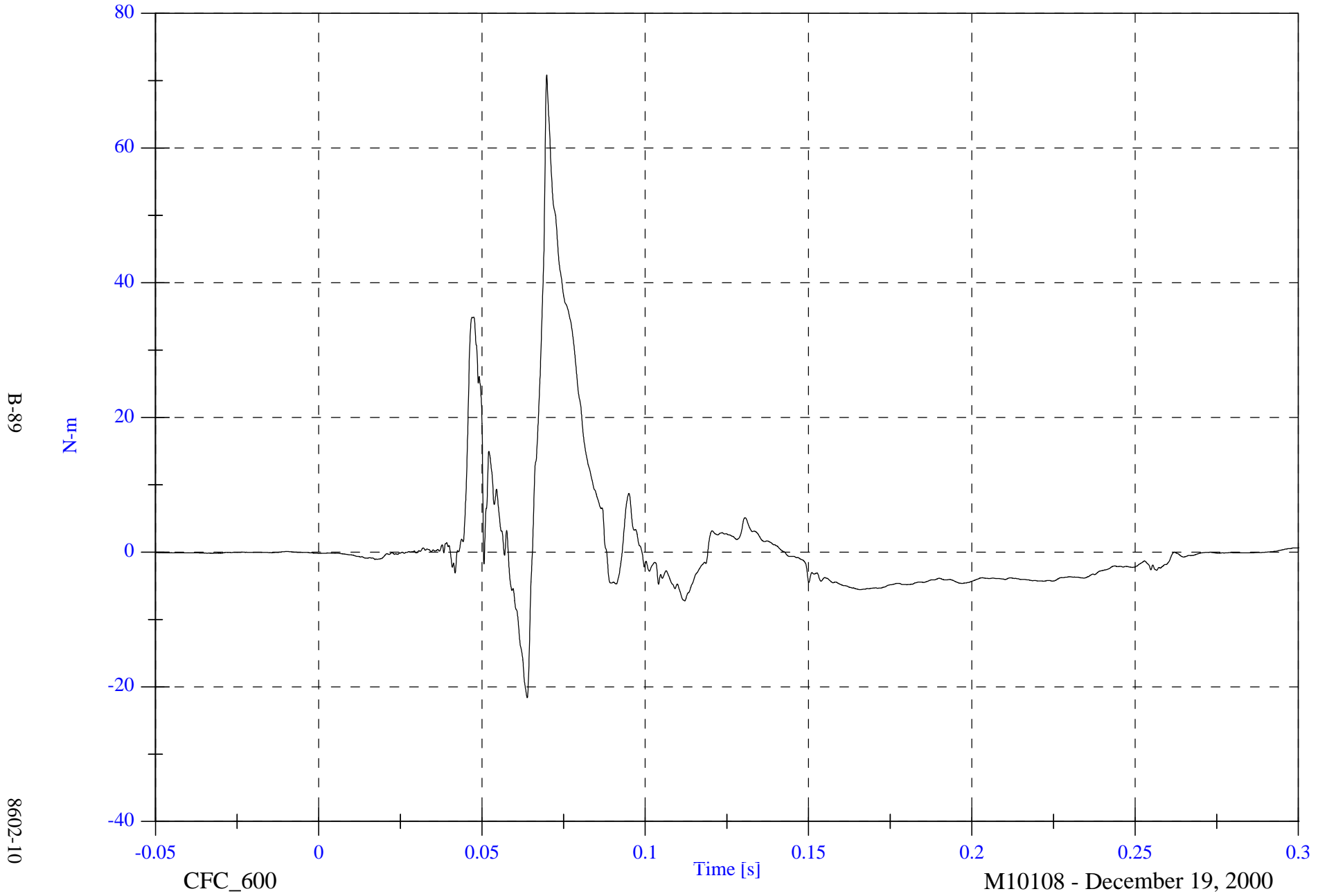
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 70.9 [N-m] at 0.070 [s]

P2 Left Lower Tibia Mx

Min: -21.7 [N-m] at 0.064 [s]



B-89

8602-10

CFC\_600

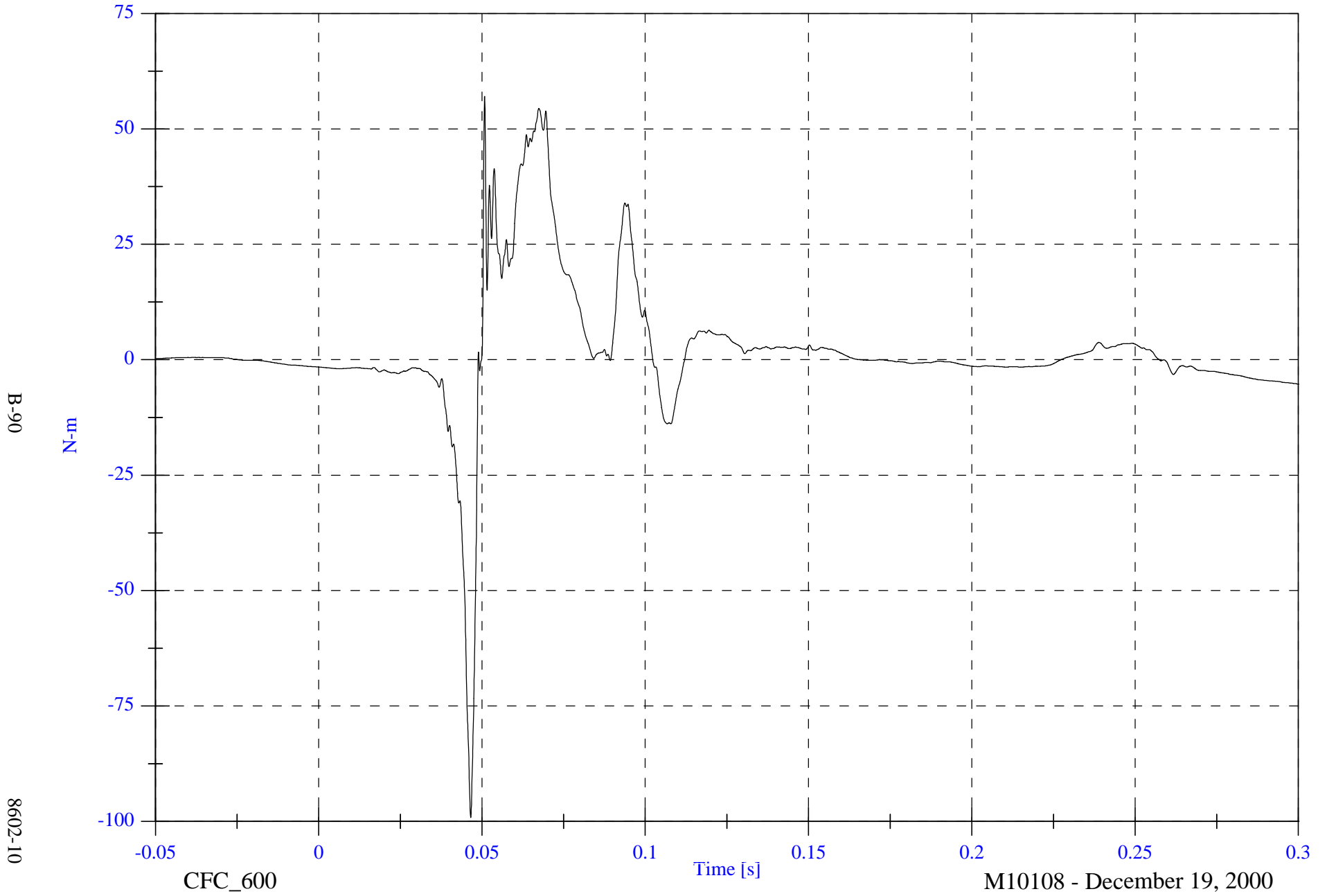
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 57.0 [N-m] at 0.051 [s]

Min: -99.2 [N-m] at 0.047 [s]

P2 Left Lower Tibia My

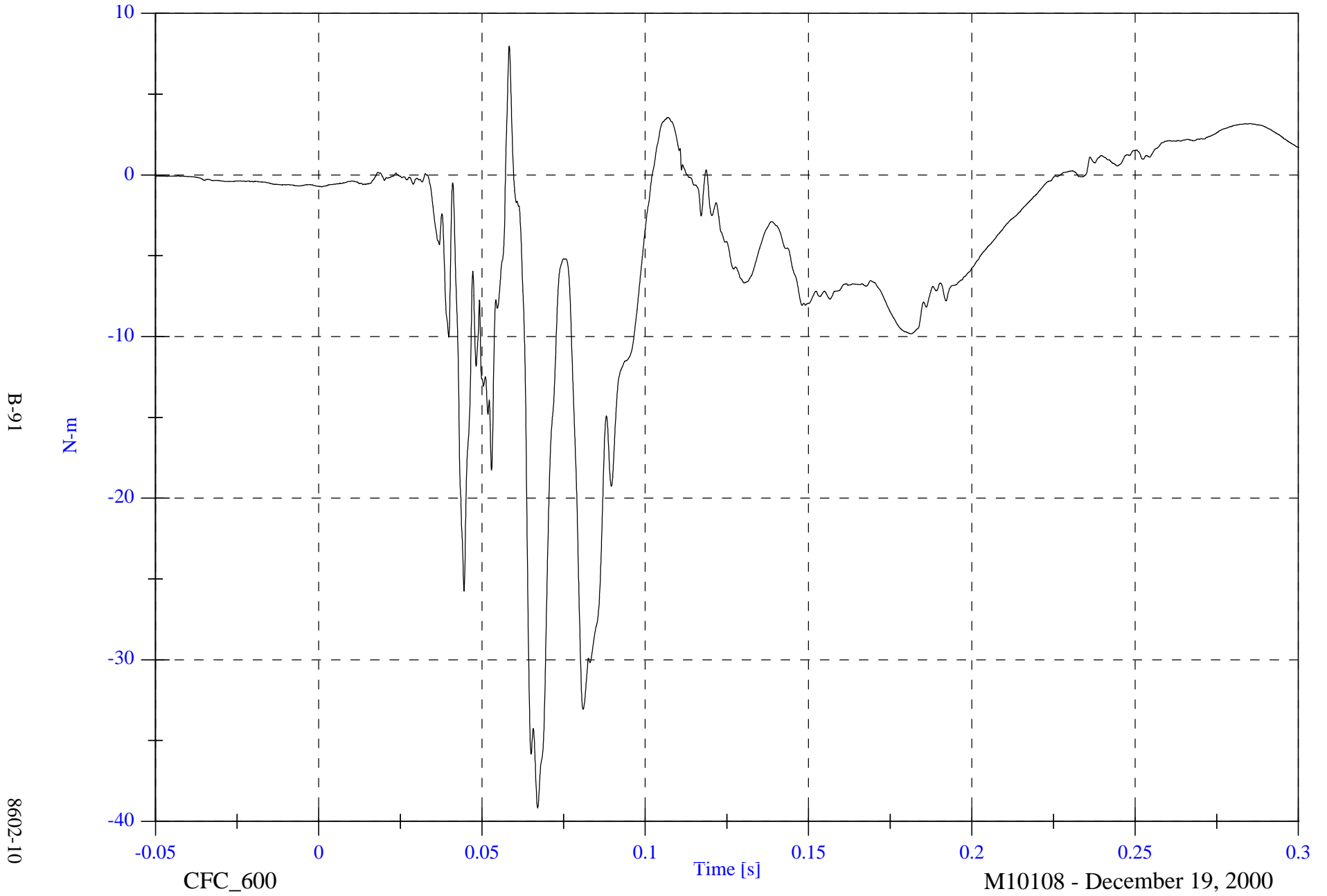


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 8.0 [N-m] at 0.058 [s]

P2 Right Upper Tibia Mx

Min: -39.2 [N-m] at 0.067 [s]



B-91

8602-10

CFC\_600

Time [s]

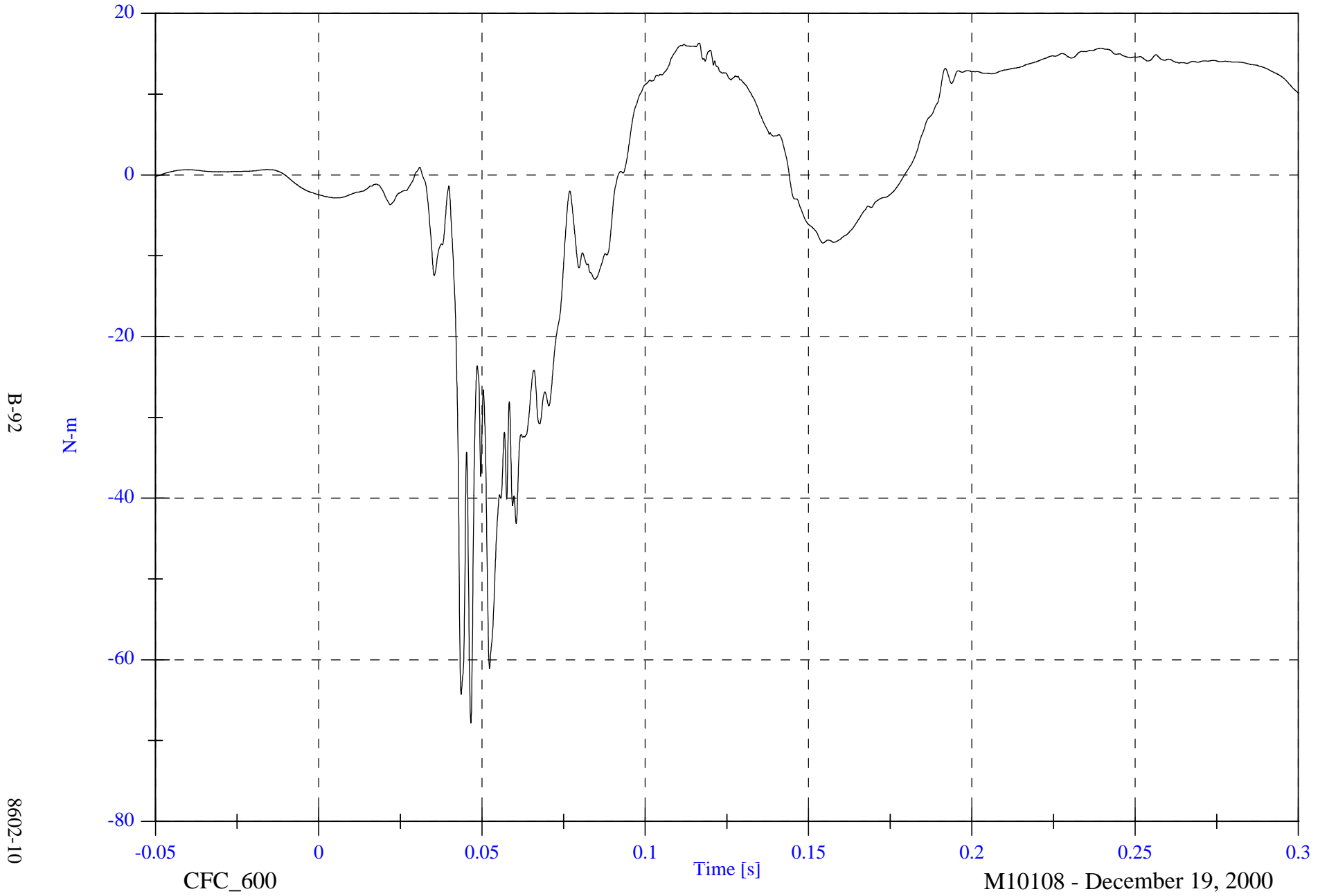
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 16.3 [N-m] at 0.117 [s]

P2 Right Upper Tibia My

Min: -67.8 [N-m] at 0.047 [s]



B-92

8602-10

CFC\_600

Time [s]

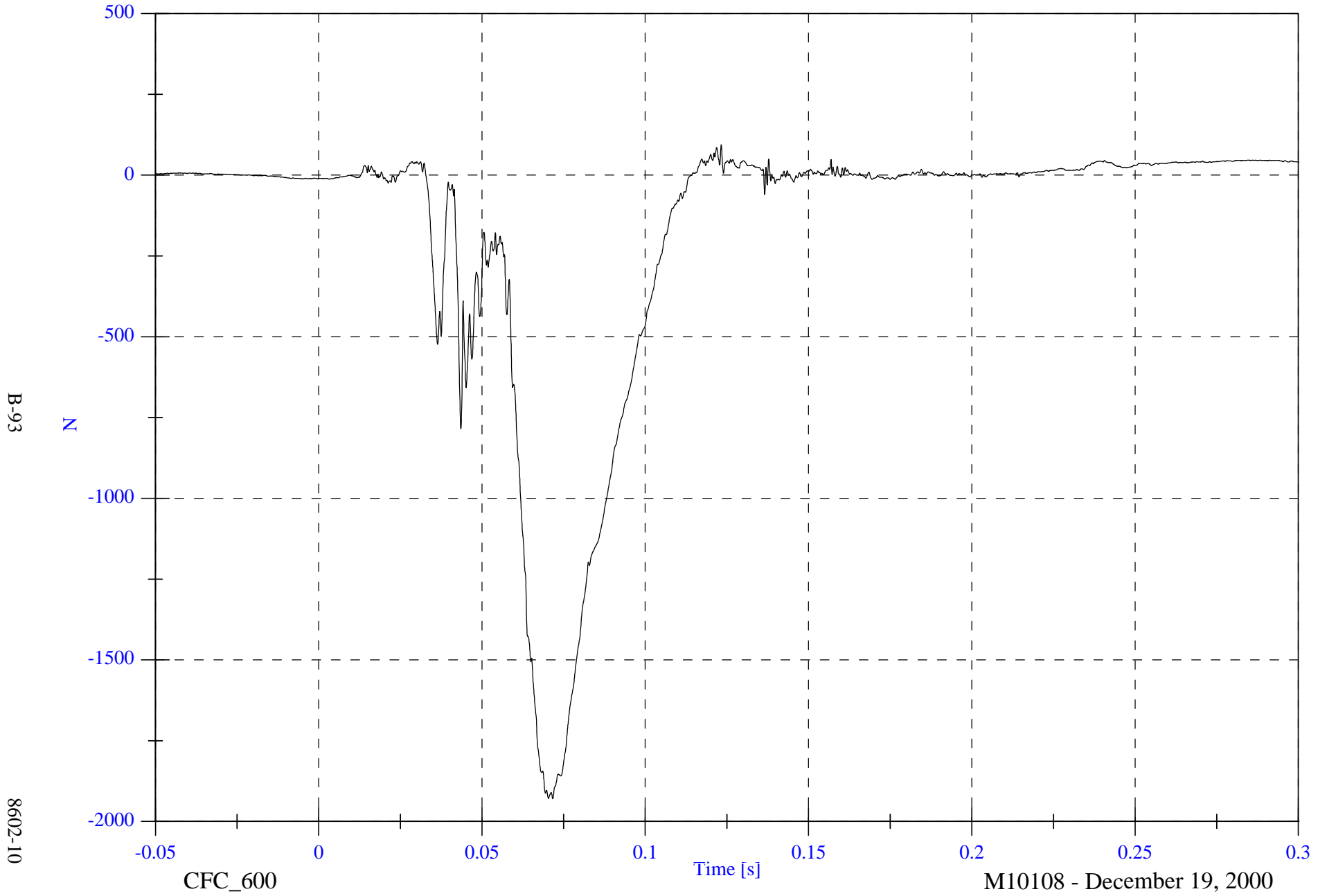
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 94.0 [N] at 0.123 [s]

P2 Right Lower Tibia Fz

Min: -1929.6 [N] at 0.072 [s]



B-93

8602-10

CFC\_600

Time [s]

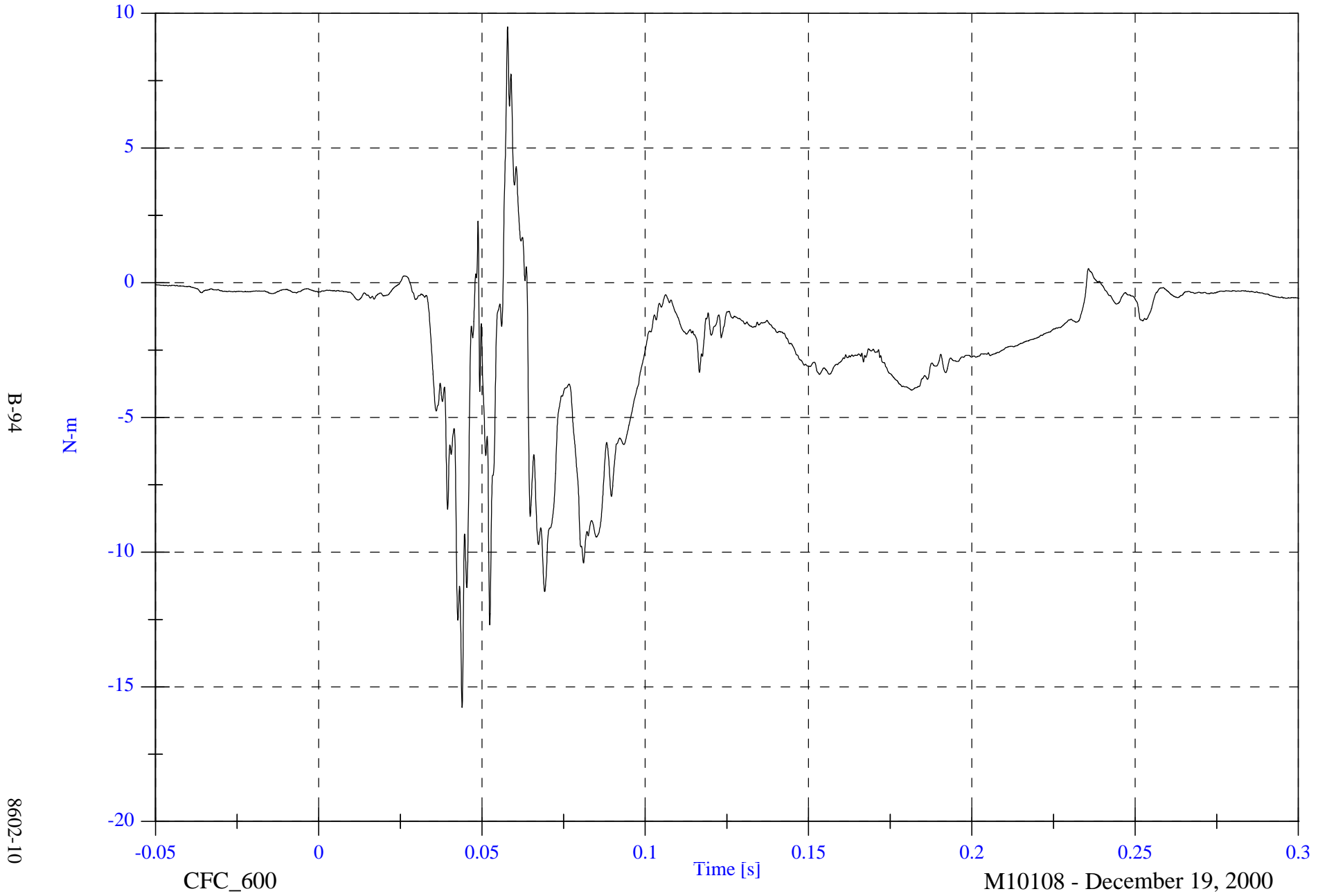
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 9.5 [N-m] at 0.058 [s]

P2 Right Lower Tibia Mx

Min: -15.8 [N-m] at 0.044 [s]



B-94

8602-10

CFC\_600

Time [s]

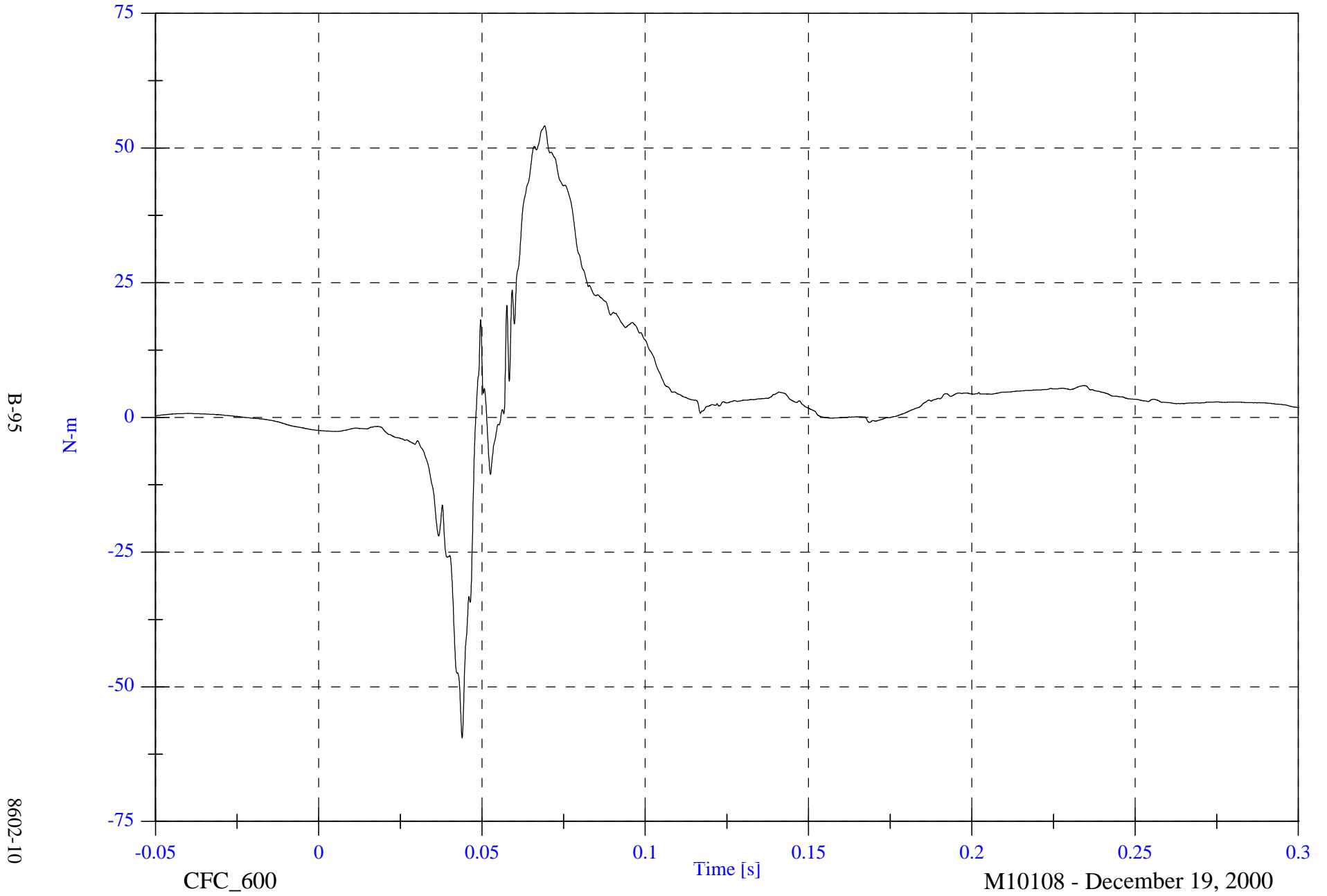
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 54.1 [N-m] at 0.069 [s]

P2 Right Lower Tibia My

Min: -59.5 [N-m] at 0.044 [s]

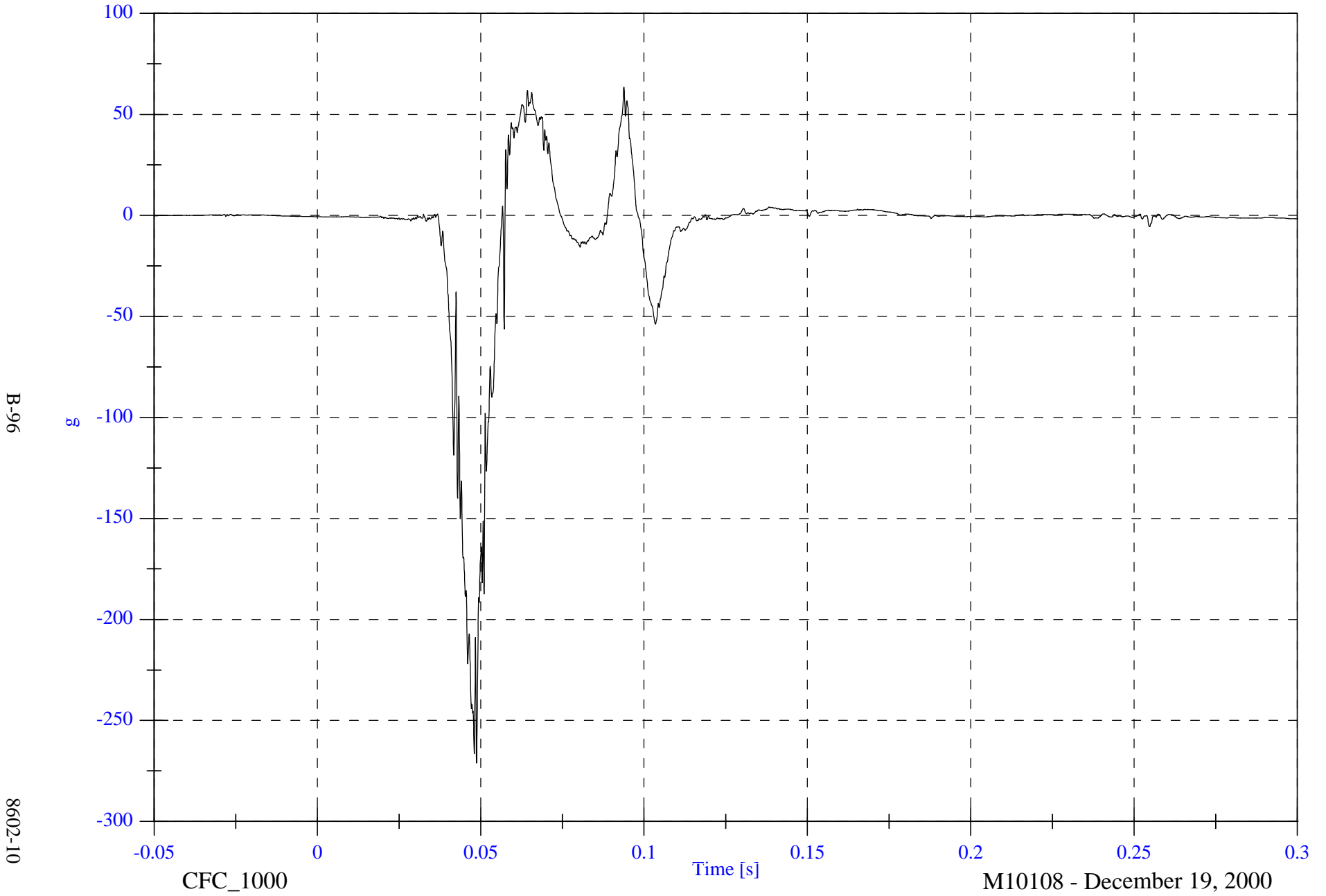


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 63.6 [g] at 0.094 [s]

Min: -271.1 [g] at 0.049 [s]

P2 Left Foot Aft x



B-96

8602-10

CFC\_1000

Time [s]

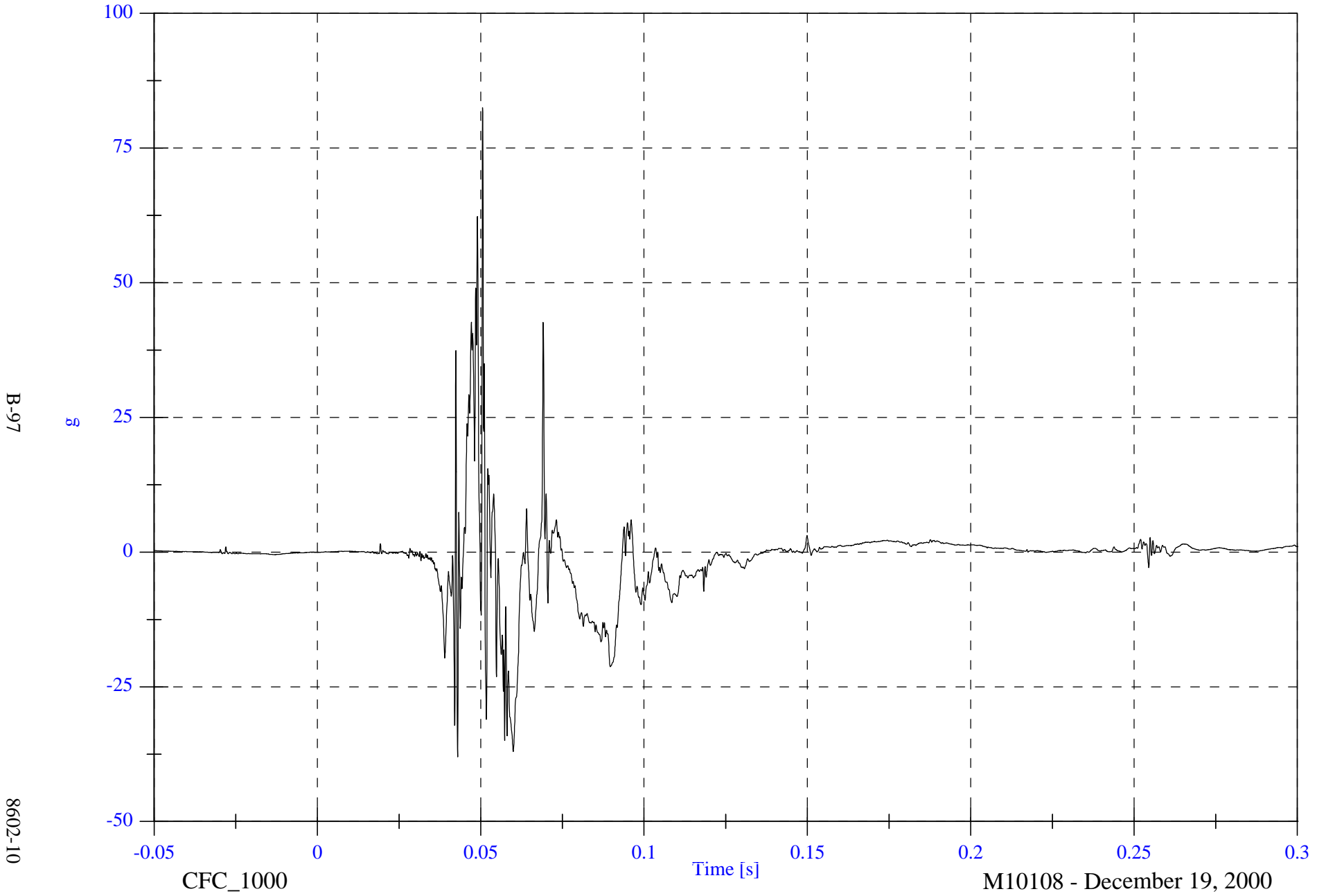
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 82.5 [g] at 0.051 [s]

Min: -38.0 [g] at 0.043 [s]

P2 Left Foot Aft z

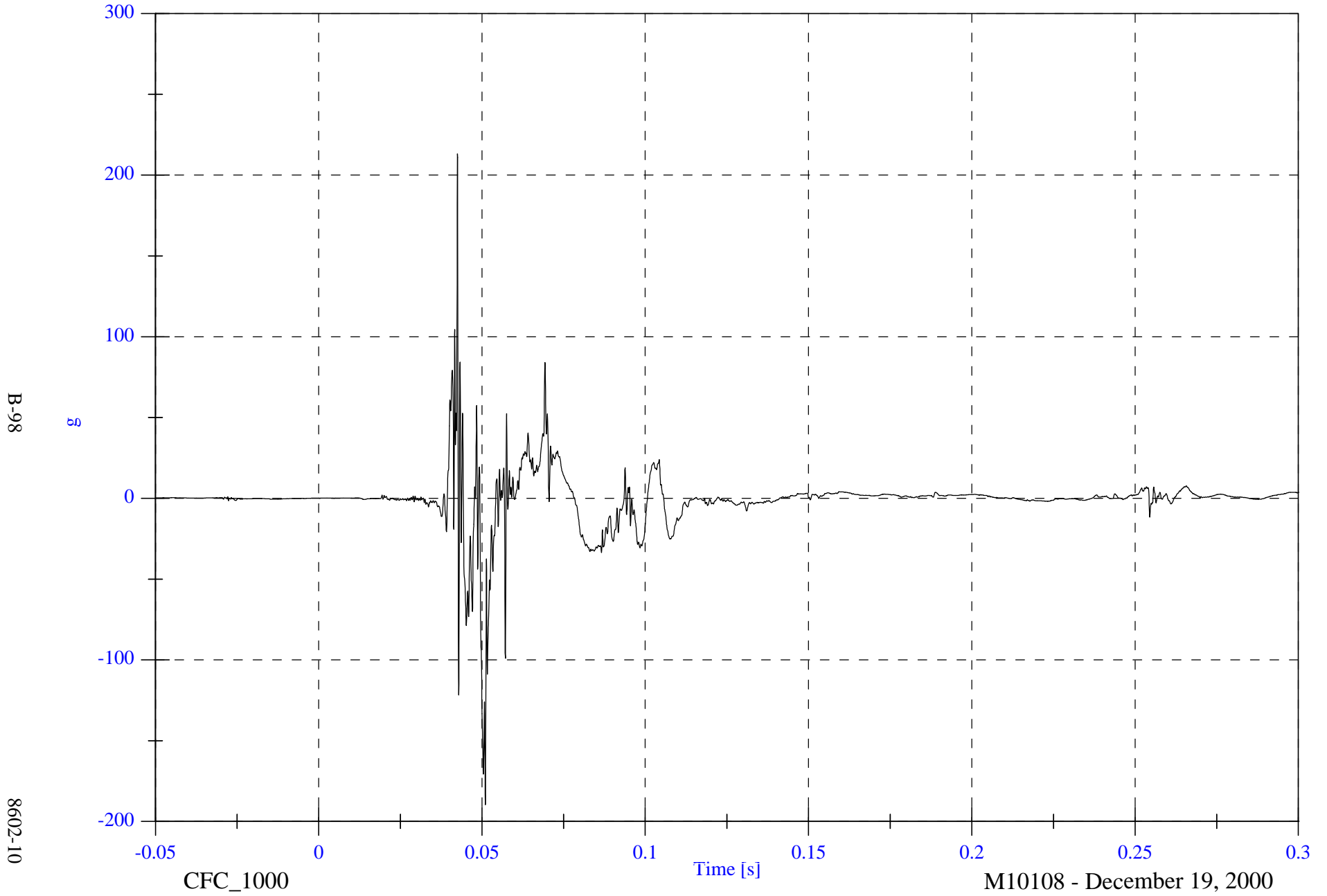


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 213.2 [g] at 0.042 [s]

Min: -189.6 [g] at 0.051 [s]

P2 Left Foot Fore z

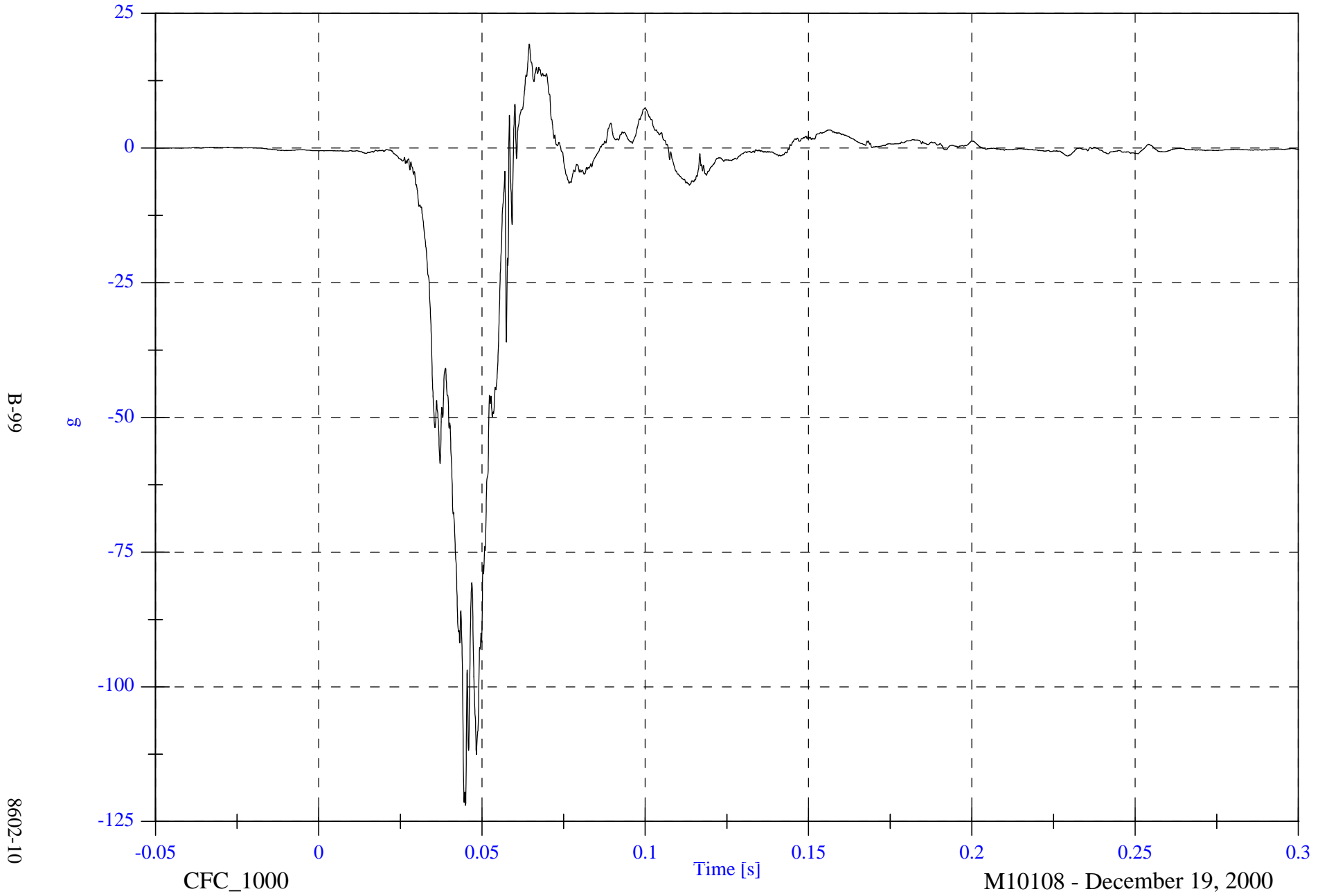


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 19.3 [g] at 0.064 [s]

Min: -122.1 [g] at 0.045 [s]

P2 Right Foot Aft x

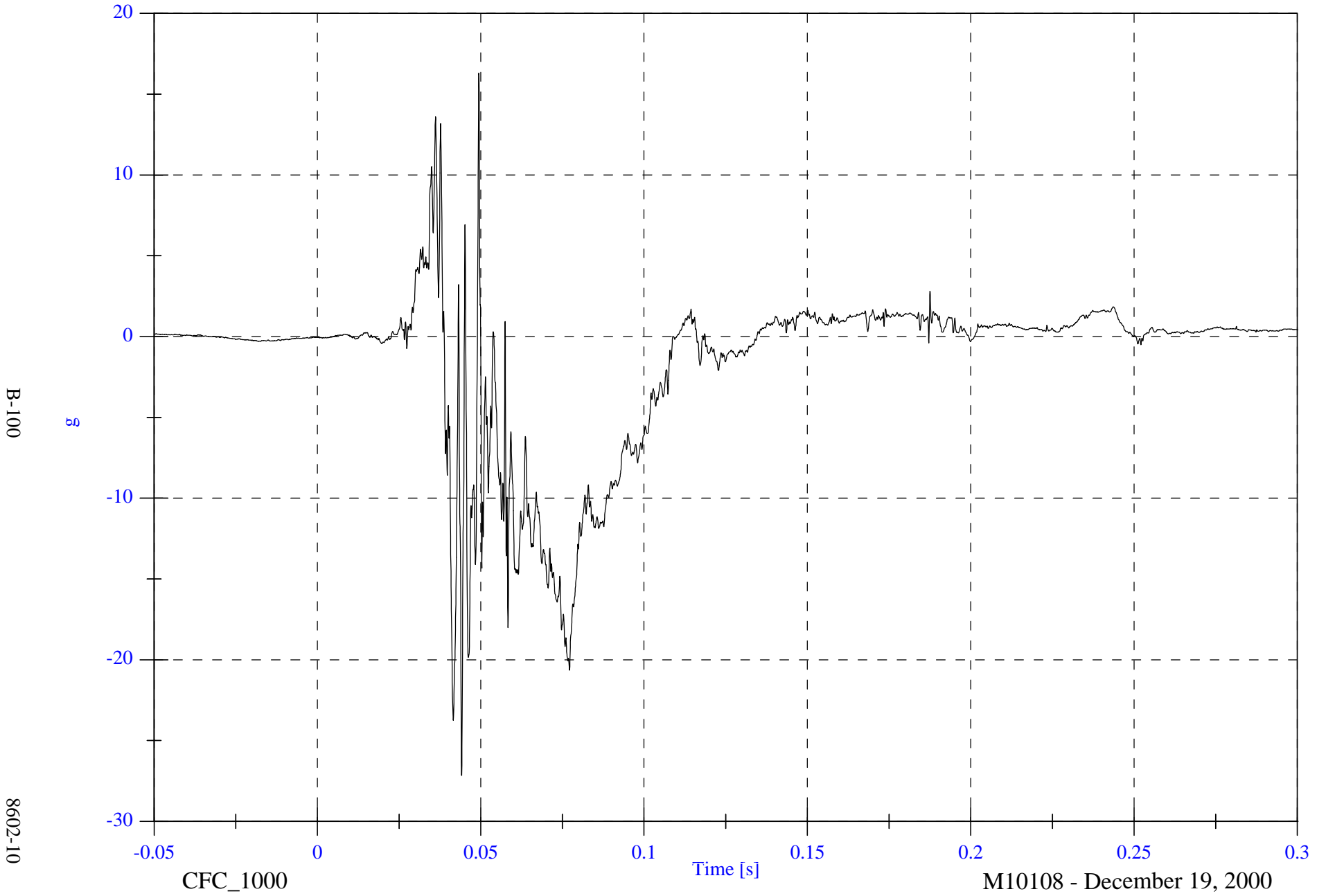


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 16.3 [g] at 0.049 [s]

Min: -27.2 [g] at 0.044 [s]

P2 Right Foot Aft z

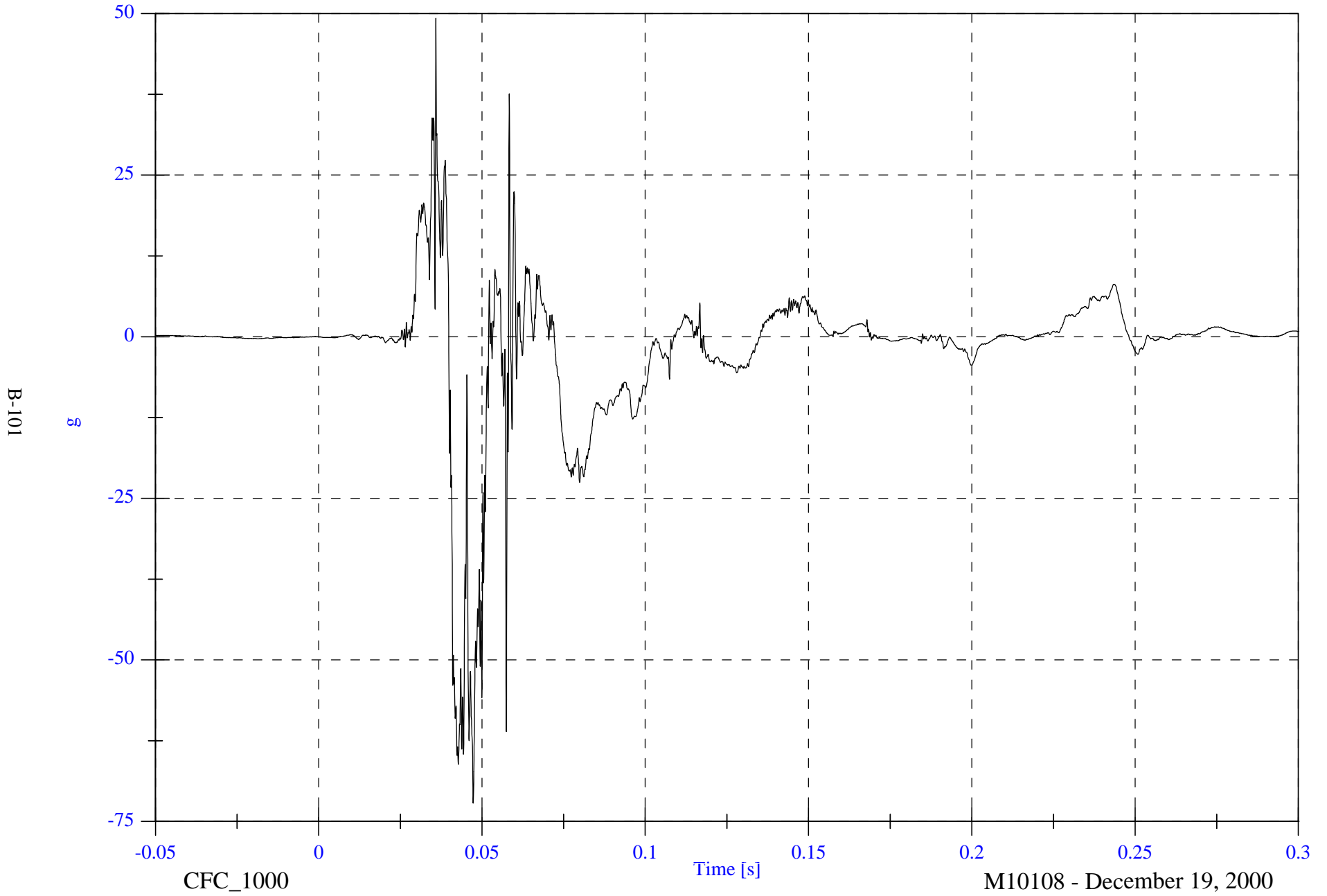


NCAP Test 10 - Chevrolet Tracker

P2 Right Foot Fore z

Max: 49.3 [g] at 0.036 [s]

Min: -72.2 [g] at 0.047 [s]

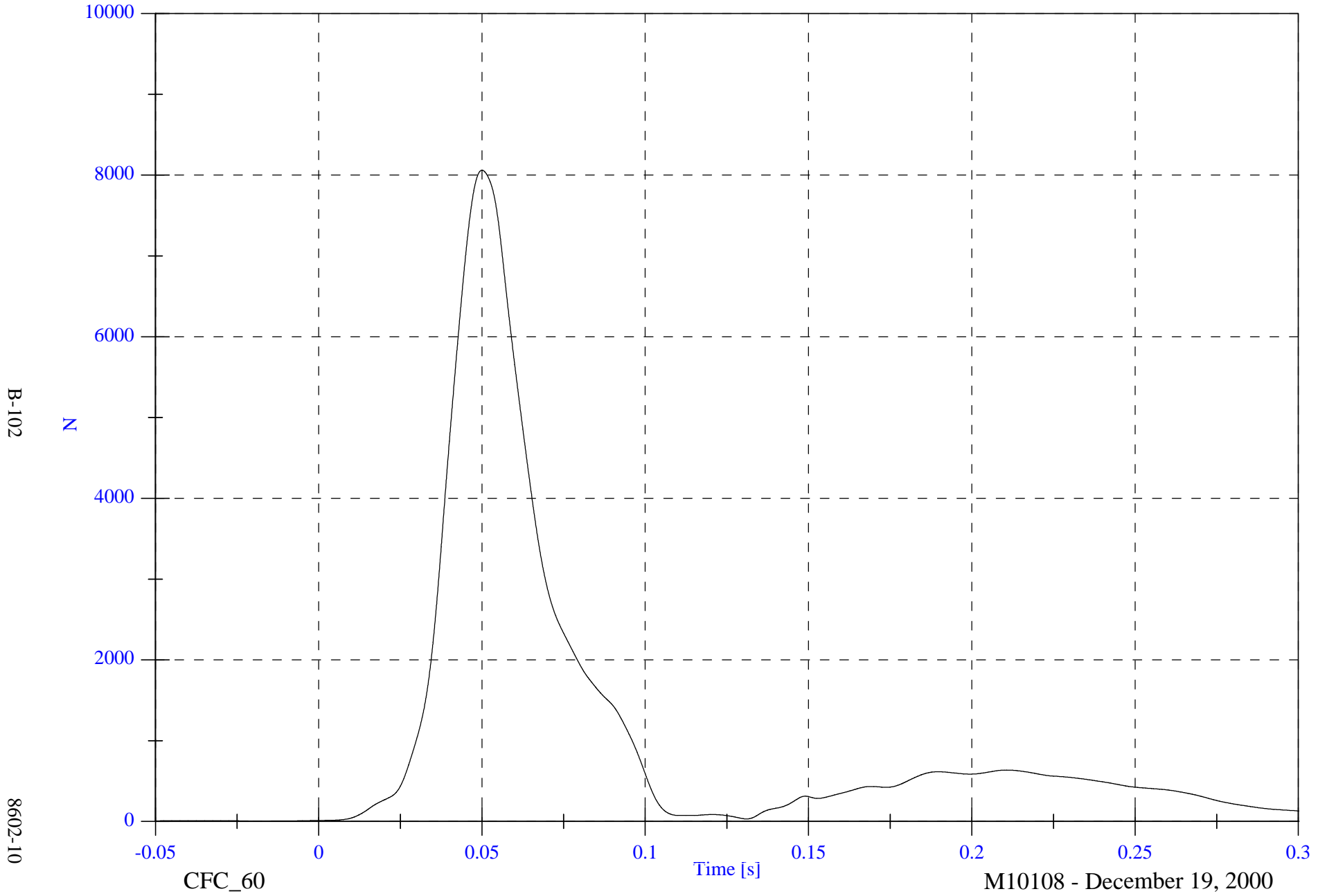


NCAP Test #10 - 2001 Chevrolet Tracker

P2 Lap Belt Force

Max: 8059.5 [N] at 0.050 [s]

Min: 3.9 [N] at -0.019 [s]



B-102

8602-10

CFC\_60

Time [s]

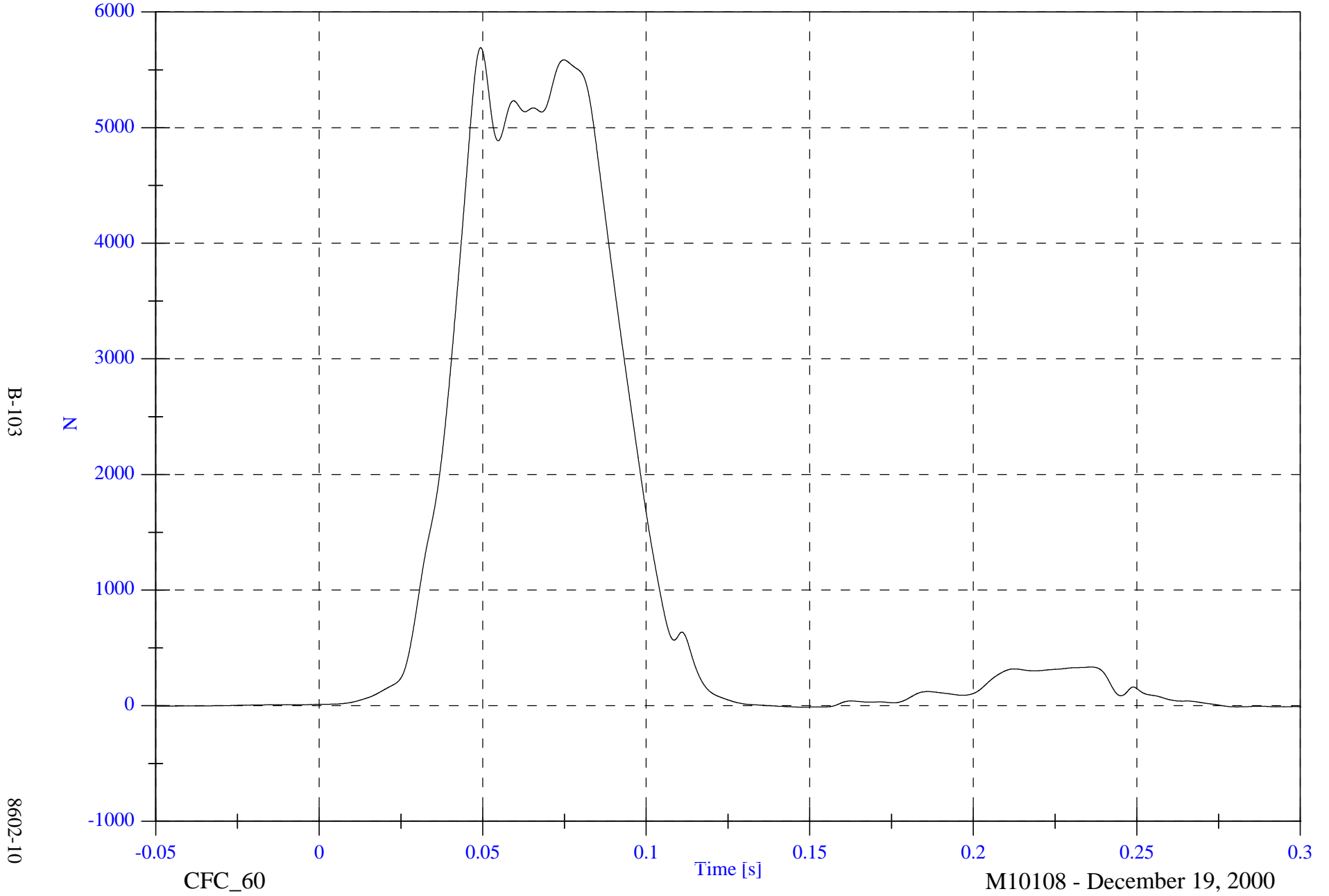
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

P2 Shoulder Belt Force

Max: 5692.1 [N] at 0.049 [s]

Min: -13.3 [N] at 0.148 [s]



B-103

8602-10

CFC\_60

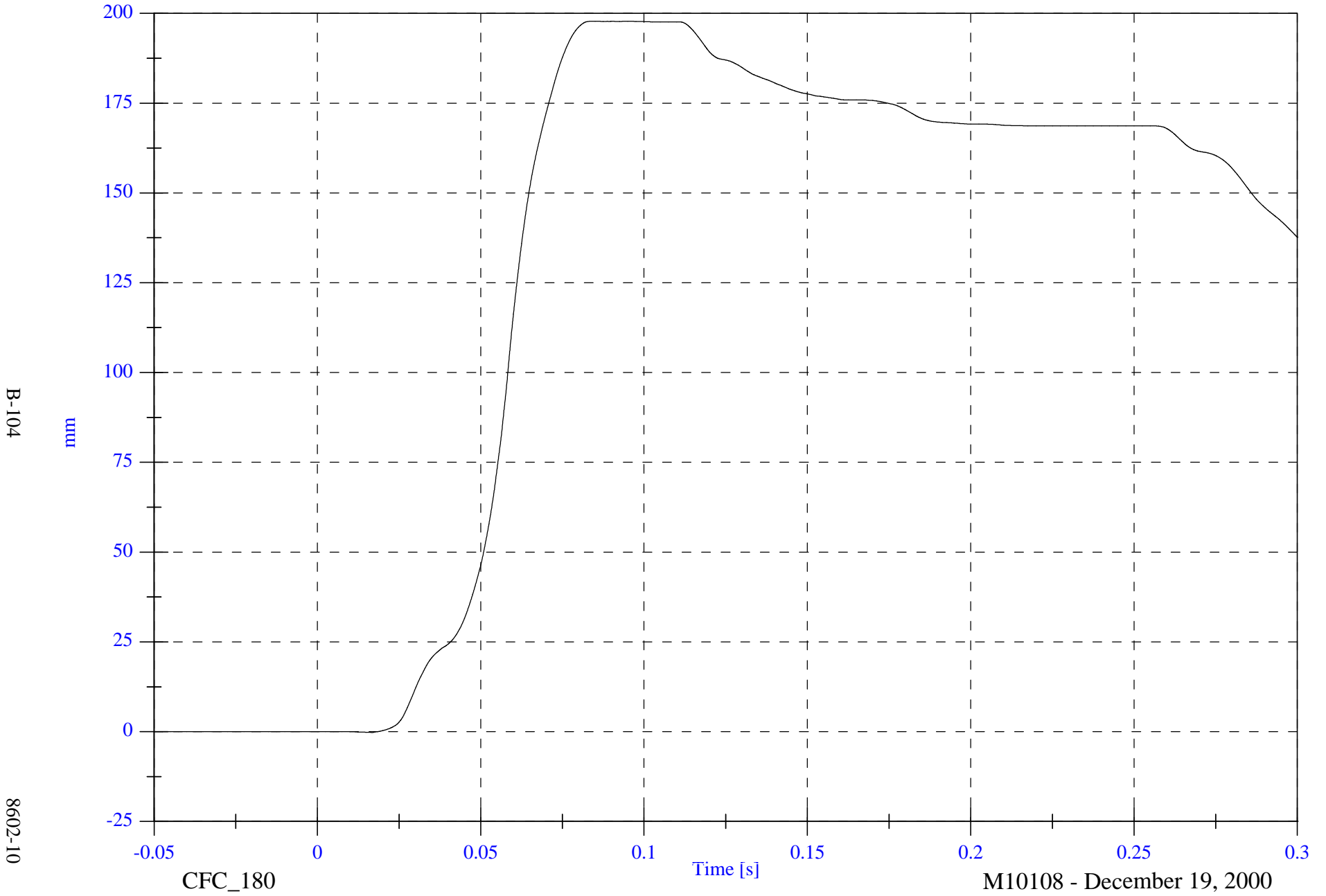
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 197.8 [mm] at 0.085 [s]

P2 Shoulder Belt Spoolout

Min: -0.2 [mm] at 0.017 [s]



B-104

8602-10

CFC\_180

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

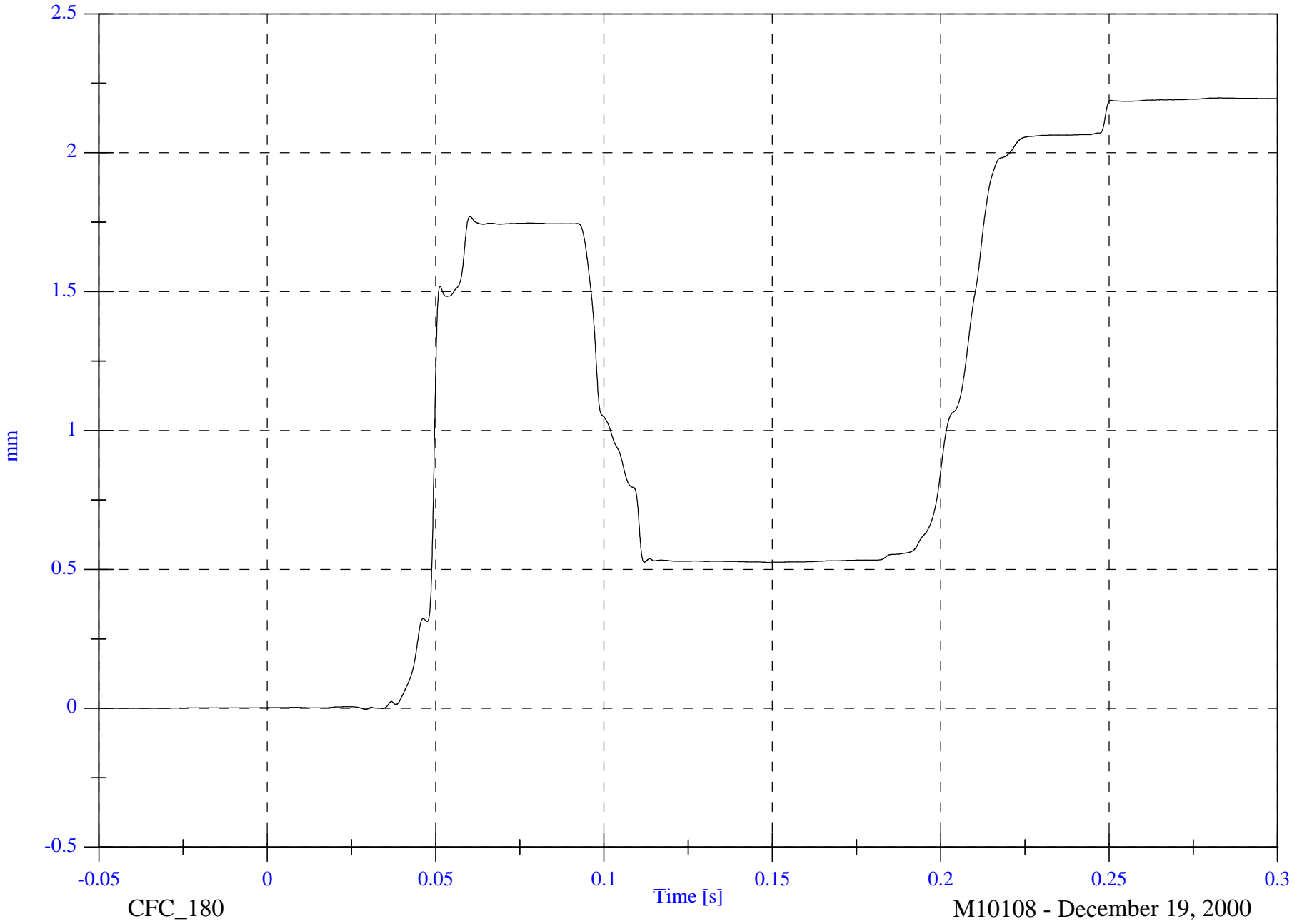
P2 Shoulder Belt Elongation

Max: 2.2 [mm] at 0.283 [s]

Min: -0.0 [mm] at 0.029 [s]

B-105

8602-10



CFC\_180

Time [s]

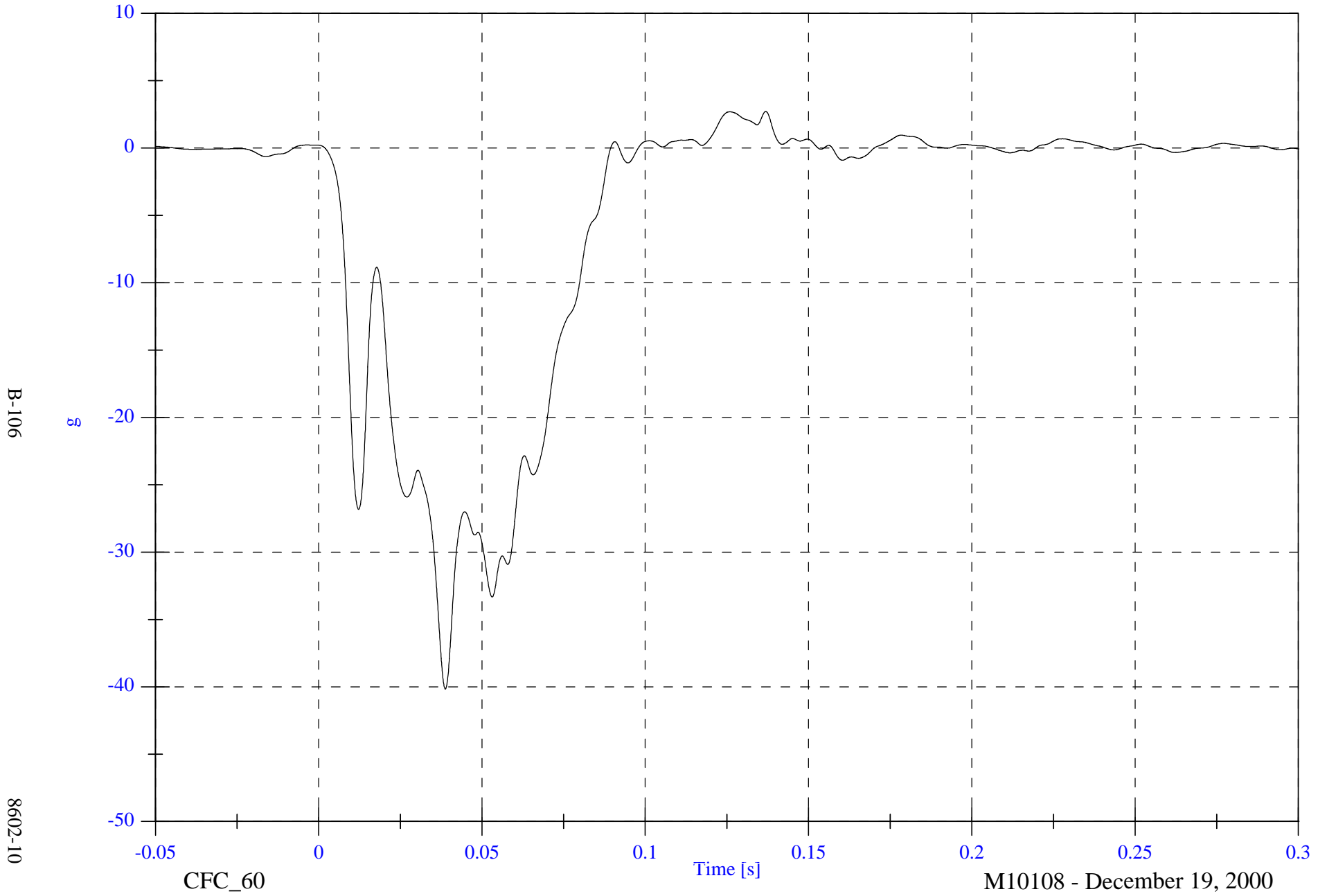
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Left Rear #1x

Max: 2.7 [g] at 0.137 [s]

Min: -40.2 [g] at 0.039 [s]



B-106

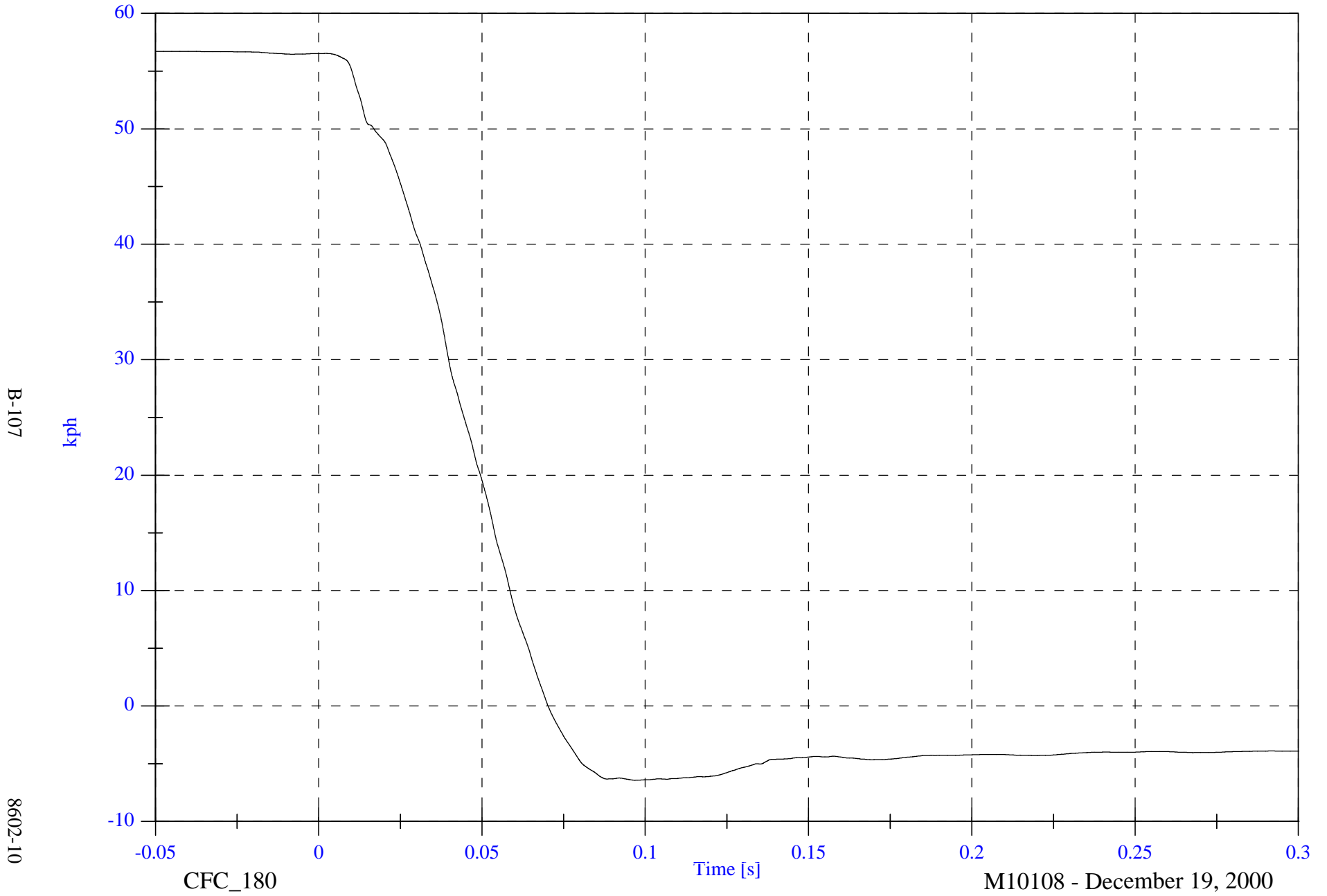
8602-10

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 56.7 [kph] at -0.044 [s]

Left Rear #1x Velocity

Min: -6.4 [kph] at 0.097 [s]



B-107

8602-10

CFC\_180

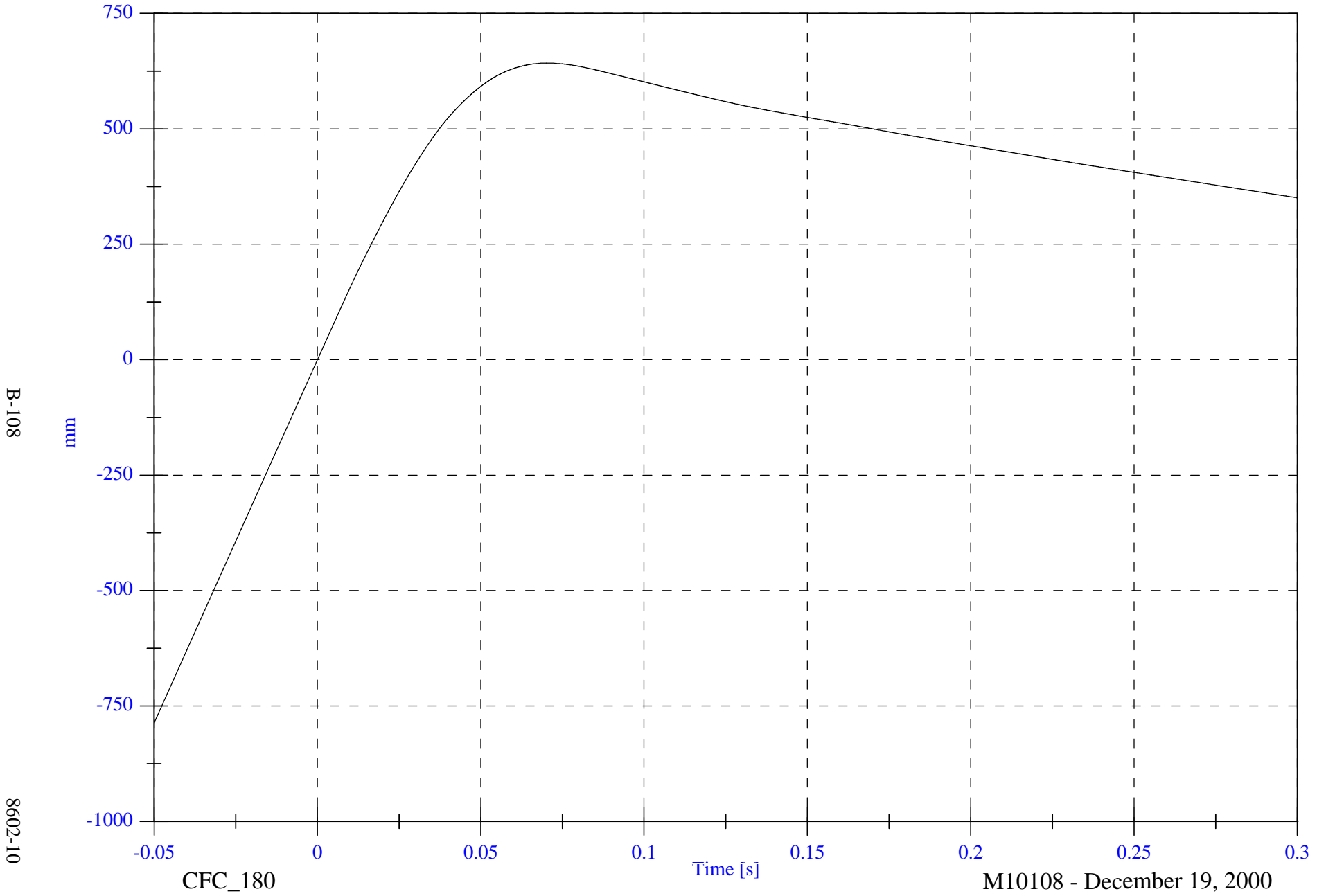
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Left Rear #1x Displacement

Max: 642.5 [mm] at 0.070 [s]

Min: -786.5 [mm] at -0.050 [s]



B-108

8602-10

CFC\_180

Time [s]

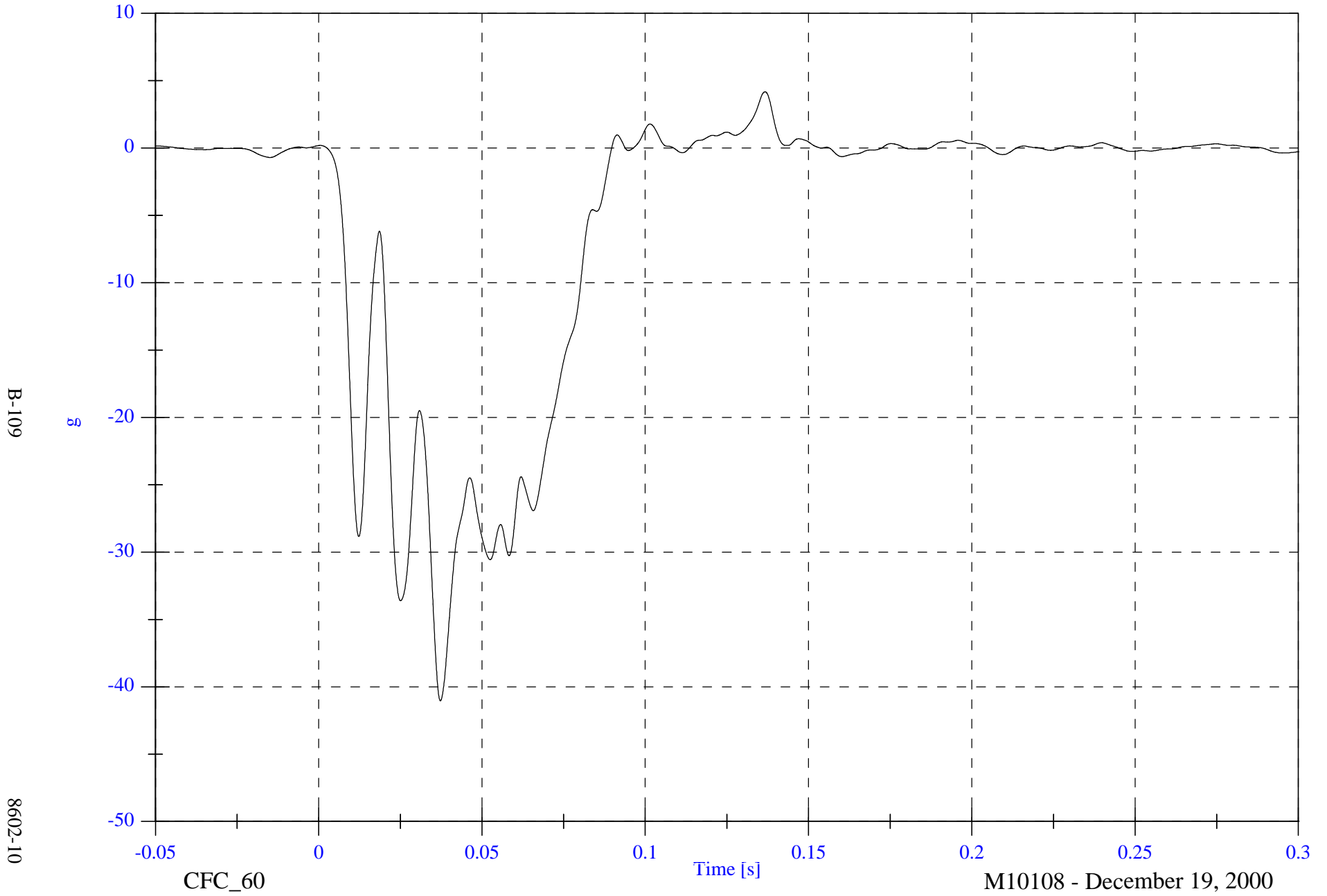
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Right Rear #2x

Max: 4.2 [g] at 0.137 [s]

Min: -41.0 [g] at 0.037 [s]

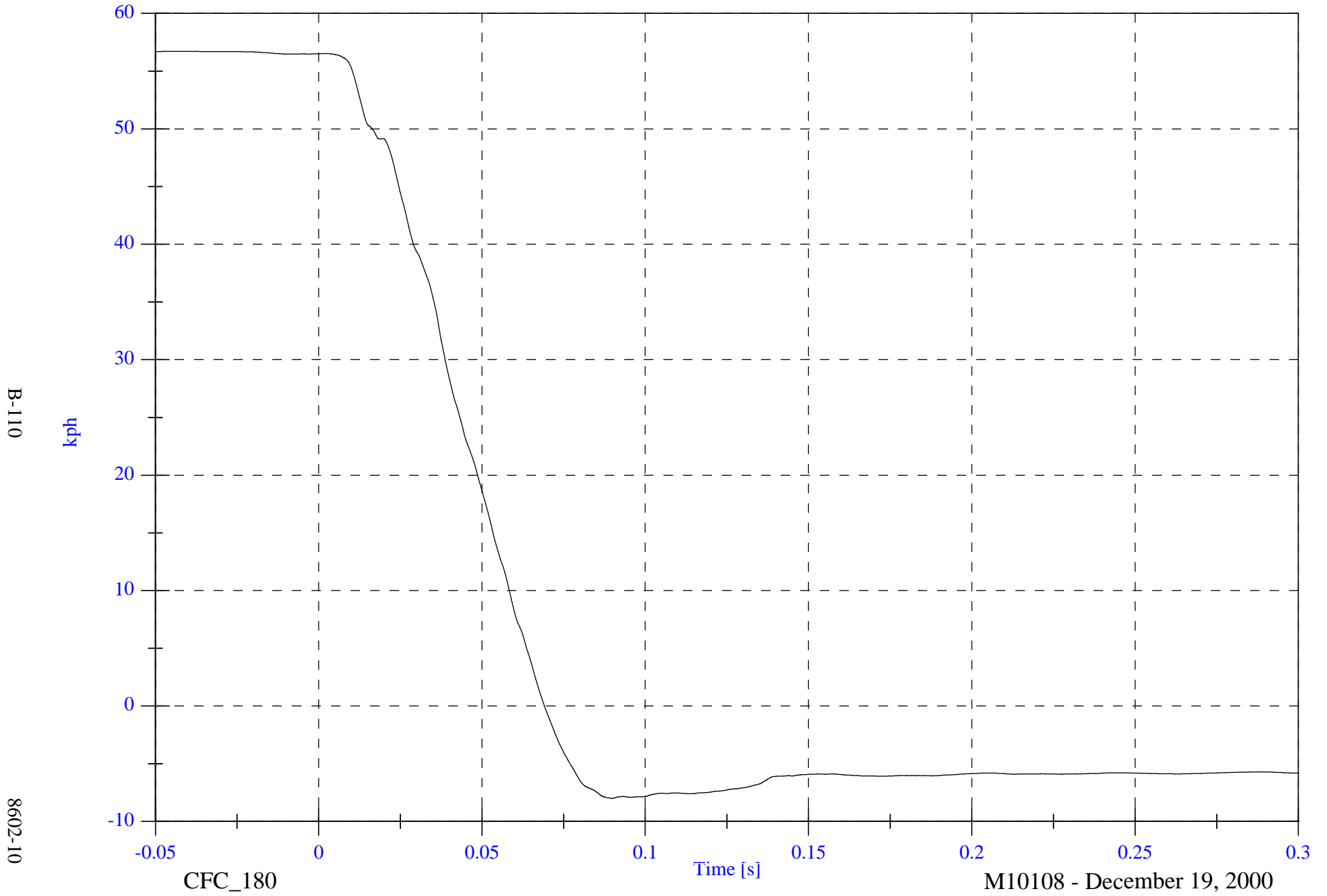


NCAP Test #10 - 2001 Chevrolet Tracker

Max: 56.7 [kph] at -0.043 [s]

Right Rear #2x Velocity

Min: -8.0 [kph] at 0.090 [s]



B-110

8602-10

CFC\_180

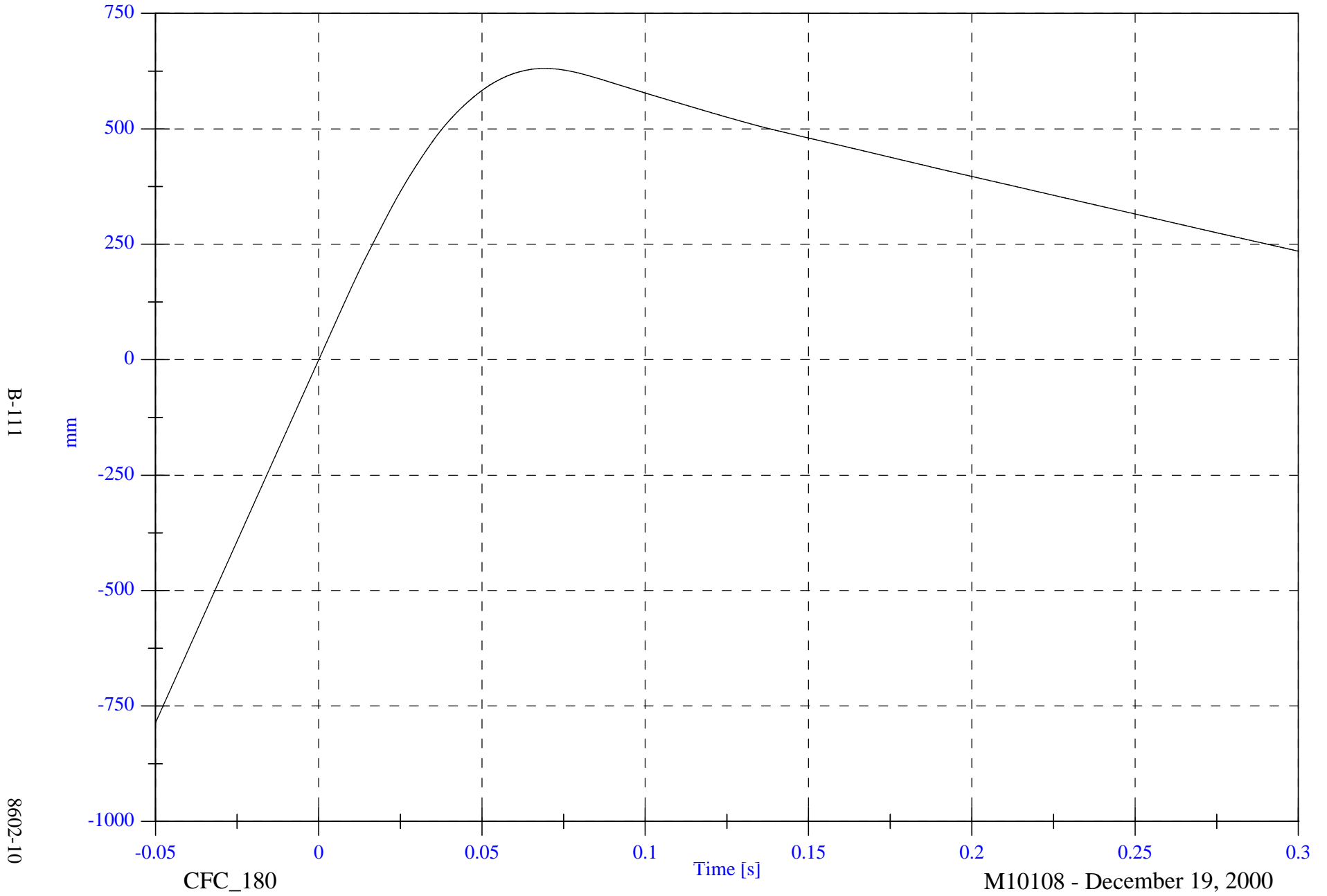
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Right Rear #2x Displacement

Max: 630.9 [mm] at 0.069 [s]

Min: -786.5 [mm] at -0.050 [s]



B-111

8602-10

CFC\_180

Time [s]

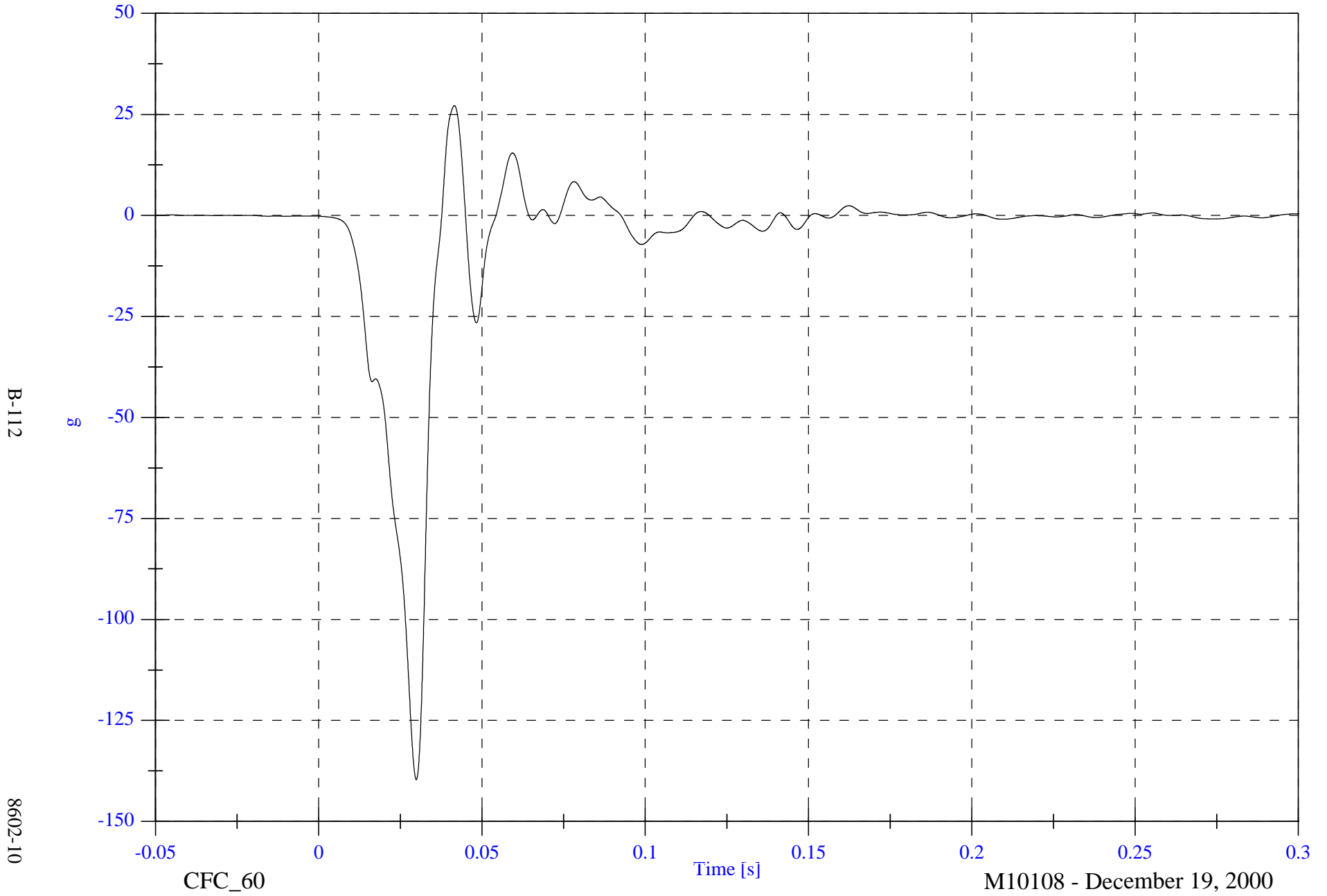
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Engine Top #3x

Max: 27.2 [g] at 0.042 [s]

Min: -139.7 [g] at 0.030 [s]



B-112

8602-10

CFC\_60

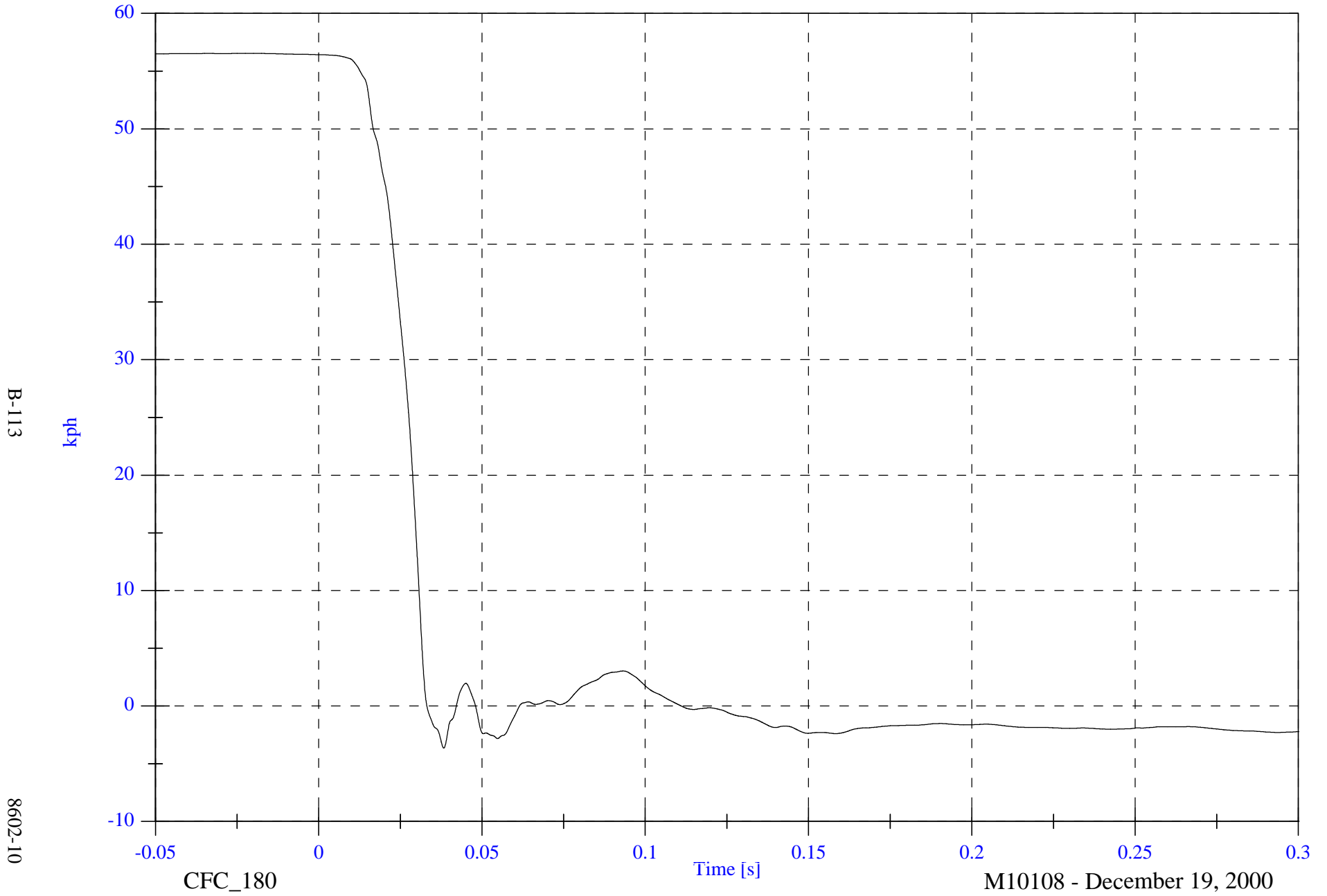
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 56.5 [kph] at -0.019 [s]

Engine Top #3x Velocity

Min: -3.6 [kph] at 0.038 [s]



B-113

8602-10

CFC\_180

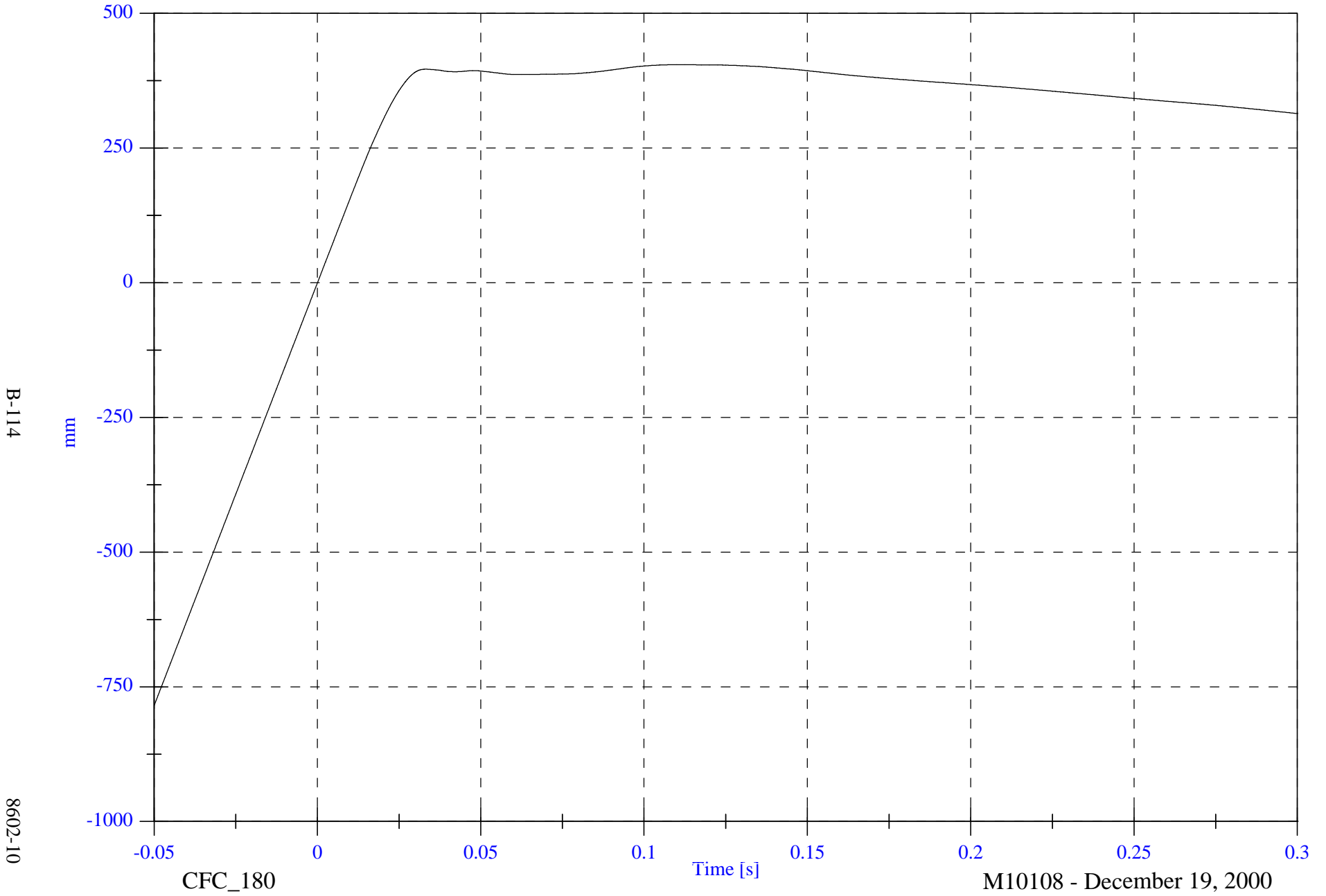
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Engine Top #3x Displacement

Max: 404.9 [mm] at 0.111 [s]

Min: -784.8 [mm] at -0.050 [s]



B-114

8602-10

CFC\_180

Time [s]

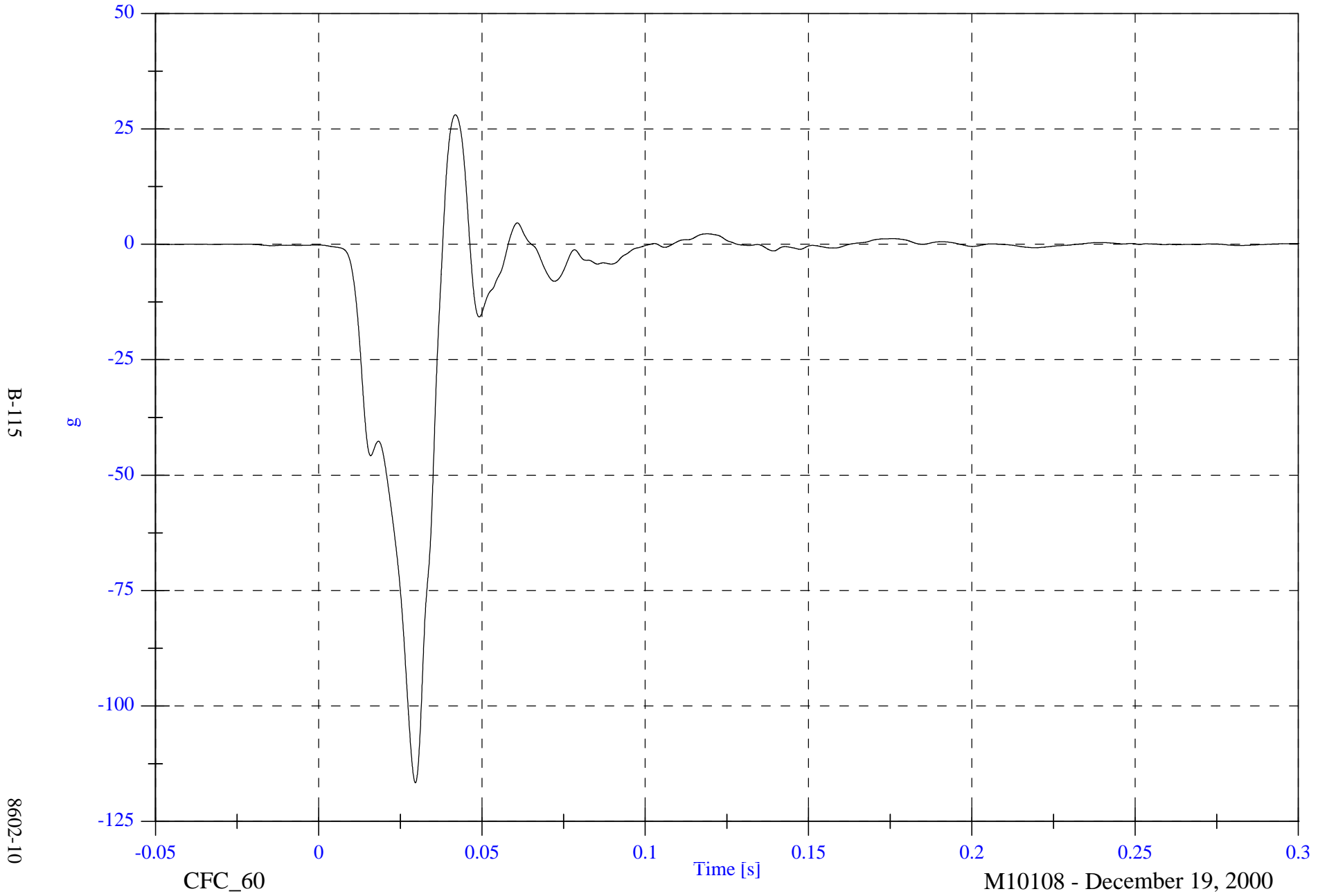
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Engine Bottom #4x

Max: 28.0 [g] at 0.042 [s]

Min: -116.7 [g] at 0.030 [s]



B-115

8602-10

CFC\_60

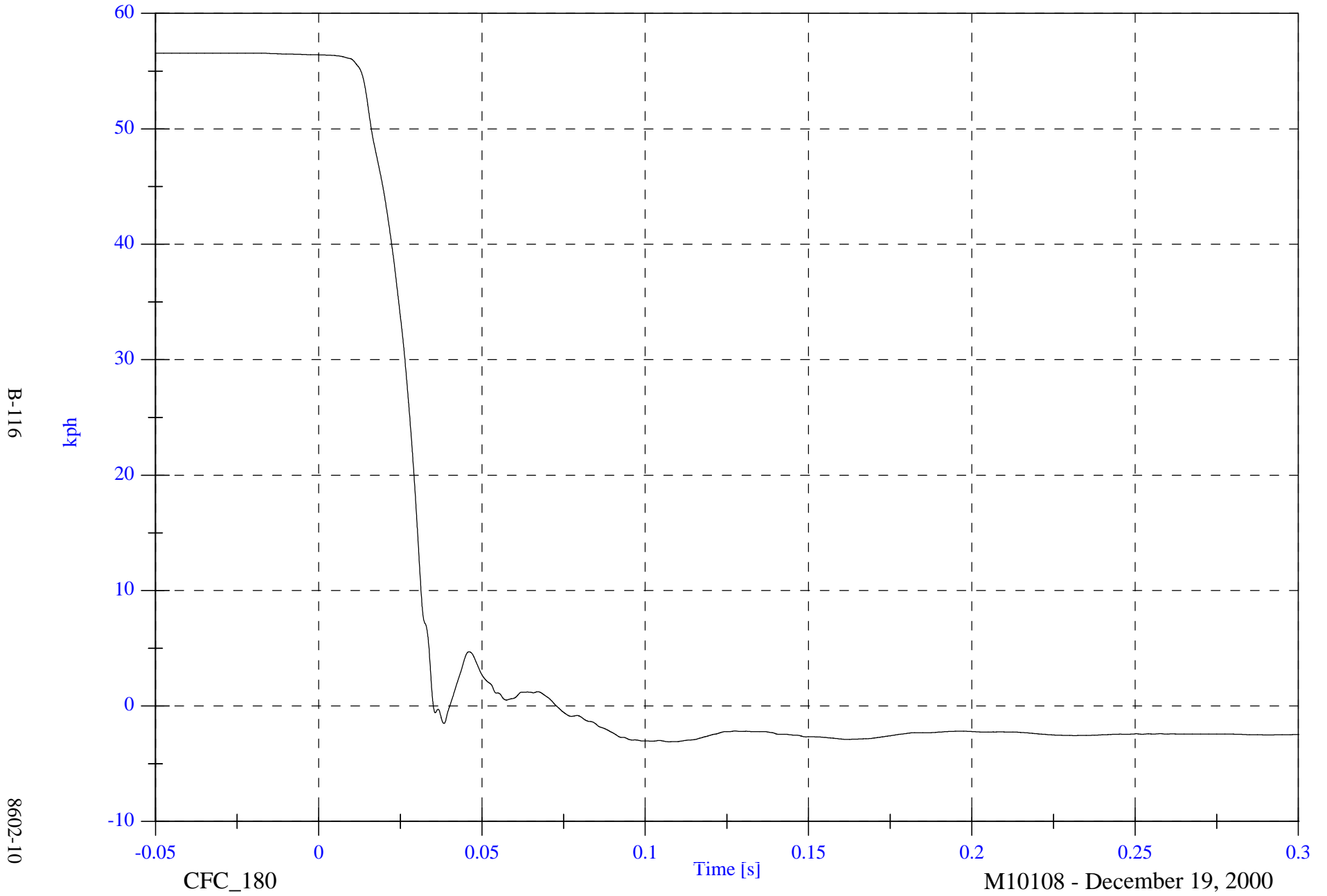
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 56.6 [kph] at -0.050 [s]

Engine Bottom #4x Velocity

Min: -3.1 [kph] at 0.107 [s]



B-116

8602-10

CFC\_180

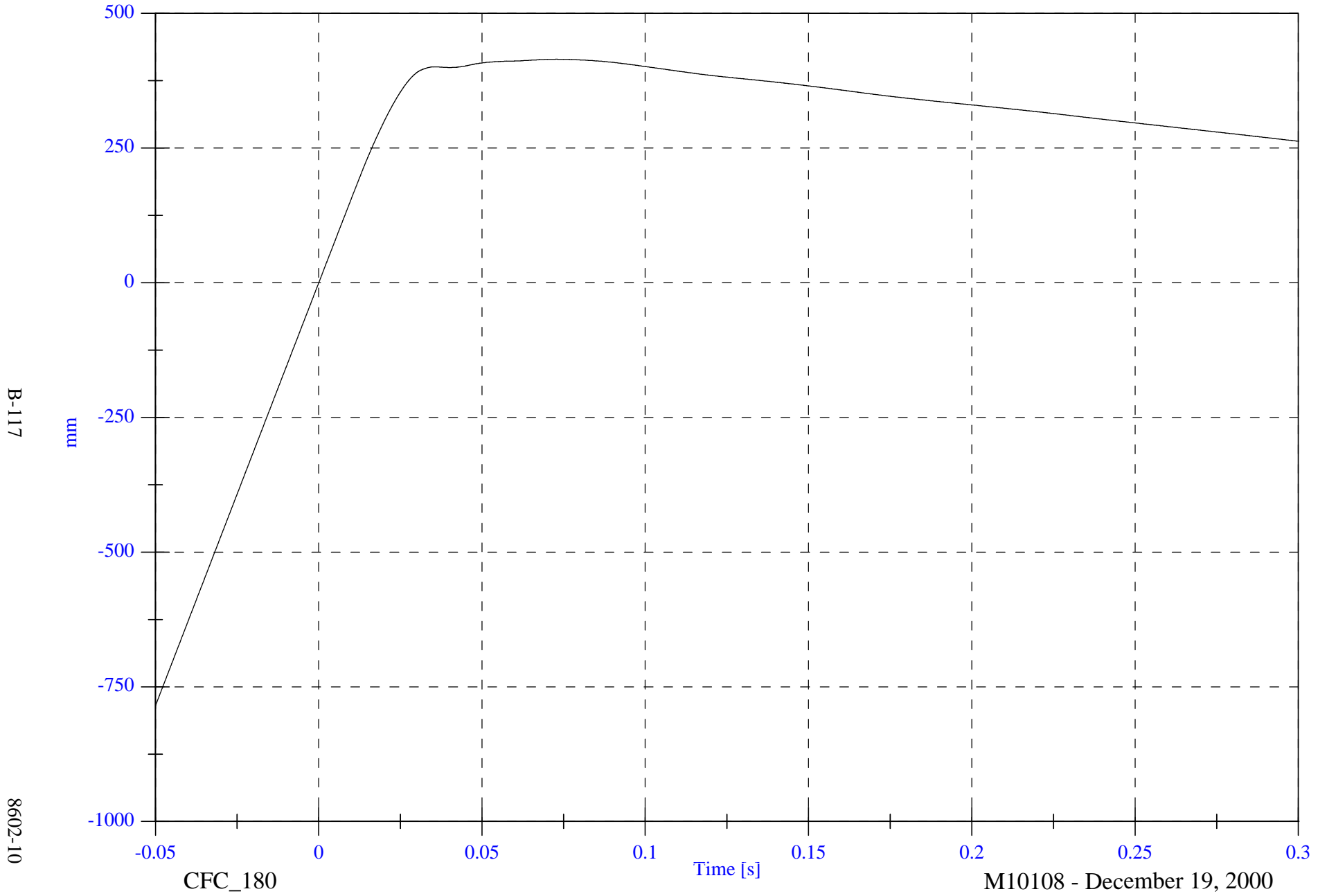
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Engine Bottom #4x Displacement

Max: 415.0 [mm] at 0.073 [s]

Min: -785.1 [mm] at -0.050 [s]



B-117

8602-10

CFC\_180

Time [s]

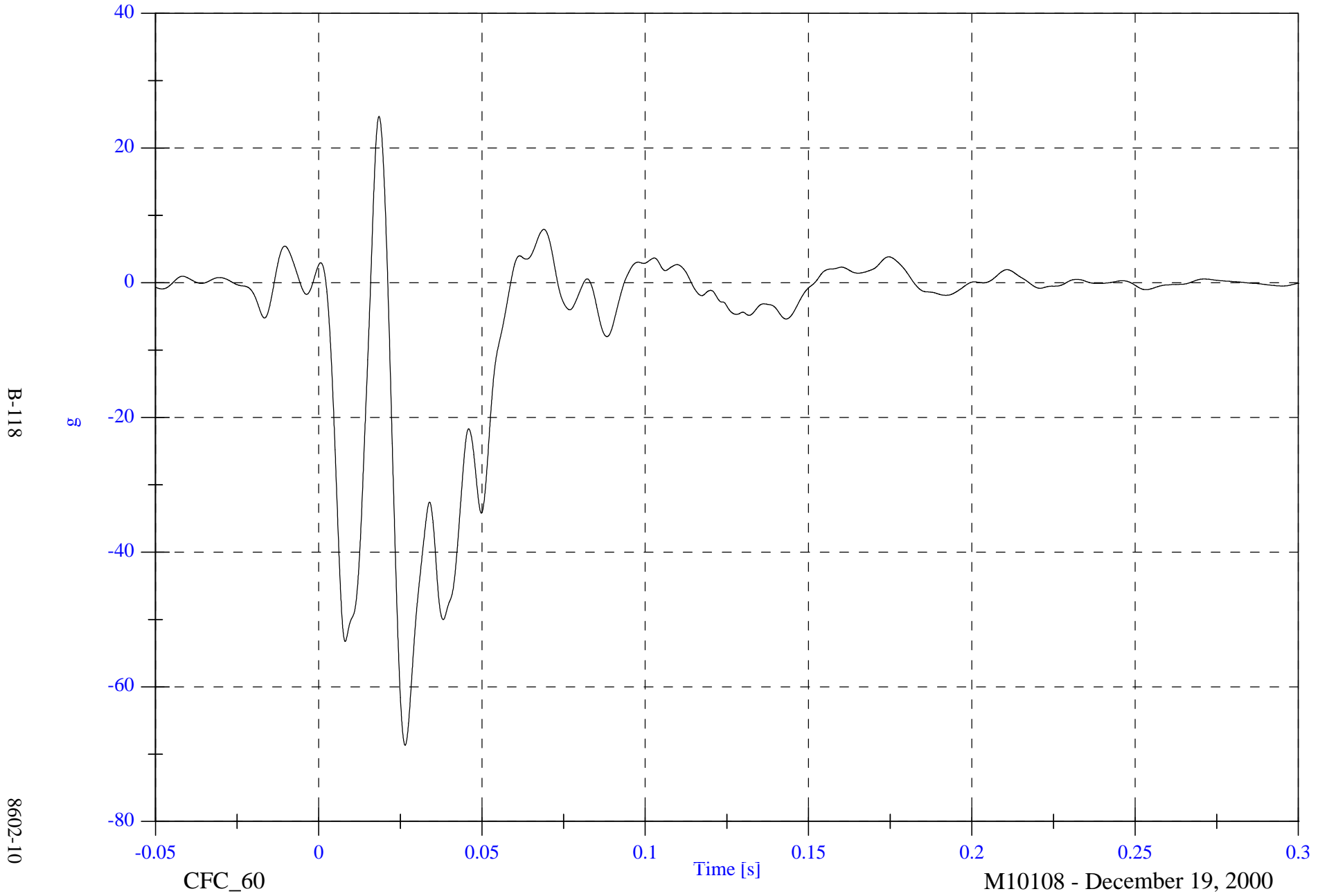
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Right Caliper #5x

Max: 24.7 [g] at 0.018 [s]

Min: -68.7 [g] at 0.026 [s]



B-118

8602-10

CFC\_60

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 57.0 [kph] at 0.003 [s]

Right Caliper #5x Velocity

Min: -4.4 [kph] at 0.153 [s]

B-119

8602-10



CFC\_180

Time [s]

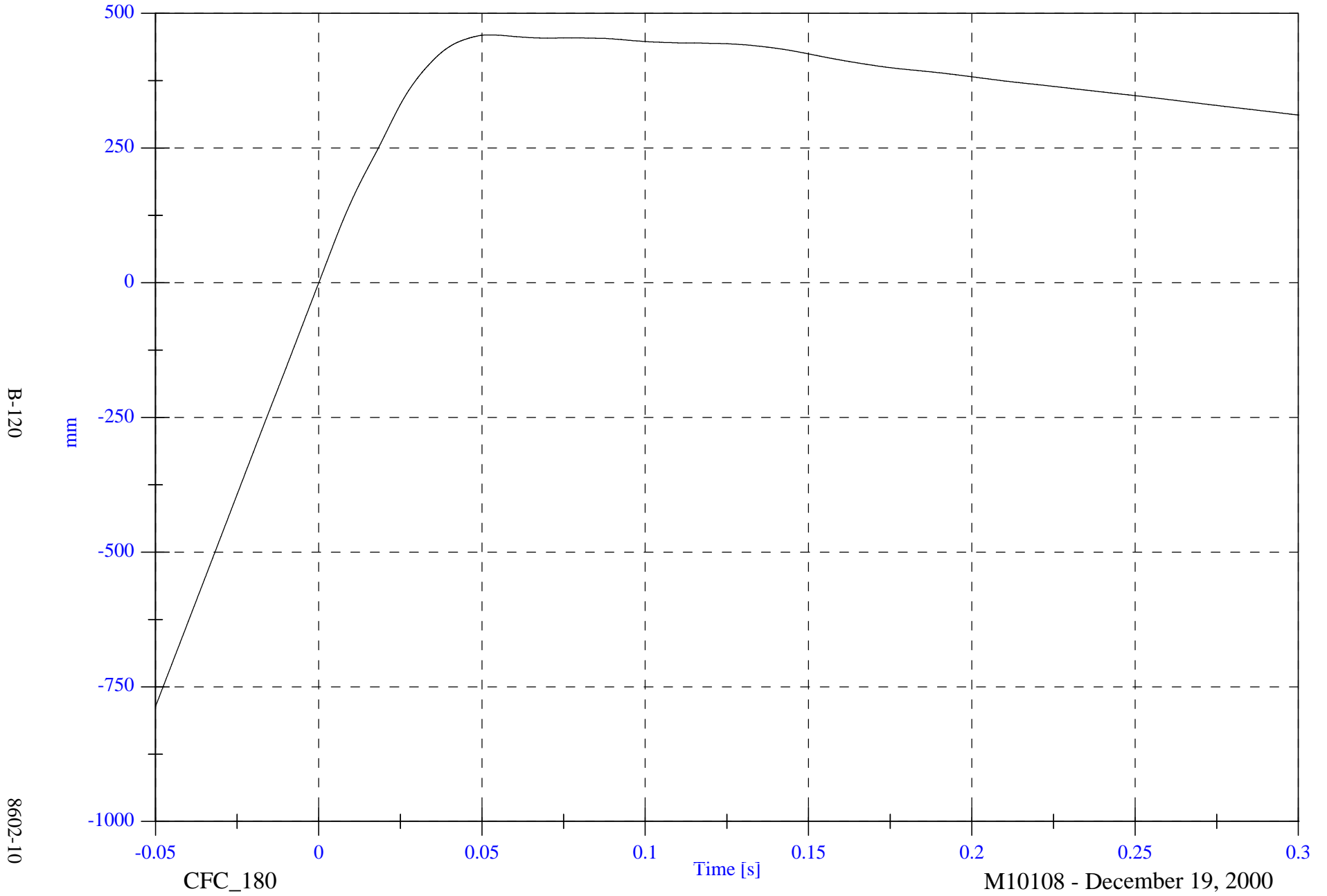
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Right Caliper #5x Displacement

Max: 460.1 [mm] at 0.052 [s]

Min: -786.8 [mm] at -0.050 [s]



B-120

8602-10

CFC\_180

Time [s]

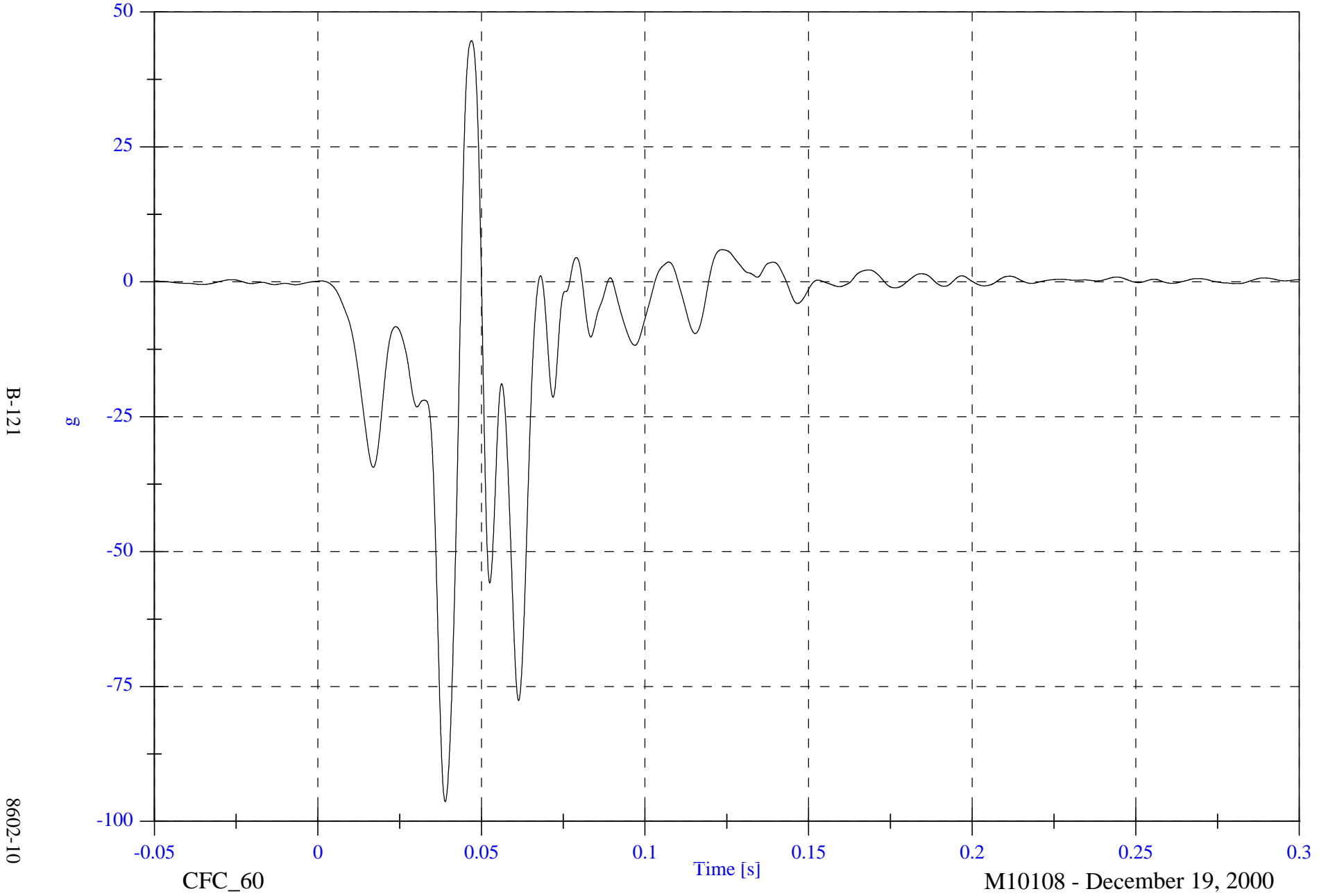
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Instrument Panel #6x

Max: 44.7 [g] at 0.047 [s]

Min: -96.4 [g] at 0.039 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

Instrument Panel #6x Velocity

Max: 56.7 [kph] at -0.045 [s]

Min: -7.6 [kph] at 0.119 [s]

B-122

8602-10



CFC\_180

Time [s]

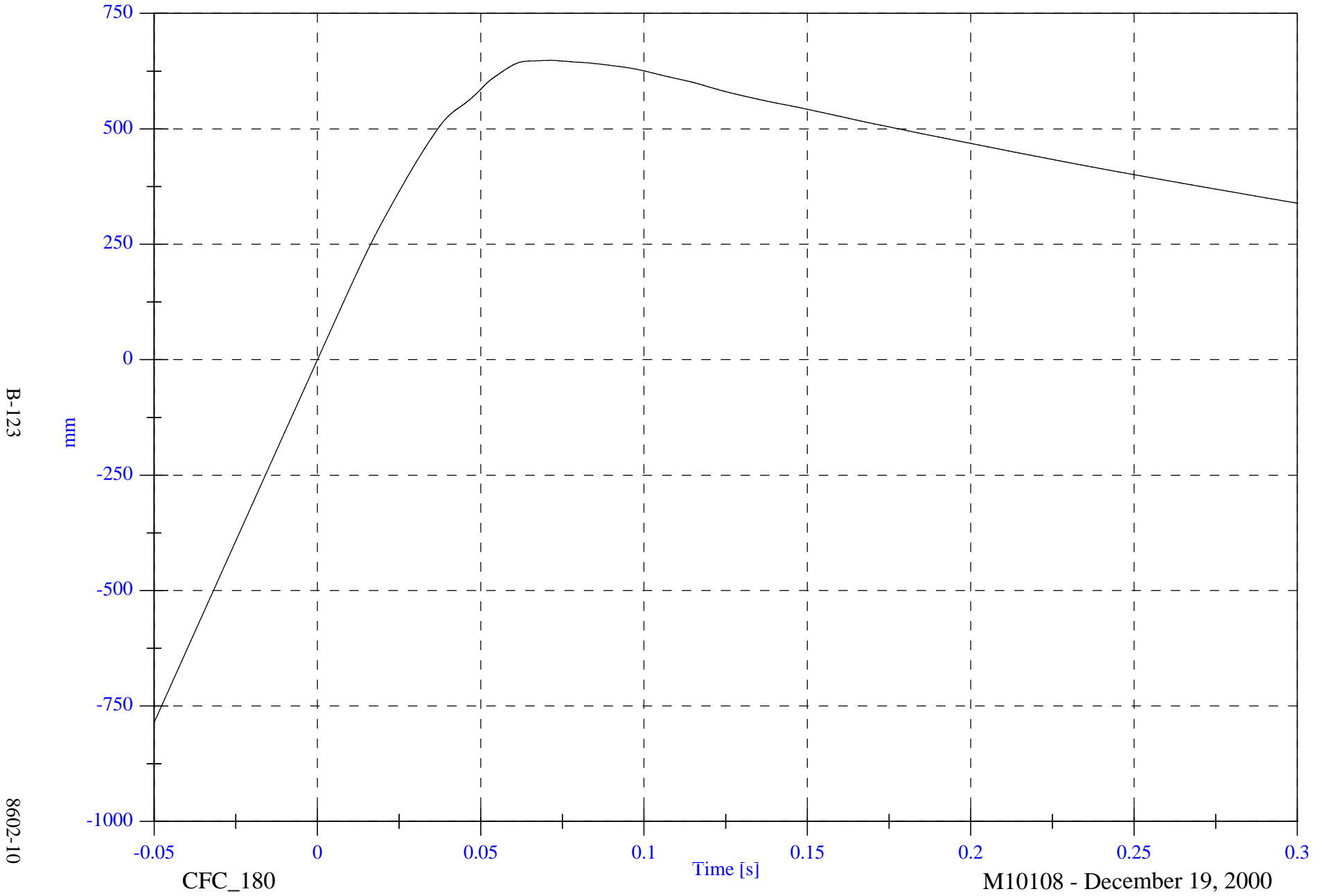
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Instrument Panel #6x Displacement

Max: 648.5 [mm] at 0.071 [s]

Min: -785.7 [mm] at -0.050 [s]



B-123

8602-10

CFC\_180

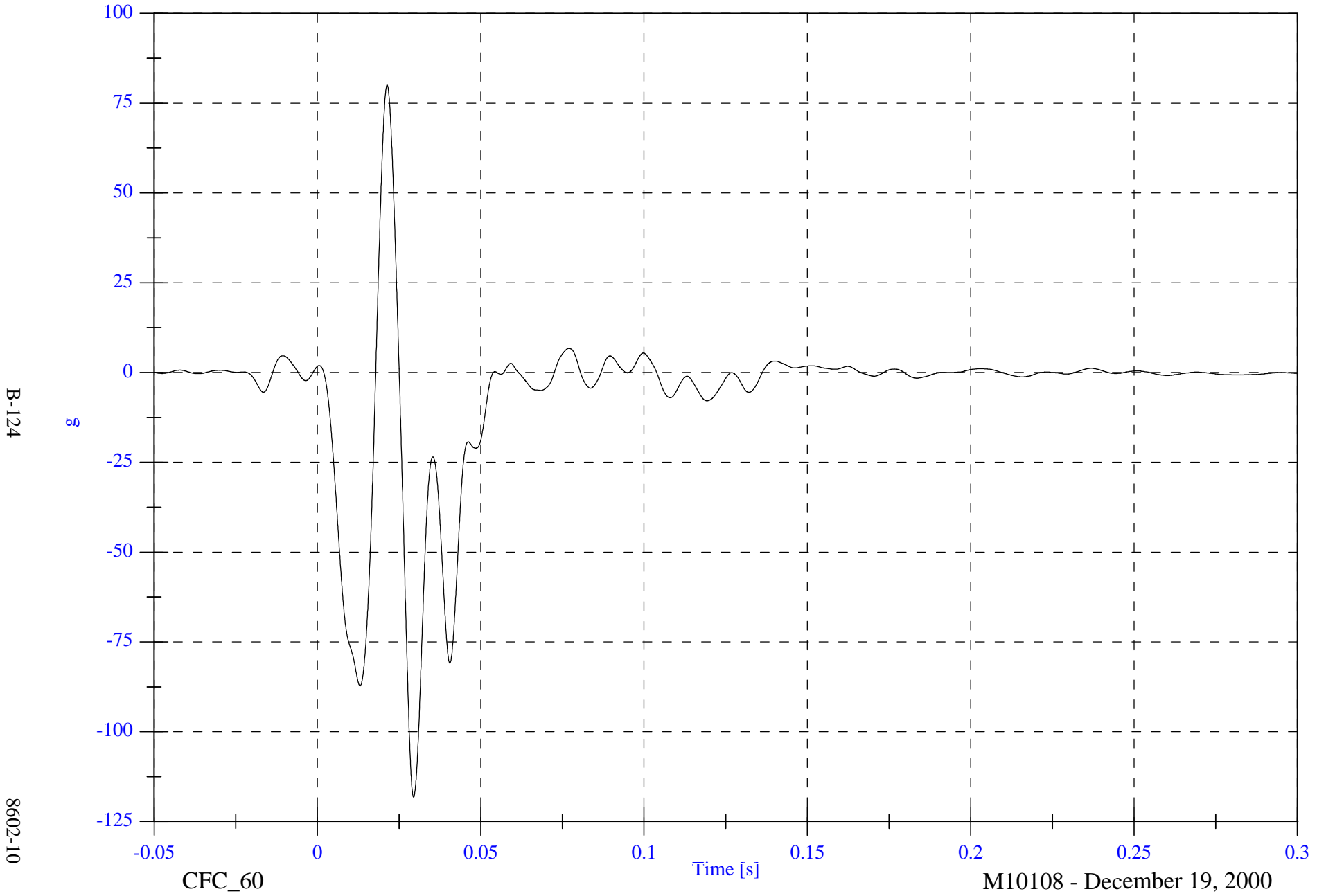
Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Left Caliper #7x

Max: 80.1 [g] at 0.021 [s]  
Min: -118.3 [g] at 0.029 [s]



NCAP Test #10 - 2001 Chevrolet Tracker

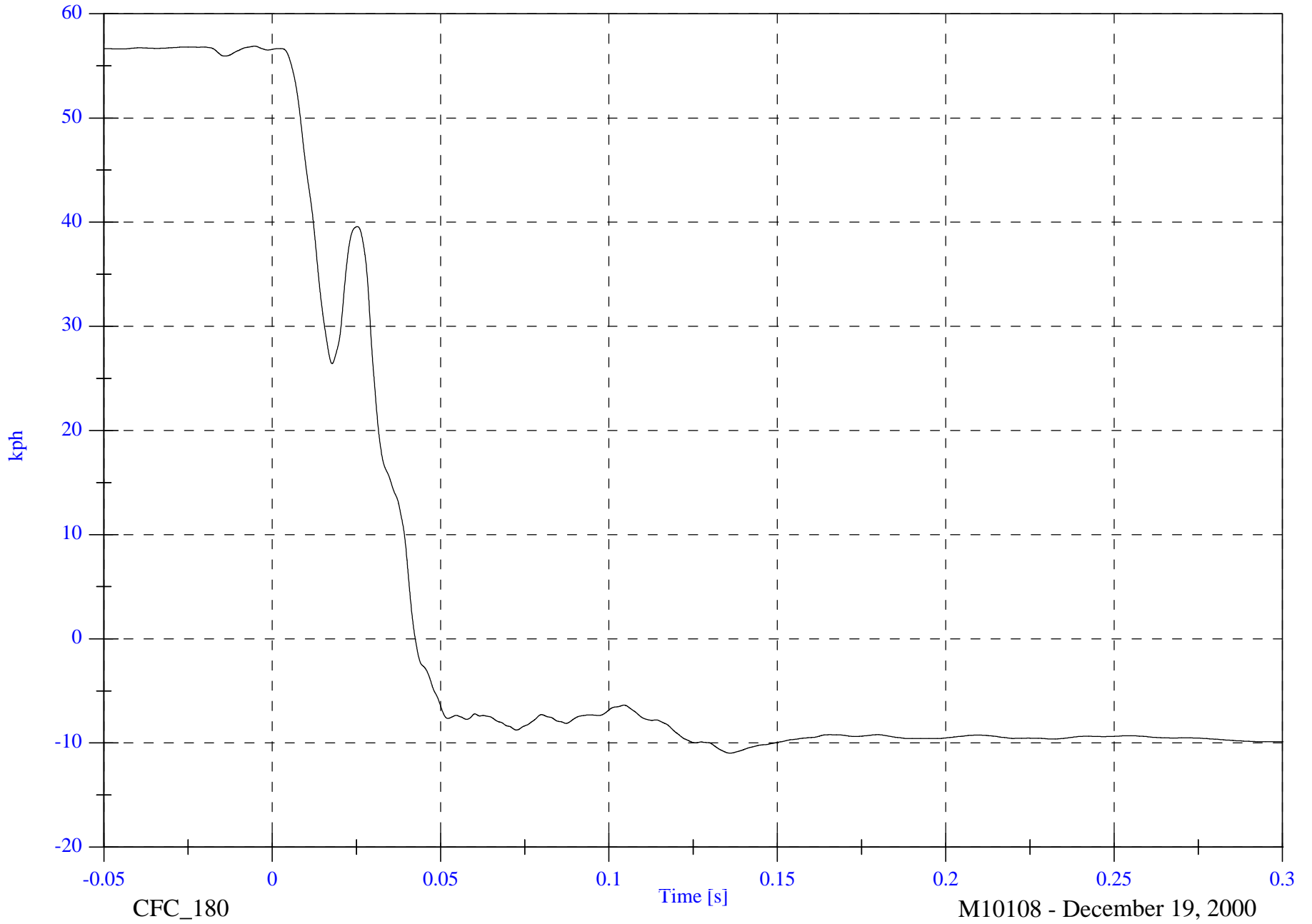
Max: 56.9 [kph] at -0.005 [s]

Left Caliper #7x Velocity

Min: -11.0 [kph] at 0.136 [s]

B-125

8602-10



CFC\_180

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

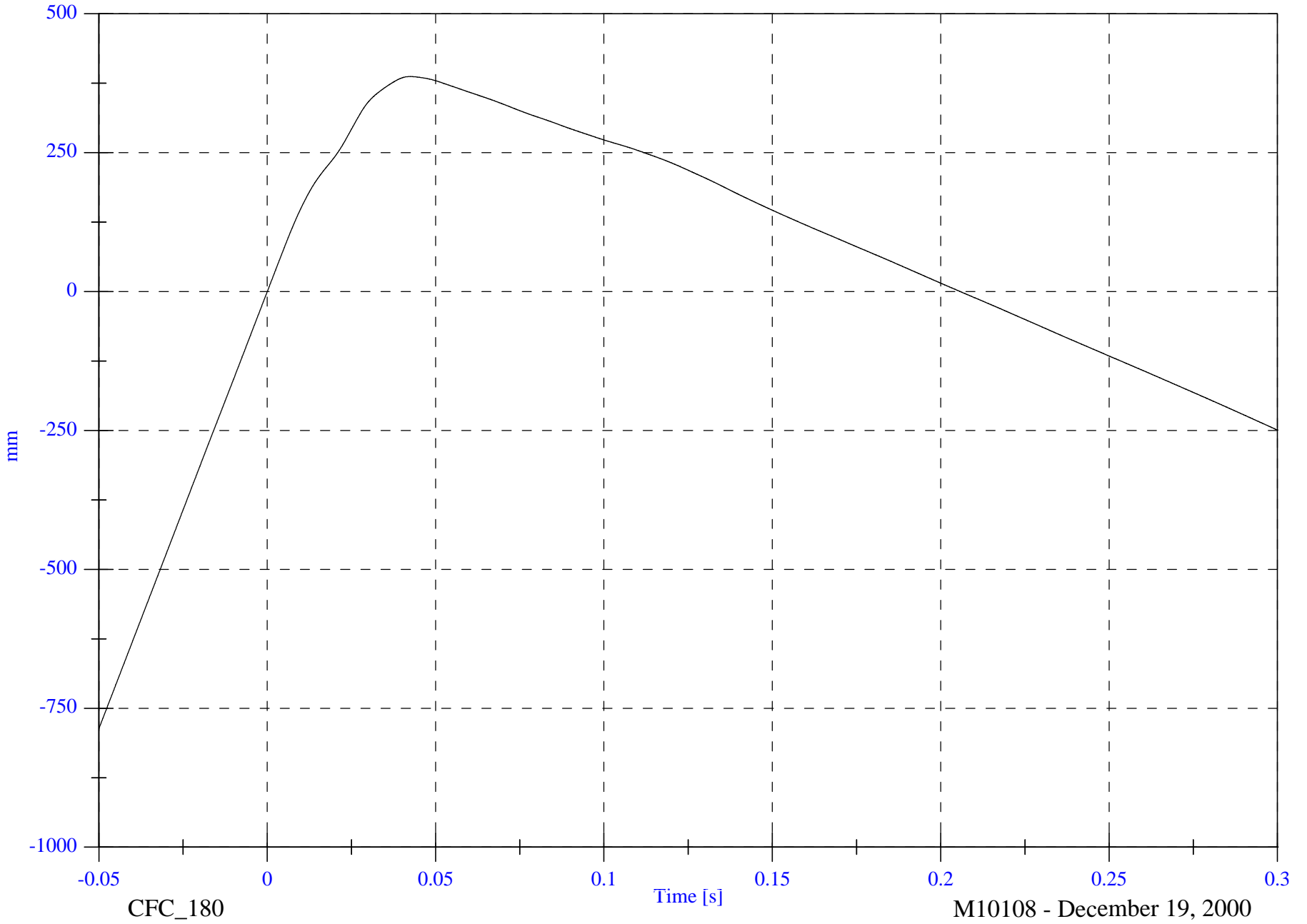
Left Caliper #7x Displacement

Max: 387.1 [mm] at 0.042 [s]

Min: -786.7 [mm] at -0.050 [s]

B-126

8602-10



CFC\_180

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

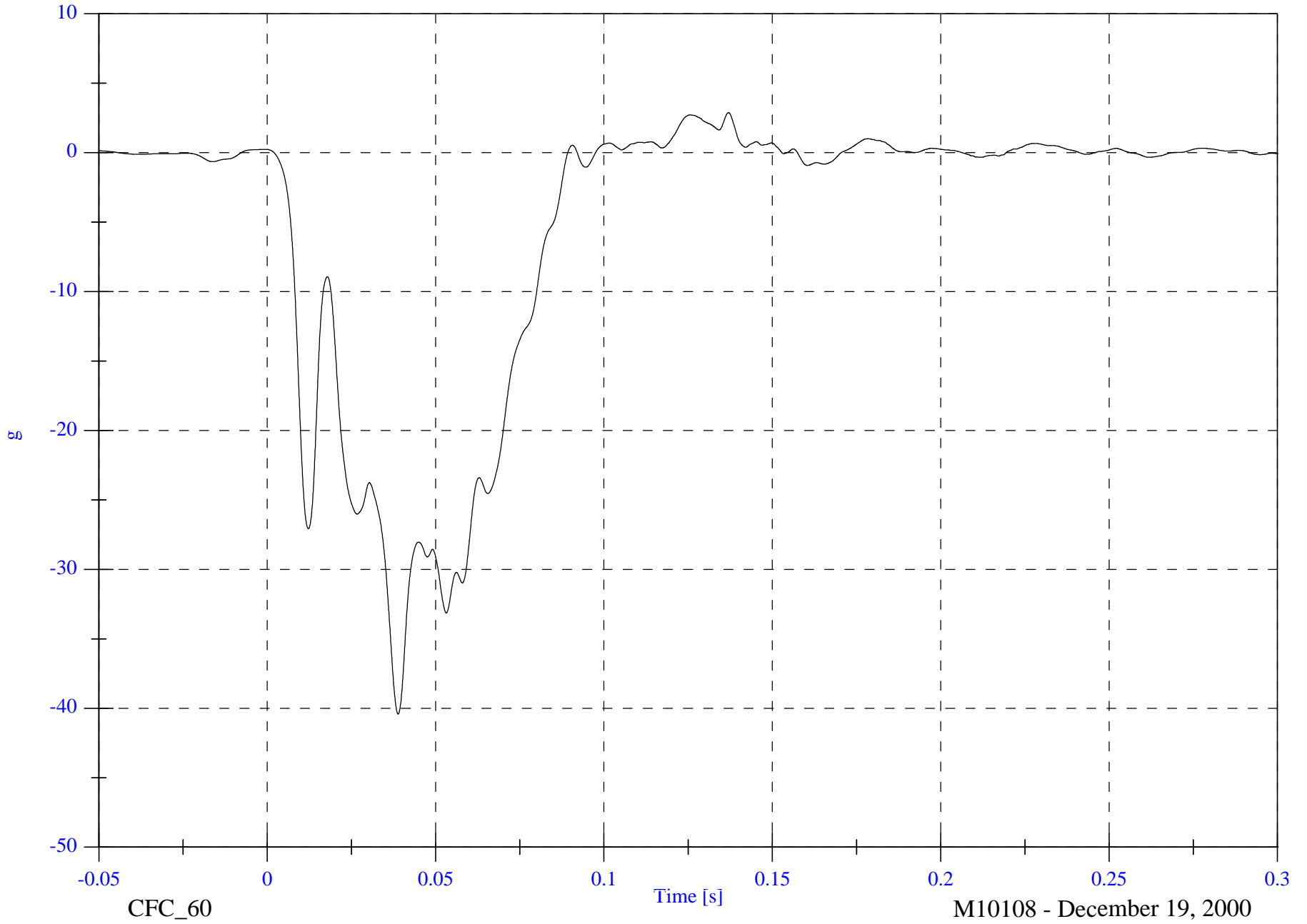
Left Rear Red #8x

Max: 2.9 [g] at 0.137 [s]

Min: -40.4 [g] at 0.039 [s]

B-127

8602-10



CFC\_60

Time [s]

M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

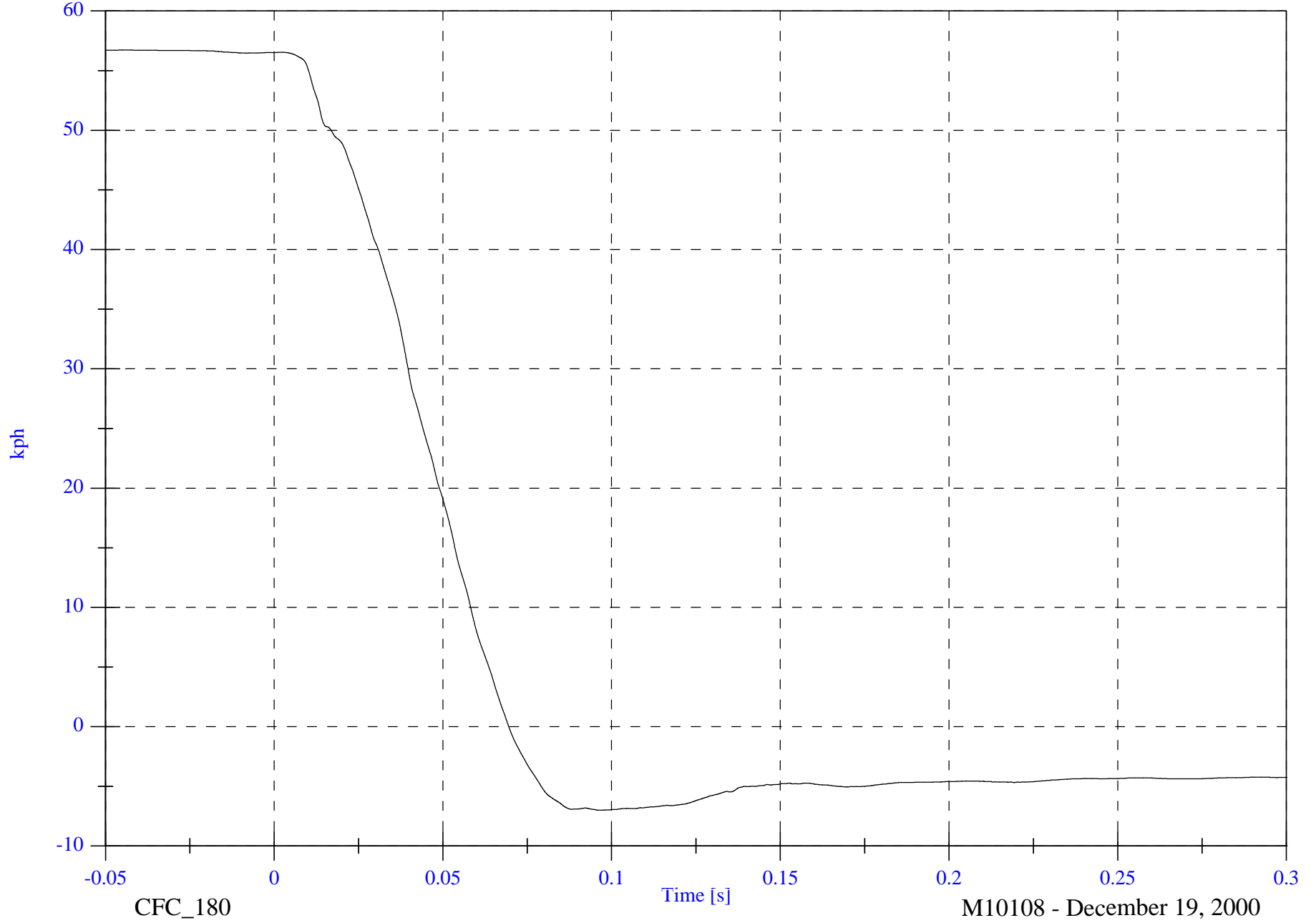
Max: 56.7 [kph] at -0.044 [s]

Left Rear Red #8x Velocity

Min: -7.0 [kph] at 0.097 [s]

B-128

8602-10



CFC\_180

Time [s]

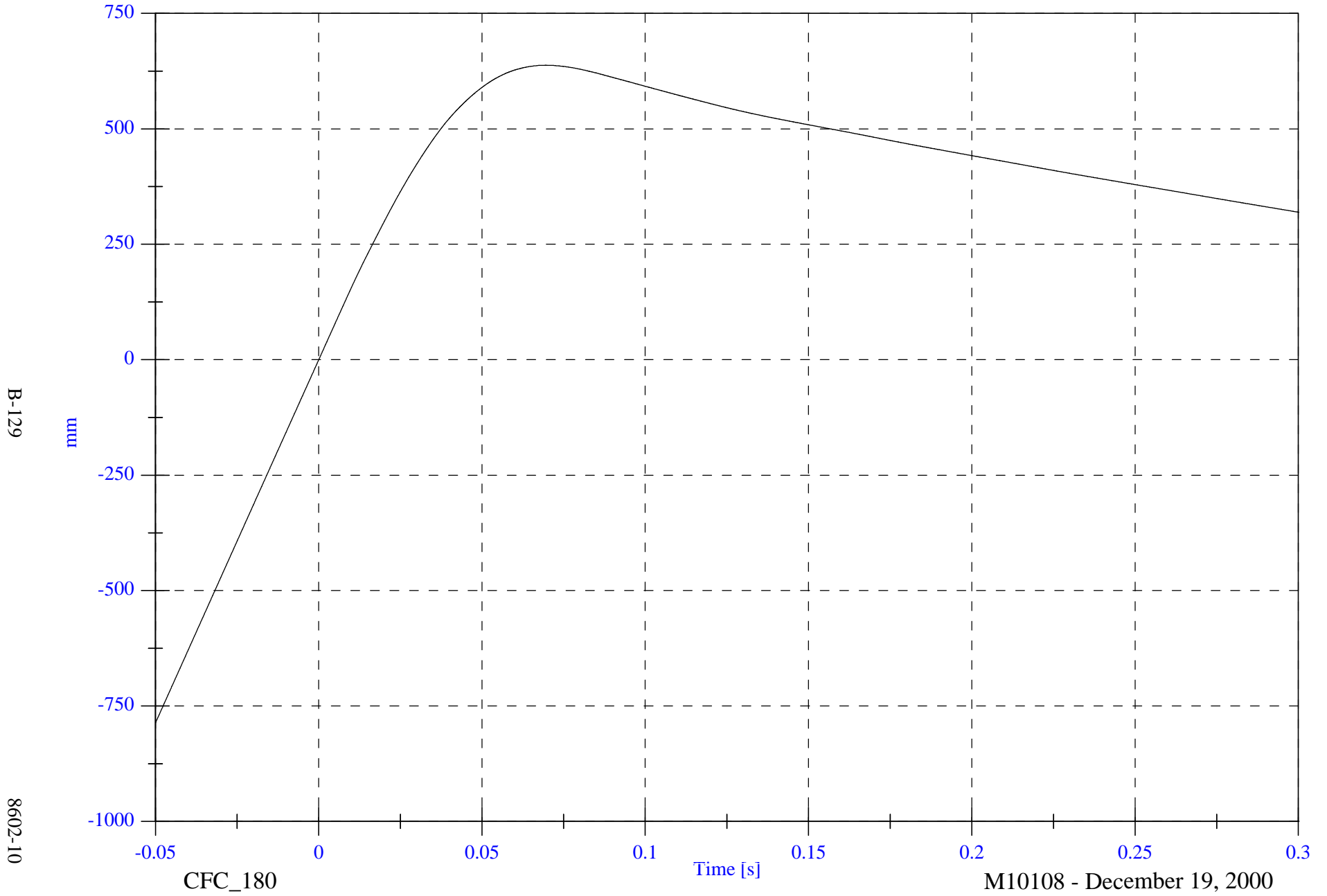
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Left Rear Red #8x Displacement

Max: 637.8 [mm] at 0.070 [s]

Min: -786.6 [mm] at -0.050 [s]



B-129

8602-10

CFC\_180

Time [s]

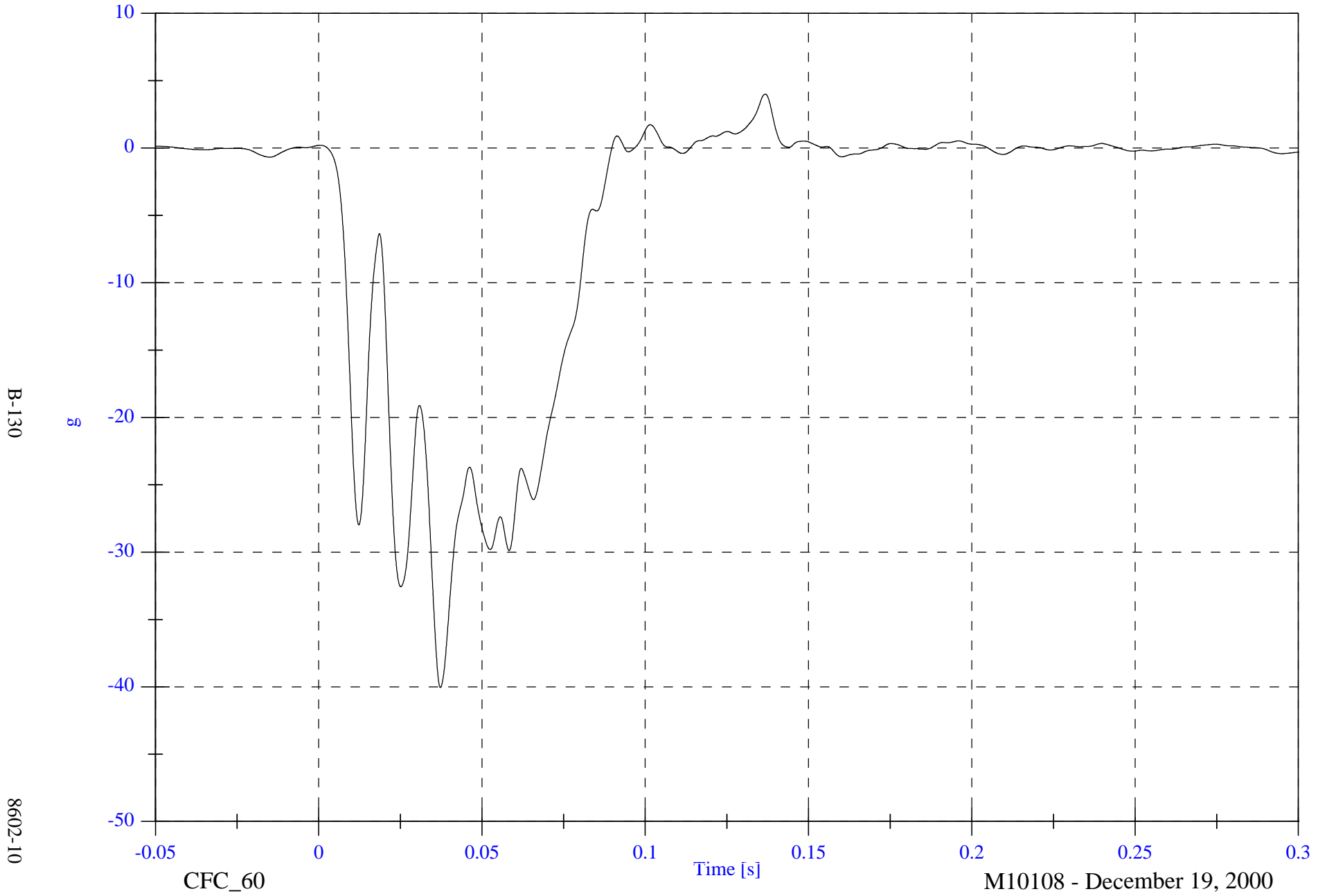
M10108 - December 19, 2000

NCAP Test #10 - 2001 Chevrolet Tracker

Max: 4.0 [g] at 0.137 [s]

Right Rear Red #9x

Min: -40.1 [g] at 0.037 [s]



B-130

8602-10

NCAP Test #10 - 2001 Chevrolet Tracker

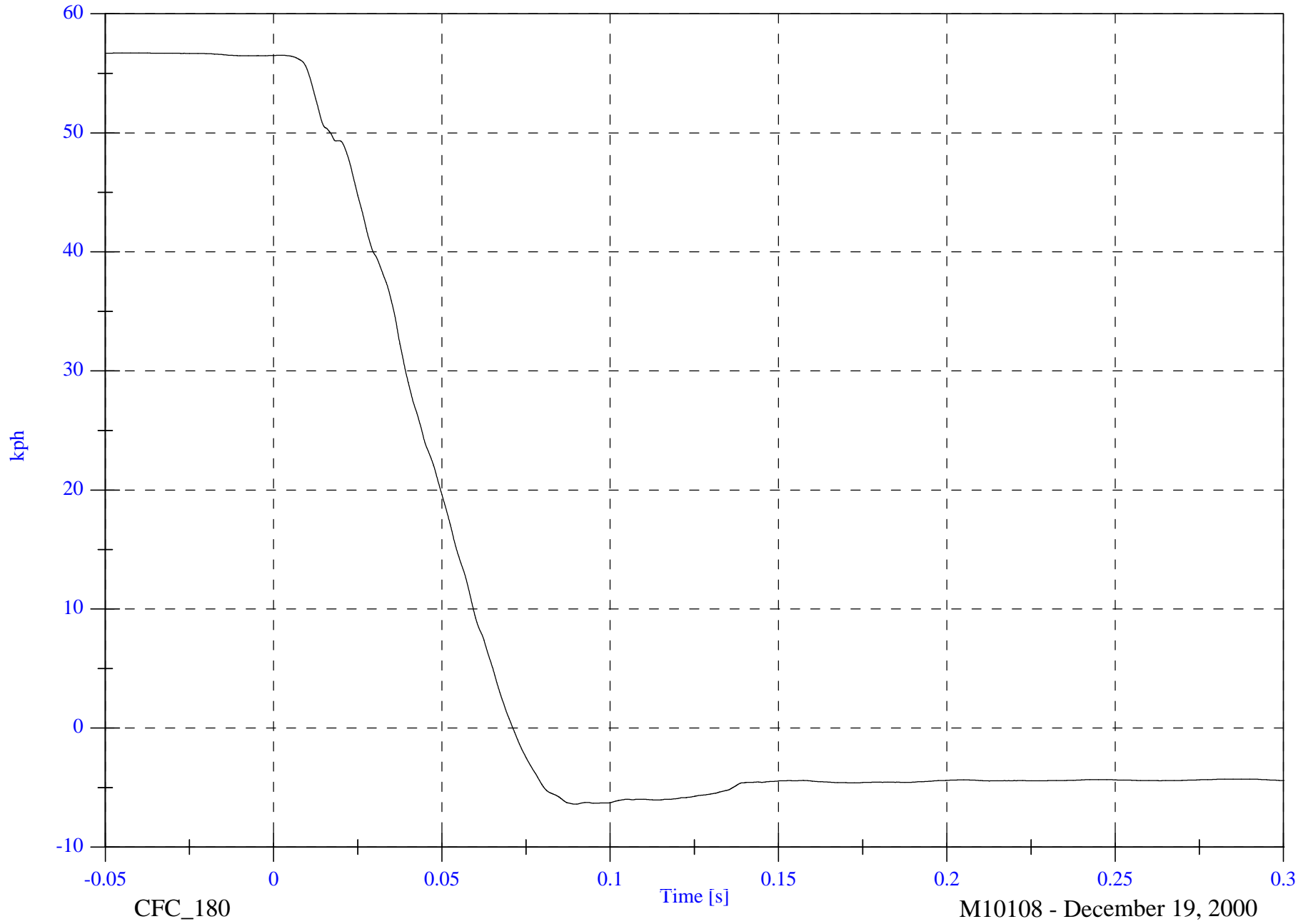
Max: 56.7 [kph] at -0.043 [s]

Right Rear Red #9x Velocity

Min: -6.4 [kph] at 0.090 [s]

B-131

8602-10

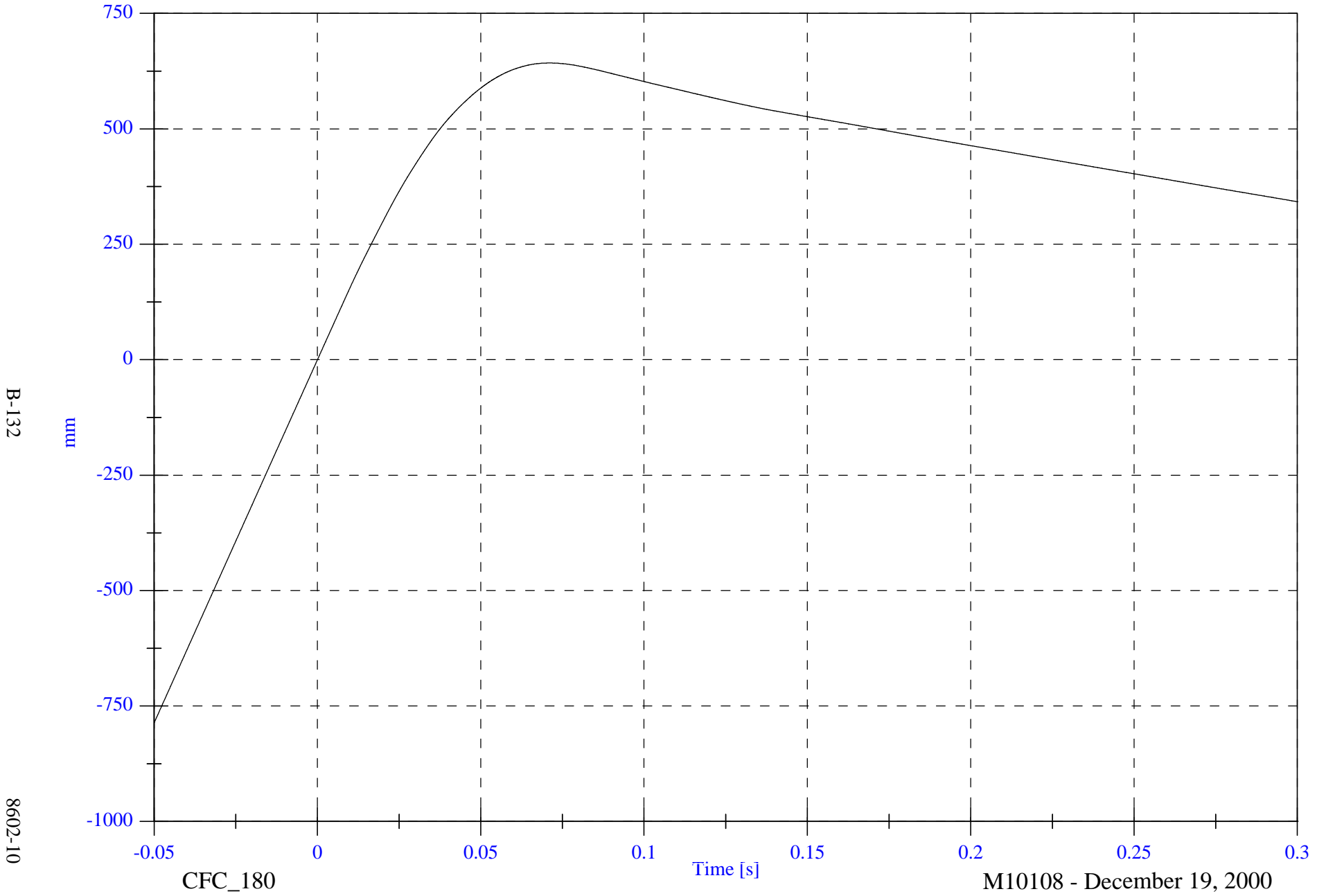


NCAP Test #10 - 2001 Chevrolet Tracker

Right Rear Red #9x Displacement

Max: 642.7 [mm] at 0.071 [s]

Min: -786.5 [mm] at -0.050 [s]



B-132

8602-10

CFC\_180

Time [s]

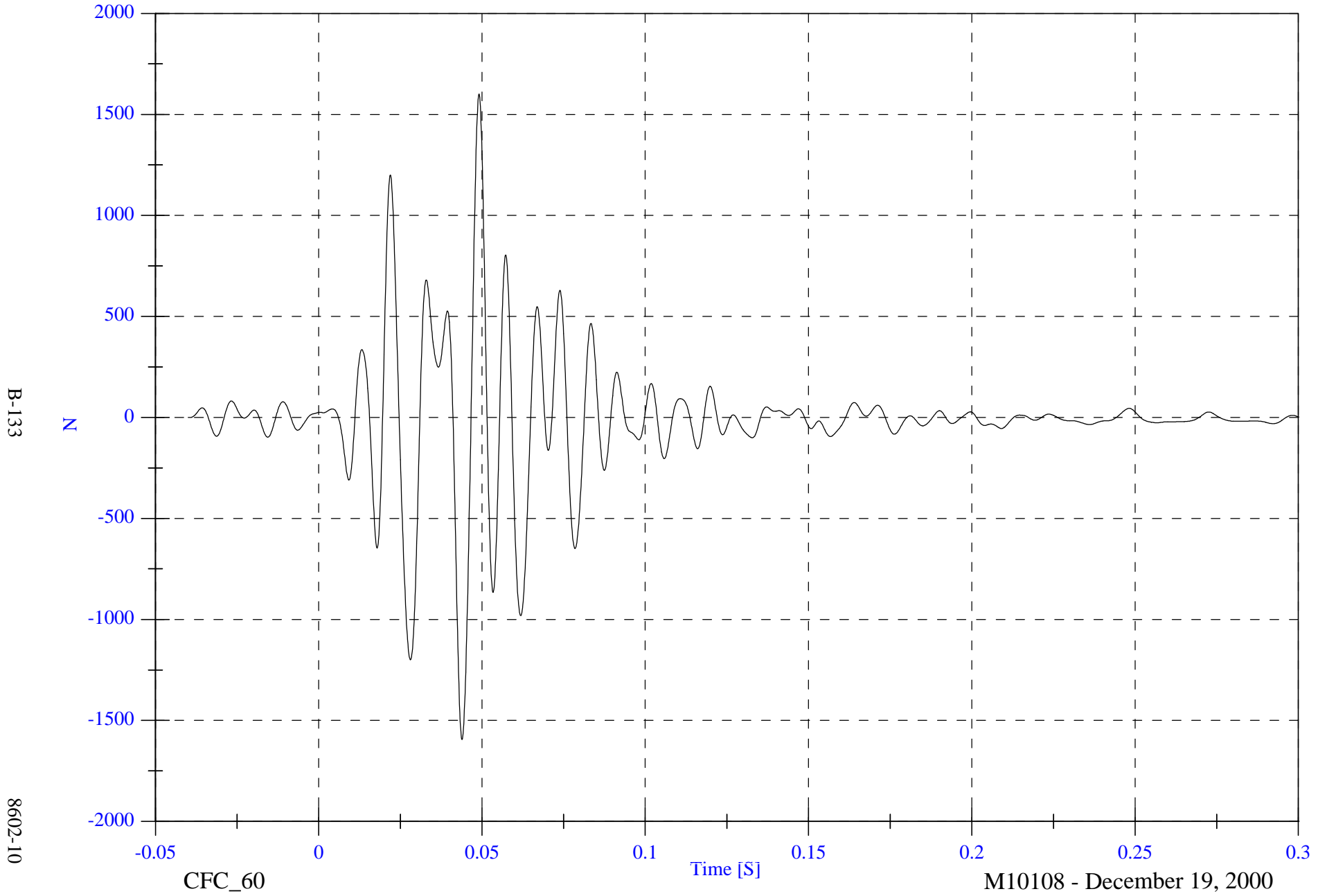
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A1 Fx

Max: 1601.0 [N] at 0.049 [S]

Min: -1595.1 [N] at 0.044 [S]

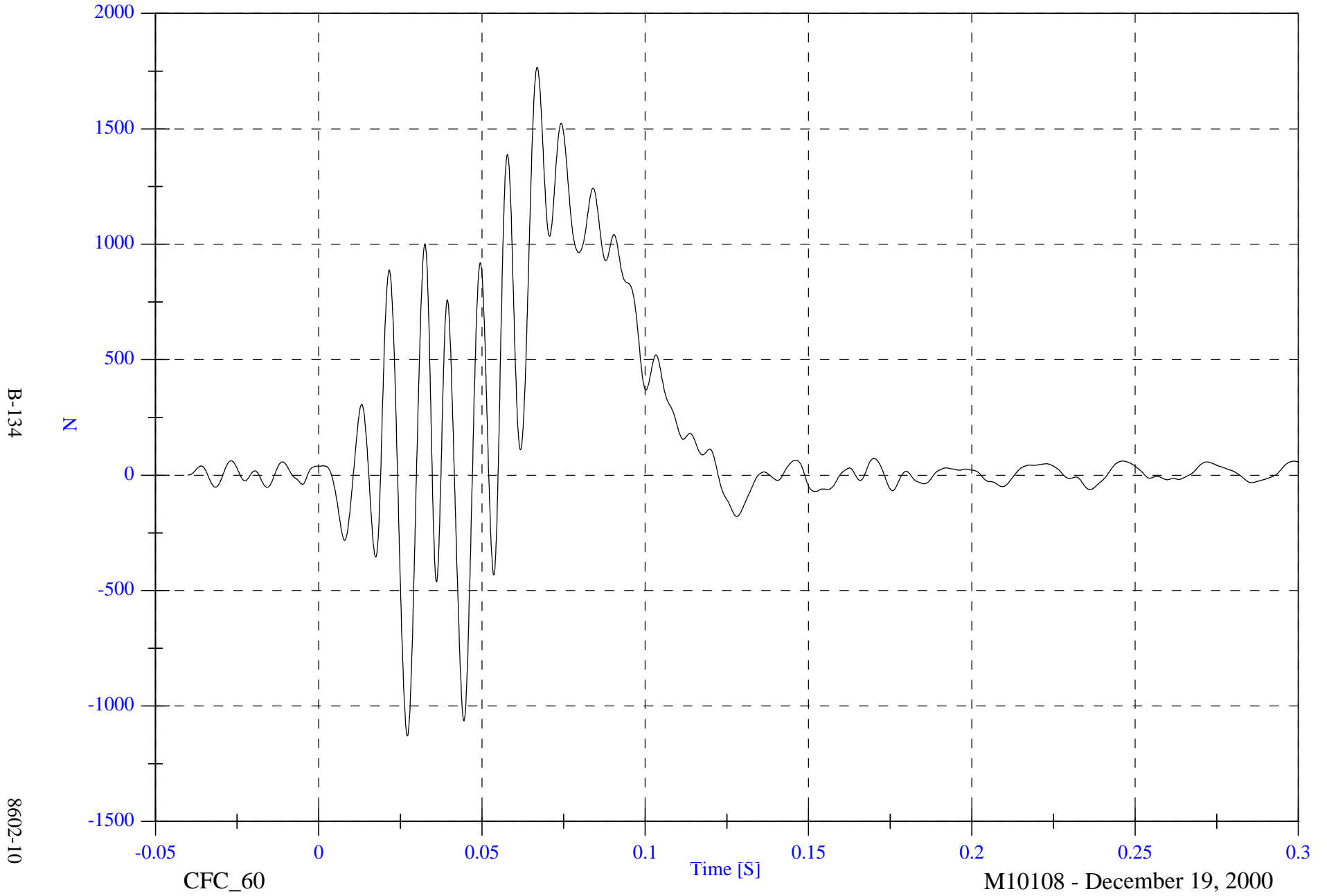


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A2 Fx

Max: 1766.3 [N] at 0.067 [S]

Min: -1130.0 [N] at 0.027 [S]



B-134

8602-10

CFC\_60

Time [S]

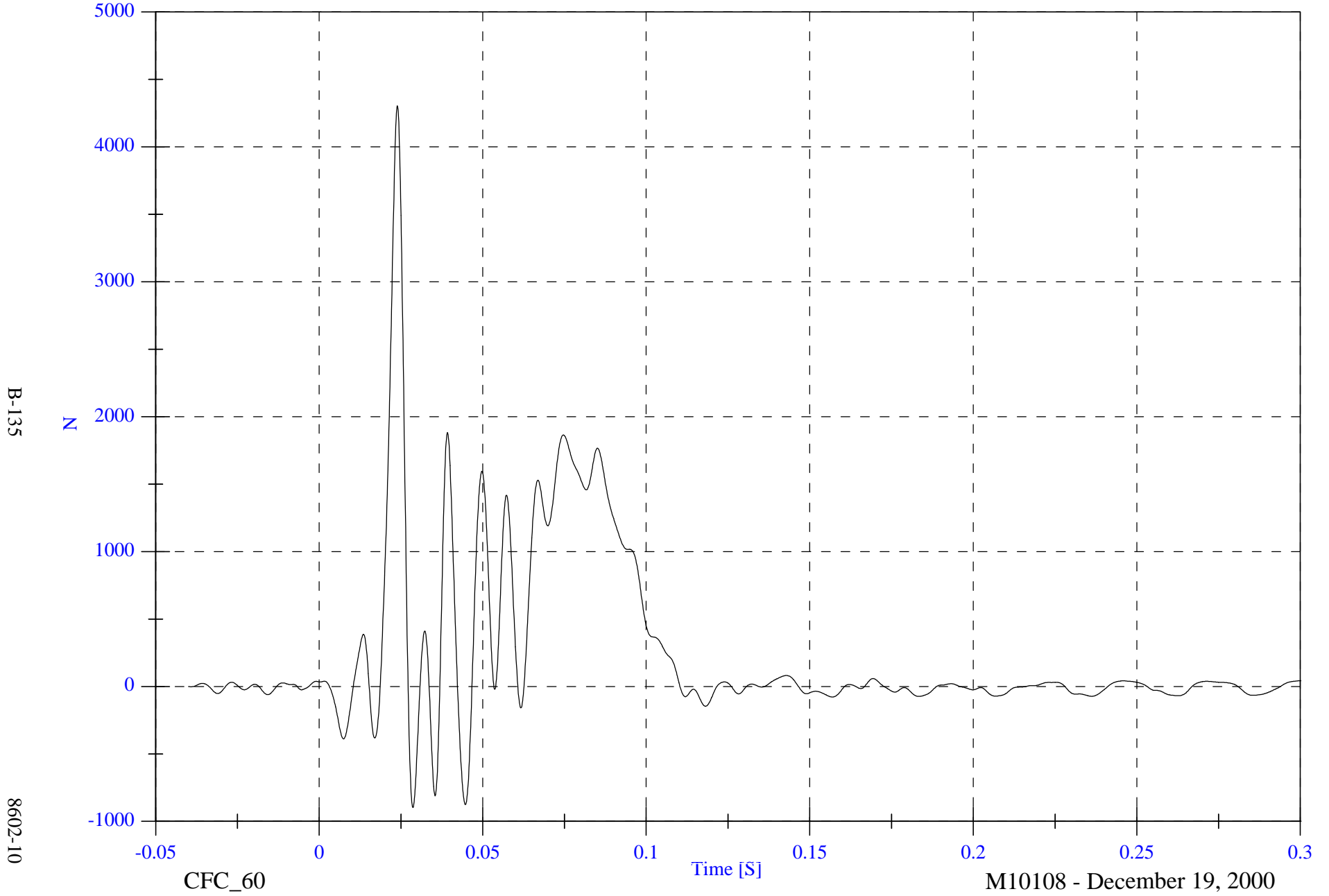
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A3 Fx

Max: 4305.0 [N] at 0.024 [S]

Min: -897.6 [N] at 0.029 [S]



B-135

8602-10

CFC\_60

Time [S]

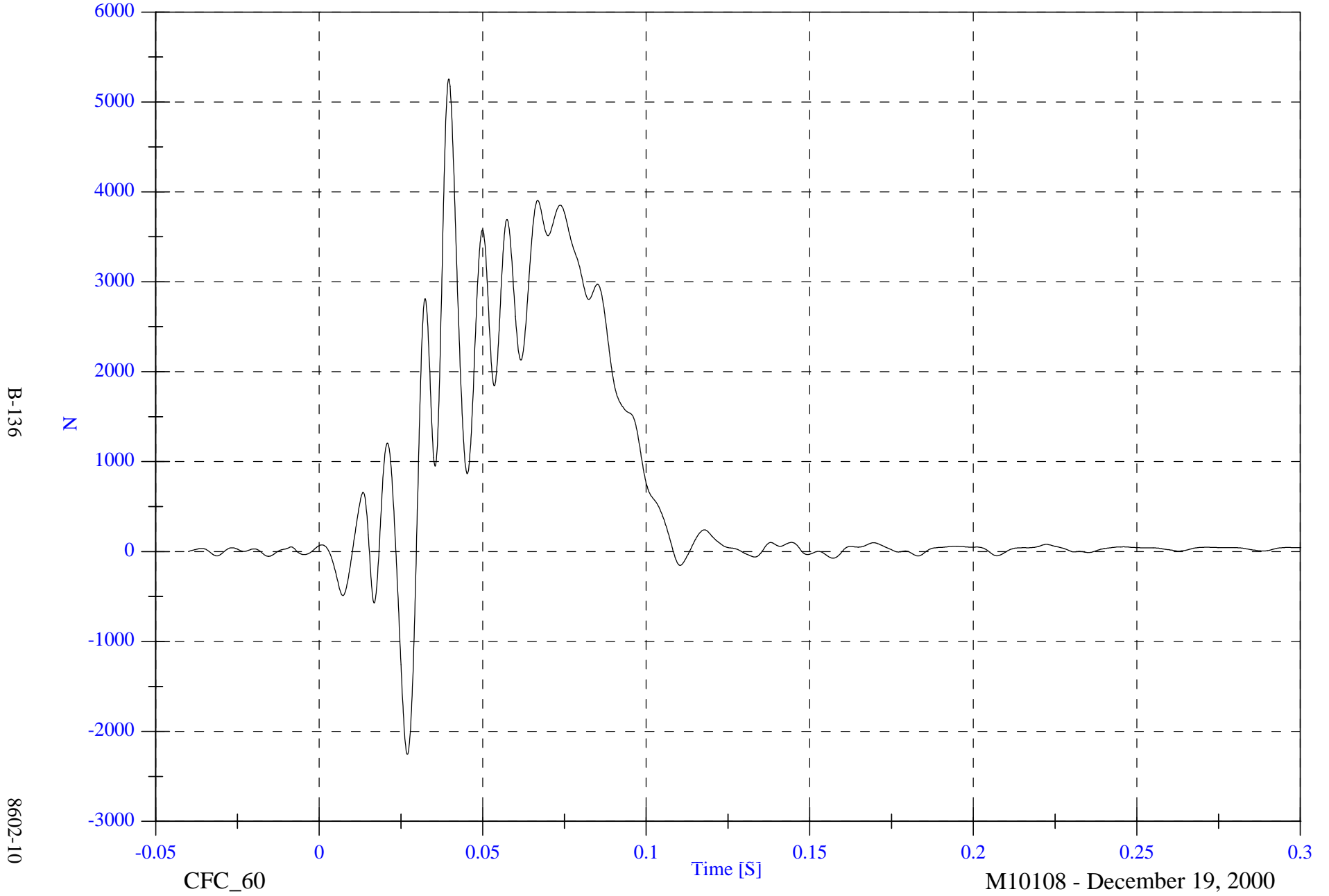
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A4 Fx

Max: 5256.6 [N] at 0.040 [S]

Min: -2255.7 [N] at 0.027 [S]



B-136

8602-10

CFC\_60

Time [S]

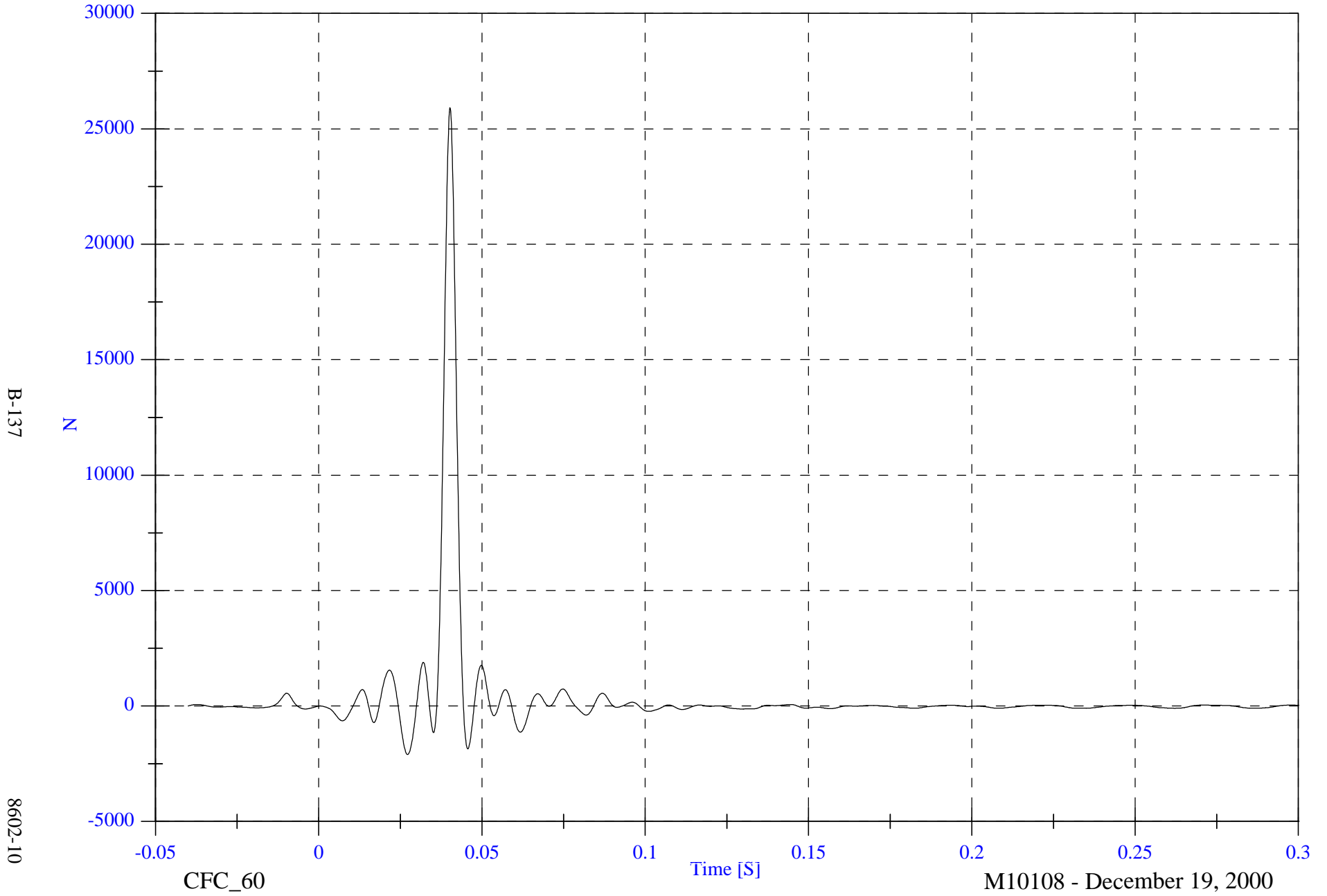
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A5 Fx

Max: 25917.6 [N] at 0.040 [S]

Min: -2104.2 [N] at 0.027 [S]

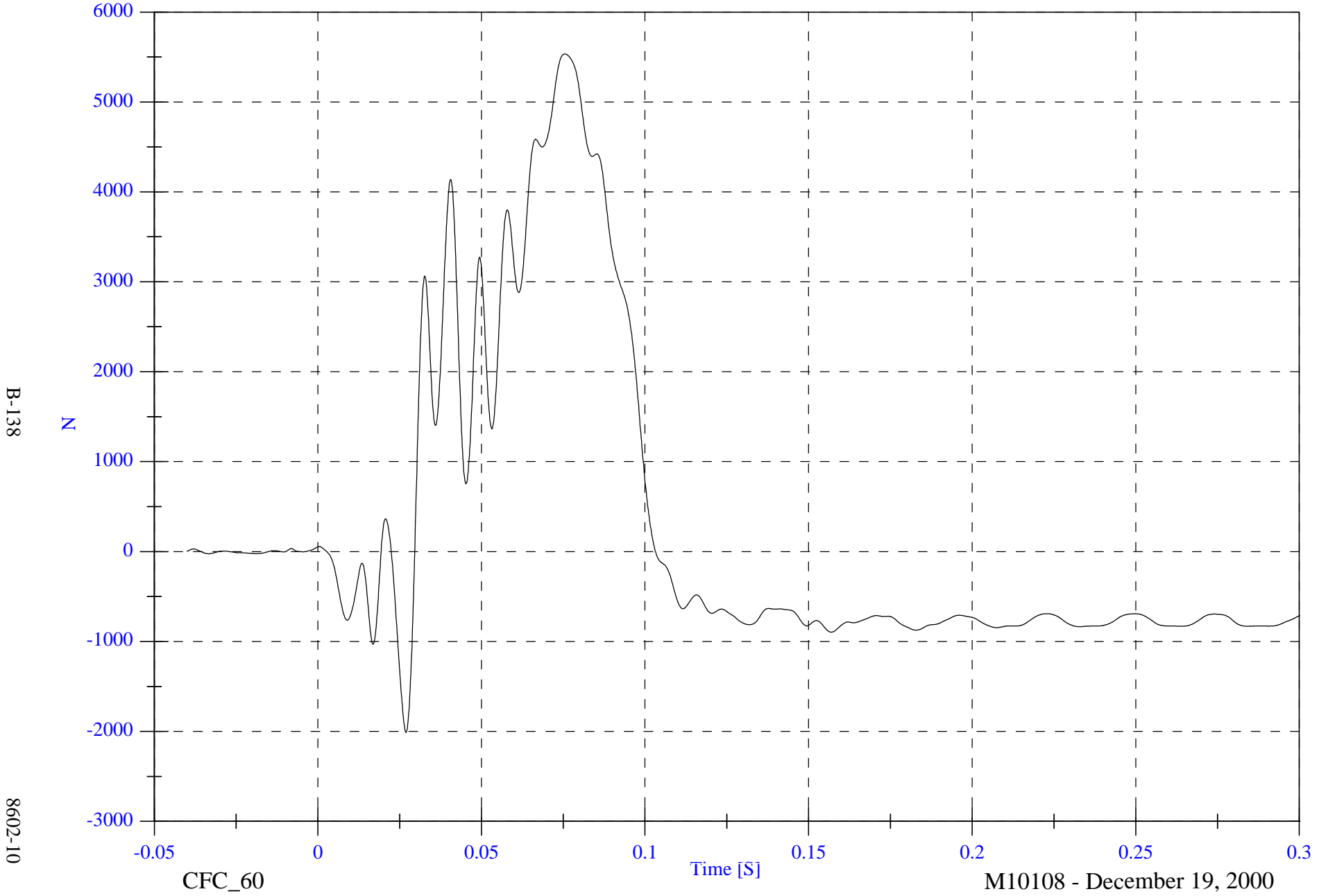


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A6 Fx

Max: 5533.1 [N] at 0.075 [S]

Min: -2011.2 [N] at 0.027 [S]



B-138

8602-10

CFC\_60

Time [S]

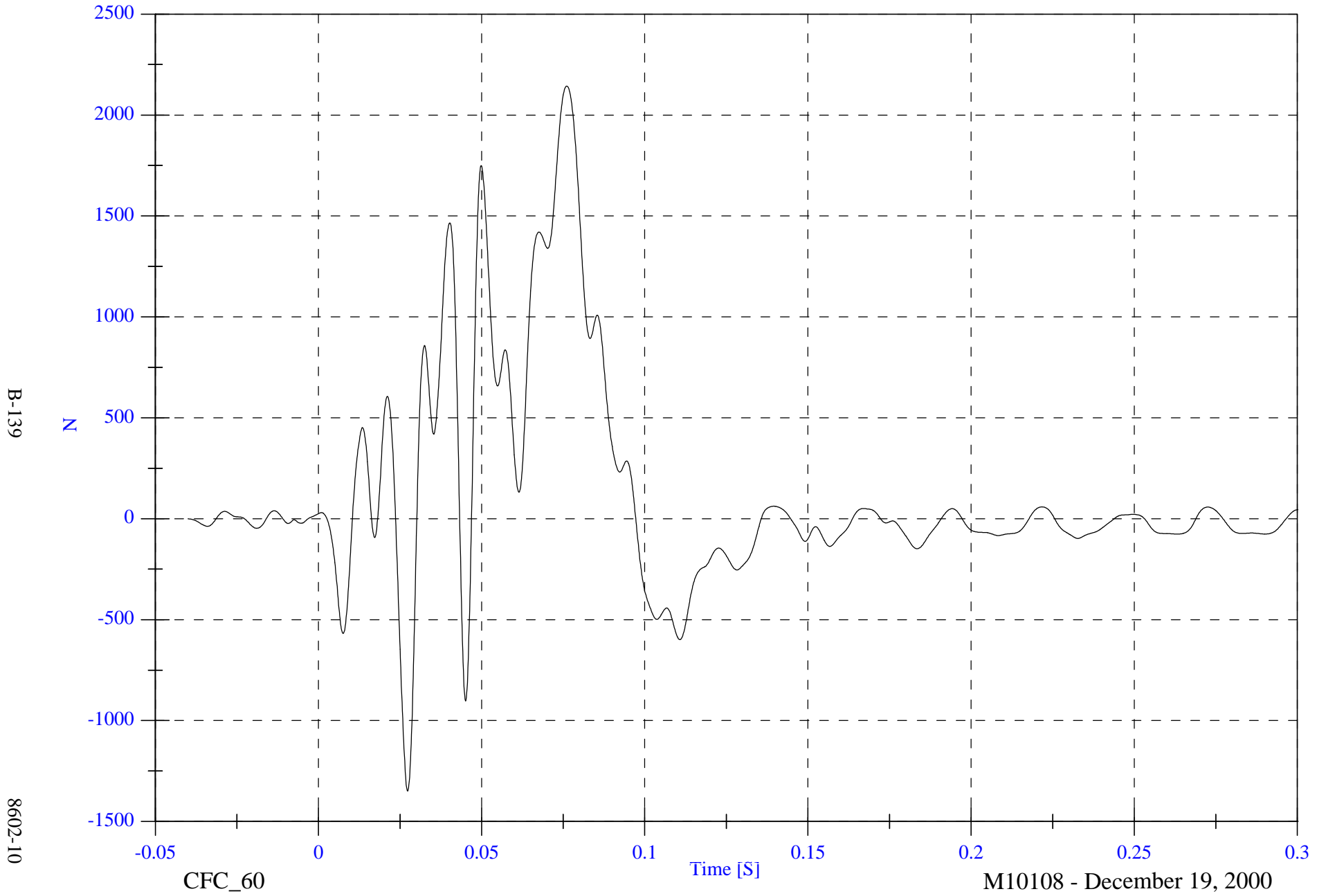
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A7 Fx

Max: 2143.3 [N] at 0.076 [S]

Min: -1350.1 [N] at 0.027 [S]

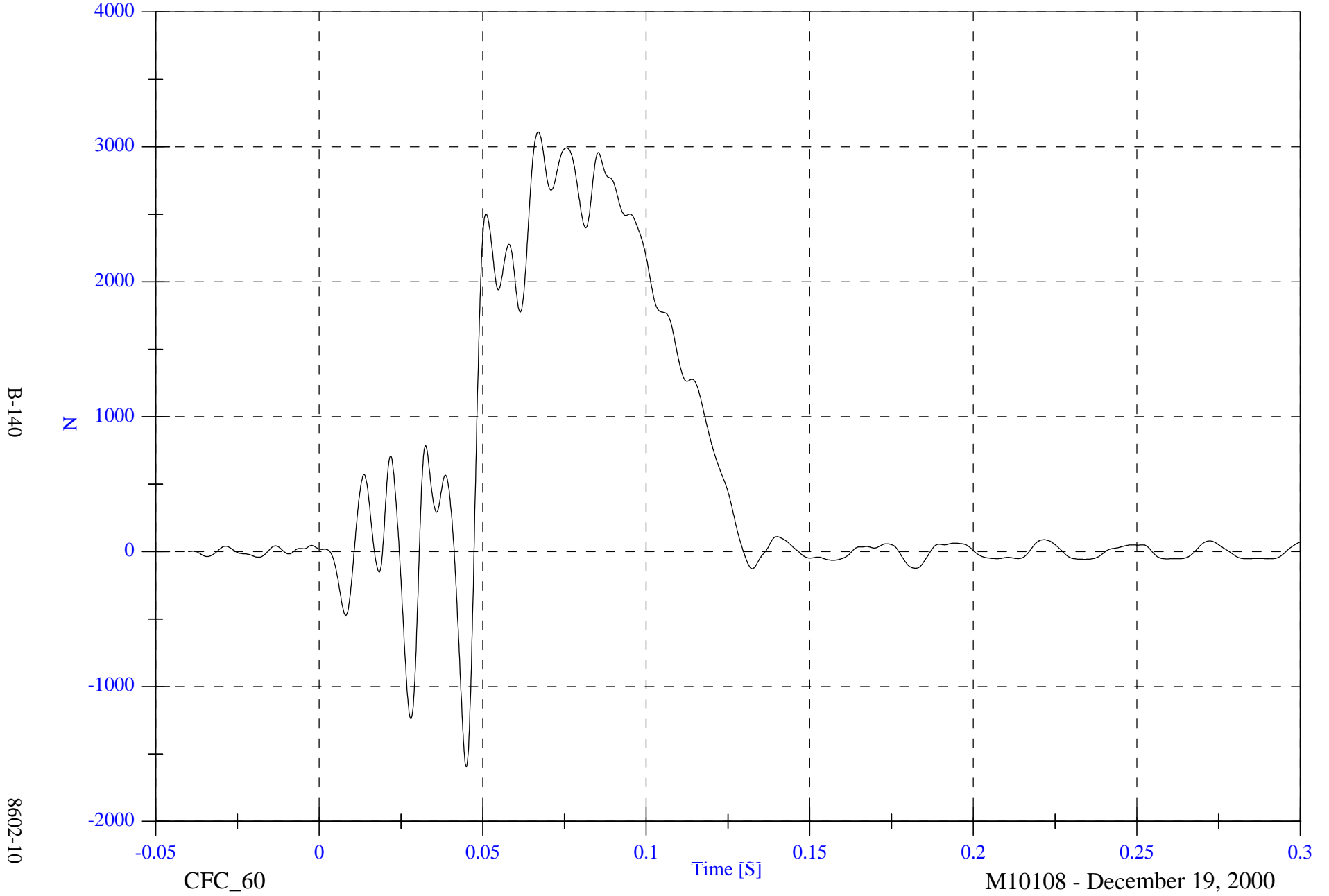


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A8 Fx

Max: 3111.1 [N] at 0.067 [S]

Min: -1595.5 [N] at 0.045 [S]



B-140

8602-10

CFC\_60

Time [S]

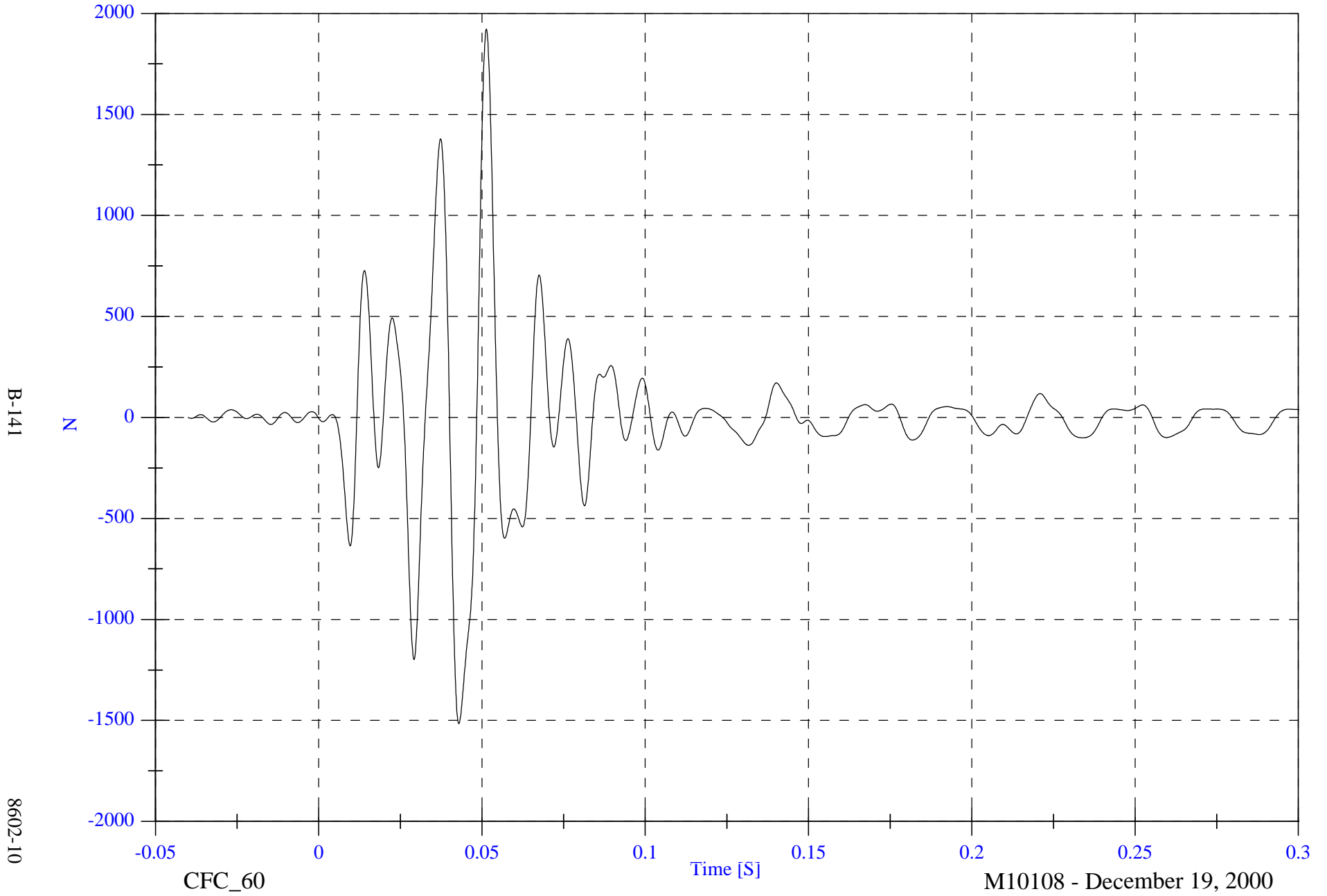
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell A9 Fx

Max: 1922.5 [N] at 0.051 [S]

Min: -1516.6 [N] at 0.043 [S]



B-141

8602-10

CFC\_60

Time [S]

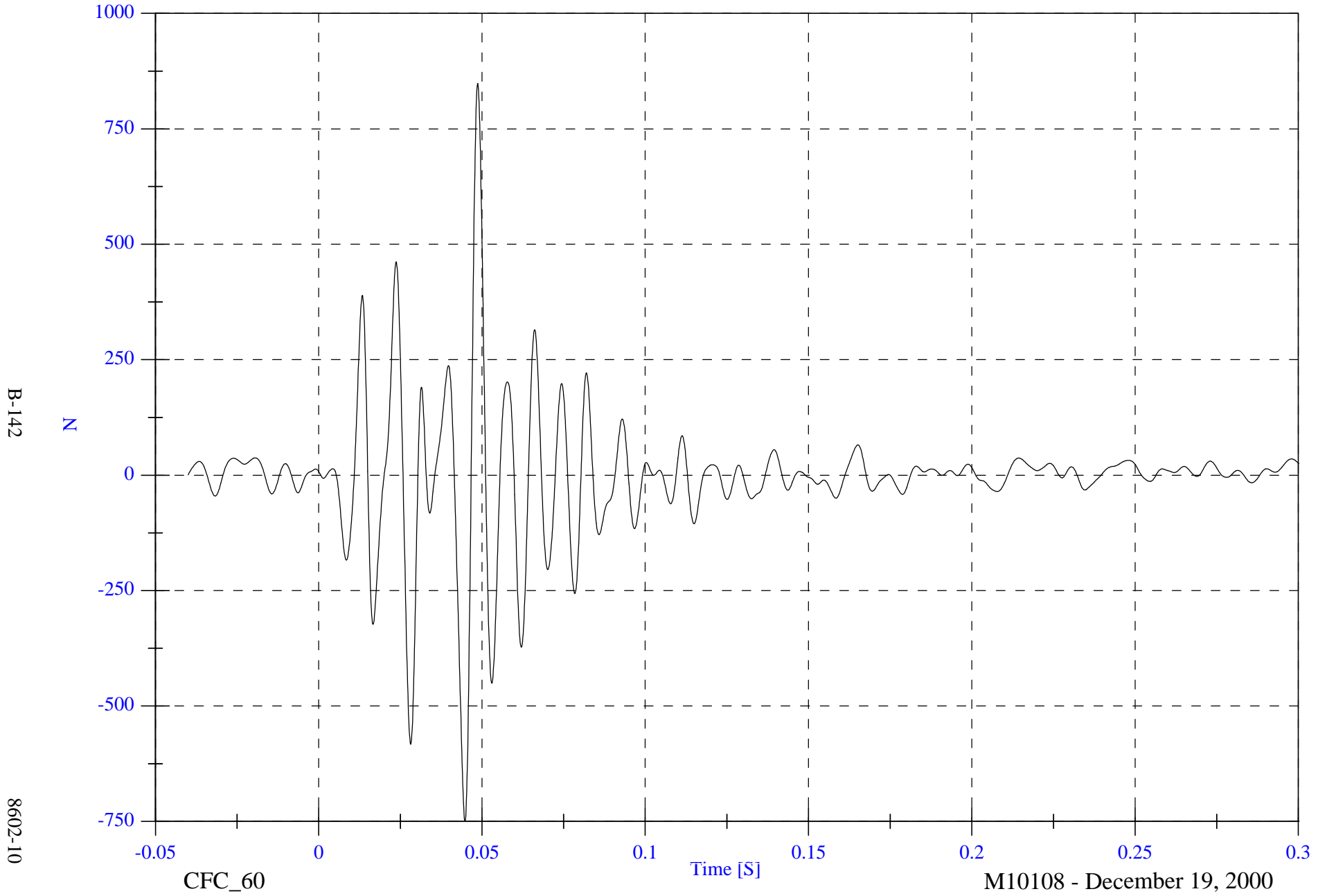
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B1 Fx

Max: 848.7 [N] at 0.049 [S]

Min: -749.9 [N] at 0.045 [S]

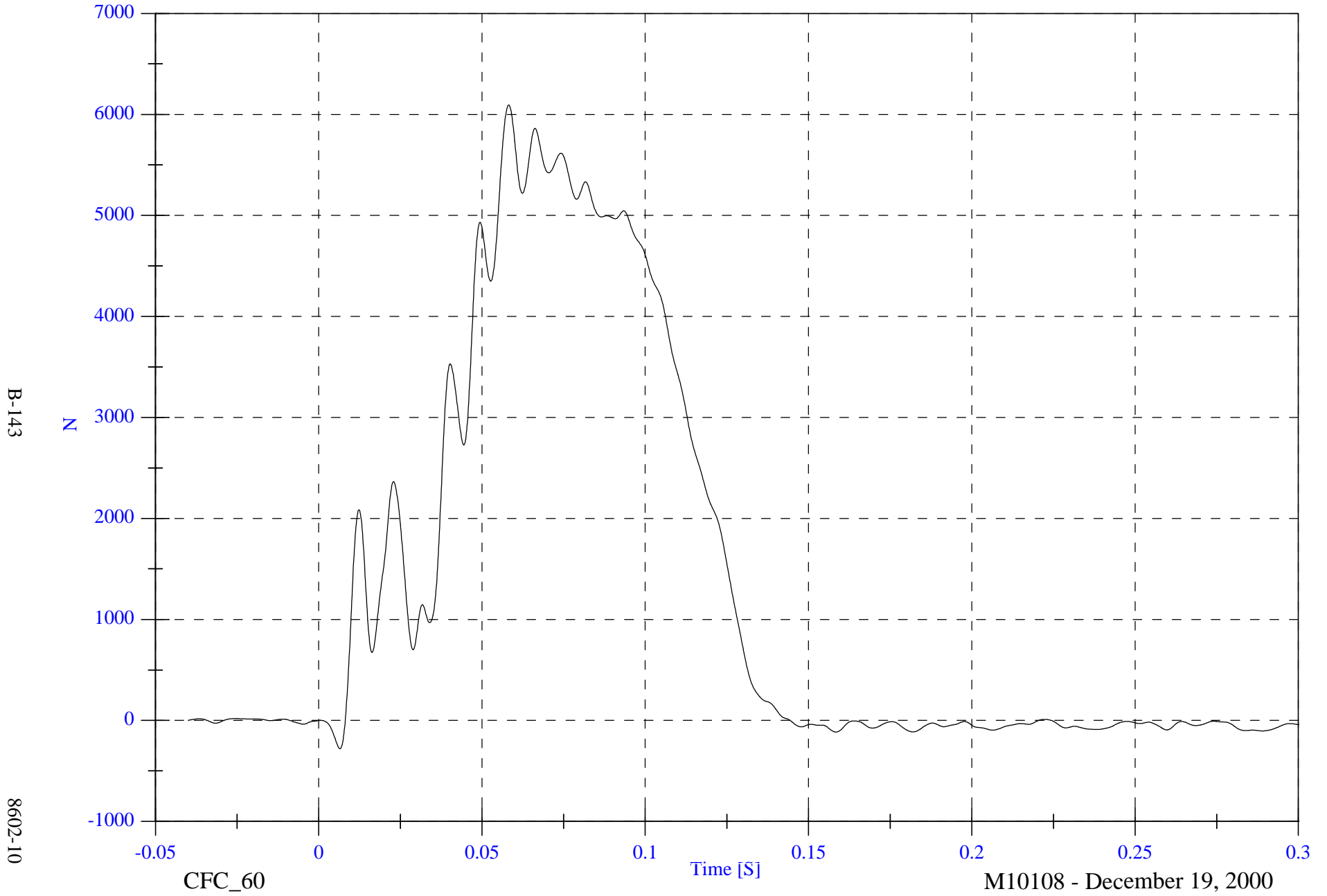


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B2 Fx

Max: 6092.5 [N] at 0.058 [S]

Min: -280.0 [N] at 0.006 [S]



B-143

8602-10

CFC\_60

Time [S]

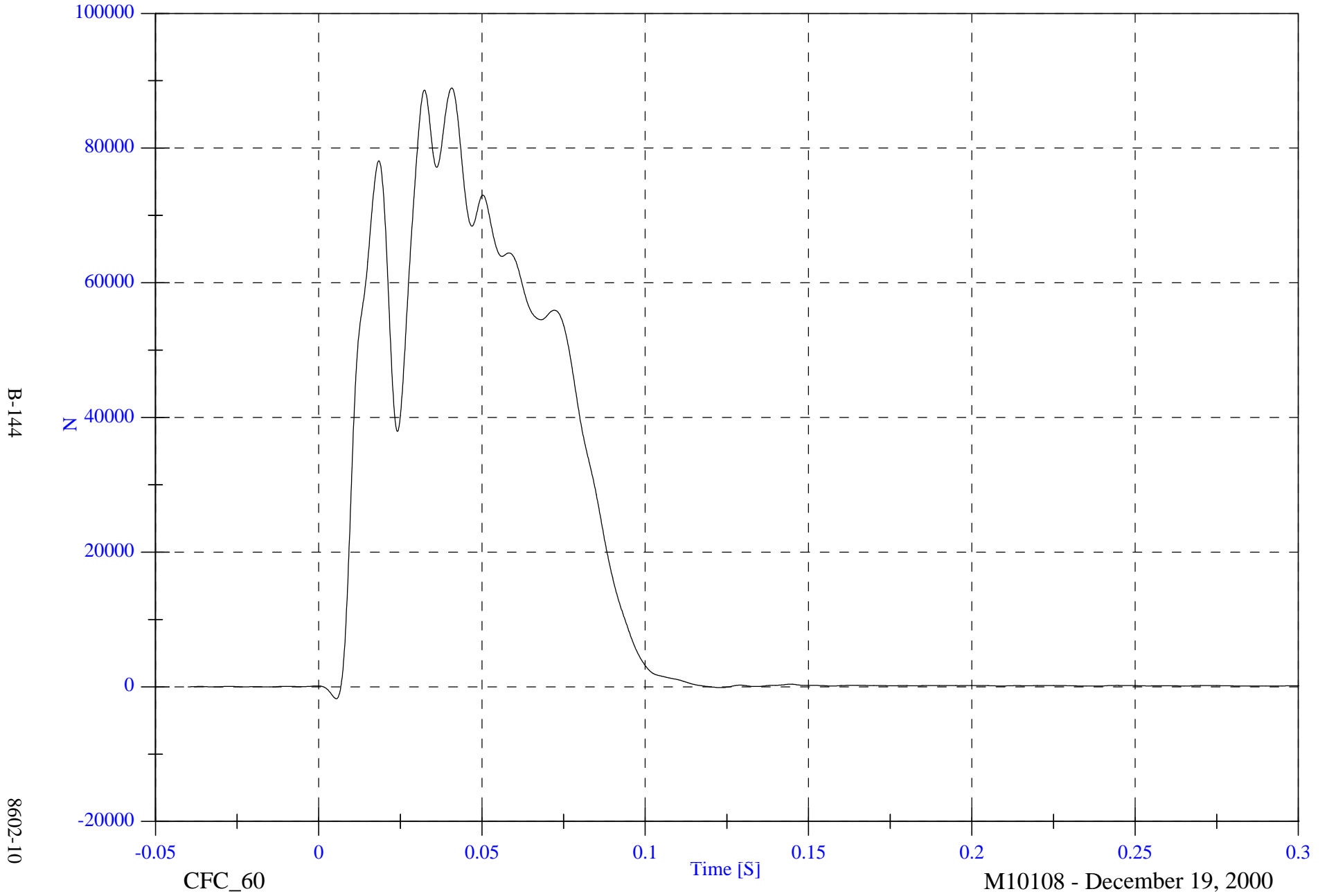
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B3 Fx

Max: 88935.5 [N] at 0.041 [S]

Min: -1774.1 [N] at 0.005 [S]



B-144

8602-10

CFC\_60

Time [S]

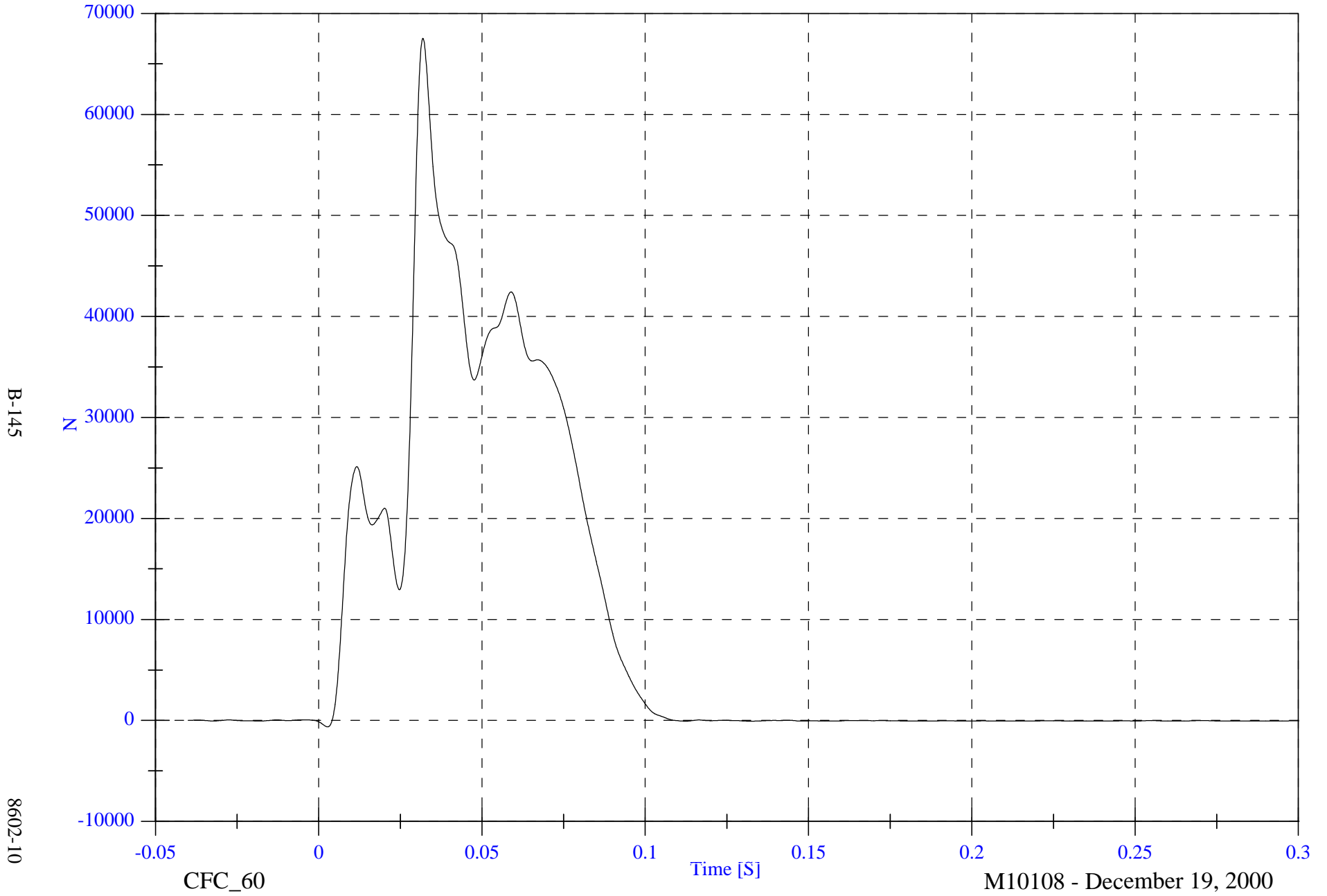
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B4 Fx

Max: 67540.0 [N] at 0.032 [S]

Min: -634.7 [N] at 0.003 [S]



B-145

8602-10

CFC\_60

Time [S]

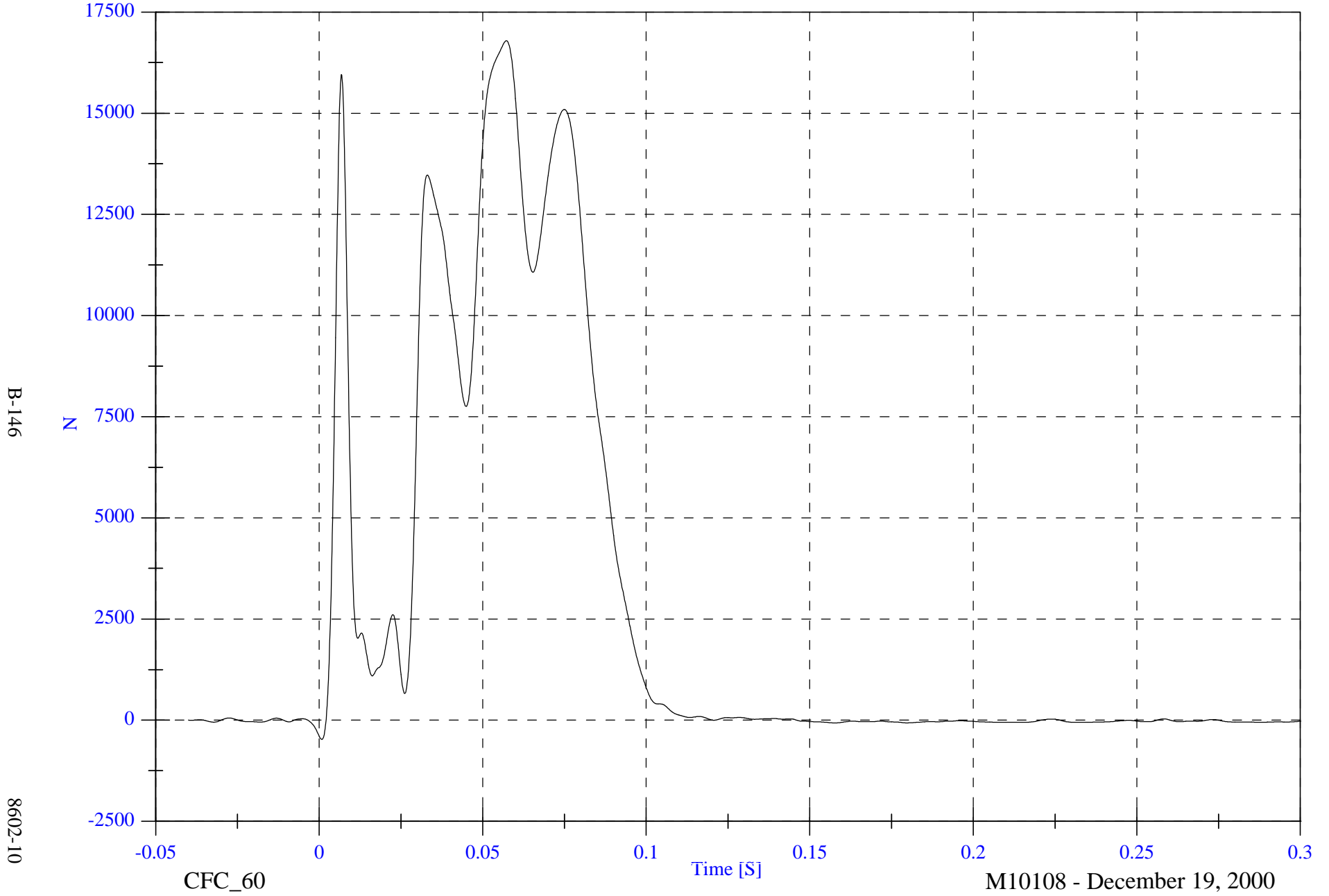
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B5 Fx

Max: 16790.1 [N] at 0.057 [S]

Min: -478.0 [N] at 0.001 [S]

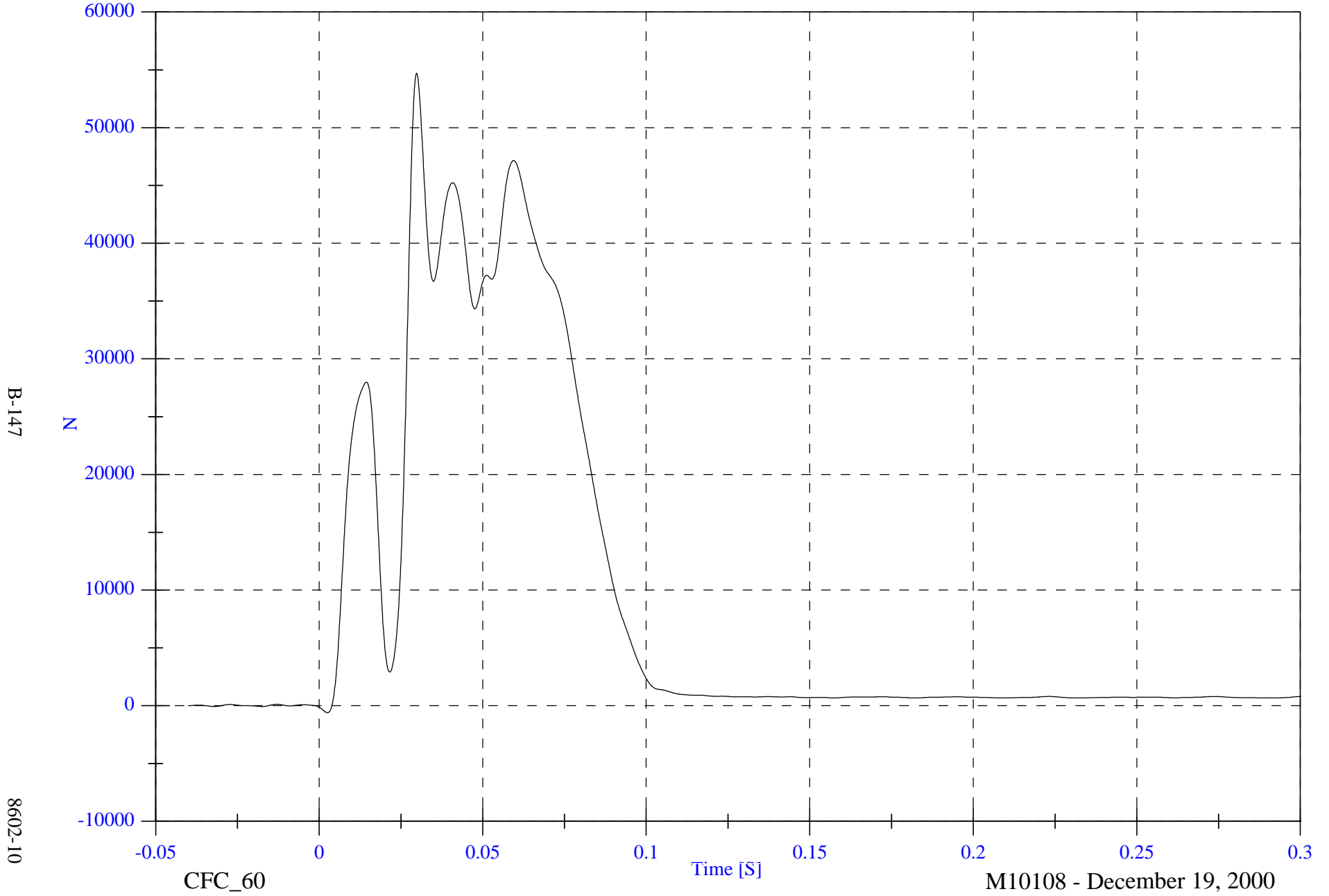


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B6 Fx

Max: 54709.4 [N] at 0.030 [S]

Min: -605.2 [N] at 0.002 [S]



B-147

8602-10

CFC\_60

Time [S]

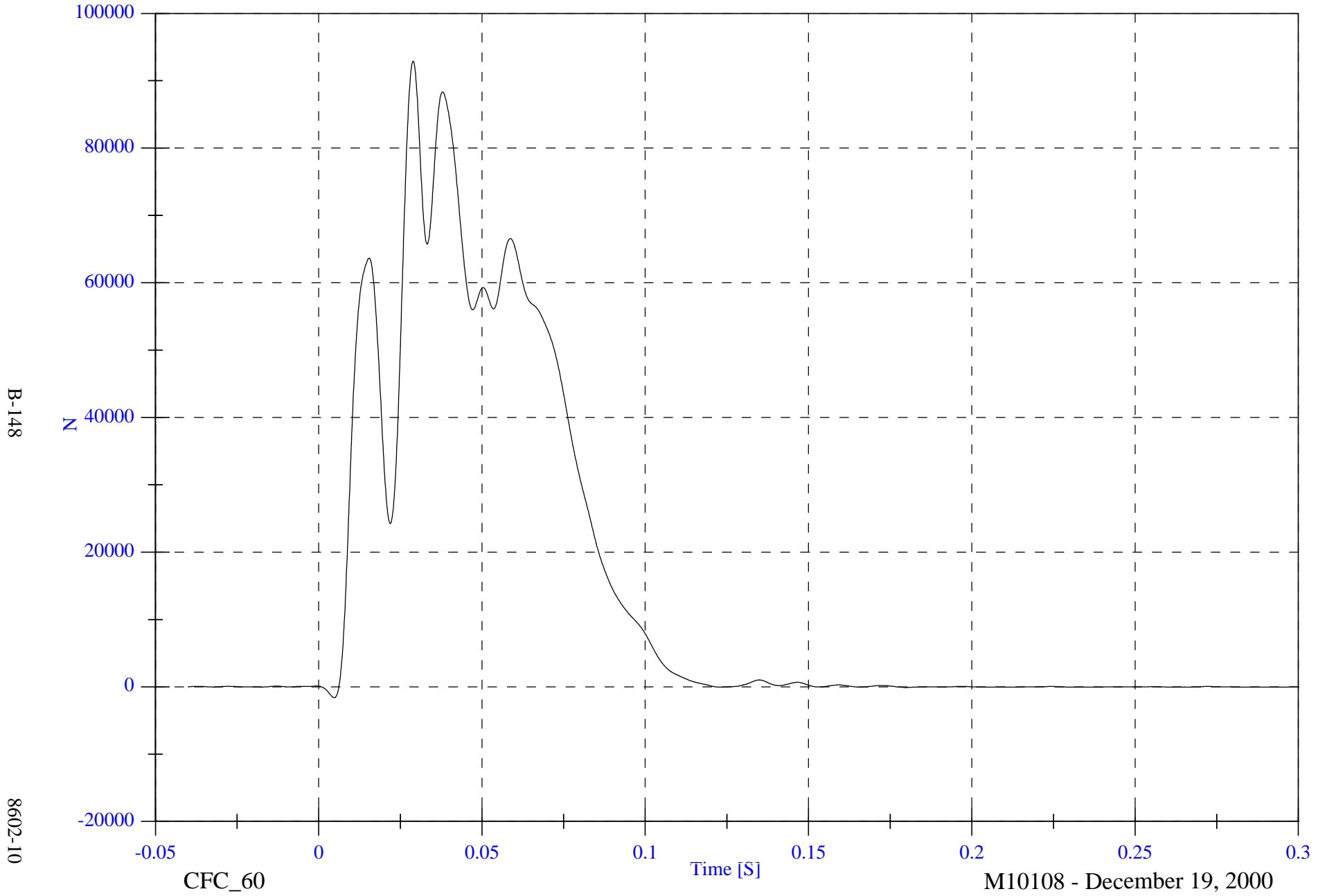
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B7 Fx

Max: 92920.4 [N] at 0.029 [S]

Min: -1624.5 [N] at 0.005 [S]



B-148

8602-10

CFC\_60

Time [S]

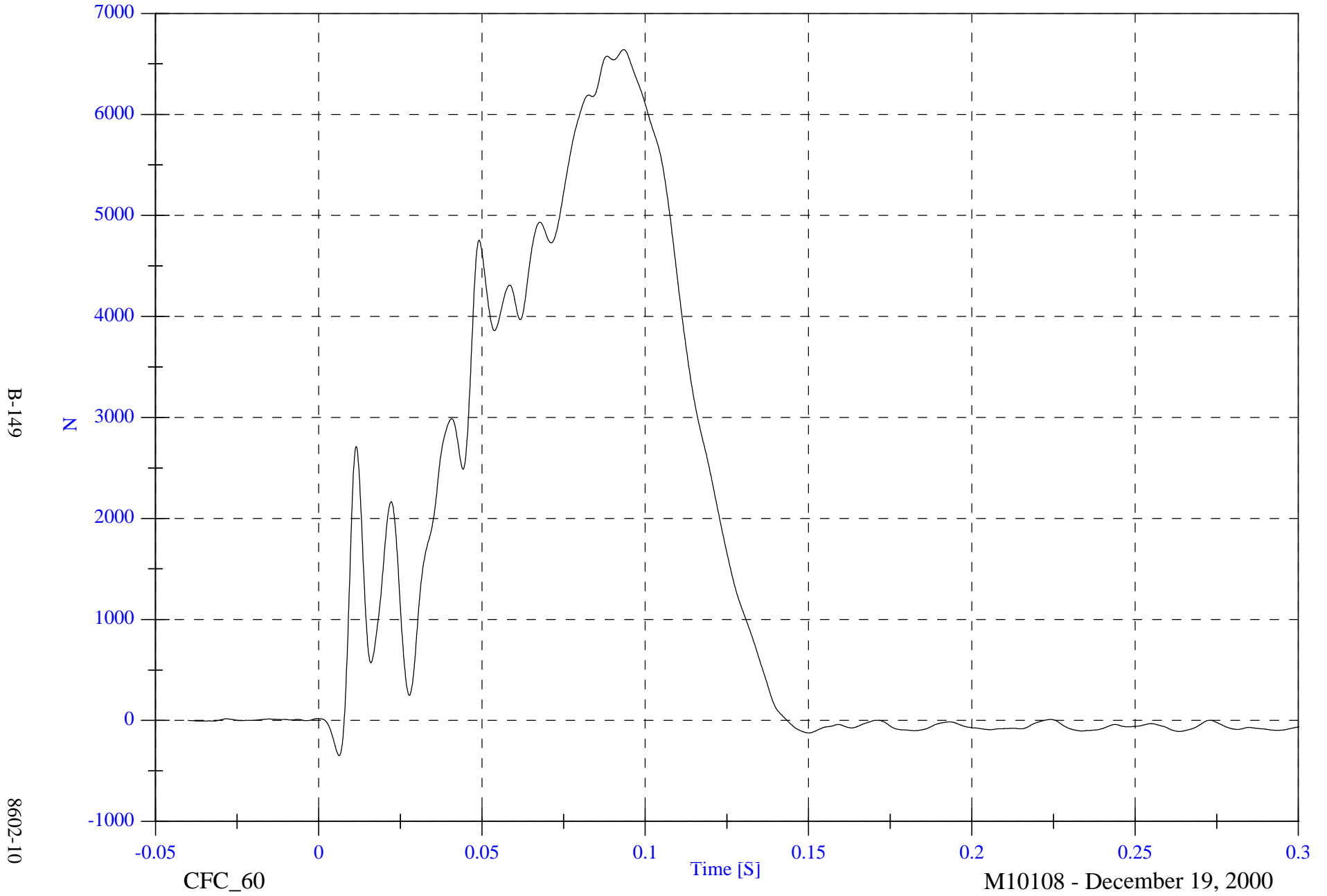
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B8 Fx

Max: 6642.3 [N] at 0.093 [S]

Min: -348.3 [N] at 0.006 [S]



B-149

8602-10

CFC\_60

Time [S]

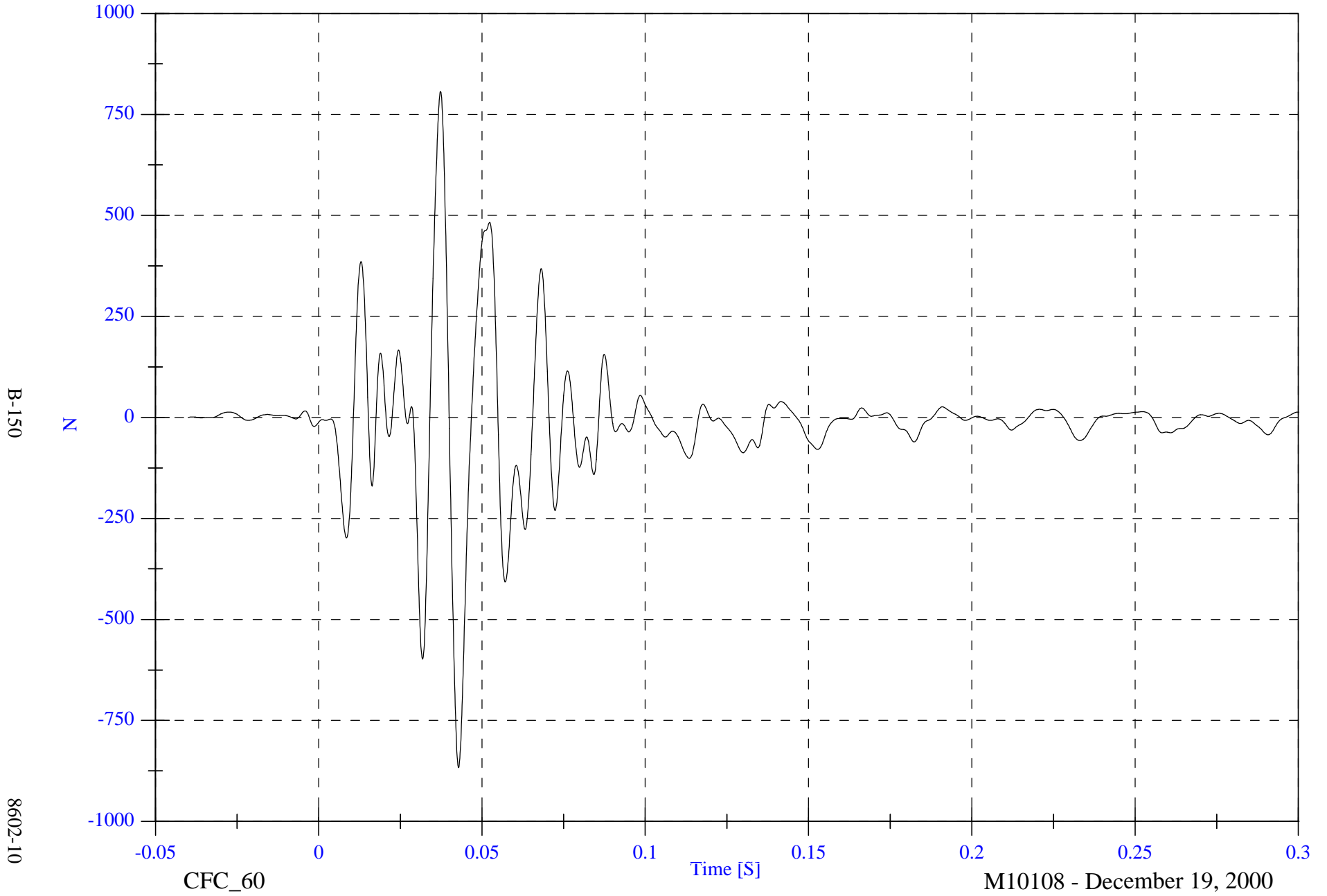
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell B9 Fx

Max: 806.7 [N] at 0.037 [S]

Min: -867.1 [N] at 0.043 [S]

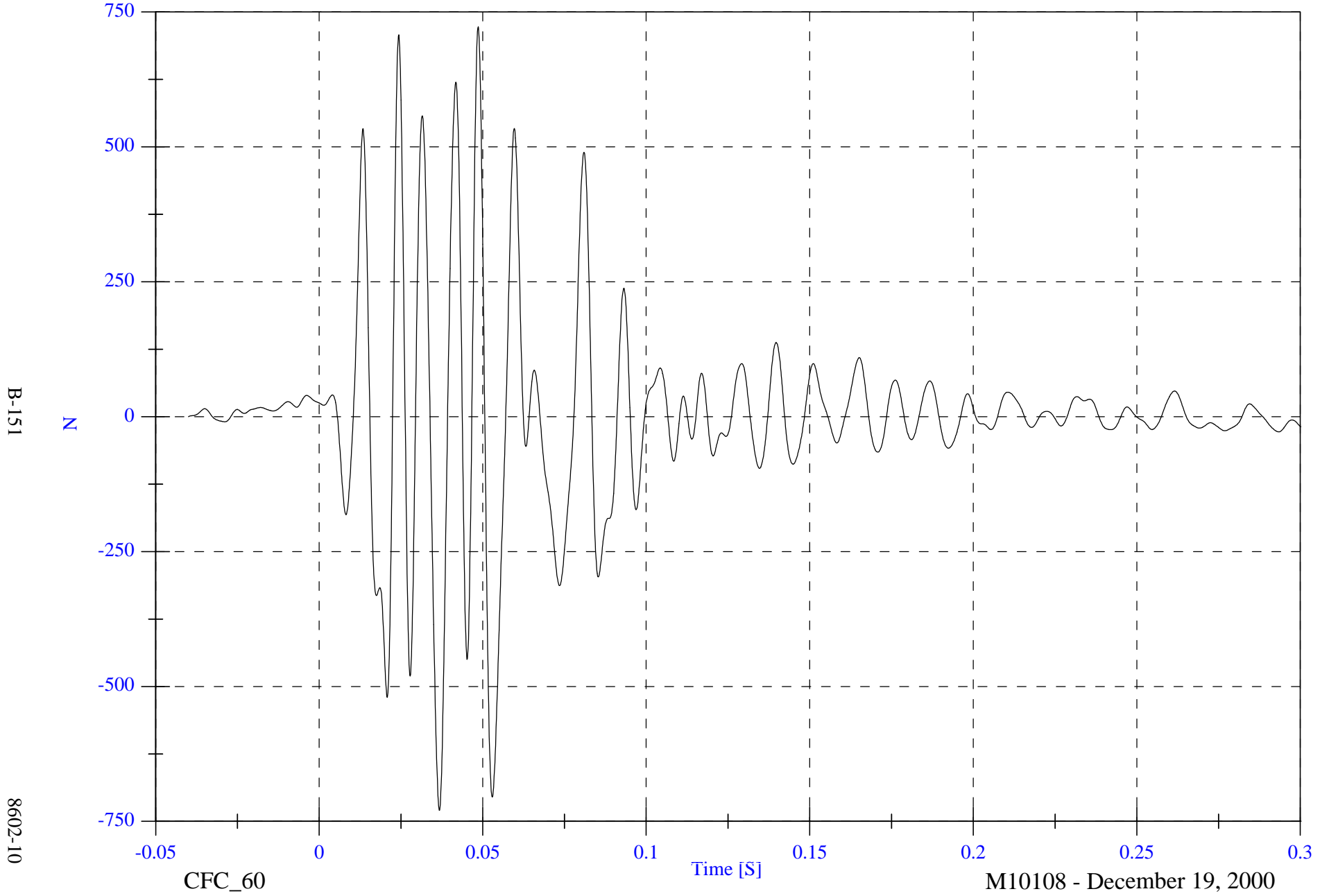


NCAP Test 10 - 2001 Chevrolet Tracker

Max: 722.9 [N] at 0.049 [S]

Barrier Load Cell C1 Fx

Min: -729.7 [N] at 0.037 [S]



B-151

8602-10

CFC\_60

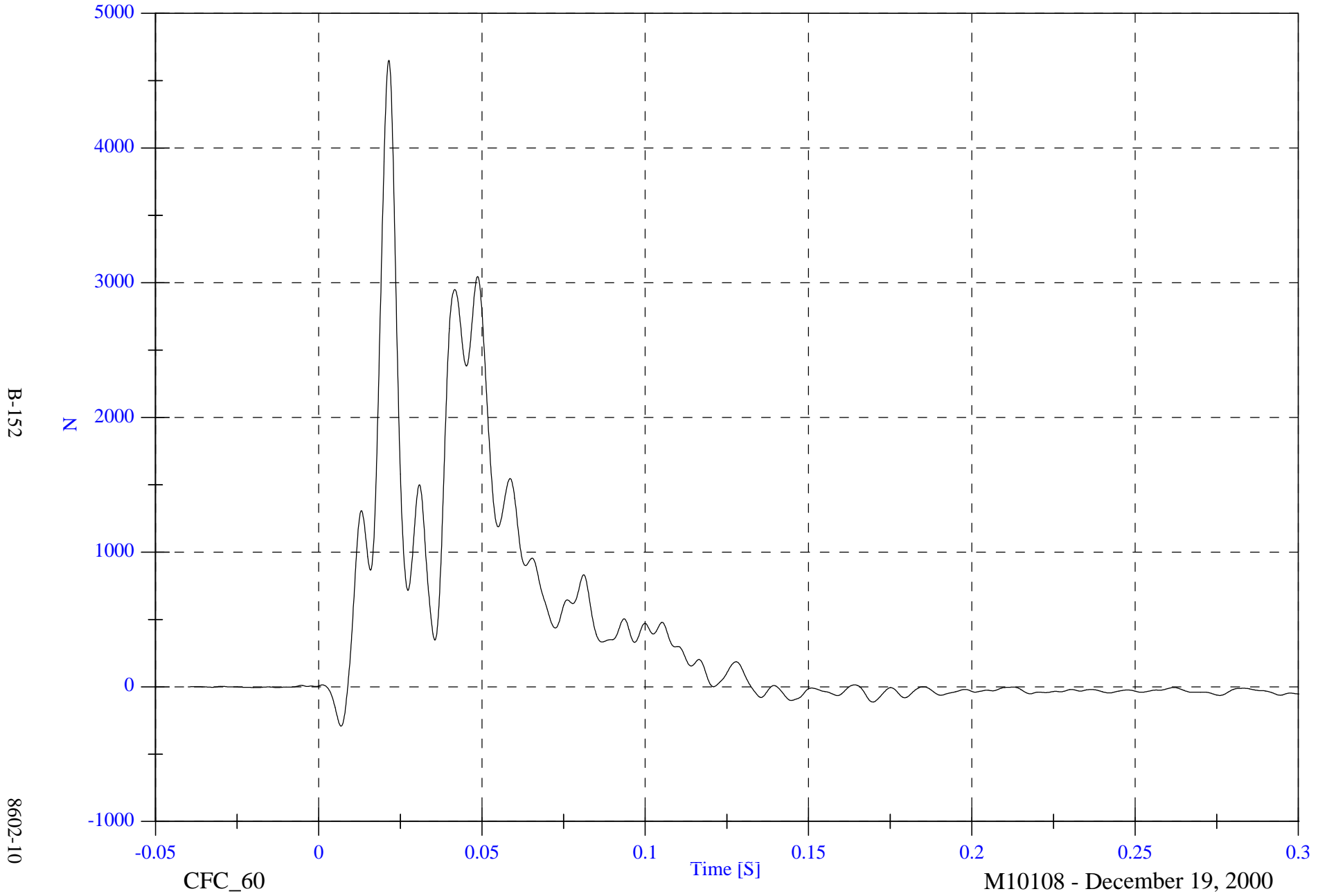
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C2 Fx

Max: 4652.2 [N] at 0.021 [S]

Min: -292.4 [N] at 0.007 [S]



B-152

8602-10

CFC\_60

Time [S]

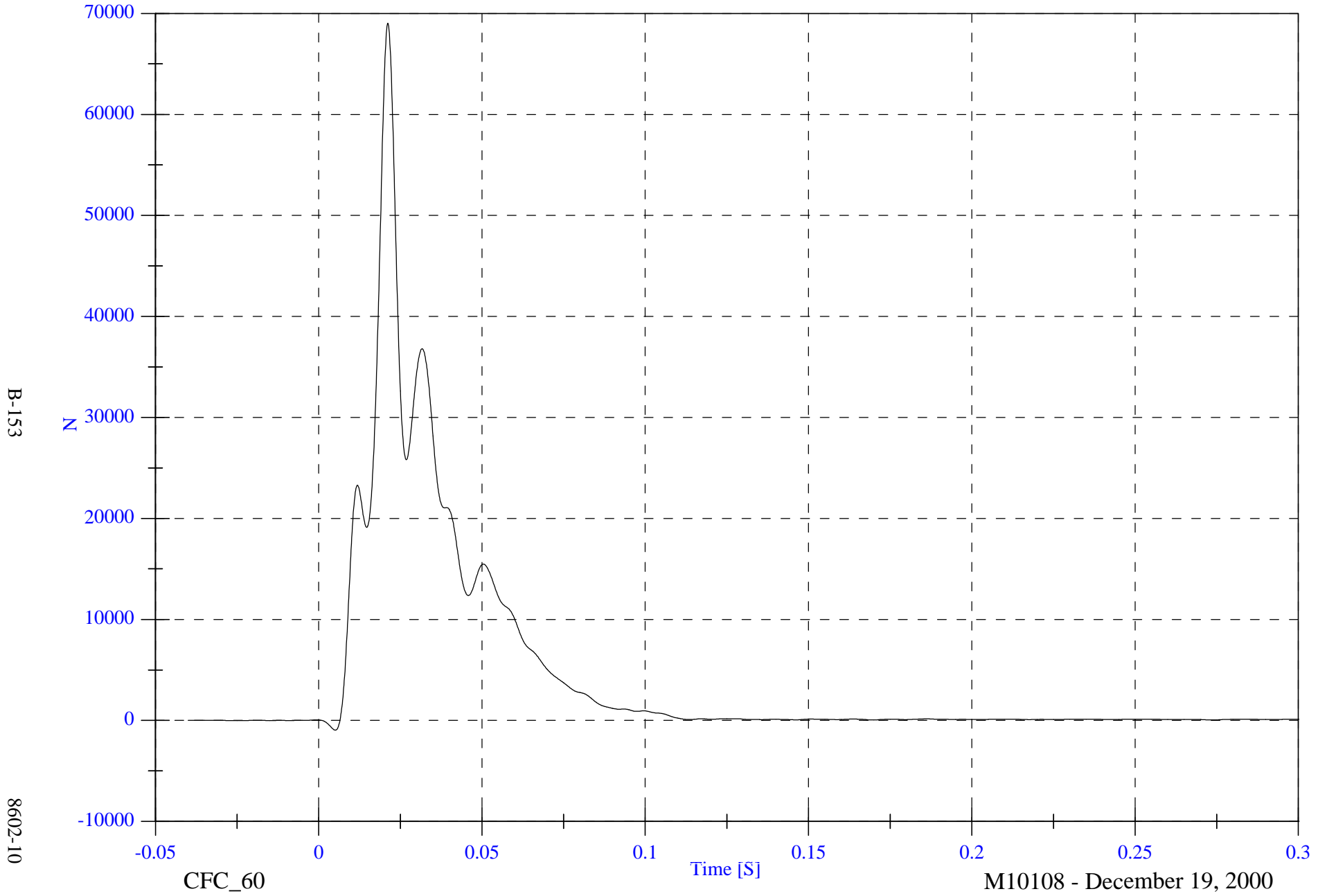
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C3 Fx

Max: 69018.7 [N] at 0.021 [S]

Min: -965.7 [N] at 0.005 [S]



B-153

8602-10

CFC\_60

Time [S]

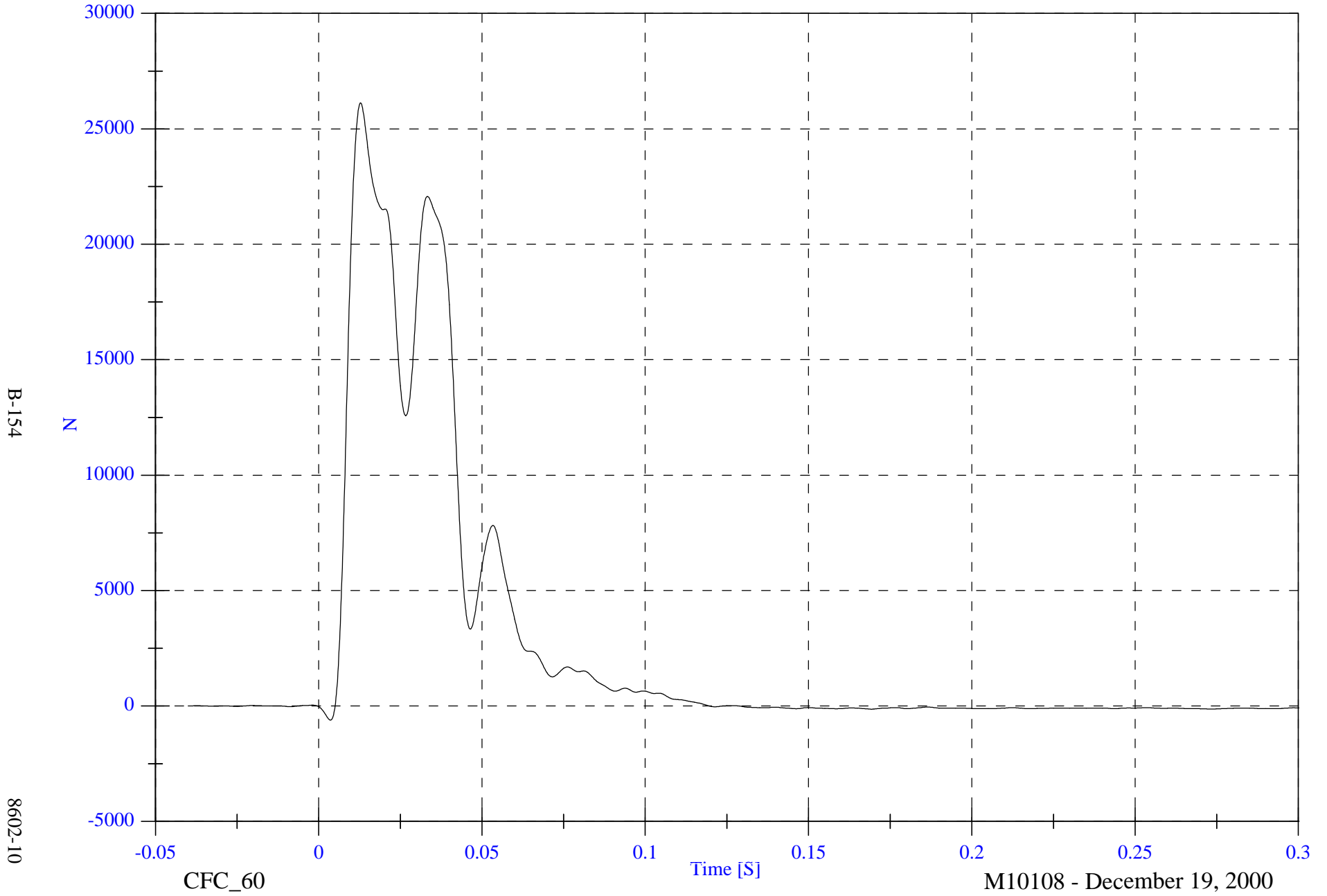
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C4 Fx

Max: 26125.0 [N] at 0.013 [S]

Min: -614.2 [N] at 0.004 [S]



B-154

8602-10

CFC\_60

Time [S]

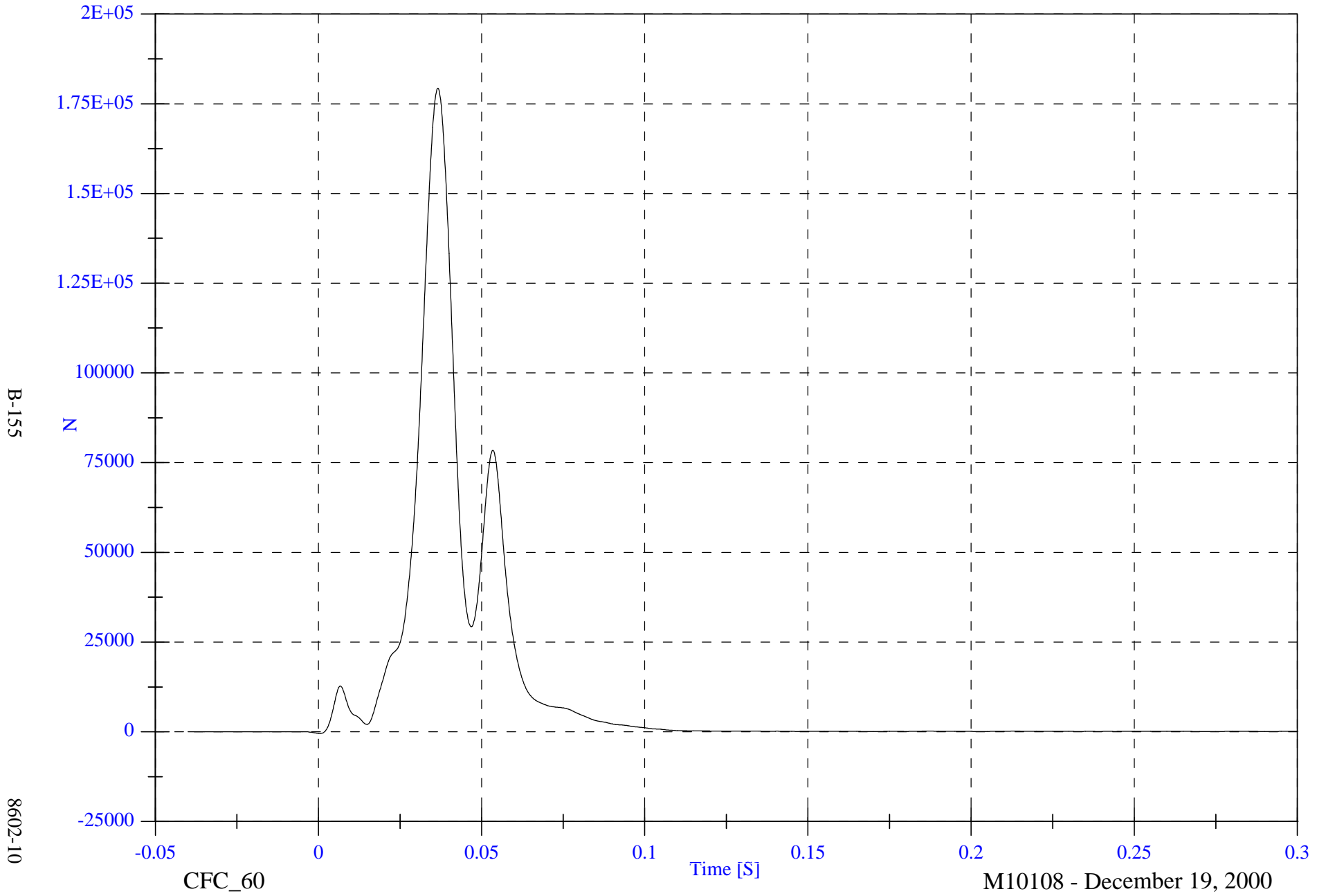
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C5 Fx

Max: 179352.3 [N] at 0.037 [S]

Min: -490.1 [N] at 0.000 [S]



B-155

8602-10

CFC\_60

Time [S]

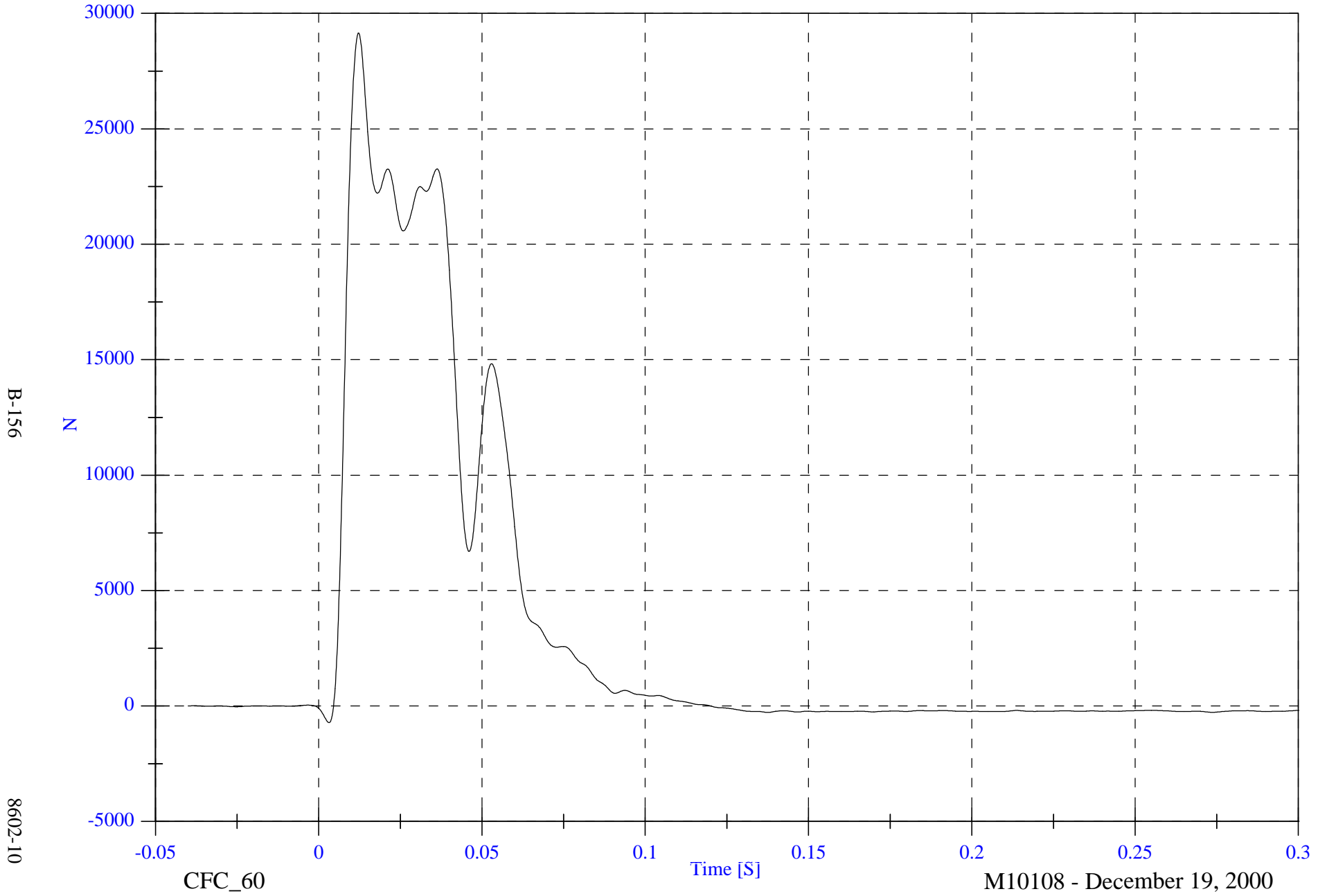
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C6 Fx

Max: 29152.3 [N] at 0.012 [S]

Min: -721.4 [N] at 0.003 [S]



B-156

8602-10

CFC\_60

Time [S]

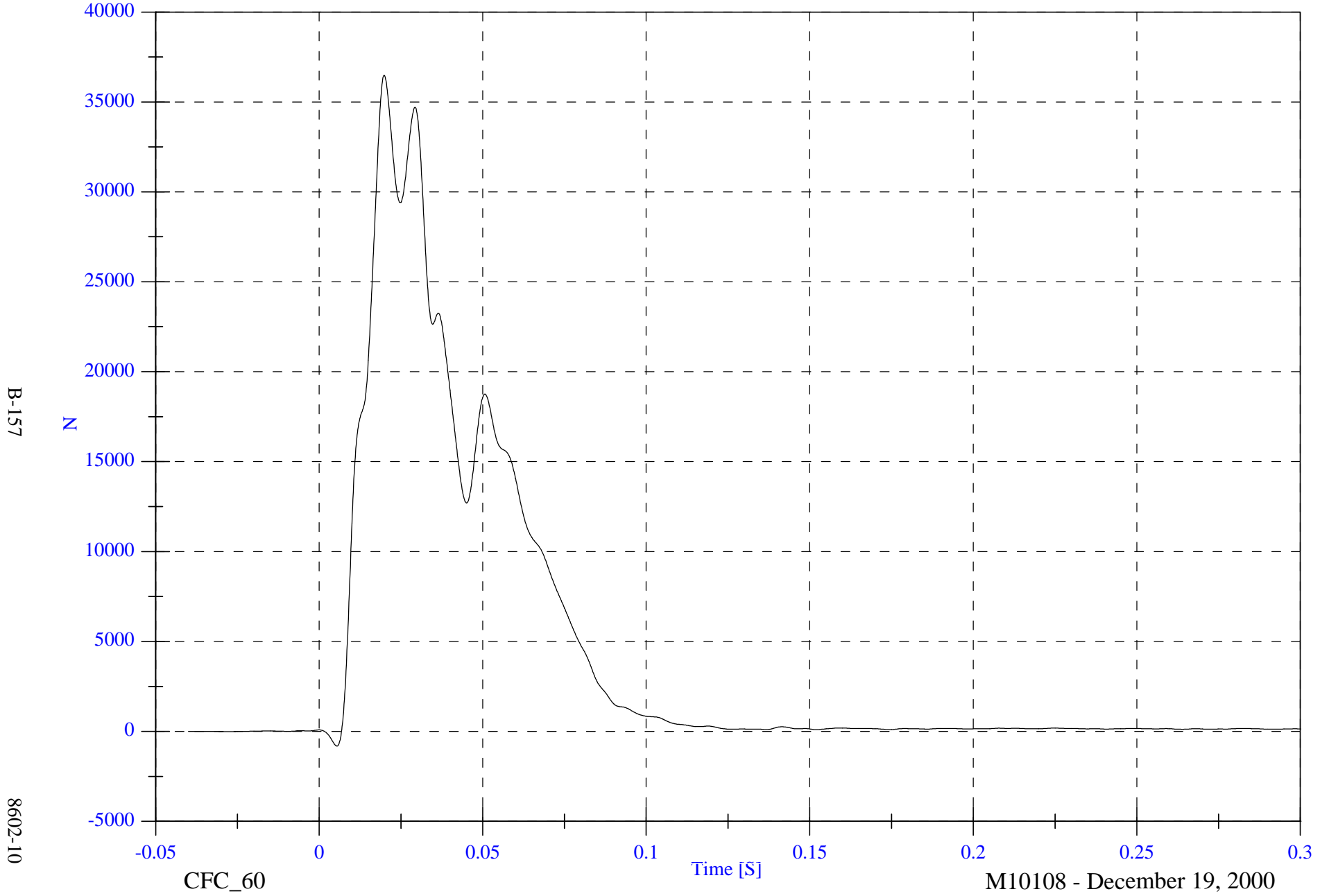
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C7 Fx

Max: 36489.0 [N] at 0.020 [S]

Min: -815.1 [N] at 0.005 [S]



B-157

8602-10

CFC\_60

Time [S]

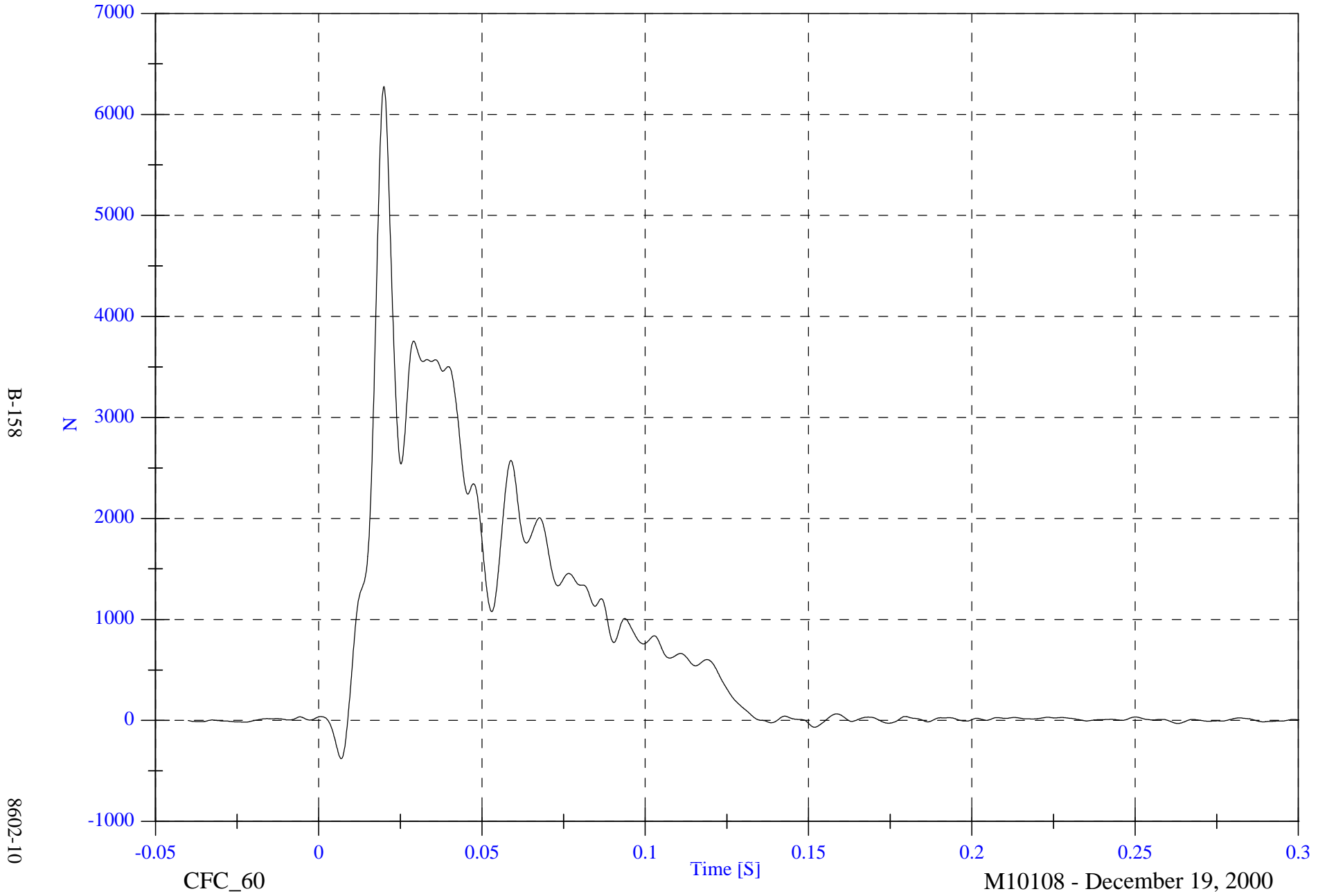
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C8 Fx

Max: 6275.1 [N] at 0.020 [S]

Min: -378.7 [N] at 0.007 [S]



B-158

8602-10

CFC\_60

Time [S]

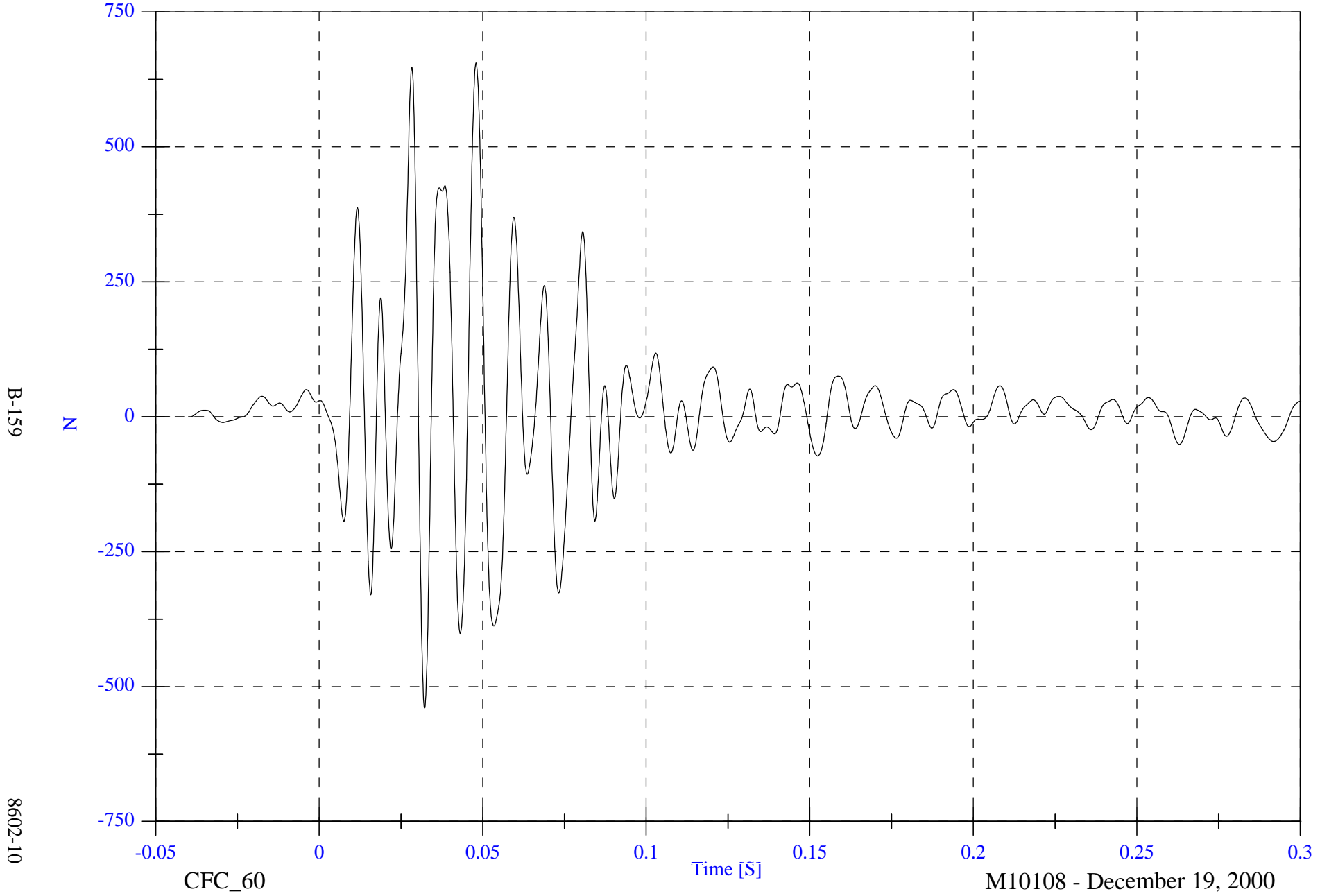
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell C9 Fx

Max: 655.8 [N] at 0.048 [S]

Min: -540.2 [N] at 0.032 [S]



B-159

8602-10

CFC\_60

Time [S]

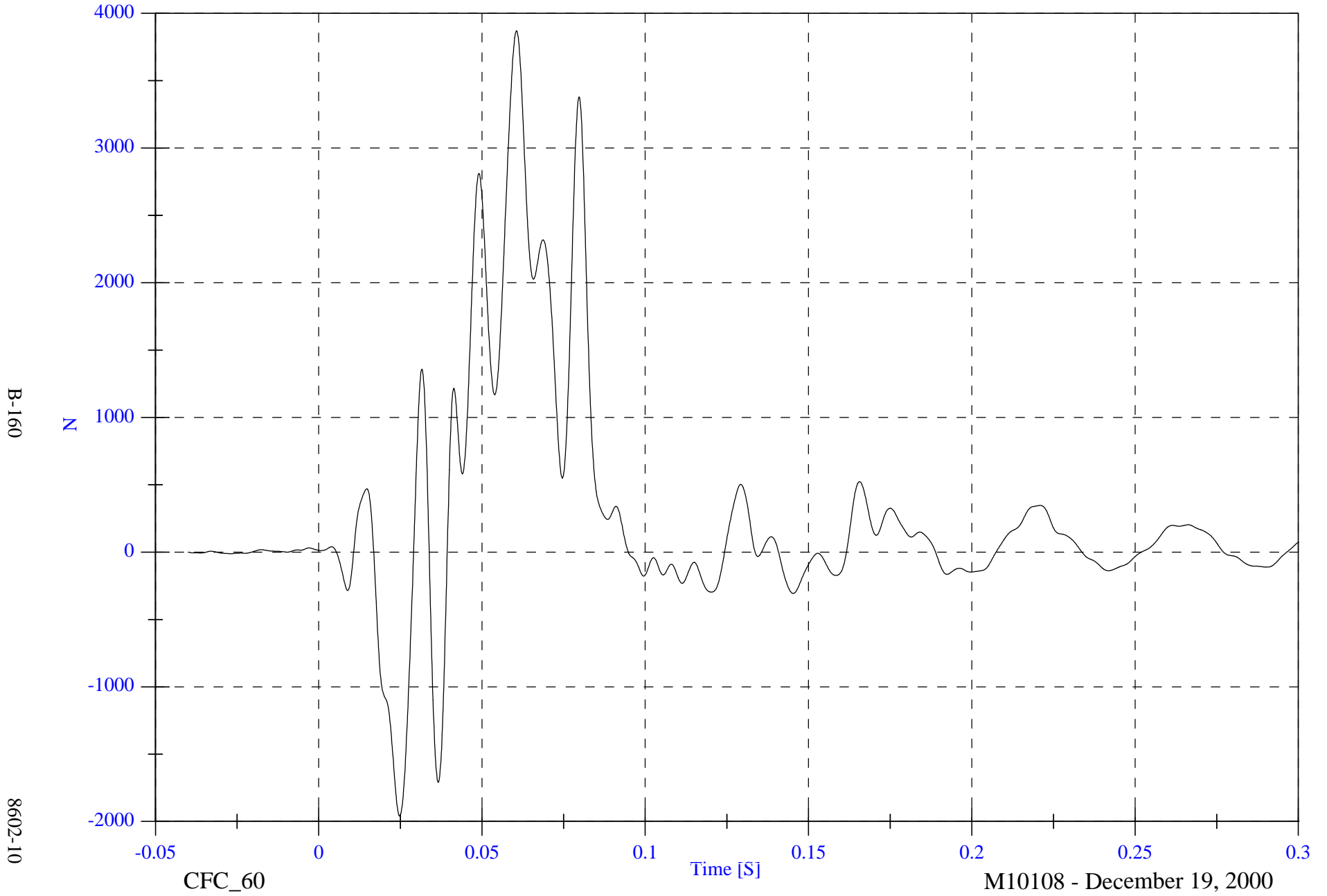
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D1 Fx

Max: 3871.3 [N] at 0.061 [S]

Min: -1960.0 [N] at 0.025 [S]



B-160

8602-10

CFC\_60

Time [S]

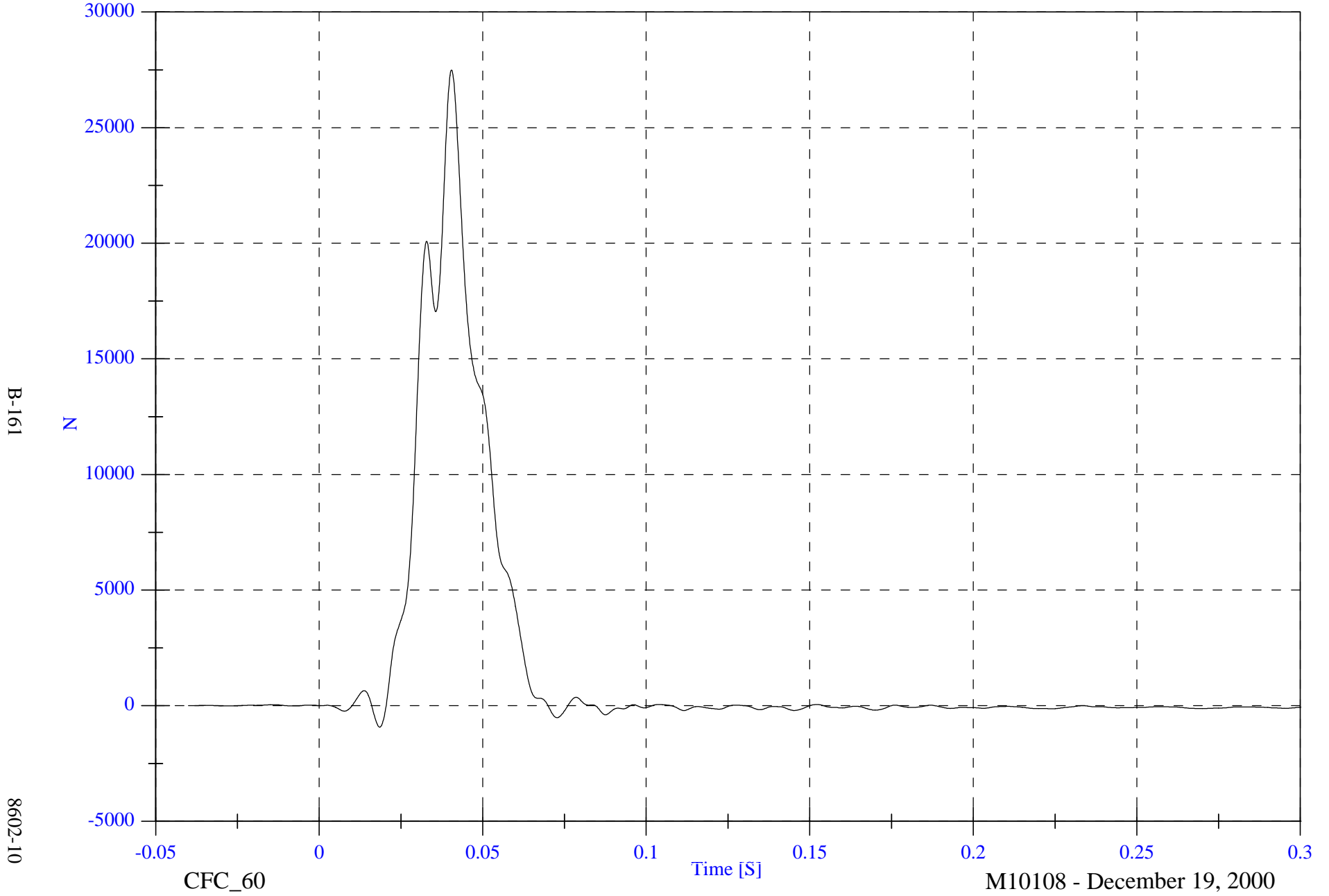
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D2 Fx

Max: 27492.0 [N] at 0.040 [S]

Min: -927.2 [N] at 0.018 [S]



B-161

8602-10

CFC\_60

Time [S]

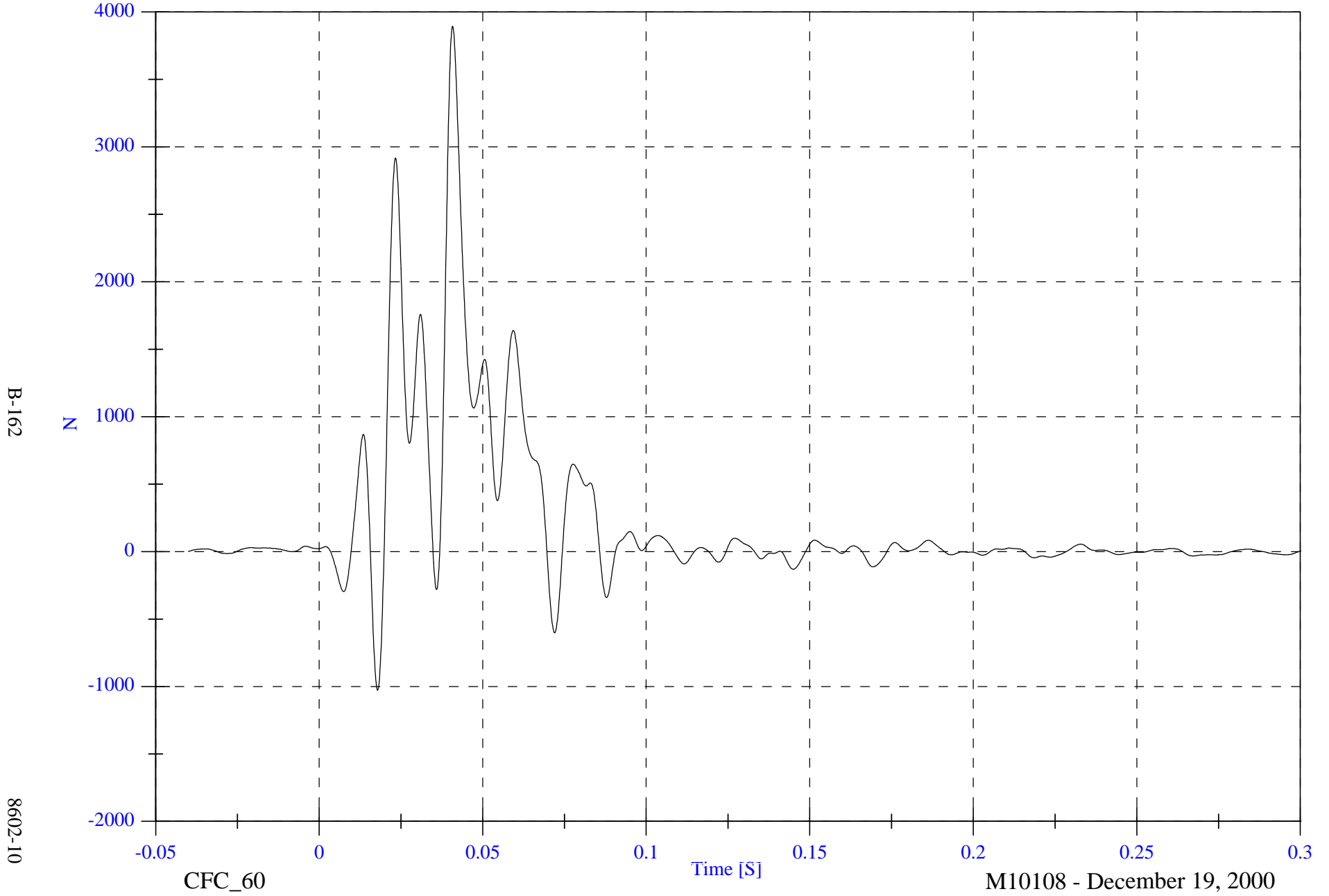
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D3 Fx

Max: 3895.3 [N] at 0.041 [S]

Min: -1028.9 [N] at 0.018 [S]

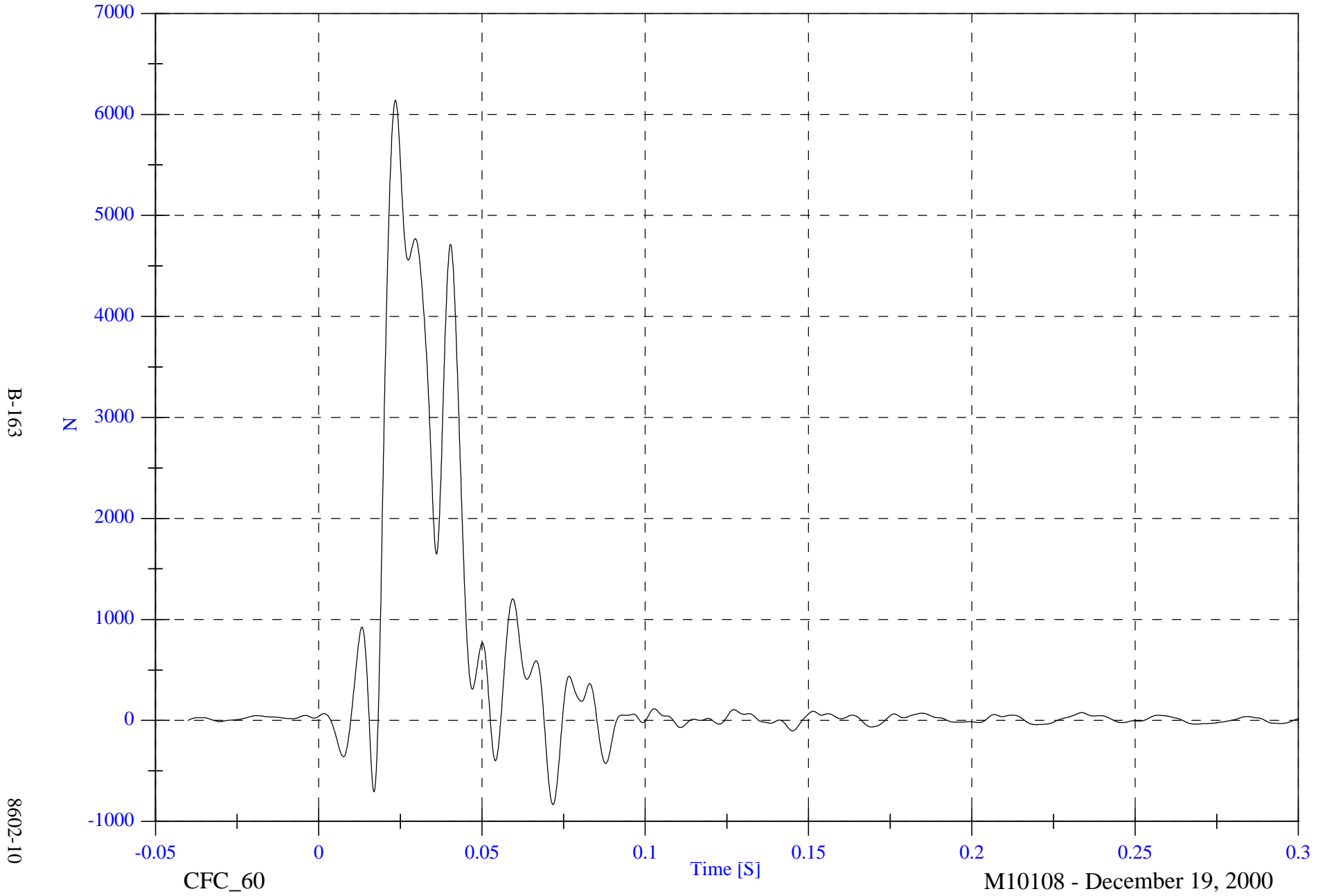


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D4 Fx

Max: 6140.5 [N] at 0.023 [S]

Min: -834.1 [N] at 0.072 [S]

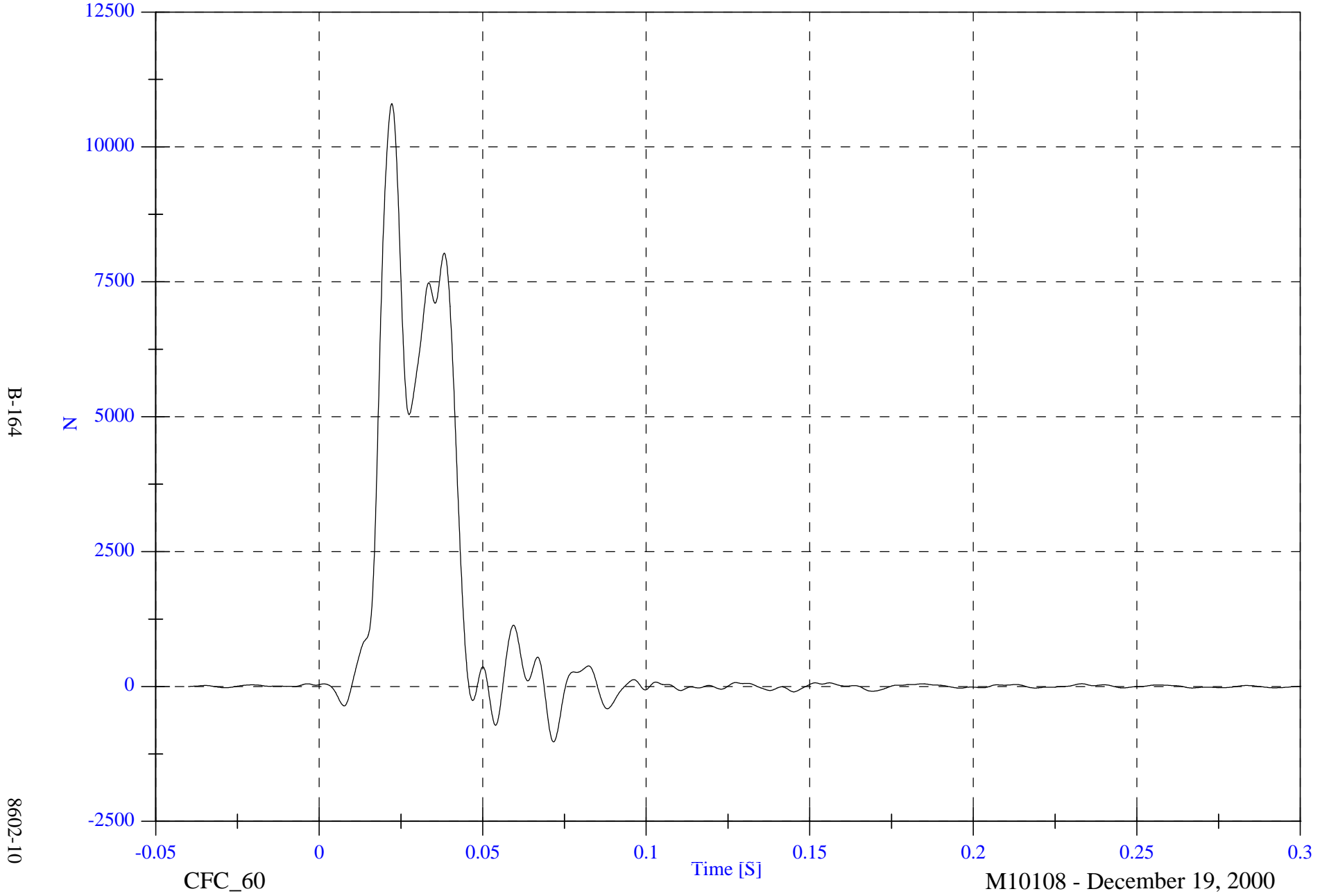


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D5 Fx

Max: 10803.5 [N] at 0.022 [S]

Min: -1028.1 [N] at 0.072 [S]



B-164

8602-10

CFC\_60

Time [S]

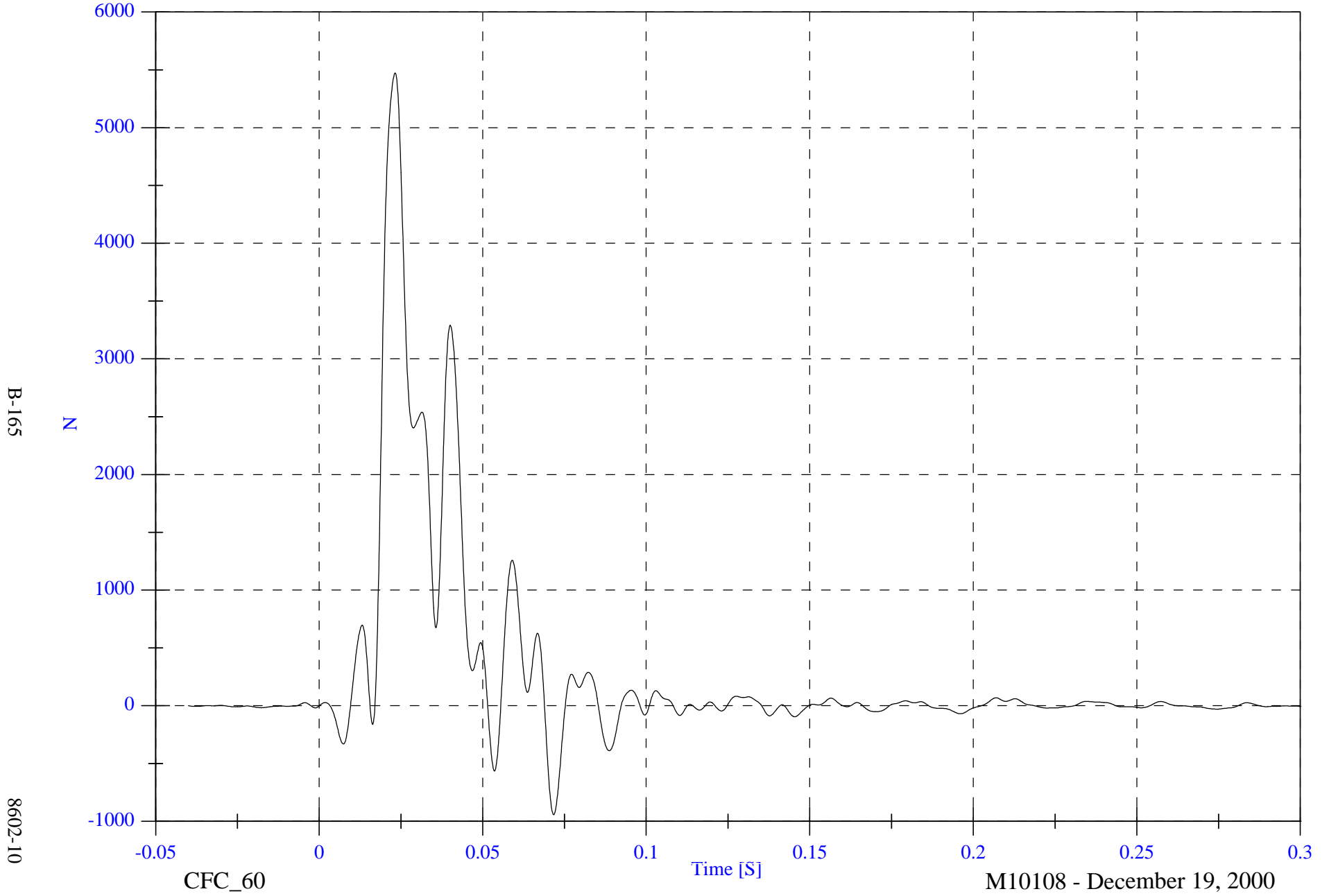
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D6 Fx

Max: 5473.4 [N] at 0.023 [S]

Min: -943.2 [N] at 0.072 [S]



B-165

8602-10

CFC\_60

Time [S]

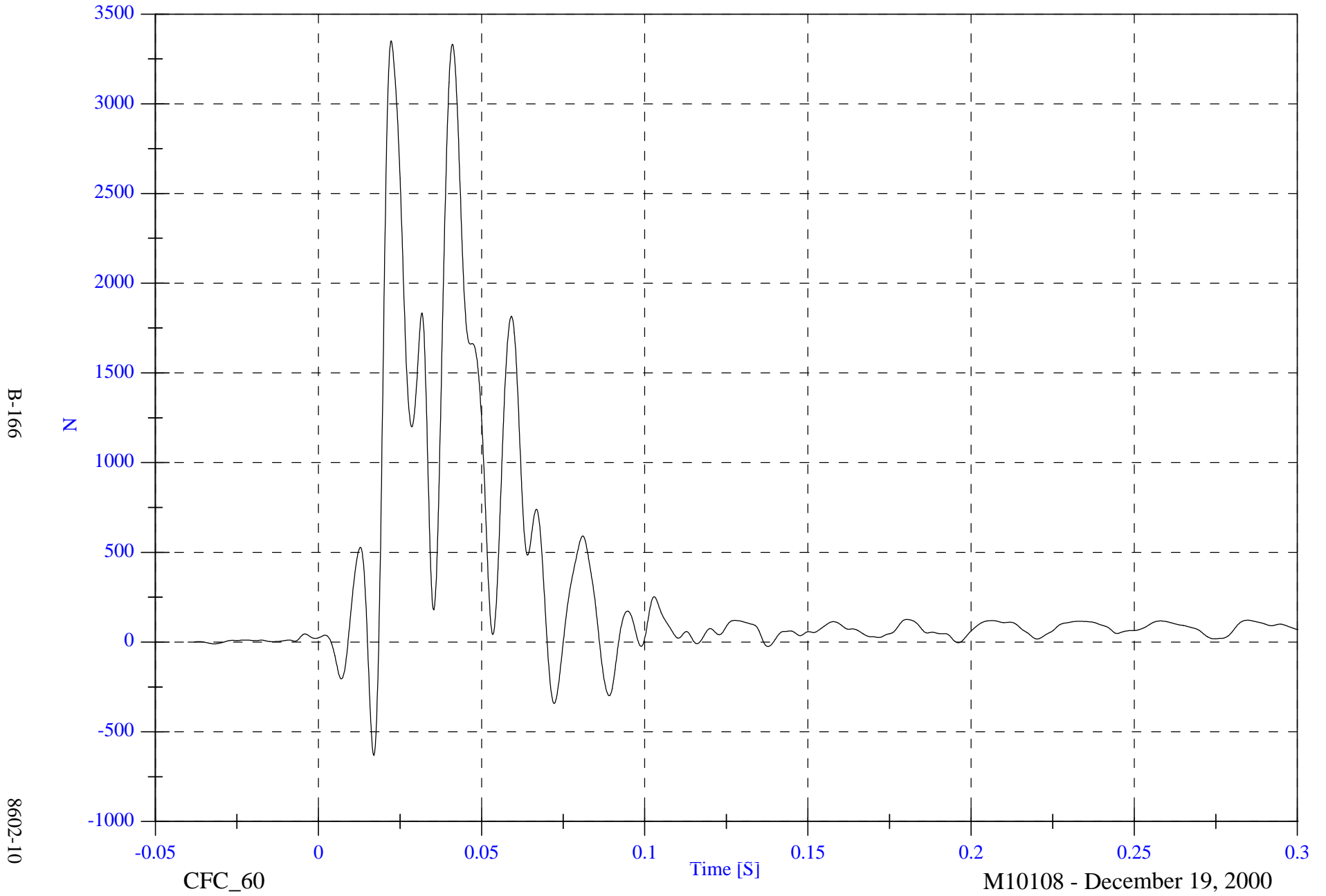
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D7 Fx

Max: 3351.1 [N] at 0.022 [S]

Min: -631.7 [N] at 0.017 [S]

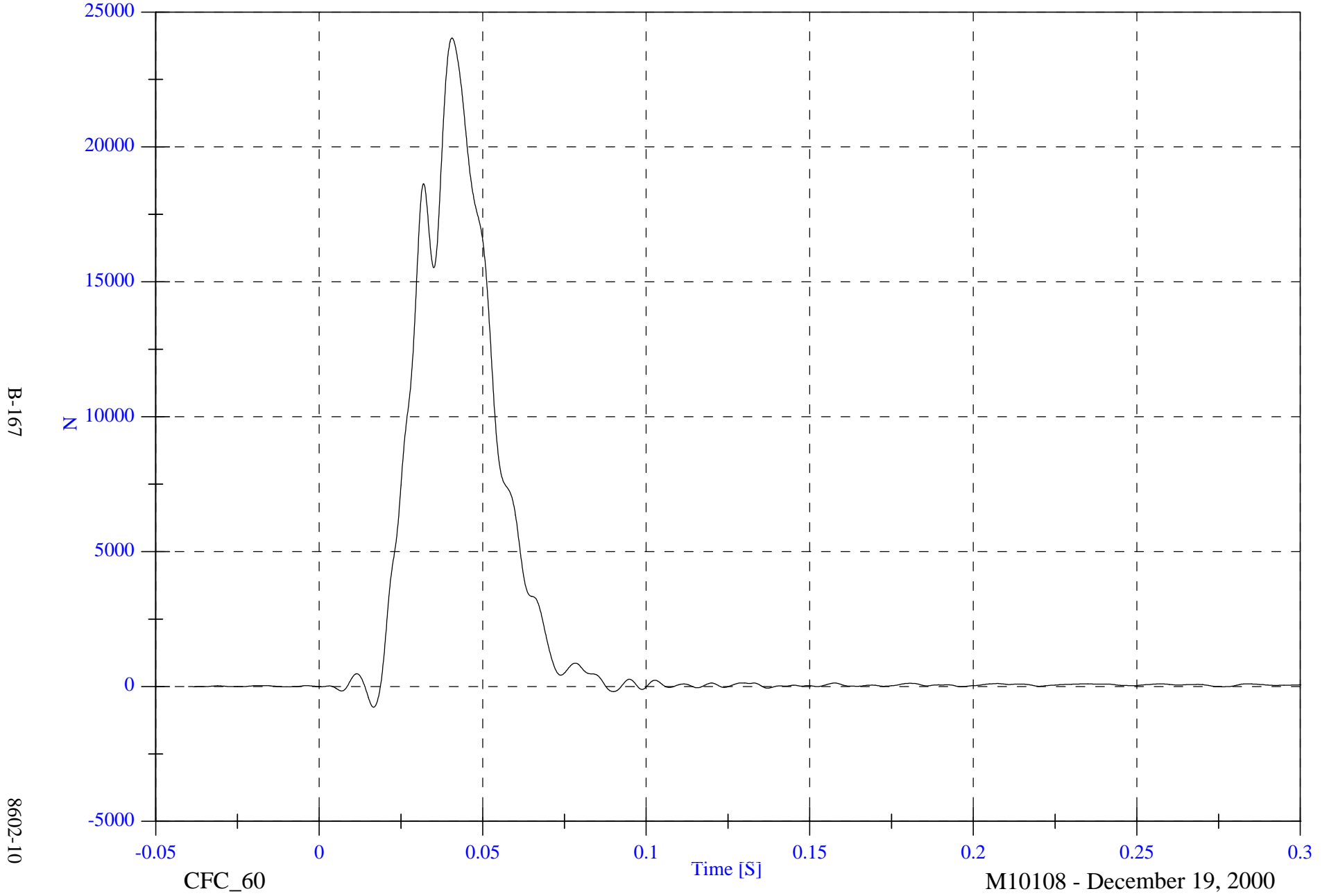


NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D8 Fx

Max: 24040.5 [N] at 0.041 [S]

Min: -770.2 [N] at 0.017 [S]



B-167

8602-10

CFC\_60

Time [S]

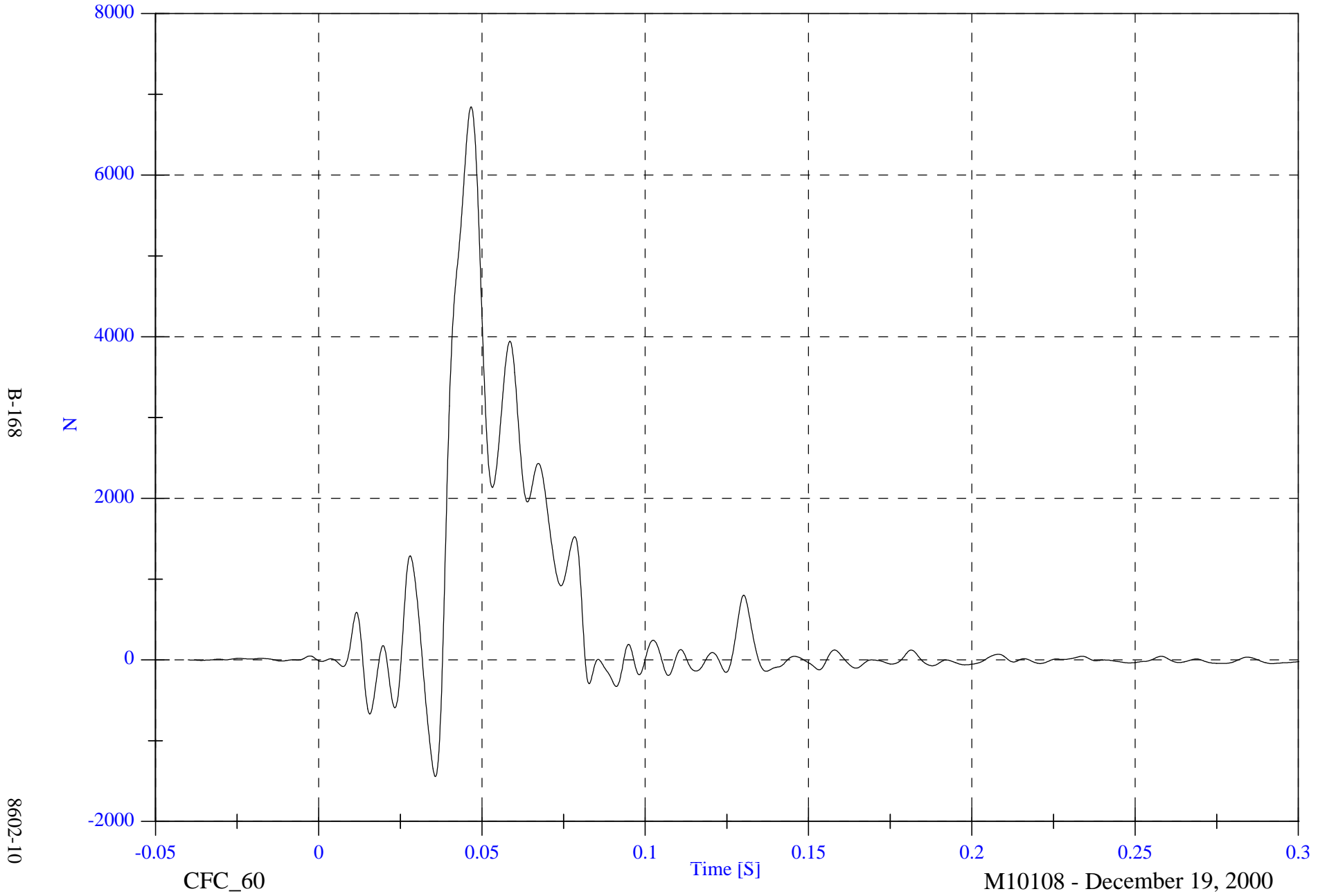
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Barrier Load Cell D9 Fx

Max: 6843.5 [N] at 0.047 [S]

Min: -1444.9 [N] at 0.036 [S]



B-168

8602-10

CFC\_60

Time [S]

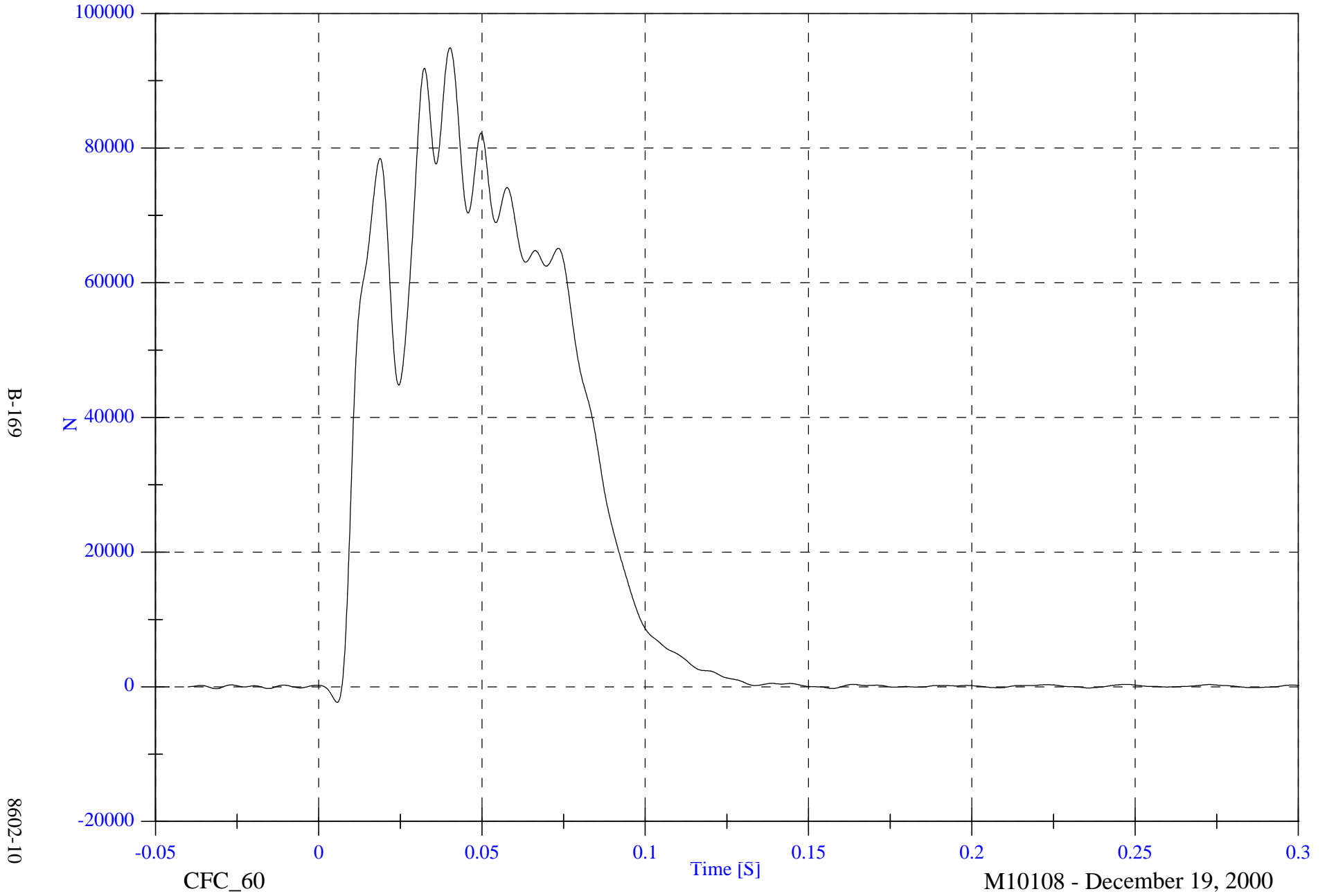
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

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

Max: 94891.5 [N] at 0.040 [S]

Min: -2304.2 [N] at 0.006 [S]

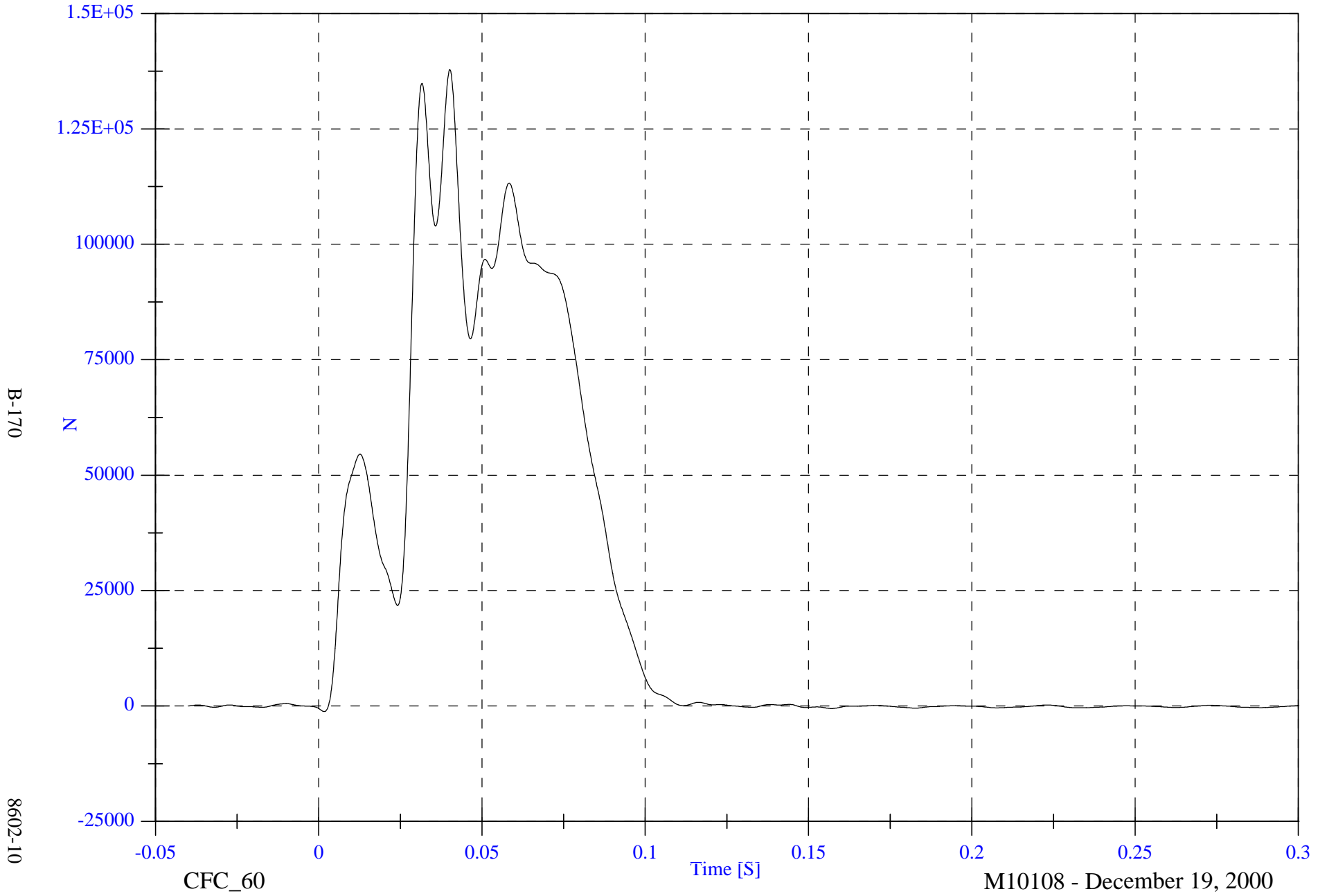


NCAP Test 10 - 2001 Chevrolet Tracker

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

Max: 137842.9 [N] at 0.040 [S]

Min: -1203.1 [N] at 0.002 [S]

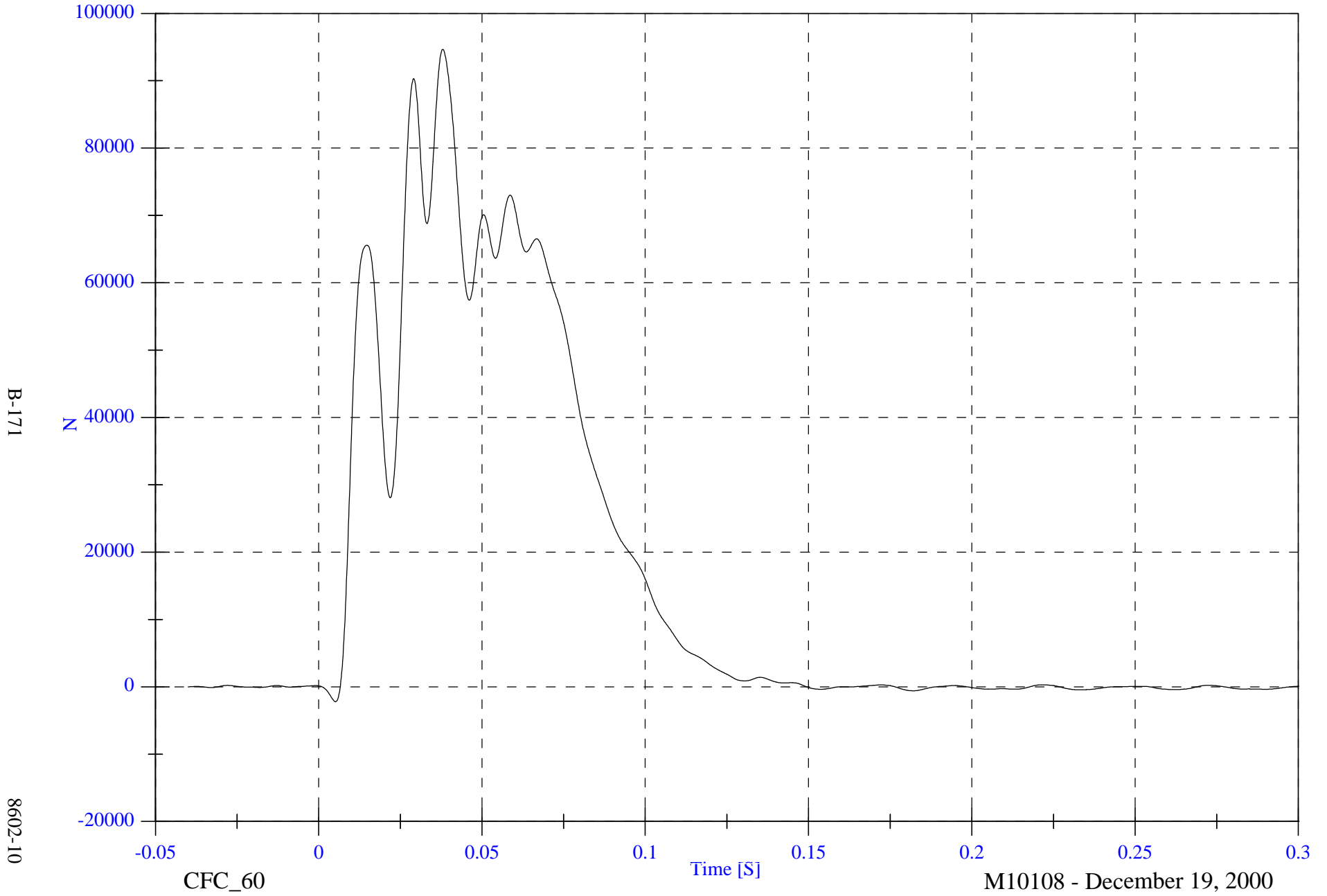


NCAP Test 10 - 2001 Chevrolet Tracker

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

Max: 94671.1 [N] at 0.038 [S]

Min: -2210.6 [N] at 0.005 [S]



B-171

8602-10

CFC\_60

Time [S]

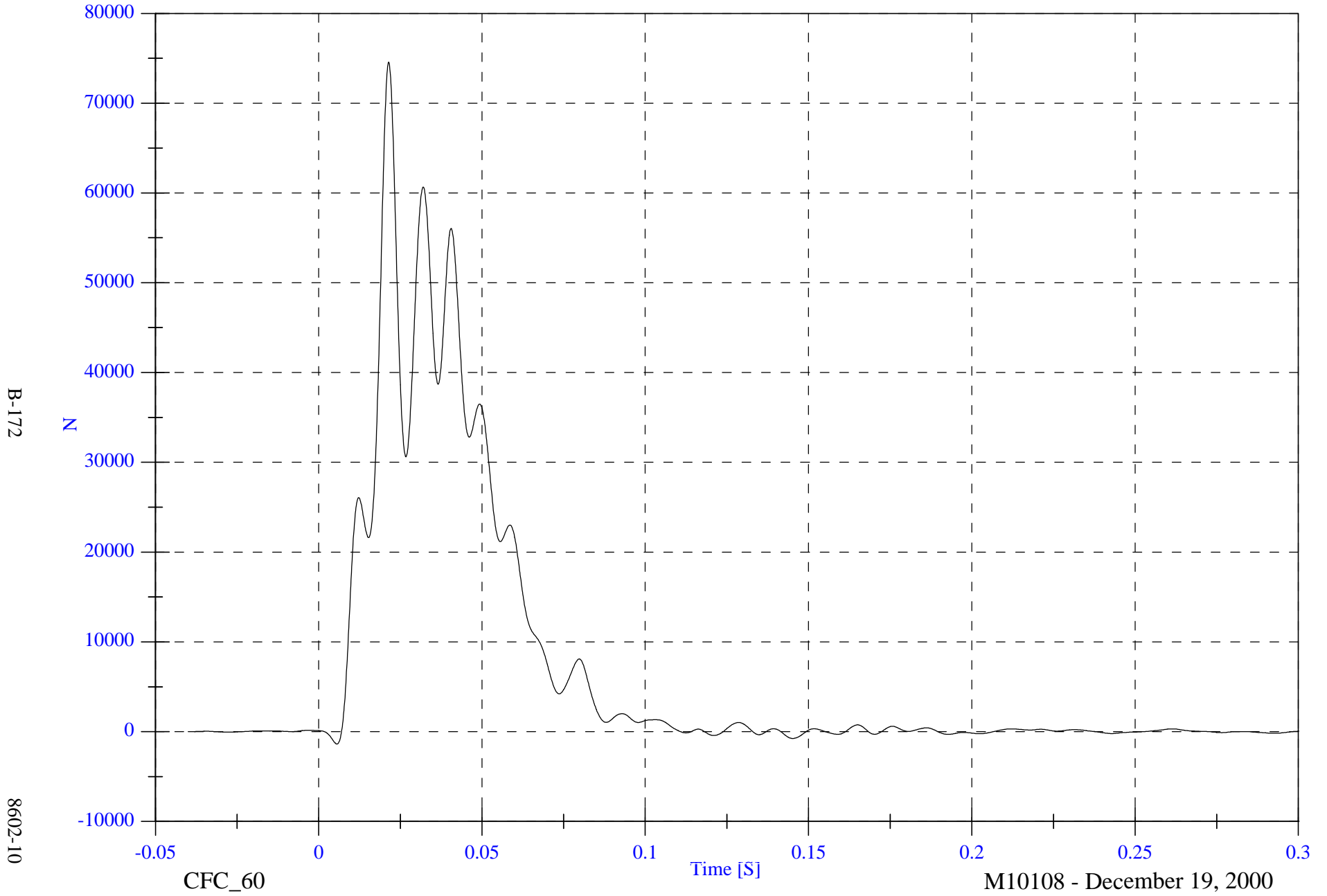
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

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

Max: 74572.3 [N] at 0.021 [S]

Min: -1377.6 [N] at 0.006 [S]



B-172

8602-10

CFC\_60

Time [S]

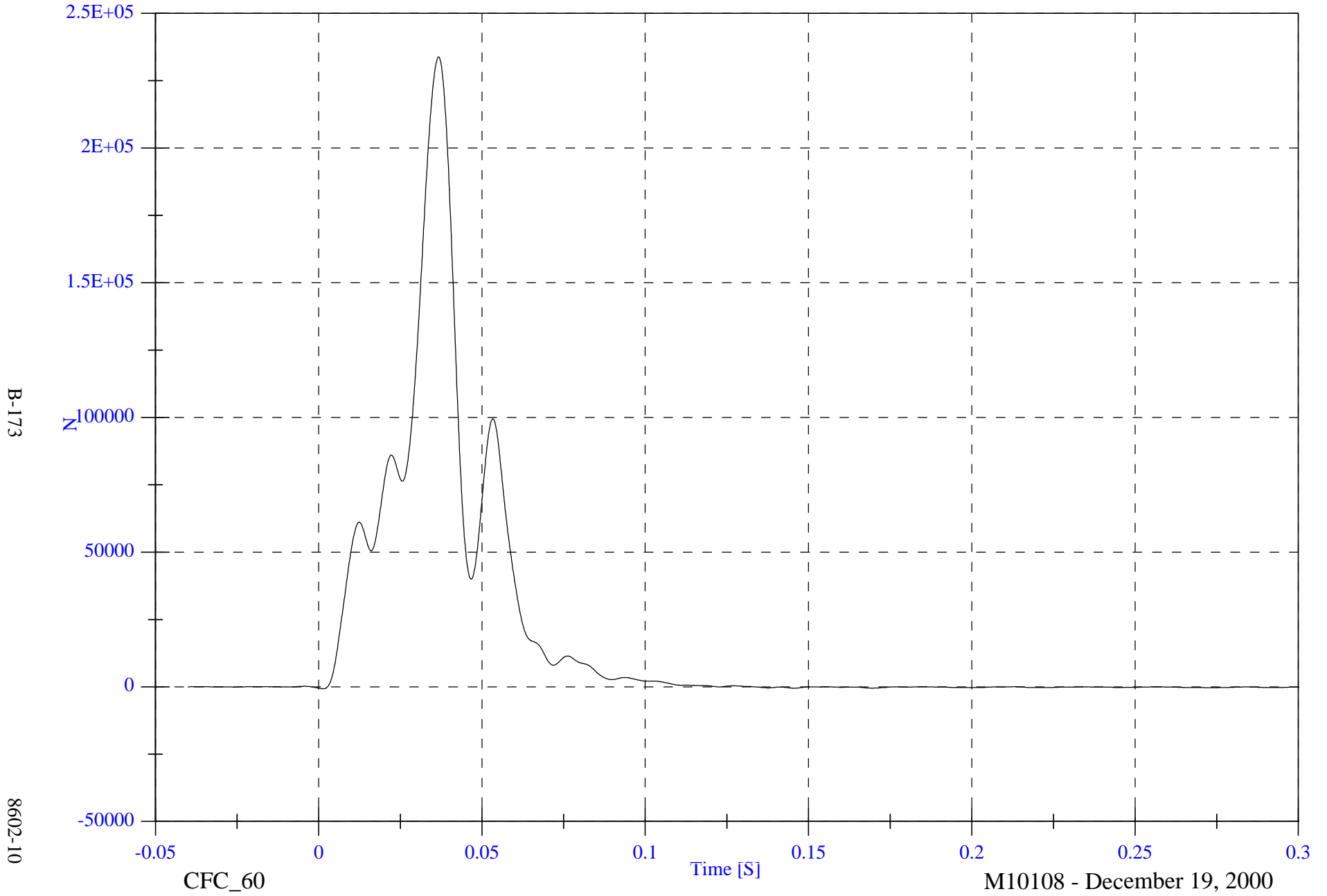
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

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

Max: 233861.2 [N] at 0.037 [S]

Min: -758.1 [N] at 0.001 [S]



B-173

8602-10

CFC\_60

Time [S]

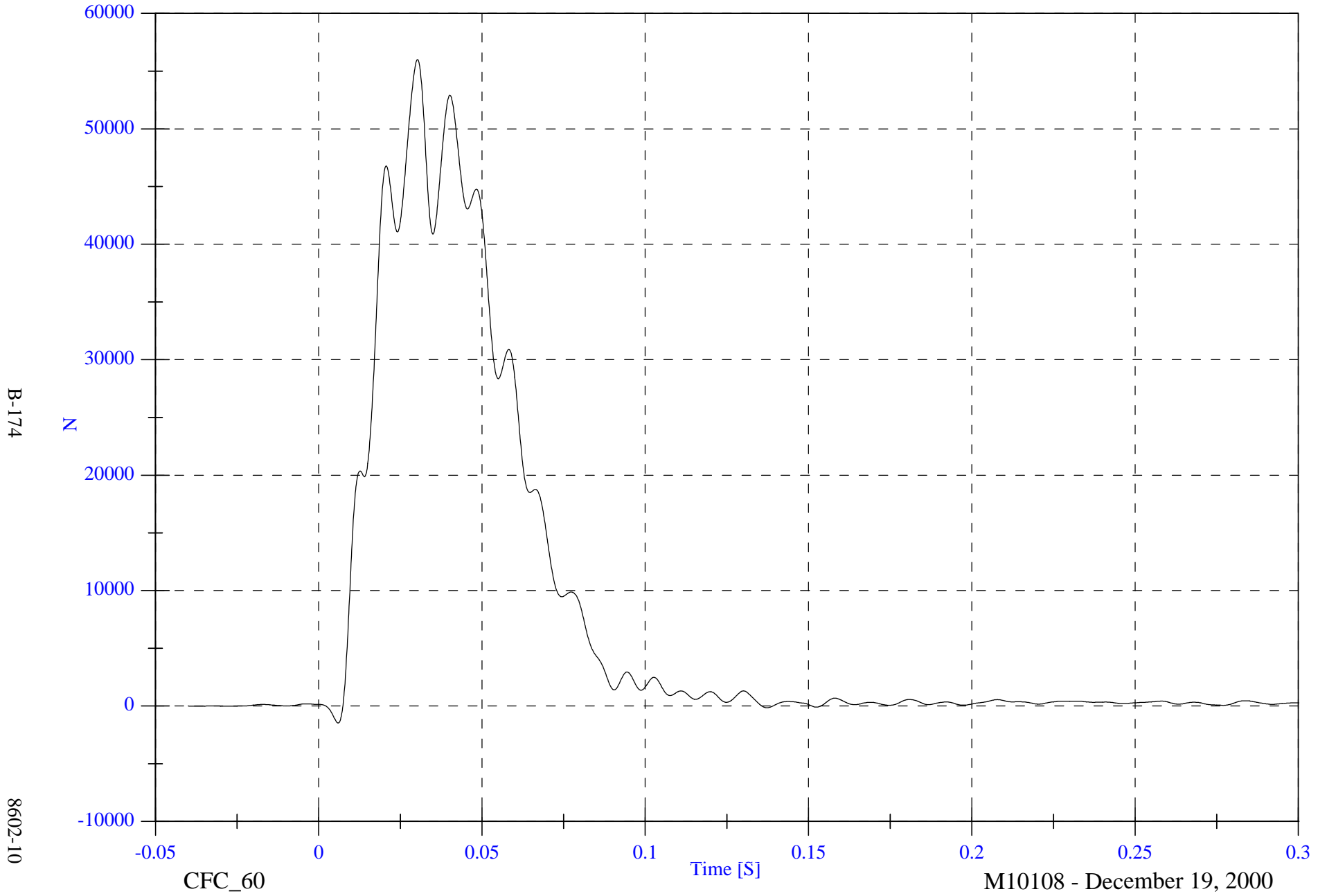
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

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

Max: 56004.1 [N] at 0.030 [S]

Min: -1476.4 [N] at 0.006 [S]



B-174

8602-10

CFC\_60

Time [S]

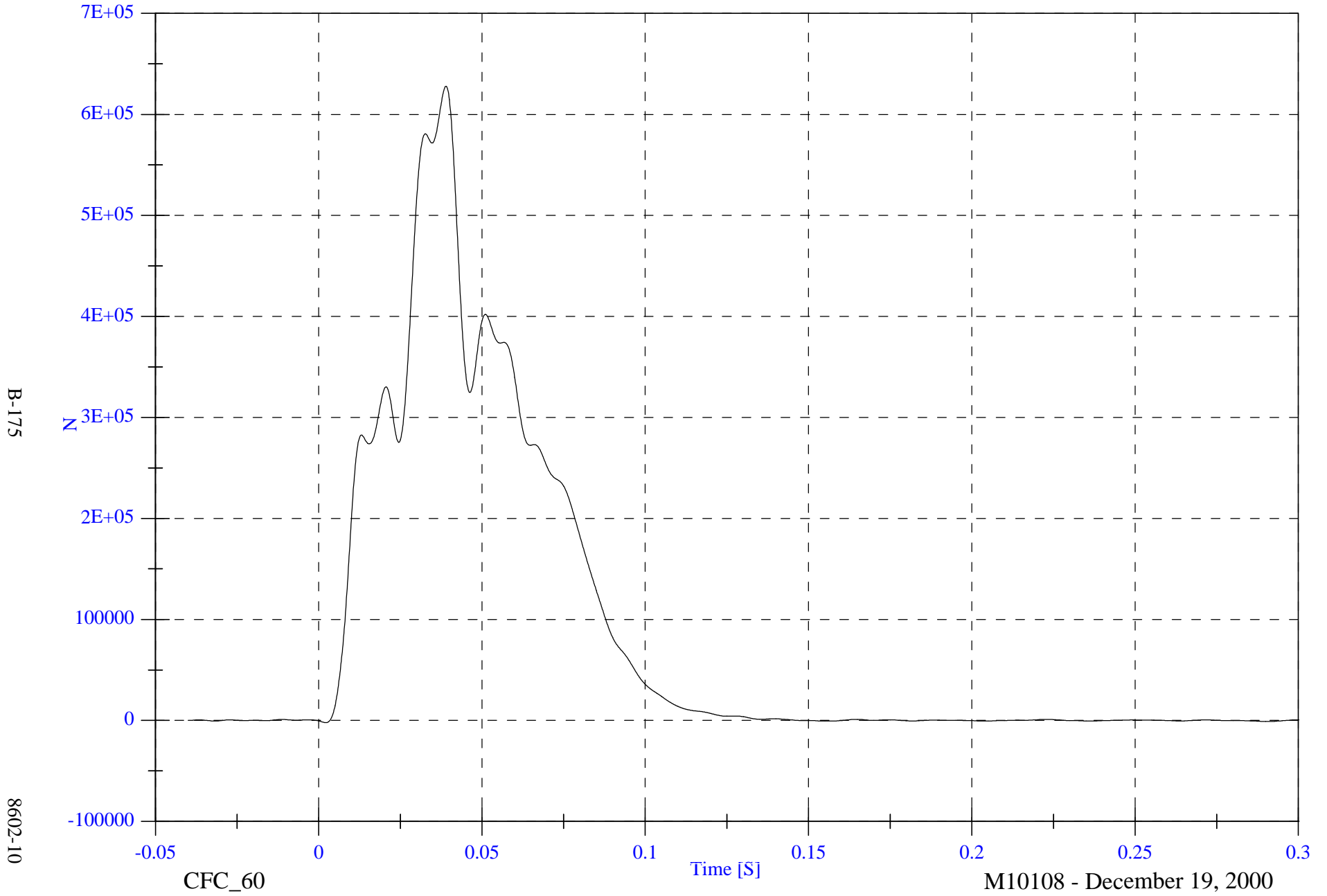
M10108 - December 19, 2000

NCAP Test 10 - 2001 Chevrolet Tracker

Max: 627916.9 [N] at 0.039 [S]

Total Load Cell Sum (All 6 Groups)

Min: -2199.0 [N] at 0.002 [S]



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8602-10

**APPENDIX C**

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

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

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

Dummy serial numbers and certification dates are:

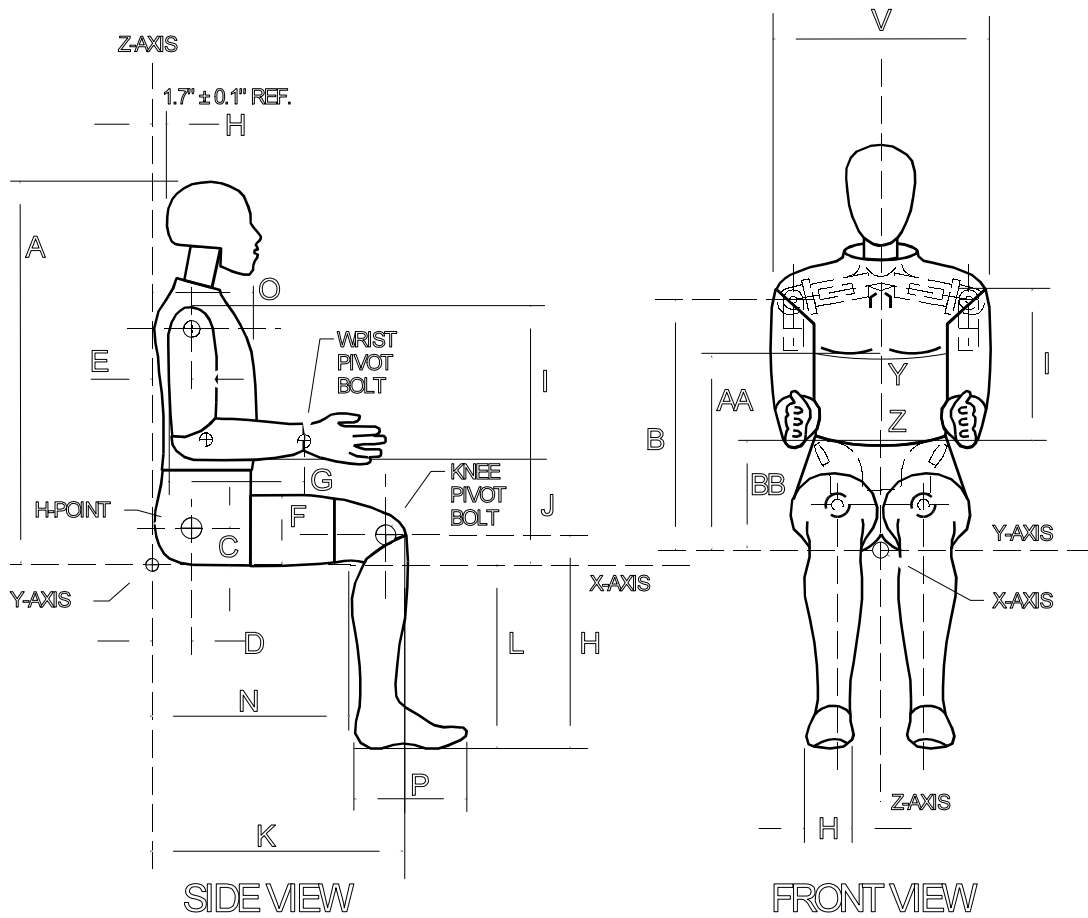
<u>Position No./Location</u>	<u>Serial No.</u>	<u>Completion Date</u>
#1/Driver	150	12/12/00
#2/Right Front Passenger	245	12/13/00

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 150  
Sequential Test Number 4  
Date 12/12/2000  
Workfile 150400.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71.0
Relative Humidity	10% - 70%	31.0
Peak Resultant Acceleration	225-275 G's	226.06
Peak Lateral Acceleration	15 G's Max	2.95
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
NECK FLEXION TEST

Dummy Serial Number	150	
Sequential Test Number	4	
Date	12/11/2000	6 Axis Neck Transducer
Workfile	150400.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71.0
Relative Humidity		10% - 70%	32.0
Impact Velocity		22.60 - 23.40 Ft/s	22.70
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	22.62
	20 ms	17.60 - 22.60 G's	19.14
	30 ms	12.50 - 18.50 G's	14.80
Max Pendulum G's Above 30 ms		29 G's Max	14.80
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	40.00
D Plane Rotation	Max	64 - 78 Deg	76.10
	Time	57 - 64 ms	57.12
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	76.53
	Time	47 - 58 ms	53.62
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	125.50
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	102.00

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
NECK EXTENSION TEST

Dummy Serial Number	150	
Sequential Test Number	4	
Date	12/11/2000	6 Axis Neck Transducer
Workfile	150400.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71.0
Relative Humidity		10% - 70%	32.0
Impact Velocity		19.50 - 20.30 Ft/s	19.50
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.83
	20 ms	14.00 - 19.00 G's	16.02
	30 ms	11.00 - 16.00 G's	13.03
Max Pendulum G's Above 30 ms		22 G's Max	13.03
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	41.00
D Plane Rotation	Max	81 - 106 Deg	100.06
	Time	72 - 82 ms	76.25
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-51.42
	Time	65 - 79 ms	72.38
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	155.75
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	141.12

Remarks:

Laboratory Technician:     B. Swiecicki

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number 150  
Sequential Test Number 4  
Date 12/13/2000  
Workfile 150400.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70.0
Relative Humidity	10% - 70%	32.0
Pendulum Velocity	21.6 - 22.4 Ft/s	21.7
Maximum Deflection	2.50 - 2.86 in	2.52
Maximum Resistive Force	1160 - 1325 Lbs	1225.25
Internal Hysteresis	69 - 85 %	73.05

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
KNEE IMPACT TEST

Dummy Serial Number            150  
 Sequential Test Number         4  
 Date                                 12/14/2000  
 Workfile                            150400.lf / 150400.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
<b>LEFT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1206.14
<b>RIGHT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1206.74

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number           150  
Sequential Test Number         4  
Date                                 12/12/2000

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			71
Relative Humidity			32
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.2
Waist Circumference	Z	32.9 - 34.1 in	34.0
Chest Depth	O	8.4 - 9.0 in	8.5
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	5.7
Buttock Knee Length	K	22.8 - 23.8 in	23.4
Buttock Popliteal Length	N	17.8 - 18.8 in	18.5
Popliteal Height	L	16.9 - 17.9 in	17.8
Knee Pivot Height	M	19.1 - 19.7 in	19.6
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.2
Elbow Rest Height	J	7.5 - 8.3 in	8.1
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.2
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.5

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
HEAD DROP TEST

Dummy Serial Number 245  
Sequential Test Number 6  
Date 12/12/2000  
Workfile 245600.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71.0
Relative Humidity	10% - 70%	31.0
Peak Resultant Acceleration	225-275 G's	243.45
Peak Lateral Acceleration	15 G's Max	10.89
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
NECK FLEXION TEST

Dummy Serial Number	245	
Sequential Test Number	6	
Date	12/14/2000	6 Axis Neck Transducer
Workfile	245600.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71.0
Relative Humidity		10% - 70%	31.0
Impact Velocity		22.60 - 23.40 Ft/s	22.69
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	22.61
	20 ms	17.60 - 22.60 G's	19.38
	30 ms	12.50 - 18.50 G's	15.68
Max Pendulum G's Above 30 ms		29 G's Max	15.68
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	39.88
D Plane Rotation	Max	64 - 78 Deg	70.47
	Time	57 - 64 ms	58.38
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	73.51
	Time	47 - 58 ms	53.12
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	122.38
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	100.75

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
NECK EXTENSION TEST

Dummy Serial Number            245  
 Sequential Test Number        6  
 Date                                    12/14/00                                    6 Axis Neck Transducer  
 Workfile                              245600.nex

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71.0
Relative Humidity		10% - 70%	31.0
Impact Velocity		19.50 - 20.30 Ft/s	19.67
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.26
	20 ms	14.00 - 19.00 G's	16.71
	30 ms	11.00 - 16.00 G's	14.43
Max Pendulum G's Above 30 ms		22 G's Max	14.43
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	41.62
D Plane Rotation	Max	81 - 106 Deg	101.48
	Time	72 - 82 ms	77.38
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-49.41
	Time	65 - 79 ms	72.75
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	155.62
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	144.50

Remarks:

Laboratory Technician:     B. Swiecicki

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number        245  
Sequential Test Number      6  
Date                              12/13/2000  
Workfile                        245600.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70.0
Relative Humidity	10% - 70%	31.0
Pendulum Velocity	21.6 - 22.4 Ft/s	21.9
Maximum Deflection	2.50 - 2.86 in	2.55
Maximum Resistive Force	1160 - 1325 Lbs	1256.31
Internal Hysteresis	69 - 85 %	73.01

Remarks:

Laboratory Technician:     B. Swiecicki

PART 572E  
KNEE IMPACT TEST

Dummy Serial Number            245  
 Sequential Test Number        6  
 Date                                 12/14/2000  
 Workfile                            245600.lf / 245600.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
<b>LEFT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1230.02
<b>RIGHT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1278.31

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number      245  
 Sequential Test Number      6  
 Date                              12/13/2000

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			30
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	33.7
Chest Depth	O	8.4 - 9.0 in	8.5
H-Point Height	C	3.3 - 3.5 in	3.2
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.4
Buttock Popliteal Length	N	17.8 - 18.8 in	18.3
Popliteal Height	L	16.9 - 17.9 in	17.5
Knee Pivot Height	M	19.1 - 19.7 in	19.2
Foot Length	P	9.9 - 10.5 in	10.2
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.2
Elbow Rest Height	J	7.5 - 8.3 in	8.0
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.2
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician:     B. Swiecicki

**APPENDIX D**

**DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION**

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

( 6 Month Calibration Minimum )

DRIVER DUMMY (S/N 150)	Manufacturer	Serial #	Calibration		
			Last	Next	
Head	X	ENDEVCO	AC-P16832	20-Sep-00	20-Mar-01
	Y	ENDEVCO	AC-P16591	20-Sep-00	20-Mar-01
	Z	ENDEVCO	AC-P17154	21-Sep-00	21-Mar-01
Head	X (R)	ENDEVCO	AC-P17141	20-Sep-00	20-Mar-01
	Y (R)	ENDEVCO	AC-P17242	20-Sep-00	20-Mar-01
	Z (R)	ENDEVCO	AC-P17265	20-Sep-00	20-Mar-01
Neck Load Cell	X	DENTON	LC-269Fx	16-Nov-00	16-May-01
	Y	DENTON	LC-269Fy	16-Nov-00	16-May-01
	Z	DENTON	LC-269Fz	16-Nov-00	16-May-01
Neck Moment	X	DENTON	LC-269Mx	16-Nov-00	16-May-01
	Y	DENTON	LC-269My	16-Nov-00	16-May-01
	Z	DENTON	LC-269Mz	16-Nov-00	16-May-01
Chest	X	ENDEVCO	AC-P17235	15-Sep-00	15-Mar-01
	Y	ENDEVCO	AC-P14393	20-Sep-00	20-Mar-01
	Z	ENDEVCO	AC-P17285	20-Sep-00	20-Mar-01
Chest	X (R)	ENDEVCO	AC-P16863	13-Sep-00	13-Mar-01
	Y (R)	ENDEVCO	AC-P17248	20-Sep-00	20-Mar-01
	Z (R)	ENDEVCO	AC-P17283	20-Sep-00	20-Mar-01
Chest Deflection Gauge	SERVO	DS-150	16-Nov-00	16-May-01	
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-J30041	4-Aug-00	4-Feb-01
	Y	ENDEVCO	AC-P13355	16-Nov-00	16-May-01
	Z	ENDEVCO	AC-P13329	16-Nov-00	16-May-01

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

( 6 Month Calibration Minimum )

DRIVER DUMMY (S/N 150)	Manufacturer	Serial #	Calibration		
			Last	Next	
Left Femur Load Cell	GSE	LC-418	20-Nov-00	20-May-01	
Right Femur Load Cell	GSE	LC-420	20-Nov-00	20-May-01	
Left Upper Tibia	Mx	DENTON	LC-045Mx	4-Nov-00	4-May-01
	My	DENTON	LC-045My	4-Nov-00	4-May-01
Left Lower Tibia	Fz	DENTON	LC-125Fz	4-Nov-00	4-May-01
	Mx	DENTON	LC-125Mx	4-Nov-00	4-May-01
	My	DENTON	LC-125My	4-Nov-00	4-May-01
Right Upper Tibia	Mx	DENTON	LC-038Mx	9-Nov-00	9-May-01
	My	DENTON	LC-038My	9-Nov-00	9-May-01
Right Lower Tibia	Fz	DENTON	LC-124Fz	9-Nov-00	9-May-01
	Mx	DENTON	LC-124Mx	9-Nov-00	9-May-01
	My	DENTON	LC-124My	9-Nov-00	9-May-01
Left Foot Rear	X	ENDEVCO	AC-P16951	2-Oct-00	2-Apr-01
	Z	ENDEVCO	AC-P17152	2-Oct-00	2-Apr-01
Left Foot Front	Z	ENDEVCO	AC-P16975	2-Oct-00	2-Apr-01
Right Foot Rear	X	ENDEVCO	AC-J31042	7-Nov-00	7-May-01
	Z	ENDEVCO	AC-J32176	7-Nov-00	7-May-01
Right Foot Front	Z	ENDEVCO	AC-J31009	8-Nov-00	8-May-01
Lap Belt Load Cells	LEBOW	LC-635	1-Dec-00	1-Jun-01	
Shoulder Belt Load Cells	LEBOW	LC-773	1-Dec-00	1-Jun-01	
Spool-Out Potentiometer	PATRIOT	DS-M97	17-Jul-00	17-Jan-01	
Belt Stretch Transducer	CAL	DS-E3	7-Aug-00	7-Feb-01	

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 245)	Manufacturer	Serial #	Calibration		
			Last	Next	
Head	X	ENDEVCO	AC-J32184	4-Dec-00	4-Jun-01
	Y	ENDEVCO	AC-J32185	4-Dec-00	4-Jun-01
	Z	ENDEVCO	AC-J31011	4-Dec-00	4-Jun-01
Head	X (R)	ENDEVCO	AC-J31020	4-Dec-00	4-Jun-01
	Y (R)	ENDEVCO	AC-J31101	4-Dec-00	4-Jun-01
	Z (R)	ENDEVCO	AC-J31059	4-Dec-00	4-Jun-01
Neck Load Cell	X	DENTON	LC-076Fx	28-Aug-00	28-Apr-01
	Y	DENTON	LC-076Fy	28-Aug-00	28-Apr-01
	Z	DENTON	LC-076Fz	28-Aug-00	28-Apr-01
Neck Moment	X	DENTON	LC-076Mx	28-Aug-00	28-Apr-01
	Y	DENTON	LC-076My	28-Aug-00	28-Apr-01
	Z	DENTON	LC-076Mz	28-Aug-00	28-Apr-01
Chest	X	ENDEVCO	AC-J34019	4-Dec-00	4-Jun-01
	Y	ENDEVCO	AC-J33018	4-Dec-00	4-Jun-01
	Z	ENDEVCO	AC-J32783	4-Dec-00	4-Jun-01
Chest	X (R)	ENDEVCO	AC-J31066	4-Dec-00	4-Jun-01
	Y (R)	ENDEVCO	AC-P16979	15-Sep-00	15-Mar-01
	Z (R)	ENDEVCO	AC-J31022	4-Dec-00	4-Jun-01
Chest Deflection Gauge	SERVO	DS-245	5-Dec-00	5-Jun-01	
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-J31034	3-Dec-00	3-Jun-01
	Y	ENDEVCO	AC-P17258	15-Sep-00	15-Mar-01
	Z	ENDEVCO	AC-J31010	3-Dec-00	3-Jun-01

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 245)	Manufacturer	Serial #	Calibration		
			Last	Next	
Left Femur Load Cell	GSE	LC-551	20-Nov-00	20-May-01	
Right Femur Load Cell	GSE	LC-951	20-Nov-00	20-May-01	
Left Upper Tibia	Mx	DENTON	LC-016Mx	9-Nov-00	9-May-01
	My	DENTON	LC-016My	9-Nov-00	9-May-01
Left Lower Tibia	Fz	DENTON	LC-123Fz	9-Nov-00	9-May-01
	Mx	DENTON	LC-123Mx	9-Nov-00	9-May-01
	My	DENTON	LC-123My	9-Nov-00	9-May-01
Right Upper Tibia	Mx	DENTON	LC-023Mx	9-Nov-00	9-May-01
	My	DENTON	LC-023My	9-Nov-00	9-May-01
Right Lower Tibia	Fz	DENTON	LC-111Fz	9-Nov-00	9-May-01
	Mx	DENTON	LC-111Mx	9-Nov-00	9-May-01
	My	DENTON	LC-111My	9-Nov-00	9-May-01
Left Foot Rear	X	ENDEVCO	AC-APA30	6-Jul-00	6-Jan-01
	Z	ENDEVCO	AC-J31026	21-Sep-00	21-Mar-01
Left Foot Front	Z	ENDEVCO	AC-J32831	6-Jul-00	6-Jan-01
Right Foot Rear	X	ENDEVCO	AC-J32832	14-Jul-00	14-Jan-01
	Z	ENDEVCO	AC-J33376	6-Jul-00	6-Jan-01
Right Foot Front	Z	ENDEVCO	AC-J18400	28-Sep-00	28-Mar-01
Lap Belt Load Cells	LEBOW	LC-707	1-Dec-00	1-Jun-01	
Shoulder Belt Load Cells	LEBOW	LC-712	1-Dec-00	1-Jun-01	
Spool-Out Potentiometer	PATRIOT	DS-M98	17-Nov-00	17-May-01	
Belt Stretch Transducer	CAL	DS-E6	8-Aug-00	8-Feb-01	

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS

( 6 Month Calibration Minimum )

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember	ICS	AC-Y05	25-Aug-00	25-Apr-01
Right Rear Seat Crossmember	ICS	AC-X33	25-Aug-00	25-Apr-01
Top of Engine	ICS	AC-X86	14-Aug-00	14-Apr-01
Bottom of Engine	ENDEVCO	AC-AP1A2	10-Dec-00	10-Jun-01
Right Disc Brake Caliper	ENDEVCO	AC-APBB6	10-Dec-00	10-Jun-01
Instrument Panel	ENDEVCO	AC-A14131	27-Nov-00	27-May-01
Left Disc Brake Caliper	ENDEVCO	AC-A14124	7-Aug-00	7-Feb-01
Left Seat Rear Crossmember (R)	ICS	AC-D30	11-Aug-00	5-Feb-01
Right Seat Rear Crossmember (R)	ICS	AC-D77	14-Aug-00	14-Feb-01