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Report Number: 208S-TRC-01-002

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

Mitsubishi Motor Manufacturing of America
2001 Mitsubishi Galant DE
NHTSA Number: C15600
TRC Test Number: S001204

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



Test Date: December 4, 2000
Report Date: February 16, 2001

Final Report

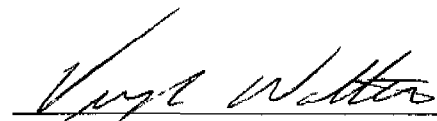
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Test Performed By: Ronald D. Stoner, Engineering Technician

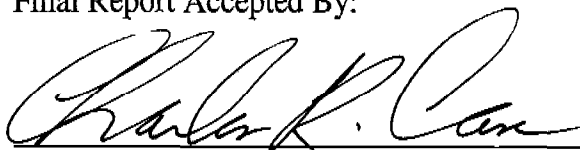
Report Approved By:



Date 2/19/01

Virginia L. Watters, Project Manager
Transportation Research Center Inc.

Final Report Accepted By:

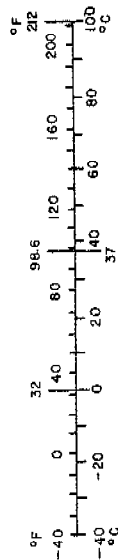


Date 5/16/01

Contracting Officer's Technical Representative (COTR),
NHTSA, Office of Vehicle Safety Compliance

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures				Approximate Conversions from Metric Measures			
Symbol	When You Know	Multiply by	To Find	Symbol	When You Know	Multiply by	To Find
LENGTH				LENGTH			
m	inches	*2.5	centimeters	mm	millimeters	0.04	inches
ft	feet	30	centimeters	cm	centimeters	0.4	inches
yd	yards	0.9	meters	m	meters	3.3	feet
mi	miles	1.6	kilometers	km	kilometers	1.1	yards
AREA				AREA			
m ²	square inches	6.5	square centimeters	cm ²	square centimeters	0.16	square inches
ft ²	square feet	0.09	square meters	m ²	square meters	1.2	square yards
yd ²	square yards	0.8	square meters	km ²	square kilometers	0.4	square miles
mi ²	square miles	2.6	square kilometers	ha	hectares (10 000 m ²)	2.5	acres
MASS (weight)				MASS (weight)			
oz	ounces	28	grams	g	grams	0.035	ounces
lb	pounds	0.45	kilograms	kg	kilograms	2.2	pounds
	short tons (2000 lb)	0.9	tonnes	t	tonnes (1000 kg)	1.1	short tons
VOLUME				VOLUME			
tsp	teaspoons	5	milliliters	ml	milliliters	0.03	fluid ounces
Tbsp	tablespoons	15	milliliters	l	liters	2.1	pints
fl oz	fluid ounces	30	milliliters	l	liters	1.06	quarts
c	cups	0.24	liters	l	liters	0.26	gallons
pt	pints	0.47	liters	m ³	cubic meters	35	cubic feet
qt	quarts	0.95	liters	m ³	cubic meters	1.3	cubic yards
gal	gallons	3.8	liters				
ft ³	cubic feet	0.03	cubic meters				
yd ³	cubic yards	0.76	cubic meters				
TEMPERATURE (exact)				TEMPERATURE (exact)			
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature



1 x 11 2 54 (x) 11 x 11 For the exact conversion, see the detailed tables. See NBS Misc. Publ. 280. Units of Weights and Measures. For 52 25, 30 Catalog No. C13.10 286

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15. Supplemental Notes None			
16. Abstract An FMVSS 208 Section 13 compliance sled test was conducted on a 2001 Mitsubishi Galant DE 4-door sedan, NHTSA No C15600, in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No TP208S-01 for the determination of FMVSS 208 compliance. Possible test failures identified were as follows: Failure to list in the owner's manual the elements monitored by the "readiness indicator" (S4 5.2). Mitsubishi has verbally indicated to NHTSA that it will be modifying its owner's manuals, beginning with model year 2002, to more clearly identify the elements monitored by the "readiness indicator."			
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Table of Contents

<u>Description</u>	<u>Page</u>
Purpose	1
Test Procedure	2
Test Results Summary	3
Sled Test Summary	6
General Test and Vehicle Parameter Data for the Sled Test Vehicle.....	7
Post-Impact Data	11
Seat and Steering Column Positioning Data.....	12
Dummy Measurement Data for Front Seat Occupants	13
Vehicle Accelerometer Placement	18
Vehicle Data Summary and Accelerometer Locations.....	19
Vehicle Targeting Measurements.....	21
Camera Positions	22
Motion Picture Camera Locations.....	23
FMVSS 208 Occupant Injury Data	24
FMVSS 208 Seat Belt Warning System Check.....	26
FMVSS 208 Readiness Indicator	27
FMVSS 208 Air Bag Labels	28
FMVSS 208 Rear Outboard Seating Position Seat Belts.....	36
FMVSS 208 Lap Belt Lockability.....	37
FMVSS 208 Seat Belt Comfort and Convenience Test.....	49
Appendix A - Photographs.....	A-1
Appendix B - Data Plots	B-1
Appendix C - Manufacturer Provided Test Information.....	C-1
Appendix D - Miscellaneous Test Information	D-1

List of Photographs

<u>Figure</u>	<u>Photograph Title</u>	<u>Page</u>
A-1.	Pre-Test Front View of Test Vehicle Mounted to Sled	A-2
A-2.	Pre-Test Left Side View of Test Vehicle Mounted to Sled	A-3
A-3.	Pre-Test Right Side View of Test Vehicle Mounted to Sled	A-4
A-4.	Pre-Test Windshield View	A-5
A-5.	Post-Test Windshield View	A-6
A-6.	Pre-Test Driver Dummy Position View with Door Open	A-7
A-7	Post-Test Driver Dummy Position View with Door Open	A-8
A-8.	Pre-Test Driver Seat Track Position View	A-9
A-9.	Post-Test Driver Seat Track Position View	A-10
A-10.	Pre-Test Driver Dummy Position Front View	A-11
A-11.	Post-Test Driver Dummy Position Front View	A-12
A-12.	Pre-Test Passenger Dummy Position View with Door Open	A-13
A-13.	Post-Test Passenger Dummy Position View with Door Open	A-14
A-14.	Pre-Test Passenger Seat Track Position View	A-15
A-15.	Post-Test Passenger Seat Track Position View	A-16
A-16.	Pre-Test Passenger Dummy Position Front View	A-17
A-17.	Post-Test Passenger Dummy Position Front View	A-18
A-18.	Post-Test Driver Airbag - View 1	A-19
A-19.	Post-Test Driver Airbag - View 2	A-20
A-20.	Post-Test Driver Dummy Removed from Vehicle Overall View	A-21
A-21.	Post-Test Driver Head Contact View	A-22
A-22.	Post-Test Passenger Airbag - View 1	A-23
A-23.	Post-Test Passenger Airbag - View 2	A-24
A-24.	Post-Test Passenger Dummy Removed from Vehicle Overall View	A-25
A-25.	Post-Test Passenger Head Contact - View 1	A-26
A-26.	Post-Test Passenger Head Contact - View 2	A-27
A-27.	Pre-Test Driver Knee Bolster View	A-28
A-28.	Post-Test Driver Knee Bolster - View 1	A-29

List of Photographs, Cont'd.

<u>Figure</u>	<u>Photograph Title</u>	<u>Page</u>
A-29.	Post-Test Driver Knee Bolster - View 2	A-30
A-30.	Pre-Test Passenger Glove Box View	A-31
A-31.	Post-Test Passenger Glove Box View	A-32
A-32.	Pre-Test Steering Column Linkage in Engine Compartment View	A-33
A-33.	Post-Test Steering Column Linkage in Engine Compartment View	A-34
A-34.	Pre-Test Vehicle Certification Label View	A-35
A-35.	Pre-Test Vehicle Tire Pressure Label View	A-36

Purpose

This Federal Motor Vehicle safety Standard (FMVSS) 208 compliance sled test is part of the FMVSS compliance test program conducted for the National Highway Traffic Safety Administration (NHTSA) by the Transportation Research Center Inc. (TRC) under Contract No. DTNH22-98-D-01055. The purpose of this test was to determine if the subject vehicle, a 2001 Mitsubishi Galant DE 4-door sedan, NHTSA No.C15600, meets the performance requirements of FMVSS 208, "Occupant Crash Protection," in the impact simulation sled test mode.

Test Procedure

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

The sled test vehicle was instrumented with six (6) accelerometers to measure longitudinal axis accelerations. The sled was instrumented with two (2) accelerometers to measure longitudinal accelerations, one (1) velocity trap and two (2) airbag firing timing circuits.

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

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

The forty-one (41) data channels were digitally sampled at 12,500 samples per second and processed per Sections 11.7 through 11.9 of the Laboratory Test Procedure.

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

Test Results Summary

This FMVSS 208 compliance sled test was conducted at TRC on December 4, 2000.

The test vehicle, a 2001 Mitsubishi Galant DE 4-door sedan, NHTSA No. C15600, does appear to comply with the performance requirements of FMVSS 208 in the impact simulation sled test mode as measured by Hybrid III 50th percentile male dummies.

	FMVSS 208 Max. Allowable Injury Assessment Values	Driver	Passenger
HIC	1000	NA ¹	199
Chest g	60 g	36.6	36.4
Chest Displacement	3 inches	0.8	0.3
Left Femur	2250 lb	1363	765
Right Femur	2250 lb	1405	1356
Neck Extension	57 Nm	NA ¹	11.4
Neck Flexion	190 Nm	NA ¹	32.5
Neck Tension	3300 N	NA ¹	552
Neck Compression	4000 N	NA ¹	777
Neck Shear	3100 N	NA ¹	1005

The subject vehicle, a 2001 Mitsubishi Galant DE, NHTSA No. C15600, does not appear to meet all the other FMVSS 208 requirements for which it was tested. There is a failure to list in the owner's manual the elements monitored by the "readiness indicator" (S4.5.2). Mitsubishi has verbally indicated to NHTSA that it will be modifying its owner's manuals, beginning with model year 2002, to more clearly identify the elements monitored by the "readiness indicator." These results are shown in the data sheets that are included in this report.

The sled test vehicle was equipped with air bags at the driver and passenger seating positions. The dummies were not restrained by seat belts. The sled carriage was accelerated to 17.3 g with an integrated velocity change of 29.3 mph. The air bags were triggered at 20.2 milliseconds after 0.5 g

¹ See Data Acquisition Explanations

Test Results Summary, Cont'd.

acceleration was measured by the firing circuit. Following subsequent digital data processing and filtering the acceleration signal to Channel Class 60, the air bag event trigger signal was 21.8 ms after the 0.5 g acceleration level was indicated.

Data Acquisition Explanations

Following the test, the post-impact dummy inspection indicated that the neck cable nut had been missing from the driver dummy during the test. The driver's head accelerations, neck forces, and neck moments are not included in this report. As a result, no driver's head injury criteria, neck forces, or neck moment injury values are reported.

The measured velocity data channel, SLDXV, from the light trap vane attached to the sled, has recorded an anomalous spike at approximately 235 milliseconds.

Sled Test Summary

NHTSA number: C15600
Test type: FMVSS Alternate 208 Sled Test
Test date: 12/04/00
Test time: 1308
Ambient temperature at impact area: 69° F
Vehicle year/make/ model/body style: 2001/Mitsubishi/Galant DE/4-door sedan

Dummy Info:

Driver #314

Right Front #230

Type: Part 572E
Location: Left front
Restraint: Airbag, supplemental
restraint
Number of data channels: 15

Part 572E
Right front
Airbag, supplemental
restraint
15

Number of Cameras:

Real-time: 1
High-speed: 6

Door Opening Data:

Left Front: Normal
Right Front: Normal

Front Seat Data:

Seat track failure:	None	None
Seat back failure	None	None

Visible Dummy Contact Points:

Head:	Airbag, sun visor	Airbag, sun visor, headrest
Chest:	Airbag	Airbag
Left knee:	Knee bolster	Glove box, airbag
Right knee:	Knee bolster	Glove box, airbag

General Test and Vehicle Parameter Data for the Sled Test Vehicle

Test Vehicle Information:

Vehicle year/make/
model/body style: 2001/Mitsubishi/Galant DE/4-door sedan

Color: Black

VIN: 4A3AA36G11E043657

NHTSA number: C15600

Engine data:

Placement: Transverse

Cylinders: 4

Displacement: 2.4 liters

Transmission data: 4 speed, manual, X automatic, X overdrive

Final drive: X fwd, rwd, 4wd

Date vehicle received: 10/25/2000

Odometer reading: 183

Dealer's name and address: Jeff Wyler Mitsubishi
4360 Glen Willow Lake Lane
Batavia, Ohio 45103

Major Options:

Power steering	Yes	Other: Seatbelt force limiters, latch system for child seats, center console with armrest storage
Power brakes	Yes	
Power windows	Yes	
Air conditioning	Yes	
Power door locks	Yes	

Remarks: None

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

Data from Vehicle's Certification Label:

Vehicle manufactured by: Mitsubishi Motor Manufacturer of America
Date of manufacture: August-00
VIN: 4A3AA36G11E043657
GVWR: 3990 lbs
GAWR: Front: 2140 lbs
Rear: 1850 lbs

Data from Vehicle's Tire Placard:

Tire pressure with maximum capacity vehicle load:

Front: 44 psi

Rear: 44 psi

Recommended tire size: P195/65R15

Load range: 1279 lbs

Recommended cold tire pressure:

Front: 32 psi

Rear: 29 psi

Size of tires on vehicle: P195/65R15

Spare tire: T125/70D15

Vehicle capacity data:

Type of front seats: Bucket

Number of occupants:

Front 2

Rear 3

Total 5

Remarks: None

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

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

Right front	925.0 lbs	Right rear	594.0 lbs
Left front	926.0 lbs	Left rear	592.5 lbs
Total front weight	1851.0 lbs	(61.0% of total vehicle weight)	
Total rear weight	1186.5 lbs	(39.0% of total vehicle weight)	
Total delivered weight	3037.5 lbs		

Calculation of test vehicle's target test weight:

RCLW = Rated Cargo and Luggage Weight

UDW = Unloaded Delivered Weight (3037.5 lbs)

DSC = Designated Seating Capacity (5)

RCLW = 77 lbs

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

Target test weight = 3037.5 + 77 + 334 = 3448.5 lbs

Weight of test vehicle with two dummies and 202 lbs of cargo weight:

Right front	995.0 lbs	Right rear	786.0 lbs
Left front	999.5 lbs	Left rear	793.0 lbs
Total front weight	1994.5 lbs	(55.8% of total vehicle weight)	
Total rear weight	1579.0 lbs	(44.2% of total vehicle weight)	
Total test weight	3573.5 lbs		

Remarks:

Weight of ballast secured in vehicle cargo area: None

Components removed to meet target test weight: None

¹ The total test weight is high because the target weight had originally been incorrectly calculated by using the NHTSA formula for vehicles with no capacity weight on the label.

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

Test Vehicle Attitude:

As delivered door sill angle: 0.4° Nose down

As tested door sill angle: 0.1° Nose down

Fully loaded door sill angle: 0.2° Nose up¹

Vehicle Wheelbase: 103.7 inches

Fuel System Data:

Fuel system capacity from owner's manual: 16.3 gallons

Useable capacity figure furnished by COTR: 16.4 gallons

Remarks: The roll angle measurement was within 1 inch. The left and right side measurements were each 34.5 inches.

¹ Vehicle loaded with 202 lbs cargo weight.

Post-Impact Data

Test number: S001204
NHTSA number: C15600
Test date: 12/04/00
Test time: 1308
Test type: FMVSS Alternate 208 Sled Test
Impact angle: 0°
Ambient temperature
at impact area: 69° F
Temperature in
occupant compartment: 69° F

Sled carriage velocity:

Integrated velocity from the integration of the entire sled acceleration: 29.3 mph
Measured velocity from the light trap device attached to the sled (backup): 28.2 mph
Specified integrated velocity range: 28 to 30 mph

Sled carriage acceleration:

Acceleration: 17.3 g
Specified acceleration range: 16 g - 18.2 g

Sled carriage acceleration duration:

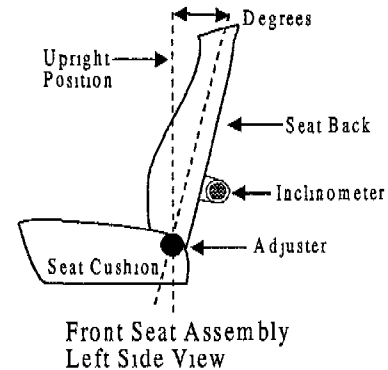
Time from T-0(-0.5 g) to 0.0 g: 127.0 msec
Specified acceleration duration: 130 - 120 msec

The sled acceleration curve was within the specified corridor.

Seat and Steering Column Positioning Data

Vehicle: 2001/Mitsubishi/Galant DE/4-door sedan

NHTSA No.: C15600



Nominal Design Riding Position:

- Driver Seat: Manual Adjustable; Seat Back Angle = 14.8° (measured on headrest post). The seat was placed with the seat back in the 16th step from the first locking position (the first locking position is counted as Step 1).
- Passenger Seat: Manual Adjustable; Seat Back Angle = 13.2° (measured on headrest post). The seat was placed with the seat back in the 16th step from the first locking position (the first locking position is counted as Step 1).

Seat Fore and Aft Positions:

- Driver Seat: Mid Position - The seat was placed in the 12th locking position, counting the rearmost locking position as the first.
- Passenger: Mid Position - The seat was placed in the 12th locking position, counting the rearmost locking position as the first.

Steering Column Adjustments:

The steering column was adjustable. The column was set at 22.9 degrees by positioning the steering wheel at the angle midway between the lowest and highest angles possible.

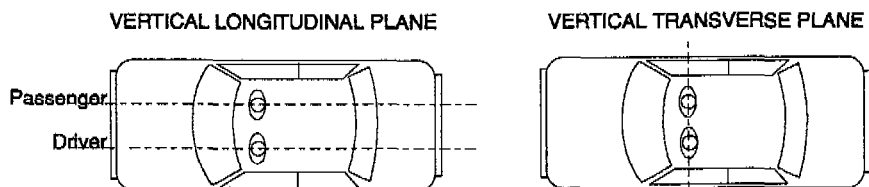
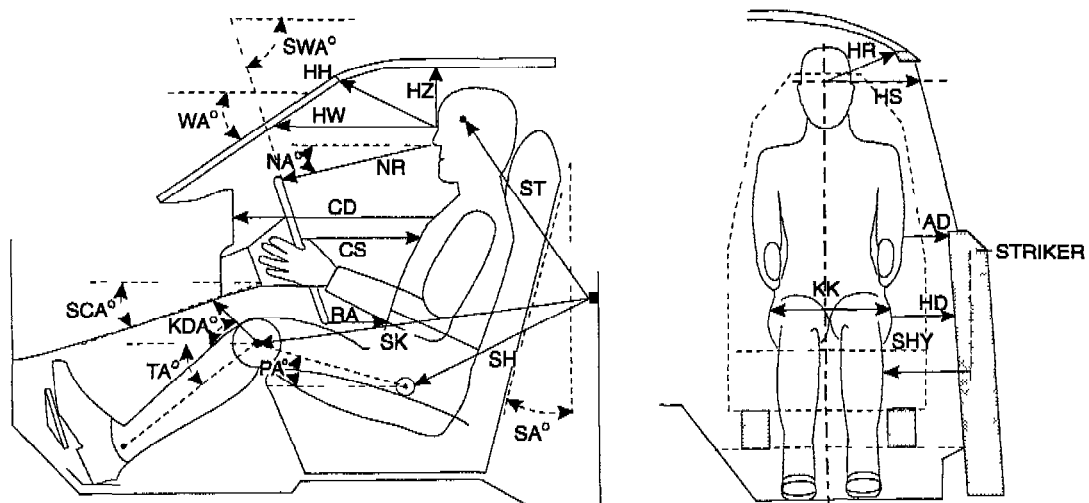
Dummy Measurement Data for Front Seat Occupants

Designation	Type of Measurement	Driver (Serial #314)	Passenger (Serial #230)
WA	Windshield angle	26.5°	N/A
SWA	Steering wheel angle	20.8°	N/A
SCA	Steering column angle	22.9°	N/A
SA	Seat back angle (measured on headrest post)	14.8°	13.2°
HZ	Head to roof	6.8 in	6.5 in
HH	Head to header	12.7 in	12.9 in
HW	Head to windshield	22.3 in	20.6 in
HR	Head to side header	7.9 in	7.8 in
NR	Nose to rim	15.8 in	N/A
NA	Nose to rim angle	9.0°	N/A
CD	Chest to dash	22.0 in	21.8 in
CS	Steering wheel to chest	12.4 in	N/A
RA	Rim to abdomen	8.0 in	N/A
KDL	Left knee to dash	7.3 in	7.0 in
KDR	Right knee to dash	7.2 in	6.8 in
KDA	Outboard knee to dash angle	15.0°	21.0°
PA	Pelvic angle	22.4°	24.0°
TA	Tibial angle	39.6°	38.5°
KK	Knee to knee	13.2 in	11.0 in
ST ¹	Striker to head	20.5 in	21.2 in
	Striker to head angle	82.4°	79.2°
SK ¹	Striker to knee	22.8 in	23.5 in
	Striker to knee angle	2.7°	2.3°
SH ¹	Striker to H-point	10.2 in	10.2 in
	Striker to H-point angle	28.2°	28.5°
SHY	Striker to H-point (Y dir.)	8.8 in	8.2 in
HS	Head to side window	11.1 in	11.5 in
HD	H-point to door	5.8 in	5.8 in
AD	Arm to door	3.6 in	3.2 in

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

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

Dummy Measurement Locations for Front Seat Occupants



Descriptions of Dummy Measurements

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

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

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

* Measurement used in Data Tape Reference Guide

¹ Only outboard measurement is referenced in Data Tape Reference Guide

Descriptions of Dummy Measurements, Cont'd.

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

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

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

Angles

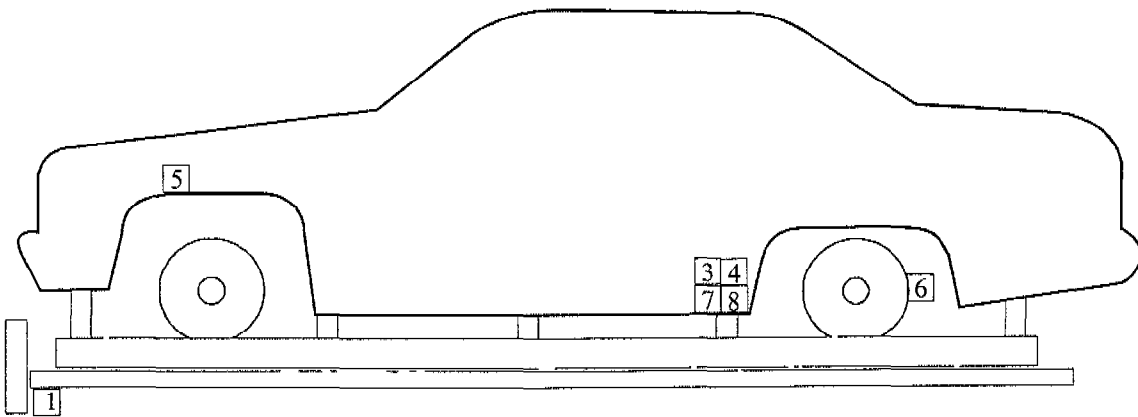
- SA Seat Back Angle, find this angle using the instructions provided by the manufacturer. If the manufacturer doesn't provide clear instructions contact the COTR.

* Measurement used in Data Tape Reference Guide

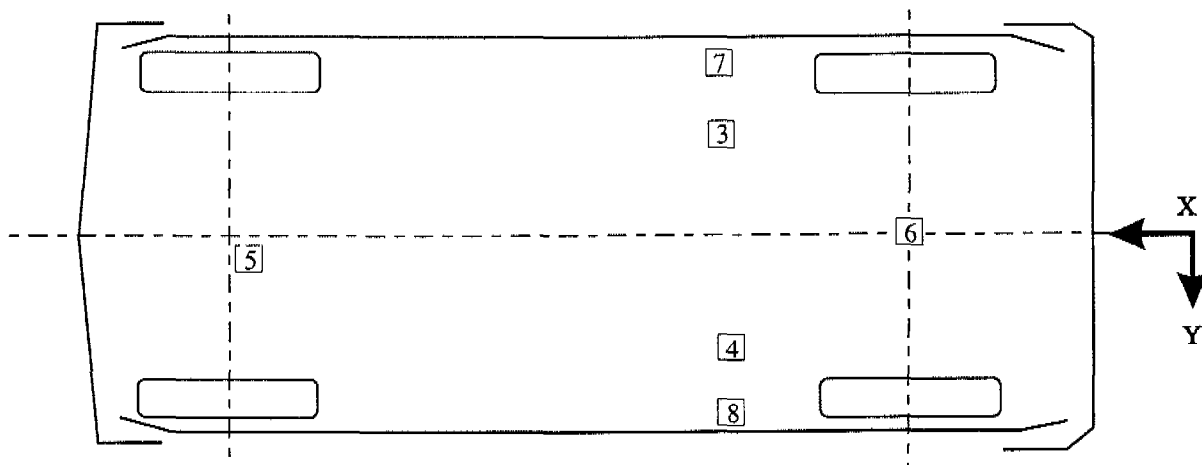
Descriptions of Dummy Measurements, Cont'd.

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

Vehicle Accelerometer Placement



Side View



Bottom View

Vehicle Data Summary and Accelerometer Locations

TEST NUMBER: 001204S No. LOCATION	X	Y	POSITIVE DIRECTION	NEGATIVE DIRECTION
1 SLED ACCELERATION PRIMARY REDUNDANT	175.7 in	-1.0 in	0.5 g @ 161.7 ms 1.5 g @ 135.2 ms	17.3 g @ 58.2 ms 18.0 g @ 52.6 ms
2 SLED VELOCITY MEASURED INTEGRATED			0.1 mph @ 6.3 ms -0.1 mph @ 6.3 ms	28.2 mph @ 137.0 ms 29.3 mph @ 149.7 ms
3 LEFT BODY CROSSMEMBER LONGITUDINAL	81.2 in	-26.2 in	1.5 g @ 130.0 ms	17.5 g @ 60.4 ms
4 RIGHT BODY CROSSMEMBER LONGITUDINAL	81.7 in	26.5 in	1.4 g @ 129.8 ms	18.0 g @ 54.8 ms
5 TOP ENGINE LONGITUDINAL	158.5 in	0.0 in	6.5 g @ 142.6 ms	18.5 g @ 50.6 ms
6 REAR AXLE LONGITUDINAL	40.7 in	0.0 in	1.8 g @ 130.5 ms	20.4 g @ 45.1 ms
7 LEFT VEHICLE SILL LONGITUDINAL	82.0 in	-15.5 in	1.3 g @ 129.9 ms	17.5 g @ 55.4 ms

Vehicle Data Summary and Accelerometer Locations, Cont'd.

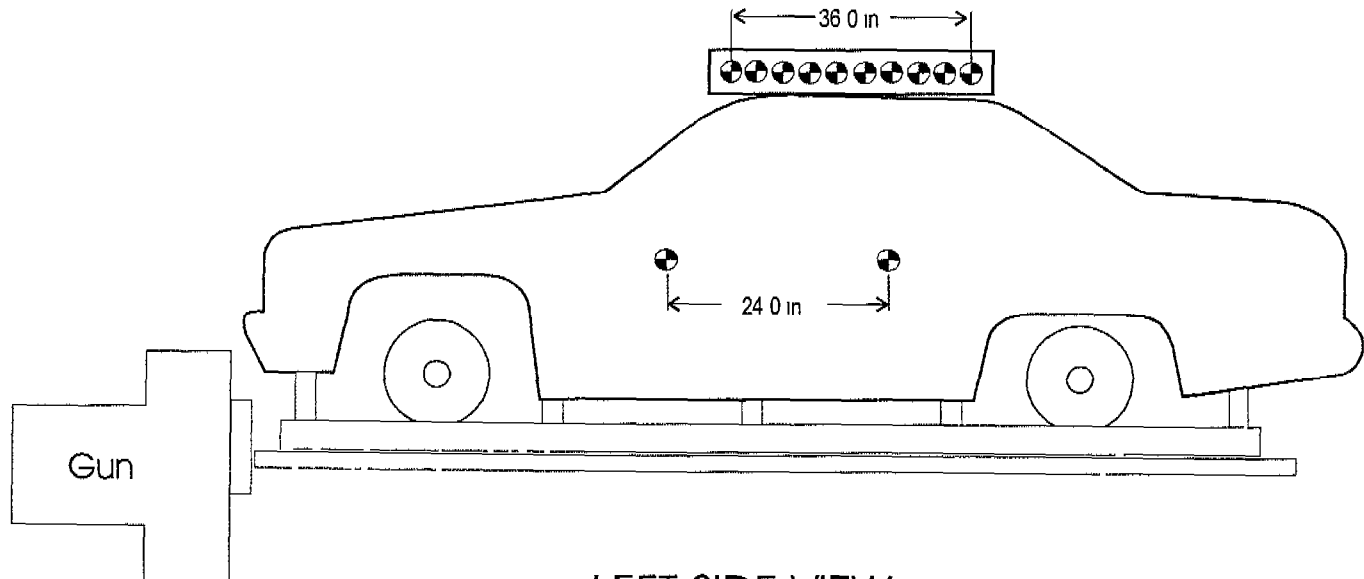
TEST NUMBER: 001204S No. LOCATION	X	Y	POSITIVE DIRECTION	NEGATIVE DIRECTION
8 RIGHT VEHICLE SILL LONGITUDINAL	80.8 in	15.7 in	1.2 g @ 129.7 ms	20.8 g @ 47.7 ms
9 DRIVER AIRBAG EVENT			21.8 ms	
10 PASSENGER AIRBAG EVENT			21.8 ms	

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

Sign Convention per J211, MAR 1995

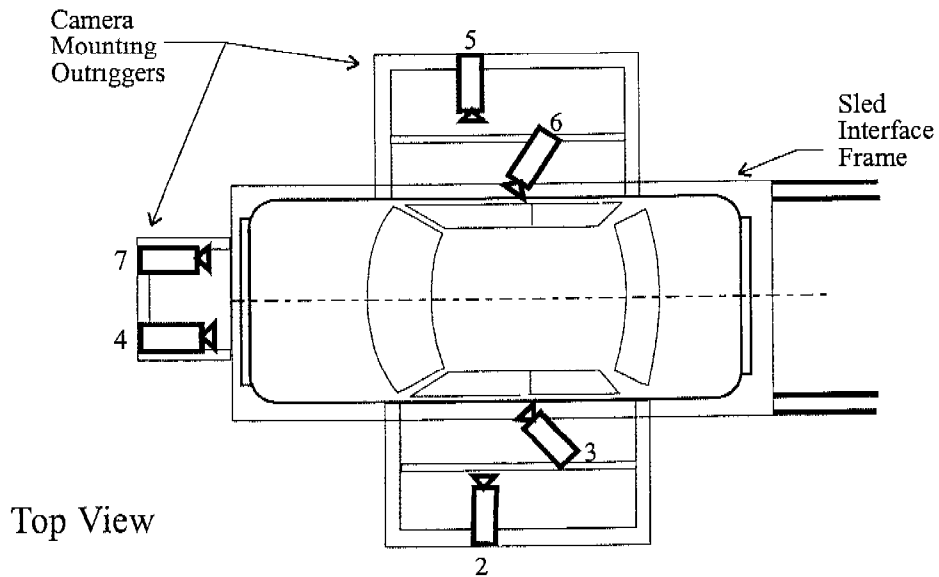
Vehicle Targeting Measurements

REFERENCE PHOTO TARGETS

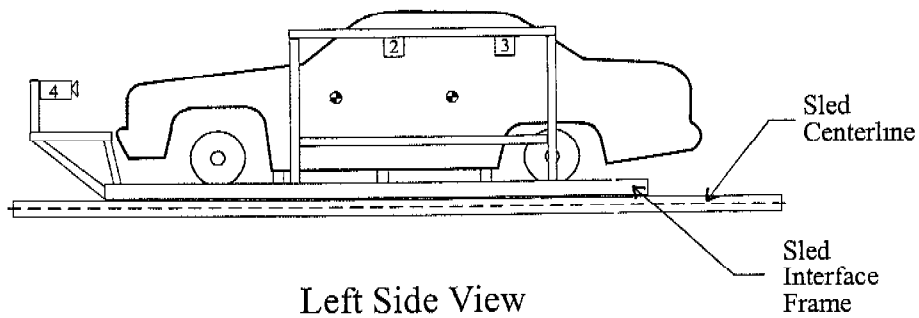


LEFT SIDE VIEW

Camera Positions



Camera Frame Rates
#1 = 24 fps
All Others = 1,000 fps



Motion Picture Camera Locations

Vehicle year/make/model/body style: 2001/Mitsubishi/Galant DE/4-door sedan NHTSA No. C15600 Test Number: S001204

Camera Number	View	Camera Positions ¹			Camera Angle ²	Film Plane to Head Target	Camera Lens	Film Speed
		X	Y	Z				
1	Left side view offboard	93.0 in	306.9 in	55.0 in	0°	295.0 in	10 mm	24 frames/s
2	Left side view wide	70.4 in	72.1 in	49.7 in	8.7°	56.5 in	8 mm	992 frames/s
3	Left side view over shoulder	98.8 in	49.6 in	55.2 in	13.2°	38.2 in	8 mm	985 frames/s
4	Front view - driver	26.8 in	13.1 in	49.2 in	5.6°	54.4 in	8 mm	1007 frames/s
5	Right side view wide	78.8 in	91.0 in	51.3 in	5.8°	74.8 in	13 mm	962 frames/s
6	Right side view over shoulder	101.4 in	48.2 in	54.4 in	11.6°	38.0 in	8 mm	862 frames/s
7	Front view - passenger	26.9 in	15.5 in	49.1 in	6.4°	54.2 in	8 mm	997 frames/s

- ¹ X: Film plane to front of sled
Y: Film plane to sled centerline
Z: Film plane to top of sled
- ² Angle: Film plane of camera downward from horizontal plane

FMVSS 208 Occupant Injury Data

Vehicle: 2001/Mitsubishi/Galant DE/4-door sedan

NHTSA No.: C15600

Date:12/04/00

Maximum Acceleration Values: (g's)	Driver Dummy #314	Passenger Dummy #230
Head Channel X	NA ¹	-38.3
Head Channel Y	NA ¹	-23.8
Head Channel Z	NA ¹	-16.6
HEAD RESULTANT	NA ¹	45.1
Chest Channel X	-36.9	-32.3
Chest Channel Y	-2.9	-3.7
Chest Channel Z	10.0	22.0
CHEST RESULTANT	37.7	37.3

Head Injury Criteria (HIC) Values:

HIC	NA ¹	199
t ₁ = (msec)	NA ¹	93.36
t ₂ = (msec)	NA ¹	129.36

[The maximum time interval from t₁ to t₂ is 36 milliseconds.]

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

CLIP	36.6	36.4
t ¹ = (msec)	98.00	107.28
t ² = (msec)	101.04	110.32
Chest Deflection (in)	0.8	0.3

¹ See Data Acquisition Explanations

FMVSS 208 Occupant Injury Data, Cont'd.

Vehicle: 2001/Mitsubishi/Galant DE/4-door sedan

NHTSA No.: C15600

Date:12/04/00

Units (lbs)

Max. Compressive Femur Forces:	Driver Dummy #314	Passenger Dummy #230
Left Side (lbs)	1363	765
Right Side (lbs)	1405	1356

Neck Injury Criteria:	Driver Dummy #314	Passenger Dummy #230
Peak Flexion Bending Moment (N-m)	NA ¹	32.5
Peak Extension Bending Moment (N-m)	NA ¹	11.4
Peak Axial Tension (N)	NA ¹	552
Peak Axial Compression (N)	NA ¹	777
Peak Positive X-Axis Shear (N)	NA ¹	1005
Peak Negative X-Axis Shear (N)	NA ¹	281

¹ See Data Acquisition Explanations

FMVSS 208 SEAT BELT WARNING SYSTEM CHECK

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

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

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

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

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

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

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

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

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

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

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

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

Time duration of reminder light operation = 0 seconds
(reminder light does not operate)

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

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

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

C. Note wording of visual warning:

Fasten Seat Belt

Fasten Belt

Symbol 101 ☒

FMVSS 208 READINESS INDICATOR

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement.
(11/8/94 legal interpretation)

Is the system totally mechanical?

Yes-☐; No-☒

Describe the location of the readiness indicator: Bottom center of instrument cluster

Is the readiness indicator clearly visible to the driver?

Yes-☒; No-☐

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

Yes-☐; No-☒

FMVSS 208 Air Bag Labels

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

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

- 1.1 Does the manufacturer recommend periodic maintenance or replacement of the air bag?
☒ Yes (Go to 1.2)
☐ No (Go to 2)
- 1.2 Does the Vehicle have a maintenance or replacement label?
☒ Yes-Pass ☐ No-Fail
- 1.3 Does the label contain one of the following? ☒ Yes-Pass ☐ No-Fail
☐ Schedule on label specifies month and year
☐ Schedule on label specifies vehicle mileage
☒ Schedule on label specifies interval measured from date on certification label
- 1.4 Is the label permanently affixed within the passenger compartment?
☒ Yes-Pass ☐ No-Fail
- 1.5 Is the label lettered in English?
☒ Yes-Pass ☐ No-Fail
- 1.6 Is the label in block capitals and numerals?
☒ Yes-Pass ☐ No-Fail
- 1.7 Are the letters and numerals at least 3/32 inch high?
☒ Yes-Pass ☐ No-Fail
- 1.8 Does the owner's manual set forth the recommended schedule for maintenance or replacement?
☒ Yes-Pass ☐ No-Fail

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

- 2.1 Include a description of the vehicle's air bag system in an easily understandable format?
☒ Yes ☐ No-Fail
- 2.2 Include a statement that the vehicle is equipped with an air bag and a lap/shoulder belt at the front outboard seating positions?
☒ Yes ☐ No-Fail

Air Bag Labels, Cont'd.

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

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

Air Bag Labels, Cont'd.

4. Sun Visor Warning Label

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

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

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

4.2.1 Dual air bags

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

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

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

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

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

DEATH or SERIOUS INJURY can occur.

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

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

Air Bag Labels, Cont'd.

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN DOWN POSITION

LABEL OUTLINE, VERTICAL AND HORIZONTAL LINE BLACK

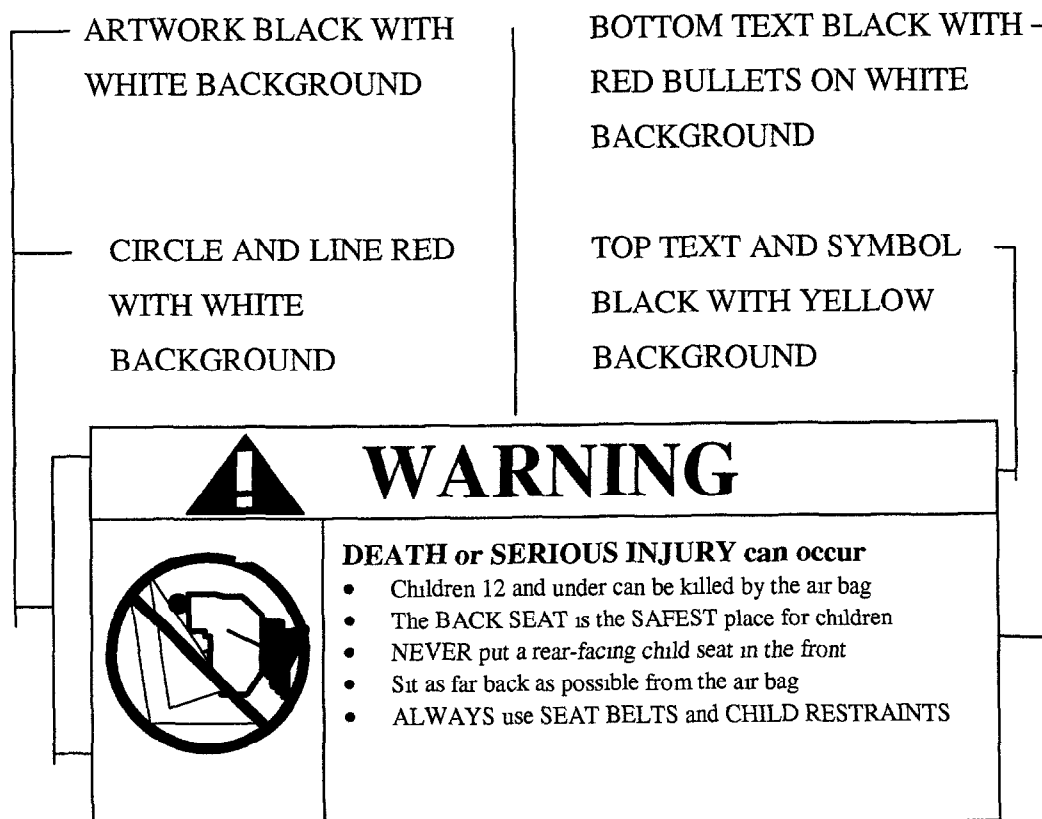


Figure 6a
(S4 5 1(b)(2))

Air Bag Labels, Cont'd.

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN DOWN POSITION

LABEL OUTLINE, VERTICAL AND HORIZONTAL LINE BLACK

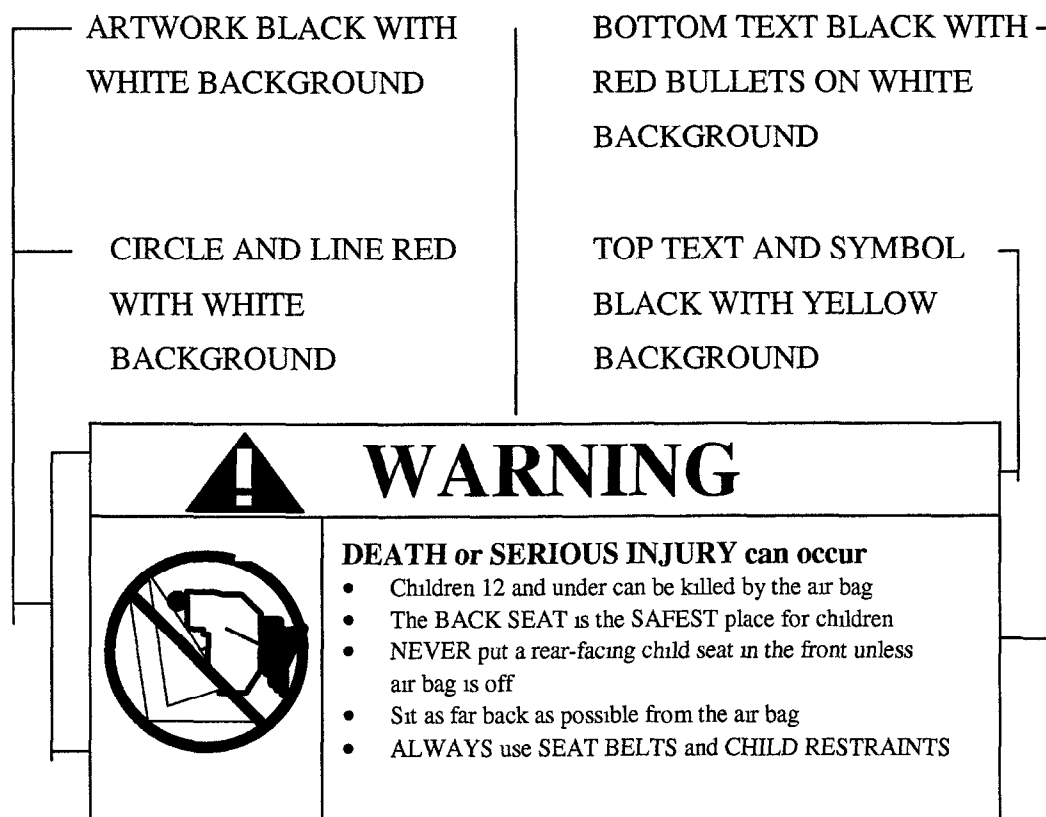


Figure 6b
(S4.5.1(b)(2))

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

Driver side ☒ Yes-Pass ☐ No-Fail

Passenger side ☒ Yes-Pass ☐ No-Fail

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

Driver side ☒ Yes-Pass ☐ No-Fail

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

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

Actual message area, driver side 32 cm²

Actual message area, passenger side 32 cm²

Driver side ☒ Yes-Pass ☐ No-Fail

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

Air Bag Labels, Cont'd.

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

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

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

Driver side ☒ Yes-Pass ☐ No-Fail

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

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

Actual diameter, driver side 32 mm

Actual diameter, passenger side 32 mm

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

Driver side ☒ Yes-Pass ☐ No-Fail

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

- 4.8 Is the same side of the sun visor to which the sun visor label is affixed free of other information with the exception of an air bag maintenance label?

(S4.5.1(b)(3))

Driver side ☒ Yes-Pass ☐ No-Fail

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

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

Driver side ☒ Yes-Pass ☐ No-Fail

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

5. Air Bag Alert Label

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

Driver ☒ Yes ☐ No

Passenger ☒ Yes ☐ No

If yes, go to 6

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

(S4.5.1(c)(2))

☐ Yes-Pass ☐ No-Fail

Circle and Line Red
with White
Background

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN UP POSITION

Artwork Black with
White Background

Text Yellow with
Black Background

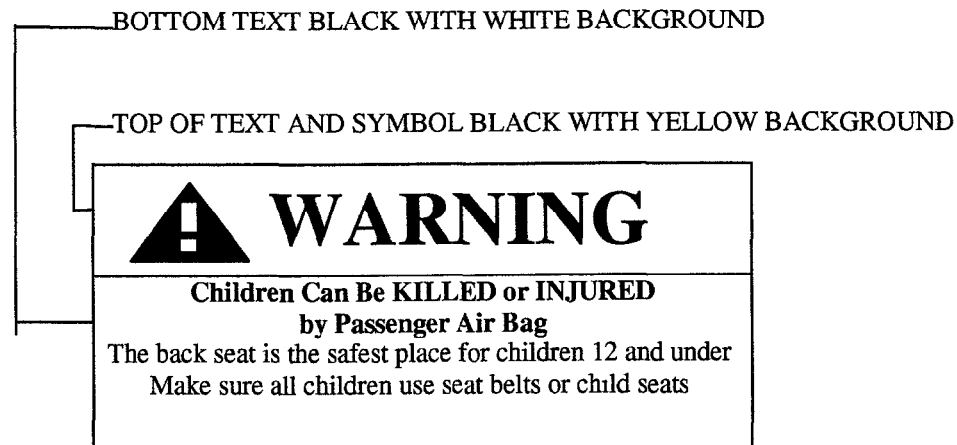
Figure 6c
(S4.5.1(c)(2))



Air Bag Labels, Cont'd.

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

Figure 7
(S4 5.1(e))



Air Bag Labels, Cont'd.

- 6.4 Is the heading area yellow with the word "warning" and the alert symbol in black? (S4.5.1(e)(i)) ☒ Yes-Pass ☐ No-Fail
- 6.5 Is the message white with black text? (S4.5.1(e)(ii)) ☒ Yes-Pass ☐ No-Fail
- 6.6 Is the message area at least 30 cm²? (S4.5.1(e)(ii))
Actual message area 40 cm² ☒ Yes-Pass ☐ No-Fail

FMVSS 208 REAR OUTBOARD SEATING POSITION SEAT BELTS

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

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

Yes-☒; No-☐;N/A ☐ (No Back Seat)

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

FMVSS 208 Lap Belt Lockability

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

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

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Right Front

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

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA NO.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Right Front

- ☒ 7. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
- ☒ 8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2))
- ☒ 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) Measured distance between A and B 58.7 inches.
- ☒ 11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4)) Measured force application angle 10 degrees. (Spec. 5~15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4)) Measured distance between A and B 30.7 inches.

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Right Front

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

Record onset rate 20 lbs/sec (spec. 10 ~50 lb/sec)

The measured distance between A and B is 31.1 inches (S7.1.1.5(c)(6))

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

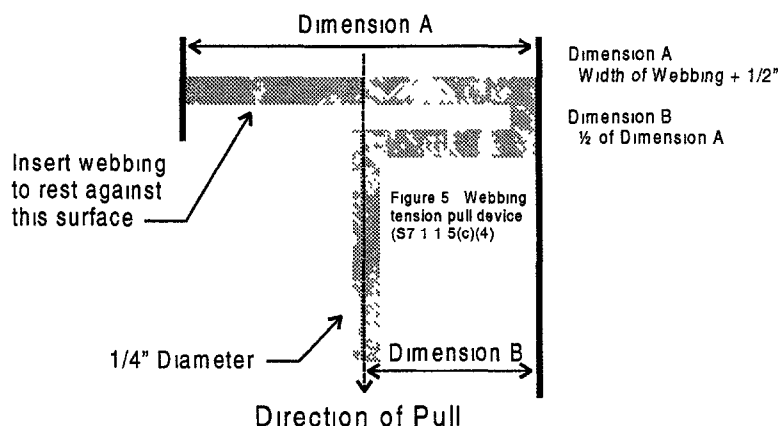
14-13= 0.4 inches

☒ Yes-Pass ☐ No-Fail

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

10-14= 27.6 inches.

☒ Yes-Pass ☐ No-Fail



FMVSS 208 Lap Belt Lockability

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

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

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Right Rear

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

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Right Rear

- ☒7. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
- ☒8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2))
- ☒10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) Measured distance between A and B **66.9** inches.
- ☒11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4)) Measured force application angle **10** degrees. (Spec. 5~15 degrees)
- ☒13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4)) Measured distance between A and B **36.6** inches.

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Right Rear

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

Record onset rate 20 lbs/sec (spec. 10 ~50 lb/sec)

The measured distance between A and B is 37.1 inches (S7.1.1.5(c)(6))

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

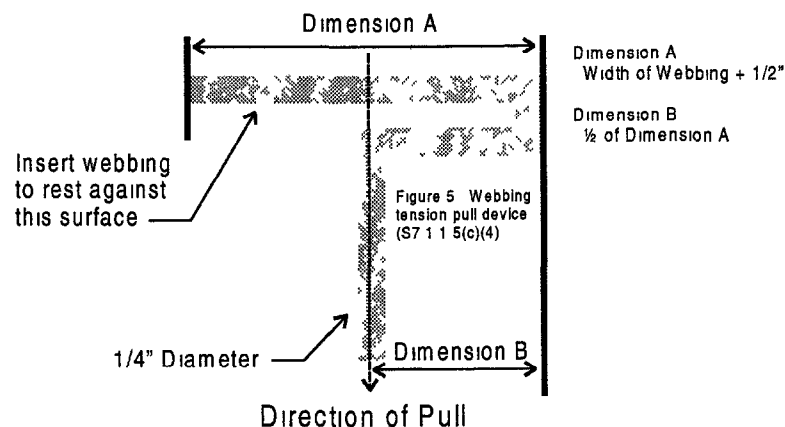
14-13= 0.5 inches

☒ Yes-Pass ☐ No-Fail

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

10-14= 29.8 inches.

☒ Yes-Pass ☐ No-Fail



FMVSS 208 Lap Belt Lockability

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

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

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Left Rear

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

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Left Rear

- ☒7. Locate a reference point a on the seat belt buckle. (S7.1.1.5(c)(2))
- ☒8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2))
- ☒10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) Measured distance between A and B **65.0** inches.
- ☒11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4)) Measured force application angle **10** degrees. (Spec. 5~15 degrees)
- ☒13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4)) Measured distance between A and B **34.6** inches.

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Left Rear

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

Record onset rate 20 lbs/sec (spec. 10 ~50 lb/sec)

The measured distance between A and B is 35.2 inches (S7.1.1.5(c)(6))

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

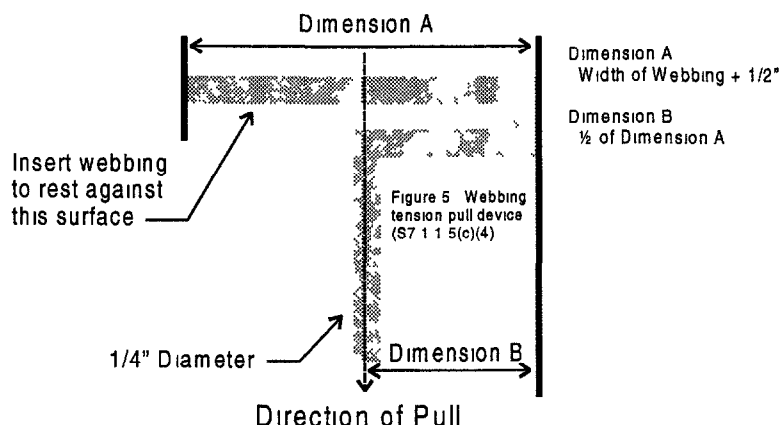
14-13= 0.6 inches

☒ Yes-Pass ☐ No-Fail

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

10-14= 29.8 inches.

☒ Yes-Pass ☐ No-Fail



FMVSS 208 Lap Belt Lockability

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

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

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Center Rear

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

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan
NHTSA No.: C15600 Technician: R. Stoner, D. Thomas Date: 11/01/00

DESIGNATED SEATING POSITION: Center Rear

- ☒7. Locate a reference point a on the seat belt buckle. (S7.1.1.5(c)(2))
- ☒8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2))
- ☒10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) Measured distance between A and B 65.4 inches.
- ☒11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4)) Measured force application angle 10 degrees. (Spec. 5~15 degrees)
- ☒13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4)) Measured distance between A and B 41.7 inches.

FMVSS 208 Lap Belt Lockability, Cont'd.

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

NHTSA No.: C15600

Technician: R. Stoner, D. Thomas

Date: 11/01/00

DESIGNATED SEATING POSITION: Center Rear

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

Record onset rate 20 lbs/sec (spec. 10 ~50 lb/sec)

The measured distance between A and B is 42.7 inches (S7.1.1.5(c)(6))

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

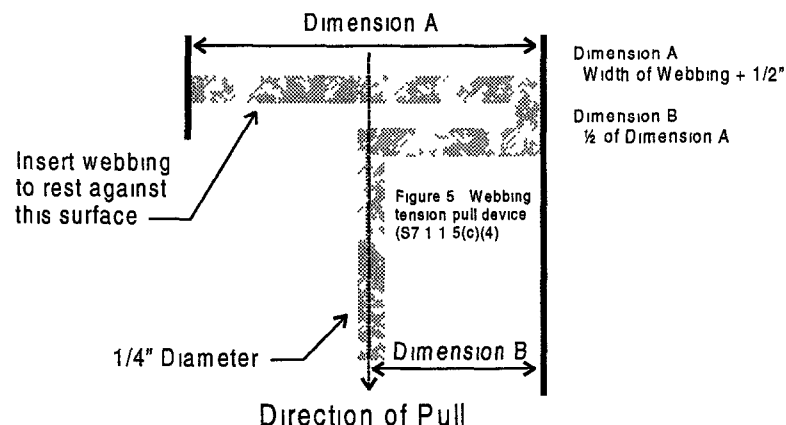
14-13= 1.0 inches

☒ Yes-Pass ☐ No-Fail

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

10-14= 22.7 inches.

☒ Yes-Pass ☐ No-Fail



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

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Left Rear

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

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

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

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☒ Check

9. Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds. Contact force is 0.49 pounds.

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

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

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Center Rear

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

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

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

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☒ Check

9. Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds. Contact force is 0.48 pounds.

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

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

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Right Rear

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

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

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

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

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

☐ Check
☒ N/A

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

☐ Check
☒ N/A

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

☒ Check

9. Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds. Contact force is 0.43 pounds.

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

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

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Passenger Car, Does Not Apply

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

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

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

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Passenger Car, Does Not Apply

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

1. Is the vehicle a passenger car or walk-in van-type vehicle?

☐ Yes
☐ No

If yes, go to seat belt guides and hardware.

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

☐ Check

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

☐ Check

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

☐ Check

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

☐ Check

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

☐ Check

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

☐ Check

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

☐ Check

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

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

FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.

Seat Belt Guides And Hardware (S7.4.6)

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Right Rear

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

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

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

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

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

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

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

Yes- ☒ Pass; No- ☐ Fail
4. The buckle and latchplate do not pass through the guides or conduits provided and fall behind the seat when the following events occur in order:

(A) The belt is completely retracted or, if the belt is nonretractable, the belt is unlatched.

☒ Check

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

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

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

Yes-☒ Pass; No- ☐ Fail

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

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

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Center Rear

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

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

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

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

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

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

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

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

☒ Check

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

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

(C) The seat back, if foldable, is folded forward as far as possible and then moved backward into position. ☒ Check
Yes-☒ Pass; No- ☐ Fail

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

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

Test Vehicle NHTSA No.: C15600

Vehicle Model Year/Make/Model/Body Style: 2001/Mitsubishi/Galant DE/4-door sedan

Designated Seating Position Tested: Left Rear

Date of Comfort and Convenience Check: 11/01/00

Technician Performing Check: R. Stoner, D. Thomas

GVWR: 3990 pounds

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

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

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

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

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

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

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

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

☒ Check

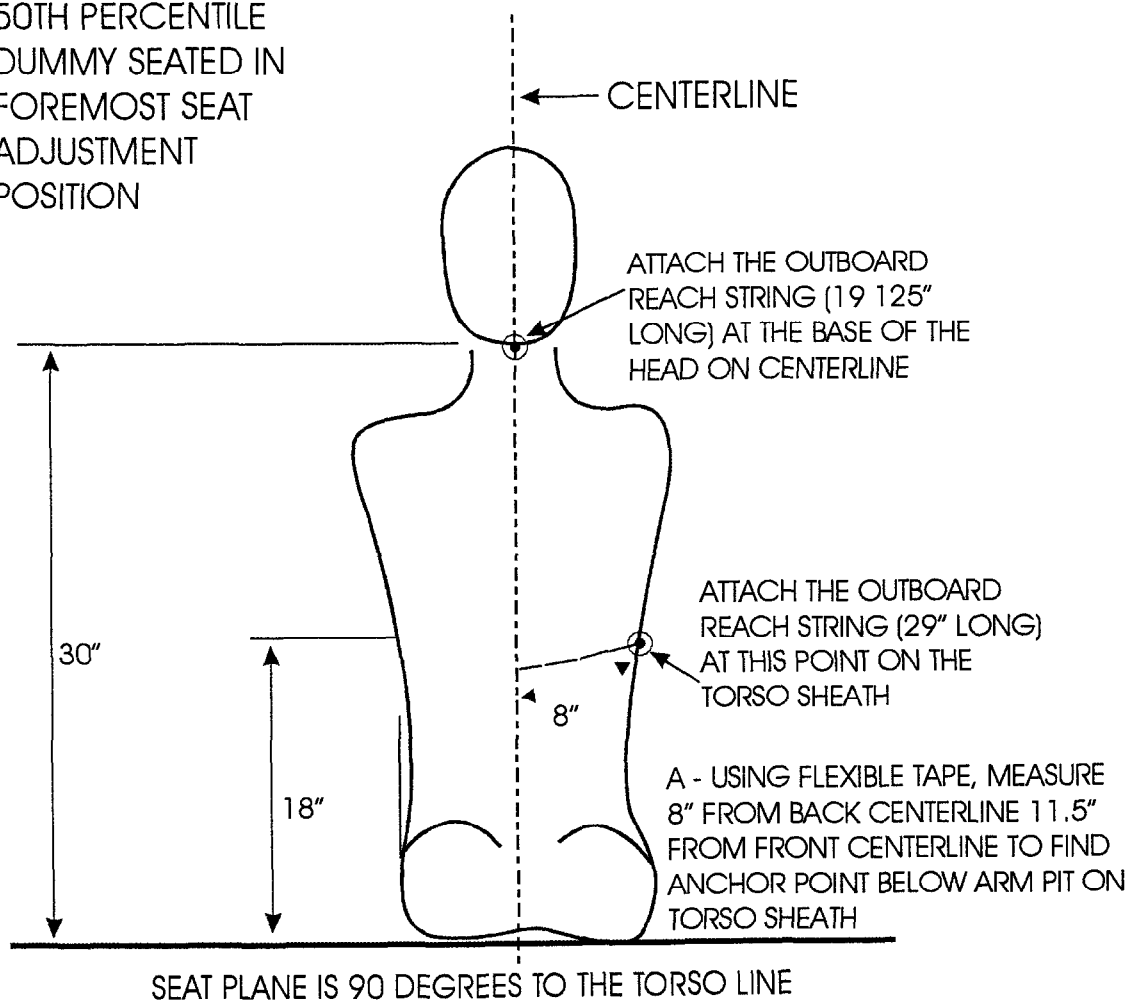
FMVSS 208 Seat Belt Comfort And Convenience Test Summary, Cont'd.
Seat Belt Guides And Hardware (S7.4.6)

- (B) The seat is moved to any position to which it is designed to be adjusted. ☒ Check
- (C) The seat back, if foldable, is folded forward as far as possible and then moved backward into position. ☒ Check
Yes- ☒ Pass; No- ☐ Fail
5. Is the inboard receptacle end of the seat belt assembly, installed in the outboard designated seating position, accessible with the center arm rest in any position to which it can be adjusted (without moving the armrest)? Yes- ☒ Pass; No- ☐ Fail

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

PART 572E DUMMY

50TH PERCENTILE
DUMMY SEATED IN
FOREMOST SEAT
ADJUSTMENT
POSITION



REAR VIEW

Figure 1C

USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

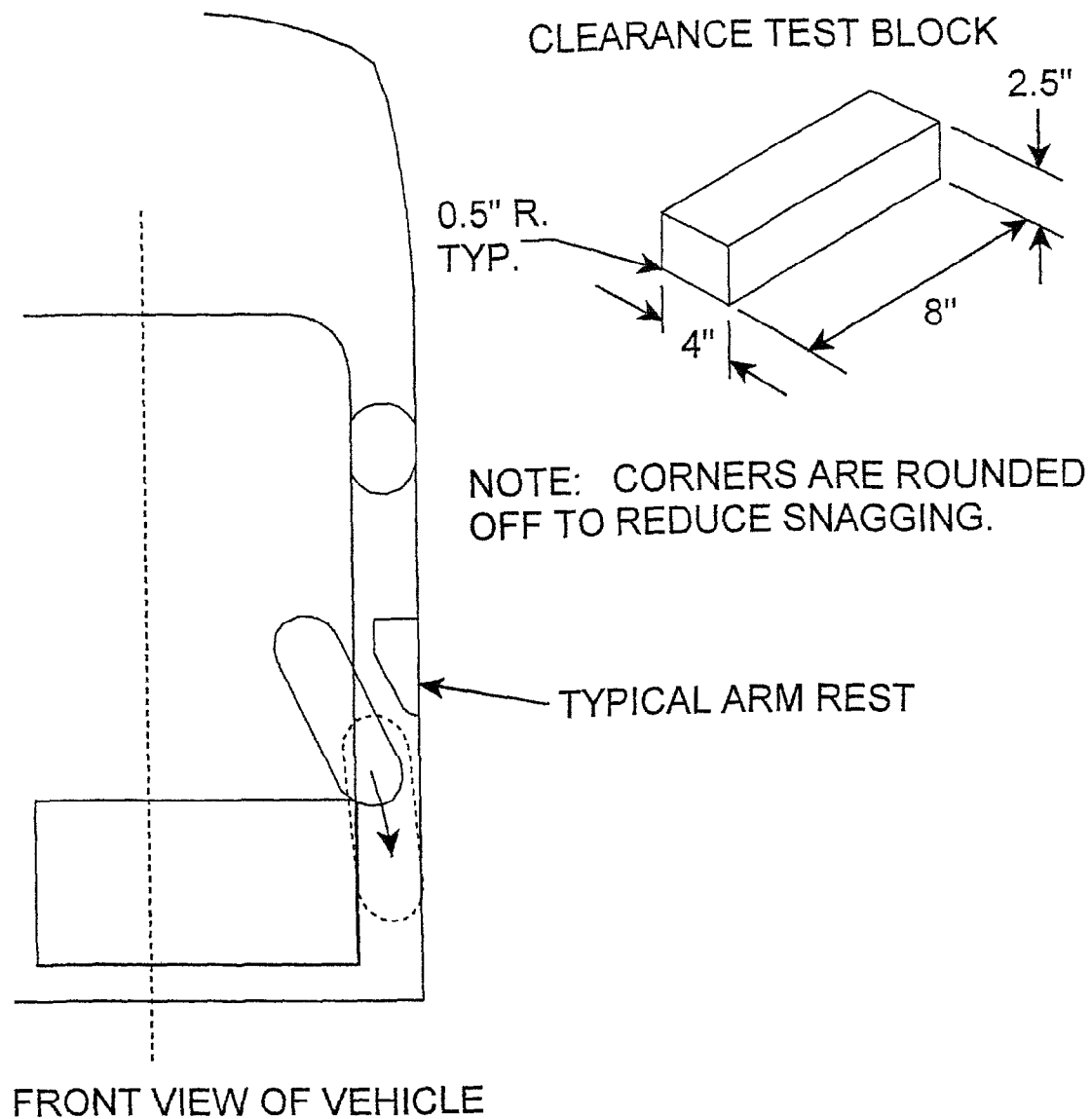


Figure 2C

Appendix A

Photographs

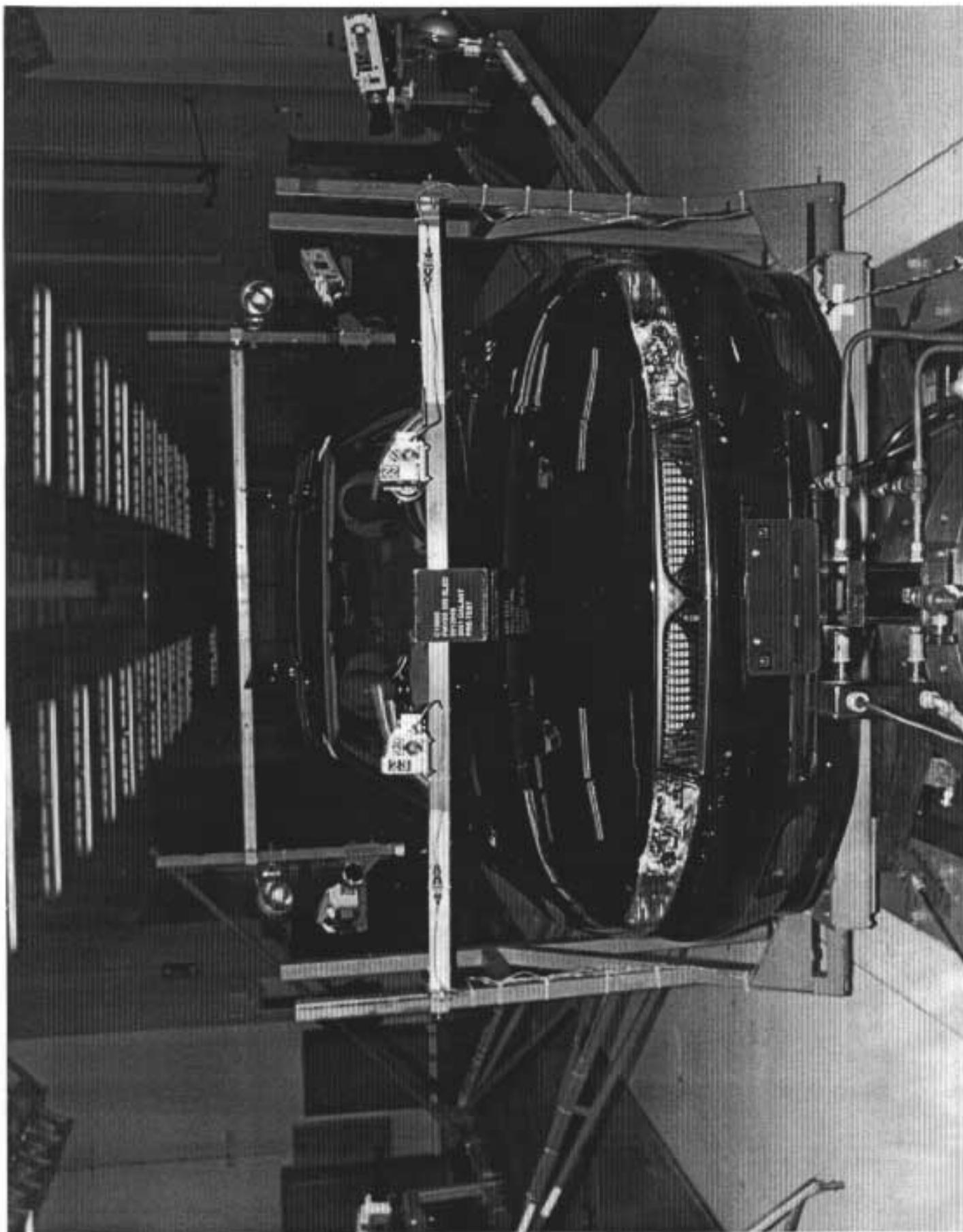


Figure A-1 Pre-Test Front View of Test Vehicle Mounted to Sled

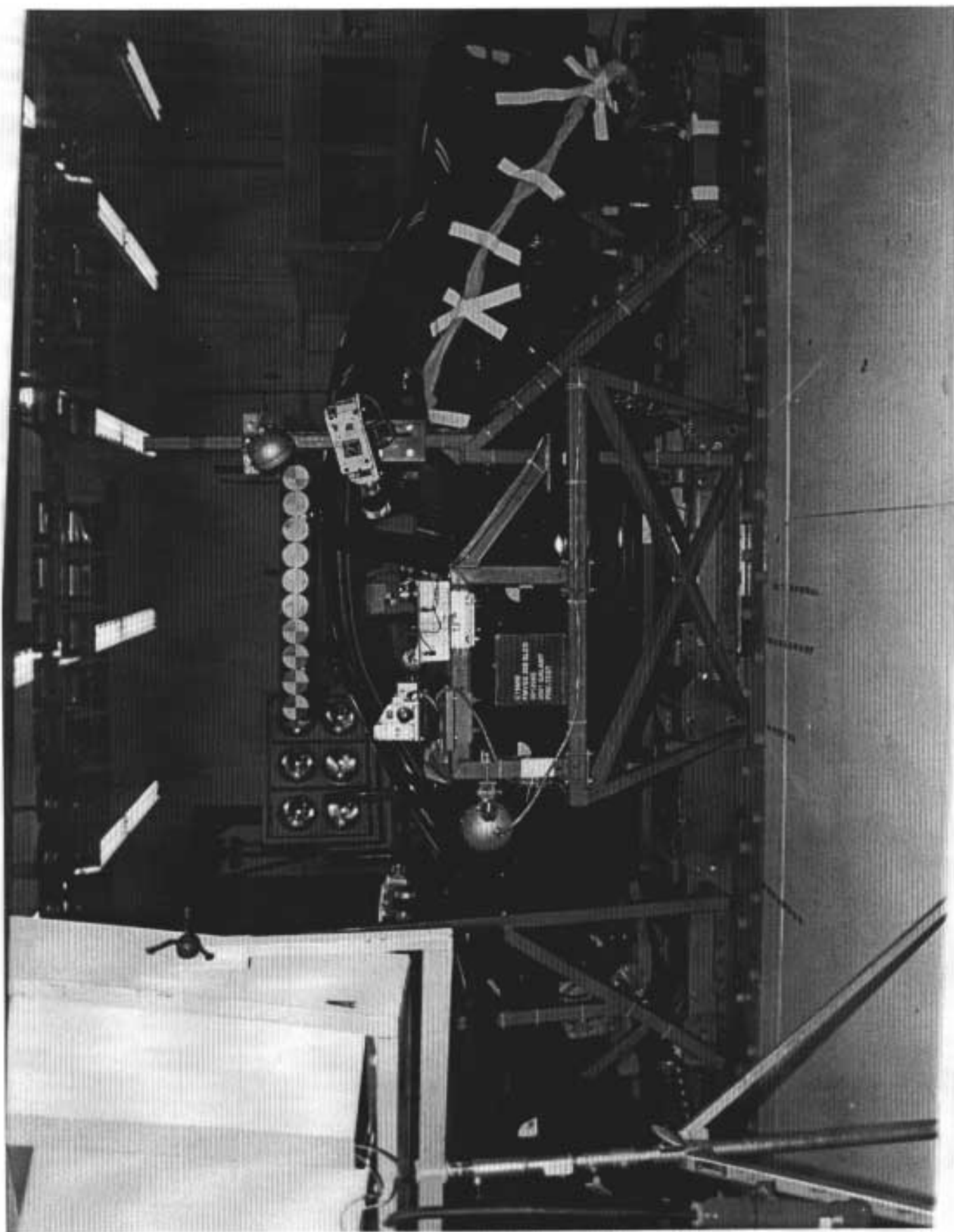


Figure A-2 Pre-Test Left Side View of Test Vehicle Mounted to Sled

A-3

S001204

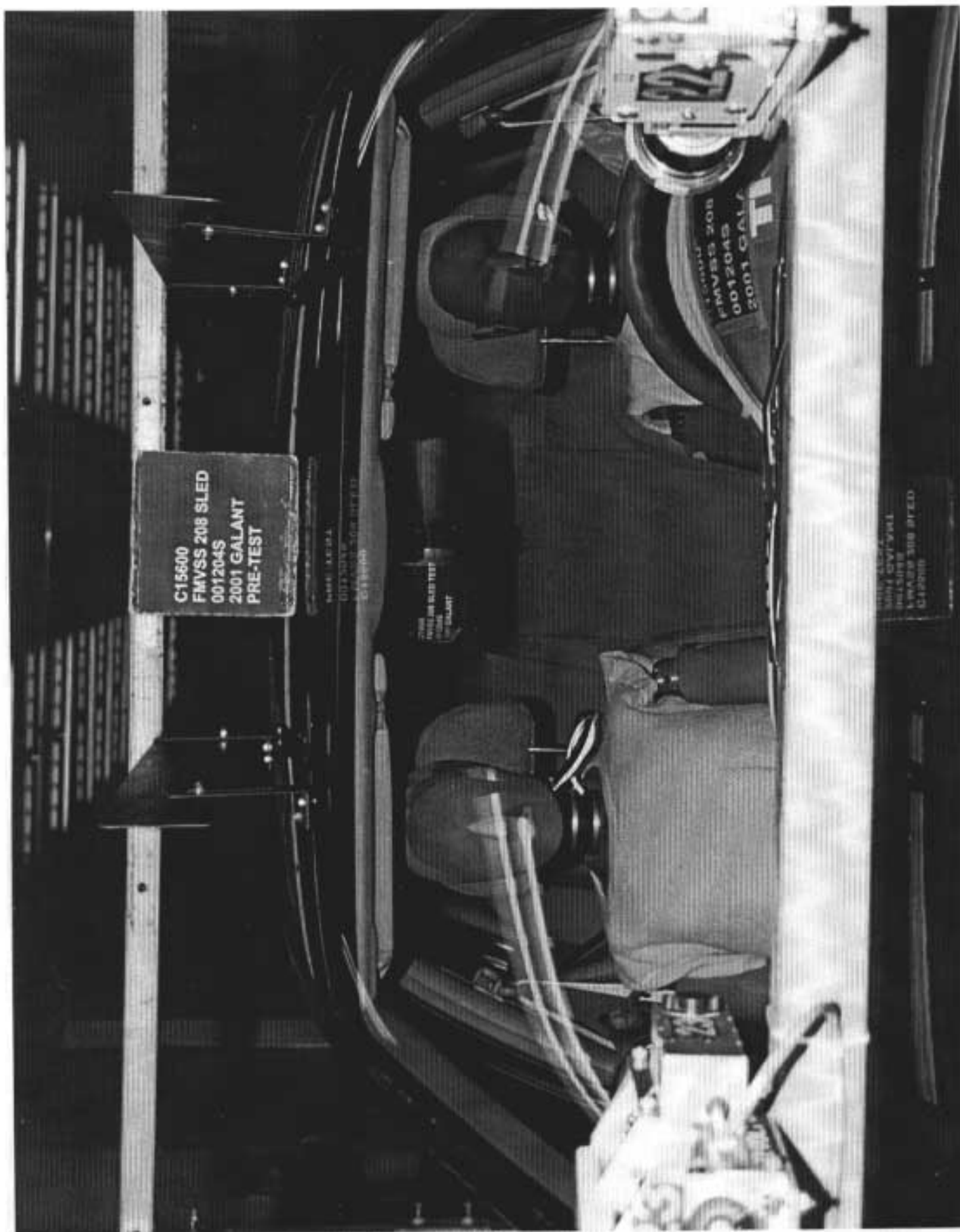


Figure A-4 Pre-Test Windshield View

A-5

S001204



Figure A-5 Post-Test Windshield View

A-6

S001204



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



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



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



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

S001204



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

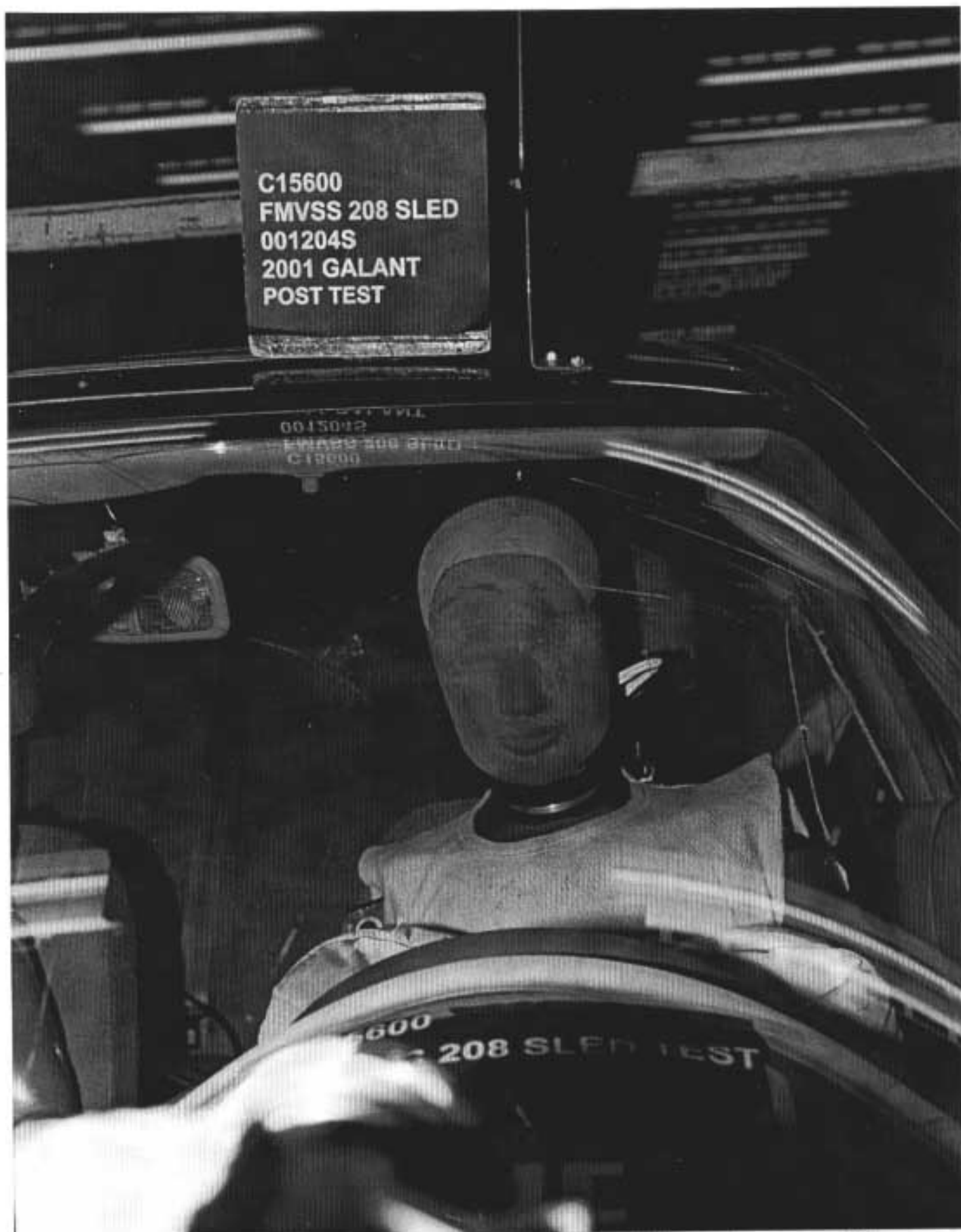


Figure A-11 Post-Test Driver Dummy Position Front View

A-12

S001204



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

A-13

S001204



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

A-14

S001204

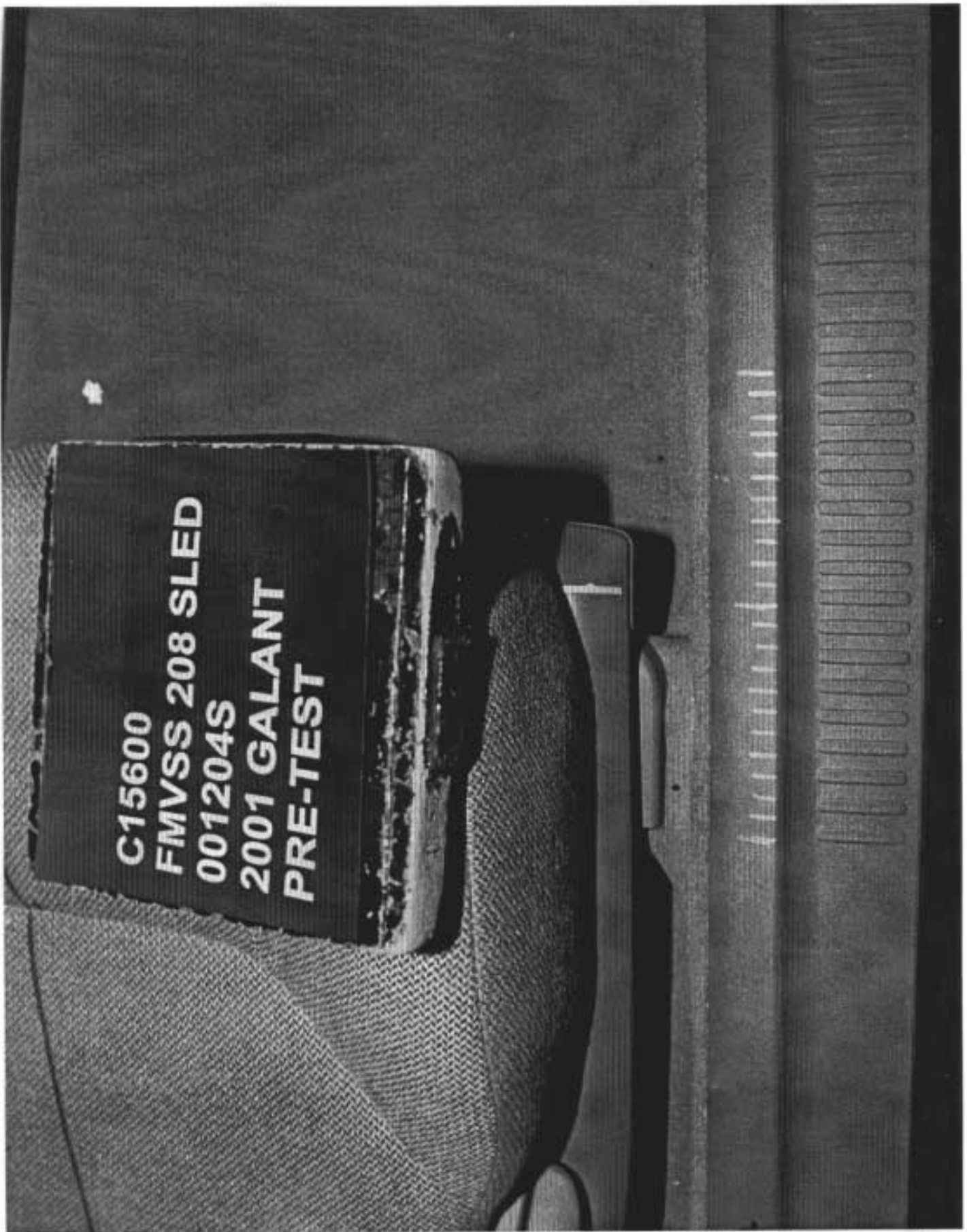


Figure A-14 Pre-Test Passenger Seat Track Position View

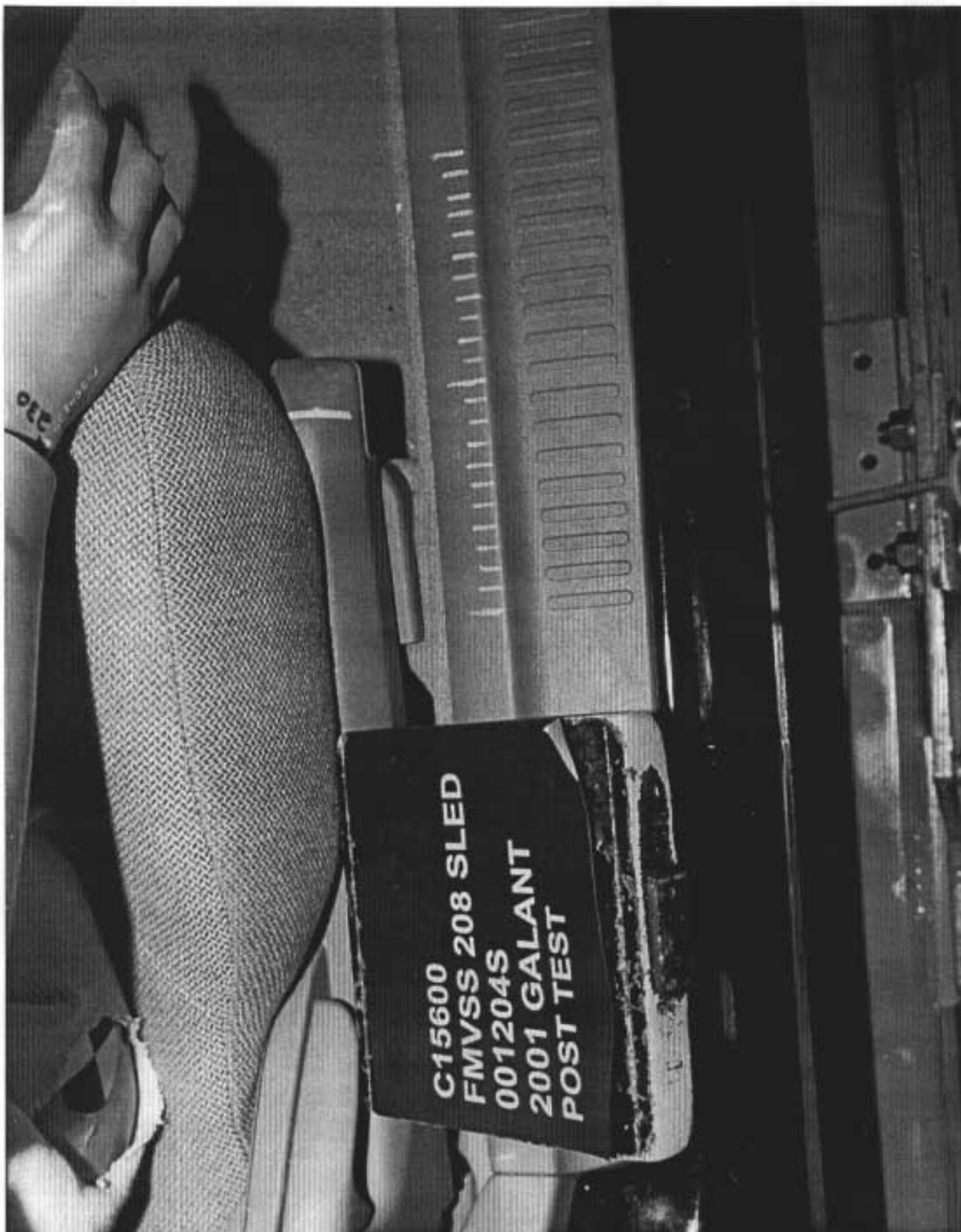


Figure A-15 Post-Test Passenger Seat Track Position View



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

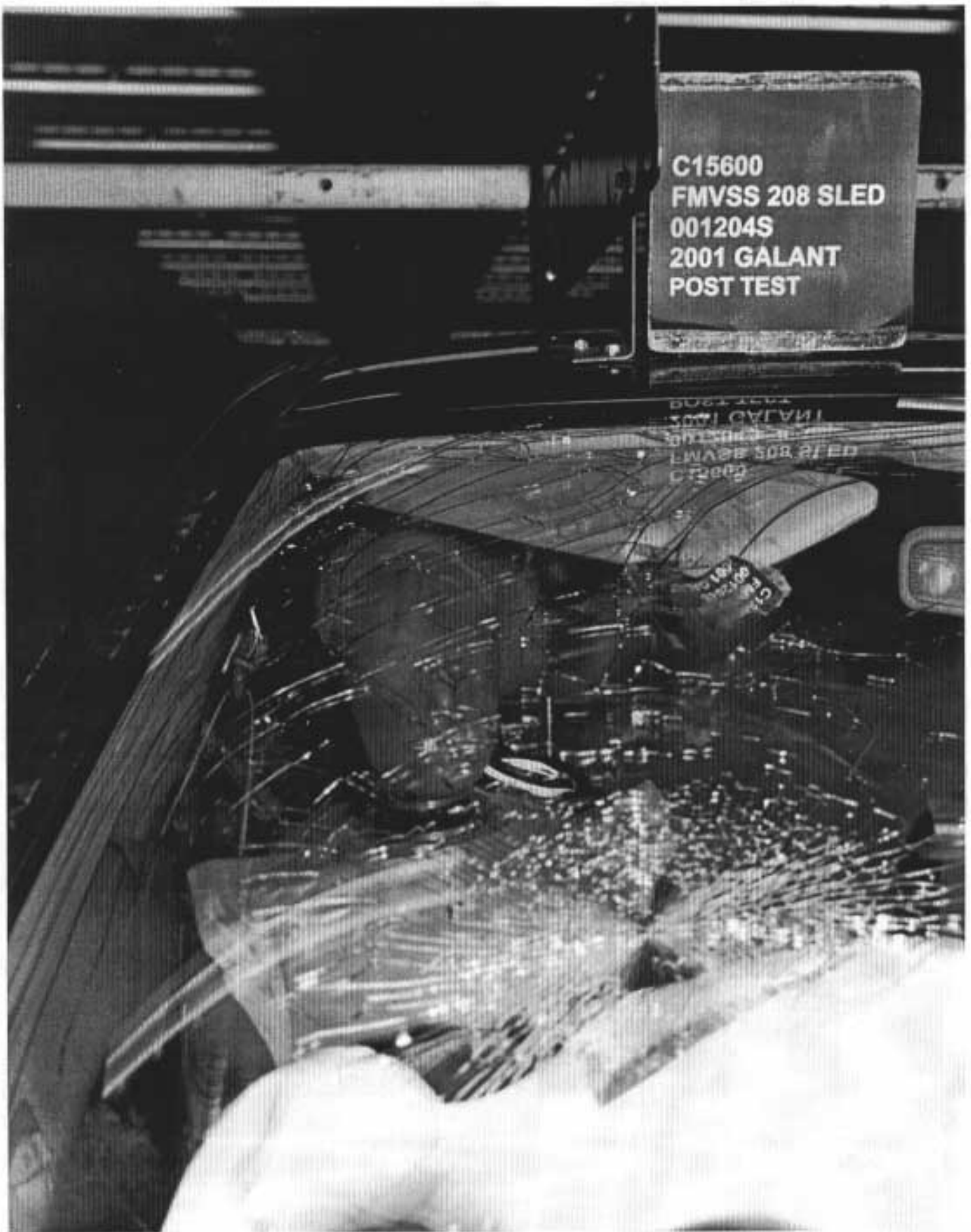


Figure A-17 Post-Test Passenger Dummy Position Front View



Figure A-18 Post-Test Driver Airbag - View 1
A-19

S001204



Figure A-19 Post-Test Driver Airbag - View 2

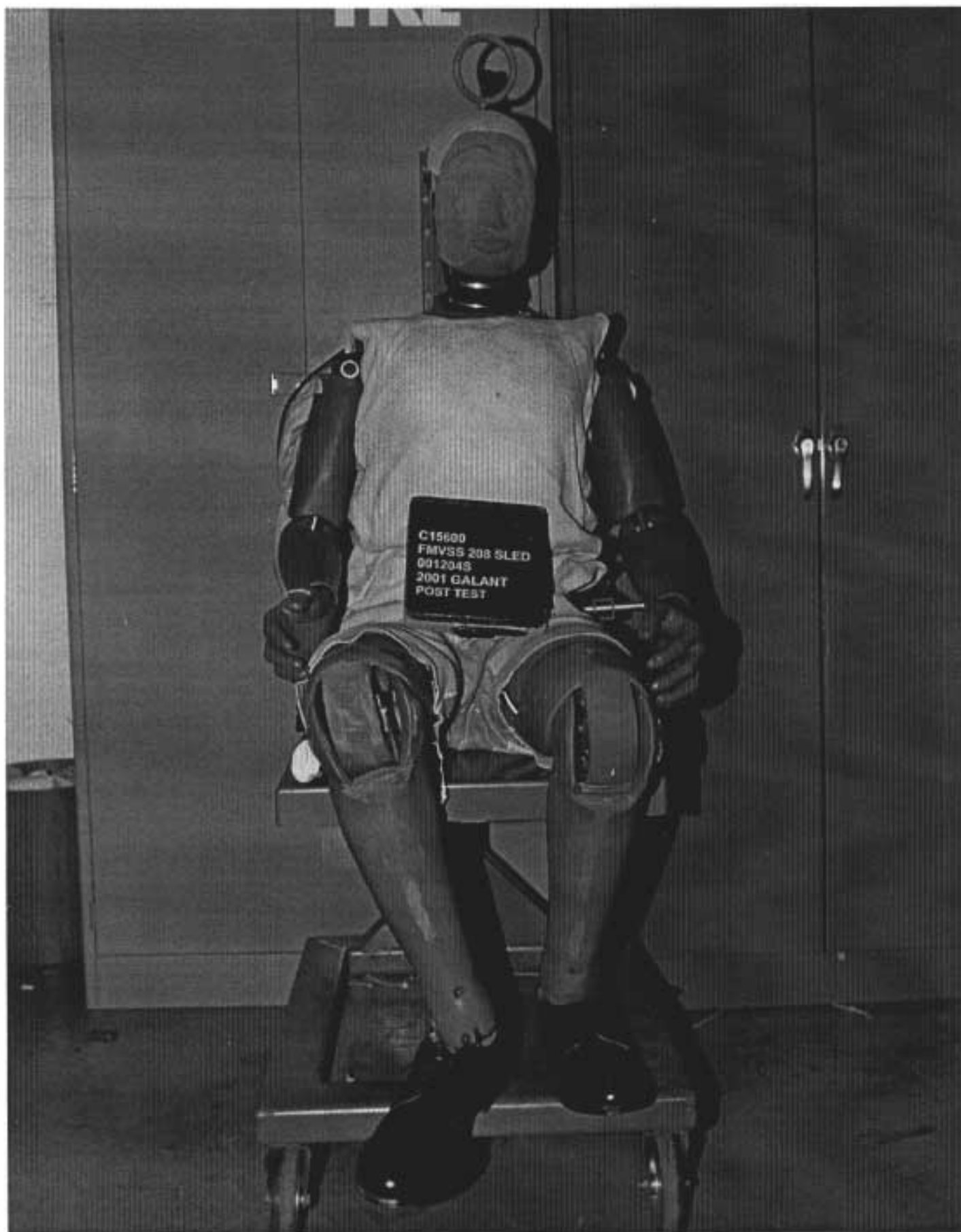


Figure A-20 Post-Test Driver Dummy Removed from Vehicle Overall View
A-21 S001204

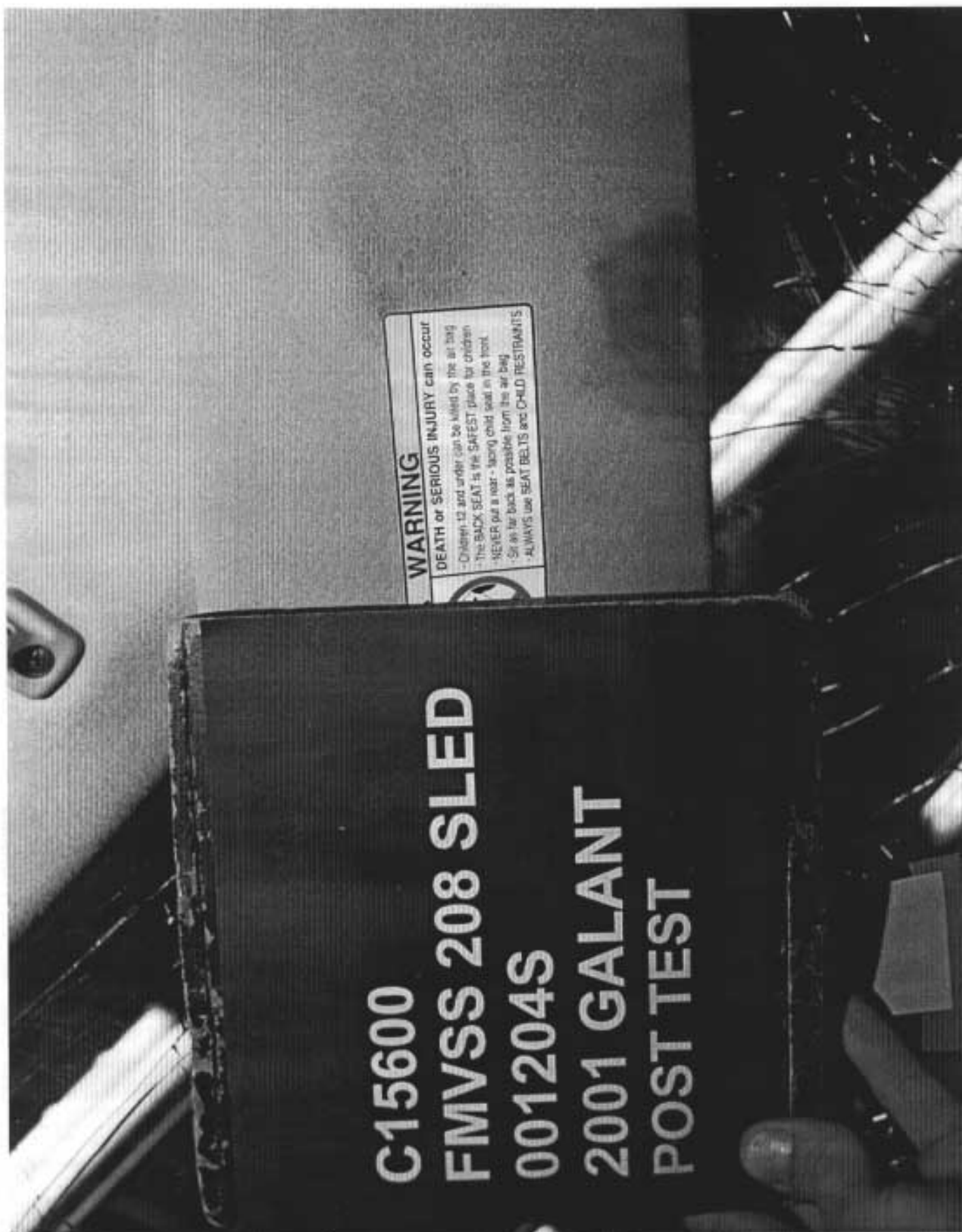


Figure A-21 Post-Test Driver Head Contact View

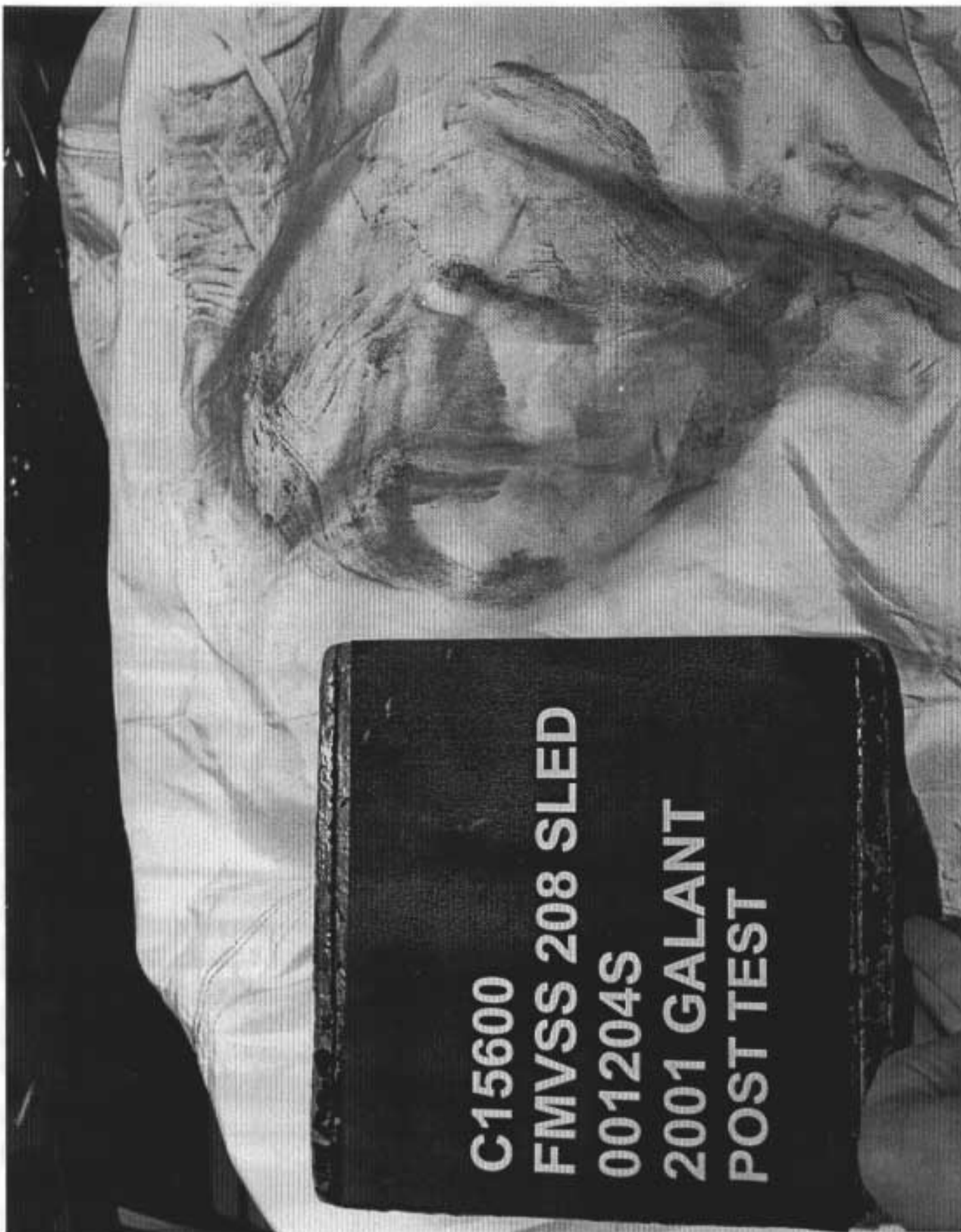


Figure A-22 Post-Test Passenger Airbag - View 1



Figure A-23 Post-Test Passenger Airbag - View 2
A-24

S001204

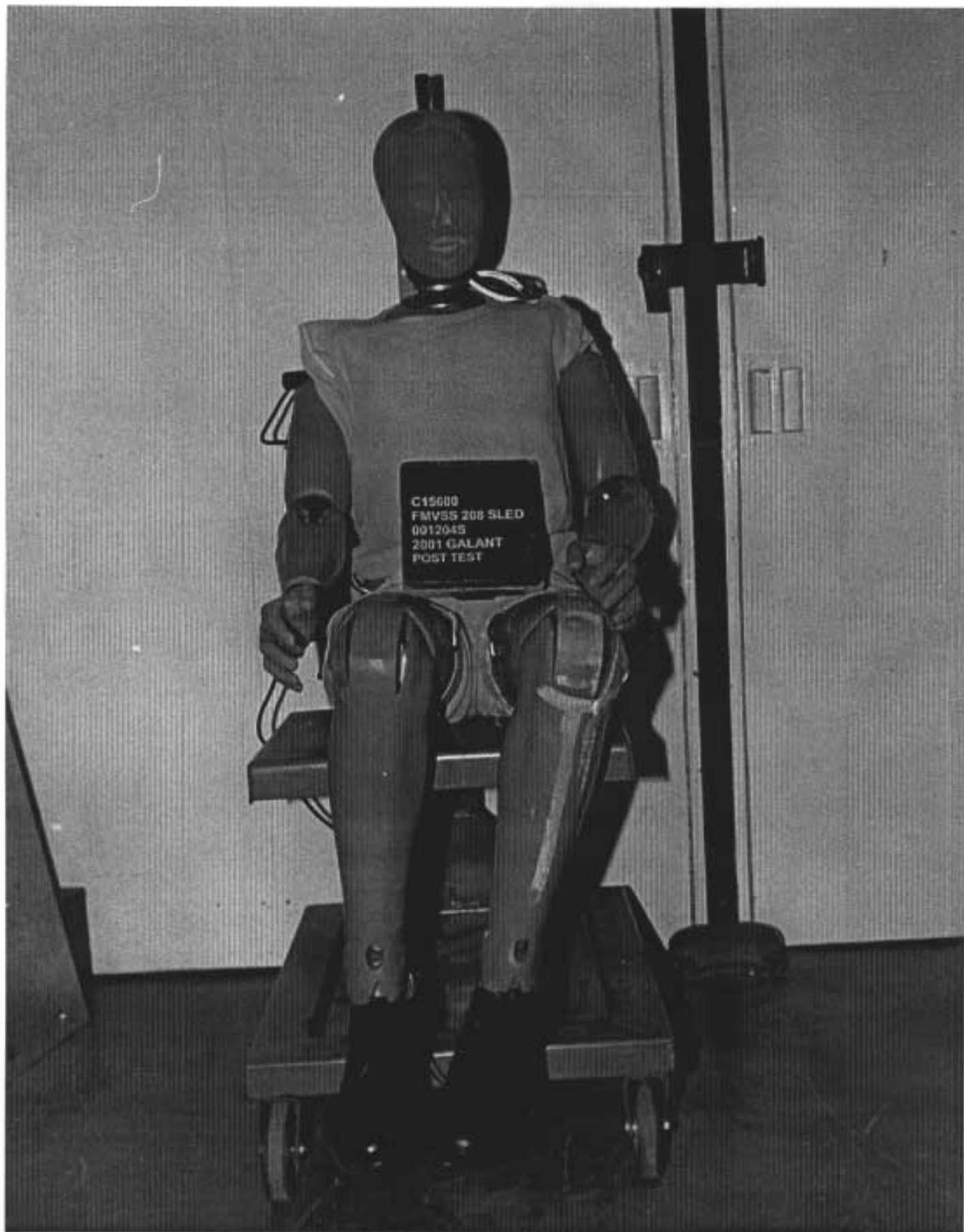


Figure A-24 Post-Test Passenger Dummy Removed from Vehicle Overall View
A-25 S001204

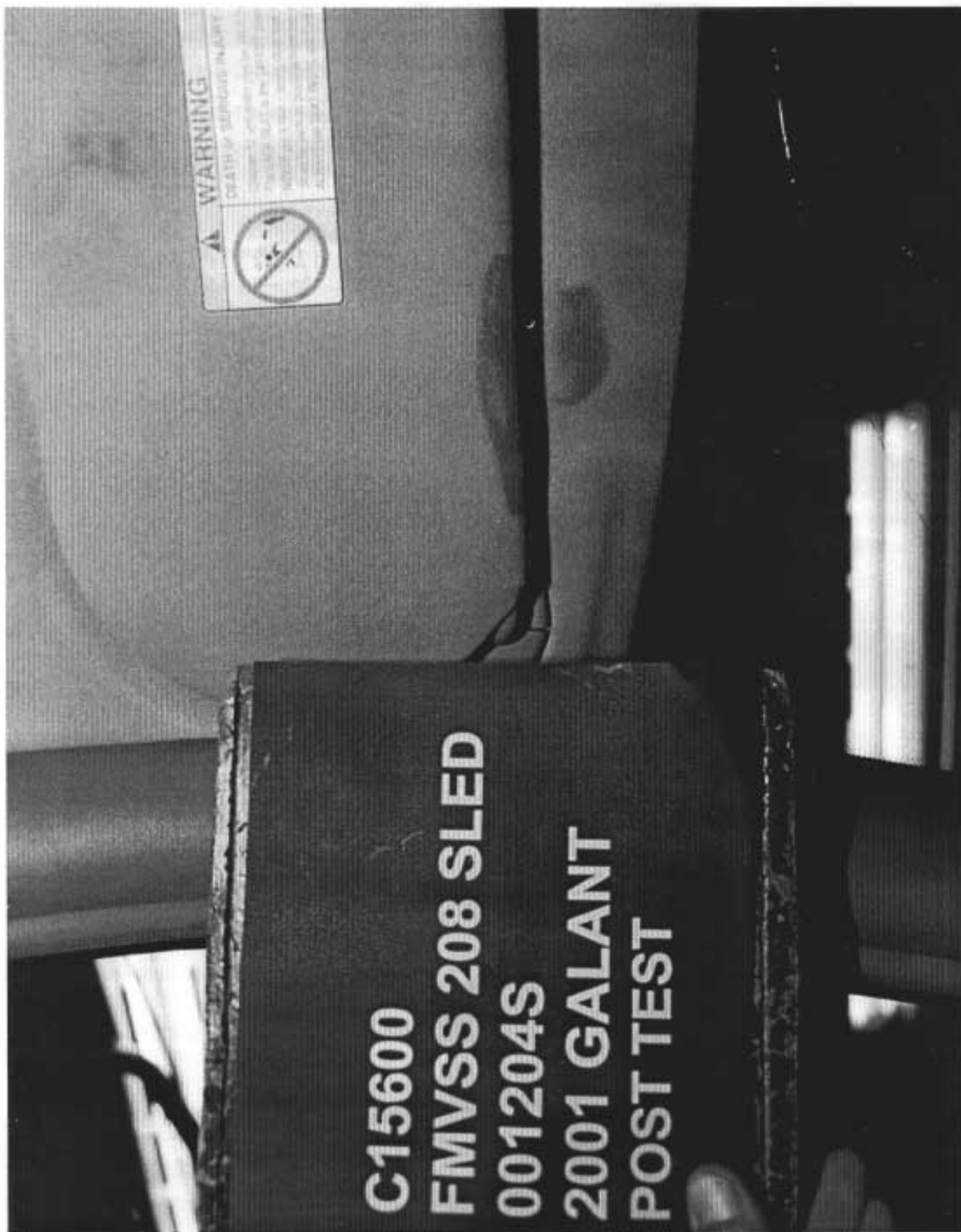


Figure A-25 Post-Test Passenger Head Contact – View 1



Figure A-26 Post-Test Passenger Head Contact – View 2
A-27

S001204

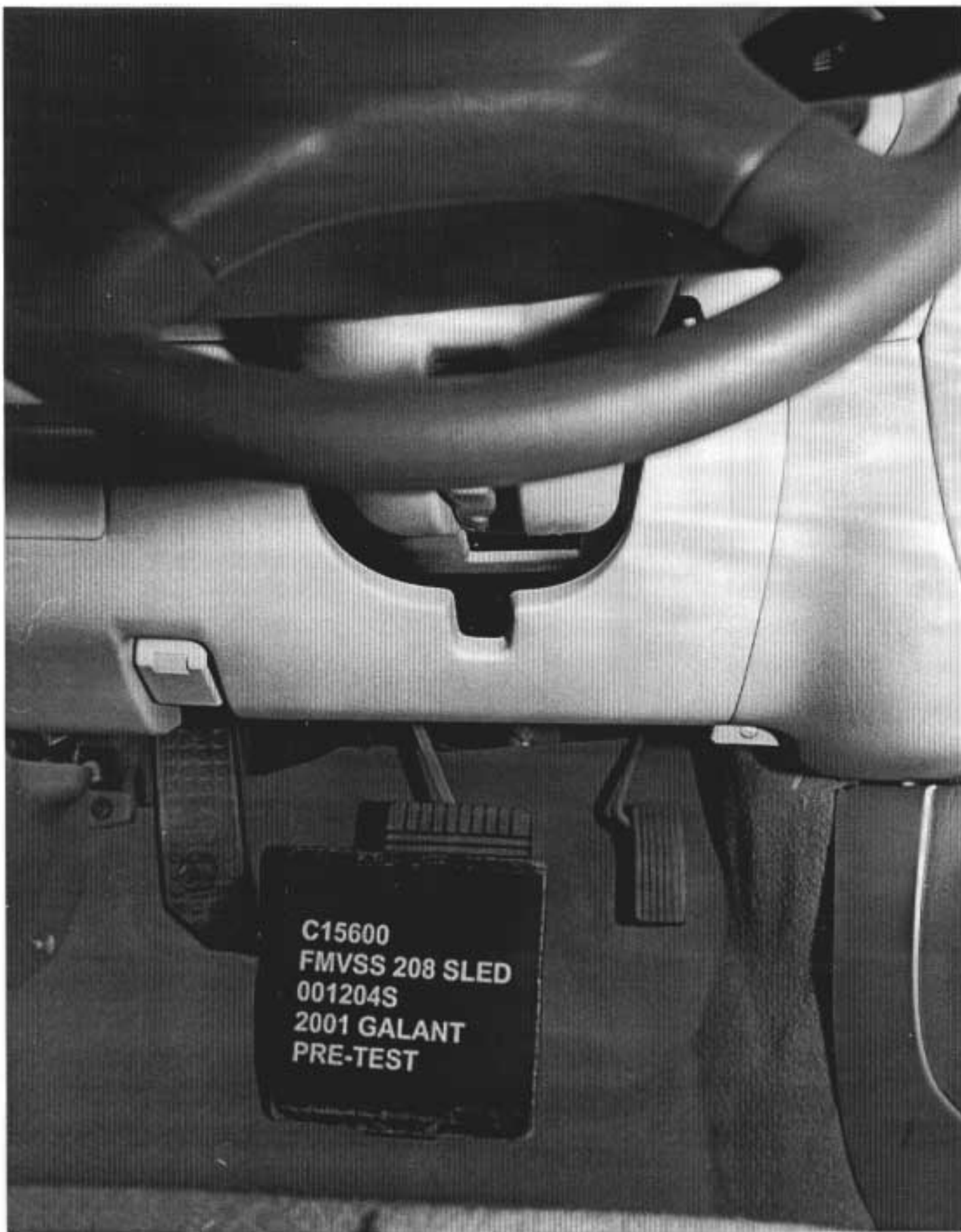


Figure A-27 Pre-Test Driver Knee Bolster View
A-28

S001204



Figure A-28 Post-Test Driver Knee Bolster - View 1



Figure A-29 Post-Test Driver Knee Bolster - View 2
A-30

S001204



Figure A-30 Pre-Test Passenger Glove Box View
A-31

S001204



Figure A-31 Post-Test Passenger Glove Box View
A-32

S001204



Figure A-32 Pre-Test Steering Column Linkage in Engine Compartment View



Figure A-33 Post-Test Steering Column Linkage in Engine Compartment View

MADE IN U S A DATE AUG 2000
MFD BY MITSUBISHI MOTOR MFG OF AMERICA, INC

GVWR 3990 LBS GAWR 2140 LBS GAWR 1850 LBS
1810 KG FR 970 KG RR 840 KG

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

4 A 3 A A 3 6 G 1 1 E 0 4 3 6 5 7



MDH 081723
VEHICLE TYPE: PASSENGER CAR MU900353

TIRE INFLATION PRESSURE (COLD)			
STANDARD INFLATION PRESSURE FOR ALL LOAD			
1ST SEAT	2	PASS.	
2ND SEAT	3	PASS.	
TOTAL	5	PASS.	
LUGGAGE		35 kg (77 lbs)	
TOTAL WEIGHT		375 kg (827 lbs)	
TIRE SIZE		P195/65R15 89T	
FRONT		REAR	
220 kPa (32psi)		200 kPa (29psi)	
TIRE SIZE		T125/70D15	
TEMPORARY USE ONLY			

Figure A-34 Pre-Test Vehicle Certification Label View



TIRE INFLATION PRESSURE (COLD)		
STANDARD INFLATION PRESSURE FOR ALL LOAD		
1ST SEAT	2	PASS.
2ND SEAT	3	PASS.
TOTAL	5	PASS.
LUGGAGE	35 kg (77 lbs)	
TOTAL WEIGHT	375 kg (827 lbs)	
TIRE SIZE	P195/65R15 89T	
FRONT	220 kPa (32psi)	REAR 200 kPa (29psi)
TIRE SIZE TEMPORARY USE ONLY	T125/70D15	
420 kPa	(60 psi)	
PART NO.	MR455172	

Figure A-35 Pre-Test Vehicle Tire Pressure Label View

Appendix B

Data Plots

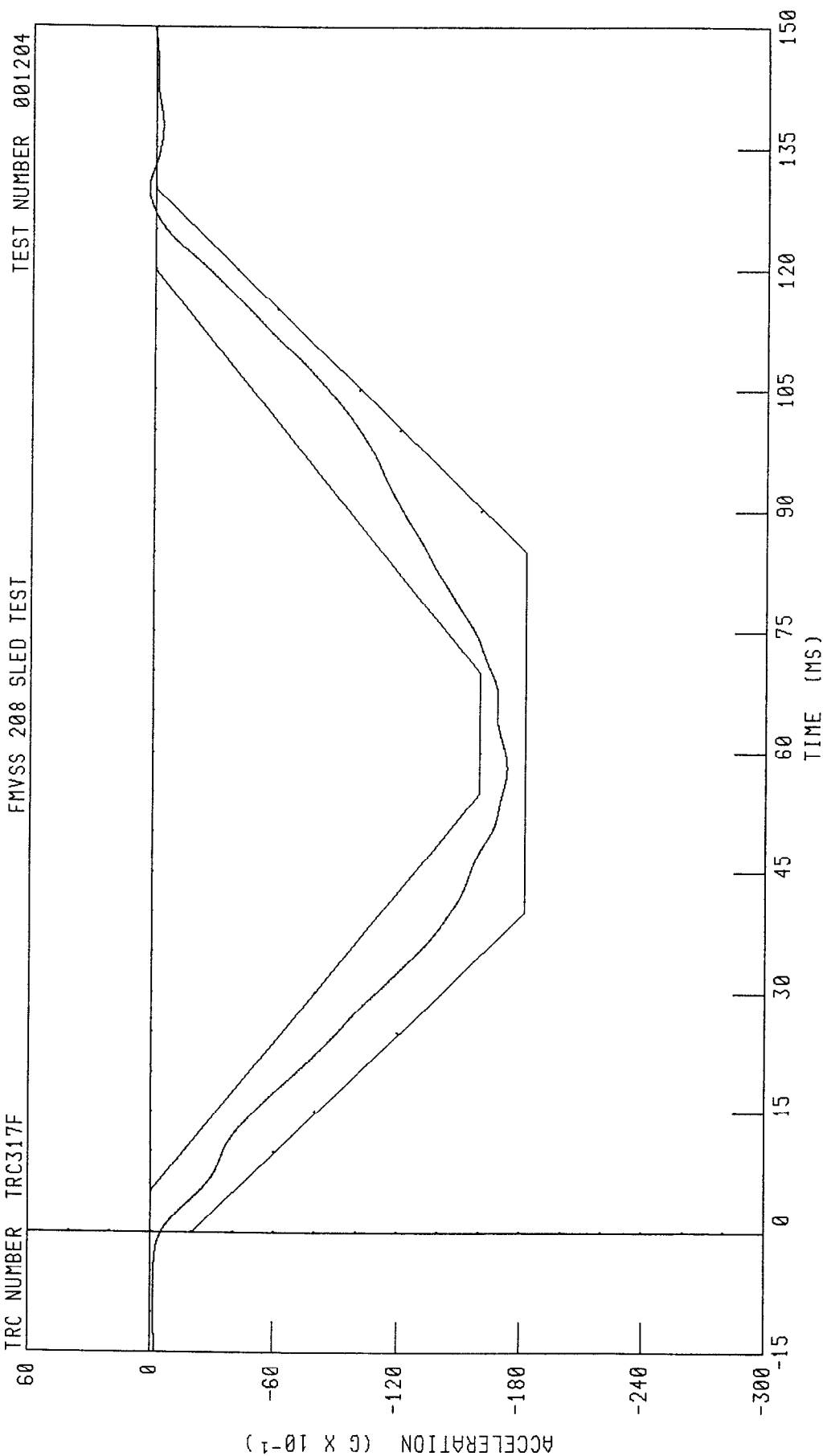
C15600 / 2001 MITSUBISHI GALANT

SLED ACCELERATION

FMVSS 208 SLED TEST

TRC NUMBER TRC317F

TEST NUMBER 001204



CHANNEL SLDXC FILTER CH CLASS 60

PEAK DATA 0 34 G @ 130 08 MS, -17 33 G @ 58 16 MS

C15600 / 2001 MITSUBISHI GALANT

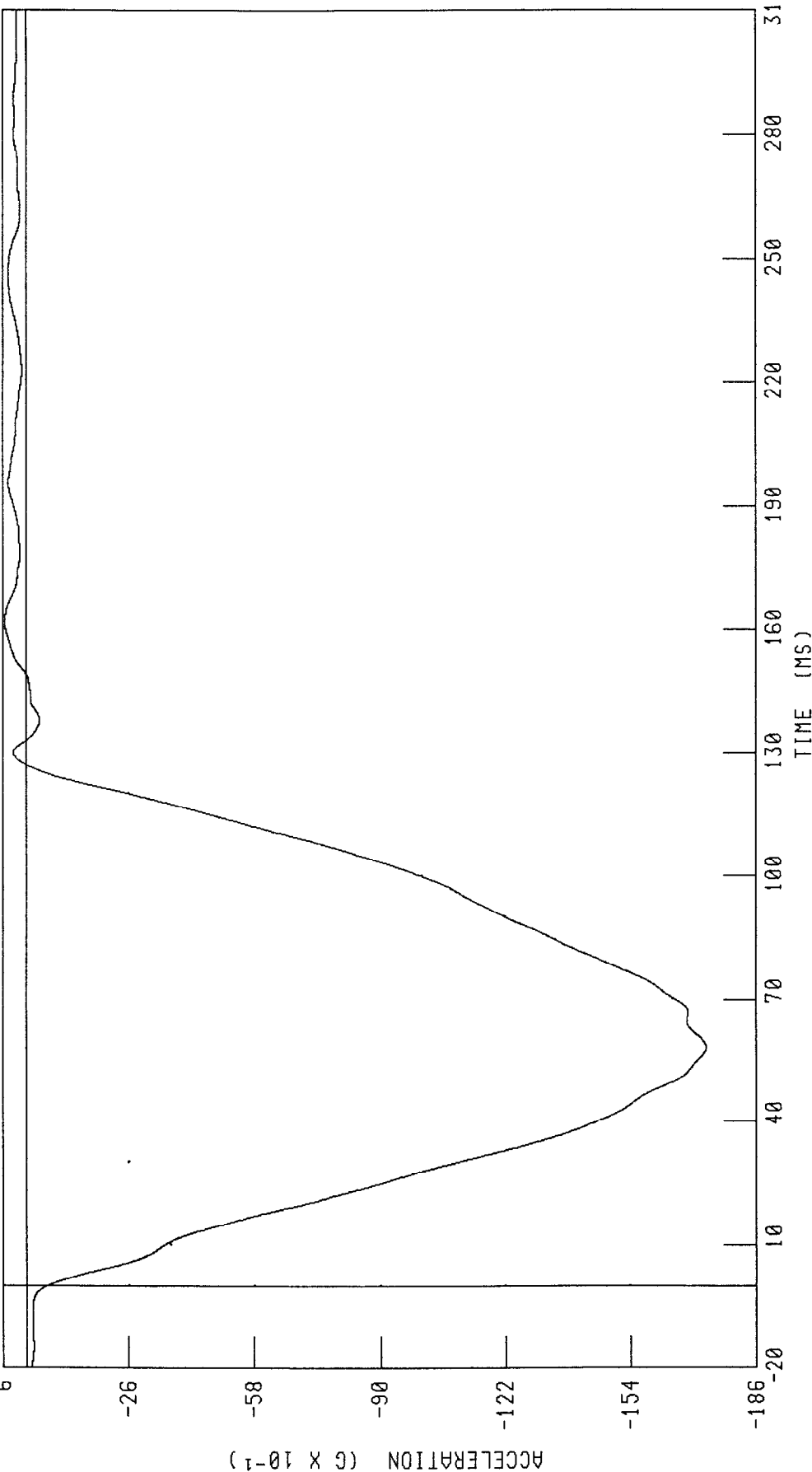
SLED ACCELERATION

FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F

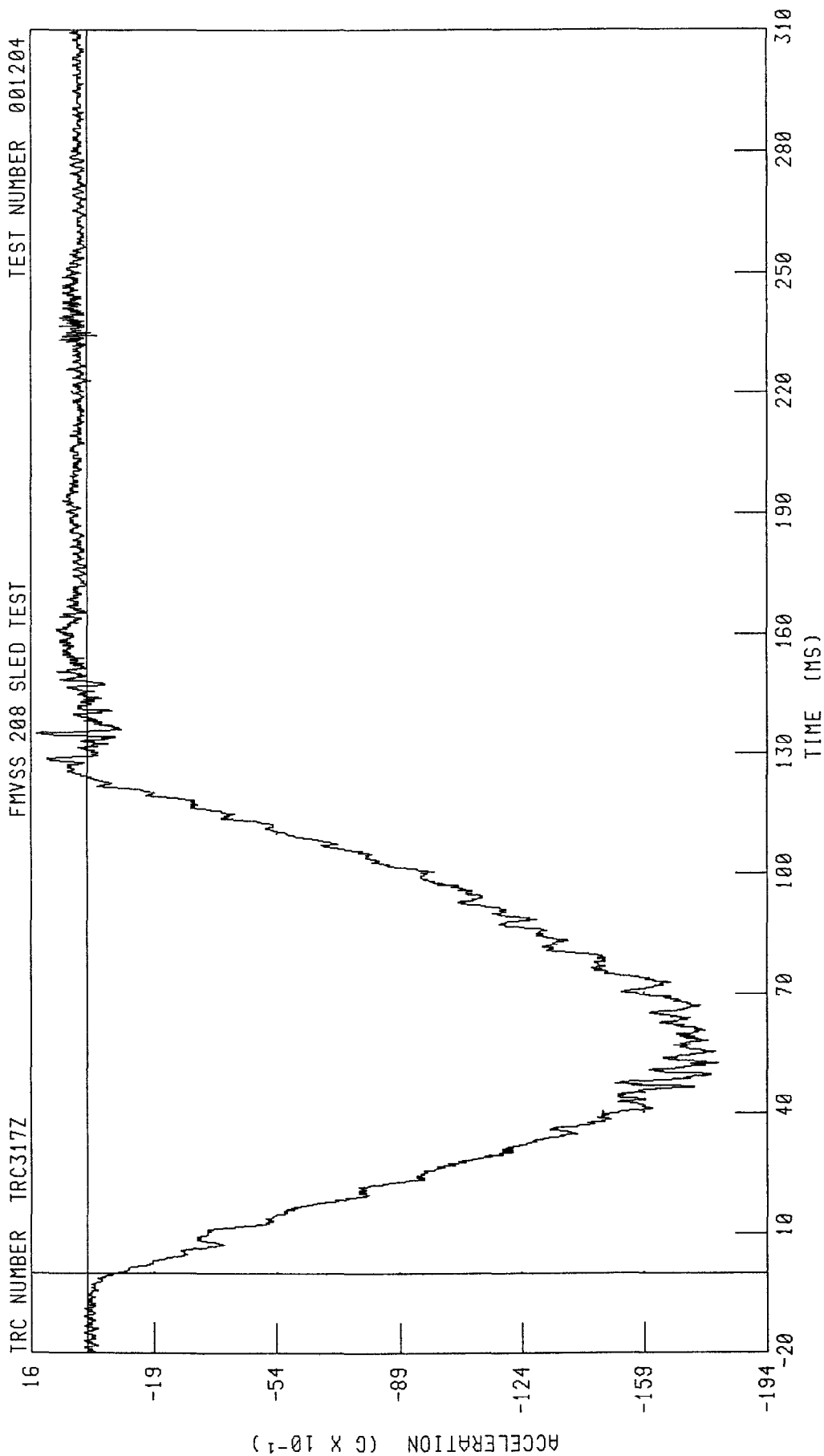
6



CHANNEL SLDXC FILTER CH CLASS 60

PEAK DATA 0 55 G 0 161 68 MS, -17 33 G 0 58 16 MS

C15600 / 2001 MITSUBISHI GALANT
 SLED ACCELERATION PRE-FILTERED AT 200 HZ TO DETERMINE HALF G



C15600 / 2001 MITSUBISHI GALANT

MEASURED VELOCITY TRAP

FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F

See Data Acquisition Explanations

VELOCITY (MPH X 10⁻¹)

TIME (MS)

PEAK DATA 0 10 MPH @ -19 84 MS, -28 16 MPH @ 137 04 MS

CHANNEL SLDXV FILTER CH CLASS 60

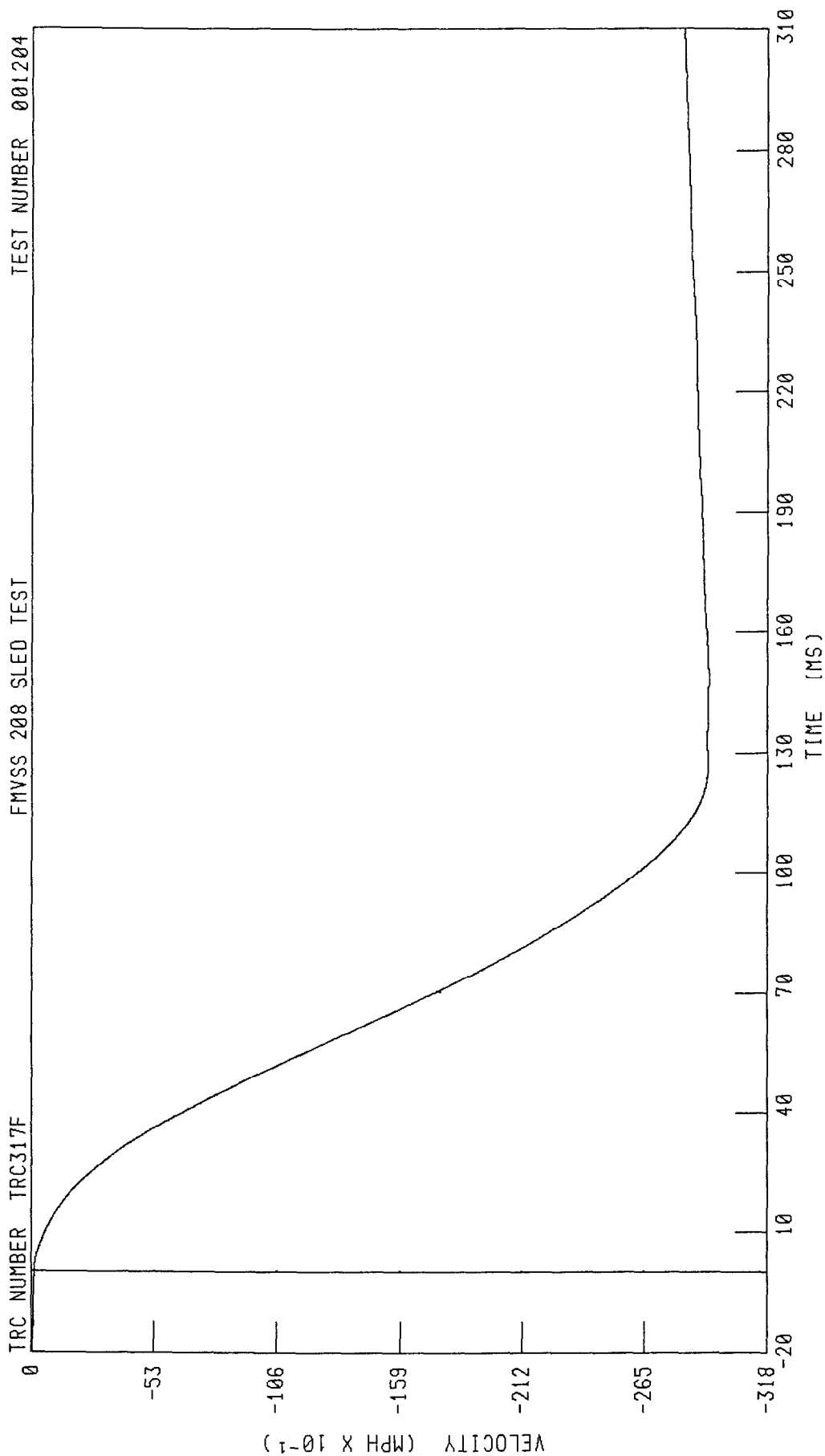
C15600 / 2001 MITSUBISHI GALANT

SLED VELOCITY (INTEGRATED)

FMVSS 208 SLED TEST

TRC NUMBER TRC317F

TEST NUMBER 001204



CHANNEL SLDXVI FILTER CH CLASS 180

PEAK DATA -0 04 MPH @ -20 00 MS, -29 27 MPH @ 149 68 MS

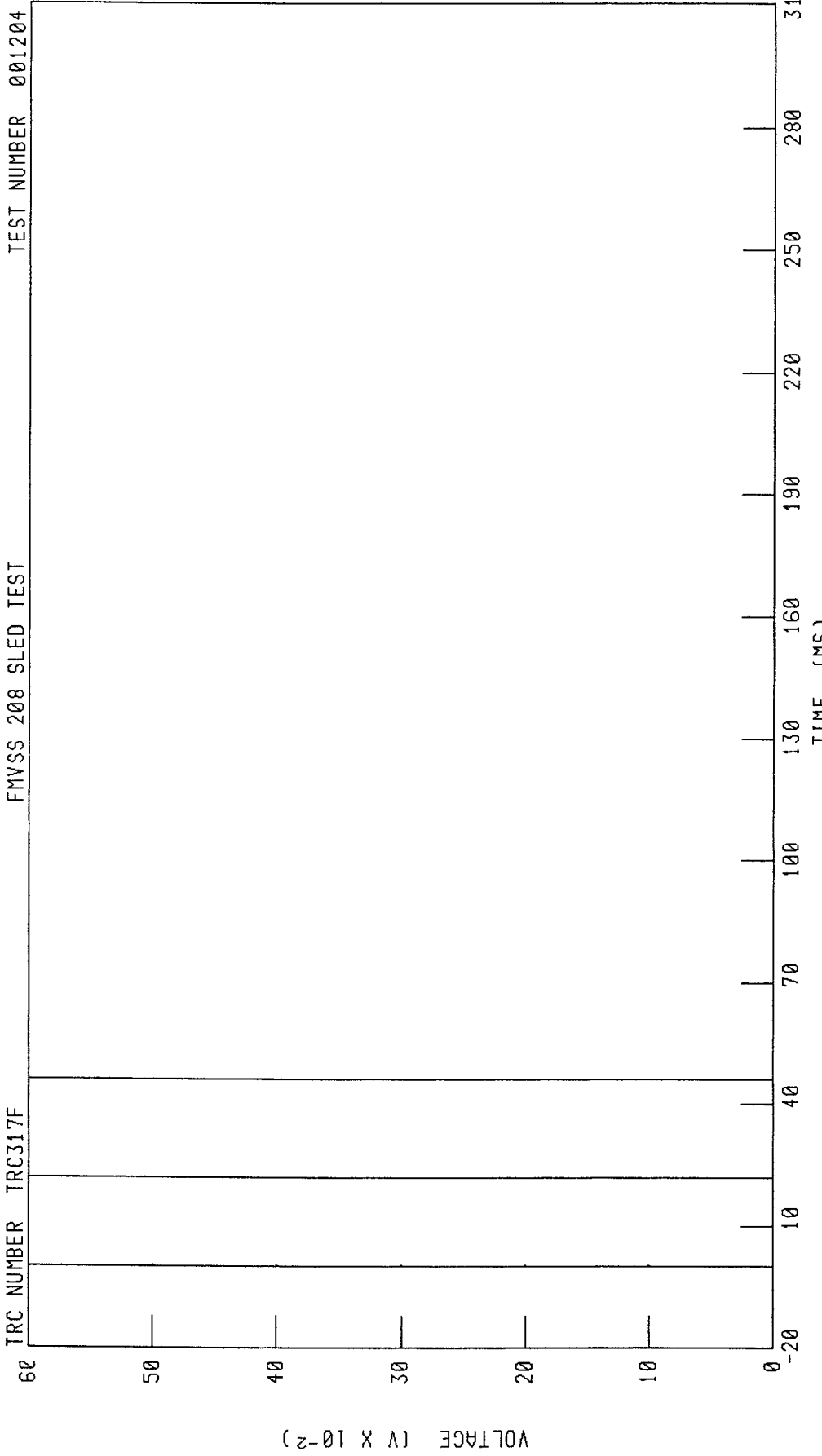
C15600 / 2001 MITSUBISHI GALANT

DRIVER AIRBAG EVENT

FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F



CHANNEL ABEVT1 FILTER CH CLASS 1000

PEAK DATA 1 00 V @ 21 84 MS, 0 00 V @ -20 00 MS

C15600 / 2001 MITSUBISHI GALANT
PASSENGER AIRBAG EVENT

TEST NUMBER 001204

FNYS 208 SLED TEST

TRC NUMBER TRC317F

60

50

40

30

20

10

0

VOLTAGE (V X 10⁻²)

TIME (MS)

310

280

250

220

190

160

130

100

70

40

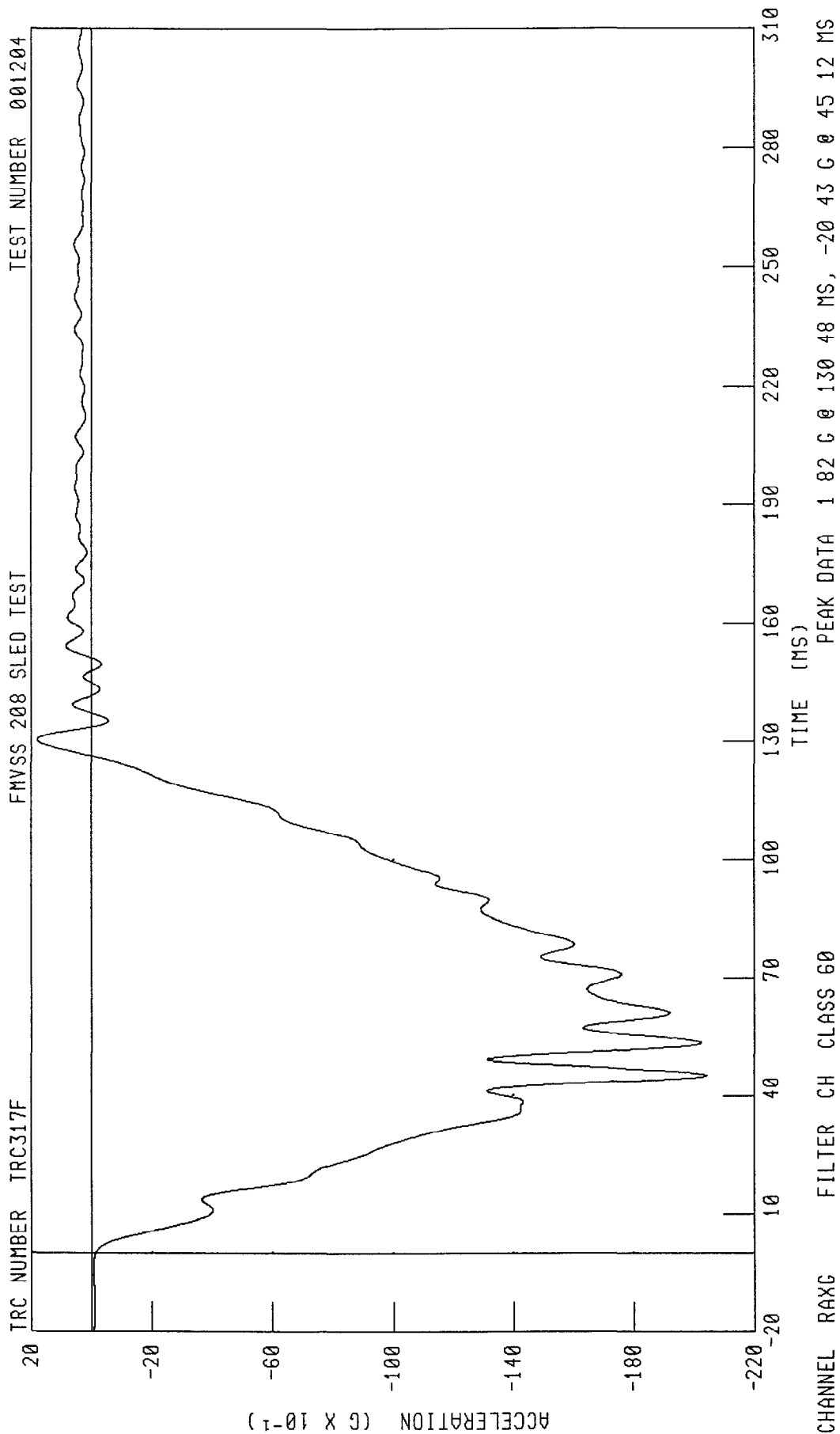
10

-20

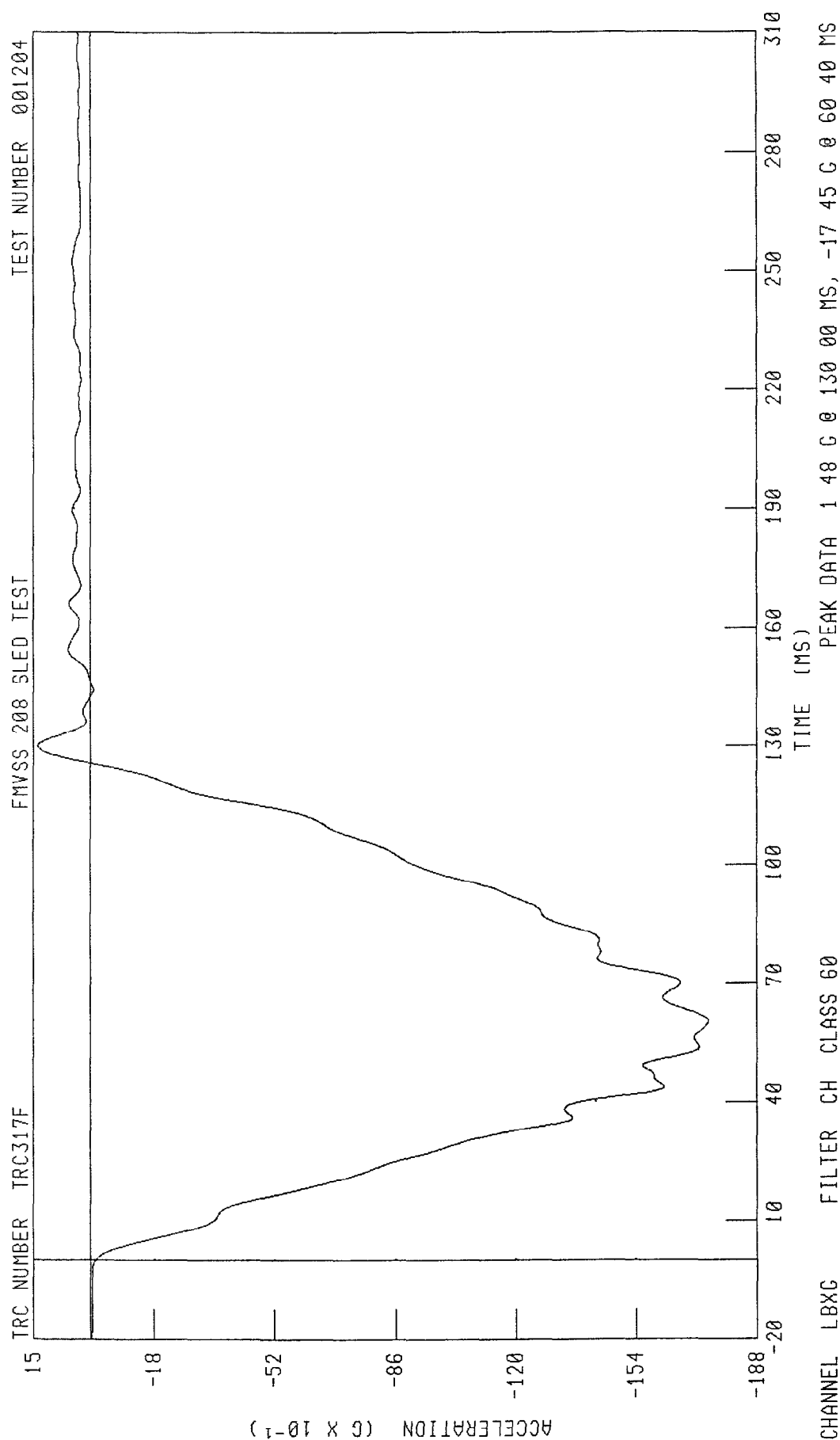
PEAK DATA 1 00 V @ 21 84 MS, 0 00 V @ -20 00 MS

CHANNEL ABEVT2 FILTER CH CLASS 1000

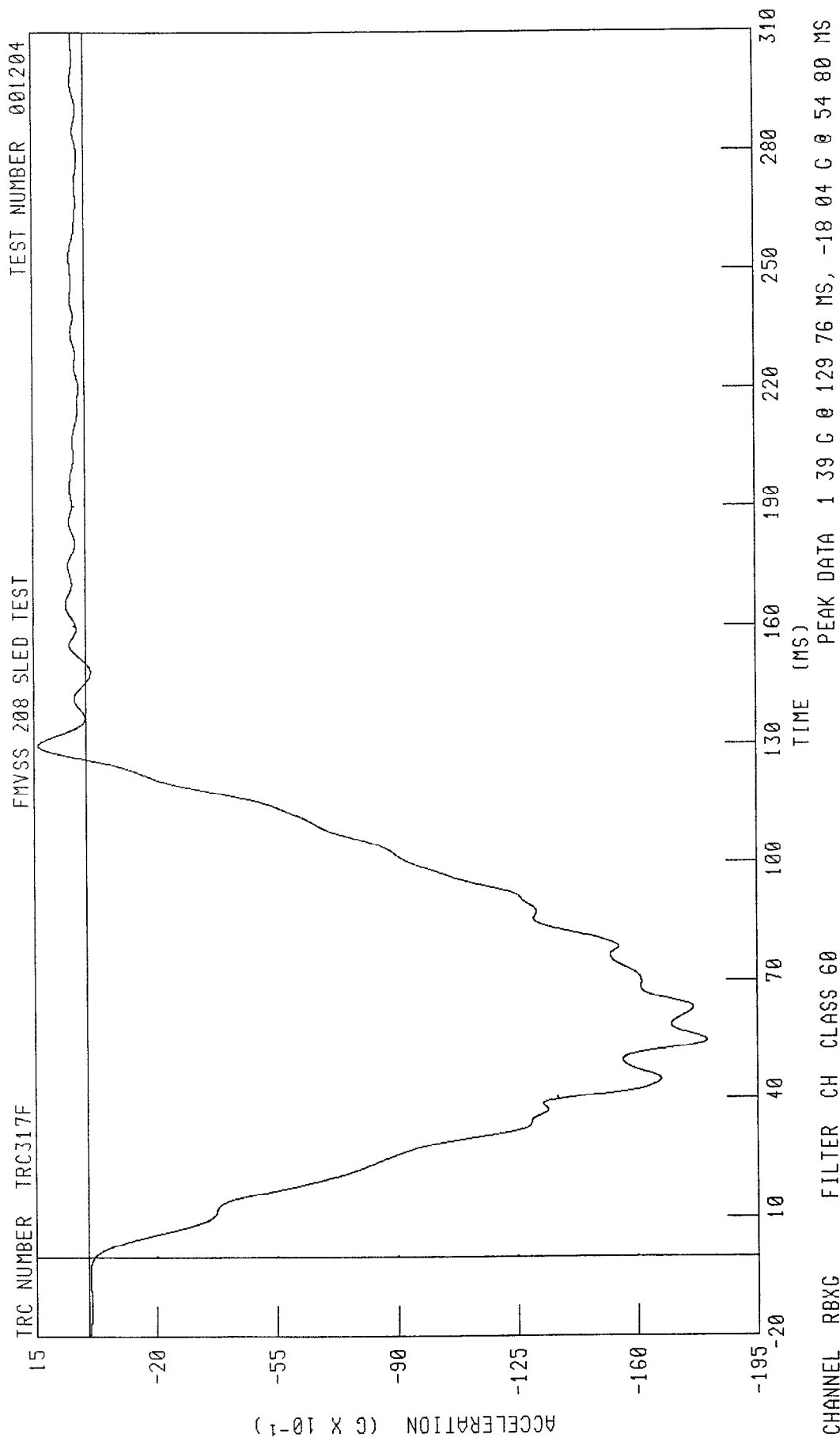
C15600 / 2001 MITSUBISHI GALANT
REAR AXLE X-AXIS ACCELERATION



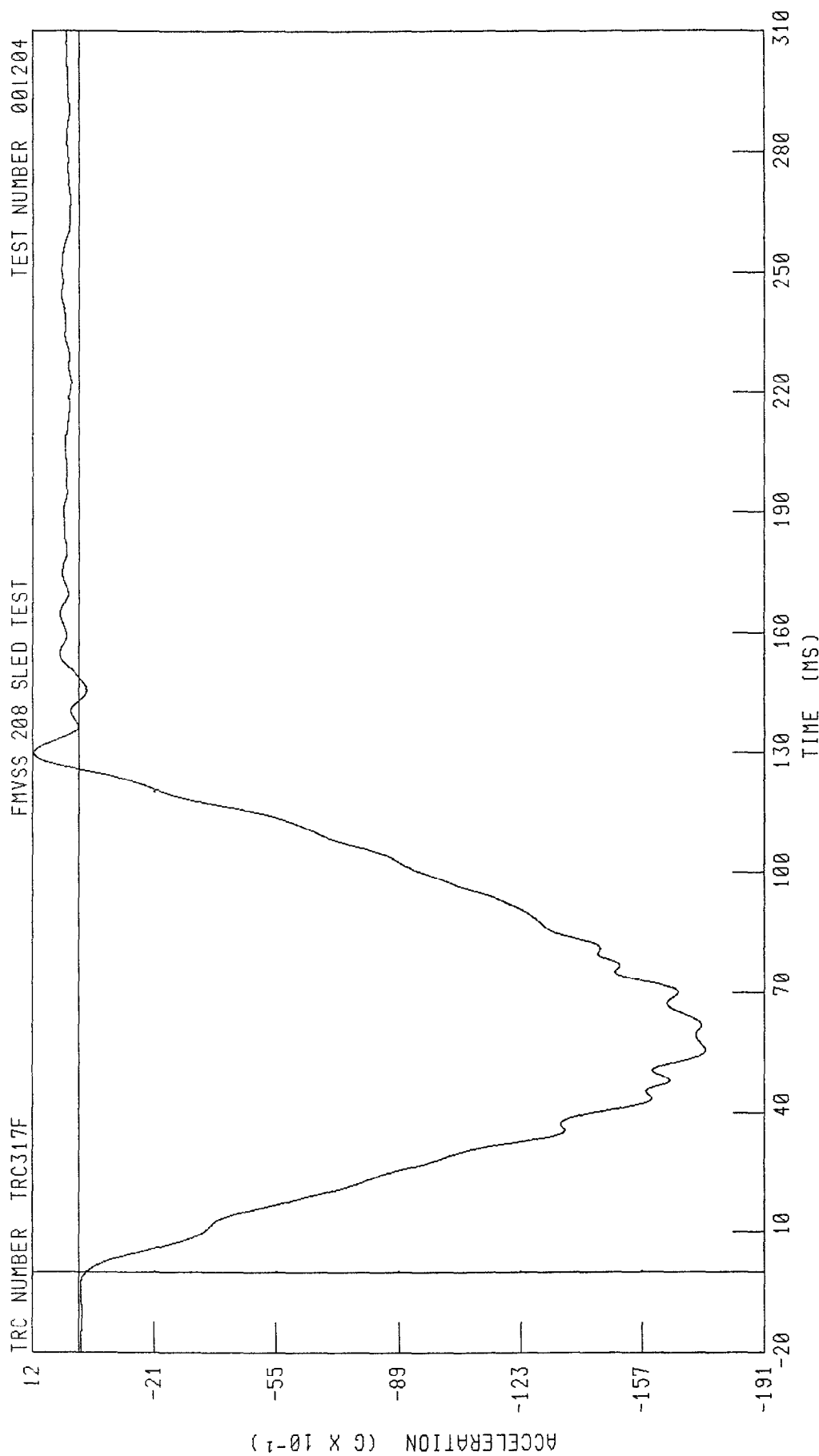
C15600 / 2001 MITSUBISHI GALANT
LEFT BODY CROSSMEMBER X-AXIS ACCELERATION



C15600 / 2001 MITSUBISHI GALANT
RIGHT BODY CROSSMEMBER X-AXIS ACCELERATION



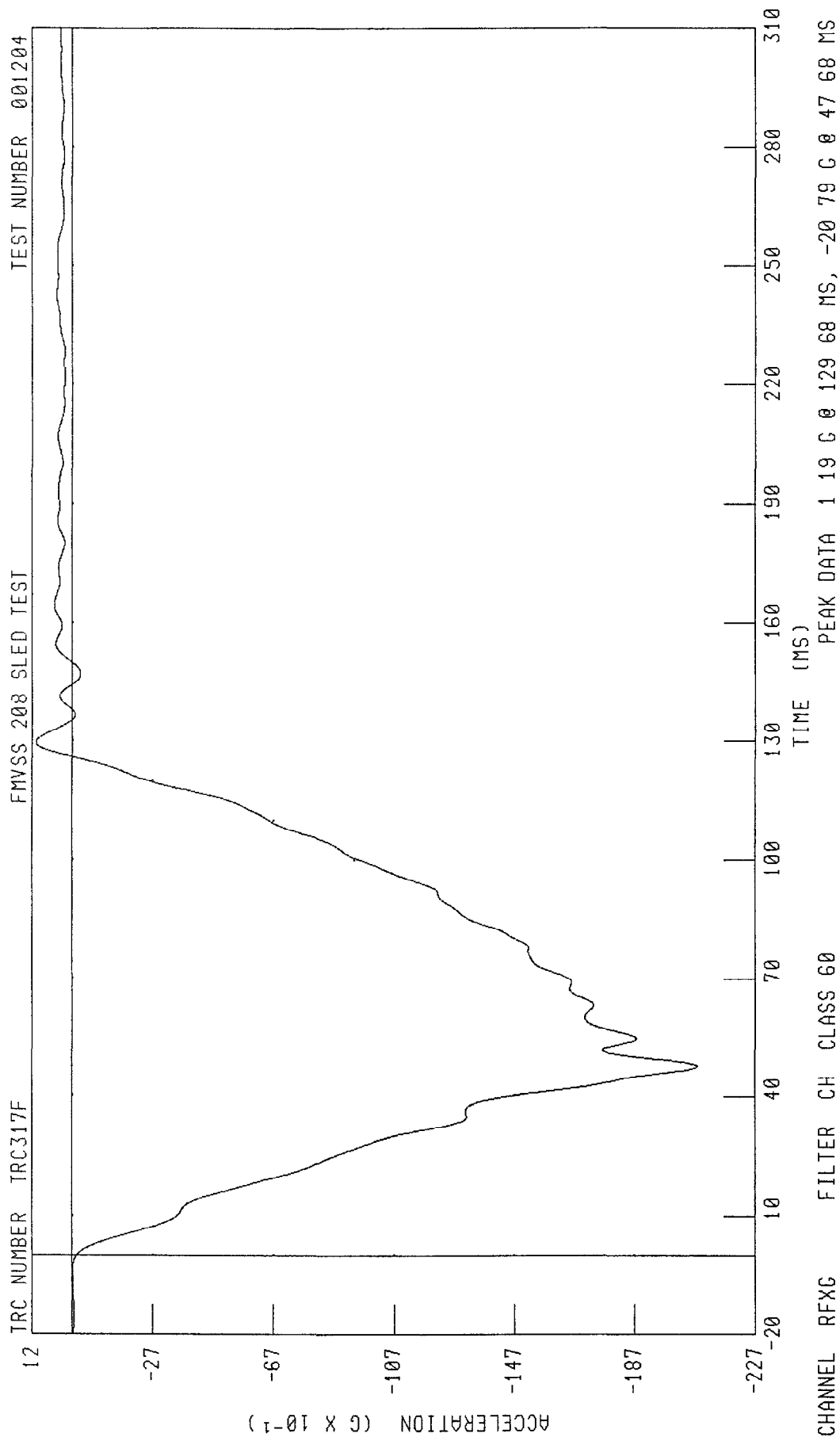
C15600 / 2001 MITSUBISHI GALANT
 LEFT SILL X-AXIS ACCELERATION
 FMVSS 208 SLED TEST



PEAK DATA 1 27 0 129 92 MS, -17 46 0 55 44 MS

CHANNEL LFXG FILTER CH CLASS 60

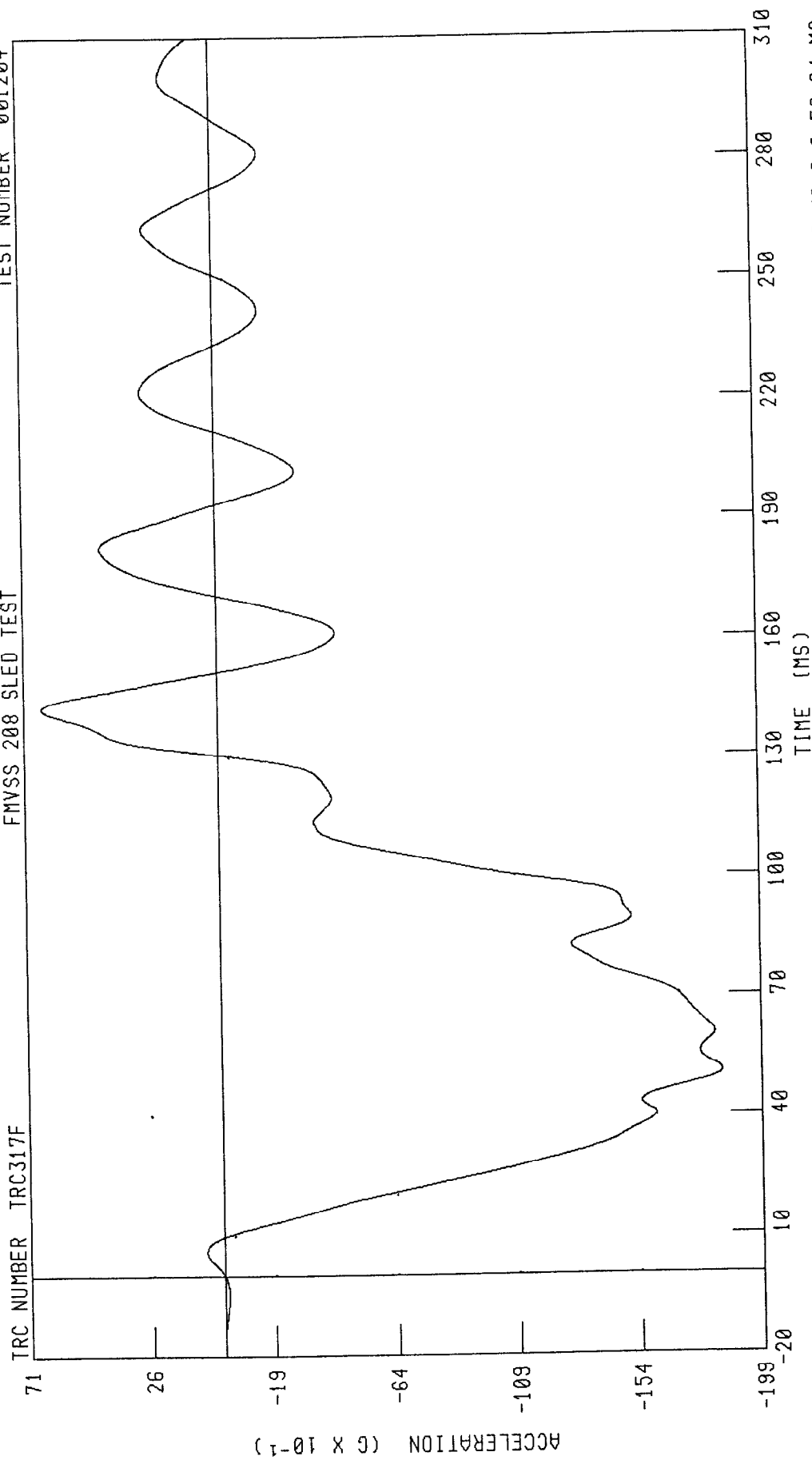
C15600 / 2001 MITSUBISHI GALANT
 RIGHT SILL X-AXIS ACCELERATION
 FMVSS 208 SLED TEST



C15600 / 2001 MITSUBISHI GALANT
 TOP ENGINE X-AXIS ACCELERATION

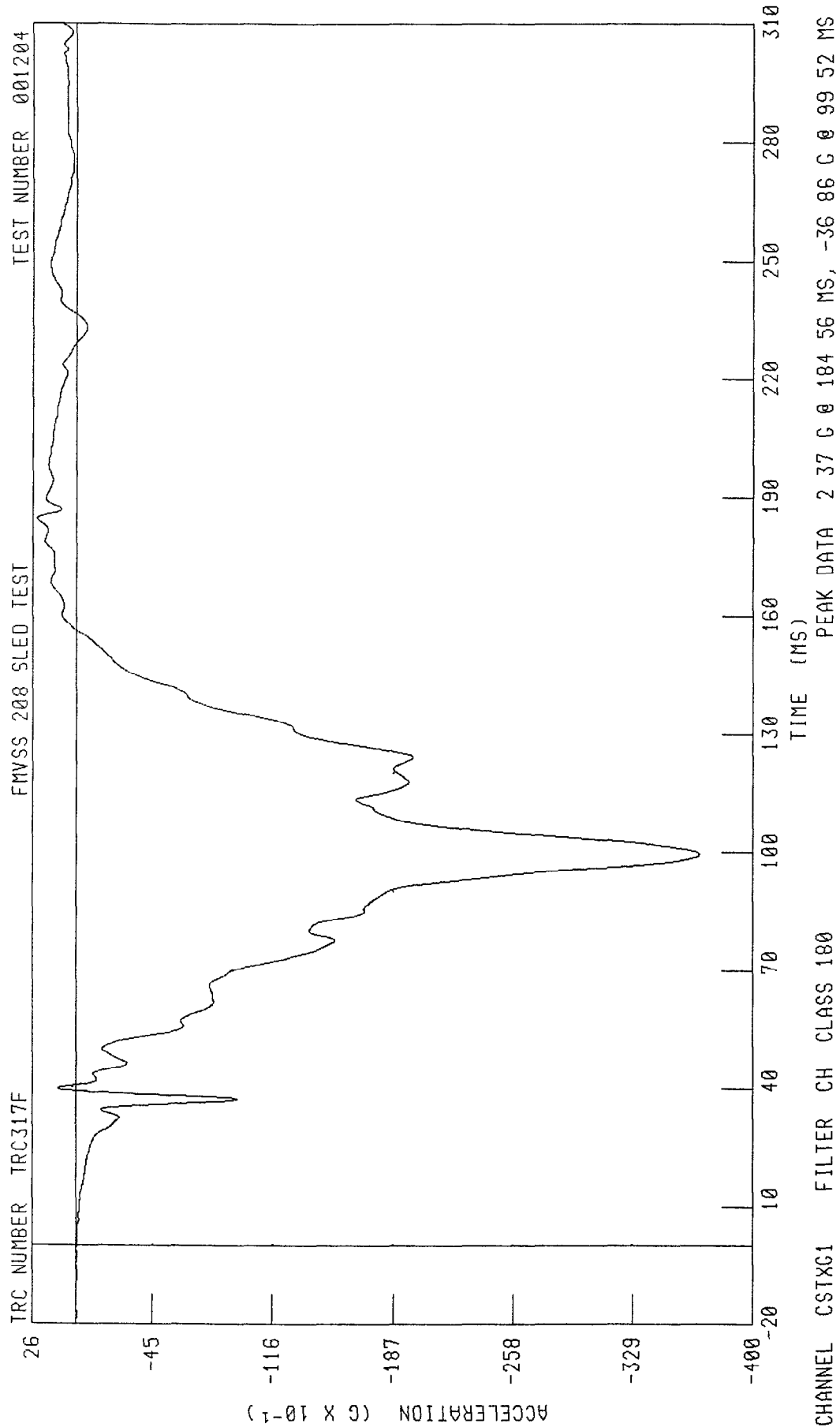
FMVSS 208 SLED TEST

TEST NUMBER 001204



CHANNEL TEXTG FILTER CH CLASS 60

C15600 / 2001 MITSUBISHI GALANT
DRIVER CHEST X-AXIS ACCELERATION

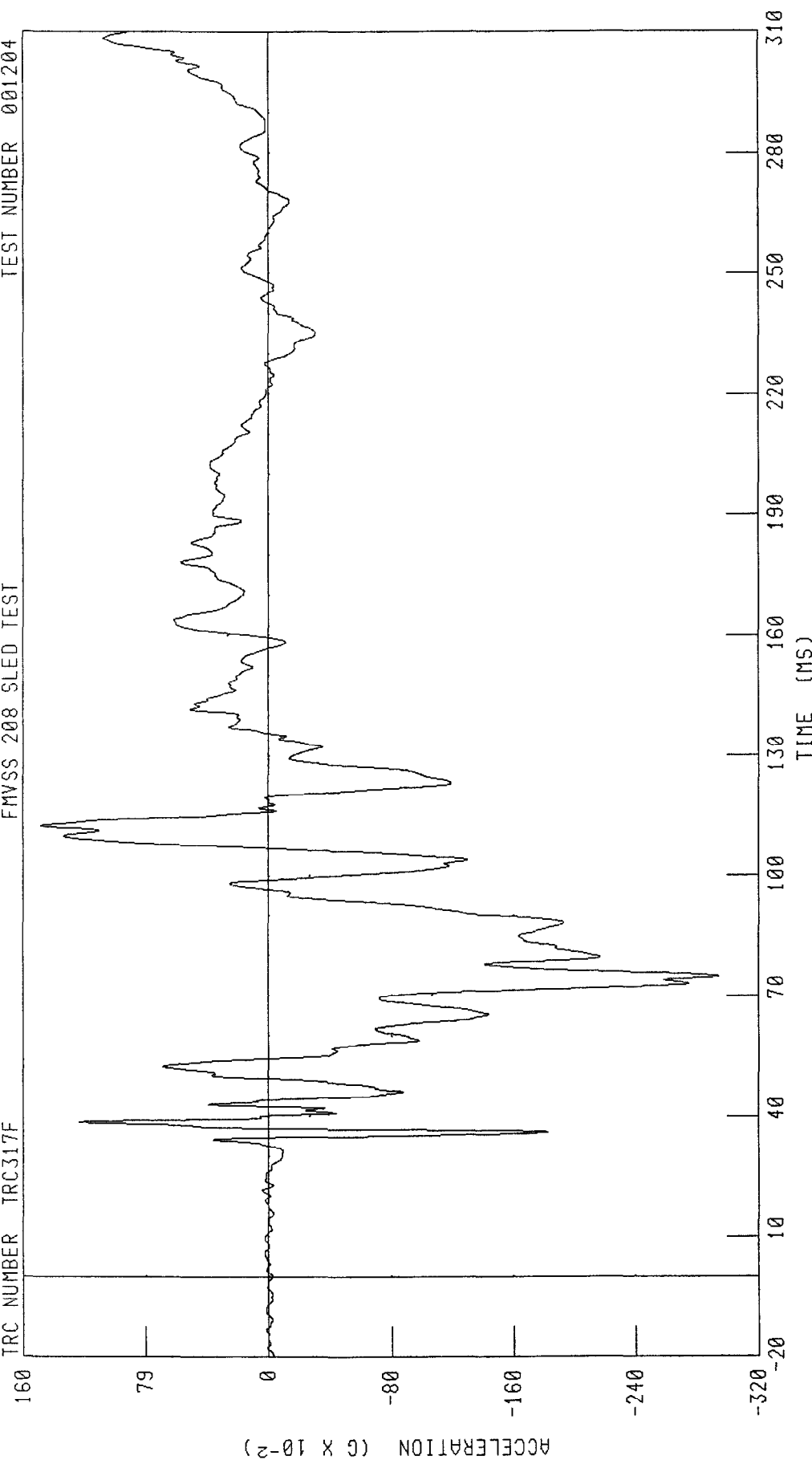


C15600 / 2001 MITSUBISHI GALANT
DRIVER CHEST Y-AXIS ACCELERATION

TEST NUMBER 001204

TRC NUMBER TRC317F

FMVSS 208 SLED TEST



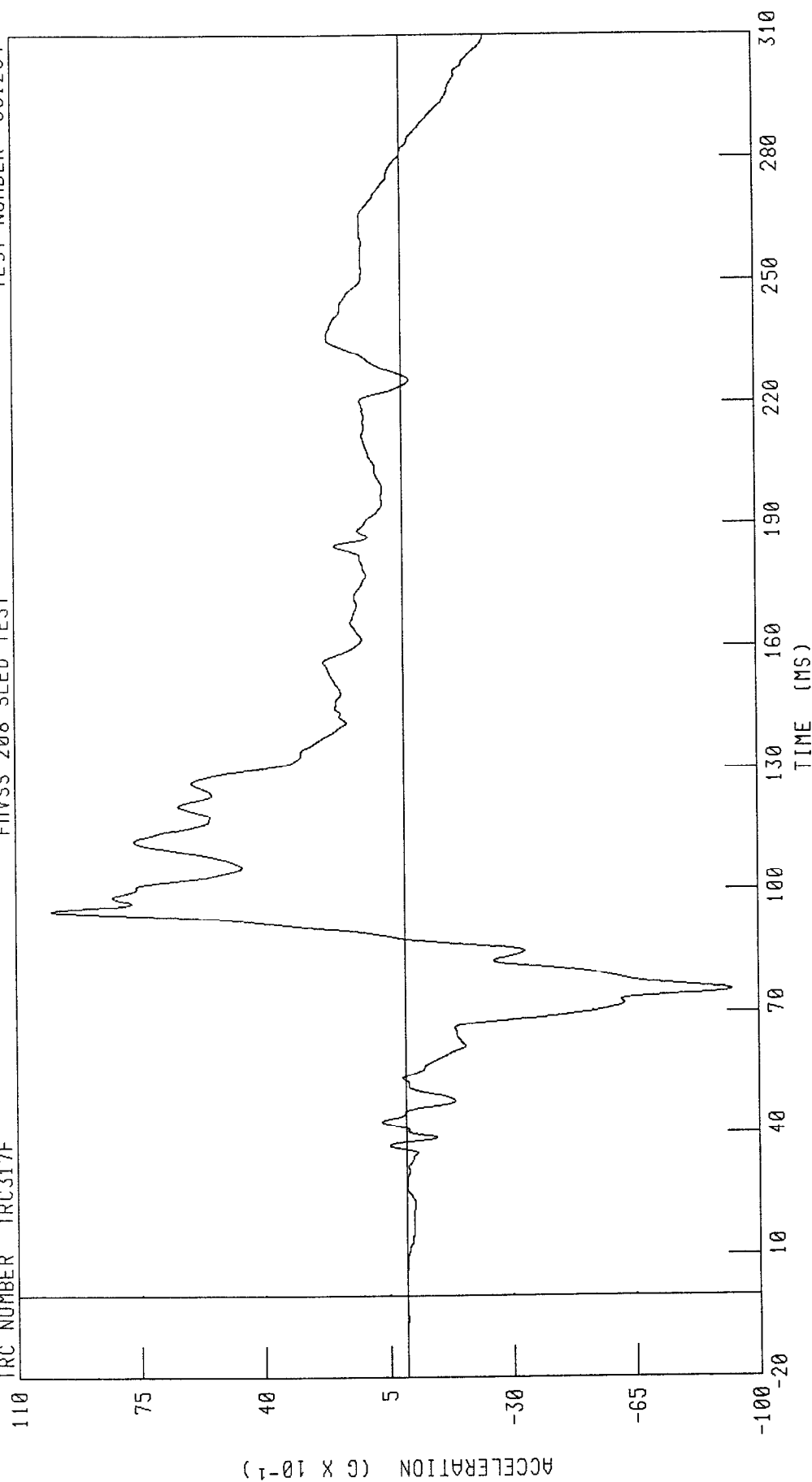
PEAK DATA 1 48 G @ 112 56 MS, -2 94 G @ 74 80 MS

CHANNEL CSTYG1 FILTER CH CLASS 180

C15600 / 2001 MITSUBISHI GALANT
 DRIVER CHEST Z-AXIS ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F



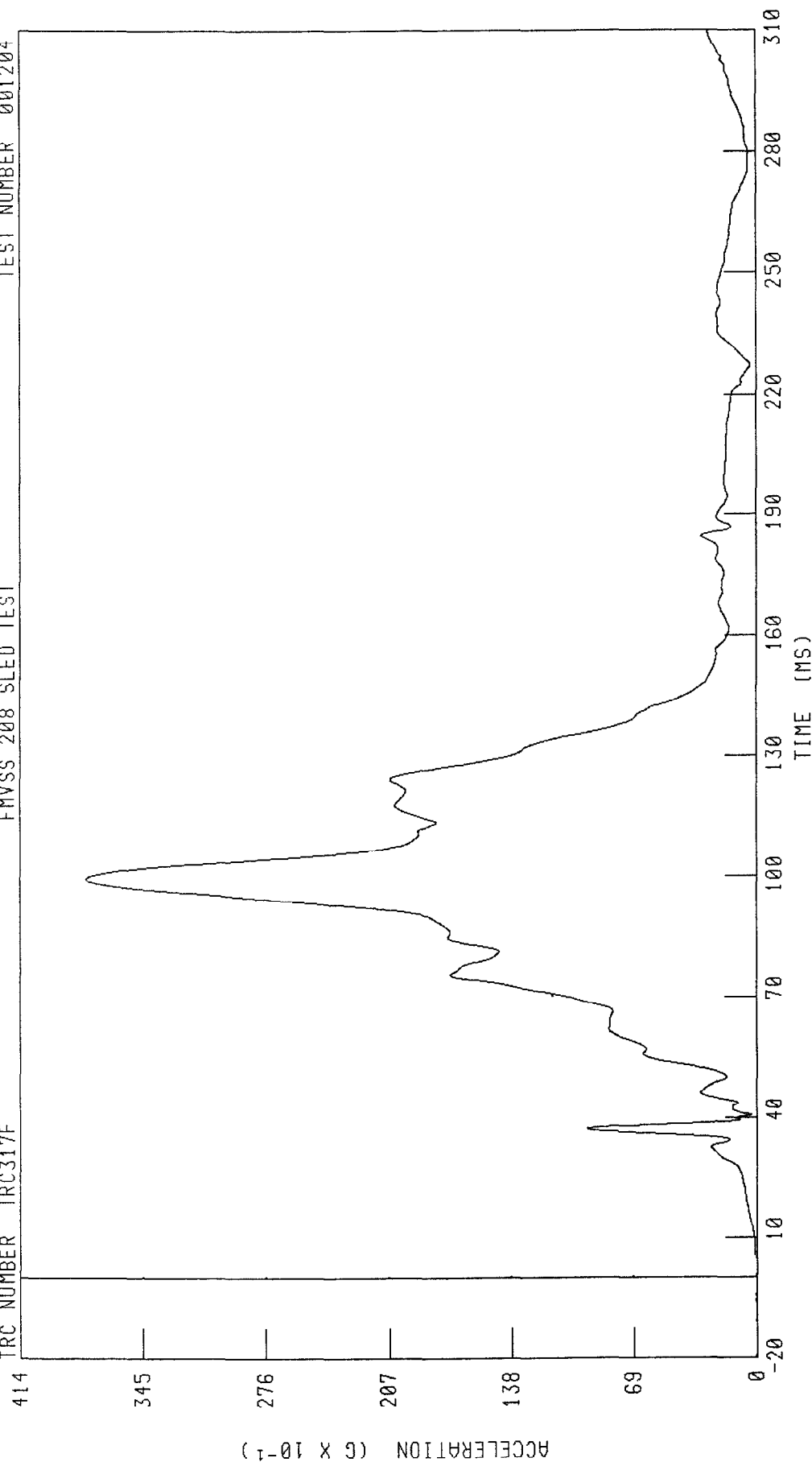
PEAK DATA 10 01 G @ 94 96 MS, -9 26 G @ 75 20 MS

CHANNEL CSTZG1 FILTER CH CLASS 180

C15600 / 2001 MITSUBISHI GALANT
DRIVER CHEST RESULTANT ACCELERATION
FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F



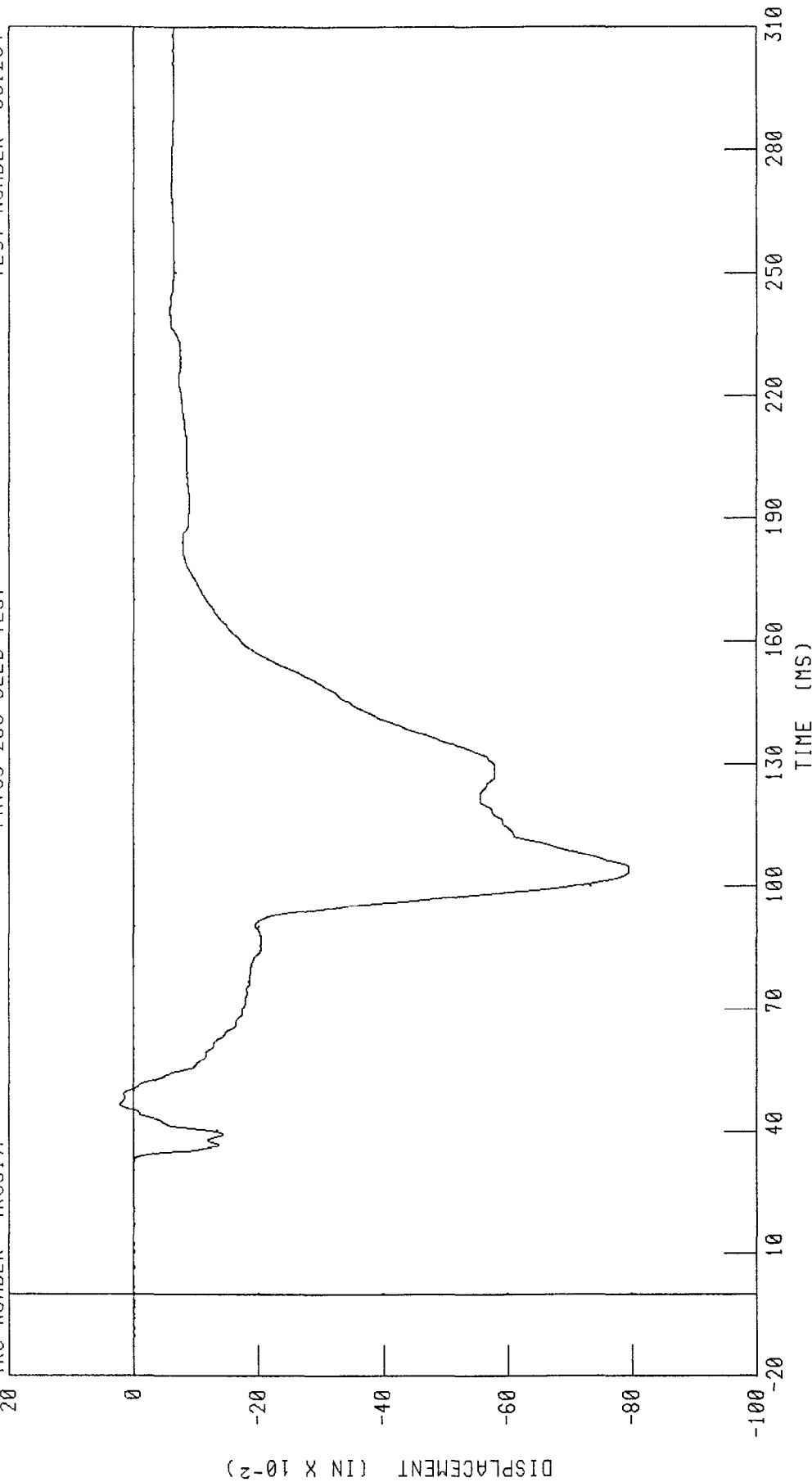
CHANNEL CSTRG1 FILTER CH CLASS 180

PEAK DATA 37 67 G @ 99 44 MS, 0 00 G @ -16 00 MS

C15600 / 2001 MITSUBISHI GALANT
 DRIVER CHEST DEFLECTION
 FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F



PEAK DATA 0 02 IN @ 46 56 MS, -0 80 IN @ 104 56 MS

CHANNEL CSTXD1 FILTER CH CLASS 600

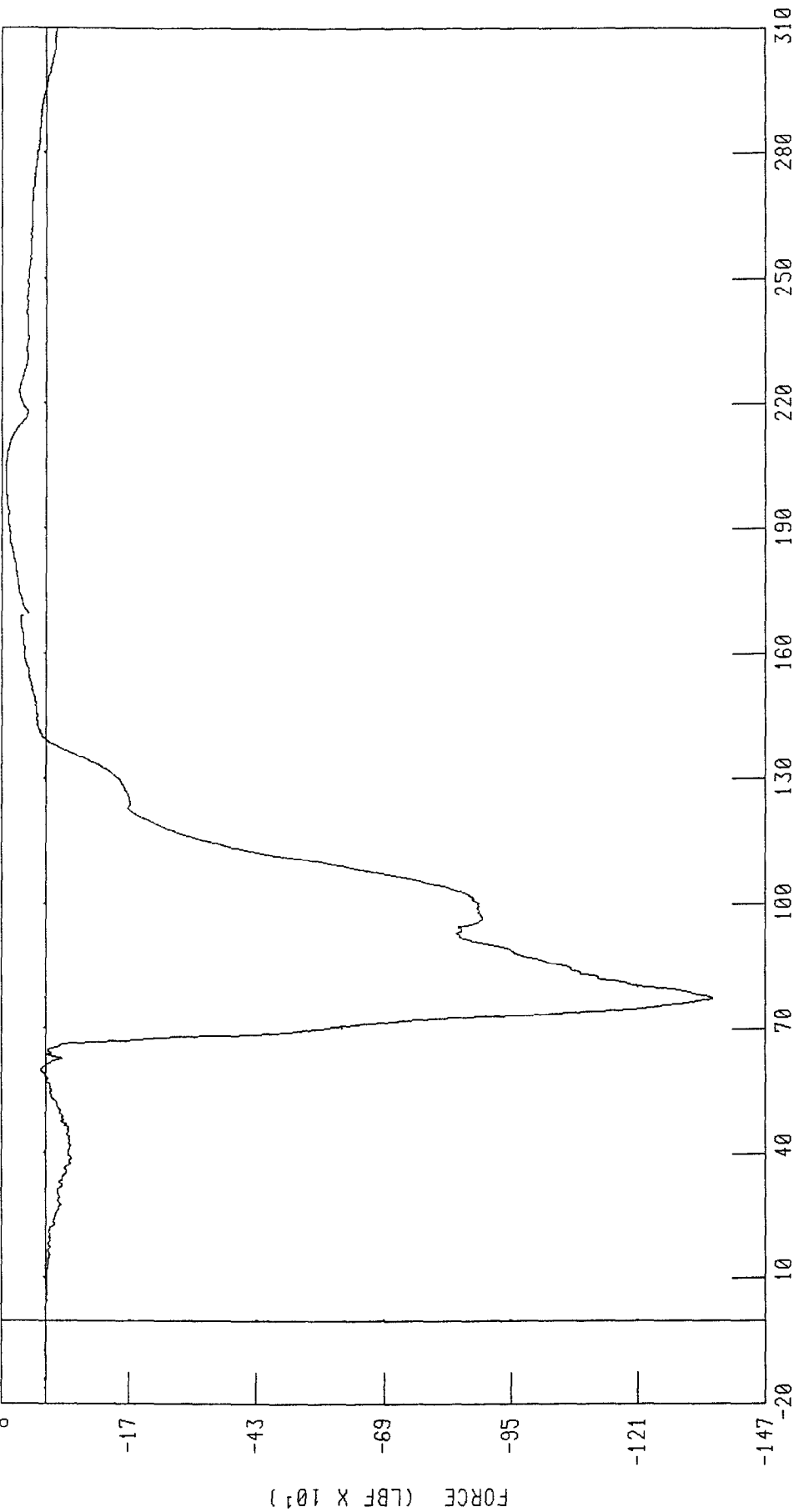
C15600 / 2001 MITSUBISHI GALANT

DRIVER LEFT FEMUR FORCE

FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F



TIME (MS)

PEAK DATA 80 94 LBF @ 204 48 MS, -1363 06 LBF @ 77 44 MS

CHANNEL LFMZF1 FILTER CH CLASS 600

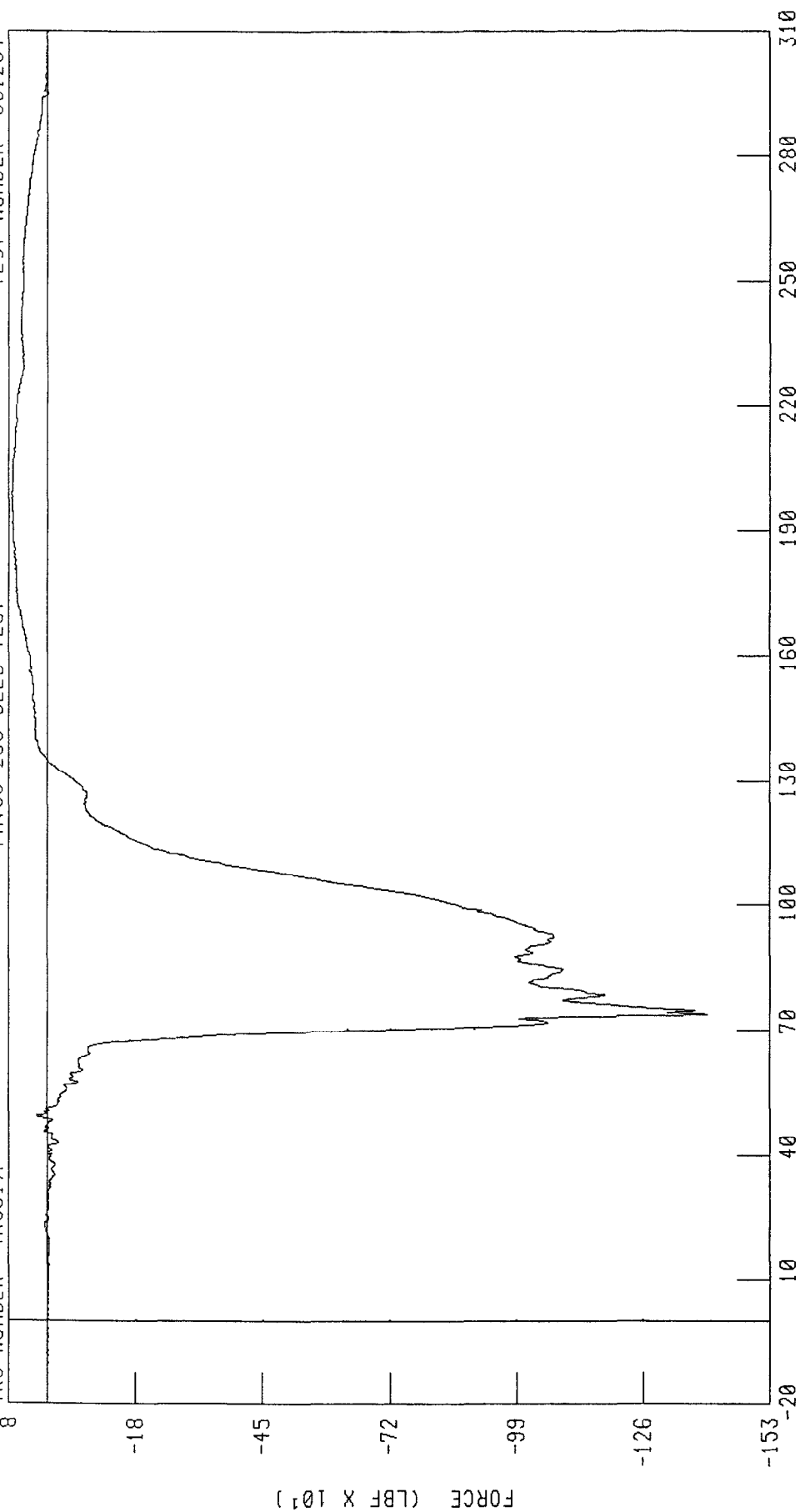
C15600 / 2001 MITSUBISHI GALANT

DRIVER RIGHT FEMUR FORCE

FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F

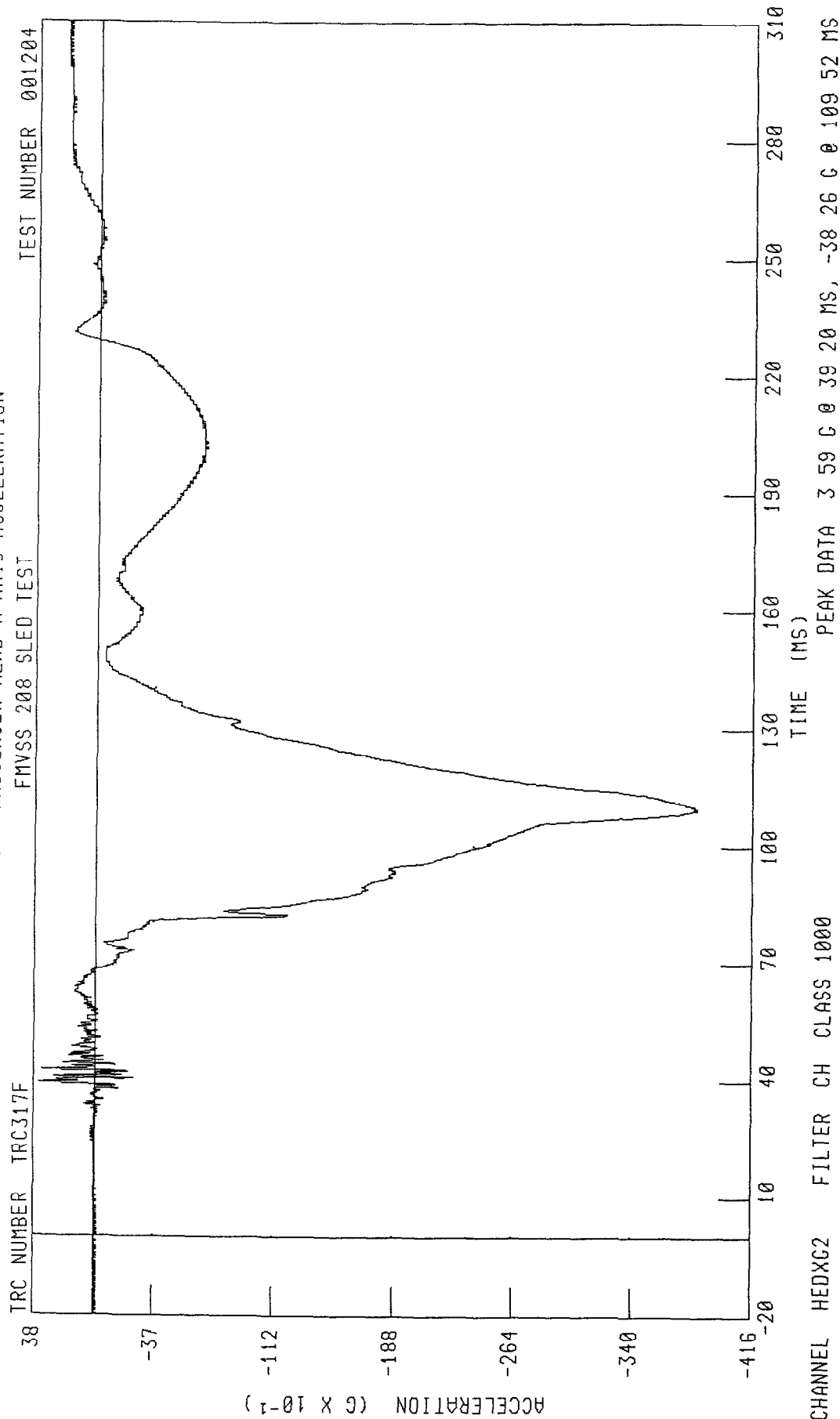


TIME (MS)

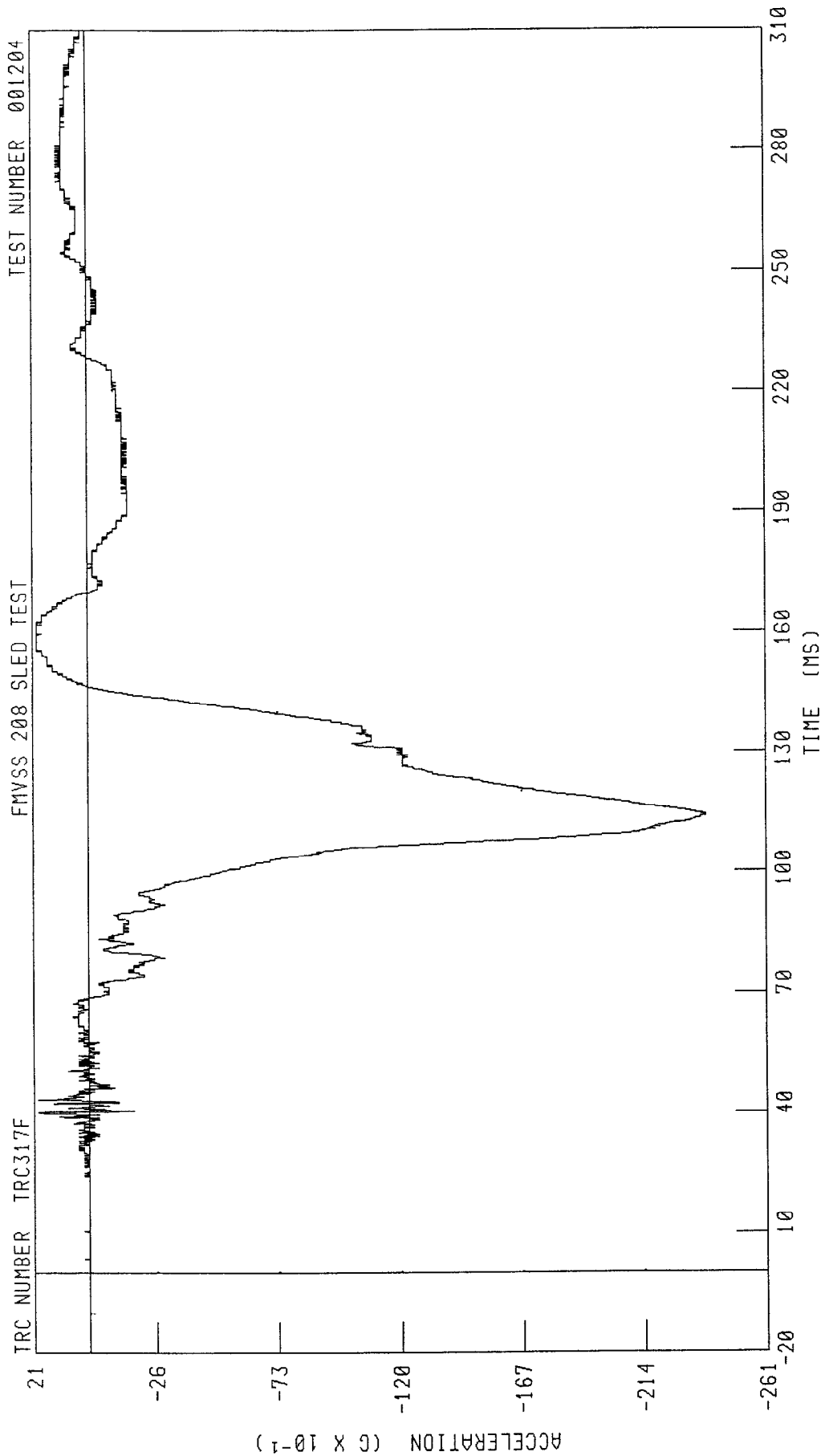
PEAK DATA 75 35 LBF @ 197 36 MS, -1404 85 LBF @ 73 76 MS

CHANNEL RFMZF1 FILTER CH CLASS 600

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER HEAD X-AXIS ACCELERATION
 FMVSS 208 SLED TEST

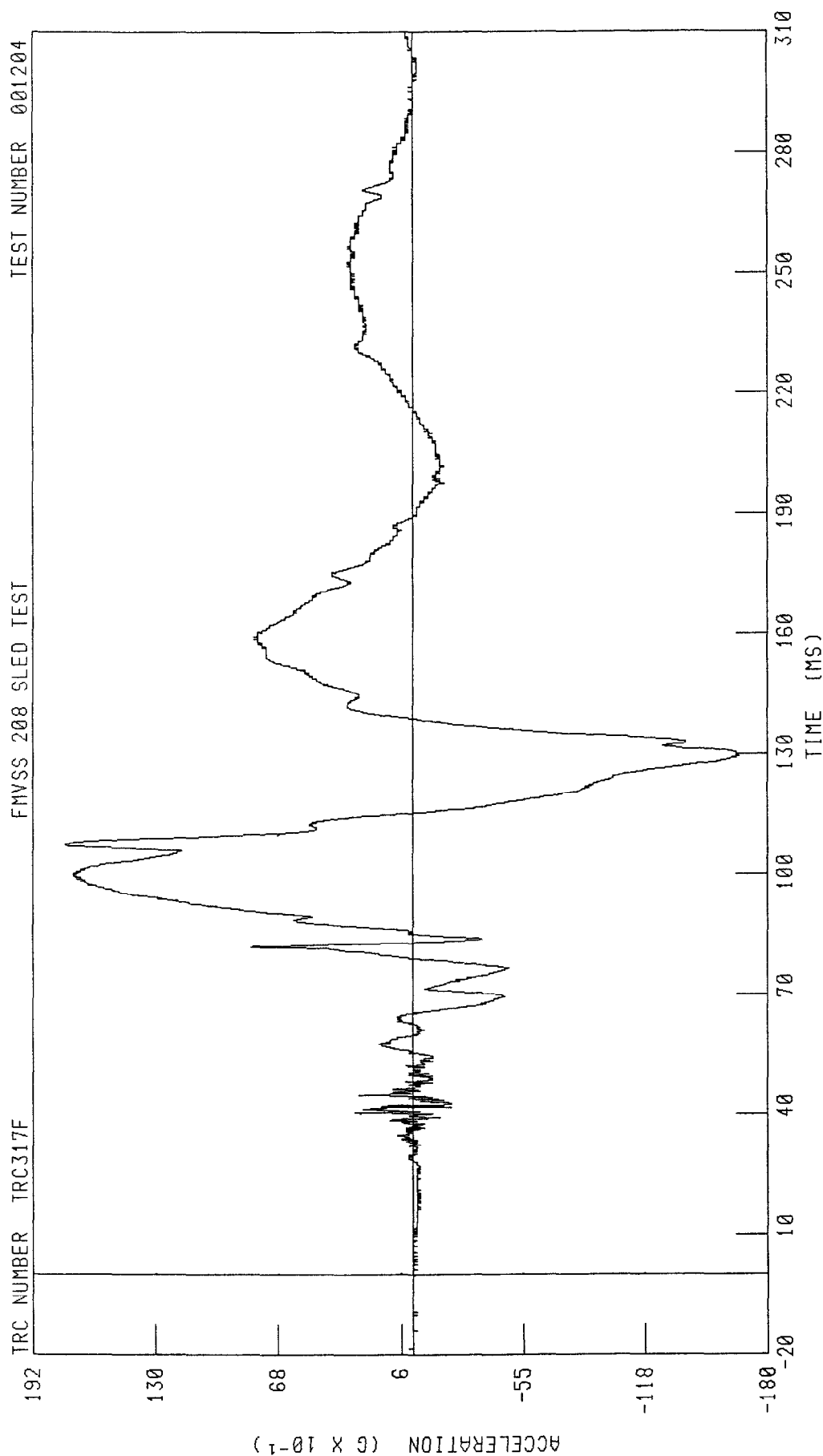


C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER HEAD Y-AXIS ACCELERATION
 FMVSS 208 SLED TEST



CHANNEL HEDYC2 FILTER CH CLASS 1000

C15600 / 2001 MITSUBISHI GALANT
RIGHT FRONT PASSENGER HEAD Z-AXIS ACCELERATION



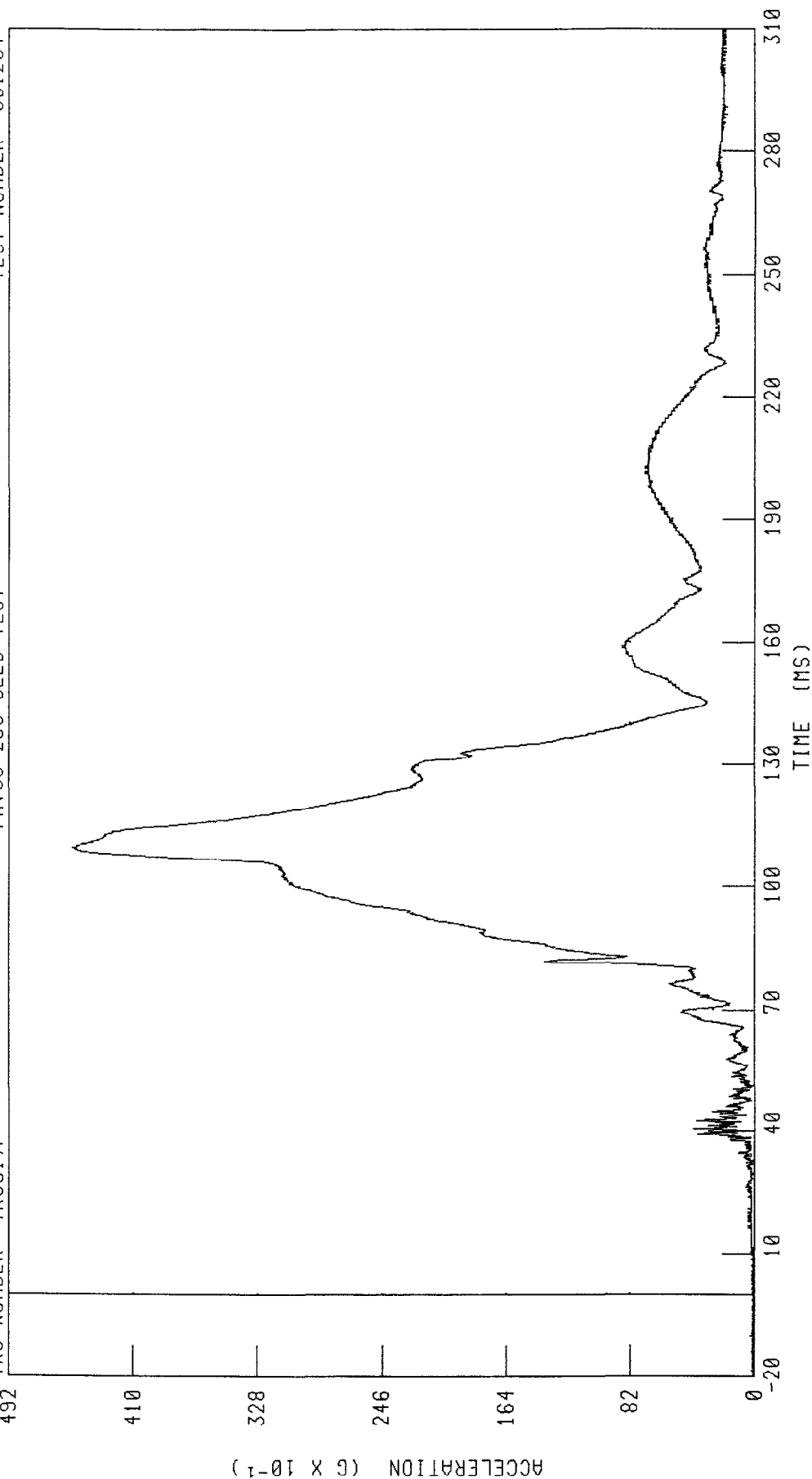
CHANNEL HEDZ02 FILTER CH CLASS 1000

PEAK DATA 17 58 G @ 107 36 MS, -16 61 G @ 129 68 MS

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER HEAD RESULTANT ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER 001204

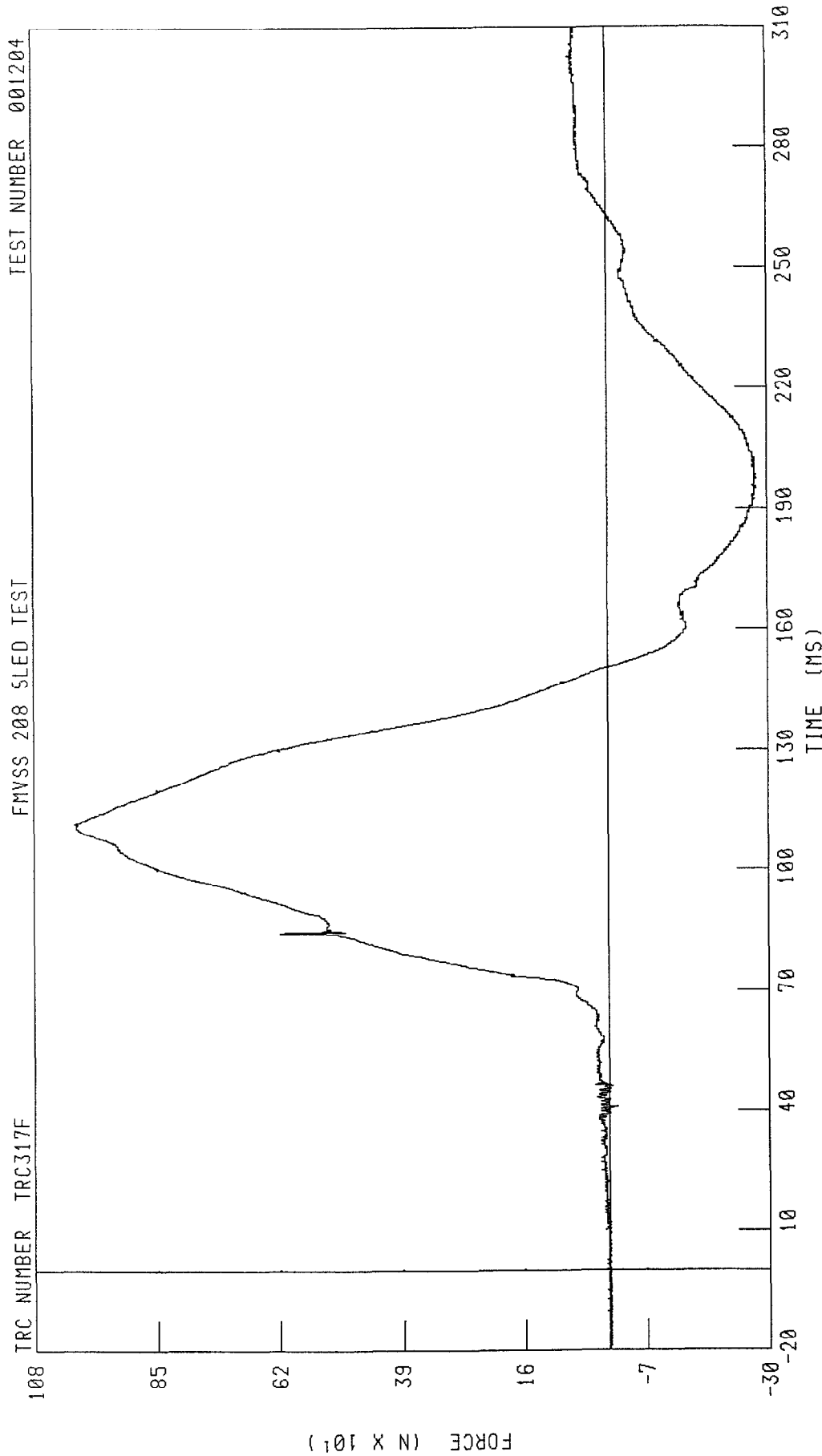
TRC NUMBER IRC317F



CHANNEL HEDRC2 FILTER CH CLASS 1000

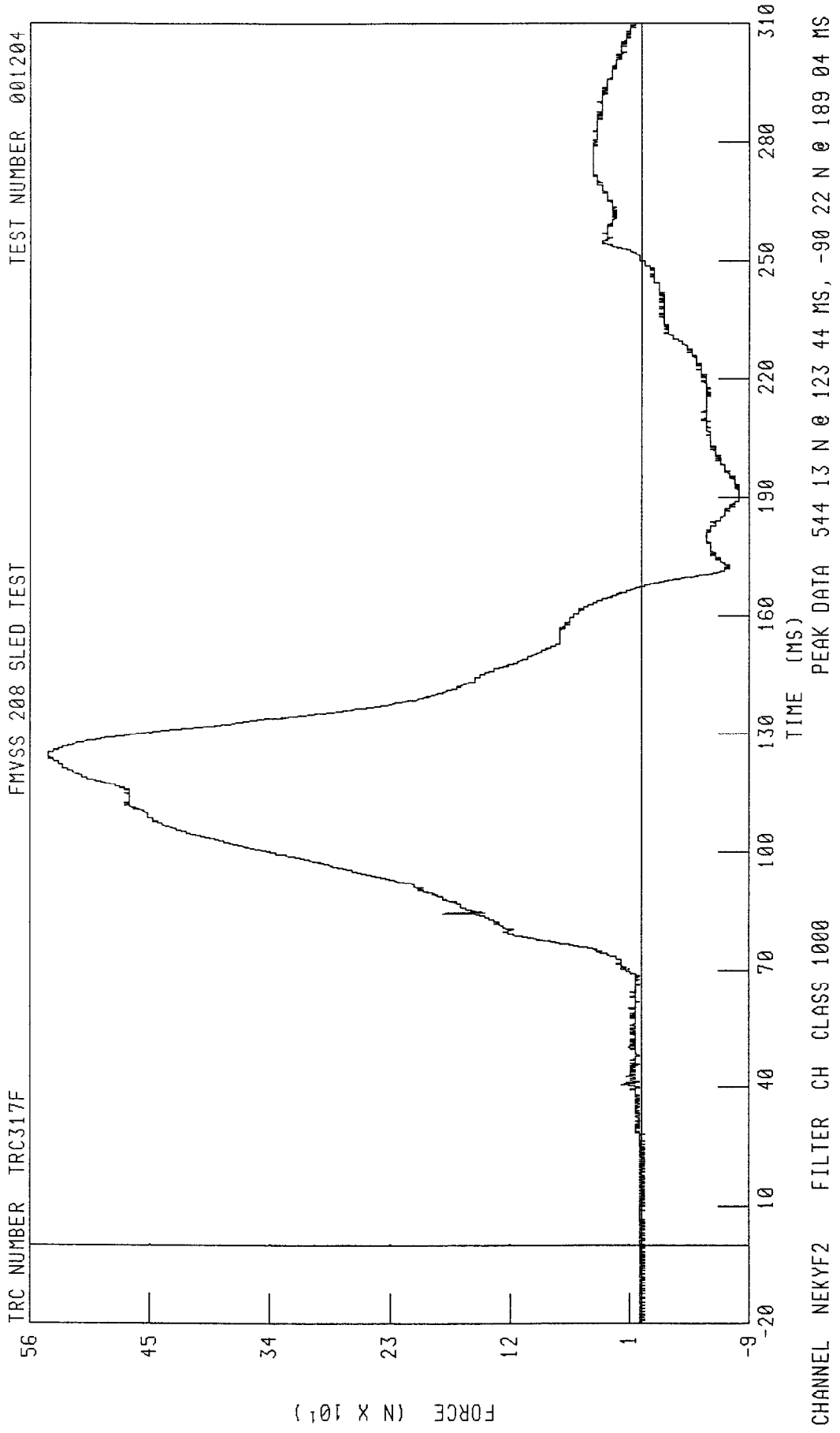
PEAK DATA 45 07 G @ 109 52 MS, 0 09 G @ -20 00 MS

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER NECK X-AXIS SHEAR FORCE
 FMVSS 208 SLED TEST



CHANNEL NEKXF2 FILTER CH CLASS 1000

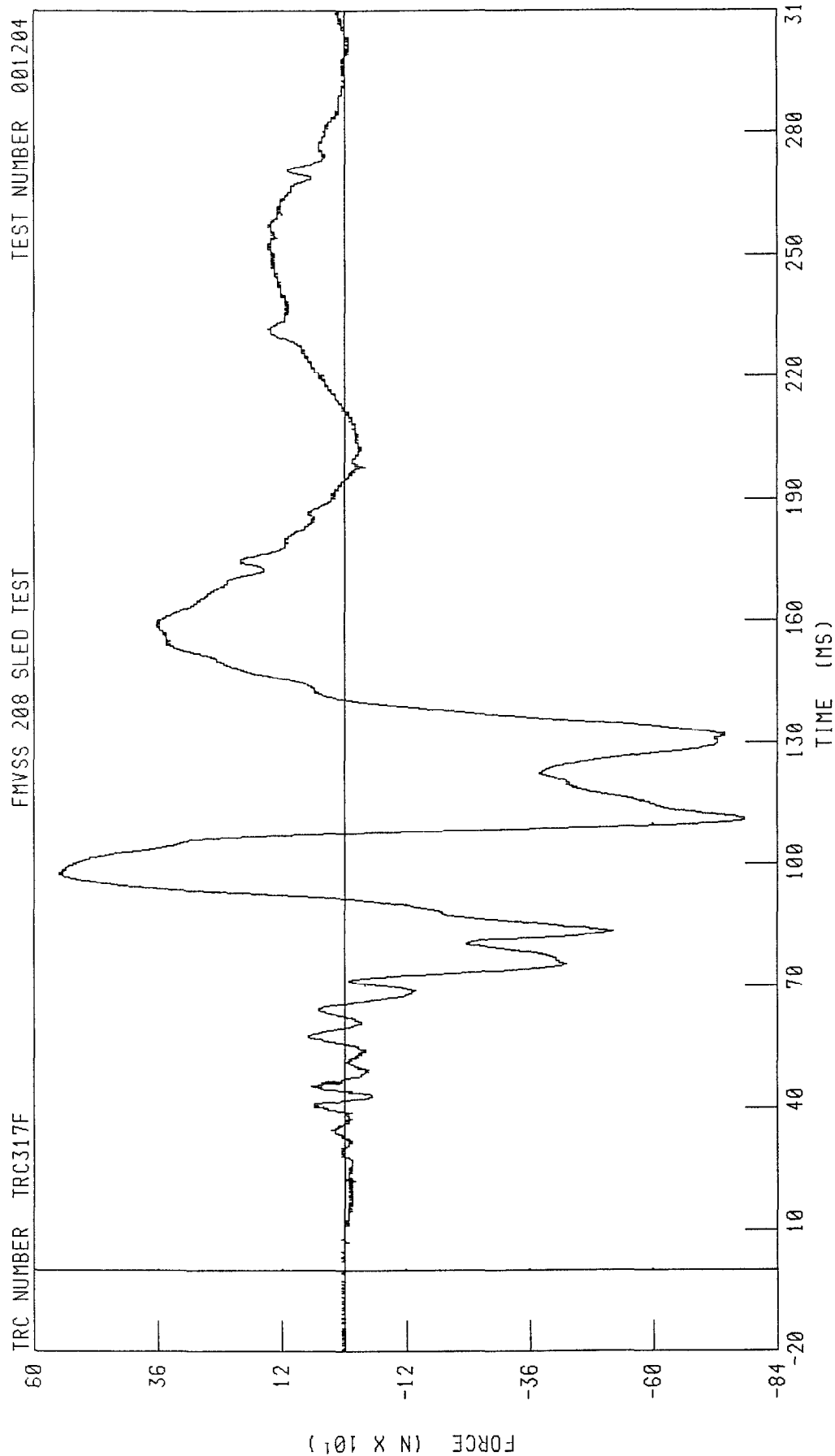
C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER NECK Y-AXIS SHEAR FORCE
 FMVSS 208 SLED TEST



C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER NECK Z-AXIS AXIAL FORCE
 FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F

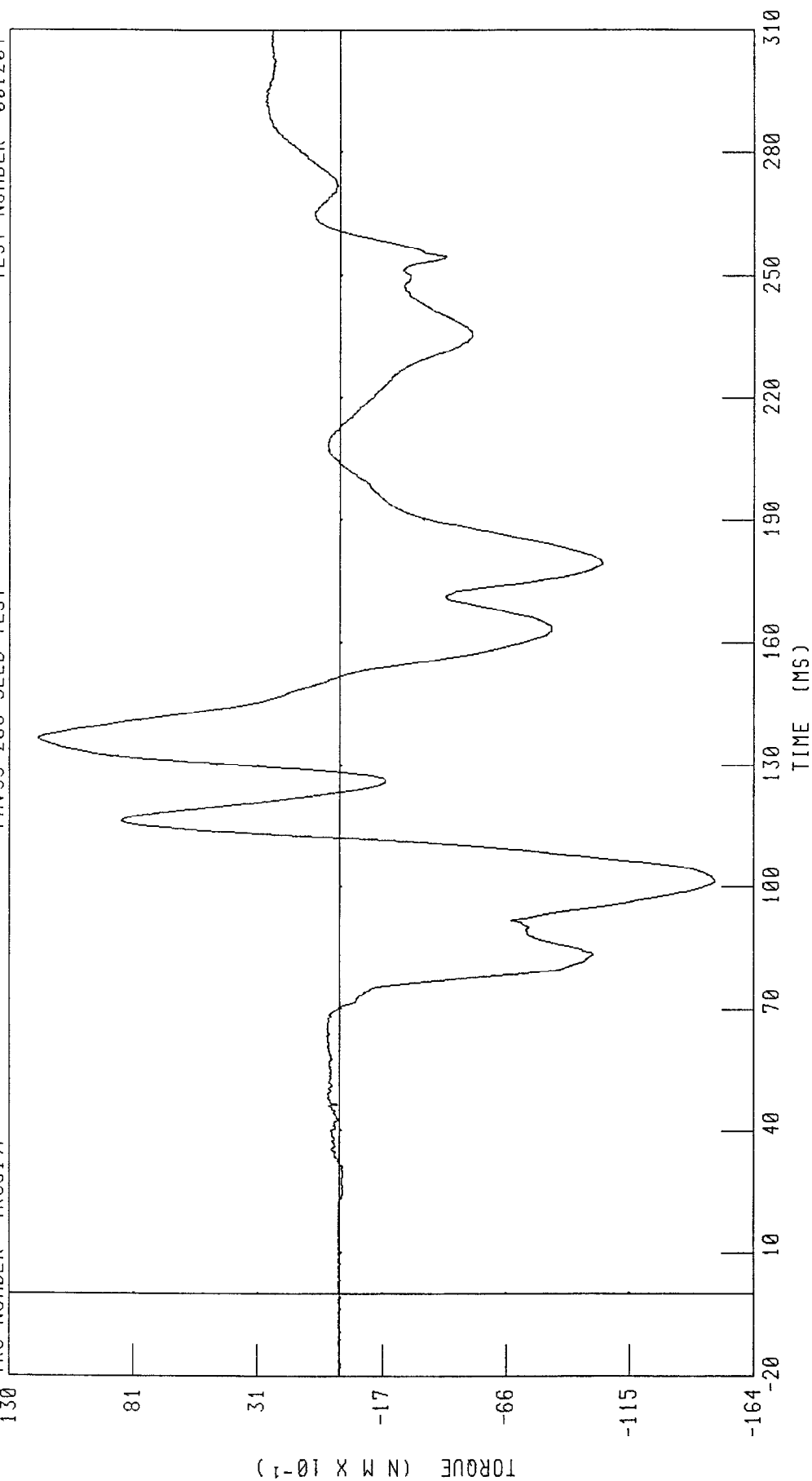


PEAK DATA 552 11 N @ 97 68 MS, -776 75 N @ 111 12 MS

CHANNEL NEKZF2 FILTER CH CLASS 1000

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER NECK MOMENT ABOUT X AXIS
 FMVSS 208 SLED TEST

TRC NUMBER TRC317F TEST NUMBER 001204

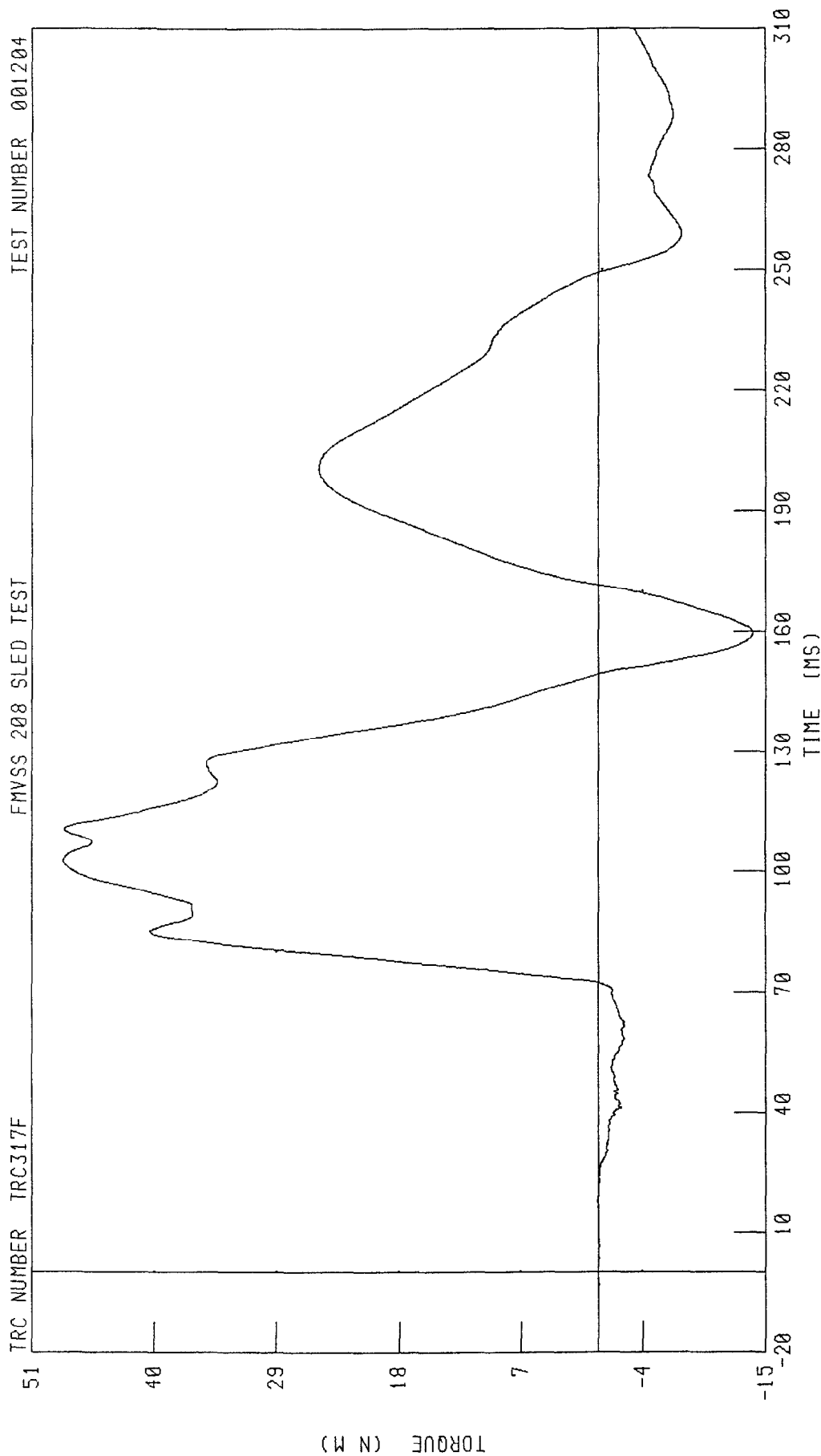


TIME (MS)

PEAK DATA 11 89 N M @ 136 64 MS, -14 89 N M @ 101 44 MS

CHANNEL NEKXN2 FILTER CH CLASS 600

C15600 / 2001 MITSUBISHI GALANT
RIGHT FRONT PASSENGER NECK MOMENT ABOUT Y AXIS



PEAK DATA 48 26 N M @ 102 56 MS, -13 90 N M @ 159 60 MS

CHANNEL NEKYN2 FILTER CH CLASS 600

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER NECK MOMENT ABOUT Z AXIS
 FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F

346

255

164

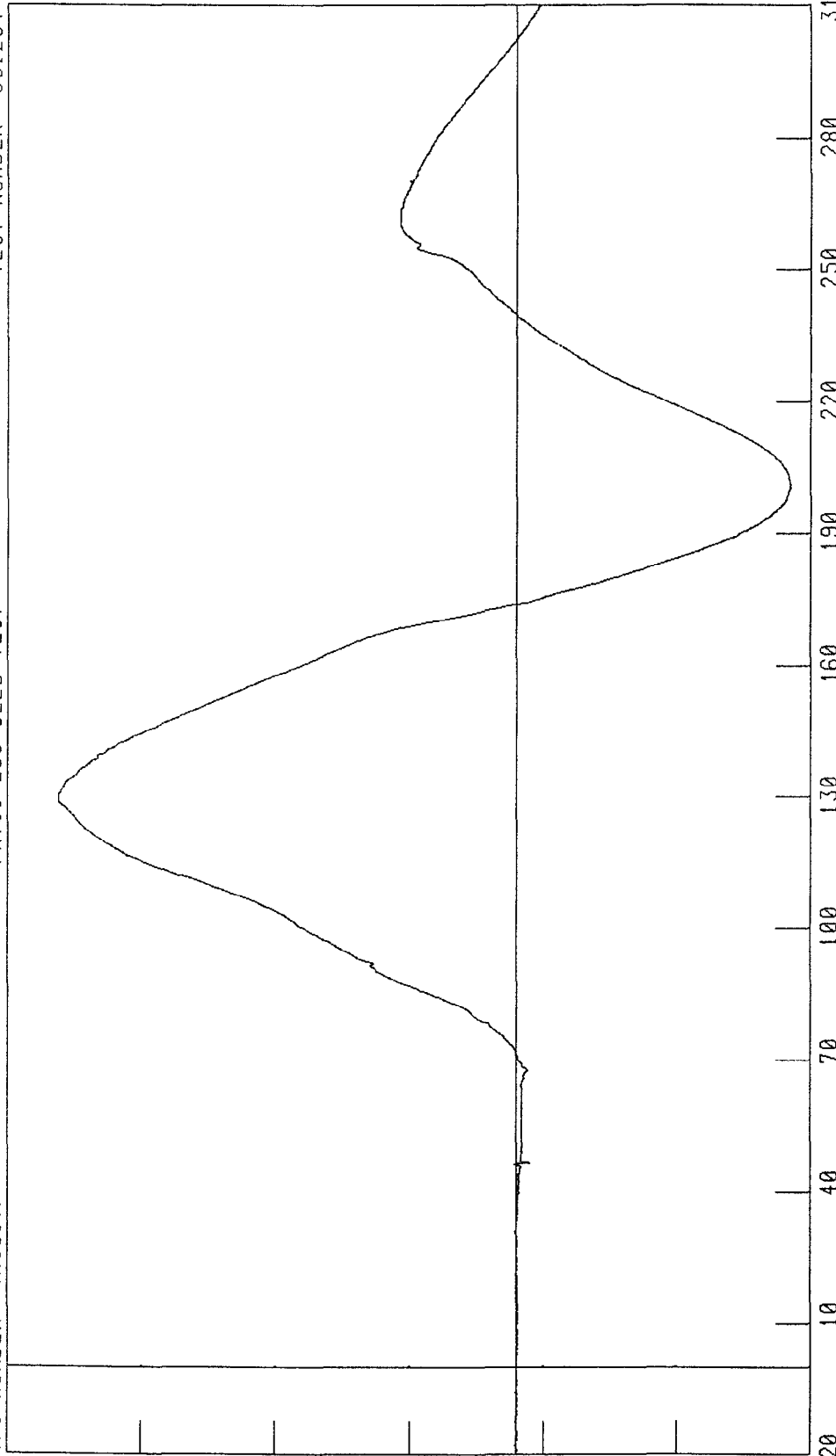
73

-17

-108

-200

TORQUE (N M X 10⁻¹)

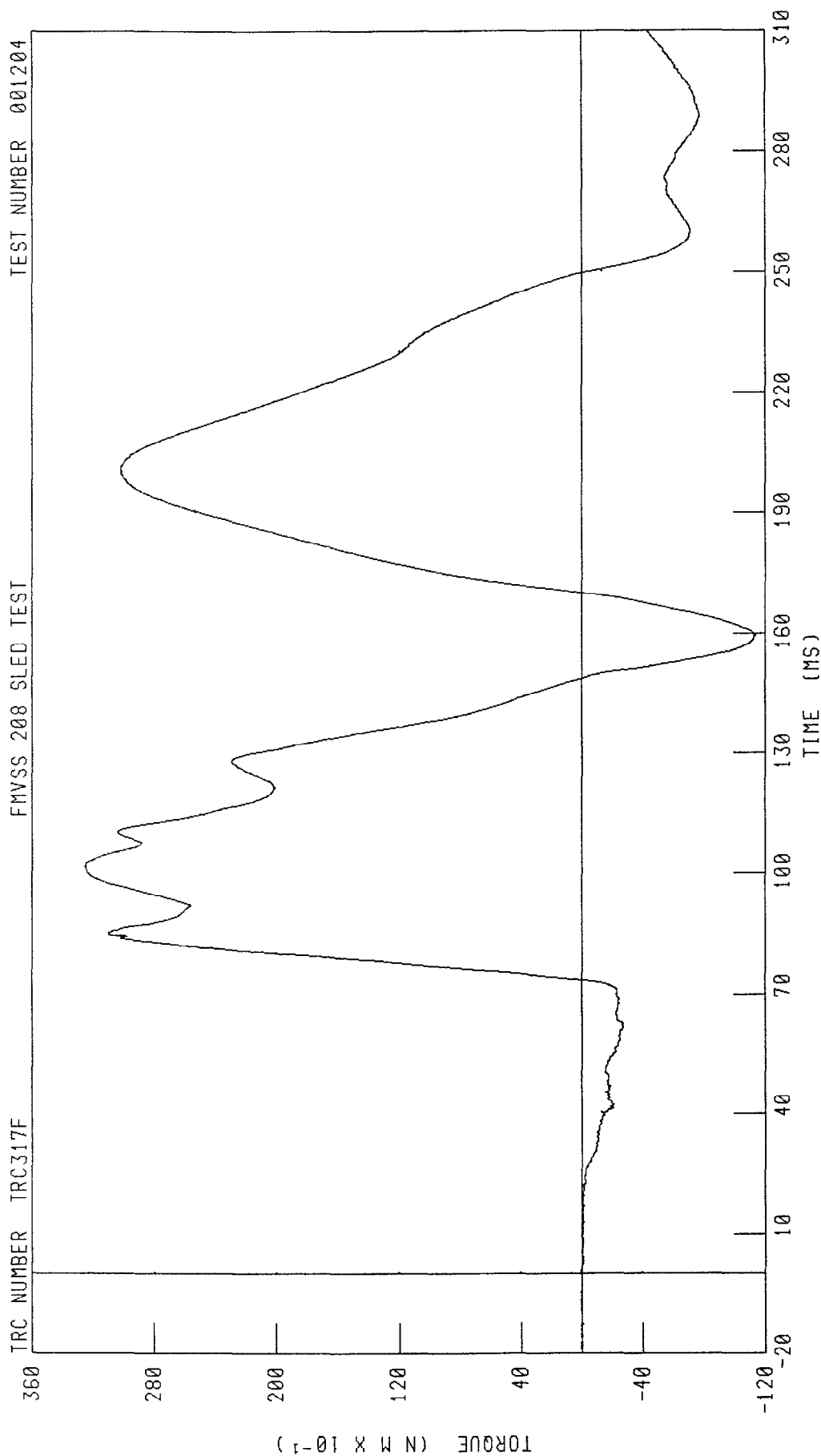


TIME (MS)

PEAK DATA 31 14 N M @ 130 24 MS, -18 68 N M @ 200 96 MS

CHANNEL NEKZM2 FILTER CH CLASS 600

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER NECK MOMENT ABOUT Y AXIS OCCIPITAL CONDYLE

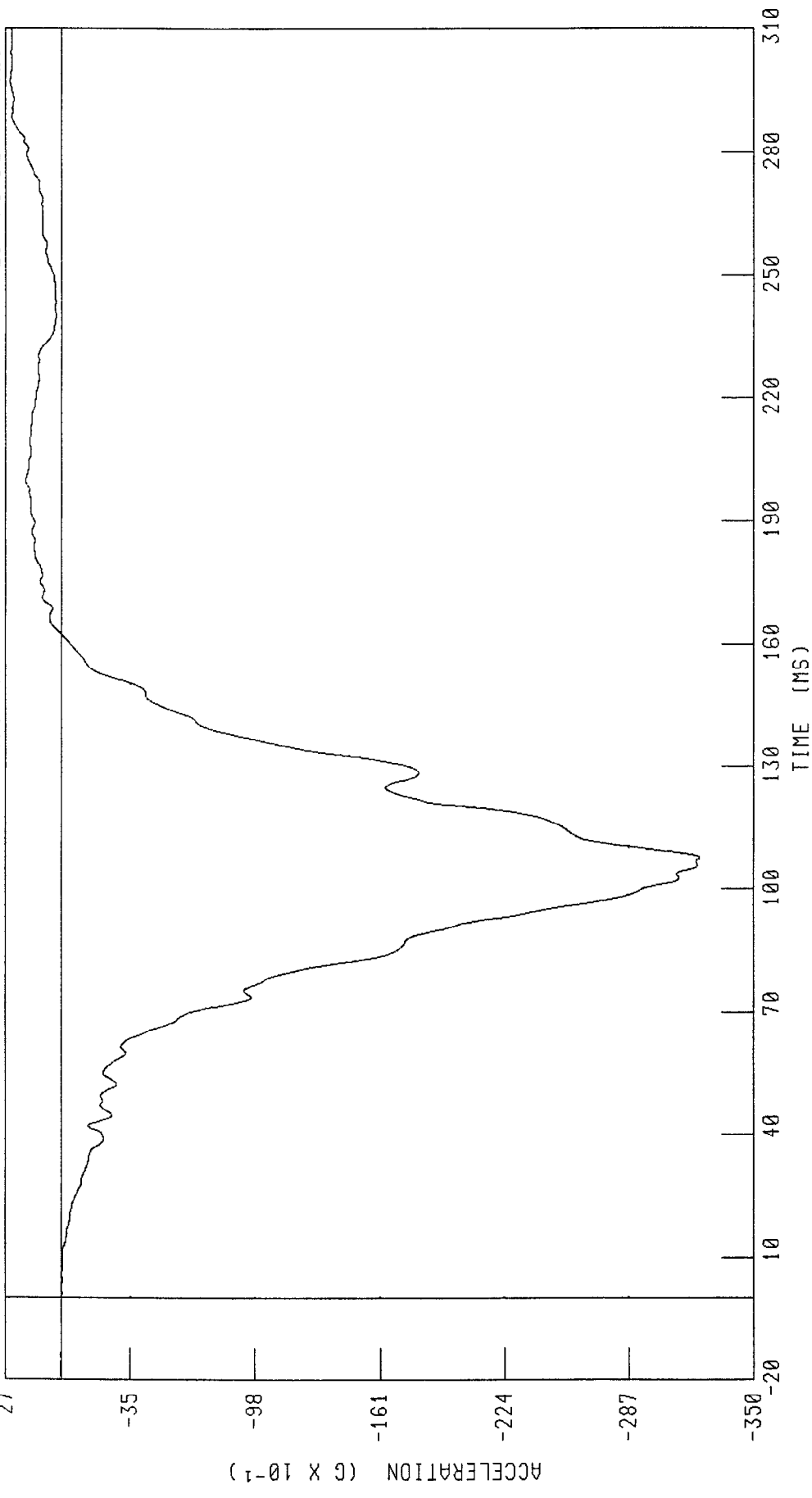


CHANNEL NEK0M2 FILTER CH CLASS 600 PEAK DATA 32 55 N M @ 101 76 MS, -11 37 N M @ 159 52 MS

C15600 / 2001 MITSUBISHI GALANT
RIGHT FRONT PASSENGER CHEST X-AXIS ACCELERATION
FMVSS 208 SLED TEST

TEST NUMBER 001204

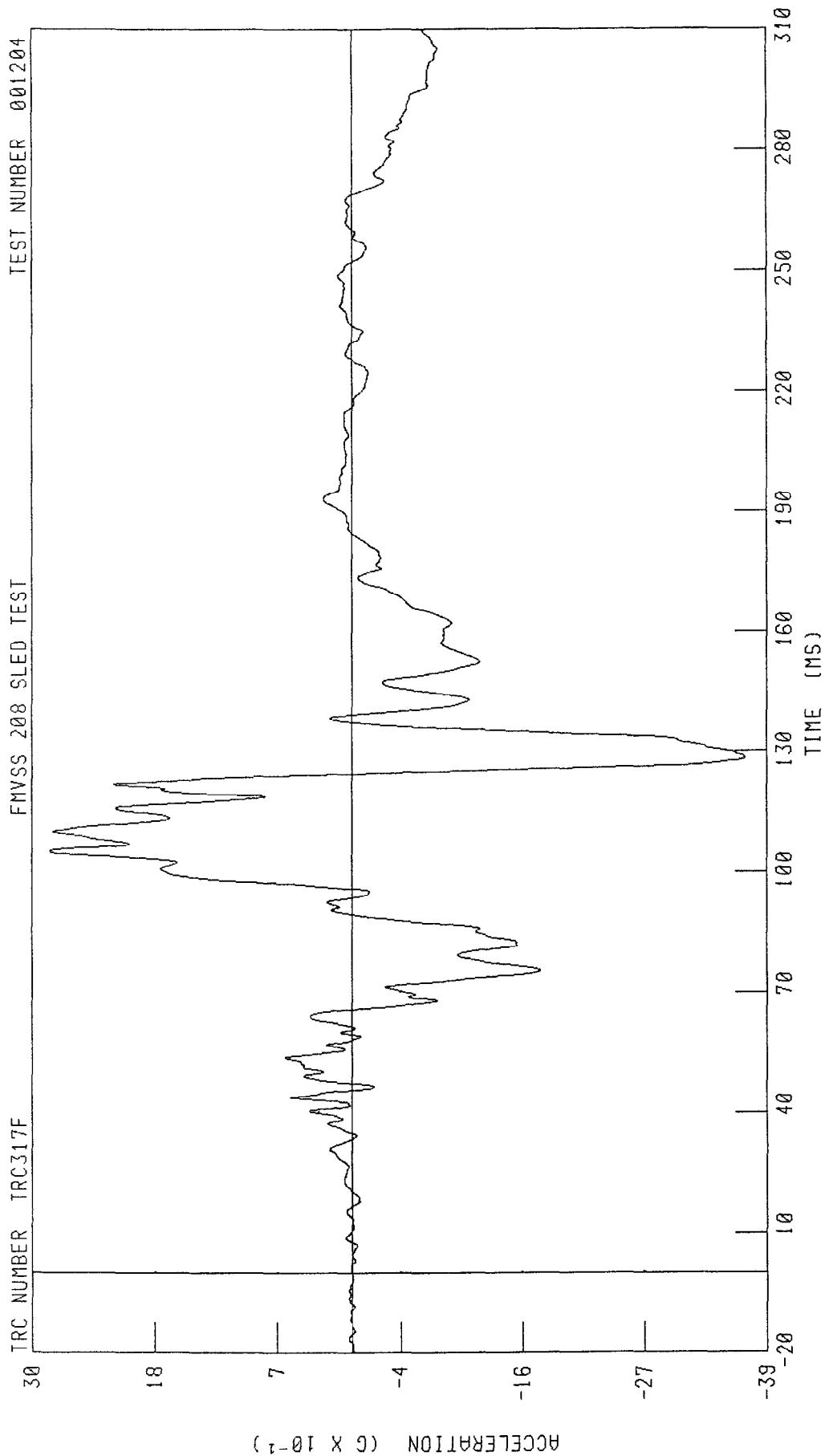
TRC NUMBER TRC317F



PEAK DATA 2 59 G @ 296 96 MS, -32 30 G @ 107 76 MS

CHANNEL CSTXC2 FILTER CH CLASS 180

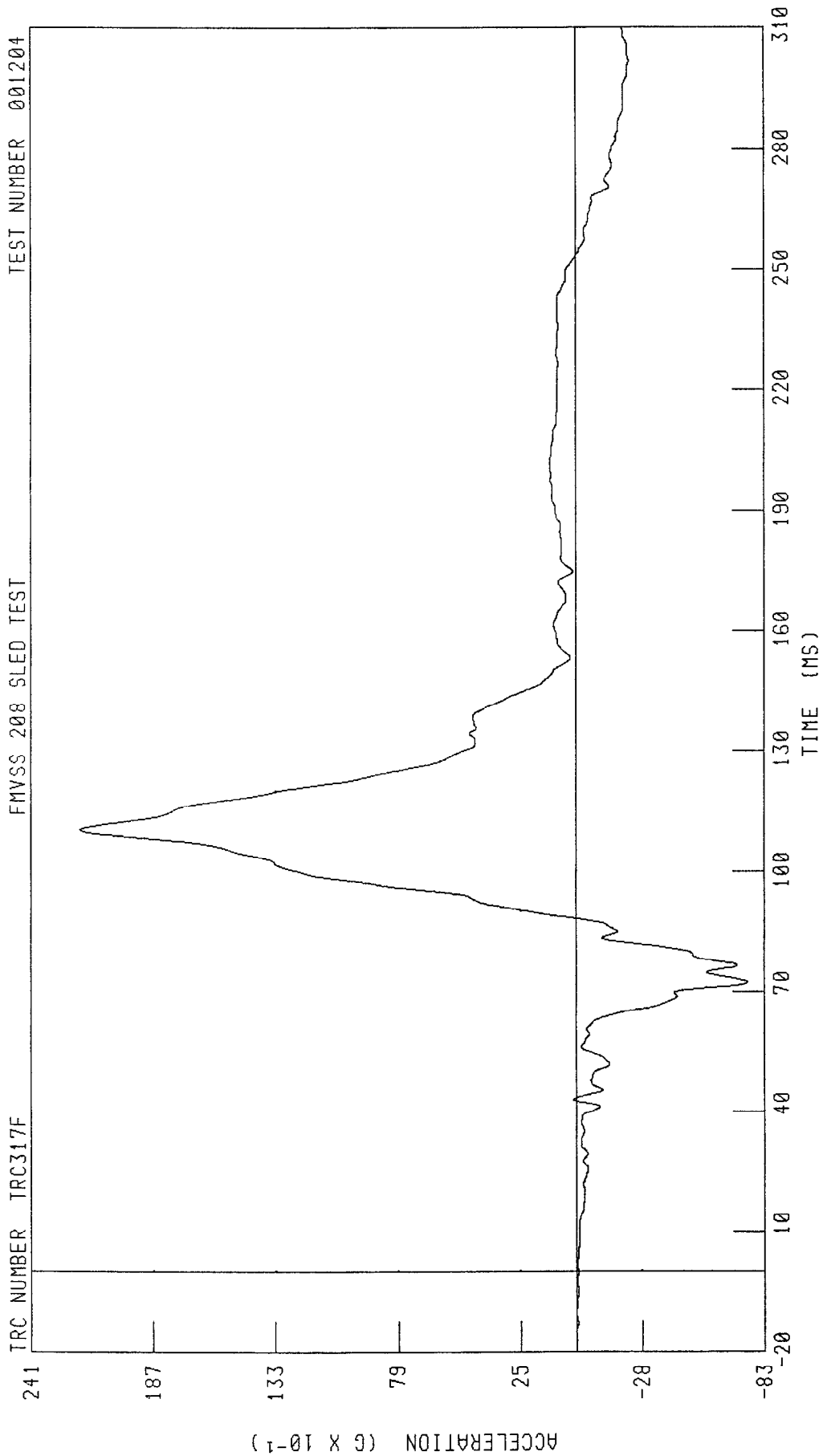
C15600 / 2001 MITSUBISHI GALANT
RIGHT FRONT PASSENGER CHEST Y-AXIS ACCELERATION



PEAK DATA 2 84 G @ 105 28 MS, -3 70 G @ 128 32 MS

CHANNEL CSTYG2 FILTER CH CLASS 180

C15600 / 2001 MITSUBISHI GALANT
RIGHT FRONT PASSENGER CHEST Z-AXIS ACCELERATION



C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER CHEST RESULTANT ACCELERATION
 FMVSS 208 SLED TEST

TEST NUMBER 001204

TRC NUMBER TRC317F

408

340

272

204

136

68

0

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

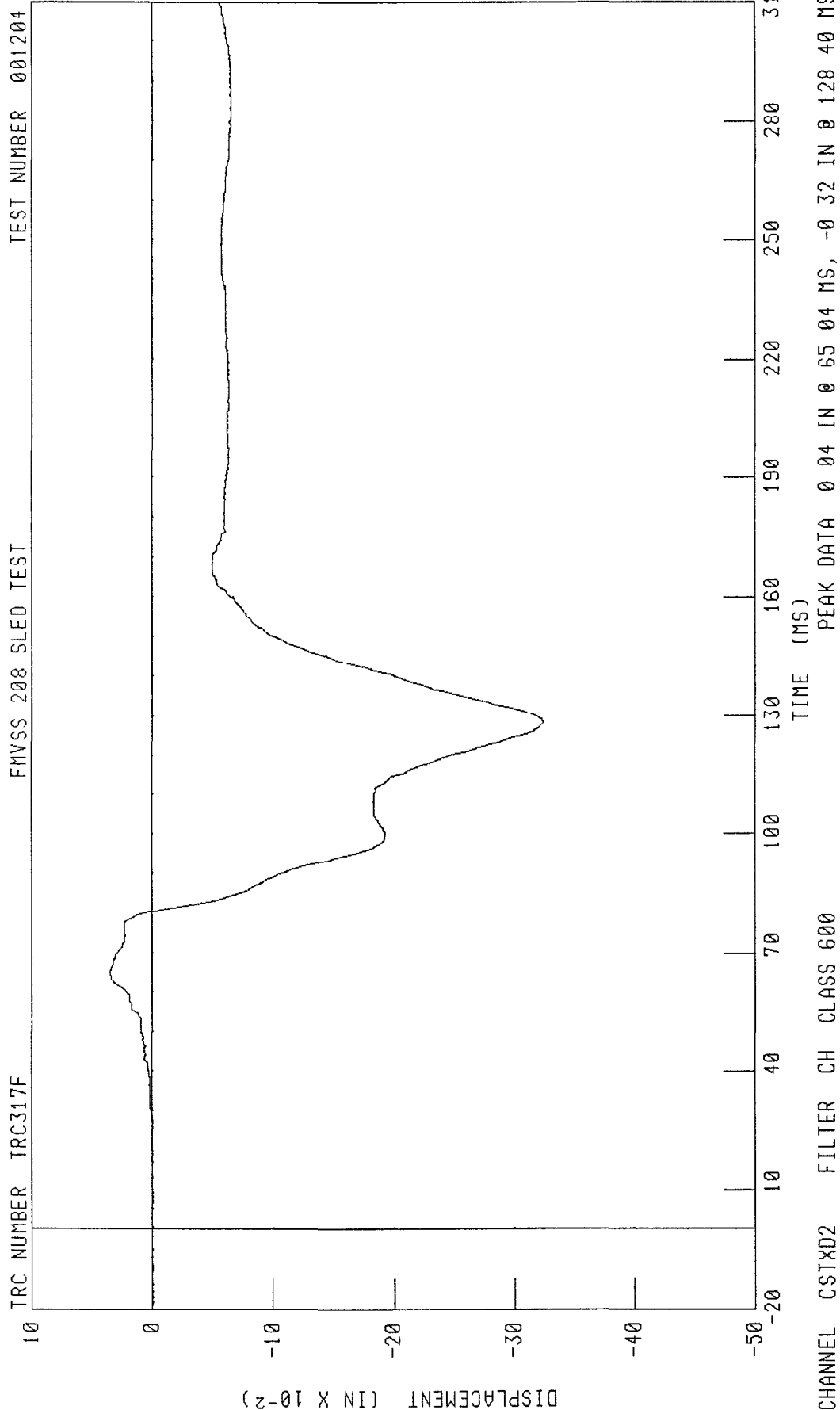
TIME (MS)

10 40 70 100 130 160 190 220 250 280 310

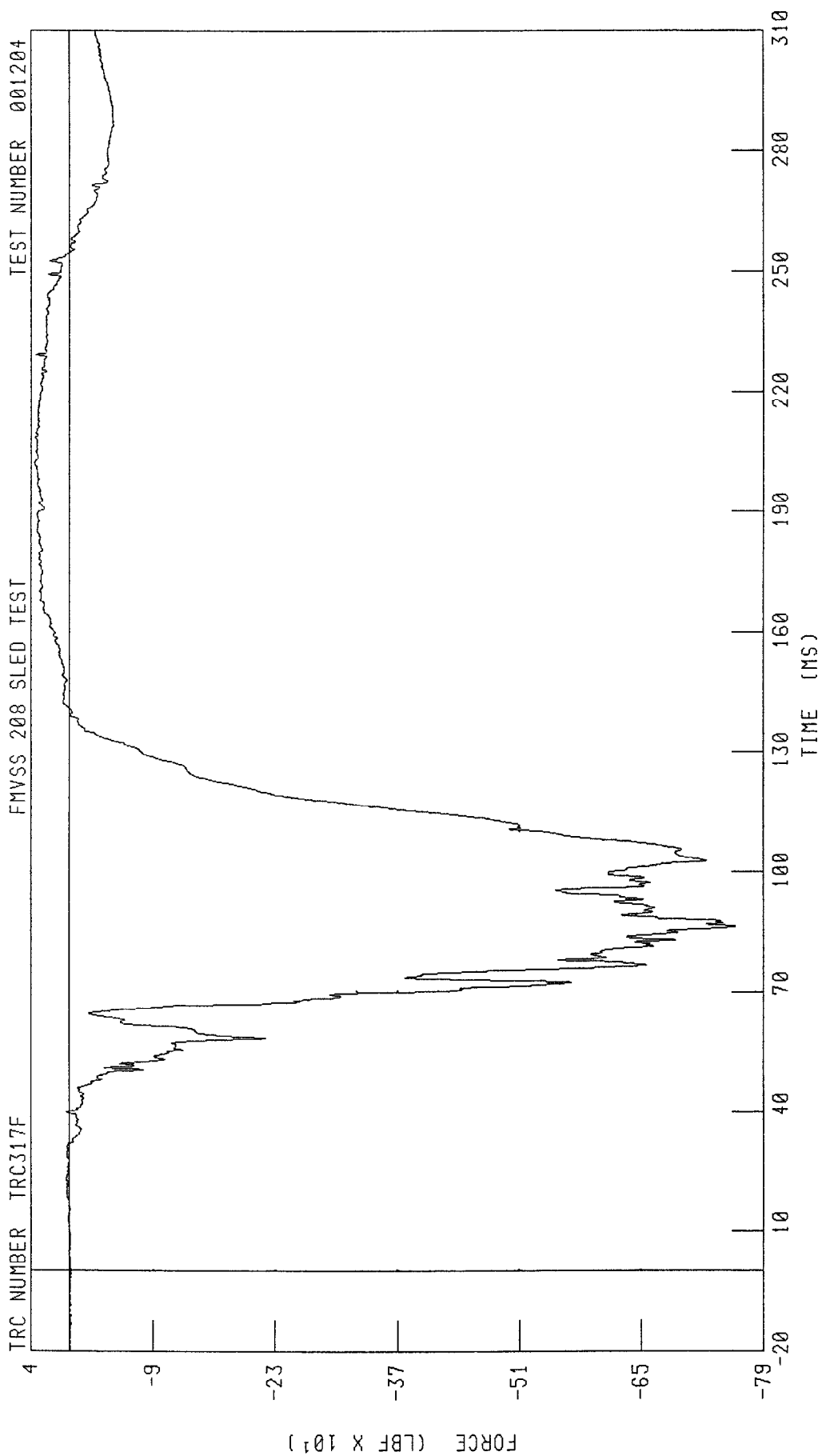
CHANNEL CSTRC2 FILTER CH CLASS 180

PEAK DATA 37 27 G @ 108 64 MS, 0 01 G @ -9 20 MS

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER CHEST DEFLECTION
 FMVSS 208 SLED TEST

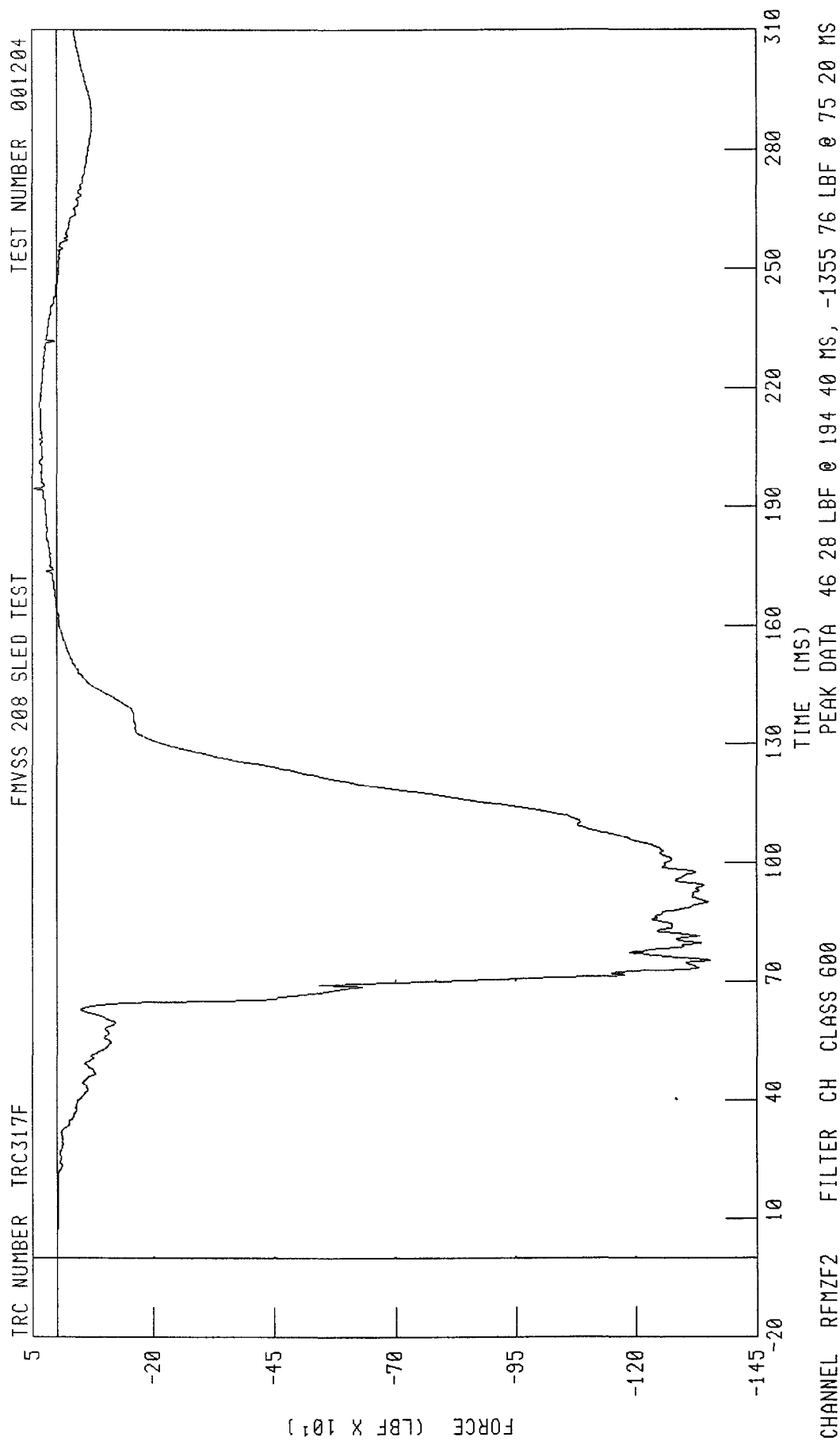


C15600 / 2001 MITSUBISHI GALANT
RIGHT FRONT PASSENGER LEFT FEMUR FORCE



CHANNEL LFMZF2 FILTER CH CLASS 600

C15600 / 2001 MITSUBISHI GALANT
 RIGHT FRONT PASSENGER RIGHT FEMUR FORCE



Appendix C

Manufacturer's Vehicle Information

NHTSA Information Request

dated Nov. 14, 2000

NSA-31 CCa

OA-208-001018Z

FMVSS No. 208

OCCUPANT CRASH PROTECTION

2001 Mitsubishi Galant

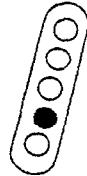
3

MITSUBISHI ANSWERS ABOUT OVSC QUESTION FOR 2001 MITSUBISHI GALANT FMVSS 208 COMPLIANCE TEST

	OVSC QUESTION	MITSUBISHI ANSWER
1	Please inform OVSC if the air bag restraint system is certified to meet the requirements of S4.1.5.1(a)(1) or S13. If the air bags were installed to meet the requirements of S4.1.5.1(a)(1) please provide--- If the air bags were installed to meet the requirements of S13 please provide a copy of the certification test reports for the frontal/angular barrier impact tests of the automatic restraint system with the manual safety belts fastened and the certification test reports for the sled test using only the automatic restraint system.	Our systems meets the requirement of S13 Refer to our test reports, XH001179 and XH981029.
2	Provide the following: (1)describe the difference between the MY 2001 air bag system and the MY 2000 air bag system, (2)explain what other restraint changes have been made, (3)explain what other vehicle changes have been made that might have affected FMVSS 208 performance, and (4)describe any features that might affect performance with respect to children and out of position occupants.	Item(1): As for air bag system, there is no difference between 2000MY and 2001MY Item(2): As for restraint system, there is no difference between 2000MY and 2001MY Item(3): There is no change that might have affected FMVSS 208 performance Item(4): There is no such feature
3	If the vehicle was certified with unrestrained dummies to meet the requirements of S13, describe how to disconnect the air bags from the vehicle sensors and connect them to the triggering mechanism used in the sled test. Describe the method used in certification to determine when to trigger the air bag and the system used to trigger the air bag. For air bags with dual stage or multistage inflators describe when the stages are triggered and provide data to show that this is similar to what would occur in a crash of similar severity. (see enclosure 1)	Refer to attachment 1. Driver and passenger air bags system used single stage inflators.
4	State for any safety belt system in this vehicle whether or not it is equipped with a tension-relieving device. Provide a copy of the information furnished in accordance with S7.4.2 if the tension-relieving device is used.	Not equipped.

4

MITSUBISHI ANSWERS ABOUT OVSC QUESTION FOR 2001 MITSUBISHI GALANT FMVSS 208 COMPLIANCE TEST (Cont'd)

OVSC QUESTION		MITSUBISHI ANSWER
5	FMVSS No. 208, S8.1.5 allows the manufacturer the option of having movable vehicle windows and vents placed in the closed position. State whether the vehicle's movable windows and vents were opened or closed for the certification tests	We conducted self certification test with movable windows opened
6	Submit dummy placement measurements, including diagrams or photographs which show exactly where each measurement was taken. Enclosed is a diagram of some of OVSC's dummy measurements. Where possible, use each dimension shown in the diagram to provide the individual dummy placement measurements. State whether the vehicle has a foot rest for the driver.	Refer to attachment 2 for dummy placement This vehicle has foot rest for the driver
7	Provide the seat positioning, steering column positioning, and fuel tank data on the enclosed form. If more than one front seating, steering column or fuel tank configuration are available on this vehicle, provide separate information for each. In addition, provide the seating reference point for each seat for the lockable seat belt requirement in S7.1 1.5.	Refer to attachment (Page 1&2) and attachment 2-1 (3/3)
8	If the vehicle is equipped with adjustable seat belt anchorages, provide the manufacturer's nominal design position for a 50th percentile adult male occupant.	2nd position from lowest position of seat belt adjustable anchorage 
9	For barrier tests provide the speed at impact, vehicle test weight, and resulting injury criteria (i.e., HIC, chest acceleration, chest compression, and femur loads) recorded for all certification tests conducted to meet the requirements of S4.1.5.1(a)(1). For sled tests, provide the resulting injury criteria (i.e., HIC, chest acceleration, chest compression, femur loads, and neck moments and forces) recorded for all certification tests conducted to meet the requirements of S13.	Refer to our test report XH001179 and XH981029

5

MITSUBISHI ANSWERS ABOUT OVSC QUESTION FOR 2001 MITSUBISHI GALANT FMVSS 208 COMPLIANCE TEST (Cont'd)

OVSC QUESTION		MITSUBISHI ANSWER
10	When vehicle components must be removed to obtain the proper test weight for the barrier test, what components do you recommend for removal and in what priority order do you recommend removal?	Spare tire, tool, trunk room trim and rear seat.
11	If the vehicle uses a pressure vessel to inflate the air bag, provide a copy of the test reports or engineering analysis to demonstrate that it meets all the requirements of S9.1.	Not used.
12	If the vehicle uses an explosive device to inflate the air bag, provide a copy of the test report or engineering analysis to demonstrate that it meets all the requirements of S9.2.	The explosive device (inflator) of our air bag system meets all requirements of S9.2. It is certified by the letter of Autoliv ASP Inc for Drivers side and TRW Automotive for passenger side Refer to our test report No XH981029

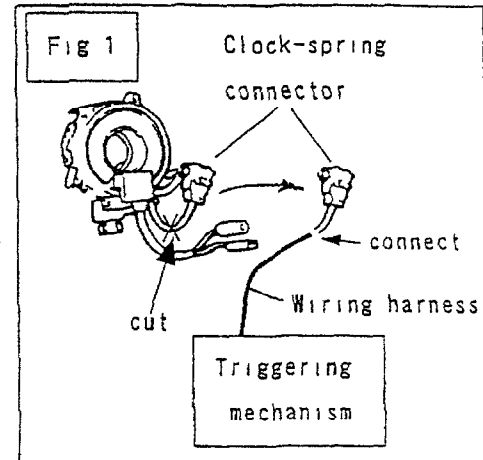
1 How to disconnect the air bags from vehicle sensors and connect them to the triggering mechanism

Disconnect the negative(-) battery cable from the battery and tape the terminal to prevent accidental connection and air bags deployment.

Wait at least 60 seconds after disconnecting the battery cable before doing any further work

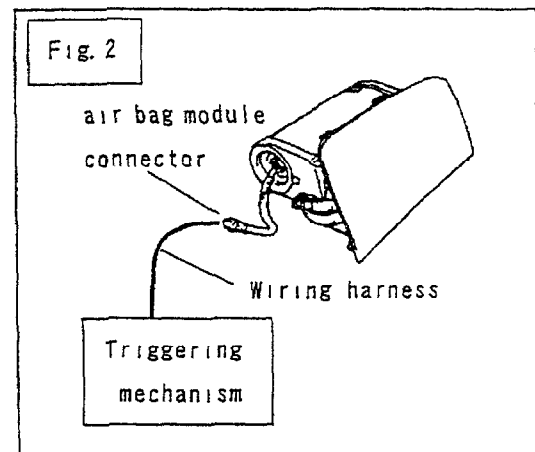
For Driver's air bag

- (1) Remove the air bag module according to the instruction 52B-70
- (2) Cut the midway of the clock spring to air bag module harness
- (3) Connect the wiring harness from triggering mechanism (Fig 1)
- (4) Install the air bag module according to the instruction 52B-72



For Passenger's air bag

- (1) Remove the Glove box and front passenger's side under cover.
(Refer the 52A-6)
- (2) Remove the connection between the air bag module connector and the body wiring harness connector
- (3) Connect the wiring harness from triggering mechanism.
- (4) Install the passenger's side under cover and glove box according to the inverse way of removal



2 The method to determine when to trigger the air bag.

The trigger signal for air bag is determined by 20ms after the trigger signal for sled shotting MMC examined several times to meet the requirement ($20 \pm 2\text{ms}$ after the sled G rise up to 0.5G)

REMOVAL SERVICE POINT

<<A>> NEGATIVE (-) BATTERY CABLE DISCONNECTION

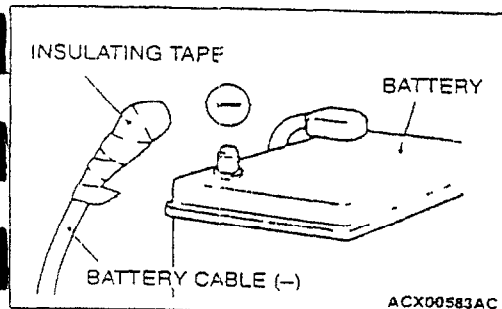
⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-15.)

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (-) battery cable from the battery and tape the terminal to prevent accidental connection and air bag(s) deployment

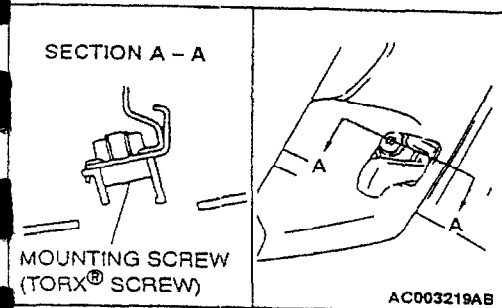


ACX00583AC

<> AIR BAG MODULE REMOVAL (DRIVER'S SIDE)

- 1 Remove the air bag module mounting screws (TORX® screws) at the sides of the steering wheel

NOTE Do not remove the screws from the holders



AC003219AB

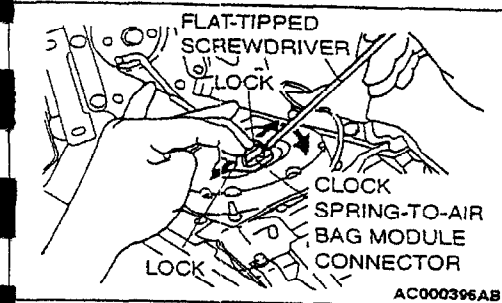
⚠ WARNING

The removed air bag module should be stored in a clean, dry place with the pad cover face up.

⚠ CAUTION !

When disconnecting the air bag module-to-clock spring connector, take care not to apply excessive force to it.

- 2 When disconnecting the connector of the clock spring from the air bag module, press the air bag's lock toward the outer side to spread to open. Use a flat-tipped screwdriver, as shown in the figure at the left, to pry gently to remove the connector



AC000396AB

>>C<< STEERING WHEEL INSTALLATION

⚠ CAUTION

When installing the steering wheel, ensure that the harness of the clock spring does not become caught or tangled.

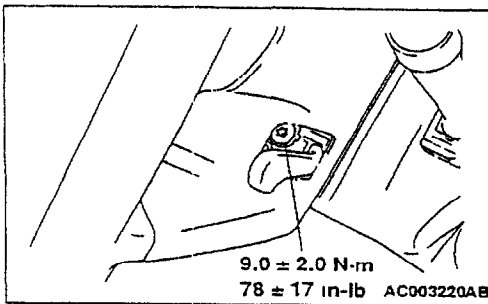
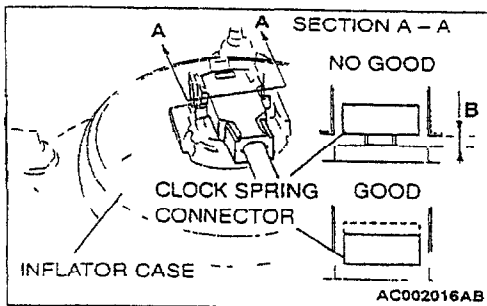
- 1 Before installing the steering wheel, turn the vehicle's front wheels to the straight-ahead position and align the mating marks of the clock spring
- 2 After securing the steering wheel, turn the steering wheel all the way in both directions to confirm that the steering wheel rotation is normal

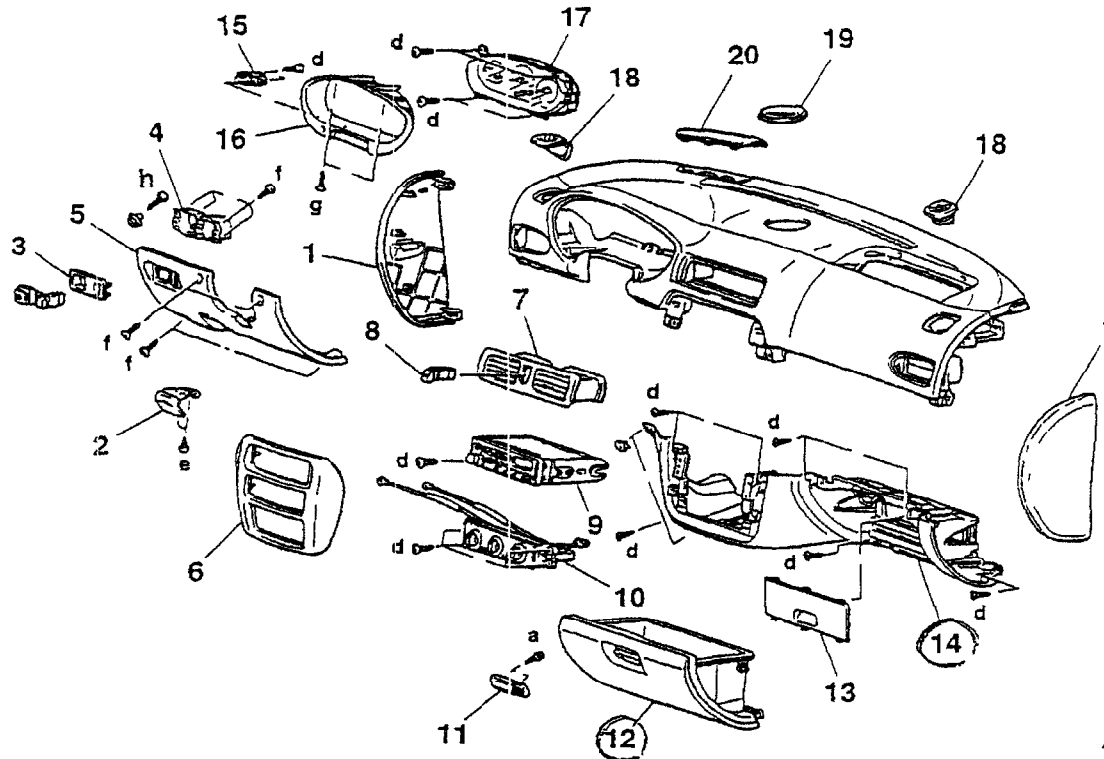
>>D<< AIR BAG MODULE INSTALLATION (DRIVER'S SIDE)

⚠ CAUTION

If there is gap at place B shown in the illustration, that means the connector is not firmly inserted, i.e. not correctly connected. In such a case, insert connector to the place, where there remains no gap at place B shown in the illustration.

- 1 Connect the clock spring connector securely
- 2 Tighten the air bag module mounting screws to 9.0 ± 2.0 N·m (78 ± 17 in-lb)





AC003138AB

REMOVAL STEPS

- 1 INSTRUMENT PANEL SIDE COVER
- 2 HOOD LOCK RELEASE HANDLE
- 3 SWITCH PANEL ASSEMBLY
4. CONNECTOR HOLDER
5. FRONT DRIVER'S SIDE UNDER COVER
6. CENTER PANEL ASSEMBLY
 - FOOT DISTRIBUTION DUCT (REFER TO GROUP 55, VENTILATORS P.55-43.)
- 7 CENTER AIR OUTLET ASSEMBLY
- 8 HAZARD WARNING LIGHT SWITCH (REFER TO GROUP 54A, HAZARD WARNING LIGHT SWITCH P 54A-81)
9. RADIO AND TAPE PLAYER

REMOVAL STEPS (Continued)

- 10 HEATER CONTROL ASSEMBLY (REFER TO GROUP 55, HEATER CONTROL ASSEMBLY AND A/C SWITCH P 55-26.)
11. GLOVE BOX STRIKER
- 12. GLOVE BOX
- 13 FRONT PASSENGER'S UNDER COVER PLUG
- 14. FRONT PASSENGER'S SIDE UNDER COVER
- 15 RHEOSTAT (REFER TO GROUP 54A, RHEOSTAT P 54A-80.)
16. METER BEZEL
17. COMBINATION METER
- 18 SIDE DEFROSTER GRILLE
19. SPEAKER GRILLE
 - FRONT PILLAR TRIM (REFER TO P 52A-12.)
- 20 INSTRUMENT PANEL UPPER PLUG

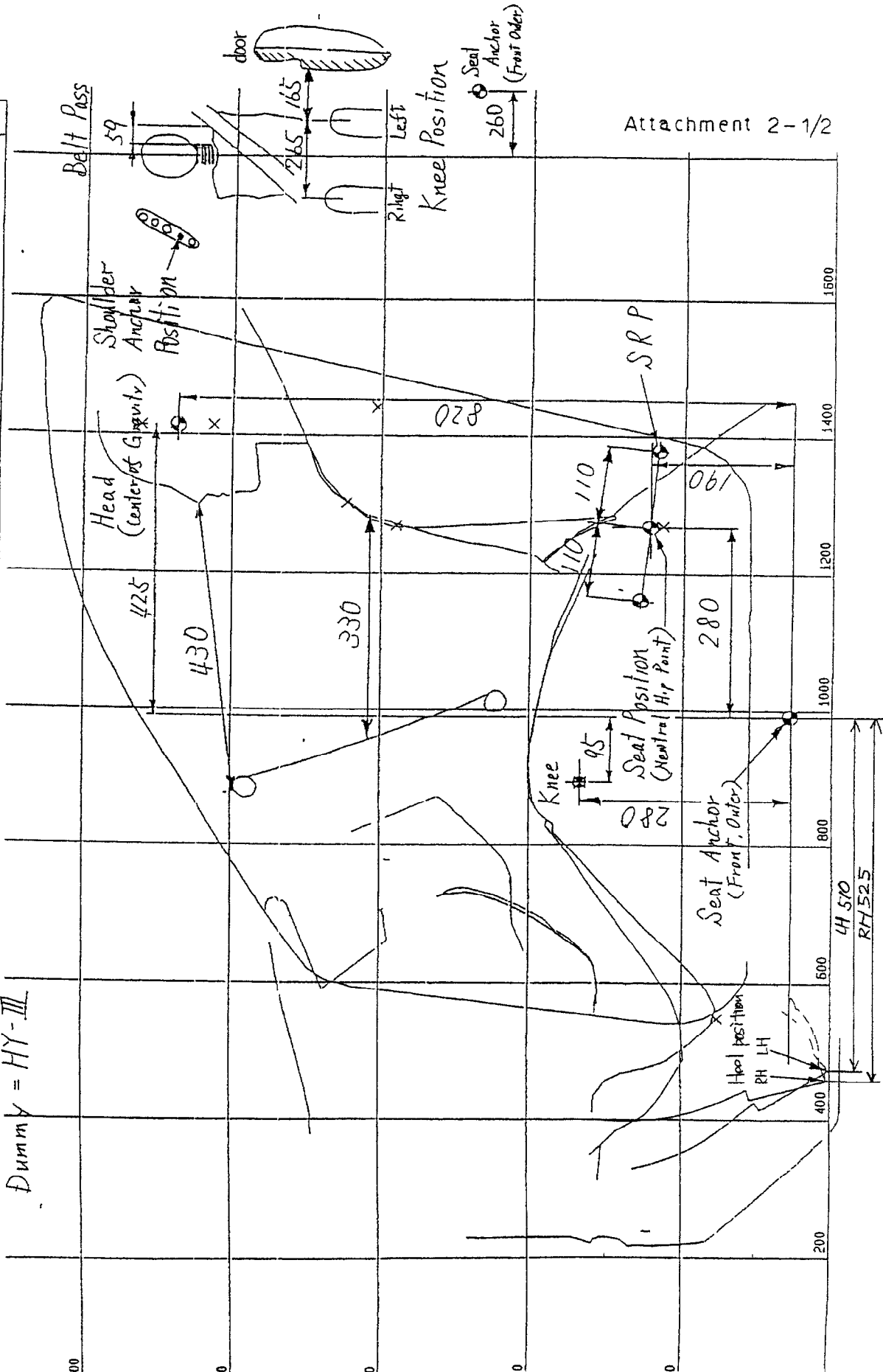
TSB Revision

Driver Side Seating Position

Test No	BB1002F
Car Name	99HHMA 5141 2ND
Date	98-01-00
Speed	48 80km/h
Weight	1660 Kg
Z Scale	1/5
X Scale	1/5
Y Scale	1/5
Z Grid	0mm
X Grid	0mm
Y Grid	0mm

Dummy = HY-III

No	Le Name	Type No	Line Name	Type
1	X BB1002F DUMMY POINT Dr	8 2	BB1002F DUMMY LP Dr	8
3	BB1002F DUMMY LOW L Dr	8 4	BB1002F DUMMY LOW R Dr	8
5	BB1002F SEAT BELT Dr	8 6	BB1002F SIDE STRUCTURE (L)	8
7	BB1002F HIPANE (Dr)	8 8	BB1002F HIPANE LOW (Dr L)	8
9	BB1002F HIPANE LOW (Dr R)	8 10	BB1002F STEERING WHEEL	8
11	BB1002F COLUMN COVER	8		8

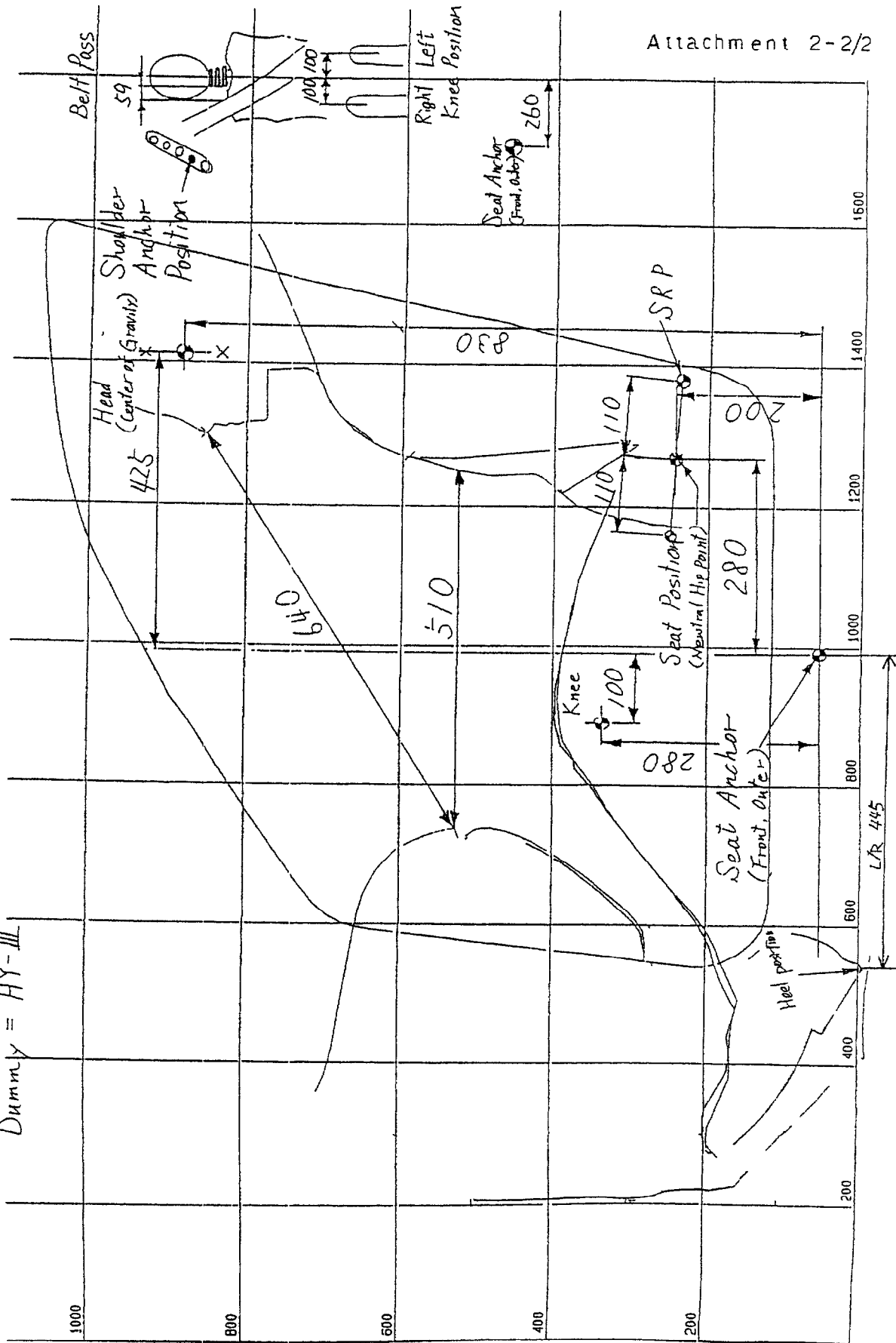


Passenger Side Seating Position

Test No	BB1002F
Car Name	99HMA ST41 2WD
Date	98-01-00
Speed	48.80Km/h
Z Scale	1/5
Z Grid	0mm
	X Grid
	0mm

No	Line Name	Type No	Line Name	Type
1	BB1002F SIDE STRUCTURE (R)	B 2	BB1002F IMPANE (PS)	B
3	BB1002F IMPANE LOW (PS L)	B 4	BB1002F IMPANE LOW (PS R)	B
5	BB1002F DUMMY POINT PS	B 6	BB1002F DUMMY UP PS	B
7	BB1002F DUMMY LOW L PS	B 8	BB1002F DUMMY LOW R PS	B
9	BB1002F SEAT BELT PS	B		

Dummy = HY-III



Attachment 2-2/2

TEST VEHICLE INFORMATION

Attachment

Vehicle Model Year and Make: 2001 Mitsubishi Galant Mitsubishi Motors Corporation

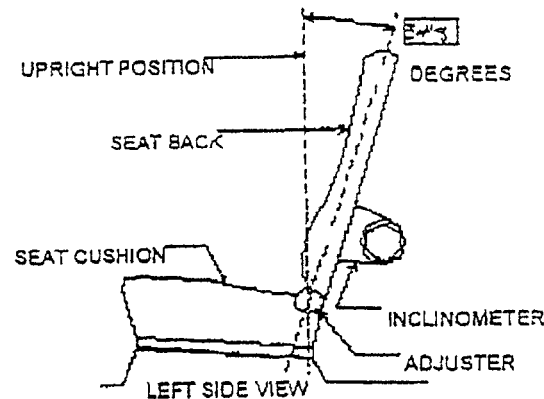
Vehicle Model and Body Style: EA3A 4-door

- 1 **NOMINAL DESIGN RIDING POSITION –**
For adjustable driver and passenger seat backs, 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 = 34.8°

Measurement Instructions:

Adjust seat back to 34.8 degrees as indicated in attachment 2-1(3/3) or place seat back to the 16th step from the first locking position as the 1st step.



Seat back angle for passenger's seat = 34.8°

Measurement Instructions:

Same as driver's seat

- 2 **SEAT FORE AND AFT POSITIONS –**
Provide instructions for positioning the driver and front outboard passenger seat(s) in the center of fore and aft travel. For example, provide information to locate the detent in which the seat track is to be locked.
Position of the driver's seat:
The center position is the 12th locking position from the rearmost locking position as the 1st. The pitch to be locked is 0.39 inches (10mm).

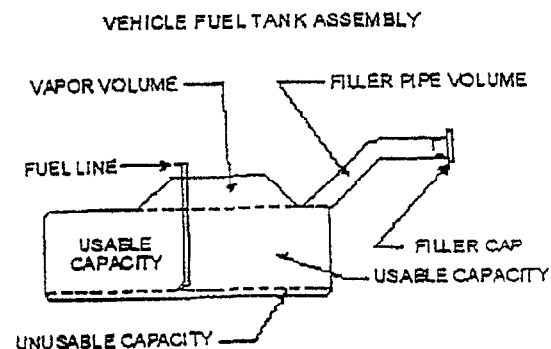
Position of the passenger's seat (if applicable):

Same as driver's

3 **FUEL TANK CAPACITY DATA –**

- 3.1 A. "Usable Capacity" of standard equipment fuel tank = 16.4 gallons
B. "Usable Capacity" of optional equipment fuel tank = N/A gallons.
C. Capacity used when certification testing to requirements of FMVSS 301 = 15.3 gallons

Operational Instructions:



13

3 2 Amount of Stoddard solvent added to vehicle for certification test = 15.3 gallons

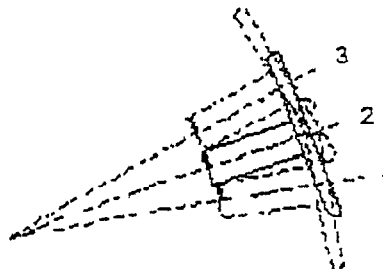
3 3 Is vehicle equipped with electric fuel pump? ☒ YES ☐ NO

If YES, does pump normally operate when vehicle's electrical system is activated?
The fuel pump will operate in case of ignition on (engine on) and will stop at ignition off or engine stall.

4 STEERING COLUMN ADJUSTMENTS -

STEERING COLUMN ASSEMBLY

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.

LEFT SIDE VIEW

Operational Instructions:

The steering column can be locked at any position from 19.4 degrees to 23.2 degrees.

Appendix D

Miscellaneous Test Information

Seats, seat belts, child restraints and air bags

ND01Q Bb

Your vehicle has seat belts and other features that help protect you and your passengers in an accident.

Seat belts are the most important safety device. When worn properly, seat belts can reduce the chance of serious injury or death in various types of crashes. For added protection during a severe frontal collision, your vehicle has a Supplemental Restraint System (SRS) with air bags for the driver and front seat passenger. The seats, head restraints, and door locks also are safety equipment, which must be used correctly.

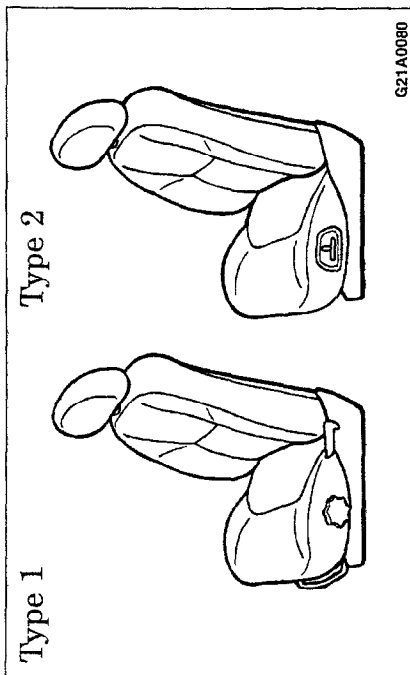
Always check the following before you drive

- (1) Everyone in the vehicle is properly wearing their seat belt.
- (2) Infants and small children are properly secured in appropriate child restraints in the rear seat
- (3) All doors are closed and locked.
- (4) Seat backs are fully upright, with head restraints properly adjusted.

No safety equipment can prevent all injuries or deaths that can occur in severe collisions, but by making sure all your passengers follow the instructions in this manual, you can help reduce the risk of injury.

ND01A Dd

Front seats



Adjust the driver's seat as far back as possible to a position that enables you to fully apply the pedals easily control the steering wheel and safely operate the vehicle switches on the instrument panel, and also gives you with a clear frontal view

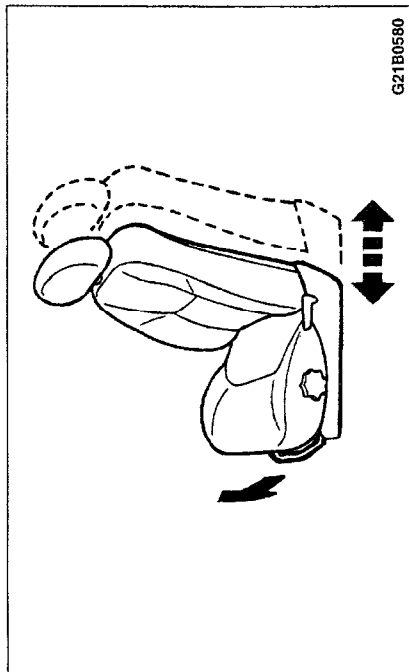
WARNING

- (1) Do not attempt to adjust the seat while driving. This can be dangerous.
- (2) After adjusting the seat, make sure that the seat is securely locked into position.

Seats, seat belts, child restraints and air bags

ND01B 1a

To adjust seat forward or backward Type 1 (Manual)



Pull up the seat adjusting lever and slide the seat forward or backward to the desired position. Release the adjusting lever to lock the seat in position.

WARNING

To ensure the seat is locked securely, attempt to move the seat forward or backward without using the adjusting lever.

WARNING

(d) Be sure to have the seat adjusted by an adult. If it is adjusted by a child, the seat may not be properly locked into position.

(4) In order to reduce risk of serious or fatal injury in a collision, including from a deploying front passenger air bag, all front seat passengers should move the front passenger seat as far back as possible. All children 12 years old and under should ride restrained in the rear seat, and all children in rear-facing child restraints must ride in the rear seat.

(5) In order to reduce risk of serious or fatal injury in an accident, including from a deploying driver's side air bag, the driver should move the driver's seat as far back as possible, while still maintaining good visibility and good control of the steering wheel, accelerator and brake pedals.

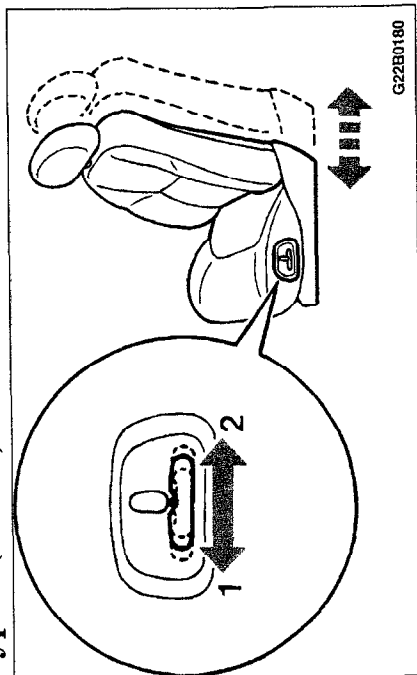
NOTE

On vehicles with power seat, to prevent the battery from running down, operate the power seat with the engine running.

Seats, seat belts, child restraints and air bags

Type 2 (Power, driver's side only)

ND01C Fe



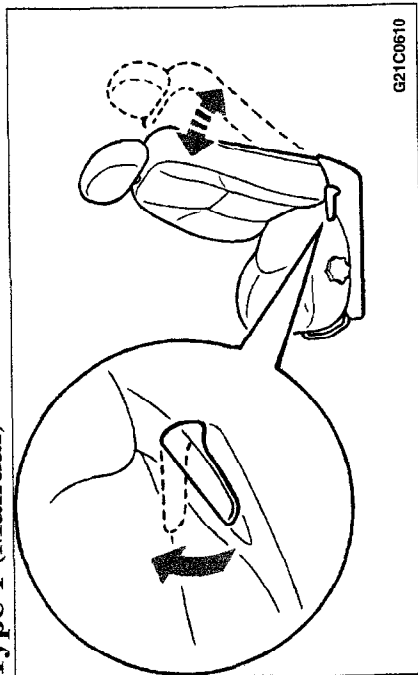
Slide the switch to adjust the seat forward or backward to the desired position. Release the switch, and the seat will lock at that position.

- 1- Forward
- 2- Backward

CAUTION

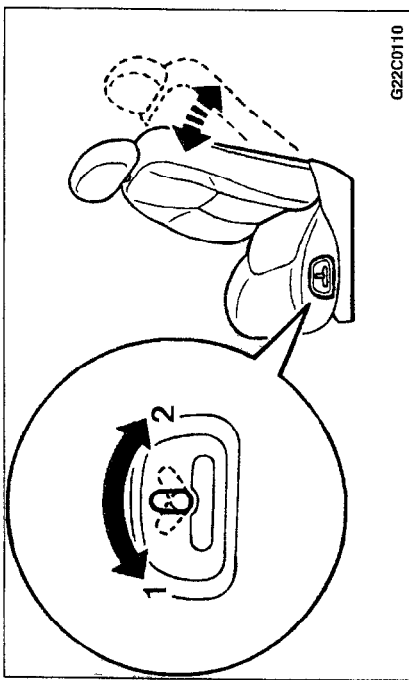
Operate the power seat with care so as not to have the hand or foot caught by the seat.

To recline the seatback Type 1 (Manual)



In order to recline the seatback lean forward slightly pull the seatback lock lever up and then lean backward to the desired position and release the lever. The seatback will lock in that position.

Type 2 (Power, driver's side only)



Adjust the seatback angle by operating the switch as indicated by the arrows

- 1- To move to forward direction
- 2- To recline rearward

⚠ WARNING
To minimize risk of severe or fatal personal injury in the event of a collision or sudden stop, both the driver and all passenger seat-backs should always remain in a nearly upright position while the vehicle is in motion. The protection provided by the seat belts will be reduced significantly the more the seatback is reclined. There is greater risk that the seat belts will not be properly positioned on your body and/or you will slide under the belt in an accident the more the seatback is reclined resulting in serious injury.

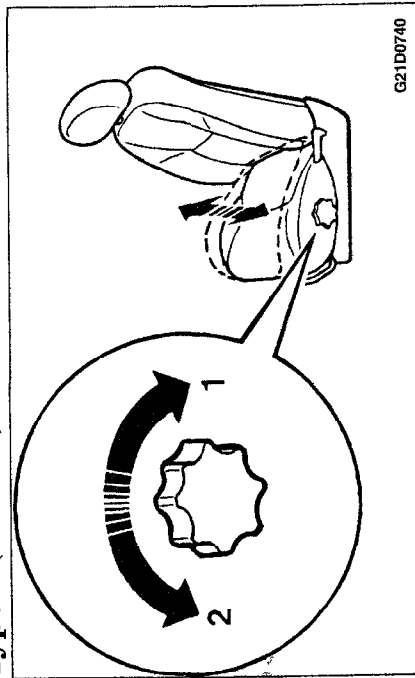
⚠ CAUTION

For Type 1 (Manual), pull the seatback lock lever, and the seatback will return to its original position. When operating the lever, sit close to the seatback or check with your hand on it.

Seats, seat belts, child restraints and air bags

To adjust seat height
(Driver's side only)
Type 1 (Manual)

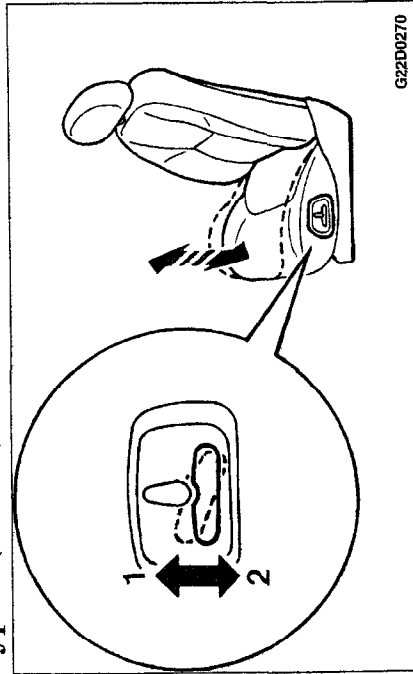
ND01D Rb



Turn the knob to raise or lower the whole seat cushion.

- 1- Raise
- 2- Lower

Type 2 (Power)



Front and/or rear parts of the seat cushion height can be adjusted

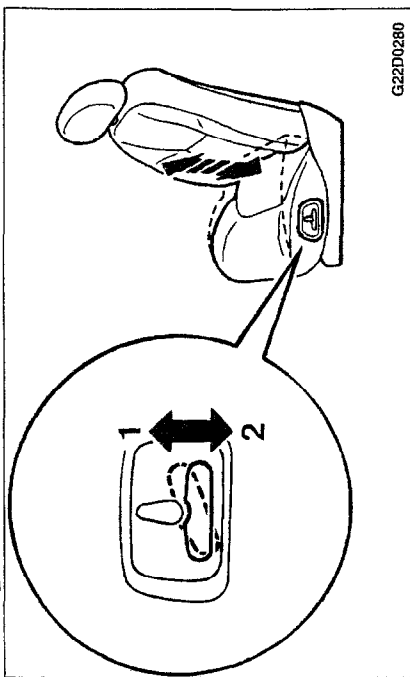
Front part of the seat cushion

Operate the switch to raise or lower the front part of the seat cushion.

- 1- Raise
- 2- Lower

Seats, seat belts, child restraints and air bags

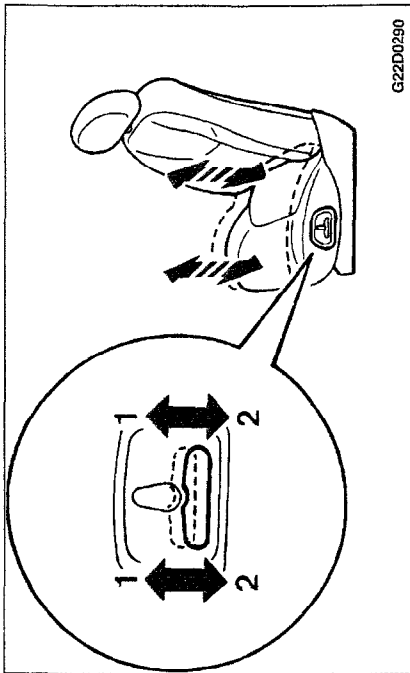
Rear part of the seat cushion



Operate the switch to raise or lower the rear part of the seat cushion.

- 1- Raise
- 2- Lower

Whole seat cushion



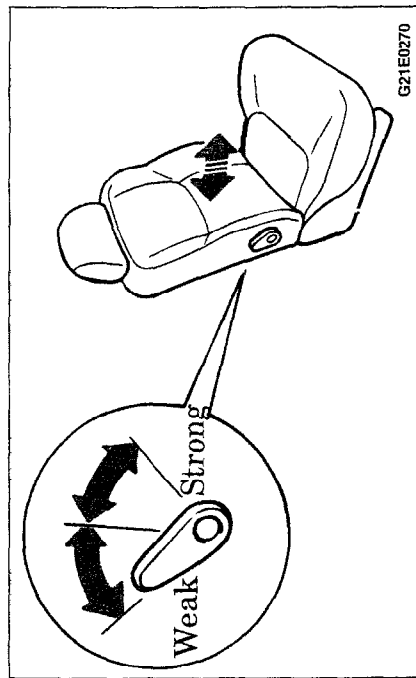
Operate the center of the switch to raise or lower the whole seat cushion

- 1- Raise
- 2- Lower

Seats, seat belts, child restraints and air bags

To adjust lumbar support (Driver's side only, if so equipped)

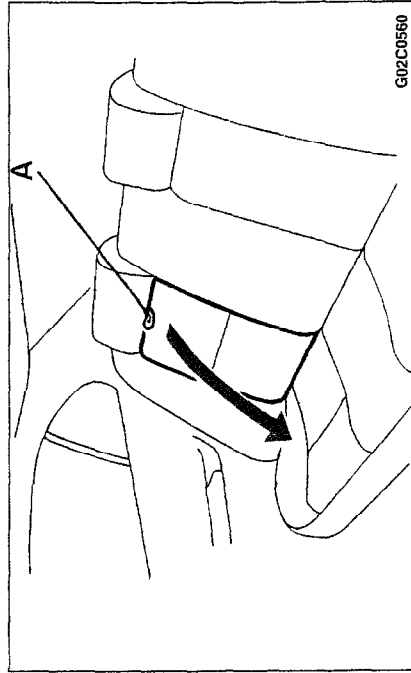
ND01F AC



A lumbar support is included in the seatback of the driver's seat. The support has a three position adjustment.

Rear seat Fold down rear seatback (if so equipped)

ND02C T



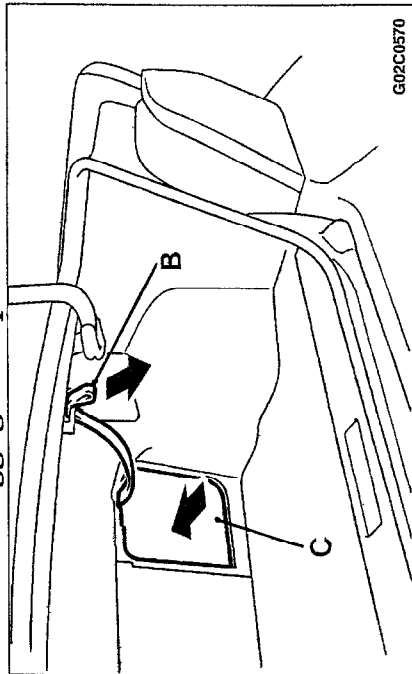
The rear right seatback can be folded forward to provide an additional luggage compartment.

From the interior side

Pull the release strap (A), and fold the rear seatback forward.

Seats, seat belts, child restraints and air bags

From the luggage compartment side



G02C0570

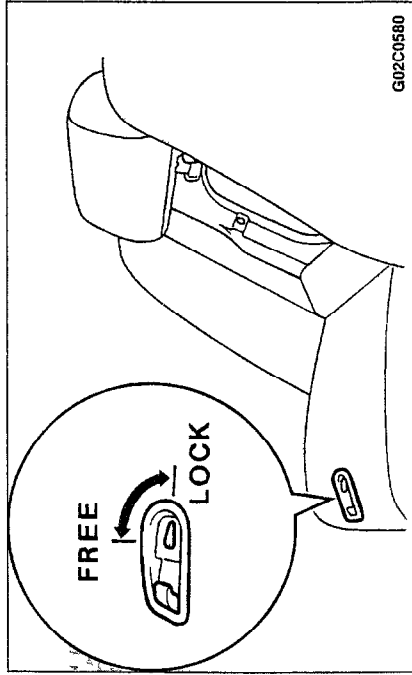
Pull the release strap (B), and push the rear seat back (C) forward.

WARNING

The luggage compartment in the rear of the vehicle should never be used as a play area by children.

Children should be seated in the rear seat with seat belts fastened when the vehicle is in motion. Be sure that the rear seatback is returned to its fully upright position and locked in place.

Anti-theft lock lever



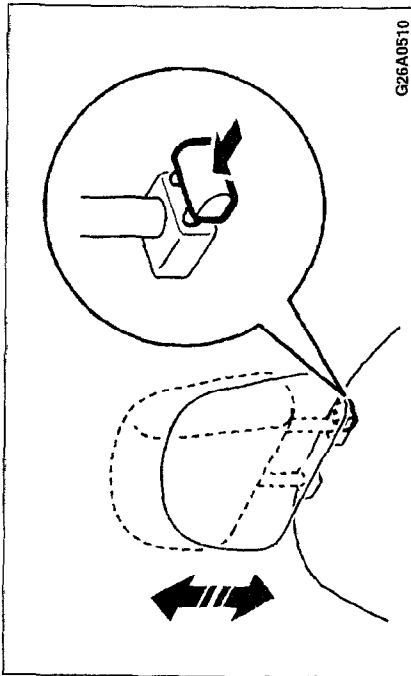
G02C0580

The anti-theft lock is located on the top of the rear seatback (on the luggage compartment side). When the lock lever is in the "LOCK" position, the seatback cannot be folded down by using the seatback release strap (from the interior side). This feature is useful to help prevent theft when the vehicle is parked in an exposed area, because the "trunk through" feature does not then apply. The seatback can be folded down when the lock lever is returned to the "FREE" position. At other times, leave the lock lever at the "FREE" position.

Seats, seat belts, child restraints and air bags

Head restraints

ND05A Q1



Padded head restraints for the front seats may reduce the risk of whiplash injury in a rear impact

Adjustment of the head restraints

To reduce the chance of injury in the event of collision, adjust the head restraint height so that the center of the restraint is as close as possible to your seated eye level

- To raise the restraint, pull it straight up.
- To lower the restraint, push down on it while pressing the height adjusting knob in the direction indicated by the arrow
- After adjusting the height, push down on the restraint to confirm that it is locked in position

⚠ WARNING

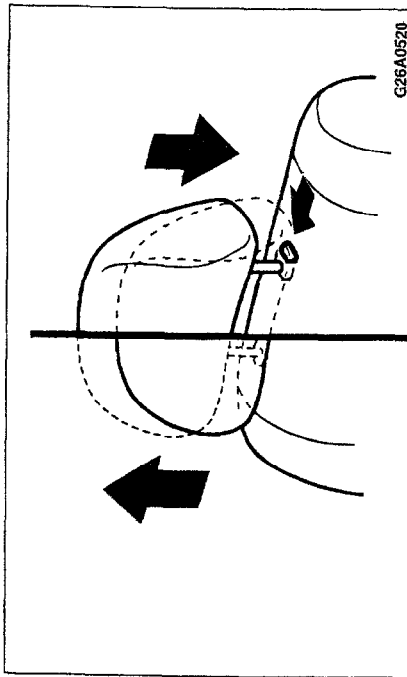
(1) Failure to have head restraints properly mounted and adjusted may increase the chance of injury in the event of a collision.

(2) A cushion or similar device between the driver's or passenger's back and the seatback will not prevent injury in the event of a collision.

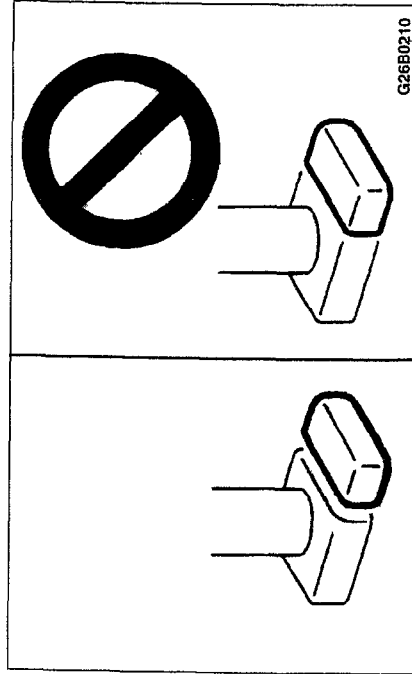
Seats, seat belts, child restraints and air bags

Removal of the head restraint

ND05E LA



To remove the head restraints press the lock knob in the direction indicated by the arrows and pull the head restraints up and out of the seatbacks. To remount the head restraints, first confirm that they are facing in the correct direction as shown in the illustration, and then insert them into the seatback. Push the head restraint down while pressing the lock knob until the restraint locks into place. Confirm that the lock knobs are extended out as shown in the illustration and pull the head restraints up to confirm that they do not come out of the seatback.



WARNING

Driving with the head restraints removed can lead to serious injury to you and your passengers in an accident. Always leave them mounted, and properly adjusted before operating the vehicle. Failure to do so may increase the chance of injury in a collision.

Seats, seat belts, child restraints and air bags

Seat belts

Seat belts are installed in your vehicle for the protection of the driver and passengers. Always use the seat belts. In an accident, injury to the driver and passengers may be reduced if the seat belts are properly used.

NOTE

Legislation in your state may require seat belt usage; however, even if it is not required seat belts should always be used.

ND06A Air

⚠ WARNING

- (1) Lock all doors before driving to reduce the risk of injury or ejection in a collision.
- (2) Seat belts should always be worn by every adult who drives or rides in this vehicle, and by all children who are large enough to wear seat belts properly.
- (3) Never use one seat belt for more than one occupant.
- (4) Never carry more people in the vehicle than there are seat belts.
- (5) Always adjust the belt for a snug fit.
- (6) Always route the shoulder belt over your shoulder and across your chest. Never put it behind your or under your arm.
- (7) Always wear the lap belt as low as possible across your hips, not around your waist.
- (8) To reduce the risk of serious or fatal injury in a collision, including from a deploying driver air bag, the driver should adjust the driver's seat to the rear most position that still allows good visibility and good control of the steering wheel, the brake and accelerator and vehicle controls.

Seats, seat belts, child restraints and air bags

WARNING

(9) To reduce the risk of severe or fatal injury from a deploying passenger air bag, make sure the passenger is also always properly wearing their seat belt, remains sitting well back and upright in their seat and the seat is moved as far back as possible. Refer to "Supplemental Restraint System (SRS) - air bag" on page 2-32.

(10) Never hold an infant or child in your arms or on your lap when riding in this vehicle even if you are wearing your seat belt. Also never place any part of the seat belt you are wearing around an infant or child. To do so risks severe or fatal injury to your child in a collision or sudden stop.

(11) All children 12 years old and under should always ride in the rear seat properly restrained in order to reduce risk of serious or fatal injury in a collision, including from the deployment of a front passenger air bag. Refer to "Child restraints" on page 2-20.

WARNING

(12) Any child who is too small to properly wear a seat belt must be properly restrained in an appropriate child restraint system. To reduce the risk of severe or fatal injury in a collision, including from the deployment of a front passenger air bag, children should be seated only in the rear seat. Infants must be in a rear-facing child safety seat and be seated only in the rear seat.

Seats, seat belts, child restraints and air bags

UNIBELT restraint system

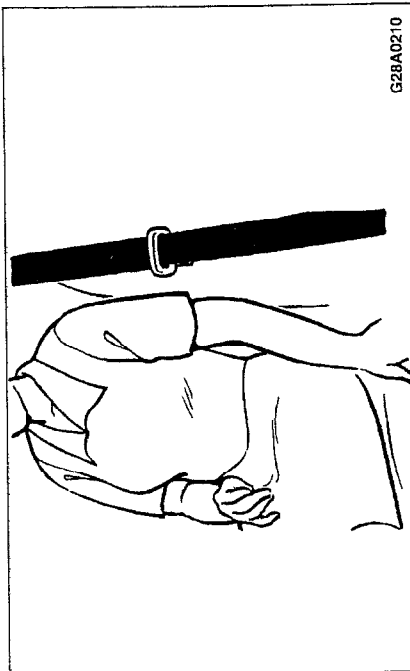
All seats are equipped with a UNIBELT system which uses a single combined lap-and shoulder belt with an emergency locking retractor

This system is designed to provide comfort and safety by permitting full extension and automatic retraction of the belts during normal vehicle operation. A sensing device inside the belt retractor is designed to lock the retractor in the event of an abrupt change in vehicle motion

NOTE

For instruction on how to install a child restraint system, see "Install a child restraint system with a UNIBELT" on page 2-25.

UNIBELT instructions



- 1 Get in the vehicle and sit in the normal correct posture. To reduce the risk of severe or fatal injury caused by an inflating air bag, adjust the driver's seat to the rear most position that still allows you to fully apply the pedals, easily control the steering wheel and safely operate the vehicle. The front passenger should also adjust their seat as far back as possible. Refer to "Supplemental Restraint System (SRS) - air bag" on page 2-58. Refer to "To adjust seat forward or backward" on page 2-6.

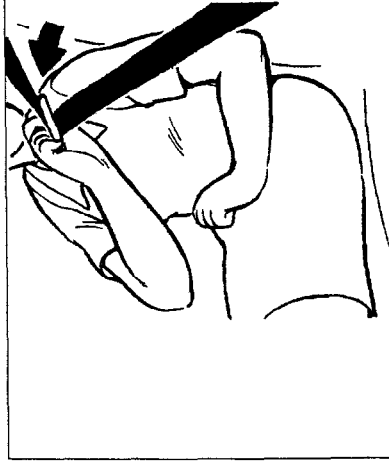
All vehicle occupant's should then sit and remain seated all the way back in their seat with their back resting straight against the upright seat back.

Seats, seat belts, child restraints and air bags

A WARNING

To minimize the risk of severe or fatal personal injury in the event of a collision or sudden stop, both the driver and all passenger seatbacks should always be in a nearly upright position while the vehicle is in motion.

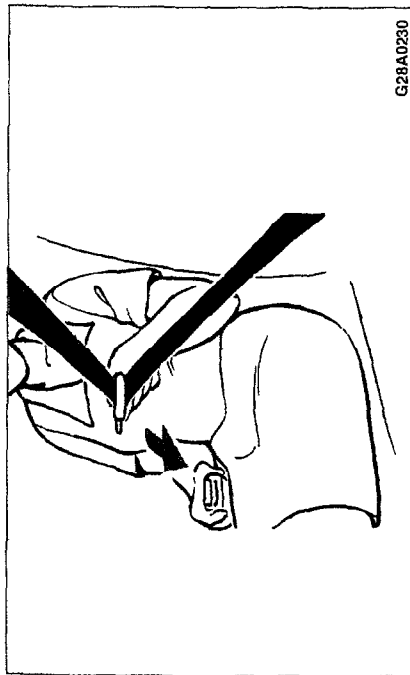
The protection provided by the seat belts will be reduced significantly the more the seat back is reclined. There is a greater risk that the seat belts will not be properly positioned on your body and/or you will slide under the belt in an accident the more the seatback is reclined resulting in severe or fatal injury.



G28A0220

2. Grasp the metal tongue and slide it up the webbing so that it becomes easy to pull across your body.
After a couple of tries this will become an automatic one-handed motion.

Seats, seat belts, child restraints and air bags

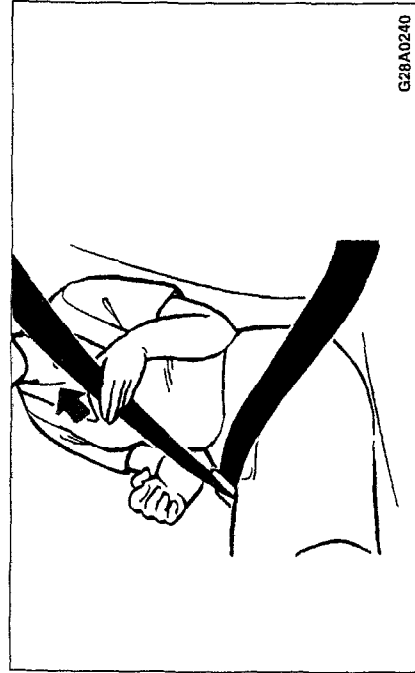


G28A0230

- 3 Pull the seat belt out slowly while holding the metal tongue. This system will not lock up if you stop or hesitate, so relax and continue to "buckle-up". Push the metal tongue into the buckle until a "click" is heard. Pull up on the belt to confirm the metal tongue is locked securely in the buckle

NOTE

When the seat belt locks up and cannot be pulled out, pull the belt once with force and allow it to completely retract. Then, pull the belt out slowly once again



G28A0240

- 4 Pull up on the shoulder portion of the belt to ensure that there is no extra slack in the lap belt. The belt will retain the small amount of slack necessary for comfort when you return to your normal seating position. If the belt is still too tight, pull out 6 to 8 inches of webbing, release the belt, and let it return to your chest

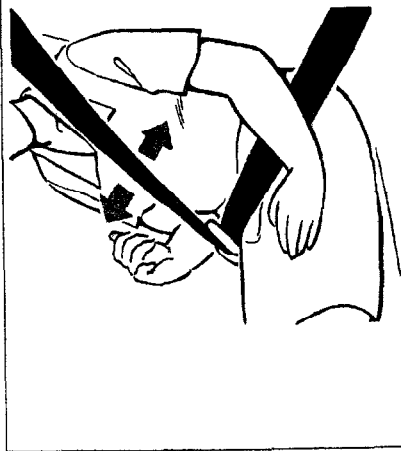
Seats, seat belts, child restraints and air bags

NOTE

If a person wearing the seat belt moves their upper body or the belt such that the belt completely unwinds, the retractor may switch to its Automatic Locking Retractor (ALR) child restraint installation mode and lock (see page 2-25), thus preventing further movement. If this happens, the person should switch the retractor back to its Emergency Locking Retractor (ELR) mode by unlatching the buckle and letting the belt fully retract. The person should then put the seat belt back on repeating steps 1 through 4.

WARNING

- (1) Be sure the lap belt portion fits snugly and as low as possible across the hips, not around the waist. Failure to do so may increase the chance or severity of injury in the event of a collision.
- (2) Wear the seat belt without twisting it.



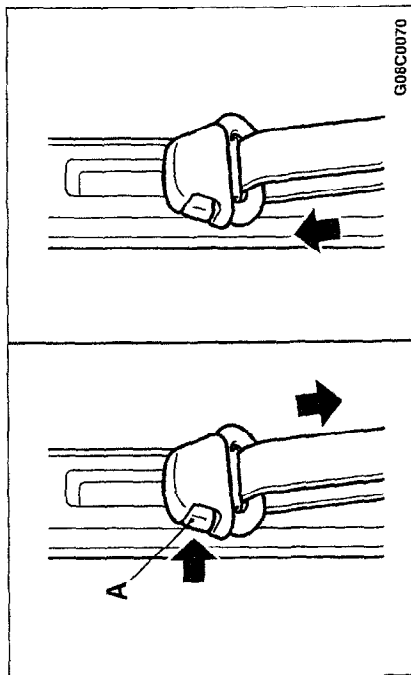
G28A0260

- 5 The shoulder belt portion will allow regular movement under normal conditions. The belt will lock in the event of an abrupt change in vehicle motion.
- 6 To release the belt, push the button on the buckle. The belt retracts automatically, so hold the tongue when the belt is released and while it retracts. Should the belt not fully return to its stowed position, pull the shoulder belt down slightly and release quickly.

Seats, seat belts, child restraints and air bags

Adjustable seat belt shoulder anchor (front seats)

ND06E Hb



G08C0070

The seat belt shoulder anchor height can be adjusted for greater comfort.

To move the anchor down, depress the lock knob (A). To move the anchor up, simply slide the anchor up to the desired position (there is no need to depress the lock knob).

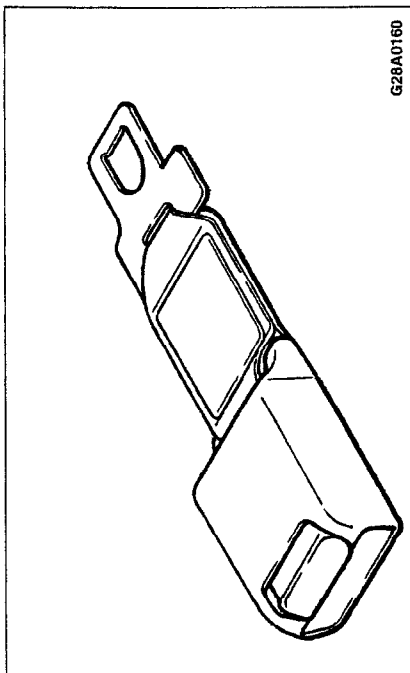
WARNING

- (1) Always make sure the shoulder belt is positioned across the center of your shoulder. The belt should be kept away from your neck, but not falling off your shoulder. Failure to adjust the safety belt properly could reduce the effectiveness of the safety belt and increase the risk of injury in a collision.
- (2) Always adjust the anchor when vehicle is not in motion. Make sure the anchor is securely fixed after adjustment.

Seats, seat belts, child restraints and air bags

Seat belt extender

ND06J Ah



G28A0160

If the seat belt is too short, even when fully extended, a seat belt extender is available from your dealer. The extender may be used for either front seating position.

WARNING

(1) The extender should only be used if the existing belt is not long enough. Persons who can use the standard seat belt should not use an extender. Unnecessary use could result in serious personal injury in the event of a collision.

(2) When not required, the extender must be removed and stowed because the use of the extender when not required may deactivate the seat belt locking mechanism.

Seats, seat belts, child restraints and air bags

Child restraints

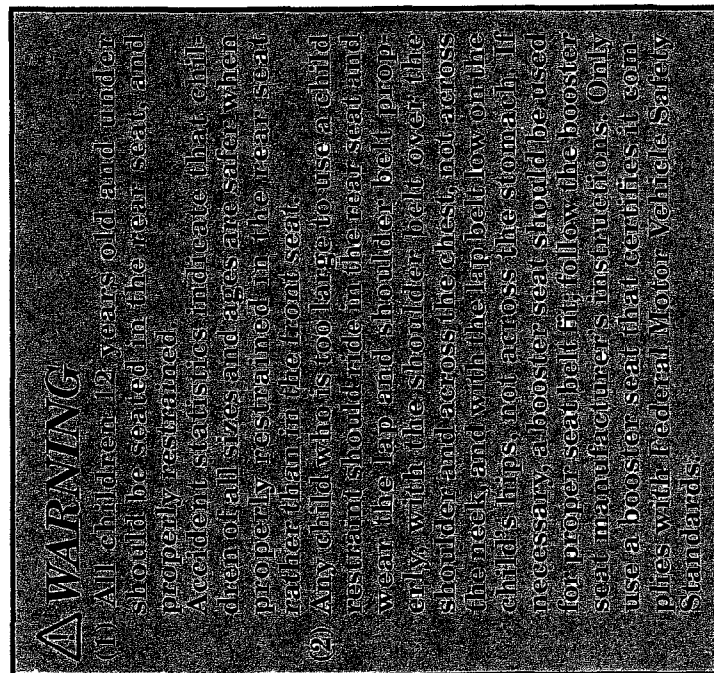
N006FUa

When transporting infants or small children in your vehicle, an appropriate child restraint system should always be used. This is required by law in most states. Child restraints specifically designed for infants and small children are offered by several manufacturers. Only choose a child restraint system with a label certifying it complies with Federal Motor Vehicle Safety Standard 213.

The child restraint system should be appropriate for your child's weight and height and properly fit the vehicle's seat.

All children should be restrained in the restraint device that offers the maximum protection for their size and age

- Children less than 1 year and less than 20 pounds must ride in a rear-facing child safety seat in the rear seat
- Children older than 1 year who weigh less than 40 pounds or are less than 40 inches tall should be in a forward-facing restraint in the rear seat.
- Children who weigh more than 40 pounds or are more than 40 inches tall - regardless of age - should use a booster seat in the rear seat until the lap/shoulder belt fits properly.



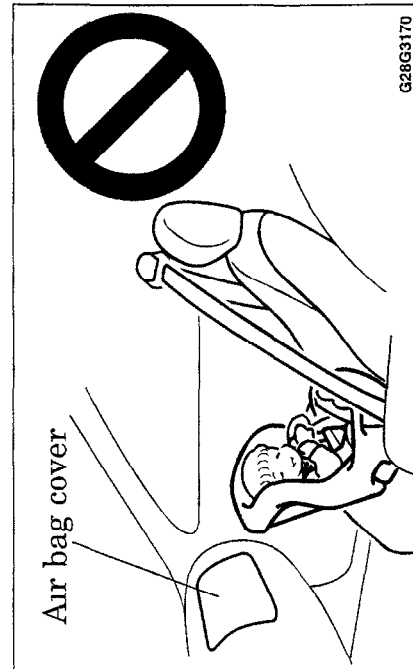
Seats, seat belts, child restraints and air bags



G28A0890

WARNING

(3) Never hold an infant or child in your arms or on your lap when riding in this vehicle, even if you are wearing your seat belt. Also never place any part of your seat belt around an infant or child. To do so risks severe or fatal injury to the child in a collision or sudden stop.



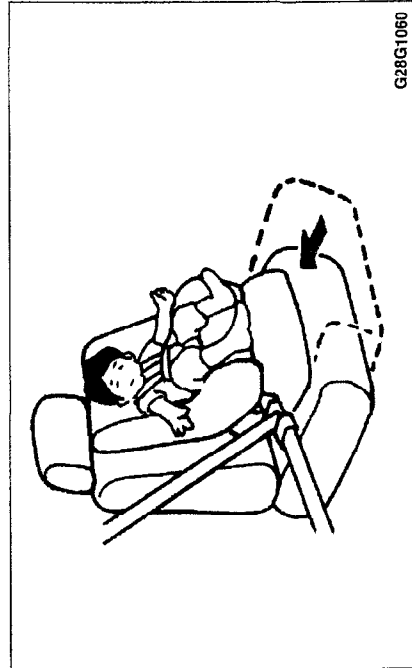
G28G3170

WARNING

(4) This vehicle is also equipped with a front passenger air bag. As rear-facing child restraints place an infant too close to the air bag, the force of an inflating front passenger air bag could strike a rear-facing child restraint, causing serious or fatal injury to the child.

REAR-FACING CHILD RESTRAINTS MUST ONLY BE USED IN THE REAR SEAT.

Seats, seat belts, child restraints and air bags



G28G1060

⚠ WARNING

FRONT-PACING CHILD RESTRAINTS should always be used in the rear seat when possible. If one must be used in the front passenger seat, adjust the seat as far back as possible and ensure that the child stays in the child seat properly restrained. Failure to do so could kill or cause serious injury to the child.

⚠ WARNING

(6) It is important to use an approved rear-facing infant restraint until the infant is one year old to allow the infant's neck and spine to develop enough to support the weight of their head in the event of a collision.

(6) When installing a child restraint system, follow the instructions provided by the manufacturer and follow the directions in this manual. Failure to do so can result in severe or fatal injury to your child in a collision or sudden stop.

(7) After installation, push and pull the child restraint system back and forth, and side to side, to see that it is firmly secured. If the child restraint system is not installed securely, it may cause injury to the child or other occupants in the event of a collision or sudden stop.

(8) When not in use, keep your child restraint system secured with the seat belt or remove it from the vehicle in order to prevent it from being thrown inside the vehicle during an accident.

Seats, seat belts, child restraints and air bags

NOTE

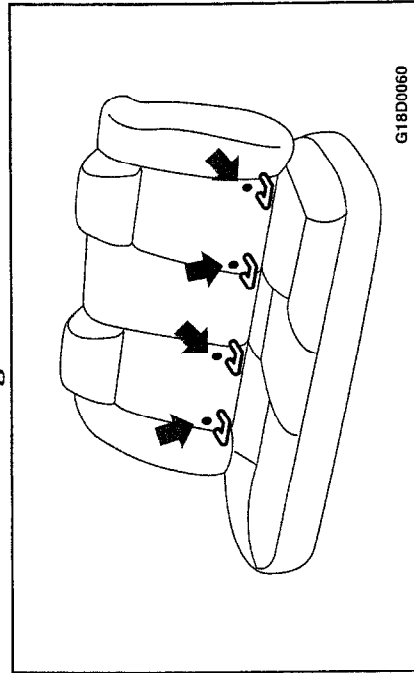
Before purchasing a child restraint system, try installing it in the rear seat to ensure a good fit. Because of the location of the seat belt buckles and the shape of the seat cushion it may be difficult to securely install some child restraint systems.

If the child restraint system can be pulled forward or to either side easily on the seat cushion after the seat belt has been tightened, choose another child restraint system.

Depending on the seating position in the vehicle and the child restraint system you have, the child restraint can be attached using one of the following 2 methods:

- (1) To the lower anchorage in the rear seat **ONLY** if the child restraint complies with Federal Motor Vehicle Safety Standard 225 (See page 2-23)
- (2) To the UNIBELT (See page 2-25)

Installing a new child restraint system to the lower anchorage



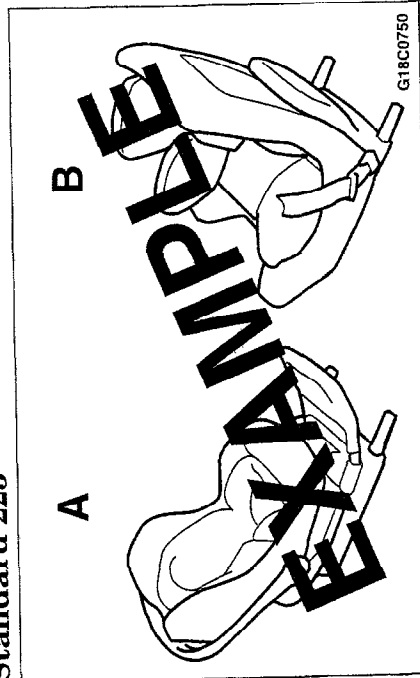
Your vehicle's rear seat is fitted with lower anchorages for attaching a new child restraint system that complies with Federal Motor Vehicle Safety Standard 225

NOTE

The marks attached to the seatback indicate the location of the lower anchorage points

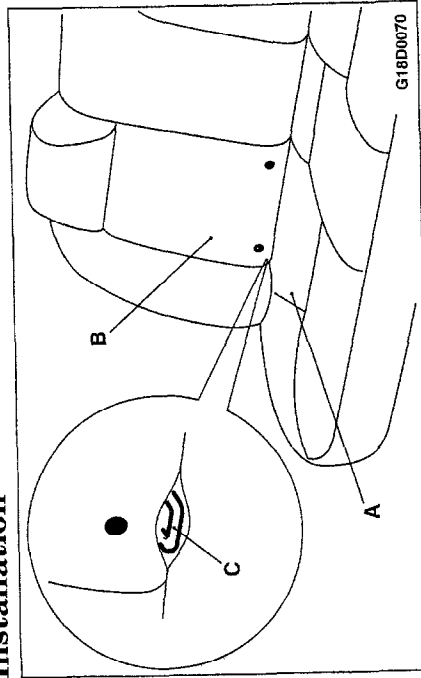
Seats, seat belts, child restraints and air bags

New child restraint system that complies with Federal Motor Vehicle Safety Standard 225



- A. Rear - facing child restraint
- B: Forward - facing child restraint
- C: Child restraint connectors
(These are only examples.)

Installation



1. Open the gap between the seat cushion (A) and the seatback (B) a little with your hand to locate the lower anchorages (C)
- 2 Push the child restraint system's connectors into the lower anchorage (C) in accordance with the instructions provided by the child restraint system's manufacturer
- 3 If your child restraint system requires the use of a top tether strap, refer to "Tether anchors for child restraint system" on page 2-55
- 4 Push and pull the child restraint system in all directions to be sure it is firmly secured.

Seats, seat belts, child restraints and air bags

NOTE

For a new child restraint system that complies with Federal Motor Vehicle Safety Standard 225, it is not necessary to secure the child restraint system using the vehicle's seat belt.

WARNING

If there is any foreign material in or around the connectors, remove it before installing the child restraint system. Also, make sure the seat belt is away from, not looped through or otherwise interferes with the child restraint system. If foreign matter is not removed and/or the seat belt interferes with the child restraint system, the child restraint system will not be secured properly and could move forward in the event of sudden braking or a collision, seriously injuring the child and possibly other vehicle occupants.

While the vehicle is moving, do not adjust the seat on which the child restraint system is installed.

Installing a child restraint system to a UNIBELT at the rear seat positions or the front passenger seat (With emergency/automatic locking mechanism)

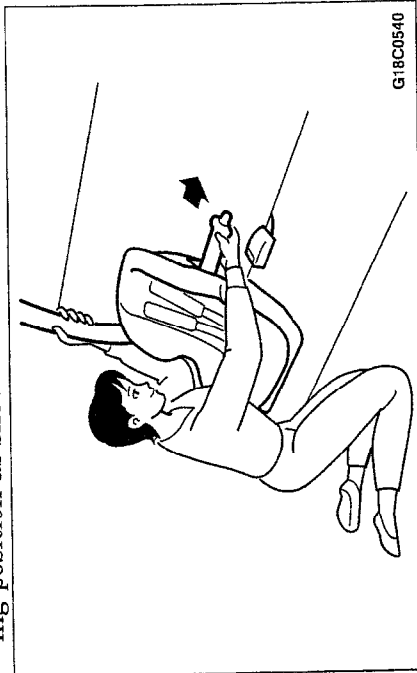
The UNIBELT at the rear seat positions, and at the front passenger seat, can be converted from normal emergency locking retractor (ELR) mode, to automatic locking retractor (ALR) mode. It must be so converted when installing a child restraint system.

Children 12 years old and under should be restrained in the rear seat only, whenever possible, although the front passenger seat belt can also be converted to ALR mode.

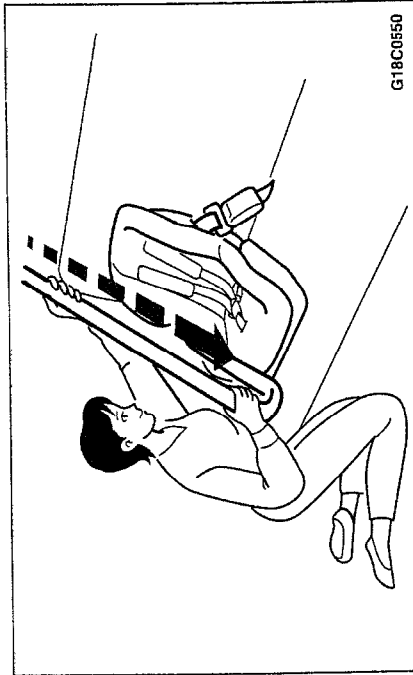
Seats, seat belts, child restraints and air bags

Installation

- 1 Place the child restraint system in the rear seating position as shown in the illustration

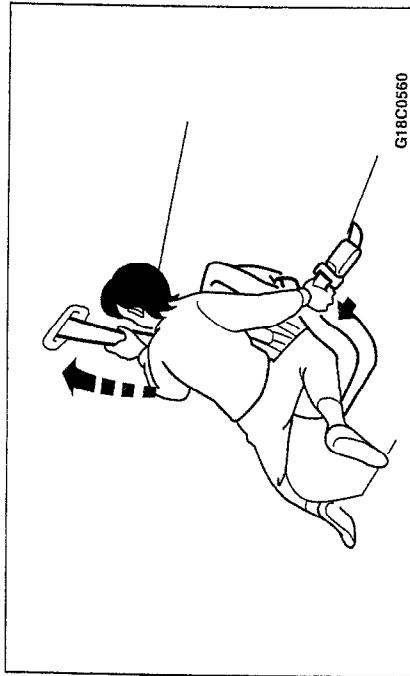


- 2 Route the belt through the child restraint system according to the child restraint system manufacturer's instructions, then insert the plate into the buckle. Make sure you hear a "click" when you insert the latch plate into the buckle



- 3 To activate the ALR mode, slowly pull the shoulder part of the belt all the way out until it stops, then let the belt feed back into the retractor.
- 4 After the belt has retracted, tug on it. If the belt is locked, you will not be able to pull it out. If you can pull the belt out, it is not locked and not in the ALR mode. You will need to repeat these steps 3 and 4

Seats, seat belts, child restraints and air bags



G18C0560

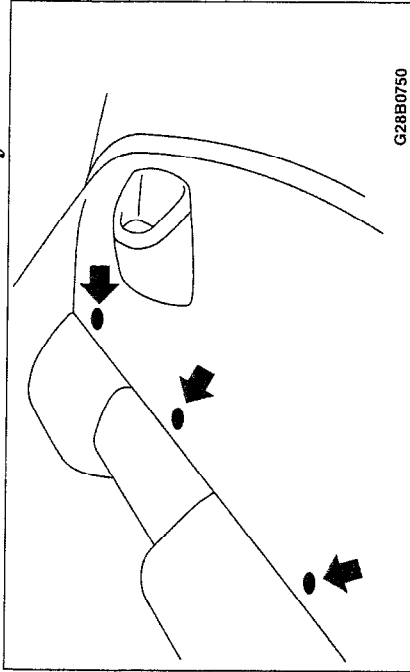
5 After confirming that the belt is locked, grab the shoulder part of the belt near the buckle and pull up to remove any slack from the lap part of the belt. Remember, if the lap part of the belt is not tight, the child restraint system will not be secure. It may help to put weight on the child restraint system and/or push on its seatback while pulling up on the belt (see illustration).

6 If your child restraint system requires the use of a top tether strap, refer to "Anchors for the child restraint system" on page 2-27.

7 Before putting the child in the restraint, push and pull the restraint in all directions to be sure it is firmly secure. Do this before each use. If the child restraint system is not firmly secure, repeat steps 1 through 6.

8. To remove a child restraint system and deactivate the ALR mode, remove the child from the restraint. Unlatch the buckle, remove the belt from the restraint and let it fully retract.

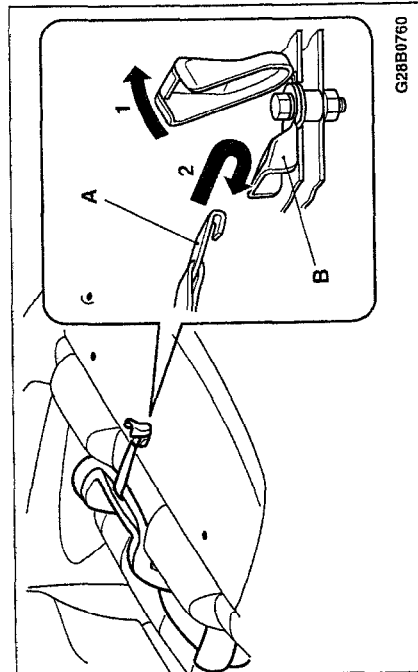
Anchors for the child restraint system



G28B0750

In compliance with the Federal Motor Vehicle Safety Standards, your vehicle has 3 attachment points on the rear shelf, located behind the top of your rear seat. For securing a child seat tether strap to each of the 3 rear seating positions (2 outer and 1 center) in your vehicle.

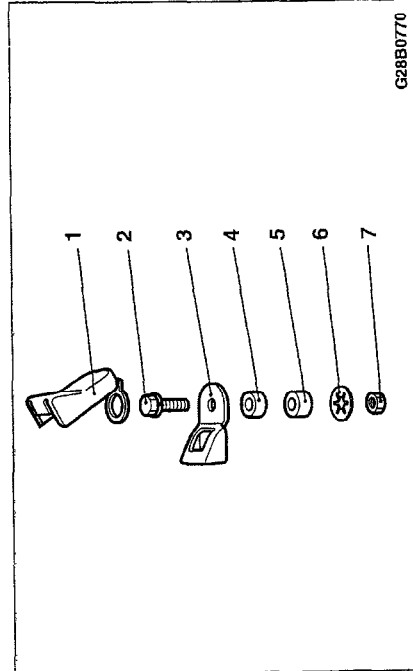
Seats, seat belts, child restraints and air bags



G28B0760

Tether anchor installation

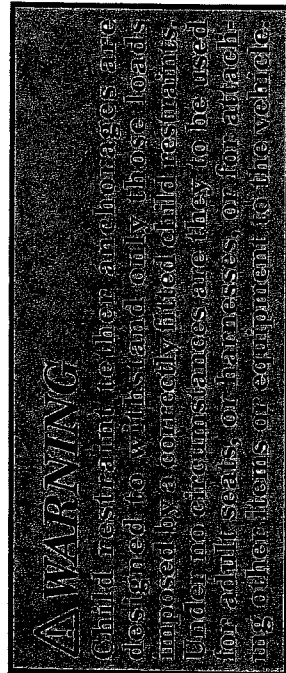
- 1 Remove the cover from the tether anchor installation point by pulling it back with your hand as illustrated.
- 2 Latch the top tether strap hook (A) of the child seat onto the tether anchor bracket (B) and tighten the top tether strap hook so it is securely fastened.



G28B0770

- 1 Cover
- 2 Anchor bolt 1 1/4 inches(35mm), Washer
- 3 Tether anchor bracket
- 4 Spacer 0.28inch (7mm)
- 5 Spacer 0.4inch (10mm)
- 6 Fiber washer
- 7 Anchor nut

Seats, seat belts, child restraints and air bags



NOTE

If your vehicle is not equipped with a tether anchor bracket set, or you are not sure how to install the tether anchor, ask your authorized MITSUBISHI dealers

Children who have outgrown child restraint system

Children who have outgrown a child restraint system should be seated in the rear seat and wear the UNIBELT. If the shoulder belt crosses their face or neck, and/or the lap belt crosses their stomach a commercially available booster seat must be used, to raise the child so that the shoulder belt crosses their shoulder and the lap belt remains positioned low across their hips. The booster seat should fit the vehicle seat and should have a label certifying compliance with Federal Motor Vehicle Safety Standards

Seats, seat belts, child restraints and air bags

WARNING

- (1) Children who are not buckled up, with the doors all locked, can be thrown out of the vehicle or otherwise seriously or fatally injured in the event of a collision.
- (2) A child should never be left unattended in or unsupervised around the vehicle. When you leave the vehicle, always take the child out as well.
- (3) Children can die from heat stroke if trapped inside, especially on hot days.
- (4) Keep vehicles locked and trunks closed when not in use. Keep vehicle keys away from children.

Pregnant women restraint

ND06G Be

WARNING

Mitsubishi Motors Corporation recommends that pregnant women use the available **air bag**. This will reduce the likelihood of injury to both the woman and the unborn child. The lap belt should be worn as low as possible across the hips, not across the waist. The woman's doctor should be consulted if there are any questions.

Seats, seat belts, child restraints and air bags

Maintenance and inspection of seat belts

ND08H A1

The seatbelt webbing may be cleaned with a hydrocarbon dry cleaning solution or with mild soap or detergent solution. Allow the belts to dry in the shade. Do not allow them to retract until completely dry. Do not attempt to bleach or re-dye belts. The color may rub off and webbing strength could be affected.

Regularly check seat belt buckles and release mechanisms for positive action and the retractors when in the automatic locking retractor mode positive engagement. Refer to "Installing a child restraint system to a UNIBELT" on page 2-25.

Check that the anchor mounting bolts are tight. If the seat belt webbing shows obvious cuts, tears, protruding broken fibers that cause a local increase in webbing thickness, or severe fading which indicates weakening by exposure to sunlight, the entire seat belt assembly should be replaced.

WARNING

All seat belt assemblies, including retractors and attaching hardware, should be inspected by an authorized Mitsubishi dealer after any collision. We recommend that all seat belt assemblies in use during a collision be replaced unless the collision was very minor and the belts show no damage and continue to operate properly.

Do not attempt to repair or replace any part of the seat belt assemblies that work should be done by an authorized Mitsubishi dealer. Failure to have an authorized Mitsubishi dealer perform the work could reduce the effectiveness of the belts and could result in serious or fatal injury in a collision.

Seats, seat belts, child restraints and air bags

Supplemental Restraint System (SRS)-air bag

ND10A-GB

This vehicle is equipped with a Supplemental Restraint System (SRS), which includes air bags for the driver and front passenger. The SRS air bag is designed to supplement the primary protection of the driver and front passenger side seat belt systems by providing those occupants with protection against head and chest injuries in certain moderate to severe frontal collisions. The SRS side air bag (if so equipped) is designed to supplement the seat belts and provide the driver and front passenger with protection against chest and abdomen injuries in certain moderate to severe side impact collisions.

The SRS is NOT a substitute for the seat belts; for maximum protection in all types of crashes and accidents, seat belts should ALWAYS be worn by everyone who drives or rides in this vehicle. (With infants and small children in child restraints in the rear seat, and older children buckled in the rear seat. Refer to "Child Restraints" on page 2-20.)

WARNING

IT IS VERY IMPORTANT TO ALWAYS WEAR YOUR SEAT BELT PROPERLY EVEN WHEN AN AIR BAG.

(1) Seat belts help keep the driver and front passenger properly positioned, which reduces injury risk in all collisions, and reduces the risk of serious or fatal injuries when the air bags inflate.

During sudden braking just before a collision, an unrestrained or improperly restrained driver or front passenger can move forward into direct contact with or within close proximity to the inflating air bag.

The initial stage of air bag inflation is the most forceful, which could cause serious or fatal injuries if the occupant comes in contact with it at this stage.

(2) Seat belts reduce the risk of injury in rollovers, side or rear impact collisions, and in lower speed frontal collisions, because the air bags are not designed to inflate in those situations.

(3) Seat belts reduce the risk of being thrown from your vehicle in a collision or rollover.

Seats, seat belts, child restraints and air bags

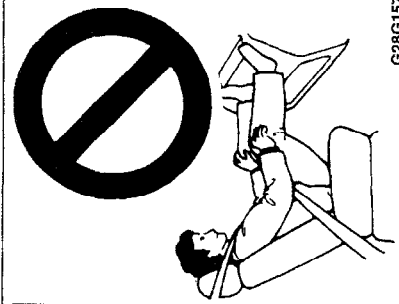
⚠ WARNING

IT IS VERY IMPORTANT TO BE PROPERLY SEATED.

A driver or front passenger sitting too close to the steering wheel or instrument panel during air bag deployment can be killed or seriously injured.

Air bags inflate very fast and with great force. If the driver and front passenger are not properly seated and restrained, the air bag may not provide proper protection, and could cause serious or fatal injuries when it inflates.

- (1) Before driving, adjust the driver's seat as far back as possible while still maintaining complete control of the vehicle.
- (2) Before driving, adjust the front passenger seat as far back as possible.
- (3) Make sure all vehicle occupants are always properly restrained using the available seat belts.
- (4) With seat belts properly fastened, the driver and front passenger should sit well back in the seat and upright without leaning against the window or door.

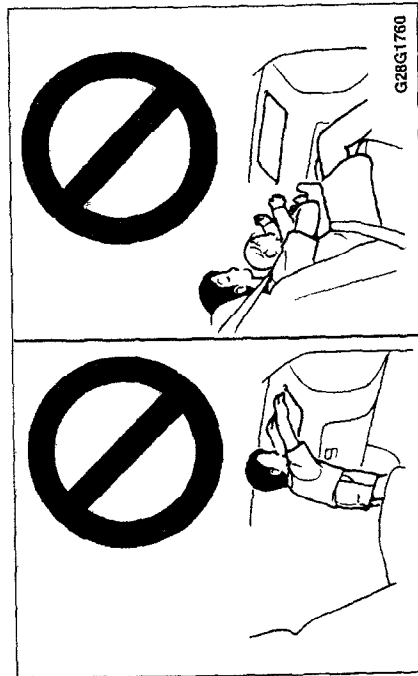


G28G1570

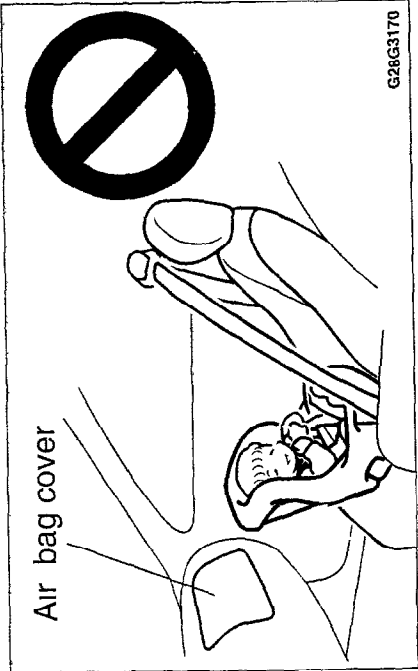
⚠ WARNING

- (5) Do not sit on the edge of the seat or lean head or chest close to the steering wheel or instrument panel. Do not put feet or legs on or against the instrument panel.
- (6) Place all infants and children 12 years of age and under in the rear seat properly restrained using an appropriate child restraint system.

Seats, seat belts, child restraints and air bags



G28G1760



G28G3170

WARNING

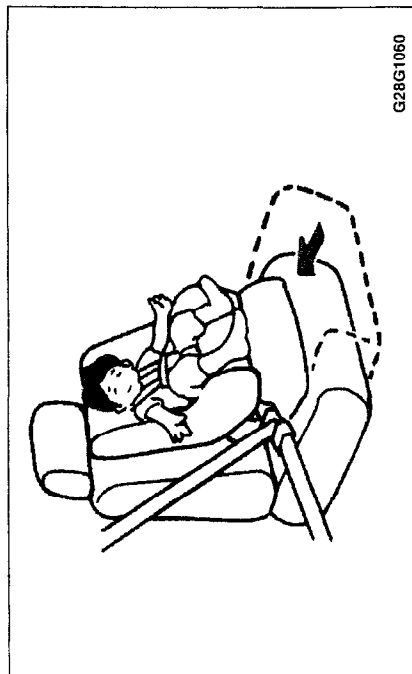
(7) Infants and small children should never ride unrestrained, stand up against the instrument panel, or be held in your arms or on your lap. They could be seriously injured or killed in a collision. Children should be properly seated in the rear seat in an appropriate child restraint system. Refer to "Child restraints" on page 2-20.

WARNING

REAR-FACING CHILD RESTRAINTS must NOT be used in the front passenger seat. The force of an inflating passenger air bag could kill or cause serious injuries to the child.

Rear-facing child restraints should only be used in the rear seat.

Seats, seat belts, child restraints and air bags



G28G1060

⚠ WARNING

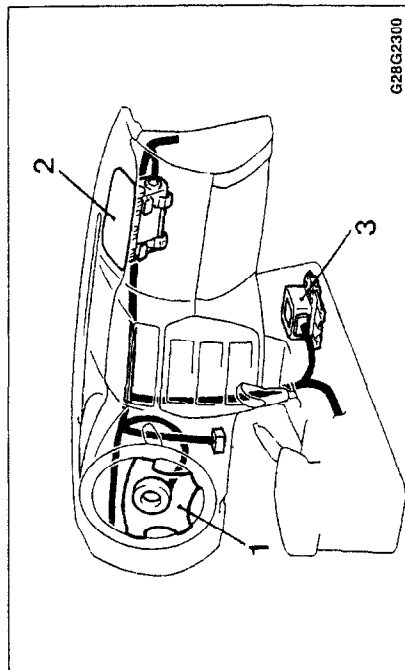
FRONT-FACING CHILD RESTRAINTS should be used in the rear seat whenever possible. If they must be used in the front passenger seat, adjust the seat to the full rear position. Failure to do so could kill or cause serious injuries to the child.

⚠ WARNING

Older children, up to and including 12 years old, should be seated in the rear seat, properly wearing the seat belt, with an appropriate booster seat if needed.

How the Supplement Restraint System works

ND108 JB



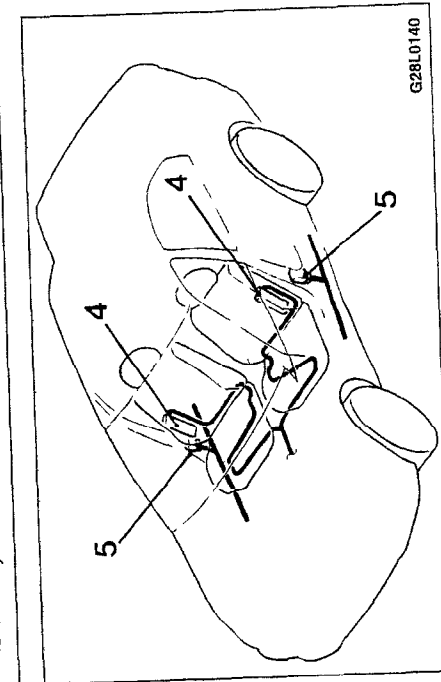
G28G2300

The SRS includes the following components

- 1- Air bag module (Driver)
- 2- Air bag module (Passenger)
- 3- Air bag control unit
(including the front impact sensors)

2-35

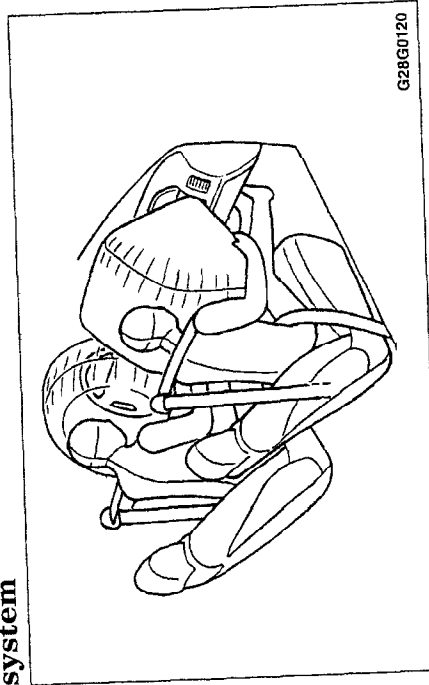
Seats, seat belts, child restraints and air bags



- 4- Side air bag modules (if so equipped)
- 5- Side impact sensors (if so equipped)

The air bags will operate only when the ignition switch is in the "ON" or "START" position

Driver's and passenger's front air bag system



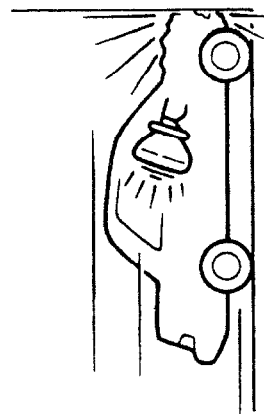
The driver's air bag is located under the padded cover in the middle of the steering wheel. The front passenger air bag is contained in the instrument panel above the glove compartment. The driver's air bag and the front passenger's air bag are designed to deploy at the same time.

Seats, seat belts, child restraints and air bags

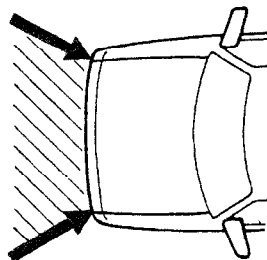
Deployment of front air bags

The front air bags ARE DESIGNED TO DEPLOY in a ...

Head-on collision with a solid wall at speed of approx. 15mph (25km/h) or higher



Moderate to severe frontal impact within the shaded area between the arrows



G28L0681

The front air bags are designed to deploy when the vehicle suffers a moderate to severe frontal impact. A typical condition is shown in the illustration on the left

The front air bags are designed to deploy only in certain moderate to severe frontal collisions within the shaded area between the arrows in the illustration on the right

The front air bags will deploy if the severity of the impact to the vehicle's main structure is above the designed threshold level. The designed threshold level is an approximately 15 mph (25km/h) frontal

collision straight into a solid wall that does not move or deform. If the severity of impact to the vehicle's main structure is below this threshold level, the front air bags may not deploy. However, this threshold speed will be considerably higher if the vehicle strikes an object that absorbs the impact by either deforming or moving (for example, another stationary vehicle, pole or a guard rail).

Seats, seat belts, child restraints and air bags

Because frontal collisions can easily move you out of position, it is important to always properly wear your seat belts. Your seat belts will help keep you a safe distance from the steering wheel and instrument panel during the initial stages of air bag deployment. The initial stage of air bag inflation is the most forceful, and can possibly cause serious or fatal injuries. Moreover, the seat belts in your vehicle are your primary means of protection in a collision. The SRS (Supplemental Restraint System) air bags are designed to provide additional protection. Therefore, for your safety and the safety of all occupants, be sure to always properly wear your seat belts.

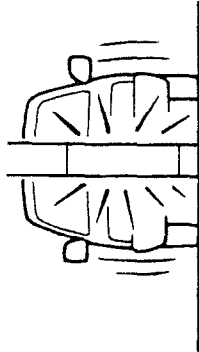
Seats, seat belts, child restraints and air bags

The front air bags MAY NOT DEPLOY in a ...

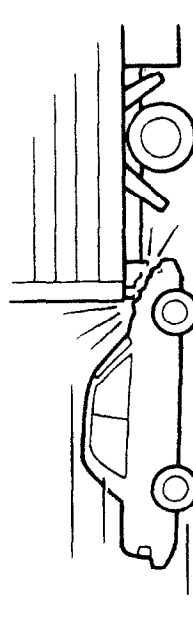
With certain types of frontal collisions, the vehicle's body structure is designed to absorb the shock to help protect the occupants from harm (The vehicle body's front area may deform significantly as it absorbs the impact.) Under such circumstances, the front air bags may not deploy in spite of what may appear to be significant damage to the vehicle body. Some typical situations are shown in the illustrations

Because the front air bags do not protect the occupant in all types of frontal collisions, be sure to always properly wear your seat belts

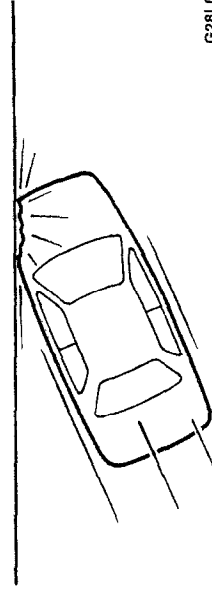
Collision with a utility pole, tree or other narrow object



Vehicle slides under the rear body of a truck



Oblique frontal impacts



G28L0692

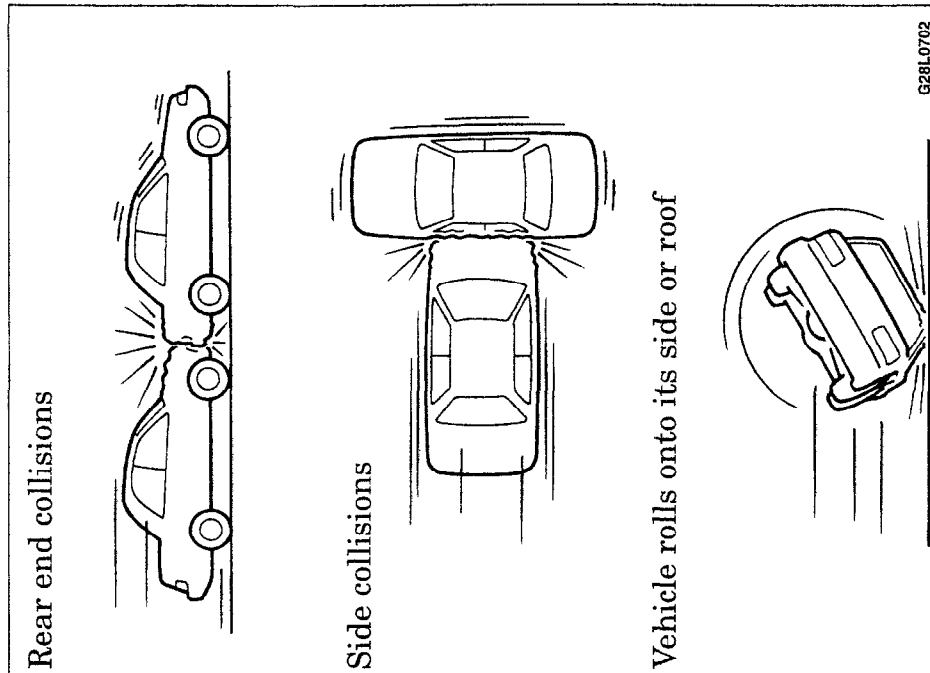
2-39

Seats, seat belts, child restraints and air bags

The front air bags ARE NOT DESIGNED TO DEPLOY in a ...

The front air bags are not designed to deploy in conditions where they cannot typically provide protection to the occupant. Such conditions are shown in the illustrations.

Because the front airbags do not protect the occupant in all types of frontal collisions, be sure to always properly wear your seat belts.



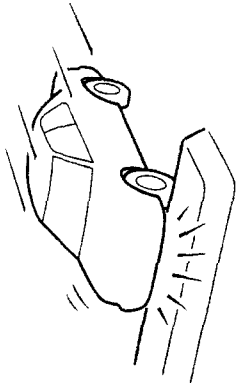
Seats, seat belts, child restraints and air bags

The front air bags MAY DEPLOY in a ...

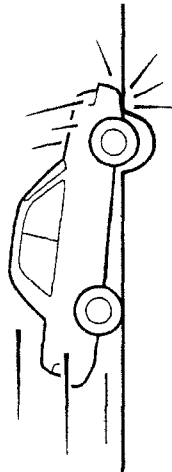
The front air bags may deploy if the bottom of the vehicle suffers a moderate to severe impact (undercarriage damage). Some typical situations are shown in the illustration

Because the front airbags may deploy in certain types of unexpected impacts, as shown in the illustrations, that can easily move you out of position, it is important to always properly wear your seat belts. Your seat belts will help keep you a safe distance from the steering wheel and instrument panel during the initial stages of airbag deployment. The initial stage of air bag inflation is the most forceful and can cause severe or fatal injuries if you contact it at this stage

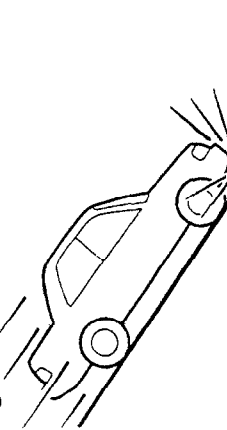
Collision with an elevated median/island or curb



Vehicle travels over a deep hole/pot hole



Vehicle drives down a steep slope and hits the ground



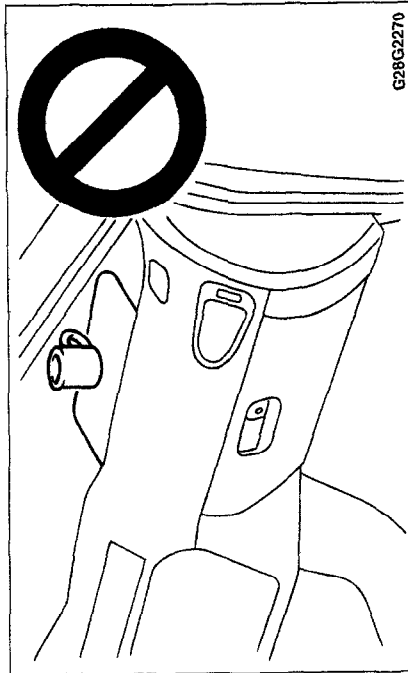
G28L0782

2-41

Seats, seat belts, child restraints and air bags

When the impact sensors detect an impact of sufficient frontal force, their switches close a circuit which ignites materials in the inflator to generate gas and inflate the air bags.

Deployment of the air bags produces a sudden, fairly loud noise, and releases some smoke and powder, but these conditions are not injurious, and do not indicate a fire in the vehicle. People with respiratory problems may feel some temporary irritation from chemicals used to produce the deployment; open the windows after air bags deployment, if safe to do so. After deployment, the air bags deflate very rapidly, so there is little danger of obscured vision. The time required from the sensors detecting an impact to deflation of the air bags after deployment is shorter than a blink of an eye.



G28G2270

⚠ WARNING

- (1) Do not attach anything to the steering wheel, padded cover, such as mini-mate, dial, badges, etc. It might strike and injure an occupant if the air bag inflates.
- (2) Do not set anything on, or attach anything to, the instrument panel above the glove compartment. It might strike and injure an occupant if the air bag inflates.
- (3) Do not attach accessories to, or put them in front of, the windshield. They could restrict air bag inflation, or strike and injure an occupant if the air bag inflates.

Seats, seat belts, child restraints and air bags

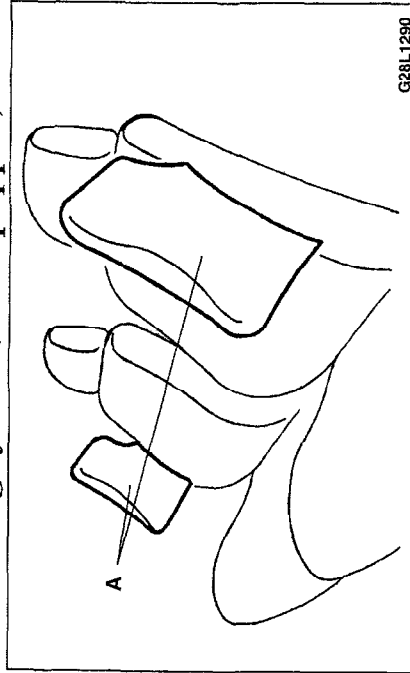
WARNING

(4) Do not put packages, pets or other objects between the air bags and the driver or front passenger. It could affect air bag performance, or could cause severe or even fatal injury when the air bag inflates.

(5) Right after air bag inflation, several air bag system components will be hot. Do not touch them; you could be burned.

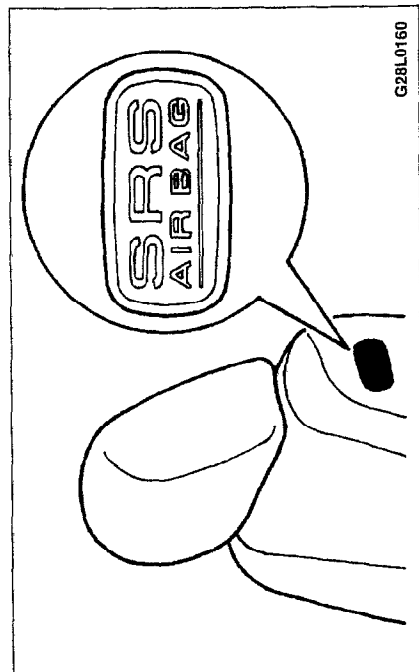
(6) The air bag system is designed to work only once. After the air bags deploy, they will not work again. They must promptly be replaced and the entire air bag system inspected by an authorized Mitsubishi dealer.

Side air bag system (if so equipped)



The side air bags (A) are contained in the driver and front passenger seat backs.

Seats, seat belts, child restraints and air bags



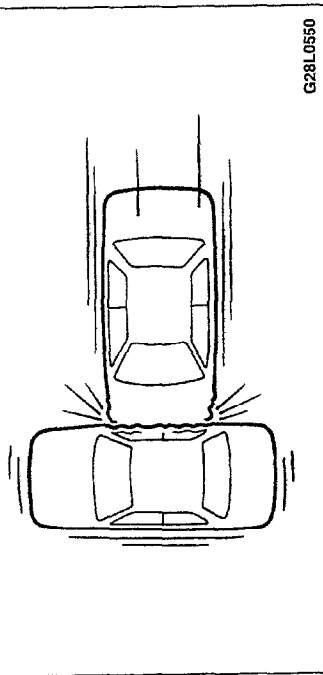
The label is attached to the seat backs in vehicles with a side air bag.

The side air bag is designed to inflate only on the side of the vehicle that is impacted

Deployment of side air bags

The side air bags ARE DESIGNED TO DEPLOY in a ...

Moderate to severe impact to the middle of the vehicle body's side structure



The side air bags are designed to deploy when the vehicle suffers a moderate to severe side impact to the middle of the passenger compartment.

The typical condition is shown in the illustration. The seat belts in your vehicle are your primary means of protection in a collision. The SRS (Supplemental Restraint System) side airbags are designed to provide additional protection. Therefore, for your safety and the safety of all occupants, be sure to always properly wear your seat belts

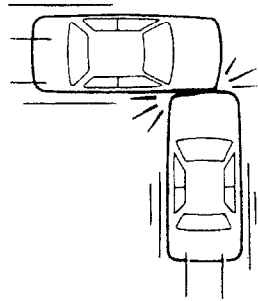
Seats, seat belts, child restraints and air bags

The side air bags MAY NOT DEPLOY in a ...

With certain types of side collisions, the vehicle's body structure is designed to absorb the shock to help protect the occupants from harm. (The vehicle body's side area may deform significantly as it absorbs the impact.) Under such circumstances, the side air bags may not deploy irrespective of the deformation and damage to the vehicle body. Examples of some typical situations are shown in the illustrations

Because the side air bags do not protect the occupant in all types of side collisions, be sure to always properly wear your seat belts

Side impacts in an area away from the passenger compartment



Motorcycle or other similar small vehicle collides with the side of vehicle



Collision with a utility pole, tree or other narrow object



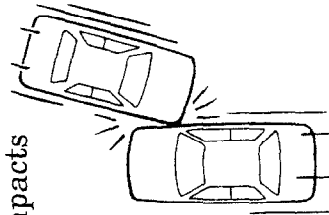
G28L0722

2-45

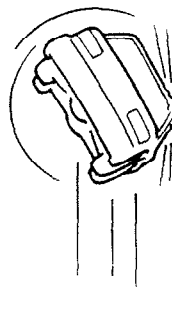
Seats, seat belts, child restraints and air bags

The side air bags MAY NOT DEPLOY in a ...

Oblique side impacts



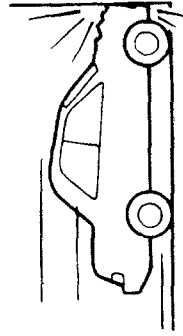
Vehicle rolls onto its side or roof



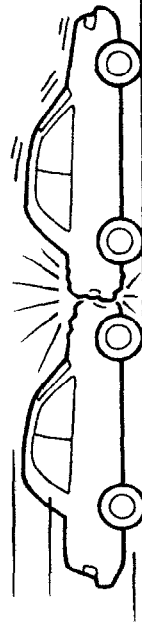
G28L0733

The side air bags ARE NOT DESIGNED TO DEPLOY in a ...

Head-on collisions



Rear end collisions



G28L0743

The side air bags are not designed to deploy in conditions where they cannot usually provide protection to the occupant. Typical situations are shown in the illustrations.

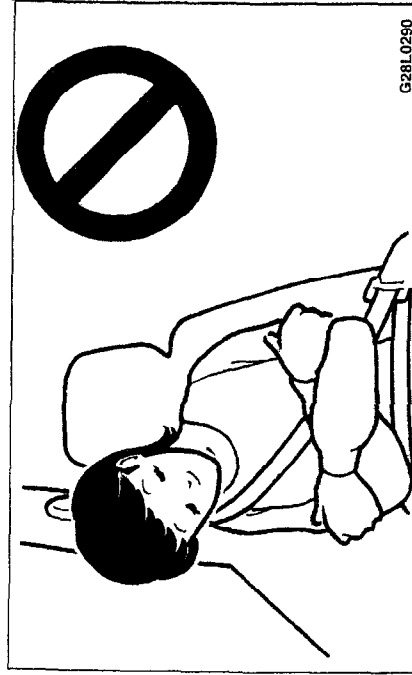
Because the side air bags do not protect the occupant in all types of side collisions, be sure to always properly wear your seat belts.

Seats, seat belts, child restraints and air bags

When the impact sensor detects an impact of sufficient side force, an automated circuit causes the inflator to inflate the air bag on that side of the vehicle. The side air bag deployment produces a sudden, loud noise, and releases some smoke and powder, but these conditions are not injurious, and do not indicate a fire in the vehicle. People with respiratory problems may feel some temporary irritation from chemicals used to produce the deployment; open the windows after air bag deployment, if safe to do so.

WARNING

(1) The side air bags are designed to supplement the driver and front passenger seat belts in certain side impacts. Seat belts should always be worn properly, and the driver and front passenger should sit well back and upright in their seats without leaning against the window or door.



WARNING

(2) The side air bag inflates with great force. In order to reduce risk of serious or possible fatal injury from a deploying side air bag, the driver and front passenger should not put their arms out the window, and should not lean against the door.

Seats, seat belts, child restraints and air bags

⚠ WARNING

(3) In order to reduce risk of injury from a deploying side air bag, do not allow any rear seat occupant to hold onto the seat back of either front seat. Special care should be taken with children.

(4) Do not place any objects near or in front of the seat back of either front seat. They could interfere with proper side air bag inflation, and could also cause injury if thrown free by side air bag deployment.

(5) Do not place stickers, labels or other items on the seat back of either front seat. They could interfere with proper side air bag inflation.

(6) Do not install seat covers on seats with side air bags. Do not re-cover the seats with side air bags. Covers could interfere with proper side air bag inflation.

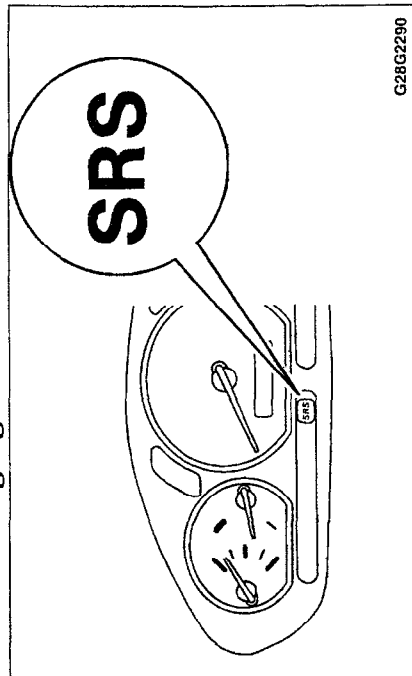
⚠ WARNING

(7) Never install a rear-facing child restraint in the front passenger seat. A forward-facing child restraint should be used in the rear seat only. If a forward-facing child restraint must be used in the front passenger seat, adjust the seat as far back as possible, and use care to ensure that the child stays in the child restraint and away from the door.

Do not allow the child to lean against or close to the front door even if the child is seated in a child restraint system. The child's head should also not lean against or be close to the area of the seat where the side air bag is located. It is dangerous if the side air bag inflates. Failure to follow all of these instructions could lead to serious or fatal injury to the child.

(8) Work around and on the side air bag system components should only be done by an authorized Mitsubishi dealer. Improper work could result in inadvertent deployment of a side air bag, or could render a side air bag inoperative; either situation could result in serious injury.

SRS warning light



There is a Supplemental Restraint System ("SRS") warning light on the instrument panel. The system checks itself each time the ignition is turned on and the light indicates if there is a problem

When the ignition key is turned to the "ON" or "START" position, the warning light should illuminate for about 7 seconds and then should go out. This means the system is functioning properly

The air bags will operate only when the ignition switch is in the "ON" or "START" position

⚠ WARNING

If any of the following conditions occur, the SRS is not working properly and you should immediately have it inspected by an authorized Mitsubishi dealer:

- The SRS warning light does not illuminate when you start the vehicle.
- The SRS warning light does not go off after about 7 seconds.
- The SRS warning light illuminates while driving.

Seats, seat belts, child restraints and air bags

SRS servicing

The entire SRS must be inspected by an authorized Mitsubishi dealer 10 years after the vehicle manufacture date shown on the certification label located on the center pillar on the driver's side

ND10C Gb

⚠ WARNING

(1) Any maintenance performed on or near the components of the SRS should be performed only by an authorized Mitsubishi dealer. Do not permit anyone else to do service, inspection, maintenance or repair on any SRS component or wiring. Similarly, no part of the SRS should ever be handled or disposed of by anyone except an authorized Mitsubishi dealer.

Improper work on the SRS components or wiring could result in inadvertent deployment of the air bags or could render the SRS inoperative; either situation could result in serious injury.

⚠ WARNING

(2) Do not modify your steering wheel or any other SRS component or related vehicle part. For example, replacement of the steering wheel, or modifications to the front bumper or body structure can adversely affect SRS performance and lead to possible injury.

(3) If your vehicle has received any front-end damage, you should have the SRS inspected by an authorized Mitsubishi dealer to ensure it is in proper working order.

(4) On vehicles with side air bags, do not modify your front seats, center pillar or center console. Such modification can adversely affect SRS performance and lead to possible injury.

Also, if you discover any tear or open seam in the seat fabric near the side air bag, have the seat inspected at an authorized Mitsubishi dealer.

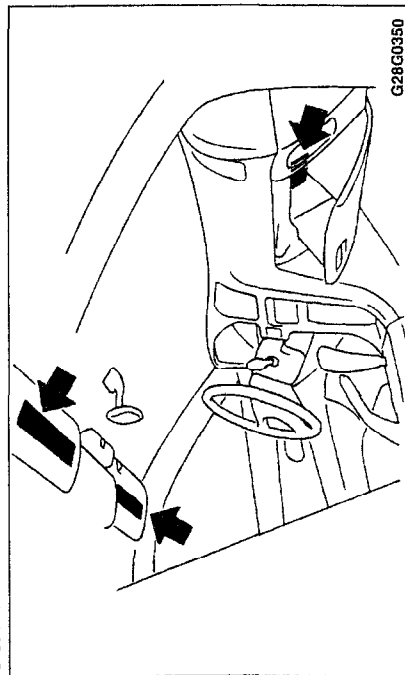
(5) On vehicles with side air bags, if your vehicle has received any damage to either side, you should have the SRS inspected by an authorized Mitsubishi dealer to ensure it is in proper working order.

Seats, seat belts, child restraints and air bags

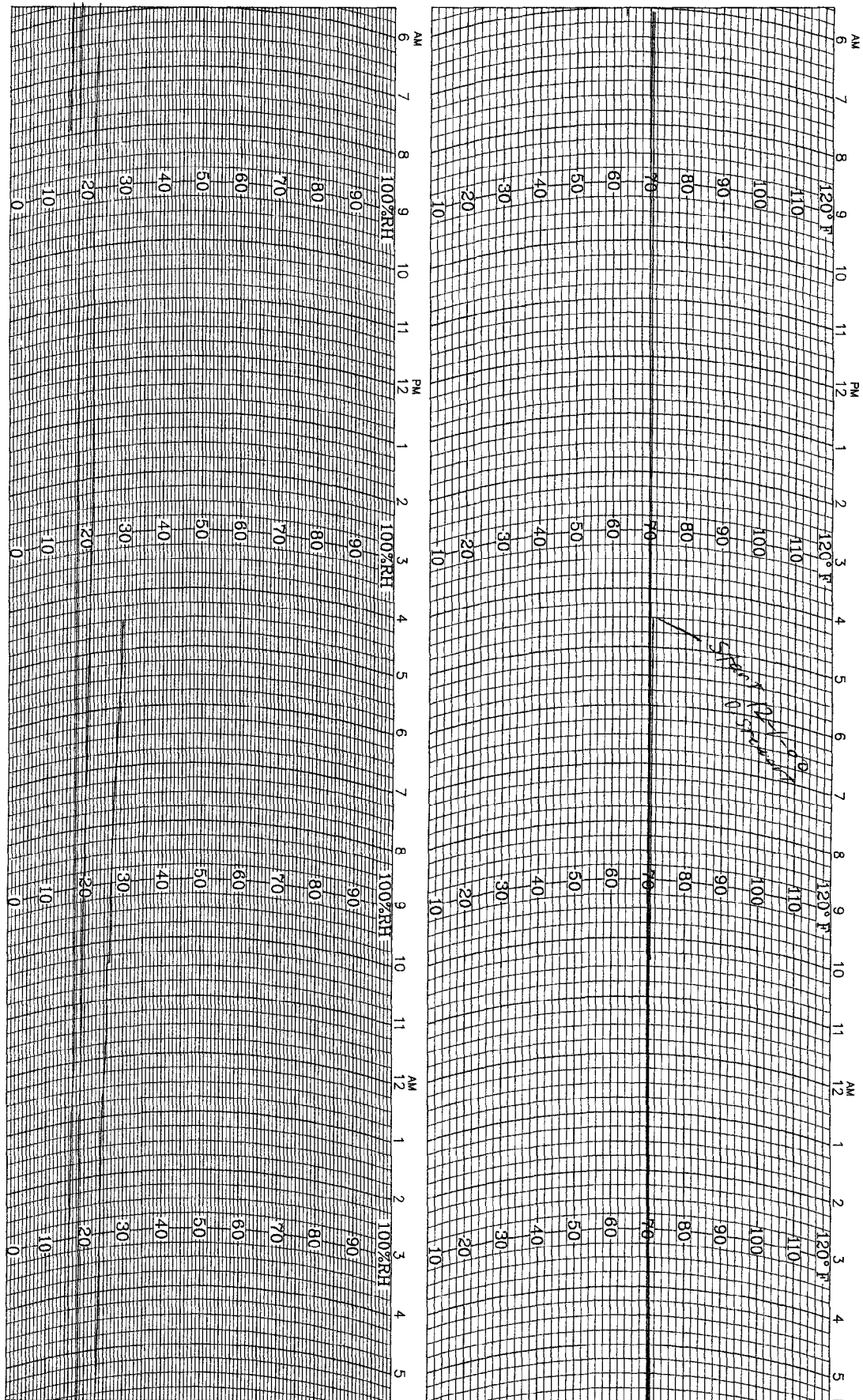
NOTE

- (1) When you transfer ownership of the vehicle to another person, we urge you to alert the new owner that it is equipped with the SRS and refer that owner to the applicable section in this owner's manual.
- (2) If you junk or scrap the vehicle, we urge you to first take the vehicle to an authorized Mitsubishi dealer so that the SRS can be rendered safe for disposal.

Caution label



Service and information labels for the SRS are affixed to the vehicle as shown in the illustration



WeatherMeasure
WEATHERtronics
Division of QUALMETRICS Inc

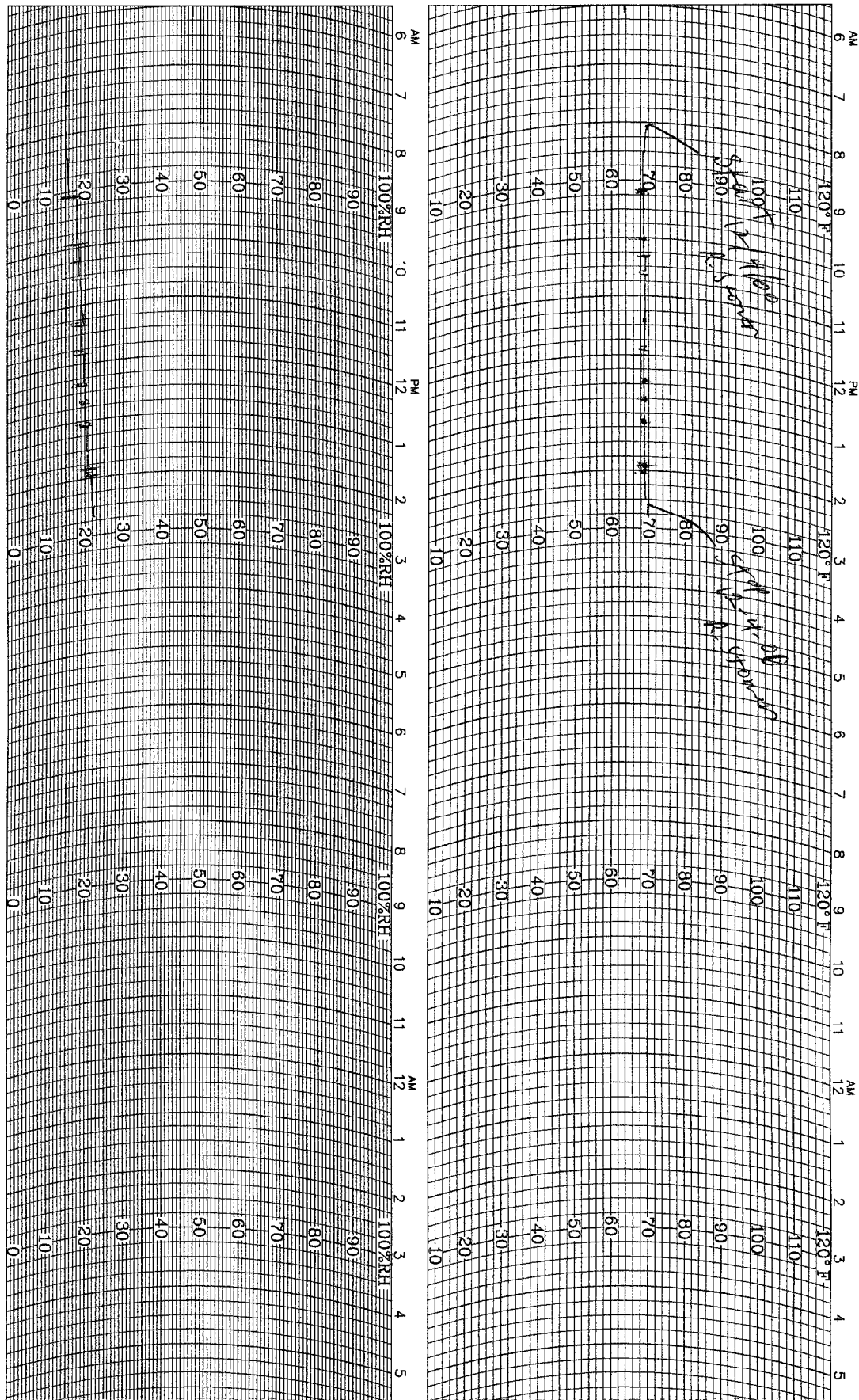
P.O. BOX 41039
SACRAMENTO, CA 95841
PHONE (916) 923-0055

D. STEWART

HYGROTHERMOGRAPH
1 DAY

CHART NO M699123
C311-D-HF
ECN 2717
6-9-87

STATION QCL DATE ON 12-1-00 DATE OFF 12-4-00



WeatherMeasure
WEATHERtronics
 Division of **QUALIMETRICS Inc**

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

HYGROTHERMOGRAPH
 1 DAY

CHART NO M699123
 C311-D-HF
 ECN 2717
 6-9-87

STATION _____ DATE ON 12/4/00 DATE OFF 12/4/00