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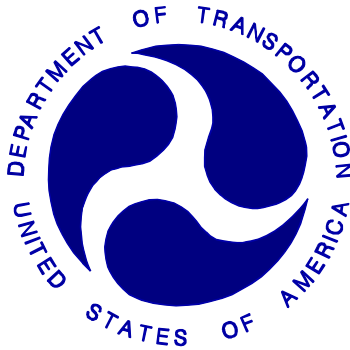
**NEW CAR ASSESSMENT PROGRAM (NCAP)  
FRONTAL BARRIER IMPACT TEST**

**FORD MOTOR CORP.  
2001 FORD MUSTANG  
2-DOOR COUPE**

NHTSA NUMBER: M10206

VERIDIAN TEST NUMBER: 8602-18

VERIDIAN ENGINEERING  
TRANSPORTATION SCIENCES CENTER  
P.O. BOX 400  
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January 26, 2001

FINAL REPORT

PREPARED FOR:

U. S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety Administration  
Safety Performance Standards  
Office of Crashworthiness Standards  
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\_\_\_\_\_  
Date of Report Acceptance

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

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

**TECHNICAL REPORT STANDARD TITLE PAGE**

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4. <i>Title and Subtitle</i> Final Report of NEW CAR ASSESSMENT PROGRAM (NCAP) Testing of a 2001 Ford Mustang 2-door Coupe NHTSA No. M10206				5. <i>Report Date</i> January 26, 2001	
				6. <i>Performing Organization Code</i> CAL	
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				14. <i>Sponsoring Agency Code</i> NPS-10	
15. <i>Supplementary Notes</i>					
16. <i>Abstract</i>  A frontal load cell barrier test of a 2001 Ford Mustang 2-door Coupe was performed at Veridian Engineering crash test facility in Buffalo, New York, on January 26, 2001. The impact velocity was 56.33 kph and the temperature at the barrier face was 21EC. The maximum post-test vehicle crush was 596 mm. The test vehicle was equipped with 3-point restraint systems, knee bolsters, and airbags at both the driver and right outboard passenger seating positions. With respect to FMVSS 208 "Occupant Crash Protection - Injury Criteria" both the driver and passenger appeared to comply with head, chest, and femur requirements.					
<b>ATD Position</b>	<b>HIC</b>	<b>Clip (g's)</b>	<b>Chest Disp (mm)</b>	<b>Left Femur (N)</b>	<b>Right Femur (N)</b>
<b>Driver (150)</b>	278.7	41.5	36.6	4456.0	6341.9
<b>Passenger (245)</b>	249.6	44.4	35.4	6070.8	1985.7
17. <i>Key Words</i> 56 kph Frontal Barrier Impact test New Car Assessment Program (NCAP)				18. <i>Distribution Statement</i> <u>Copies of this report are available from:</u> NHTSA Technical Reference Division National Highway Traffic Safety Admin. 400 Seventh St., SW, Room 5108 Washington, DC 20590	
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## SECTION 1

### PURPOSE AND SUMMARY OF TEST M10206

#### PURPOSE

This 56.33 kph frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-96-D-02010. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 48.3 kph requirements.

The 56.33 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Indicant Test procedure.

#### SUMMARY

A load cell barrier consisting of 36 load cells was impacted by a 2001 Ford Mustang 2-door Coupe at a velocity of 56.33 kph. The test was performed at Veridian Engineering on January 26, 2001. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

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

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

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

The 135 channels of data were recorded on an on-board data acquisition system. Appendix B contains the vehicle, load cell barrier and dummy response data traces.

The driver's HIC was 278.7. The maximum chest deceleration over 3 milliseconds was 41.5 g's and maximum chest

deflection was 36.6 mm. Compressive femur loads were 4456.0 Newtons on the left and 6341.9 Newtons on the right.

The right front passenger's HIC was 249.6. Maximum chest deceleration over 3 milliseconds was 44.4 g's and maximum chest deflection was 35.4 mm. Compressive femur loads were 6070.8 Newtons on the left and 1985.7 Newtons on the right.

**SECTION 2**

**GENERAL TEST AND VEHICLE PARAMETER DATA**

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

Vehicle NHTSA No. :           M10206           Test Mode :           56.3 kph Frontal Barrier          

Test Date :           January 26, 2001           Time:           11:45           Temperature :           08           °C

Vehicle Make/Model/Body Style :           2001 Ford Mustang 2-door Coupe          

Vehicle Test Weight :           1608           kg

Vehicle/Barrier Impact Angle :           0           °

Impact Velocity :           56.33           kph

Maximum Static Crush :           596           mm

Vehicle Rebound :           725           mm

**DUMMIES:**

**DRIVER**

**PASSENGER**

Type :           572E                     572E          

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

Number of Data Channels :           135          

Number of Cameras :           1           Real Time

          16           High Speed

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

          Closed / Operable           - Right Front

**Front Seat(s) Data :**

**DRIVER**

**PASSENGER**

Seat Track Failure :(mm of shift)           0                     0          

Seat Back Failure :           none                     none          

**VISIBLE DUMMY CONTACT POINTS :**

**DRIVER**

**PASSENGER**

Head :           Airbag / Forehead to sunvisor / Back of head to headrest                     Airbag / Forehead to sunvisor / Back of head to headrest          

Abdomen :           none                     none          

Chest           Airbag                     Airbag          

Knees           Knee Bolster                     Knee Bolster

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 2001 Ford Mustang 2-door Coupe  
NHTSA No. : M10206 ; VIN: 1FAFP40421F102560 ; Color : Silver  
Engine Data: 6 cylinders; - CID; 3.8 Liters; - cc  
Placement : x Longitudinal or In-Line; - Transverse or Lateral  
Transmission Data : 4 speeds; - Manual; x Automatic; x Overdrive  
Final Drive : x Rear Wheel Drive; - Front Wheel Drive; - Four Wheel Drive  
Major Options : x A/C; x Pwr.Strg.; x Pwr. Brakes  
x Pwr. Windows; x Pwr. Door Locks; x Tilt Wheel  
Date Received : 1/17/01 ; Odometer Reading 31 km  
Selling Dealer : West Herr Ford  
& Address: 5025 Camp Rd Hamburg, N.Y. 14075

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : Ford Motor Corp.  
Date of Manufacture 10/00  
GVWR : 1979 kg; GAWR: 1050 kg FRONT; 960 kg REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load : 300 kpa FRONT  
300 kpa REAR  
Recommended Tire Size : P205/65R15  
\* Recommended Cold Tire Pressure : 300 kpa FRONT; 300 kpa REAR  
Size of Tires on Test Vehicle: P205/65R15 ; Manufacturer: Goodyear  
Vehicle Capacity Data :  
Type of Front Seats: - Bench; x Bucket; - Split Bench  
Number of Occupants: 2 Front; 2 Rear; 4 Total  
Vehicle Capacity Weight (VCW) = 317.0 kg  
No. of Occupants x 68 kg = 272.2 kg  
Rated Cargo/Luggage Weight (RCLW) = 44.8 kg

\*Tire pressure used for test

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

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

Right Front	=	<u>402</u>	kg	Right Rear	=	<u>297.5</u>	kg
Left Front	=	<u>412</u>	kg	Left Rear	=	<u>304.5</u>	kg
TOTAL FRONT	=	<u>814.0</u>	kg	TOTAL REAR	=	<u>602.0</u>	kg
TOTAL DELIVERED WEIGHT	=	<u>1416.0</u>	kg				
% of Total Front of Vehicle Weight	=	<u>57.5</u>	%	% of Total Rear Weight	=	<u>42.5</u>	%

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT :

Total Delivered Weight (UDW)	=	<u>1416.0</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>44.8</u>	kg
Weight of 2 p.572 Dummies @ 76 each	=	<u>152.0</u>	kg
TARGET TEST WEIGHT	=	<u>1612.8</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 40 KG OF CARGO WEIGHT:

Right Front	=	<u>437</u>	kg	Right Rear	=	<u>359</u>	kg
Left Front	=	<u>449</u>	kg	Left Rear	=	<u>363</u>	kg
TOTAL FRONT	=	<u>886.0</u>	kg	TOTAL REAR	=	<u>722.0</u>	kg
TOTAL TEST WEIGHT	=	<u>1608.0</u>	kg				
% of Total Front Weight	=	<u>55.1</u>	%	% of Total Rear Weight	=	<u>44.9</u>	%
Weight of Ballast Secured in Vehicle Trunk Area	=	<u>0</u>	kg				
Vehicle Components Removed for Weight Reduction:				<u>Trunk lid, bumper, rearview mirrors, speakers</u>			

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED :	RF	<u>741</u>	LF	<u>734</u>	RR	<u>752</u>	LR	<u>734</u>
FULLY LOADED :	RF	<u>730</u>	LF	<u>724</u>	RR	<u>723</u>	LR	<u>709</u>
AS TESTED :	RF	<u>732</u>	LF	<u>726</u>	RR	<u>724</u>	LR	<u>711</u>
Vehicle's Wheel Base :		<u>2572</u>	mm					
Location of Vehicle's C.G. :		<u>1154.8</u>	mm rearward of front wheel center.					

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual	=	<u>59.4</u>	liters
Usable Capacity Figure Furnished by COTR	=	<u>59.4</u>	liters
Test Volume Range (92 to 94% of Usable Capacity)	=	<u>54.6</u>	to <u>55.8</u> liters
ACTUAL TEST VOLUME	=	<u>43.3‡</u>	liters (with entire fuel system filled)
Test Fluid Type:	<u>Stoddard Solution</u>	;	Spec. Grav. = <u>0.764</u>
	Kinematic Viscosity =	<u>0.96</u>	centistokes; Color = <u>Orange</u>
Type of Fuel Pump:	Electric- <u>x</u>	;	Mechanical- <u>-</u>
Does Electric Pump operate with ignition switch "ON" & engine "OFF"		Yes- <u>x</u>	No- <u>-</u>
Details of Fuel System	<u>Fuel filler on left side fore of rear axle with gas centered aft of rear axle.</u>		

‡ 11 liters of stoddard were removed to attain weight - COTR permission

DATA SHEET NO. 3 POST IMPACT DATA

TYPE OF TEST:

Type of Test : Frontal Barrier Impact Angle : 0°  
Test Date : January 26, 2001 Time: 11:45 Temperature: 08 °C  
Vehicle NHTSA No. : M10206  
Required Impact Velocity Range : 55.5 to 57.1 kph

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

Trap No. 1 = 56.33 kph; Trap No. 2 = 56.33 kph  
Distance from vehicle to barrier : (1) entering trap = 813 mm  
(2) exiting trap = 305 mm

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

Vehicle Length:

Pre-Test Right = 4627 ; C/L = 4657 ; Left = 4616  
Post-Test Right = 4044 ; C/L = 4077 ; Left = 4081  
Crush Right = 583.0 ; C/L = 580.0 ; Left = 535.0  
AVERAGE = 566.0 mm

VEHICLE REBOUND: (From rigid barrier only.)

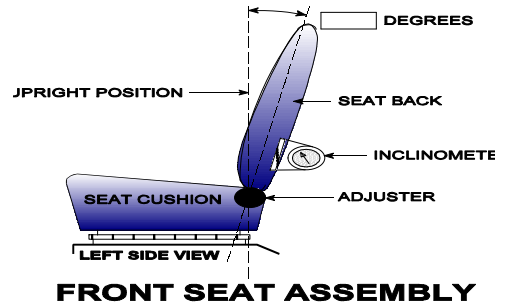
Distance from front of test vehicle to impact point :  
Right = 729 ; C/L = 718 ; Left = 729  
AVERAGE = 725.3 mm

DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2001 Vehicle Model: Ford Mustang Body Style : 2-door Coupe

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



Seat back angle for driver's seat: 21

Measurement instructions: 13" above pivot point measured 21degrees rearward from level sill

Seat back angle for passenger's seat: 21

Measurement instructions: 13" above pivot point measured 21degrees rearward from level sill

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: Located 15 notches and placed in mechanical middle

Positioning of the passenger's seat: Located 15 notches and placed in mechanical middle

3. Fuel Tank Capacity Data

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 59.4 liters

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

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 55.9 liters

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 55.9 liters

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

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

With ignition turned on.

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

4. STEERING COLUMN ADJUSTMENTS :

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

Operational Instructions: Located 5 detents and placed in mechanical middle

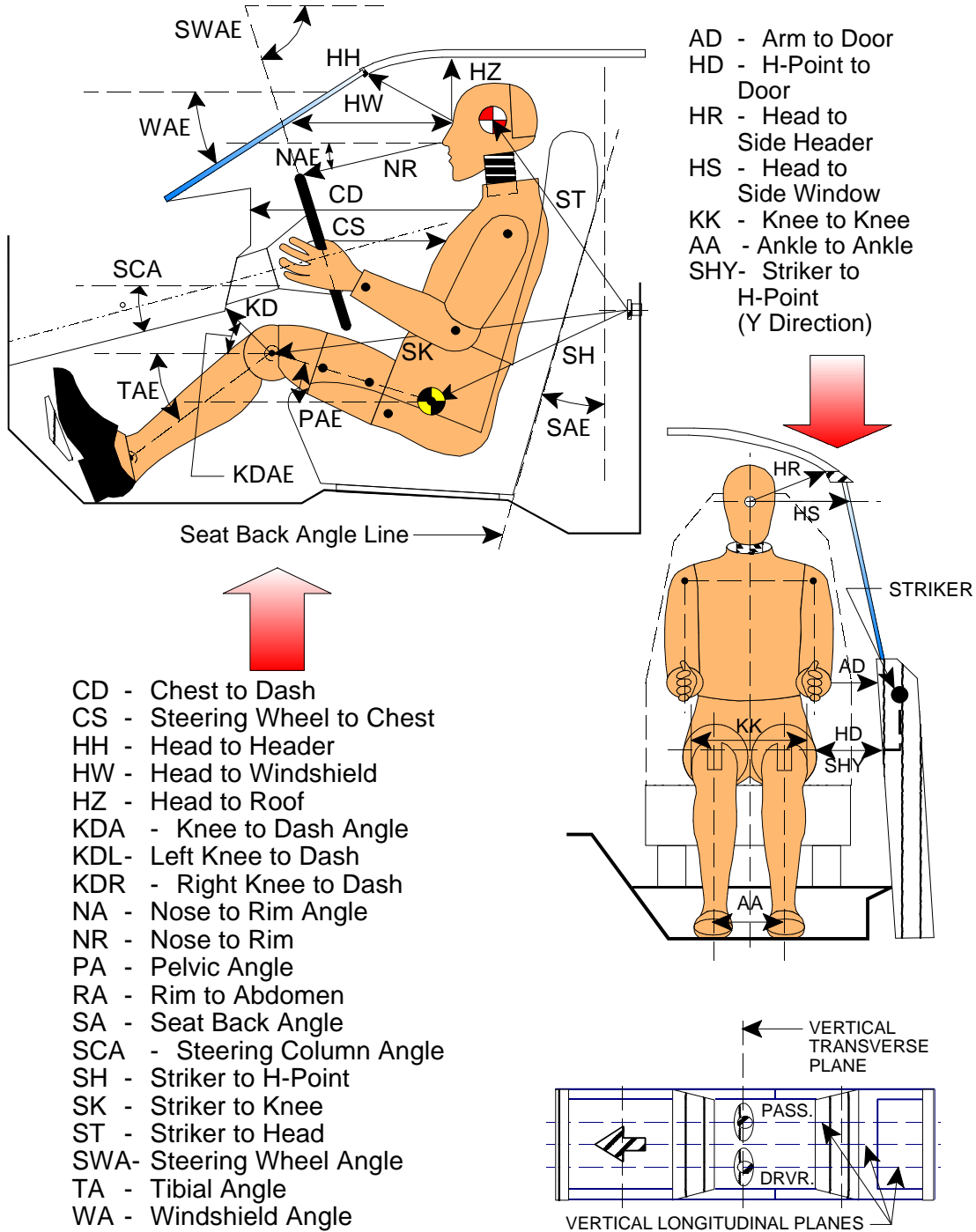
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5. SEAT BELT UPPER ANCHORAGE

Nominal design riding position: Fixed position

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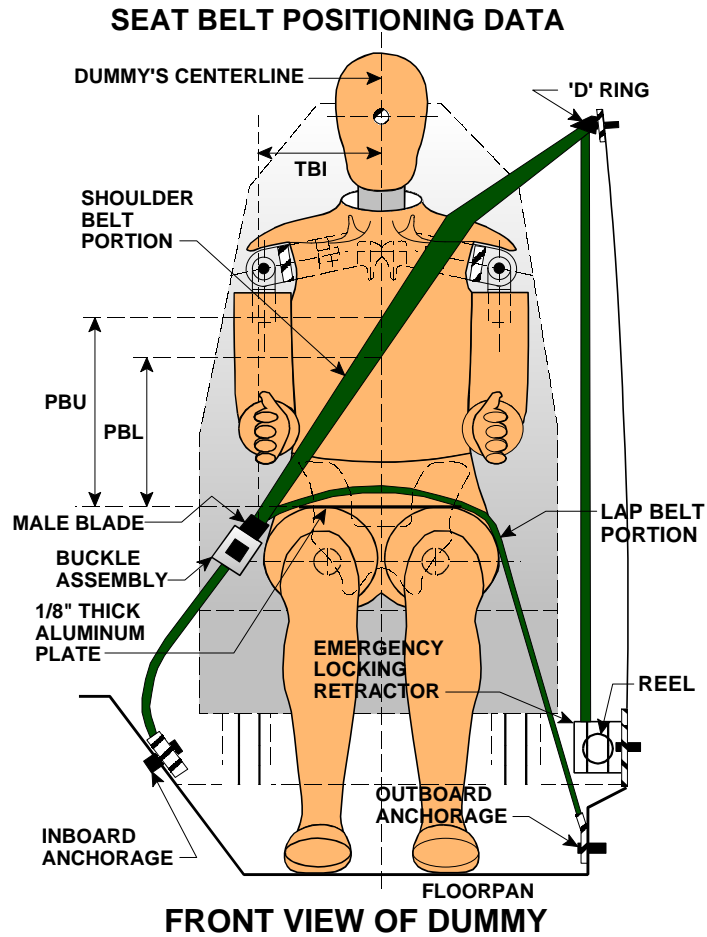
## DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



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

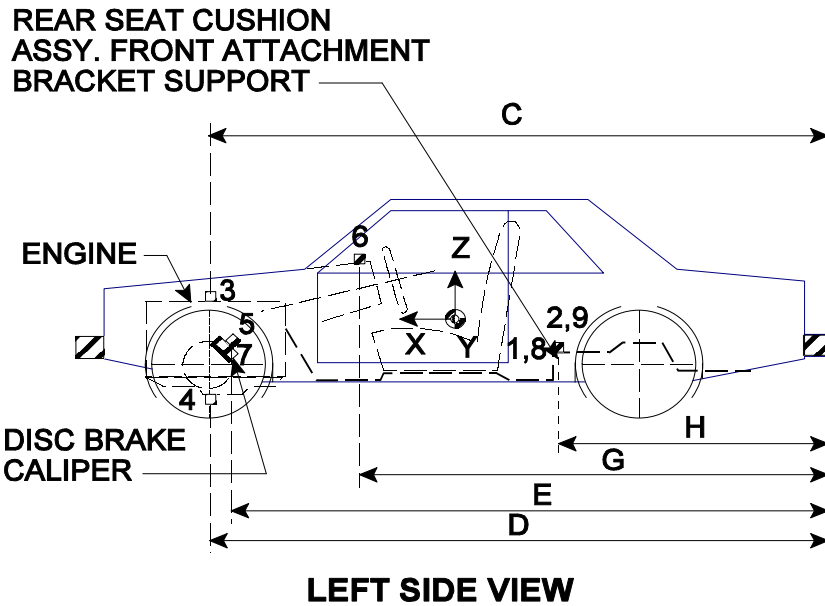
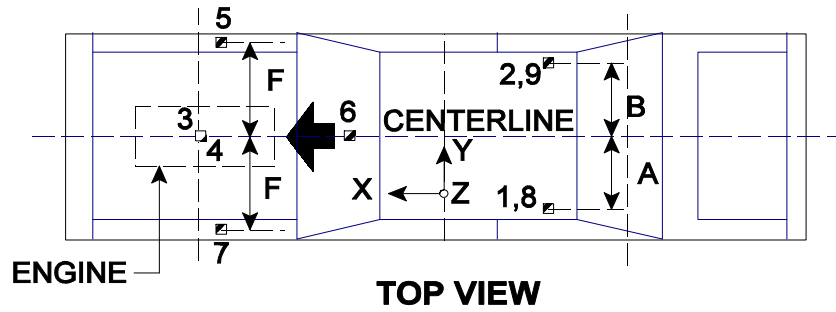
	DRIVER (Serial #150)			PASS. (Serial # 245)		
WA <sup>o</sup>	25 deg.			N/A		
SWA <sup>o</sup>	69 deg.			N/A		
SCA <sup>o</sup>	21 deg.			N/A		
SA <sup>o</sup>	21 deg.			21 deg.		
HZ	141			139		
HH	263			260		
HW	483			477		
HR	224			222		
NR	351	Angle	11 deg.	N/A		
CD	506			492		
CS	239			N/A		
RA	162			N/A		
KDL	154	Angle (KDA)	39 deg.	132		
KDR	127			154	Angle (KDA)	31 deg.
PA <sup>o</sup>	23.5 deg.			24 deg.		
TA <sup>o</sup>	36 deg.			41 deg.		
KK	290			270		
AA	281			268		
ST	649	Angle	49 deg.	645	Angle	50 deg.
SK	903	Angle	93 deg.	902	Angle	93 deg.
SH	548	Angle	113 deg.	551	Angle	116 deg.
SHY	224			186		
HS	329			279		
HD	119			103		
AD	102			89		

Dimensions in millimeters



	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	322	320
PBL-- Top surface of alum. plate to belt lower edge	236	234
<u>LAP BELT TENSION</u>	10 N	10 N
<u>SHOULDER BELT TENSION</u>	Retractor	Retractor

### VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY



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

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

DIMENSION	PRE-TEST LENGTH (mm)
A Left Rear Seat Crossmember Y	-517
B Right Rear Seat Crossmember Y	523
C Top of Engine X	3735
D Bottom of Engine X	3652
E Disc Brake Calipers X	353
F Disc Brake Calipers Y	579
G Instrument Panel X	3033
H Rear Seat Crossmembers X	1746

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side	1.9	112.3	-40.7	59.5
2	Rear Seat X-Member @ Right Side	1.2	148.5	-34.2	60.0
3	Top of Engine Block	*	*	*	*
4	Bottom of Engine	46.0	30.4	-68.4	47.1
5	Disc Brake Caliper @ Right Side	17.4	83.0	-55.7	65.6
6	Instrument Panel	18.2	105.1	-66.2	54.0
7	Disc Brake Caliper @Left Side	20.6	86.0	-60.9	65.4
8	Rear Seat X-Member @ Left-Redundant	2.2	112.2	-41.1	59.6
9	Rear Seat X-Member @ Right-Redundant	1.6	112.5	-35.2	60.0

\* - Channel Failed

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES

Vehicle Year/Make/Model/Body Style: 2001 Ford Mustang 2-door Coupe

NHTSA Test No.: M10206 Test Date: January 26, 2001

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	26.0	215.1	-37.8	78.2	3.2	270.5	-42.7	62.0
Head Y	g	3.7	151.9	-6.0	76.9	11.0	117.2	-2.8	33.5
Head Z	g	28.0	80.9	-12.3	124.1	15.4	74.9	-8.9	125.9
Head Resultant	g	46.4	78.2	0.0	-22.4	43.5	62.0	0.0	-39.5
Redundant Head X	g	26.3	215.1	-38.2	77.9	3.5	261.9	-41.7	62.1
Redundant Head Y	g	3.7	157.5	-5.9	78.3	11.0	66.1	-2.7	33.5
Redundant Head Z	g	27.8	81.1	-12.8	124.2	15.1	74.9	-8.8	127.6
Redundant Head Resultant	g	46.7	77.9	0.0	-21.9	42.9	63.9	0.0	-21.6
Upper Neck Fx	N	93.7	104.6	-309.2	139.6	148.5‡	82.4‡	-500.8‡	146.2‡
Upper Neck Fy	N	143.7	155.9	-176.7	78.6	224.5	116.4	-51.4	49.0
Upper Neck Fz	N	2069.5	80.9	-923.0	221.9	1509.2	74.8	-272.7	126.9
Upper Neck F Resultant	N	2077.3	76.9	0.9	-28.3	1517.3	74.8	1.0	20.1
Upper Neck Mx	N-m	19.6	221.3	-21.9	87.0	31.4‡‡	59.7‡‡	-58.8‡‡	65.8‡‡
Upper Neck My	N-m	23.9	157.4	-14.6	67.0	49.2	159.1	-55.5	63.1
Upper Neck Mz	N-m	7.4	105.0	-12.1	244.0	3.4	49.0	-46.8	59.4
Upper Neck M Resultant	N-m	27.2	254.3	0.0	-23.2	76.9	65.8	0.0	9.4
Chest X	g	1.9	241.9	-40.1	74.2	2.2	167.1	-41.3	81.2
Chest Y	g	4.5	119.3	-6.5	48.3	9.7	69.8	-2.2	120.3
Chest Z	g	18.9	79.8	-14.9	122.4	16.9	80.1	-14.7	127.8
Chest Resultant	g	42.5	84.2	0.0	-23.1	45.3	80.1	0.0	-40.0
Redundant Chest X	g	1.9	241.9	-39.7	74.5	2.3	169.3	-42.0	81.1
Redundant Chest Y	g	4.6	119.2	-6.7	48.4	10.0	69.2	-2.4	120.3
Redundant Chest Z	g	18.6	79.9	-14.7	124.7	16.5	80.1	-14.6	128.2
Redundant Chest Resultant	g	42.4	84.9	0.0	-23.9	45.6	80.4	0.0	-32.6
Chest Displacement	mm	0.0	-10.0	-36.6	85.3	0.0	-27.7	-35.4	78.6

‡ - Data spike at 0.059 sec

‡‡ - Data spike at 0.059 sec

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

Vehicle Year/Make/Model/Body Style: 2001 Ford Mustang 2-door Coupe

NHTSA Test No.: M10206 Test Date: January 26, 2001

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	2.0	147.4	-60.3	71.1	2.0	153.6	-54.1	59.7
Pelvic Y	g	9.7	94.3	-10.3	69.0	8.5	76.7	-6.4	97.9
Pelvic Z	g	5.0	220.2	-16.8	117.9	3.0	168.7	-18.4	118.3
Pelvic Resultant	g	60.4	71.1	0.0	-22.9	54.5	59.7	0.0	-46.1
Left Femur	N	206.0	45.8	-4456.0	74.1	277.6	113.1	-6070.8	79.3
Right Femur	N	148.4	187.0	-6341.9	73.1	198.1	113.4	-1985.7	84.2
Left Upper Tibia Mx	N-m	34.0	119.8	-25.2	71.0	73.1	82.5	-20.4	37.7
Left Upper Tibia My	N-m	18.3	235.5	-135.6	68.1	83.6	79.0	-93.6	57.5
Left Lower Tibia Fz	N	96.7	172.1	-2650.8	88.6	89.1	159.3	-2384.4	81.7
Left Lower Tibia Mx	N-m	48.2	70.7	-7.8	122.3	95.0	81.0	-9.3	37.0
Left Lower Tibia My	N-m	54.3	91.7	-42.9	51.2	78.1	81.5	-36.6	58.2
Right Upper Tibia Mx	N-m	26.5	100.9	-32.1	64.8	43.7	86.9	-14.4	53.8
Right Upper Tibia My	N-m	47.5	75.7	-65.6	57.3	14.5	258.5	-97.8	62.6
Right Lower Tibia Fz	N	86.5	153.3	-1765.2	58.4	114.8	157.5	-3213.4	88.6
Right Lower Tibia Mx	N-m	45.1	66.5	-10.9	47.1	73.0	86.4	-7.9	41.2
Right Lower Tibia My	N-m	49.9	99.7	-18.8	42.9	47.5	89.2	-27.1	67.9
Left Foot Aft Ax	g	22.2	93.1	-57.4	65.1	12.7	85.6	-67.2	63.2
Left Foot Aft Az	g	10.4	73.5	-42.6	44.2	13.7	64.3	-28.6	84.2
Left Foot Fore Az	g	25.7	51.2	-53.7	49.0	25.4	64.7	-35.7	84.7
Right Foot Aft Ax	g	24.1	85.1	-58.3	63.9	3.0	207.1	-42.4	41.9
Right Foot Aft Az	g	6.2	105.9	-47.1	53.2	19.4	100.2	-56.1	64.2
Right Foot Fore Az	g	62.6	64.6	-116.7	52.8	10.0	271.9	-49.6	40.8
Lap Belt Load	N	4011.0	66.9	-4.2	-7.4	5337.5	64.5	-19.9	15.4
Torso Belt	N	7824.2	91.3	-2.3	294.4	8968.9	90.9	-9.7	148.1

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

Vehicle Year/Make/Model/Body Style: 2001 Ford Mustang 2-door Coupe

NHTSA Test No.: M10206 Test Date: January 26, 2001

HEAD INJURY CRITERIA (HIC)				
	HIC**	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	Average Acceleration t <sub>1</sub> to t <sub>2</sub>
Position #1 - Driver	278.7	60.2	96.2	35.9
Position #2 - Passenger	249.6	57.6	93.6	34.4

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

CLIP SUMMARY*				
	CLIP (g's)	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	CSI
Position #1 - Driver	41.5	82.9	85.9	366.4
Position #2 - Passenger	44.4	78.8	81.8	382.5

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

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

Vehicle Year/Make/Model/Body Style: 2001 Ford Mustang 2-door Coupe  
 NHTSA Test No.: M10206 Test Date: January 26, 2001

<b>HEAD INJURY CRITERIA (HIC) REDUNDANT</b>				
	HIC**	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	Average Acceleration t <sub>1</sub> to t <sub>2</sub>
Position #1 - Driver	284.4	60.1	96.1	36.2
Position #2 - Passenger	247.9	57.6	93.6	34.3

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

<b>CLIP SUMMARY* REDUNDANT</b>				
	CLIP (g's)	t <sub>1</sub> (msec)	t <sub>2</sub> (msec)	CSI
Position #1 - Driver	41.3	82.9	85.9	362.5
Position #2 - Passenger	44.4	79.1	82.1	389.2

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

DATA SHEET NO. 9 SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

BELT LENGTH DATA:

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

Driver

Passenger

1095

1095

Shoulder belt length as measured  
on Part 572 Dummy.

725

725

Lap belt length as measured  
on Part 572 Dummy.

159

159

SHOULDER BELT SPOOL-OFF DATA:

As determined by film analysis.

127.0

152.4

As determined mechanically.

134

162

As determined electronically.

\*\*

171.4

BELT STRETCH DATA:

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

\*\*

\*

Measured mechanically.

1 mm

1 mm

\* - Data inaccurate

\*\* - Channel failed

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

DATA SHEET NO.10 SUMMARY OF FMVSS 212 DATA

FMVSS NO. 212 - "WINDSHIELD MOUNTING" DATA

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

Windshield is bonded in place and covered with a 19 mm molding.

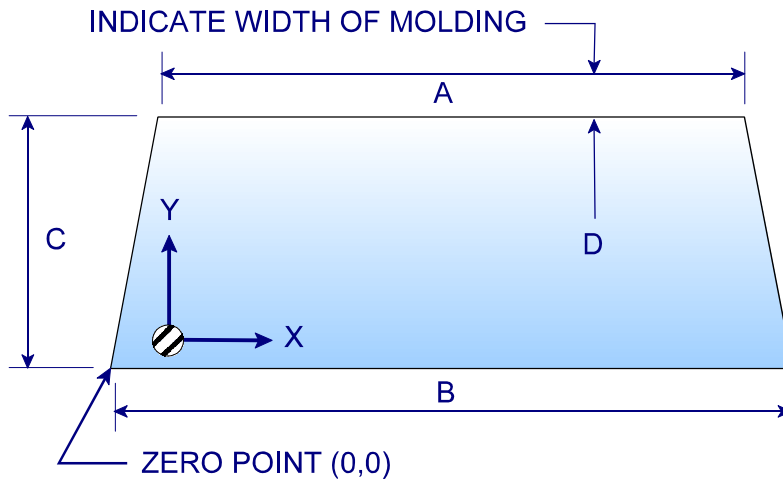
FMVSS 212 REQUIREMENTS:

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

FMVSS 212 TEST DATA

	WINDSHIELD PERIPHERY		% OF RETENTION
	PRE-TEST (mm)	POST-TEST(mm)	
RIGHT SIDE	2027	2027	100
LEFT SIDE	2027	2027	100
TOTAL	4054	4054	100

AREA OF RETENTION FAILURE:



DIMENSIONS (mm)	
A	1176
B	1576
C	651
D	19

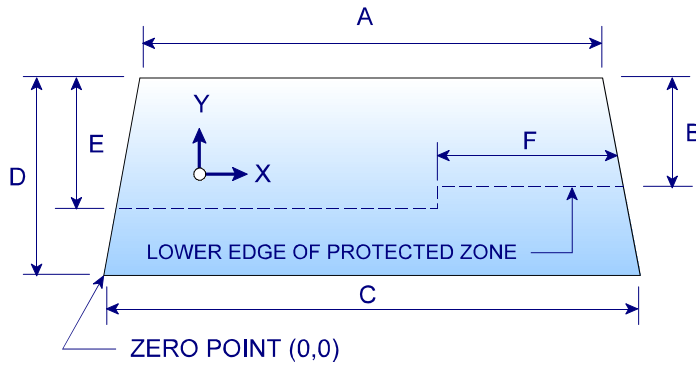
**FRONT VIEW OF WINDSHIELD**

FAILURE DETAILS: None

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

PROTECTED ZONE LOWER EDGE REQUIREMENT:

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



**FRONT VIEW OF WINDSHIELD**

FMVSS 219 TEST DATA:

DIMENSIONS (mm)	
A	1176
B	401
C	1576
D	651
E	409
F	574

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm:

None

(Show location of penetration on the above sketch)

	COORDINATES	
	X	Y
1.		
2.		
3.		
4.		



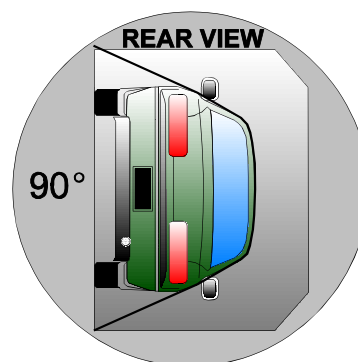
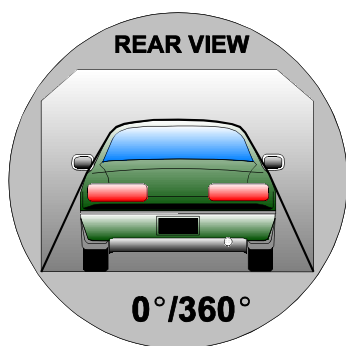
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

Vehicle: 2001 Ford Mustang

NHTSA No. M10206

0 - 90 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

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

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

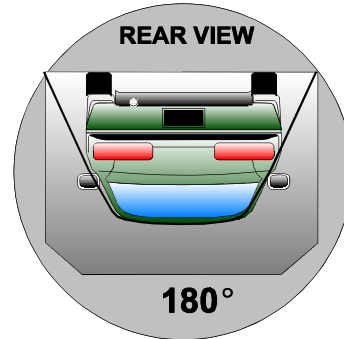
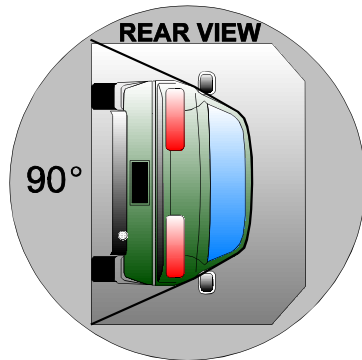
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Ford Mustang

NHTSA No. M10206

90 - 180 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u> minutes	<u>11</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
<b>TOTAL</b>	<u>6</u> minutes	<u>11</u> seconds
Next whole minute interval	<u>7</u> minutes	

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

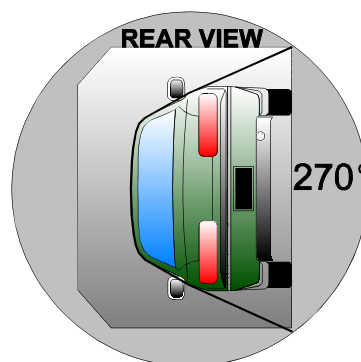
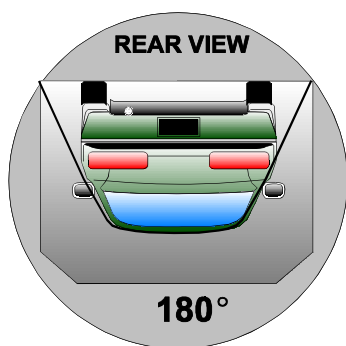
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Ford Mustang

NHTSA No. M10206

180 - 270 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u> minutes	<u>15</u> seconds
FMVSS 301 Position Hold Time +	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>15</u> seconds
Next whole minute interval	<u>7</u> minutes	

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

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

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

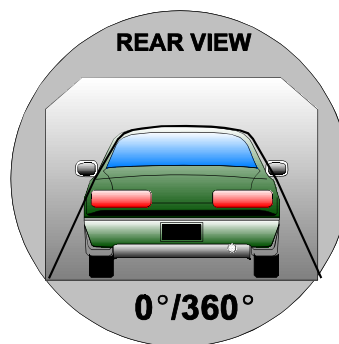
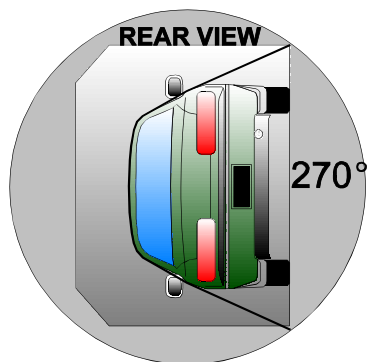
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Ford Mustang

NHTSA No. M10206

270 - 360 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	<u>1</u>	minutes	<u>01</u>	seconds
FMVSS 301 Position Hold Time +	<u>5</u>	minutes	<u>0</u>	seconds
TOTAL	<u>6</u>	minutes	<u>1</u>	seconds
Next whole minute interval	<u>7</u>	minutes		

II. FMVSS 301 REQUIREMENTS :

(1) Time Period

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

(2) Maximum Allowable Solvent Spillage

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

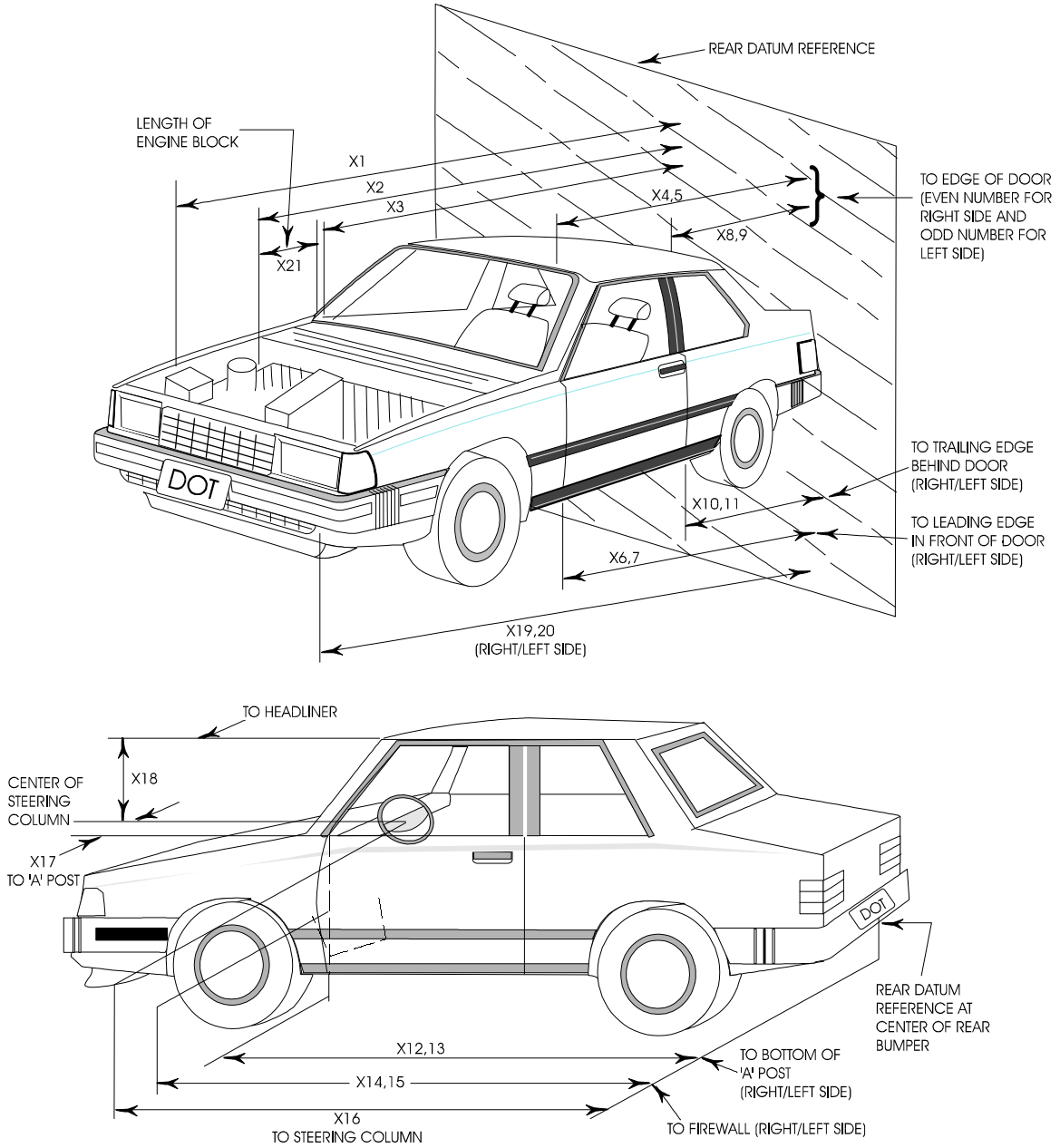
0 g	0 g	0 g	N/A
-----	-----	-----	-----

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

DATA SHEET NO. 14 TEST VEHICLE MEASUREMENTS

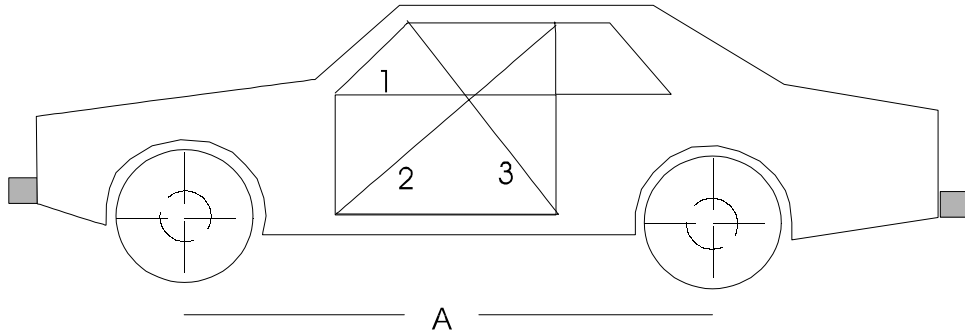


DATA SHEET NO.14      VEHICLE MEASUREMENTS (cont.)

No.		Pre-Test	Post-Test	Difference
X1	Total Length of Vehicle at Centerline	4657	4077	580
X2	Rear Surface of Vehicle to Front of Engine	4025	3498	527
X3	Rear Surface of Vehicle to Firewall	3318	3216	102
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	2986	2969	17
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	2981	2968	13
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	3033	3022	11
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	3041	3012	29
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	1693	1680	13
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	1689	1670	19
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	1743	1732	11
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	1734	1705	29
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	2979	2970	9
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	2967	2965	2
X14	Rear Surface of Vehicle to Firewall, Right Side	3299	3199	100
X15	Rear Surface of Vehicle to Firewall, Left Side	3338	3266	72
X16	Rear Surface of Vehicle to Steering Column	2535	2573	-38
X17	Center of Steering Column to "A" Post	310	285	25
X18	Center of Steering Column to Headliner	403	400	3
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4627	4044	583
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4616	4081	535
X21	Length of Engine Block	673	608	65
RD	Rear Surface of Vehicle to Right Side of Dash Panel	2728	2708	20
CD	Rear Surface of Vehicle to Center of Dash Panel	2849	2769	80
LD	Rear Surface of Vehicle to Left Side of Dash Panel	2745	2710	35

All Dimensions in mm

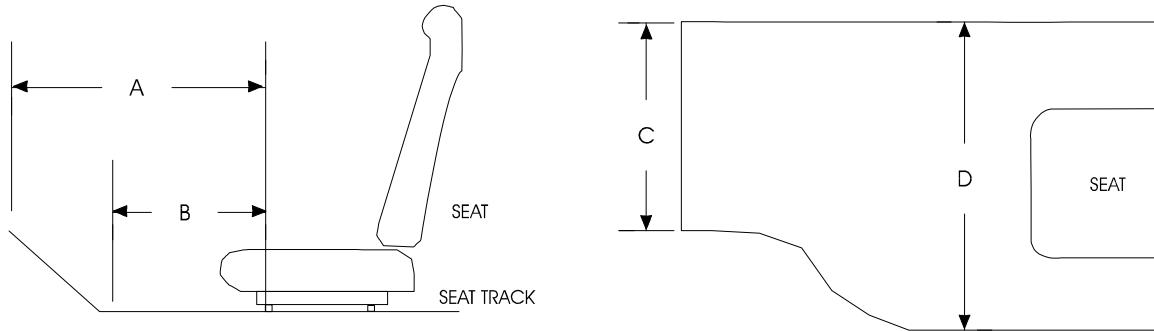
DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)  
 VEHICLE INTRUSION MEASUREMENTS  
 DOOR OPENING WIDTH



UNITS (mm)	LEFT			RIGHT		
MEASUREMENT	1	2	3	1	2	3
BEFORE TEST	1186	1513	1156	1188	1503	1139
AFTER TEST	1164	1509	1148	1202	1138	1497
DIFFERENCE	22	4	8	-14	365	-358

UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	2584	2584
AFTER TEST	2497	2488
DIFFERENCE	87	96

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



**DRIVER**

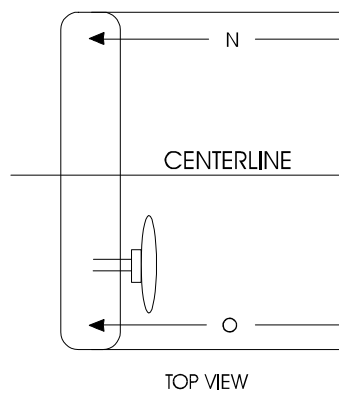
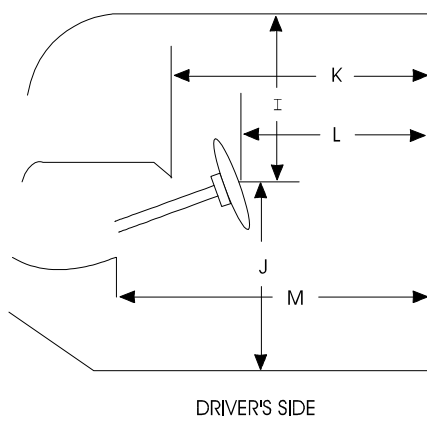
Measurement	Pre-Test	Post-Test	Difference
A	637	563	74
B	488	448	40
C	398	401	-3
D	361	422	-61

**PASSENGER**

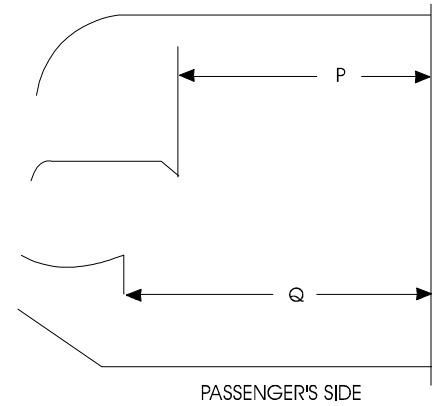
Measurement	Pre-Test	Post-Test	Difference
A	625	605	20
B	553	530	23
C	336	324	12
D	324	325	-1

Units = mm

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



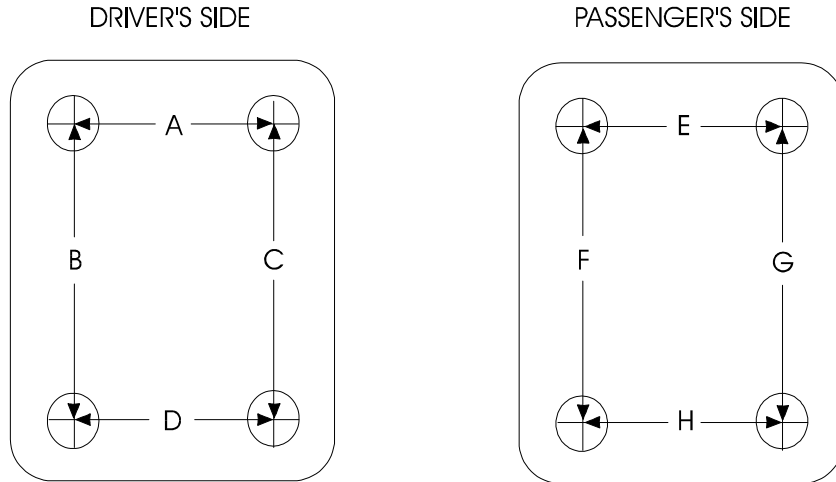
MEASUREMENTS  
FROM C-PILLAR  
BELT ANCHORAGE



Measurement	Pre-Test	Post-Test	Difference
I	403	400	3
J	601	644	-43
K	1108	1077	31
L	873	918	-45
M	1128	1118	10
N	1057	1039	18
O	1083	1055	28
P = K (PASS.)	1138	1141	-3
Q = M (PASS.)	1108	1110	-2

Units = mm

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

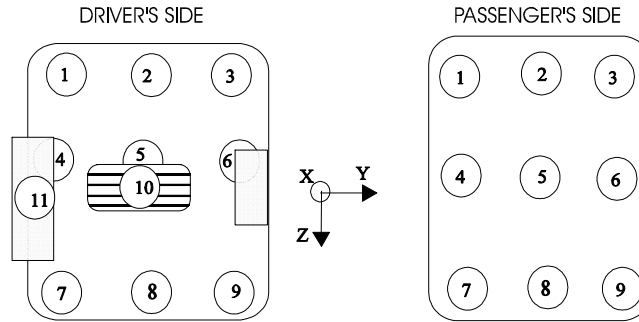


TOP VIEW THROUGH FLOOR PAN

Measurement	Pre-Test	Post-Test	Difference
A	309	304	5
B	697	692	5
C	734	723	11
D	269	269	0
E	309	301	8
F	719	718	1
G	697	693	4
H	347	347	0

Units = mm

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



**Driver Side Floorpan Measurements**

Floorpan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3191	3131	60	-367	-350	-17
2	3210	3144	66	-355	-351	-4
3	3176	3077	99	-341	-341	0
4	3141	3097	44	-316	-273	-43
5	3121	3084	37	-316	-291	-25
6	3125	3055	70	-326	-288	-38
7	3084	3061	23	-280	-232	-48
8	3061	3030	31	-290	-235	-55
9	3065	3006	59	-279	-230	-49
10	3074	2917	157	-442	-424	-18
11	3130	3096	34	-448	-424	-24

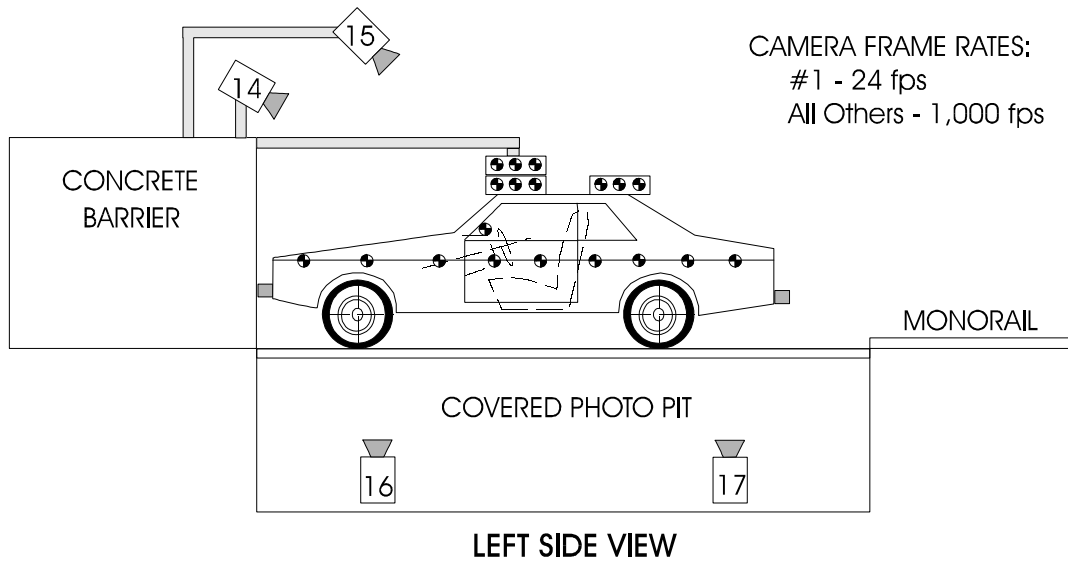
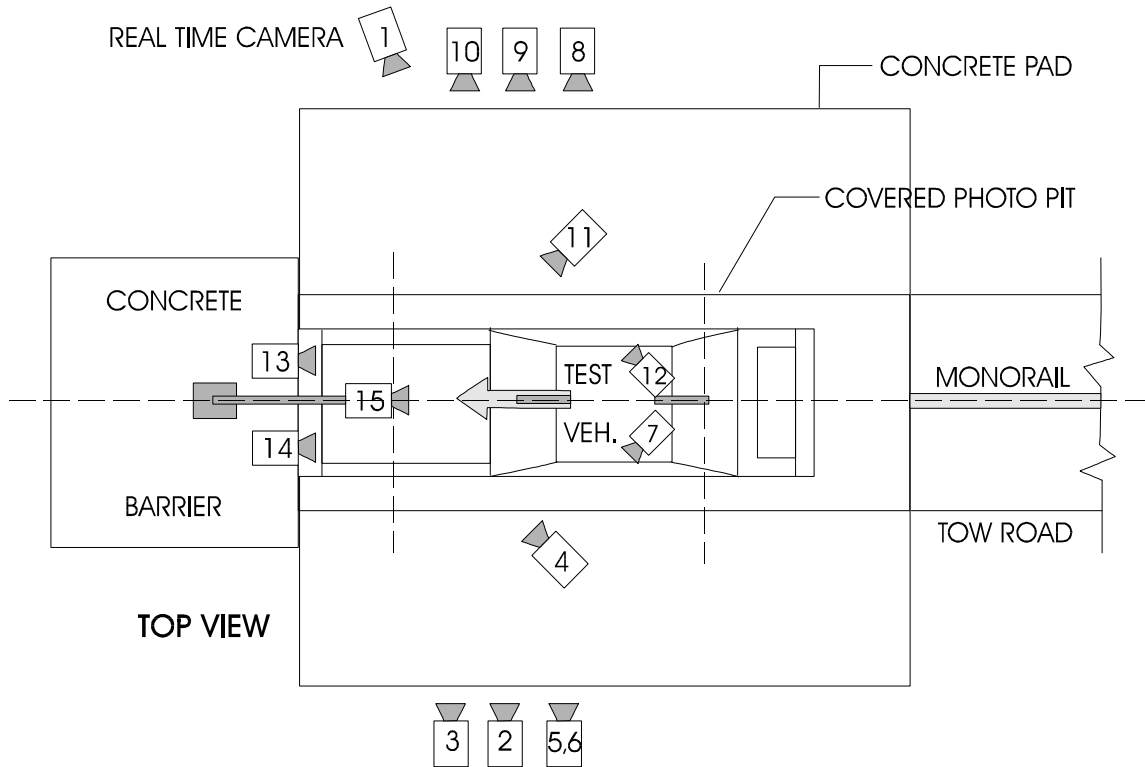
**Passenger Side Floorpan Measurements**

Floorpan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3188	3148	40	-360	-377	17
2	3200	3178	22	-325	-378	53
3	3198	3156	42	-326	-377	51
4	3167	3130	37	-311	-318	7
5	3174	3150	24	-296	-323	27
6	3152	3140	12	-273	-318	45
7	3114	3098	16	-271	-265	-6
8	3128	3104	24	-273	-258	-15
9	3113	3100	13	-251	-254	3

Reference: X = Rear Bumper; Z = Ground

DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

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

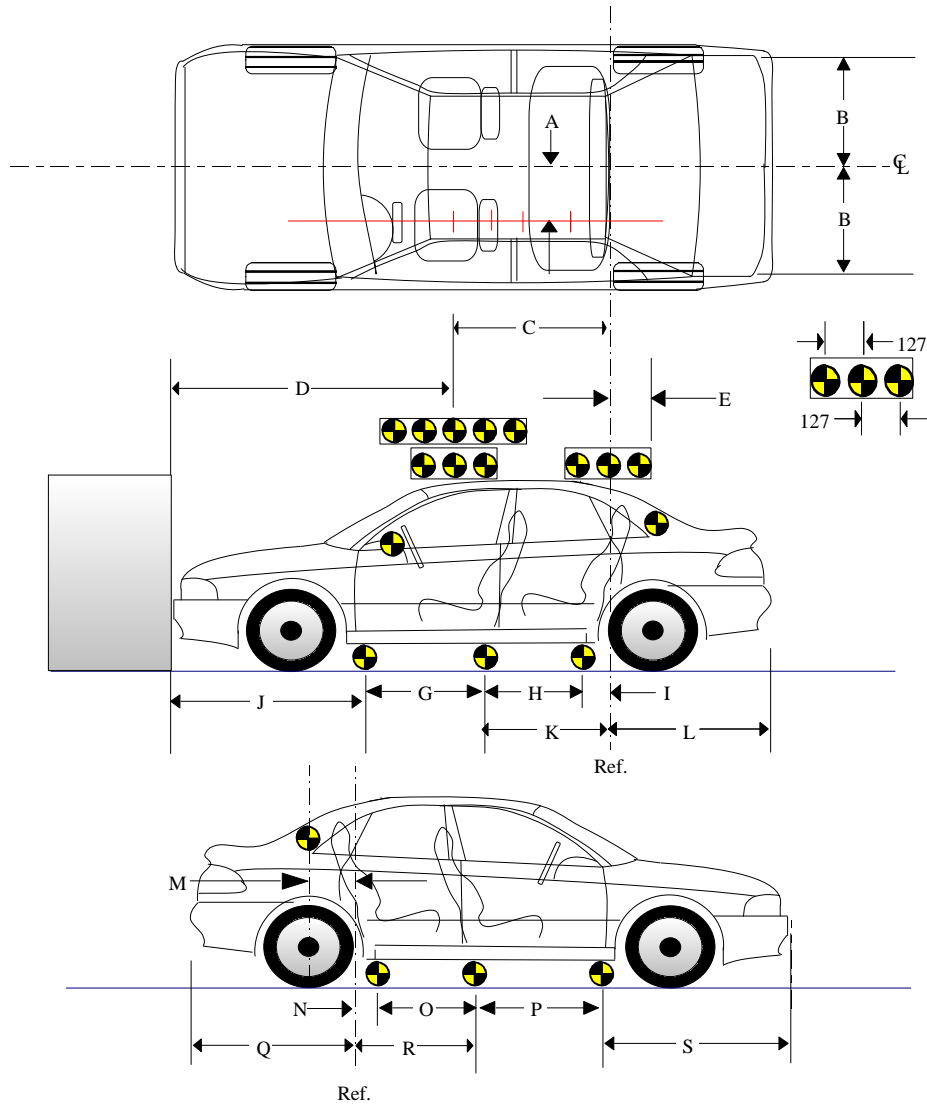




DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

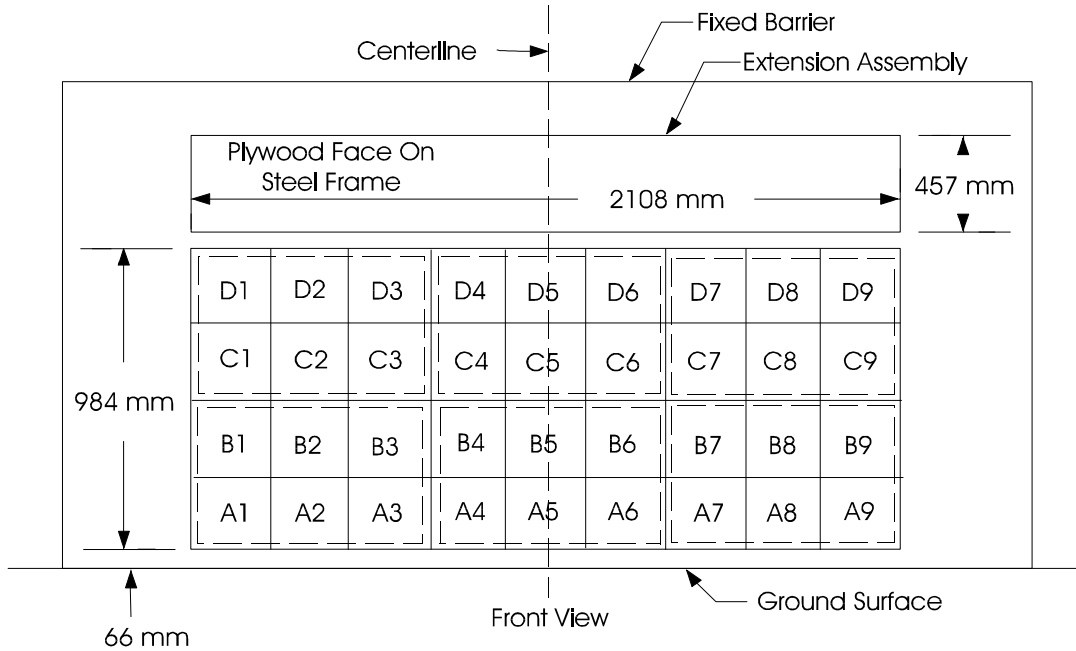
(Dimensions in millimeters)

A	366
B	649
C	1209
D	2049
E	365
F	1322
G	845
H	832
I	127
J	1487
K	959
L	4656
M	322
N	125
O	834
P	843
Q	1374
R	959
S	1527



DATA SHEET NO. 17      LOAD CELL LOCATIONS ON FIXED BARRIER

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



6 GROUPS OF 6 LOAD CELLS EACH

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

The following data is presented in Appendix B:

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

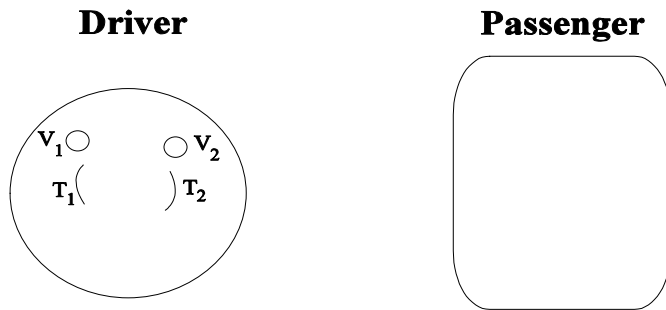
DATA SHEET NO. 18 POST TEST AIR BAG DATA

NHTSA No. :  M10206;  Test Date:  January 26, 2001;  Technician:  James A. Czarnecki

Vehicle Model Year/Make/Model:  2001 Ford Mustang

- A. No. of vent holes:  2  -Driver  0  -Passenger
- B. Size of vent holes: (mm<sup>2</sup>)  20  -Driver  0  -Passenger
- C. Total vent area: (mm<sup>2</sup>)  40  -Driver  0  -Passenger
- D. Deflated air bag length and width dimensions or, if round, diameter. (mm)
- Driver:  -  -Length;  -  -Width;  640  -Diameter
- Passenger:  450  -Height;  700  -Width;  300  -Depth
- E. Is the air bag tethered?
- Driver:  x  -Yes;  -  -No; If yes, record length of tether-  200
- Passenger:  -  -Yes;  x  -No; If yes, record length of tether-  -

Sketch the air bag showing the location of the vent holes, how the bag is tethered, and where the bag is tethered. Also describe how the tethers are attached to the bag and the steering wheel.  
 (Note: Not to scale; V<sub>n</sub> = Vent hole<sub>n</sub>, T<sub>n</sub> = Tether<sub>n</sub>).



- F. Record part numbers and manufacturer name of the air bag and gas generator.
- Driver:  Air bag: XR3A-63043B13 BAW
- Generator: FASL953TACM
- Passenger:  Air bag: -
- Generator: -

DATA SHEET NO. 19 ACCIDENT INVESTIGATION DIVISION DATA

FOR 56.3 KPH FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Ford Mustang 2-door Coupe

NHTSA Test No.: M10206 VIN: 1FAFP40421F102560

Model Year: 2001 Build Date: 10/00 Test Date: January 26, 2001

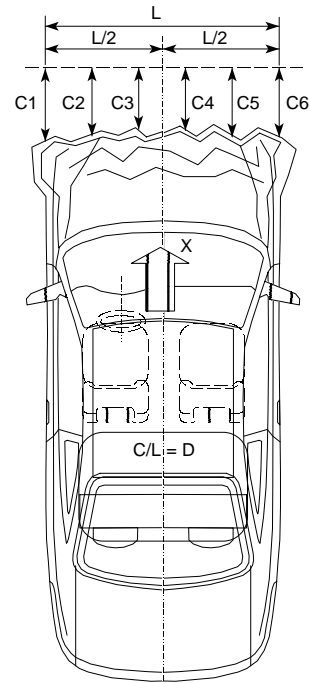
Vehicle Size Category: Coupe Test Weight: 1608 kg

Vehicle Wheelbase: 2584 mm; Front Overhang: 1487 mm; Overall Width: 1785 mm

Collision Deformation Classification (CDC) Code: 12FDEW3

Crush Depth Dimensions:

	PRE	POST	DIFF	
C1 =	4580	4071	509.0	mm
C2 =	4630	4073	557.0	mm
C3 =	4656	4070	586.0	mm
C4 =	4657	4063	594.0	mm
C5 =	4645	4049	596.0	mm
C6 =	4588	4014	574.0	mm



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

Length of Damaged Region:

L1= 1785 mm  
 L2= 892.5 mm  
 L3= 595.0 mm

**APPENDIX A**  
**PHOTOGRAPHS**

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Figure A-1: LOAD CELL LOCATIONS.



Figure A-2: PRE-TEST FRONT VIEW



Figure A-3: POST-TEST FRONT VIEW.



Figure A-4: PRE-TEST LEFT SIDE VIEW



Figure A-5: POST-TEST LEFT SIDE VIEW



Figure A-6: PRE-TEST RIGHT SIDE VIEW



Figure A-7: POST-TEST RIGHT SIDE VIEW



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



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



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



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



Figure A-12: PRE-TEST WINDSHIELD VIEW



Figure A-13: POST-TEST WINDSHIELD VIEW

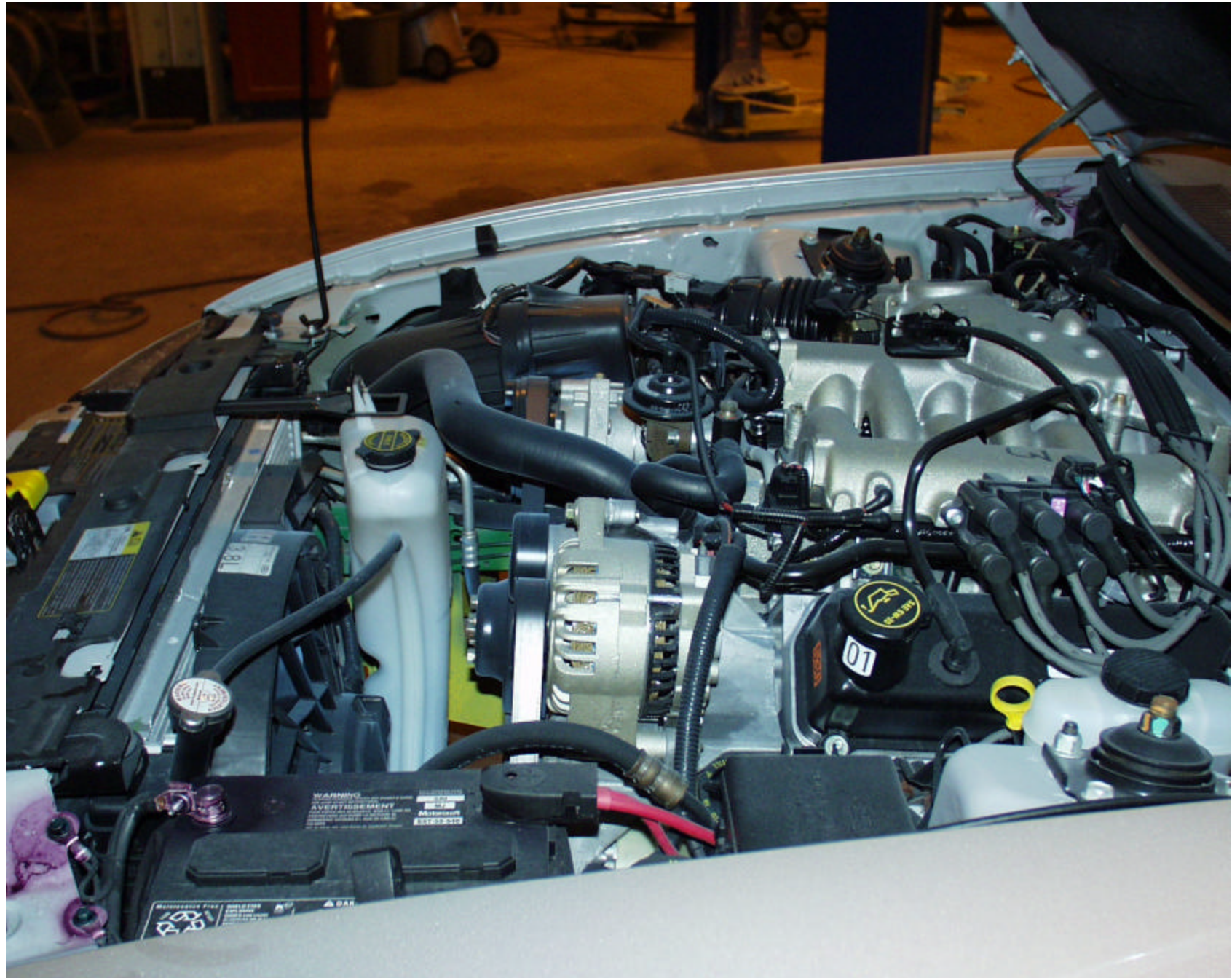


Figure A-14: PRE-TEST ENGINE COMPARTMENT VIEW



Figure A-15: FUEL CAP VIEW

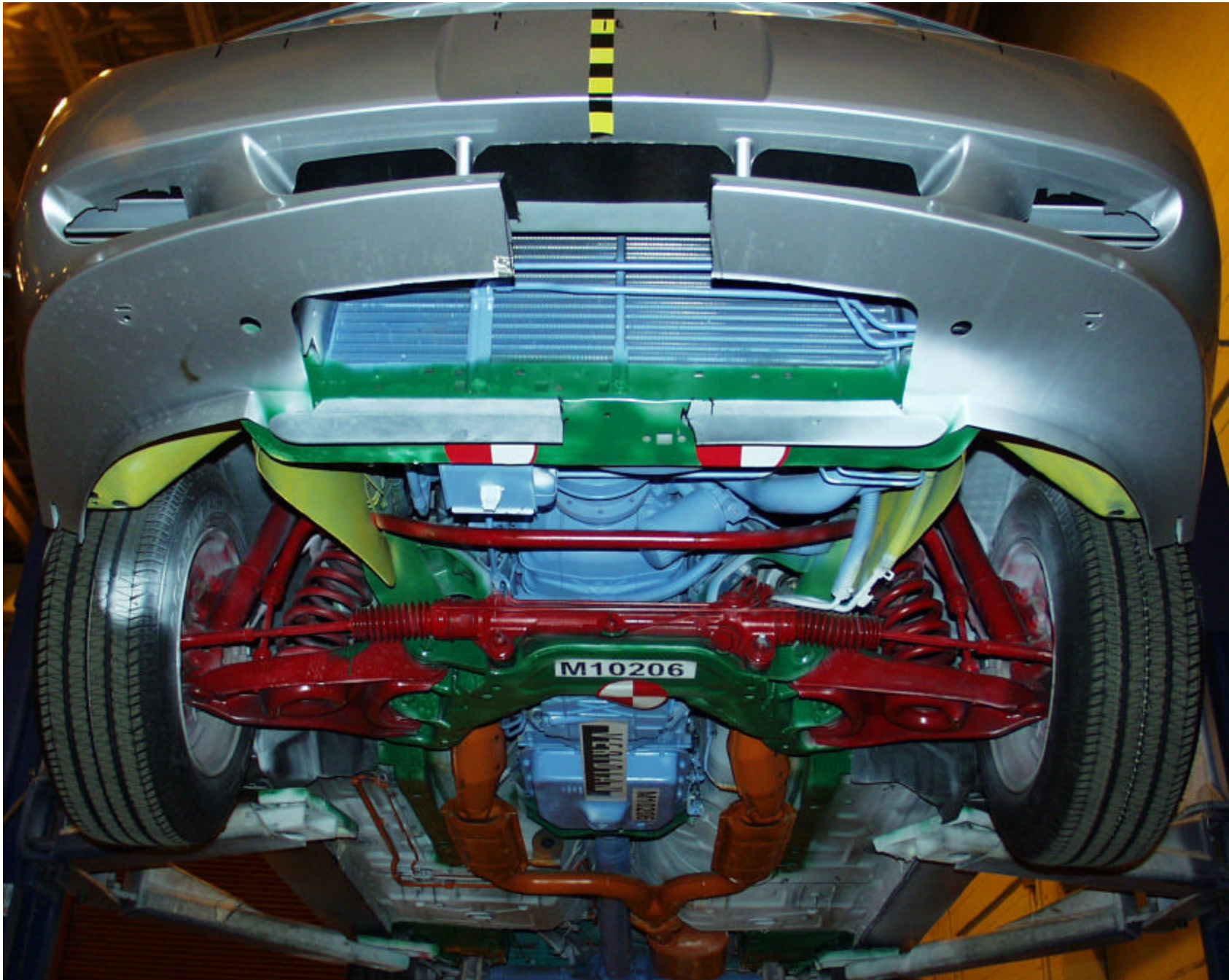


Figure A-16: PRE-TEST FRONT UNDERBODY VIEW

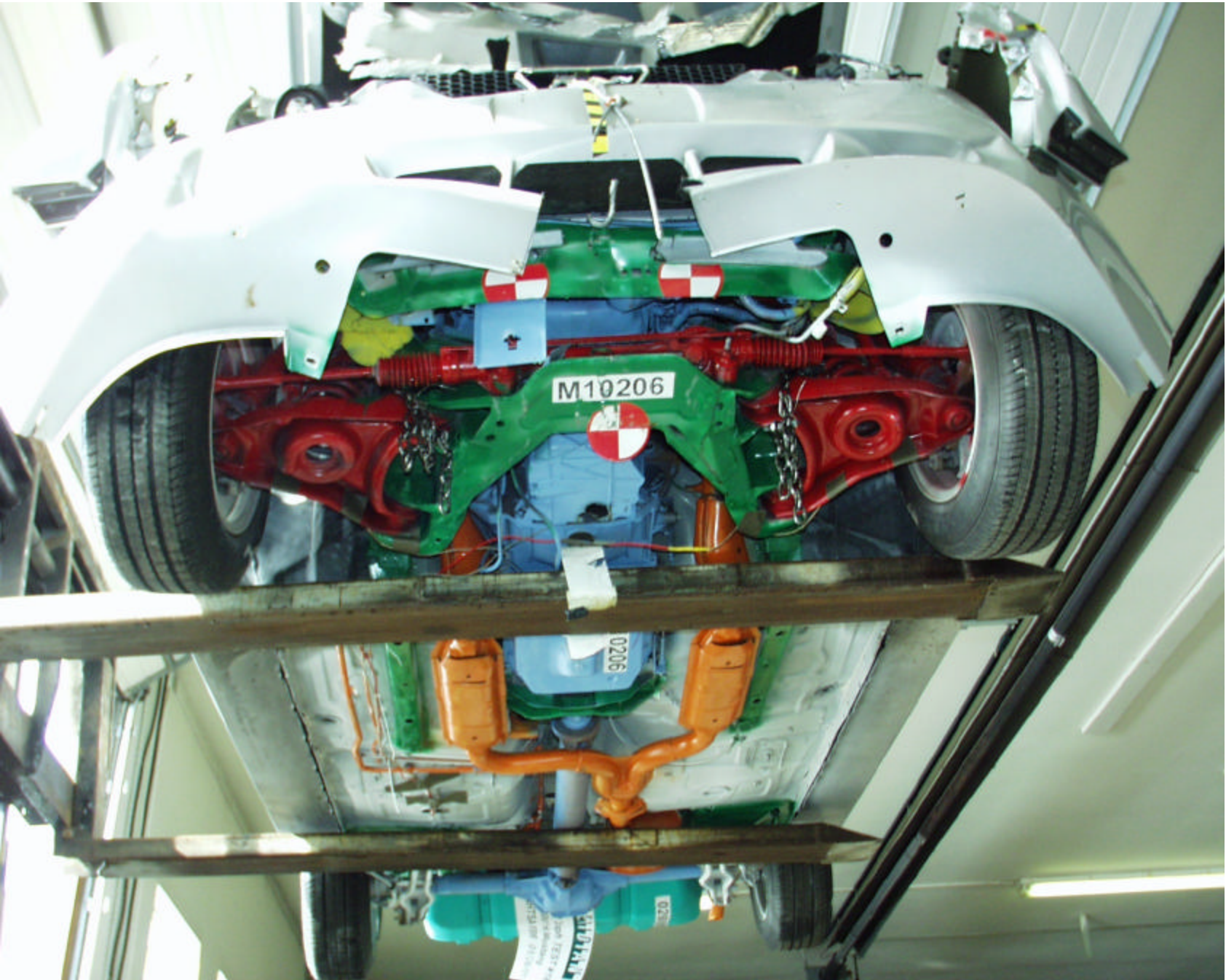


Figure A-17: POST-TEST FRONT UNDERBODY VIEW

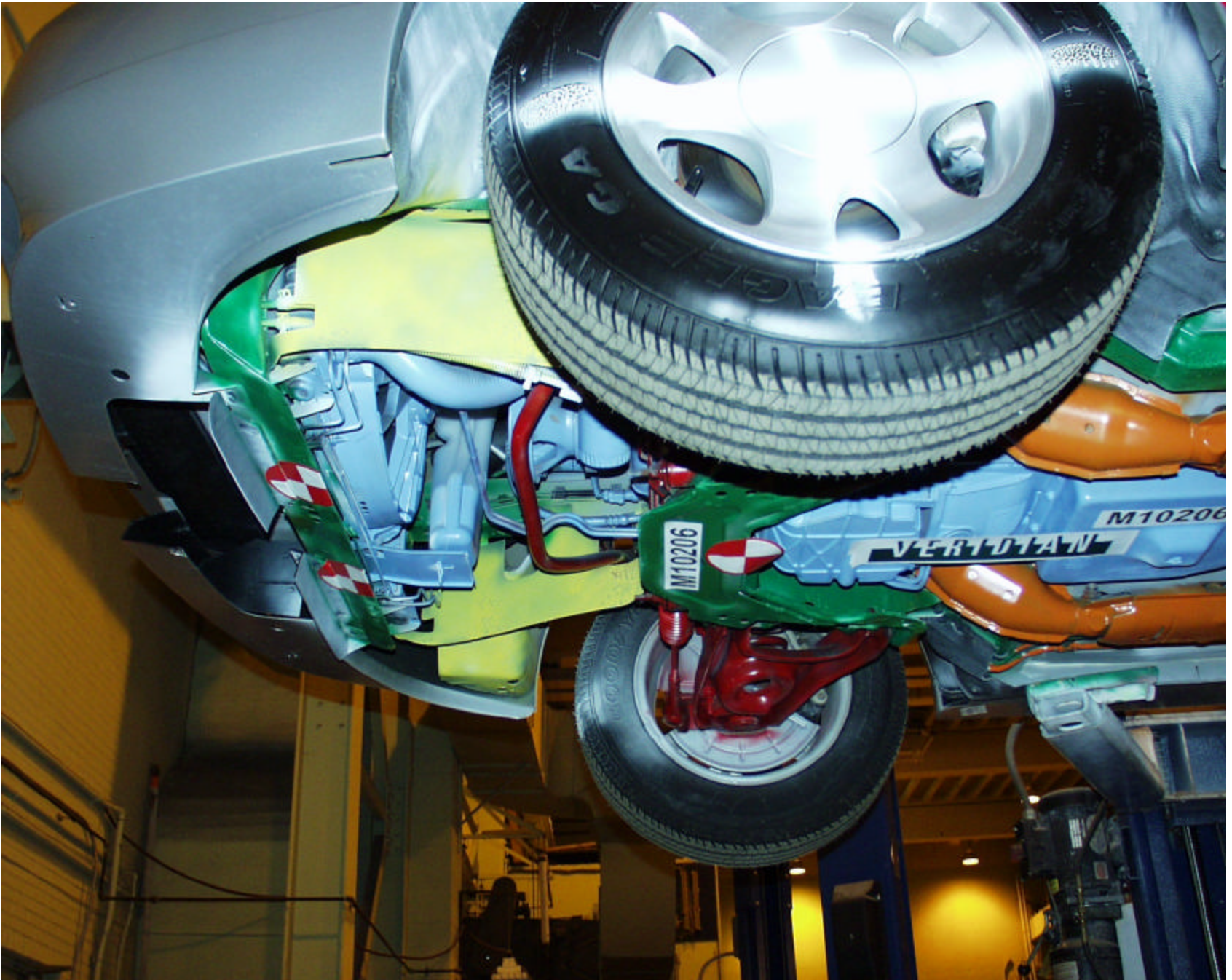


Figure A-18: PRE-TEST FRONT SIDE UNDERBODY VIEW



Figure A-19: POST-TEST FRONT SIDE UNDERBODY VIEW



Figure A-20: PRE-TEST REAR UNDERBODY VIEW



Figure A-21: POST-TEST REAR UNDERBODY VIEW



Figure A-22: PRE-TEST DRIVER POSITION VIEW



Figure A-23: POST-TEST DRIVER POSITION VIEW



Figure A-24: PRE-TEST PASSENGER POSITION VIEW



Figure A-25: POST-TEST PASSENGER POSITION VIEW



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



Figure A-27: POST-TEST DRIVER AND INTERIOR VIEW



A-30

8602-18

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



Figure A-29: POST-TEST PASSENGER AND INTERIOR VIEW



Figure A-30: PRE-TEST DRIVER HEAD LOCATION



Figure A-31: POST-TEST DRIVER HEAD LOCATION



Figure A-32: PRE-TEST PASSENGER HEAD LOCATION



Figure A-33: POST-TEST PASSENGER HEAD LOCATION



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



Figure A-35: POST-TEST DRIVER FLOOR PAN VIEW



A-38

8602-18

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



Figure A-37: POST-TEST PASSENGER FLOOR PAN VIEW

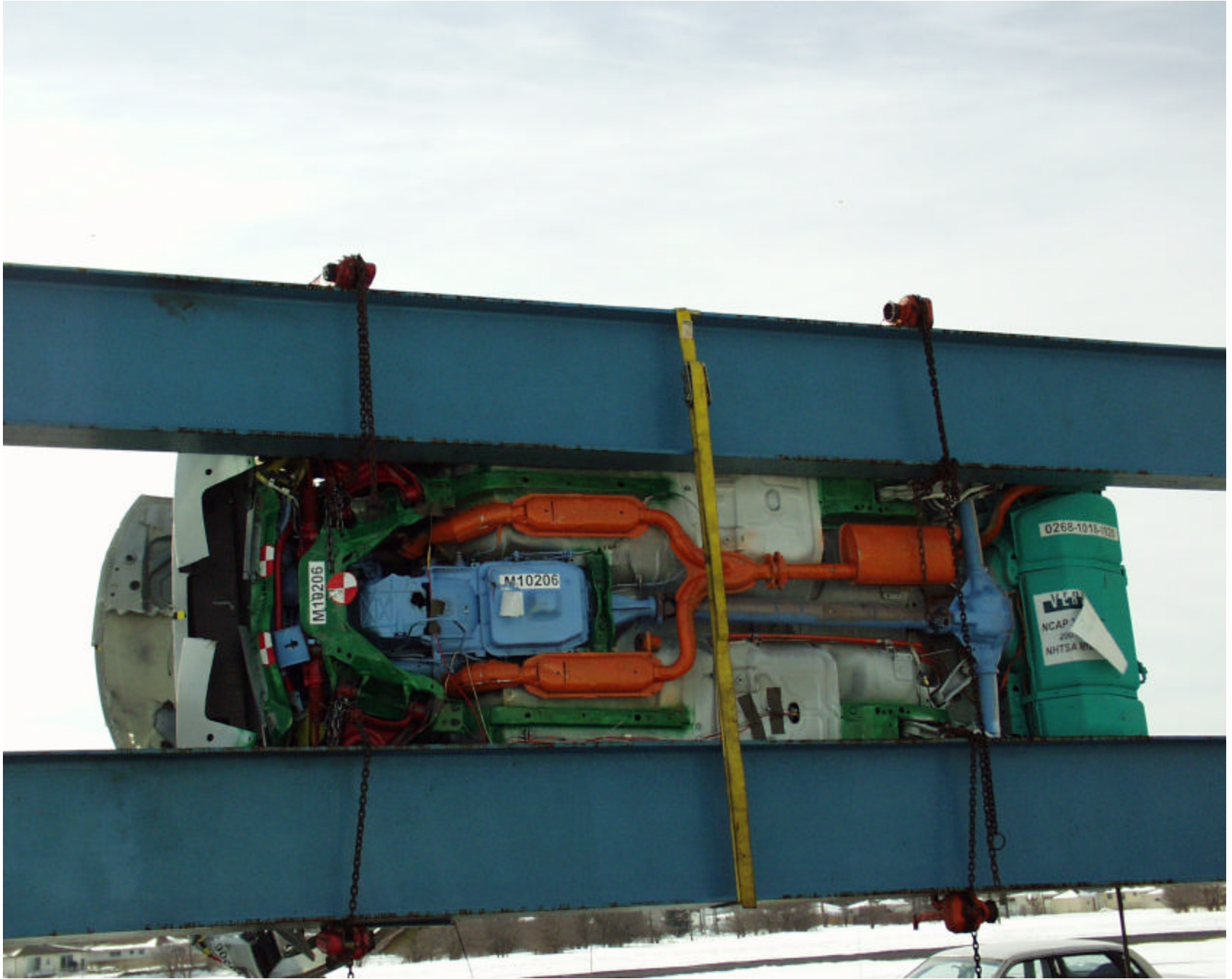


Figure A-38: ROLLOVER VIEW



Figure A-39: IMPACT VIEW

**APPENDIX B**

DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA

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

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

DATA CHANNEL FILTER CLASS SUMMARY

NHTSA TEST NO. M10206

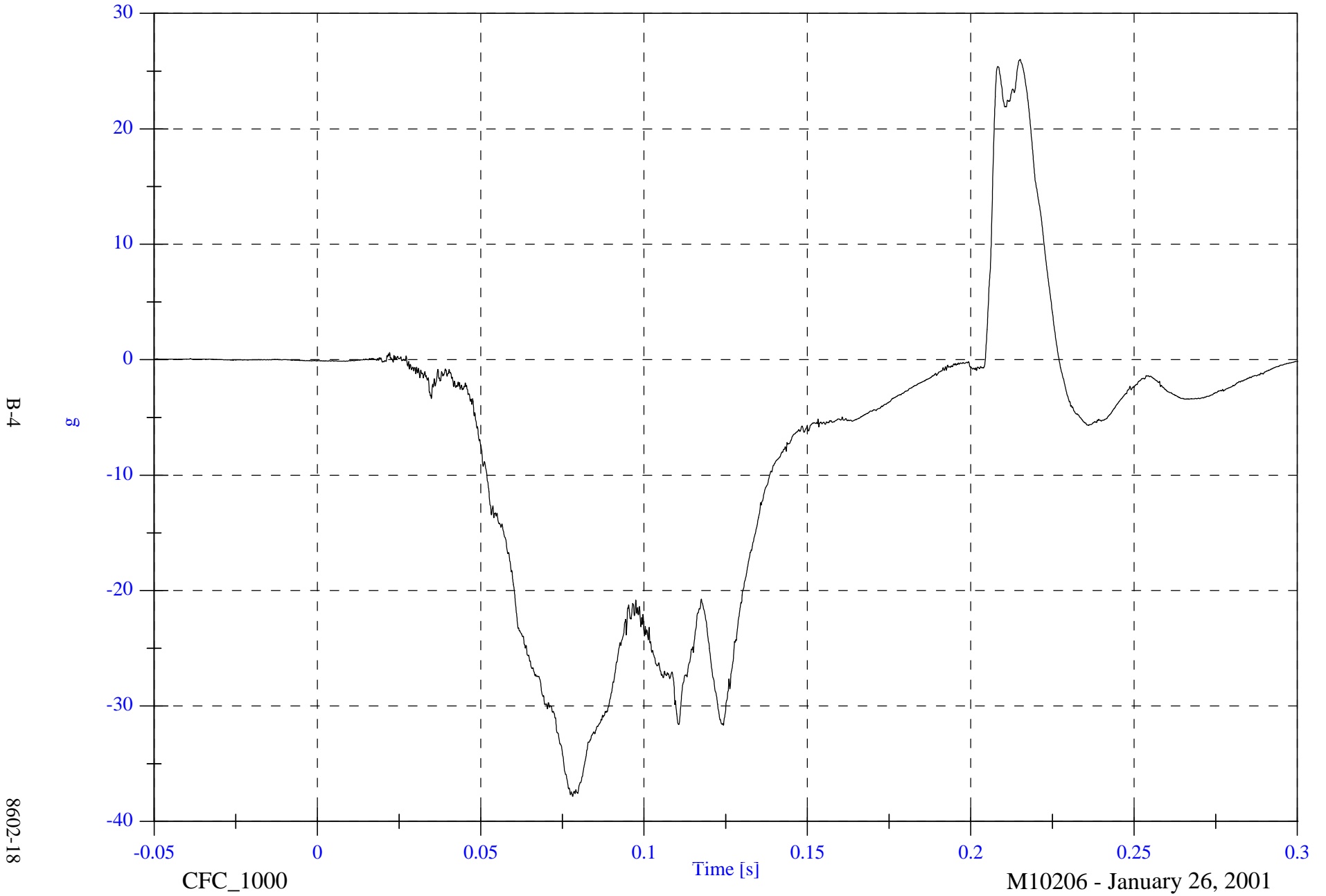
<b>DATA TYPE</b>	<b>SAE FILTER CLASS (Hz)</b>
Dummy Head Accelerations	1000
Dummy Chest Accelerations	180
Dummy Chest Displacements	60
Dummy Femur Forces	600
Dummy Belt Loads	60
Dummy Belt Displacements	180
Dummy Neck Forces	1000
Dummy Neck Moments	600
Vehicle Accelerations	60
Vehicle Velocity Integrations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

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Head x

Max: 26.0 [g] at 0.215 [s]

Min: -37.8 [g] at 0.078 [s]



B-4

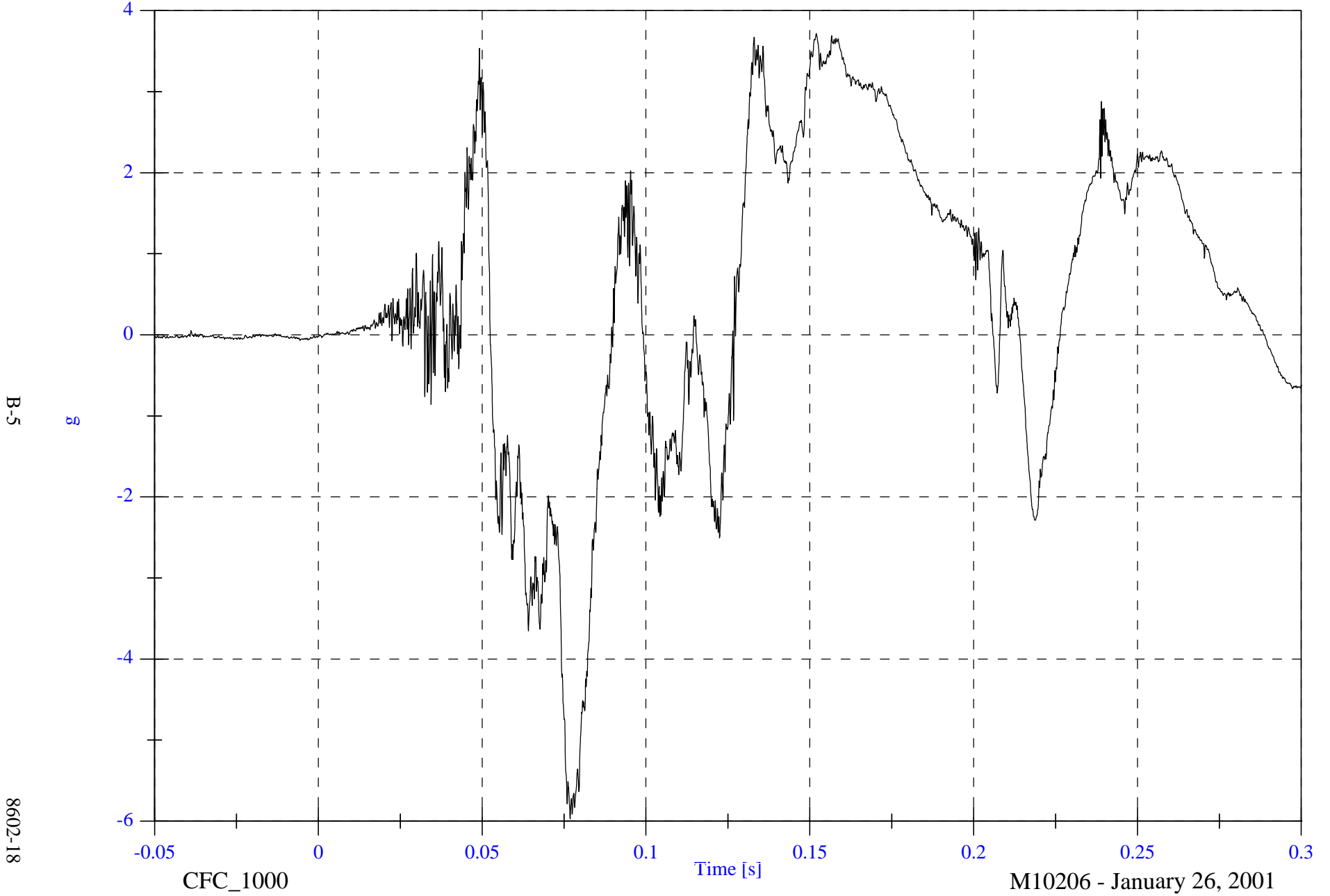
8602-18

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Head y

Max: 3.7 [g] at 0.152 [s]

Min: -6.0 [g] at 0.077 [s]

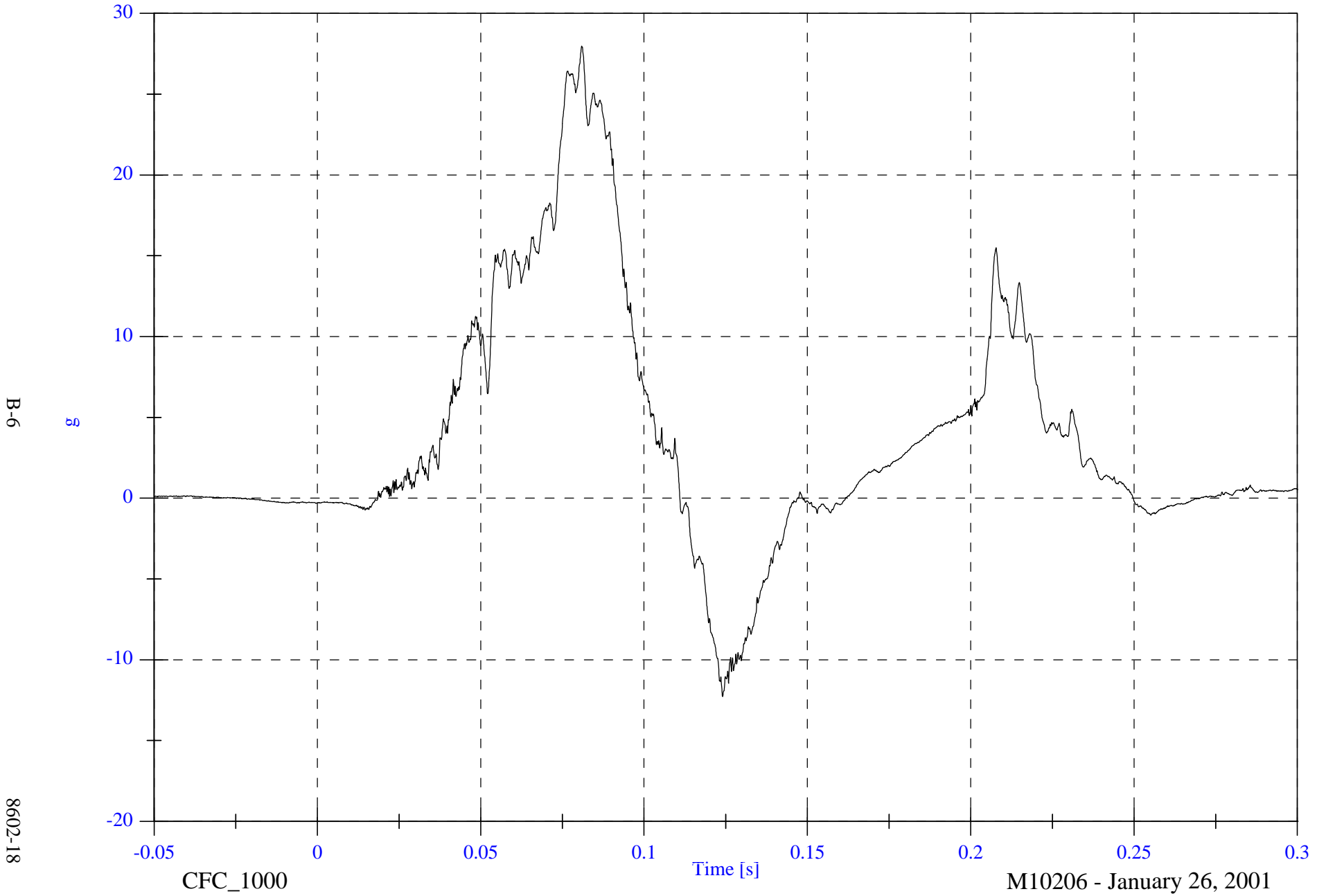


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Head z

Max: 28.0 [g] at 0.081 [s]

Min: -12.3 [g] at 0.124 [s]



B-6

g

8602-18

CFC\_1000

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Head Resultant

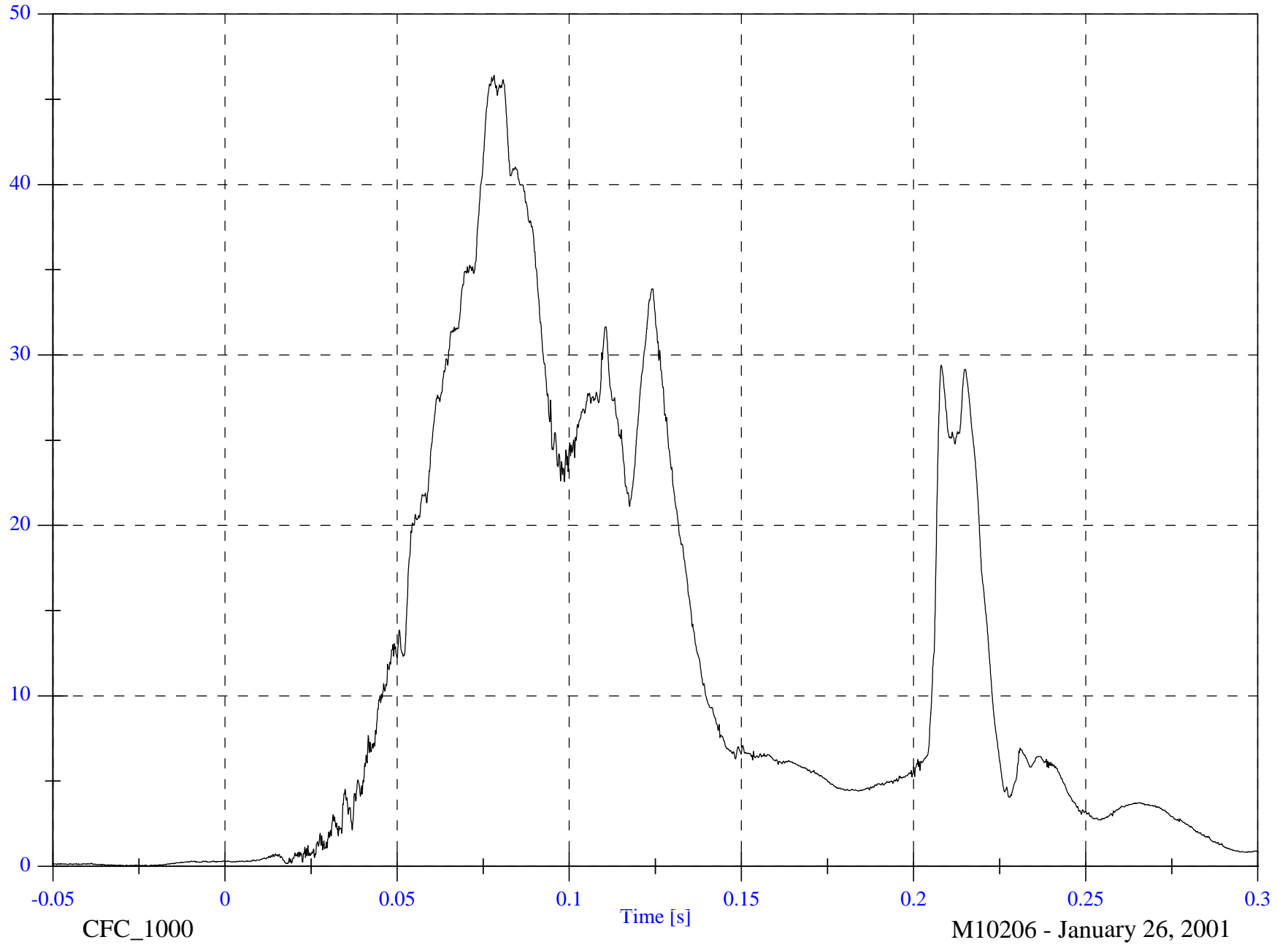
Max: 46.4 [g] at 0.078 [s]

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

B-7

g

8602-18



CFC\_1000

Time [s]

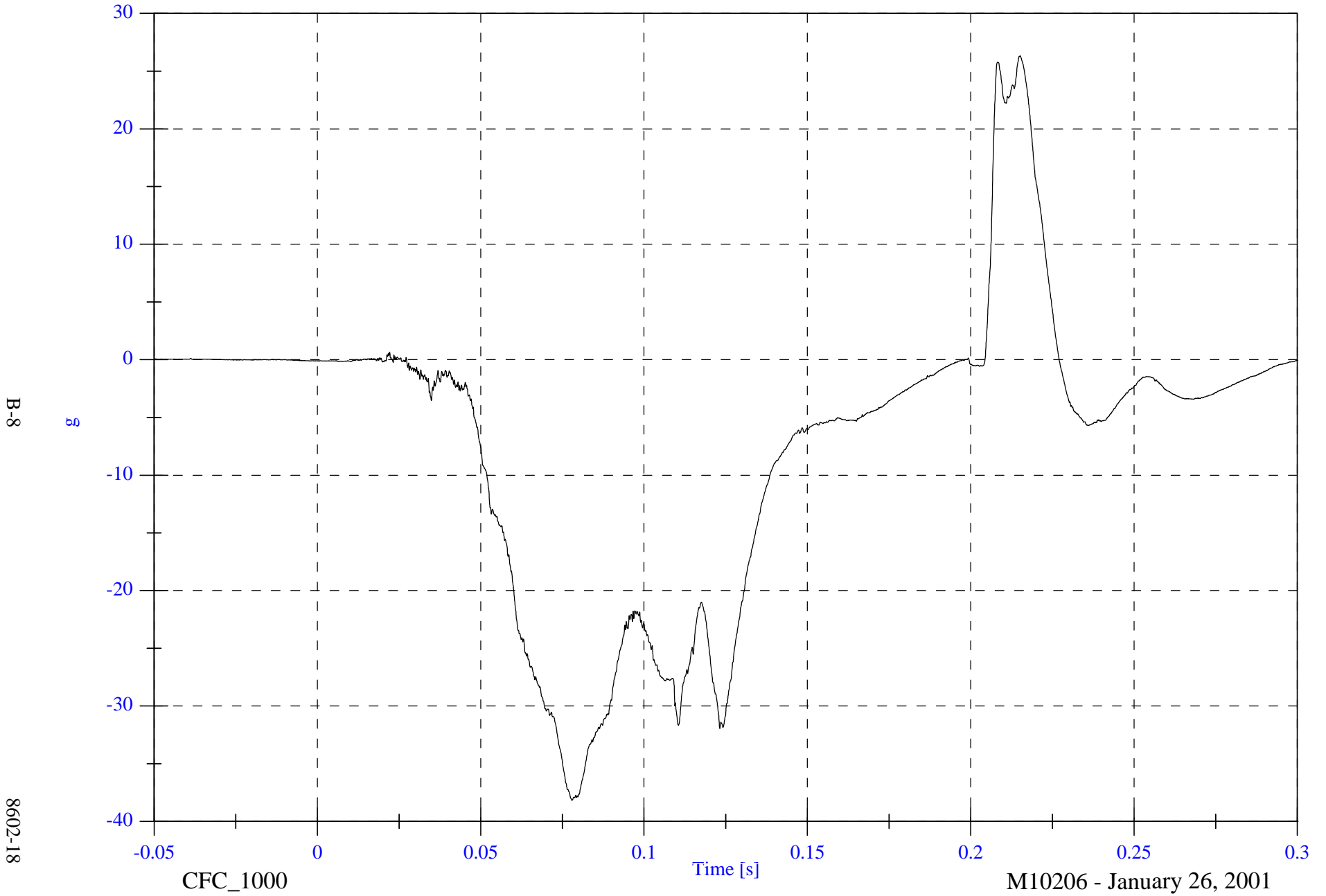
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Head Red x

Max: 26.3 [g] at 0.215 [s]

Min: -38.2 [g] at 0.078 [s]



B-8

g

8602-18

CFC\_1000

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

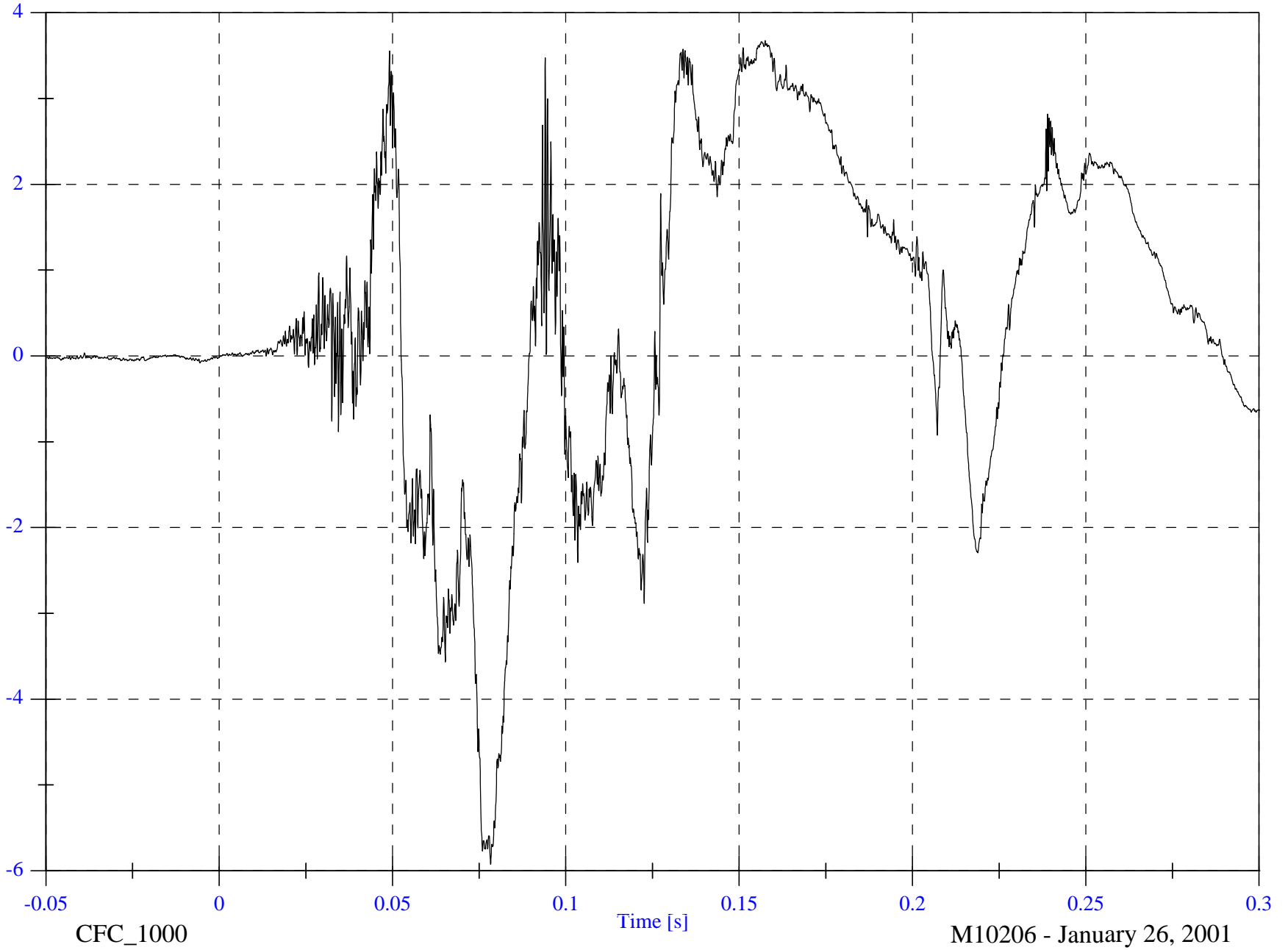
P1 Head Red y

Max: 3.7 [g] at 0.158 [s]

Min: -5.9 [g] at 0.078 [s]

B-9

g



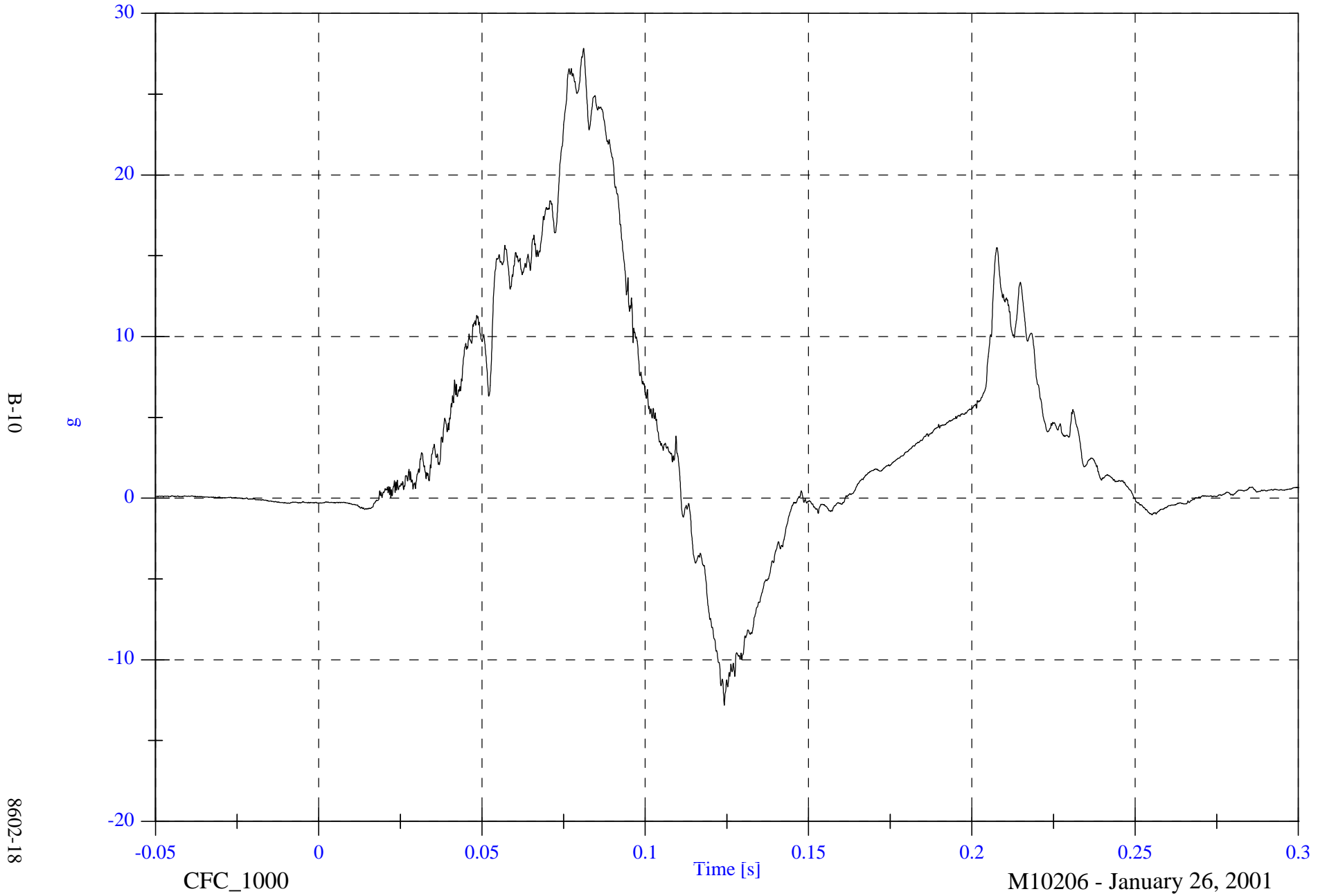
8602-18

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Head Red z

Max: 27.8 [g] at 0.081 [s]

Min: -12.8 [g] at 0.124 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

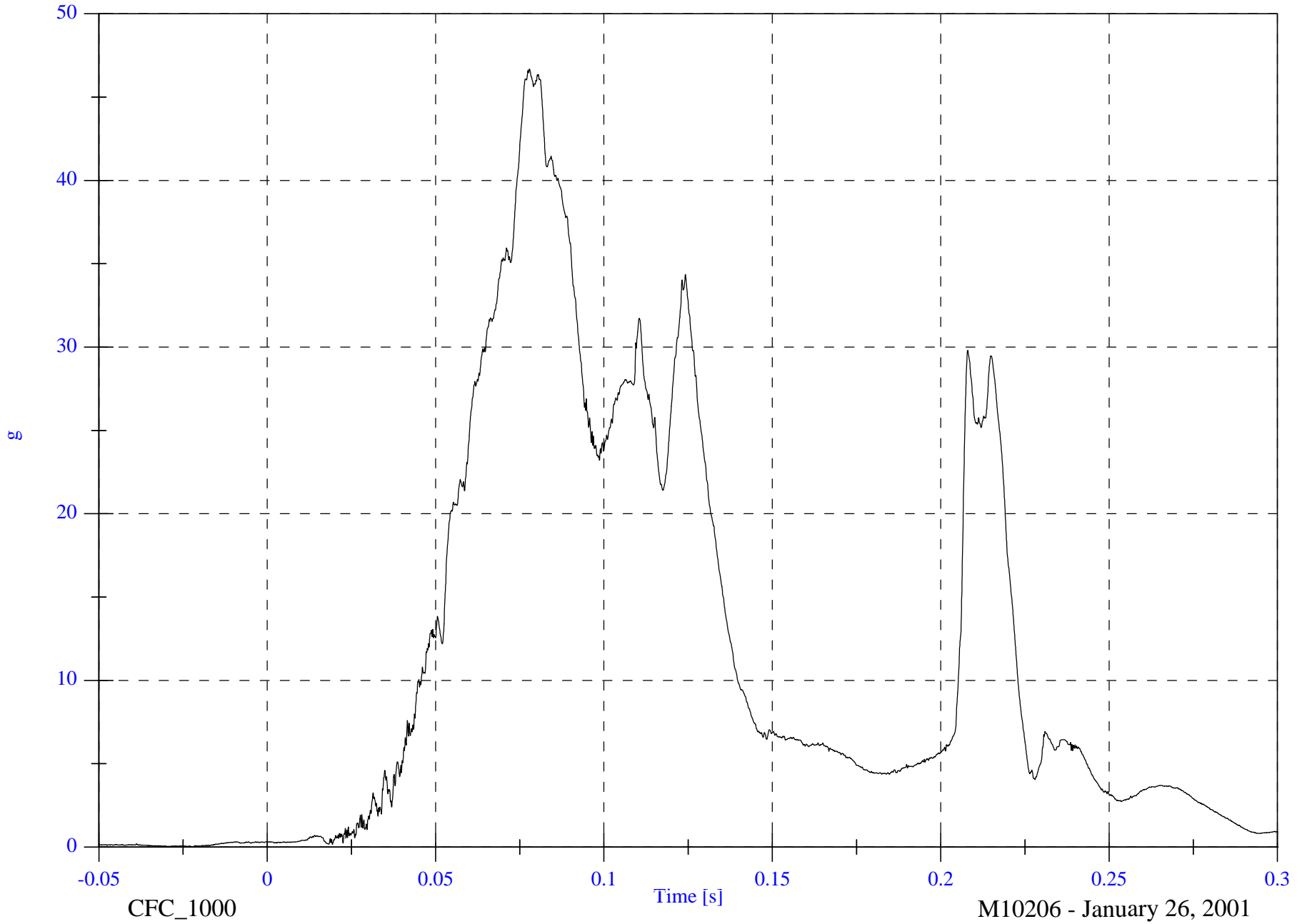
P1 Head Red Resultant

Max: 46.7 [g] at 0.078 [s]

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

B-11

8602-18

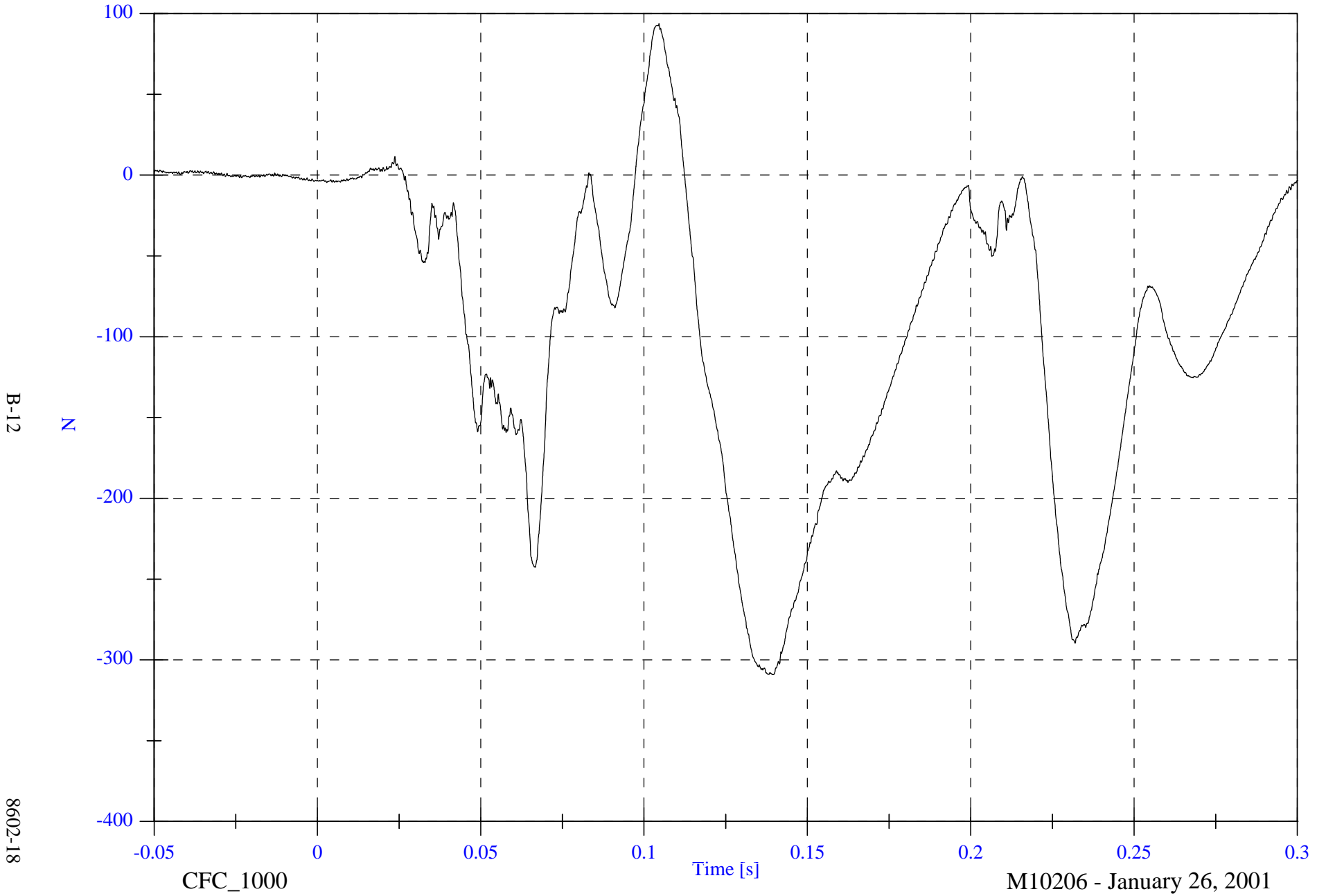


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Upper Neck Fx

Max: 93.7 [N] at 0.105 [s]

Min: -309.2 [N] at 0.140 [s]



B-12

8602-18

CFC\_1000

Time [s]

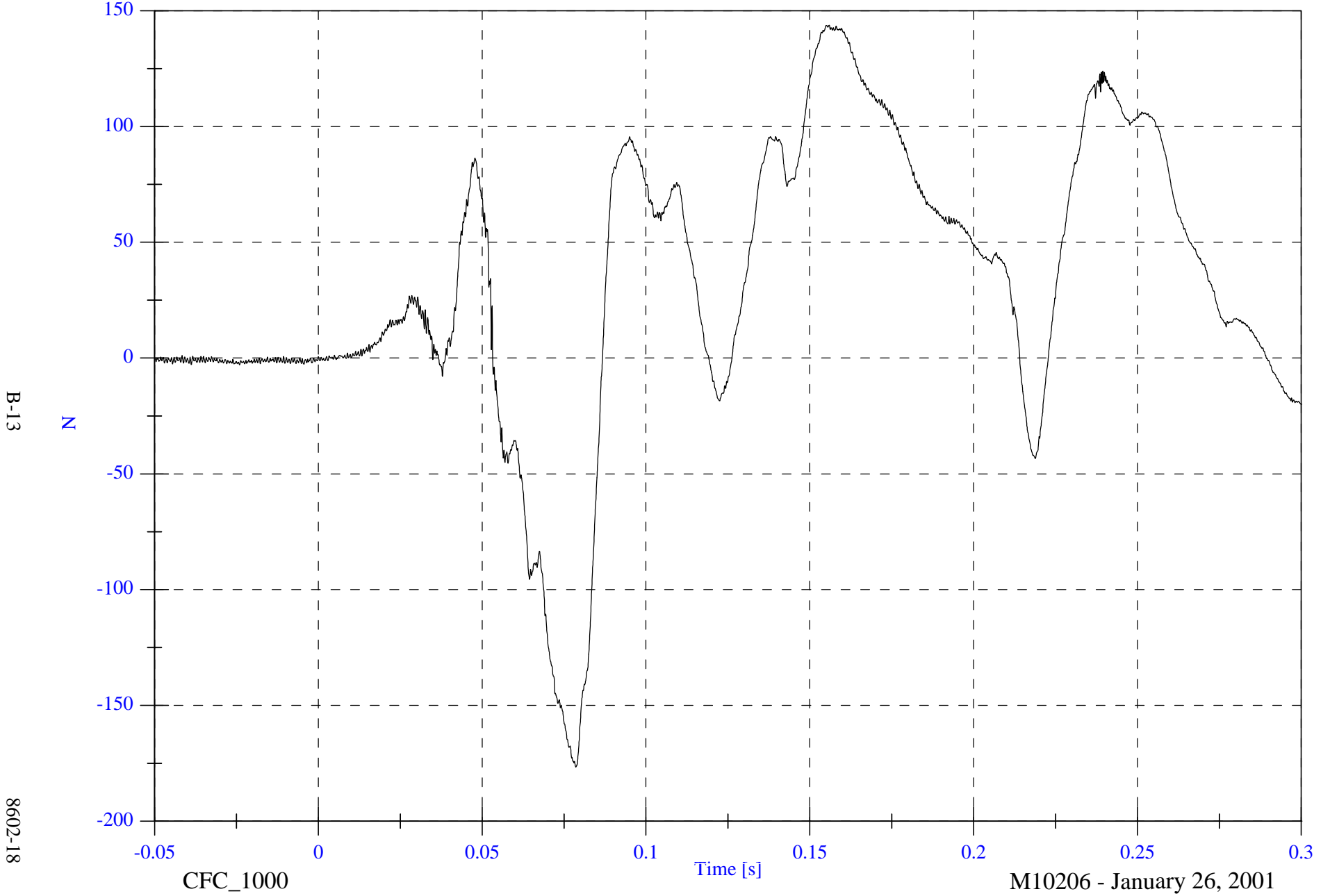
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Upper Neck Fy

Max: 143.7 [N] at 0.156 [s]

Min: -176.7 [N] at 0.079 [s]

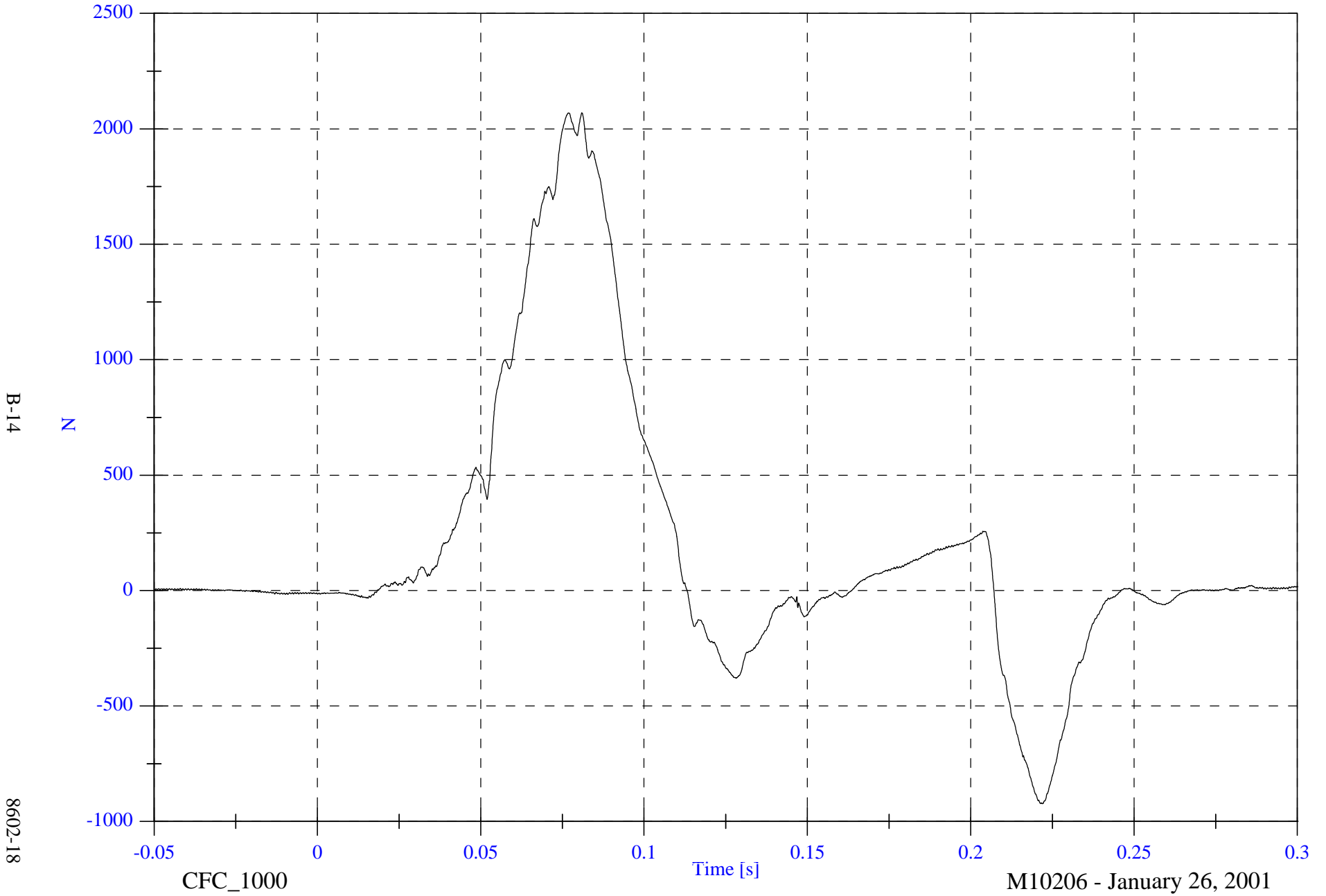


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Upper Neck Fz

Max: 2069.5 [N] at 0.081 [s]

Min: -923.0 [N] at 0.222 [s]



B-14

8602-18

CFC\_1000

Time [s]

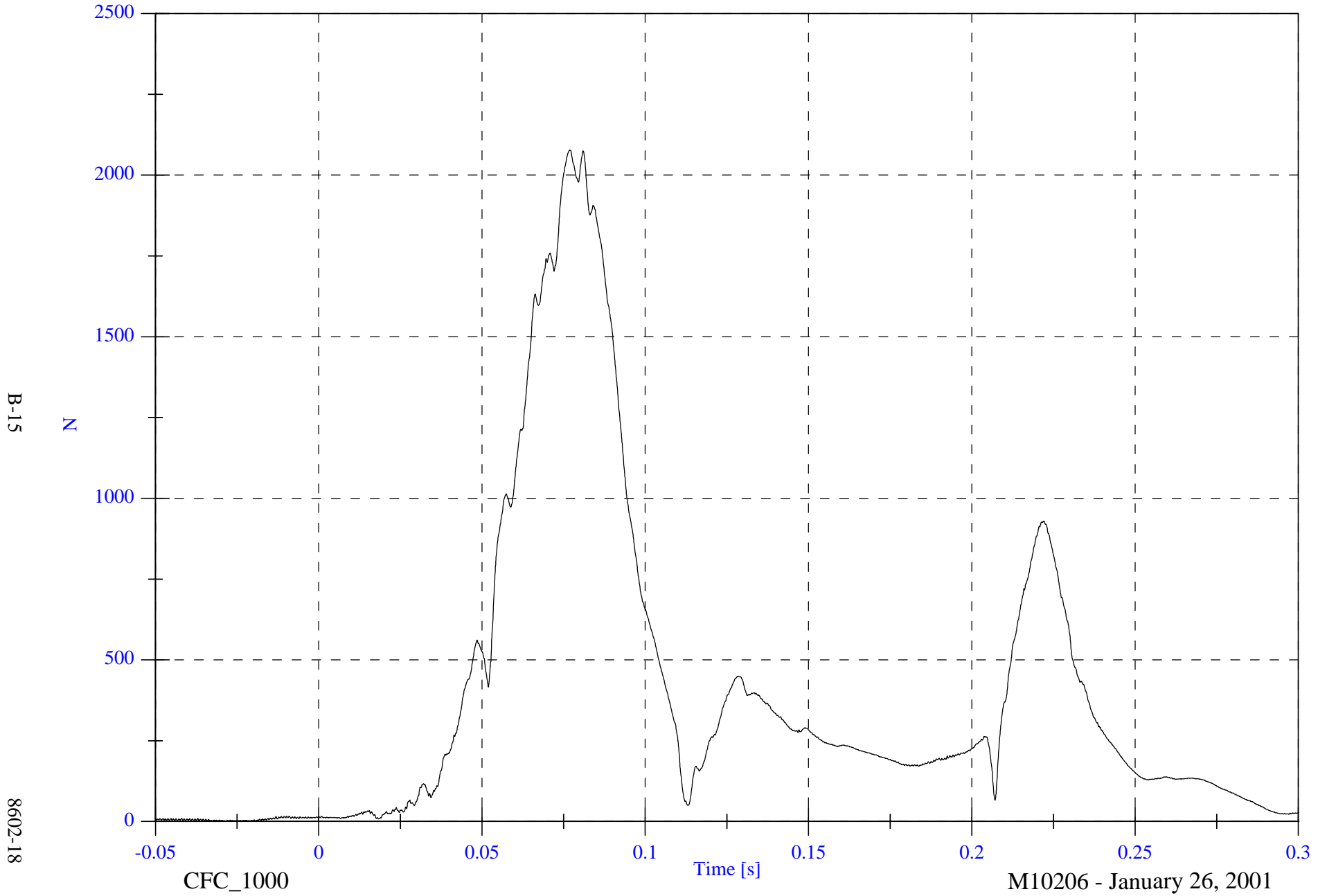
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Upper Neck F Resultant

Max: 2077.3 [N] at 0.077 [s]

Min: 0.9 [N] at -0.028 [s]



B-15

8602-18

CFC\_1000

Time [s]

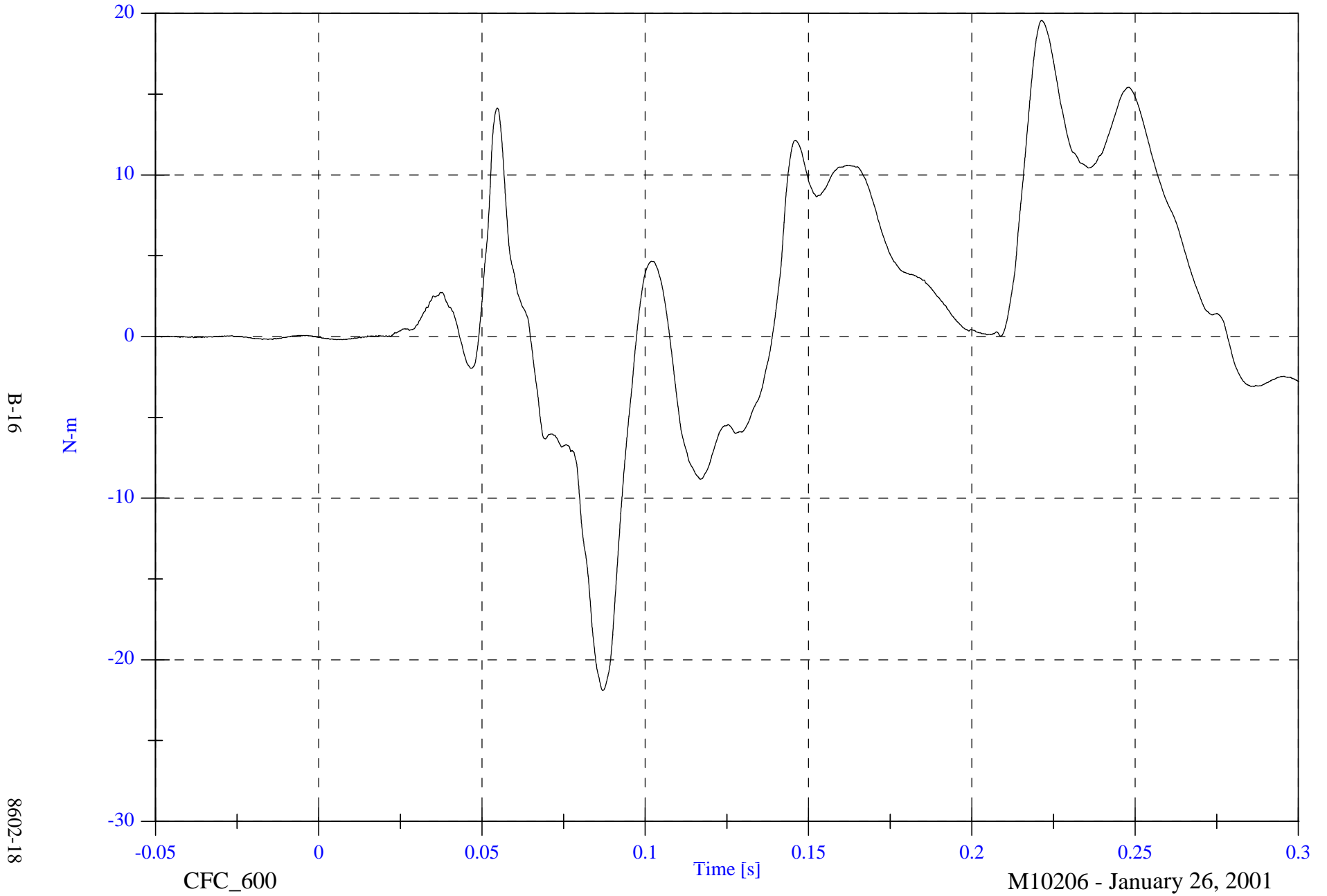
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Upper Neck Mx

Max: 19.6 [N-m] at 0.221 [s]

Min: -21.9 [N-m] at 0.087 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

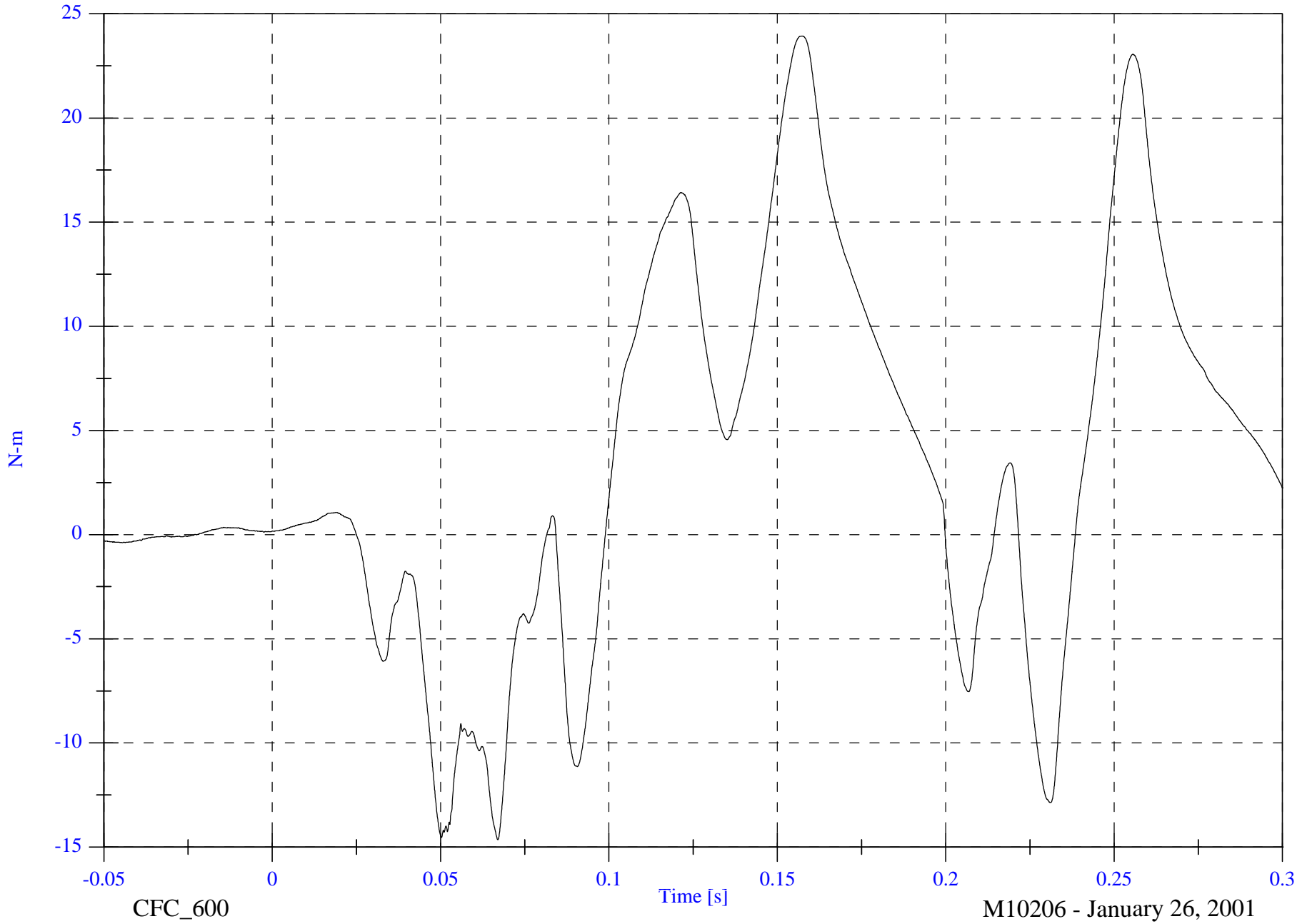
P1 Upper Neck My

Max: 23.9 [N-m] at 0.157 [s]

Min: -14.6 [N-m] at 0.067 [s]

B-17

8602-18

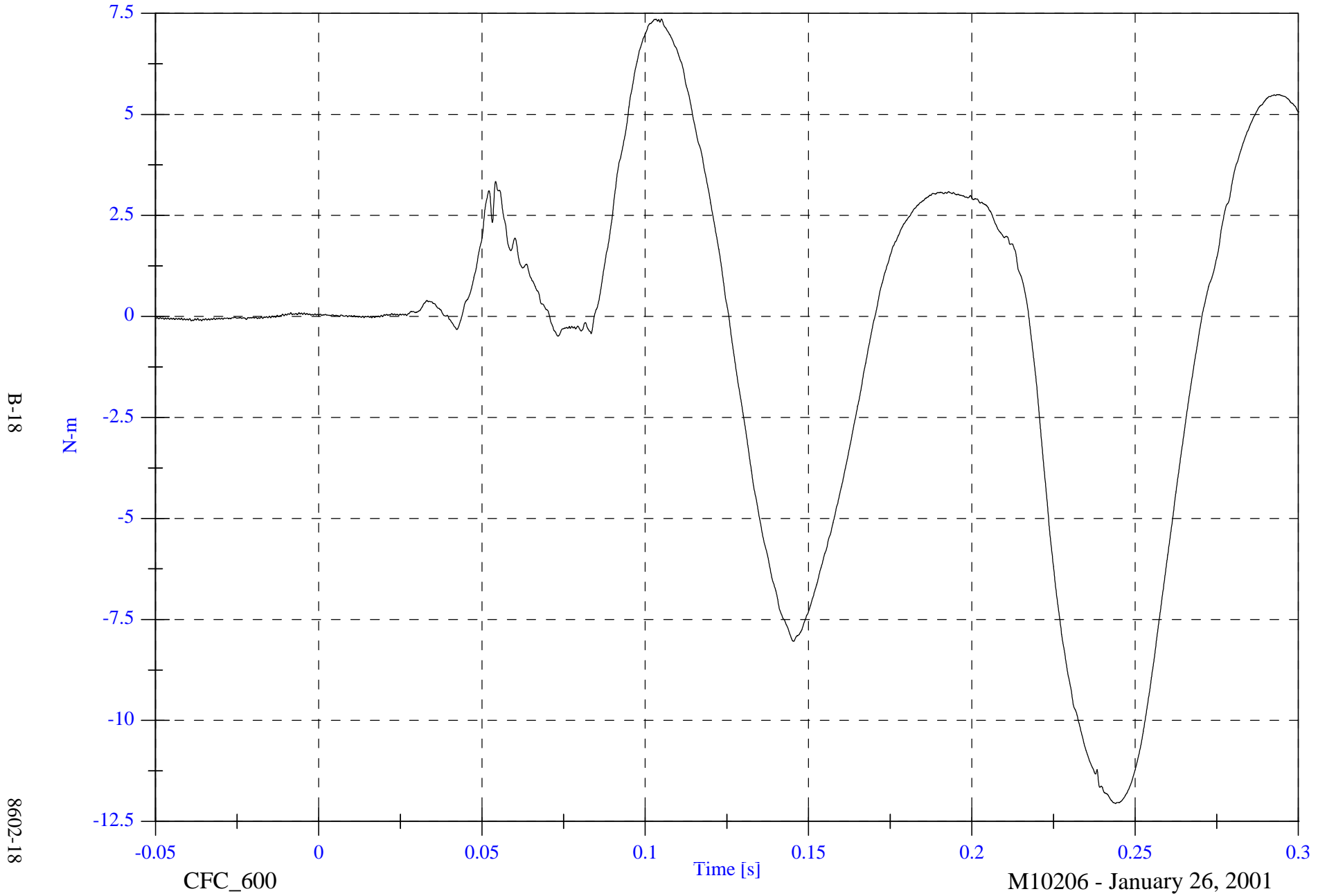


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 7.4 [N-m] at 0.105 [s]

Min: -12.1 [N-m] at 0.244 [s]

P1 Upper Neck Mz



B-18

8602-18

CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

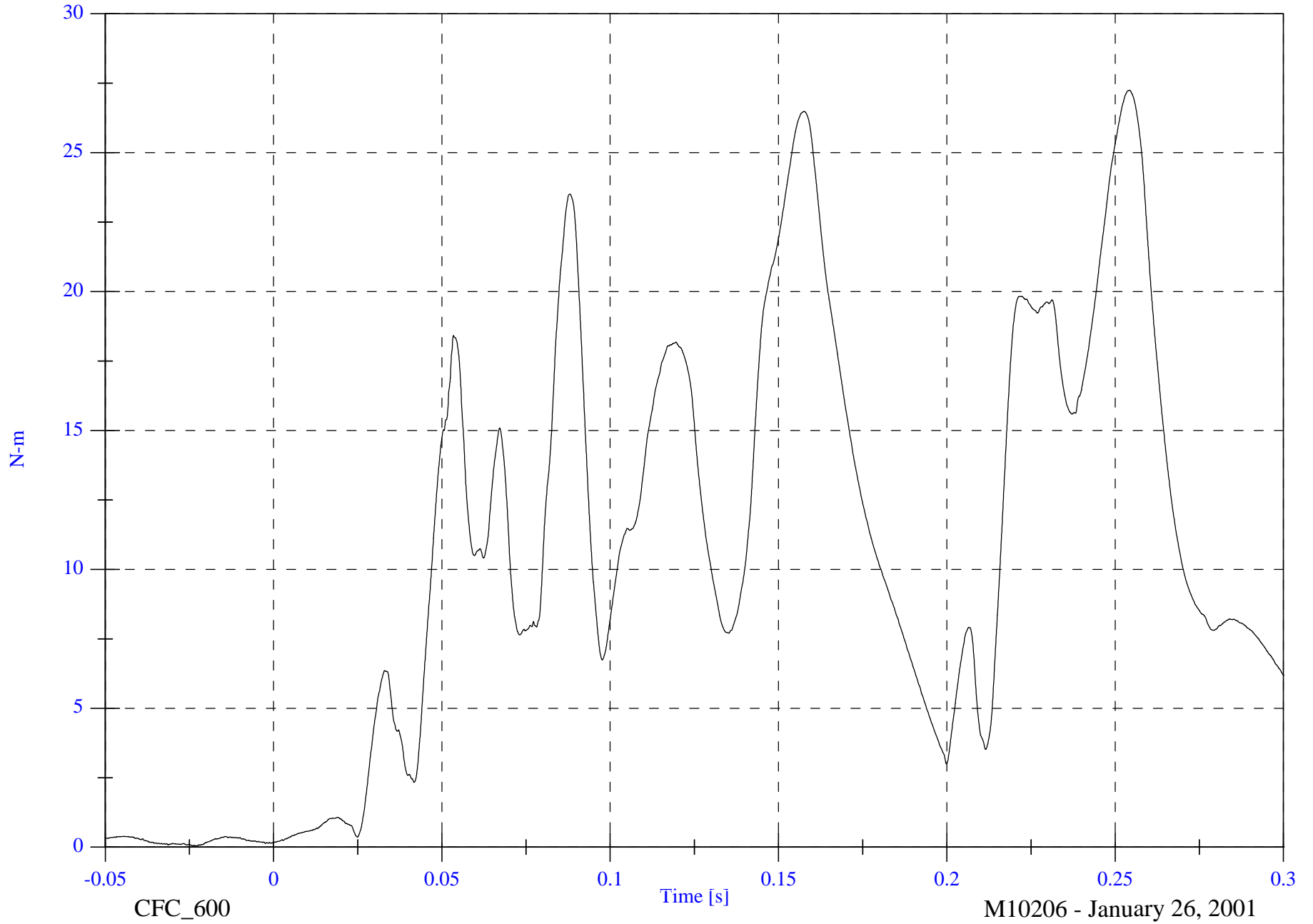
P1 Upper Neck M Resultant

Max: 27.2 [N-m] at 0.254 [s]

Min: 0.0 [N-m] at -0.023 [s]

B-19

8602-18

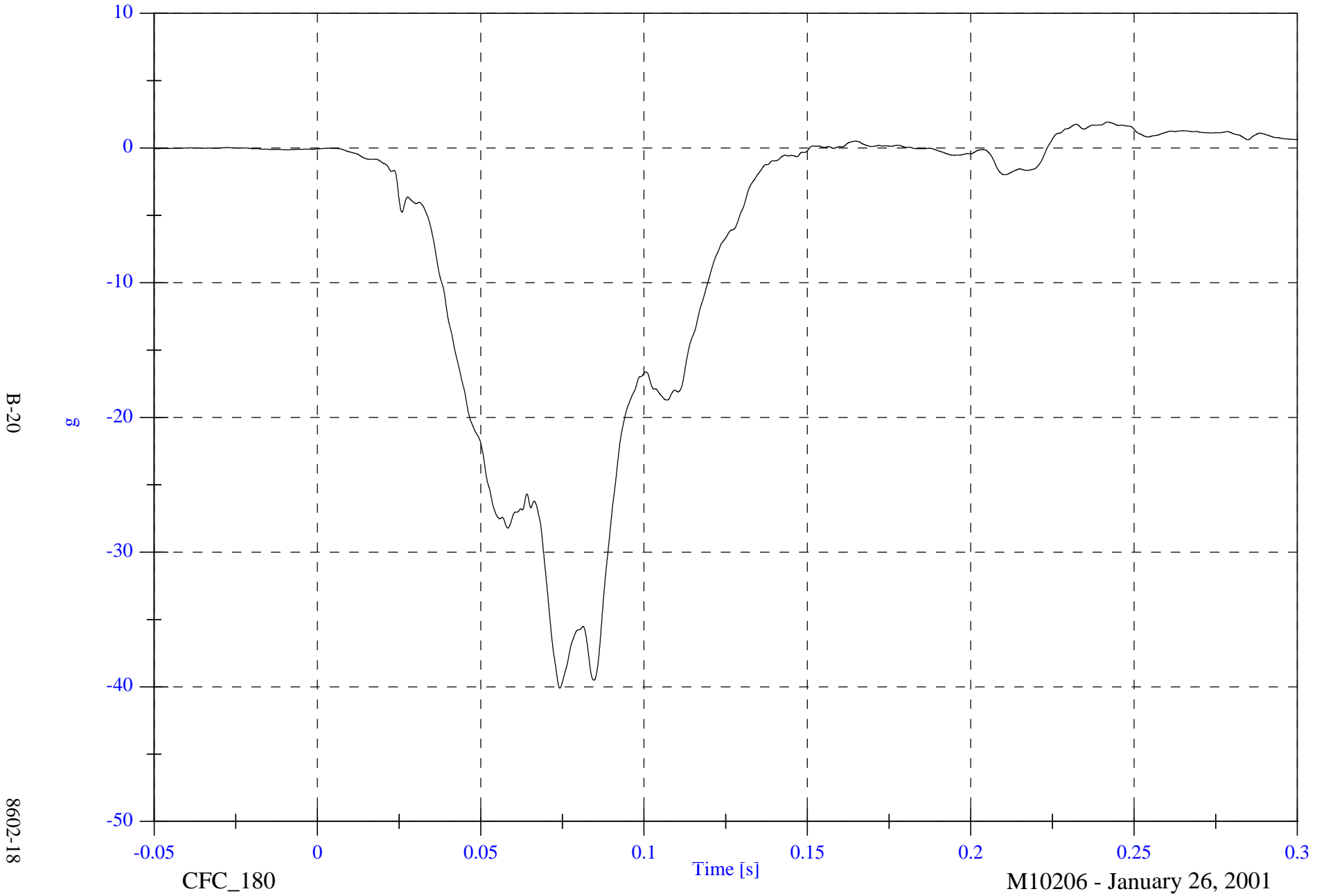


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Chest x

Max: 1.9 [g] at 0.242 [s]

Min: -40.1 [g] at 0.074 [s]

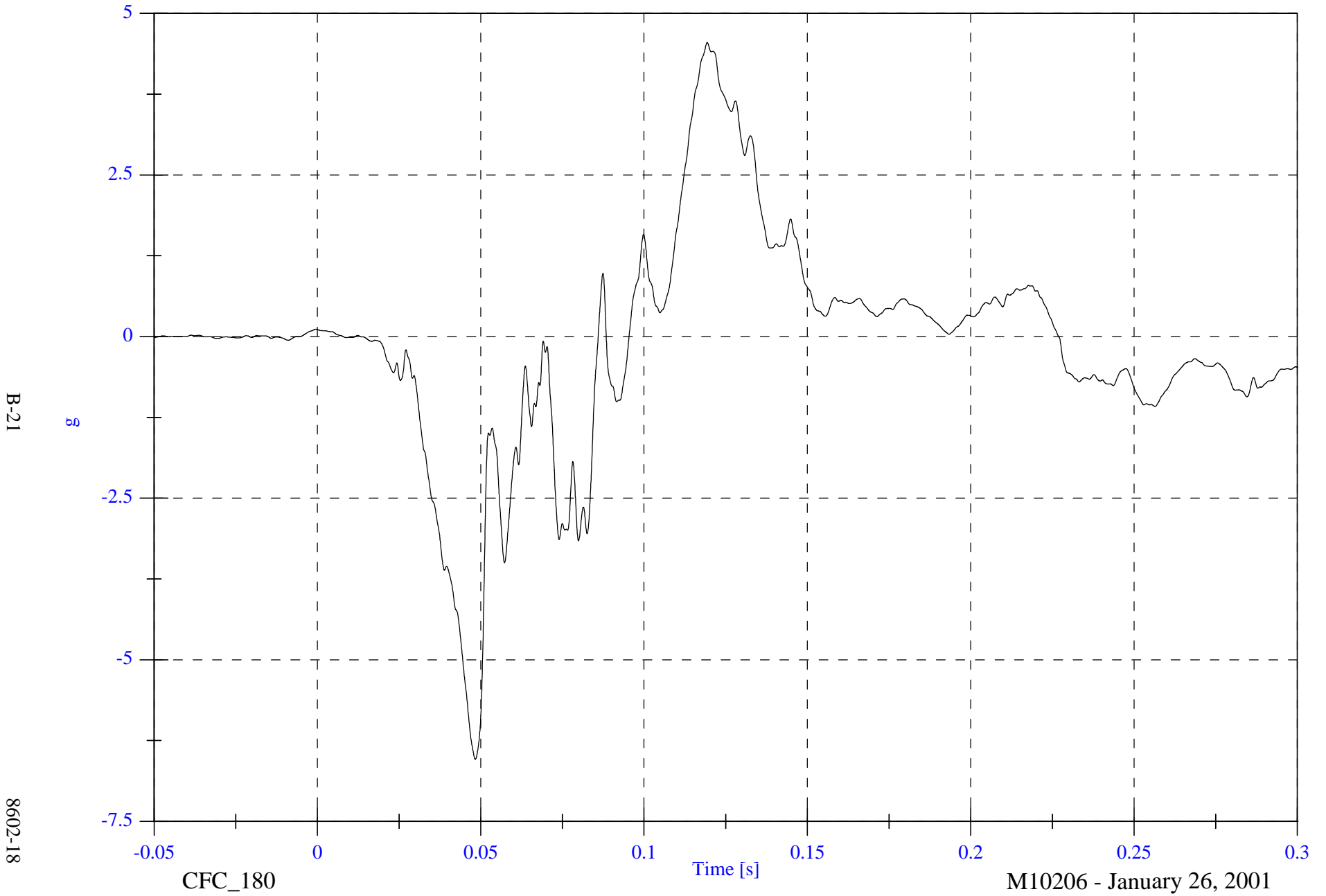


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 4.5 [g] at 0.119 [s]

Min: -6.5 [g] at 0.048 [s]

P1 Chest y

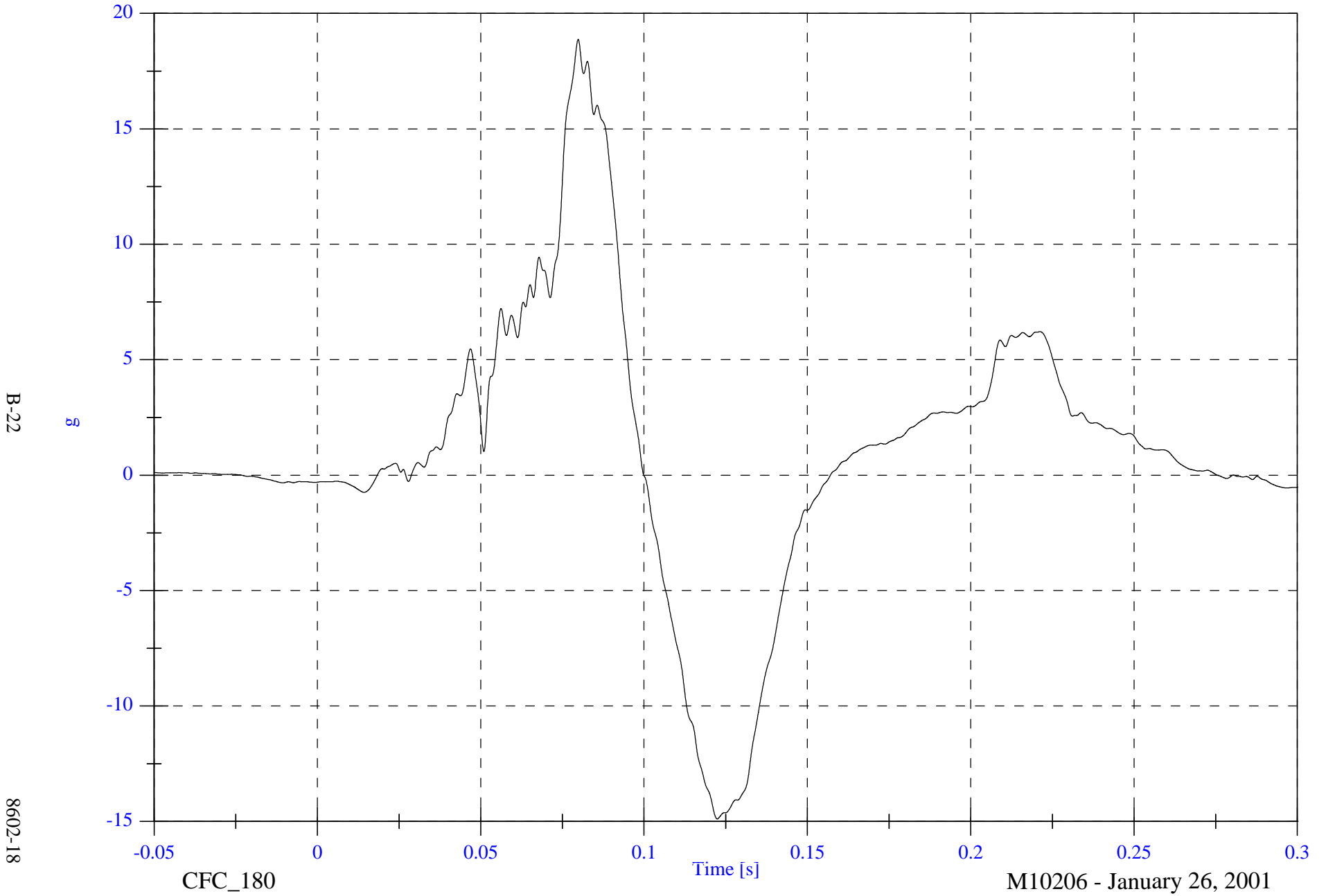


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 18.9 [g] at 0.080 [s]

Min: -14.9 [g] at 0.122 [s]

P1 Chest z



B-22

8602-18

CFC\_180

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

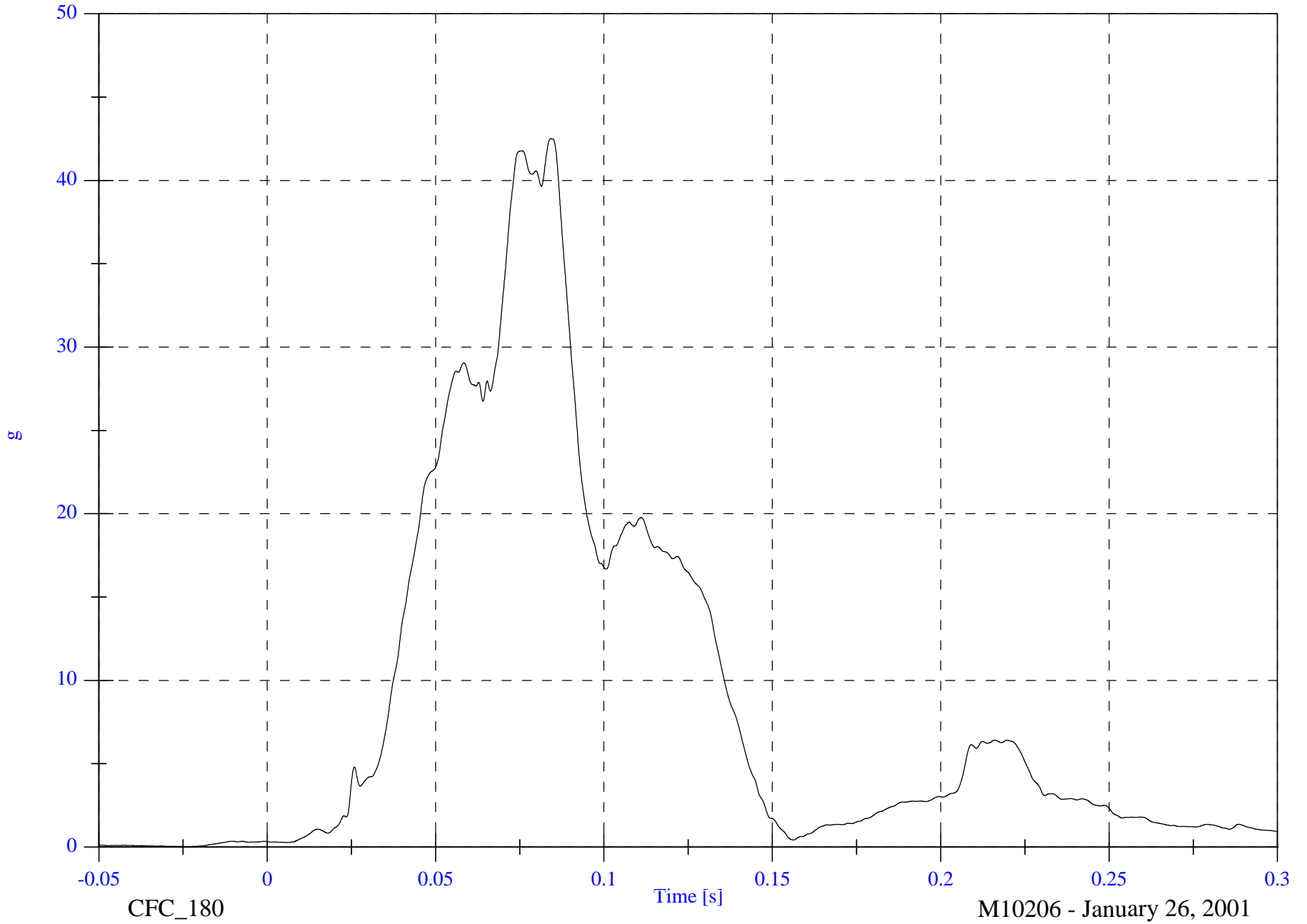
P1 Chest Resultant

Max: 42.5 [g] at 0.084 [s]

Min: 0.0 [g] at -0.023 [s]

B-23

8602-18



CFC\_180

Time [s]

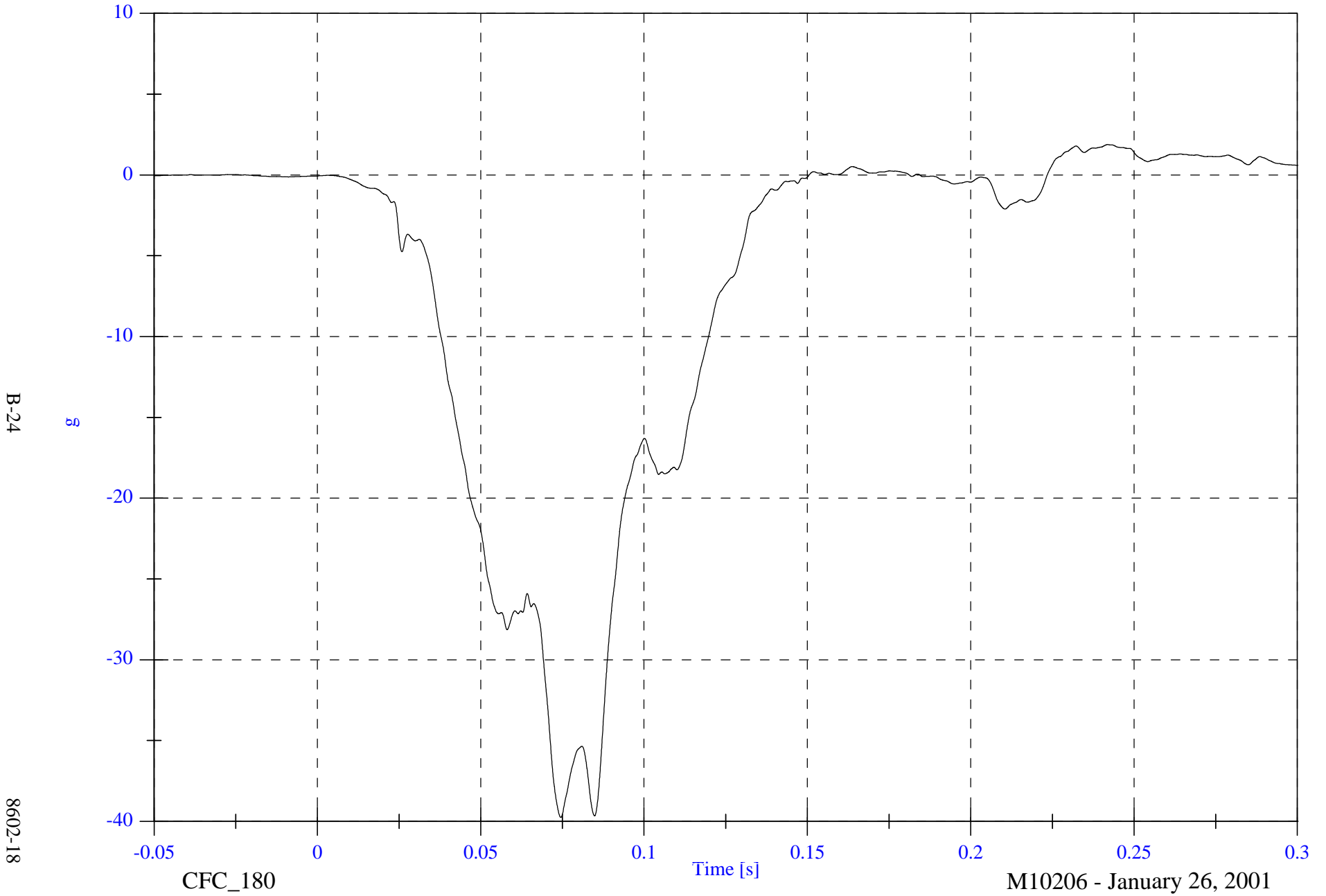
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Chest Red x

Max: 1.9 [g] at 0.242 [s]

Min: -39.7 [g] at 0.075 [s]



B-24

8602-18

CFC\_180

Time [s]

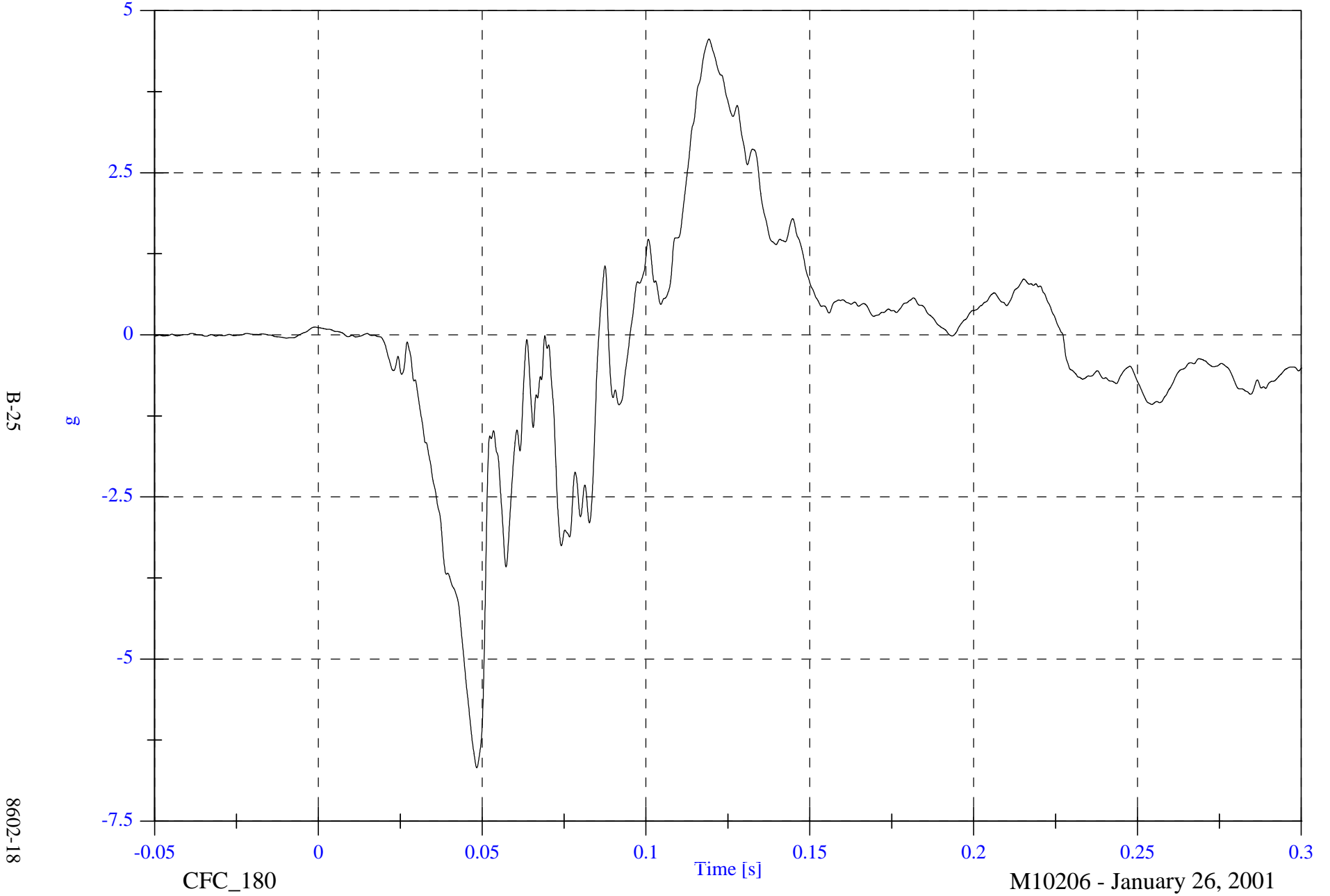
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 4.6 [g] at 0.119 [s]

Min: -6.7 [g] at 0.048 [s]

P1 Chest Red y



B-25

g

8602-18

CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

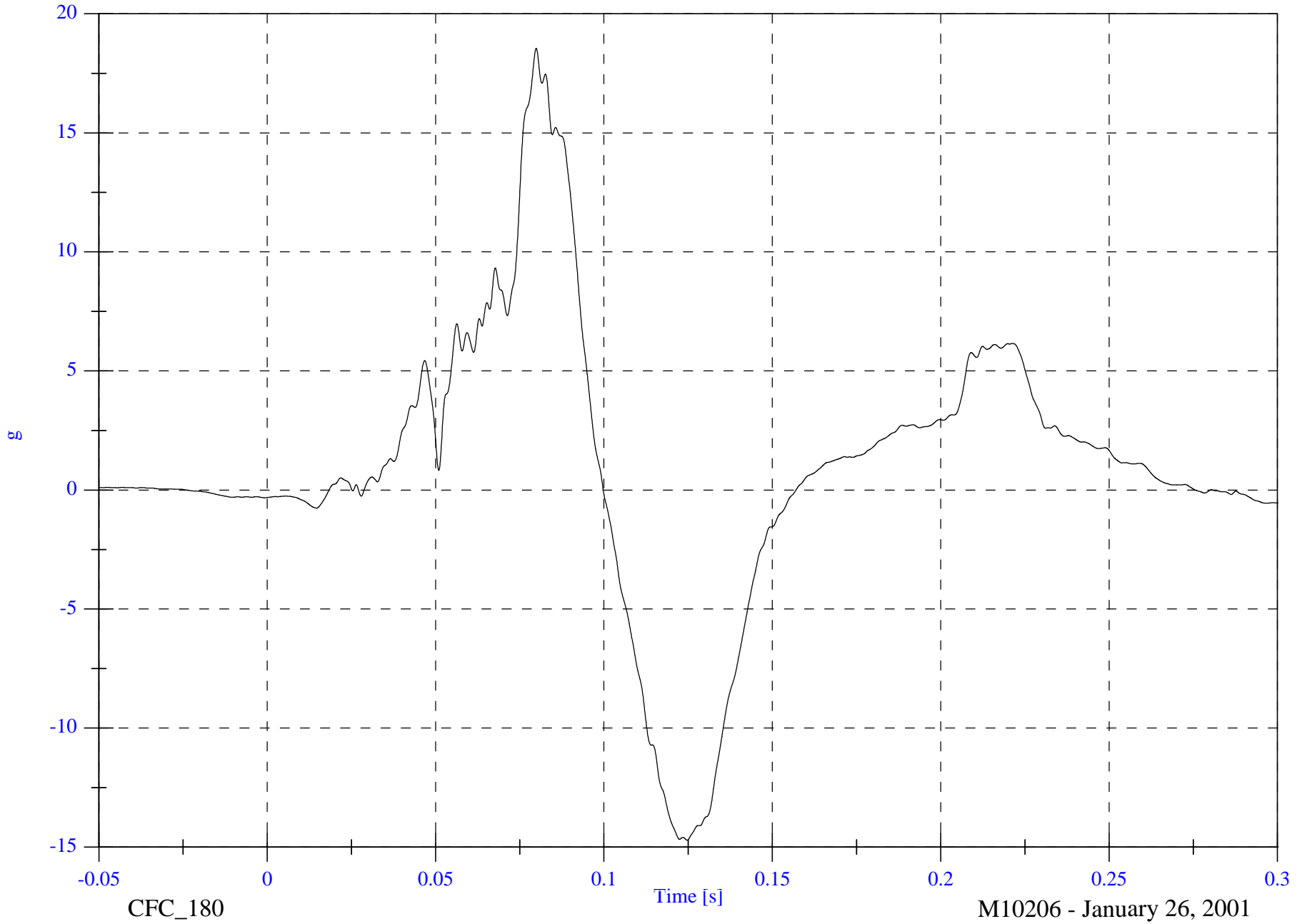
P1 Chest Red z

Max: 18.6 [g] at 0.080 [s]

Min: -14.7 [g] at 0.125 [s]

B-26

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

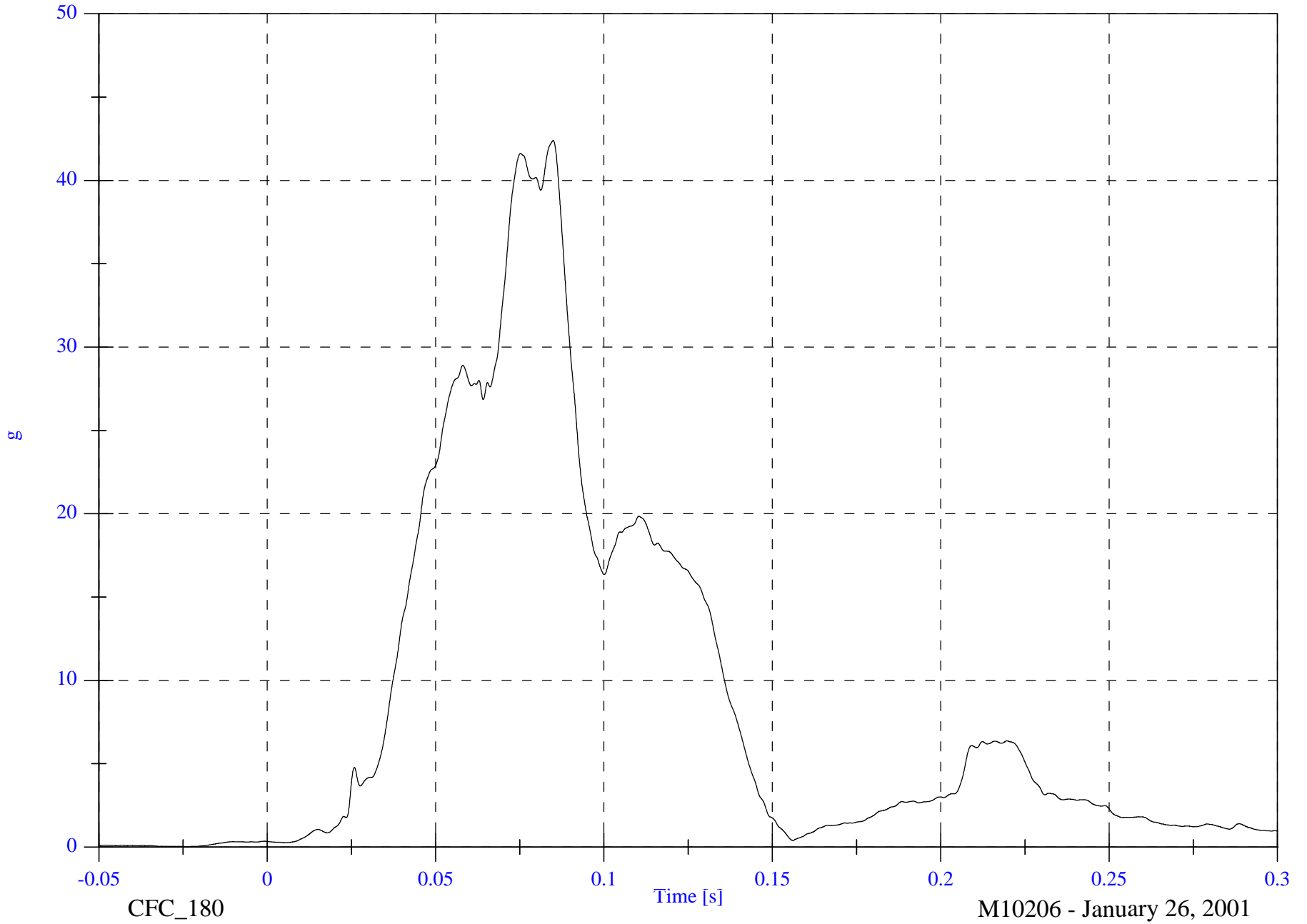
P1 Chest Red Resultant

Max: 42.4 [g] at 0.085 [s]

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

B-27

8602-18

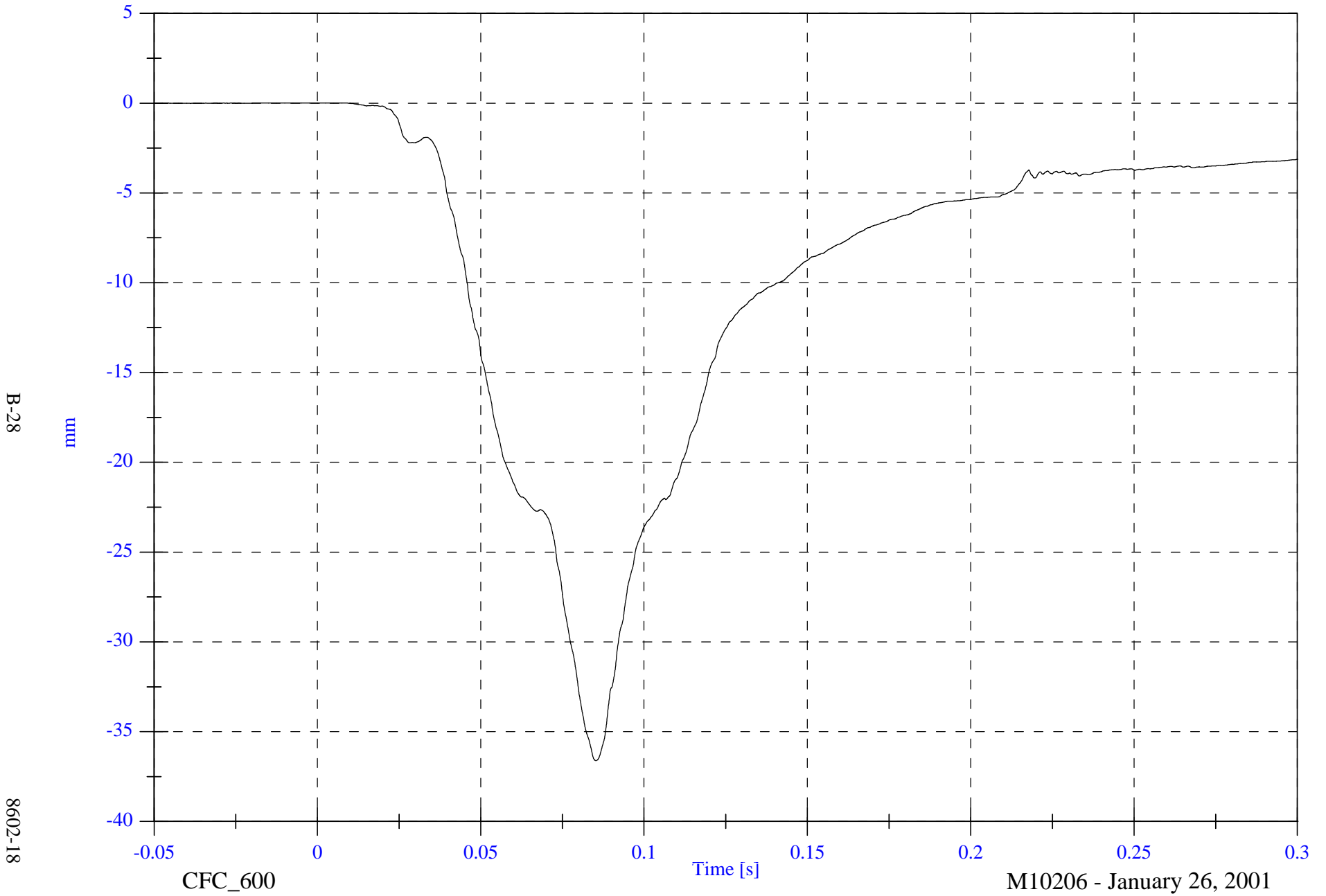


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Chest Compression

Max: 0.0 [mm] at -0.010 [s]

Min: -36.6 [mm] at 0.085 [s]



B-28

8602-18

CFC\_600

Time [s]

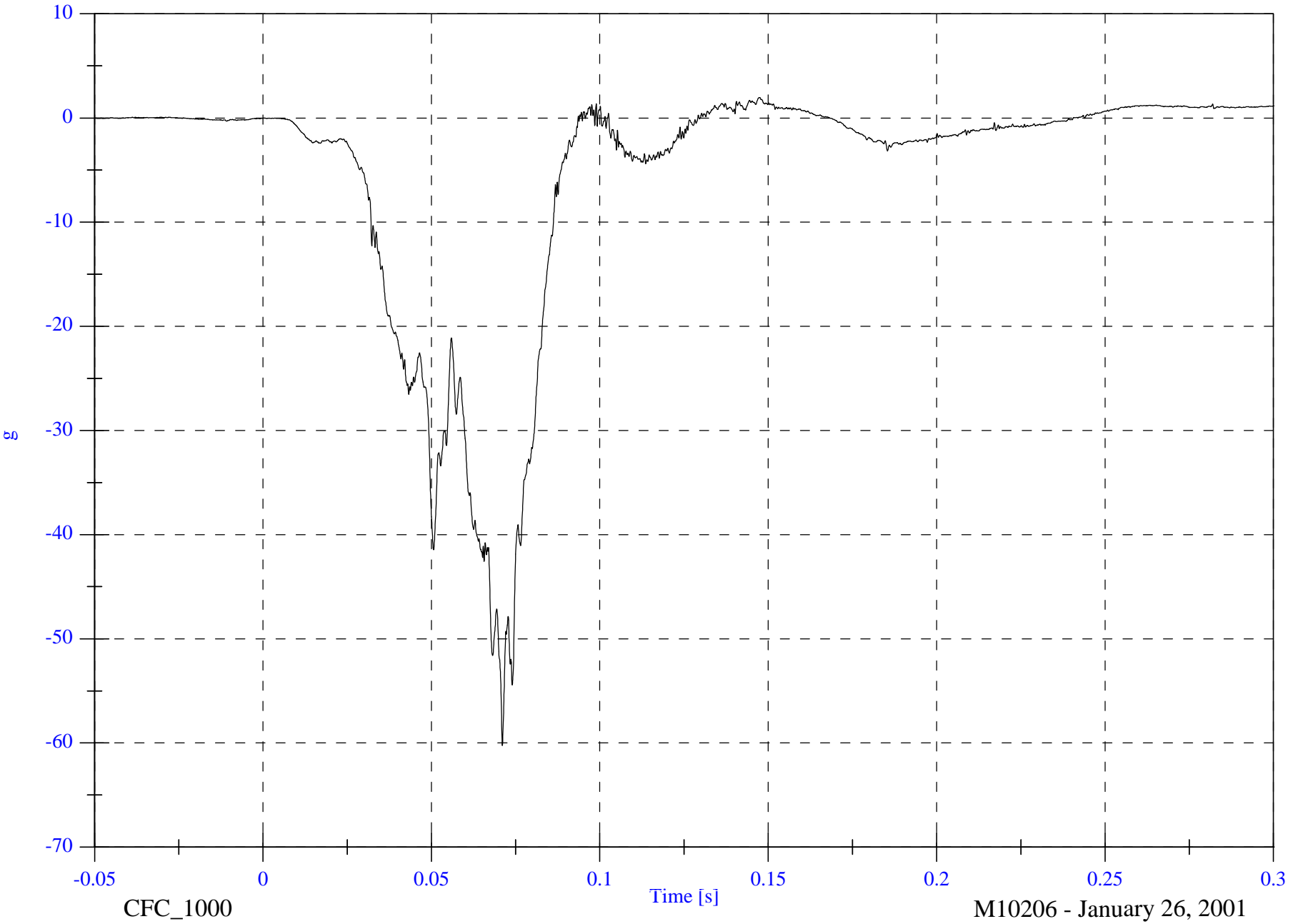
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 2.0 [g] at 0.147 [s]

P1 Pelvic x

Min: -60.3 [g] at 0.071 [s]



B-29

8602-18

CFC\_1000

Time [s]

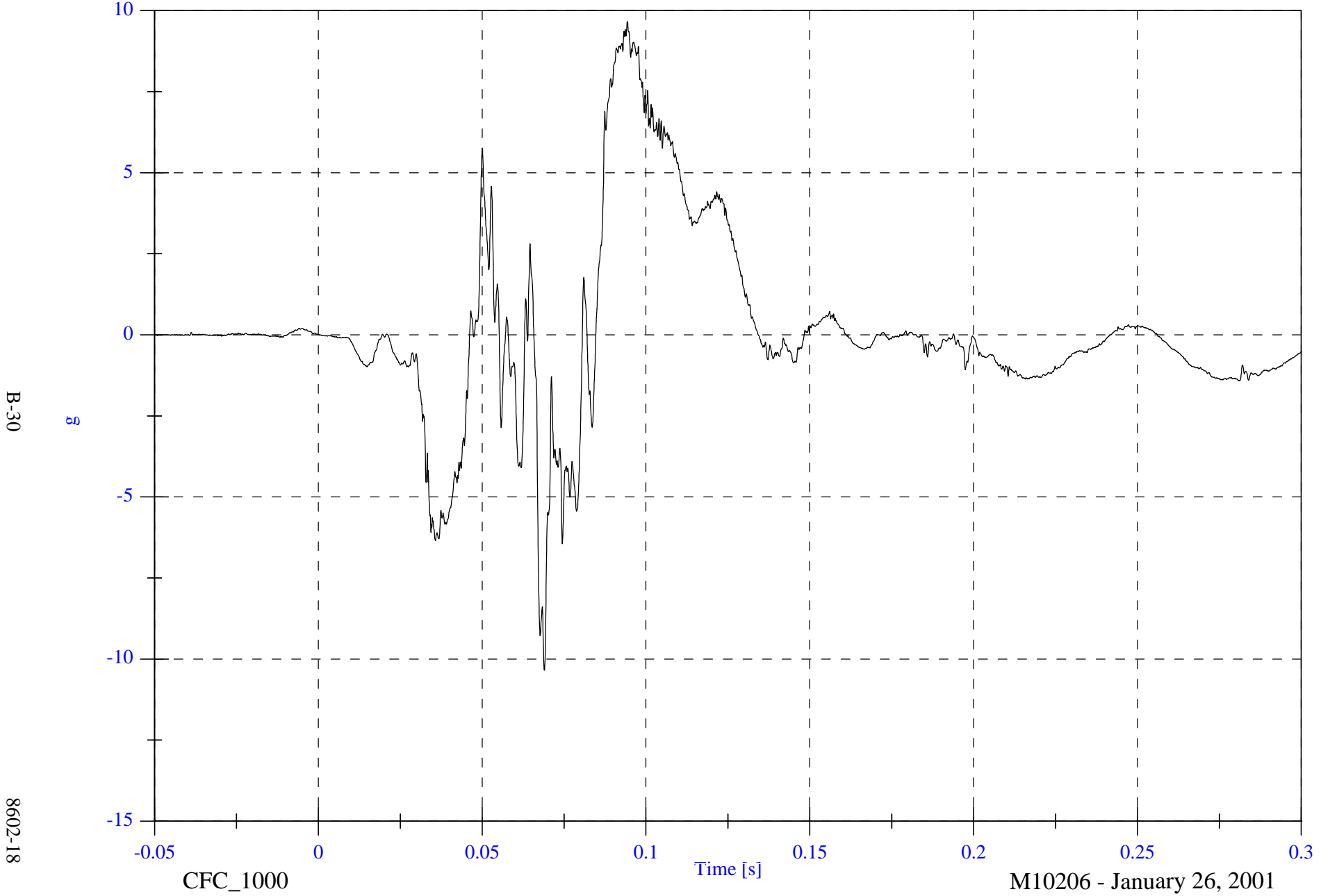
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 9.7 [g] at 0.094 [s]

Min: -10.3 [g] at 0.069 [s]

P1 Pelvic y



NCAP Test 18 - 2001 Ford Mustang Coupe

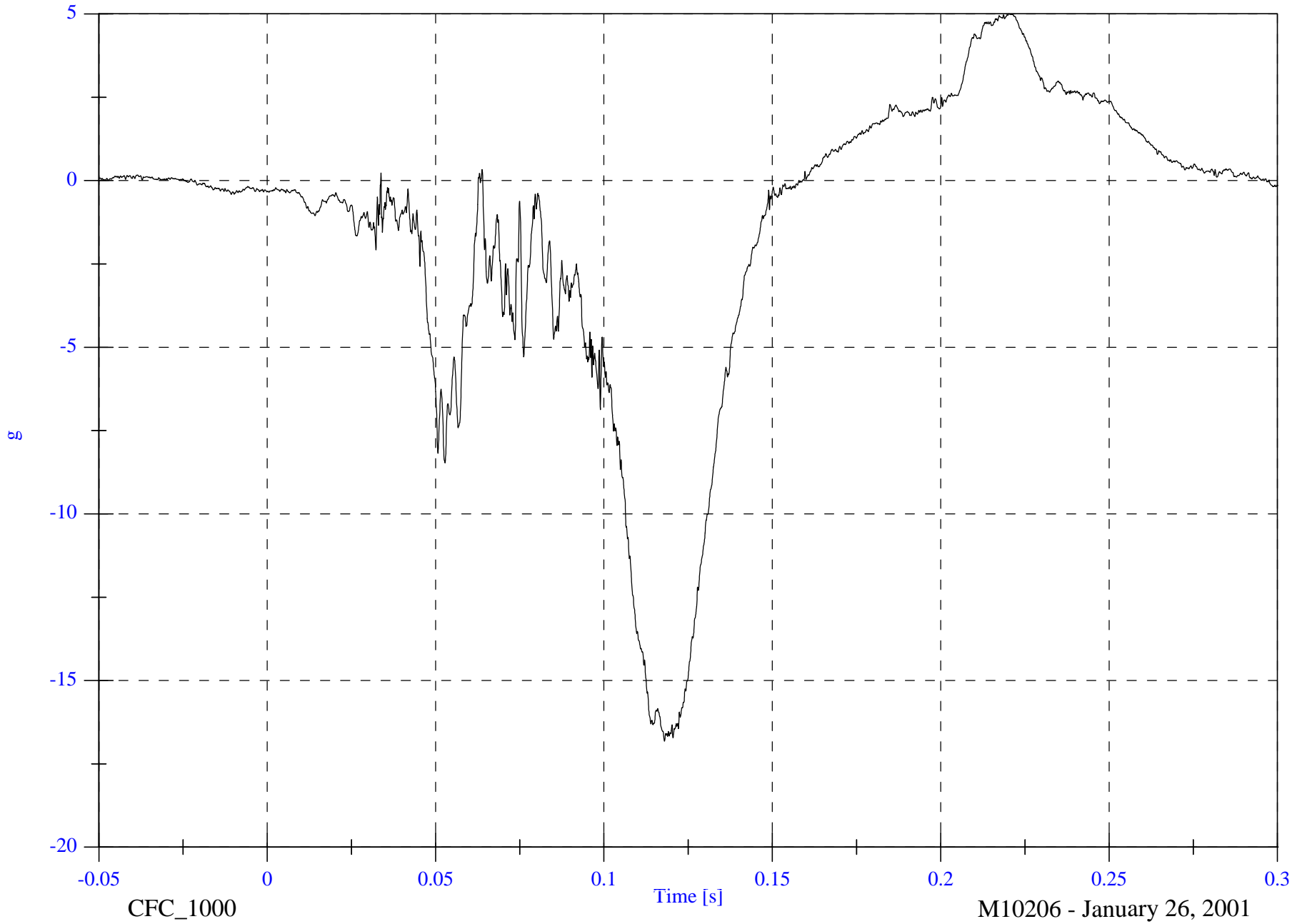
P1 Pelvic z

Max: 5.0 [g] at 0.220 [s]

Min: -16.8 [g] at 0.118 [s]

B-31

8602-18



CFC\_1000

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

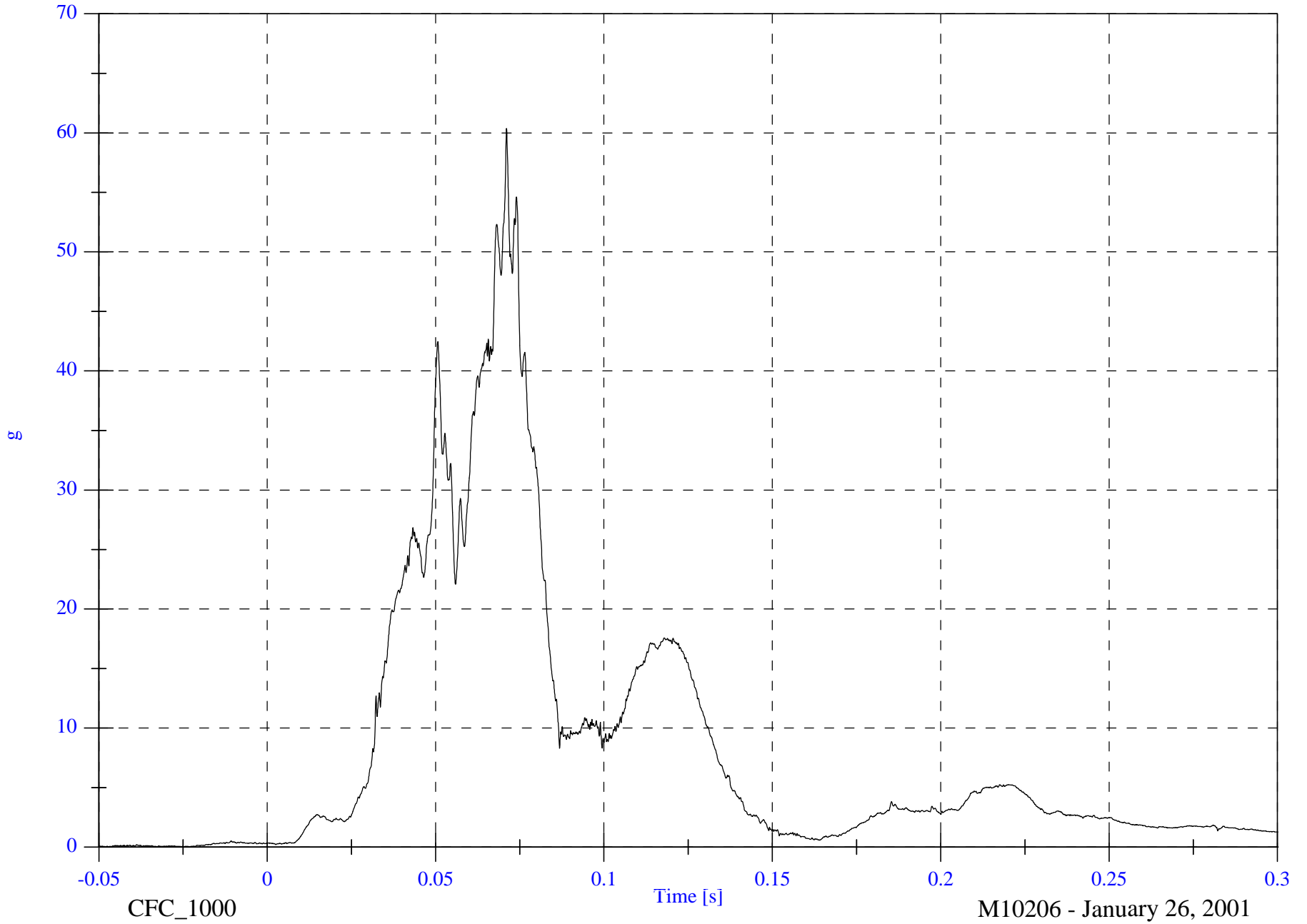
P1 Pelvic Resultant

Max: 60.4 [g] at 0.071 [s]

Min: 0.0 [g] at -0.023 [s]

B-32

8602-18

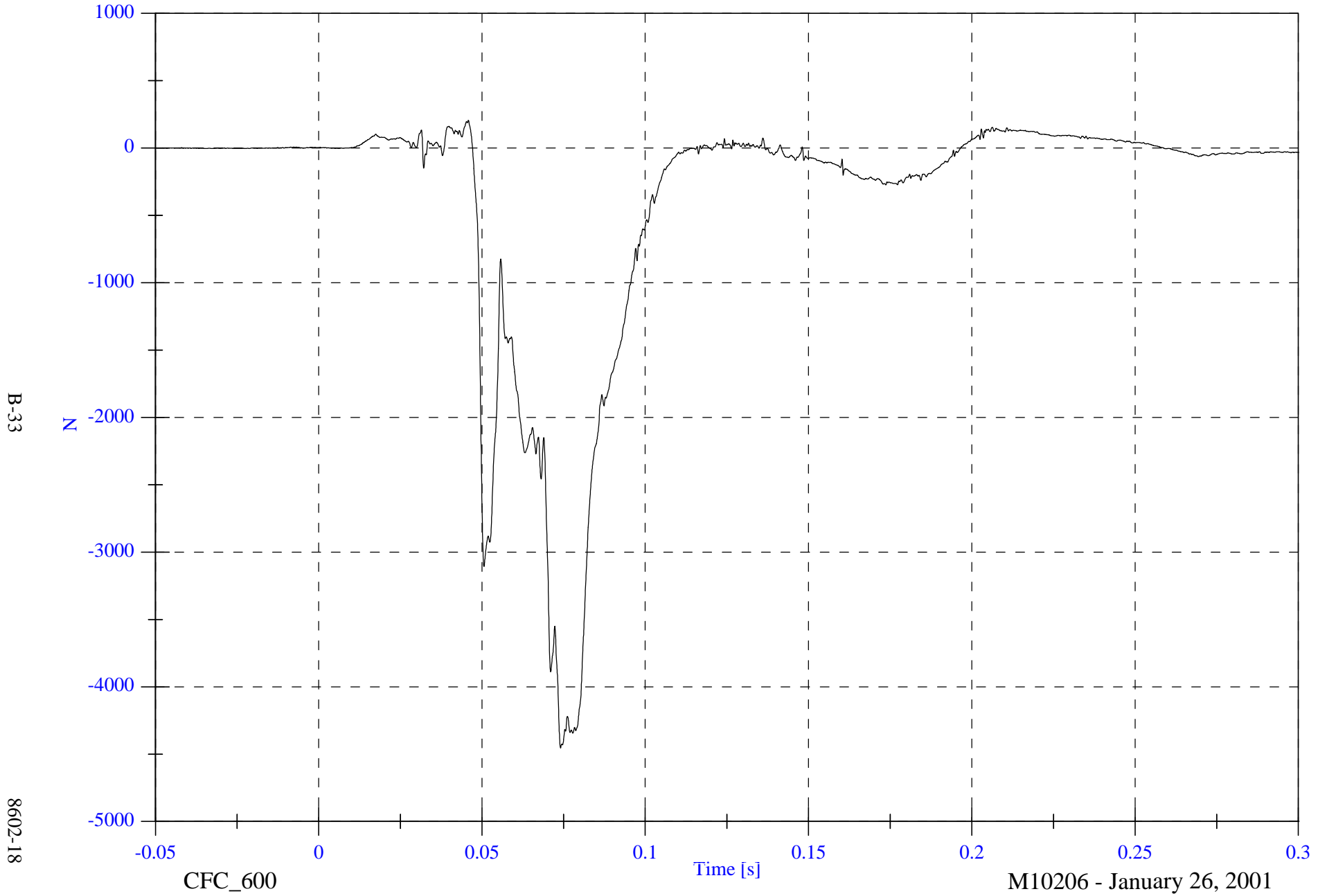


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Left Femur

Max: 206.0 [N] at 0.046 [s]

Min: -4456.0 [N] at 0.074 [s]



B-33

8602-18

CFC\_600

Time [s]

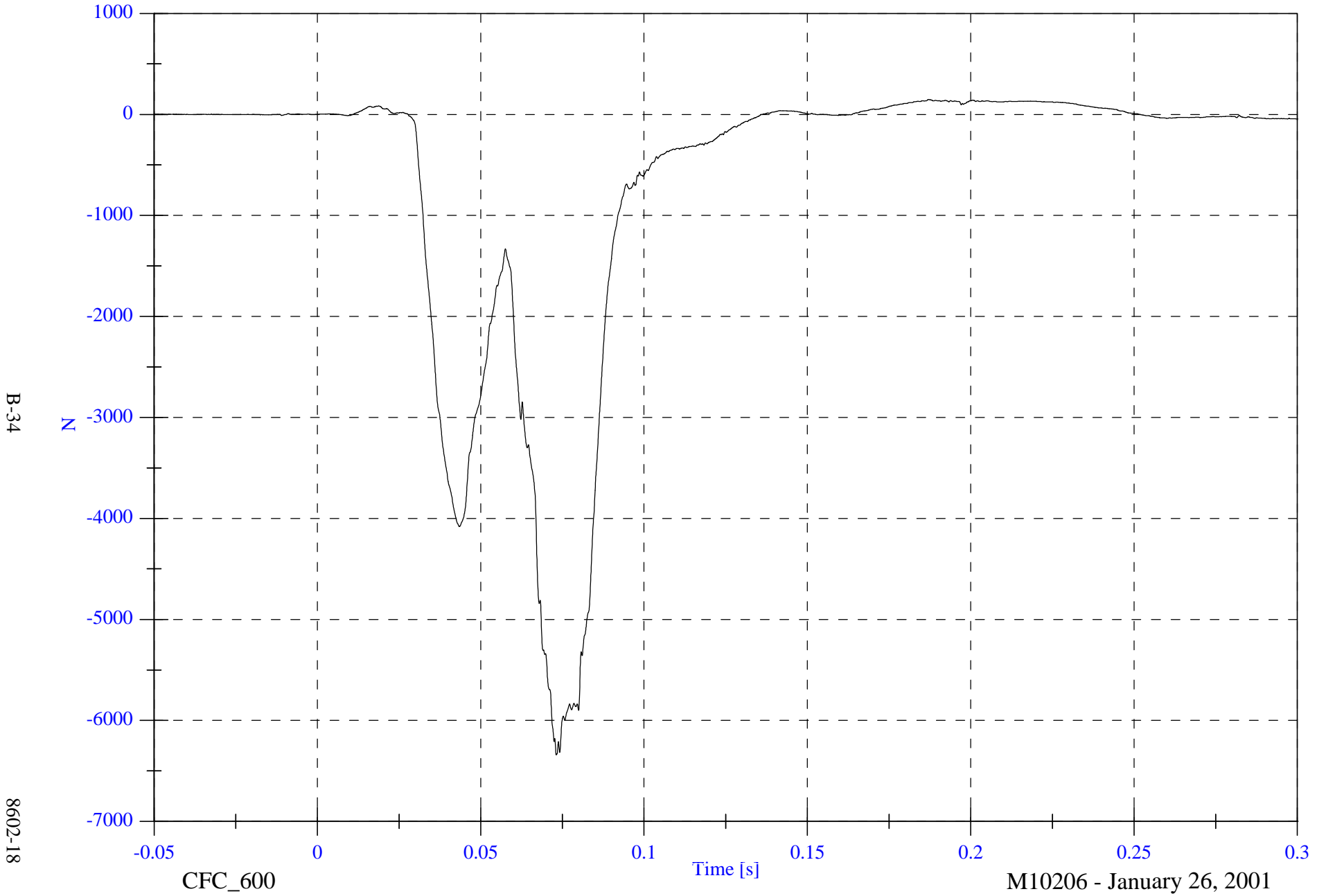
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Right Femur

Max: 148.4 [N] at 0.187 [s]

Min: -6341.9 [N] at 0.073 [s]



B-34

8602-18

CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

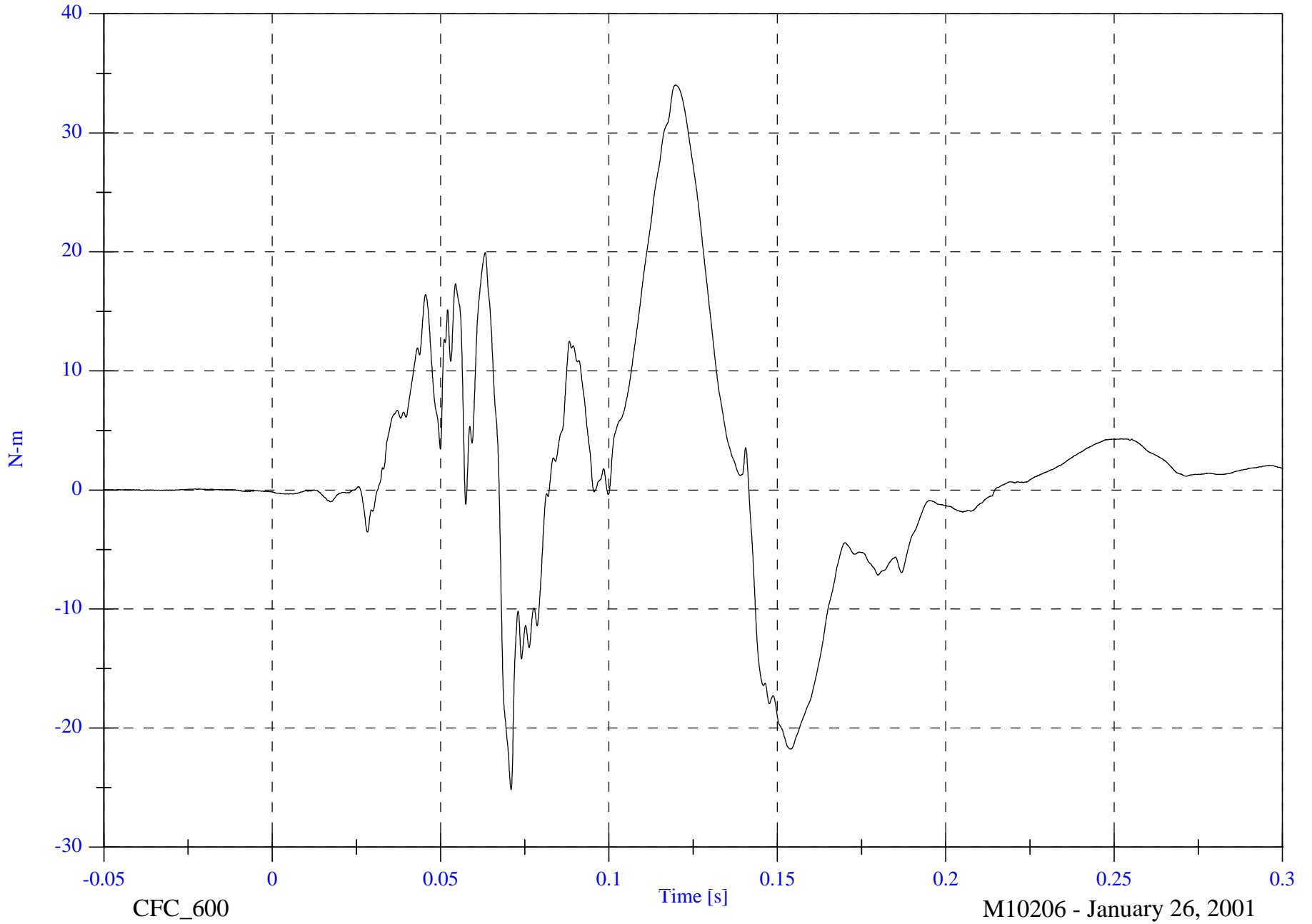
Max: 34.0 [N-m] at 0.120 [s]

P1 Left Upper Tibia Mx

Min: -25.2 [N-m] at 0.071 [s]

B-35

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

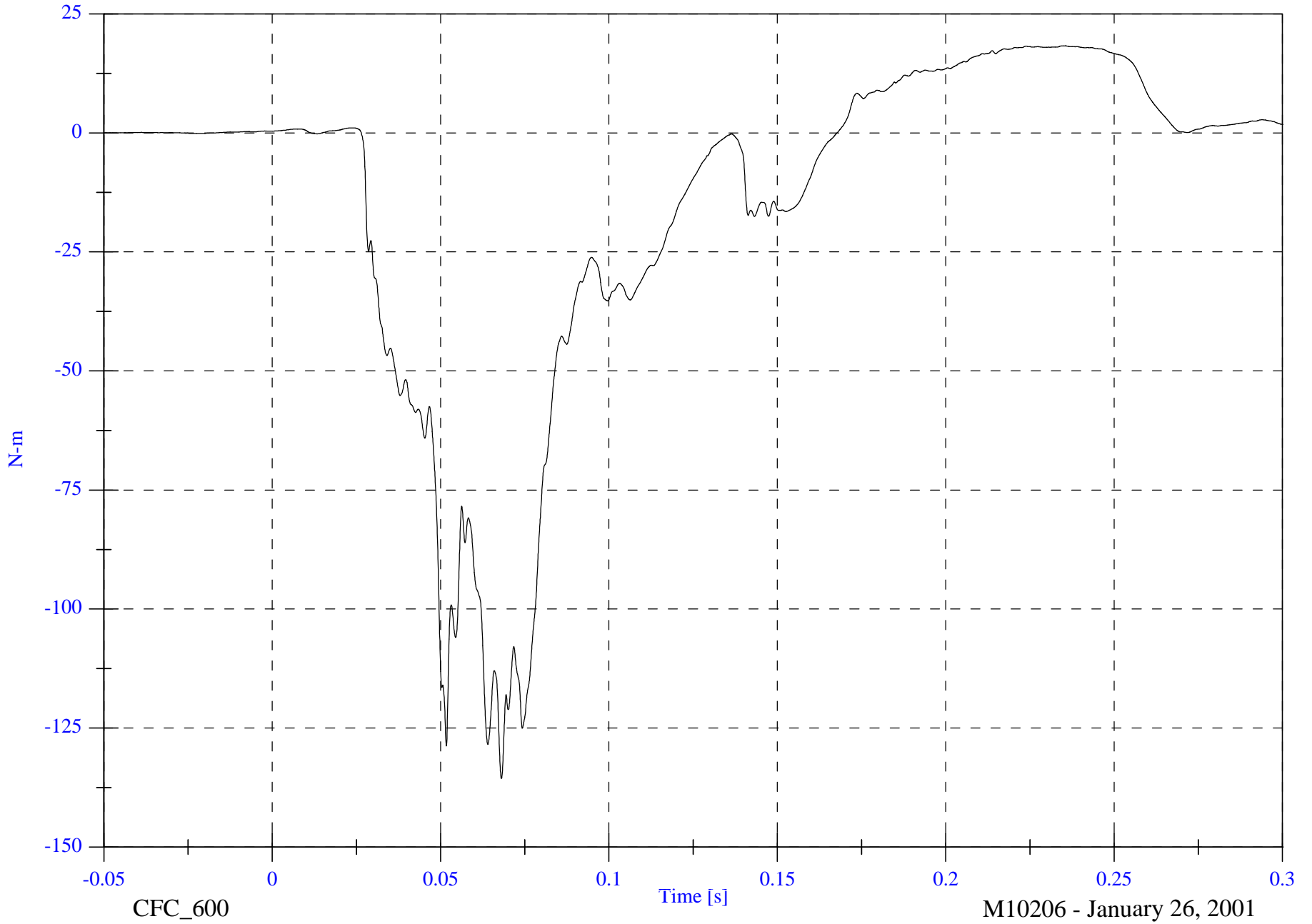
P1 Left Upper Tibia My

Max: 18.3 [N-m] at 0.236 [s]

Min: -135.6 [N-m] at 0.068 [s]

B-36

8602-18



CFC\_600

Time [s]

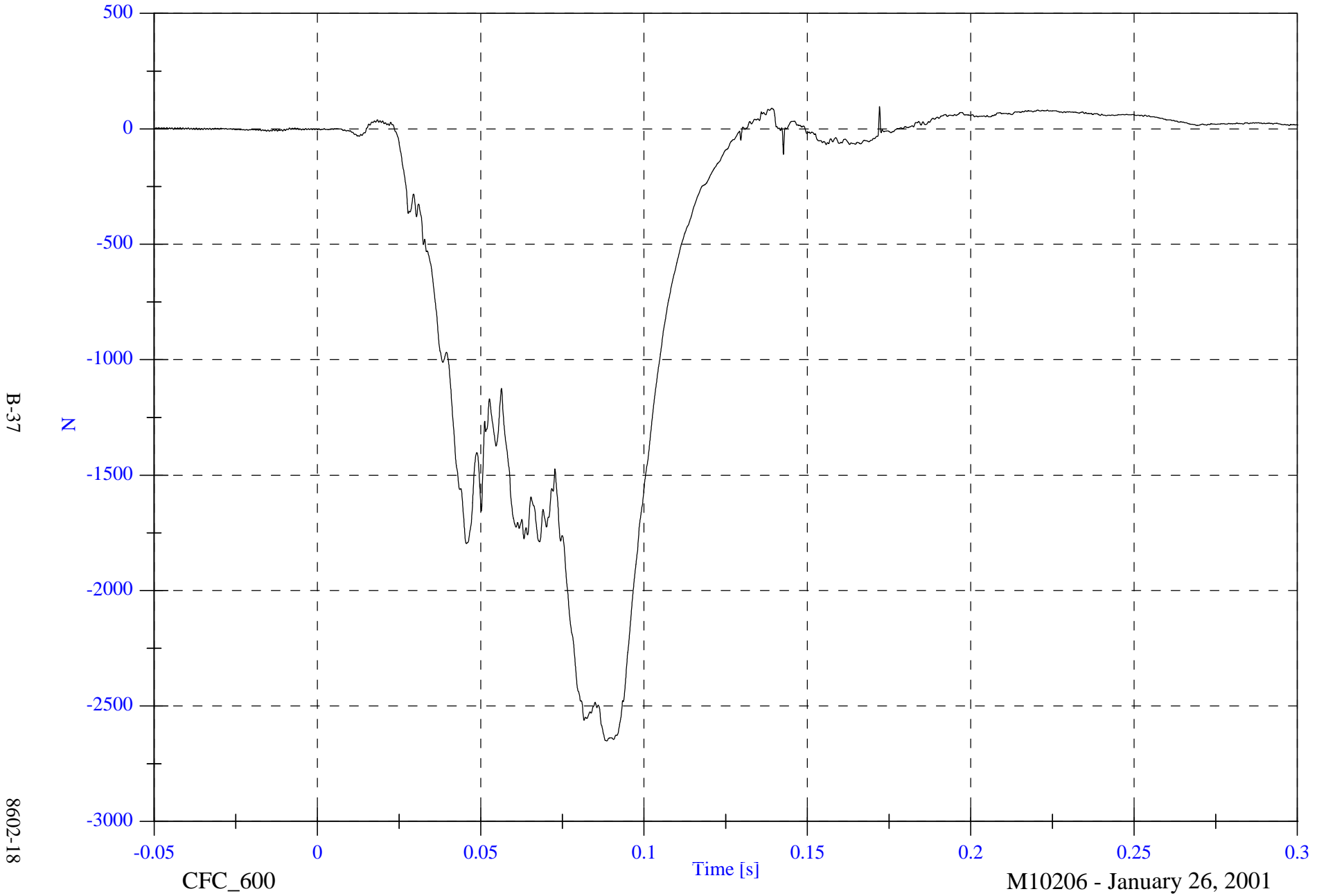
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Left Lower Tibia Fz

Max: 96.7 [N] at 0.172 [s]

Min: -2650.8 [N] at 0.089 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

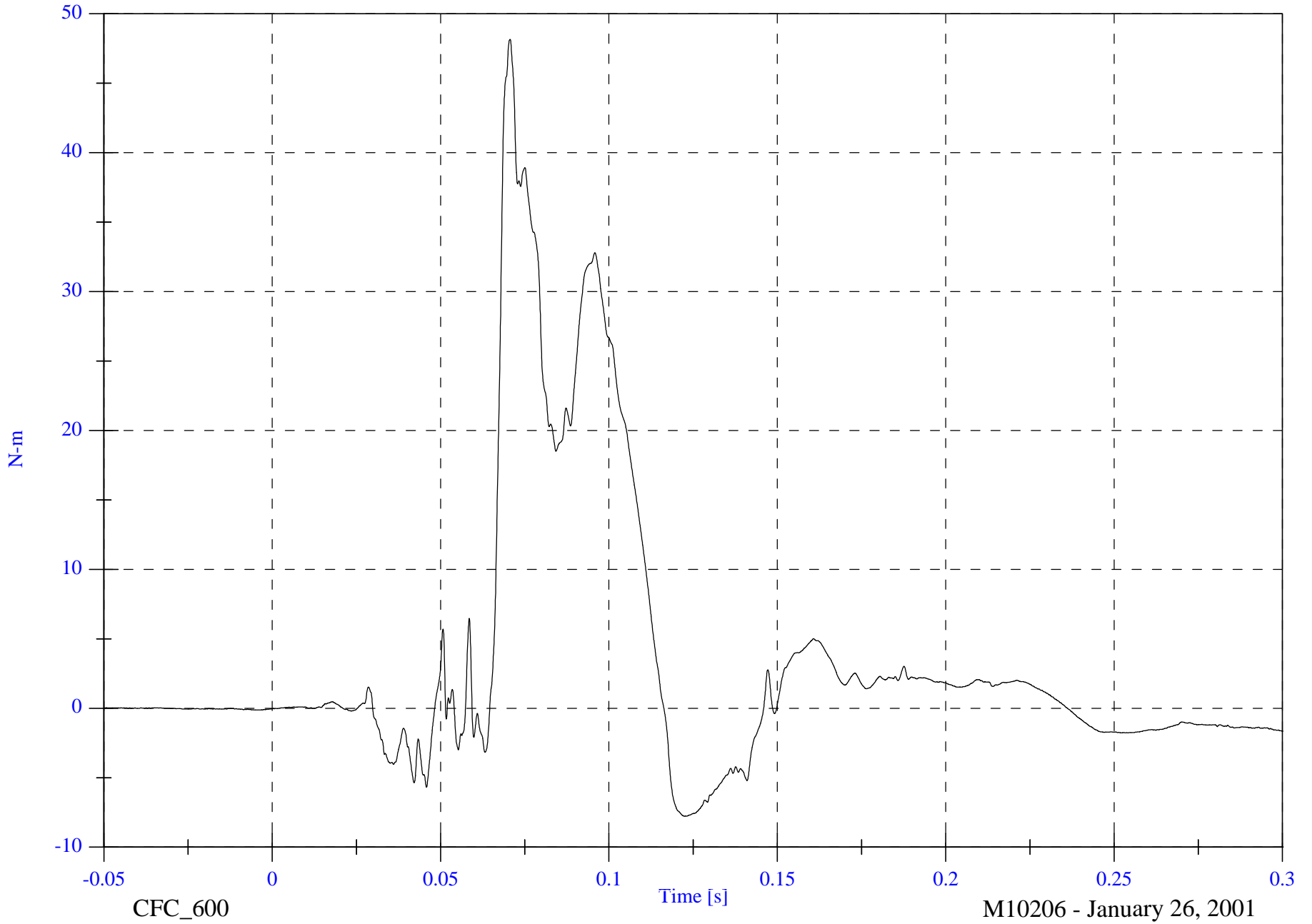
Max: 48.2 [N-m] at 0.071 [s]

P1 Left Lower Tibia Mx

Min: -7.8 [N-m] at 0.122 [s]

B-38

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

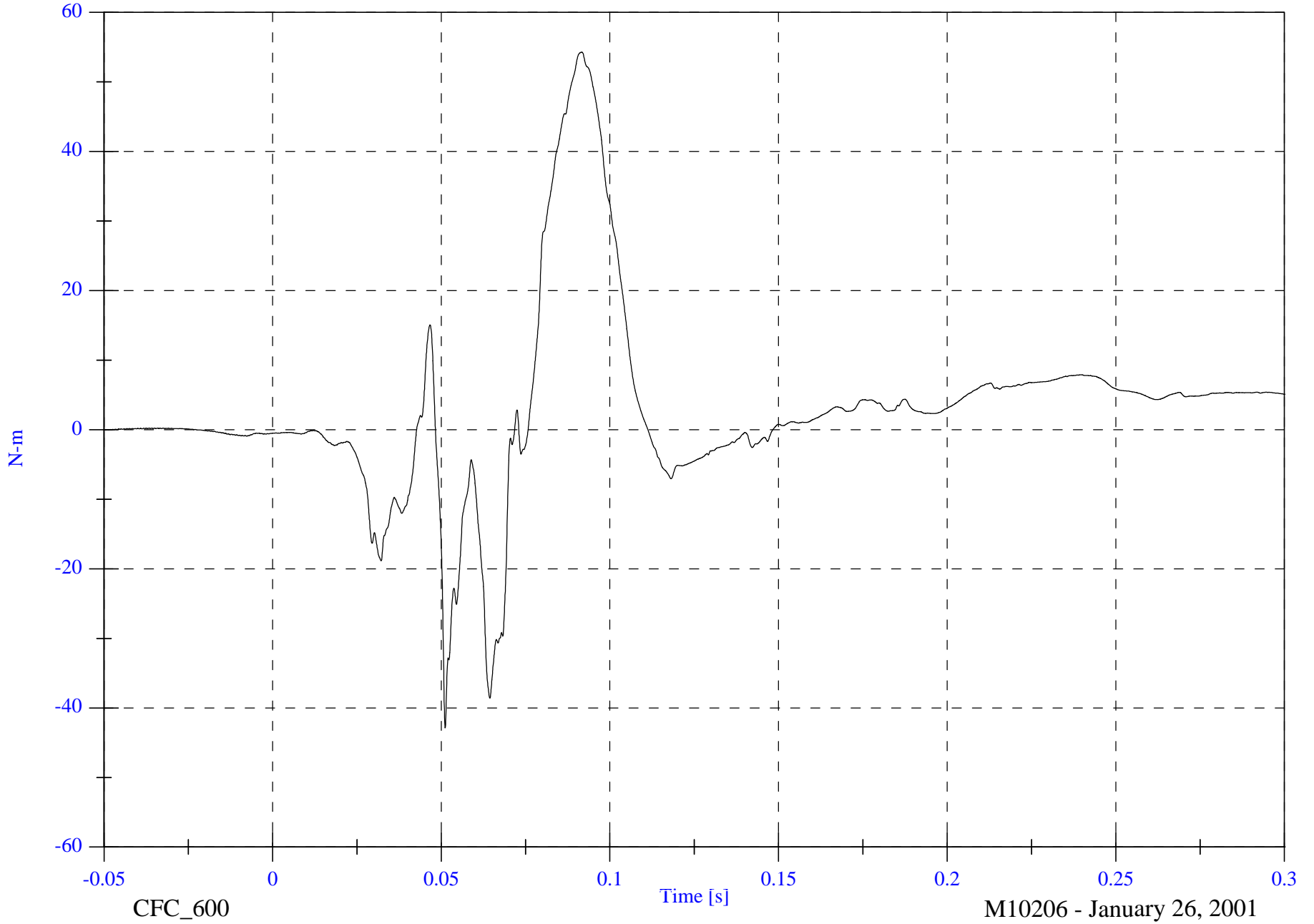
Max: 54.3 [N-m] at 0.092 [s]

P1 Left Lower Tibia My

Min: -42.9 [N-m] at 0.051 [s]

B-39

8602-18



CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

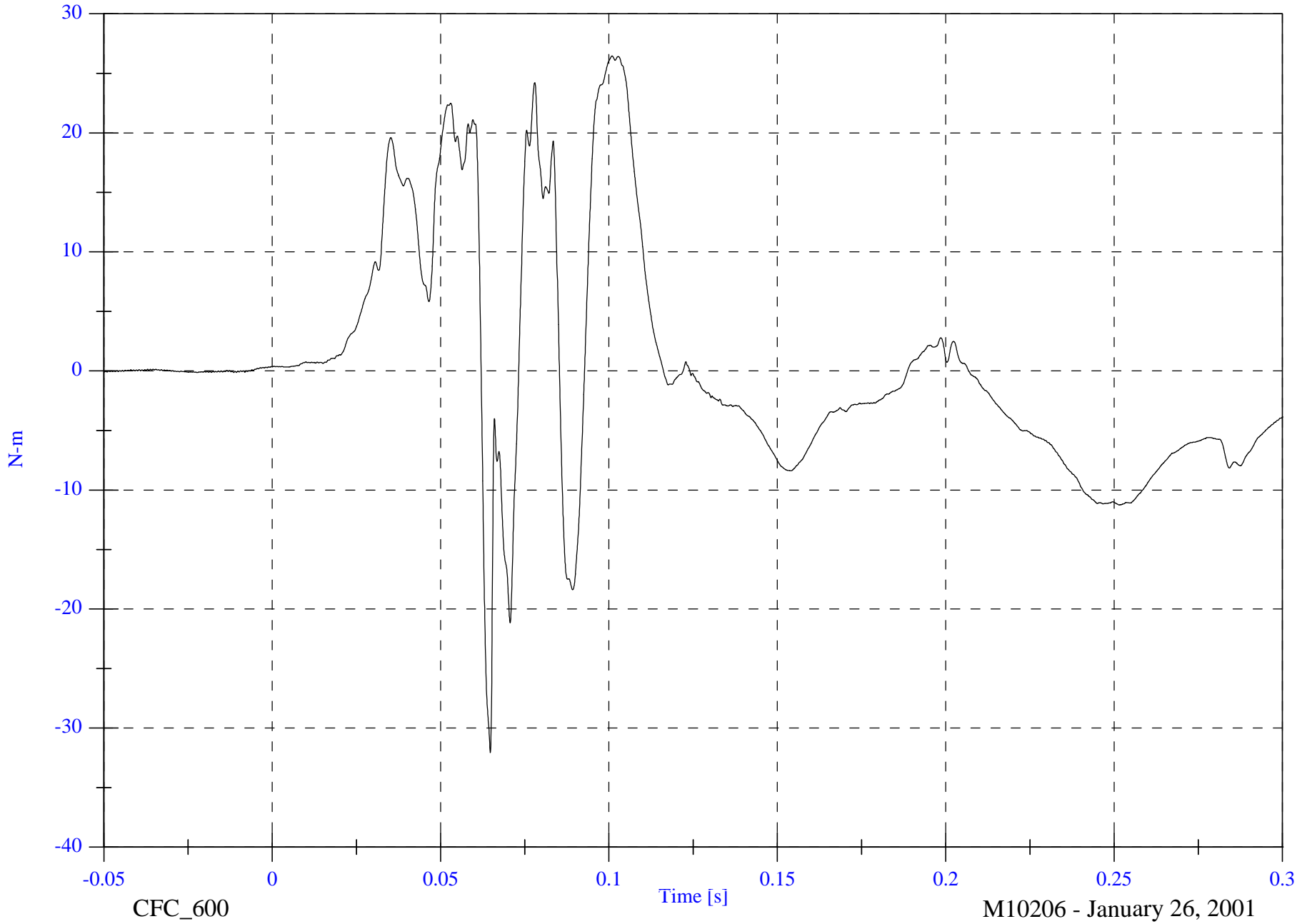
Max: 26.5 [N-m] at 0.101 [s]

P1 Right Upper Tibia Mx

Min: -32.1 [N-m] at 0.065 [s]

B-40

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

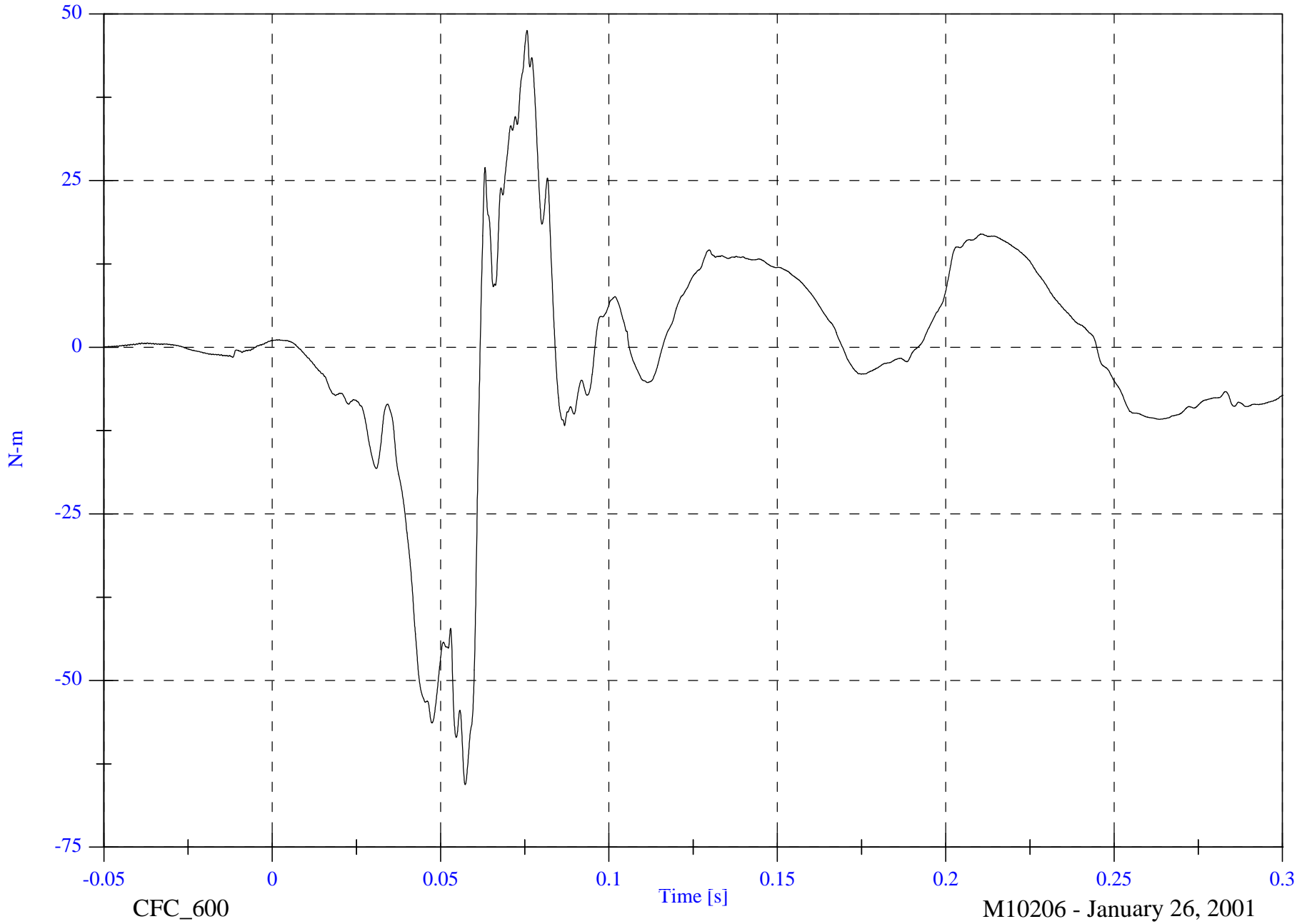
Max: 47.5 [N-m] at 0.076 [s]

P1 Right Upper Tibia My

Min: -65.6 [N-m] at 0.057 [s]

B-41

8602-18

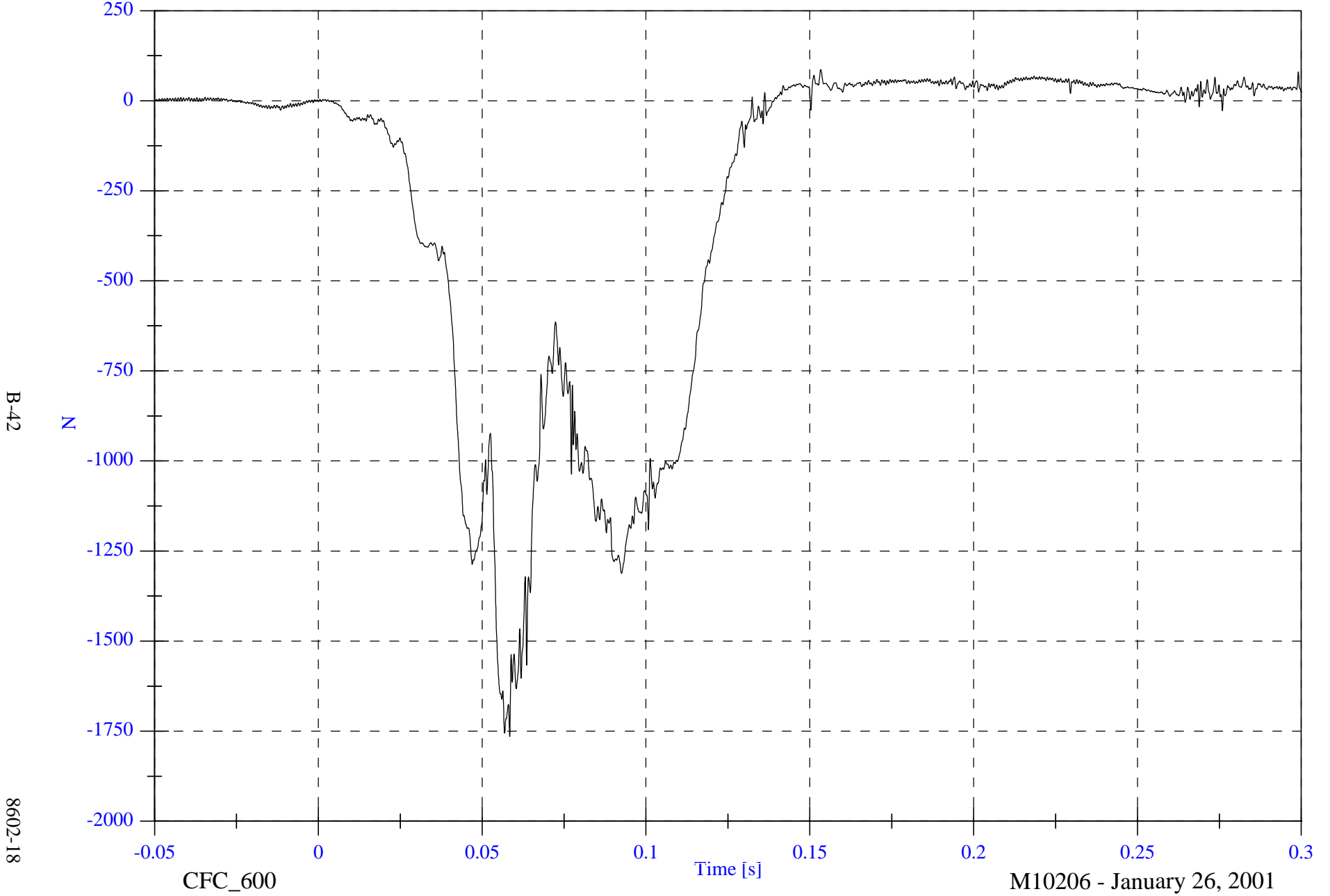


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Right Lower Tibia Fz

Max: 86.5 [N] at 0.153 [s]

Min: -1765.2 [N] at 0.058 [s]



B-42

8602-18

CFC\_600

Time [s]

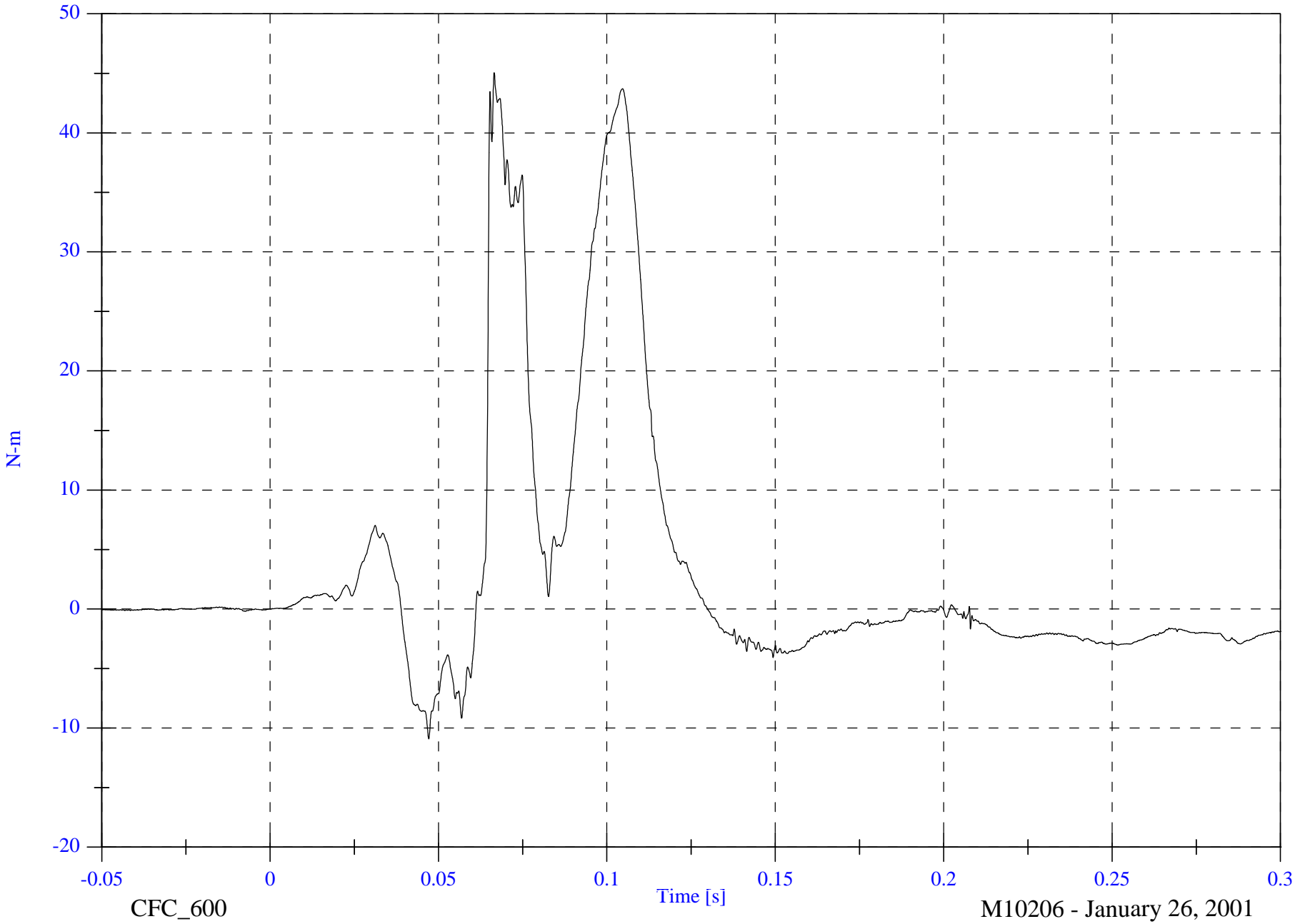
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 45.1 [N-m] at 0.067 [s]

P1 Right Lower Tibia Mx

Min: -10.9 [N-m] at 0.047 [s]



B-43

8602-18

CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

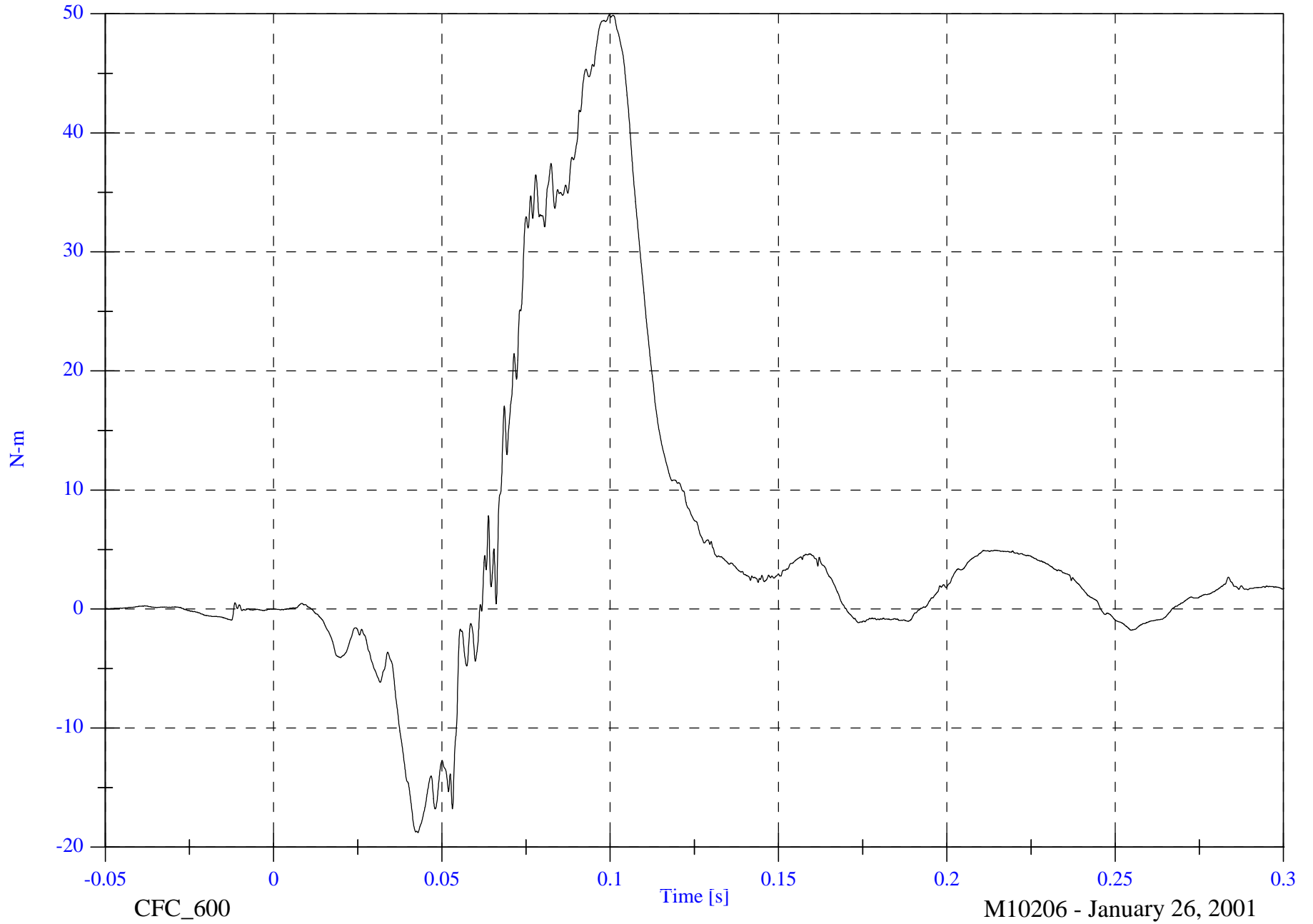
Max: 49.9 [N-m] at 0.100 [s]

P1 Right Lower Tibia My

Min: -18.8 [N-m] at 0.043 [s]

B-44

8602-18



CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

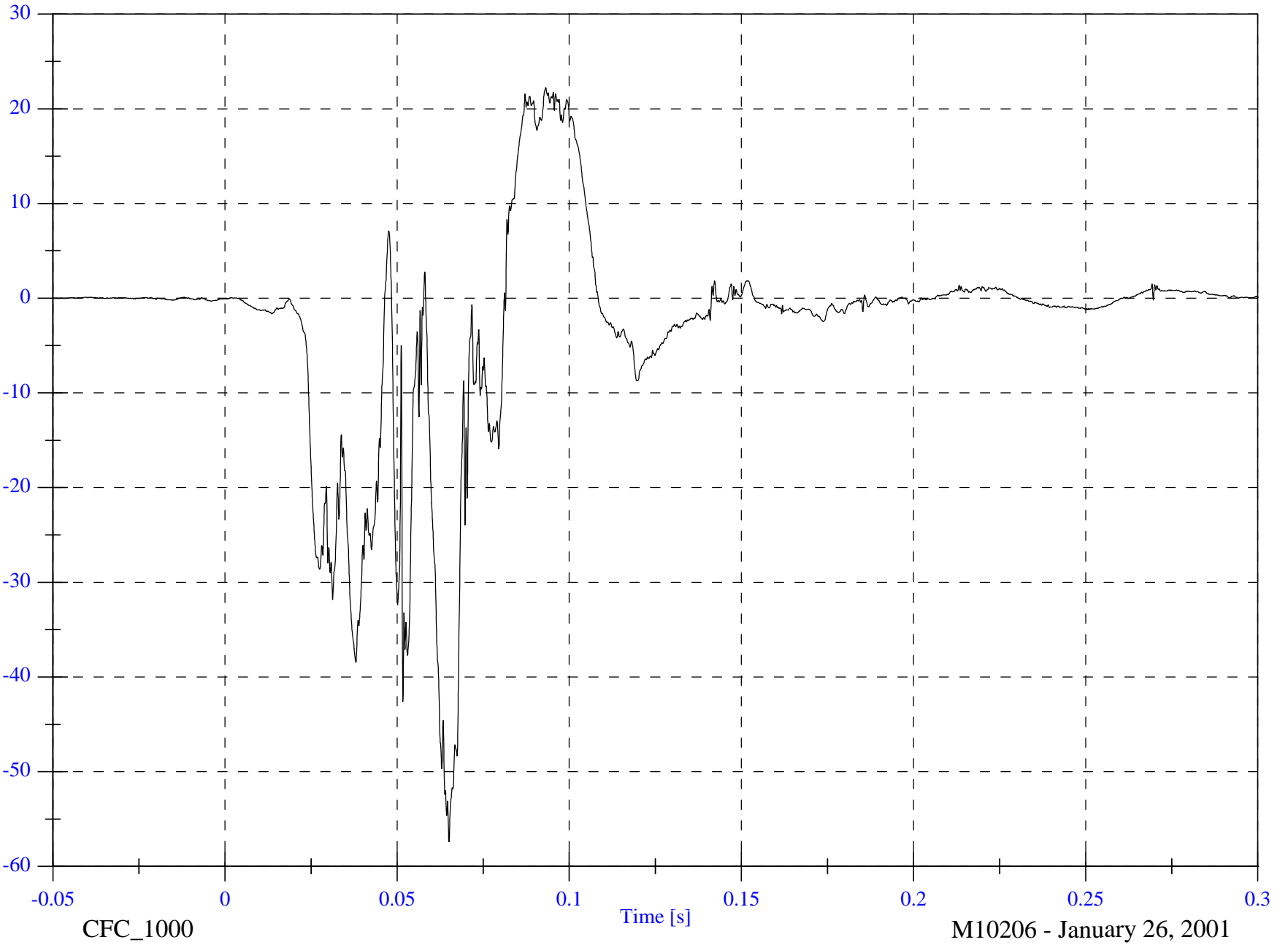
P1 Left Foot Aft x

Max: 22.2 [g] at 0.093 [s]

Min: -57.4 [g] at 0.065 [s]

B-45

g



8602-18

CFC\_1000

Time [s]

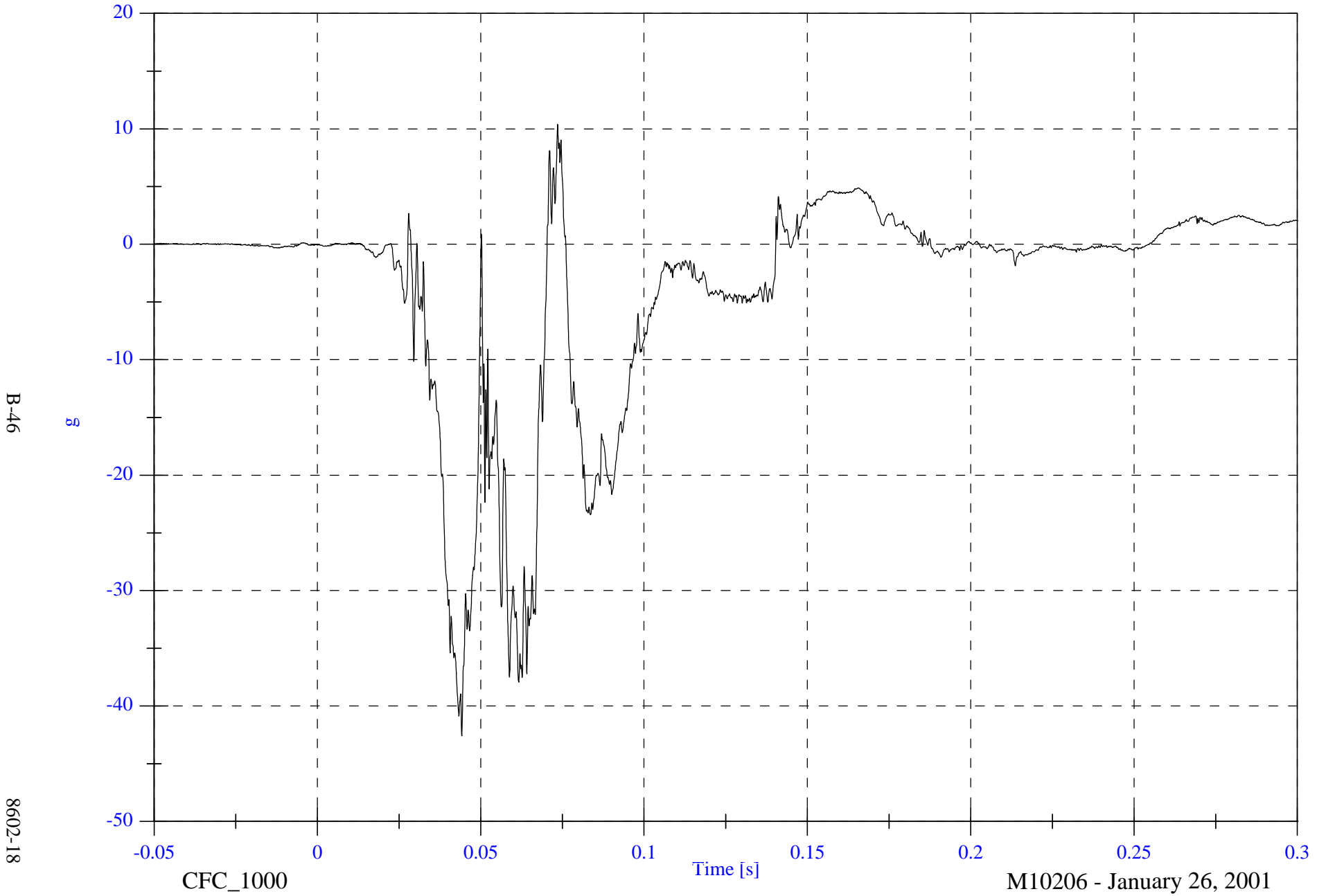
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Left Foot Aft z

Max: 10.4 [g] at 0.074 [s]

Min: -42.6 [g] at 0.044 [s]



B-46

8602-18

CFC\_1000

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

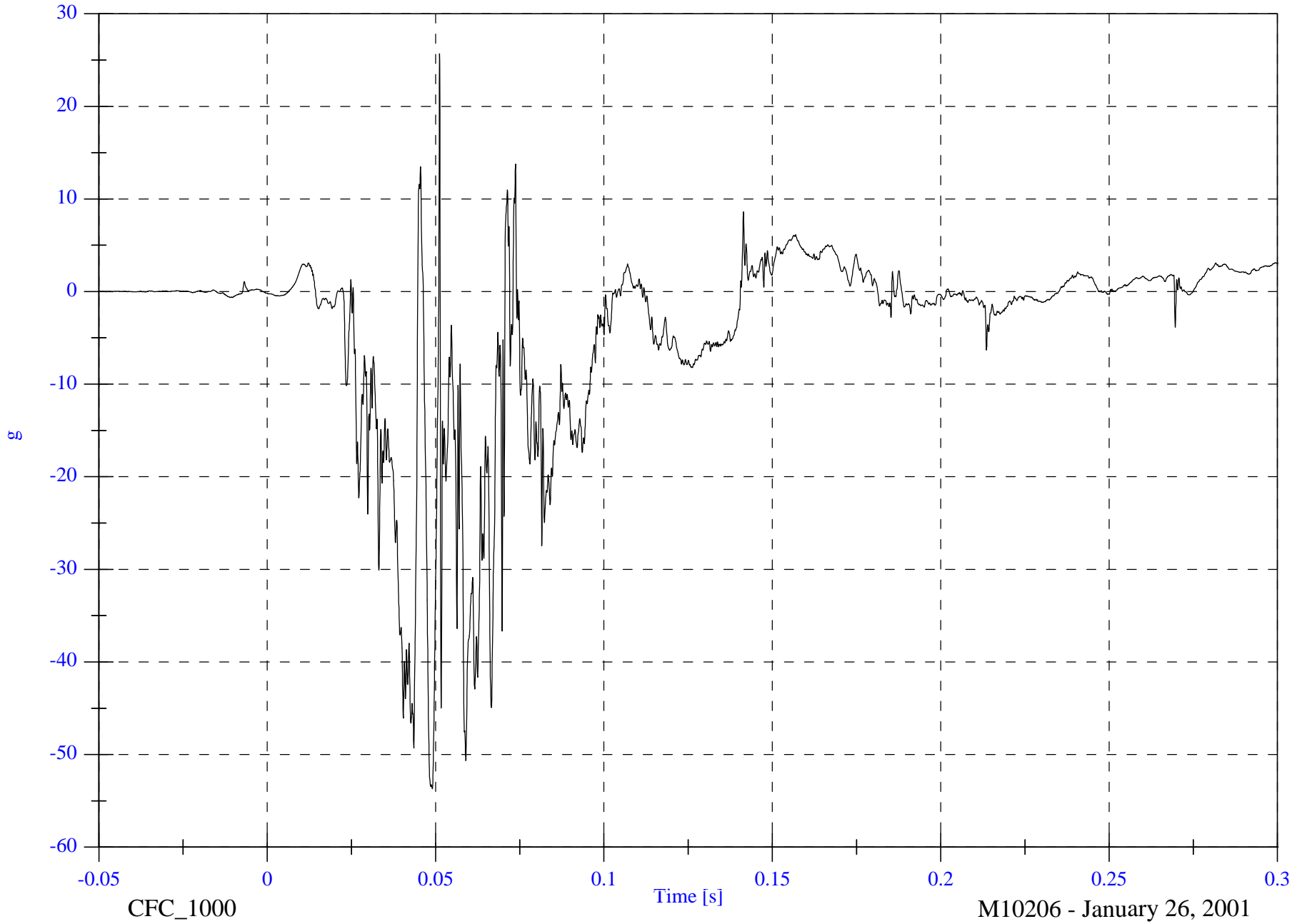
P1 Left Foot Fore z

Max: 25.7 [g] at 0.051 [s]

Min: -53.7 [g] at 0.049 [s]

B-47

8602-18

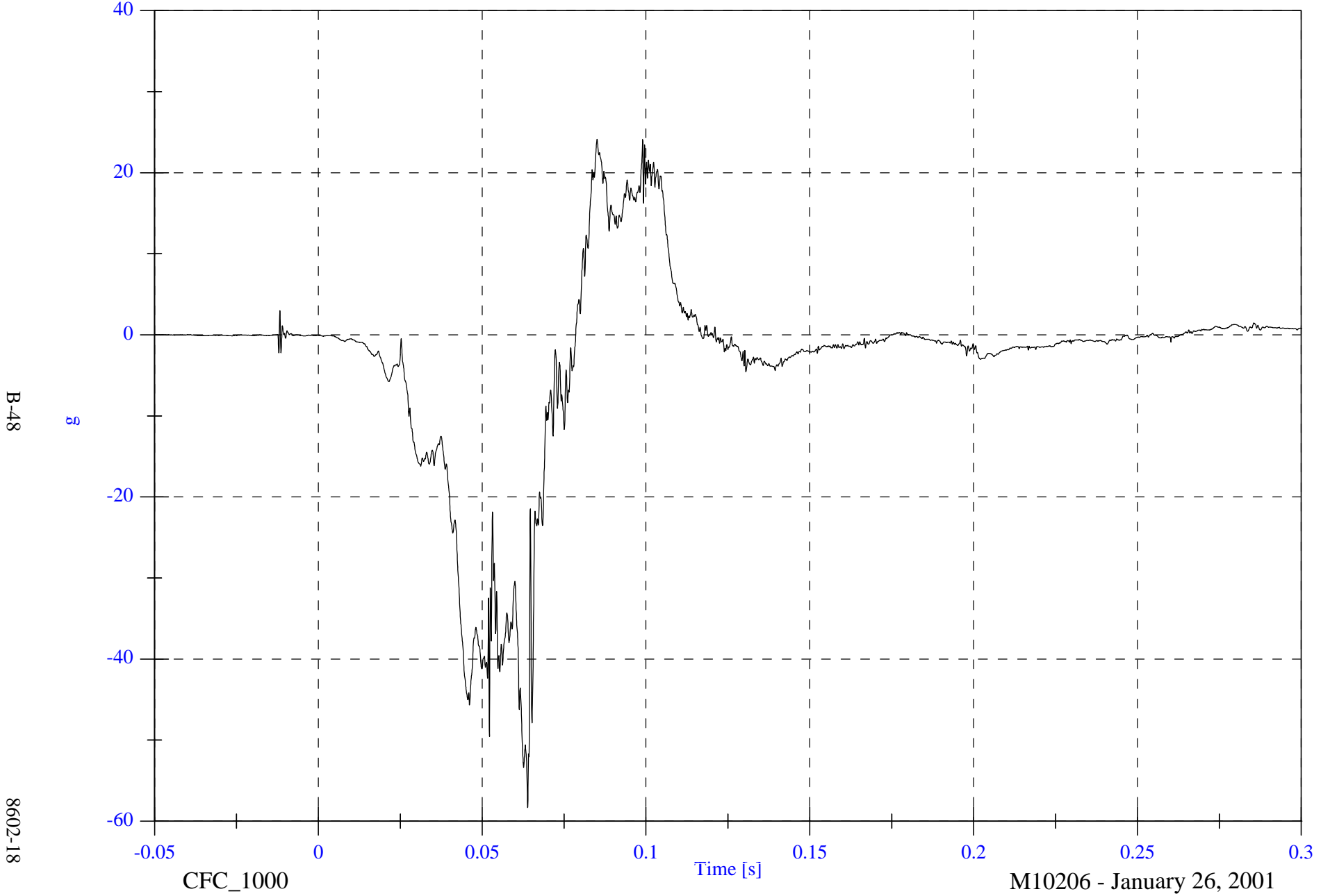


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 24.1 [g] at 0.085 [s]

P1 Right Foot Aft x

Min: -58.3 [g] at 0.064 [s]

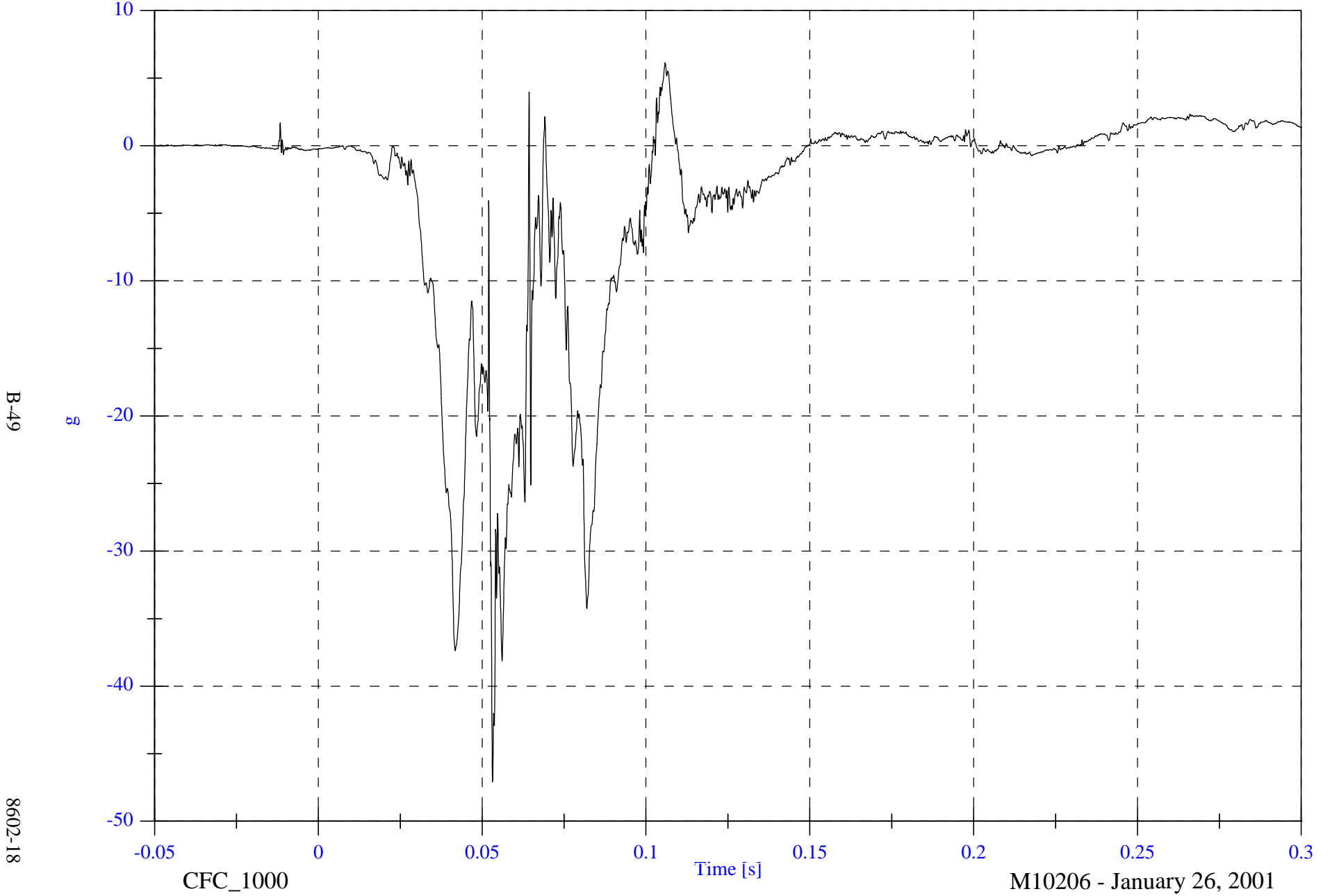


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 6.2 [g] at 0.106 [s]

P1 Right Foot Aft z

Min: -47.1 [g] at 0.053 [s]



B-49

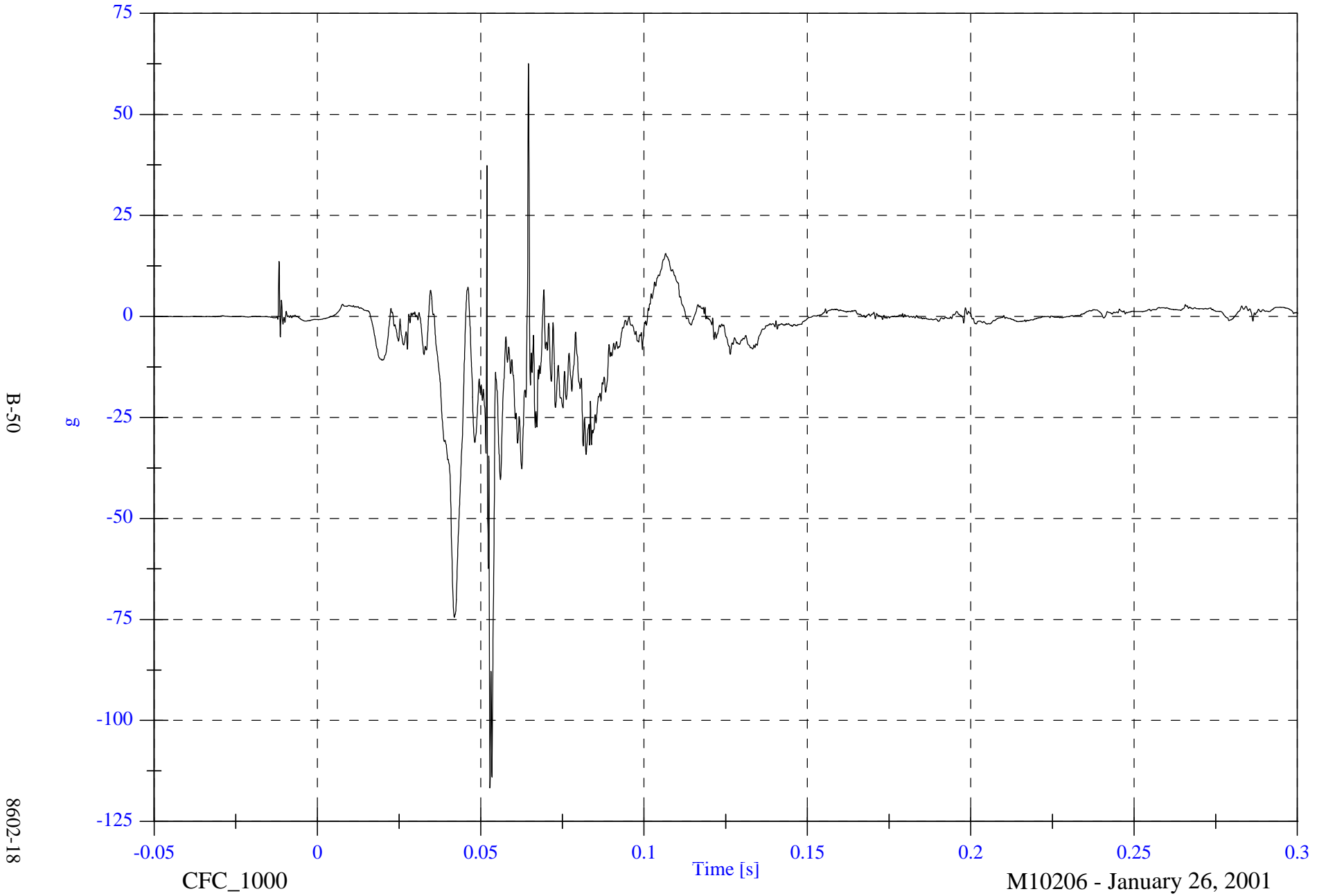
8602-18

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 62.6 [g] at 0.065 [s]

P1 Right Foot Fore z

Min: -116.7 [g] at 0.053 [s]

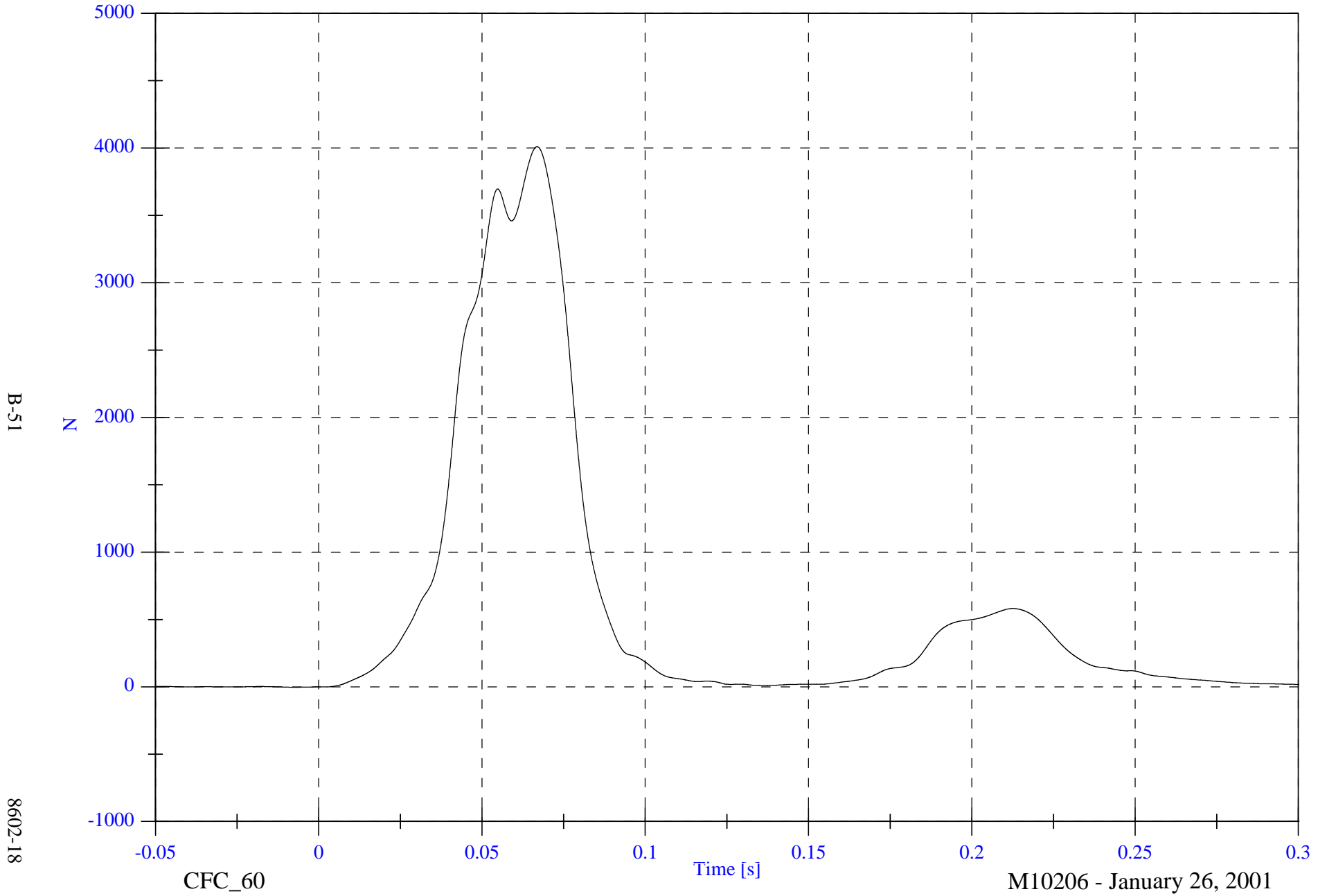


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Lap Belt Force

Max: 4011.0 [N] at 0.067 [s]

Min: -4.2 [N] at -0.007 [s]



B-51

8602-18

CFC\_60

Time [s]

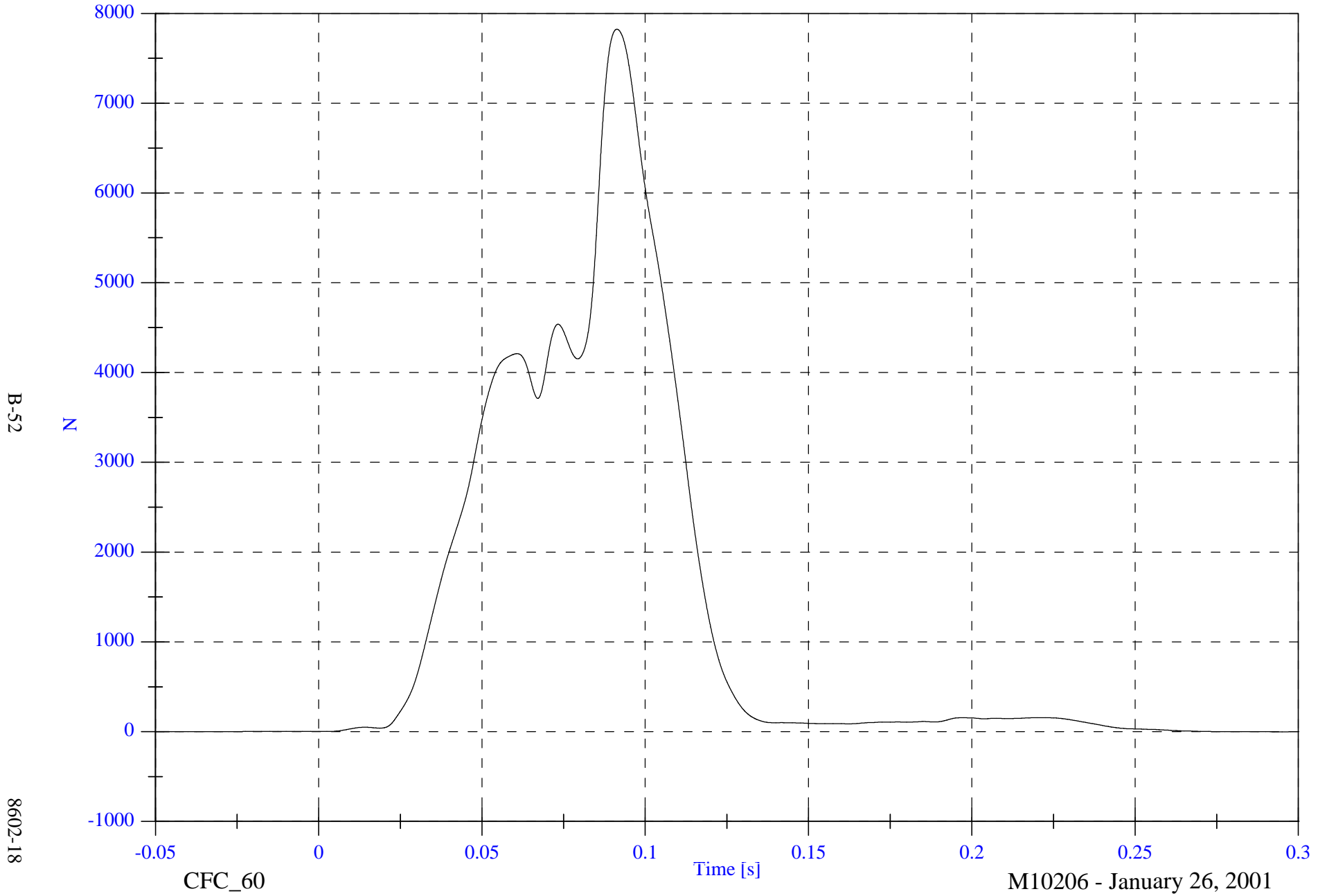
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 7824.2 [N] at 0.091 [s]

P1 Shoulder Belt Force

Min: -2.3 [N] at 0.294 [s]



B-52

8602-18

CFC\_60

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

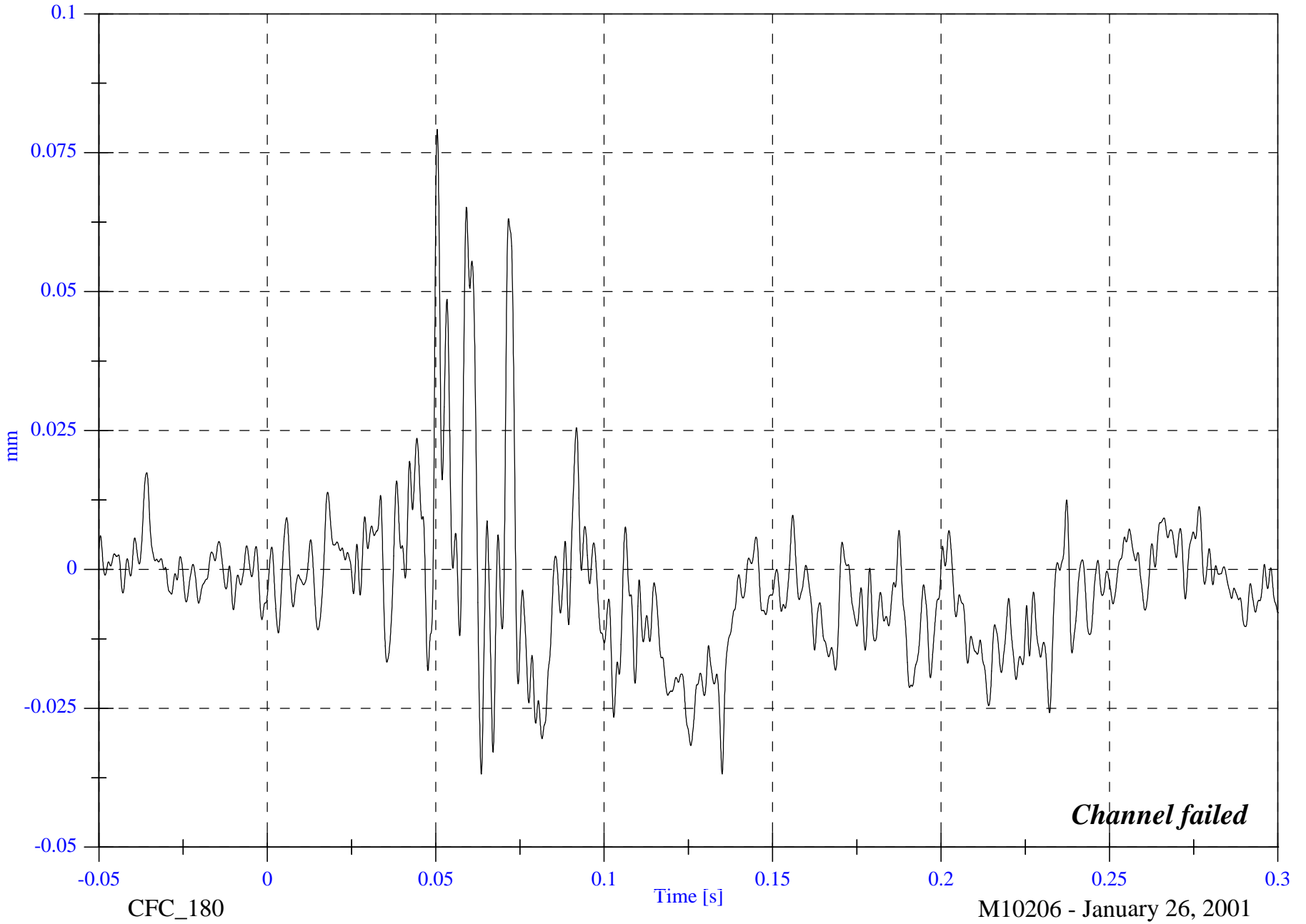
P1 Shoulder Belt Spoolout

Max: 0.1 [mm] at 0.050 [s]

Min: -0.0 [mm] at 0.064 [s]

B-53

8602-18

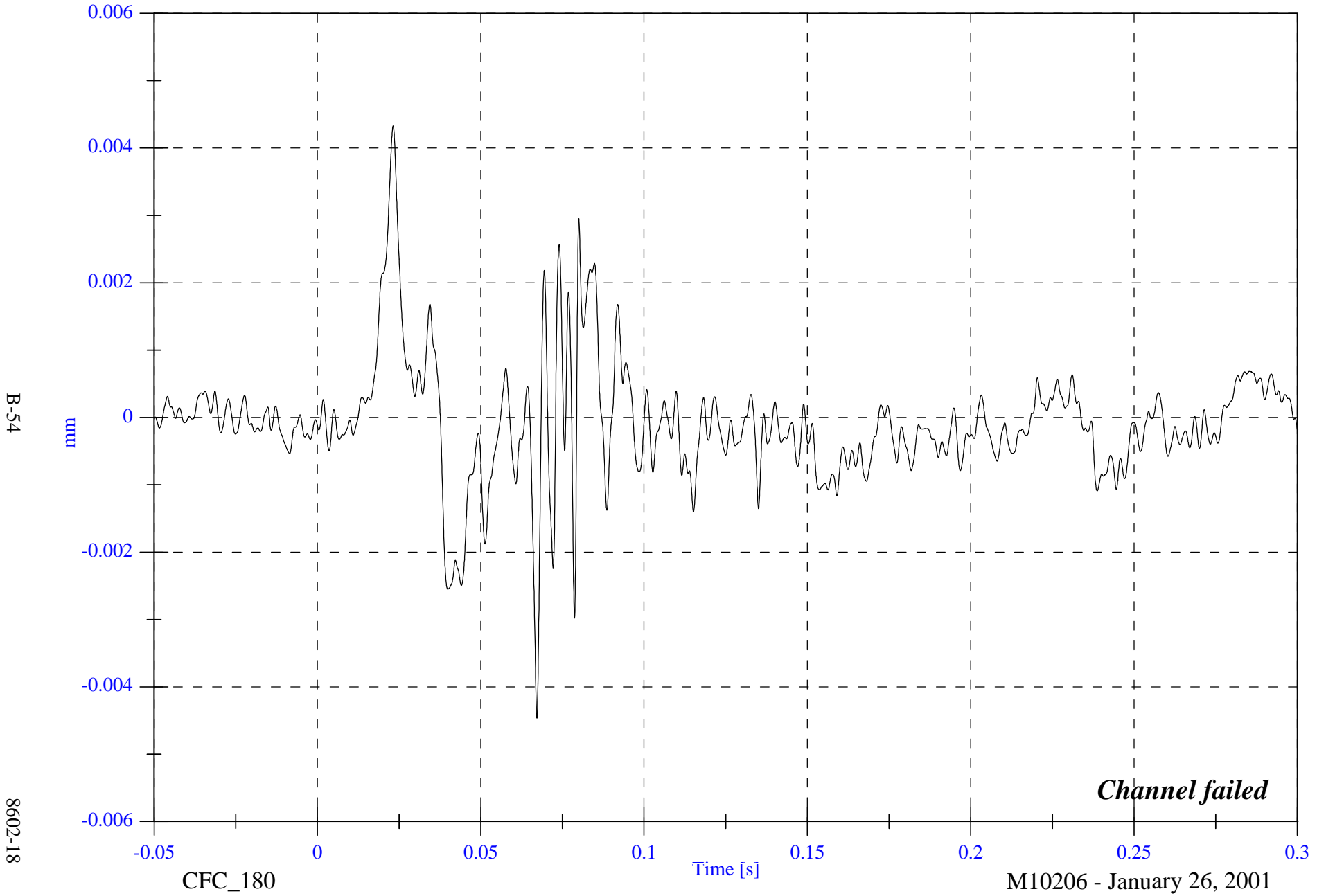


NCAP Test 18 - 2001 Ford Mustang Coupe

P1 Shoulder Belt Elongation

Max: 0.0 [mm] at 0.023 [s]

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

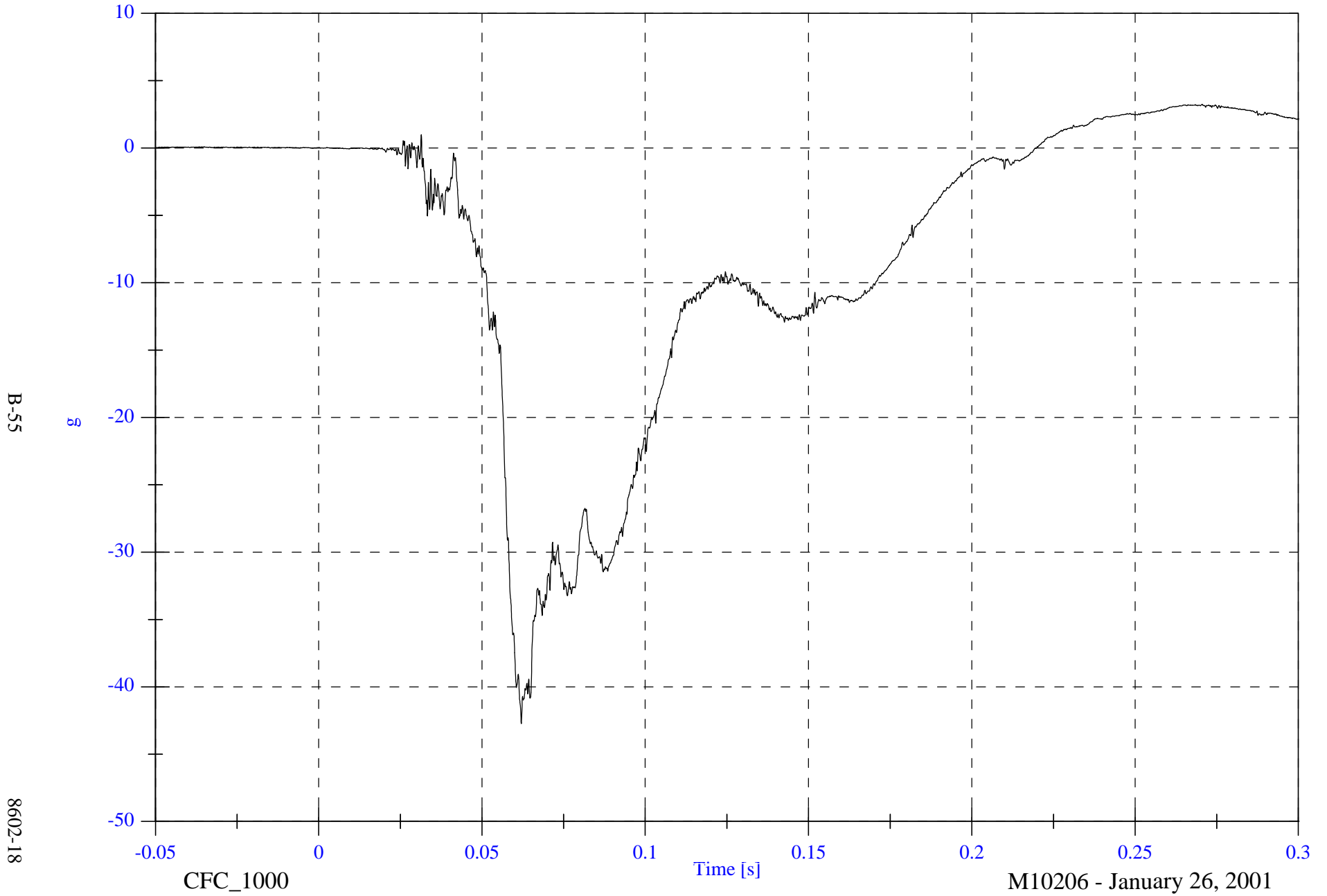


NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Head x

Max: 3.2 [g] at 0.270 [s]

Min: -42.7 [g] at 0.062 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

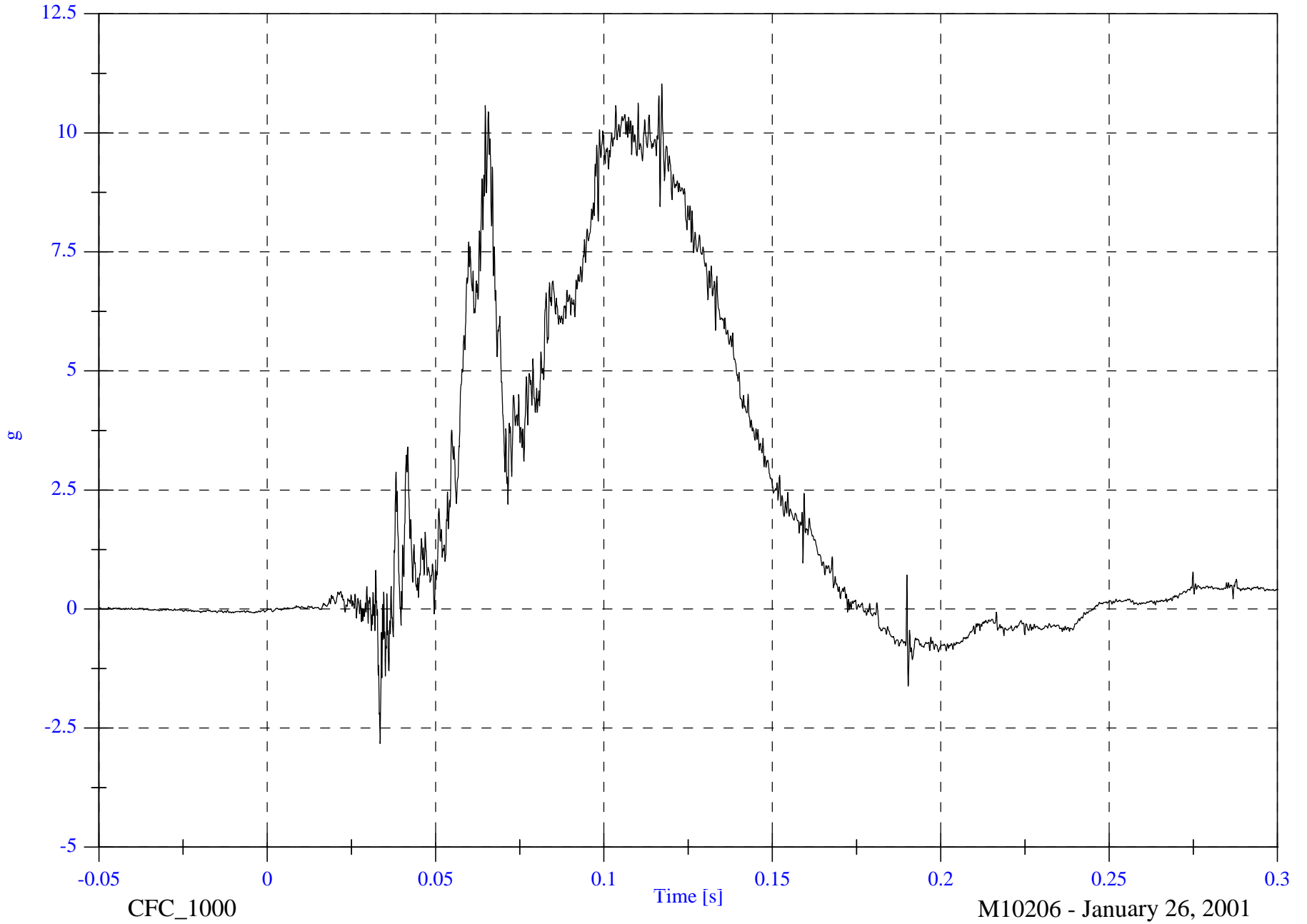
P2 Head y

Max: 11.0 [g] at 0.117 [s]

Min: -2.8 [g] at 0.034 [s]

B-56

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Head z

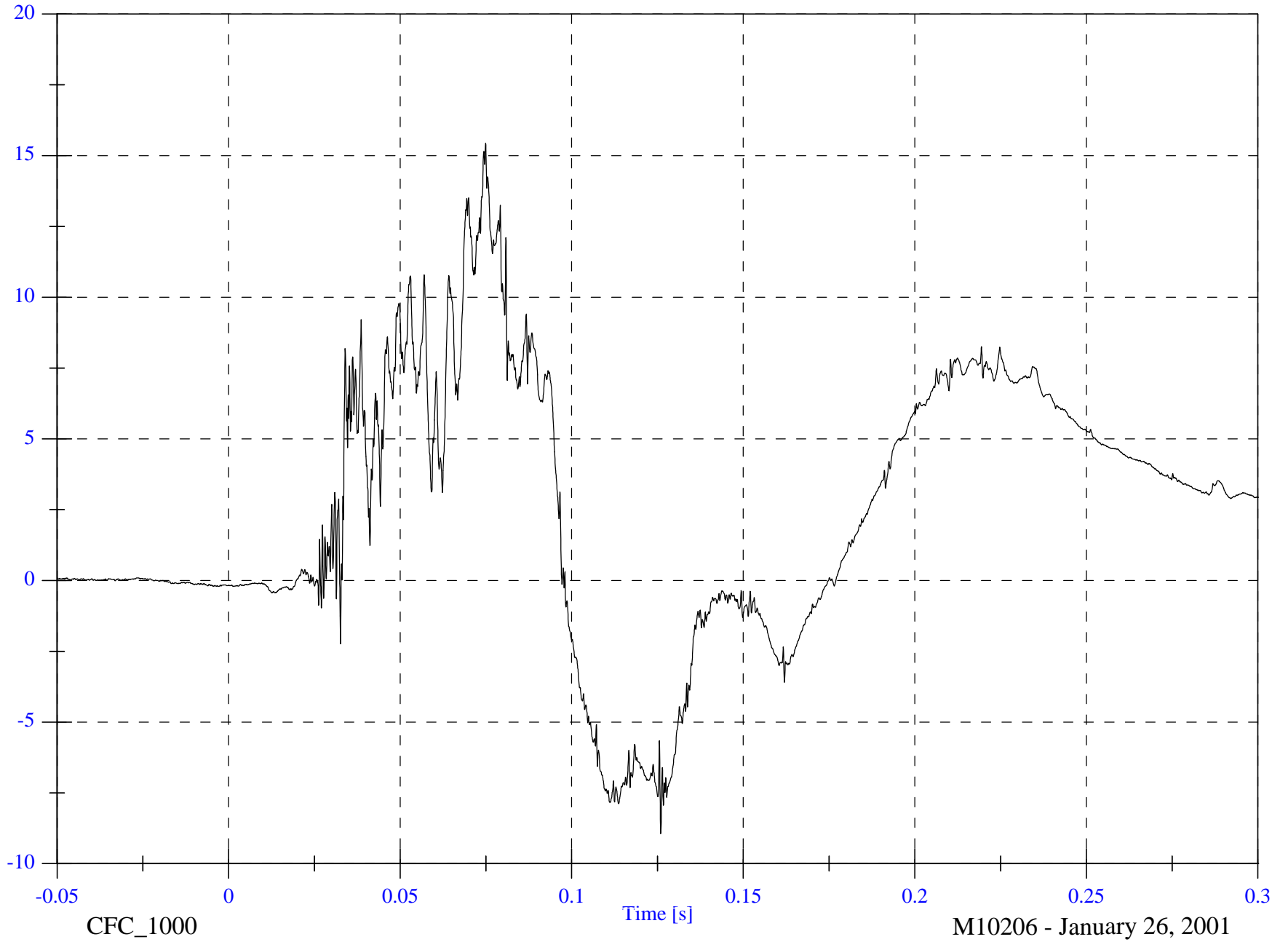
Max: 15.4 [g] at 0.075 [s]

Min: -8.9 [g] at 0.126 [s]

B-57

g

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Head Resultant

Max: 43.5 [g] at 0.062 [s]

Min: 0.0 [g] at -0.040 [s]

B-58

8602-18

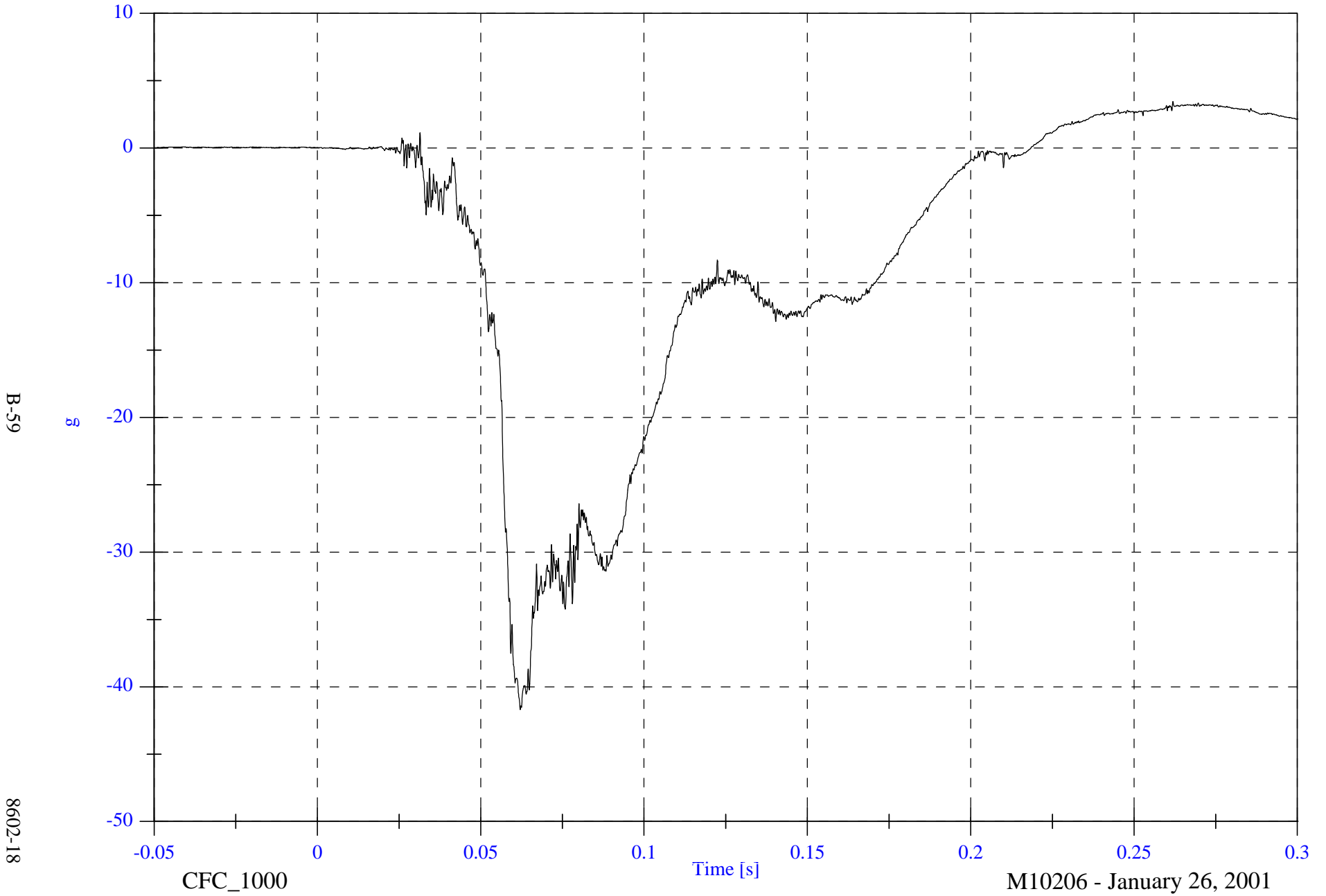


NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Head Red x

Max: 3.5 [g] at 0.262 [s]

Min: -41.7 [g] at 0.062 [s]

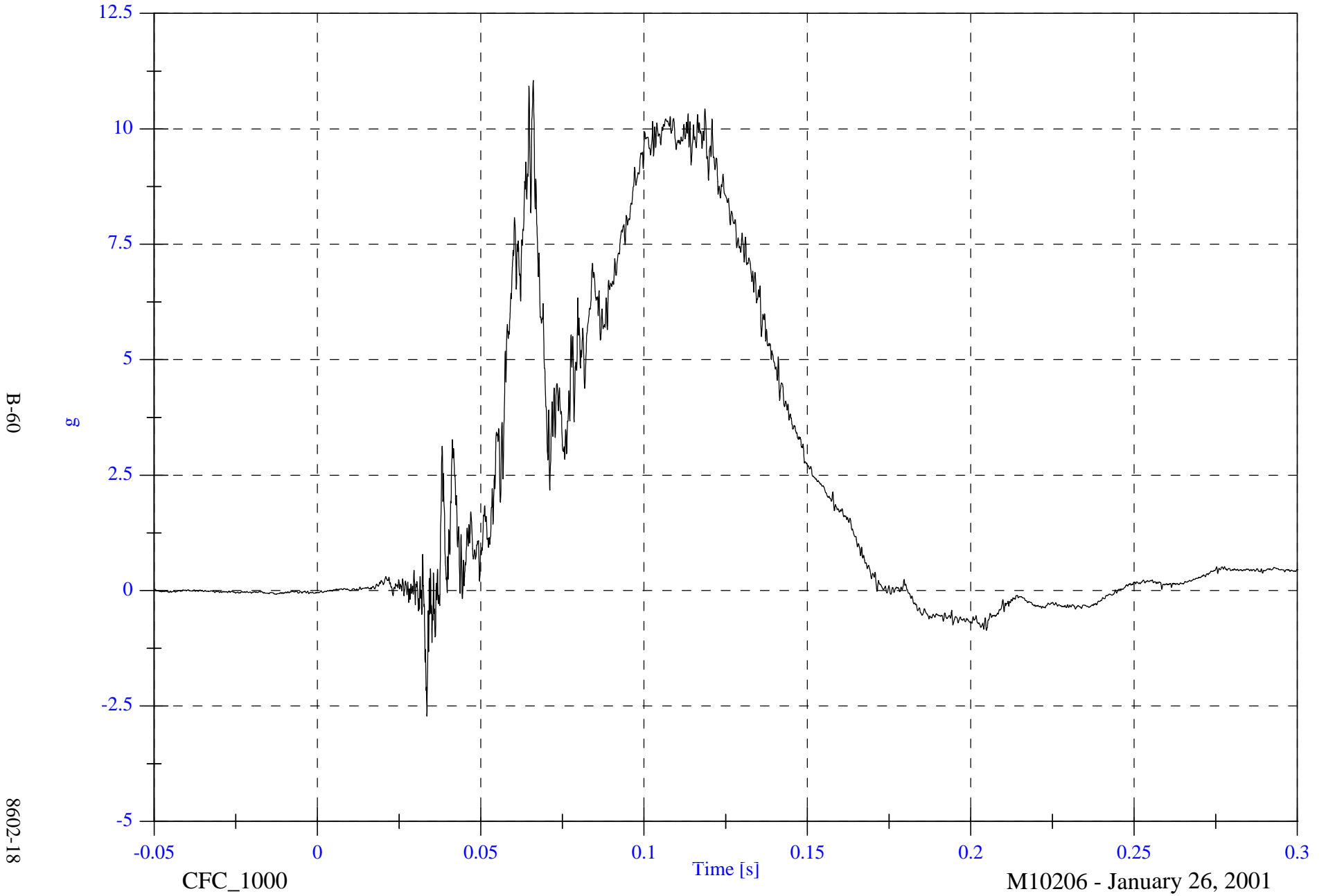


NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Head Red y

Max: 11.0 [g] at 0.066 [s]

Min: -2.7 [g] at 0.034 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

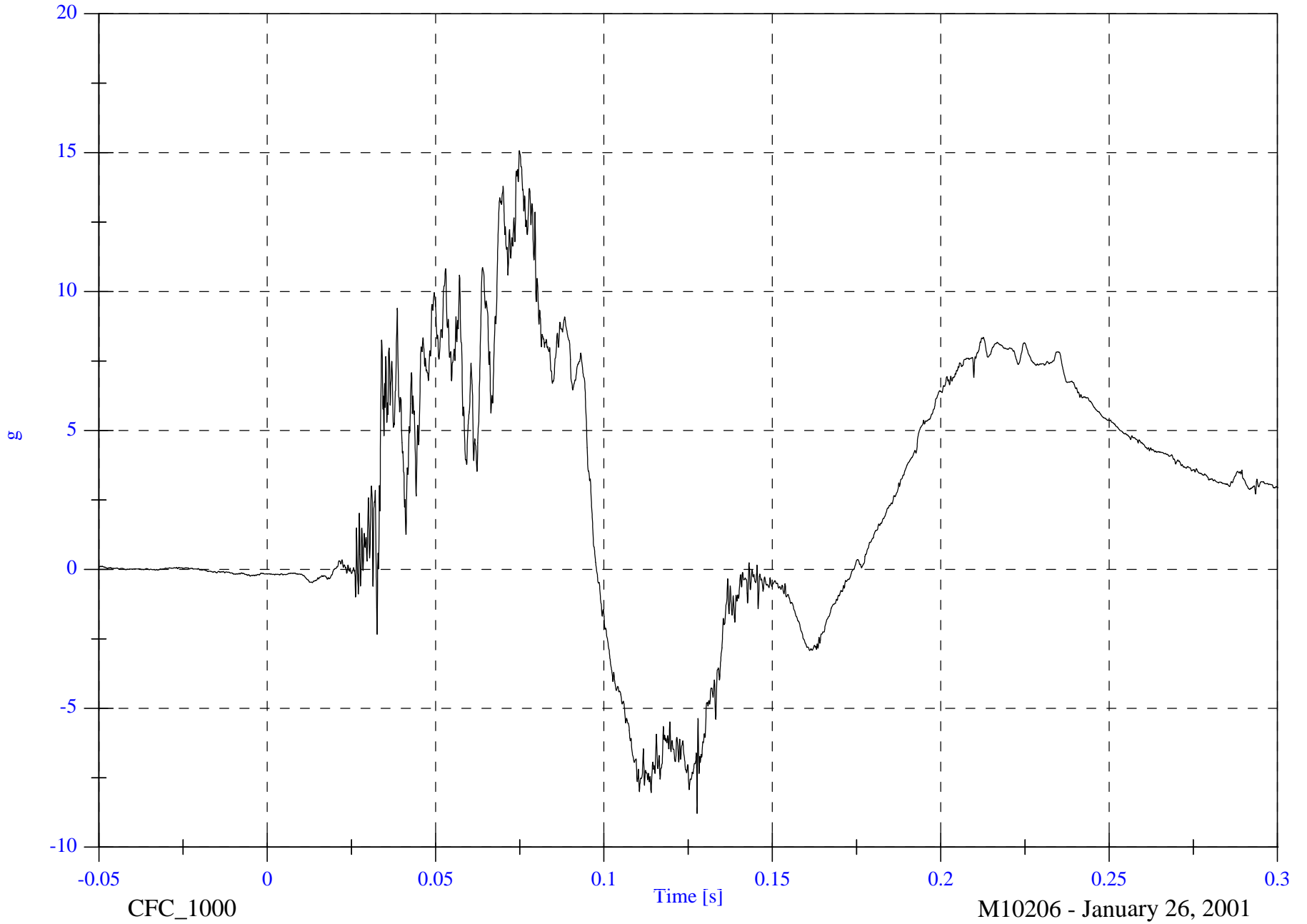
P2 Head Red z

Max: 15.1 [g] at 0.075 [s]

Min: -8.8 [g] at 0.128 [s]

B-61

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Head Red Resultant

Max: 42.9 [g] at 0.064 [s]

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

B-62

8602-18

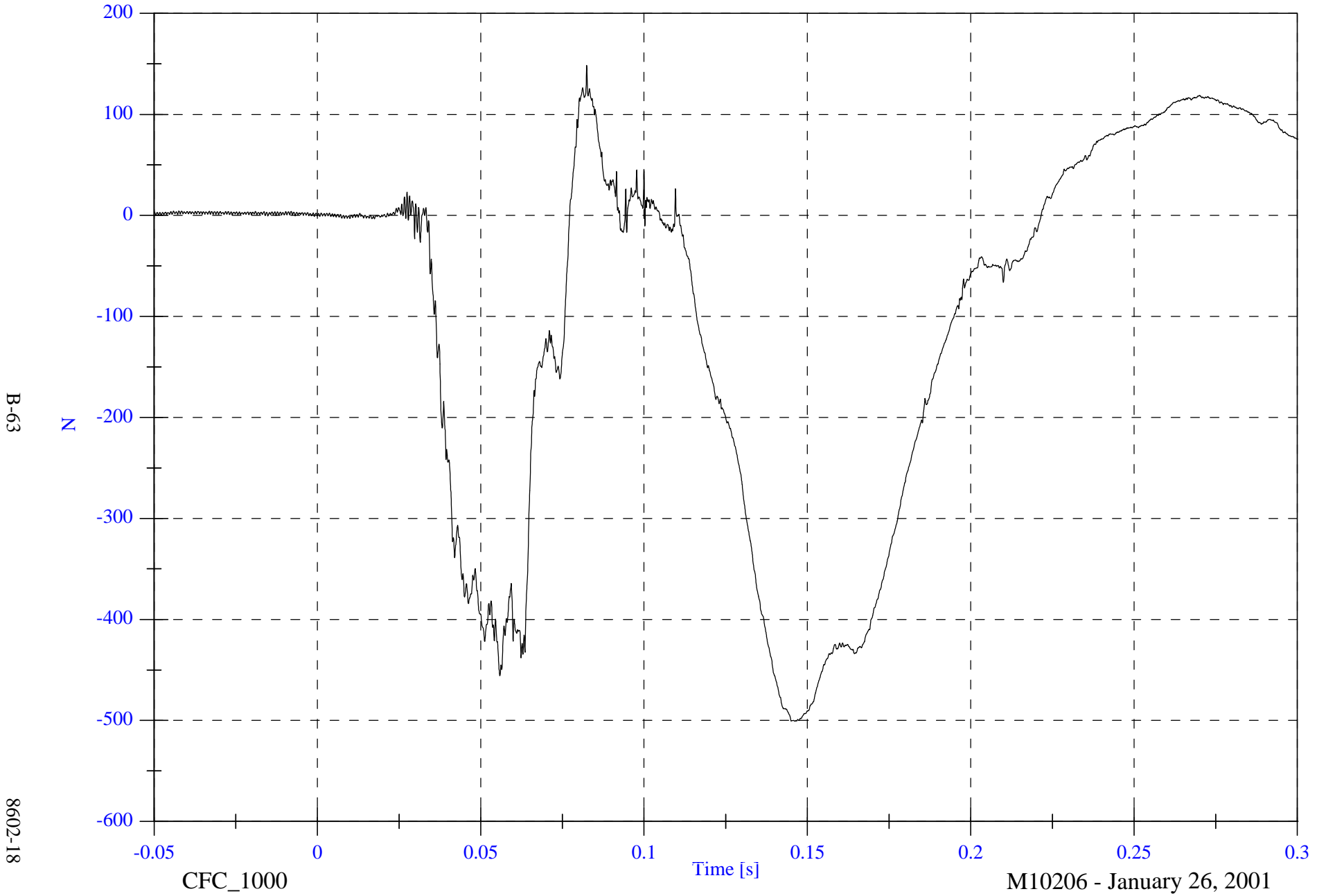


NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Upper Neck Fx

Max: 148.5 [N] at 0.082 [s]

Min: -500.8 [N] at 0.146 [s]



B-63

N

8602-18

CFC\_1000

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

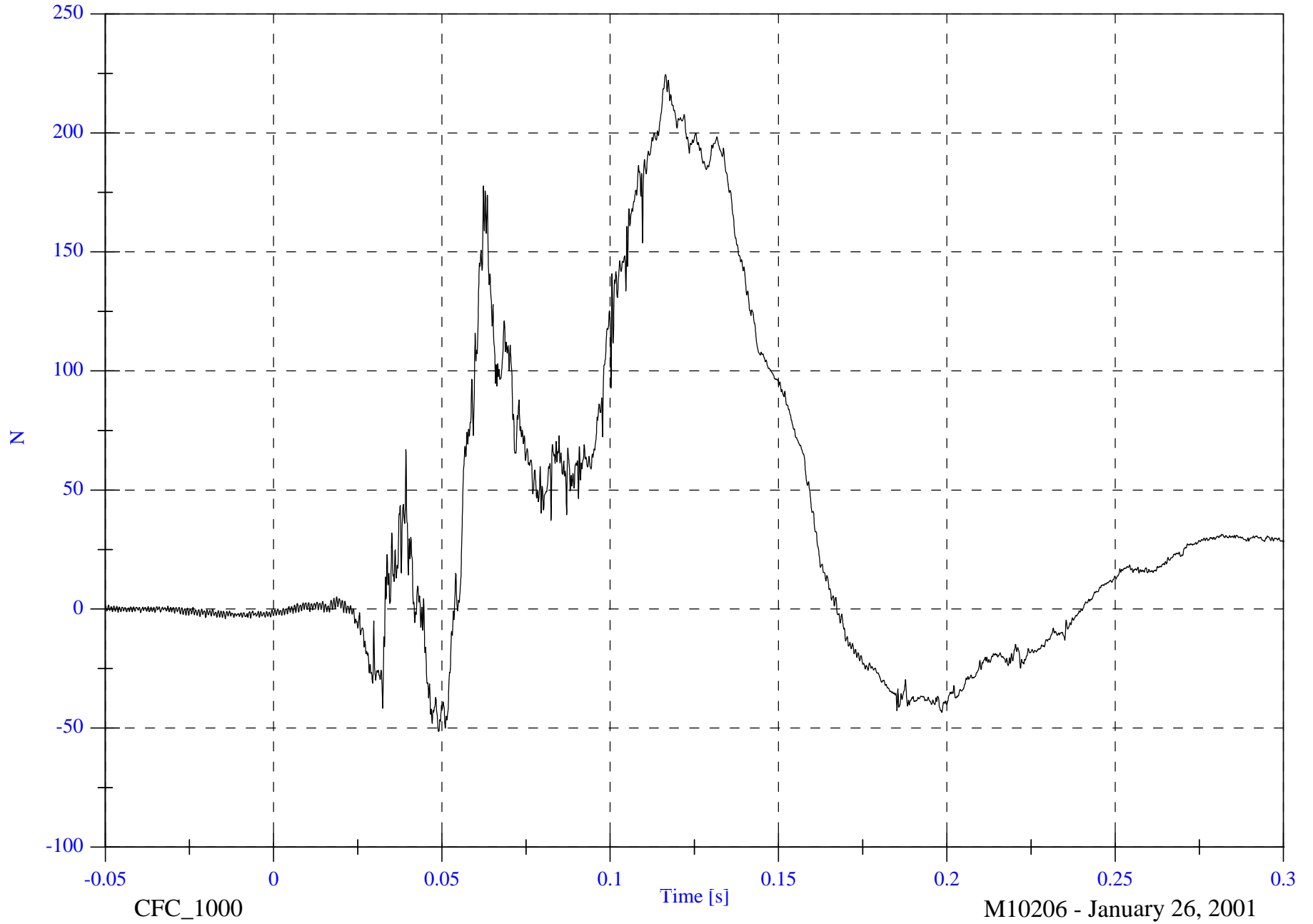
P2 Upper Neck Fy

Max: 224.5 [N] at 0.116 [s]

Min: -51.4 [N] at 0.049 [s]

B-64

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

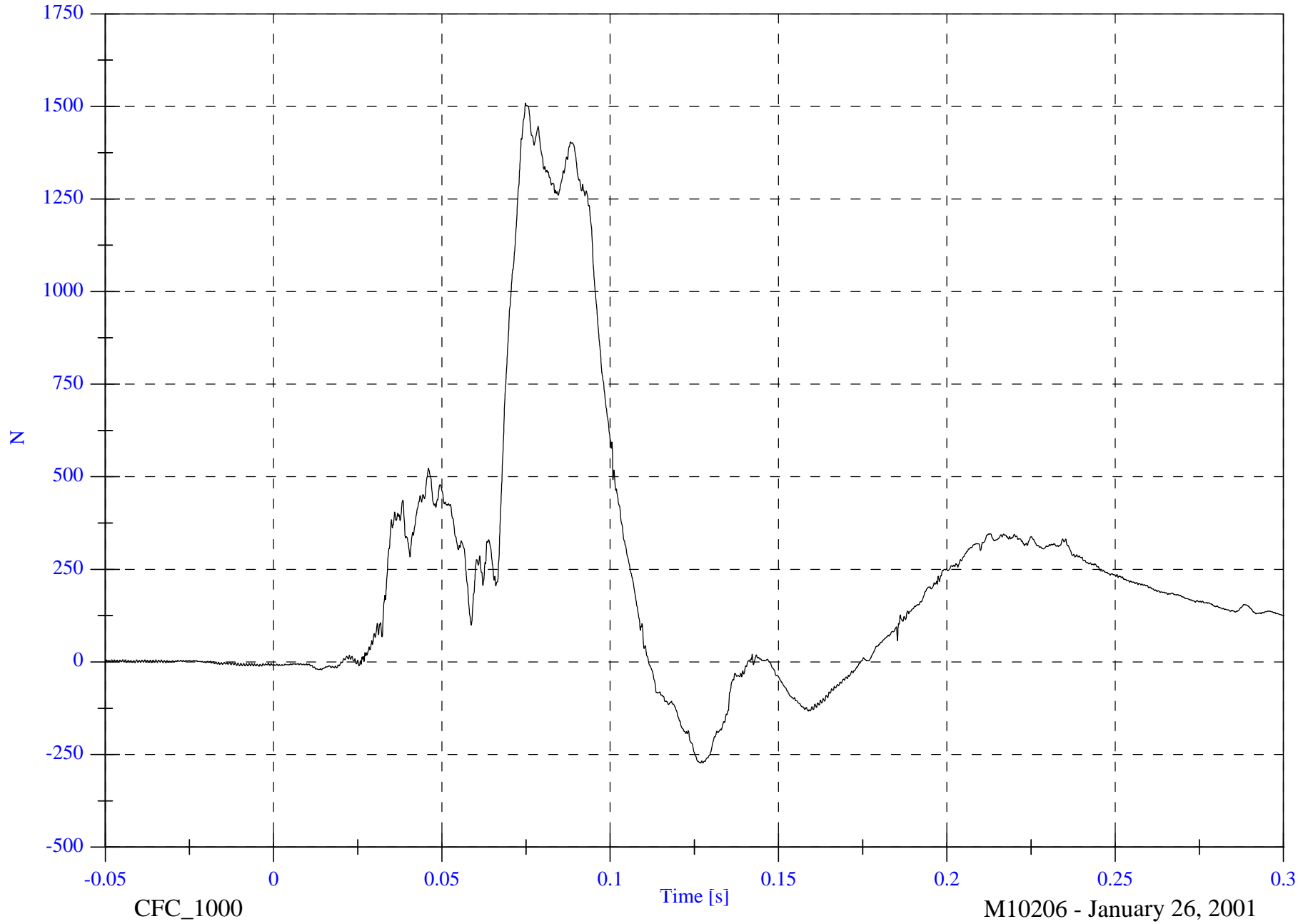
P2 Upper Neck Fz

Max: 1509.2 [N] at 0.075 [s]

Min: -272.7 [N] at 0.127 [s]

B-65

8602-18



CFC\_1000

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

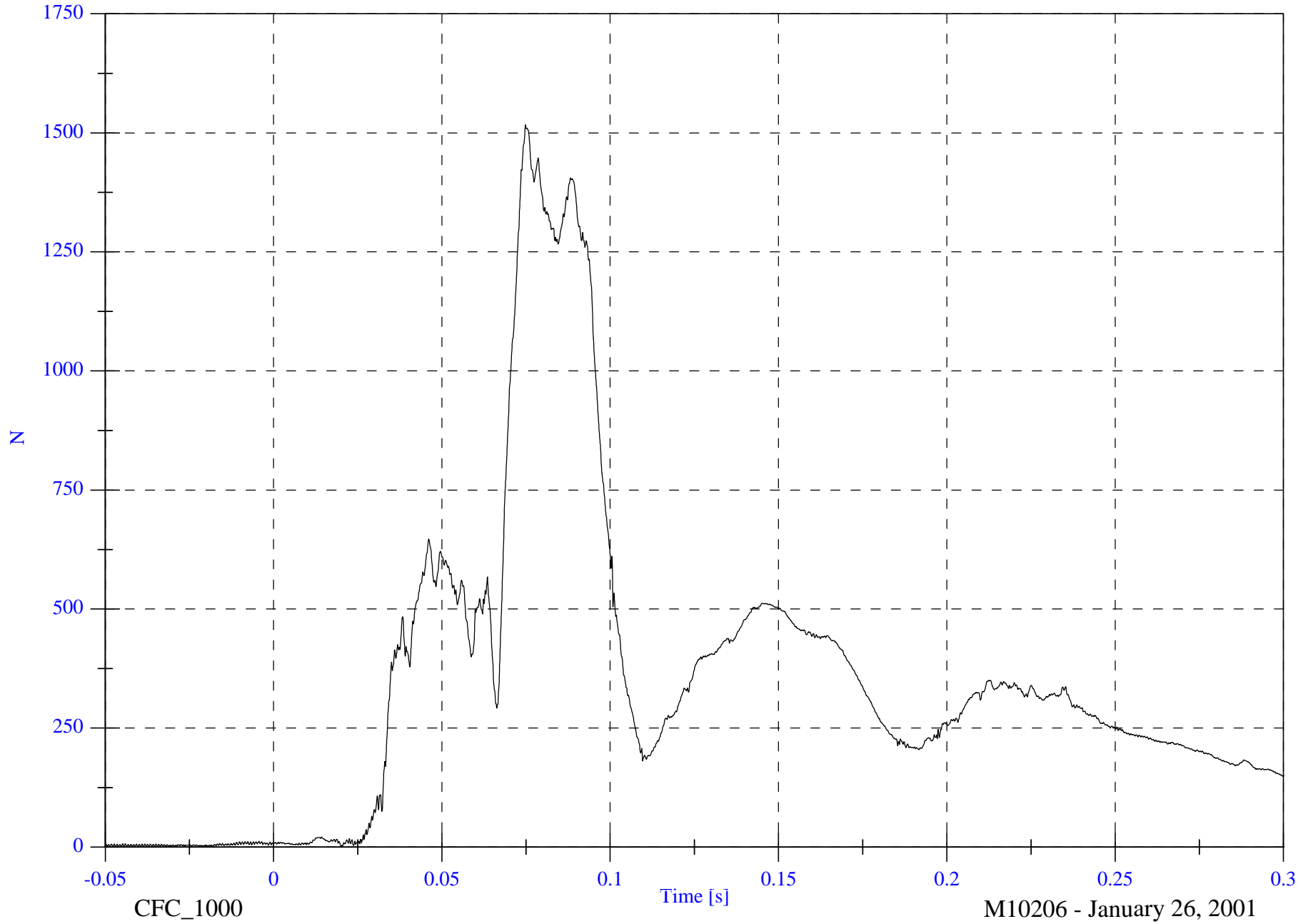
P2 Upper Neck F Resultant

Max: 1517.3 [N] at 0.075 [s]

Min: 1.0 [N] at 0.020 [s]

B-66

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

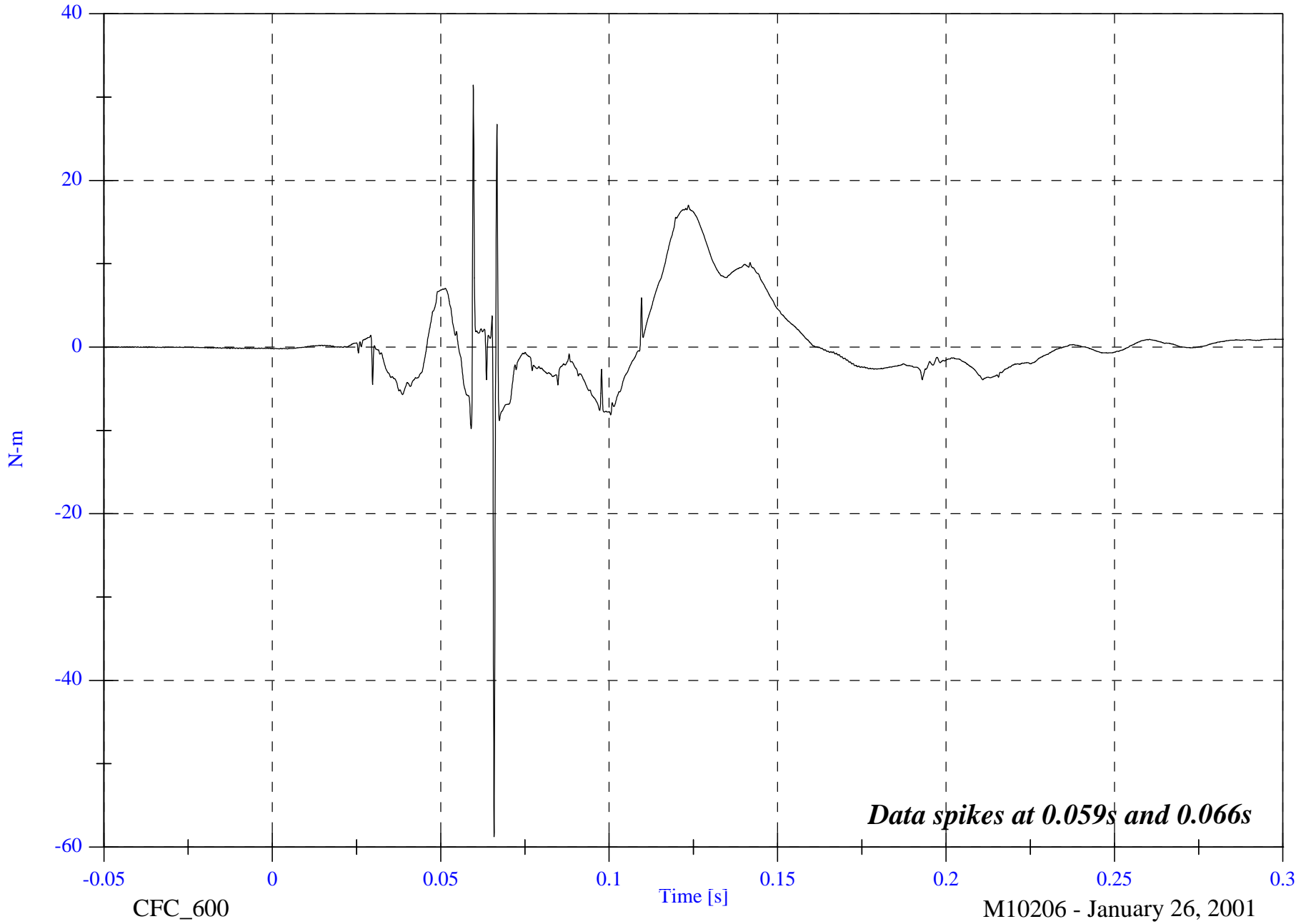
P2 Upper Neck Mx

Max: 31.4 [N-m] at 0.060 [s]

Min: -58.8 [N-m] at 0.066 [s]

B-67

8602-18



M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

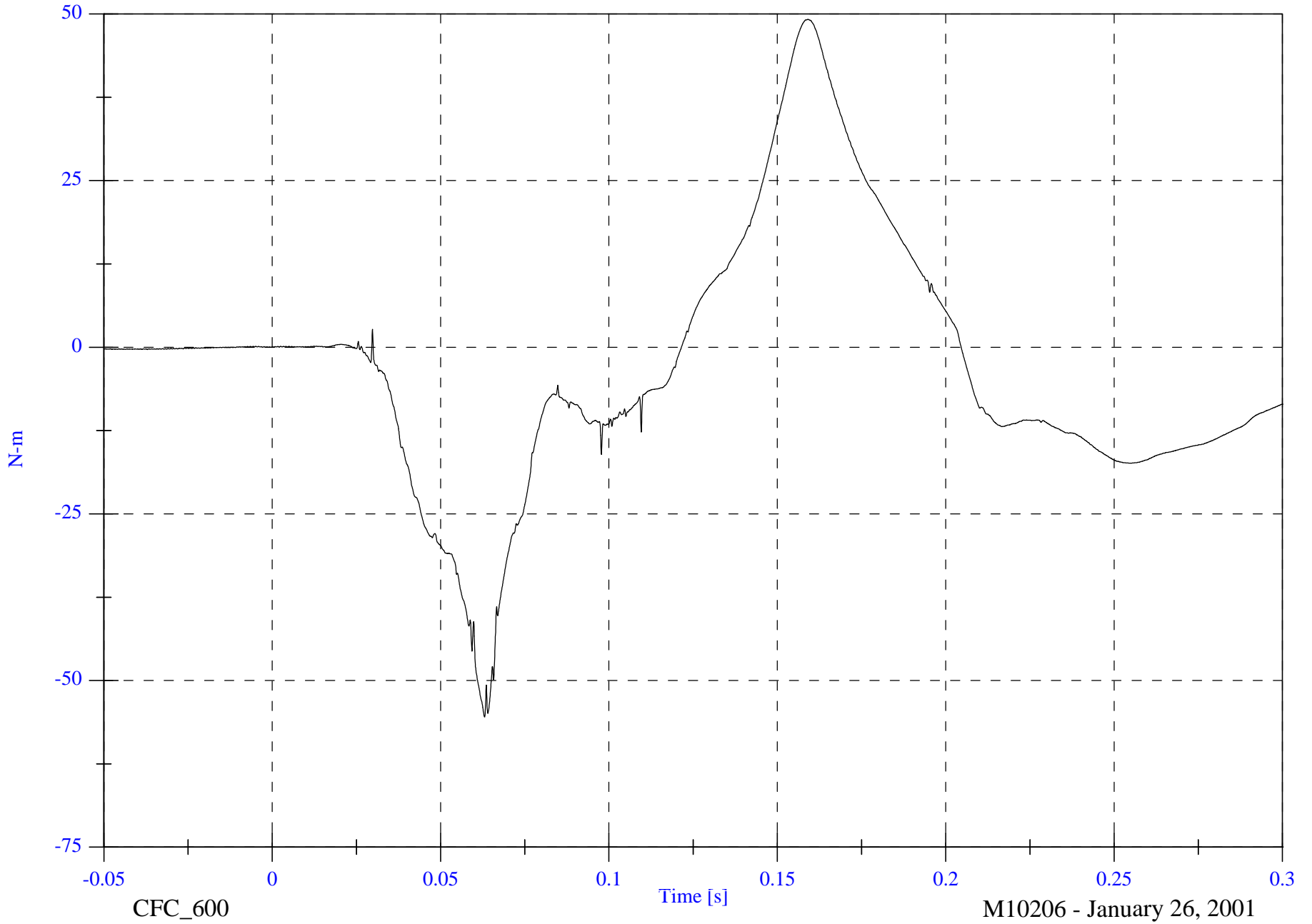
P2 Upper Neck My

Max: 49.2 [N-m] at 0.159 [s]

Min: -55.5 [N-m] at 0.063 [s]

B-68

8602-18



CFC\_600

Time [s]

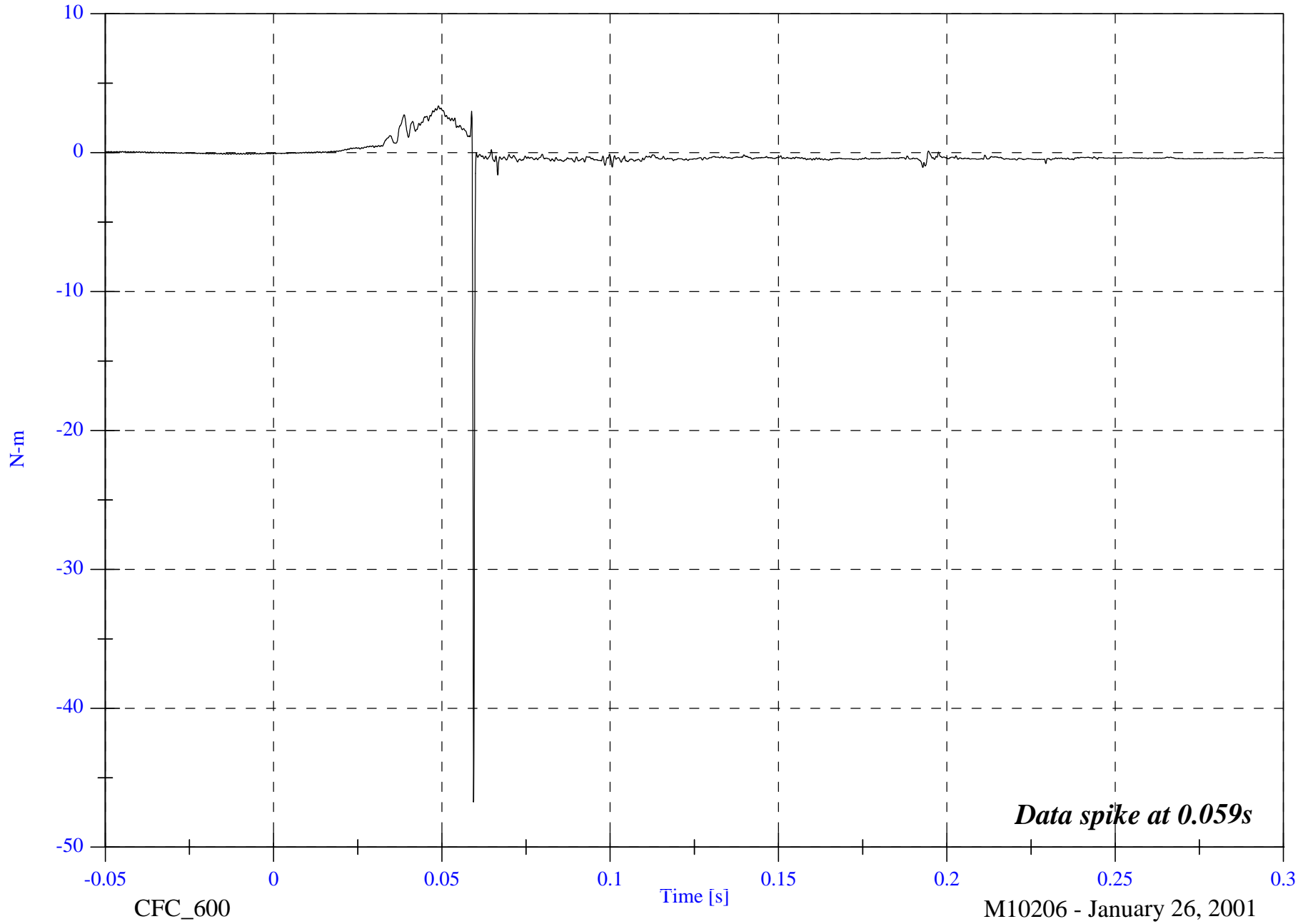
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Upper Neck Mz

Max: 3.4 [N-m] at 0.049 [s]

Min: -46.8 [N-m] at 0.059 [s]



B-69

8602-18

CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

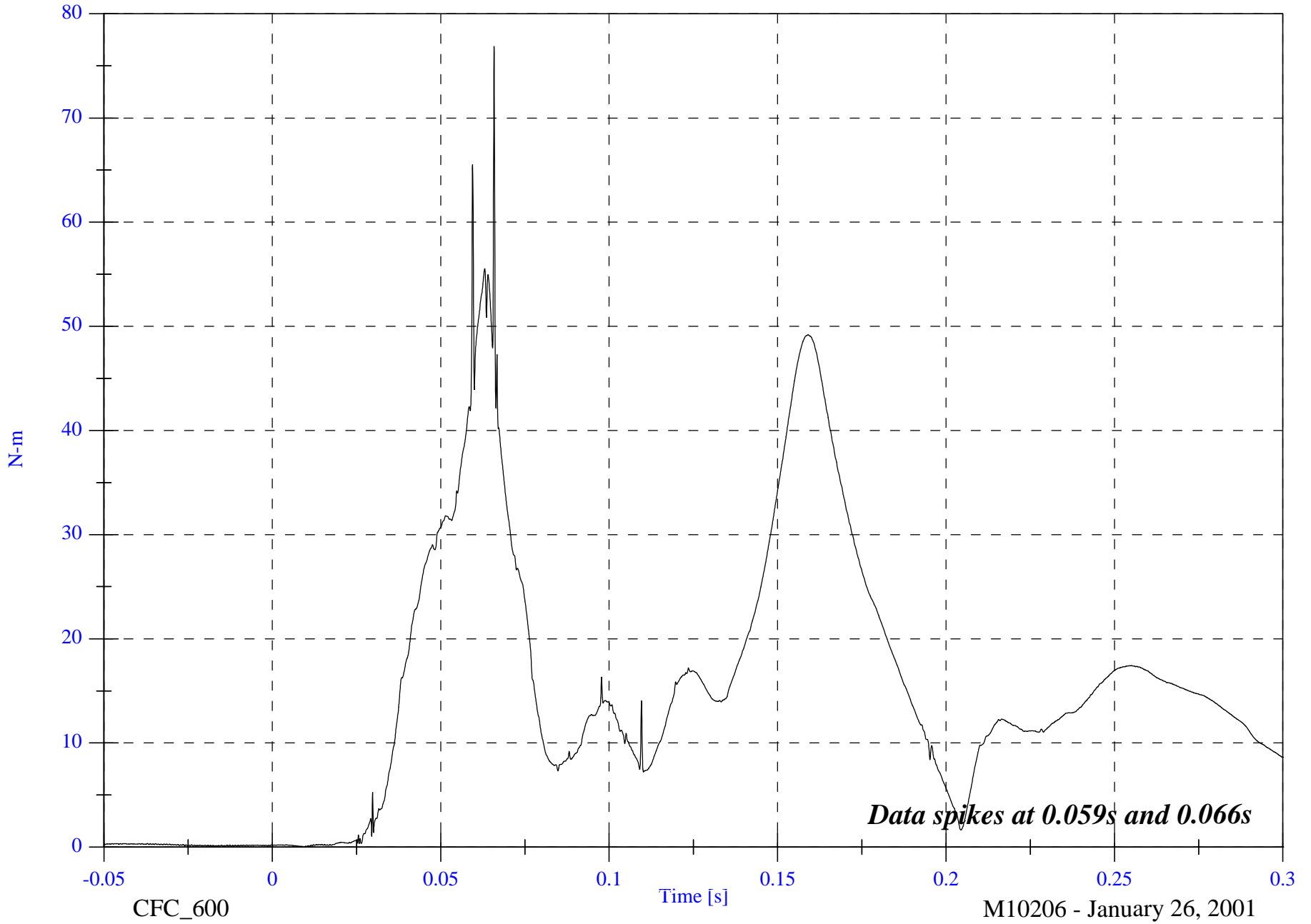
P2 Upper Neck M Resultant

Max: 76.9 [N-m] at 0.066 [s]

Min: 0.0 [N-m] at 0.009 [s]

B-70

8602-18

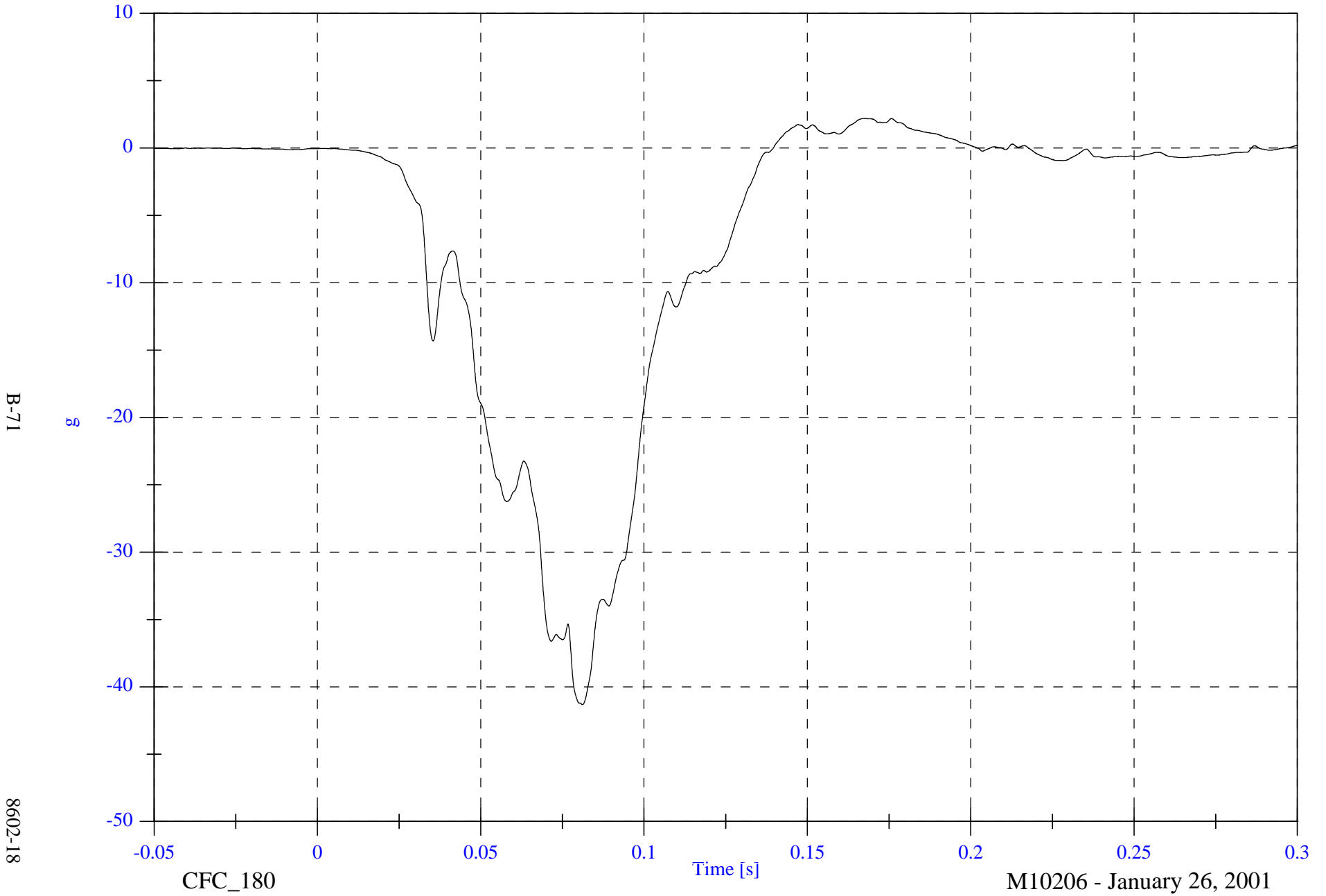


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 2.2 [g] at 0.167 [s]

Min: -41.3 [g] at 0.081 [s]

P2 Chest x



B-71

8602-18

CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

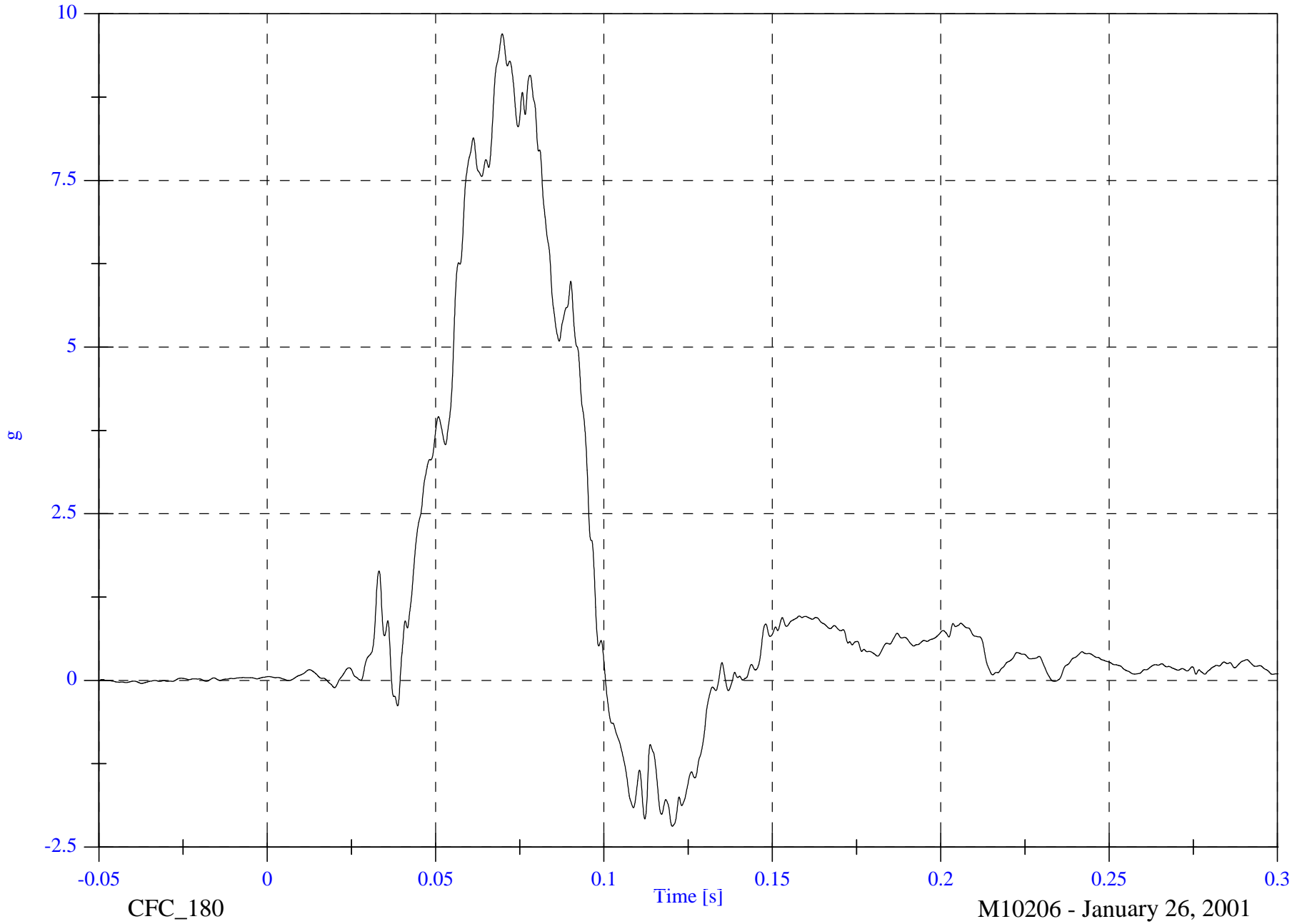
P2 Chest y

Max: 9.7 [g] at 0.070 [s]

Min: -2.2 [g] at 0.120 [s]

B-72

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

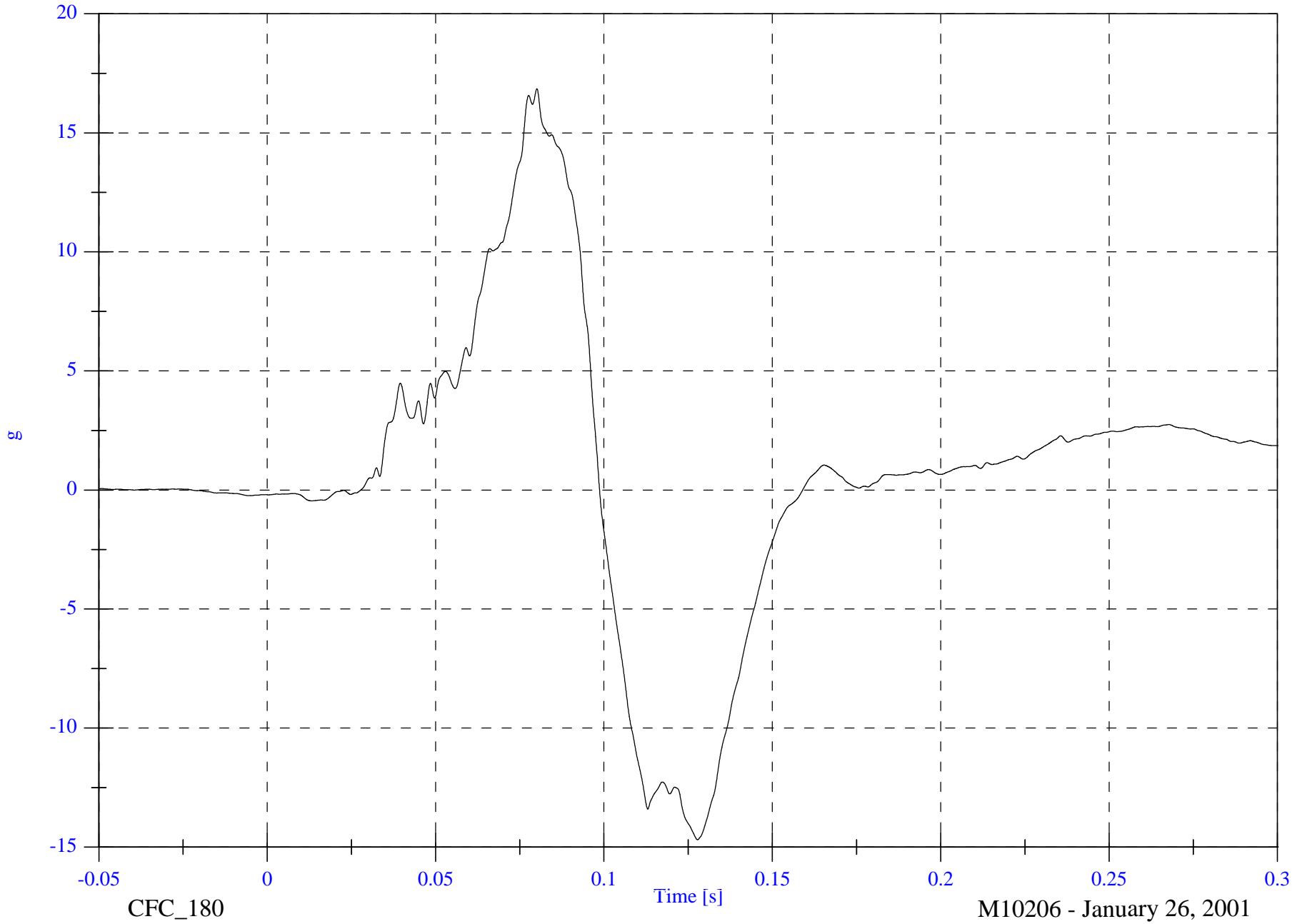
P2 Chest z

Max: 16.9 [g] at 0.080 [s]

Min: -14.7 [g] at 0.128 [s]

B-73

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

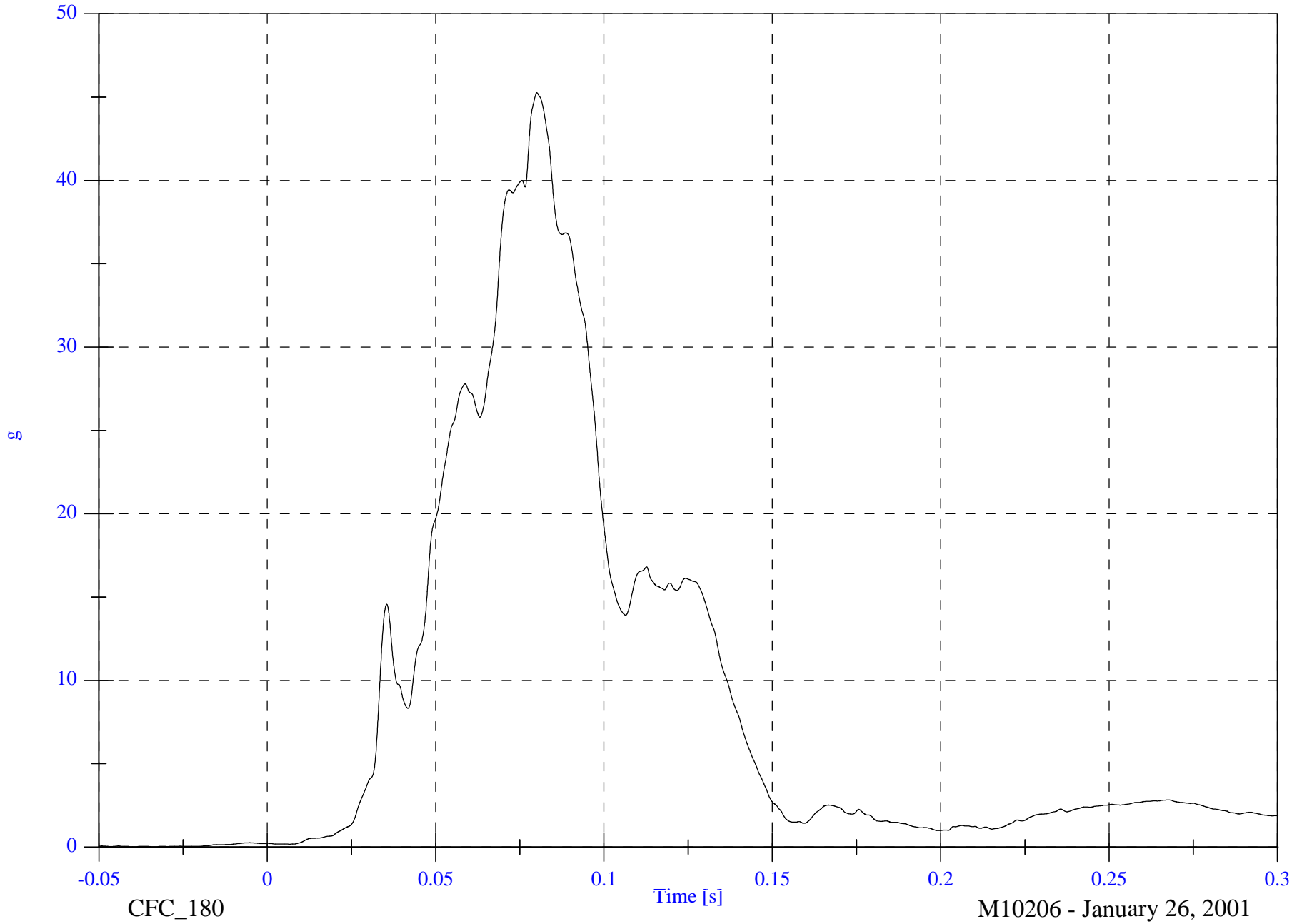
P2 Chest Resultant

Max: 45.3 [g] at 0.080 [s]

Min: 0.0 [g] at -0.040 [s]

B-74

8602-18

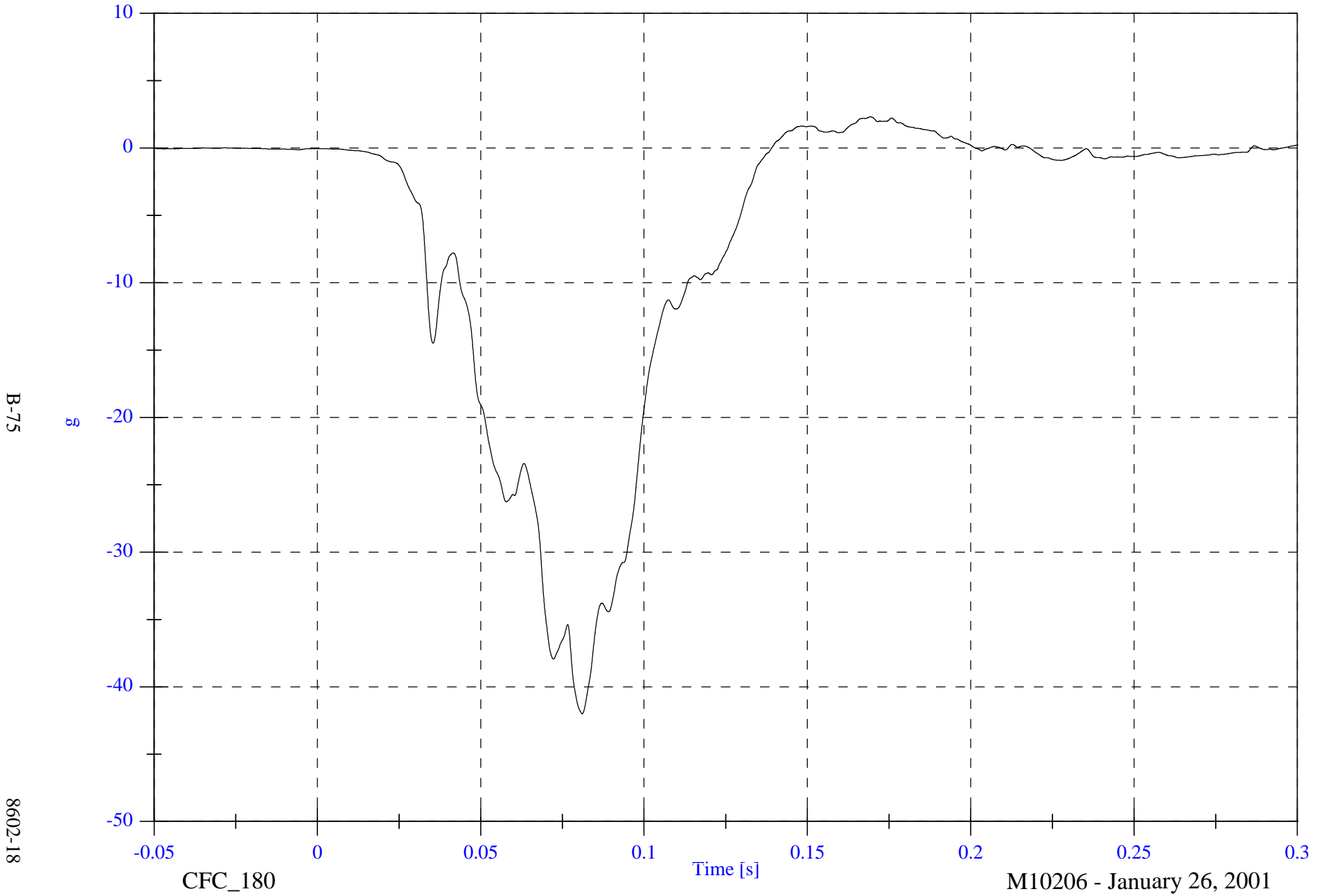


NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Chest Red x

Max: 2.3 [g] at 0.169 [s]

Min: -42.0 [g] at 0.081 [s]



B-75

8602-18

CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

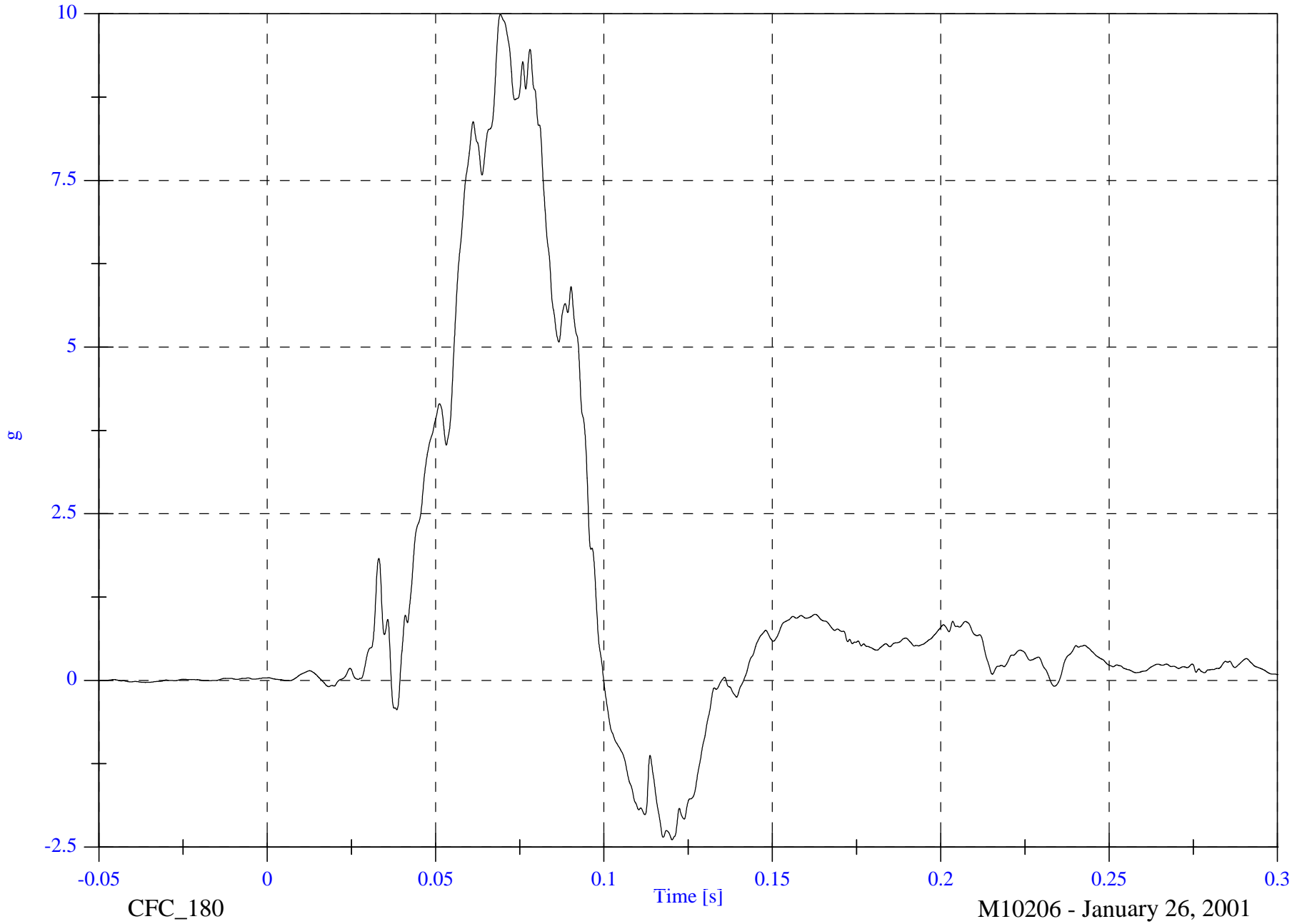
P2 Chest Red y

Max: 10.0 [g] at 0.069 [s]

Min: -2.4 [g] at 0.120 [s]

B-76

8602-18

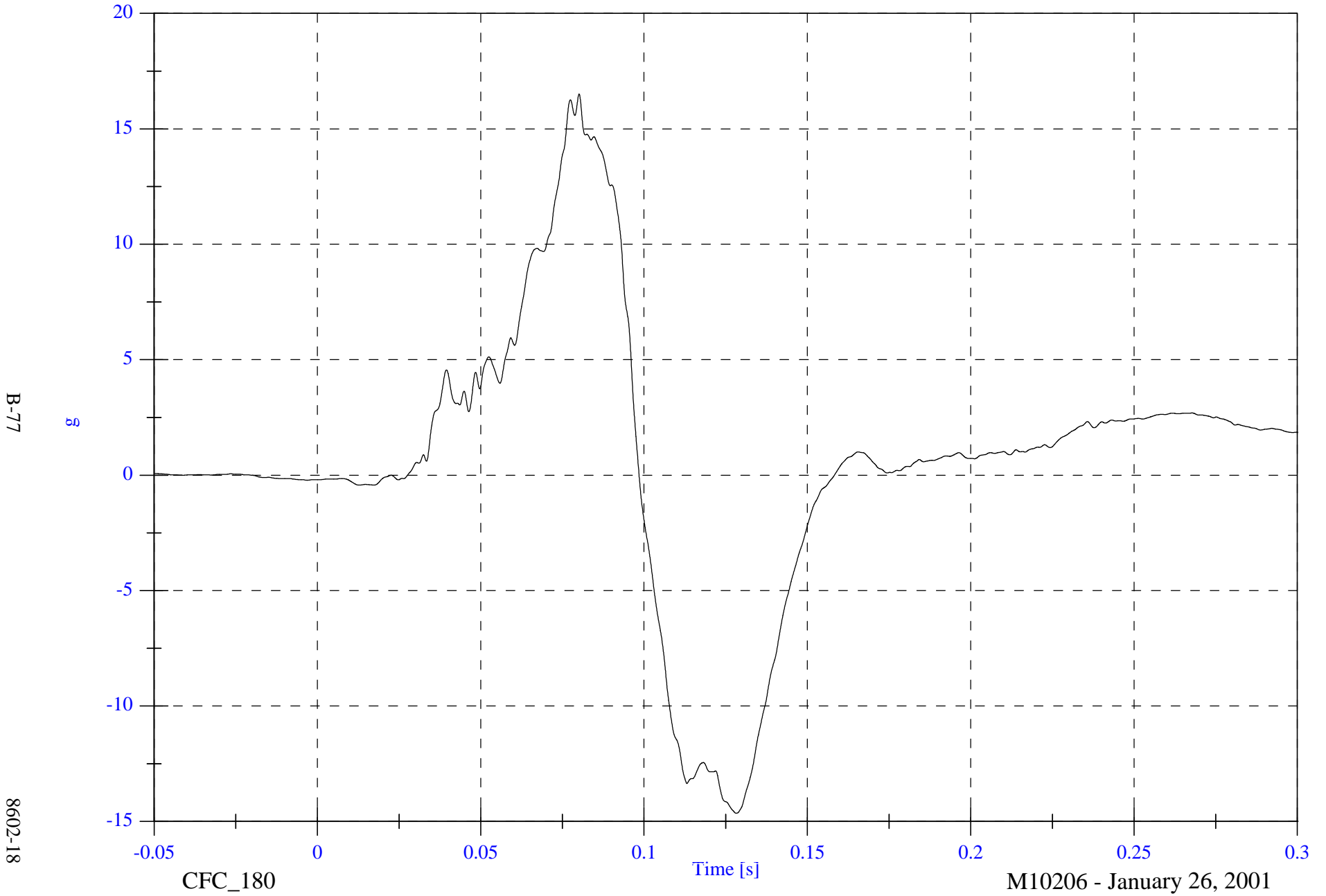


NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Chest Red z

Max: 16.5 [g] at 0.080 [s]

Min: -14.6 [g] at 0.128 [s]



B-77

8602-18

CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

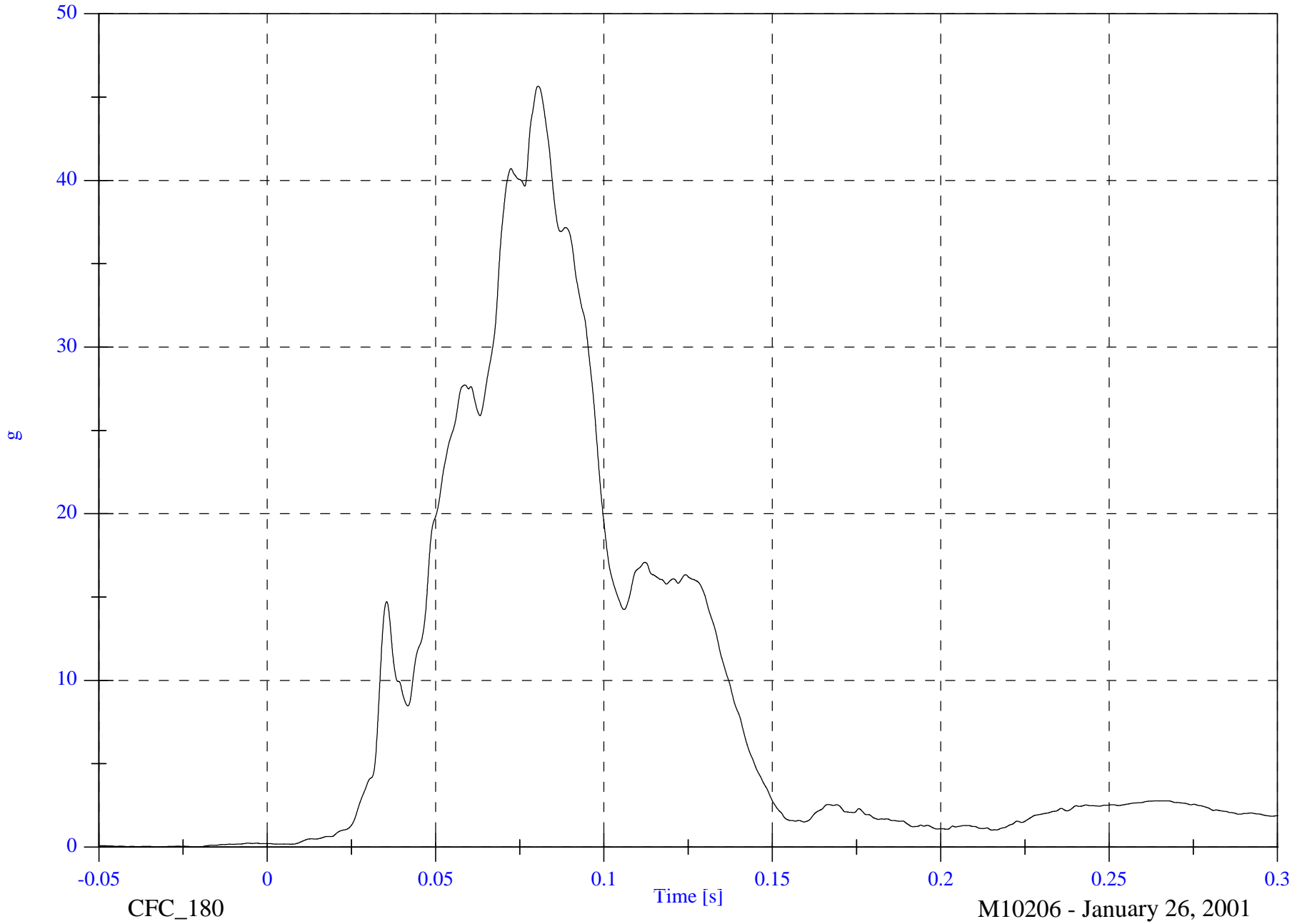
P2 Chest Red Resultant

Max: 45.6 [g] at 0.080 [s]

Min: 0.0 [g] at -0.033 [s]

B-78

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

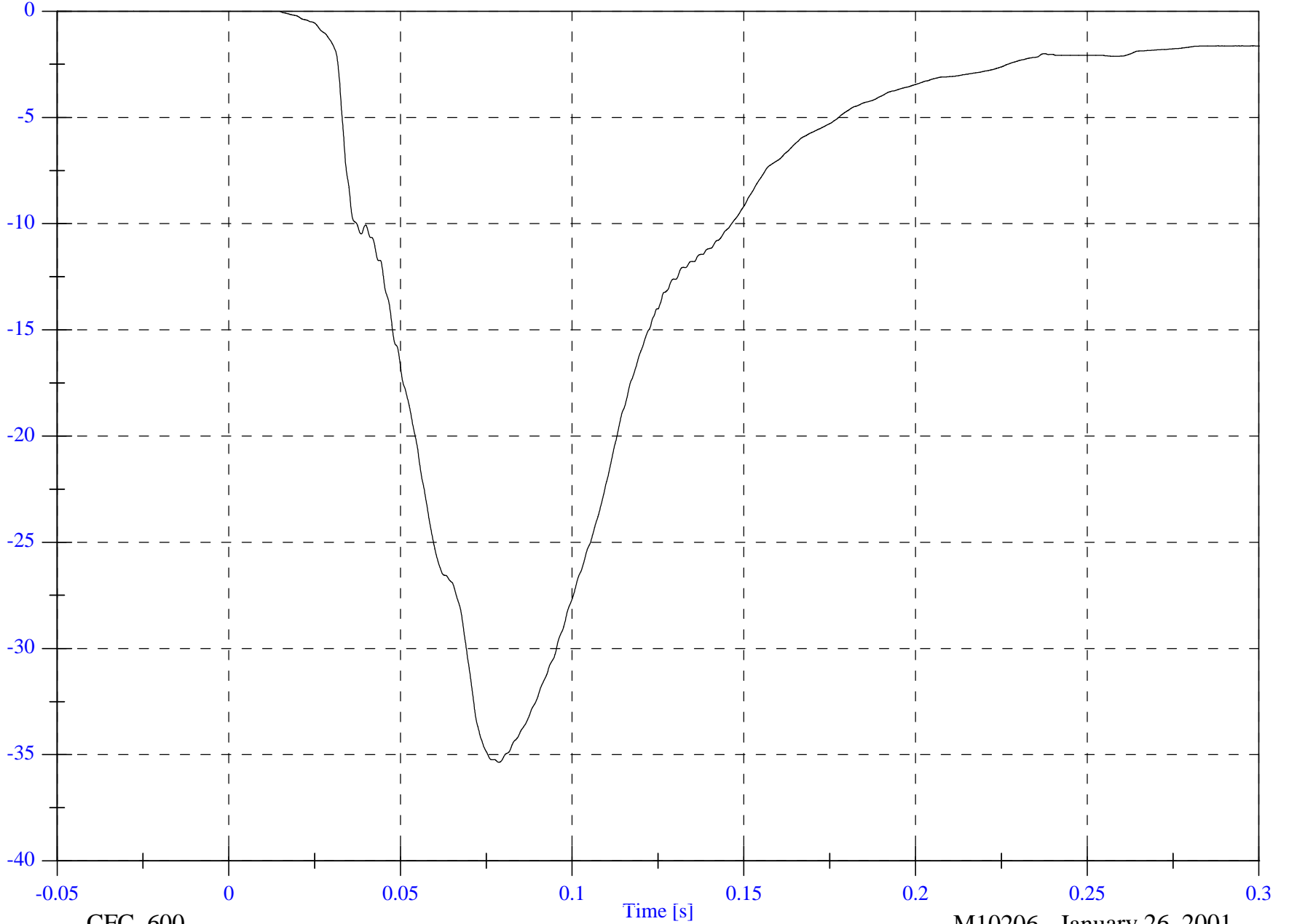
P2 Chest Compression

Max: 0.0 [mm] at -0.028 [s]

Min: -35.4 [mm] at 0.079 [s]

B-79

mm



8602-18

CFC\_600

Time [s]

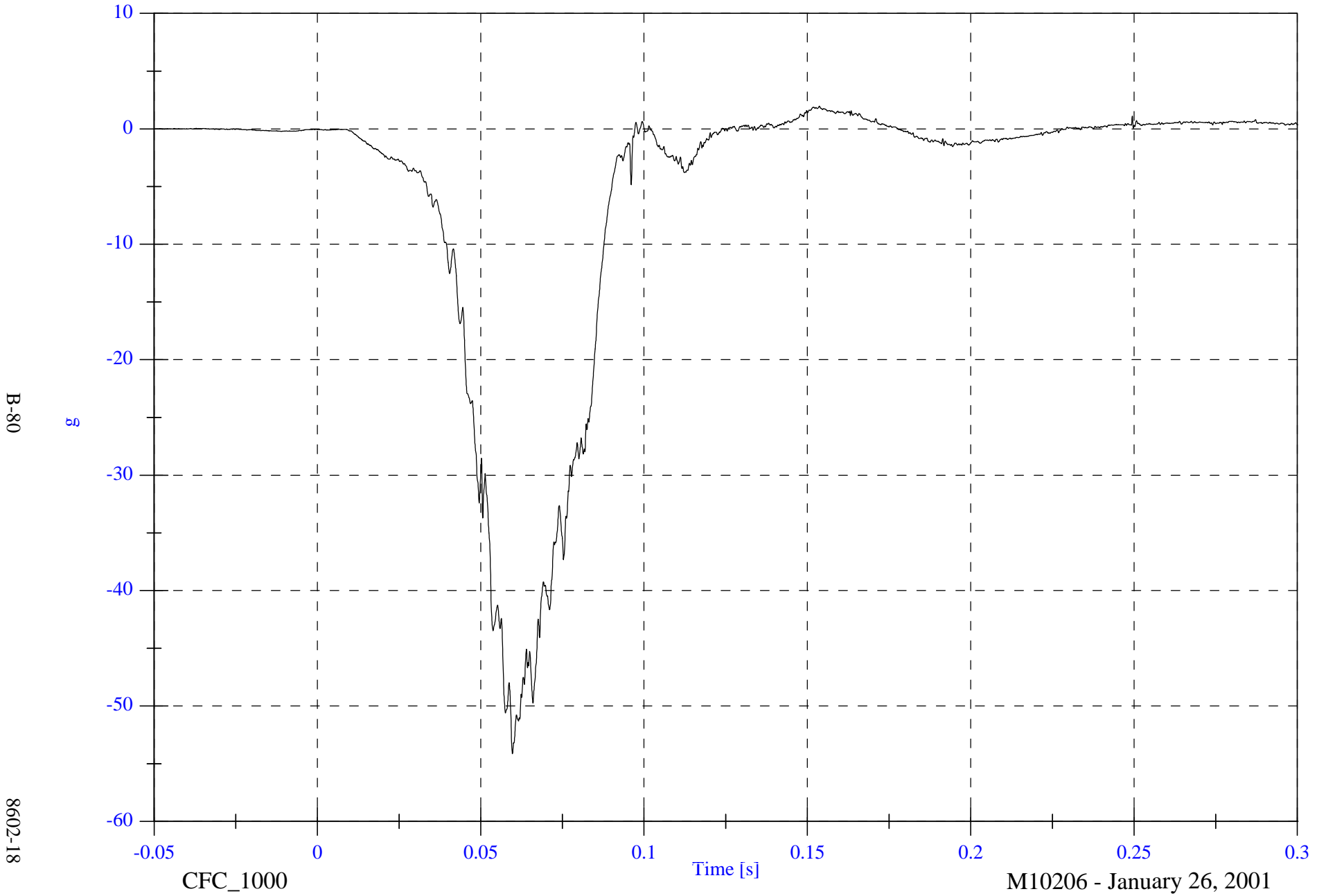
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Pelvic x

Max: 2.0 [g] at 0.154 [s]

Min: -54.1 [g] at 0.060 [s]

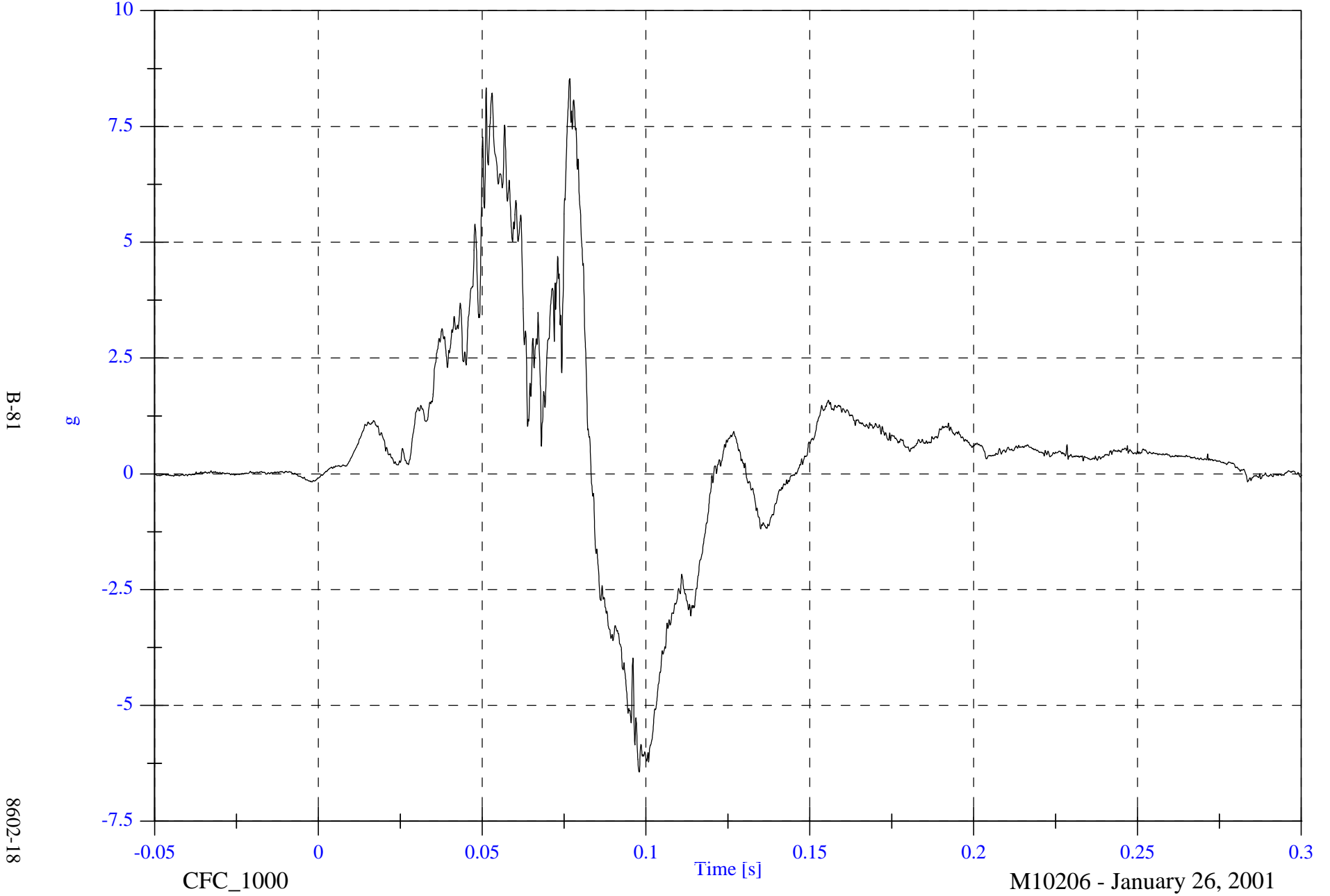


NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Pelvic y

Max: 8.5 [g] at 0.077 [s]

Min: -6.4 [g] at 0.098 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

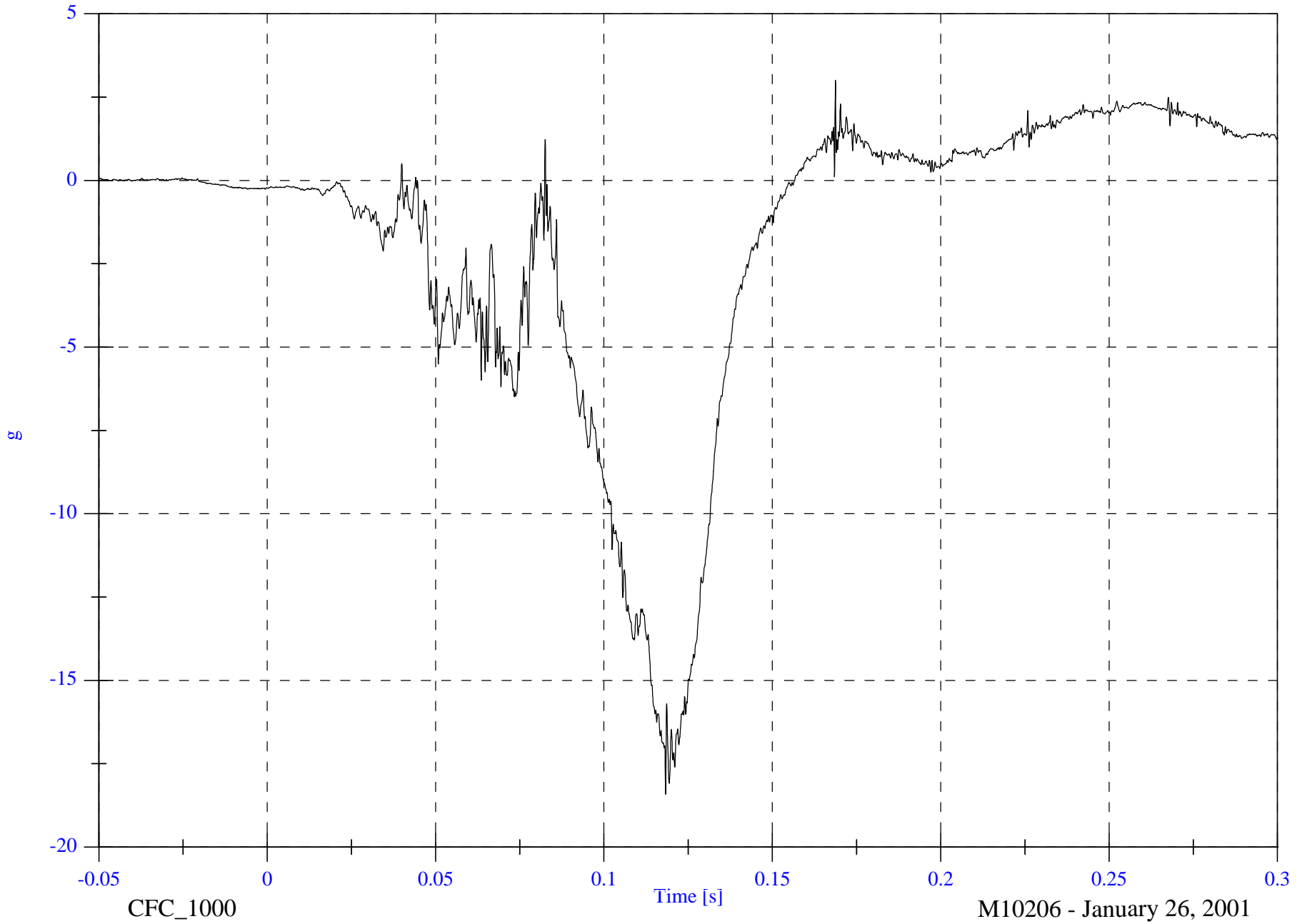
P2 Pelvic z

Max: 3.0 [g] at 0.169 [s]

Min: -18.4 [g] at 0.118 [s]

B-82

8602-18



CFC\_1000

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

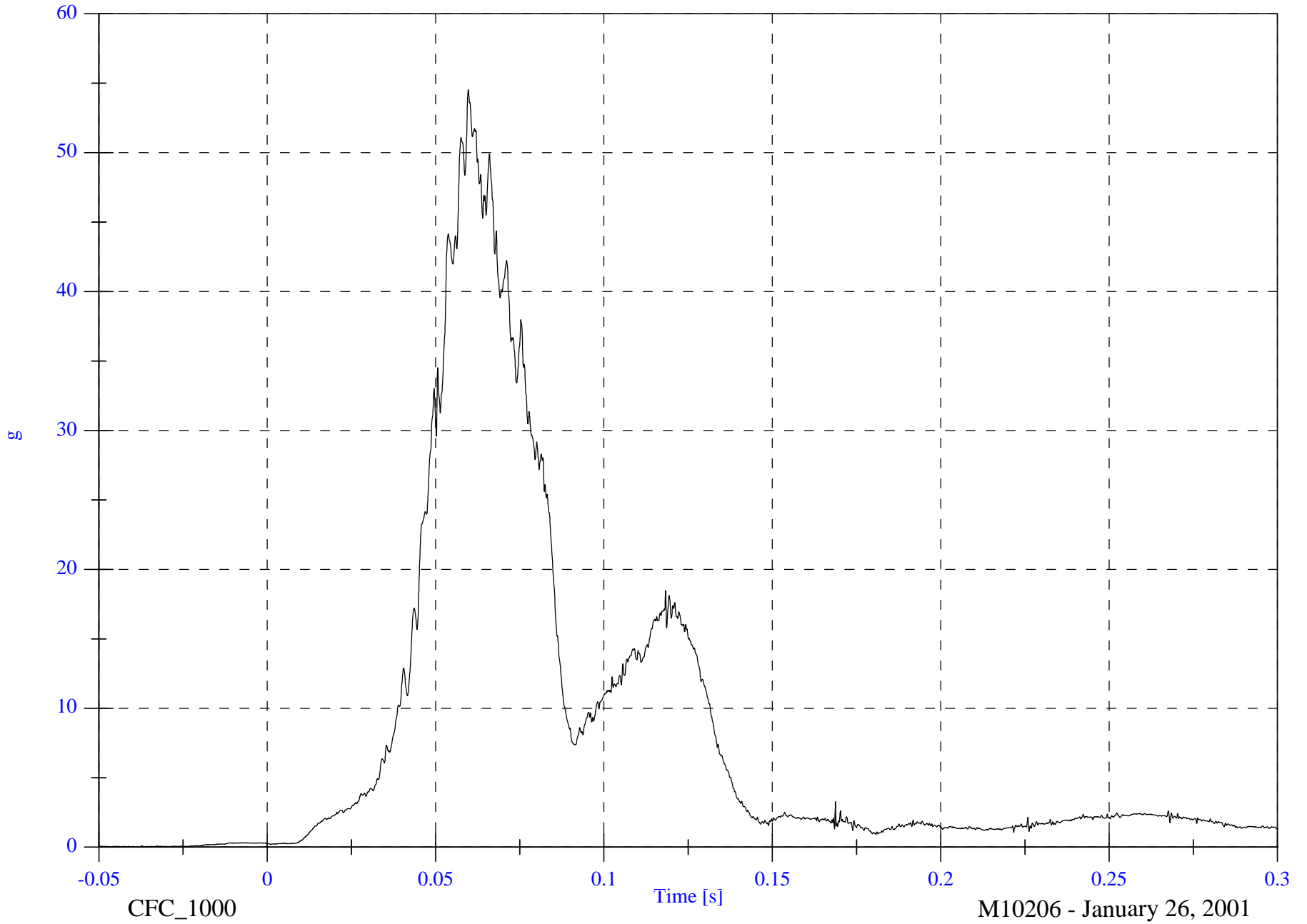
P2 Pelvic Resultant

Max: 54.5 [g] at 0.060 [s]

Min: 0.0 [g] at -0.046 [s]

B-83

8602-18



CFC\_1000

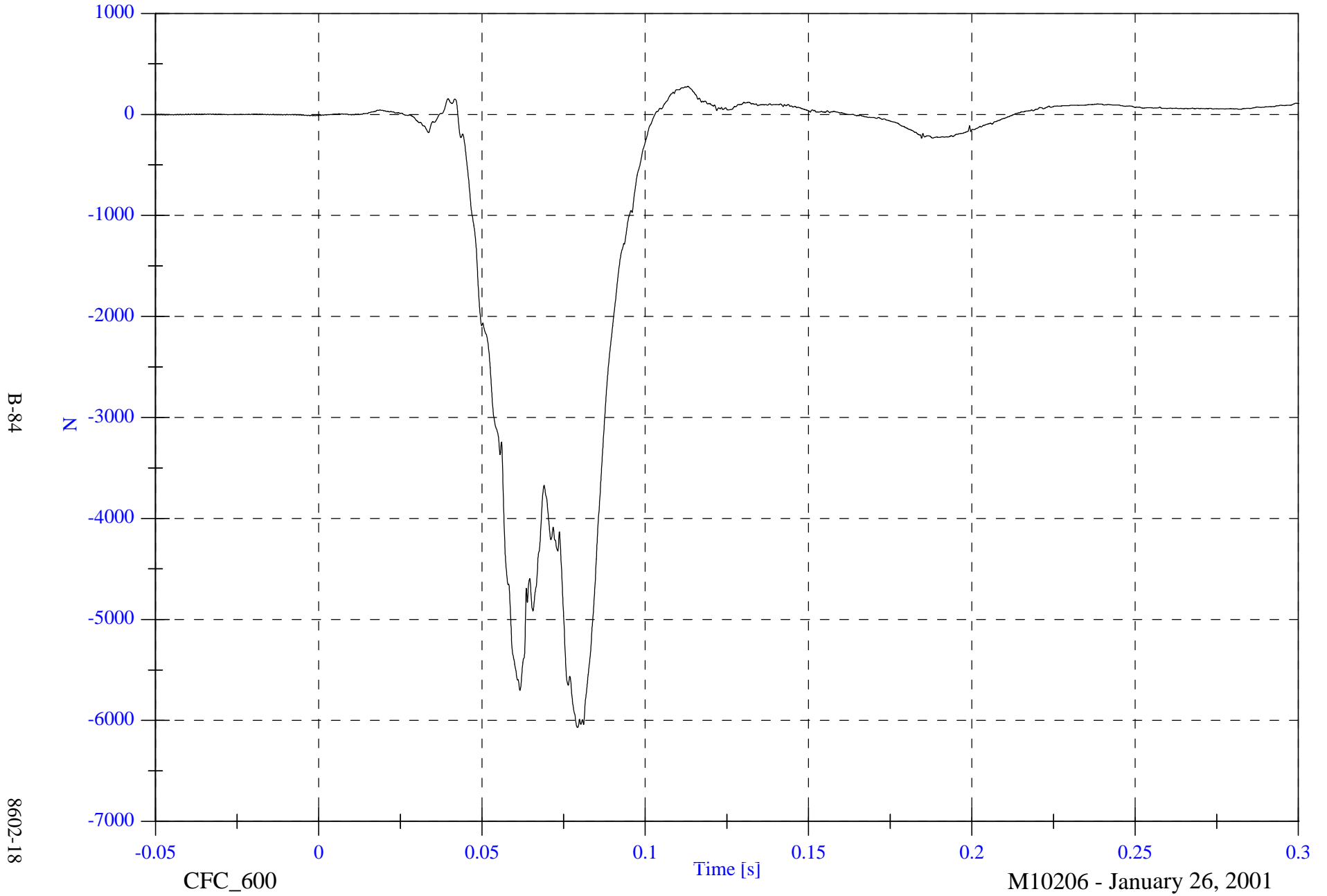
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Left Femur

Max: 277.6 [N] at 0.113 [s]

Min: -6070.8 [N] at 0.079 [s]



B-84

8602-18

CFC\_600

Time [s]

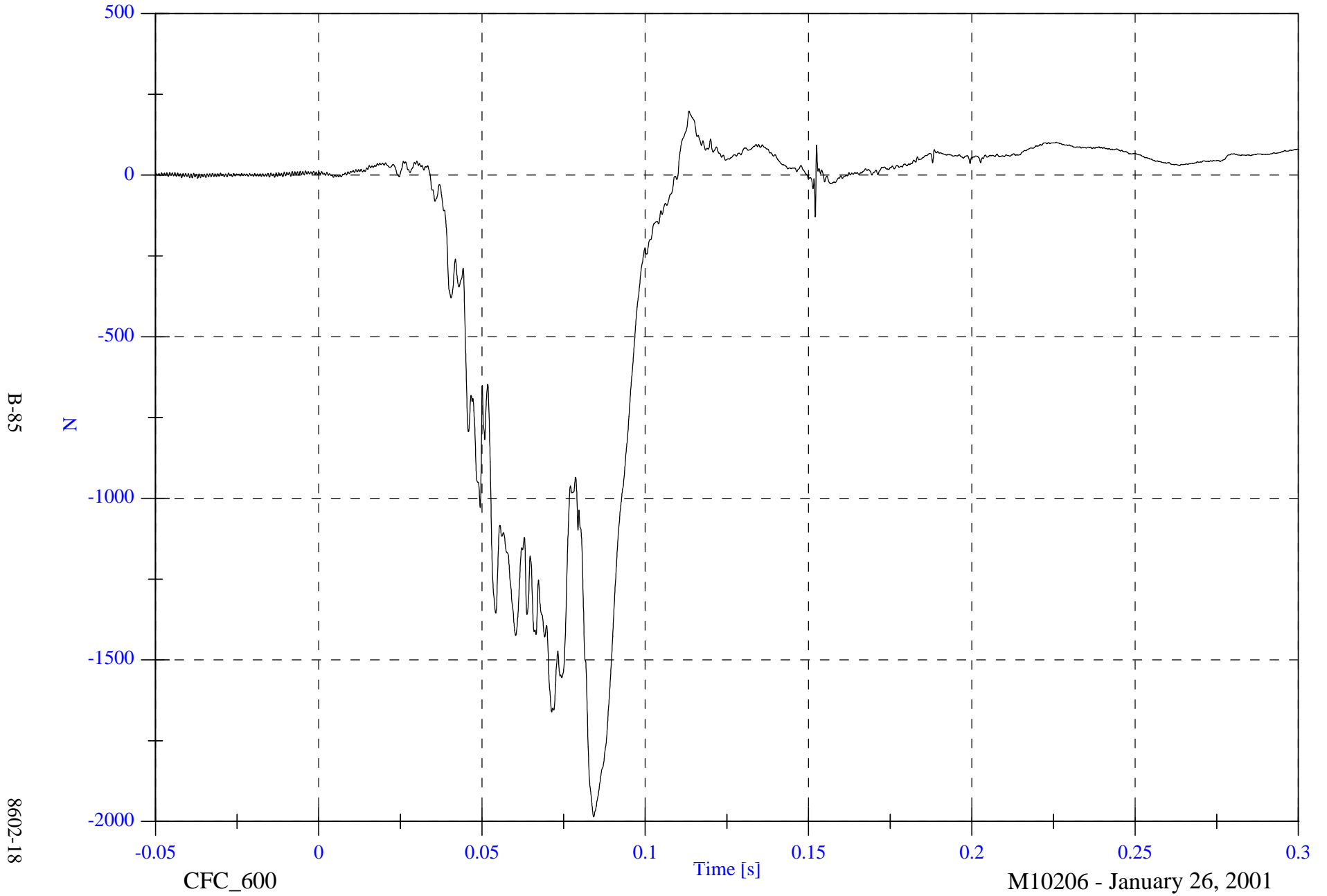
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Right Femur

Max: 198.1 [N] at 0.113 [s]

Min: -1985.7 [N] at 0.084 [s]



B-85

N

8602-18

CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

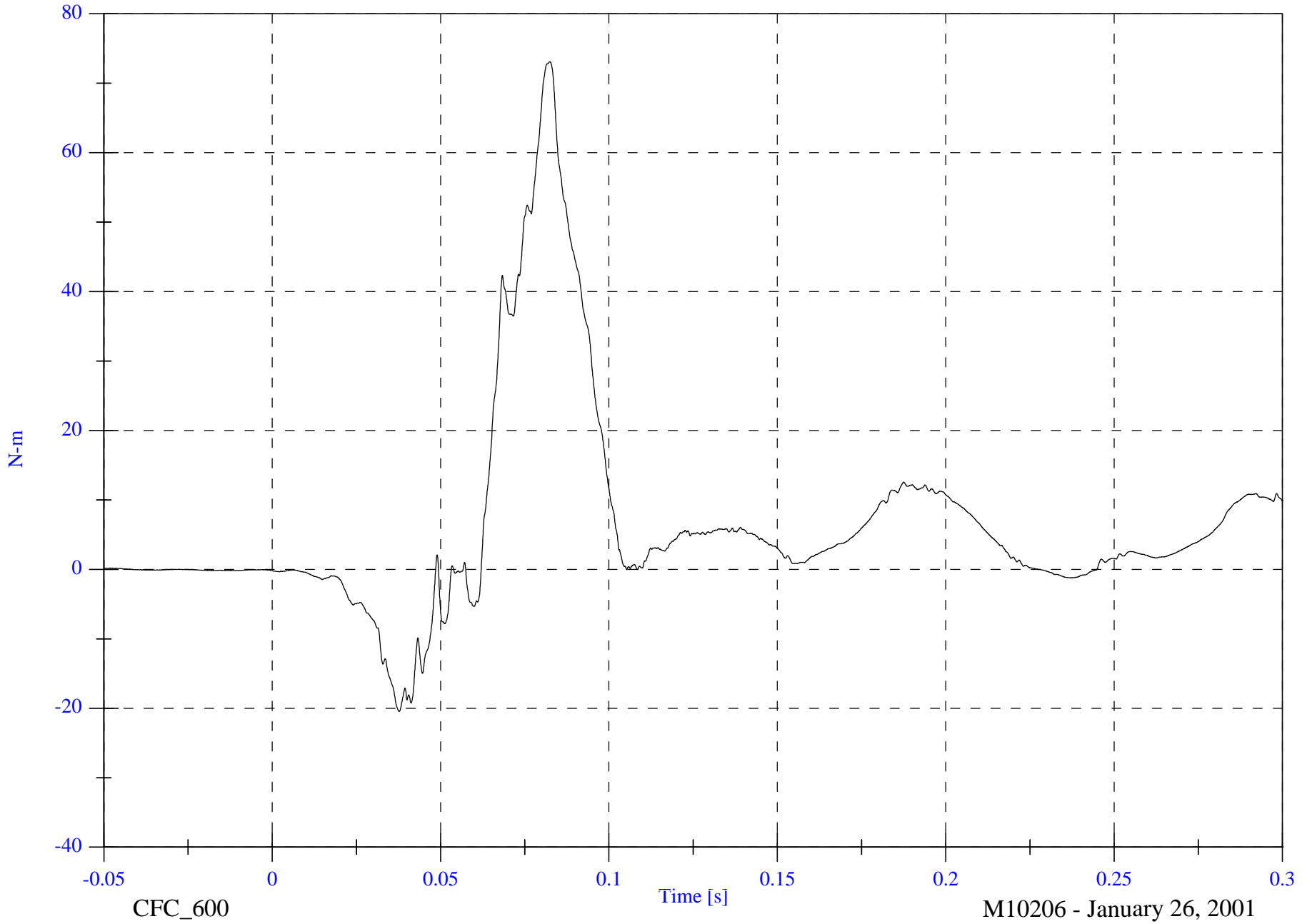
Max: 73.1 [N-m] at 0.082 [s]

P2 Left Upper Tibia Mx

Min: -20.4 [N-m] at 0.038 [s]

B-86

8602-18



CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

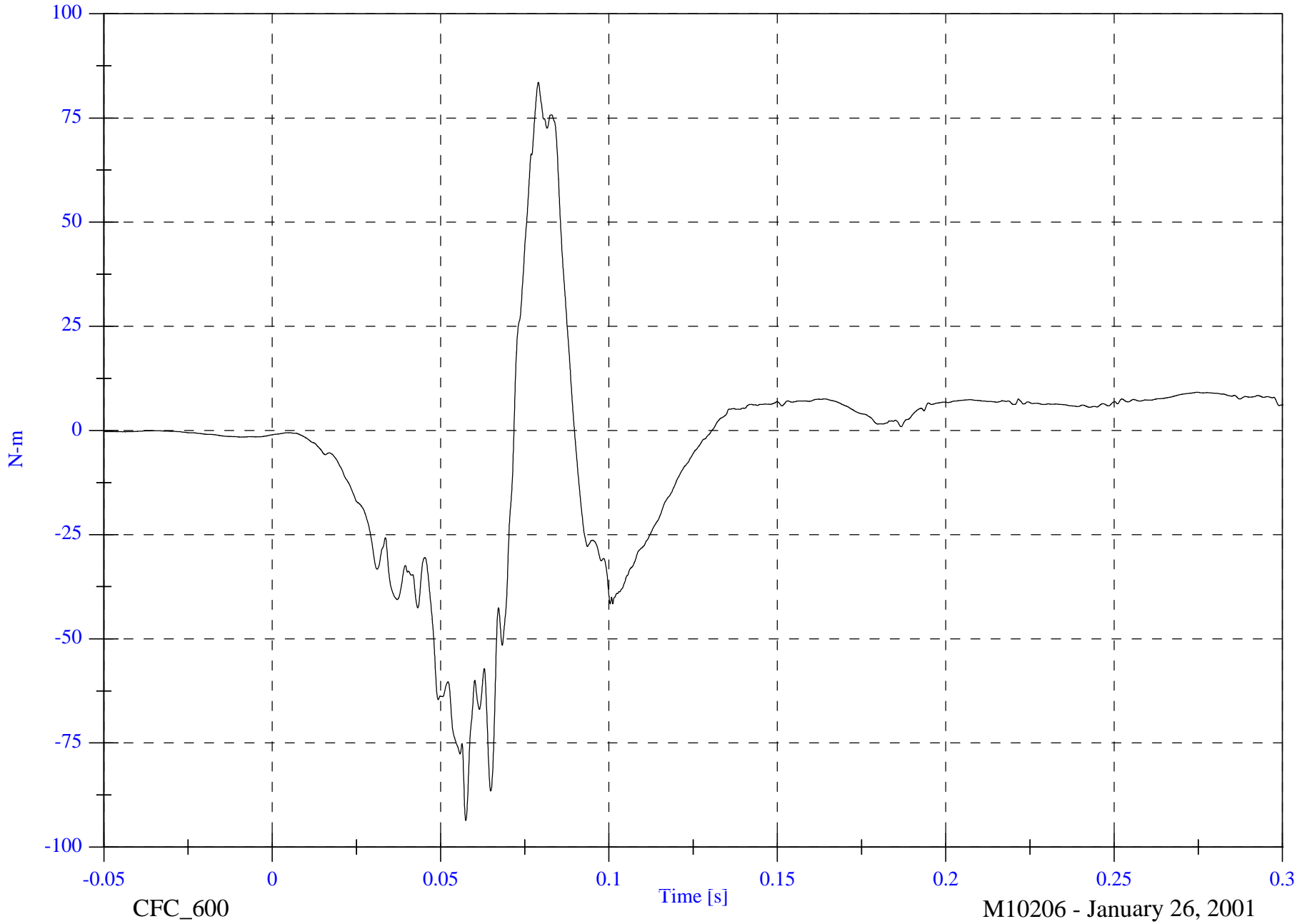
Max: 83.6 [N-m] at 0.079 [s]

P2 Left Upper Tibia My

Min: -93.6 [N-m] at 0.057 [s]

B-87

8602-18



CFC\_600

Time [s]

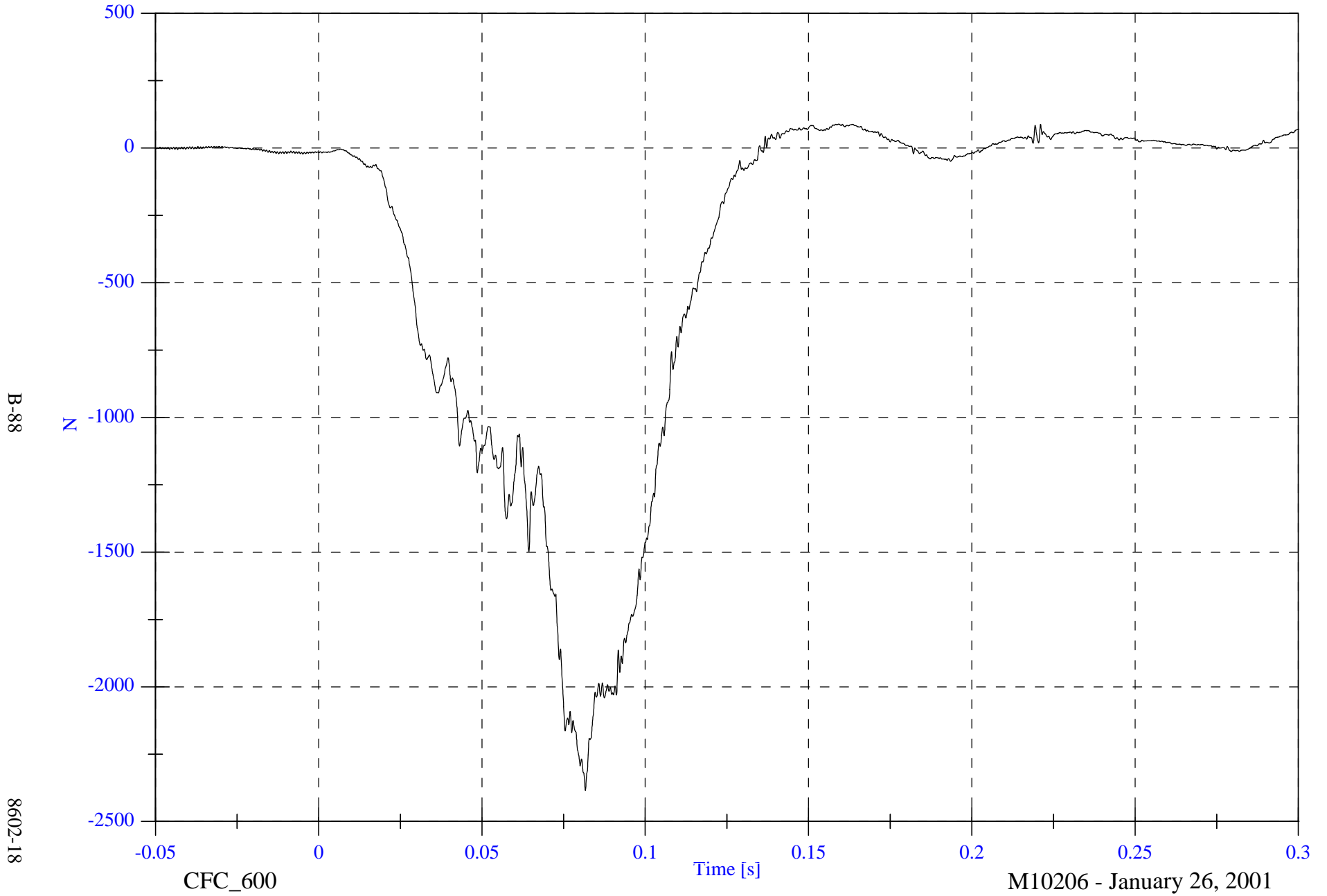
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Left Lower Tibia Fz

Max: 89.1 [N] at 0.159 [s]

Min: -2384.4 [N] at 0.082 [s]



B-88

8602-18

CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

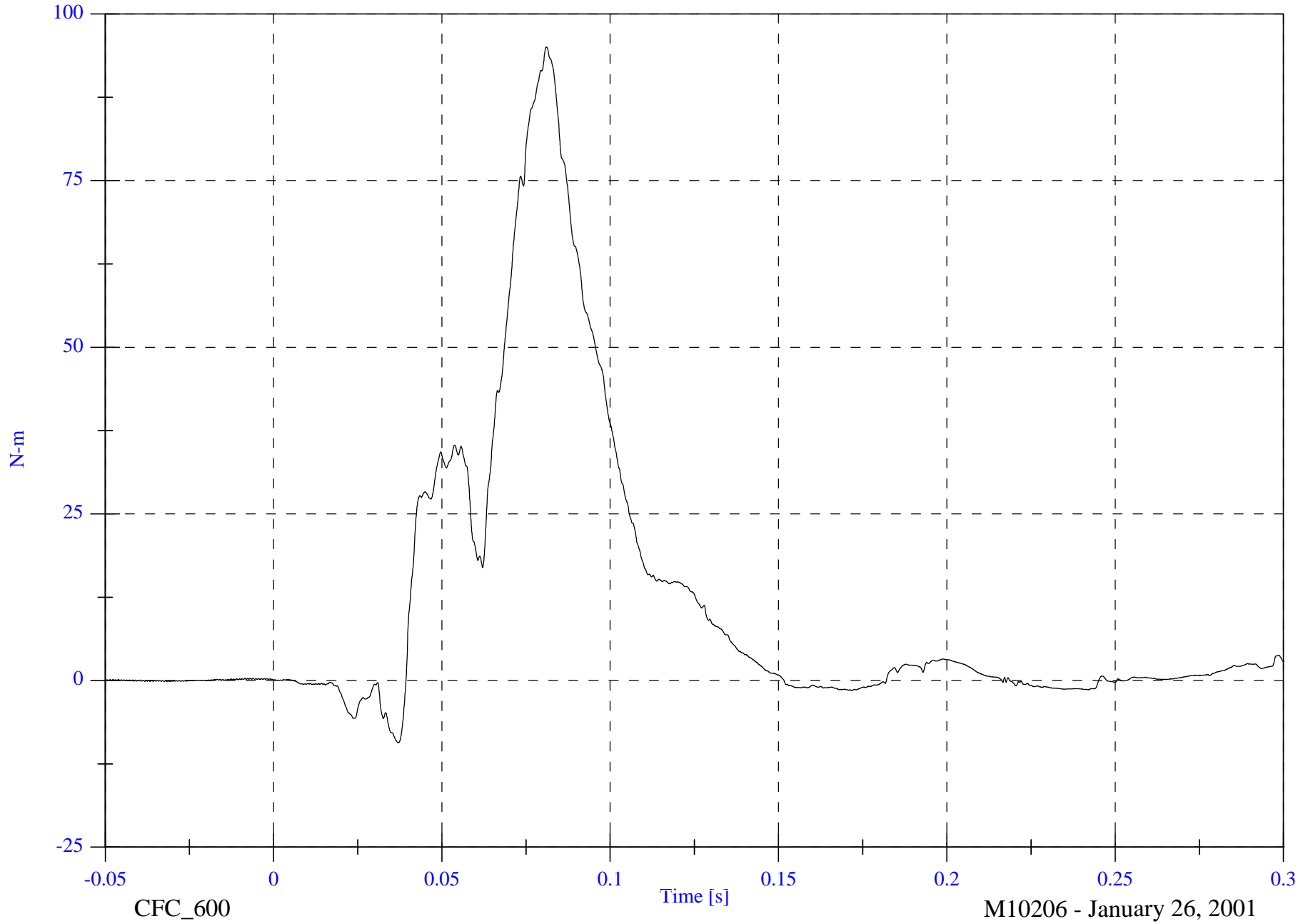
Max: 95.0 [N-m] at 0.081 [s]

P2 Left Lower Tibia Mx

Min: -9.3 [N-m] at 0.037 [s]

B-89

8602-18



CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

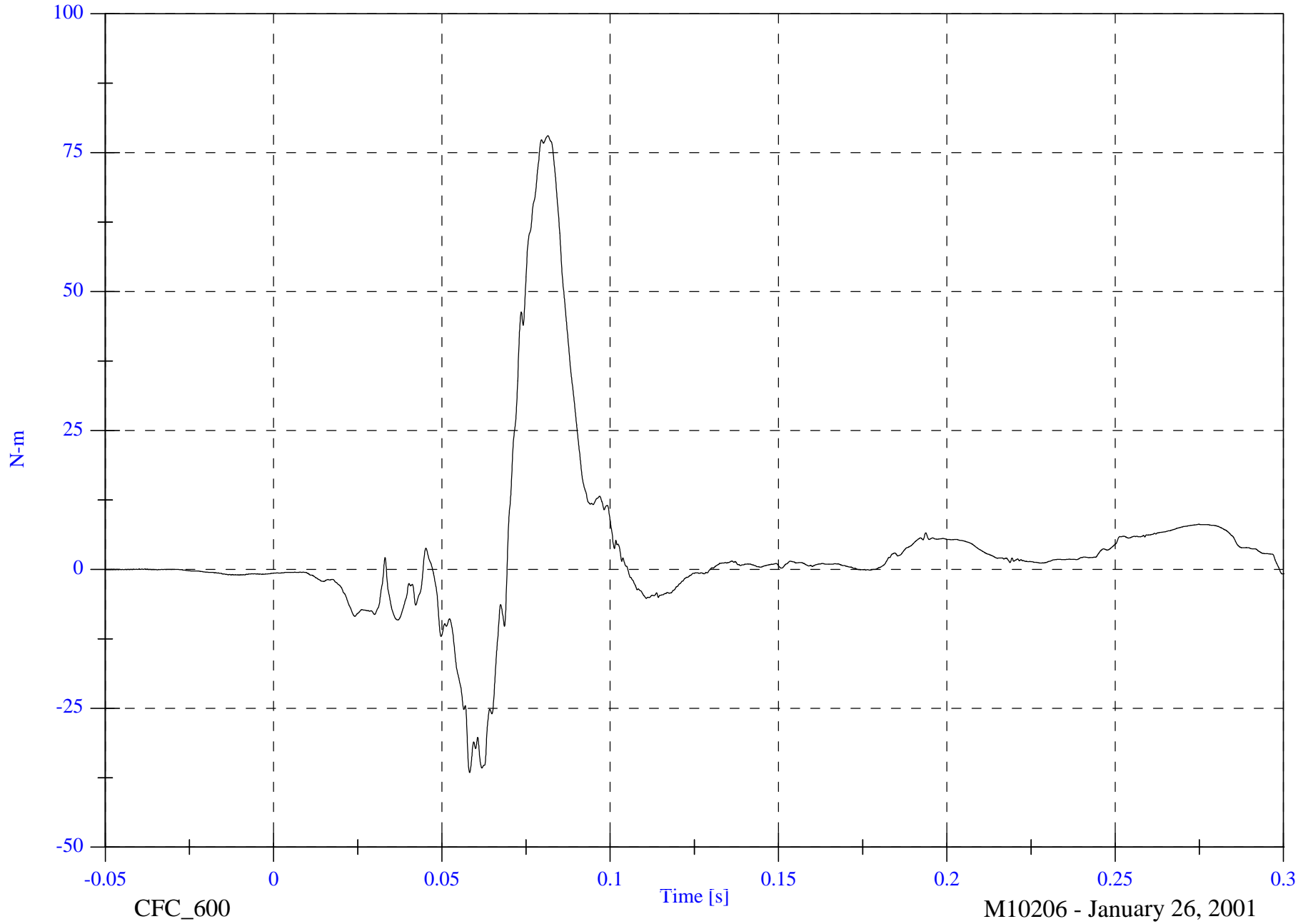
Max: 78.1 [N-m] at 0.082 [s]

P2 Left Lower Tibia My

Min: -36.6 [N-m] at 0.058 [s]

B-90

8602-18

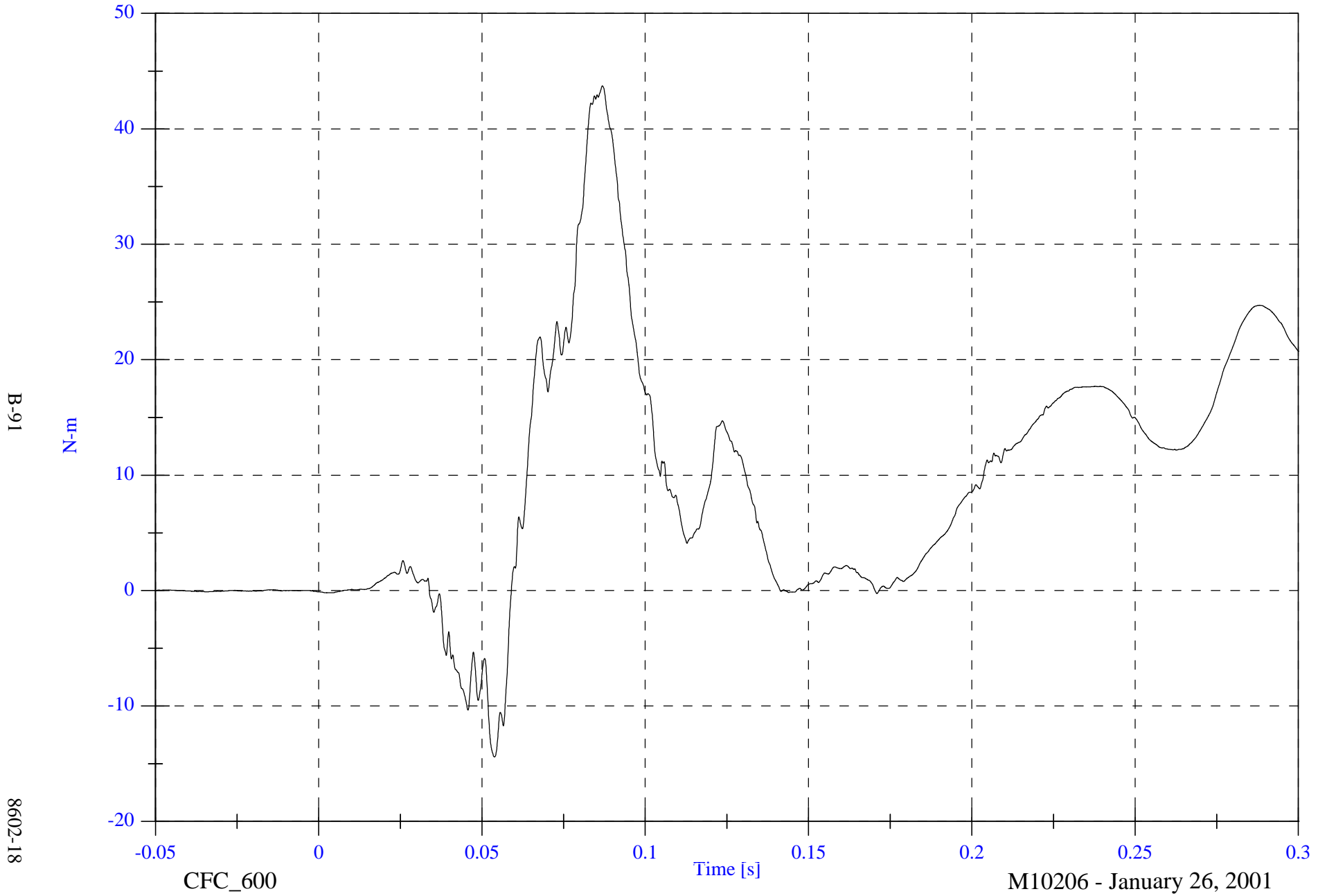


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 43.7 [N-m] at 0.087 [s]

P2 Right Upper Tibia Mx

Min: -14.4 [N-m] at 0.054 [s]



B-91

8602-18

CFC\_600

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

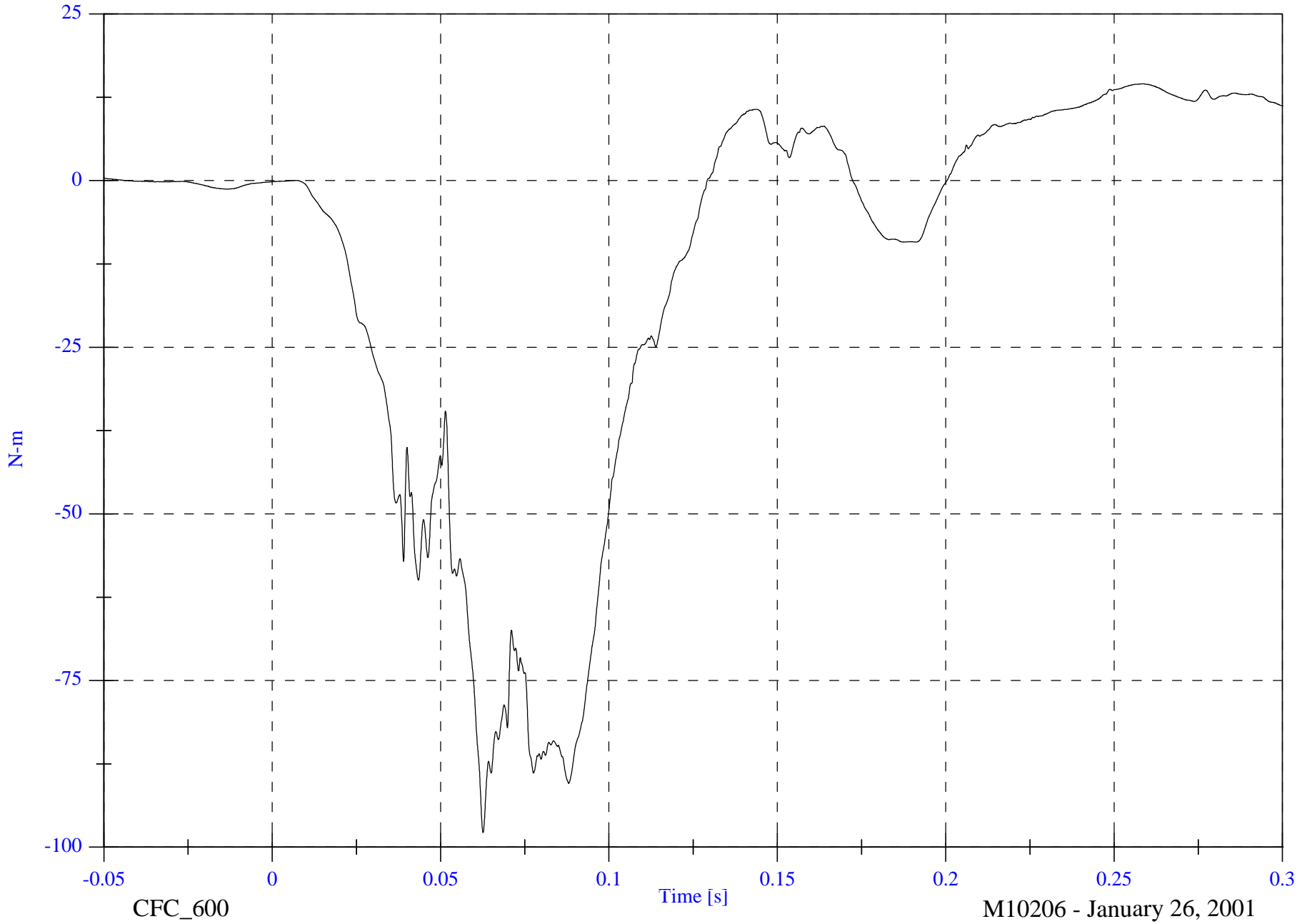
P2 Right Upper Tibia My

Max: 14.5 [N-m] at 0.258 [s]

Min: -97.8 [N-m] at 0.063 [s]

B-92

8602-18



CFC\_600

Time [s]

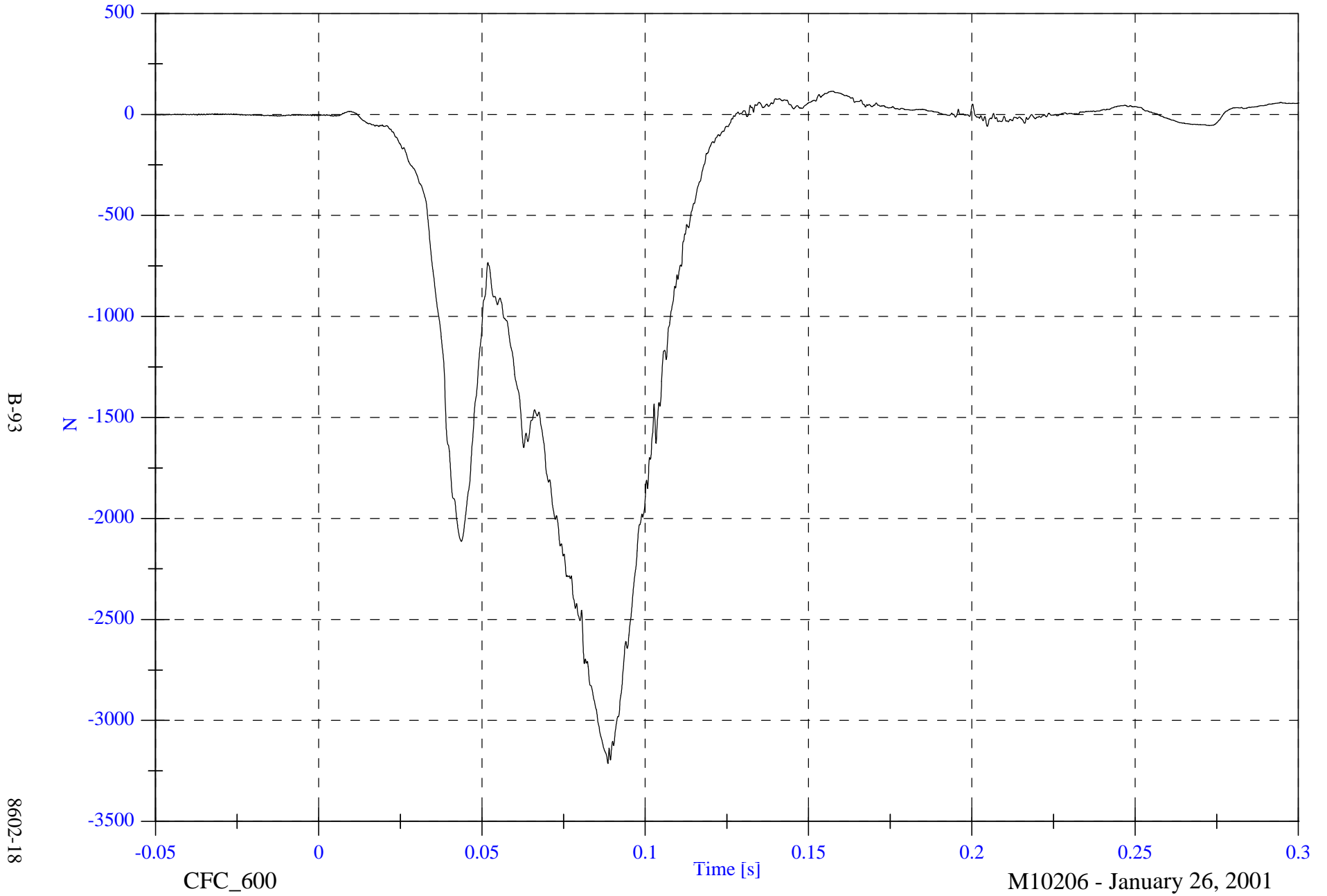
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Right Lower Tibia Fz

Max: 114.8 [N] at 0.158 [s]

Min: -3213.4 [N] at 0.089 [s]



B-93

8602-18

CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

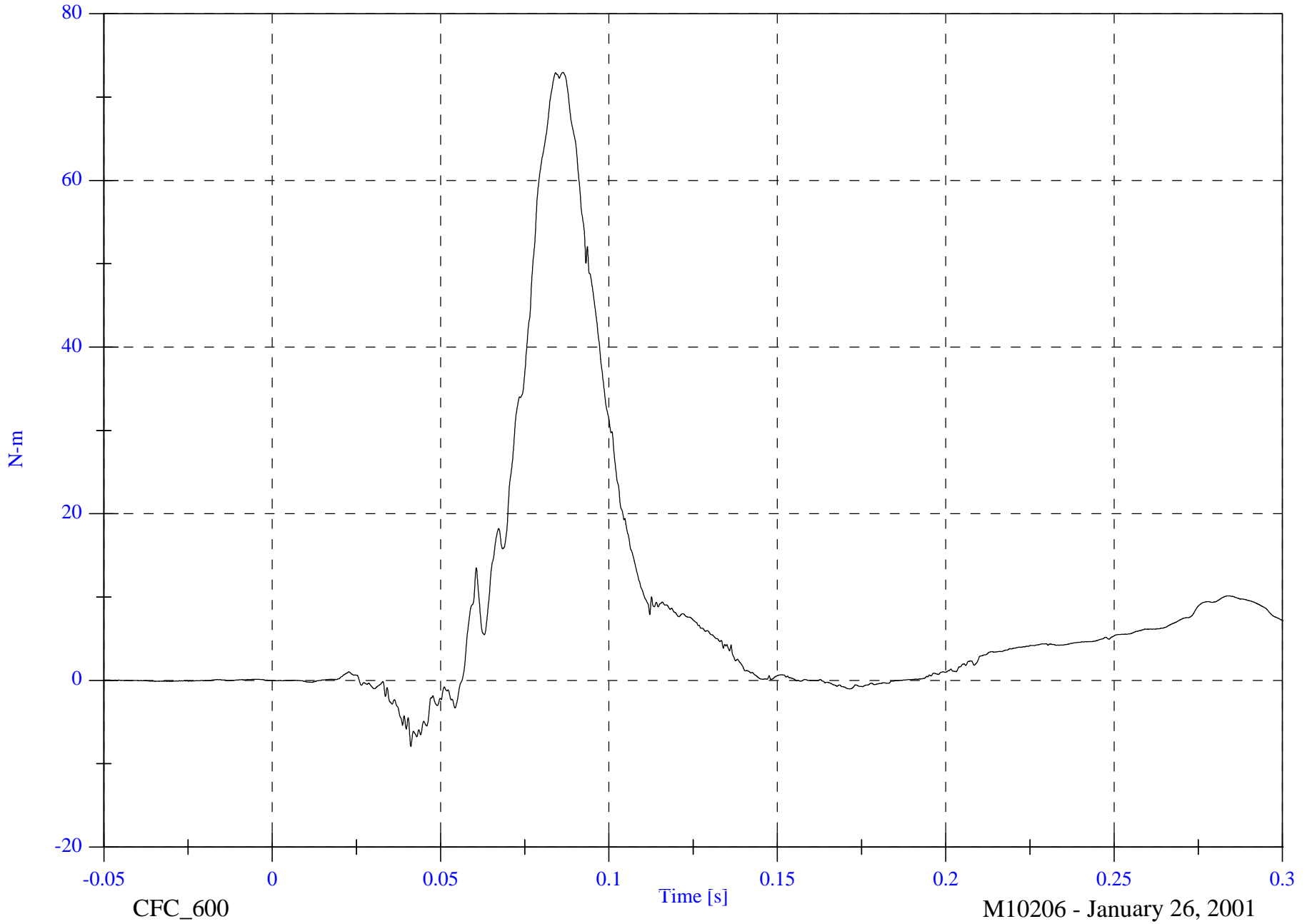
Max: 73.0 [N-m] at 0.086 [s]

P2 Right Lower Tibia Mx

Min: -7.9 [N-m] at 0.041 [s]

B-94

8602-18



CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

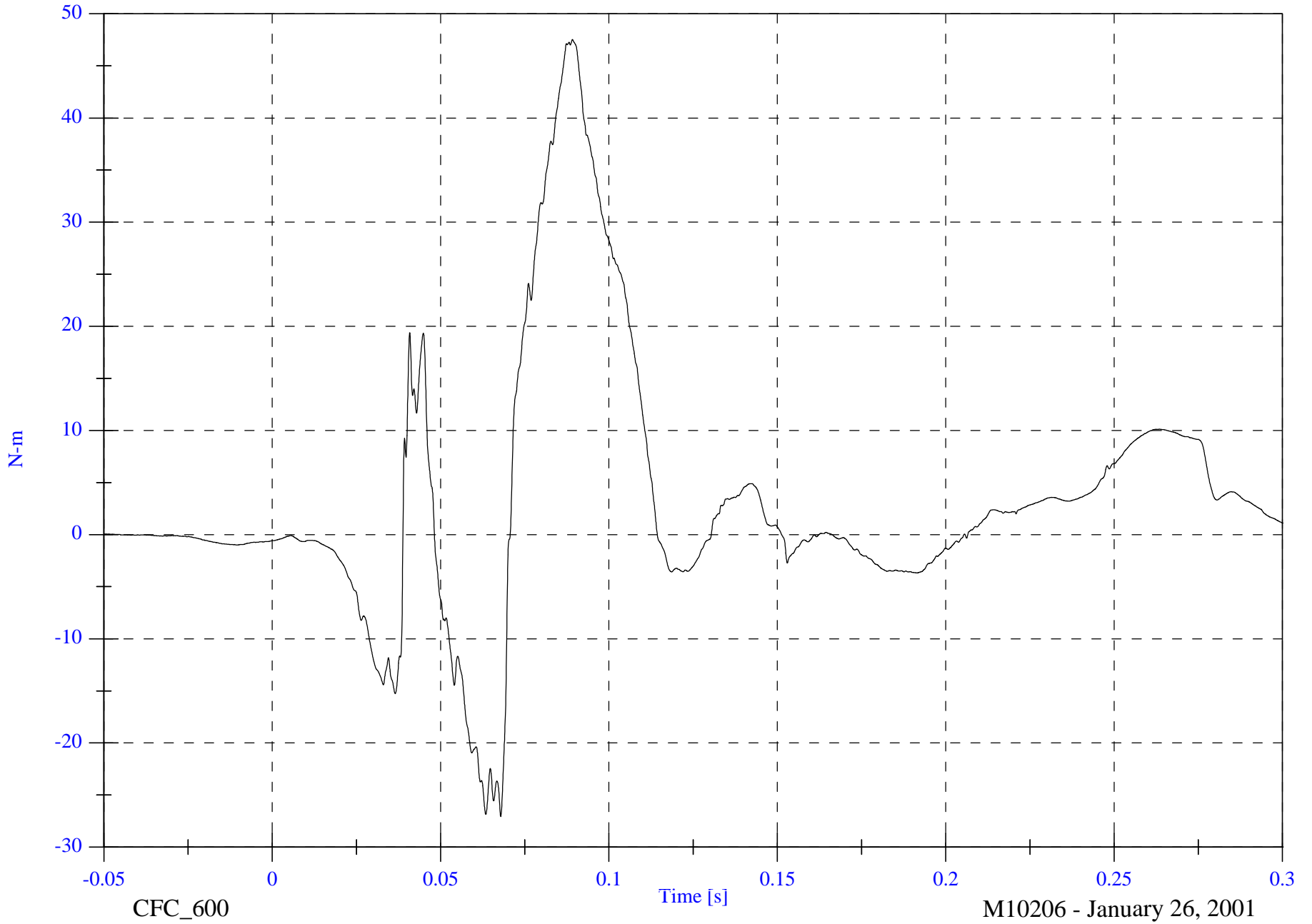
Max: 47.5 [N-m] at 0.089 [s]

P2 Right Lower Tibia My

Min: -27.1 [N-m] at 0.068 [s]

B-95

8602-18



CFC\_600

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

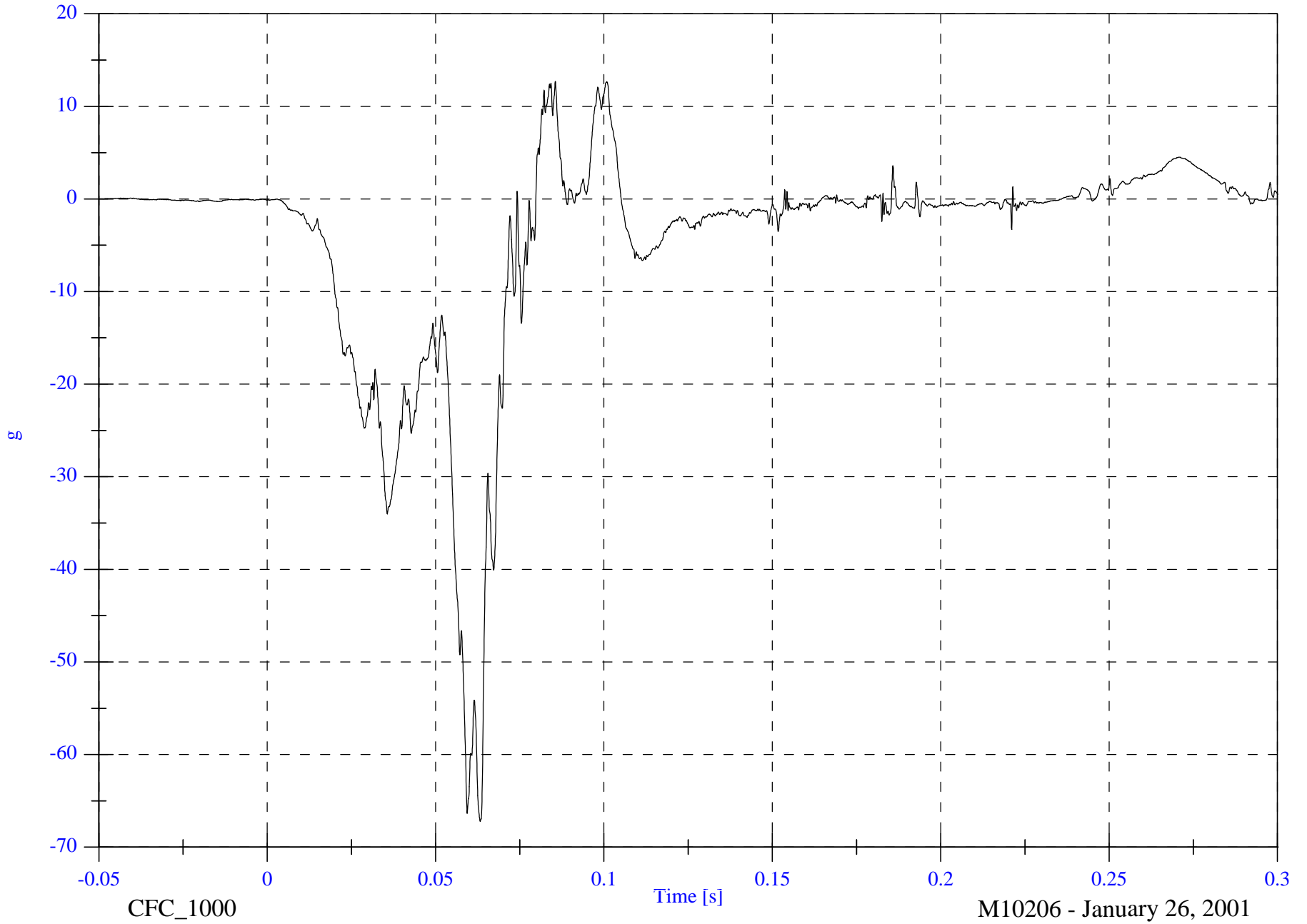
P2 Left Foot Aft x

Max: 12.7 [g] at 0.086 [s]

Min: -67.2 [g] at 0.063 [s]

B-96

8602-18



CFC\_1000

Time [s]

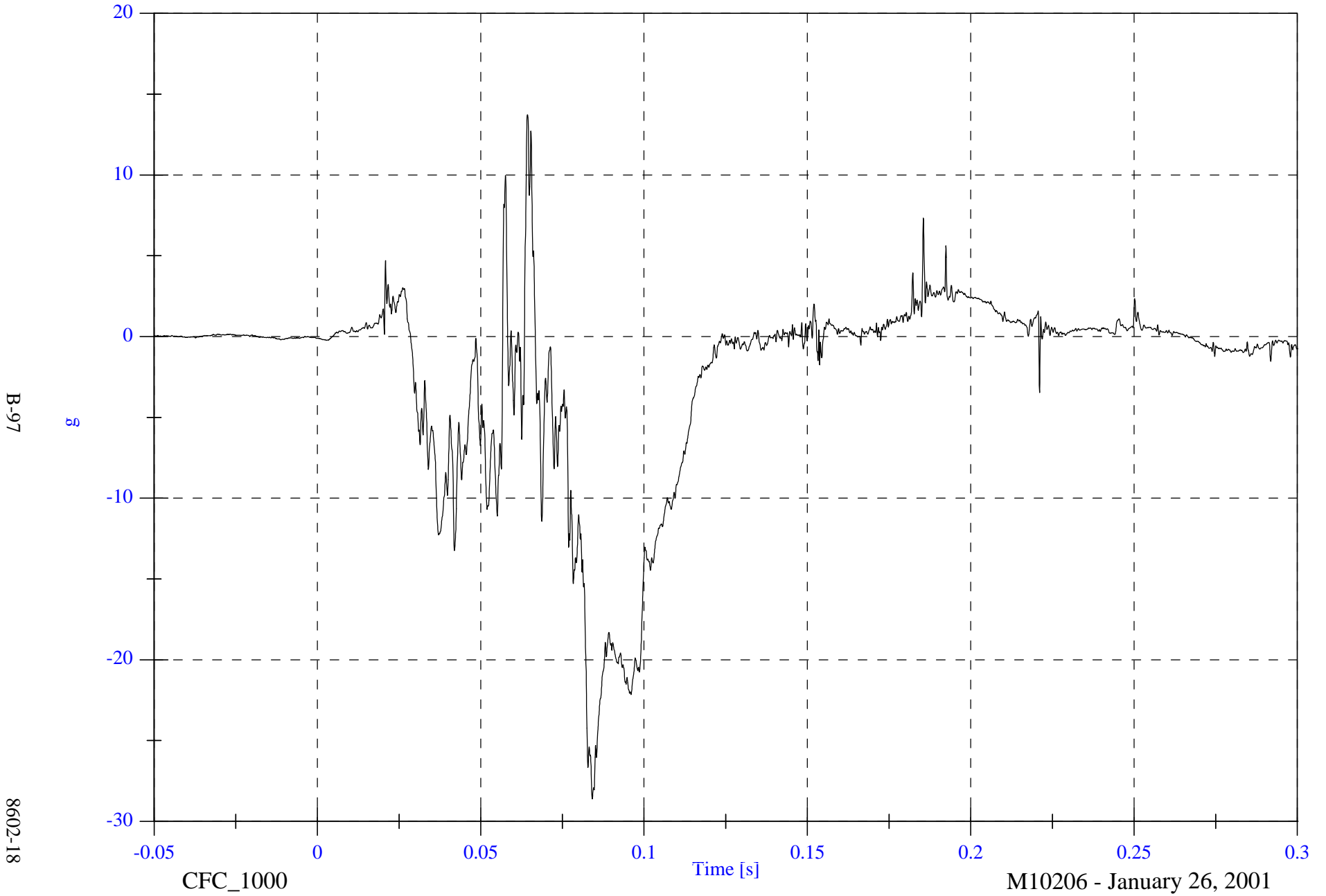
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Left Foot Aft z

Max: 13.7 [g] at 0.064 [s]

Min: -28.6 [g] at 0.084 [s]

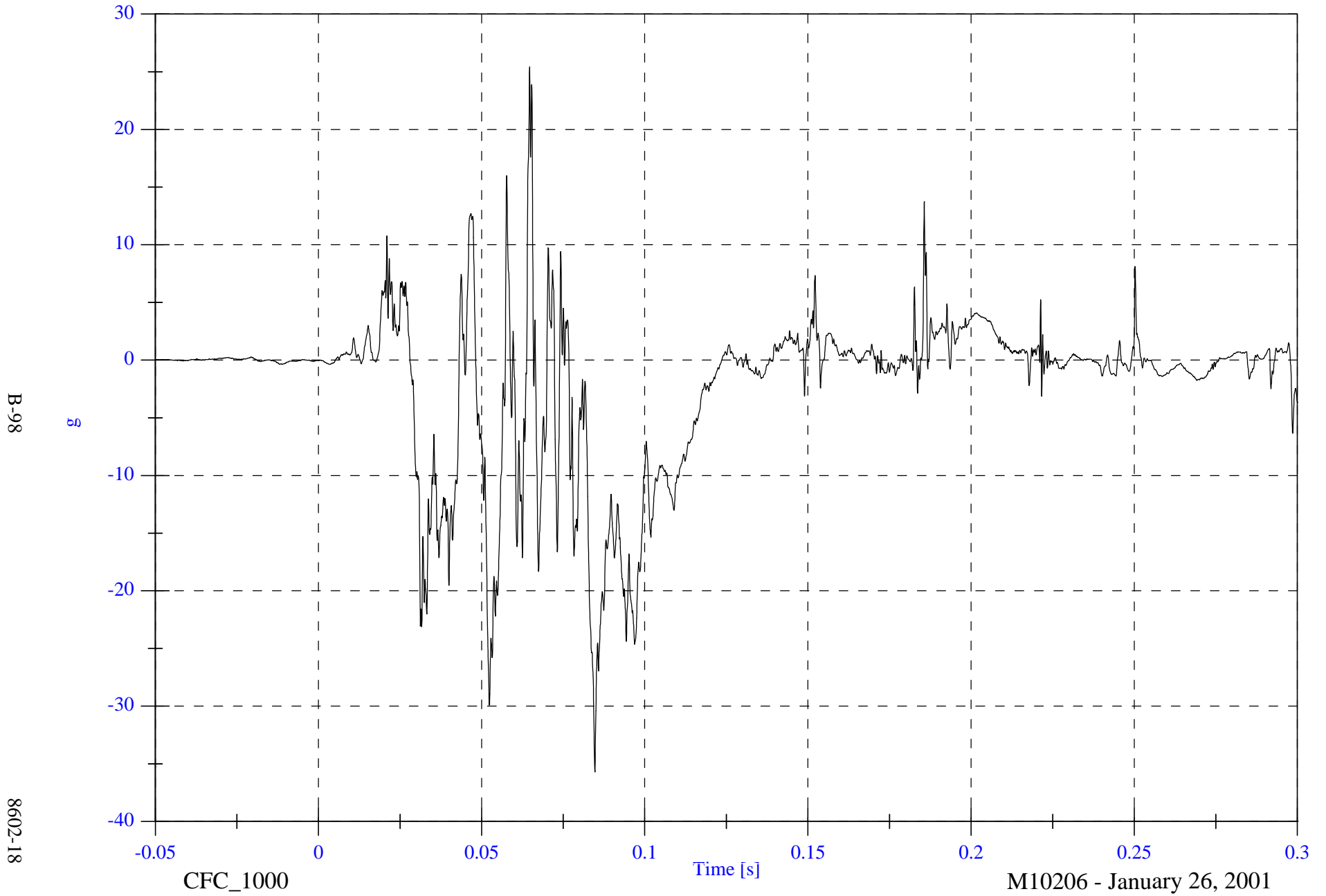


NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 25.4 [g] at 0.065 [s]

P2 Left Foot Fore z

Min: -35.7 [g] at 0.085 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

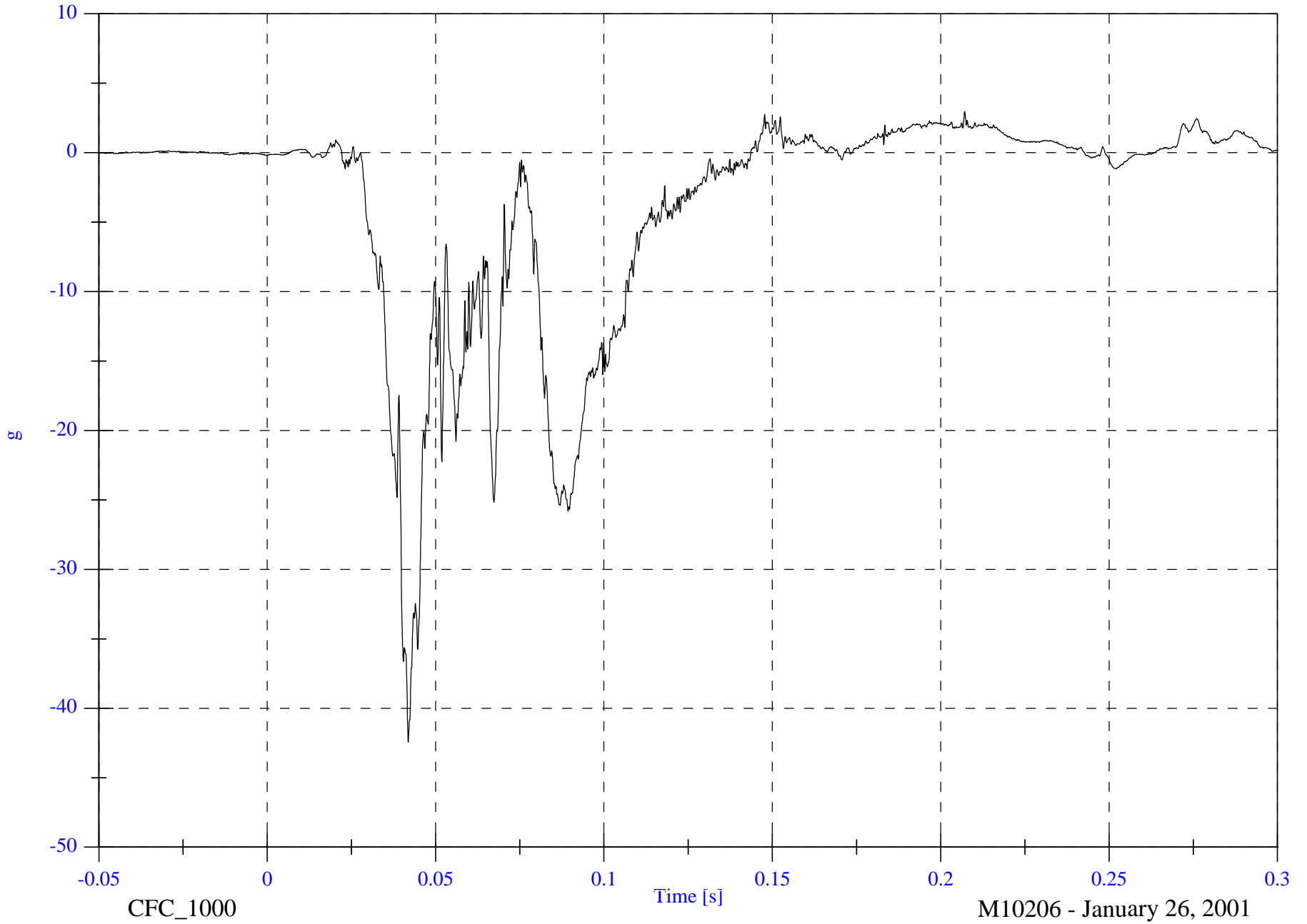
P2 Right Foot Aft x

Max: 3.0 [g] at 0.207 [s]

Min: -42.4 [g] at 0.042 [s]

B-99

8602-18



CFC\_1000

Time [s]

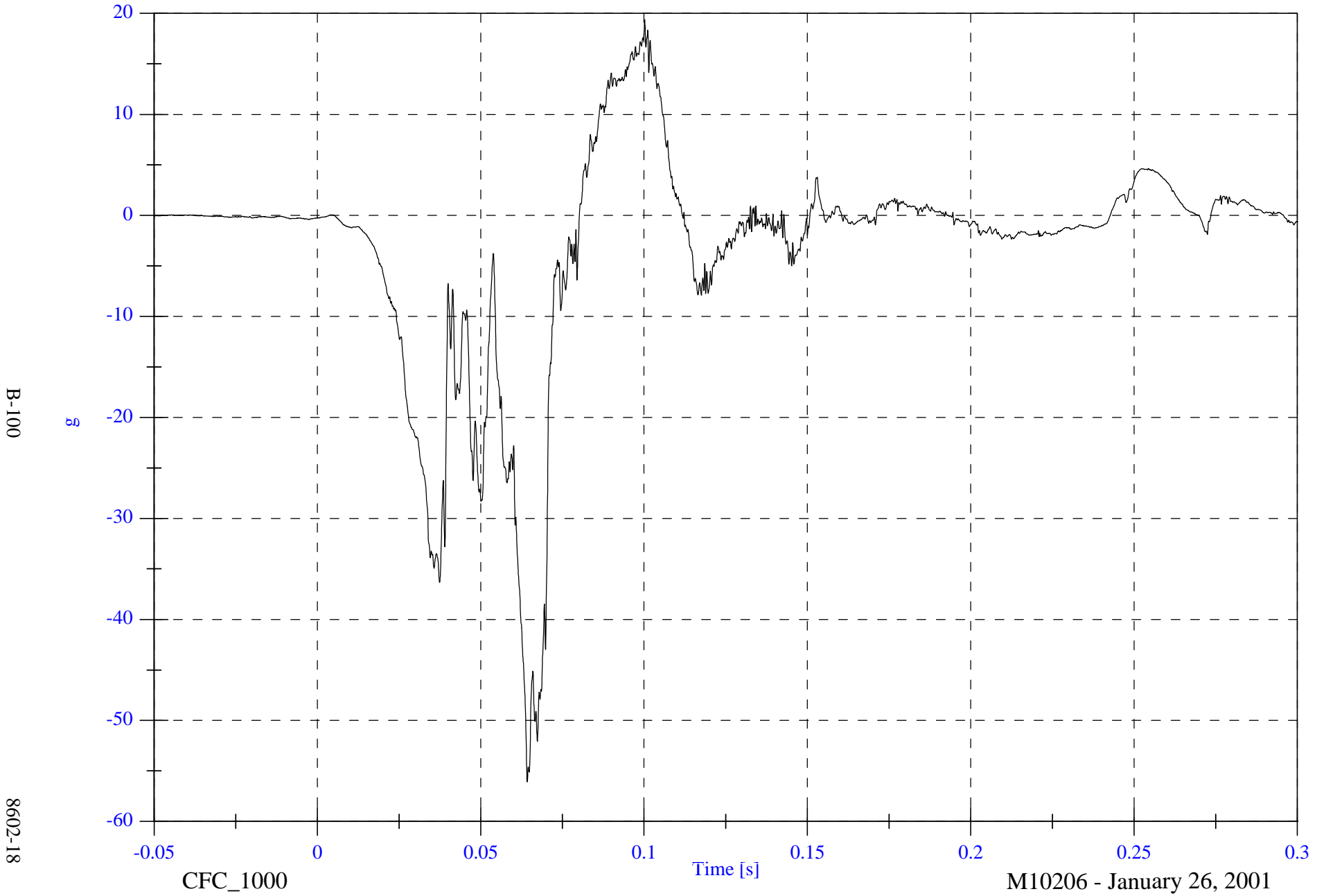
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 19.4 [g] at 0.100 [s]

Min: -56.1 [g] at 0.064 [s]

P2 Right Foot Aft z



B-100

8602-18

CFC\_1000

Time [s]

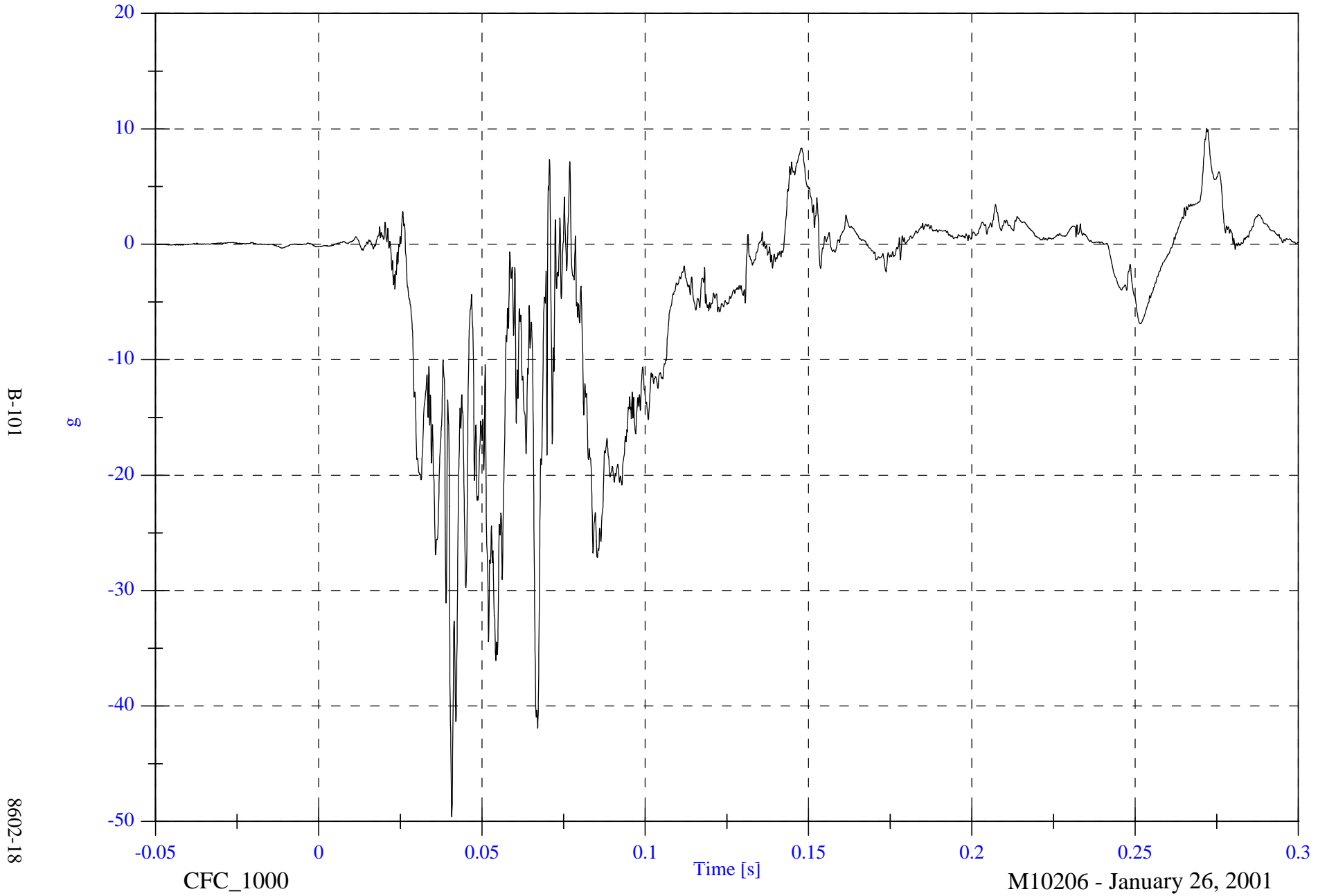
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 10.0 [g] at 0.272 [s]

P2 Right Foot Fore z

Min: -49.6 [g] at 0.041 [s]



B-101

8602-18

CFC\_1000

Time [s]

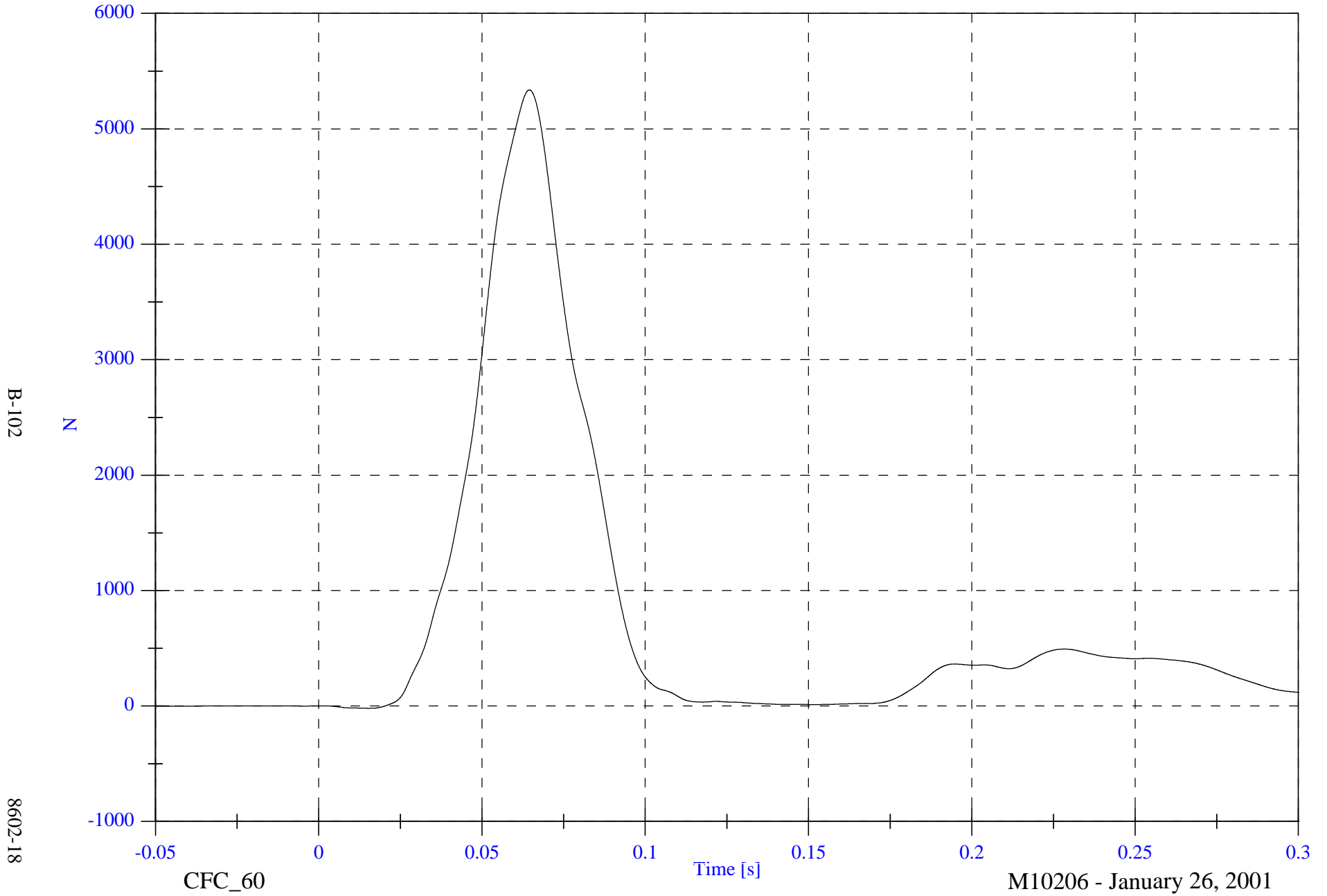
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

P2 Lap Belt Force

Max: 5337.5 [N] at 0.065 [s]

Min: -19.9 [N] at 0.015 [s]



B-102

8602-18

CFC\_60

Time [s]

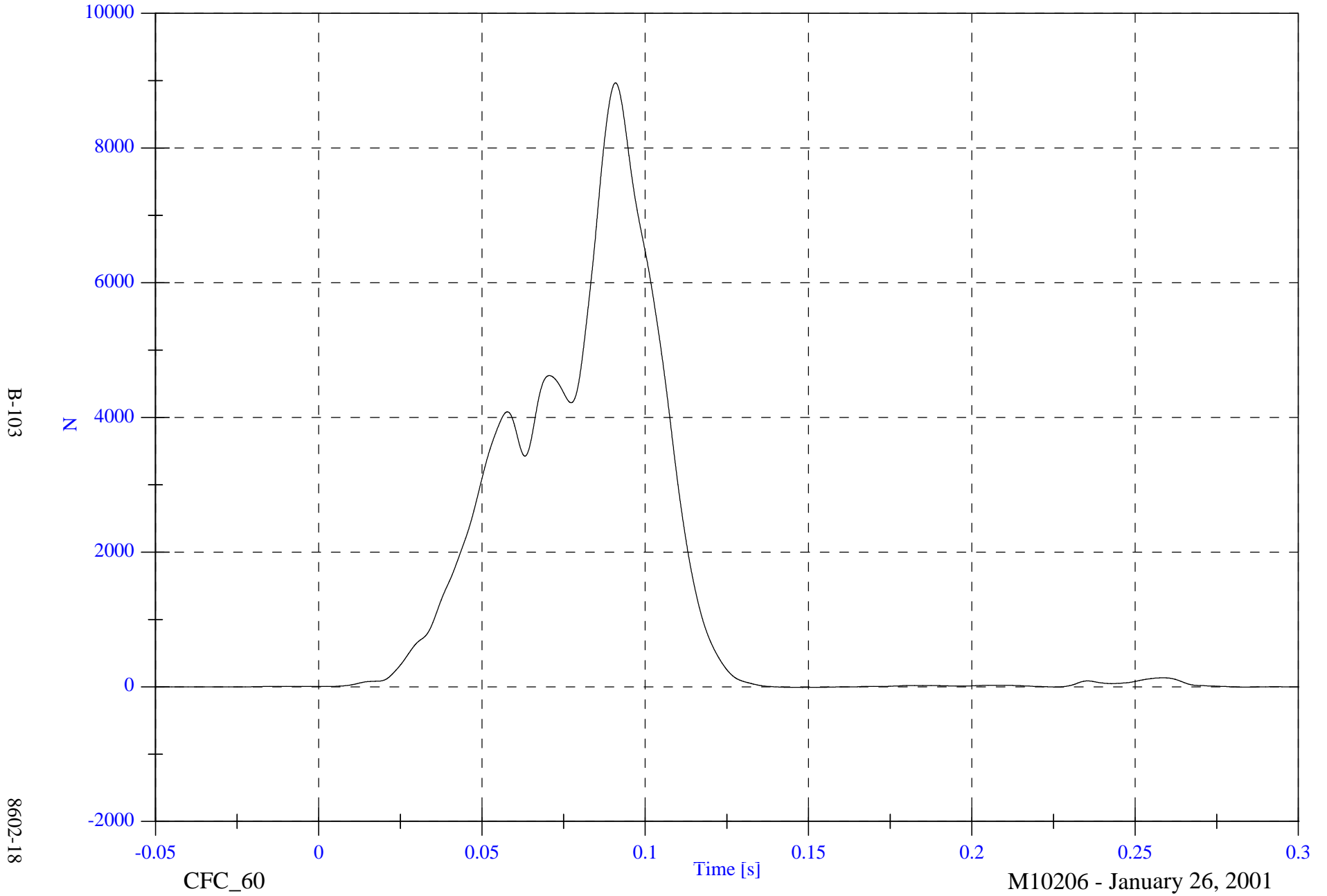
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 8968.9 [N] at 0.091 [s]

P2 Shoulder Belt Force

Min: -9.7 [N] at 0.148 [s]



B-103

8602-18

CFC\_60

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

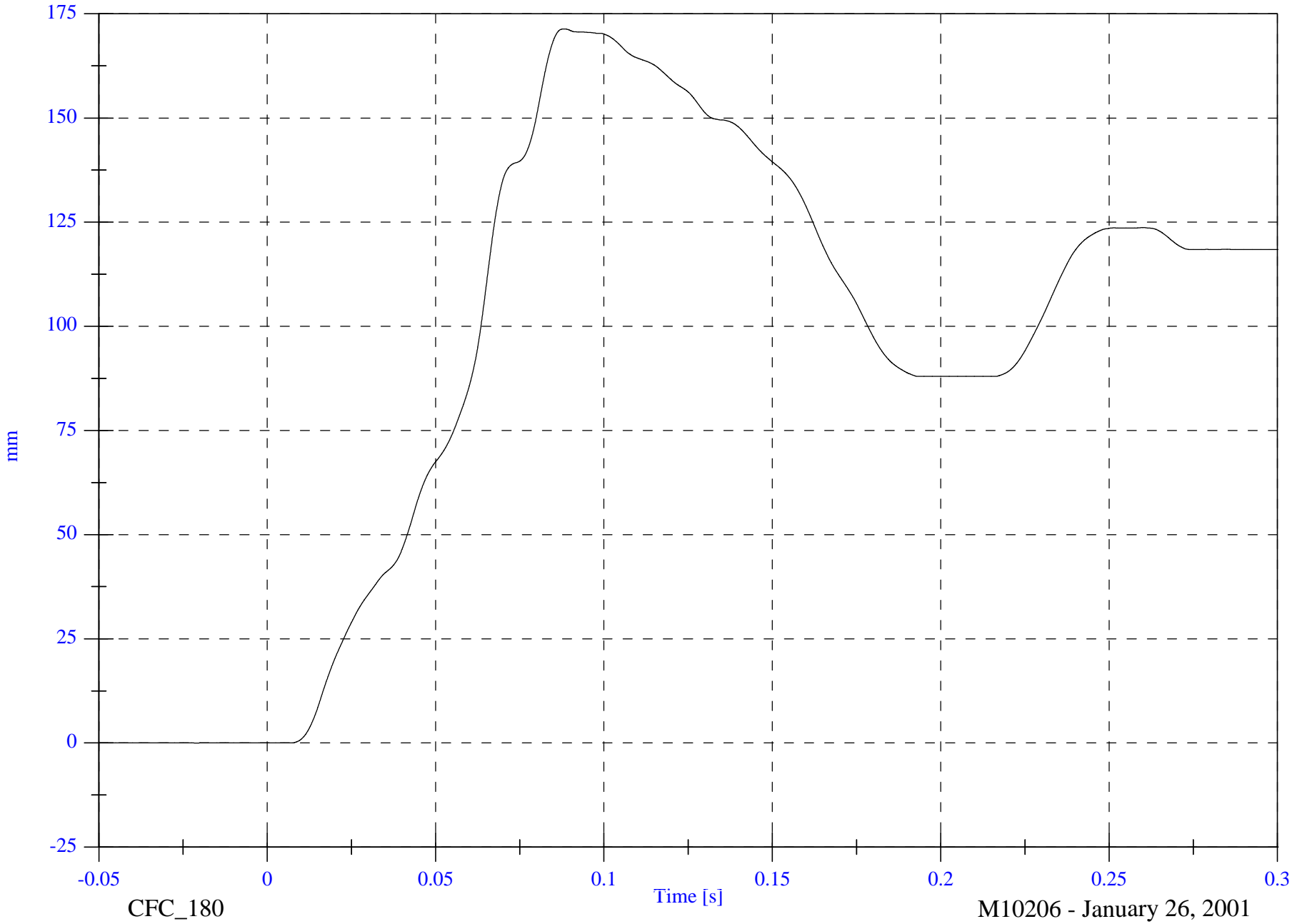
P2 Shoulder Belt Spoolout

Max: 171.4 [mm] at 0.088 [s]

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

B-104

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

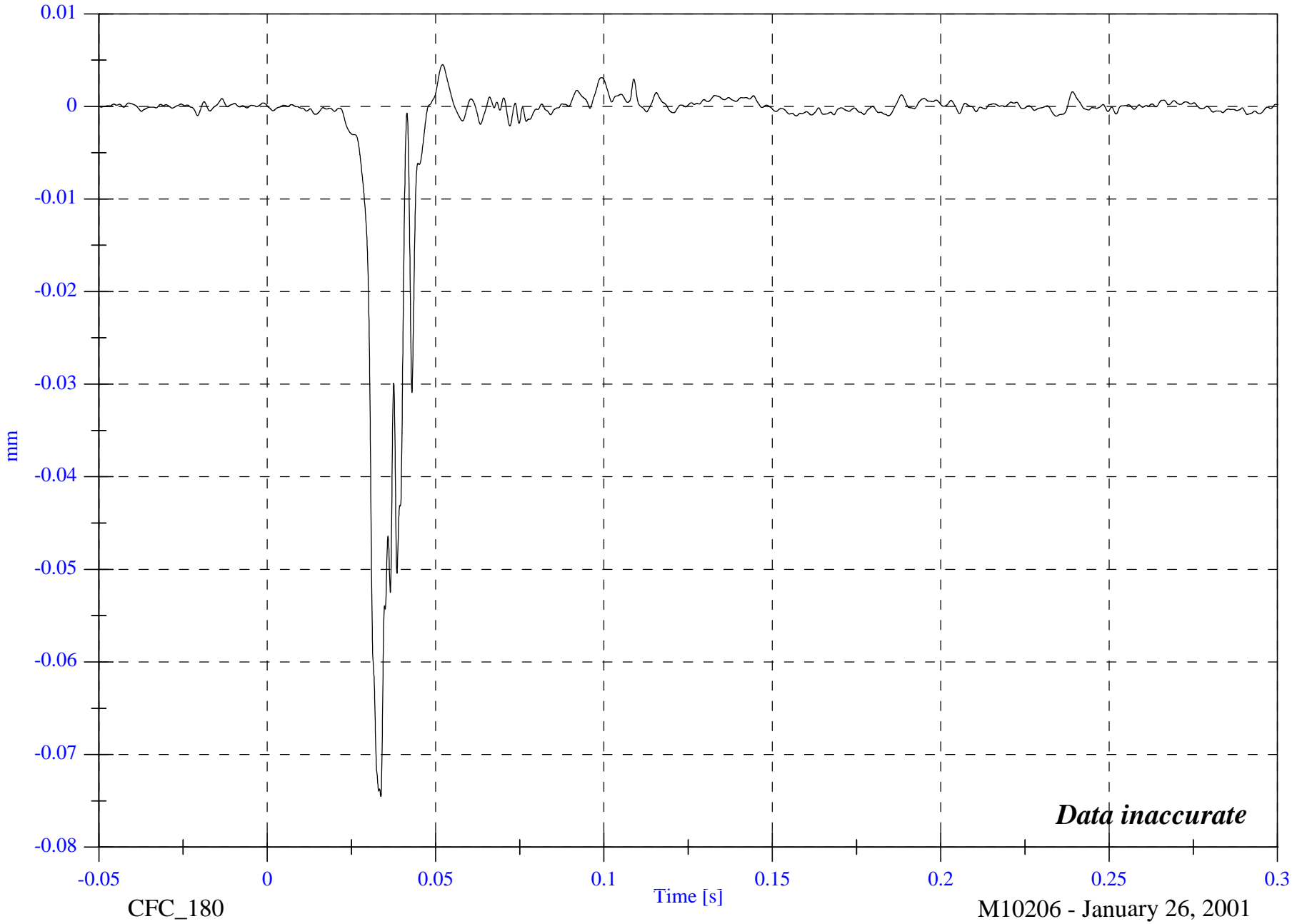
P2 Shoulder Belt Elongation

Max: 0.0 [mm] at 0.052 [s]

Min: -0.1 [mm] at 0.034 [s]

B-105

8602-18

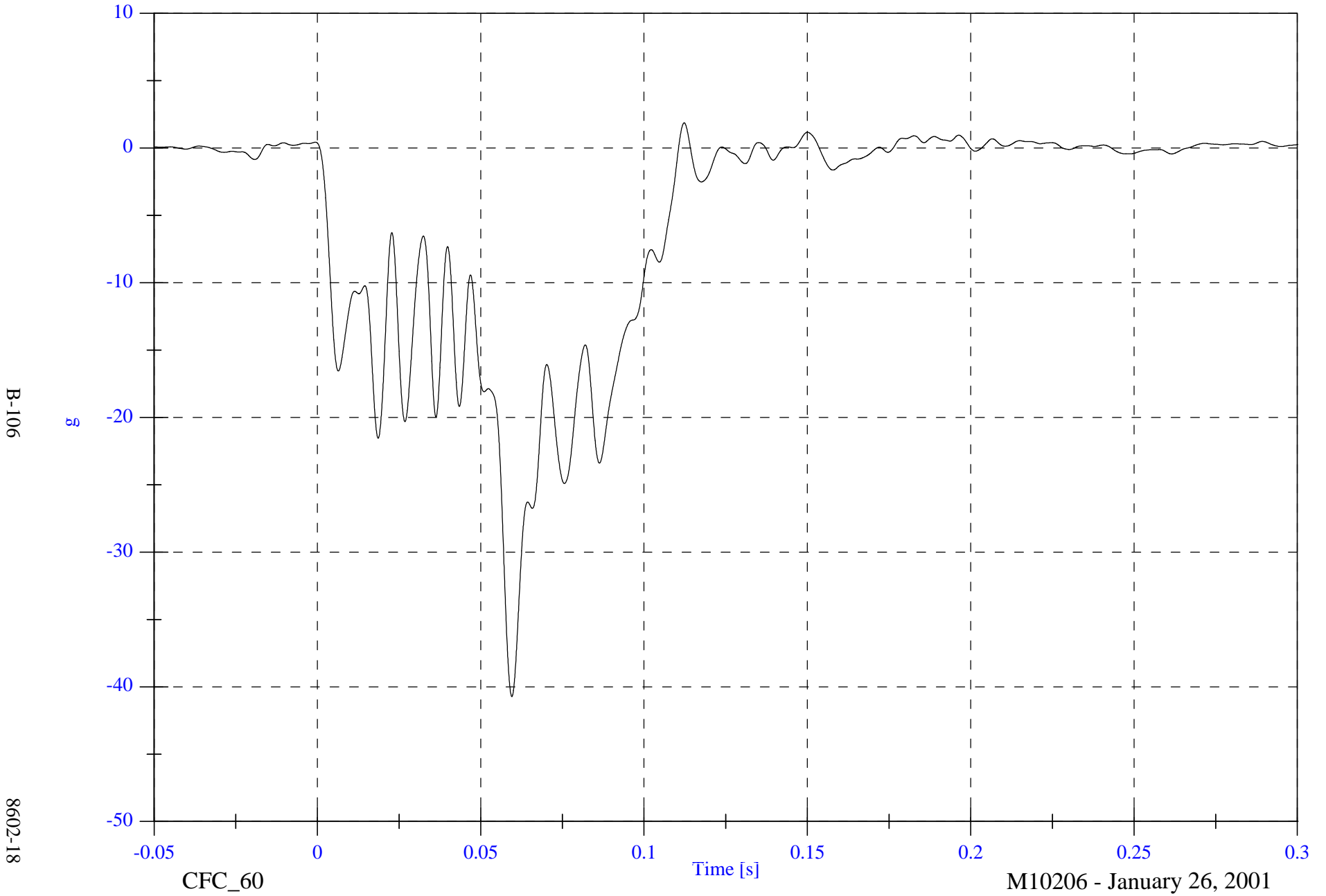


NCAP Test 18 - 2001 Ford Mustang Coupe

Left Rear #1x

Max: 1.9 [g] at 0.112 [s]

Min: -40.7 [g] at 0.060 [s]



B-106

8602-18

CFC\_60

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

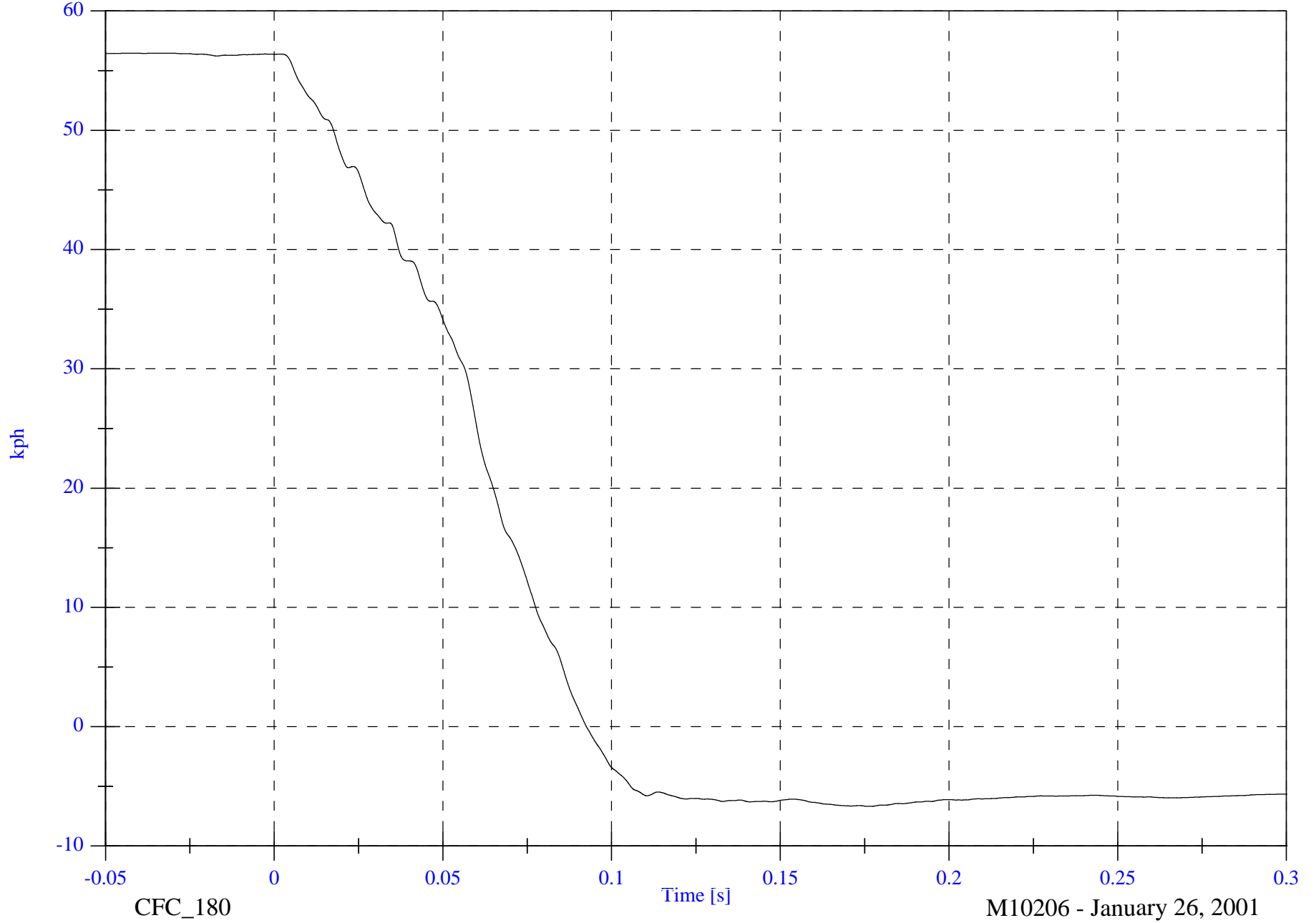
Max: 56.5 [kph] at -0.033 [s]

Left Rear #1x Velocity

Min: -6.7 [kph] at 0.177 [s]

B-107

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

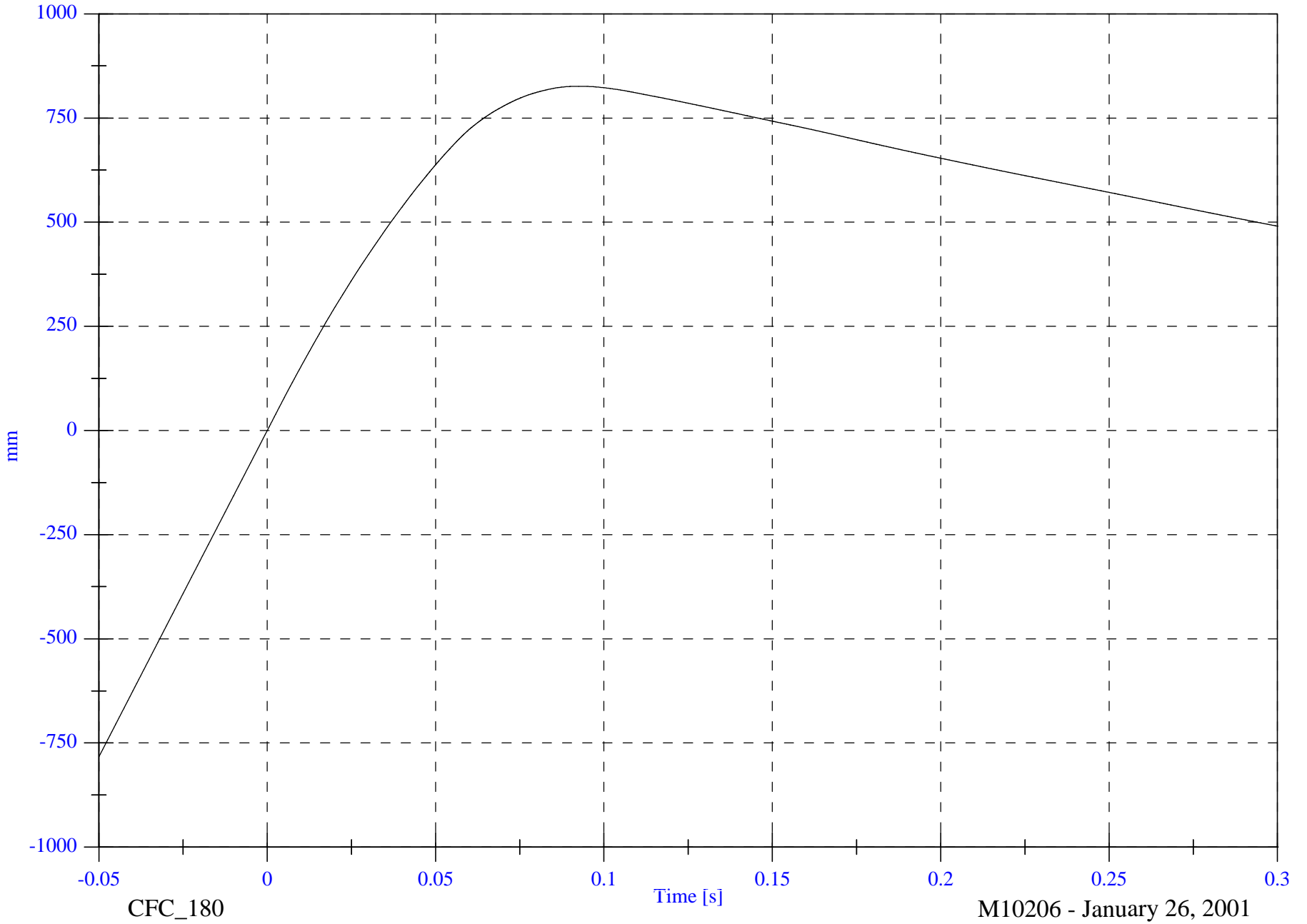
Left Rear #1x Displacement

Max: 826.3 [mm] at 0.093 [s]

Min: -783.2 [mm] at -0.050 [s]

B-108

8602-18



CFC\_180

Time [s]

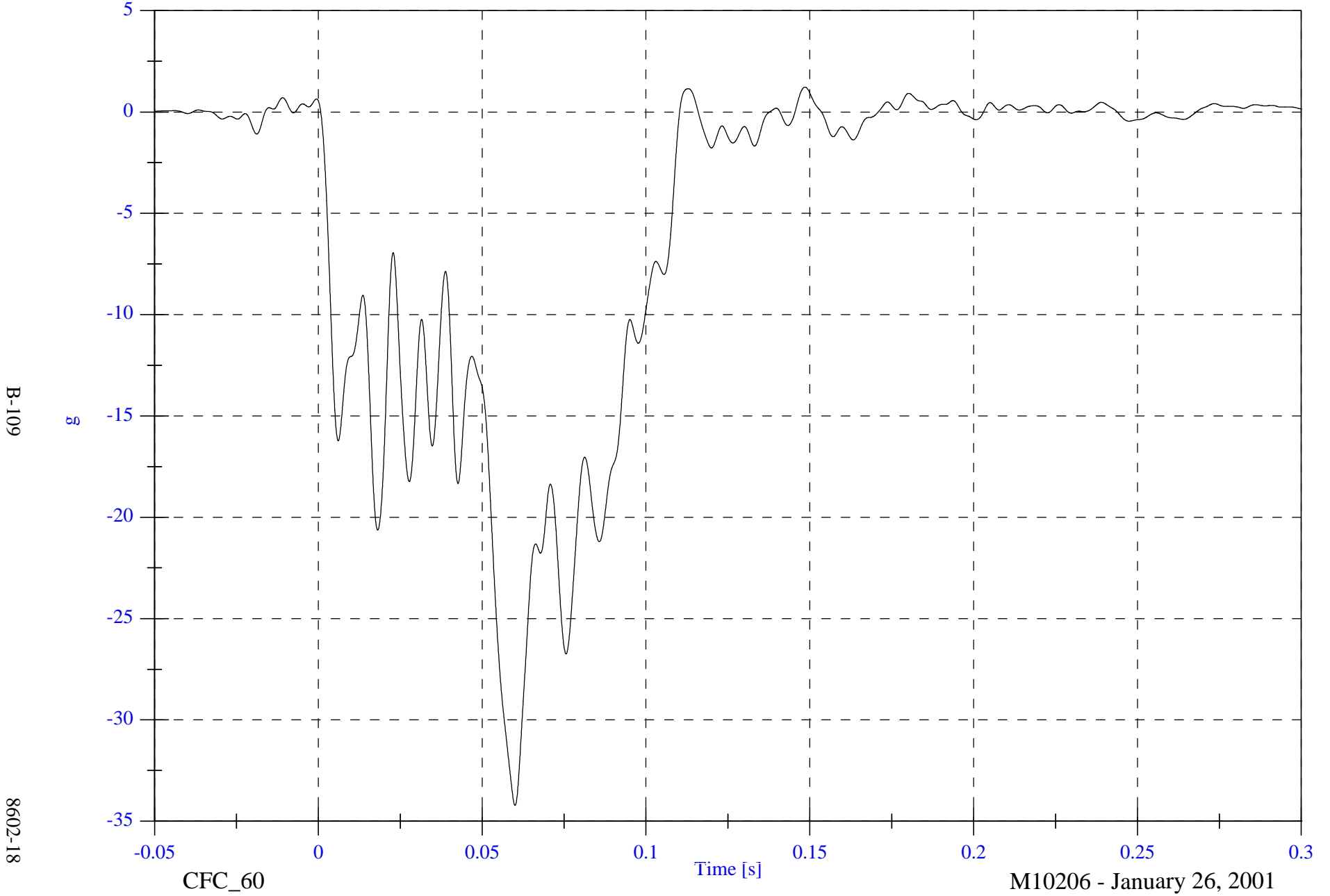
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Right Rear #2x

Max: 1.2 [g] at 0.148 [s]

Min: -34.2 [g] at 0.060 [s]



B-109

8602-18

CFC\_60

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

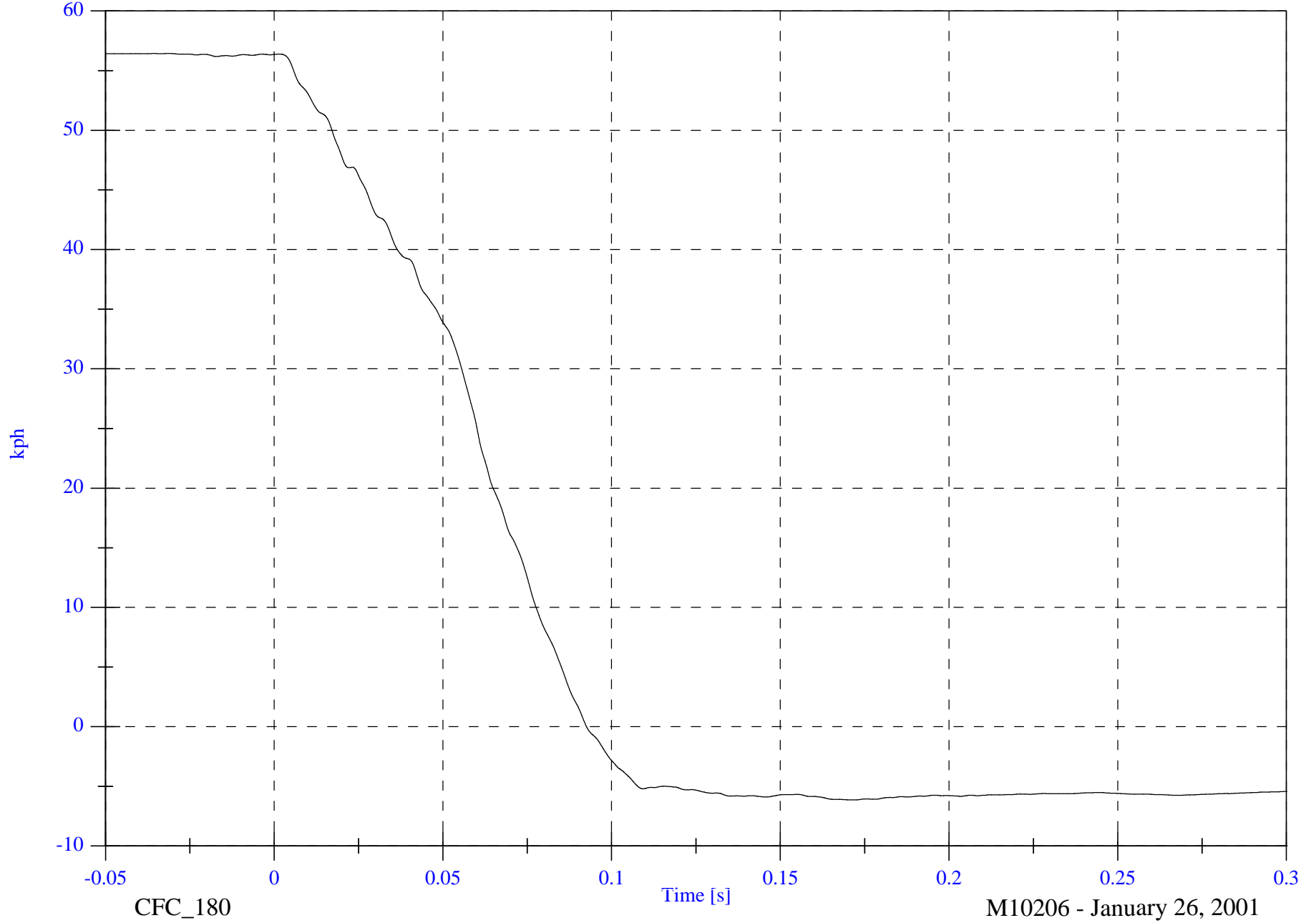
Max: 56.4 [kph] at -0.031 [s]

Right Rear #2x Velocity

Min: -6.1 [kph] at 0.172 [s]

B-110

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

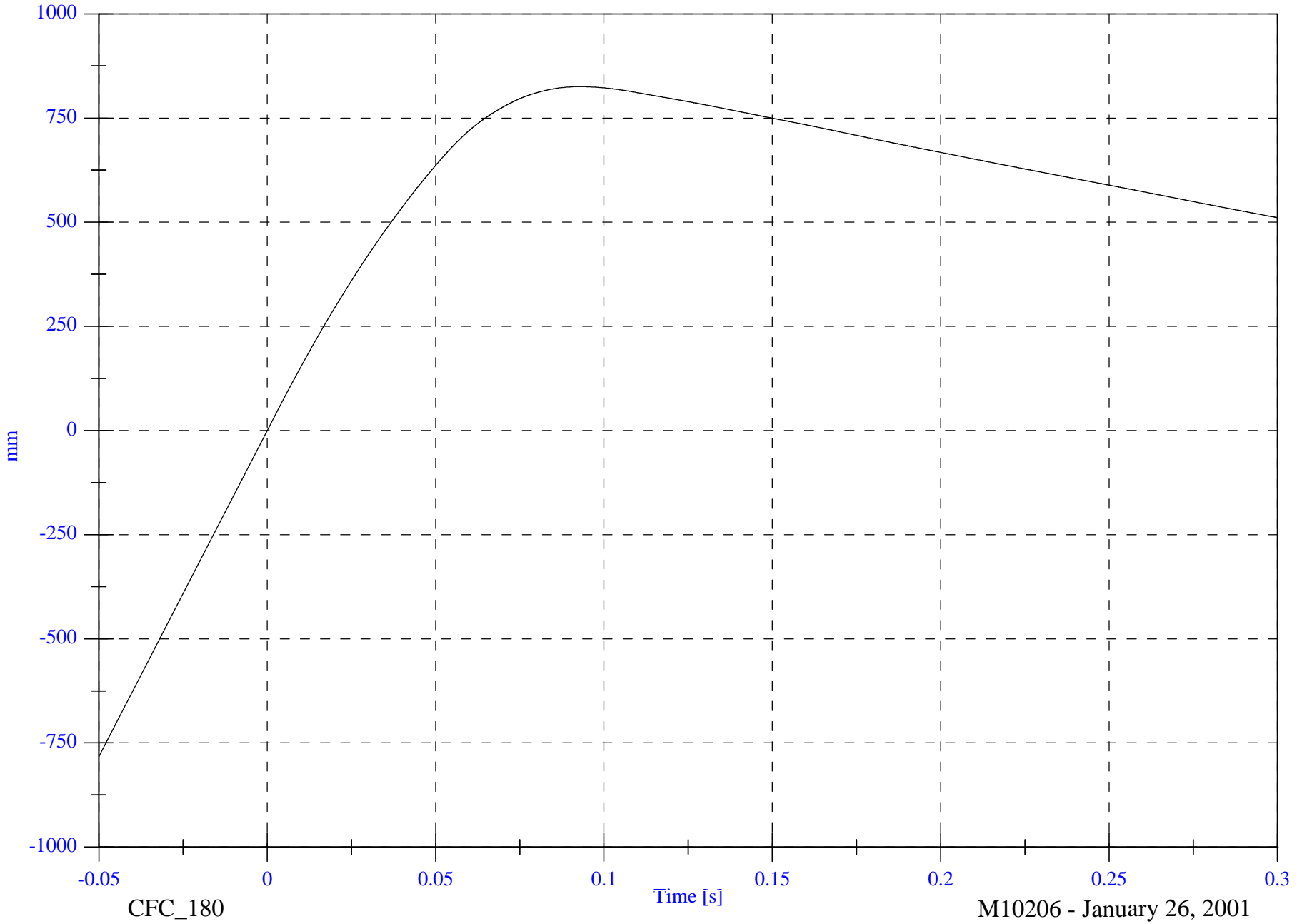
Right Rear #2x Displacement

Max: 825.3 [mm] at 0.093 [s]

Min: -782.8 [mm] at -0.050 [s]

B-111

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

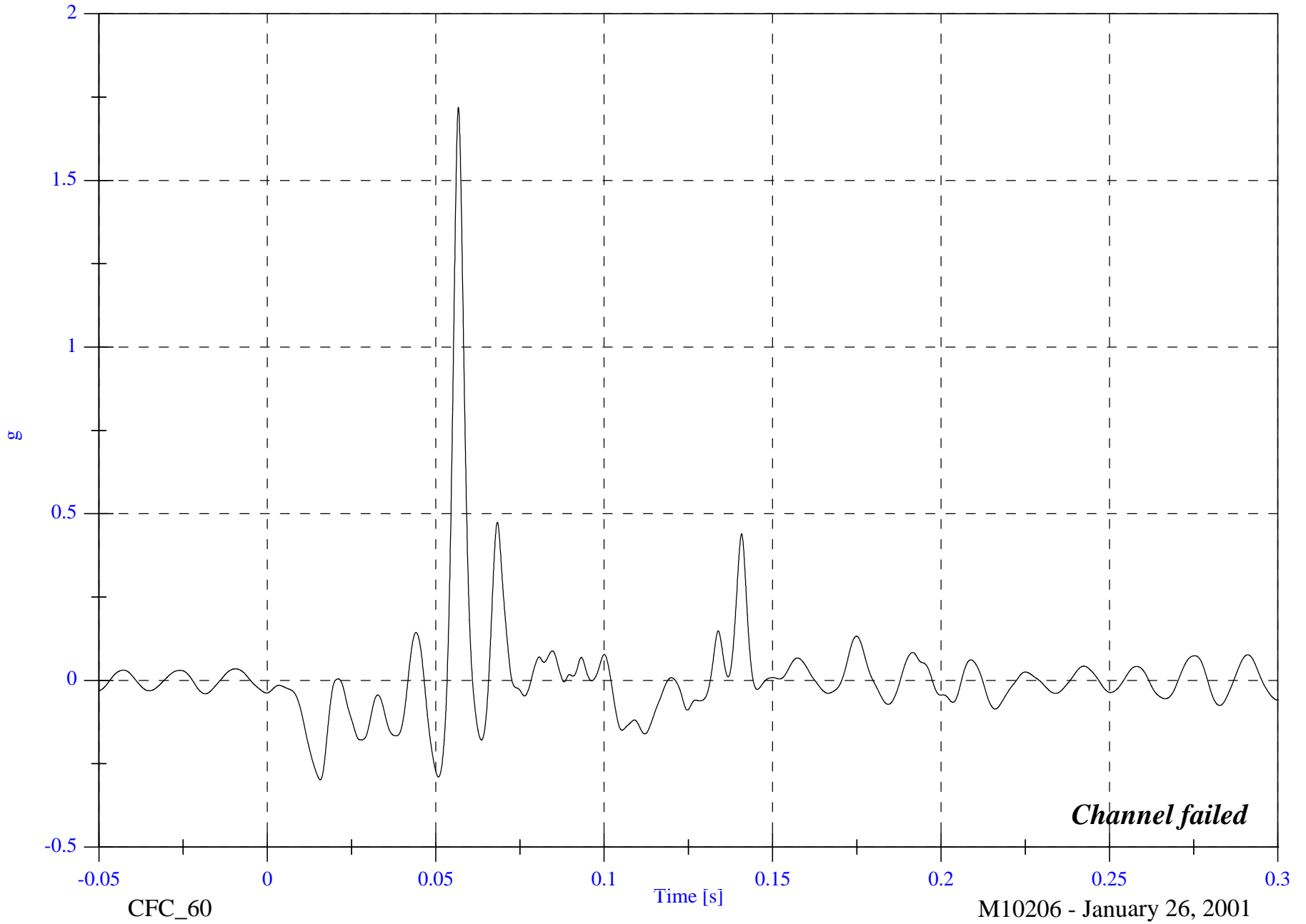
Engine Top #3x

Max: 1.7 [g] at 0.057 [s]

Min: -0.3 [g] at 0.016 [s]

B-112

8602-18



CFC\_60

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 56.4 [kph] at 0.197 [s]

Engine Top #3x Velocity

Min: 56.1 [kph] at 0.055 [s]



B-113

8602-18

CFC\_180

Time [s]

M10206 - January 26, 2001

*Channel failed*

NCAP Test 18 - 2001 Ford Mustang Coupe

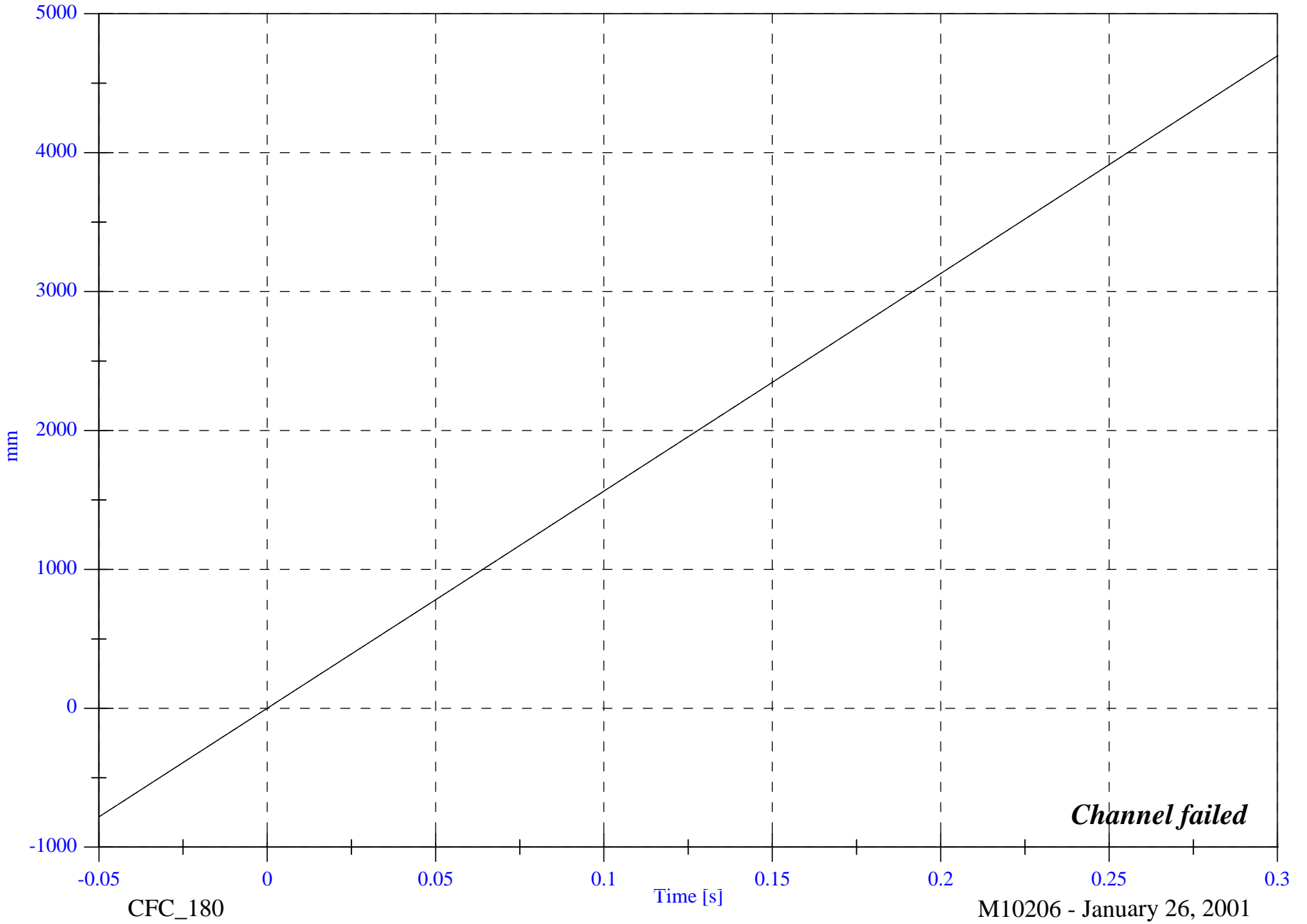
Engine Top #3x Displacement

Max: 4697.1 [mm] at 0.300 [s]

Min: -782.3 [mm] at -0.050 [s]

B-114

8602-18



CFC\_180

Time [s]

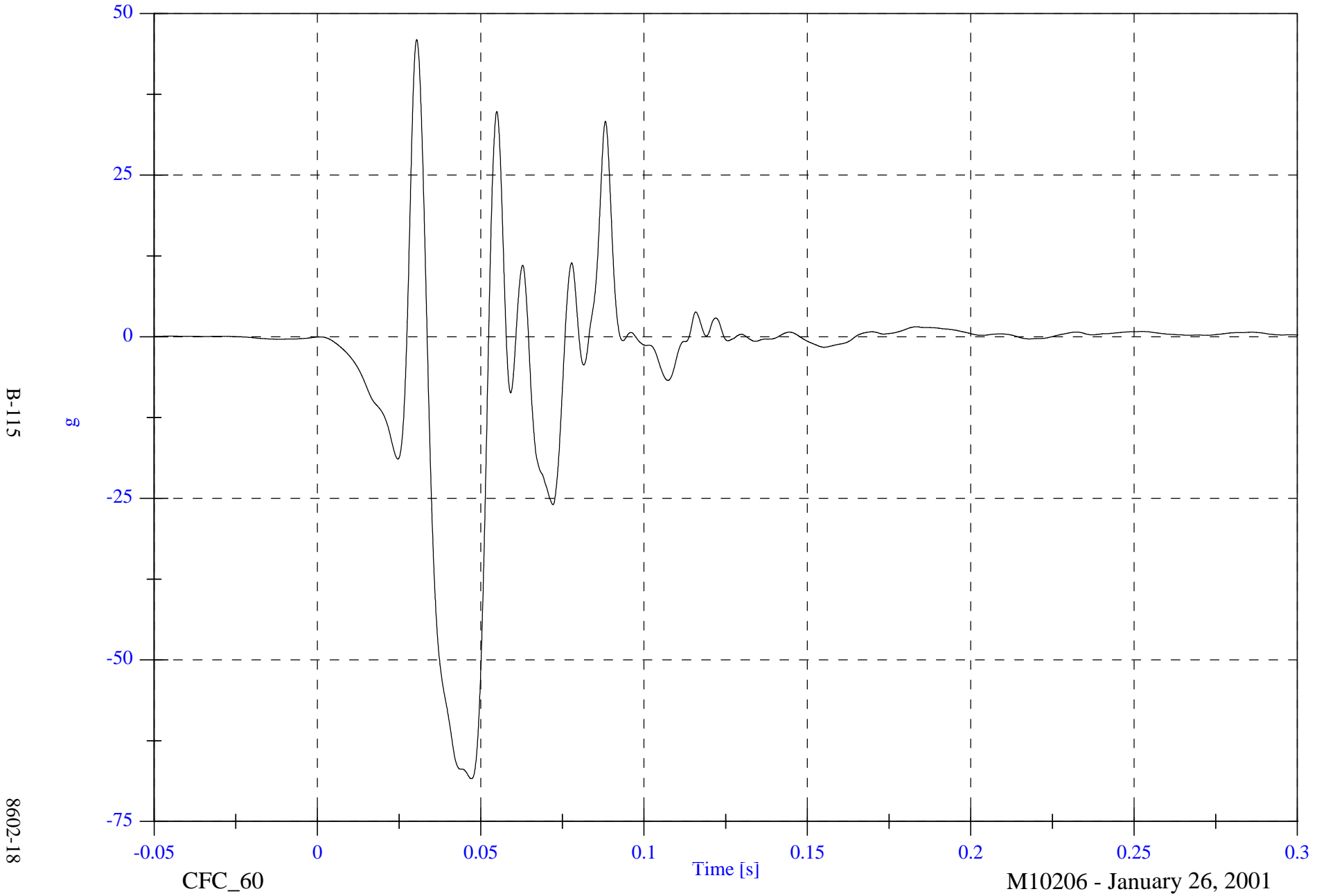
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Engine Bottom #4x

Max: 46.0 [g] at 0.030 [s]

Min: -68.4 [g] at 0.047 [s]



NCAP Test 18 - 2001 Ford Mustang Coupe

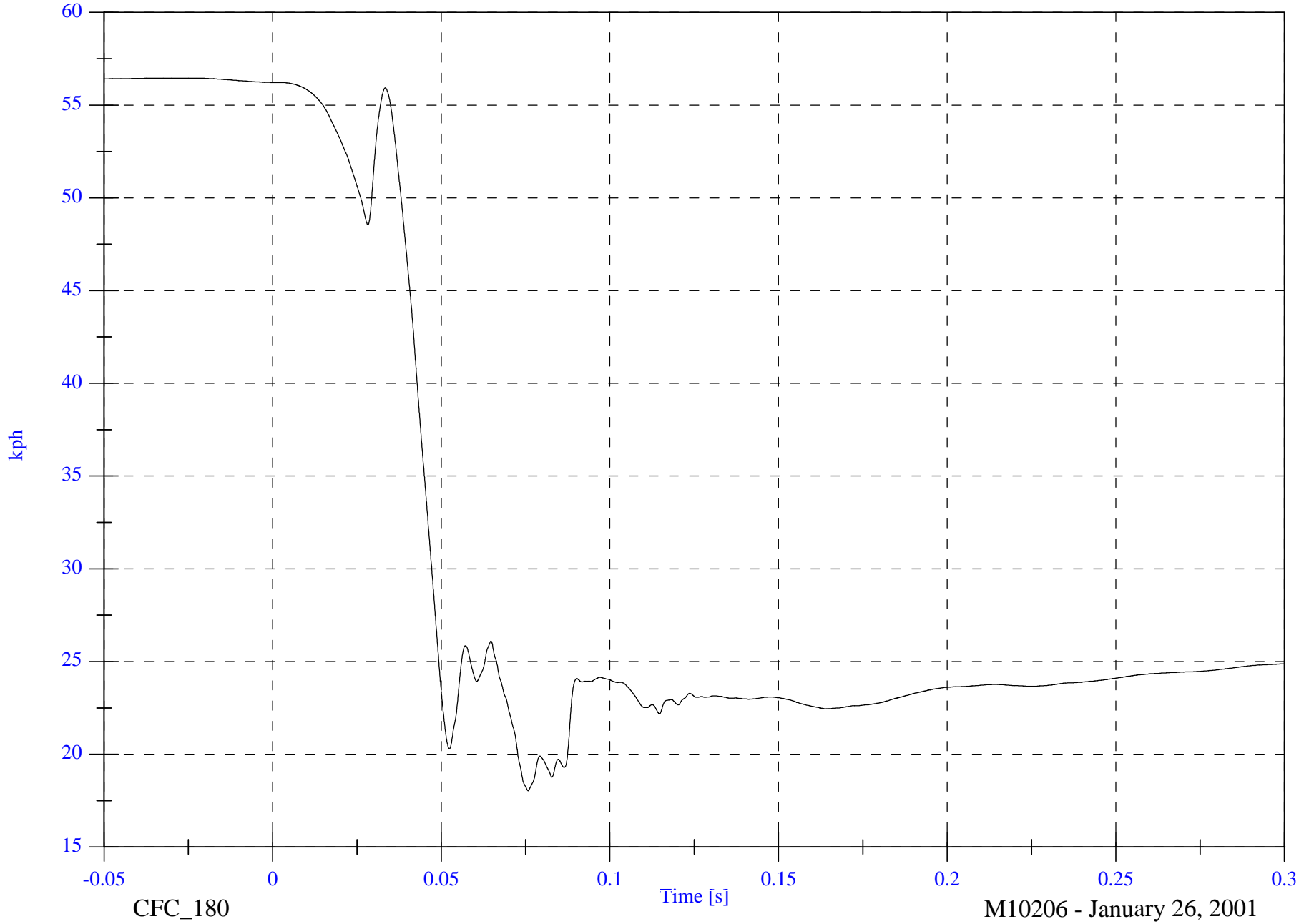
Engine Bottom #4x Velocity

Max: 56.5 [kph] at -0.025 [s]

Min: 18.0 [kph] at 0.076 [s]

B-116

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

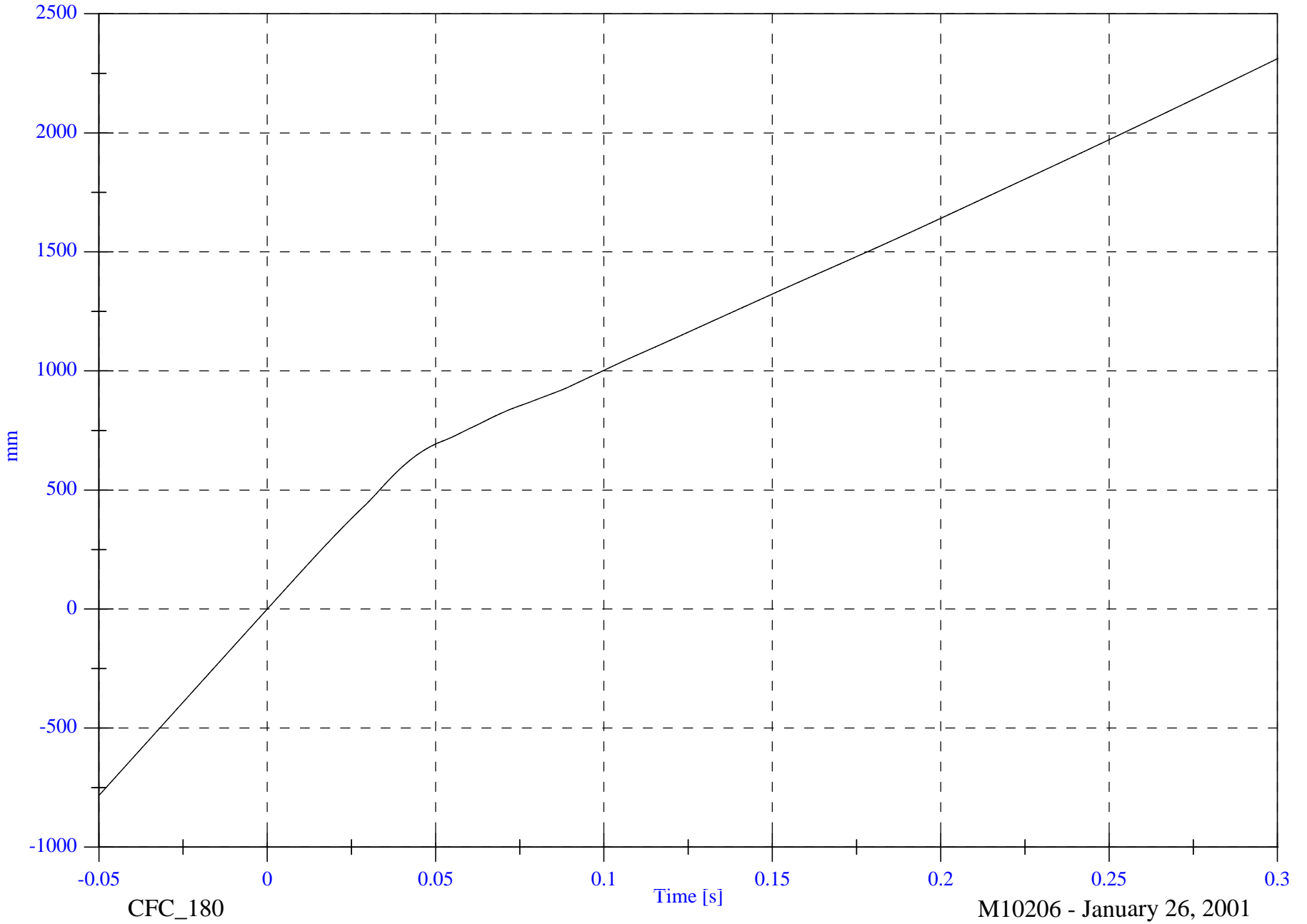
Engine Bottom #4x Displacement

Max: 2311.5 [mm] at 0.300 [s]

Min: -783.3 [mm] at -0.050 [s]

B-117

8602-18



CFC\_180

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

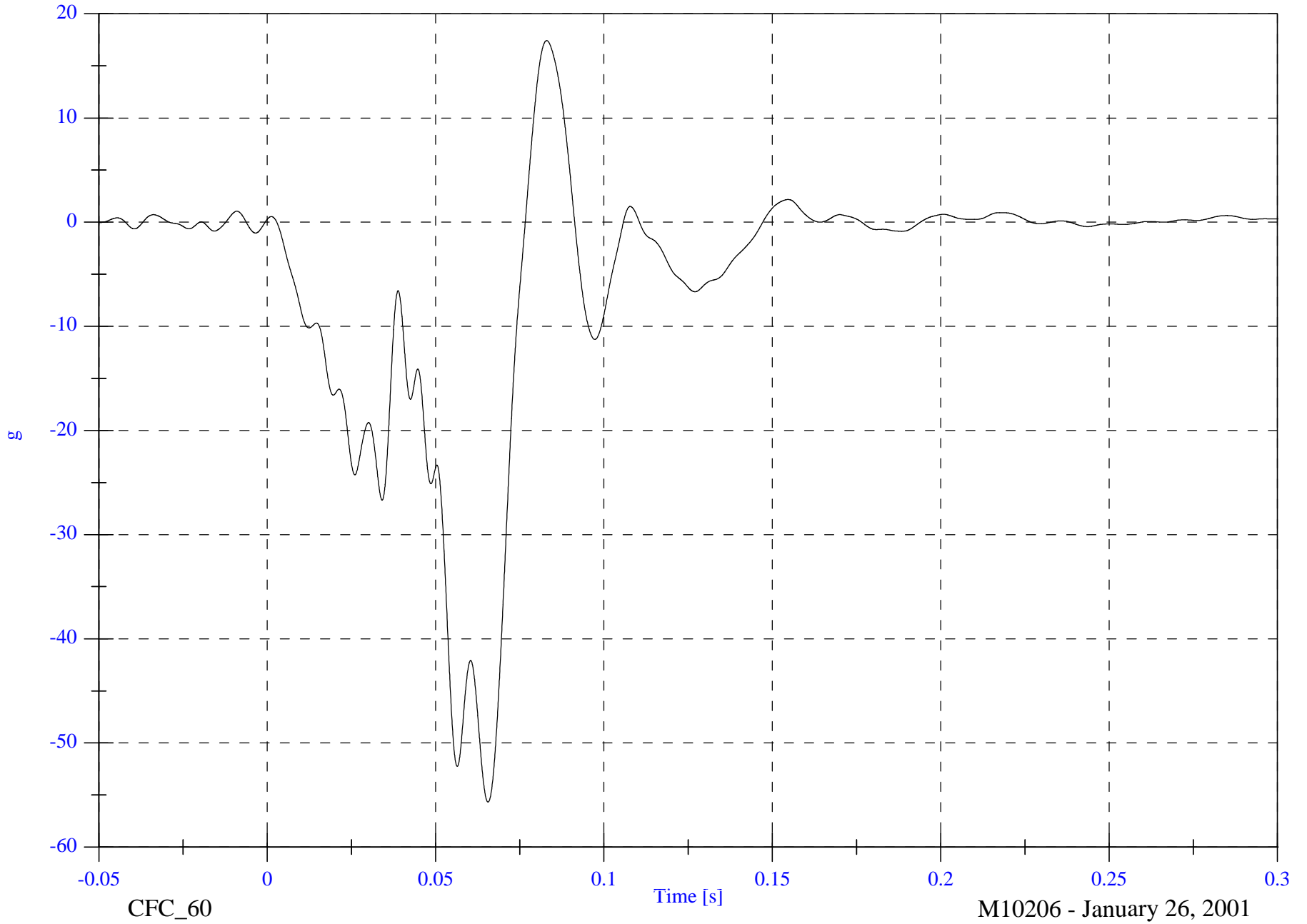
Right Caliper #5x

Max: 17.4 [g] at 0.083 [s]

Min: -55.7 [g] at 0.066 [s]

B-118

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

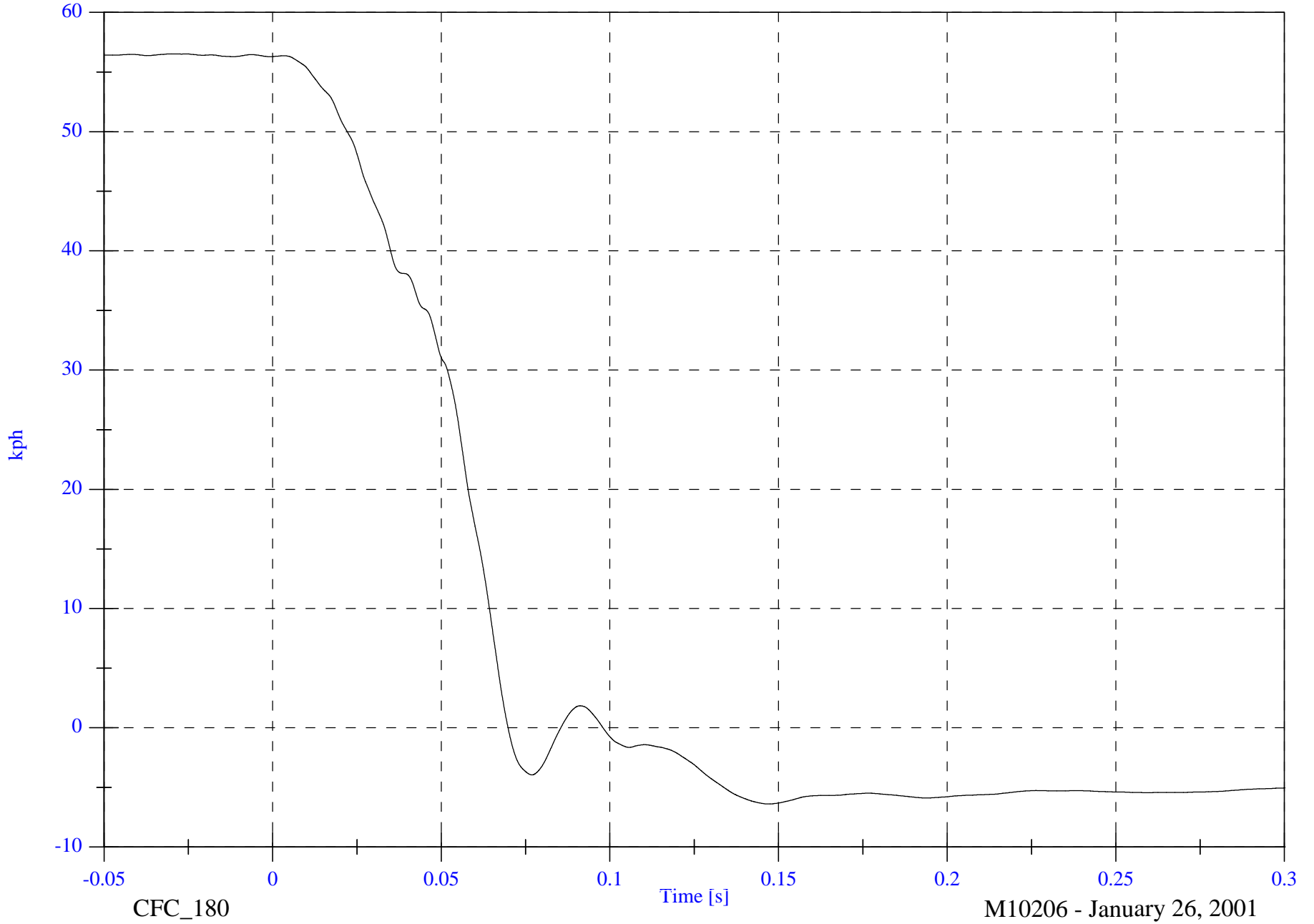
Right Caliper #5x Velocity

Max: 56.5 [kph] at -0.030 [s]

Min: -6.4 [kph] at 0.147 [s]

B-119

8602-18

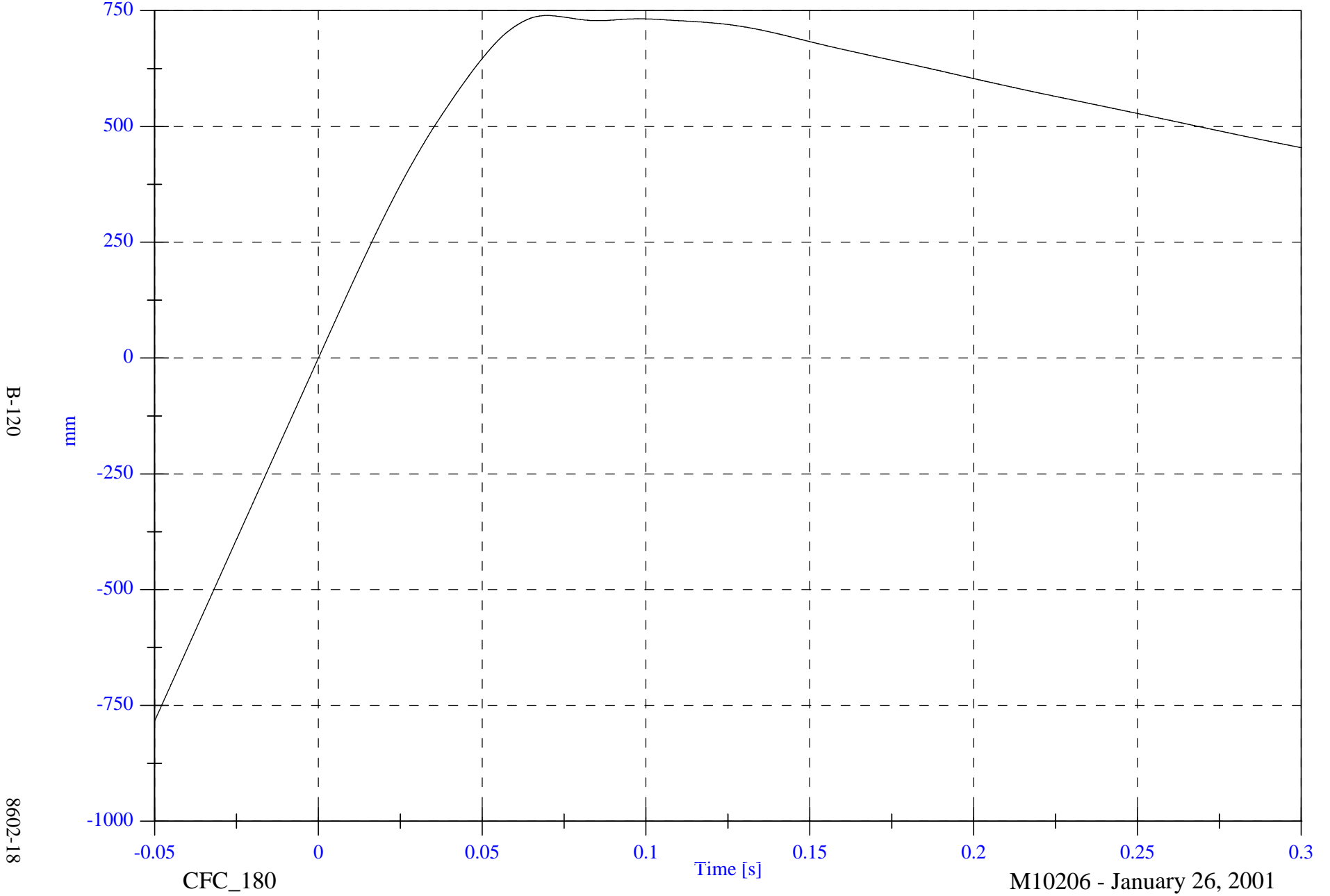


NCAP Test 18 - 2001 Ford Mustang Coupe

Right Caliper #5x Displacement

Max: 739.6 [mm] at 0.070 [s]

Min: -783.6 [mm] at -0.050 [s]



B-120

8602-18

CFC\_180

Time [s]

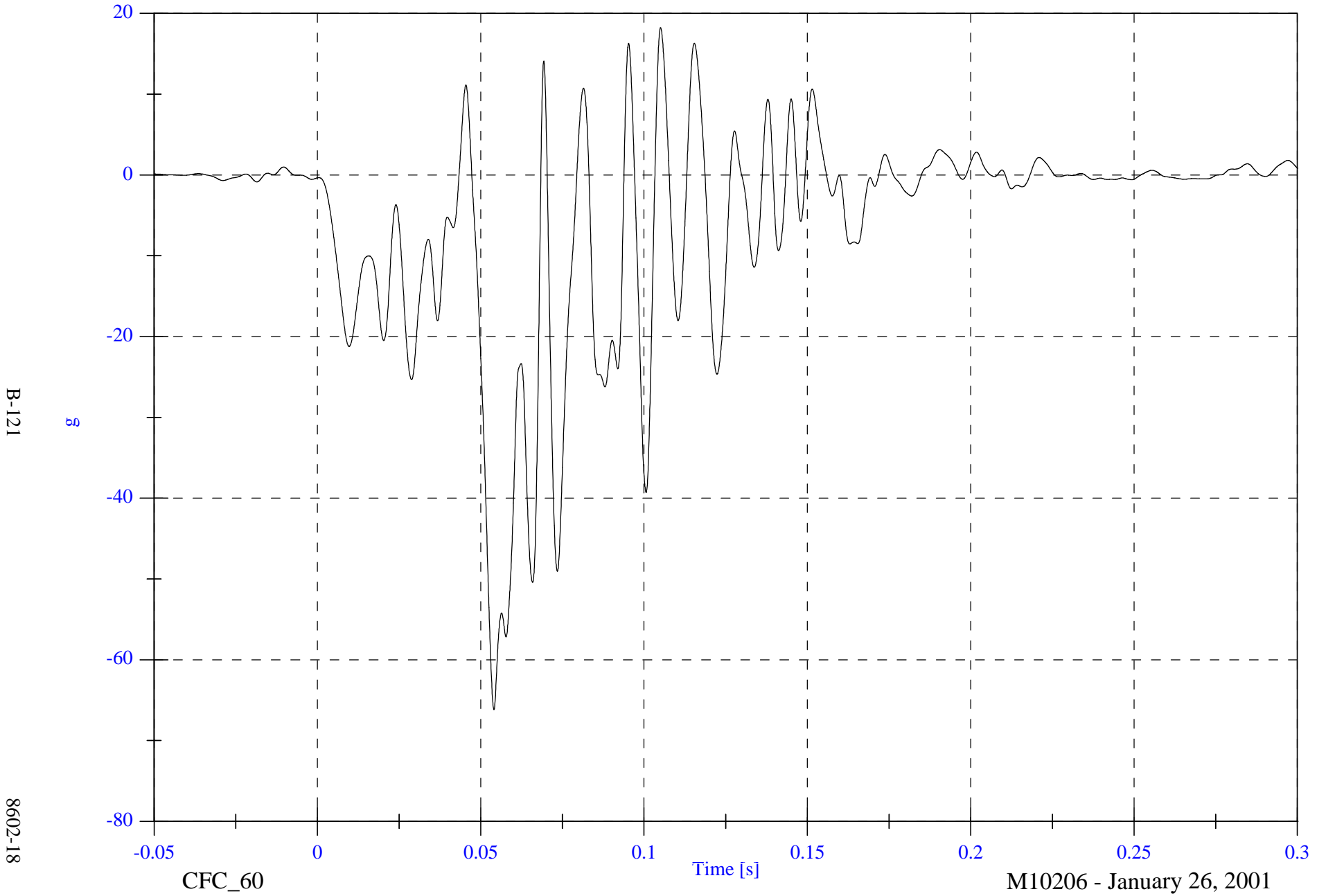
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Max: 18.2 [g] at 0.105 [s]

Min: -66.2 [g] at 0.054 [s]

Instrument Panel #6x



NCAP Test 18 - 2001 Ford Mustang Coupe

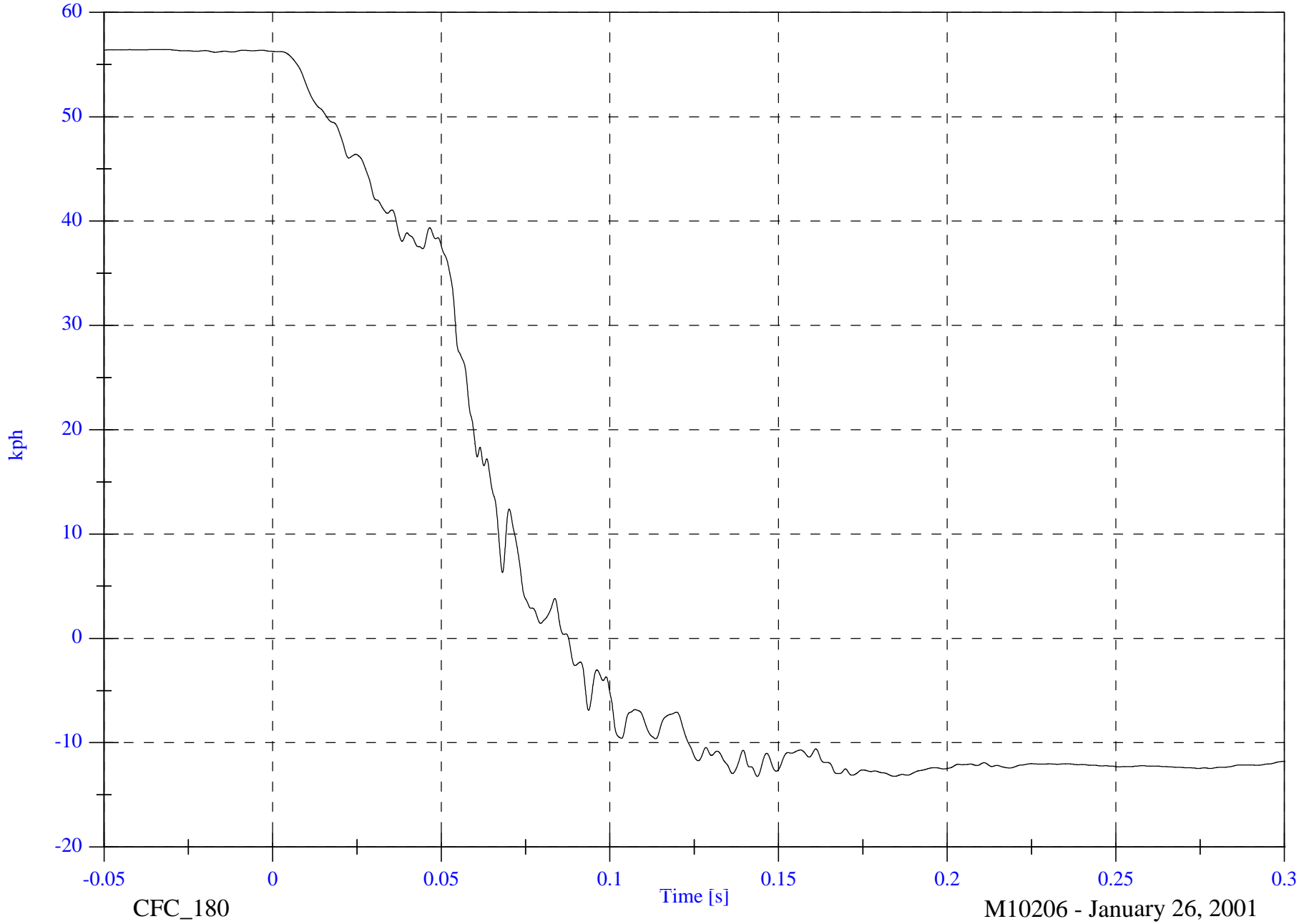
Instrument Panel #6x Velocity

Max: 56.4 [kph] at -0.035 [s]

Min: -13.2 [kph] at 0.144 [s]

B-122

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

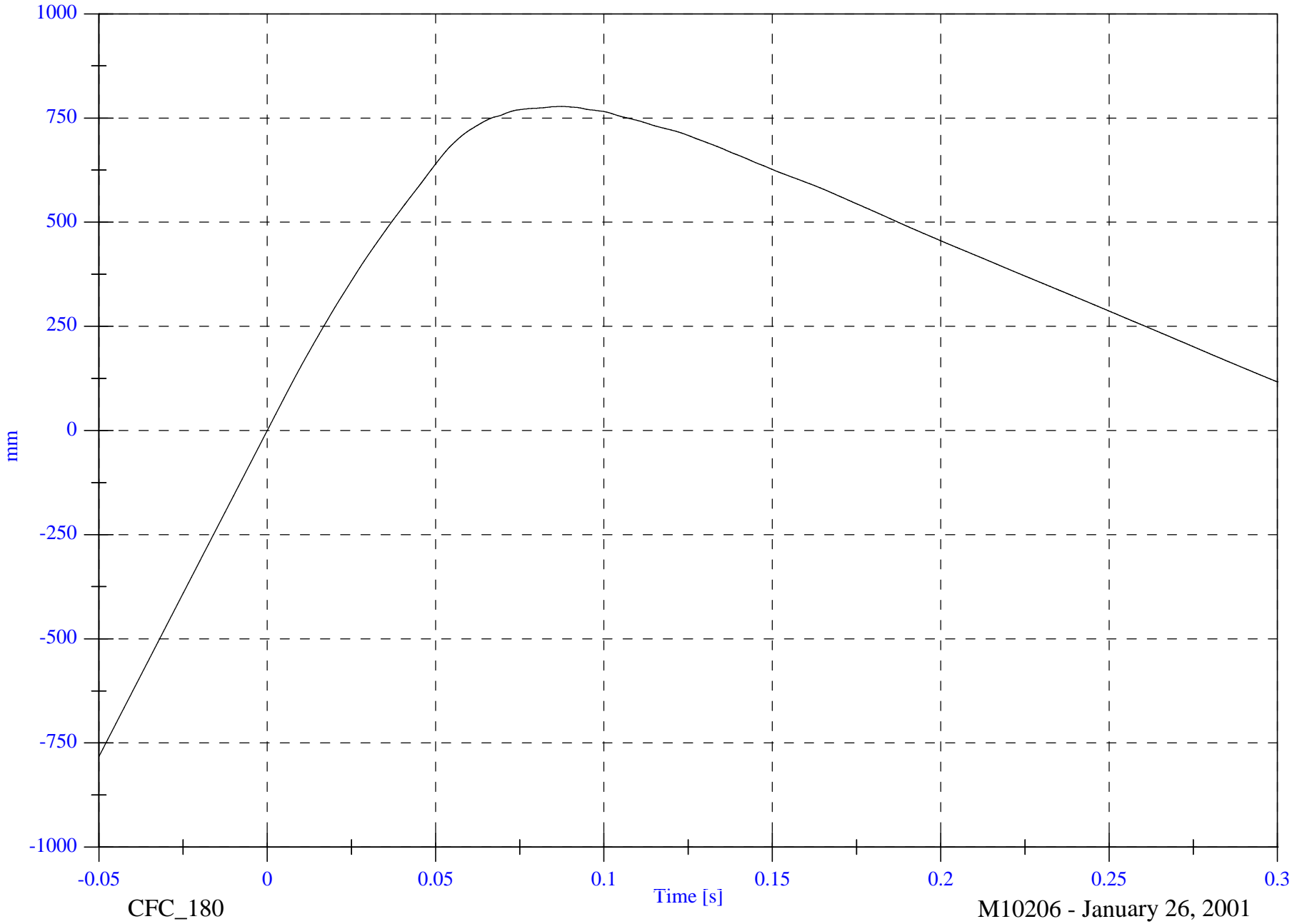
Instrument Panel #6x Displacement

Max: 777.6 [mm] at 0.088 [s]

Min: -782.7 [mm] at -0.050 [s]

B-123

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

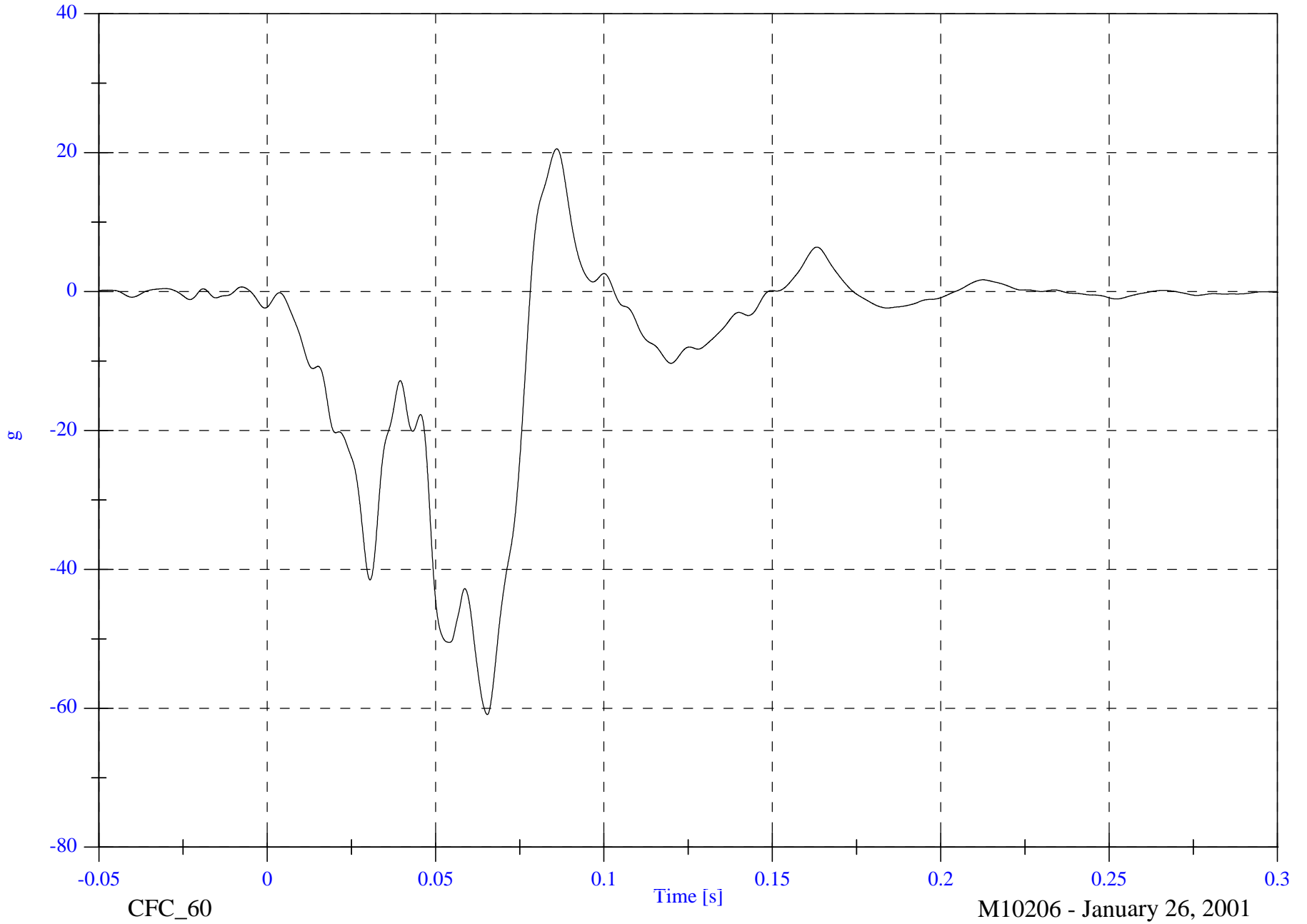
Left Caliper #7x

Max: 20.6 [g] at 0.086 [s]

Min: -60.9 [g] at 0.065 [s]

B-124

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

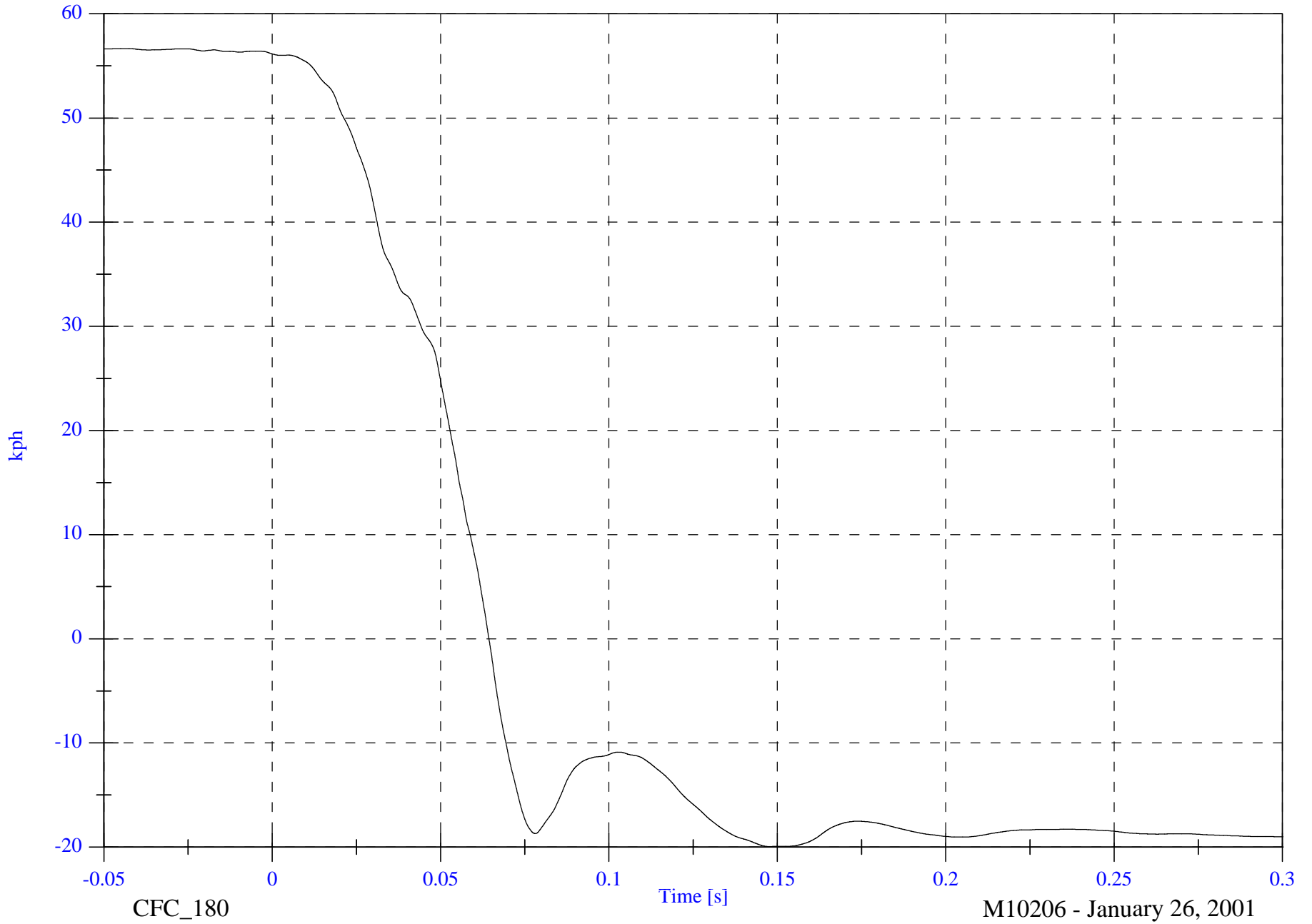
Max: 56.7 [kph] at -0.043 [s]

Left Caliper #7x Velocity

Min: -20.0 [kph] at 0.148 [s]

B-125

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

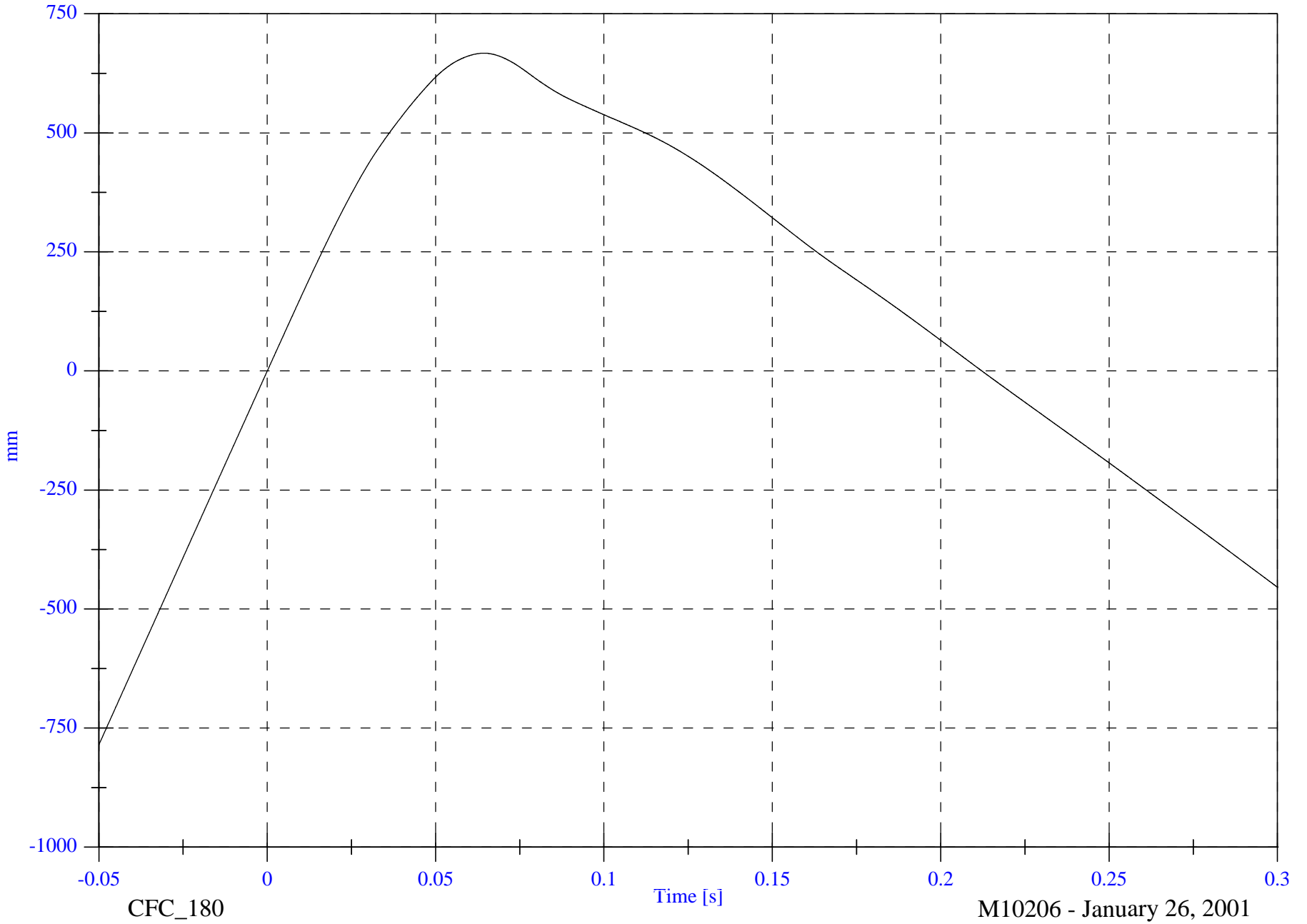
Left Caliper #7x Displacement

Max: 667.3 [mm] at 0.064 [s]

Min: -785.0 [mm] at -0.050 [s]

B-126

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

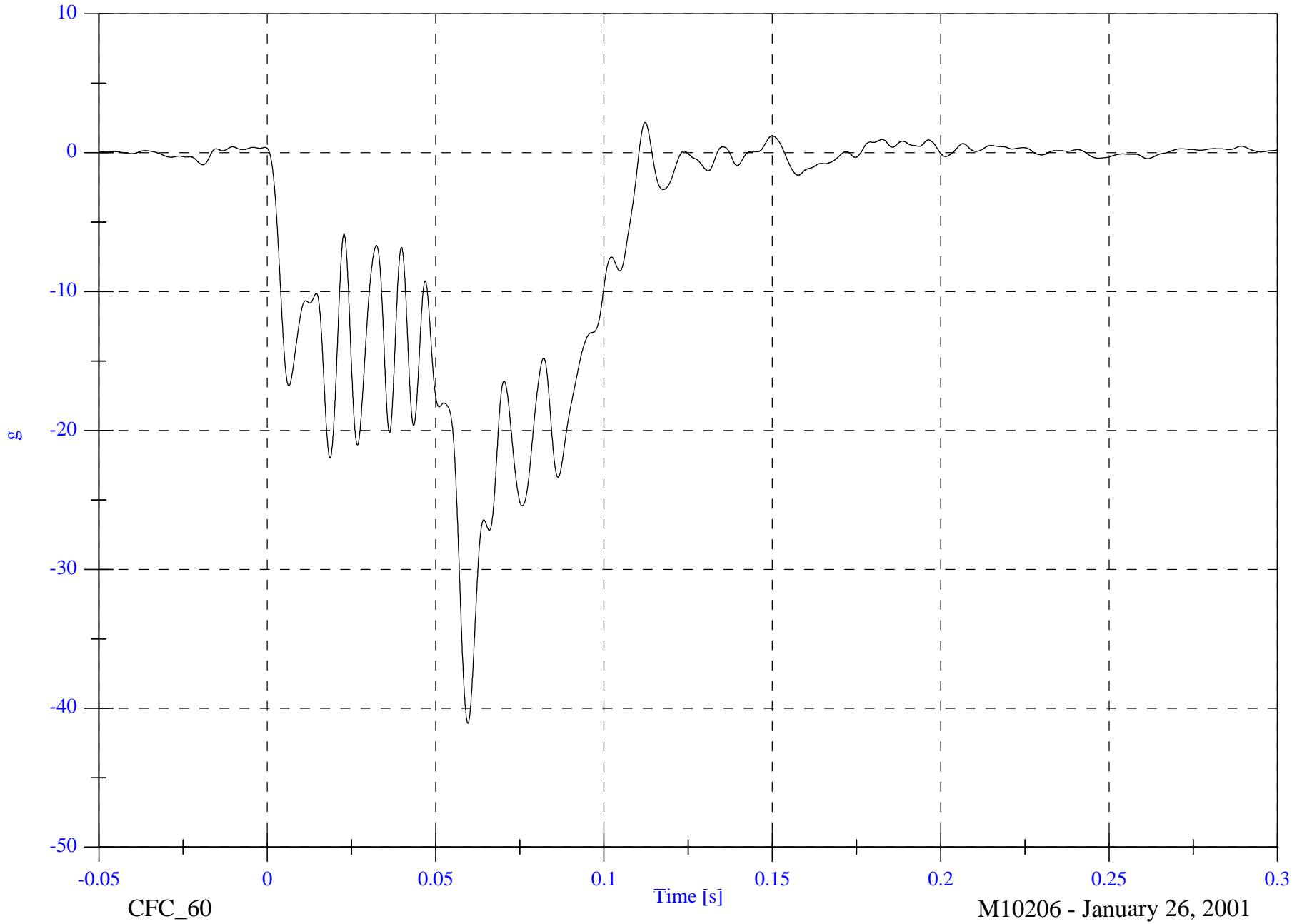
Left Rear Red #8x

Max: 2.2 [g] at 0.112 [s]

Min: -41.1 [g] at 0.060 [s]

B-127

8602-18



NCAP Test 18 - 2001 Ford Mustang Coupe

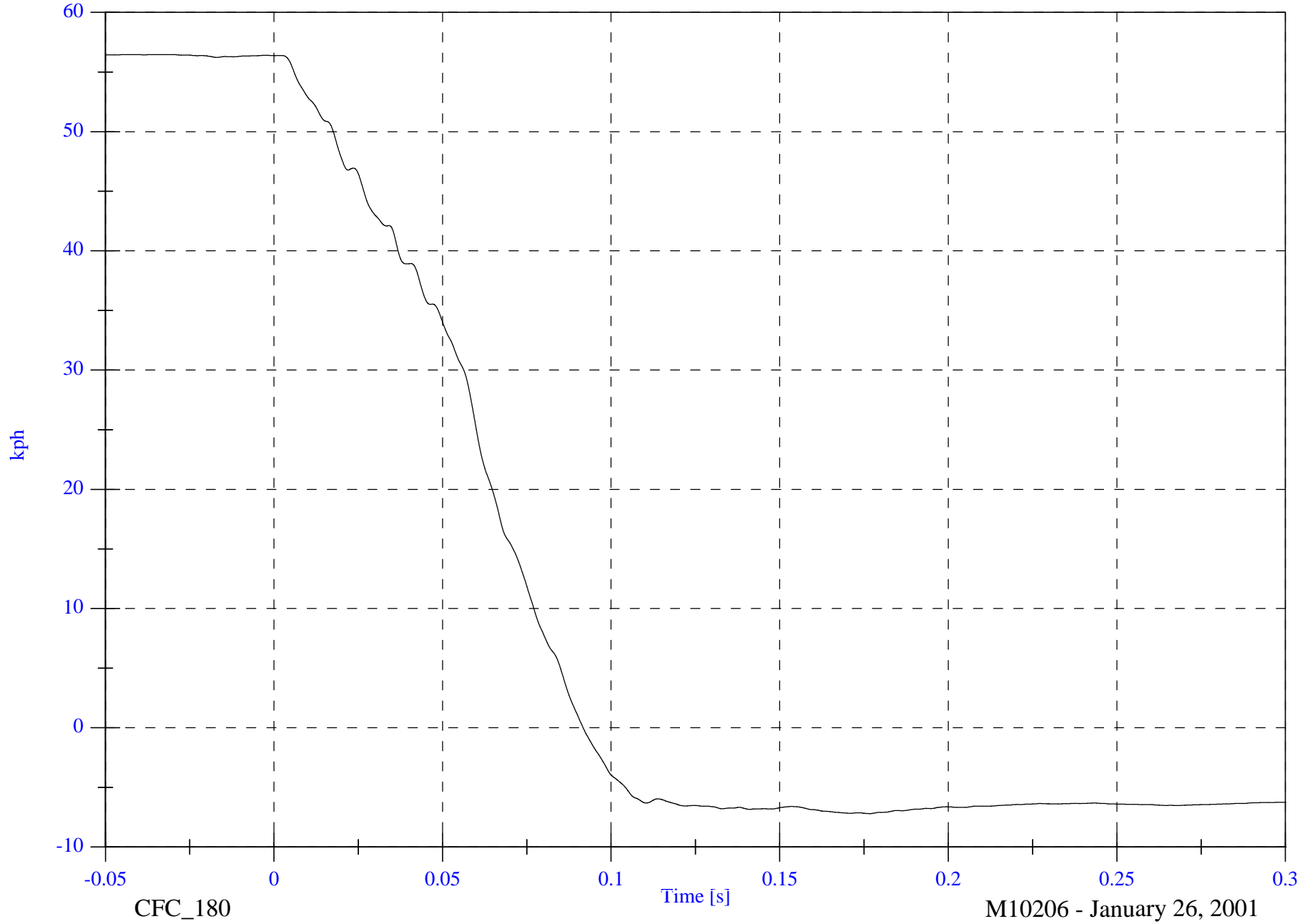
Max: 56.5 [kph] at -0.031 [s]

Left Rear Red #8x Velocity

Min: -7.2 [kph] at 0.177 [s]

B-128

8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

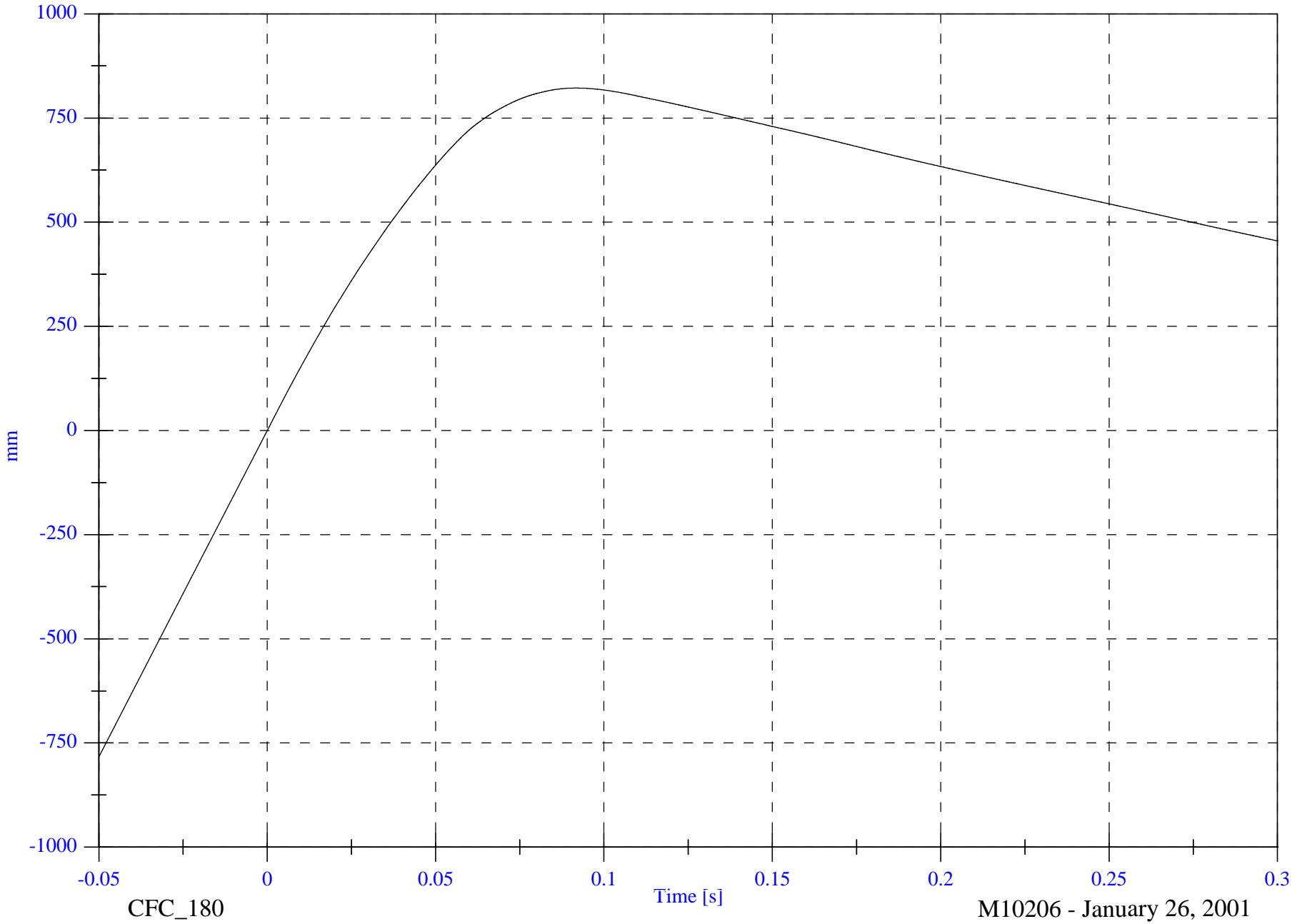
Left Rear Red #8x Displacement

Max: 821.9 [mm] at 0.092 [s]

Min: -783.2 [mm] at -0.050 [s]

B-129

8602-18



CFC\_180

Time [s]

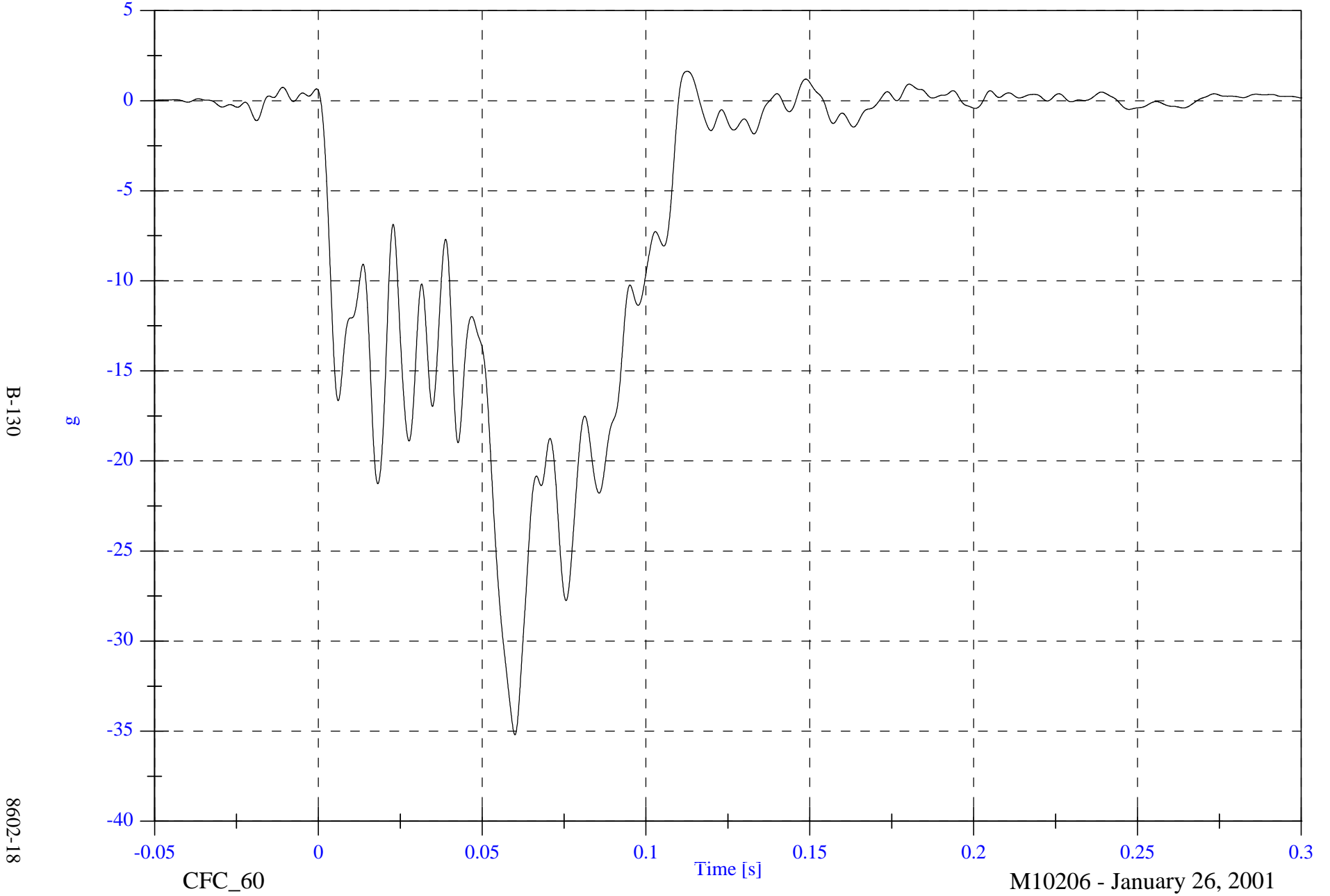
M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

Right Rear Red #9x

Max: 1.6 [g] at 0.113 [s]

Min: -35.2 [g] at 0.060 [s]



B-130

8602-18

CFC\_60

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

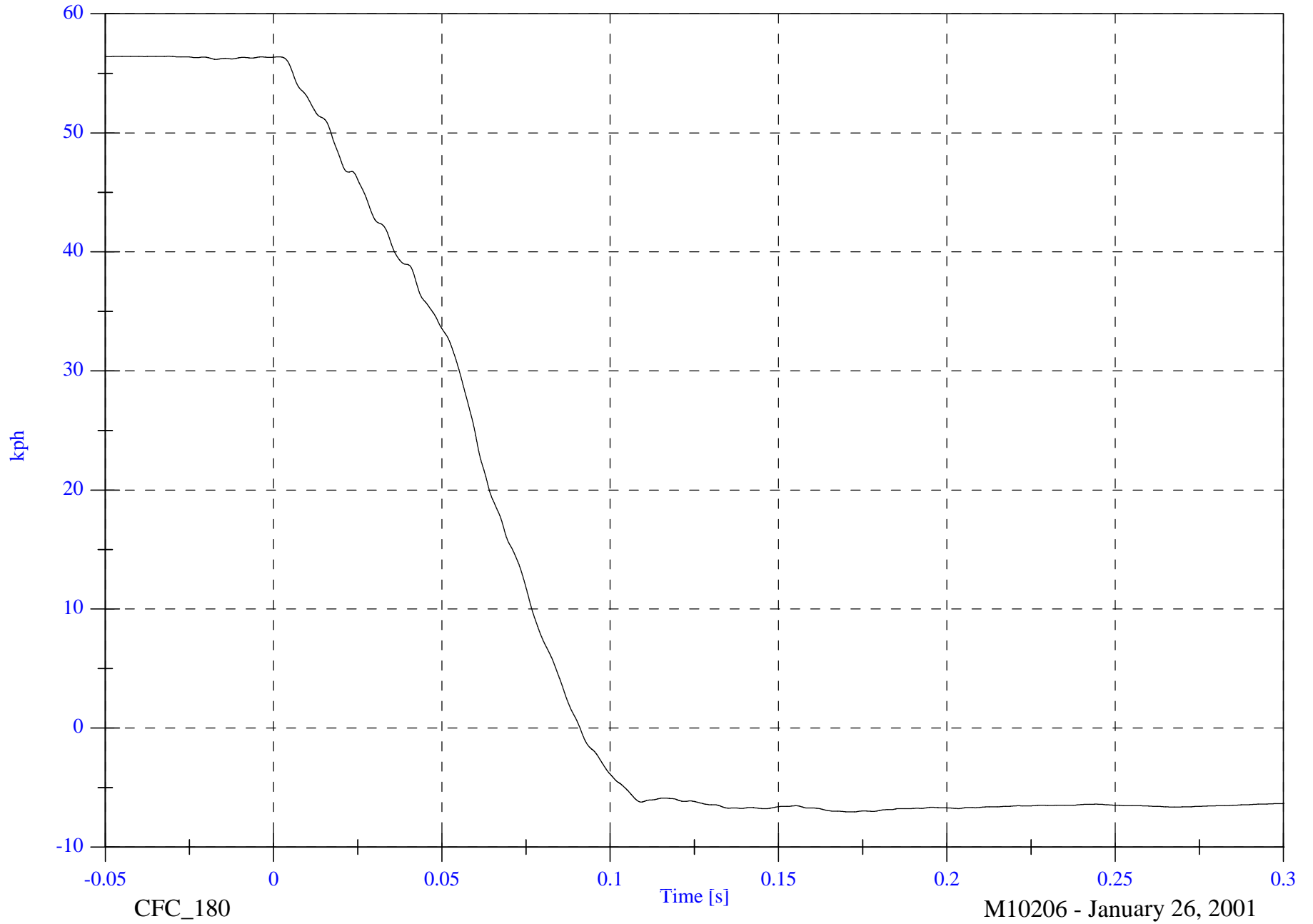
Max: 56.4 [kph] at -0.031 [s]

Right Rear Red #9x Velocity

Min: -7.0 [kph] at 0.172 [s]

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8602-18



CFC\_180

Time [s]

M10206 - January 26, 2001

NCAP Test 18 - 2001 Ford Mustang Coupe

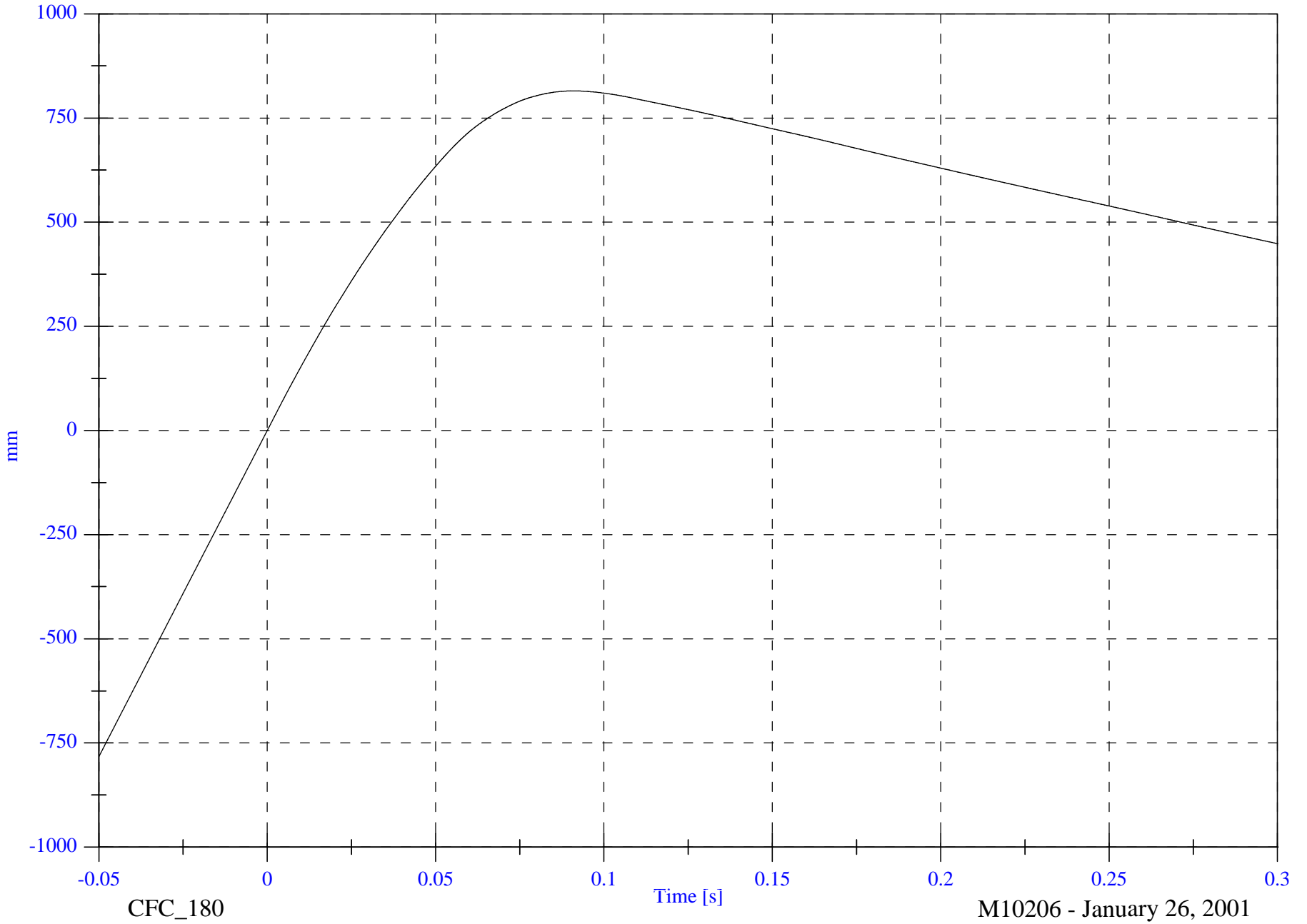
Right Rear Red #9x Displacement

Max: 815.0 [mm] at 0.091 [s]

Min: -782.7 [mm] at -0.050 [s]

B-132

8602-18



CFC\_180

Time [s]

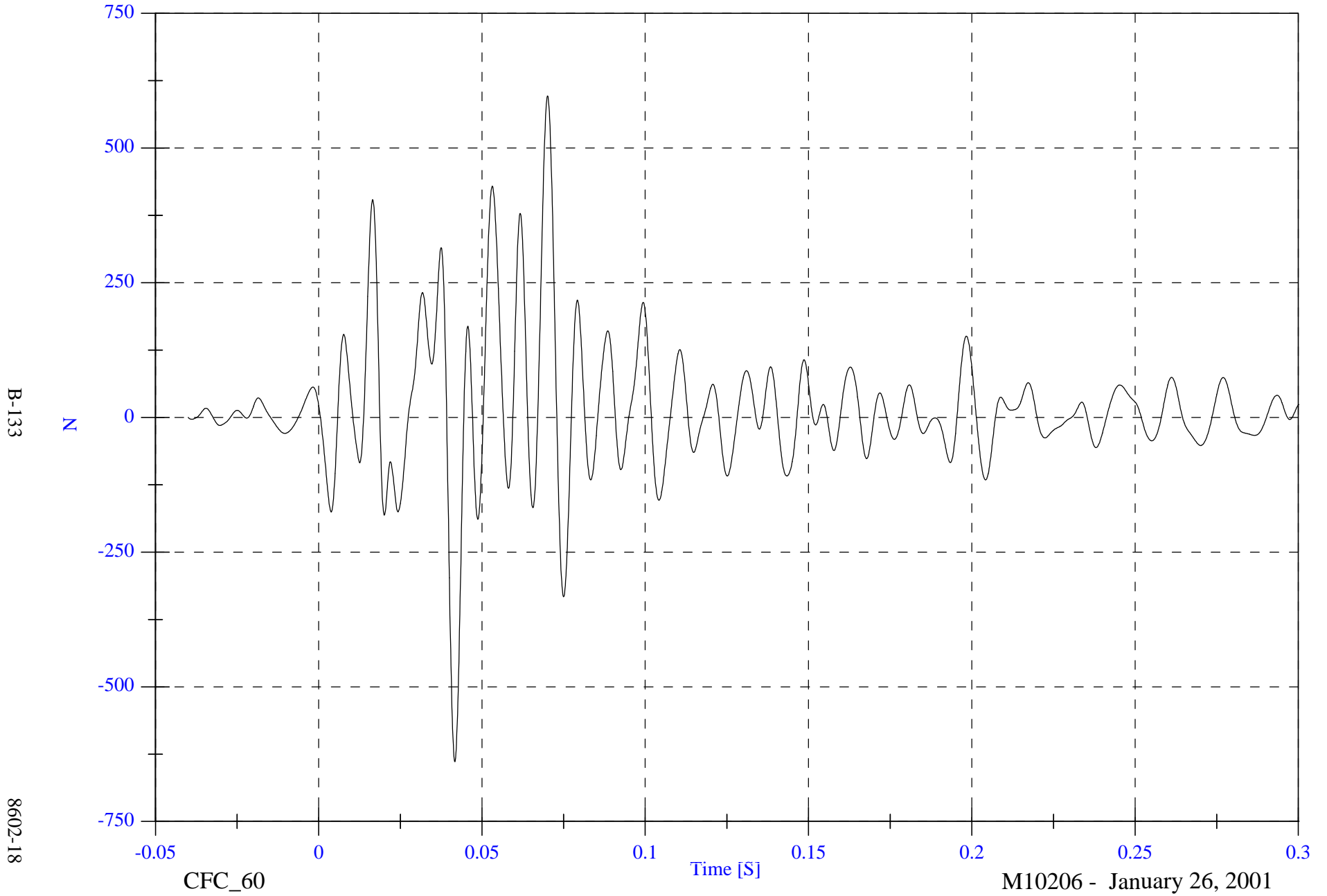
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 596.9 [N] at 0.070 [S]

Barrier Load Cell A1 Fx

Min: -639.2 [N] at 0.042 [S]



B-133

8602-18

CFC\_60

Time [S]

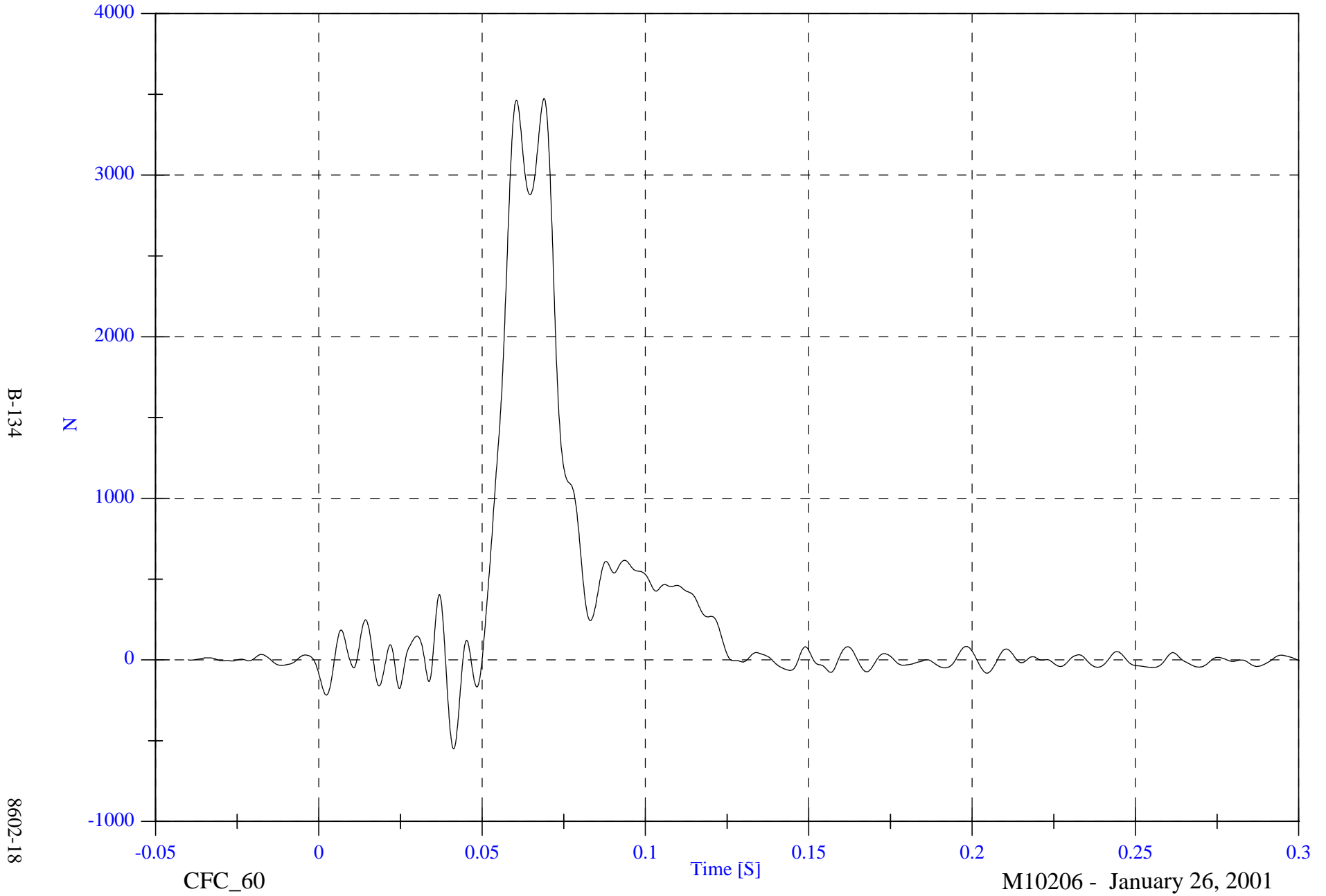
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 3473.3 [N] at 0.069 [S]

Barrier Load Cell A2 Fx

Min: -551.6 [N] at 0.041 [S]

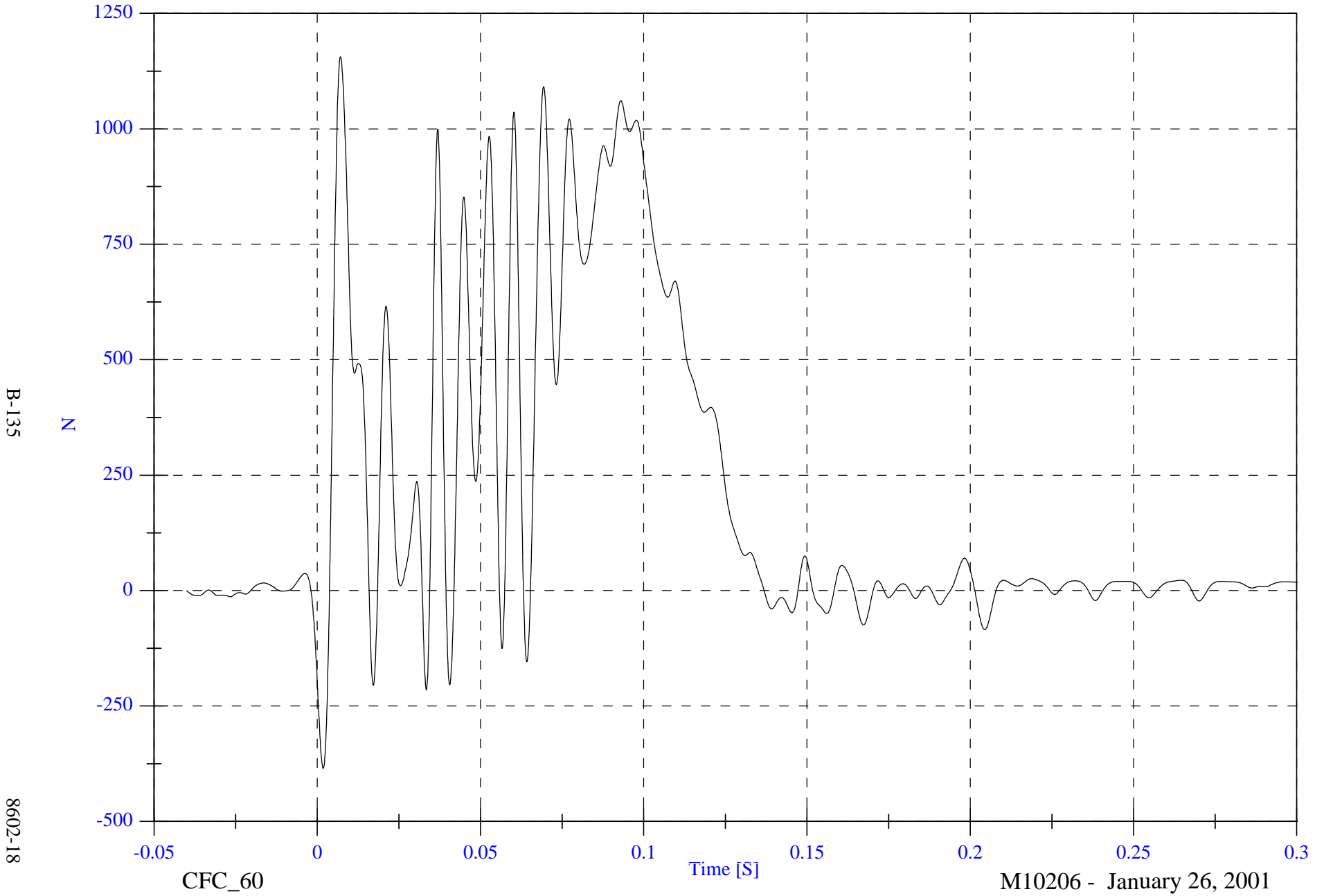


NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 1156.0 [N] at 0.007 [S]

Barrier Load Cell A3 Fx

Min: -385.2 [N] at 0.002 [S]



B-135

8602-18

CFC\_60

Time [S]

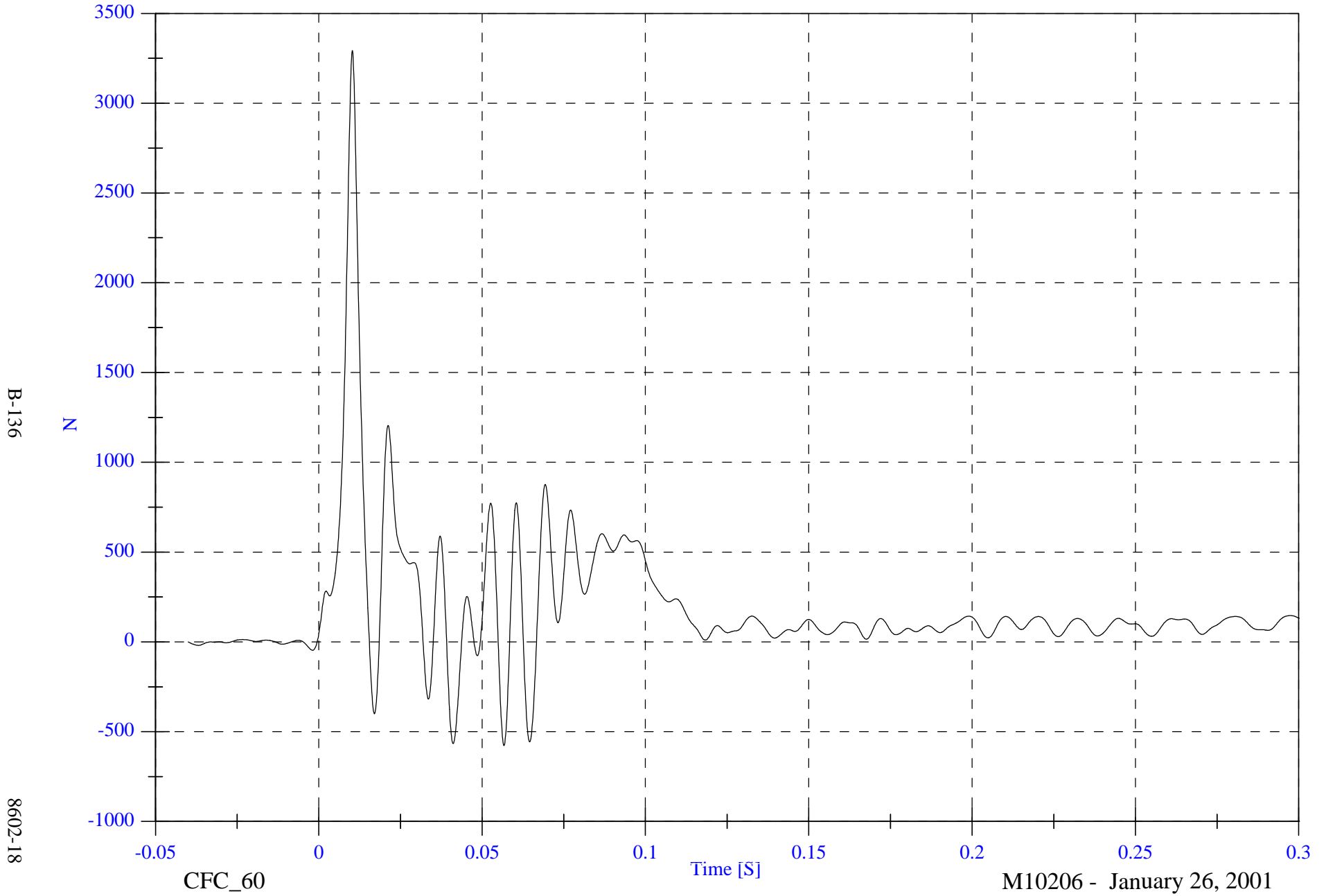
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 3292.6 [N] at 0.010 [S]

Barrier Load Cell A4 Fx

Min: -577.9 [N] at 0.057 [S]



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8602-18

CFC\_60

Time [S]

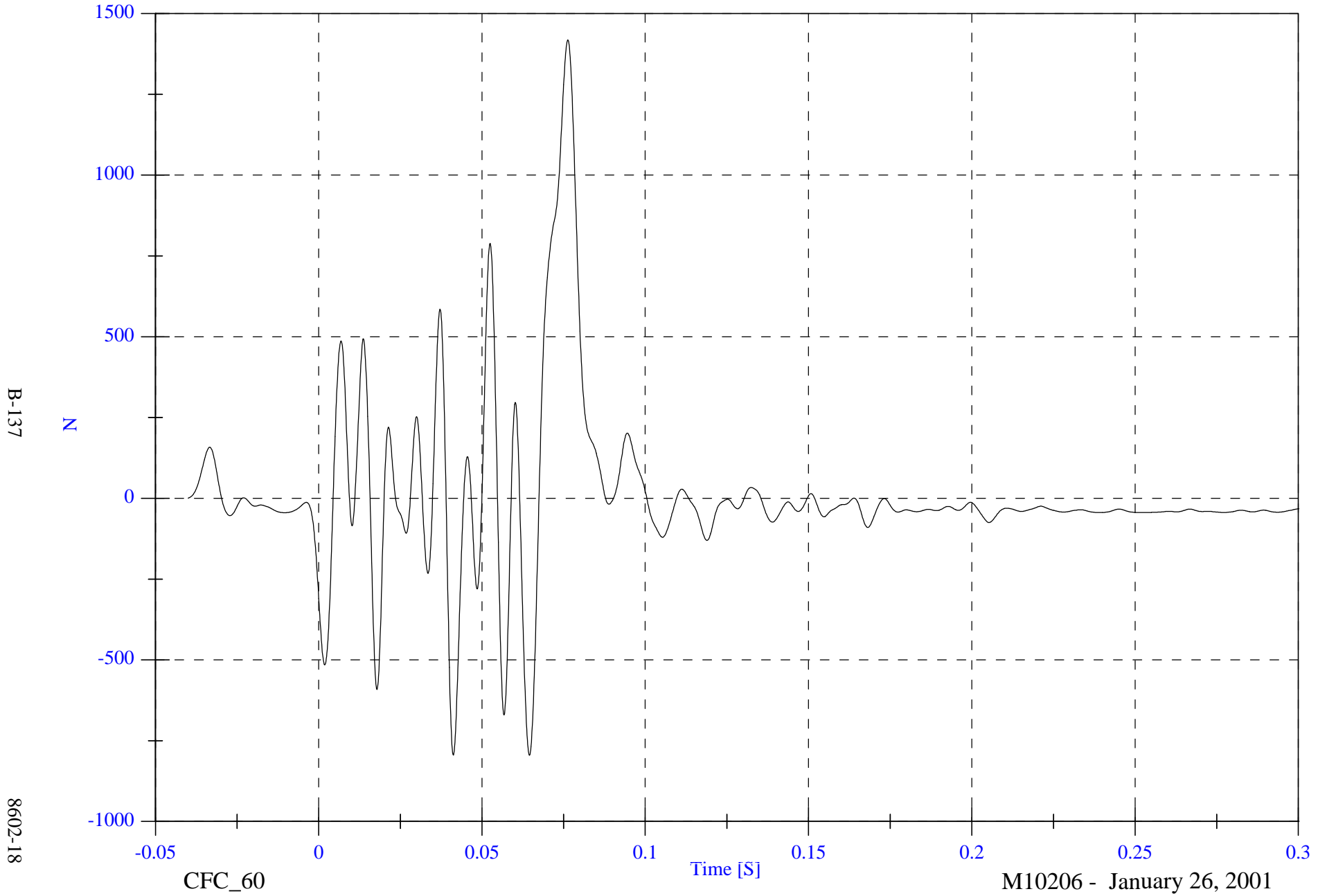
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell A5 Fx

Max: 1417.9 [N] at 0.076 [S]

Min: -795.3 [N] at 0.064 [S]

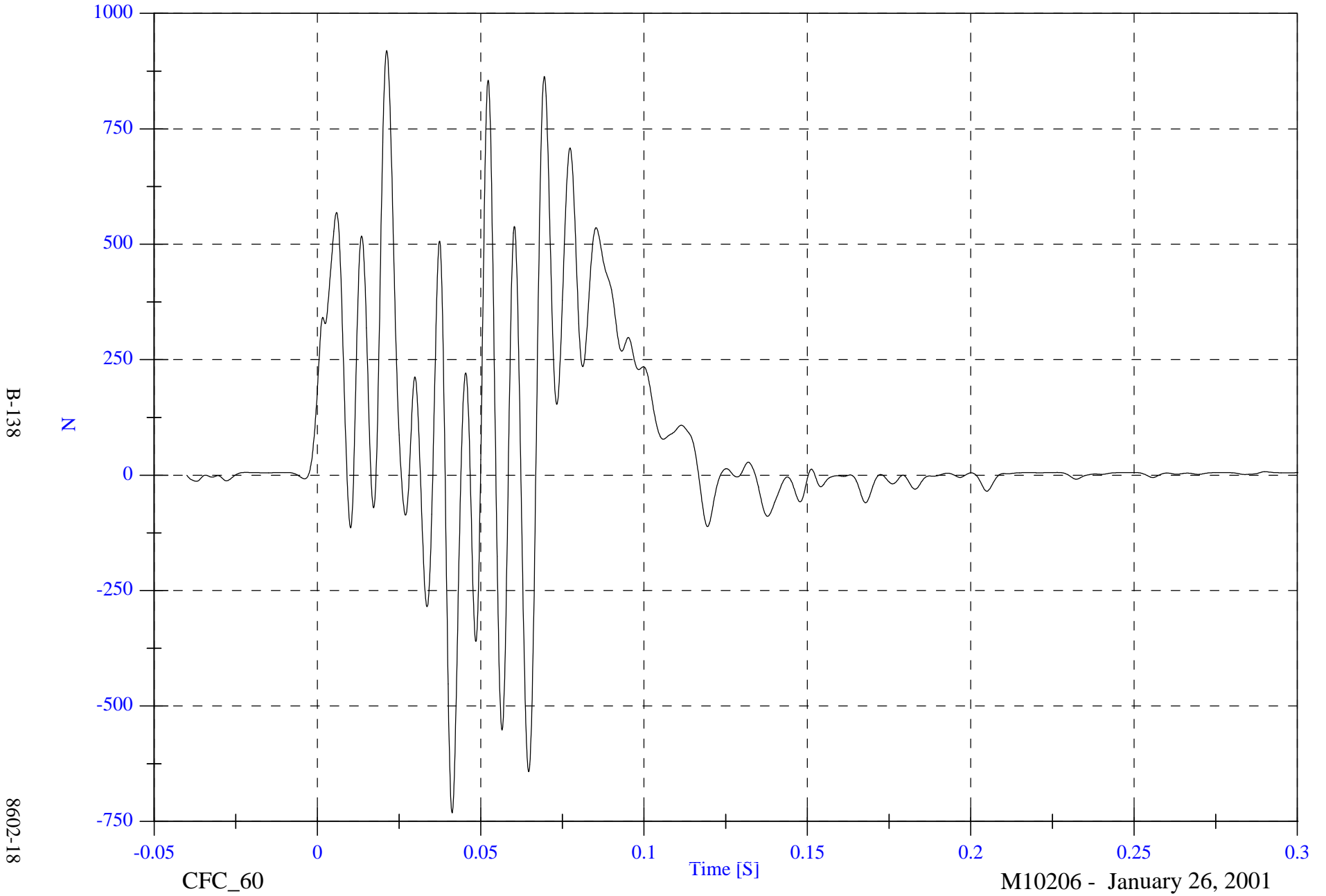


NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell A6 Fx

Max: 919.5 [N] at 0.021 [S]

Min: -731.8 [N] at 0.041 [S]

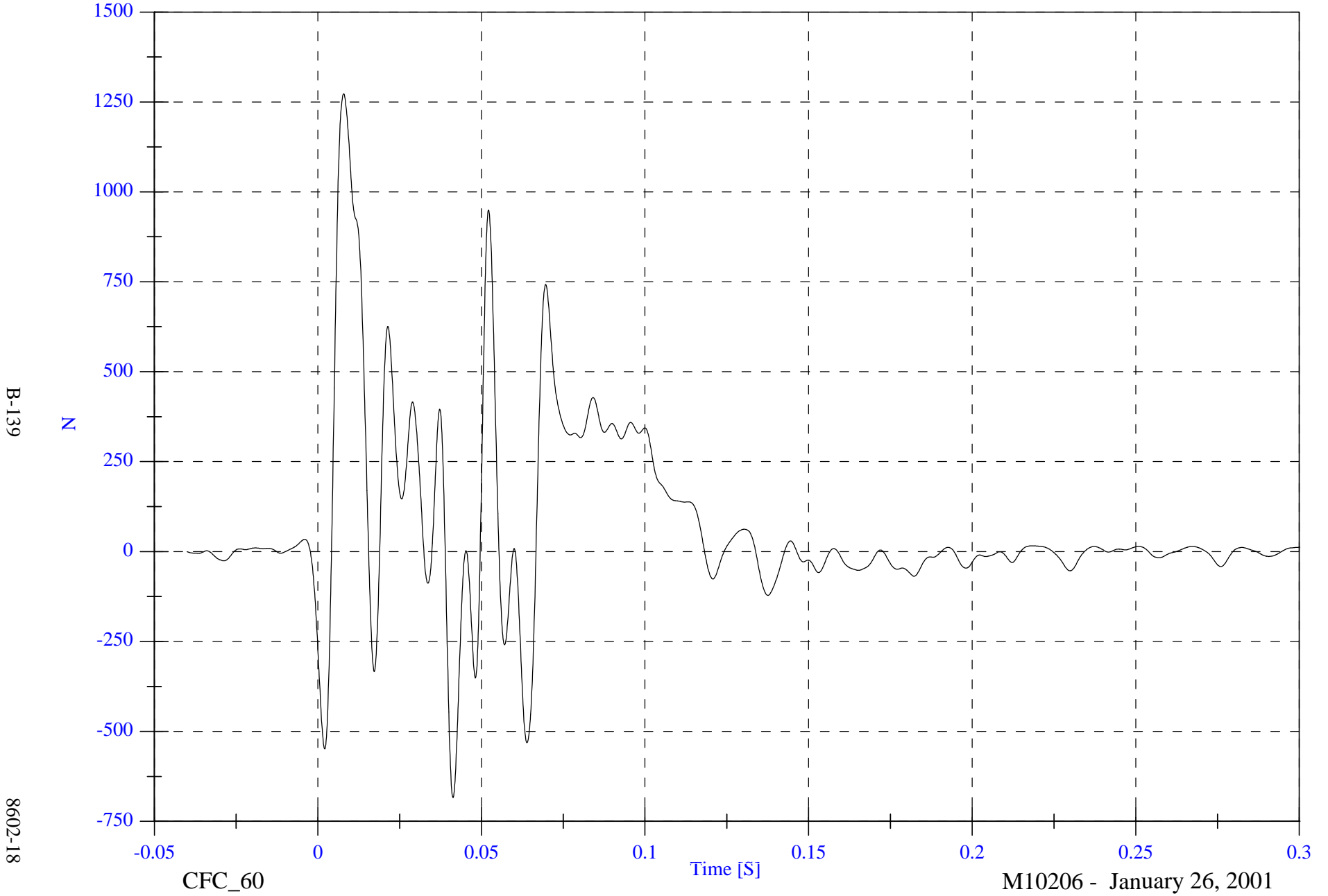


NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell A7 Fx

Max: 1272.7 [N] at 0.008 [S]

Min: -684.7 [N] at 0.041 [S]



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8602-18

CFC\_60

Time [S]

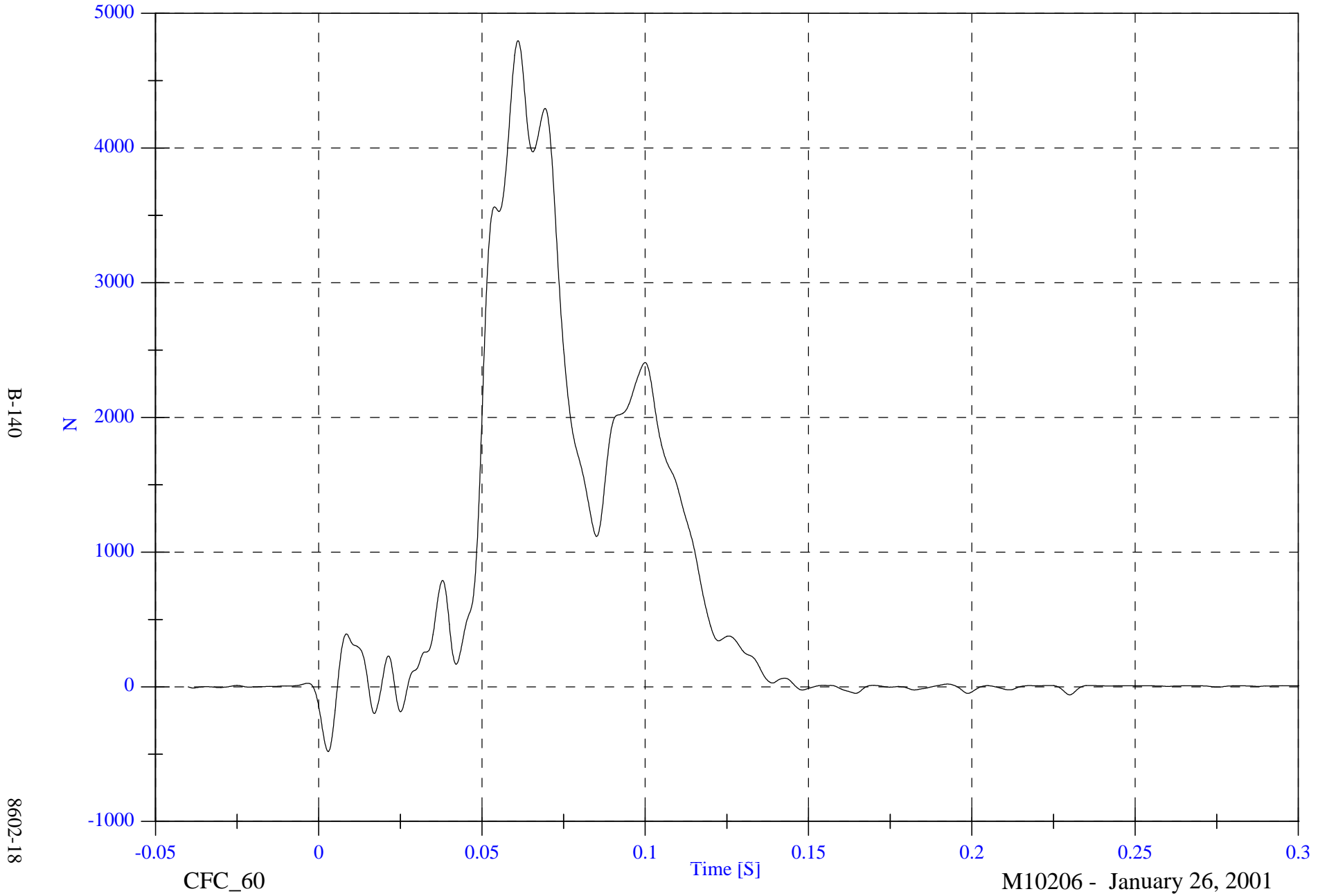
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell A8 Fx

Max: 4797.4 [N] at 0.061 [S]

Min: -481.1 [N] at 0.003 [S]



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8602-18

CFC\_60

Time [S]

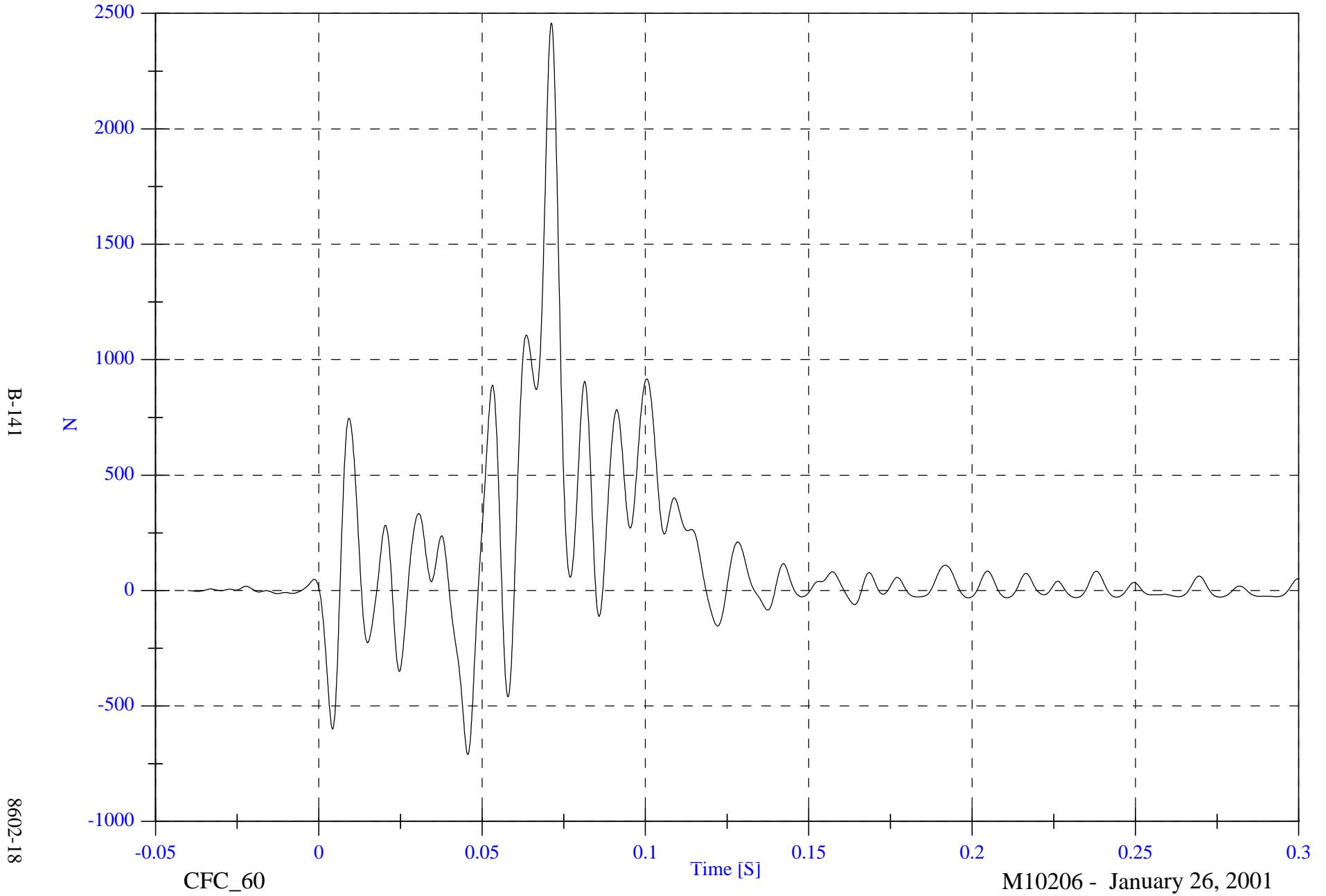
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 2458.5 [N] at 0.071 [S]

Barrier Load Cell A9 Fx

Min: -710.6 [N] at 0.046 [S]



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8602-18

CFC\_60

Time [S]

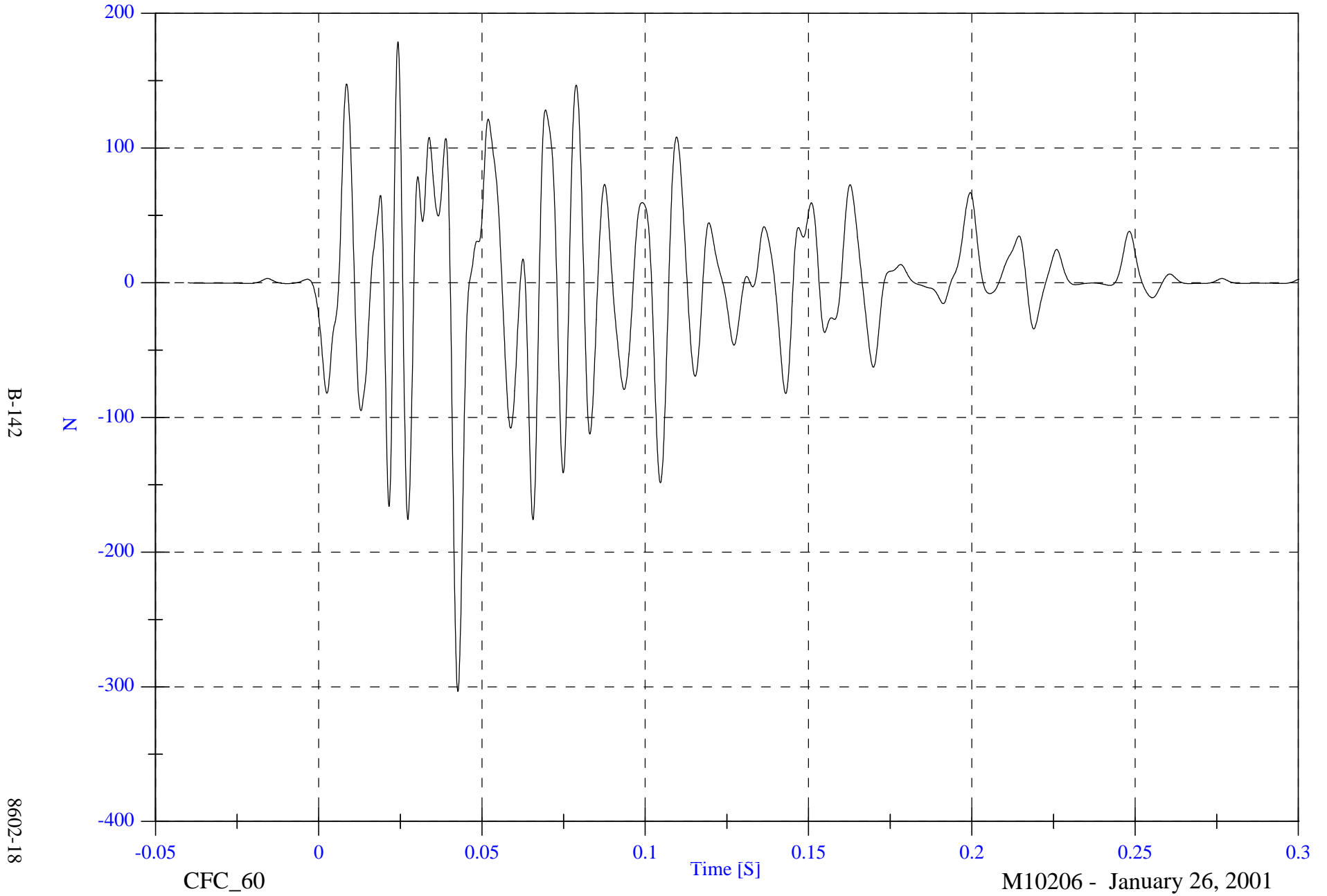
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 178.8 [N] at 0.024 [S]

Barrier Load Cell B1 Fx

Min: -303.6 [N] at 0.043 [S]



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8602-18

CFC\_60

Time [S]

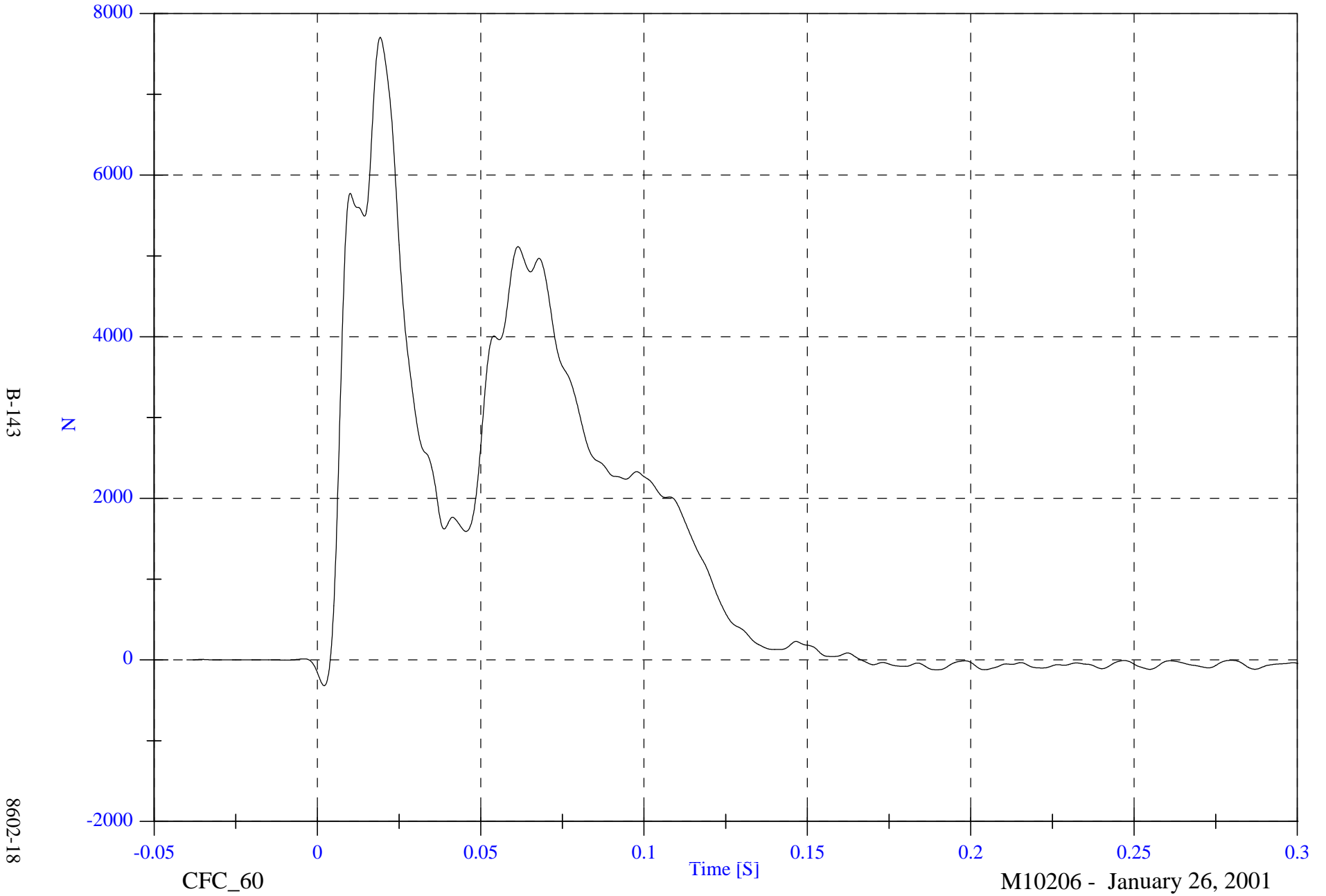
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 7703.7 [N] at 0.019 [S]

Barrier Load Cell B2 Fx

Min: -320.7 [N] at 0.002 [S]



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8602-18

CFC\_60

Time [S]

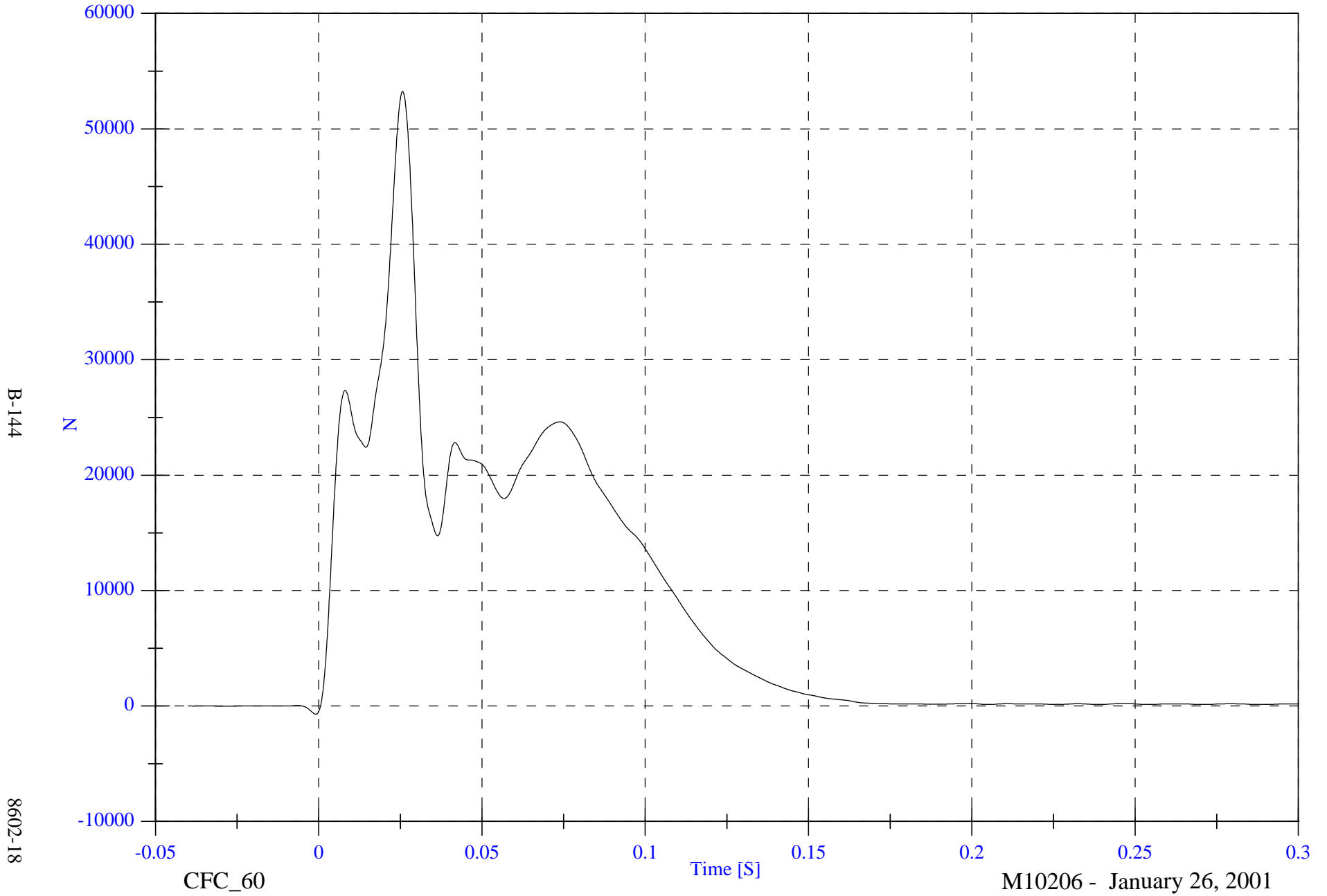
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 53237.7 [N] at 0.026 [S]

Barrier Load Cell B3 Fx

Min: -712.9 [N] at -0.001 [S]



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8602-18

CFC\_60

Time [S]

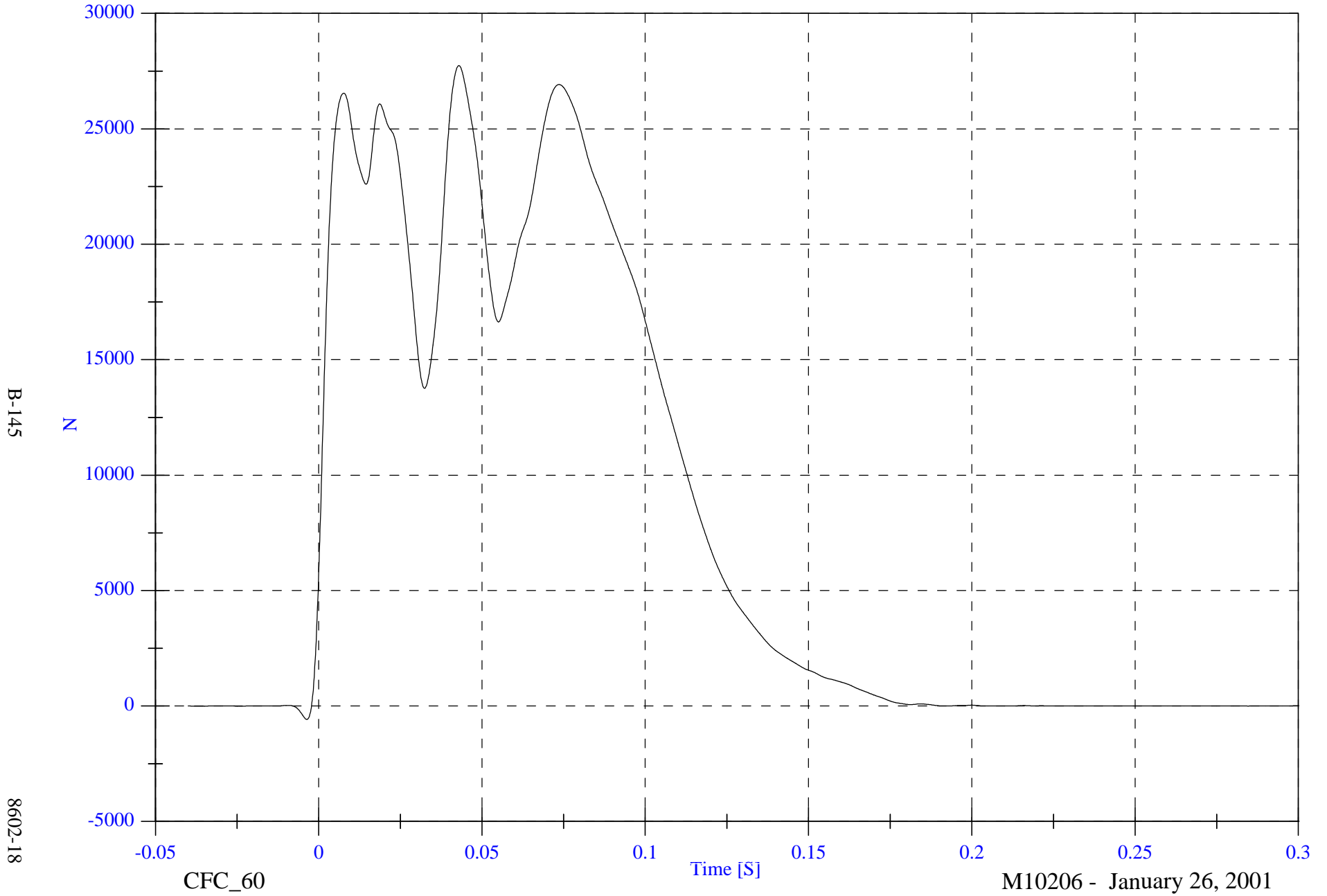
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 27743.2 [N] at 0.043 [S]

Barrier Load Cell B4 Fx

Min: -580.3 [N] at -0.004 [S]



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8602-18

CFC\_60

Time [S]

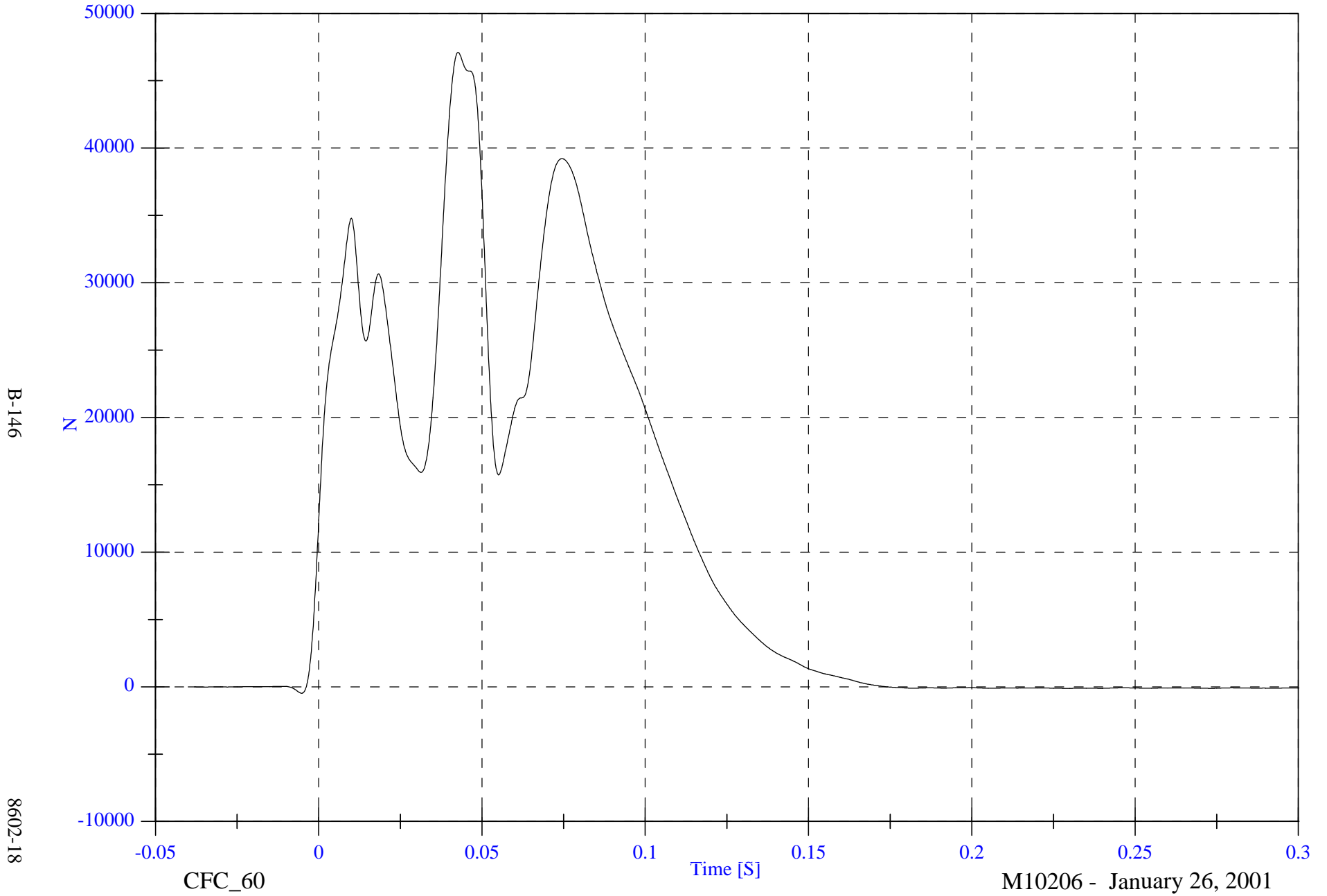
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell B5 Fx

Max: 47108.5 [N] at 0.043 [S]

Min: -479.9 [N] at -0.005 [S]



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8602-18

CFC\_60

Time [S]

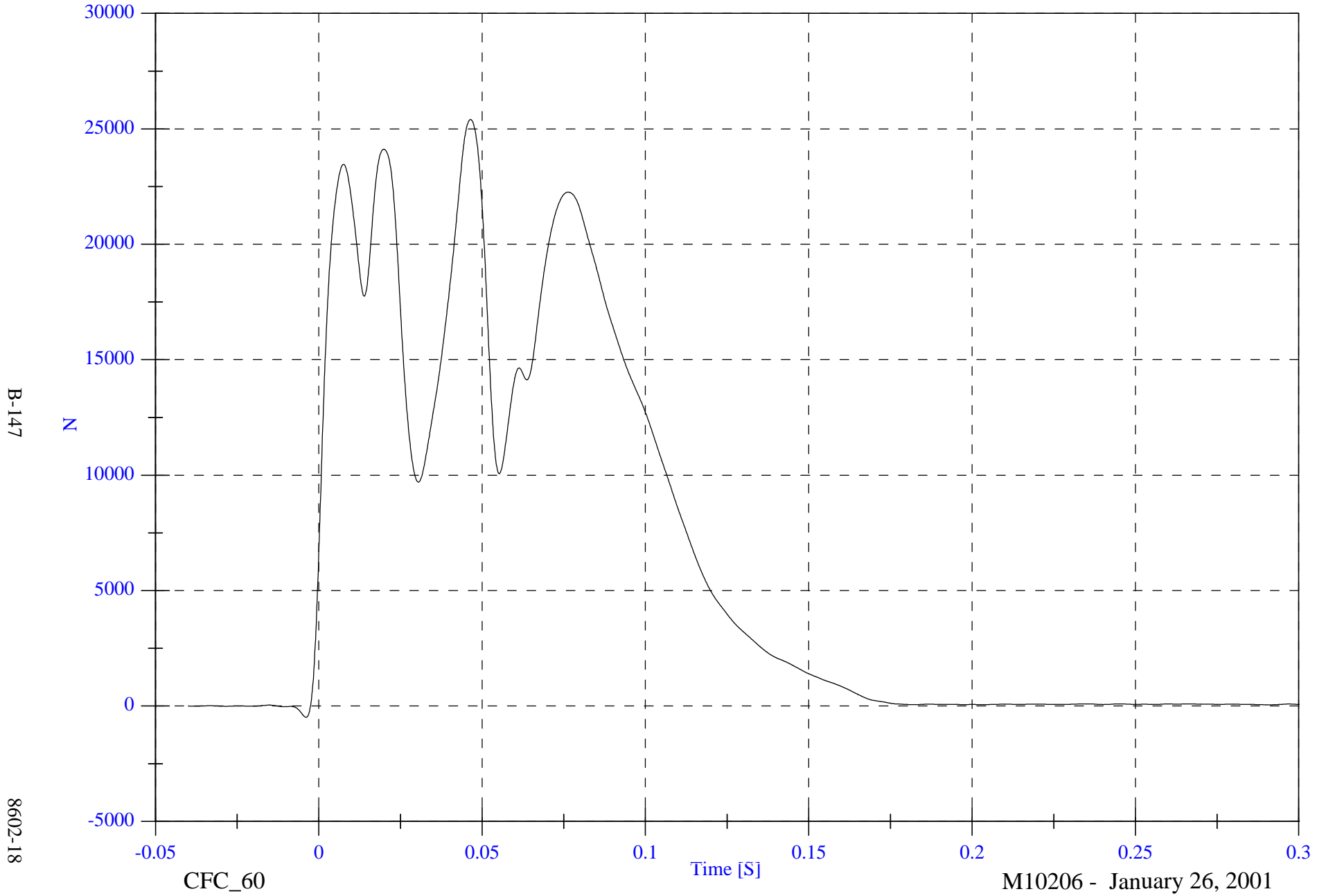
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 25403.2 [N] at 0.046 [S]

Barrier Load Cell B6 Fx

Min: -490.8 [N] at -0.004 [S]



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8602-18

CFC\_60

Time [S]

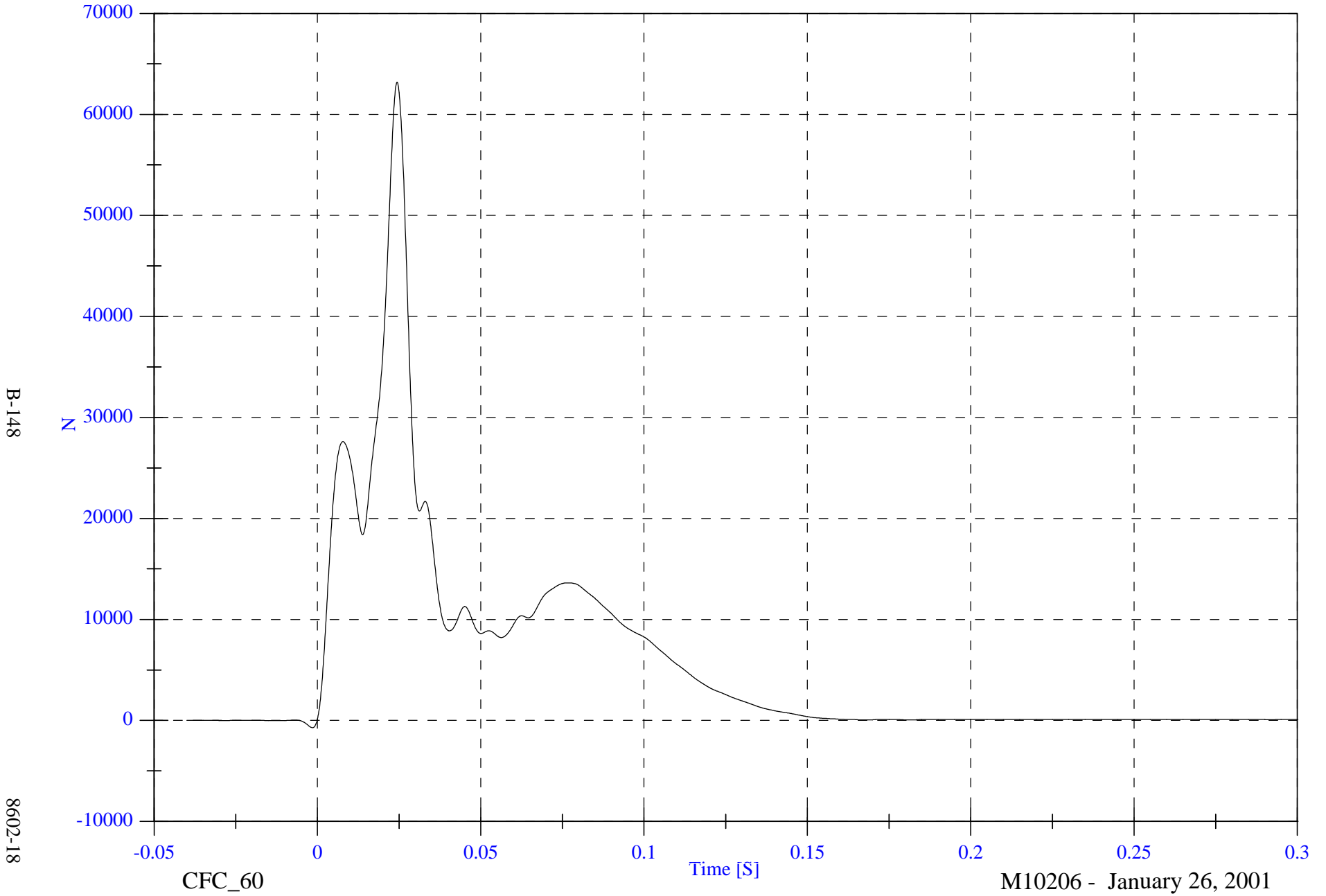
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell B7 Fx

Max: 63202.1 [N] at 0.024 [S]

Min: -723.2 [N] at -0.002 [S]



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8602-18

CFC\_60

Time [S]

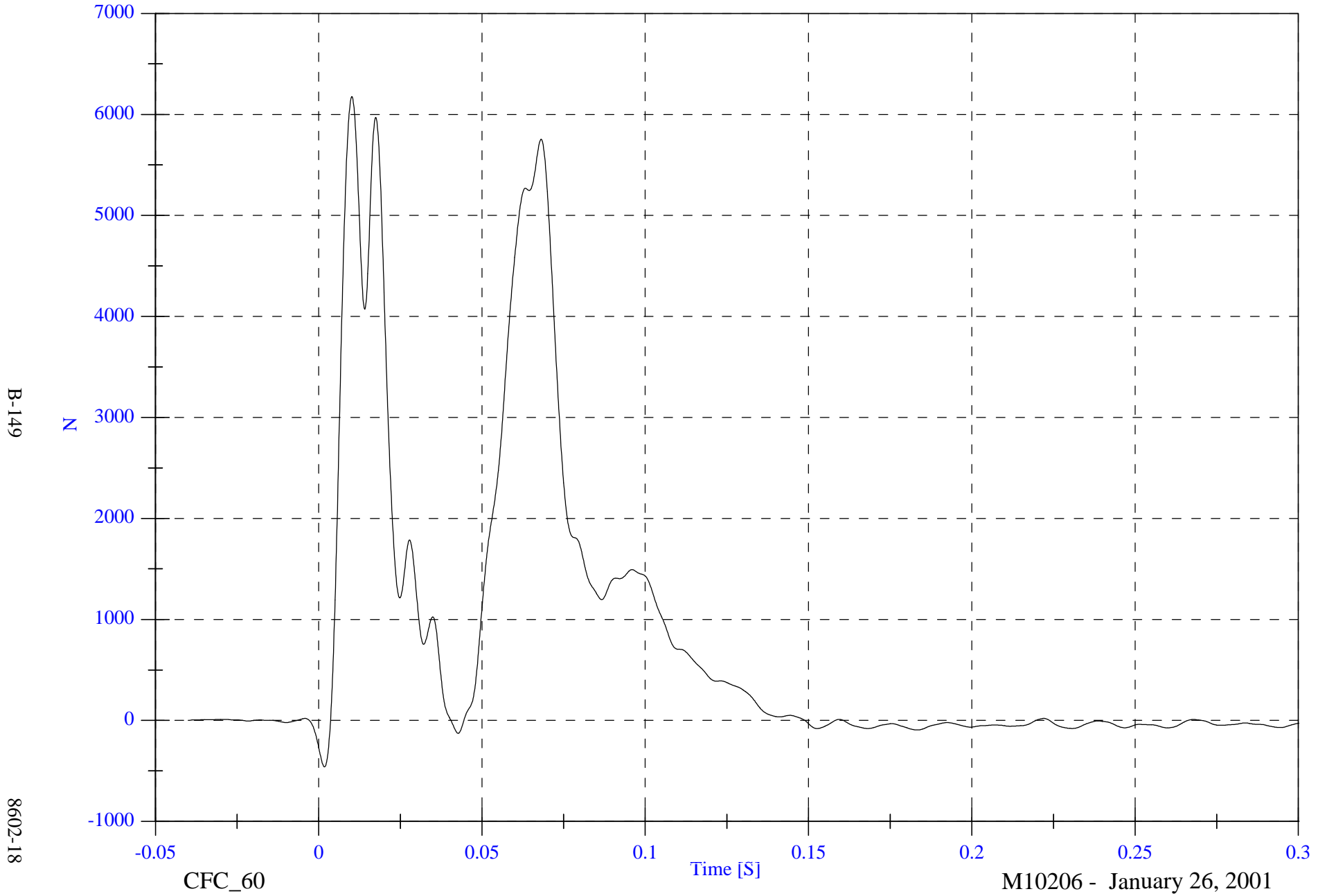
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell B8 Fx

Max: 6176.6 [N] at 0.010 [S]

Min: -460.5 [N] at 0.002 [S]



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CFC\_60

Time [S]

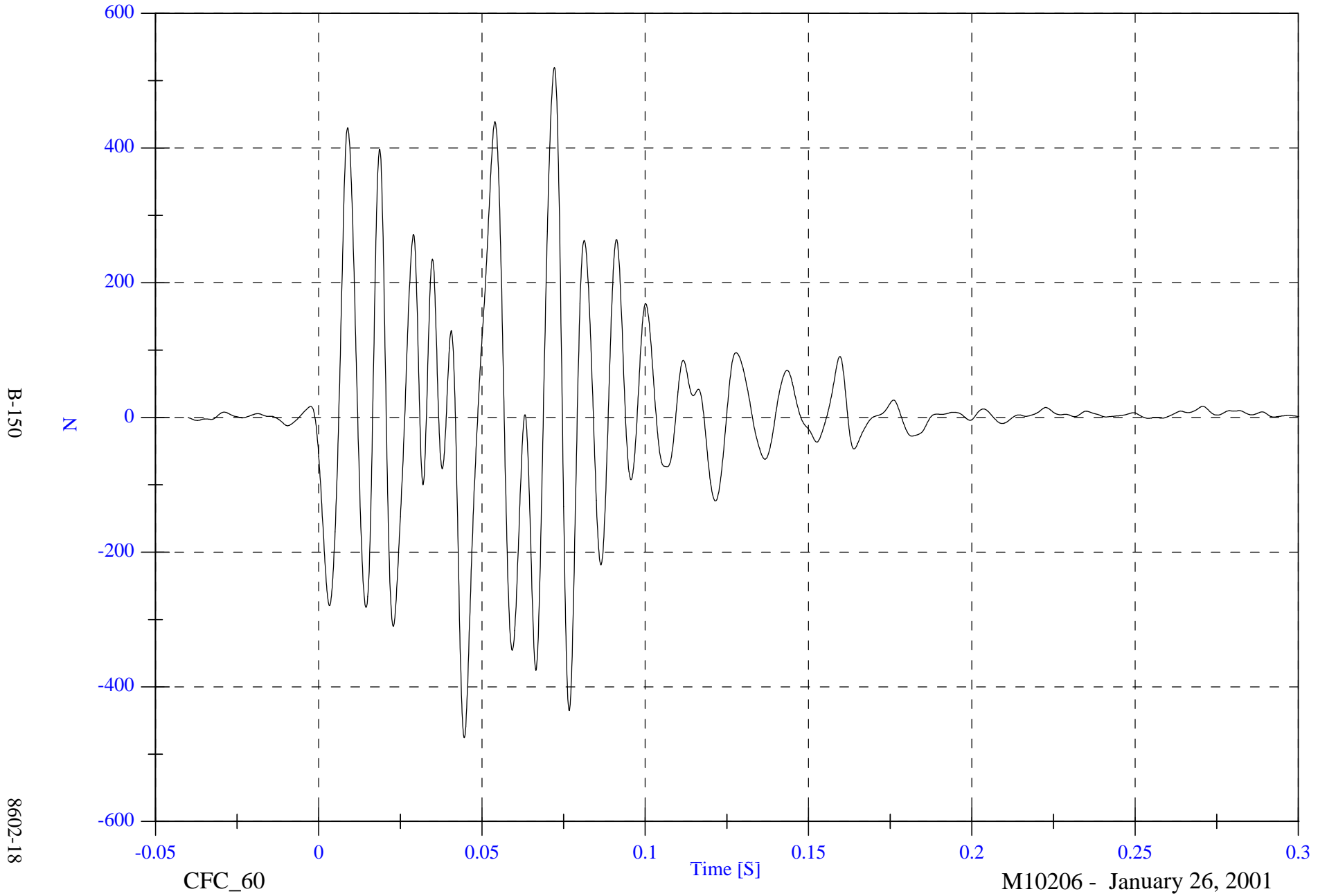
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell B9 Fx

Max: 519.7 [N] at 0.072 [S]

Min: -476.0 [N] at 0.045 [S]



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CFC\_60

Time [S]

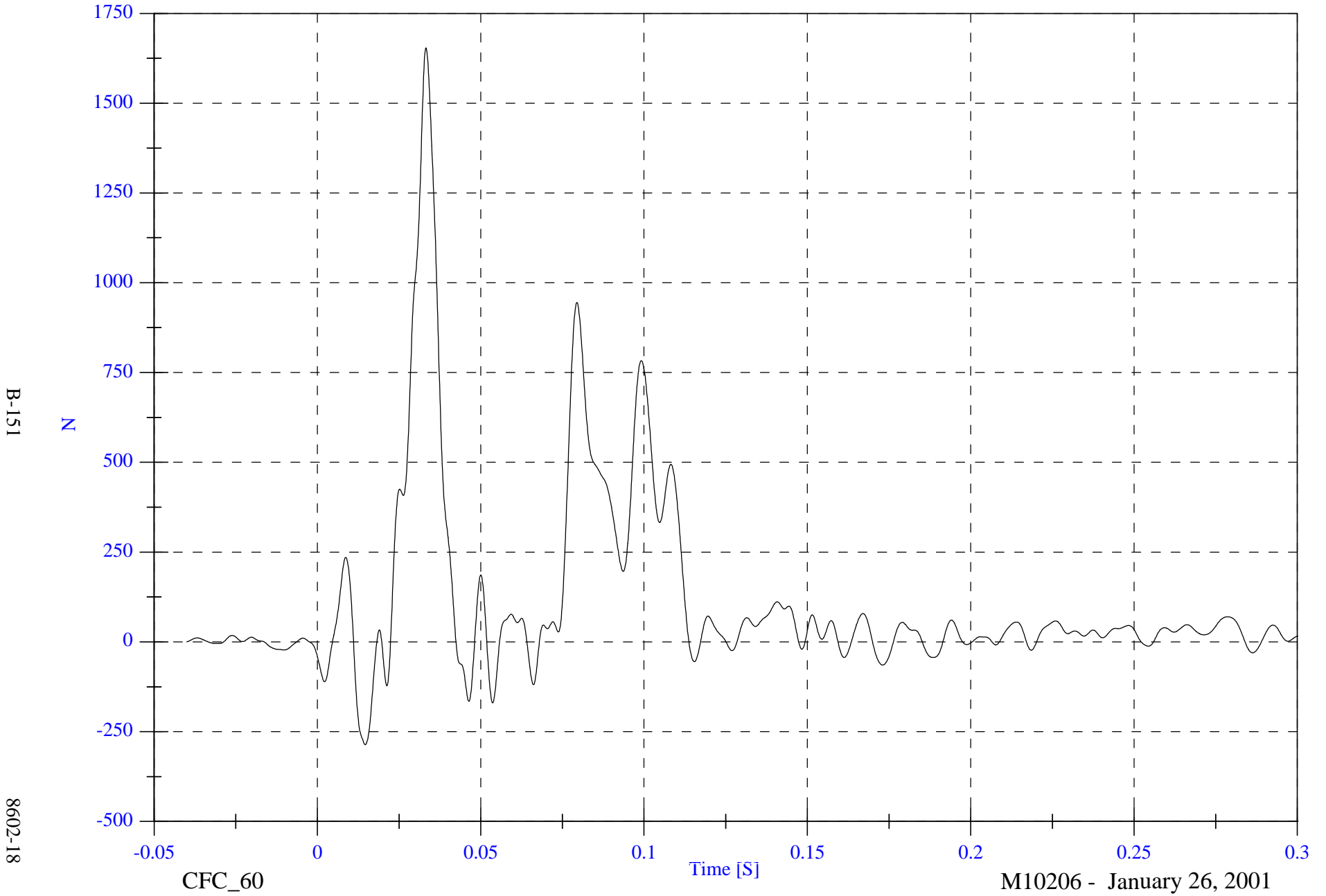
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 1654.3 [N] at 0.033 [S]

Barrier Load Cell C1 Fx

Min: -286.2 [N] at 0.015 [S]



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CFC\_60

Time [S]

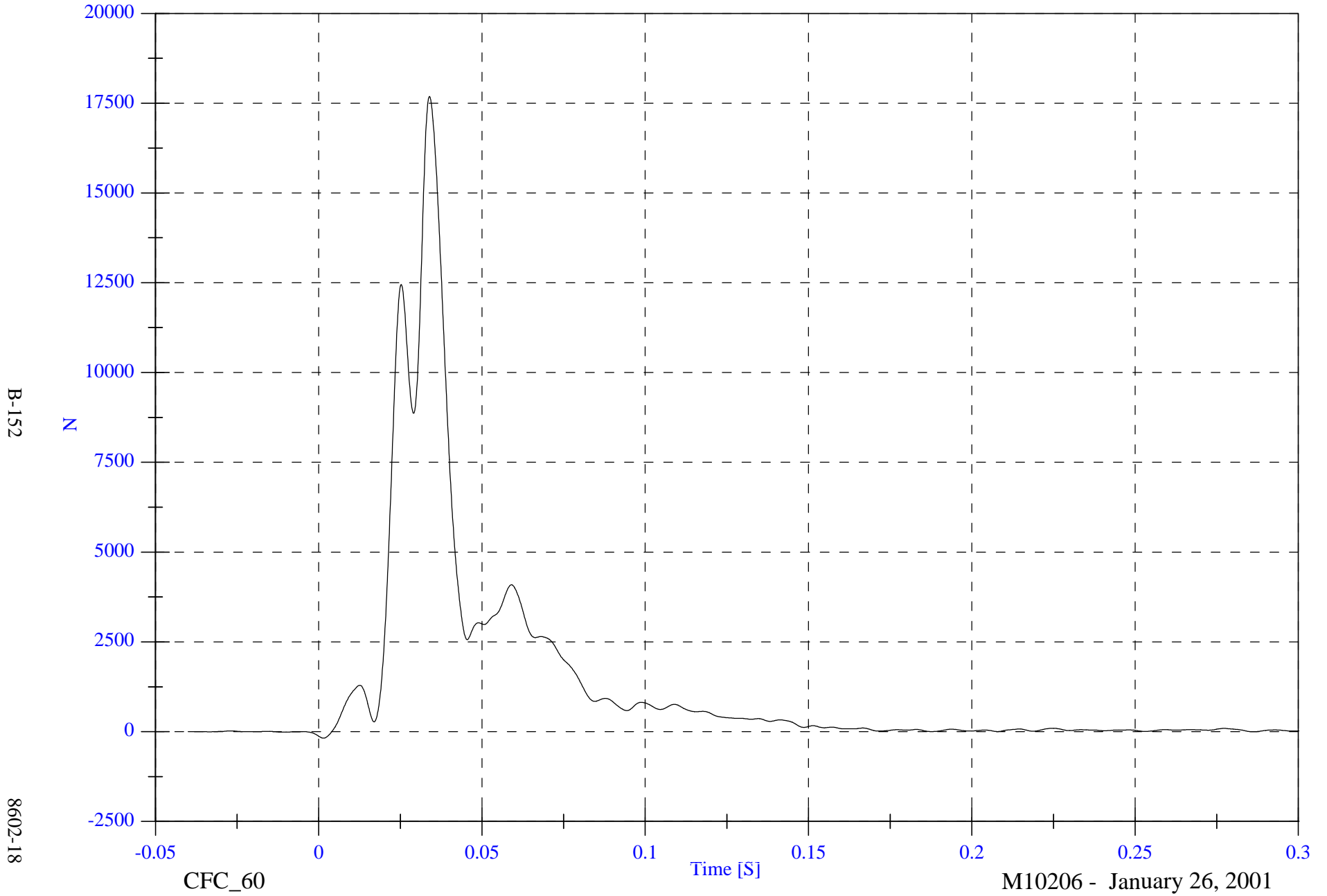
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 17688.0 [N] at 0.034 [S]

Barrier Load Cell C2 Fx

Min: -182.0 [N] at 0.001 [S]



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8602-18

CFC\_60

Time [S]

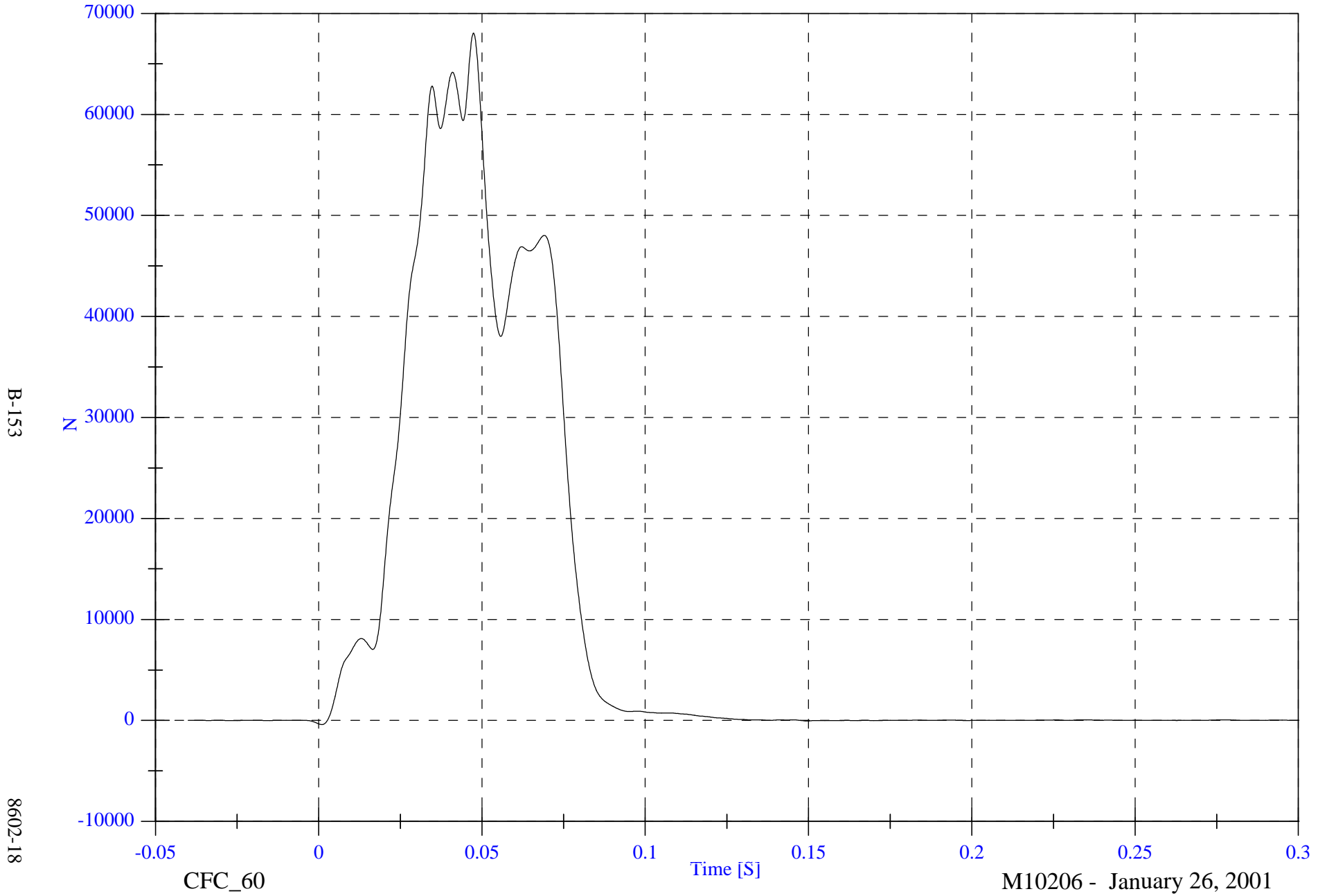
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 68055.5 [N] at 0.047 [S]

Barrier Load Cell C3 Fx

Min: -411.2 [N] at 0.001 [S]



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8602-18

CFC\_60

Time [S]

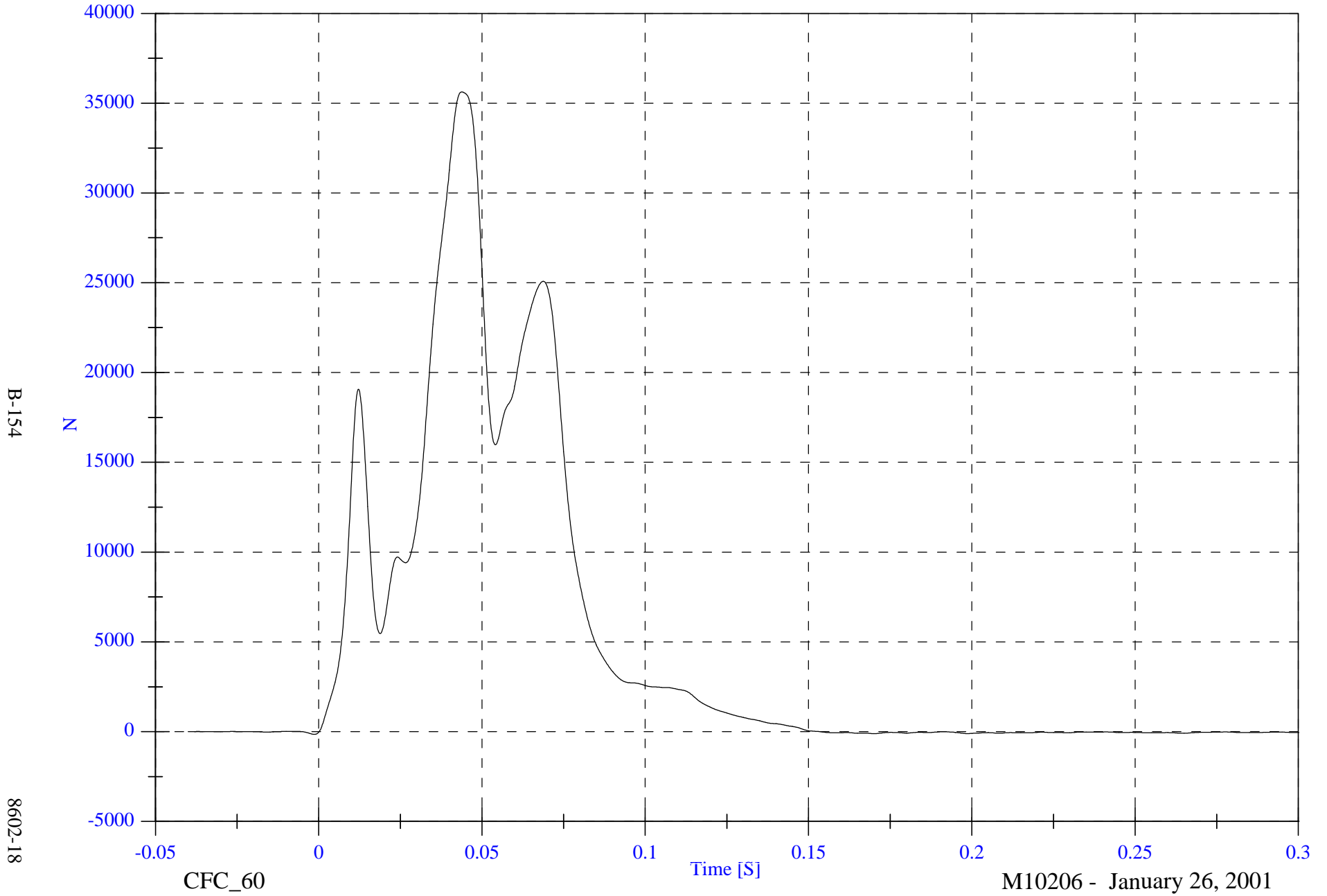
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell C4 Fx

Max: 35623.9 [N] at 0.044 [S]

Min: -150.5 [N] at -0.001 [S]



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CFC\_60

Time [S]

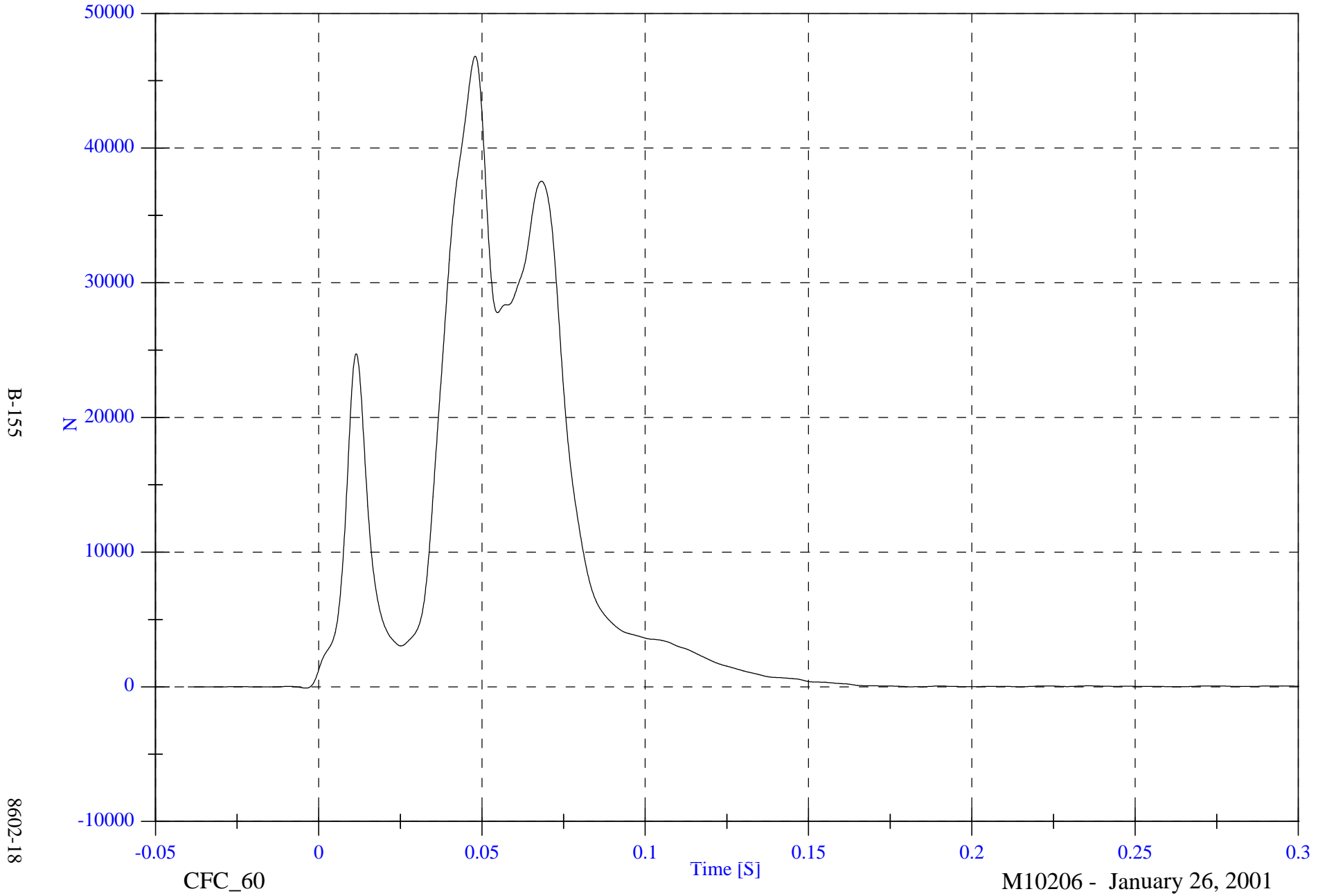
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell C5 Fx

Max: 46820.9 [N] at 0.048 [S]

Min: -99.8 [N] at -0.004 [S]



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CFC\_60

Time [S]

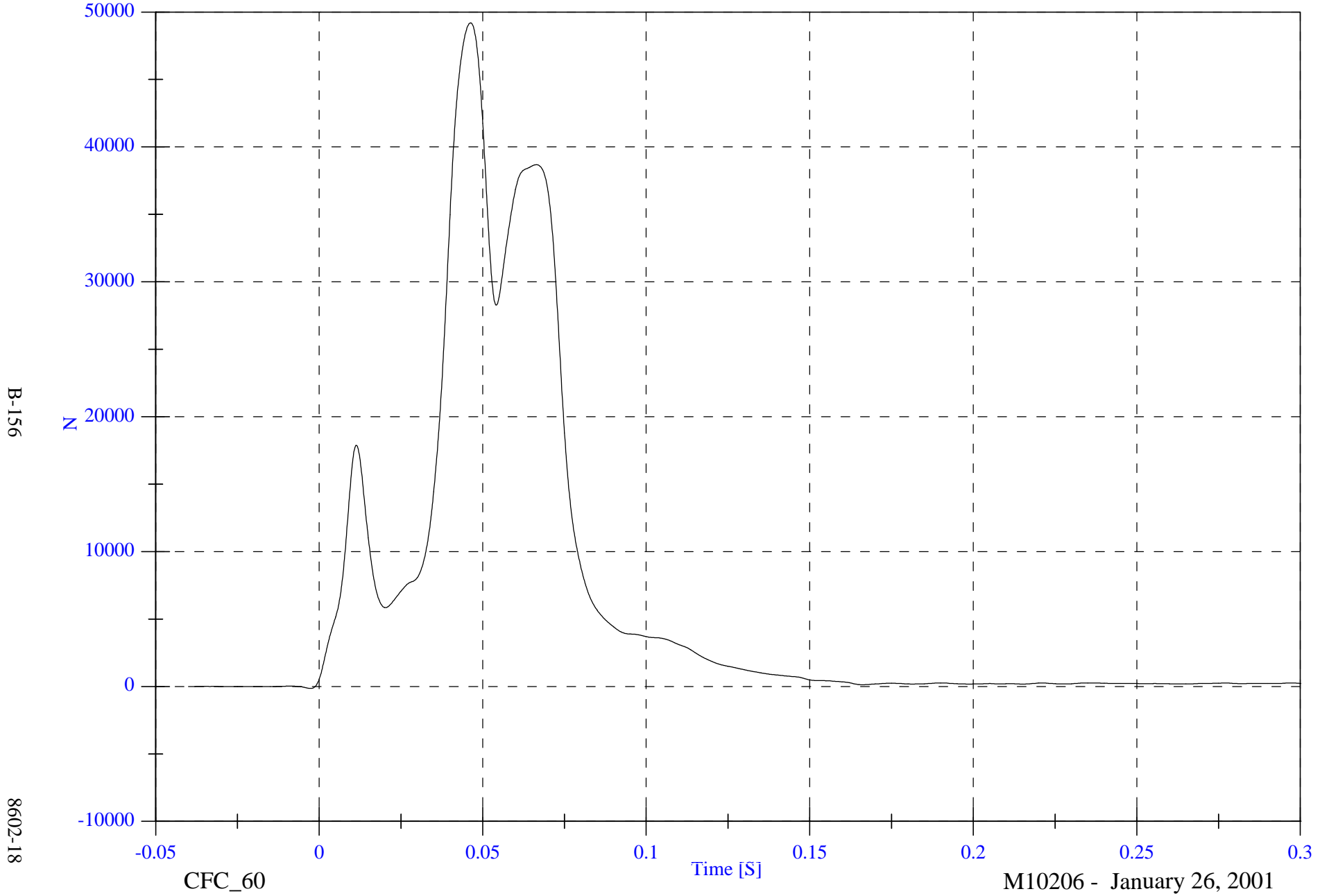
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell C6 Fx

Max: 49199.7 [N] at 0.046 [S]

Min: -149.0 [N] at -0.003 [S]



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8602-18

CFC\_60

Time [S]

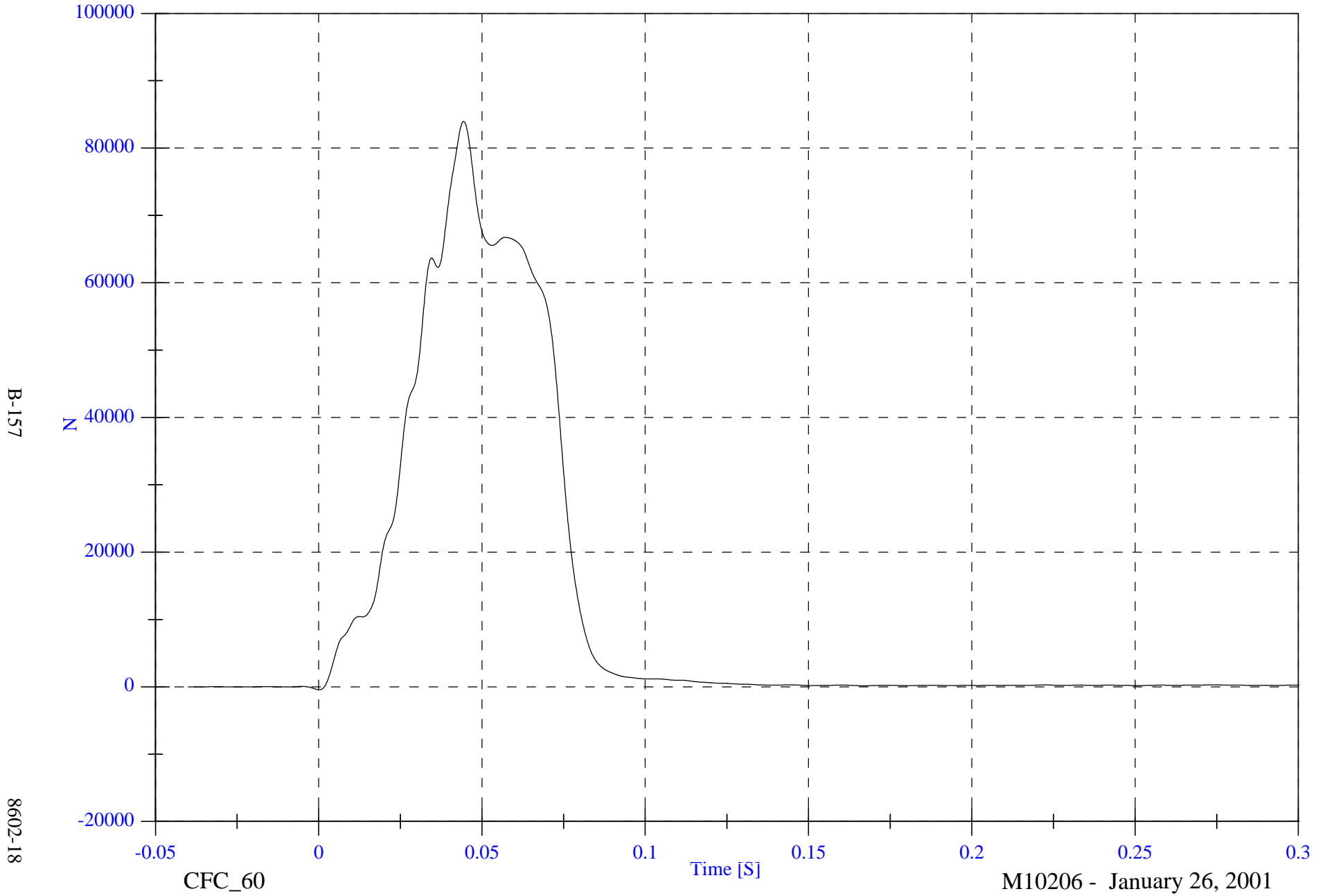
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell C7 Fx

Max: 83975.7 [N] at 0.044 [S]

Min: -444.2 [N] at 0.000 [S]



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8602-18

CFC\_60

Time [S]

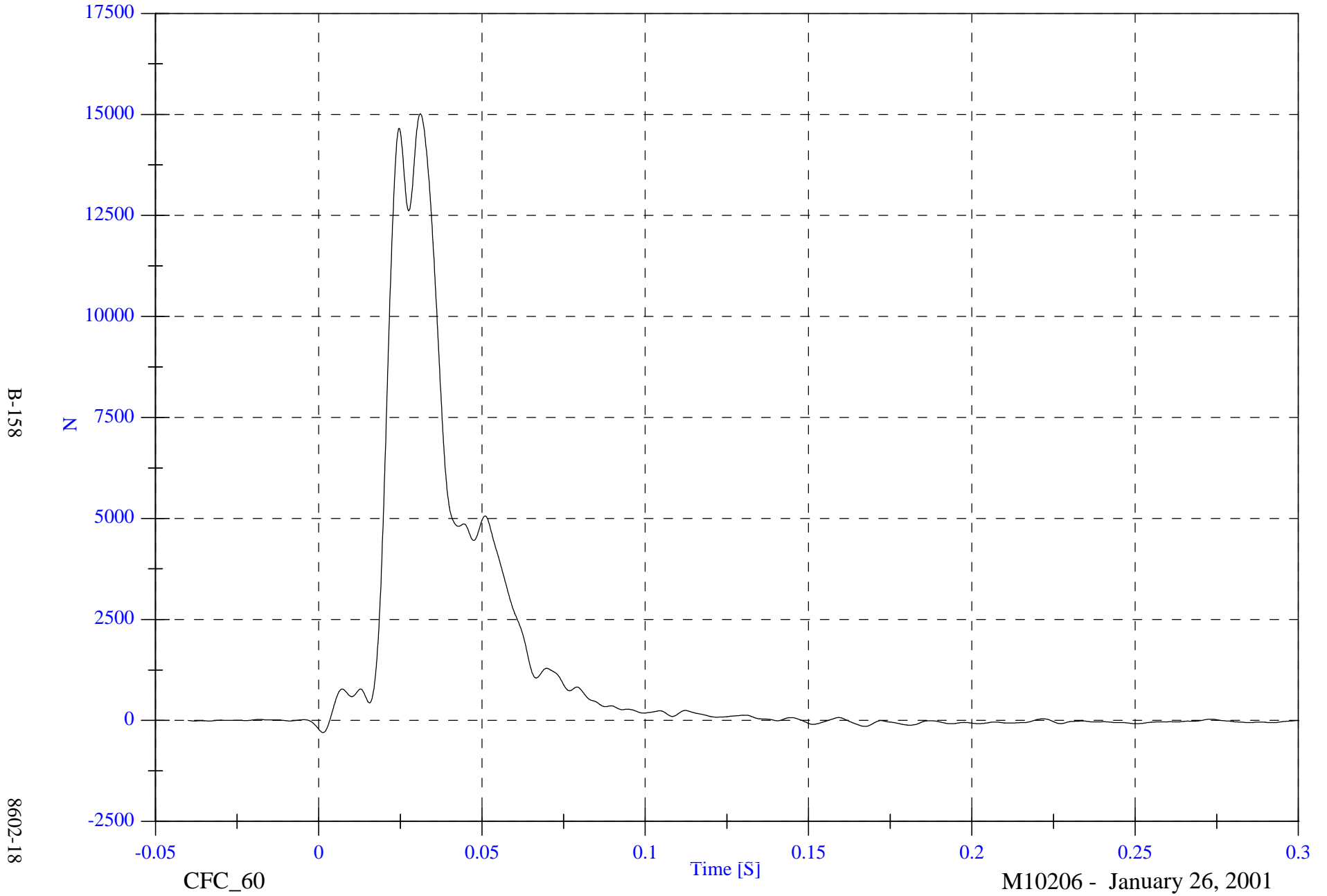
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell C8 Fx

Max: 15015.3 [N] at 0.031 [S]

Min: -300.1 [N] at 0.001 [S]



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CFC\_60

Time [S]

M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

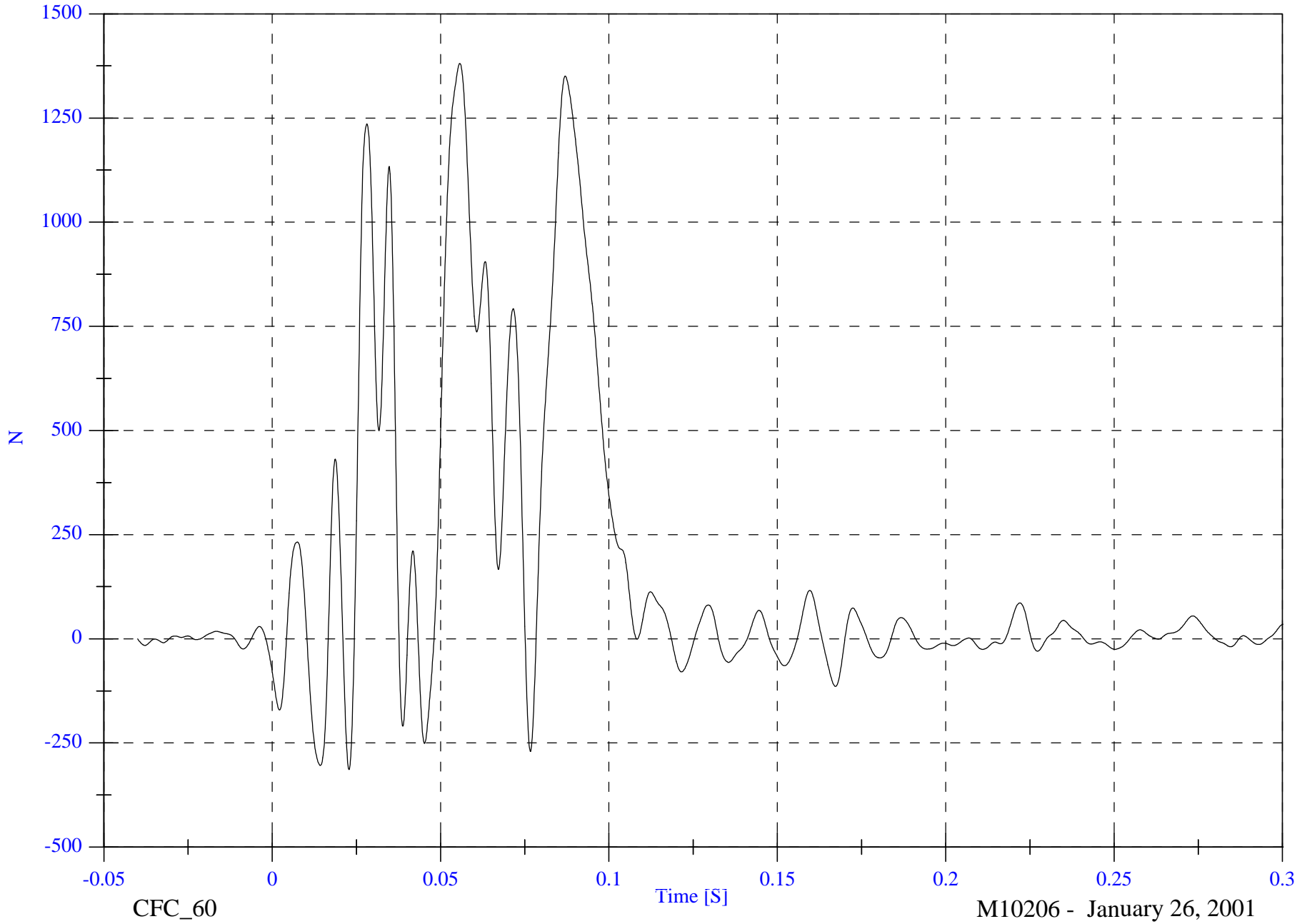
Max: 1381.1 [N] at 0.056 [S]

Barrier Load Cell C9 Fx

Min: -314.2 [N] at 0.023 [S]

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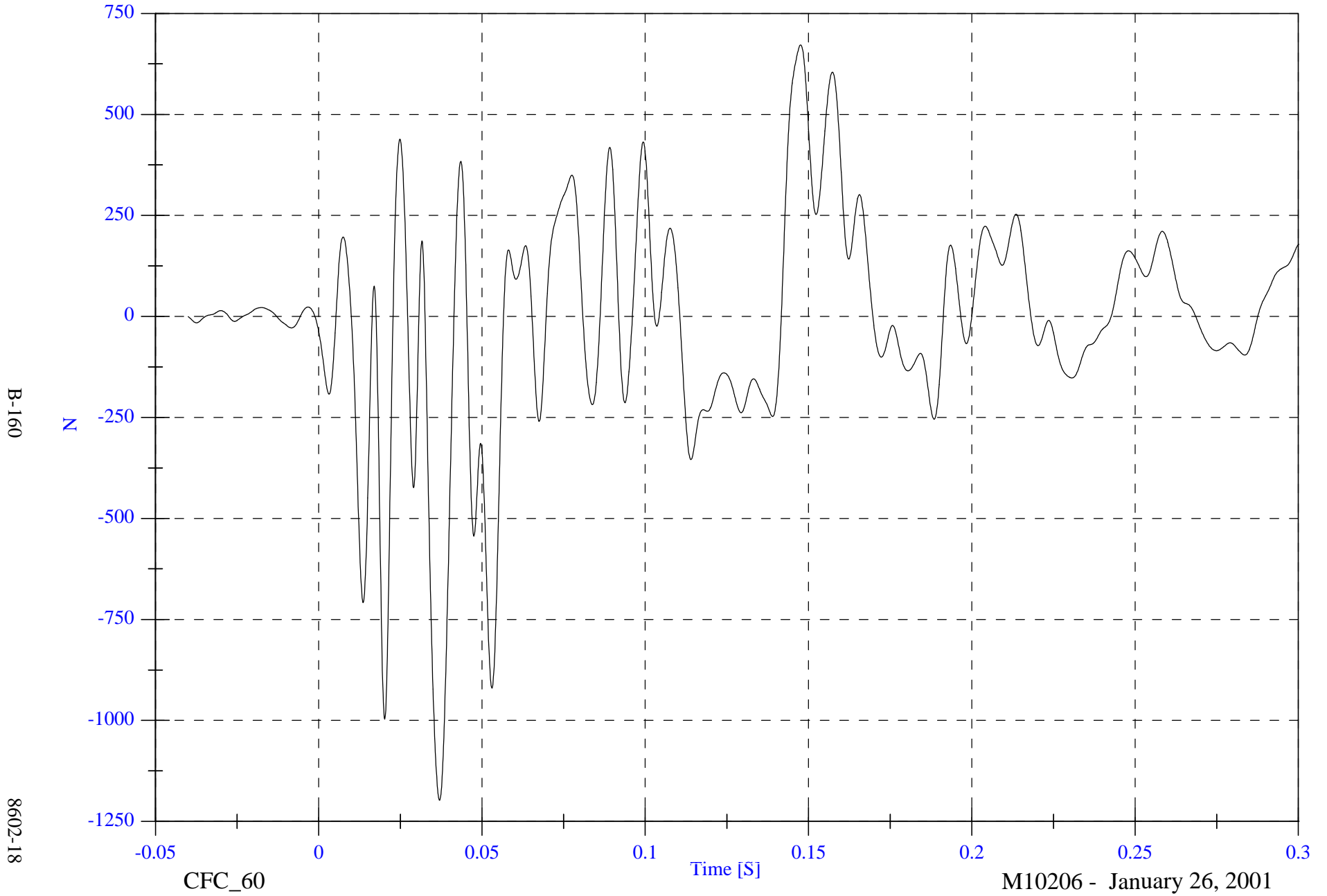


NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 672.0 [N] at 0.148 [S]

Barrier Load Cell D1 Fx

Min: -1197.7 [N] at 0.037 [S]



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CFC\_60

Time [S]

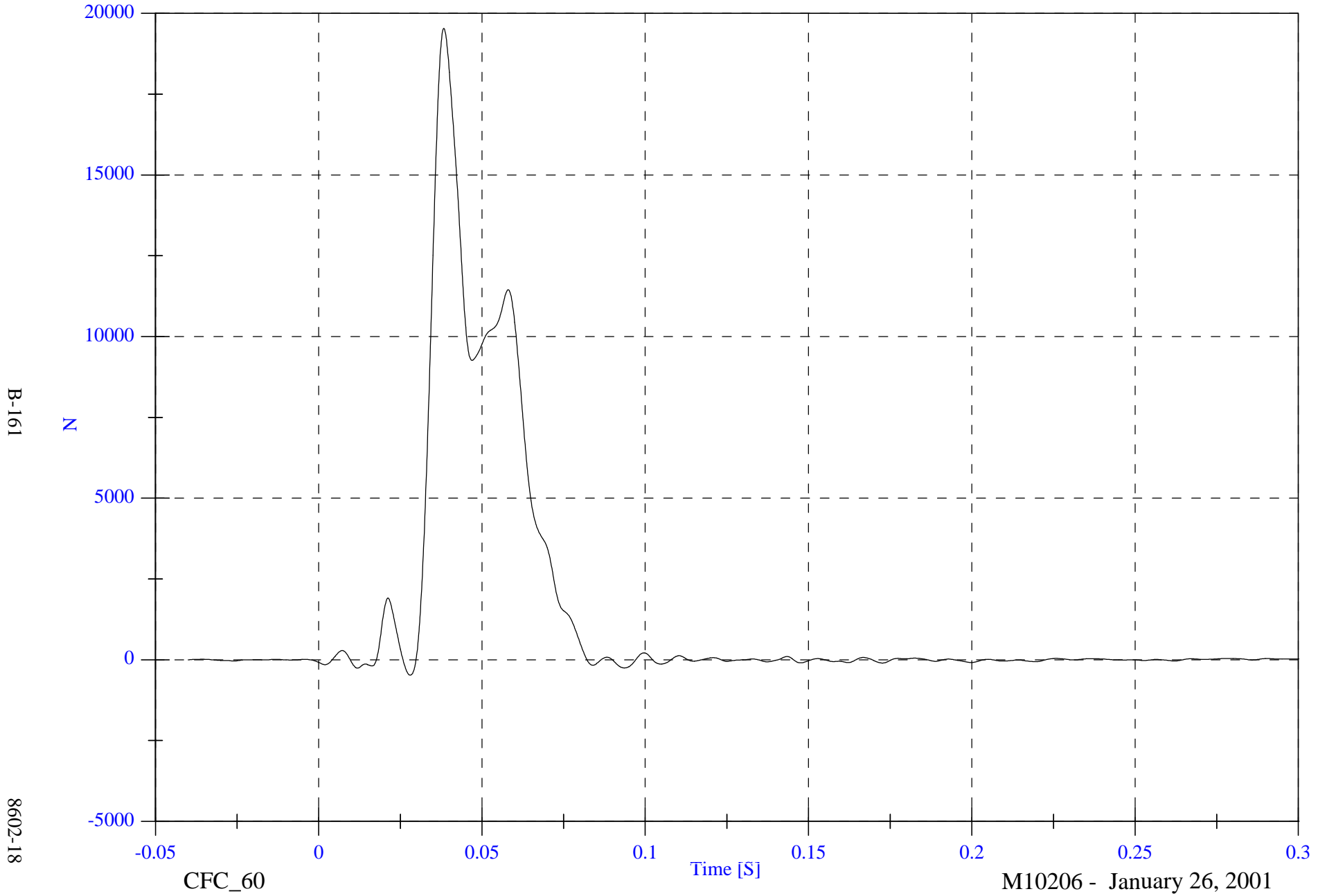
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 19539.3 [N] at 0.038 [S]

Barrier Load Cell D2 Fx

Min: -476.3 [N] at 0.028 [S]



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8602-18

CFC\_60

Time [S]

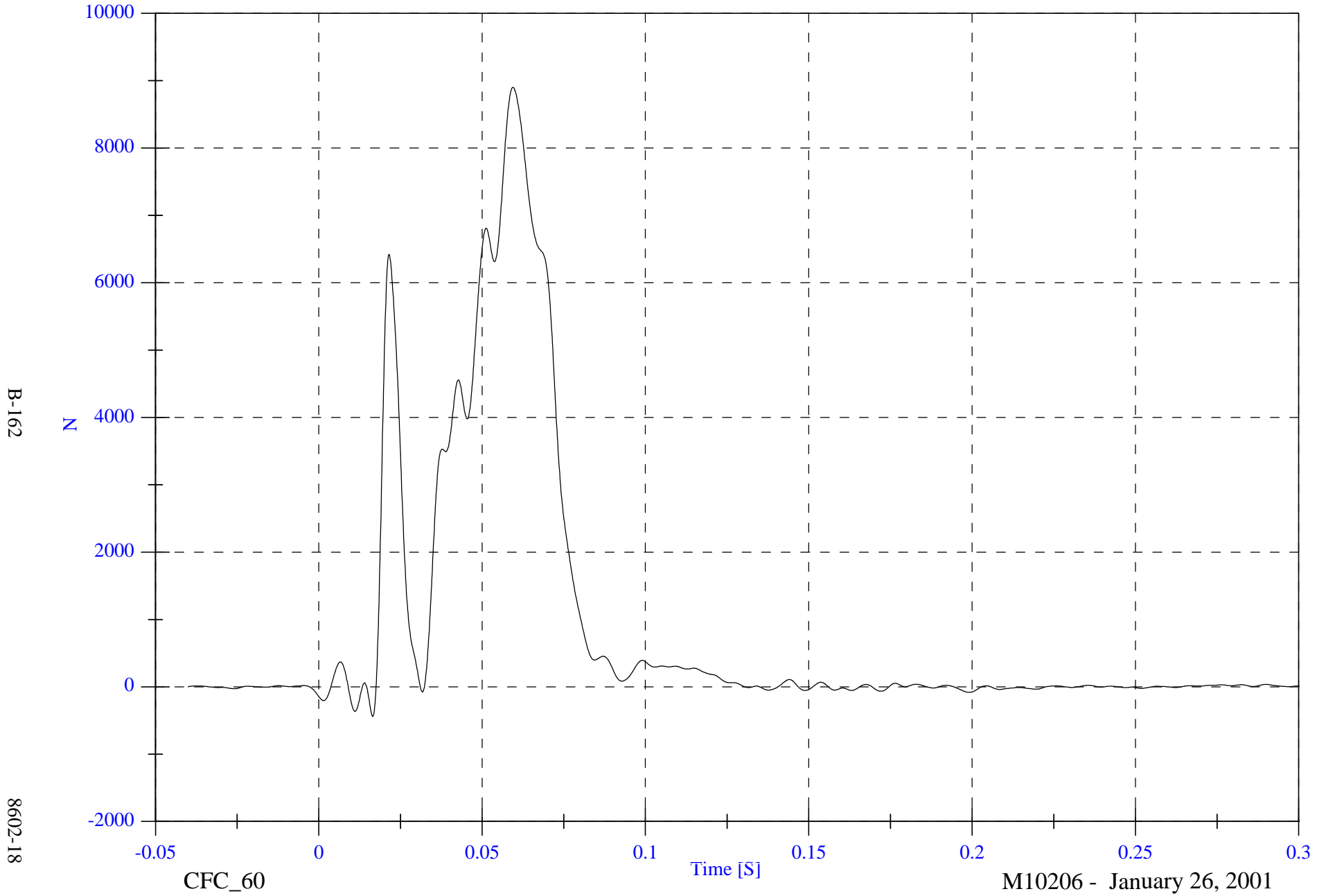
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 8902.9 [N] at 0.059 [S]

Barrier Load Cell D3 Fx

Min: -440.5 [N] at 0.016 [S]



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CFC\_60

Time [S]

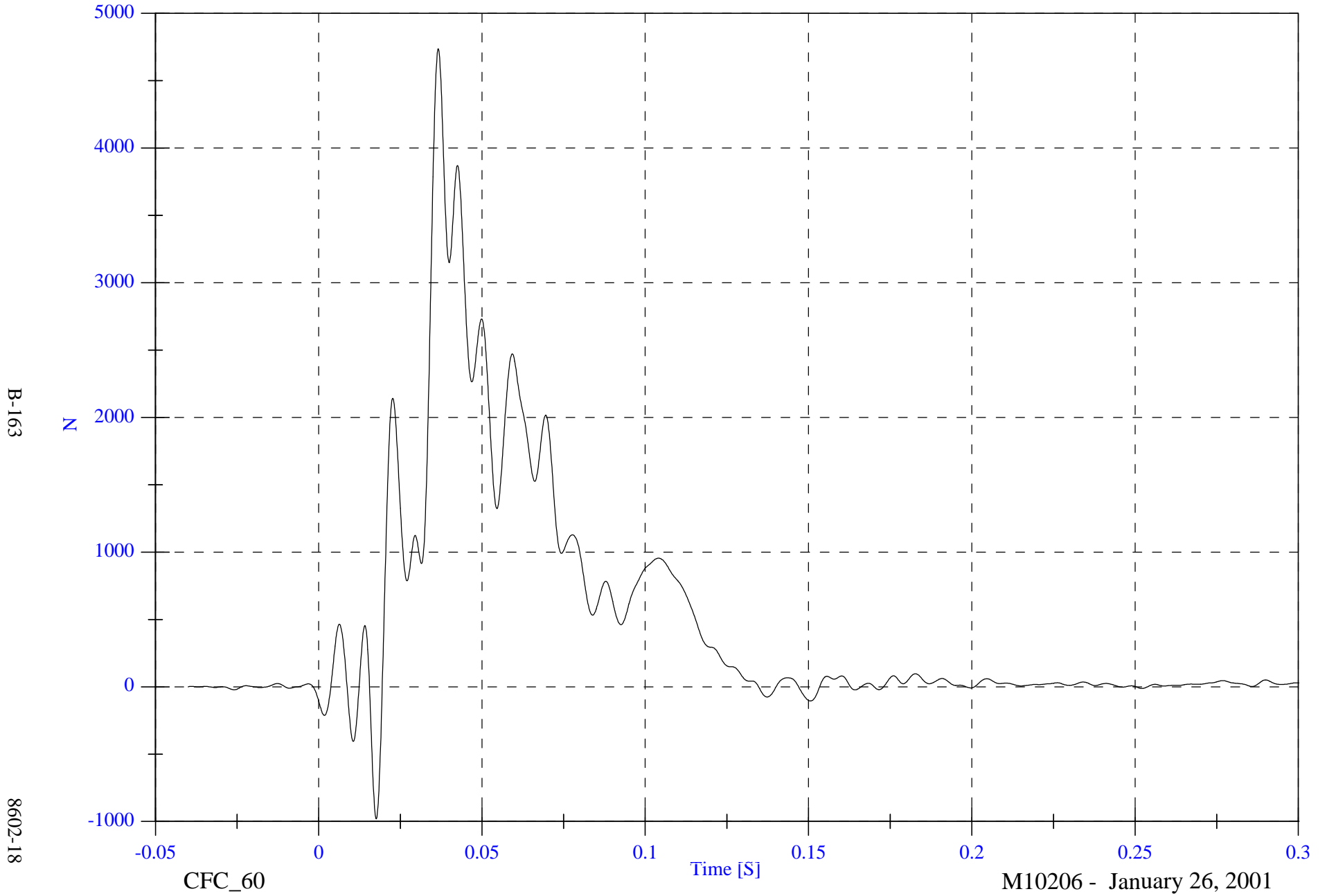
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell D4 Fx

Max: 4738.4 [N] at 0.037 [S]

Min: -981.4 [N] at 0.018 [S]

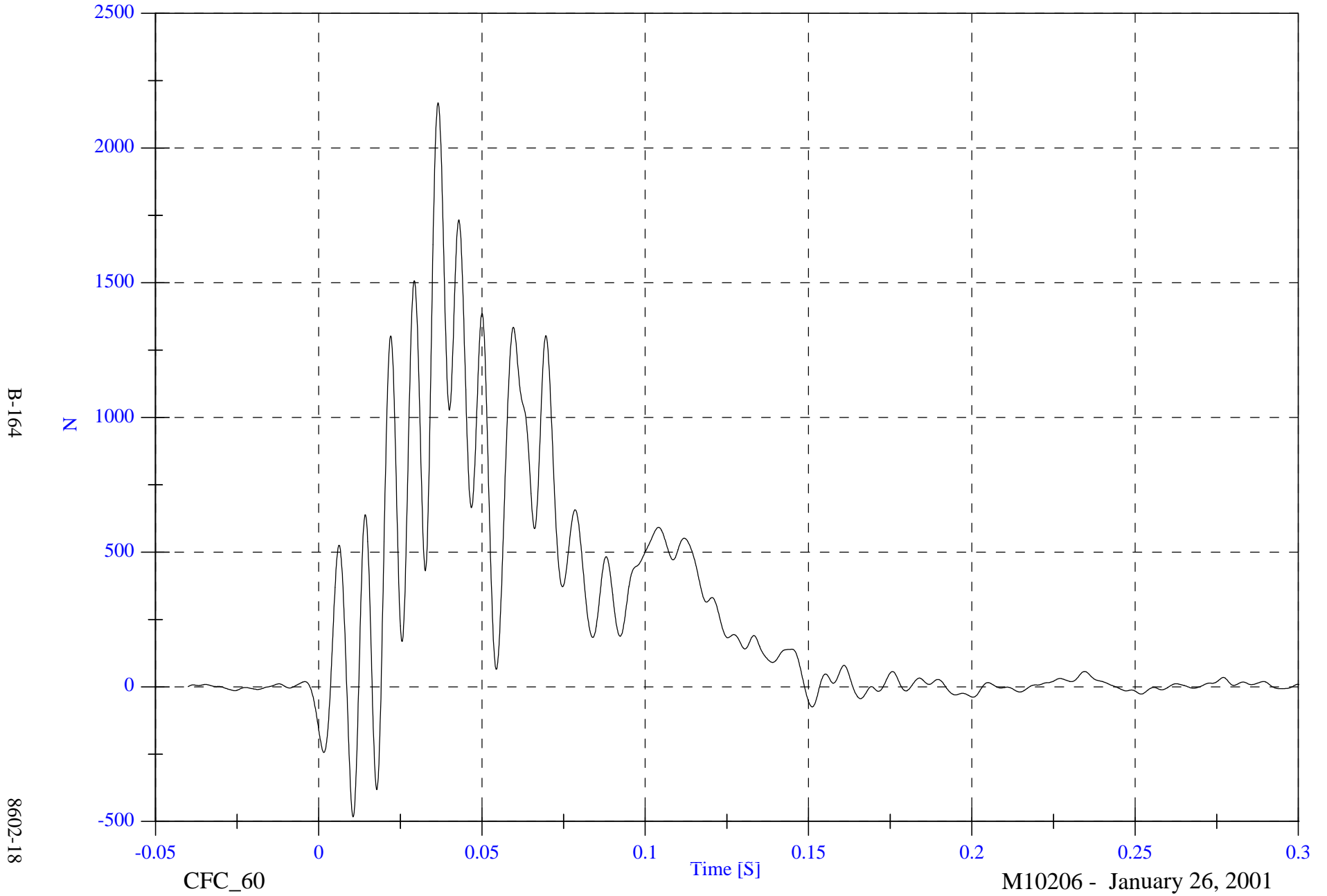


NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell D5 Fx

Max: 2168.0 [N] at 0.036 [S]

Min: -483.8 [N] at 0.010 [S]



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CFC\_60

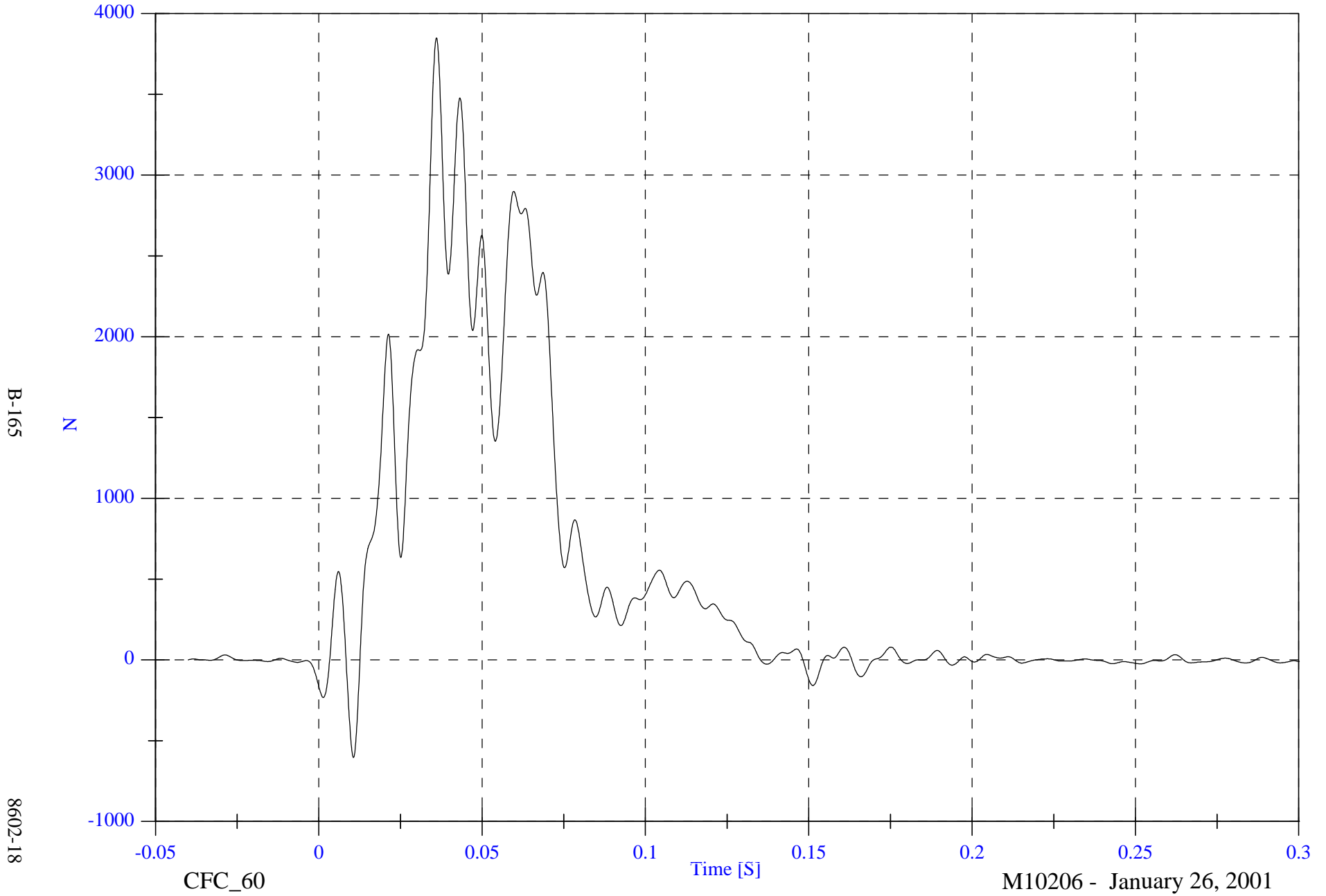
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 3847.7 [N] at 0.036 [S]

Barrier Load Cell D6 Fx

Min: -605.0 [N] at 0.011 [S]



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8602-18

CFC\_60

Time [S]

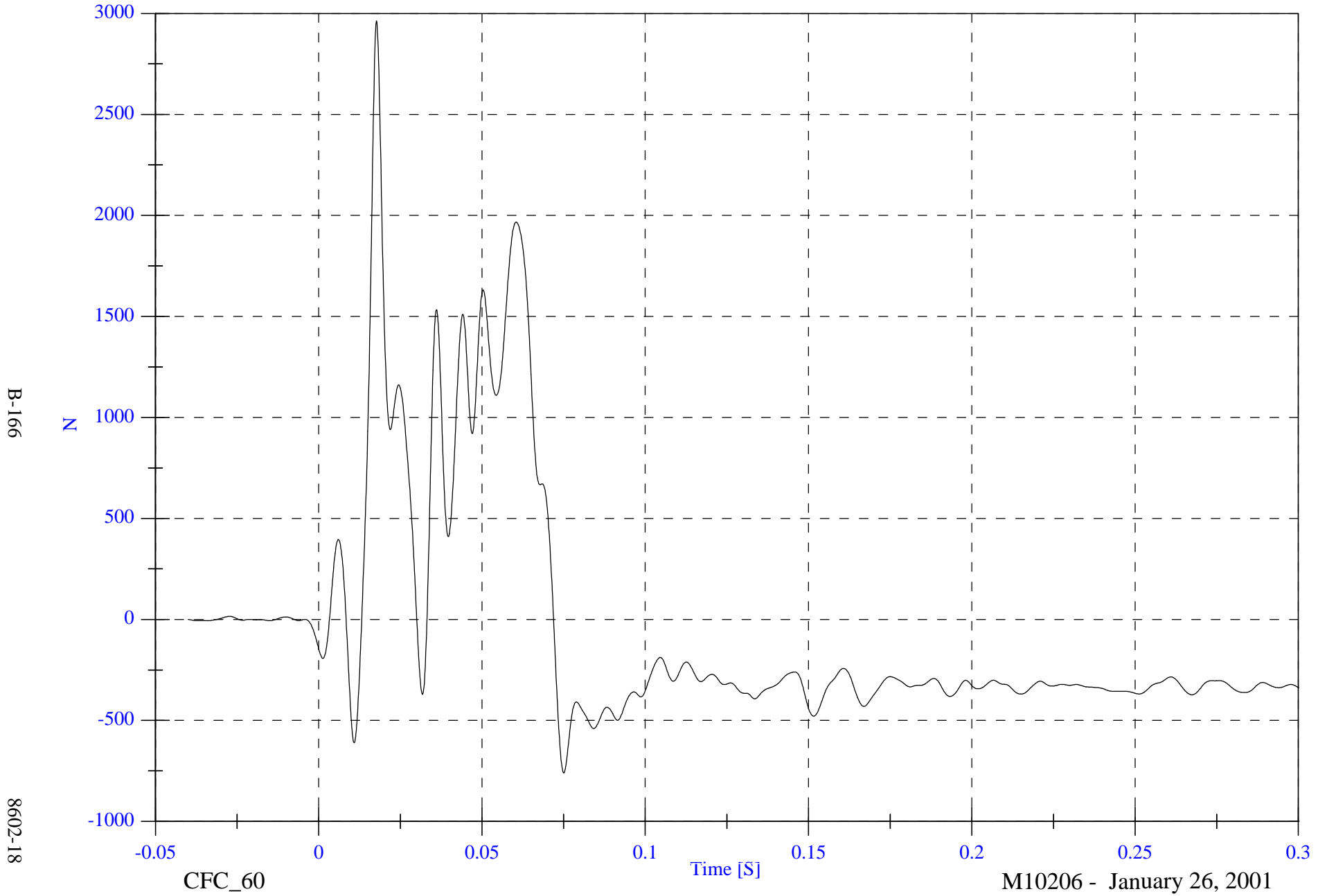
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Barrier Load Cell D7 Fx

Max: 2962.6 [N] at 0.018 [S]

Min: -759.4 [N] at 0.075 [S]



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CFC\_60

Time [S]

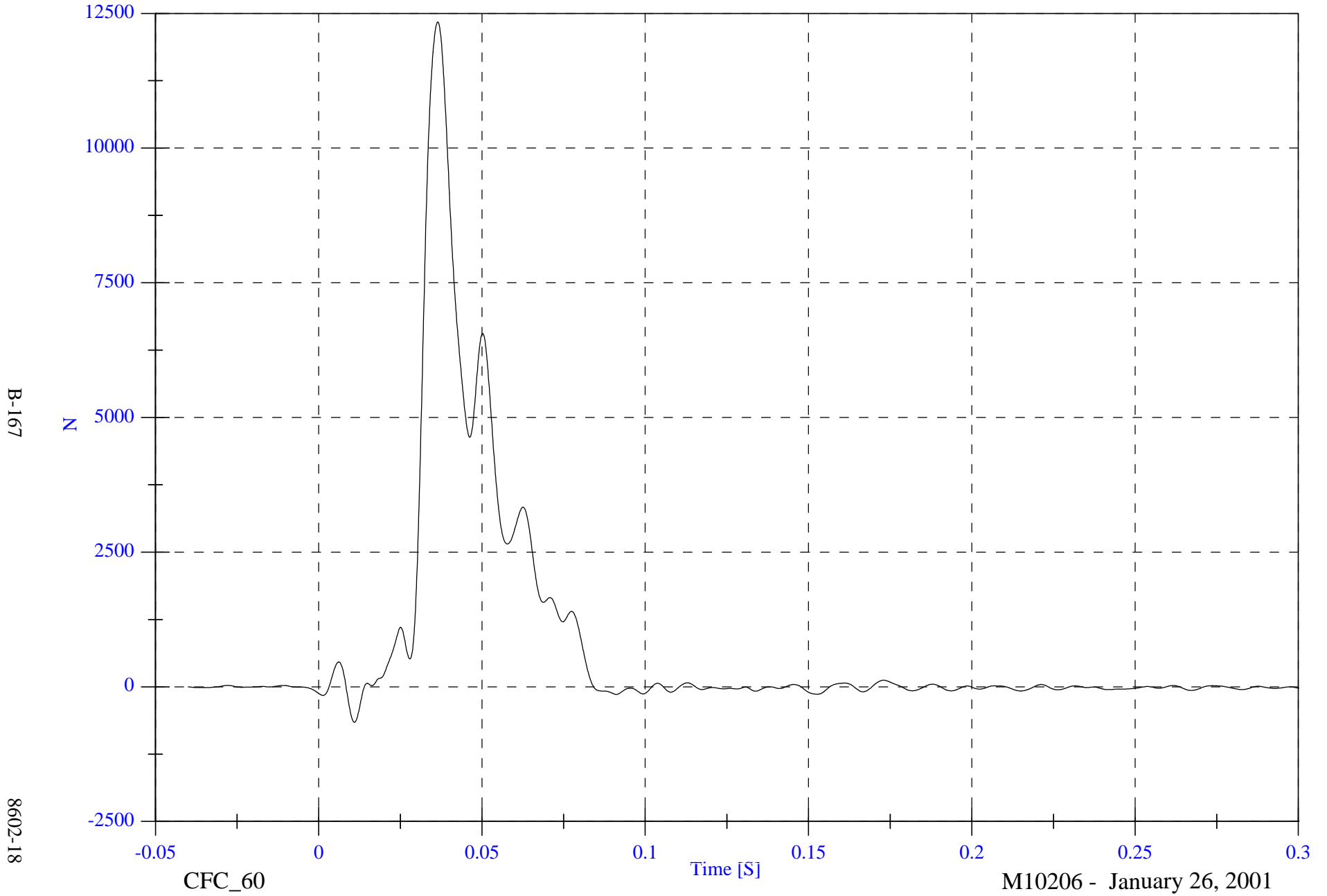
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 12341.1 [N] at 0.036 [S]

Barrier Load Cell D8 Fx

Min: -660.2 [N] at 0.011 [S]



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CFC\_60

Time [S]

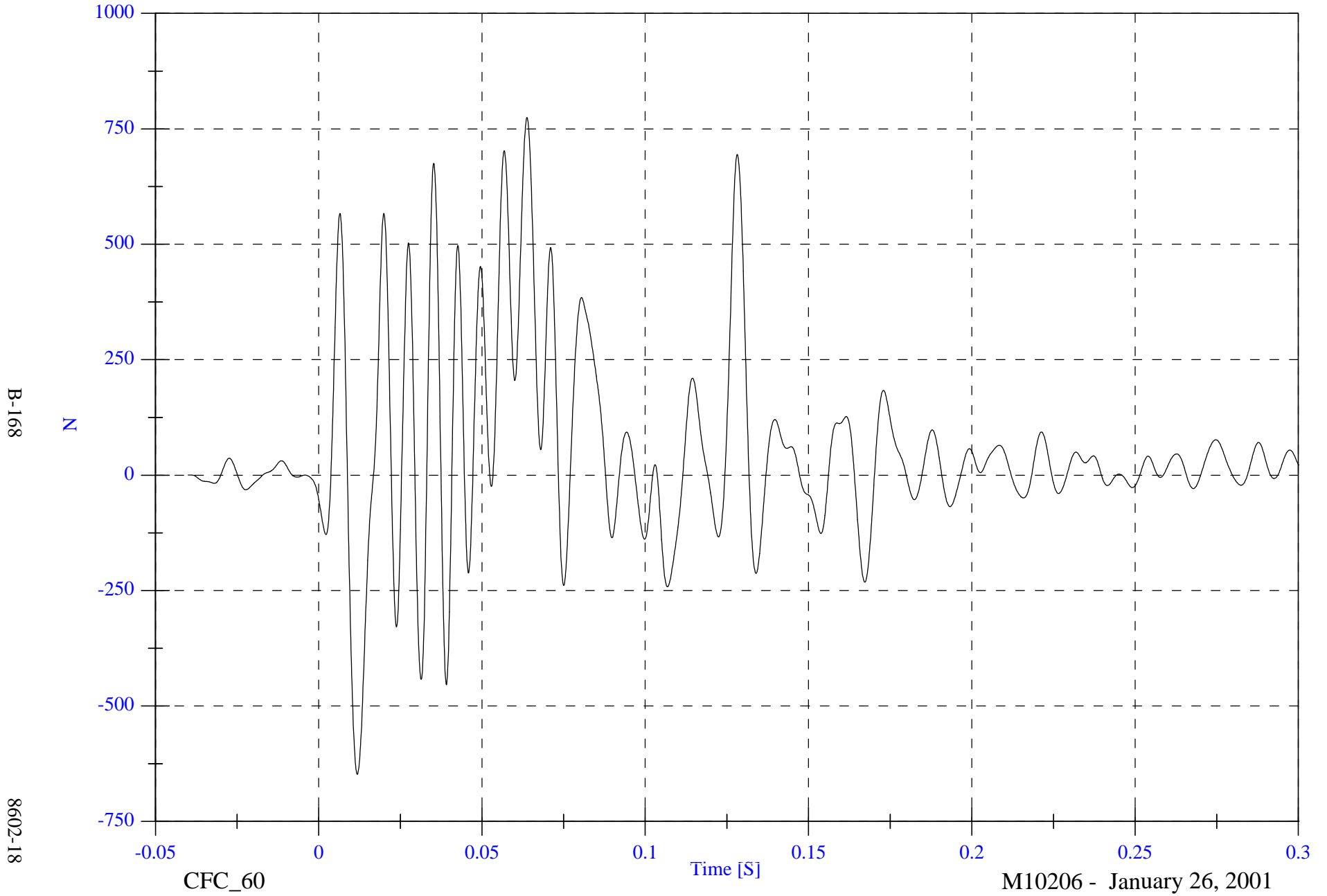
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 774.5 [N] at 0.064 [S]

Barrier Load Cell D9 Fx

Min: -647.8 [N] at 0.012 [S]



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CFC\_60

Time [S]

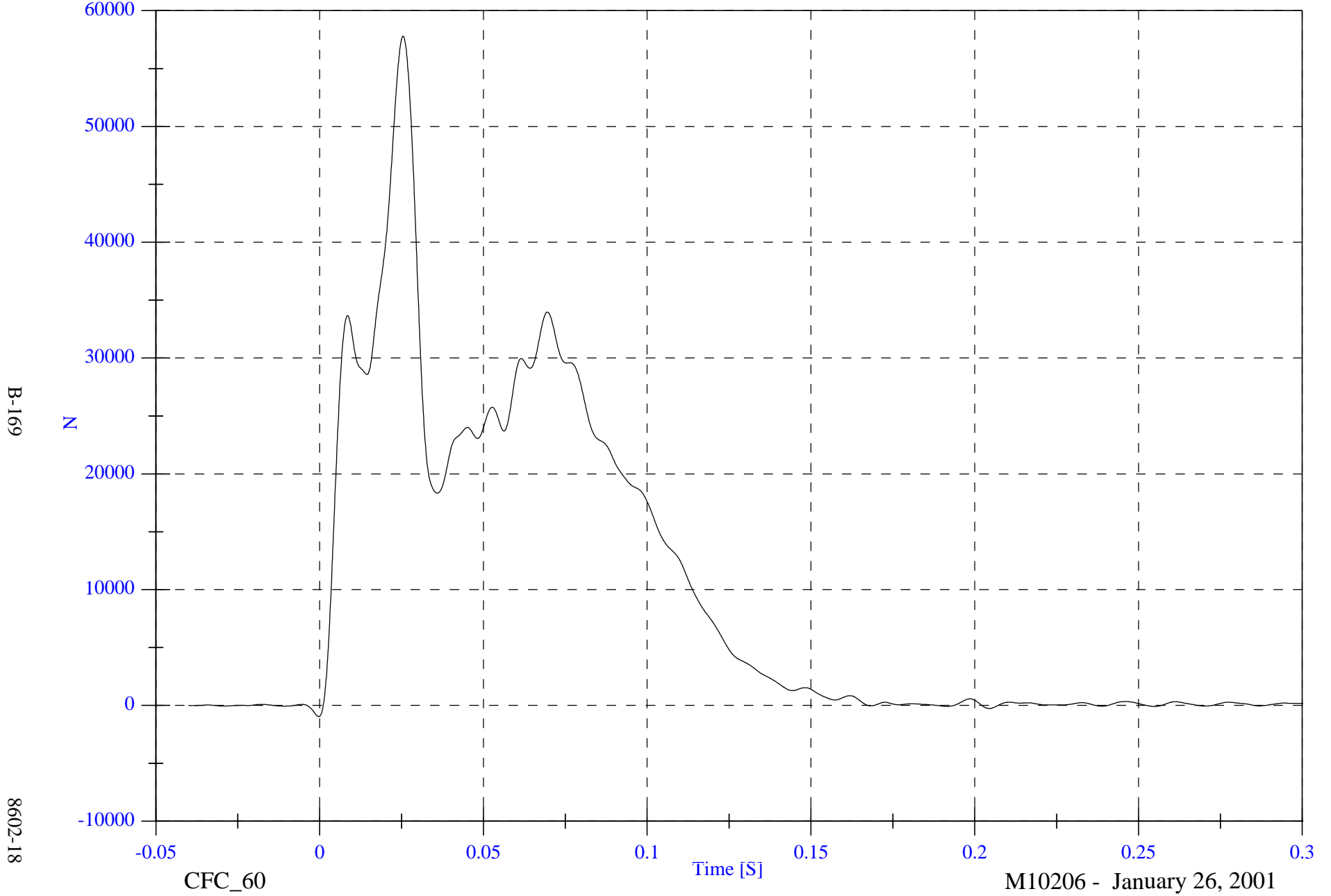
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

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

Max: 57801.1 [N] at 0.025 [S]

Min: -962.0 [N] at -0.000 [S]

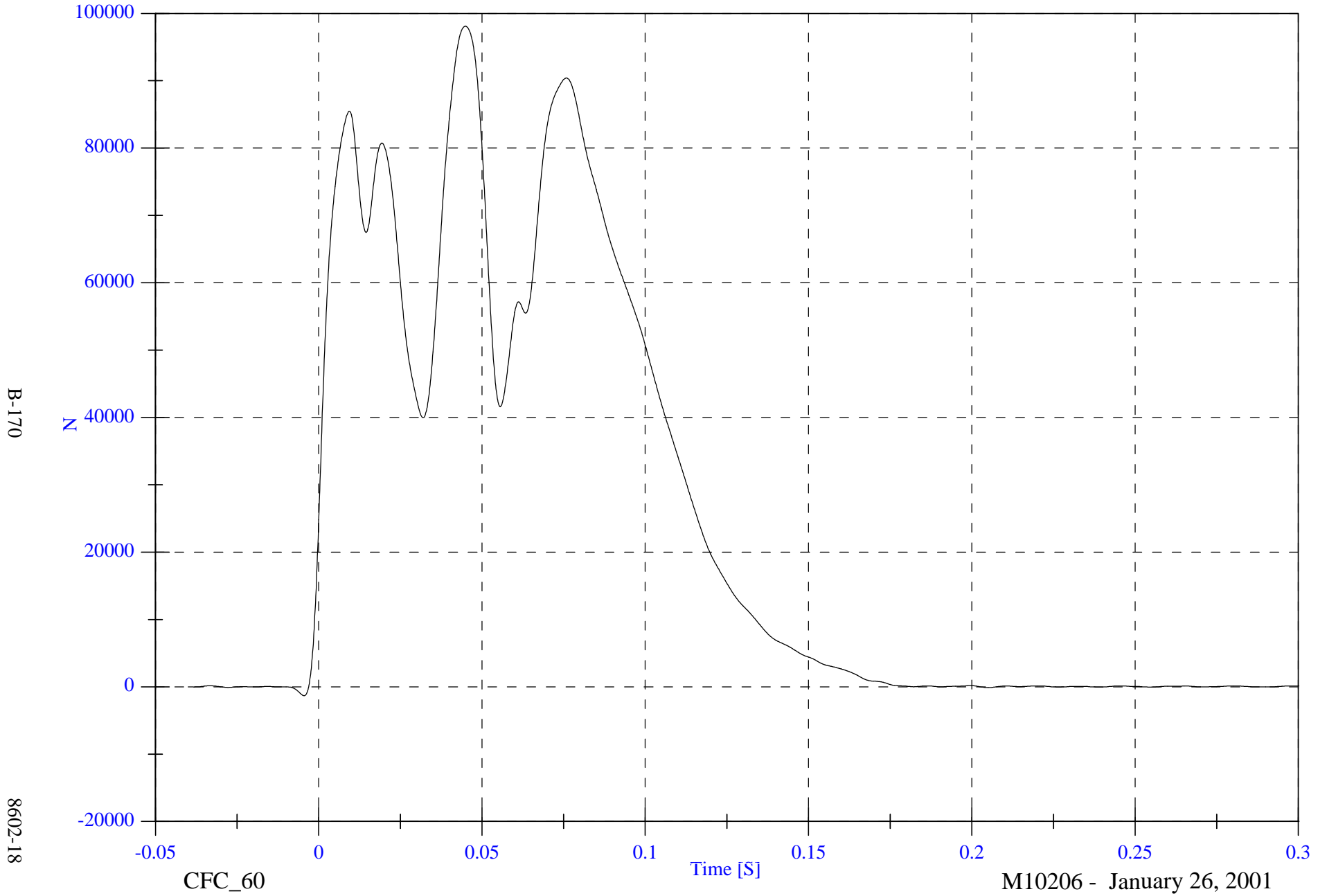


NCAP TEST #18 - 2001 Ford Mustang Coupe

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

Max: 98098.1 [N] at 0.045 [S]

Min: -1336.0 [N] at -0.005 [S]



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CFC\_60

Time [S]

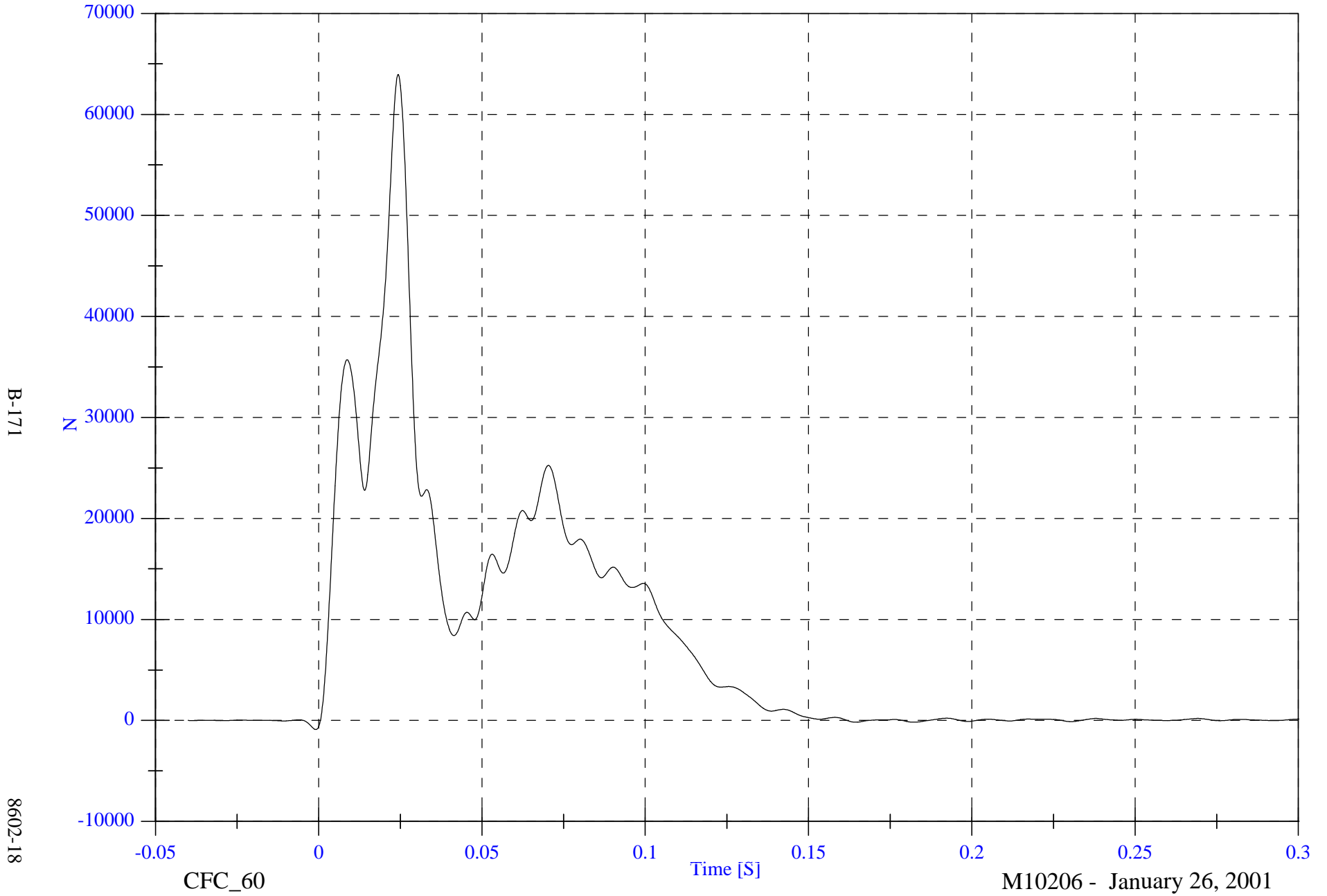
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

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

Max: 63966.7 [N] at 0.024 [S]

Min: -903.3 [N] at -0.001 [S]



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8602-18

CFC\_60

Time [S]

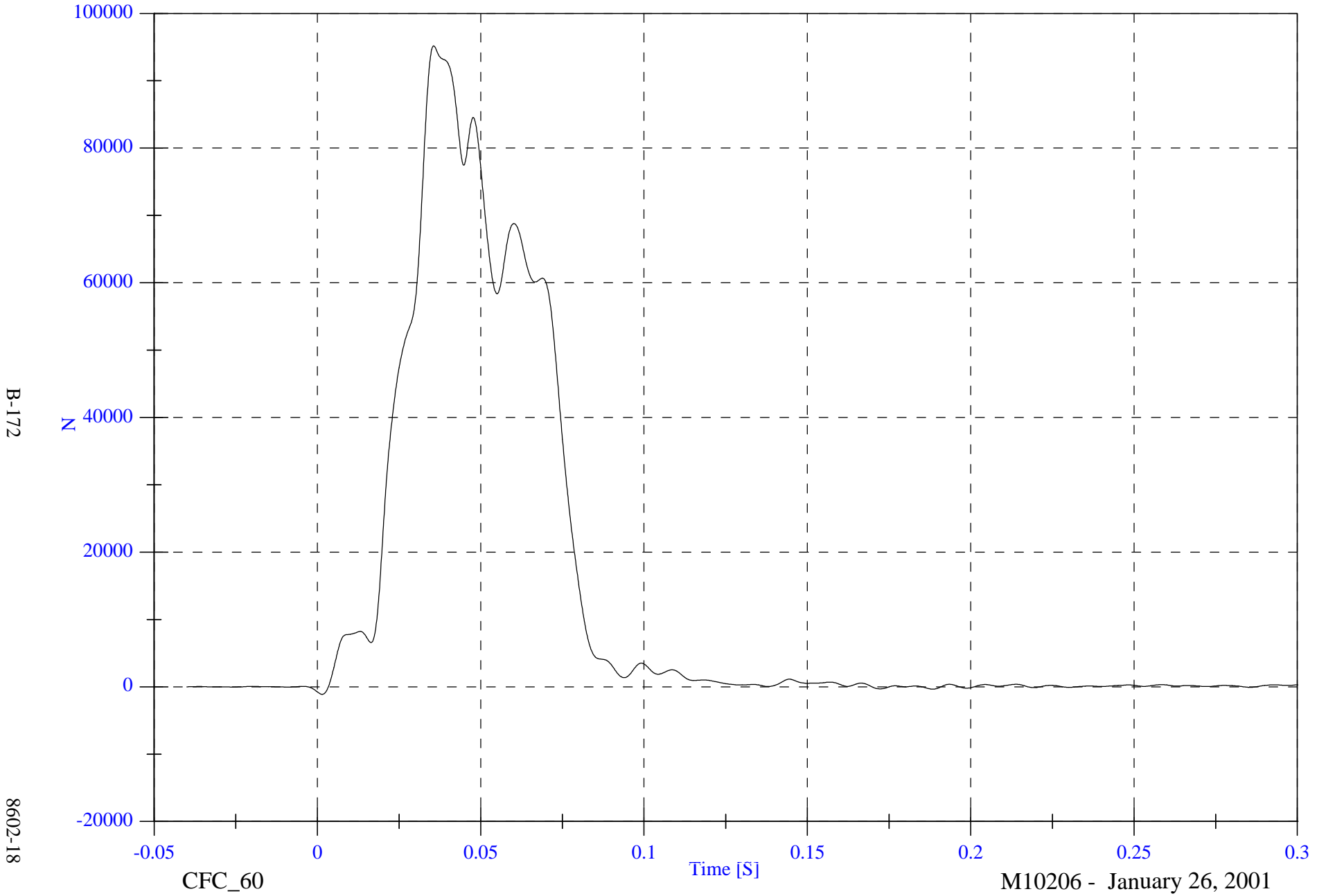
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

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

Max: 95186.2 [N] at 0.036 [S]

Min: -1123.7 [N] at 0.001 [S]



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CFC\_60

Time [S]

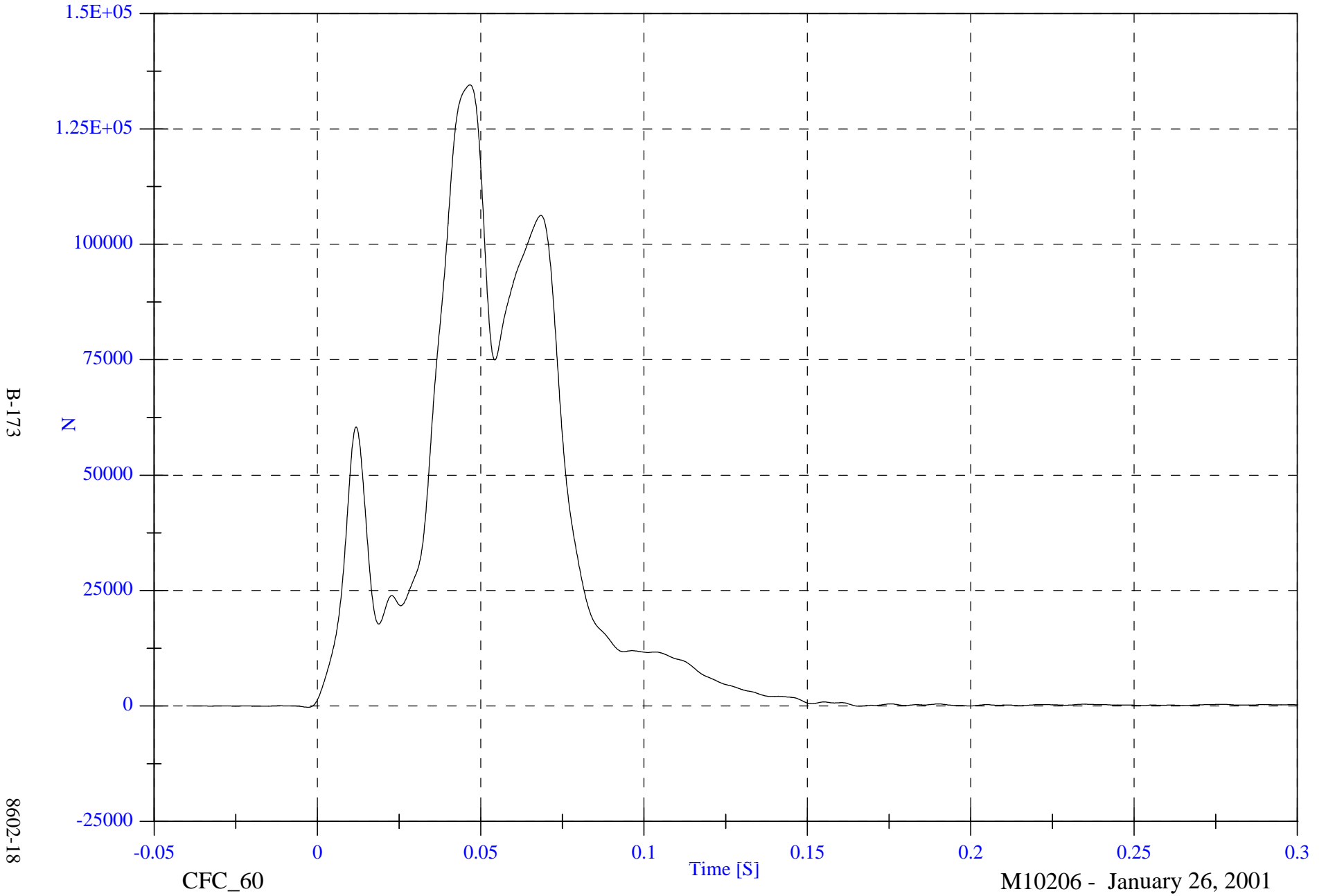
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

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

Max: 134518.7 [N] at 0.047 [S]

Min: -267.1 [N] at -0.003 [S]



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CFC\_60

Time [S]

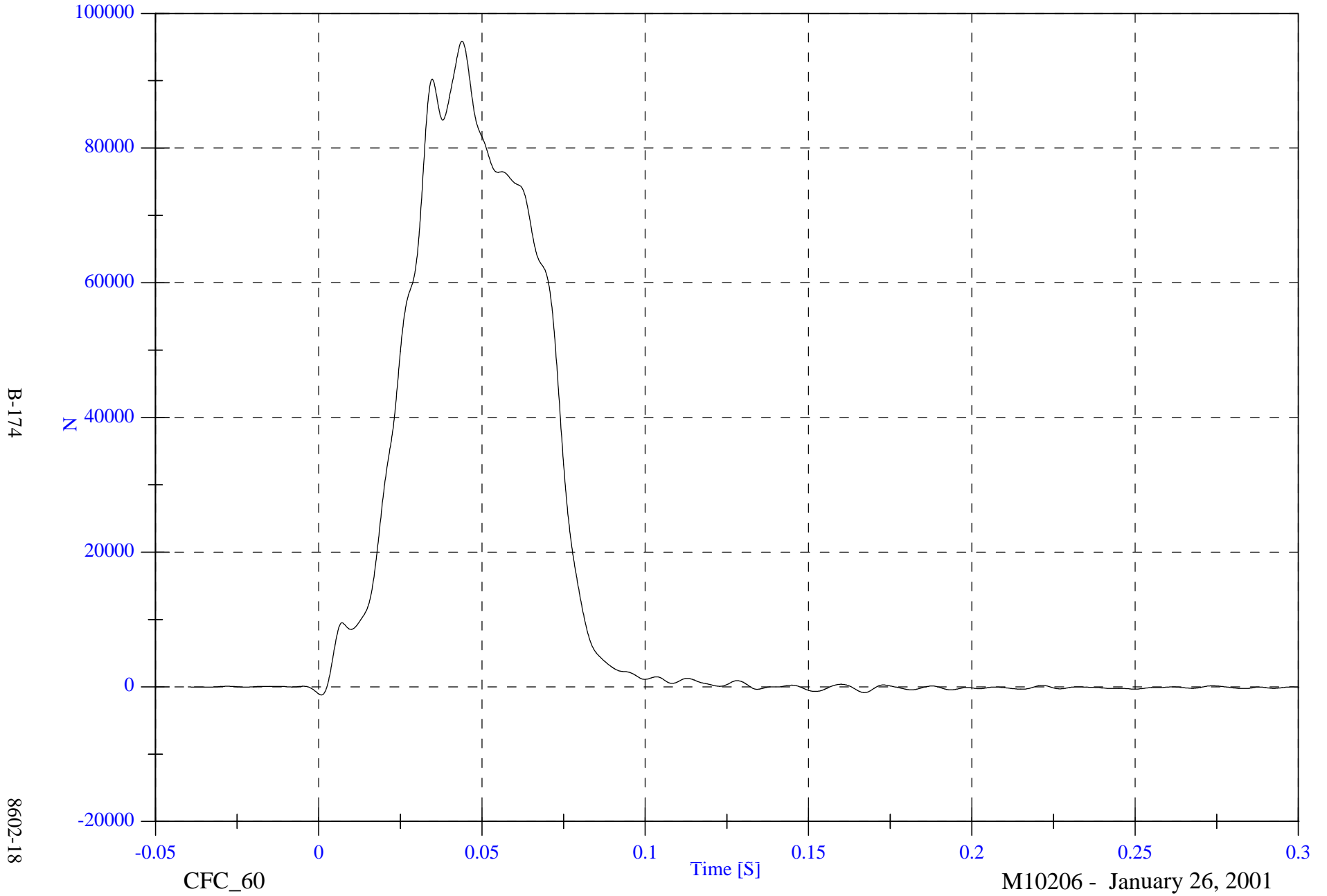
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

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

Max: 95879.7 [N] at 0.044 [S]

Min: -1220.5 [N] at 0.001 [S]



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CFC\_60

Time [S]

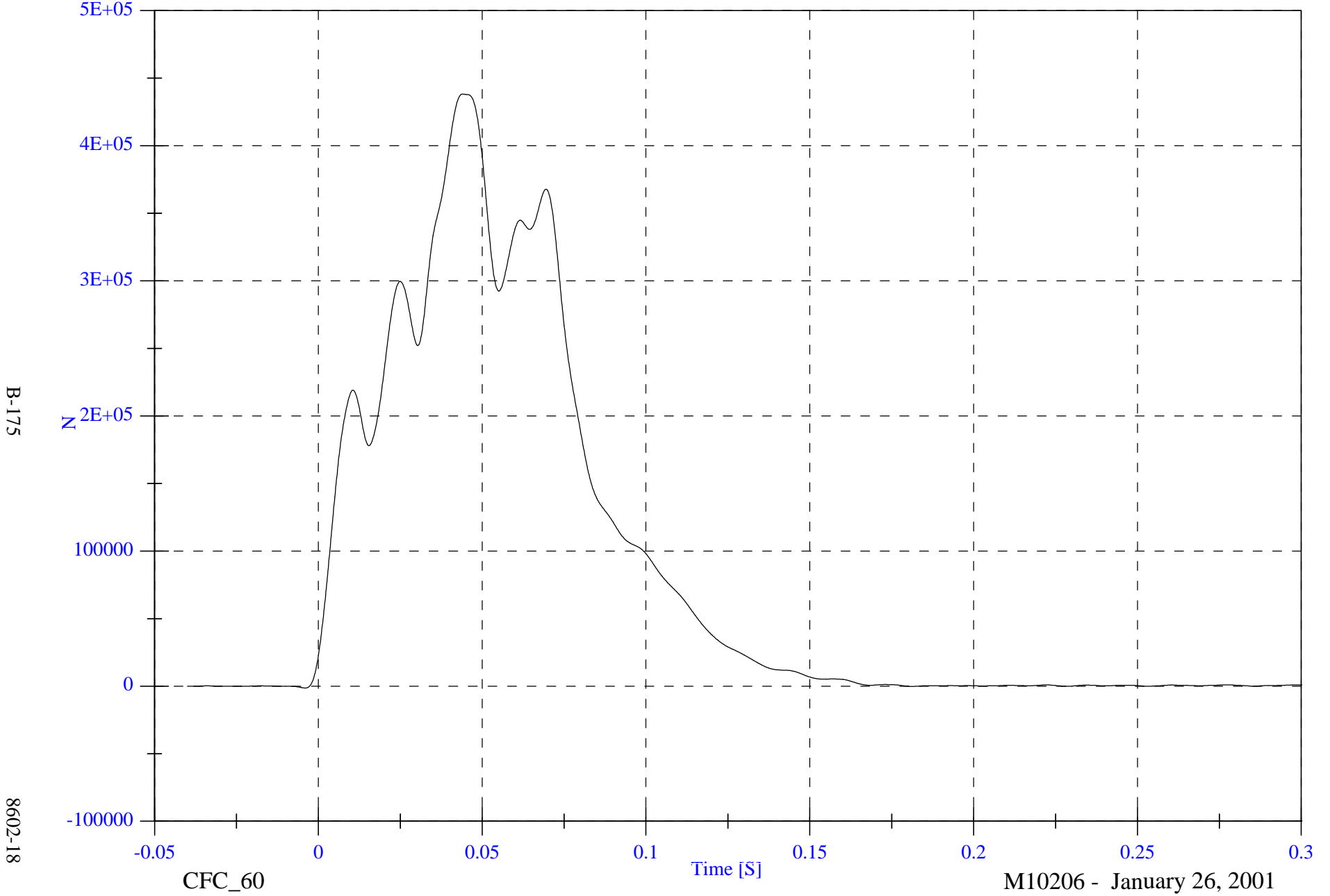
M10206 - January 26, 2001

NCAP TEST #18 - 2001 Ford Mustang Coupe

Max: 438263.4 [N] at 0.044 [S]

Total Load Cell Sum (All 6 Groups)

Min: -1388.8 [N] at -0.004 [S]



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CFC\_60

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**APPENDIX C**

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

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

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

Dummy serial numbers and certification dates are:

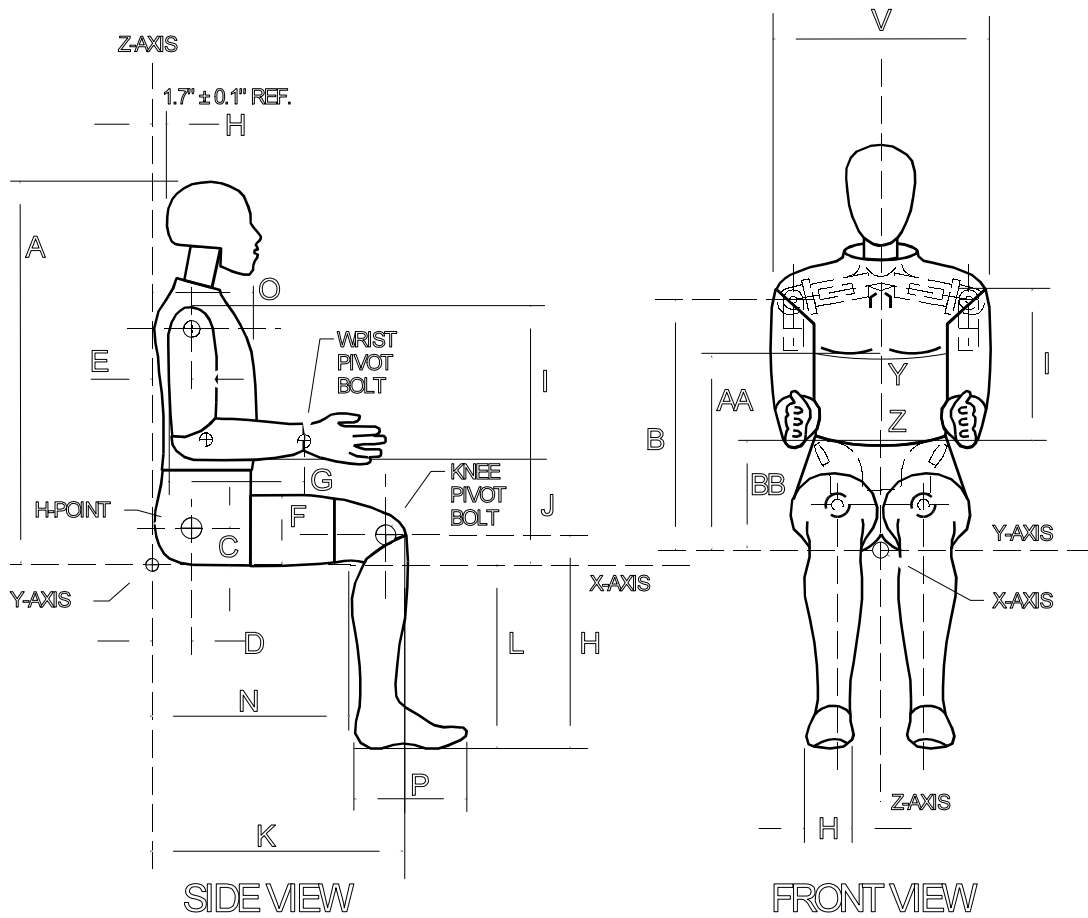
<u>Position No./Location</u>	<u>Serial No.</u>	<u>Completion Date</u>
#1/Driver	150	1-21-2001
#2/Right Front Passenger	245	1-13-2001

Electronic Test Equipment

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

DUMMY CONFIGURATION DIMENSIONS

EXTERNAL DIMENSIONS  
SPECIFICATIONS



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

PART 572E  
HEAD DROP TEST

Dummy Serial Number 150  
Sequential Test Number 1  
Date 1-21-2001  
Workfile 150101b.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71.0
Relative Humidity	10% - 70%	31.0
Peak Resultant Acceleration	225-275 G's	232.1
Peak Lateral Acceleration	15 G's Max	6.0
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
NECK FLEXION TEST

Dummy Serial Number	150	
Sequential Test Number	1	
Date	1-10-2001	6 Axis Neck Transducer
Workfile	150101.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71.0
Relative Humidity		10% - 70%	31.0
Impact Velocity		22.60 - 23.40 Ft/s	22.70
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	24.47
	20 ms	17.60 - 22.60 G's	20.80
	30 ms	12.50 - 18.50 G's	14.51
Max Pendulum G's Above 30 ms		29 G's Max	14.51
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	38.00
D Plane Rotation	Max	64 - 78 Deg	77.65
	Time	57 - 64 ms	63.25
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	74.79
	Time	47 - 58 ms	52.25
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	126.25
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	101.38

Remarks:

Laboratory Technician:     B. Swiecicki

PART 572E  
NECK EXTENSION TEST

Dummy Serial Number	150	
Sequential Test Number	1	
Date	1-10-2001	6 Axis Neck Transducer
Workfile	150101.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	71.0
Relative Humidity		10% - 70%	31.0
Impact Velocity		19.50 - 20.30 Ft/s	19.72
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.29
	20 ms	14.00 - 19.00 G's	15.67
	30 ms	11.00 - 16.00 G's	12.93
Max Pendulum G's Above 30 ms		22 G's Max	12.93
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	43.25
D Plane Rotation	Max	81 - 106 Deg	98.69
	Time	72 - 82 ms	77.50
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-48.54
	Time	65 - 79 ms	73.75
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	158.88
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	141.75

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number 150  
Sequential Test Number 1  
Date 1-12-2001  
Workfile 150101.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	71.0
Relative Humidity	10% - 70%	31.0
Pendulum Velocity	21.6 - 22.4 Ft/s	21.7
Maximum Deflection	2.50 - 2.86 in	2.53
Maximum Resistive Force	1160 - 1325 Lbs	1261.50
Internal Hysteresis	69 - 85 %	70.17

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
KNEE IMPACT TEST

Dummy Serial Number            150  
 Sequential Test Number        1  
 Date                                 1-12-2001  
 Workfile                          150101.lf / 150101.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
<b>LEFT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1294.17
<b>RIGHT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1249.37

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number           150  
Sequential Test Number        1  
Date                                1-12-2001

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			31
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.2
Waist Circumference	Z	32.9 - 34.1 in	34.0
Chest Depth	O	8.4 - 9.0 in	8.4
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	5.7
Buttock Knee Length	K	22.8 - 23.8 in	23.4
Buttock Popliteal Length	N	17.8 - 18.8 in	18.5
Popliteal Height	L	16.9 - 17.9 in	17.8
Knee Pivot Height	M	19.1 - 19.7 in	19.6
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.7
Shoulder Breadth	V	16.6 - 17.2 in	16.9
Shoulder Pivot Height	B	19.9 - 20.5 in	20.2
Elbow Rest Height	J	7.5 - 8.3 in	8.1
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.2
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.5

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
HEAD DROP TEST

Dummy Serial Number        245  
Sequential Test Number       1  
Date                             1-10-2001  
Workfile                        245101.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Peak Resultant Acceleration	225-275 G's	225.13
Peak Lateral Acceleration	15 G's Max	13.60
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician:     B. Swiecicki

PART 572E  
NECK FLEXION TEST

Dummy Serial Number	245	
Sequential Test Number	1	
Date	1-11-2001	6 Axis Neck Transducer
Workfile	245101.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.0
Relative Humidity		10% - 70%	30.0
Impact Velocity		22.60 - 23.40 Ft/s	22.64
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	23.40
	20 ms	17.60 - 22.60 G's	19.95
	30 ms	12.50 - 18.50 G's	14.30
Max Pendulum G's Above 30 ms		29 G's Max	14.30
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	39.25
D Plane Rotation	Max	64 - 78 Deg	71.84
	Time	57 - 64 ms	63.62
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	75.13
	Time	47 - 58 ms	53.00
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	122.62
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	99.88

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
NECK EXTENSION TEST

Dummy Serial Number                    245  
 Sequential Test Number                1  
 Date    1-11-2001    6 Axis Neck Transducer  
 Workfile                                      245101.nex

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.0
Relative Humidity		10% - 70%	30.0
Impact Velocity		19.50 - 20.30 Ft/s	19.72
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.88
	20 ms	14.00 - 19.00 G's	17.38
	30 ms	11.00 - 16.00 G's	14.44
Max Pendulum G's Above 30 ms		22 G's Max	14.44
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	39.38
D Plane Rotation	Max	81 - 106 Deg	101.42
	Time	72 - 82 ms	75.12
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-53.00
	Time	65 - 79 ms	70.00
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	151.38
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	140.75

Remarks:

Laboratory Technician:     B. Swiecicki

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number 245  
Sequential Test Number 1  
Date 1-12-2001  
Workfile 245101.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	71.0
Relative Humidity	10% - 70%	31.0
Pendulum Velocity	21.6 - 22.4 Ft/s	21.6
Maximum Deflection	2.50 - 2.86 in	2.50
Maximum Resistive Force	1160 - 1325 Lbs	1198.74
Internal Hysteresis	69 - 85 %	72.28

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E  
KNEE IMPACT TEST

Dummy Serial Number            245  
 Sequential Test Number        1  
 Date                                    1-12-2001  
 Workfile                            245101.lf / 245101.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
<b>LEFT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1278.23
<b>RIGHT KNEE</b>		
Temperature	66 - 78 Deg F	71.0
Relative Humidity	10% - 70%	32.0
Probe Velocity	6.8 - 7.0 Ft/s	7.0
Peak Knee Impact Force	1060 - 1300 Lbs	1204.86

Remarks:

Laboratory Technician:           B. Swiecicki

PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number            245  
 Sequential Test Number         1  
 Date                                    1-12-2001

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			31
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.0
Waist Circumference	Z	32.9 - 34.1 in	33.7
Chest Depth	O	8.4 - 9.0 in	8.4
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.9
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.4
Buttock Popliteal Length	N	17.8 - 18.8 in	18.3
Popliteal Height	L	16.9 - 17.9 in	17.5
Knee Pivot Height	M	19.1 - 19.7 in	19.2
Foot Length	P	9.9 - 10.5 in	10.2
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.2
Elbow Rest Height	J	7.5 - 8.3 in	8.0
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.3
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician:           B. Swiecicki

**APPENDIX D**

**DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION**

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

( 6 Month Calibration Minimum )

DRIVER DUMMY (S/N 150)	Manufacturer	Serial #	Calibration		
			Last	Next	
Head	X	ENDEVCO	AC-P16832	20-Sep-00	20-Mar-01
	Y	ENDEVCO	AC-P16591	20-Sep-00	20-Mar-01
	Z	ENDEVCO	AC-P17154	21-Sep-00	21-Mar-01
Head	X (R)	ENDEVCO	AC-P17141	20-Sep-00	20-Mar-01
	Y (R)	ENDEVCO	AC-P17242	20-Sep-00	20-Mar-01
	Z (R)	ENDEVCO	AC-P17265	20-Sep-00	20-Mar-01
Neck Load Cell	X	DENTON	LC-269Fx	16-Nov-00	16-May-01
	Y	DENTON	LC-269Fy	16-Nov-00	16-May-01
	Z	DENTON	LC-269Fz	16-Nov-00	16-May-01
Neck Moment	X	DENTON	LC-269Mx	16-Nov-00	16-May-01
	Y	DENTON	LC-269My	16-Nov-00	16-May-01
	Z	DENTON	LC-269Mz	16-Nov-00	16-May-01
Chest	X	ENDEVCO	AC-P17235	15-Sep-00	15-Mar-01
	Y	ENDEVCO	AC-P14393	20-Sep-00	20-Mar-01
	Z	ENDEVCO	AC-P17285	20-Sep-00	20-Mar-01
Chest	X (R)	ENDEVCO	AC-P16863	13-Sep-00	13-Mar-01
	Y (R)	ENDEVCO	AC-P17248	20-Sep-00	20-Mar-01
	Z (R)	ENDEVCO	AC-P17283	20-Sep-00	20-Mar-01
Chest Deflection Gauge	SERVO	DS-150	16-Nov-00	16-May-01	
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-J30041	04-Aug-00	04-Feb-01
	Y	ENDEVCO	AC-P13355	16-Nov-00	16-May-01
	Z	ENDEVCO	AC-P13329	16-Nov-00	16-May-01

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

( 6 Month Calibration Minimum )

DRIVER DUMMY (S/N 150)	Manufacturer	Serial #	Calibration		
			Last	Next	
Left Femur Load Cell	GSE	LC-418	20-Nov-00	20-May-01	
Right Femur Load Cell	GSE	LC-420	20-Nov-00	20-May-01	
Left Upper Tibia	Mx	DENTON	LC-045Mx	04-Nov-00	04-May-01
	My	DENTON	LC-045My	04-Nov-00	04-May-01
Left Lower Tibia	Fz	DENTON	LC-125Fz	04-Nov-00	04-May-01
	Mx	DENTON	LC-125Mx	04-Nov-00	04-May-01
	My	DENTON	LC-125My	04-Nov-00	04-May-01
Right Upper Tibia	Mx	DENTON	LC-038Mx	09-Nov-00	09-May-01
	My	DENTON	LC-038My	09-Nov-00	09-May-01
Right Lower Tibia	Fz	DENTON	LC-124Fz	09-Nov-00	09-May-01
	Mx	DENTON	LC-124Mx	09-Nov-00	09-May-01
	My	DENTON	LC-124My	09-Nov-00	09-May-01
Left Foot Rear	X	ENDEVCO	AC-P16951	02-Oct-00	02-Apr-01
	Z	ENDEVCO	AC-P17152	02-Oct-00	02-Apr-01
Left Foot Front	Z	ENDEVCO	AC-P16975	02-Oct-00	02-Apr-01
Right Foot Rear	X	ENDEVCO	AC-J31042	07-Nov-00	07-May-01
	Z	ENDEVCO	AC-J32176	07-Nov-00	07-May-01
Right Foot Front	Z	ENDEVCO	AC-J31009	08-Nov-00	08-May-01
Lap Belt Load Cells	LEBOW	LC-706	01-Dec-00	01-Jun-01	
Shoulder Belt Load Cells	LEBOW	LC-707	01-Dec-00	01-Jun-01	
Spool-Out Potentiometer	MAGNETEK	DS-M6	27-Jul-00	27-Jan-01	
Belt Stretch Transducer	CAL	DS-E3	07-Aug-00	07-Aug-01	

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 245)	Manufacturer	Serial #	Calibration		
			Last	Next	
Head	X	ENDEVCO	AC-J32184	04-Dec-00	04-Jun-01
	Y	ENDEVCO	AC-J32185	04-Dec-00	04-Jun-01
	Z	ENDEVCO	AC-J31011	04-Dec-00	04-Jun-01
Head	X (R)	ENDEVCO	AC-J31020	04-Dec-00	04-Jun-01
	Y (R)	ENDEVCO	AC-J31101	04-Dec-00	04-Jun-01
	Z (R)	ENDEVCO	AC-J31059	04-Dec-00	04-Jun-01
Neck Load Cell	X	DENTON	LC-076Fx	28-Aug-00	28-Aug-01
	Y	DENTON	LC-076Fy	28-Aug-00	28-Aug-01
	Z	DENTON	LC-076Fz	28-Aug-00	28-Aug-01
Neck Moment	X	DENTON	LC-076Mx	28-Aug-00	28-Aug-01
	Y	DENTON	LC-076My	28-Aug-00	28-Aug-01
	Z	DENTON	LC-076Mz	28-Aug-00	28-Aug-01
Chest	X	ENDEVCO	AC-J34019	04-Dec-00	04-Jun-01
	Y	ENDEVCO	AC-J33018	04-Dec-00	04-Jun-01
	Z	ENDEVCO	AC-J32783	04-Dec-00	04-Jun-01
Chest	X (R)	ENDEVCO	AC-J31066	04-Dec-00	04-Jun-01
	Y (R)	ENDEVCO	AC-P16979	15-Sep-00	15-Mar-01
	Z (R)	ENDEVCO	AC-J31022	04-Dec-00	04-Jun-01
Chest Deflection Gauge	SERVO	DS-245	05-Dec-00	05-Jun-01	
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-J31034	03-Dec-00	03-Jun-01
	Y	ENDEVCO	AC-P17258	15-Sep-00	15-Mar-01
	Z	ENDEVCO	AC-J31010	03-Dec-00	03-Jun-01

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

( 6 Month Calibration Minimum )

PASSENGER DUMMY (S/N 245)	Manufacturer	Serial #	Calibration		
			Last	Next	
Left Femur Load Cell	GSE	LC-551	20-Nov-00	20-May-01	
Right Femur Load Cell	GSE	LC-951	20-Nov-00	20-May-01	
Left Upper Tibia	Mx	DENTON	LC-016Mx	09-Nov-00	09-May-01
	My	DENTON	LC-016My	09-Nov-00	09-May-01
Left Lower Tibia	Fz	DENTON	LC-123Fz	09-Nov-00	09-May-01
	Mx	DENTON	LC-123Mx	09-Nov-00	09-May-01
	My	DENTON	LC-123My	09-Nov-00	09-May-01
Right Upper Tibia	Mx	DENTON	LC-023Mx	09-Nov-00	09-May-01
	My	DENTON	LC-023My	09-Nov-00	09-May-01
Right Lower Tibia	Fz	DENTON	LC-111Fz	09-Nov-00	09-May-01
	Mx	DENTON	LC-111Mx	09-Nov-00	09-May-01
	My	DENTON	LC-111My	09-Nov-00	09-May-01
Left Foot Rear	X	ENDEVCO	AC-APA30	26-Jul-00	26-Jan-01
	Z	ENDEVCO	AC-J31026	21-Sep-00	21-Mar-01
Left Foot Front	Z	ENDEVCO	AC-J32831	26-Jul-00	26-Jan-01
Right Foot Rear	X	ENDEVCO	AC-J32832	24-Jul-00	24-Jan-01
	Z	ENDEVCO	AC-J33376	26-Jul-00	26-Jan-01
Right Foot Front	Z	ENDEVCO	AC-J18400	28-Sep-00	28-Mar-01
Lap Belt Load Cells	LEBOW	LC-711	01-Dec-00	01-Jun-01	
Shoulder Belt Load Cells	LEBOW	LC-712	01-Dec-00	01-Jun-01	
Spool-Out Potentiometer	PATRIOT	DS-M98	17-Nov-00	17-May-01	
Belt Stretch Transducer	CAL	DS-E6	08-Aug-00	08-Aug-01	

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS

( 6 Month Calibration Minimum )

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember	ICS	AC-Y05	25-Aug-00	25-Feb-01
Right Rear Seat Crossmember	ICS	AC-D84	14-Aug-00	14-Aug-01
Top of Engine	ENDEVCO	AC-APBB6	10-Dec-00	10-Jun-01
Bottom of Engine	ENDEVCO	AC-BA80	28-Sep-00	28-Mar-01
Right Disc Brake Caliper	ENTRAN	AC-D03	31-Aug-00	31-Aug-01
Instrument Panel	ENDEVCO	AC-A14124	07-Aug-00	07-Aug-01
Left Disc Brake Caliper	ENDEVCO	AC-AA35	10-Dec-00	10-Jun-01
Left Seat Rear Crossmember (R)	ICS	AC-D88	14-Aug-00	14-Aug-01
Right Seat Rear Crossmember (R)	ICS	AC-D30	11-Aug-00	11-Aug-01