

REPORT NUMBER: CAL-01-19

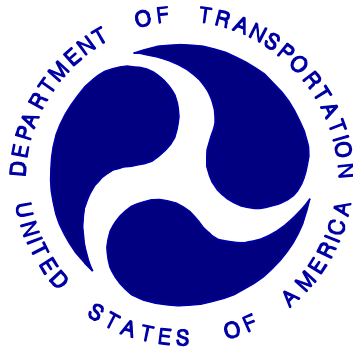
**NEW CAR ASSESSMENT PROGRAM (NCAP)
FRONTAL BARRIER IMPACT TEST**

**DAIMLERCHRYSLER CORPORATION
2001 CHRYSLER SEBRING
2-DOOR CONVERTIBLE**

NHTSA NUMBER: M10315

VERIDIAN TEST NUMBER: 8602-19

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



January 30, 2001

FINAL REPORT

PREPARED FOR:

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Safety Performance Standards
Office of Crashworthiness Standards
Mail Code: NPS-10
400 Seventh Street, SW, Room No. 5313
Washington, DC 20590

This publication is distributed by the U. S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

Prepared by: _____

Lawrence Q. Valvo, Project Engineer

Approved by: _____

David J. Travale, Program Manager
Transportation Science Center

Approval Date: _____

FINAL REPORT ACCEPTANCE BY OCS:

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

Date of Report Acceptance

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

Date of Report Acceptance

TECHNICAL REPORT STANDARD TITLE PAGE

1. <i>Report No.</i> CAL-01-19		2. <i>Government Accession No.</i>		3. <i>Recipient's Catalog No.</i>	
4. <i>Title and Subtitle</i> Final Report of NEW CAR ASSESSMENT PROGRAM (NCAP) Testing of a 2001 Chrysler Sebring 2-Door Convertible NHTSA No. M10315				5. <i>Report Date</i> January 30, 2001	
				6. <i>Performing Organization Code</i> CAL	
7. <i>Author(s)</i> David J. Travale, Program Manager Lawrence Q. Valvo, Project Engineer				8. <i>Performing Organization Report No.</i> 8602-19	
9. <i>Performing Organization Name and Address</i> Veridian Engineering 4455 Genesee Street Buffalo, New York 14225				10. <i>Work Unit No.</i>	
				11. <i>Contract or Grant No.</i> DTNH22-96-D-02010	
12. <i>Sponsoring Agency Name and Address</i> U.S. Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards Mail Code: NPS-10 400 Seventh , SW, Room 5313 Washington, D.C. 20590				13. <i>Type of Report and Period Covered</i> Final Report January 2001 - February 2001	
				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 Chrysler Sebring 2-Door Convertible was performed at Veridian Engineering crash test facility in Buffalo, New York, on January 30, 2001. The impact velocity was 56.33 kph and the temperature at the barrier face was 21.1 °C. The maximum post-test vehicle crush was 554 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" the driver appeared to exceed the chest requirements and comply with the head and femur requirements. The passenger appeared to comply with head, chest, and femur requirements.					
ATD Position	HIC	Clip (g's)	Chest Disp (mm)	Left Femur (N)	Right Femur (N)
Driver (061)	690.6	61.3	36.4	7761.8	8109.0
Passenger (064)	723.3	56.3	35.9	4189.8	3637.2
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	
19. <i>Security Classif. (of this report)</i> UNCLASSIFIED		20. <i>Security Classif. (of this page)</i> UNCLASSIFIED		21. <i>No. of Pages</i> 274	22. <i>Price</i>

Form DOT F1700.7 (8-69)

TABLE OF CONTENTS

<u>Section</u>		<u>Page No.</u>
1	PURPOSE AND SUMMARY OF NCAP TEST	1-1
2	OCCUPANT AND VEHICLE INFORMATION	2-1
<u>Data Sheet</u>	<u>Description</u>	
1.	CRASH TEST SUMMARY	2-1
2.	GENERAL TEST AND VEHICLE PARAMETER DATA	2-2
3.	POST IMPACT DATA	2-4
4.	TEST VEHICLE INFORMATION	2-5
5.	DUMMY POSITIONING IN VEHICLE	2-7
6.	SEAT BELT POSITIONING DATA	2-9
7.	VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY	2-10
8.	DUMMY INJURY CRITERIA VALUES	2-12
9.	SEAT BELT PERFORMANCE DATA	2-16
10.	SUMMARY OF FMVSS 212 DATA	2-17
11.	WINDSHIELD ZONE INTRUSION FMVSS 219 DATA	2-18
12.	FMVSS 301 FUEL SYSTEM INTEGRITY DATA	2-19
13.	FMVSS 310 ROLLOVER DATA	2-20
14.	VEHICLE MEASUREMENTS	2-24
15.	CAMERA DATA	2-31
16.	REFERENCE PHOTO TARGETS	2-33
17.	LOAD CELL LOCATIONS ON FIXED BARRIER	2-34
18.	POST TEST AIR BAG DATA	2-35
19.	ACCIDENT INVESTIGATION DIVISION DATA	2-36
APPENDIX A	PHOTOGRAPHS	A-1
APPENDIX B	VEHICLE, LOAD CELL BARRIER AND DUMMY RESPONSE DATA	B-1
APPENDIX C	PART 572 B/E DUMMY CONFIGURATION AND PERFORMANCE VERIFICATION TESTS	C-1
APPENDIX D	DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION	D-1

SECTION 1

PURPOSE AND SUMMARY OF TEST M10315

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 Chrysler Sebring 2-Door Convertible at a velocity of 56.33 kph. The test was performed at Veridian Engineering on January 30, 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. 061) and the right-front passenger (position 2) ATD (Serial No. 064) were calibrated previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C.

The 127 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 690.6. The maximum chest deceleration over 3 milliseconds was 61.3 g's and maximum chest deflection was 36.4 mm. Compressive femur loads were 7761.8 Newtons on the left and 8109.0 Newtons on the right.

The right front passenger's HIC was 723.3. Maximum chest deceleration over 3 milliseconds was 56.3 g's and maximum chest deflection was 35.9 mm. Compressive femur loads were 4189.8 Newtons on the left and 3637.2 Newtons on the right.

SECTION 2

GENERAL TEST AND VEHICLE PARAMETER DATA

DATA SHEET NO. 1 CRASH TEST SUMMARY

Vehicle NHTSA No. : M10315 Test Mode : 56.3 kph Frontal Barrier

Test Date : January 30, 2001 Time: 13:35 Temperature : 3.3 °C

Vehicle Make/Model/Body Style : 2001 Chrysler Sebring 2-Door Convertible

Vehicle Test Weight : 1776.0 kg

Vehicle/Barrier Impact Angle : 0 °

Impact Velocity : 56.33 kph

Maximum Static Crush : 554 mm

Vehicle Rebound : 576 mm

DUMMIES:

DRIVER

PASSENGER

Type :

572E

572E

Restraint System :

Airbag, 3-Point Integrated
Active Seat Belt with
Pretensioner, Knee Bolster

Airbag, 3-Point Integrated
Active Seat Belt with
Pretensioner, Knee Bolster

Number of Data Channels : 127

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 Movement :(mm of shift)

The seat moved 15 mm forward
during the impact

The seat moved 5 mm forward
during the impact

Seat Back Movement :

None

None

VISIBLE DUMMY CONTACT POINTS :

DRIVER

PASSENGER

Head :

Face to upper center of airbag;
Back of head to inboard half of
head restraint

Face to right half of airbag;
Back of head to inboard half of
head restraint

Abdomen :

None

None

Chest:

Airbag

Airbag

Knees:

Left knee to bolster left of
steering column; Right knee to
bolster right of steering column

Left knee to left edge of glove
compartment door; Right knee
to center of glove comp. door

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 2001 Chrysler Sebring 2-Door Convertible

NHTSA No. : M10315 ; VIN: 1C3EL55U91N565636 ; Color : Silver

Engine Data: 6 cylinders; - CID; 2.7 Liters; - cc

Placement : - Longitudinal or In-Line; X Transverse or Lateral

Transmission Data : X speeds; - Manual; X Automatic; X Overdrive

Final Drive : - Rear Wheel Drive; X 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 : 1/22/01 ; Odometer Reading 116 km

Selling Dealer : McClurg Chrysler, Plymouth, Dodge, Jeep

& Address: 125 North Center Street, Perry, New York

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : DaimlerChrysler Corporation

Date of Manufacture 1-01

GVWR : 1967 kg; GAWR: 1108 kg FRONT; 894 kg REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load : 240 kpa FRONT

240 kpa REAR

Recommended Tire Size : 205/60R16

* Recommended Cold Tire Pressure : 210 kpa FRONT; 210 kpa REAR

Size of Tires on Test Vehicle: 205/60R16 ; Manufacturer: Michelin

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) = 324.0 kg

No. of Occupants x 68 kg = 272.2 kg

Rated Cargo/Luggage Weight (RCLW) = 51.8 kg

*Tire pressure used for test

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

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

Right Front	=	<u>468.0</u>	kg	Right Rear	=	<u>307.5</u>	kg
Left Front	=	<u>492.0</u>	kg	Left Rear	=	<u>312.0</u>	kg
TOTAL FRONT	=	<u>960.0</u>	kg	TOTAL REAR	=	<u>619.5</u>	kg
TOTAL DELIVERED WEIGHT = <u>1579.5</u> kg							
% of Total Front of Vehicle Weight = <u>60.8</u>				% of Total Rear Weight = <u>39.2</u> %			

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT :

Total Delivered Weight (UDW)	=	<u>1579.5</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>51.8</u>	kg
Weight of 2 p.572 Dummies @ 76 each	=	<u>152.0</u>	kg
TARGET TEST WEIGHT	=	<u>1783.3</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 45 KG OF CARGO WEIGHT:

Right Front	=	<u>495.5</u>	kg	Right Rear	=	<u>377.5</u>	kg
Left Front	=	<u>517.5</u>	kg	Left Rear	=	<u>385.5</u>	kg
TOTAL FRONT	=	<u>1013.0</u>	kg	TOTAL REAR	=	<u>763.0</u>	kg
TOTAL TEST WEIGHT = <u>1776.0</u> kg							
% of Total Front Weight = <u>57.0</u> %				% of Total Rear Weight = <u>43.0</u> %			
Weight of Ballast Secured in Vehicle Trunk Area = <u>13.5</u> kg							
Vehicle Components Removed for Weight Reduction:				<u>None</u>			

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED :	RF	<u>705</u>	LF	<u>700</u>	RR	<u>716</u>	LR	<u>714</u>
FULLY LOADED :	RF	<u>696</u>	LF	<u>688</u>	RR	<u>687</u>	LR	<u>685</u>
AS TESTED :	RF	<u>698</u>	LF	<u>692</u>	RR	<u>687</u>	LR	<u>686</u>
Vehicle's Wheel Base : <u>2698</u> mm								
Location of Vehicle's C.G. : <u>1159</u> mm rearward of front wheel center.								

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual	=	<u>60.6</u>	liters
Usable Capacity Figure Furnished by COTR	=	<u>60.6</u>	liters
Test Volume Range (92 to 94% of Usable Capacity)	=	<u>55.8</u>	to <u>57.0</u> liters
ACTUAL TEST VOLUME= <u>55.7</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 Tank: Located on the vehicle underbody forward of the rear wheels; Fuel Lines:</u>			
<u>Routed along the inboard side of the left frame rail; Fuel Filler: Located on the left rear quarter panel.</u>			

DATA SHEET NO. 3 POST IMPACT DATA

TYPE OF TEST:

Type of Test : Frontal Barrier Impact Angle : 0°
Test Date : January 30, 2001 Time: 13:35 Temperature: 3.3 °C
Vehicle NHTSA No. : M10315
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 Left = 4778 ; C/L = 4926 ; Right = 4784
Post-Test Left = 4420 ; C/L = 4372 ; Right = 4374
Crush Left = 358 ; C/L = 554 ; Right = 410
AVERAGE = 441 mm

VEHICLE REBOUND: (From rigid barrier only.)

Distance from front of test vehicle to impact point :

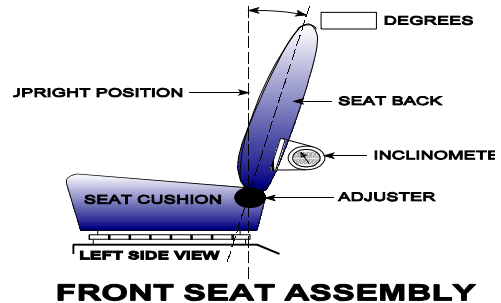
Left = 562 ; C/L = 624 ; Right = 542
AVERAGE = 576 mm

DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2001 Vehicle Model: Chrysler Sebring Body Style : 2-Door Convertible

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: 23 degrees

Measurement instructions: Cut seat back material over frame half way between the top of the seat back and the seat back pivot. With vehicle sill level, adjust seat back so frame is 23 degrees back from vertical.

Seat back angle for passenger's seat: 23 degrees

Measurement instructions: Cut seat back material over frame half way between the top of the seat back and the seat back pivot. With vehicle sill level, adjust seat back so frame is 23 degrees back from vertical.

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: Mid-position (power seat track)

Positioning of the passenger's seat: Mid position (detent 11, where the forward most detent is defined as 0 and rearward most is 22)

3. Fuel Tank Capacity Data

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 60.6 liters

B. "Usable Capacity" of the optional equipment fuel tank is 60.6 liters

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 60.6 liters

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 55.7 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.

Fuel pump operates briefly when ignition is turned on and engine is not running. Fuel pump operates continuously while engine is running.

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

4. STEERING COLUMN ADJUSTMENTS :

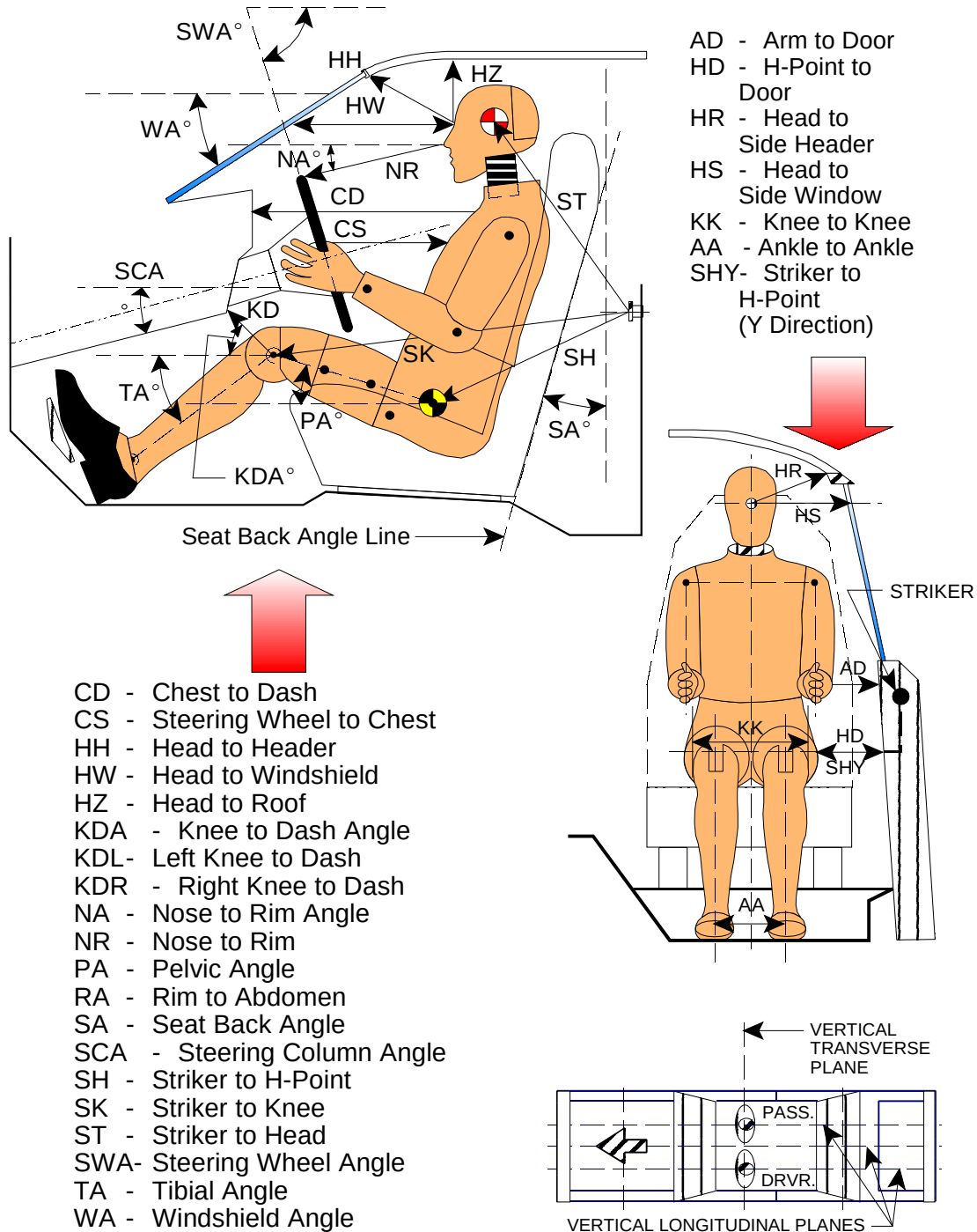
Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine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

Operational Instructions: Infinitely adjustable steering column was placed one-third up from its
lowest position at the request of the vehicle manufacturer's representative and was approved by the NHTSA.

5. SEAT BELT UPPER ANCHORAGE

Nominal design riding position: Fixed

DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



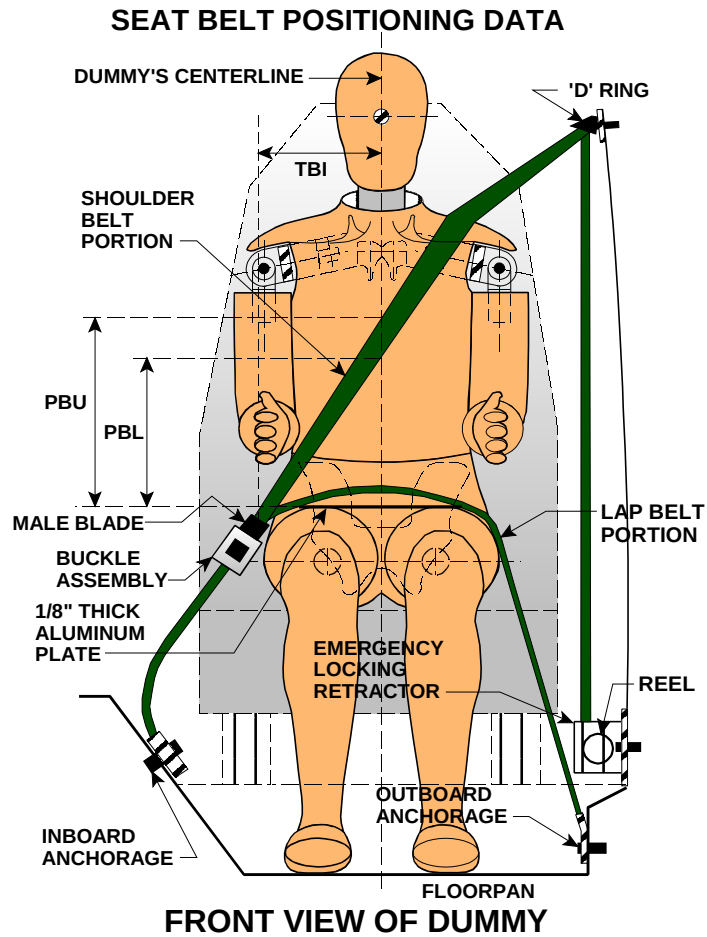
DATA SHEET NO. 5 FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE (cont.)

	DRIVER (Serial #061)			PASS. (Serial # 064)		
WA ^o	20.9 deg.			N/A		
SWA ^o	69.1 deg. †			N/A		
SCA ^o	22.2 deg. †			N/A		
SA ^o	23 deg.			23 deg.		
HZ	190 (to convertible top)			182 (to convertible top)		
HH	399			405		
HW	678			670		
HR	209			214		
NR	382	Angle	8 deg.	N/A		
CD	503			521		
CS	293			N/A		
RA	187			N/A		
KDL	159	Angle (KDA)	30 deg.	152		
KDR	149			165	Angle (KDA)	45 deg.
PA ^o	24.8 deg.			24.6 deg.		
TA ^o	41.7 deg.			35.7 deg.		
KK	290			250		
AA	263			195		
ST	595	Angle	59 deg.	599	Angle	58 deg.
SK	832	Angle	91 deg.	844	Angle	90 deg.
SH	479	Angle	106 deg.	477	Angle	103 deg.
SHY	270			270		
HS	330			327		
HD	220			220		
AD	118			125		

Dimensions in millimeters

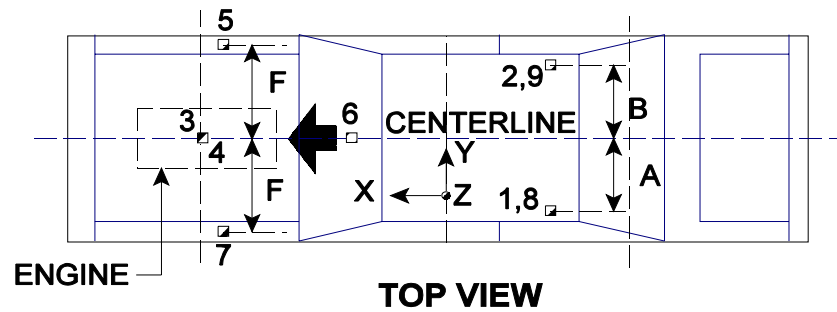
† The steering column was placed one-third up from its lowest position at the request of the vehicle manufacturer's representative and approval of the NHTSA.

DATA SHEET NO. 6 SEAT BELT POSITIONING DATA

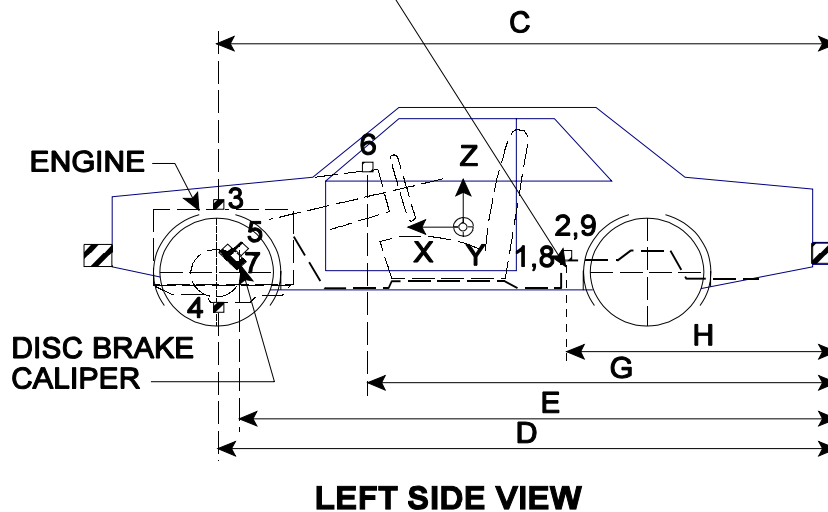


	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	312	310
PBL-- Top surface of alum. plate to belt lower edge	235	230
<u>LAP BELT TENSION</u>	10 N	10 N
<u>SHOULDER BELT TENSION</u>	Retractor	Retractor

VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY



REAR SEAT CUSHION
ASSY. FRONT ATTACHMENT
BRACKET SUPPORT



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

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

DIMENSION	PRE-TEST LENGTH (mm)
A Left Rear Seat Crossmember Y	-240
B Right Rear Seat Crossmember Y	240
C Top of Engine X	4030
D Bottom of Engine X	4006
E Disc Brake Calipers X	3931
F Disc Brake Calipers Y	±590
G Instrument Panel X	3132
H Rear Seat Crossmembers X	2038

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side	3.6	167.0	-35.1	74.3
2	Rear Seat X-Member @ Right Side	3.3	166.8	-35.3	63.5
3	Top of Engine Block	41.5	66.6	-146.8	56.3
4	Bottom of Engine	4.3	85.2	-116.9	52.3
5	Disc Brake Caliper @ Right Side	15.6	82.5	-100.5	62.9
6	Instrument Panel	41.1	81.8	-98.9	74.0
7	Disc Brake Caliper @Left Side	28.0	81.1	-92.8	62.7
8	Rear Seat X-Member @ Left-Redundant	3.7	167.0	-35.2	74.3
9	Rear Seat X-Member @ Right-Redundant	3.2	166.8	-35.1	78.9

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES

Vehicle Year/Make/Model/Body Style: 2001 Chrysler Sebring 2-Door Convertible

NHTSA Test No.: M10315 Test Date: January 30, 2001

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	15.4	221.3	-67.1	95.2	15.7	226.6	-63.3	98.7
Head Y	g	3.4	79.7	-5.6	108.7	9.8	85.8	-14.2	89.2
Head Z	g	23.8	88.8	-23.6	107.3	29.6	84.9	-5.2	146.6
Head Resultant	g	68.8	95.2	-	-	66.5	98.7	-	-
Redundant Head X	g	15.6	220.9	-65.6	95.4	16.4	226.6	-64.7	99.9
Redundant Head Y	g	3.6	79.7	-4.1	109.2	9.1	85.9	-14.8	89.2
Redundant Head Z	g	24.9	88.7	-24.9	107.2	31.1	84.9	-5.1	146.8
Redundant Head Resultant	g	67.6	95.9	-	-	68.4	98.7	-	-
Upper Neck Fx	N	1200.6	96.5	-255.9	168.0	265.7	90.0	-431.4	153.4
Upper Neck Fy	N	167.0	89.5	-75.0	149.7	145.2	251.5	-259.8	125.2
Upper Neck Fz	N	1854.1	87.3	-558.5	122.8	2104.4	89.6	-221.7	146.0
Upper Neck F Resultant	N	2138.0	89.9	-	-	2119.4	89.6	-	-
Upper Neck Mx	N-m	5.9	110.0	-9.0	146.1	9.9	104.5	-15.5	133.4
Upper Neck My	N-m	76.9	90.6	-27.7	250.7	34.2	150.3	-25.8	259.0
Upper Neck Mz	N-m	12.1	125.6	-11.8	177.2	14.8	114.7	-3.0	177.2
Upper Neck M Resultant	N-m	76.9	90.6	-	-	35.8	147.9	-	-
Chest X	g	6.3	189.3	-62.7	100.9	3.9	254.5	-58.0	94.7
Chest Y	g	5.2	117.1	-3.3	100.4	10.2	129.1	-14.7	84.1
Chest Z	g	13.2	88.7	-14.8	116.3	8.0	113.8	-3.0	87.8
Chest Resultant	g	62.8	101.0	-	-	58.4	94.7	-	-
Redundant Chest X	g	6.3	177.1	-62.5	101.3	3.9	179.6	-58.2	94.7
Redundant Chest Y	g	4.7	116.8	-3.4	100.1	10.1	129.5	-14.5	83.9
Redundant Chest Z	g	12.3	88.4	-15.3	116.4	8.4	113.6	-2.7	87.7
Redundant Chest Resultant	g	62.6	101.3	-	-	58.6	94.7	-	-
Chest Displacement	mm	0.0	28.9	-36.4	94.5	0.0	16.3	-35.9	112.2

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

Vehicle Year/Make/Model/Body Style: 2001 Chrysler Sebring 2-Door Convertible

NHTSA Test No.: M10315 Test Date: January 30, 2001

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	2.7	224.7	-92.2	82.1	4.8	155.8	-69.2	80.9
Pelvic Y	g	7.0	111.9	-17.7	82.3	9.5	80.9	-11.0	93.4
Pelvic Z	g	3.6	185.9	-28.9	108.1	2.7	248.5	-24.6	94.8
Pelvic Resultant	g	93.8	82.1	-	-	70.1	80.9	-	-
Left Femur	N	156.2	51.1	-7761.8	85.6	282.8	121.3	-4189.8	81.1
Right Femur	N	856.2	75.8	-8109.0	83.0	501.2	72.9	-3637.2	81.6
Left Upper Tibia Mx	N-m	41.1	81.1	-42.8	72.5	14.3	96.5	-41.5	113.6
Left Upper Tibia My	N-m	22.3	191.8	-162.8	73.4	38.1	88.0	-141.6	68.0
Left Lower Tibia Fz	N	69.7	192.8	-4566.9	73.0	478.0	91.7	-4002.7	68.3
Left Lower Tibia Mx	N-m	23.0	69.3	-104.7	82.8	11.6	68.1	-15.4	86.8
Left Lower Tibia My	N-m	61.4	96.3	-28.8	61.7	80.3	89.4	-35.1	67.6
Right Upper Tibia Mx	N-m	43.4	72.1	-19.4	70.9	17.4	93.7	-17.7	80.5
Right Upper Tibia My	N-m	17.7	143.4	-188.2	71.4	16.8	161.2	-96.7	66.7
Right Lower Tibia Fz	N	†	-	-4999.9	71.0	79.7	162.5	-3219.7	65.6
Right Lower Tibia Mx	N-m	85.1	71.3	-8.3	69.3	42.2	105.1	-11.2	77.4
Right Lower Tibia My	N-m	199.9	91.8	-66.1	70.0	71.3	104.5	-37.8	79.0
Left Foot Aft Ax	g	22.1	81.8	-129.6	68.7	24.8	107.3	-128.8	69.2
Left Foot Aft Az	g	24.7	85.9	-97.3	72.0	21.2	90.8	-64.8	75.4
Left Foot Fore Az	g	92.7	85.7	-166.2	71.9	99.6	87.8	-160.1	66.6
Right Foot Aft Ax	g	36.0	81.8	-174.6	71.3	25.4	105.6	-99.9	76.3
Right Foot Aft Az	g	24.6	84.1	-130.4	70.6	28.2	93.9	-82.6	78.2
Right Foot Fore Az	g	72.8	83.7	-220.3	68.8	76.3	88.9	-204.0	78.4
Lap Belt Load	N	6200.4	85.8	-2.7	-50.0	6395.2	88.1	-6.3	185.1
Torso Belt ††	N	-	-	-	-	-	-	-	-

† Data questionable after 102 ms.

†† Transducer not installed to prevent interference with the integrated seat belt system.

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

Vehicle Year/Make/Model/Body Style: 2001 Chrysler Sebring 2-Door Convertible

NHTSA Test No.: M10315 Test Date: January 30, 2001

HEAD INJURY CRITERIA (HIC)				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	690.6	79.2	114.9	51.8
Position #2 - Passenger	723.3	83.8	119.7	52.6

** HIC is as defined in FMVSS 208. The maximum time interval from t₁ to t₂ is 36 milliseconds.

CLIP SUMMARY*				
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #1 - Driver	61.3	99.6	102.6	648.9
Position #2 - Passenger	56.3	92.7	95.7	625.3

* 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 Chrysler Sebring 2-Door Convertible

NHTSA Test No.: M10315 Test Date: January 30, 2001

HEAD INJURY CRITERIA (HIC) REDUNDANT				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	690.6	79.2	114.9	51.8
Position #2 - Passenger	755.2	83.7	119.7	53.5

** HIC is as defined in FMVSS 208. The maximum time interval from t₁ to t₂ is 36 milliseconds.

CLIP SUMMARY* REDUNDANT				
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #1 - Driver	61.0	99.7	102.7	638.5
Position #2 - Passenger	56.8	92.7	95.7	640.5

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

DATA SHEET NO. 9 SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

BELT LENGTH DATA:

	<u>Driver</u>	<u>Passenger</u>
Belt length from trim panel exit to bolt hole anchor point for continuous webbing systems.	<u>1295</u>	<u>1296</u>
Shoulder belt length as measured on Part 572 Dummy.	<u>730</u>	<u>726</u>
Lap belt length as measured on Part 572 Dummy.	<u>565</u>	<u>570</u>

SHOULDER BELT SPOOL-OFF DATA:

As determined by film analysis.	<u>64 mm</u>	<u>71 mm</u>
As determined mechanically.	<u>†</u>	<u>†</u>
As determined electronically.	<u>†</u>	<u>†</u>

BELT STRETCH DATA:

Measured electronically between shoulder belt load cell and the "D" ring.	<u>†</u>	<u>†</u>
Measured mechanically.	<u>14 mm/M</u>	<u>16 mm/M</u>

Dimensions in millimeters

† Seat belts were integrated into the seat backs and contained pretensioning devices. This equipment was not attached to seat belt to prevent potential interference with the system.

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 20 mm molding.

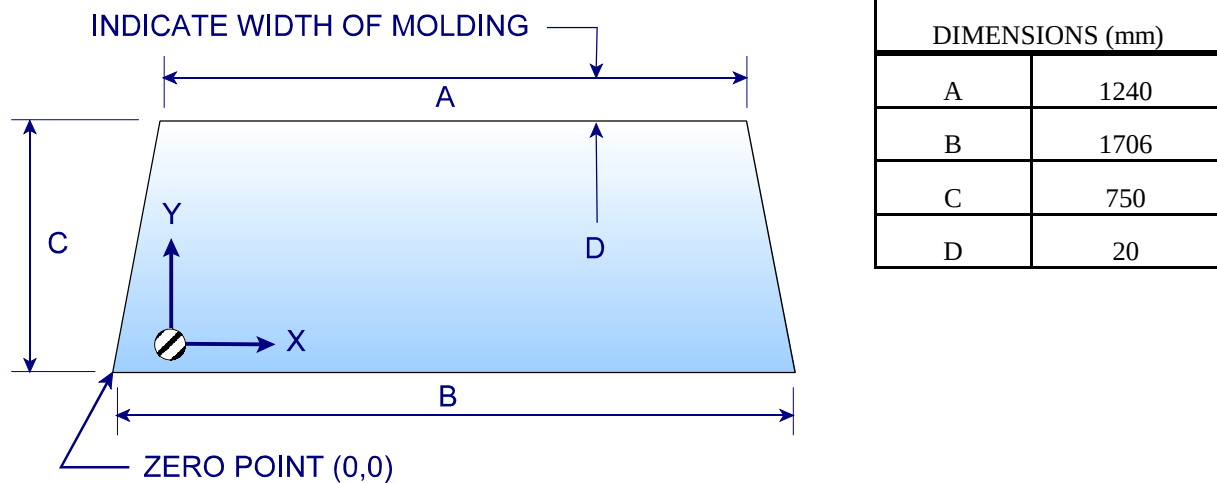
FMVSS 212 REQUIREMENTS:

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	2223	2098	94
LEFT SIDE	2223	2223	100
TOTAL	4446	4321	97

AREA OF RETENTION FAILURE:



FRONT VIEW OF WINDSHIELD

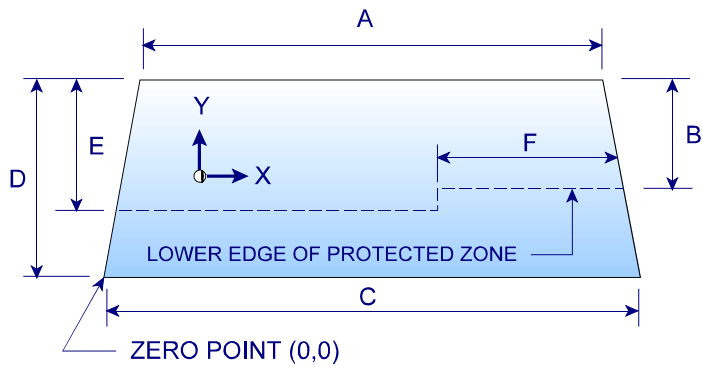
FAILURE DETAILS: The left lower edge of the windshield separated from (335, 0) to (460, 0).

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

PROTECTED ZONE LOWER EDGE REQUIREMENT:

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

FMVSS 219 TEST DATA:



DIMENSIONS (mm)	
A	1240
B	374
C	1706
D	750
E	455
F	488

FRONT VIEW OF WINDSHIELD

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm: None

(Show location of penetration on the above sketch)

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

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

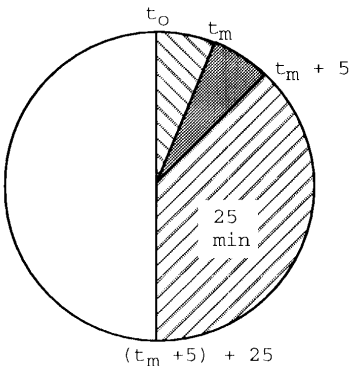
NHTSA TEST No.: M10315 TEST DATE: January 30, 2001
VEHICLE MAKE/MODEL: 2001 Chrysler Sebring

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

=====

TEST VEHICLE IMPACT TYPE: X Frontal (56 kph)
- Oblique (48 kph) with _____ deg. barrier face first contacting _____ (driver/passenger) side
- Rear Moving Barrier (48 kph)
- Lateral Moving Barrier (32 kph)

FUEL SPILLAGE MEASUREMENT:



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

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

SOLVENT SPILLAGE DETAILS:

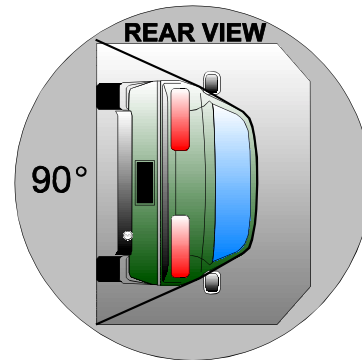
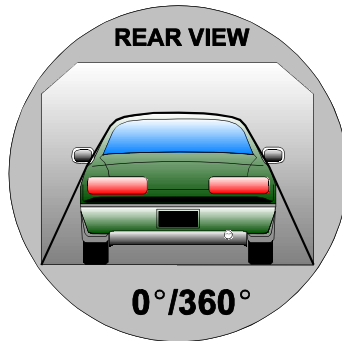
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

Vehicle: 2001 Chrysler Sebring

NHTSA No. M10315

0 - 90 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u>	minutes	<u>13</u>	seconds
(Spec. Range = 1 to 3 minutes)				
FMVSS 301 Position Hold Time +	<u>5</u>	minutes	<u>0</u>	seconds
TOTAL	<u>6</u>	minutes	<u>13</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

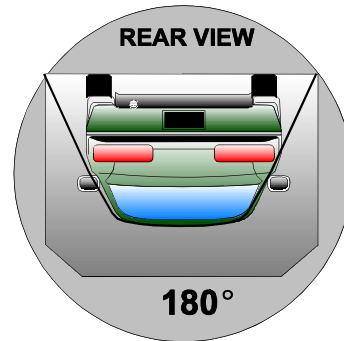
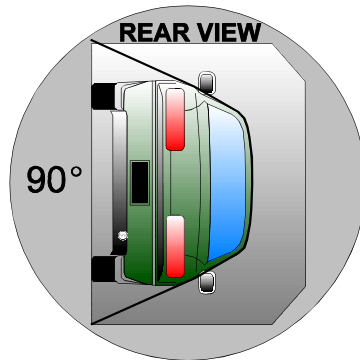
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Chrysler Sebring

NHTSA No. M10315

90 - 180 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

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

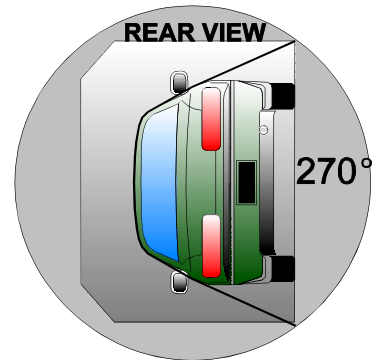
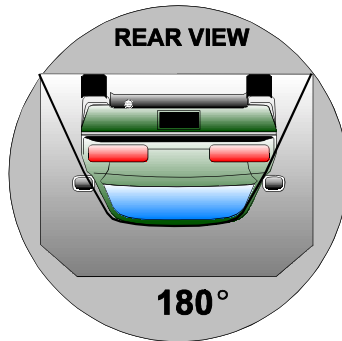
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Chrysler Sebring

NHTSA No. M10315

180 - 270 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

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

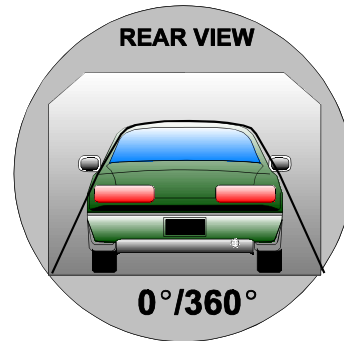
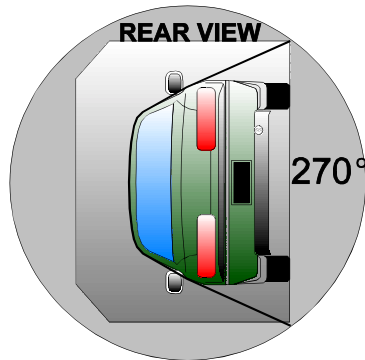
DATA SHEET 13

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (CONTINUED)

Vehicle: 2001 Chrysler Sebring

NHTSA No. M10315

270 - 360 Degrees



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD :

Rollover Fixture 90° Rotation Time	<u>1</u>	minutes	<u>14</u>	seconds
(Spec. Range = 1 to 3 minutes)				
FMVSS 301 Position Hold Time +	<u>5</u>	minutes	<u>0</u>	seconds
TOTAL	<u>6</u>	minutes	<u>14</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:

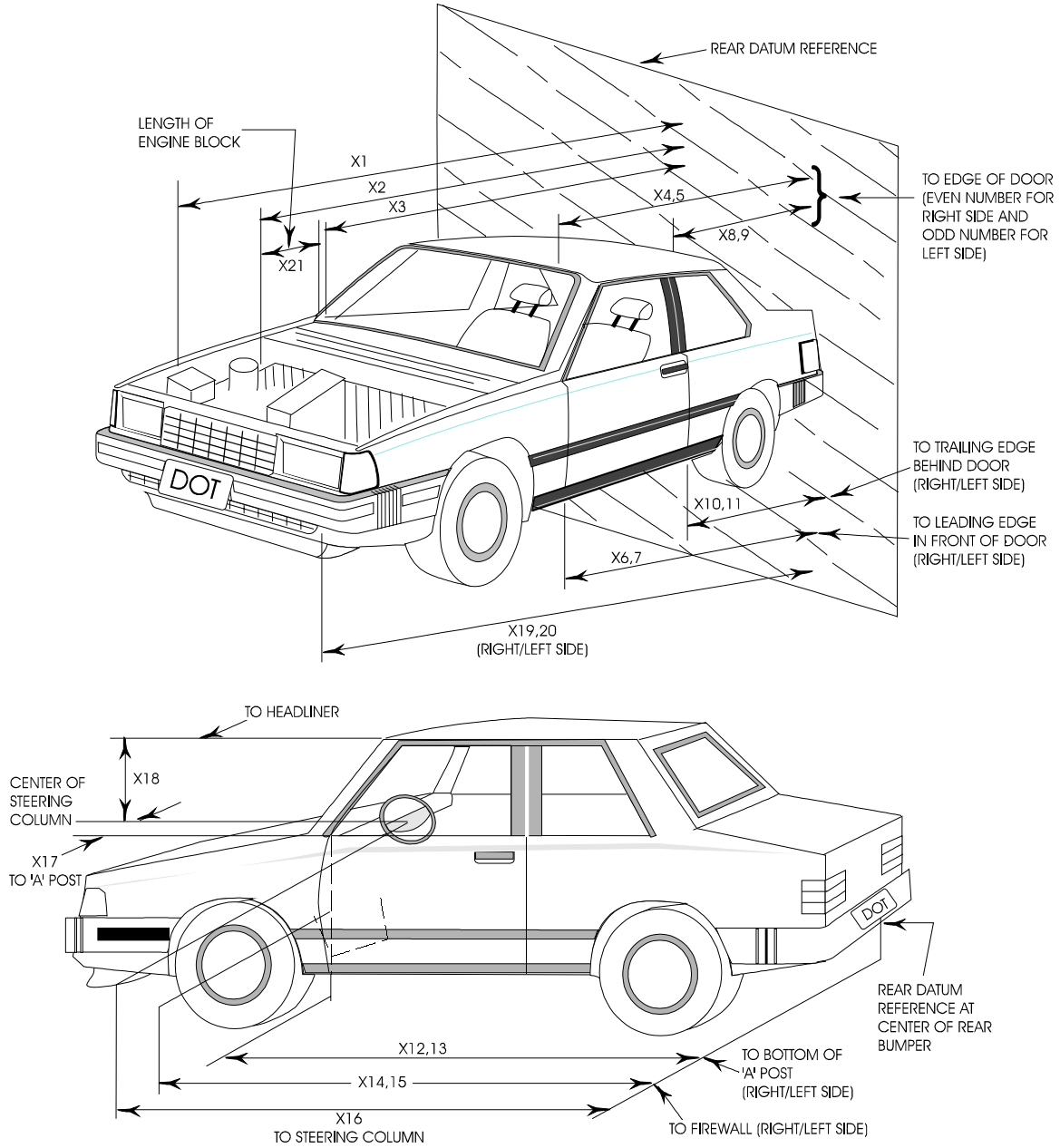
0 g	0 g	0 g	N/A
-----	-----	-----	-----

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

IV. SOLVENT SPILLAGE LOCATION(S) :

None

DATA SHEET NO. 14 TEST VEHICLE MEASUREMENTS

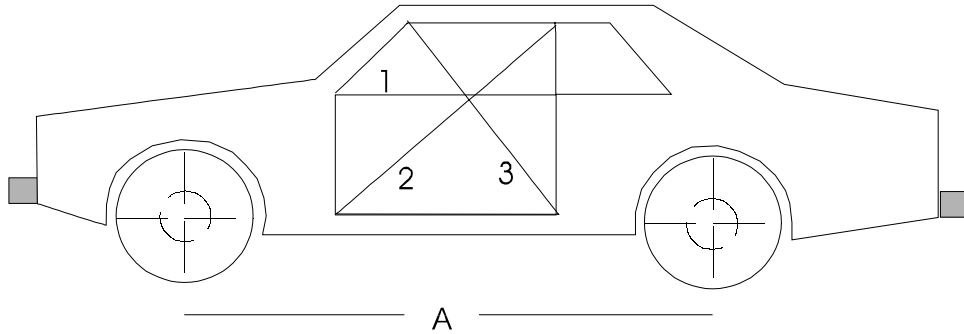


DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

No.		Pre-Test	Post-Test	Difference
X1	Total Length of Vehicle at Centerline	4926	4372	554
X2	Rear Surface of Vehicle to Front of Engine	4463	4181	282
X3	Rear Surface of Vehicle to Firewall	3716	3572	144
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	3395	3384	11
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	3403	3382	21
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	3413	3391	22
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	3407	3390	17
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	2098	2081	17
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	2081	2087	-6
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	2172	2151	21
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	2166	2153	13
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	3512	3498	14
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	3514	3481	33
X14	Rear Surface of Vehicle to Firewall, Right Side	3718	3612	106
X15	Rear Surface of Vehicle to Firewall, Left Side	3688	3621	67
X16	Rear Surface of Vehicle to Steering Column	2910	2903	7
X17	Center of Steering Column to "A" Post	311	318	-7
X18	Center of Steering Column to Headliner	355	295	60
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4784	4374	410
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4778	4420	358
X21	Length of Engine Block	684	684	0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	3108	3066	42
CD	Rear Surface of Vehicle to Center of Dash Panel	3154	3117	37
LD	Rear Surface of Vehicle to Left Side of Dash Panel	3106	3061	45

All Dimensions in mm

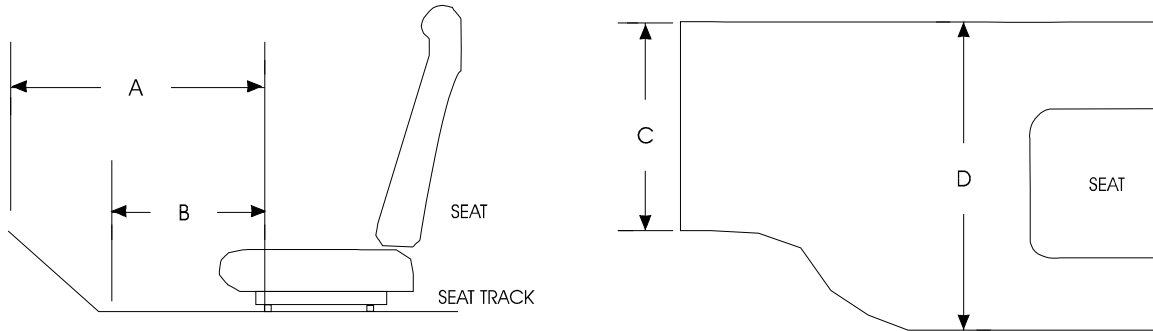
DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
 VEHICLE INTRUSION MEASUREMENTS
 DOOR OPENING WIDTH



UNITS (mm)	LEFT			RIGHT		
MEASUREMENT	1	2	3	1	2	3
BEFORE TEST	1280	1551	1061	1278	1545	1060
AFTER TEST	1254	1563	1016	1258	1574	1031
DIFFERENCE	26	-12	45	20	-29	29

UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	2698	2698
AFTER TEST	2570	2610
DIFFERENCE	128	88

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



DRIVER

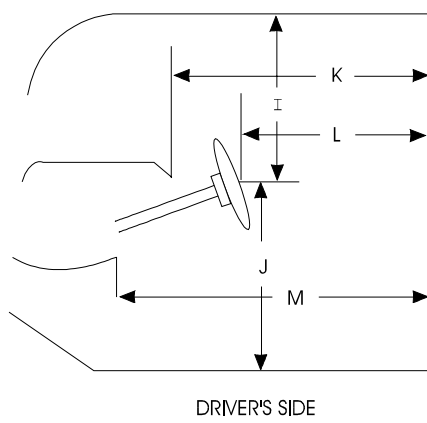
Measurement	Pre-Test	Post-Test	Difference
A	816	687	129
B	577	525	52
C	536	520	16
D	511	533	-22

PASSENGER

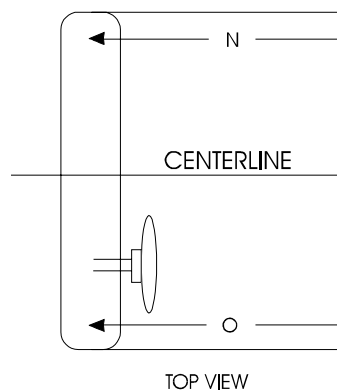
Measurement	Pre-Test	Post-Test	Difference
A	774	636	138
B	546	509	37
C	477	450	27
D	573	556	17

Units = mm

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

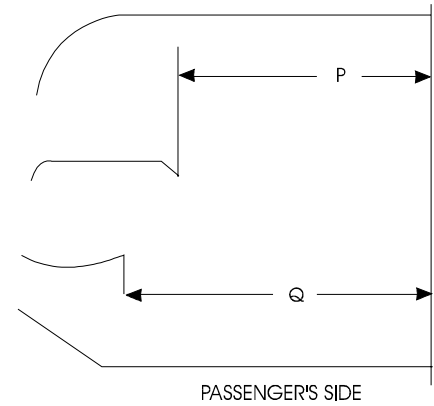


DRIVER'S SIDE



TOP VIEW

MEASUREMENTS
FROM C-PILLAR
BELT ANCHORAGE

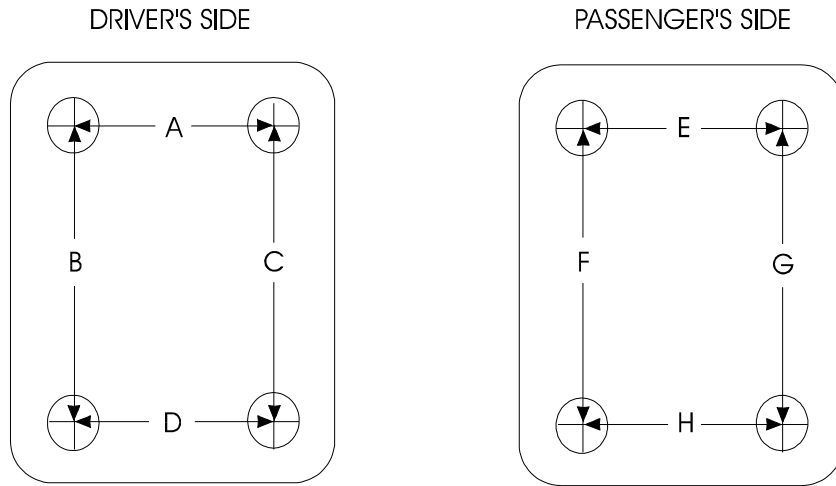


PASSENGER'S SIDE

Measurement	Pre-Test	Post-Test	Difference
I	355	295	60
J	628	729	-101
K	1910	1851	59
L	1701	1673	28
M	1896	1841	55
N	1900	1867	33
O	1897	1831	66
P = K (PASS.)	1912	1891	21
Q = M (PASS.)	1978	1941	37

Units = mm

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

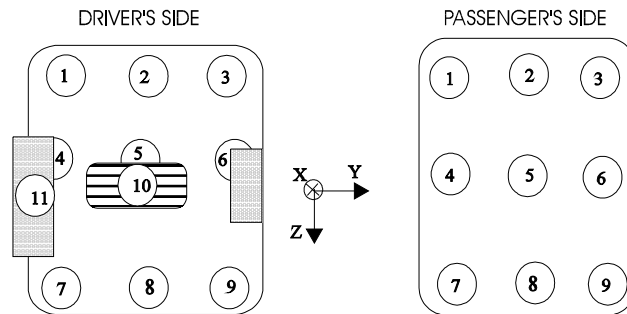


TOP VIEW THROUGH FLOOR PAN

Measurement	Pre-Test	Post-Test	Difference
A	300	300	0
B	550	548	2
C	550	545	5
D	300	300	0
E	300	290	10
F	550	541	9
G	550	550	0
H	300	300	0

Units = mm

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



Driver Side Toe-pan Measurements

Toe-pan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3622	3515	107	-480	-523	-43
2	3658	3525	133	-482	-535	-53
3	3657	3555	102	-477	-496	-19
4	3577	3493	84	-339	-375	-36
5	3587	3464	123	-327	-361	-34
6	3576	3465	111	-324	-370	-46
7	3410	3380	30	-245	-227	18
8	3419	3363	56	-233	-228	5
9	3424	3376	48	-211	-206	5
10	3426	3319	107	-397	-439	-42
11	3452	3397	55	-373	-358	15

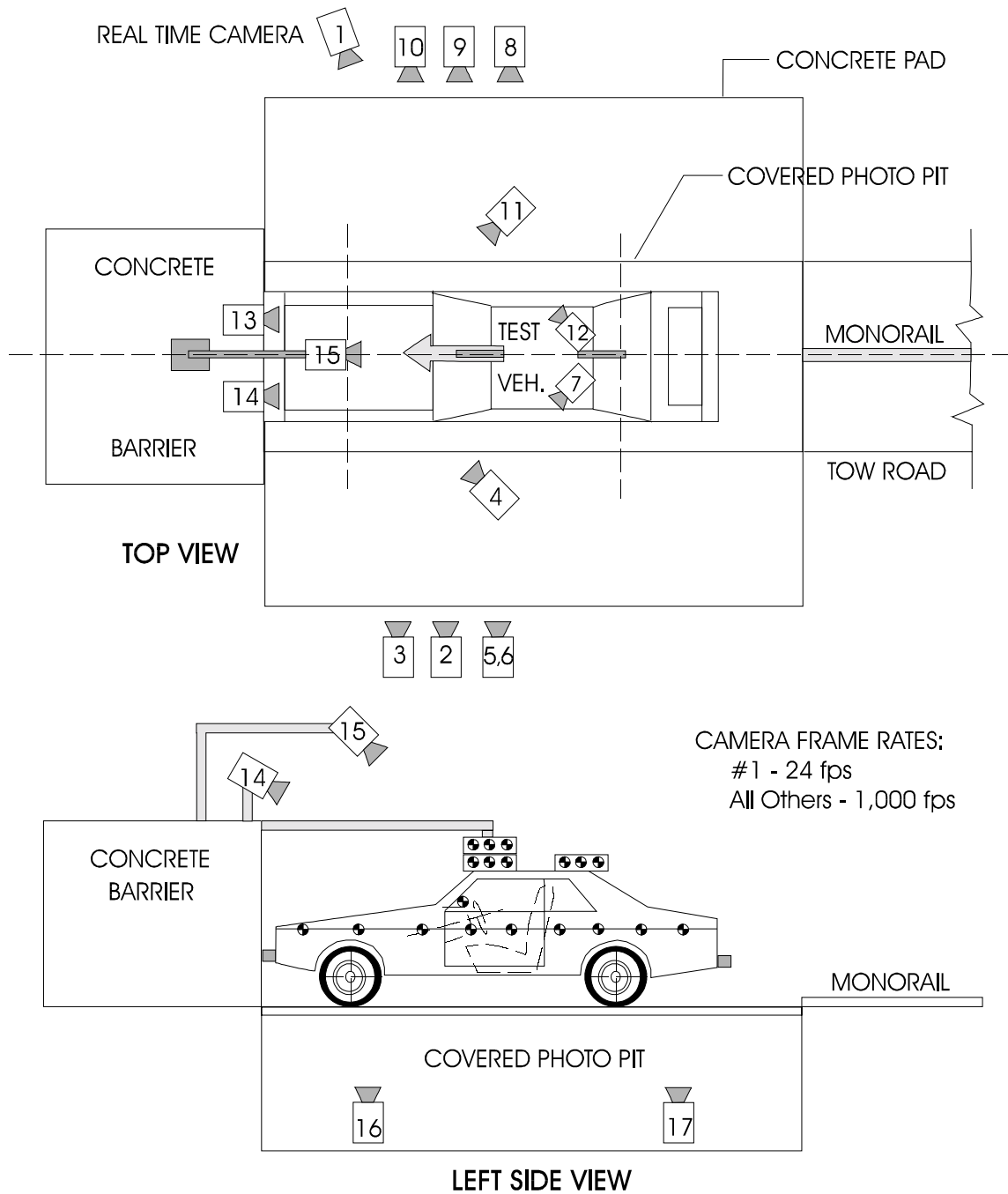
Passenger Side Toe-pan Measurements

Toe-pan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3623	3454	169	-420	-436	-16
2	3624	3475	149	-435	-466	-31
3	3551	3473	78	-445	-465	-20
4	3524	3433	91	-310	-330	-20
5	3533	3430	103	-316	-348	-32
6	3512	3433	79	-349	-357	-8
7	3402	3354	48	-243	-209	34
8	3396	3349	47	-240	-221	19
9	3415	3405	10	-253	-230	23

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

DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

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



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

NHTSA Test No.: M10315 Vehicle: 2001 Chrysler Sebring 2-Door Convertible

CAMERA NO.	VIEW	CAMERA POSITIONS (mm)*			ANGLE (deg)**	FILM PLANE TO HEAD TARGET	LENS (mm)	SPEED (fps)
		X	Y	Z				
1	Real-Time Camera	-	-	-	-	-	-	24
2	Overall Left Side	6921	1695	1065	-3.5	6476	12.5	1005
3	Left Side View	8345	1020	1100	-2.3	7900	25	1020
4	Driver and Interior View	7251	2742	1945	-9.7	-	25	1055
5	Steering Column (Bottom)	7520	1860	1165	-4.0	7075	25	1030
6	Steering Column (Top)	7520	1860	1780	-9.0	7075	25	1020
7	Left Belt	-	-	-	-	-	13	-
8	Overall Right Side	7023	2043	1078	-2.8	6578	12.5	1035
9	Right Side View	8554	1363	1100	-2.7	8109	25	1020
10	Right Passenger View	8360	2023	1412	-3.4	7915	35	1020
11	Passenger and Interior View	7442	3021	1985	-9.0	-	25	1000
12	Right Belt	-	-	-	-	-	13	-
13	Passenger Front View	620	-92	1987	-36.7	-	13	1020
14	Driver Front View	620	-92	1987	-35.9	-	13	1020
15	Windshield View	0	-530	3374	-51.6	-	13	1015
16	Pit View of Engine	0	585	-3048	90	-	13	1005
17	Pit View of Fuel Tank	0	2660	-3048	90	-	13	1050

*X = film plane to monorail centerline

** = referenced to horizontal plane

Y = film plane to impact location

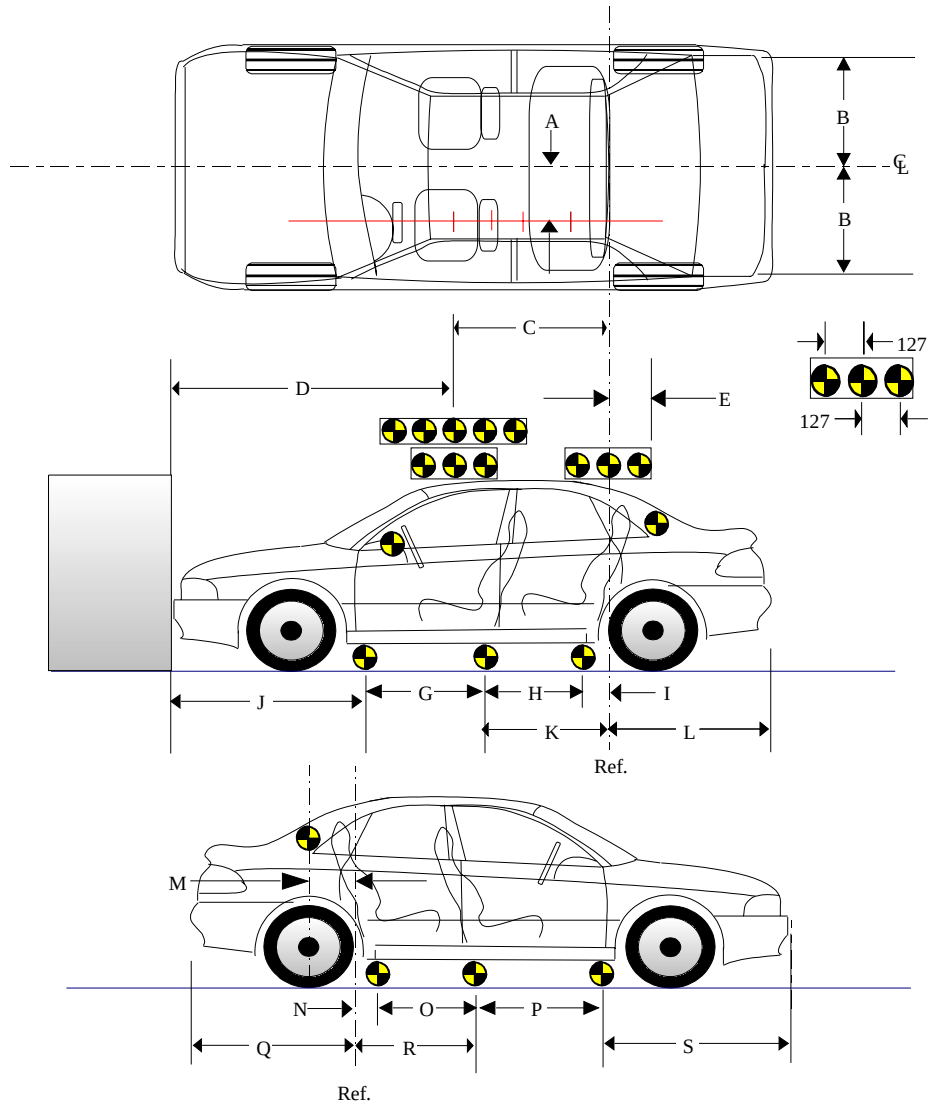
N.T. indicates No Timing

Z = film plane to ground

DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

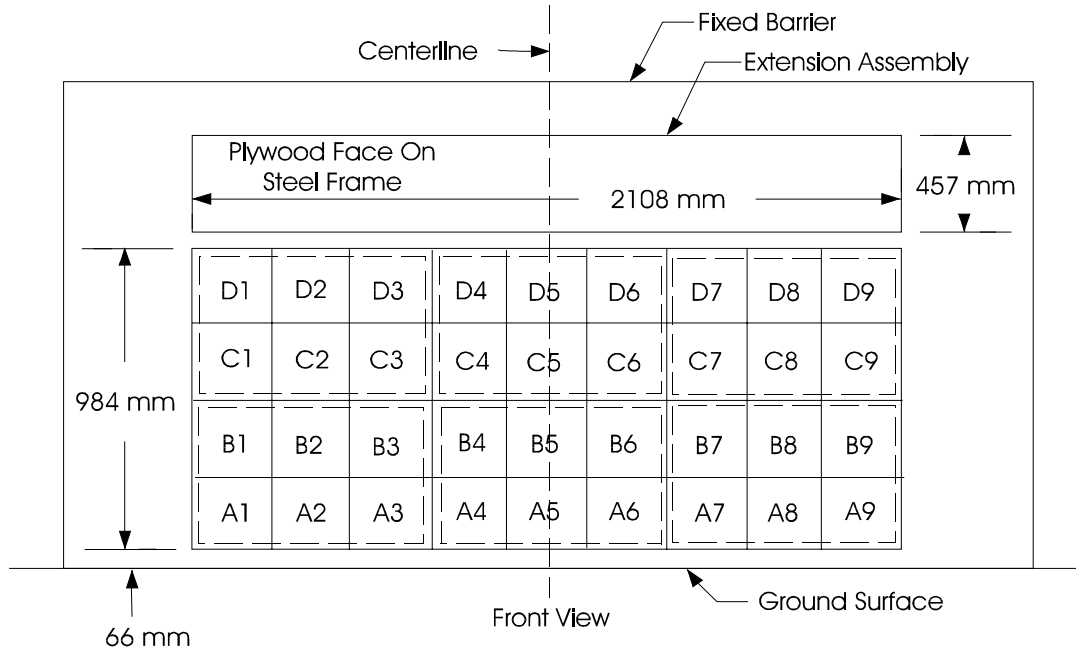
(Dimensions in millimeters)

A	369
B	652
C	1218
D	2134
E	377
F	1530
G	921
H	896
I	126
J	1461
K	1022
L	1522
M	366
N	118
O	906
P	901
Q	1533
R	1024
S	1468



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

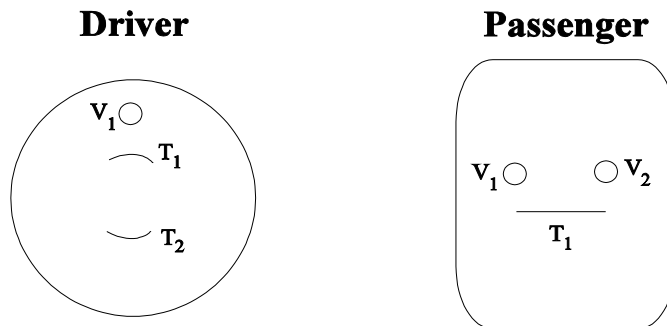
NHTSA No. : M10315; Test Date: January 30, 2001; Technician: Lawrence Q. Valvo

Vehicle Model Year/Make/Model: 2001 Chrysler Sebring

- A. No. of vent holes: 1 -Driver 2 -Passenger
- B. Size of vent holes: (mm²) 962 -Driver 3117 -Passenger
- C. Total vent area: (mm²) 962 -Driver 6234 -Passenger
- D. Deflated air bag length and width dimensions or, if round, diameter. (mm)
- Driver: 600 -Height; 600 -Width; 270 -Depth
- Passenger: 470 -Height; 460 -Width; 340 -Depth
- E. Is the air bag tethered?
- Driver: X -Yes; - -No; If yes, record length of tether- 310
- Passenger: X -Yes; - -No; If yes, record length of tether- 450

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_n = Vent hole_n, T_n = Tether_n).



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

Driver: Air bag: Not Available

Generator: Not Available

Passenger: Air bag: *T1LF342N30263* 30317525 F

Generator: Not Available

DATA SHEET NO. 19 ACCIDENT INVESTIGATION DIVISION DATA
FOR 56.3 KPH FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Chrysler Sebring 2-Door Convertible

NHTSA Test No.: M10315 VIN: 1C3EL55U91N565636

Model Year: 2001 Build Date: 1-01 Test Date: January 30, 2001

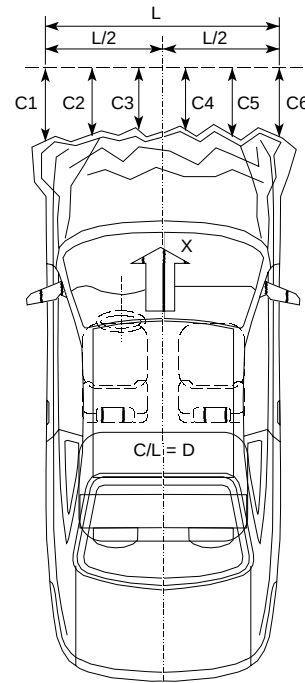
Vehicle Size Category: Compact Test Weight: 1776.0 kg

Vehicle Wheelbase: 2698 mm; Front Overhang: 1023 mm; Overall Width: 1763 mm

Collision Deformation Classification (CDC) Code: 12FDEW3

Crush Depth Dimensions:

	PRE	POST	DIFF	
C1 =	4680	4424	256	mm
C2 =	4838	4393	445	mm
C3 =	4906	4387	519	mm
C4 =	4908	4373	535	mm
C5 =	4842	4370	472	mm
C6 =	4686	4334	352	mm



Midpoint of Damage: D = Vehicle Centerline (Longitudinal)

Length of Damaged Region: L1= 1316 mm
 L2= 658 mm
 L5= 263 mm

APPENDIX A
PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

<u>Figure</u>	<u>Title</u>	<u>Page</u>
A-1	LOAD CELL LOCATIONS.	A-3
A-2	PRE-TEST FRONT VIEW	A-4
A-3	POST-TEST FRONT VIEW.	A-5
A-4	PRE-TEST LEFT SIDE VIEW	A-6
A-5	POST-TEST LEFT SIDE VIEW	A-7
A-6	PRE-TEST RIGHT SIDE VIEW	A-8
A-7	POST-TEST RIGHT SIDE VIEW	A-9
A-8	PRE-TEST RIGHT FRONT THREE-QUARTER VIEW	A-10
A-9	POST-TEST RIGHT FRONT THREE-QUARTER VIEW	A-11
A-10	PRE-TEST LEFT REAR THREE-QUARTER VIEW	A-12
A-11	POST-TEST LEFT REAR THREE-QUARTER VIEW	A-13
A-12	PRE-TEST WINDSHIELD VIEW	A-14
A-13	POST-TEST WINDSHIELD VIEW	A-15
A-14	PRE-TEST ENGINE COMPARTMENT VIEW	A-16
A-15	FUEL CAP VIEW	A-17
A-16	PRE-TEST FRONT UNDERBODY VIEW	A-18
A-17	POST-TEST FRONT UNDERBODY VIEW	A-19
A-18	PRE-TEST FRONT SIDE UNDERBODY VIEW	A-20
A-19	POST-TEST FRONT SIDE UNDERBODY VIEW	A-21
A-20	PRE-TEST REAR UNDERBODY VIEW	A-22
A-21	POST-TEST REAR UNDERBODY VIEW	A-23
A-22	PRE-TEST DRIVER POSITION VIEW	A-24
A-23	POST-TEST DRIVER POSITION VIEW	A-25
A-24	PRE-TEST PASSENGER POSITION VIEW	A-26
A-25	POST-TEST PASSENGER POSITION VIEW	A-27
A-26	PRE-TEST DRIVER AND INTERIOR VIEW	A-28
A-27	POST-TEST DRIVER AND INTERIOR VIEW	A-29
A-28	PRE-TEST PASSENGER AND INTERIOR VIEW	A-30
A-29	POST-TEST PASSENGER AND INTERIOR VIEW	A-31
A-30	PRE-TEST DRIVER HEAD LOCATION	A-32
A-31	POST-TEST DRIVER HEAD LOCATION	A-33
A-32	PRE-TEST PASSENGER HEAD LOCATION	A-34
A-33	POST-TEST PASSENGER HEAD LOCATION	A-35
A-34	PRE-TEST DRIVER FLOOR PAN VIEW	A-36
A-35	POST-TEST DRIVER FLOOR PAN VIEW	A-37
A-36	PRE-TEST PASSENGER FLOOR PAN VIEW	A-38
A-37	POST-TEST PASSENGER FLOOR PAN VIEW	A-39
A-38	ROLLOVER VIEW	A-40
A-39	IMPACT VIEW	A-41



Figure A-1: LOAD CELL LOCATIONS.



Figure A-2: PRE-TEST FRONT VIEW



Figure A-3: POST-TEST FRONT VIEW.



Figure A-4: PRE-TEST LEFT SIDE VIEW

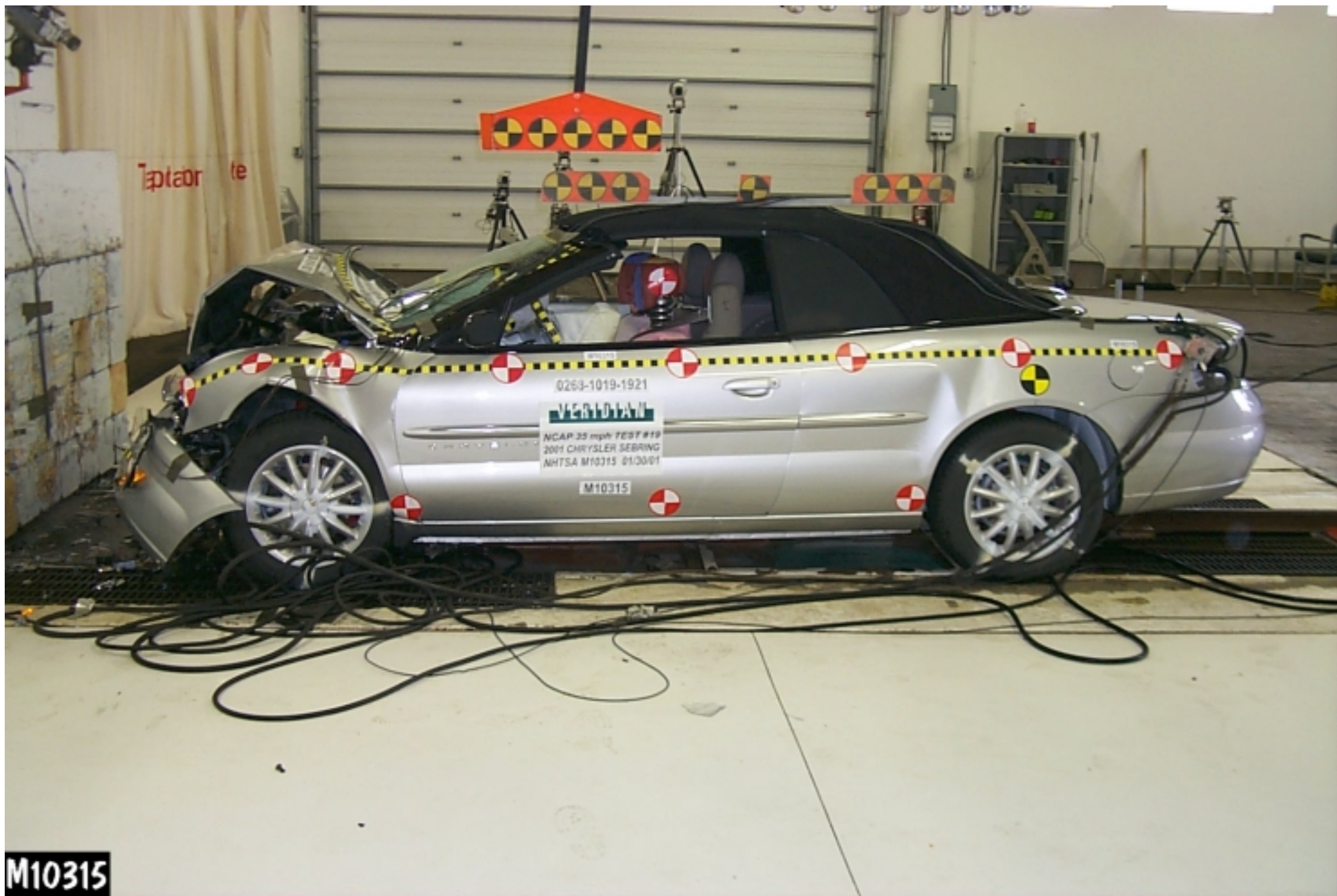


Figure A-5: POST-TEST LEFT SIDE VIEW



Figure A-6: PRE-TEST RIGHT SIDE VIEW



Figure A-7: POST-TEST RIGHT SIDE VIEW



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



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



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



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



Figure A-12: PRE-TEST WINDSHIELD VIEW



Figure A-13: POST-TEST WINDSHIELD VIEW



Figure A-14: PRE-TEST ENGINE COMPARTMENT VIEW



Figure A-15: FUEL CAP VIEW



Figure A-16: PRE-TEST FRONT UNDERBODY VIEW



Figure A-17: POST-TEST FRONT UNDERBODY VIEW



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

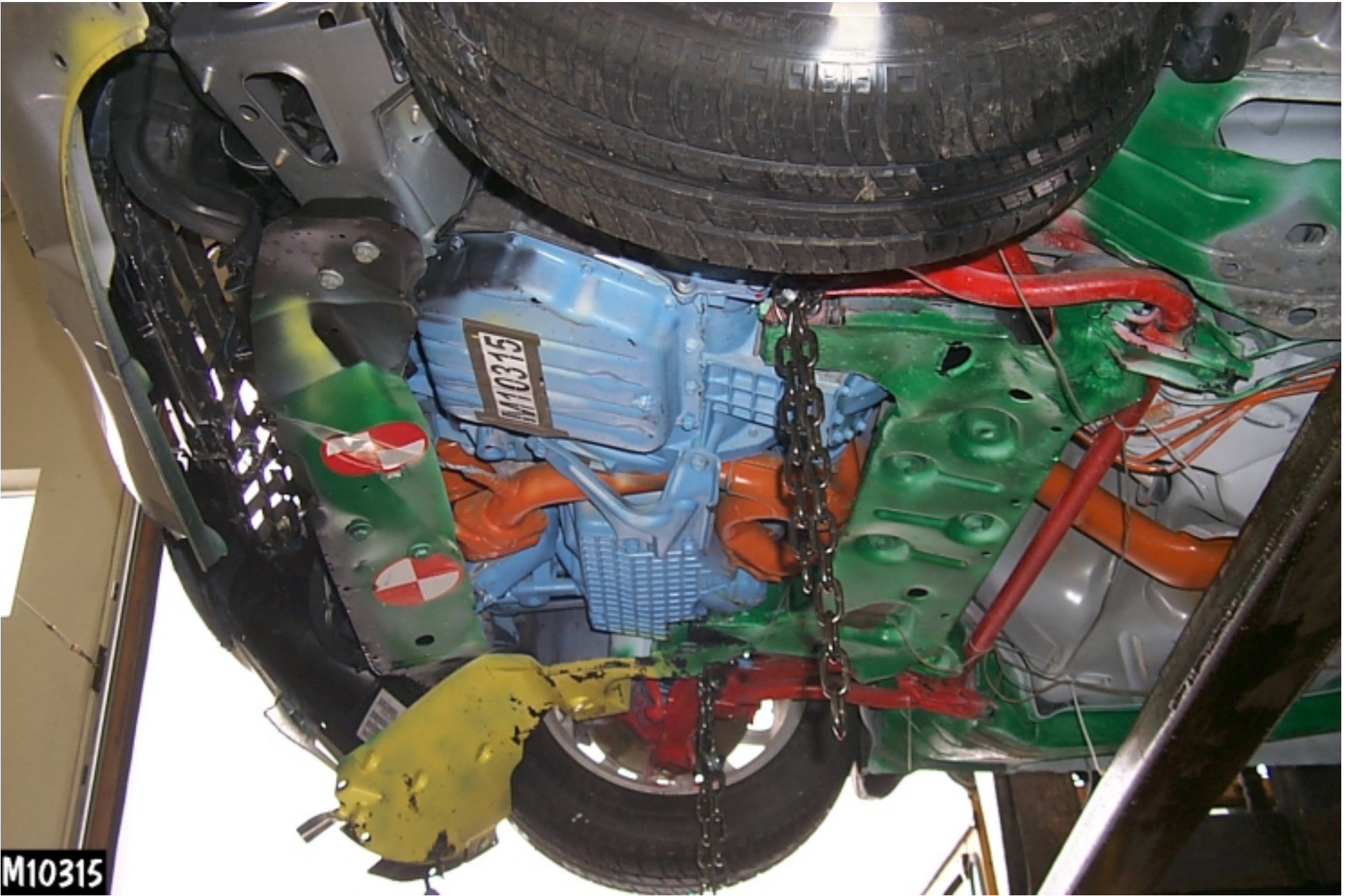


Figure A-19: POST-TEST FRONT SIDE UNDERBODY VIEW



Figure A-20: PRE-TEST REAR UNDERBODY VIEW



Figure A-21: POST-TEST REAR UNDERBODY VIEW



Figure A-22: PRE-TEST DRIVER POSITION VIEW



Figure A-23: POST-TEST DRIVER POSITION VIEW



Figure A-24: PRE-TEST PASSENGER POSITION VIEW



Figure A-25: POST-TEST PASSENGER POSITION VIEW



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



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



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



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



Figure A-30: PRE-TEST DRIVER HEAD LOCATION



Figure A-31: POST-TEST DRIVER HEAD LOCATION



Figure A-32: PRE-TEST PASSENGER HEAD LOCATION



Figure A-33: POST-TEST PASSENGER HEAD LOCATION



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



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



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



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



Figure A-38: ROLLOVER VIEW



Figure A-39: IMPACT VIEW

APPENDIX B

DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA

Hybrid III Dummy Sign Conventions
Load Cells and Special Transducers

Transducer	SAE Sign Convention (positive unless noted)
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. M10315

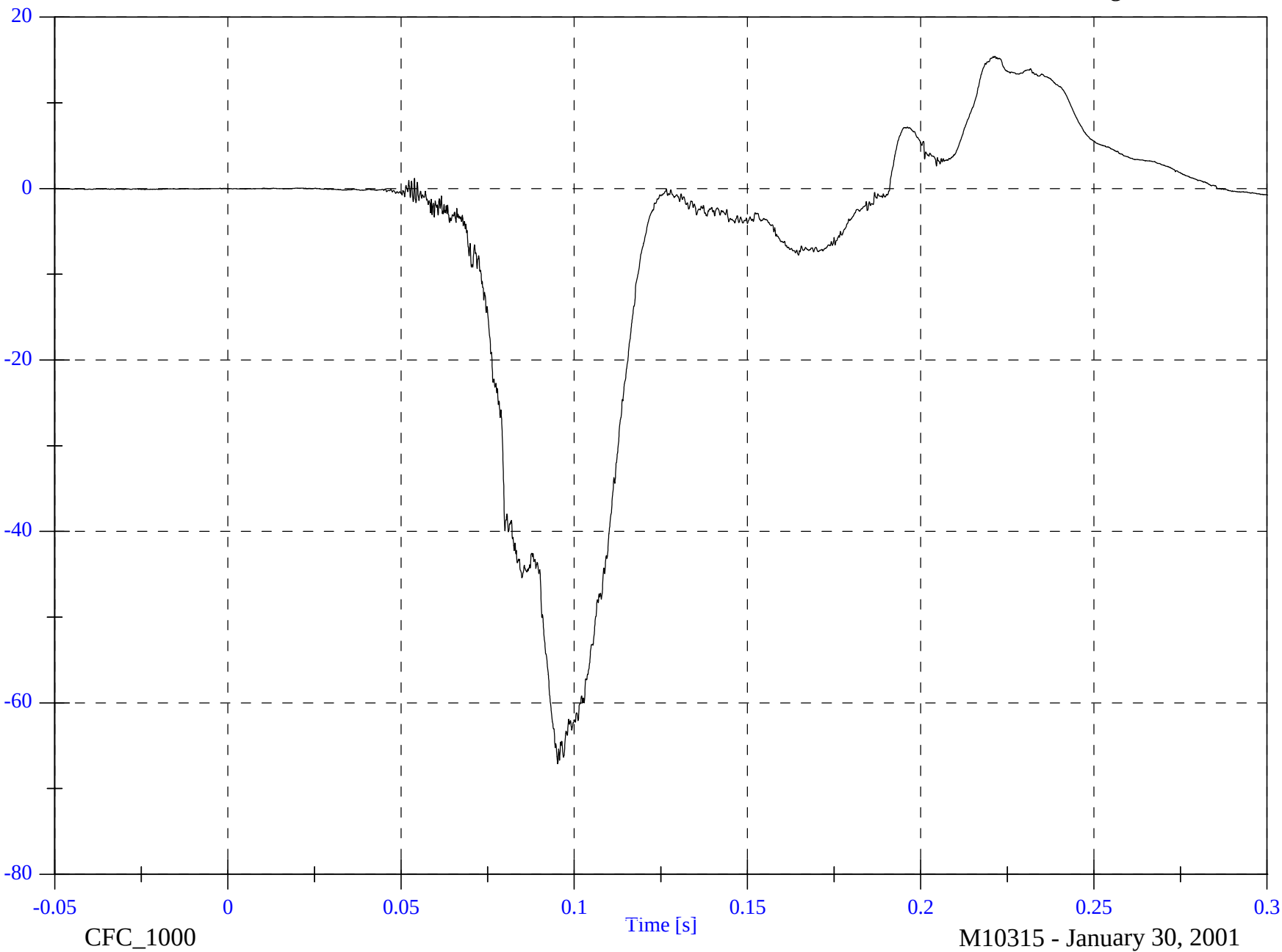
DATA TYPE	SAE FILTER CLASS (Hz)
Dummy Head Accelerations	1000
Dummy Chest Accelerations	180
Dummy Chest Displacements	60
Dummy Femur Forces	600
Dummy Belt Loads	60
Dummy Belt Displacements	180
Dummy Neck Forces	1000
Dummy Neck Moments	600
Vehicle Accelerations	60
Vehicle Velocity Integrations	180
Vehicle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

NCAP Test 19 - 2001 Chrysler Sebring

P1 Head x

Max: 15.4 [g] at 0.221 [s]

Min: -67.1 [g] at 0.095 [s]



B-4

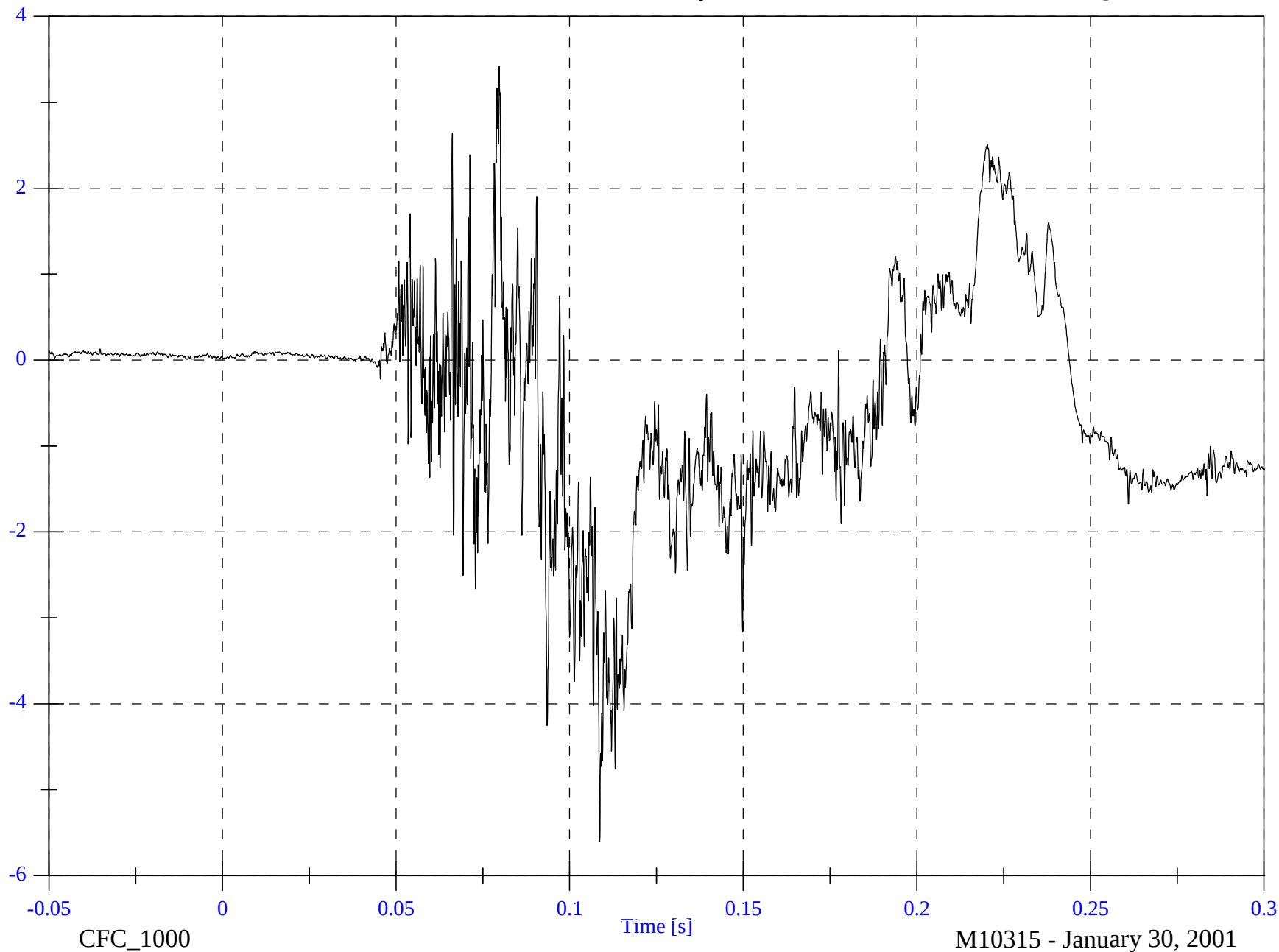
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Head y

Max: 3.4 [g] at 0.080 [s]

Min: -5.6 [g] at 0.109 [s]



B-5

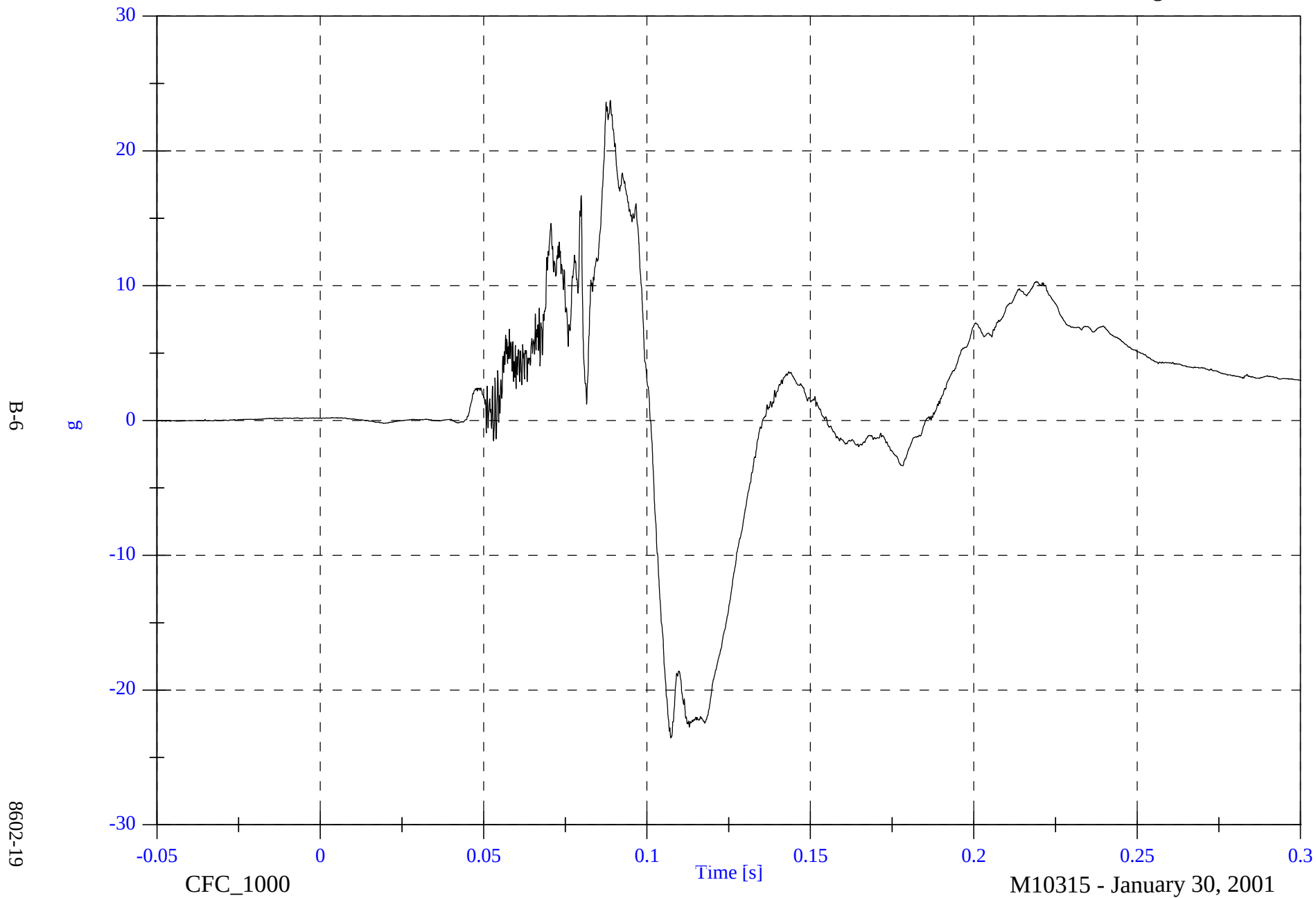
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Head z

Max: 23.8 [g] at 0.089 [s]

Min: -23.6 [g] at 0.107 [s]



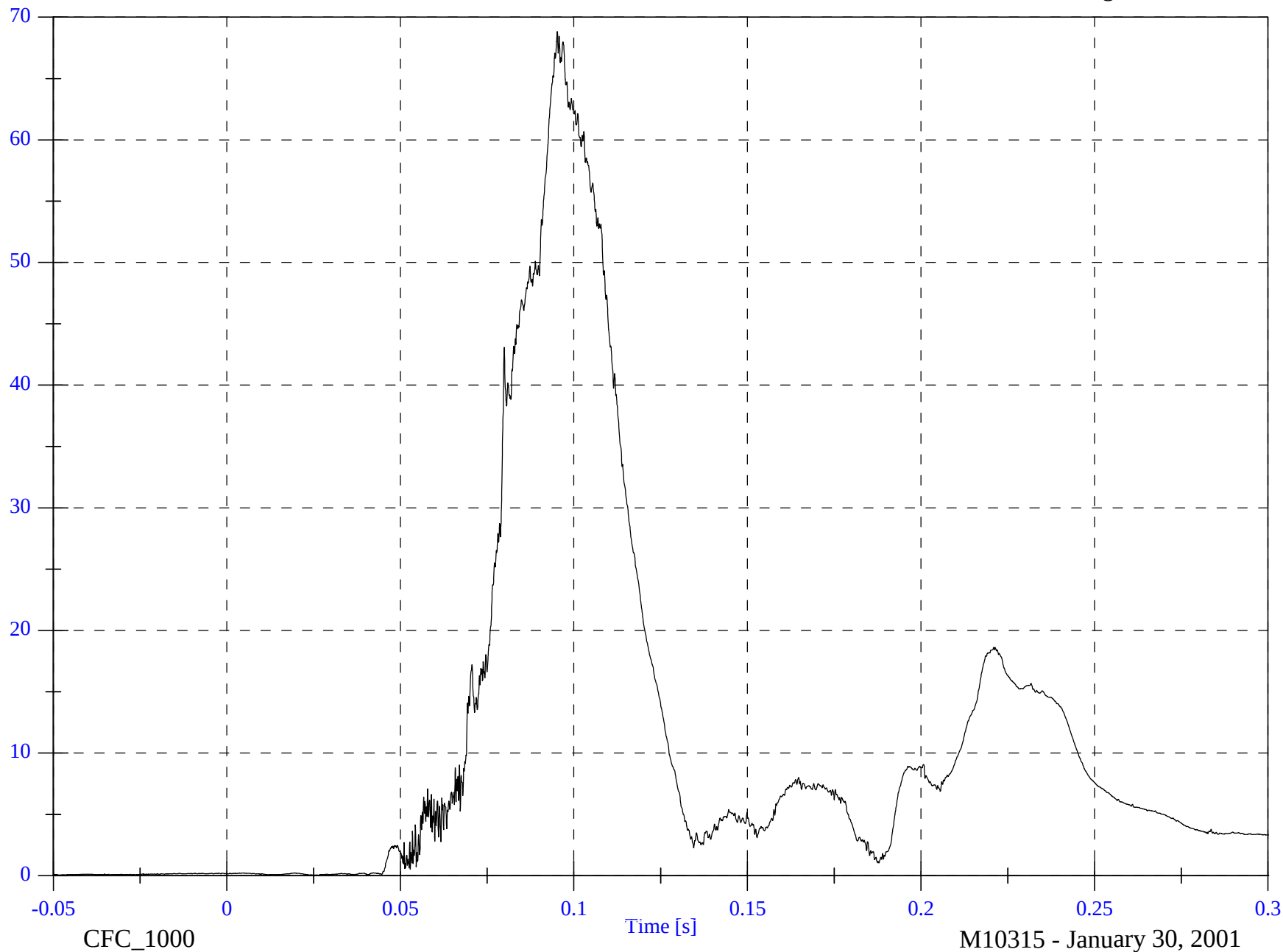
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Head Resultant

Max: 68.8 [g] at 0.095 [s]

Min: 0.0 [g] at 0.026 [s]



B-7

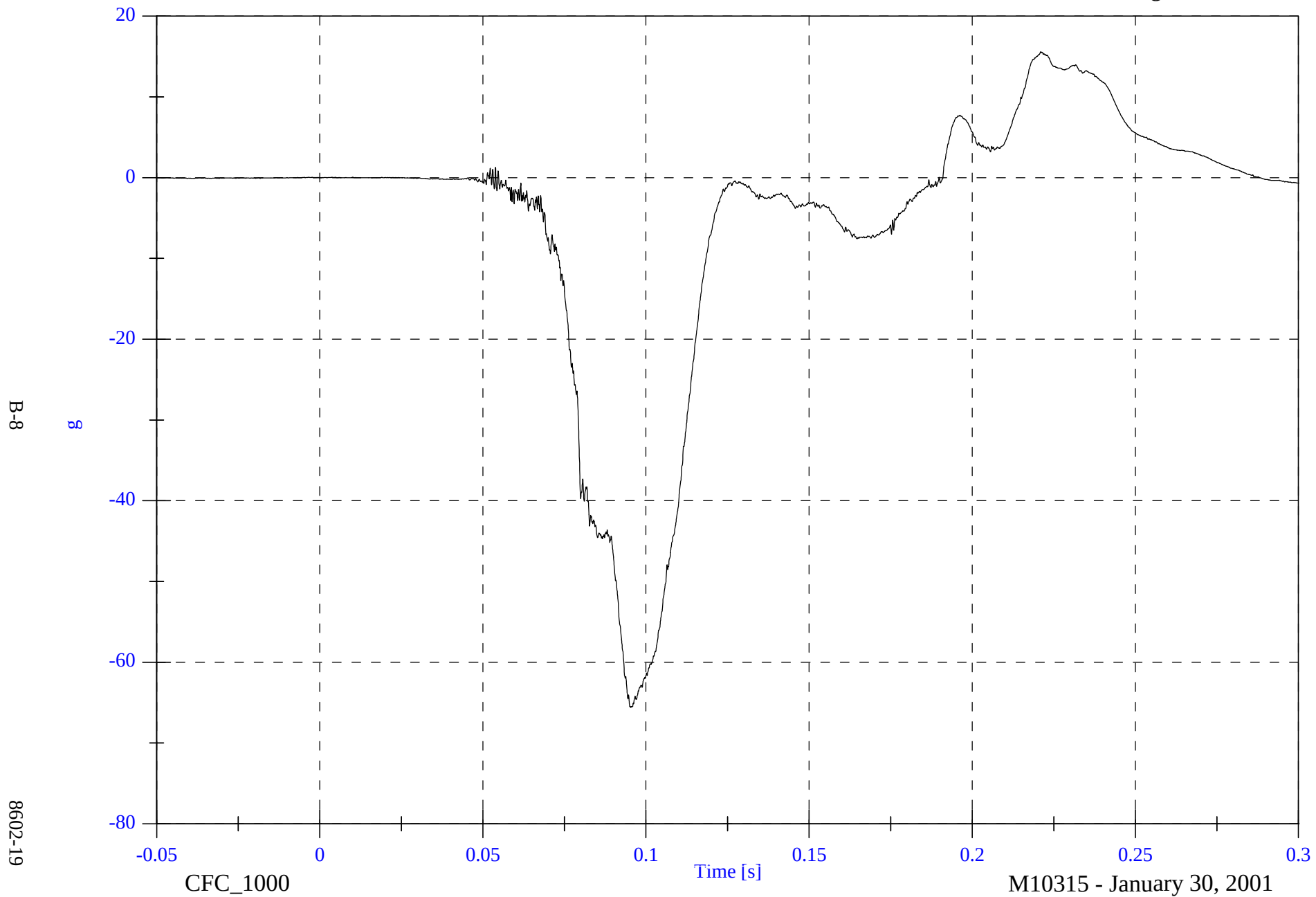
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Head Red x

Max: 15.6 [g] at 0.221 [s]

Min: -65.6 [g] at 0.095 [s]



NCAP Test 19 - 2001 Chrysler Sebring

P1 Head Red y

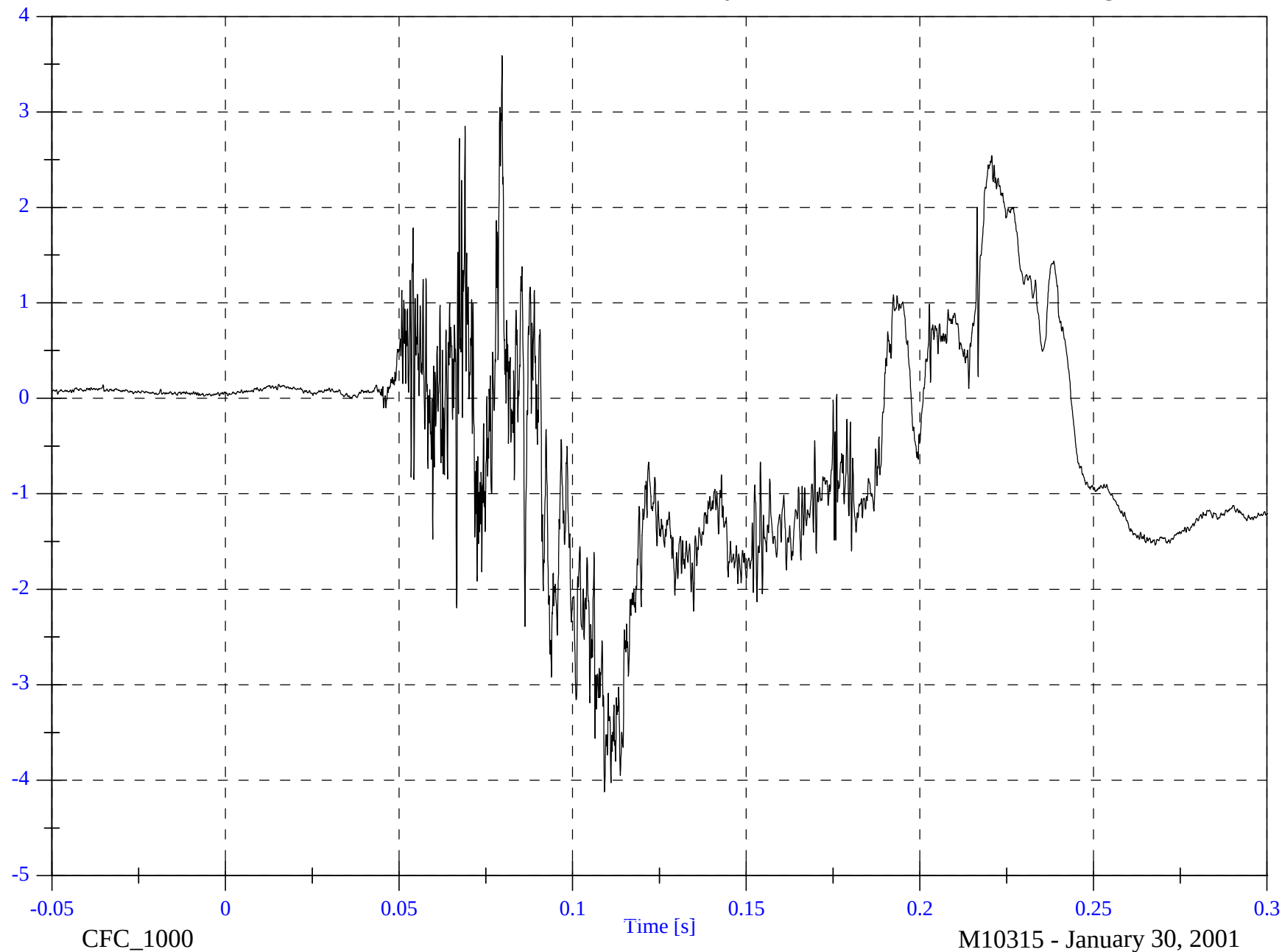
Max: 3.6 [g] at 0.080 [s]

Min: -4.1 [g] at 0.109 [s]

B-9

g

8602-19

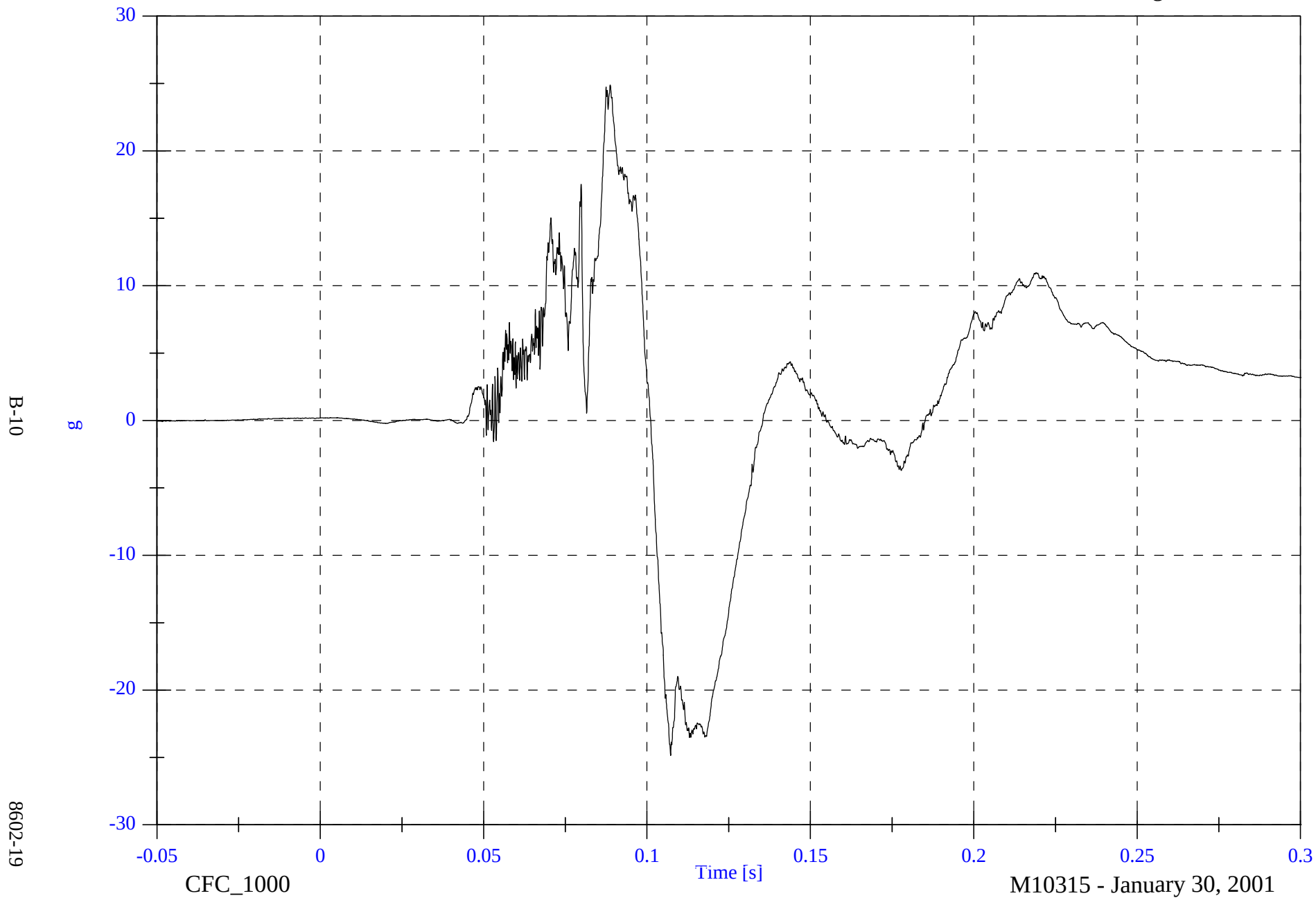


NCAP Test 19 - 2001 Chrysler Sebring

P1 Head Red z

Max: 24.9 [g] at 0.089 [s]

Min: -24.9 [g] at 0.107 [s]



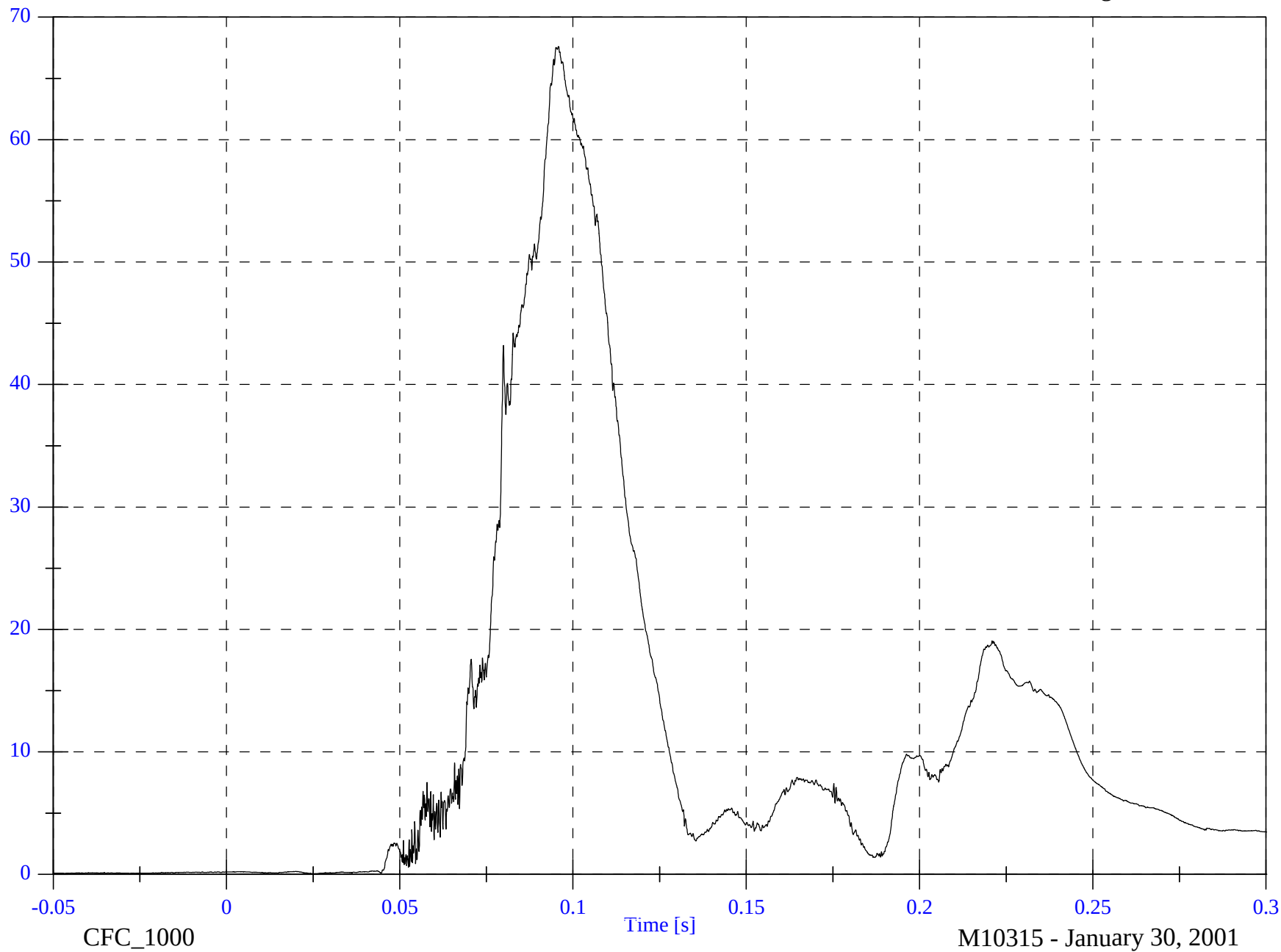
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Head Red Resultant

Max: 67.6 [g] at 0.096 [s]

Min: 0.0 [g] at 0.025 [s]



B-11

8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Upper Neck Fx

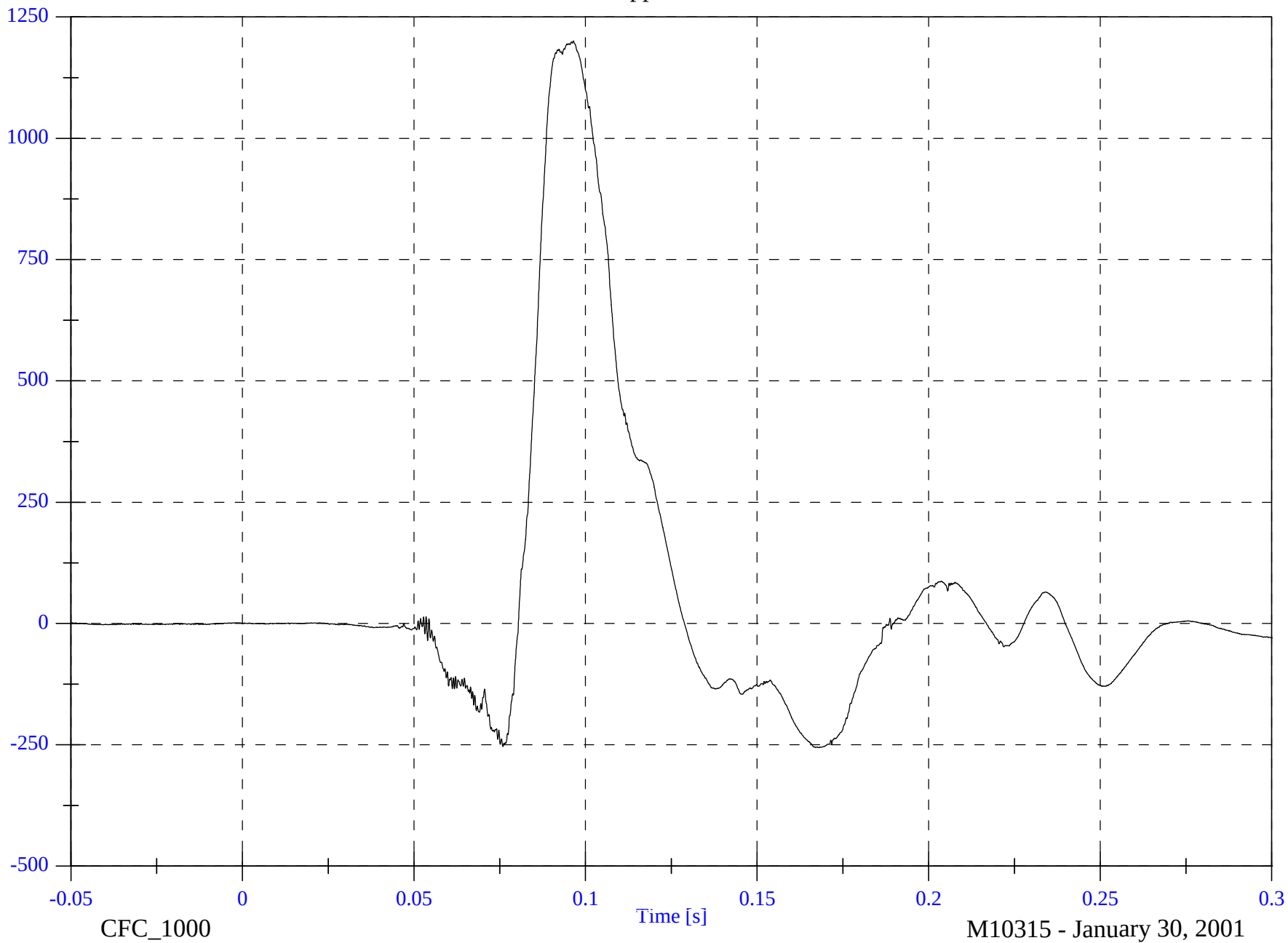
Max: 1200.6 [N] at 0.096 [s]

Min: -255.9 [N] at 0.168 [s]

B-12

N

8602-19



NCAP Test 19 - 2001 Chrysler Sebring

P1 Upper Neck Fy

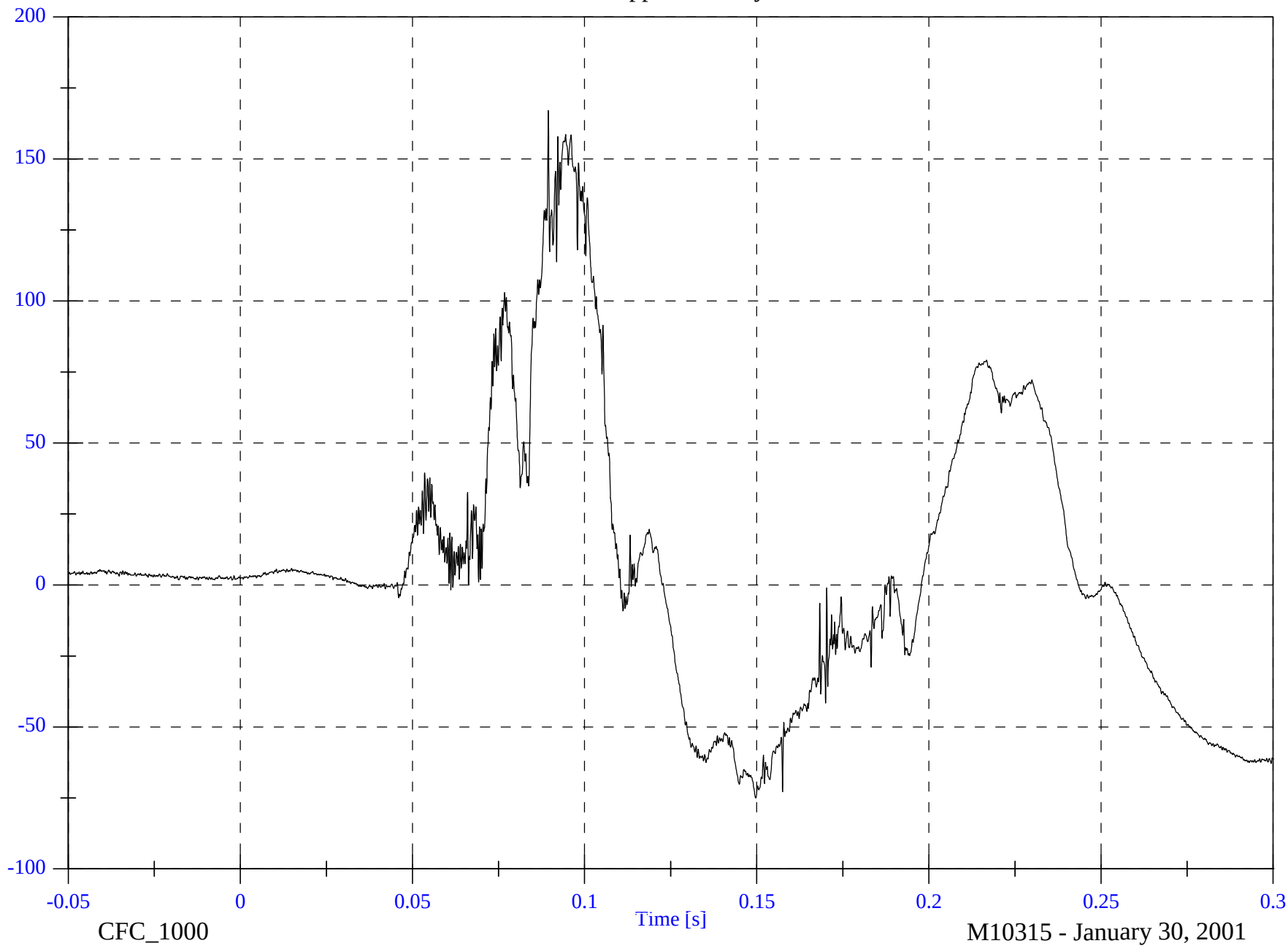
Max: 167.0 [N] at 0.089 [s]

Min: -75.0 [N] at 0.150 [s]

B-13

N

8602-19

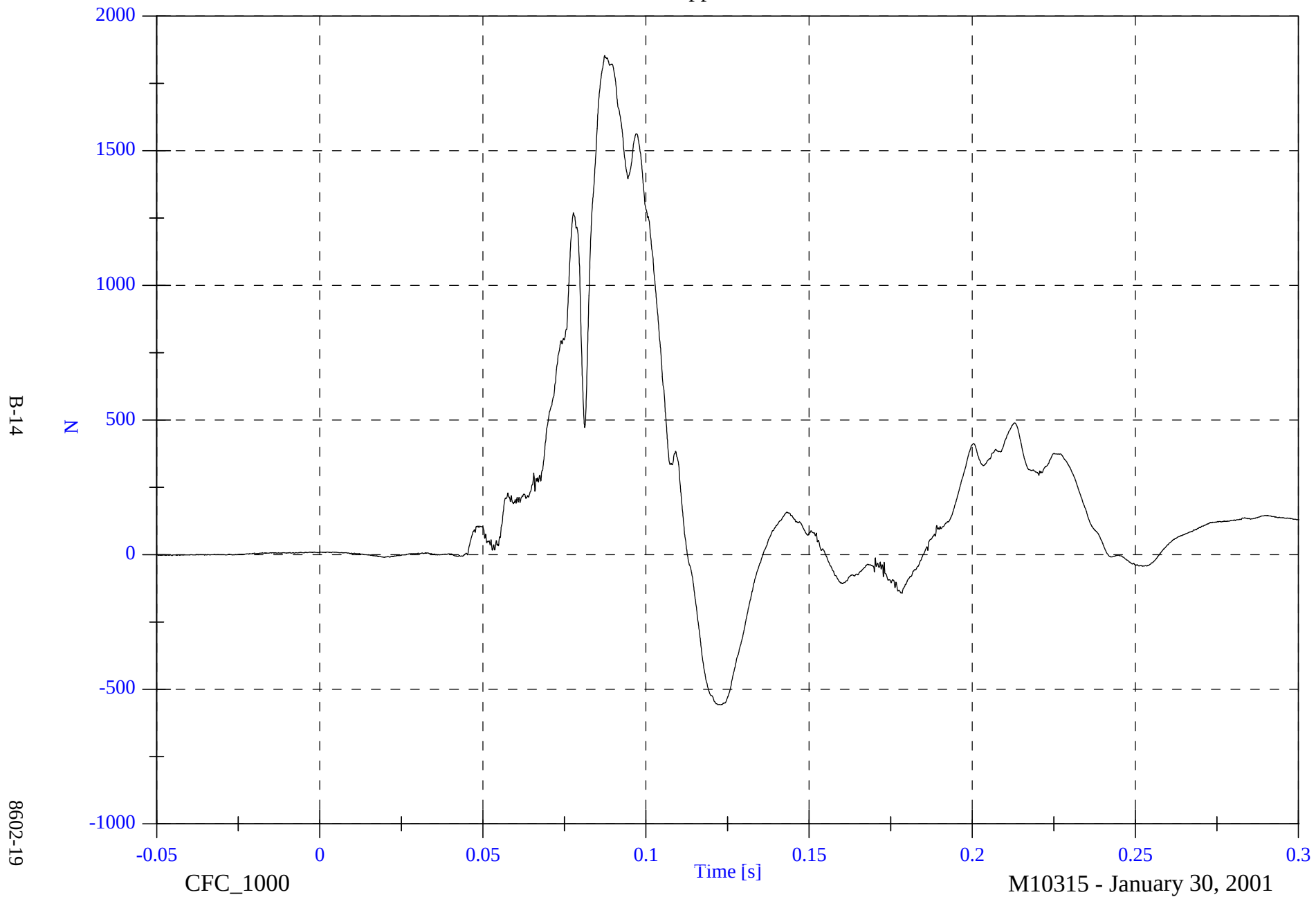


NCAP Test 19 - 2001 Chrysler Sebring

P1 Upper Neck Fz

Max: 1854.1 [N] at 0.087 [s]

Min: -558.5 [N] at 0.123 [s]



NCAP Test 19 - 2001 Chrysler Sebring

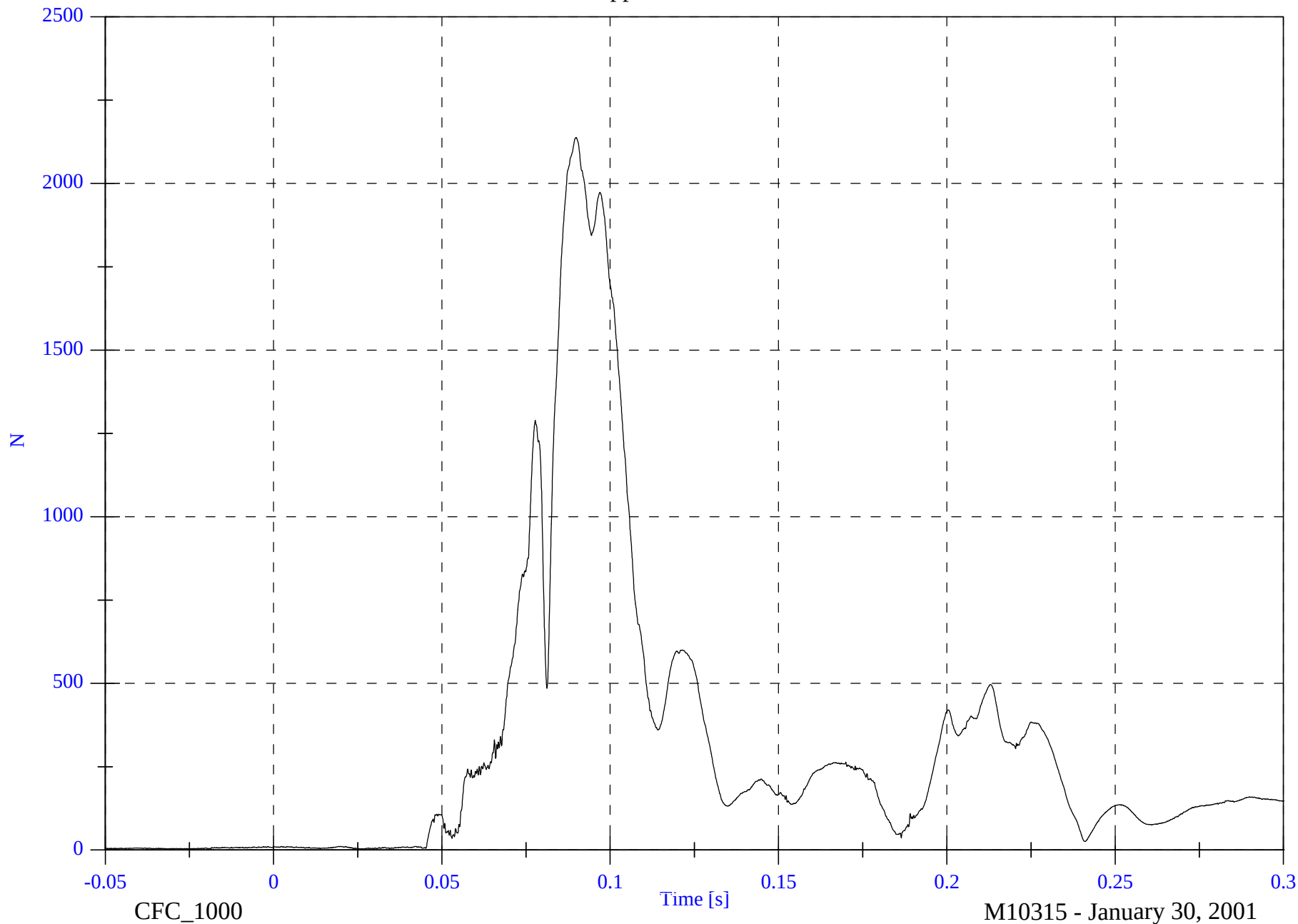
P1 Upper Neck F Resultant

Max: 2138.0 [N] at 0.090 [s]

Min: 2.4 [N] at 0.027 [s]

B-15

8602-19

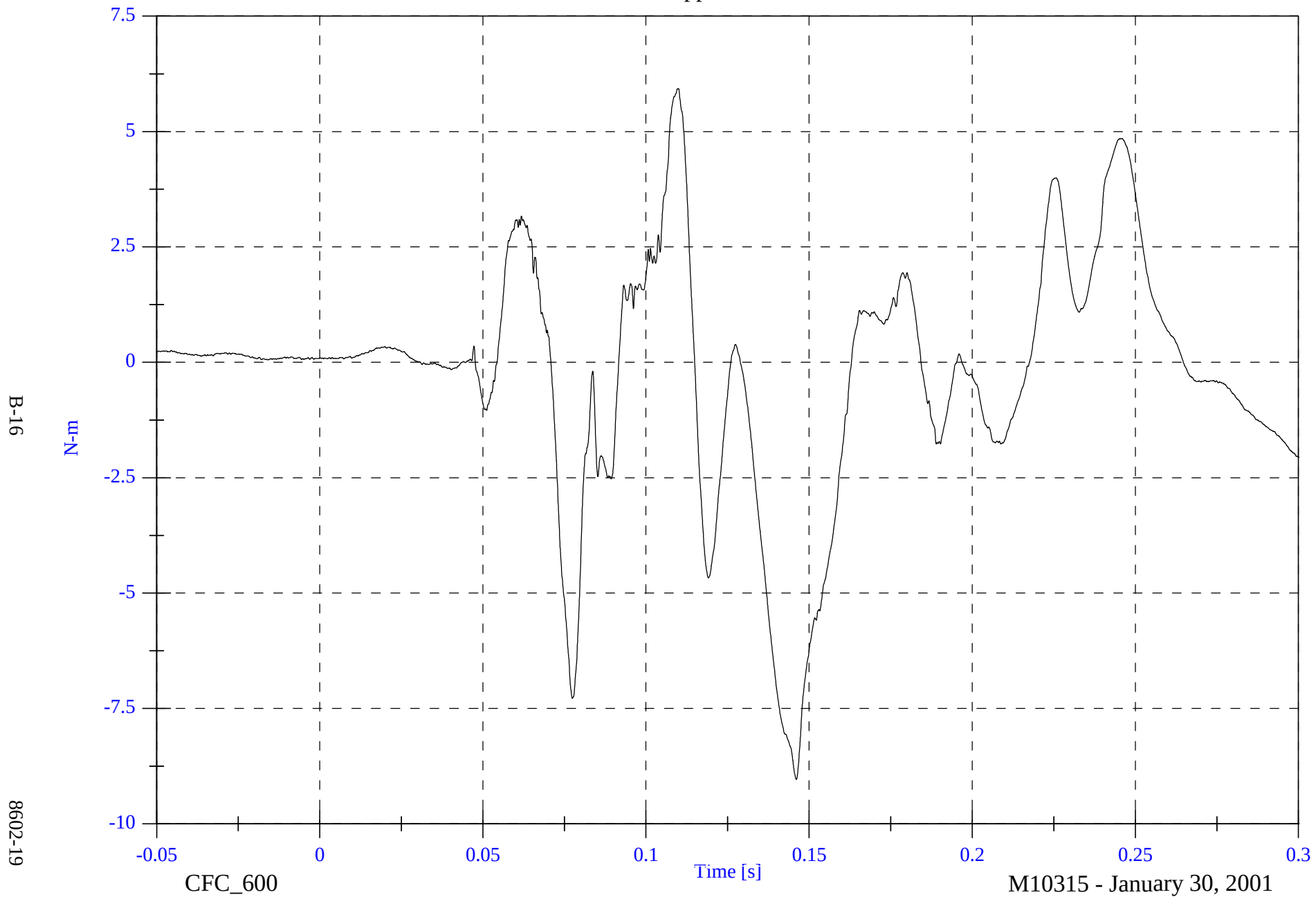


NCAP Test 19 - 2001 Chrysler Sebring

P1 Upper Neck Mx

Max: 5.9 [N-m] at 0.110 [s]

Min: -9.0 [N-m] at 0.146 [s]

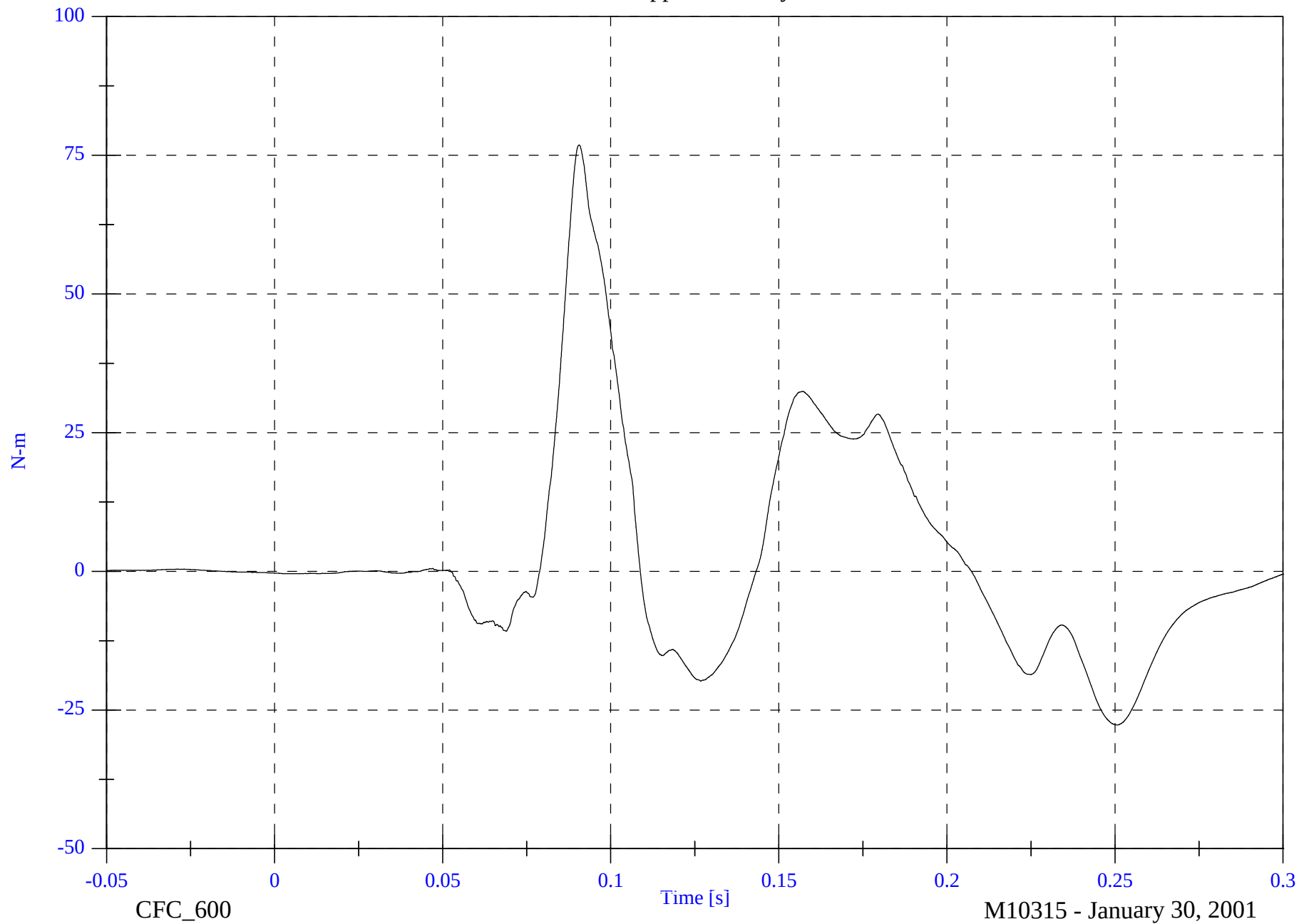


NCAP Test 19 - 2001 Chrysler Sebring

P1 Upper Neck My

Max: 76.9 [N-m] at 0.091 [s]

Min: -27.7 [N-m] at 0.251 [s]



B-17

8602-19

CFC_600

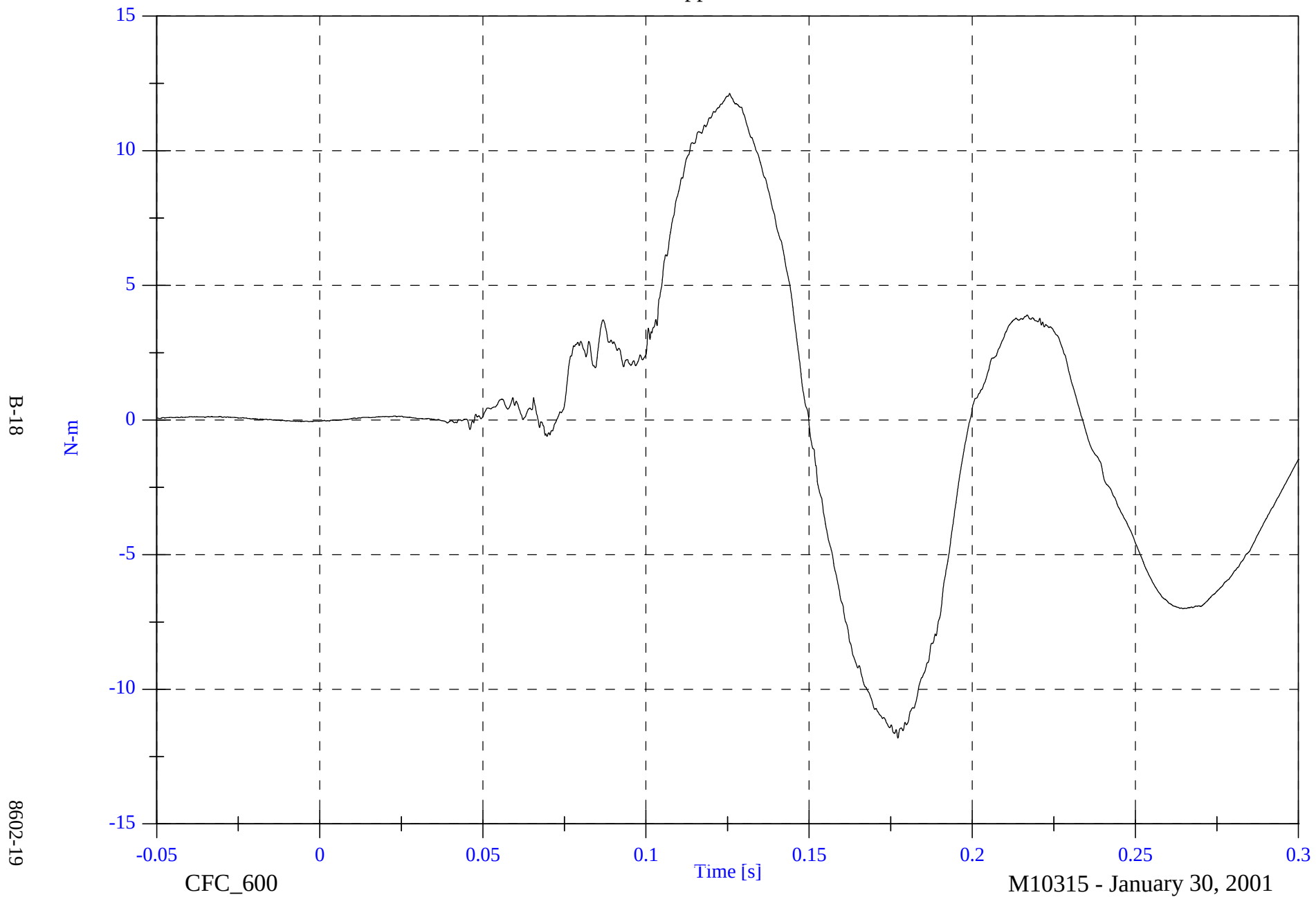
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P1 Upper Neck Mz

Max: 12.1 [N-m] at 0.126 [s]

Min: -11.8 [N-m] at 0.177 [s]

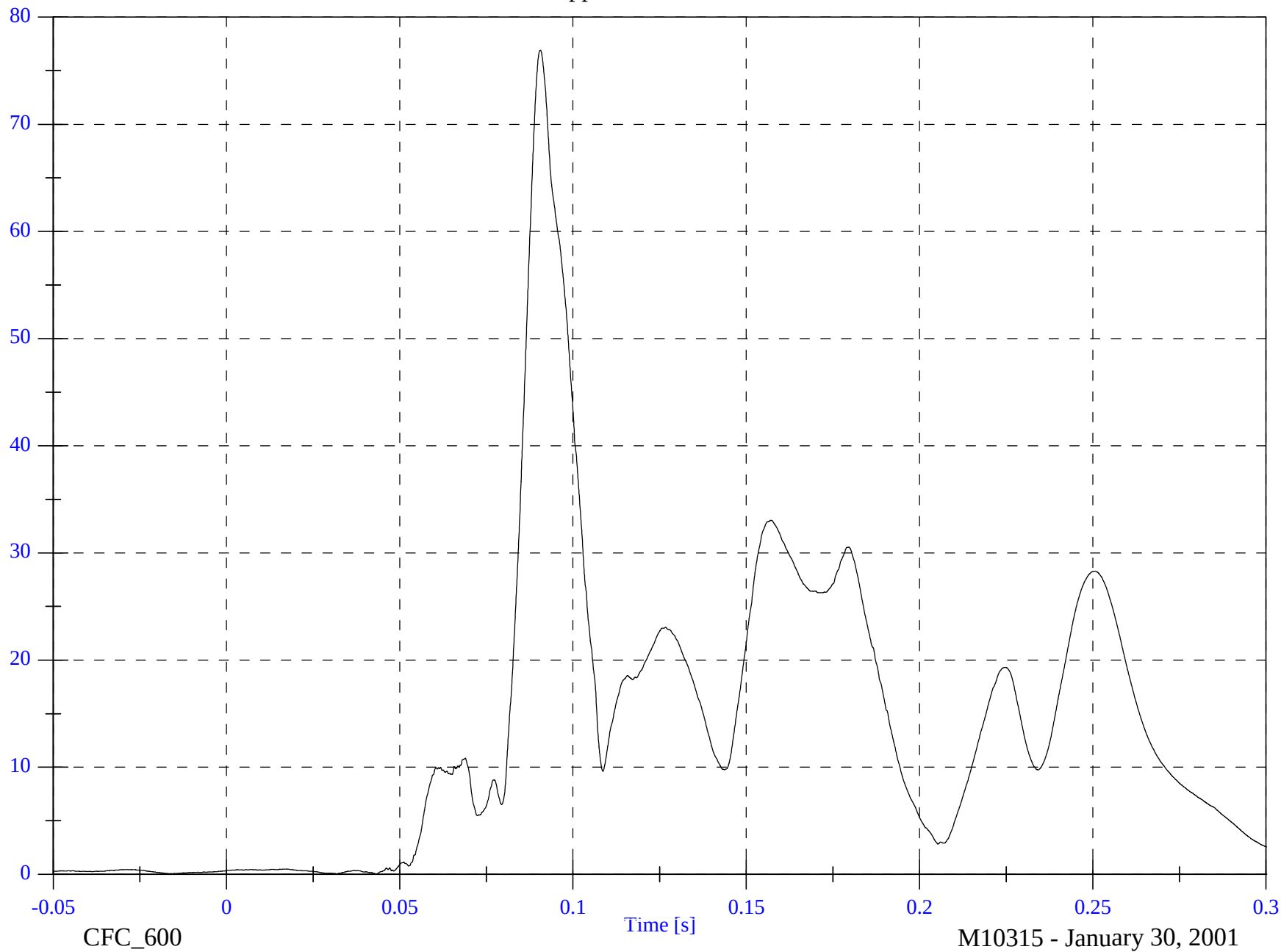


NCAP Test 19 - 2001 Chrysler Sebring

P1 Upper Neck M Resultant

Max: 76.9 [N-m] at 0.091 [s]

Min: 0.0 [N-m] at 0.043 [s]



B-19

8602-19

NCAP Test 19 - 2001 Chrysler Sebring

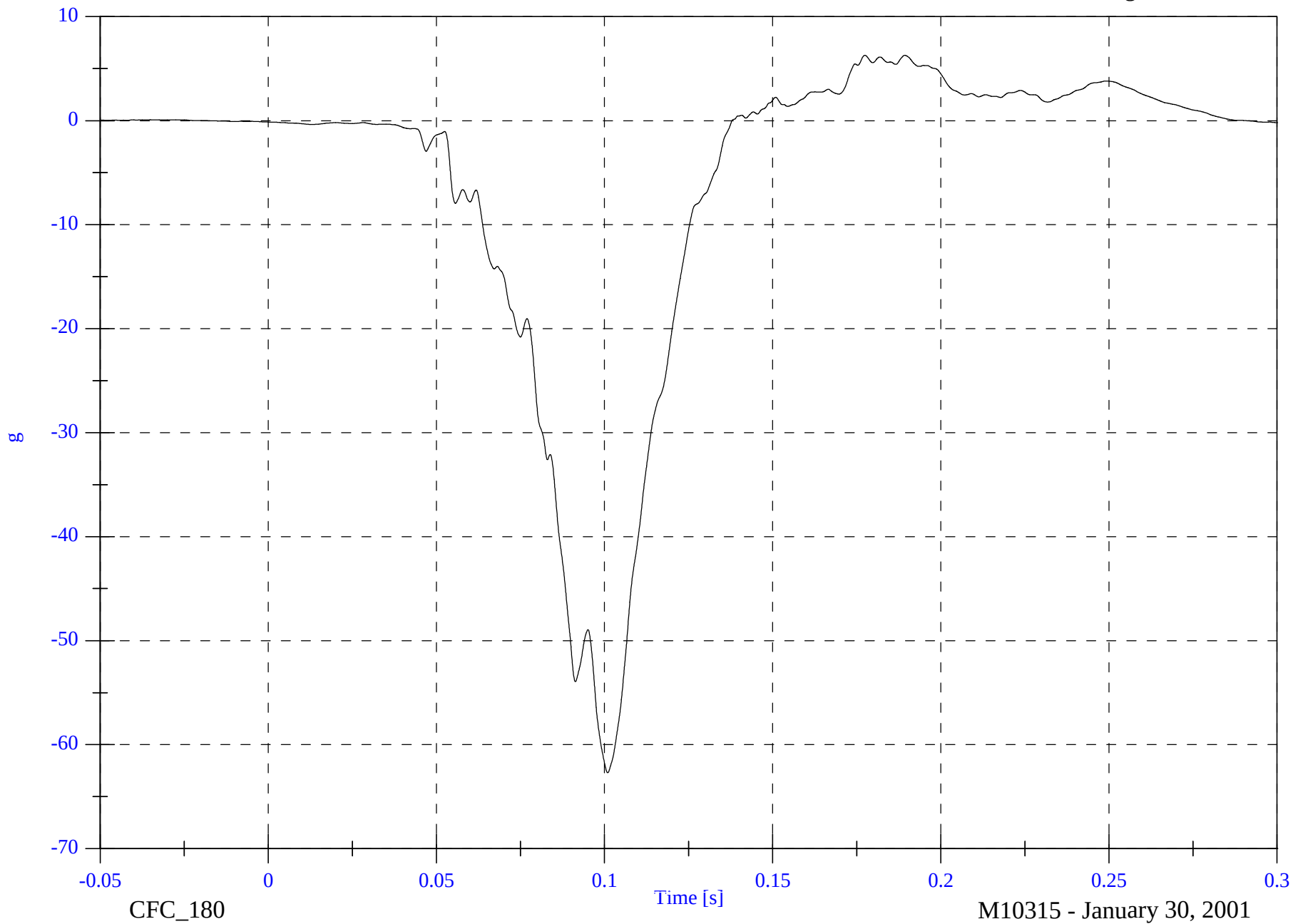
P1 Chest x

Max: 6.3 [g] at 0.189 [s]

Min: -62.7 [g] at 0.101 [s]

B-20

8602-19

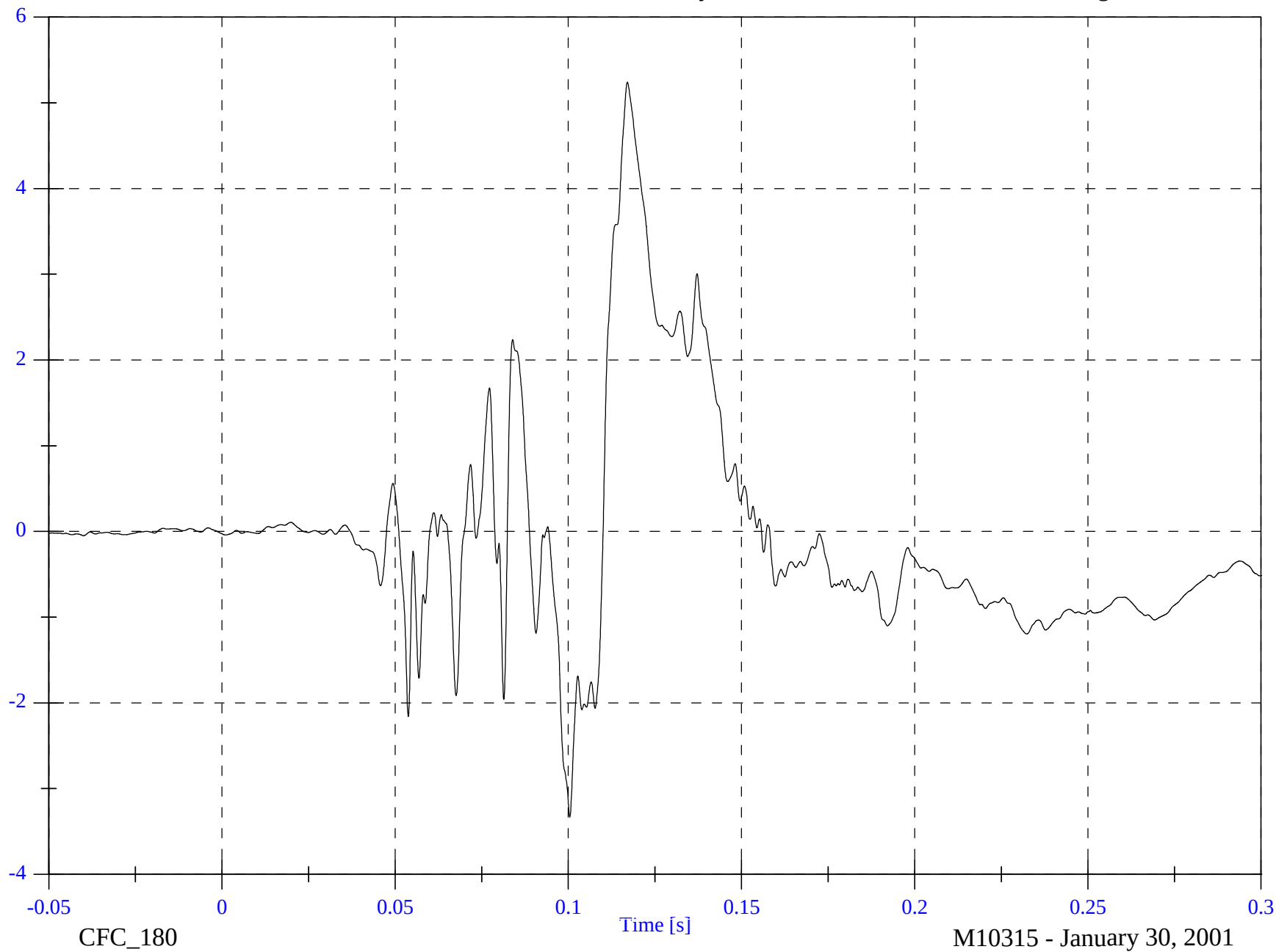


NCAP Test 19 - 2001 Chrysler Sebring

Max: 5.2 [g] at 0.117 [s]

Min: -3.3 [g] at 0.100 [s]

P1 Chest y



B-21

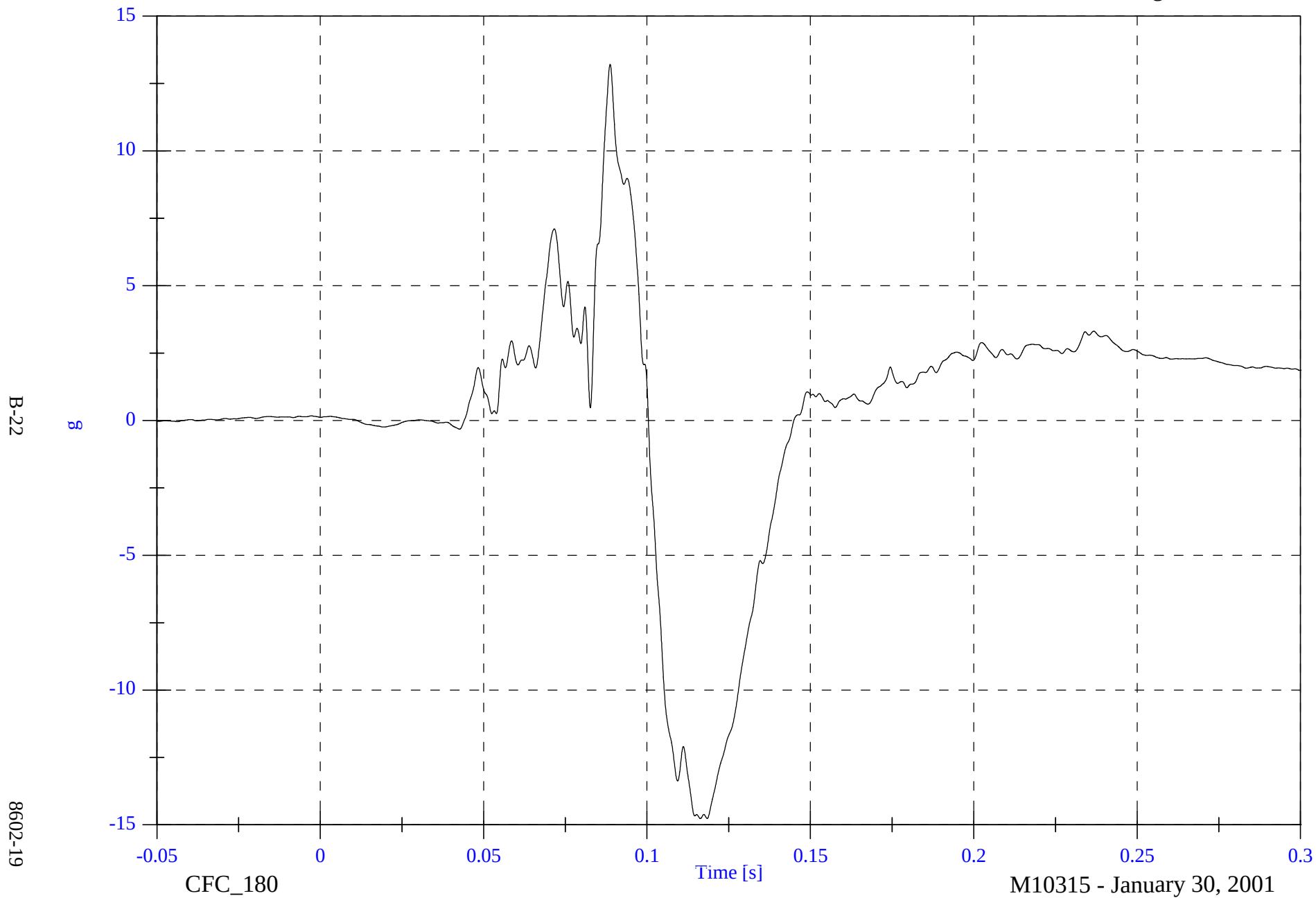
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Chest z

Max: 13.2 [g] at 0.089 [s]

Min: -14.8 [g] at 0.116 [s]

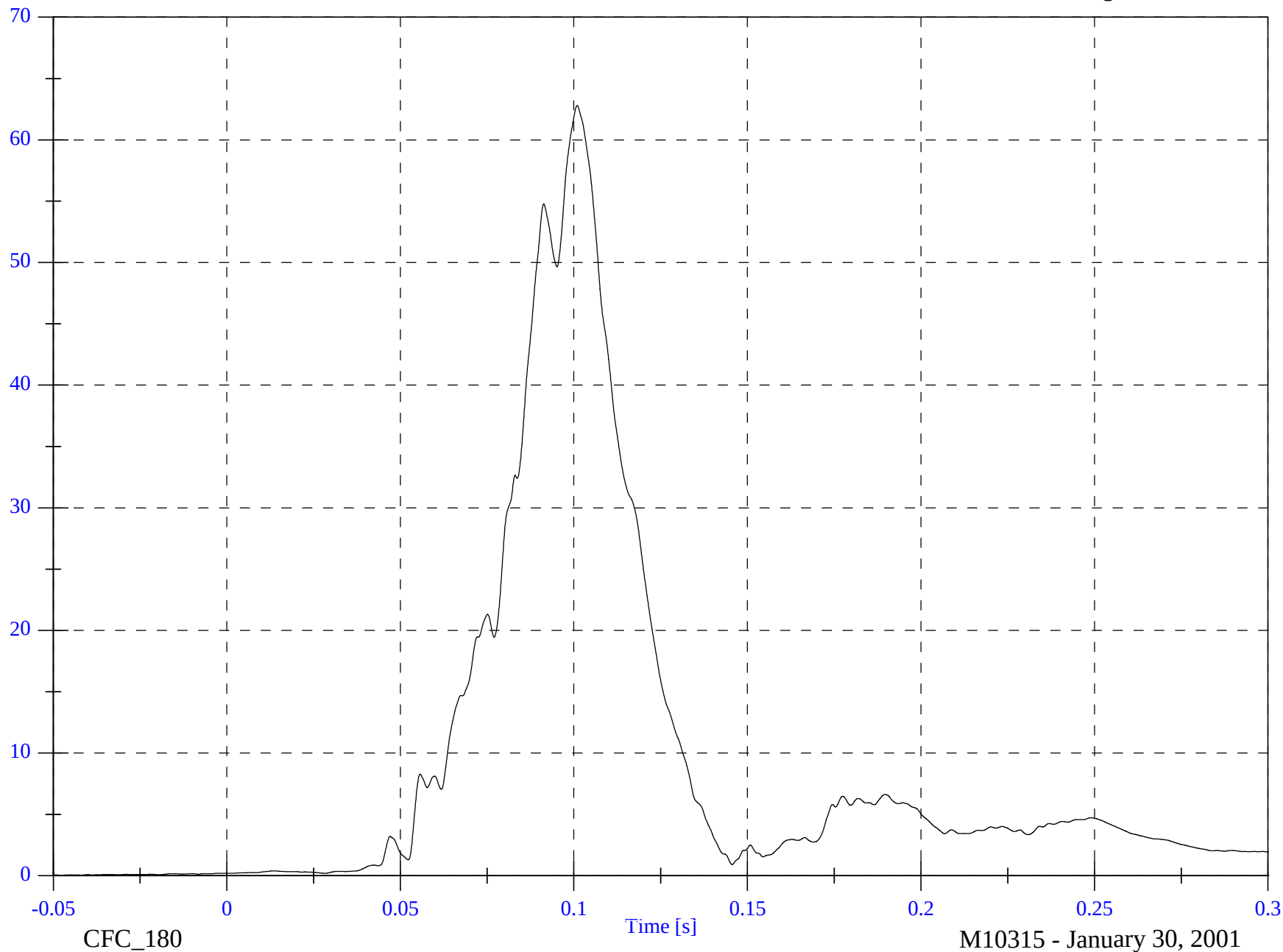


NCAP Test 19 - 2001 Chrysler Sebring

P1 Chest Resultant

Max: 62.8 [g] at 0.101 [s]

Min: 0.0 [g] at -0.048 [s]



B-23

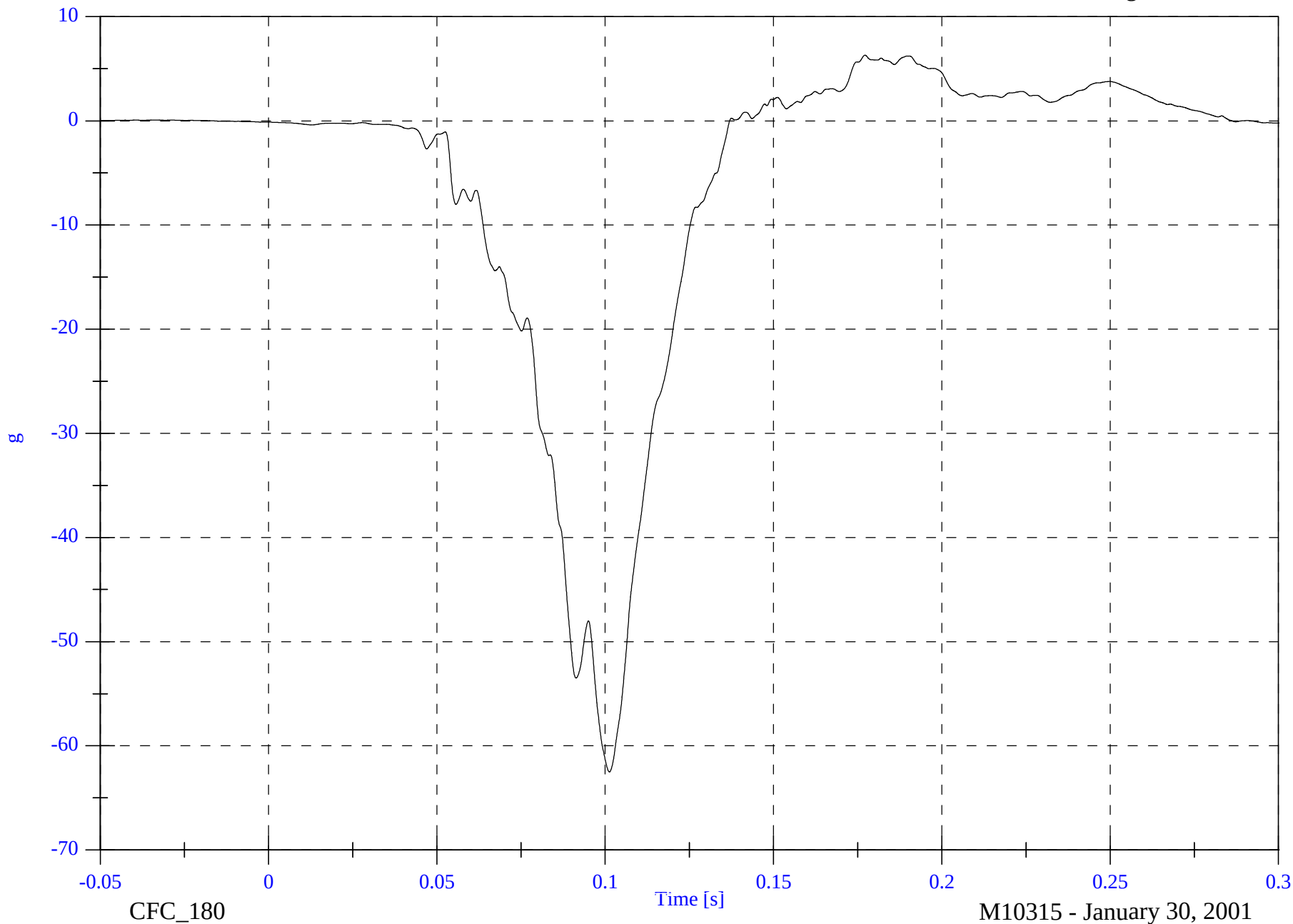
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Chest Red x

Max: 6.3 [g] at 0.177 [s]

Min: -62.5 [g] at 0.101 [s]



B-24

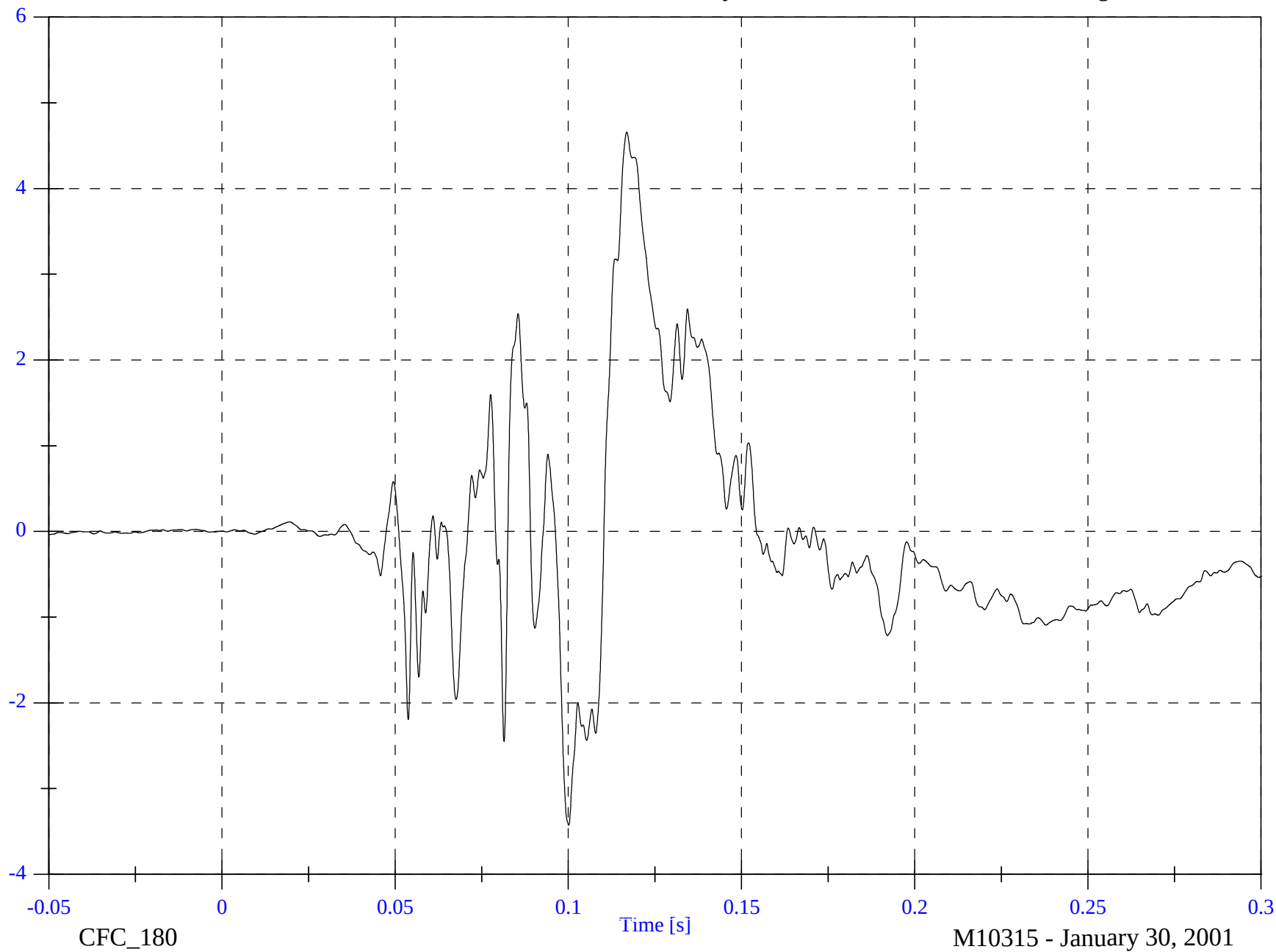
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Chest Red y

Max: 4.7 [g] at 0.117 [s]

Min: -3.4 [g] at 0.100 [s]



B-25

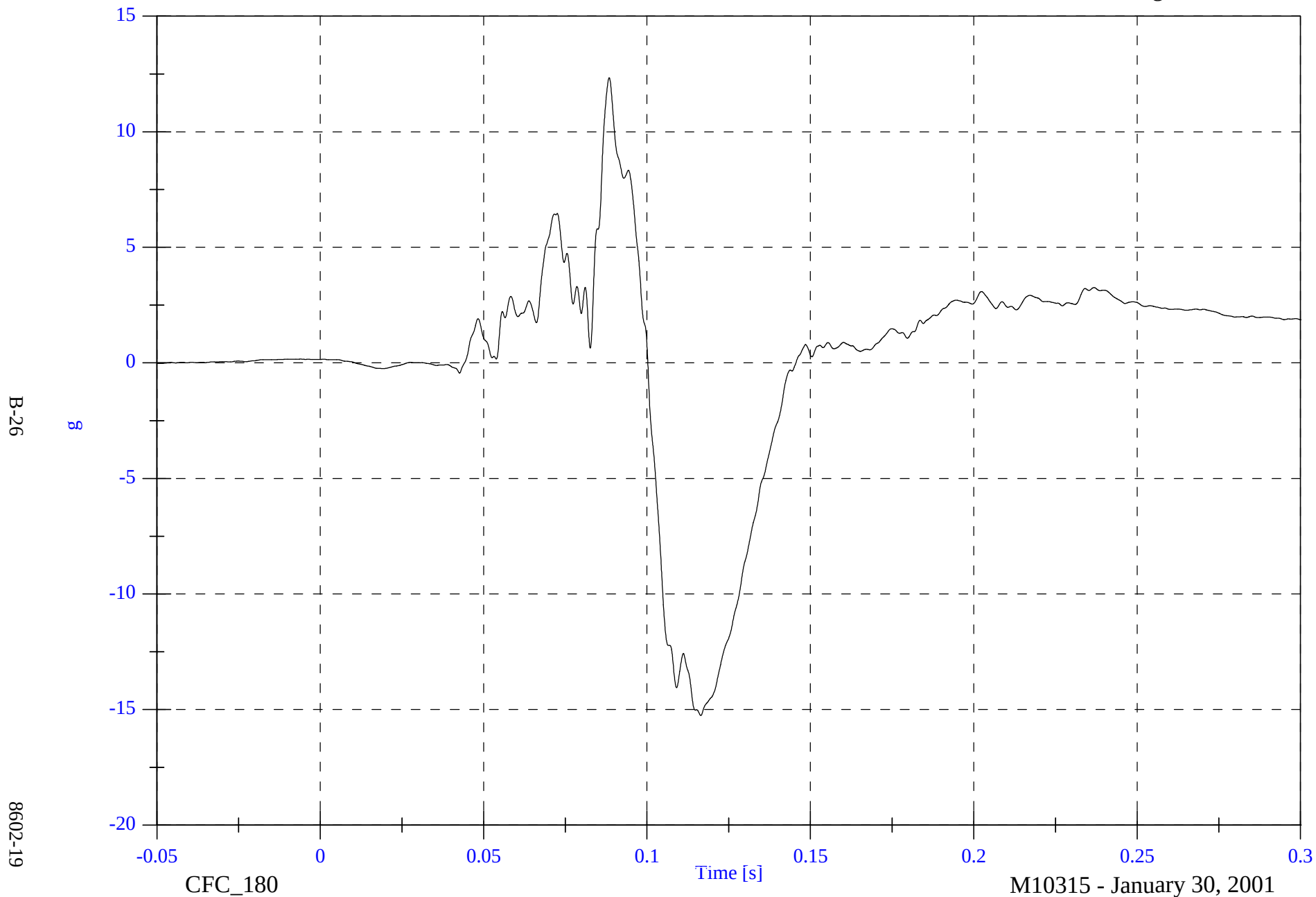
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Chest Red z

Max: 12.3 [g] at 0.088 [s]

Min: -15.3 [g] at 0.116 [s]

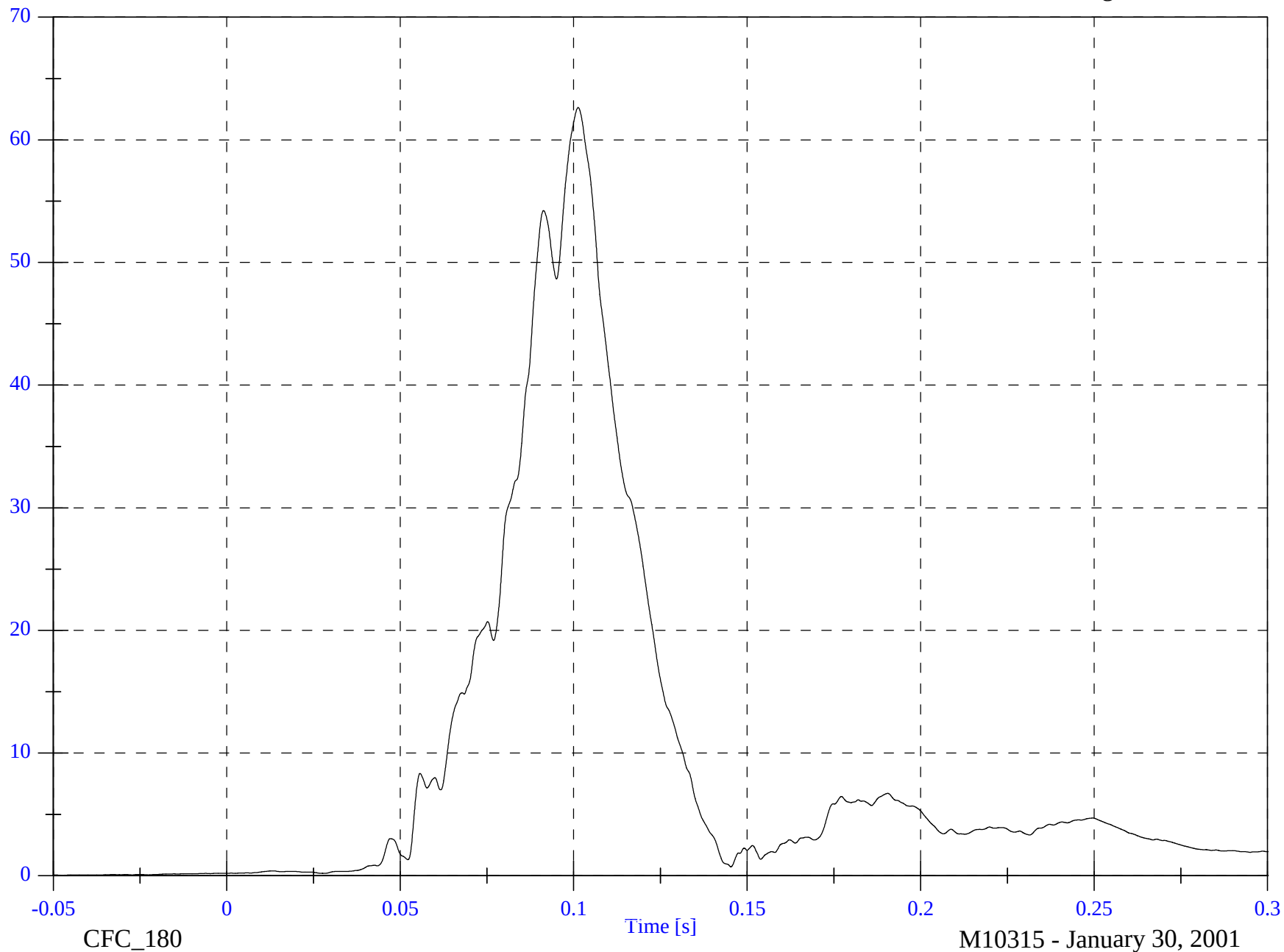


NCAP Test 19 - 2001 Chrysler Sebring

P1 Chest Red Resultant

Max: 62.6 [g] at 0.101 [s]

Min: 0.0 [g] at -0.047 [s]



B-27

8602-19

NCAP Test 19 - 2001 Chrysler Sebring

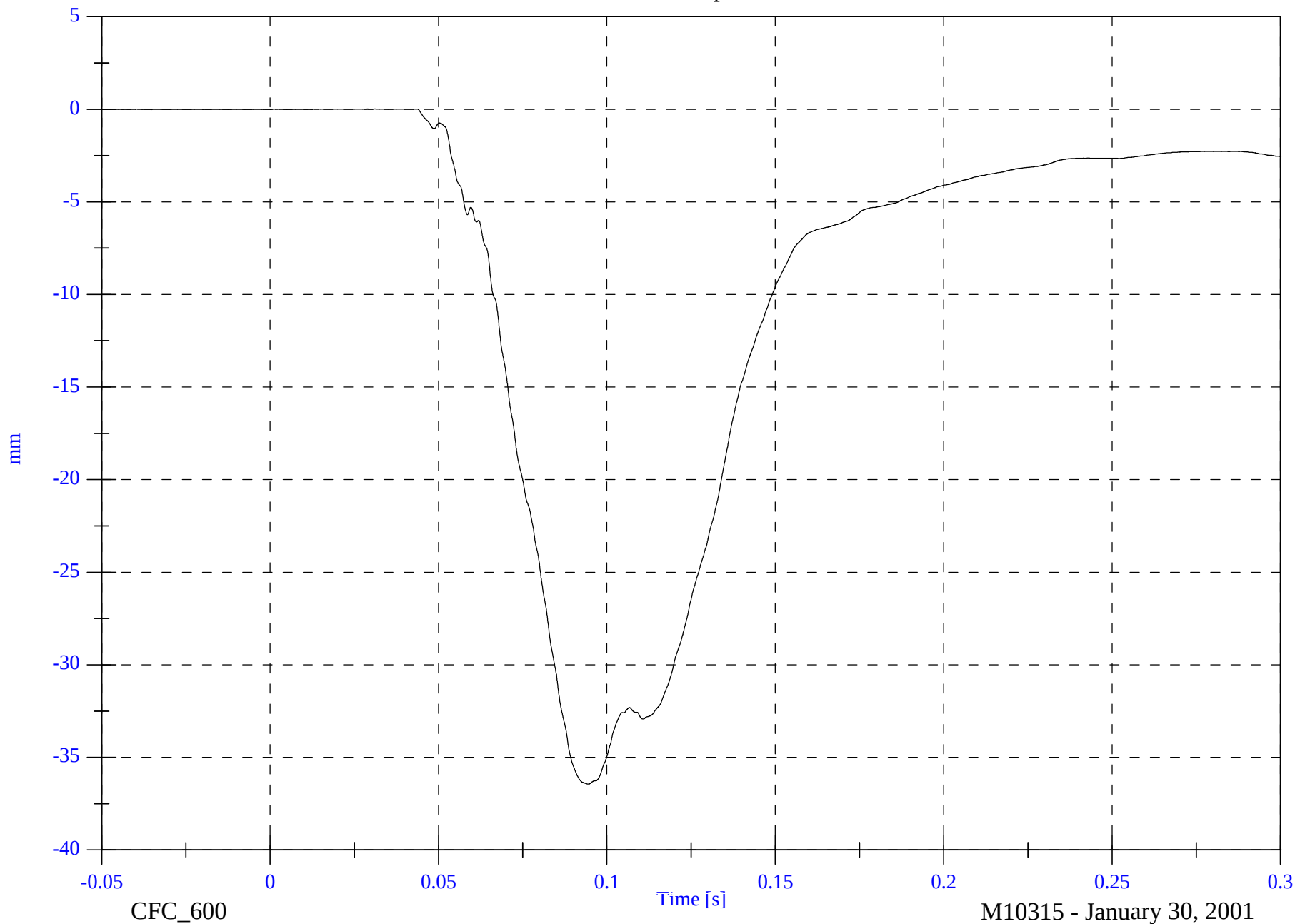
P1 Chest Compression x

Max: 0.0 [mm] at 0.029 [s]

Min: -36.4 [mm] at 0.095 [s]

B-28

8602-19



NCAP Test 19 - 2001 Chrysler Sebring

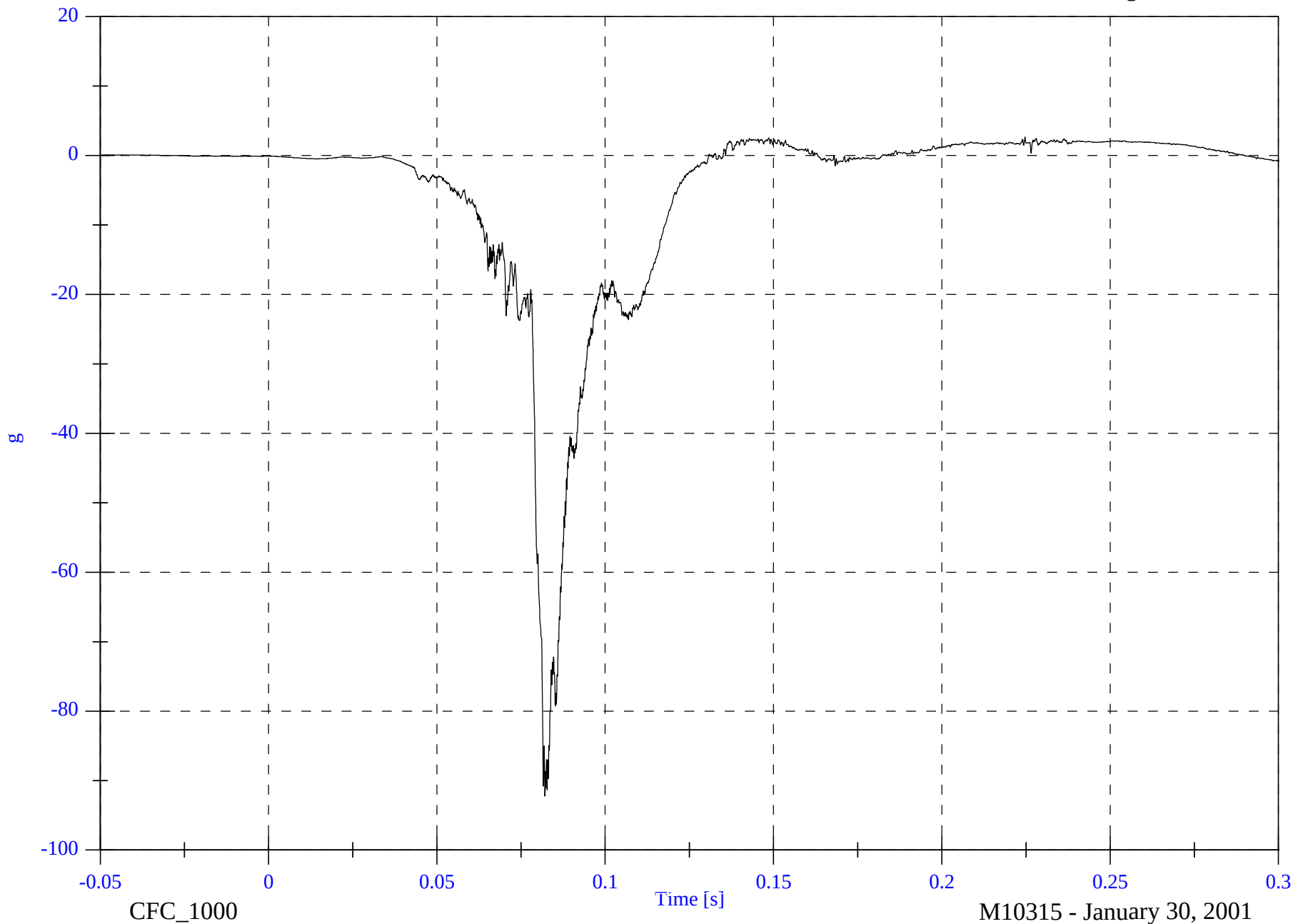
P1 Pelvic x

Max: 2.7 [g] at 0.225 [s]

Min: -92.2 [g] at 0.082 [s]

B-29

8602-19

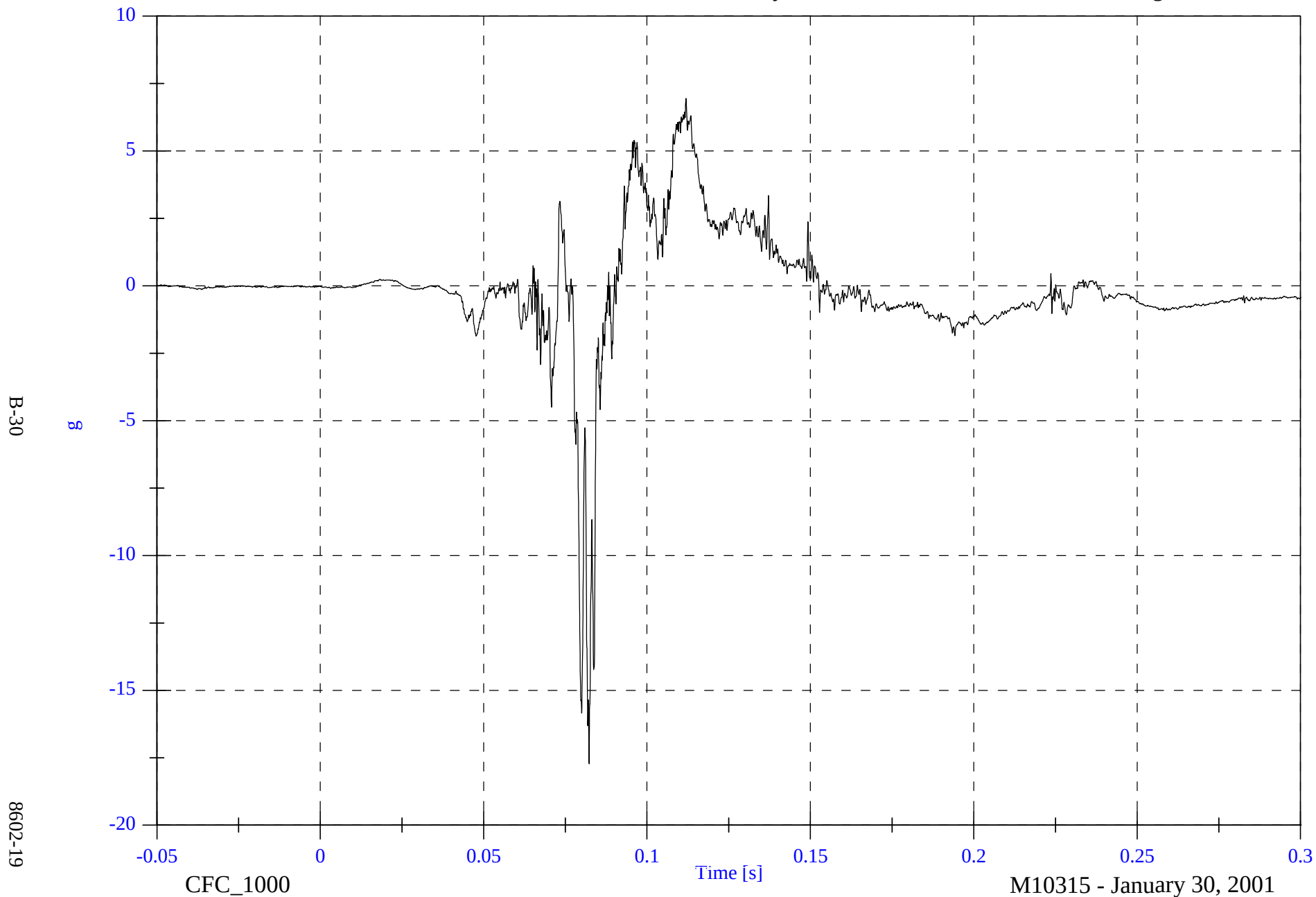


NCAP Test 19 - 2001 Chrysler Sebring

P1 Pelvic y

Max: 7.0 [g] at 0.112 [s]

Min: -17.7 [g] at 0.082 [s]



NCAP Test 19 - 2001 Chrysler Sebring

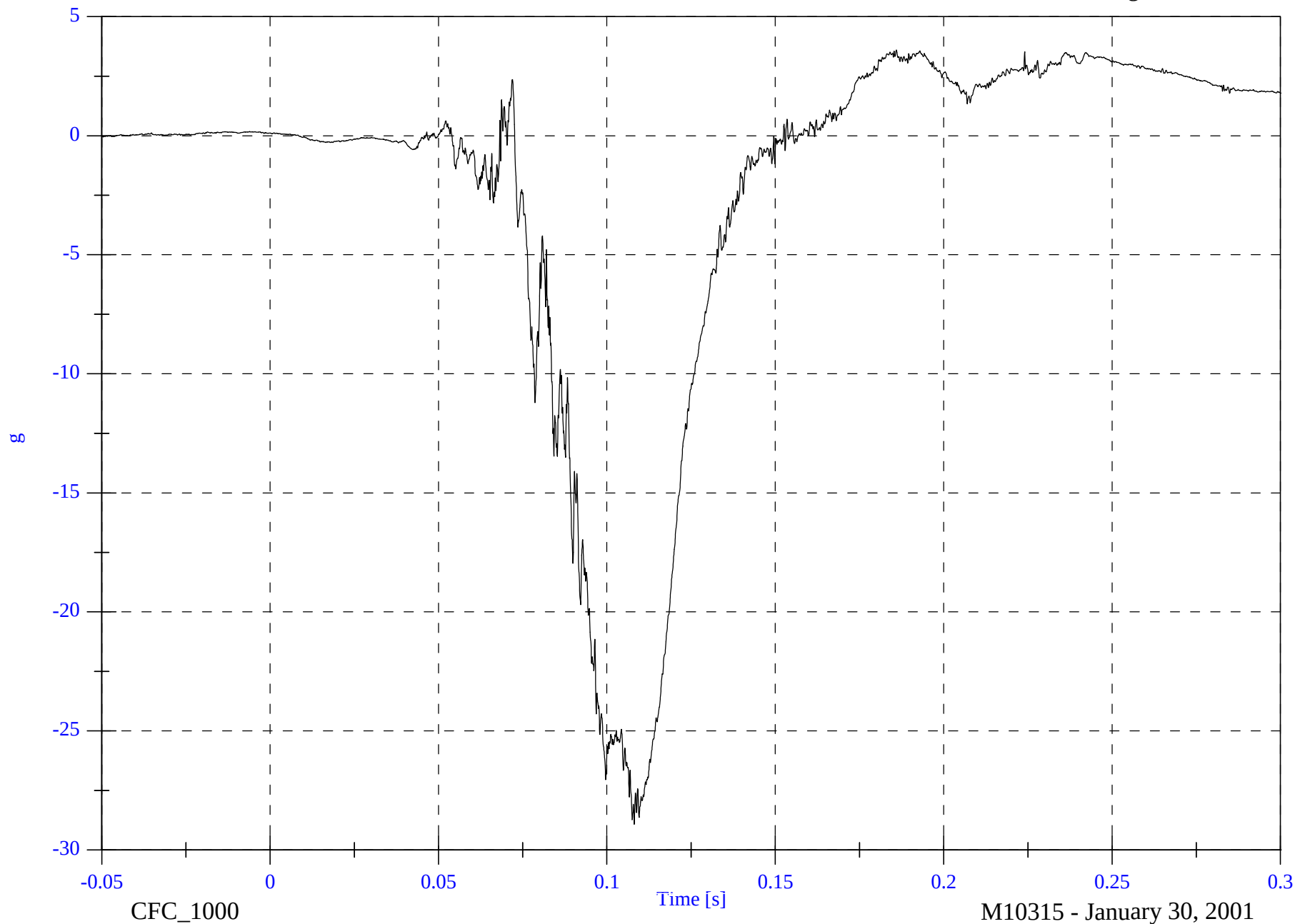
P1 Pelvic z

Max: 3.6 [g] at 0.186 [s]

Min: -28.9 [g] at 0.108 [s]

B-31

8602-19

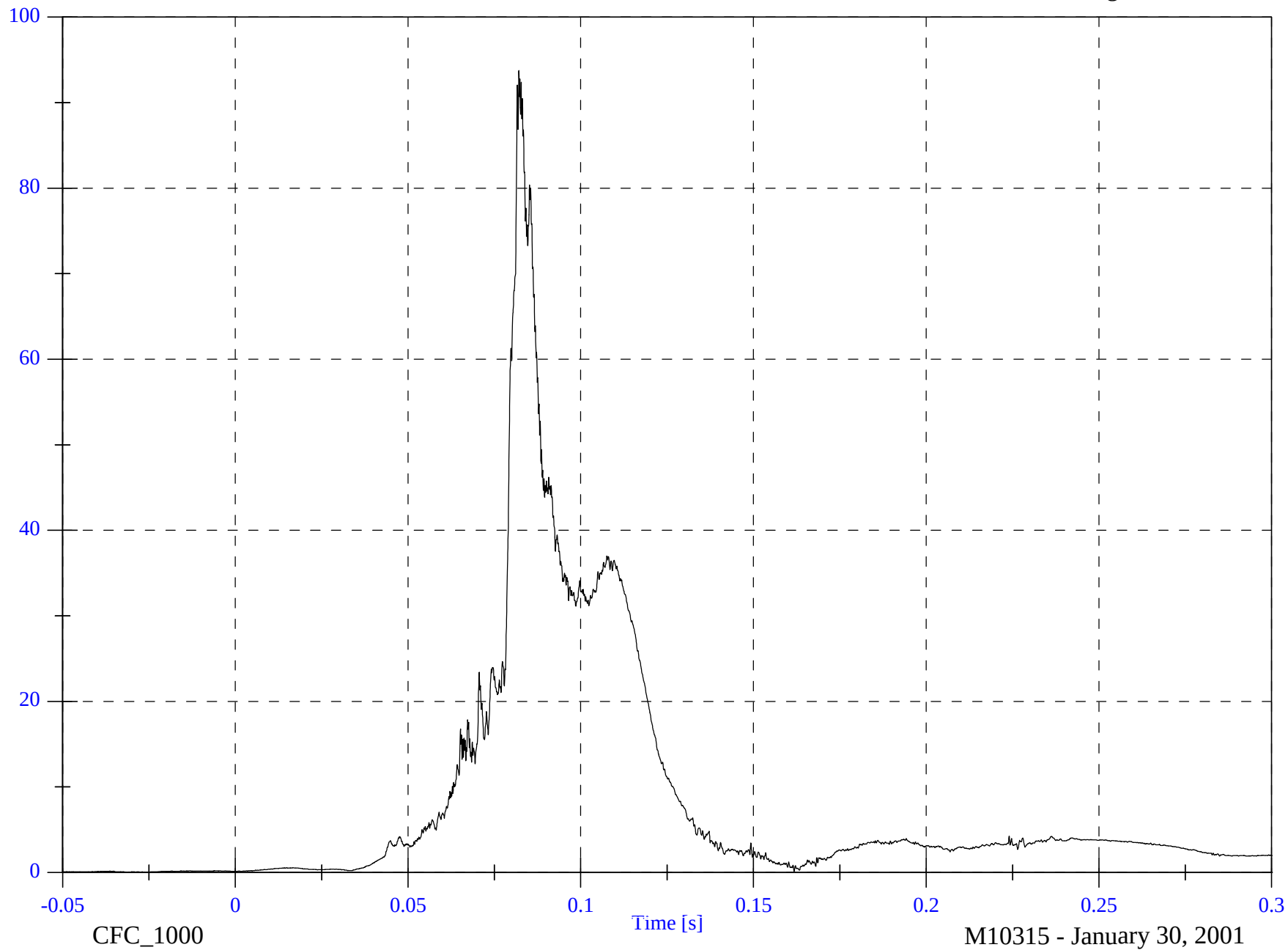


NCAP Test 19 - 2001 Chrysler Sebring

P1 Pelvic Resultant

Max: 93.8 [g] at 0.082 [s]

Min: 0.0 [g] at -0.027 [s]



B-32

8602-19

CFC_1000

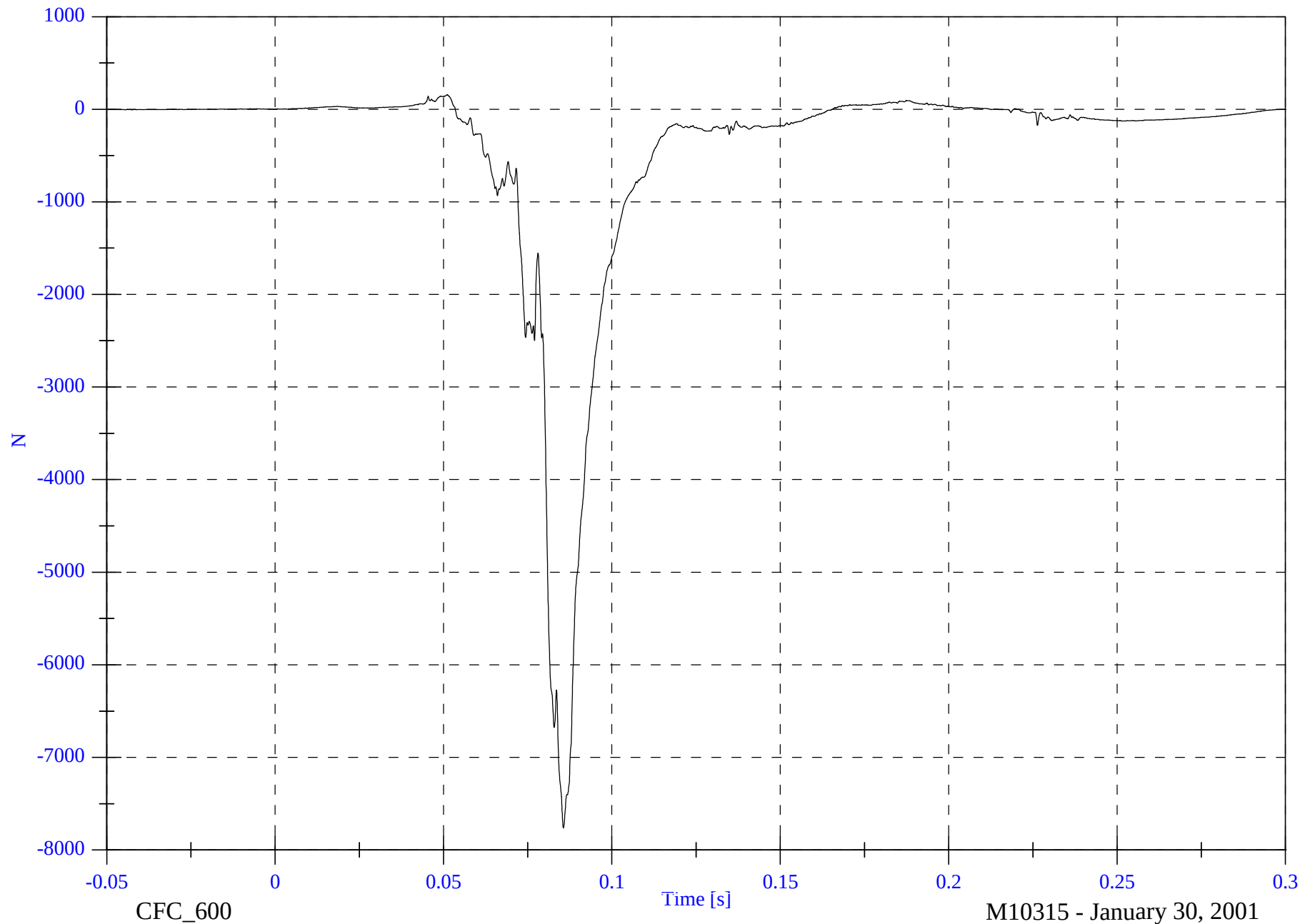
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P1 Left Femur z

Max: 156.2 [N] at 0.051 [s]

Min: -7761.8 [N] at 0.086 [s]



B-33

8602-19

CFC_600

Time [s]

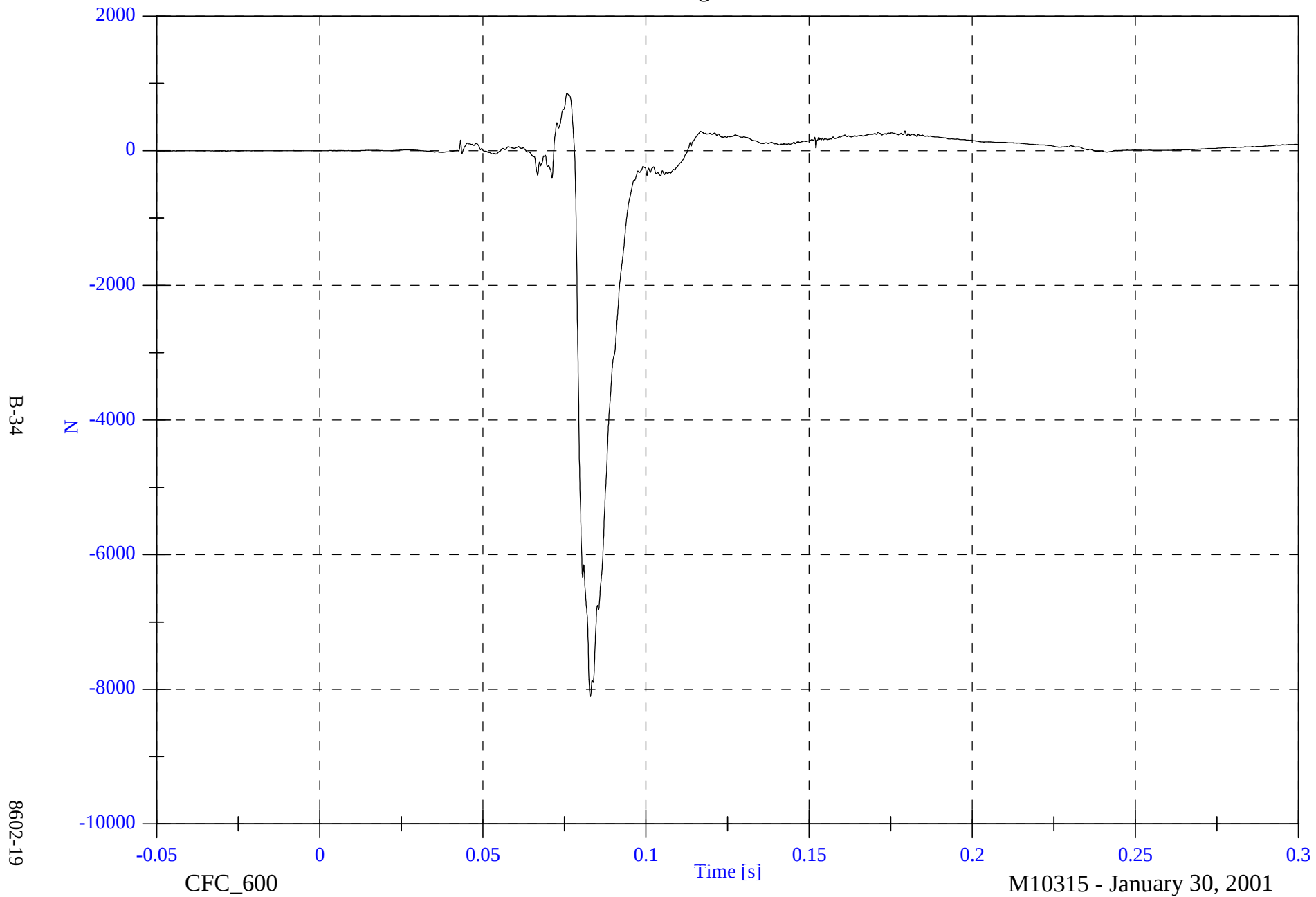
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P1 Right Femur z

Max: 856.2 [N] at 0.076 [s]

Min: -8109.0 [N] at 0.083 [s]

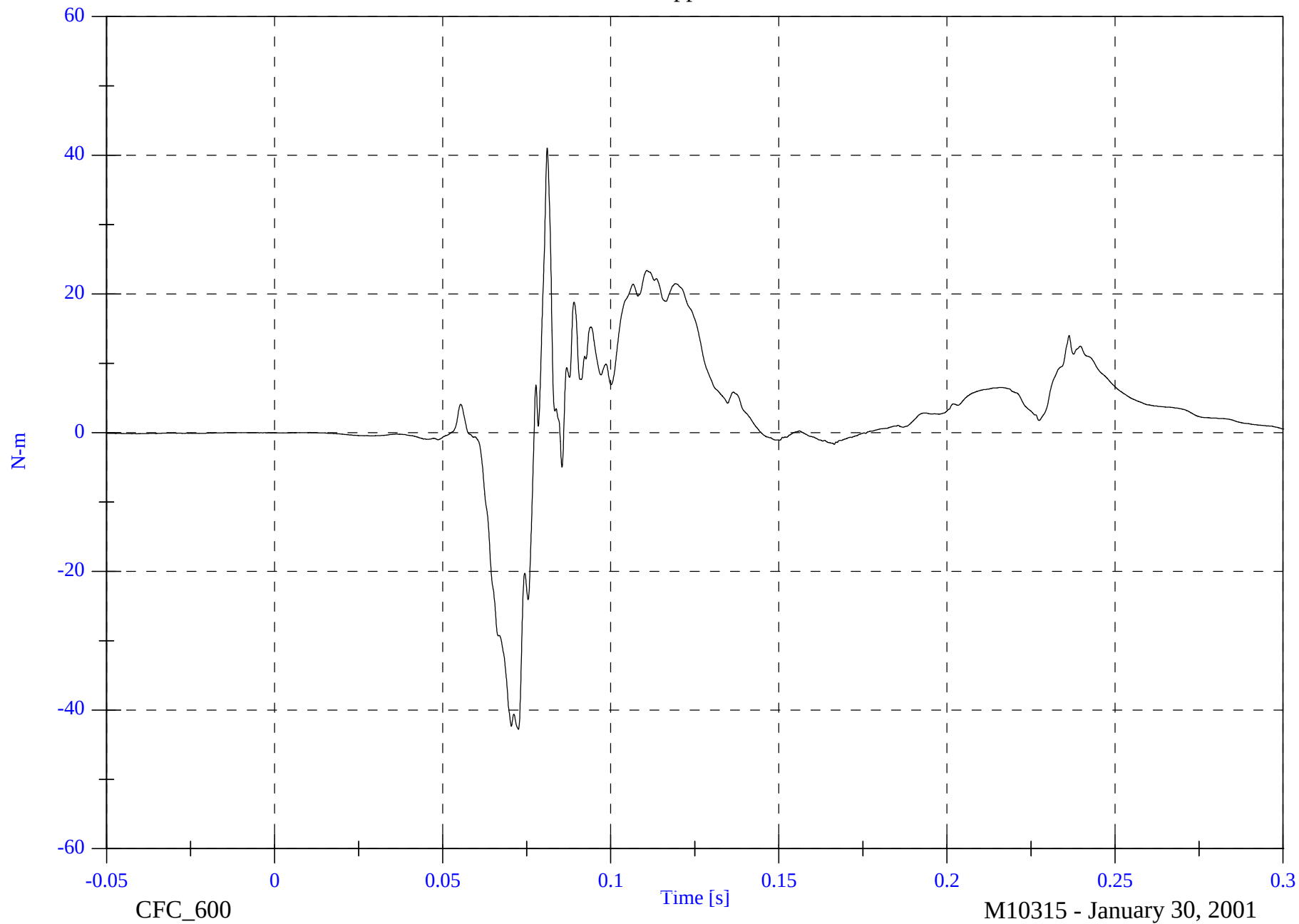


NCAP Test 19 - 2001 Chrysler Sebring

P1 Left Upper Tibia Mx

Max: 41.1 [N-m] at 0.081 [s]

Min: -42.8 [N-m] at 0.072 [s]



B-35

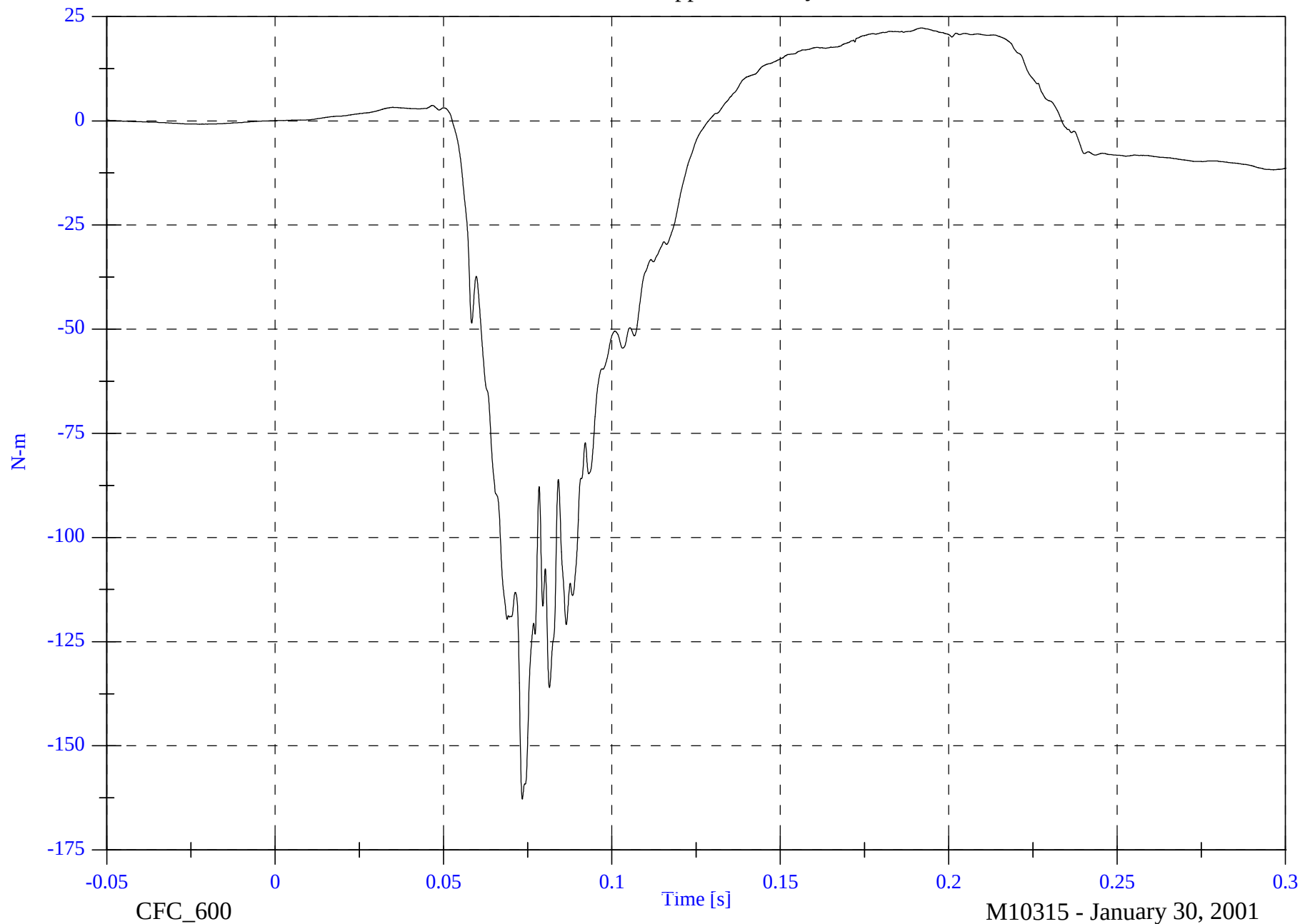
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Left Upper Tibia My

Max: 22.3 [N-m] at 0.192 [s]

Min: -162.8 [N-m] at 0.073 [s]



B-36

8602-19

CFC_600

Time [s]

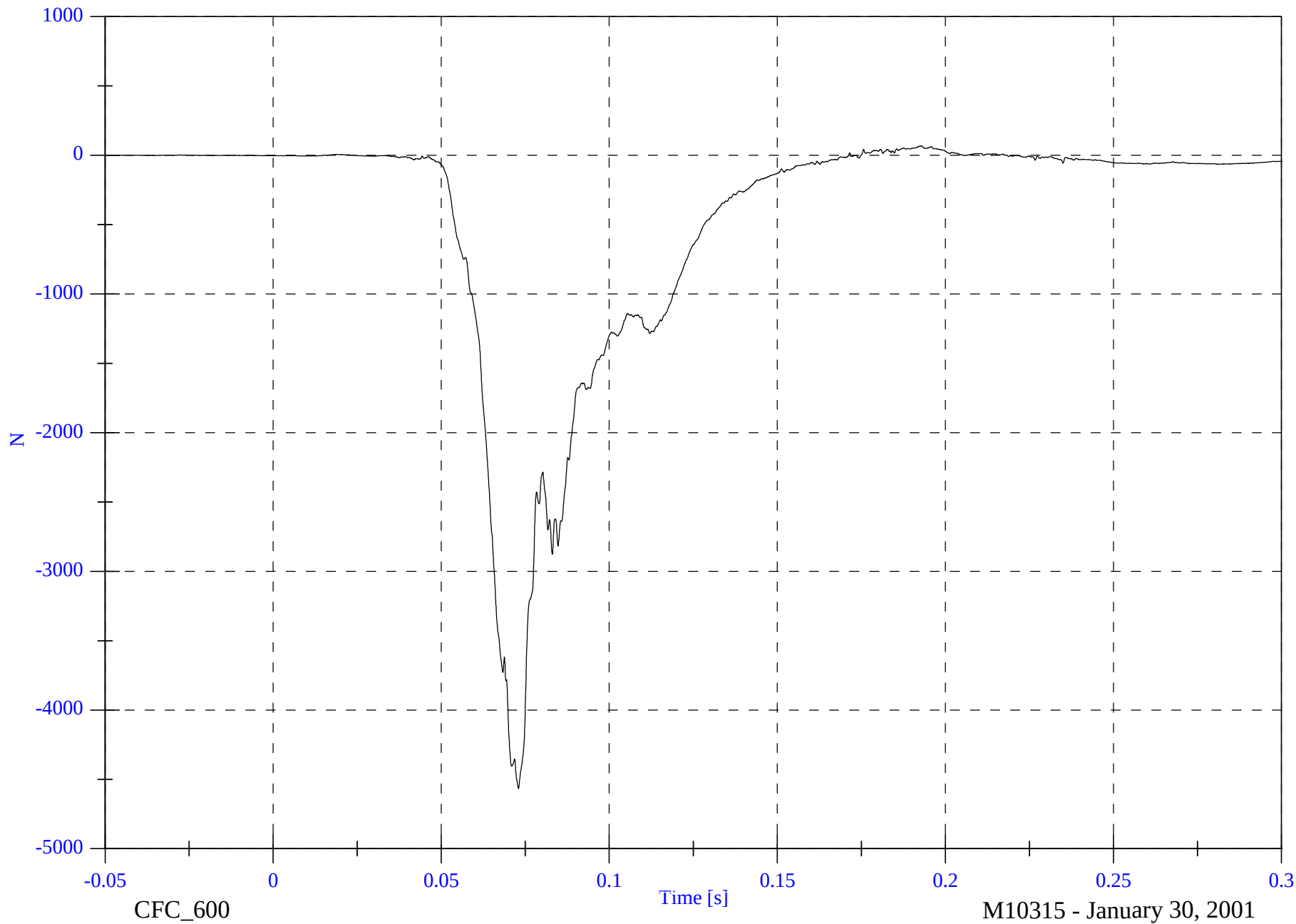
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P1 Left Lower Tibia Fz

Max: 69.7 [N] at 0.193 [s]

Min: -4566.9 [N] at 0.073 [s]

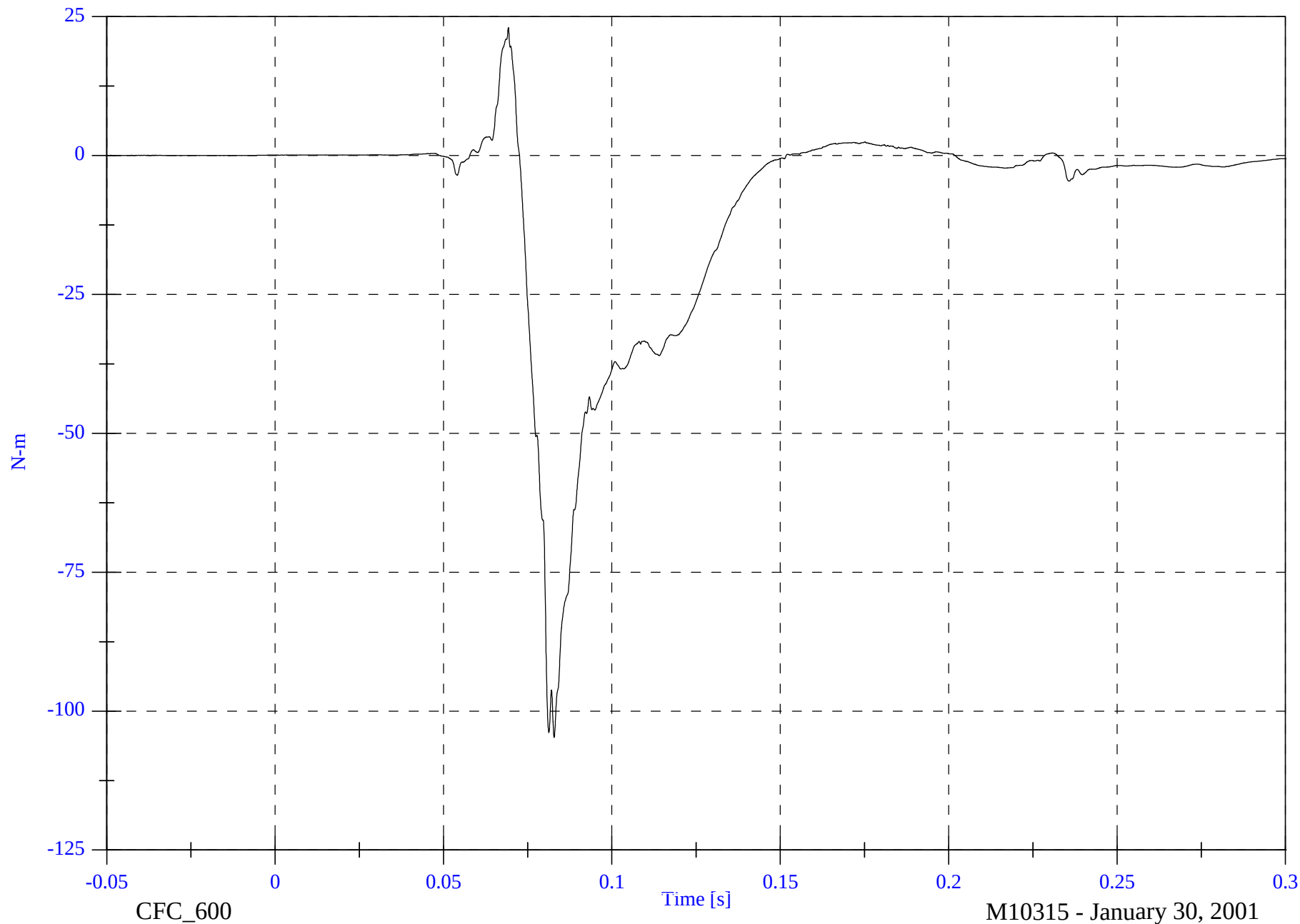


NCAP Test 19 - 2001 Chrysler Sebring

P1 Left Lower Tibia Mx

Max: 23.0 [N-m] at 0.069 [s]

Min: -104.7 [N-m] at 0.083 [s]



B-38

8602-19

CFC_600

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

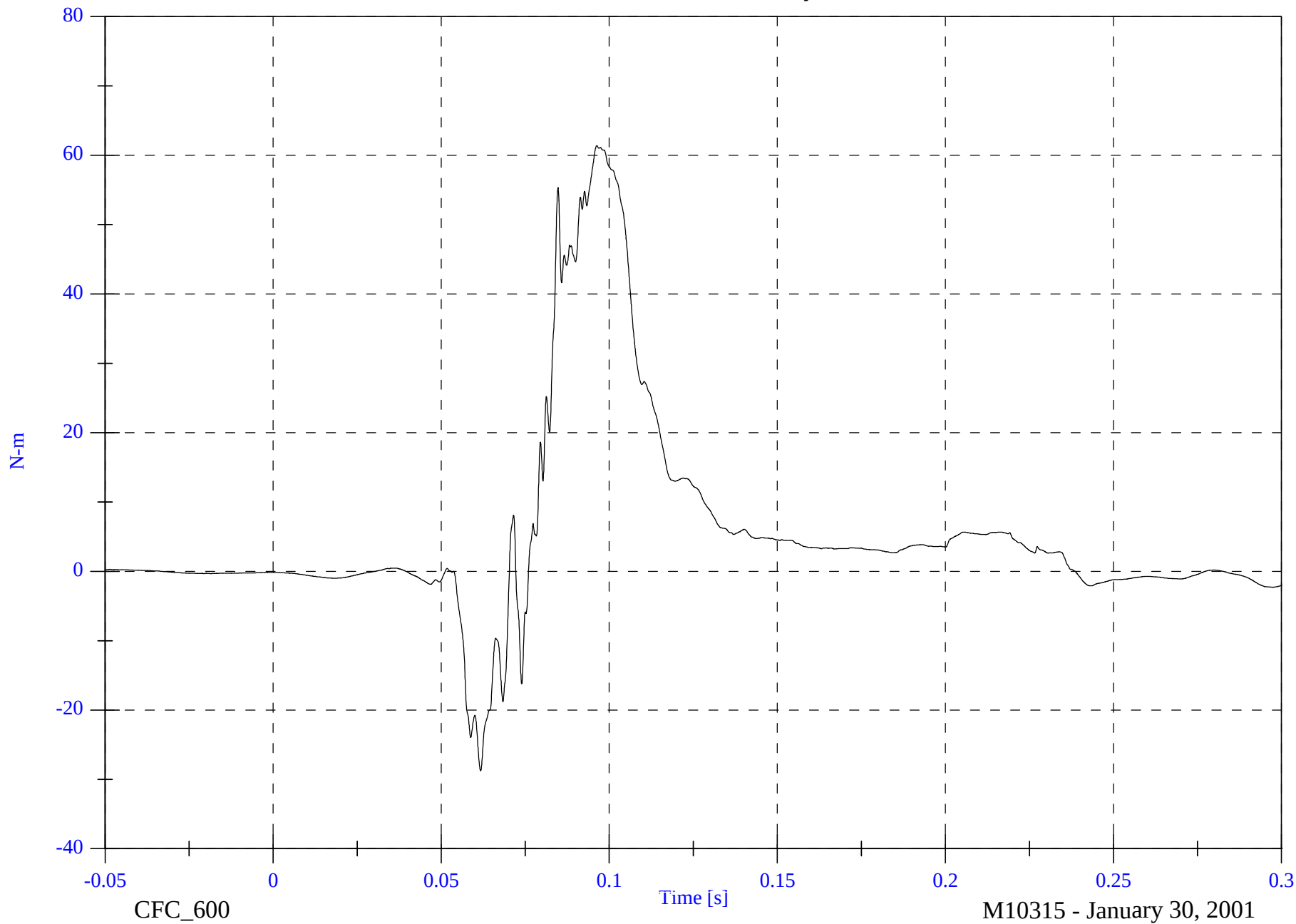
P1 Left Lower Tibia My

Max: 61.4 [N-m] at 0.096 [s]

Min: -28.8 [N-m] at 0.062 [s]

B-39

8602-19

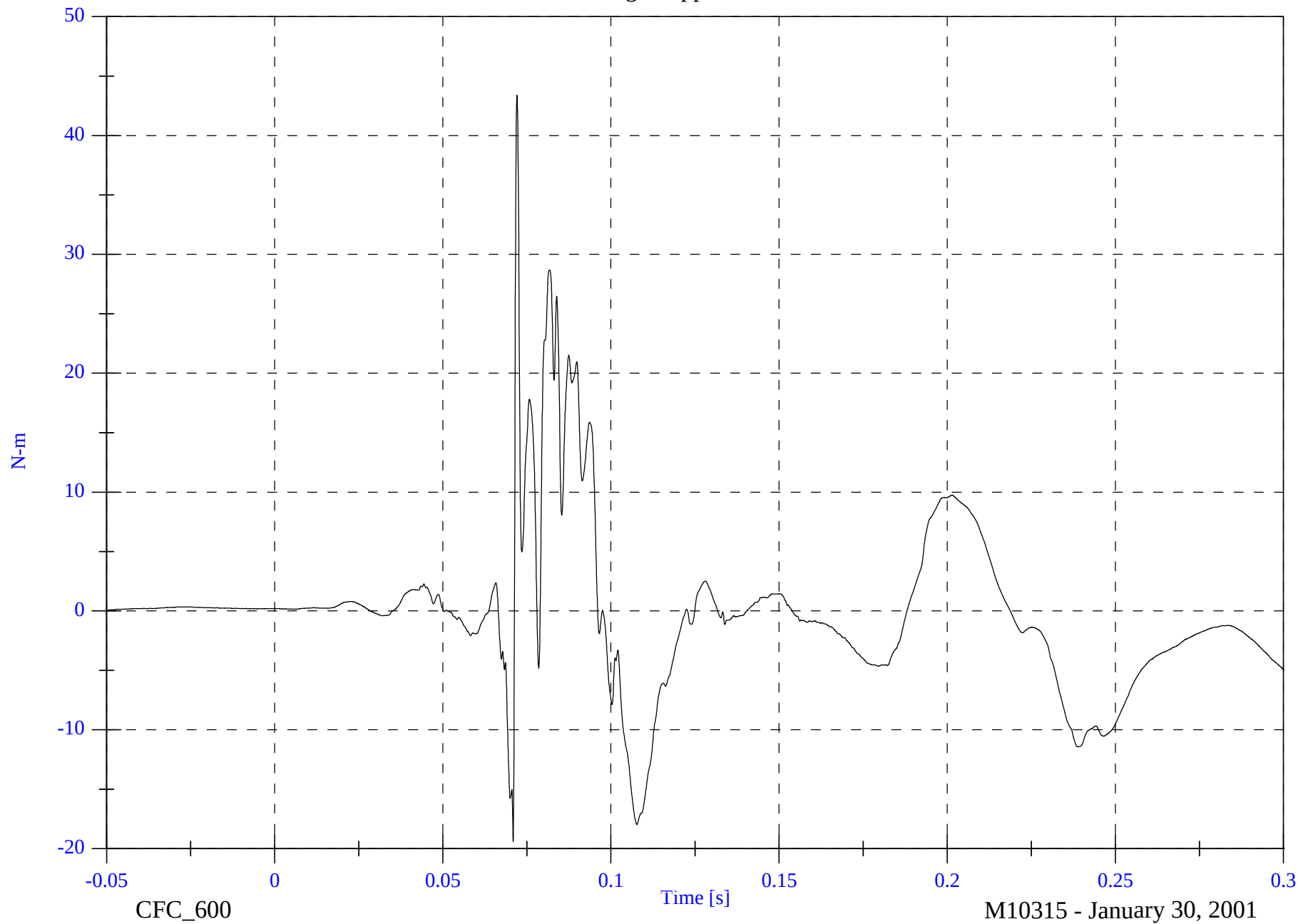


NCAP Test 19 - 2001 Chrysler Sebring

P1 Right Upper Tibia Mx

Max: 43.4 [N-m] at 0.072 [s]

Min: -19.4 [N-m] at 0.071 [s]



B-40

8602-19

NCAP Test 19 - 2001 Chrysler Sebring

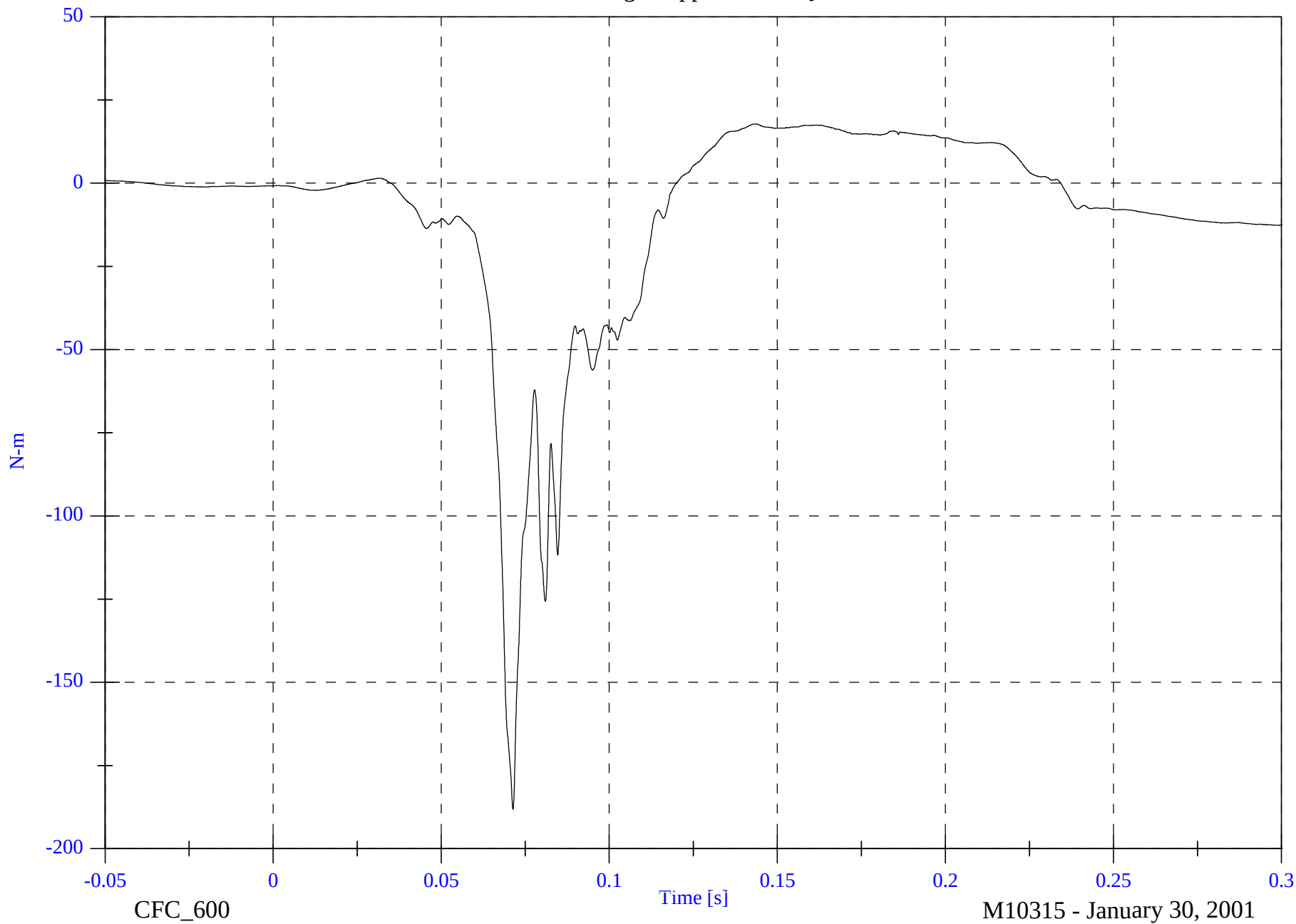
P1 Right Upper Tibia My

Max: 17.7 [N-m] at 0.143 [s]

Min: -188.2 [N-m] at 0.071 [s]

B-41

8602-19

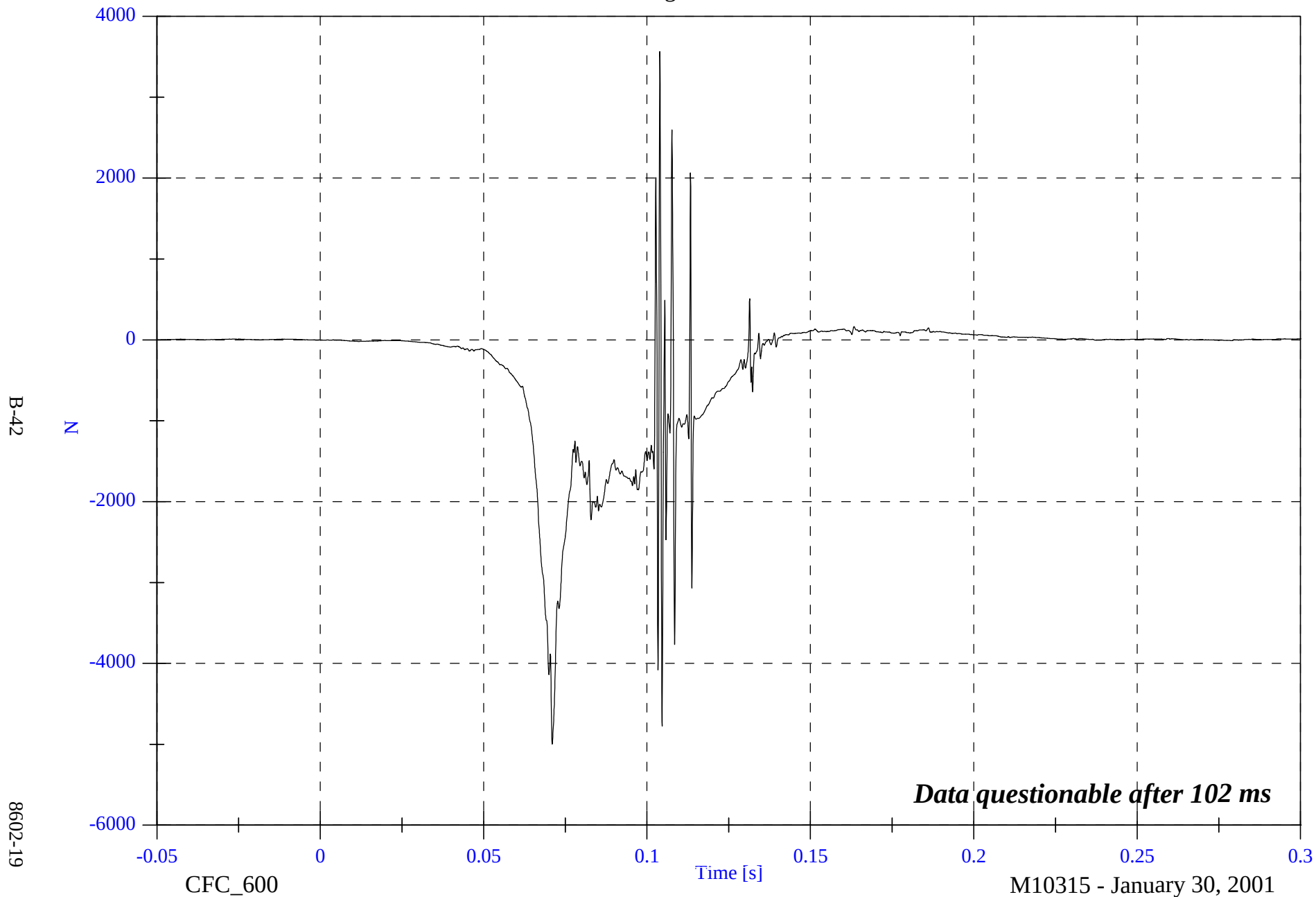


NCAP Test 19 - 2001 Chrysler Sebring

Max: 3562.2 [N] at 0.104 [s]

Min: -4999.9 [N] at 0.071 [s]

P1 Right Lower Tibia Fz

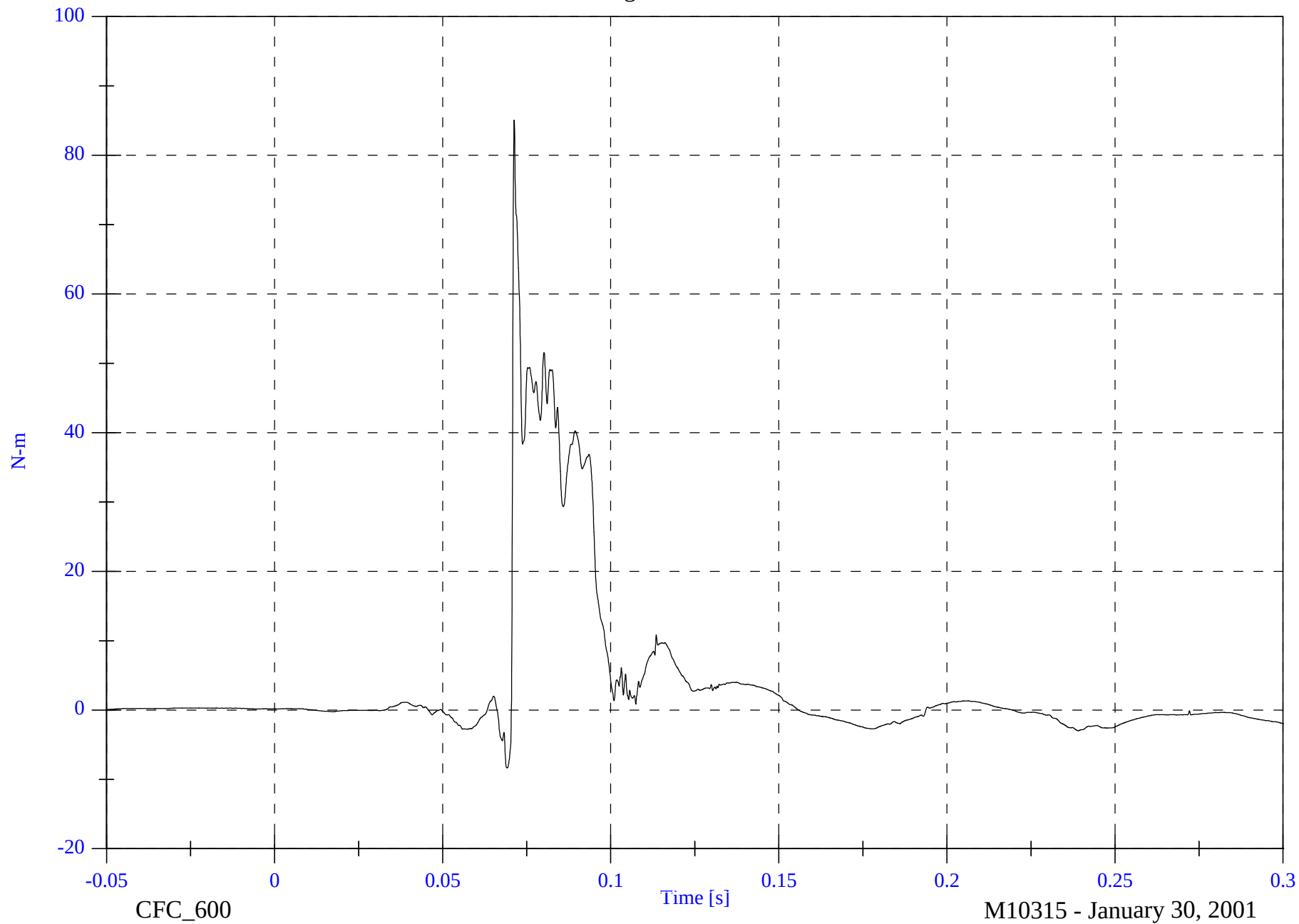


NCAP Test 19 - 2001 Chrysler Sebring

P1 Right Lower Tibia Mx

Max: 85.1 [N-m] at 0.071 [s]

Min: -8.3 [N-m] at 0.069 [s]



B-43

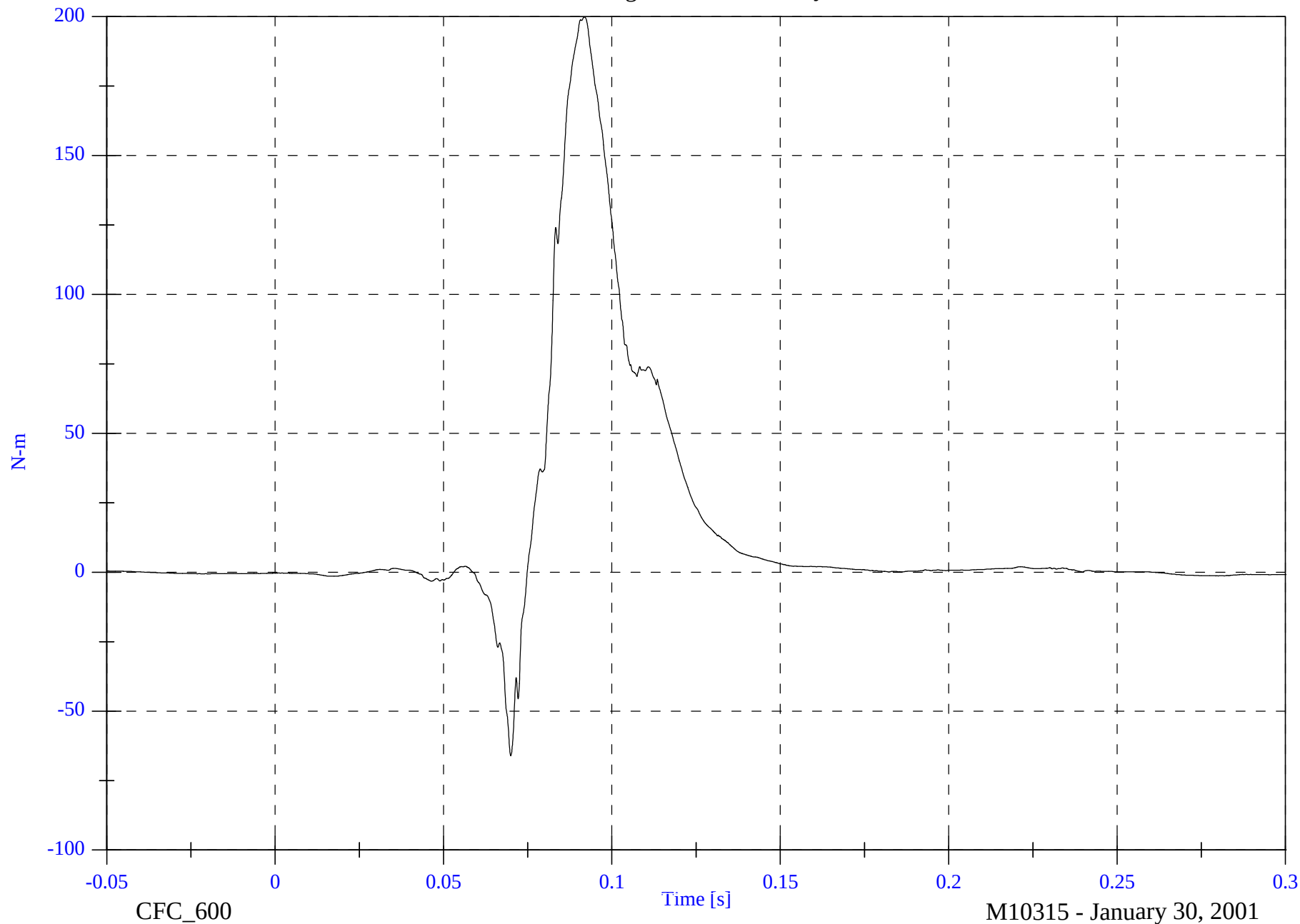
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

Max: 199.9 [N-m] at 0.092 [s]

Min: -66.1 [N-m] at 0.070 [s]

P1 Right Lower Tibia My



B-44

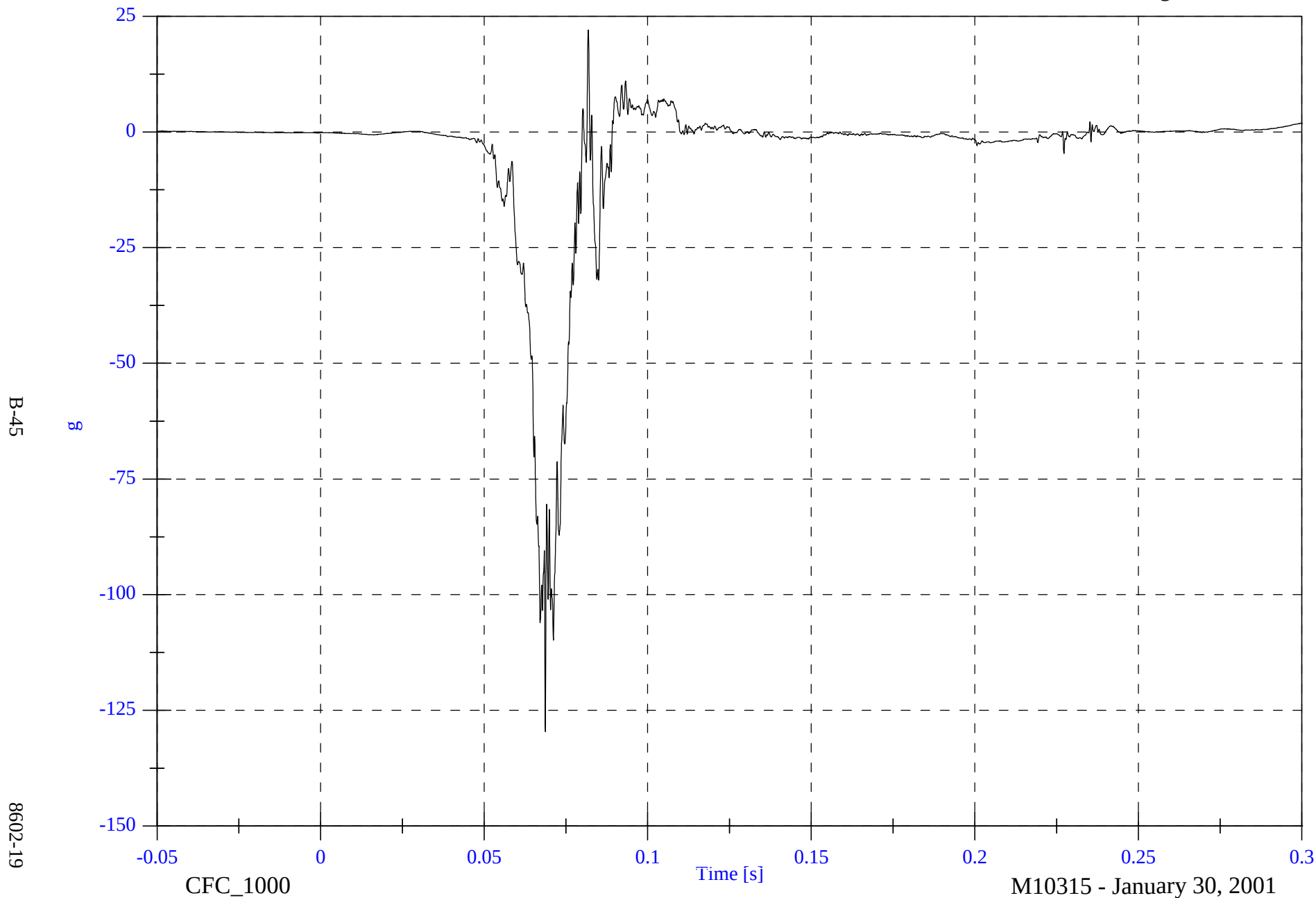
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Left Foot Aft x

Max: 22.1 [g] at 0.082 [s]

Min: -129.6 [g] at 0.069 [s]

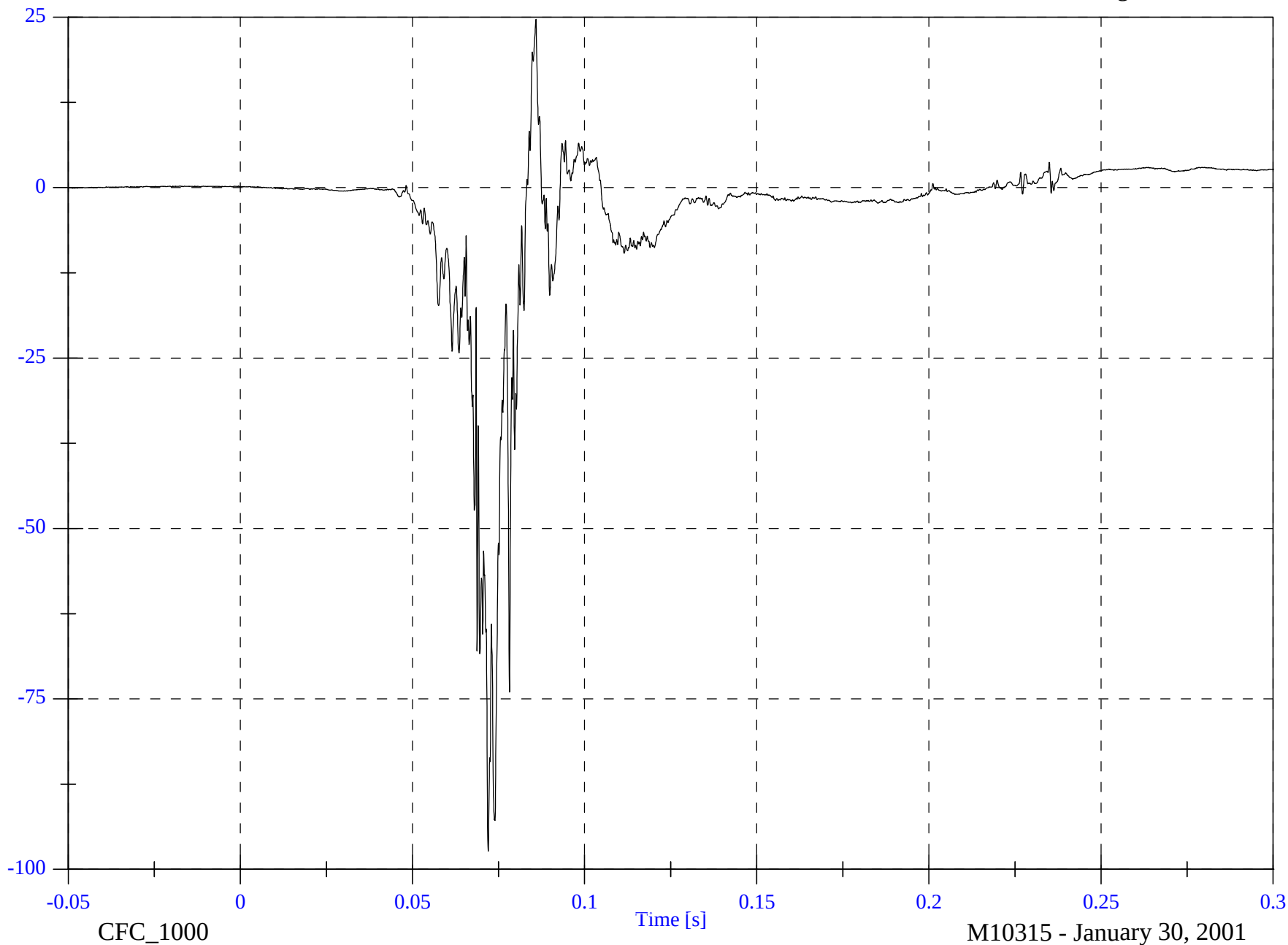


NCAP Test 19 - 2001 Chrysler Sebring

P1 Left Foot Aft z

Max: 24.7 [g] at 0.086 [s]

Min: -97.3 [g] at 0.072 [s]



B-46

8602-19

CFC_1000

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

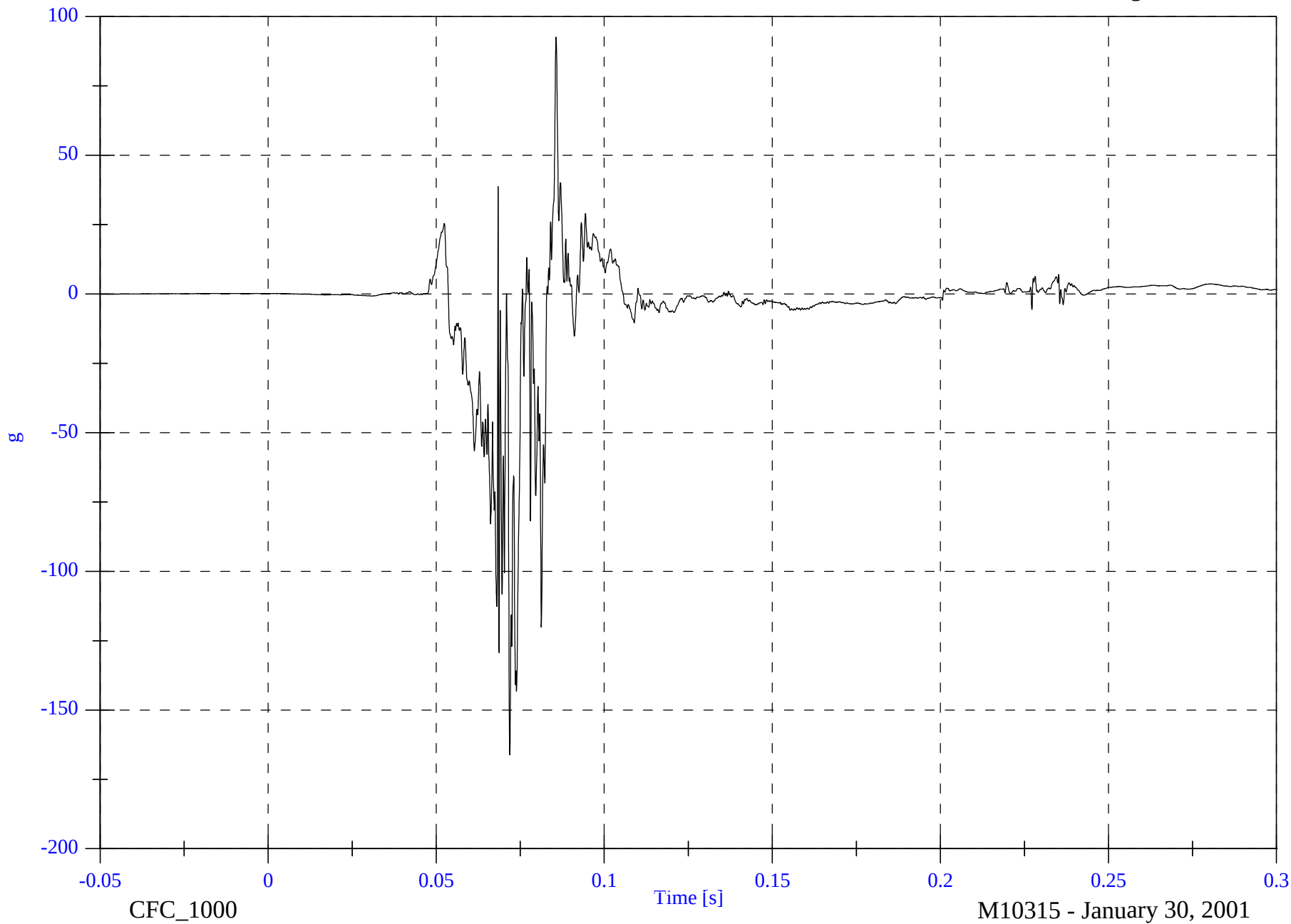
P1 Left Foot Fore z

Max: 92.7 [g] at 0.086 [s]

Min: -166.2 [g] at 0.072 [s]

B-47

8602-19

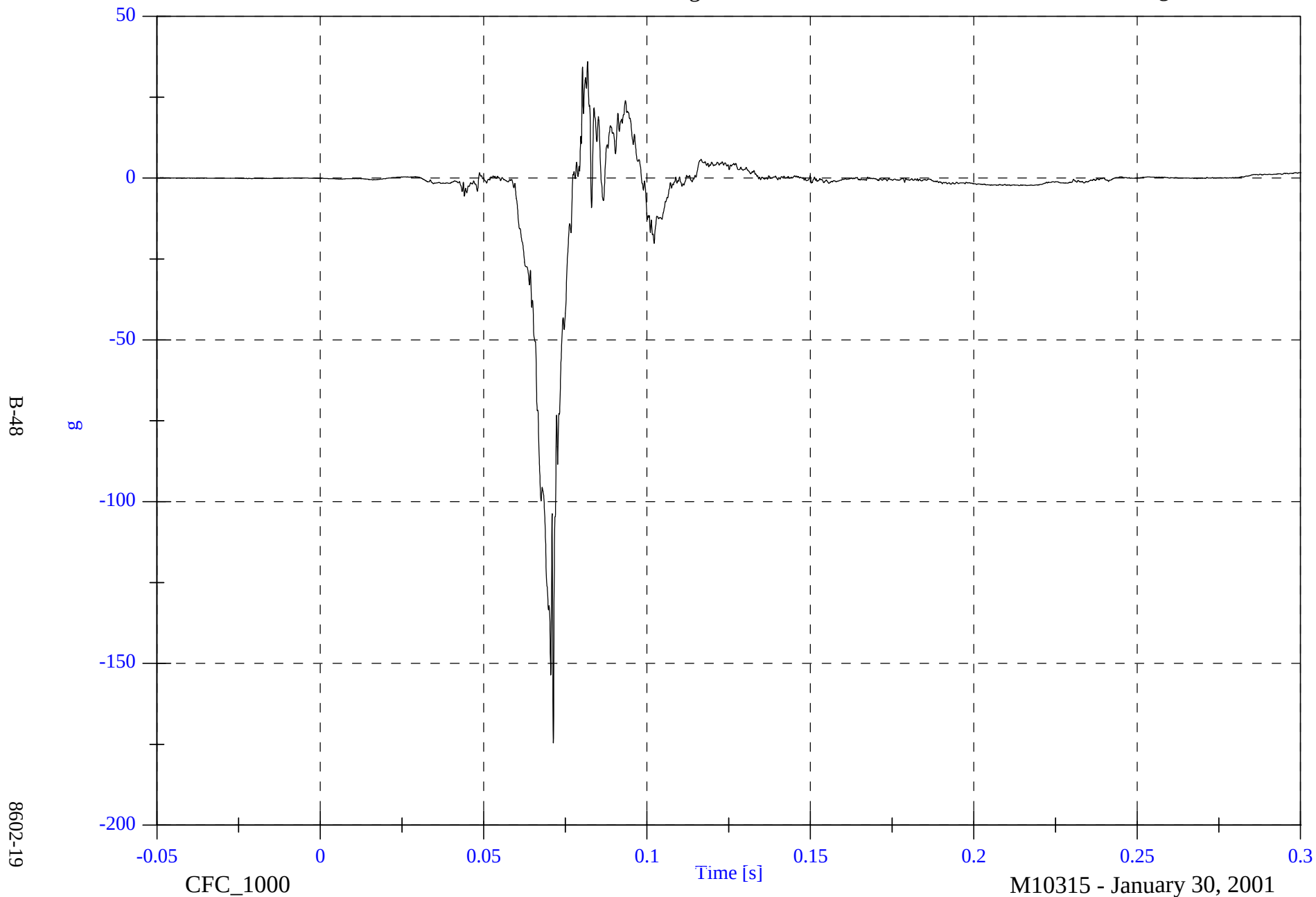


NCAP Test 19 - 2001 Chrysler Sebring

P1 Right Foot Aft x

Max: 36.0 [g] at 0.082 [s]

Min: -174.6 [g] at 0.071 [s]

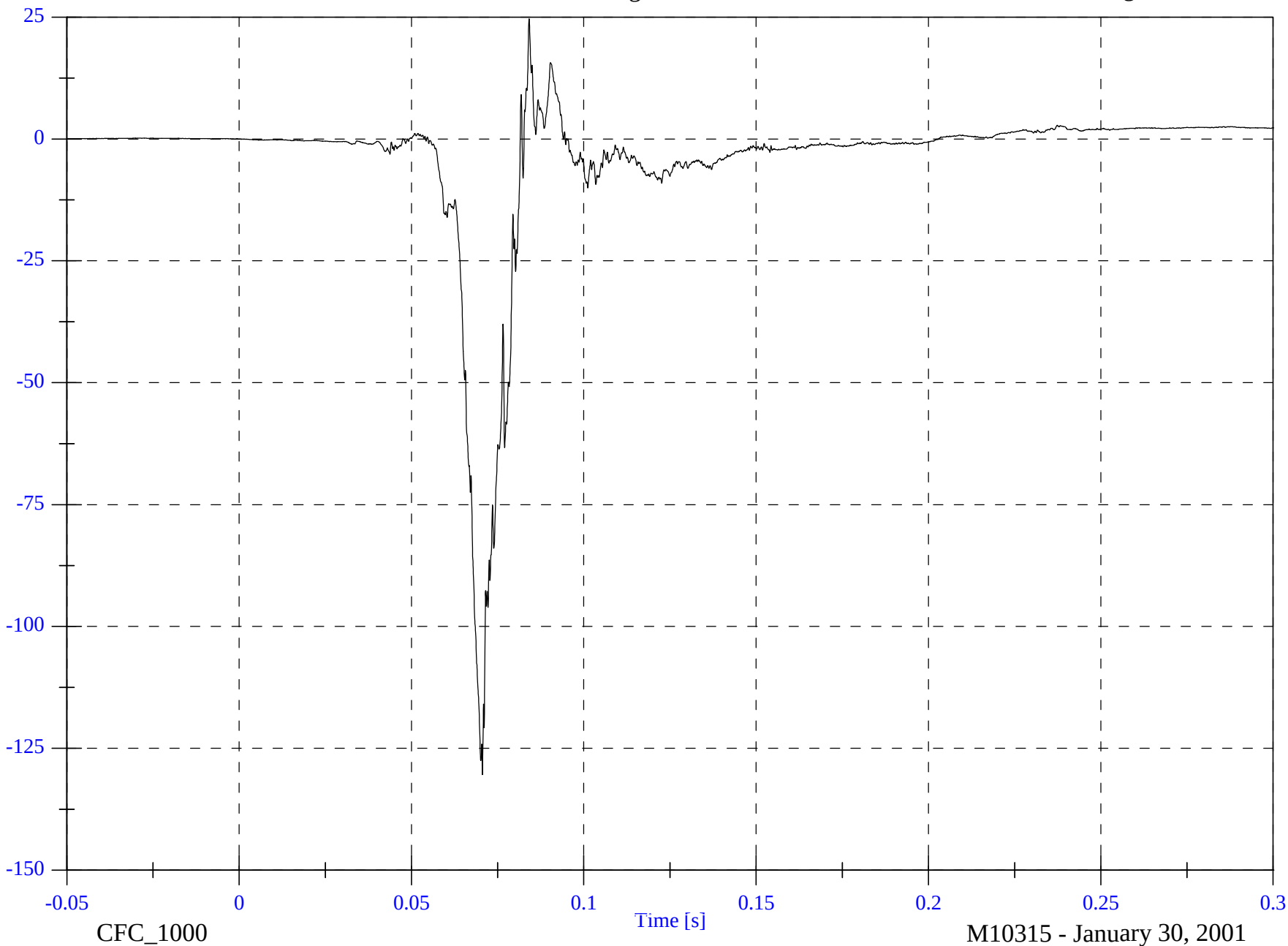


NCAP Test 19 - 2001 Chrysler Sebring

P1 Right Foot Aft z

Max: 24.6 [g] at 0.084 [s]

Min: -130.4 [g] at 0.071 [s]



B-49

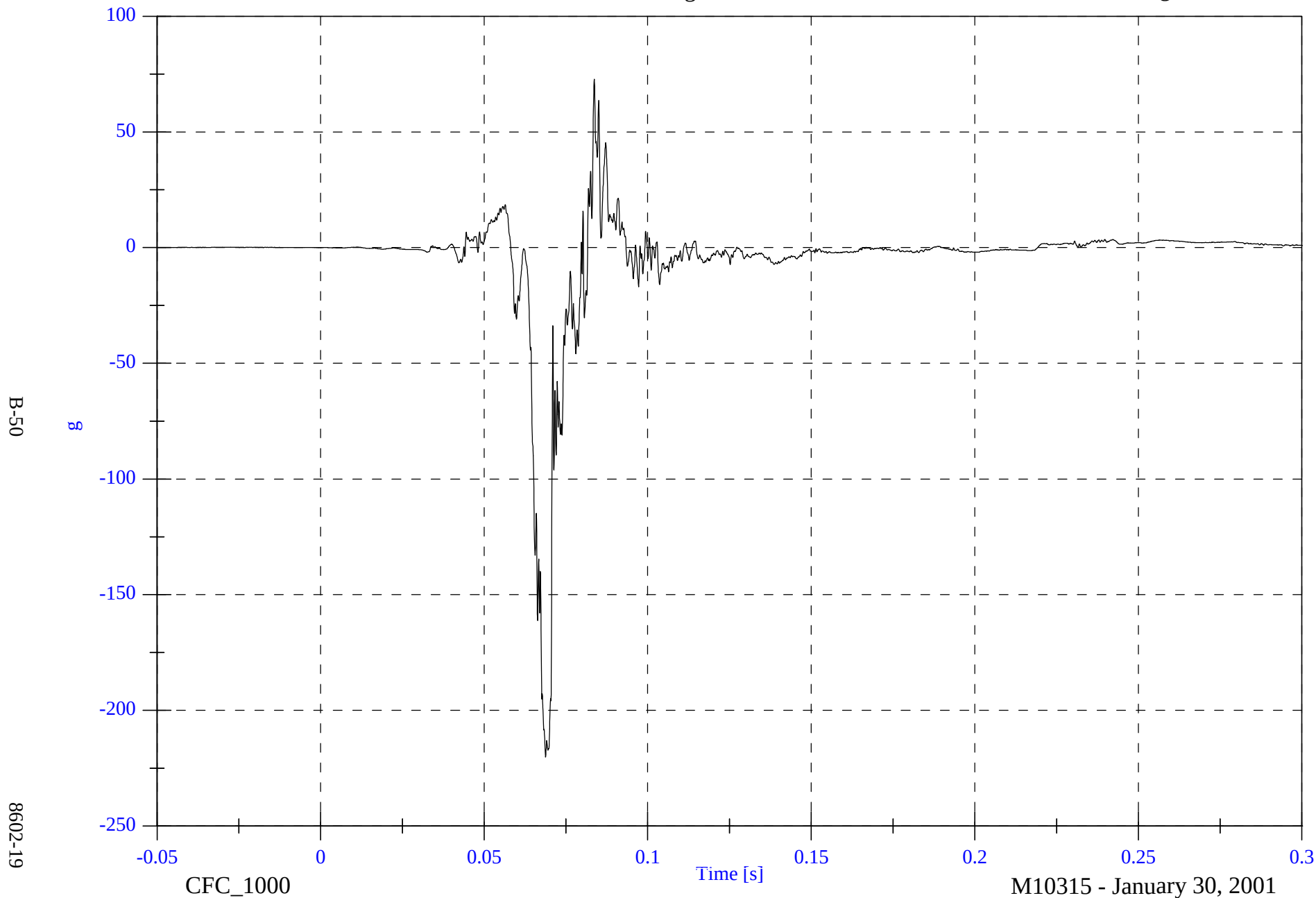
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P1 Right Foot Fore z

Max: 72.8 [g] at 0.084 [s]

Min: -220.3 [g] at 0.069 [s]

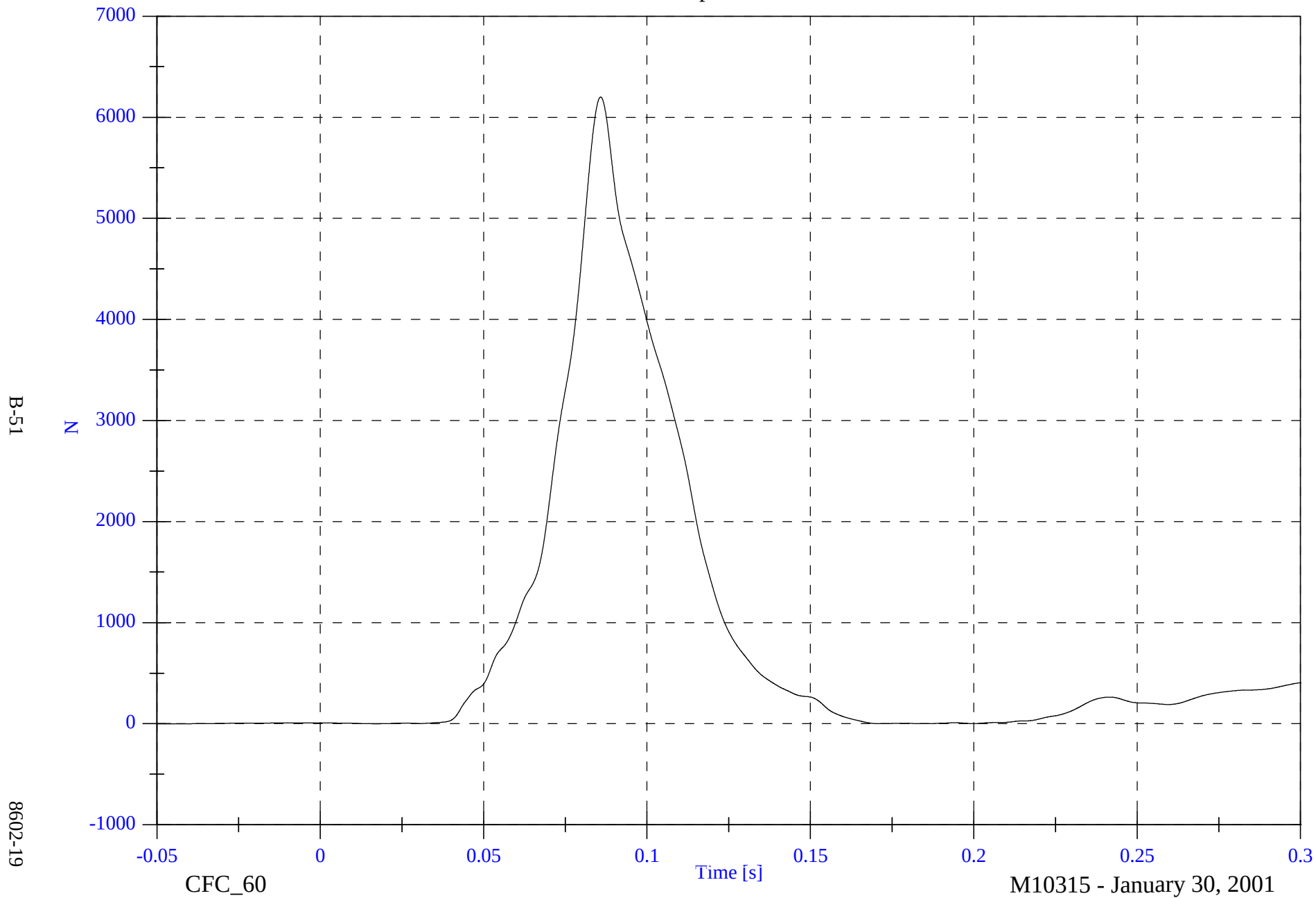


NCAP Test 19 - 2001 Chrysler Sebring

P1 Lap Belt Force

Max: 6200.4 [N] at 0.086 [s]

Min: -2.7 [N] at -0.050 [s]

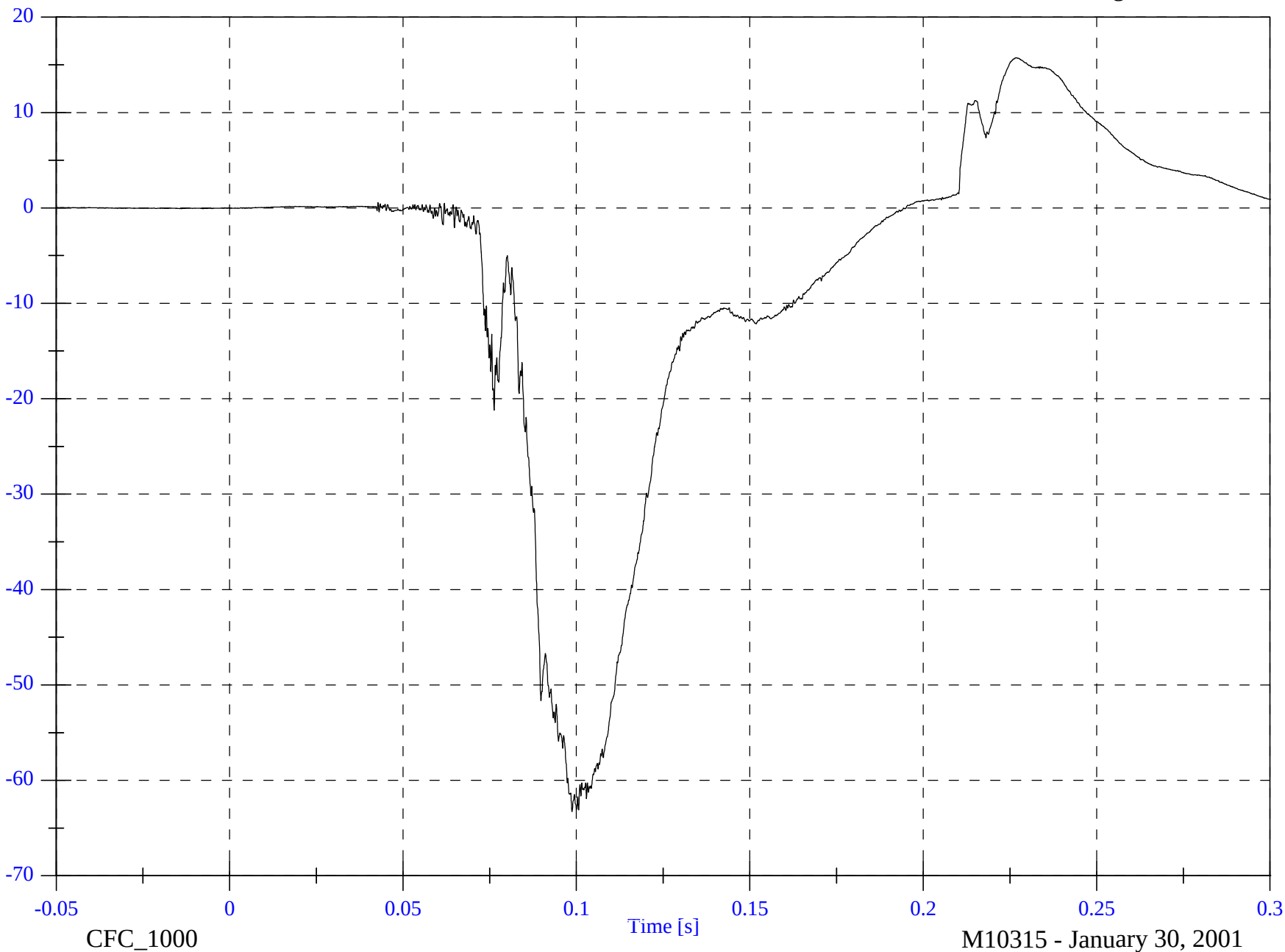


NCAP Test 19 - 2001 Chrysler Sebring

P2 Head x

Max: 15.7 [g] at 0.227 [s]

Min: -63.3 [g] at 0.099 [s]



B-52

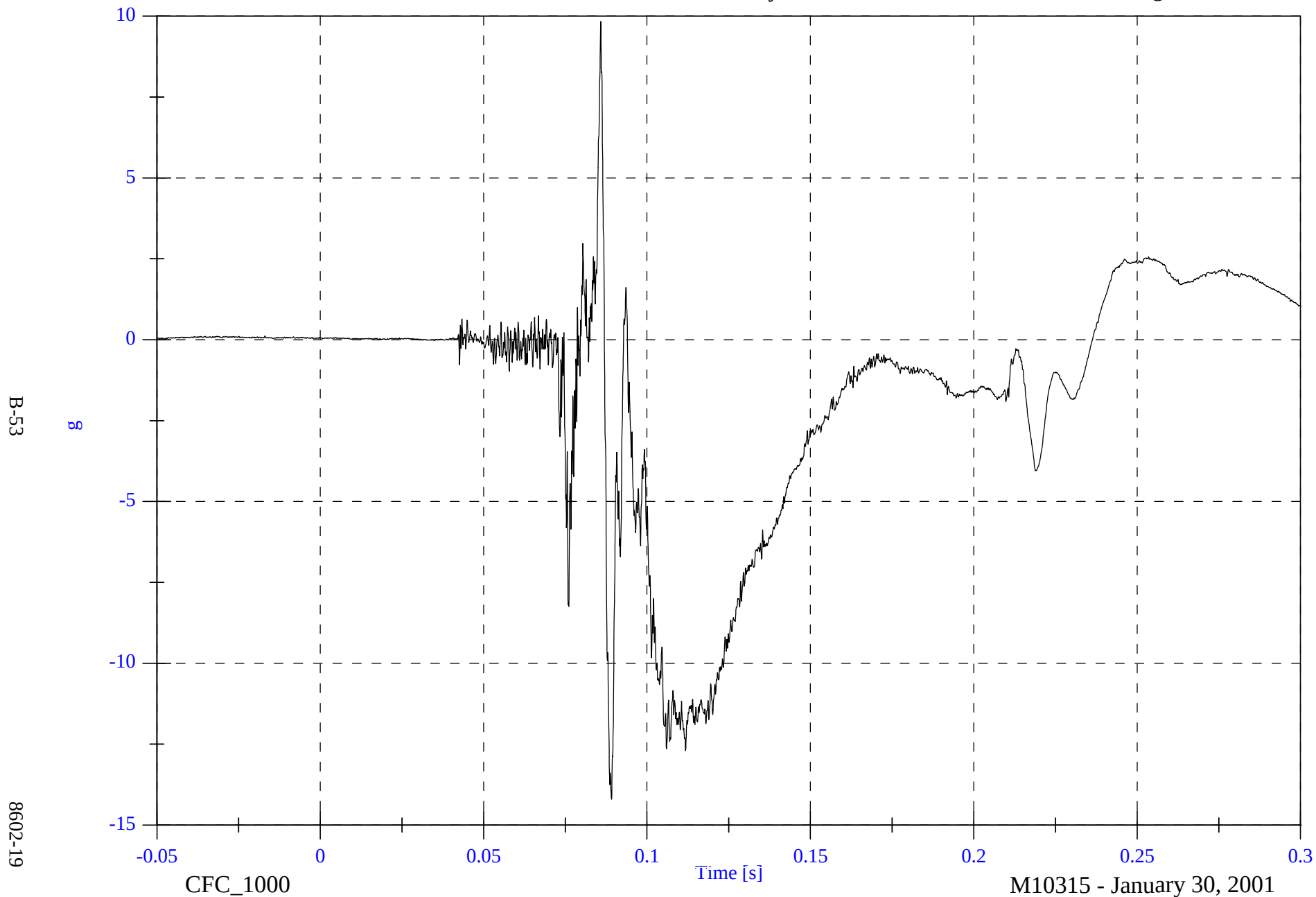
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Head y

Max: 9.8 [g] at 0.086 [s]

Min: -14.2 [g] at 0.089 [s]



NCAP Test 19 - 2001 Chrysler Sebring

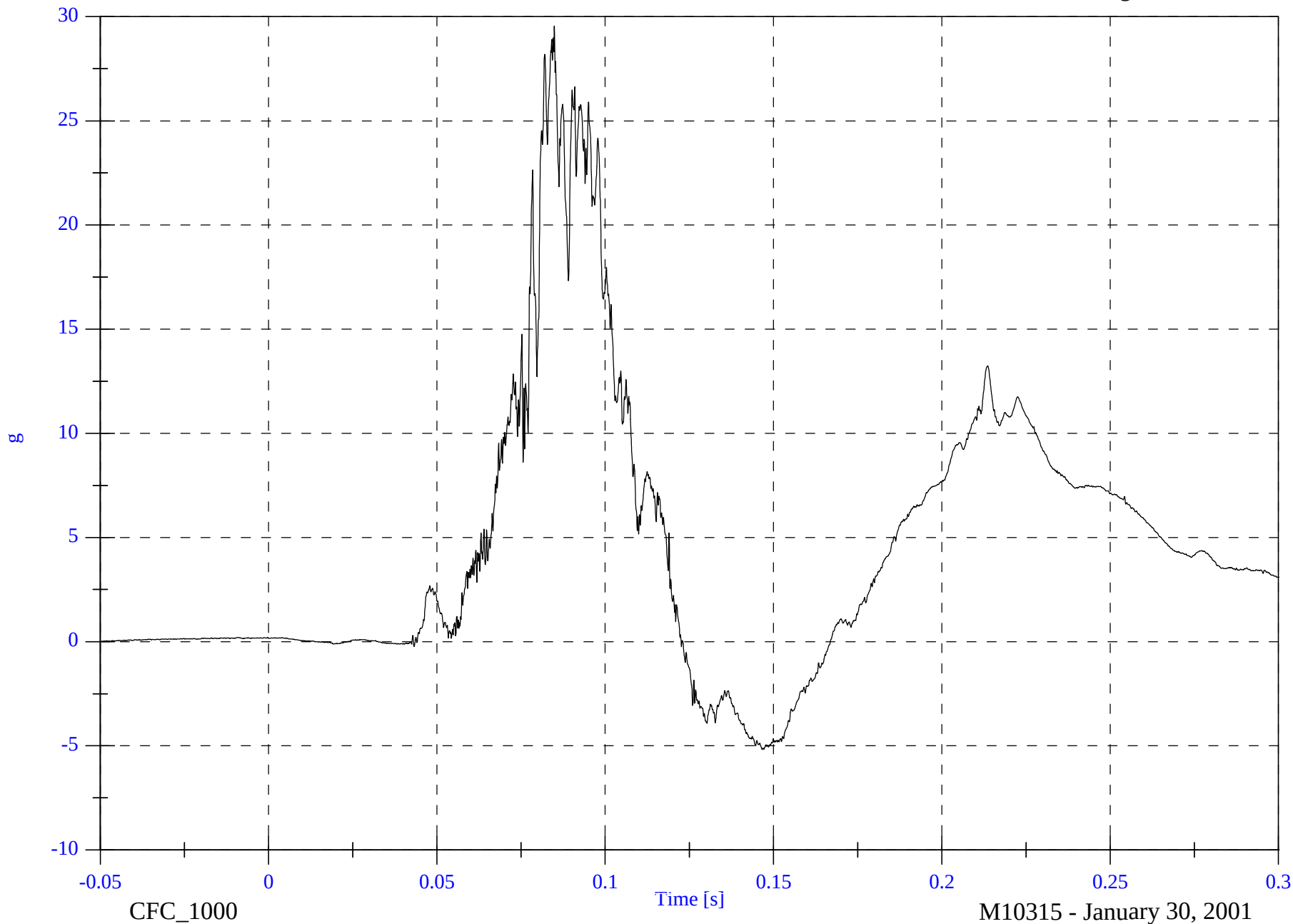
P2 Head z

Max: 29.6 [g] at 0.085 [s]

Min: -5.2 [g] at 0.147 [s]

B-54

8602-19

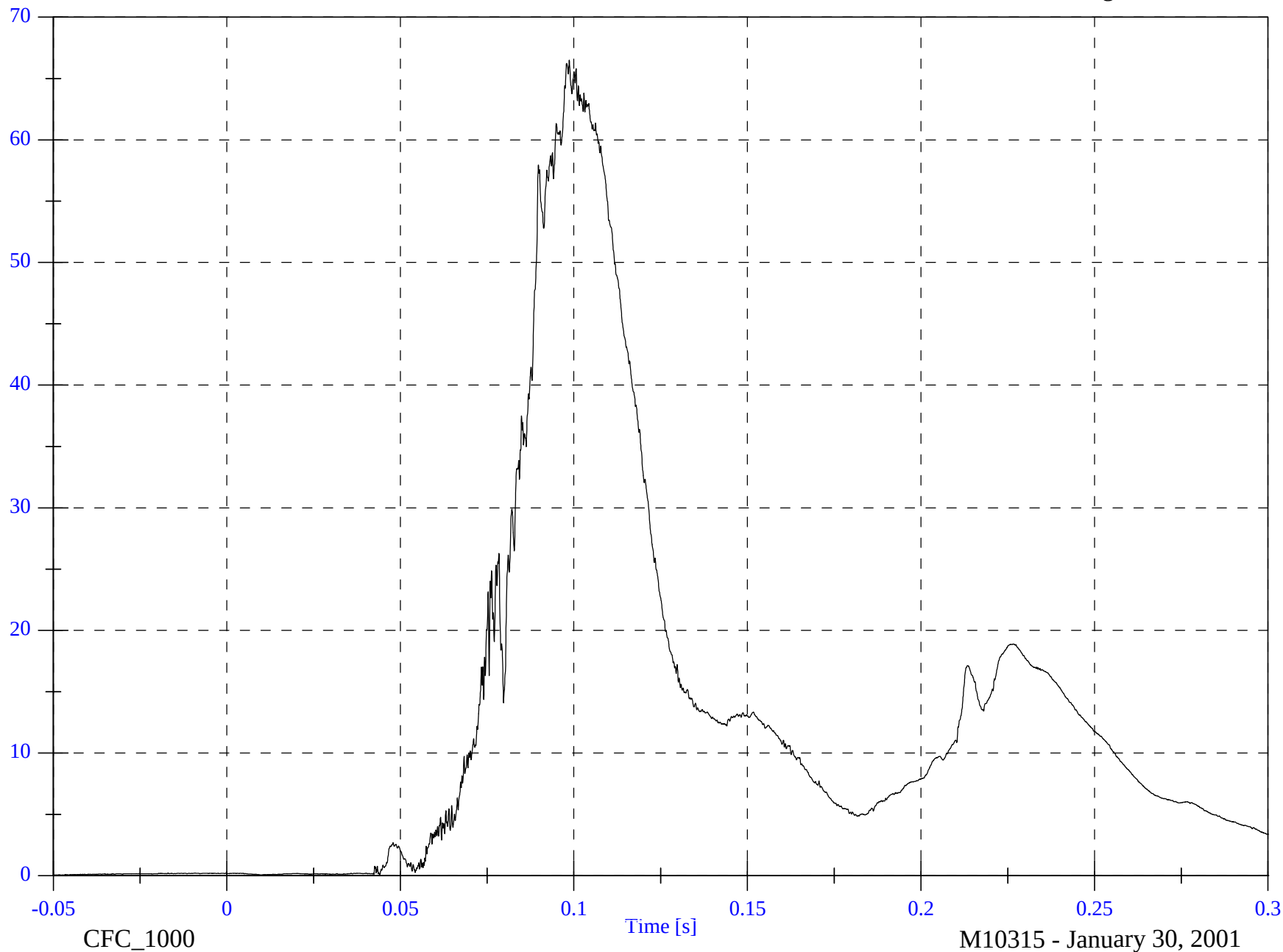


NCAP Test 19 - 2001 Chrysler Sebring

P2 Head Resultant

Max: 66.5 [g] at 0.099 [s]

Min: 0.0 [g] at -0.048 [s]



B-55

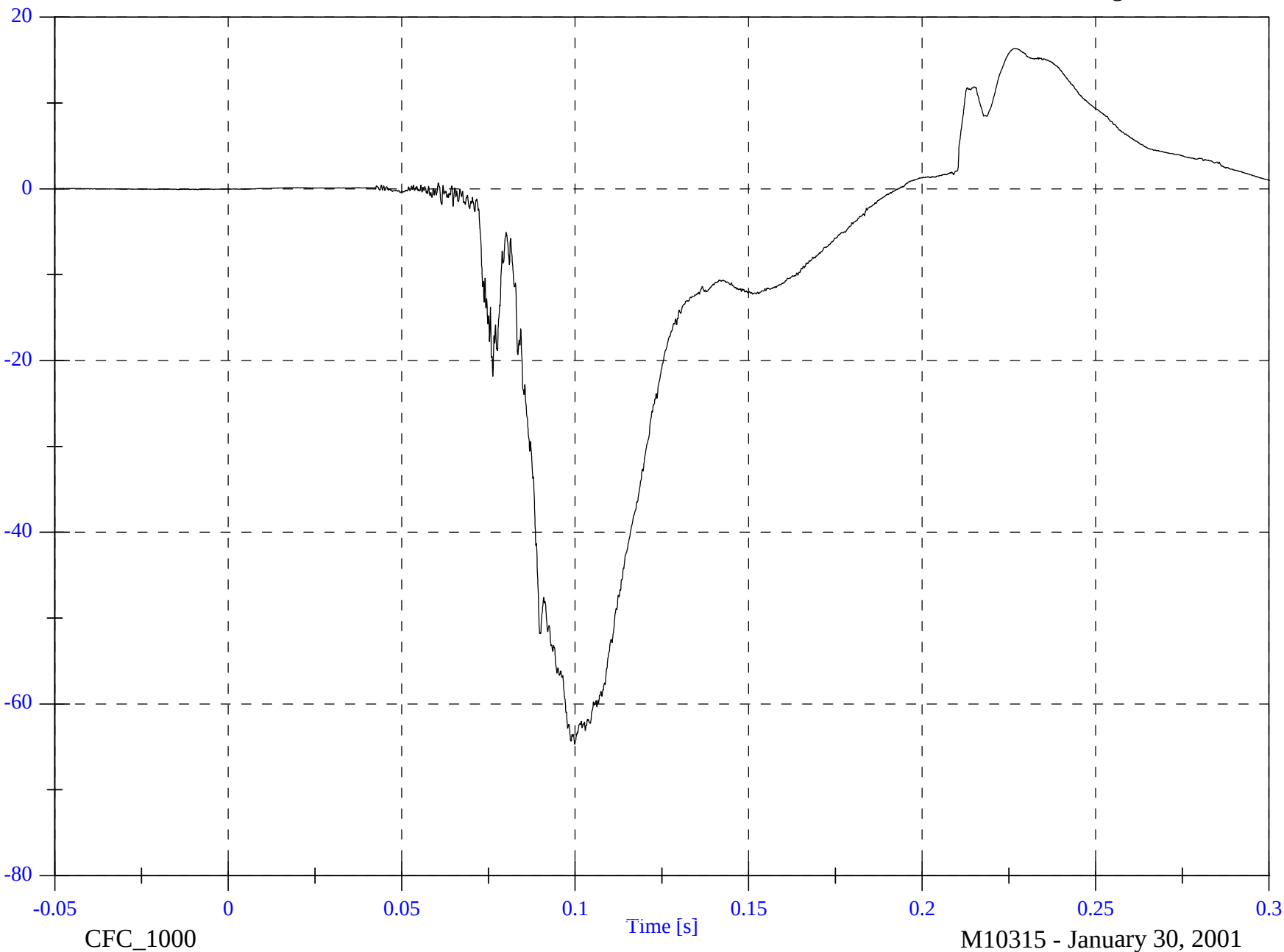
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Head Red x

Max: 16.4 [g] at 0.227 [s]

Min: -64.7 [g] at 0.100 [s]



B-56

8602-19

CFC_1000

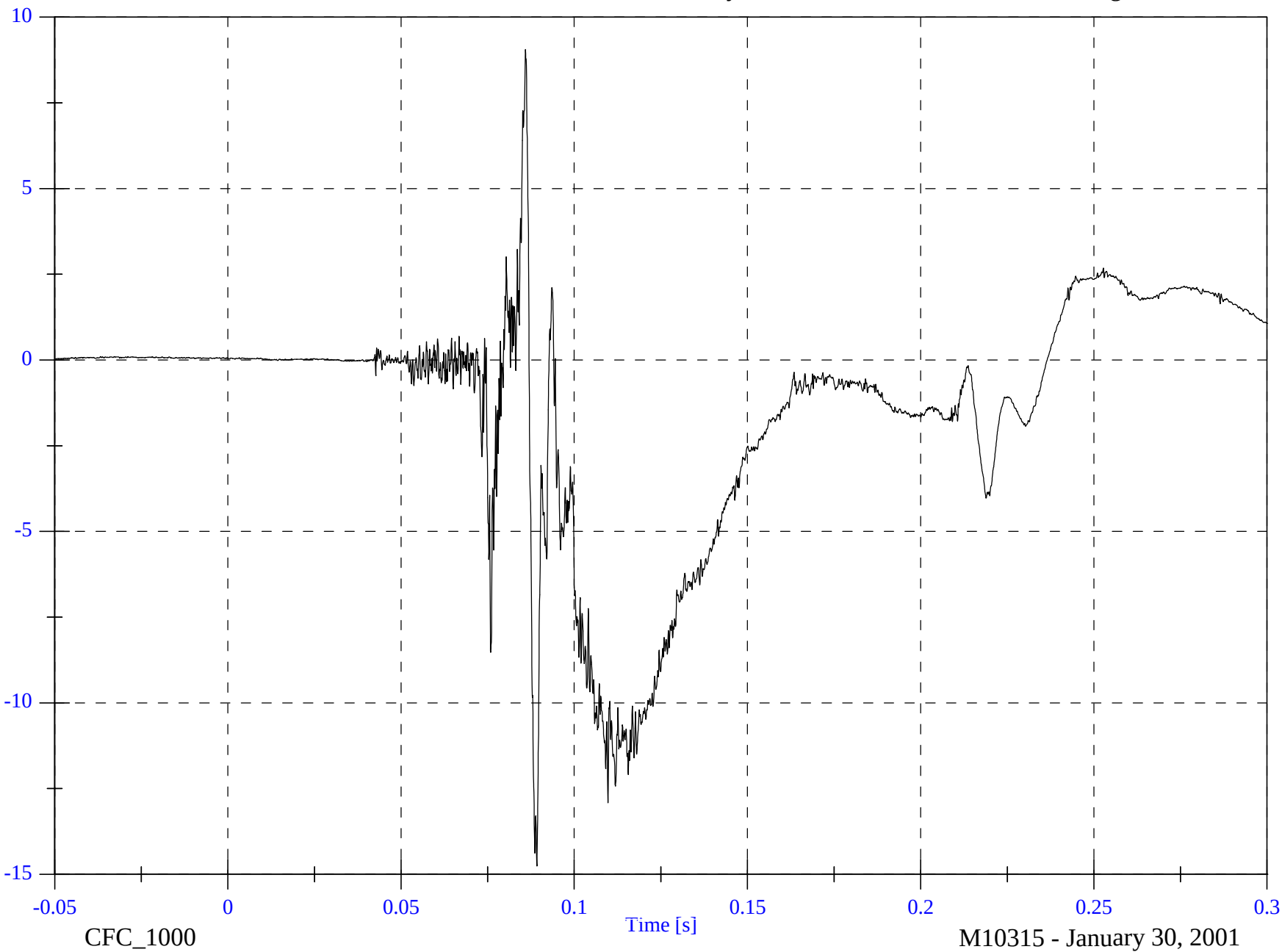
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P2 Head Red y

Max: 9.1 [g] at 0.086 [s]

Min: -14.8 [g] at 0.089 [s]



B-57

8602-19

NCAP Test 19 - 2001 Chrysler Sebring

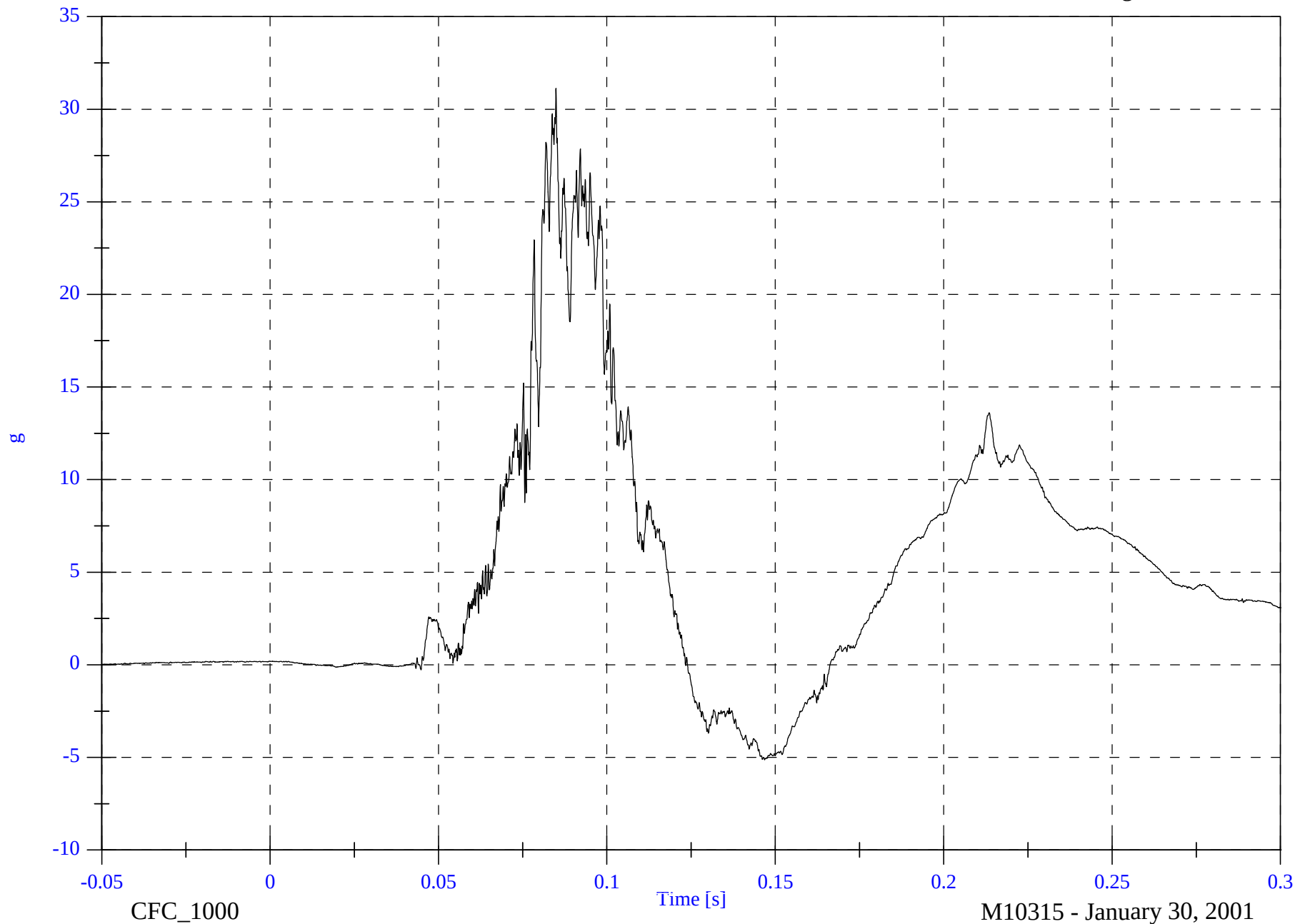
P2 Head Red z

Max: 31.1 [g] at 0.085 [s]

Min: -5.1 [g] at 0.147 [s]

B-58

8602-19



NCAP Test 19 - 2001 Chrysler Sebring

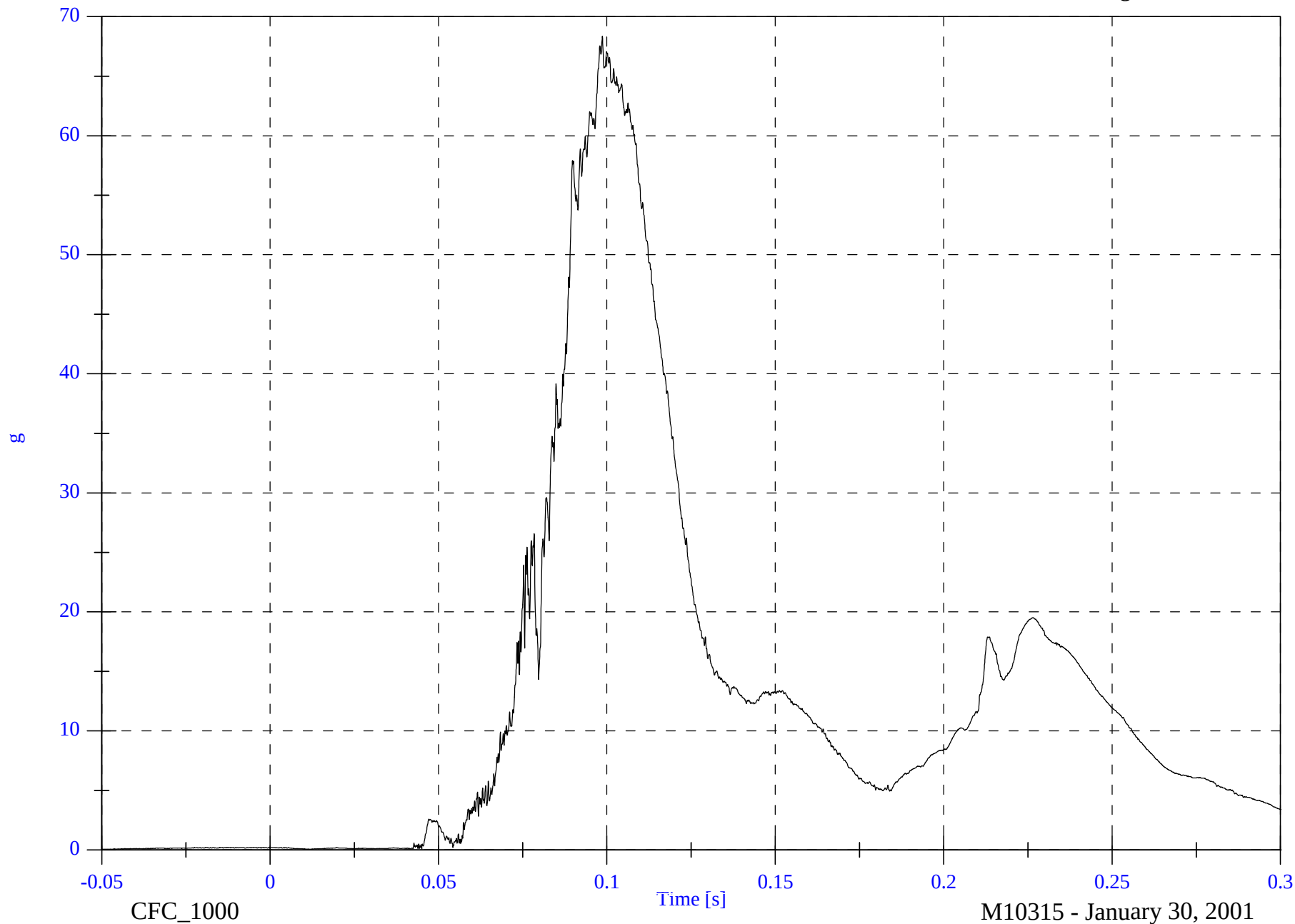
P2 Head Red Resultant

Max: 68.4 [g] at 0.099 [s]

Min: 0.0 [g] at -0.048 [s]

B-59

8602-19

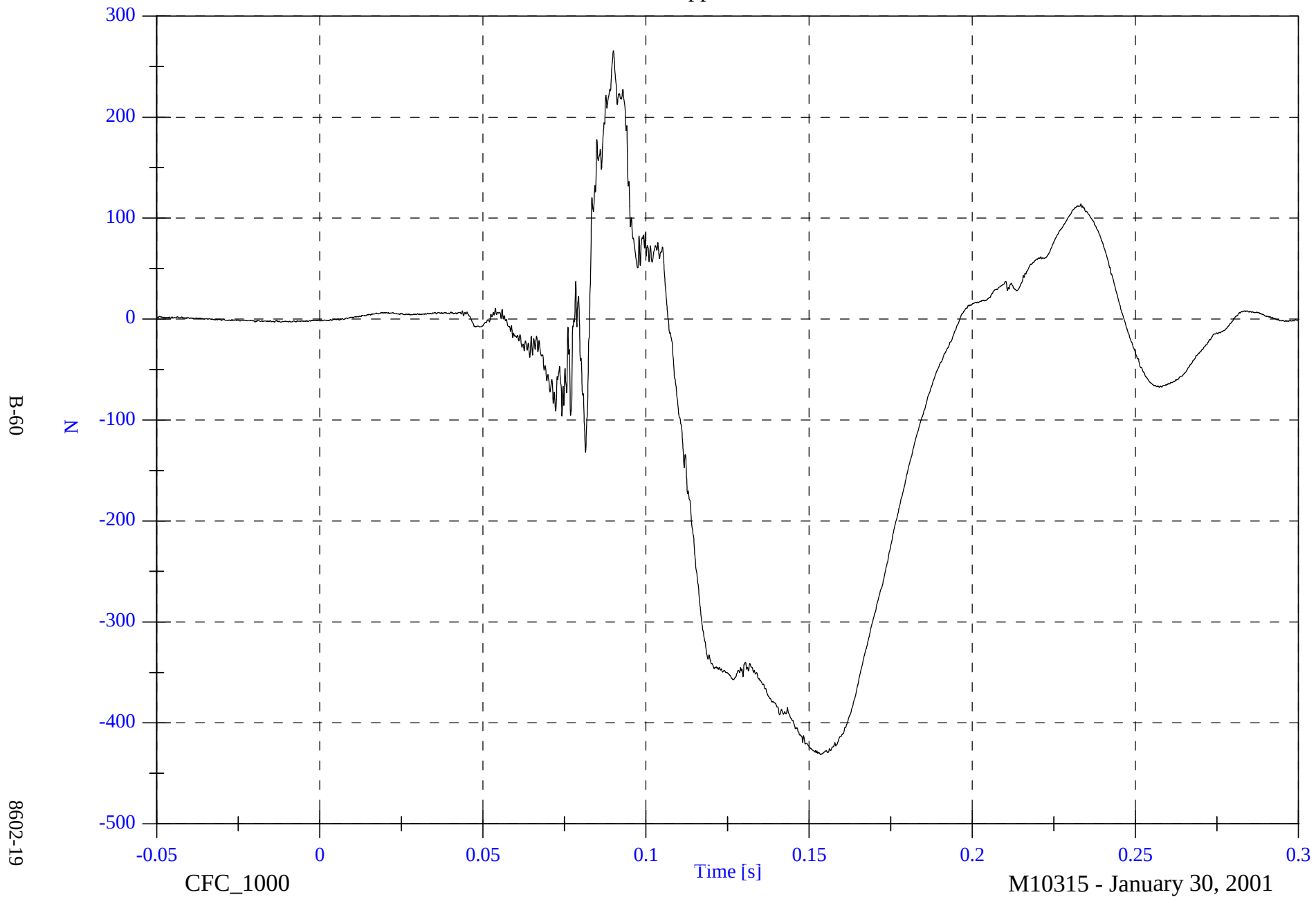


NCAP Test 19 - 2001 Chrysler Sebring

P2 Upper Neck Fx

Max: 265.7 [N] at 0.090 [s]

Min: -431.4 [N] at 0.153 [s]

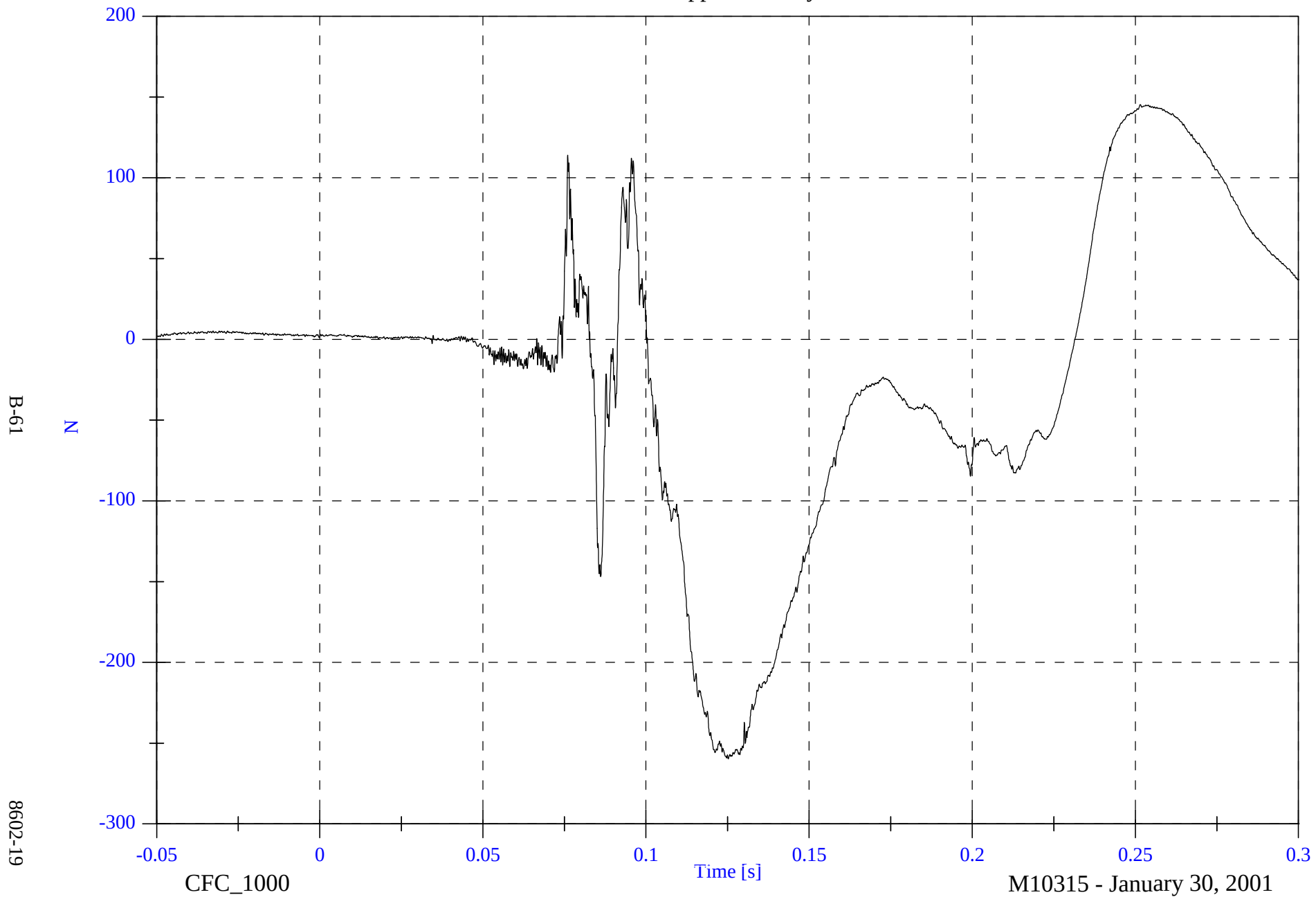


NCAP Test 19 - 2001 Chrysler Sebring

P2 Upper Neck Fy

Max: 145.2 [N] at 0.251 [s]

Min: -259.8 [N] at 0.125 [s]

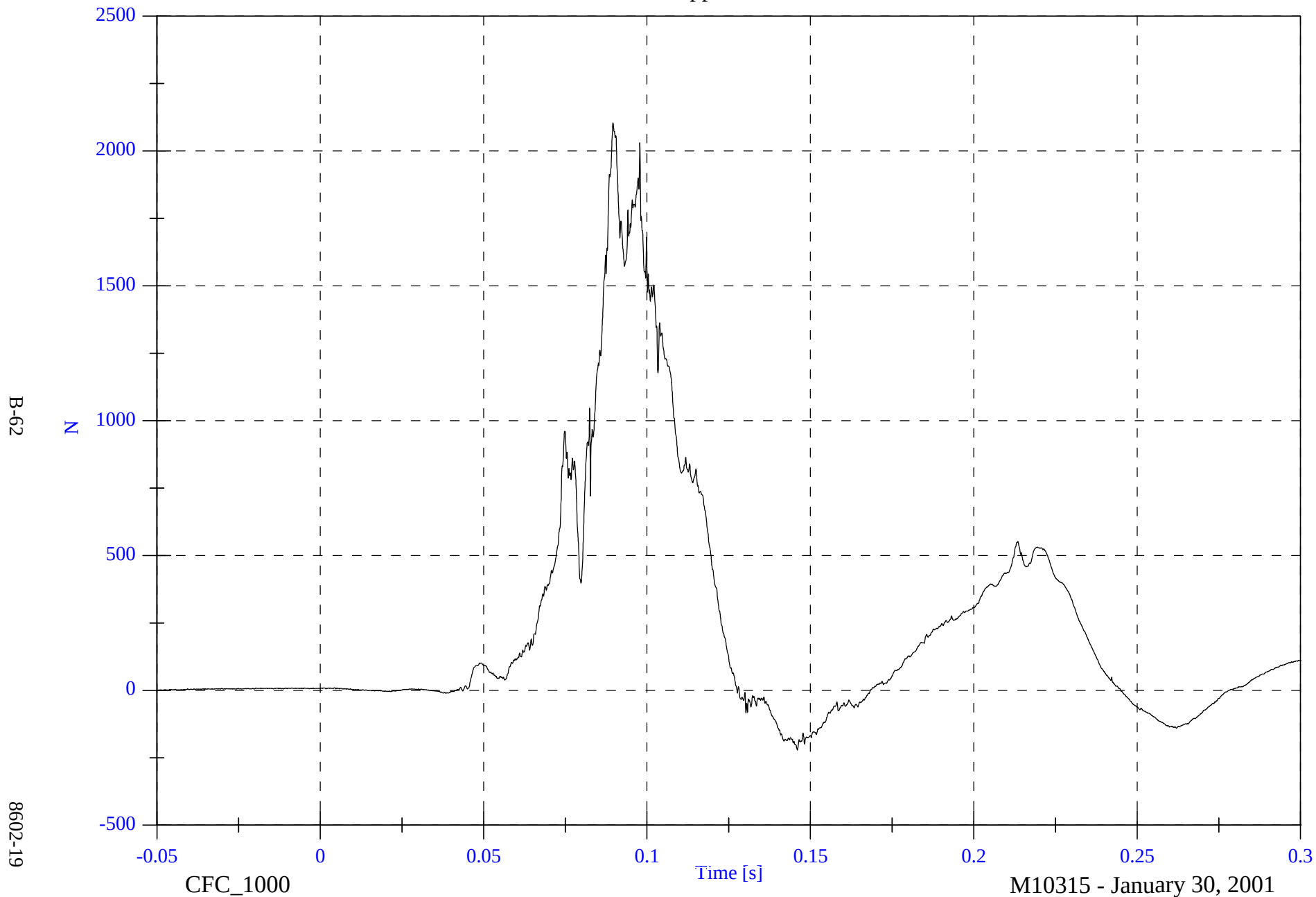


NCAP Test 19 - 2001 Chrysler Sebring

P2 Upper Neck Fz

Max: 2104.4 [N] at 0.090 [s]

Min: -221.7 [N] at 0.146 [s]



NCAP Test 19 - 2001 Chrysler Sebring

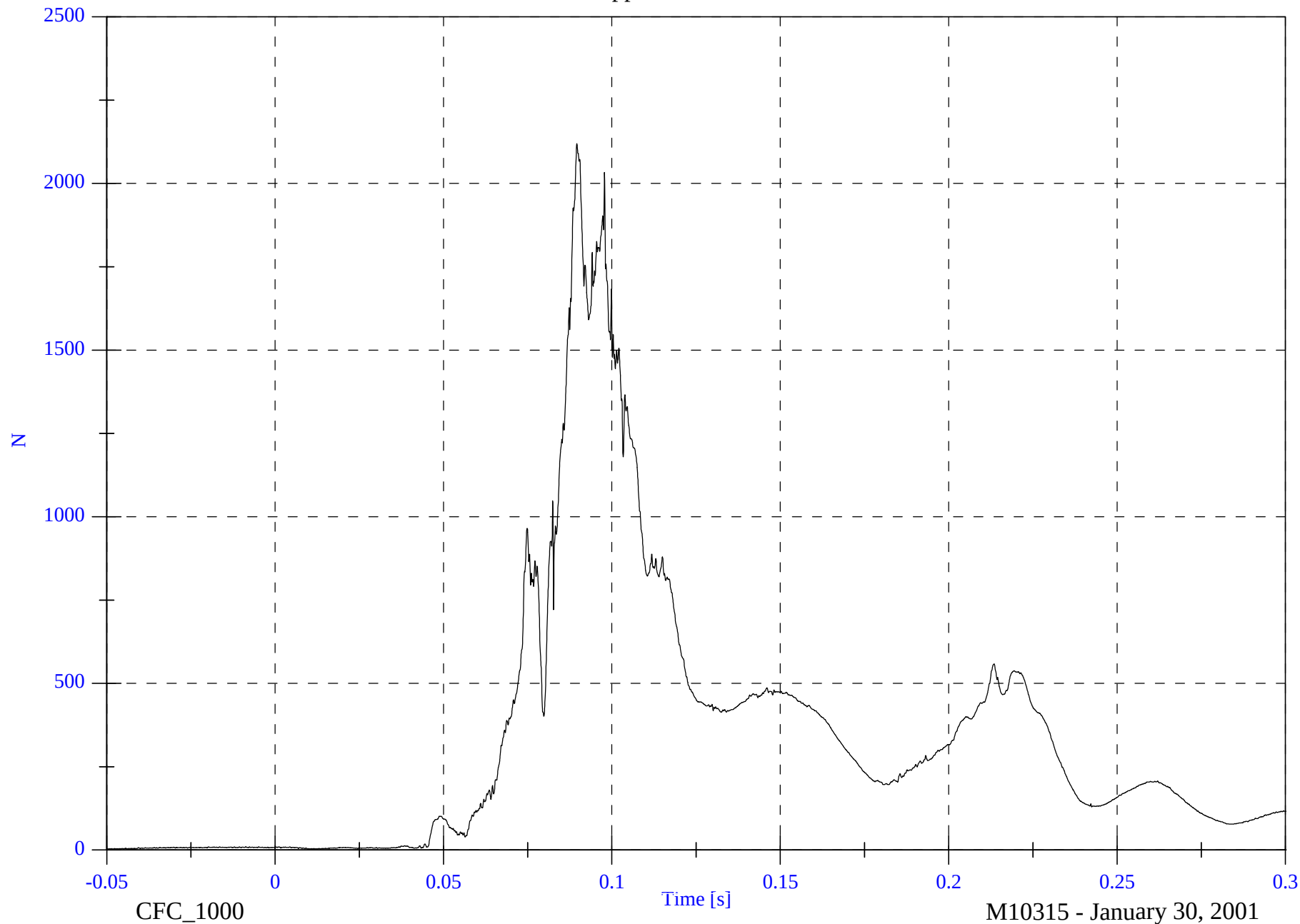
P2 Upper Neck F Resultant

Max: 2119.4 [N] at 0.090 [s]

Min: 2.4 [N] at -0.049 [s]

B-63

8602-19

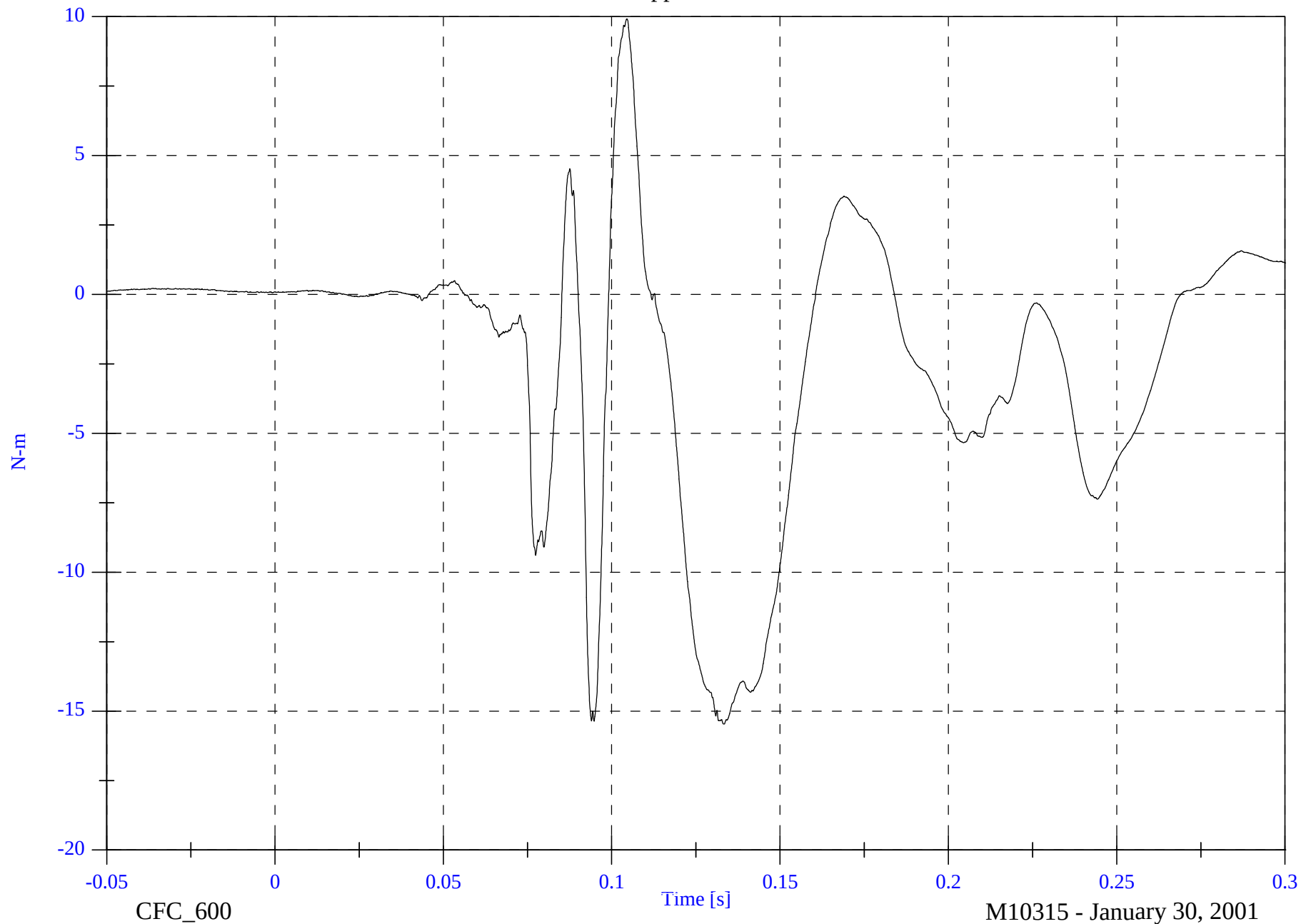


NCAP Test 19 - 2001 Chrysler Sebring

P2 Upper Neck Mx

Max: 9.9 [N-m] at 0.104 [s]

Min: -15.5 [N-m] at 0.133 [s]



B-64

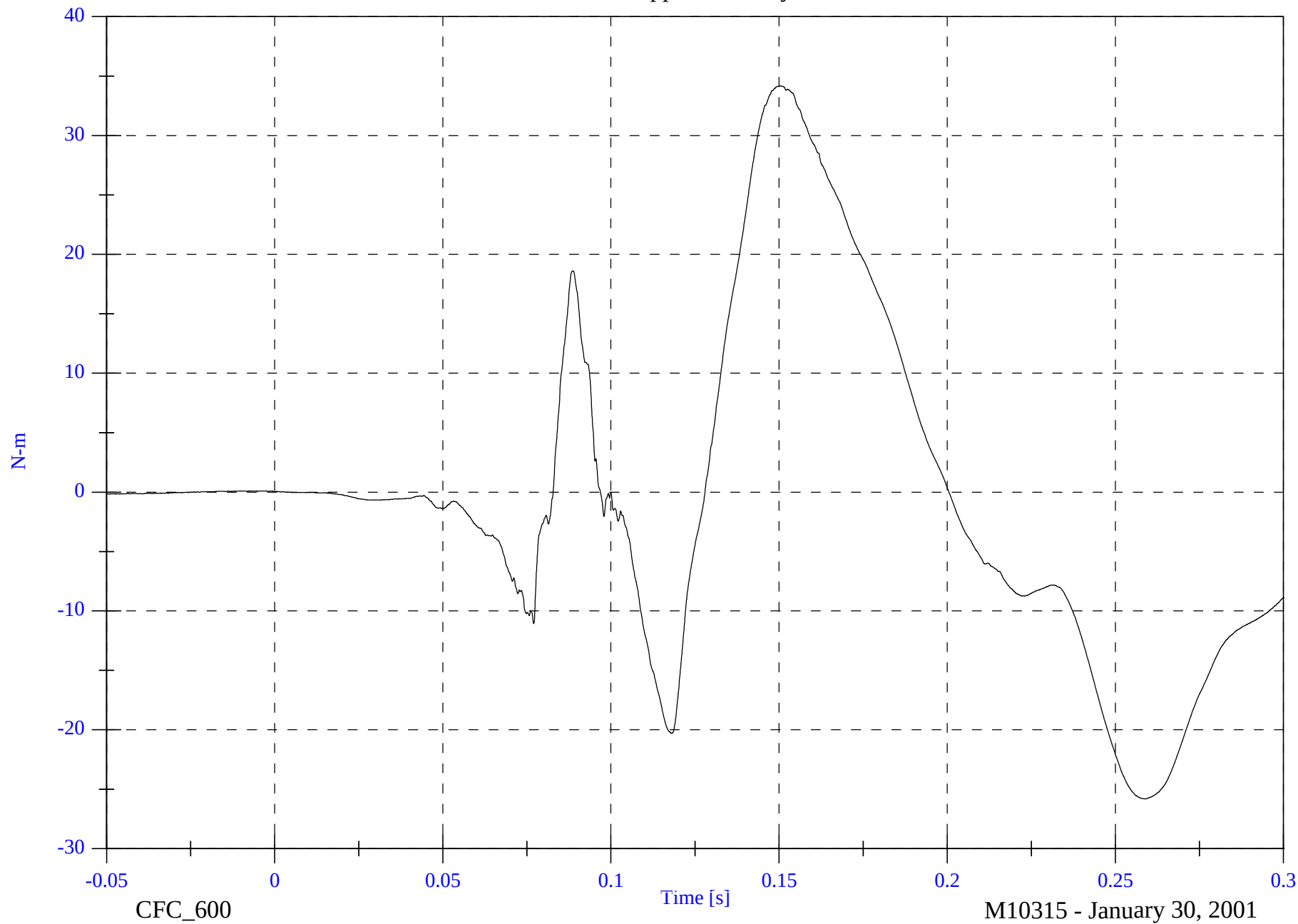
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Upper Neck My

Max: 34.2 [N-m] at 0.150 [s]

Min: -25.8 [N-m] at 0.259 [s]



B-65

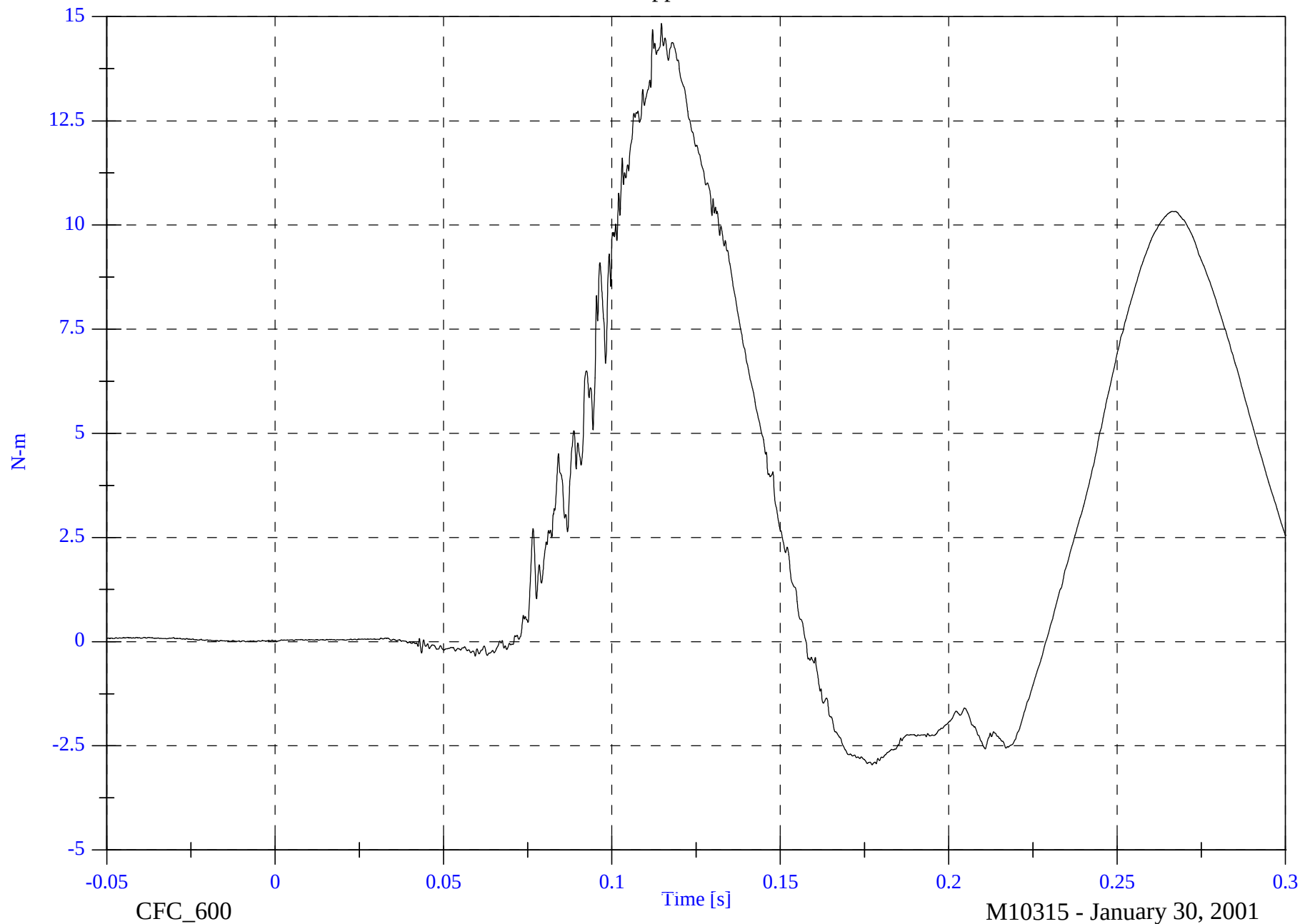
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Upper Neck Mz

Max: 14.8 [N-m] at 0.115 [s]

Min: -3.0 [N-m] at 0.177 [s]



B-66

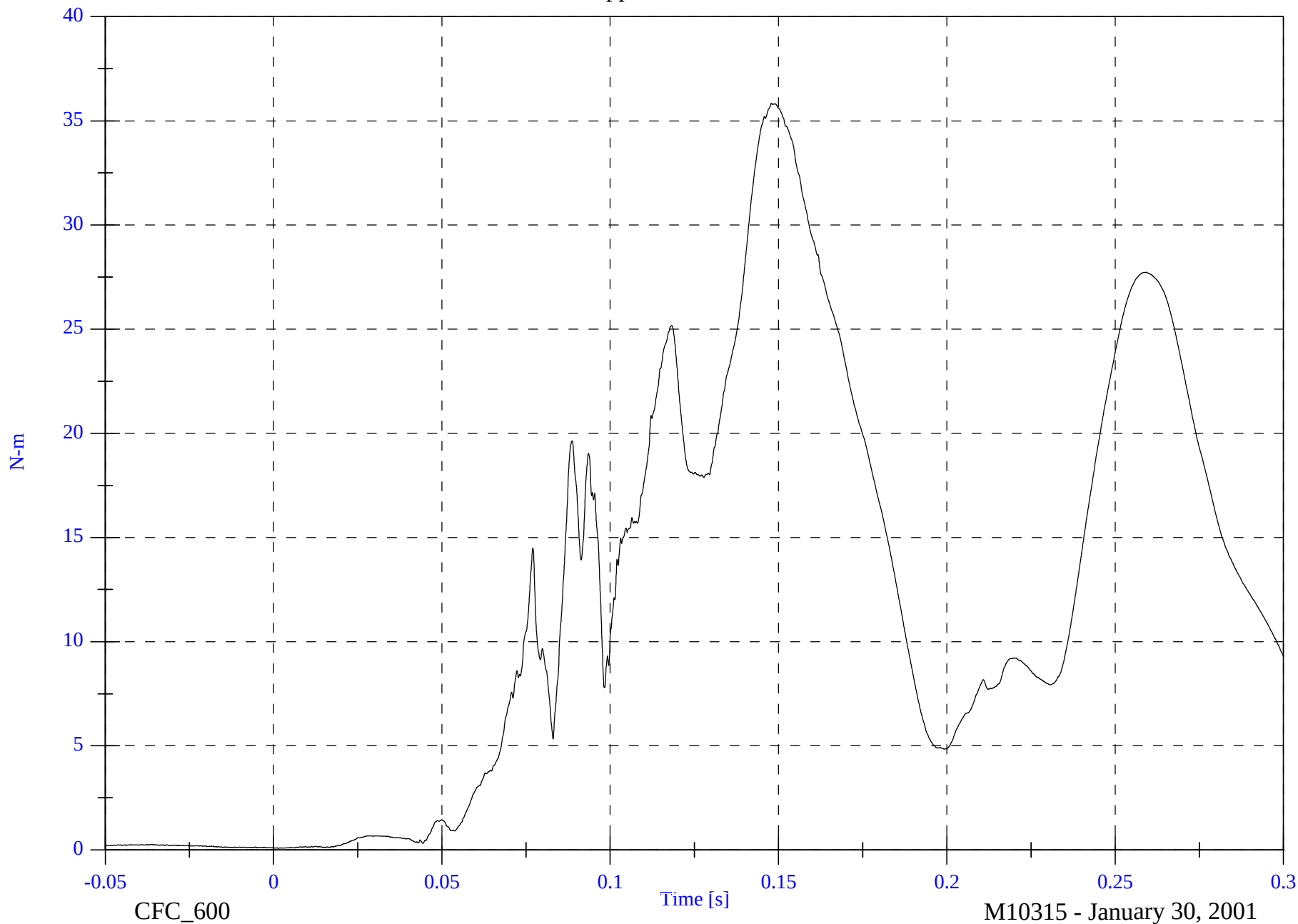
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Upper Neck M Resultant

Max: 35.8 [N-m] at 0.148 [s]

Min: 0.1 [N-m] at 0.001 [s]



B-67

8602-19

NCAP Test 19 - 2001 Chrysler Sebring

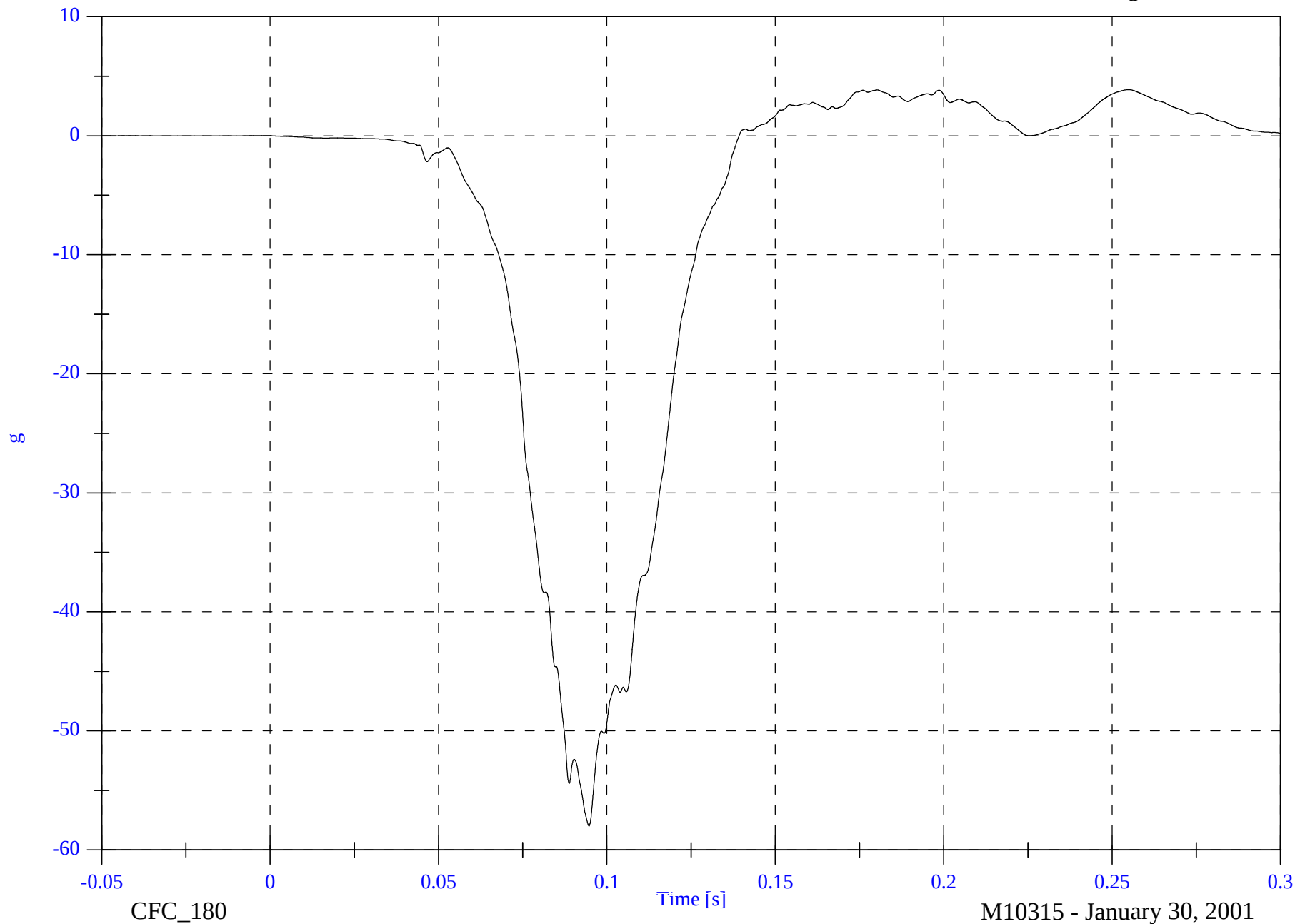
P2 Chest x

Max: 3.9 [g] at 0.254 [s]

Min: -58.0 [g] at 0.095 [s]

B-68

8602-19

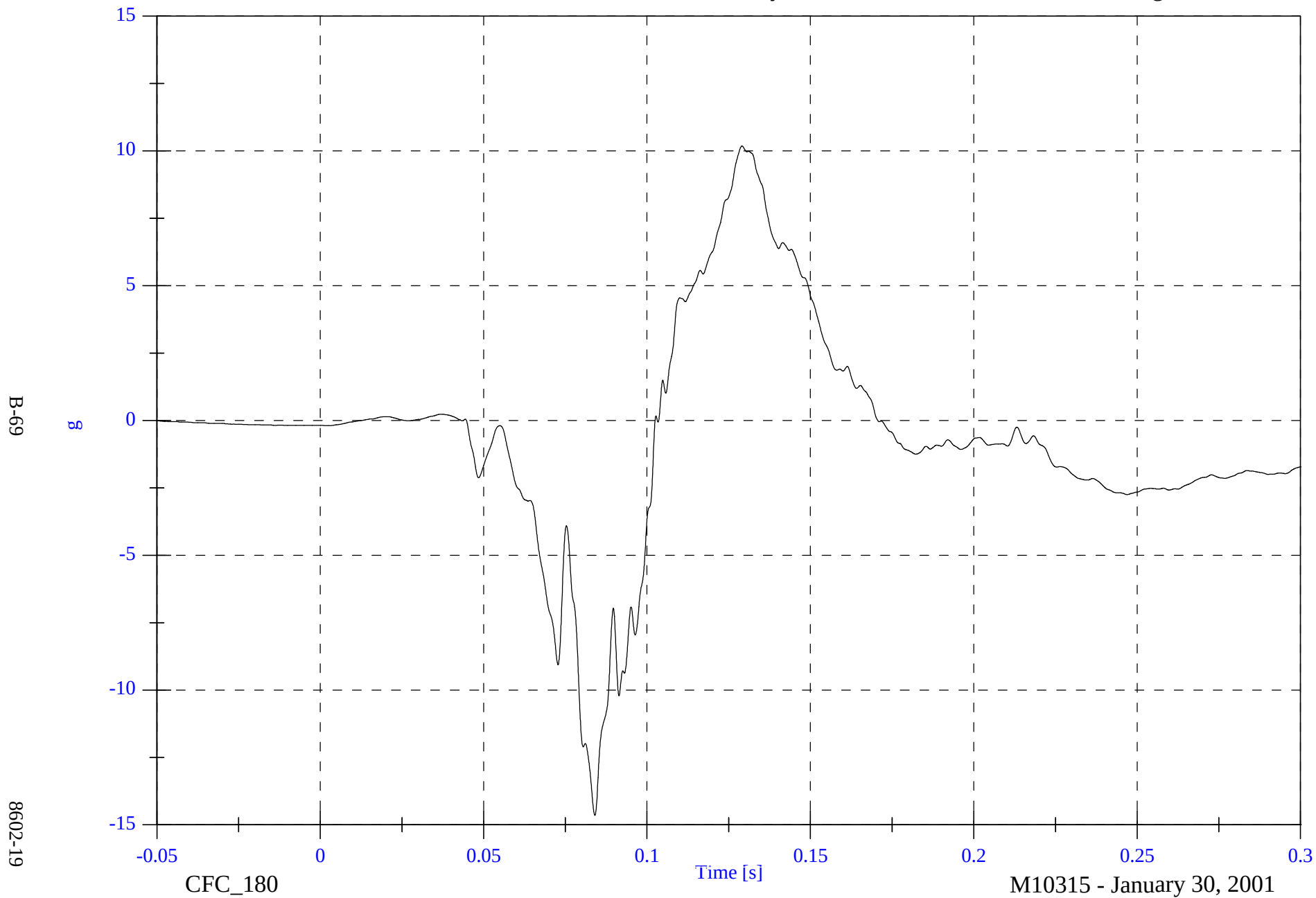


NCAP Test 19 - 2001 Chrysler Sebring

P2 Chest y

Max: 10.2 [g] at 0.129 [s]

Min: -14.7 [g] at 0.084 [s]

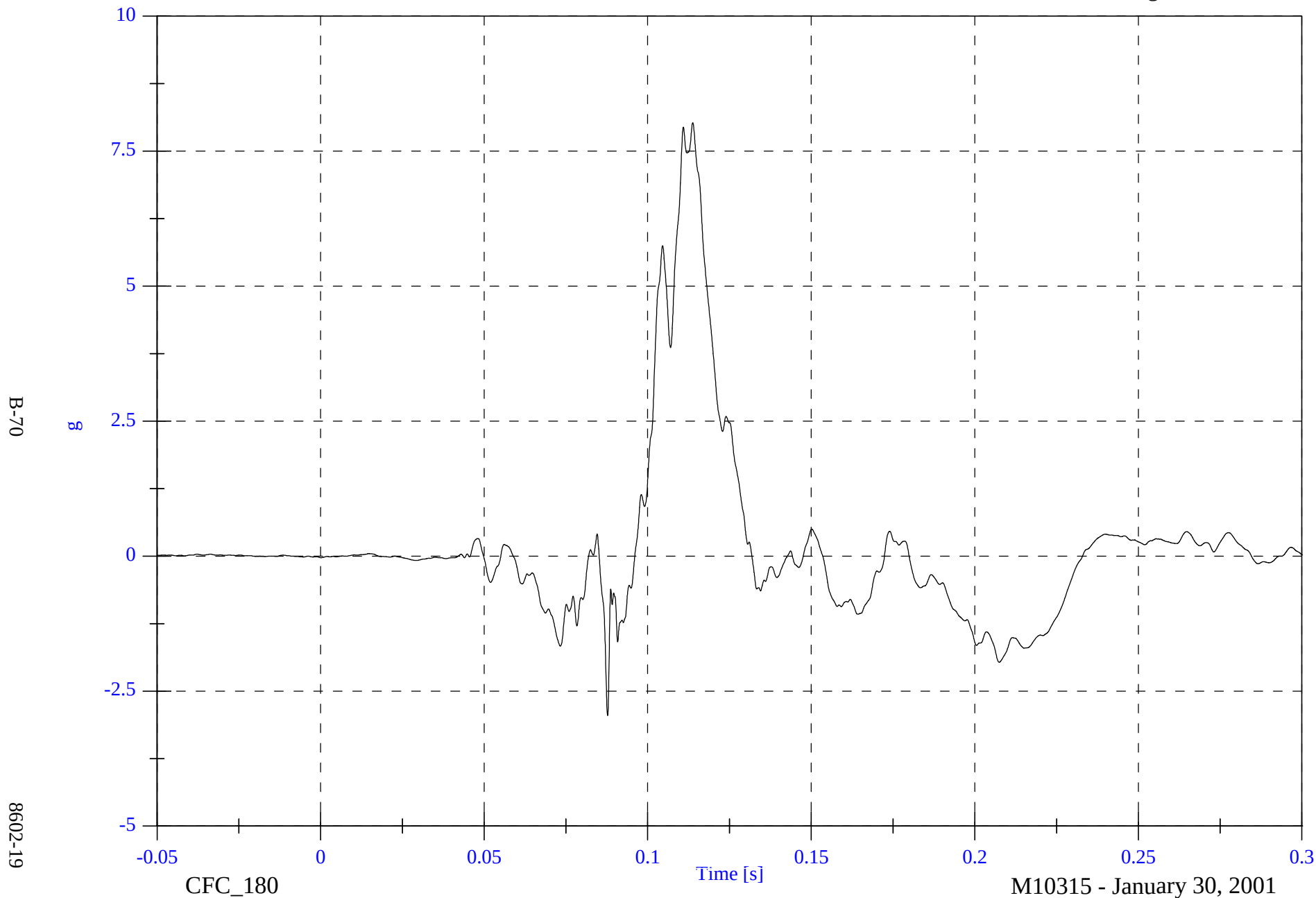


NCAP Test 19 - 2001 Chrysler Sebring

P2 Chest z

Max: 8.0 [g] at 0.114 [s]

Min: -3.0 [g] at 0.088 [s]



NCAP Test 19 - 2001 Chrysler Sebring

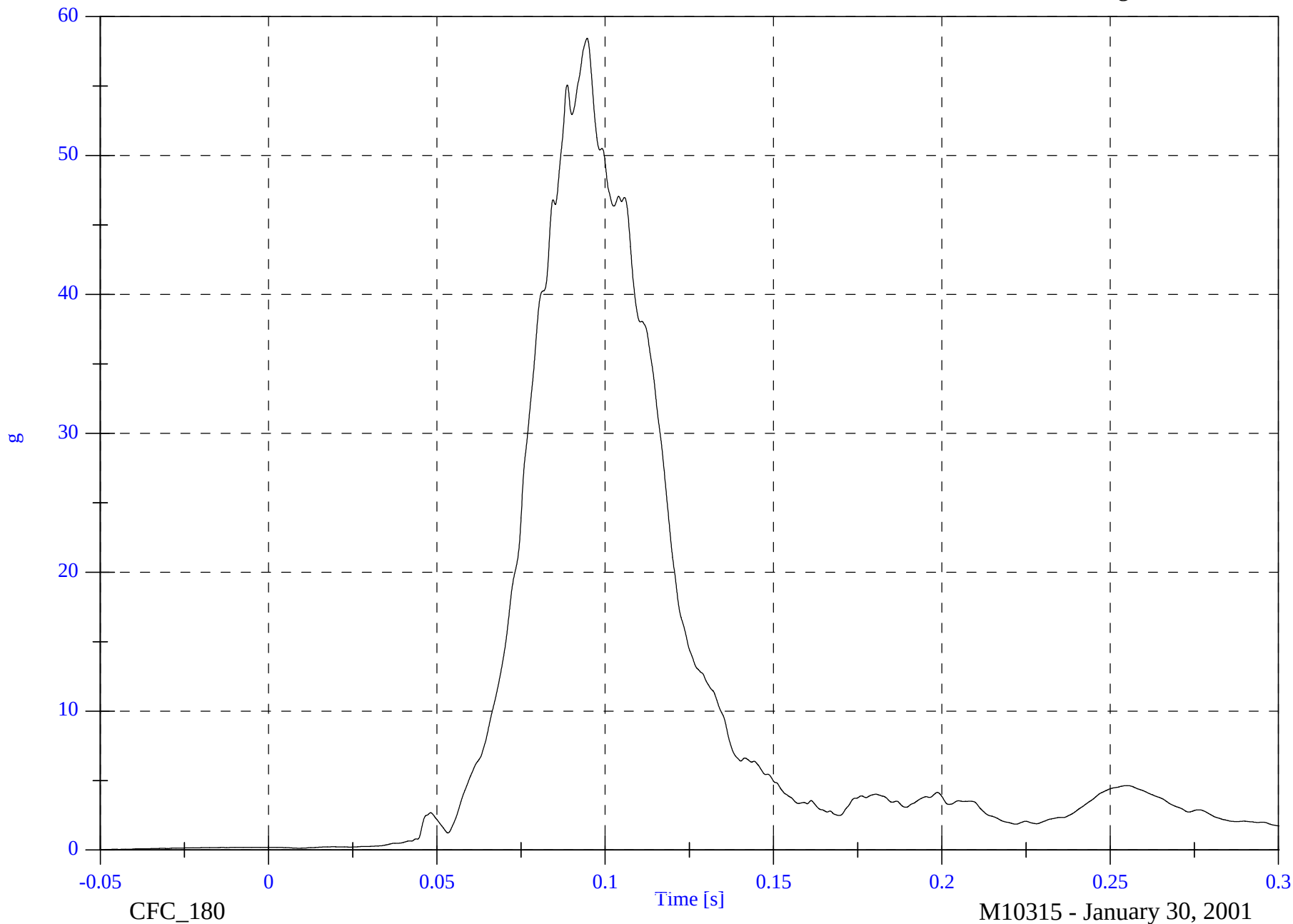
P2 Chest Resultant

Max: 58.4 [g] at 0.095 [s]

Min: 0.0 [g] at -0.050 [s]

B-71

8602-19

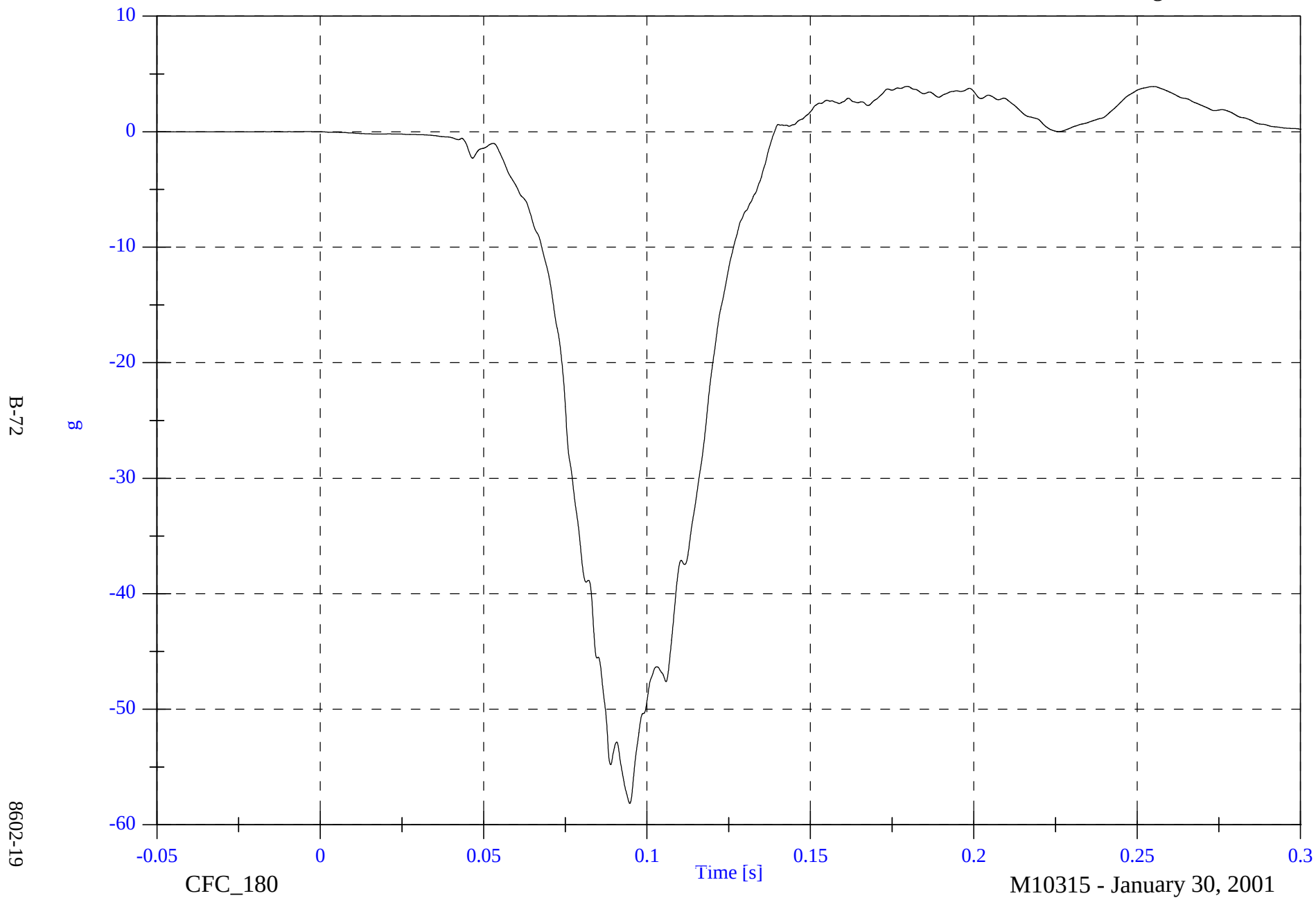


NCAP Test 19 - 2001 Chrysler Sebring

P2 Chest Red x

Max: 3.9 [g] at 0.180 [s]

Min: -58.2 [g] at 0.095 [s]



NCAP Test 19 - 2001 Chrysler Sebring

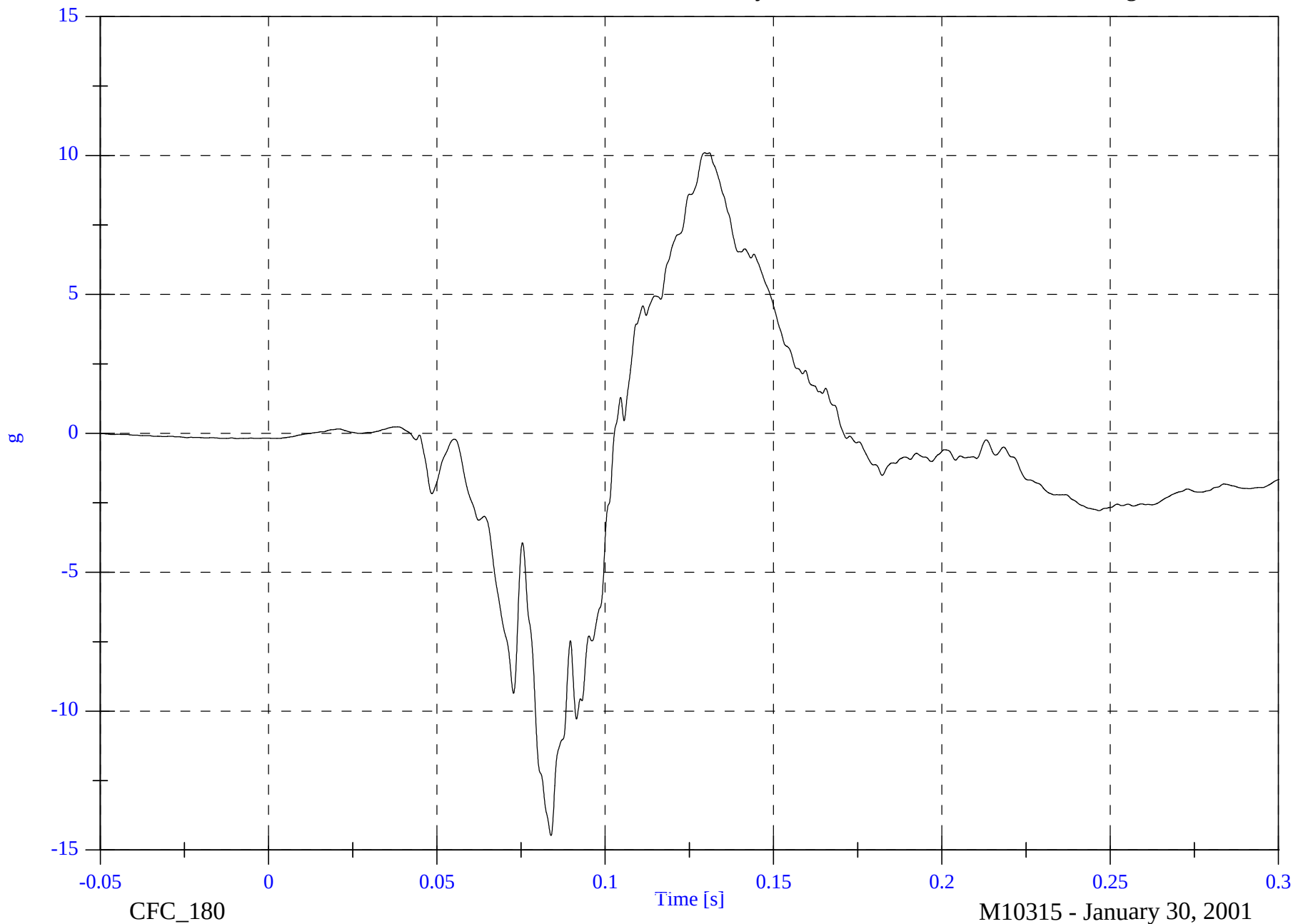
P2 Chest Red y

Max: 10.1 [g] at 0.129 [s]

Min: -14.5 [g] at 0.084 [s]

B-73

8602-19



NCAP Test 19 - 2001 Chrysler Sebring

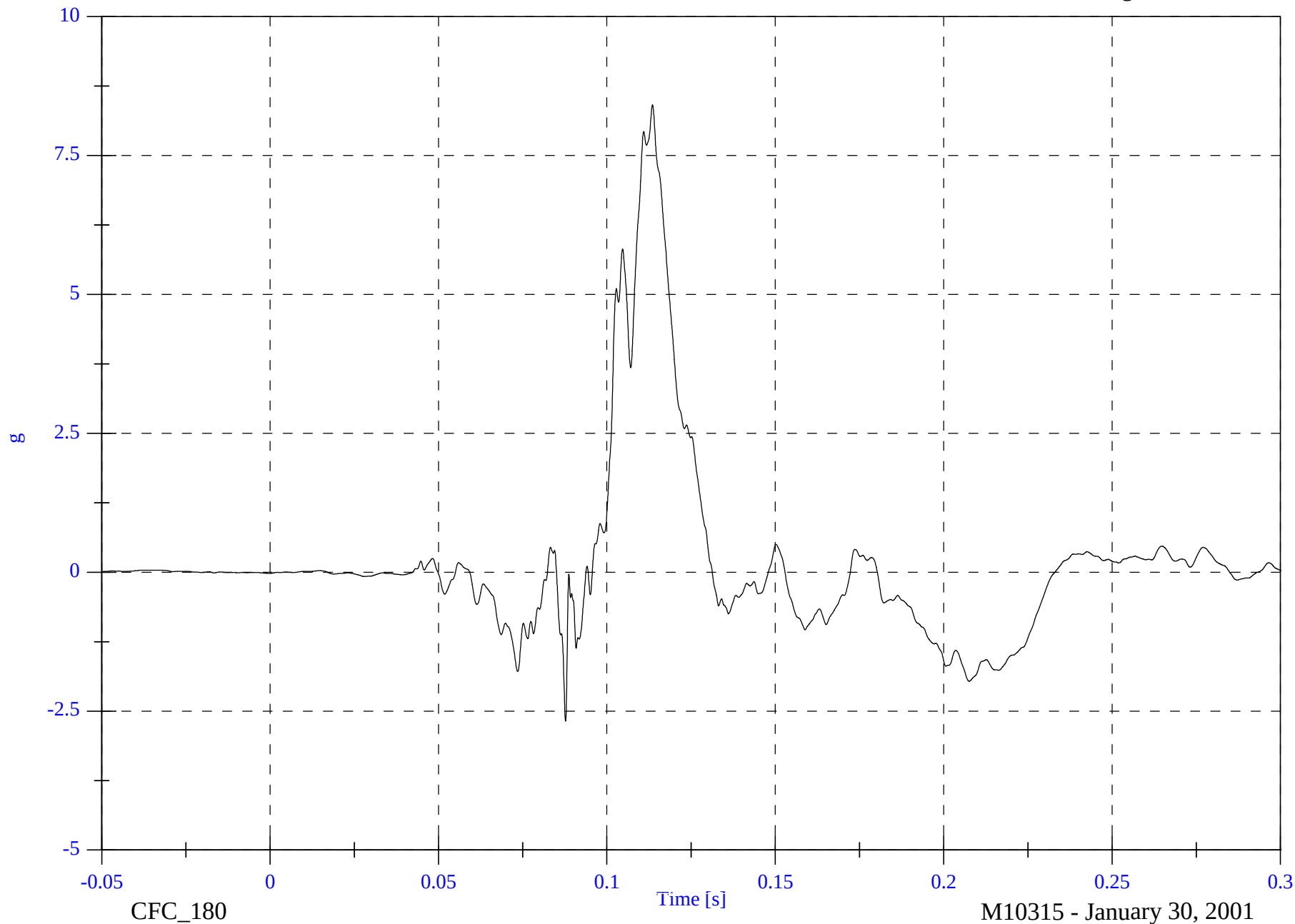
P2 Chest Red z

Max: 8.4 [g] at 0.114 [s]

Min: -2.7 [g] at 0.088 [s]

B-74

8602-19



NCAP Test 19 - 2001 Chrysler Sebring

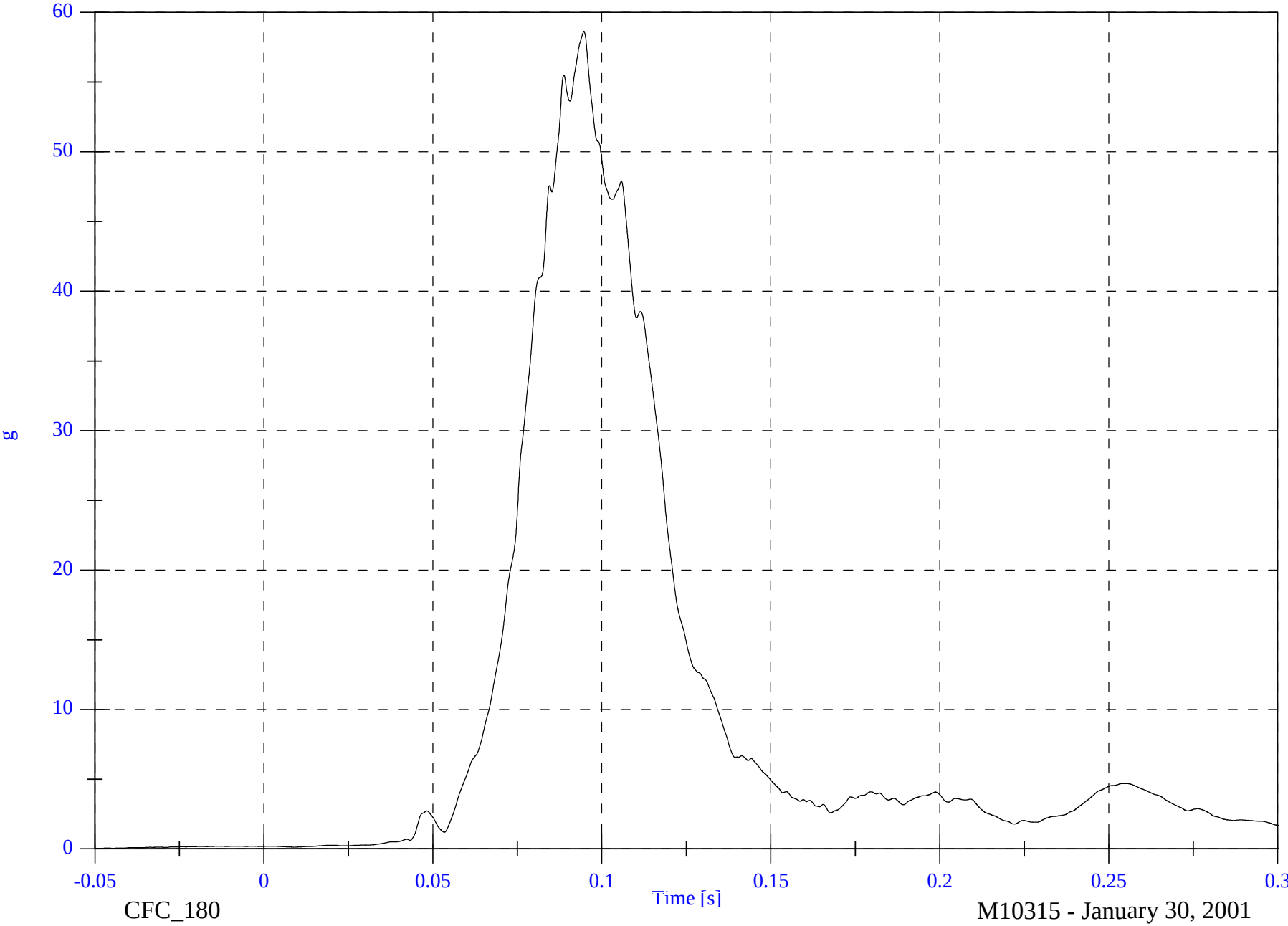
P2 Chest Red Resultant

Max: 58.6 [g] at 0.095 [s]

Min: 0.0 [g] at -0.050 [s]

B-75

8602-19

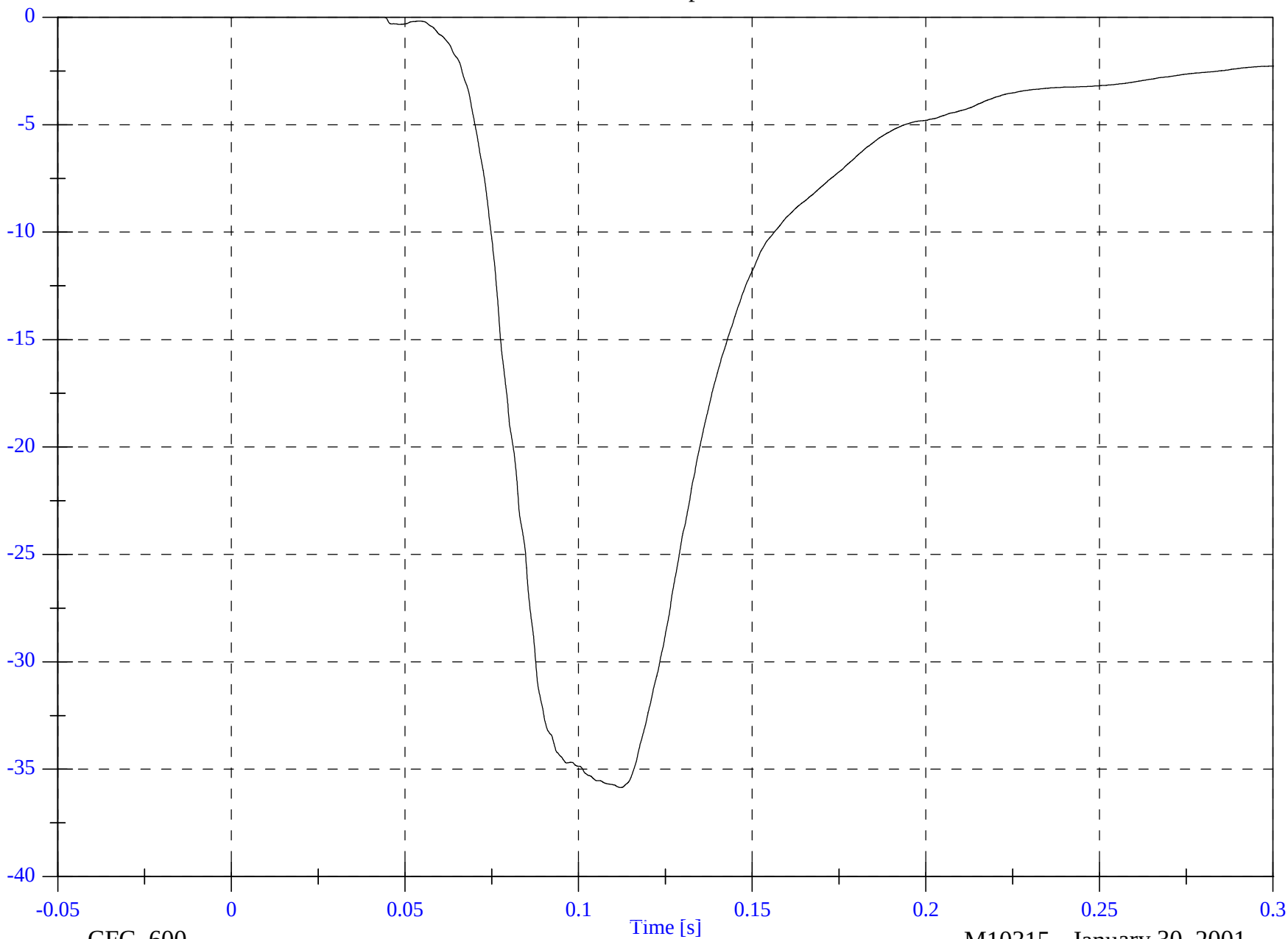


NCAP Test 19 - 2001 Chrysler Sebring

P2 Chest Compression x

Max: 0.0 [mm] at 0.016 [s]

Min: -35.9 [mm] at 0.112 [s]



B-76

8602-19

CFC_600

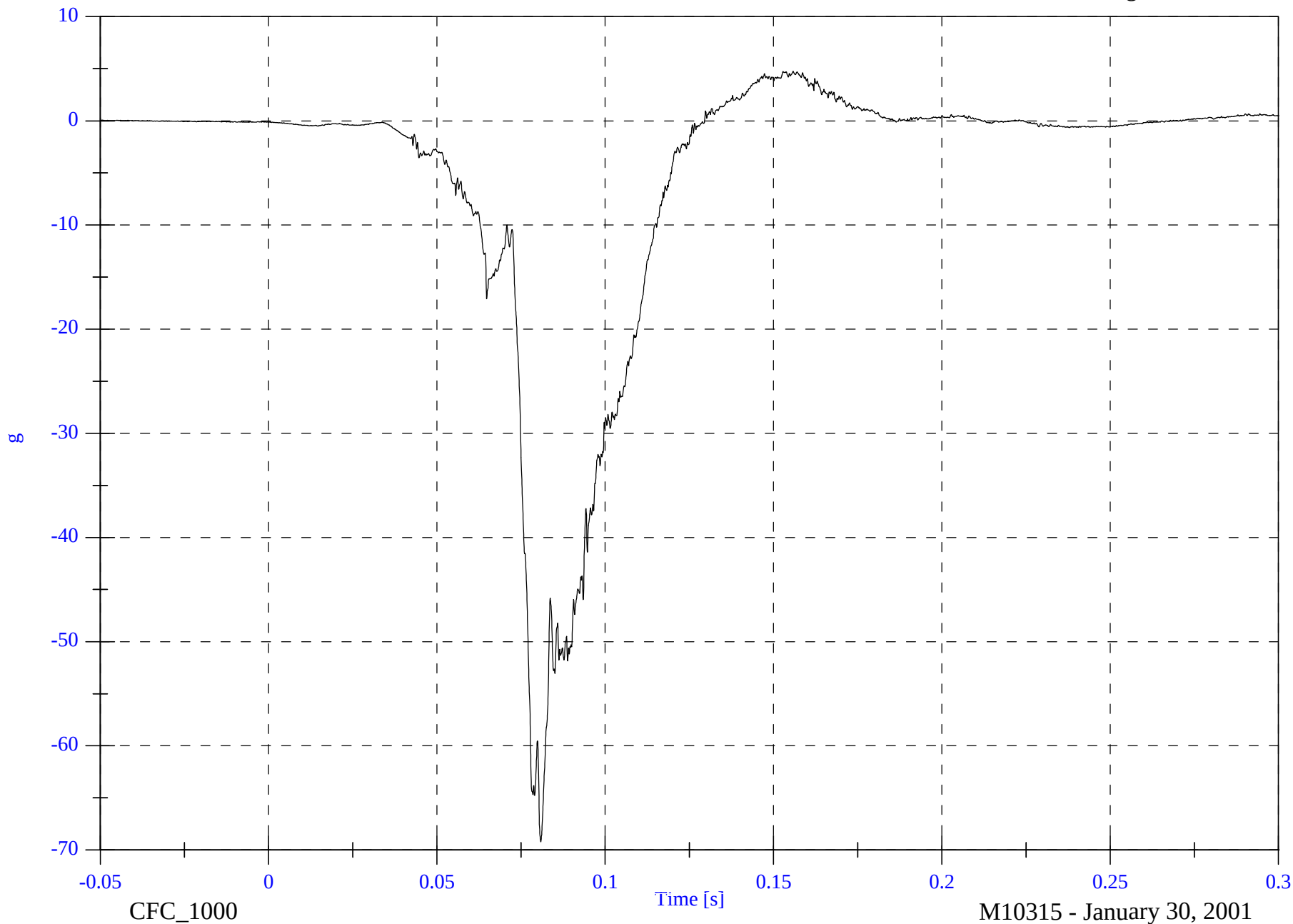
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P2 Pelvic x

Max: 4.8 [g] at 0.156 [s]

Min: -69.2 [g] at 0.081 [s]



B-77

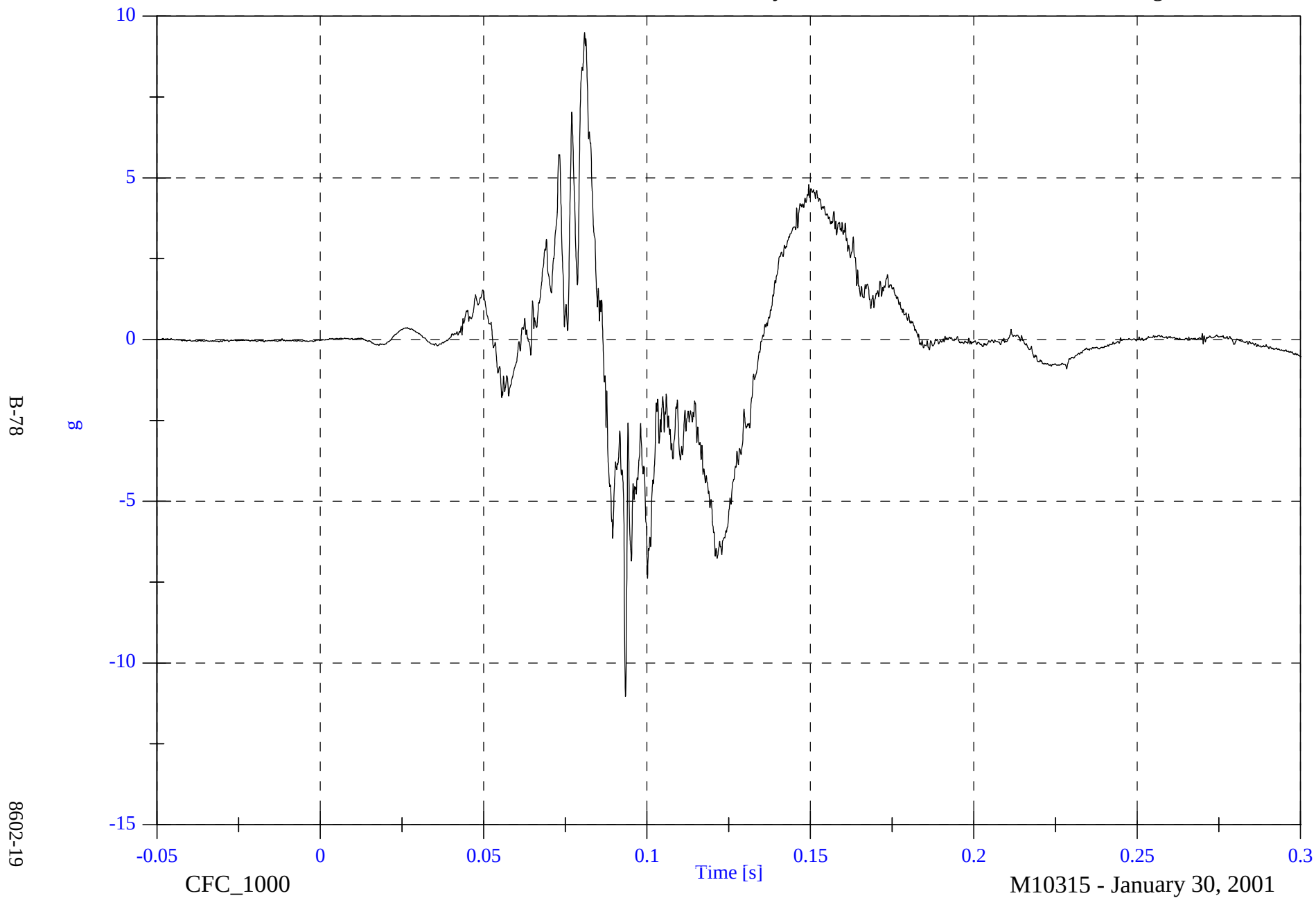
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Pelvic y

Max: 9.5 [g] at 0.081 [s]

Min: -11.0 [g] at 0.093 [s]



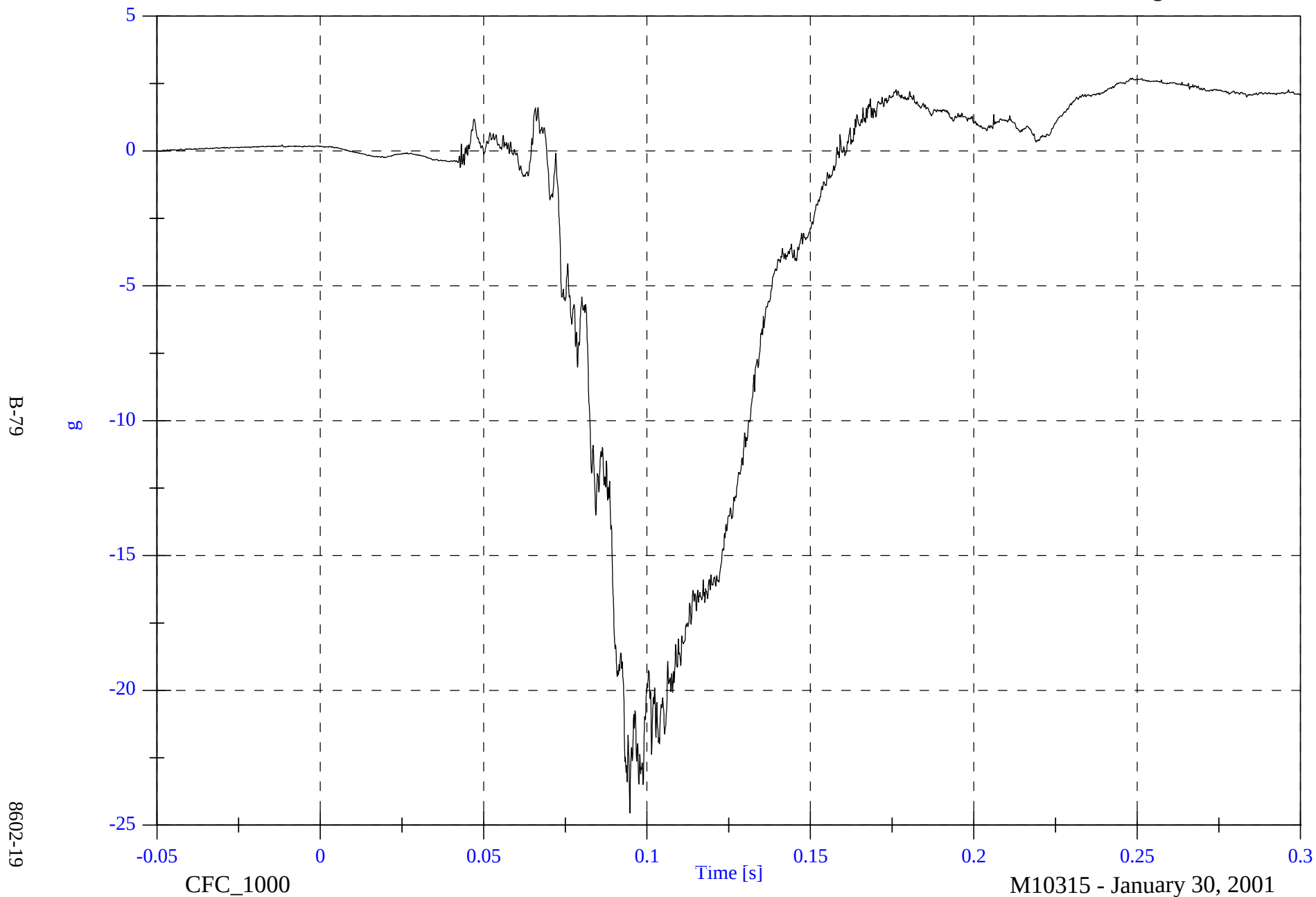
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Pelvic z

Max: 2.7 [g] at 0.249 [s]

Min: -24.6 [g] at 0.095 [s]



NCAP Test 19 - 2001 Chrysler Sebring

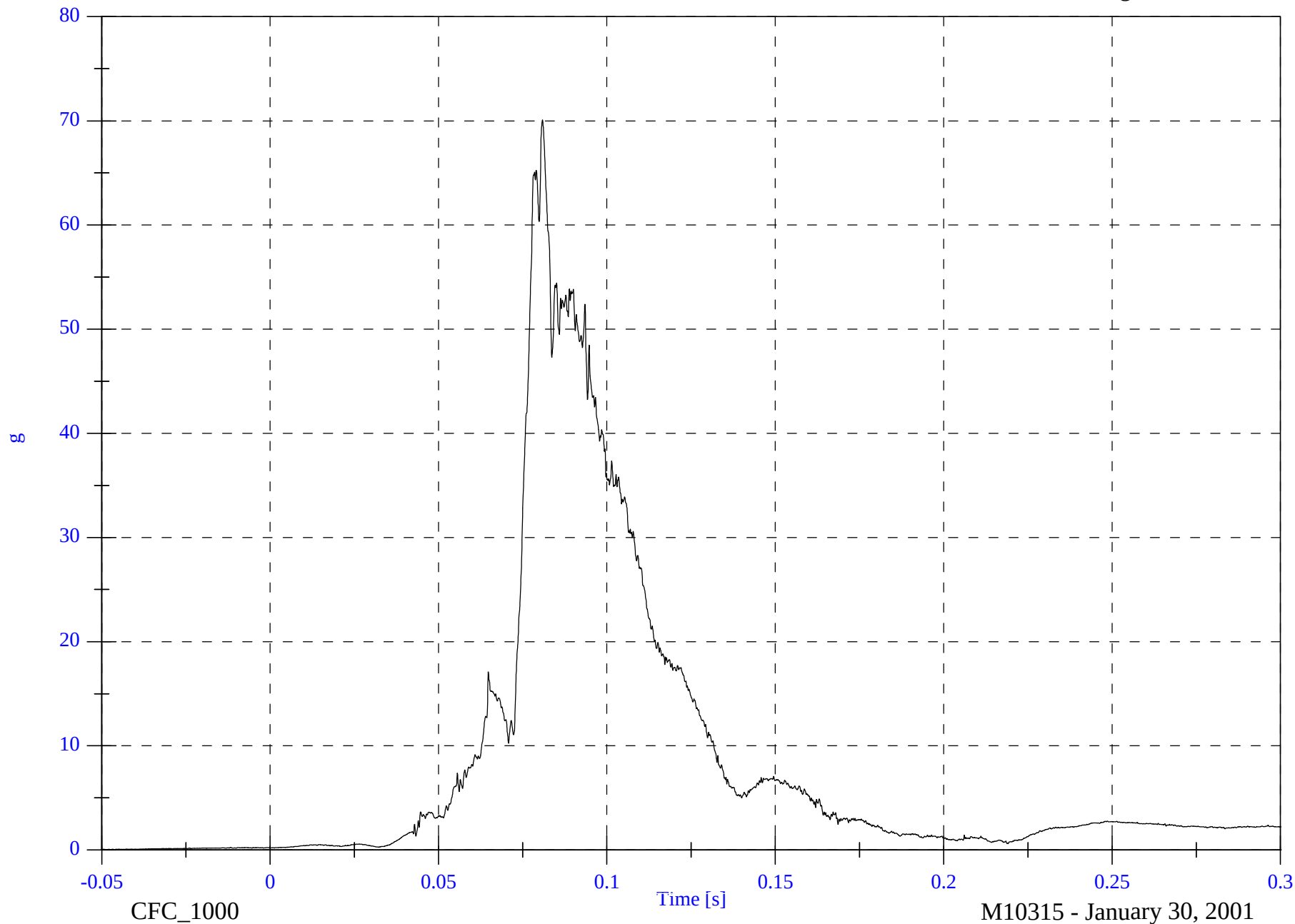
P2 Pelvic Resultant

Max: 70.1 [g] at 0.081 [s]

Min: 0.0 [g] at -0.050 [s]

B-80

8602-19

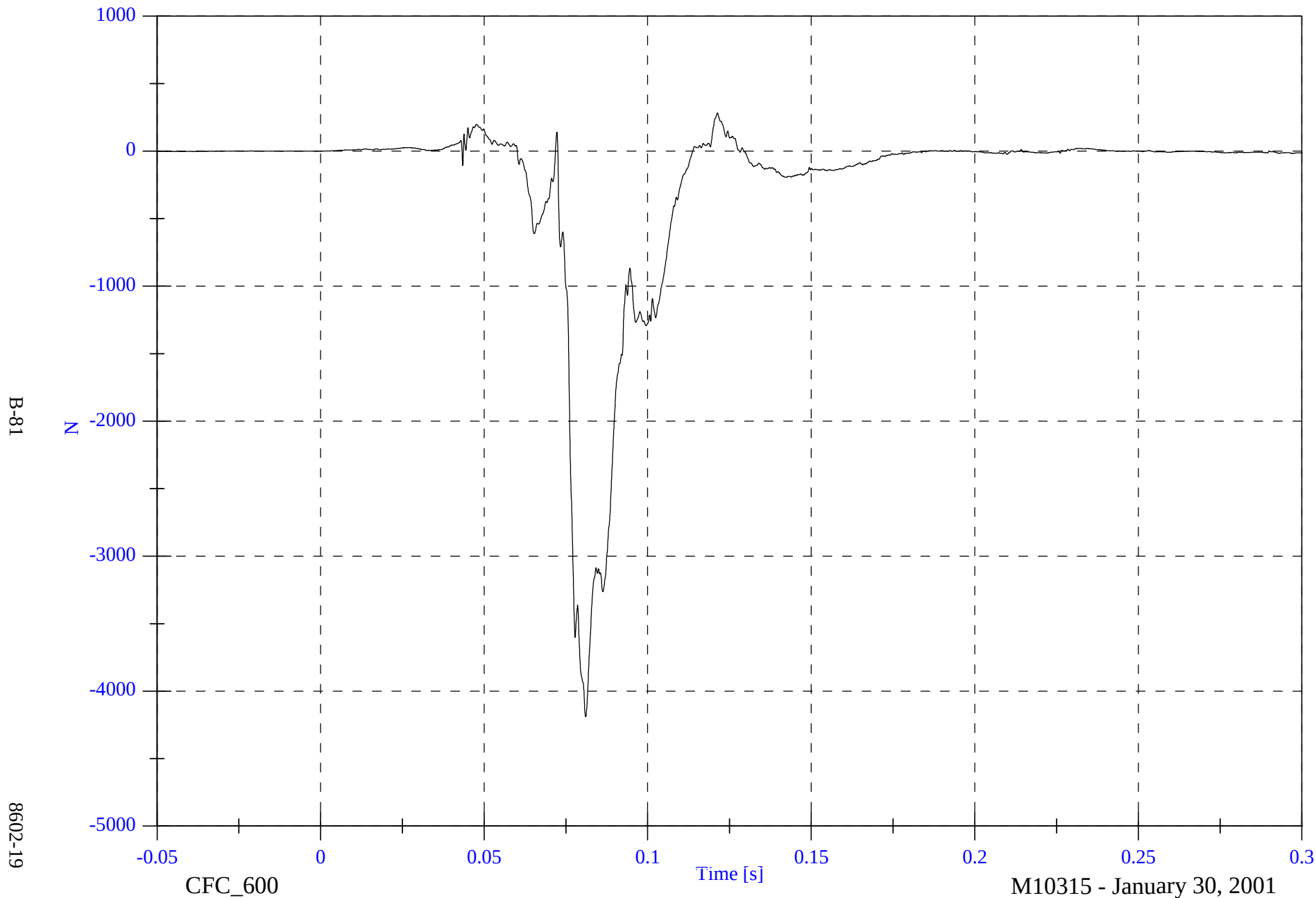


NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Femur z

Max: 282.8 [N] at 0.121 [s]

Min: -4189.8 [N] at 0.081 [s]

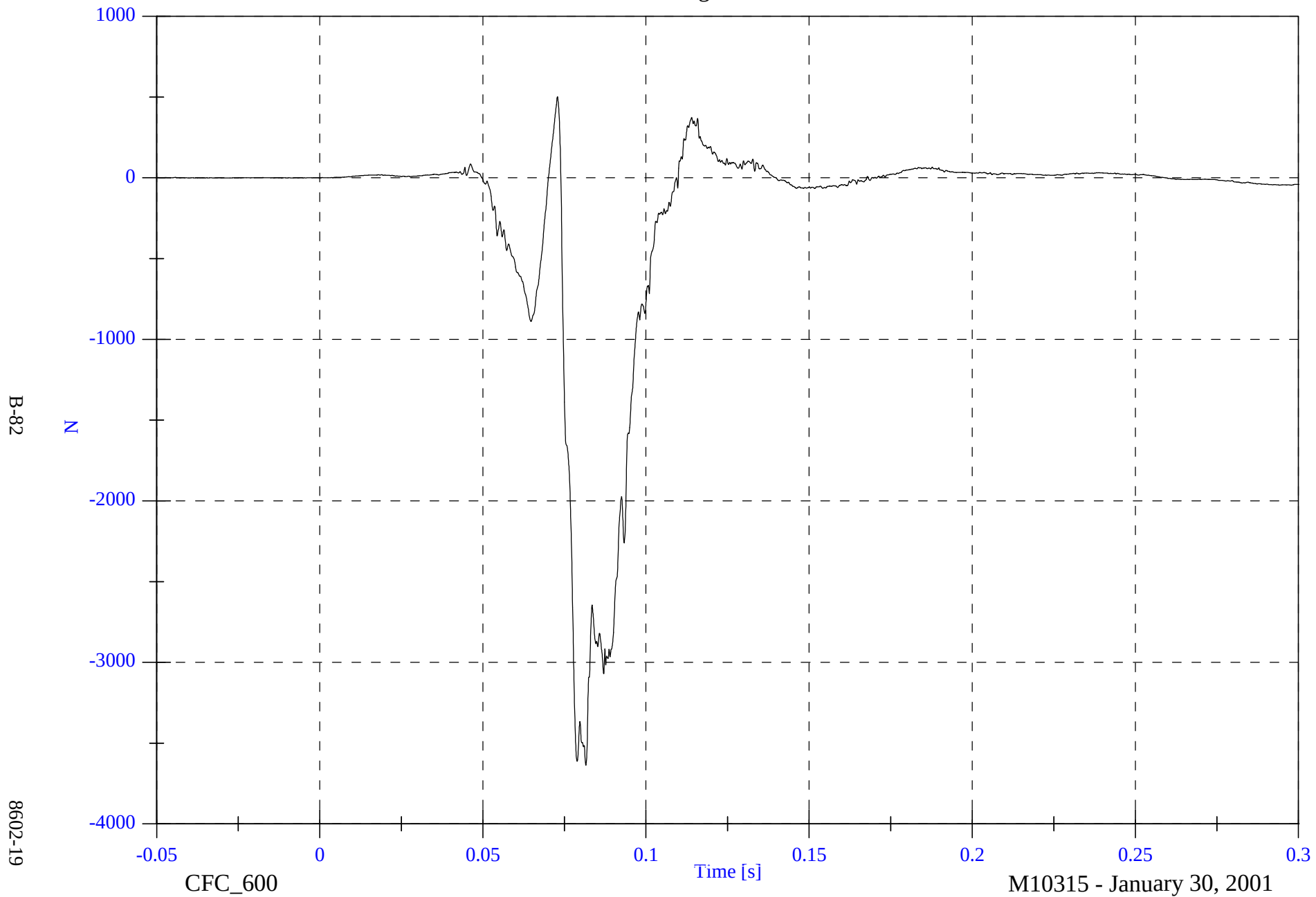


NCAP Test 19 - 2001 Chrysler Sebring

P2 Right Femur z

Max: 501.2 [N] at 0.073 [s]

Min: -3637.2 [N] at 0.082 [s]

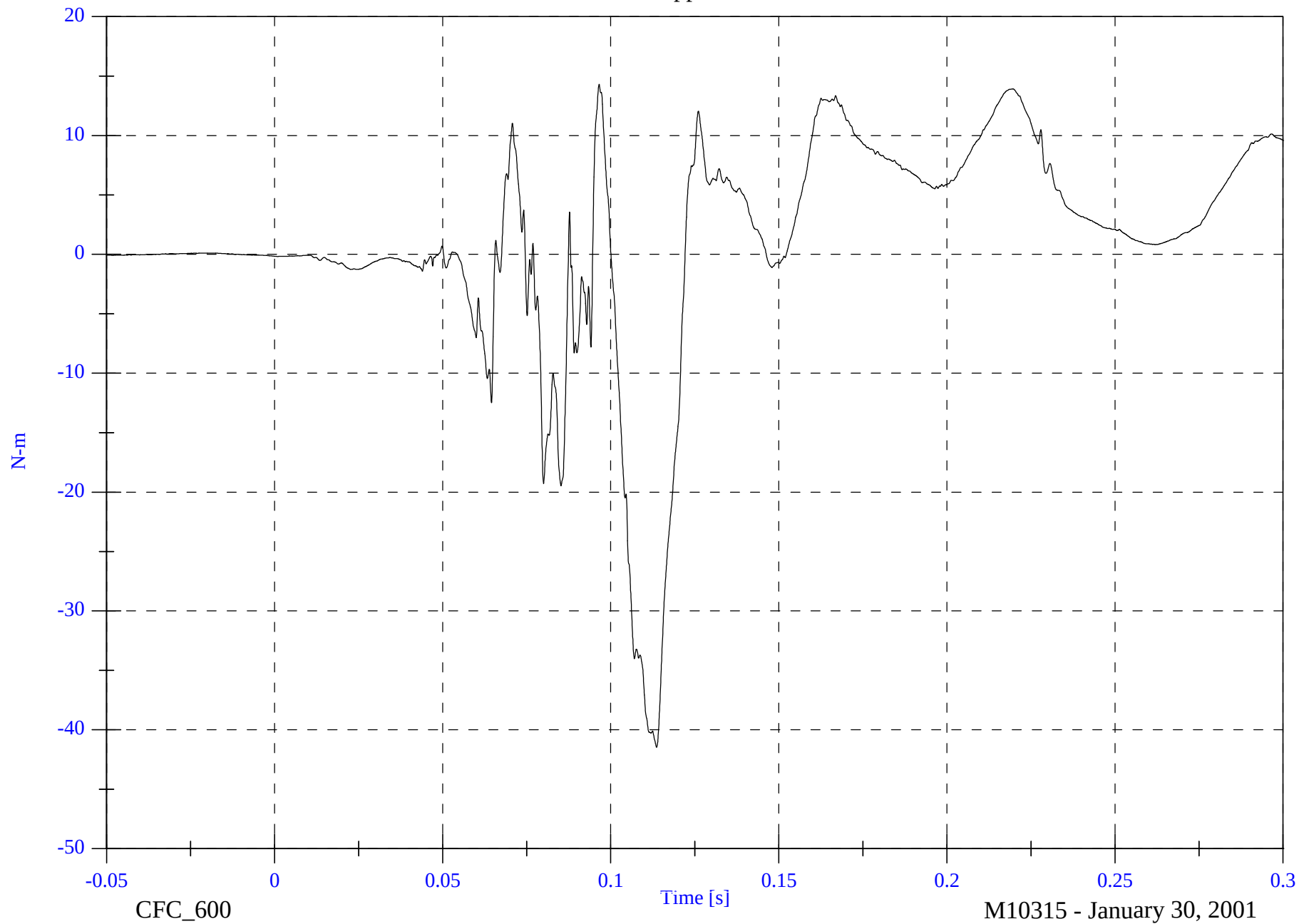


NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Upper Tibia Mx

Max: 14.3 [N-m] at 0.096 [s]

Min: -41.5 [N-m] at 0.114 [s]



B-83

8602-19

CFC_600

Time [s]

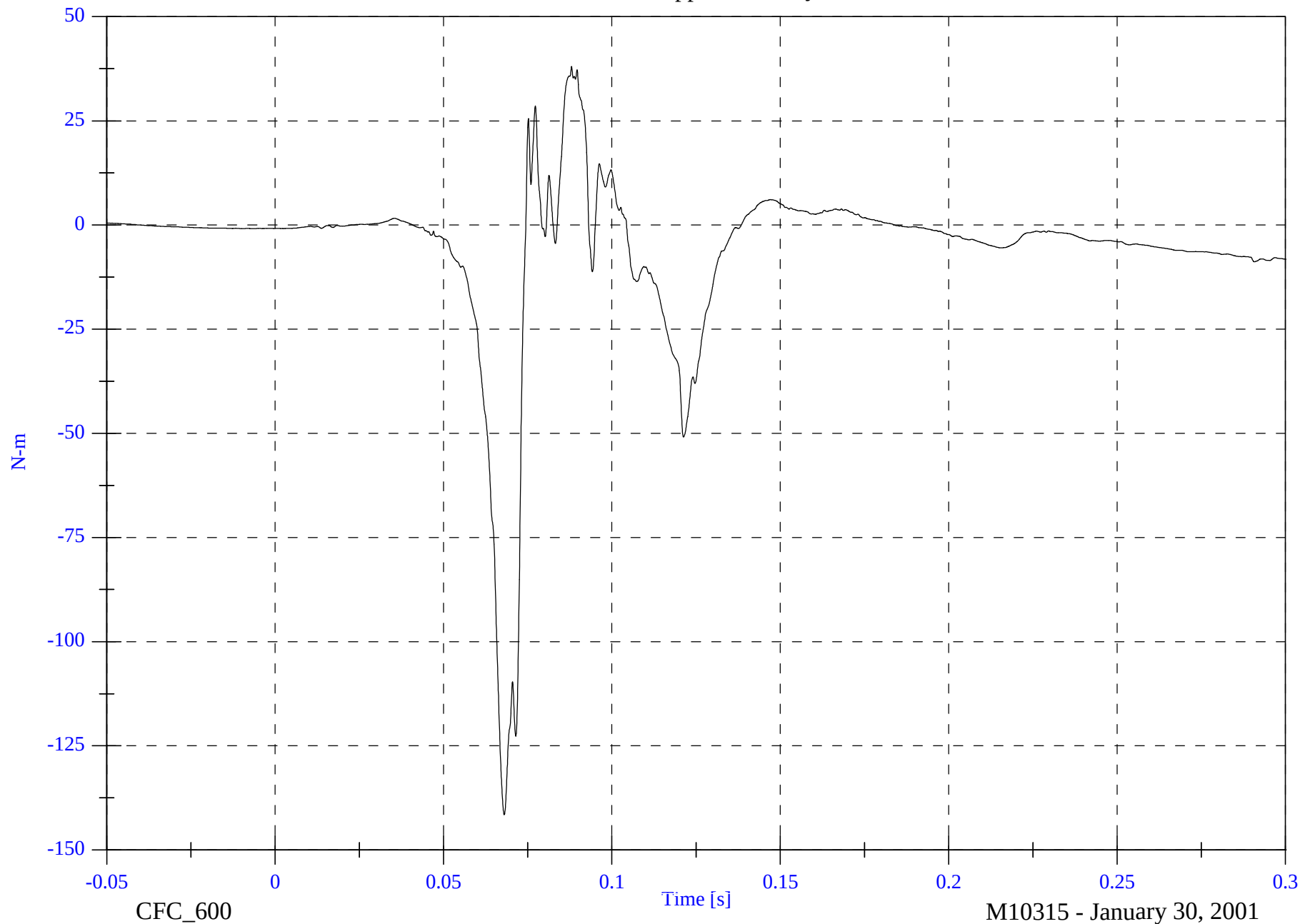
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Upper Tibia My

Max: 38.1 [N-m] at 0.088 [s]

Min: -141.6 [N-m] at 0.068 [s]



B-84

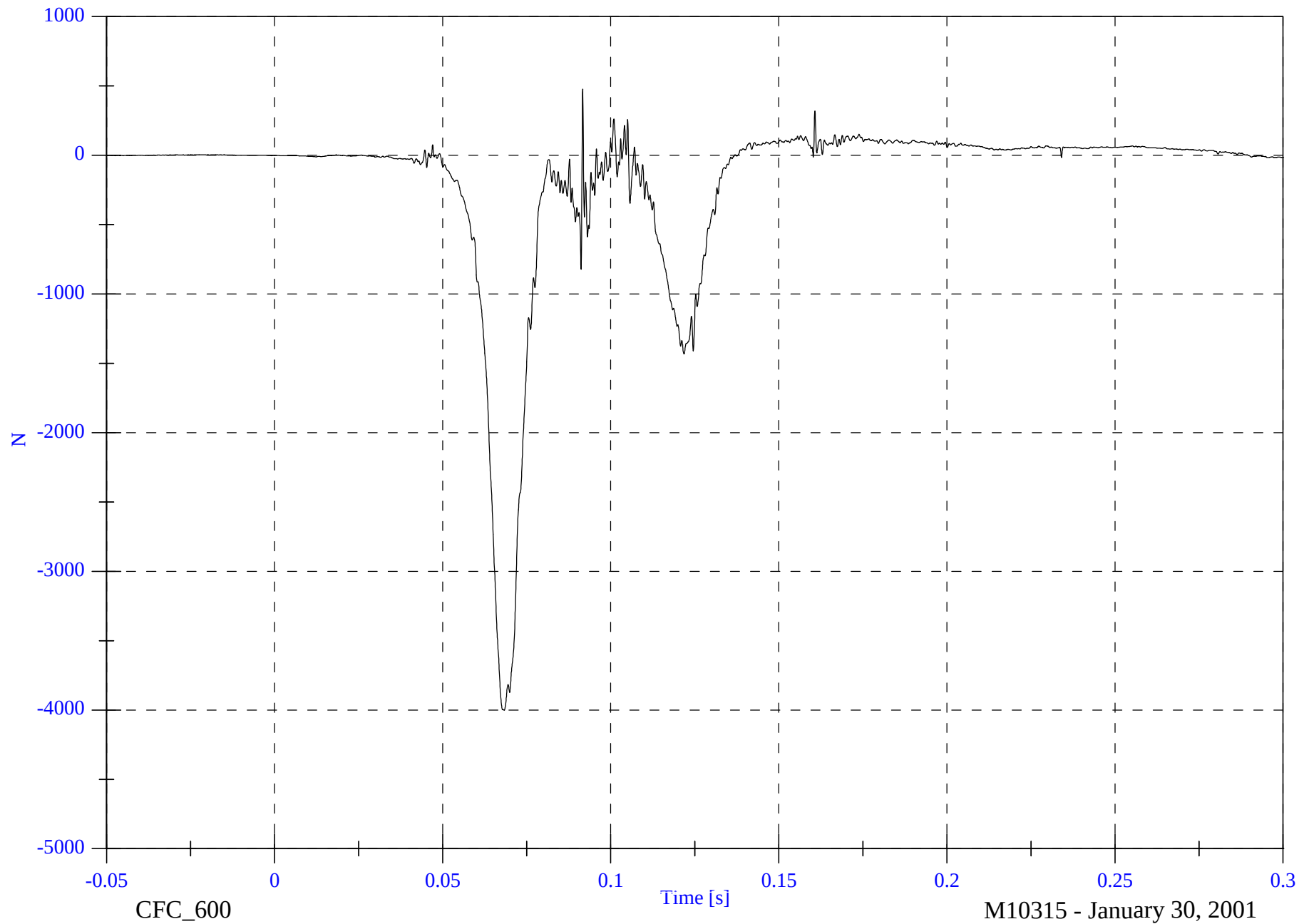
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Lower Tibia Fz

Max: 478.0 [N] at 0.092 [s]

Min: -4002.7 [N] at 0.068 [s]



B-85

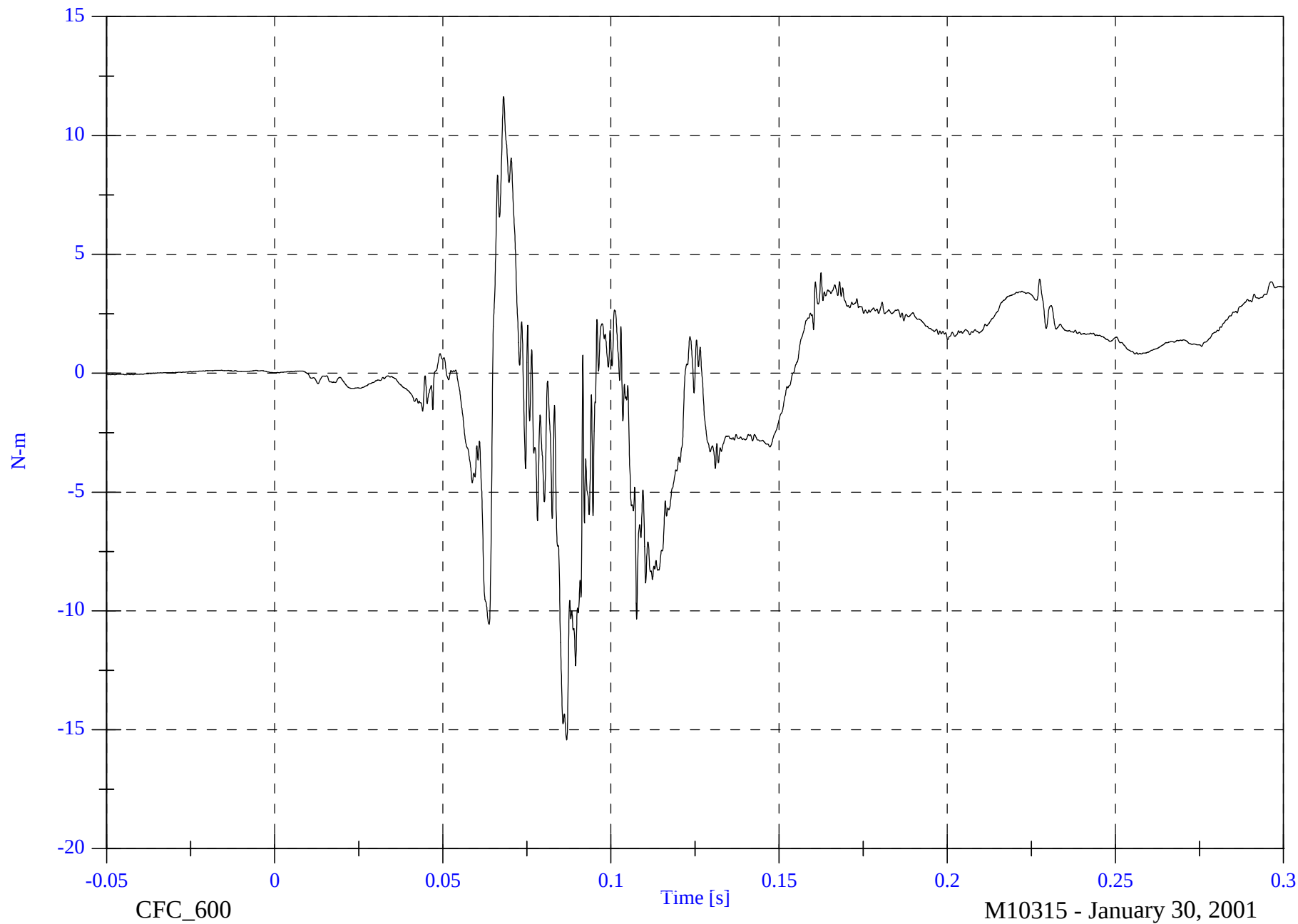
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Lower Tibia Mx

Max: 11.6 [N-m] at 0.068 [s]

Min: -15.4 [N-m] at 0.087 [s]



B-86

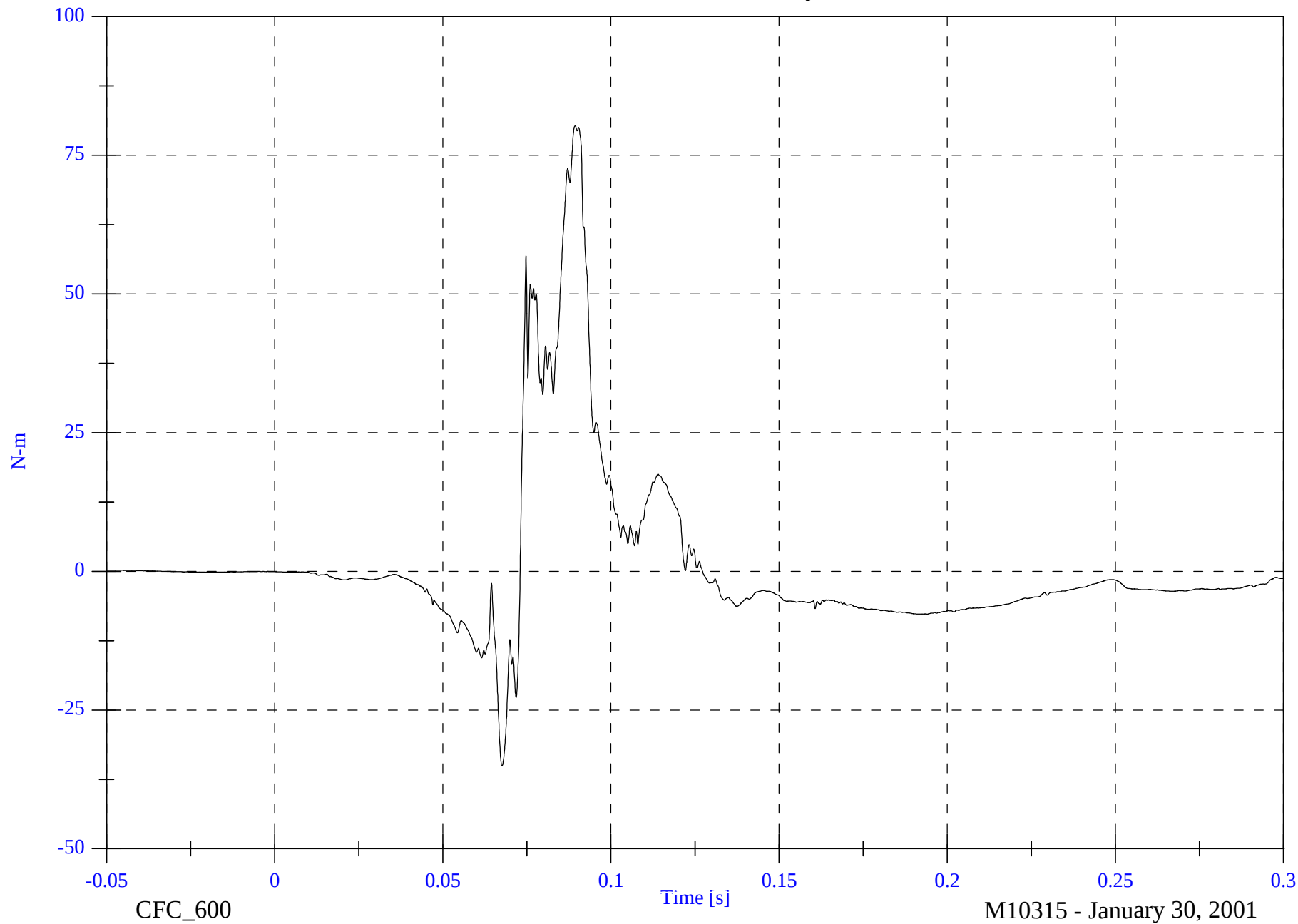
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Lower Tibia My

Max: 80.3 [N-m] at 0.089 [s]

Min: -35.1 [N-m] at 0.068 [s]



B-87

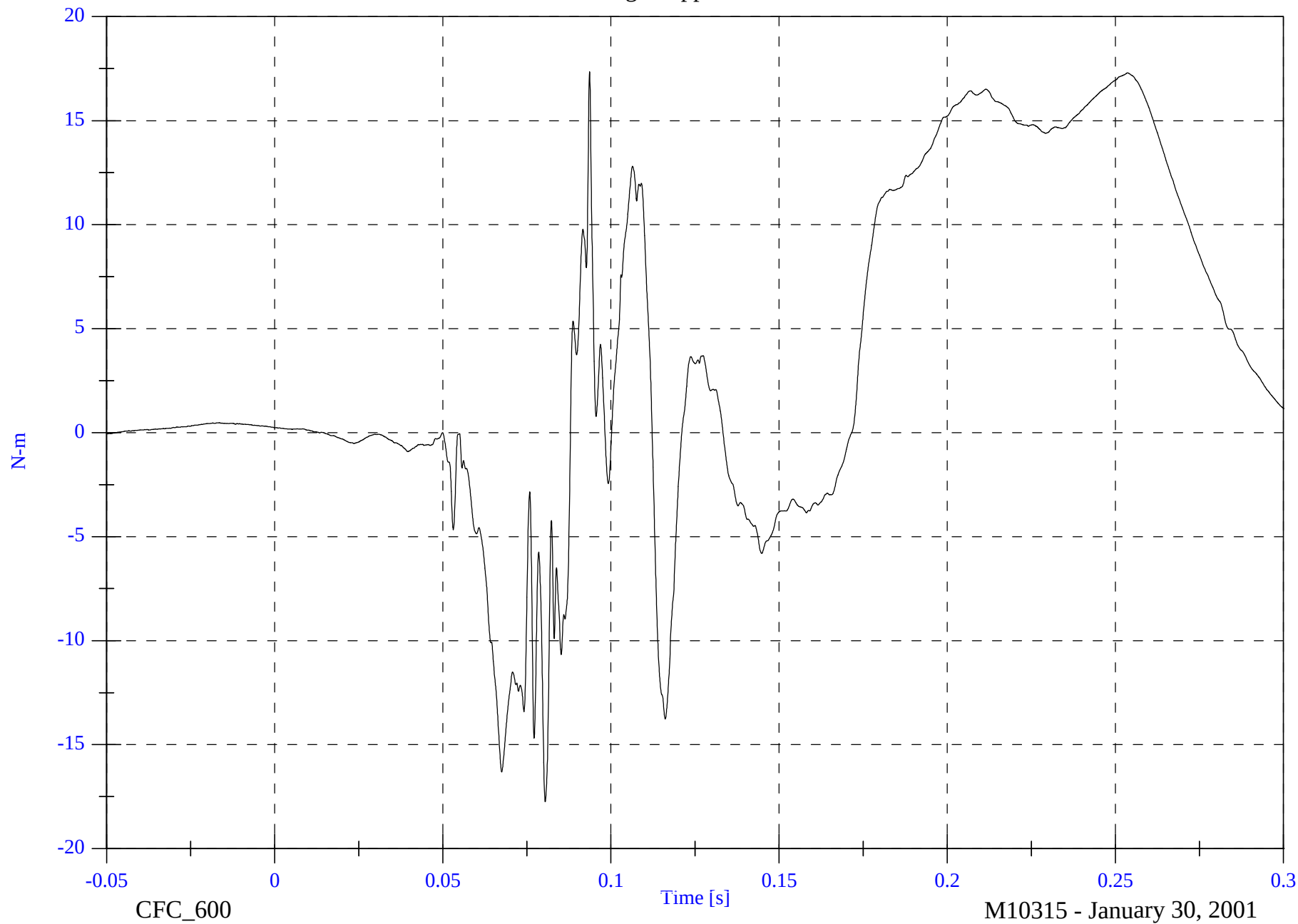
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Right Upper Tibia Mx

Max: 17.4 [N-m] at 0.094 [s]

Min: -17.7 [N-m] at 0.080 [s]



B-88

8602-19

NCAP Test 19 - 2001 Chrysler Sebring

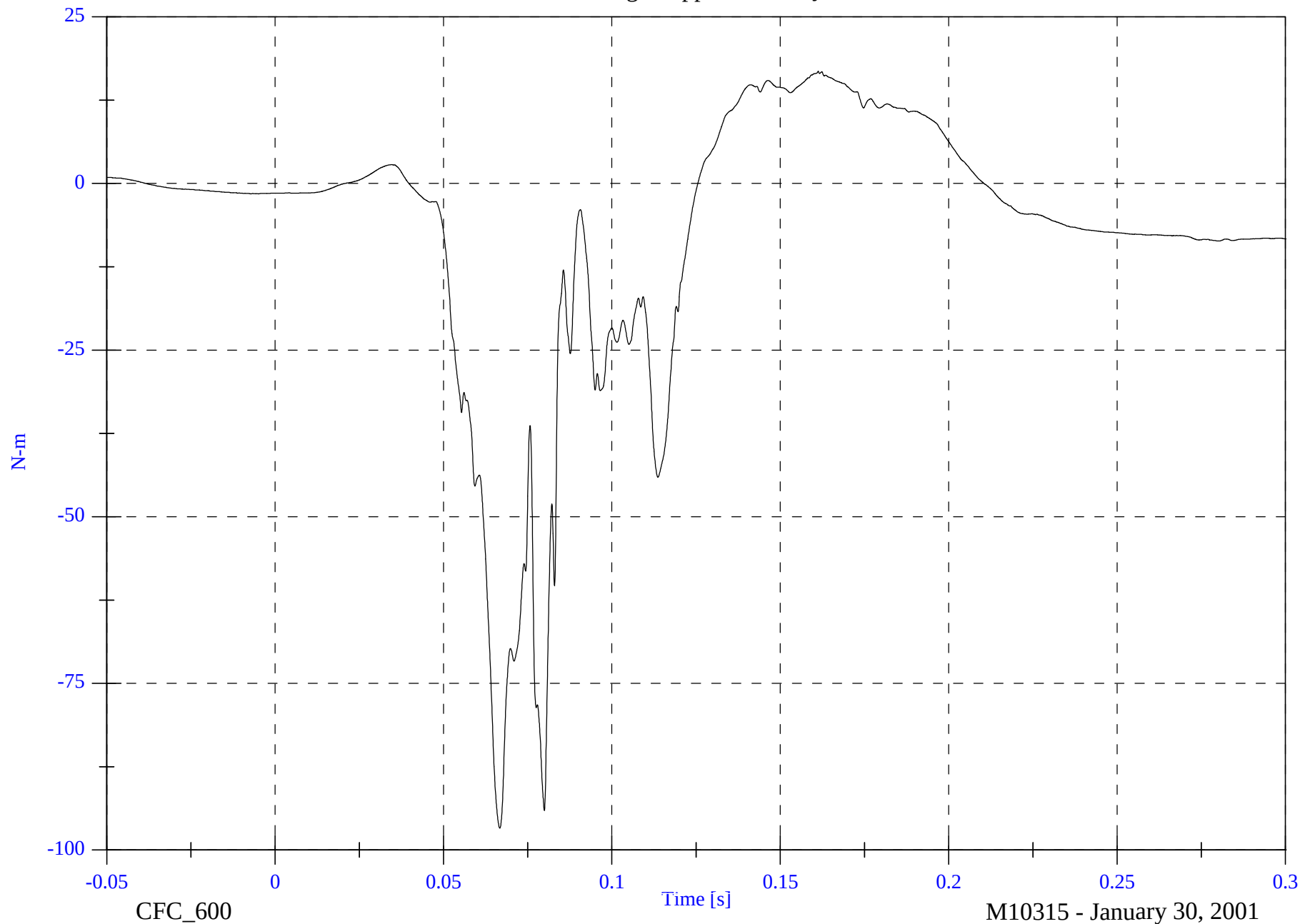
P2 Right Upper Tibia My

Max: 16.8 [N-m] at 0.161 [s]

Min: -96.7 [N-m] at 0.067 [s]

B-89

8602-19

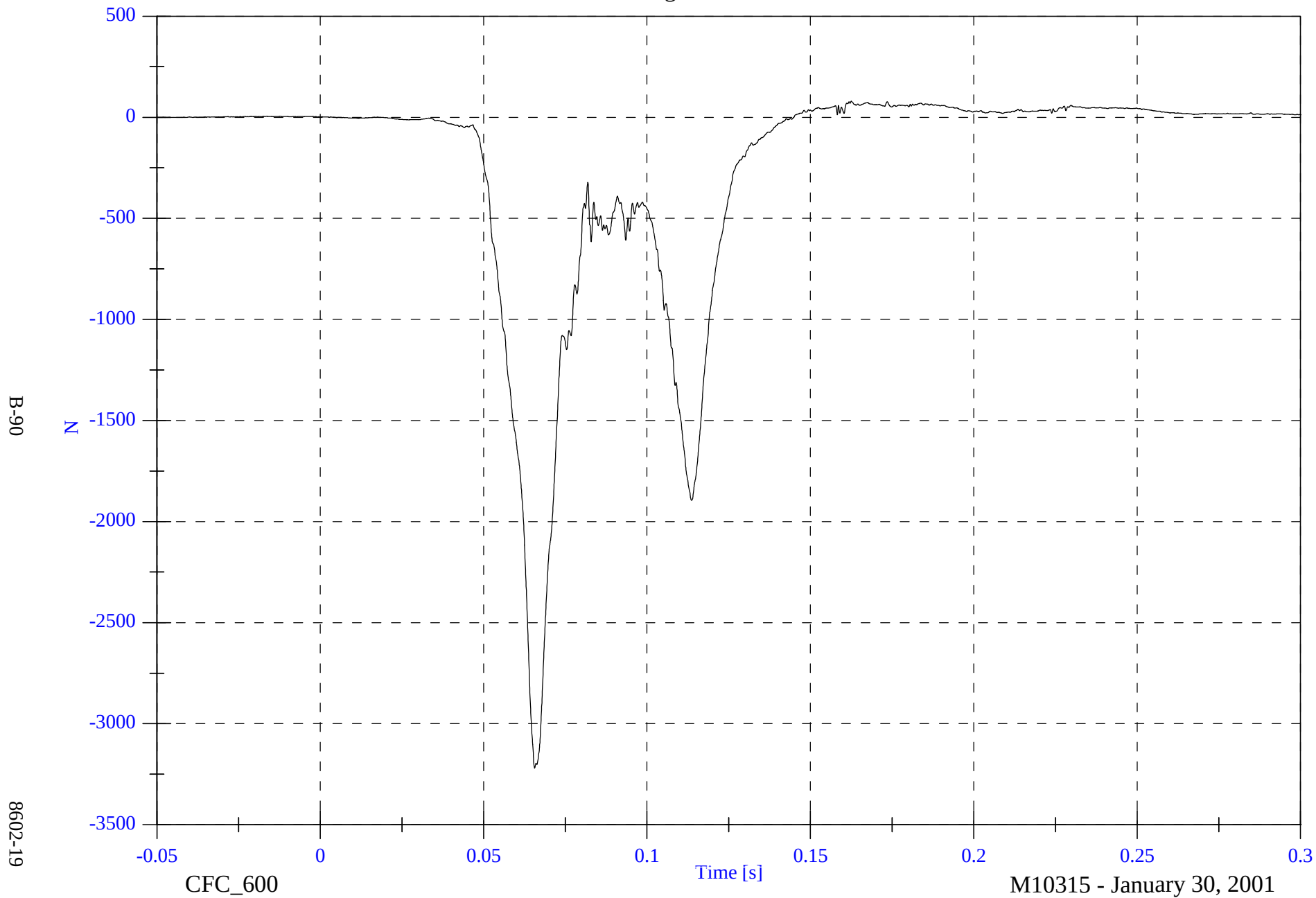


NCAP Test 19 - 2001 Chrysler Sebring

P2 Right Lower Tibia Fz

Max: 79.7 [N] at 0.162 [s]

Min: -3219.7 [N] at 0.066 [s]

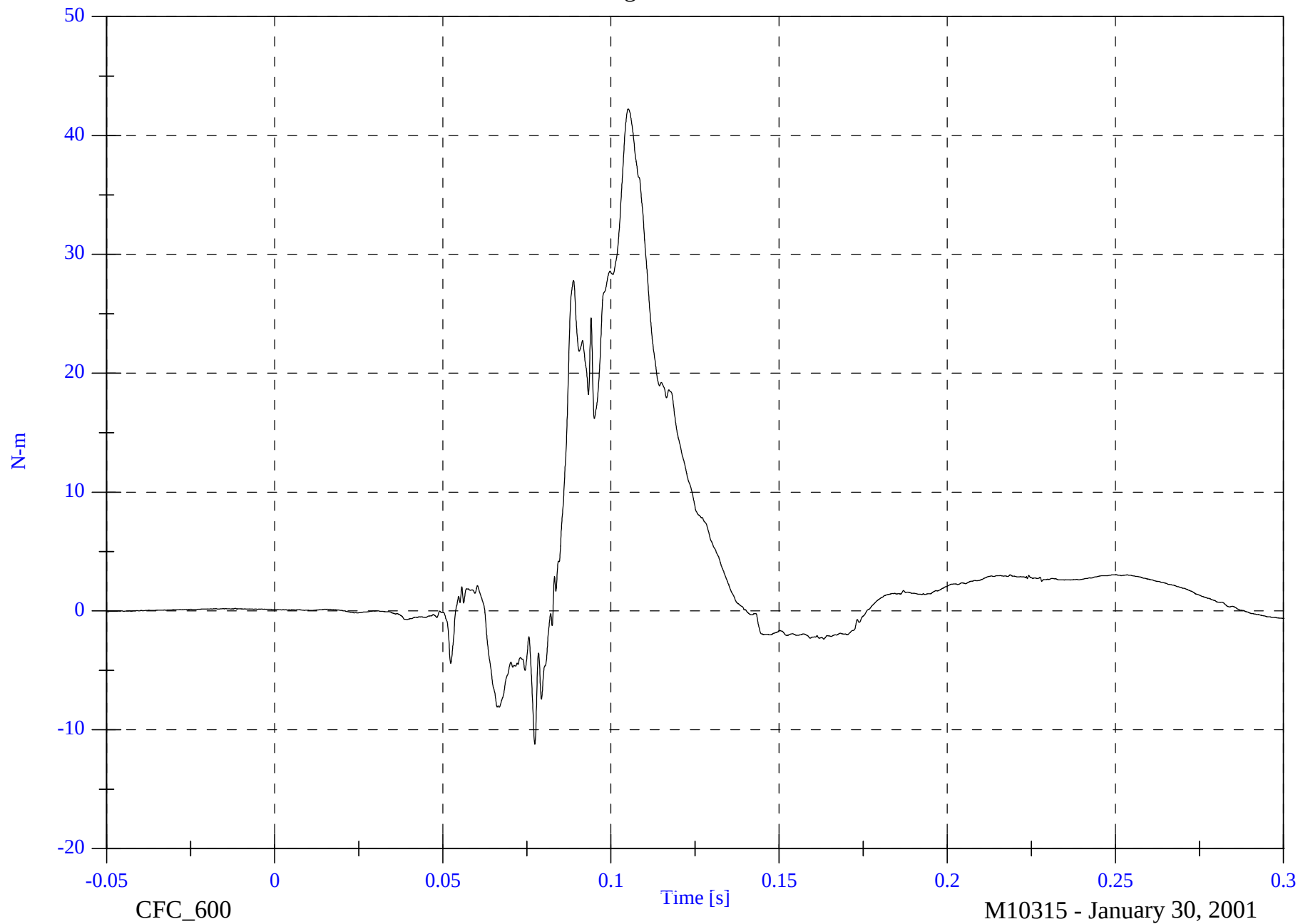


NCAP Test 19 - 2001 Chrysler Sebring

P2 Right Lower Tibia Mx

Max: 42.2 [N-m] at 0.105 [s]

Min: -11.2 [N-m] at 0.077 [s]



B-91

8602-19

CFC_600

Time [s]

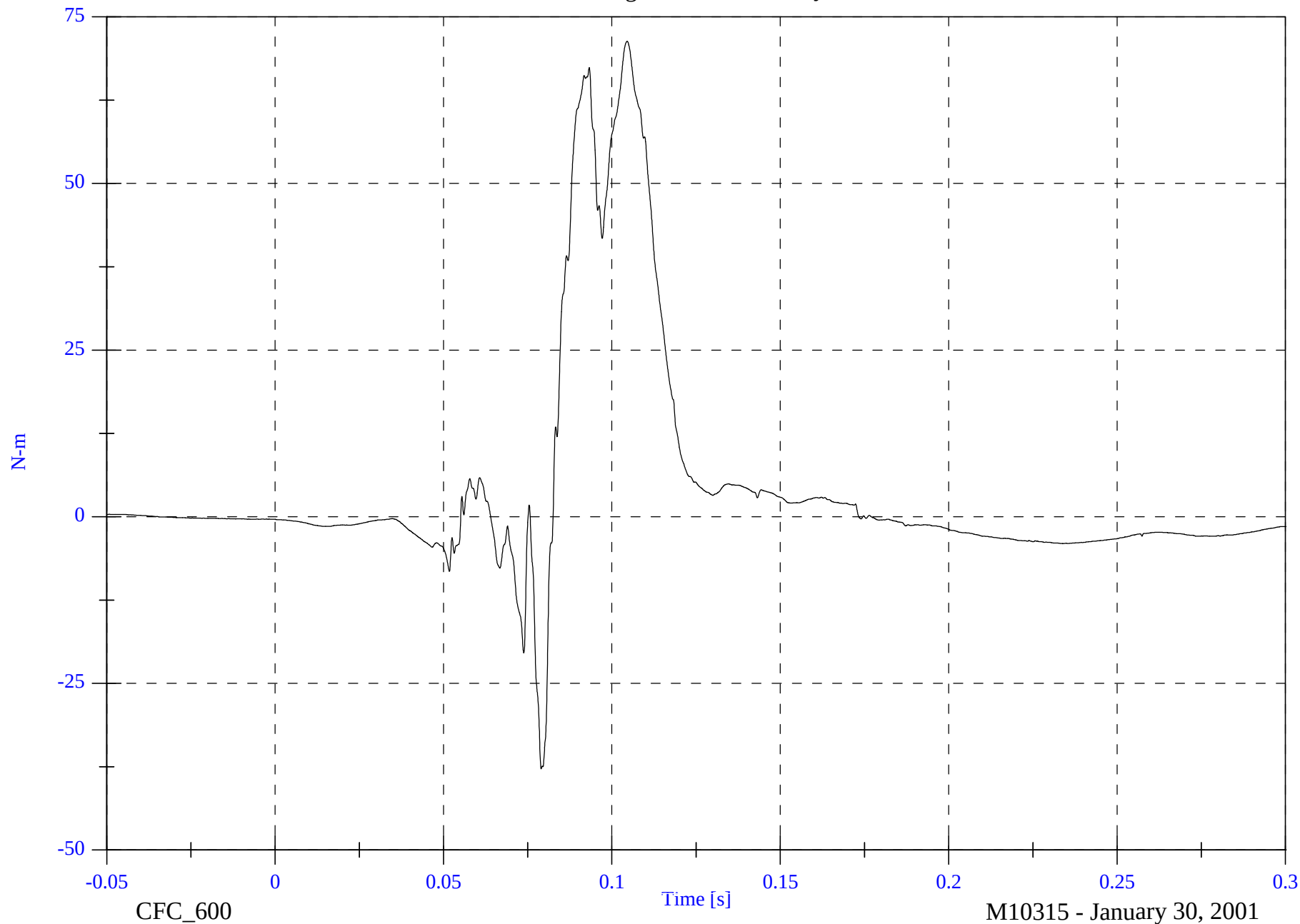
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

P2 Right Lower Tibia My

Max: 71.3 [N-m] at 0.104 [s]

Min: -37.8 [N-m] at 0.079 [s]



B-92

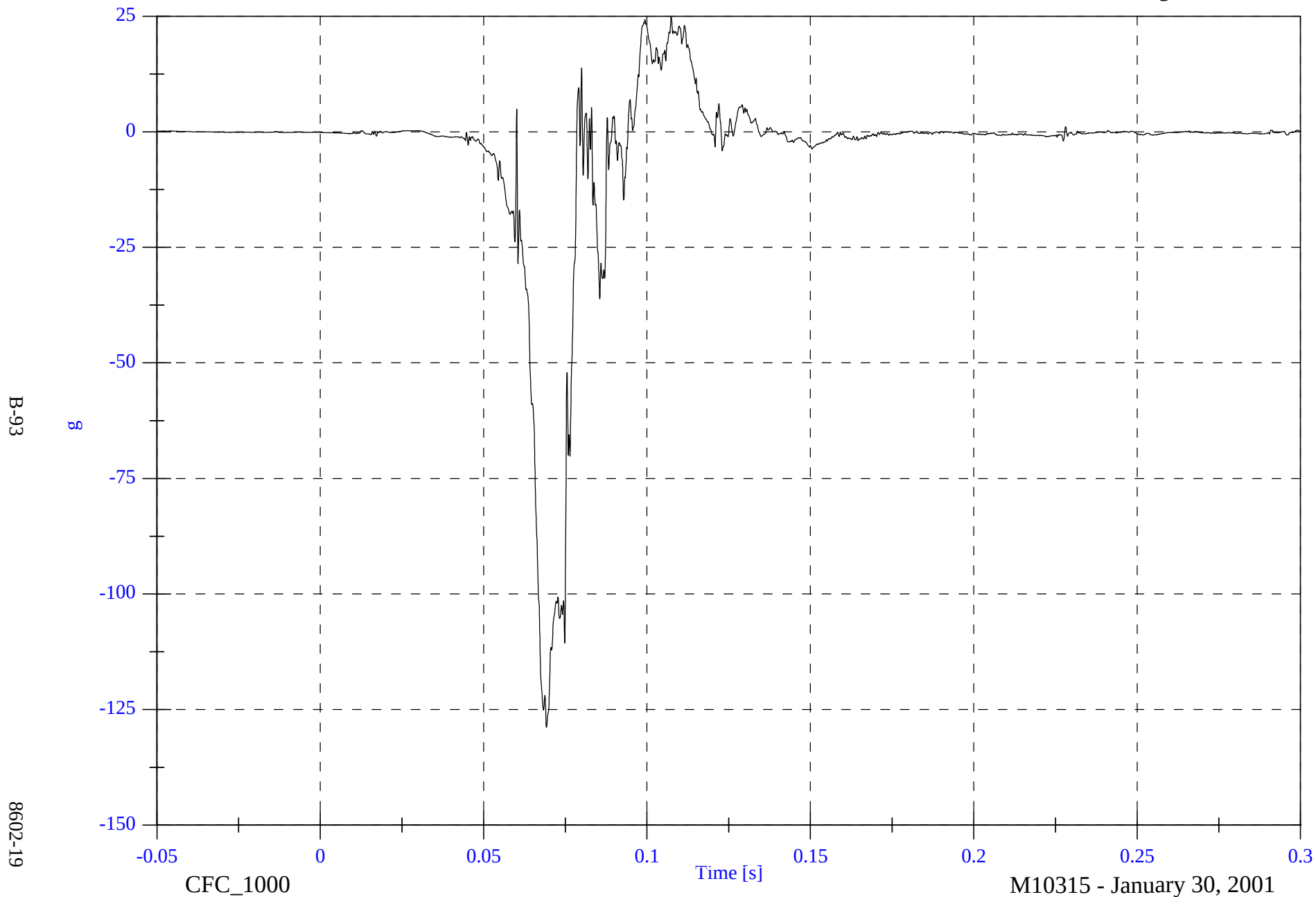
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Foot Aft x

Max: 24.8 [g] at 0.107 [s]

Min: -128.8 [g] at 0.069 [s]



NCAP Test 19 - 2001 Chrysler Sebring

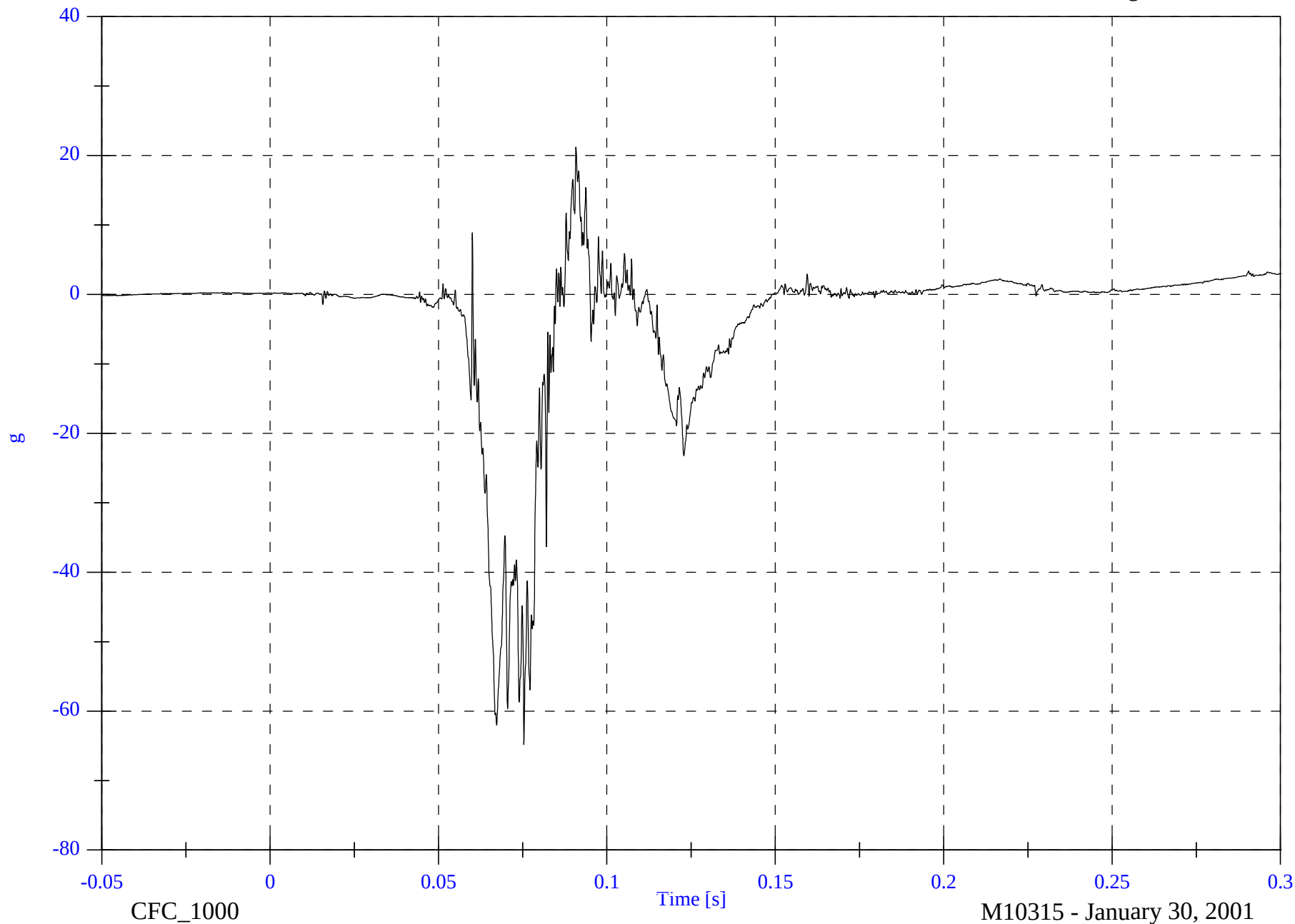
P2 Left Foot Aft z

Max: 21.2 [g] at 0.091 [s]

Min: -64.8 [g] at 0.075 [s]

B-94

8602-19

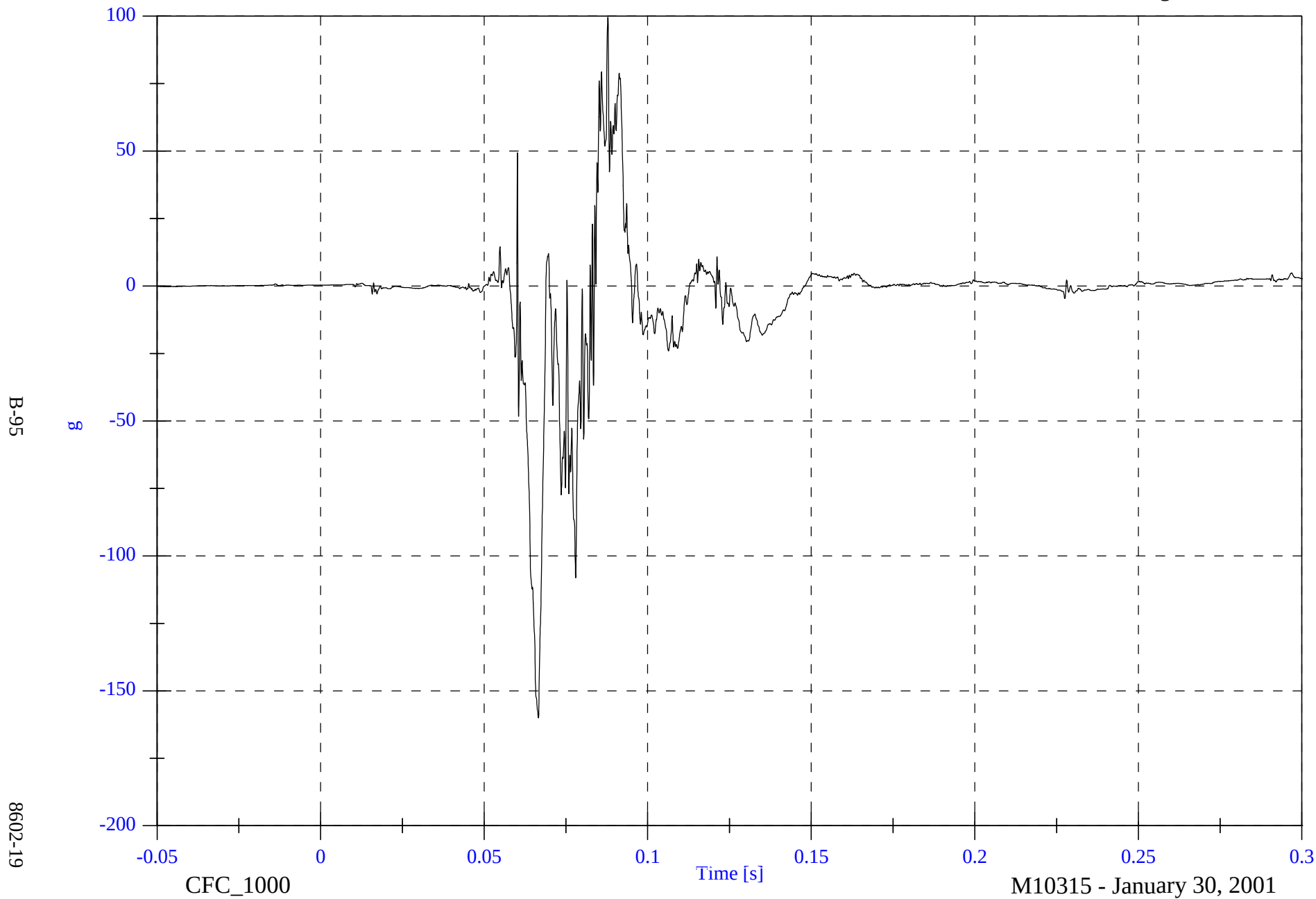


NCAP Test 19 - 2001 Chrysler Sebring

P2 Left Foot Fore z

Max: 99.6 [g] at 0.088 [s]

Min: -160.1 [g] at 0.067 [s]



NCAP Test 19 - 2001 Chrysler Sebring

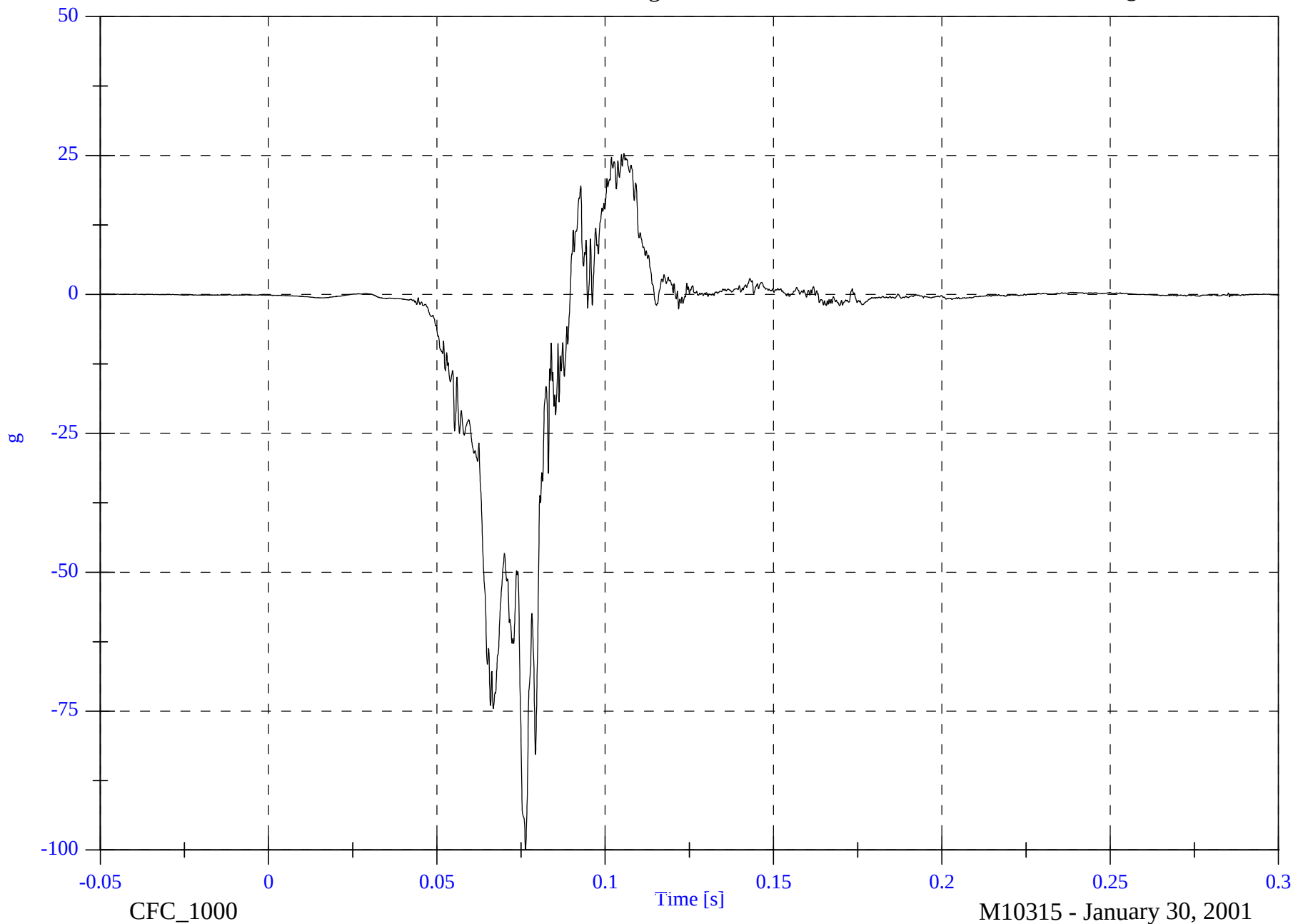
P2 Right Foot Aft x

Max: 25.4 [g] at 0.106 [s]

Min: -99.9 [g] at 0.076 [s]

B-96

8602-19



NCAP Test 19 - 2001 Chrysler Sebring

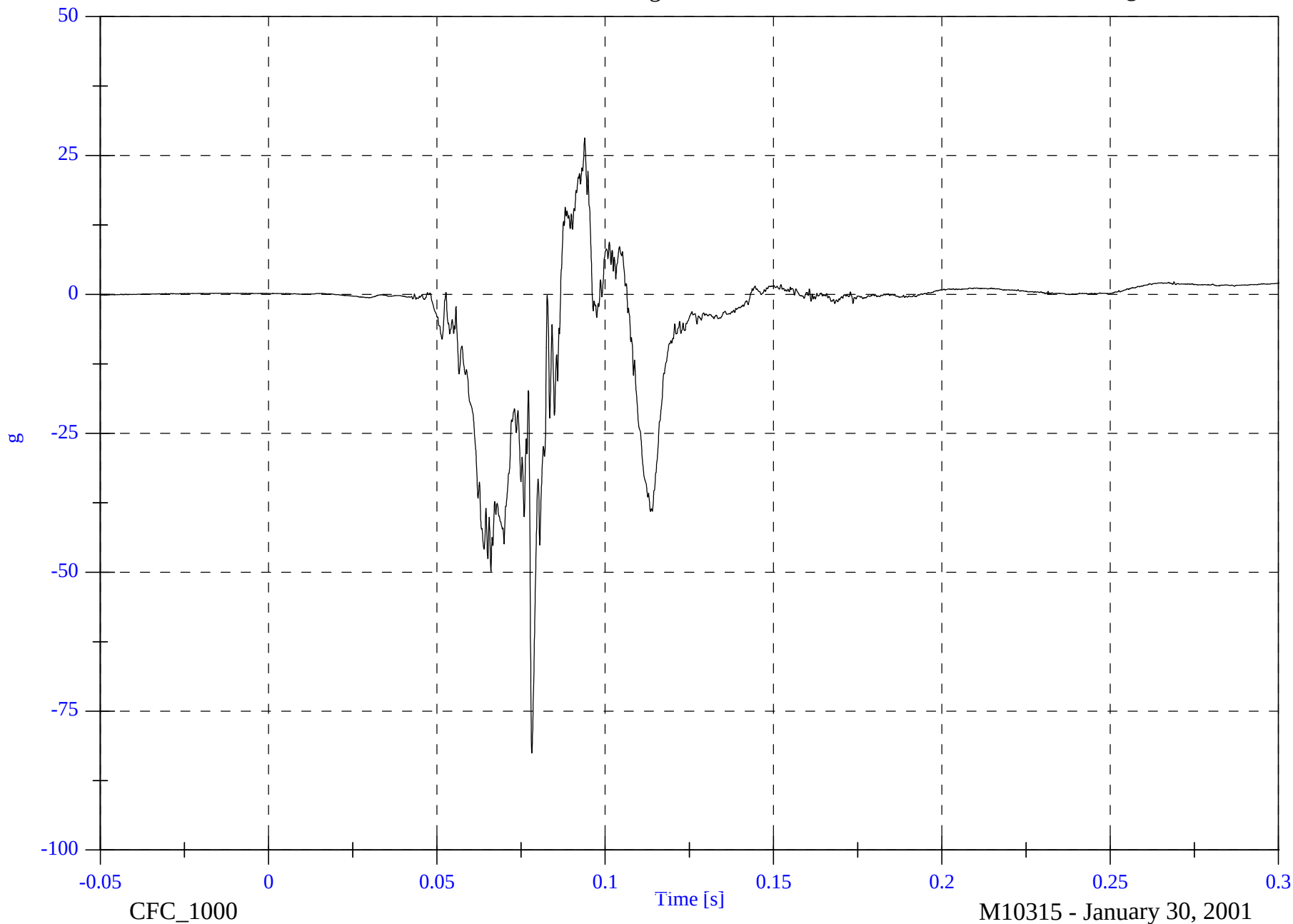
P2 Right Foot Aft z

Max: 28.2 [g] at 0.094 [s]

Min: -82.6 [g] at 0.078 [s]

B-97

8602-19

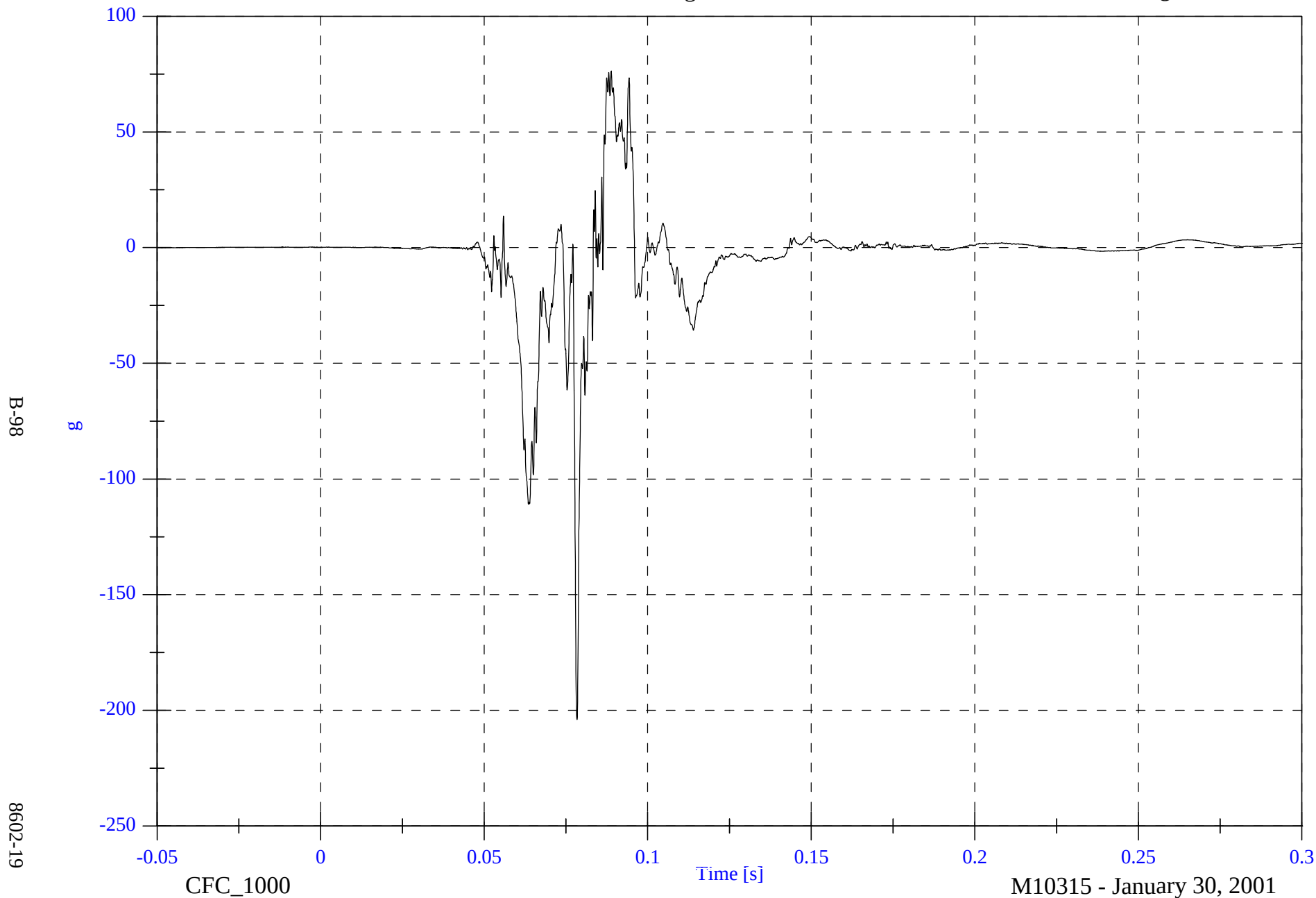


NCAP Test 19 - 2001 Chrysler Sebring

P2 Right Foot Fore z

Max: 76.3 [g] at 0.089 [s]

Min: -204.0 [g] at 0.078 [s]



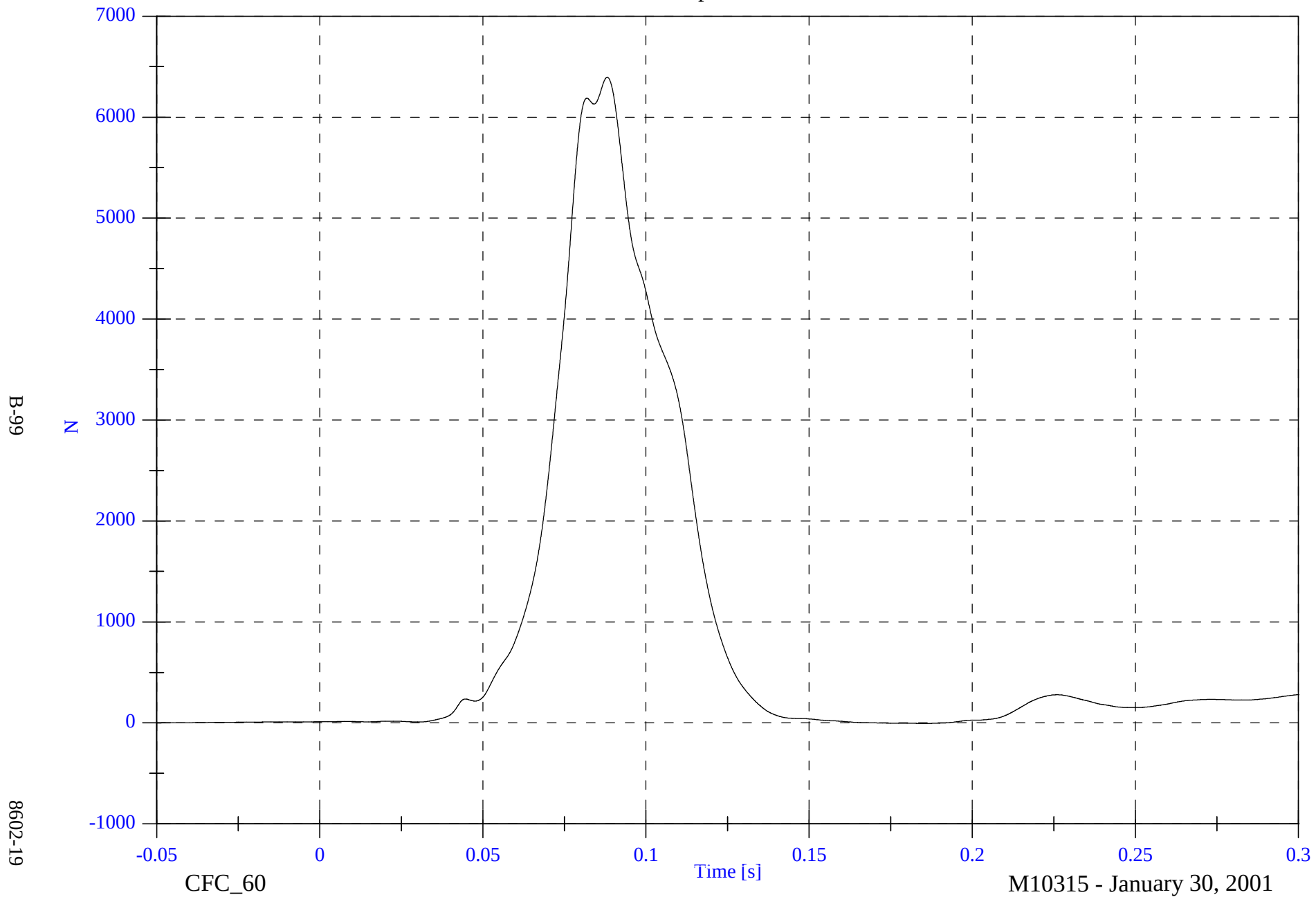
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

P2 Lap Belt Force

Max: 6395.2 [N] at 0.088 [s]

Min: -6.3 [N] at 0.185 [s]

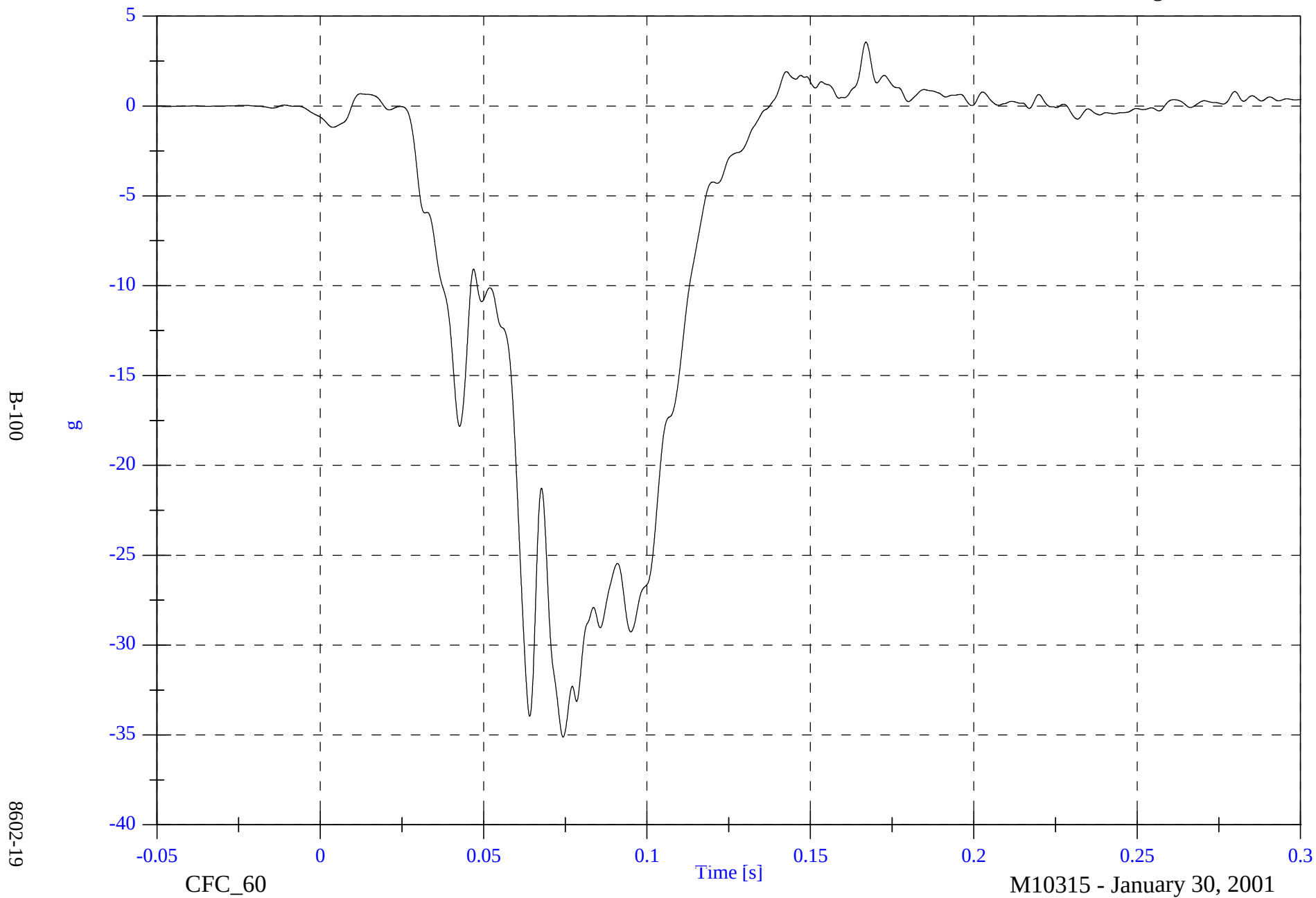


NCAP Test 19 - 2001 Chrysler Sebring

Left Rear #1x

Max: 3.6 [g] at 0.167 [s]

Min: -35.1 [g] at 0.074 [s]

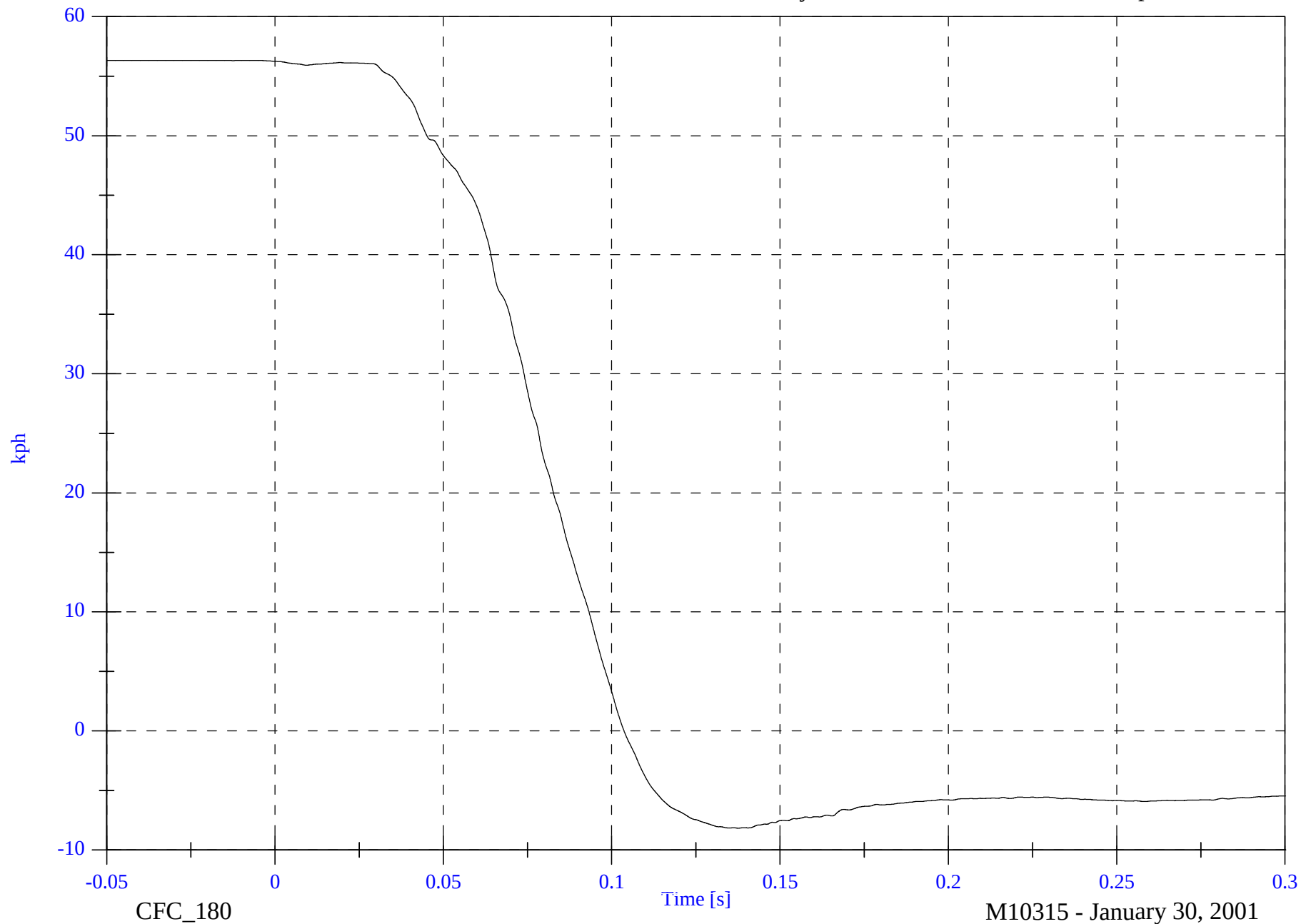


NCAP Test 19 - 2001 Chrysler Sebring

Max: 56.3 [kph] at -0.049 [s]

Min: -8.2 [kph] at 0.138 [s]

Left Rear #1x Velocity



NCAP Test 19 - 2001 Chrysler Sebring

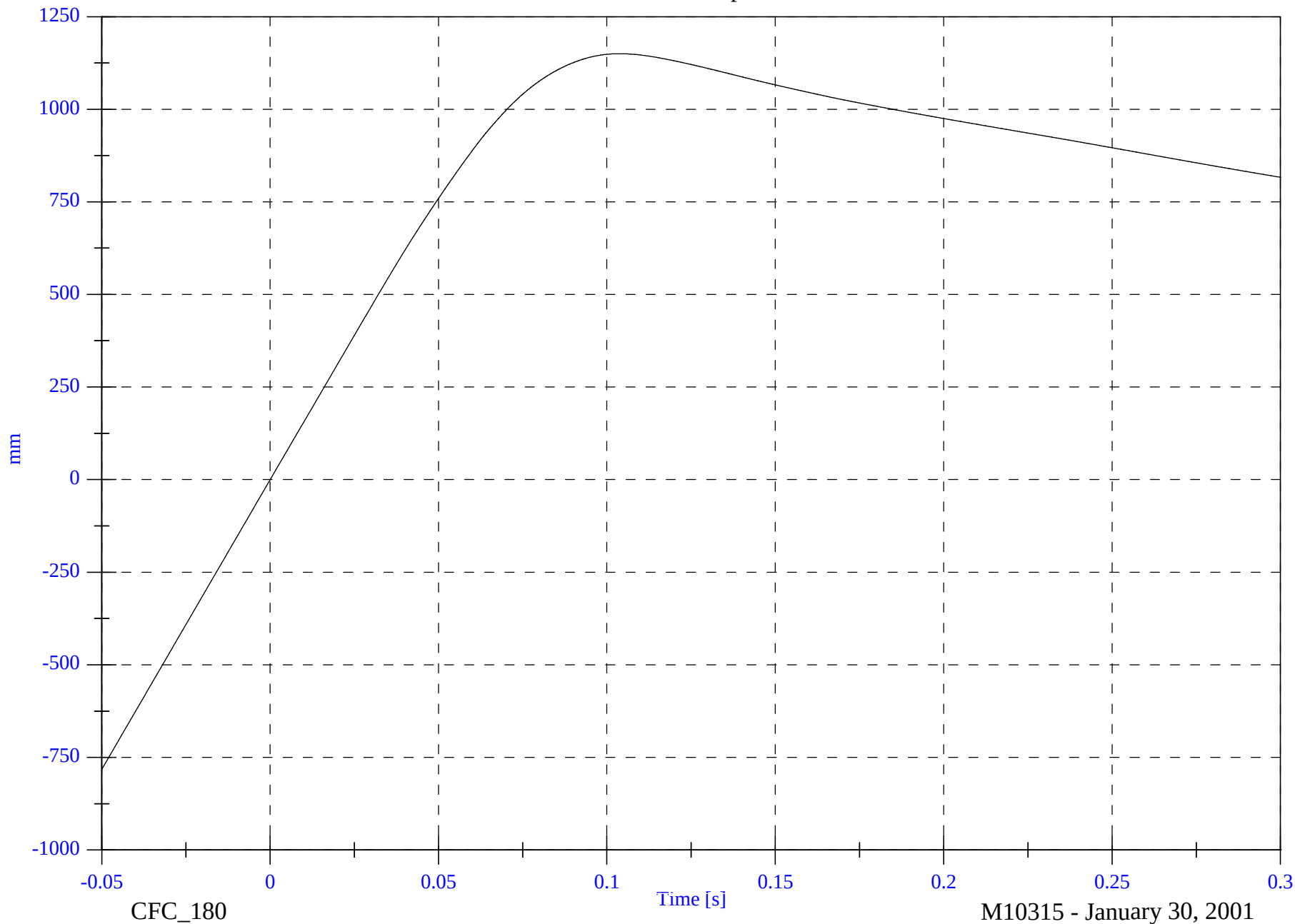
Left Rear #1x Displacement

Max: 1150.0 [mm] at 0.104 [s]

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

B-102

8602-19



NCAP Test 19 - 2001 Chrysler Sebring

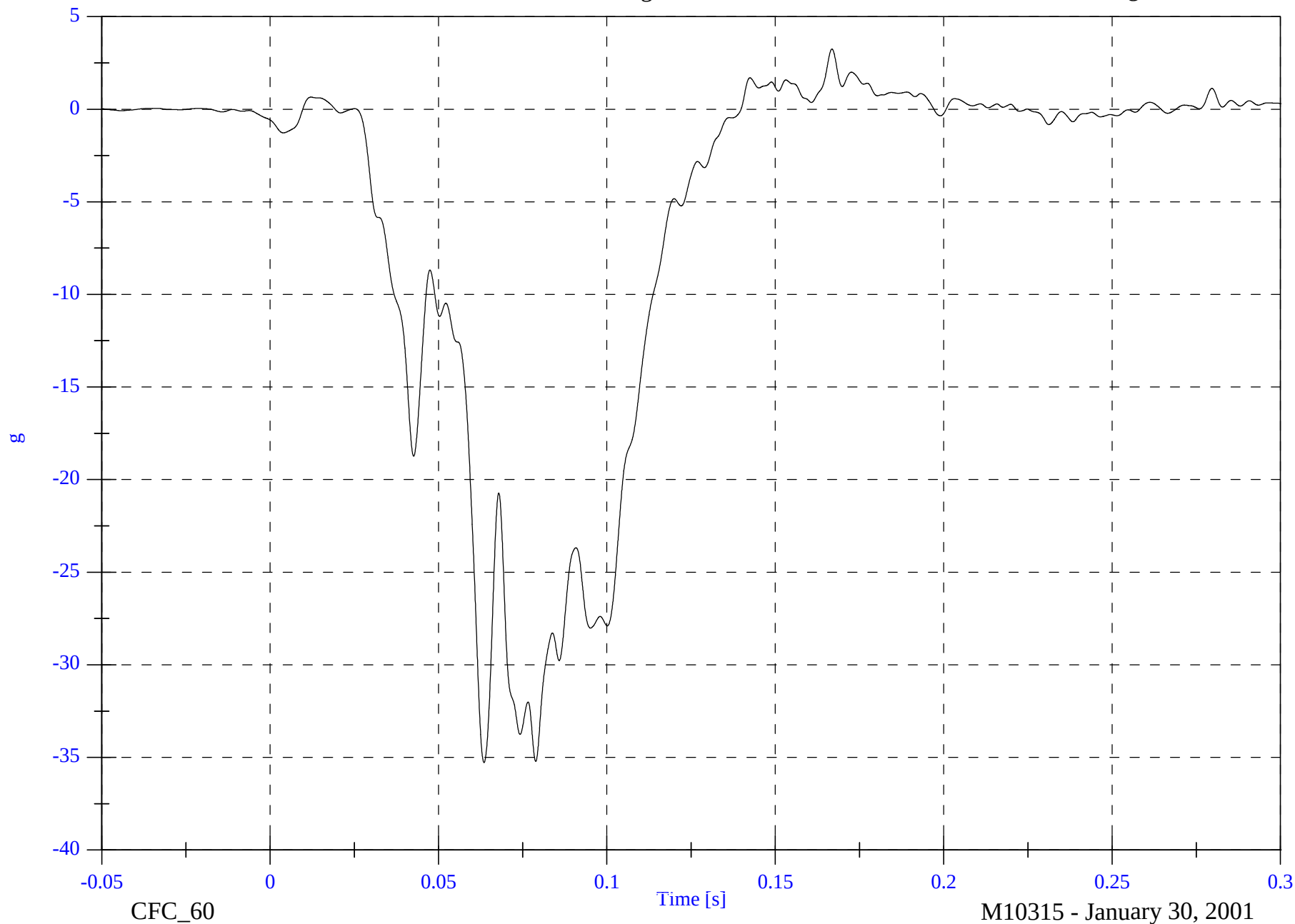
Right Rear #2x

Max: 3.3 [g] at 0.167 [s]

Min: -35.3 [g] at 0.063 [s]

B-103

8602-19

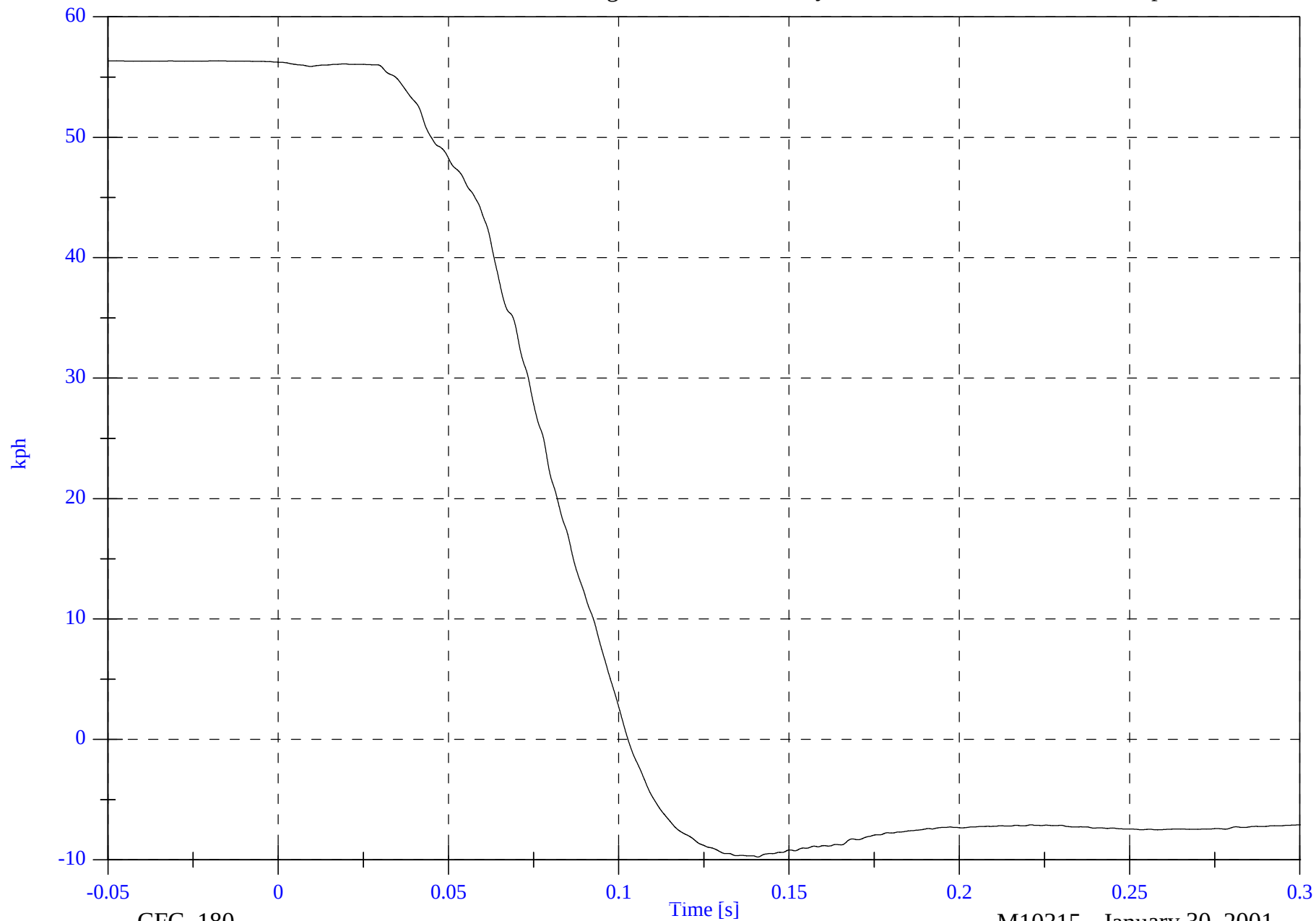


NCAP Test 19 - 2001 Chrysler Sebring

Max: 56.3 [kph] at -0.049 [s]

Min: -9.8 [kph] at 0.141 [s]

Right Rear #2x Velocity



B-104

8602-19

CFC_180

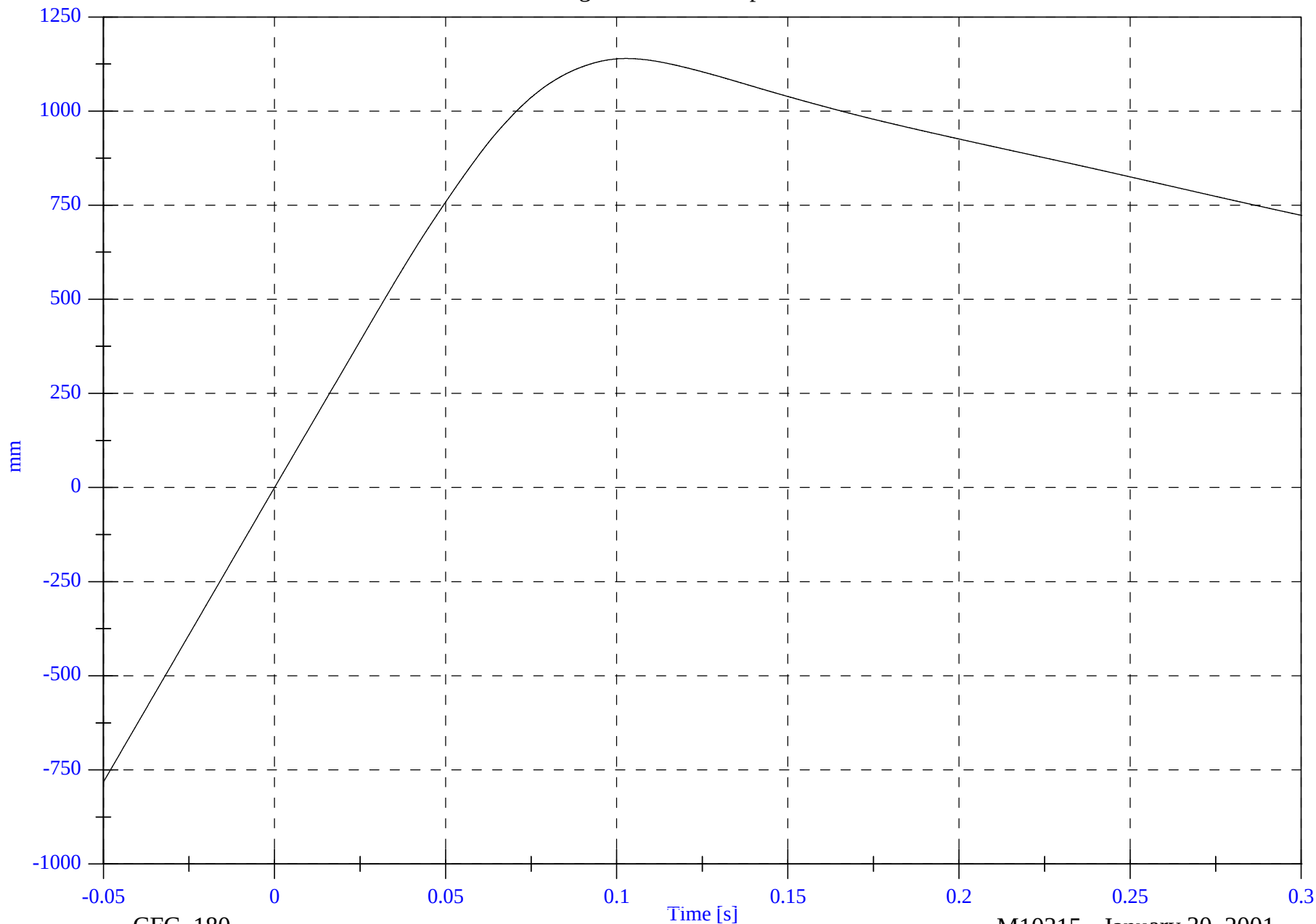
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Right Rear #2x Displacement

Max: 1139.7 [mm] at 0.103 [s]

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



B-105

8602-19

CFC_180

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

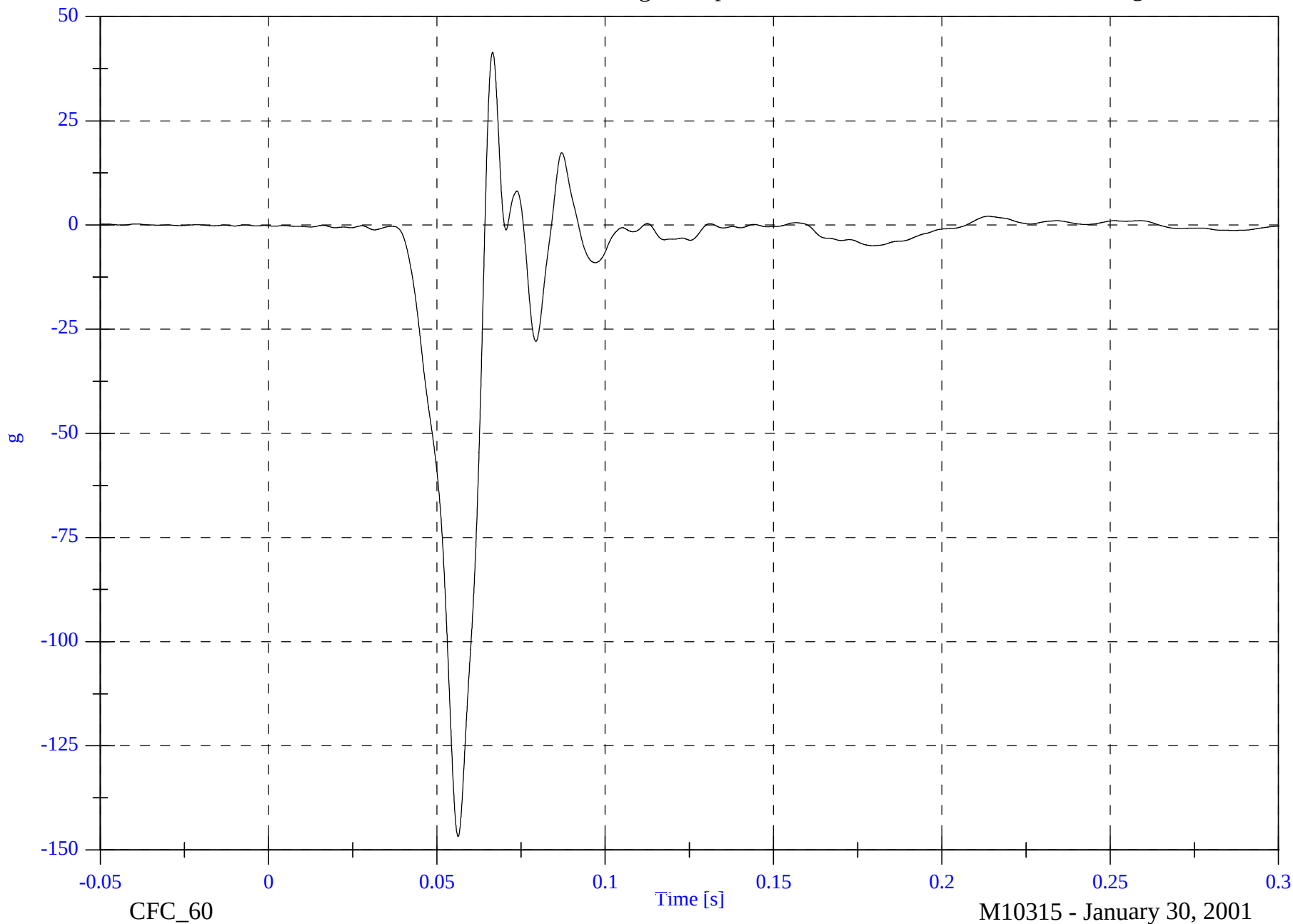
Engine Top #3x

Max: 41.5 [g] at 0.067 [s]

Min: -146.8 [g] at 0.056 [s]

B-106

8602-19

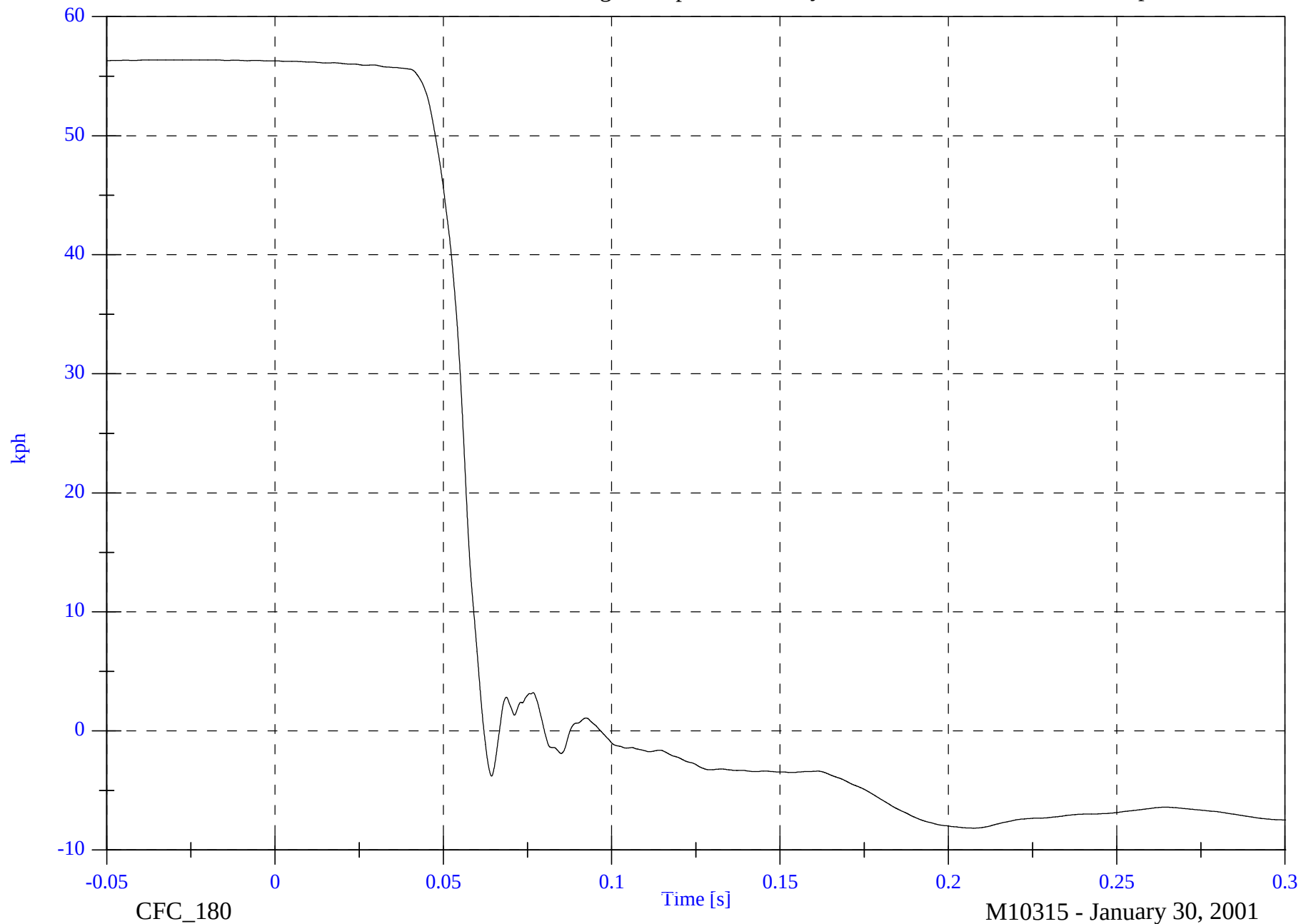


NCAP Test 19 - 2001 Chrysler Sebring

Engine Top #3x Velocity

Max: 56.4 [kph] at -0.034 [s]

Min: -8.2 [kph] at 0.208 [s]



B-107

8602-19

CFC_180

Time [s]

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

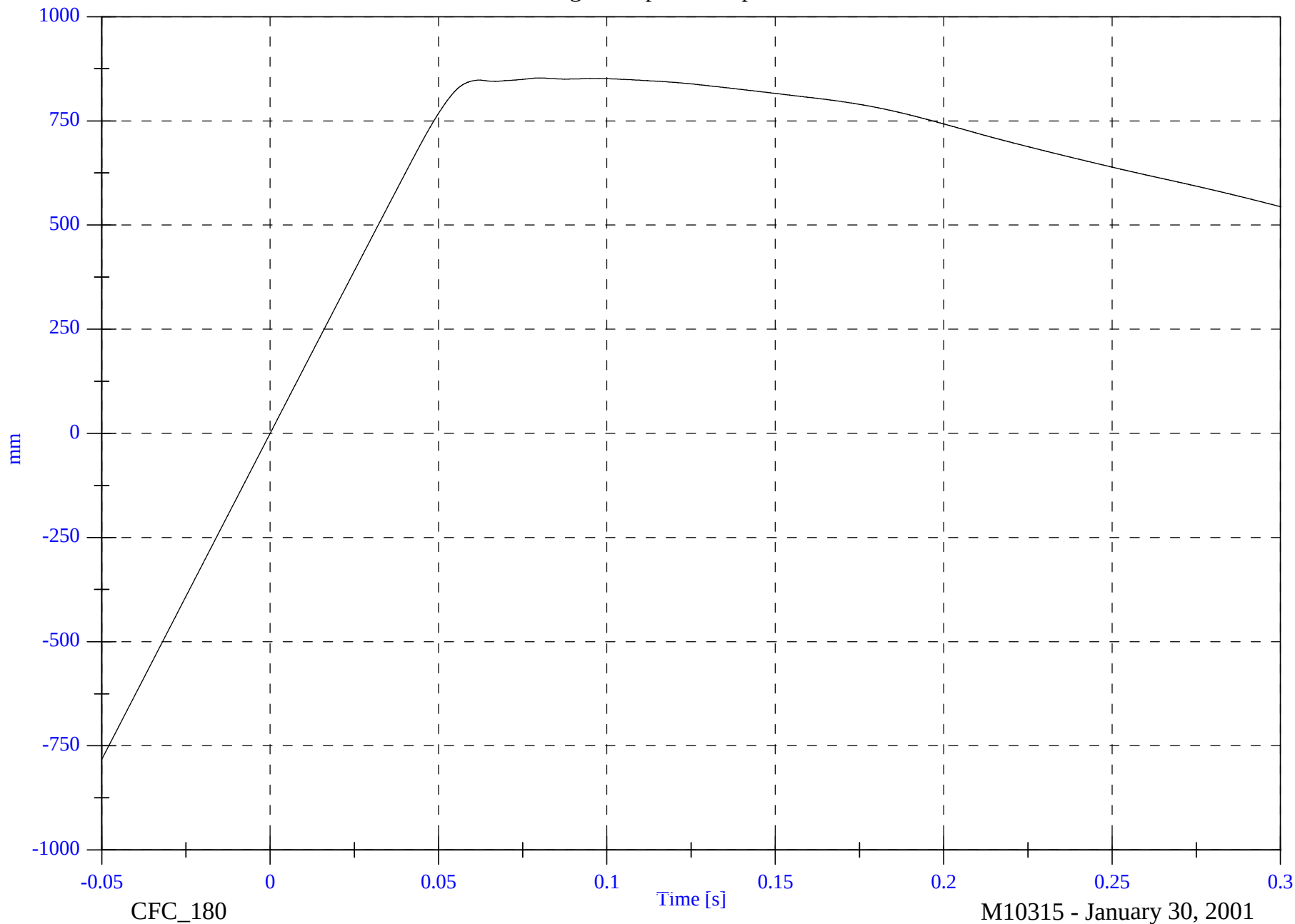
Engine Top #3x Displacement

Max: 852.8 [mm] at 0.080 [s]

Min: -782.5 [mm] at -0.050 [s]

B-108

8602-19



CFC_180

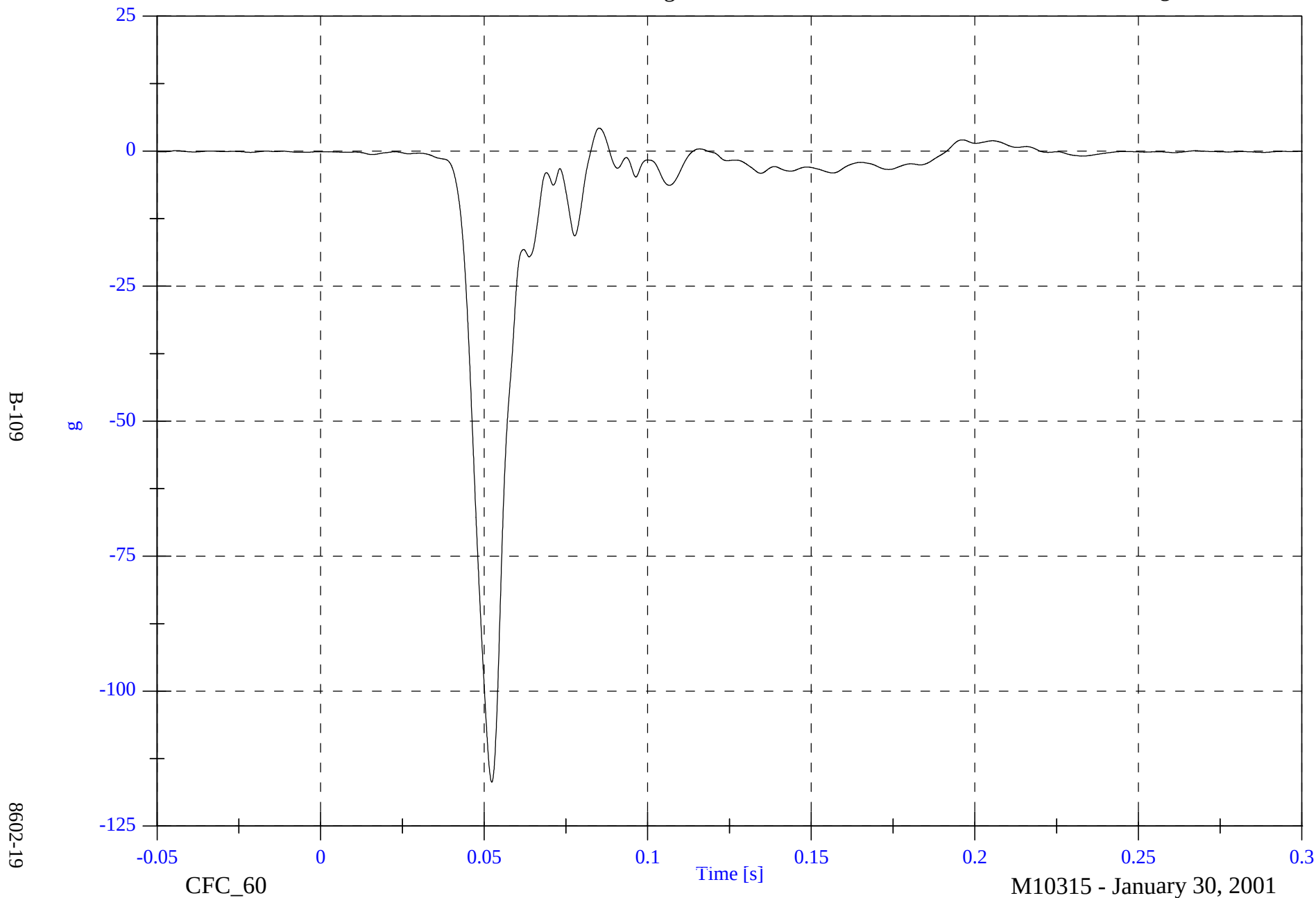
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Engine Bottom #4x

Max: 4.3 [g] at 0.085 [s]

Min: -116.9 [g] at 0.052 [s]

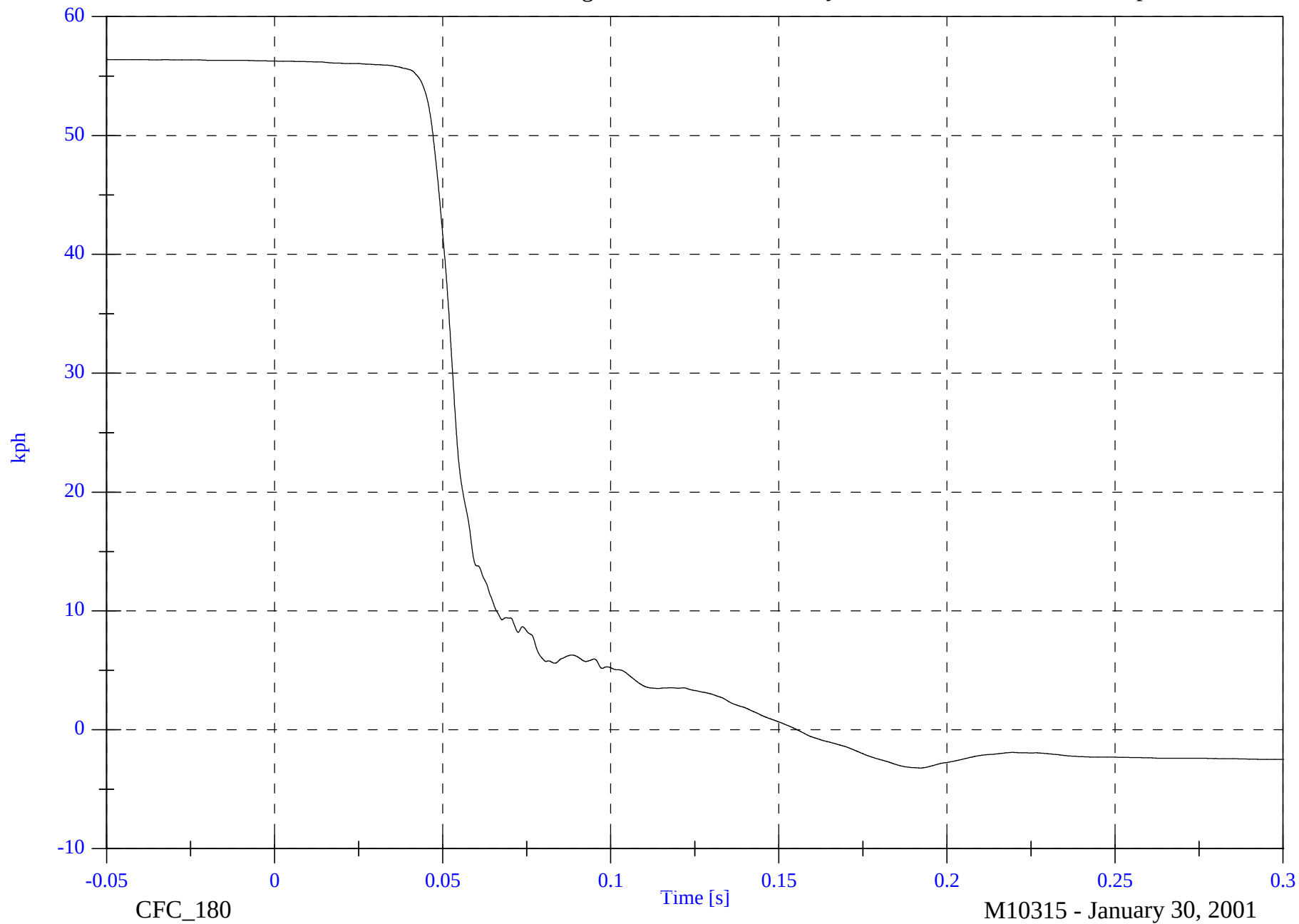


NCAP Test 19 - 2001 Chrysler Sebring

Engine Bottom #4x Velocity

Max: 56.4 [kph] at -0.050 [s]

Min: -3.2 [kph] at 0.192 [s]



B-110

8602-19

CFC_180

Time [s]

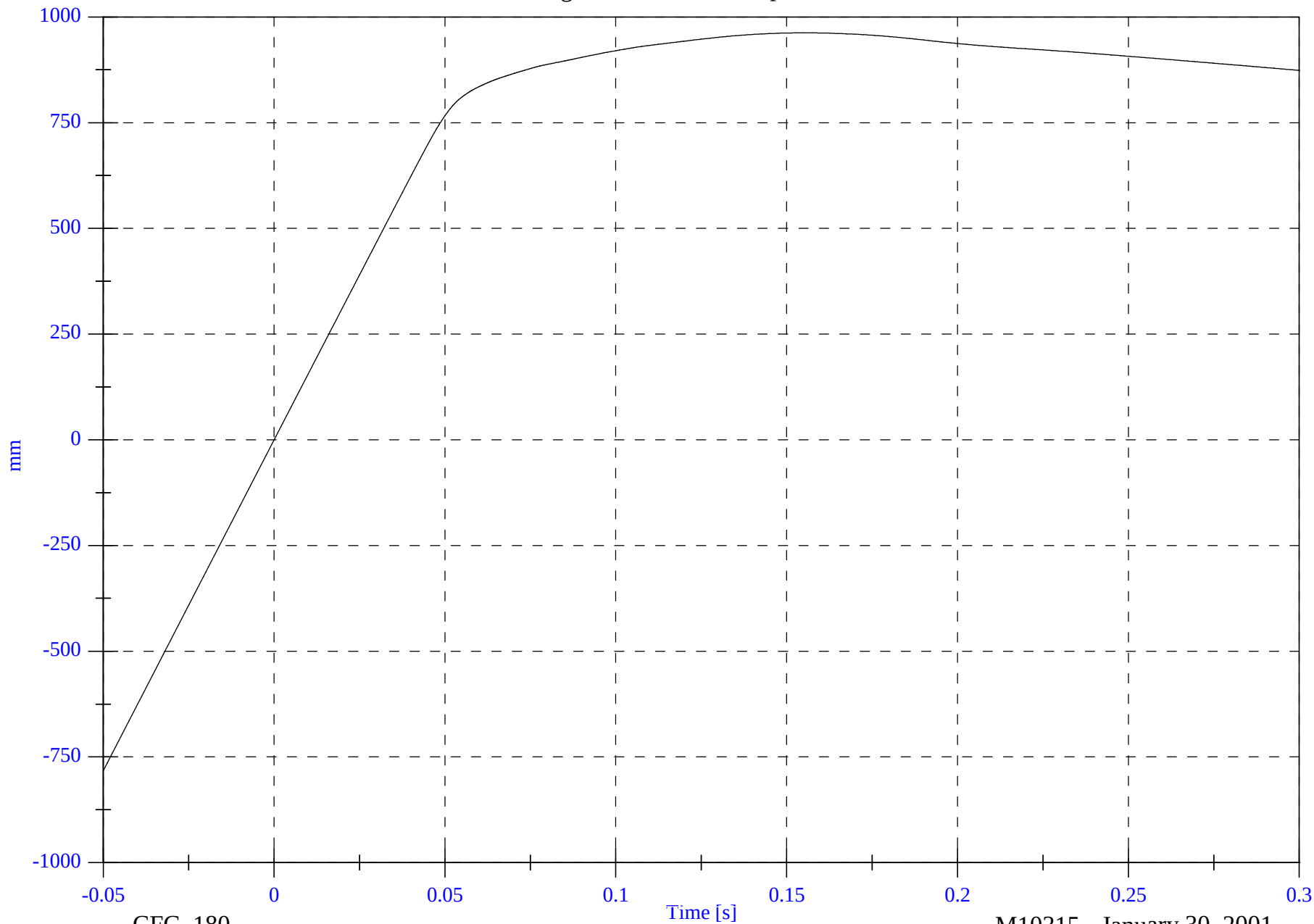
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Engine Bottom #4x Displacement

Max: 962.5 [mm] at 0.155 [s]

Min: -782.6 [mm] at -0.050 [s]



B-111

8602-19

CFC_180

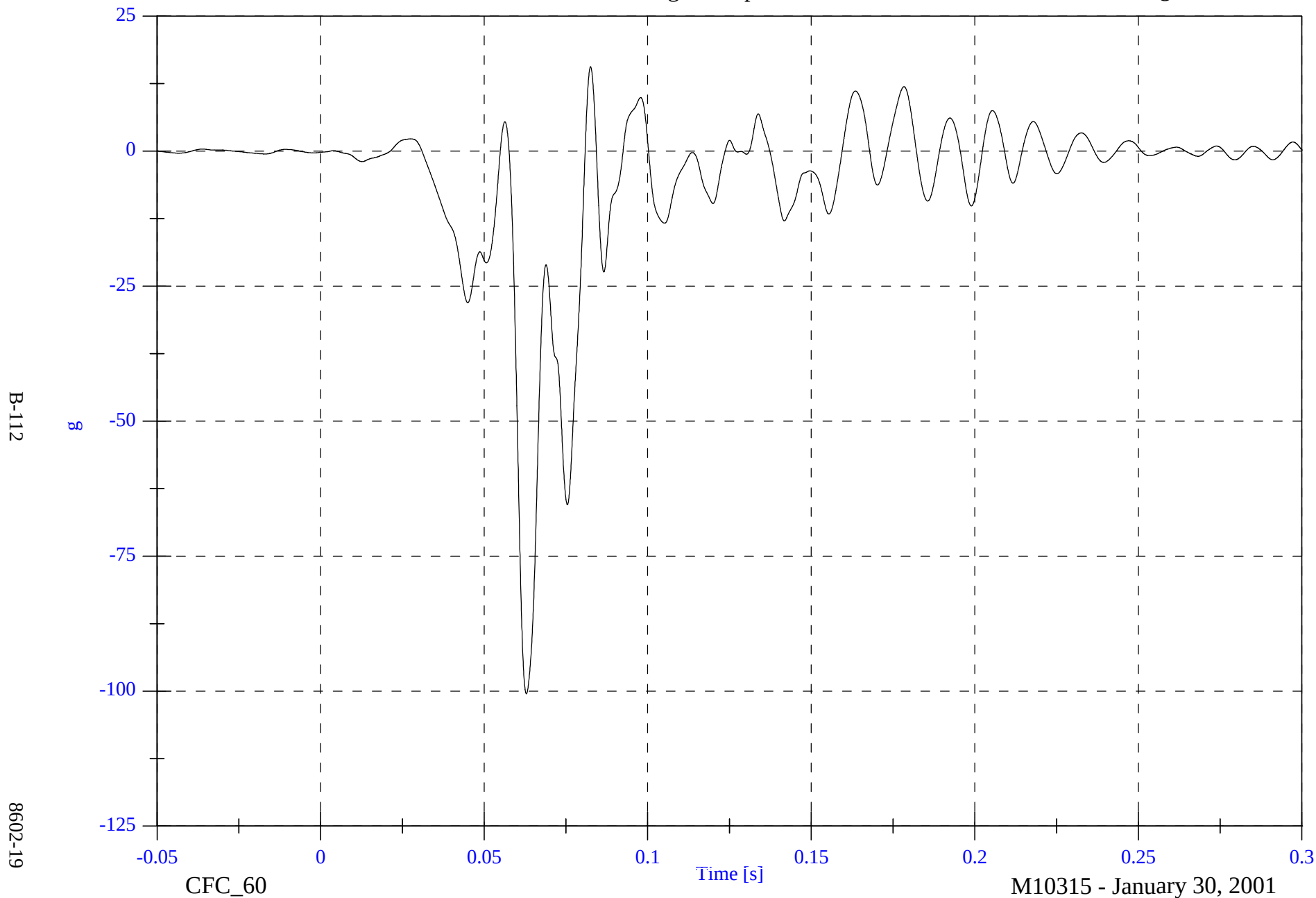
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Right Caliper #5x

Max: 15.6 [g] at 0.083 [s]

Min: -100.5 [g] at 0.063 [s]



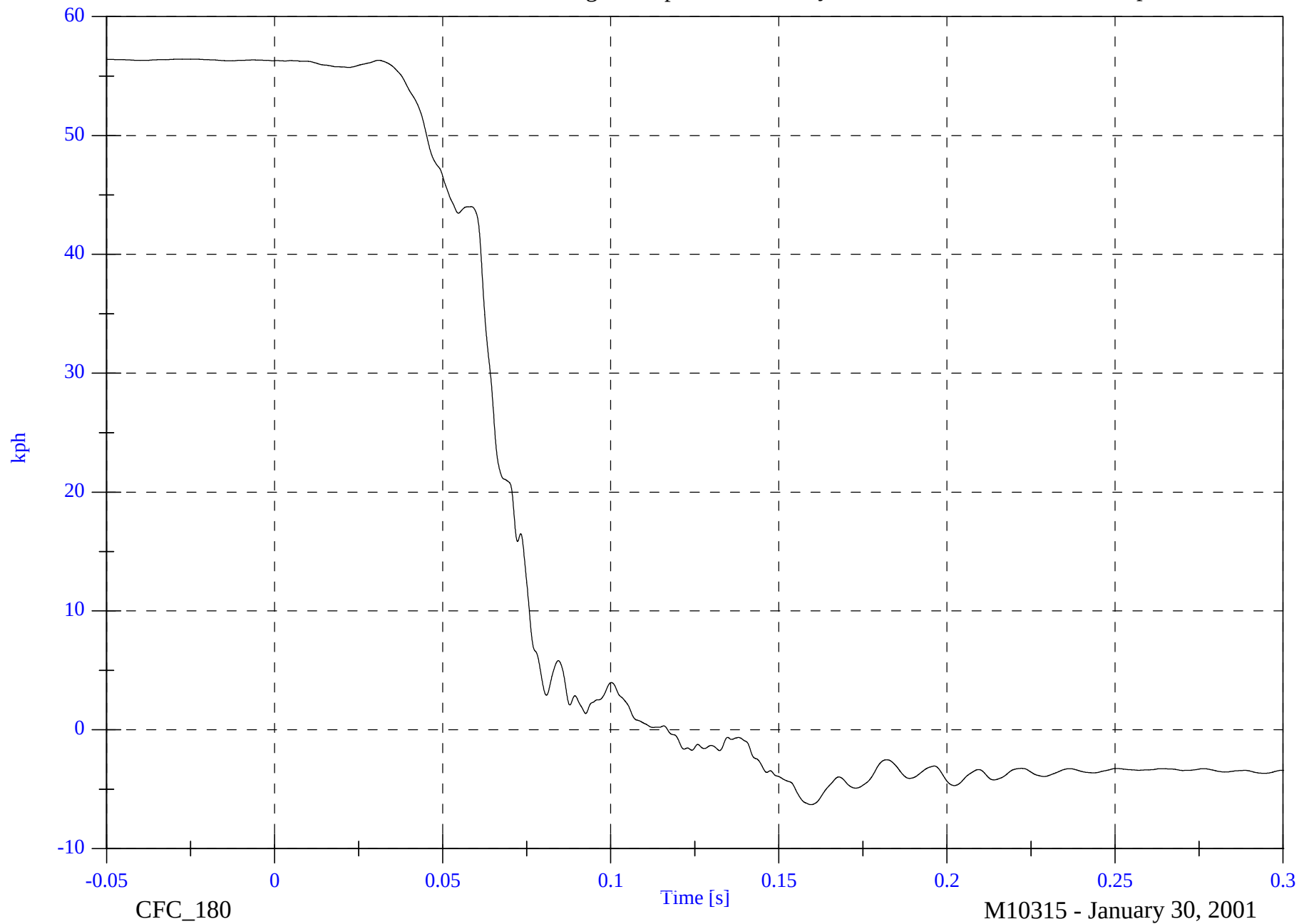
8602-19

NCAP Test 19 - 2001 Chrysler Sebring

Right Caliper #5x Velocity

Max: 56.4 [kph] at -0.028 [s]

Min: -6.3 [kph] at 0.160 [s]



B-113

8602-19

CFC_180

Time [s]

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

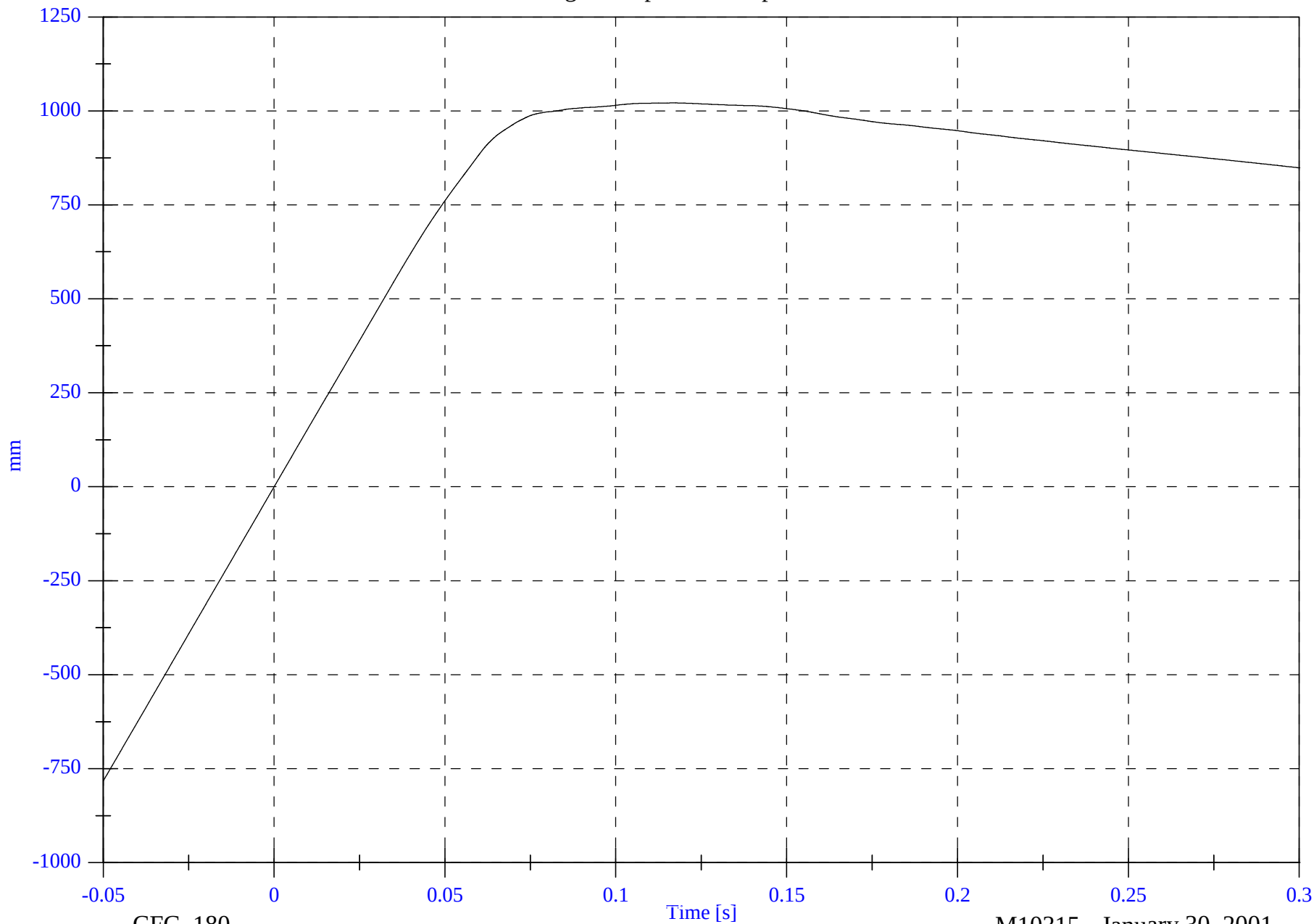
Right Caliper #5x Displacement

Max: 1021.2 [mm] at 0.117 [s]

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

B-114

8602-19



CFC_180

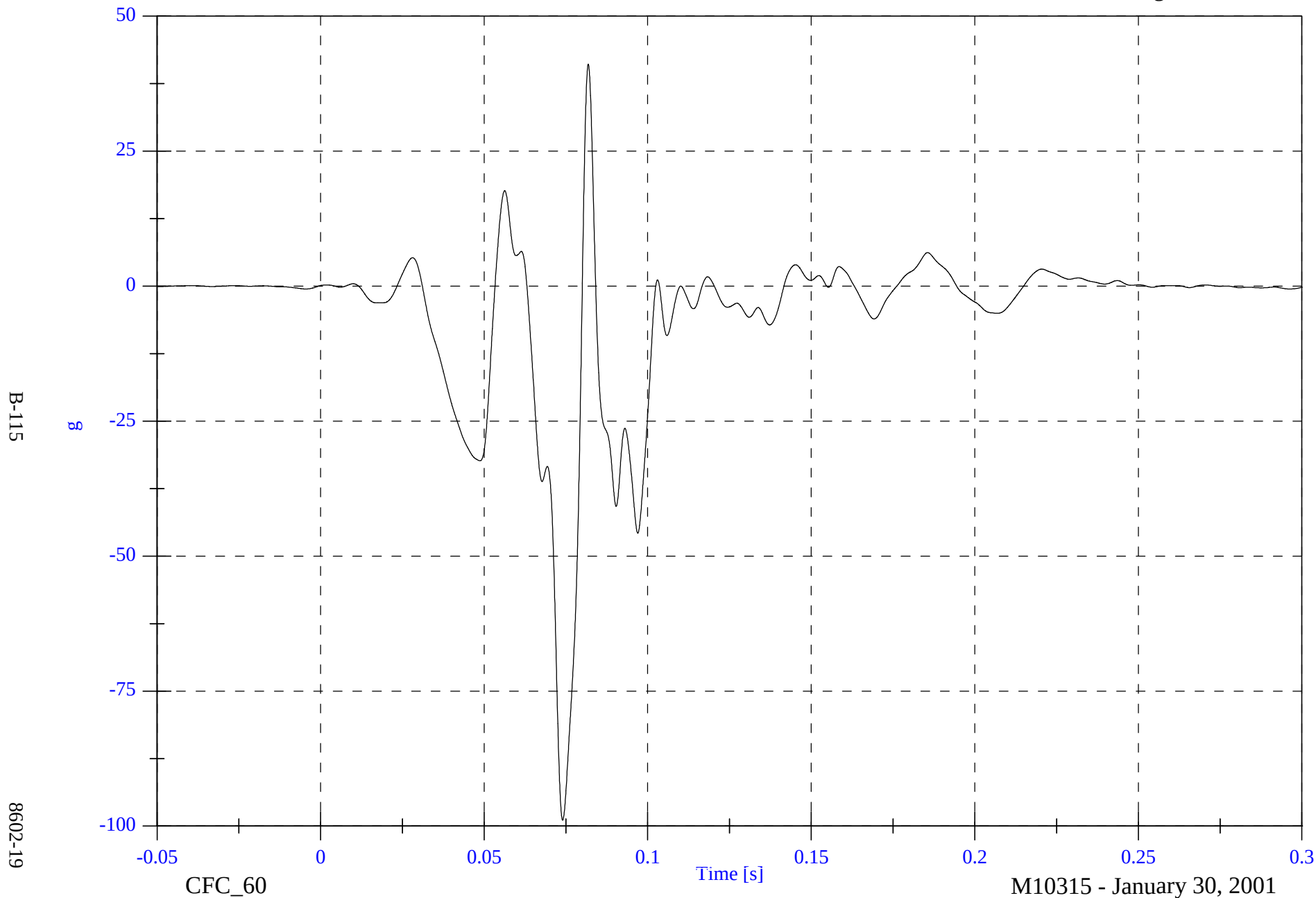
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Instrument Panel #6x

Max: 41.1 [g] at 0.082 [s]

Min: -98.9 [g] at 0.074 [s]

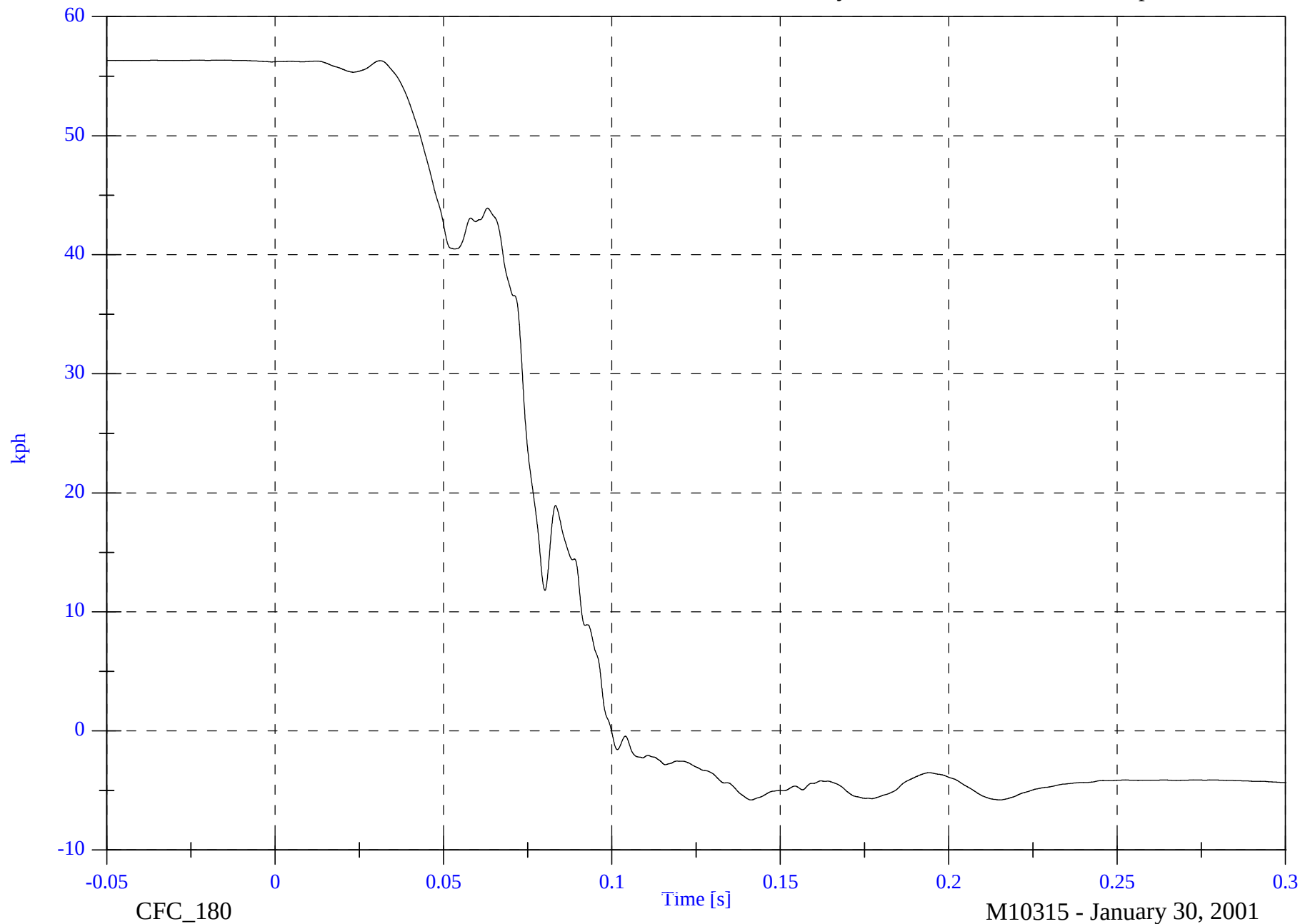


NCAP Test 19 - 2001 Chrysler Sebring

Instrument Panel #6x Velocity

Max: 56.3 [kph] at -0.015 [s]

Min: -5.8 [kph] at 0.141 [s]



B-116

8602-19

CFC_180

Time [s]

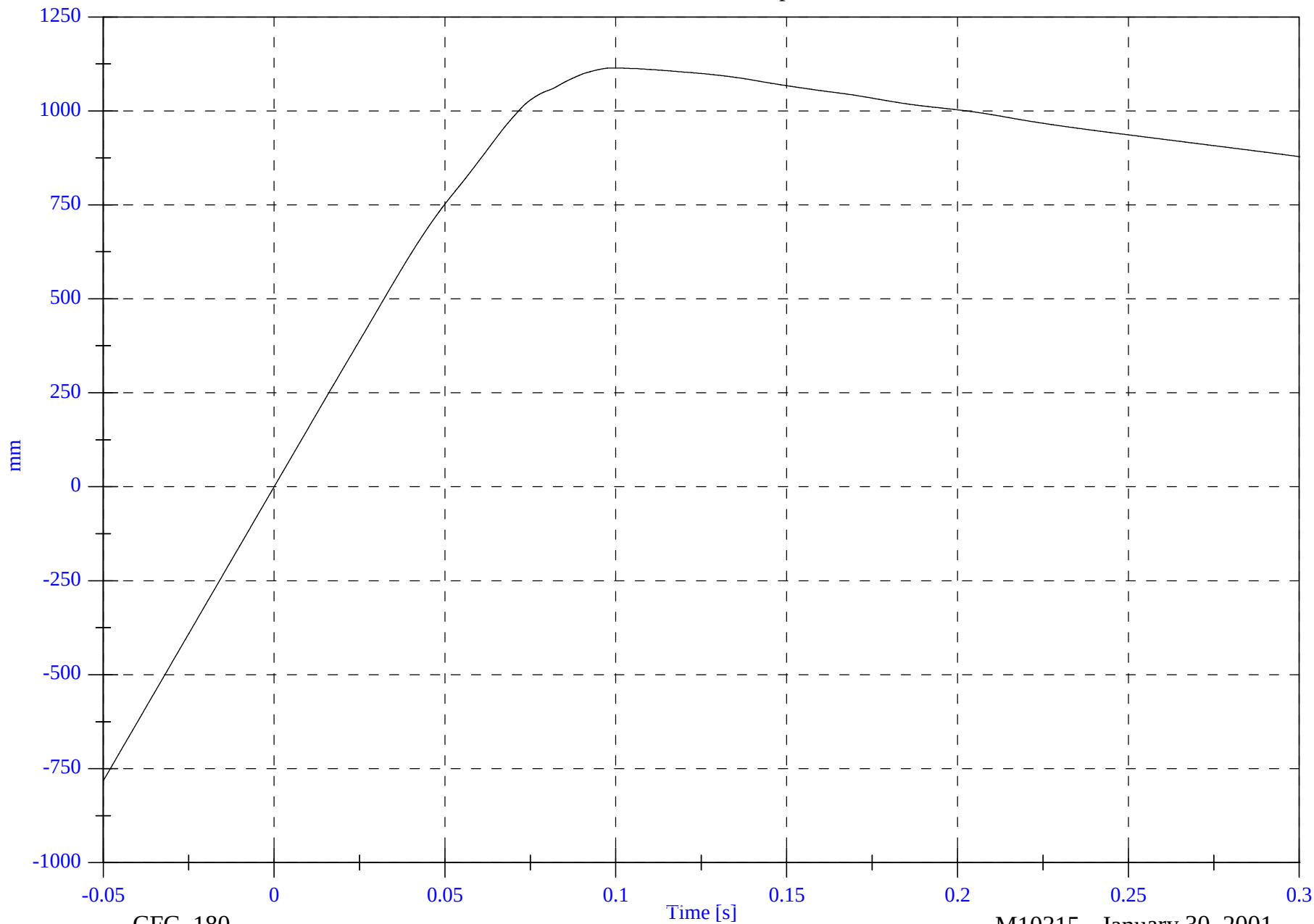
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Instrument Panel #6x Displacement

Max: 1114.3 [mm] at 0.100 [s]

Min: -782.2 [mm] at -0.050 [s]



B-117

8602-19

CFC_180

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

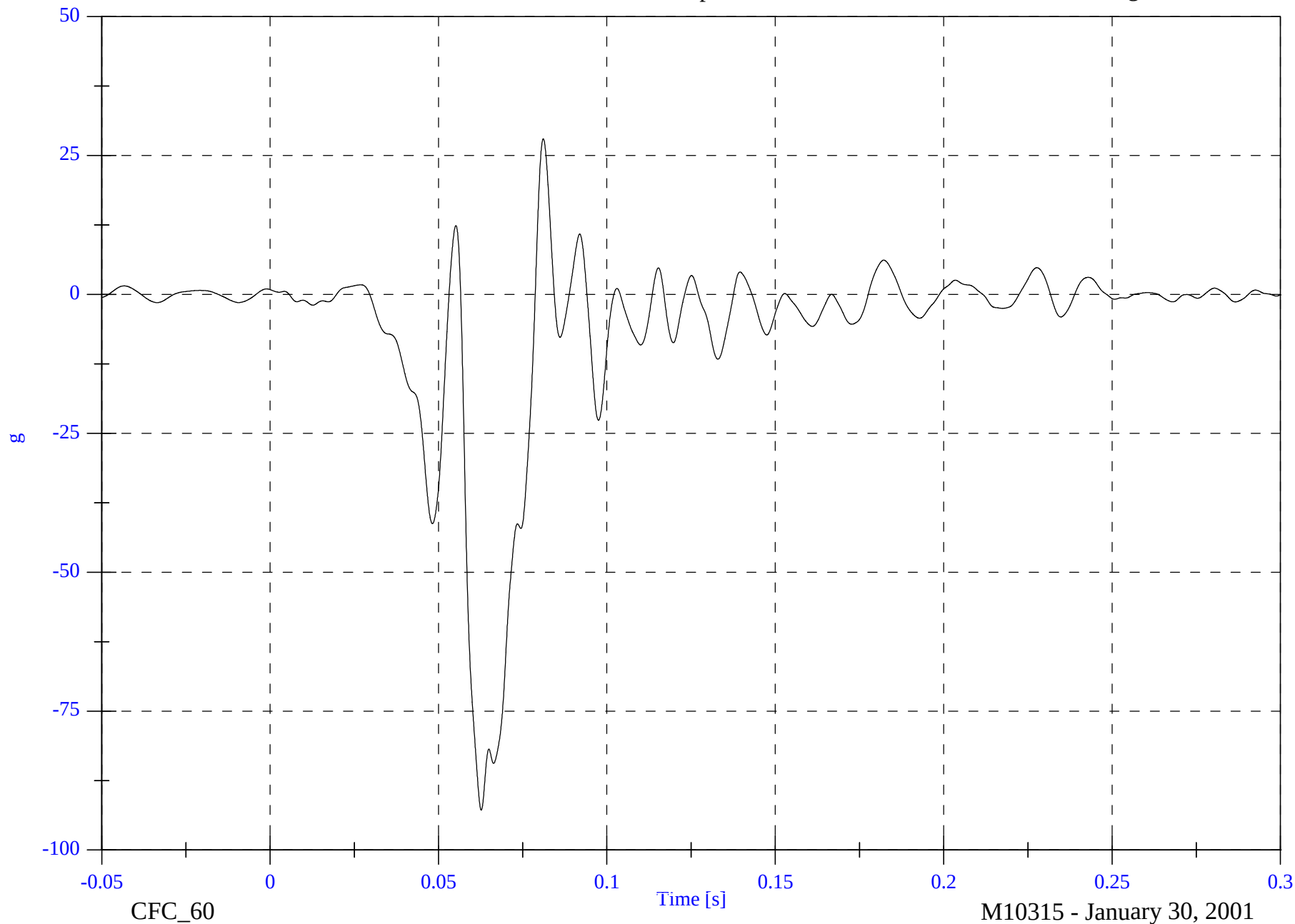
Left Caliper #7x

Max: 28.0 [g] at 0.081 [s]

Min: -92.8 [g] at 0.063 [s]

B-118

8602-19

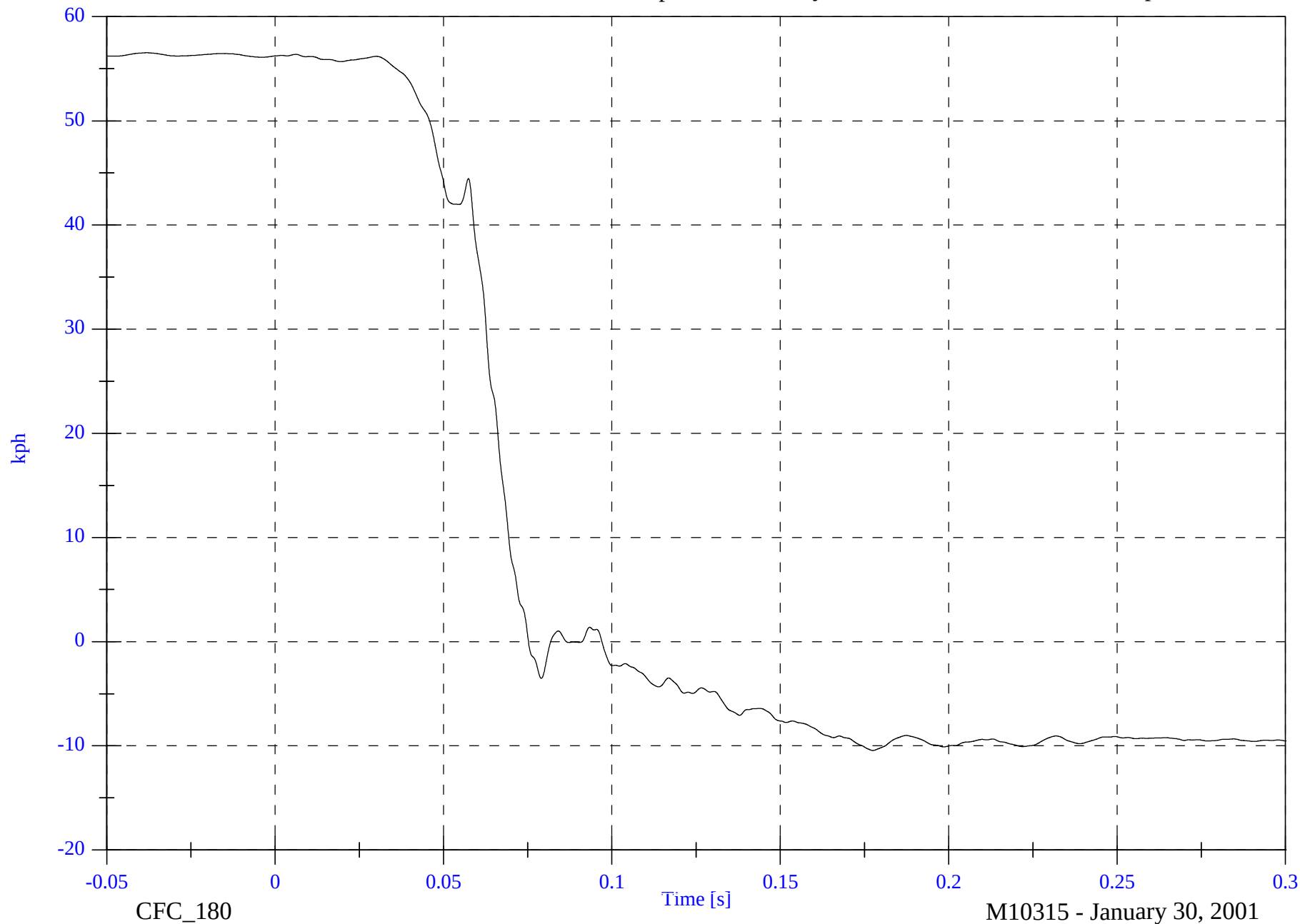


NCAP Test 19 - 2001 Chrysler Sebring

Left Caliper #7x Velocity

Max: 56.5 [kph] at -0.038 [s]

Min: -10.5 [kph] at 0.177 [s]



B-119

8602-19

CFC_180

Time [s]

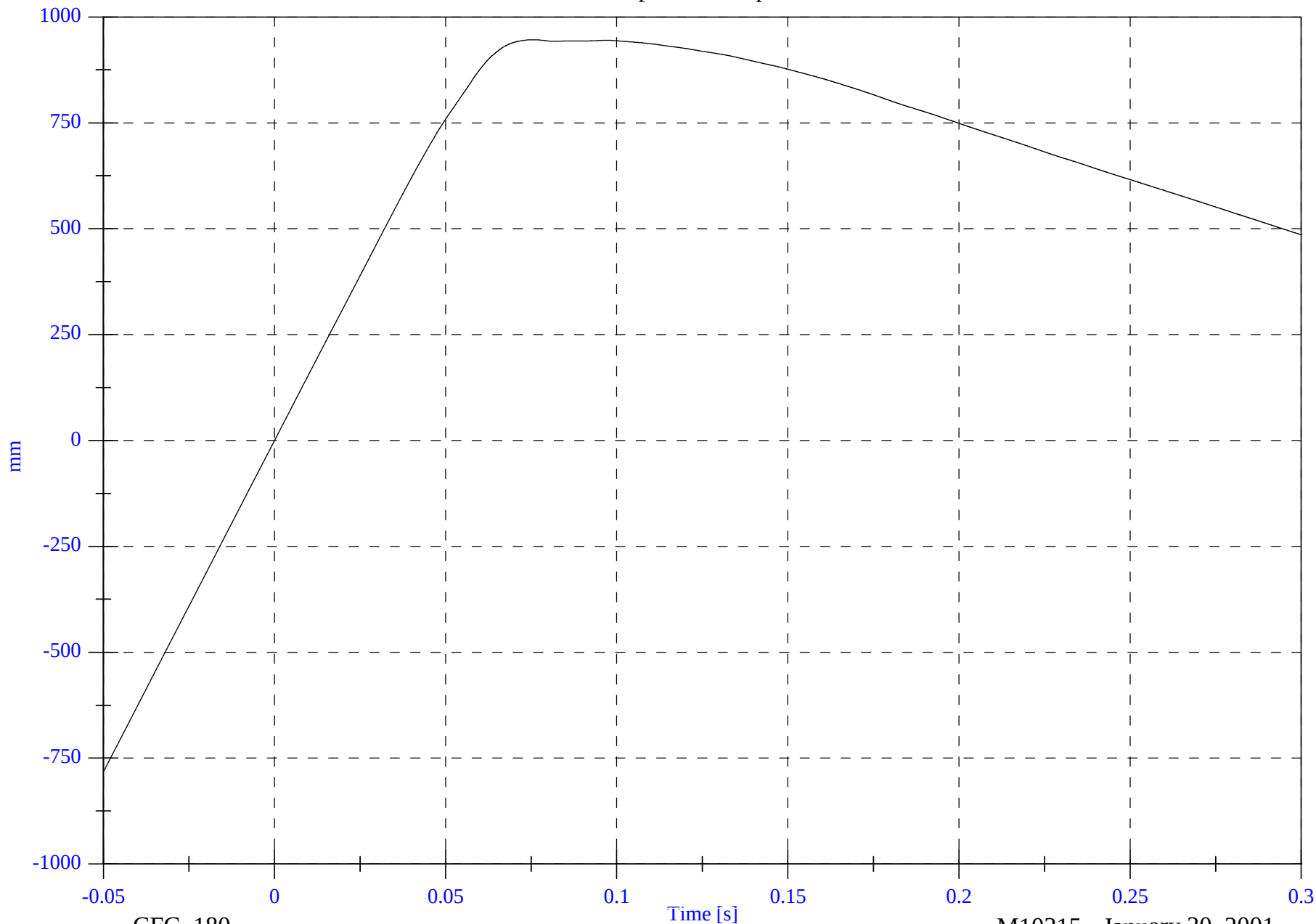
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Left Caliper #7x Displacement

Max: 946.2 [mm] at 0.075 [s]

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



B-120

8602-19

CFC_180

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

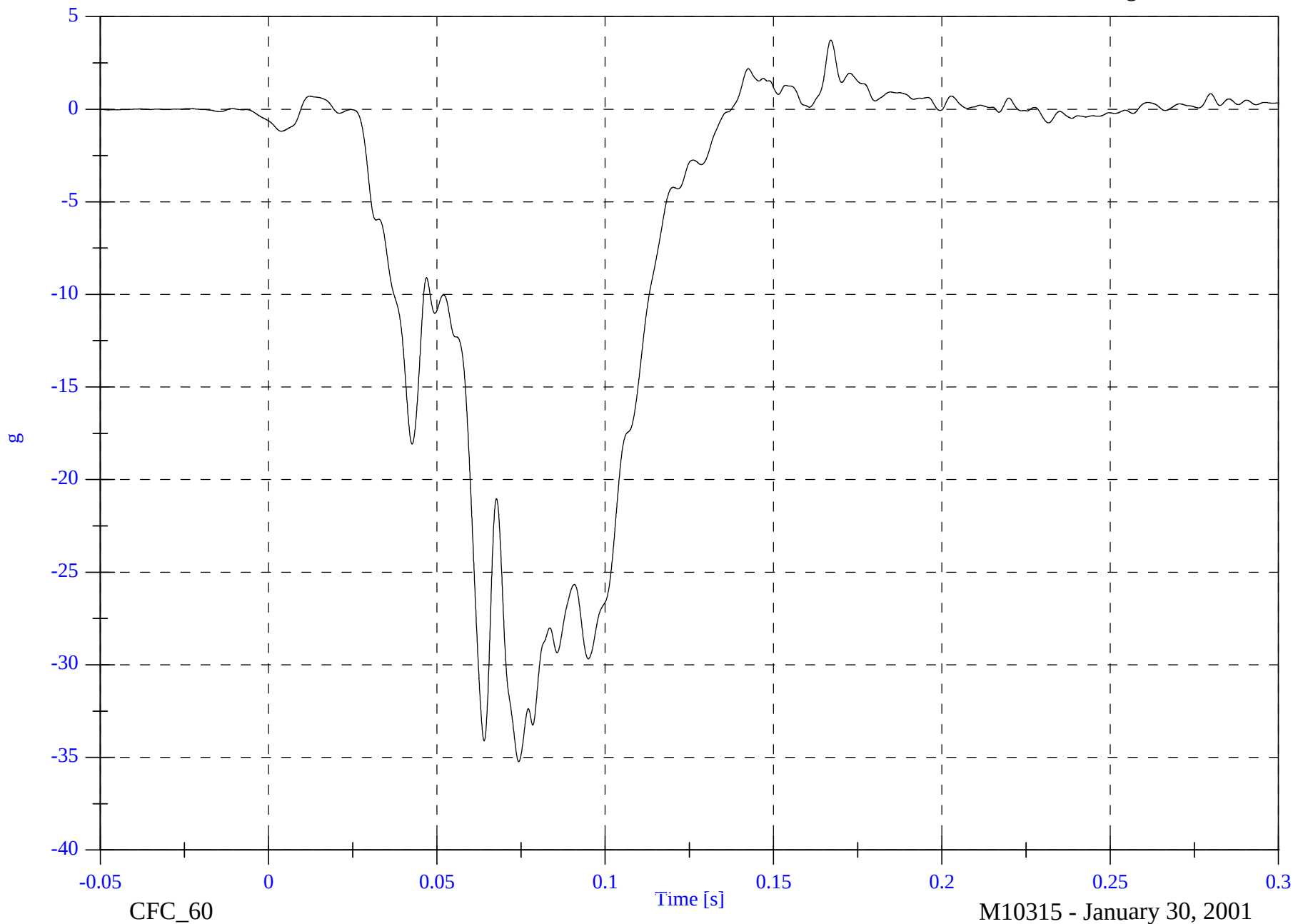
Left Rear Red #8x

Max: 3.7 [g] at 0.167 [s]

Min: -35.2 [g] at 0.074 [s]

B-121

8602-19

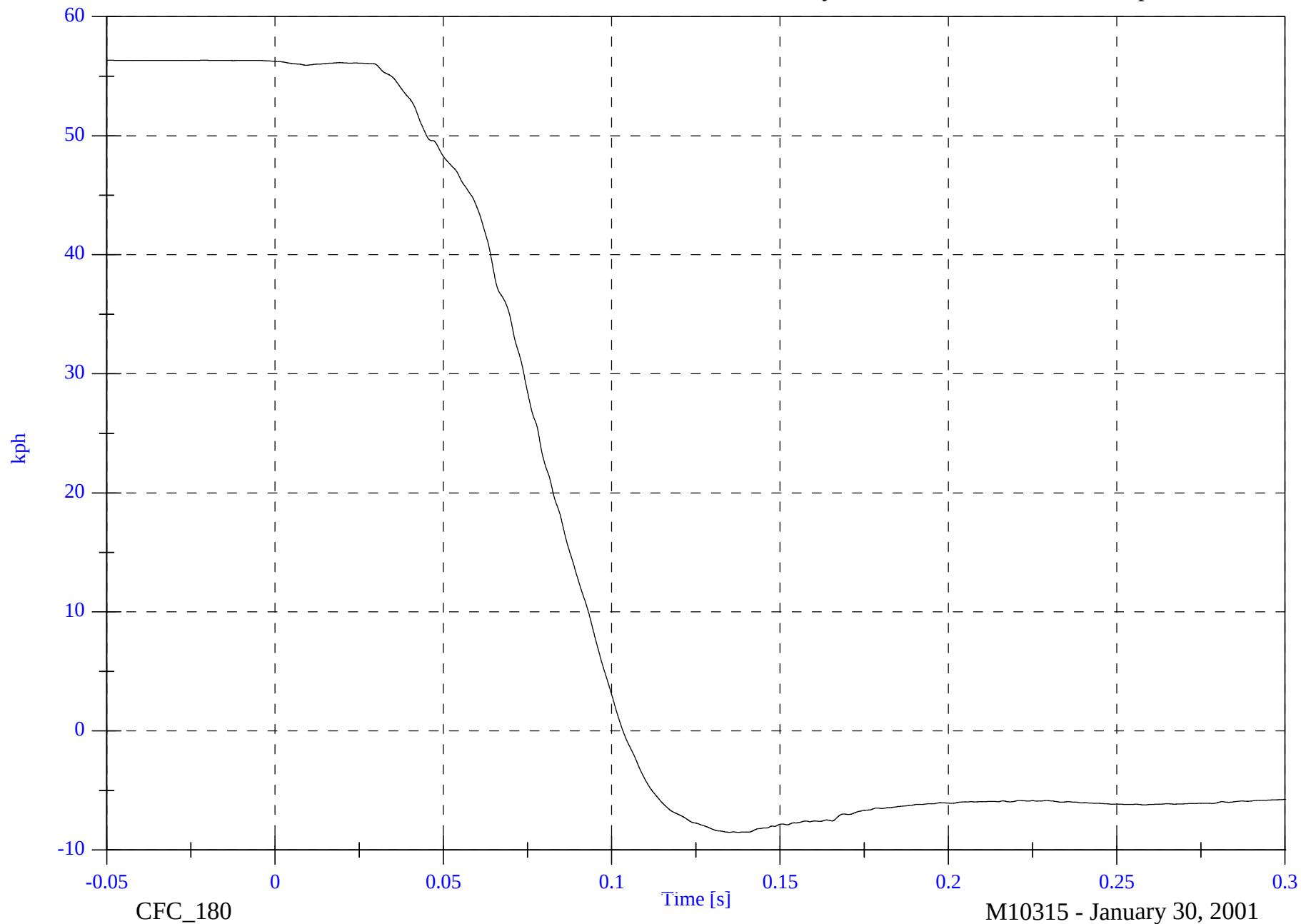


NCAP Test 19 - 2001 Chrysler Sebring

Left Rear Red #8x Velocity

Max: 56.3 [kph] at -0.049 [s]

Min: -8.5 [kph] at 0.138 [s]



B-122

8602-19

CFC_180

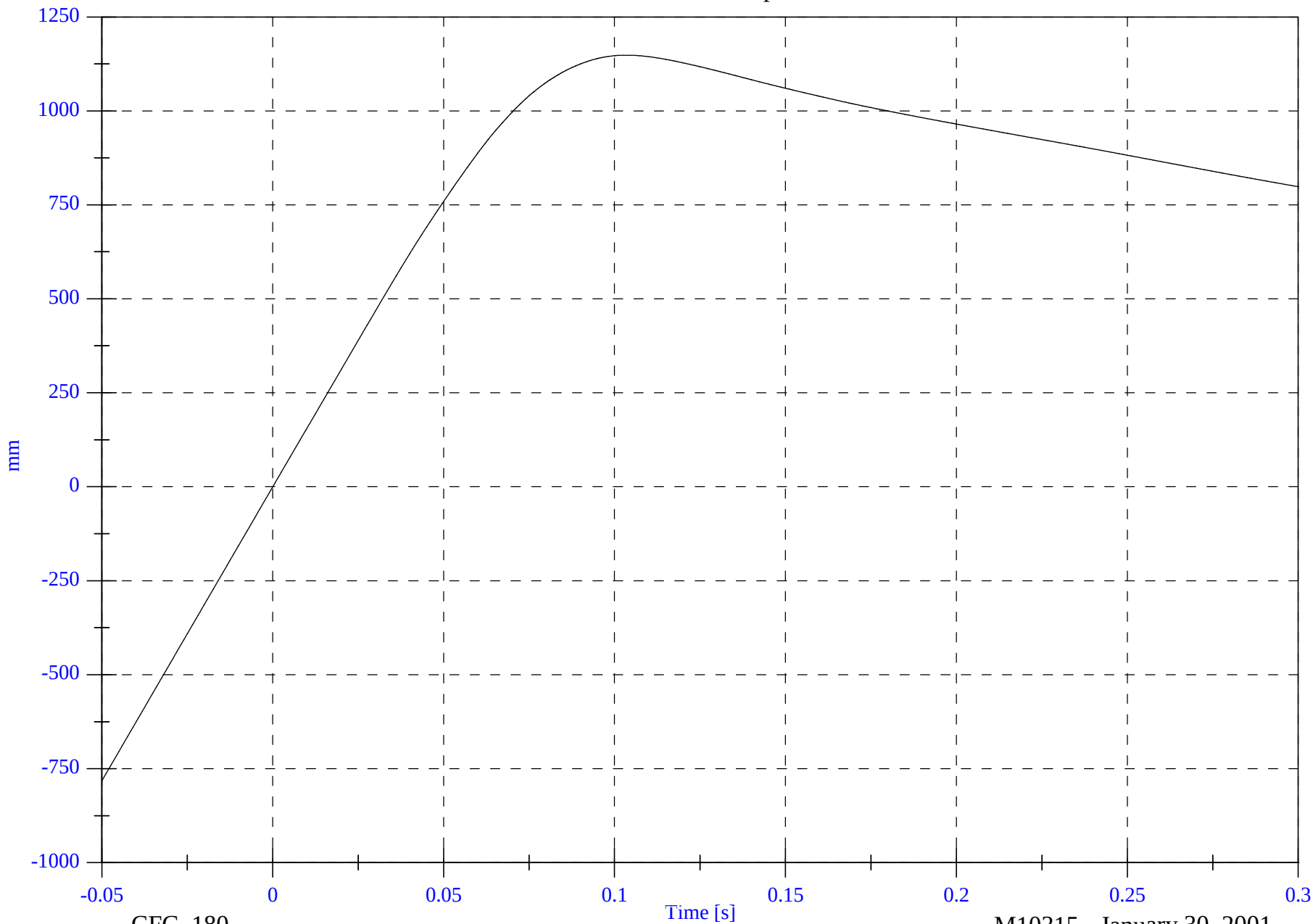
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Left Rear Red #8x Displacement

Max: 1148.2 [mm] at 0.103 [s]

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



B-123

8602-19

CFC_180

M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

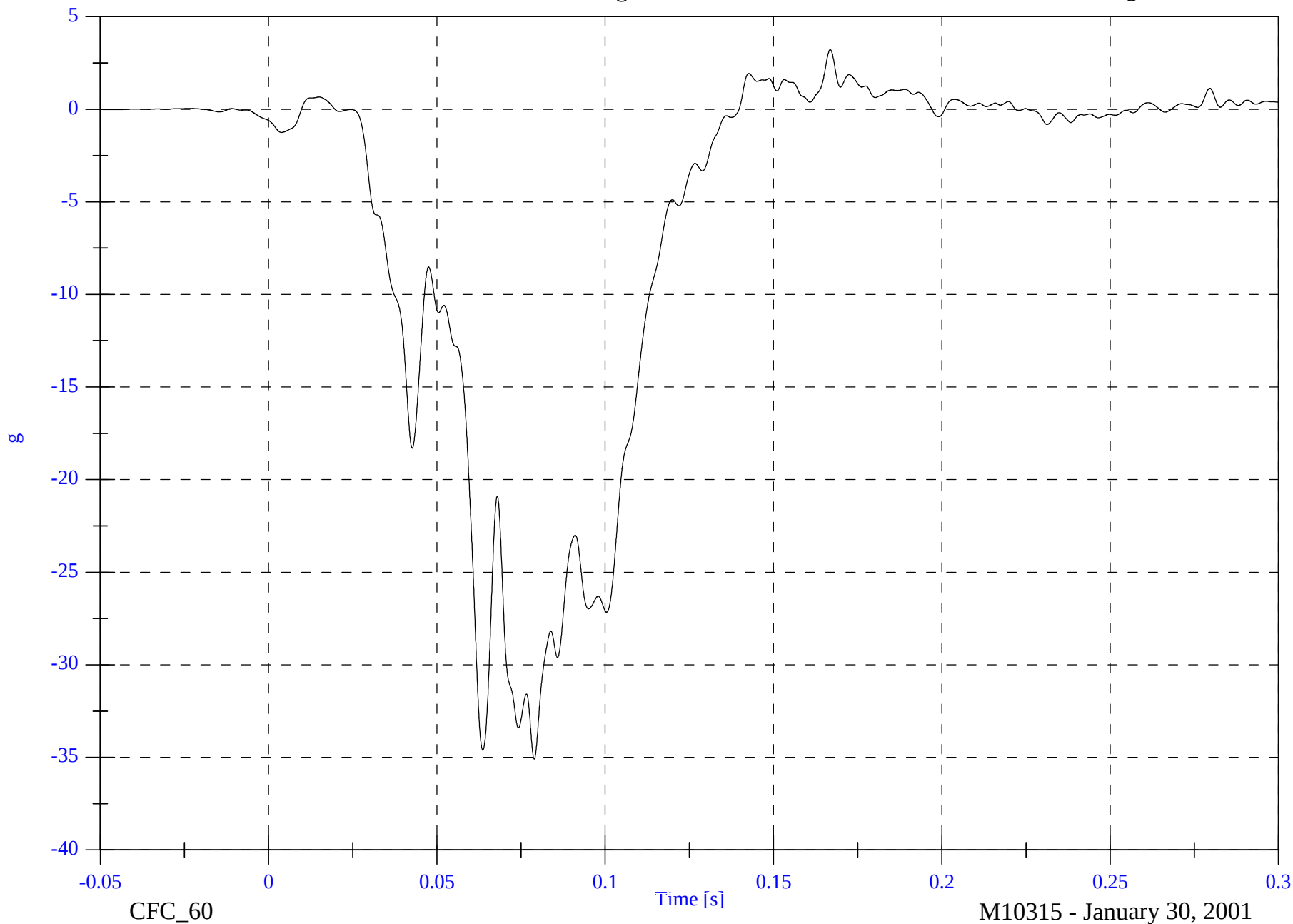
Right Rear Red #9x

Max: 3.2 [g] at 0.167 [s]

Min: -35.1 [g] at 0.079 [s]

B-124

8602-19

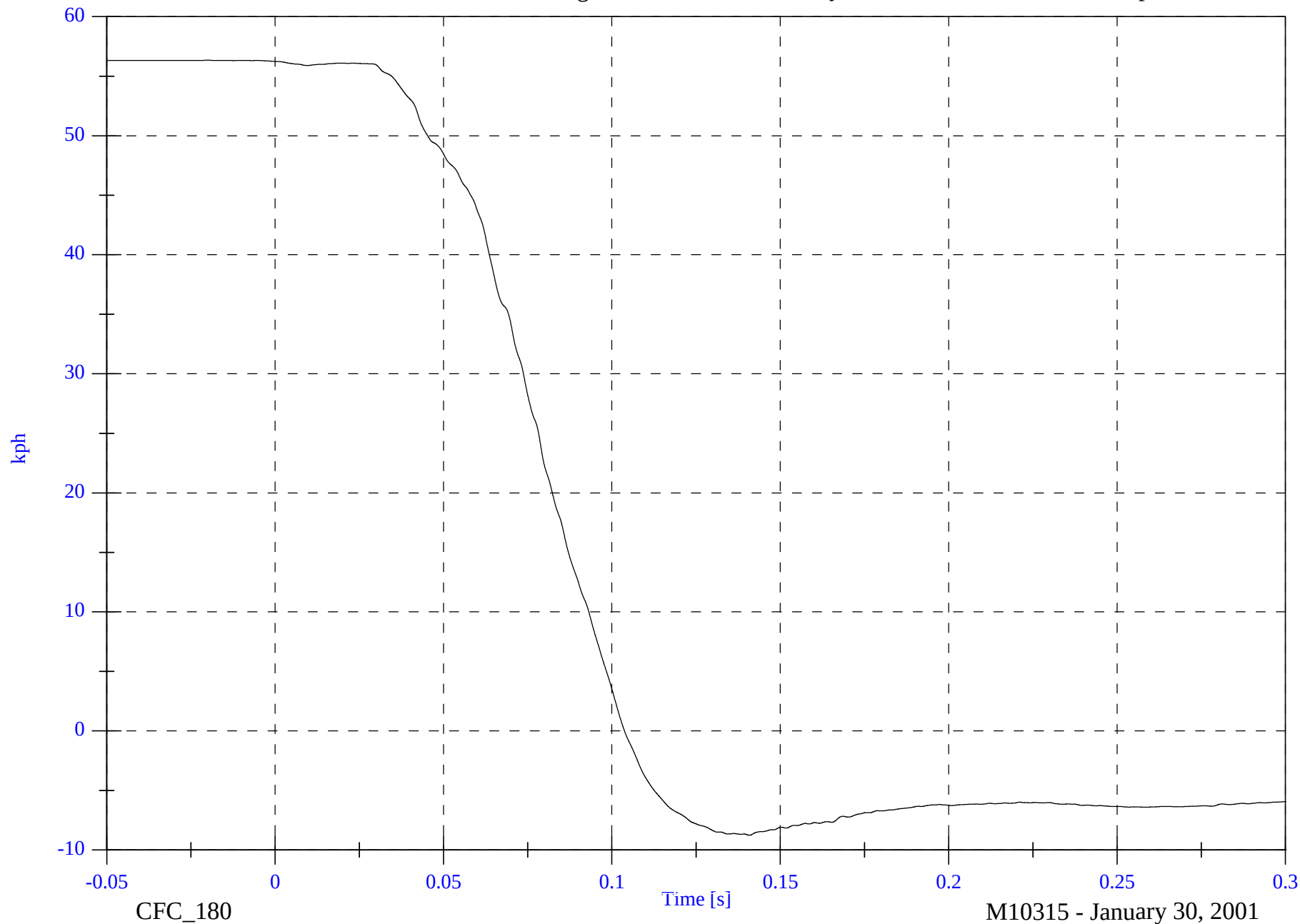


NCAP Test 19 - 2001 Chrysler Sebring

Right Rear Red #9x Velocity

Max: 56.3 [kph] at -0.020 [s]

Min: -8.8 [kph] at 0.141 [s]



B-125

8602-19

CFC_180

Time [s]

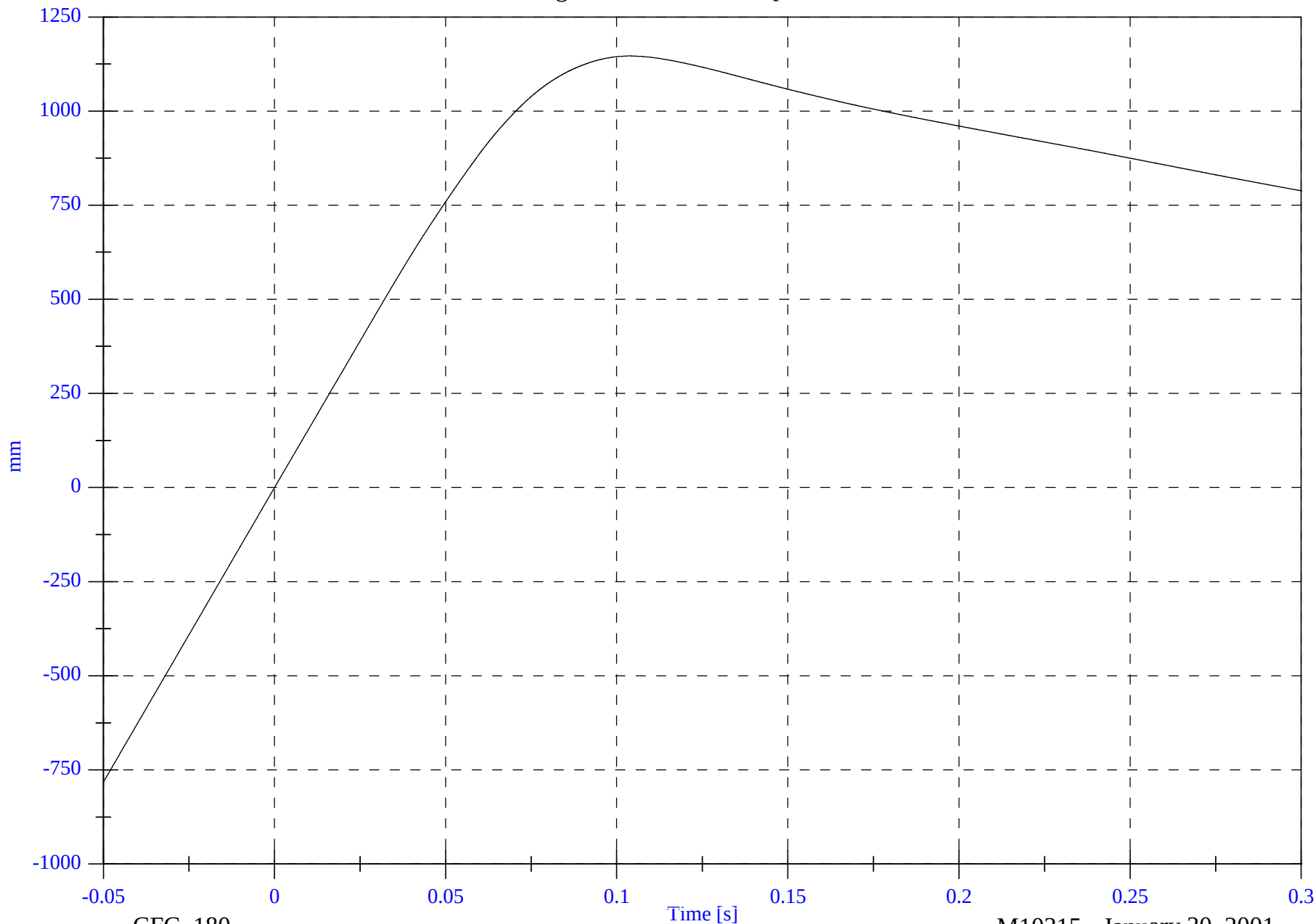
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Right Rear Red #9x Displacement

Max: 1146.3 [mm] at 0.104 [s]

Min: -782.2 [mm] at -0.050 [s]

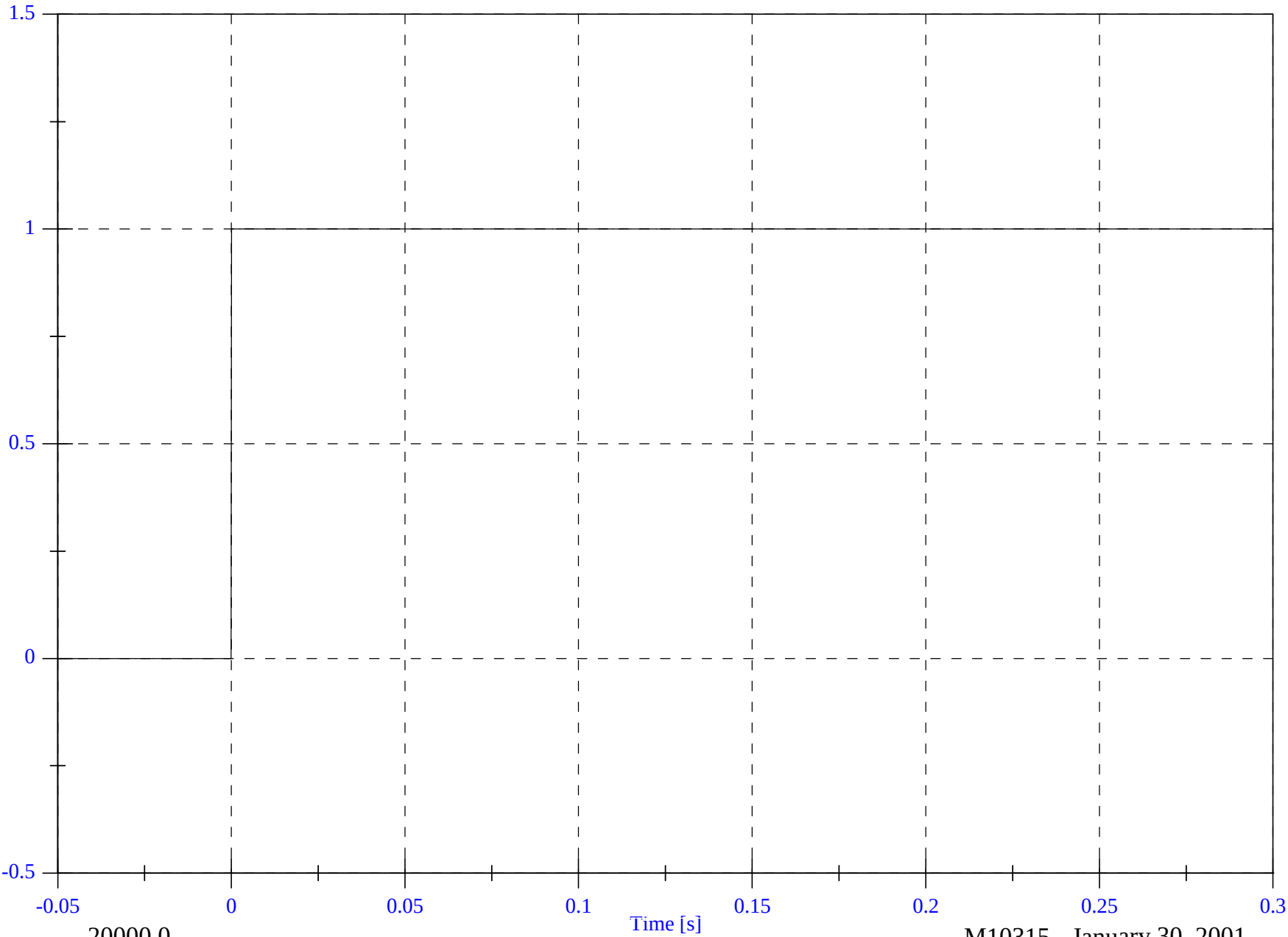


B-126

8602-19

CFC_180

M10315 - January 30, 2001

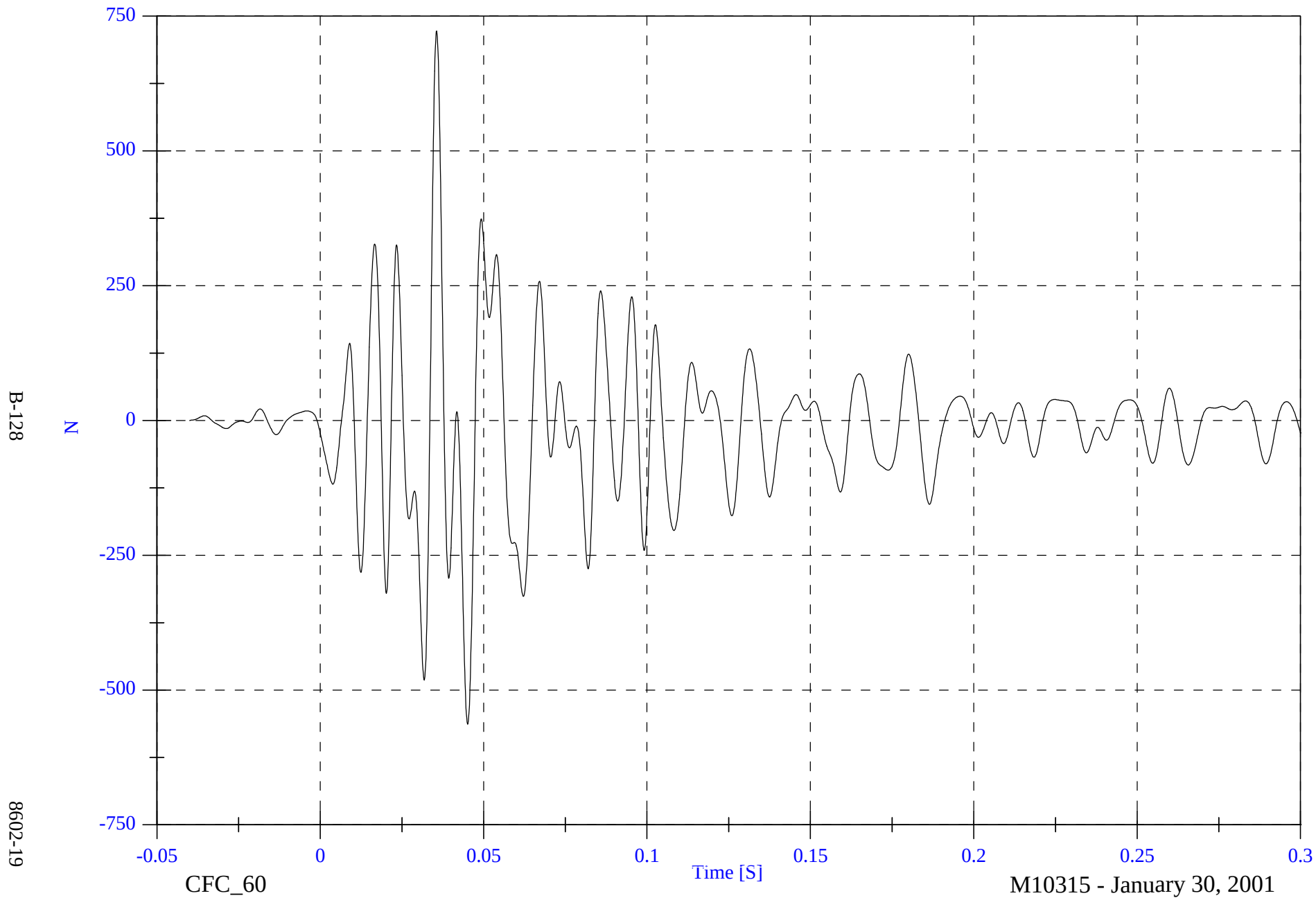


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A1 Fx

Max: 722.6 [N] at 0.036 [S]

Min: -563.6 [N] at 0.045 [S]

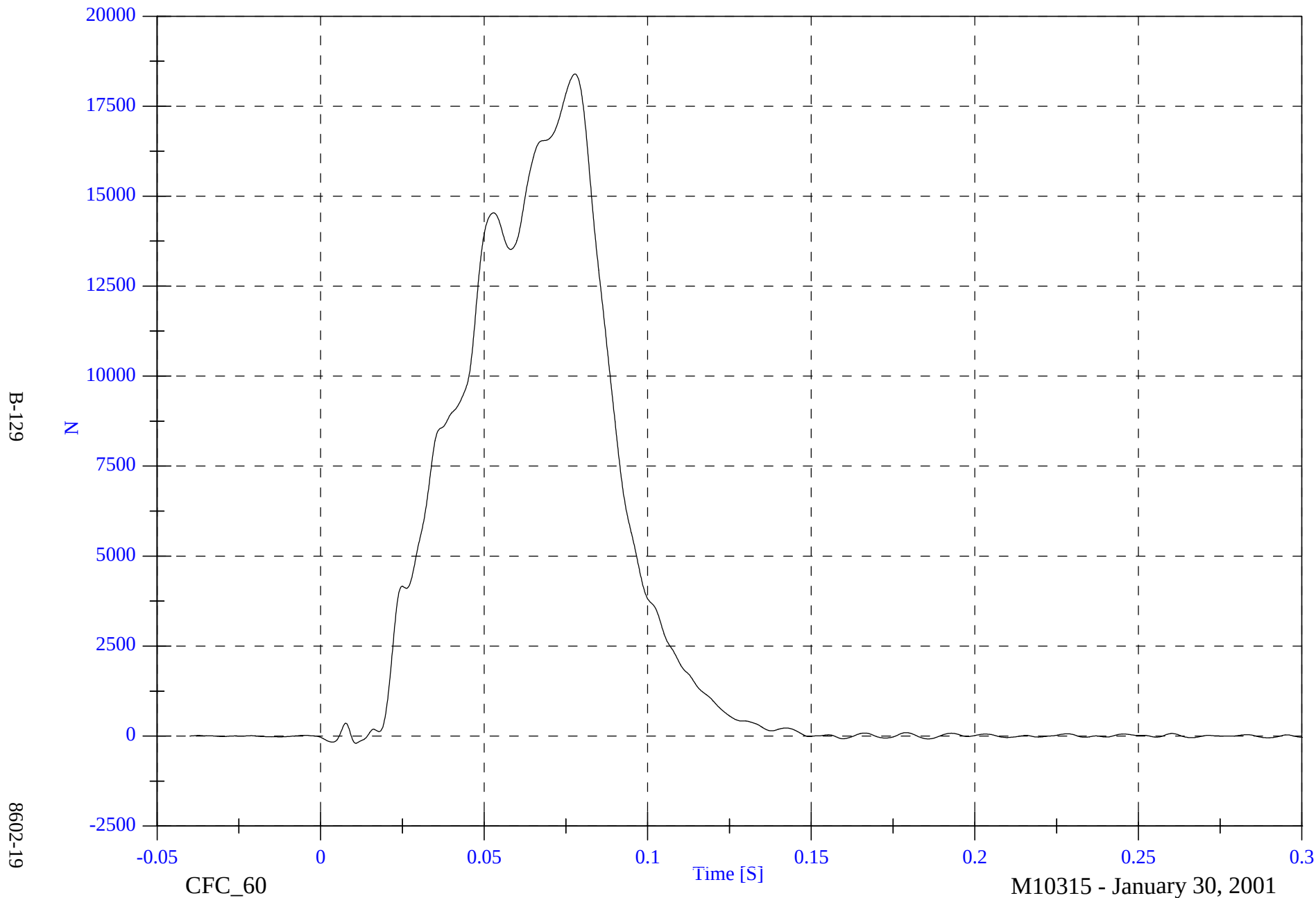


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A2 Fx

Max: 18392.5 [N] at 0.078 [S]

Min: -199.8 [N] at 0.011 [S]

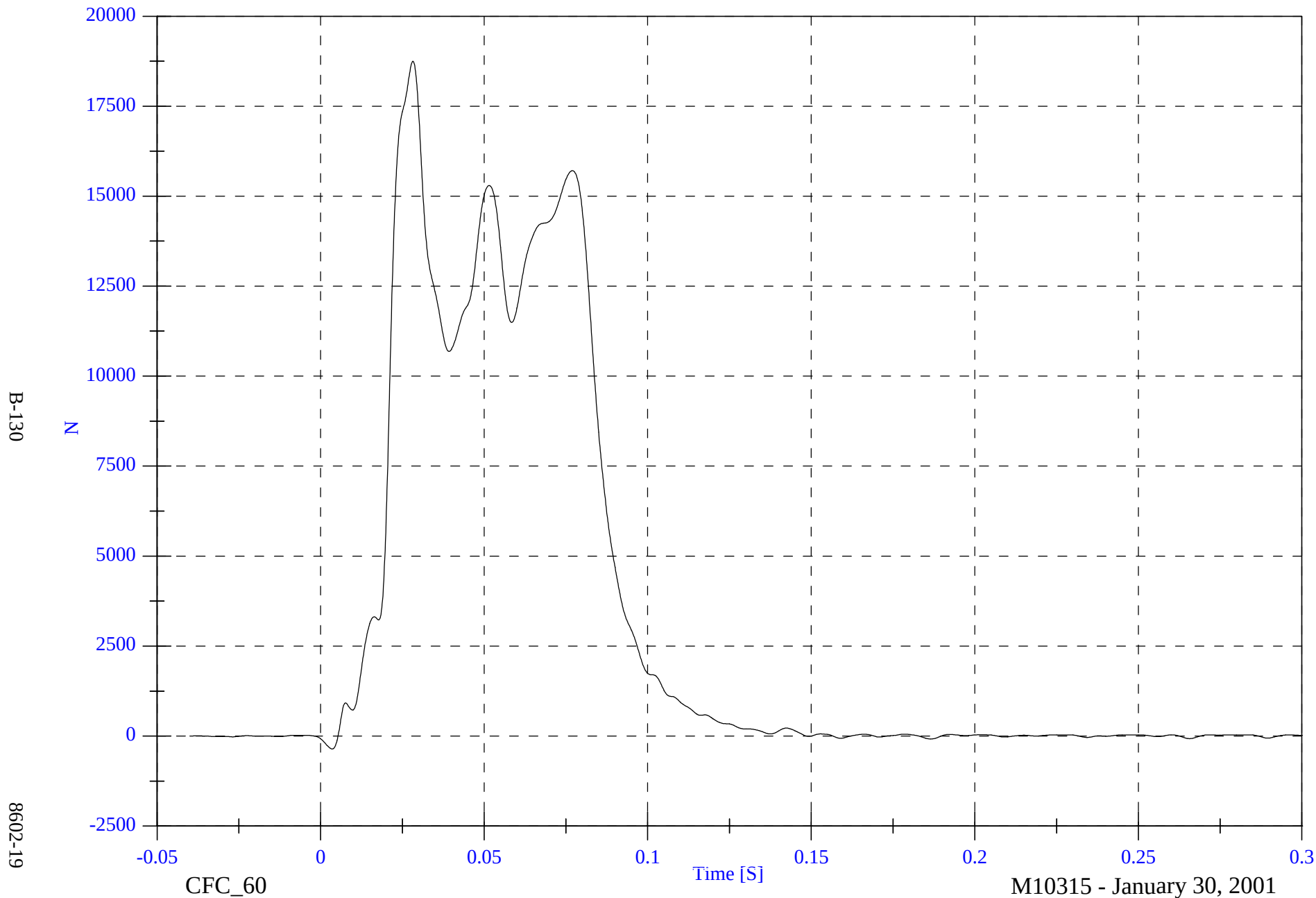


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A3 Fx

Max: 18749.8 [N] at 0.028 [S]

Min: -359.0 [N] at 0.003 [S]

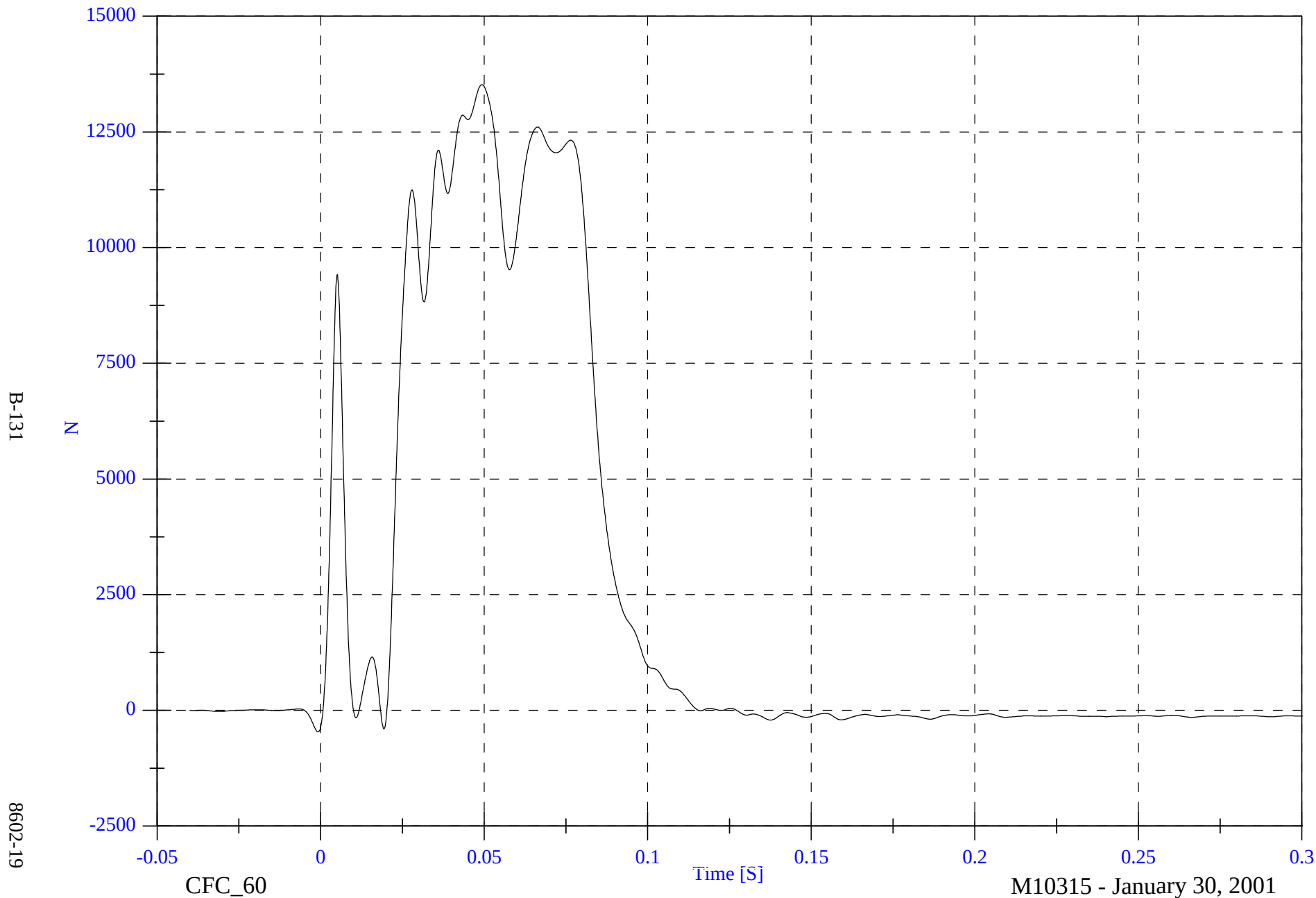


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A4 Fx

Max: 13522.1 [N] at 0.049 [S]

Min: -467.0 [N] at -0.001 [S]

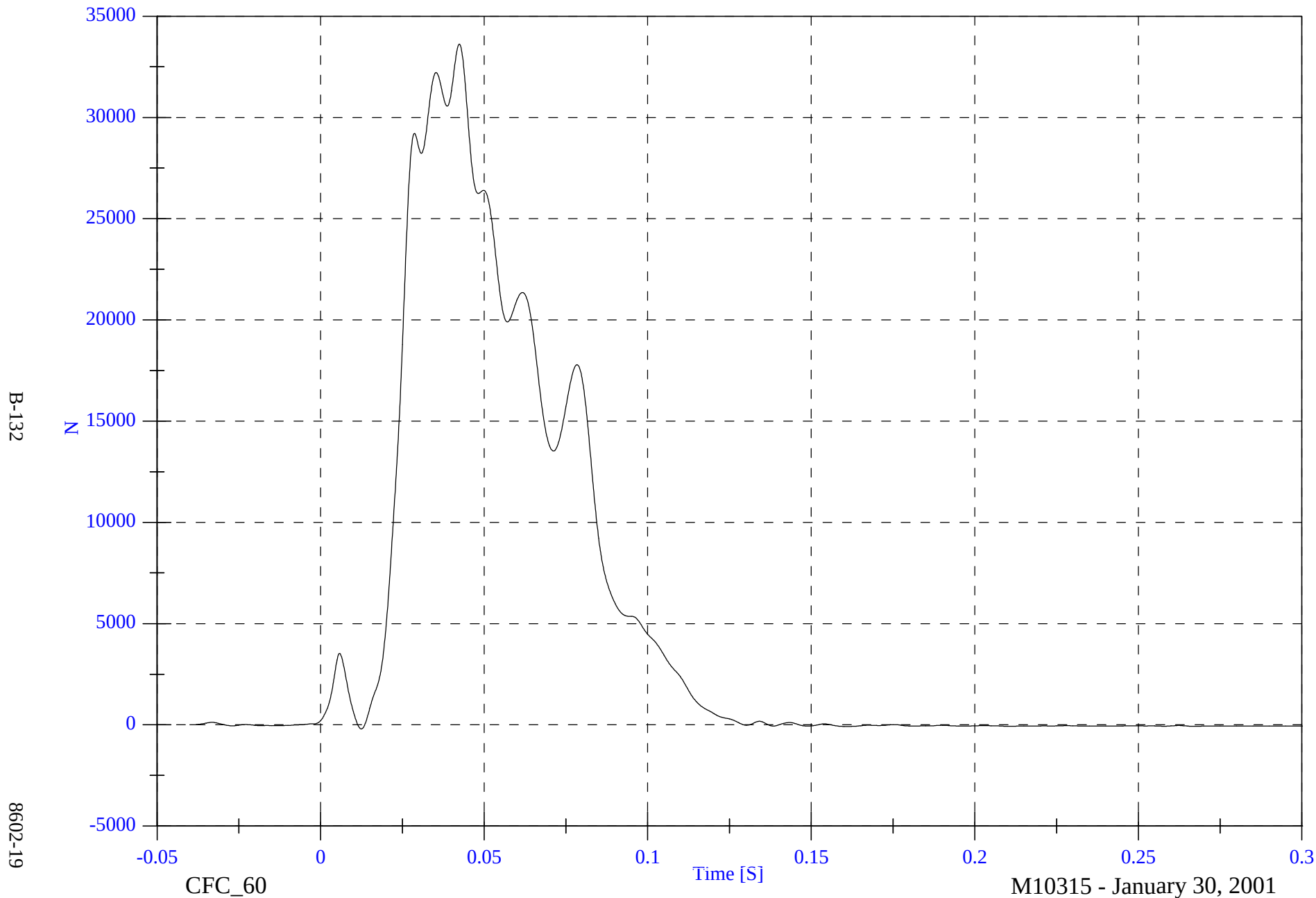


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A5 Fx

Max: 33623.0 [N] at 0.042 [S]

Min: -201.2 [N] at 0.012 [S]

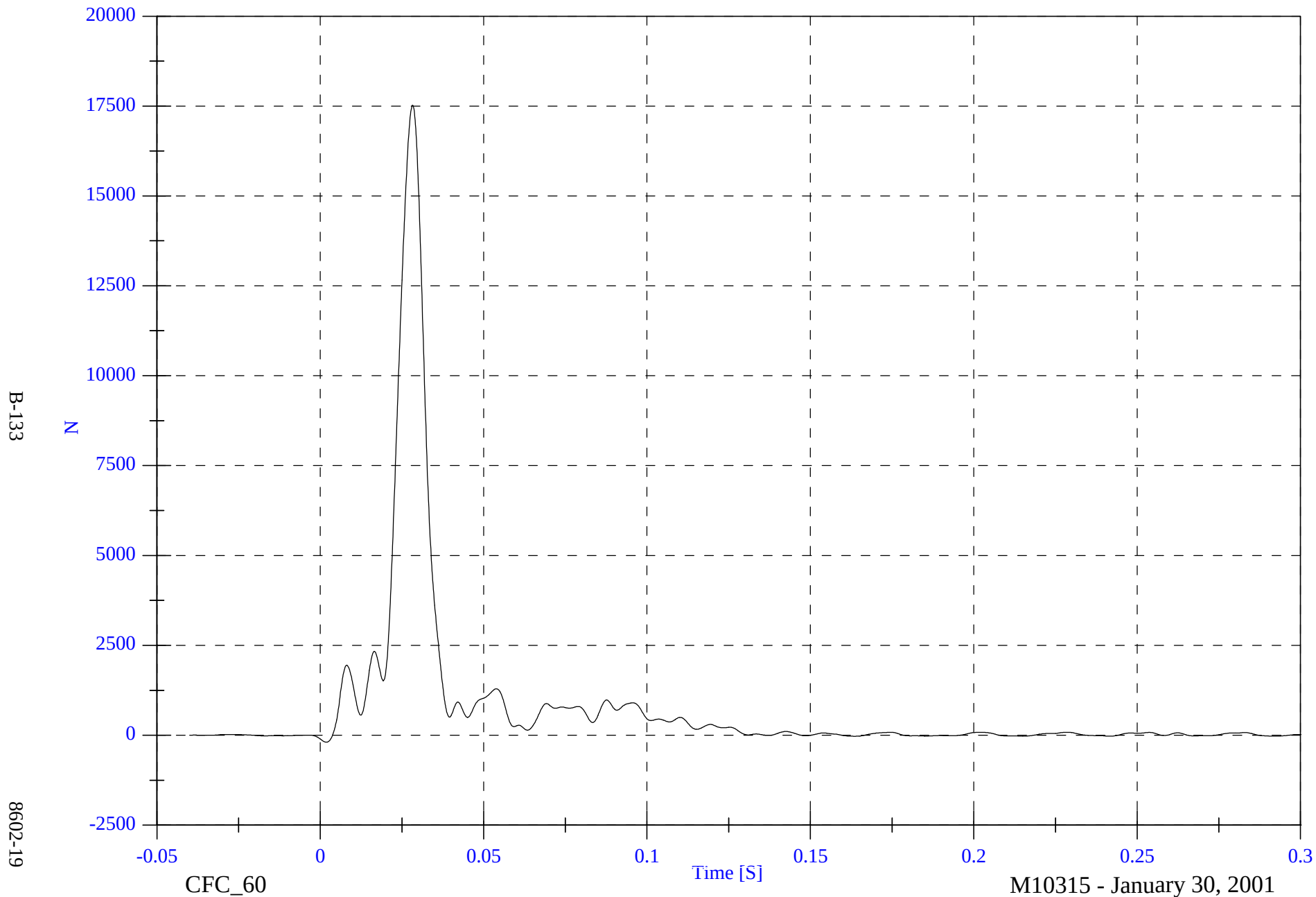


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A6 Fx

Max: 17526.5 [N] at 0.028 [S]

Min: -194.3 [N] at 0.002 [S]

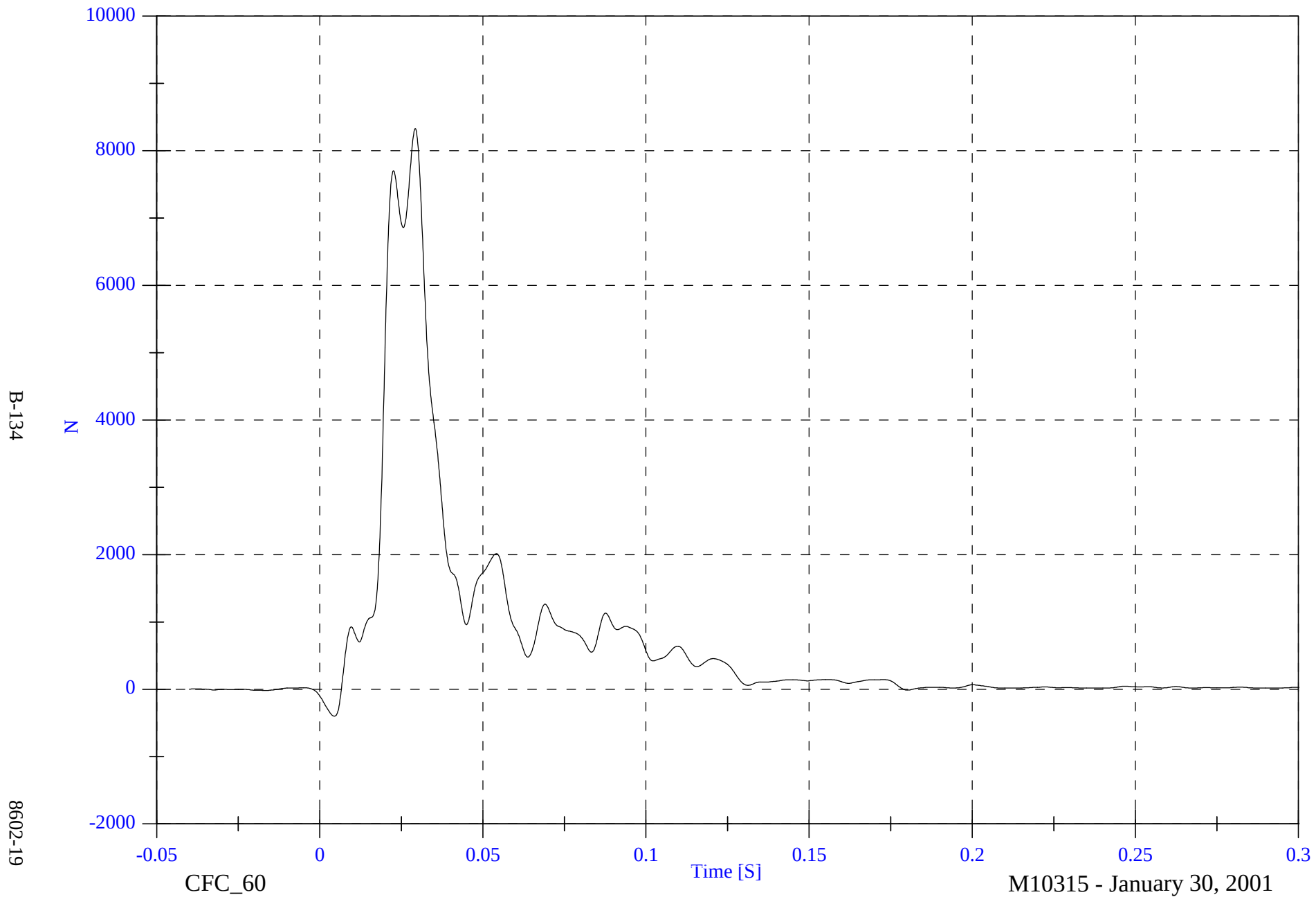


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A7 Fx

Max: 8330.1 [N] at 0.029 [S]

Min: -400.3 [N] at 0.004 [S]

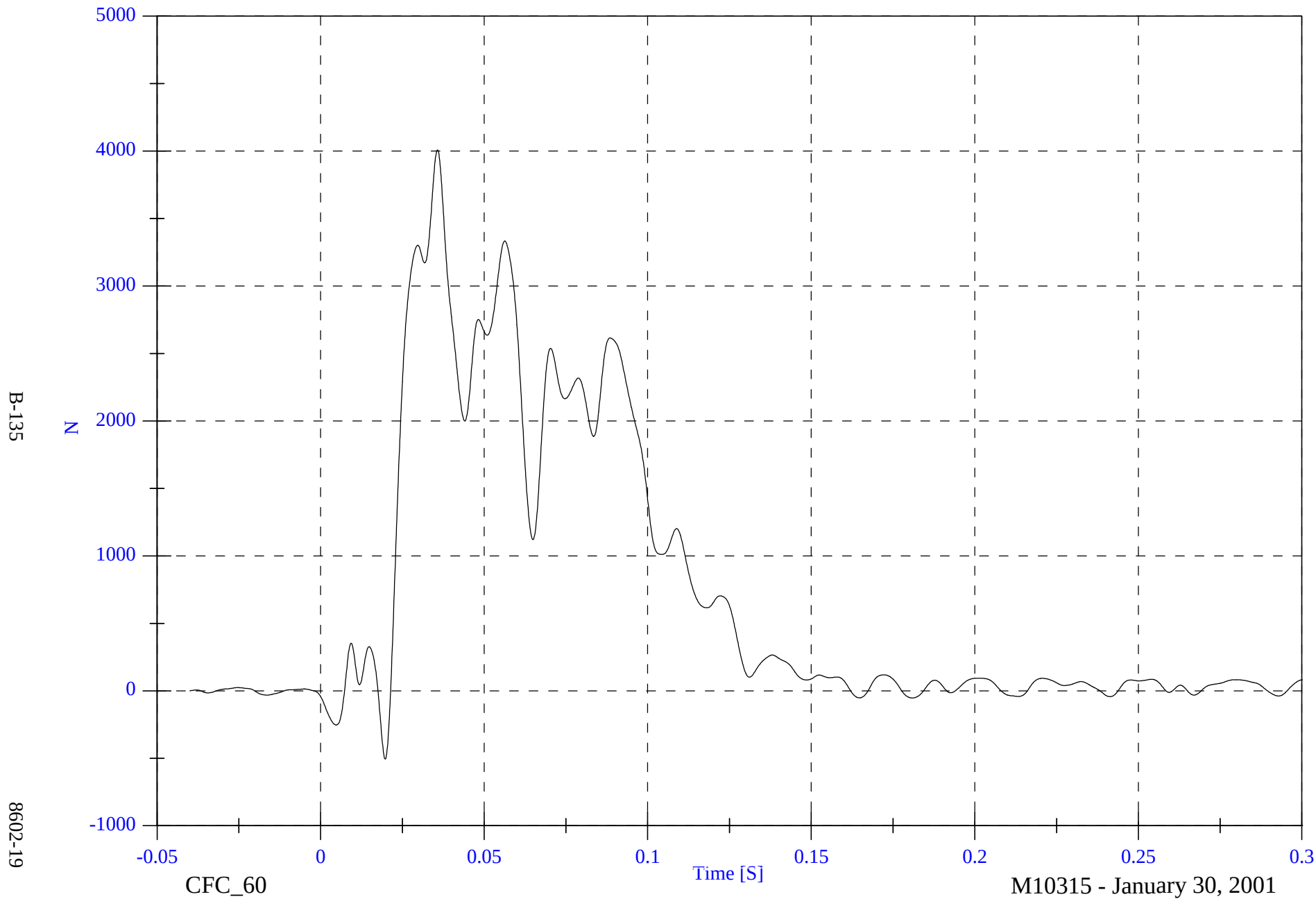


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A8 Fx

Max: 4009.2 [N] at 0.036 [S]

Min: -506.9 [N] at 0.020 [S]

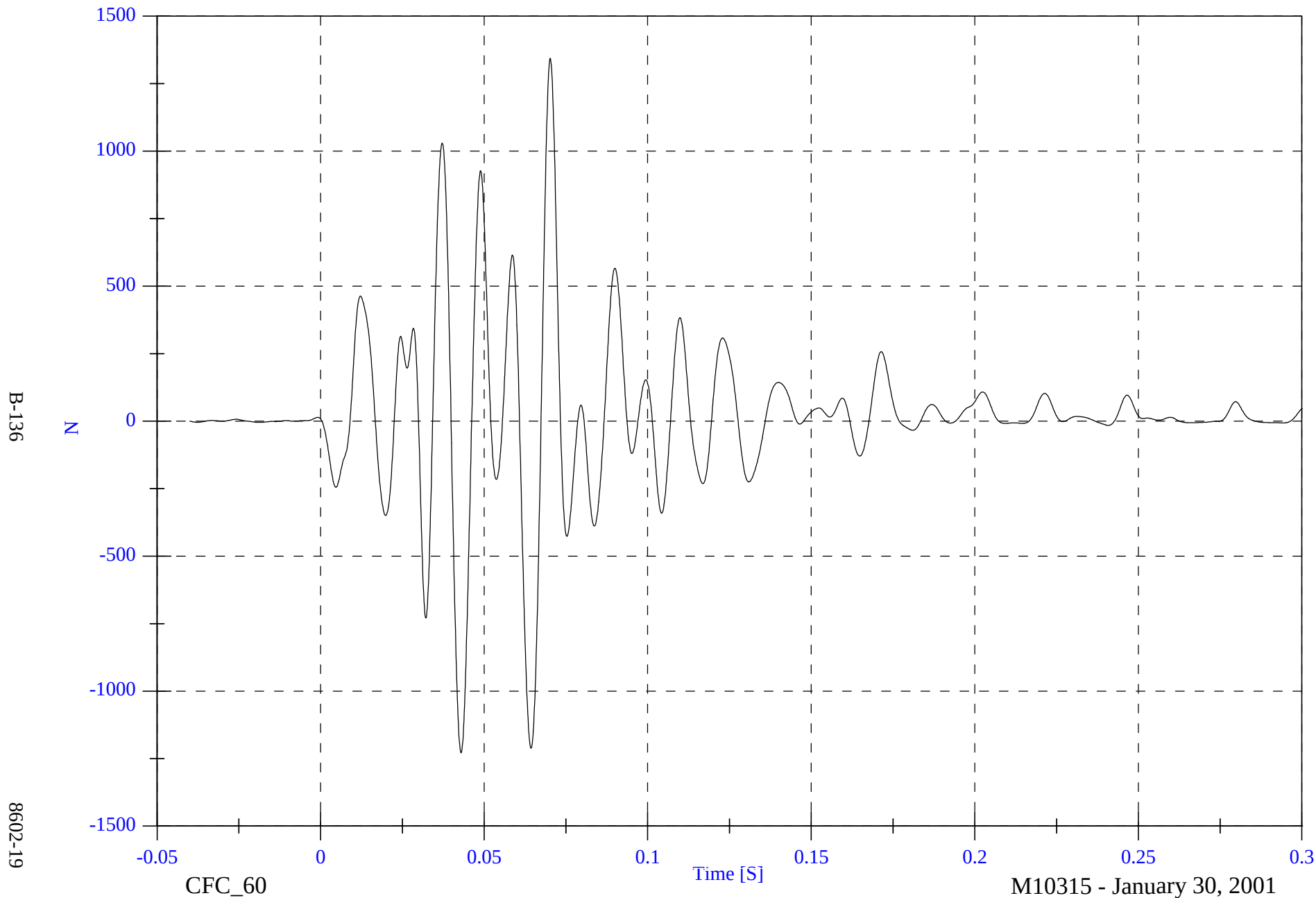


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell A9 Fx

Max: 1343.9 [N] at 0.070 [S]

Min: -1229.1 [N] at 0.043 [S]

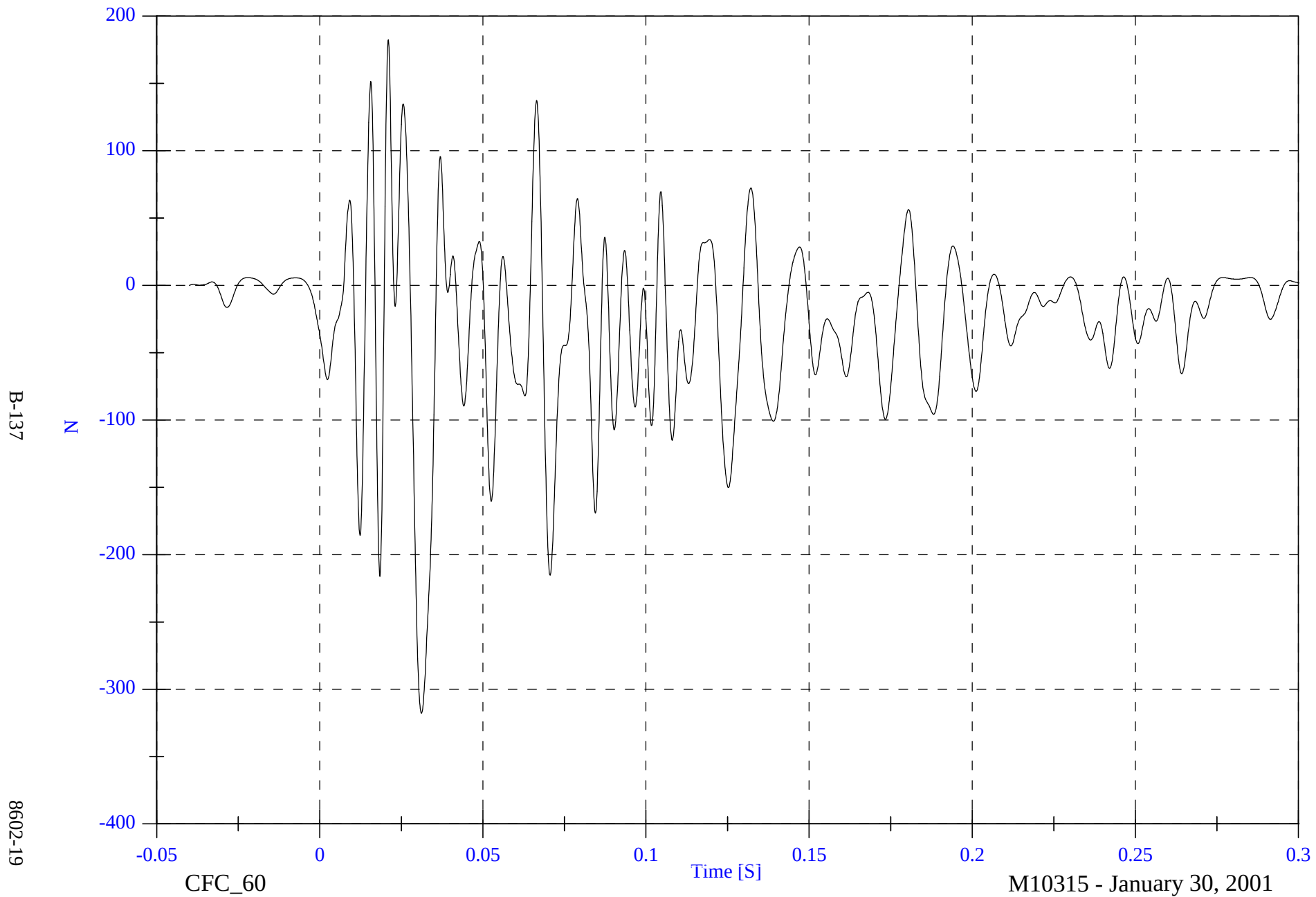


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B1 Fx

Max: 182.4 [N] at 0.021 [S]

Min: -317.9 [N] at 0.031 [S]



B-137

8602-19

CFC_60

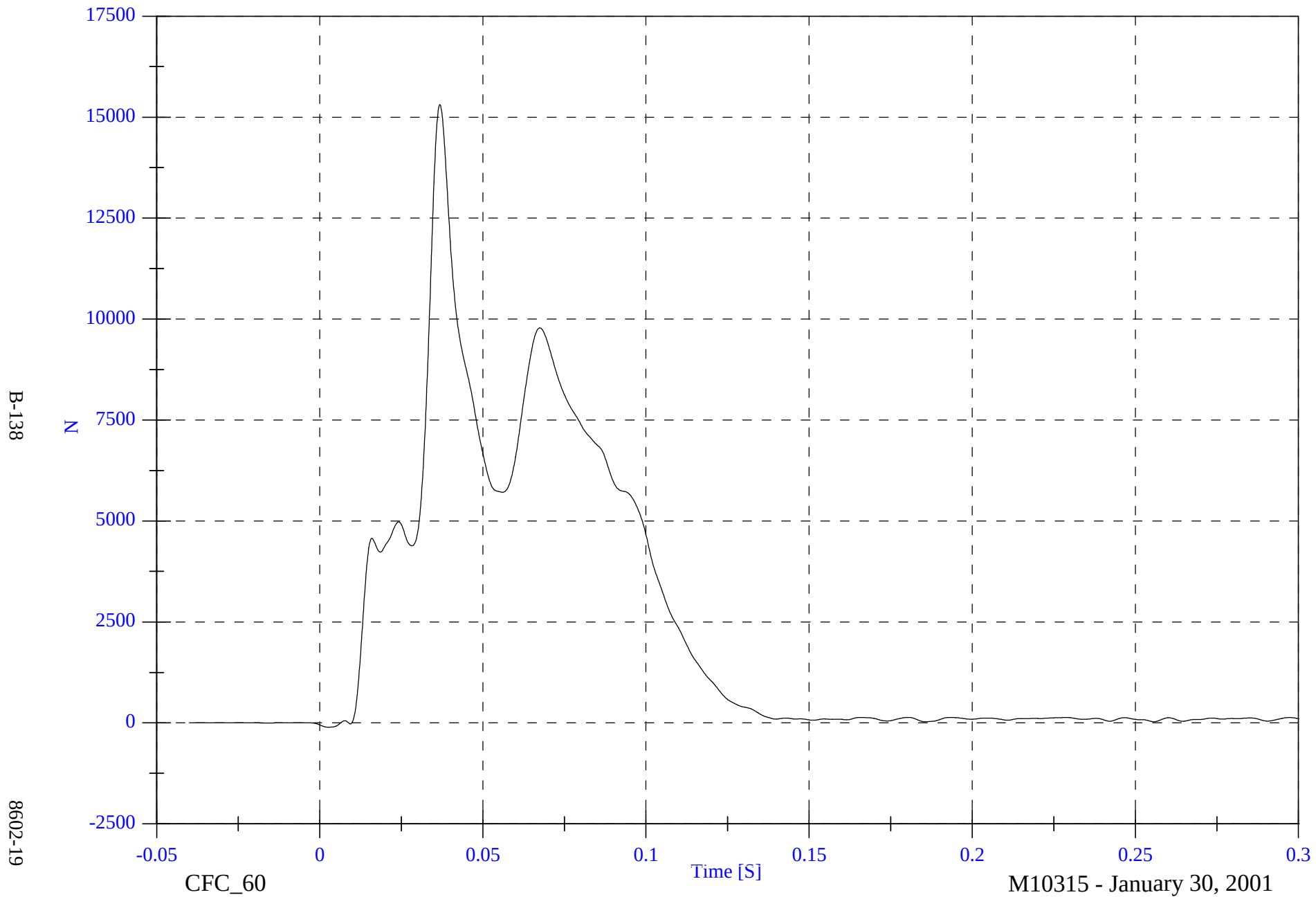
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B2 Fx

Max: 15311.8 [N] at 0.037 [S]

Min: -106.8 [N] at 0.003 [S]

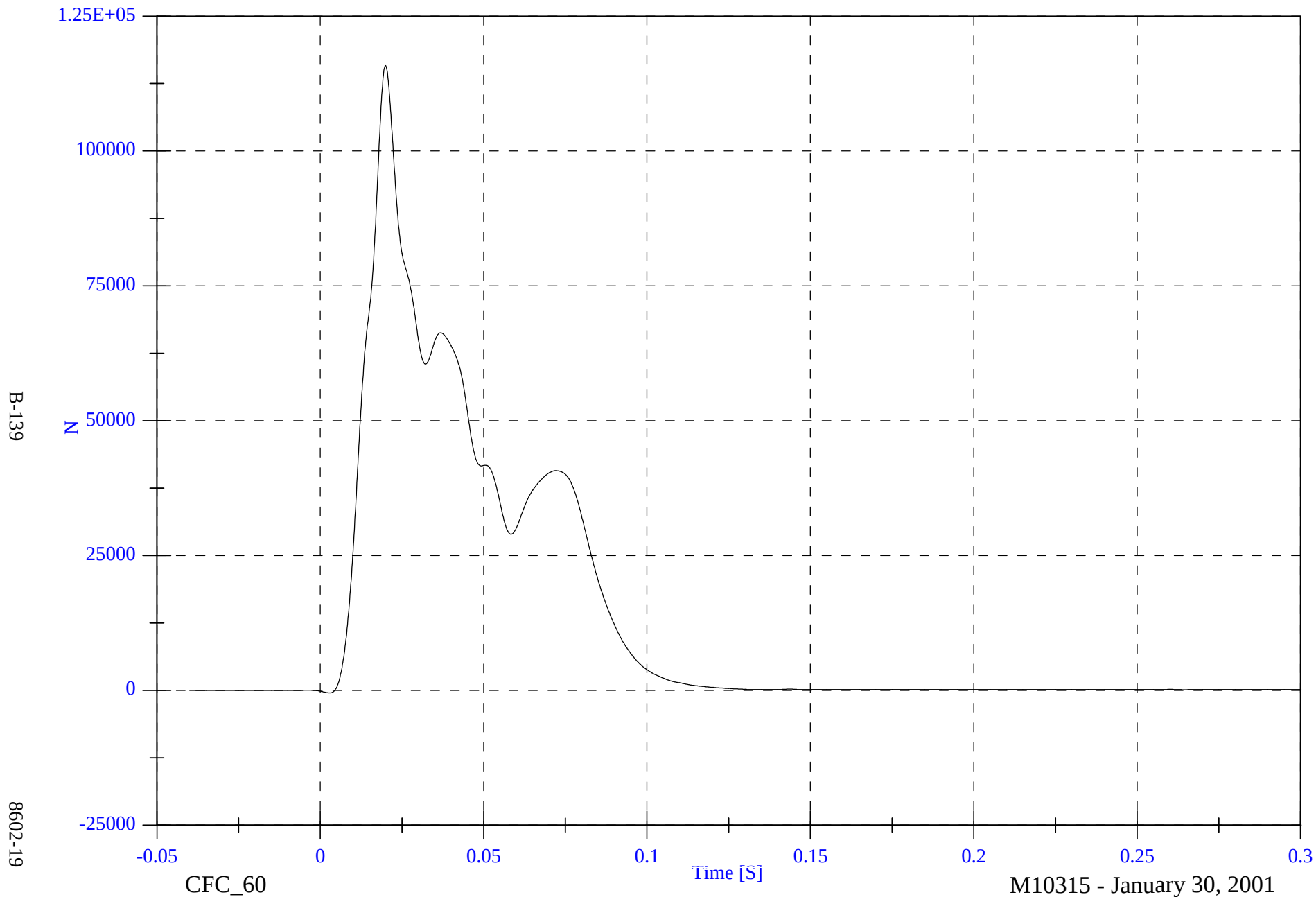


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B3 Fx

Max: 115852.0 [N] at 0.020 [S]

Min: -483.0 [N] at 0.003 [S]

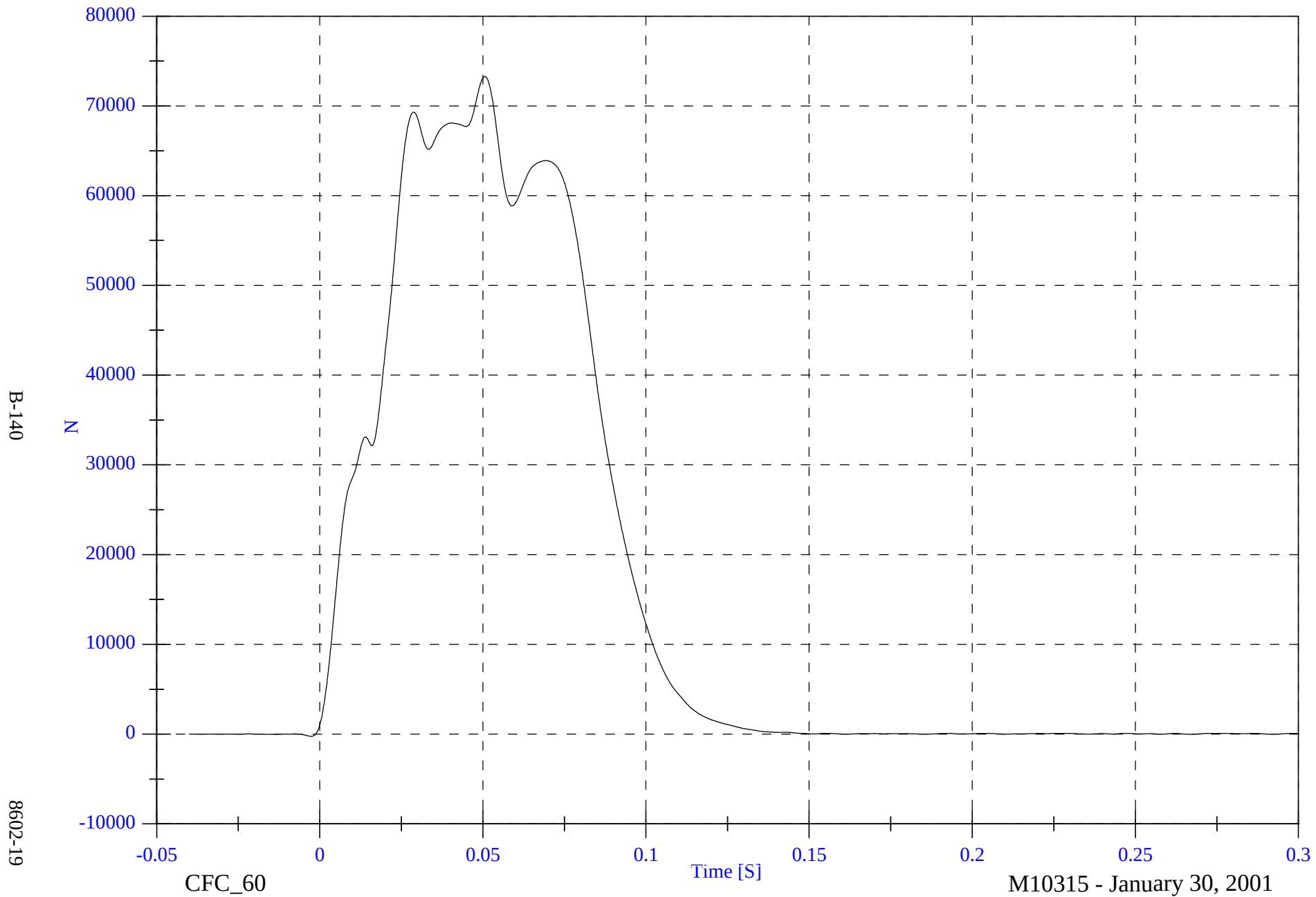


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B4 Fx

Max: 73284.1 [N] at 0.051 [S]

Min: -248.6 [N] at -0.003 [S]

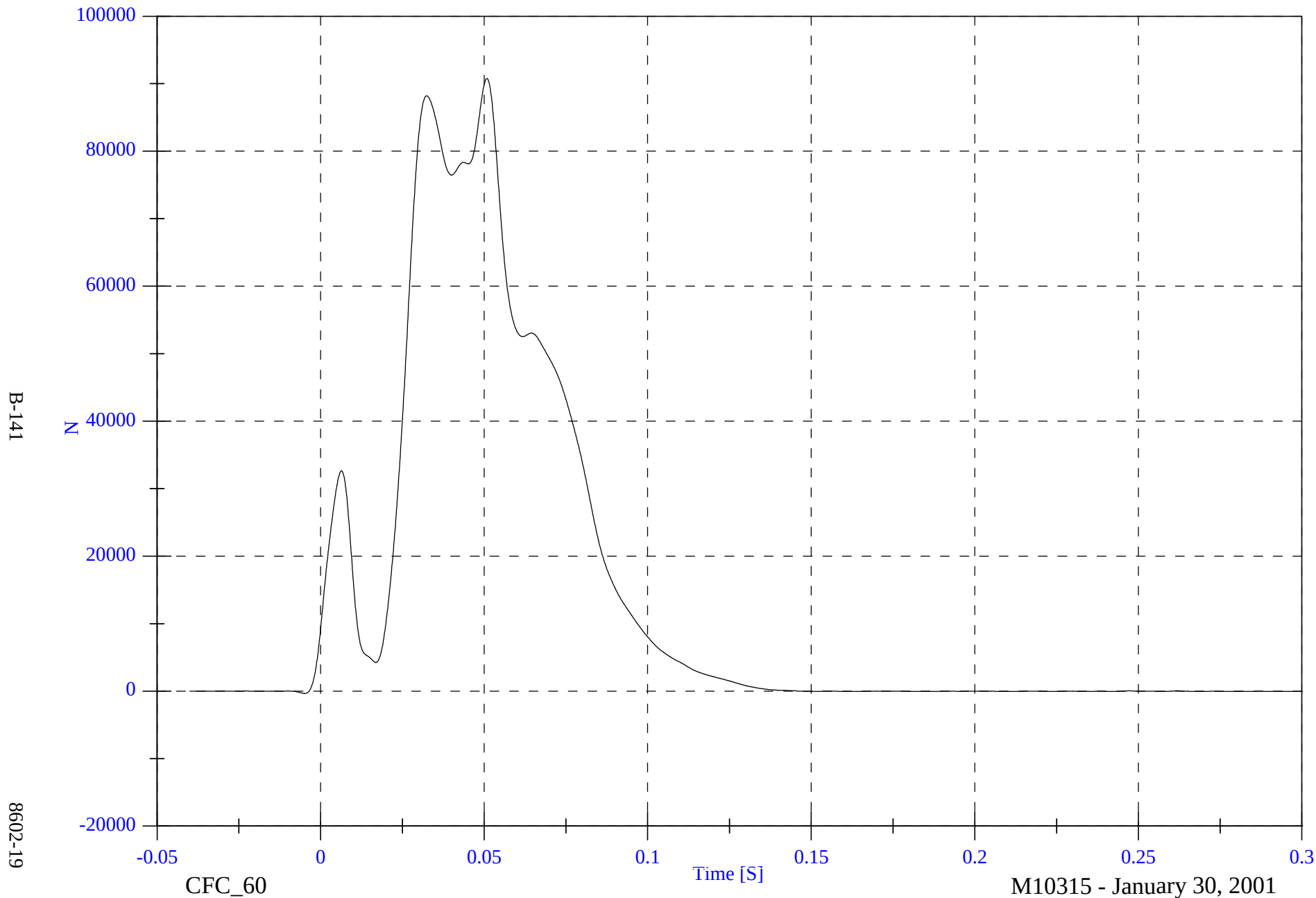


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B5 Fx

Max: 90774.4 [N] at 0.051 [S]

Min: -353.5 [N] at -0.005 [S]

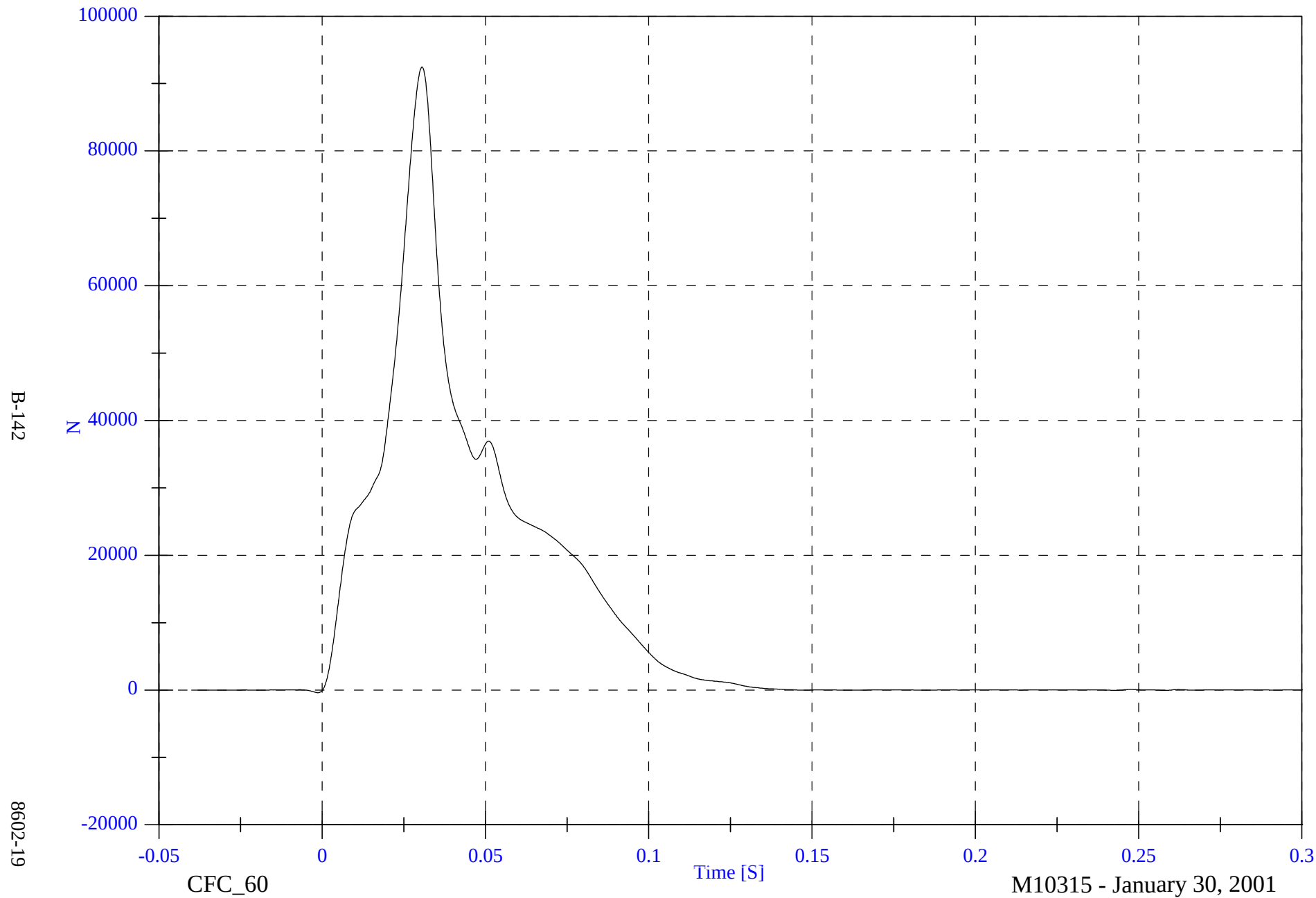


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B6 Fx

Max: 92444.8 [N] at 0.030 [S]

Min: -391.8 [N] at -0.001 [S]

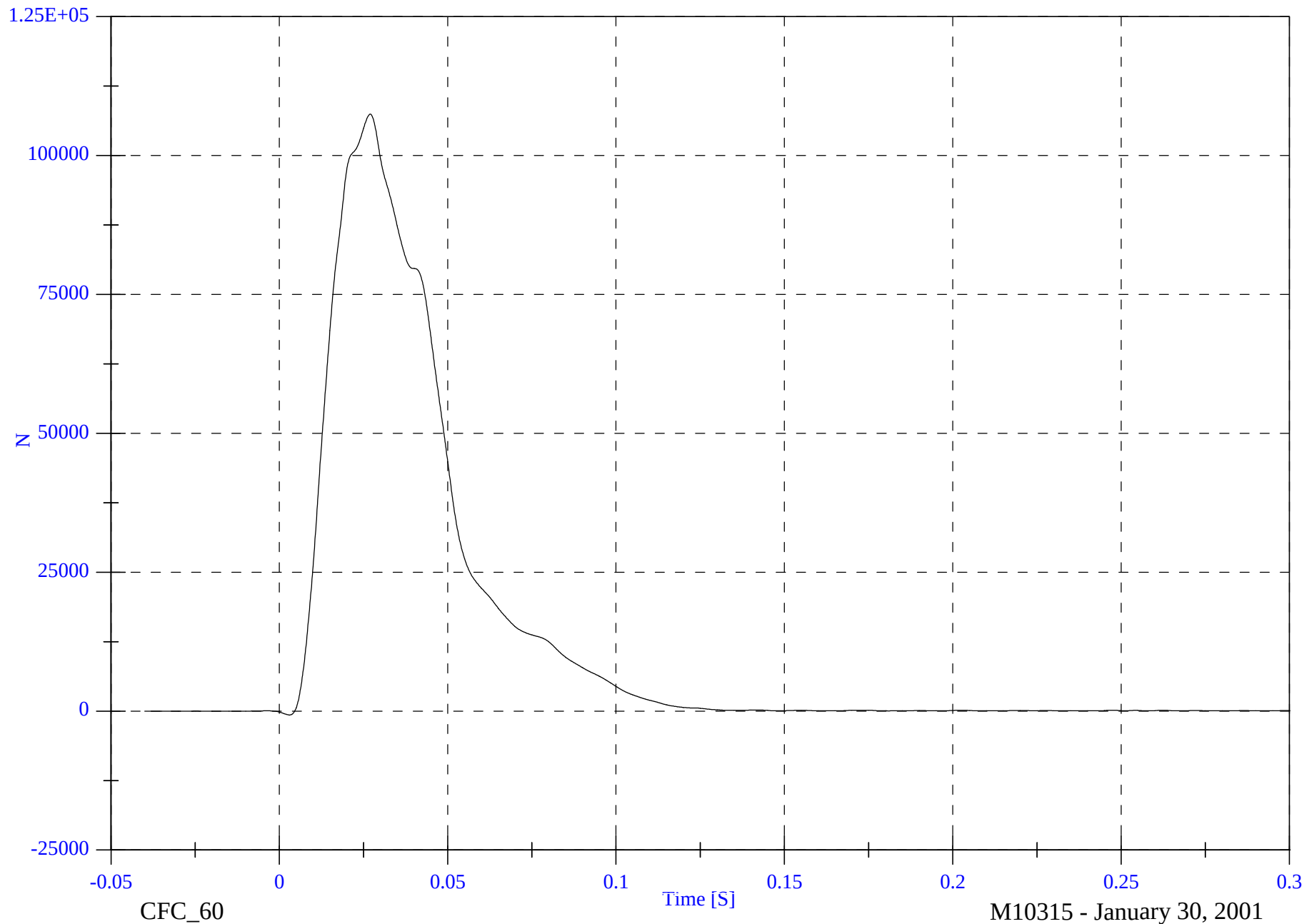


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B7 Fx

Max: 107450.3 [N] at 0.027 [S]

Min: -697.6 [N] at 0.003 [S]



B-143

8602-19

CFC_60

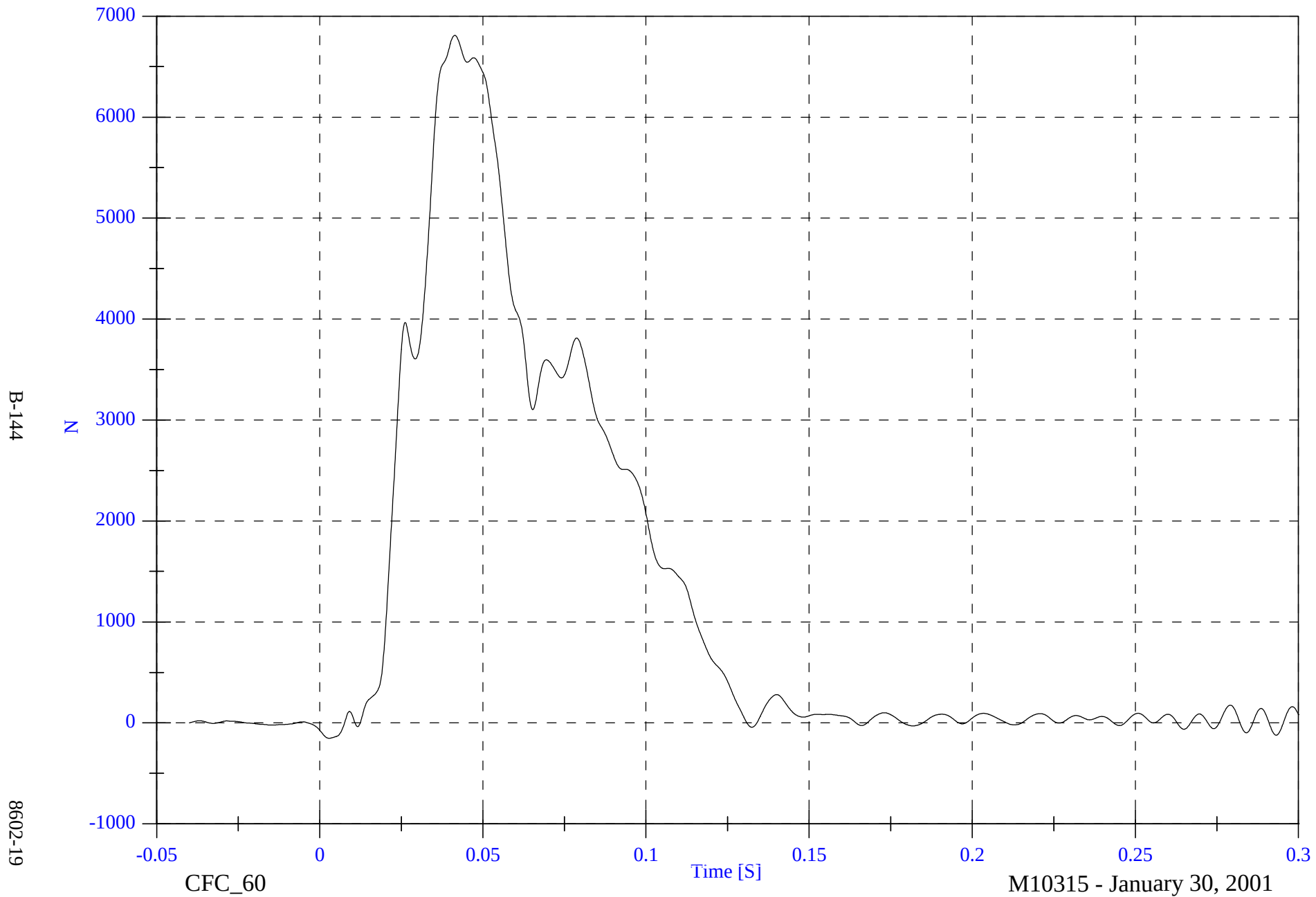
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B8 Fx

Max: 6810.1 [N] at 0.041 [S]

Min: -152.4 [N] at 0.003 [S]

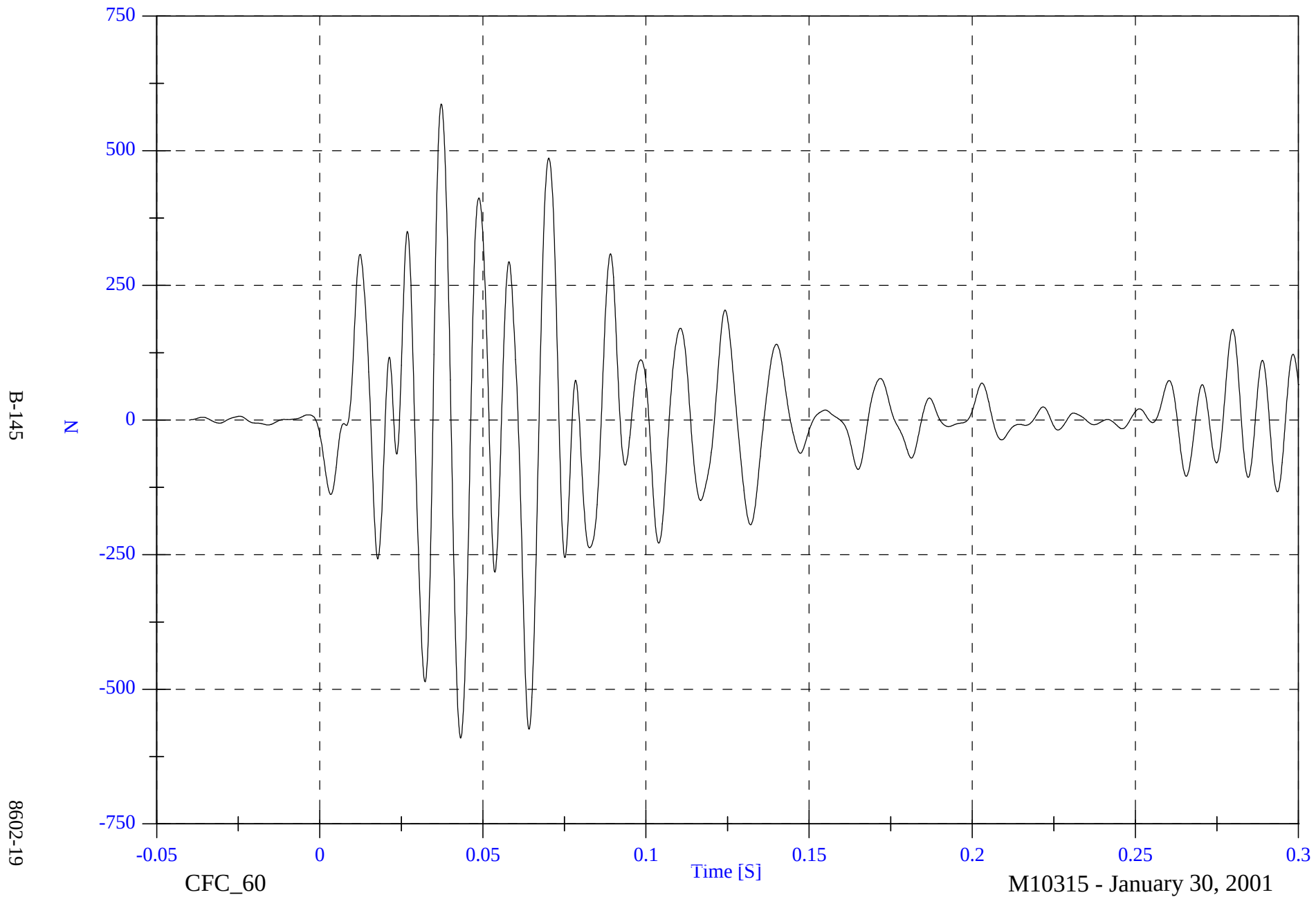


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell B9 Fx

Max: 586.9 [N] at 0.037 [S]

Min: -590.7 [N] at 0.043 [S]



NCAP Test 19 - 2001 Chrysler Sebring

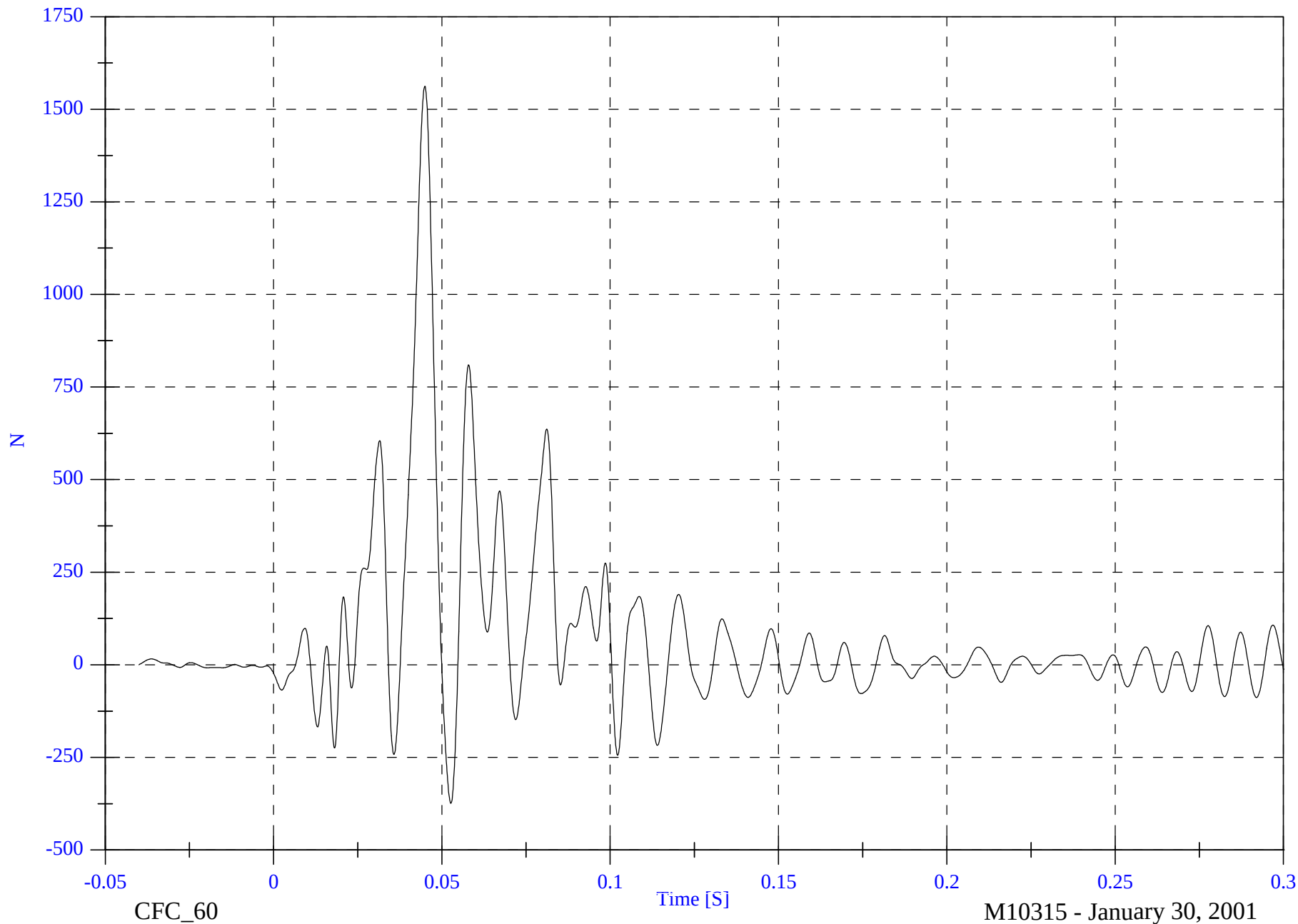
Barrier Load Cell C1 Fx

Max: 1562.2 [N] at 0.045 [S]

Min: -374.2 [N] at 0.053 [S]

B-146

8602-19

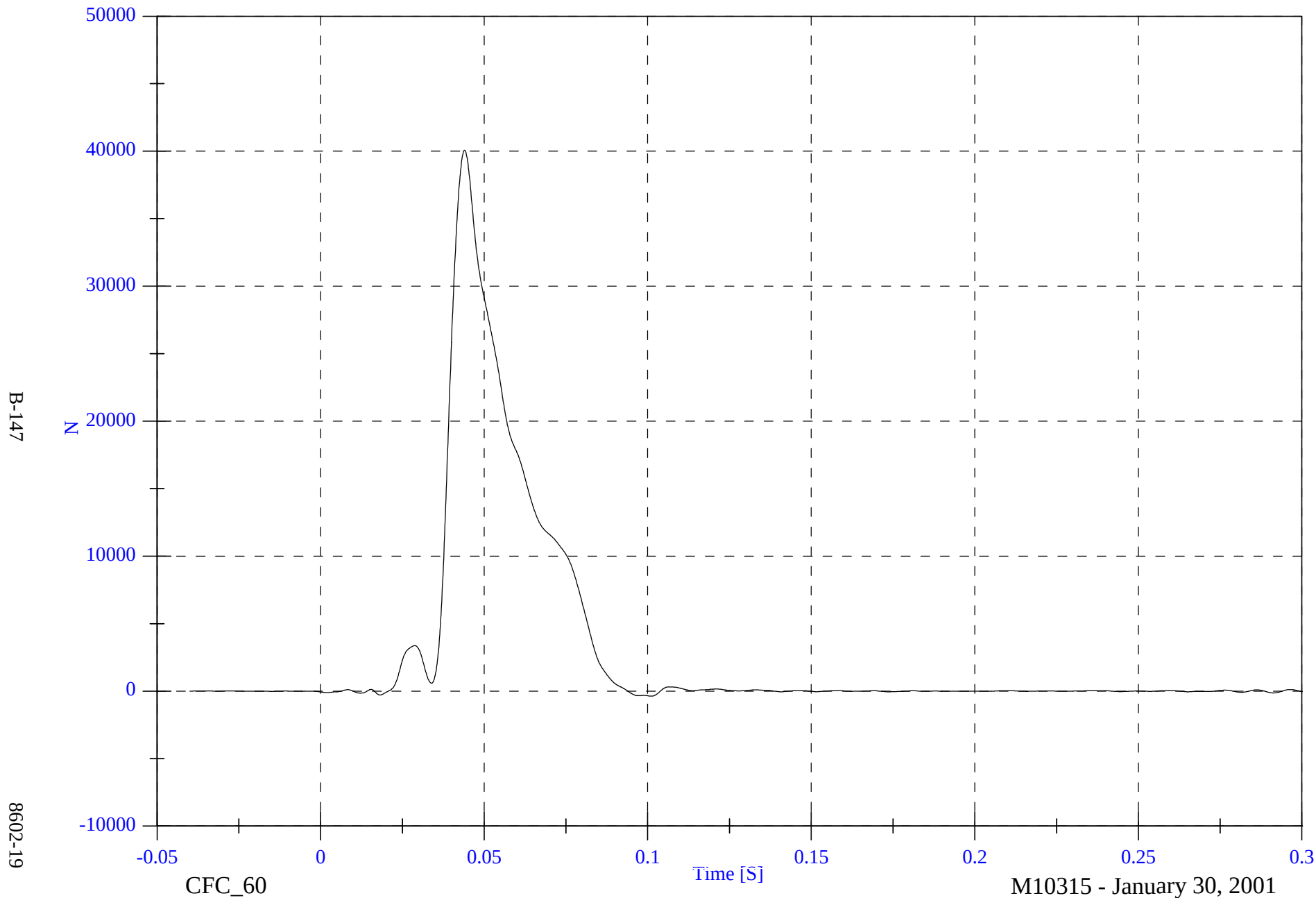


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C2 Fx

Max: 40074.9 [N] at 0.044 [S]

Min: -380.2 [N] at 0.101 [S]

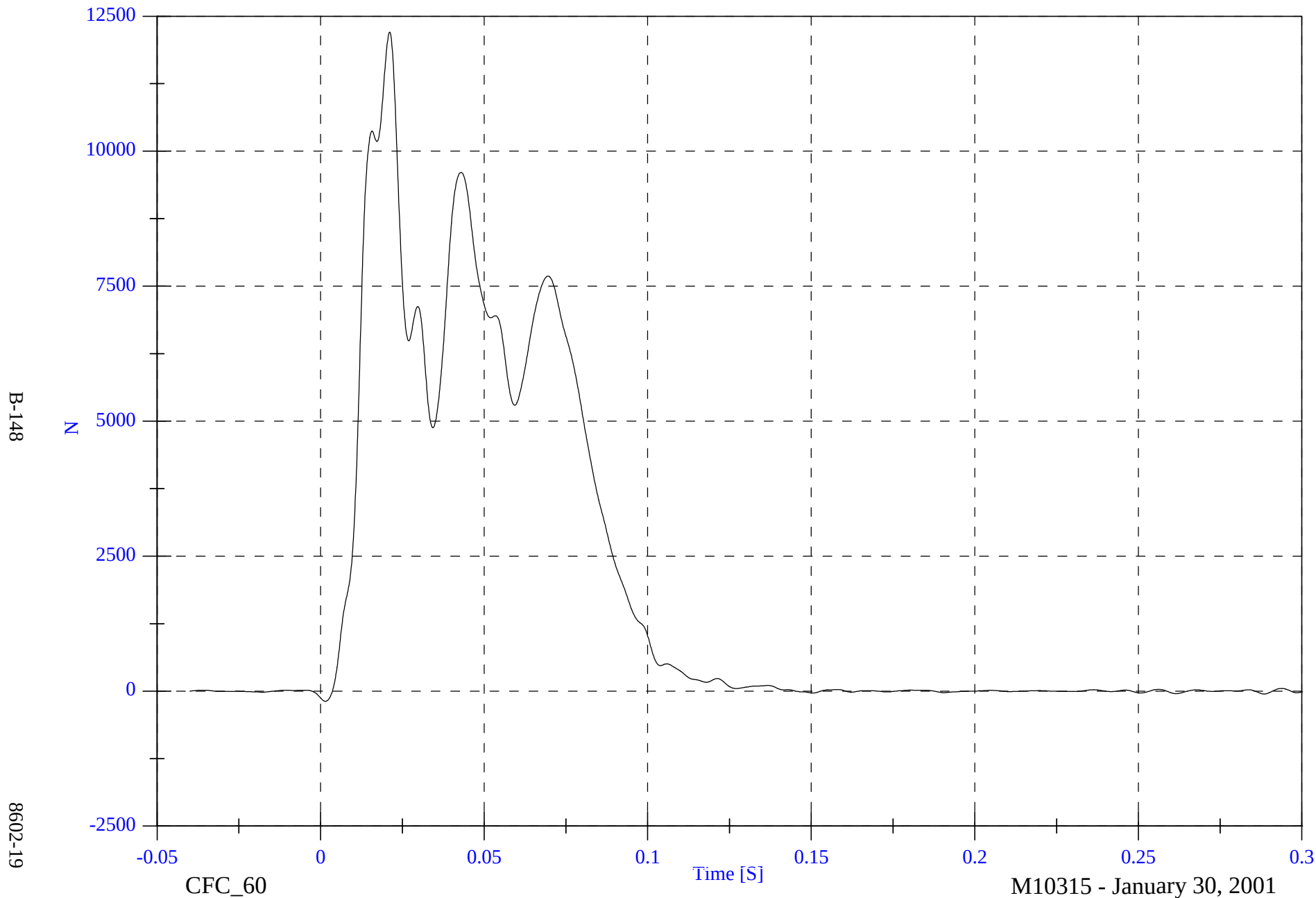


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C3 Fx

Max: 12206.2 [N] at 0.021 [S]

Min: -189.6 [N] at 0.001 [S]

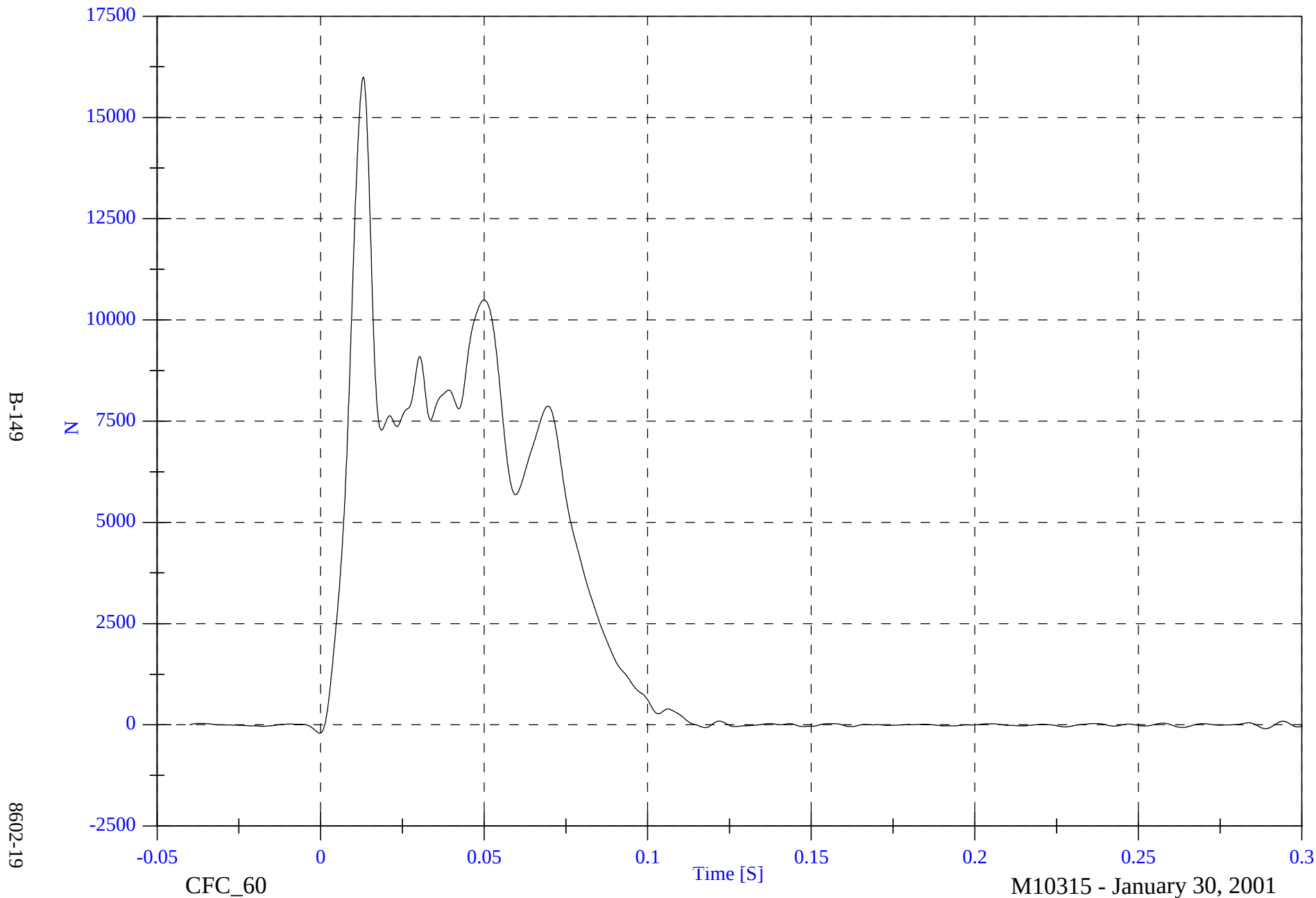


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C4 Fx

Max: 15997.7 [N] at 0.013 [S]

Min: -207.0 [N] at -0.000 [S]

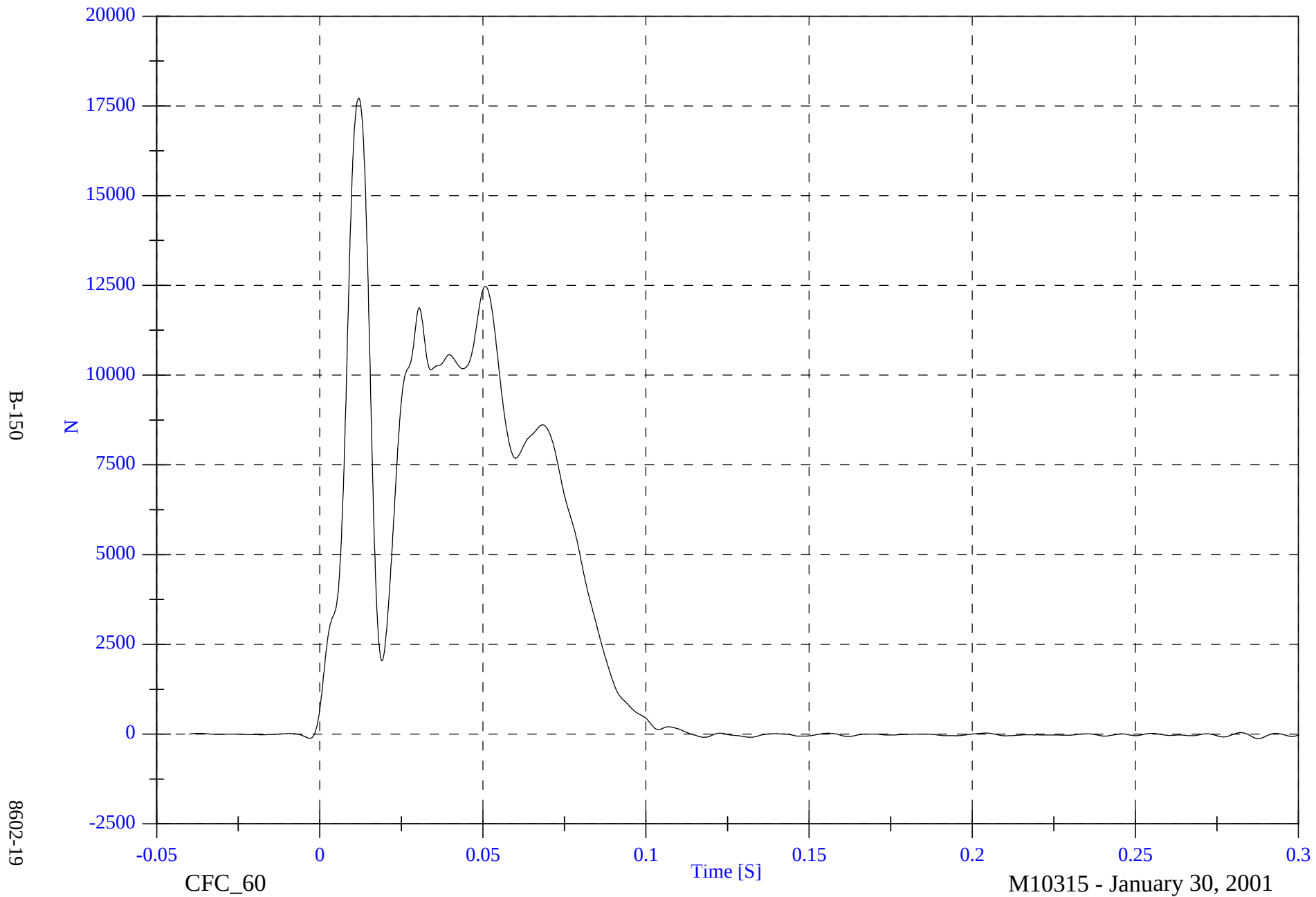


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C5 Fx

Max: 17714.6 [N] at 0.012 [S]

Min: -126.8 [N] at 0.288 [S]

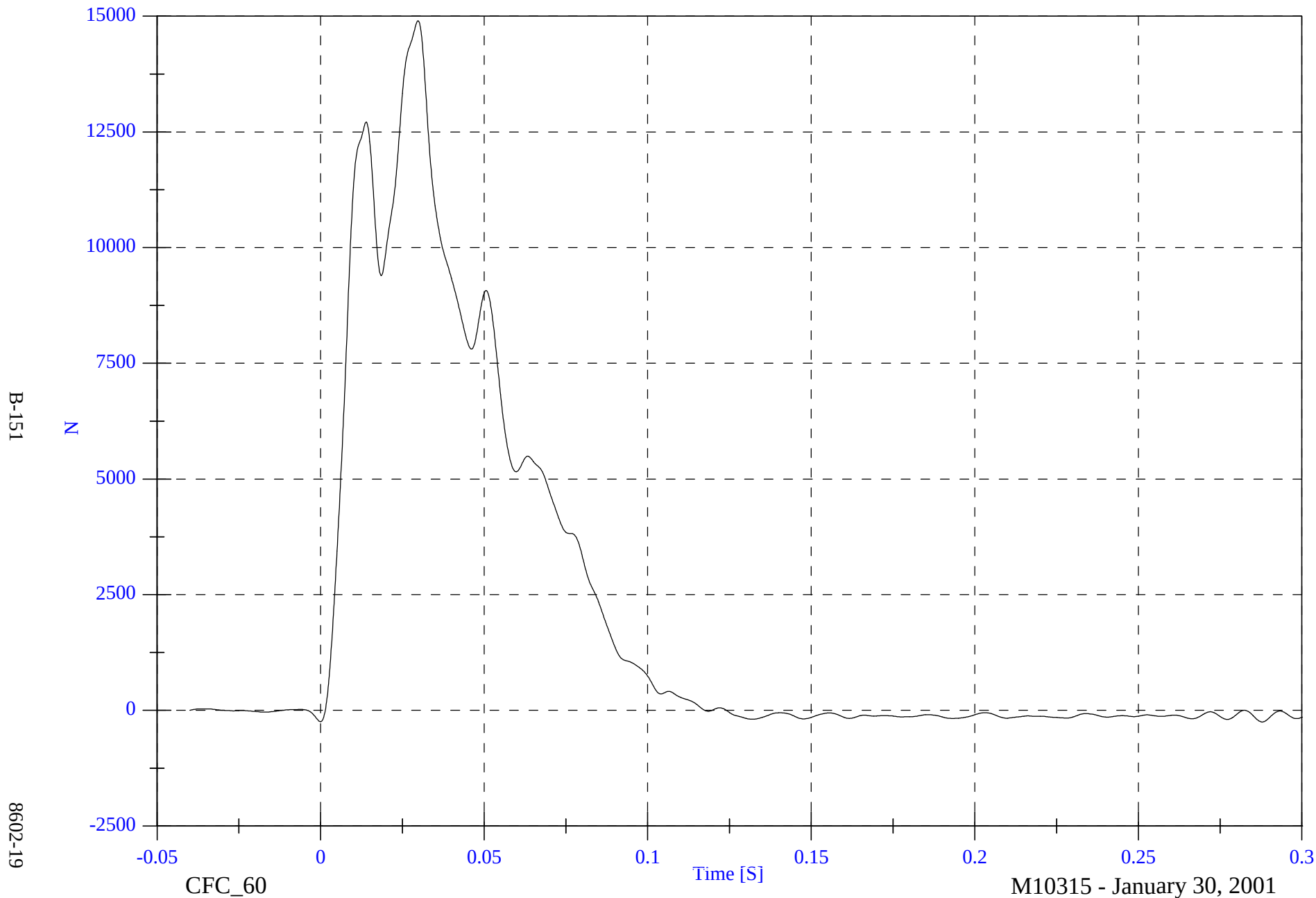


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C6 Fx

Max: 14901.5 [N] at 0.030 [S]

Min: -250.8 [N] at 0.288 [S]

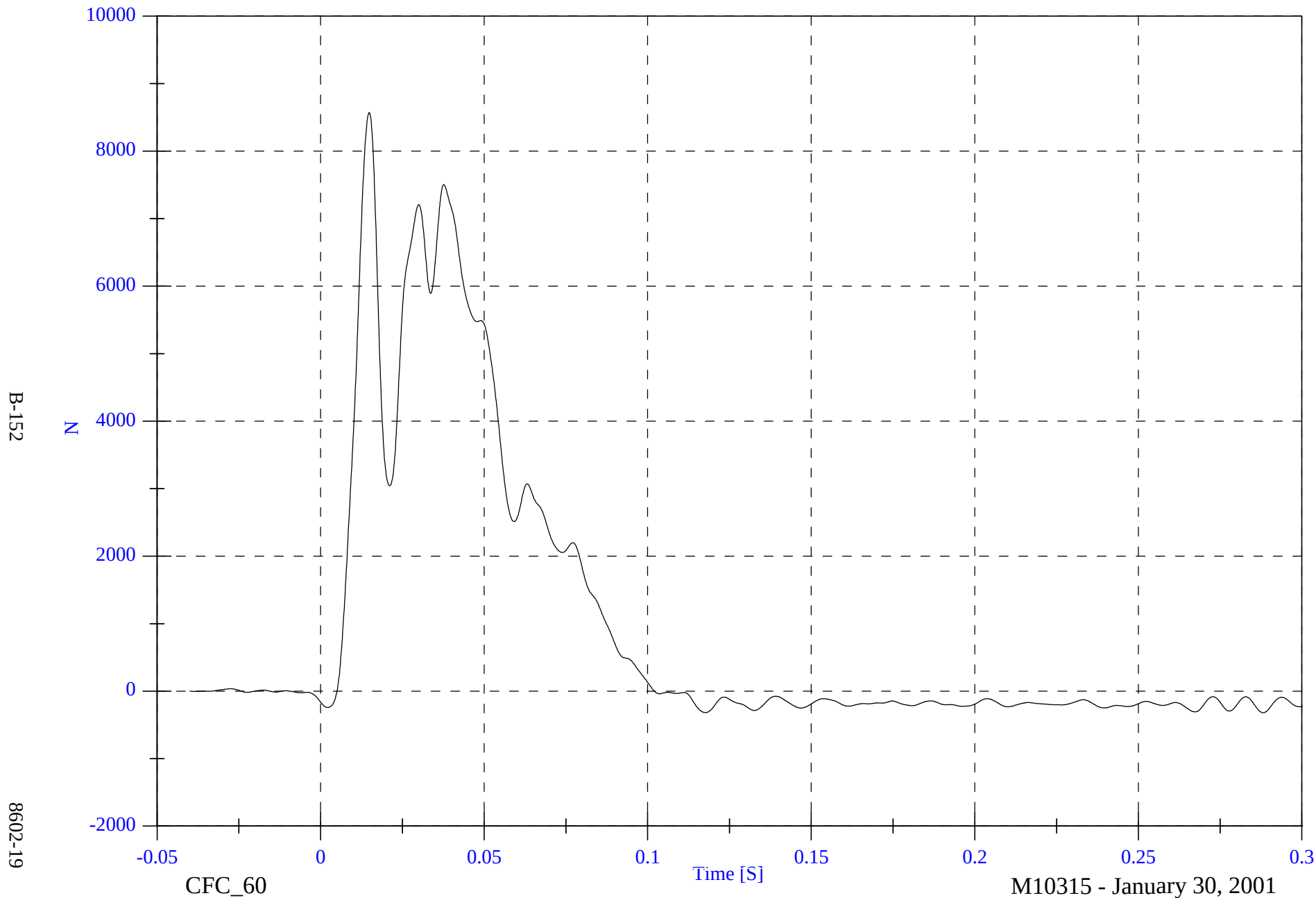


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C7 Fx

Max: 8573.1 [N] at 0.015 [S]

Min: -320.9 [N] at 0.288 [S]

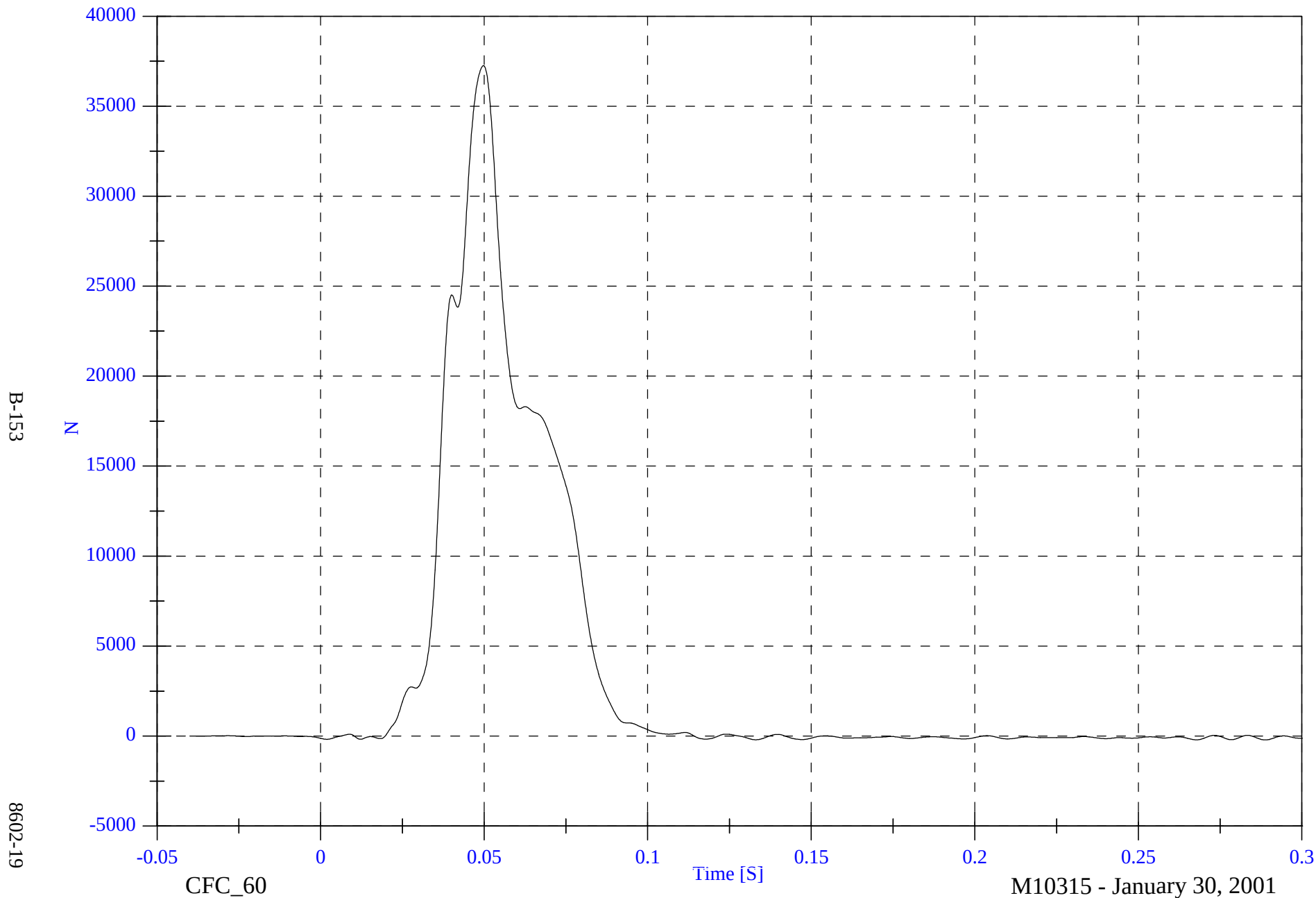


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C8 Fx

Max: 37252.8 [N] at 0.050 [S]

Min: -215.1 [N] at 0.289 [S]

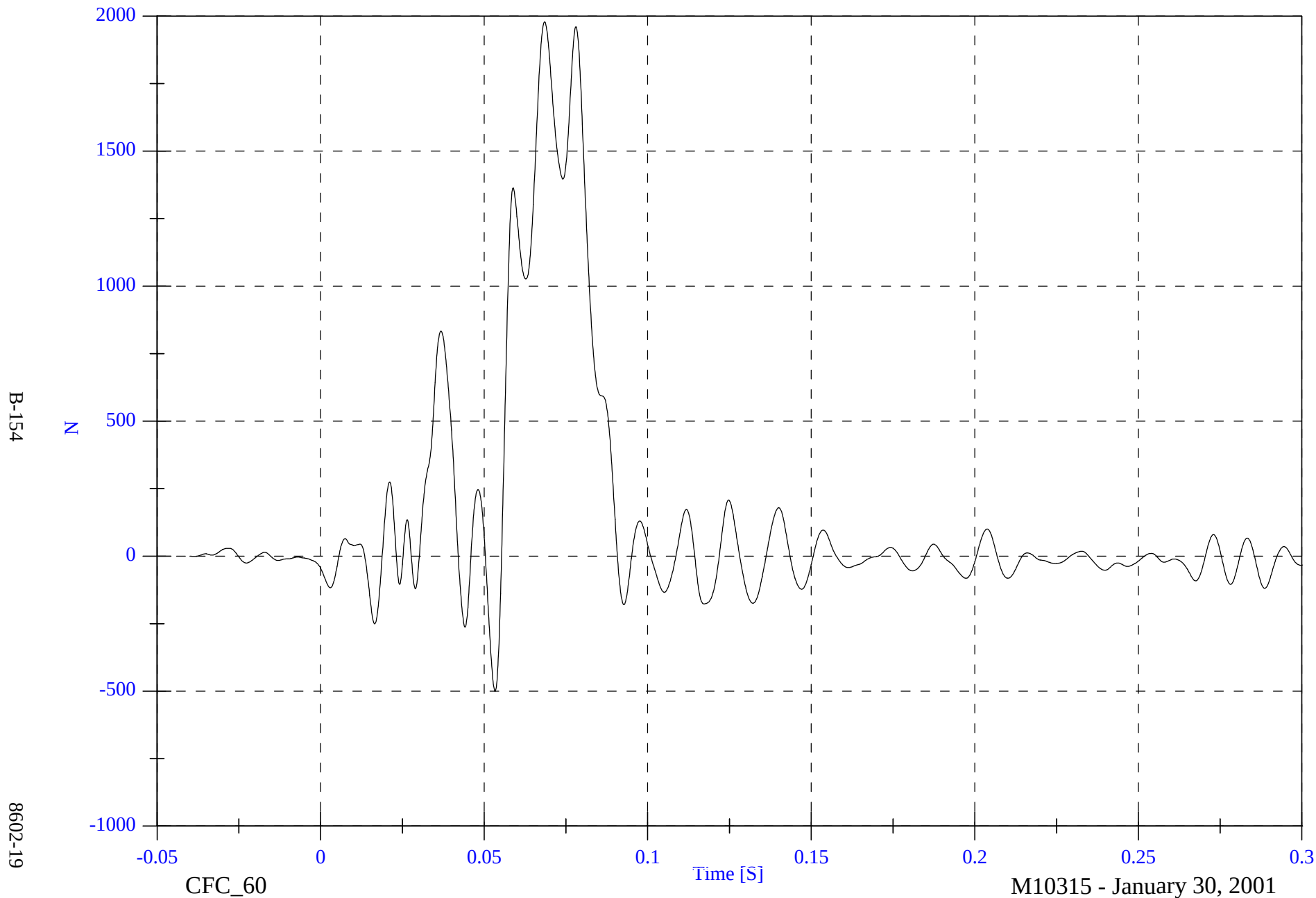


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell C9 Fx

Max: 1979.4 [N] at 0.068 [S]

Min: -500.9 [N] at 0.053 [S]



B-154

8602-19

CFC_60

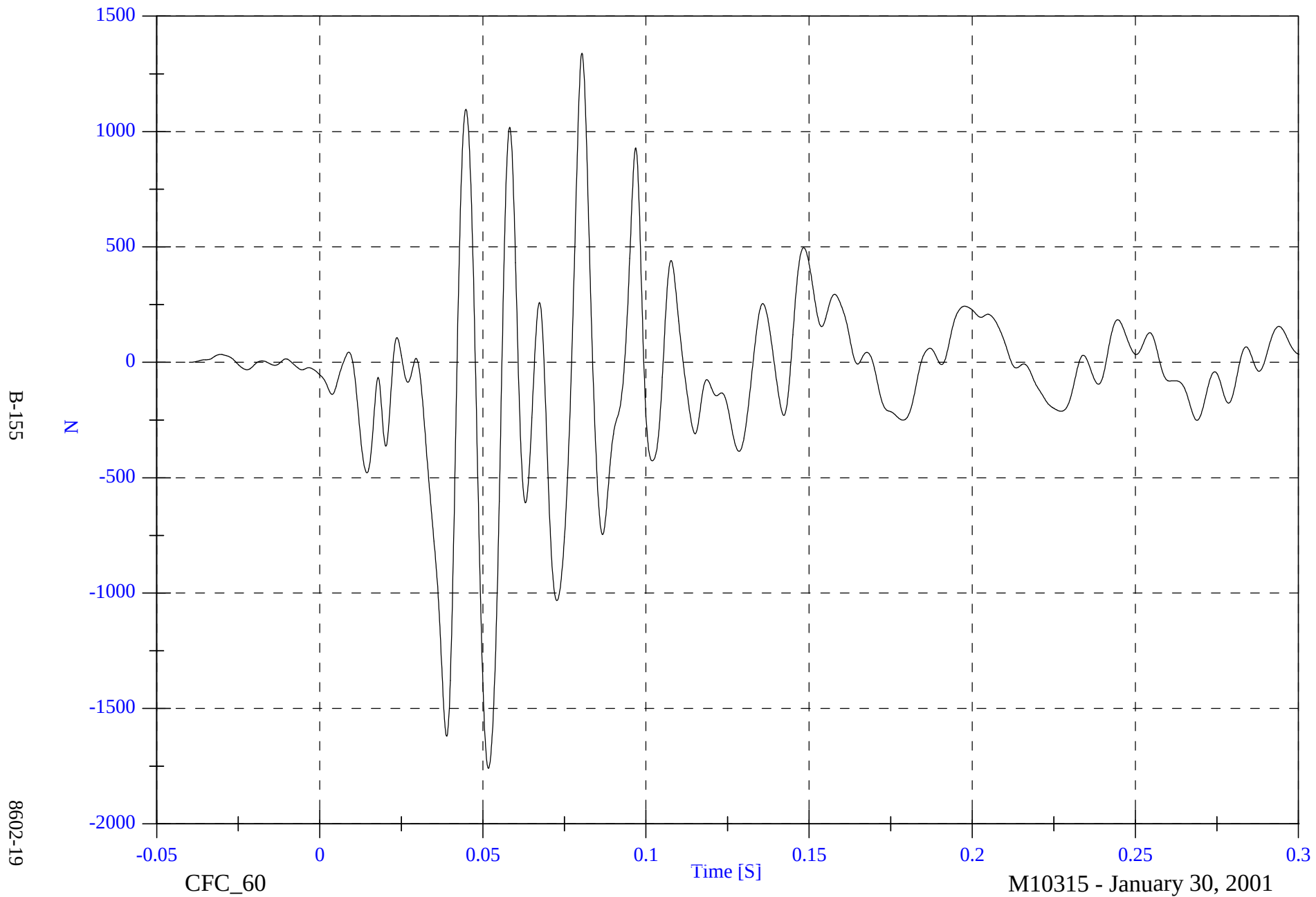
M10315 - January 30, 2001

NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D1 Fx

Max: 1339.5 [N] at 0.080 [S]

Min: -1759.5 [N] at 0.052 [S]

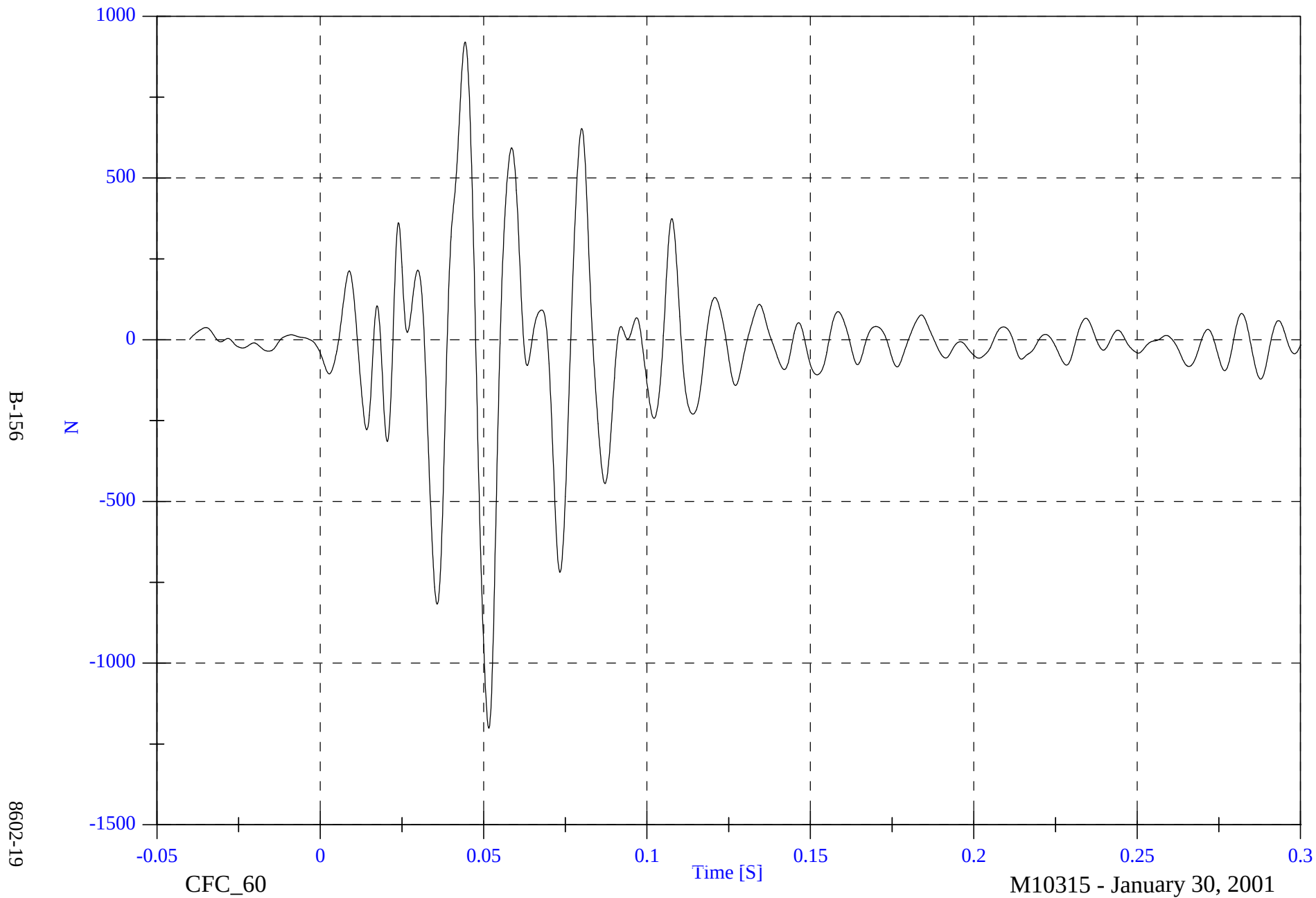


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D2 Fx

Max: 920.2 [N] at 0.044 [S]

Min: -1201.5 [N] at 0.052 [S]

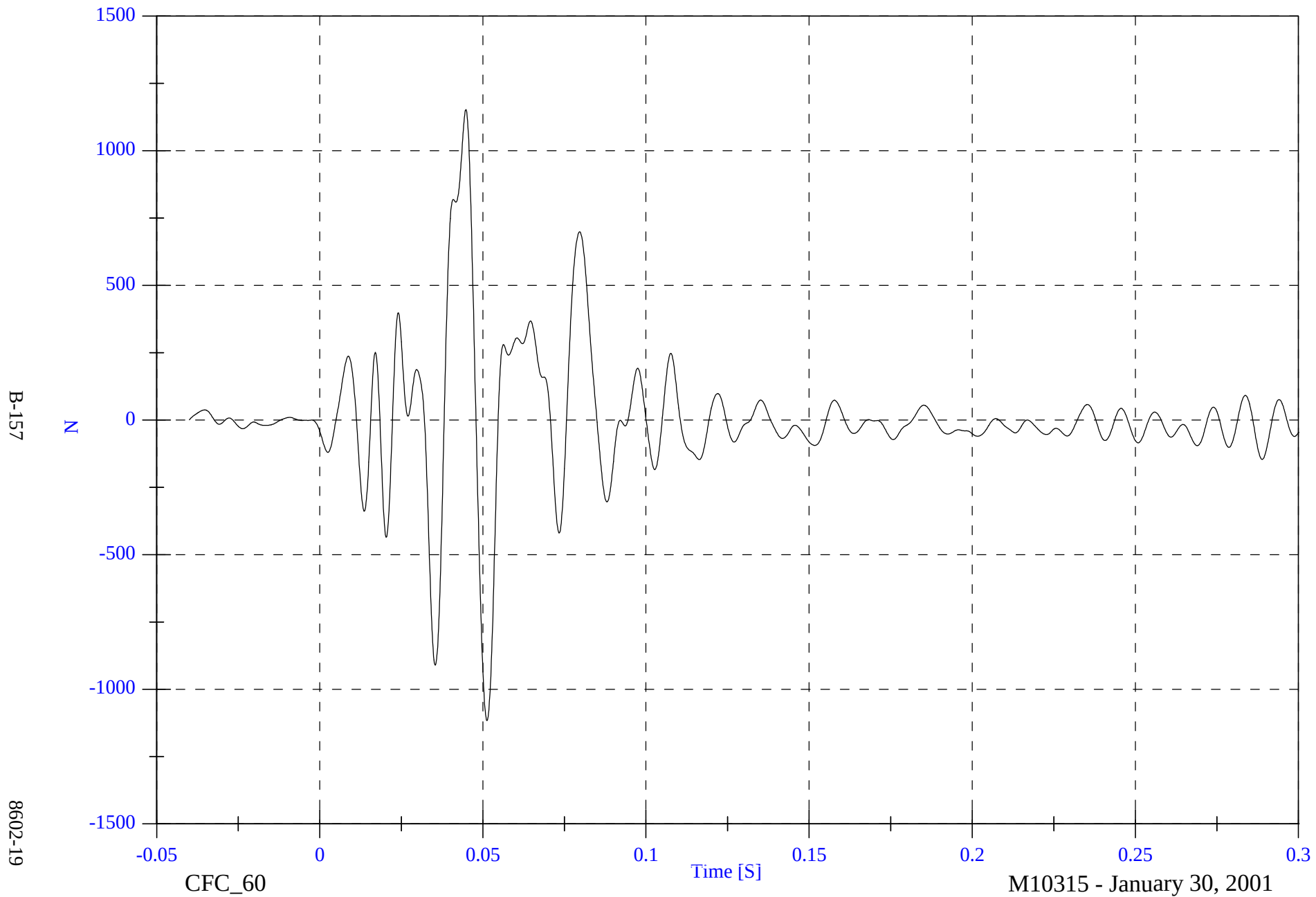


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D3 Fx

Max: 1152.7 [N] at 0.045 [S]

Min: -1116.7 [N] at 0.051 [S]

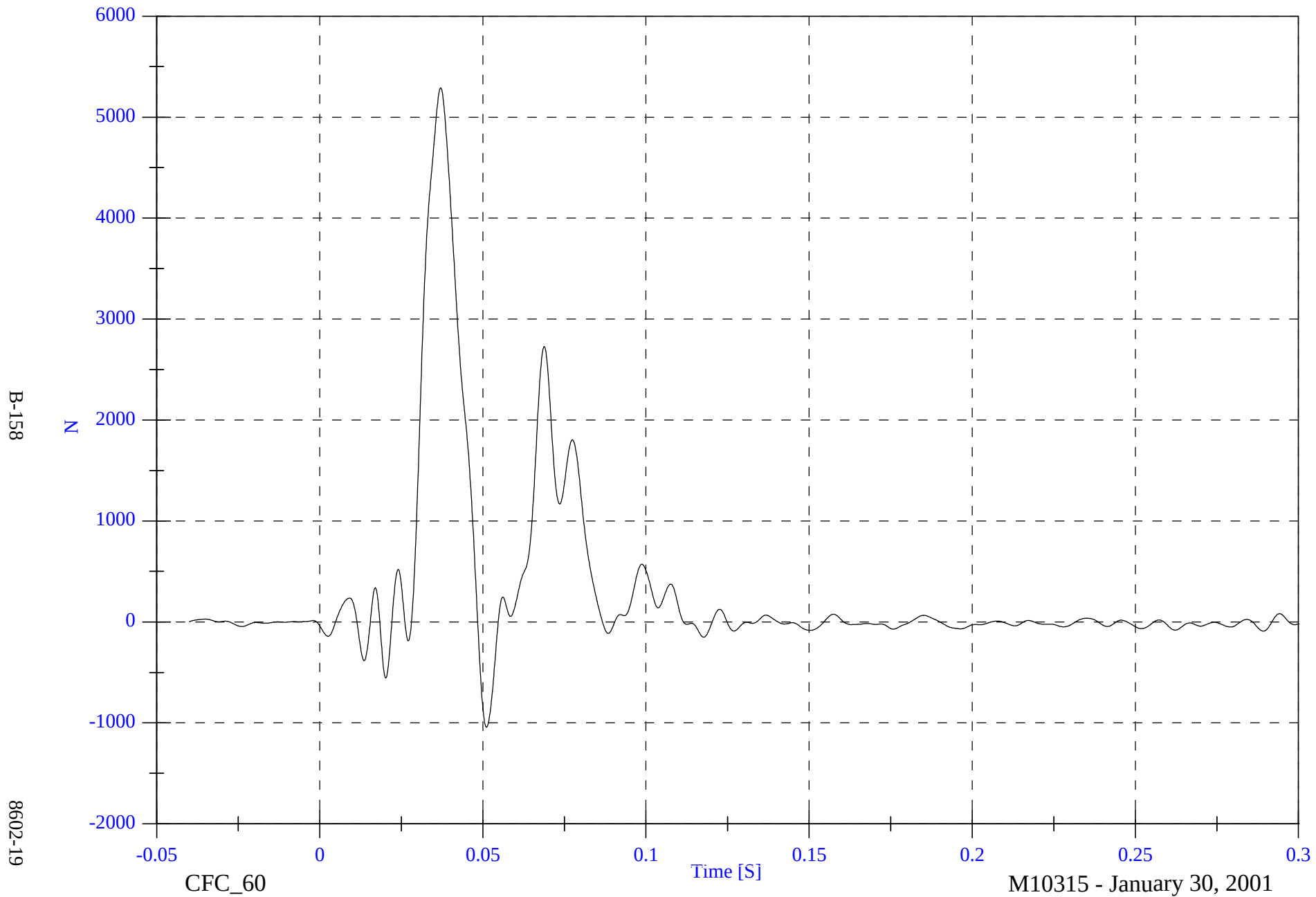


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D4 Fx

Max: 5289.9 [N] at 0.037 [S]

Min: -1043.9 [N] at 0.051 [S]

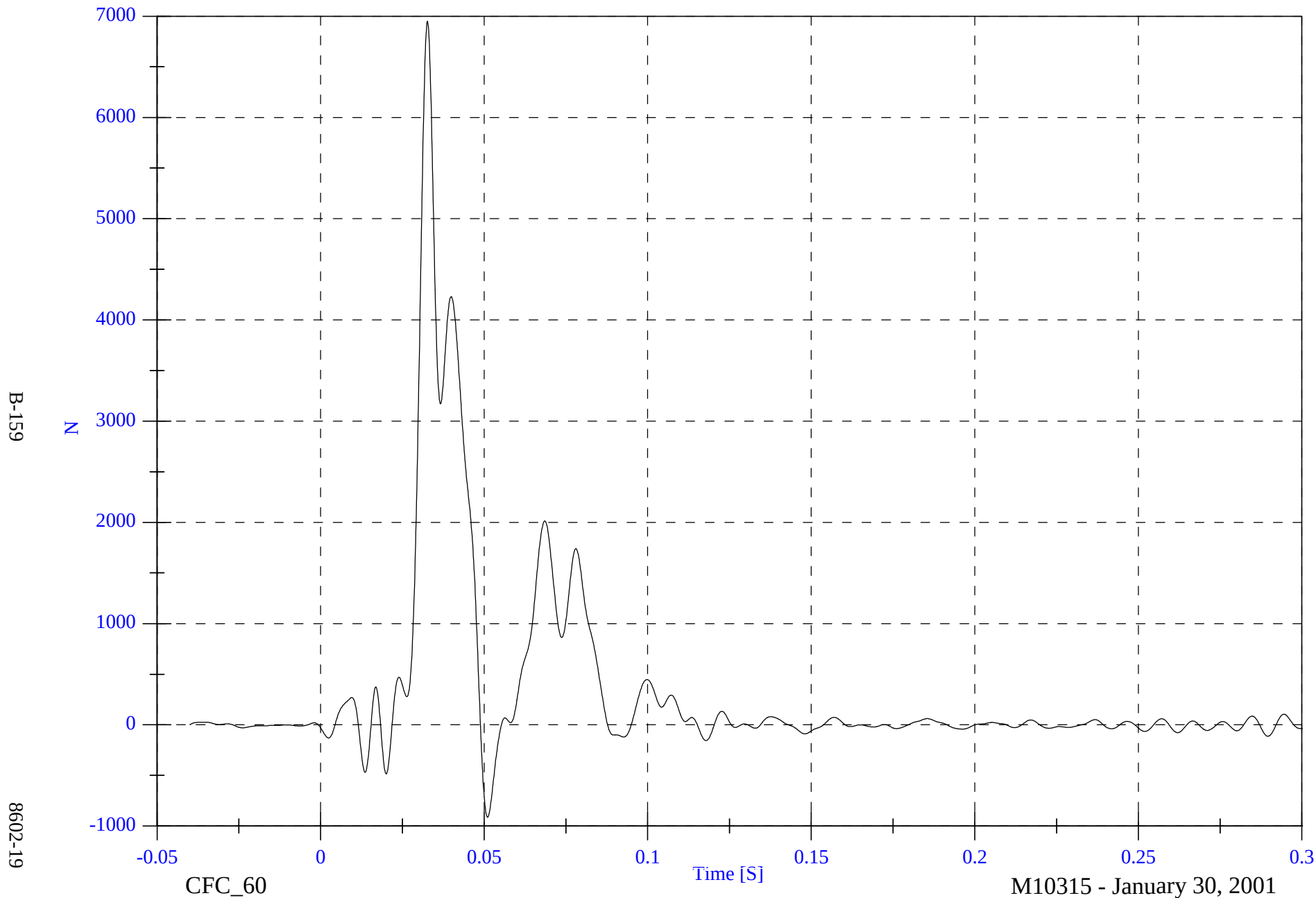


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D5 Fx

Max: 6950.6 [N] at 0.033 [S]

Min: -913.7 [N] at 0.051 [S]

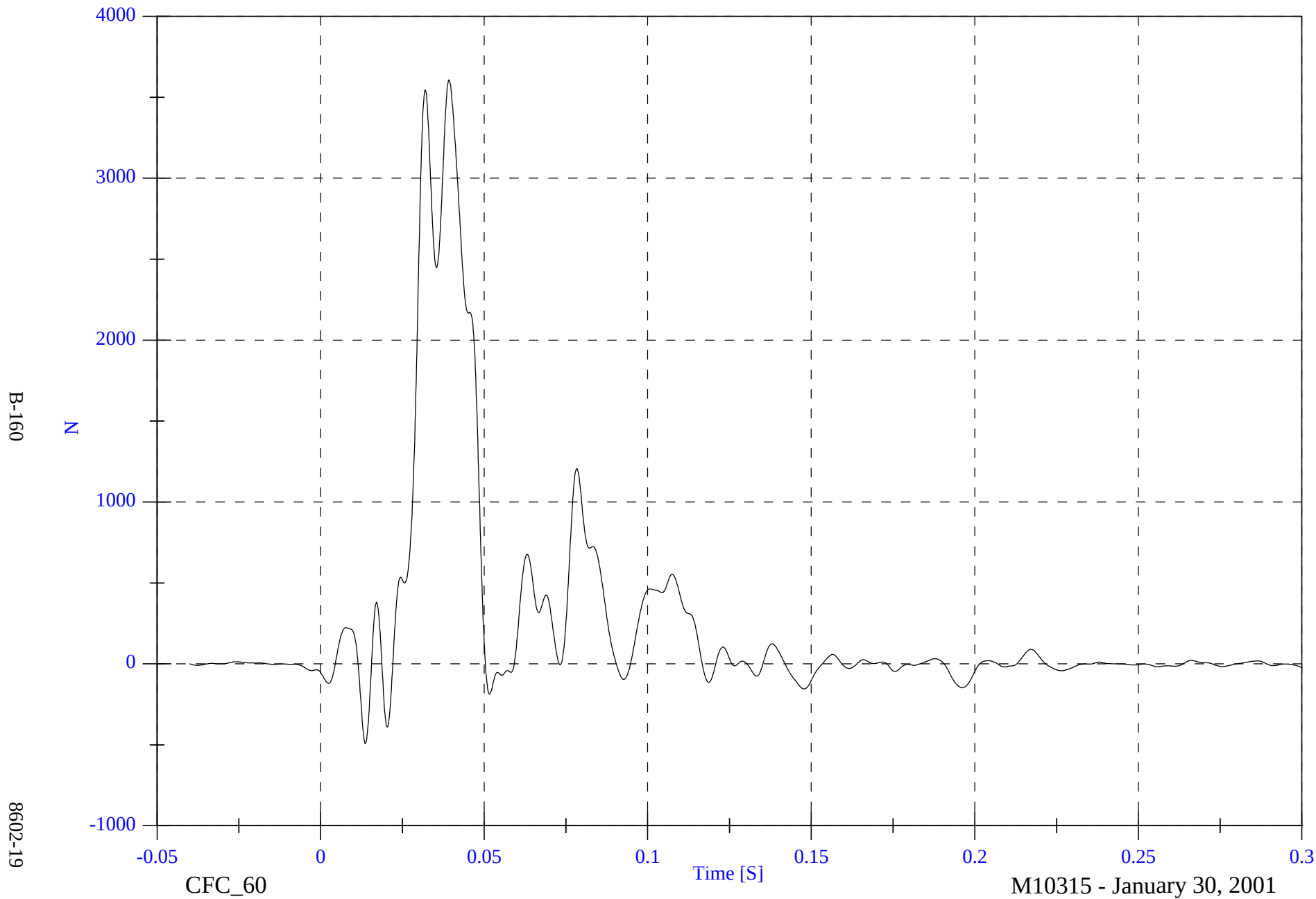


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D6 Fx

Max: 3606.8 [N] at 0.039 [S]

Min: -492.1 [N] at 0.014 [S]

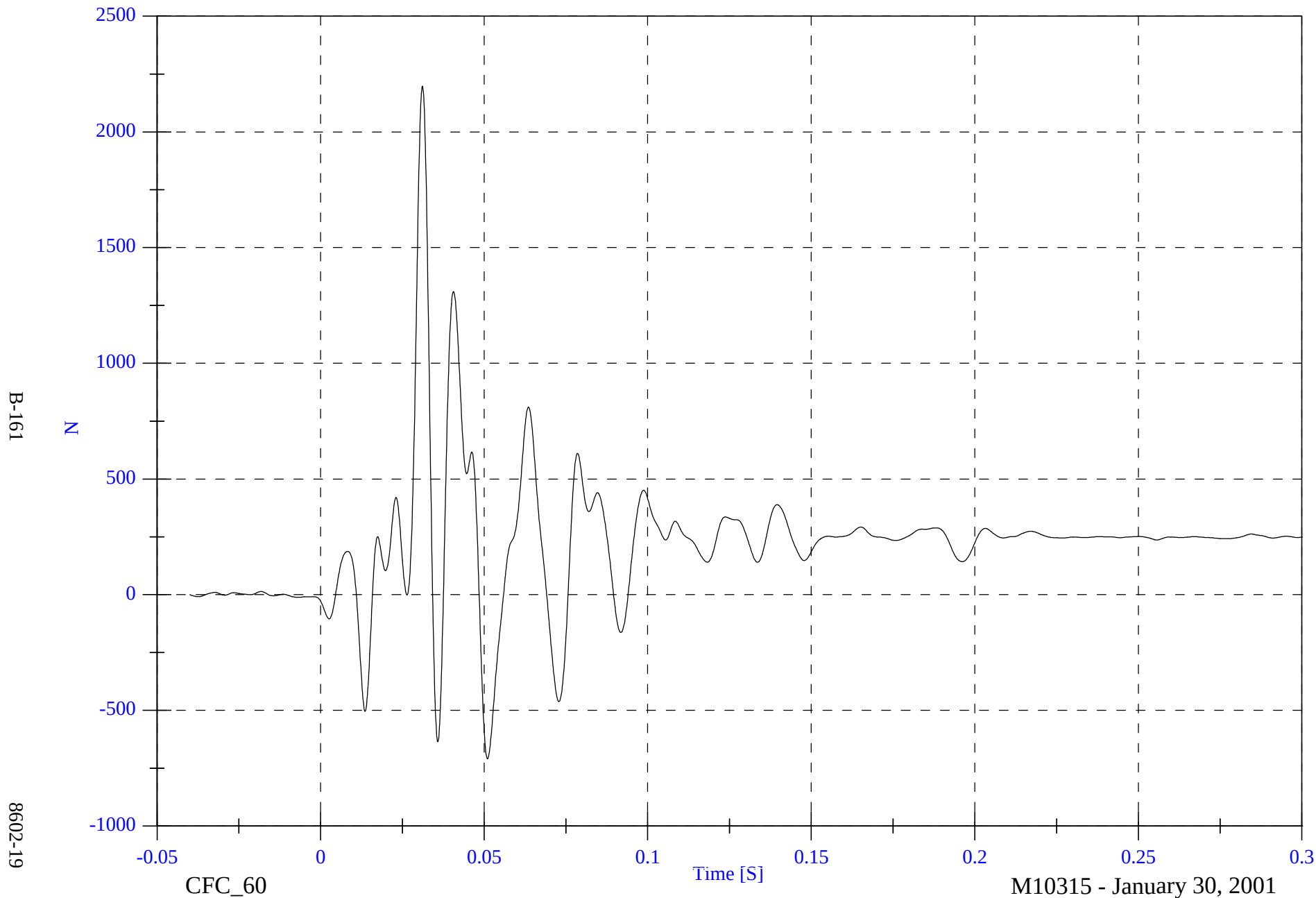


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D7 Fx

Max: 2198.3 [N] at 0.031 [S]

Min: -709.7 [N] at 0.051 [S]

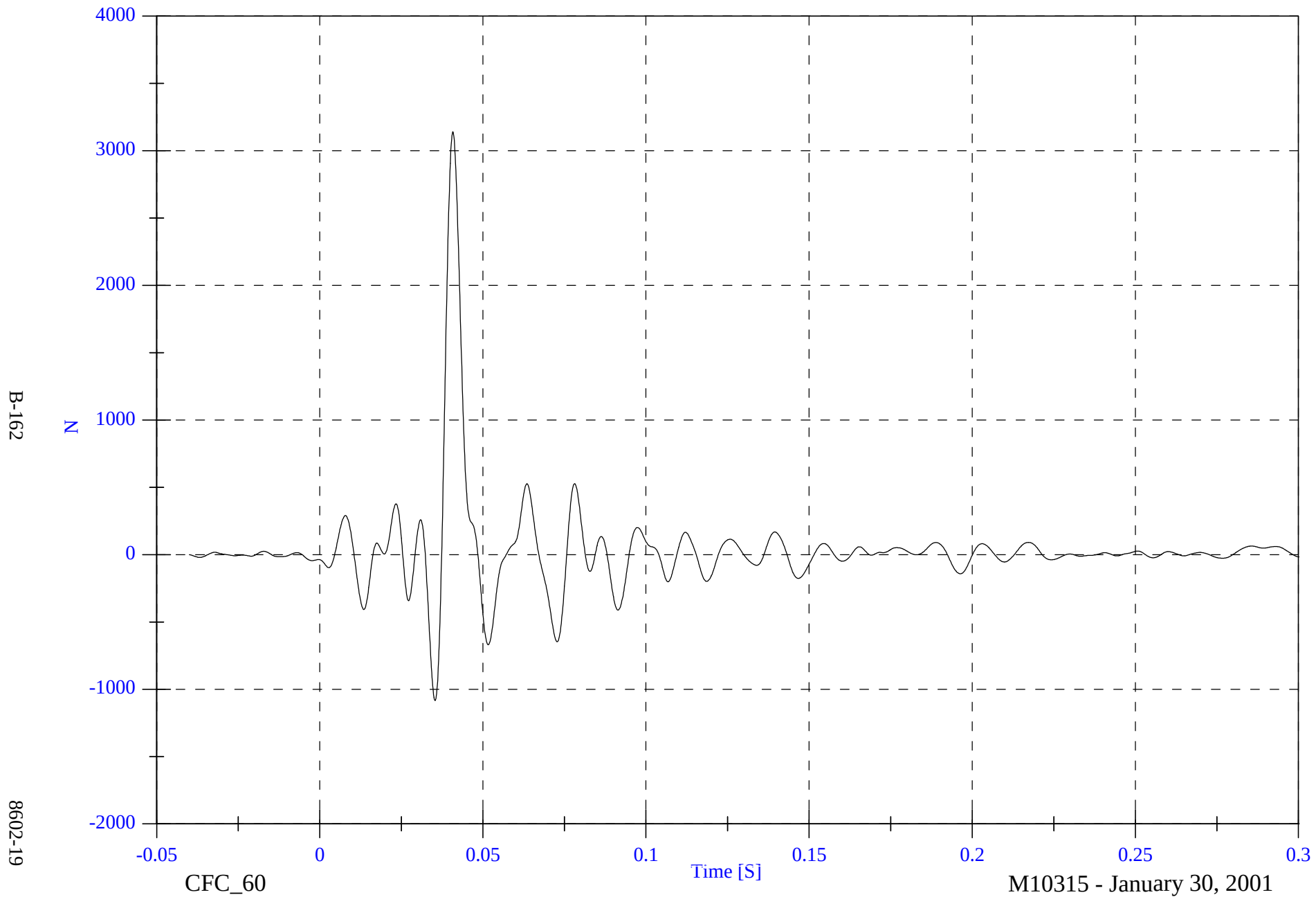


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D8 Fx

Max: 3141.6 [N] at 0.041 [S]

Min: -1084.1 [N] at 0.035 [S]

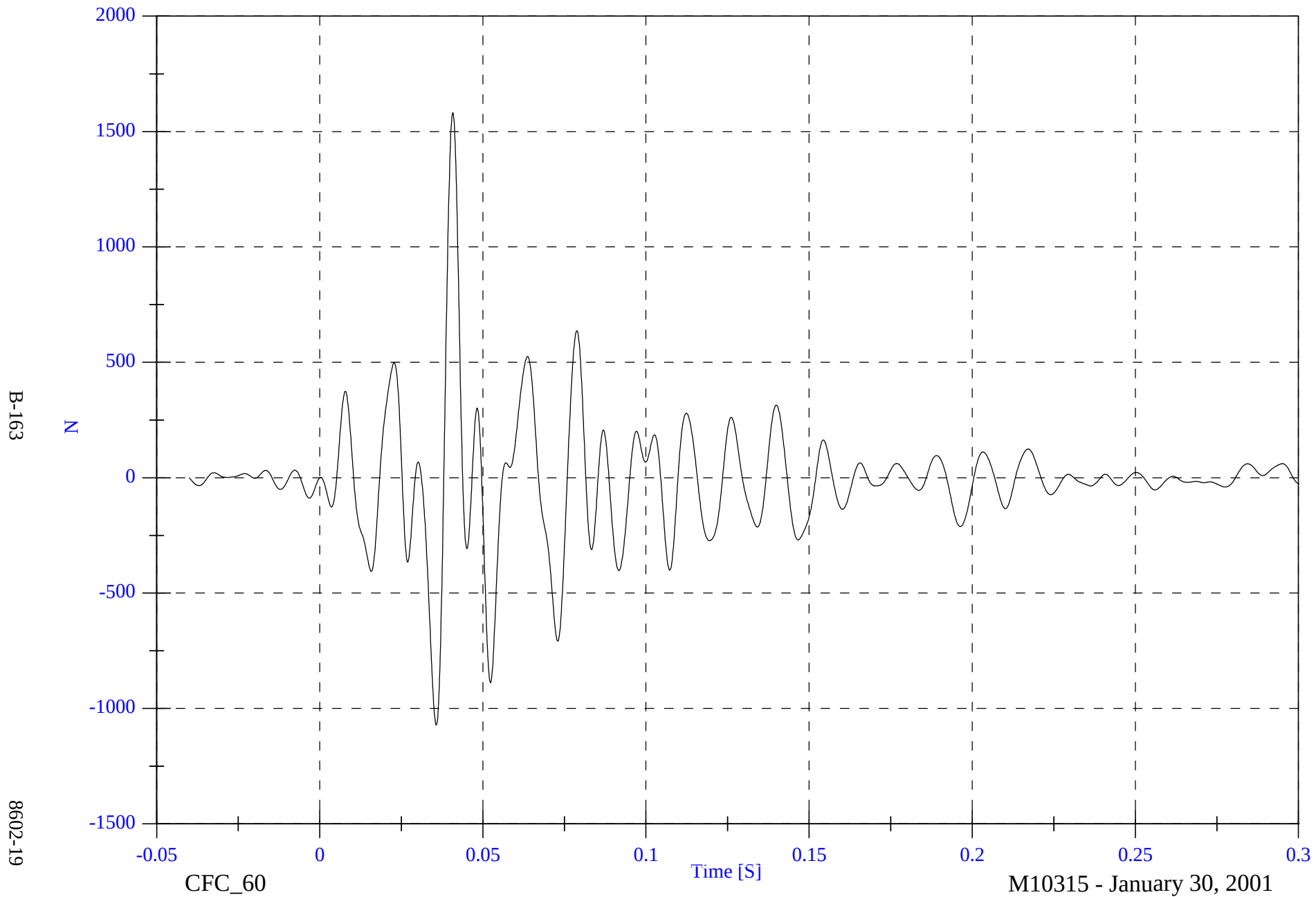


NCAP Test 19 - 2001 Chrysler Sebring

Barrier Load Cell D9 Fx

Max: 1582.3 [N] at 0.041 [S]

Min: -1072.2 [N] at 0.036 [S]

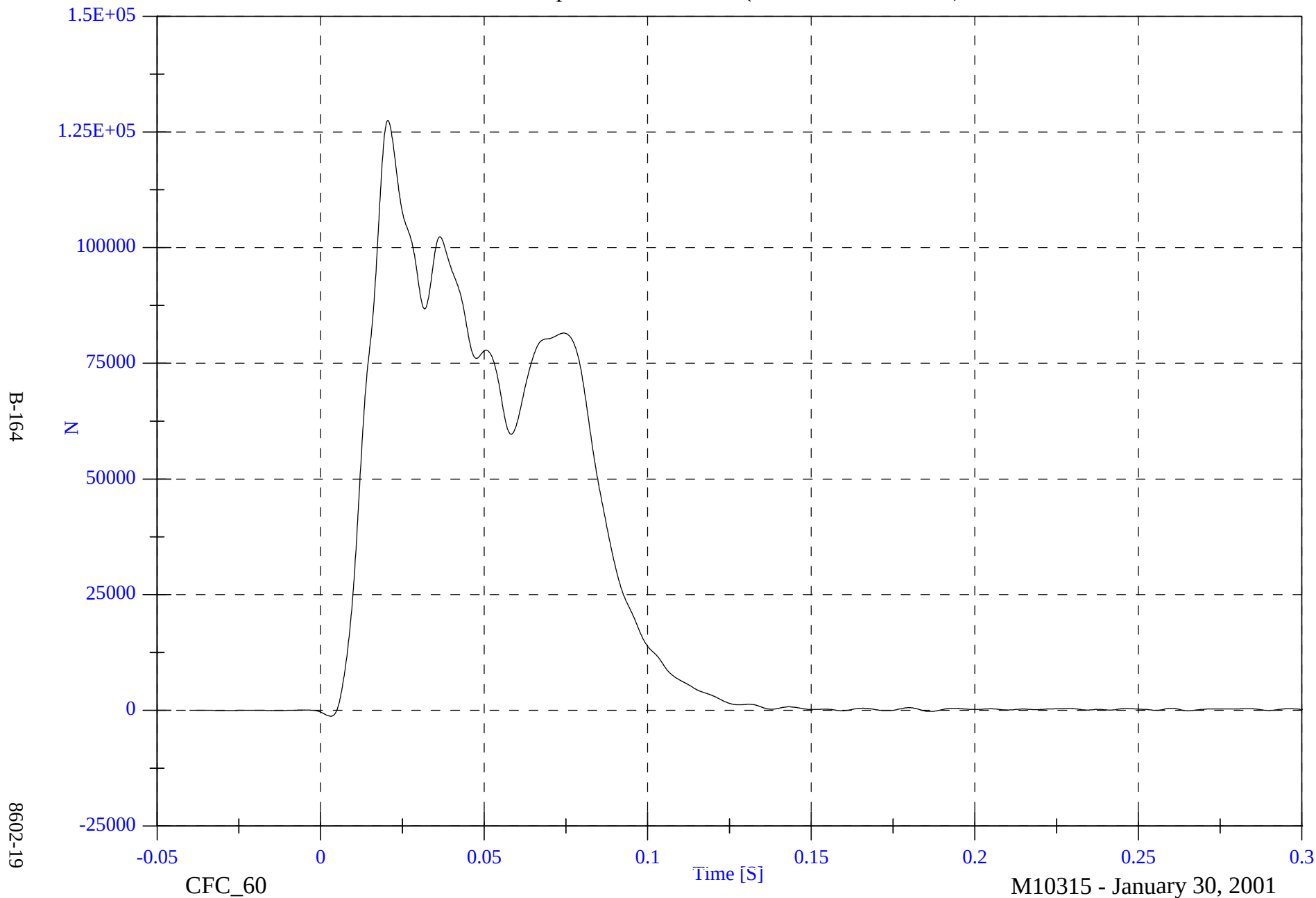


NCAP Test 19 - 2001 Chrysler Sebring

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

Max: 127474.0 [N] at 0.020 [S]

Min: -1263.7 [N] at 0.003 [S]

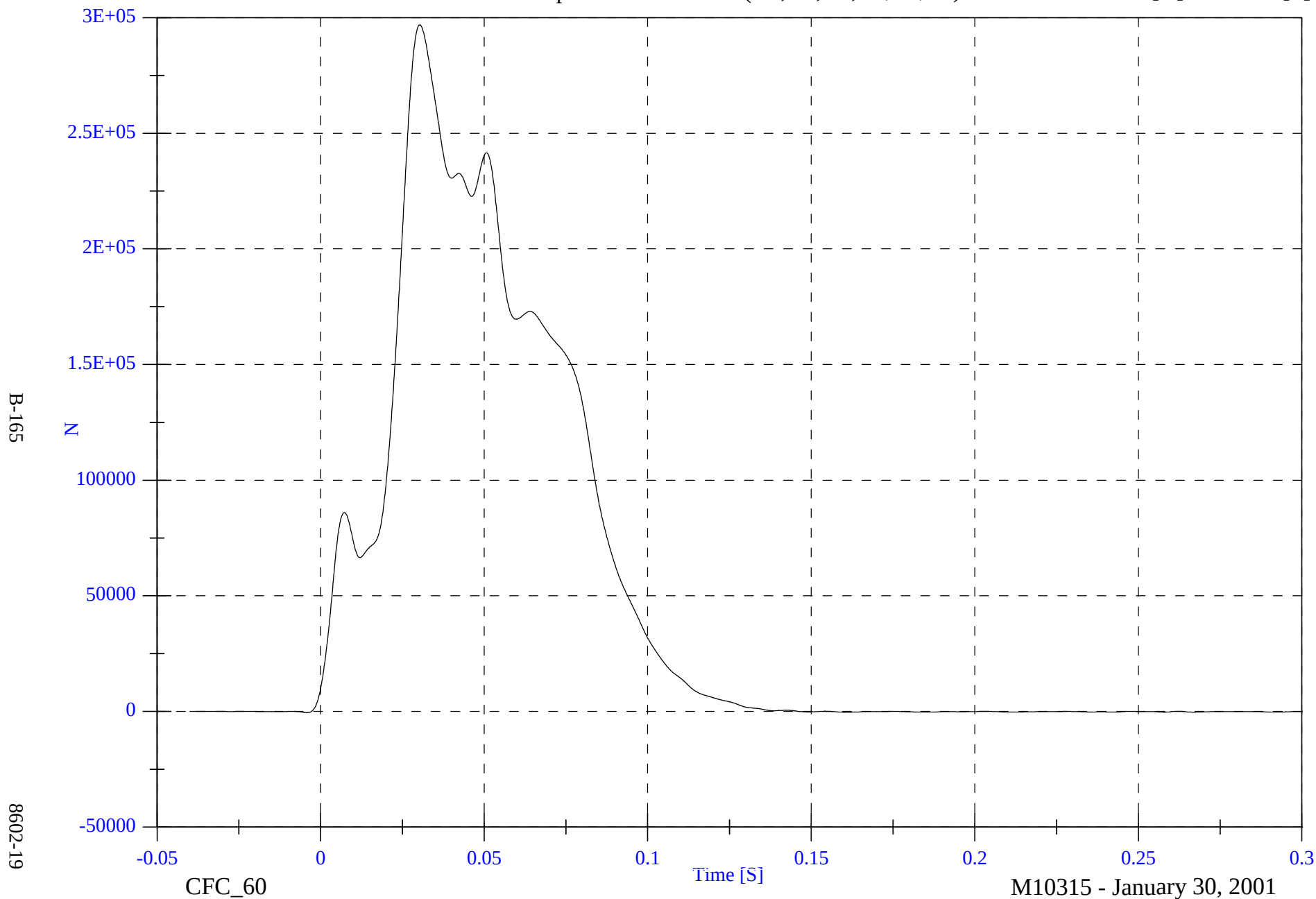


NCAP Test 19 - 2001 Chrysler Sebring

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

Max: 296865.8 [N] at 0.030 [S]

Min: -512.2 [N] at -0.004 [S]

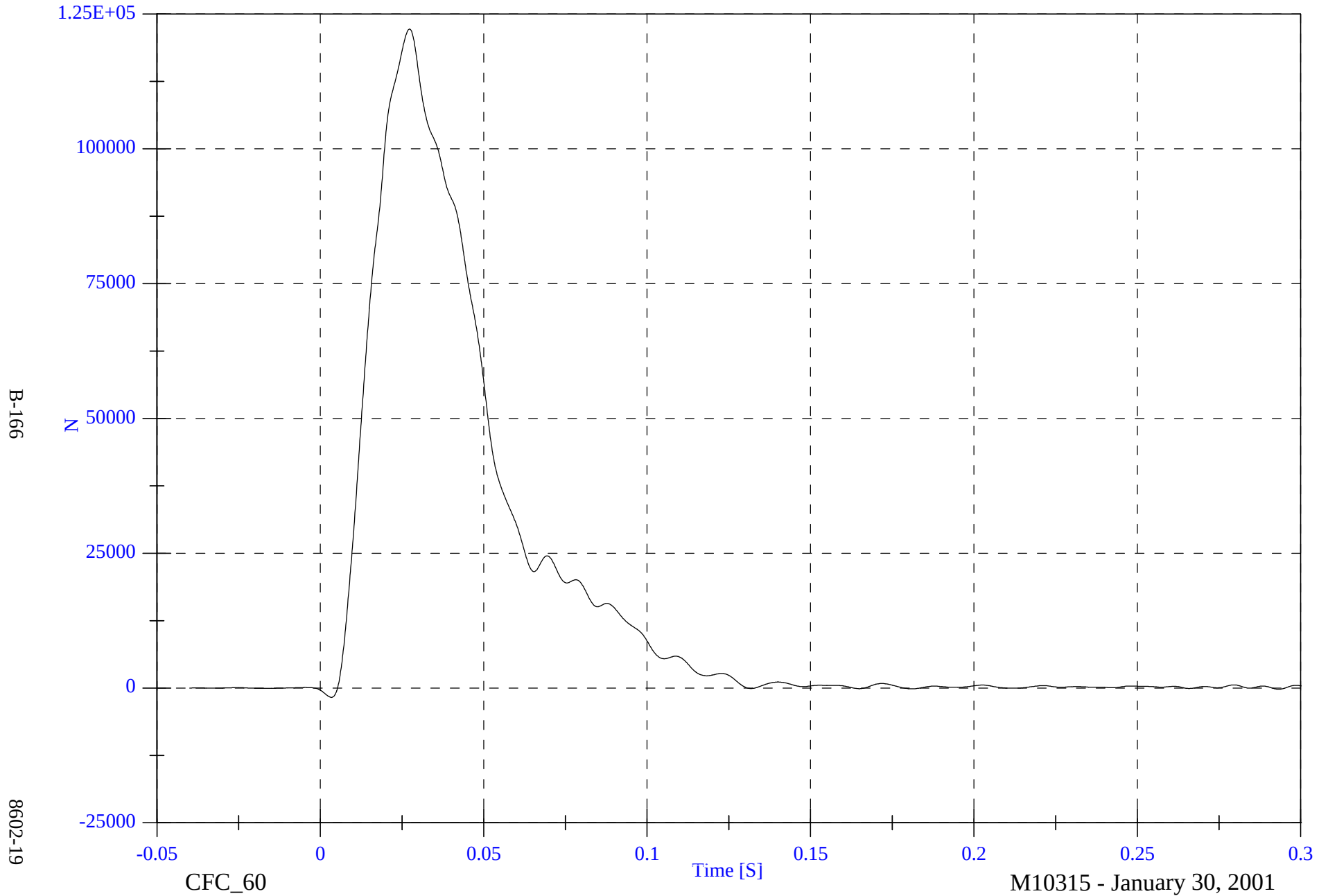


NCAP Test 19 - 2001 Chrysler Sebring

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

Max: 122242.8 [N] at 0.027 [S]

Min: -1738.6 [N] at 0.003 [S]

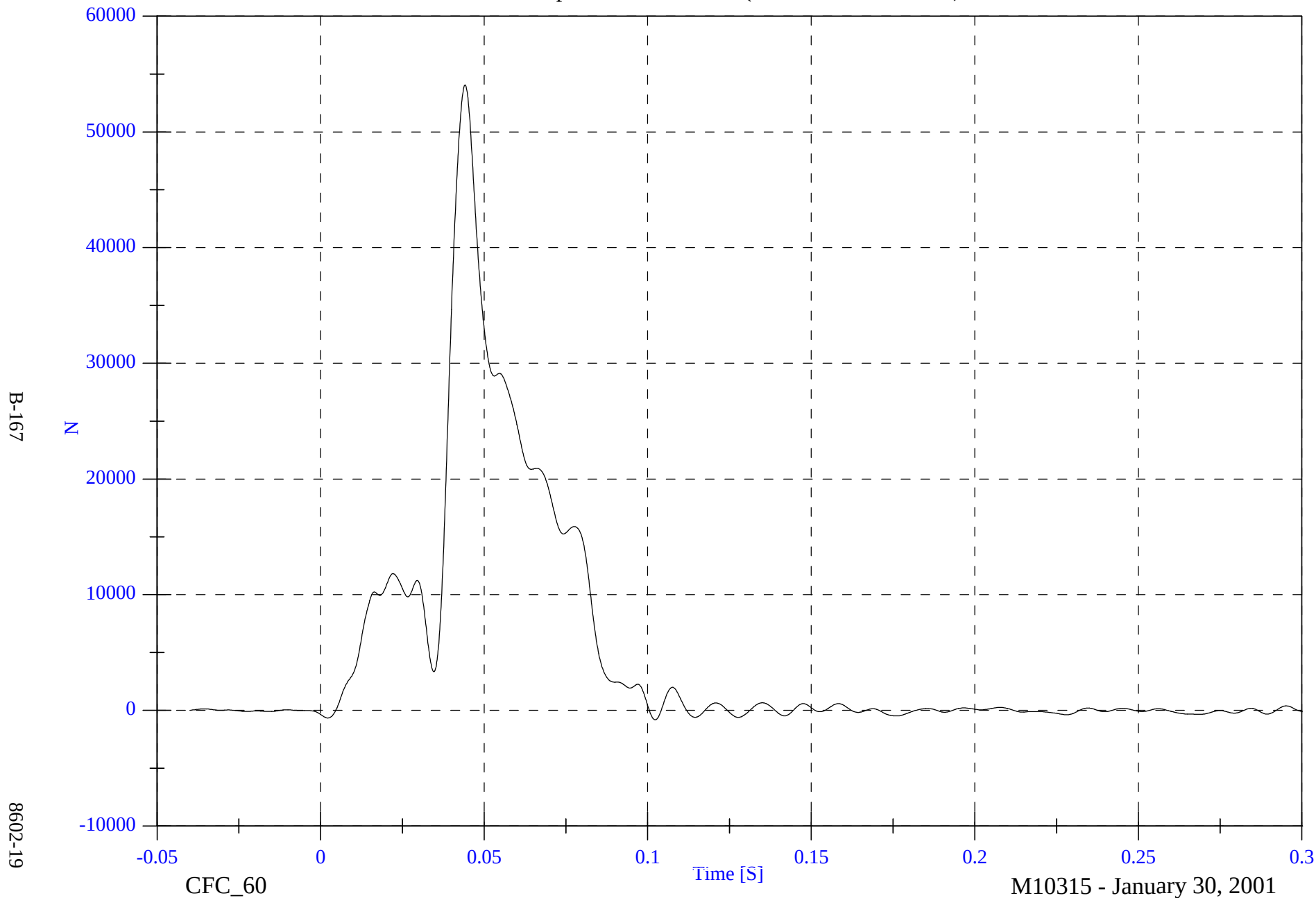


NCAP Test 19 - 2001 Chrysler Sebring

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

Max: 54058.3 [N] at 0.044 [S]

Min: -818.0 [N] at 0.102 [S]

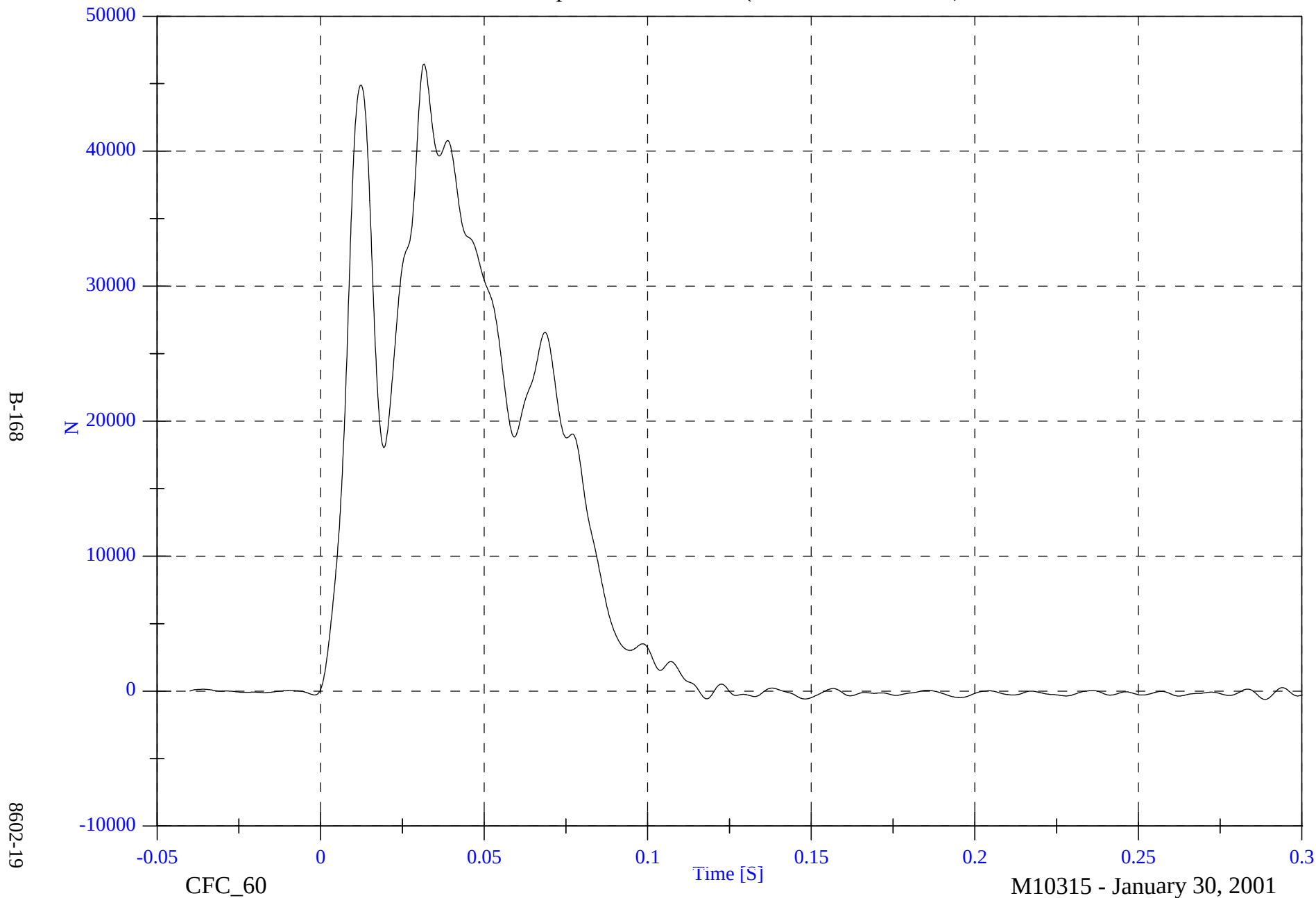


NCAP Test 19 - 2001 Chrysler Sebring

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

Max: 46463.0 [N] at 0.032 [S]

Min: -620.2 [N] at 0.289 [S]

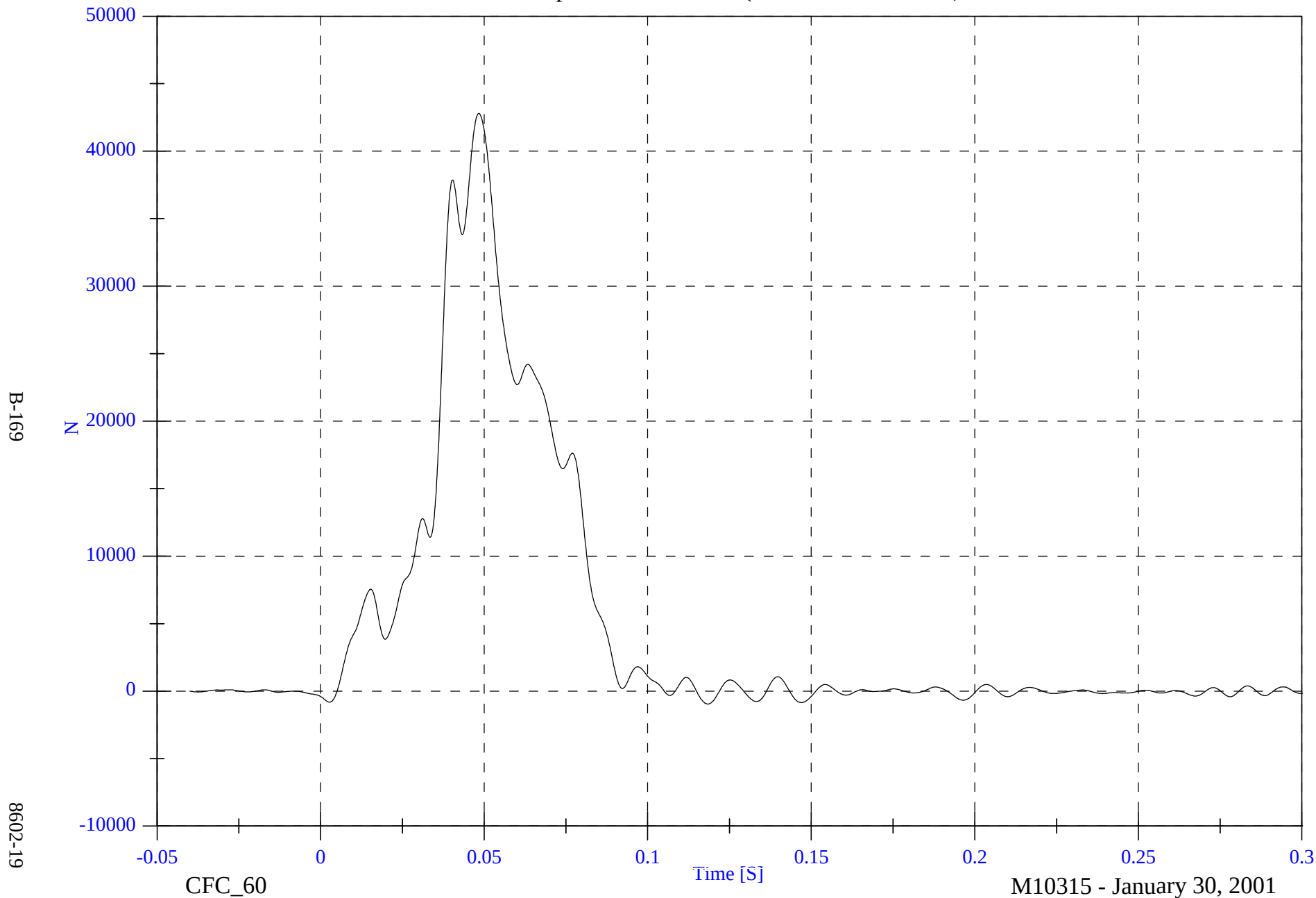


NCAP Test 19 - 2001 Chrysler Sebring

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

Max: 42798.2 [N] at 0.048 [S]

Min: -958.7 [N] at 0.118 [S]

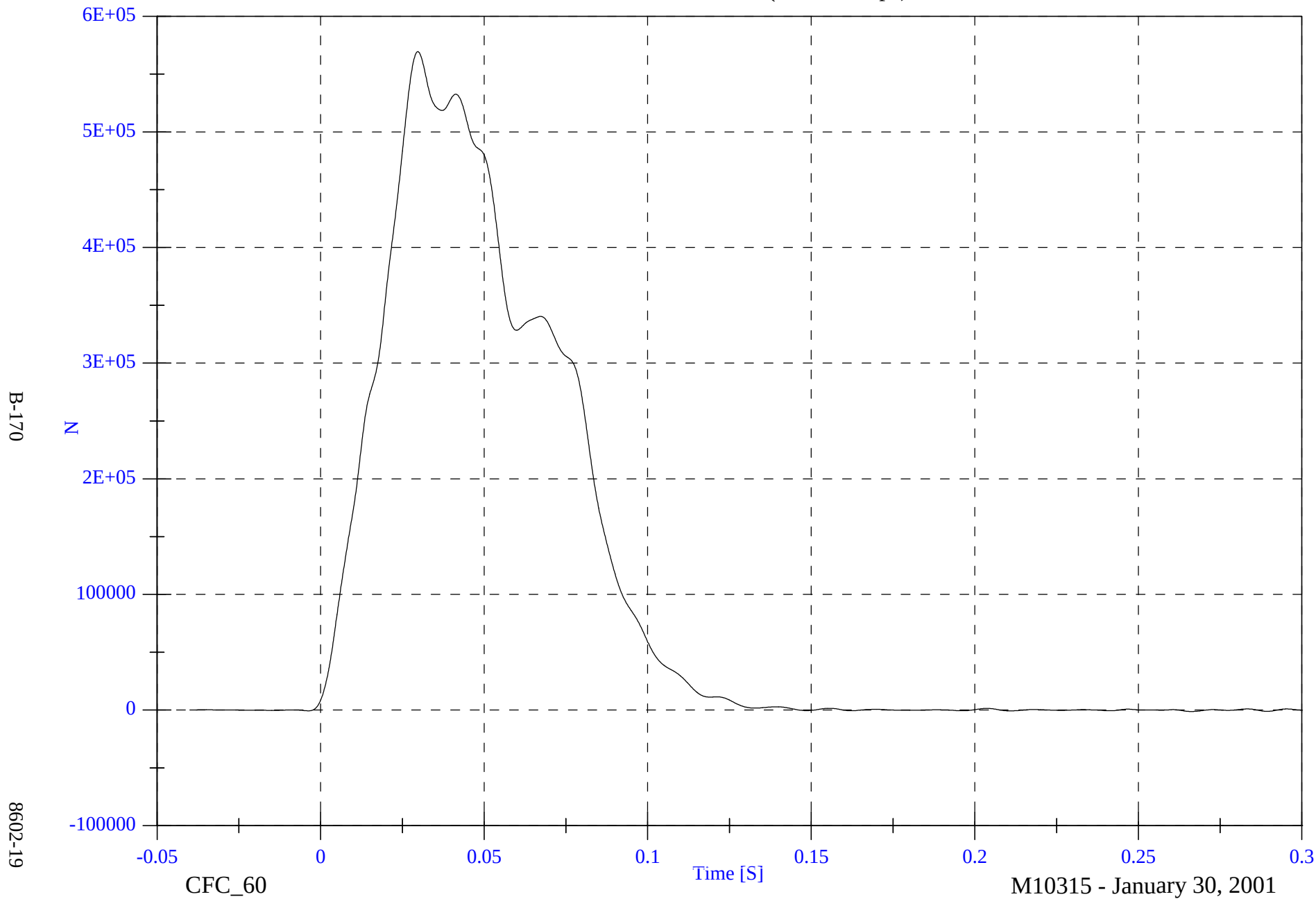


NCAP Test 19 - 2001 Chrysler Sebring

Total Load Cell Sum (All 6 Groups)

Max: 569364.8 [N] at 0.030 [S]

Min: -1299.2 [N] at 0.266 [S]



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:

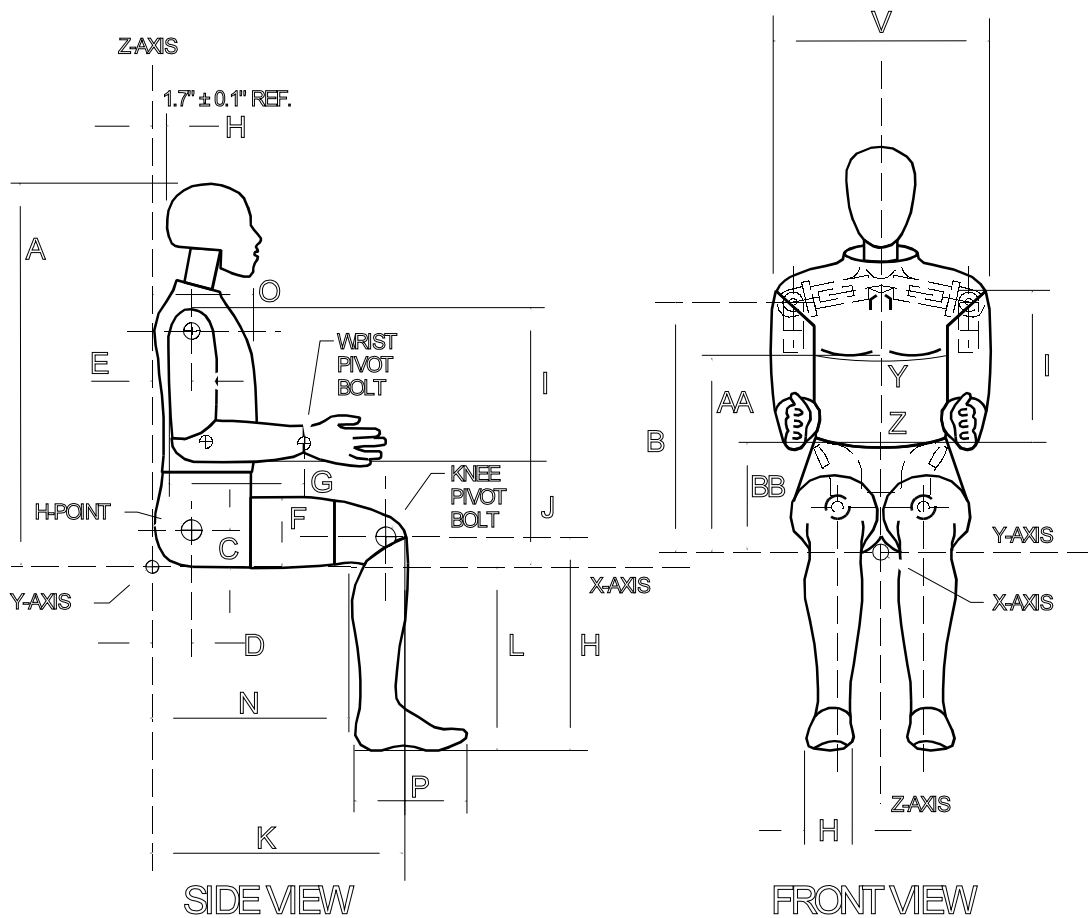
<u>Position No./Location</u>	<u>Serial No.</u>	<u>Completion Date</u>
#1/Driver	061	January 19, 2001
#2/Right Front Passenger	064	January 19, 2001

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 Inducant 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 061
Sequential Test Number 1
Date January 18, 2001
Workfile 061101.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	252.18
Peak Lateral Acceleration	15 G's Max	5.55
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	061	
Sequential Test Number	1	
Date	January 18, 2001	6 Axis Neck Transducer
Workfile	061101.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.0
Relative Humidity		10% - 70%	32.0
Impact Velocity		22.60 - 23.40 Ft/s	22.70
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	22.89
	20 ms	17.60 - 22.60 G's	19.47
	30 ms	12.50 - 18.50 G's	15.85
Max Pendulum G's Above 30 ms		29 G's Max	15.85
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	38.50
D Plane Rotation	Max	64 - 78 Deg	69.51
	Time	57 - 64 ms	62.38
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	78.38
	Time	47 - 58 ms	51.62
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	118.62
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	97.38

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	061	
Sequential Test Number	1	
Date	January 18, 2001	6 Axis Neck Transducer
Workfile	061101.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.0
Relative Humidity		10% - 70%	32.0
Impact Velocity		19.50 - 20.30 Ft/s	19.63
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	19.01
	20 ms	14.00 - 19.00 G's	16.92
	30 ms	11.00 - 16.00 G's	13.52
Max Pendulum G's Above 30 ms		22 G's Max	13.52
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	40.25
D Plane Rotation	Max	81 - 106 Deg	95.26
	Time	72 - 82 ms	75.50
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-46.41
	Time	65 - 79 ms	71.50
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	147.75
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	137.00

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 061
Sequential Test Number 1
Date January 19, 2001
Workfile 061101.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70.0
Relative Humidity	10% - 70%	30.0
Pendulum Velocity	21.6 - 22.4 Ft/s	21.8
Maximum Deflection	2.50 - 2.86 in	2.58
Maximum Resistive Force	1160 - 1325 Lbs	1212.12
Internal Hysteresis	69 - 85 %	78.20

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 061
Sequential Test Number 1
Date January 19, 2001
Workfile 061101.lf/061101.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	30.0
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1207.61
RIGHT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	30.0
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1198.30

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 061
Sequential Test Number 1
Date January 19, 2001

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			71
Relative Humidity			33
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	33.5
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	6.1
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.7
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.5
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.1
Elbow Rest Height	J	7.5 - 8.3 in	7.7
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.4
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
HEAD DROP TEST

Dummy Serial Number 064
Sequential Test Number 1
Date January 18, 2001
Workfile 064101.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	70.0
Relative Humidity	10% - 70%	32.0
Peak Resultant Acceleration	225-275 G's	240.04
Peak Lateral Acceleration	15 G's Max	11.82
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	064	
Sequential Test Number	1	
Date	January 18, 2001	6 Axis Neck Transducer
Workfile	064101.nfl	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.0
Relative Humidity		10% - 70%	32.0
Impact Velocity		22.60 - 23.40 Ft/s	22.76
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	22.52
	20 ms	17.60 - 22.60 G's	20.22
	30 ms	12.50 - 18.50 G's	15.54
Max Pendulum G's Above 30 ms		29 G's Max	15.54
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	39.62
D Plane Rotation	Max	64 - 78 Deg	70.83
	Time	57 - 64 ms	61.88
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	73.70
	Time	47 - 58 ms	53.62
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	117.50
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	99.12

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	064	
Sequential Test Number	1	
Date	January 18, 2001	6 Axis Neck Transducer
Workfile	064101.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.0
Relative Humidity		10% - 70%	32.0
Impact Velocity		19.50 - 20.30 Ft/s	19.67
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	19.56
	20 ms	14.00 - 19.00 G's	16.97
	30 ms	11.00 - 16.00 G's	13.62
Max Pendulum G's Above 30 ms		22 G's Max	13.62
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	39.50
D Plane Rotation	Max	81 - 106 Deg	99.41
	Time	72 - 82 ms	73.62
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-52.20
	Time	65 - 79 ms	70.75
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	148.25
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	139.50

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 064
Sequential Test Number 1
Date January 19, 2001
Workfile 064101.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70.0
Relative Humidity	10% - 70%	30.0
Pendulum Velocity	21.6 - 22.4 Ft/s	21.9
Maximum Deflection	2.50 - 2.86 in	2.69
Maximum Resistive Force	1160 - 1325 Lbs	1214.31
Internal Hysteresis	69 - 85 %	76.88

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 064
Sequential Test Number 1
Date January 19, 2001
Workfile 064101.lf / 064101.rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	30.0
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1126.33
RIGHT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	30.0
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1128.48

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 064
Sequential Test Number 1
Date January 19, 2001

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			71
Relative Humidity			33
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.1
Waist Circumference	Z	32.9 - 34.1 in	33.5
Chest Depth	O	8.4 - 9.0 in	8.6
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.3
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.4
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 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-J33019	11/30/00	5/31/01
	Y	ENDEVCO	AC-J33127	11/30/00	5/31/01
	Z	ENDEVCO	AC-J32782	11/30/00	5/31/01
Head	X (R)	ENDEVCO	AC-J31060	11/30/00	5/31/01
	Y (R)	ENDEVCO	AC-J31050	11/30/00	5/31/01
	Z (R)	ENDEVCO	AC-P16593	9/13/00	3/14/01
Neck Load Cell	X	DENTON	LC-205FX	8/28/00	2/26/01
	Y	DENTON	LC-205FY	8/28/00	2/26/01
	Z	DENTON	LC-205FZ	8/28/00	2/26/01
Neck Moment	X	DENTON	LC-205MX	8/28/00	2/26/01
	Y	DENTON	LC-205MY	8/28/00	2/26/01
	Z	DENTON	LC-205MZ	8/28/00	2/26/01
Chest	X	ENDEVCO	AC-J33351	11/30/00	5/31/01
	Y	ENDEVCO	AC-J32787	11/30/00	5/31/01
	Z	ENDEVCO	AC-J32838	11/30/00	5/31/01
Chest	X (R)	ENDEVCO	AC-J32791	11/30/00	5/31/01
	Y (R)	ENDEVCO	AC-J33156	11/30/00	5/31/01
	Z (R)	ENDEVCO	AC-J33020	11/30/00	5/31/01
Chest Deflection Gauge		SERVO	DS-061	11/10/00	5/11/01
Pelvic	X	ENDEVCO	AC-J32383	8/4/00	2/2/01
	Y	ENDEVCO	AC-J32186	8/4/00	2/2/01
	Z	ENDEVCO	AC-J32098	8/4/00	2/2/01

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

(6 Month Calibration Minimum)

DRIVER DUMMY (S/N 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-419	12/1/00	6/1/01
Right Femur Load Cell		GSE	LC-723	12/1/00	6/1/01
Left Upper Tibia	Mx	DENTON	LC-045MX	11/4/00	5/5/01
	My	DENTON	LC-045MY	11/4/00	5/5/01
Left Lower Tibia	Fz	DENTON	LC-125FZ	11/4/00	5/5/01
	Mx	DENTON	LC-125MX	11/4/00	5/5/01
	My	DENTON	LC-125MY	11/4/00	5/5/01
Right Upper Tibia	Mx	DENTON	LC-038MX	11/9/00	5/10/01
	My	DENTON	LC-038MY	11/9/00	5/10/01
Right Lower Tibia	Fz	DENTON	LC-124FZ	11/9/00	5/10/01
	Mx	DENTON	LC-124MX	11/9/00	5/10/01
	My	DENTON	LC-124MY	11/9/00	5/10/01
Left Foot Rear	X	ENDEVCO	AC-P16951	10/2/00	4/2/01
	Z	ENDEVCO	AC-P17152	10/2/00	4/2/01
Left Foot Front	Z	ENDEVCO	AC-P16975	10/2/00	4/2/01
Right Foot Rear	X	ENDEVCO	AC-J31042	11/7/00	5/8/01
	Z	ENDEVCO	AC-J32176	11/7/00	5/8/01
Right Foot Front	Z	ENDEVCO	AC-J31009	11/8/00	5/9/01
Lap Belt Load Cells		LEBOW	LC-706	12/1/00	6/1/01
Shoulder Belt Load Cells		-	-	-	-
Spool-Out Potentiometer		-	-	-	-
Belt Stretch Transducer		-	-	-	-

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-P12587	9/15/00	3/16/01
	Y	ENDEVCO	AC-P16625	11/21/00	5/22/01
	Z	ENDEVCO	AC-P16662	9/13/00	3/14/01
Head	X (R)	ENDEVCO	AC-P14388	9/15/00	3/16/01
	Y (R)	ENDEVCO	AC-P16597	11/21/00	5/22/01
	Z (R)	ENDEVCO	AC-P17236	9/13/00	3/14/01
Neck Load Cell	X	DENTON	LC-440FX	11/16/00	5/17/01
	Y	DENTON	LC-440FY	11/15/00	5/16/01
	Z	DENTON	LC-440FZ	11/16/00	5/17/01
Neck Moment	X	DENTON	LC-440MX	11/16/00	5/17/01
	Y	DENTON	LC-440MY	11/16/00	5/17/01
	Z	DENTON	LC-440MZ	11/16/00	5/17/01
Chest	X	ENDEVCO	AC-P16583	9/6/00	3/7/01
	Y	ENDEVCO	AC-P16585	9/6/00	3/7/01
	Z	ENDEVCO	AC-P16576	9/6/00	3/7/01
Chest	X (R)	ENDEVCO	AC-P15526	9/6/00	3/7/01
	Y (R)	ENDEVCO	AC-P16587	9/6/00	3/7/01
	Z (R)	ENDEVCO	AC-P15534	9/6/00	3/7/01
Chest Deflection Gauge		SERVO	DS-064	12/7/00	6/7/01
Pelvic	X	ENDEVCO	AC-P13323	11/20/00	5/21/01
	Y	ENDEVCO	AC-P13331	11/20/00	5/21/01
	Z	ENDEVCO	AC-P13356	11/20/00	5/21/01

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-954	12/1/00	6/1/01
Right Femur Load Cell		GSE	LC-955	12/1/00	6/1/01
Left Upper Tibia	Mx	DENTON	LC-016MX	11/9/00	5/10/01
	My	DENTON	LC-016MY	11/9/00	5/10/01
Left Lower Tibia	Fz	DENTON	LC-123FZ	11/9/00	5/10/01
	Mx	DENTON	LC-123MX	11/9/00	5/10/01
	My	DENTON	LC-123MY	11/9/00	5/10/01
Right Upper Tibia	Mx	DENTON	LC-023MX	11/9/00	5/10/01
	My	DENTON	LC-023MY	11/9/00	5/10/01
Right Lower Tibia	Fz	DENTON	LC-111FZ	11/9/00	5/10/01
	Mx	DENTON	LC-111MX	11/9/00	5/10/01
	My	DENTON	LC-111MY	11/9/00	5/10/01
Left Foot Rear	X	ENDEVCO	AC-J30491	1/12/01	7/13/01
	Z	ENDEVCO	AC-J31026	1/22/01	7/23/01
Left Foot Front	Z	ENDEVCO	AC-J32831	1/22/01	7/23/01
Right Foot Rear	X	ENDEVCO	AC-J32832	1/22/01	7/23/01
	Z	ENDEVCO	AC-J33376	1/22/01	7/23/01
Right Foot Front	Z	ENDEVCO	AC-J31095	1/12/01	7/13/01
Lap Belt Load Cells		LEBOW	LC-711	12/1/00	6/1/01
Shoulder Belt Load Cells		-	-	-	-
Spool-Out Potentiometer		-	-	-	-
Belt Stretch Transducer		-	-	-	-

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS

(6 Month Calibration Minimum)

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember	ICS	AC-X86	8/14/00	2/12/01
Right Rear Seat Crossmember	ICS	AC-H20	8/11/00	2/9/01
Top of Engine	ICS	AC-D80	8/11/00	2/9/01
Bottom of Engine	ENDEVCO	AC-APBB6	12/10/00	6/10/01
Right Disc Brake Caliper	ENDEVCO	AC-A14312	1/12/01	7/13/01
Instrument Panel	ENDEVCO	AC-A13513	1/12/01	7/13/01
Left Disc Brake Caliper	ENDEVCO	AC-A14481	1/12/01	7/13/01
Left Seat Rear Crossmember (R)	ICS	AC-Y17	8/25/00	2/23/01
Right Seat Rear Crossmember (R)	ICS	AC-D61	8/14/00	2/12/01