

REPORT NUMBER KAR21001-15

**NEW CAR ASSESSMENT PROGRAM
FRONTAL BARRIER IMPACT TEST**

**MITSUBISHI MOTORS
2001 DODGE STRATUS SE
2 DOOR COUPE
NHTSA NUMBER: M10311**

**PREPARED BY:
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9270 HOLLY ROAD
ADELANTO, CALIFORNIA 92301**



APRIL 18, 2001

FINAL REPORT

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Technical Report Documentation Page

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16. Abstract A 35 mph (56.3 km/h) frontal barrier impact was conducted on a 2001 Dodge Stratus SE 2 Door Coupe at KARCO Engineering on 3/1/01. This test was conducted to obtain data indicant of FMVSS 208, 212, 219 (partial), 301, and footwell intrusion performance. The impact velocity is 56.07 km/h. The ambient temperature at the barrier face at the time of impact is 11.6 degrees Celcius. The vehicle's maximum post test static crush is 503 mm located at the vehicle centerline. The test vehicle is equipped with a 3-point continuous belt system and second generation supplemental airbags in both front outboard seating positions. With respect to FMVSS 208 "Occupant Crash Protection", the occupant injury criteria summary is as follows:					
Measurement Description		Units	Threshold	Driver ATD	Passenger ATD
Head Injury Criteria (HIC)		N/A	1000	463.4	408.0
Max. Thorax Accel. (3 msec Clip)		G's	60	54.1	50.3
Left Femur force		Newtons	10009	-5895.9	-3387.8
Right Femur Force		Newtons	10009	-3632.1	-3705.7
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TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
1	Purpose, Test Procedures and Summary of Test M10311	1
2	Occupant and Vehicle Information Data Sheets	3
 <u>Appendix</u>		
A	Photographs	A
B	Dummy and Vehicle Response Data Traces	B
C	Load Cell Barrier Data Traces	C
D	Instrumentation and Data Channel Assignments	D
E	Dummy Calibration Data Traces and Tables	E
 <u>Data Sheet No.</u>		
1	Crash Test Summary	4
2	General Test and Vehicle Parameter Data	5
3	Post Impact Data	7
4	Test Vehicle Information	8
5	Dummy Positioning in Vehicle	10
6	Seat Belt Positioning Data	12
7	Vehicle Accelerometer Location and Data Summary	13
8	Hybrid III ATD Injury Criteria and Sensor Data	14
9	Seat Belt Assessment Test Data	17
10	Summary of FMVSS 212 Data	18
11	Windshield Zone Intrusion FMVSS 219 Data (Partial)	19
12	FMVSS 301 Fuel System Integrity Post Impact Data	20
13	FMVSS 301 Static Rollover Data	21
14	Vehicle Measurements	22
15	Camera Locations	24
16	Photographic Reference Target Locations	25
17	Vehicle Intrusion Measurements	26
18	Load Cell Locations on Fixed Barrier	30
19	Accident Investigation Division Data	31
20	Dummy/Vehicle Temperature Stabilization Chart	32

SECTION 1

PURPOSE, TEST PROCEDURE AND SUMMARY OF TEST M10311

1.1 PURPOSE

The purpose of this 35 mph (56.3 km/h) frontal barrier impact test is to obtain vehicle crashworthiness, occupant restraint system performance, and lower leg data for frontal barrier impacts. The impact velocity used in this test is in excess of the current 30 mph (48.3 km/h) FMVSS 208/212/219/301 requirements.

1.2 TEST PROCEDURE

This 56.3-km/h frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards (OCS) New Car Assessment Program (NCAP) Laboratory Indicant Test Procedure, dated 01 October 1996 and the corresponding KARCO Engineering Test Procedure KTP-001, dated October 18, 1996. Data was obtained indicant of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Retention"; FMVSS 219, "Windshield Zone Intrusion (Partial)"; and FMVSS 301 "Fuel System Integrity" performance. Procedures for receiving, inspection testing and reporting of test results are described in the test procedures and are not repeated in this report.

The test was conducted at KARCO Engineering on March 1, 2001 at a speed of 56.07 km/h. The test vehicle was instrumented with eight (8) accelerometers to measure longitudinal axis accelerations. The driver and passenger's restraint systems were instrumented with four (4) seat belt load cells to measure lap and shoulder belt tension. The specified impact velocity range was 55.5 to 57.1 km/h. The frontal barrier impact event was documented by one (1) real-time panning motion picture camera and seventeen (17) high-speed motion picture cameras. The pre- and post-test conditions were recorded by one (1) real-time motion picture camera. Camera locations and pertinent camera information is documented in the data sheets. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The test vehicle contained two (2) part 572E 50th percentile adult male anthropomorphic test devices (ATDs). Both ATDs were instrumented with head, chest, and pelvic tri-axial accelerometers, left and right femur load cells, upper and lower tibia sensors, and foot accelerometers. In addition, chest displacement and upper neck six-axis force and moment sensors were utilized. The ATDs were positioned in the front outboard seating positions according to the dummy placement procedures specified in the Laboratory Indicant Test Procedure. Ninety-six (96) channels of data were recorded with a PC based (TDAS) on-board data acquisition system. The data was digitally sampled at 10,000 samples per second and processed per section IP11 of the Laboratory Indicant Test Procedure.

The Driver ATD (Serial No. 35) and the right-front passenger ATD (Serial No. 34) were calibrated two tests prior to this test. FMVSS 208 "Occupant Crash Protection" injury criteria were not exceeded by either ATD during this frontal barrier impact test.

1.3 SUMMARY OF FRONTAL BARRIER IMPACT TEST

A rigid load cell barrier was impacted by a 2001 Dodge Stratus SE 2 Door Coupe at a velocity of 56.07 km/h. The test vehicle weight is 1578 kilograms with two (2) part 572E 50th percentile adult male ATDs. Twenty-four (24) load cell barrier data channels were obtained in conducting the March 1, 2001 NCAP test. The test vehicle is a gasoline vehicle, equipped with a transverse mounted, 4-cylinder engine and a 5-speed manual transmission.

The driver Head Injury Criteria (HIC) is 463.4. The maximum resultant chest deceleration over three (3) milliseconds is 54.1 g's. The left and right femur loads are -5895.9 and -3632.1 Newton's, respectively. Chest deflection for the driver ATD peaked at -25.5 mm. The driver ATD head contacted the airbag/headrest, its chest contacted the airbag/belt, the abdomen contacted the belt, with both knees contacting the steering column and dash.

The right front passenger's HIC is 408.0. The maximum resultant chest deceleration over three (3) milliseconds is 50.3 g's. The left and right femur loads are -3387.8 and -3705.7 Newton's respectively. Chest deflection for the passenger ATD peaked at -24.2 mm. The passenger ATD head contacted the airbag and headrest, the chest and abdomen contacted the airbag/belt, the left knee and the right knee contacted the glove box.

Maximum shoulder belt spool out as measured by on-board potentiometers is 268.2 mm for the driver ATD and 311.2 mm for the passenger ATD. Shoulder belt stretch is not measured with pretensioners.

There was 100 percent windshield retention (minimum 50 percent required for passive restraint systems). No intrusion occurred into the protected or unprotected zone of the windshield. No Stoddard solvent leakage occurred after impact or during any phase of the rollover.

The test vehicle sustained a maximum static crush of 503 mm located at the vehicle centerline. Both the driver and passenger side doors opened without the aid of tools.

1.4 GENERAL COMMENTS

The 2001 Dodge Stratus SE 2 Door Coupe passed the requirements of FMVSS 208, FMVSS 212, FMVSS 219 and FMVSS 301-75. Data pertaining to these standards are presented in the data sheets.

The vehicle, occupant, camera and measurement data are presented in Section 2. Appendix A contains the still photograph prints. Appendix B contains the dummy and vehicle response data traces. Appendix C contains Load Cell Barrier information. Appendix D contains the instrumentation data channel assignments. Appendix E contains the dummy calibration data and Appendix F contains the owner's manual instructions for the occupant seating and restraint systems.

SECTION 2
OCCUPANT AND VEHICLE INFORMATION/DATA SHEETS

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

CONVERSION FACTORS USED IN THIS REPORT*

Quantity	Typical Application	Std Units	Metric Unit	Multiply By
Mass	Vehicle Weight	lb	kg	0.4536
Linear Velocity	Impact Velocity	mile/h	km/h	1.609
Length or Distance	Measurements	in	mm	25.4
Volume	Fuel Systems	gal	liter	3.785
Volume	Small Fluids	oz	mL	29.573
Pressure	Tire Pressures	lbf/in ²	kPa	7.0
Volume	Liquid	gal	liter	3.785
Temperature	General Use	°F	°C	$=(t_f - 32)/1.8$
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf/ft	Nm	1.355

* Based on the Recommended Practice in SAE J916, May 85

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

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
 Test Date: 03/01/01

PRIMARY IMPACT DATA

Measured Parameter	Units	Value
Velocity at Impact	km/h	56.07
Test Weight	kg	1578
Impact Angle	degrees	0
Average Rebound	mm	720
Maximum Static Crush	mm	503

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Front Door Opening	Opened	Opened
Rear Door Opening	N/A	N/A
Seat Track Shift (mm)	None	None
Seat Back Failure	None	None

TEST DUMMY INFORMATION

Description	Driver	Passenger
Dummy Type / Serial No.	50% Male Hybrid III / No. 35	50% Male Hybrid III / No. 34
Head Contact	Airbag/Headrest	Airbag/Headrest
Chest Contact	Airbag/Belt	Airbag/Belt
Abdomen Contact	Belt	Airbag/Belt
Left Knee Contact	Steering Column/Dash	Glove Box
Right Knee Contact	Steering Column/Dash	Glove Box

16mm MOVIE COVERAGE

High Speed	17
Real Time	1
Total	18

DATA CHANNELS

Driver ATD Sensors	40
Passenger ATD Sensors	40
Belt Assessment Sensors	8
Vehicle Structure Accelerometers	8
Rigid Barrier Load Cells	24
Total	120

DATA SHEET NO. 2
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

TEST VEHICLE INFORMATION

Manufacturer	Dodge
Model	Stratus SE
Body Style	2 Door Coupe
Project NO.	KAR21001-15
VIN	4B3AG42G21E103927
Color	Satin White
Delivery Date	1/18/01
Odometer Reading (mile)	145
Dealer	Moss Motors
Transmission	5-Speed Manual
Final Drive	Front
Number of Cylinders	4
Engine Displacement (L)	2.4
Engine Placement	Transverse

TEST VEHICLE OPTIONS

Driver Airbag	Yes
Passenger Airbag	Yes
Power Windows	No
Power Steering	Yes
Power Door Locks	Yes
Tilt Wheel	Yes
Air Conditioning	Yes
Power Brakes	Yes
Disc Brakes, Front	Yes
Disc Brakes, Rear	No
Anti-lock Brakes	No
AM/FM/Cassette	Yes
Anti-Theft System	No
Cruise Control	Yes

DATA FROM CERTIFICATION LABEL

Manufactured By	Mitsubishi Motor MFG of America, INC.	GVWR (kg)	1842
Date of Manufacture	November-00	GAWR Front (kg)	985
		GAWR Rear (kg)	859

DATA FROM TIRE PLACARD

Measured Parameter	Front	Rear
Maximum Tire Pressure (kPa)	220	220
Cold Pressure (kPa)	220	220
Recommend Tire Size	P205/55/R16	P205/55/R16
Tire Size on Vehicle	P205/55/R16	P205/55/R16
Tire Manufacturer	Goodyear	Goodyear

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Bench	None	
Number of Occupants	2	3	0	5
Capacity Wt. (VCW) (kg)				443
Cargo Weight (RCLW) (kg)				35

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

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
 Test Date: 03/01/01

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	419	286		442	333	
Right	kg	423	271		467	336	
Ratio	%	60.2%	39.8%		57.6%	42.4%	
Totals	kg	842	557	1399	909	669	1578

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value
Total Delivered Weight (UVW)	kg	1399
Weight of 2 P572 ATD's	kg	152
Rated Cargo/Luggage Weight (RCLW)	kg	35
Calculated Vehicle Target Weight (TVTW)	kg	1586

TEST VEHICLE ATTITUDE AND CG

	Units	LF	RF	LR	RR	CG (aft of front axle)
As Delivered	mm	712	715	723	725	1054
As Tested	mm	692	693	695	703	1123

Vehicle Wheel base (mm): 2648

Weight of Ballast secured in cargo area (kg): 0

Vehicle Components Removed: Side mirrors, jack, tools, spare tire and paneling.

* Ballast weight does not include cameras, instrumentation, and brake abort system.

FUEL SYSTEM DATA

Fuel System Capacity From Owner's Manual (L): 61.7

Usable Capacity Figure Furnished by COTR (L): N/A

Actual Test Volume with entire fuel System Filled (L): 57.3

Test Fluid Type: Stoddard Solvent ; Specific Gravity: 0.764

Kinematic Viscosity: as per ASTM Standard D484-71 ; Color: Red

Is Vehicle Fuel Pump Electric or Mechanical?: Electric

If electric, does pump operate with ignition switch "ON" & engine "OFF"? Yes

Fuel System Particulars: Driver side filler door, tank mounted at rear.

**DATA SHEET NO. 3
POST IMPACT DATA**

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

SPEED TRAP DATA

Measured Parameter	Units	Requirement	Value
Trap No. 1 Velocity (Primary)	km/h	55.51 to 57.12	56.07
Trap No. 1 Entry Distance	mm	< 1524	1524
Trap No. 1 Exit Distance	mm	< 1524	305
Trap No. 2 Velocity (Redundant)	km/h	55.51 to 57.12	56.35
Trap No. 2 Entry Distance	mm	< 1524	1524
Trap No. 2 Exit Distance	mm	< 1524	305

VEHICLE STATIC CRUSH

Measured Parameter	Units	Pre-Test	Post-Test	Difference
Left Side	mm	4487	4260	-227
Center	mm	4839	4336	-503
Right Side	mm	4487	4180	-307

VEHICLE REBOUND FROM BARRIER

Measured Parameter	Units	Value
Left Side	mm	710
Center	mm	685
Right Side	mm	765
Average	mm	720

DATA SHEET NO. 4
TEST VEHICLE INFORMATION

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

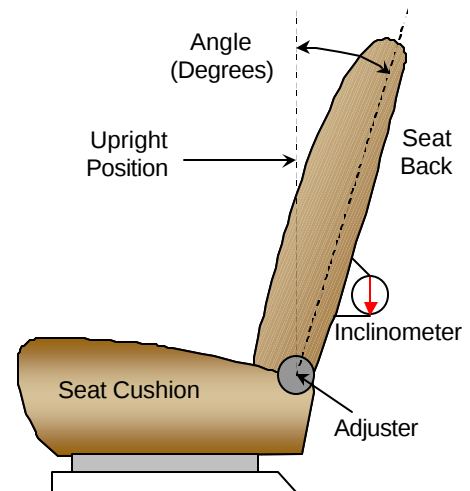
Test Date: 03/01/01

NOMINAL DESIGN RIDING POSITION

The driver and passenger seat backs are positioned to the manufacturers designated angle. The procedure is as follows: A special application tool with pointed probes is inserted through the fabric to make contact with the rigid portion of the lower seat frame assembly, approximately 13 inches above the pivot point of the seat back. An inclinometer is placed against the flat surface of the tool and the seat back angle is measured directly from the dial face.

Driver seat back angle: 34.8° with a seated dummy

Passenger seat back angle: 34.8° with a seated dummy



FRONT SEAT ASSEMBLY

SEAT FORE/AFT POSITIONS

Driver and the passenger seat have 23 detents. The first or forward most position is counted as number one (1). The fore/aft position is set aft of the middle position for both driver and passenger.

Driver seat fore/aft total travel: 23 seating positions or detents

Passenger seat fore/aft total travel: 23 seating positions or detents

Driver seat fore/aft position: 12th detent from forward most

Passenger seat fore/aft position: 12th detent from forward most

SEAT BELT UPPER ANCHORAGE

The test vehicle is equipped with adjustable anchorages for both driver and passenger seat positions. The driver and passenger have 5 positions and are placed in the 3rd position from the top.

DATA SHEET NO. 4...(continued)

TEST VEHICLE INFORMATION

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

FUEL TANK CAPACITY DATA

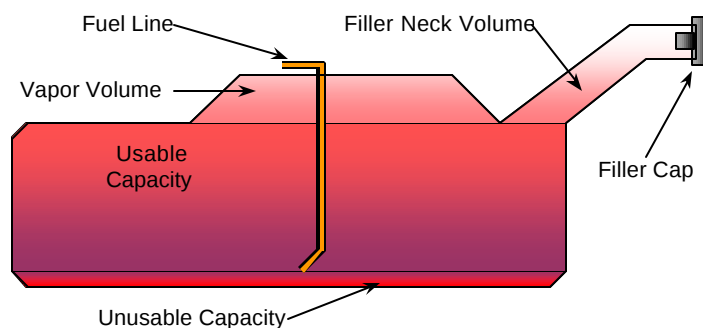
The "Usable Capacity" of the standard equipment fuel tank is: 61.7 liters

The "Usable Capacity" of any optional equipment fuel tank is: N/A liters

"Usable Capacity" used for certification tests FMVSS 301 requirements: 56.7 to 57.9 liters

Actual amount of Stoddard solvent added to vehicle for certification test: 57.3 liters

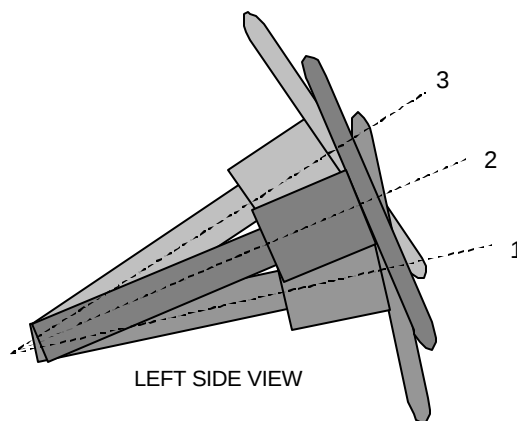
The test vehicle is equipped with an electric fuel pump. The fuel pump operates for approximately two seconds after the ignition is placed to the "ON" position, after which the fuel pump automatically shuts off. The fuel filler door is located on the right rear fender. The standard fuel tank occupies the area under the rear seat. Fuel lines run along the right side of the body to the engine compartment.



VEHICLE FUEL TANK ASSEMBLY

STEERING COLUMN ADJUSTMENT

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 motion. An aluminum plate is placed across the rim of the steering wheel, an inclinometer is placed onto the plate and the angle is measured. The tested vehicle has its steering column set to the geometric center, or position 2.



STEERING COLUMN ASSEMBLY

Note: Steering Column is fixed on this vehicle

Lowermost, position 1: 12.0°

Geometric center, position 2: 18.0°

Uppermost, position 3: 24.0°

DATA SHEET NO. 5

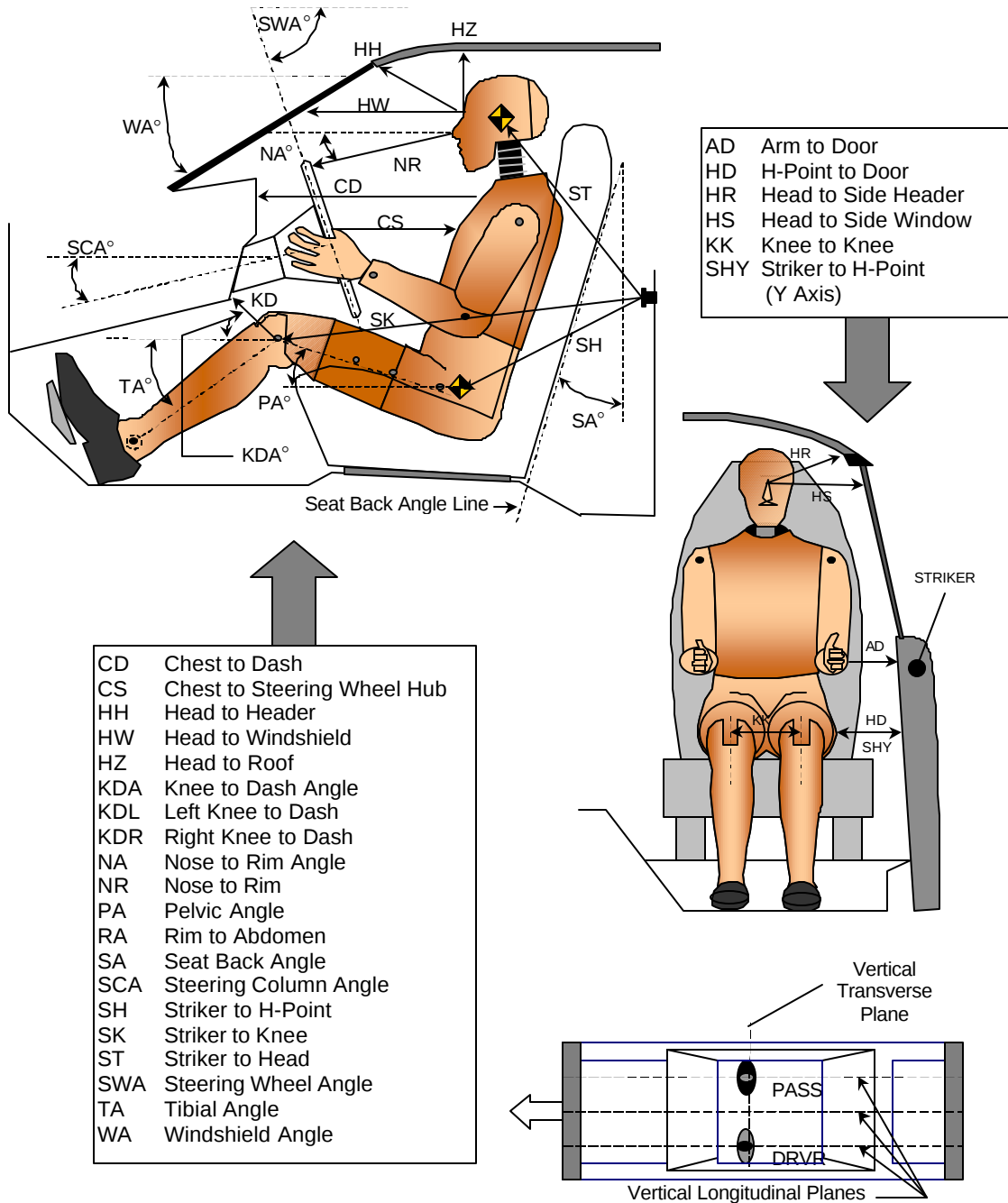
DUMMY POSITIONING IN VEHICLE

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01



DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS

DATA SHEET NO. 5...(continued)
DUMMY POSITIONING IN VEHICLE

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
 Test Date: 03/01/01

TEST DUMMY POSITION MEASUREMENTS

Code	Measurement Description	Driver		Passenger	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA	Windshield Angle		24.0		
SWA	Steering Wheel Angle		72.0		
SCA	Steering Column Angle		18		
SA	Seat Back Angle		34.8		34
HZ	Head to Roof (Z)	185	90	170	90
HH	Head to Header	385	0	375	0
HW	Head to Windshield	645	0	680	0
HR	Head to Side Header (Y)	235		245	
NR	Nose to Rim	358	4		
CD	Chest to Dash	580		500	
CS	Chest to Steering Hub	290	0		
RA	Rim to Abdomen	200	0		
KDL	Left Knee to Dash	200	26	180	
KDR	Right Knee to Dash	200		201	30
PA	Pelvic Angle		22.5		22.5
TA	Tibia Angle		23		24
KK	Knee to Knee (Y)	255		205	
SK	Striker to Head	831	9	861	12
ST	Striker to Knee	515	52	485	40
SH	Striker to H-Point	507	31	515	30
SHY	Striker to H-Point (Y)	238		262	
HS	Head to Side Window	316		312	
HD	H-Point to Door (Y)	126		120	
AD	Arm to Door (Y)	131		28	

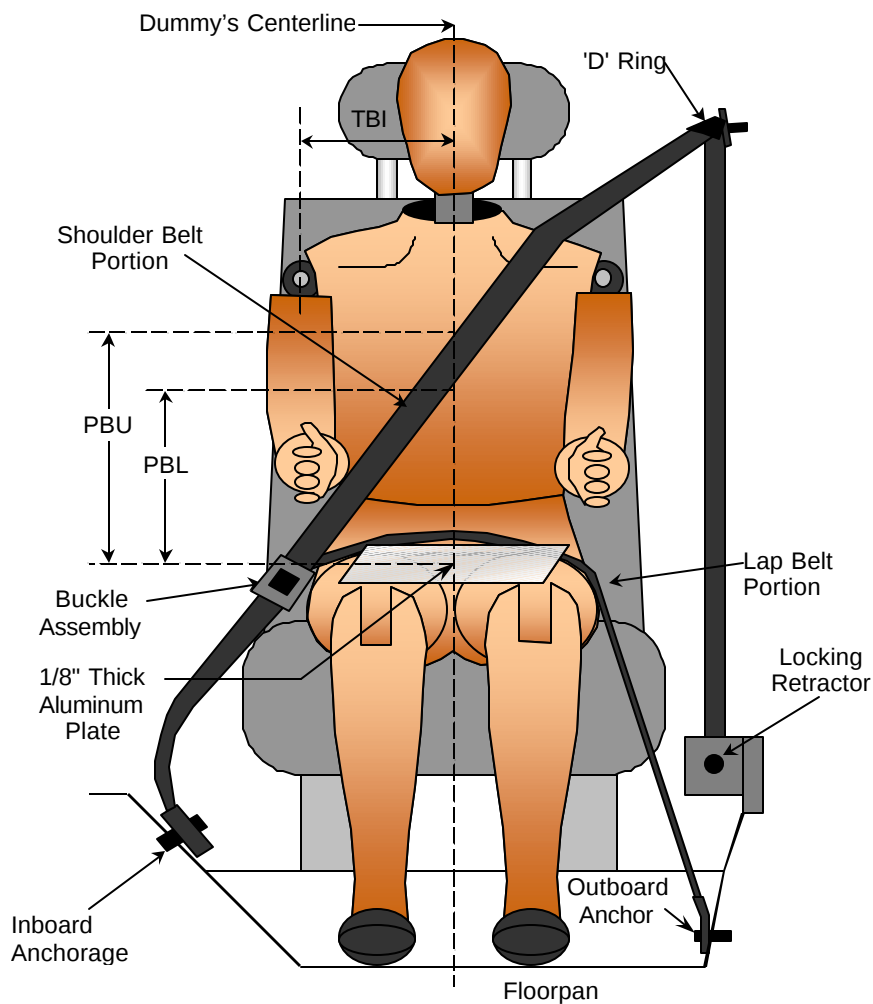
DATA SHEET NO. 6 **SEAT BELT POSITIONING DATA**

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01



SEAT BELT POSITIONING MEASUREMENTS

Measurement Description	Units	Driver	Passenger
TBI - Dummy CL to Lap/Shoulder Belt Intersect	mm	230	245
PBU - Top surface of reference to belt upper edge	mm	315	305
PBL - Top surface of reference to belt lower edge	mm	235	230
Lap Belt tension	Newton's	10	10
Shoulder Belt tension	N/A	Retractor	Retractor

DATA SHEET NO. 7 - VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

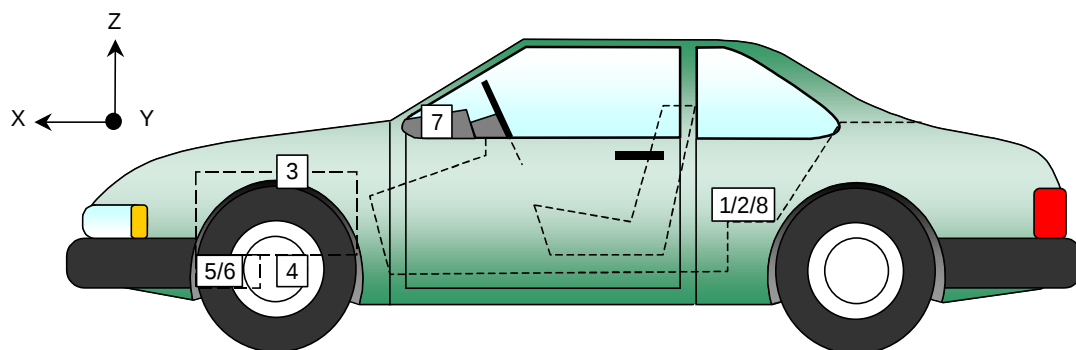
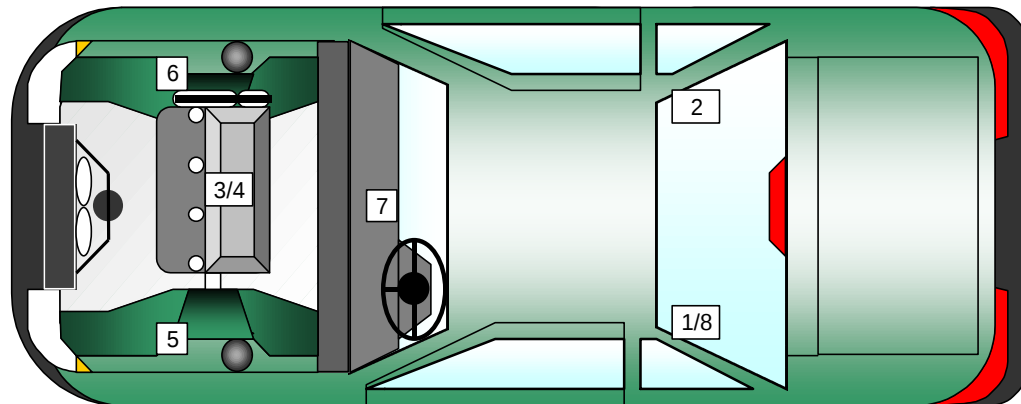
Test Program: 2001 NHTSA 35mph NCAP

Test Date: 3/1/01

VEHICLE X-AXIS ACCELEROMETER PEAK DATA AND PRE-TEST LOCATIONS

No.	Accelerometer Location	Measurements (mm)			Peak Values				
		X	Y	Z	Units	Max	Time	Min	Time
1	Left Rear X-Member (Pri.)	2040	-650	125	G's	1.8	117.5	-49.2	60.0
2	Right Rear X-Member (Pri.)	2040	650	125	G's	1.8	110.9	-48.9	60.4
3	Engine Top	4110	100	780	G's	60.5	43.6	-144.4	33.4
4	Engine Bottom	4005	260	150	G's	40.7	47.3	-105.1	29.0
5	Left Brake Caliper	3995	-735	230	G's	24.7	32.6	-57.2	47.8
6	Right Brake Caliper	3995	735	230	G's	12.2	25.4	-112.6	40.1
7	Instrument Panel	3190	0	815	G's	26.0	60.3	-86.1	49.2
8	Left Rear X-Member (Rednt.)	2040	-610	125	G's	1.4	177.1	-48.3	60.1

Reference Points X - From Rear Surface of Vehicle Y - Vehicle Centerline Z - Ground Plane



DATA SHEET NO. 8 - HYBRID III ATD INJURY CRITERIA AND SENSOR DATA

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35mph NCAP

Test Date: 3/1/01

HEAD PRIMARY PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	14.9	248.1	-51.3	79.9	15.2	260.9	-50.6	84.1
Head CG	Y	G's	3.3	262.6	-17.7	86.9	5.1	52.6	-5.8	73.8
Head CG	Z	G's	19.4	51.0	-8.4	34.3	22.0	82.7	-6.7	101.8
Head CG Resultant	N/A	G's	54.6	80.0			54.6	83.3		

CHEST PRIMARY PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	G's	3.9	185.8	-55.4	77.5	2.5	297.0	-47.7	80.1
Chest CG	Y	G's	5.8	93.7	-5.7	55.0	1.4	260.6	-9.9	85.2
Chest CG	Z	G's	9.3	50.7	-6.4	59.1	20.4	82.9	-8.5	100.8
Chest CG Resultant	N/A	G's	55.6	77.5			51.6	80.8		

FEMUR PEAK FORCES

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Femur	Z	Newtons	760.4	52.3	-5895.9	60.1	381.8	52.9	-3387.8	59.8
Right Femur	Z	Newtons	789.1	54.5	-3632.1	61.3	477.8	55.1	-3705.7	75.5

SEAT BELT SENSOR PEAK VALUES

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Lap Belt Force	N/A	Newtons	4526.4	52.0	6.8	0.0	4532.0	53.2	-4.7	112.4
Shoulder Belt Force	N/A	Newtons	4736.5	54.2	-8.2	126.9	4504.3	56.4	-1.4	156.4
Shoulder Belt Pullout	N/A	MM	268.2	87.1	-33.2	287.3	311.2	88.3	-63.0	299.9
Shoulder Belt Stretch	N/A	MM/CM	0.000	0.0	0.000	0.0	0.000	0.0	0.000	0.0

* Not used with pre-tensioners.

HEAD INJURY CRITERIA (HIC)

Location	Driver				Passenger			
	HIC	Avg G	T ¹	T ²	HIC	Avg G	T ¹	T ²
Head CG Primary	463.4	44.1	55.0	90.9	408.0	41.9	58.7	94.6

CHEST CLIP (3MSEC)

Location	Driver			Passenger		
	CLIP	T ¹	T ²	CLIP	T ¹	T ²
Chest CG Primary	54.1	76.0	79.0	50.3	79.9	82.9

DATA SHEET NO. 8...(continued)

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35mph NCAP

Test Date: 3/1/01

PELVIC PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Pelvis	X	G's	4.1	109.8	-76.7	60.0	3.8	121.2	-62.3	63.5
Pelvis	Y	G's	6.0	86.0	-13.9	48.4	6.1	95.3	-17.1	72.6
Pelvis	Z	G's	3.5	221.5	-38.8	73.2	2.1	147.5	-23.3	59.7

UPPER NECK PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Neck Force	X	Newtons	601.3	66.7	-362.8	52.1	133.9	251.3	-906.5	56.2
Neck Force	Y	Newtons	180.7	73.8	-276.4	111.7	188.7	91.0	-115.3	53.6
Neck Force	Z	Newtons	1918.4	71.1	-154.4	281.1	2021.9	56.5	-192.6	135.4
Neck Moment	X	N•m	11.3	85.9	-21.6	102.6	13.0	54.7	-14.1	90.2
Neck Moment	Y	N•m	49.0	65.7	-36.2	85.1	29.9	121.8	-69.9	59.3
Neck Moment	Z	N•m	19.5	86.8	-7.9	151.1	15.6	111.7	-7.4	79.9

FOOT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Foot Aft	X	G's	9.0	81.8	-20.1	46.3	29.8	62.7	-120.2	49.0
Left Foot Aft	Z	G's	3.1	246.4	-44.5	59.3	26.3	62.3	-67.8	53.1
Left Foot Fore	Z	G's	14.7	51.3	-56.8	43.9	42.7	62.5	-101.1	40.2
Right Foot Aft	X	G's	14.0	81.3	-116.2	47.2	21.7	66.5	-104.0	51.2
Right Foot Aft	Z	G's	3.7	210.2	-139.0	48.6	30.7	66.0	-61.8	50.6
Right Foot Fore	Z	G's	28.1	56.0	-149.3	50.4	43.5	65.6	-108.1	50.2

UPPER AND LOWER TIBIA PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Lower Moment	X	N•m	151.9	60.6	-14.3	46.5	11.6	62.8	-64.8	79.8
Left Lower Moment	Y	N•m	51.3	86.3	-21.1	50.9	43.2	84.2	-42.4	49.7
Left Lower Force	Z	Newtons	156.7	142.1	-2214.4	23.8	135.0	282.8	-3699.4	43.8
Left Upper Moment	X	N•m	90.6	60.9	-46.5	51.5	27.6	62.4	-56.5	79.1
Left Upper Moment	Y	N•m	42.5	73.8	-84.2	53.4	13.4	185.9	-141.3	49.2
Right Lower Moment	X	N•m	181.6	53.5	-7.7	40.0	7.7	31.6	-54.4	54.1
Right Lower Moment	Y	N•m	52.7	82.6	-14.5	42.9	39.1	97.2	-32.2	51.4
Right Lower Force	Z	Newtons	250.3	162.6	-7232.3	48.4	174.1	223.7	-3326.3	50.4
Right Upper Moment	X	N•m	73.0	54.0	-33.0	43.7	25.8	43.5	-24.8	78.4
Right Upper Moment	Y	N•m	13.6	144.7	-188.7	49.4	21.8	259.5	-127.2	51.3

DATA SHEET NO. 8...(continued)Test Vehicle: 2001 Dodge Stratus SE 2 Door CoupeNHTSA No.: M10311Test Program: 2001 NHTSA 35mph NCAPTest Date: 3/1/01**CHEST PEAK DISPLACEMENTS**

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	MM	1.3	28.0	-25.5	85.8	2.1	41.9	-24.2	75.6

HEAD REDUNDANT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	15.1	247.4	-51.2	81.7	14.3	261.5	-50.5	83.7
Head CG	Y	G's	3.3	183.2	-16.5	87.7	4.4	52.7	-4.4	75.7
Head CG	Z	G's	15.9	70.9	-7.2	57.3	20.1	82.8	-8.0	101.2
Head CG Resultant	N/A	G's	53.5	80.4			54.0	83.7		

CHEST REDUNDANT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	G's	4.1	187.1	-55.9	77.4	3.1	266.4	-47.1	80.1
Chest CG	Y	G's	5.6	94.3	-5.6	54.6	4.0	67.6	-11.9	85.4
Chest CG	Z	G's	8.9	50.8	-6.5	59.4	21.3	81.8	-6.6	102.5
Chest CG Resultant	N/A	G's	56.1	77.5			51.6	80.9		

REDUNDANT HEAD INJURY CRITERIA (HIC)

Location	Driver				Passenger			
	HIC	Avg G	T ¹	T ²	HIC	Avg G	T ¹	T ²
Head CG Redundant	482.8	44.8	55.1	91.0	396.7	41.4	58.4	94.3

REDUNDANT CHEST CLIP (3MSEC)

Location	Driver			Passenger		
	CLIP	T ¹	T ²	CLIP	T ¹	T ²
Chest CG Redundant	54.4	76.0	79.0	50.1	80.0	83.0

DATA SHEET NO. 9
SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
 Test Date: 03/01/01

SEAT BELT PLACEMENT MEASUREMENTS

Measurement Description	Units	Driver	Passenger
TCI - Dummy CL to Lap/Shoulder Belt Intersect	mm	230	245
PBU -Top surface of reference to belt upper edge	mm	315	305
PBL - Top surface of reference to belt lower edge	mm	235	230
Lap Belt tension	Newton's	10	10
Shoulder Belt tension	N/A	Retractor	Retractor

BELT LENGTH DATA

Measurement Description	Units	Driver	Passenger
Retractor reel to 'D' ring	mm	615	615
Shoulder belt length as measured on ATD	mm	985	1050
Lap belt length as measured on ATD	mm	765	780
Remainder of belt on reel	mm	685	910
Total belt length for continuous webbing systems	mm	3050	3355

SHOULDER BELT SPOOL-OFF DATA

Measurement Description	Units	Driver	Passenger
As determined mechanically	mm	N/A	305.0
As determined electronically	mm	268.2	311.2

BELT STRETCH DATA

Measurement Description	Units	Driver	Passenger
Electronically from shoulder belt load cell and "D" ring	mm/cm	N/A	N/A
Mechanically	mm/cm	N/A	N/A

*Not used with shoulder belt pre-tensioner systems.

DATA SHEET NO. 10
SUMMARY OF FMVSS 212 DATA

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

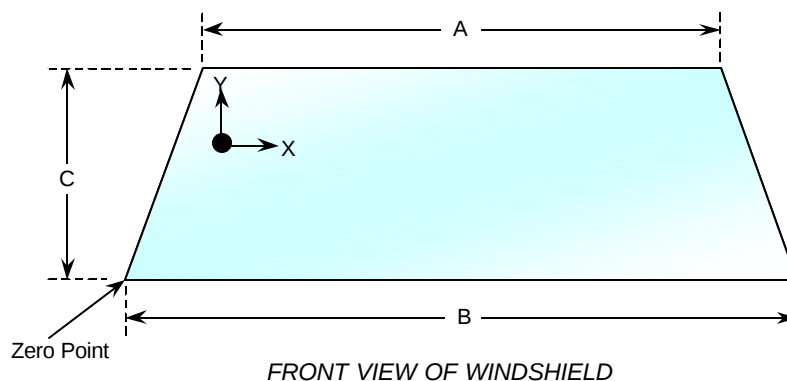
Windshield Mounting Details: Windshield glass is secured to the vehicle frame with a rubber type adhesive. There is no molding that covers the windshield periphery at any point.

The standard requires that the post test retention measurement be a minimum of 75 percent of the pretest total periphery measurement for vehicles not equipped with occupant passive restraints and 50 percent for each side of the windshield for vehicles that are equipped with occupant passive restraints.

Temperature of windshield molding during test: 21.1 °C

WINDSHIELD PERIPHERY MEASUREMENTS

Measurement	Pre-Test(mm)	Post-Test (mm)	% of Retention
Left Side	2125.5	2125.5	100
Right Side	2125.5	2125.5	100
Total	4251.0	4251.0	100



WINDSHIELD DIMENSIONS

Item	Units	Segment Length	Molding Width
A	mm	1121	16
B	mm	1530	N/A
C	mm	800	9

DATA SHEET NO. 11

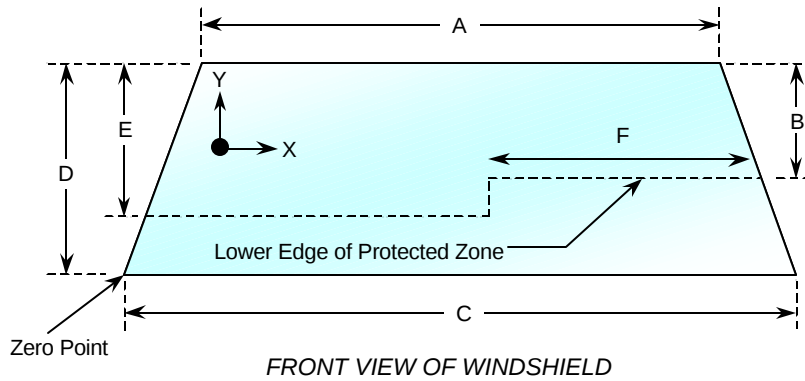
WINDSHIELD ZONE INTRUSION FMVSS 219 (PARTIAL) DATA

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01



WINDSHIELD AND PROTECTED ZONE

Item	Units	Value
A	mm	1121
B	mm	471
C	mm	1530
D	mm	800
E	mm	474
F	mm	530

AREA OF PROTECTED ZONE FAILURES

- A. Provide coordinates of the area that the protected zone was penetrated more than 0.25 in. by a vehicle component other than one that is normally in contact with the windshield.

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

- B. Provide coordinates of the area beneath the protected zone that the inner surface of the windshield was penetrated by a vehicle component.

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

DATA SHEET NO. 12

FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

Test Time: 12:35 PM

Temperature at Time of Impact: 11.6 °C

STODDARD SOLVENT SPILLAGE MEASUREMENT

- A. From impact until vehicle motion ceases: 0.0 oz.
(Maximum Allowable = 1 ounce)
- B. For the 5-minute period after motion ceases: 0.0 oz.
(Maximum Allowable = 5 ounces)
- C. For the following 25 minutes: 0.0 oz.
(Maximum Allowable = 1 oz./minute)
- D. Spillage Details: No leakage occurred

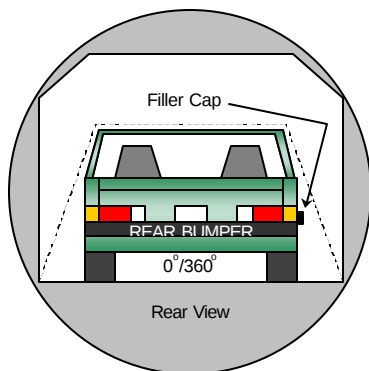
DATA SHEET NO. 13
FMVSS 301 STATIC ROLLOVER DATA SHEET

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

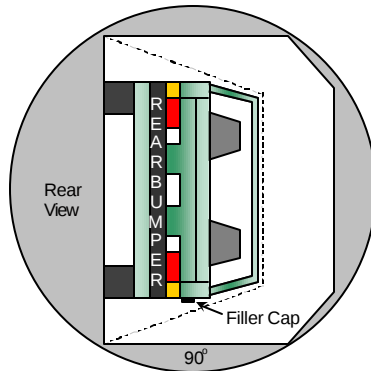
NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

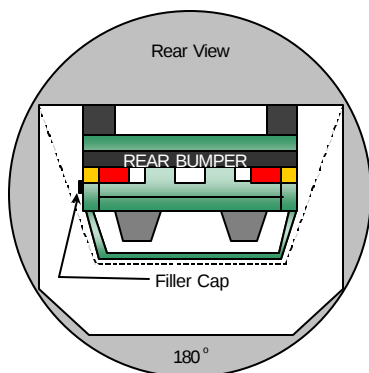
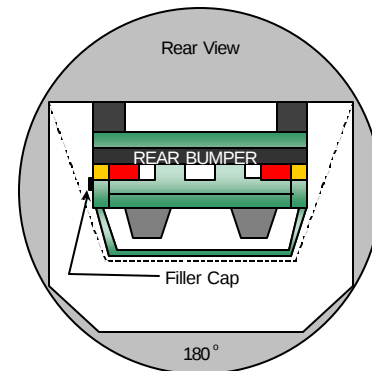
Test Date: 03/01/01



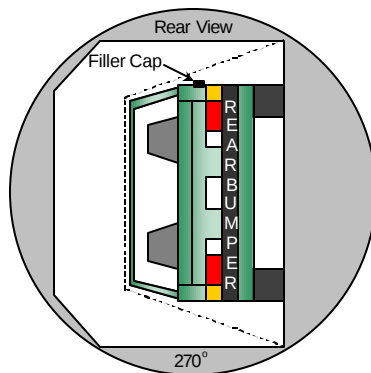
0° TO 90°



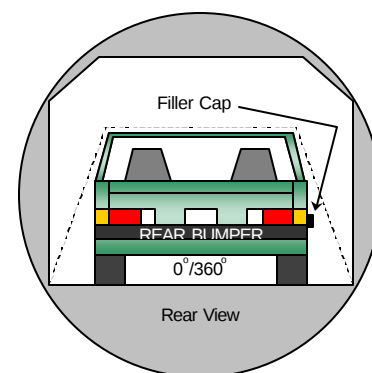
90° TO 180°



180° TO 270°



270° TO 360°



1. The specified fixture rollover rate for each 90° of rotation is 60 to 120 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. No solvent leakage occurred during rollover.

Tets Phase	Rotation Time (sec.)	Hold Time (sec.)	Spillage (oz.)
0° TO 90°	78	300	0.0
90° TO 180°	80	300	0.0
180° TO 270°	79	300	0.0
270° TO 360°	80	300	0.0

DATA SHEET NO. 14
VEHICLE MEASUREMENTS

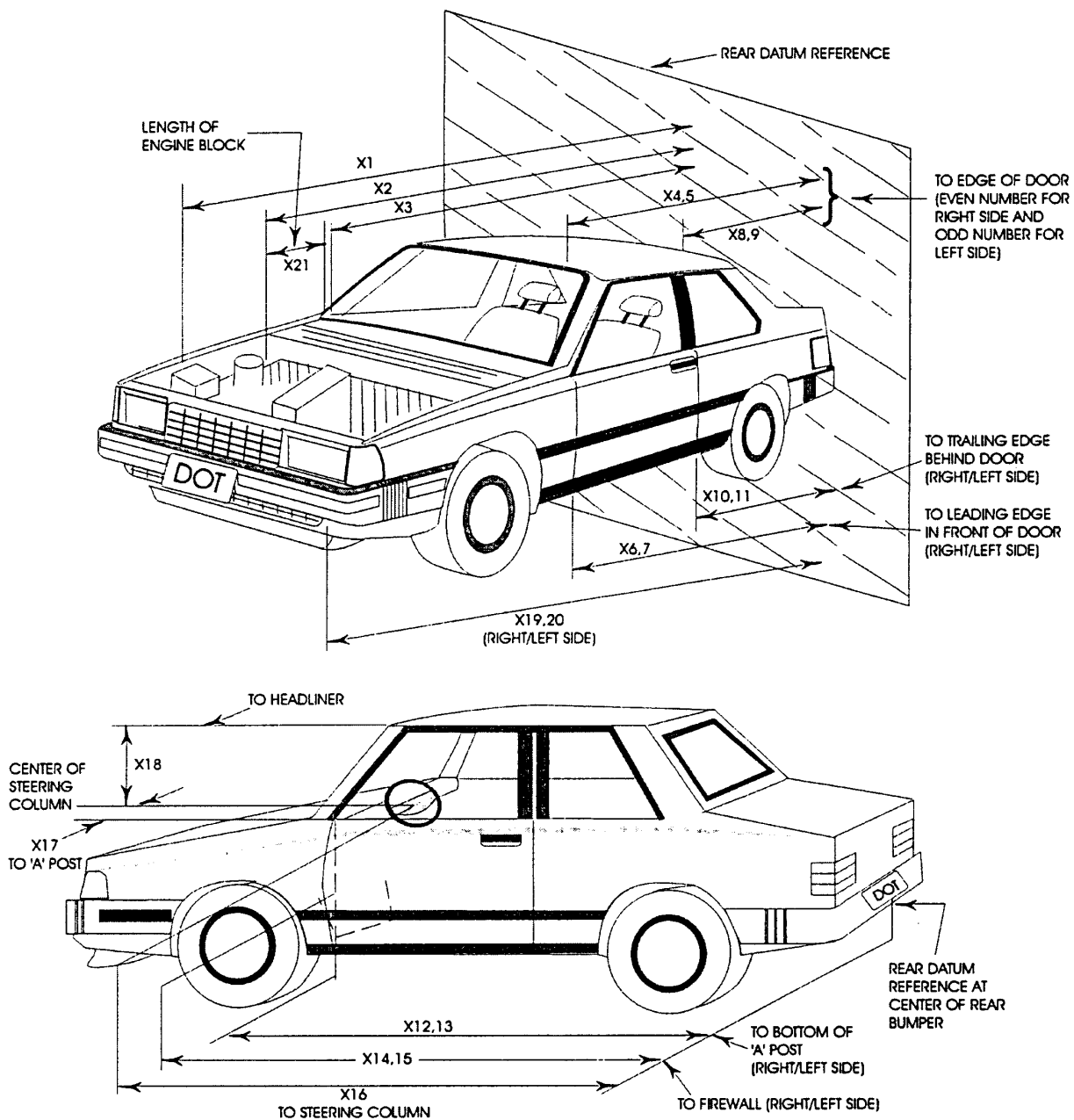
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: 03/01/01

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
1	Total length of vehicle at centerline	mm	4839	4336	-503
2	RSOV to front of engine	mm	4154	3964	-190
3	RSOV to firewall centerline	mm	3710	3629	-81
4	RSOV to leading edge of right door	mm	3284	3278	-6
5	RSOV to leading edge of left door	mm	3280	3278	-2
6	RSOV to lower leading edge of right door	mm	3287	3280	-7
7	RSOV to lower leading edge of left door	mm	3294	3280	-14
8	RSOV to upper trailing edge of right door	mm	2007	2005	-2
9	RSOV to upper trailing edge of left door	mm	2009	2009	0
10	RSOV to lower trailing edge of right door	mm	2097	2091	-6
11	RSOV to lower trailing edge of left door	mm	2118	2107	-11
12	RSOV to bottom of right 'A' pillar	mm	3296	3284	-12
13	RSOV to bottom of left 'A' pillar	mm	3311	3282	-29
14	RSOV to firewall on right side	mm	3675	3589	-86
15	RSOV to firewall of left side	mm	3629	3594	-35
16	RSOV to steering column	mm	2854	2872	18
17	Center of steering column to left 'A' pillar	mm	475	415	-60
18	Center of steering column to headlining	mm	415	402	-13
19	RSOV to right side of front bumper	mm	4487	4180	-307
20	RSOV to left side of front bumper	mm	4487	4260	-227
21	Length of engine block	mm	435	435	0
RD	RSOV to right side of dash panel	mm	3020	3025	5
CD	RSOV to center of dash panel	mm	3005	2995	-10
LD	RSOV to left side of dash panel	mm	3018	3020	2



DATA SHEET NO. 15
CAMERA LOCATIONS

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: 03/01/01

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 03/01/01

No.	Camera View	Location (mm)			Angle (Deg.)	Film Plane to Head	Lens (mm)	Speed (fps)
		X	Y	Z				
1	Right Side, Real Time	3454	10973	1245	0	1651	Zoom	24
2	Left Side, No. 1	1960	-8250	880	-1	7920	13	1040
3	Left Side, No. 2	1460	-8250	1460	-4	7960	35	1010
4	Left Side, No. 3	6500	-10580	4640	-16	11520	70	1010
5	Left Side, No. 4	1460	-8250	3100	-16	8170	19	N/A
6	Left Side, No. 5	1460	-8250	2700	-13	8090	19	980
7	Right Side, No. 1	1960	8150	730	-1	8530	19	N/A
8	Right Side, No. 2	1660	8150	1450	-4	8540	50	1010
9	Right Side, No. 3	7860	8900	2800	-9	N/A	80	930
10	Right Side, No. 4	3460	12650	1410	-2	13040	24	1100
11	Overhead Overall	250	0	4460	-86	N/A	13	1070
12	Front View, Driver	-530	-380	2590	-43	N/A	12	970
13	Front View, Passenger	-530	380	2590	-44	N/A	13	1090
14	Pit Camera, Engine	580	0	-1360	90	N/A	13	680
15	Pit Camera, Fuel Tank	4700	0	-1680	55	N/A	19	N/A
16	Driver Belt	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17	Passenger Belt	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18	Left Side Extra	N/A	N/A	N/A	N/A	N/A	N/A	N/A

X - Barrier Face Y - Monorail Centerline Z - Ground

DATA SHEET NO. 16 **PHOTOGRAPHIC REFERENCE TARGET LOCATIONS**

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

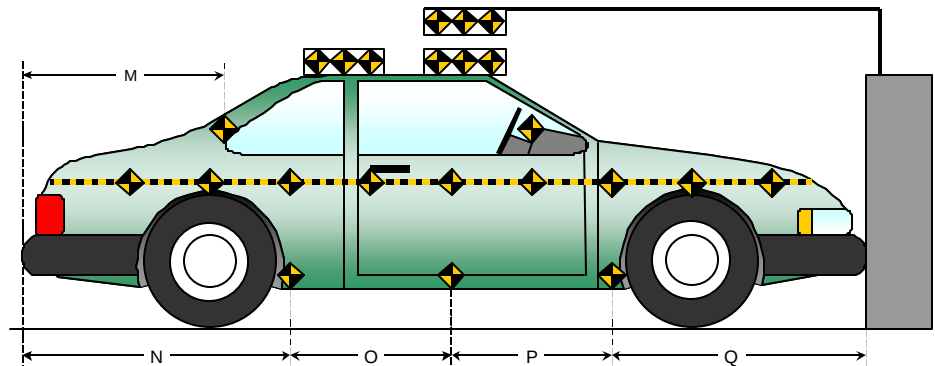
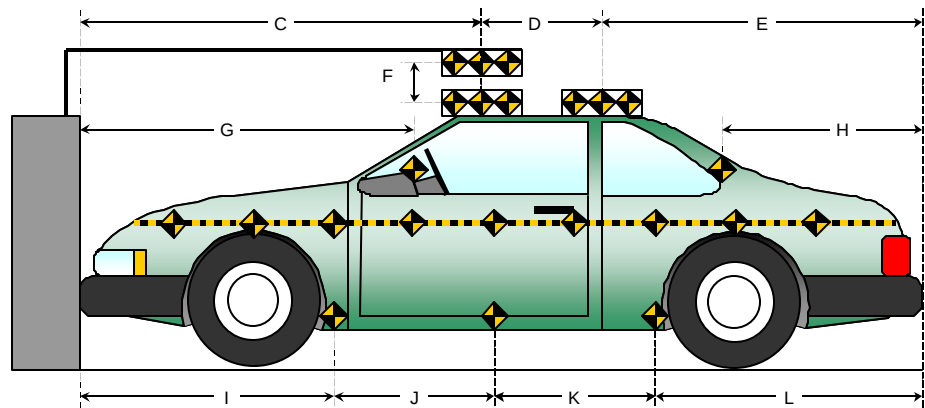
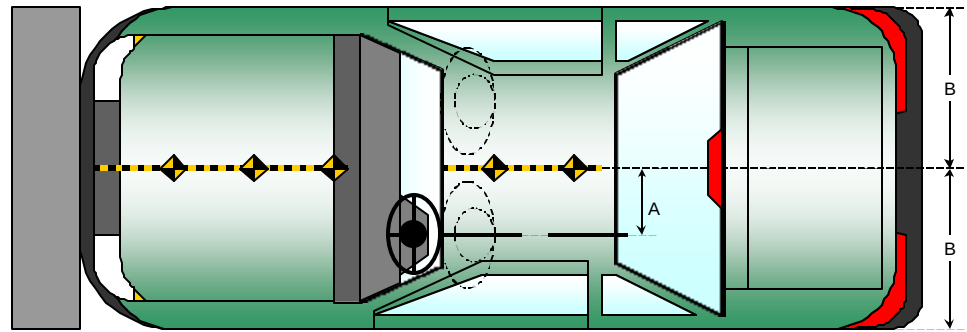
Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: 03/01/01

Test Date: 03/01/01

All Dimensions
in mm

Item	Value
A	343
B	886
C	2241
D	610
E	1981
F	155
G	1852
H	1176
I	478
J	856
K	856
L	1654
M	1177
N	1660
O	855
P	855
Q	1480



DATA SHEET NO. 17
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

NHTSA No.: M10311

Test Program: 2001 NHTSA 35 mph NCAP

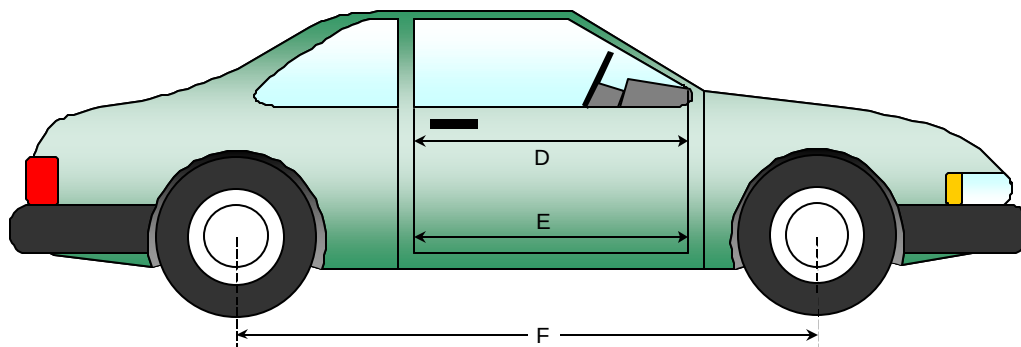
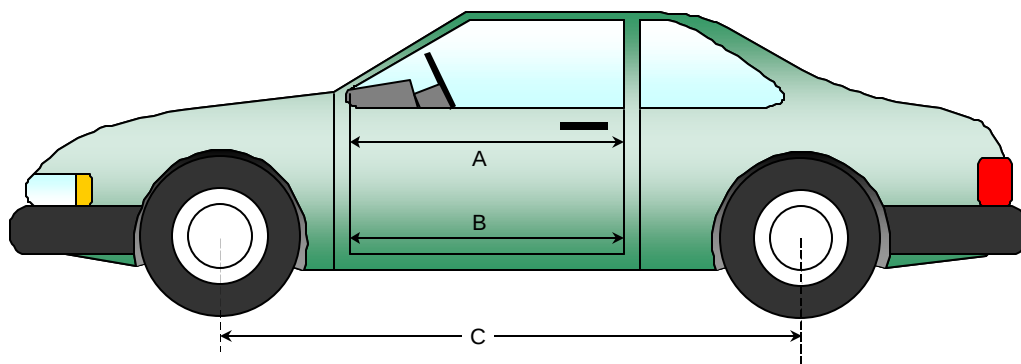
Test Date: 03/01/01

DOOR OPENING WIDTH

Item	Description	Units	Pre-Test	Post-Test	Difference
A	Left Side Upper	mm	1238	1238	0
B	Left Side Lower	mm	1184	1136	-48
D	Right Side Upper	mm	1236	1234	-2
E	Right Side Lower	mm	1130	1131	1

WHEELBASE MEASUREMENTS

Item	Description	Units	Pre-Test	Post-Test	Difference
C	Left Side Wheel base	mm	2648	2613	-35
F	Right Side Wheel base	mm	2648	2568	-80



DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

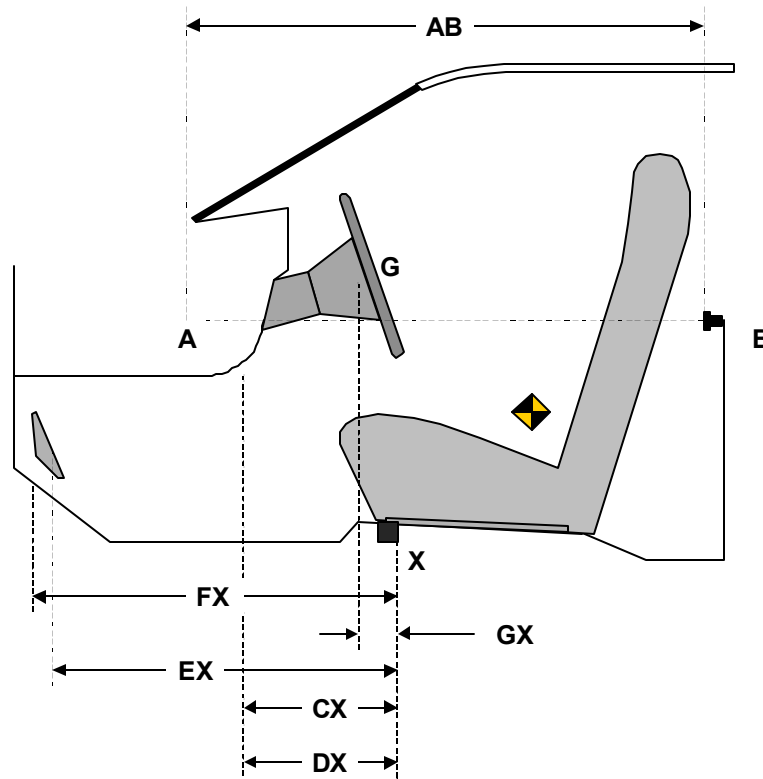
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
 Test Date: 03/01/01

DRIVER COMPARTMENT INTRUSION

Item	Description	Units	Pre-Test	Post-Test	Difference
AB	Door Opening (Inside window jam)	mm	1238	1238	0
CX	Left Knee Bolster to X	mm	237	233	-4
DX	Right Knee Bolster to X	mm	225	228	3
EX	Brake Pedal to X	mm	553	591	38
FX	Foot Rest to X	mm	590	506	-84
GX	Center of Steering Wheel Hub to X	mm	17	25	8

X = Left Front Seat Outboard Anchor Bolt Head

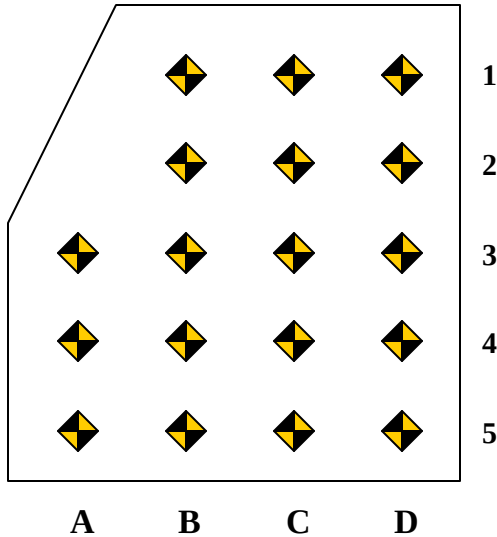


DRIVER COMPARTMENT

DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
 Test Date: 03/01/01



Measurement reference point for X and Z axis is the forward outboard seat mounting bolt.

Columns A through D are evenly spaced.

Rows 1 and 2 are on the toe kick portion of the floor pan. Rows 3,4, and 5 are located on the most level portion of the floor pan.

Row 3 will be at the intersection of the toe kick and the level sections of the floor pan.

DRIVER FLOOR PAN X-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1		668	664	662		678	668	680		10	4	18
2		593	590	593		544	541	564		-49	-49	-29
3	502	499	493	488	471	469	468	461	-31	-30	-25	-27
4	402	39	391	388	370	369	366	360	-32	330	-25	-28
5	302	295	289	288	270	267	263	260	-32	-28	-26	-28

DRIVER FLOOR PAN Z-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1		62	68	52		67	67	72		5	-1	20
2		-5	-6	-7		-27	-25	-20		-22	-19	-13
3	-14	-14	-15	-14	-25	-43	-41	-38	-11	-29	-26	-24
4	-32	-25	-31	-24	-43	-55	-61	-55	-11	-30	-30	-31
5	-39	-56	-41	-40	-50	-54	-75	-73	-11	2	-34	-33

DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

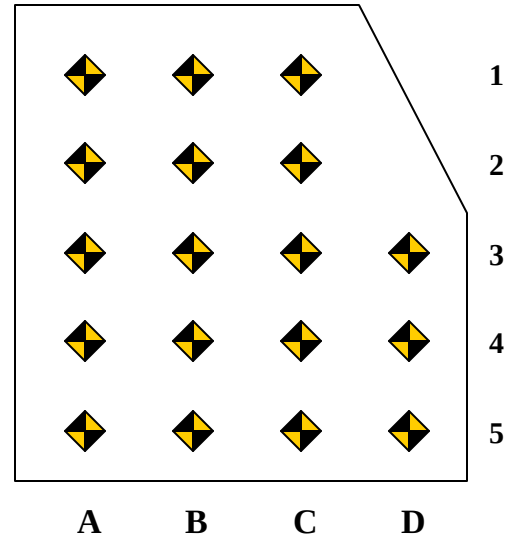
NHTSA No.: M10311
 Test Date: 03/01/01

Measurement reference point for X and Z axis is the forward outboard seat mounting bolt.

Columns A through D are evenly spaced.

Rows 1 and 2 are on the toe kick portion of the floor pan. Rows 3,4, and 5 are located on the most level portion of the floor pan.

Row 3 will be at the intersection of the toe kick and the level sections of the floor pan.



PASSENGER FLOOR PAN X-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1	648	647	652		590	587	590		-58	-60	-62	
2	571	570	570		566	561	570		-5	-9	0	
3	471	470	470	470	467	463	469	475	-4	-7	-1	5
4	371	370	370	369	368	363	369	374	-3	-7	-1	5
5	271	269	269	269	268	262	268	274	-3	-7	-1	5

PASSENGER FLOOR PAN Z-AXIS

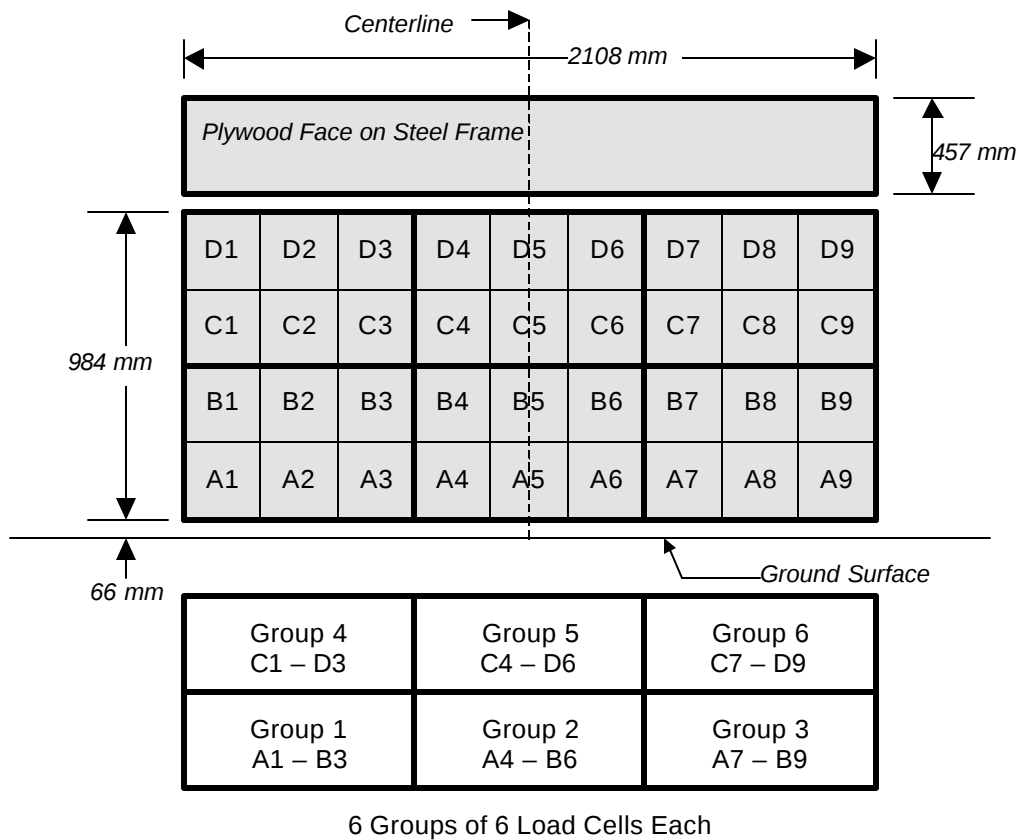
	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1	49	53	41		64	66	71		15	13	30	
2	-15	-11	-10		-17	25	22		-2	36	32	
3	-20	-19	-20	-19	-31	-28	-24	-18	-11	-9	-4	1
4	-29	-36	-30	-30	-40	-41	-34	-29	-11	-5	-4	1
5	-39	-52	-50	-45	-44	-49	-44	-34	-5	3	6	11

DATA SHEET NO. 18
FIXED BARRIER TYPE

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
 Test Date: 03/01/01

36 Load Cell Rigid Barrier (NHTSA Standard)
Load Cell Locations on Fixed Barrier



The Data is presented in Appendix C with the following requirements:

- 1.) Data from 36 individual load cells
- 2.) Sum data from 6 groupings shown above (6 cells/group)
- 3.) Total or sum of all 36 individual load cells
- 4.) Sum of all 36 individual load cells vs. vehicle dynamic crush

DATA SHEET NO. 19
ACCIDENT INVESTIGATION DATA

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
Test Date: 03/01/01

VEHICLE INFORMATION

VIN: 4B3AG42G21E103927
Vehicle Size Category: 2 Door Coupe

Wheel base (mm): 2648
Test Weight (kg): 1578

ACCELEROMETER DATA

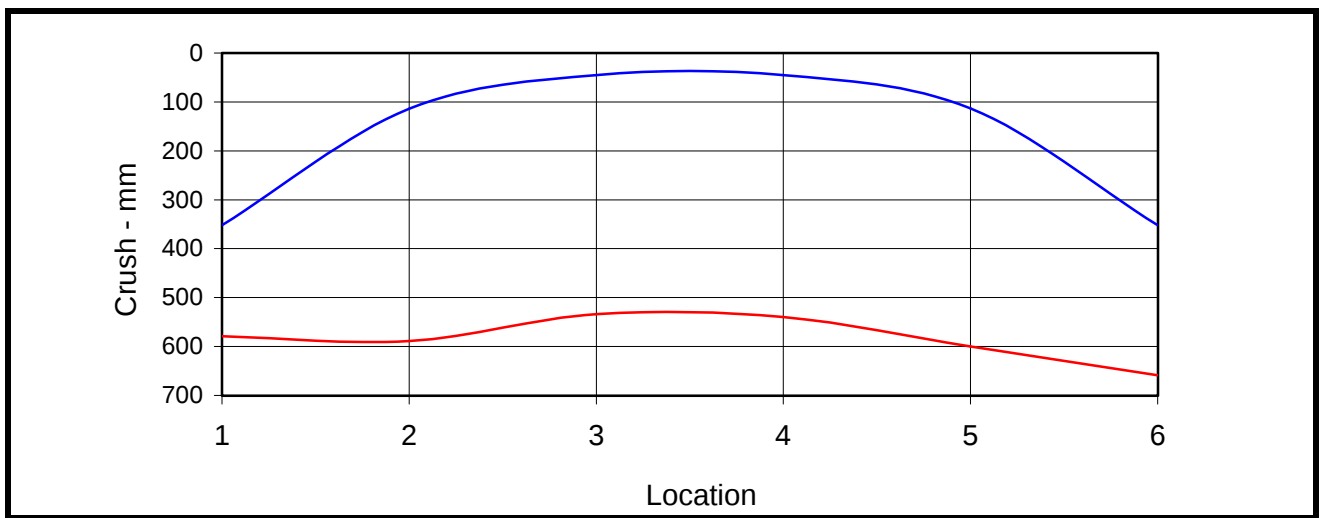
Accelerometer Location: Left rear floor pan
Cal. Procedure/Interval: 6 months / drop test
Integration Algorithm: NHTSA Standard
Impact Velocity (km/h): 56.07
Velocity Change (km/h): 64.16

Linearity: Good
Time of Separation (msec): 67.6

CRUSH PROFILE

Collision Deformation Classification: 12FDEW6 ; Midpoint of Damage: Vehicle Centerline
Damage Region Length (mm): 1621 ; Impact Mode: Full Frontal

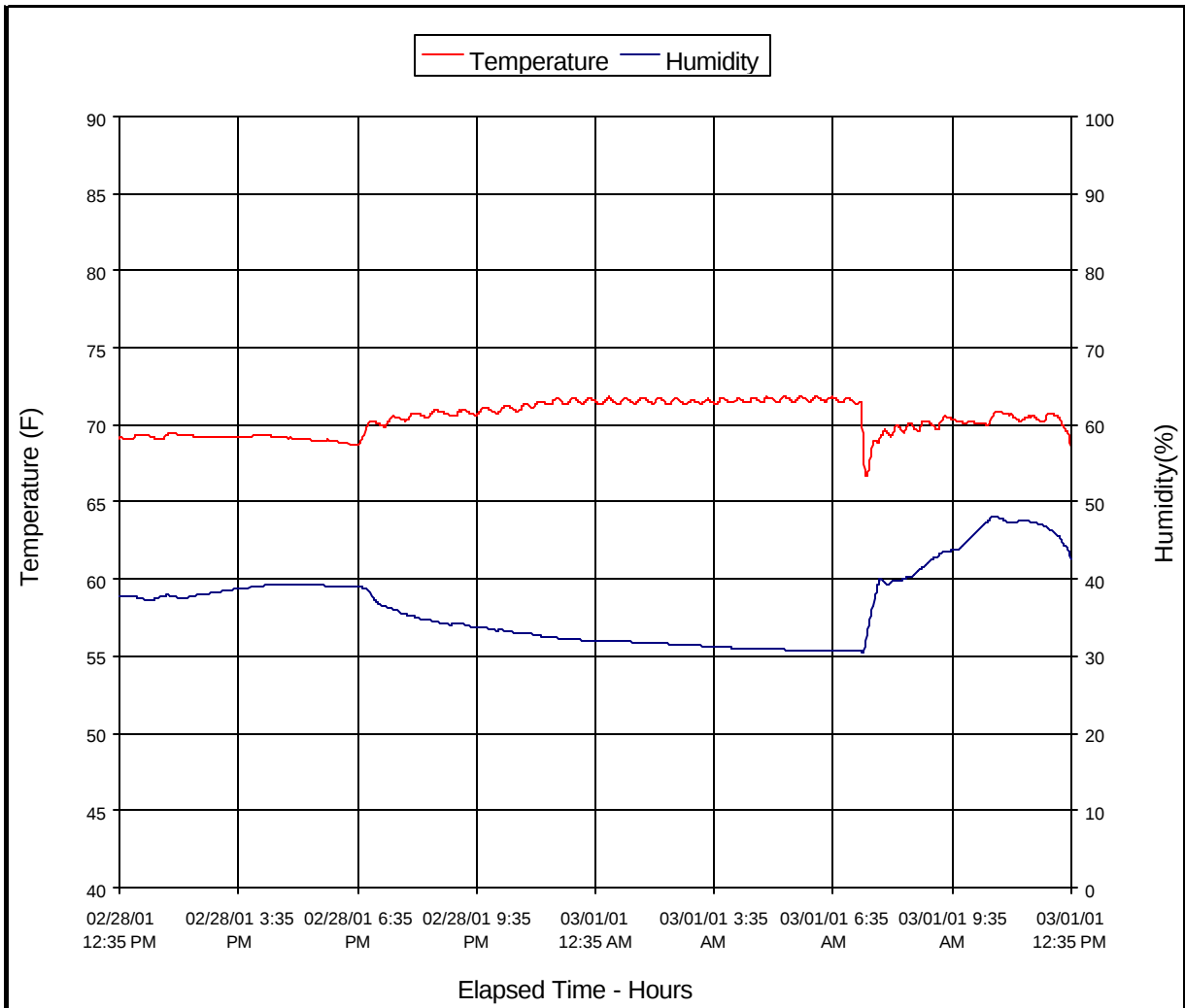
No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush zone 1 at left side	mm	352	579	-227
C2	Crush zone 2 on left side	mm	114	589	-475
C3	Crush zone 3 on left side	mm	45	534	-489
C4	Crush zone 4 on right side	mm	45	540	-495
C5	Crush zone 5 on right side	mm	113	600	-487
C6	Crush zone 6 at right side	mm	352	659	-307



DATA SHEET NO. 20
DUMMY/ VEHICLE TEMPERATURE STABILIZATION

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe
Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: M10311
Test Date: 03/01/01



APPENDIX A
PHOTOGRAPHS

LIST OF PHOTOGRAPHS

Figure		Page
A-1	Right Front as Received	A-1
A-2	Left Rear as Received	A-2
A-3	Vehicle Certification Label	A-3
A-4	Vehicle Tire Placard	A-4
A-5	Pre-test Front View	A-5
A-6	Post-test Front View	A-6
A-7	Pre-test Left Side View	A-7
A-8	Post-test Left Side View	A-8
A-9	Pre-test Right Side View	A-9
A-10	Post-test Right Side View	A-10
A-11	Pre-test Right Front View	A-11
A-12	Post-test Right Front View	A-12
A-13	Pre-test Left Rear View	A-13
A-14	Post-test Left Rear View	A-14
A-15	Pre-test Windshield	A-15
A-16	Post-test Windshield	A-16
A-17	Pre-test Engine Compartment	A-17
A-18	Post-test Engine Compartment	A-18
A-19	Pre-test Fuel Cap	A-19
A-20	Post-test Fuel Cap	A-20
A-21	Pre-test Front Underside	A-21
A-22	Post-test Front Underside	A-22
A-23	Pre-test Rear Underside	A-23
A-24	Post-test Rear Underside	A-24
A-25	Pre-test Driver Dummy (Front View)	A-25
A-26	Post-test Driver Dummy (Front View)	A-26
A-27	Pre-test Driver Dummy (Through Window)	A-27
A-28	Post-test Driver Dummy (Through Window)	A-28
A-29	Pre-test Driver Dummy (Door Open)	A-29
A-30	Post-test Driver Dummy (Door Open)	A-30
A-31	Pre-test Driver Dummy (90° To Vehicle)	A-31
A-32	Post-test Driver Dummy (90° to Vehicle)	A-32

LIST OF PHOTOGRAPHS...(Continued)

Figure		Page
A-33	Pre-test Driver Dummy Feet	A-33
A-34	Post-test Driver Dummy Feet and Knee Contact	A-34
A-35	Pre-test Driver Side Knee Bolster	A-35
A-36	Post-test Driver Side Knee Bolster	A-36
A-37	Pre-test Driver Side Floor pan	A-37
A-38	Post-test Driver Side Floor pan	A-38
A-39	Post-test Driver Head	A-39
A-40	Post-test Driver Dummy Contact	A-40
A-41	Pre-test Passenger Dummy (Front View)	A-41
A-42	Post-test Passenger Dummy (Front View)	A-42
A-43	Pre-test Passenger Dummy (Through Window)	A-43
A-44	Post-test Passenger Dummy (Through Window)	A-44
A-45	Pre-test Passenger Dummy (Door Open)	A-45
A-46	Post-test Passenger Dummy (Door Open)	A-46
A-47	Pre-test Passenger Dummy (90° to Vehicle)	A-47
A-48	Post-test Passenger Dummy (90° to Vehicle)	A-48
A-49	Pre-test Passenger Dummy Feet	A-49
A-50	Post-test Driver Passenger Feet and Contact Point	A-50
A-51	Pre-test Passenger Side Floor Pan	A-51
A-52	Post-test Passenger Side Floor Pan	A-52
A-53	Pre-test Passenger Side Knee Bolster	A-53
A-54	Post-test Passenger Side Knee Bolster and Dummy Contact	A-54
A-55	Post-test Passenger Head	A-55
A-56	Post-test Passenger Dummy Contact	A-56
A-57	Vehicle on Rollover Device	A-57
A-58	Vehicle During Impact	A-58



Figure A-1: Right Front, as Received



Figure A-2: Left Rear, as Received

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

GVWR 4061 LBS GAWR 2171 LBS GAWR 1894 LBS
1842 KG FR. 985 KG RR. 859 KG

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

4 B 3 A G 4 2 G 2 1 E 1 0 3 9 2 7



MDH 110606

VEHICLE TYPE: PASSENGER CAR MU900272

Figure A-3: Vehicle Certification Label



Figure A-4: Vehicle Tire Label



Figure A-5: Front View, Pre-Test

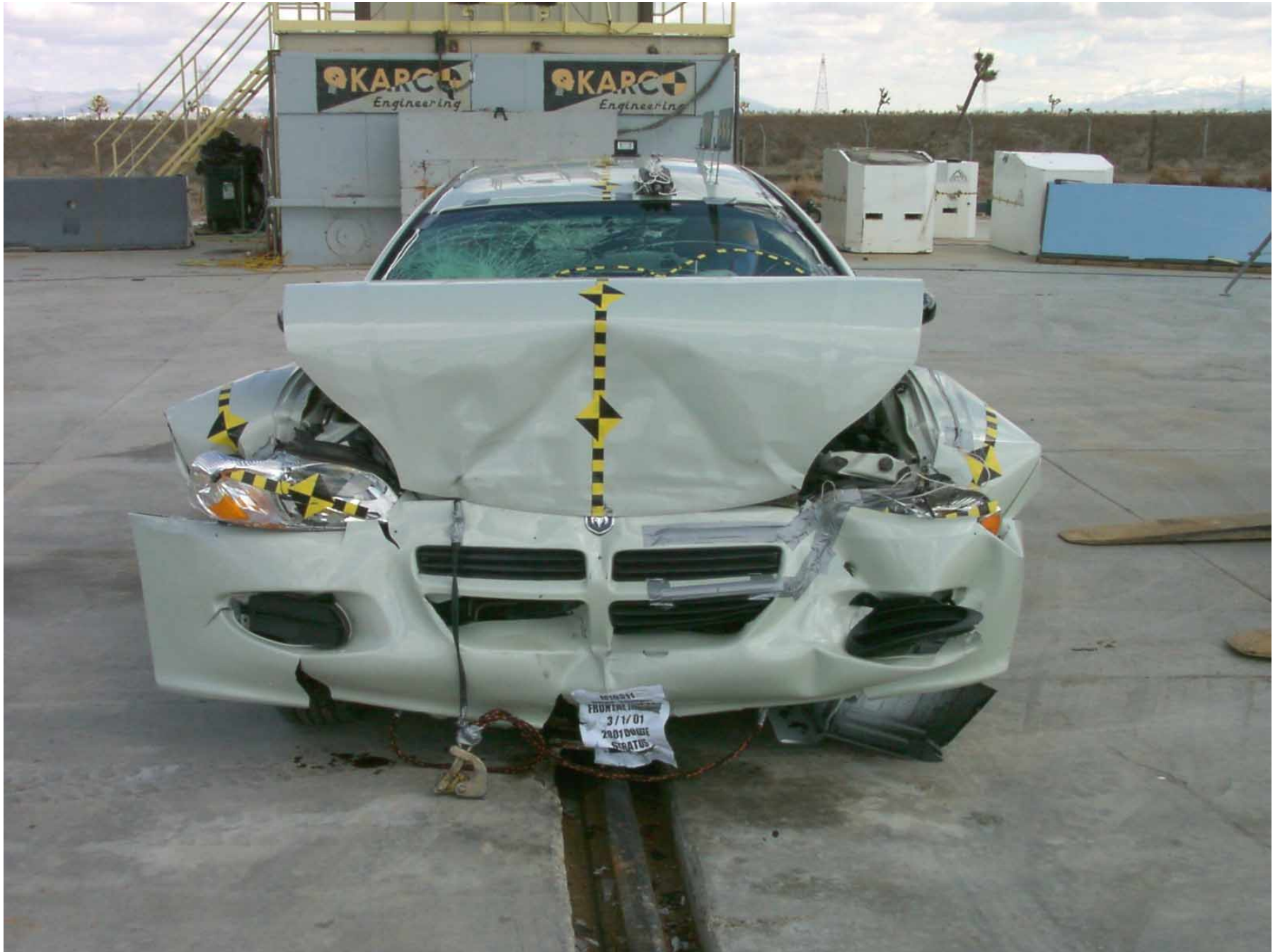


Figure A-6: Front View, Post-Test



Figure A-7: Left Side View, Pre-Test



Figure A-8: Left Side View, Post-Test



Figure A-9: Right Side View, Pre-Test



Figure A-10: Right Side View, Post-Test



Figure A-11: Right Front View, Pre-Test



Figure A-12: Right Front View, Post-Test



Figure A-13: Left Rear View, Pre-Test



Figure A-14: Left Rear View, Post-Test

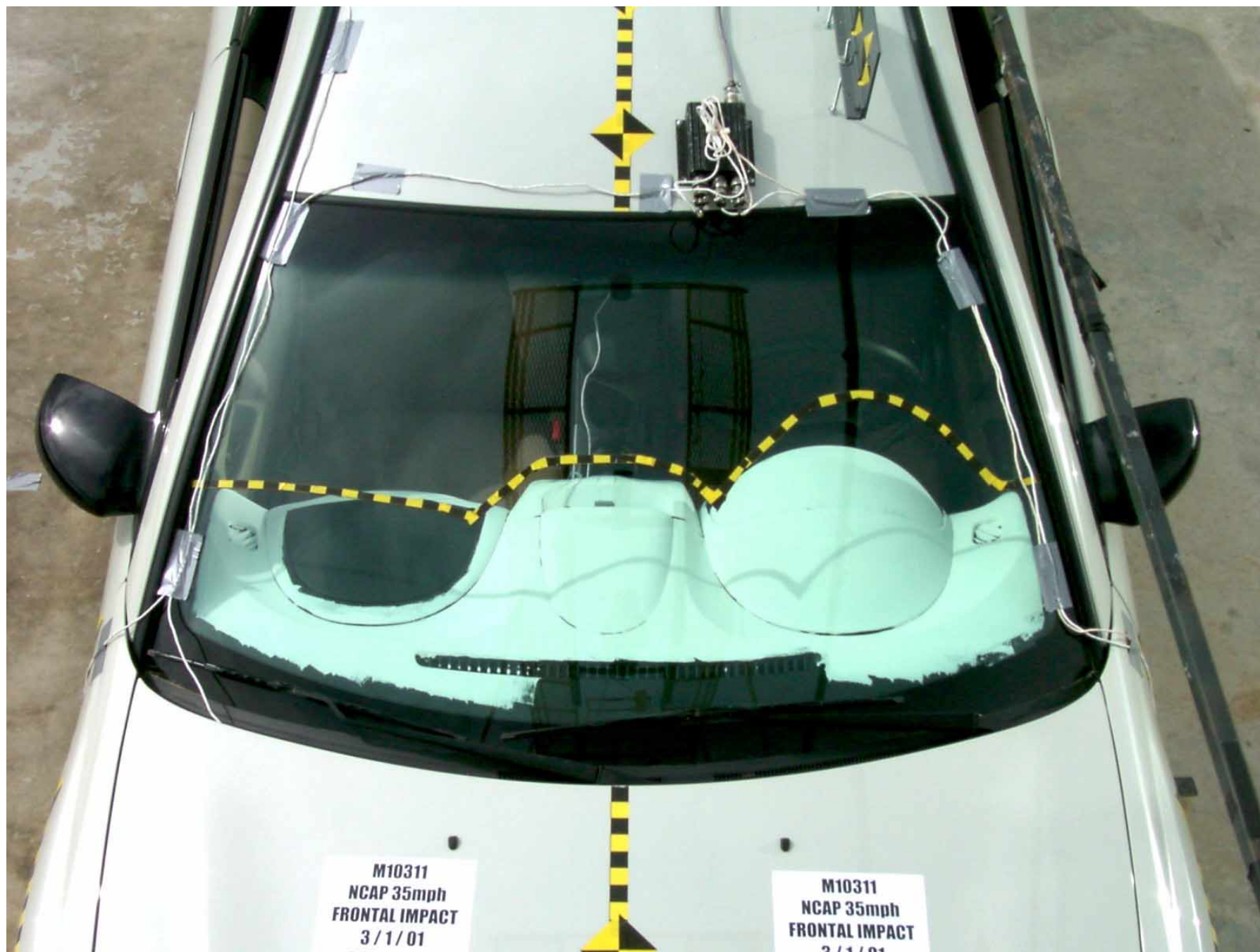


Figure A-15: Windshield, Pre-Test



Figure A-16: Windshield, Post-Test



Figure A-17: Engine Compartment, Pre-Test



Figure A-18: Engine Compartment, Post-Test



Figure A-19: Fuel Cap, Pre-test



Figure A-20: Fuel Cap, Post-Test

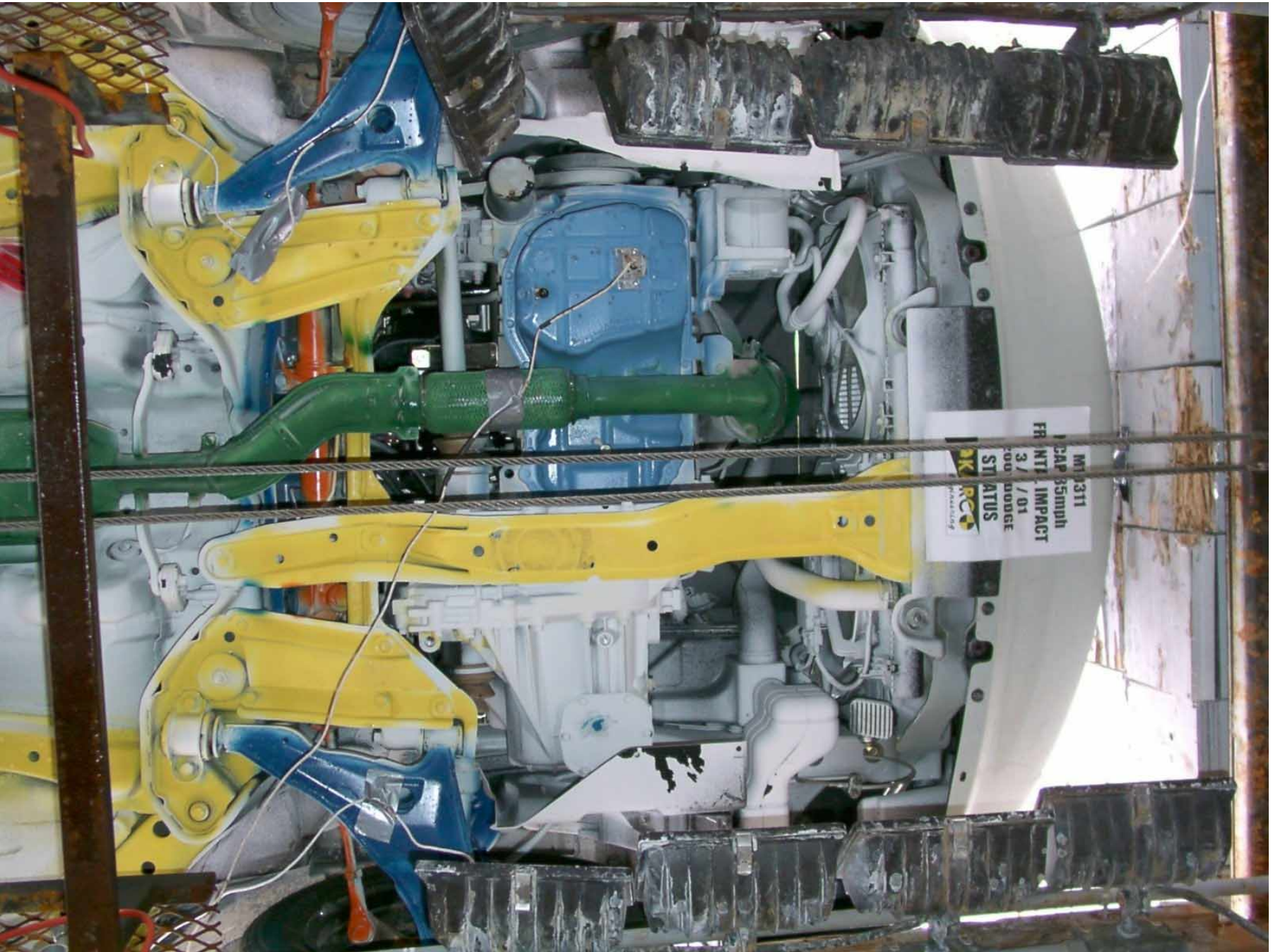


Figure A-21: Front Underside, Pre-Test

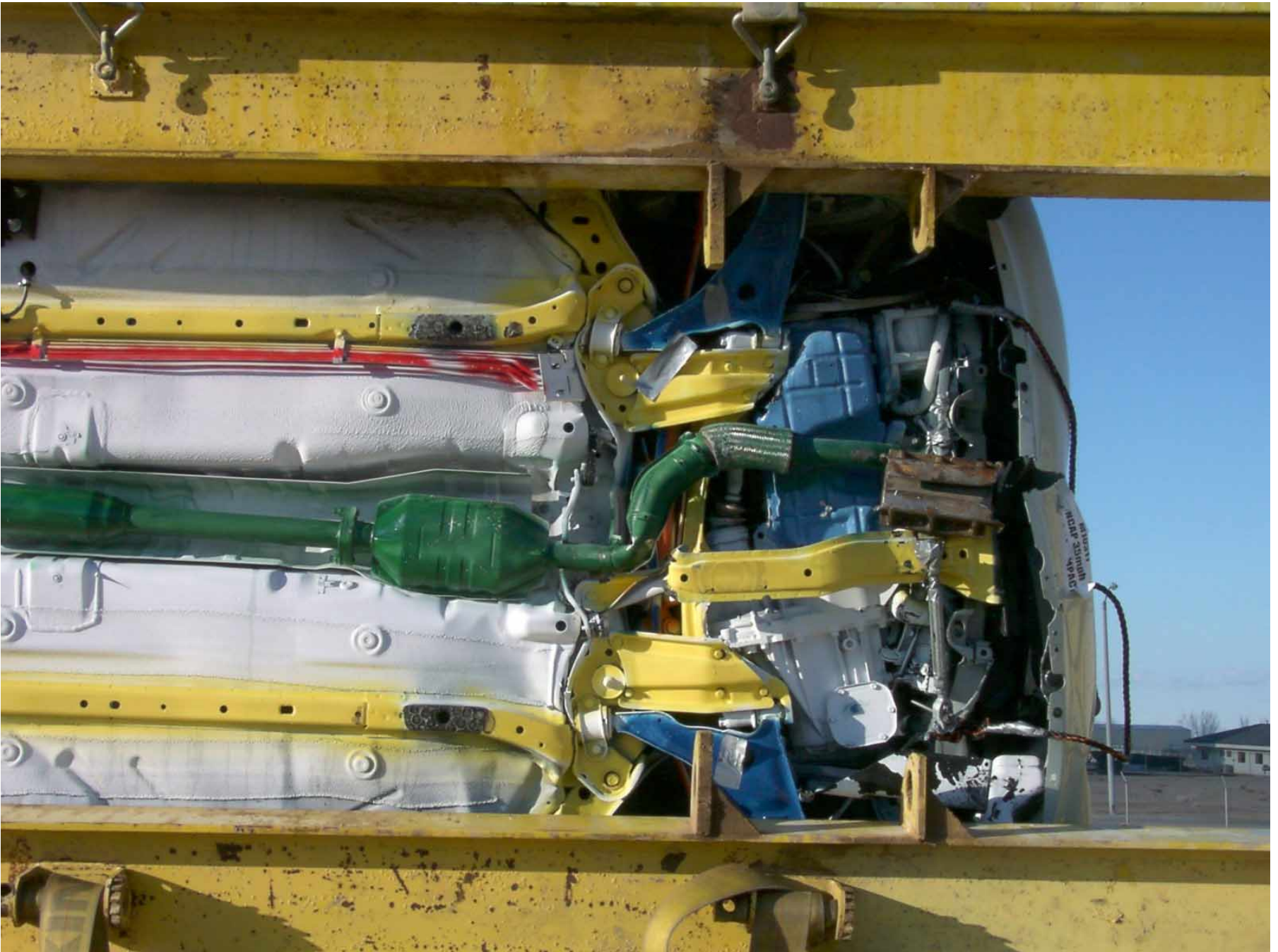


Figure A-22: Front Underside, Post-Test



Figure A-23: Rear Underside, Pre-Test



Figure A-24: Rear Underside, Post-Test

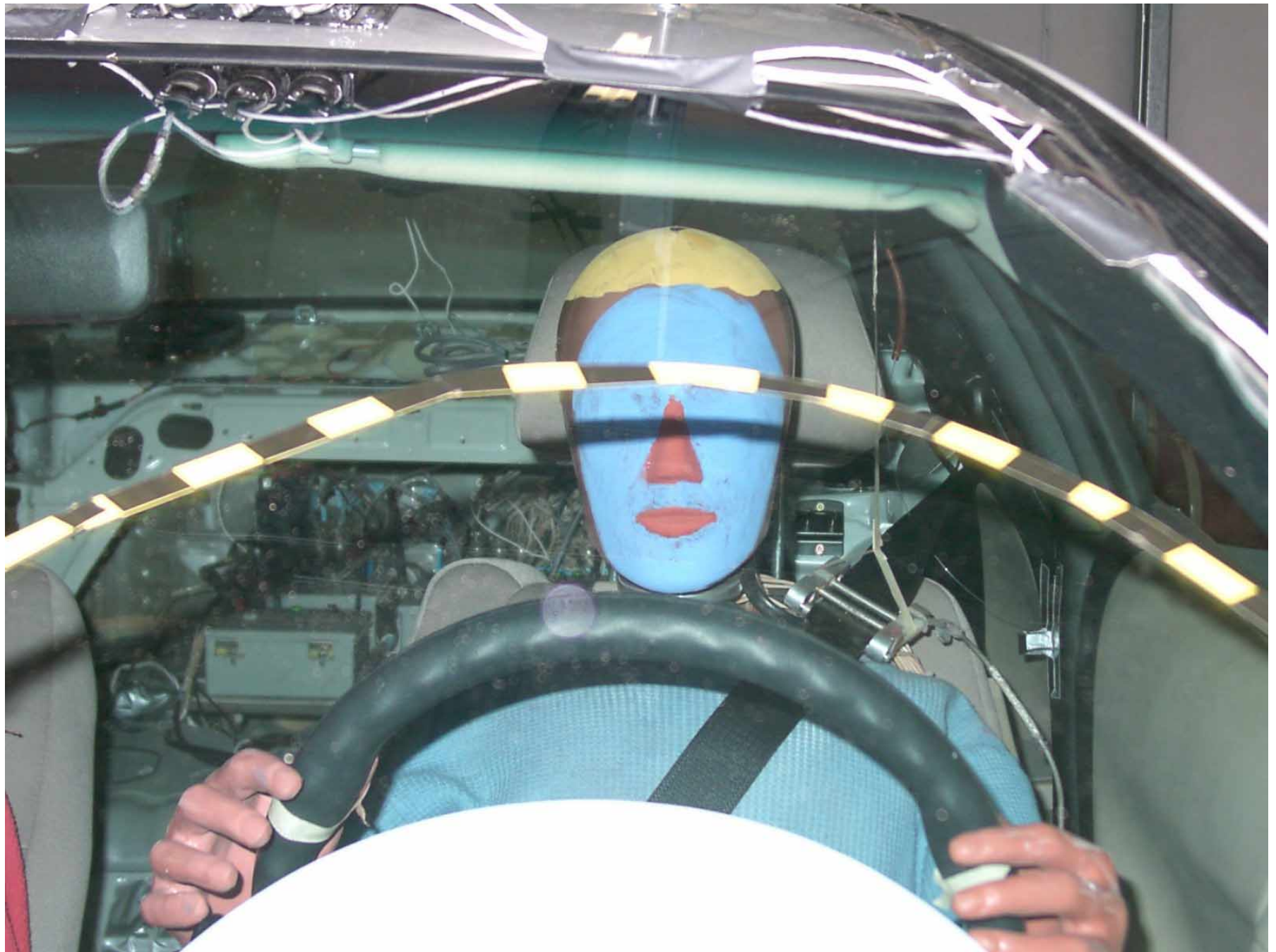


Figure A-25: Driver Dummy Front View, Pre-Test



Figure A-26: Driver Dummy Front View, Post-Test



Figure A-27: Driver Dummy Through Window, Pre-Test



Figure A-28: Driver Dummy Through Window, Post-Test



Figure A-29: Driver Dummy Door Open, Pre-Test



Figure A-30: Driver Dummy Door Open, Post-Test



Figure A-31: Driver Dummy 90° To Vehicle, Pre-Test



Figure A-32: Driver Dummy 90° To Vehicle, Post-Test



Figure A-33: Driver Dummy Feet, Pre-Test



Figure A-34: Driver Dummy Feet and Knee Contact, Post-Test



Figure A-35: Driver Side Knee Bolster, Pre-Test



Figure A-36: Driver Side Knee Bolster, Post-Test



Figure A-37: Driver Side Floor Pan, Pre-Test



Figure A-38: Driver Side Floor Pan, Post-Test



Figure A-39: Driver Dummy Head, Post-Test



Figure A-40: Driver Dummy Contact, Post-Test

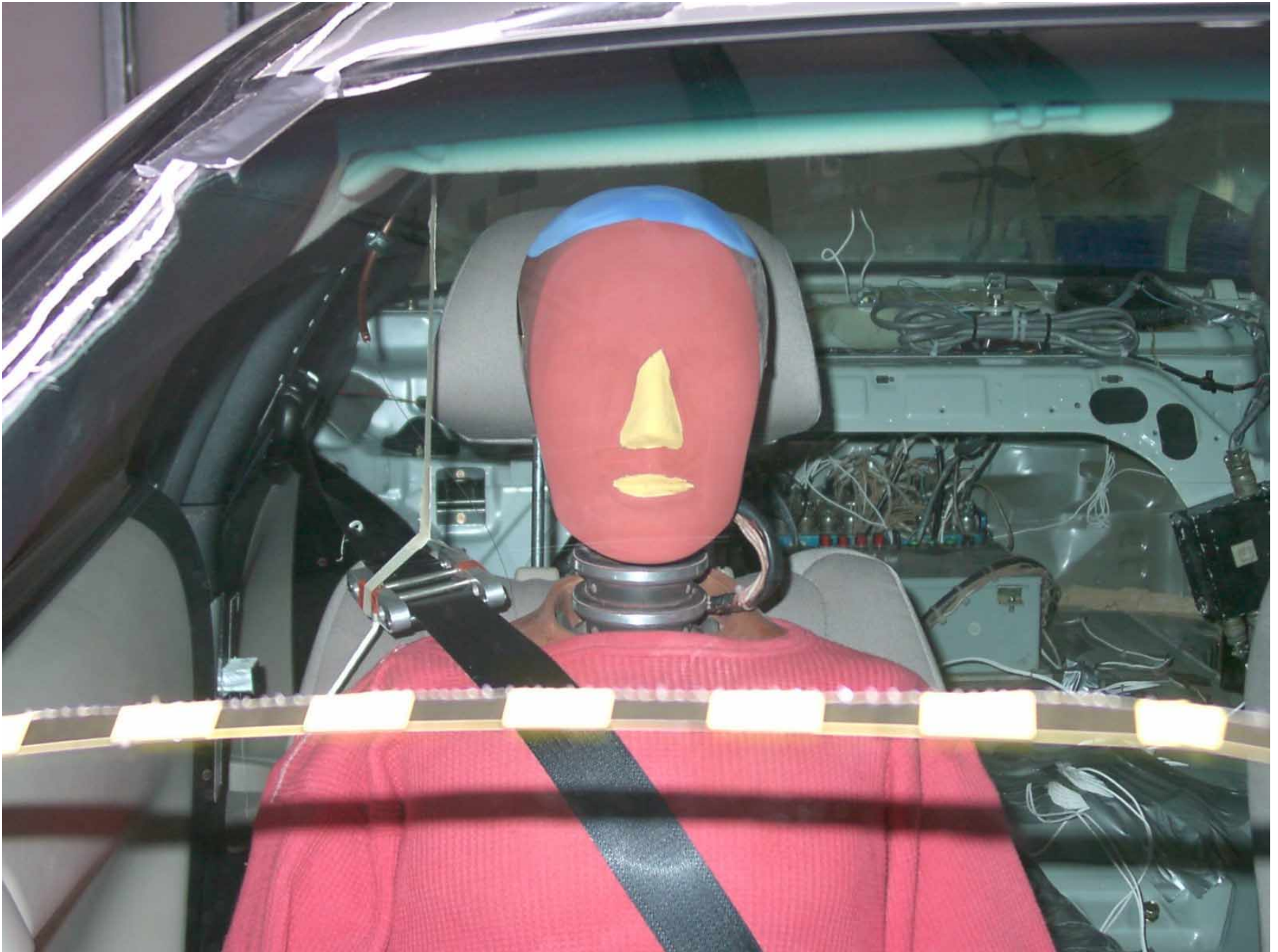


Figure A-41: Passenger Dummy Front View, Pre-Test



Figure A-42: Passenger Dummy Front View, Post-Test



Figure A-43: Passenger Dummy Through Window, Pre-Test



Figure A-44: Passenger Dummy Through Window, Post-Test

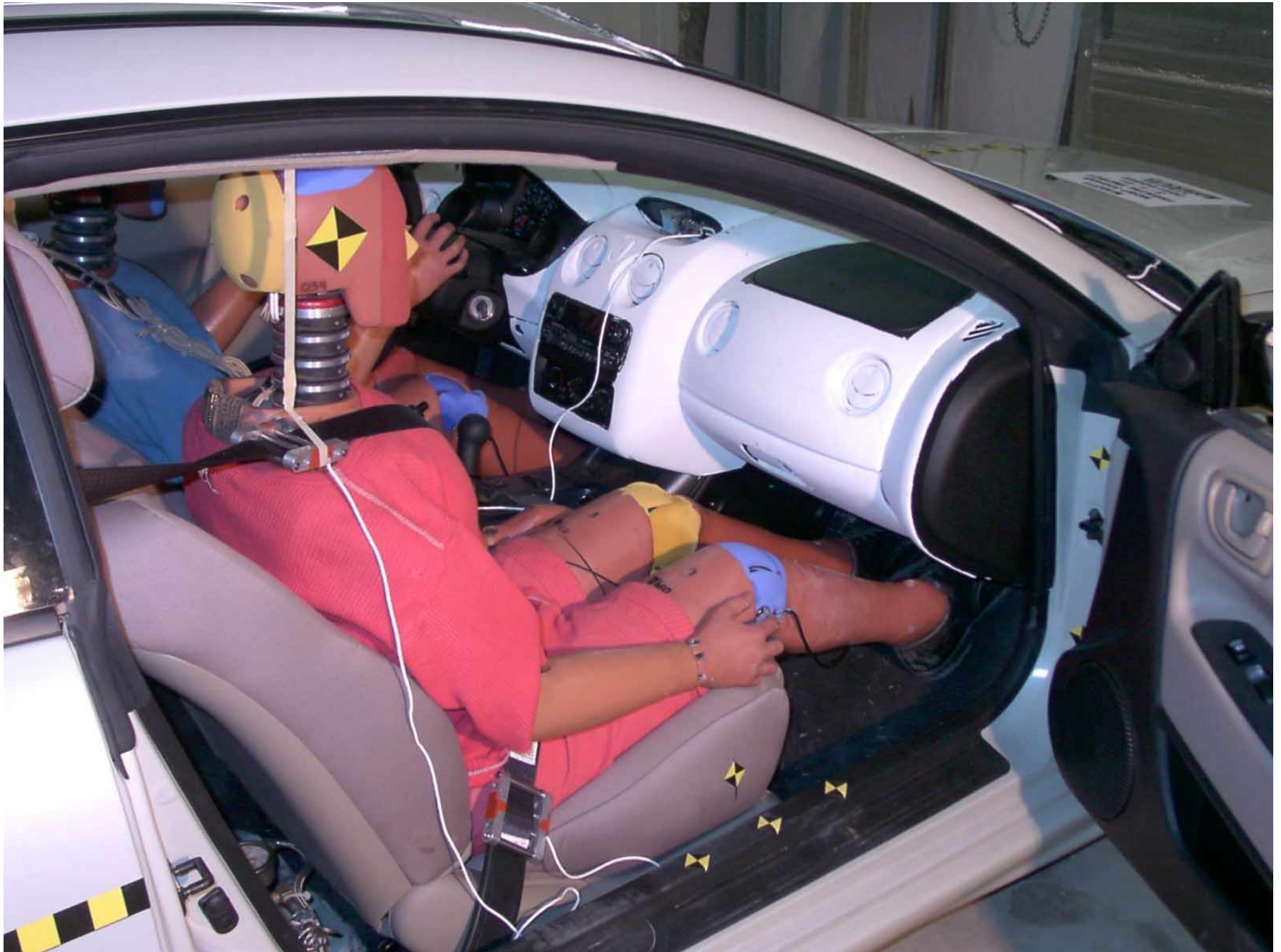


Figure A-45: Passenger Dummy Door Open, Pre-Test

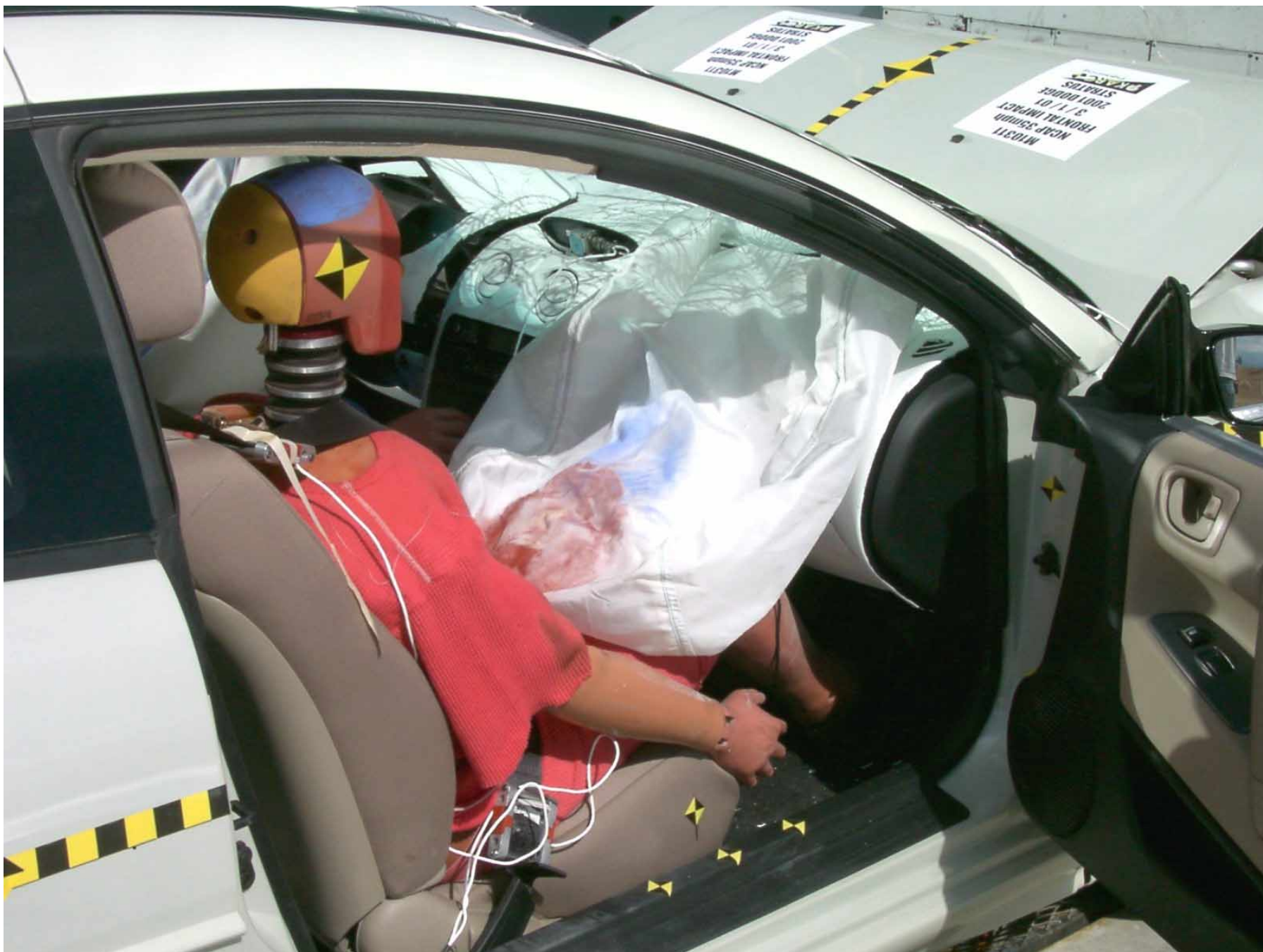


Figure A-46: Passenger Dummy Door Open, Post-Test

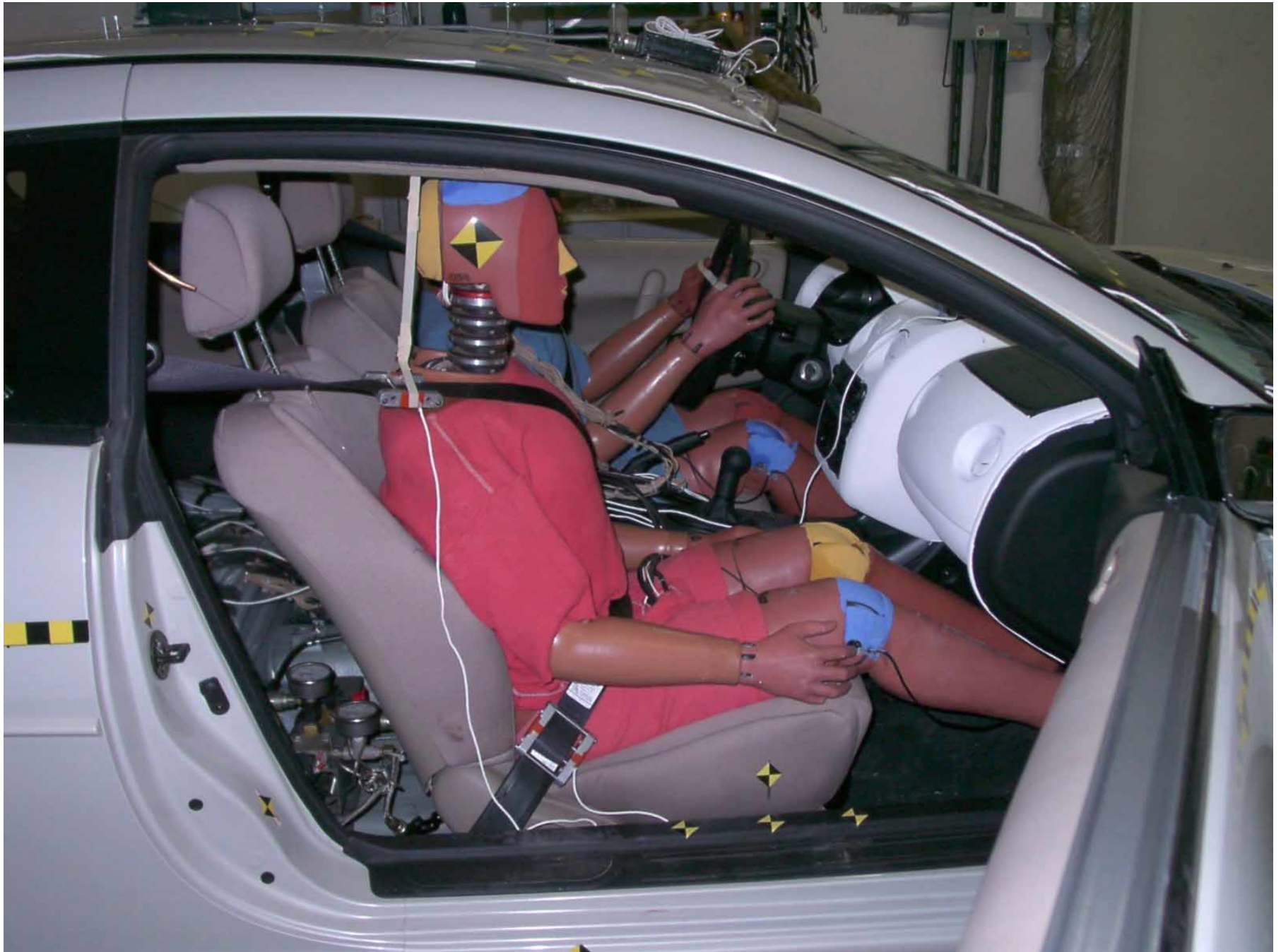


Figure A-47: Passenger Dummy 90° To Vehicle, Pre-Test



Figure A-48: Passenger Dummy 90° To Vehicle, Post-Test



Figure A-49: Passenger Dummy Feet, Pre-Test



Figure A-50: Passenger Dummy Feet and Knee Contact, Post-Test



Figure A-51: Passenger Side Floor Pan, Pre-Test



Figure A-52: Passenger Side Floor Pan, Post-Test



Figure A-53: Passenger Side Knee Bolster, Pre-Test



Figure A-54: Passenger Side Knee Bolster, Post-Test



Figure A-55: Passenger Head, Post-Test



Figure A-56: Passenger Dummy Contact, Post-Test



Figure A-57: Vehicle on Rollover Device



Figure A-58: Vehicle During Impact

APPENDIX B

DUMMY AND VEHICLE RESPONSE DATA TRACES

LIST OF DATA PLOTS

Data Plot	Page
B-1 Driver Head Primary X	B-1
B-2 Driver Head Primary X Velocity	B-2
B-3 Driver Head Primary X Displacement	B-3
B-4 Driver Head Primary Y	B-4
B-5 Driver Head Primary Z	B-5
B-6 Driver Head Resultant Primary	B-6
B-7 Driver Head Redundant X	B-7
B-8 Driver Head Redundant X Velocity	B-8
B-9 Driver Head Redundant X Displacement	B-9
B-10 Driver Head Redundant Y	B-10
B-11 Driver Head Redundant Z	B-11
B-12 Driver Head Resultant Redundant	B-12
B-13 Driver Neck Force X	B-13
B-14 Driver Neck Force Y	B-14
B-15 Driver Neck Force Z	B-15
B-16 Driver Neck Force Resultant	B-16
B-17 Driver Neck Moment X	B-17
B-18 Driver Neck Moment Y	B-18
B-19 Driver Neck Moment Z	B-19
B-20 Driver Neck Moment Resultant	B-20
B-21 Driver Chest Primary X	B-21
B-22 Driver Chest Primary X Velocity	B-22
B-23 Driver Chest Primary X Displacement	B-23
B-24 Driver Chest Primary Y	B-24
B-25 Driver Chest Primary Z	B-25
B-26 Driver Chest Primary Resultant	B-26
B-27 Driver Chest Redundant X	B-27
B-28 Driver Chest Redundant X Velocity	B-28
B-29 Driver Chest Redundant X Displacement	B-29
B-30 Driver Chest Redundant Y	B-30
B-31 Driver Chest Redundant Z	B-31
B-32 Driver Chest Redundant Resultant	B-32
B-33 Driver Chest Displacement X	B-33

LIST OF DATA PLOTS...(Continued)

Data Plot	Page
B-34 Driver Pelvis X	B-34
B-35 Driver Pelvis X Velocity	B-35
B-36 Driver Pelvis X Displacement	B-36
B-37 Driver Pelvis Y	B-37
B-38 Driver Pelvis Z	B-38
B-39 Driver Pelvis Resultant	B-39
B-40 Driver Left Femur Force	B-40
B-41 Driver Right Femur Force	B-41
B-42 Driver Left Upper Tibia Moment X	B-42
B-43 Driver Left Upper Tibia Moment Y	B-43
B-44 Driver Right Upper Tibia Moment X	B-44
B-45 Driver Right Upper Tibia Moment Y	B-45
B-46 Driver Left Lower Tibia Moment X	B-46
B-47 Driver Left Lower Tibia Moment Y	B-47
B-48 Driver Left Lower Tibia Force Z	B-48
B-49 Driver Right Lower Tibia Moment X	B-49
B-50 Driver Right Lower Tibia Moment Y	B-50
B-51 Driver Right Lower Tibia Force Z	B-51
B-52 Driver Left Foot Aft X	B-52
B-53 Driver Left Foot Aft Z	B-53
B-54 Driver Left Foot Fore Z	B-54
B-55 Driver Right Foot Aft X	B-55
B-56 Driver Right Foot Aft Z	B-56
B-57 Driver Right Foot Fore Z	B-57
B-58 Driver Lap Belt Force	B-58
B-59 Driver Shoulder Belt Force	B-59
B-60 Driver Shoulder Belt Pullout	B-60
B-61 Driver Shoulder Belt Elongation	B-61

LIST OF DATA PLOTS...(Continued)

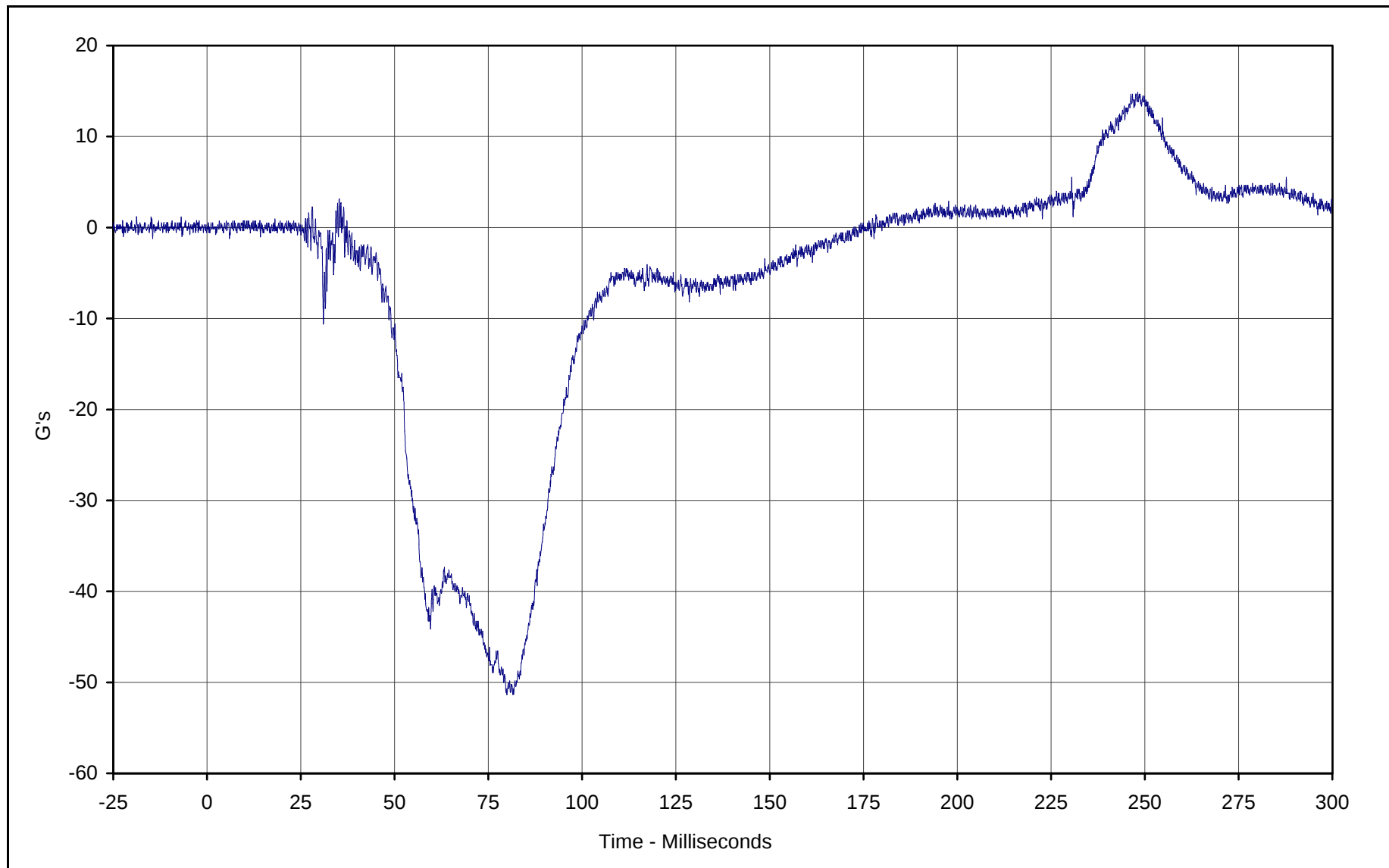
Data Plot		Page
B-62	Passenger Head Primary X	B-62
B-63	Passenger Head Primary X Velocity	B-63
B-64	Passenger Head Primary X Displacement	B-64
B-65	Passenger Head Primary Y	B-65
B-66	Passenger Head Primary Z	B-66
B-67	Passenger Head Resultant Primary	B-67
B-68	Passenger Head Redundant X	B-68
B-69	Passenger Head Redundant X Velocity	B-69
B-70	Passenger Head Redundant X Displacement	B-70
B-71	Passenger Head Redundant Y	B-71
B-72	Passenger Head Redundant Z	B-72
B-73	Passenger Head Resultant Redundant	B-73
B-74	Passenger Neck Force X	B-74
B-75	Passenger Neck Force Y	B-75
B-76	Passenger Neck Force Z	B-76
B-77	Passenger Neck Force Resultant	B-77
B-78	Passenger Neck Moment X	B-78
B-79	Passenger Neck Moment Y	B-79
B-80	Passenger Neck Moment Z	B-80
B-81	Passenger Neck Moment Resultant	B-81
B-82	Passenger Chest Primary X	B-82
B-83	Passenger Chest Primary X Velocity	B-83
B-84	Passenger Chest Primary X Displacement	B-84
B-85	Passenger Chest Primary Y	B-85
B-86	Passenger Chest Primary Z	B-86
B-87	Passenger Chest Primary Resultant	B-87
B-88	Passenger Chest Redundant X	B-88
B-89	Passenger Chest Redundant X Velocity	B-89
B-90	Passenger Chest Redundant X Displacement	B-90
B-91	Passenger Chest Redundant Y	B-91
B-92	Passenger Chest Redundant Z	B-92
B-93	Passenger Chest Redundant Resultant	B-93
B-94	Passenger Chest Displacement X	B-94

LIST OF DATA PLOTS...(Continued)

Data Plot	Page
B-95 Passenger Pelvis X	B-95
B-96 Passenger Pelvis X Velocity	B-96
B-97 Passenger Pelvis X Displacement	B-97
B-98 Passenger Pelvis Y	B-98
B-99 Passenger Pelvis Z	B-99
B-100 Passenger Pelvis Resultant	B-100
B-101 Passenger Left Femur Force	B-101
B-102 Passenger Right Femur Force	B-102
B-103 Passenger Left Upper Tibia Moment X	B-103
B-104 Passenger Left Upper Tibia Moment Y	B-104
B-105 Passenger Right Upper Tibia Moment X	B-105
B-106 Passenger Right Upper Tibia Moment Y	B-106
B-107 Passenger Left Lower Tibia Moment X	B-107
B-108 Passenger Left Lower Tibia Moment Y	B-108
B-109 Passenger Left Lower Tibia Force Z	B-109
B-110 Passenger Right Lower Tibia Moment X	B-110
B-111 Passenger Right Lower Tibia Moment Y	B-111
B-112 Passenger Right Lower Tibia Force Z	B-112
B-113 Passenger Left Foot Aft X	B-113
B-114 Passenger Left Foot Aft Z	B-114
B-115 Passenger Left Foot Fore Z	B-115
B-116 Passenger Right Foot Aft X	B-116
B-117 Passenger Right Foot Aft Z	B-117
B-118 Passenger Right Foot Fore Z	B-118
B-119 Passenger Lap Belt Force	B-119
B-120 Passenger Shoulder Belt Force	B-120
B-121 Passenger Shoulder Belt Pullout	B-121
B-122 Passenger Shoulder Belt Elongation	B-122

LIST OF DATA PLOTS...(Continued)

Data Plot	Page
B-123 Vehicle Left Rear Primary	B-123
B-124 Vehicle Left Rear Primary Velocity	B-124
B-125 Vehicle Left Rear Primary Displacement	B-125
B-126 Vehicle Right Rear Primary	B-126
B-127 Vehicle Right Rear Primary Velocity	B-127
B-128 Vehicle Right Rear Primary Displacement	B-128
B-129 Vehicle Engine Top	B-129
B-130 Vehicle Engine Top Velocity	B-130
B-131 Vehicle Engine Top Displacement	B-131
B-132 Vehicle Engine Bottom	B-132
B-133 Vehicle Engine Bottom Velocity	B-133
B-134 Vehicle Engine Bottom Displacement	B-134
B-135 Vehicle Left Brake Caliper	B-135
B-136 Vehicle Left Brake Caliper Velocity	B-136
B-137 Vehicle Left Brake Caliper Displacement	B-137
B-138 Vehicle Right Brake Caliper	B-138
B-139 Vehicle Right Brake Caliper Velocity	B-139
B-140 Vehicle Right Brake Caliper Displacement	B-140
B-141 Vehicle Instrument Panel	B-141
B-142 Vehicle Instrument Panel Velocity	B-142
B-143 Vehicle Instrument Panel Displacement	B-143
B-144 Vehicle Left Rear Redundant	B-144
B-145 Vehicle Left Rear Redundant Velocity	B-145
B-146 Vehicle Left Rear Redundant Displacement	B-146

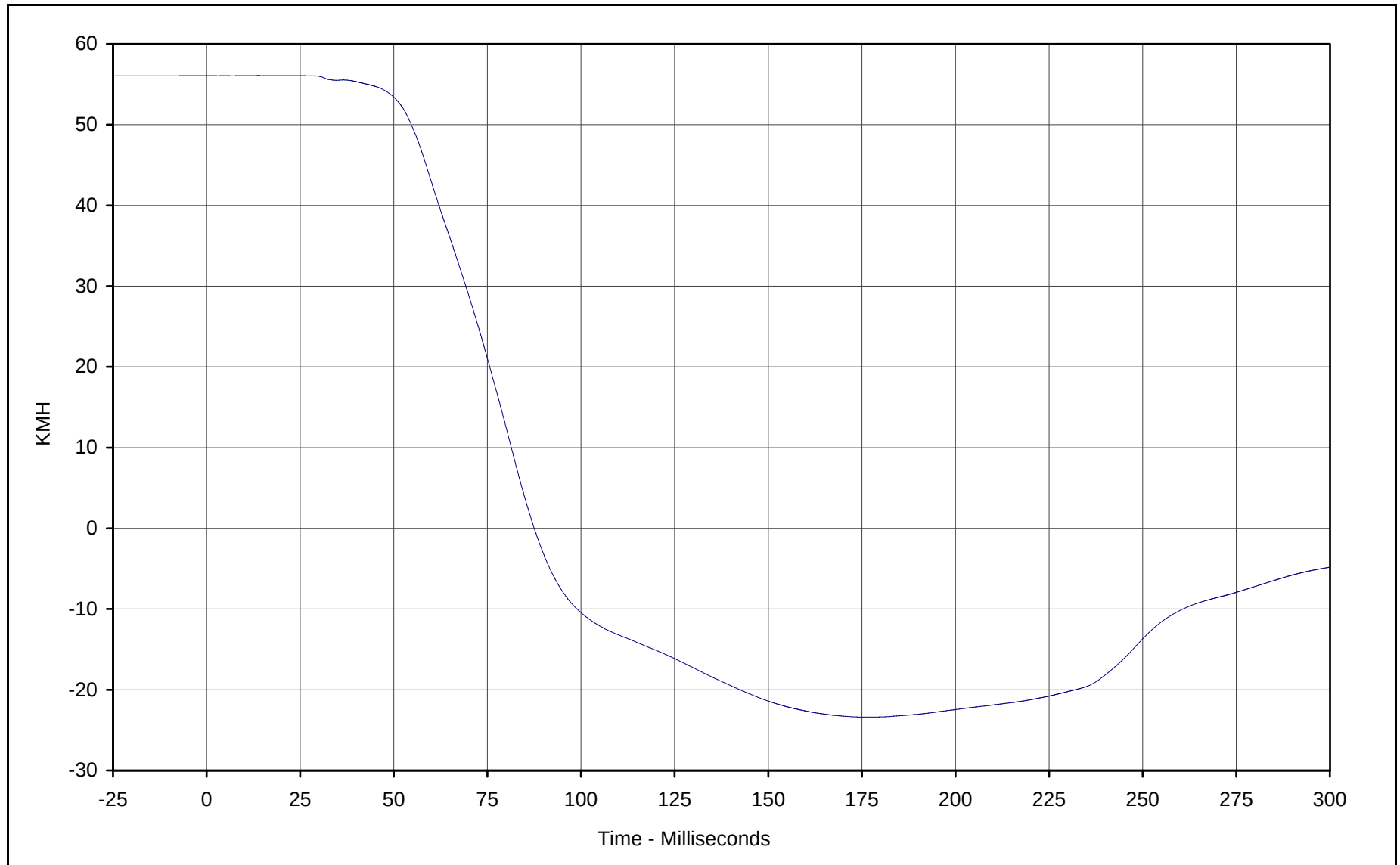


Curve Description: Driver Head Primary X
Maximum Value: 14.9 at 248.1 Milliseconds
Minimum Value: -51.3 at 79.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-001

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-2

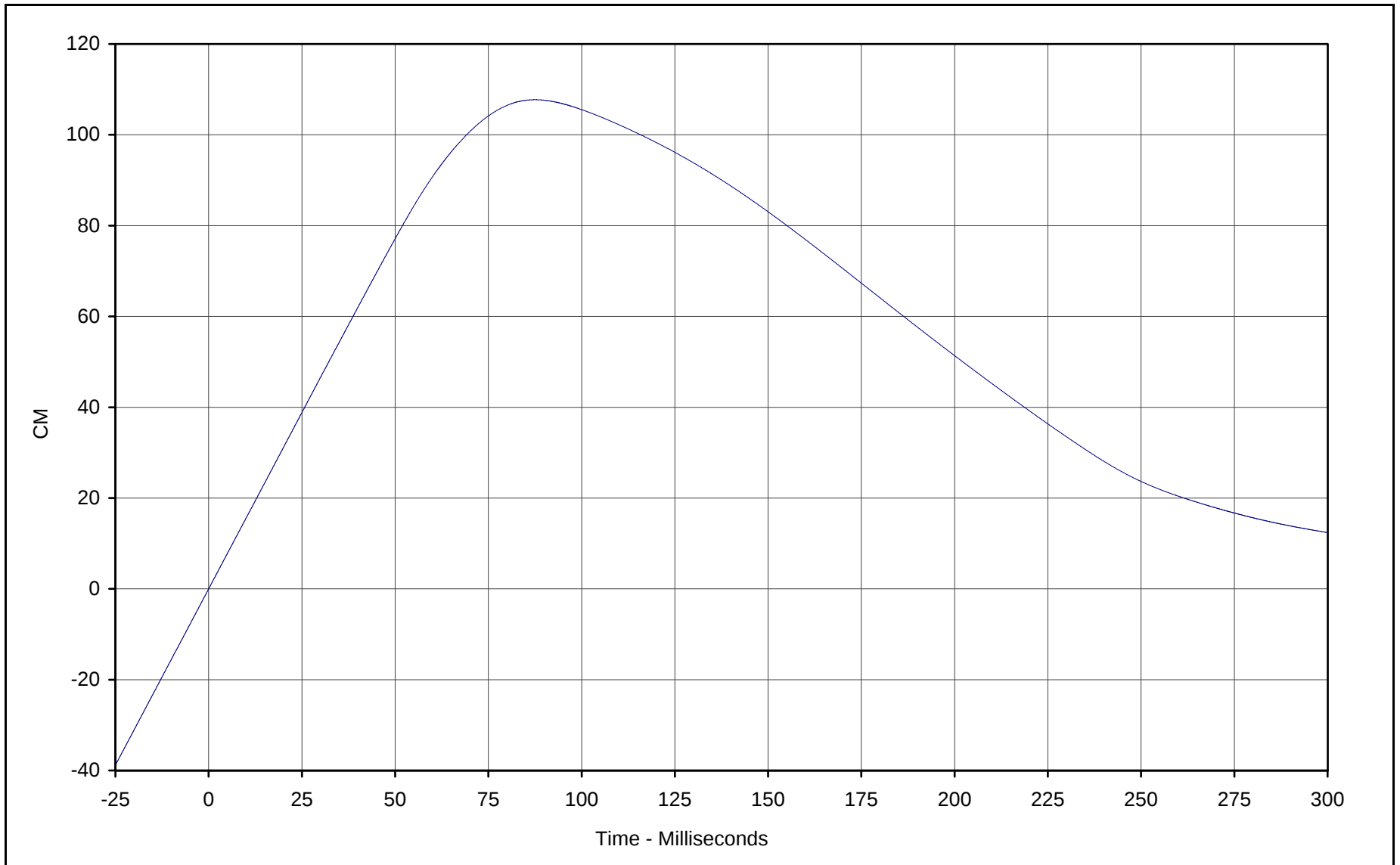


Curve Description: Driver Head Primary X Velocity
Maximum Value: 56.1 at 13.9 Milliseconds
Minimum Value: -23.4 at 177.7 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-001

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

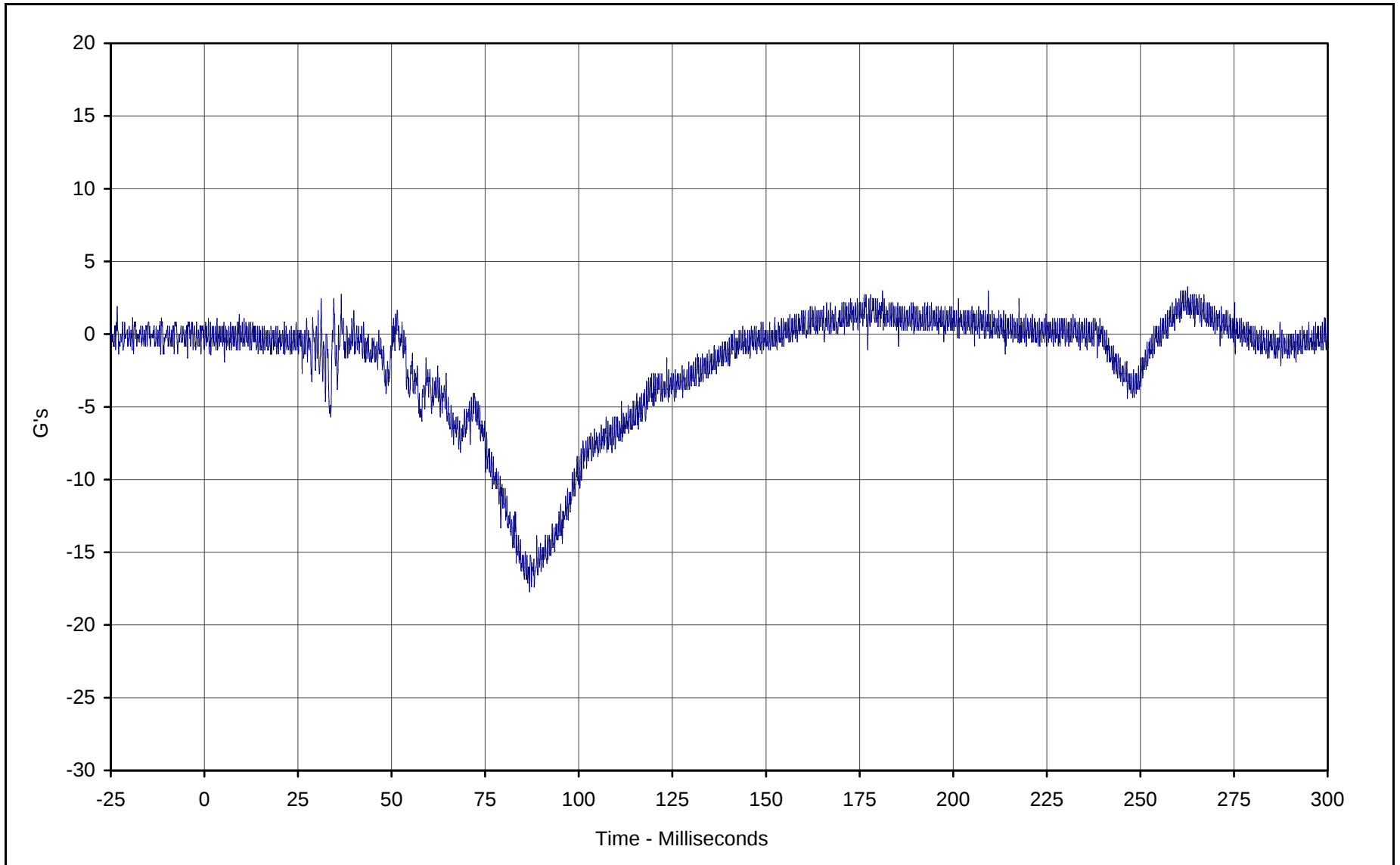


Curve Description: Driver Head Primary X Displ.
Maximum Value: 107.7 at 87.5 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-001

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-4



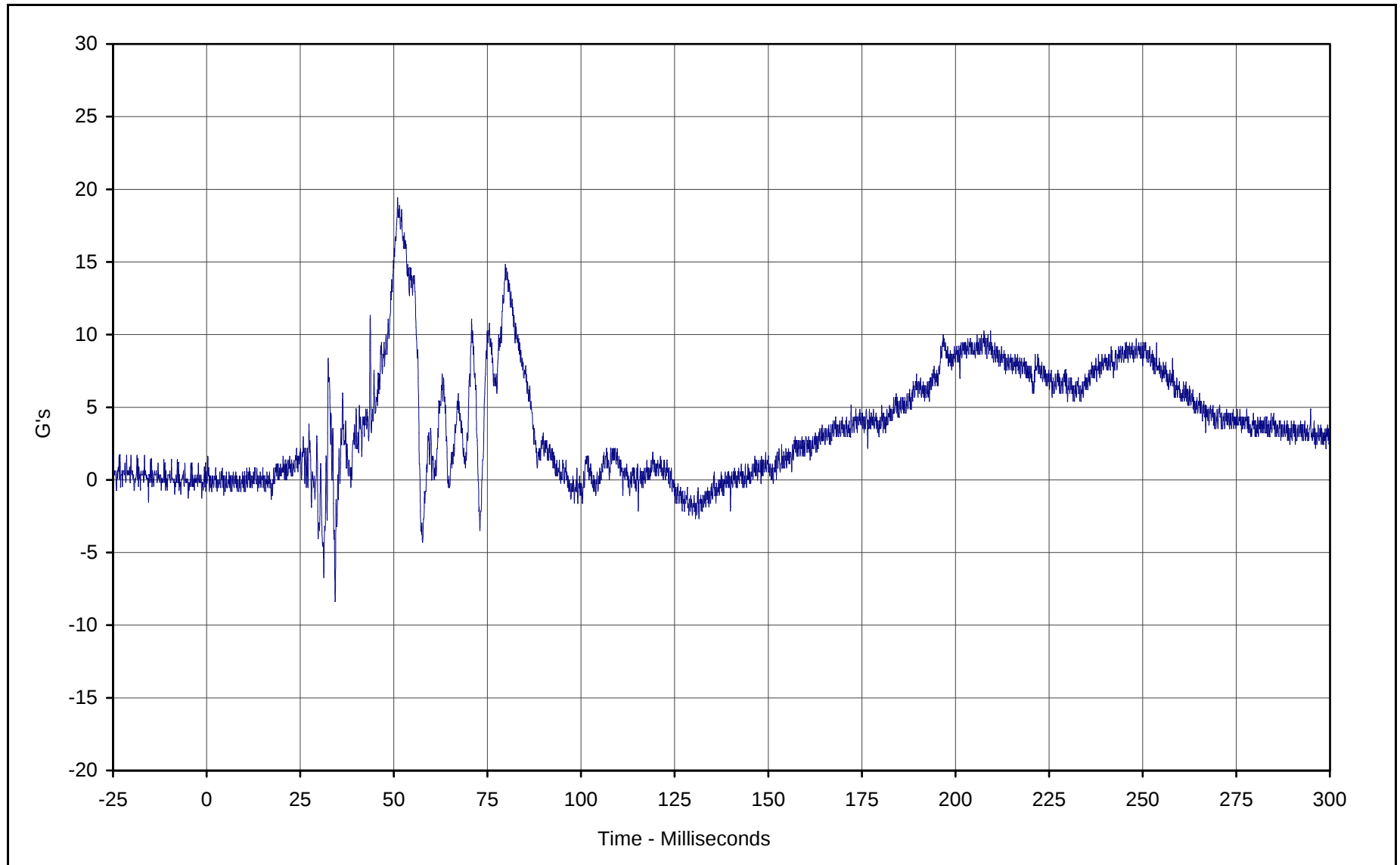
Curve Description: Driver Head Primary Y
Maximum Value: 3.3 at 262.6 Milliseconds
Minimum Value: -17.7 at 86.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-002

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-5

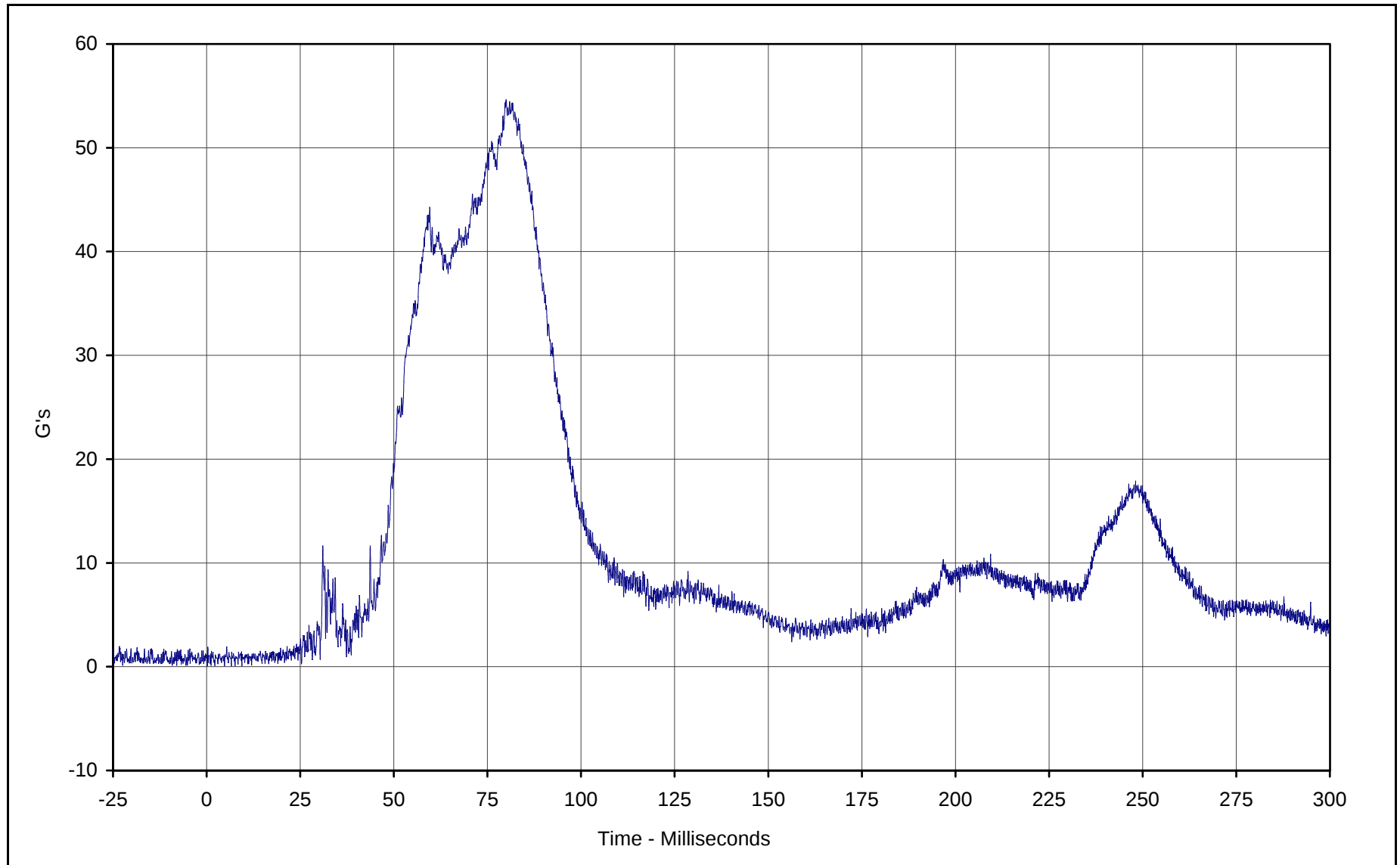


Curve Description: Driver Head Primary Z
Maximum Value: 19.4 at 51.0 Milliseconds
Minimum Value: -8.4 at 34.3 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-003

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

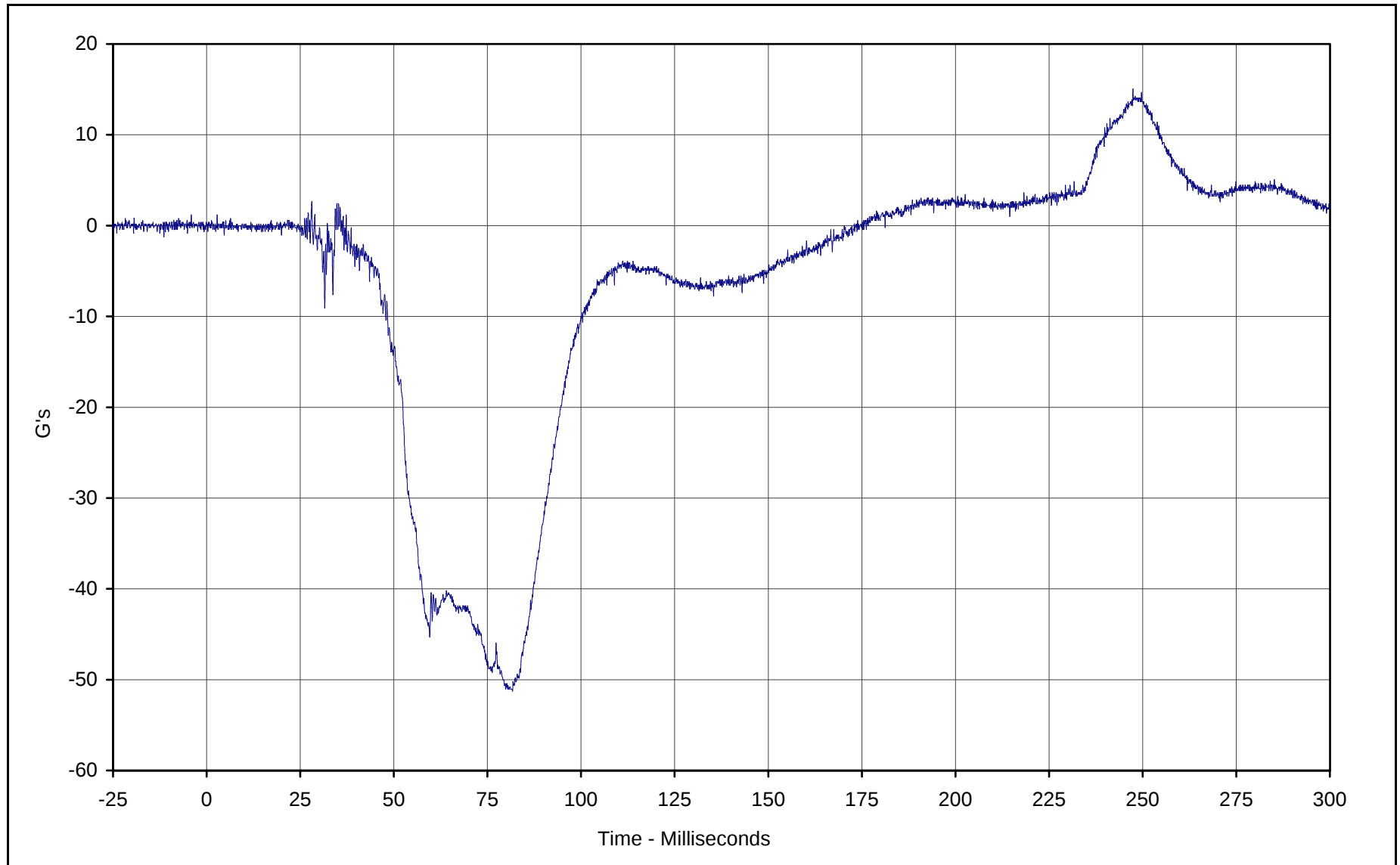


Curve Description: Driver Head Resultant Primary
Maximum Value: 54.6 at 80.0 Milliseconds
Minimum Value: 0.1 at 4.8 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: RES-001

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



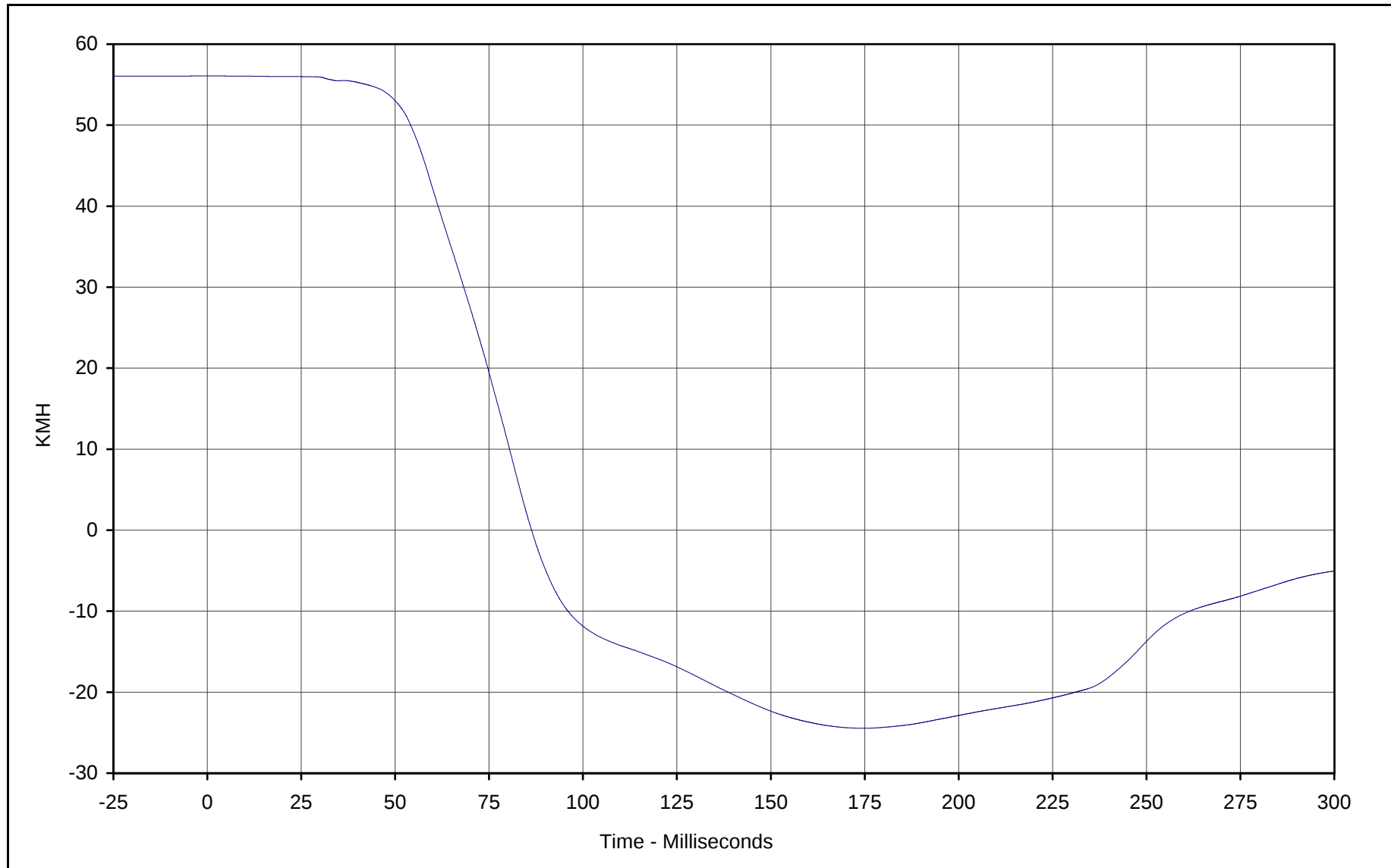


Curve Description: Driver Head Redundant X
Maximum Value: 15.1 at 247.4 Milliseconds
Minimum Value: -51.2 at 81.7 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-004

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-8

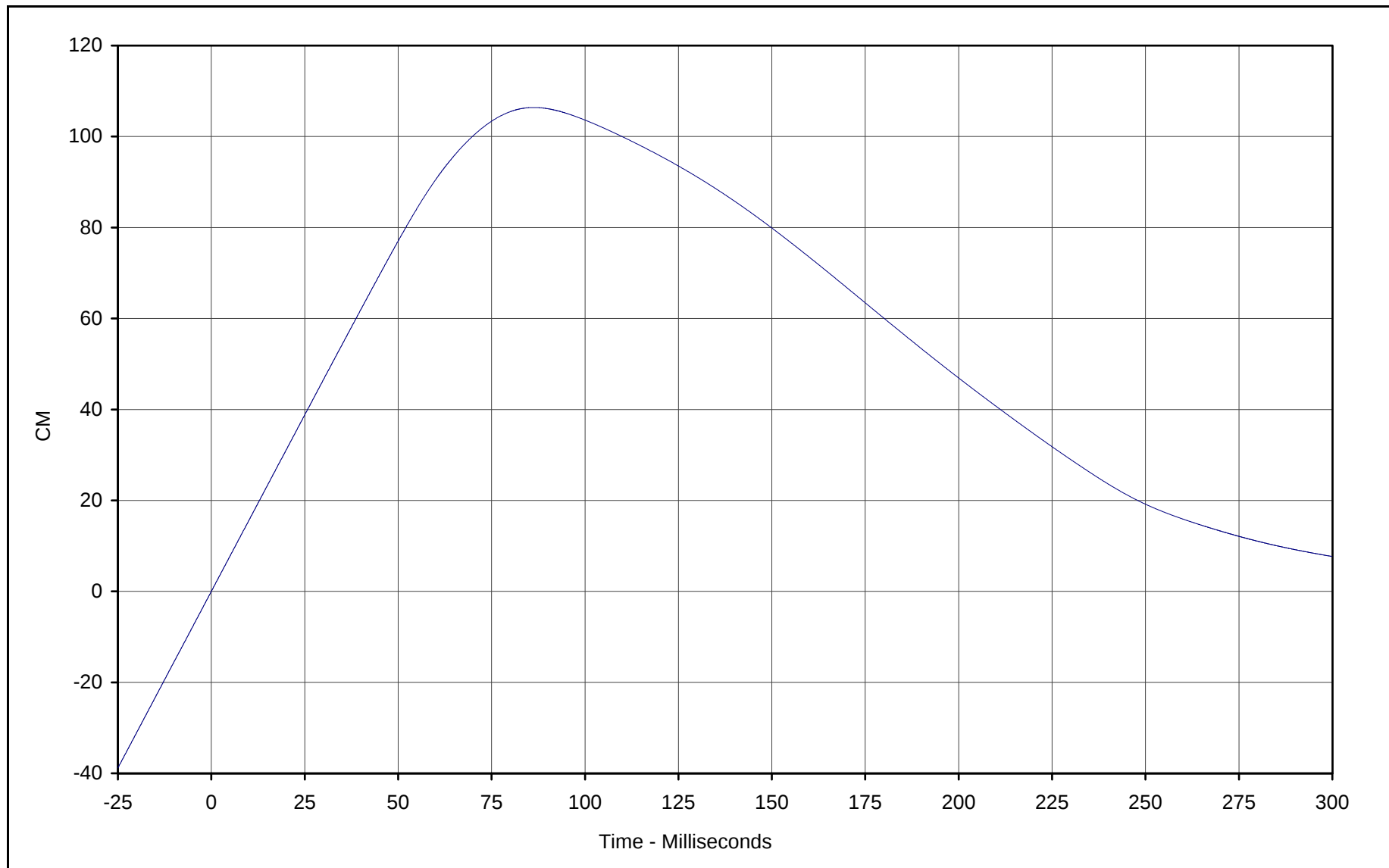


Curve Description: Driver Head Redundant X Velocity
Maximum Value: 56.1 at 1.6 Milliseconds
Minimum Value: -24.5 at 175.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-004

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

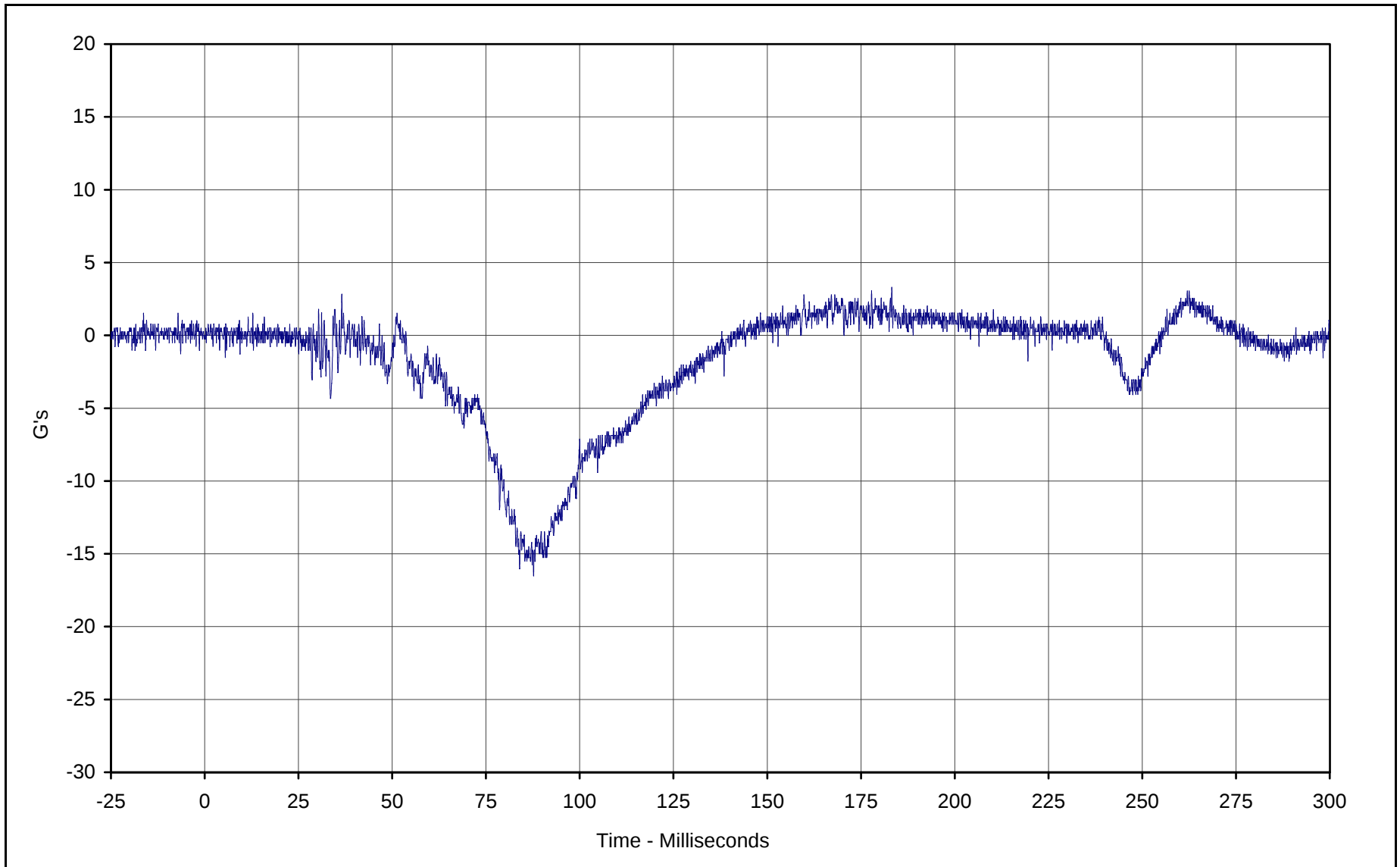


Curve Description: Driver Head Redundant X Displ.
Maximum Value: 106.4 at 86.3 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-004

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-10

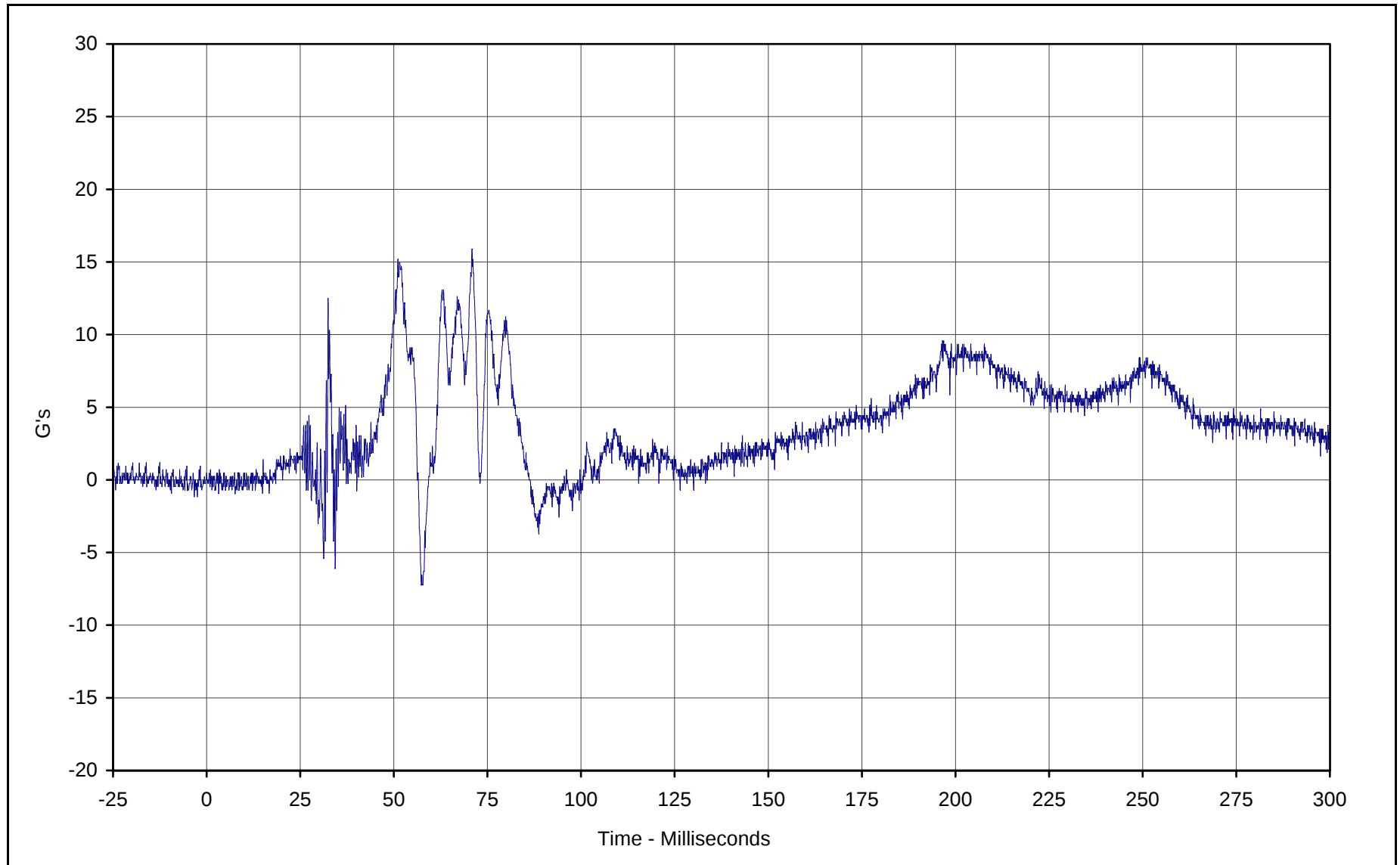


Curve Description: Driver Head Redundant Y
Maximum Value: 3.3 at 183.2 Milliseconds
Minimum Value: -16.5 at 87.7 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-005

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

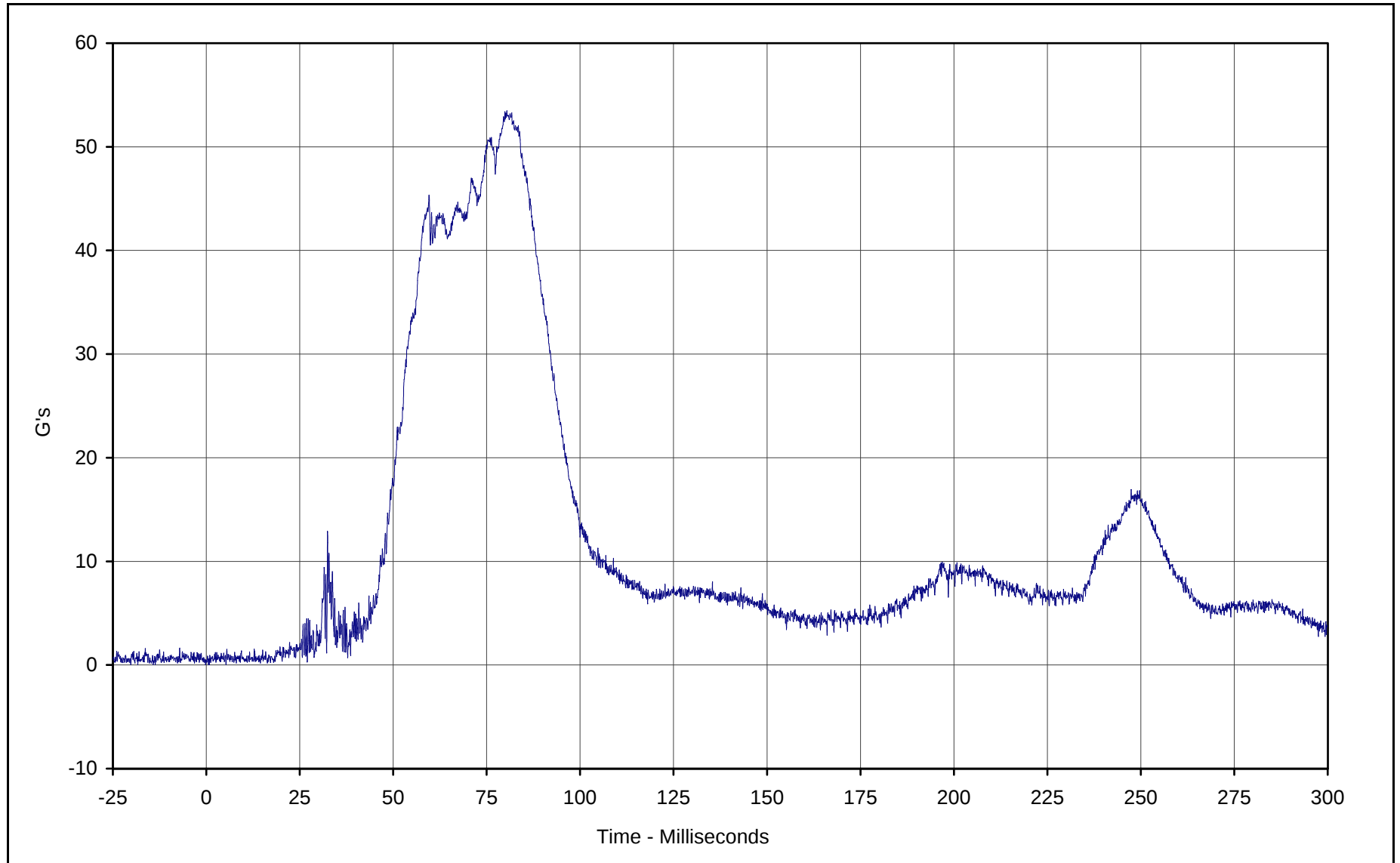


Curve Description: Driver Head Redundant Z
Maximum Value: 15.9 at 70.9 Milliseconds
Minimum Value: -7.2 at 57.3 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-006

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-12

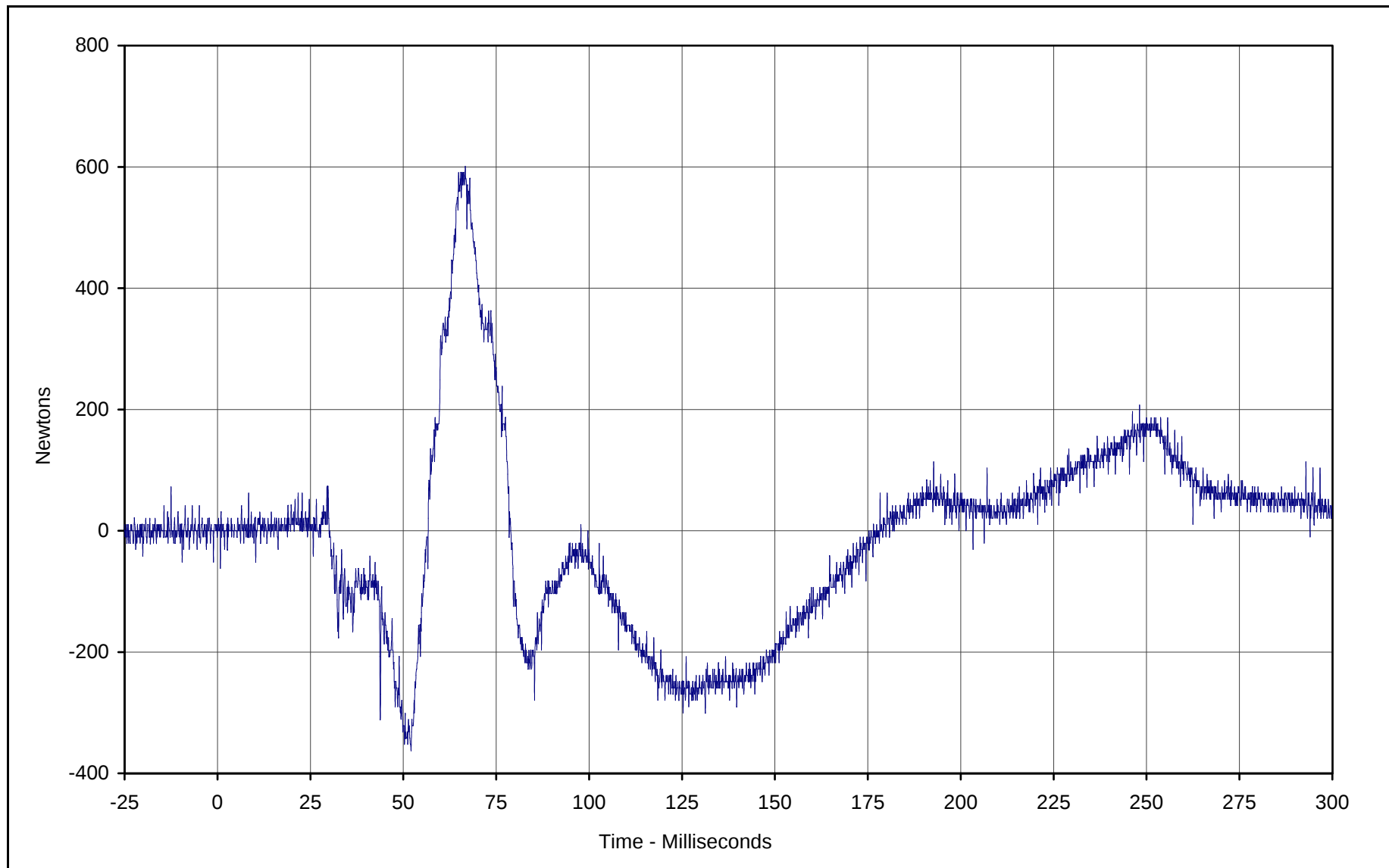


Curve Description: Driver Head Resultant Redundant
Maximum Value: 53.5 at 80.4 Milliseconds
Minimum Value: 0.0 at 0.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: RES-004

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

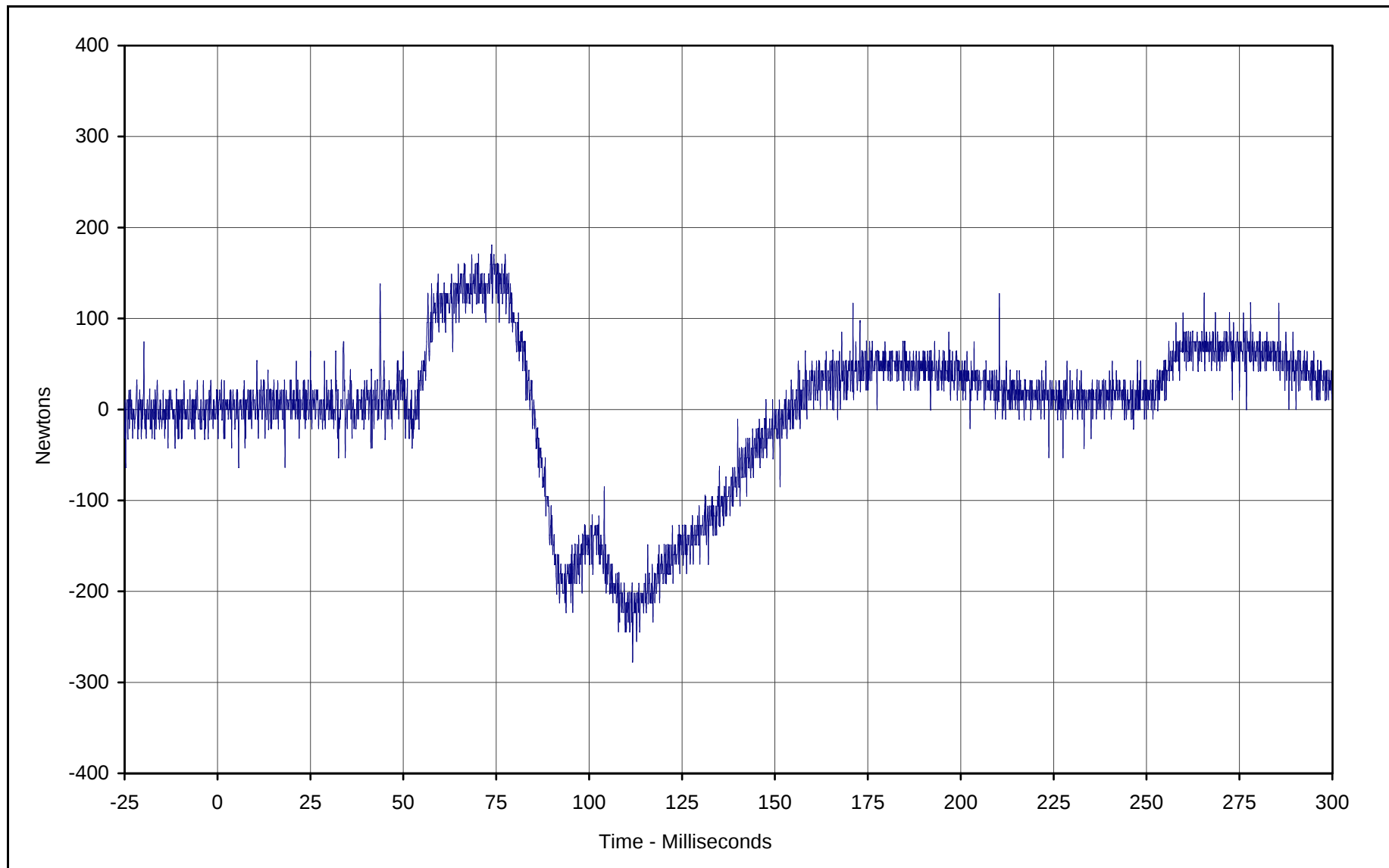


Curve Description: Driver Neck Force X
Maximum Value: 601.3 at 66.7 Milliseconds
Minimum Value: -362.8 at 52.1 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-007

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

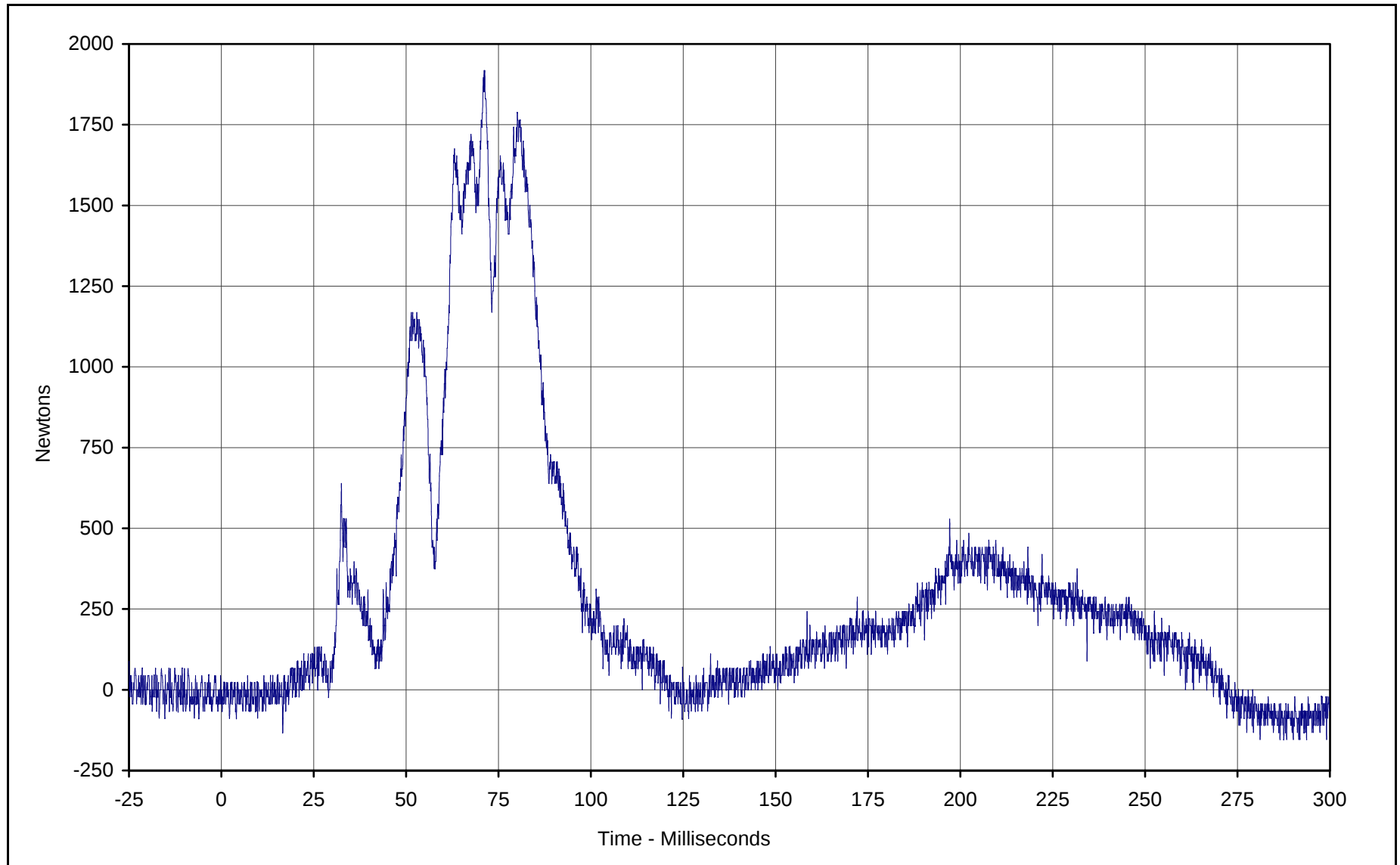




Curve Description: Driver Neck Force Y
Maximum Value: 180.7 at 73.8 Milliseconds
Minimum Value: -276.4 at 111.7 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-008

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

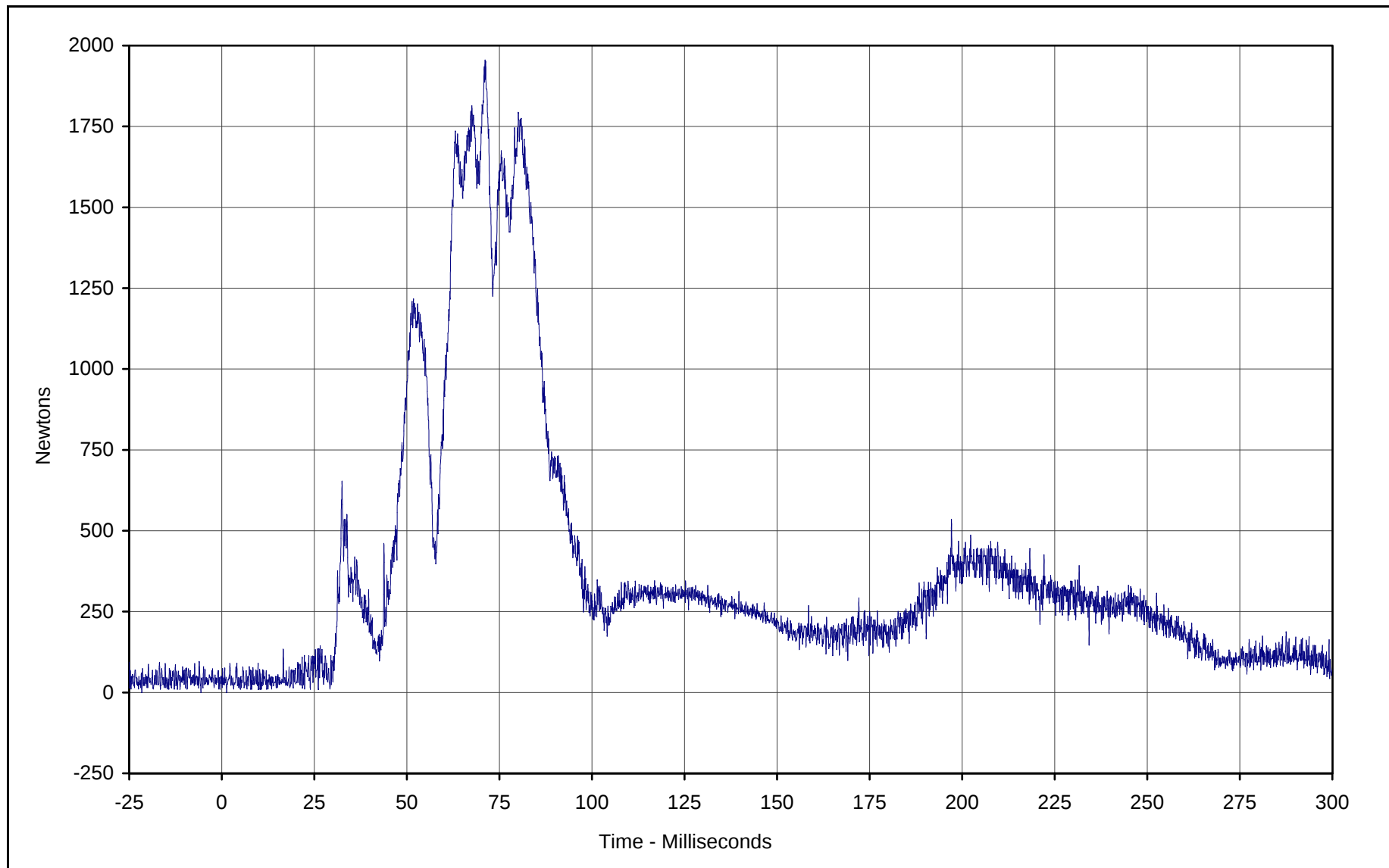




Curve Description: Driver Neck Force Z
Maximum Value: 1918.4 at 71.1 Milliseconds
Minimum Value: -154.4 at 281.1 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-009

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

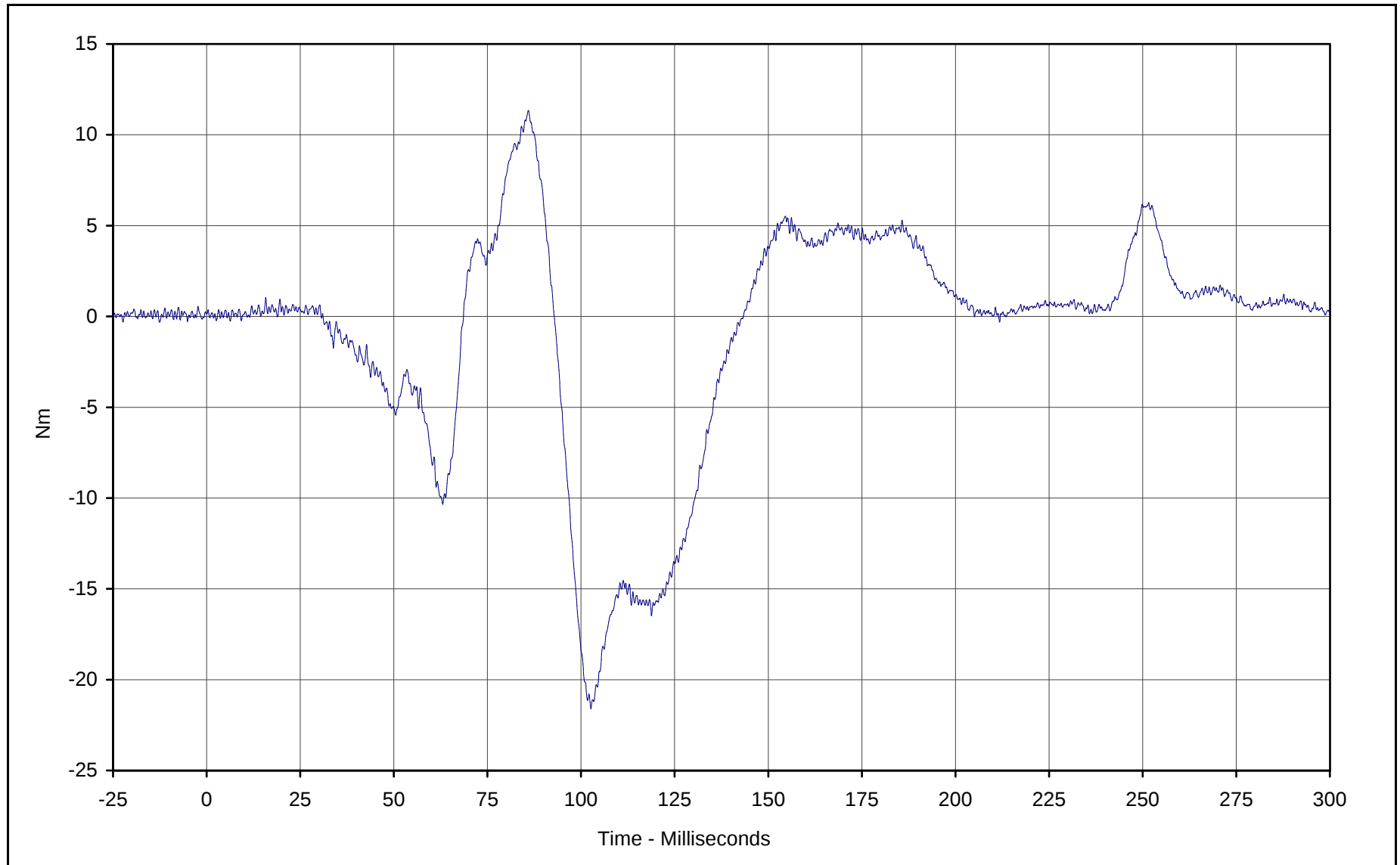




Curve Description: Driver Neck Force Resultant
Maximum Value: 1955.4 at 71.1 Milliseconds
Minimum Value: 0.0 at 1.3 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: RES-007

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

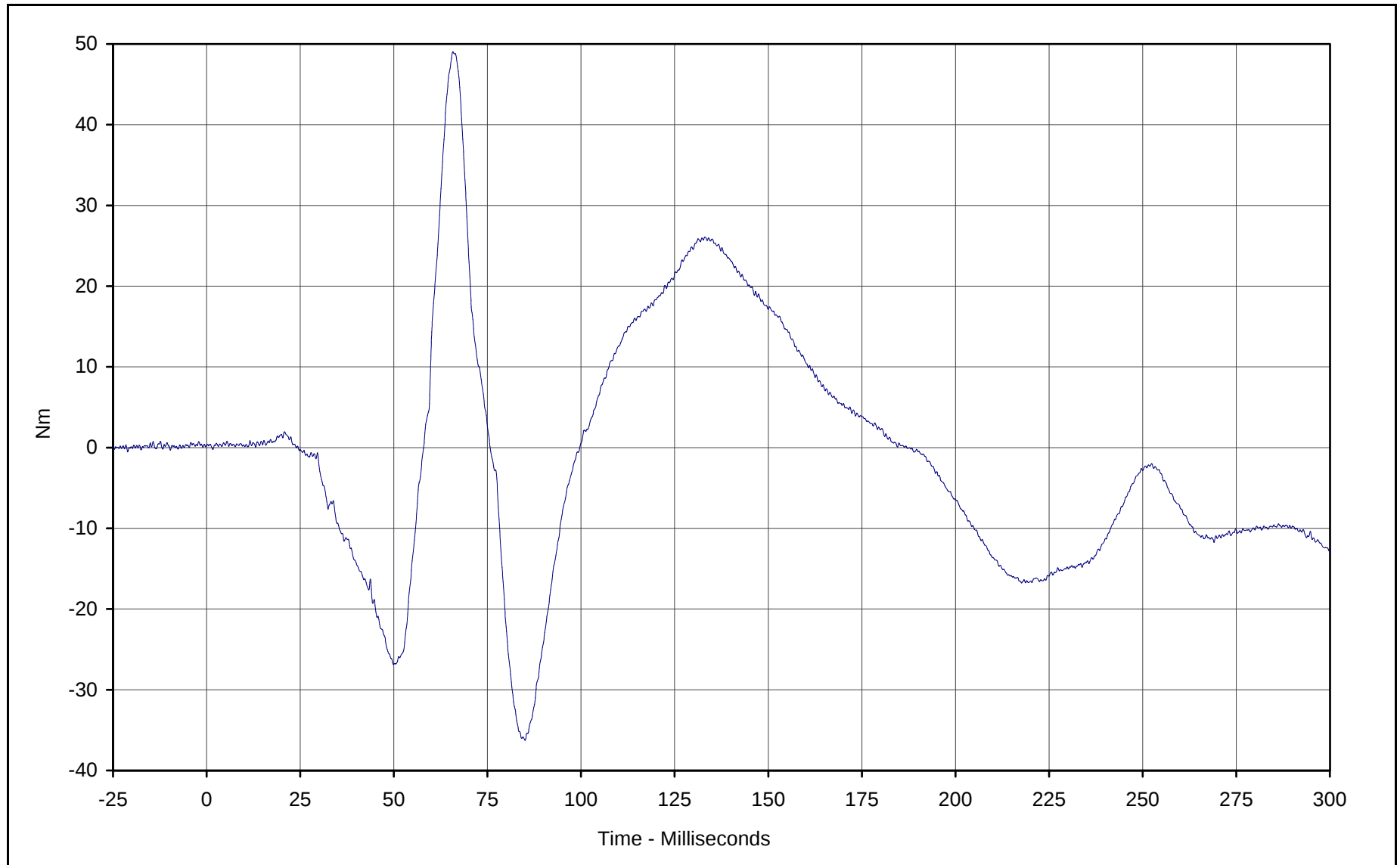




Curve Description: Driver Neck Moment X
Maximum Value: 11.3 at 85.9 Milliseconds
Minimum Value: -21.6 at 102.6 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-010

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe





Curve Description: Driver Neck Moment Y

Maximum Value: 49.0 at 65.7 Milliseconds

Minimum Value: -36.2 at 85.1 Milliseconds

SAE Filter Class: 600

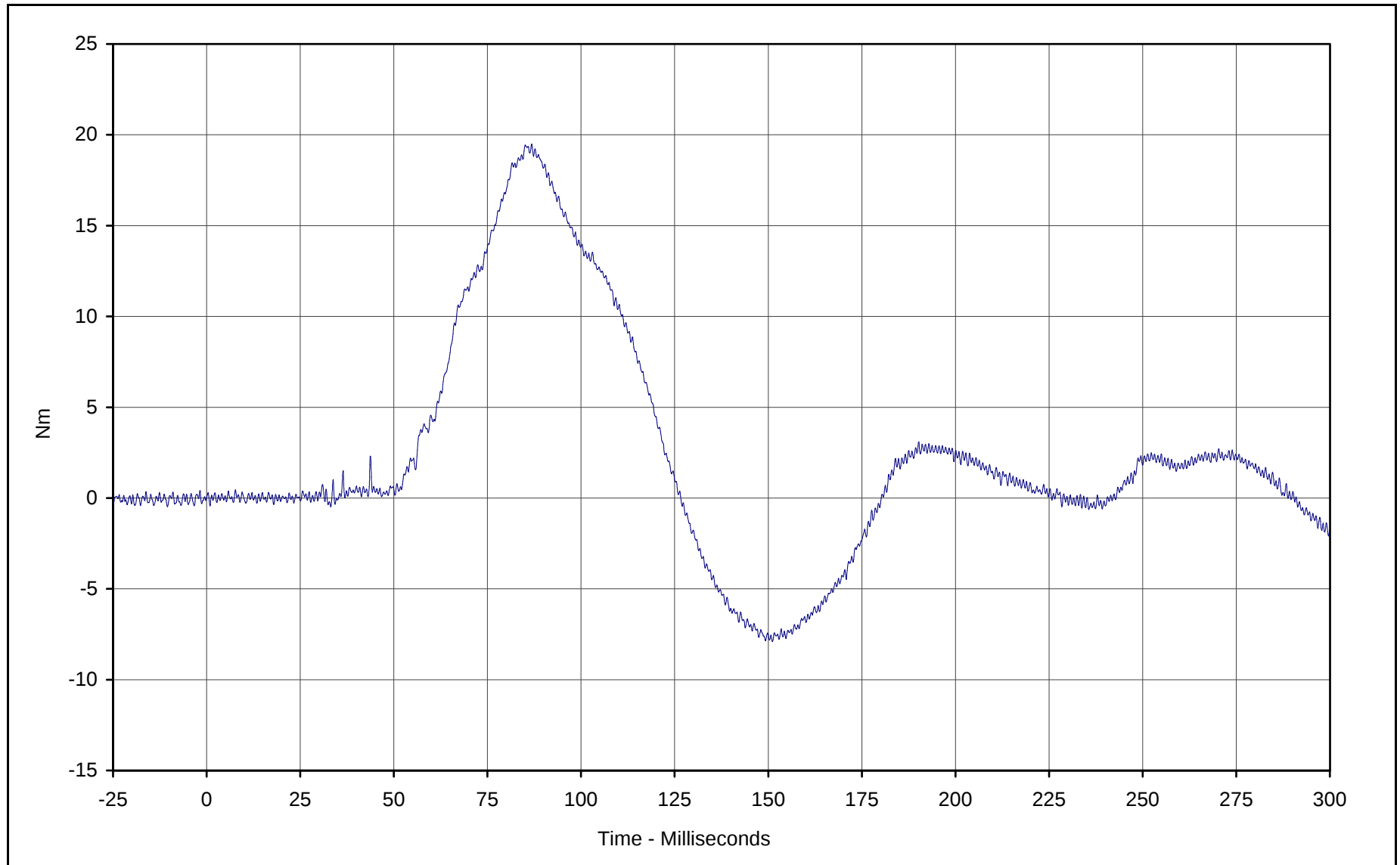
Date of Test: 3/1/01

Curve Number: FIL-011

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



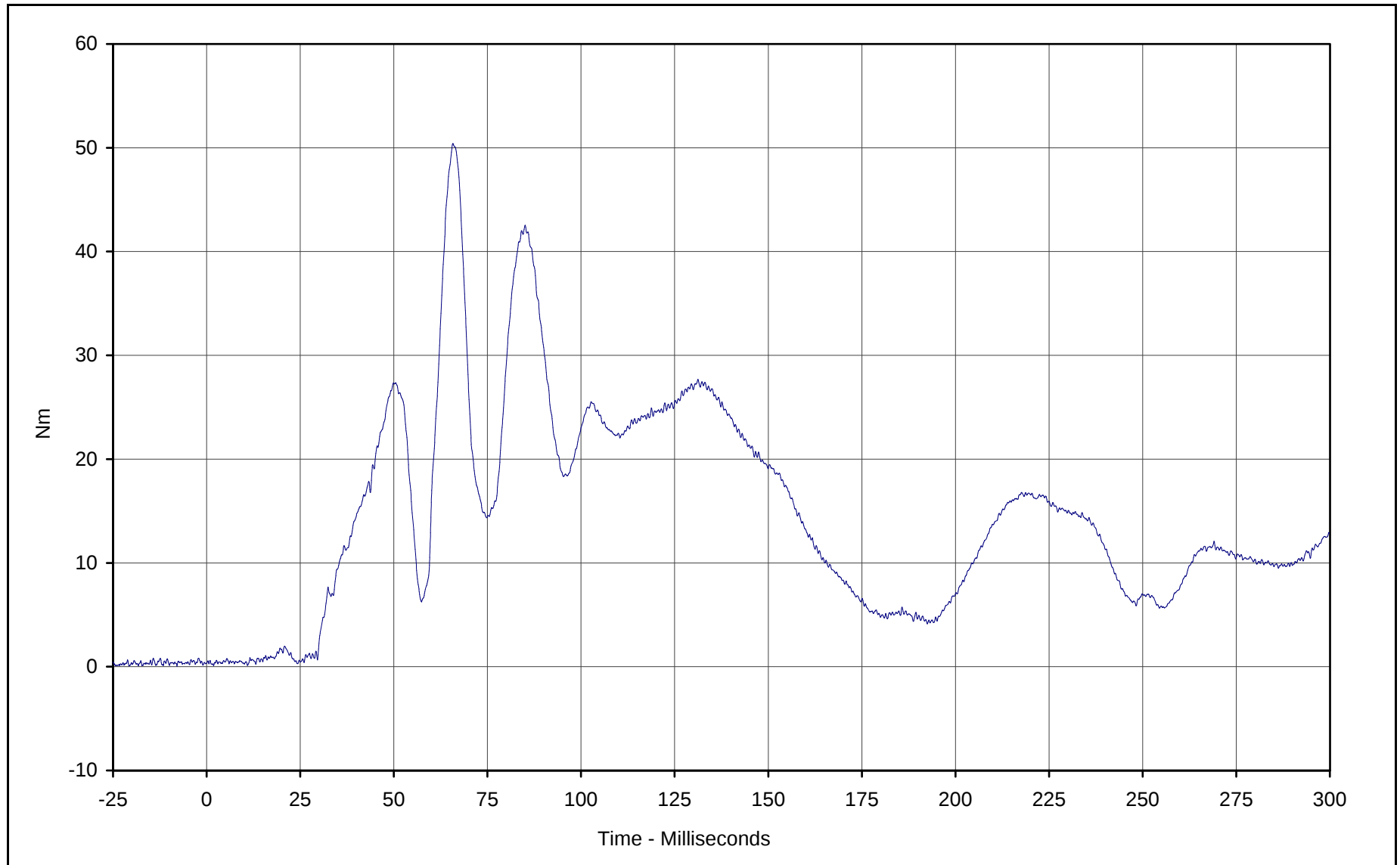


Curve Description: Driver Neck Moment Z
Maximum Value: 19.5 at 86.8 Milliseconds
Minimum Value: -7.9 at 151.1 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-012

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-20



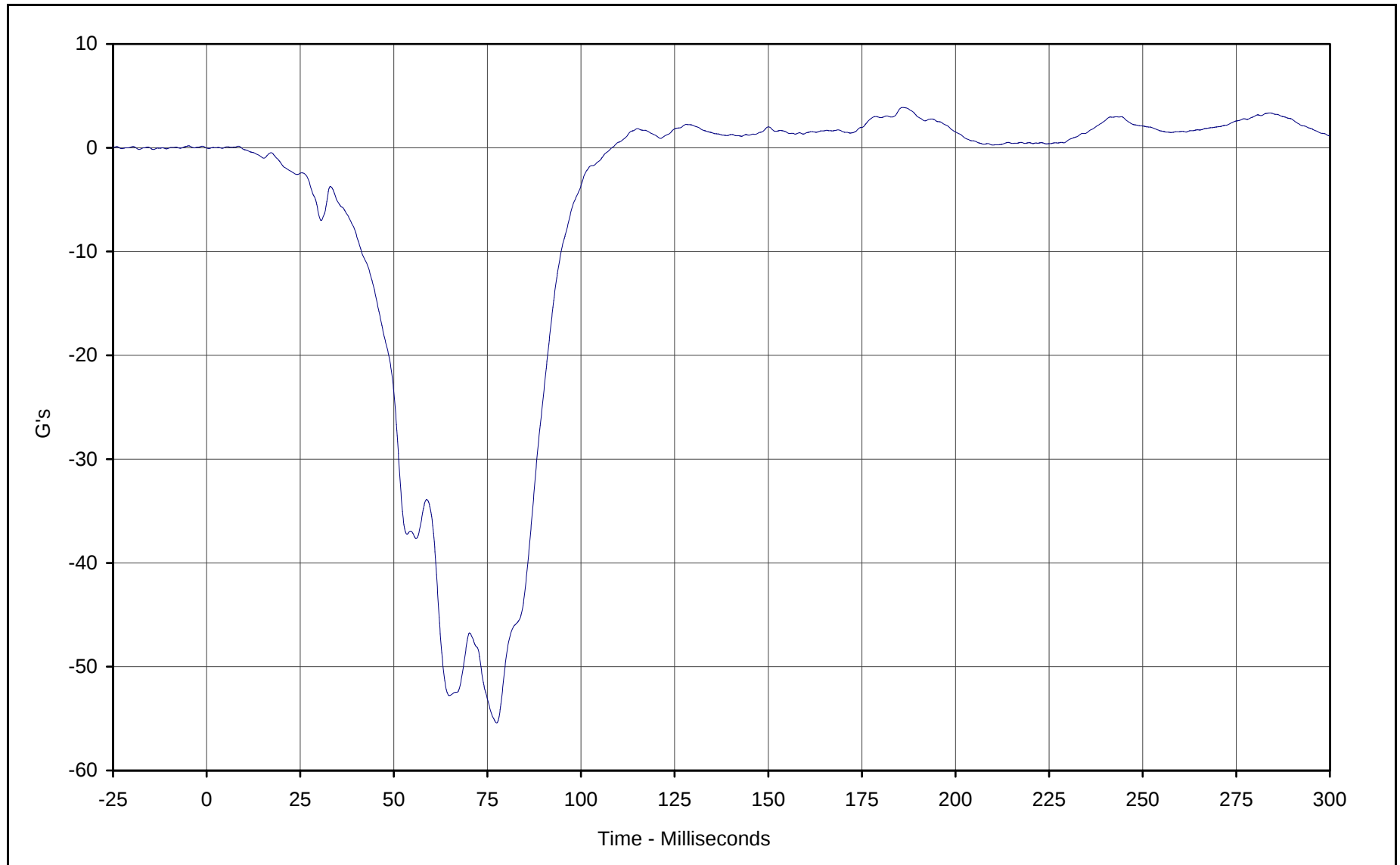
Curve Description: Driver Neck Moment Resultant
Maximum Value: 50.4 at 65.8 Milliseconds
Minimum Value: 0.1 at 1.9 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: RES-010

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-21



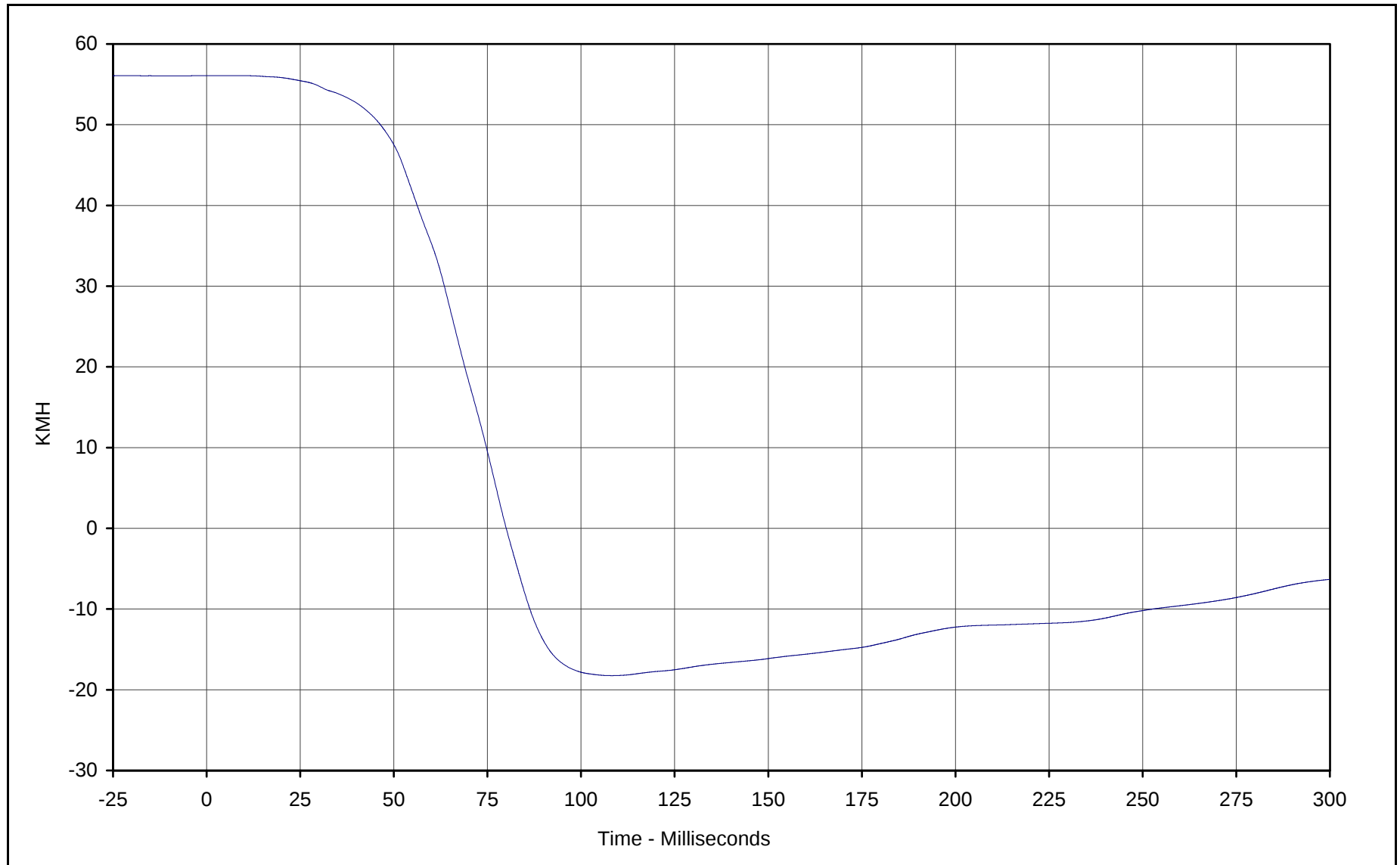
Curve Description: Driver Chest Primary X
Maximum Value: 3.9 at 185.8 Milliseconds
Minimum Value: -55.4 at 77.5 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-013

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-22



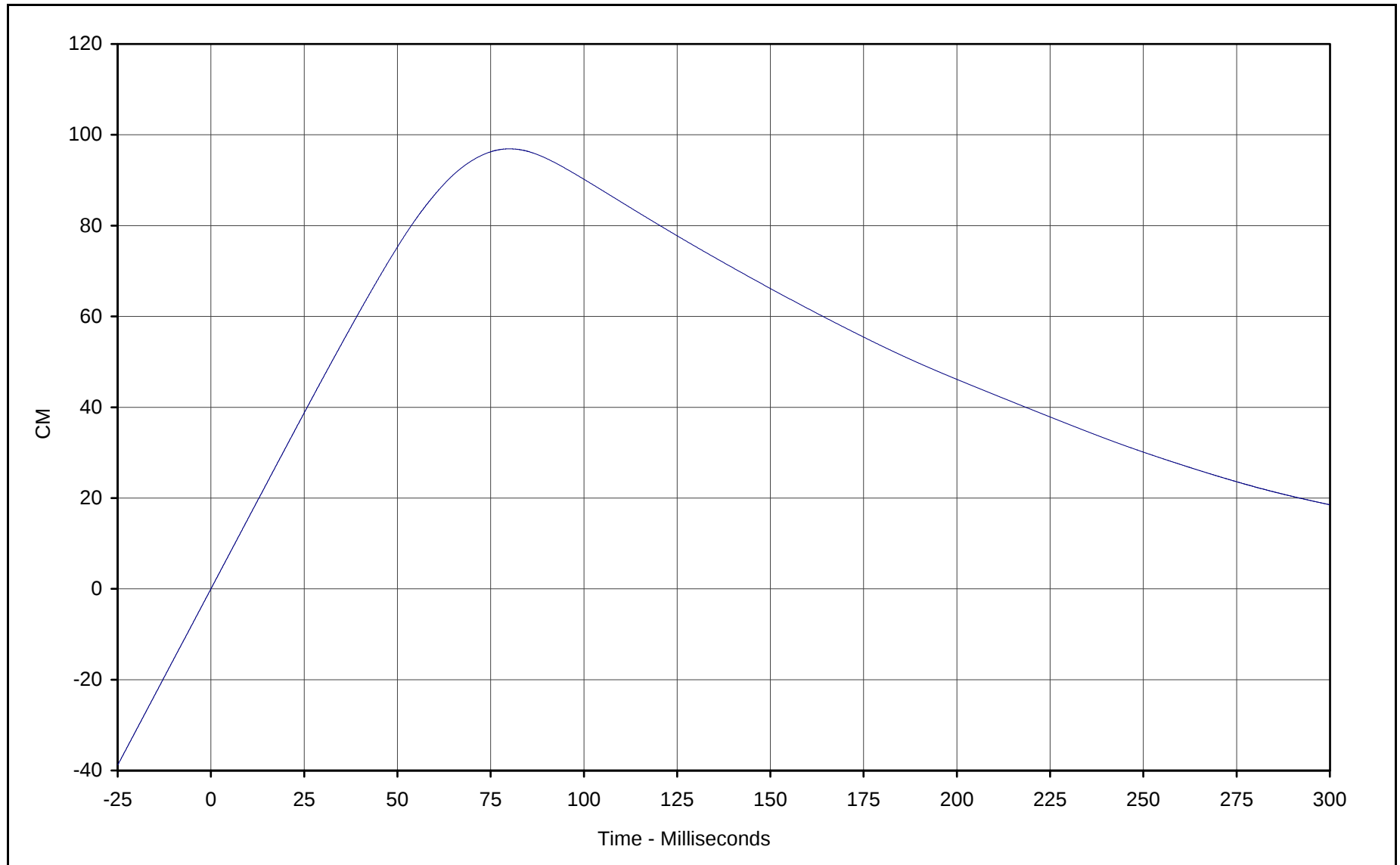
Curve Description: Driver Chest Primary X Velocity
Maximum Value: 56.1 at 9.3 Milliseconds
Minimum Value: -18.2 at 108.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-013

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-23



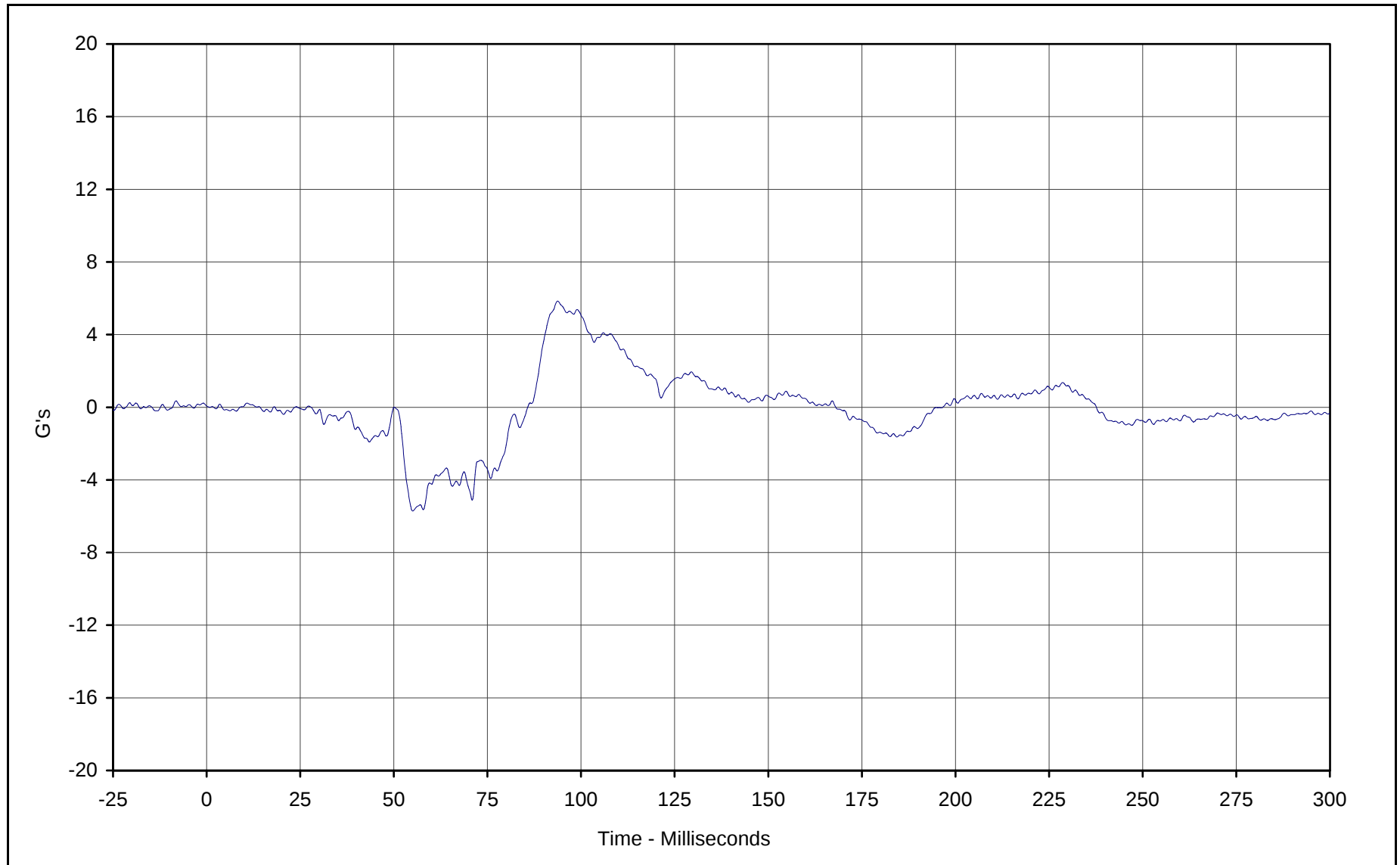
Curve Description: Driver Chest Primary X Displ.
Maximum Value: 96.9 at 80.0 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-013

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-24



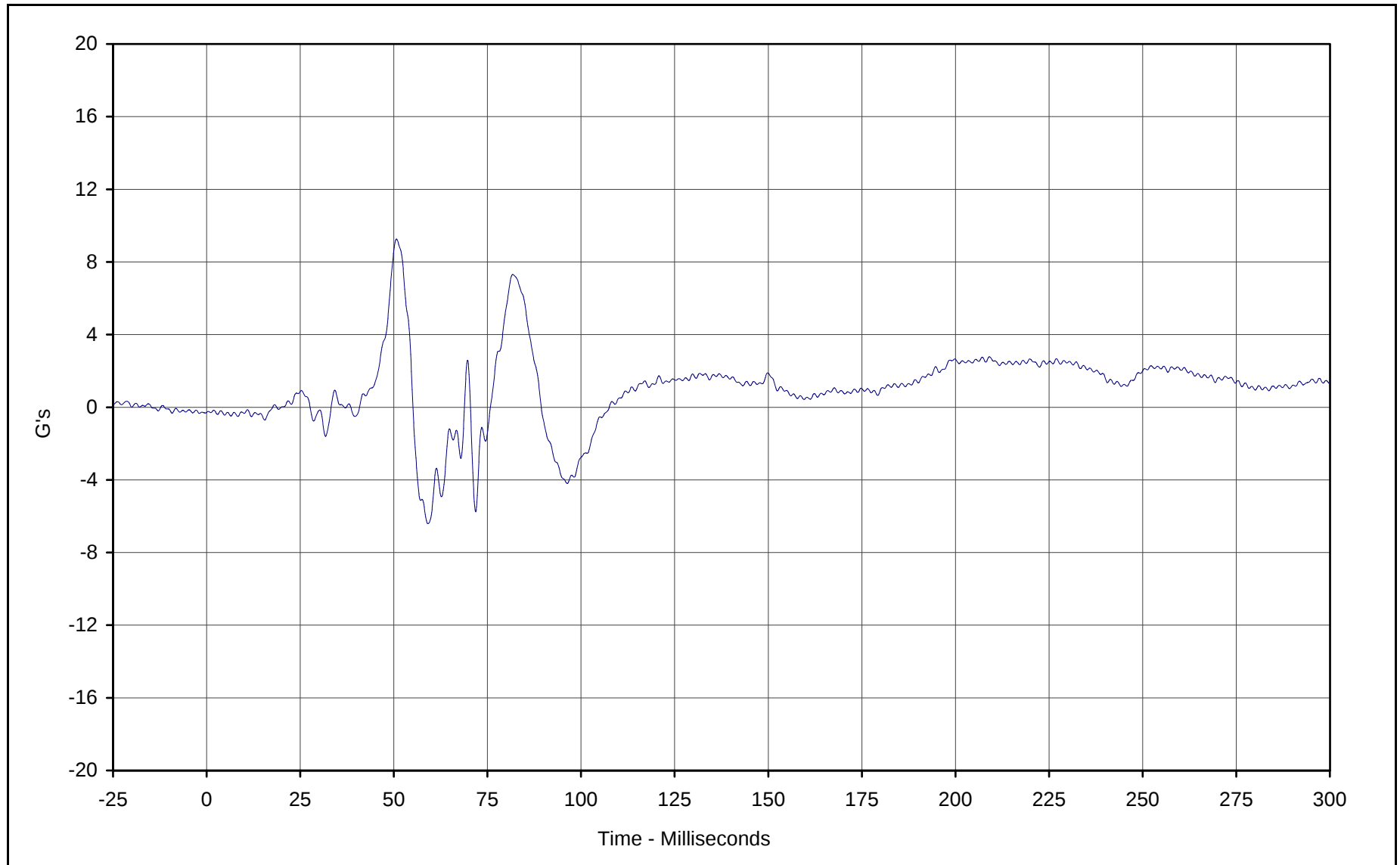
Curve Description: Driver Chest Primary Y
Maximum Value: 5.8 at 93.7 Milliseconds
Minimum Value: -5.7 at 55.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-014

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-25

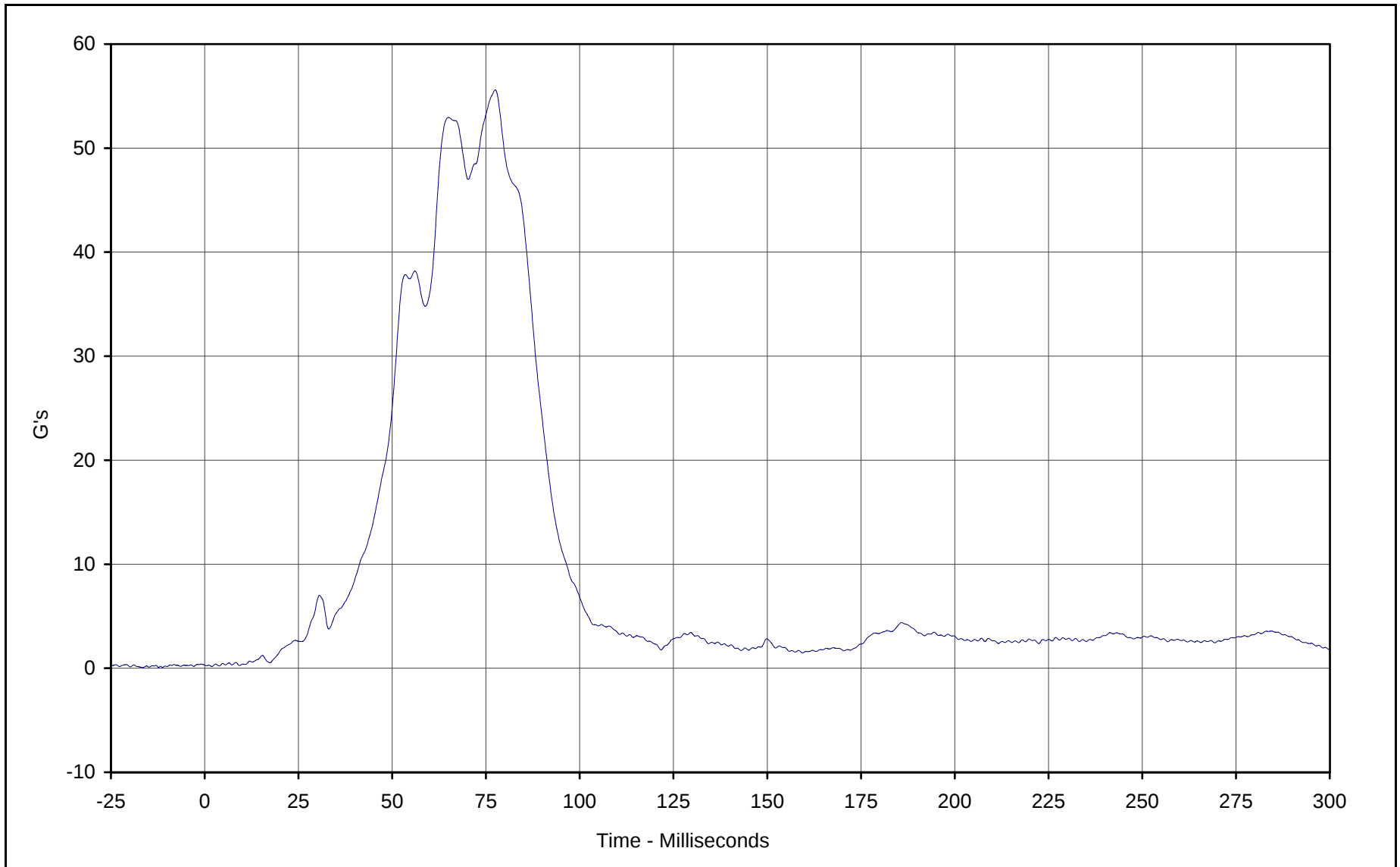


Curve Description: Driver Chest Primary Z
Maximum Value: 9.3 at 50.7 Milliseconds
Minimum Value: -6.4 at 59.1 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-015

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



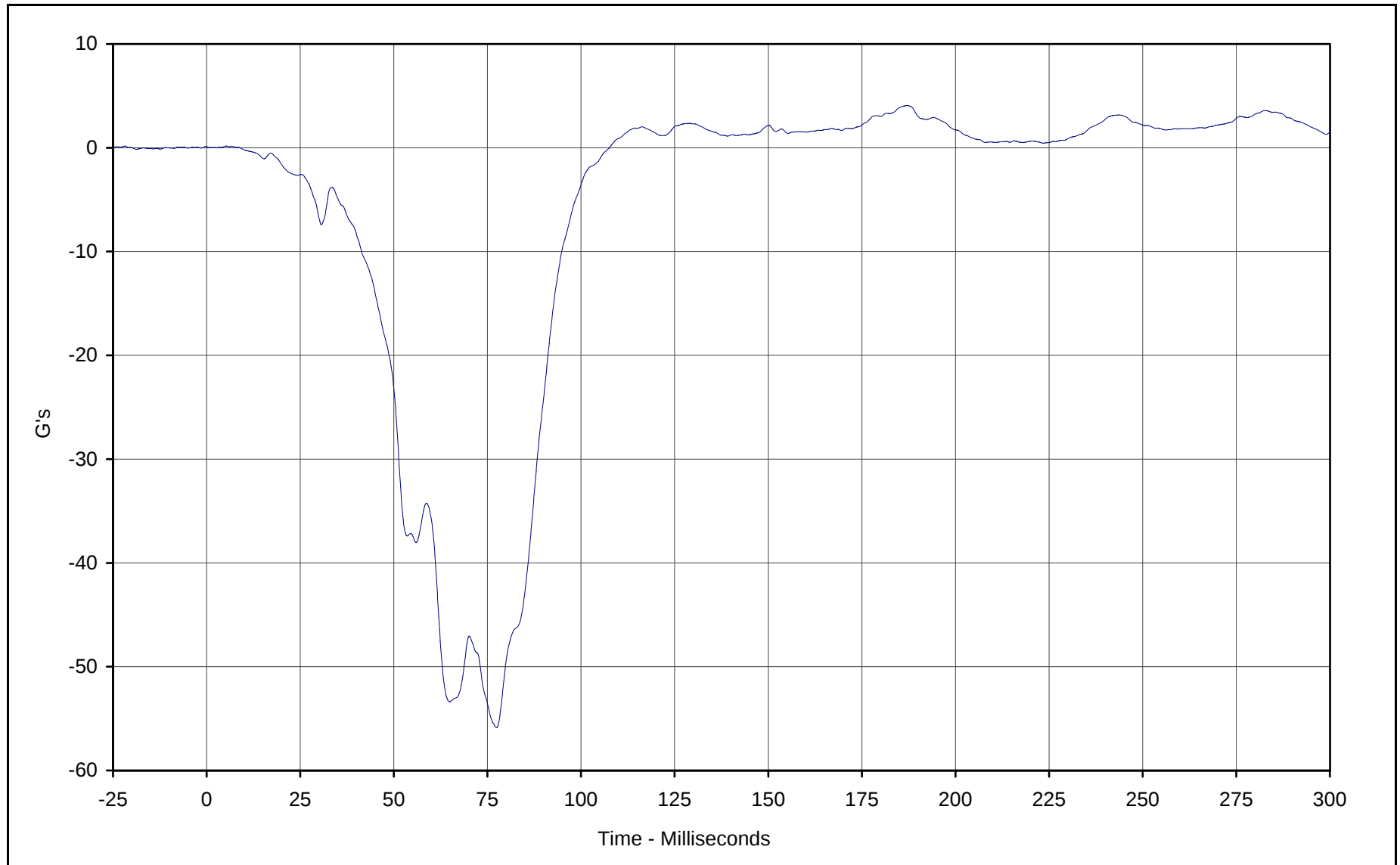
KAR21001-15



Curve Description: Driver Chest Resultant Primary
Maximum Value: 55.6 at 77.5 Milliseconds
Minimum Value: 0.2 at 1.9 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: RES-013

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

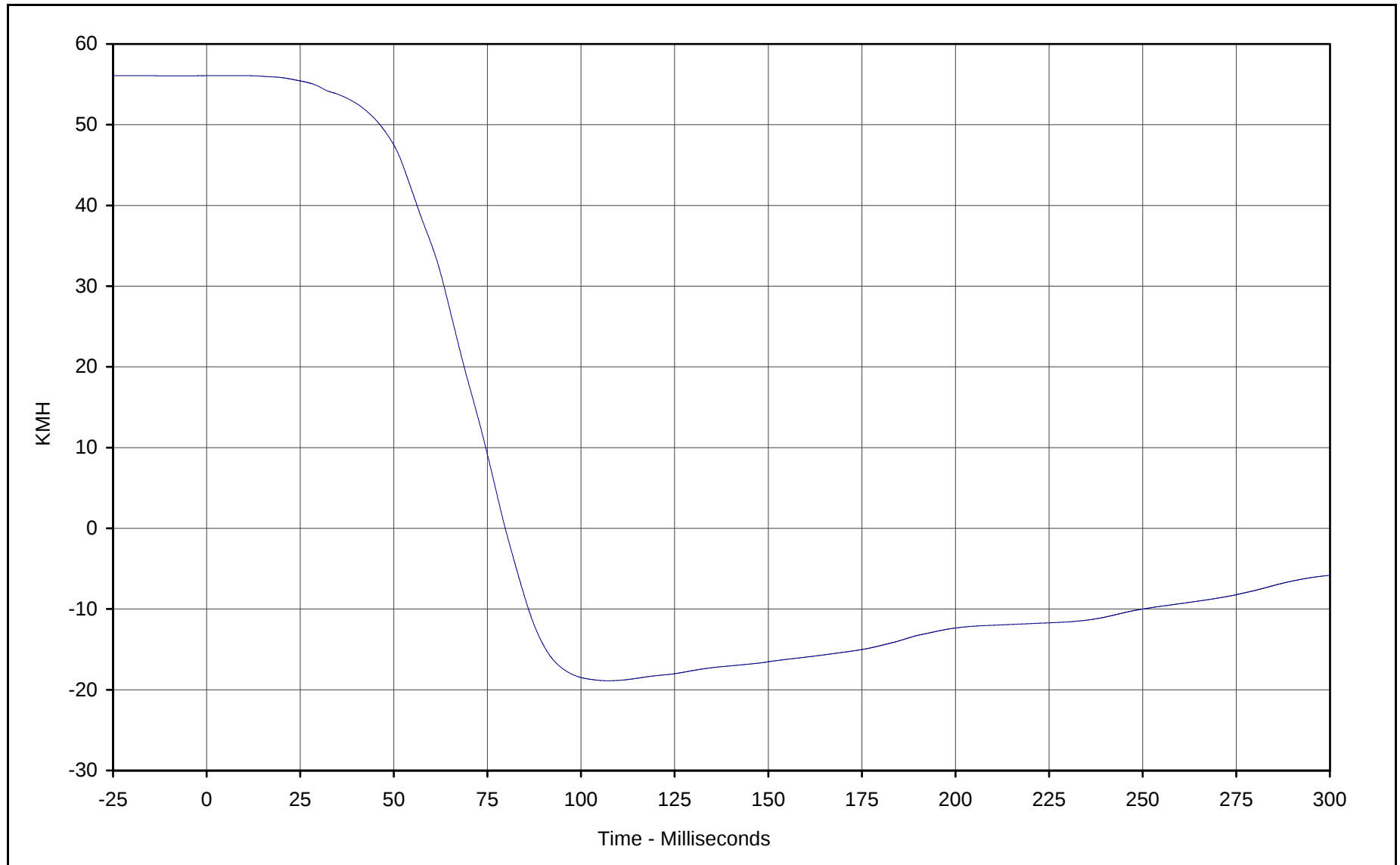




Curve Description: Driver Chest Redundant X
Maximum Value: 4.1 at 187.1 Milliseconds
Minimum Value: -55.9 at 77.4 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-016

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

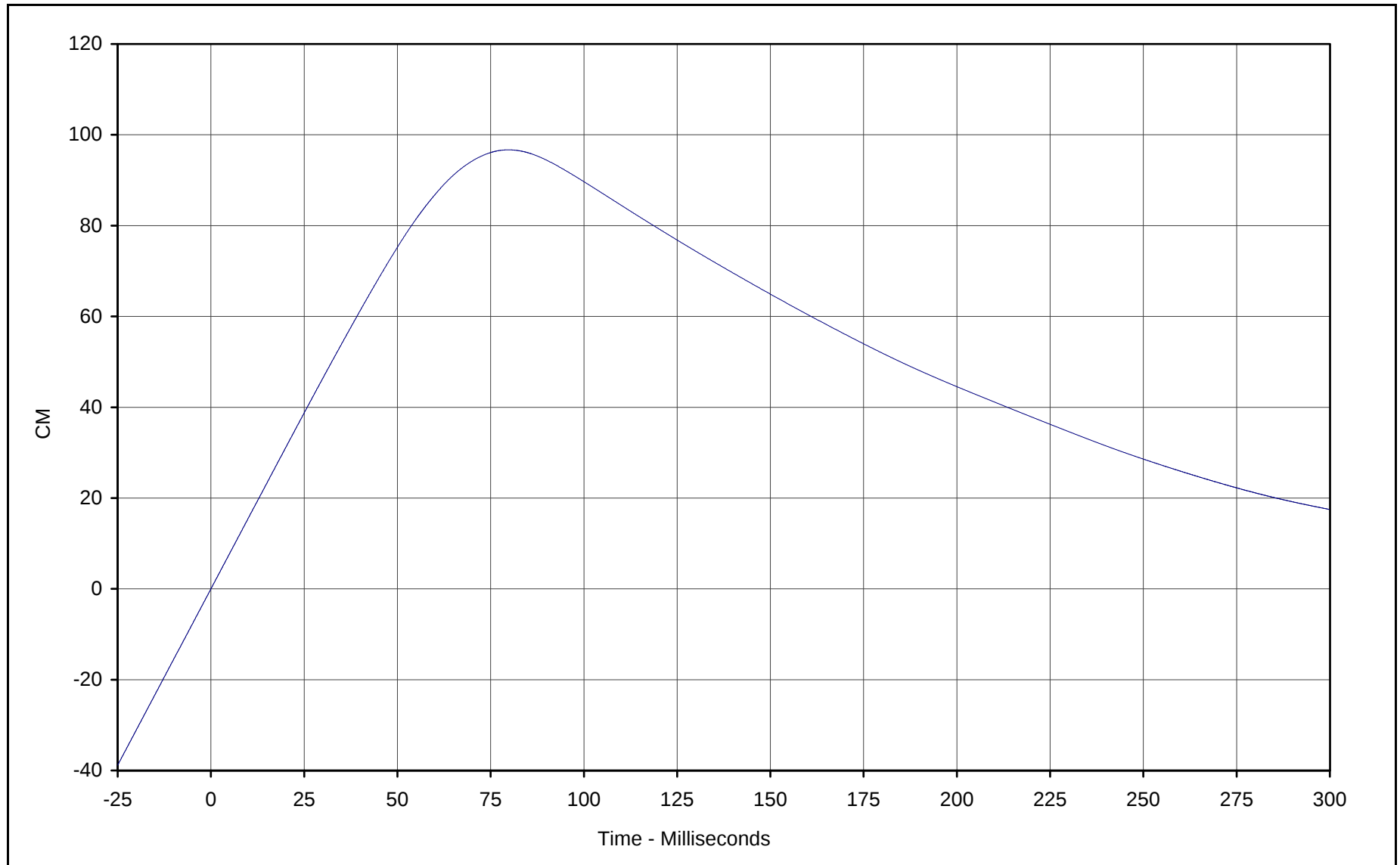




Curve Description: Driver Chest Redundant X Velocity
Maximum Value: 56.1 at 8.9 Milliseconds
Minimum Value: -18.9 at 107.5 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-016

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



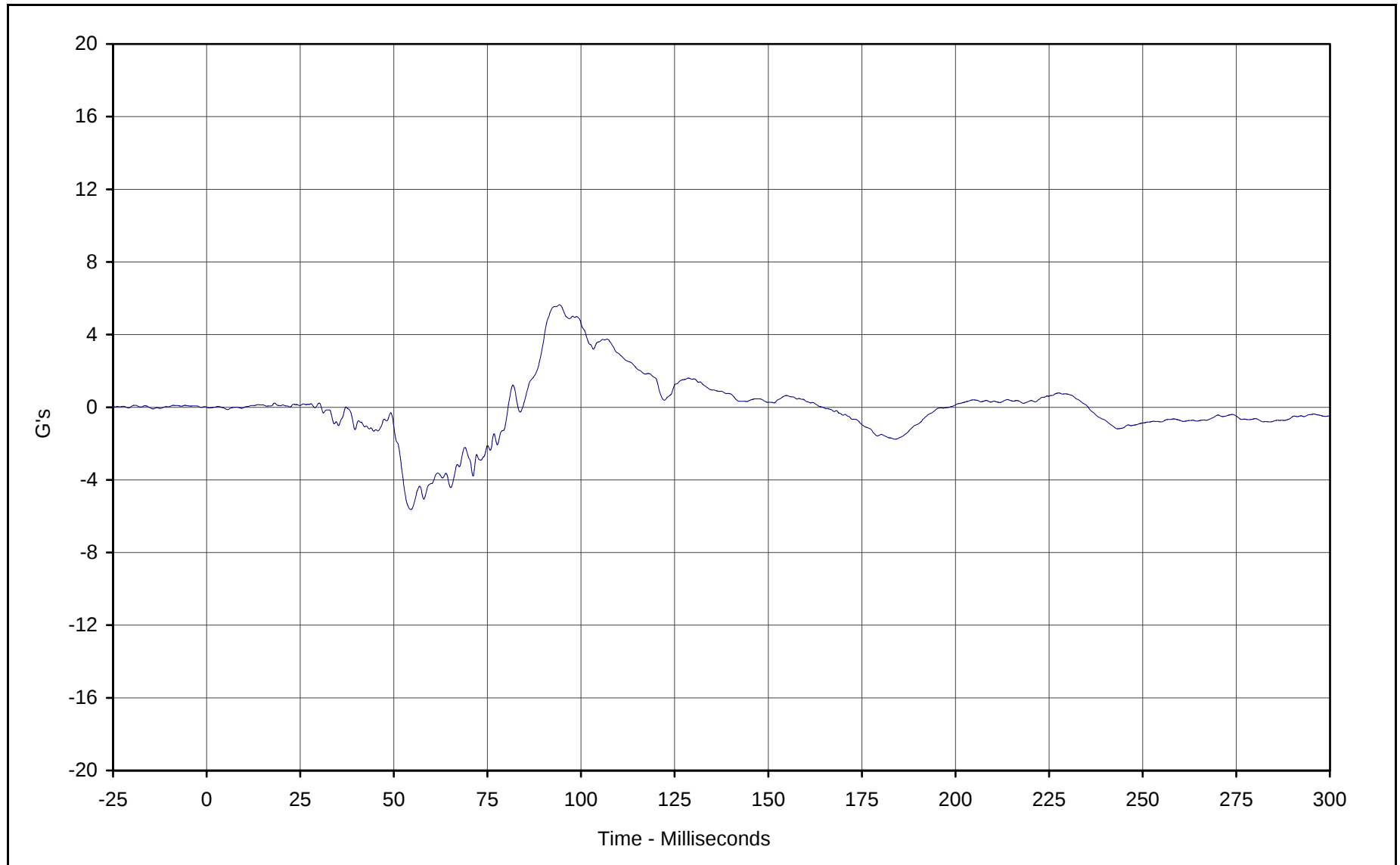


Curve Description: Driver Chest Redundant X Displ.
Maximum Value: 96.7 at 79.8 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-016

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-30



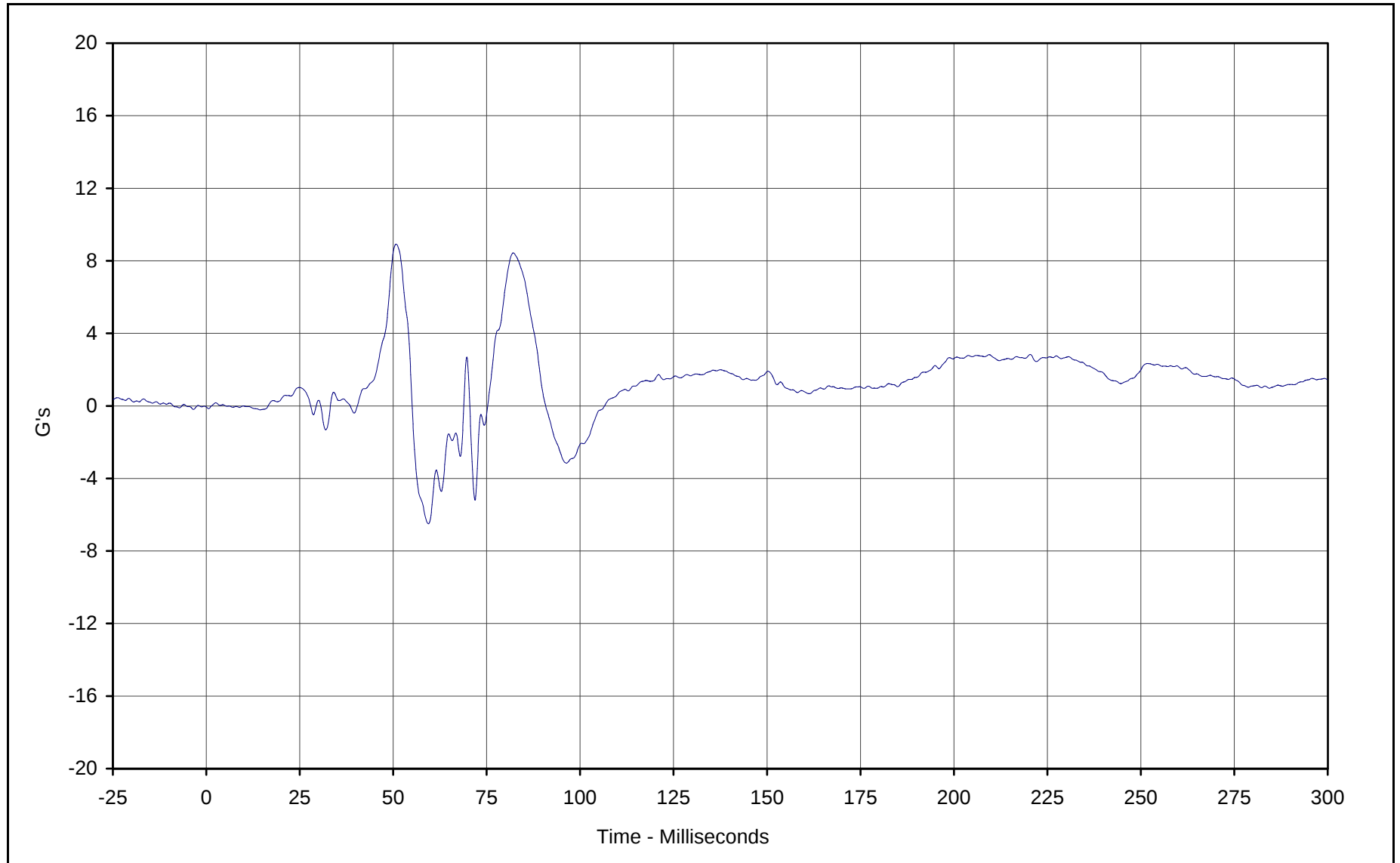
Curve Description: Driver Chest Redundant Y
Maximum Value: 5.6 at 94.3 Milliseconds
Minimum Value: -5.6 at 54.6 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-017

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-31



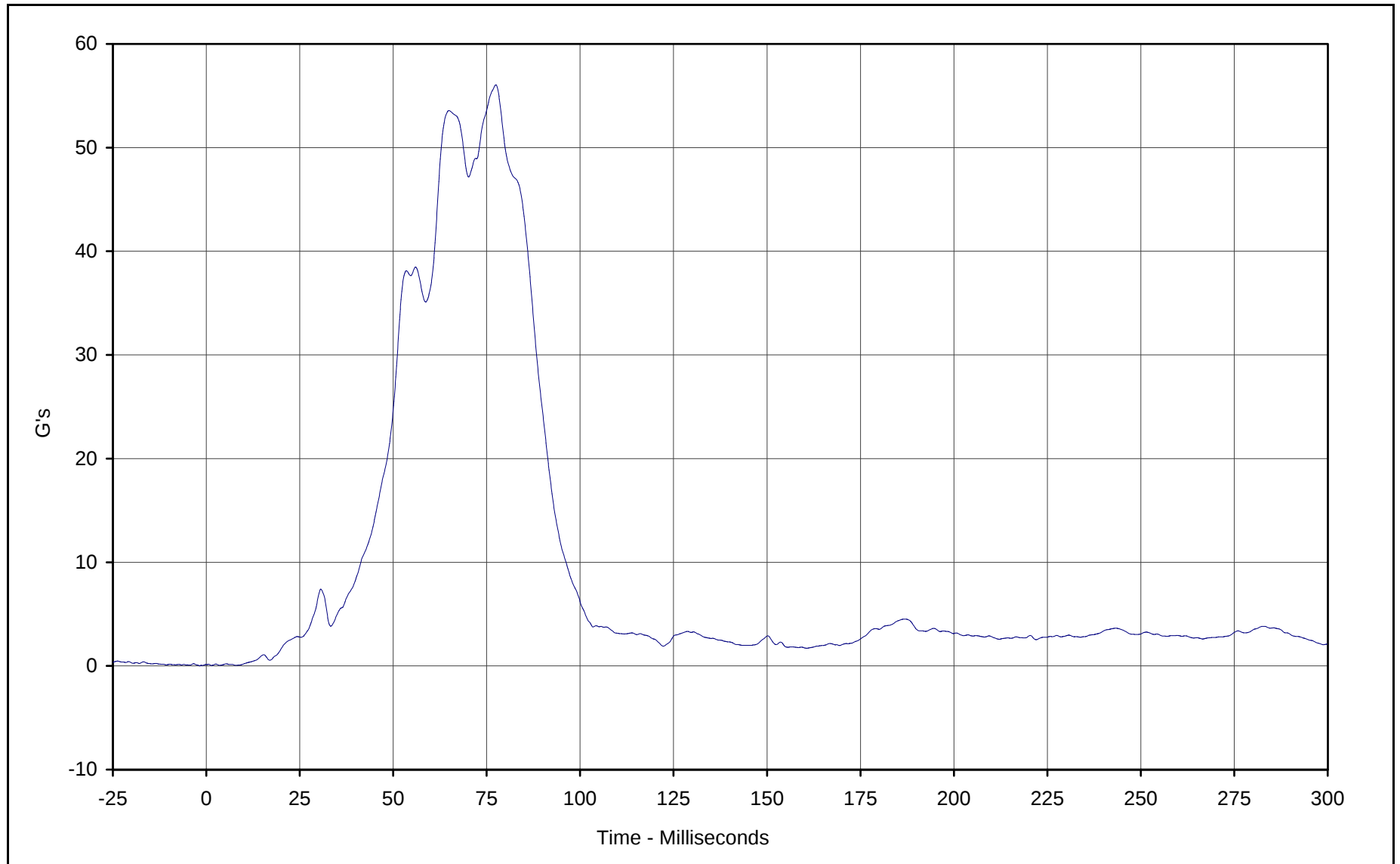
Curve Description: Driver Chest Redundant Z
Maximum Value: 8.9 at 50.8 Milliseconds
Minimum Value: -6.5 at 59.4 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-018

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-32

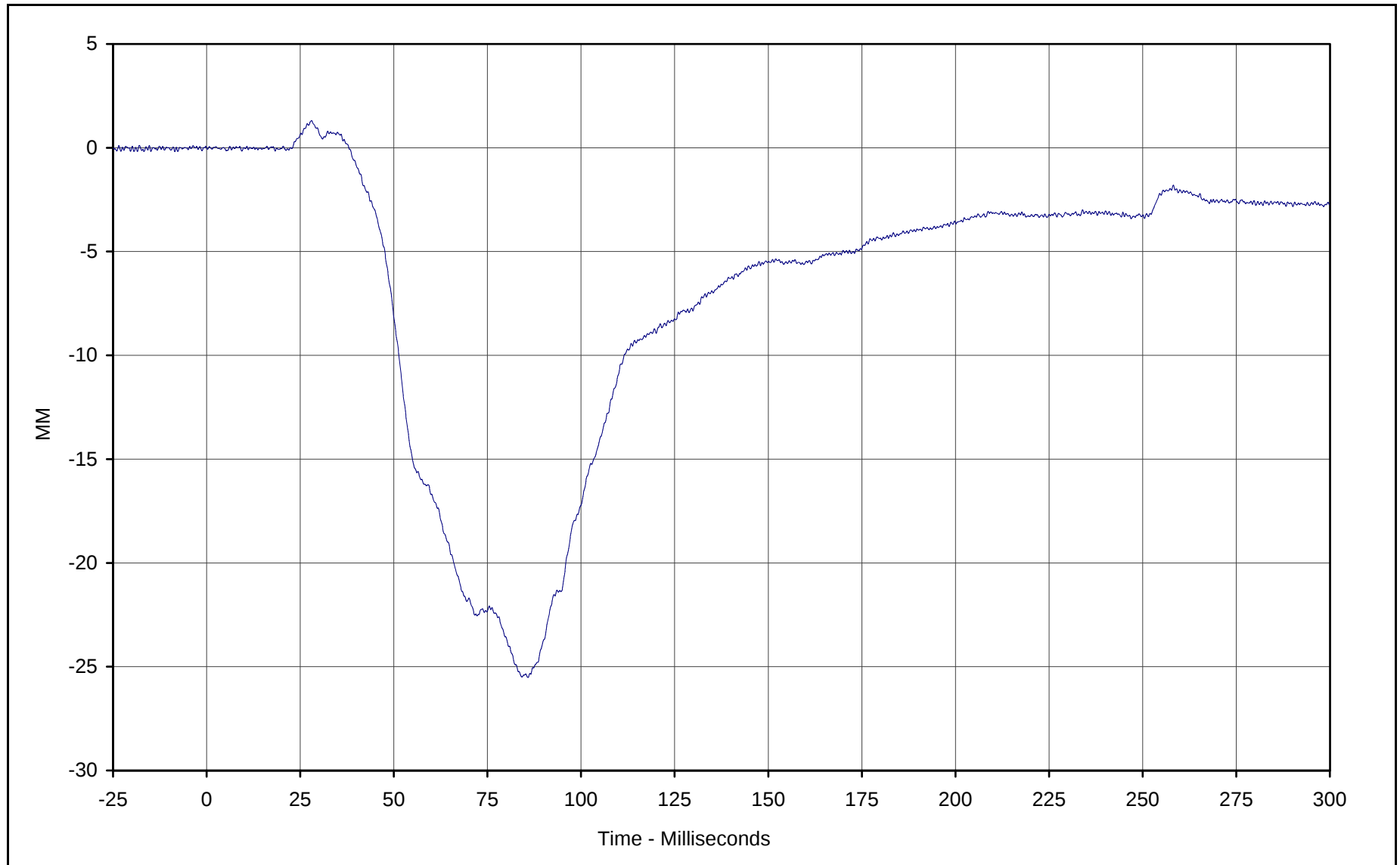


Curve Description: Driver Chest Resultant Redundant
Maximum Value: 56.1 at 77.5 Milliseconds
Minimum Value: 0.0 at 1.4 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: RES-016

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



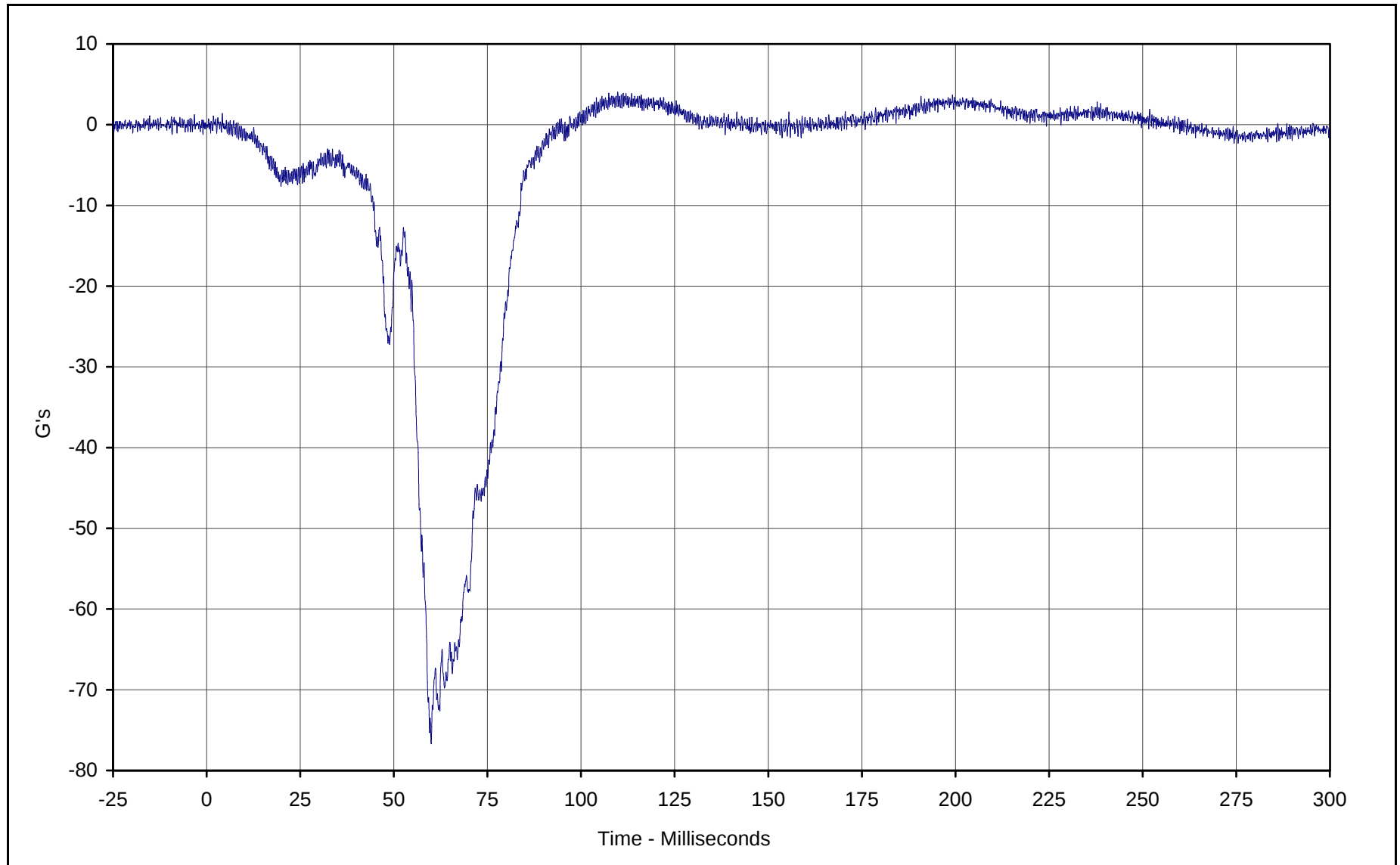
KAR21001-15



Curve Description: Driver Chest Displacement X
Maximum Value: 1.3 at 28.0 Milliseconds
Minimum Value: -25.5 at 85.8 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-019

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



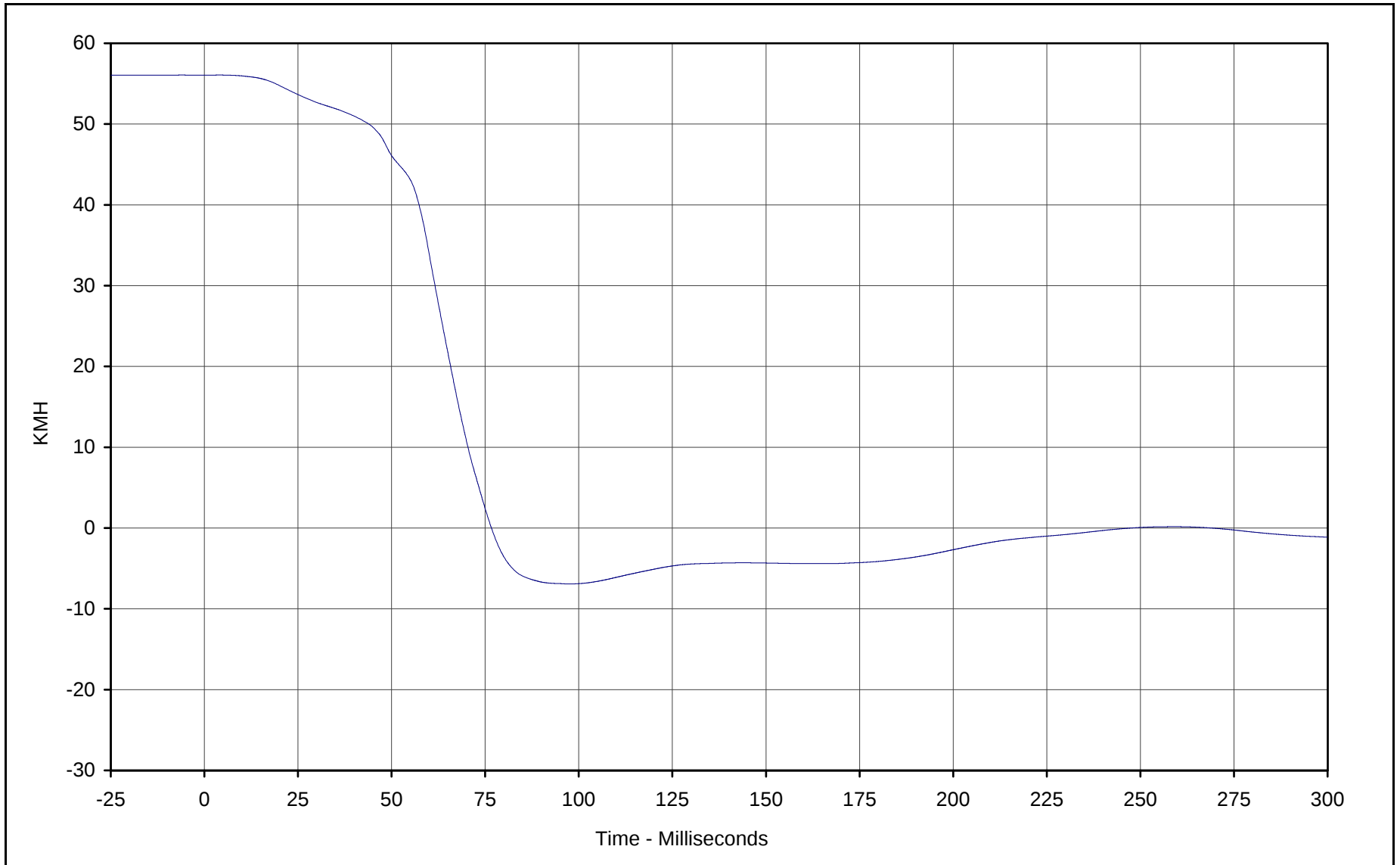


Curve Description: Driver Pelvis X
Maximum Value: 4.1 at 109.8 Milliseconds
Minimum Value: -76.7 at 60.0 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-020

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-35

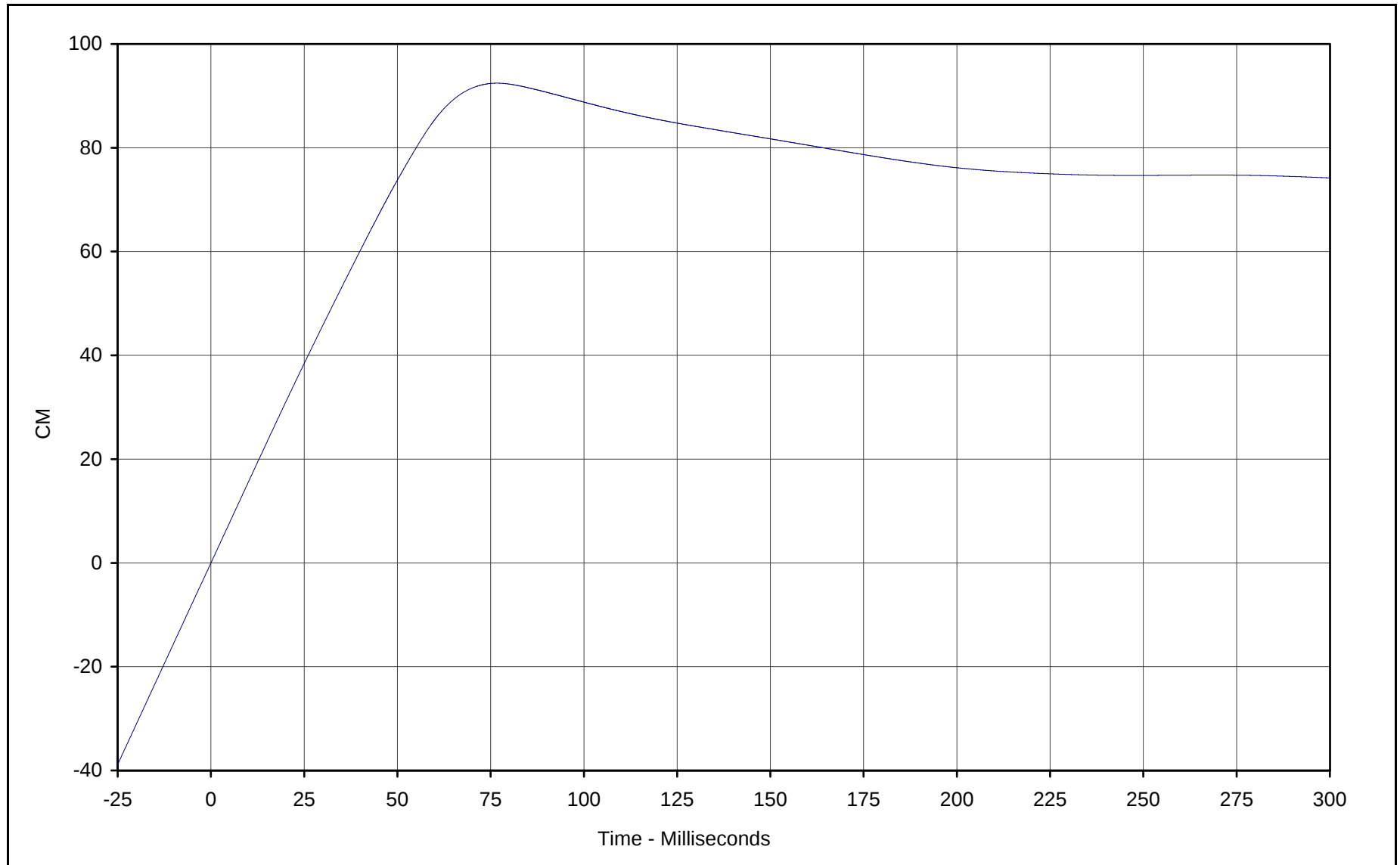


Curve Description: Driver Pelvis X Velocity
Maximum Value: 56.1 at 4.2 Milliseconds
Minimum Value: -6.9 at 97.1 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-020

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



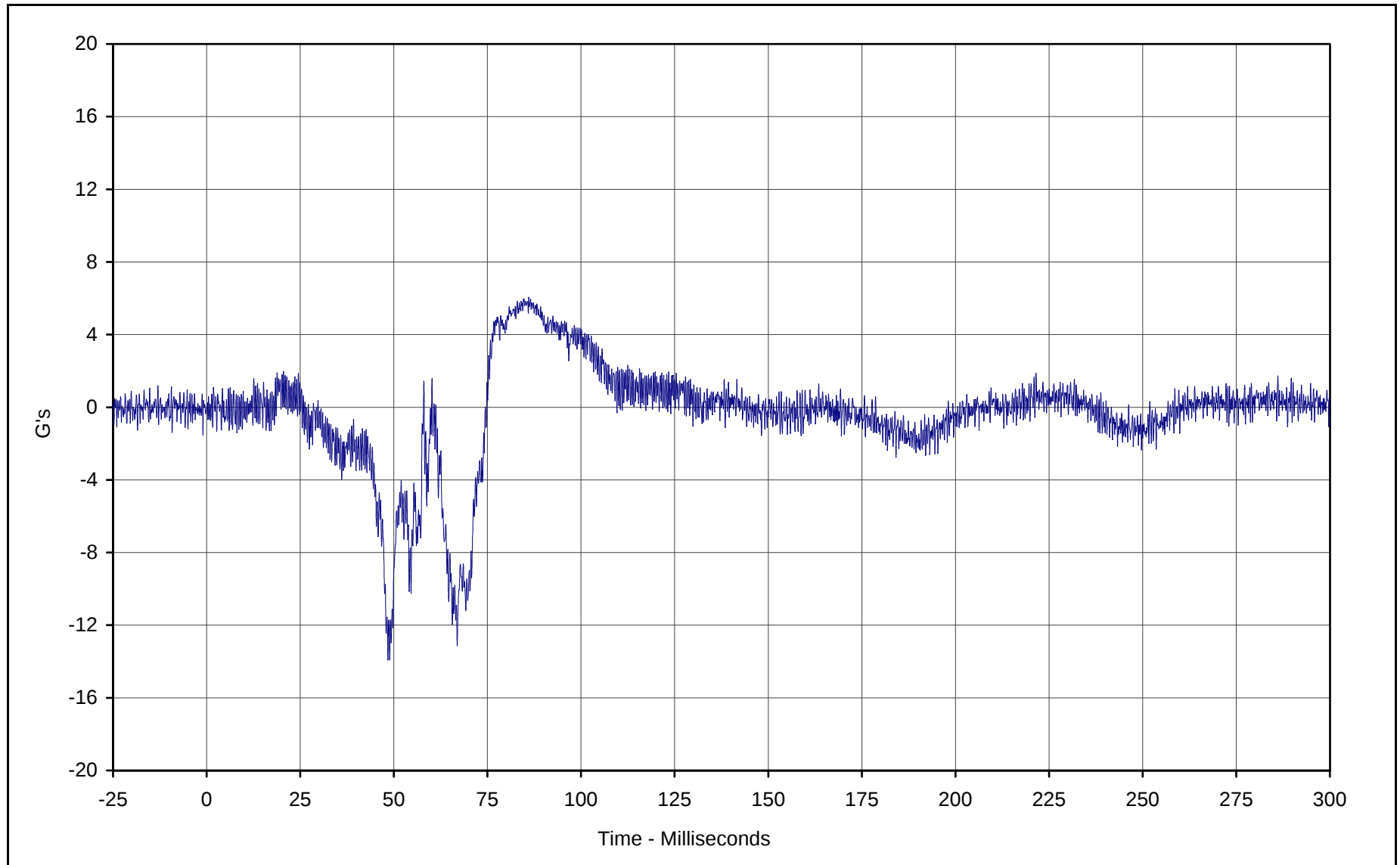
KAR21001-15



Curve Description: Driver Pelvis X Displ.
Maximum Value: 92.5 at 76.7 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-020

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

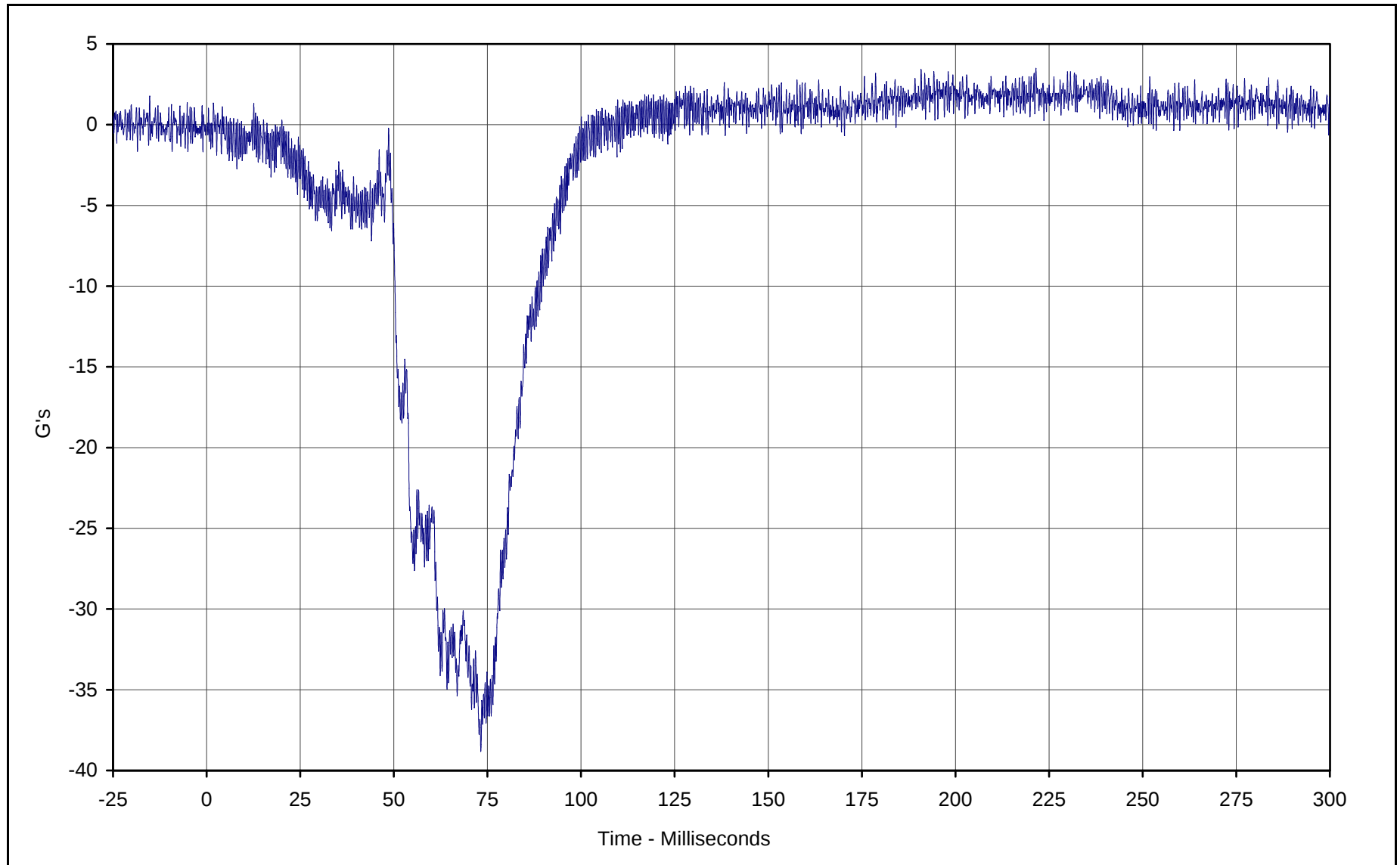




Curve Description: Driver Pelvis Y
Maximum Value: 6.0 at 86.0 Milliseconds
Minimum Value: -13.9 at 48.4 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-021

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

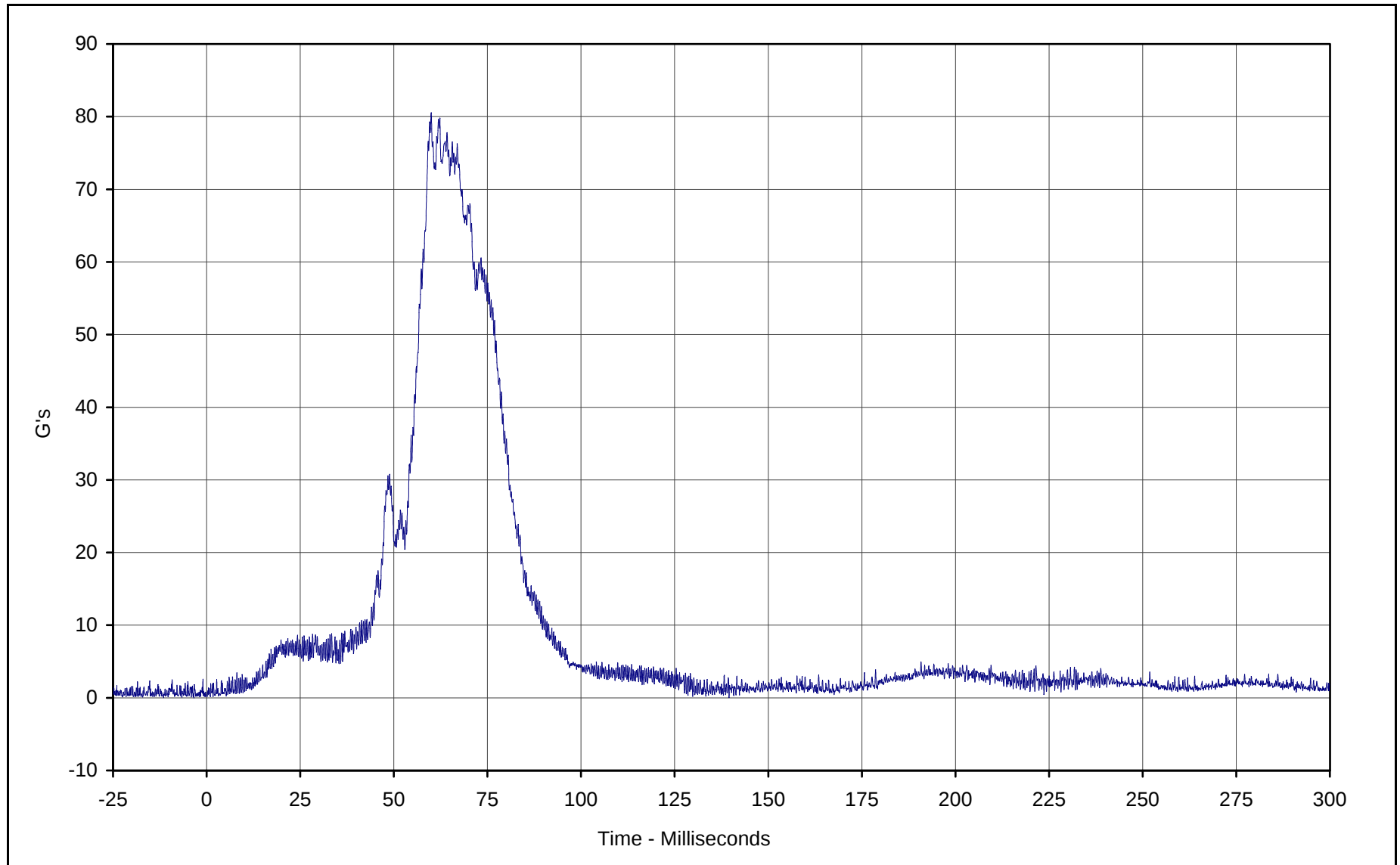




Curve Description: Driver Pelvis Z
Maximum Value: 3.5 at 221.5 Milliseconds
Minimum Value: -38.8 at 73.2 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-022

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



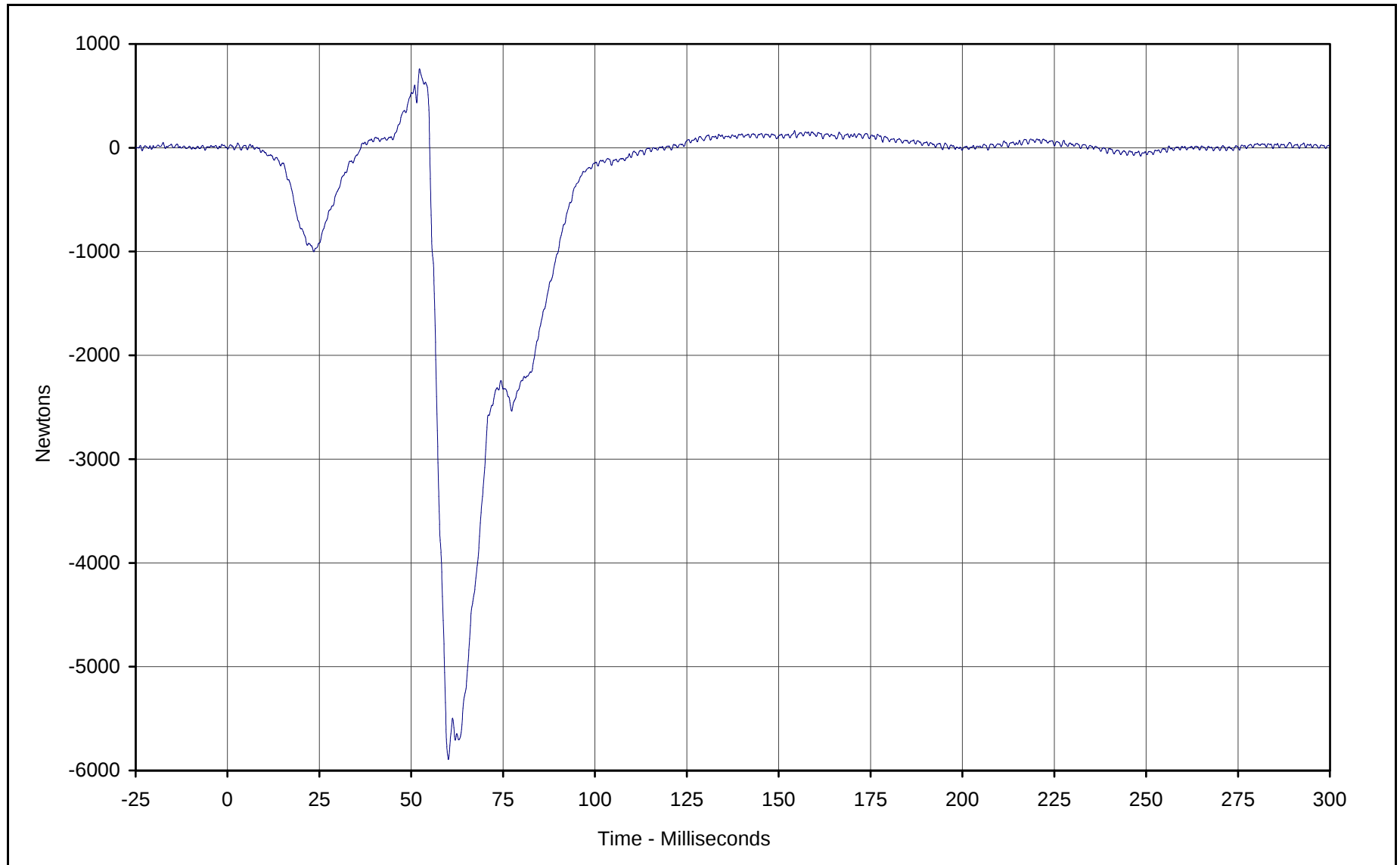


Curve Description: Driver Pelvis Resultant
Maximum Value: 80.5 at 60.0 Milliseconds
Minimum Value: 0.1 at 139.5 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: RES-020

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-40



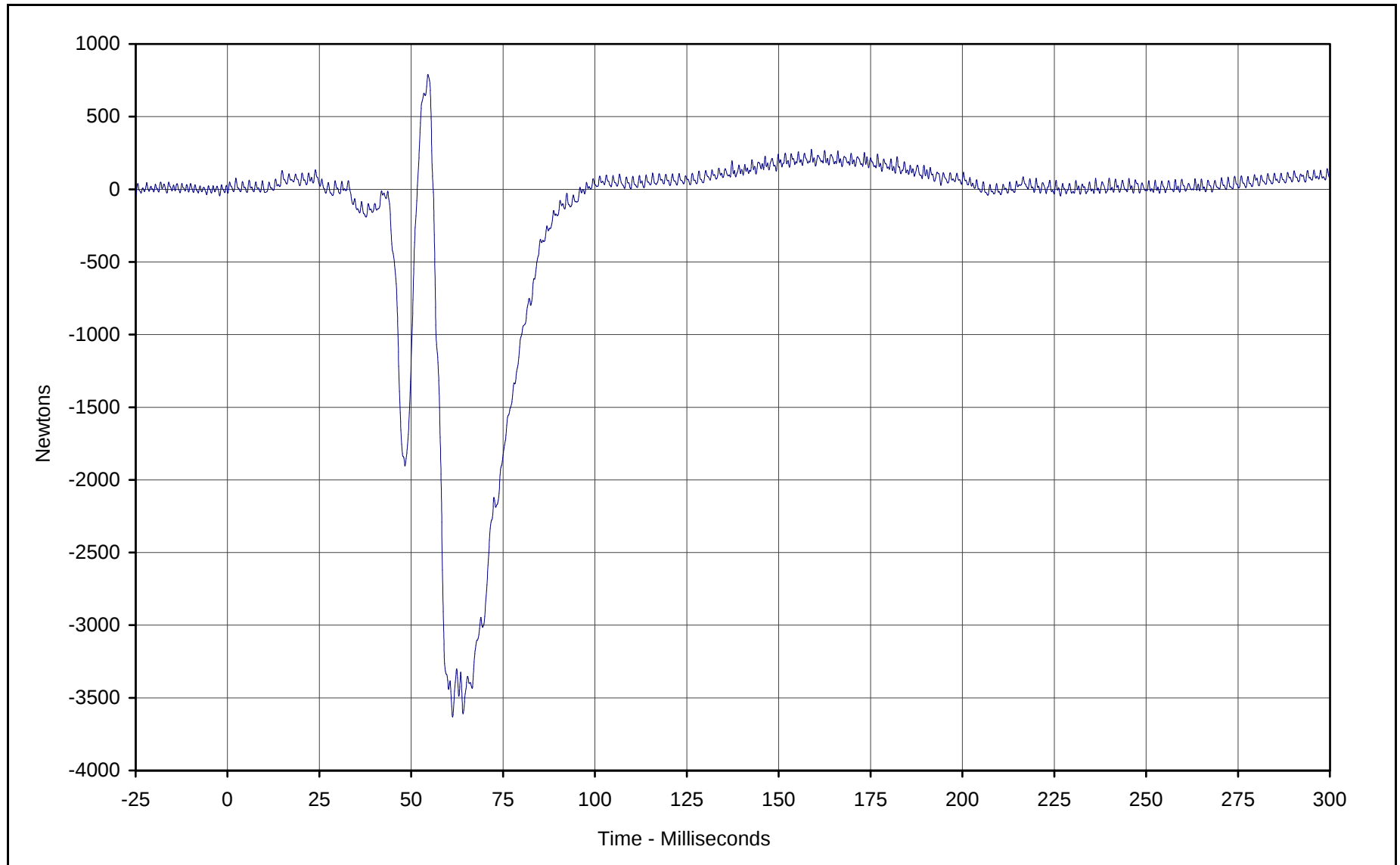
Curve Description: Driver Left Femur Force
Maximum Value: 760.4 at 52.3 Milliseconds
Minimum Value: -5895.9 at 60.1 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-023

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-41



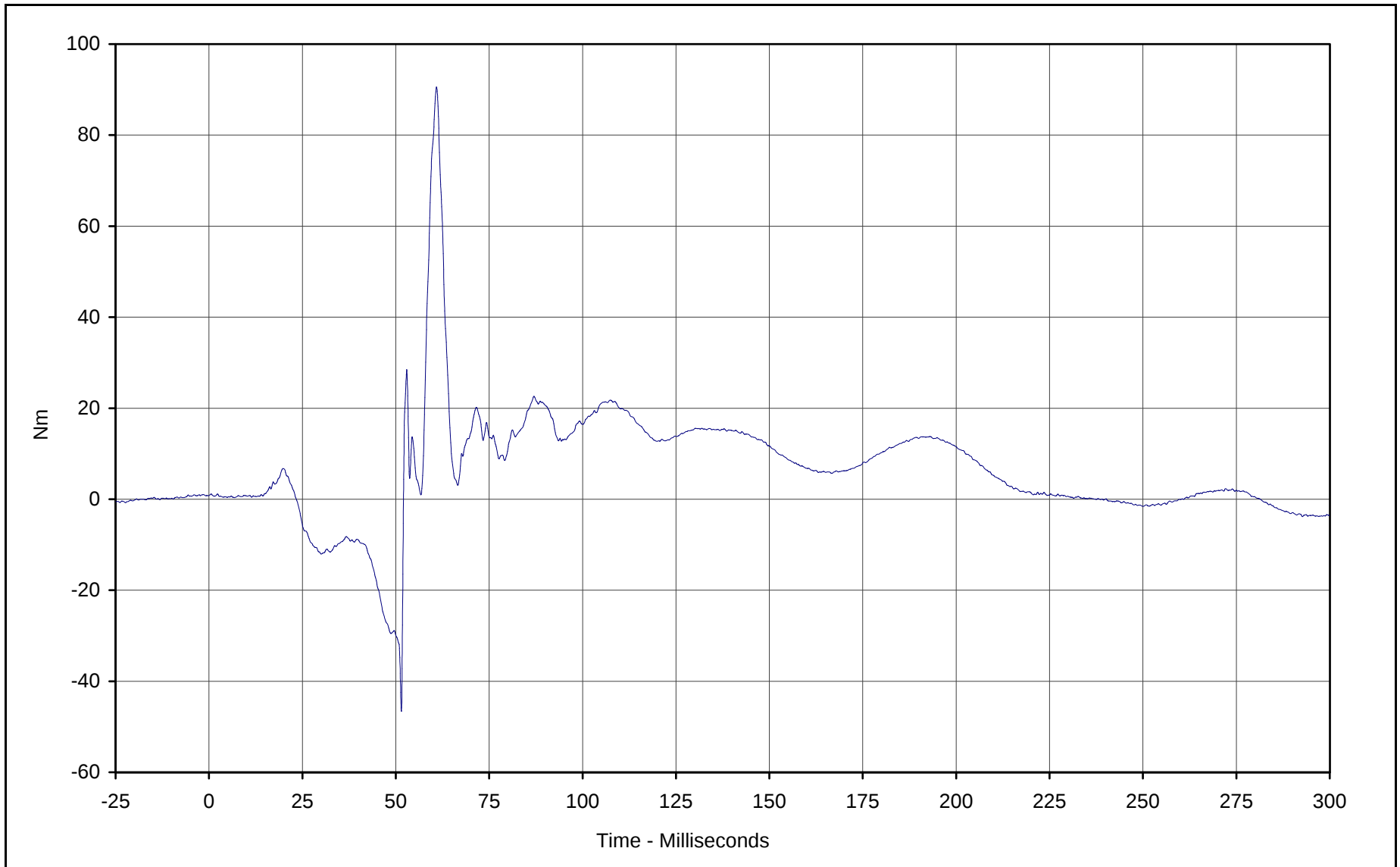
Curve Description: Driver Right Femur Force
Maximum Value: 789.1 at 54.5 Milliseconds
Minimum Value: -3632.1 at 61.3 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-024

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-42



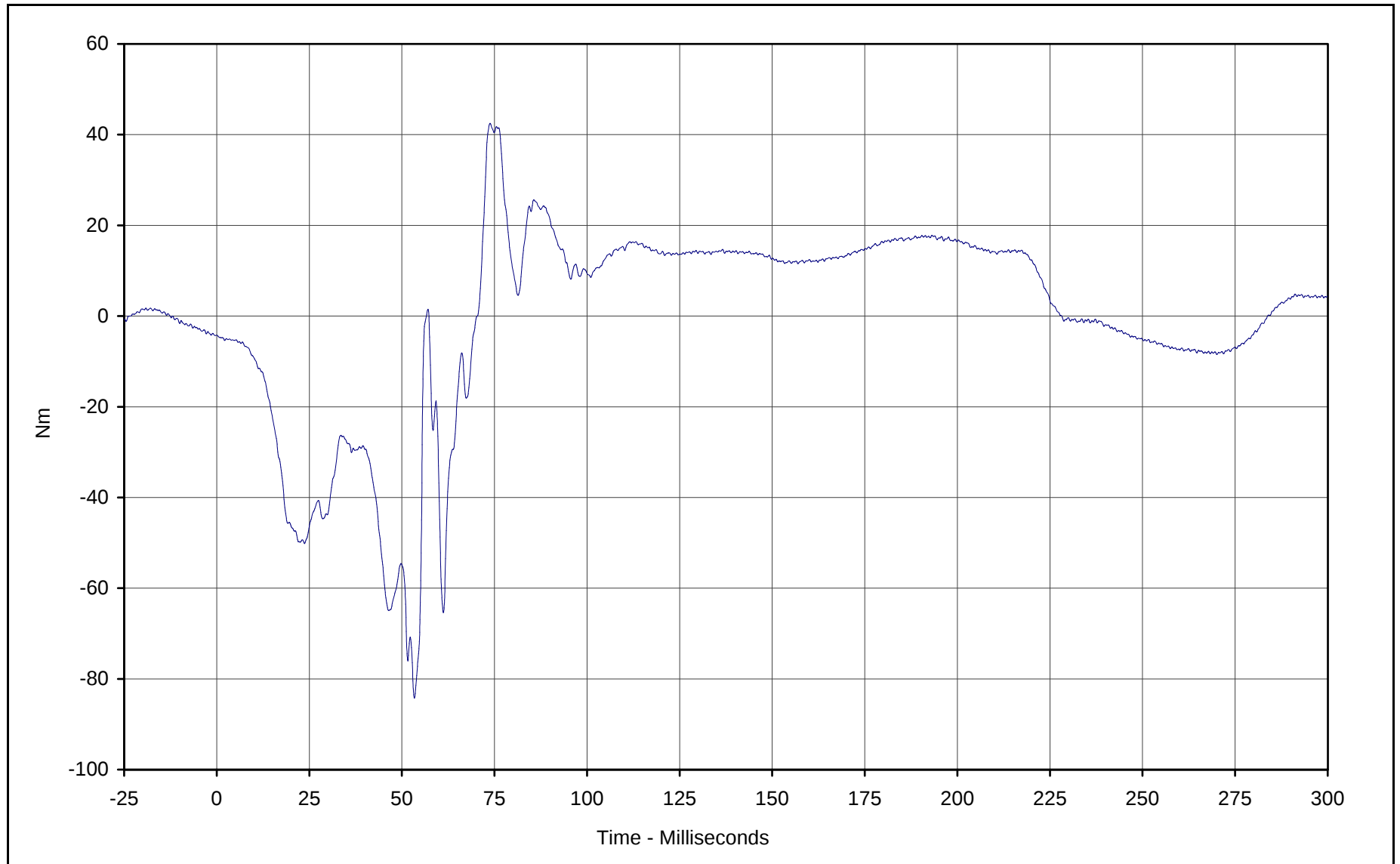
Curve Description: Driver Left Upper Tibia Moment X
Maximum Value: 90.6 at 60.9 Milliseconds
Minimum Value: -46.5 at 51.5 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-025

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-43

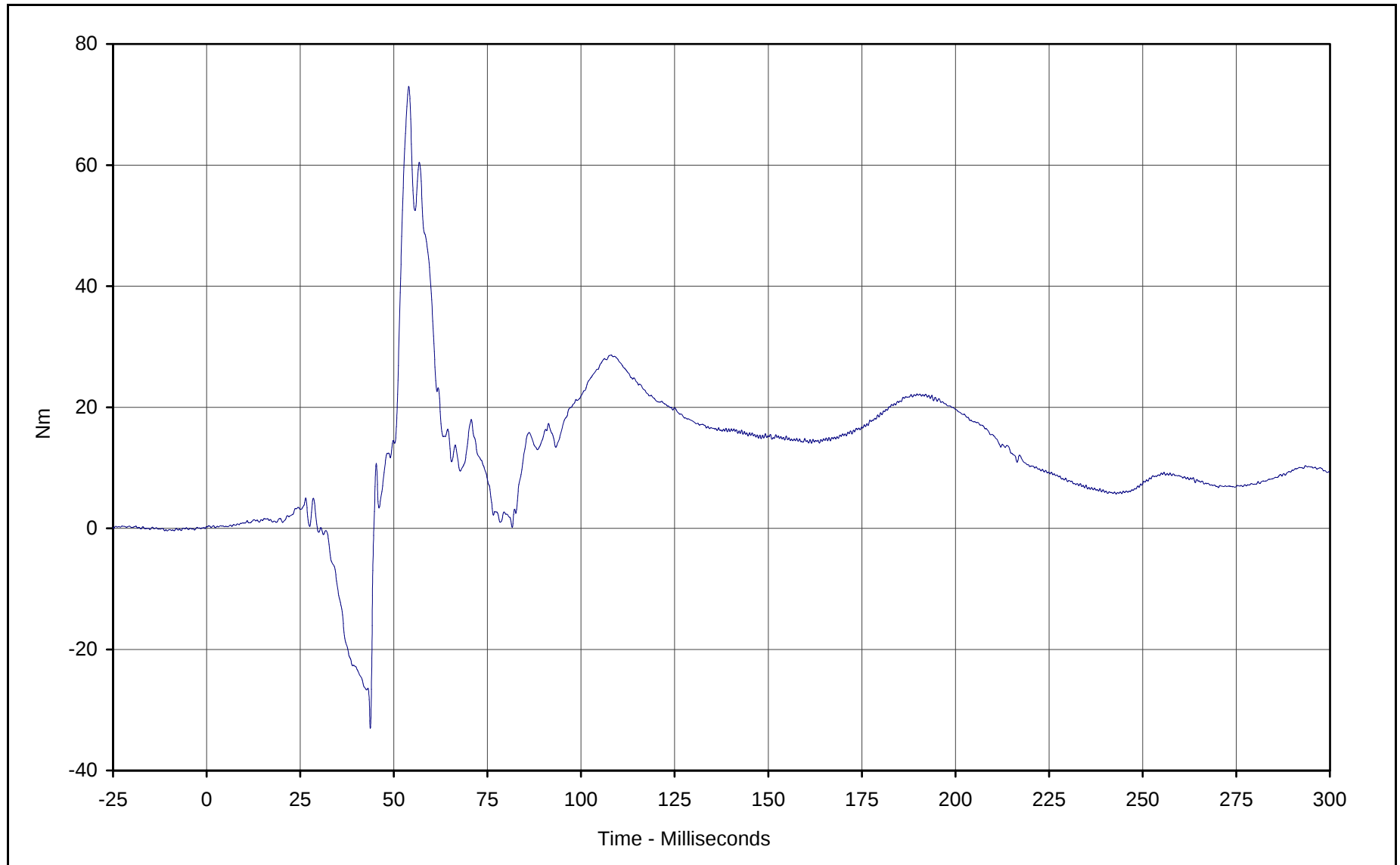


Curve Description: Driver Left Upper Tibia Moment Y
Maximum Value: 42.5 at 73.8 Milliseconds
Minimum Value: -84.2 at 53.4 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-026

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15



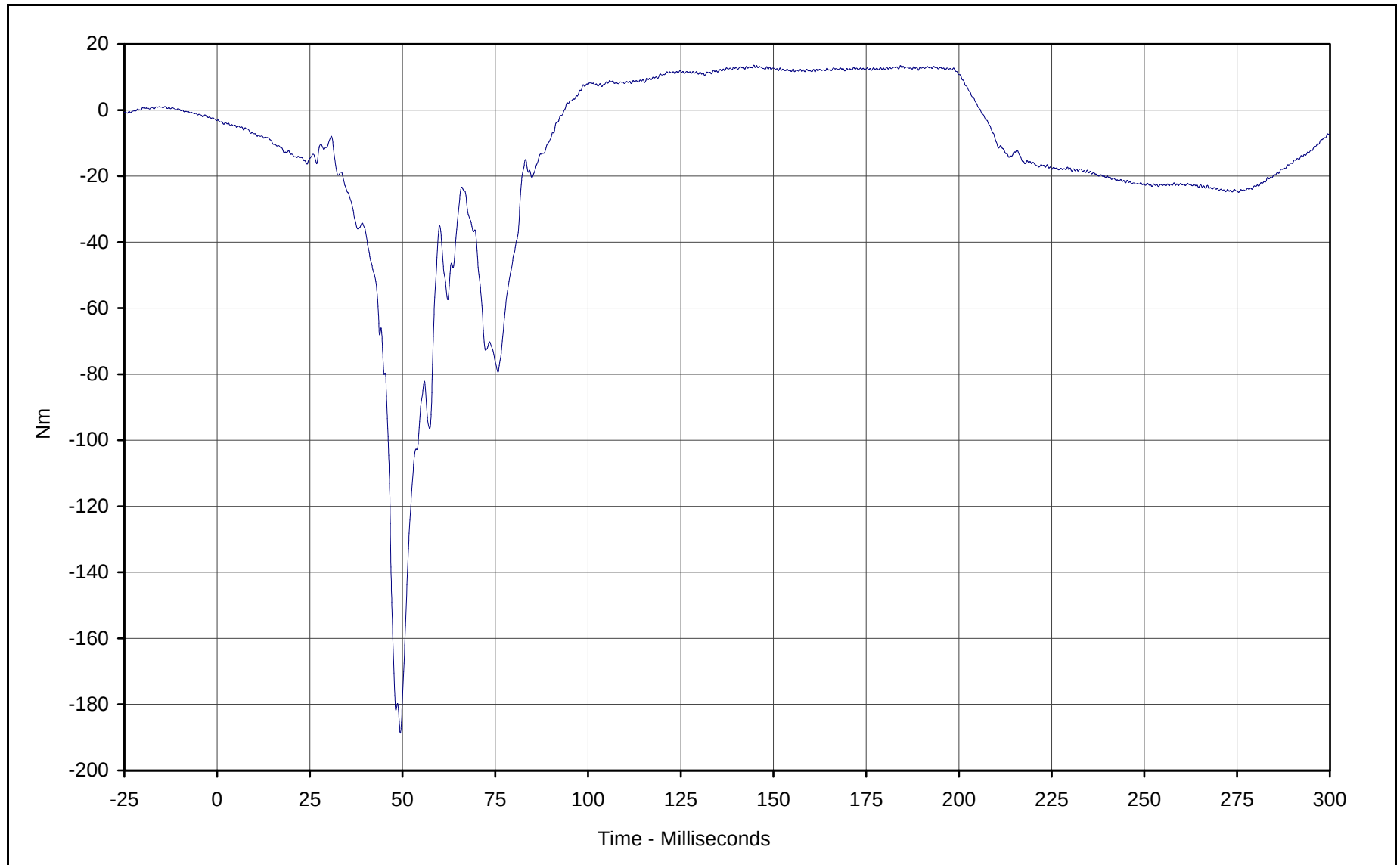
Curve Description: Driver Right Upper Tibia Moment X
Maximum Value: 73.0 at 54.0 Milliseconds
Minimum Value: -33.0 at 43.7 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-027

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-45

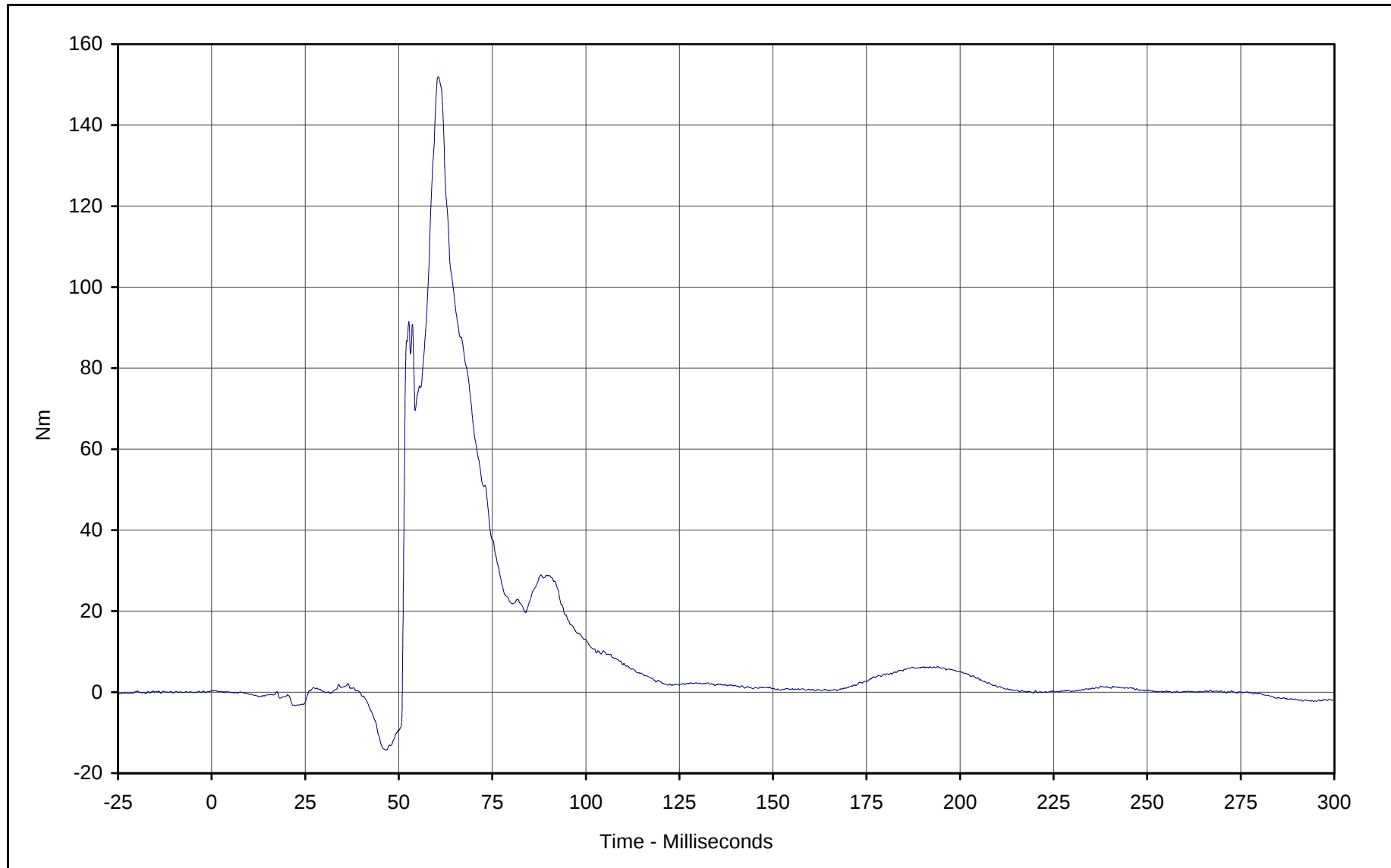


Curve Description: Driver Right Upper Tibia Moment Y
Maximum Value: 13.6 at 144.7 Milliseconds
Minimum Value: -188.7 at 49.4 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-028

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

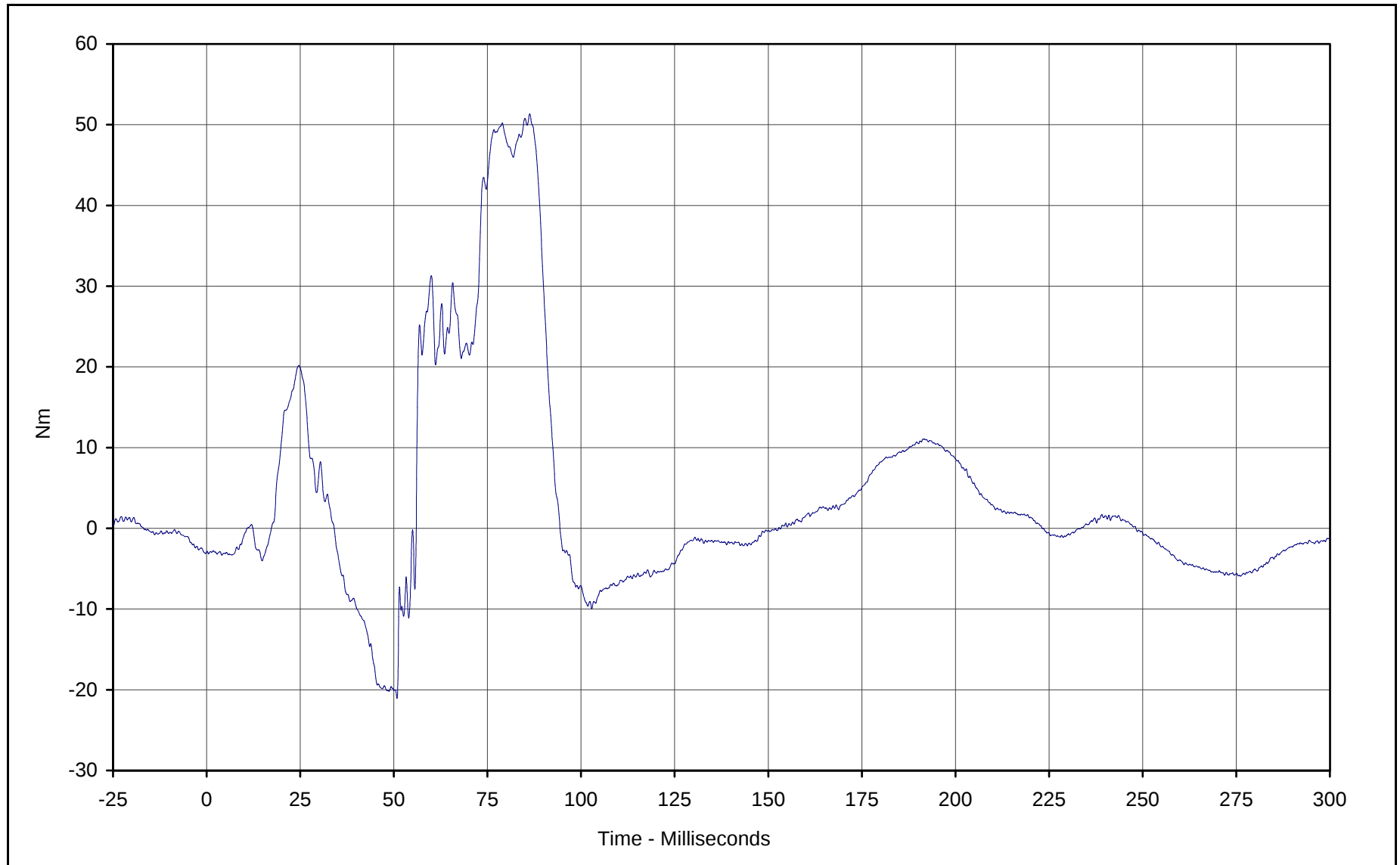


Curve Description: Driver Left Lower Tibia Moment X
Maximum Value: 151.9 at 60.6 Milliseconds
Minimum Value: -14.3 at 46.5 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-029

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

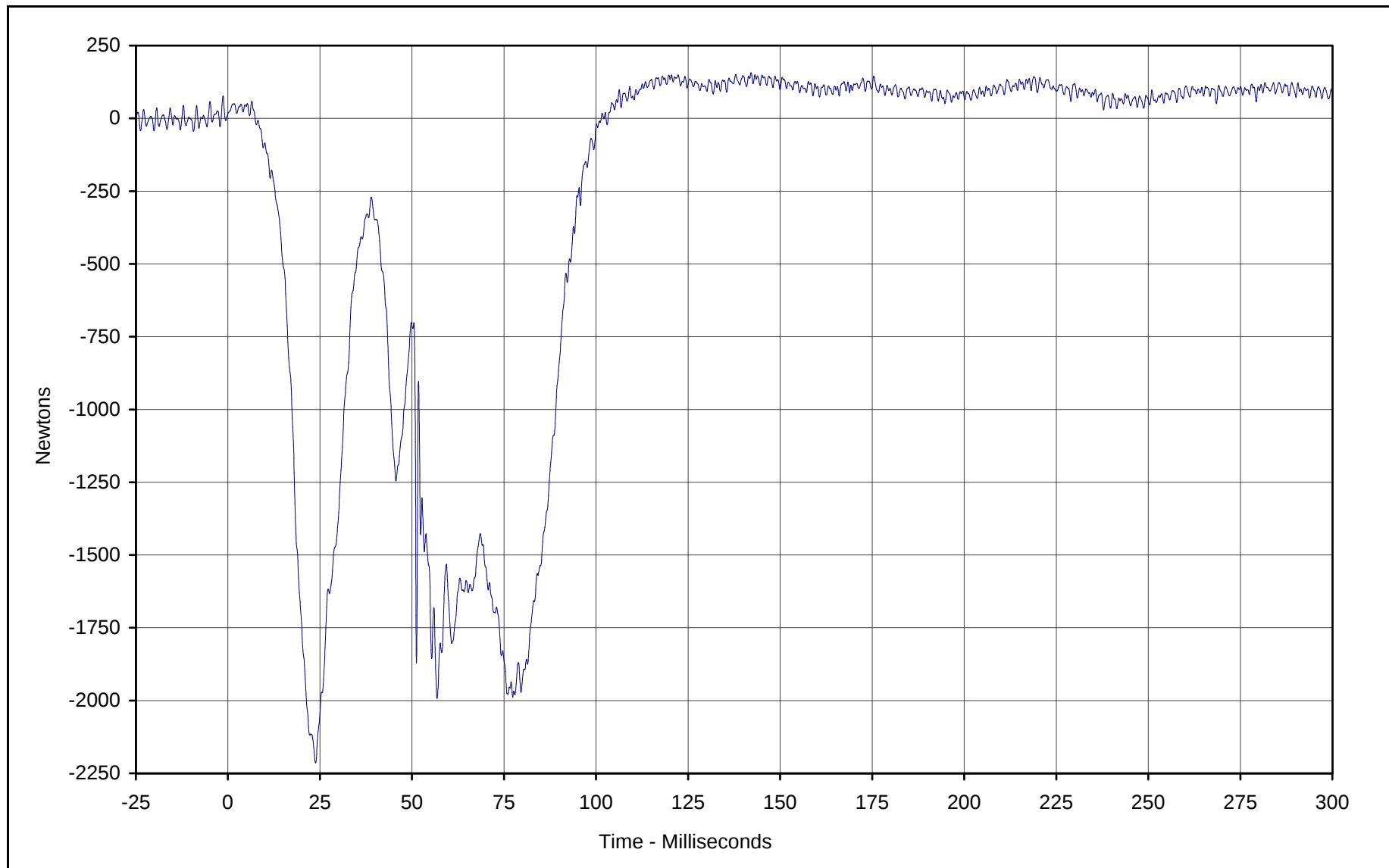




Curve Description: Driver Left Lower Tibia Moment Y
Maximum Value: 51.3 at 86.3 Milliseconds
Minimum Value: -21.1 at 50.9 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-030

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

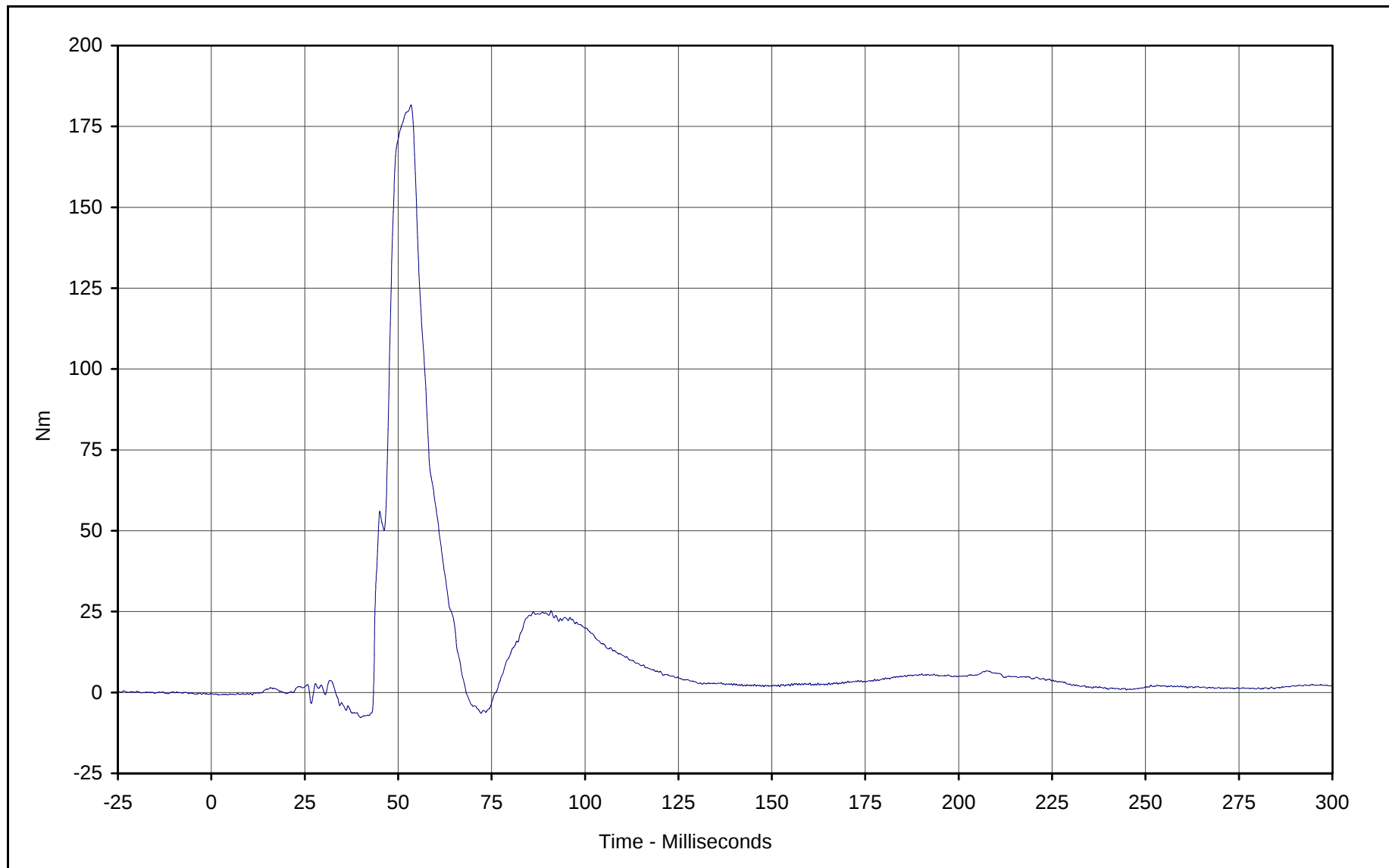




Curve Description: Driver Left Lower Tibia Force Z
Maximum Value: 156.7 at 142.1 Milliseconds
Minimum Value: -2214.4 at 23.8 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-031

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe





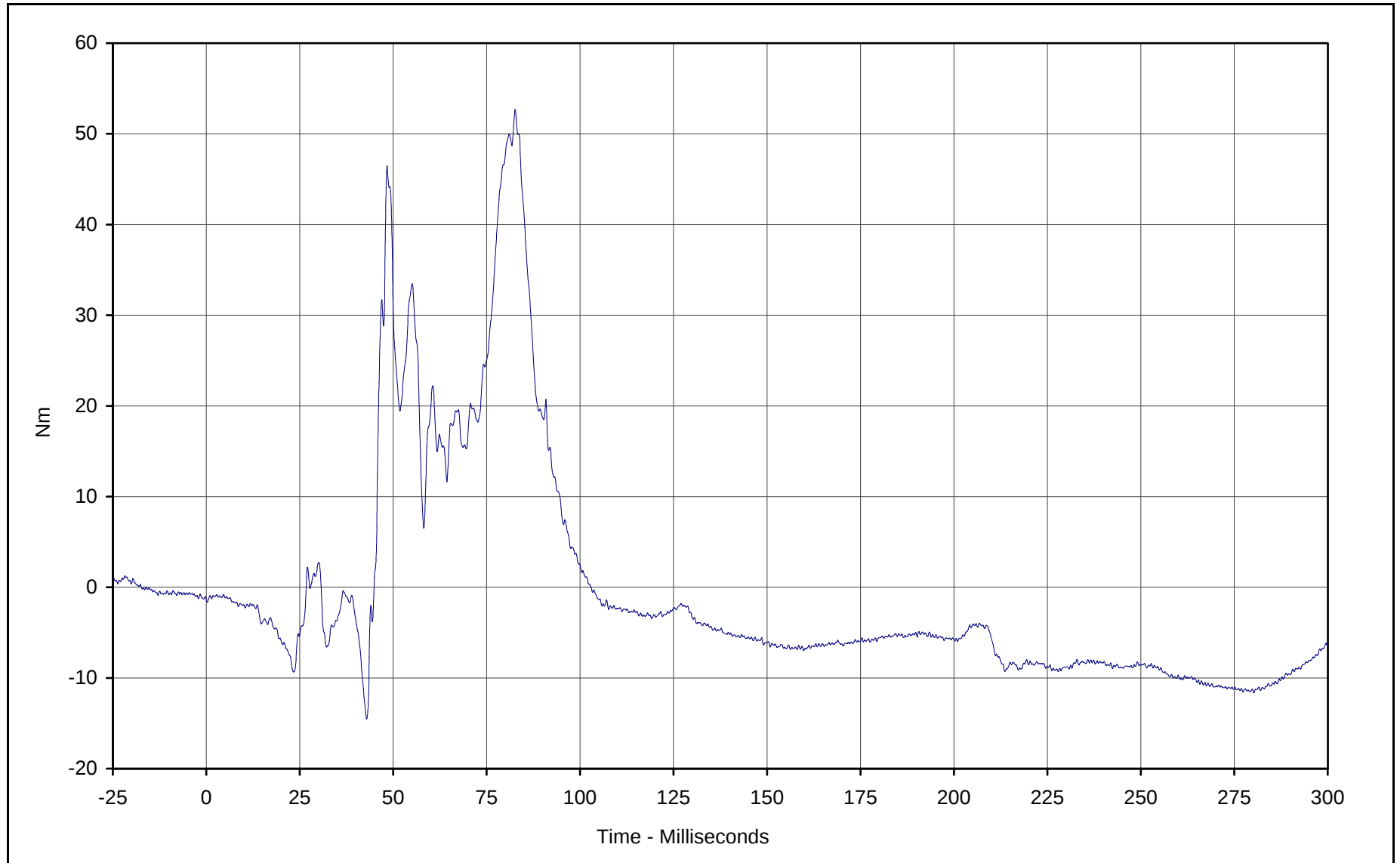
Curve Description: Driver Right Lower Tibia Moment X
Maximum Value: 181.6 at 53.5 Milliseconds
Minimum Value: -7.7 at 40.0 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-032

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-50

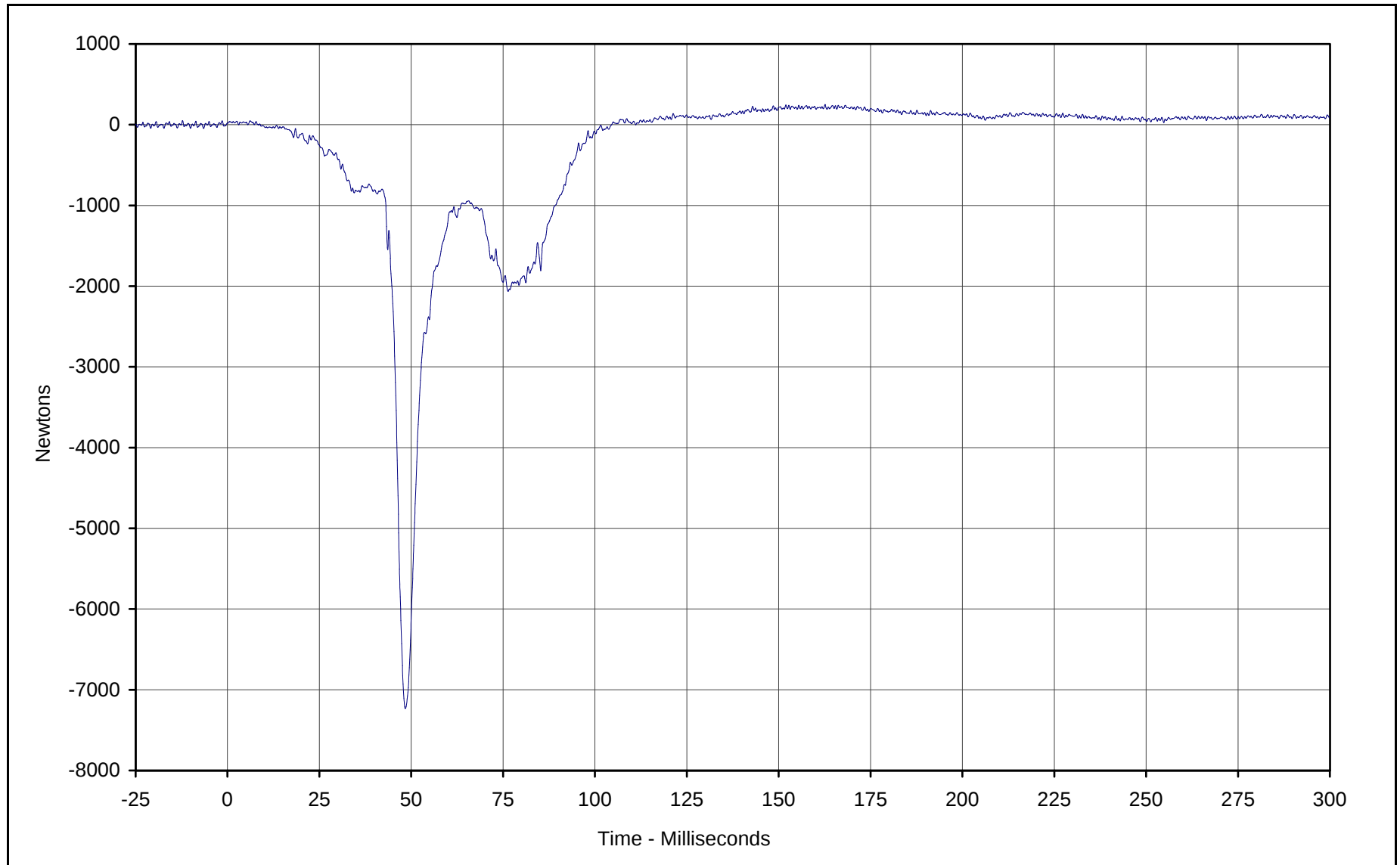


Curve Description: Driver Right Lower Tibia Moment Y
Maximum Value: 52.7 at 82.6 Milliseconds
Minimum Value: -14.5 at 42.9 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-033

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

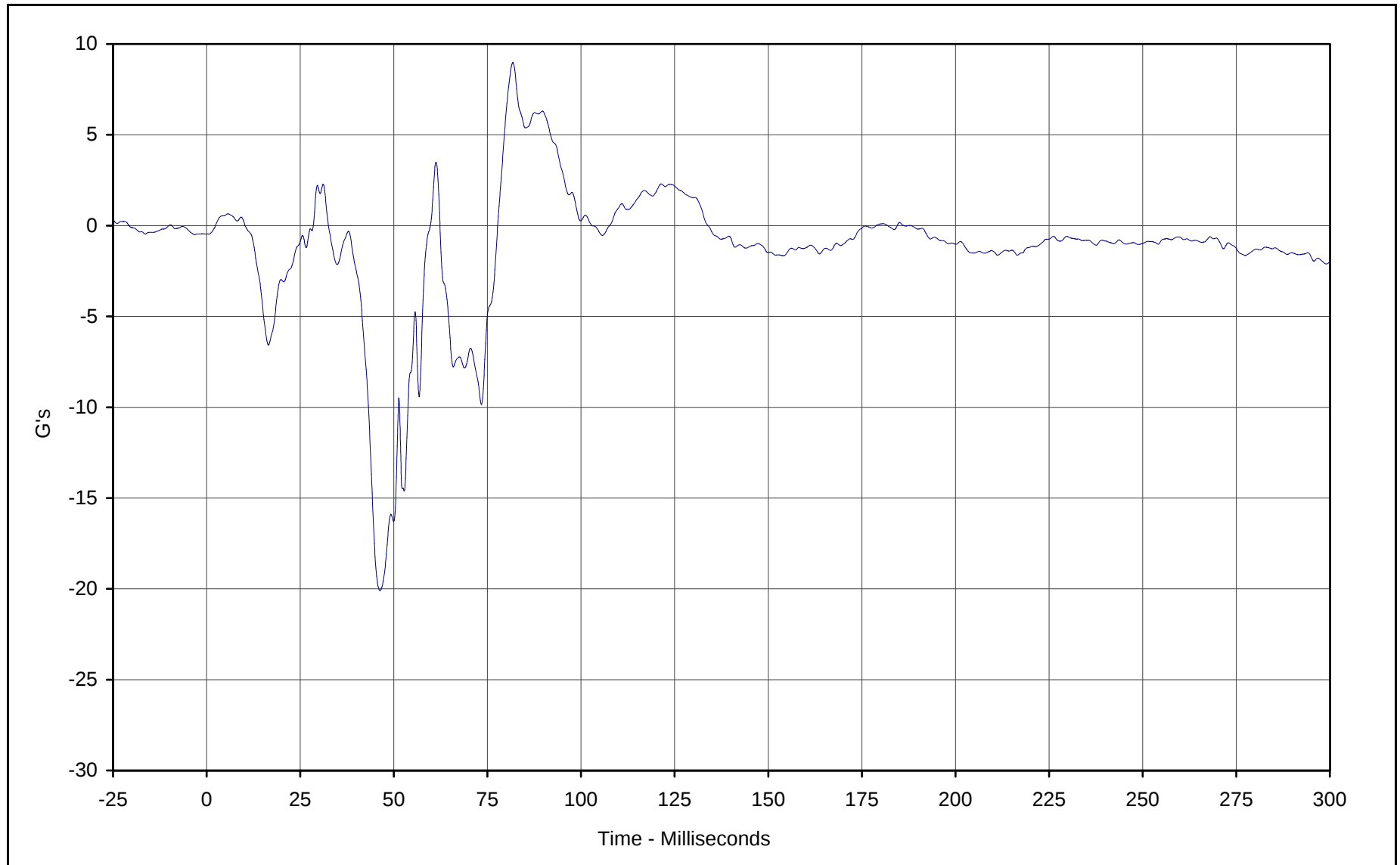


Curve Description: Driver Right Lower Tibia Force Z
Maximum Value: 250.3 at 162.6 Milliseconds
Minimum Value: -7232.3 at 48.4 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-034

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-52

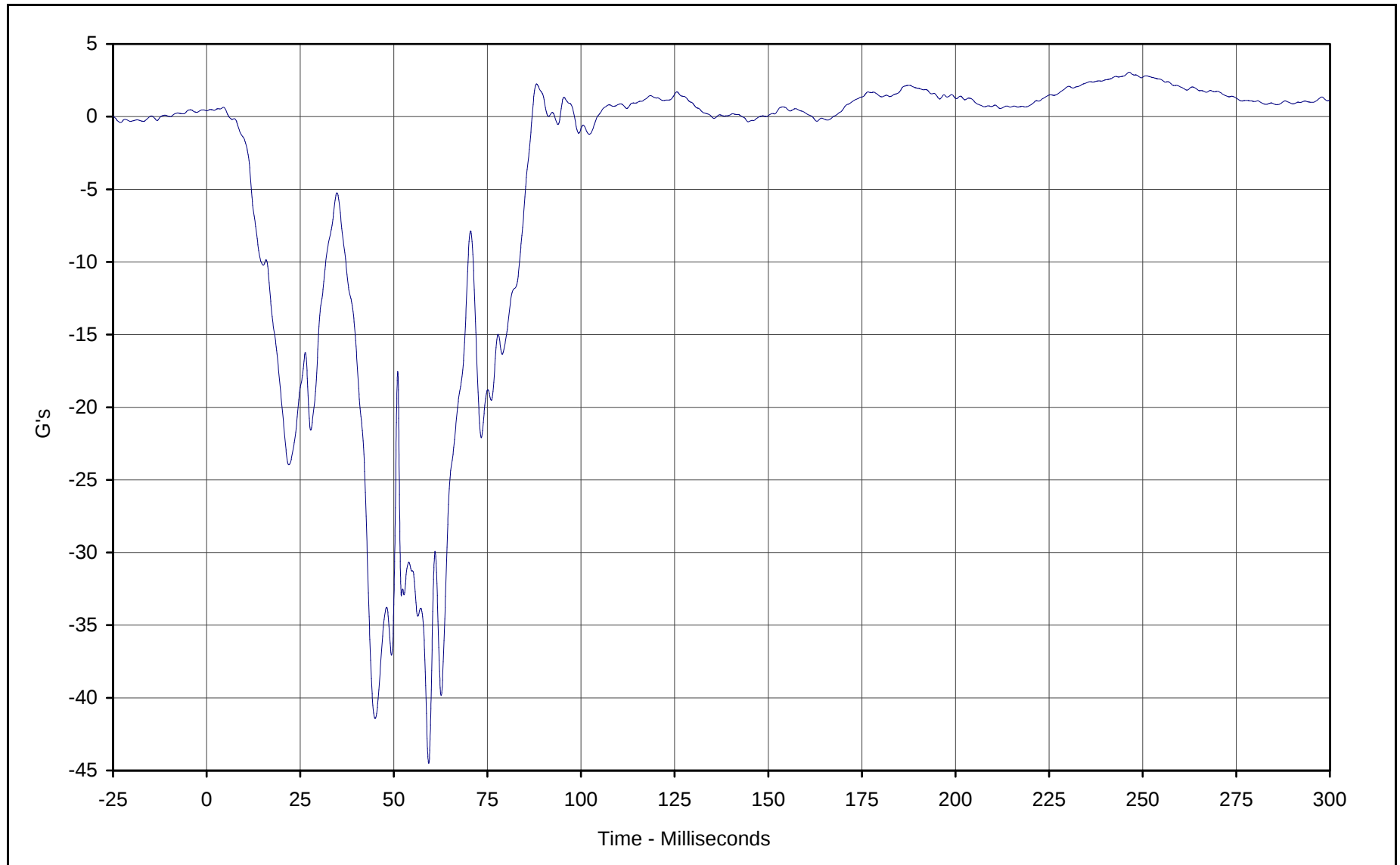


Curve Description: Driver Left Foot Aft X
Maximum Value: 9.0 at 81.8 Milliseconds
Minimum Value: -20.1 at 46.3 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-035

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



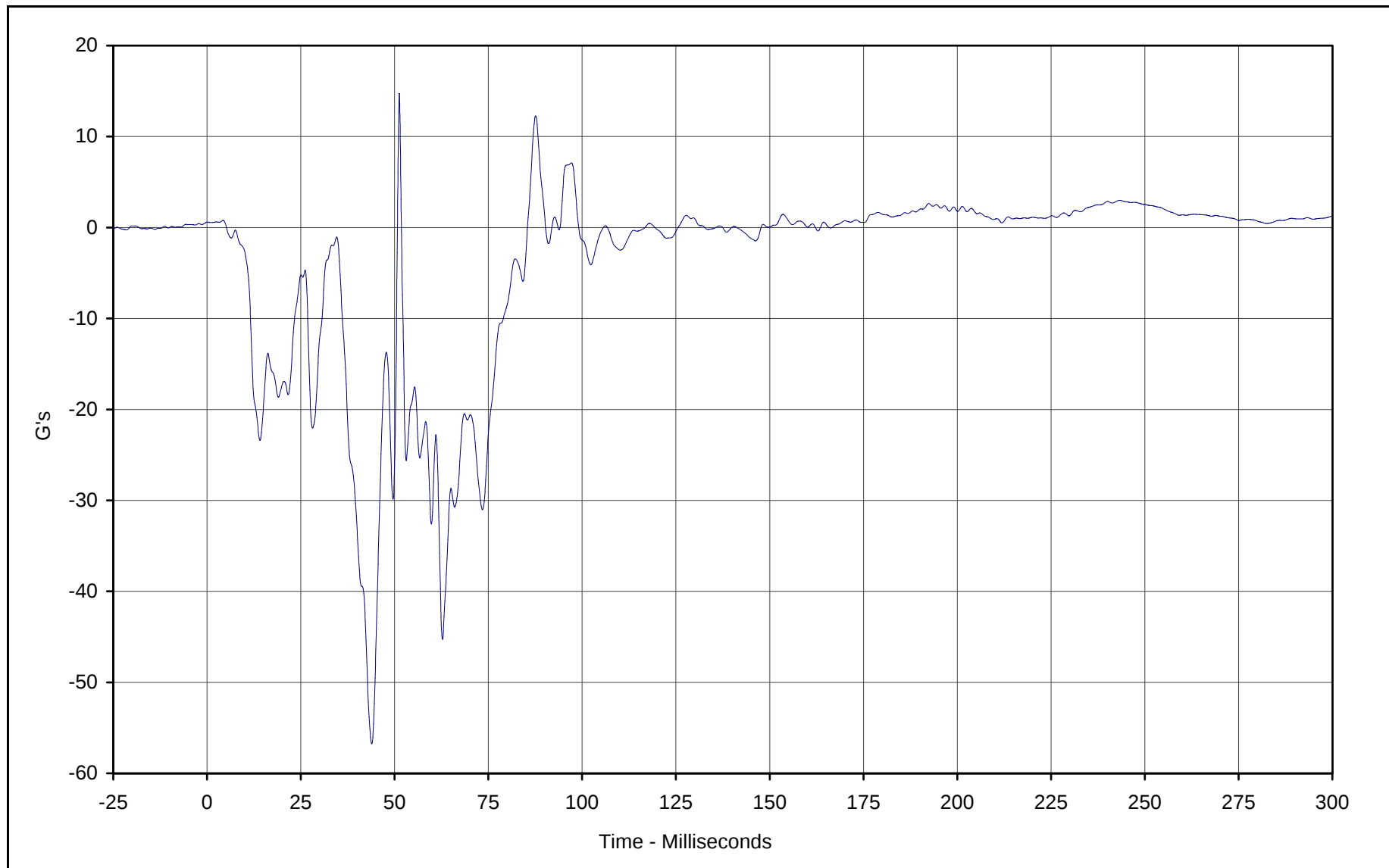
KAR21001-15



Curve Description: Driver Left Foot Aft Z
Maximum Value: 3.1 at 246.4 Milliseconds
Minimum Value: -44.5 at 59.3 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-036

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



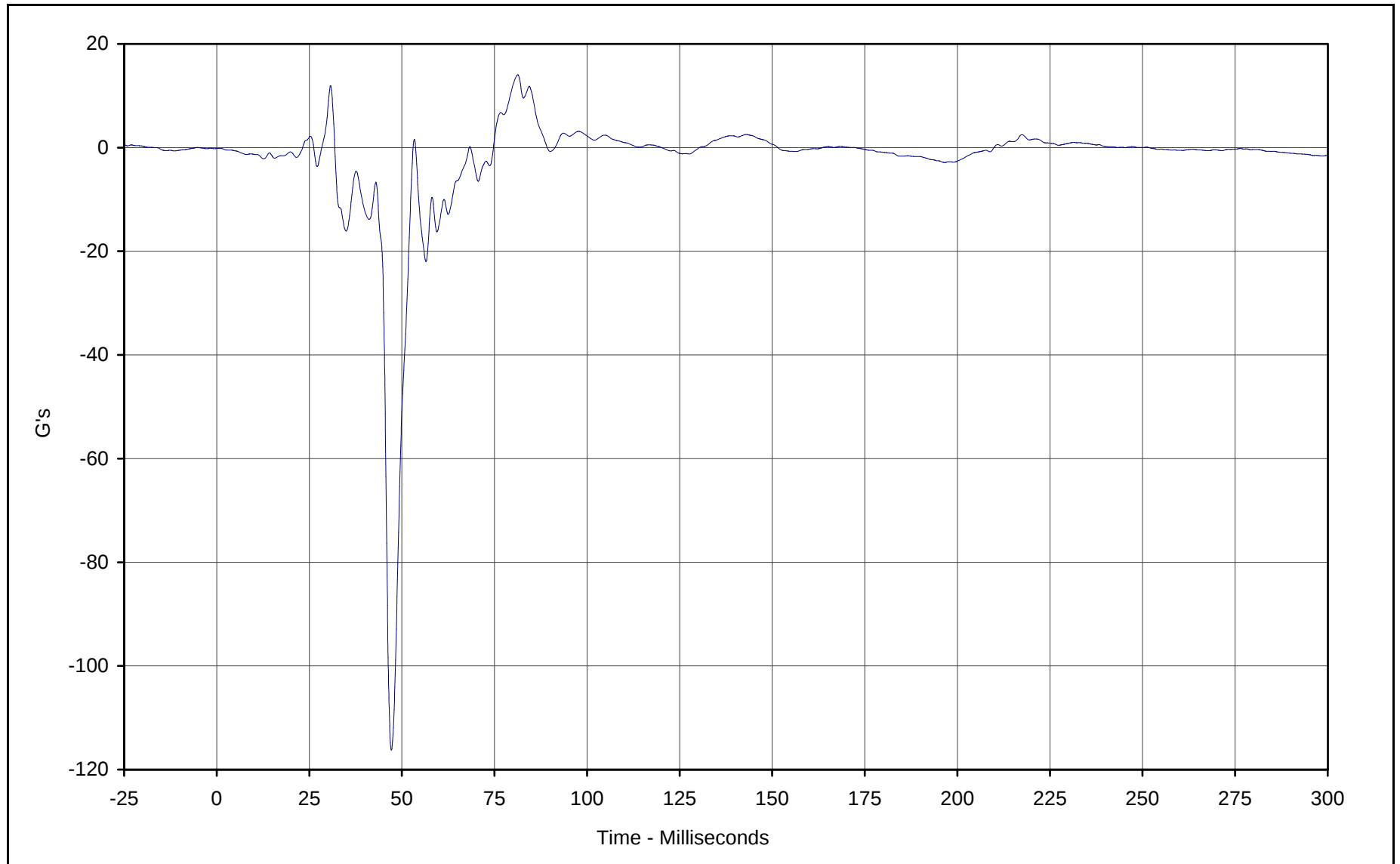


Curve Description: Driver Left Foot Fore Z
Maximum Value: 14.7 at 51.3 Milliseconds
Minimum Value: -56.8 at 43.9 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-037

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-55

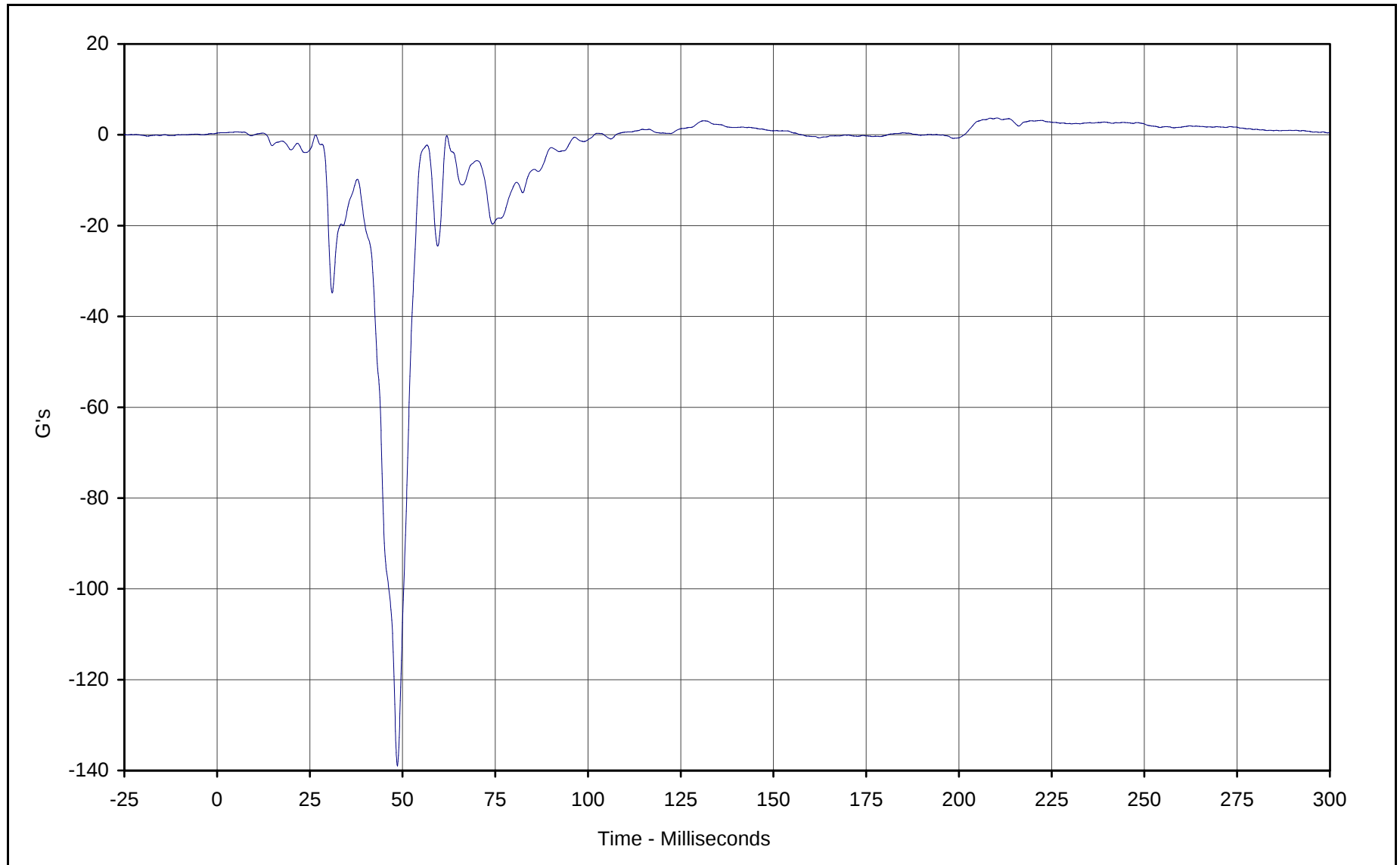


Curve Description: Driver Right Foot Aft X
Maximum Value: 14.0 at 81.3 Milliseconds
Minimum Value: -116.2 at 47.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-038

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



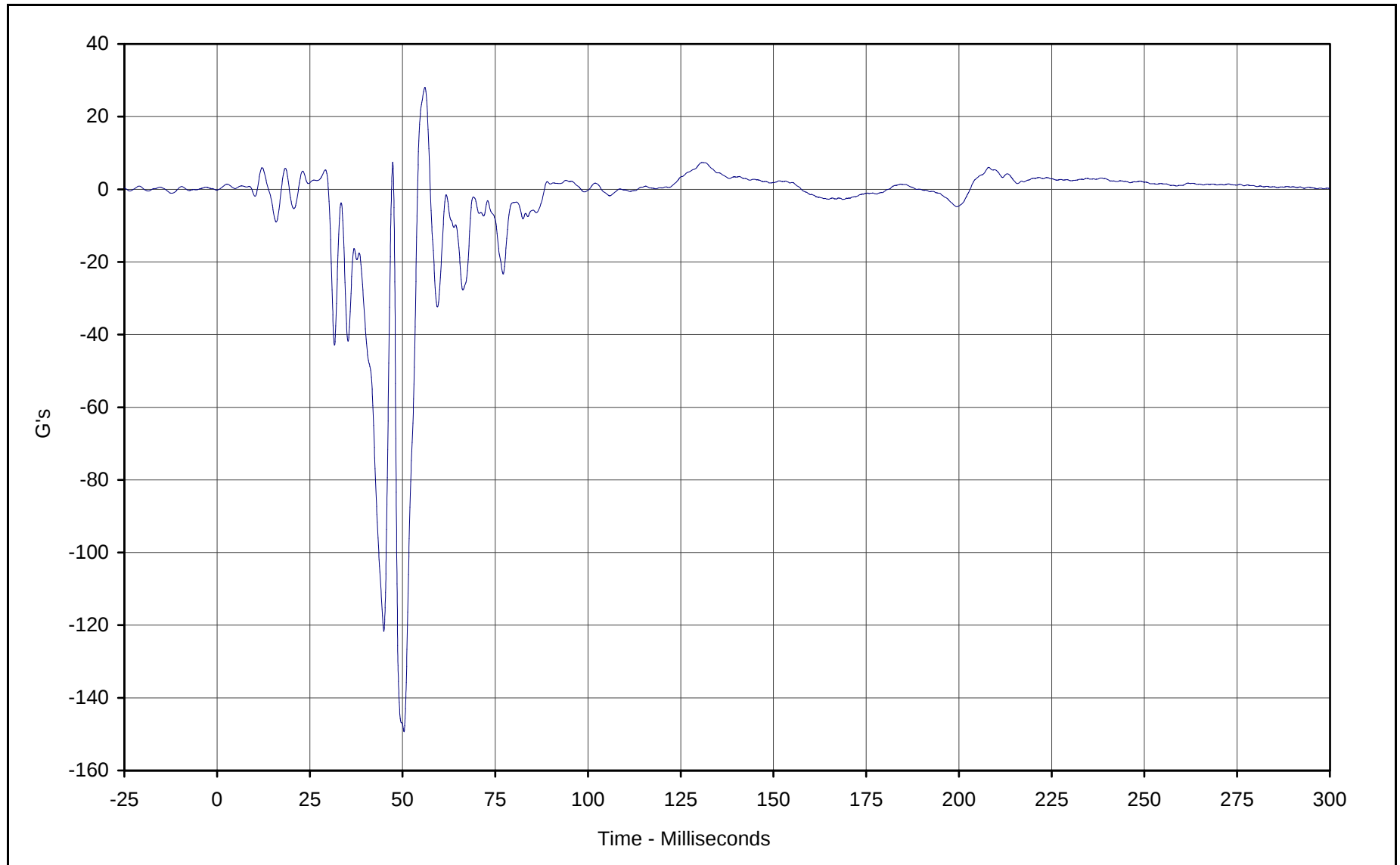
KAR21001-15



Curve Description: Driver Right Foot Aft Z
Maximum Value: 3.7 at 210.2 Milliseconds
Minimum Value: -139.0 at 48.6 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-039

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

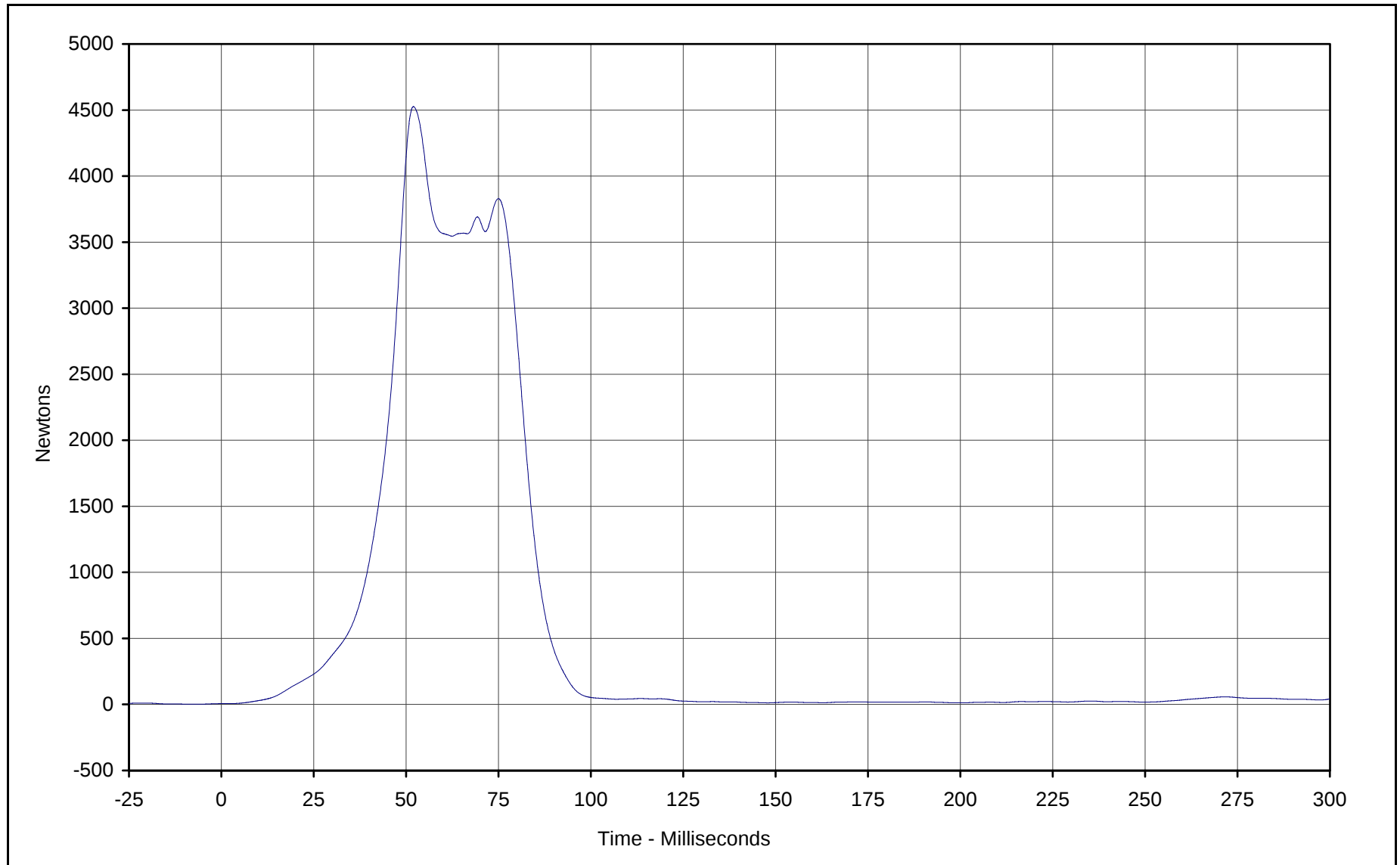




Curve Description: Driver Right Foot Fore Z
Maximum Value: 28.1 at 56.0 Milliseconds
Minimum Value: -149.3 at 50.4 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-040

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



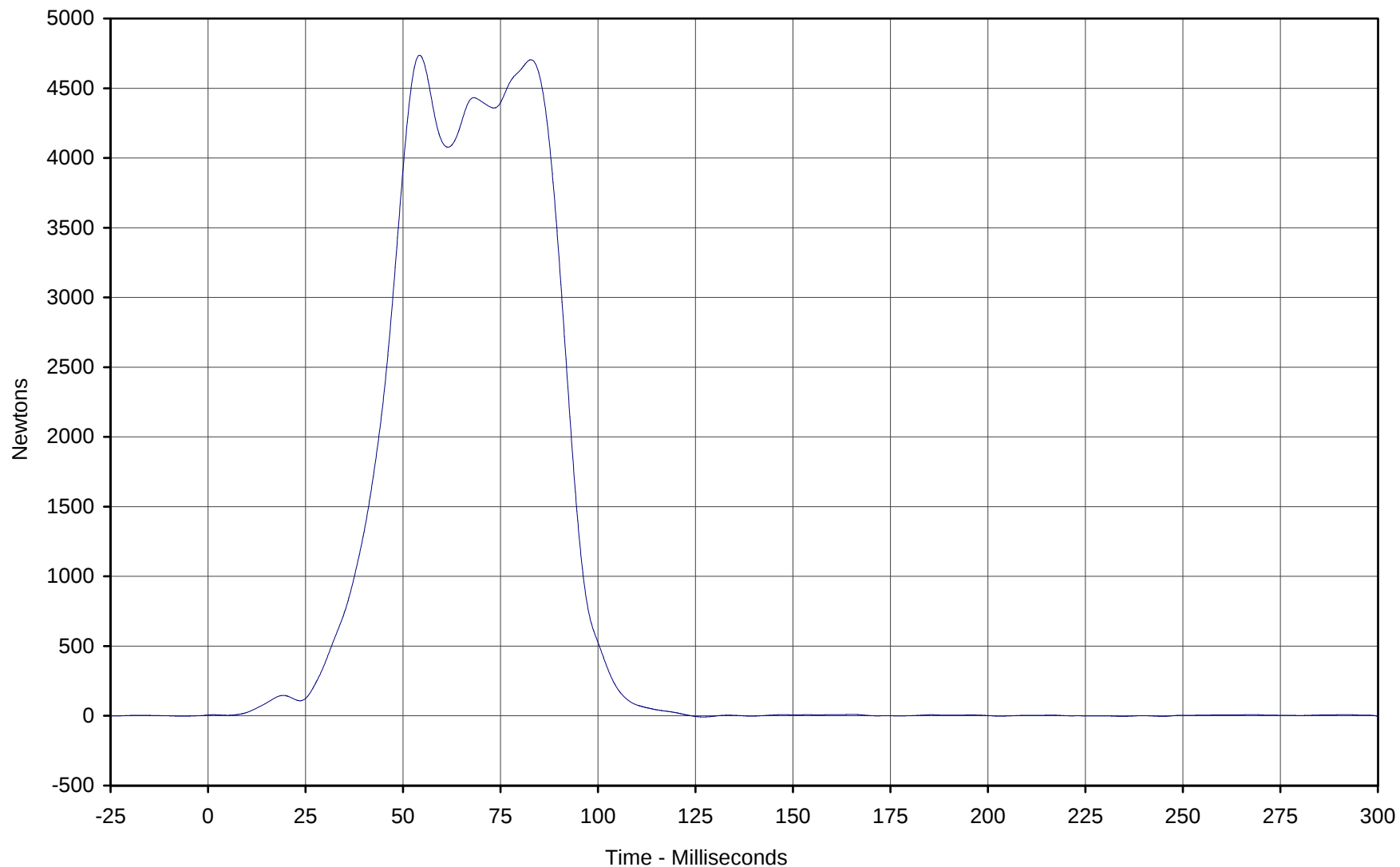


Curve Description: Driver Lap Belt Force
Maximum Value: 4526.4 at 52.0 Milliseconds
Minimum Value: 6.8 at 0.0 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-041

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-59



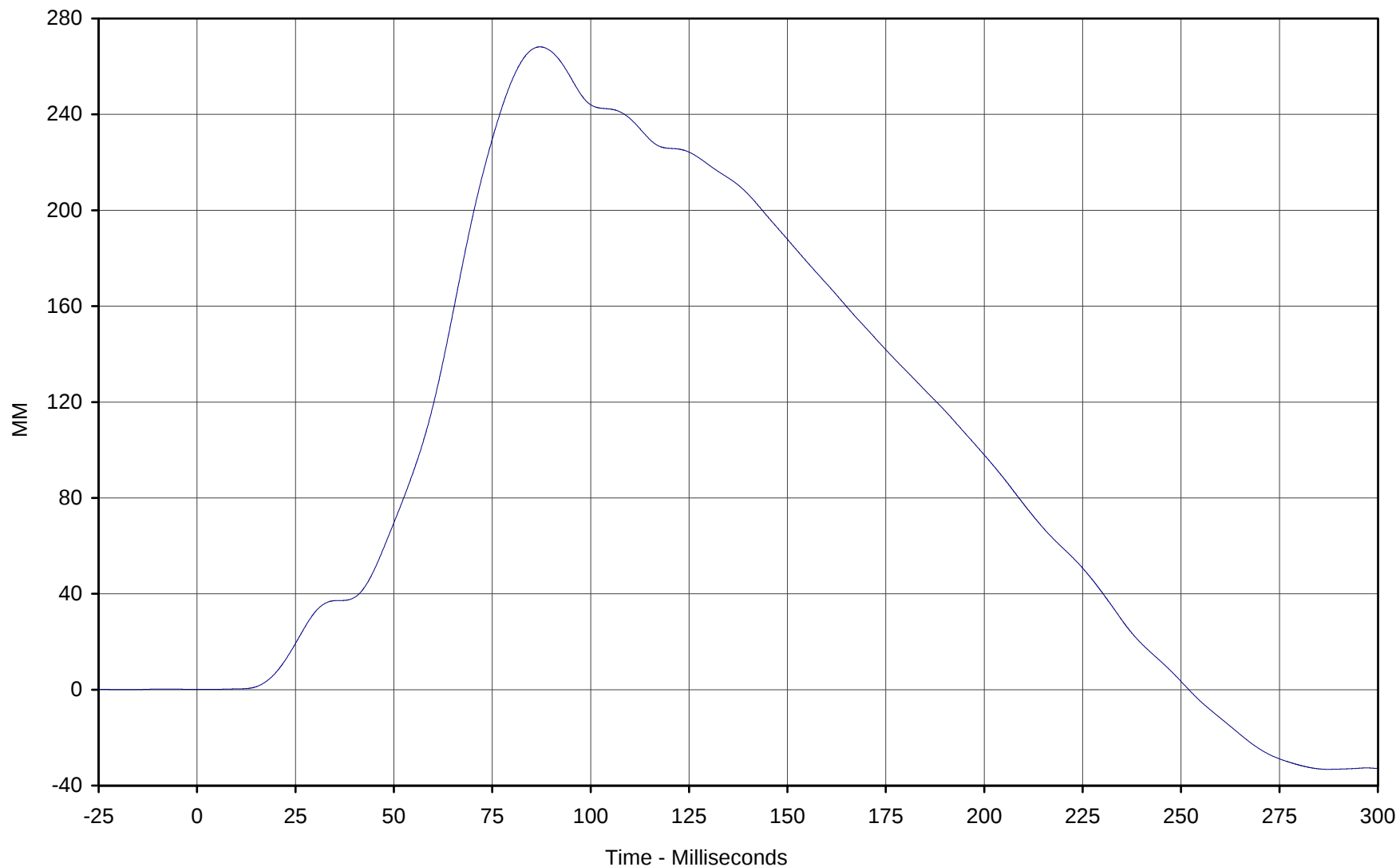
Curve Description: Driver Shoulder Belt Force
Maximum Value: 4736.5 at 54.2 Milliseconds
Minimum Value: -8.2 at 126.9 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-042

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-60

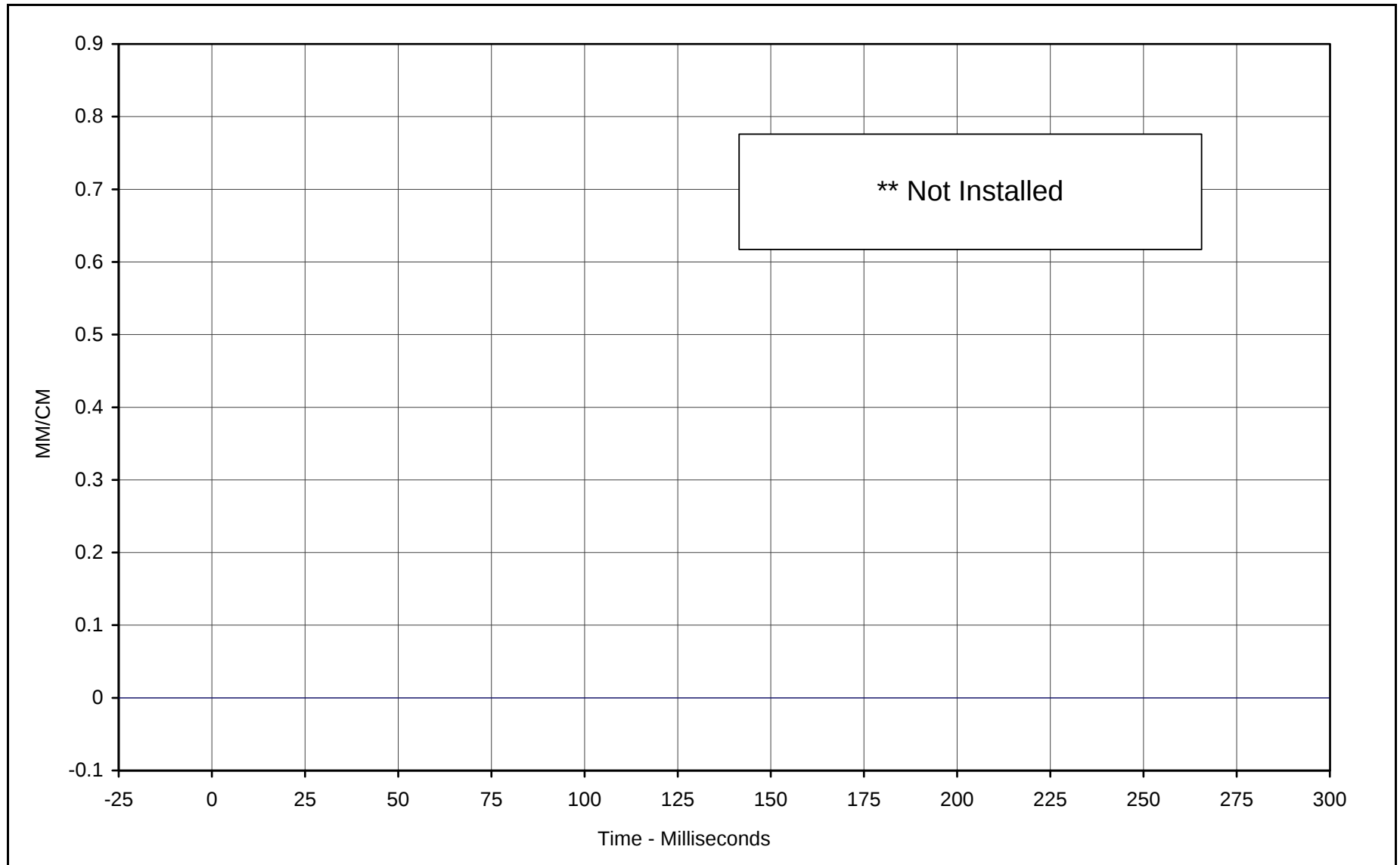


Curve Description: Driver Shoulder Belt Pullout
Maximum Value: 268.2 at 87.1 Milliseconds
Minimum Value: -33.2 at 287.3 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-043

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15



Curve Description: Driver Shoulder Belt Elongation **

Maximum Value: 0.0 at 0.0 Milliseconds

Minimum Value: 0.0 at 0.0 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

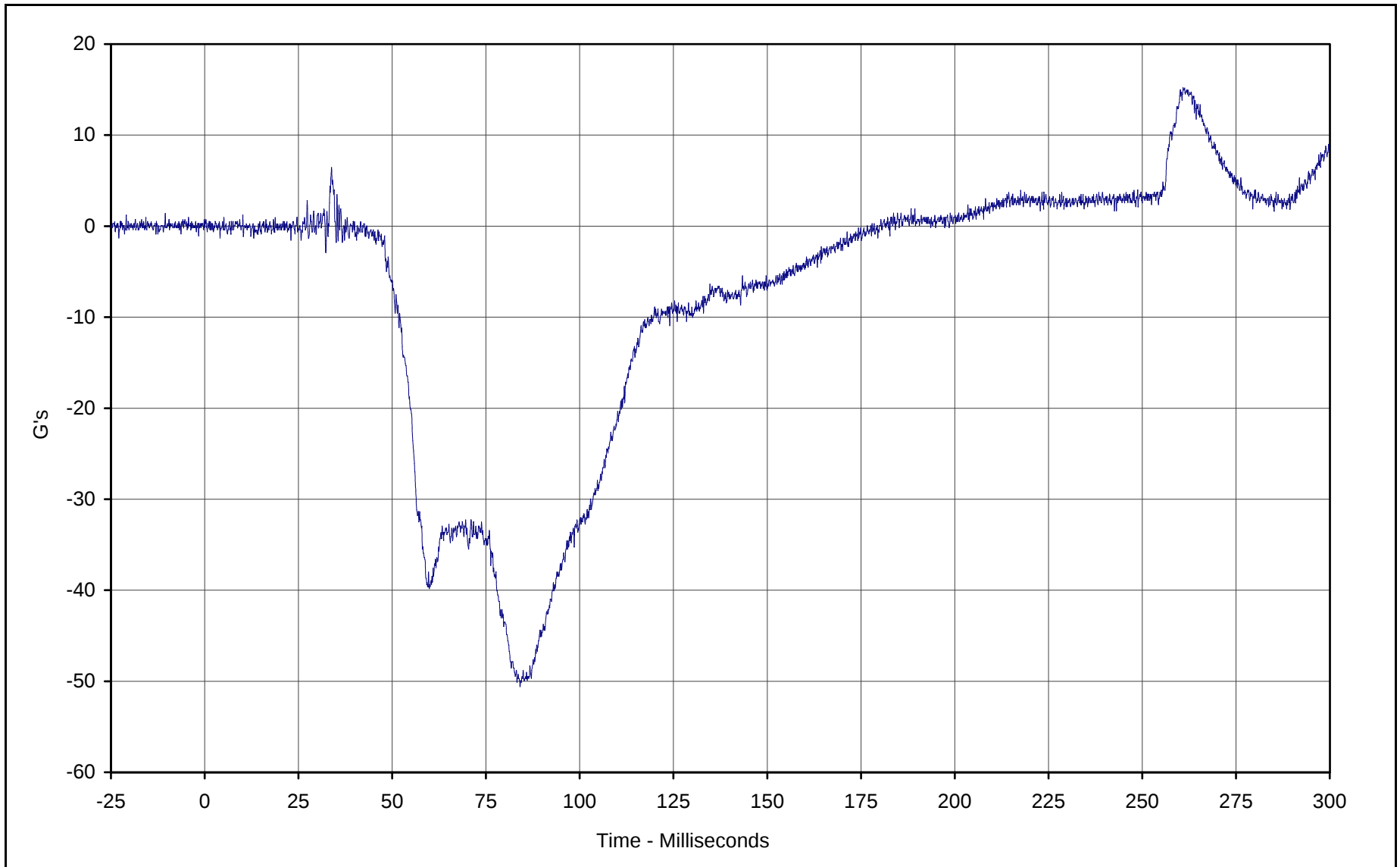
Curve Number: FIL-044

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

** Not installed



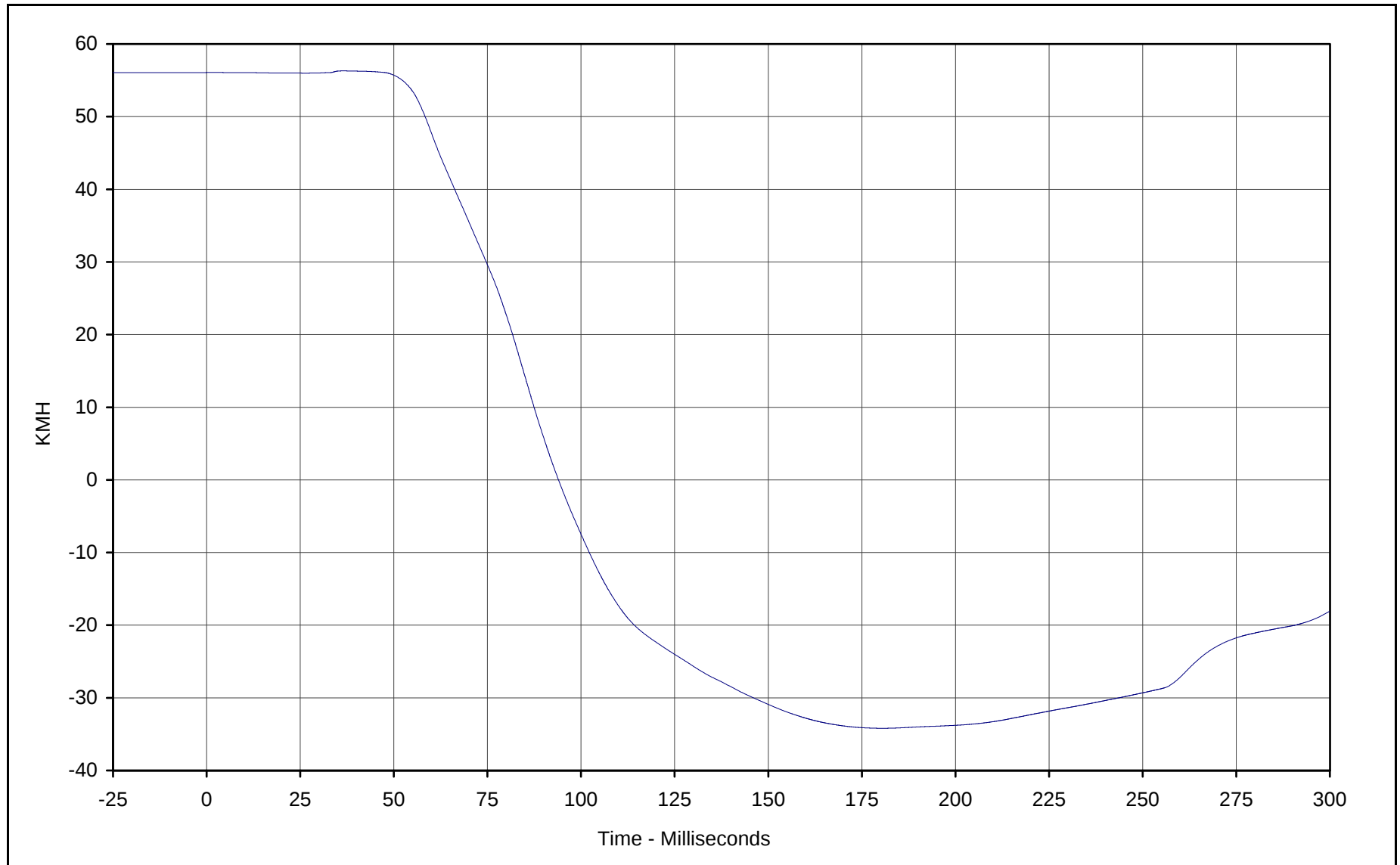


Curve Description: Passenger Head Primary X
Maximum Value: 15.2 at 260.9 Milliseconds
Minimum Value: -50.6 at 84.1 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-045

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-63



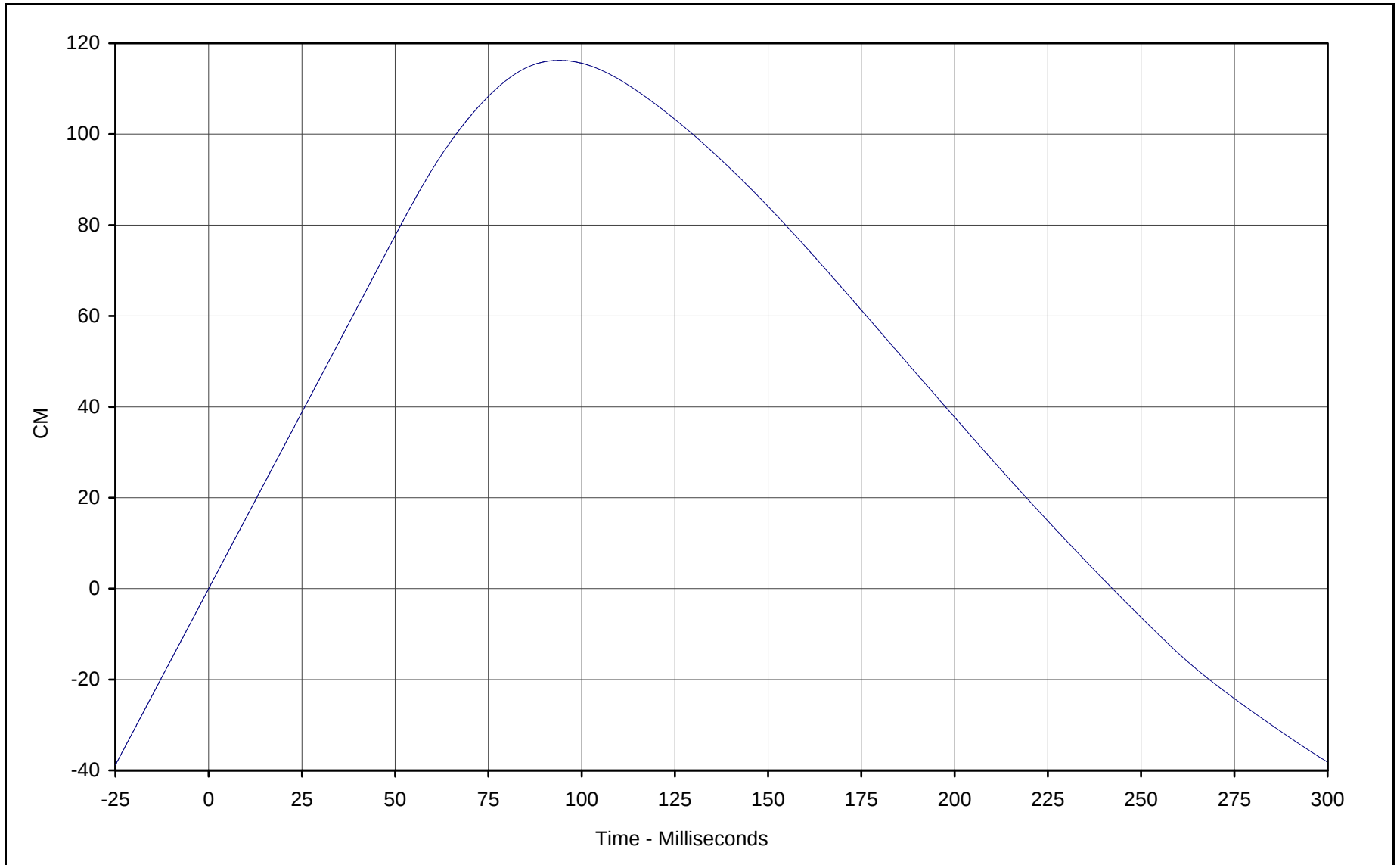
Curve Description: Passenger Head Primary X Velocity
Maximum Value: 56.3 at 36.5 Milliseconds
Minimum Value: -34.2 at 180.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-045

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-64



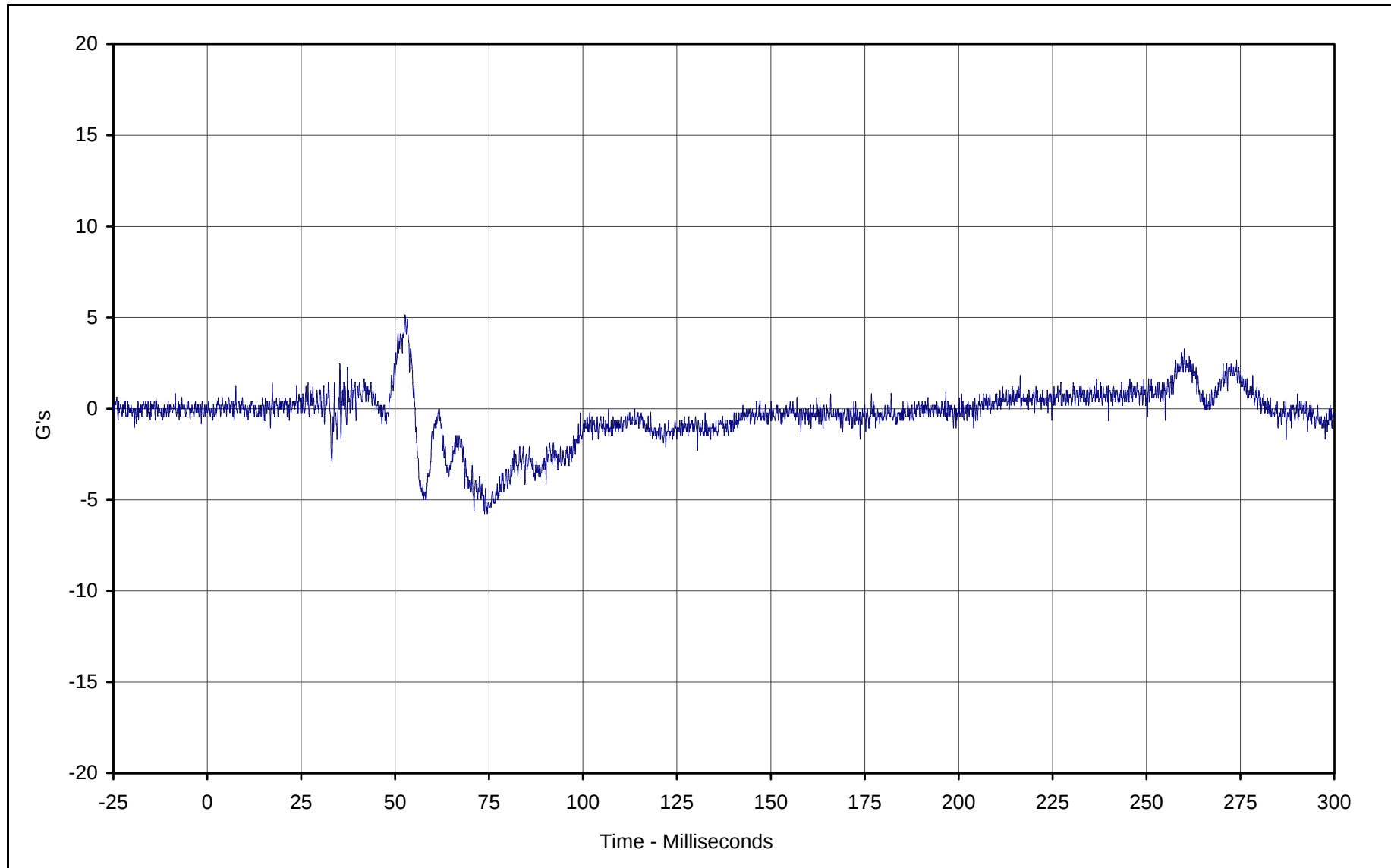
Curve Description: Passenger Head Primary X Displ.
Maximum Value: 116.3 at 94.0 Milliseconds
Minimum Value: -38.1 at 299.9 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-045

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-65

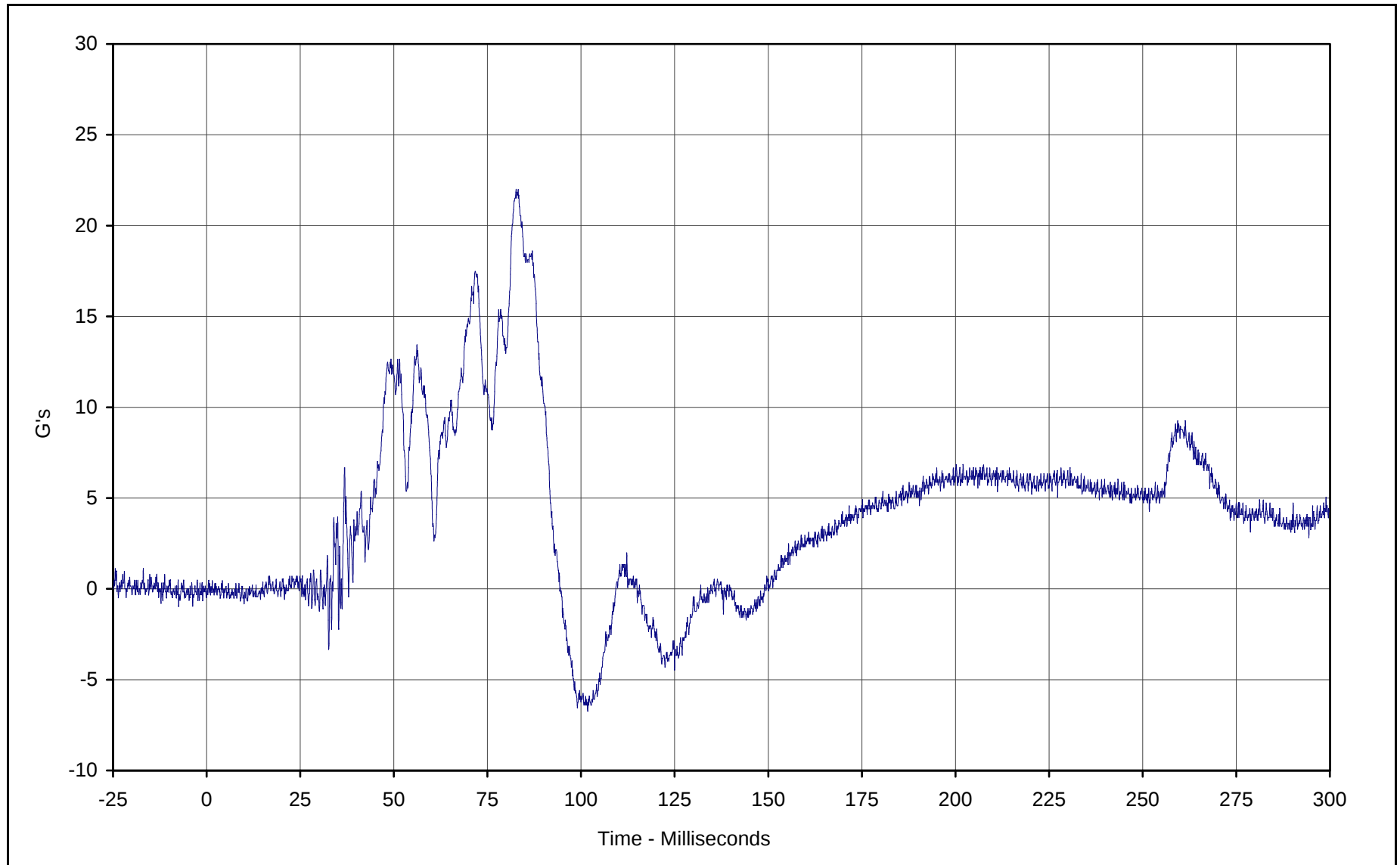


Curve Description: Passenger Head Primary Y
Maximum Value: 5.1 at 52.6 Milliseconds
Minimum Value: -5.8 at 73.8 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-046

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

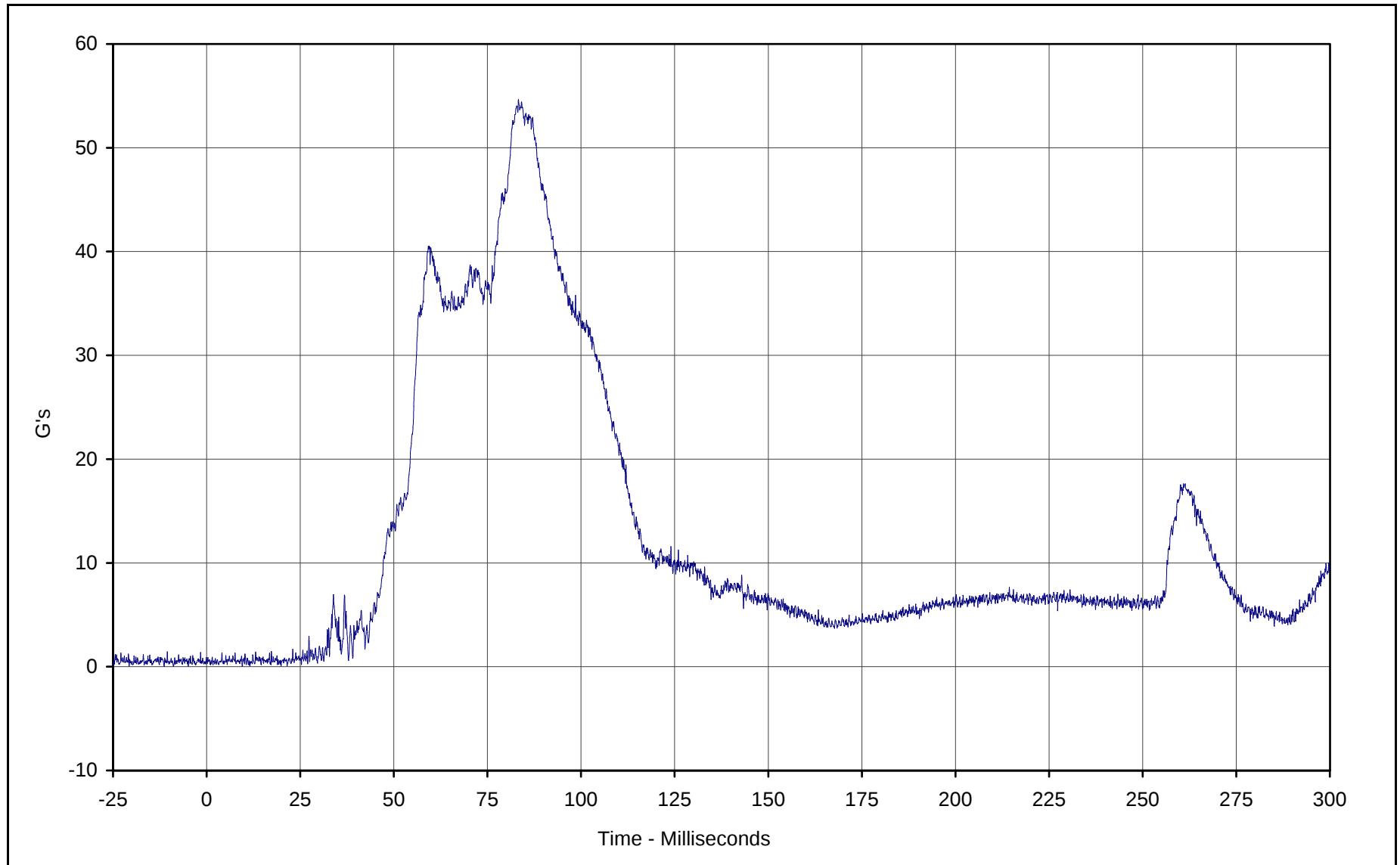


Curve Description: Passenger Head Primary Z
Maximum Value: 22.0 at 82.7 Milliseconds
Minimum Value: -6.7 at 101.8 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-047

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-67



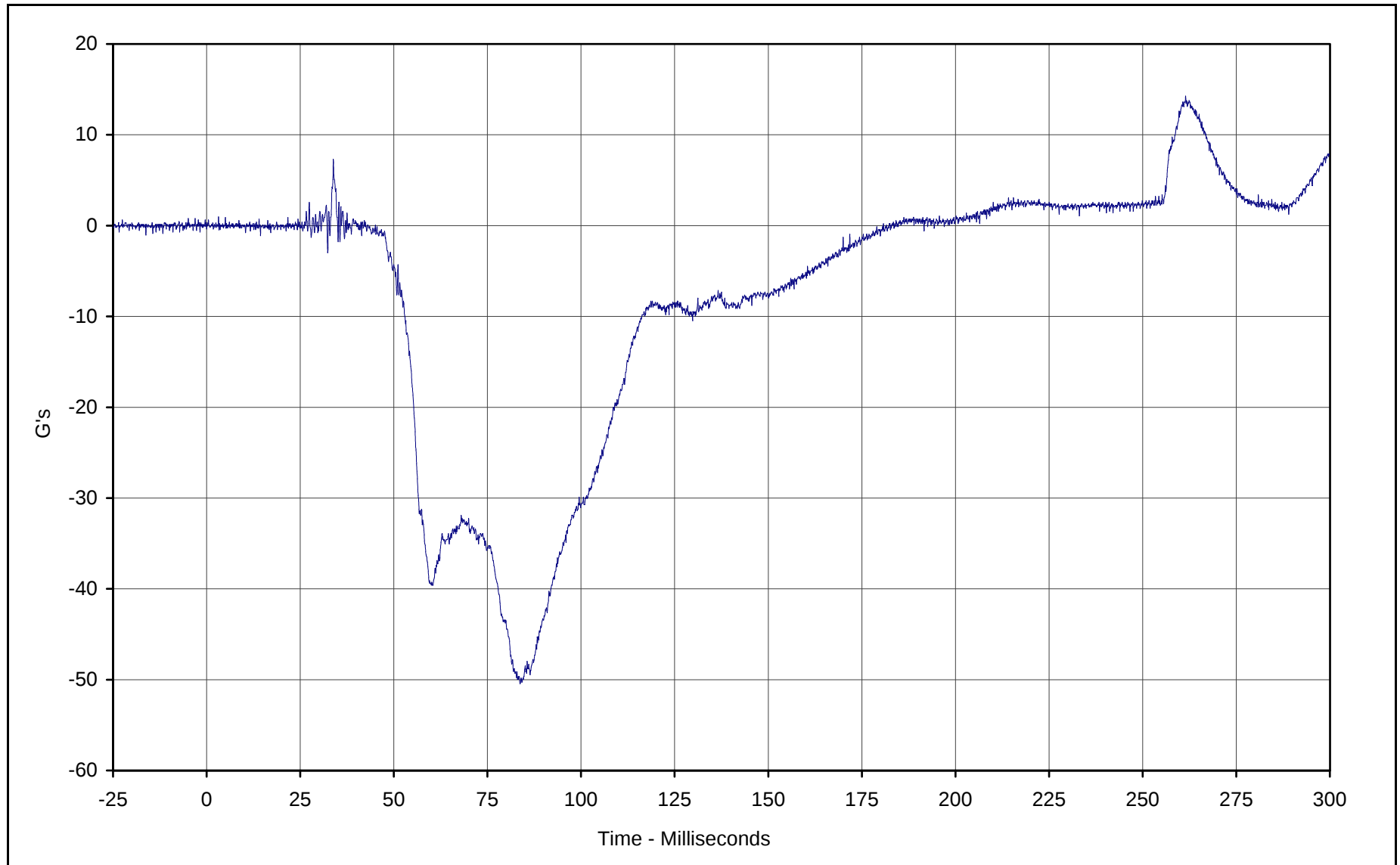
Curve Description: Passenger Head Resultant Primary
Maximum Value: 54.6 at 83.3 Milliseconds
Minimum Value: 0.0 at 9.5 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: RES-045

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-68



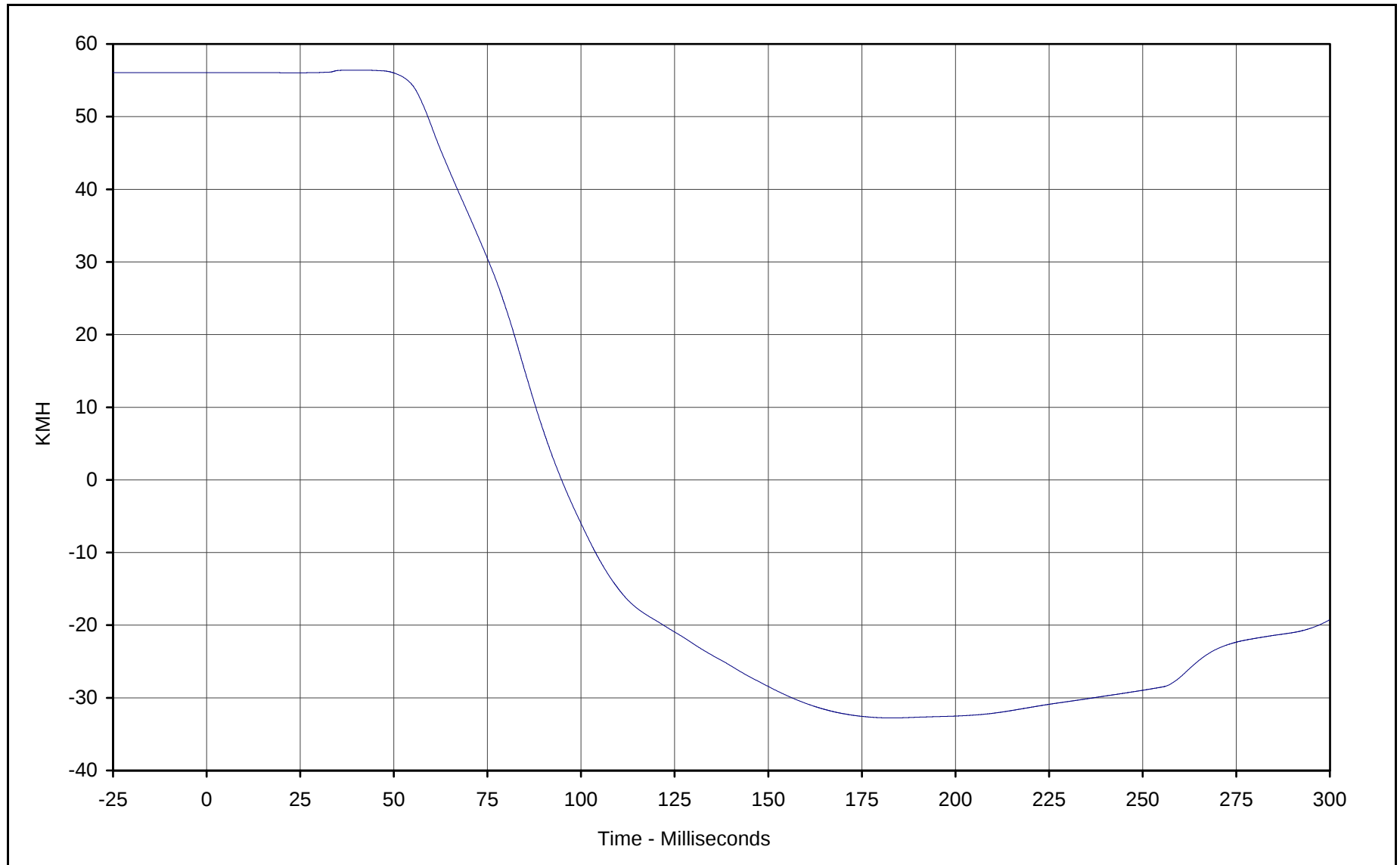
Curve Description: Passenger Head Redundant X
Maximum Value: 14.3 at 261.5 Milliseconds
Minimum Value: -50.5 at 83.7 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-048

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-69



Curve Description: Passenger Head Redundant X Velocity

Maximum Value: 56.4 at 40.4 Milliseconds

Minimum Value: -32.8 at 182.9 Milliseconds

SAE Filter Class: 180

Date of Test: 3/1/01

Curve Number: IN1-048

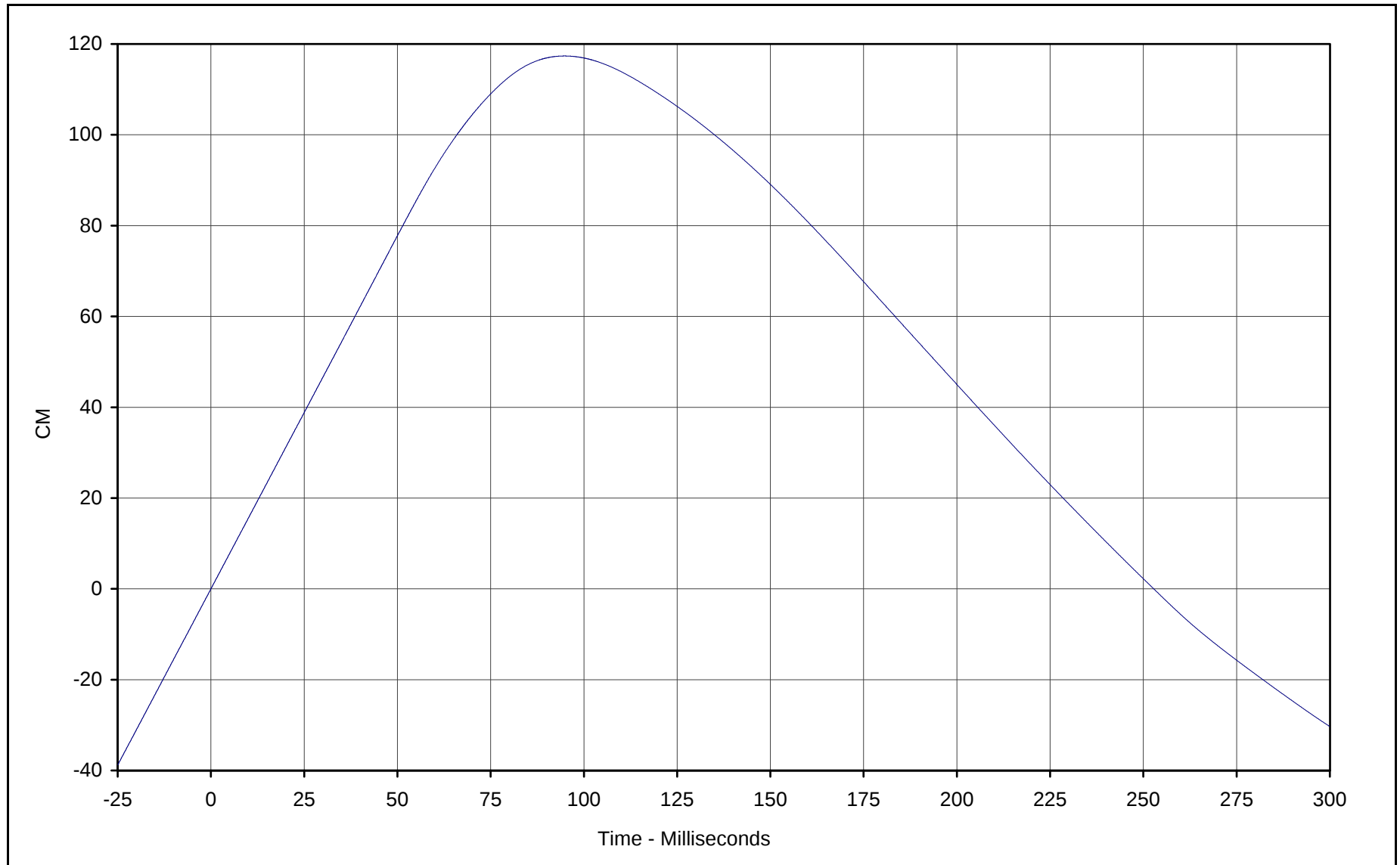
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-70



Curve Description: Passenger Head Redundant X Displ.

Maximum Value: 117.4 at 94.8 Milliseconds

Minimum Value: -30.3 at 299.9 Milliseconds

SAE Filter Class: 180

Date of Test: 3/1/01

Curve Number: IN2-048

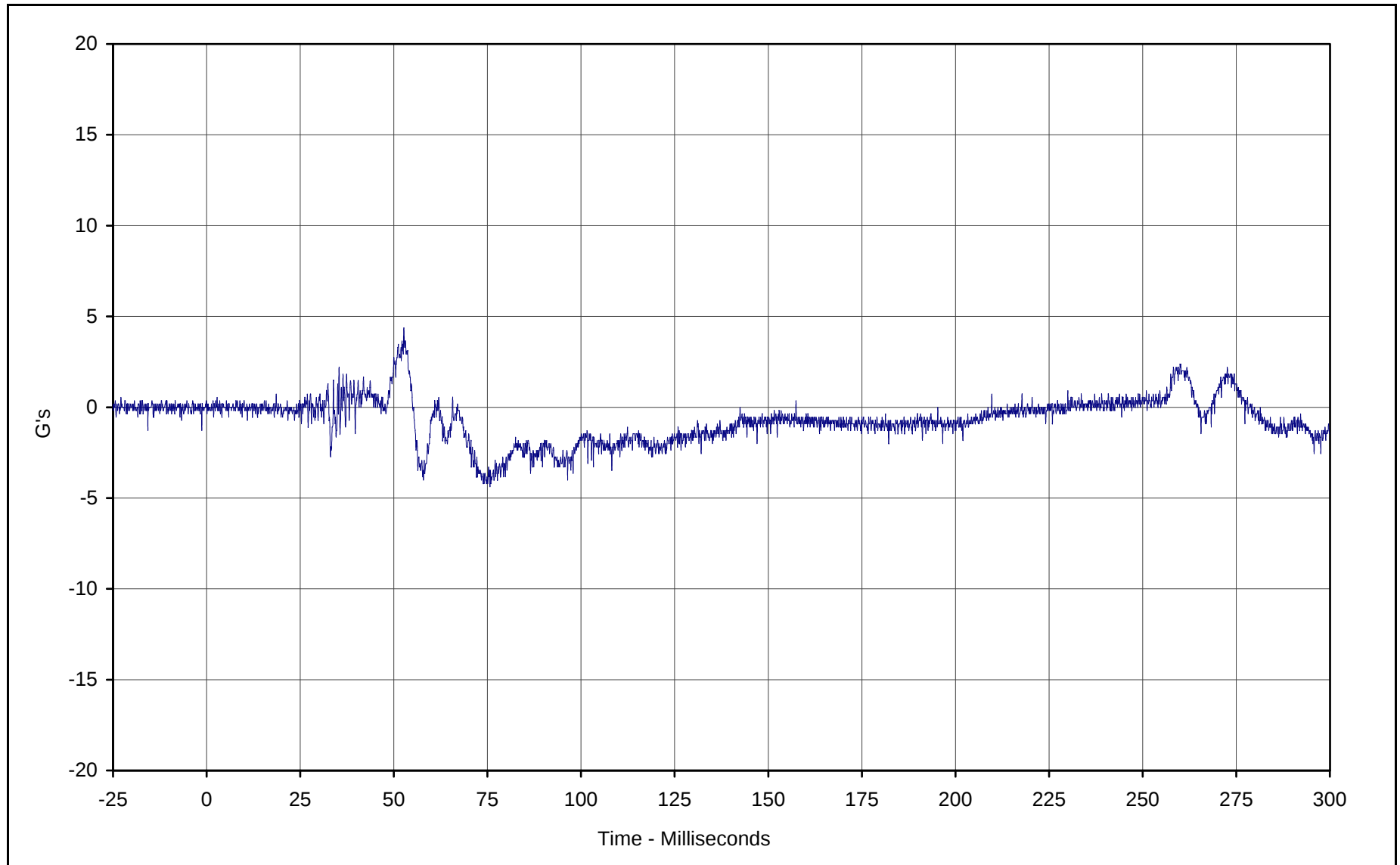
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-71

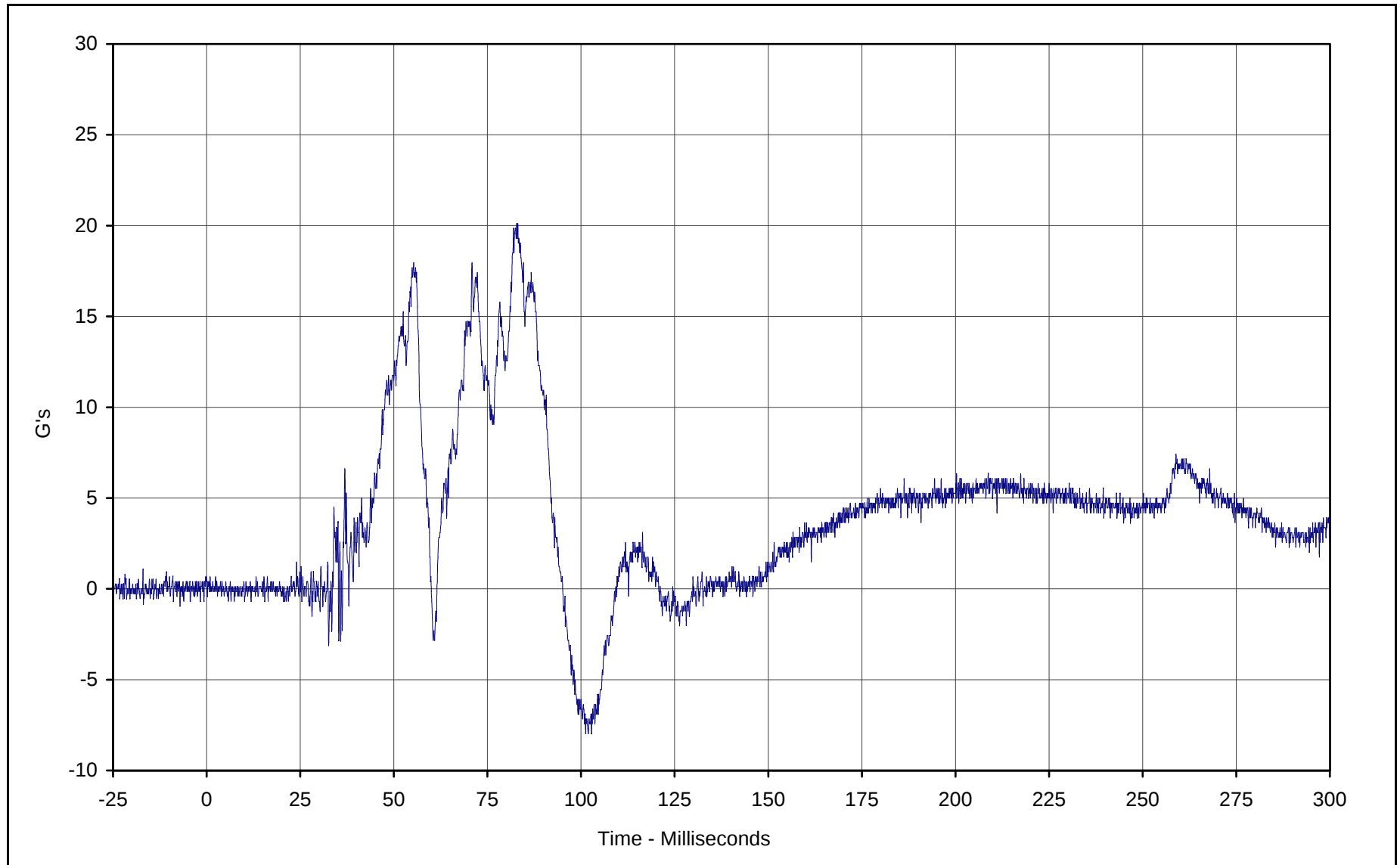


Curve Description: Passenger Head Redundant Y
Maximum Value: 4.4 at 52.7 Milliseconds
Minimum Value: -4.4 at 75.7 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-049

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

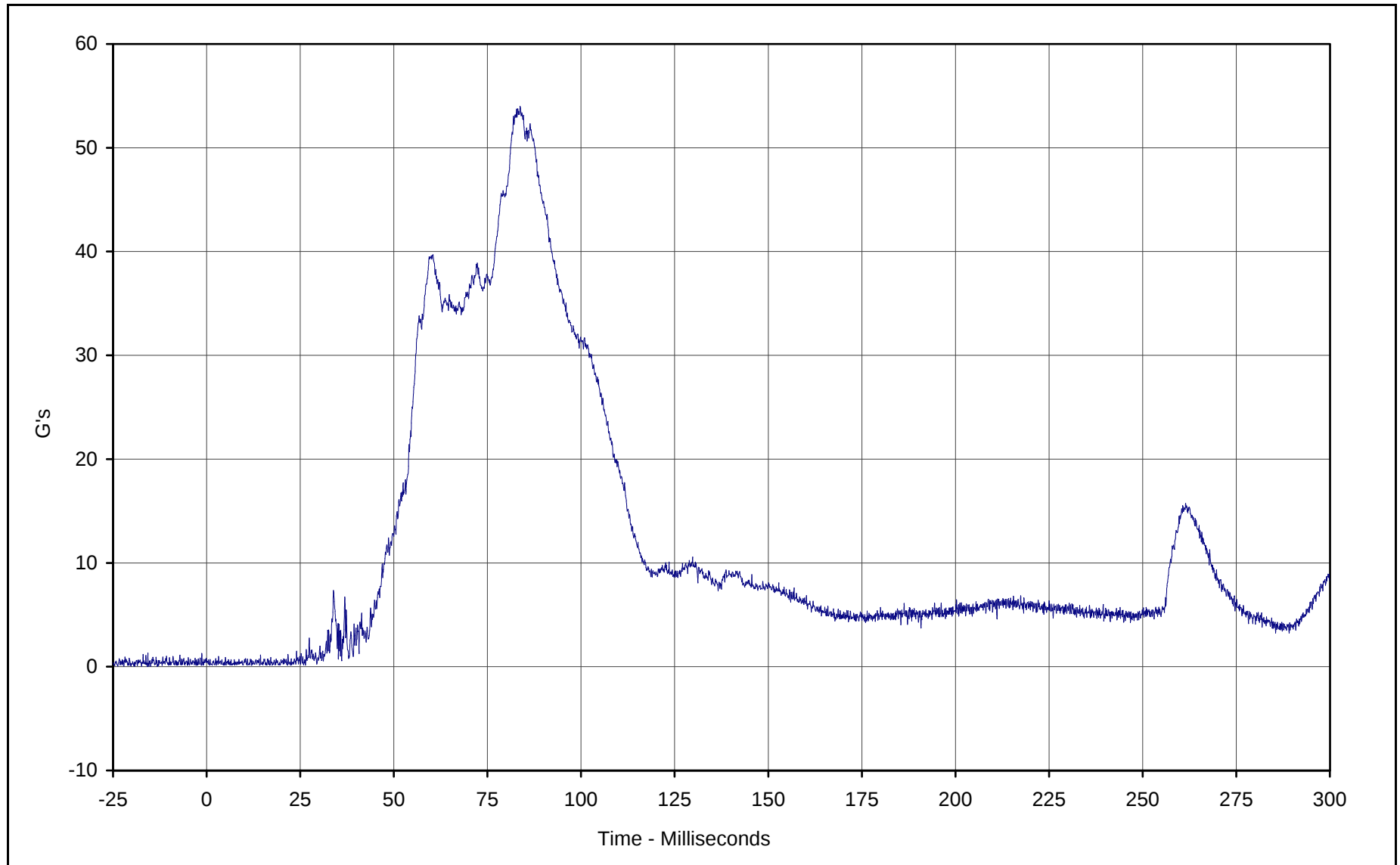


Curve Description: Passenger Head Redundant Z
Maximum Value: 20.1 at 82.8 Milliseconds
Minimum Value: -8.0 at 101.2 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-050

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-73



Curve Description: Passenger Head Resultant Redundant

Maximum Value: 54.0 at 83.7 Milliseconds

Minimum Value: 0.1 at 4.6 Milliseconds

SAE Filter Class: 1000

Date of Test: 3/1/01

Curve Number: RES-048

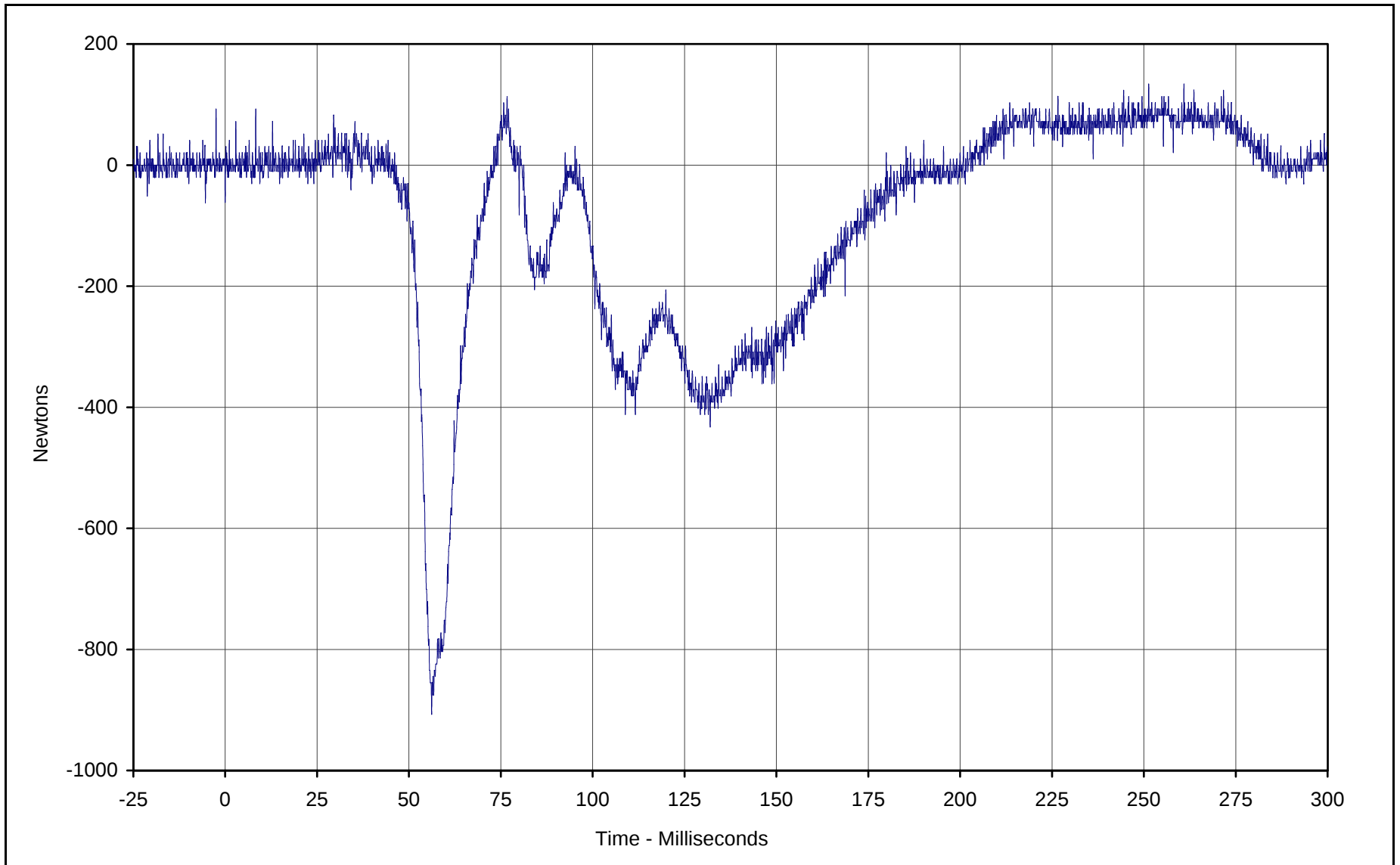
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-74



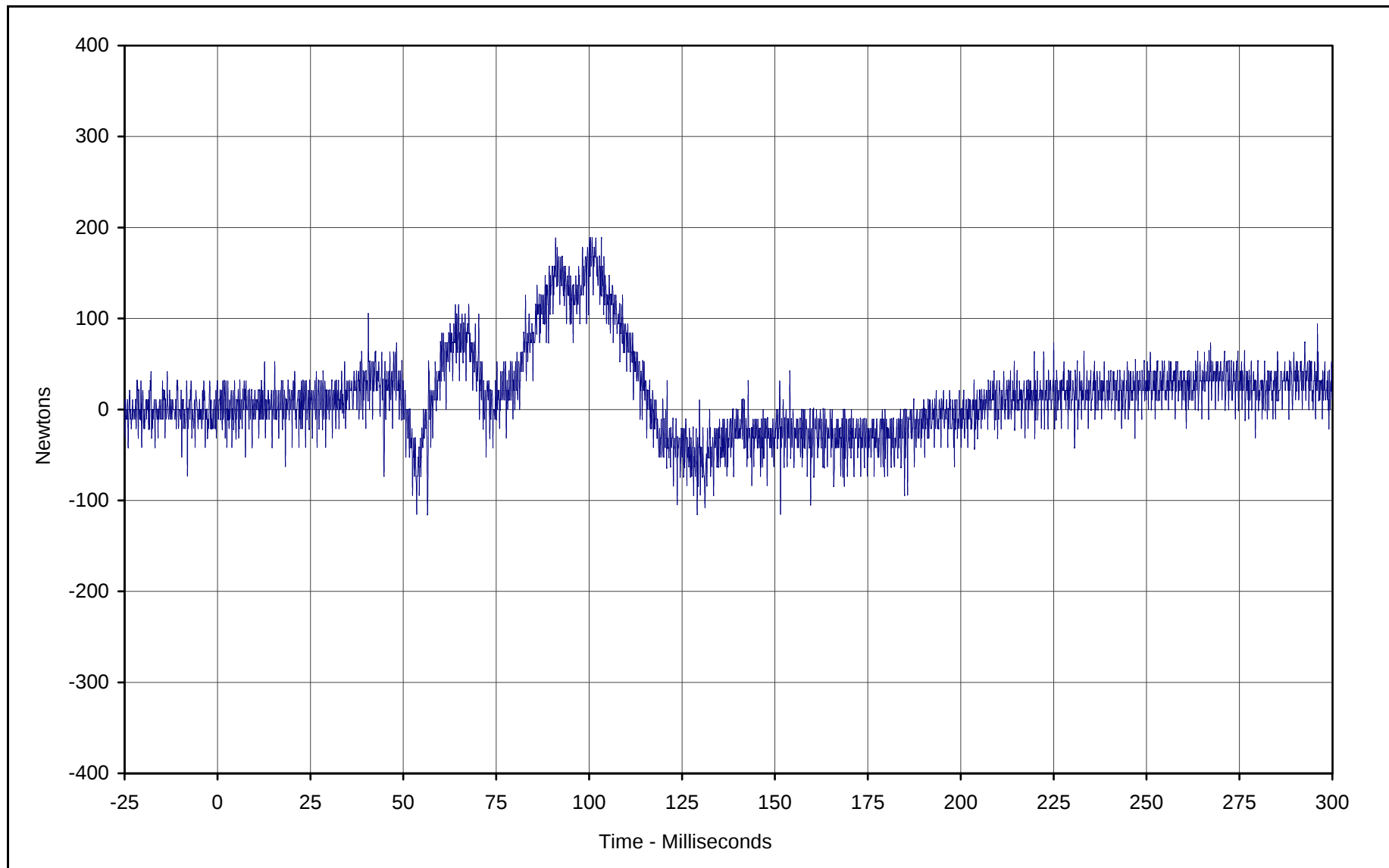
Curve Description: Passenger Neck Force X
Maximum Value: 133.9 at 251.3 Milliseconds
Minimum Value: -906.5 at 56.2 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-051

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-75

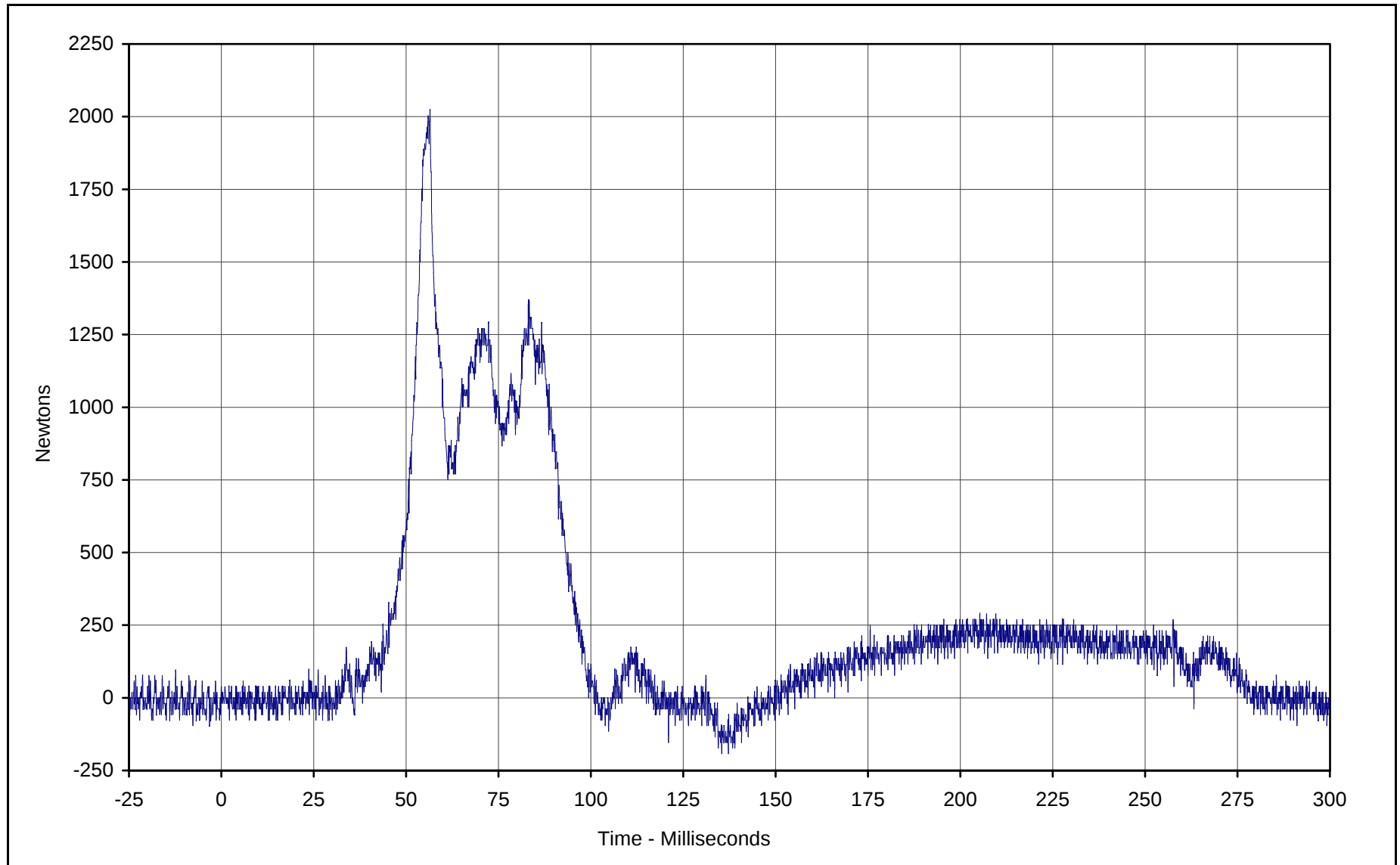


Curve Description: Passenger Neck Force Y
Maximum Value: 188.7 at 91.0 Milliseconds
Minimum Value: -115.3 at 53.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-052

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



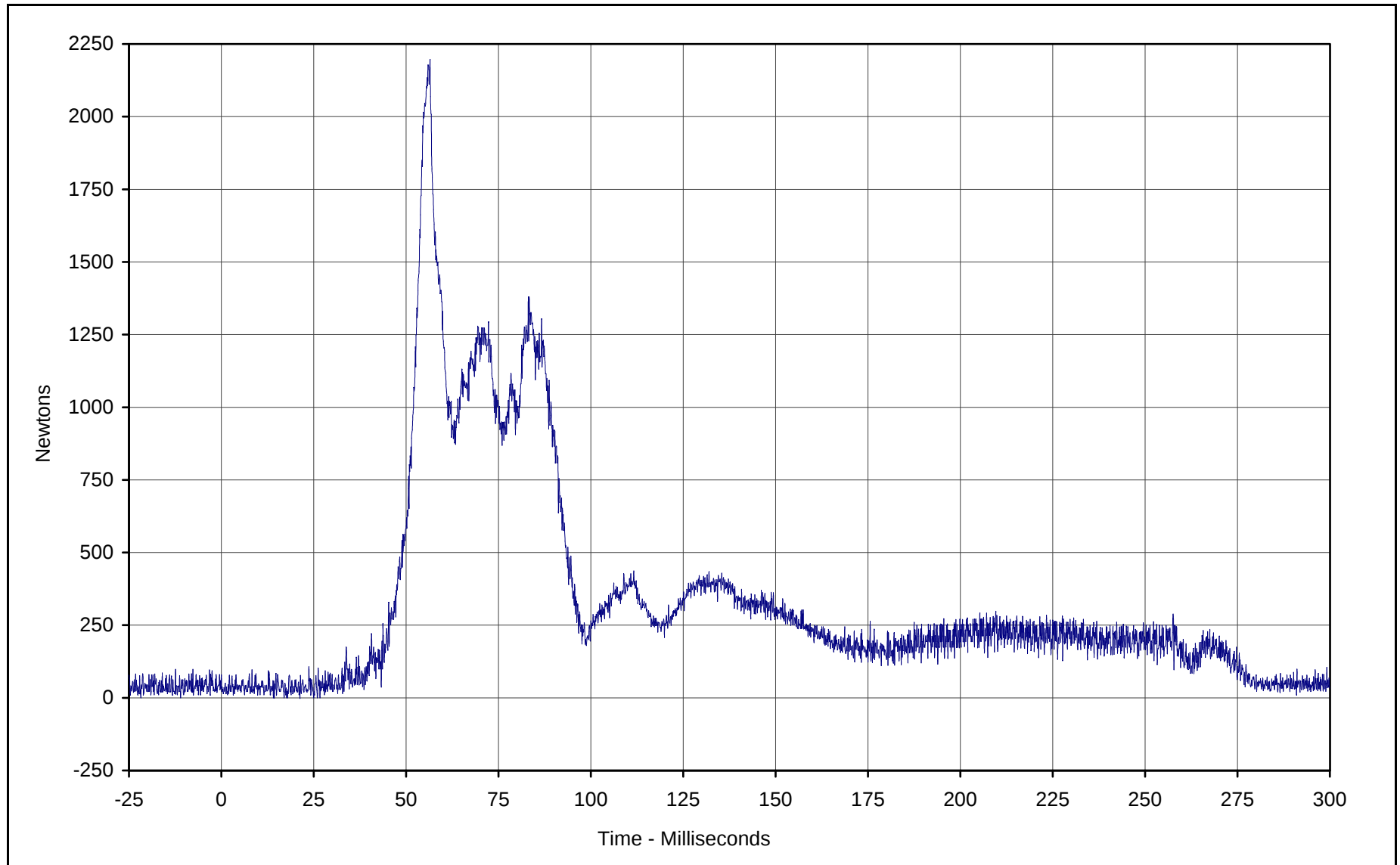
KAR21001-15



Curve Description: Passenger Neck Force Z
Maximum Value: 2021.9 at 56.5 Milliseconds
Minimum Value: -192.6 at 135.4 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-053

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

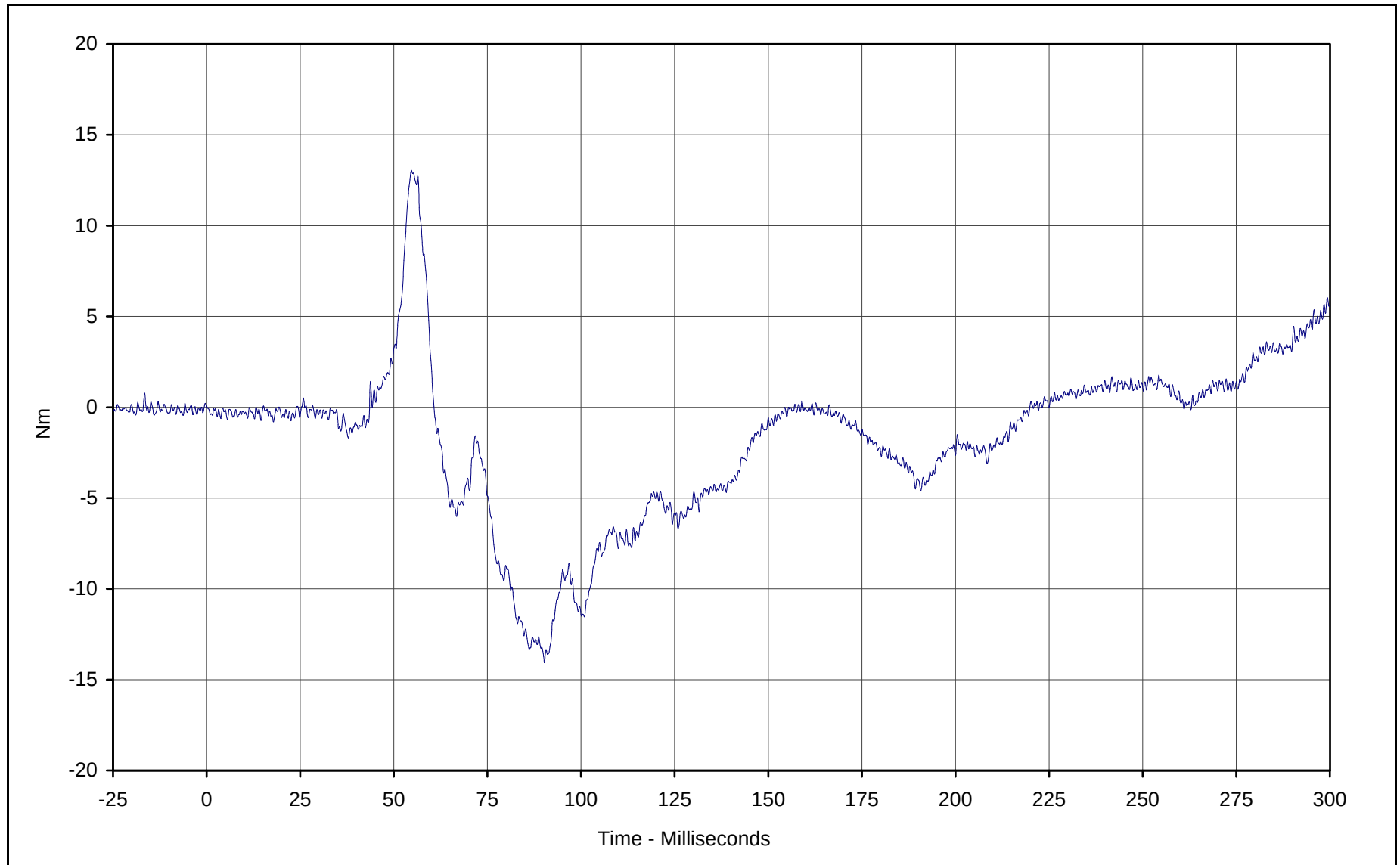




Curve Description: Passenger Neck Force Resultant
Maximum Value: 2194.3 at 56.5 Milliseconds
Minimum Value: 0.0 at 14.1 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: RES-051

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

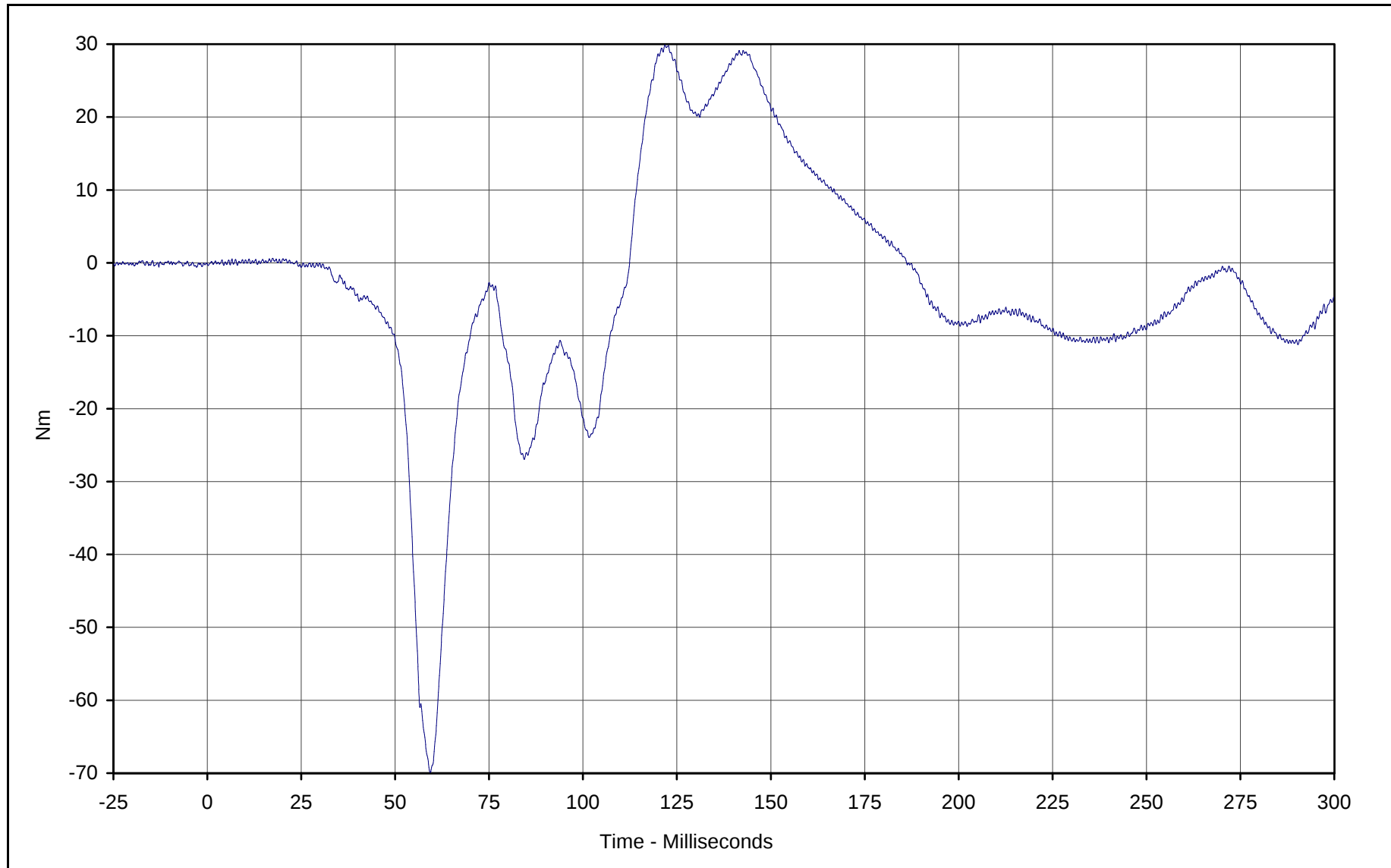




Curve Description: Passenger Neck Moment X
Maximum Value: 13.0 at 54.7 Milliseconds
Minimum Value: -14.1 at 90.2 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-054

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



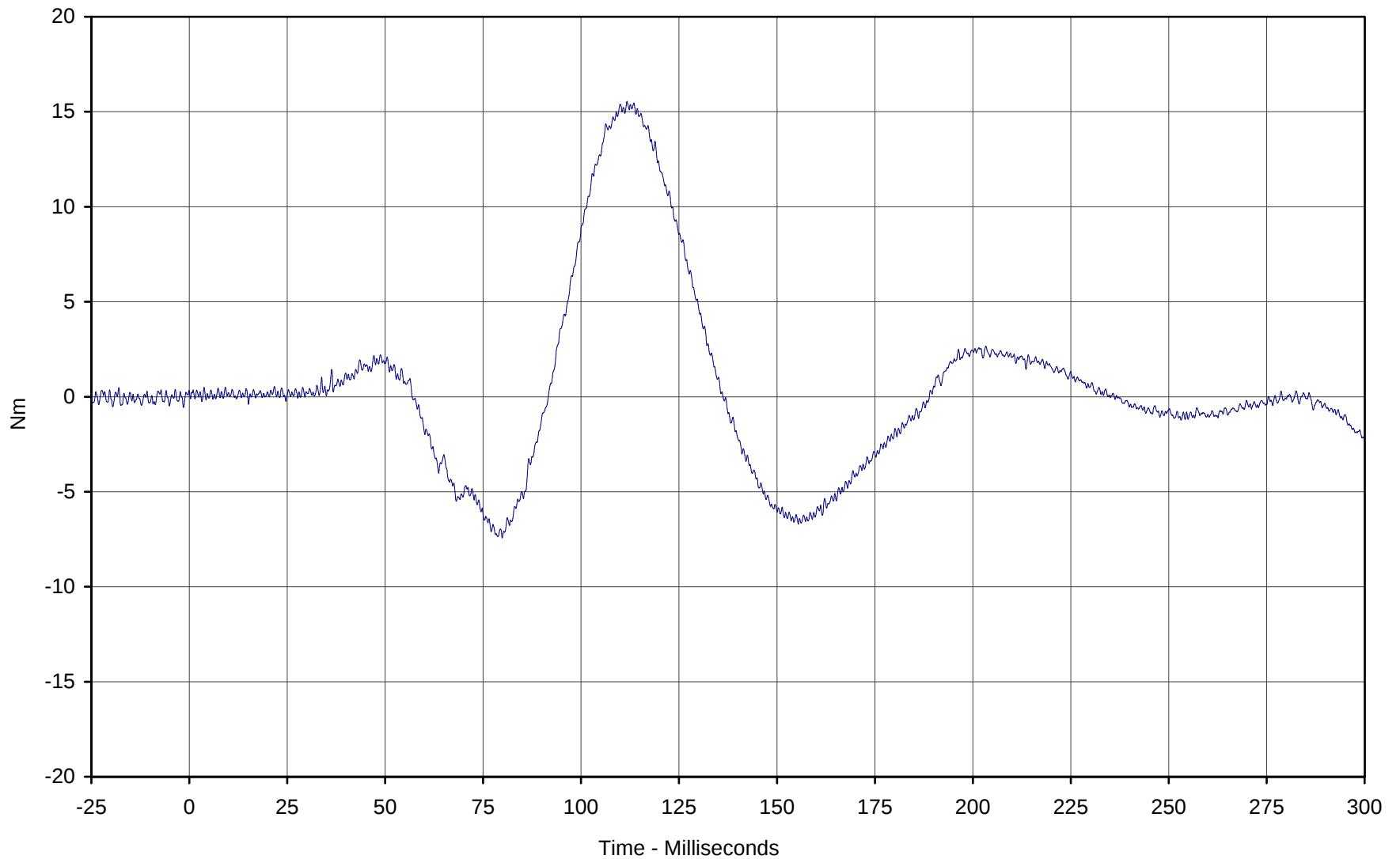


Curve Description: Passenger Neck Moment Y
Maximum Value: 29.9 at 121.8 Milliseconds
Minimum Value: -69.9 at 59.3 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-055

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-80

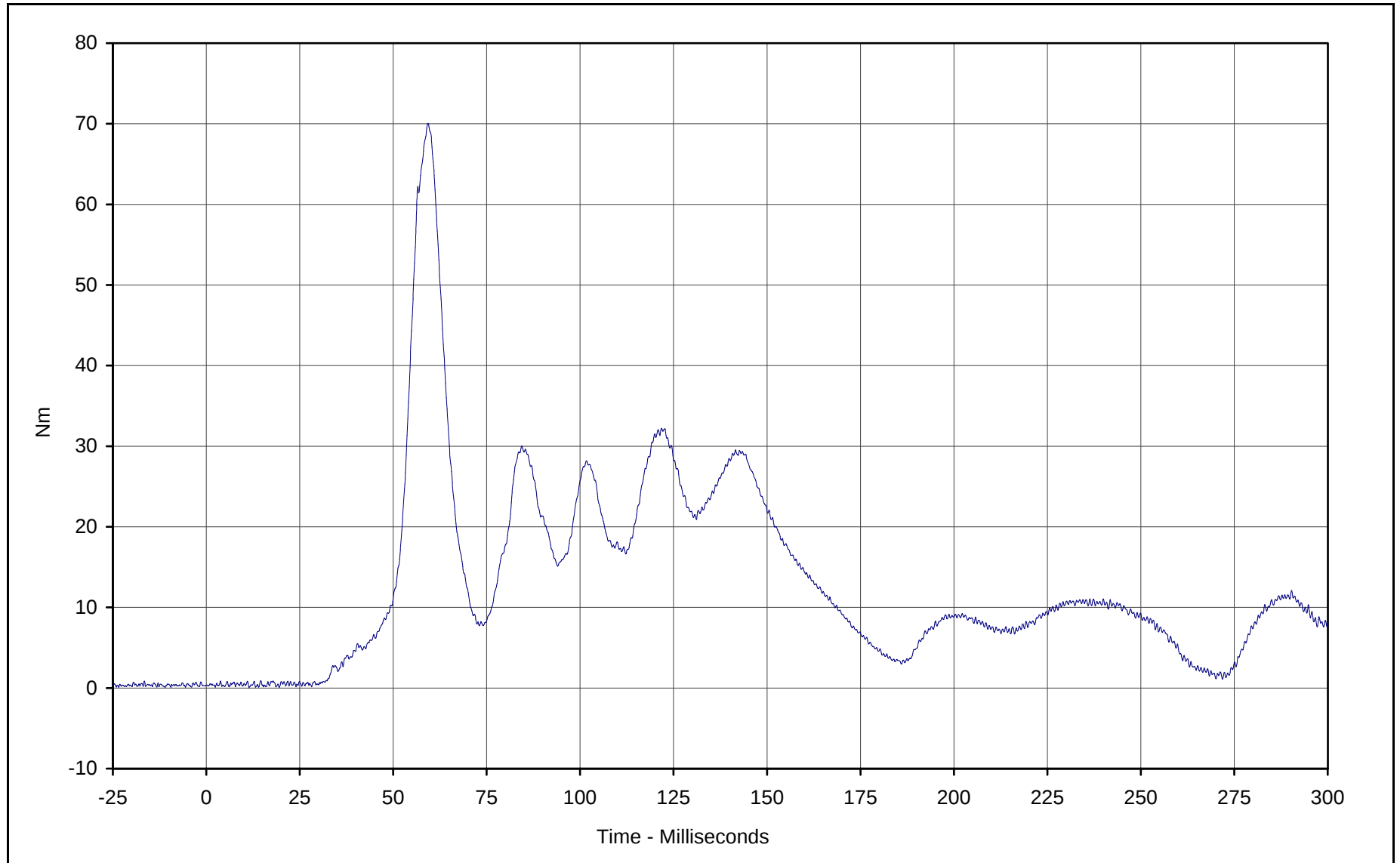


Curve Description: Passenger Neck Moment Z
Maximum Value: 15.6 at 111.7 Milliseconds
Minimum Value: -7.4 at 79.9 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-056

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

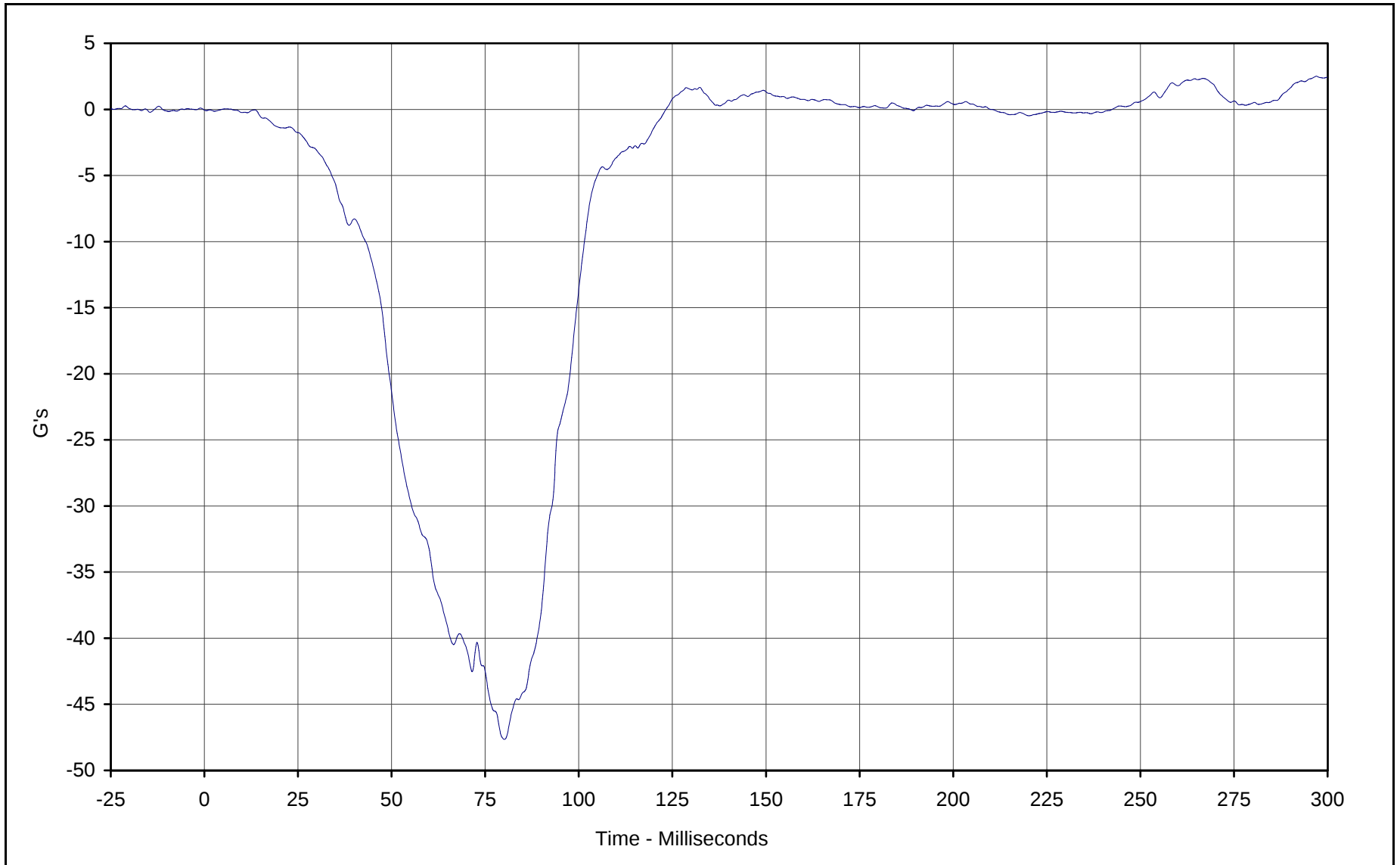


Curve Description: Passenger Neck Moment Resultant
Maximum Value: 70.1 at 59.3 Milliseconds
Minimum Value: 0.0 at 11.4 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: RES-054

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-82



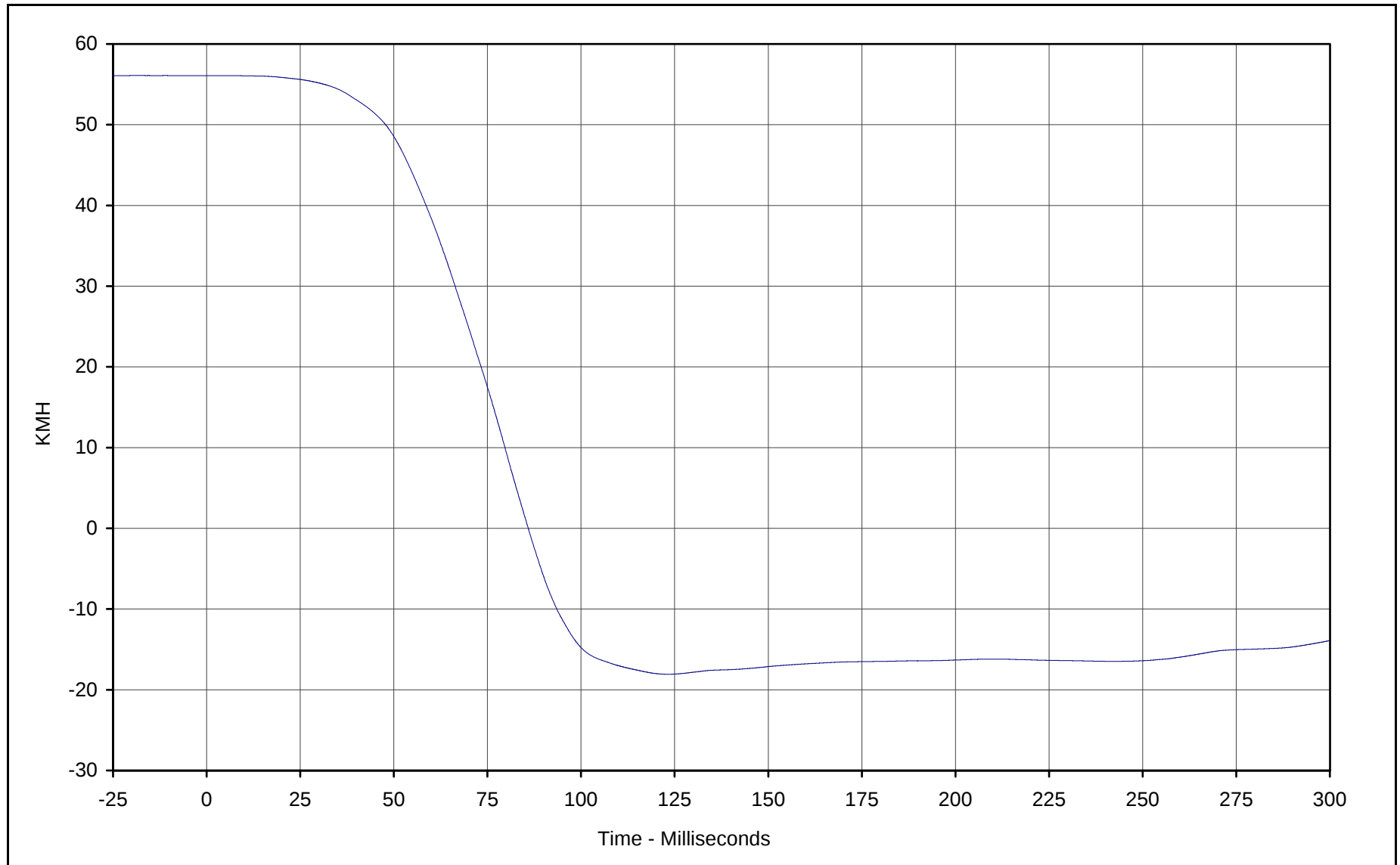
Curve Description: Passenger Chest Primary X
Maximum Value: 2.5 at 297.0 Milliseconds
Minimum Value: -47.7 at 80.1 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-057

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-83



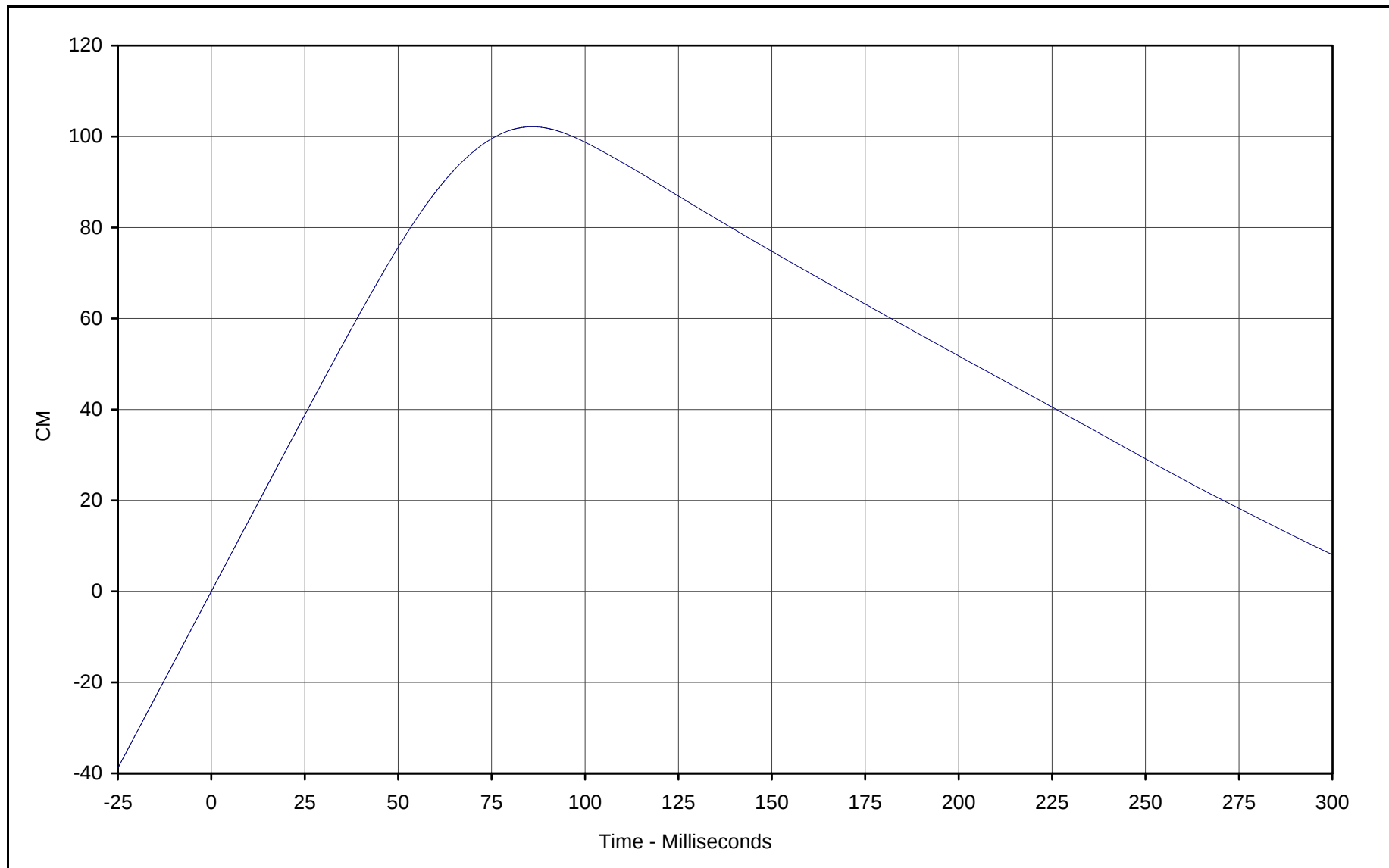
Curve Description: Passenger Chest Primary X Velocity
Maximum Value: 56.1 at 0.0 Milliseconds
Minimum Value: -18.1 at 123.3 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-057

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-84



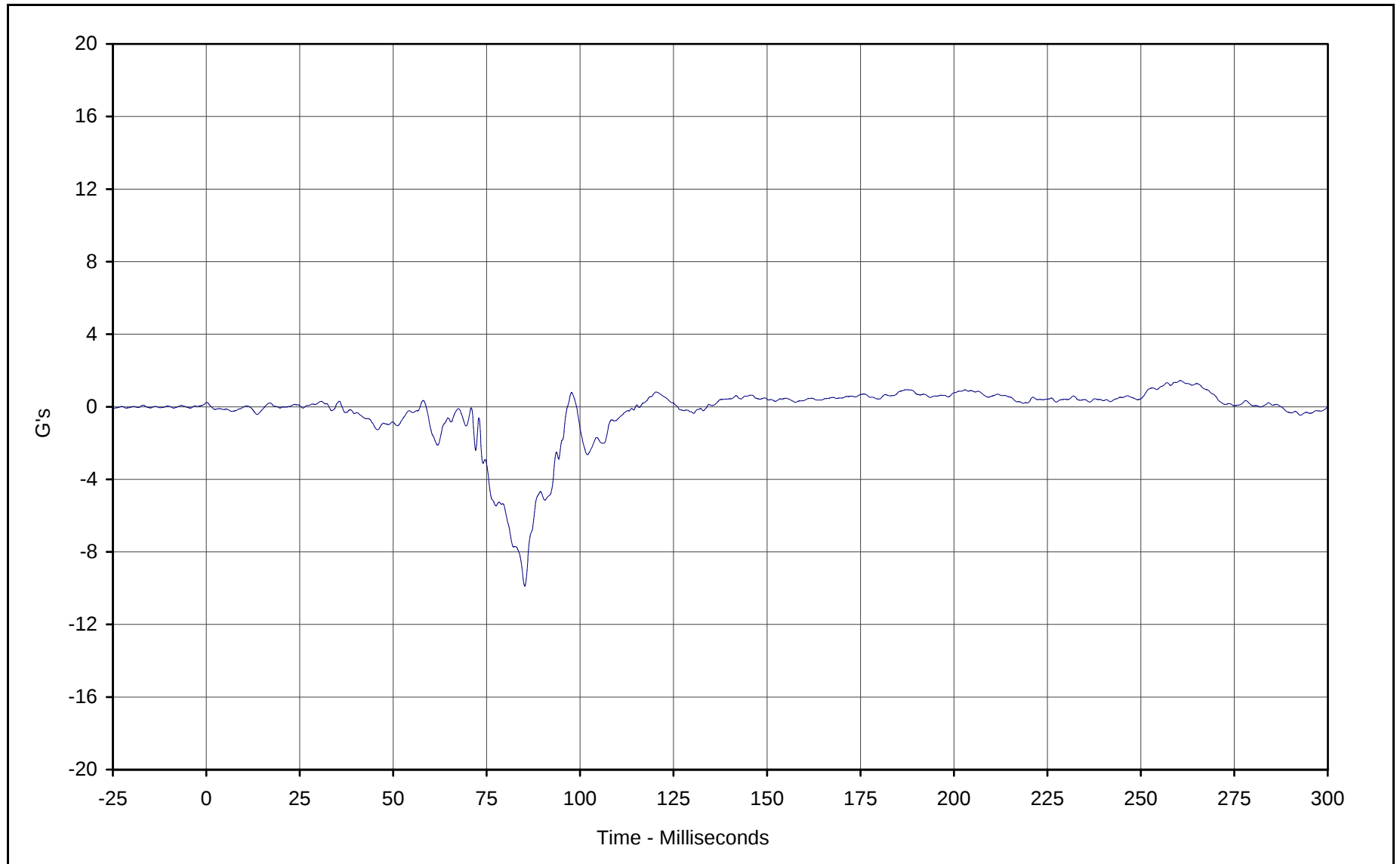
Curve Description: Passenger Chest Primary X Displ.
Maximum Value: 102.2 at 85.9 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-057

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-85

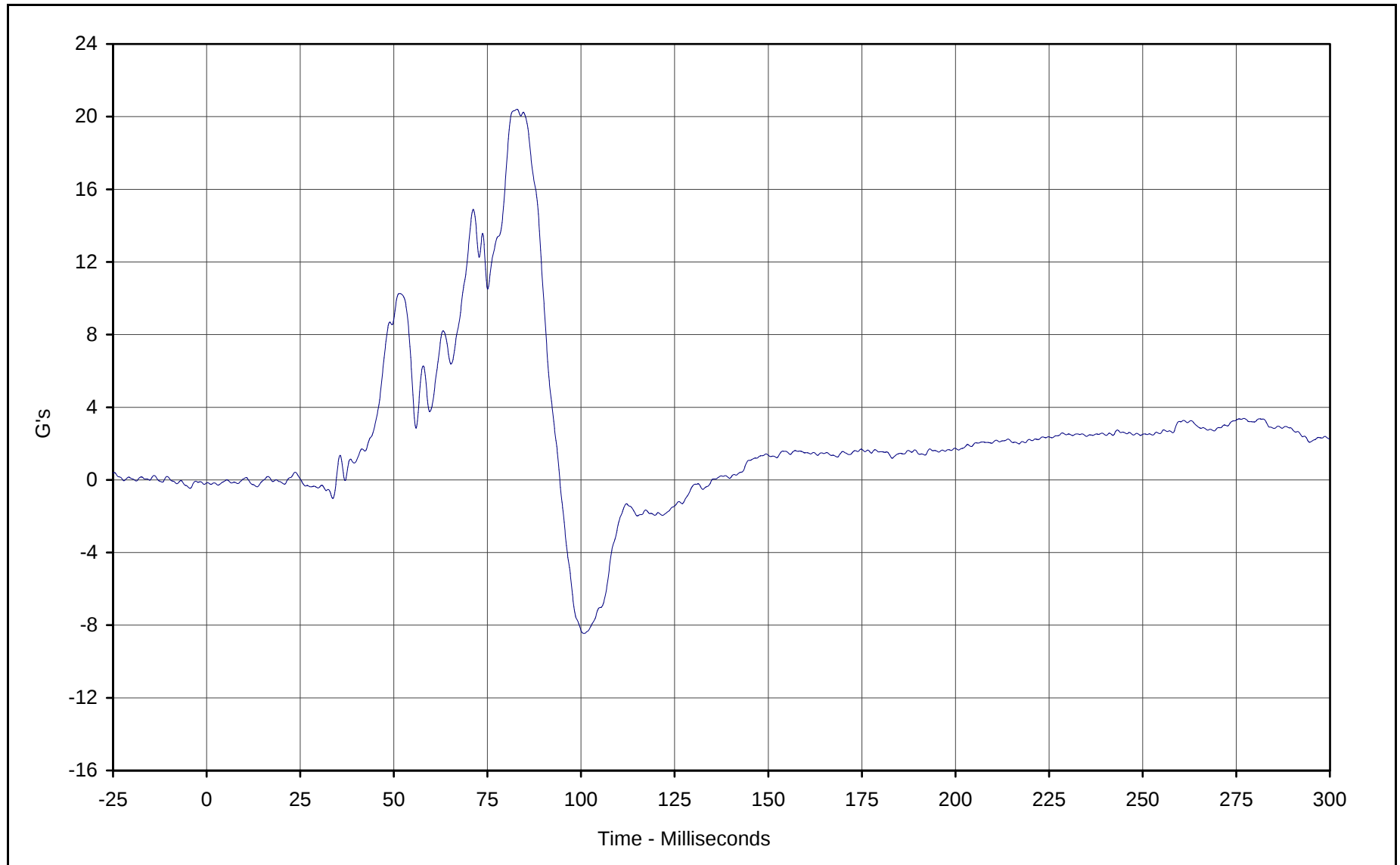


Curve Description: Passenger Chest Primary Y
Maximum Value: 1.4 at 260.6 Milliseconds
Minimum Value: -9.9 at 85.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-058

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

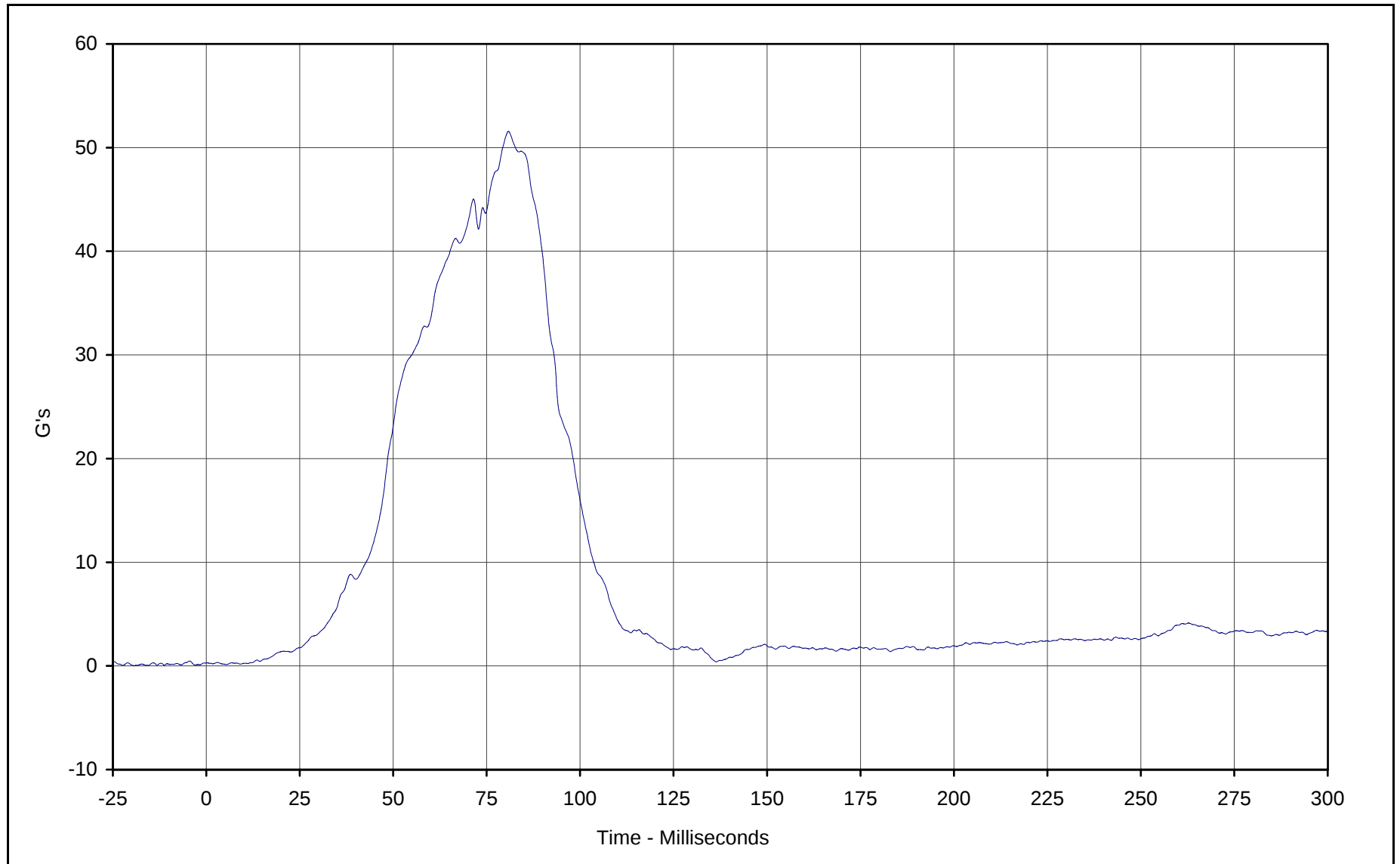


Curve Description: Passenger Chest Primary Z
Maximum Value: 20.4 at 82.9 Milliseconds
Minimum Value: -8.5 at 100.8 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-059

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-87

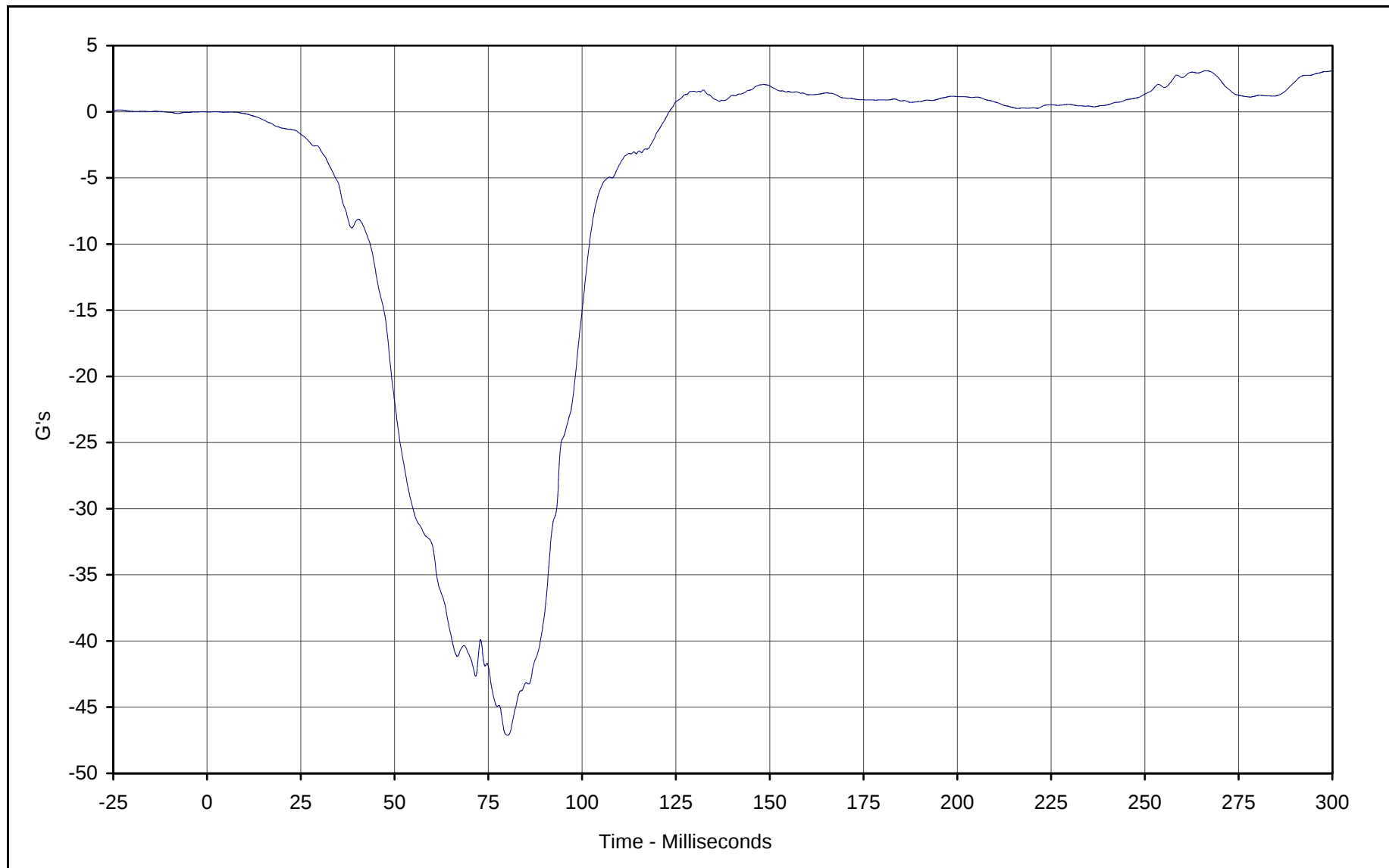


Curve Description: Passenger Chest Resultant Primary
Maximum Value: 51.6 at 80.8 Milliseconds
Minimum Value: 0.1 at 5.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: RES-057

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15



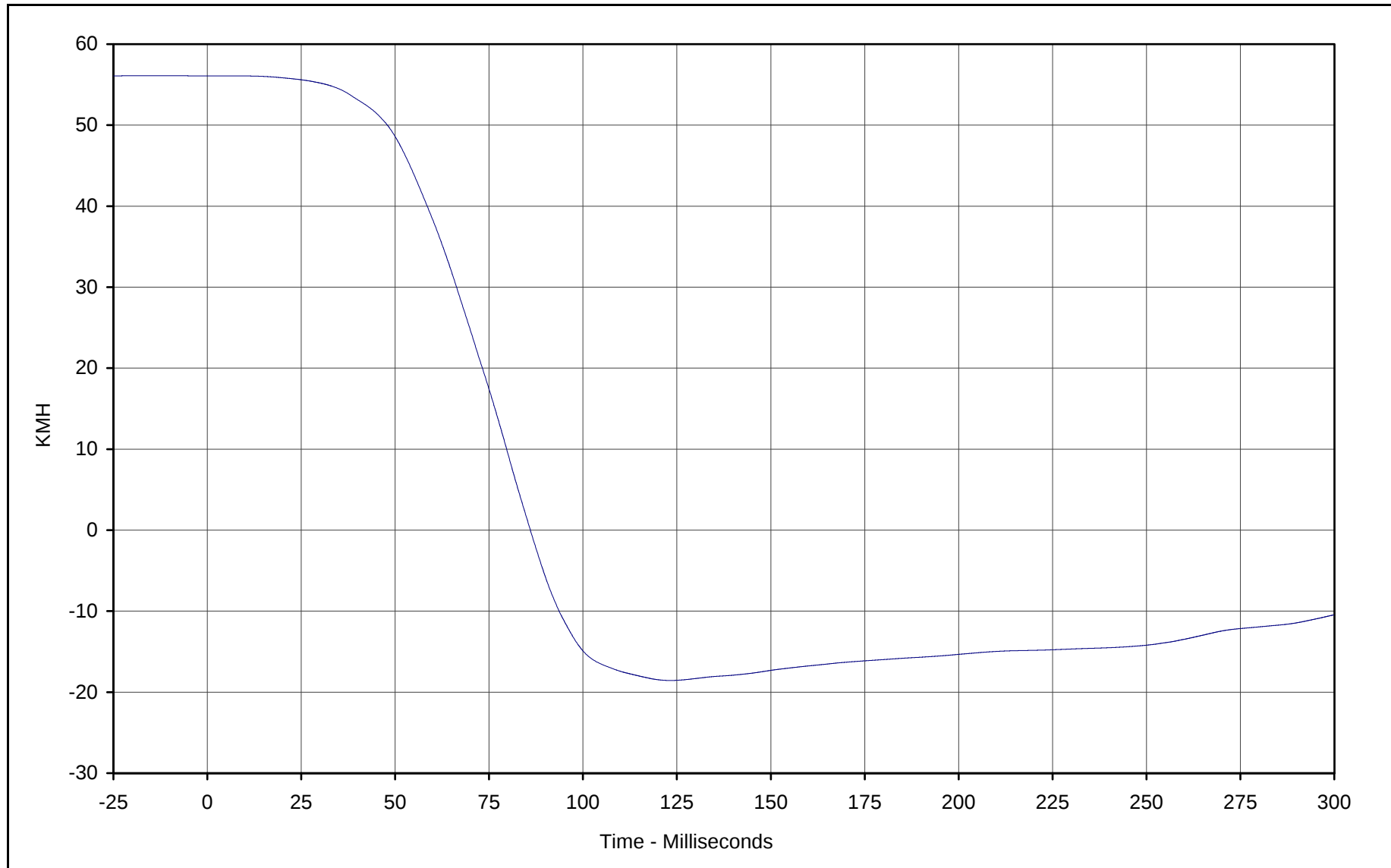
Curve Description: Passenger Chest Redundant X
Maximum Value: 3.1 at 266.4 Milliseconds
Minimum Value: -47.1 at 80.1 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-060

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-89



Curve Description: Passenger Chest Redundant X Velocity

Maximum Value: 56.1 at 0.0 Milliseconds

Minimum Value: -18.6 at 123.2 Milliseconds

SAE Filter Class: 180

Date of Test: 3/1/01

Curve Number: IN1-060

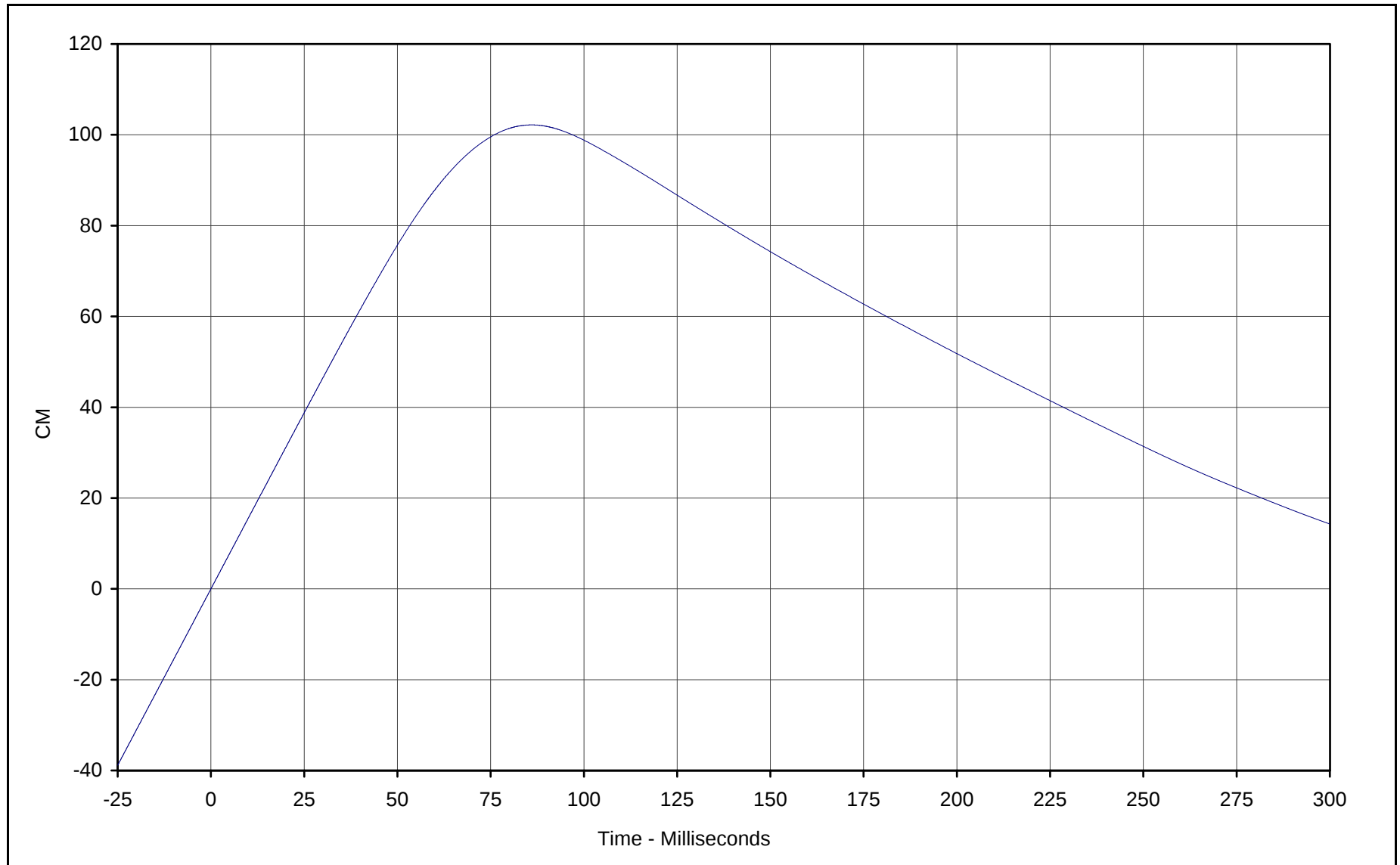
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-90



Curve Description: Passenger Chest Redundant X Displ.

Maximum Value: 102.2 at 86.0 Milliseconds

Minimum Value: 0.0 at 0.0 Milliseconds

SAE Filter Class: 180

Date of Test: 3/1/01

Curve Number: IN2-060

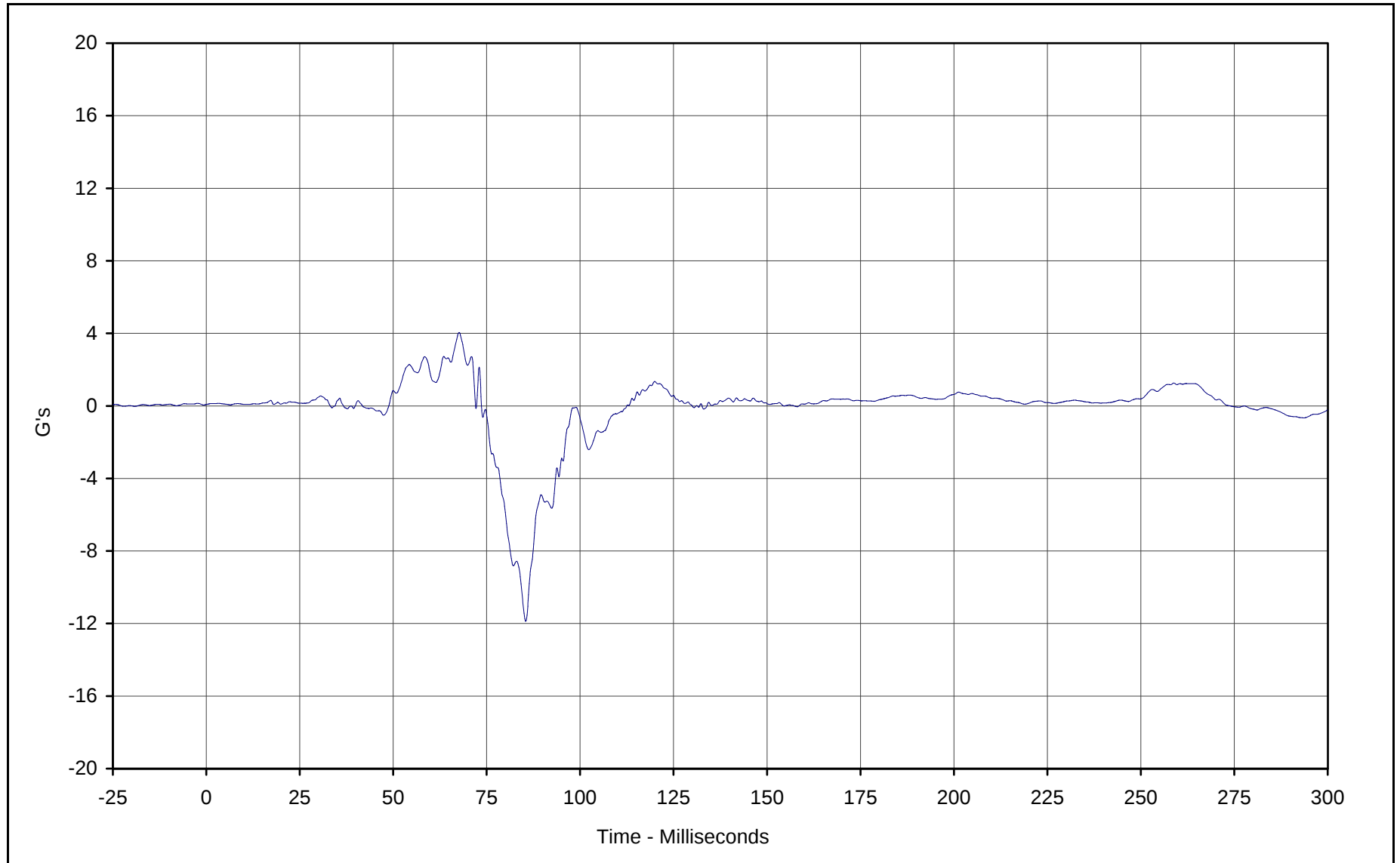
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-91



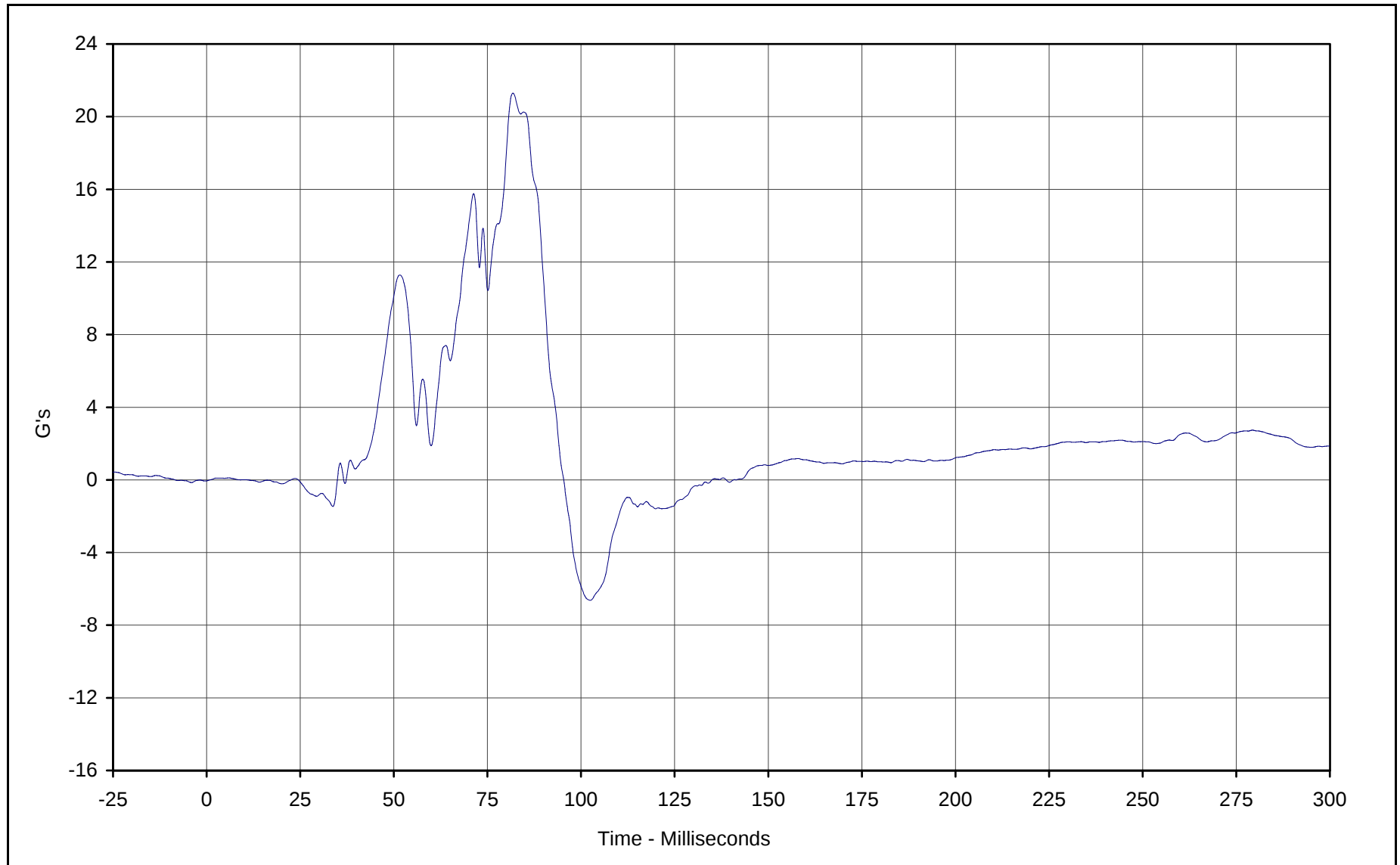
Curve Description: Passenger Chest Redundant Y
Maximum Value: 4.0 at 67.6 Milliseconds
Minimum Value: -11.9 at 85.4 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-061

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-92



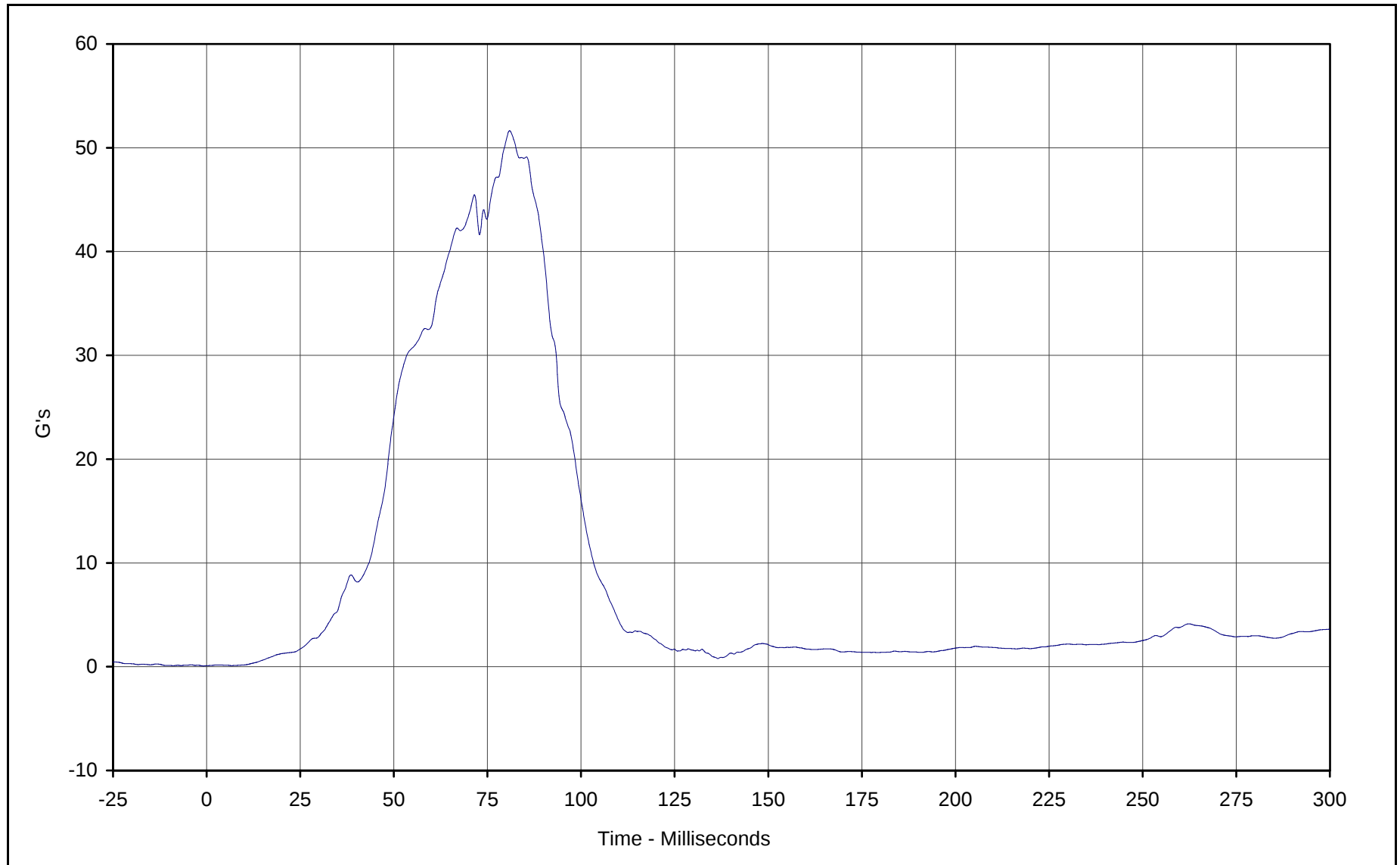
Curve Description: Passenger Chest Redundant Z
Maximum Value: 21.3 at 81.8 Milliseconds
Minimum Value: -6.6 at 102.5 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-062

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-93



Curve Description: Passenger Chest Resultant Redundant

Maximum Value: 51.6 at 80.9 Milliseconds

Minimum Value: 0.1 at 0.0 Milliseconds

SAE Filter Class: 180

Date of Test: 3/1/01

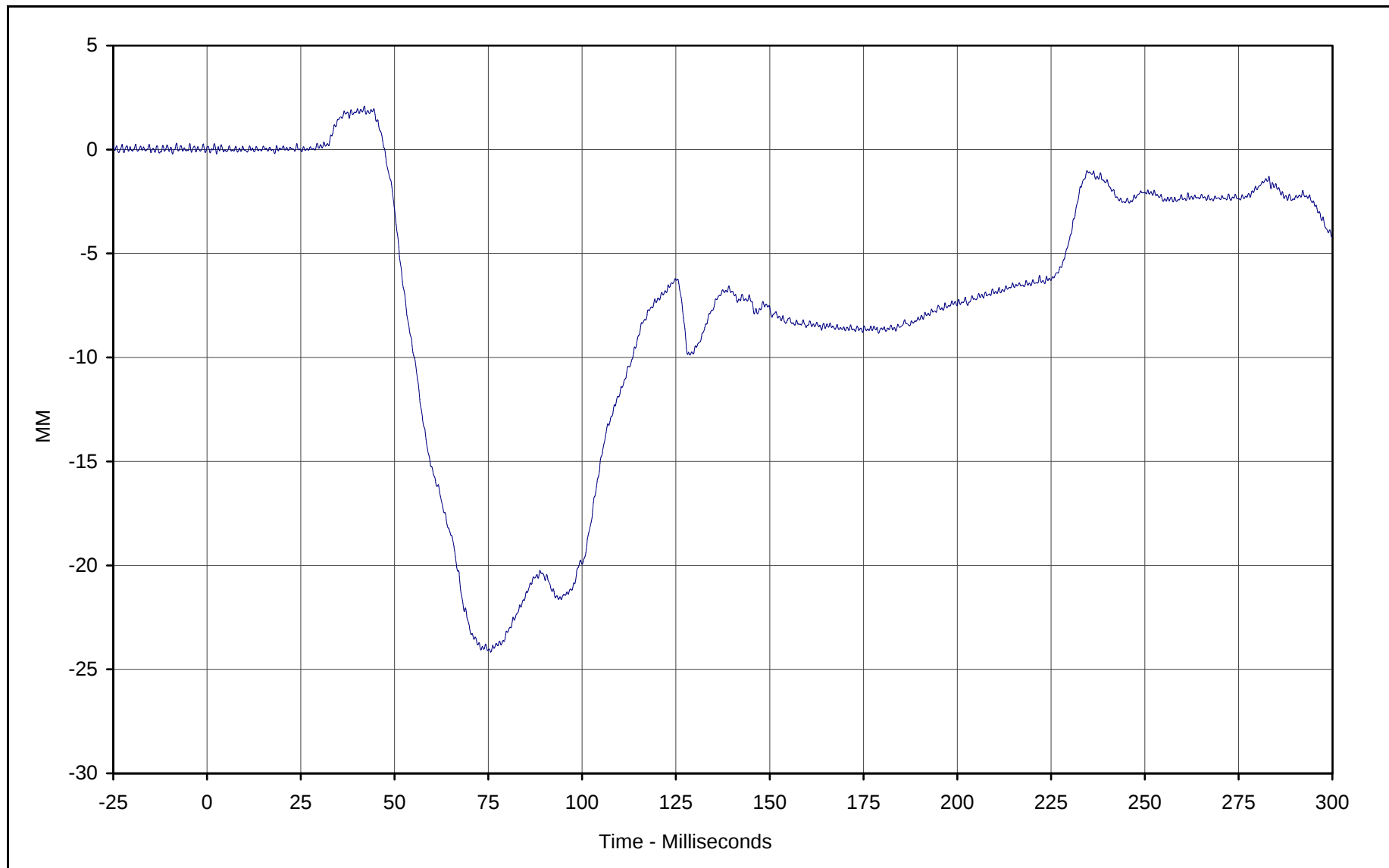
Curve Number: RES-060

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

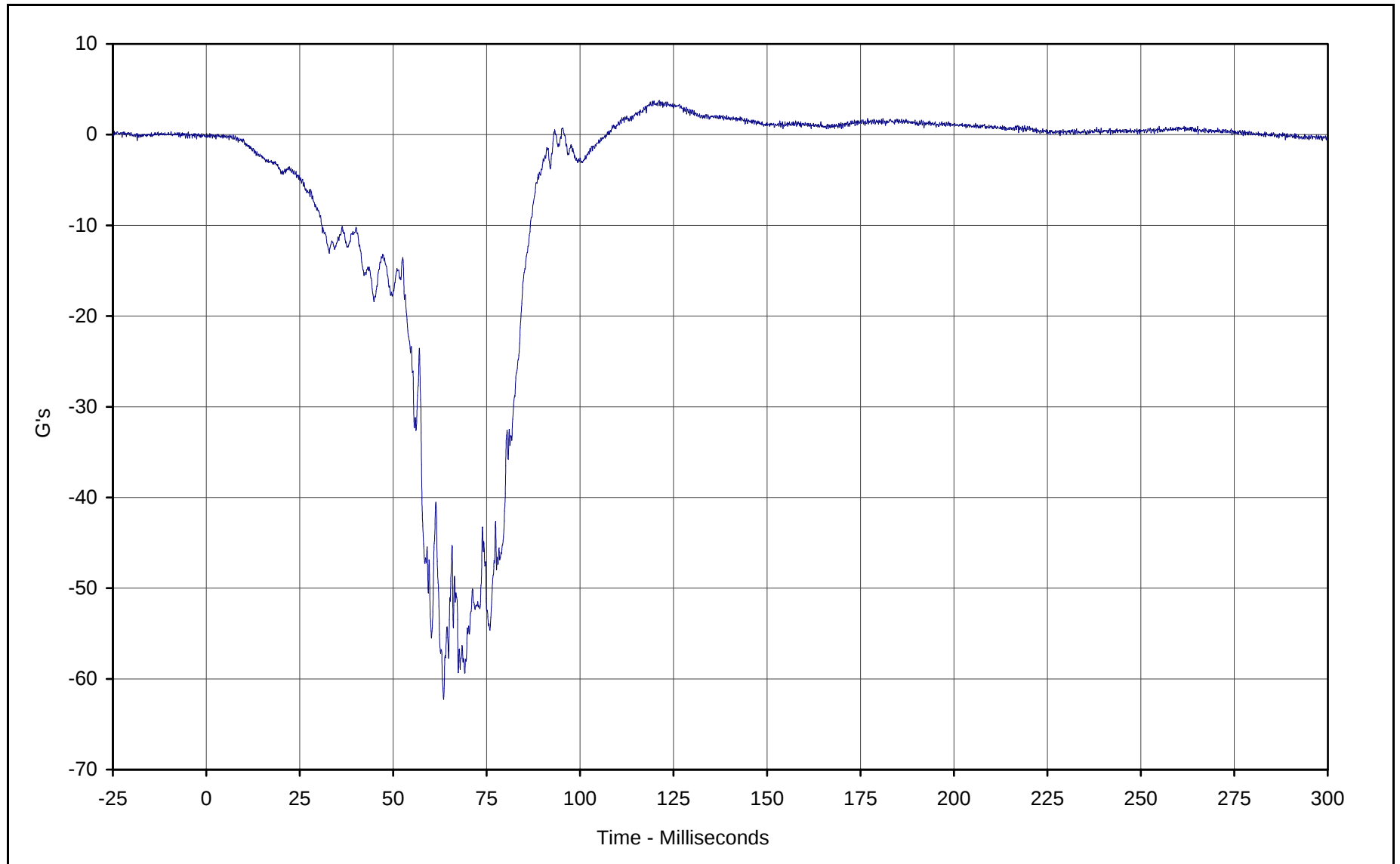


Curve Description: Passenger Chest Displacement X
Maximum Value: 2.1 at 41.9 Milliseconds
Minimum Value: -24.2 at 75.6 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-063

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-95



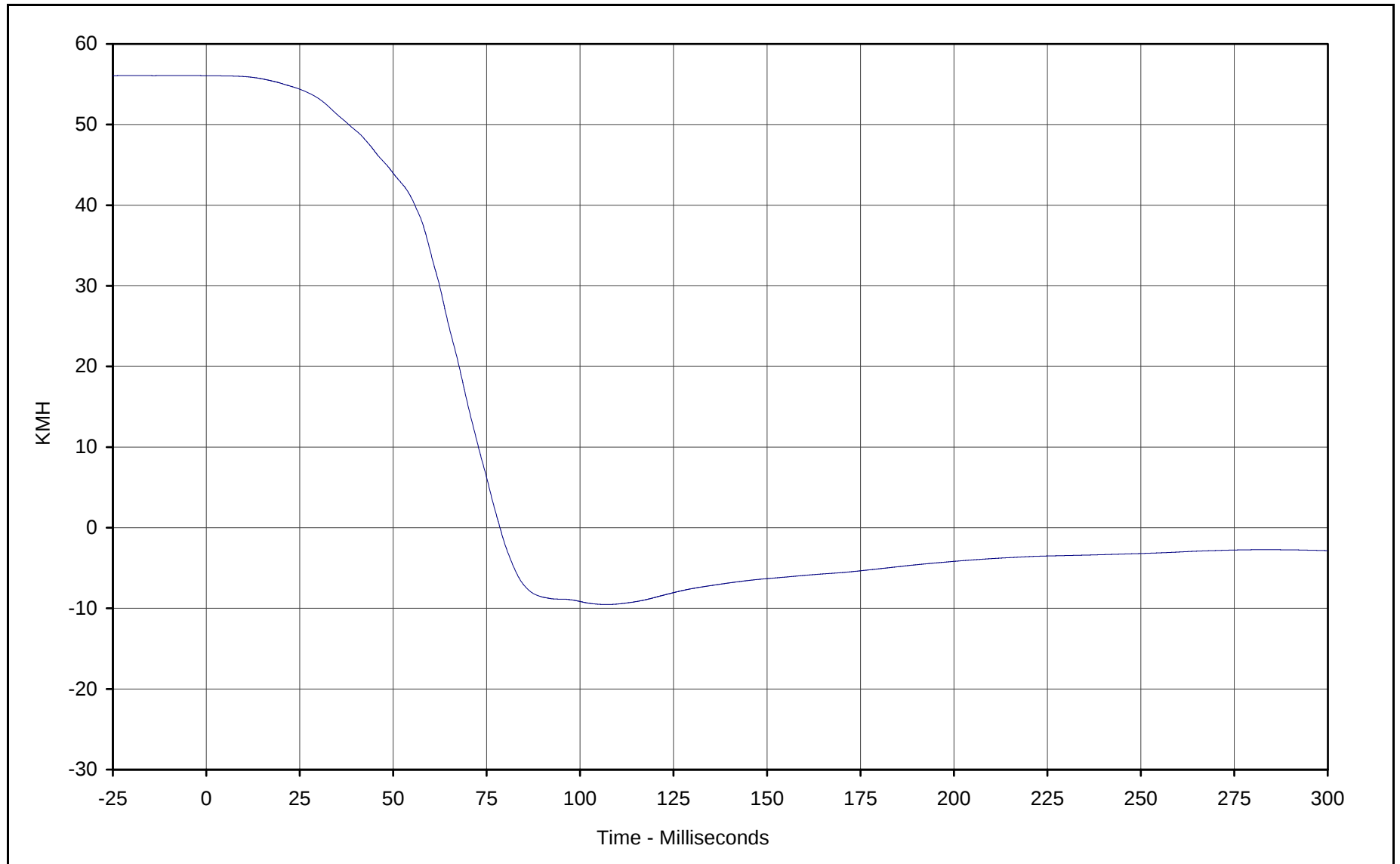
Curve Description: Passenger Pelvis X
Maximum Value: 3.8 at 121.2 Milliseconds
Minimum Value: -62.3 at 63.5 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-064

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-96



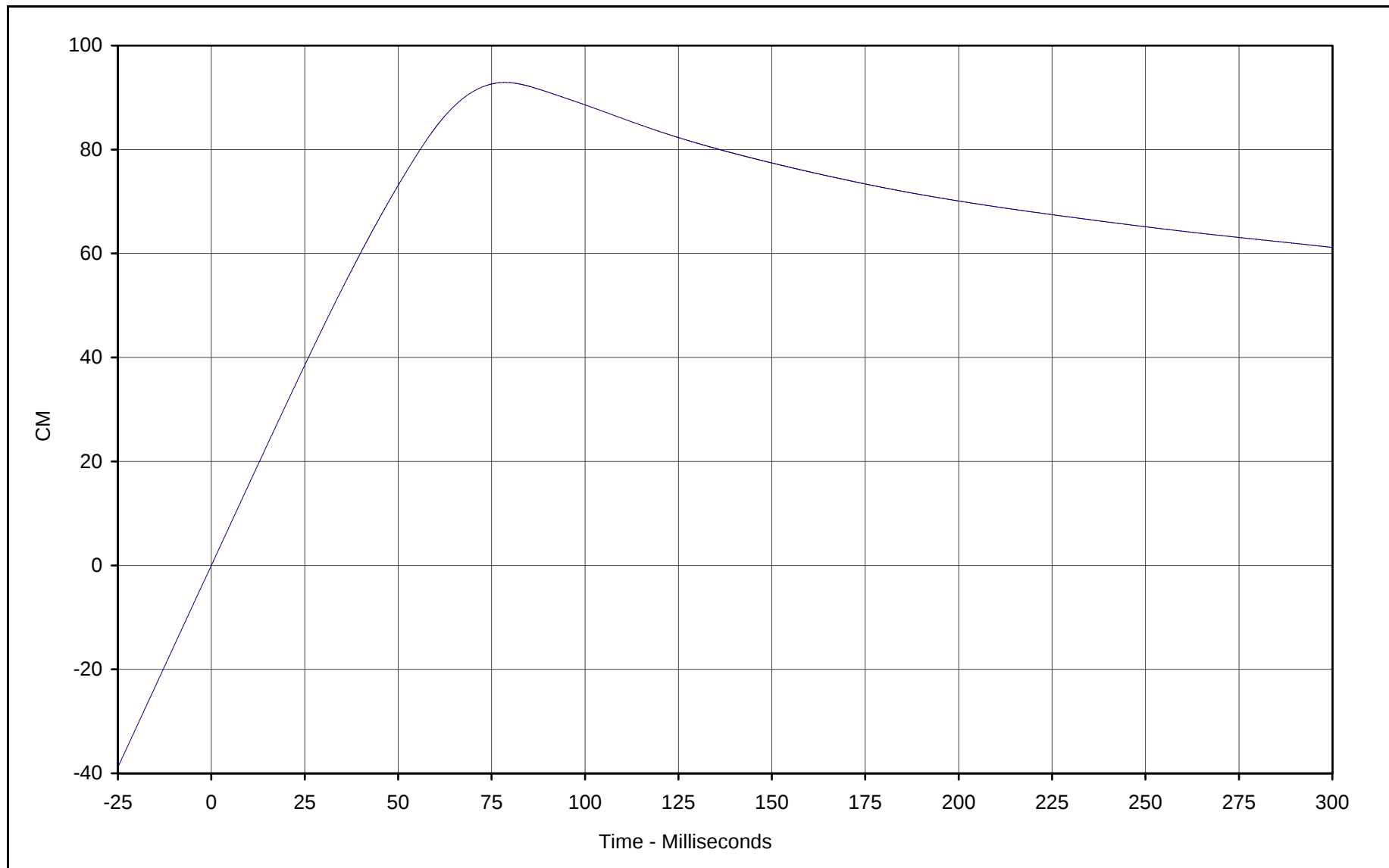
Curve Description: Passenger Pelvis X Velocity
Maximum Value: 56.1 at 0.0 Milliseconds
Minimum Value: -9.5 at 107.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-064

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-97



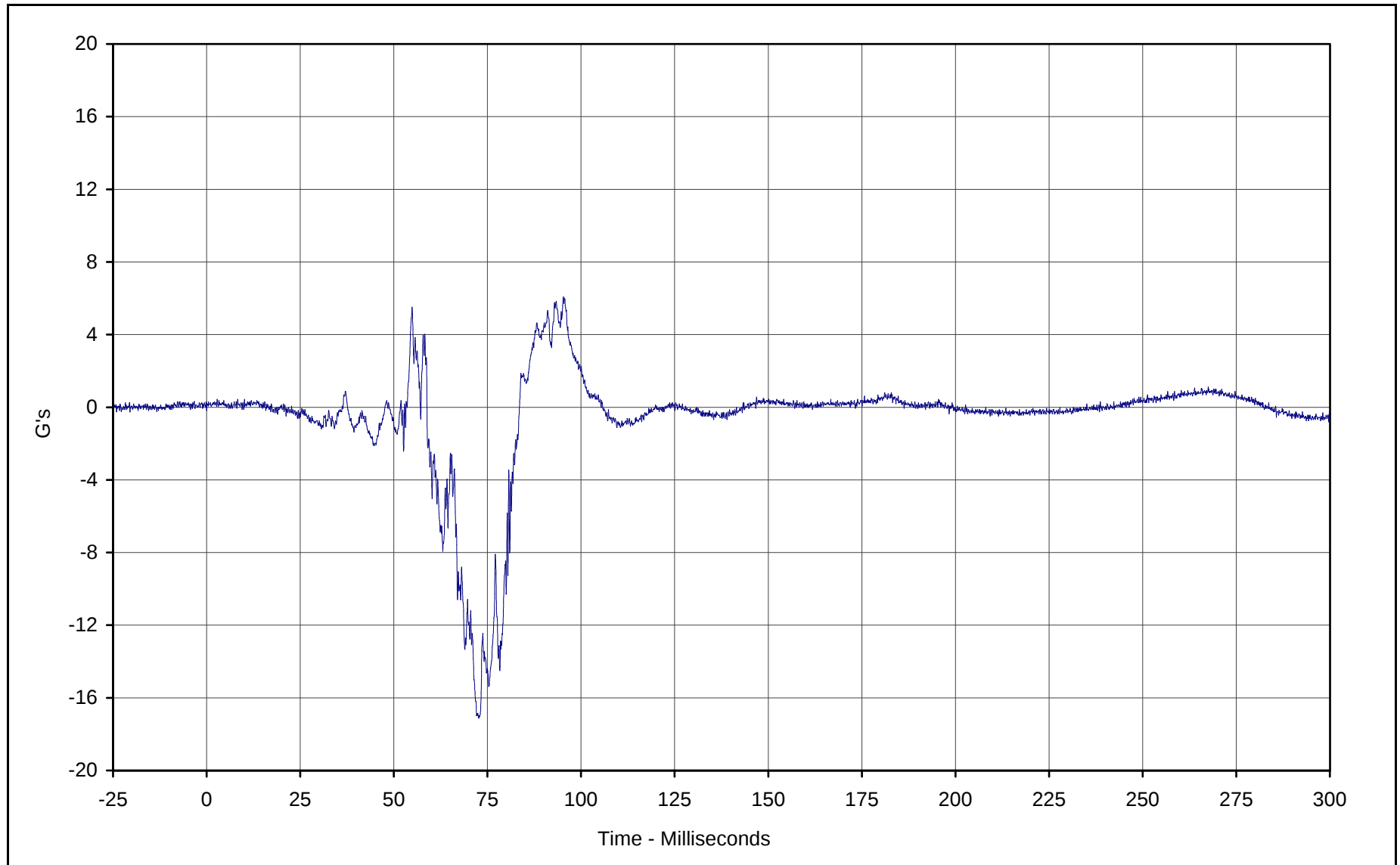
Curve Description: Passenger Pelvis X Displ.
Maximum Value: 92.9 at 78.6 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-064

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-98

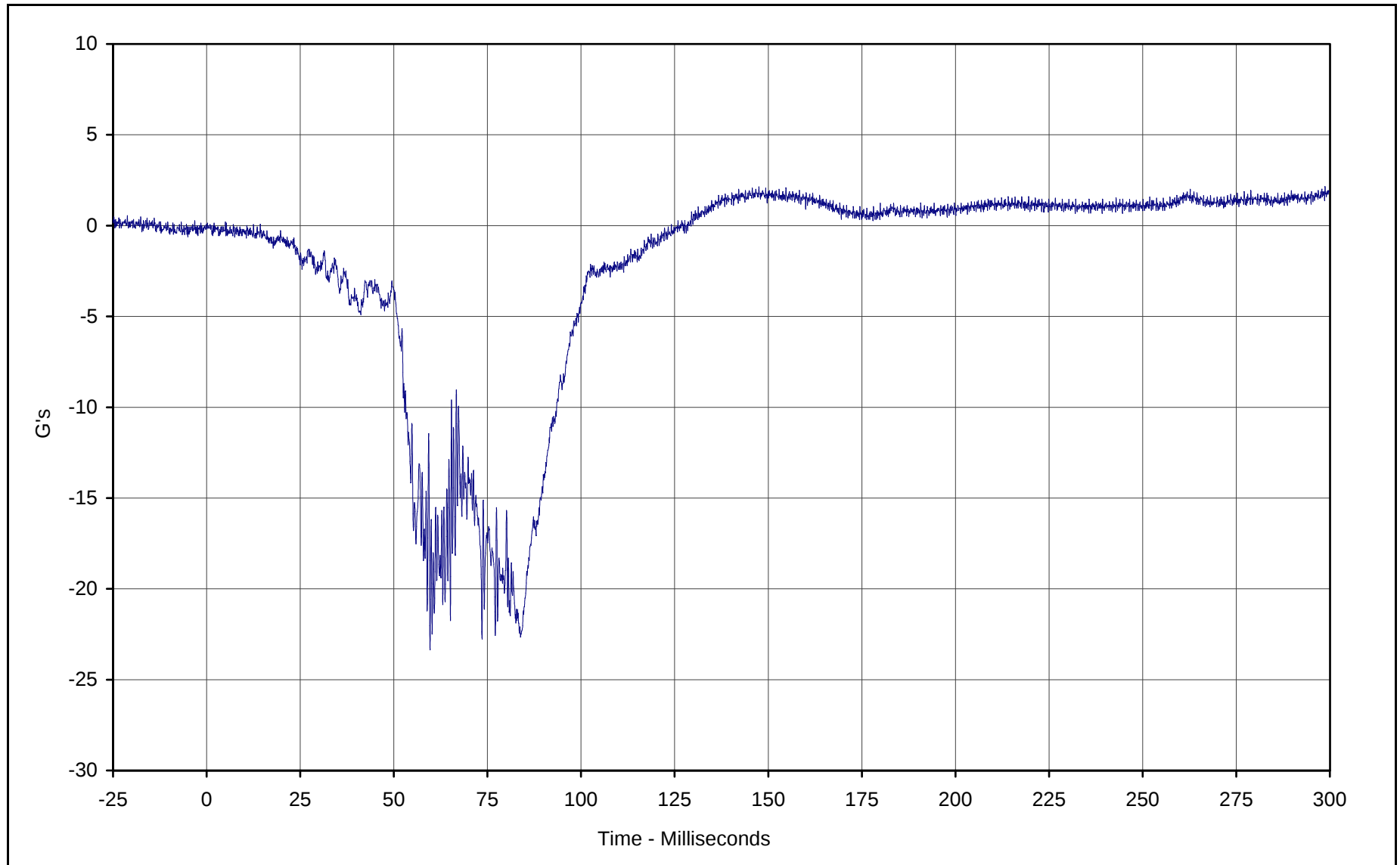


Curve Description: Passenger Pelvis Y
Maximum Value: 6.1 at 95.3 Milliseconds
Minimum Value: -17.1 at 72.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-065

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

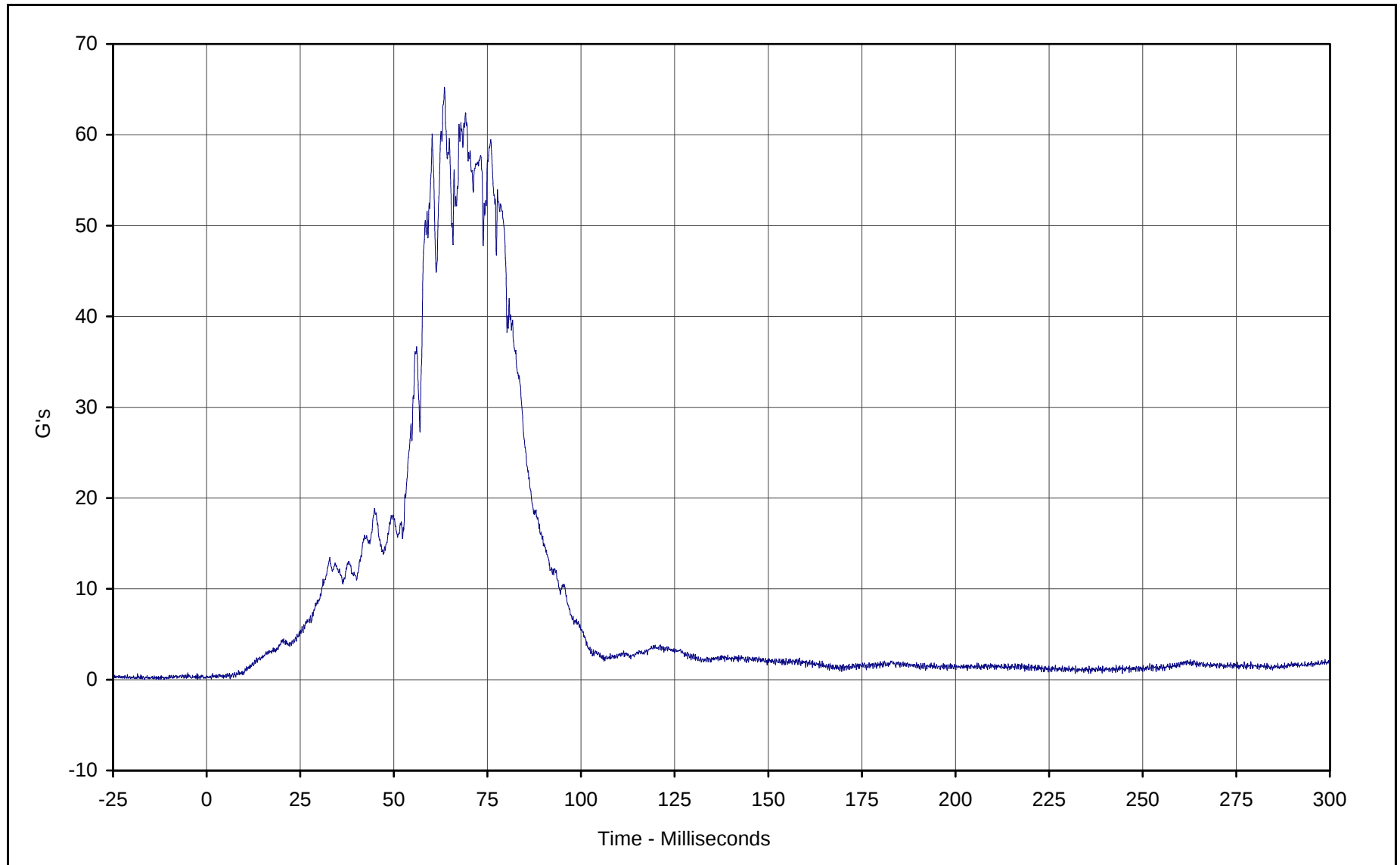


Curve Description: Passenger Pelvis Z
Maximum Value: 2.1 at 147.5 Milliseconds
Minimum Value: -23.3 at 59.7 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: FIL-066

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-100



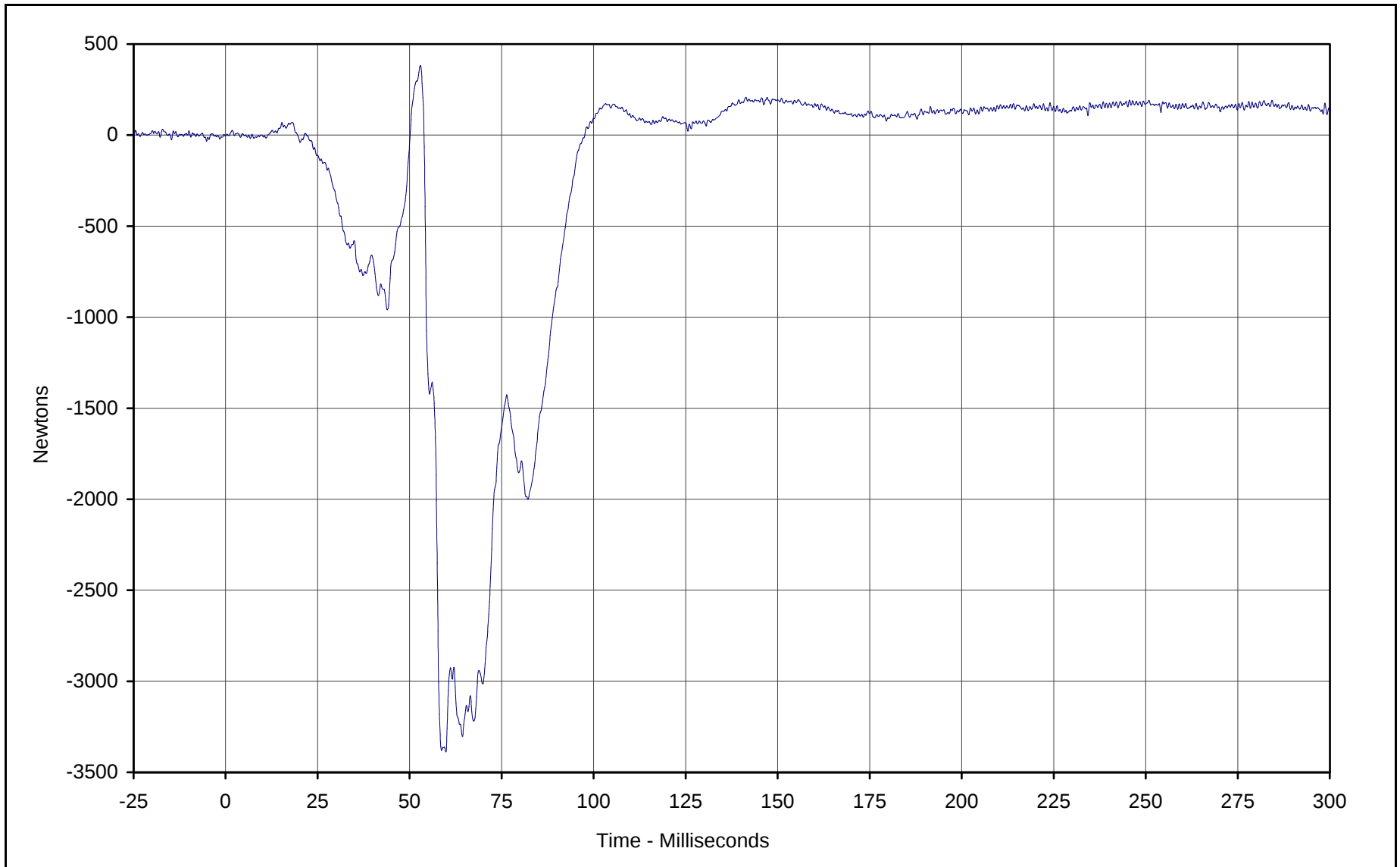
Curve Description: Passenger Pelvis Resultant
Maximum Value: 65.3 at 63.5 Milliseconds
Minimum Value: 0.1 at 1.3 Milliseconds
SAE Filter Class: 1000
Date of Test: 3/1/01
Curve Number: RES-064

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-101

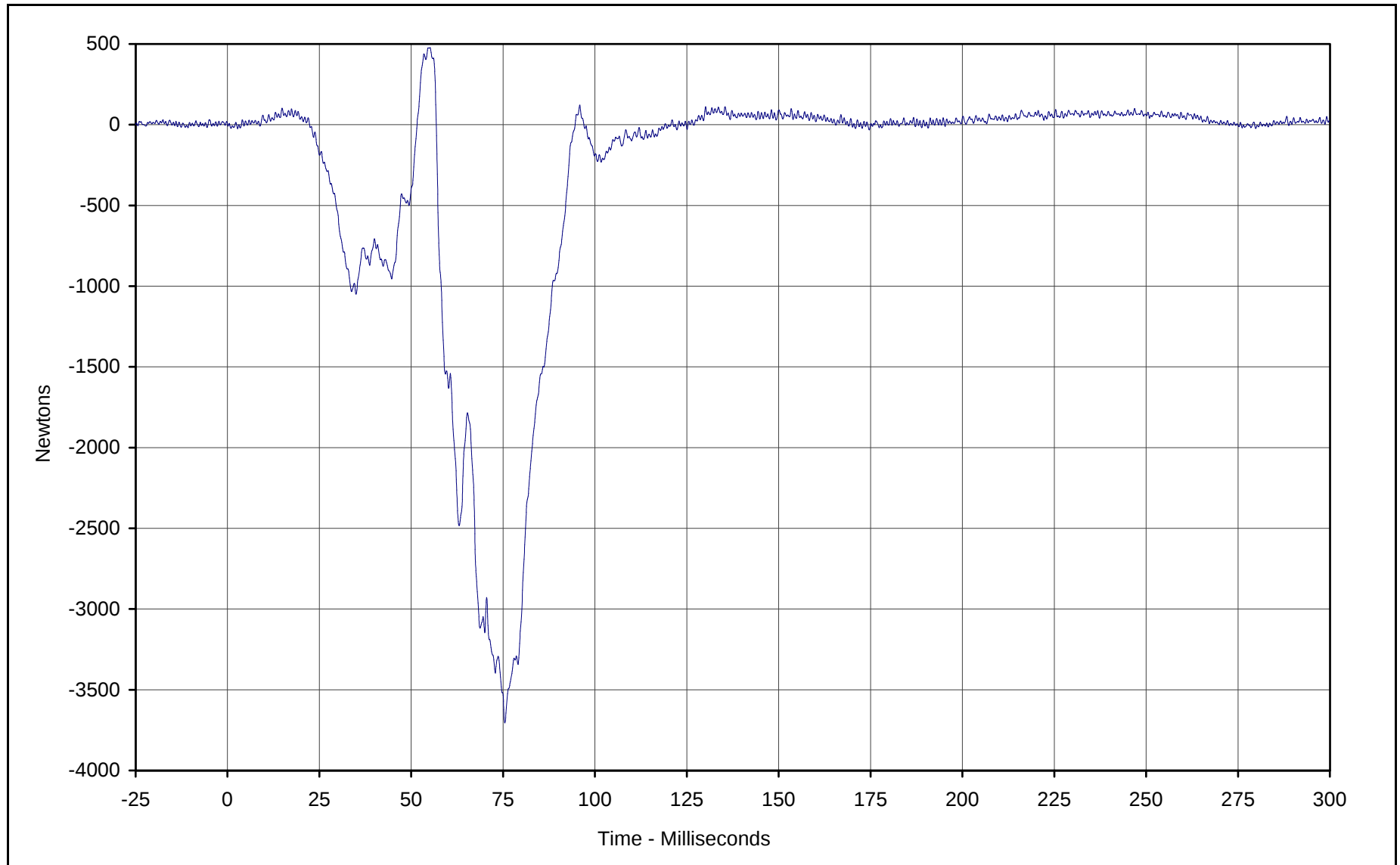


Curve Description: Passenger Left Femur Force
Maximum Value: 381.8 at 52.9 Milliseconds
Minimum Value: -3387.8 at 59.8 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-067

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

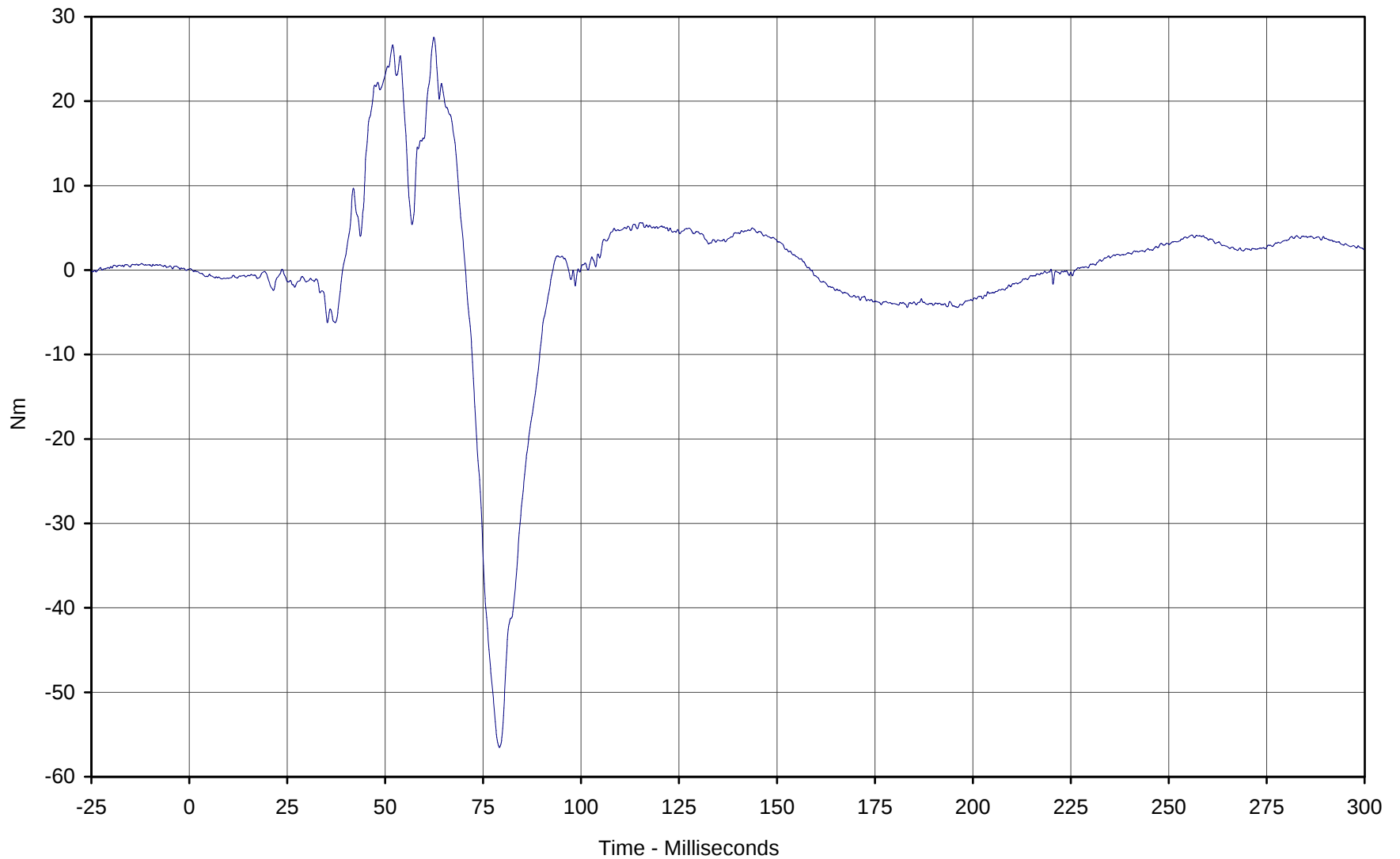


Curve Description: Passenger Right Femur Force
Maximum Value: 477.8 at 55.1 Milliseconds
Minimum Value: -3705.7 at 75.5 Milliseconds
SAE Filter Class: 600
Date of Test: 3/1/01
Curve Number: FIL-068

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-103



Curve Description: Passenger Left Upper Tibia Moment X

Maximum Value: 27.6 at 62.4 Milliseconds

Minimum Value: -56.5 at 79.1 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

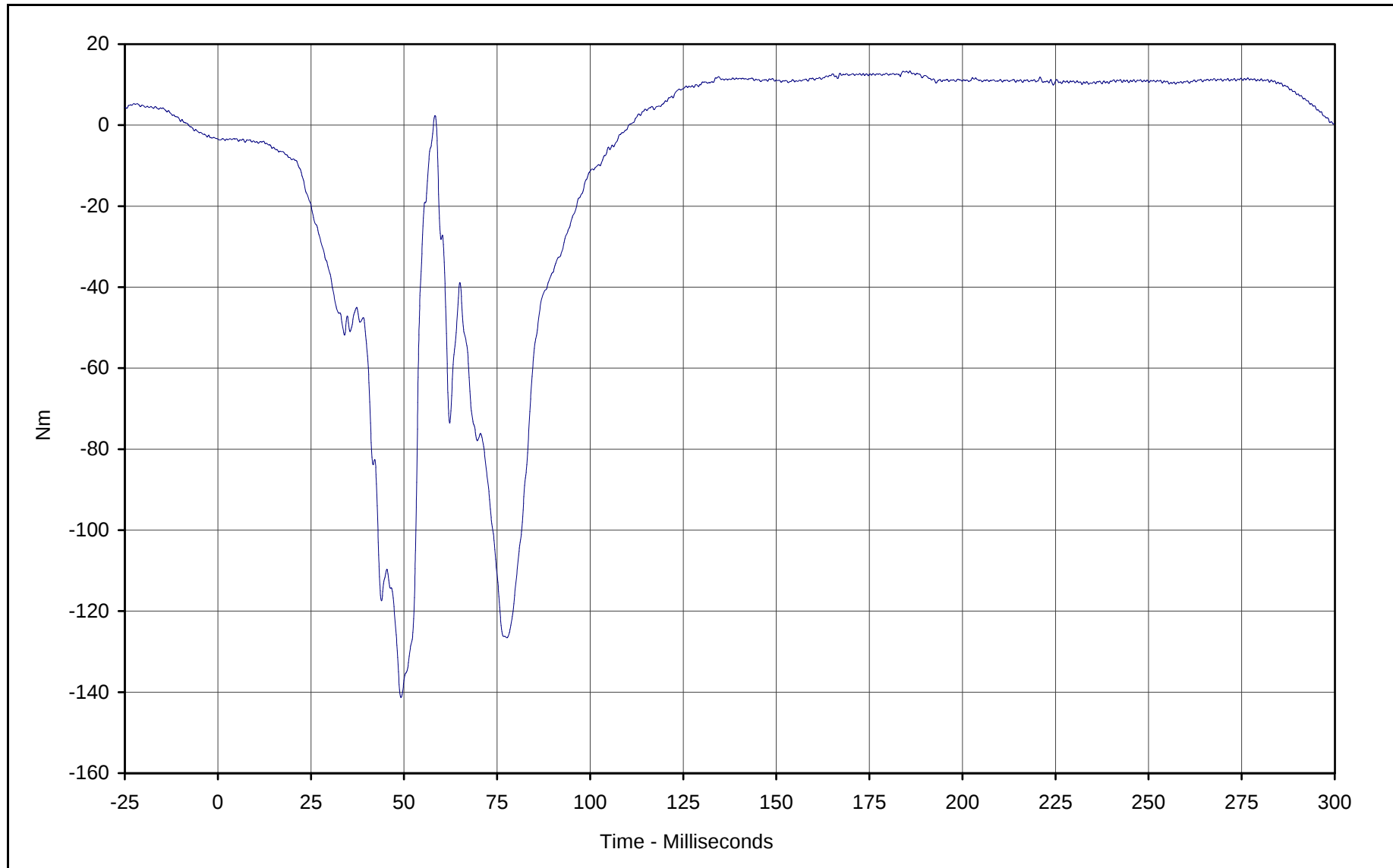
Curve Number: FIL-069

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15



Curve Description: Passenger Left Upper Tibia Moment Y

Maximum Value: 13.4 at 185.9 Milliseconds

Minimum Value: -141.3 at 49.2 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

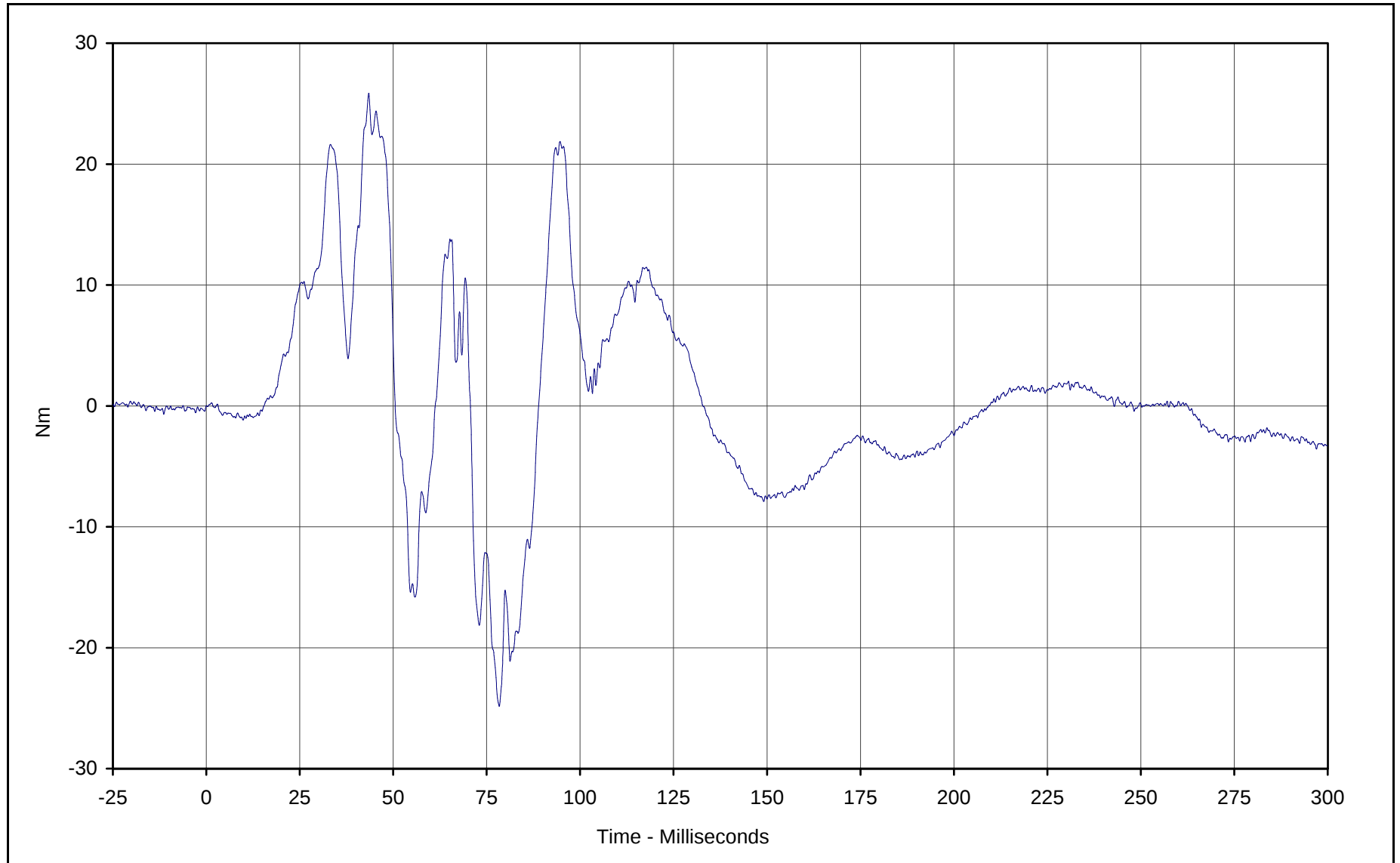
Curve Number: FIL-070

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-105



Curve Description: Passenger Right Upper Tibia Moment X

Maximum Value: 25.8 at 43.5 Milliseconds

Minimum Value: -24.8 at 78.4 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

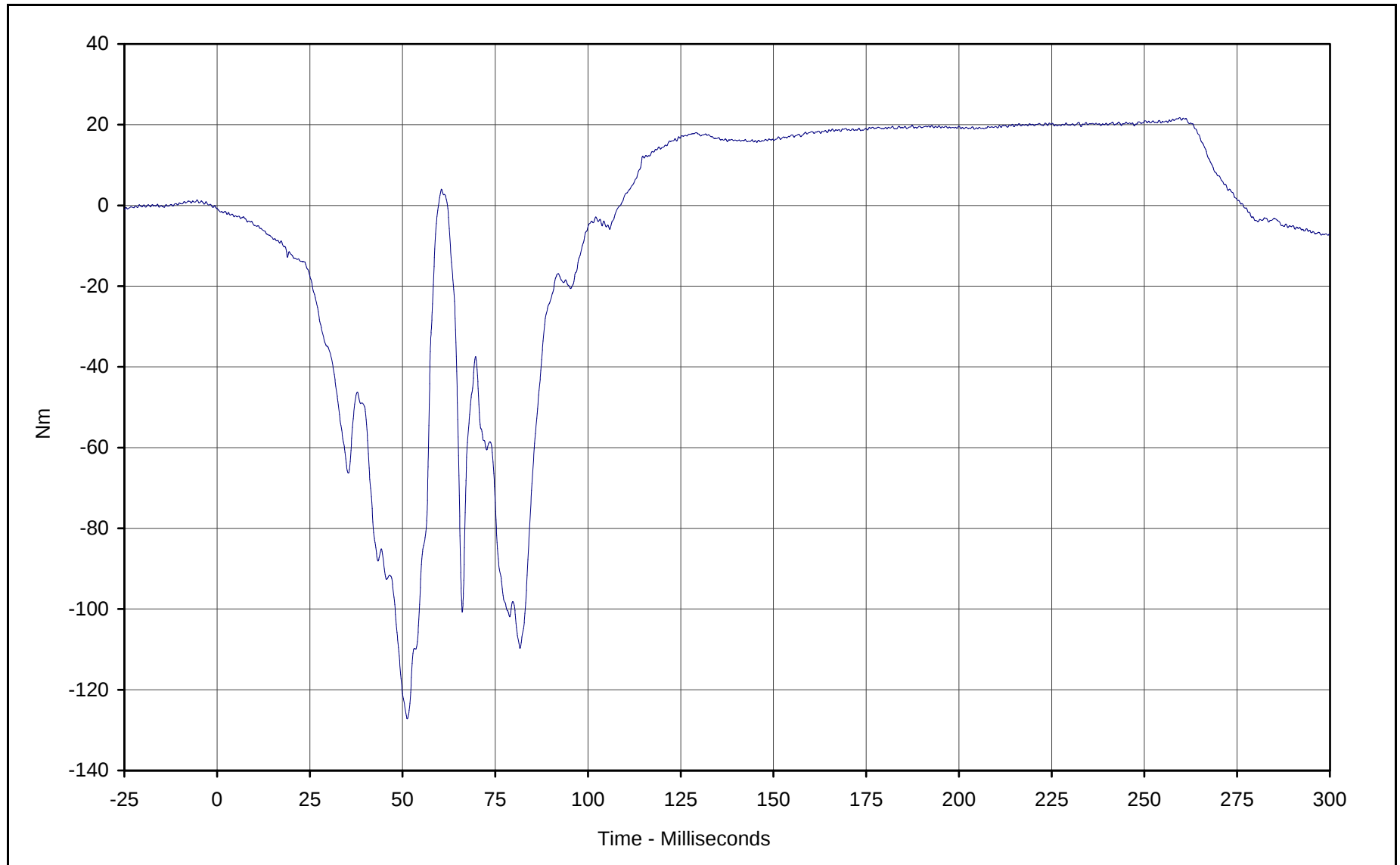
Curve Number: FIL-071

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15



Curve Description: Passenger Right Upper Tibia Moment Y

Maximum Value: 21.8 at 259.5 Milliseconds

Minimum Value: -127.2 at 51.3 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

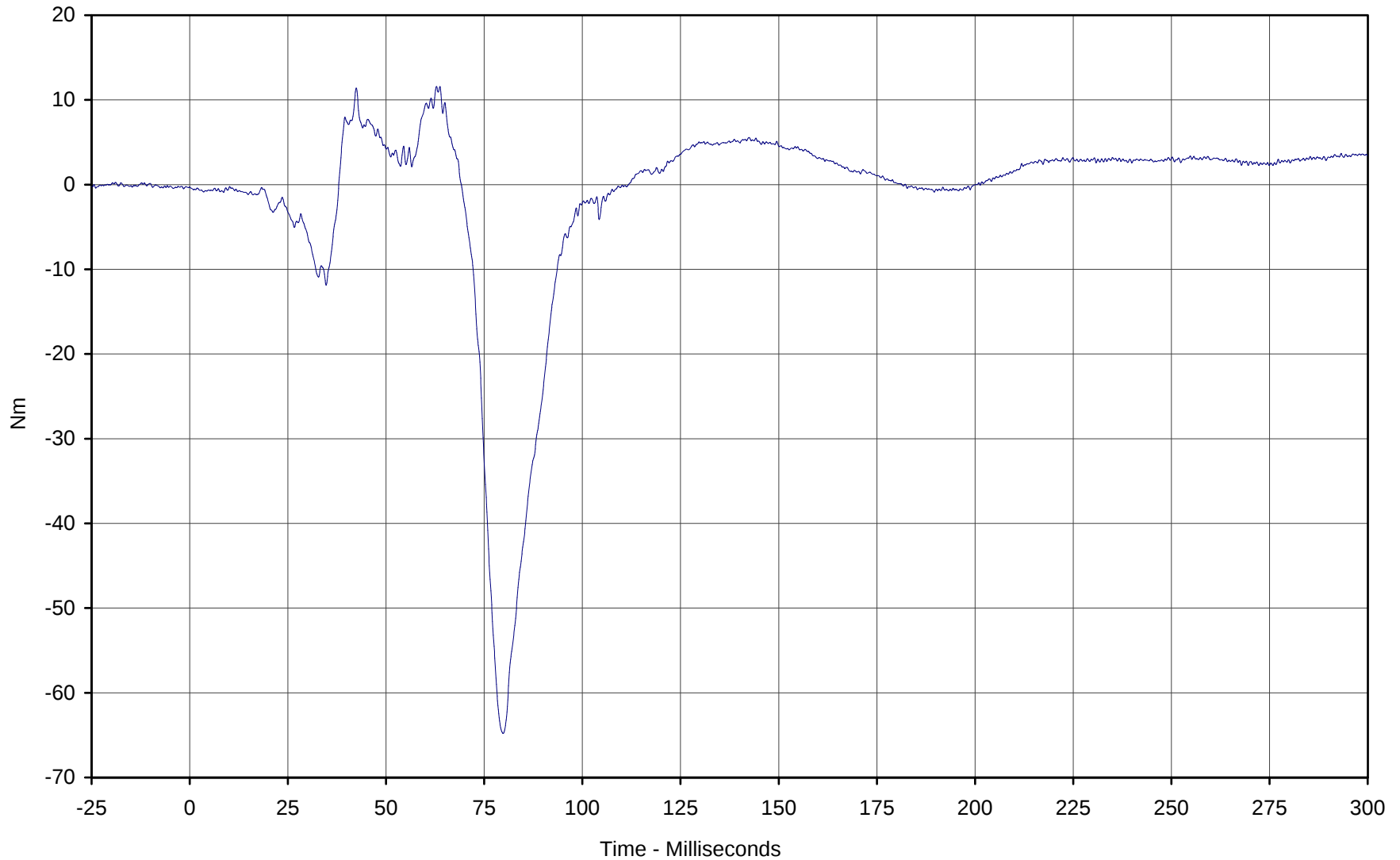
Curve Number: FIL-072

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-107



Curve Description: Passenger Left Lower Tibia Moment X

Maximum Value: 11.6 at 62.8 Milliseconds

Minimum Value: -64.8 at 79.8 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

Curve Number: FIL-073

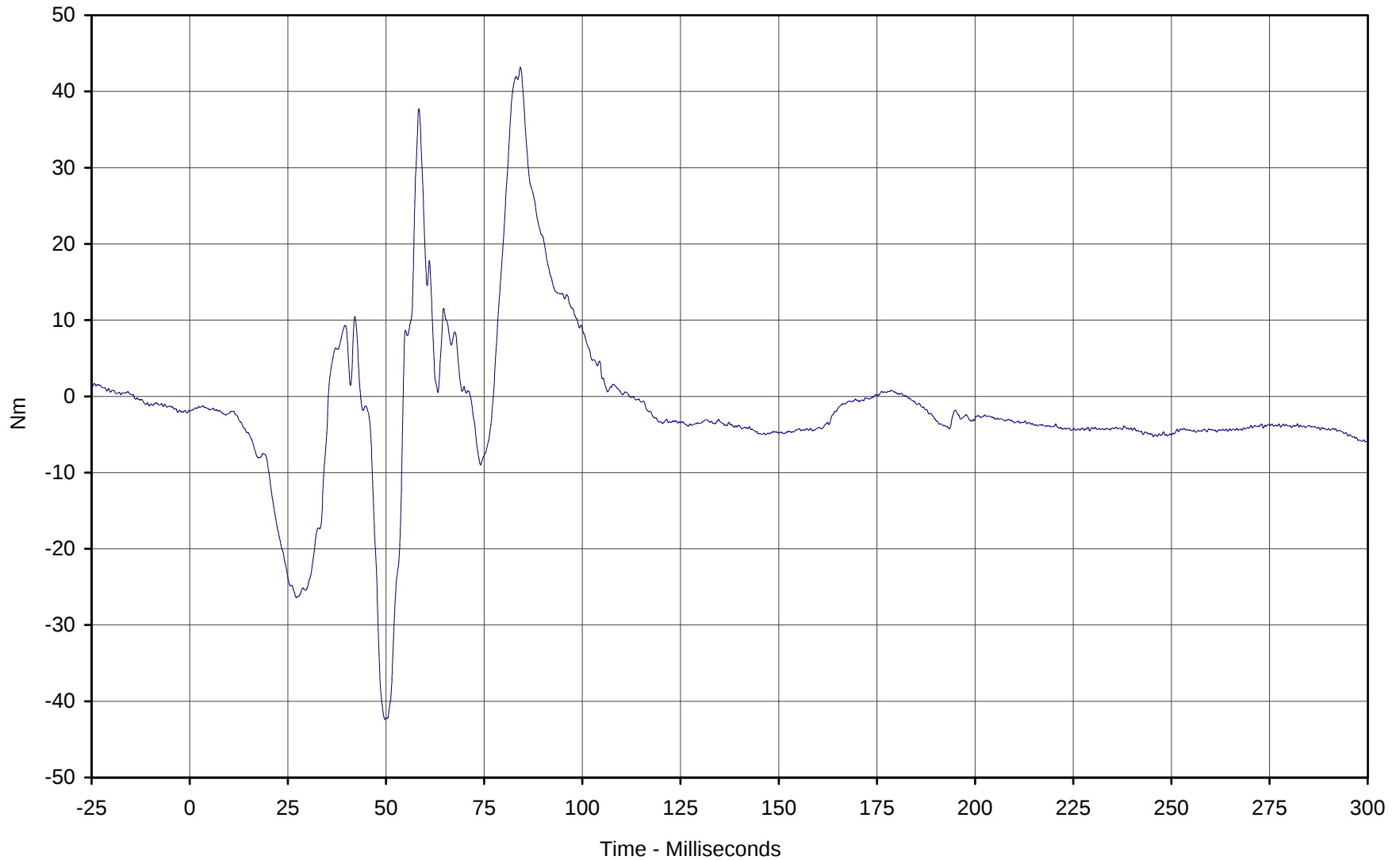
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-108



Curve Description: Passenger Left Lower Tibia Moment Y

Maximum Value: 43.2 at 84.2 Milliseconds

Minimum Value: -42.4 at 49.7 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

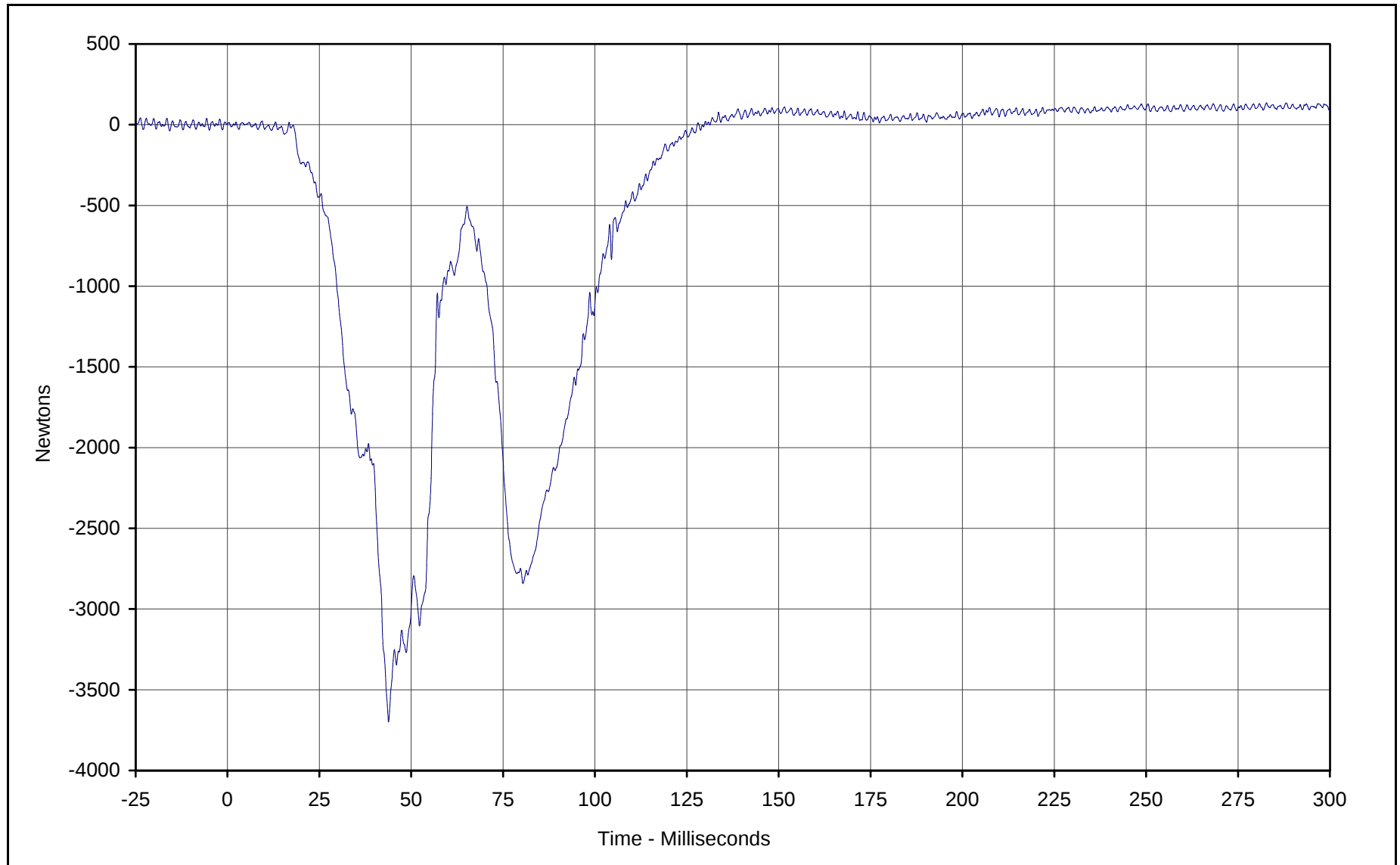
Curve Number: FIL-074

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15



Curve Description: Passenger Left Lower Tibia Force Z

Maximum Value: 135.0 at 282.8 Milliseconds

Minimum Value: -3699.4 at 43.8 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

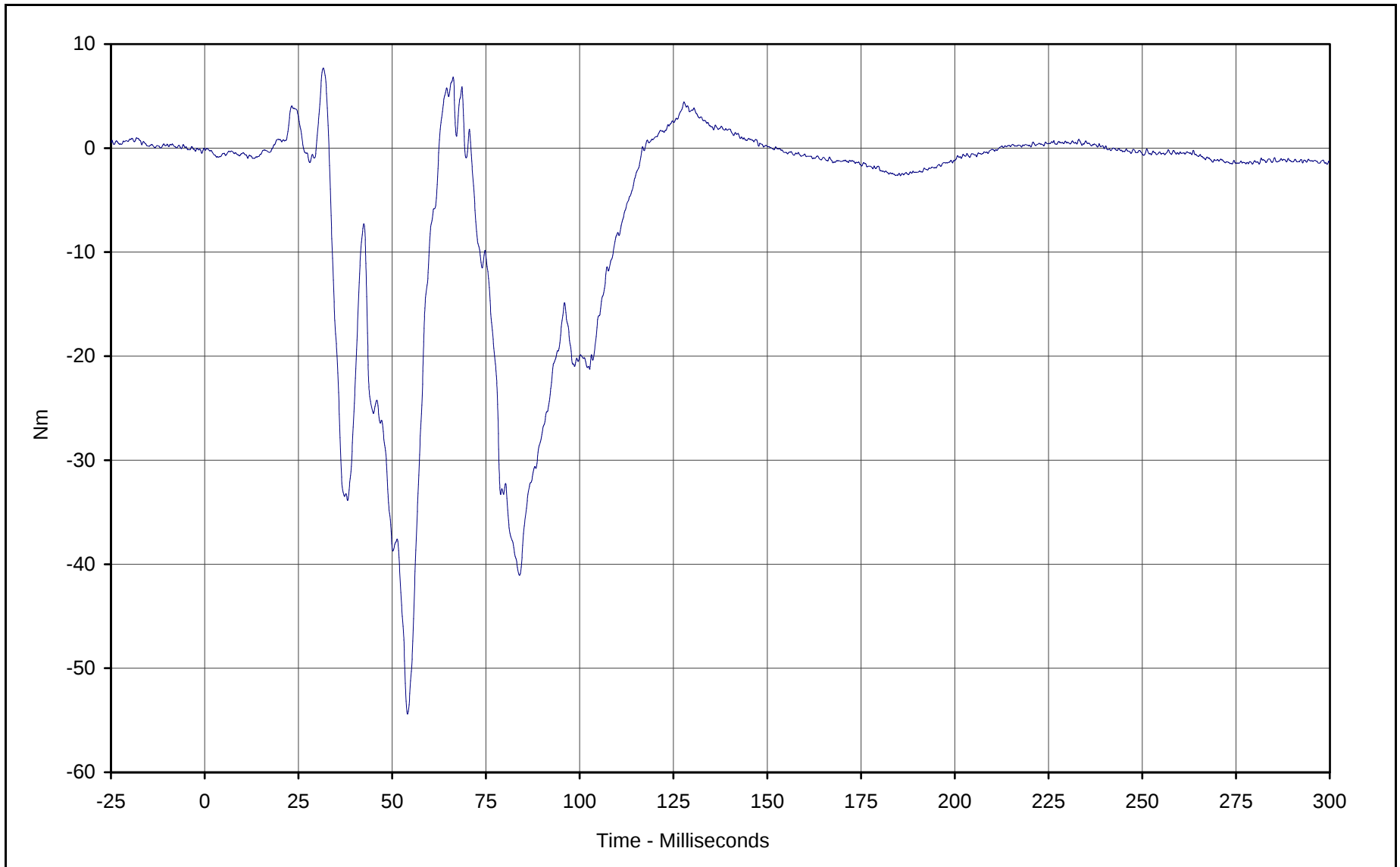
Curve Number: FIL-075

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-110



Curve Description: Passenger Right Lower Tibia Moment X

Maximum Value: 7.7 at 31.6 Milliseconds

Minimum Value: -54.4 at 54.1 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

Curve Number: FIL-076

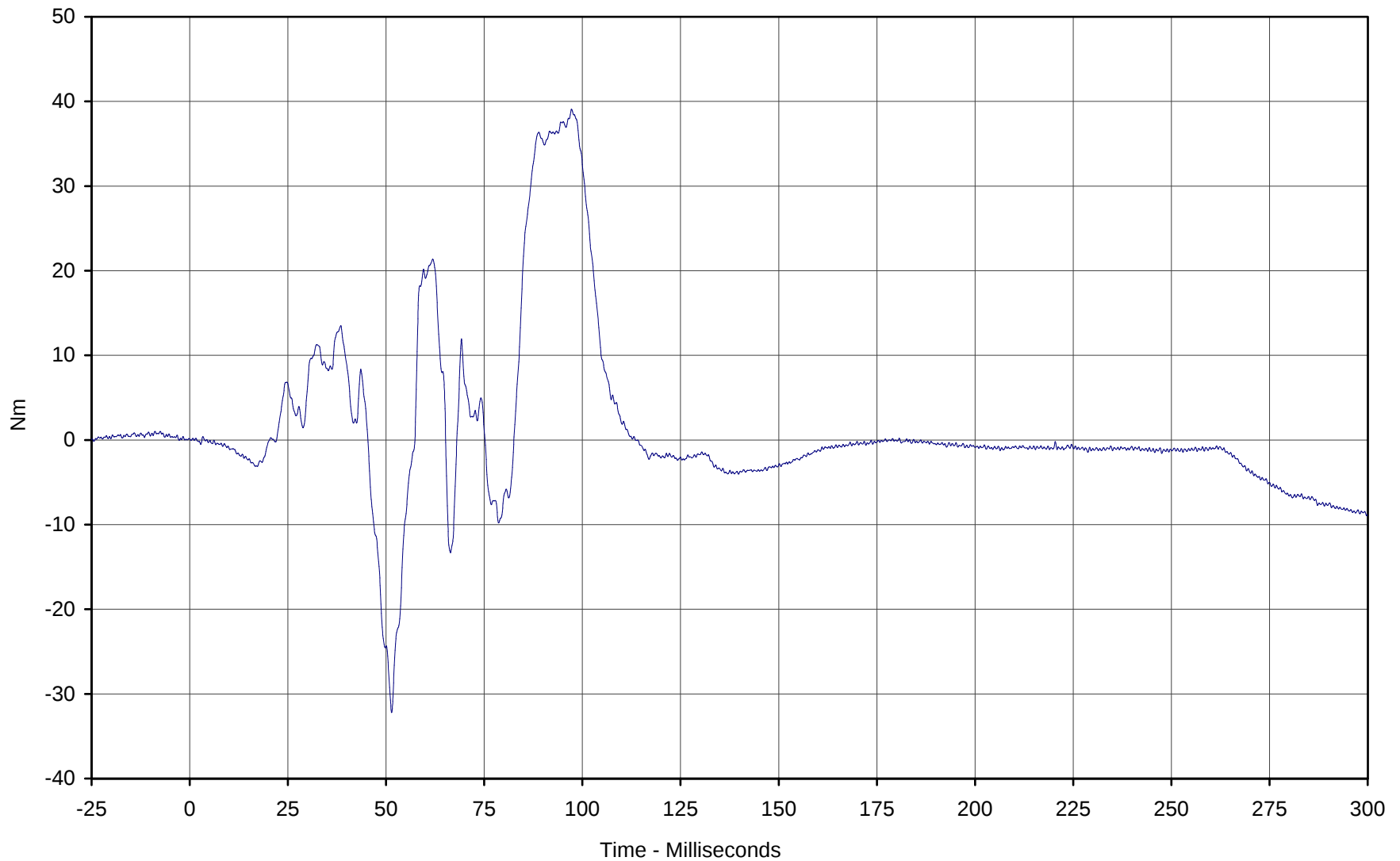
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-111



Curve Description: Passenger Right Lower Tibia Moment Y

Maximum Value: 39.1 at 97.2 Milliseconds

Minimum Value: -32.2 at 51.4 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

Curve Number: FIL-077

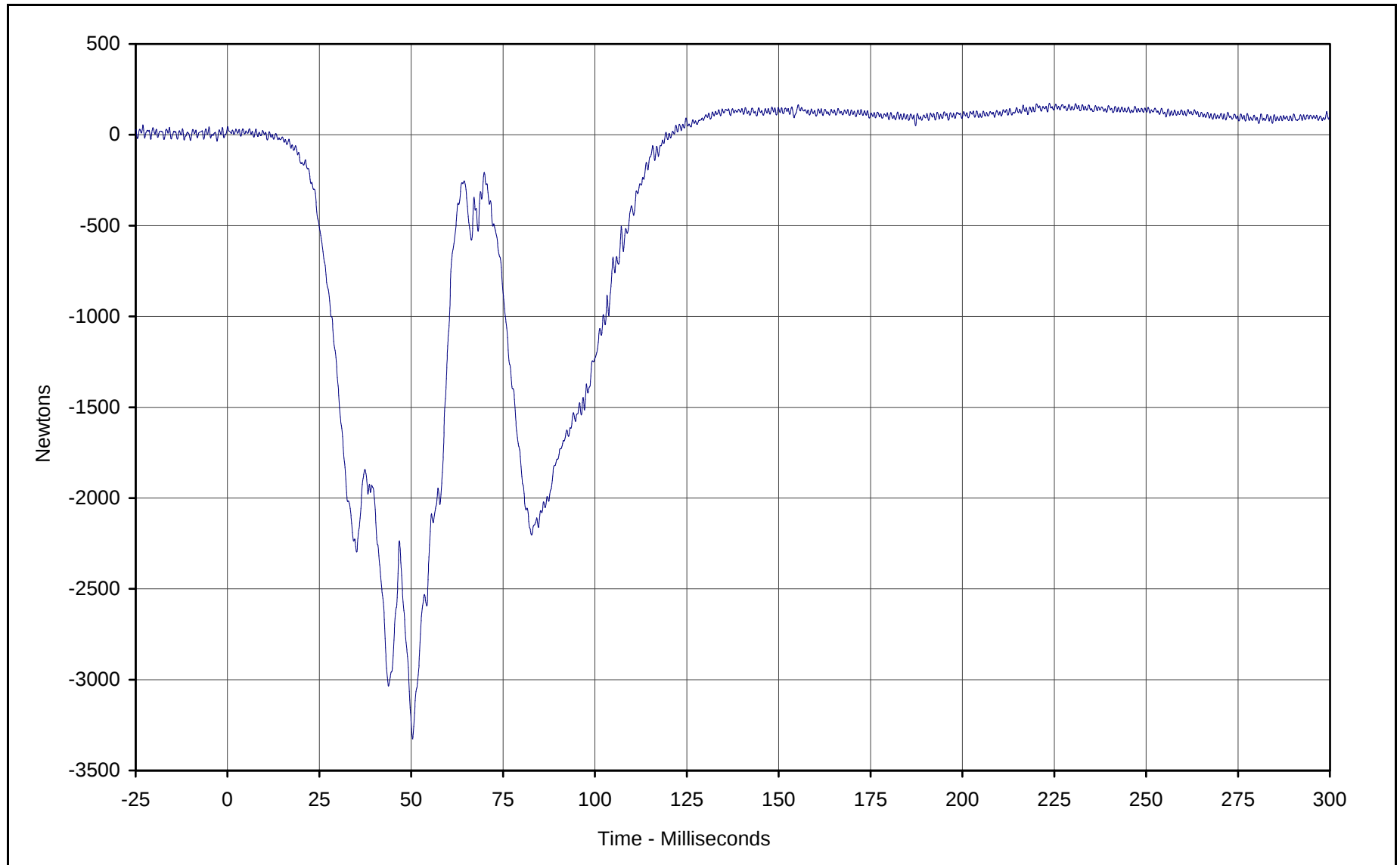
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-112



Curve Description: Passenger Right lower Tibia Force Z

Maximum Value: 174.1 at 223.7 Milliseconds

Minimum Value: -3326.3 at 50.4 Milliseconds

SAE Filter Class: 600

Date of Test: 3/1/01

Curve Number: FIL-078

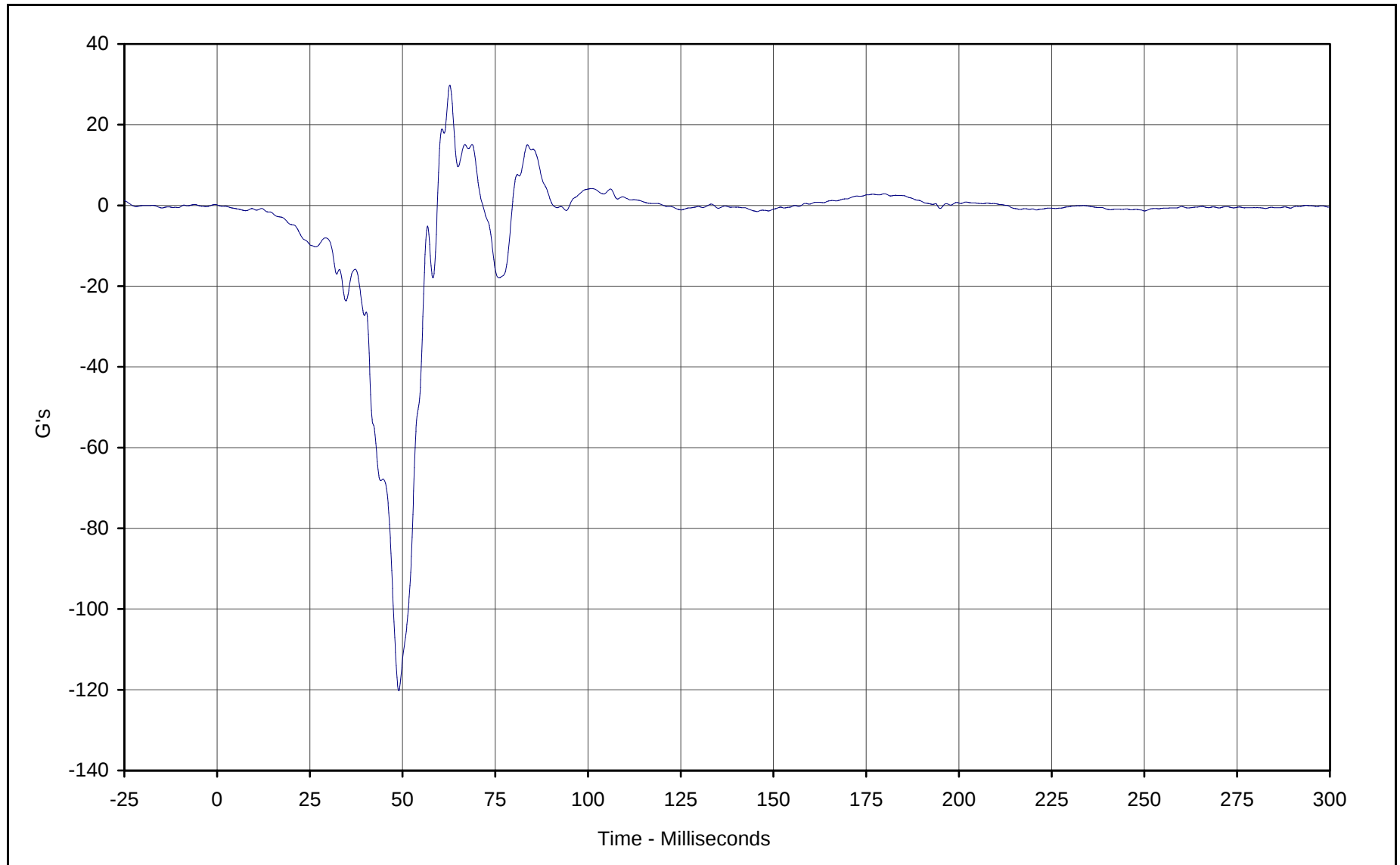
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-113



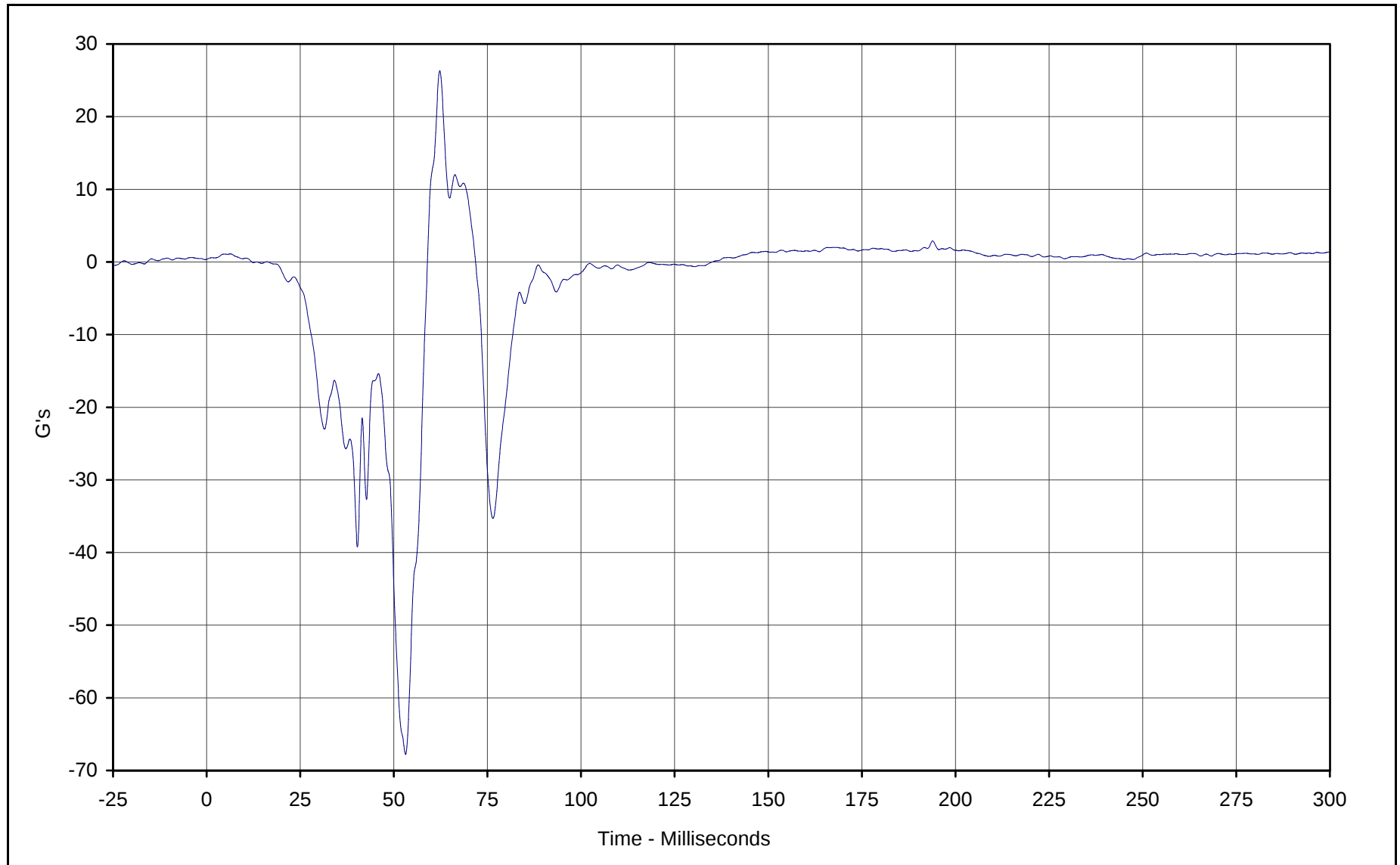
Curve Description: Passenger Left Foot Aft X
Maximum Value: 29.8 at 62.7 Milliseconds
Minimum Value: -120.2 at 49.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-079

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-114



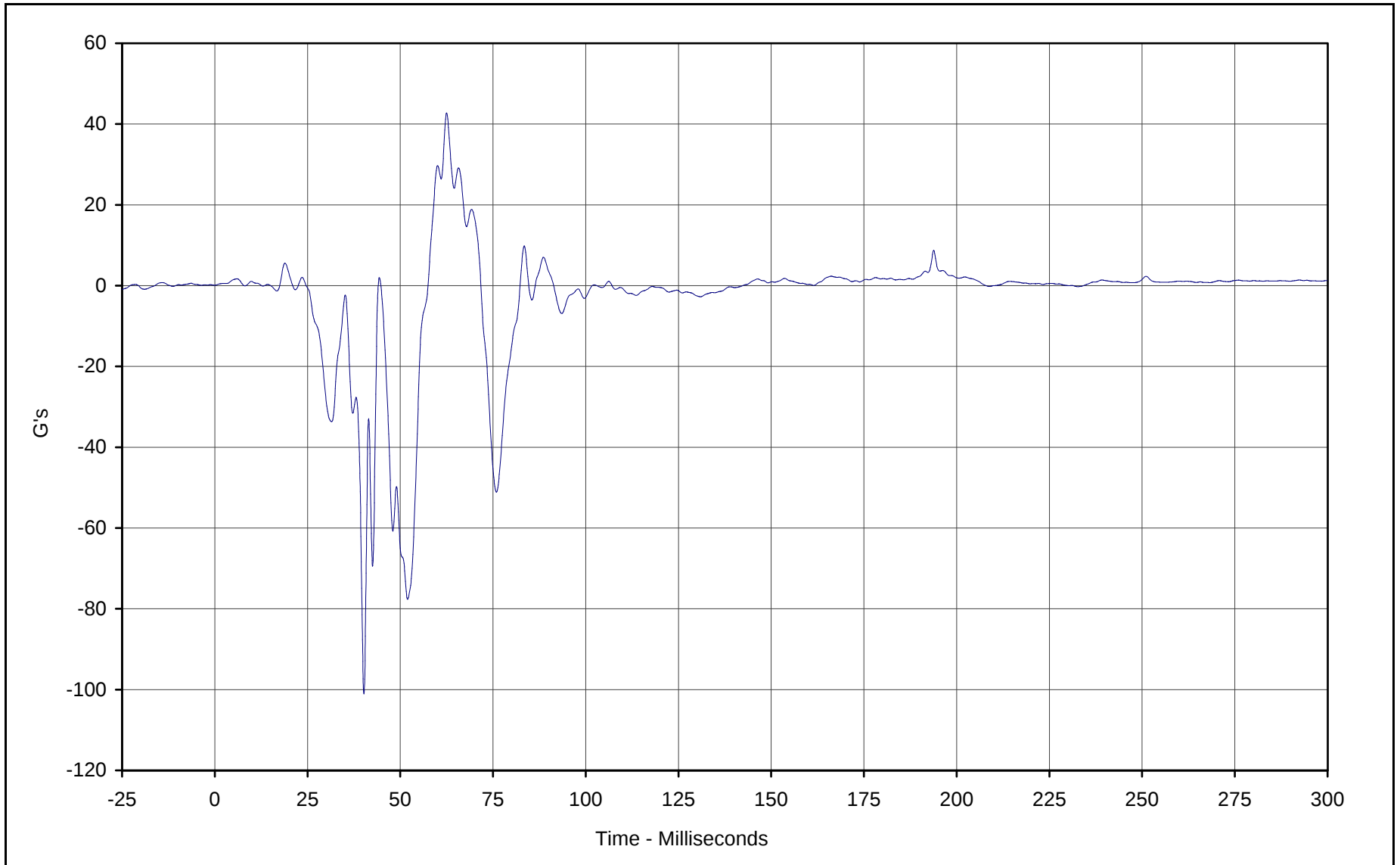
Curve Description: Passenger Left Foot Aft Z
Maximum Value: 26.3 at 62.3 Milliseconds
Minimum Value: -67.8 at 53.1 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-080

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-115

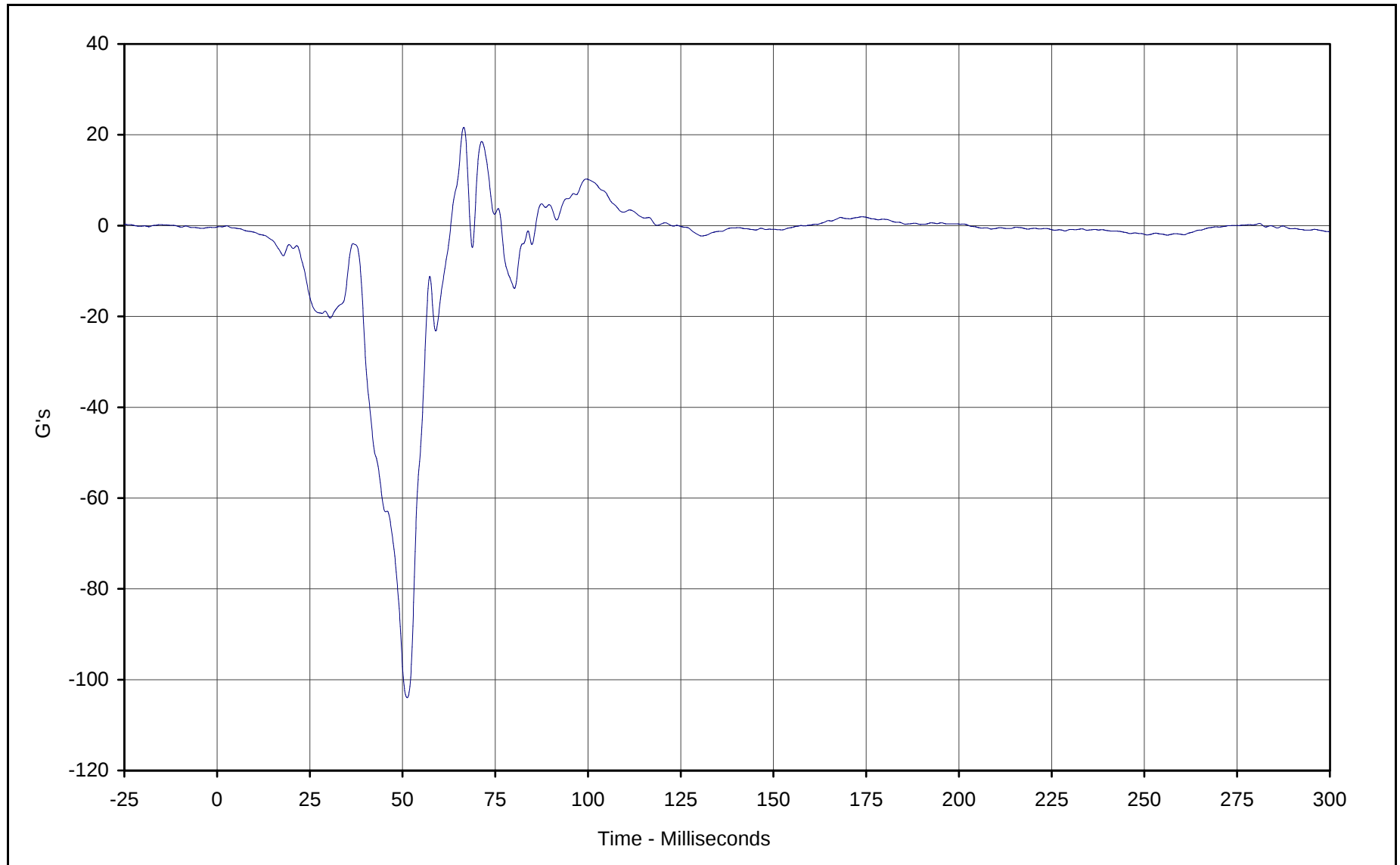


Curve Description: Passenger Left Foot Fore Z
Maximum Value: 42.7 at 62.5 Milliseconds
Minimum Value: -101.1 at 40.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-081

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

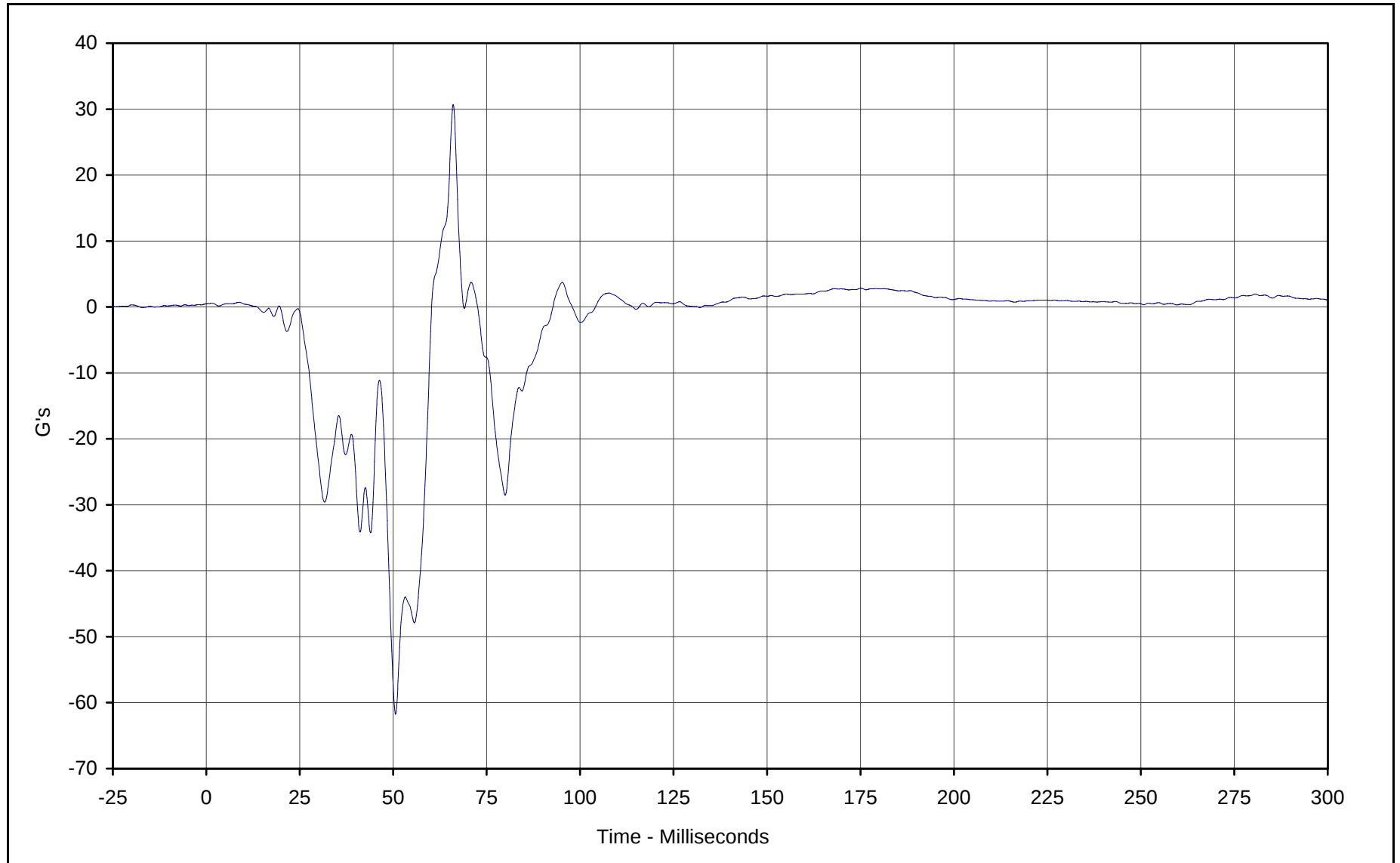


Curve Description: Passenger Right Foot Aft X
Maximum Value: 21.7 at 66.5 Milliseconds
Minimum Value: -104.0 at 51.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-082

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



B-117



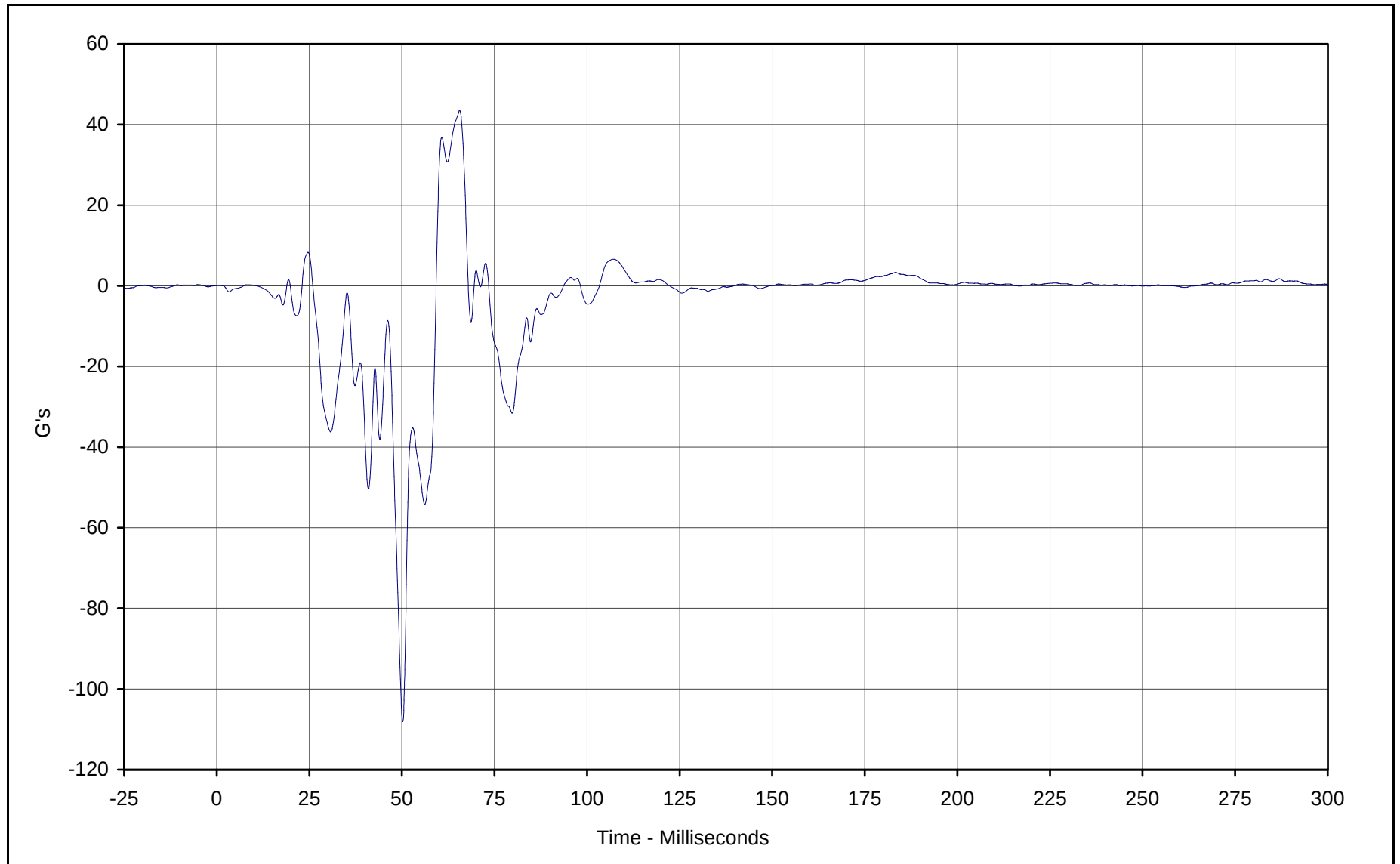
Curve Description: Passenger Right Foot Aft Z
Maximum Value: 30.7 at 66.0 Milliseconds
Minimum Value: -61.8 at 50.6 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-083

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-118



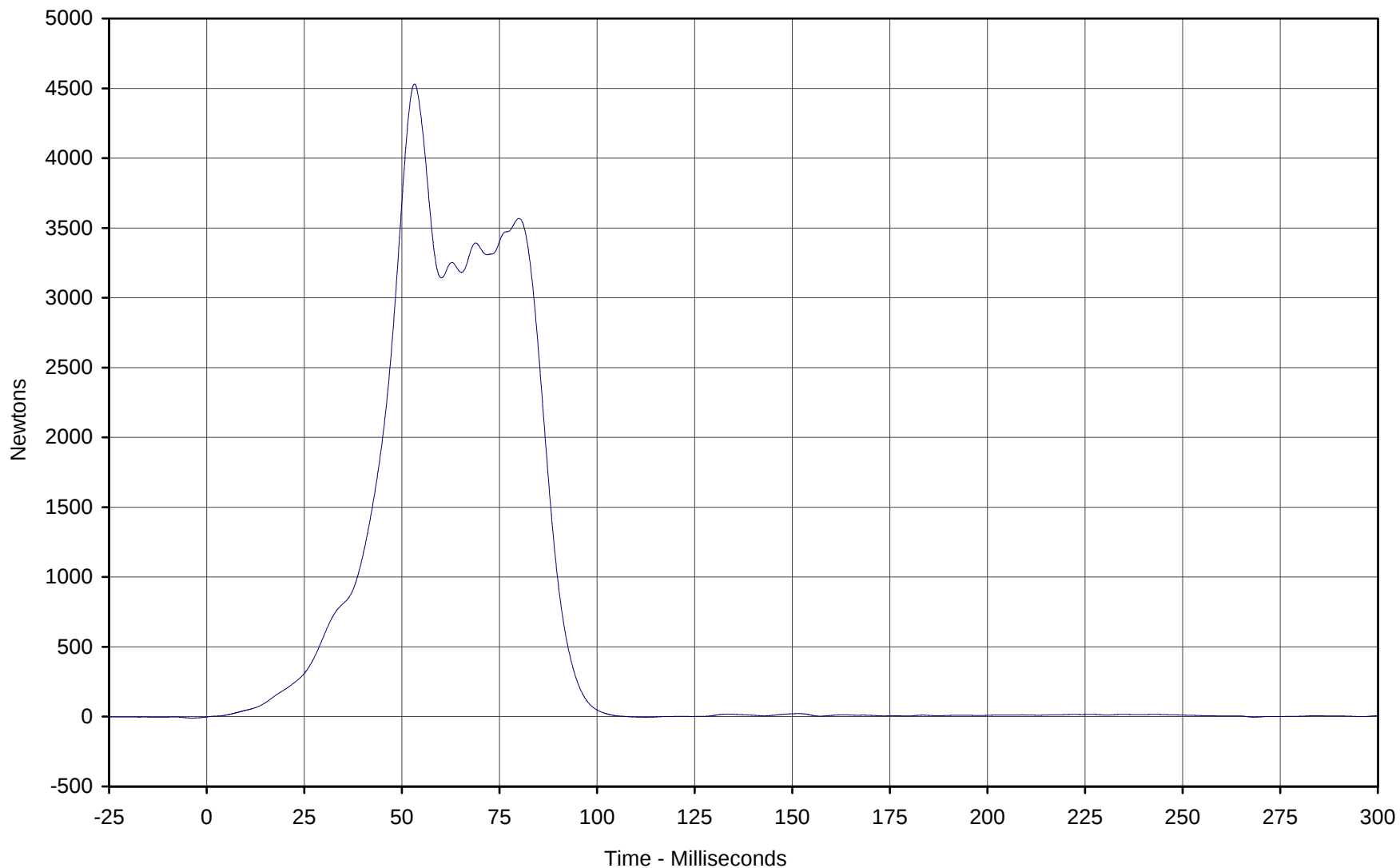
Curve Description: Passenger Right Foot Fore Z
Maximum Value: 43.5 at 65.6 Milliseconds
Minimum Value: -108.1 at 50.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: FIL-084

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-119



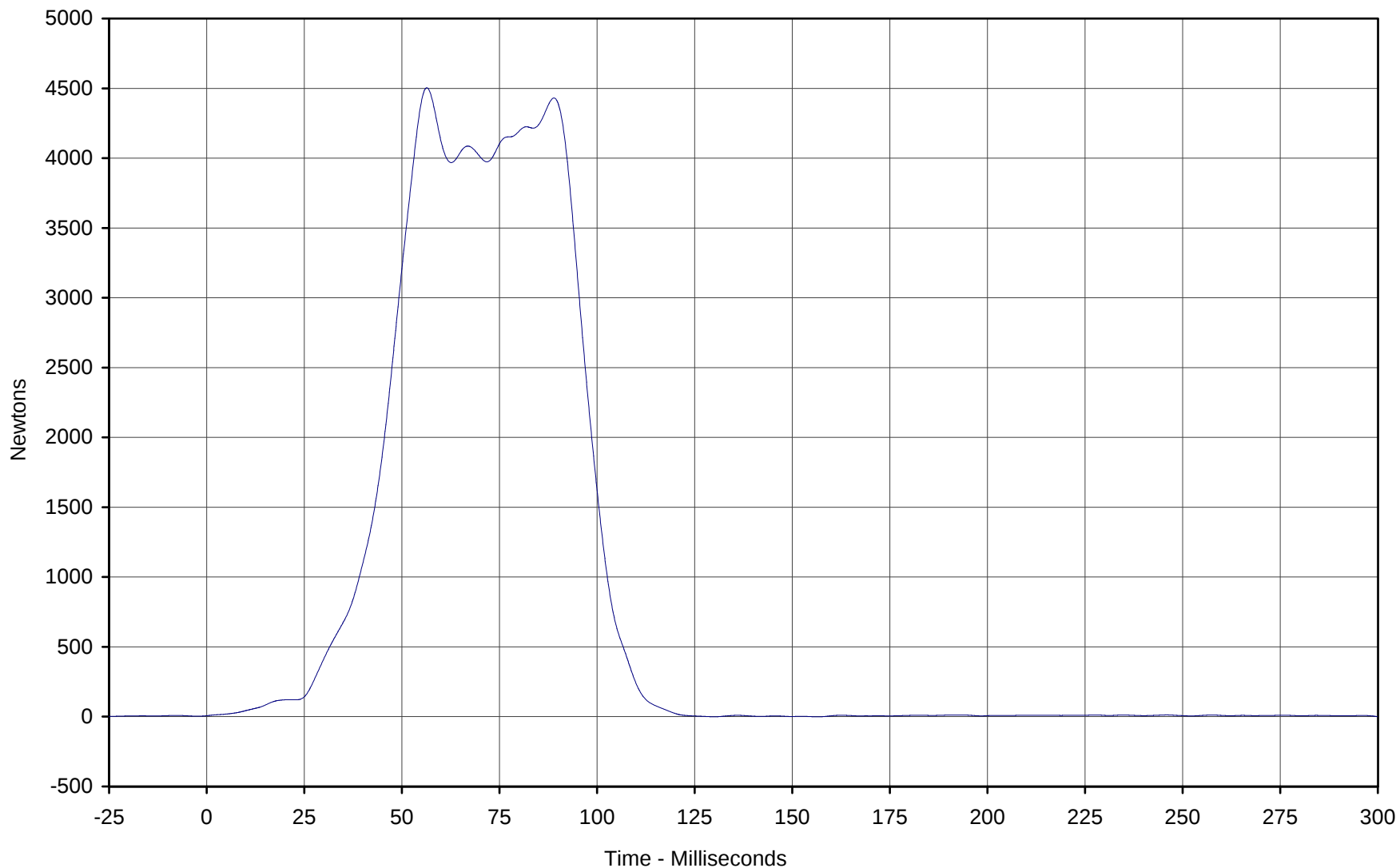
Curve Description: Passenger Lap Belt Force
Maximum Value: 4532.0 at 53.2 Milliseconds
Minimum Value: -4.7 at 112.4 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-085

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-120



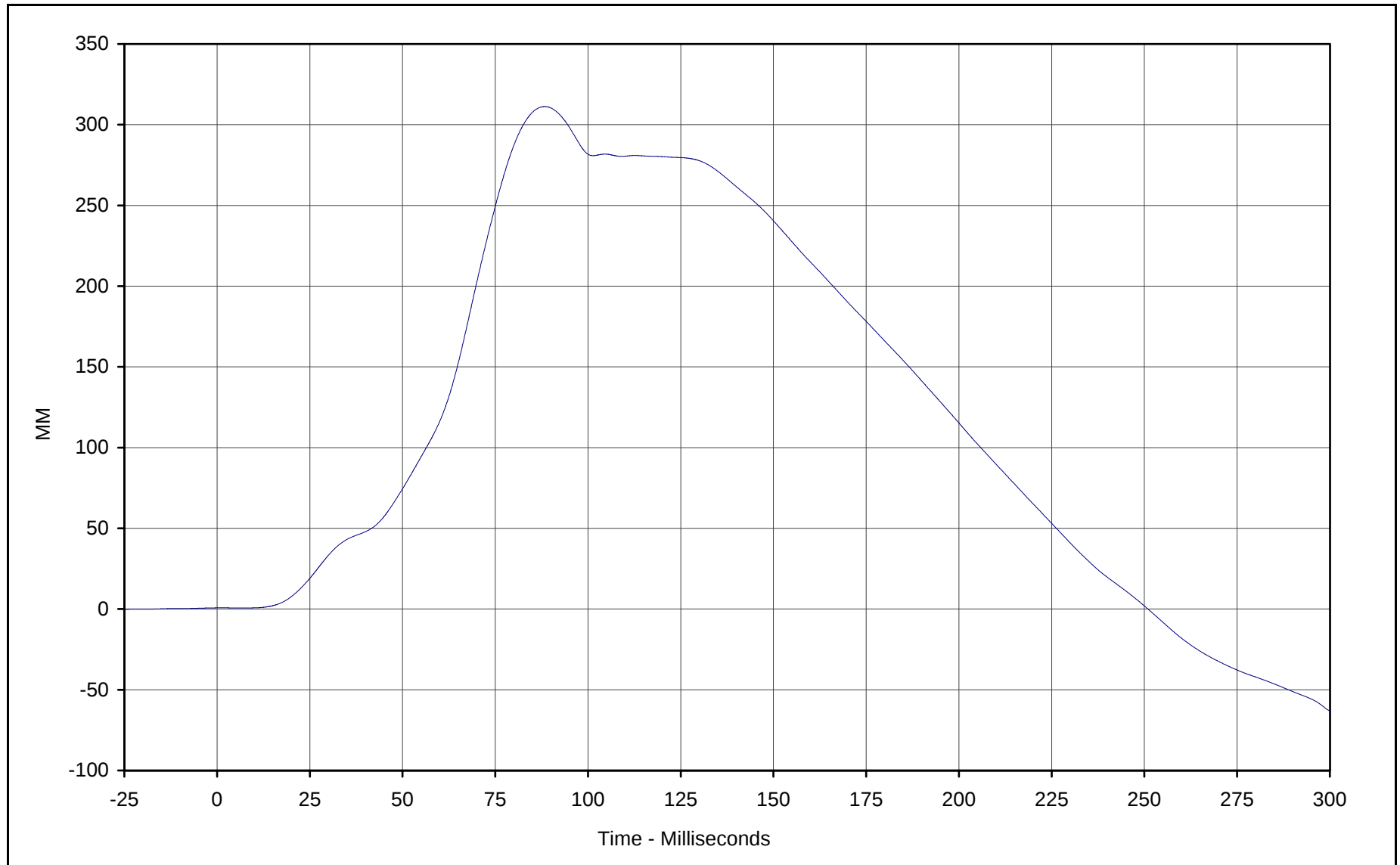
Curve Description: Passenger Shoulder Belt Force
Maximum Value: 4504.3 at 56.4 Milliseconds
Minimum Value: -1.4 at 156.4 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-086

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-121



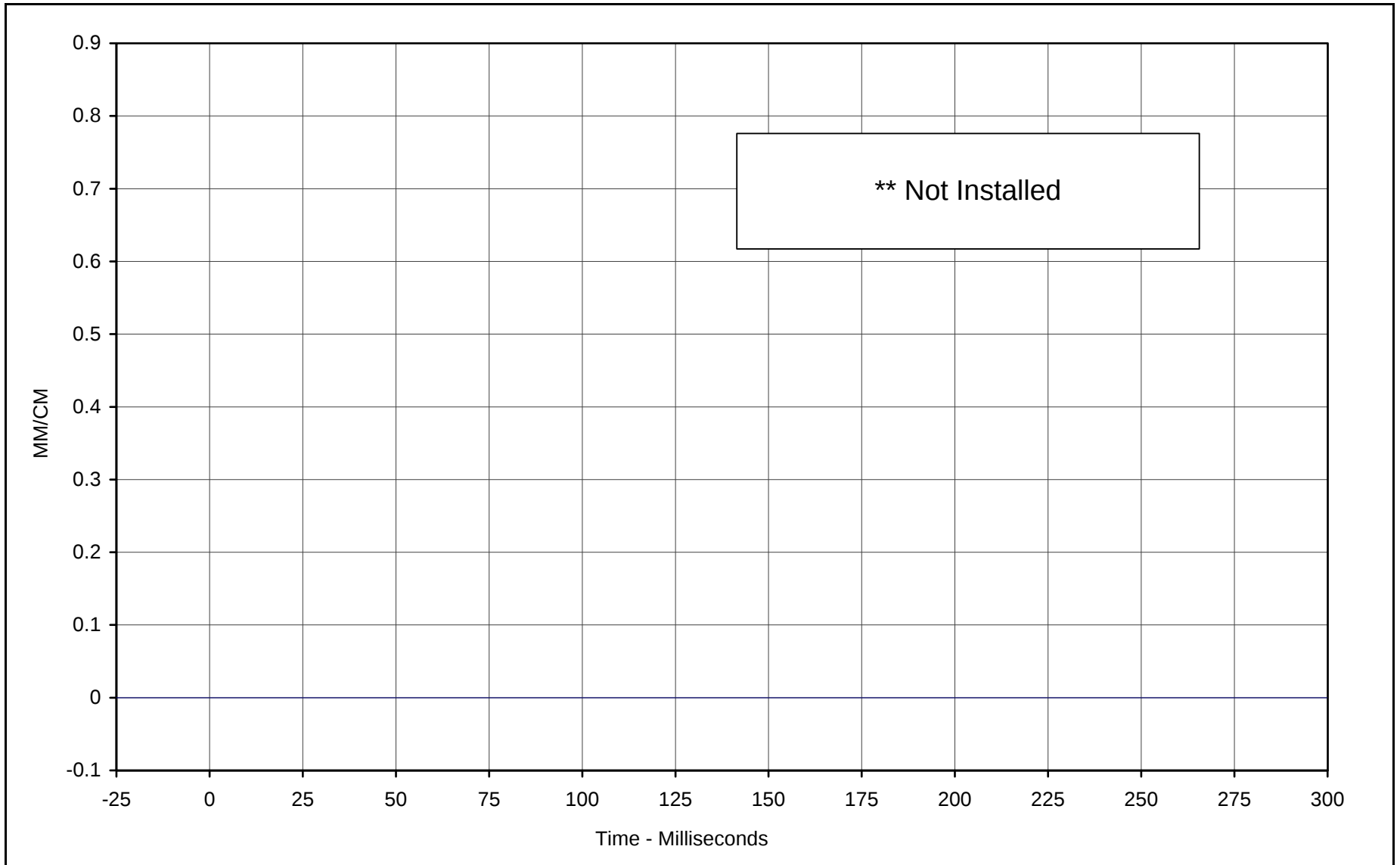
Curve Description: Passenger Shoulder Belt Pullout
Maximum Value: 311.2 at 88.3 Milliseconds
Minimum Value: -63.0 at 299.9 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-087

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-122



Curve Description: Passenger Shoulder Belt Elongation **

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Maximum Value: 0.0 at 0.0 Milliseconds

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

Minimum Value: 0.0 at 0.0 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

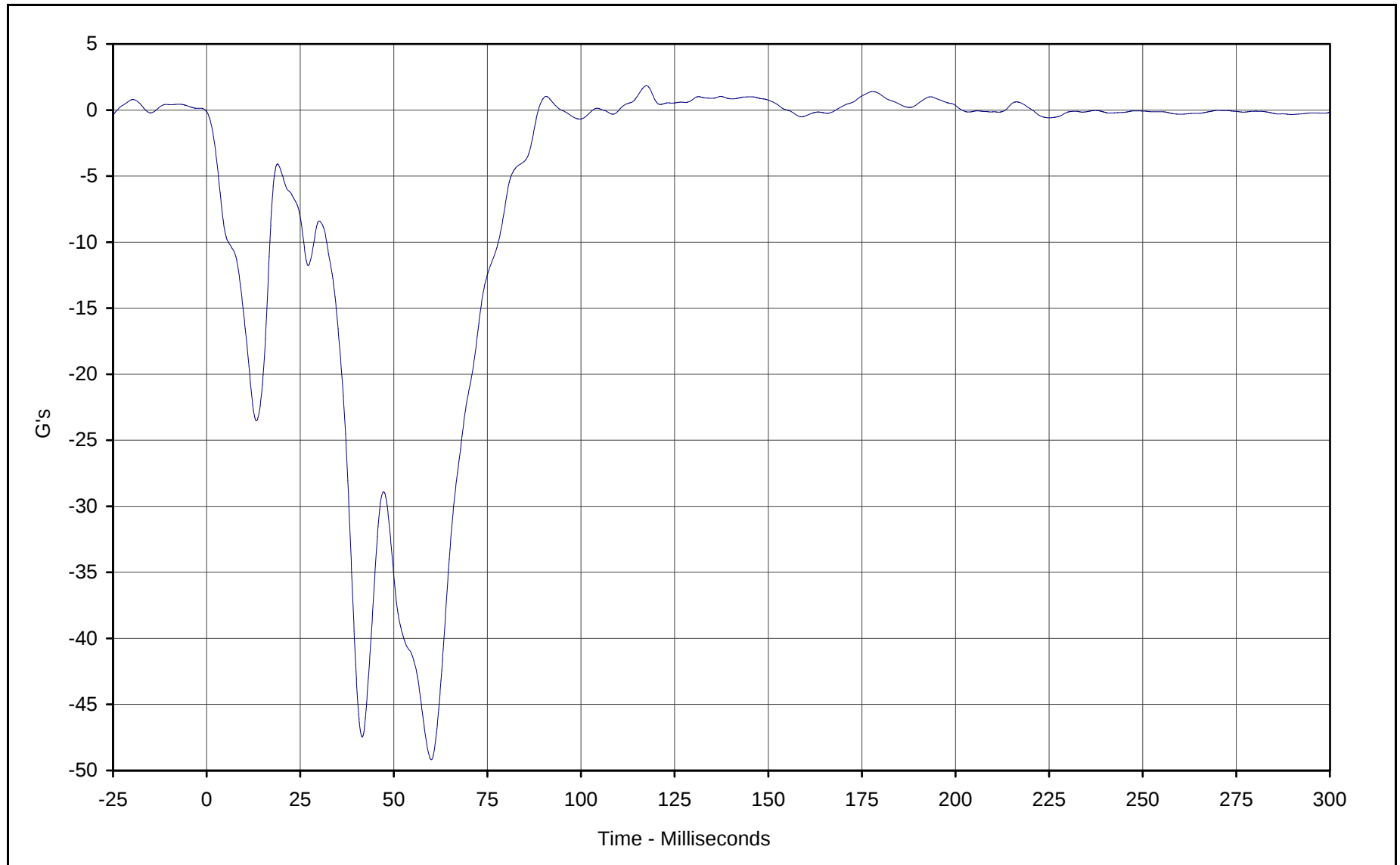
Curve Number: FIL-088

** Not installed



KAR21001-15

B-123



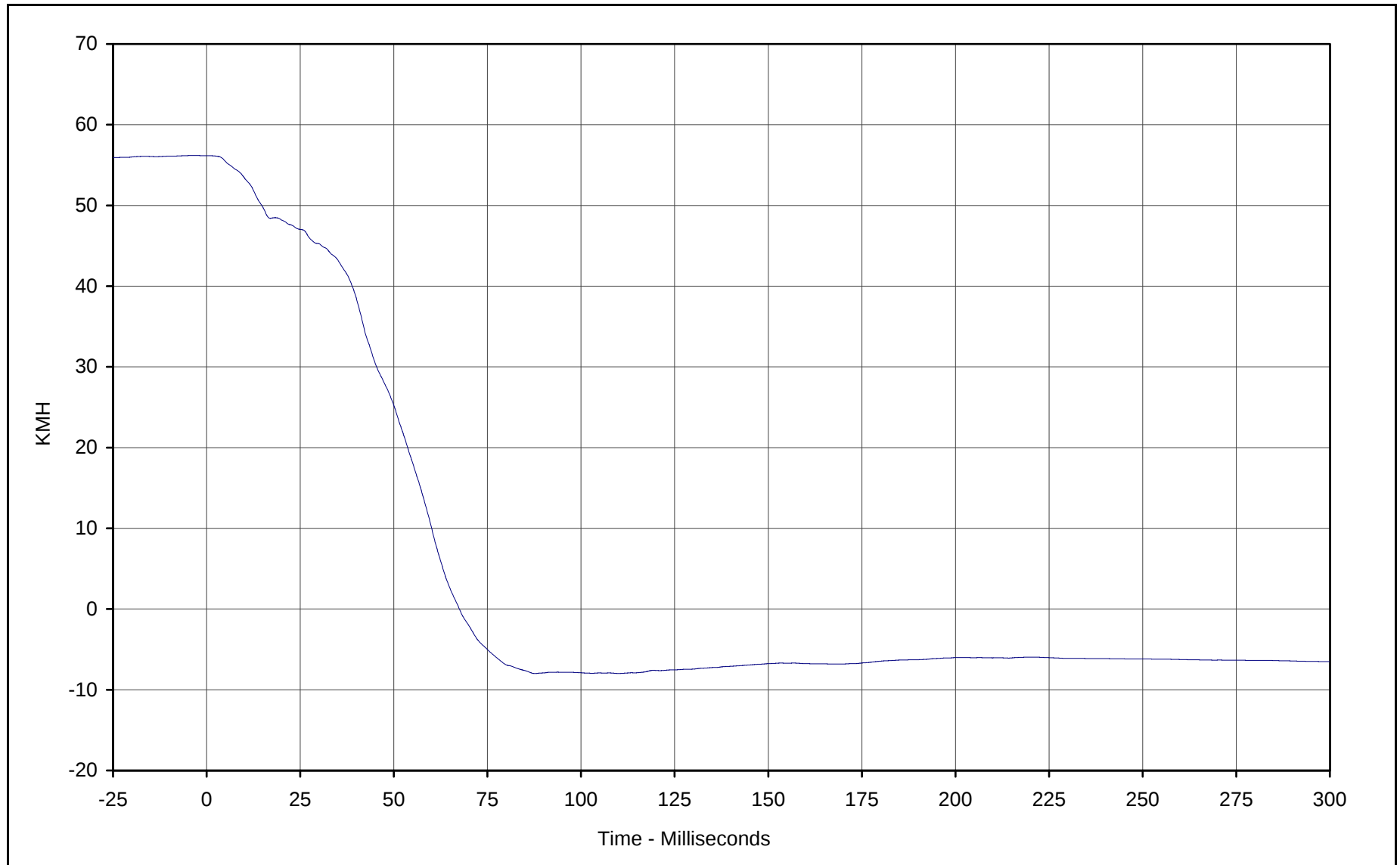
Curve Description: Vehicle Left Rear Primary
Maximum Value: 1.8 at 117.5 Milliseconds
Minimum Value: -49.2 at 60.0 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-089

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-124



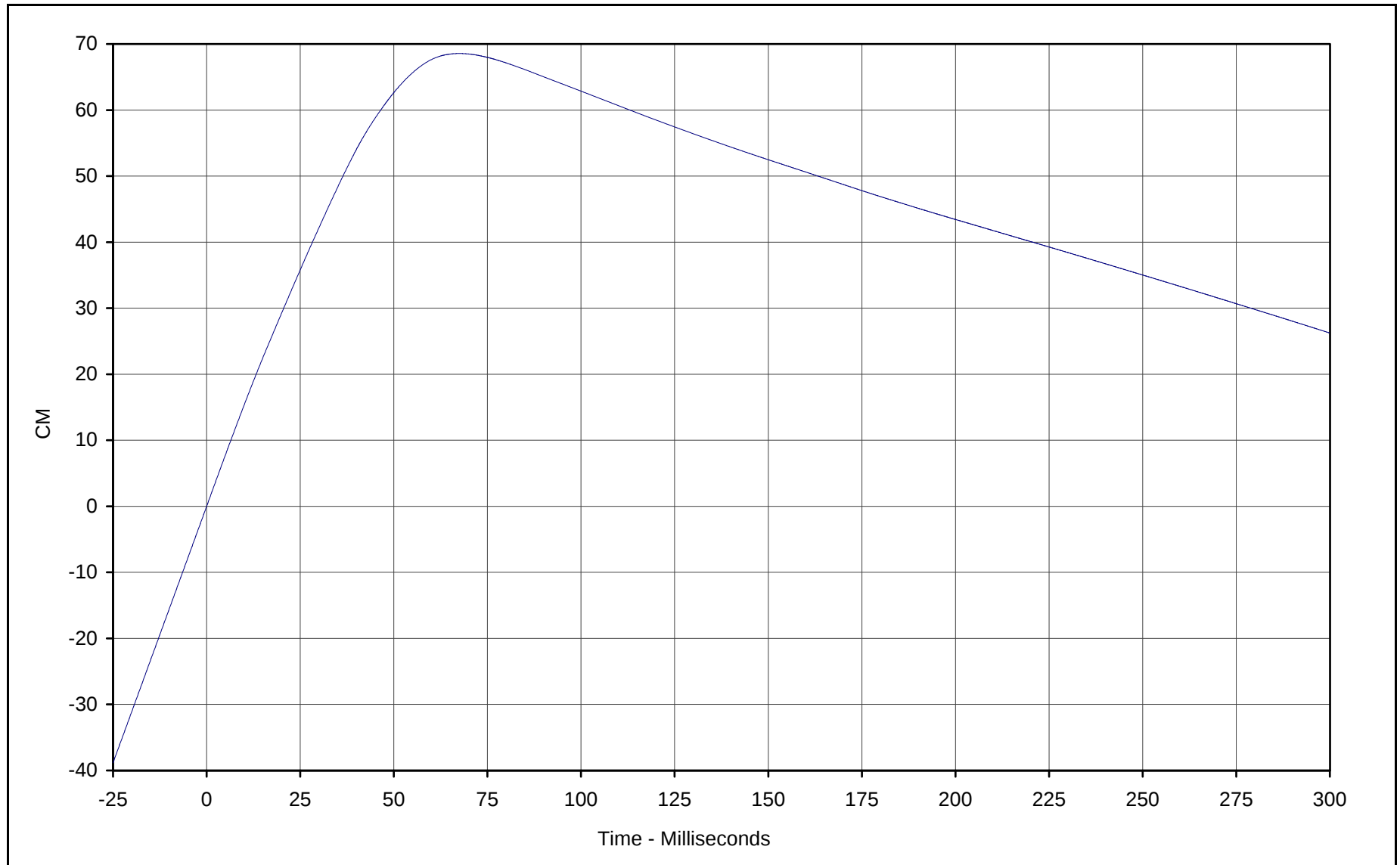
Curve Description: Vehicle Left Rear Primary Velocity
Maximum Value: 56.2 at 0.0 Milliseconds
Minimum Value: -8.0 at 87.7 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-089

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-125



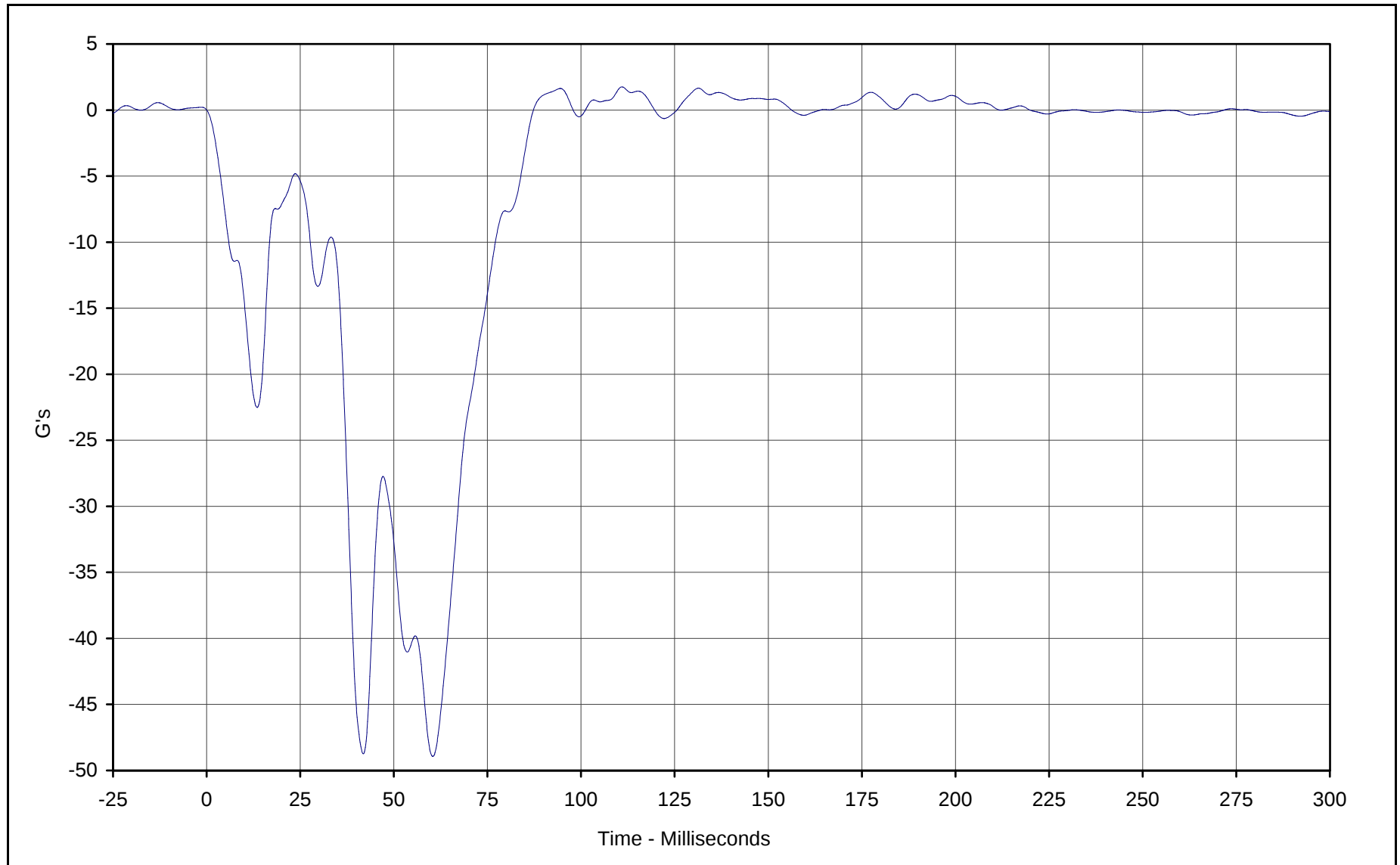
Curve Description: Vehicle Left Rear Primary Displ.
Maximum Value: 68.6 at 67.5 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-089

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-126



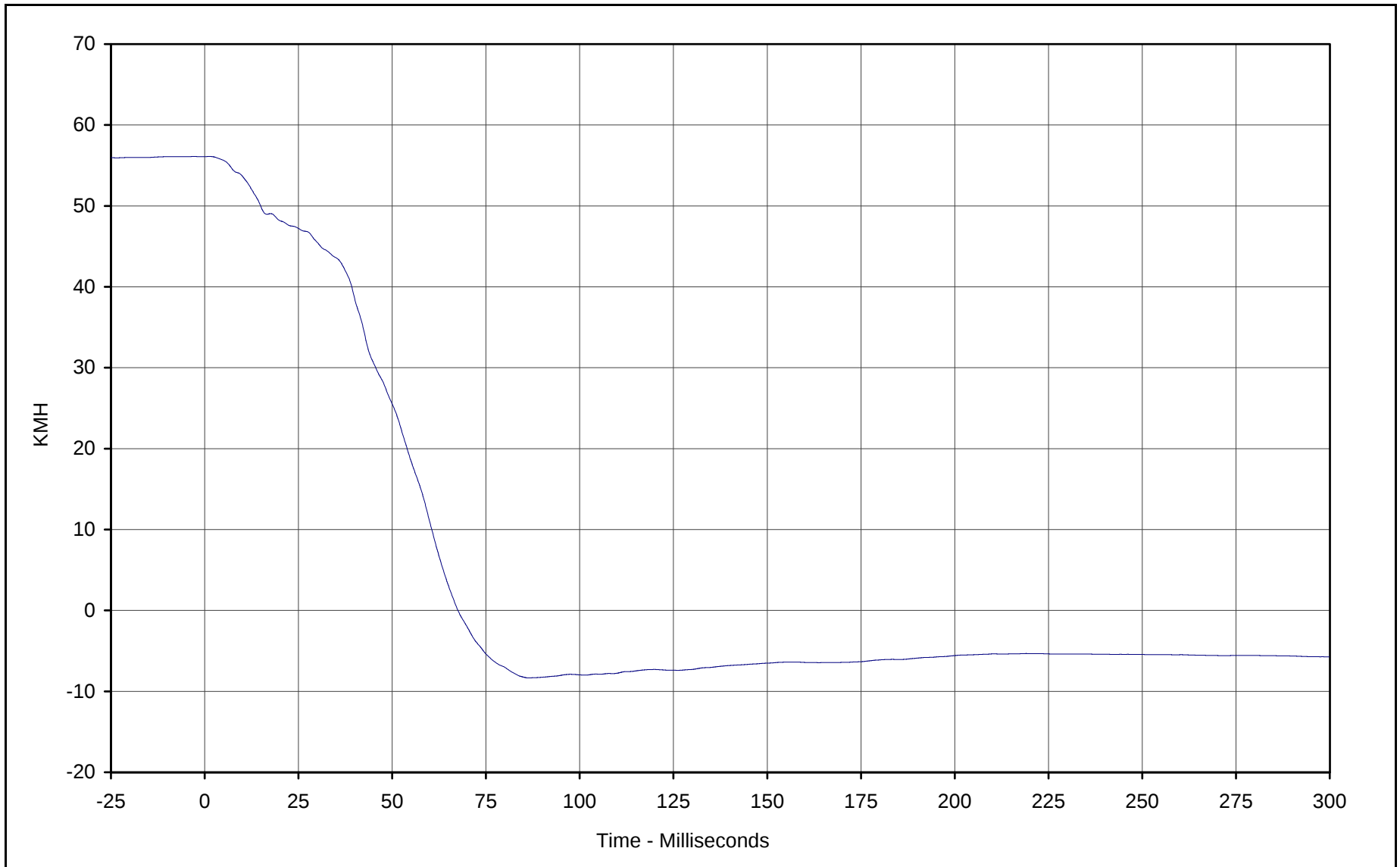
Curve Description: Vehicle Right Rear Primary
Maximum Value: 1.8 at 110.9 Milliseconds
Minimum Value: -48.9 at 60.4 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-090

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-127



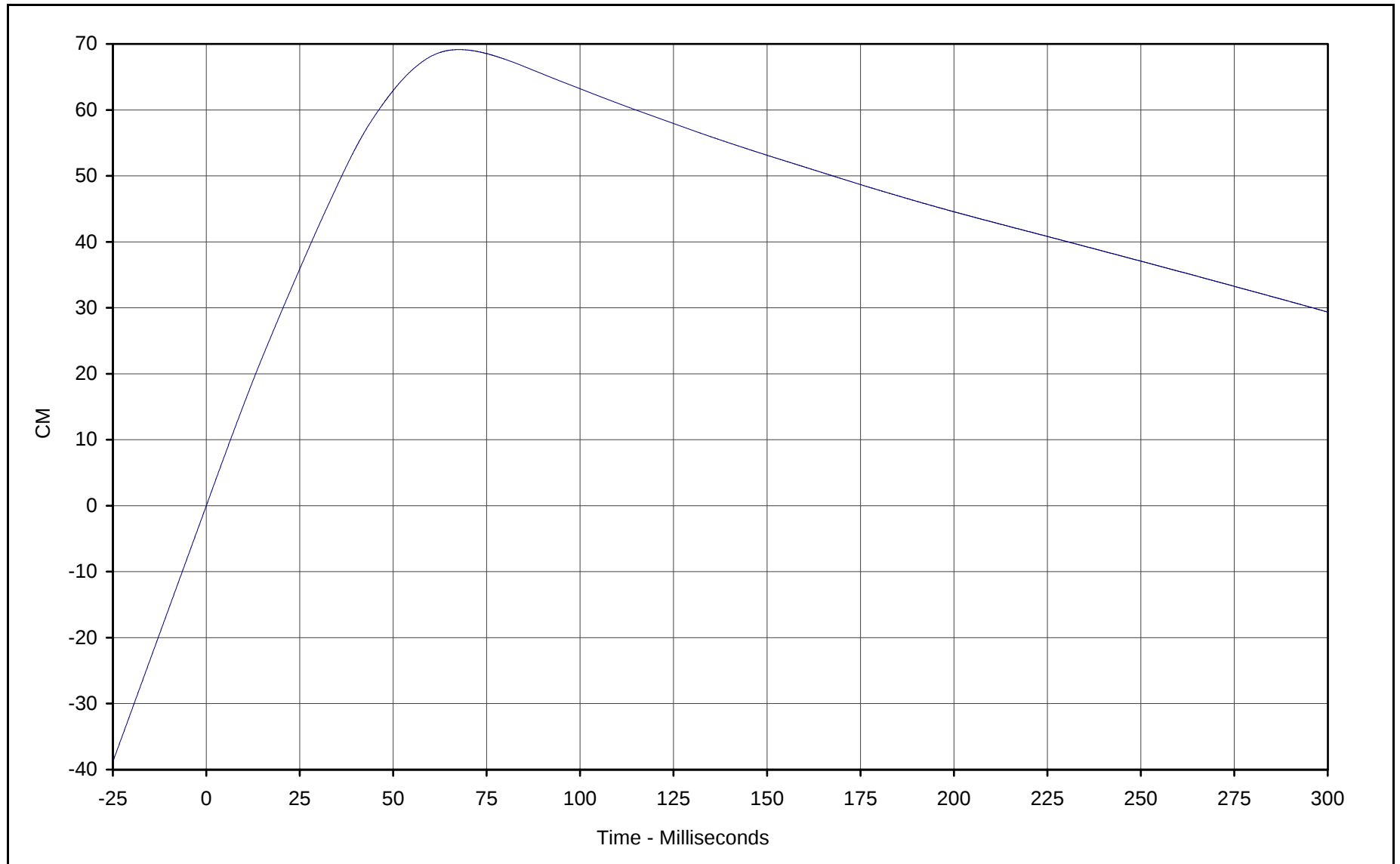
Curve Description: Vehicle Right Rear Primary Velocity
Maximum Value: 56.1 at 1.4 Milliseconds
Minimum Value: -8.3 at 86.3 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-090

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-128



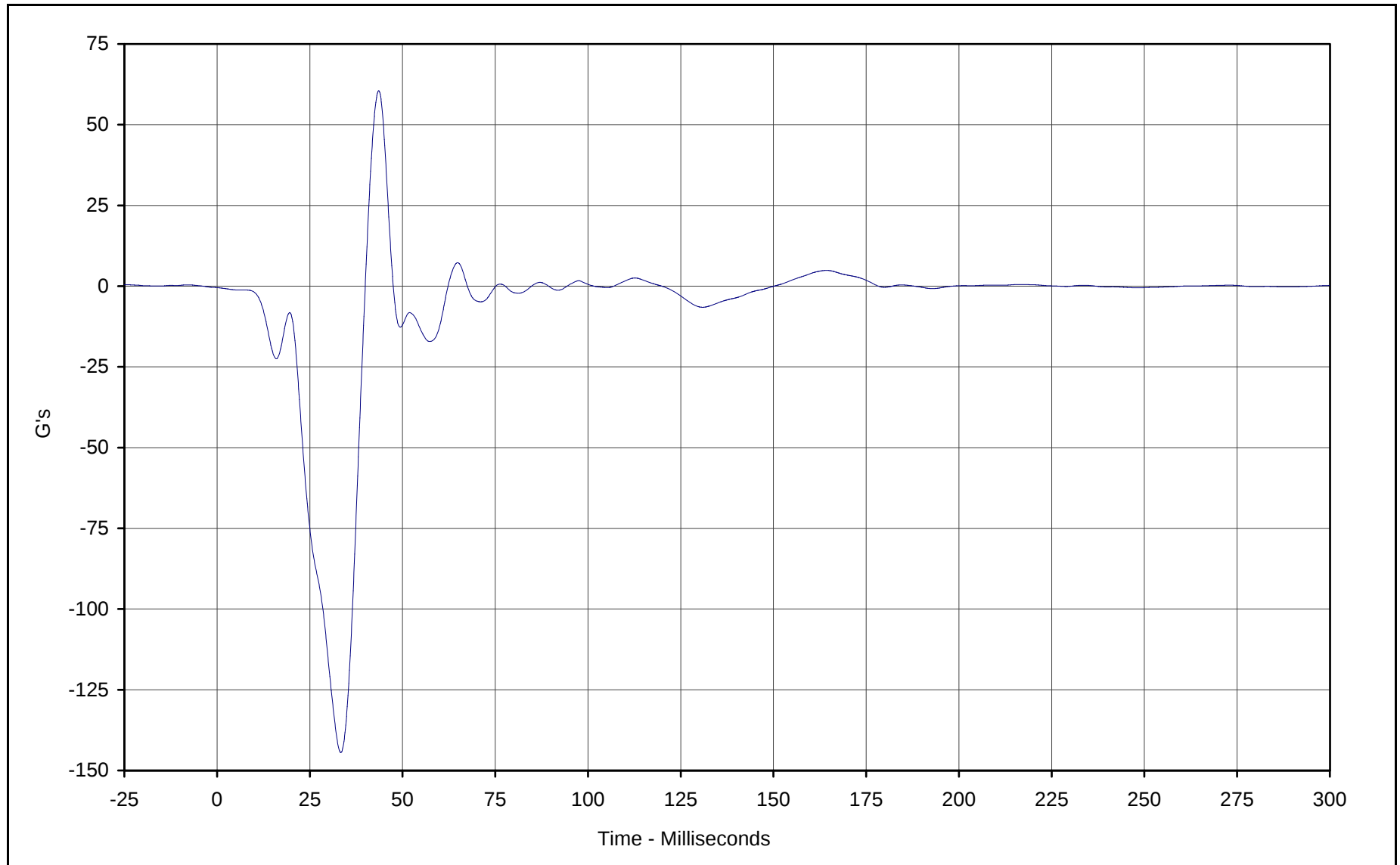
Curve Description: Vehicle Right Rear Primary Displ.
Maximum Value: 69.1 at 67.5 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-090

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-129



Curve Description: Vehicle Engine Top

Maximum Value: 60.5 at 43.6 Milliseconds

Minimum Value: -144.4 at 33.4 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

Curve Number: FIL-091

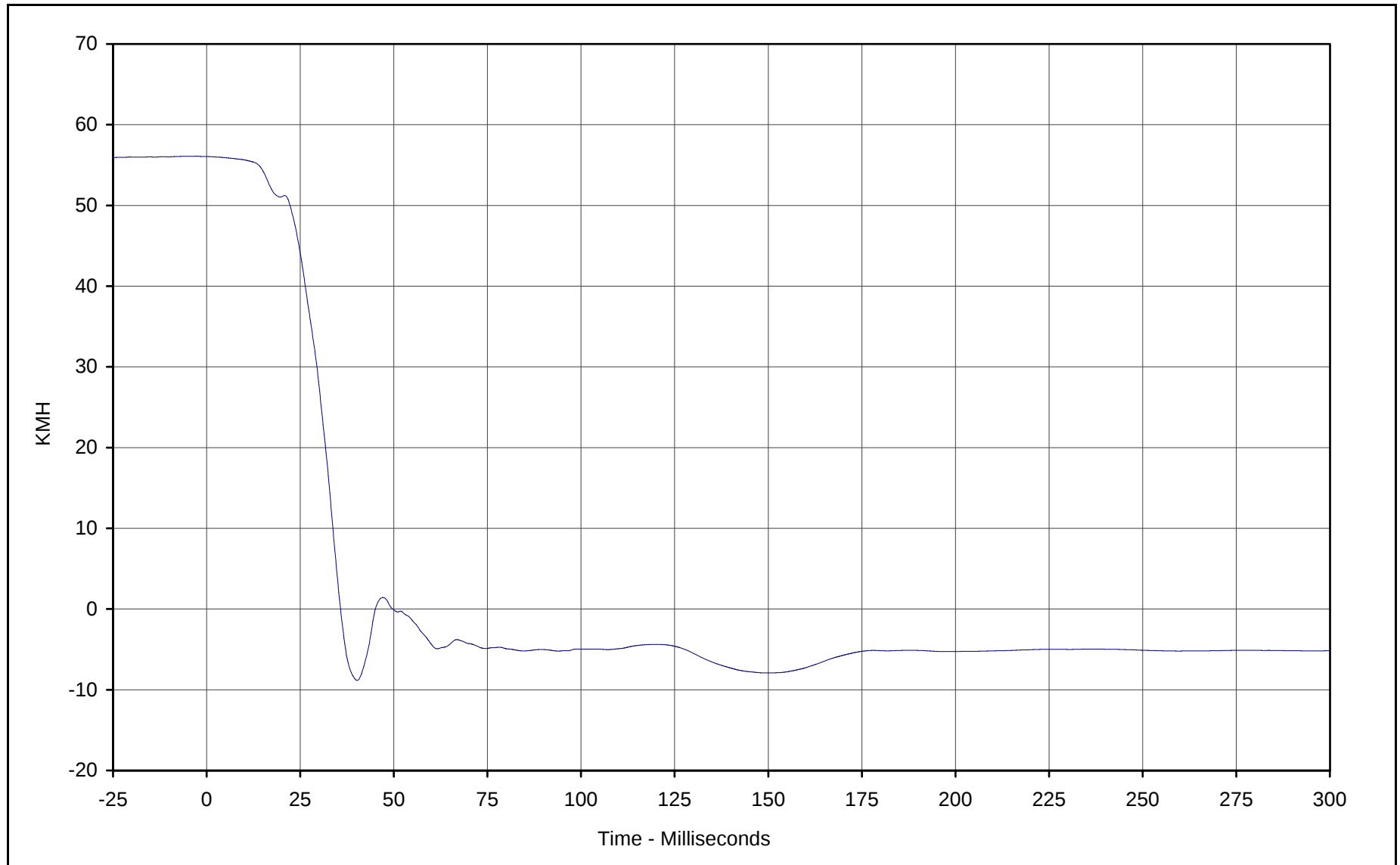
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-130



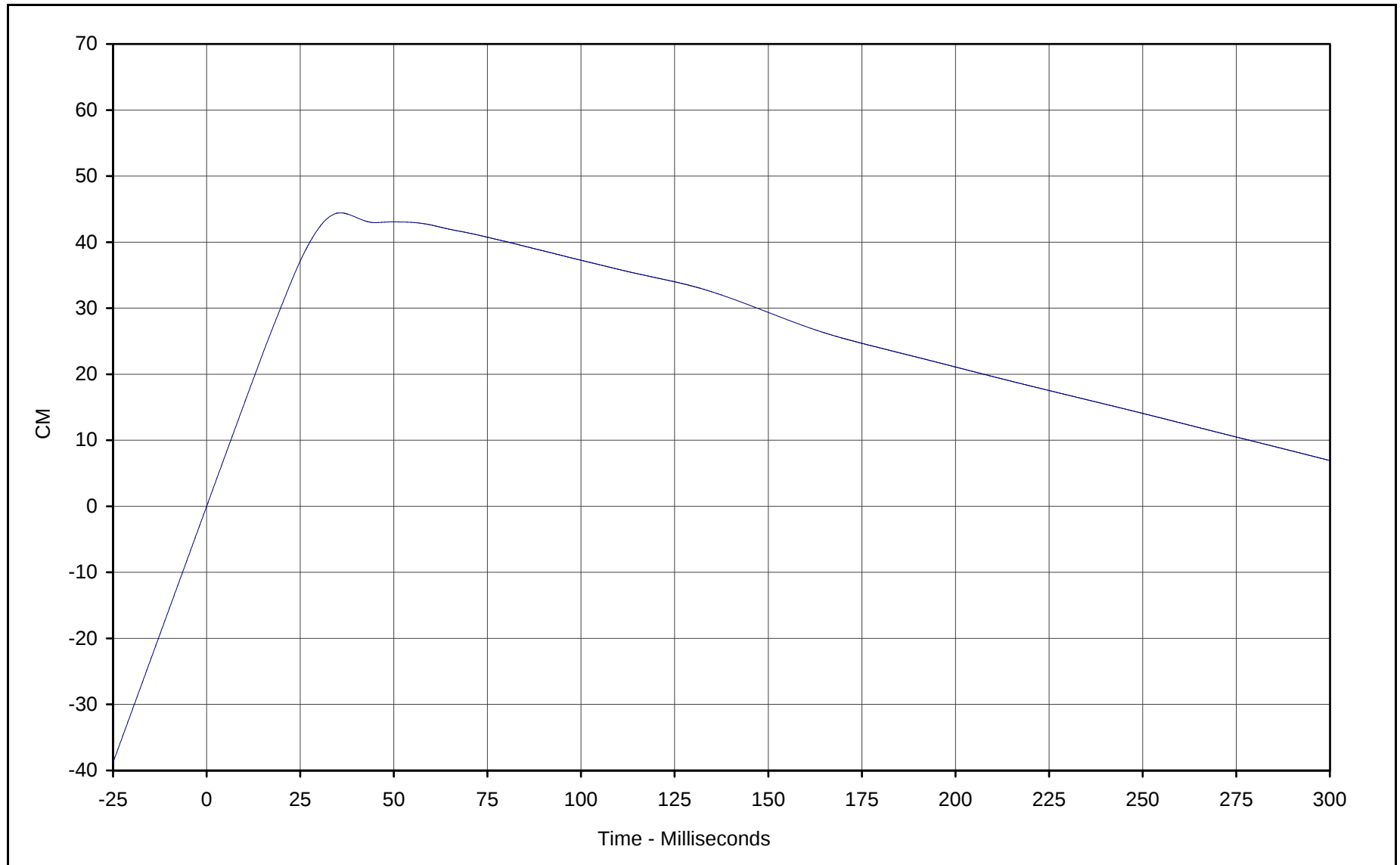
Curve Description: Vehicle Engine Top Velocity
Maximum Value: 56.1 at 0.0 Milliseconds
Minimum Value: -8.8 at 40.2 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-091

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-131



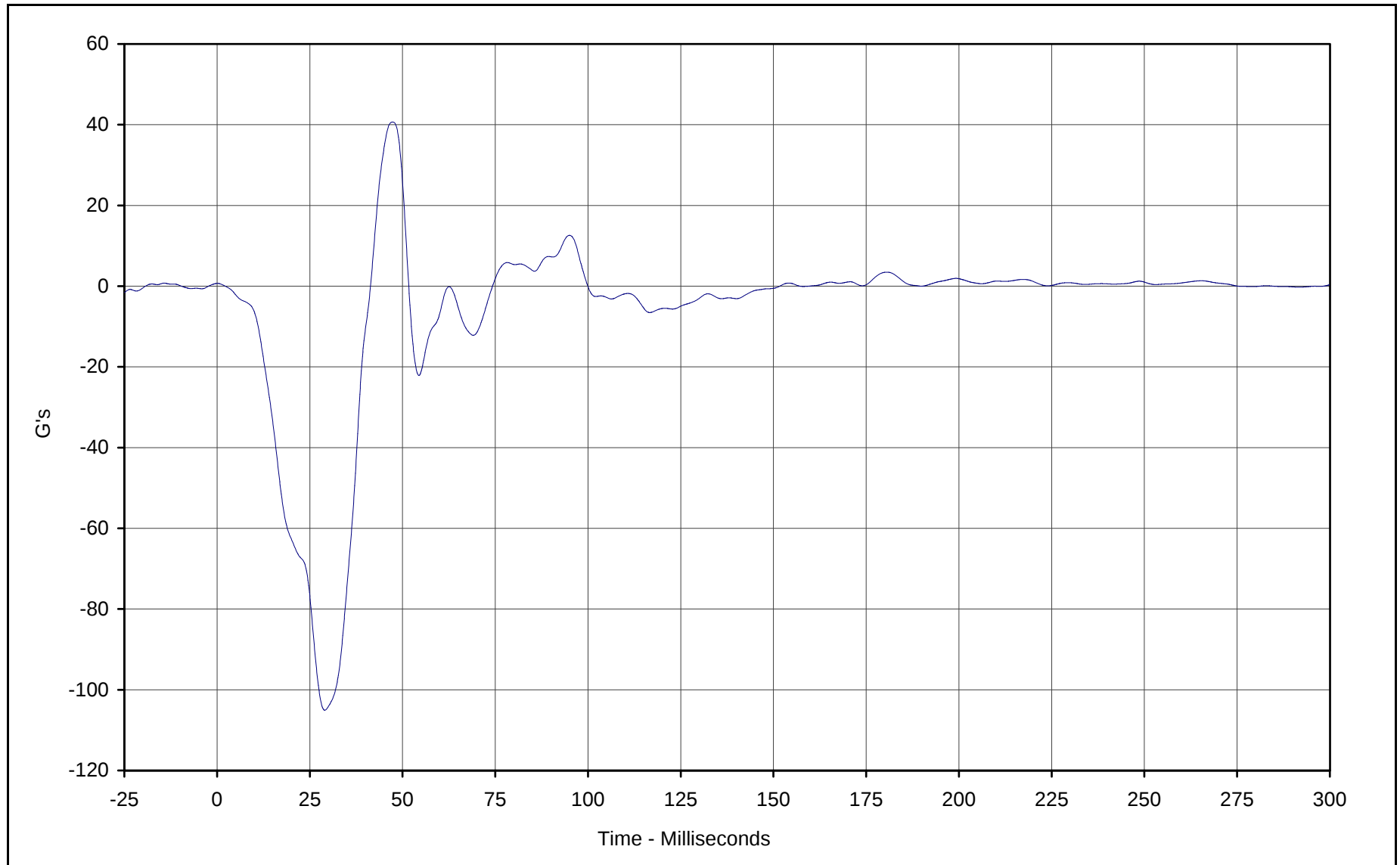
Curve Description: Vehicle Engine Top Displ.
Maximum Value: 44.4 at 35.8 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-091

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-132



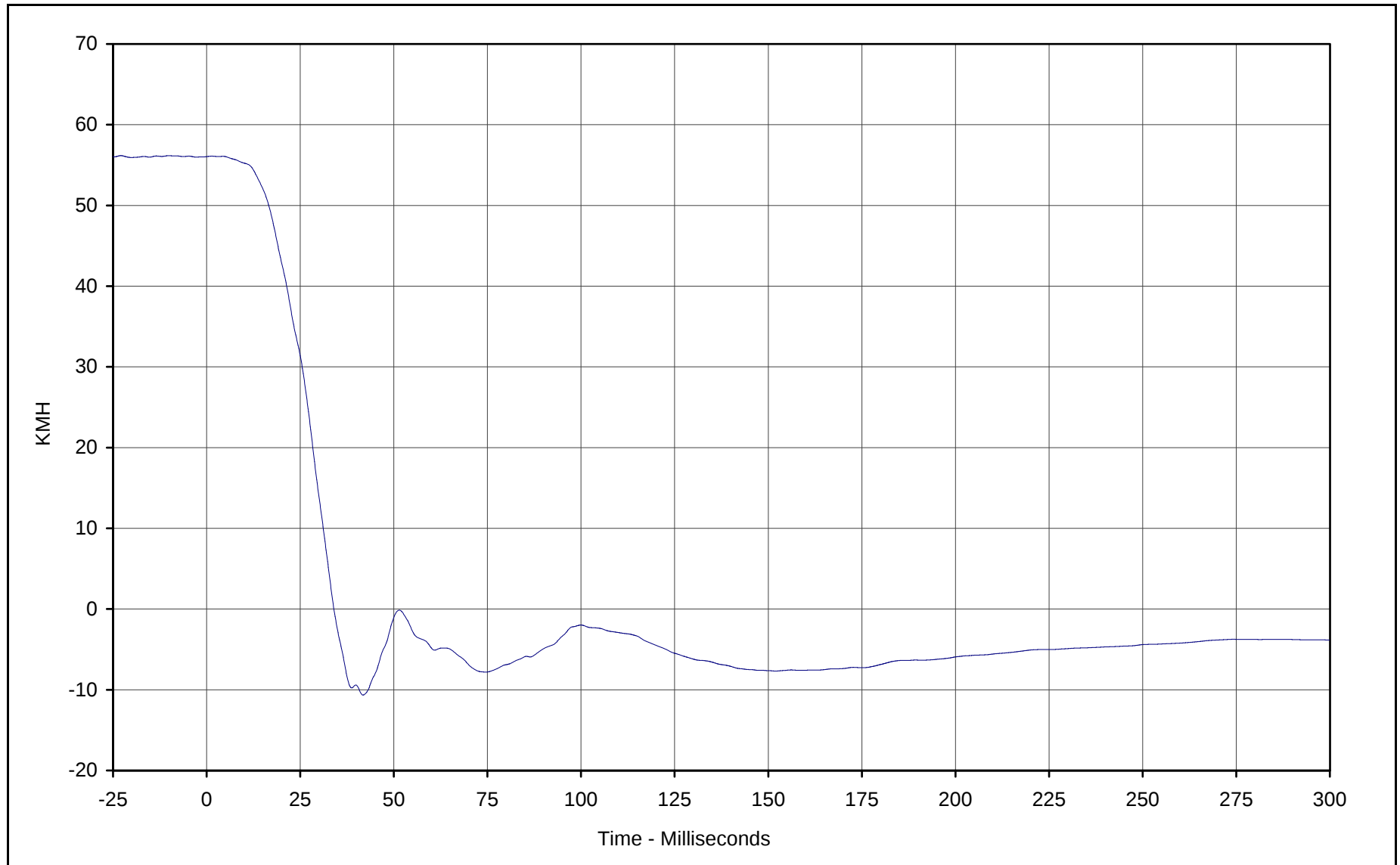
Curve Description: Vehicle Engine Bottom
Maximum Value: 40.7 at 47.3 Milliseconds
Minimum Value: -105.1 at 29.0 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-092

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-133



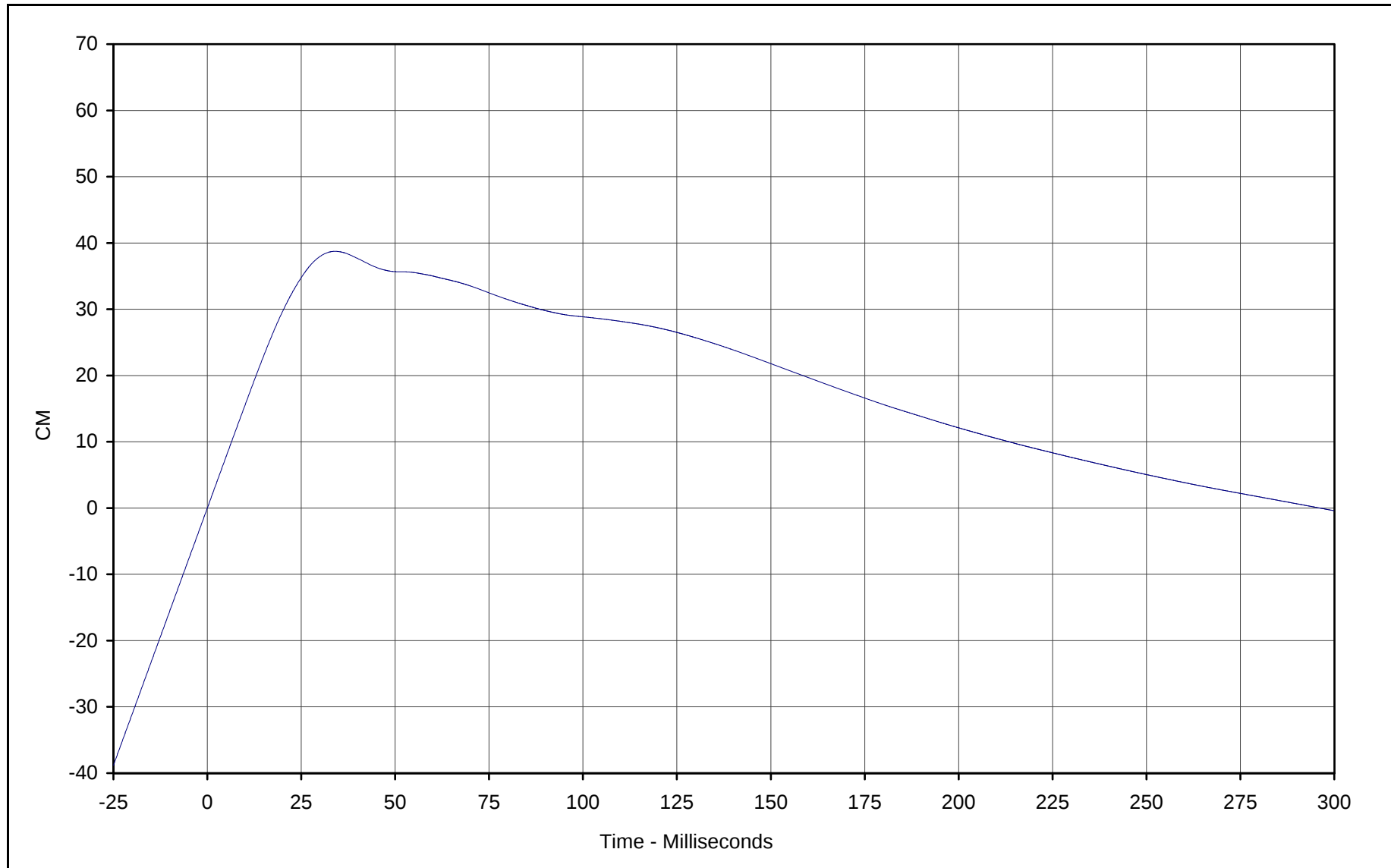
Curve Description: Vehicle Engine Bottom Velocity
Maximum Value: 56.1 at 1.4 Milliseconds
Minimum Value: -10.7 at 41.8 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-092

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-134



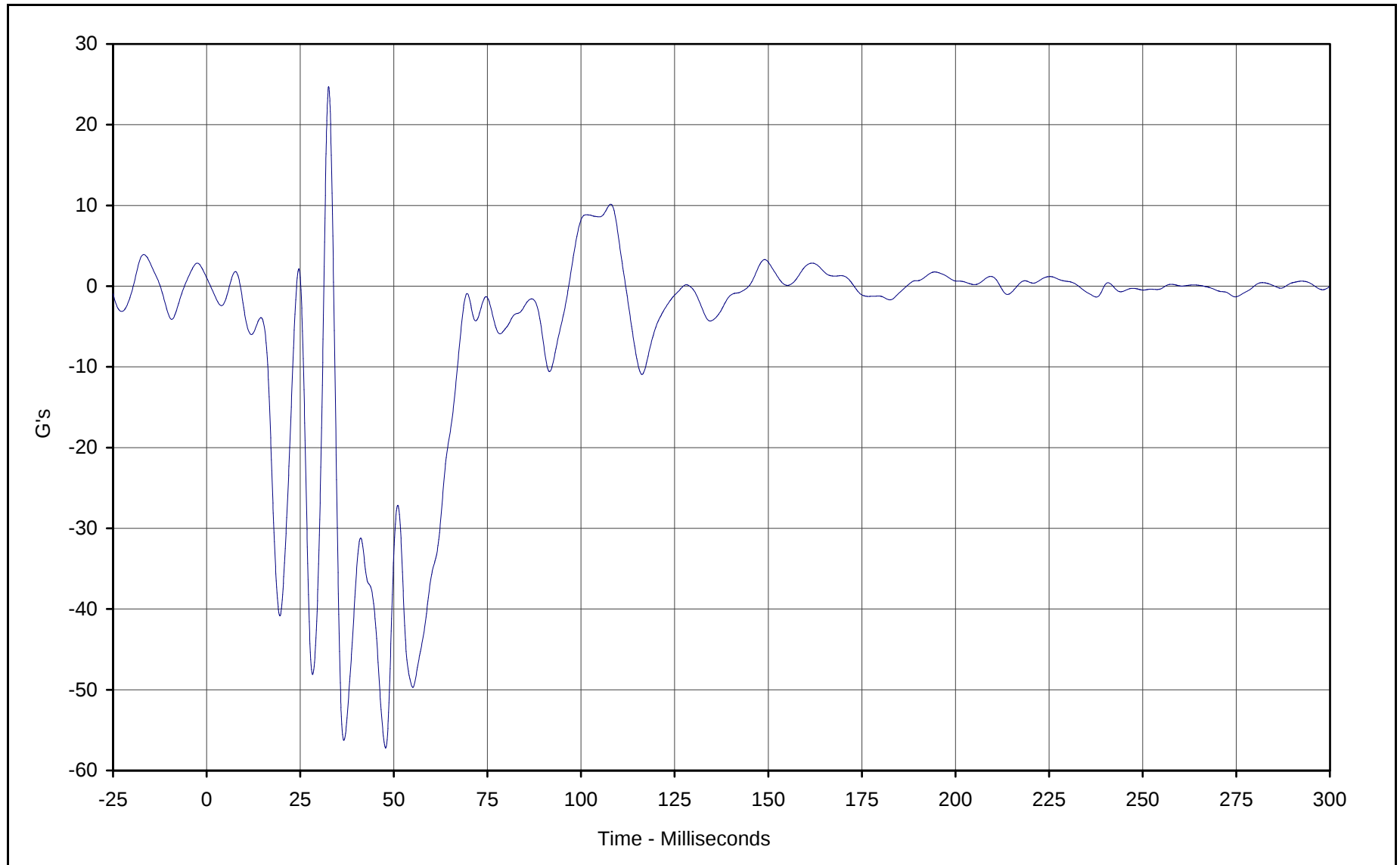
Curve Description: Vehicle Engine Bottom Displ.
Maximum Value: 38.7 at 34.0 Milliseconds
Minimum Value: -0.4 at 299.9 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-092

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-135



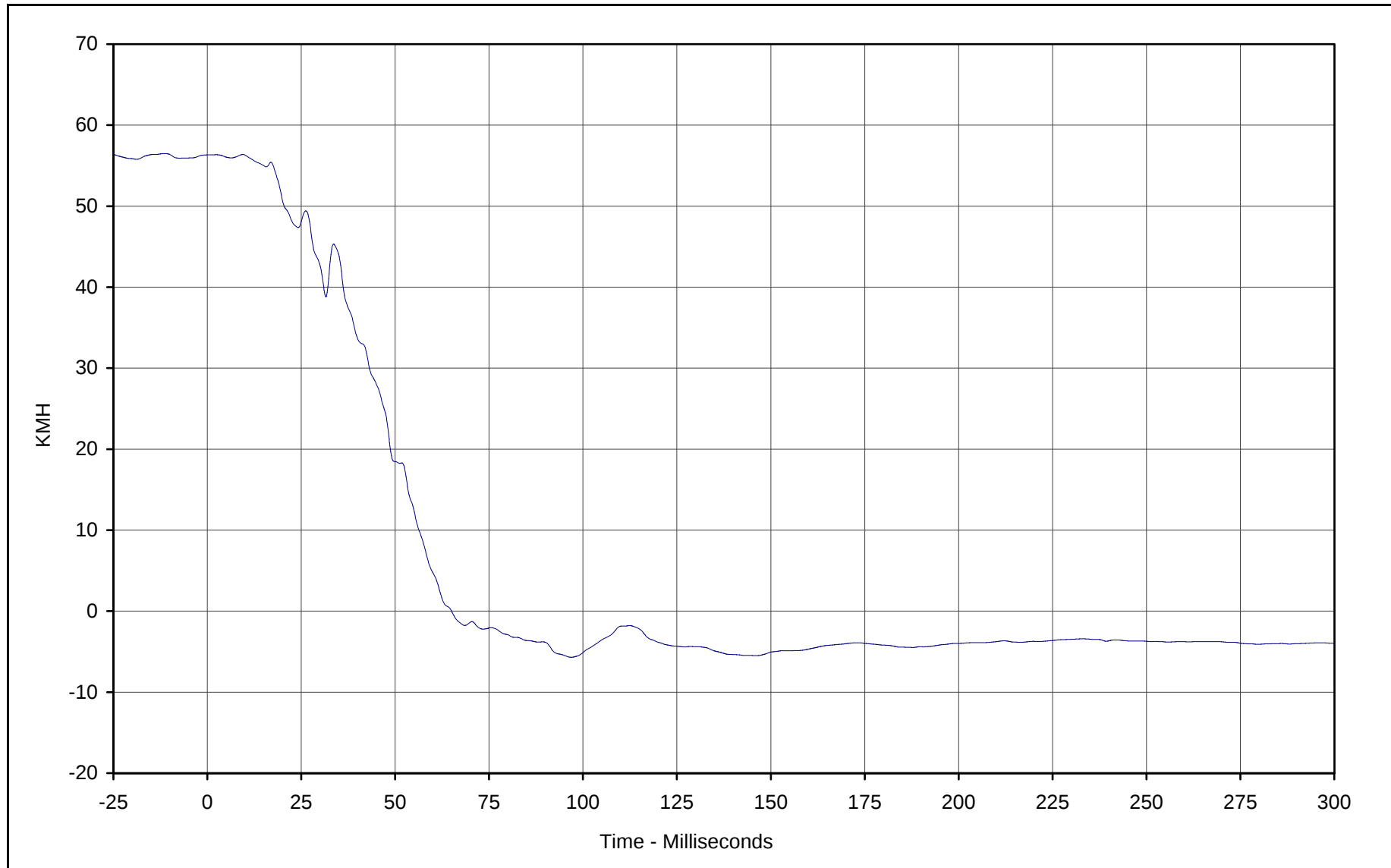
Curve Description: Vehicle Left Brake Caliper
Maximum Value: 24.7 at 32.6 Milliseconds
Minimum Value: -57.2 at 47.8 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-093

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-136



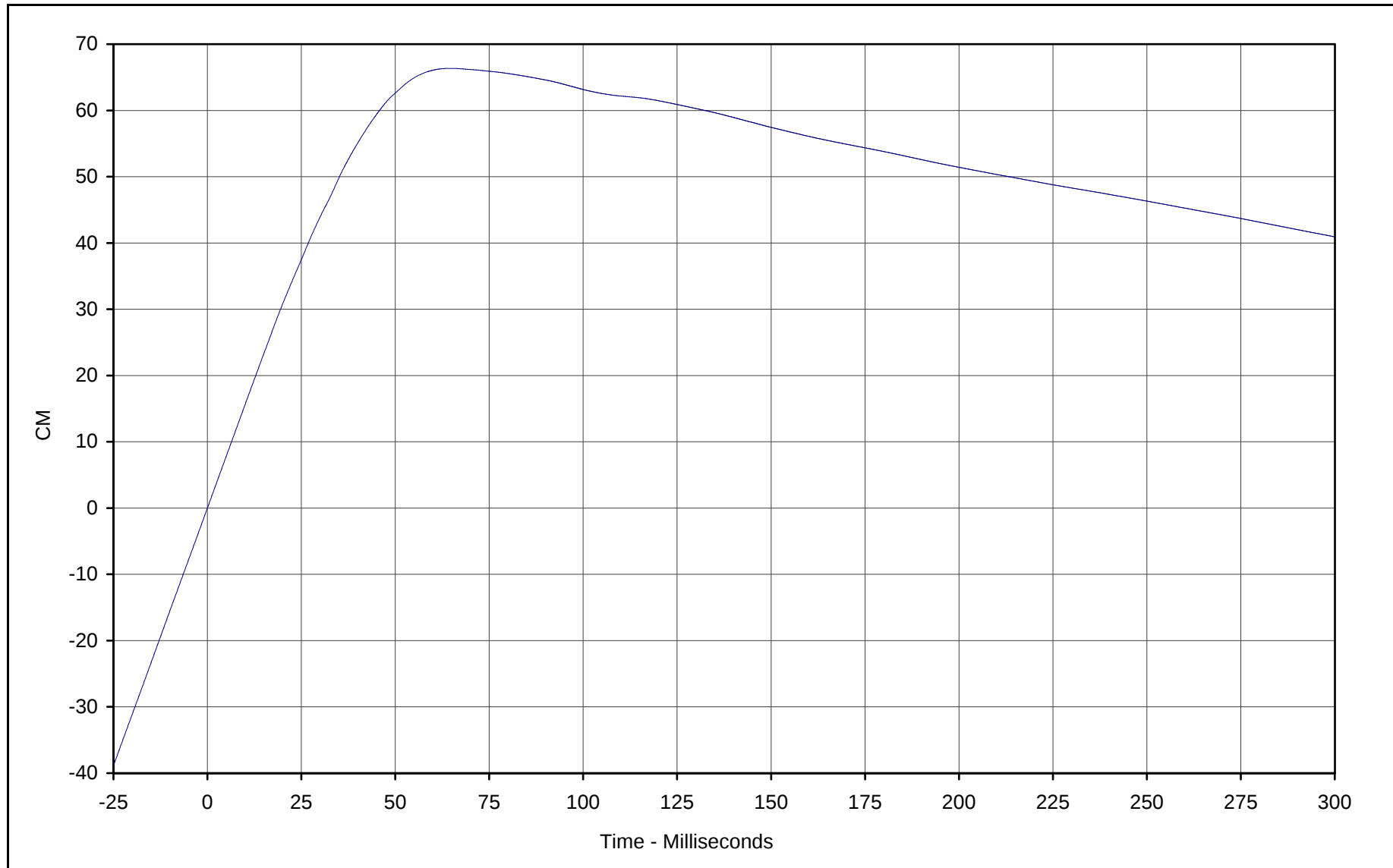
Curve Description: Vehicle Left Brake Caliper Velocity
Maximum Value: 56.4 at 9.4 Milliseconds
Minimum Value: -5.7 at 96.8 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-093

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-137



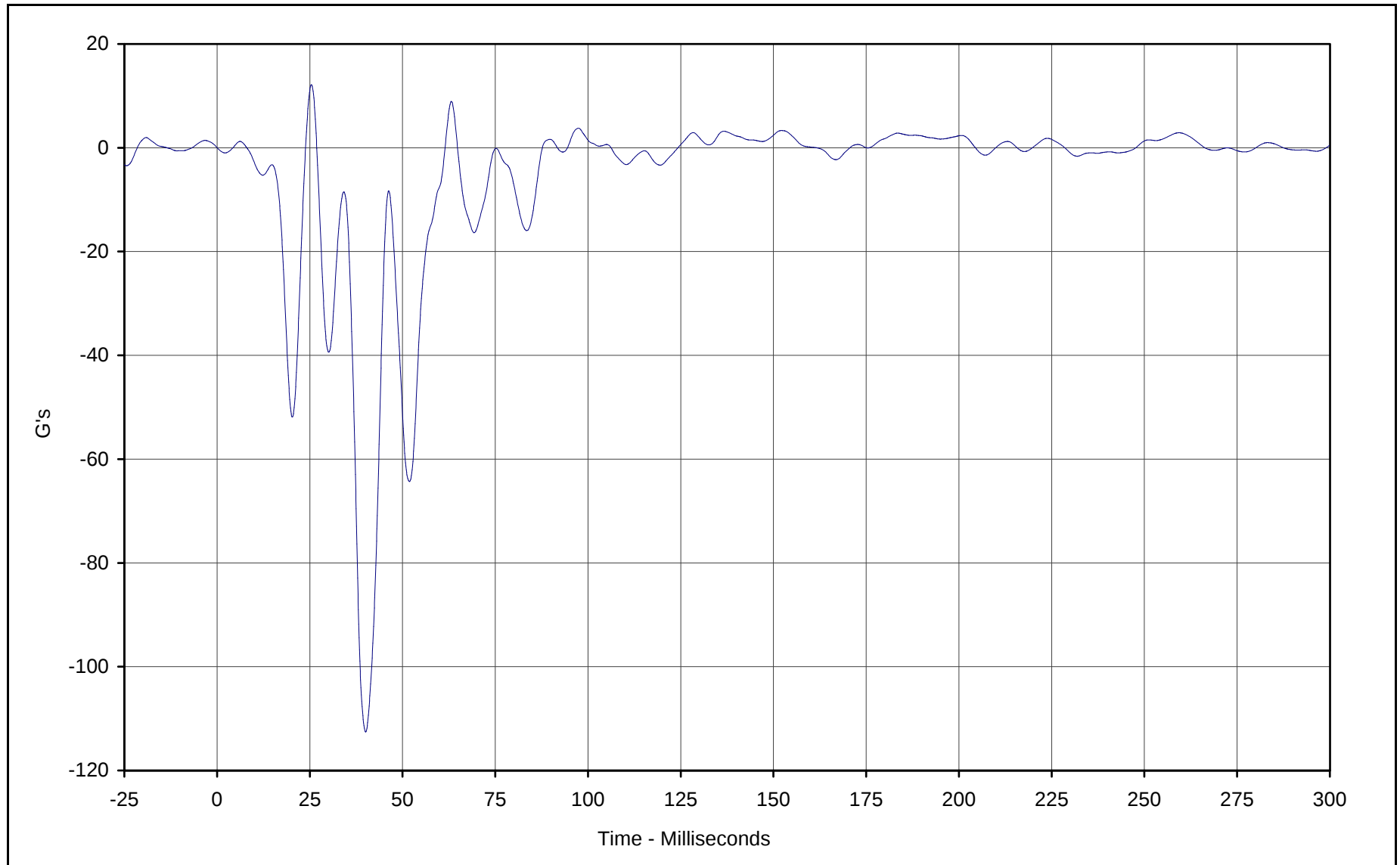
Curve Description: Vehicle Left Brake Caliper Displ.
Maximum Value: 66.3 at 65.0 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-093

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-138



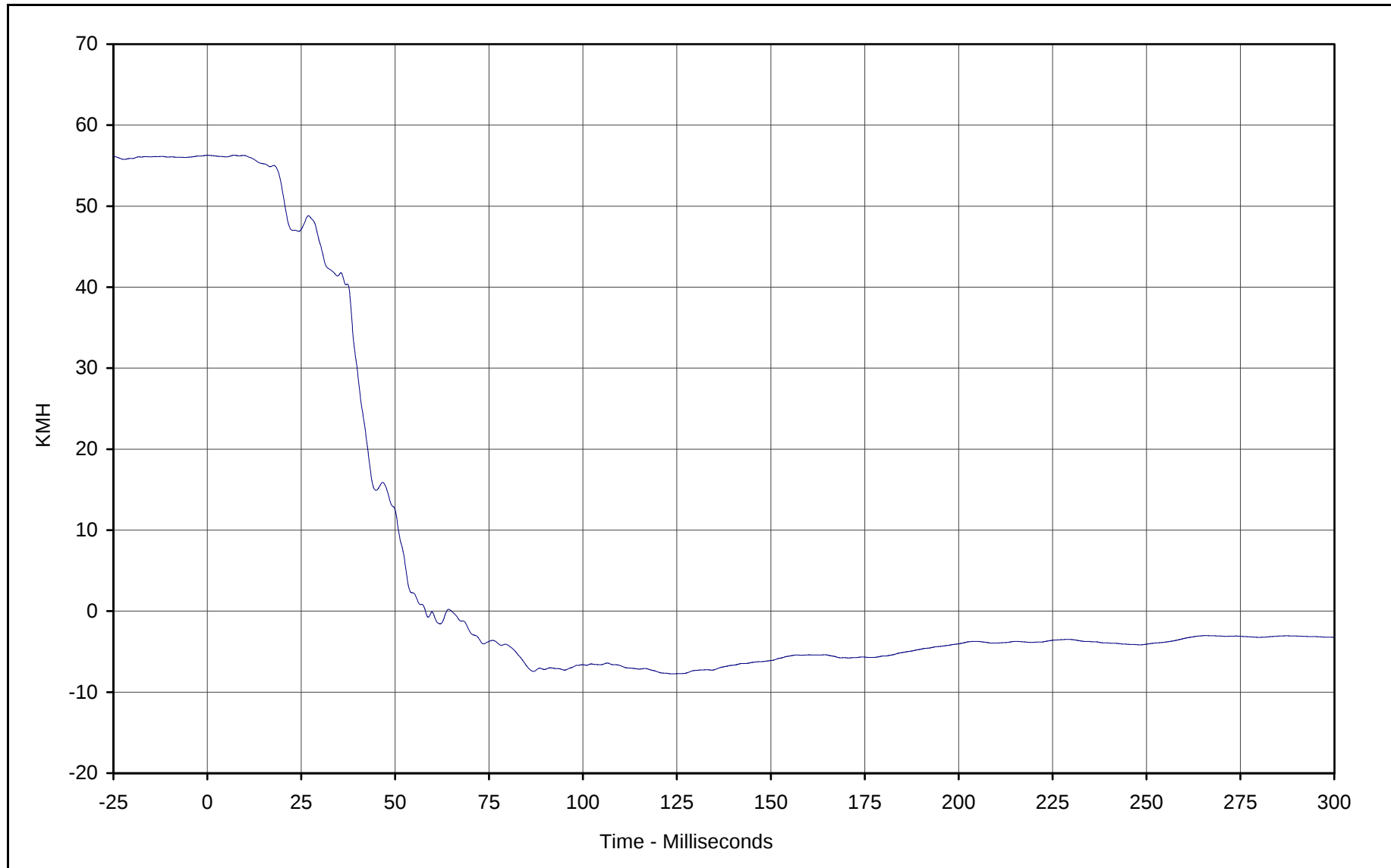
Curve Description: Vehicle Right Brake Caliper
Maximum Value: 12.2 at 25.4 Milliseconds
Minimum Value: -112.6 at 40.1 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-094

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-139



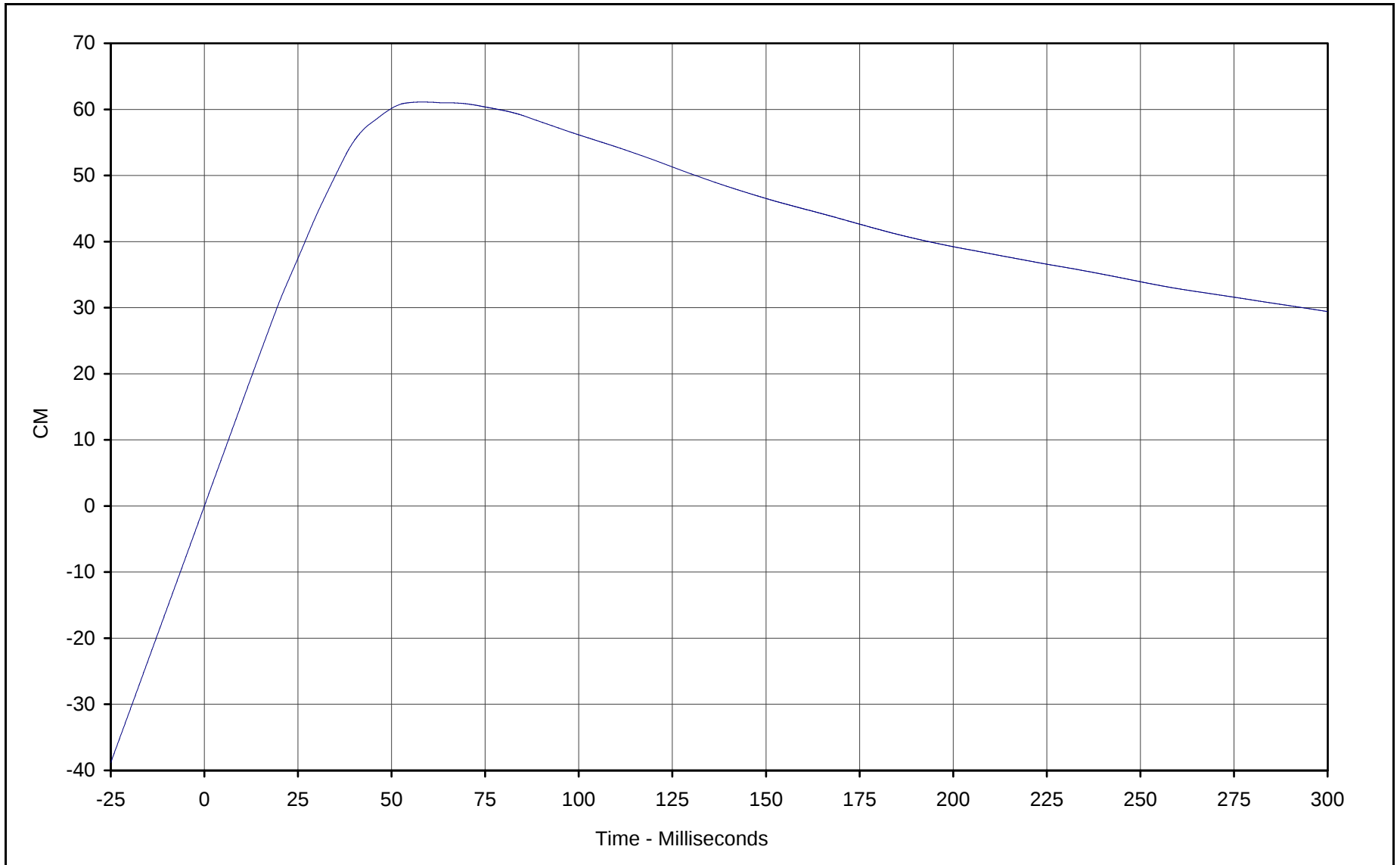
Curve Description: Vehicle Right Brake Caliper Velocity
Maximum Value: 56.3 at 7.2 Milliseconds
Minimum Value: -7.7 at 123.8 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-094

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-140



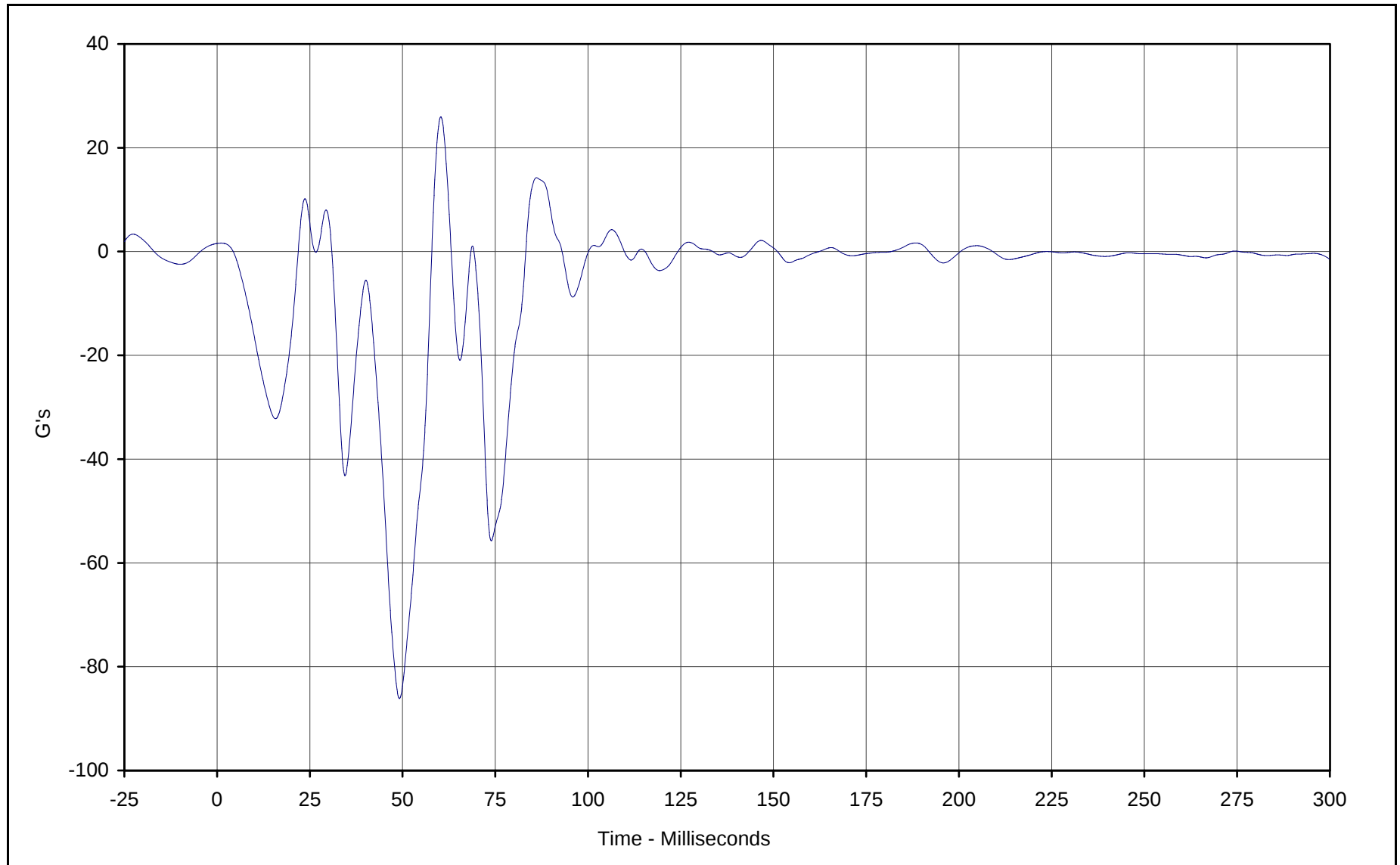
Curve Description: Vehicle Right Brake Caliper Displ.
Maximum Value: 61.1 at 58.1 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-094

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-141



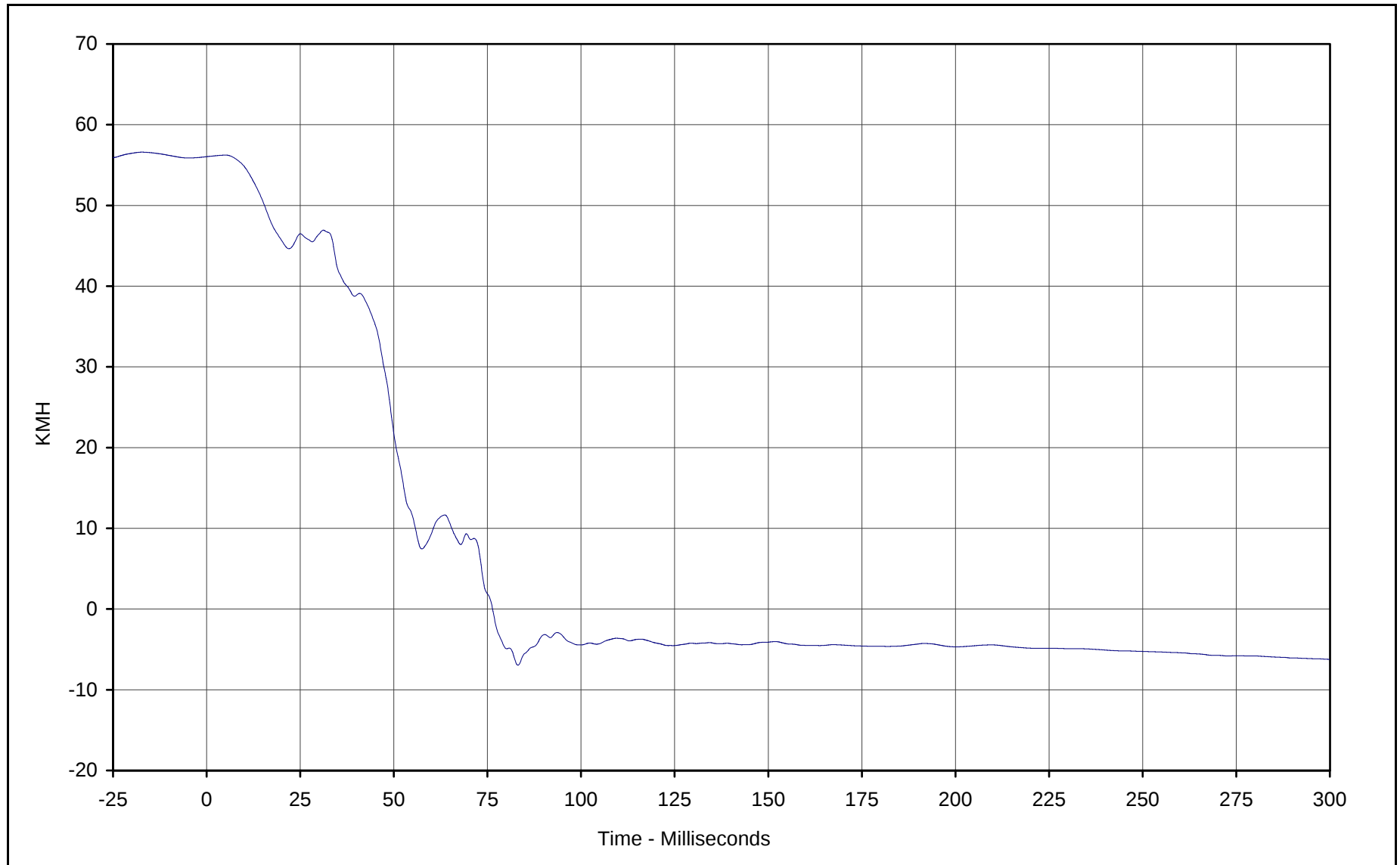
Curve Description: Vehicle Instrument Panel
Maximum Value: 26.0 at 60.3 Milliseconds
Minimum Value: -86.1 at 49.2 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-095

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-142



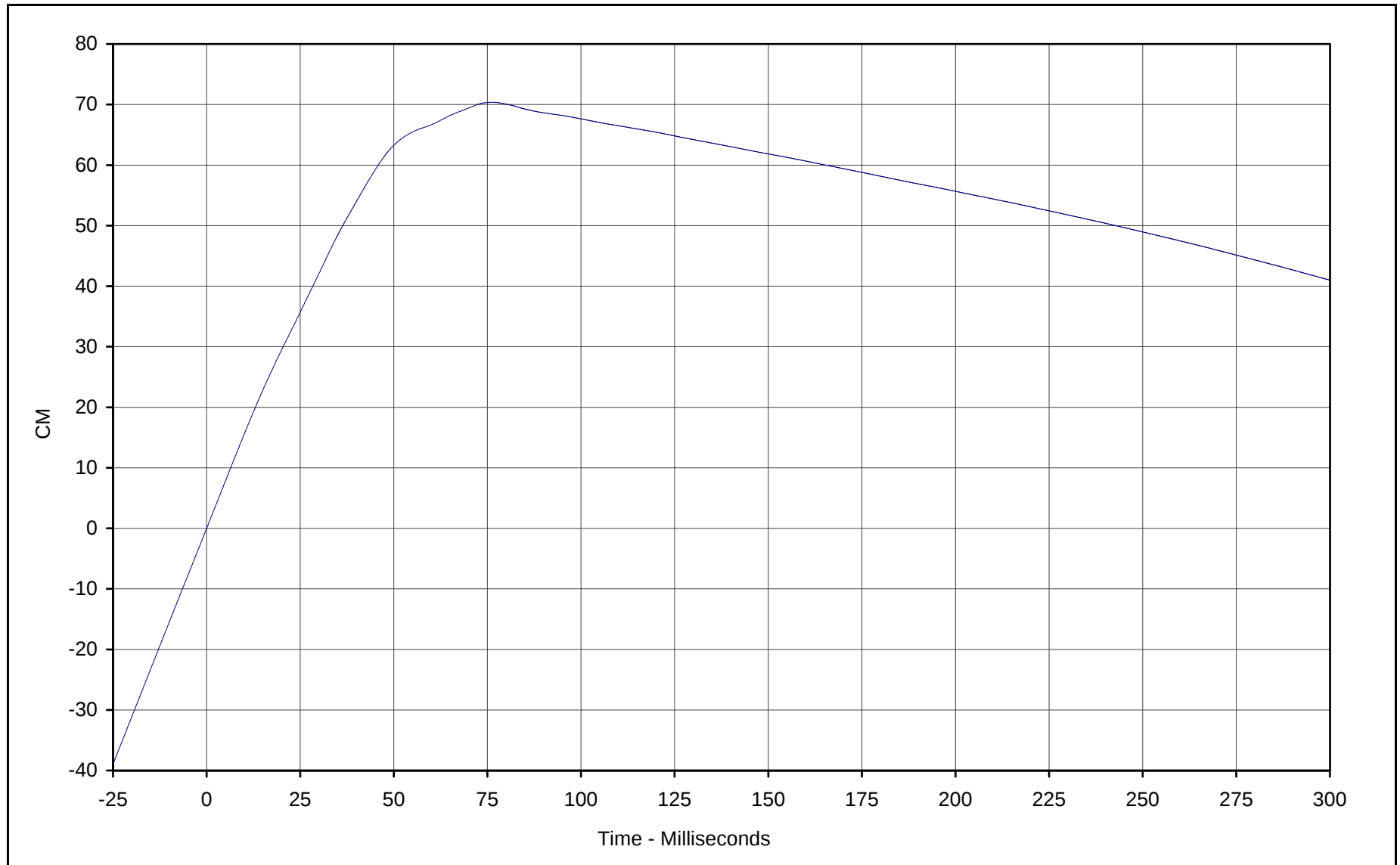
Curve Description: Vehicle Instrument Panel Velocity
Maximum Value: 56.2 at 5.0 Milliseconds
Minimum Value: -7.0 at 83.1 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN1-095

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-143



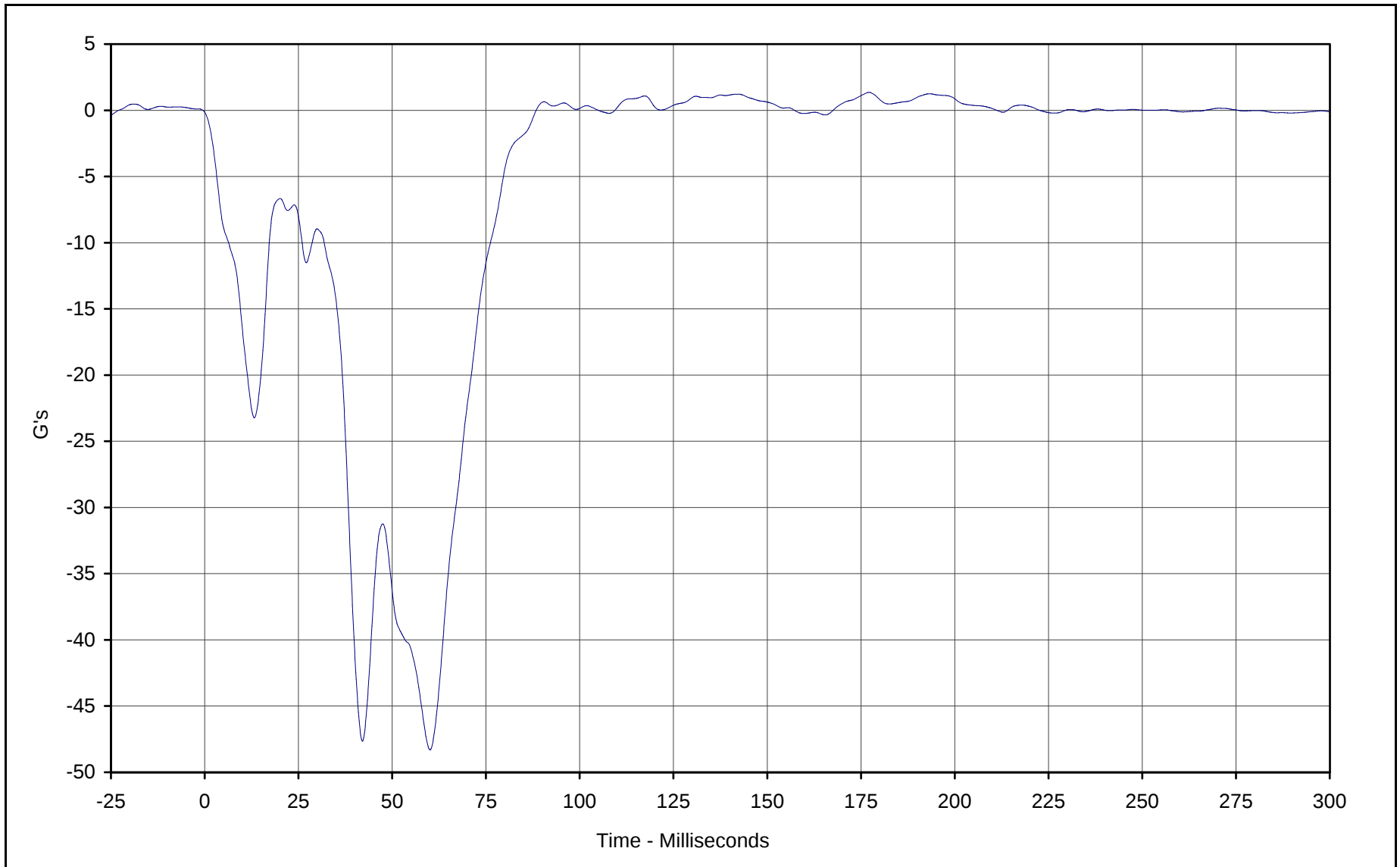
Curve Description: Vehicle Instrument Panel Displ.
Maximum Value: 70.4 at 76.4 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-095

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-144



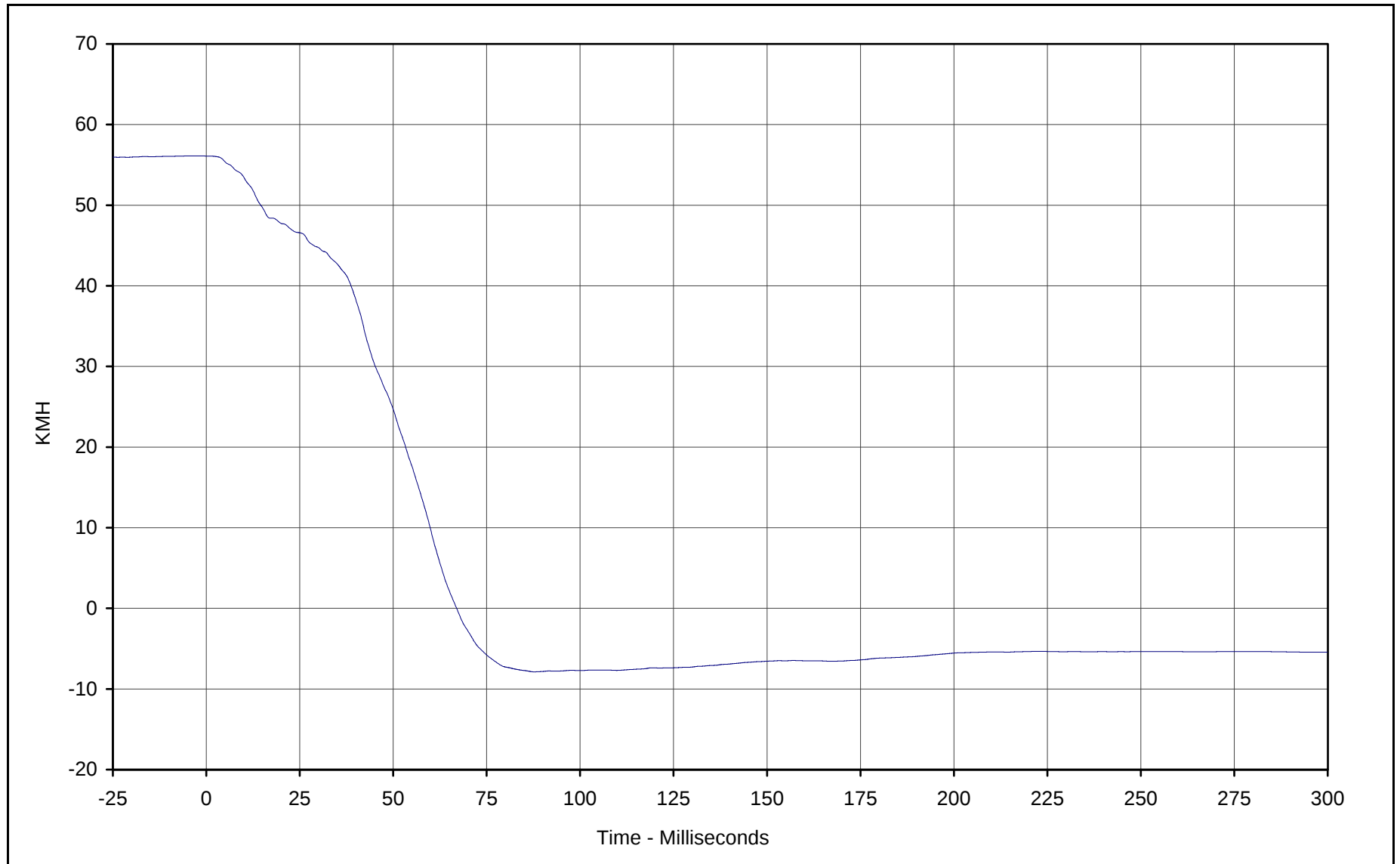
Curve Description: Vehicle Left Rear Redundant
Maximum Value: 1.4 at 177.1 Milliseconds
Minimum Value: -48.3 at 60.1 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-096

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

B-145



Curve Description: Vehicle Left Rear Redundant Velocity

Maximum Value: 56.1 at 0.0 Milliseconds

Minimum Value: -7.9 at 87.8 Milliseconds

SAE Filter Class: 180

Date of Test: 3/1/01

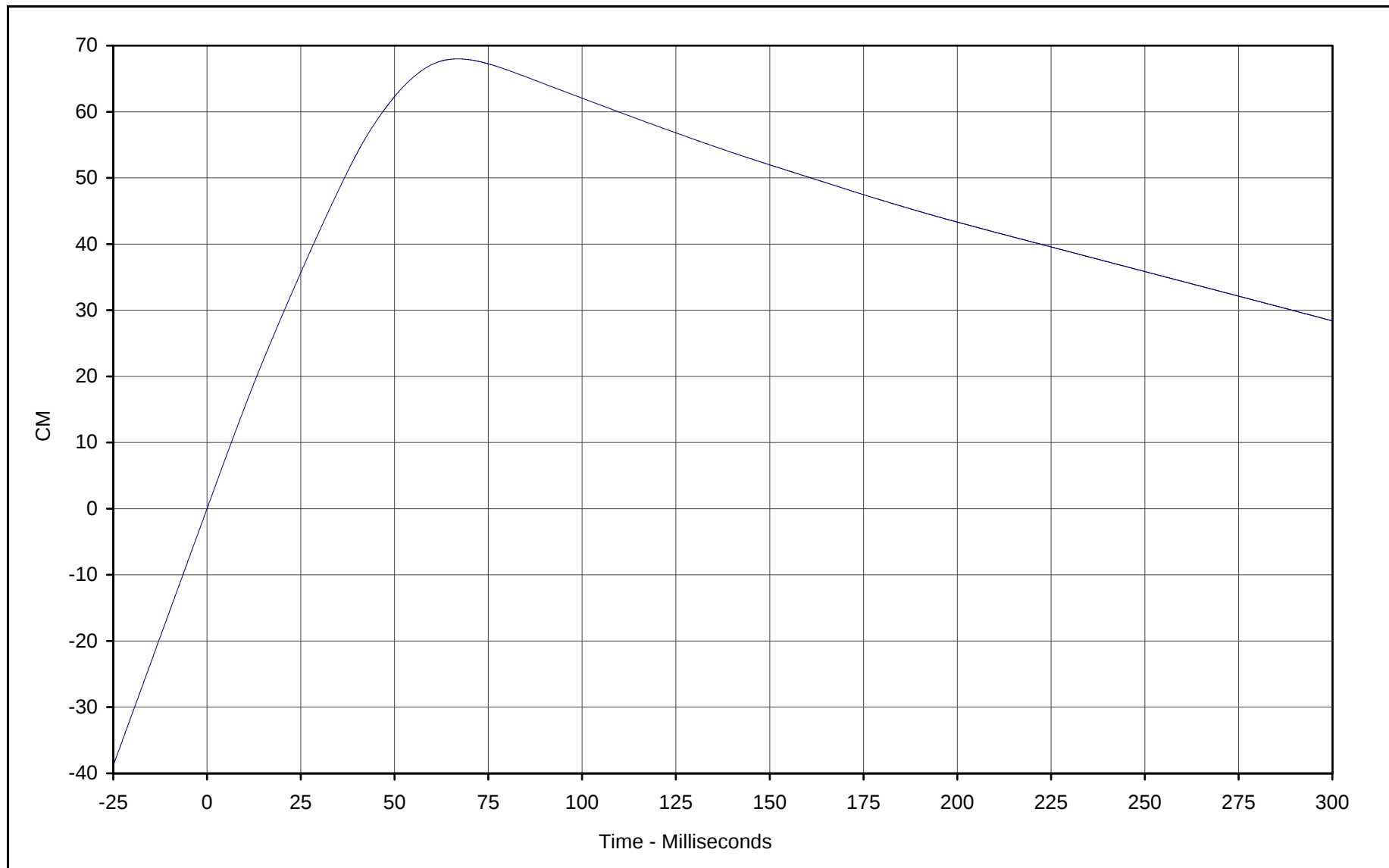
Curve Number: IN1-096

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15



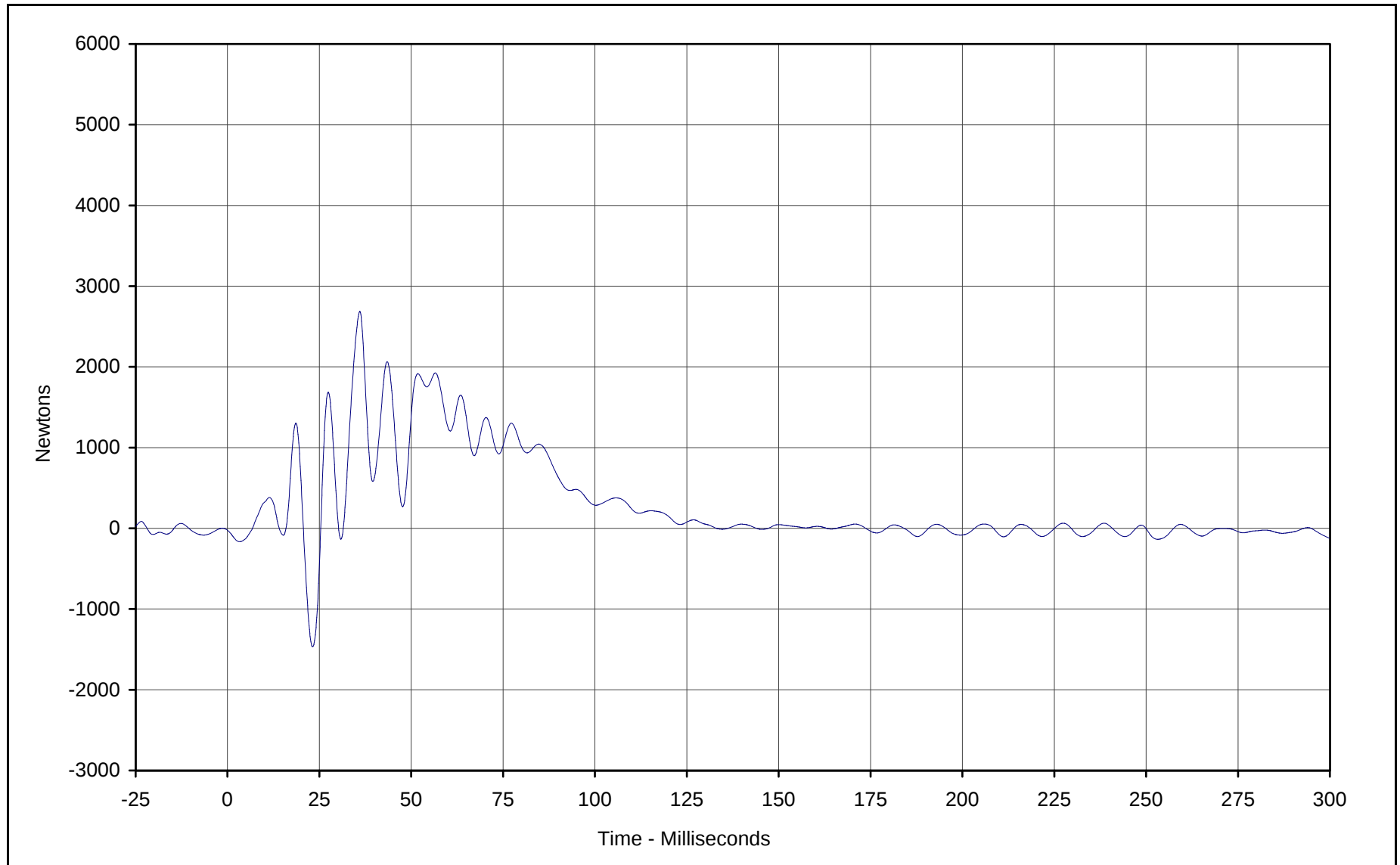
Curve Description: Vehicle Left Rear Redundant Displ.
Maximum Value: 68.0 at 67.0 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 3/1/01
Curve Number: IN2-096

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



APPENDIX C
LOAD CELL BARRIER INFORMATION

C-1



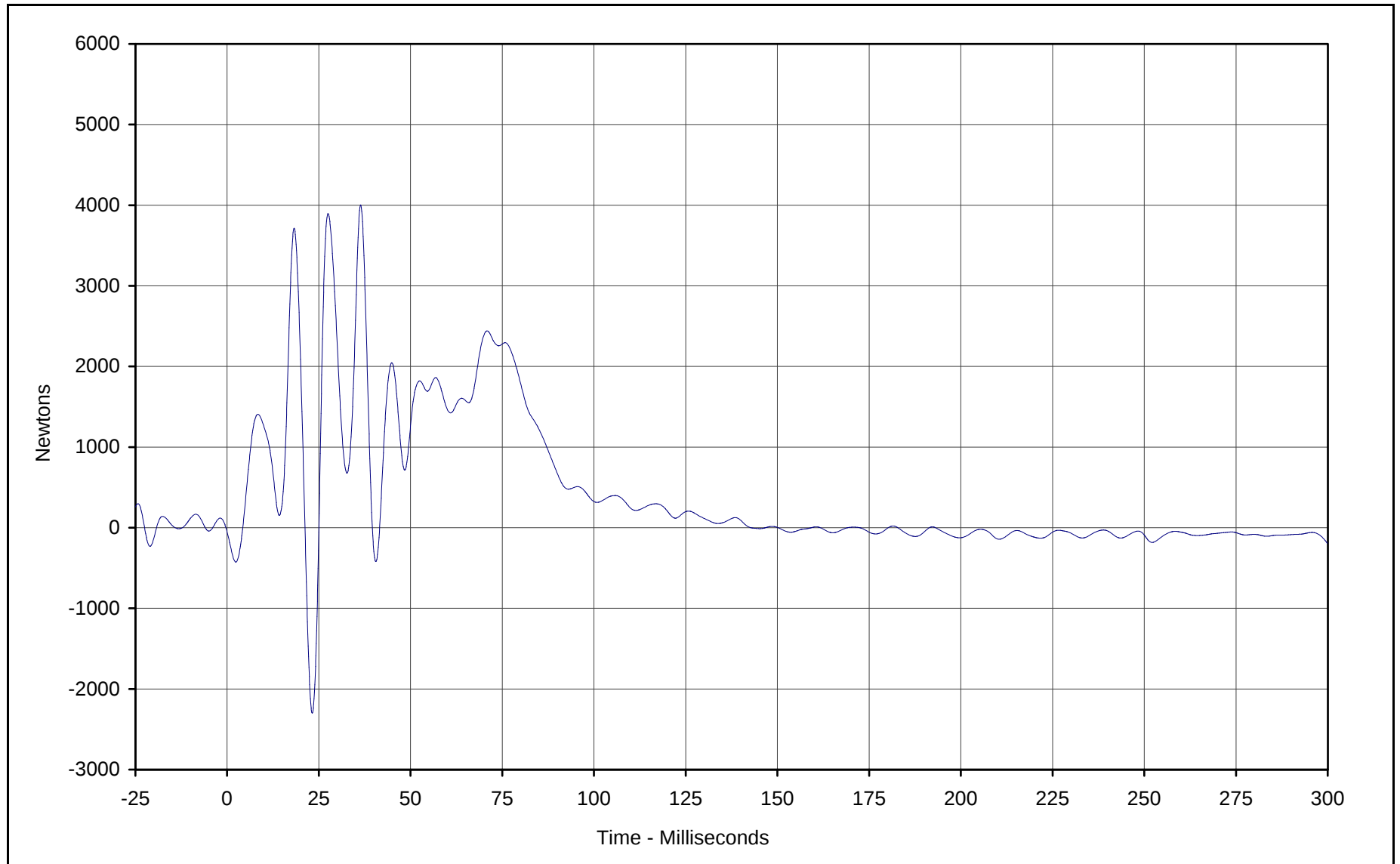
Curve Description: Barrier Force A2
Maximum Value: 2689.2 at 36.0 Milliseconds
Minimum Value: -1469.3 at 23.2 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-099

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-2



Curve Description: Barrier Force A3

Maximum Value: 4003.7 at 36.4 Milliseconds

Minimum Value: -2300.5 at 23.2 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

Curve Number: FIL-100

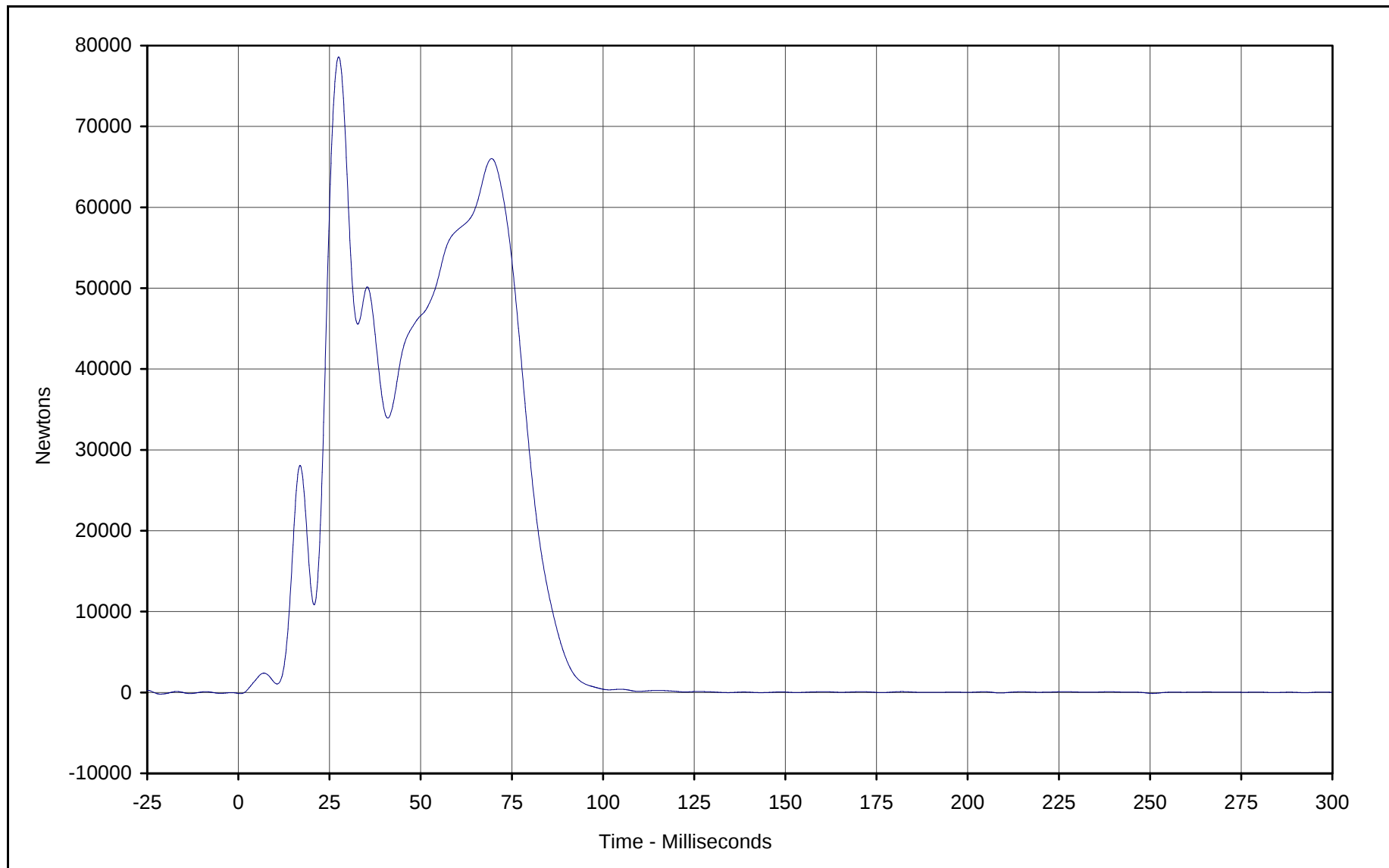
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-3



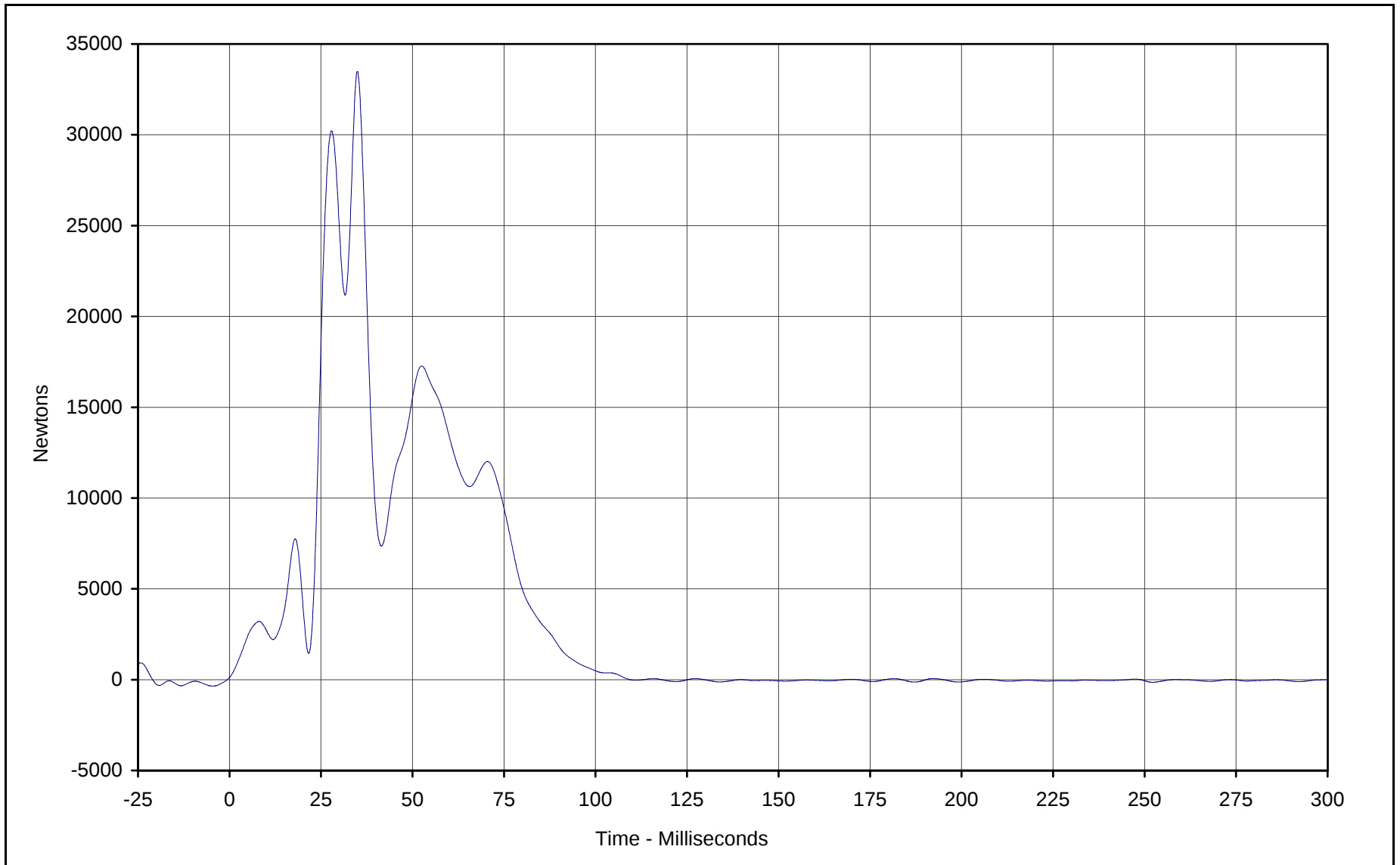
Curve Description: Barrier Force A4
Maximum Value: 78610.1 at 27.5 Milliseconds
Minimum Value: -142.1 at 0.6 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-101

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-4



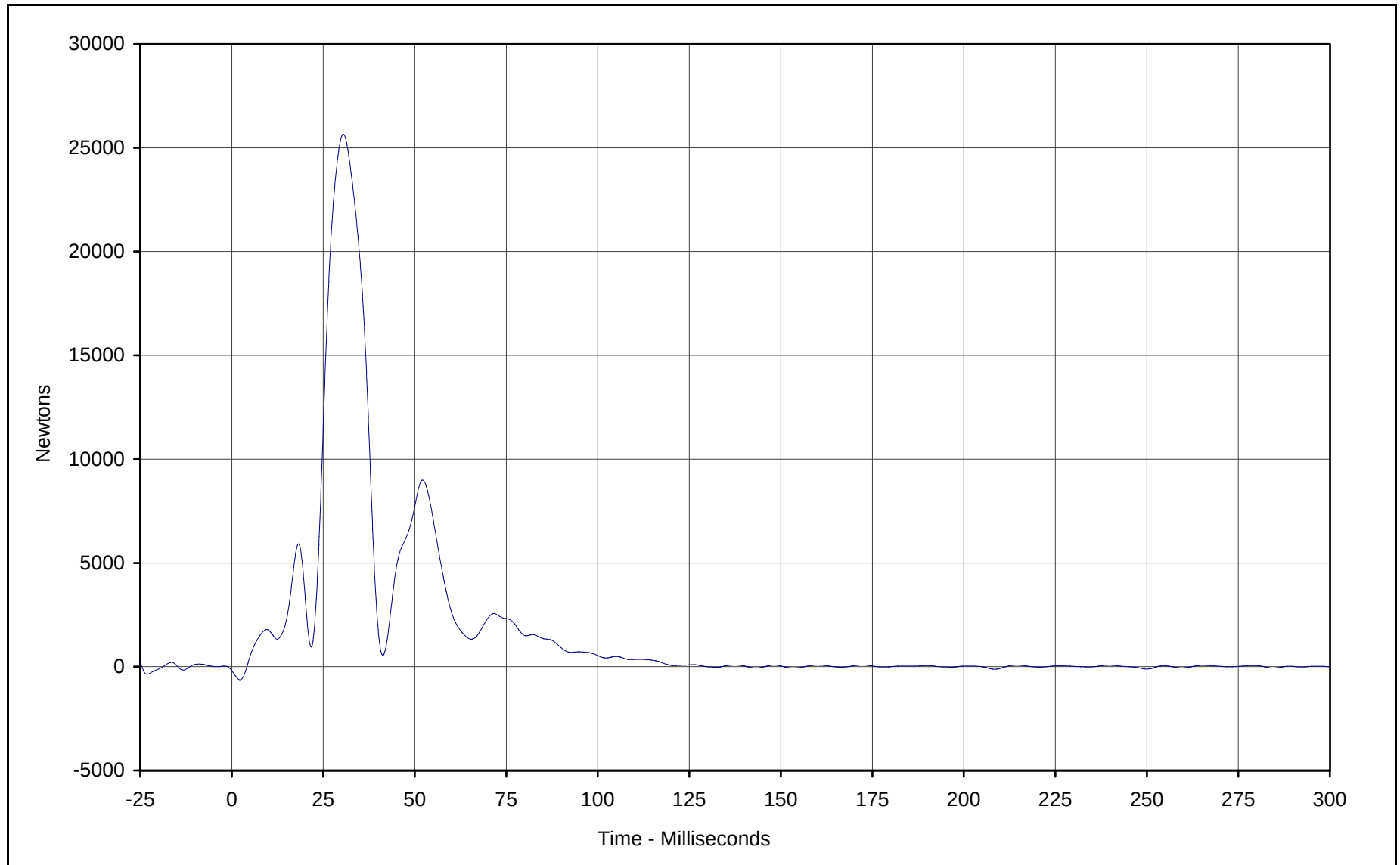
Curve Description: Barrier Force A5
Maximum Value: 33491.3 at 34.9 Milliseconds
Minimum Value: -144.8 at 252.2 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-102

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-5



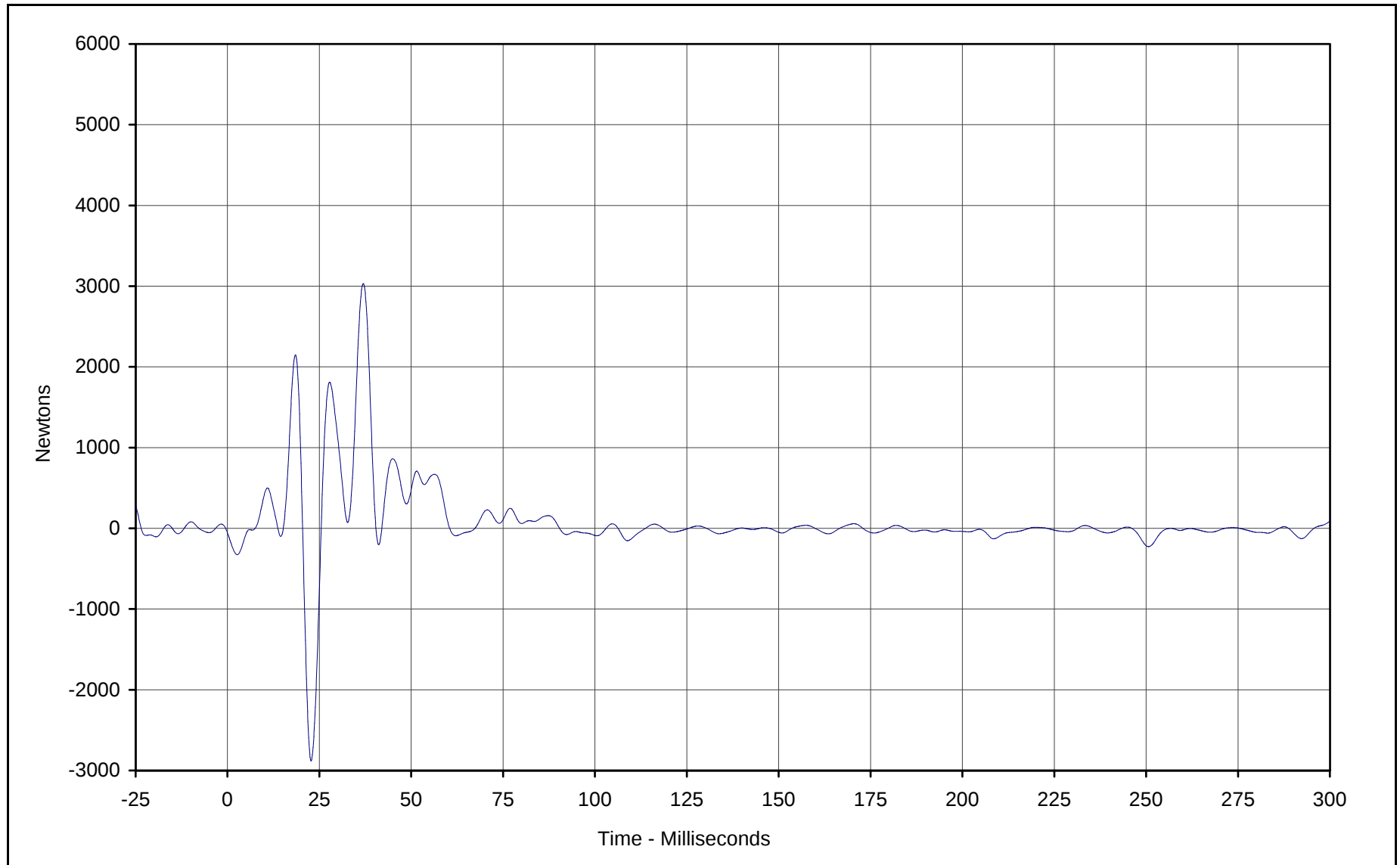
Curve Description: Barrier Force A6
Maximum Value: 25661.6 at 30.5 Milliseconds
Minimum Value: -630.7 at 2.2 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-103

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-6



Curve Description: Barrier Force A7

Maximum Value: 3033.7 at 37.0 Milliseconds

Minimum Value: -2879.6 at 22.8 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

Curve Number: FIL-104

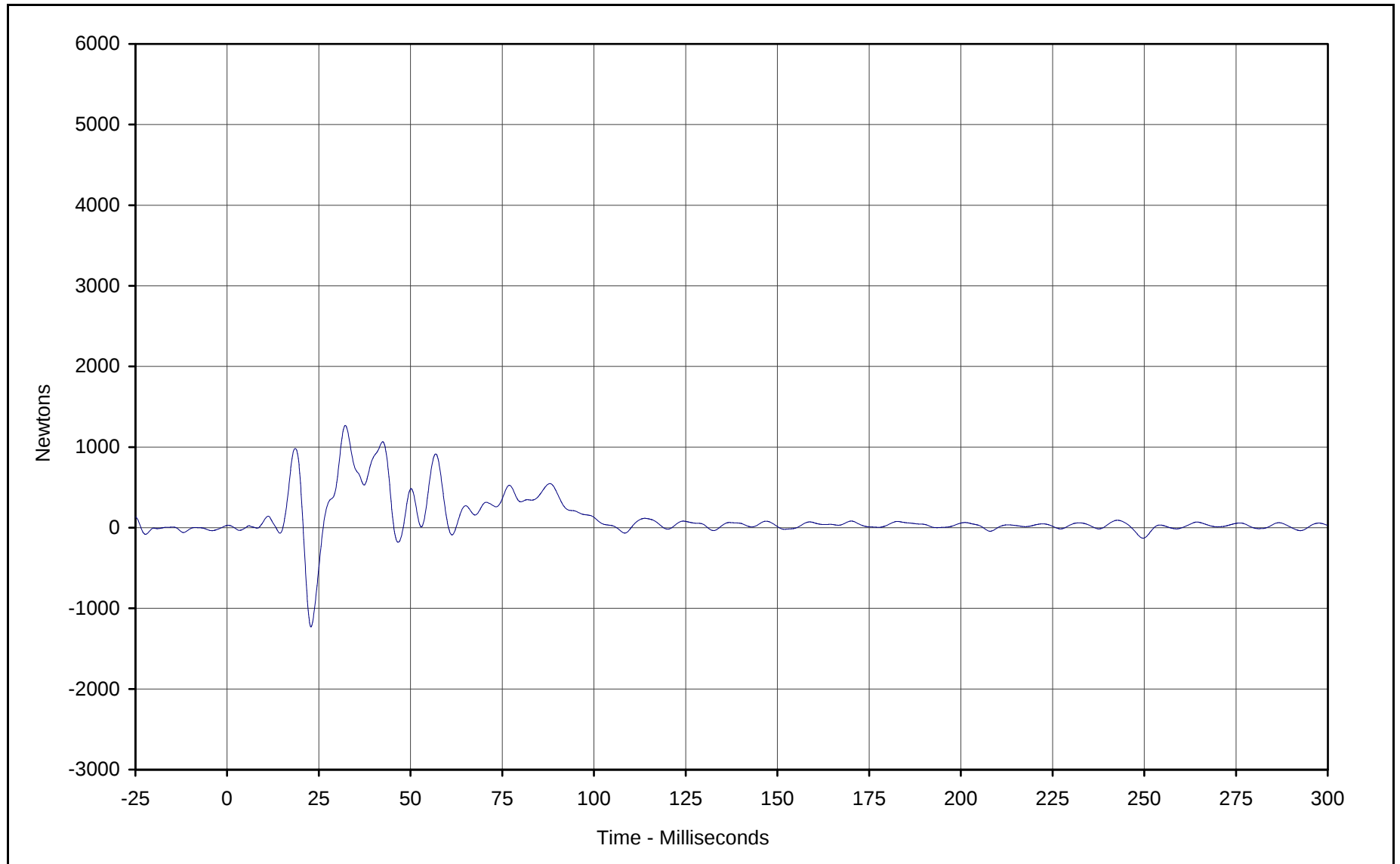
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-7



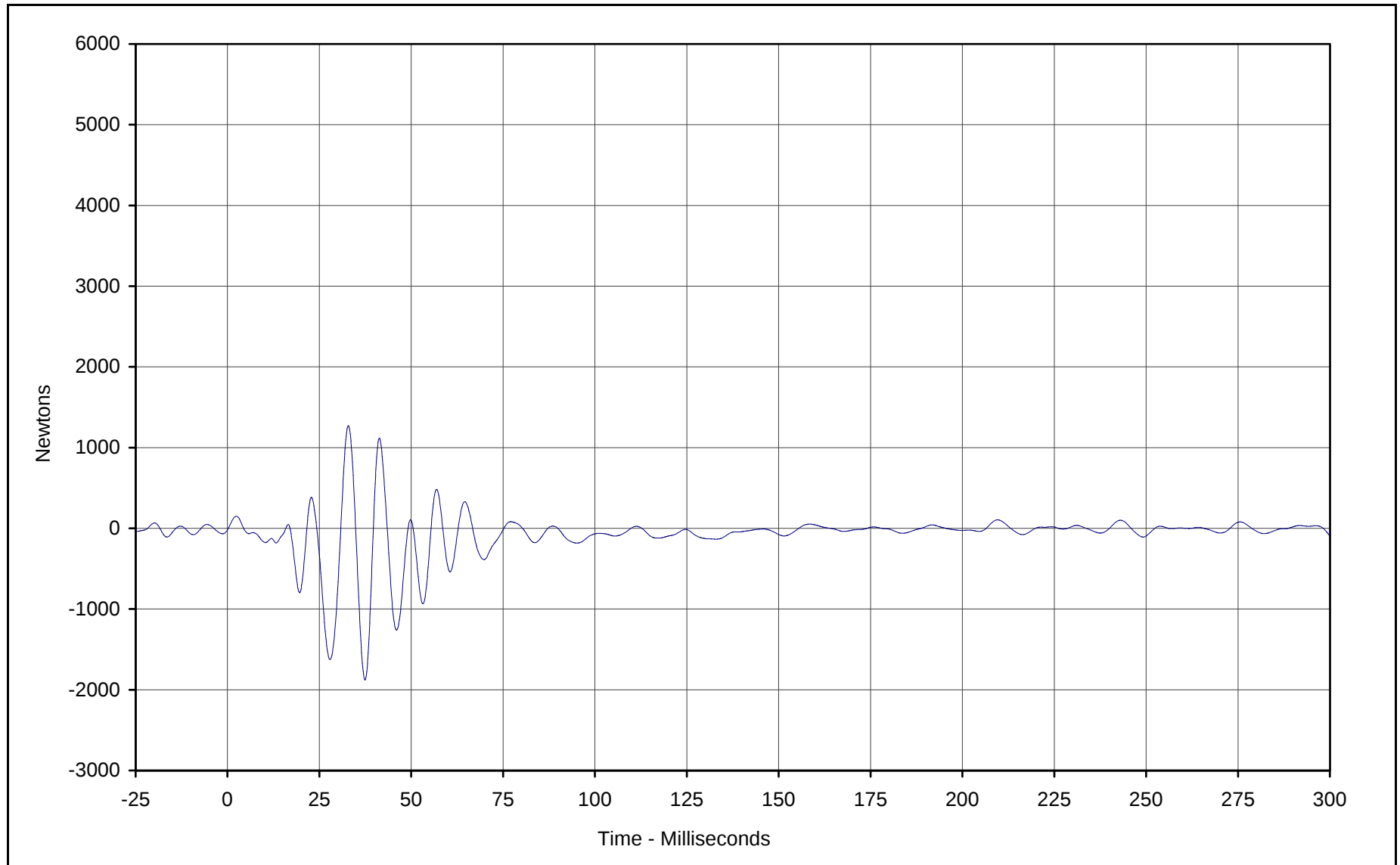
Curve Description: Barrier Force A8
Maximum Value: 1268.3 at 32.2 Milliseconds
Minimum Value: -1230.1 at 22.9 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-105

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-8



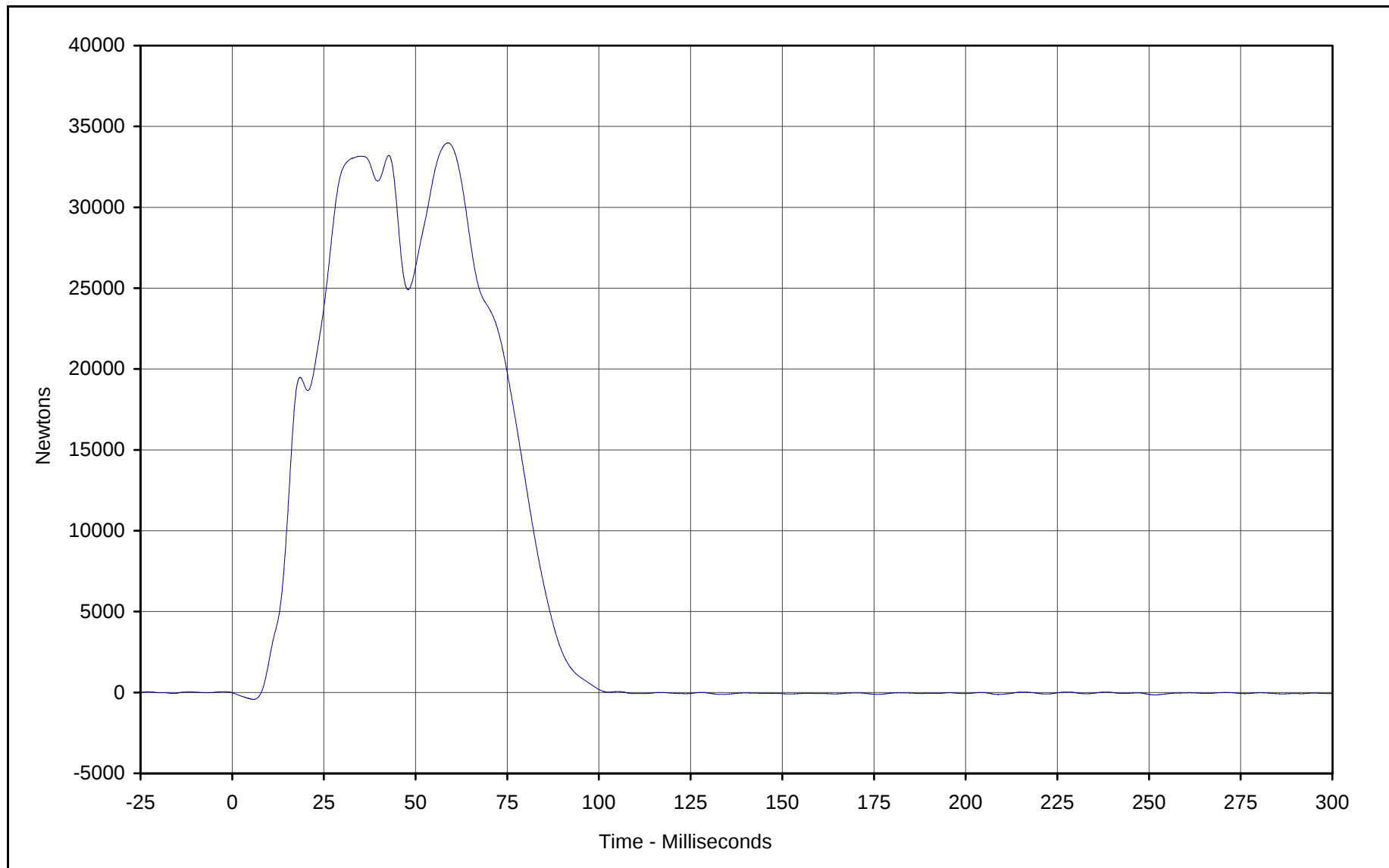
Curve Description: Barrier Force A9
Maximum Value: 1271.0 at 32.9 Milliseconds
Minimum Value: -1878.7 at 37.4 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-106

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-9



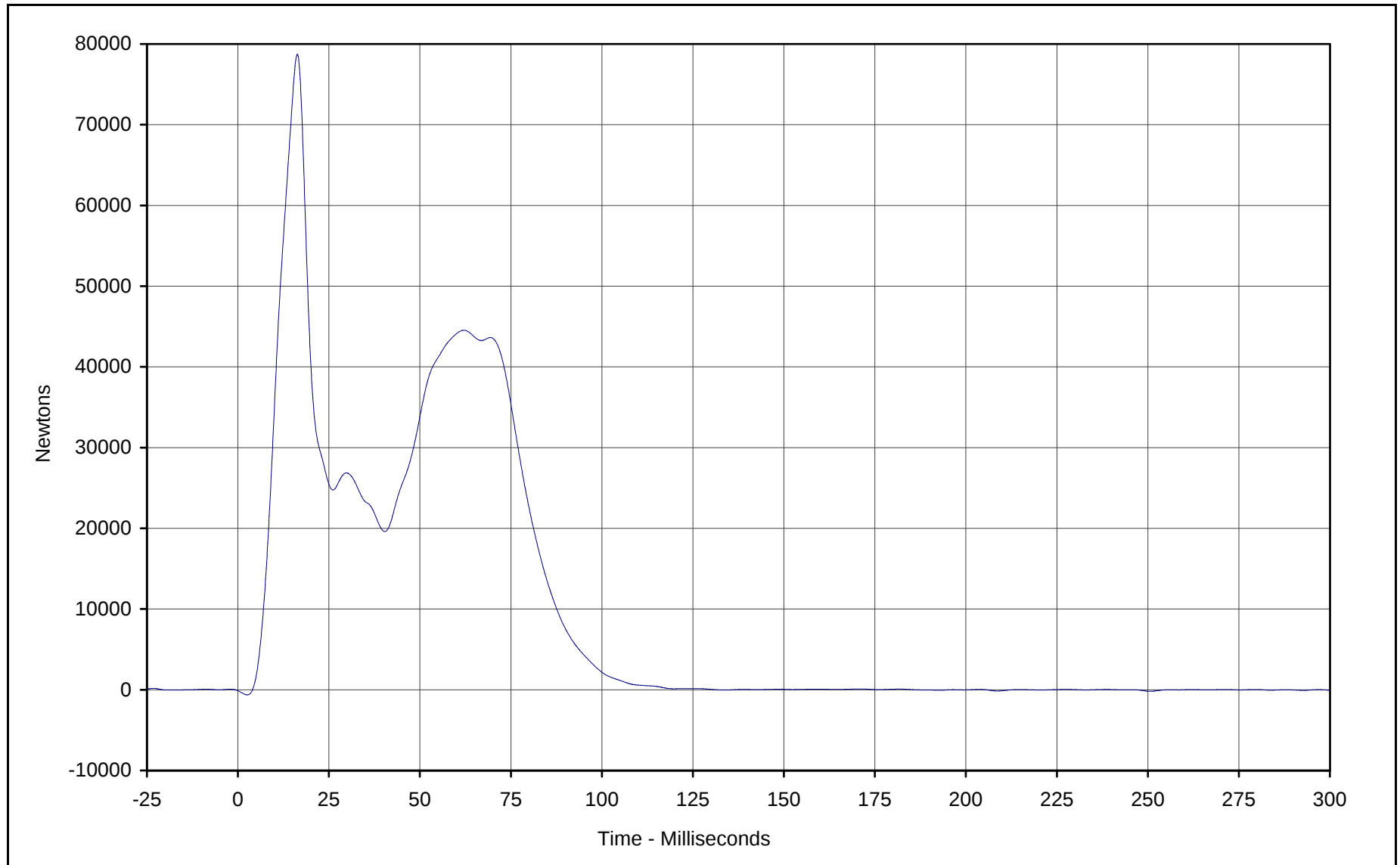
Curve Description: Barrier Force B2
Maximum Value: 33981.4 at 58.8 Milliseconds
Minimum Value: -427.1 at 5.8 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-108

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-10



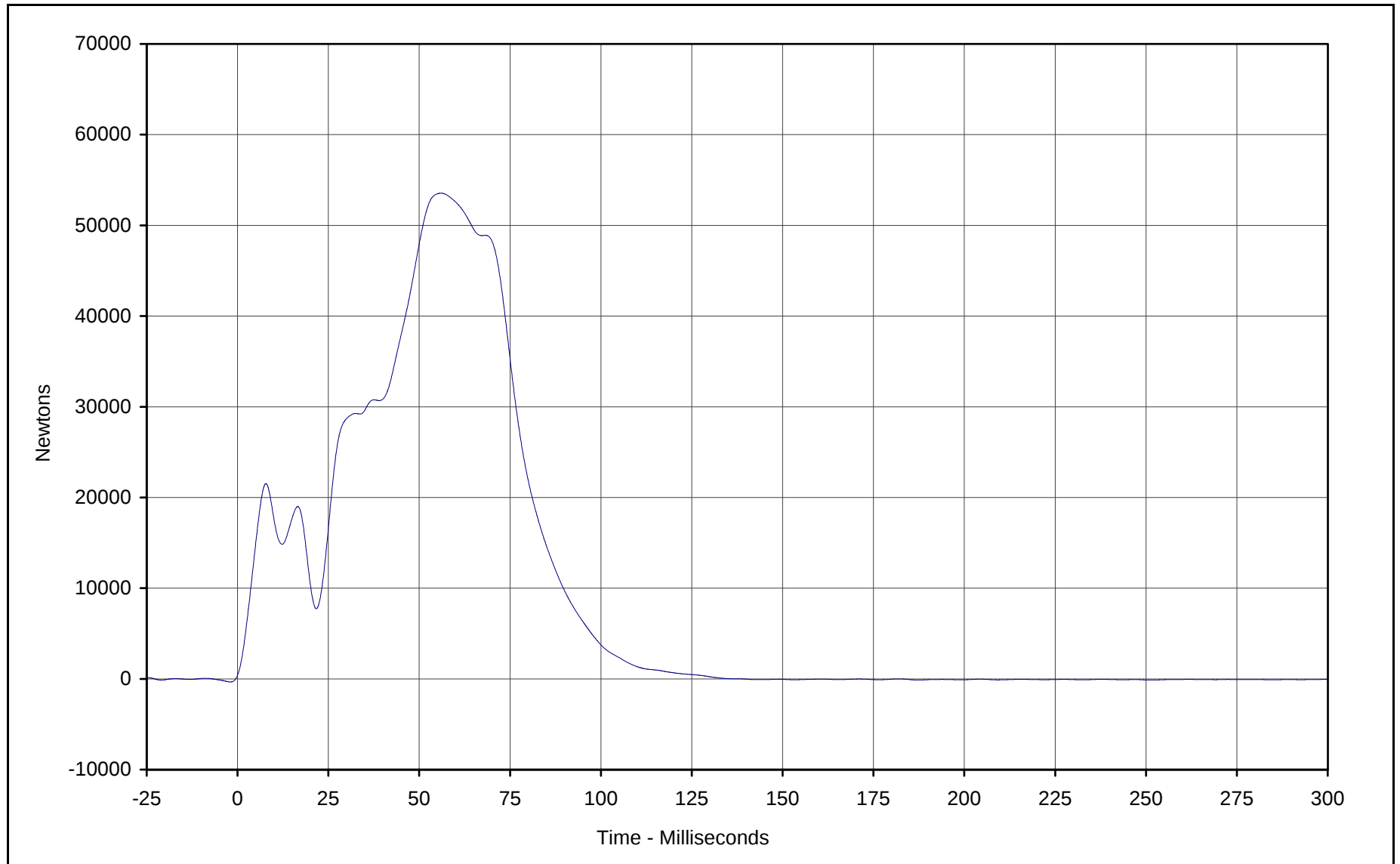
Curve Description: Barrier Force B3
Maximum Value: 78727.0 at 16.3 Milliseconds
Minimum Value: -632.9 at 2.5 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-109

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-11



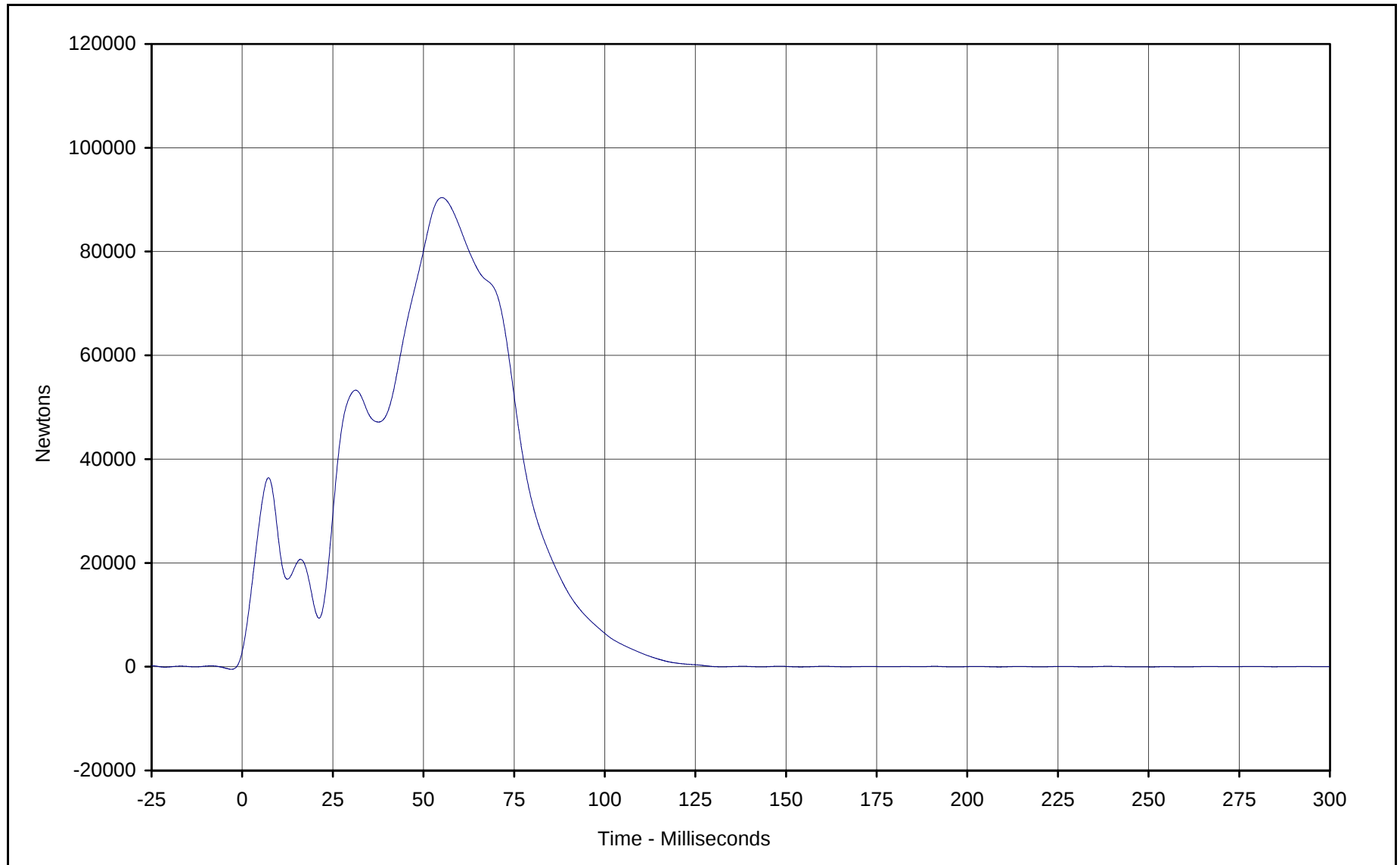
Curve Description: Barrier Force B4
Maximum Value: 53545.0 at 56.0 Milliseconds
Minimum Value: -129.8 at 251.3 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-110

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-12



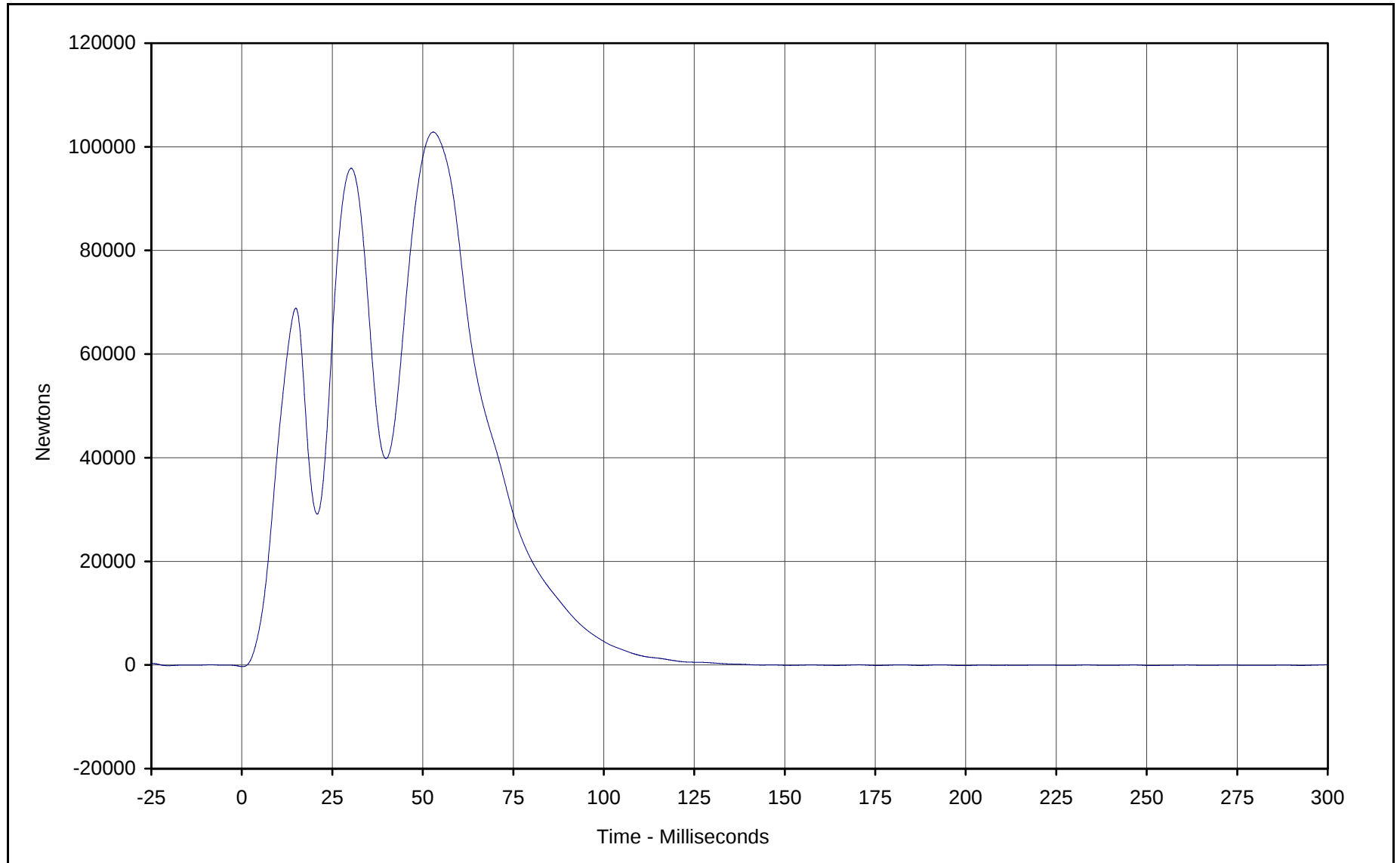
Curve Description: Barrier Force B5
Maximum Value: 90398.0 at 55.1 Milliseconds
Minimum Value: -54.2 at 250.9 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-111

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-13



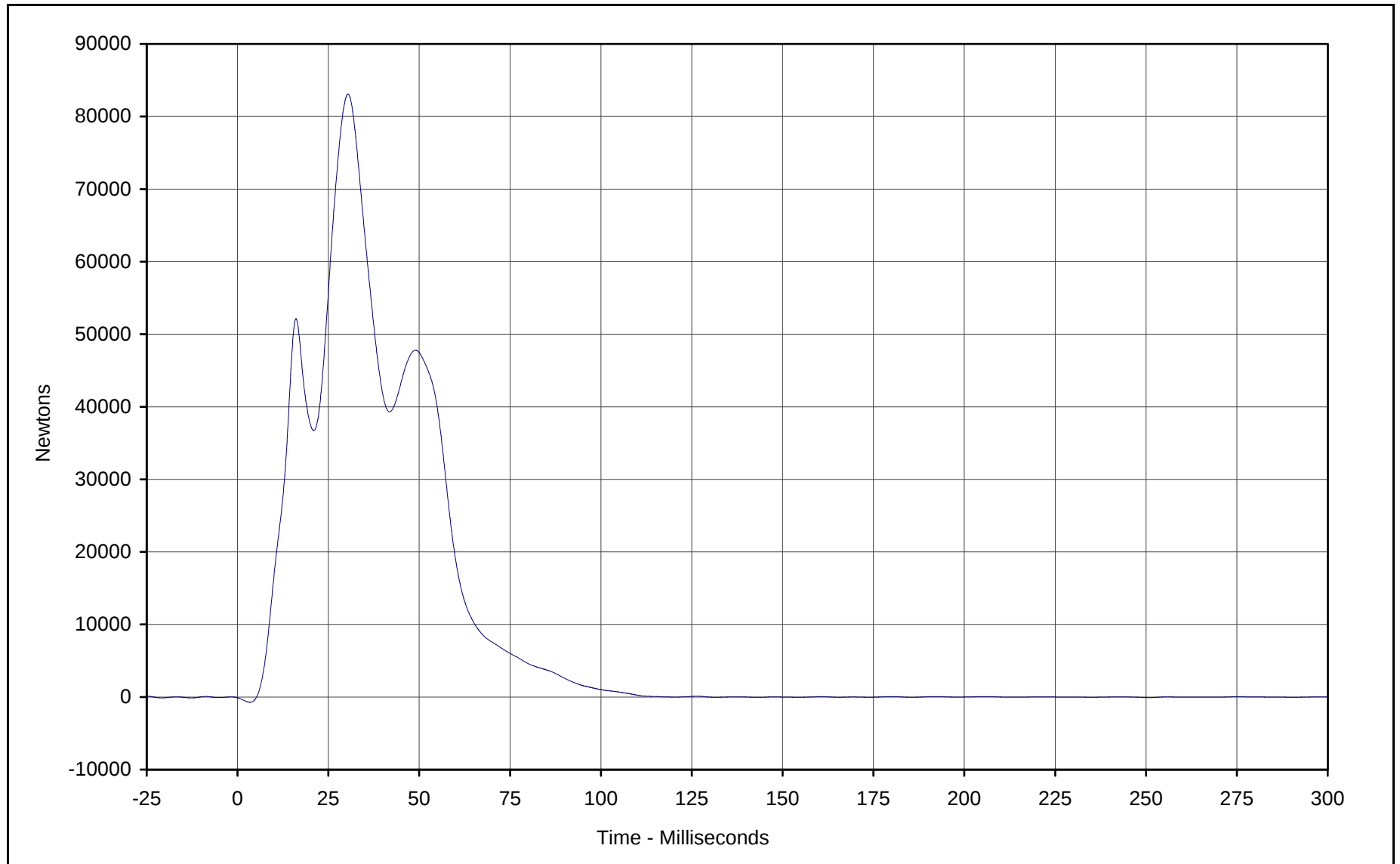
Curve Description: Barrier Force B6
Maximum Value: 102848.8 at 52.9 Milliseconds
Minimum Value: -316.2 at 0.2 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-112

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-14



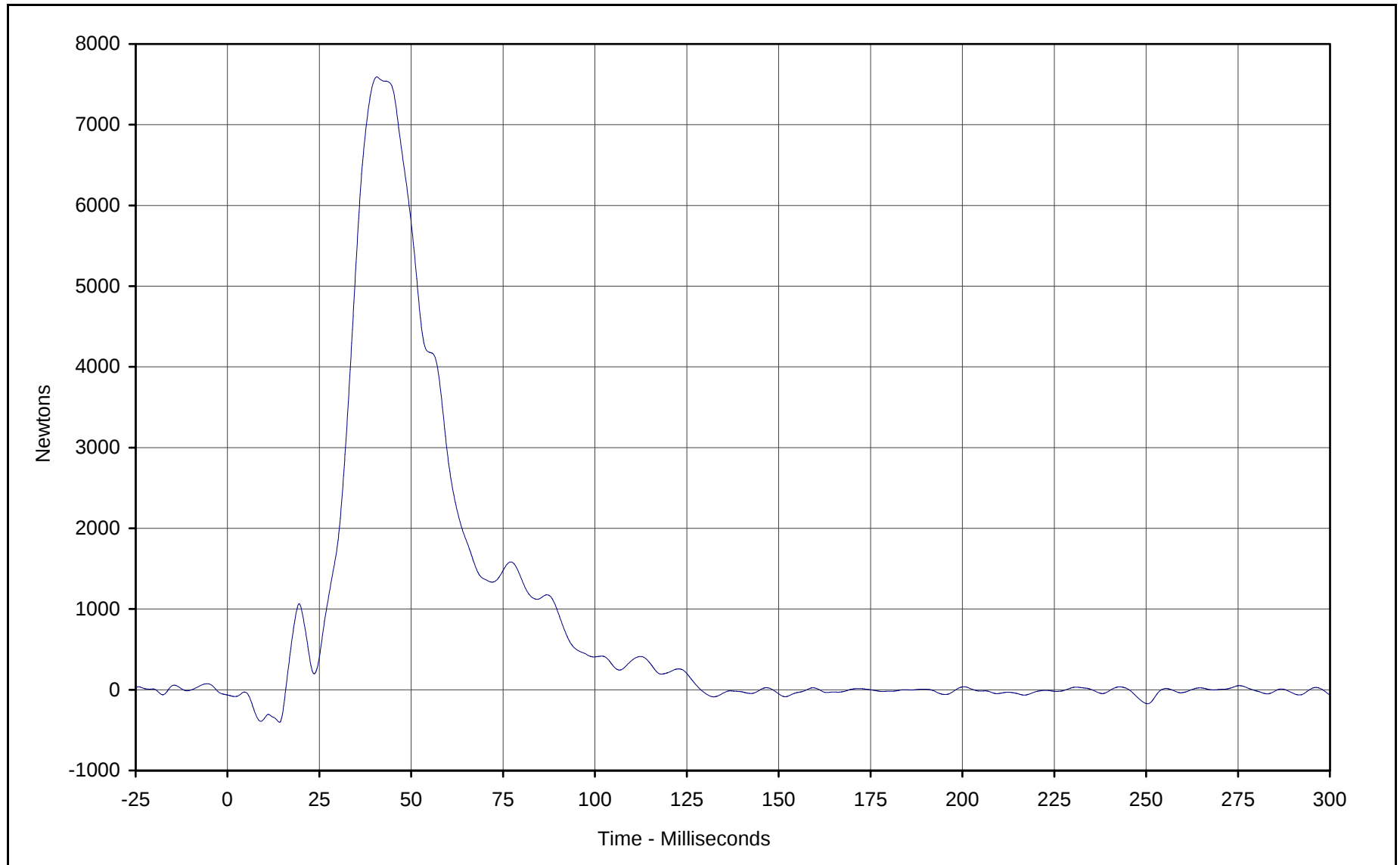
Curve Description: Barrier Force B7
Maximum Value: 83096.2 at 30.4 Milliseconds
Minimum Value: -719.2 at 3.4 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-113

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-15



Curve Description: Barrier Force B8

Maximum Value: 7592.5 at 40.7 Milliseconds

Minimum Value: -403.0 at 14.1 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

Curve Number: FIL-114

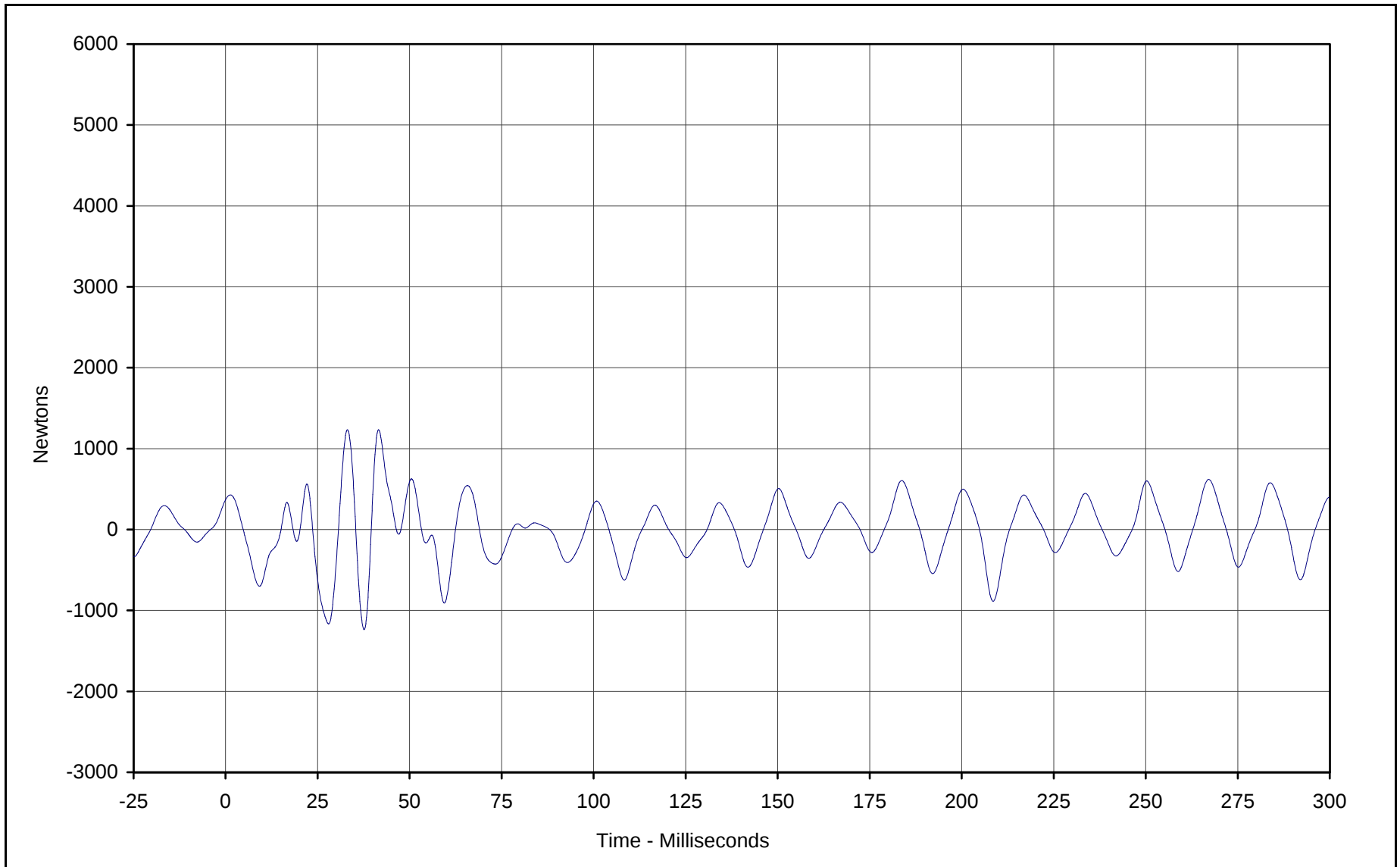
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-16



Curve Description: Barrier Force B9

Maximum Value: 1235.2 at 41.6 Milliseconds

Minimum Value: -1236.6 at 37.6 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

Curve Number: FIL-115

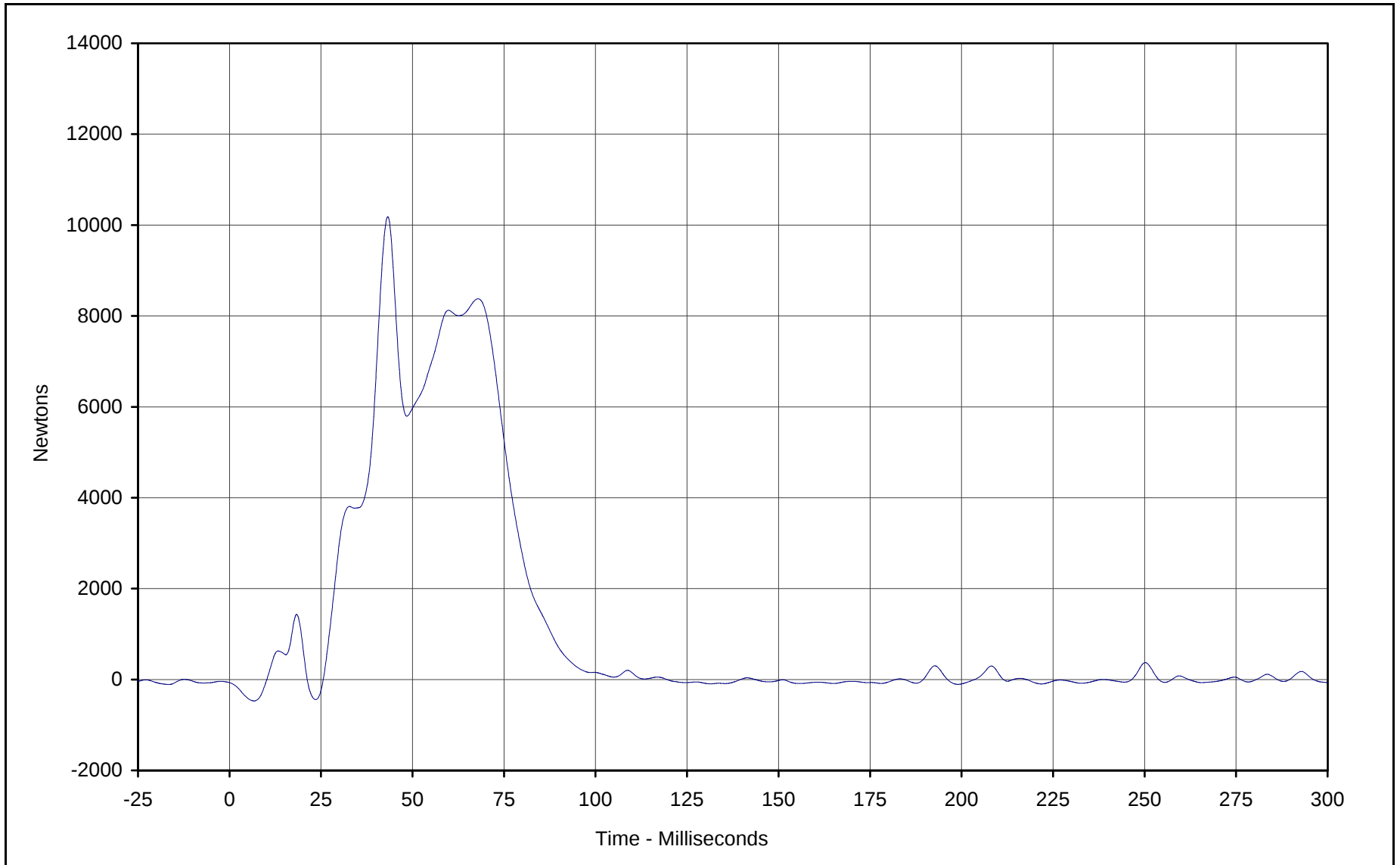
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-17



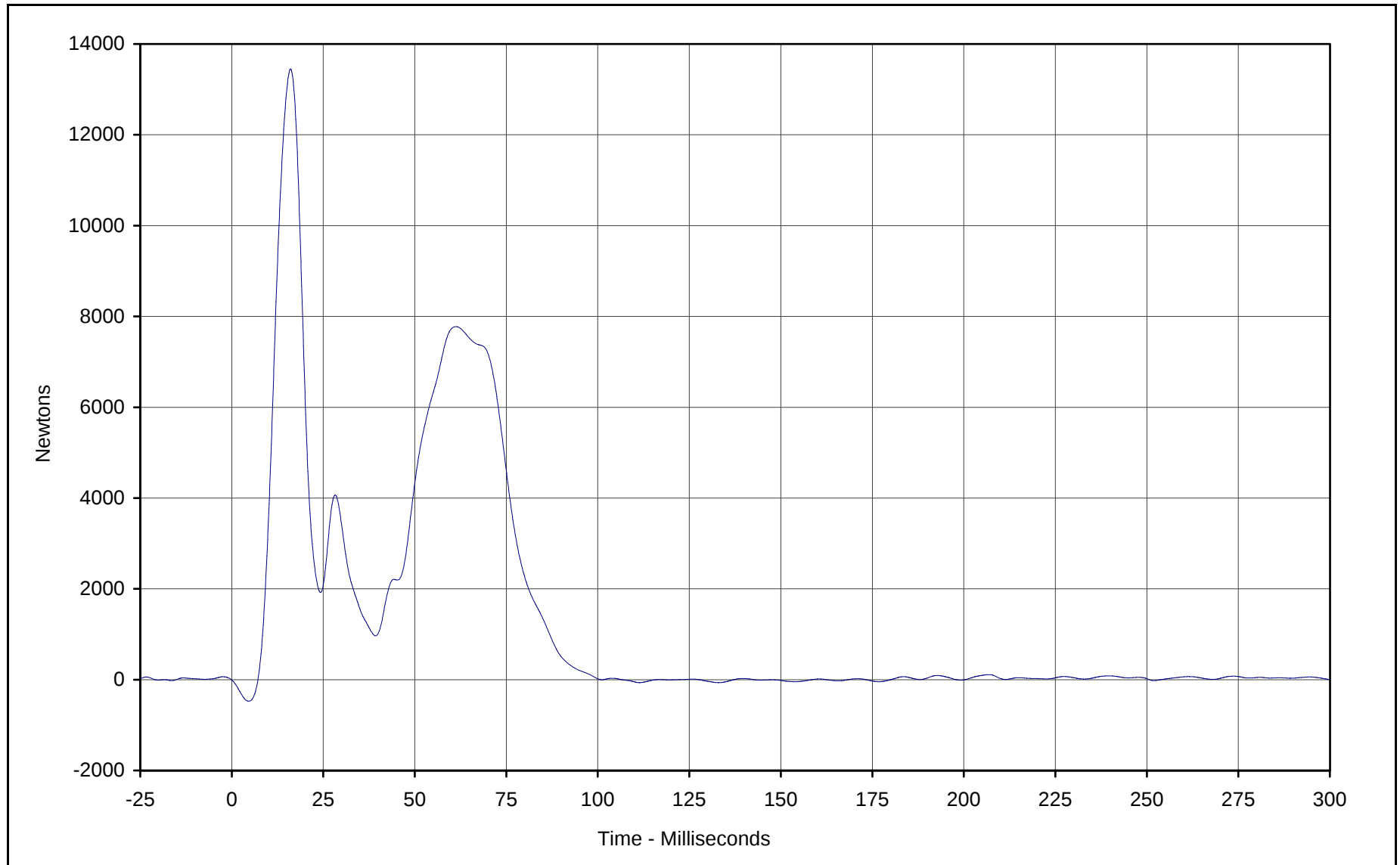
Curve Description: Barrier Force C2
Maximum Value: 10183.2 at 43.2 Milliseconds
Minimum Value: -471.5 at 6.7 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-117

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-18

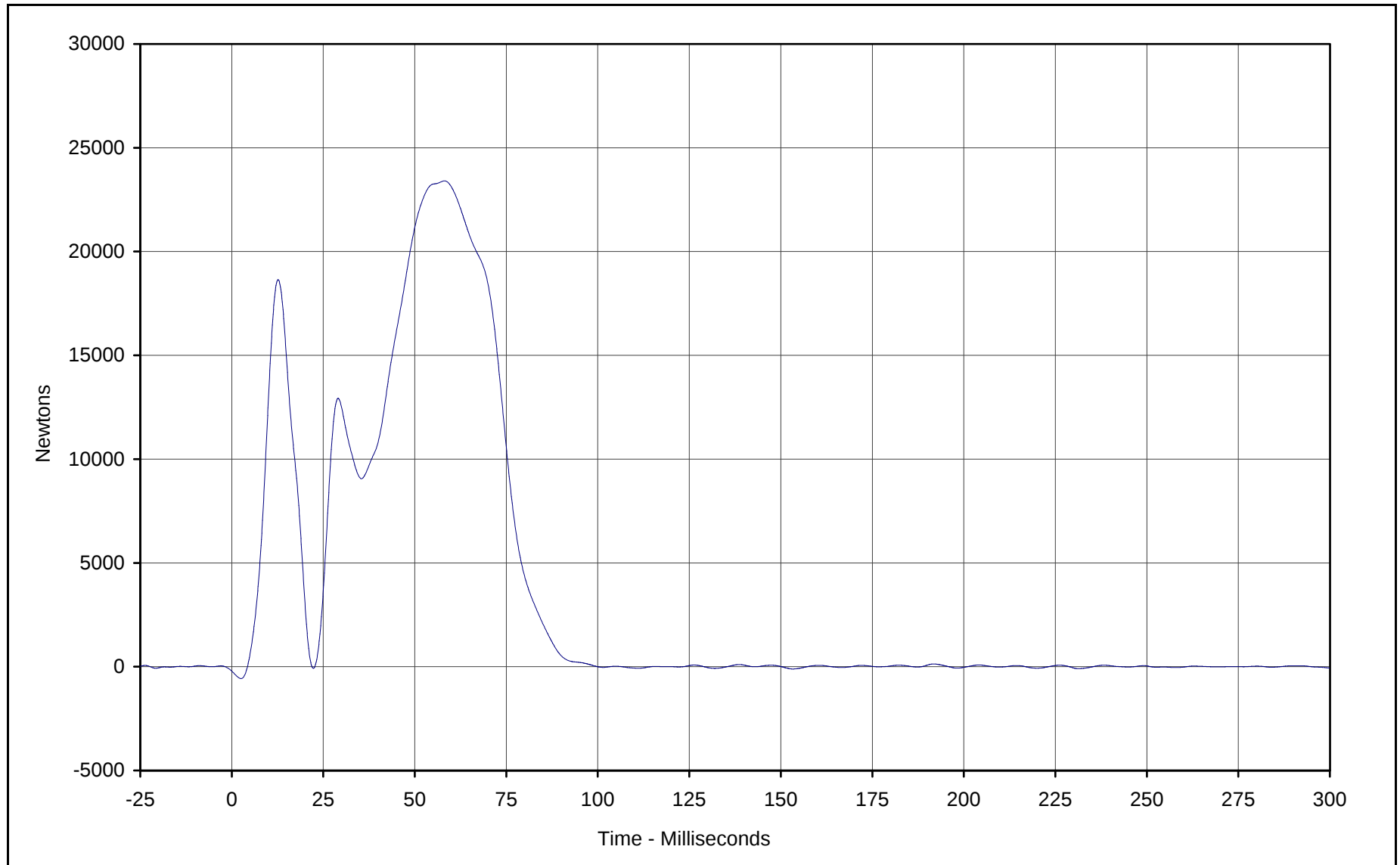


Curve Description: Barrier Force C3
Maximum Value: 13449.1 at 16.0 Milliseconds
Minimum Value: -474.2 at 4.7 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-118

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

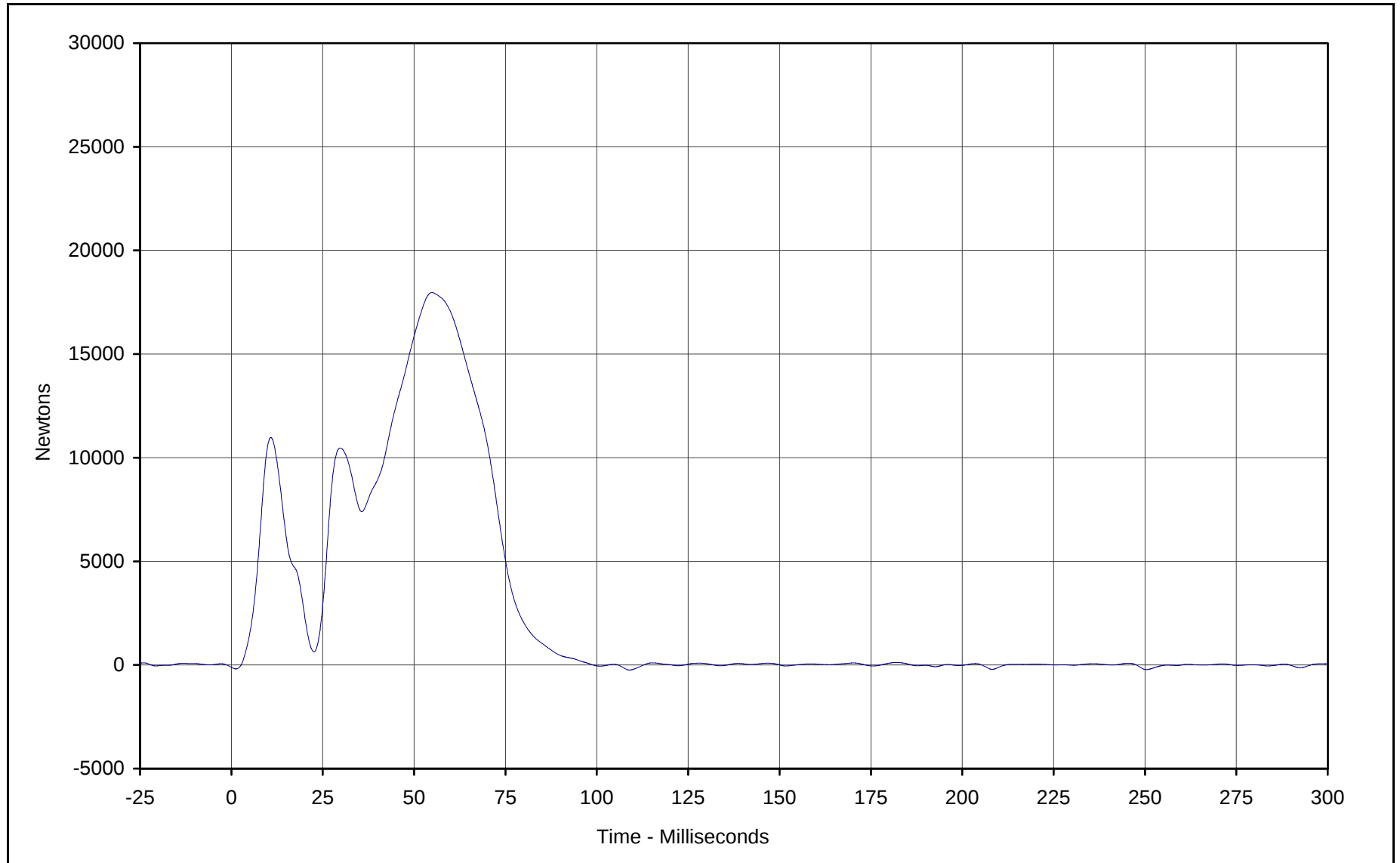


Curve Description: Barrier Force C4
Maximum Value: 23406.2 at 58.1 Milliseconds
Minimum Value: -572.5 at 2.5 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-119

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



C-20



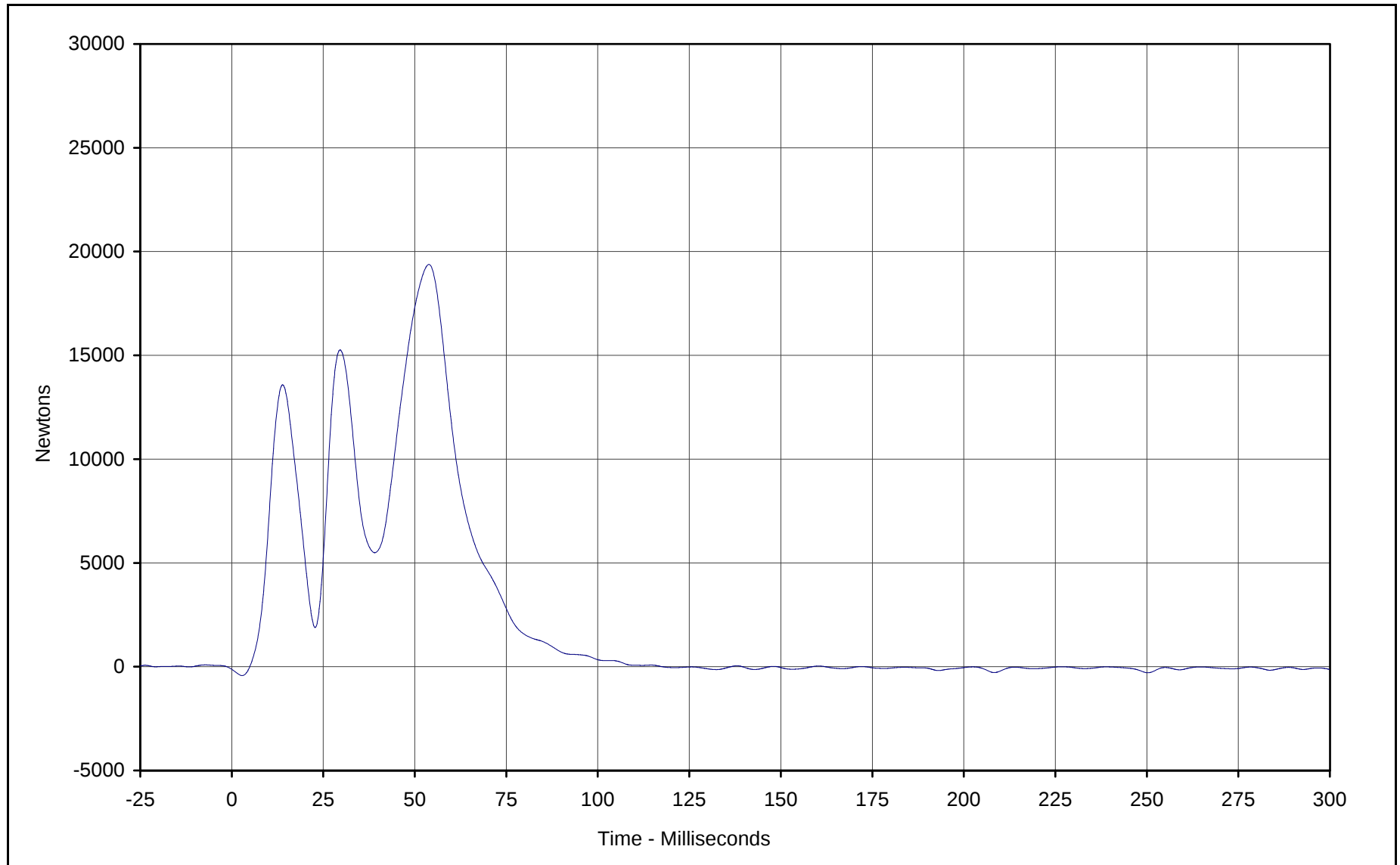
Curve Description: Barrier Force C5
Maximum Value: 17967.7 at 54.8 Milliseconds
Minimum Value: -245.3 at 108.9 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-120

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-21



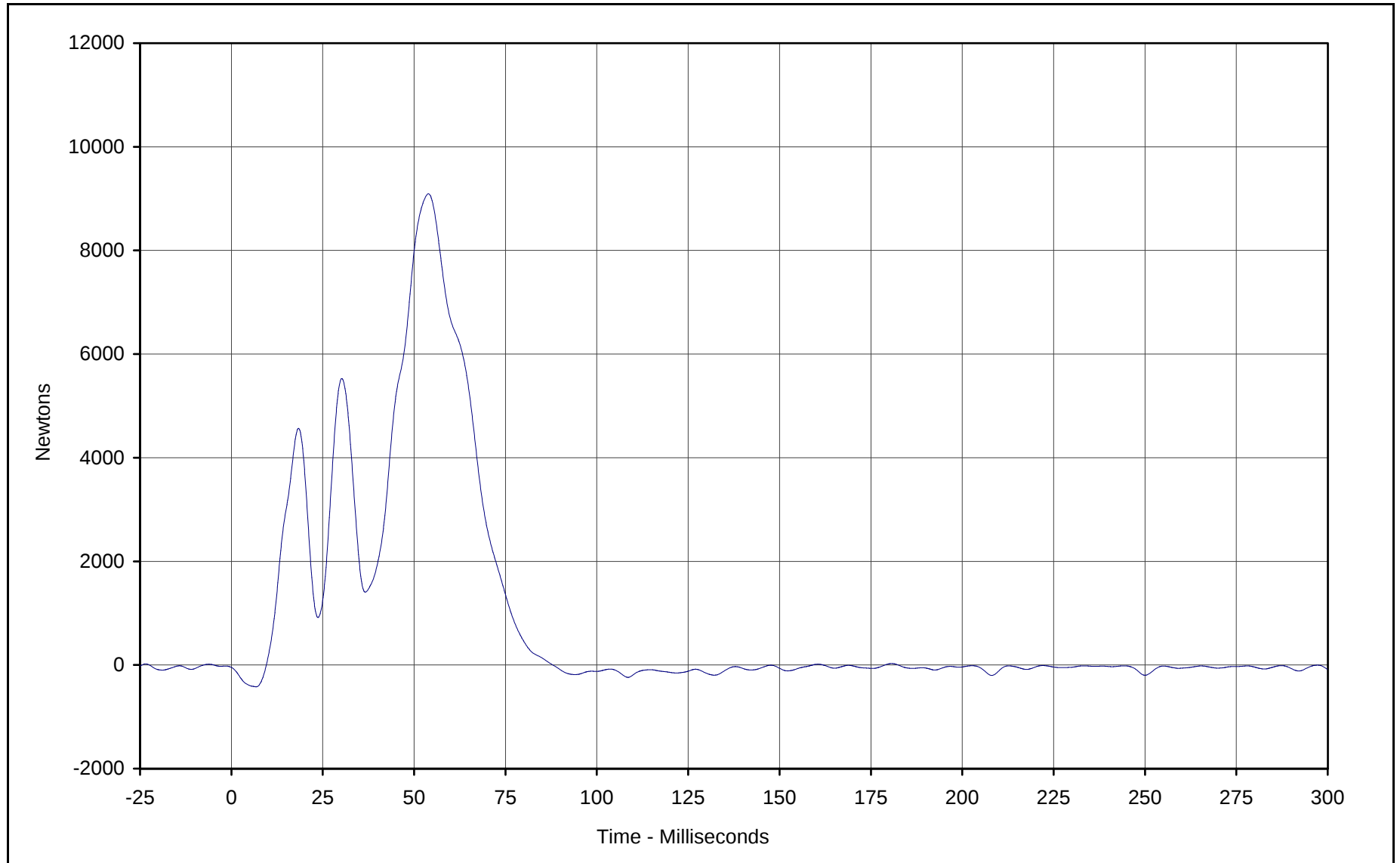
Curve Description: Barrier Force C6
Maximum Value: 19380.9 at 53.9 Milliseconds
Minimum Value: -428.5 at 2.8 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-121

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-22



Curve Description: Barrier Force C7

Maximum Value: 9093.9 at 53.9 Milliseconds

Minimum Value: -420.9 at 6.8 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

Curve Number: FIL-122

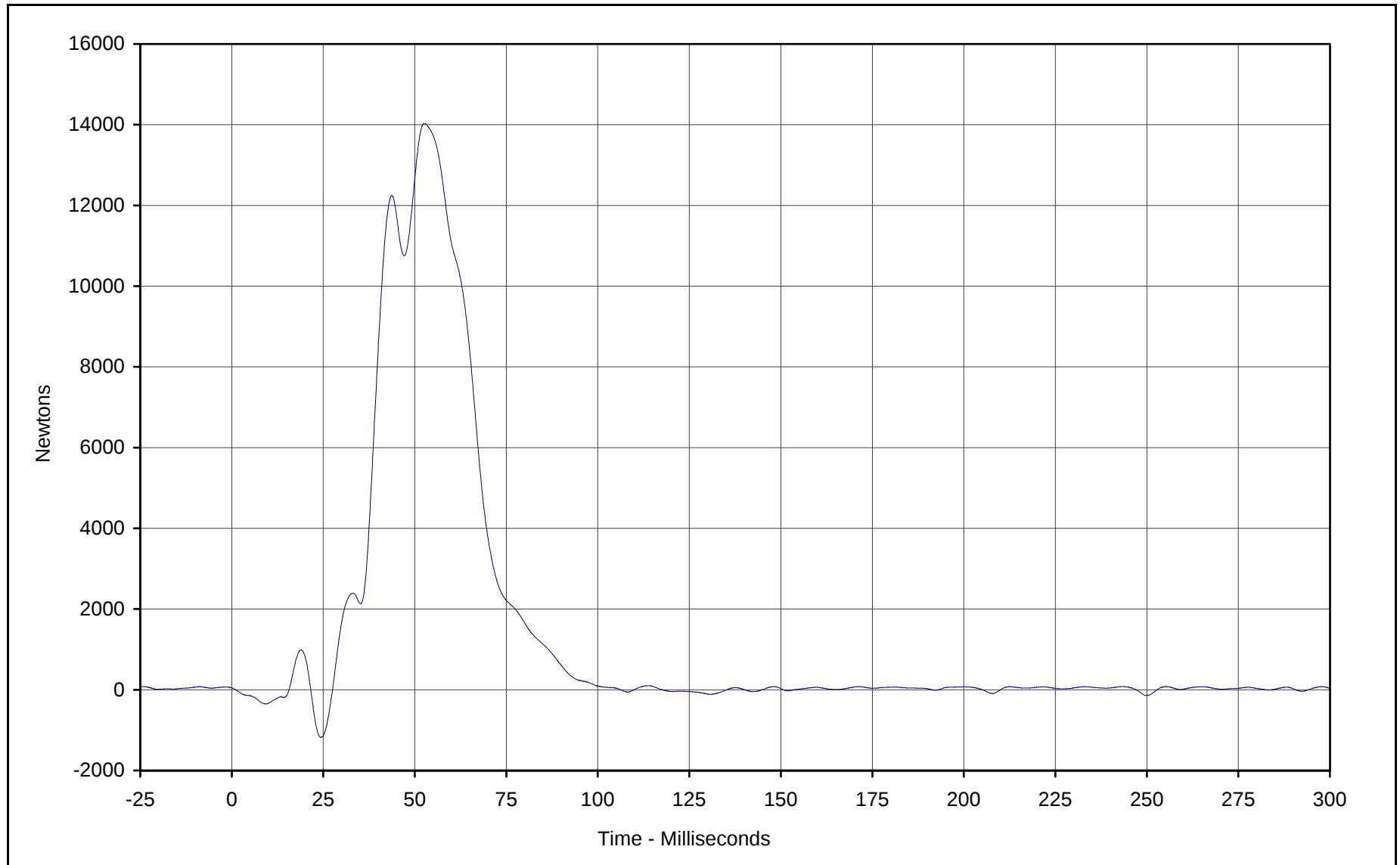
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-23



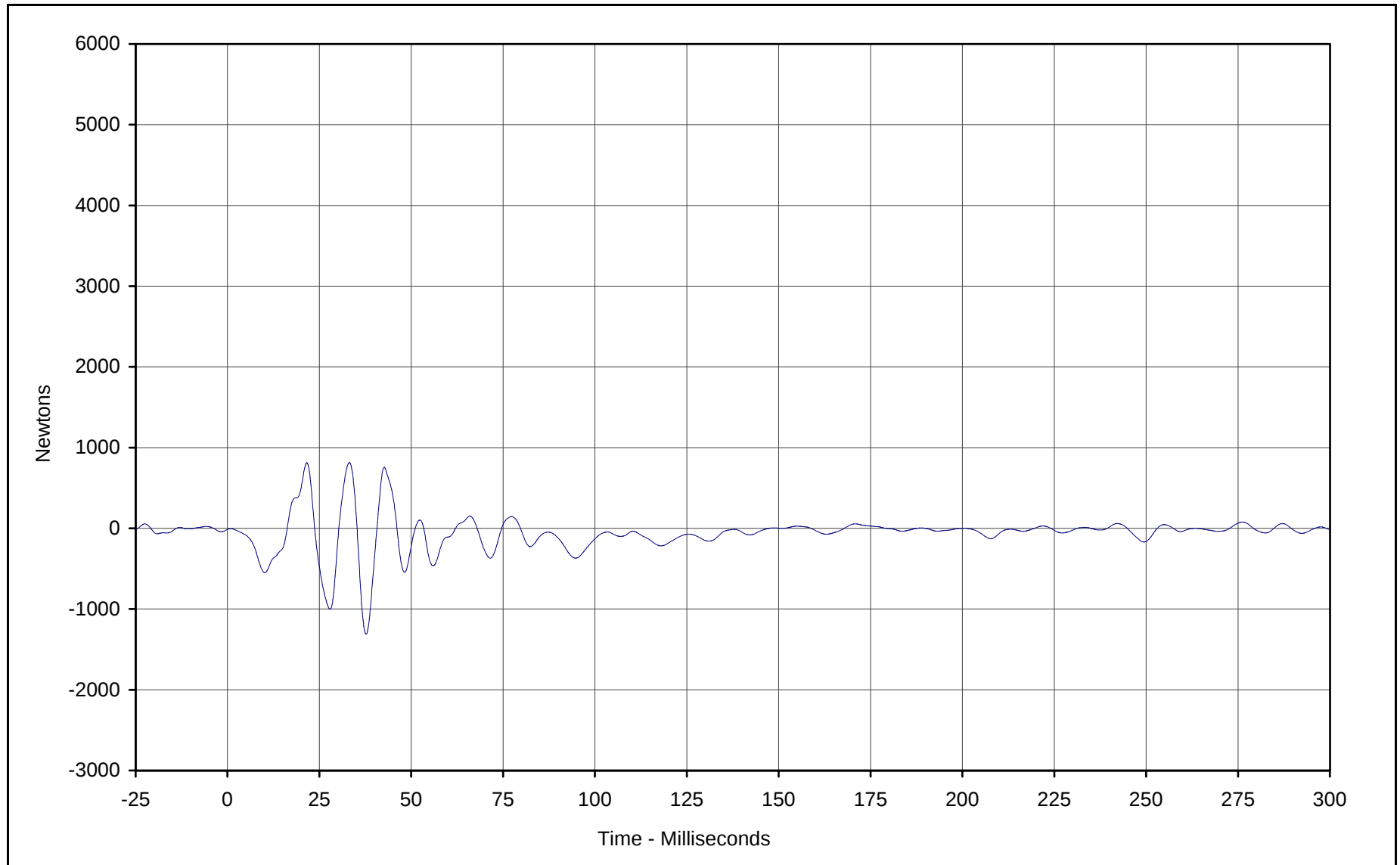
Curve Description: Barrier Force C8
Maximum Value: 14033.3 at 52.6 Milliseconds
Minimum Value: -1179.4 at 24.4 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: FIL-123

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-24



Curve Description: Barrier Force C9

Maximum Value: 814.0 at 33.2 Milliseconds

Minimum Value: -1310.9 at 37.7 Milliseconds

SAE Filter Class: 60

Date of Test: 3/1/01

Curve Number: FIL-124

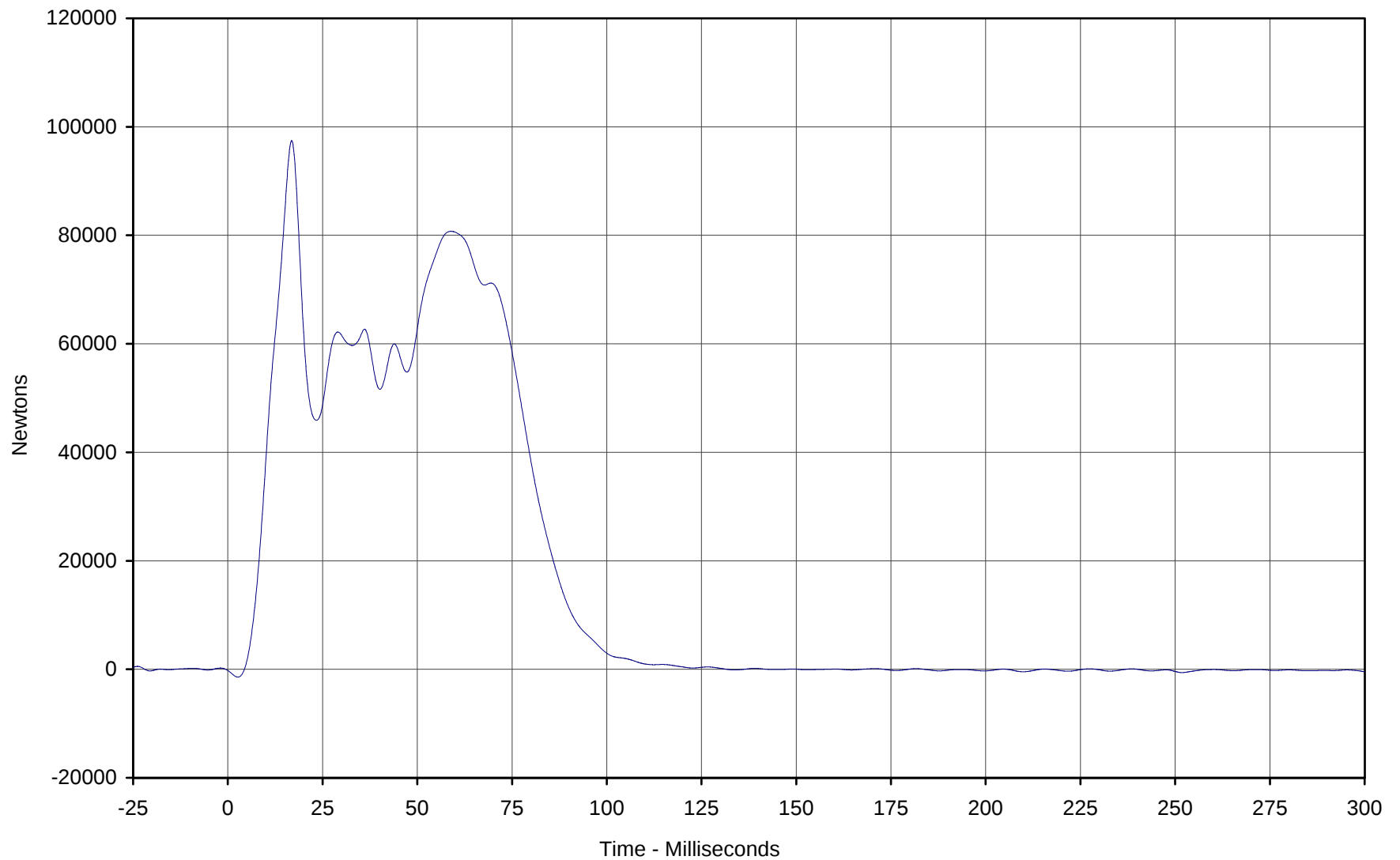
Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

C-25

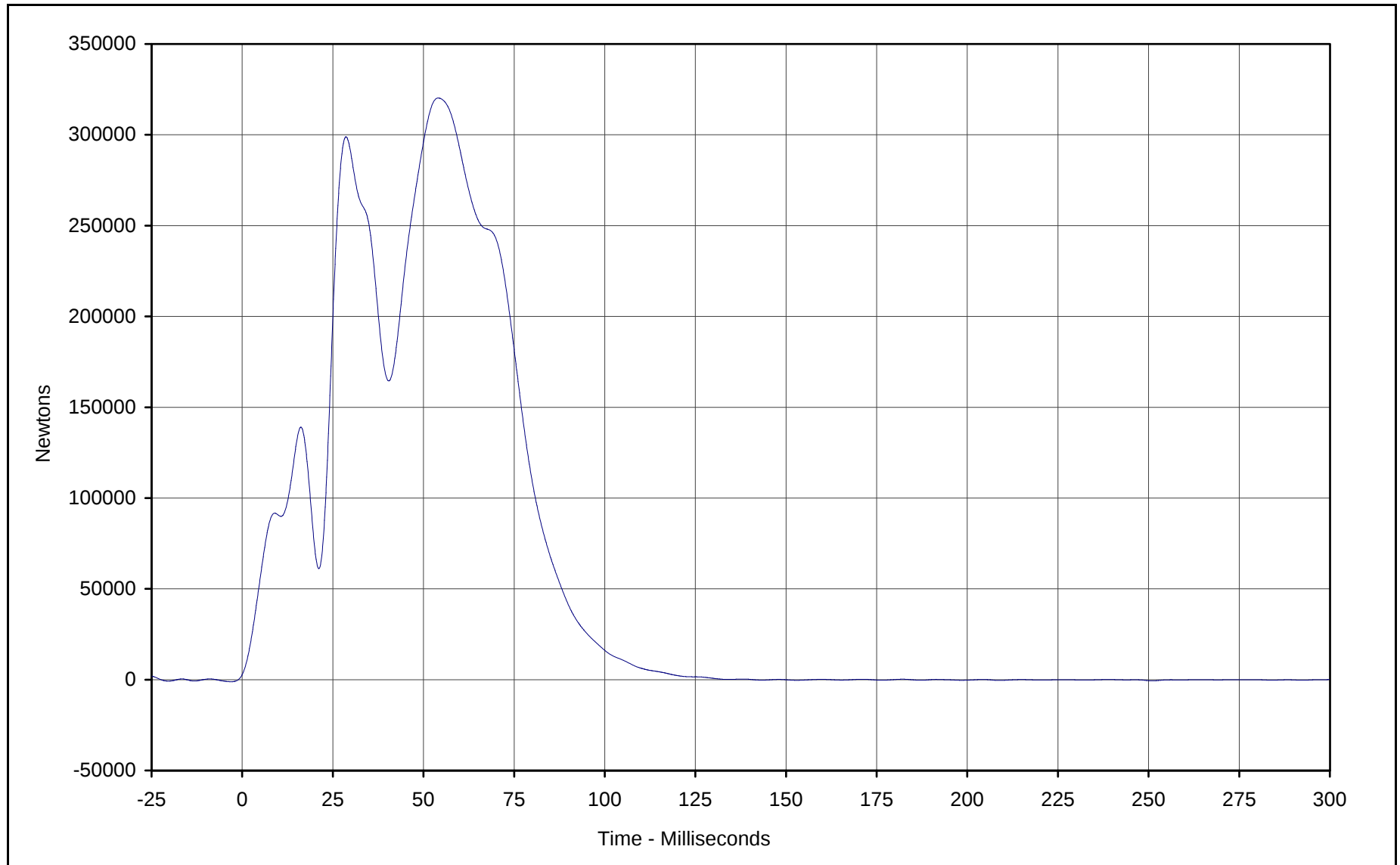


Curve Description: Barrier Force Sum Group 1
Maximum Value: 97457.4 at 16.8 Milliseconds
Minimum Value: -1444.7 at 2.6 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: SUM-001

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



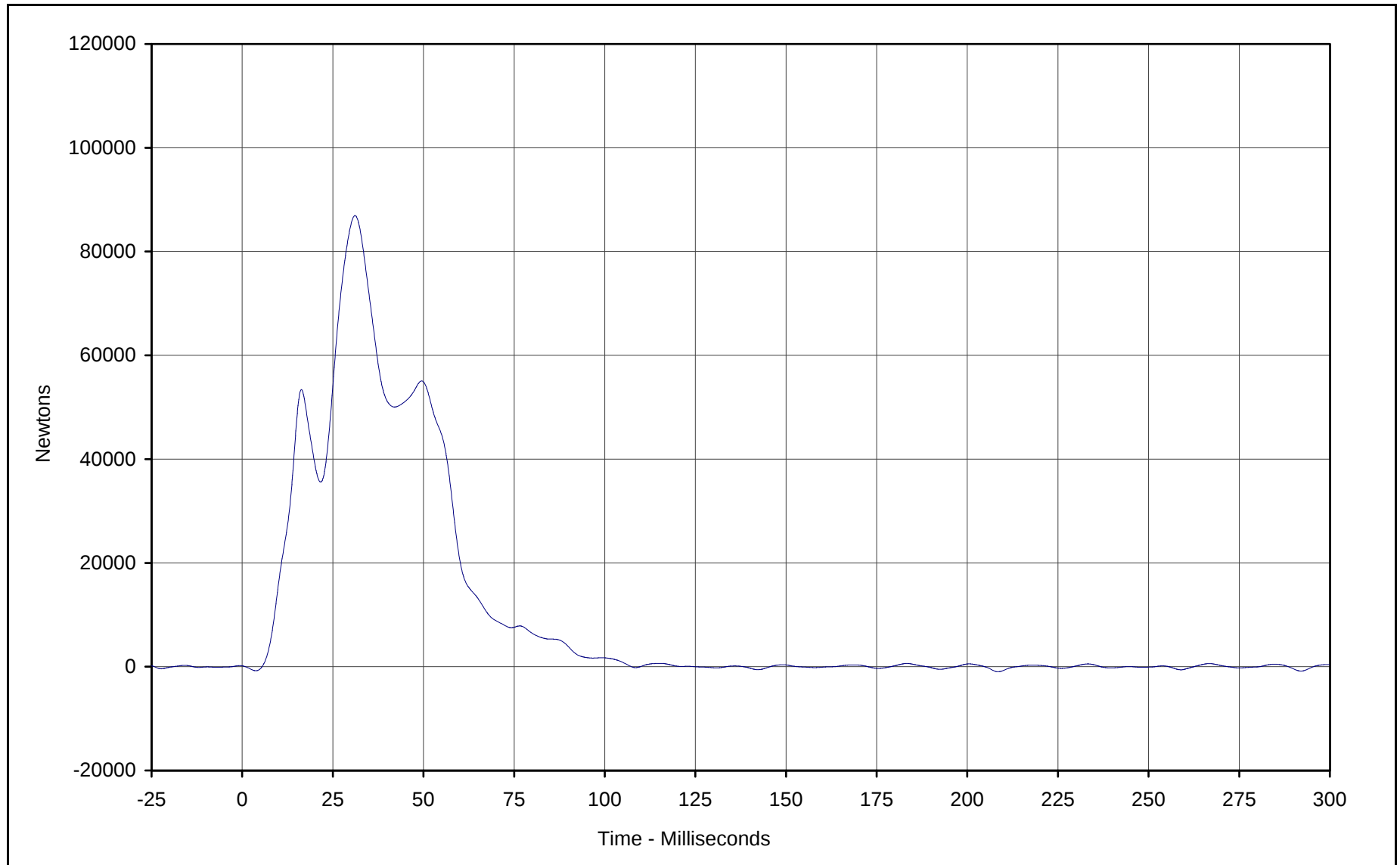
KAR21001-15



Curve Description: Barrier Force Sum Group 2
Maximum Value: 320268.6 at 54.1 Milliseconds
Minimum Value: -636.0 at 251.1 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: SUM-002

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

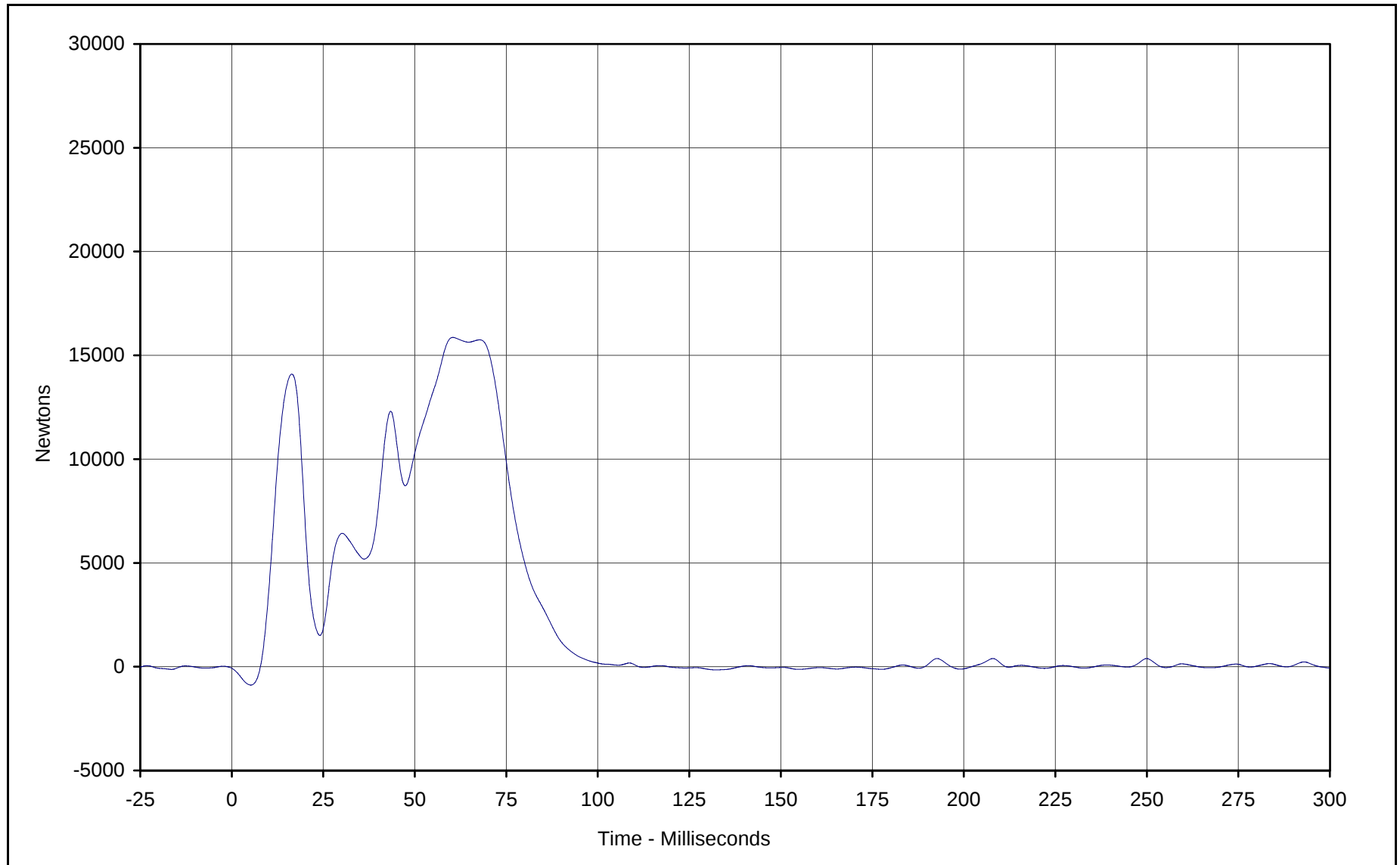




Curve Description: Barrier Force Sum Group 3
Maximum Value: 86936.1 at 31.1 Milliseconds
Minimum Value: -975.7 at 208.5 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: SUM-003

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe

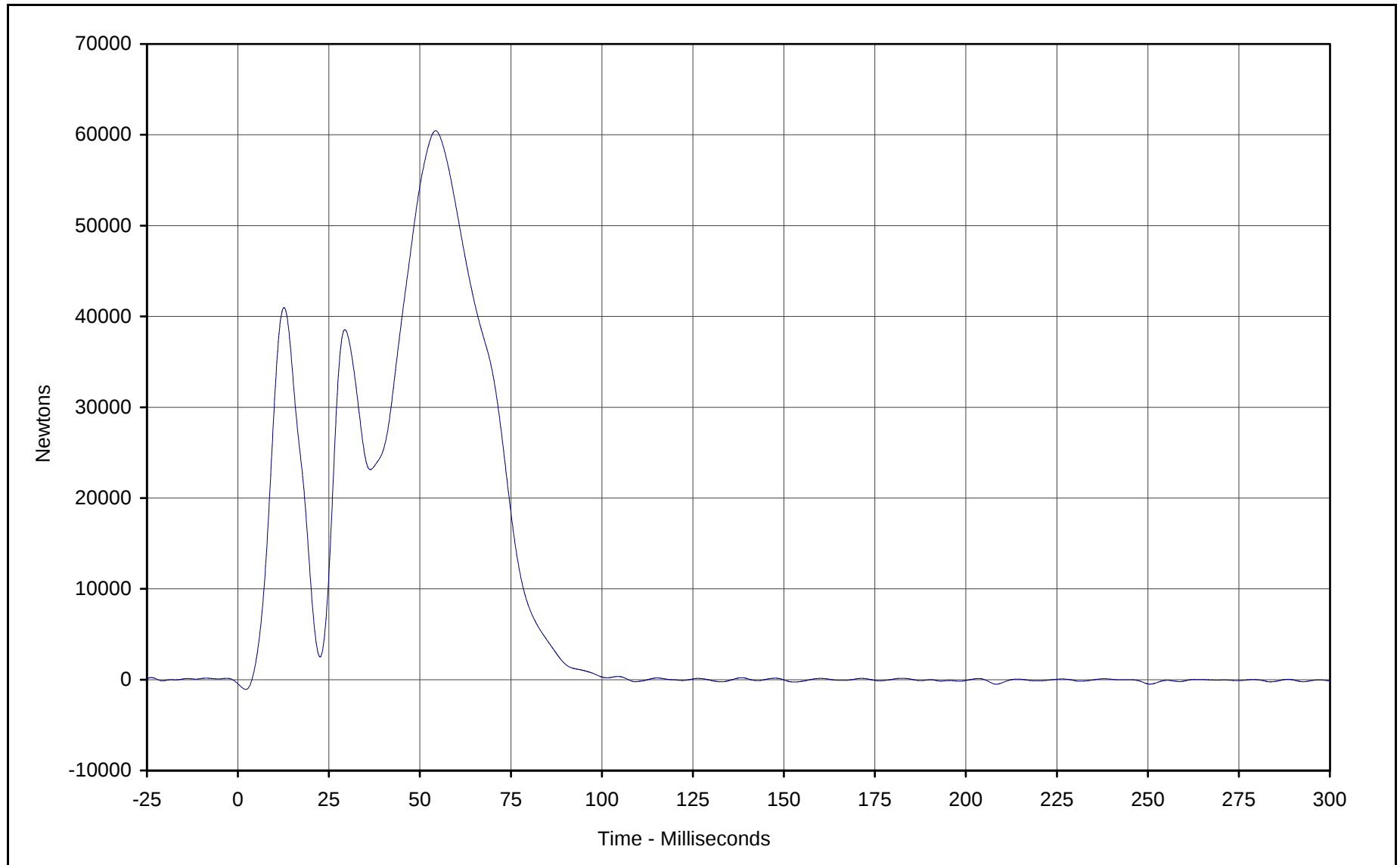




Curve Description: Barrier Force Sum Group 4
Maximum Value: 15862.3 at 60.4 Milliseconds
Minimum Value: -886.2 at 5.2 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: SUM-004

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



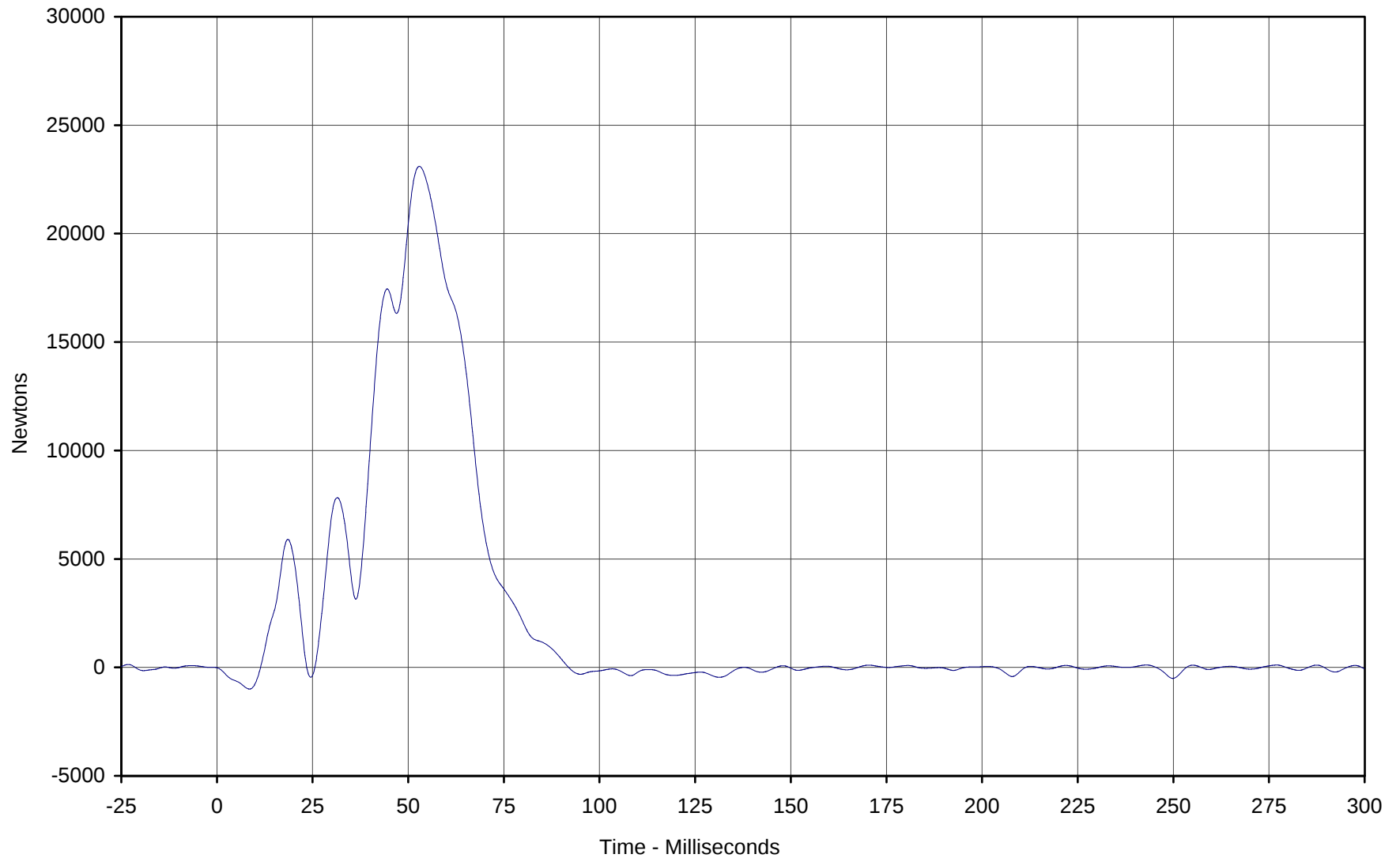


Curve Description: Barrier Force Sum Group 5
Maximum Value: 60457.2 at 54.3 Milliseconds
Minimum Value: -1070.4 at 2.1 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: SUM-005

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



C-30

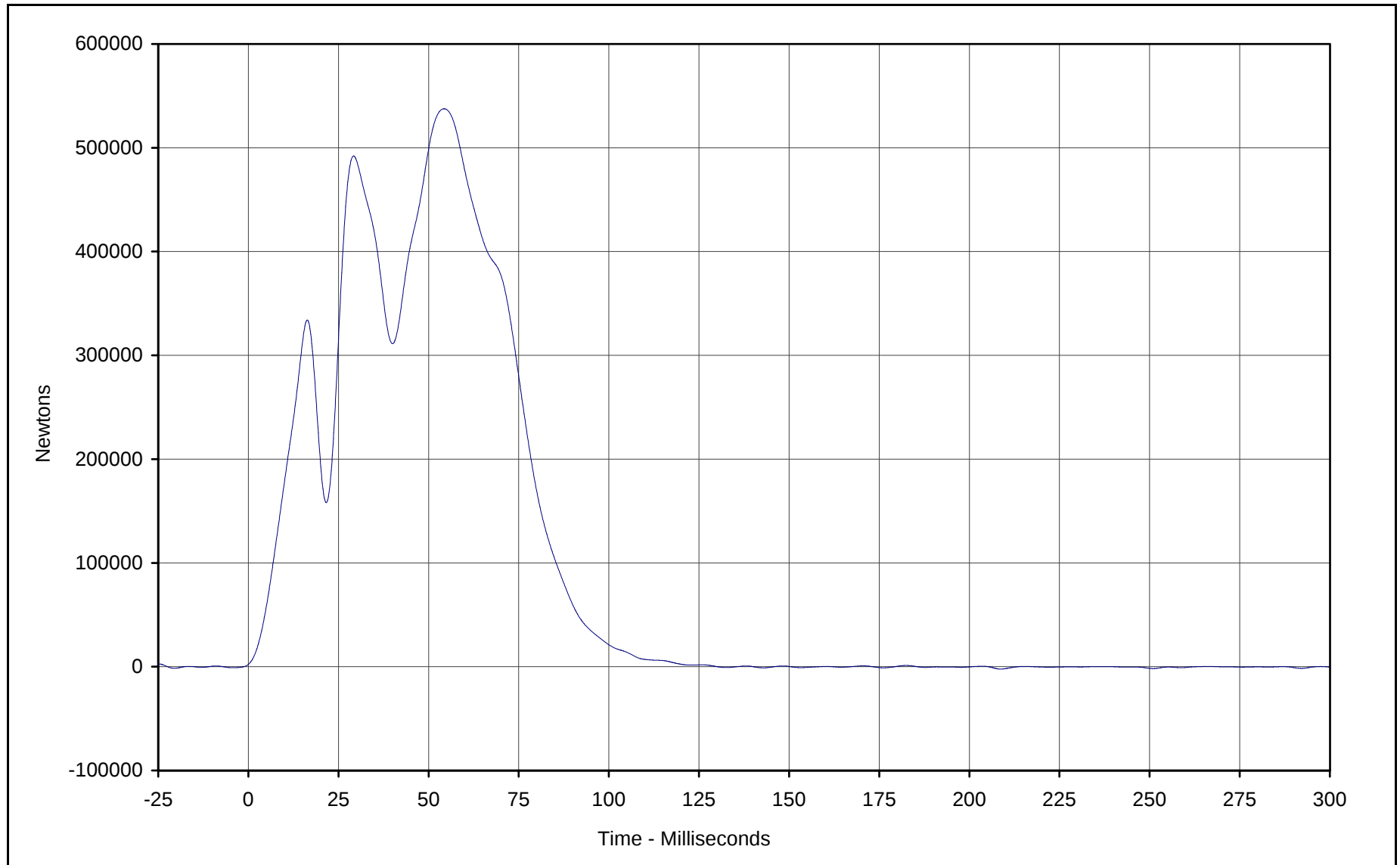


Curve Description: Barrier Force Sum Group 6
Maximum Value: 23101.8 at 52.9 Milliseconds
Minimum Value: -998.0 at 8.5 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: SUM-006

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

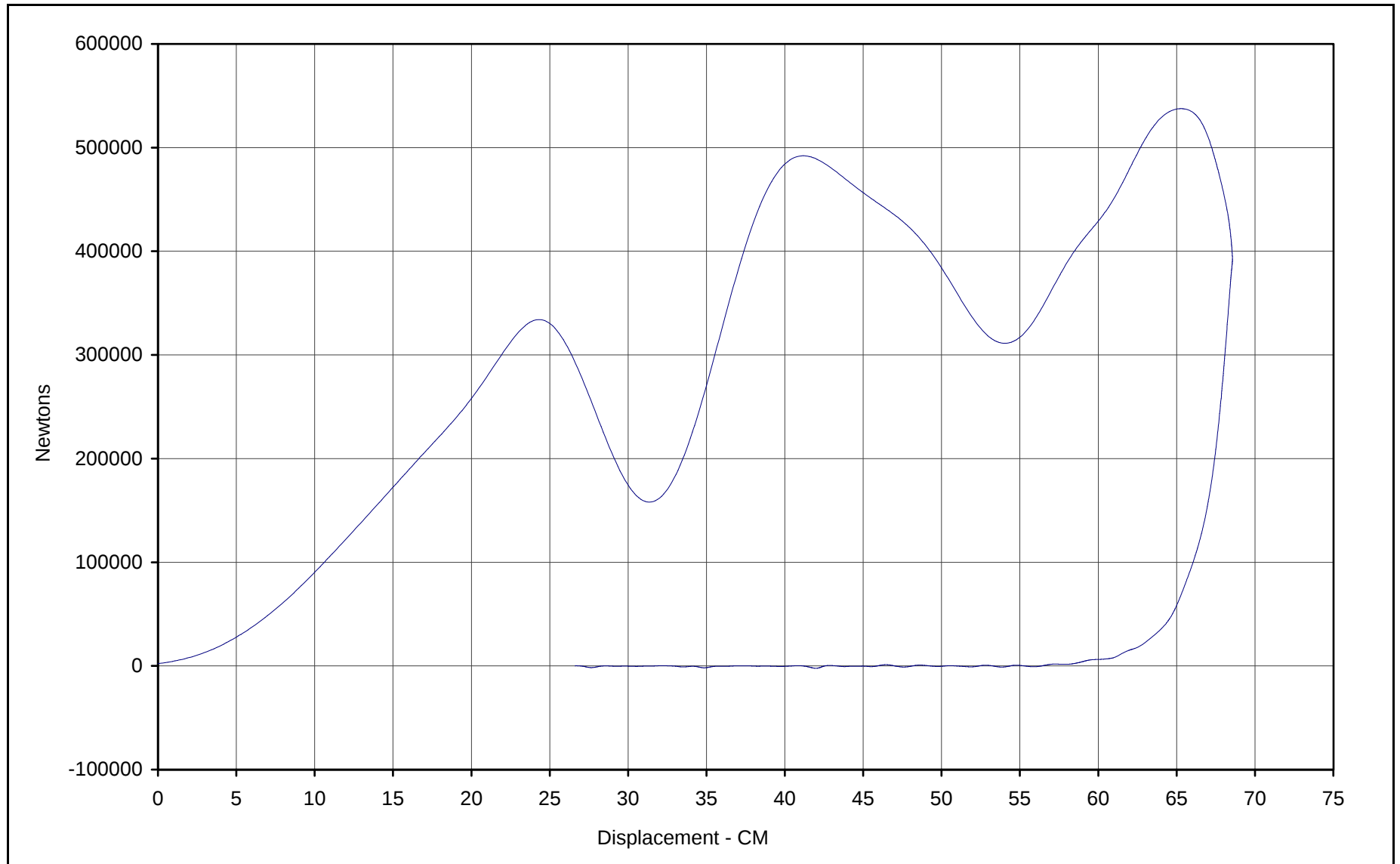


Curve Description: Barrier Force Sum Total
Maximum Value: 537578.6 at 54.3 Milliseconds
Minimum Value: -2290.5 at 208.7 Milliseconds
SAE Filter Class: 60
Date of Test: 3/1/01
Curve Number: SUM-007

Test Program: 2001 NHTSA 35mph NCAP No.: M10311
Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



C-32



Curve Description: Sum Force Total vs. Dynamic Crush

Maximum Displ.: 68.6 at 67.5 Milliseconds

Maximum Force: 537,579 at 54.3 Milliseconds

Measured Energy: 193,973 joules

Date of Test: 3/1/01

Curve Number: XVY-001

Test Program: 2001 NHTSA 35mph NCAP No.: M10311

Test Vehicle: 2001 Dodge Stratus SE 2 Door Coupe



KAR21001-15

BARRIER LOAD CELL SUMMARY DATATest Vehicle: 2001 Dodge Stratus SE 2 Door CoupeNHTSA No.: M10311Test Program: 2001 NHTSA 35mph NCAPTest Date: 3/1/01**BARRIER LOAD CELL PEAK FORCES**

Location	Units	Max	Time	Min	Time
Barrier Force A2	Newtons	2689.2	36.0	-1469.3	23.2
Barrier Force A3	Newtons	4003.7	36.4	-2300.5	23.2
Barrier Force A4	Newtons	78610.1	27.5	-142.1	0.6
Barrier Force A5	Newtons	33491.3	34.9	-144.8	252.2
Barrier Force A6	Newtons	25661.6	30.5	-630.7	2.2
Barrier Force A7	Newtons	3033.7	37.0	-2879.6	22.8
Barrier Force A8	Newtons	1268.3	32.2	-1230.1	22.9
Barrier Force A9	Newtons	1271.0	32.9	-1878.7	37.4
Barrier Force B2	Newtons	33981.4	58.8	-427.1	5.8
Barrier Force B3	Newtons	78727.0	16.3	-632.9	2.5
Barrier Force B4	Newtons	53545.0	56.0	-129.8	251.3
Barrier Force B5	Newtons	90398.0	55.1	-54.2	250.9
Barrier Force B6	Newtons	102848.8	52.9	-316.2	0.2
Barrier Force B7	Newtons	83096.2	30.4	-719.2	3.4
Barrier Force B8	Newtons	7592.5	40.7	-403.0	14.1
Barrier Force B9	Newtons	1235.2	41.6	-1236.6	37.6
Barrier Force C2	Newtons	10183.2	43.2	-471.5	6.7
Barrier Force C3	Newtons	13449.1	16.0	-474.2	4.7
Barrier Force C4	Newtons	23406.2	58.1	-572.5	2.5
Barrier Force C5	Newtons	17967.7	54.8	-245.3	108.9
Barrier Force C6	Newtons	19380.9	53.9	-428.5	2.8
Barrier Force C7	Newtons	9093.9	53.9	-420.9	6.8
Barrier Force C8	Newtons	14033.3	52.6	-1179.4	24.4
Barrier Force C9	Newtons	814.0	33.2	-1310.9	37.7
Barrier Force Sum Group 1	Newtons	97457.4	16.8	-1444.7	2.6
Barrier Force Sum Group 2	Newtons	320268.6	54.1	-636.0	251.1
Barrier Force Sum Group 3	Newtons	86936.1	31.1	-975.7	208.5
Barrier Force Sum Group 4	Newtons	15862.3	60.4	-886.2	5.2
Barrier Force Sum Group 5	Newtons	60457.2	54.3	-1070.4	2.1
Barrier Force Sum Group 6	Newtons	23101.8	52.9	-998.0	8.5
Barrier Force Sum Total	Newtons	537578.6	54.3	-2290.5	208.7

Barrier Load cells A1,B1,C1, and D1 through D9 (12 locations) were not recorded.

APPENDIX D

INSTRUMENTATION DATA CHANNEL ASSIGNMENTS

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Driver A.T.D. Serial Number 35
3/1/01
2001 Dodge Stratus SE 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
1	HEAD, PRIMARY	X	KEAC039	Accel.,1/2 bridge	Endevco	7264-2000	G
2	HEAD, PRIMARY	Y	KEAC038	Accel.,1/2 bridge	Endevco	7264-2000	G
3	HEAD, PRIMARY	Z	KEAC027	Accel.,1/2 bridge	Endevco	7264-2000	G
4	HEAD, REDUNDANT	X	KEAC031	Accel.,1/2 bridge	Endevco	7264-2000	G
5	HEAD, REDUNDANT	Y	KEAC032	Accel.,1/2 bridge	Endevco	7264-2000	G
6	HEAD, REDUNDANT	Z	KEAC026	Accel.,1/2 bridge	Endevco	7264-2000	G
7	NECK FORCE	X	GPUN02FX	Load cell, six axis neck	R. A. Denton	1716A	N
8	NECK FORCE	Y	GPUN02FY	Load cell, six axis neck	R. A. Denton	1716A	N
9	NECK FORCE	Z	GPUN02FZ	Load cell, six axis neck	R. A. Denton	1716A	N
10	NECK MOMENT	X	GPUN02MX	Load cell, six axis neck	R. A. Denton	1716A	Nm
11	NECK MOMENT	Y	GPUN02MY	Load cell, six axis neck	R. A. Denton	1716A	Nm
12	NECK MOMENT	Z	GPUN02MZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
13	CHEST , PRIMARY	X	GPAC031	Accel., 1/2 bridge	Endevco	7264-2000	G
14	CHEST , PRIMARY	Y	GPAC024	Accel., 1/2 bridge	Endevco	7264-2000	G
15	CHEST , PRIMARY	Z	GPAC029	Accel., 1/2 bridge	Endevco	7264-2000	G
16	CHEST , REDUNDANT	X	KEAC023	Accel.,1/2 bridge	Endevco	7264-200	G
17	CHEST , REDUNDANT	Y	KEAC022	Accel.,1/2 bridge	Endevco	7264-200	G
18	CHEST , REDUNDANT	Z	KEAC024	Accel.,1/2 bridge	Endevco	7264-200	G
19	CHEST DISPLACEMENT	X	GPCP001	Rotary Pot Chest	Servo	14CBI	MM
20	PELVIS, PRIMARY	X	KEAC019	Accel.,1/2 bridge	Endevco	7264-200	G
21	PELVIS, PRIMARY	Y	KEAC020	Accel.,1/2 bridge	Endevco	7264-200	G
22	PELVIS, PRIMARY	Z	KEAC021	Accel.,1/2 bridge	Endevco	7264-200	G
23	LEFT FEMUR FORCE	Z	KEFF001	Load cell, Femur	R.A. Denton	2121	N
24	RIGHT FEMUR FORCE	Z	KEFF002	Load cell, Femur	R.A. Denton	2121	N

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Driver A.T.D. Serial Number 35
3/1/01
2001 Dodge Stratus SE 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
25	UP. TIBIA LEFT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
26	UP. TIBIA LEFT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
27	UP. TIBIA RIGHT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
28	UP. TIBIA RIGHT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
29	LWR. TIBIA LEFT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
30	LWR. TIBIA LEFT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
31	LWR. TIBIA LEFT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
32	LWR. TIBIA RIGHT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
33	LWR. TIBIA RIGHT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
34	LWR. TIBIA RIGHT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
35	FOOT LEFT	X	KEIC003X	Accel., Foot Triax	I.C. Sensor	3031-500	G
36	FOOT LEFT	Y	KEIC003Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
37	FOOT LEFT	Z	KEIC003Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
38	FOOT RIGHT	X	KEIC004X	Accel., Foot Triax	I.C. Sensor	3031-500	G
39	FOOT RIGHT	Y	KEIC004Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
40	FOOT RIGHT	Z	KEIC004Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
41	LAP BELT FORCE	X	KELC001	Load cell, Seat belt	Lebow	3371	N
42	SHOULDER BELT FORCE	X	KELC002	Load cell, Seat belt	Lebow	3371	N
43	SHOULDER BELT SPOOL	X	KEPP001	Pullout pot	Celesco	PTX101-0030	CM
44	SHOULDER BELT ELONG.	X	KEEP001	Linear pot., belt stretch	E.T.I.	LCP8-10 10K	MM/CM

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Passenger A.T.D. Serial Number 34
3/1/01
2001 Dodge Stratus SE 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
45	HEAD, PRIMARY	X	GPAC027	Accel., 1/2 bridge	Endevco	7264-2000	G
46	HEAD, PRIMARY	Y	GPAC002	Accel., 1/2 bridge	Endevco	7264-2000	G
47	HEAD, PRIMARY	Z	GPAC003	Accel., 1/2 bridge	Endevco	7264-2000	G
48	HEAD, REDUNDANT	X	GPAC032	Accel., 1/2 bridge	Endevco	7264-2000	G
49	HEAD, REDUNDANT	Y	GPAC021	Accel., 1/2 bridge	Endevco	7264-2000	G
50	HEAD, REDUNDANT	Z	GPAC026	Accel., 1/2 bridge	Endevco	7264-2000	G
51	NECK FORCE	X	GPUN01FX	Load cell, six axis neck	R. A. Denton	1716A	N
52	NECK FORCE	Y	GPUN01FY	Load cell, six axis neck	R. A. Denton	1716A	N
53	NECK FORCE	Z	GPUN01FZ	Load cell, six axis neck	R. A. Denton	1716A	N
54	NECK MOMENT	X	GPUN01MX	Load cell, six axis neck	R. A. Denton	1716A	Nm
55	NECK MOMENT	Y	GPUN01MY	Load cell, six axis neck	R. A. Denton	1716A	Nm
56	NECK MOMENT	Z	GPUN01MZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
57	CHEST , PRIMARY	X	GPAC005	Accel., 1/2 bridge	Endevco	7264-2000	G
58	CHEST , PRIMARY	Y	GPAC011	Accel., 1/2 bridge	Endevco	7264-2000	G
59	CHEST , PRIMARY	Z	GPAC010	Accel., 1/2 bridge	Endevco	7264-2000	G
60	CHEST , REDUNDANT	X	GPAC034	Accel., 1/2 bridge	Endevco	7264-2000	G
61	CHEST , REDUNDANT	Y	GPAC023	Accel., 1/2 bridge	Endevco	7264-2000	G
62	CHEST , REDUNDANT	Z	GPAC020	Accel., 1/2 bridge	Endevco	7264-2000	G
63	CHEST DISPLACEMENT	X	GPCP002	Rotary Pot Chest	Servo	14CBI	MM
64	PELVIS, PRIMARY	X	GPAC025	Accel., 1/2 bridge	Endevco	7264-2000	G
65	PELVIS, PRIMARY	Y	GPAC022	Accel., 1/2 bridge	Endevco	7264-2000	G
66	PELVIS, PRIMARY	Z	GPAC019	Accel., 1/2 bridge	Endevco	7264-2000	G
67	LEFT FEMUR FORCE	Z	KEFF003	Load cell, Femur	R.A. Denton	2121	N
68	RIGHT FEMUR FORCE	Z	KEFF004	Load cell, Femur	R.A. Denton	2121	N

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Passenger A.T.D. Serial Number 34
3/1/01
2001 Dodge Stratus SE 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
69	UP. TIBIA LEFT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
70	UP. TIBIA LEFT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
71	UP. TIBIA RIGHT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
72	UP. TIBIA RIGHT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
73	LWR. TIBIA LEFT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
74	LWR. TIBIA LEFT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
75	LWR. TIBIA LEFT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
76	LWR. TIBIA RIGHT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
77	LWR. TIBIA RIGHT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
78	LWR. TIBIA RIGHT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
79	FOOT LEFT	X	KEIC002X	Accel., Foot Triax	I.C. Sensor	3031-500	G
80	FOOT LEFT	Y	KEIC002Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
81	FOOT LEFT	Z	KEIC002Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
82	FOOT RIGHT	X	KEIC001X	Accel., Foot Triax	I.C. Sensor	3031-500	G
83	FOOT RIGHT	Y	KEIC001Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
84	FOOT RIGHT	Z	KEIC001Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
85	LAP BELT FORCE	X	KELC003	Load cell, Seat belt	Lebow	3371	N
86	SHOULDER BELT FORCE	X	KELC004	Load cell, Seat belt	Lebow	3371	N
87	SHOULDER BELT SPOOL	X	KEPP001	Pullout pot	Celesco	PTX101-0030	MM
88	SHOULDER BELT ELONG.	X	KEEP001	Linear pot., belt stretch	E.T.I.	LCP8-10 10K	MM/CM

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Vehicle Accelerometers and Reference Channel
3/1/01
2001 Dodge Stratus SE 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
89	Left Rear Primary	X	KEVA010	Accel., Vehicle block	I.C. Sensor	3031-200	G
90	Right Rear Primary	Y	KEVA006	Accel., Vehicle block	I.C. Sensor	3031-200	G
91	Engine Top	X	KEVA001	Accel., Vehicle block	I.C. Sensor	3031-500	G
92	Engine Bottom	Y	KEVA008	Accel., Vehicle block	I.C. Sensor	3031-500	G
93	Left Brake Caliper	X	KEVA004	Accel., Vehicle block	I.C. Sensor	3031-500	G
94	Right Brake Caliper	Y	KEVA009	Accel., Vehicle block	I.C. Sensor	3031-500	G
95	Instrument Panel	X	KEVA003	Accel., Vehicle block	I.C. Sensor	3031-500	G
96	Left Rear Redundant	Y	KEVA011	Accel., Vehicle block	I.C. Sensor	3031-200	G
97	Zero Reference	N/A	N/A	N/A	N/A	N/A	N/A

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Rigid Load Cell Barrier
3/1/01
2001 Dodge Stratus SE 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
98	BARRIER FORCE A1	X	BARRIER	Not Used	N/A	N/A	N/A
99	BARRIER FORCE A2	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
100	BARRIER FORCE A3	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
101	BARRIER FORCE A4	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
102	BARRIER FORCE A5	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
103	BARRIER FORCE A6	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
104	BARRIER FORCE A7	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
105	BARRIER FORCE A8	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
106	BARRIER FORCE A9	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
107	BARRIER FORCE B1	X	BARRIER	Not Used	N/A	N/A	N/A
108	BARRIER FORCE B2	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
109	BARRIER FORCE B3	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
110	BARRIER FORCE B4	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
111	BARRIER FORCE B5	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
112	BARRIER FORCE B6	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
113	BARRIER FORCE B7	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
114	BARRIER FORCE B8	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
115	BARRIER FORCE B9	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Rigid Load Cell Barrier
3/1/01
2001 Dodge Stratus SE 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
116	BARRIER FORCE C1	X	BARRIER	Not Used	N/A	N/A	N/A
117	BARRIER FORCE C2	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
118	BARRIER FORCE C3	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
119	BARRIER FORCE C4	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
120	BARRIER FORCE C5	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
121	BARRIER FORCE C6	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
122	BARRIER FORCE C7	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
123	BARRIER FORCE C8	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
124	BARRIER FORCE C9	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
125	BARRIER FORCE D1	X	BARRIER	Not Used	N/A	N/A	N/A
126	BARRIER FORCE D2	X	BARRIER	Not Used	N/A	N/A	N/A
127	BARRIER FORCE D3	X	BARRIER	Not Used	N/A	N/A	N/A
128	BARRIER FORCE D4	X	BARRIER	Not Used	N/A	N/A	N/A
129	BARRIER FORCE D5	X	BARRIER	Not Used	N/A	N/A	N/A
130	BARRIER FORCE D6	X	BARRIER	Not Used	N/A	N/A	N/A
131	BARRIER FORCE D7	X	BARRIER	Not Used	N/A	N/A	N/A
132	BARRIER FORCE D8	X	BARRIER	Not Used	N/A	N/A	N/A
133	BARRIER FORCE D9	X	BARRIER	Not Used	N/A	N/A	N/A

APPENDIX E
DUMMY CALIBRATION DATA



Hybrid III Calibration Data Sheet

50TH Percentile Male

Left Knee Impact Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: LK03A

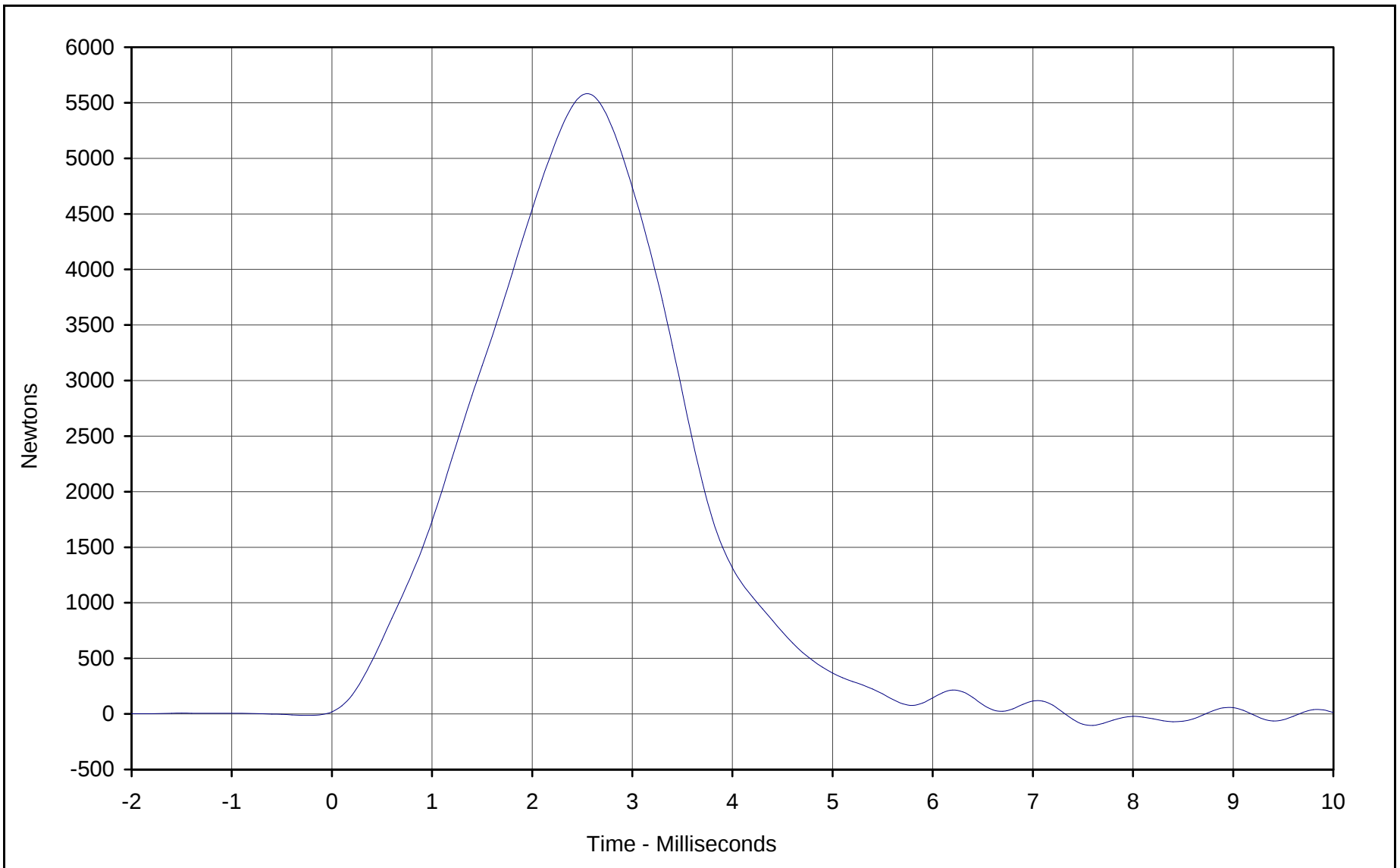
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.113	Pass
Peak Probe Force	Newtons	4715 to 5782	5569.3	Pass
Overall Test Results				Pass

Laboratory Technician

February 20, 2001
Test Date

Approved By

Date



Curve Description: Probe Force

Maximum Value:	<u>5569.3</u>	at	<u>2.6</u>	Milliseconds
Minimum Value:	<u>-103.1</u>	at	<u>7.6</u>	Milliseconds
SAE Filter Class:	<u>600</u>			
Date of Test:	<u>2/20/01</u>			
ATD Serial No.:	<u>034</u>			

Testing Program: Hybrid III Left Knee Impact Test

Test Information: Part S/N: N/A Test I.D.: LK03A





Hybrid III Calibration Data Sheet

50TH Percentile Male

Right Knee Impact Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: RK03A

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.113	Pass
Peak Probe Force	Newtons	4715 to 5782	5619.2	Pass
Overall Test Results				Pass

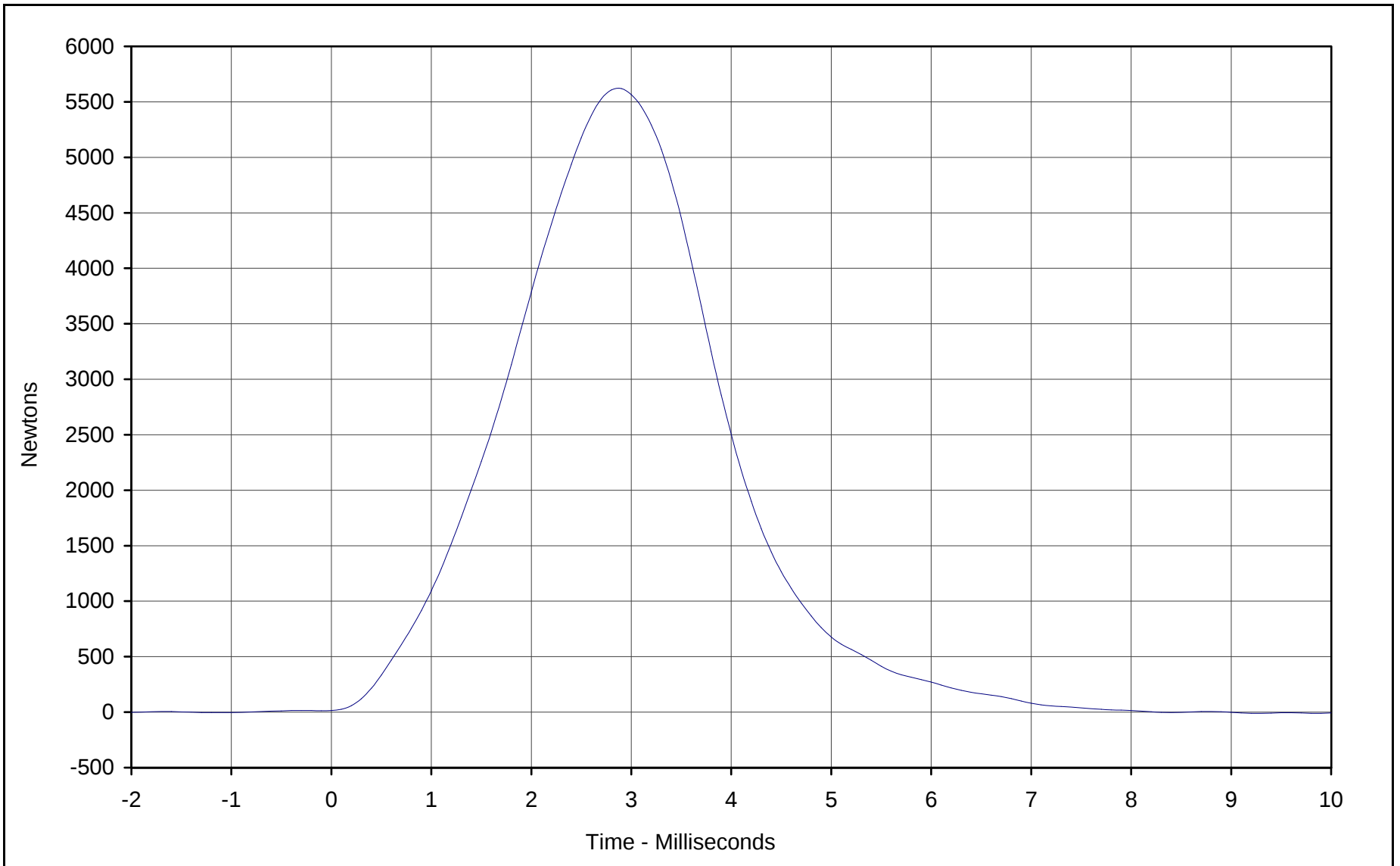
Laboratory Technician

February 20, 2001
Test Date

Approved By

Date

E-4



Curve Description:	Probe Force
Maximum Value:	5619.2 at 2.9 Milliseconds
Minimum Value:	-4.2 at -1.1 Milliseconds
SAE Filter Class:	600
Date of Test:	2/20/01
ATD Serial No.:	034

Testing Program:	Hybrid III Right Knee Impact Test
Test Information:	Part S/N: N/A Test I.D.: RK03A



KAR21001-15



Hybrid III Calibration Data Sheet

50TH Percentile Male

Head Drop Calibration

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: HD01F

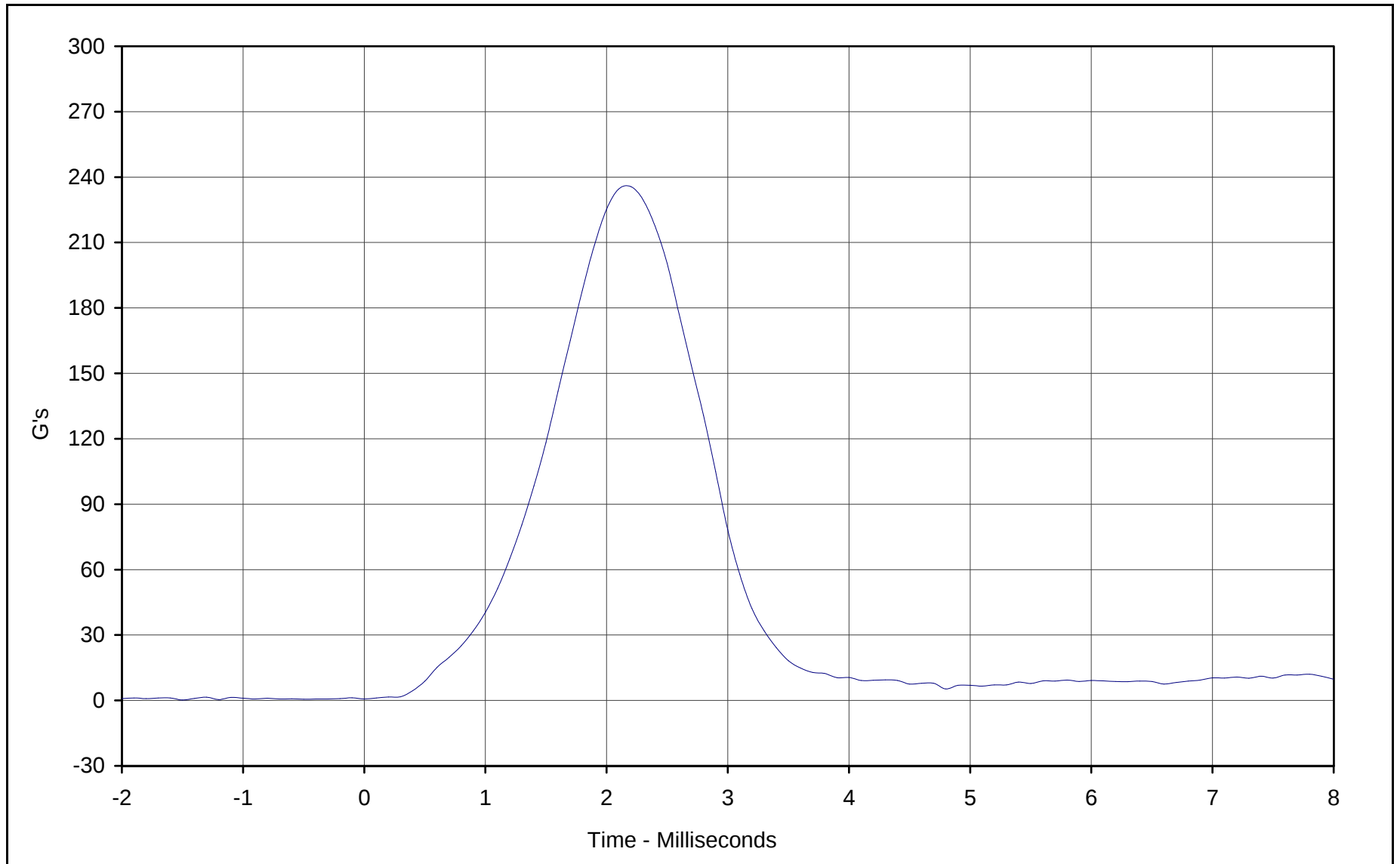
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	225.0 to 275.0	235.6	Pass
Peak Lateral Acceleration	G's	≤15.0	8.0	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Overall Test Results				Pass

Laboratory Technician

February 20, 2001
Test Date

Approved By

Date



Curve Description: Head Resultant Acceleration

Maximum Value: 235.6 at 2.2 Milliseconds

Minimum Value: 0.2 at -1.5 Milliseconds

SAE Filter Class: 1000

Date of Test: 2/20/01

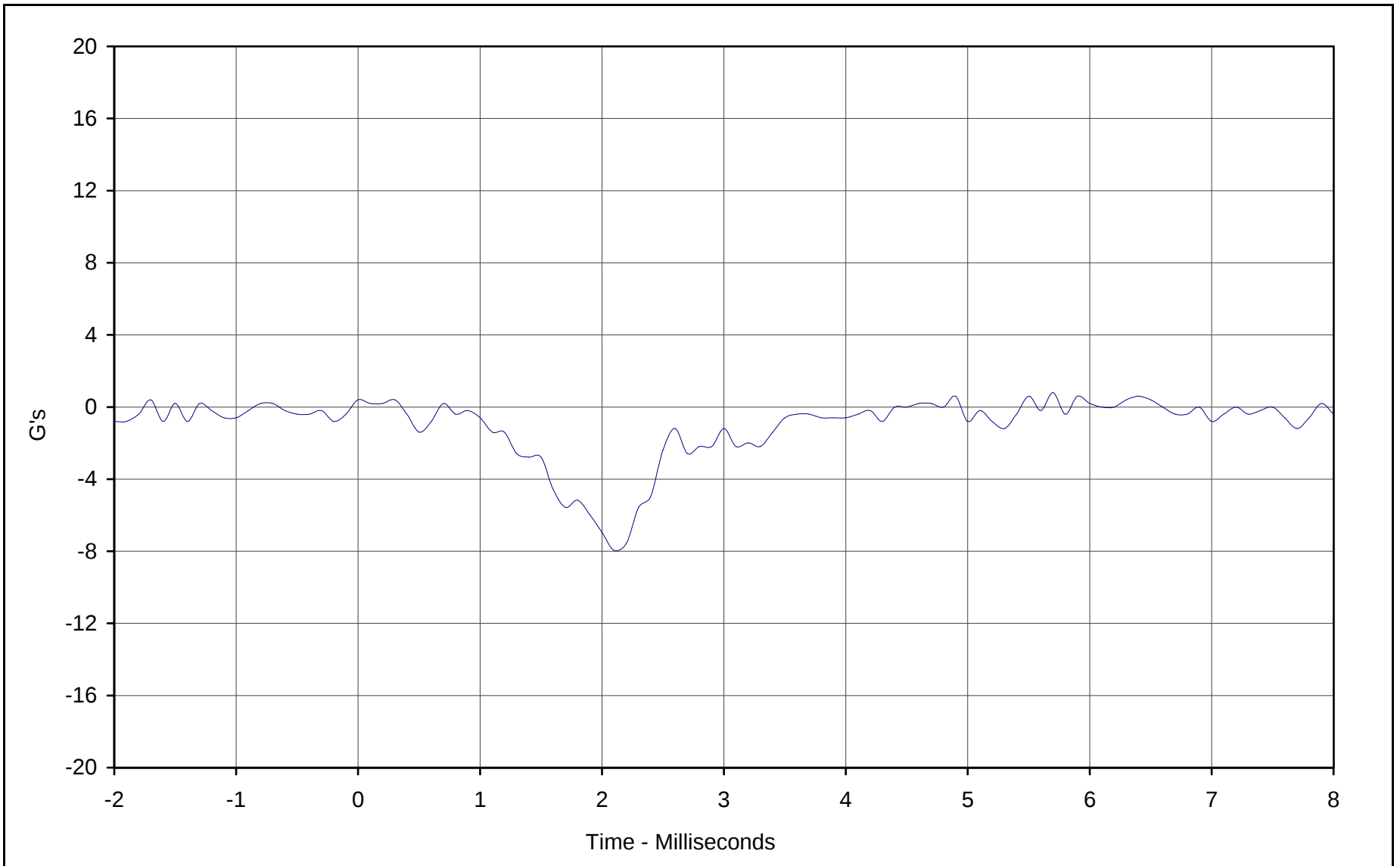
ATD Serial No.: 034

Testing Program: Hybrid III Head Drop Calibration (Male)

Test Information: S/N of Part: N/A Test I.D.: HD01F



E-7



Curve Description:	Head Acceleration Y Axis		
Maximum Value:	0.8	at	5.7 Milliseconds
Minimum Value:	-8.0	at	2.1 Milliseconds
SAE Filter Class:	1000		
Date of Test:	2/20/01		
ATD Serial No.:	034		

Testing Program:	Hybrid III Head Drop Calibration (Male)
Test Information:	S/N of Part: N/A Test I.D.: HD01F



KAR21001-15



Hybrid III Calibration Data Sheet

50TH Percentile Male

Thorax Impact Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: CH03A

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.2	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	6.58 to 6.82	6.61	Pass
Peak Probe Force	Newtons	5159 to 5893	5743	Pass
Peak Sternum Displacement	CM	6.35 to 7.26	6.44	Pass
Internal Hysteresis	%	69 to 85	78.8	Pass
Overall Test Results				Pass

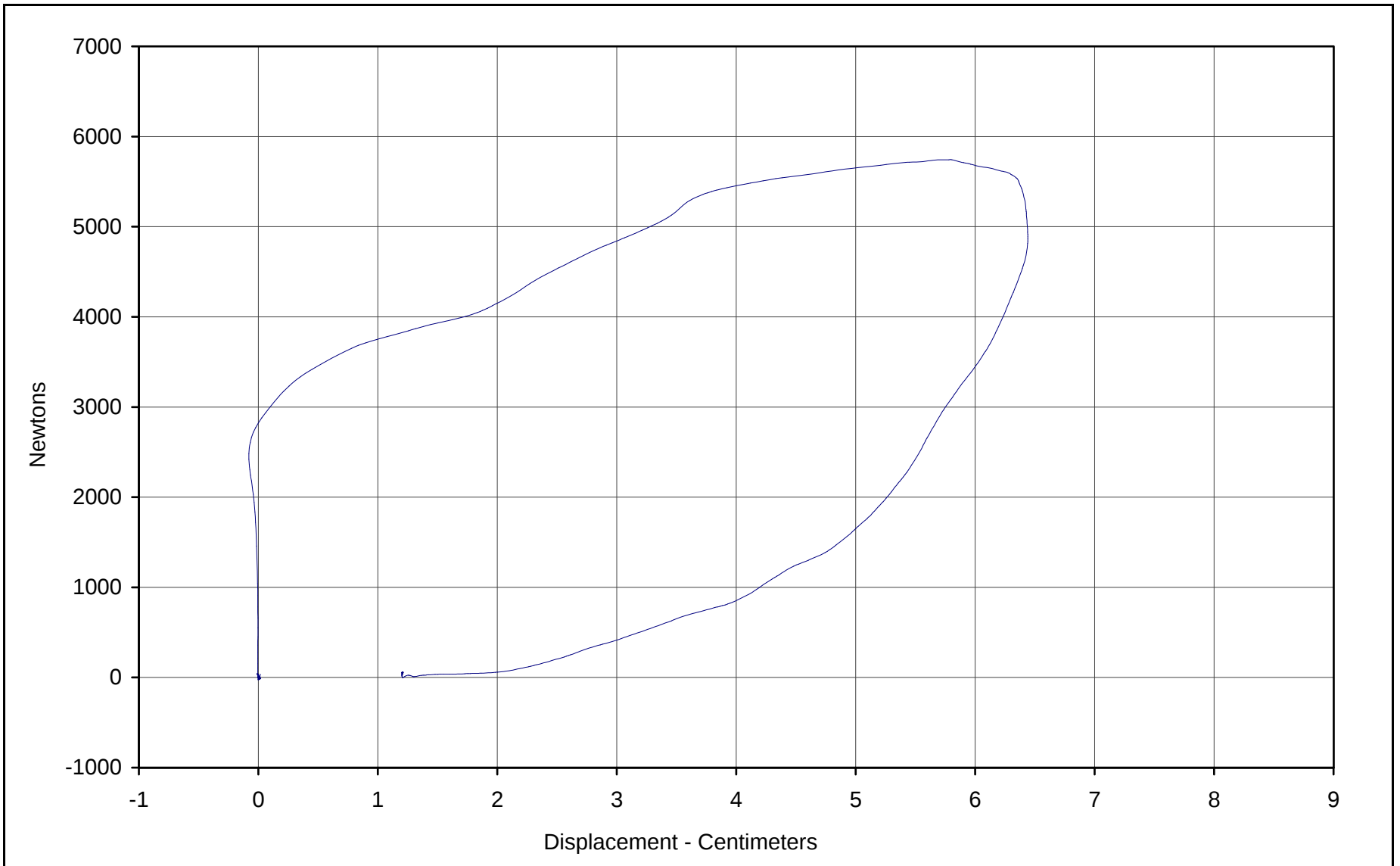
Laboratory Technician

February 20, 2001

Test Date

Approved By

Date



Curve Description: Probe Force vs. Chest Displacement

Probe Force: 5743.0 Newtons

Chest Displ.: 6.44 Centimeters

SAE Filter Class: 180

Date of Test: 2/20/01

ATD Serial No.: 034

Testing Program: Hybrid III Thorax Impact Test

Test Information: S/N of Part: N/A Test I.D.: CH03A





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Flexion Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: NF03A

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	6.89 to 7.13	6.91	Pass
Pendulum Deceleration	10 Msec.	G's	22.5 to 27.5	24.1	Pass
	20 Msec.	G's	17.6 to 22.6	21.1	Pass
	30 Msec.	G's	12.5 to 18.5	16.9	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 29.0	16.9	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	34.0 to 42.0	34.1	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	64.0 to 78.0	71.9	Pass
	Time	Msec.	57.0 to 64.0	60.4	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	113.0 to 128.0	117.5	Pass
Moment About Occipital Condyle	Maximum	N•m	84.1 to 108.5	86.9	Pass
	Time	Msec.	47.0 to 58.0	47.1	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	97.0 to 107.0	100.0	Pass
Overall Test Results					Pass

Laboratory Technician

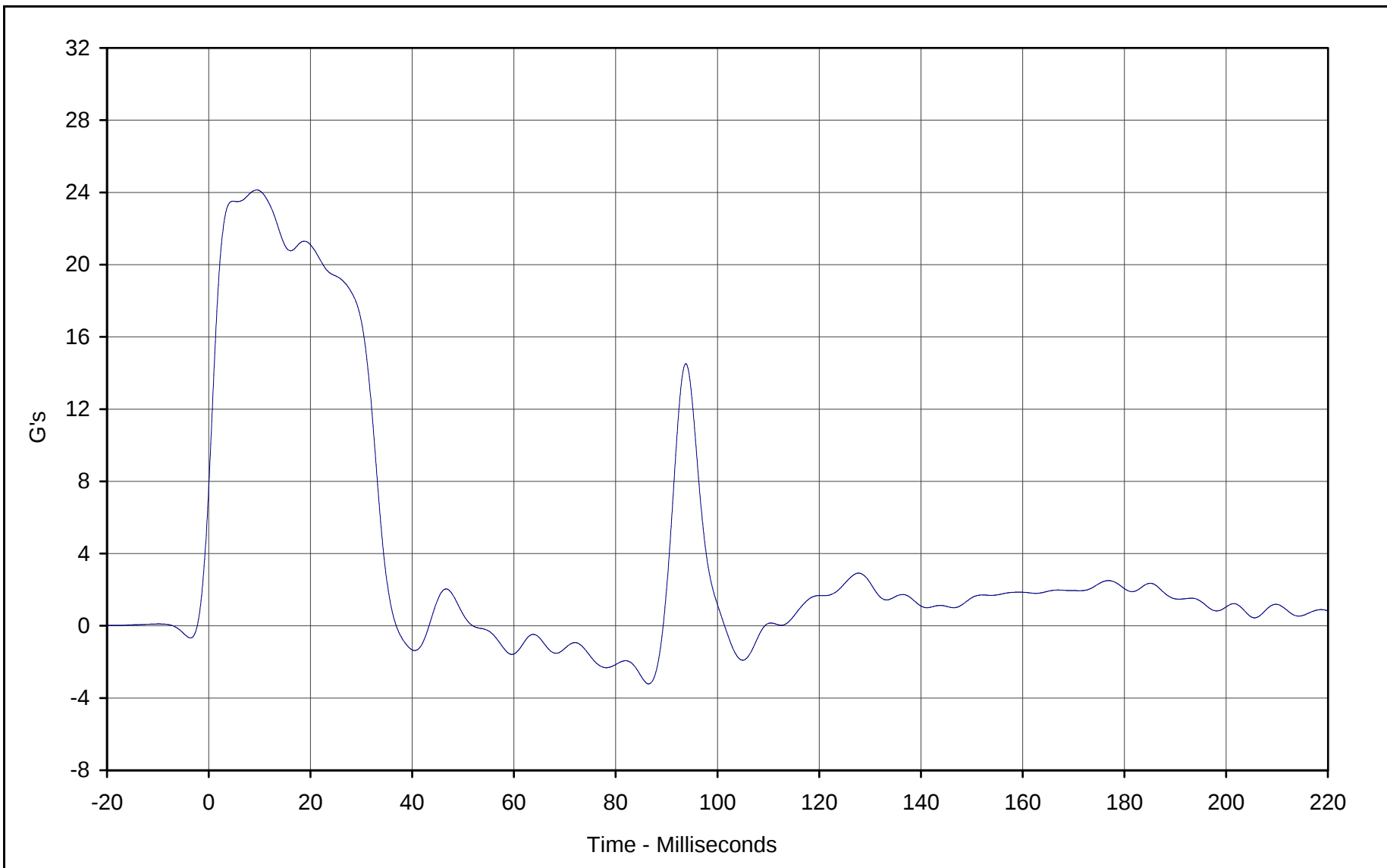
February 20, 2001

Test Date

Approved By

Date

E-11



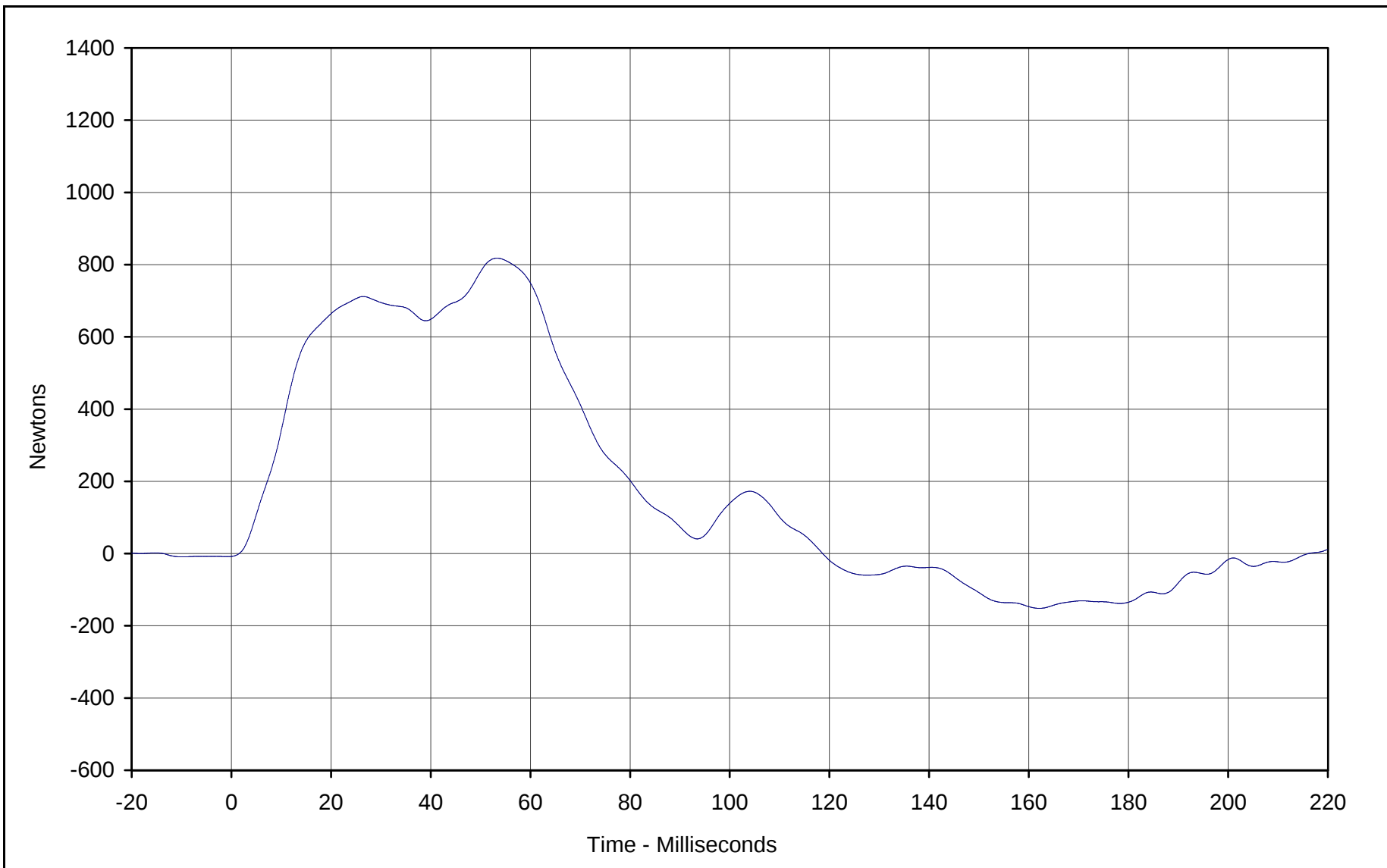
Curve Description:	Pendulum Deceleration		
Maximum Value:	24.1	at	9.5 Milliseconds
Minimum Value:	-3.2	at	86.5 Milliseconds
SAE Filter Class:	60		
Date of Test:	2/20/01		
ATD Serial No.:	034		

Testing Program:	Hybrid III Neck Flexion Test (Male)
Test Information:	S/N of Part: N/A Test I.D.: NF03A



KAR21001-15

E-12



Curve Description: Neck Force X

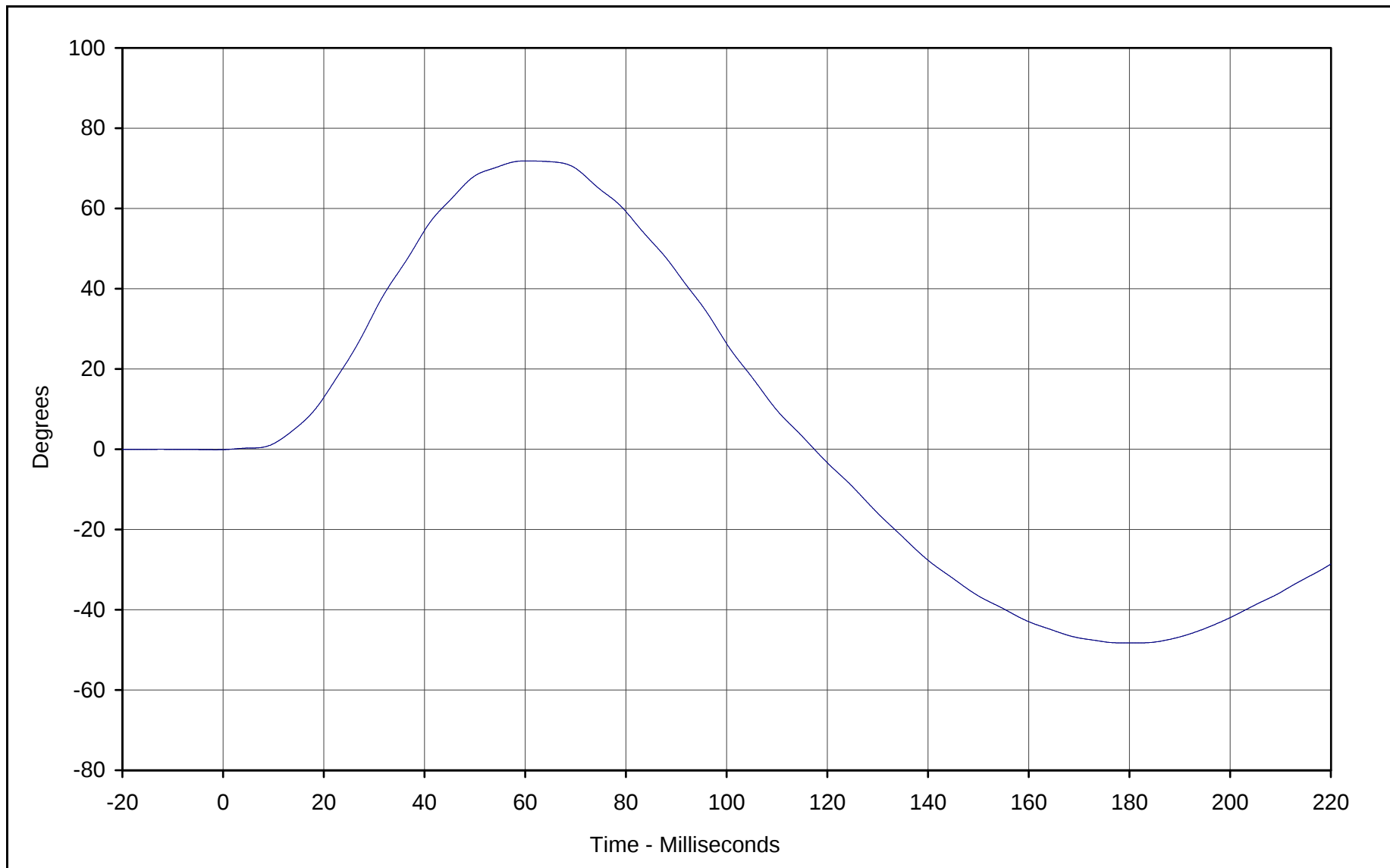
Maximum Value:	817.9	at	53.3	Milliseconds
Minimum Value:	-151.8	at	162.1	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF03A



KAR21001-15



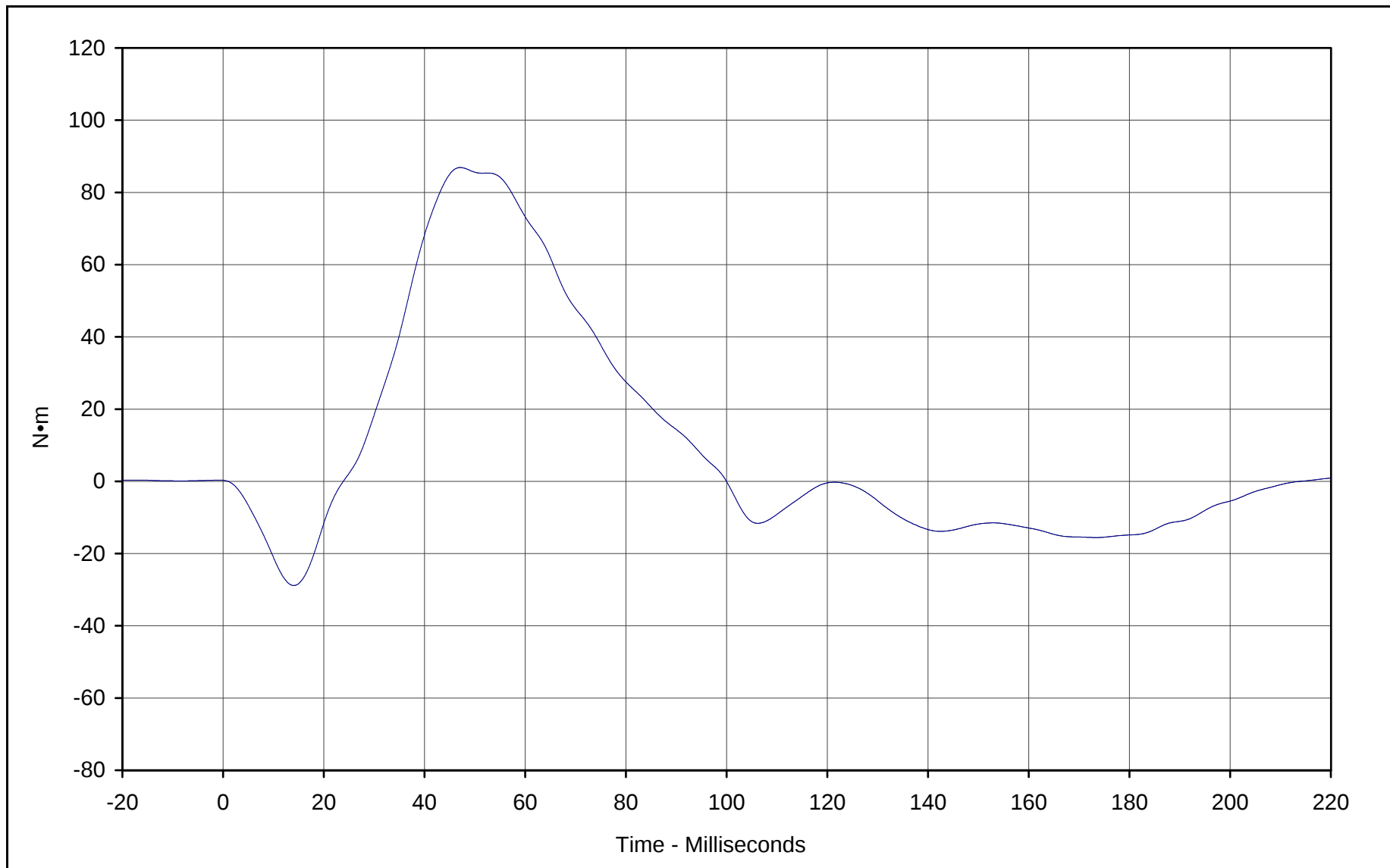
Curve Description: "D" Plane Rotation

Maximum Value:	71.9	at	60.4	Milliseconds
Minimum Value:	-48.3	at	179.9	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF03A





Curve Description: Moment About Occipital Condyles

Maximum Value: 86.9 at 47.1 Milliseconds

Minimum Value: -28.8 at 14.0 Milliseconds

SAE Filter Class: 60

Date of Test: 2/20/01

ATD Serial No.: 034

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF03A





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Extension Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: NE03A

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	5.95 to 6.19	6.17	Pass
Pendulum Deceleration	10 Msec.	G's	17.2 to 21.2	17.5	Pass
	20 Msec.	G's	14.0 to 19.0	15.5	Pass
	30 Msec.	G's	11.0 to 16.0	13.1	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 22.0	13.1	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	38.0 to 46.0	44.0	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	81.0 to 106.0	90.2	Pass
	Time	Msec.	72.0 to 82.0	80.3	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	147.0 to 174.0	151.7	Pass
Moment About Occipital Condyle	Maximum	N•m	-52.9 to- 79.9	-68.7	Pass
	Time	Msec.	65.0 to 79.0	66.5	Pass
Negative Moment Decay, Time To Zero Crossing		Msec.	120.0 to 148.0	139.5	Pass
Overall Test Results					Pass

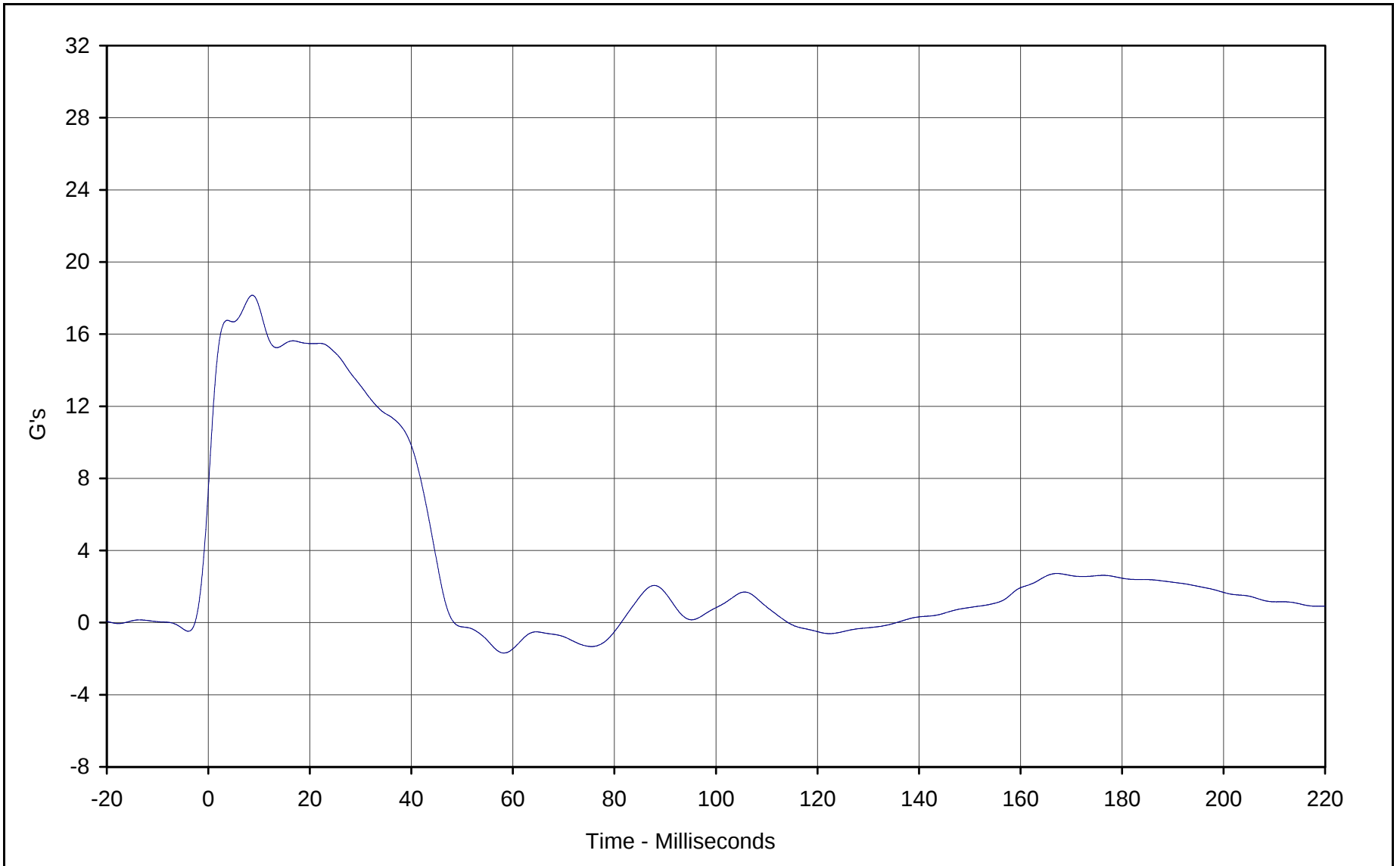
Laboratory Technician

February 20, 2001

Test Date

Approved By

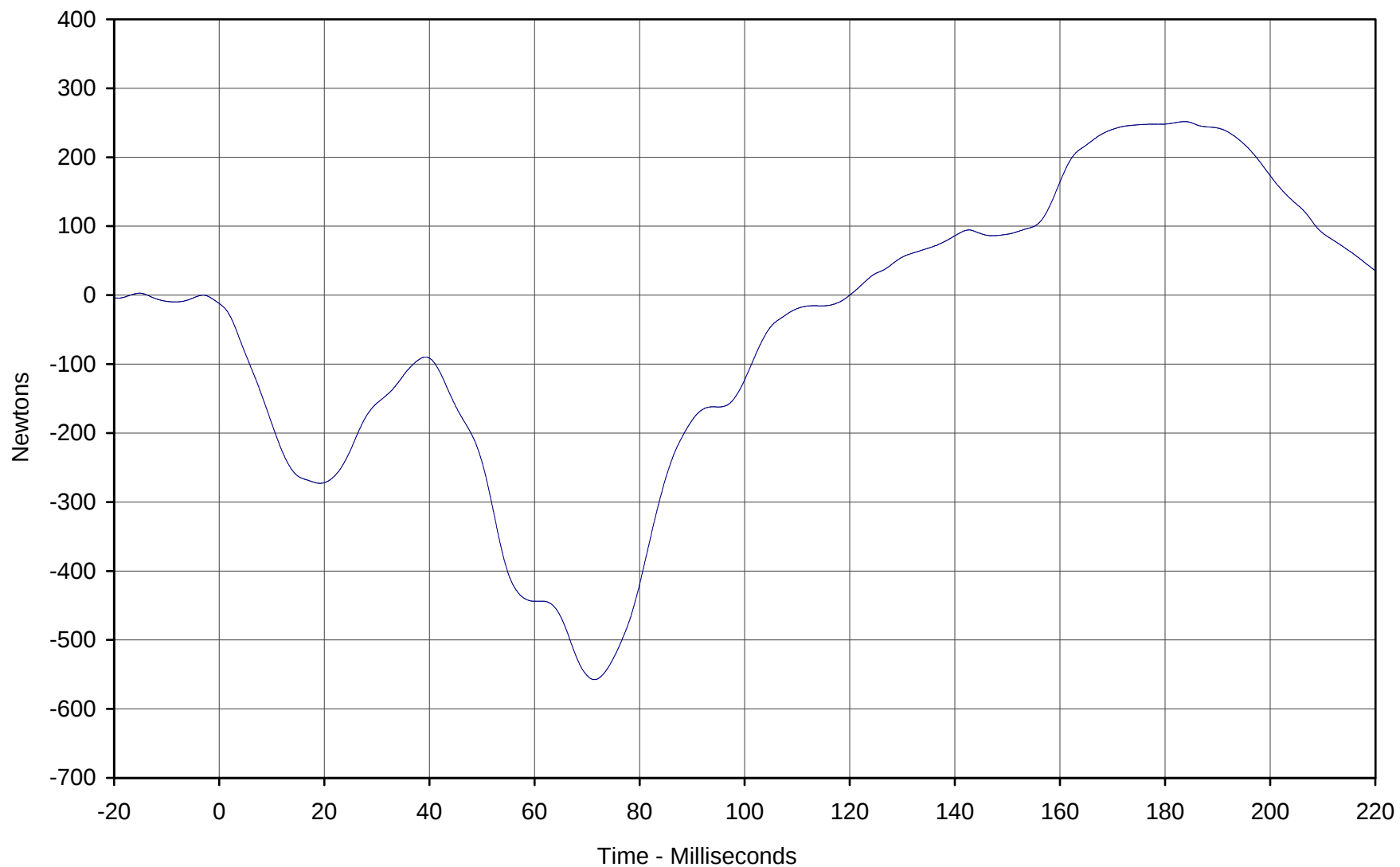
Date



Curve Description:	Pendulum Deceleration		
Maximum Value:	18.2	at	8.7 Milliseconds
Minimum Value:	-1.7	at	58.2 Milliseconds
SAE Filter Class:	60		
Date of Test:	2/20/01		
ATD Serial No.:	034		

Testing Program:	Hybrid III Neck Extension Test (Male)
Test Information:	S/N of Part: N/A Test I.D.: NE03A





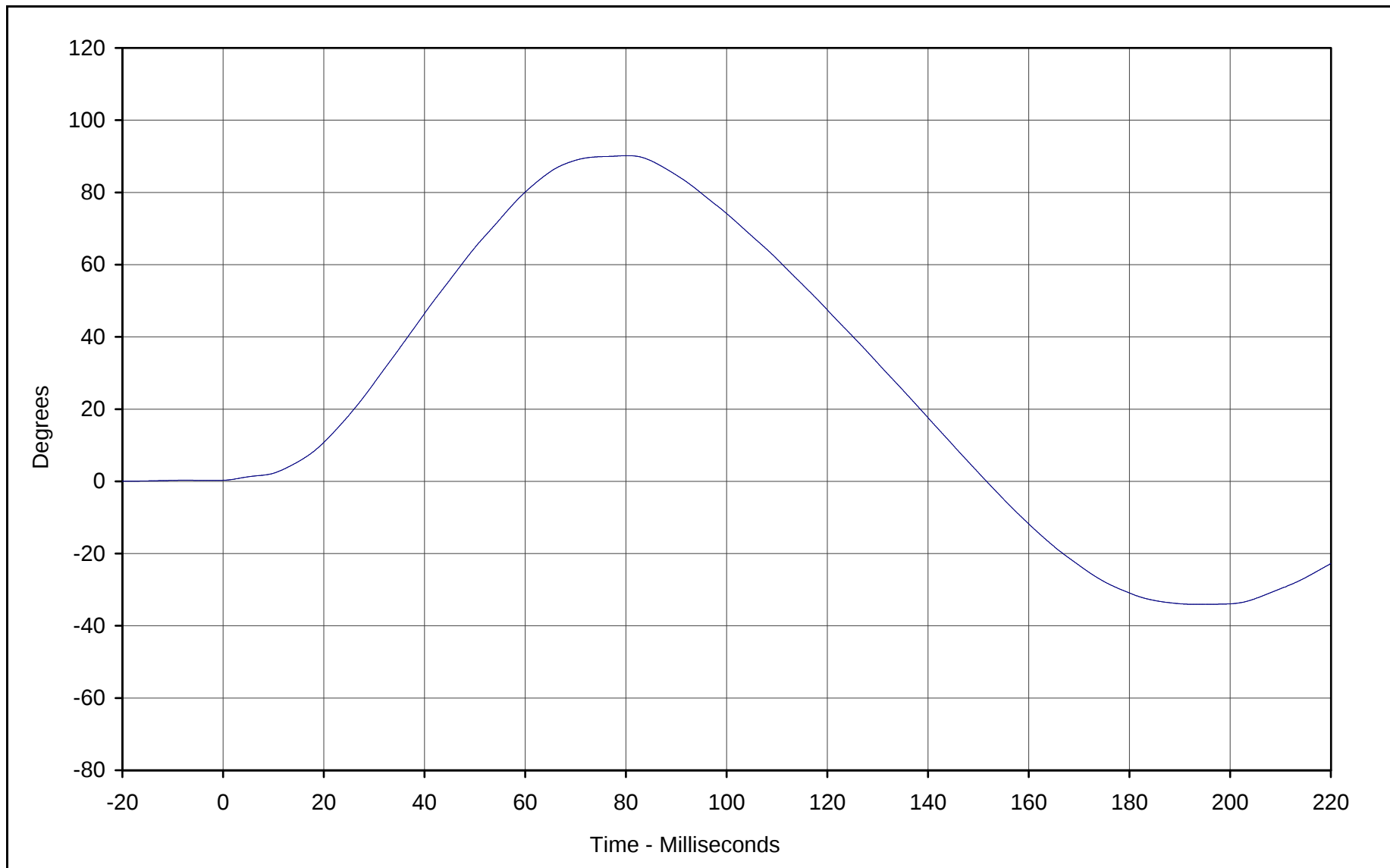
Curve Description: Neck Force X

Maximum Value:	251.7	at	183.7	Milliseconds
Minimum Value:	-557.6	at	71.4	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE03A





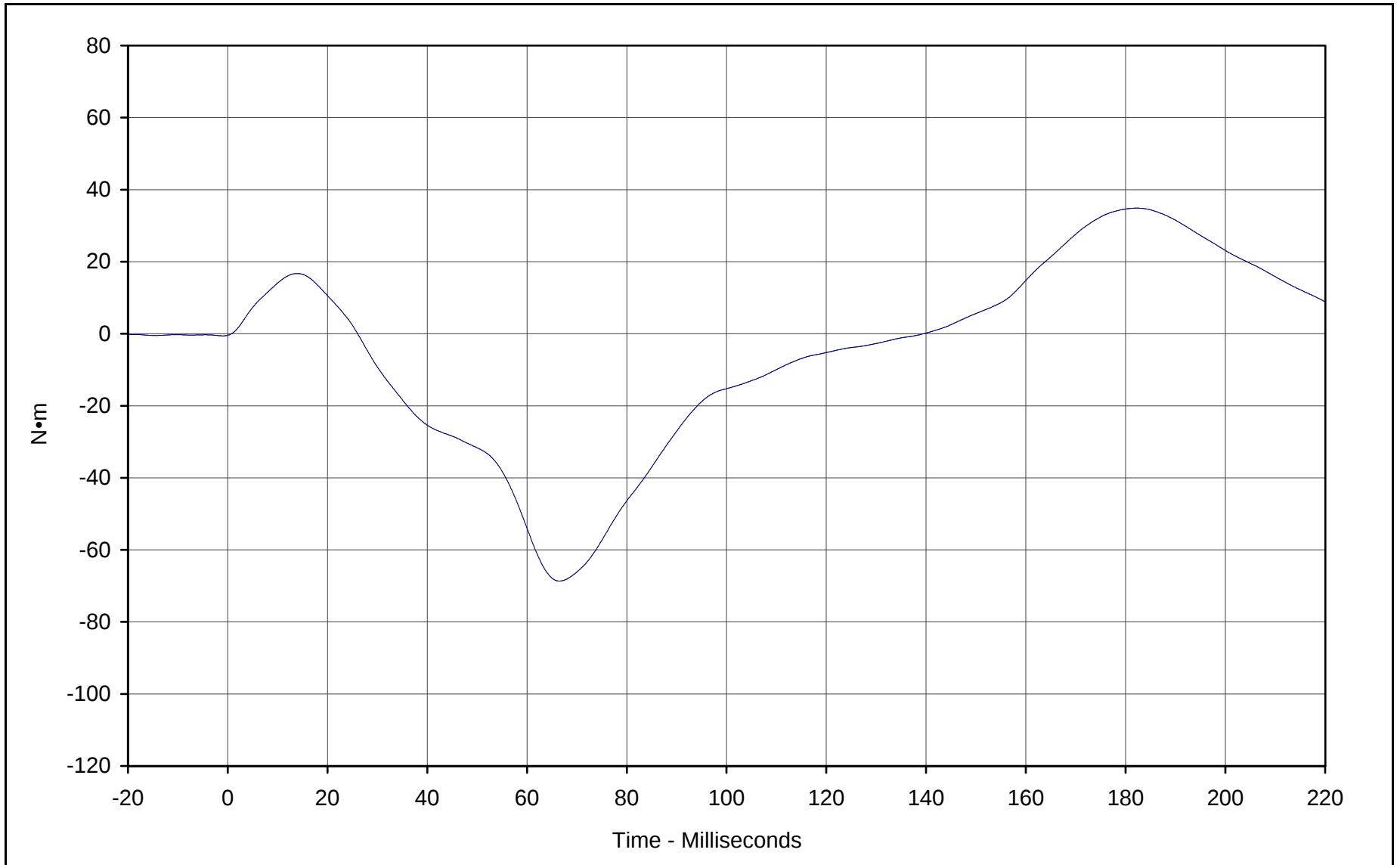
Curve Description: "D" Plane Rotation

Maximum Value:	90.2	at	80.3	Milliseconds
Minimum Value:	-34.1	at	193.3	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE03A





Curve Description: Moment About Occipital Condyles

Maximum Value: 34.9 at 182.2 Milliseconds

Minimum Value: -68.7 at 66.5 Milliseconds

SAE Filter Class: 60

Date of Test: 2/20/01

ATD Serial No.: 034

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE03A





Hybrid III Calibration Data Sheet

50TH Percentile Male

External Measurements

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: N/A

External Measurement Data				
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory temperature	°C	20.4 to 22.1	20.9	Pass
Laboratory relative humidity	%	10 to 70	43	Pass
A - Total sitting height	mm	879 to 889	885	Pass
B - Shoulder pivot height	mm	505 to 521	510	Pass
C - "H" point height	mm	84 to 89	85	Pass
D - "H" point from seat back	mm	135 to 140	135	Pass
E - Shoulder pivot from back	mm	84 to 94	90	Pass
F - Thigh clearance	mm	140 to 155	150	Pass
G - Elbow back to wrist pivot	mm	290 to 305	300	Pass
H - Skull cap to back line	mm	41 to 46	45	Pass
I - Shoulder to elbow length	mm	330 to 345	340	Pass
J - Elbow rest height	mm	190 to 211	210	Pass
K - Buttock to knee length	mm	579 to 604	585	Pass
L - Popliteal length	mm	429 to 455	440	Pass
M - Knee pivot height	mm	485 to 500	490	Pass
N - Buttock popliteal length	mm	452 to 477	470	Pass
O - Chest depth	mm	213 to 229	220	Pass
P - Foot length	mm	251 to 267	260	Pass
V - Shoulder breadth	mm	422 to 437	425	Pass
W - Foot breadth	mm	91 to 107	105	Pass
Y - Chest circumference	mm	970 to 1001	980	Pass
Z - Waist circumference	mm	836 to 866	845	Pass
AA - Location for chest circumference	mm	429 to 434	430	Pass
BB - Location for waist circumference	mm	226 to 231	230	Pass
Overall Test Results				Pass

Laboratory Technician

February 20, 2001

Test Date

Approved By

Date



Hybrid III Calibration Data Sheet

50TH Percentile Male

Left Knee Impact Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: LK03B

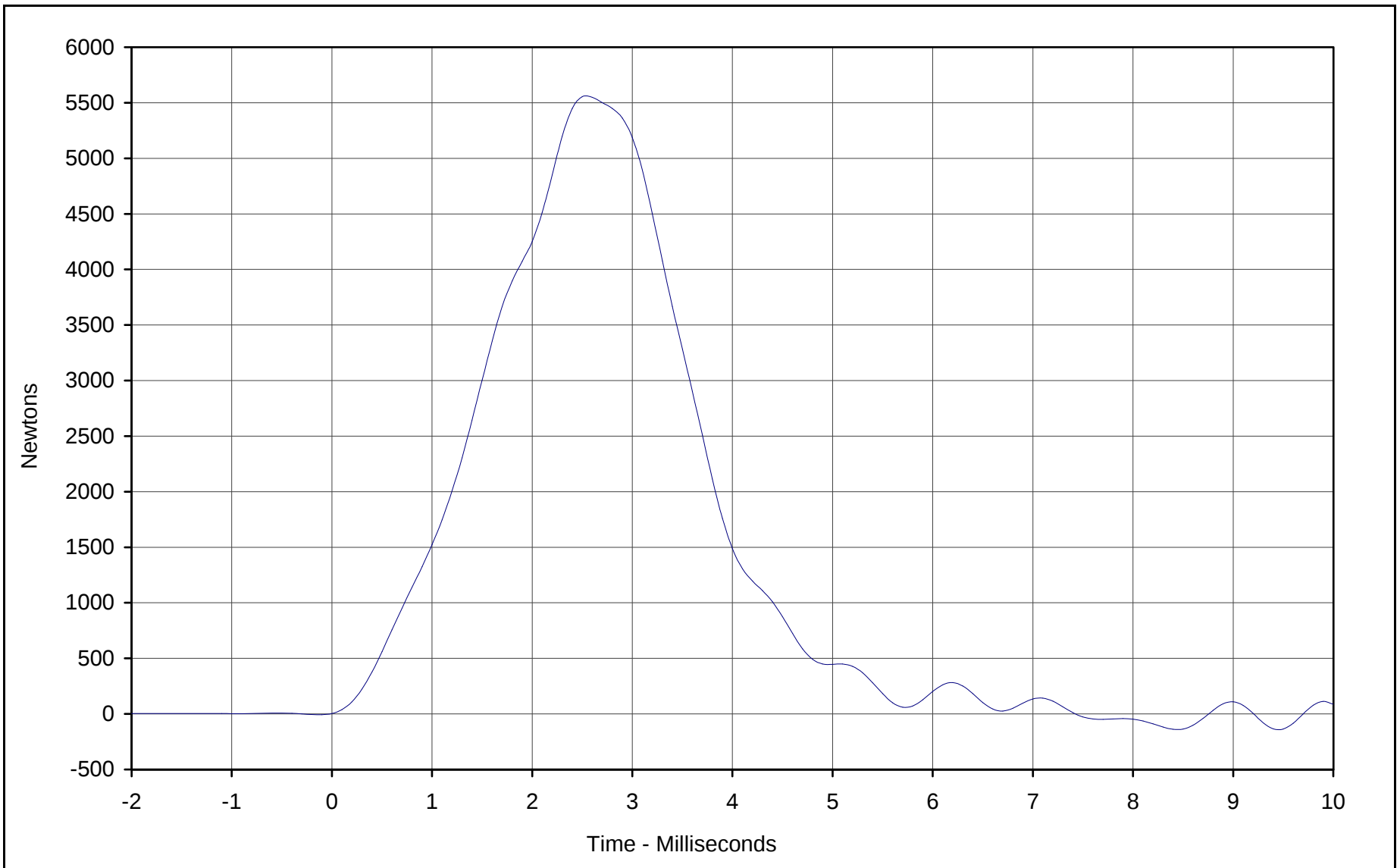
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.113	Pass
Peak Probe Force	Newtons	4715 to 5782	5554.8	Pass
Overall Test Results			Pass	

Laboratory Technician

February 20, 2001
Test Date

Approved By

Date



Curve Description: Probe Force

Maximum Value:	<u>5554.8</u>	at	<u>2.5</u>	Milliseconds
Minimum Value:	<u>-49.1</u>	at	<u>7.7</u>	Milliseconds
SAE Filter Class:	<u>600</u>			
Date of Test:	<u>2/20/01</u>			
ATD Serial No.:	<u>035</u>			

Testing Program: Hybrid III Left Knee Impact Test

Test Information: Part S/N: N/A Test I.D.: LK03B





Hybrid III Calibration Data Sheet

50TH Percentile Male

Right Knee Impact Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: RK03B

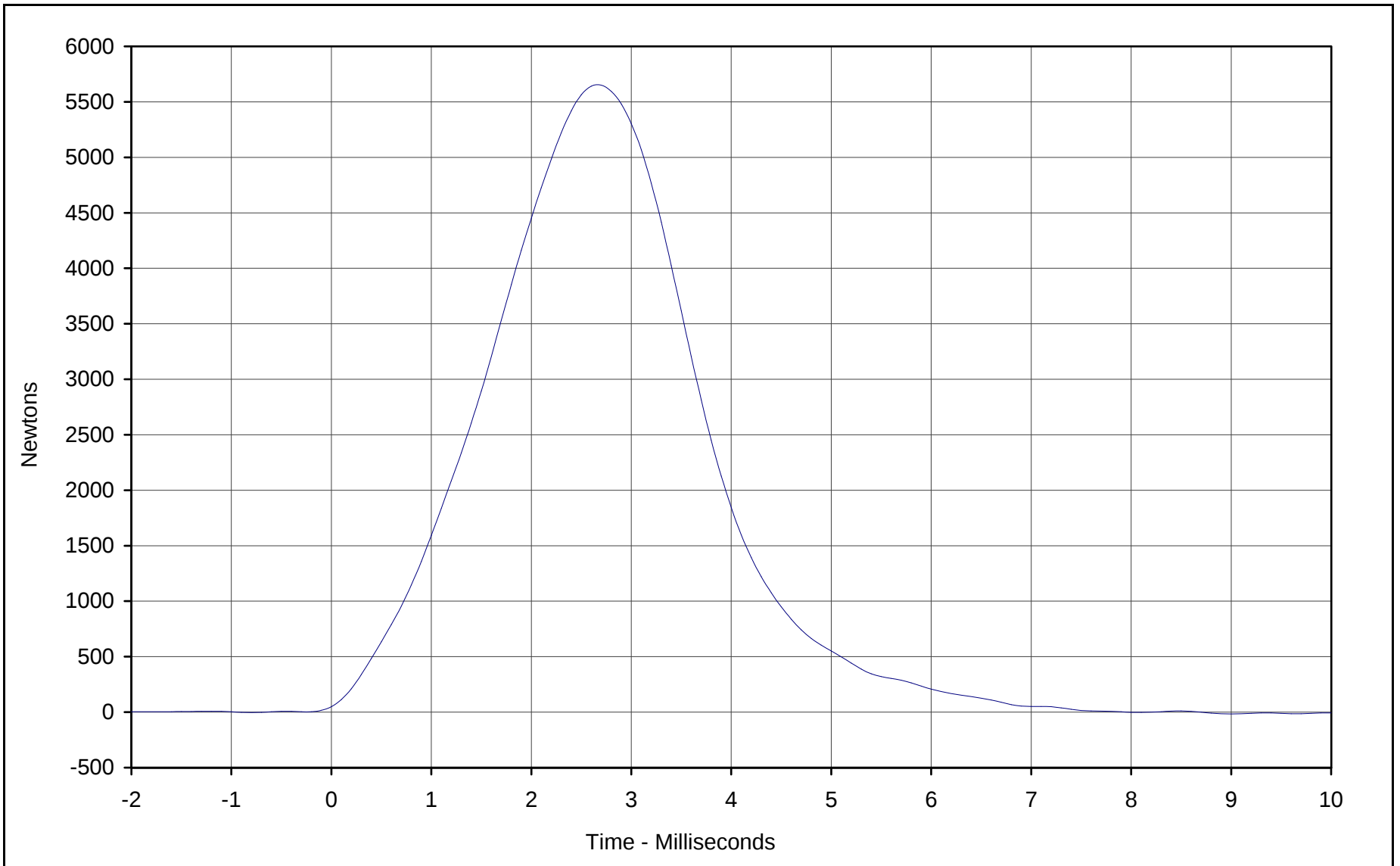
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.113	Pass
Peak Probe Force	Newtons	4715 to 5782	5650.4	Pass
Overall Test Results			Pass	

Laboratory Technician

February 20, 2001
Test Date

Approved By

Date



Curve Description: Probe Force

Maximum Value:	<u>5650.4</u>	at	<u>2.7</u>	Milliseconds
Minimum Value:	<u>-3.1</u>	at	<u>-0.8</u>	Milliseconds
SAE Filter Class:	<u>600</u>			
Date of Test:	<u>2/20/01</u>			
ATD Serial No.:	<u>035</u>			

Testing Program: Hybrid III Right Knee Impact Test

Test Information: Part S/N: N/A Test I.D.: RK03B





Hybrid III Calibration Data Sheet

50TH Percentile Male

Head Drop Calibration

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: HDO1G

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	225.0 to 275.0	233.0	Pass
Peak Lateral Acceleration	G's	≤15.0	3.6	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Overall Test Results				Pass

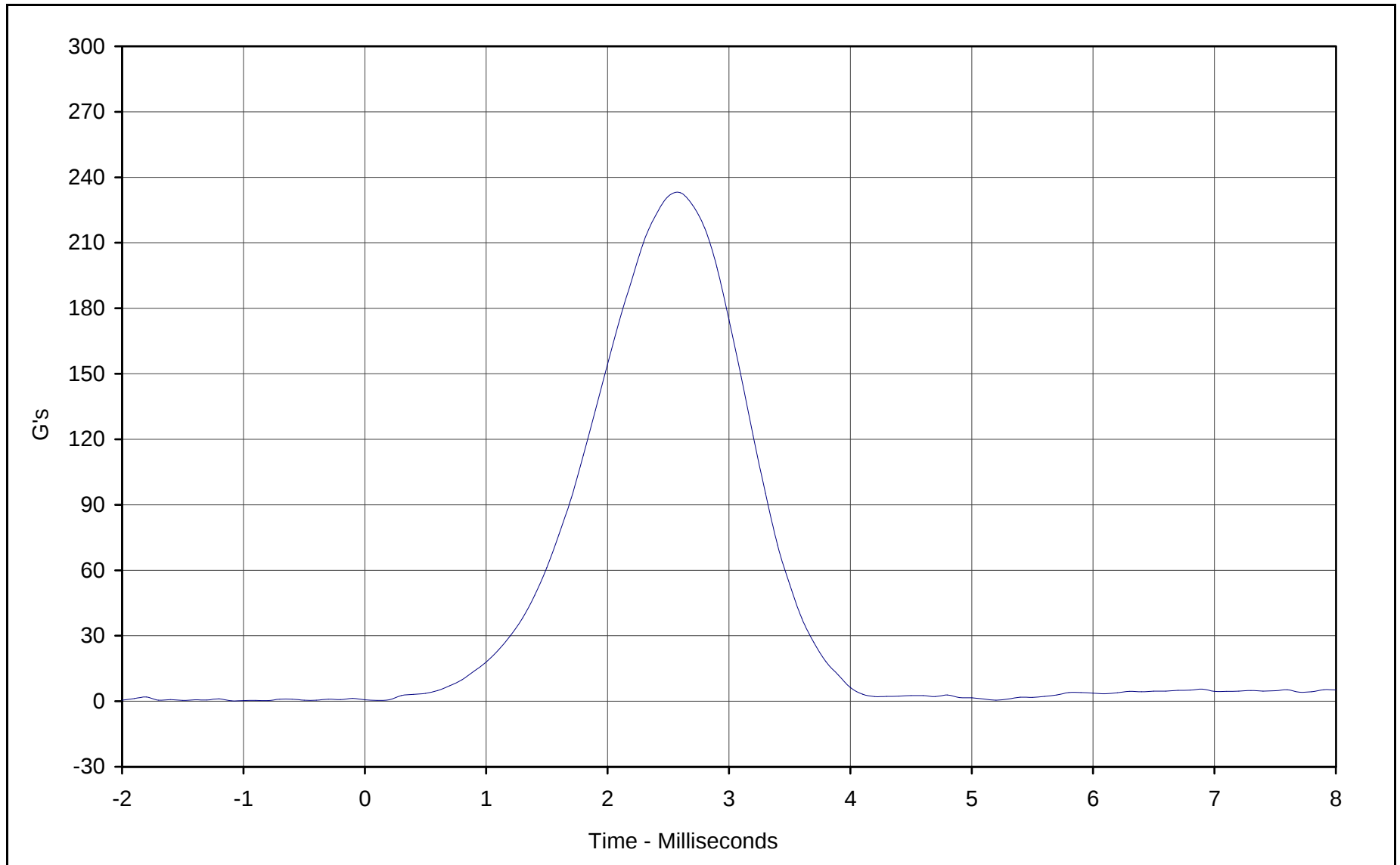
Laboratory Technician

February 20, 2001

Test Date

Approved By

Date



Curve Description: Head Resultant Acceleration

Maximum Value: 233.0 at 2.6 Milliseconds

Minimum Value: 0.2 at -1.1 Milliseconds

SAE Filter Class: 1000

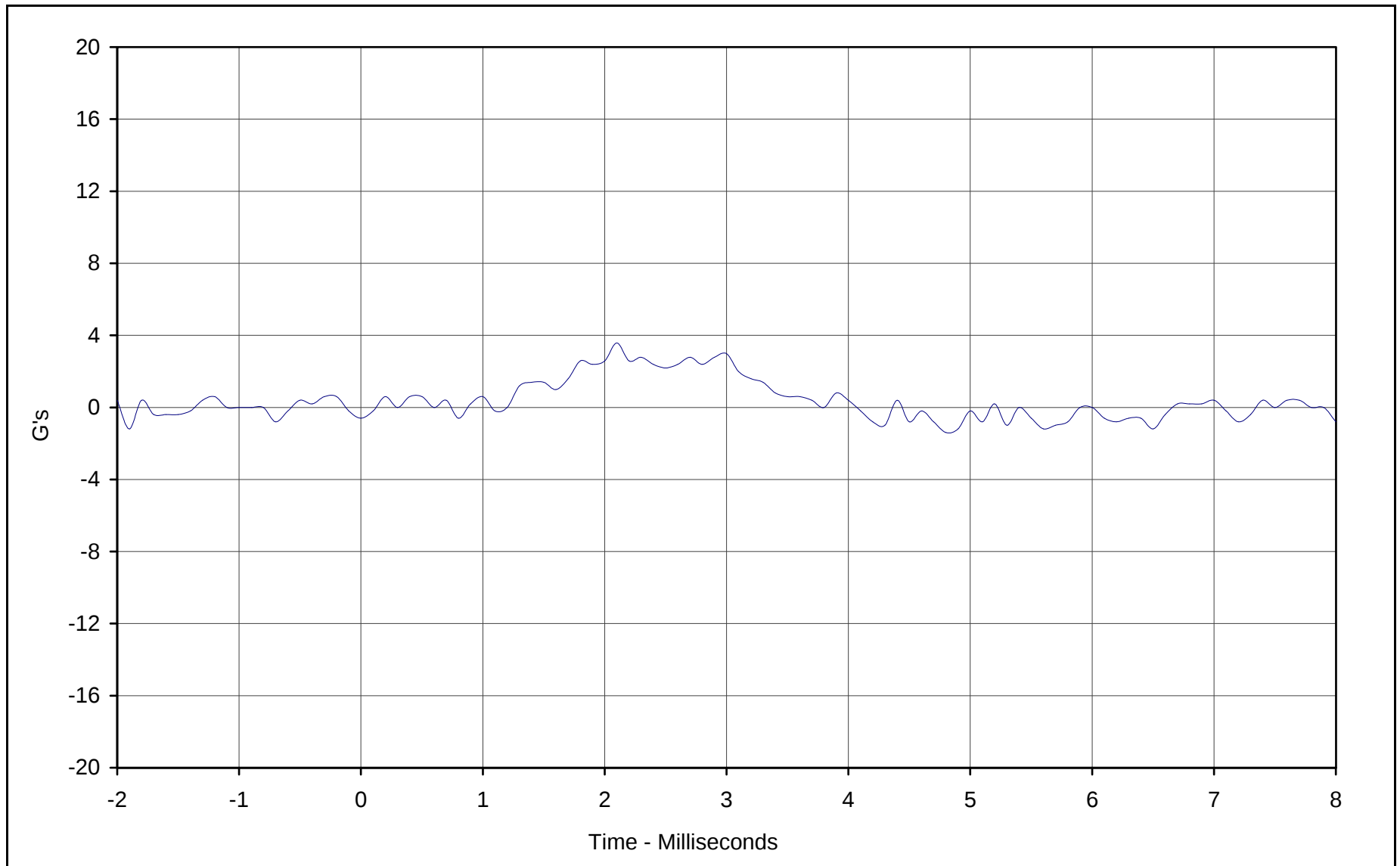
Date of Test: 2/20/01

ATD Serial No.: 035

Testing Program: Hybrid III Head Drop Calibration (Male)

Test Information: S/N of Part: N/A Test I.D.: HDO1G





Curve Description: Head Acceleration Y Axis

Maximum Value: 3.6 at 2.1 Milliseconds

Minimum Value: -1.4 at 4.8 Milliseconds

SAE Filter Class: 1000

Date of Test: 2/20/01

ATD Serial No.: 035

Testing Program: Hybrid III Head Drop Calibration (Male)

Test Information: S/N of Part: N/A Test I.D.: HDO1G





Hybrid III Calibration Data Sheet

50TH Percentile Male

Thorax Impact Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: CH03B

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.2	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	6.58 to 6.82	6.61	Pass
Peak Probe Force	Newtons	5159 to 5893	5572	Pass
Peak Sternum Displacement	CM	6.35 to 7.26	6.65	Pass
Internal Hysteresis	%	69 to 85	74.3	Pass
Overall Test Results				Pass

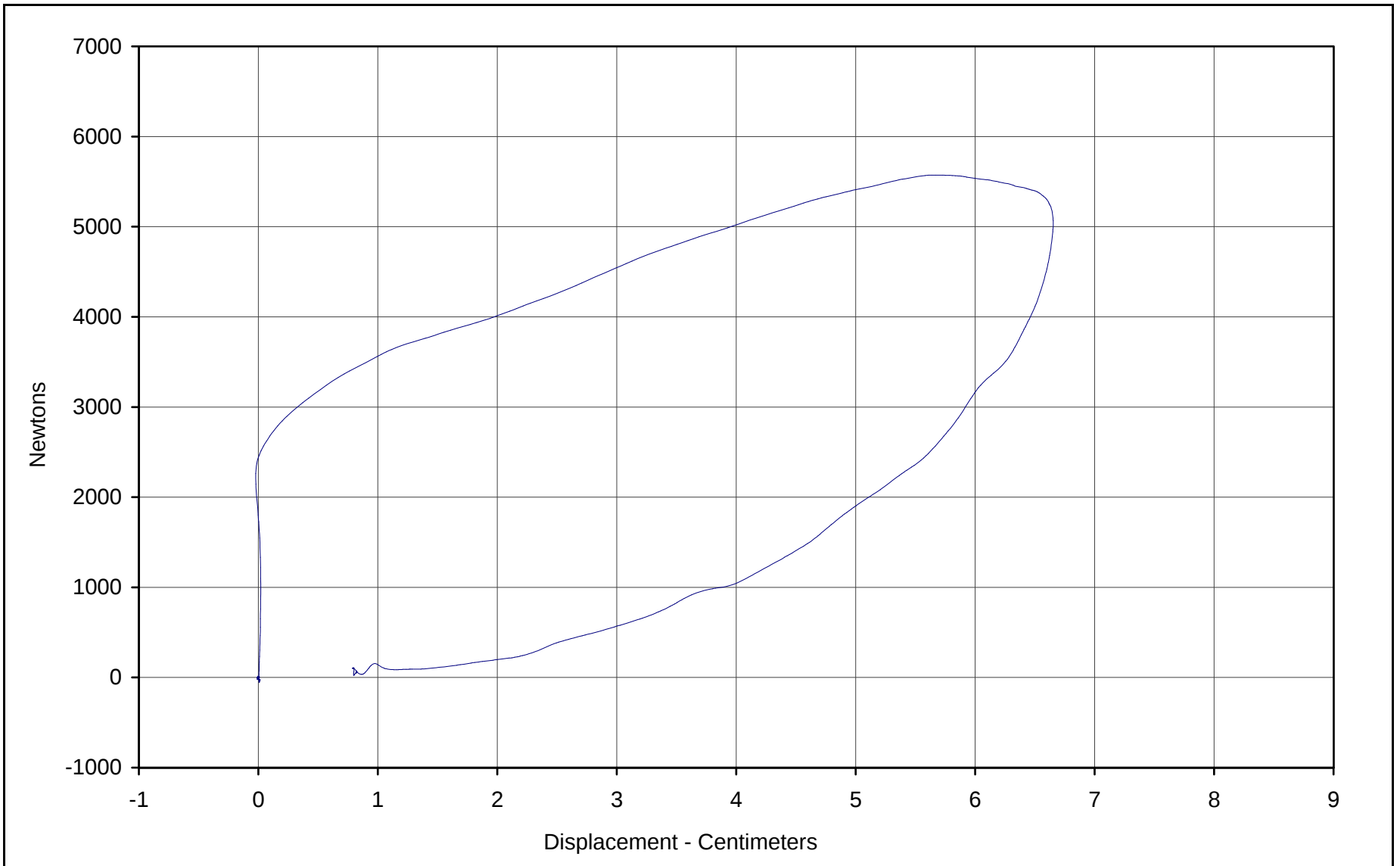
Laboratory Technician

February 20, 2001

Test Date

Approved By

Date



Curve Description: Probe Force vs. Chest Displacement

Probe Force: 5572.4 Newtons

Chest Displ.: 6.65 Centimeters

SAE Filter Class: 180

Date of Test: 2/20/01

ATD Serial No.: 035

Testing Program: Hybrid III Thorax Impact Test

Test Information: S/N of Part: N/A Test I.D.: CH03B





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Flexion Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: NF03B

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	6.89 to 7.13	6.91	Pass
Pendulum Deceleration	10 Msec.	G's	22.5 to 27.5	24.9	Pass
	20 Msec.	G's	17.6 to 22.6	22.5	Pass
	30 Msec.	G's	12.5 to 18.5	17.5	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 29.0	17.5	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	34.0 to 42.0	34.1	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	64.0 to 78.0	75.6	Pass
	Time	Msec.	57.0 to 64.0	61.2	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	113.0 to 128.0	118.0	Pass
Moment About Occipital Condyle	Maximum	N·m	84.1 to 108.5	92.7	Pass
	Time	Msec.	47.0 to 58.0	48.0	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	97.0 to 107.0	100.3	Pass
Overall Test Results					Pass

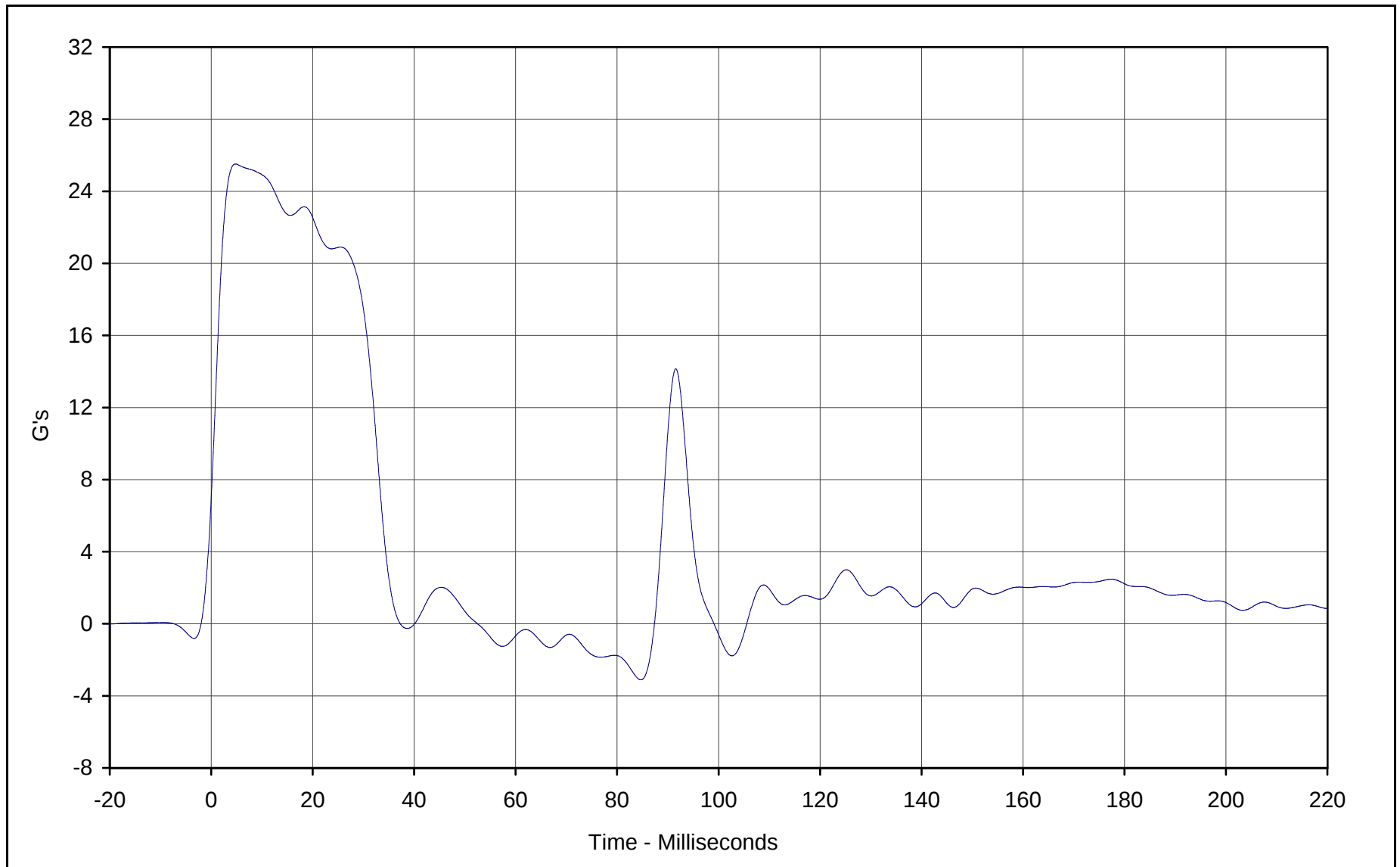
Laboratory Technician

February 20, 2001

Test Date

Approved By

Date



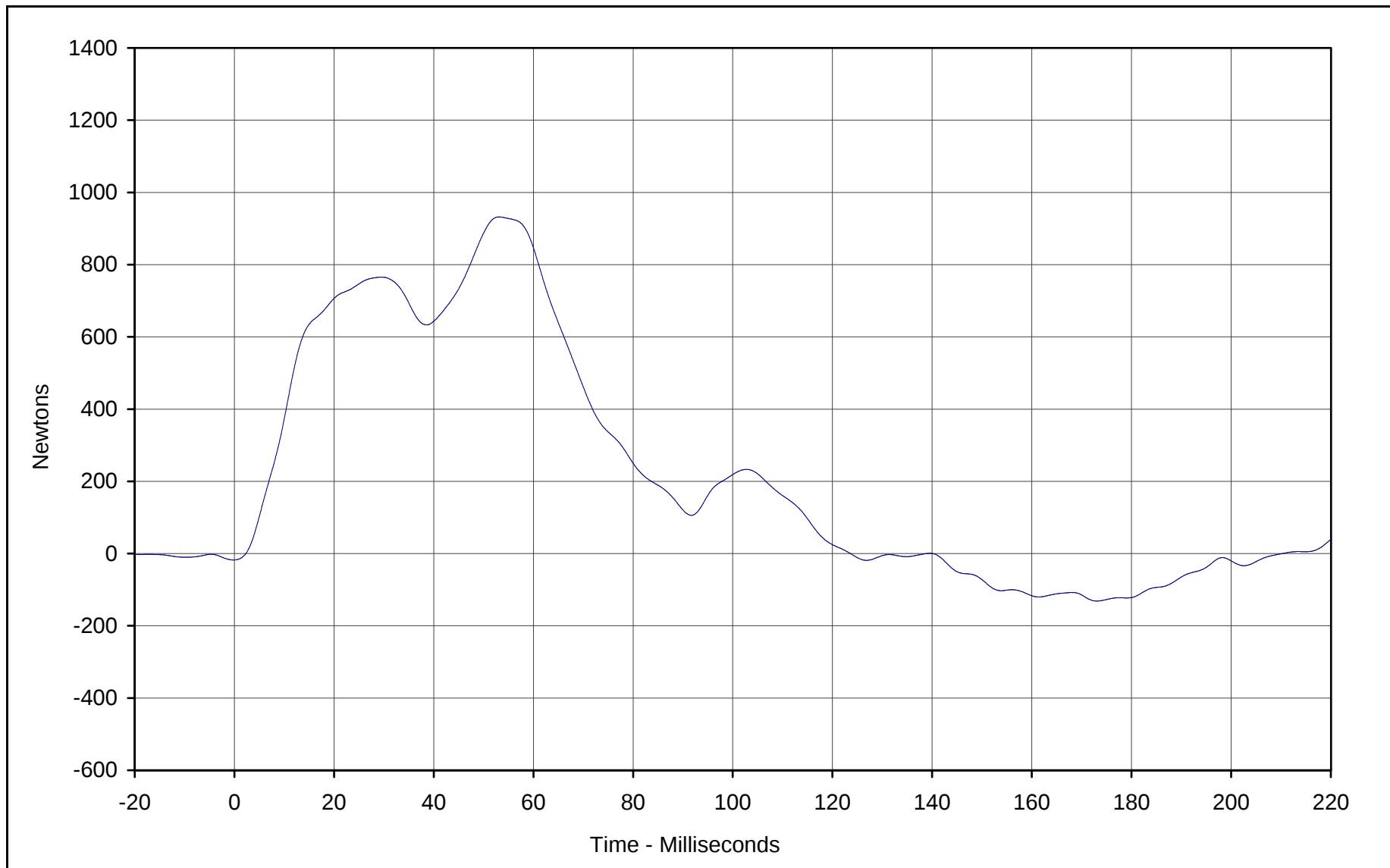
Curve Description: Pendulum Deceleration

Maximum Value:	<u>25.5</u>	at	<u>4.8</u>	Milliseconds
Minimum Value:	<u>-3.1</u>	at	<u>84.7</u>	Milliseconds
SAE Filter Class:	<u>60</u>			
Date of Test:	<u>2/20/01</u>			
ATD Serial No.:	<u>035</u>			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF03B





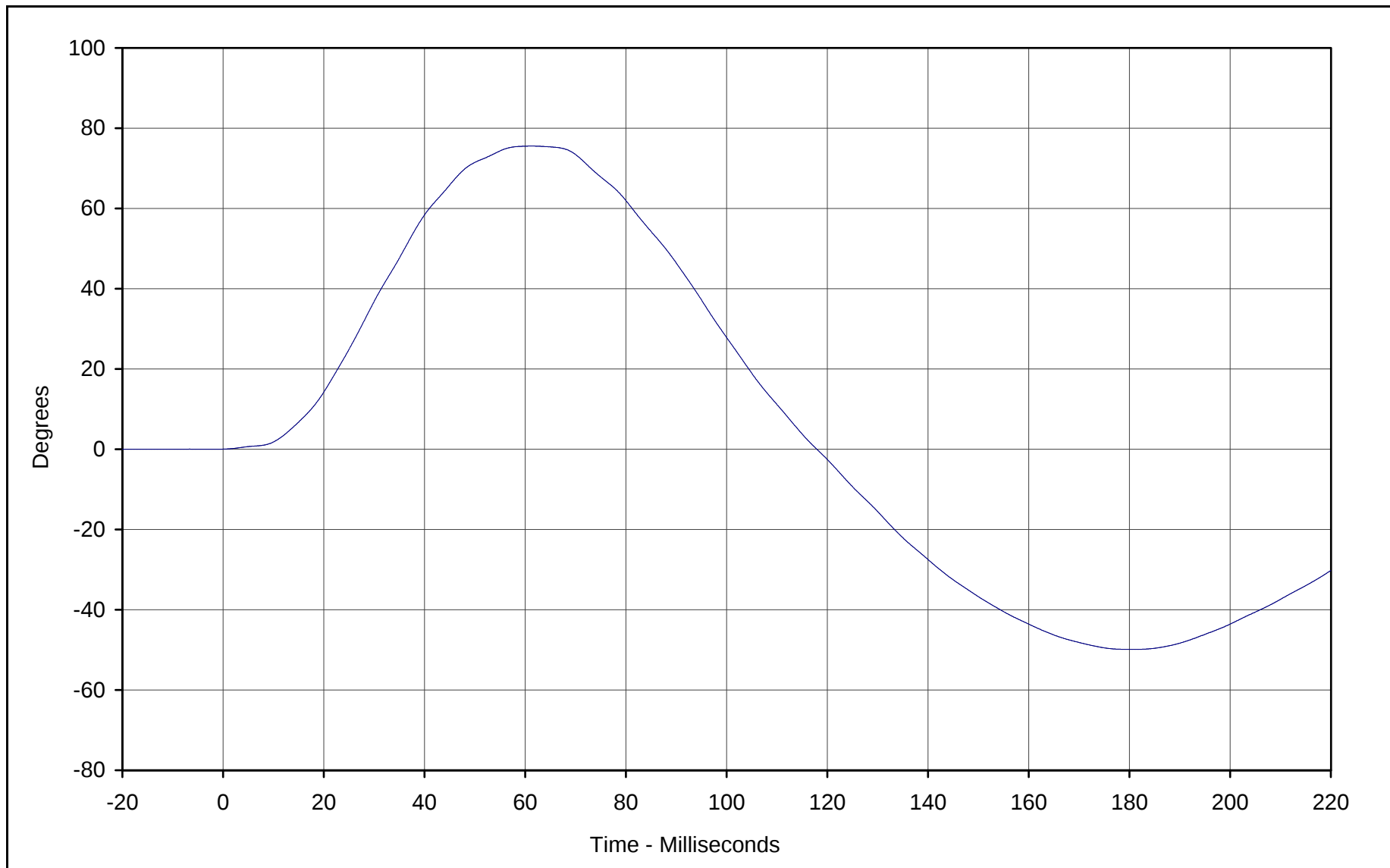
Curve Description: Neck Force X

Maximum Value:	932.2	at	53.1	Milliseconds
Minimum Value:	-131.4	at	173.1	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF03B





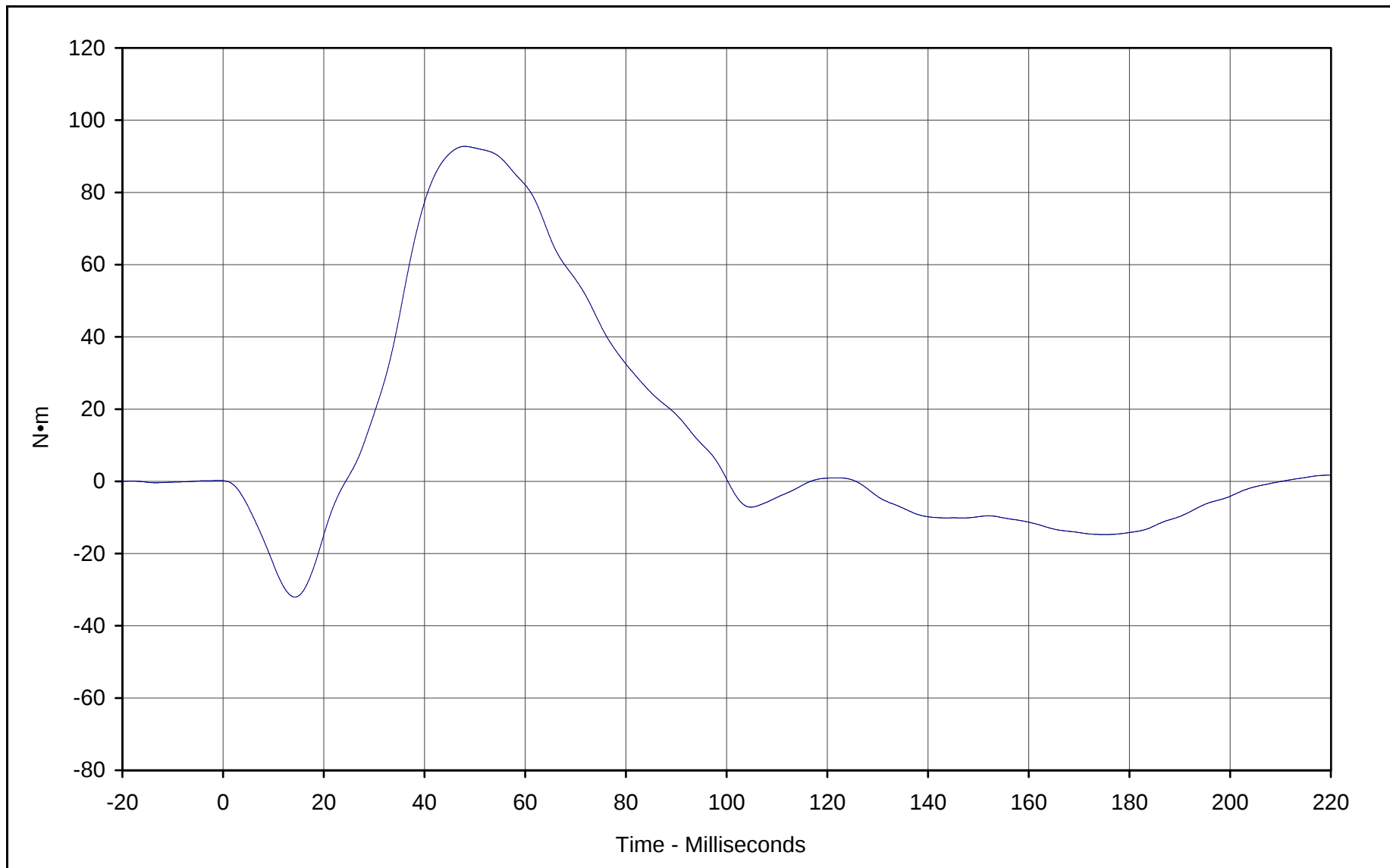
Curve Description: "D" Plane Rotation

Maximum Value:	75.6	at	61.2	Milliseconds
Minimum Value:	-49.9	at	180.6	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF03B





Curve Description: Moment About Occipital Condyles

Maximum Value: 92.7 at 48.0 Milliseconds

Minimum Value: -32.0 at 14.3 Milliseconds

SAE Filter Class: 60

Date of Test: 2/20/01

ATD Serial No.: 035

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF03B





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Extension Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: NE03B

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	5.95 to 6.19	6.17	Pass
Pendulum Deceleration	10 Msec.	G's	17.2 to 21.2	17.4	Pass
	20 Msec.	G's	14.0 to 19.0	16.9	Pass
	30 Msec.	G's	11.0 to 16.0	15.9	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 22.0	15.9	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	38.0 to 46.0	40.3	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	81.0 to 106.0	93.0	Pass
	Time	Msec.	72.0 to 82.0	77.1	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	147.0 to 174.0	147.2	Pass
Moment About Occipital Condyle	Maximum	N•m	-52.9 to- 79.9	-73.2	Pass
	Time	Msec.	65.0 to 79.0	66.8	Pass
Negative Moment Decay, Time To Zero Crossing		Msec.	120.0 to 148.0	135.5	Pass
Overall Test Results					Pass

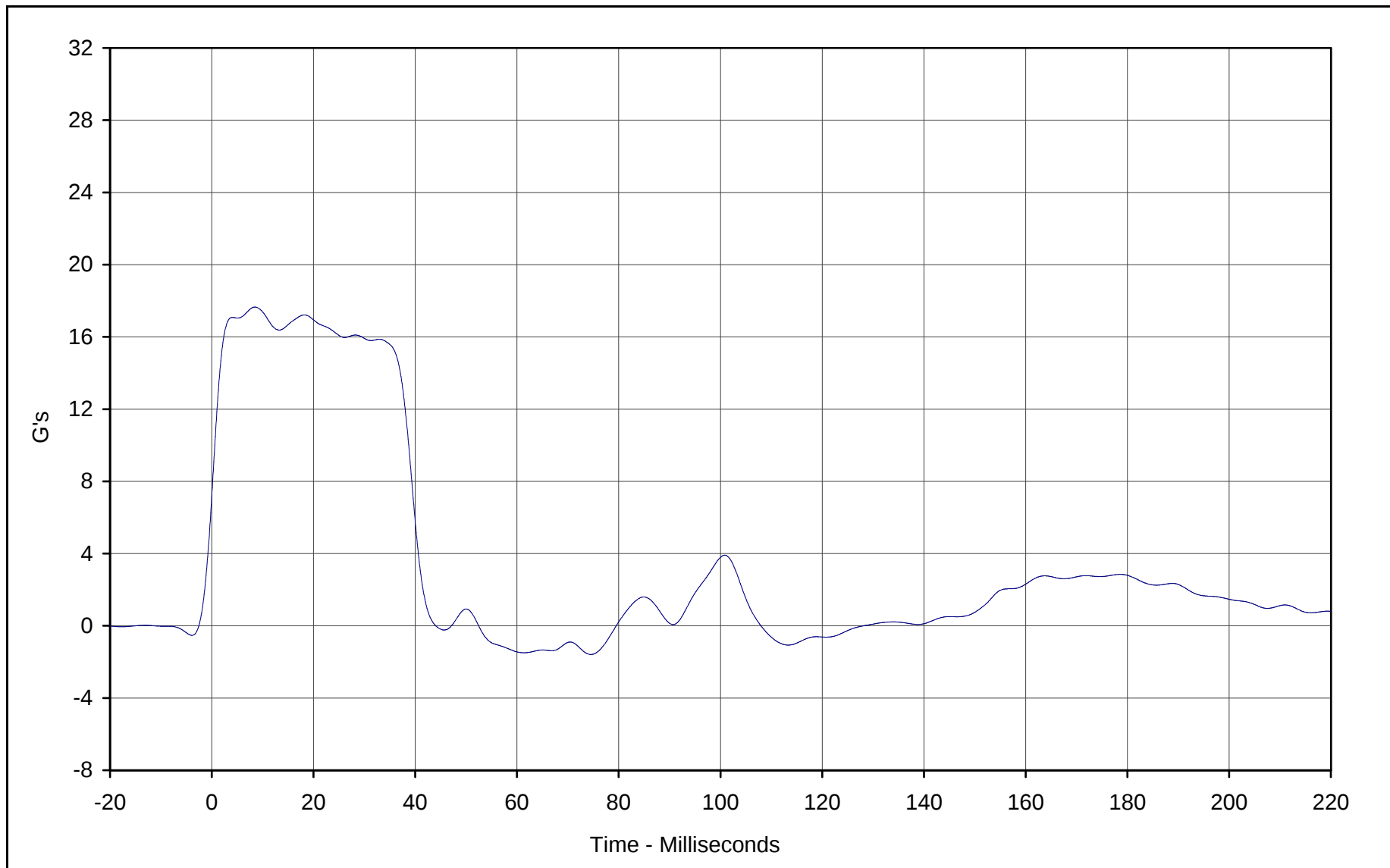
Laboratory Technician

February 20, 2001

Test Date

Approved By

Date

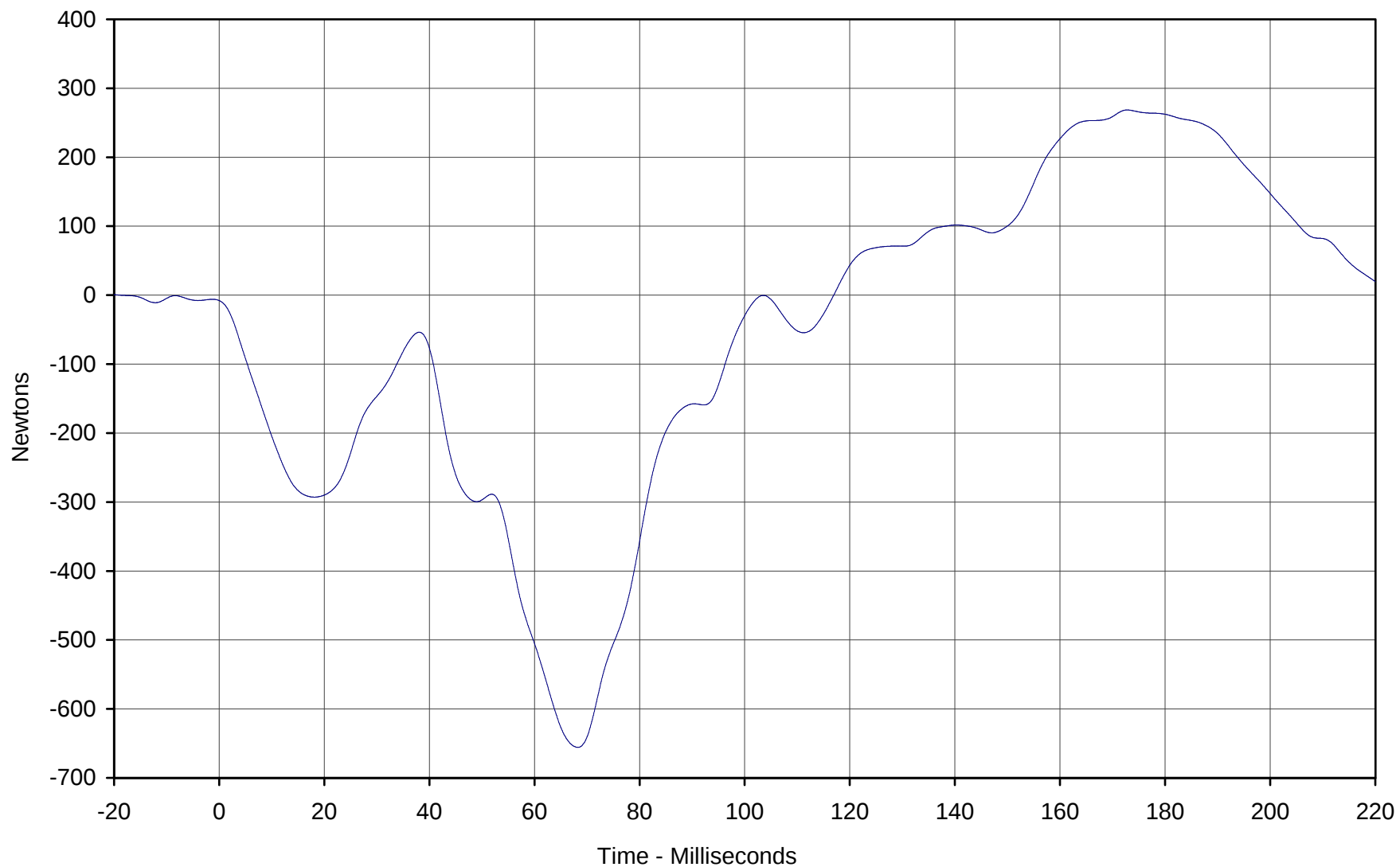


Curve Description:	Pendulum Deceleration		
Maximum Value:	17.6	at	8.5 Milliseconds
Minimum Value:	-1.6	at	74.5 Milliseconds
SAE Filter Class:	60		
Date of Test:	2/20/01		
ATD Serial No.:	035		

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE03B





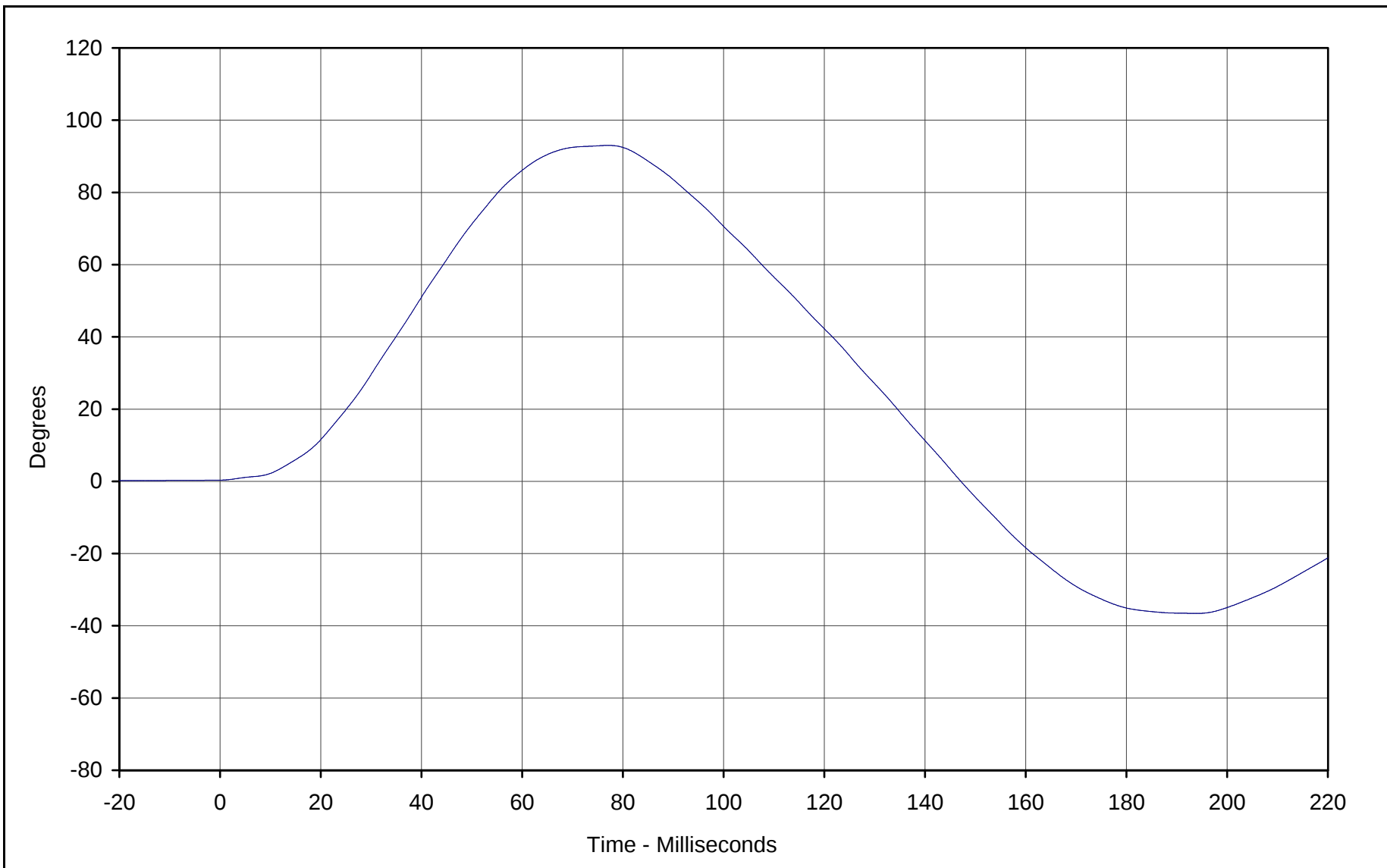
Curve Description: Neck Force X

Maximum Value:	268.5	at	172.8	Milliseconds
Minimum Value:	-655.8	at	68.2	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE03B





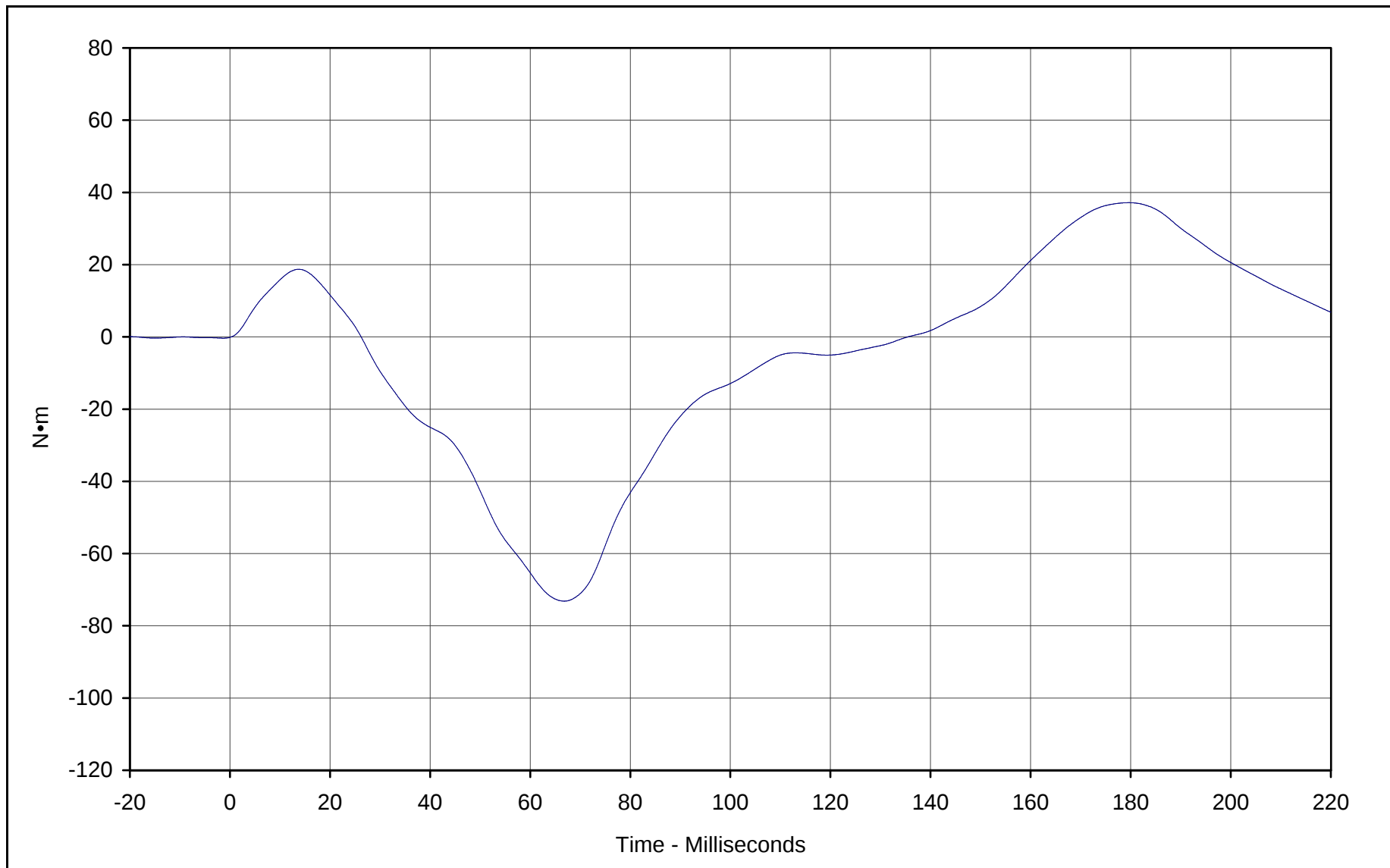
Curve Description: "D" Plane Rotation

Maximum Value:	93.0	at	77.1	Milliseconds
Minimum Value:	-36.6	at	193.9	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/20/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE03B





Curve Description: Moment About Occipital Condyles

Maximum Value: 37.2 at 179.6 Milliseconds

Minimum Value: -73.2 at 66.8 Milliseconds

SAE Filter Class: 60

Date of Test: 2/20/01

ATD Serial No.: 035

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE03B





Hybrid III Calibration Data Sheet

50TH Percentile Male

External Measurements

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: N/A

External Measurement Data				
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory temperature	°C	20.4 to 22.1	20.9	Pass
Laboratory relative humidity	%	10 to 70	43	Pass
A - Total sitting height	mm	879 to 889	880	Pass
B - Shoulder pivot height	mm	505 to 521	510	Pass
C - "H" point height	mm	84 to 89	85	Pass
D - "H" point from seat back	mm	135 to 140	135	Pass
E - Shoulder pivot from back	mm	84 to 94	90	Pass
F - Thigh clearance	mm	140 to 155	150	Pass
G - Elbow back to wrist pivot	mm	290 to 305	300	Pass
H - Skull cap to back line	mm	41 to 46	45	Pass
I - Shoulder to elbow length	mm	330 to 345	335	Pass
J - Elbow rest height	mm	190 to 211	205	Pass
K - Buttock to knee length	mm	579 to 604	585	Pass
L - Popliteal length	mm	429 to 455	435	Pass
M - Knee pivot height	mm	485 to 500	490	Pass
N - Buttock popliteal length	mm	452 to 477	470	Pass
O - Chest depth	mm	213 to 229	215	Pass
P - Foot length	mm	251 to 267	260	Pass
V - Shoulder breadth	mm	422 to 437	425	Pass
W - Foot breadth	mm	91 to 107	105	Pass
Y - Chest circumference	mm	970 to 1001	975	Pass
Z - Waist circumference	mm	836 to 866	850	Pass
AA - Location for chest circumference	mm	429 to 434	430	Pass
BB - Location for waist circumference	mm	226 to 231	230	Pass
Overall Test Results				Pass

Laboratory Technician

February 20, 2001

Test Date

Approved By

Date

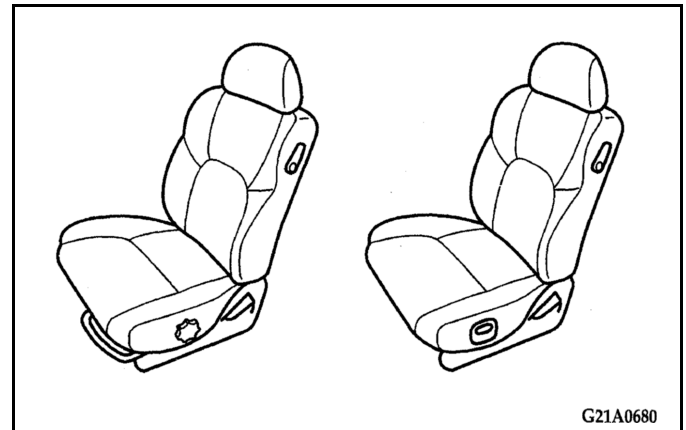
APPENDIX F
VEHICLE OWNER'S MANUAL
OCCUPANT RESTRAINT INSTRUCTIONS

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

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

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

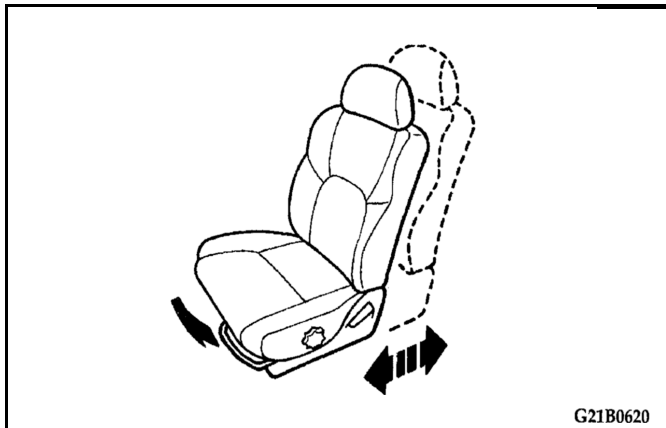
FRONT SEATS



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

To adjust seat forward or backward

Type 1 (Manual)



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

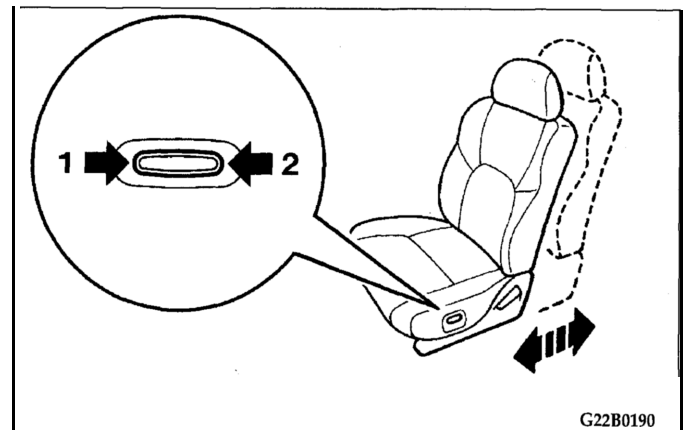
SEATS, SEAT BELTS, CHILD RESTRAINTS AND AIR BAGS 57

WARNING!

I

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

Type 2 (Power, driver's side only-if so equipped)



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

WARNING!

- Do not attempt to adjust the seat while driving. This can be dangerous.
- After adjusting the seat, make sure that the seat is securely locked into position.
- Be sure to have the seat adjusted by an adult. If it is adjusted by a child, the seat may not be properly locked into position.

WARNING!

- In order to reduce risk of serious or fatal injury in a collision, including from a deploying front passenger air bag, all front seat passengers should move the front passenger seat as far back as possible, all children 12 years old and under should ride restrained in the rear seat, and all children in rear-facing child restraints must ride in the rear seat.
- In order to reduce risk of serious or fatal injury in an accident, including from a deploying driver's side air bag, the driver should move the driver's seat as far back as possible, while still maintaining good visibility and good control of the steering wheel, accelerator and brake pedals.

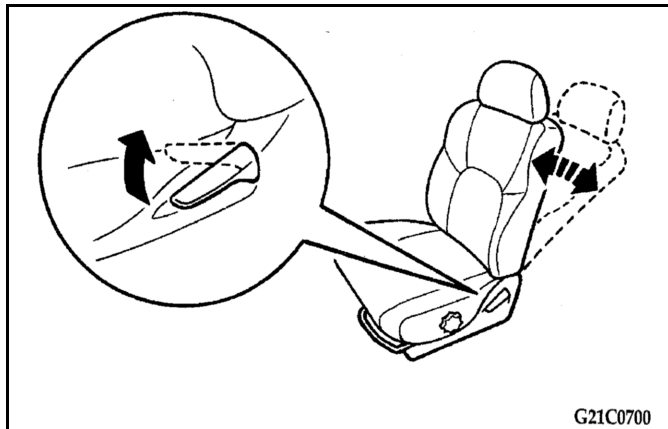
NOTE: On vehicles with a power seat, to prevent the battery from running down, operate the power seat with the engine in operation.

58 SEATS, SEAT BELTS, CHILD RESTRAINTS AND AIR BAGS

1. Backward
2. Forward

CAUTION!

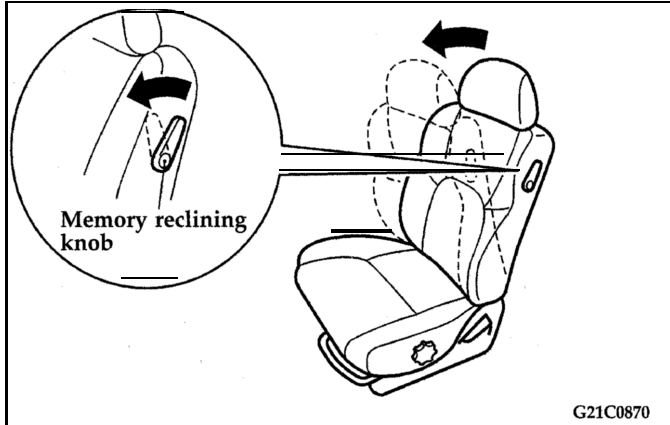
Operate the power seat with care not to have the hand or foot caught by the seat.

To recline the seatback

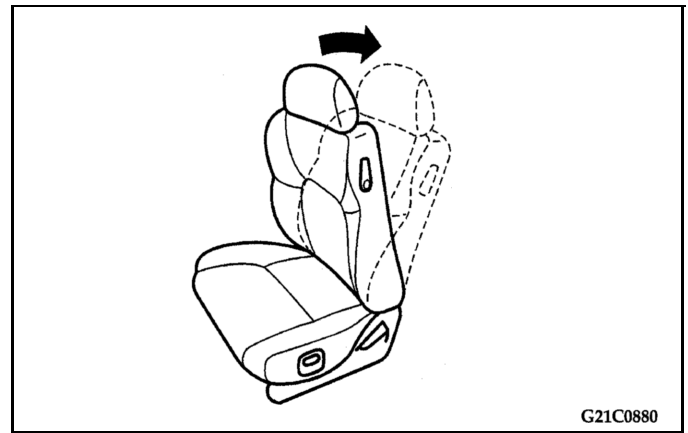
In order to recline the seatback, first lean your body forward slightly and pull the seatback lock lever up, and then lean backward to the desired position and release the lever. The seatback will lock in that position.

Memory reclining knob

When you fold down the seatback by using the memory reclining knob, the angle of the seatback will be memorized.



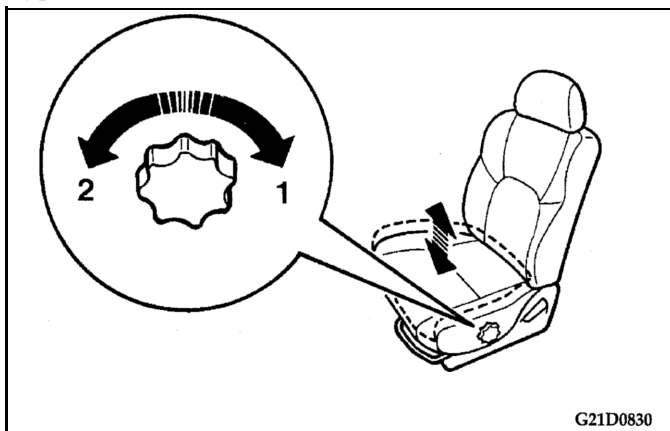
Pull the memory reclining knob and fold the seatback down.



Just by pushing the seatback up into position will lock it in the memorized position.

3

To adjust seat height (Driver's side only)

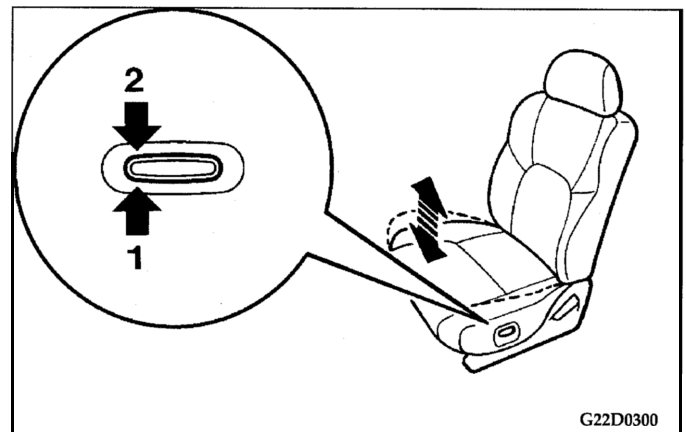
Type 1 (Manual)

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

1. Raise
2. Lower

Type 2 (Power, driver's side only-if so equipped)

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

Front part of the seat cushion

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

1. Raise
2. Lower

3

WARNING!

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

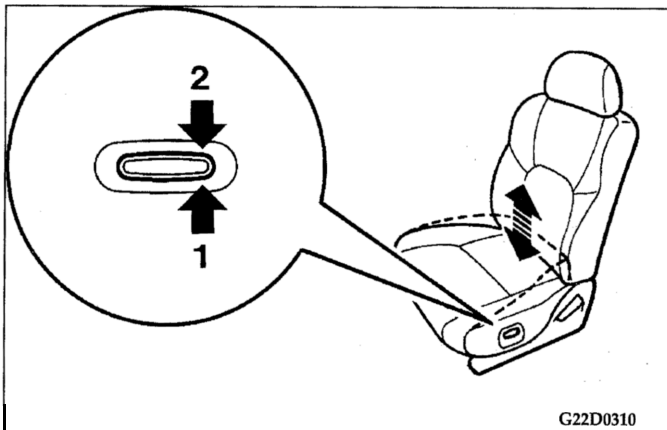
The protection provided by the seat belts will be reduced significantly the more the seatback is reclined.

There is greater risk that the seat belts will not be properly positioned on your body and/or you will slide under the belt in an accident the more the seatback is reclined, resulting in severe or fatal injury.

CAUTION!

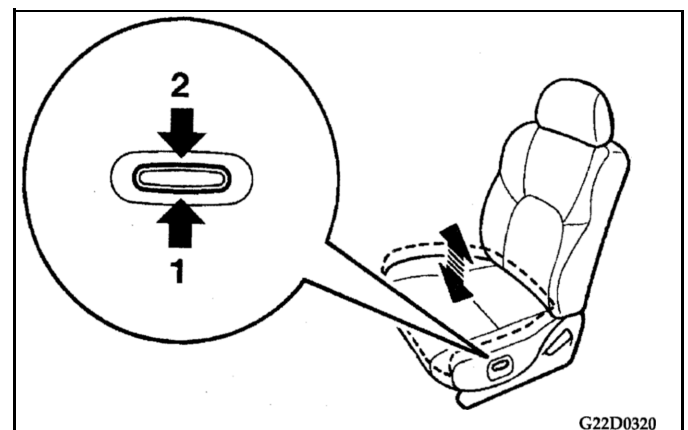
Pull the seatback lock lever, and the seatback will return to its original position. When operating the lever, sit close to the seatback or check with your hand on it.

62 SEATS, SEAT BELTS, CHILD RESTRAINTS AND AIR BAGS

Rear part of the seat cushion

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

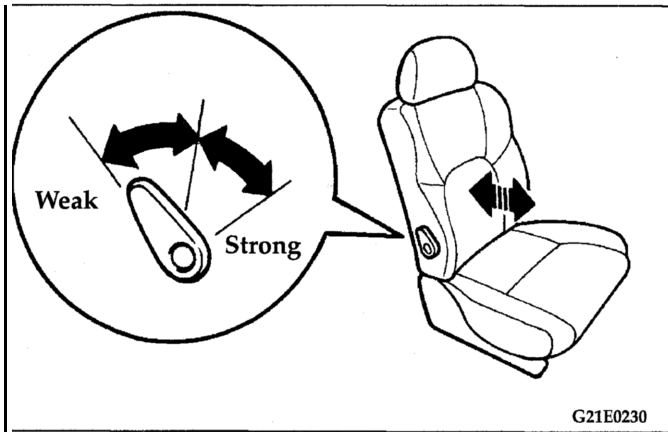
1. Raise
2. Lower

Whole seat cushion

Push the center of the switch to raise or lower the whole seat cushion.

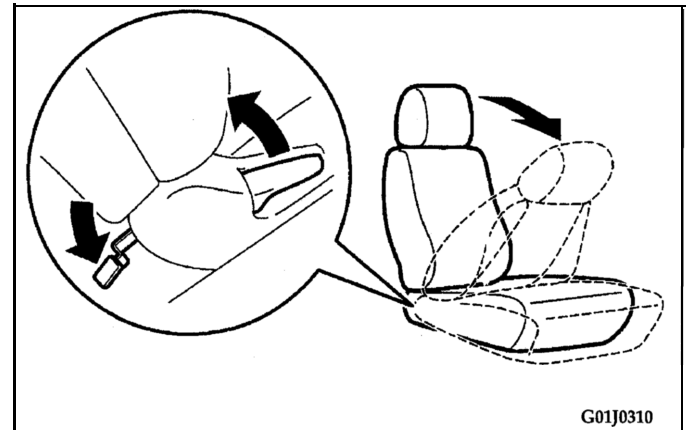
1. Raise
2. Lower

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



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

For access to the rear seat (passenger side entry)



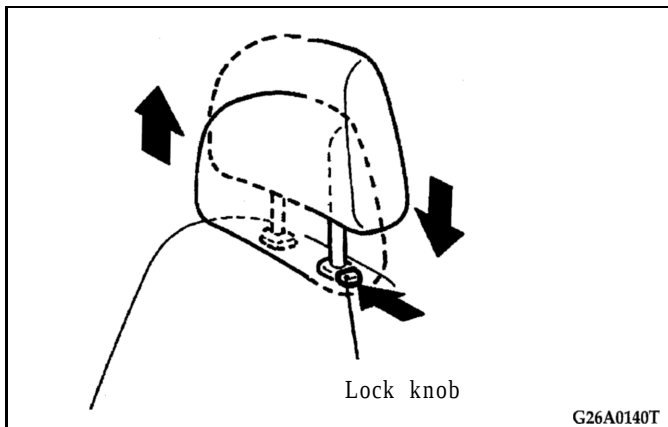
To permit rear seat entry or exit, the front seatback will fold down and the seat will move forward when the seatback lock lever is pulled up or when the pedal in back of the front passenger seat is depressed.

To return the seat, push the seatback backward until there is a "click" and the seat locks in position.

NOTE: The driver's side seatback will fold down only.

3

HEAD RESTRAINTS



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

SEATS, SEAT BELTS, CHILD RESTRAINTS AND AIR BAGS 65

Adjustment of the head restraints

Adjust the head restraint height so that the center of the restraint is as close as possible to your seated eye level.

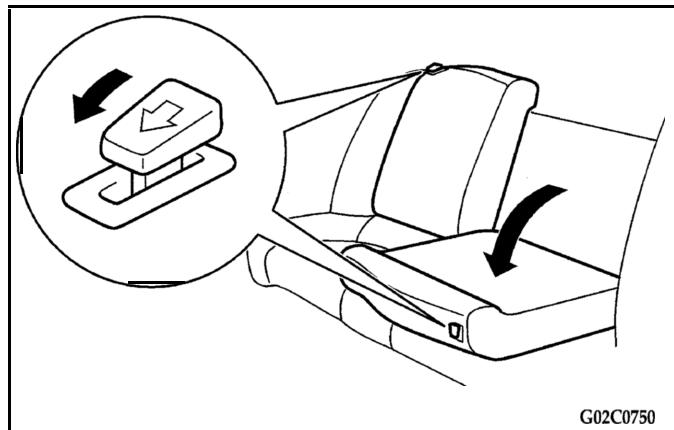
- To raise the restraint, push in the lock knob and pull it straight up.
- To lower the restraint, push down on it while pressing the lock knob in the direction indicated by the arrow.
- After adjusting the height, lift up to confirm that it is locked in position.

WARNING!

- **Failure to have head restraints properly mounted and adjusted may increase the chance of injury in the event of a collision.**
- **A cushion or similar device between the driver's or passenger's back and the seatback will not prevent injury in the event of a collision.**

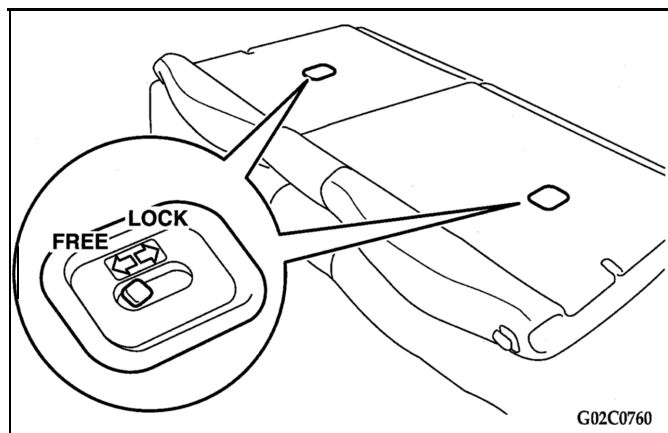
REAR SEATS**Rear seat capacity****WARNING!**

- The rear seating capacity of this vehicle is three people.
- The rear seat occupants should always wear their seat belts when the vehicle is in motion.

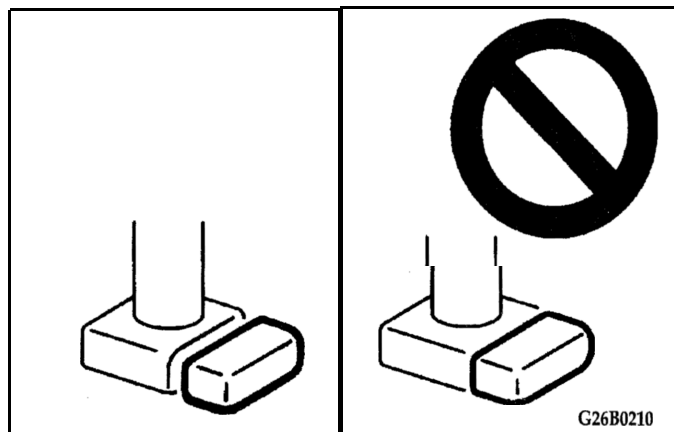
Fold down rear seatbacks

The rear seatbacks can be folded forward to provide additional cargo area.

Pull the left and/or right release knobs, and fold the rear seatbacks forward.

Anti-theft lock lever

The fold down rear seatbacks can be made inoperable (for security) by using the lock knob on the back side (trunk side) of each seat half. Switch each knob to lock and the seatbacks will be prevented from folding down.

**SEAT BELTS**

Seat belts are installed in your vehicle for the protection of the driver and passengers.

Always use the seat belts. In an accident, injury to the driver and passengers may be reduced if the seat belts are properly used.

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

WARNING!

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

WARNING!

Lock all doors before driving to reduce the risk of injury or ejection in a collision.

Seat belts should always be worn by every adult who drives or rides in this vehicle, and by all children who are large enough to wear seat belts properly.

Never use one seat belt for more than one occupant.

Never carry more people in the vehicle than there are seat belts.

Always adjust the belt for a snug fit.

Always route the shoulder belt over your shoulder and across your chest. Never put it behind you or under your arm.

Always wear the lap belt as low as possible across your hips, not around your waist.

To reduce the risk of serious or fatal injury in a collision, including from a deploying driver air bag, the driver should adjust the driver's seat to the rear most position that still allows good visibility and good control of the steering wheel, the brake, accelerator, and vehicle controls.

WARNING!

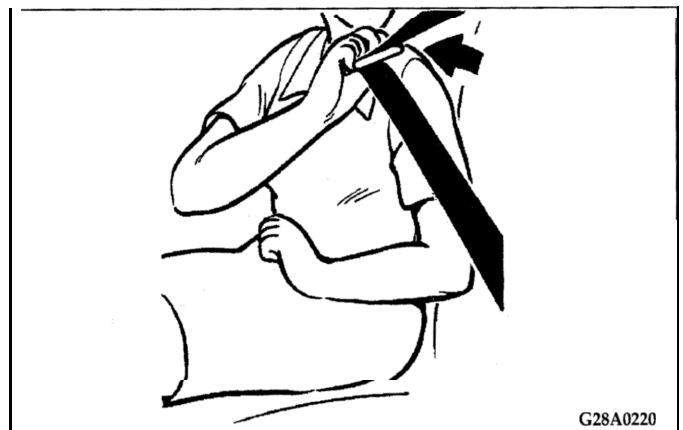
- To reduce the risk of severe or fatal injury from a deploying passenger air bag, make sure the passenger is also properly wearing their seat belt, remains sitting well back and upright in their seat and the seat is moved as far back as possible. Refer to "Supplemental Restraint System (SRS) - air bag" on page 85.
- Never hold an infant or child in your arms or on your lap when riding in a vehicle even if you are wearing your seat belt. Also never place any part of the seat belt you are wearing around an infant or child. To do so risks severe or fatal injury to your child in a collision or sudden stop.
- All children 12 years old and under should always ride in the rear seat, properly restrained, in order to reduce risk of serious or fatal injury in a collision, including from the deployment of a front passenger air bag. Refer to "Child restraints" on page 73.

3

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

WARNING!

To minimize the risk of personal injury in the event of a collision or sudden stop, both the driver and passenger seatbacks should always be in a nearly upright position while the vehicle is in motion. The protection provided by the seat belts may be reduced significantly when the seatback is reclined. There is greater risk that the driver or the passenger will slide under the belt and be seriously injured when the seatback is reclined.



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

3

WARNING!

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

UNIBELT restraint system

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

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

NOTE: For instruction on how to install a child restraint system, see “Installing a child restraint system with a UNIBELT” on page 78.

UNIBELT instructions

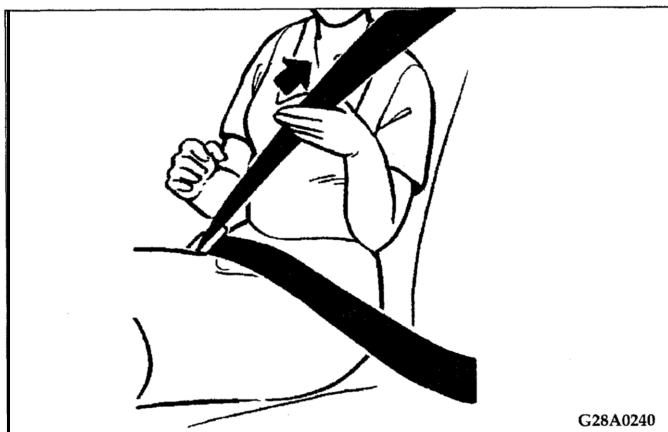
1. Get in the vehicle and sit in a normal correct posture. To reduce the risk of severe or fatal injury caused by an inflating air bag, adjust the driver's seat to the rear most position that still allows you to fully apply the pedals, easily control the steering wheel and safely operate the vehicle. The front passenger should also adjust their seat as far back as possible. Refer to “Supplemental Restraint System (SRS) - air bag” on page 85.

70 SEATS, SEAT BELTS, CHILD RESTRAINTS AND AIR BAGS



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

NOTE: If the seat belt is pulled to its full extension, it can enter the ALR mode and lock in position. If this occurs, allow the belt to fully retract and then repeat step 3.



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

NOTE: If a person wearing the seat belt moves their upper body or the belt completely unwinds, the retractor may switch to its Automatic Locking Retractor (ALR) child restraint installation mode and lock (see page 78), thus preventing further movement. If this happens, the person should switch the retractor back to its Emergency Locking Retractor (ELR) mode by unlatching the buckle and letting the belt fully retract. The person should then put the seat belt back on repeating steps 1 through 4.

WARNING!

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



3

5. The shoulder belt portion will allow regular movement under normal conditions. The belt will lock in the event of an abrupt change in vehicle motion.

6. To release the belt, push the button on the buckle. The belt retracts automatically, so hold the tongue when the belt is released and while it retracts. Should the belt not fully return to its stowed position, pull the shoulder belt down slightly and release quickly

Seat Belts And Pregnant Women

We recommend that pregnant women use the seat belts throughout their pregnancy. Keeping the mother safe is the best way to keep the baby safe.

Pregnant women should wear the lap part of the belt across the thighs and as snug across the hips as possible. Keep the belt low so that it does not come across the abdomen. That way the strong bones of the hips will take the force if there is a collision.

MAINTENANCE AND INSPECTION OF SEAT BELTS

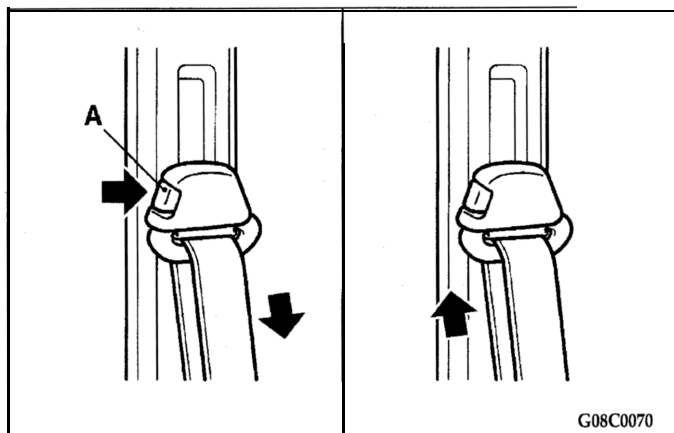
The seat belt webbing may be cleaned with mild soap or detergent solution. Allow the belts to dry in the shade. Do not allow them to retract until completely dry. Do not attempt to bleach or re-dye belts. The color may rub off and webbing strength could be affected.

Regularly check seat belt buckles and release mechanisms for positive action and the retractors when in the automatic locking retractor mode for positive engagement. Refer to "Installing a child restraint system to a UNIBELT" on page 78.

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

3

Adjustable seat belt shoulder anchor (front seats)



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

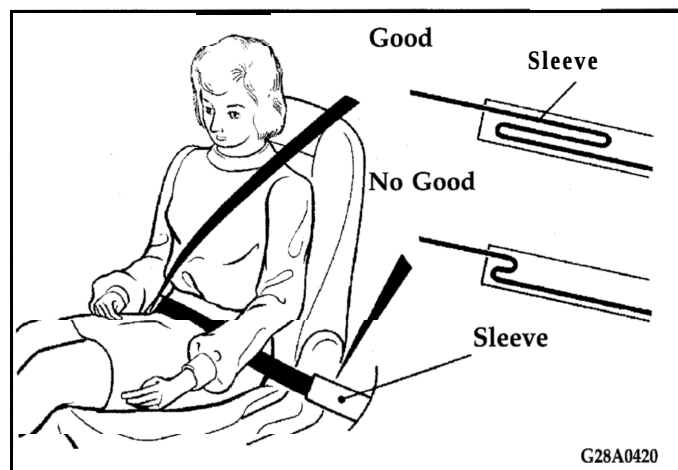
To move the anchor down, depress the lock knob (A). To move the anchor up, simply slide the anchor up to the desired position (there is no need to depress the lock knob).

WARNING!

To reduce risk of serious injury in a collision, adjust the anchor at a position so that the belt passes over your shoulder, but does not touch your neck.

Always adjust the anchor when vehicle is not in motion.

Make sure the anchor is securely latched after adjustment.



The lap belt portion of the front UNIBELT has a sleeve inside which the belt is folded back over itself in a loop. This allows the belt to help absorb the energy of a collision through a controlled release of the loop. In the event that the loop inside the sleeve has come loose, replace the entire seat belt assembly.

WARNING!

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

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

WARNING!

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

WARNING!

Older children, should be seated in the rear seat, properly wearing the seat belt, with an appropriate booster seat if needed.

- All occupants should use their seat belts properly.
- Never allow children to slide the shoulder belt behind them or under the arm.
- The driver and front passenger seats should be moved back **as far as** practical to allow the airbags to inflate.

WARNING!

- Relying on the airbags alone could lead to more severe injuries in a collision. The airbags work **with your seat belt to restrain you properly**. In some collisions the airbags won't deploy at all. Wear your seat belts even though you have airbags .
- Being too close to the steering wheel or instrument panel during airbag deployment could cause serious injury Airbags need room to inflate. Sit back, comfortably extending your arms to reach the steering wheel or instrument panel.

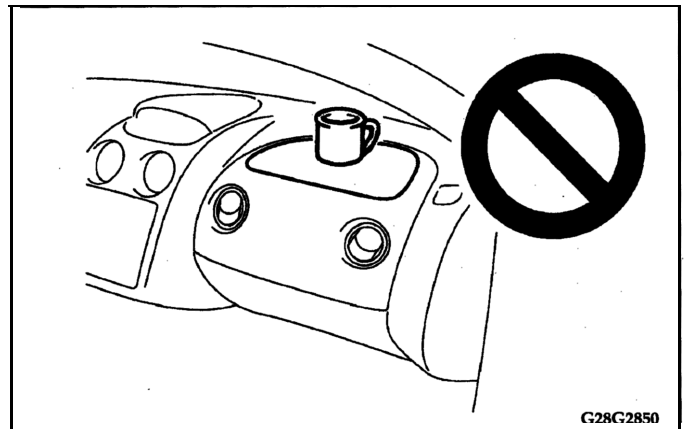
The airbag system consists of the following:

- Airbag Control Module (ACM)
- AIRBAG Readiness Light.
- Driver and Passenger Airbag/Inflator Units
- Unique Steering Wheel and Column
- Unique Instrument Panel

WARNING!

Ignoring the AIRBAG light in your instrument panel could mean you won't have the airbags to protect you in a collision. If the light does not come on, stays on after you start the vehicle, or if it comes on as you drive, have the airbag system checked right away.

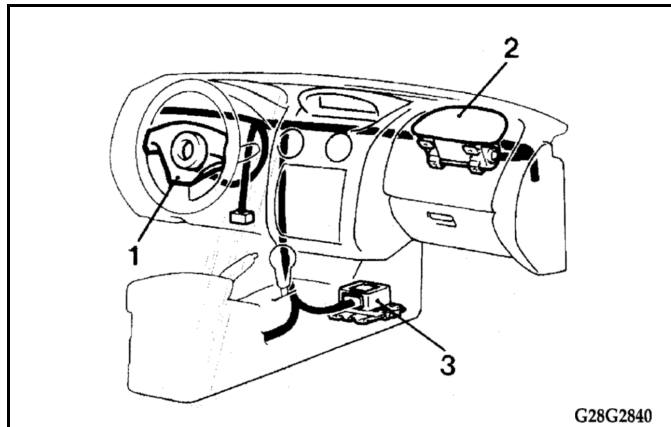
- **The Airbag/Inflator Units** are in the center of the steering wheel and in the instrument panel. The words SRS/AIRBAG are embossed on the airbag covers.

**WARNING!**

Do not put anything on or around the airbag covers or attempt to manually open them. You may damage the airbags and you could be injured because the airbags are not there to protect you. These protective covers for the airbag cushions are designed to open only when the airbags are inflating.

- Interconnecting Wiring
- Knee Impact Bolster.

How The Airbag System Works



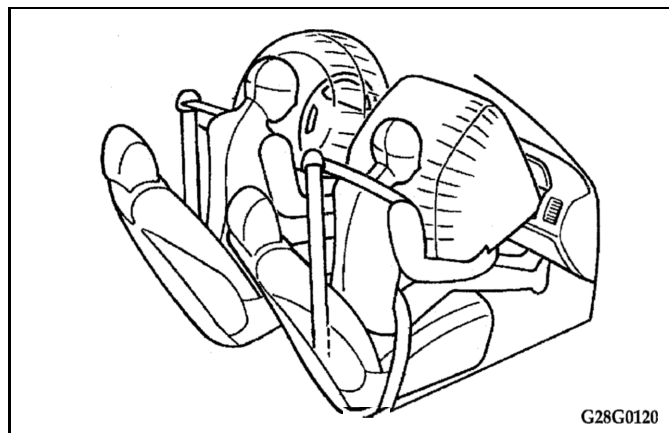
The SRS includes the following components:

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

- The **Airbag Control Module (ACM)** in the occupant compartment determines if a frontal impact is severe enough to require the airbags. The ACM will not detect side, roll over, or rear impacts. The ACM is connected to the airbag/inflator units.
- The **ACM** monitors the readiness of the electronic parts of the system whenever the ignition switch is in the START or RUN positions. These include all of the items listed previously except the knee bolster, instrument panel, and steering column. The ACM also turns on the **AIRBAG** light in the instrument panel for 6 to 8 seconds when the ignition is first turned on, then turns the light off. If it detects a malfunction in any part of the system, it turns on the light either momentarily or continuously.

- When the ACM detects an impact requiring the airbags, it signals the inflator units. A large quantity of non toxic nitrogen gas is generated to inflate the airbags. The airbag covers separate and fold out of the way as the airbags inflate to their full size. The airbags fully inflate in about 50 milliseconds. This is only about half of the time it takes you to blink your eyes. The airbags then quickly deflate while helping to restrain the driver and right front passenger.
- **The Knee Impact Bolsters** help protect the knees and position you for the best interaction with the airbags.

If A Deployment Occurs



The airbag system is designed to deploy when the ACM detects a moderate-to-severe frontal collision, to help restrain the driver and right front passenger, and then to immediately deflate. .

NOTE: A frontal collision that is not severe enough to need airbag protection will not activate the system. This does not mean something is wrong with the airbag system.

If you do have a collision which deploys the airbags, any or all of the following may occur:

- The nylon airbag material may sometimes cause abrasions and/or skin reddening to the driver and right front passenger as the airbags deploy and unfold. The abrasions are similar to friction rope burns or those you might get sliding along a carpet or gymnasium floor. They are not caused by contact with chemicals. They are not permanent and normally heal quickly. However, if you haven't healed significantly within a few days, or if you have any blistering, see your doctor immediately.
- As the airbags deflate you may see some smoke-like particles. The particles are a normal by-product of the process that generates the non toxic nitrogen gas used for airbag inflation. These airborne particles may irritate the skin, eyes, nose, or throat. If you have skin or eye irritation, rinse the area with cool water. For nose or throat irritation, move to fresh air. If the irritation continues, see your doctor. If these particles settle on your clothing, follow the garment manufacturer's instructions for cleaning.

- Your vehicle may be drivable after the airbags deploy. If so, you can tuck the deployed airbags inside the opening in the steering wheel hub and instrument panel trim covers to make driving somewhat easier.

WARNING!

Deployed airbags can't protect you in another collision. Have the airbags replaced by an authorized dealer as soon as possible.

Transporting Pets

Airbags deploying in the front seat could harm your pet. An unrestrained pet will be thrown about and possibly injured, or injure a passenger during panic braking or in a collision.

Pets should be restrained in the rear seat in pet harnesses or pet carriers that are secured by seat belts.

- The light remains on or flickers after the 6 to 8 second interval.
- The light flickers or comes on and remains on while driving.

SRS servicing

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

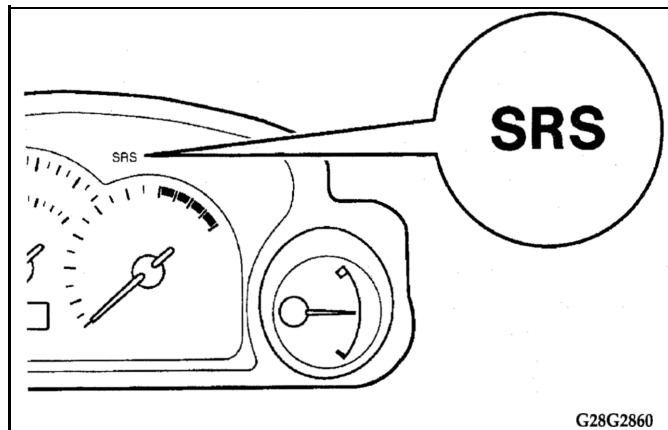
Maintaining Your Airbag System

WARNING!

- **Modifications to any part of the airbag system** could cause it to fail when you need it. You could be injured because the airbag is not there to protect you. Do not modify the components or wiring, including adding any kind of badges or stickers to the airbag covers. Do not modify the front bumper or vehicle body structure.
- **You need proper knee impact protection in a collision.** Do not mount or locate any aftermarket equipment on or behind the knee bolsters.
- **It is dangerous to try to repair any part of the airbag system yourself. Don't try to repair the airbag system.** Be sure to tell anyone who works on your vehicle that it has airbags.

You will want to have the airbags ready for your protection in a collision. The airbag Supplemental Restraint System (SRS) is designed to be maintenance free.

If any of the following occurs, have an authorized dealer service the system immediately.



- The **AIRBAG** light does not come on or flickers during the 6 to 8 seconds when the ignition switch is first turned on.