

REPORT NO. MCW-DOT-02SN05

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TESTING**

DAIMLER CHRYSLER MOTOR CORPORATION
2002 CHRYSLER 300 M 4 DOOR SEDAN

NHTSA NUMBER: M2 0304

MEDICAL COLLEGE OF WISCONSIN
5000 WEST NATIONAL AVENUE
MILWAUKEE, WI 53295



3 APRIL 2002

FINAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Safety Performance Standards
Office of Crashworthiness Standards
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Washington, DC 20590

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Prepared By:

Michael B. Schlick, Project Engineer

Approved By:

Frank A. Pintar, Facility Director

Approval Date:

FINAL REPORT ACCEPTANCE BY:

Accepted By:

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16. Abstract A 55/28 km/h 90° Impact Moving Deformable Barrier NCAP Side Impact Test was conducted on the subject 2002 Chrysler 300 M in accordance with the specifications of the Office of Crashworthiness Standards Test Procedure for generation of consumer information on vehicle side crash protection. This test was conducted at the Medical College of Wisconsin Vehicle Crashworthiness Lab in Milwaukee, Wisconsin, on 3 April 2002. The impact velocity of the Moving Deformable Barrier (MDB) was 62.0 km/h, and the ambient temperature at the struck side (driver's) of the target vehicle at the time of impact was 23° C. The target vehicle post-test maximum crush was 351 mm at Level 2. The test vehicle's performance follows: <table border="1"> <thead> <tr> <th></th><th><u>DRIVER</u></th><th><u>PASSENGER</u></th></tr> </thead> <tbody> <tr> <td>Left Upper Rib Acceleration G</td><td>49.0</td><td>54.1</td></tr> <tr> <td>Left Lower Rib Acceleration G</td><td>41.3</td><td>60.1</td></tr> <tr> <td>Lower Spine Acceleration G</td><td>67.2</td><td>86.8</td></tr> <tr> <td>Thoracic Trauma Index TTI</td><td>58</td><td>73</td></tr> <tr> <td>Pelvis Acceleration G</td><td>69</td><td>117</td></tr> </tbody> </table> The doors on the struck side of the vehicle did not separate from the body at the hinges or latches, and the opposite doors did not open during the side impact event.					<u>DRIVER</u>	<u>PASSENGER</u>	Left Upper Rib Acceleration G	49.0	54.1	Left Lower Rib Acceleration G	41.3	60.1	Lower Spine Acceleration G	67.2	86.8	Thoracic Trauma Index TTI	58	73	Pelvis Acceleration G	69	117
	<u>DRIVER</u>	<u>PASSENGER</u>																			
Left Upper Rib Acceleration G	49.0	54.1																			
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17. Key Words New Car Assessment Program (NCAP) Side Impact MDB Side Impact Dummy (SID) NHTSA No. M2 0304		18. Distribution Statement <u>Copies of this report are available from:</u> National Highway Traffic Safety Administration Technical Reference Division, Room 5108(NAD-52) 400 Seventh Street, S.W. Washington, D.C. 20590																			
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SECTION 1

PURPOSE AND TEST PROCEDURE

This side impact test was part of the FY02 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-01-D-02003. The purpose of this test was to evaluate side impact protection of a 2002 Chrysler 300 M 4 Door Sedan. This side impact test was conducted in accordance with the Office of Crashworthiness Standard's Laboratory Test Procedure dated May 1999.

The Medical College of Wisconsin does not endorse or certify products. The manufacturer's name appears solely for identification purposes only.

SECTION 2

SUMMARY OF SIDE IMPACT TEST

A 2002 Chrysler 300 M 4 Door Sedan was impacted on the left or driver's side by a Moving Deformable Barrier (MDB) that was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 62.0 km/h (38.5 mph). The target vehicle was stationary and positioned at an angle of 63° to the line of forward motion. The side impact test was conducted by the Medical College of Wisconsin in Milwaukee, Wisconsin, on 3 April 2002.

Two restrained Side Impact Dummies (SIDs) were placed in the driver and left rear designated seating positions, according to instructions specified in the OCWS Side Impact Laboratory Test Procedure, dated May 1999. The side impact event was documented by nine high-speed cameras, one real-time camera, and one high-speed video. Camera locations and other pertinent camera information can be found in this report.

The SIDs were instrumented with the following accelerometers.

1. Left Upper Rib (LUR) uniaxial accelerometer (Y-direction)
2. Left Lower Rib (LLR) uniaxial accelerometer (Y-direction)
3. Lower Thoracic Spine (T₁₂) uniaxial accelerometer (Y-direction)
4. Pelvic (PEV) section uniaxial accelerometer (Y-direction)
5. Head Center of Gravity triaxial accelerometers (X-, Y-, and Z-direction)

Pre- and post-test photographs of the test vehicle, the MDB, and the side impact dummies (SIDs) are included in Appendix A. Appendix B contains the vehicle, MDB, and dummy response data traces. A summary of the side impact dummy (SID) configuration and performance verification test data is shown in Appendix C. Dummy and vehicle calibration data can be found in Appendix D of this report.

The following table summarizes the results of this test.

Injury Criteria	Front SID	Rear SID
TTI (G)	58	73
PELVIS (G)	69	117
HIC36	241	421

SECTION 3
SUMMARY OF TEST RESULTS

DATA SHEET NO. 1

GENERAL VEHICLE TEST PARAMETER DATA

TEST VEHICLE INFORMATION

Year/ Make/ Model/ Body Style		<u>2002 Chrysler 300 M 4 Door Sedan</u>			
Vehicle NHTSA NO.		<u>M2 0304</u>	VIN	<u>2C3HE66G42H199830</u>	
Vehicle Body Color		<u>Black</u>	Build Date	<u>Feb-2002</u>	
Engine Data	<u>6</u> Cylinders	<u>CID</u>	<u>3.5</u> Liter	<u>cc</u>	
Placement	<u>Longitudinal</u>	<u>X</u> Lateral			
Transmission	<u>4</u> Speed	<u>Manual</u>	<u>Automatic</u>	<u>X</u> Overdrive	
Final Drive	<u>Rear Wheel Drive</u>	<u>X</u> Front Wheel Drive	<u>Four Wheel Drive</u>		
Odometer Reading	<u>116</u>	Date	<u>12-Mar-2002</u>		
Options	<u>X</u> A/C	<u>X</u> Power Steering	<u>X</u> Power Brakes	<u>X</u> Power Windows	
	<u>X</u> Cruise Control	<u>X</u> Tilt Wheel	<u>X</u> Power Locks		

DATA FROM TIRE PLACARD:

Tire Pressure (at Capacity)	<u>30</u> PSI Front
	<u>30</u> PSI Rear
Recommended Tire Size	<u>225/55R17</u>
Tires on Test Vehicle	<u>225/55R17</u> Manufacturer <u>Michelin</u>

TEST VEHICLE AIRBAG INFORMATION:

	<u>Frontal</u>	<u>Side-Torso</u>	<u>Side-Torso/Head</u>	<u>Side-Head</u>
Driver	Yes – Steering wheel	None	None	None
Left Rear Passenger	None	None	None	None

VEHICLE CAPACITY DATA:

Number of Occupants:	<u>2</u> Front	<u>3</u> Rear	<u>3rd</u> Seat	<u>5</u> Total
Type of Front Seats	<u>X</u> Bucket	<u>Bench</u>	<u>Split Bench</u>	
Type of Front Seat Back	<u>Fixed</u>	<u>X</u> Adjustable w/	<u>X</u> Lever	<u>Knob</u>
Vehicle Max Capacity Loading	<u>392.4</u> kg		(A)	
No. of Occupants X 68.04 kg	<u>340.2</u> kg		(B)	
Cargo Capacity (A) – (B)	<u>52.2</u> kg			

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Left Front	=	<u>508.9</u> kg	Left Rear	=	<u>298.5</u> kg
Right Front	=	<u>514.4</u> kg	Right Rear	=	<u>278.5</u> kg
TOTAL FRONT	=	<u>1023.3</u> kg	TOTAL REAR	=	<u>577</u> kg
% Total Weight	=	<u>63.9</u> %	%Total Weight	=	<u>36.1</u> %
TOTAL WEIGHT	=	<u>1600.3</u> kg			

DATA SHEET 1 (continued)**GENERAL VEHICLE TEST PARAMETER DATA**Vehicle: 2002 Chrysler 300 M 4 Door SedanNHTSA No.: M2 0304**CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:**

Total Test Vehicle Delivered Weight with Max Fluids	=	<u>1600.3</u>	kg	(A)
Maximum Cargo Carrying Capacity of Test Vehicle	=	<u>52.2</u>	kg	(B)
Weight of (2) instrumented Side Impact Dummies	=	<u>161.2</u>	kg	(C)
TEST VEHICLE TARGET WEIGHT	=	<u>1813.7</u>	kg	(A+B+C)

FULLY LOADED TEST VEHICLE (UDVW + 1 OR 2 SID(s) + CARGO)

Left Front	=	<u>558.7</u>	kg	Left Rear	=	<u>383.2</u>	kg
Right Front	=	<u>531.2</u>	kg	Right Rear	=	<u>340.6</u>	kg
TOTAL FRONT	=	<u>1089.9</u>	kg	TOTAL REAR	=	<u>723.8</u>	kg
% Total Weight	=	<u>60.1</u>	%	%Total Weight	=	<u>39.9</u>	%
TOTAL WEIGHT	=	<u>1813.7</u>	kg				

AS TESTED WEIGHT OF TEST VEHICLE (UDVW+ 1 OR 2 SID(s)+CARGO+EQUIPMENT & INSTRUMENTATION)

Left Front	=	<u>558.5</u>	kg	Left Rear	=	<u>379.8</u>	kg
Right Front	=	<u>532.2</u>	kg	Right Rear	=	<u>338.8</u>	kg
TOTAL FRONT	=	<u>1090.7</u>	kg	TOTAL REAR	=	<u>718.6</u>	kg
% Total Weight	=	<u>60.3</u>	%	%Total Weight	=	<u>39.7</u>	%
TOTAL WEIGHT	=	<u>1809.3</u>	kg				

TEST VEHICLE ATTITUDE (all dimensions in millimeters):**AS DELIVERED**

Left Front	<u>754</u>	Right Front	<u>757</u>	Left Rear	<u>774</u>	Right Rear	<u>783</u>
------------	------------	-------------	------------	-----------	------------	------------	------------

FULLY LOADED

Left Front	<u>740</u>	Right Front	<u>746</u>	Left Rear	<u>737</u>	Right Rear	<u>754</u>
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AS TESTED

Left Front	<u>741</u>	Right Front	<u>748</u>	Left Rear	<u>739</u>	Right Rear	<u>756</u>
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Test Vehicle Wheelbase 2880 mmAs Tested CG = 1143 mm rearward of front wheel centerline**TOTAL VEHICLE LENGTH:**

Right Side	=	<u>4683</u>	mm
Left Side	=	<u>4683</u>	mm
Centerline	=	<u>5024</u>	mm

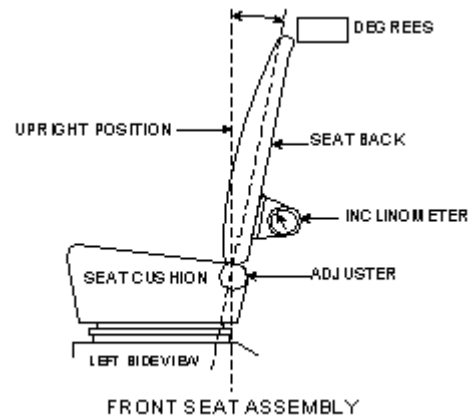
DATA SHEET 1 (continued)

GENERAL TEST VEHICLE PARAMETER DATA

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

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



FRONT SEAT CUSHION PLACEMENT:

Total Length of Adjustment Travel		<u>220 mm</u>	
Total Number of Detents	<u>N/a</u>	Test Position	<u>Mid position</u>

FRONT SEAT BACK ADJUSTMENT:

Seat Back Angle	<u>77 degrees relative to longitudinal axis measured at headrest</u>
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REAR POSITION SEAT:

Total Length Fore/Aft Adjustment	<u>N/a</u>
Seat Back Adjustment Position	<u>N/a</u>

ADJUSTABLE STEERING COLUMN POSITION:

<u>Mid-position</u>	
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WINDOW POSITIONS:

Left Front	<u>Up</u>	Right Front	<u>Down</u>
Left Rear	<u>Up</u>	Right Rear	<u>Down</u>

AMOUNT OF STODDARD SOLVENT IN FUEL TANK:

Fuel System usable Capacity	<u>64.4 L</u>	
Test Volume	<u>59.9 L</u>	<u>93% usable capacity</u>

LOCATIONS OF IMPACT POINT ON TEST VEHICLE SIDE TO BE IMPACTED:

Wheelbase	<u>2880 mm</u>	
Impact Point is	<u>500 mm rearward</u>	of front axle centerline
Actual Impact Point is	<u>501 mm rearward</u>	of front axle centerline

DATA SHEET 2
TEST VEHICLE SUMMARY

VEHICLE IDENTIFICATION:

Year/Make/Model/Body Style	2002 Chrysler 300 M 4 Door Sedan		
Body Color	Black	VIN	2C3HE66G42H199830
NHTSA No.	M2 0304	Test Date	3 April 2002
Overall Length	5024 mm	Overall Width	1898 mm

VEHICLE TEST WEIGHT (Pre-Test):

Left Front	=	558.5	kg	Left Rear	=	379.8	kg
Right Front	=	532.2	kg	Right Rear	=	338.8	kg
TOTAL FRONT	=	1090.7	kg	TOTAL REAR	=	718.6	kg
% Total Weight	=	60.3	%	%Total Weight	=	39.7	%
TOTAL WEIGHT	=	1809.3	kg				
Wheelbase				=		2880	mm
Longitudinal CG from Center of Front Axle				=		1143	mm
Impact Angle with Respect to Impactor				=		90	degrees

ACTUAL IMPACT POINT

Actual Impact Point is 1 mm rearward of nominal impact reference line (lateral)

Actual Impact Point is 2 mm below nominal impact line (vertical)

MAXIMUM EXTERIOR STATIC CRUSH:

1. LEVEL 1	(237 mm above ground)	=	148	mm
2. LEVEL 2	(461 mm above ground)	=	351	mm
3. LEVEL 3	(568 mm above ground)	=	345	mm
4. LEVEL 4	(881 mm above ground)	=	275	mm
5. LEVEL 5	(1311 mm above ground)	=	136	mm

Maximum Post-Test intrusion at Level 2 is 351 mm

OCCUPANTS

	<u>Left Front Passenger</u>	<u>Left Rear Passenger</u>
Dummy Identification	SID/058	SID/056
Restraints Used	3-Point Belt	3-Point Belt

INSTRUMENTATION:

Number of Vehicle Data Channels		47
Number of Cameras	Onboard	3
	Off board	5
	MDB	2
	TOTAL	10

DATA SHEET NO. 3

MOVING DEFORMABLE BARRIER (MDB) SUMMARY

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

MDB FACE MANUFACTURER AND SERIAL NUMBER:

Plascore Serial Number 058C0901-1 020C1001

POSITION OF IMPACT (MDB) ON TOW SYSTEM

Crabbed 27° to the left

MDB DETAILS:

Overall Width of Framework Carriage	=	<u>1250 mm</u>
Overall Length of MDB (incl. honeycomb impact face)	=	<u>4116 mm</u>
Wheelbase of Framework Carriage	=	<u>2578 mm</u>
Tread of Framework Carriage (Front & Rear)	=	<u>1880 mm</u>
C.G. Location Rearward of Front Axle	=	<u>1109.3 mm</u>
C.G. Location From Center Line	=	<u>-1.9 mm</u>
C.G. Location Above Ground Level	=	<u>477.2 mm</u>

MDB WEIGHT:

Left Front	=	<u>495.2</u>	kg	Left Rear	=	<u>184.8</u>	kg
Right Front	=	<u>278</u>	kg	Right Rear	=	<u>399.2</u>	kg
TOTAL FRONT	=	<u>773.2</u>	kg	TOTAL REAR	=	<u>584</u>	kg
% Total Weight	=	<u>57.0</u>	%	%Total Weight	=	<u>43.0</u>	%
TOTAL WEIGHT	=	<u>1357.2</u>	kg				

MDB IMPACT:

Impact Angle (MDB C/L to Target Vehicle)		<u>90°</u>	
Impact Speed	Primary	<u>62.0 km/h</u>	<u>38.5 mph</u>
	Secondary	<u>61.9 km/h</u>	<u>38.4 mph</u>
	Radar	<u>Data not valid</u>	<u>Data not valid</u>
	On-Board	<u>62.0 km/h</u>	<u>38.5 mph</u>

MAXIMUM STATIC CRUSH OF HONEYCOMB IMPACT FACE:

1. Row A Center of Bumper	=	<u>202</u>	mm
2. Row B Top of Bumper	=	<u>121</u>	mm
3. Row C Mid-Level	=	<u>104</u>	mm
4. Row D Top of Stack	=	<u>158</u>	mm

INSTRUMENTATION:

Number of MDB Data Channels = 5

DATA SHEET NO. 4**POST-TEST OBSERVATIONS**Vehicle: 2002 Chrysler 300 M 4 Door SedanNHTSA No.: M2 0304**VISIBLE DUMMY CONTACT POINTS:**

	<u>LEFT FRONT SID</u>	<u>LEFT REAR SID</u>
Head	<u>Back of head to B-Pillar</u>	<u>Top of head to C-Pillar</u>
Upper Torso	<u>To left front door near door lock</u>	<u>To left rear door below window</u>
Lower Torso	<u>To left front door at arm rest</u>	<u>To left rear door above arm rest</u>
Left Hip	<u>To left front door below arm rest</u>	<u>To left rear door below arm rest</u>
Left Knee	<u>To left front door near speaker panel</u>	<u>To left rear door on arm rest near the front of the door</u>

DOOR OPENING:

	<u>LEFT DOOR</u>	<u>RIGHT DOOR</u>
Front	<u>Closed/Inoperable/Remained latched</u>	<u>Closed/Operable/Remained latched</u>
Rear	<u>Closed/Inoperable/Remained latched</u>	<u>Closed/Operable/Remained latched</u>

MDB DISTANCE FROM TARGET IMPACT POINT:

Horizontal	<u>1 mm rearward</u>	Vertical	<u>2 mm below</u>
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ARM REST LOCATIONS:

Front	<u>229 mm below window opening</u>
Rear	<u>311 mm below window opening</u>

SEAT MOVEMENT:

Front	<u>Seat Cushion crushed 40 mm; Seat back crushed 30 mm</u>
Rear	<u>Seat Cushion crushed 25 mm; Seat back crushed 5 mm</u>

GLAZING DAMAGE

Windshield	<u>Fan shaped crack originating from top of window inboard of steering wheel</u>
Window	<u>Driver side window remained intact; Passenger side window shattered on impact</u>

PILLAR PERFORMANCE:

<u>None noted</u>

SILL SEPARATION

<u>None noted</u>

AIRBAG DEPLOYMENT STATUS:

	<u>DRIVER</u>	<u>FRONT PASSENGER</u>	<u>REAR PASSENGER</u>
<u>FRONT</u>	<u>Did not deploy</u>	<u>Did not deploy</u>	<u>N/a</u>
<u>SIDE</u>	<u>N/a</u>	<u>N/a</u>	<u>N/a</u>

OTHER NOTABLE IMPACT EFFECTS:

<u>None</u>

SECTION 4
OCCUPANT AND VEHICLE INFORMATION

DATA SHEET 5

SID INSTRUMENTATION DATA

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

	Front Dummy ID 058 Accelerations				Rear Dummy ID 056 Accelerations			
	Max		Min		Max		Min	
	G's	msec	G's	msec	G's	msec	G's	msec
HEAD ACCELERATIONS								
Longitudinal (X)	6.9	195.1	-20.6	87.0	10.8	60.4	-13.7	51.4
Lateral (Y)	33.5	44.5	-5.3	57.8	70.1	50.1	-8.9	195.1
Vertical (Z)	52.4	55.0	-50.0	79.9	35.8	51.6	-57.5	61.0
Resultant (R)	53.3	55.0			76.6	50.1		
HIC36	240.9				421.4			
RIB ACCELERATIONS								
Upper Rib Lateral (Y)	49.0	43.8	-10.0	78.1	54.1	48.8	-7.4†	104.3†
Upper Rib Lateral (Y _R)	50.7	43.8	-9.9	78.1	51.5	48.8	-5.7	116.3
Lower Rib Lateral (Y)	41.3	43.1	-10.9	105.0	60.1	50.0	-12.2	116.2
Lower Rib Lateral (Y _R)	43.2	43.8	-10.5	105.0	59.3	50.0	-13.9	116.9
SPINE ACCELERATIONS								
Lower Lateral (Y)	67.2	45.0	-10.8	102.5	86.8	49.4	-13.0	77.5
Lower Lateral (Y _R)	67.2	45.0	-10.6	102.5	86.0	49.4	-13.2	76.9
PELVIS ACCELERATIONS								
Lateral (Y)	69.2	40.6	-15.3	93.8	116.5	45.6	-10.9	93.1
Lateral (Y _R)	68.4	40.6	-14.9	94.4	119	45.6	-11.3	93.1

REFERENCE:

Positive Direction -	Anterior/Posterior	+(X) = anterior
	Lateral	+(Y)= right
	Superior/Inferior	+(Z)= inferior
Negative Direction	Anterior/Posterior	-(X) = posterior
	Lateral	-(Y)= left
	Superior/Inferior	-(Z)= superior

All the above data (except head accelerations) has been filtered using FIR (Version 1.0; July 16, 1990)

Head Accelerations have been filtered at SAE Class 1000

Y_R denotes redundant Y-direction accelerometer

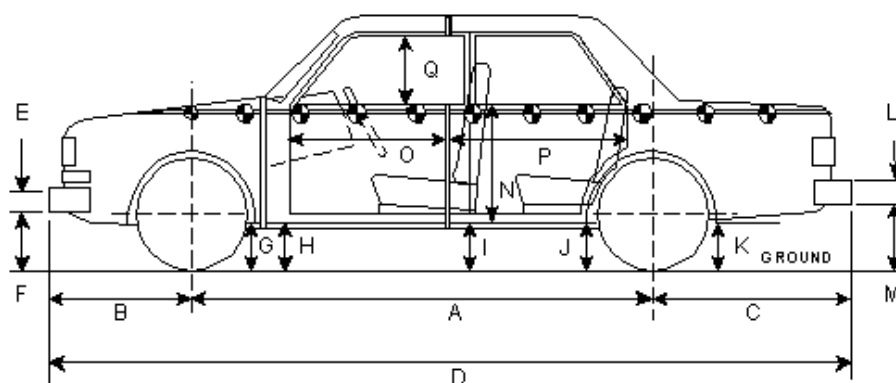
† Data not valid between 110-114 msec

DATA SHEET 6

VEHICLE PRE- AND POST- MEASUREMENTS

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



LEFT SIDE VIEW

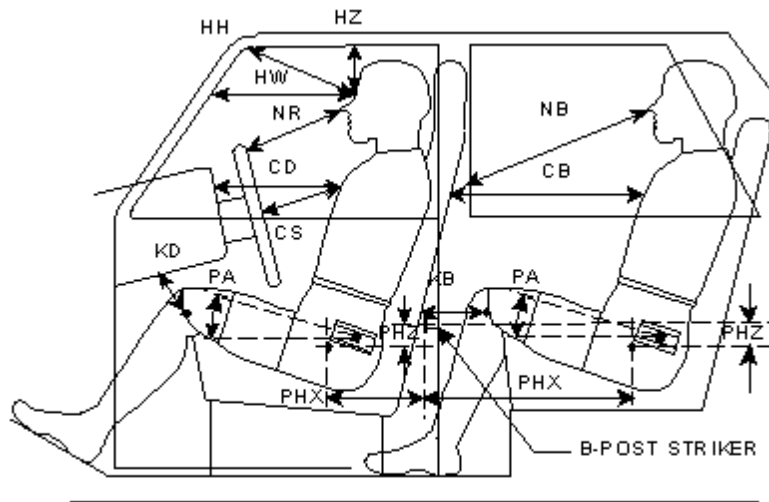
	PRE-TEST As delivered (mm)	PRE-TEST As Tested (mm)	POST-TEST (mm)	Δ CHANGE (mm)
A	2880	-	2834	-46
B	859	-	841	-18
C	944	-	948	4
D	5024	-	5004	-20
E	185	-	183	-2
F	278	272	292	20
G	181	166	157	-9
H	186	170	182	12
I	197	180	183	3
J1	209	182	164	-18
J2	216	188	110	-78
K	272	235	242	7
L	212	-	211	-1
M	434	394	410	16
N	702	-	558	-144
O	1123	-	1062	-61
P	949	-	841	-108
Q	538	-	507	-31
R	4683	-	4680	-3
S	4683	-	4623	-60
T	1898	-	1585	-313

DATA SHEET 7

SID LONGITUDINAL CLEARANCE DIMENSIONS

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



LEFT SIDE VIEW

NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

	DRIVER ID# 058	LEFT REAR PASSENGER ID# 056
HH	412	N/a
HW	686	N/a
HZ	175	180
NR/NB	455	672
CD/CB	552	595
CS	342	N/a
KDL(KDA°)/KBL(KDA°)	162/31	249/21.4
KDR(KDA°)/KBR(KDA°)	181/32	253/21.7
PA°	23.5	24.3
PHX	195 forward	315 forward
PHZ	156 below	350 below

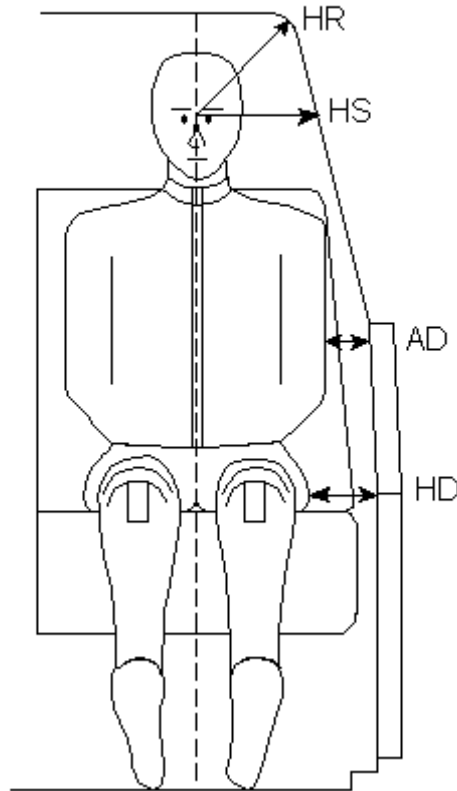
Note: 2-door vehicle shown. Rear dummy PHX & PHZ measurements for 4-door vehicle would use the C-Pillar striker as a reference point

DATASHEET 8

SID LATERAL CLEARANCE DIMENSIONS

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

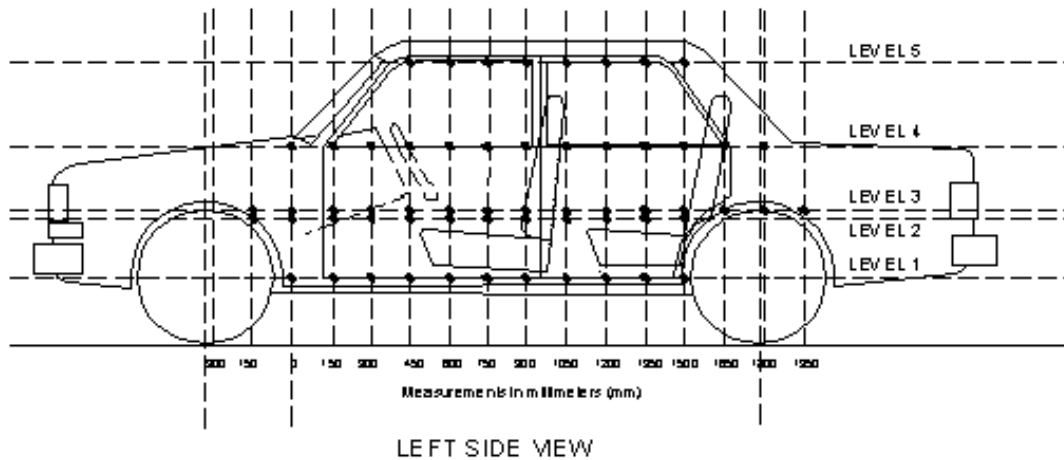
	DRIVER ID# 058		LEFT REAR PASSENGER ID# 056	
HR	167		235	
HS	319		335	
AD	Upper 126	Lower 77	Upper 125	Lower 89
HD	180		231	

DATA SHEET 9

VEHICLE SIDE MEASUREMENTS

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



LEVEL 5 = WINDOW TOP
 LEVEL 4 = WINDOW SILL
 LEVEL 3 = MID-DOOR
 LEVEL 2 = OCCUPANT H-POINT
 LEVEL 1 = AXLE CENTERLINE HEIGHT OR SILL TOP HEIGHT

MEASUREMENTS ARE TAKEN WHEN THE VEHICLE IS IN THE “AS TESTED” CONFIGURATION
 Measurements along the Vertical 750 mm line as shown

Level 5 @ Window Top	1311 mm
Level 4 @ Window Sill	881 mm
Level 3 @ Mid-Door	568 mm
Level 2 @ Occupant H-Point	461 mm
Level 1 @ Axle Centerline or Sill Top Height	237 mm

DATA SHEET 10

VEHICLE EXTERIOR CRUSH PROFILES – ALL LEVELS

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

Note: All Dimensions are in millimeters with a tolerance of ± 3 mm

				DISTANCE IN MILLIMETERS (mm) FROM IMPACT POINT																											
HEIGHT				-900	-750	-600	-450	-300	-150	0	150	300	450	600	750	900	1050	1200	1350	1500	1650	1800	1950	2100	2250	2400	2550	2700	2850	3000	
LEVEL 1	237	PRE								182	182	182	180	181	182	184	187	189	190	194	198	197	181								
		POST								263	272	286	296	317	330	332	334	290	247	212	185	152	116								
		CRUSH								81	90	104	116	136	148	148	147	101	57	18	-13	-45	-65								
LEVEL 2	461	PRE	159							130	126	123	120	118	117	115	115	117	119	121	123	126	129							173	197
		POST	176							255	375	413	437	455	466	466	460	445	446	432	412	346	-30†							188	205
		CRUSH	17							125	249	290	317	337	349	351	345	328	327	311	289	220	-159†							15	8
LEVEL 3	568	PRE	160							131	126	123	119	116	115	113	112	114	116	117	118	120	123						154	177	202
		POST	178							246	342	363	383	408	421	440	457	419	412	424	420	391	262						175	193	214
		CRUSH	18							115	216	240	264	292	306	327	345	305	296	307	302	271	139						21	16	12
LEVEL 4	881	PRE	233	215	202	195	190	186		184	186	186	185	184	183	183	184	185	188	192	194	206	210	217	227	237	249	259	274	292	
		POST	253	238	230	225	228	232		256	320	330	354	374	395	418	459	454	444	411	353	296	242	221	209	265	267	277	286	301	
		CRUSH	20	23	28	30	38	46		72	134	144	169	190	212	235	275	269	256	219	159	90	32	4	-18	28	18	18	12	9	
LEVEL 5	1311	PRE												452	468	484	495	501	505	501	490	483	473	466							
		POST												515	549	573	605	637	623	590	555	531	514	4990							
		CRUSH												63	81	89	110	136	118	89	65	48	41	33							

† Plastic exterior skin separated from sill at level 2.

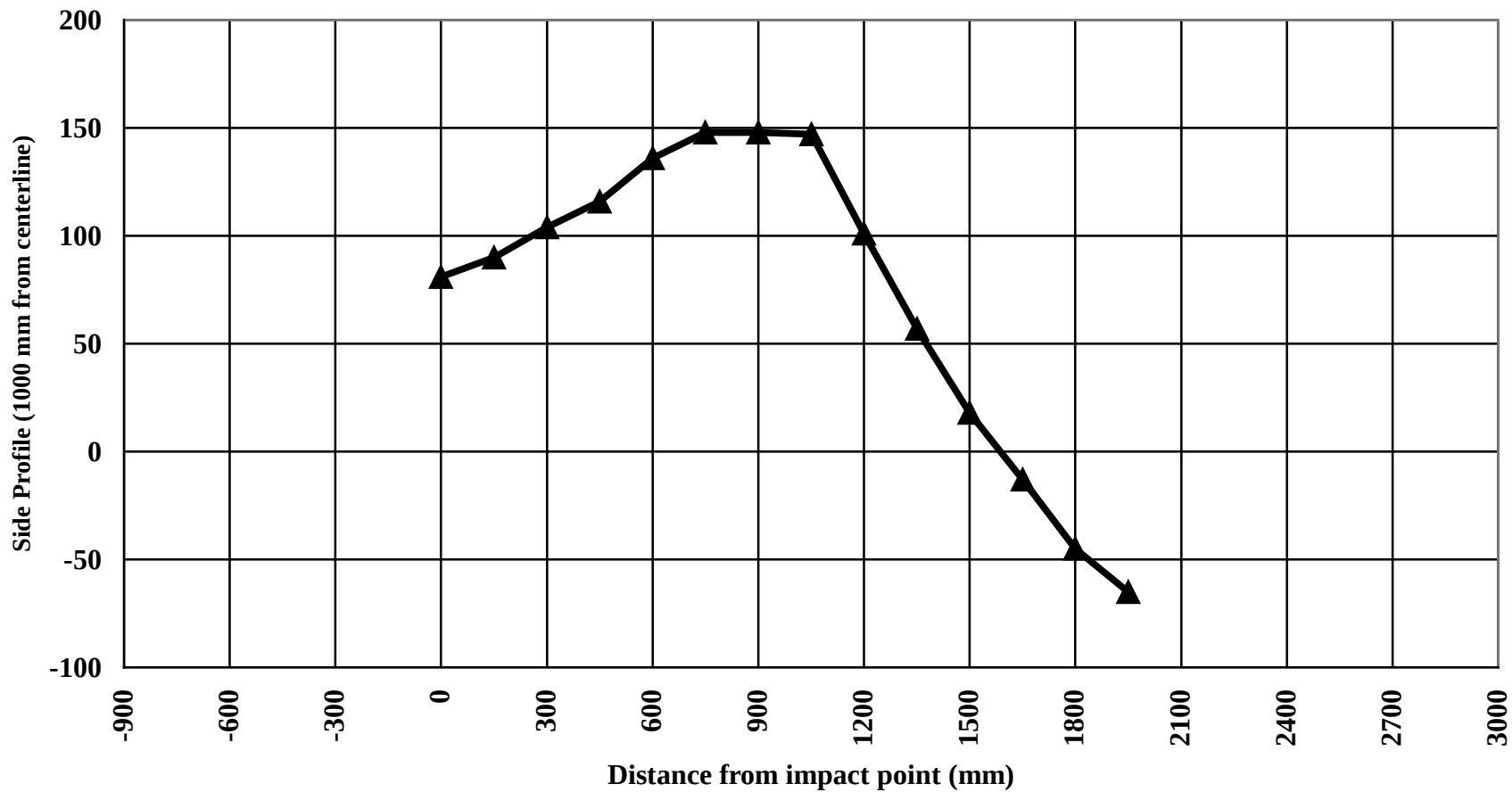
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

SIDE PROFILE LEVEL 1 -237 mm above ground



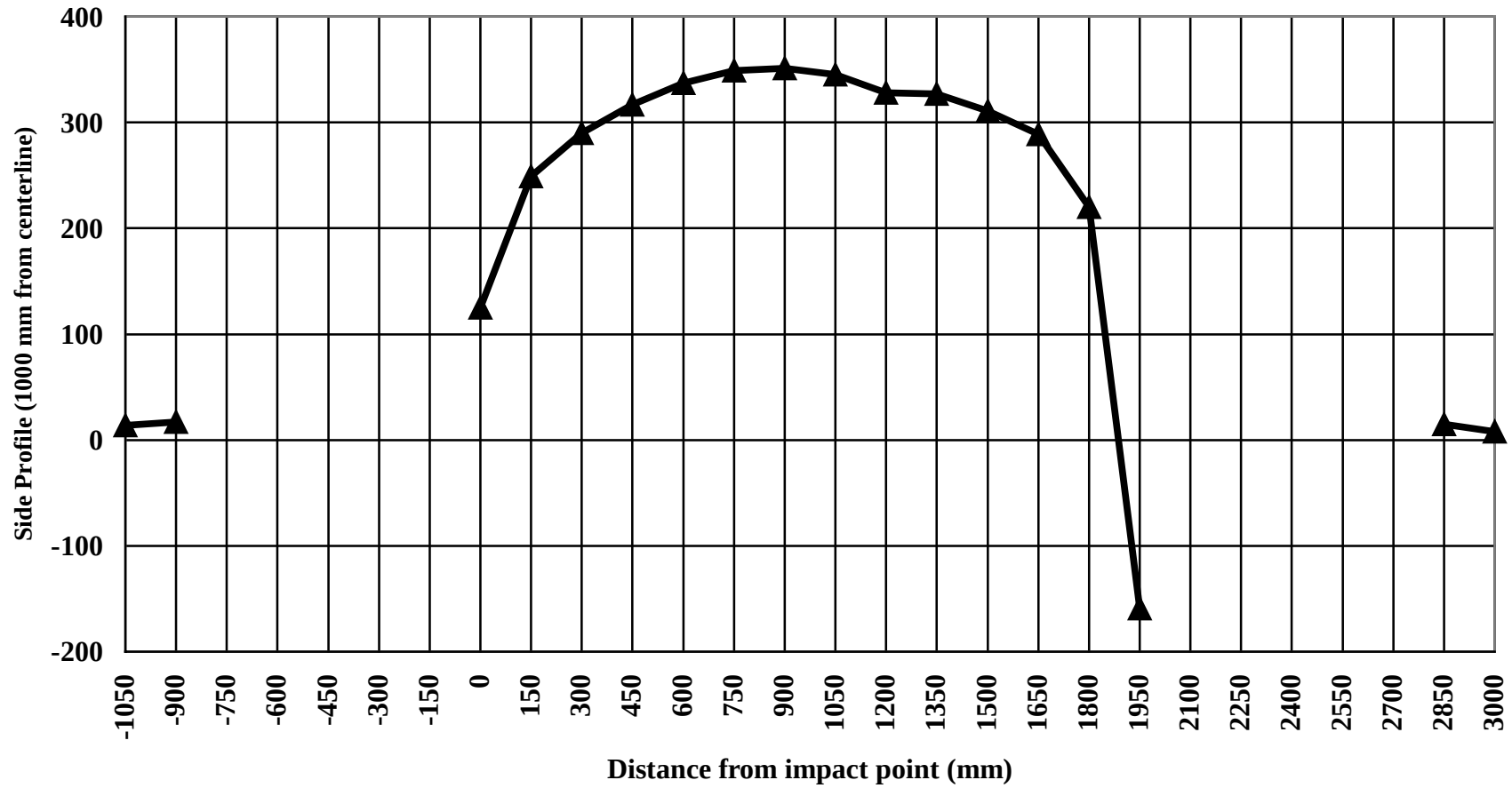
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

SIDE PROFILE LEVEL 2 - 461 mm above ground



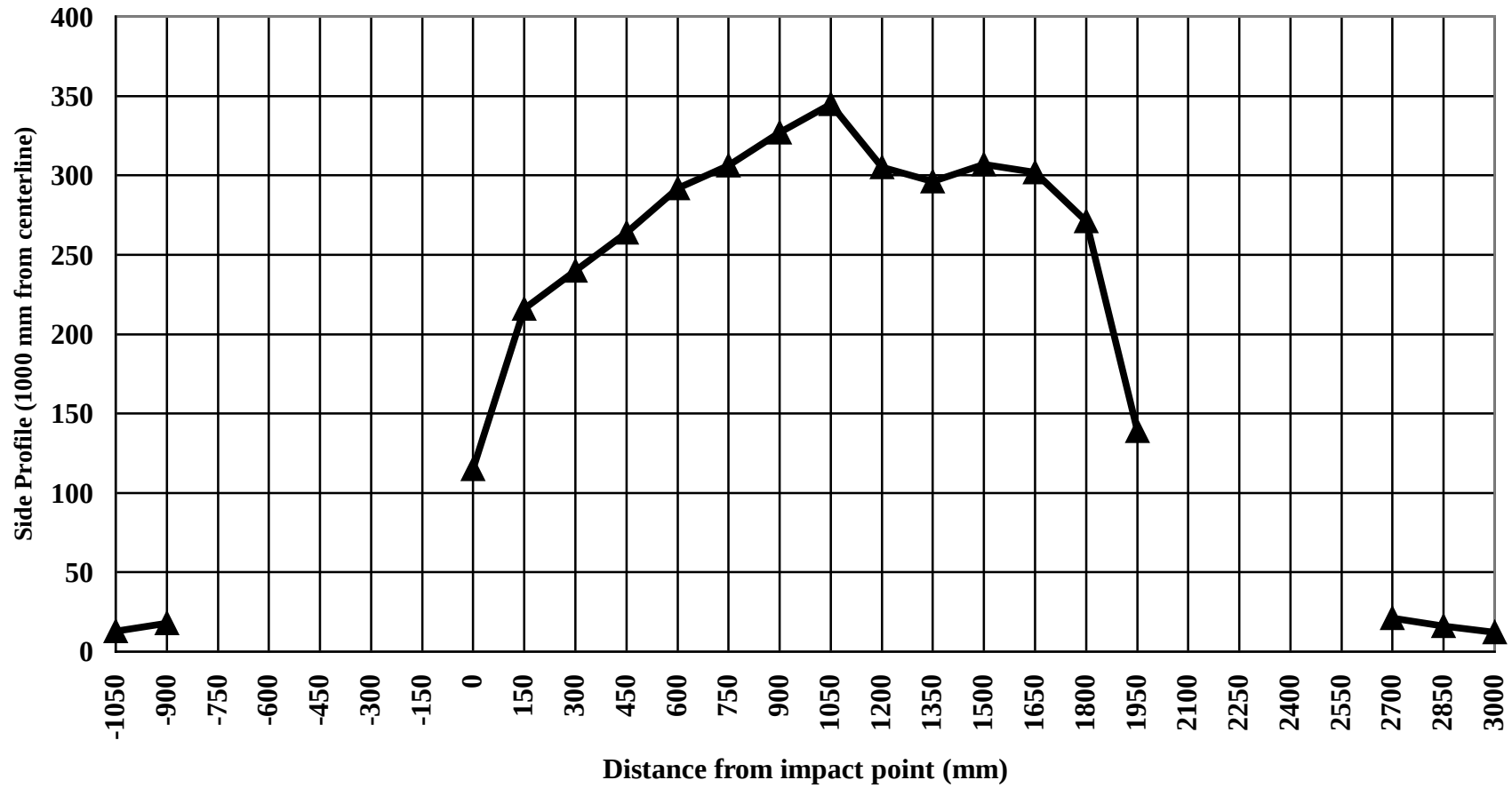
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

SIDE PROFILE LEVEL 3 - 568 mm above ground



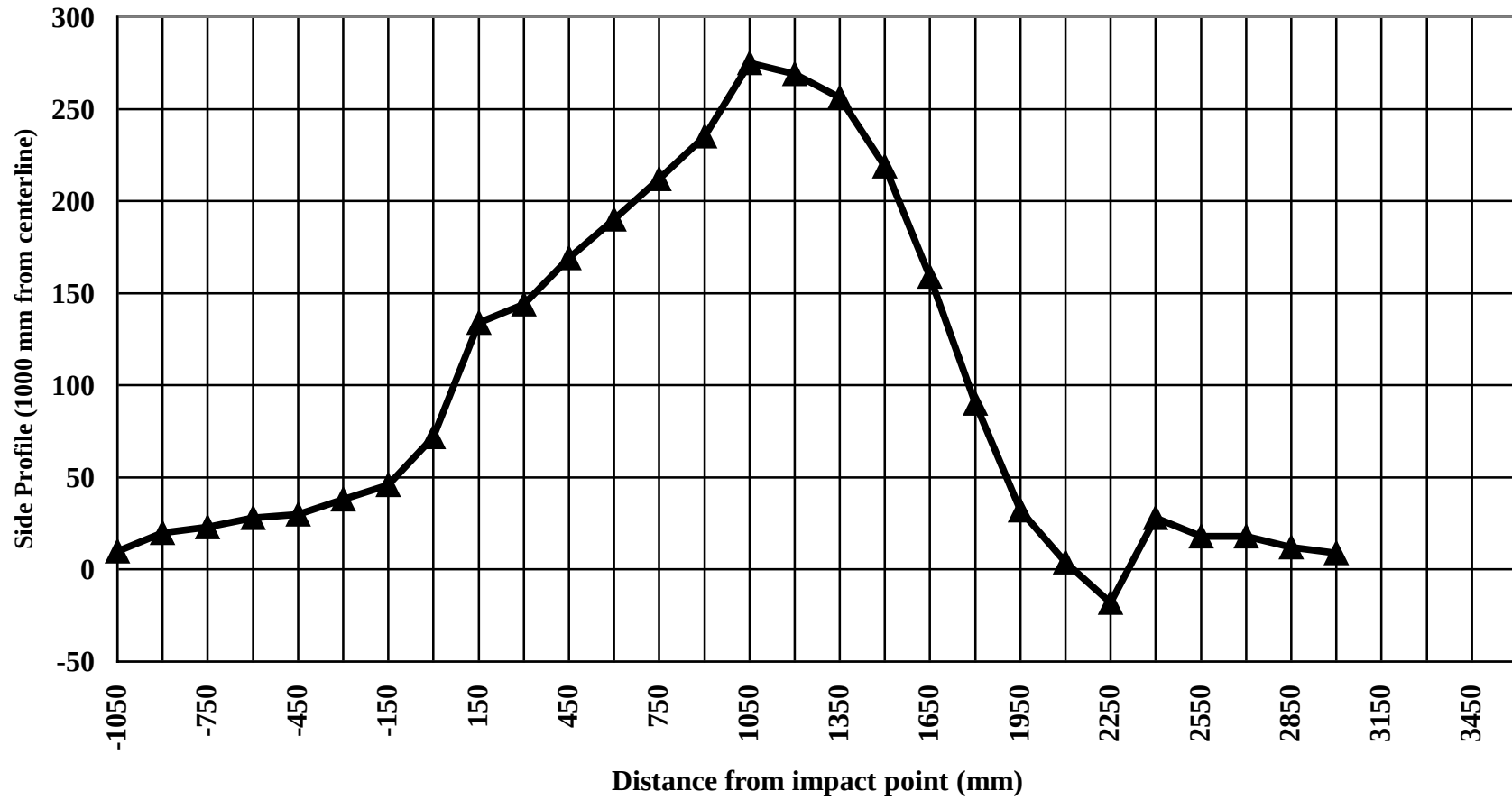
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

SIDE PROFILE LEVEL 4 - 930 mm above ground



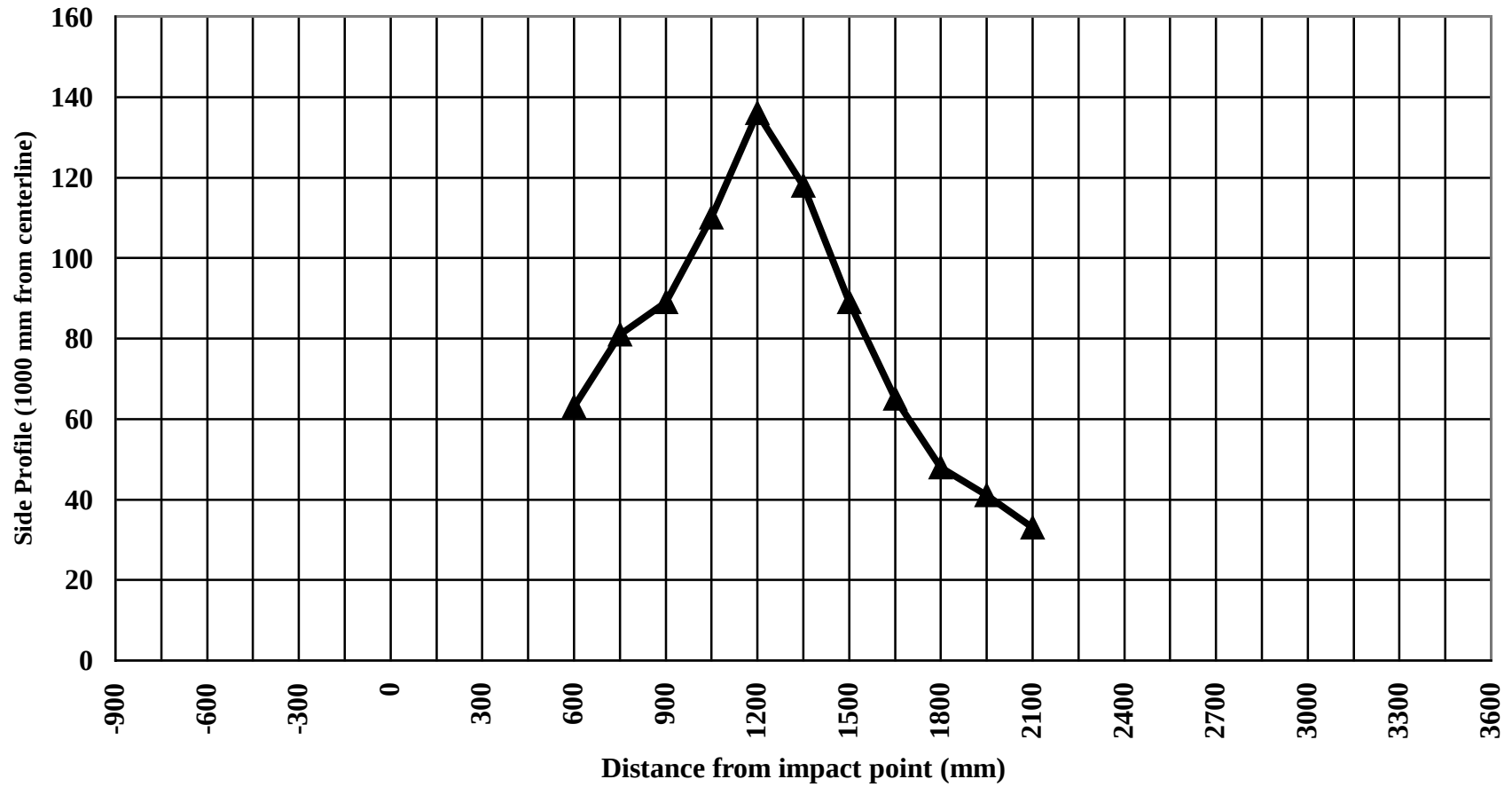
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

SIDE PROFILE LEVEL 5 - 1933 mm above ground

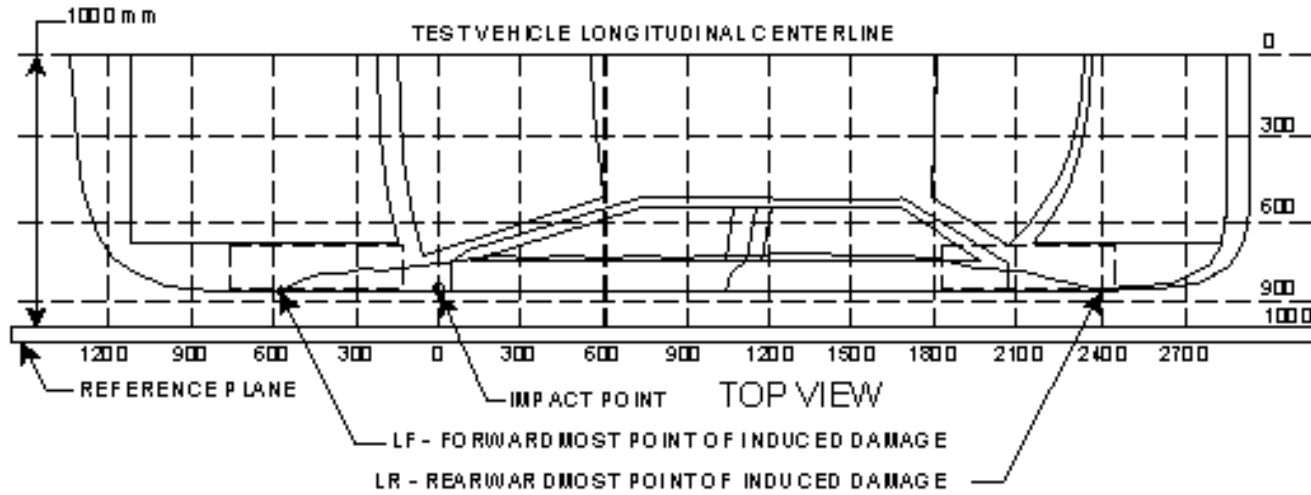


DATA SHEET 11

VEHICLE DAMAGE PROFILE DISTANCES

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



DPD MEASUREMENTS (mm)		POST-TEST (mm)	PRE-TEST (mm)	STATIC CRUSH (mm)
1	1	173	173	0
2	2	413	173	240
3	3	462	173	289
4	4	450	173	277
5	5	392	173	219
6	6	173	173	0

DATA SHEET 12

STATIC CRUSH OF IMPACTOR FACE (Grid as looking at MDB from front)

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

Note: All Dimensions are in millimeters with a tolerance of ± 3 mm

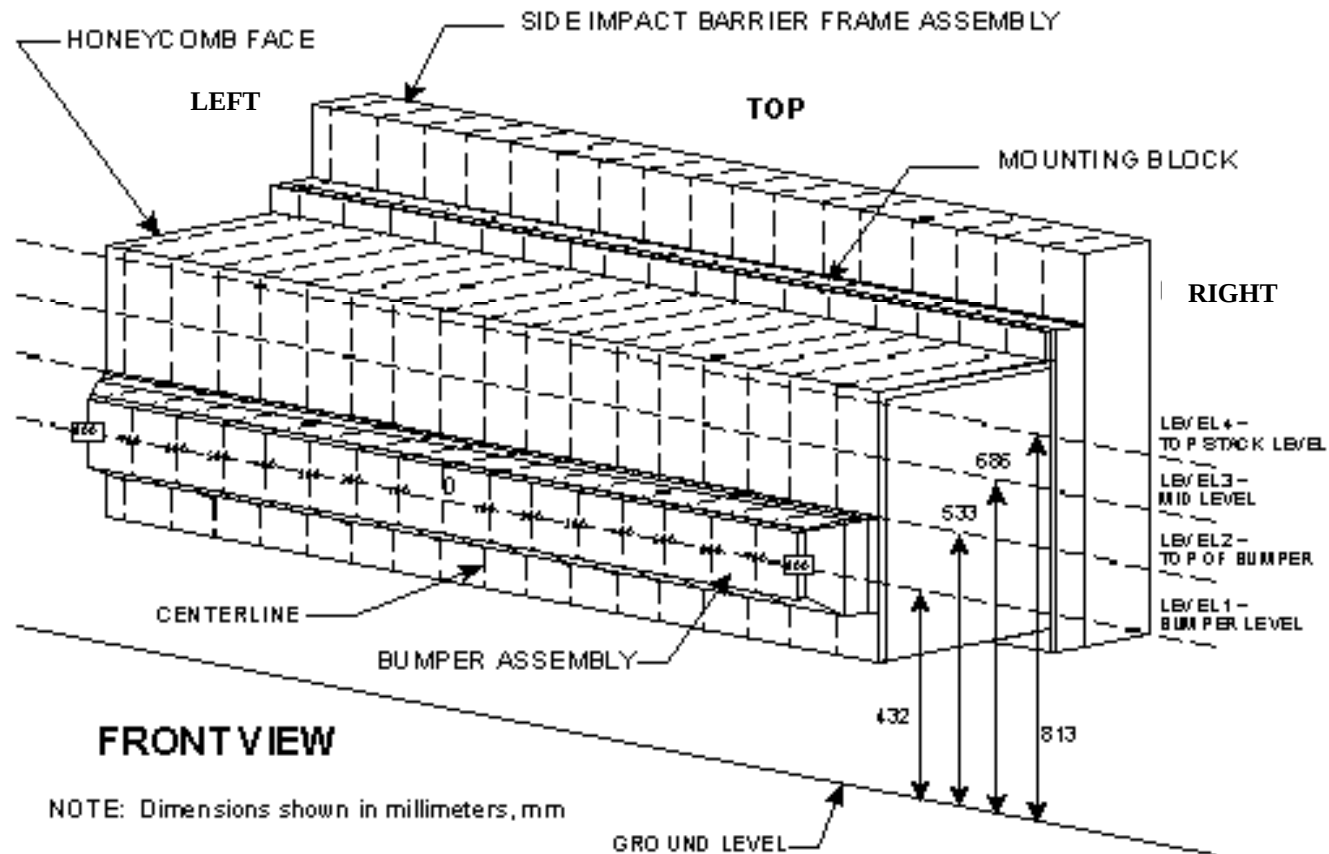
LEVEL	HEIGHT AT CL (mm)		DISTANCE LEFT OF CENTER								0	DISTANCE RIGHT OF CENTER							
			800	700	600	500	400	300	200	100		100	200	300	400	500	600	700	800
LEVEL 4 TOP STACK	810	PRE-	519	520	520	520	520	520	520	521	521	521	521	521	522	522	523	523	523
		POST-	677	635	594	562	537	530	540	552	541	545	552	558	567	578	590	611	645
		CRUSH	158	115	74	42	17	10	20	31	20	24	31	37	45	56	67	88	122
LEVEL 3 MID- LEVEL	685	PRE-	519	519	519	519	519	519	519	519	520	520	520	521	522	521	522	522	522
		POST-	602	572	550	540	536	535	554	551	538	536	538	542	548	557	567	590	626
		CRUSH	83	53	31	21	17	16	35	32	18	16	18	21	26	36	45	68	104
LEVEL 2 TOP BUMPER	560	PRE-	518	519	518	519	519	519	519	519	519	519	519	519	520	520	520	520	520
		POST-	601	607	595	591	578	582	582	578	564	560	561	571	588	588	607	627	641
		CRUSH	92	88	77	72	59	63	63	59	45	41	42	52	68	68	87	107	121
LEVEL 1 MID- BUMPER	432	PRE-	423	414	414	414	414	414	414	414	415	415	415	415	415	415	415	415	426
		POST-	625	605	585	571	560	559	551	531	516	507	502	503	510	519	531	551	584
		CRUSH	202	191	171	157	146	145	137	117	101	92	87	88	95	104	116	136	158

DATA SHEET 12 (continued)

STATIC CRUSH OF IMPACTOR FACE

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

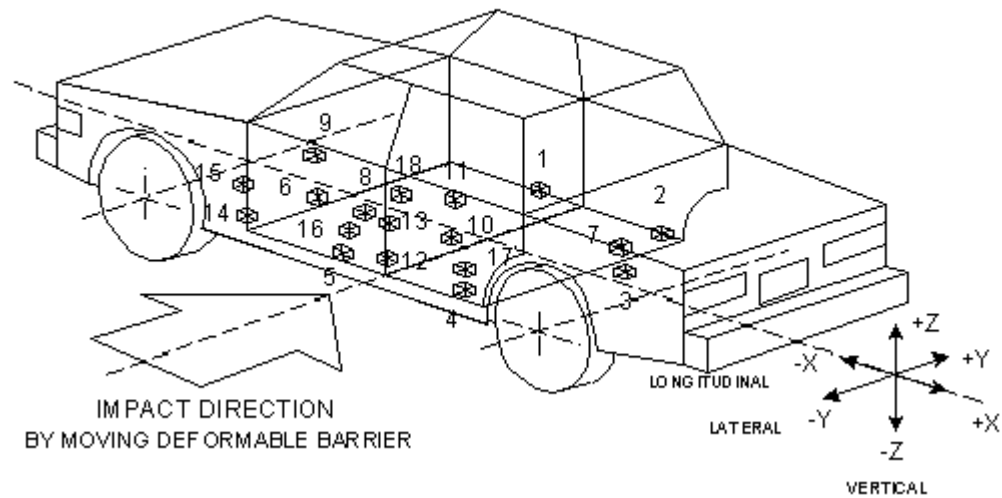


DATA SHEET 13

TEST VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



1. Right Side Sill at Front Seat	10. Mid-rear of Left Rear Door
2. Right Side Sill at Rear Seat	11. Left Rear Door Upper Centerline
3. Rear Floorpan Above Axle	12. Left Lower B-Pillar
4. Left Side Sill at Rear Seat	13. Left Middle B-Pillar
5. Left Side Sill at Front Seat	14. Left Lower A-Pillar
6. Left Front Door on Centerline	15. Left Middle A-Pillar
7. Right Rear Occupant Compartment	16. Front Seat Track
8. Mid-rear of Left Front Door	17. Rear Seat Track
9. Left Front Door Upper Centerline	18. Vehicle CG

VEHICLE ACCELEROMETER LOCATIONS AND SUMMARY DATA

NHTSA No.: M2 0304

Axis Origin	X – Rear Bumper	Axis Orientation	+(X) Forward
	Y – Vehicle Centerline		+(Y) Right
	Z – Middle of rear bumper		+(Z) Down

VEHICLE ACCELEROMETER LOCATIONS AND SUMMARY DATA

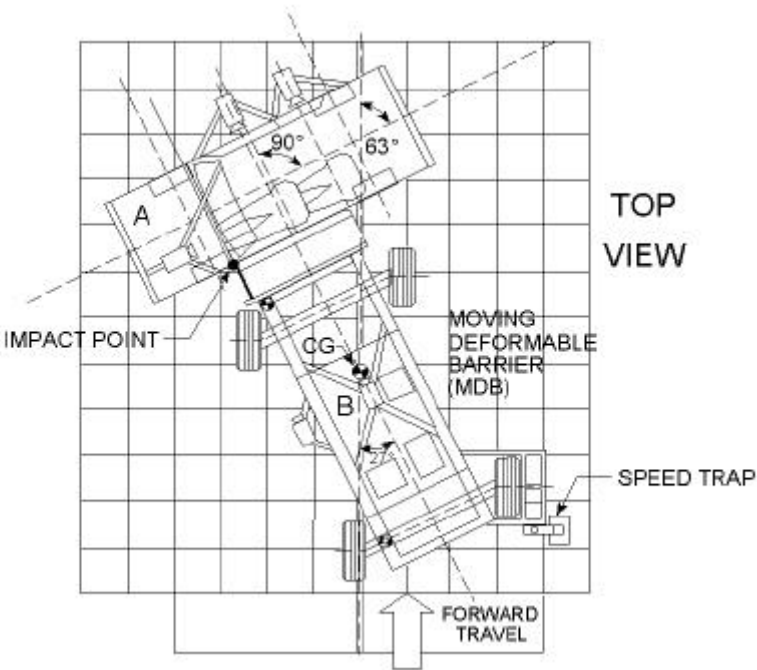
NHTSA No.: M2 0304

Location		Coordinates			Longitudinal (X)				Lateral (Y)				Vertical (Z)				Resultant	
		X mm	Y mm	Z mm	Max		Min		Max		Min		Max		Min		Max	
					G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec
11	Left Rear Door Upper Centerline	1566	-801	-268					130.0	9.7	-56.7	29.3						
12	Left Lower B-Pillar	2179	-745	37					120.6	13.5	-25.8	33.0						
13	Left Middle B-Pillar	2208	-752	-183					119.9	13.7	-61.9	20.5						
14	Left Lower A-Pillar	3223	-760	74					70.1	5.4	-3.9	27.5						
15	Left Middle A-Pillar	3222	-801	-57					50.1	5.4	-3.5	72.1						
16	Front Seat Track	2523	-615	314					34.5	19.2	-8.4	31.1						
17	Rear Seat Track	1875	-495	347					21.5	8.7	-1.3	156.1						
18	Vehicle CG	2413	0	367	3.6	43.8	-6.4	18.9	24.2	26.2	-2.5	63.2	22.7	33.8	-18.9	37.5	24.8	26.2

Axis Origin	X – Rear Bumper	Axis Orientation	+(X) Forward
	Y – Vehicle Centerline		+(Y) Right
	Z – Middle of rear bumper		+(Z) Down

DATA SHEET 14

MDB ACCELEROMETER LOCATIONS AND DATA SUMMARY



Location		Coordinates			Longitudinal (X)				Lateral (Y)				Vertical (Z)				Resultant	
		X mm	Y mm	Z mm	Max		Min		Max		Min		Max		Min		Max	
					G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec
1	MDB Center of Gravity	1113	-1	311	1.6	112	-23.1	41.0	2.9	83.6	-8.0	19.4	10.9	34.9	-11.5	27.4	23.6	40.8
2	MDB Rear Frame Member	2812	-614	585	1.9	118.9	-21.7	38.2	3.7	17.9	-1.3	153.9						

Axis Origin X –Rear Plate
 Y – Vehicle Centerline
 Z – Top of Rear Plate

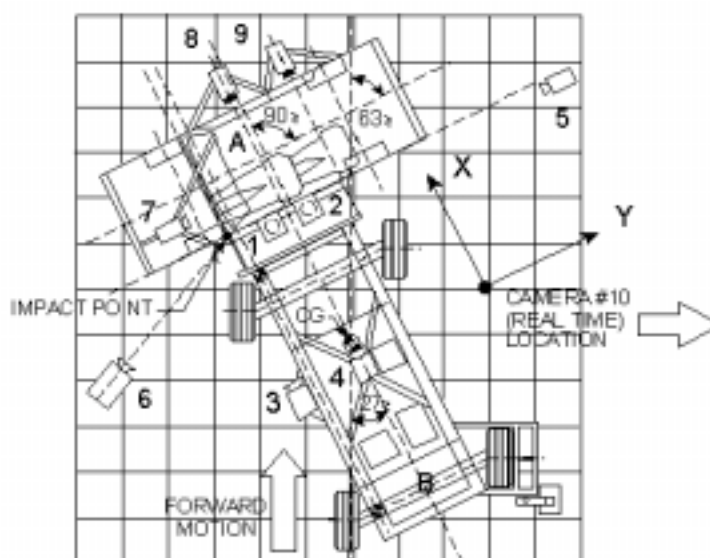
Axis Orientation +(X) Forward
 +(Y) Right
 +(Z) Down

DATA SHEET 15

HIGH-SPEED CAMERA LOCATIONS AND DATA SUMMARY

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



Camera No.	View	Coordinates (mm)*			Angle wrt Horiz.	Lens (mm)	Film Speed (fps)
		X	Y	Z			
1	Overhead view of test vehicle	60	640	4727	-90	6	1000
2	Overhead close-up view of impact plane	500	1150	4733	-90	25	1000
3	MDB onboard close-up view of impact point	-2317	-75	100	0	13	1000
4	MDB onboard view of driver dummy	-2297	810	560	-3.6	7.5	1000
5	Right side ground level overall view	-220	13100	735	-3.8	45	1000
6	Left side ground level overall view	660	-3690	630	-13.4	13	1000
7	Test vehicle onboard driver front view	620	-450	430	-10	13	1000
8	Test vehicle onboard driver side view	1720	770	360	-8	7.5	1000
9	Test vehicle onboard passenger side view	1705	1740	490	-10	7.5	1000
10	Real-time film coverage of test	-	-	-	-	-	-

* Reference:

- + X = Forward (from point of impact)
- + Y = To Right (from point of impact)
- + Z = Upward (from ground)

SECTION 5
FUEL SYSTEM INTEGRITY

DATA SHEET 16

FUEL SYSTEM INTEGRITY DATA

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304

TEST REQUIREMENTS:

Drain the test vehicle's fuel system and operate the engine until the fuel system is dry. Add Stoddard solvent, which has been dyed purple, until 92-94% of the stated usable capacity is reached. Operate the engine to assure the Stoddard solvent is present throughout the entire fuel system.

TEST VEHICLE IMPACT TYPE: Side impact Moving Deformable Barrier contacting the driver side.

FUEL SPILLAGE MEASUREMENT:

POST IMPACT TEST	TEST RESULTS	MAXIMUM ALLOWABLE
1. From impact until vehicle motion ceases	0	29.6 ml
2. For 5 minute period after vehicle motion ceases	0	147.9 ml
3. For next 25 minutes	0	29.6 ml / 1 min.

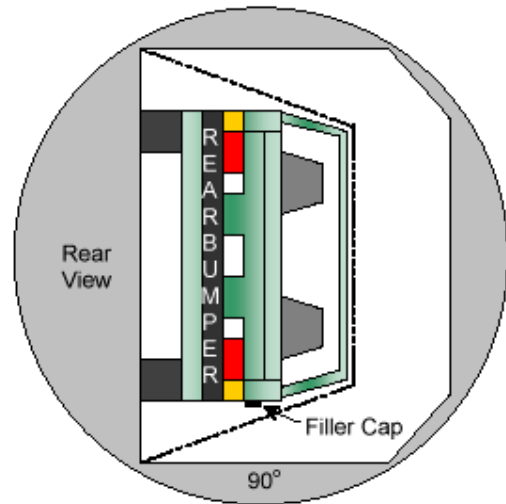
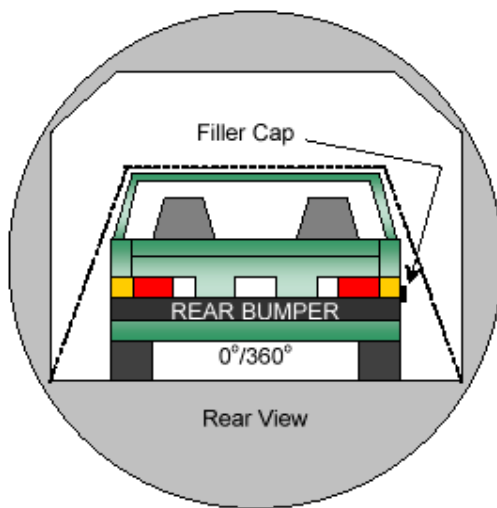
FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17

ROLLOVER DATA

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



0° TO 90°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

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

FUEL SPILLAGE MEASUREMENT:

0° TO 90° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	147.9 ml.
2. Sixth Minute From Onset of Rotation	0	29.6 ml.
3. Seventh Minute From Onset of Rotation	0	29.6 ml
4. Eighth Minute if Required	-	29.6 ml

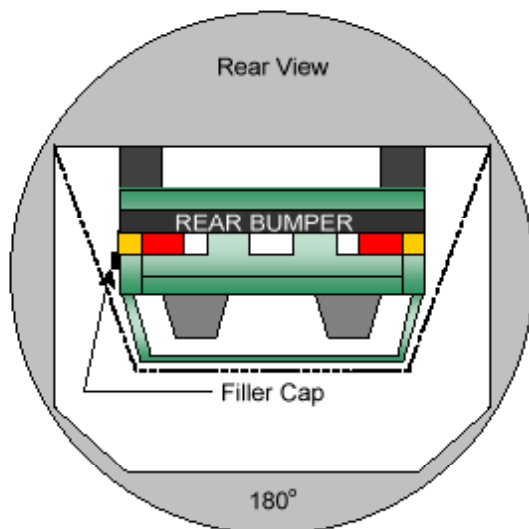
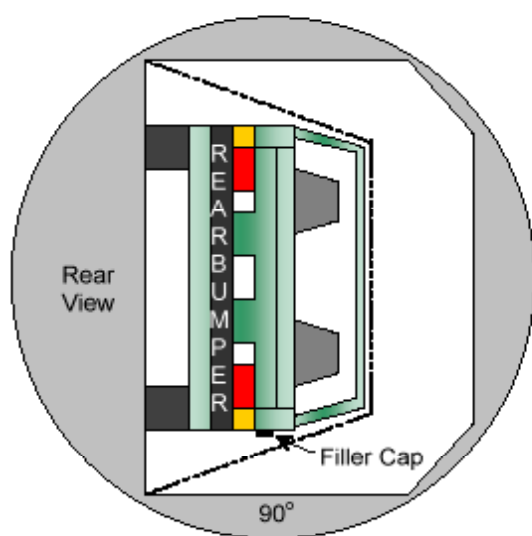
FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17 (continued)

ROLLOVER VEHICLE

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



90° TO 180°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

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

FUEL SPILLAGE MEASUREMENT:

90° TO 180° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	147.9 ml.
2. Sixth Minute From Onset of Rotation	0	29.6 ml.
3. Seventh Minute From Onset of Rotation	0	29.6 ml
4. Eighth Minute if Required	-	29.6 ml

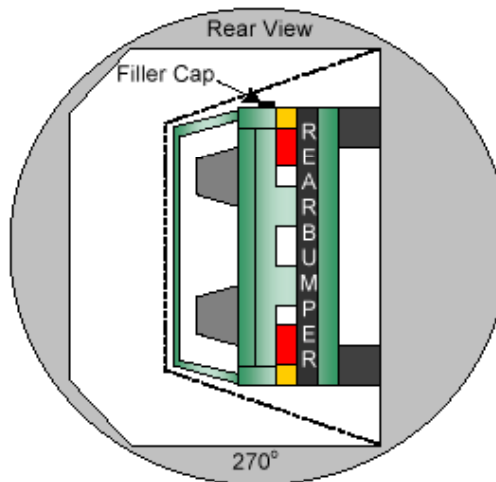
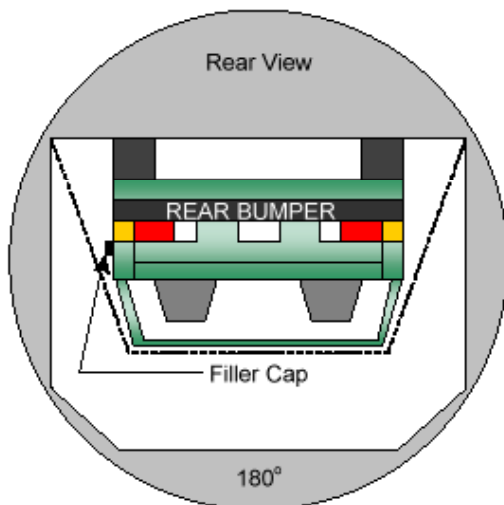
FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17 (continued)

ROLLOVER VEHICLE

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



180° TO 270°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

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

FUEL SPILLAGE MEASUREMENT:

180° TO 270° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	147.9 ml.
2. Sixth Minute From Onset of Rotation	0	29.6 ml.
3. Seventh Minute From Onset of Rotation	0	29.6 ml
4. Eighth Minute From Onset of Rotation	-	29.6 ml

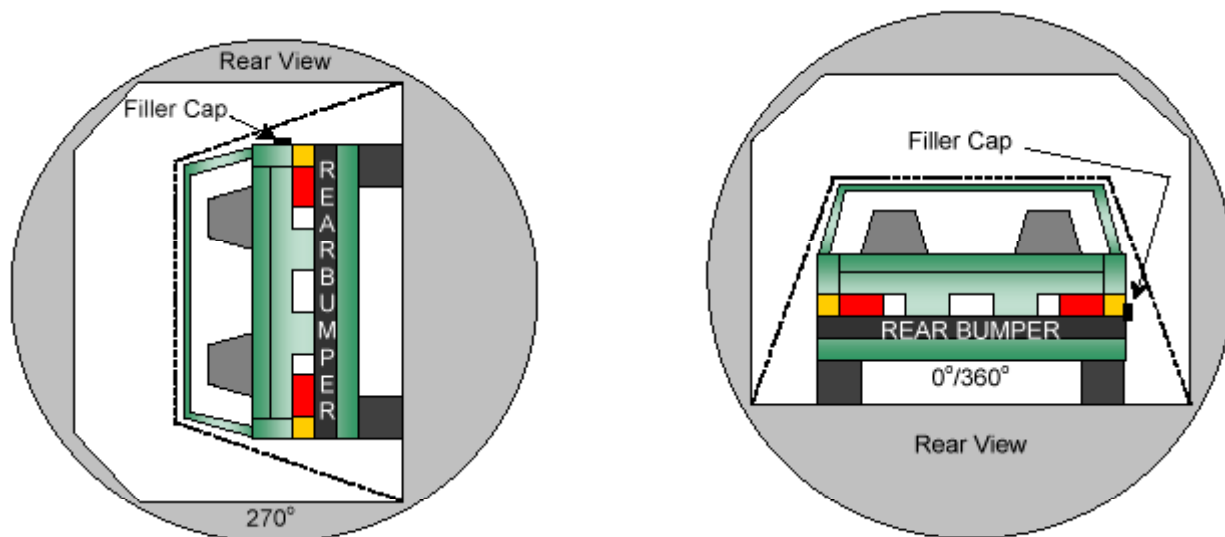
FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17 (continued)

ROLLOVER VEHICLE

Vehicle: 2002 Chrysler 300 M 4 Door Sedan

NHTSA No.: M2 0304



270° TO 360°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

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

FUEL SPILLAGE MEASUREMENT:

270° TO 360° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	147.9 ml.
2. Sixth Minute From Onset of Rotation	0	29.6 ml.
3. Seventh Minute From Onset of Rotation	0	29.6 ml
4. Eighth Minute if Required	-	29.6 ml

FUEL SPILLAGE LOCATION(S): None

APPENDIX A
PHOTOGRAPHS

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A black sedan is positioned in a laboratory or workshop. A metal frame is mounted on the roof, supporting a sensor or camera unit. A pink tag with text is placed on the hood. The car is connected to various cables, and the environment includes overhead lights and equipment racks.



Figure A-2: POST-TEST FRONTAL VIEW OF TEST VEHICLE



Figure A-3: PRE-TEST LEFT FRONT VIEW OF TEST VEHICLE



Figure A-4: POST-TEST LEFT FRONT VIEW OF TEST VEHICLE

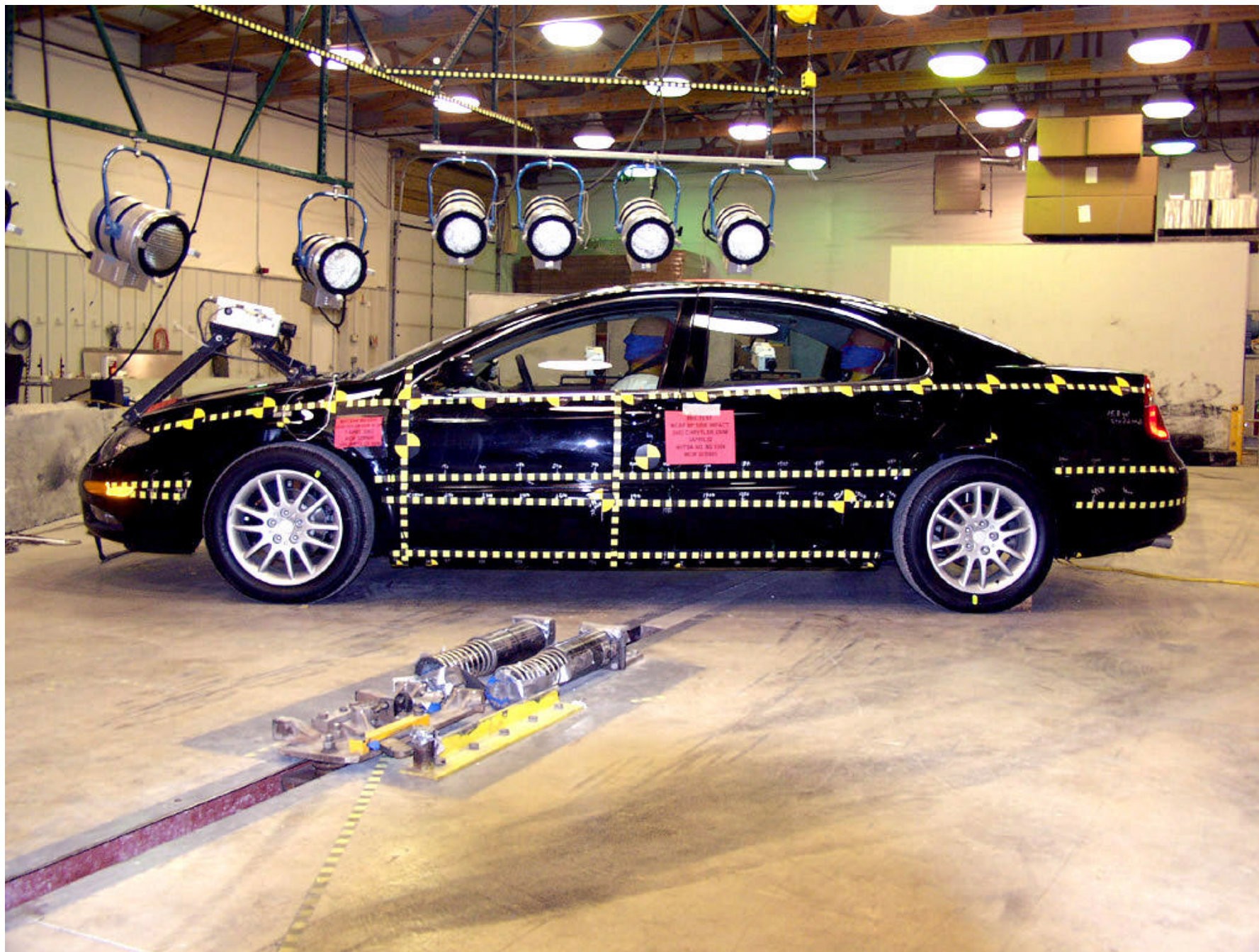


Figure A-5: PRE-TEST LEFT SIDE VIEW OF VEHICLE



Figure A-6: POST-TEST LEFT SIDE VIEW OF VEHICLE



Figure A-7: PRE-TEST LEFT REAR VIEW OF TEST VEHICLE



Figure A-8: POST-TEST LEFT REAR VIEW OF TEST VEHICLE



Figure A-9: PRE-TEST REAR VIEW OF TEST VEHICLE



Figure A-10: POST-TEST REAR VIEW OF TEST VEHICLE

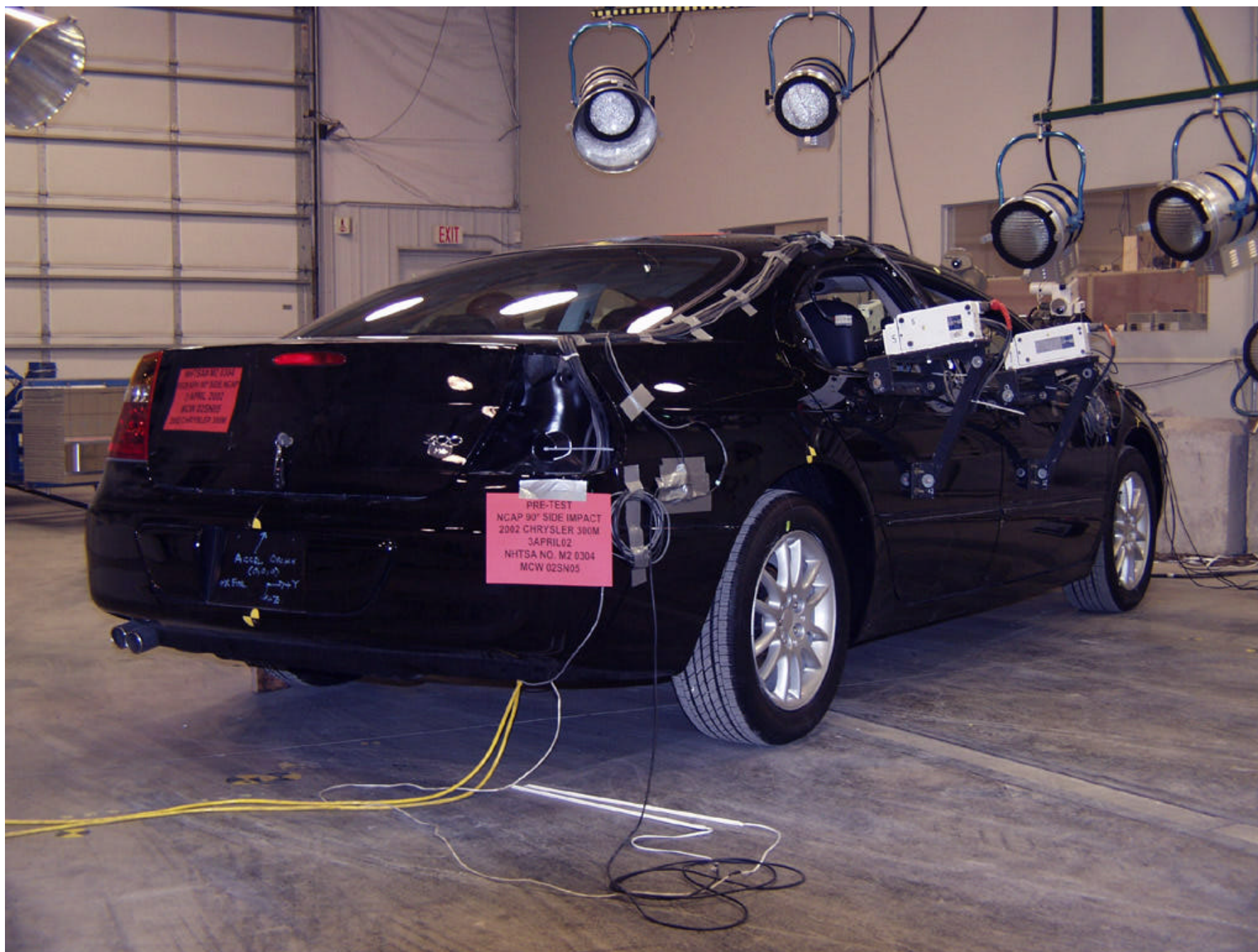


Figure A-11 PRE –TEST RIGHT REAR VIEW OF TEST VEHICLE



Figure A-12 POST –TEST RIGHT REAR VIEW OF TEST VEHICLE

A side-profile view of a dark-colored sedan in a large industrial facility, likely a vehicle safety lab. The car is heavily instrumented with various sensors, cameras, and wiring. A prominent red sign is attached to the driver's side door. The background features large overhead lights and complex rigging systems.



Figure A-14: POST-TEST RIGHT SIDE VIEW OF TEST VEHICLE



Figure A-15: PRE-TEST FRONT RIGHT VIEW OF TEST VEHICLE



Figure A-16: POST-TEST FRONT RIGHT VIEW OF TEST VEHICLE



Figure A-17: PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID



Figure A-18: POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID



Figure A-19: PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-20: POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-21: PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF FRONT SID



Figure A-22: POST-TEST LEFT OCCUPANT COMPARTMENT VIEW OF FRONT SID

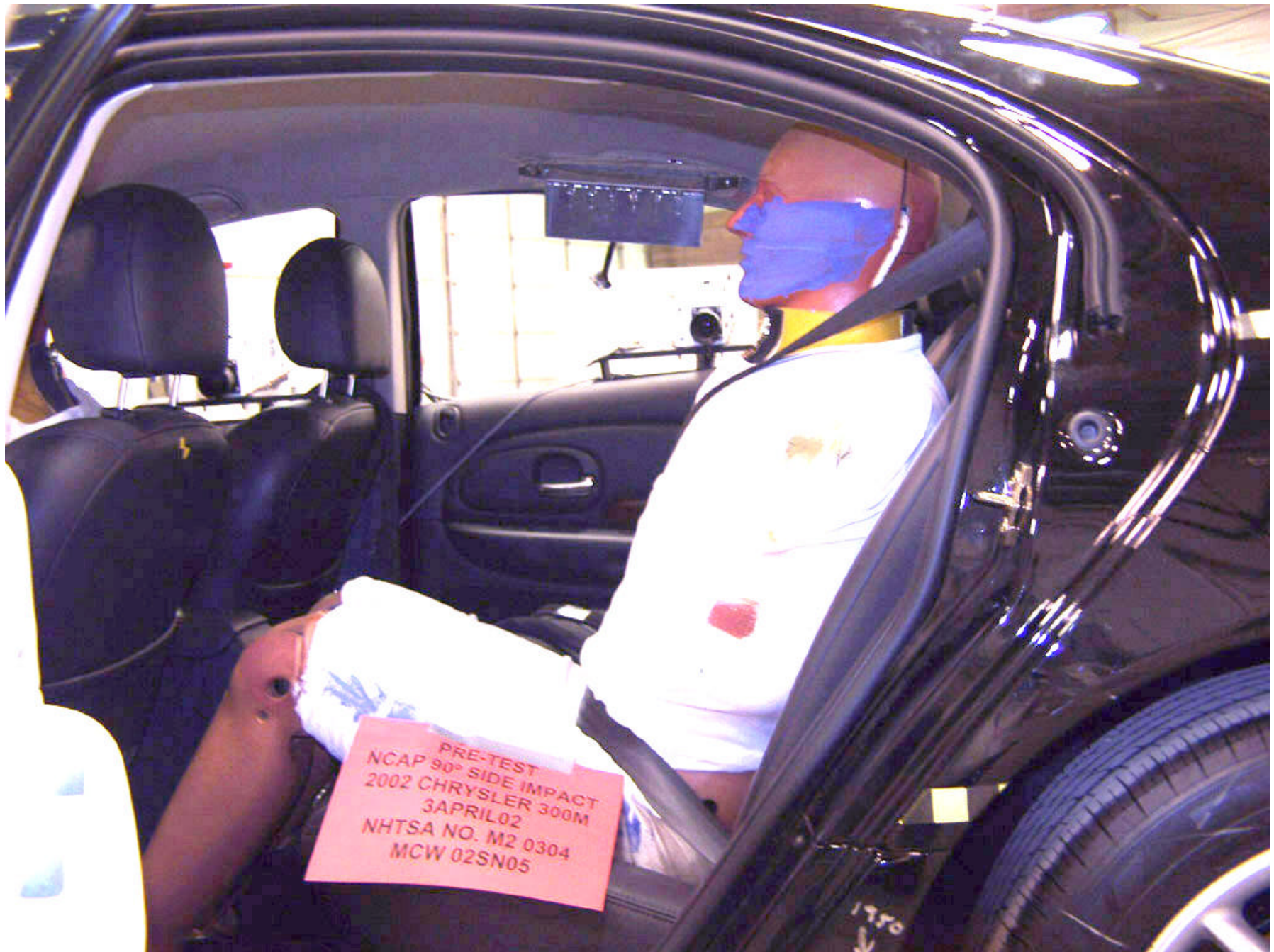


Figure A-23: PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-24: POST-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-25: PRE-TEST INTERIOR OF FRONT DOOR



Figure A-26: POST-TEST INTERIOR OF FRONT DOOR SHOWING SID IMPACT LOCATIONS



Figure A-27: PRE-TEST INTERIOR OF REAR DOOR



Figure A-28: POST-TEST INTERIOR OF REAR DOOR SHOWING SID IMPACT LOCATIONS



Figure A-29: PRE-TEST LEFT SIDE VIEW OF MDB IN IMPACT POSITION



Figure A-30: POST-TEST LEFT SIDE VIEW OF MDB



Figure A-31: PRE-TEST RIGHT SIDE VIEW OF MDB IN IMPACT POSITION



Figure A-32: POST-TEST RIGHT SIDE VIEW OF MDB

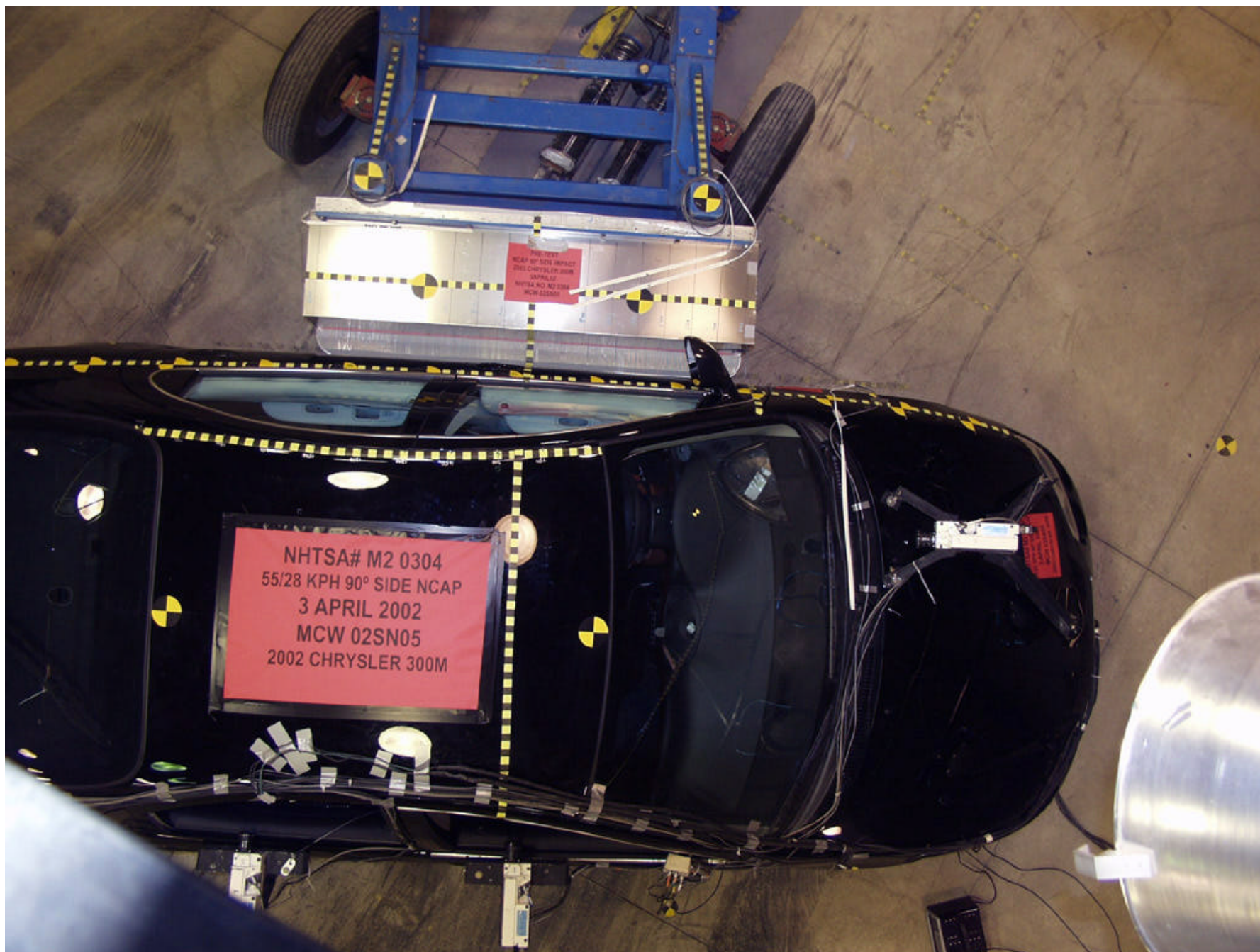


Figure A-33: PRE-TEST OVERHEAD VIEW OF MDB IN IMPACT POSITION



Figure A-34: POST-TEST OVERHEAD VIEW OF MDB



Figure A-35: PRE-TEST CLOSE-UP OF IMPACT POINT TARGET SHOWING WELDING ROD



Figure A-36: POST-TEST CLOSE-UP OF IMPACT POINT TARGET

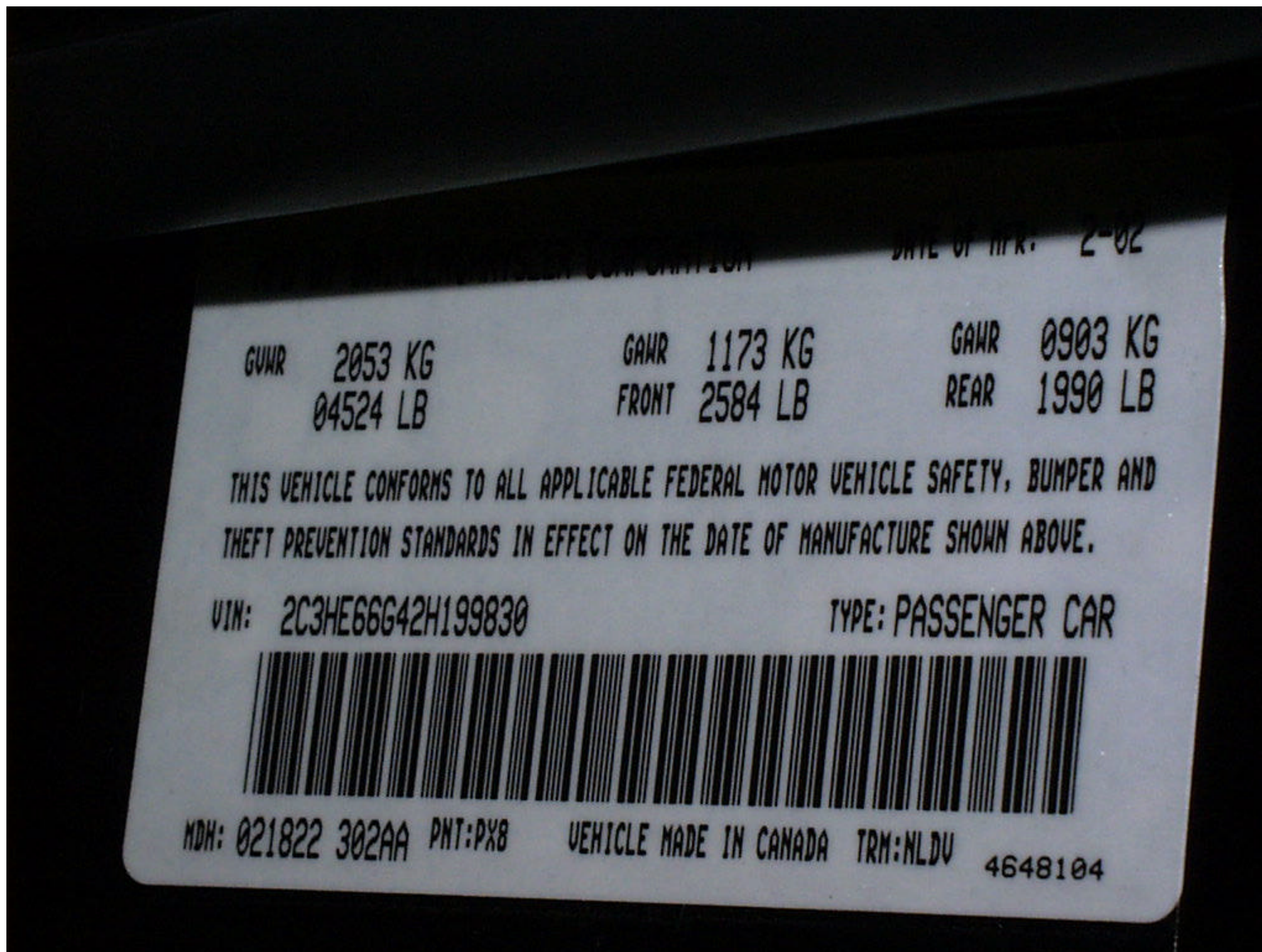


Figure A-37: CLOSE-UP OF VEHICLE'S CERTIFICATION LABELS

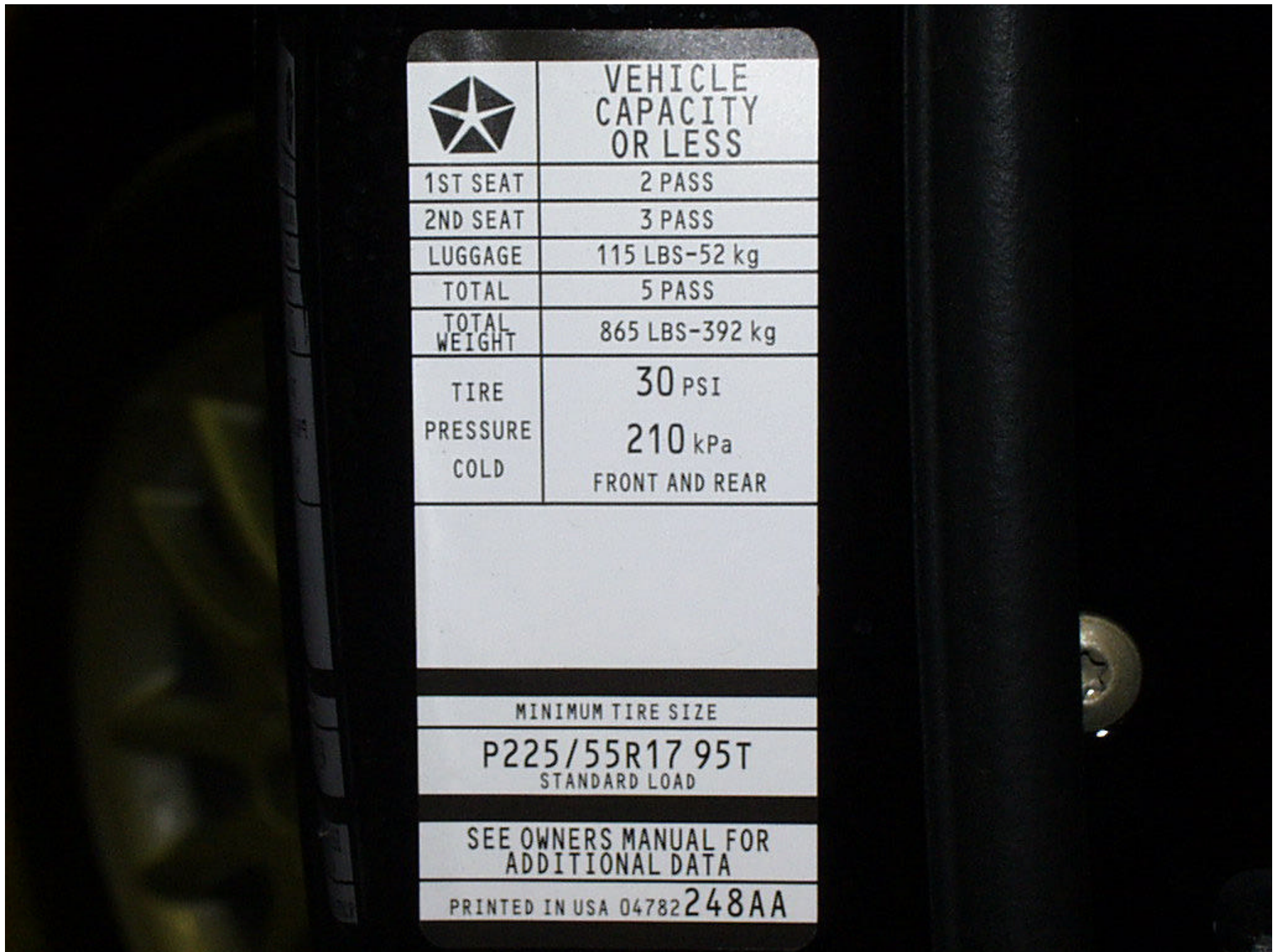


Figure A-38: CLOSE-UP OF VEHICLE'S TIRE PLACARD LABELS



Figure A-39: IMPACT



Figure A-40: ROLLOVER 0 DEGREES

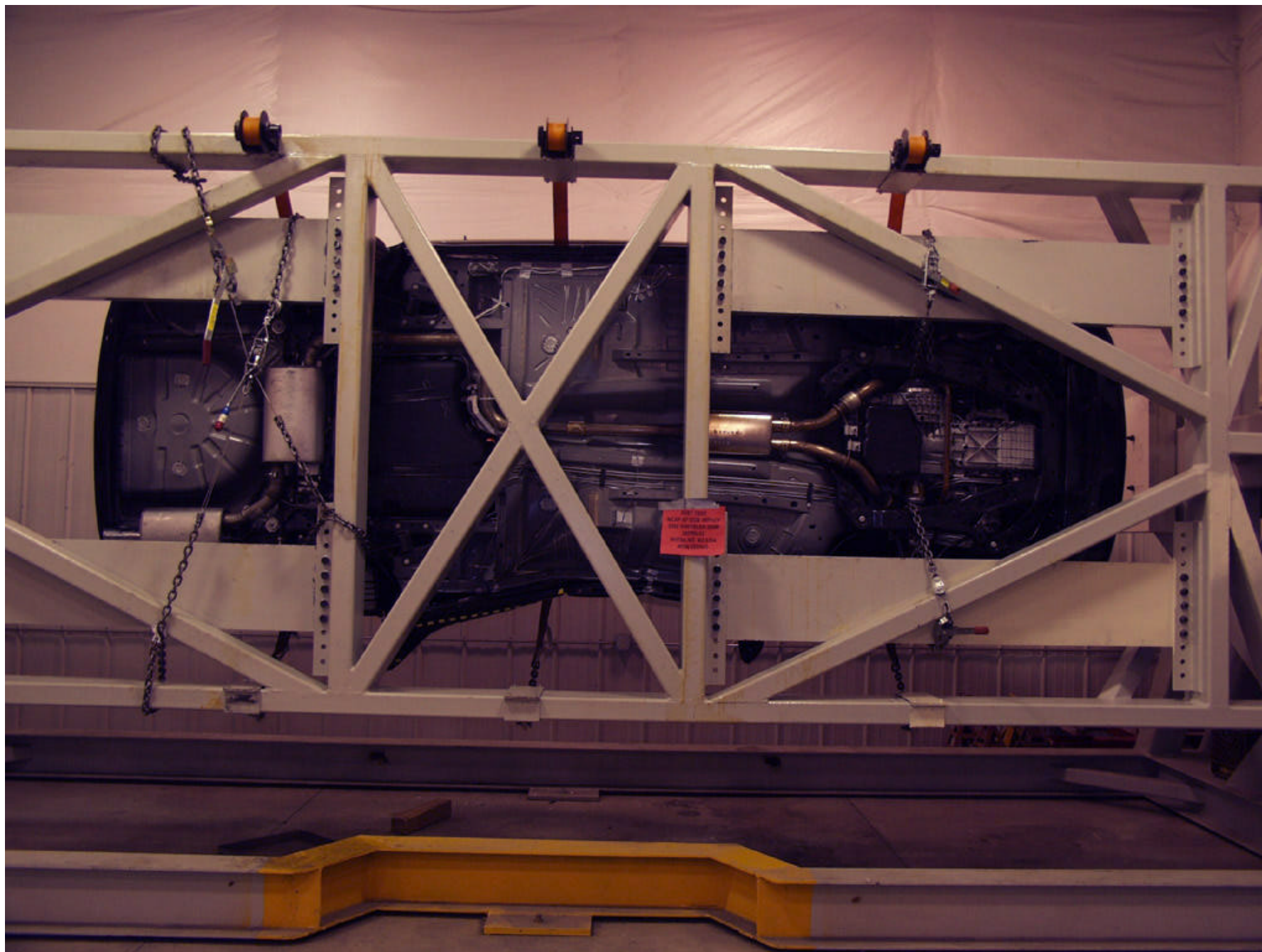


Figure A-41: ROLLOVER 90 DEGREES

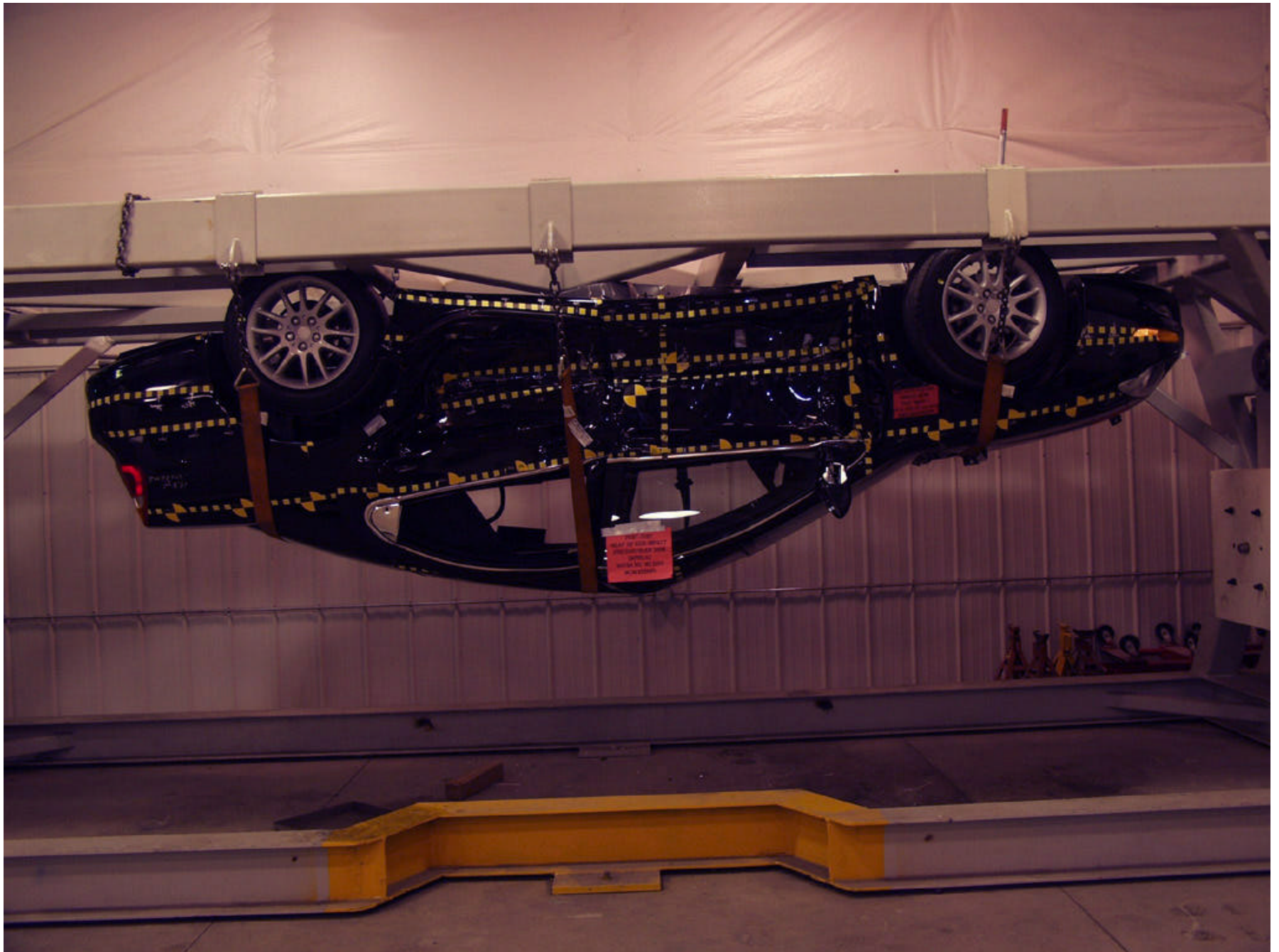


Figure A-42: ROLLOVER 180 DEGREES



Figure A-43: ROLLOVER 270 DEGREES



Figure A-44: ROLLOVER 360 DEGREES



Figure A-45: PRE-TEST ALUMINUM BARRIER FRONT



Figure A-46: POST-TEST ALUMINUM BARRIER FRONT

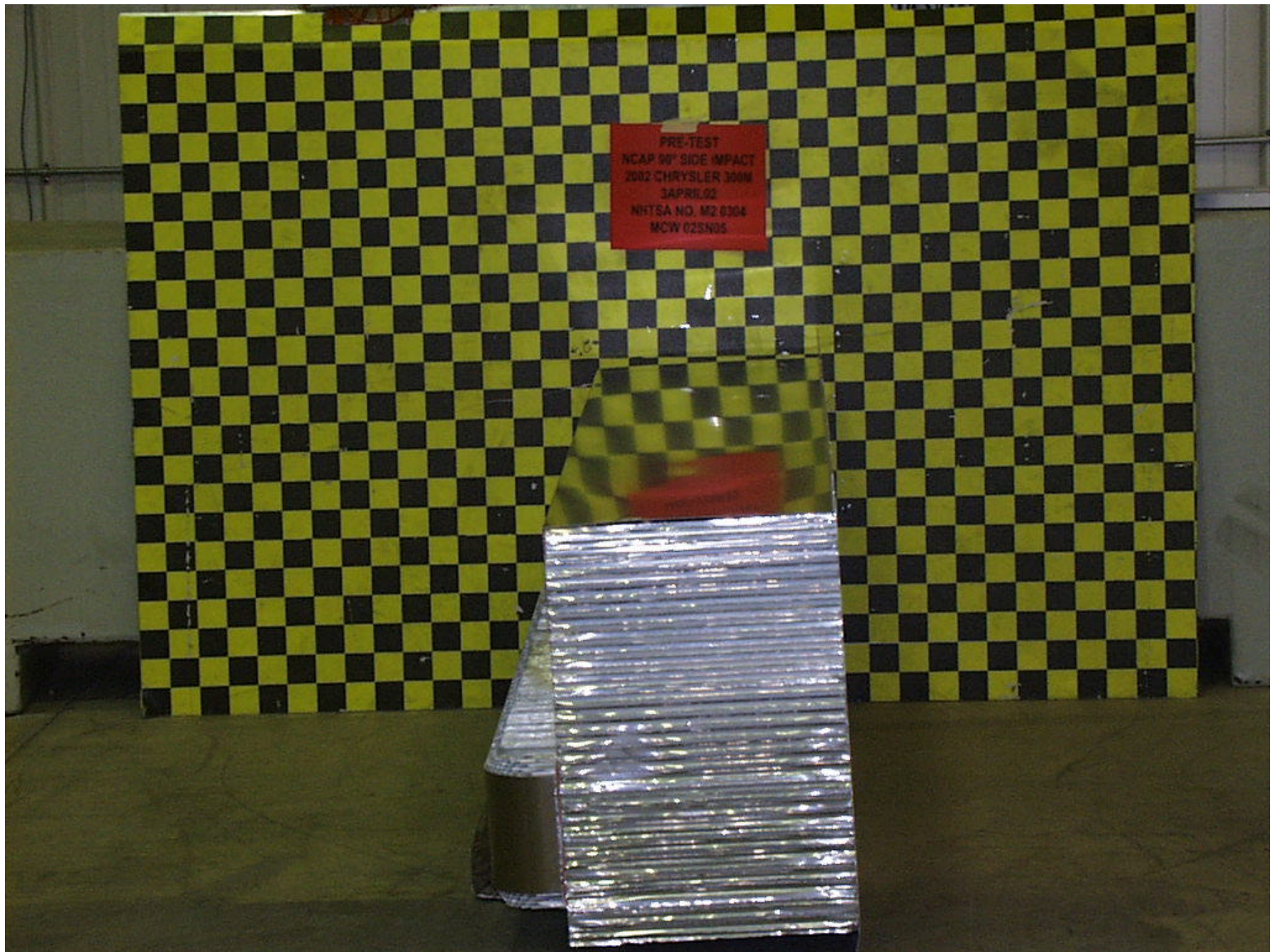


Figure A-47: PRE-TEST ALUMINUM BARRIER LEFT SIDE



Figure A-48: POST-TEST ALUMINUM BARRIER LEFT SIDE



Figure A-49: PRE-TEST ALUMINUM BARRIER RIGHT SIDE



Figure A-50: POST-TEST ALUMINUM BARRIER RIGHT SIDE



Figure A-51: PRE-TEST ALUMINUM BARRIER OVERHEAD



Figure A-52: POST-TEST ALUMINUM BARRIER OVERHEAD

APPENDIX B

VEHICLE, MDB, AND SID RESPONSE DATA

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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOTS ACCELERATION DATA – FIR FILTERED

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MDB INSTRUMENTATION PLOTS
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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOTS (REDUNDANT)
ACCELERATION DATA – FILTER CLASS 1000, LOWER SPINE FILTER CLASS 180
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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOT (REDUNDANT)
ACCELERATION DATA – FIR FILTERED

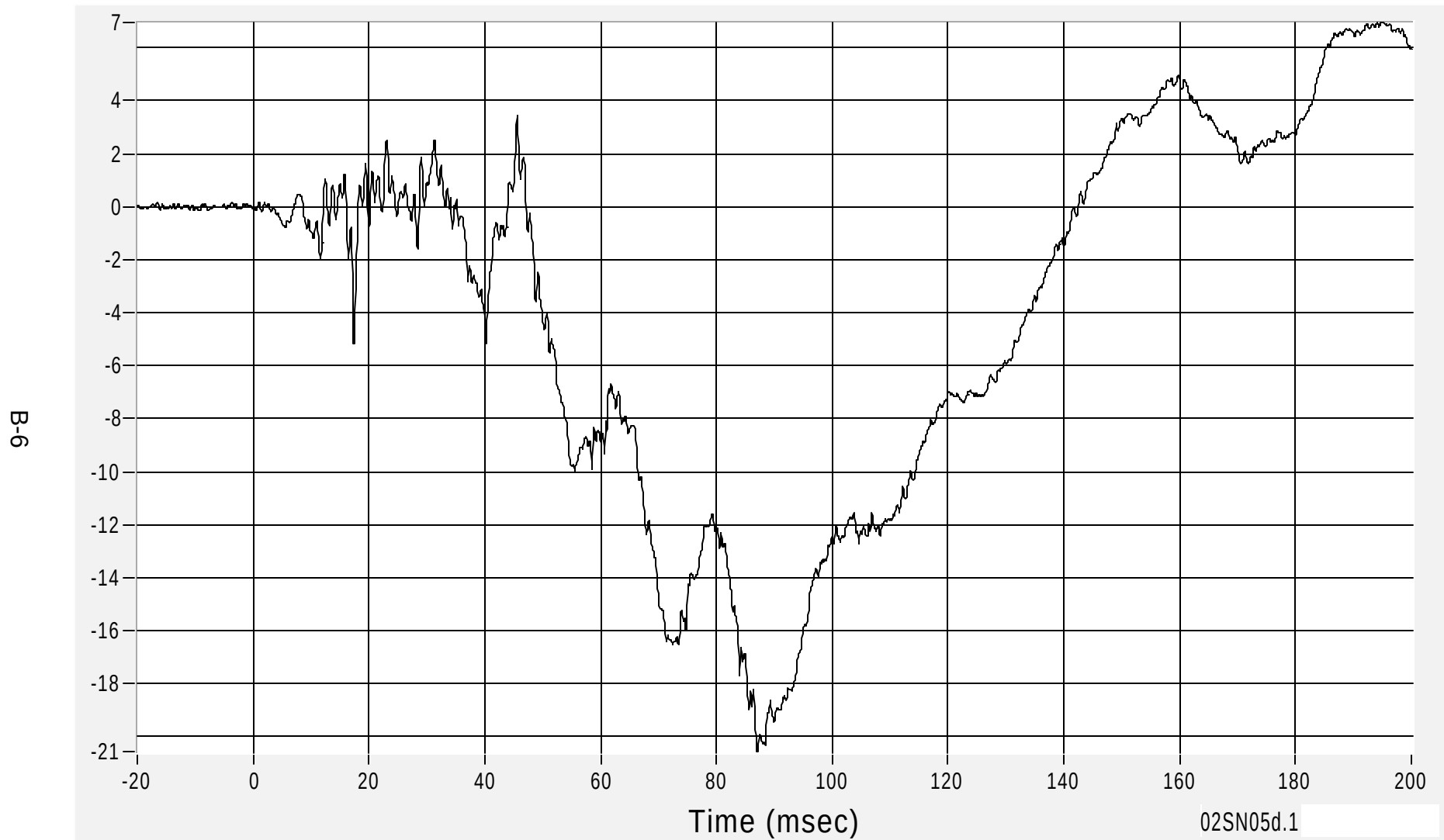
<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
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Driver Head CG (X) Acceleration

Max 6.9 G's at 195.1 msec

Acceleration (G's) CFC1000

Min -20.6 G's at 87.0 msec



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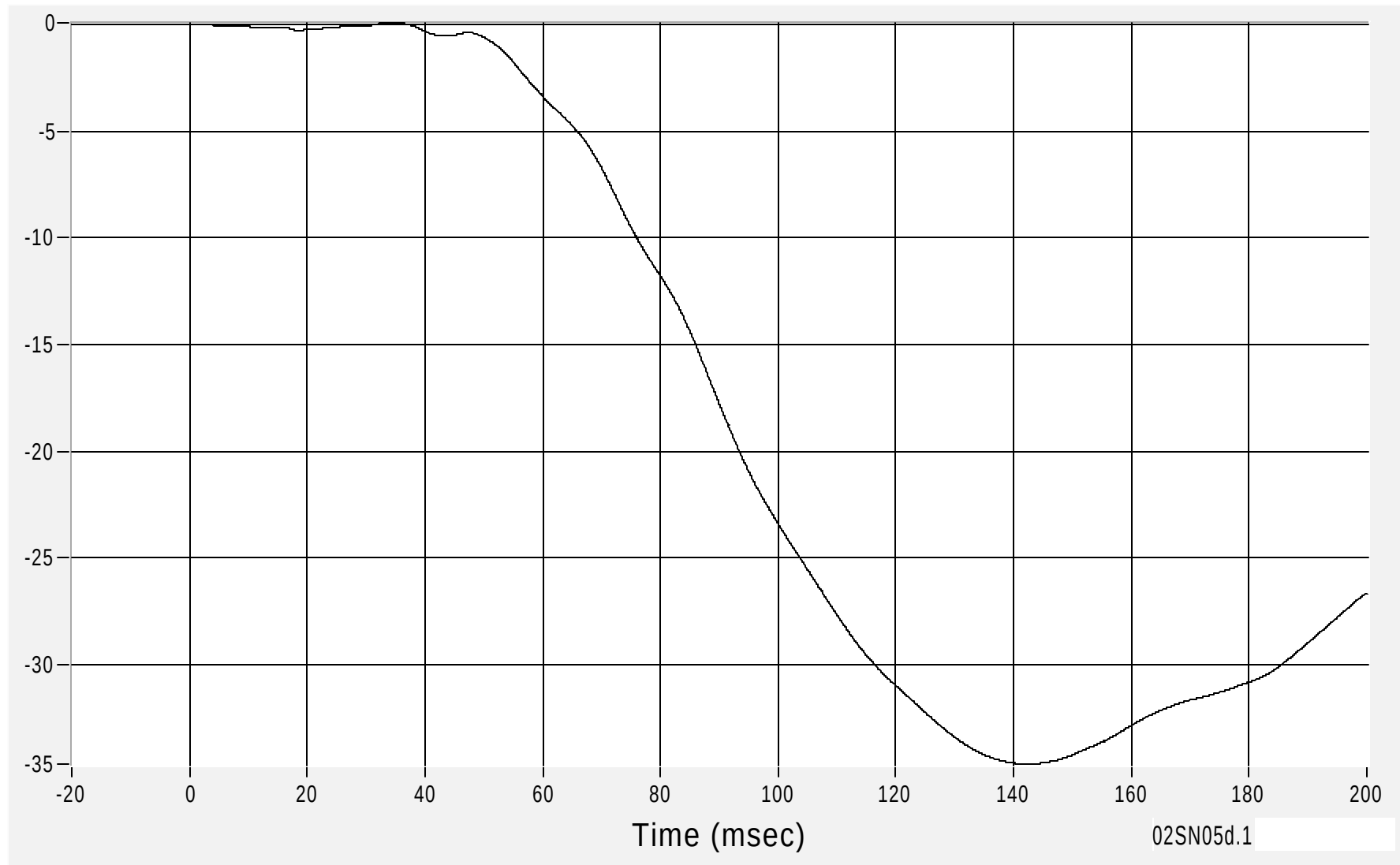
Driver Head CG (X) Velocity

Max 0.1 km/h at 34.0 msec

Velocity (km/h) CFC180

Min -34.7 km/h at 142.2 msec

B-7



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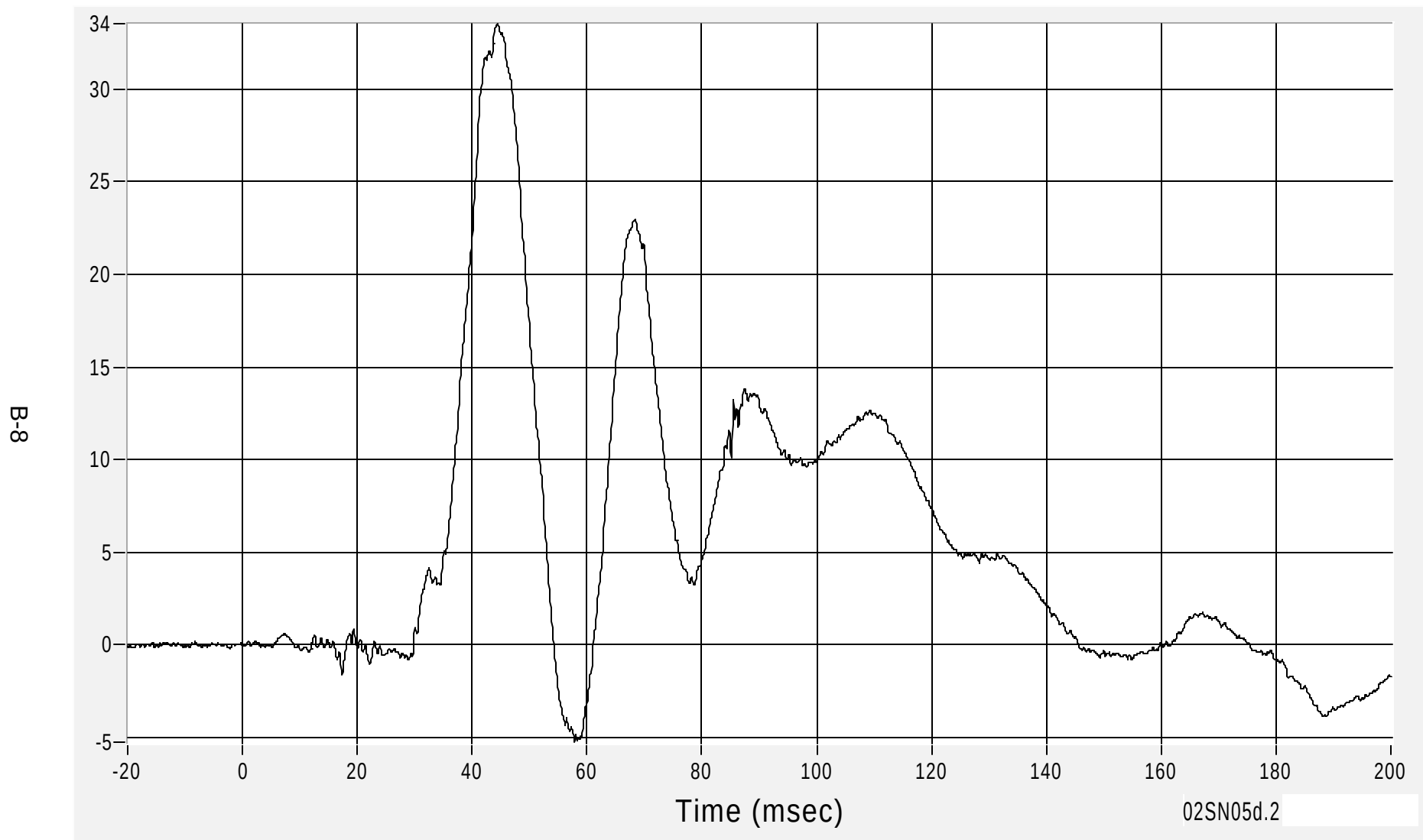
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Driver Head CG (Y) Acceleration

Max 33.5 G's at 44.5 msec

Acceleration (G's) CFC1000

Min -5.3 G's at 57.8 msec



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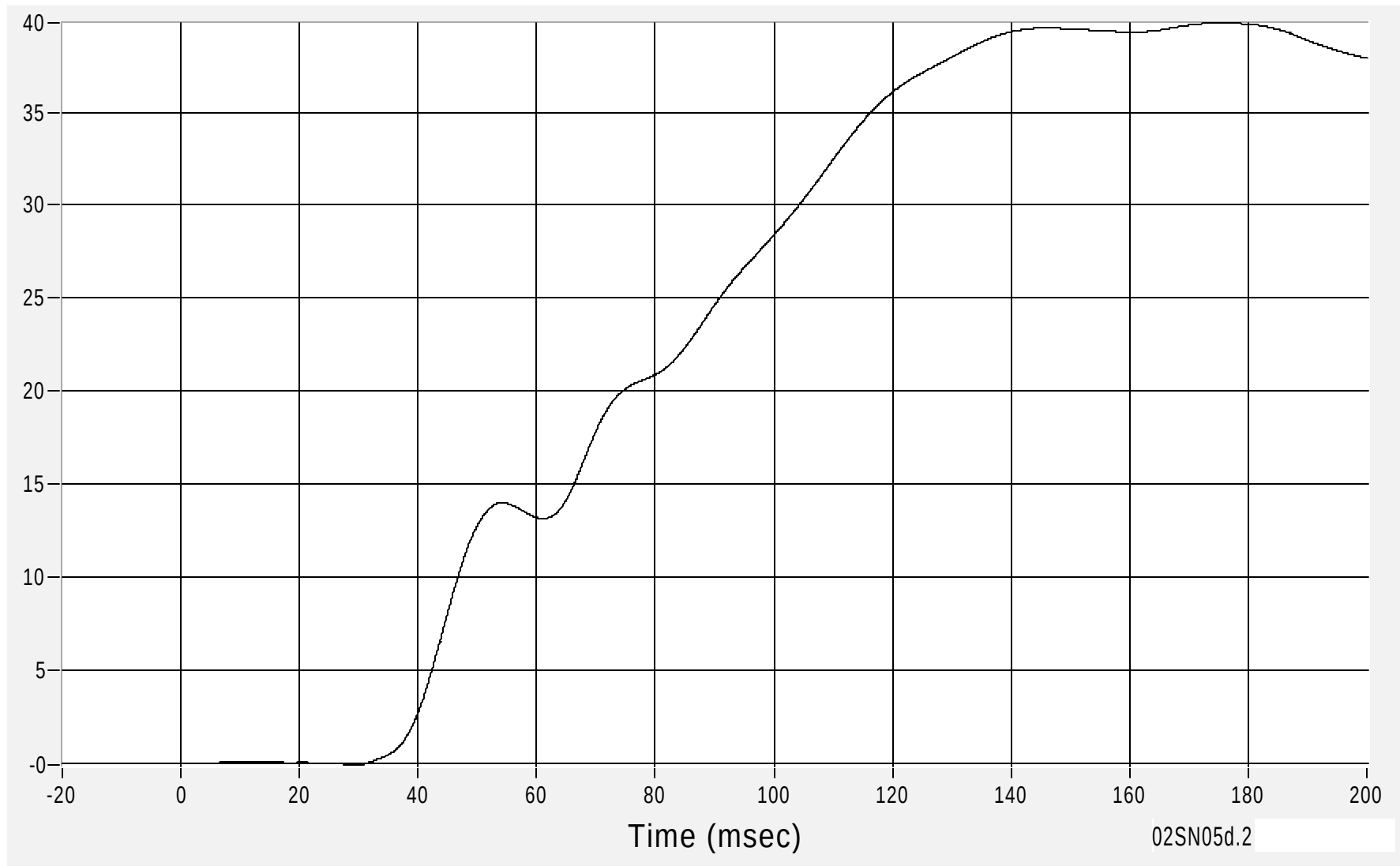
Driver Head CG (Y) Velocity

Max 39.8 km/h at 175.3 msec

Velocity (km/h) CFC180

Min -0.1 km/h at 29.7 msec

B-9



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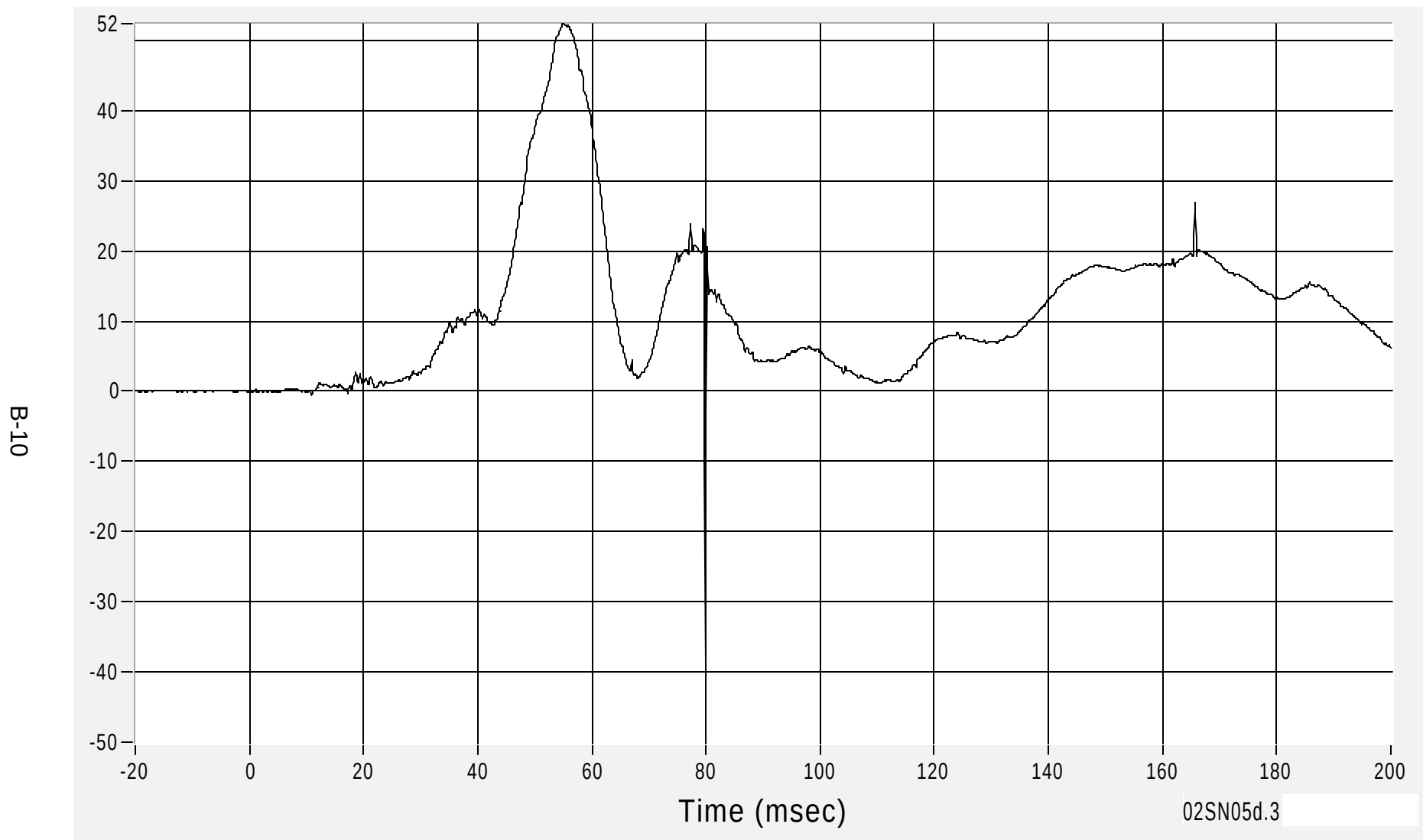
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Driver Head CG (Z) Acceleration

Max 52.4 G's at 55.0 msec

Acceleration (G's) CFC1000

Min -50.0 G's at 79.9 msec



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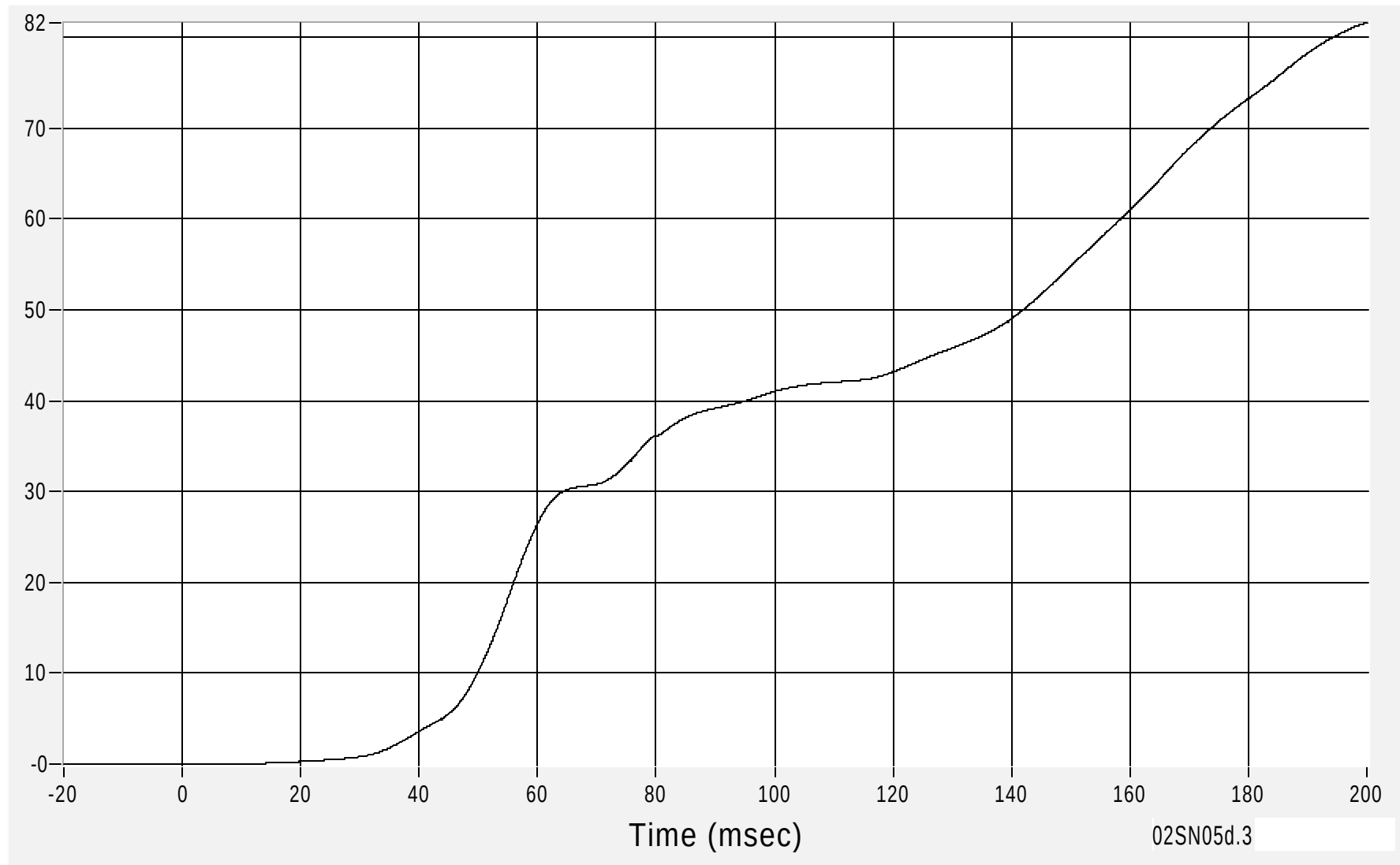
Driver Head CG (Z) Velocity

Max 81.6 km/h at 199.9 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 5.6 msec

B-11



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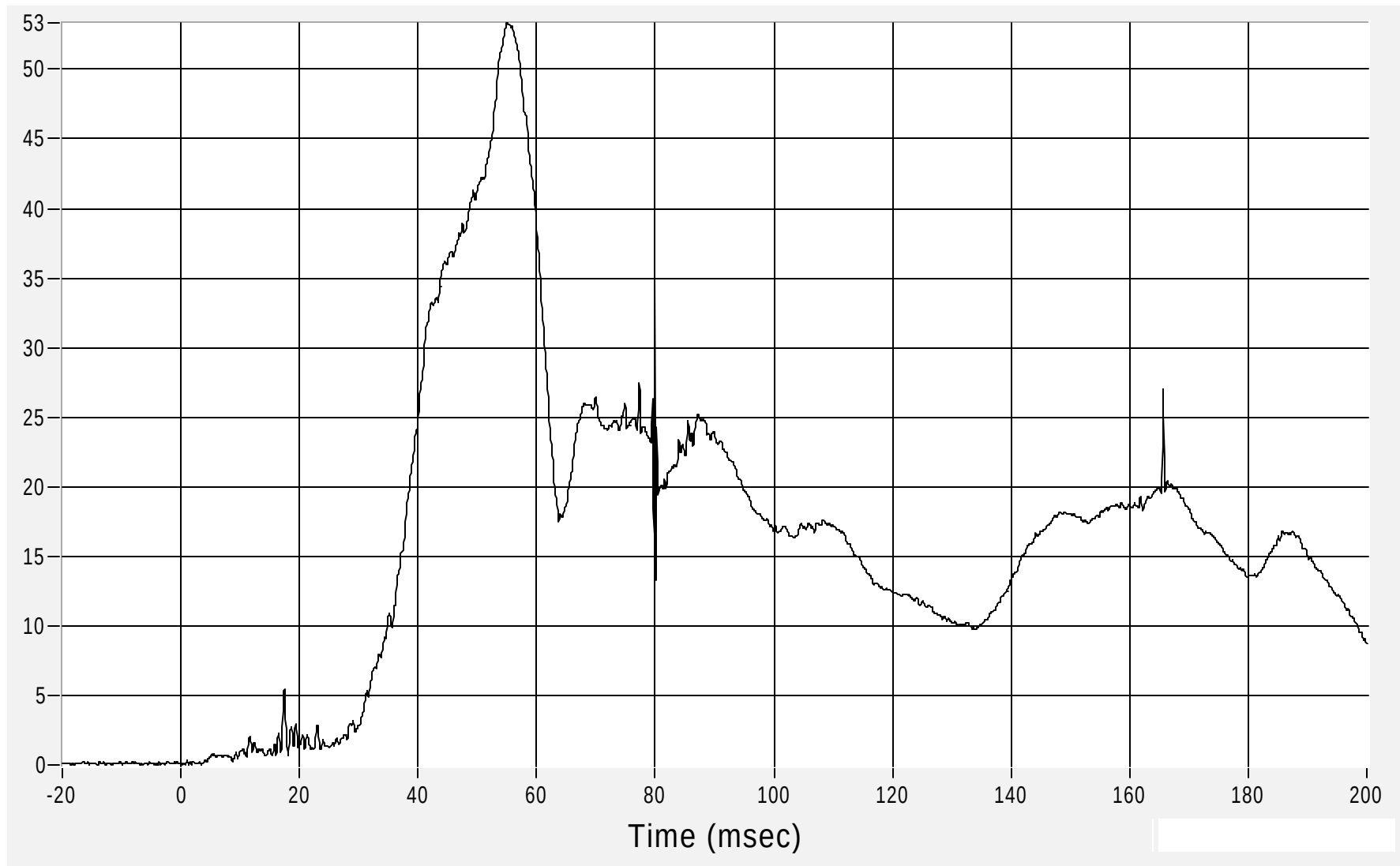
Driver Head Resultant Acceleration

Max 53.3 G's at 55.0 msec

Acceleration (G's) CFC1000

Min 0.0 G's at 0.2 msec

B-12



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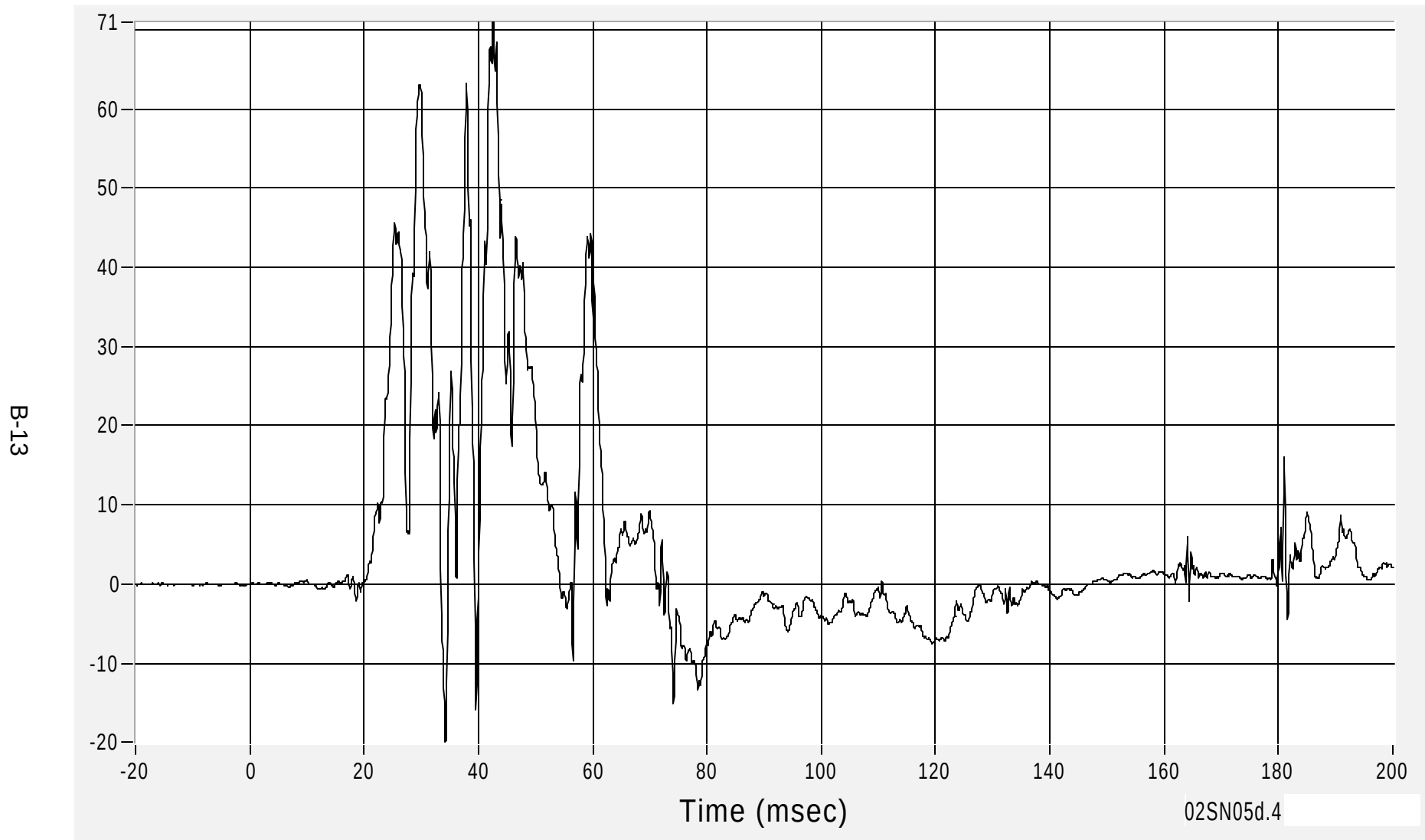
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Driver Upper Rib (Y) Acceleration

Max 70.9 G's at 42.6 msec

Acceleration (G's) CFC1000

Min -19.9 G's at 34.2 msec



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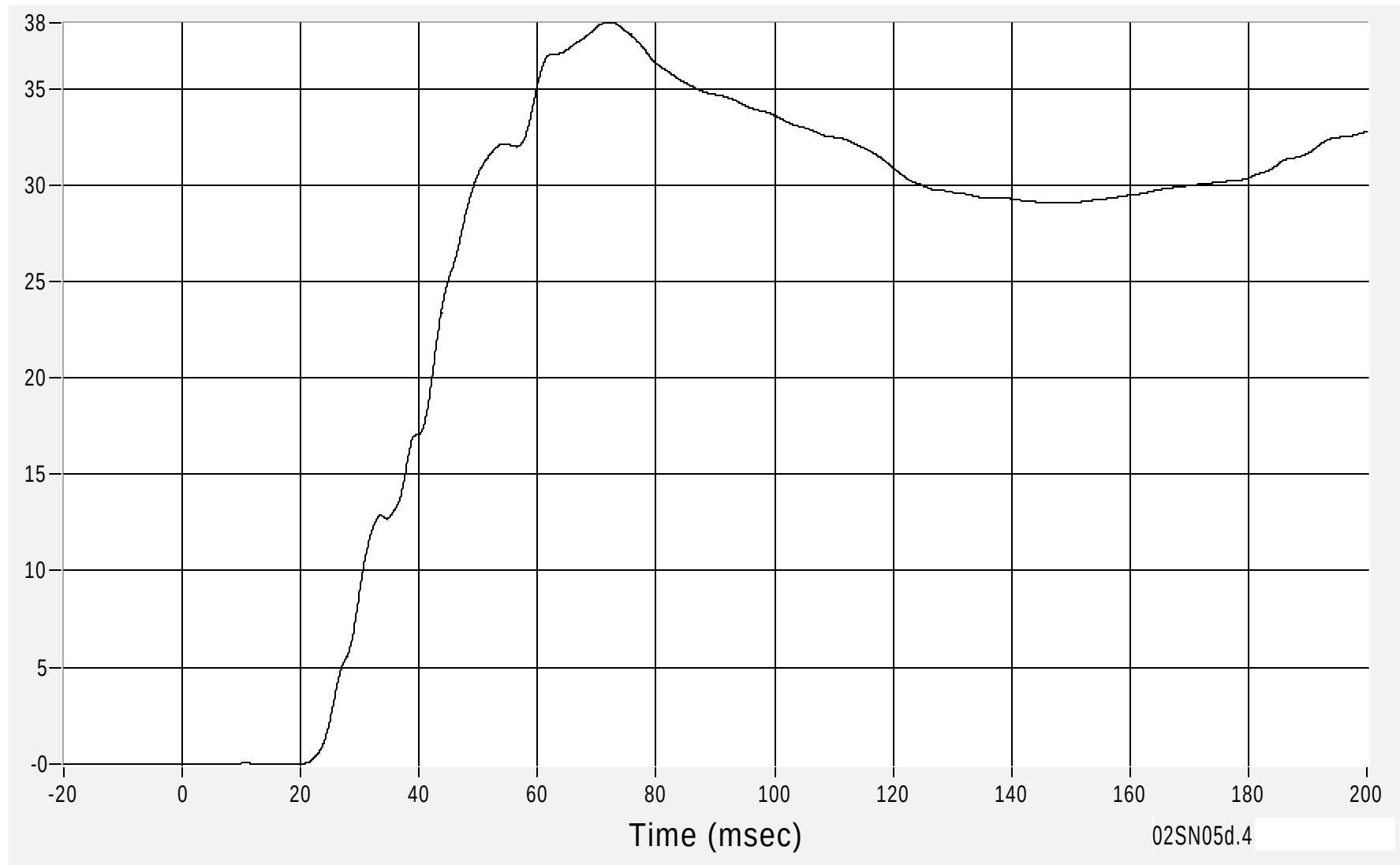
Driver Upper Rib (Y) Velocity

Max 38.4 km/h at 72.3 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 19.8 msec

B-14



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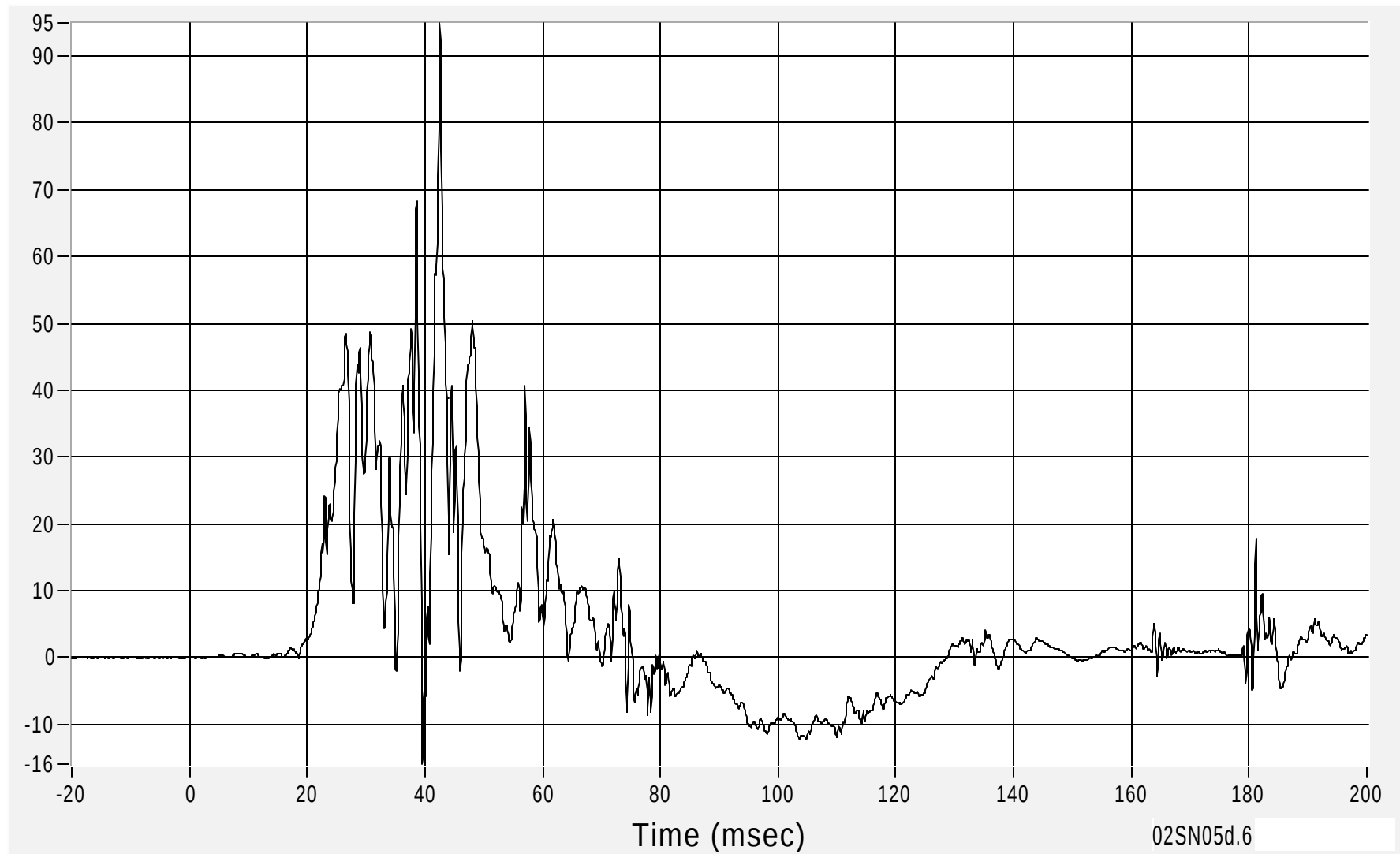
Driver Lower Rib (Y) Acceleration

Max 95.0 G's at 42.6 msec

Acceleration (G's) CFC1000

Min -16.0 G's at 39.6 msec

B-15



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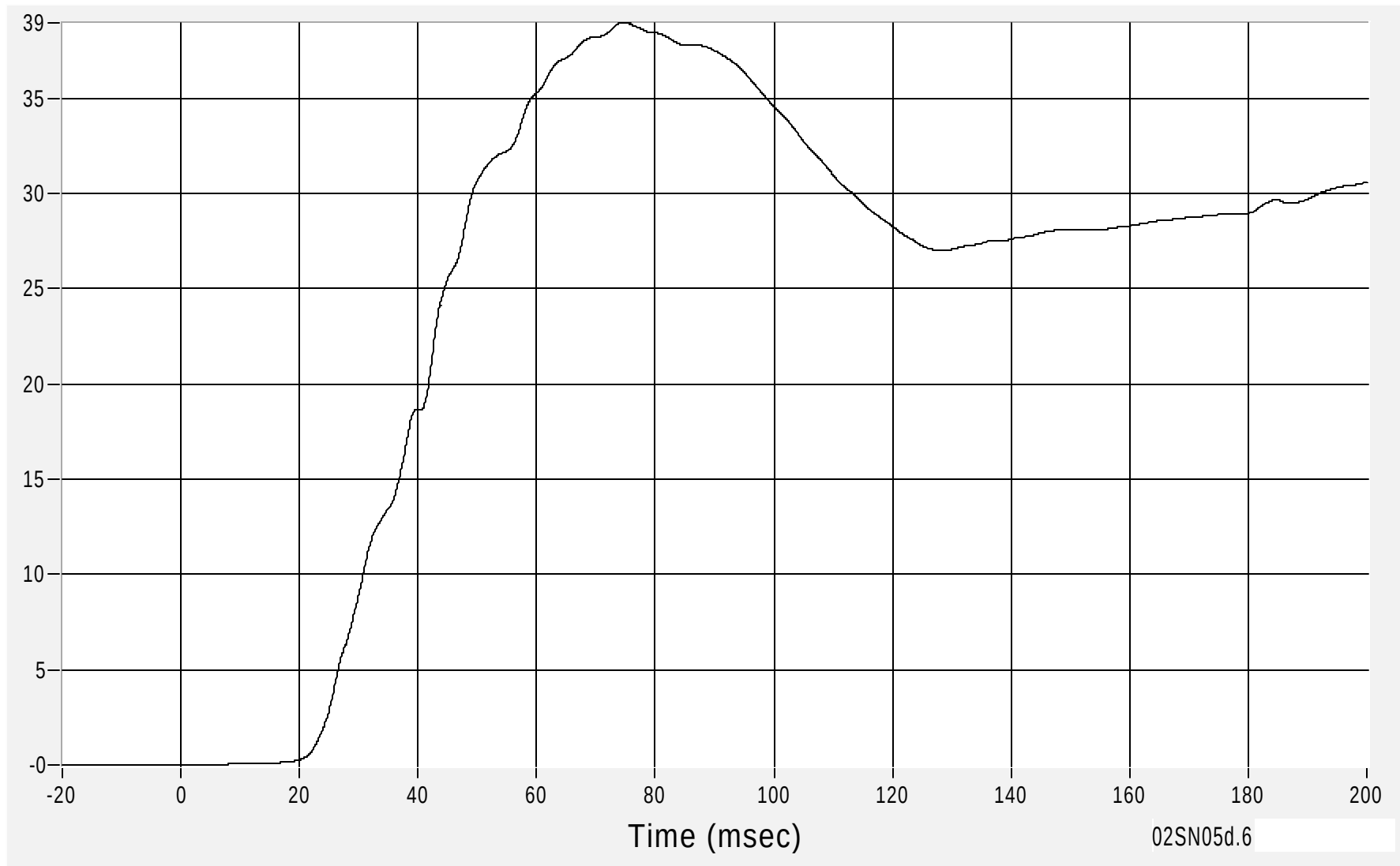
Driver Lower Rib (Y) Velocity

Max 39.0 km/h at 74.8 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec

B-16



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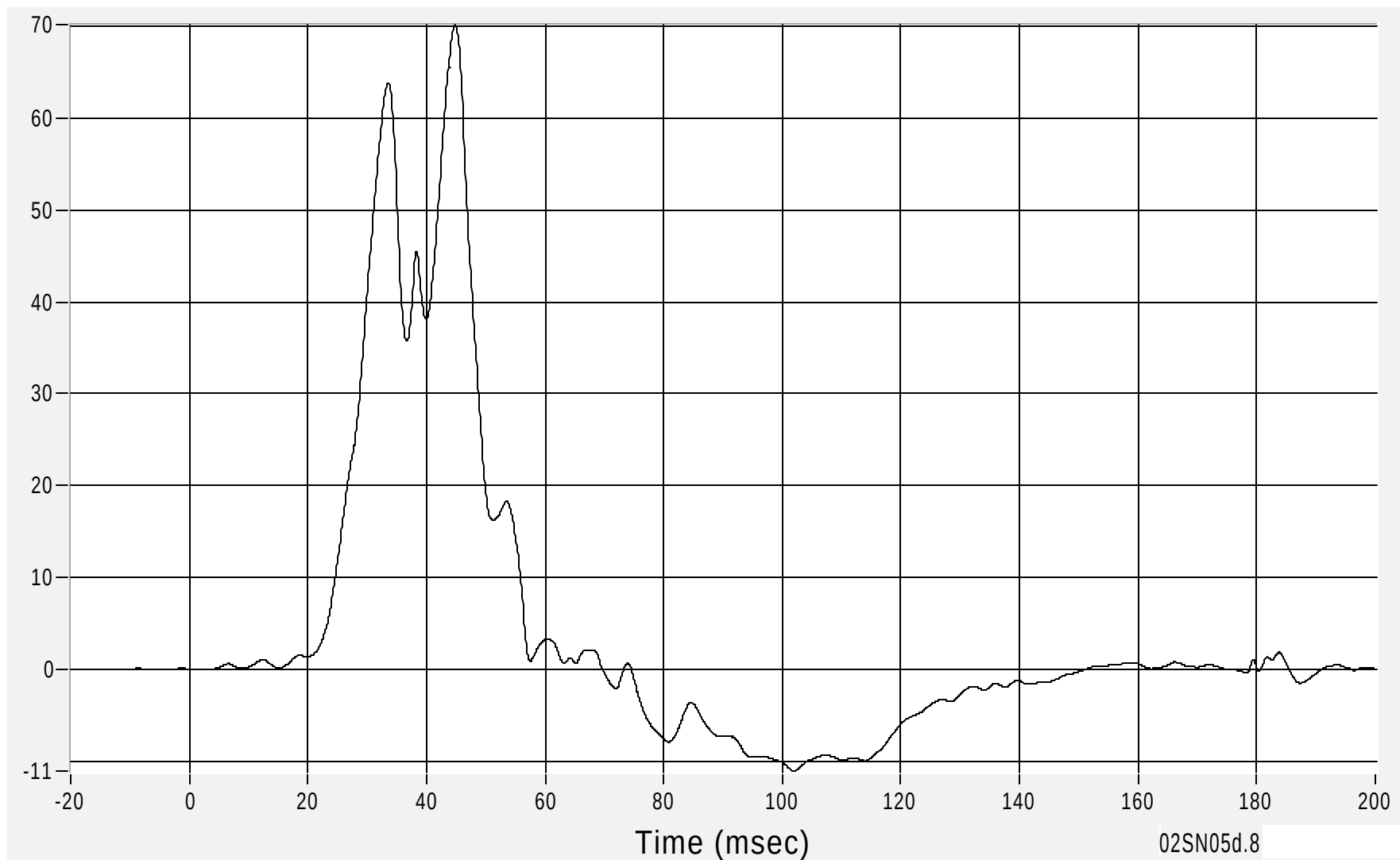
Driver Lower Spine (Y) Acceleration

Max 70.2 G's at 44.8 msec

Min -11.1 G's at 101.9 msec

Acceleration (G's) CFC180

B-17



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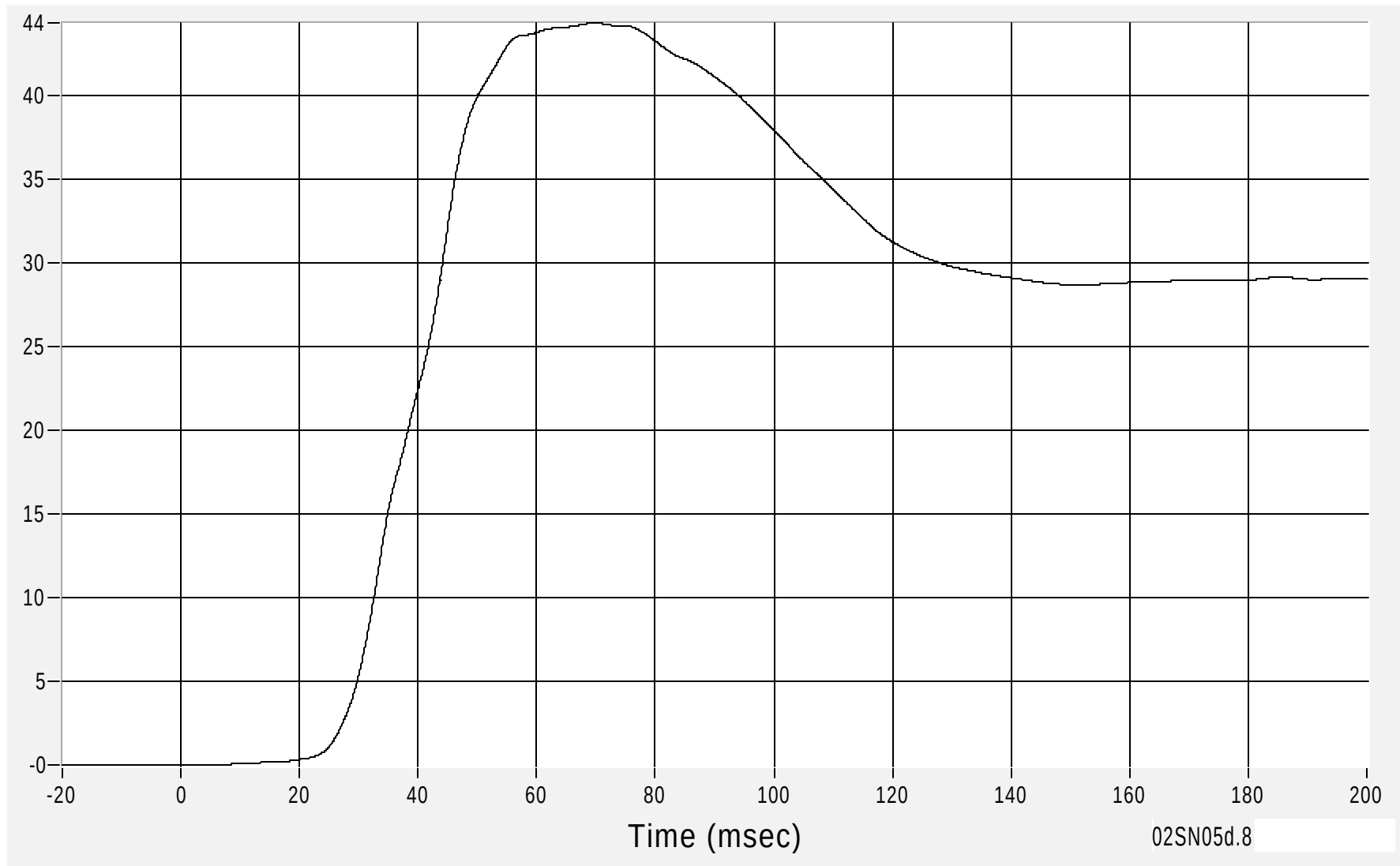
Driver Lower Spine (Y) Velocity

Velocity (km/h) CFC180

Max 44.4 km/h at 69.7 msec

Min 0.0 km/h at 4.0 msec

B-18



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Medical College of Wisconsin
Vehicle Crashworthiness Lab

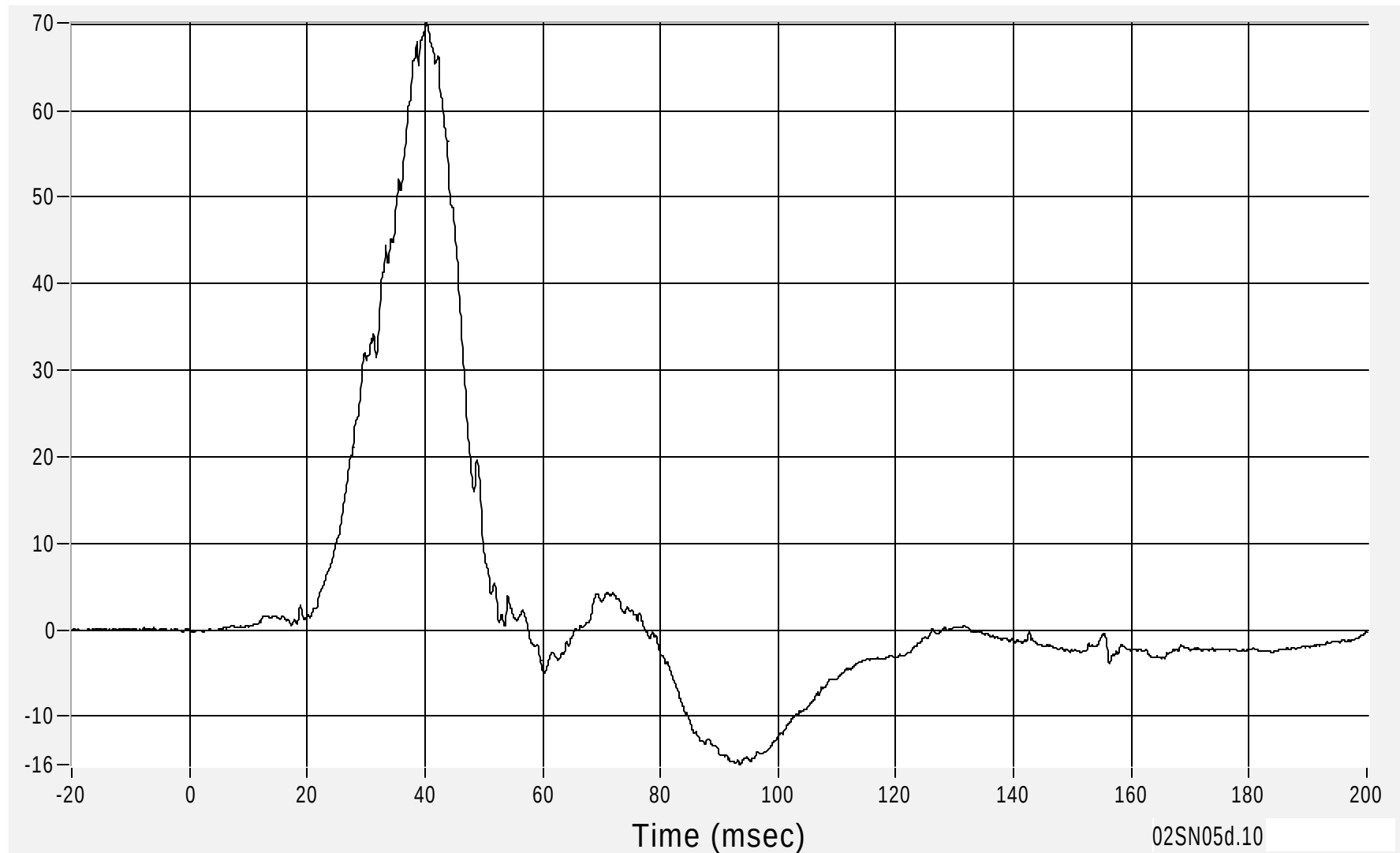
Driver Pelvic (Y) Acceleration

Max 70.1 G's at 40.2 msec

Acceleration (G's) CFC1000

Min -15.6 G's at 93.5 msec

B-19



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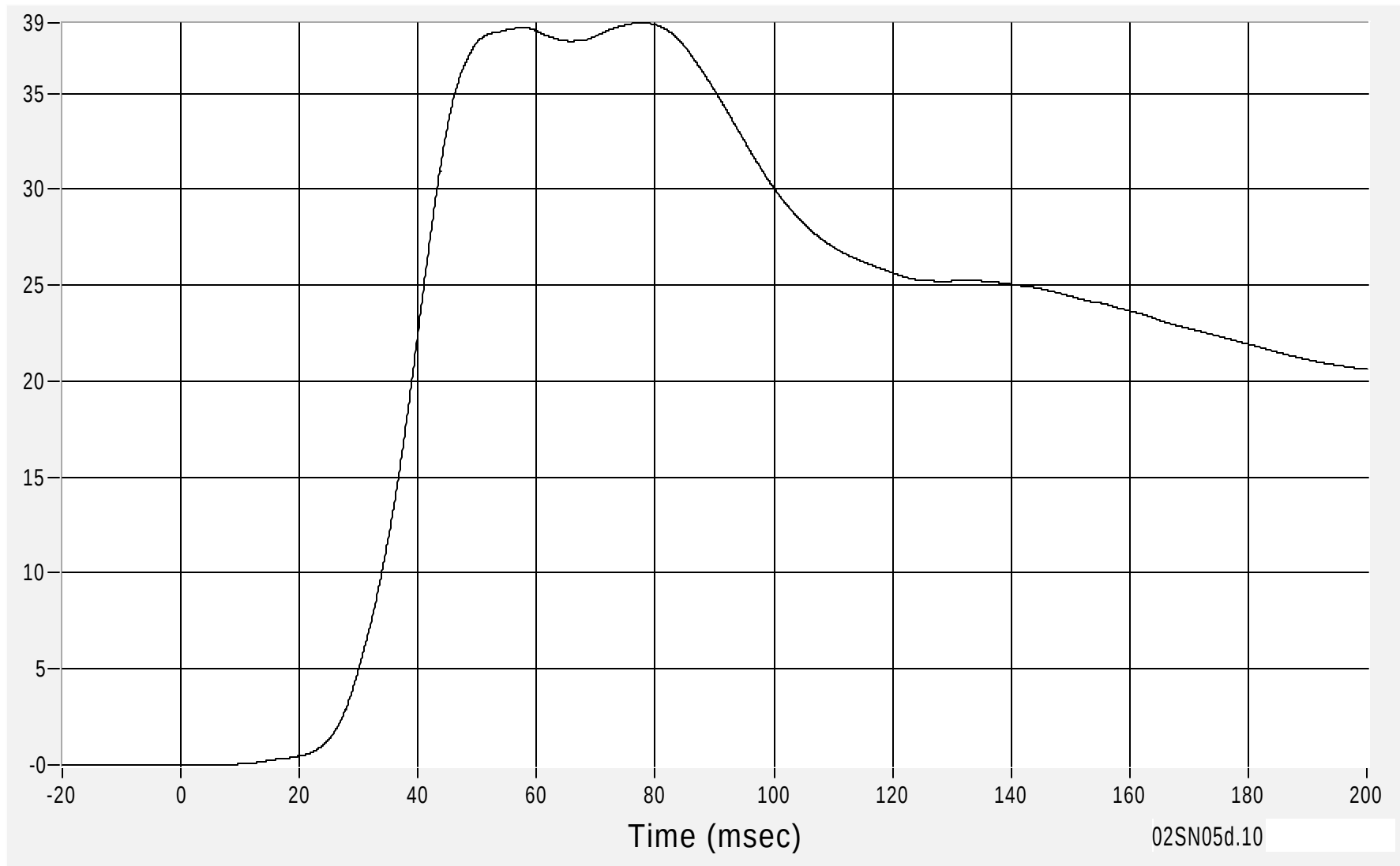
Driver Pelvic (Y) Velocity

Velocity (km/h) CFC180

Max 38.7 km/h at 77.4 msec

Min 0.0 km/h at 4.9 msec

B-20



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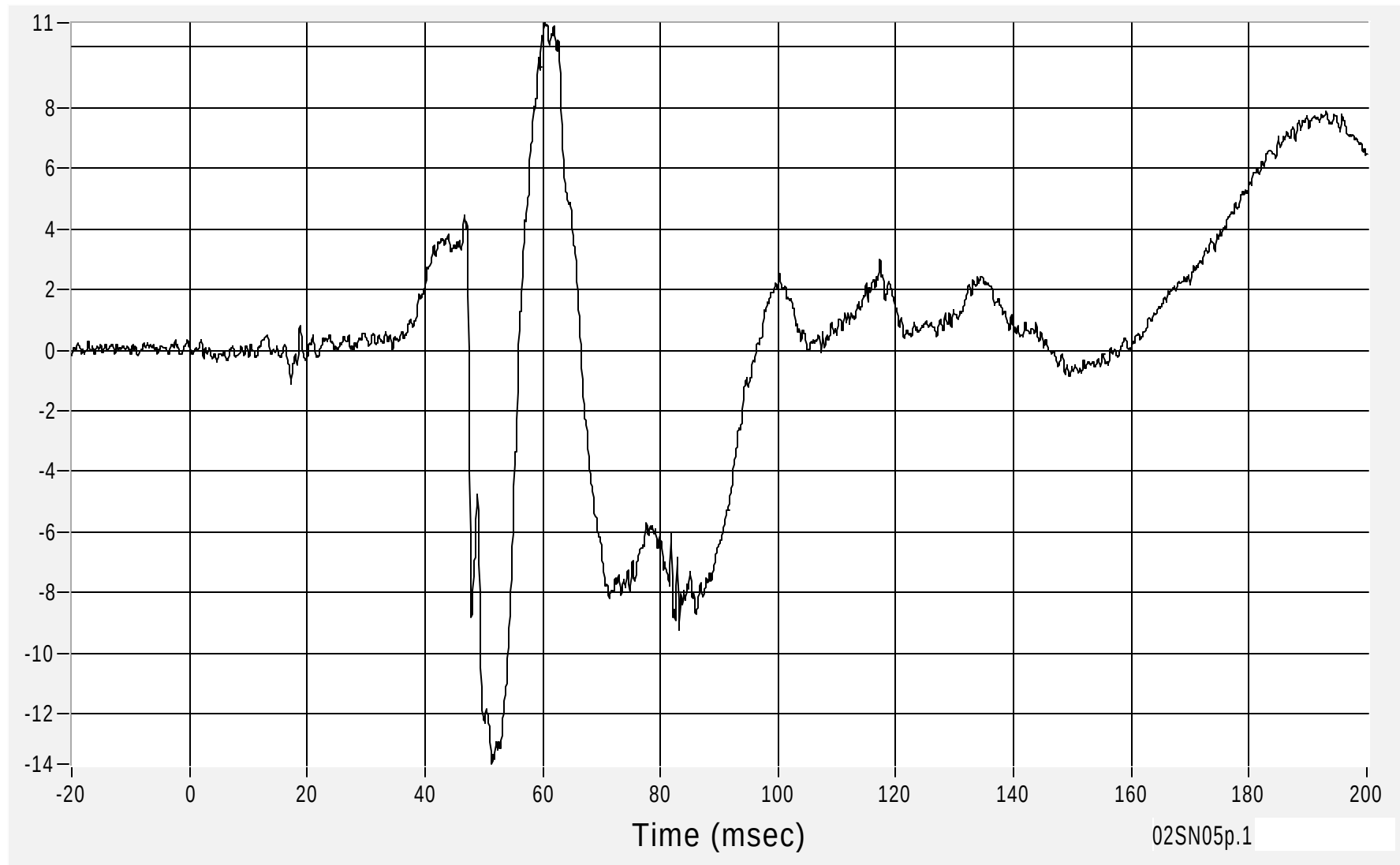
Passenger Head CG (X) Acceleration

Max 10.8 G's at 60.4 msec

Acceleration (G's) CFC1000

Min -13.7 G's at 51.4 msec

B-21



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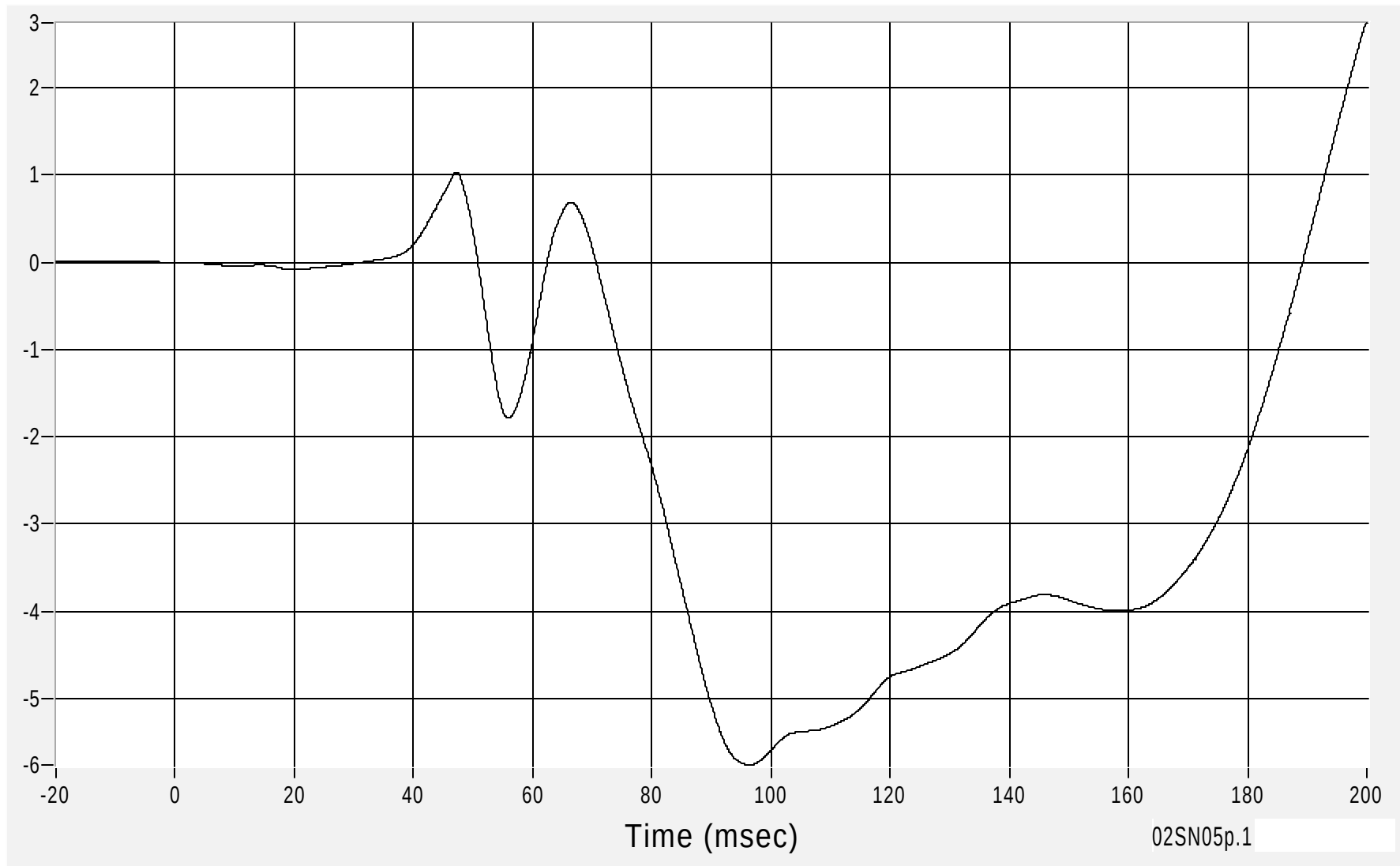
Passenger Head CG (X) Velocity

Max 2.7 km/h at 199.9 msec

Velocity (km/h) CFC180

Min -5.8 km/h at 96.4 msec

B-22



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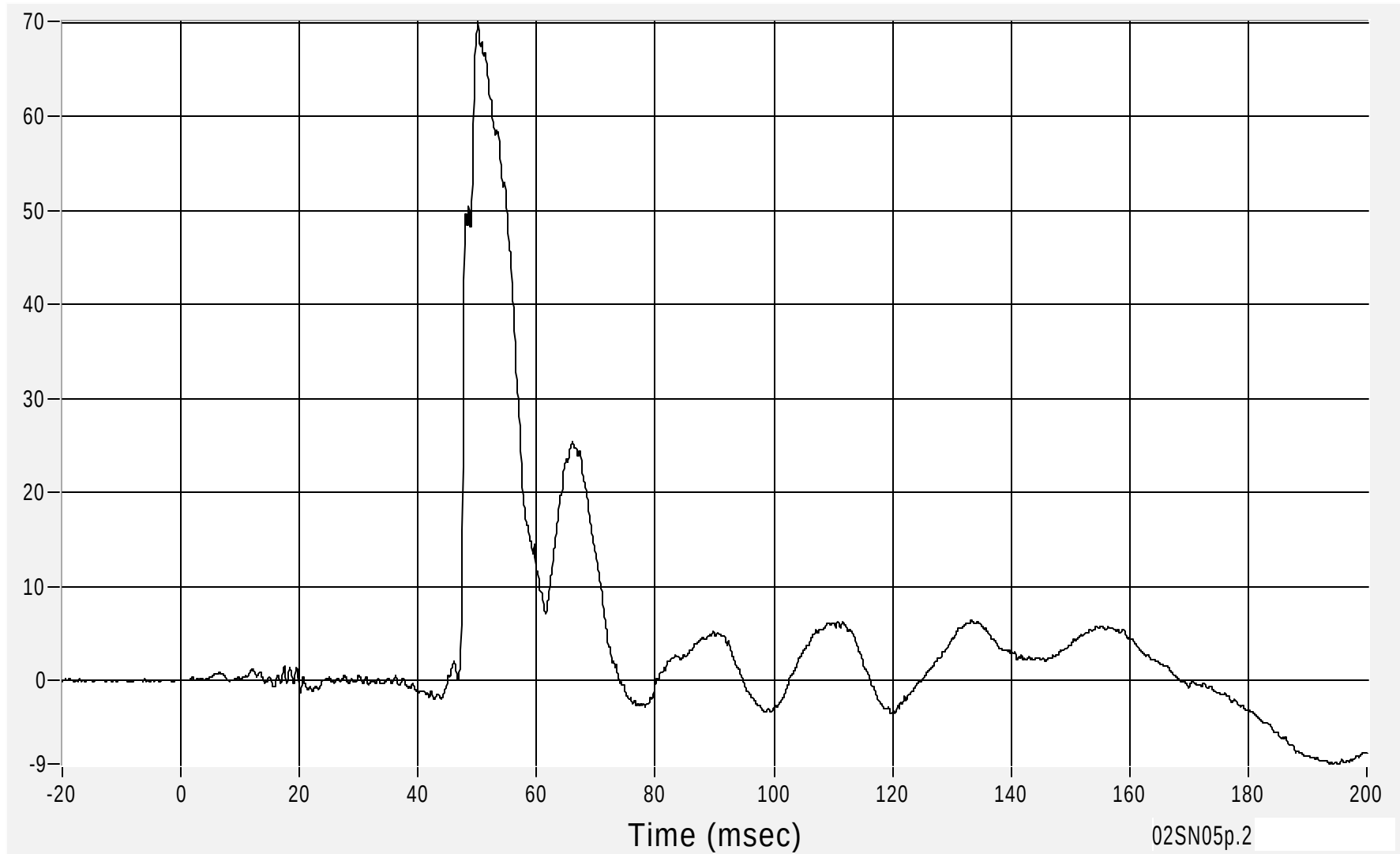
Passenger Head CG (Y) Acceleration

Max 70.1 G's at 50.1 msec

Acceleration (G's) CFC1000

Min -8.9 G's at 195.1 msec

B-23



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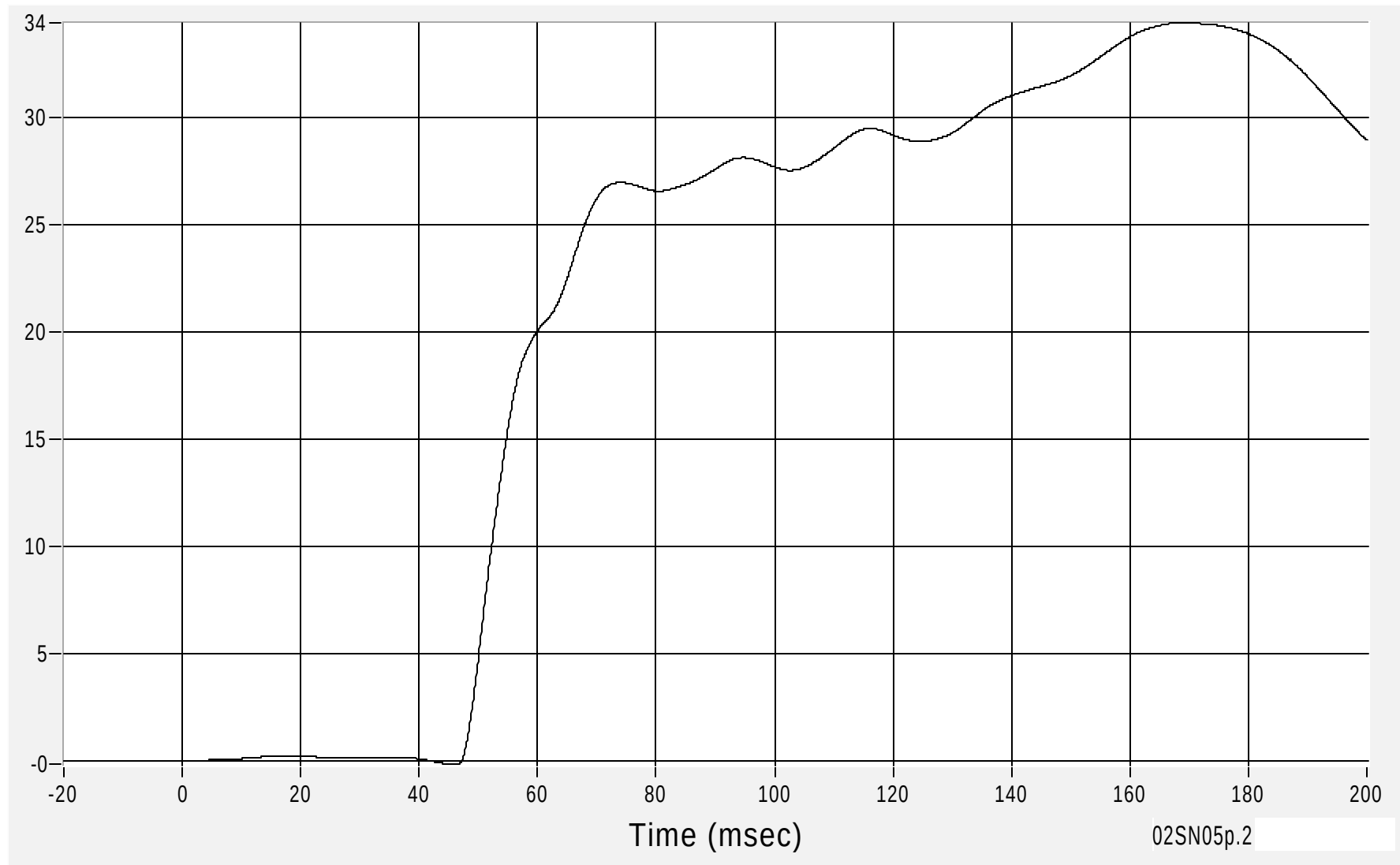
Passenger Head CG (Y) Velocity

Max 34.4 km/h at 168.6 msec

Velocity (km/h) CFC180

Min -0.2 km/h at 46.2 msec

B-24



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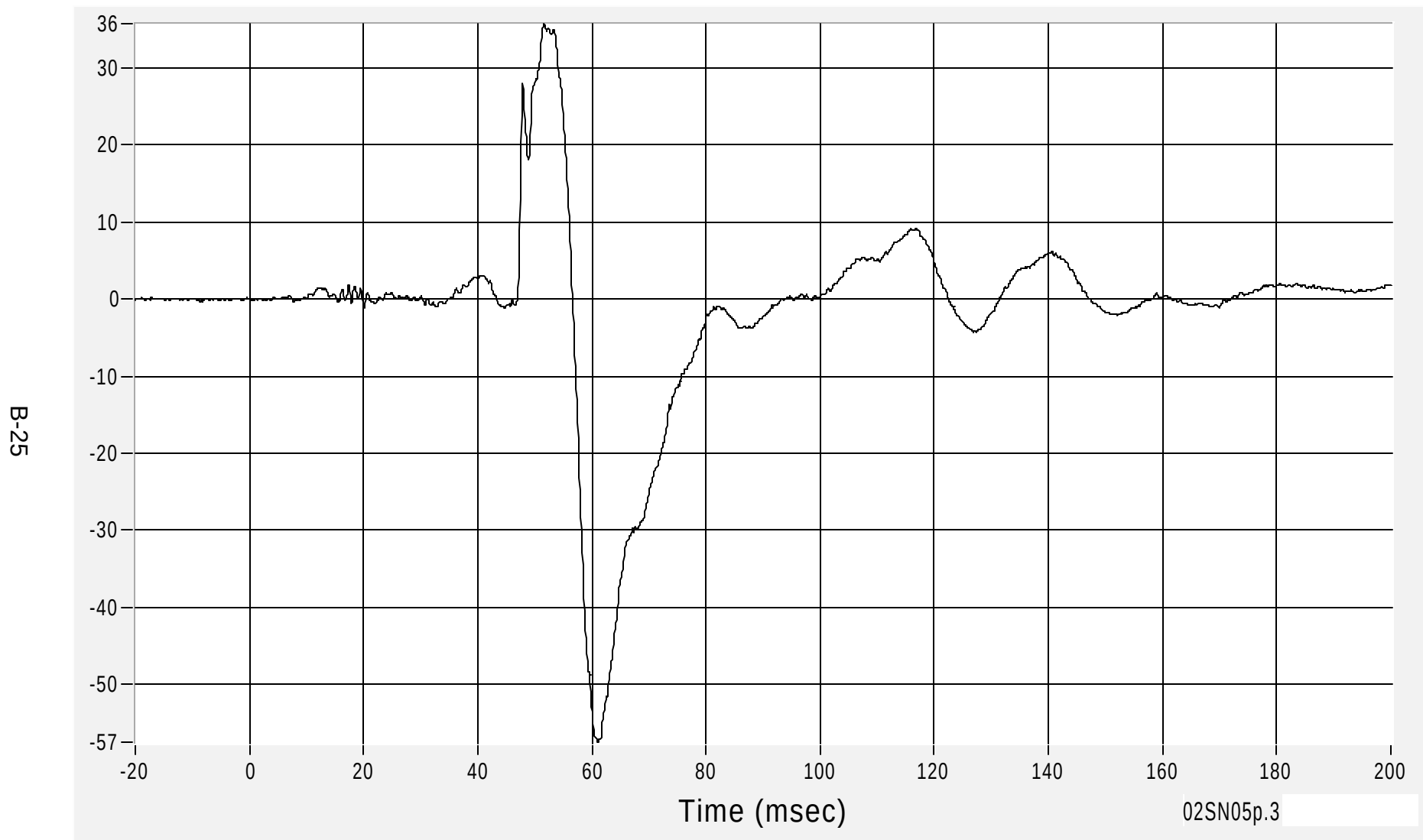
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Passenger Head CG (Z) Acceleration

Max 35.8 G's at 51.6 msec

Acceleration (G's) CFC1000

Min -57.5 G's at 61.0 msec



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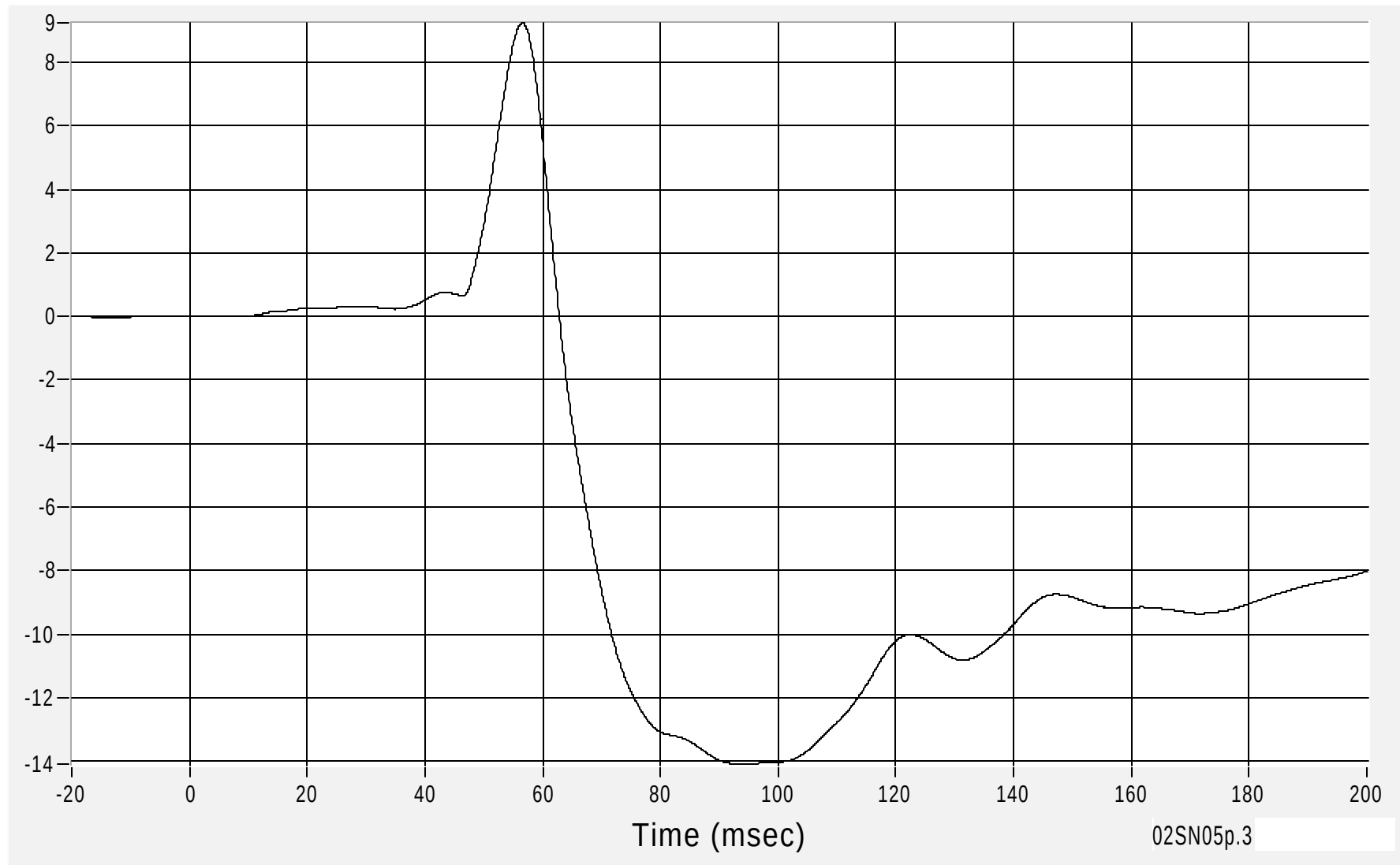
Passenger Head CG (Z) Velocity

Max 9.2 km/h at 56.6 msec

Velocity (km/h) CFC180

Min -14.1 km/h at 93.5 msec

B-26



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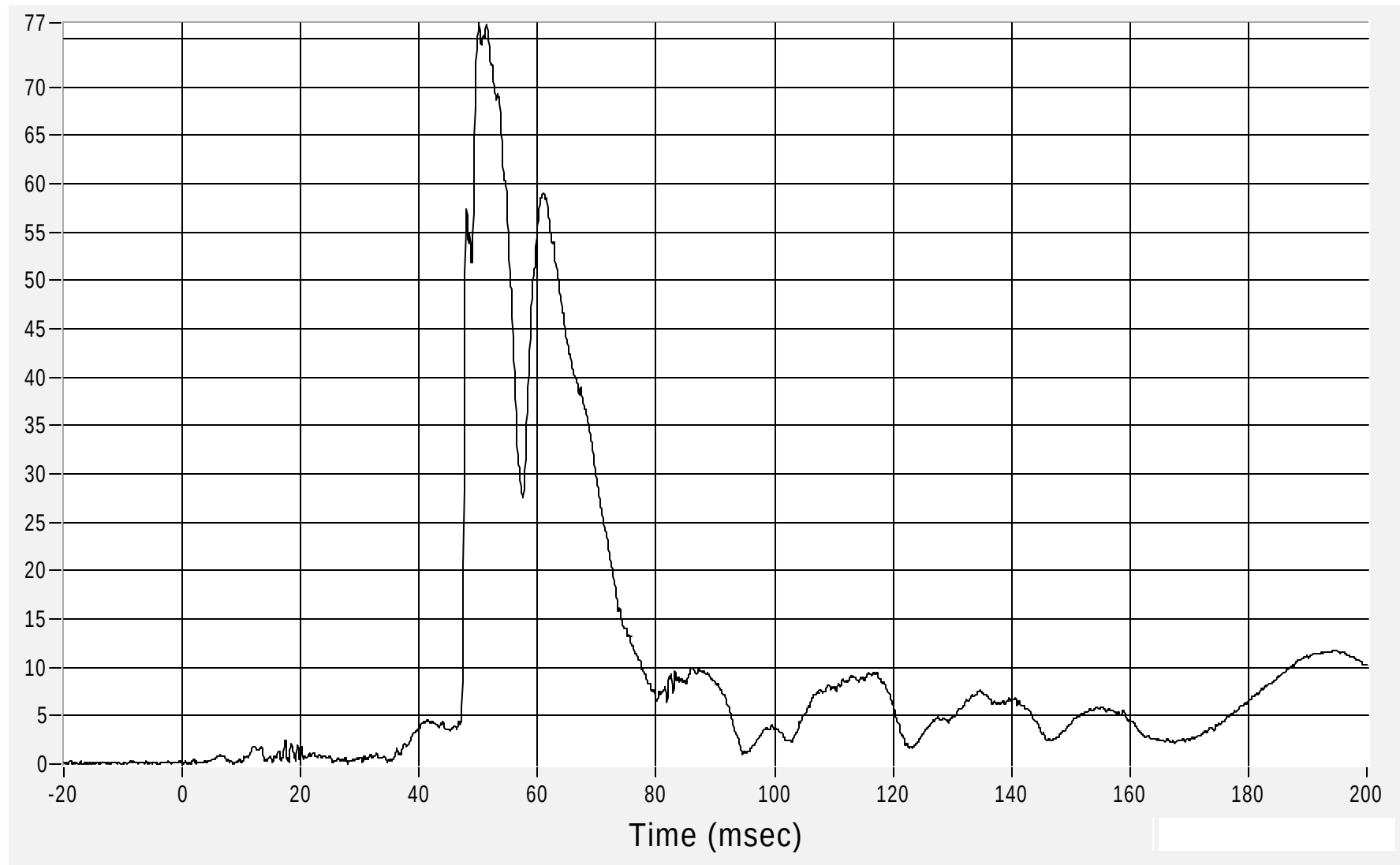
Passenger Head Resultant Acceleration

Max 76.6 G's at 50.1 msec

Acceleration (G's) CFC1000

Min 0.0 G's at 2.2 msec

B-27



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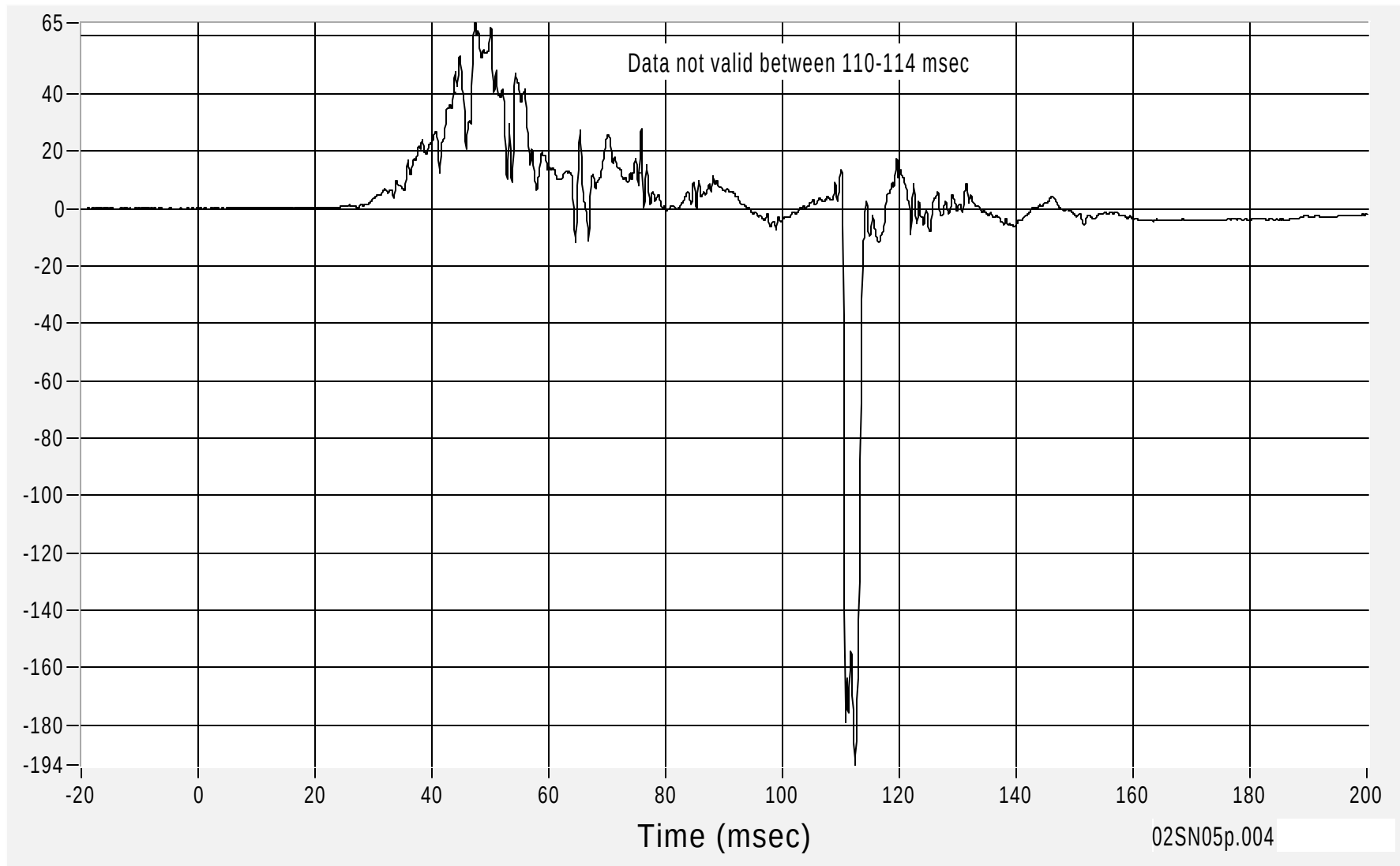
Passenger Upper Rib (Y) Acceleration

Max 64.6 G's at 47.4 msec

Acceleration (G's) CFC1000

Min -193.8 G's at 112.4 msec

B-28



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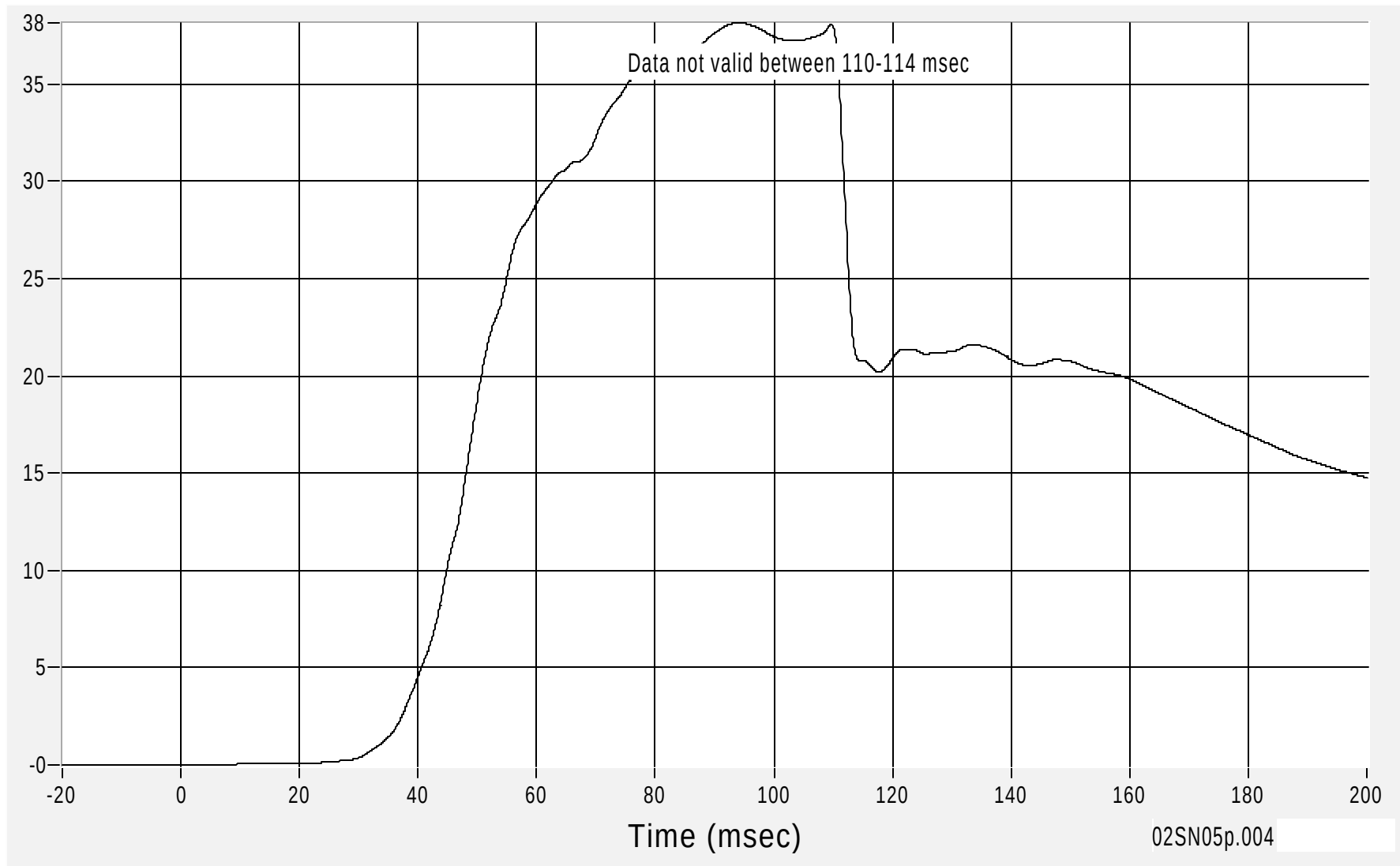
Passenger Upper Rib (Y) Velocity

Max 38.2 km/h at 94.0 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 4.6 msec

B-29



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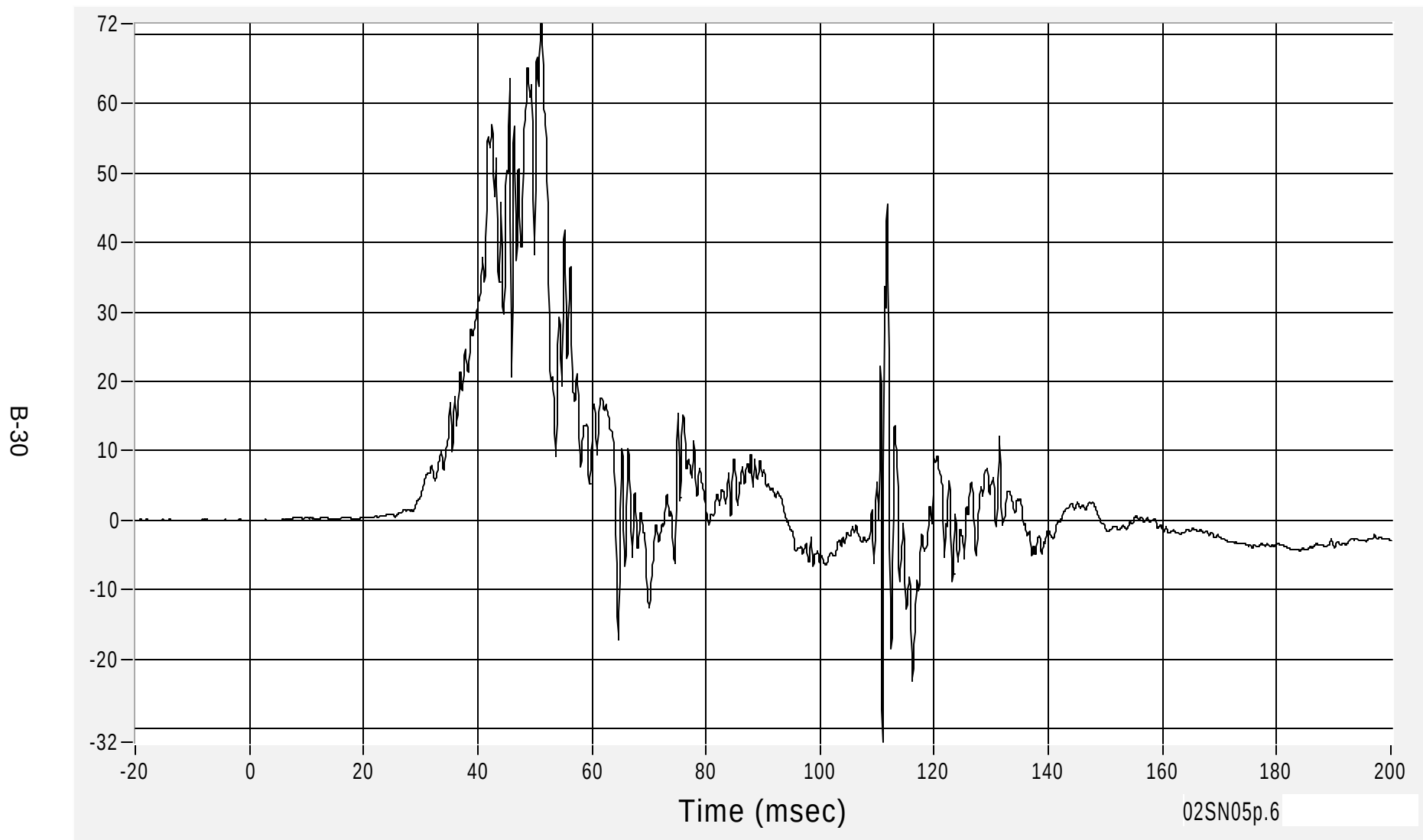
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Passenger Lower Rib (Y) Acceleration

Max 71.6 G's at 51.2 msec

Acceleration (G's) CFC1000

Min -32.0 G's at 111.0 msec



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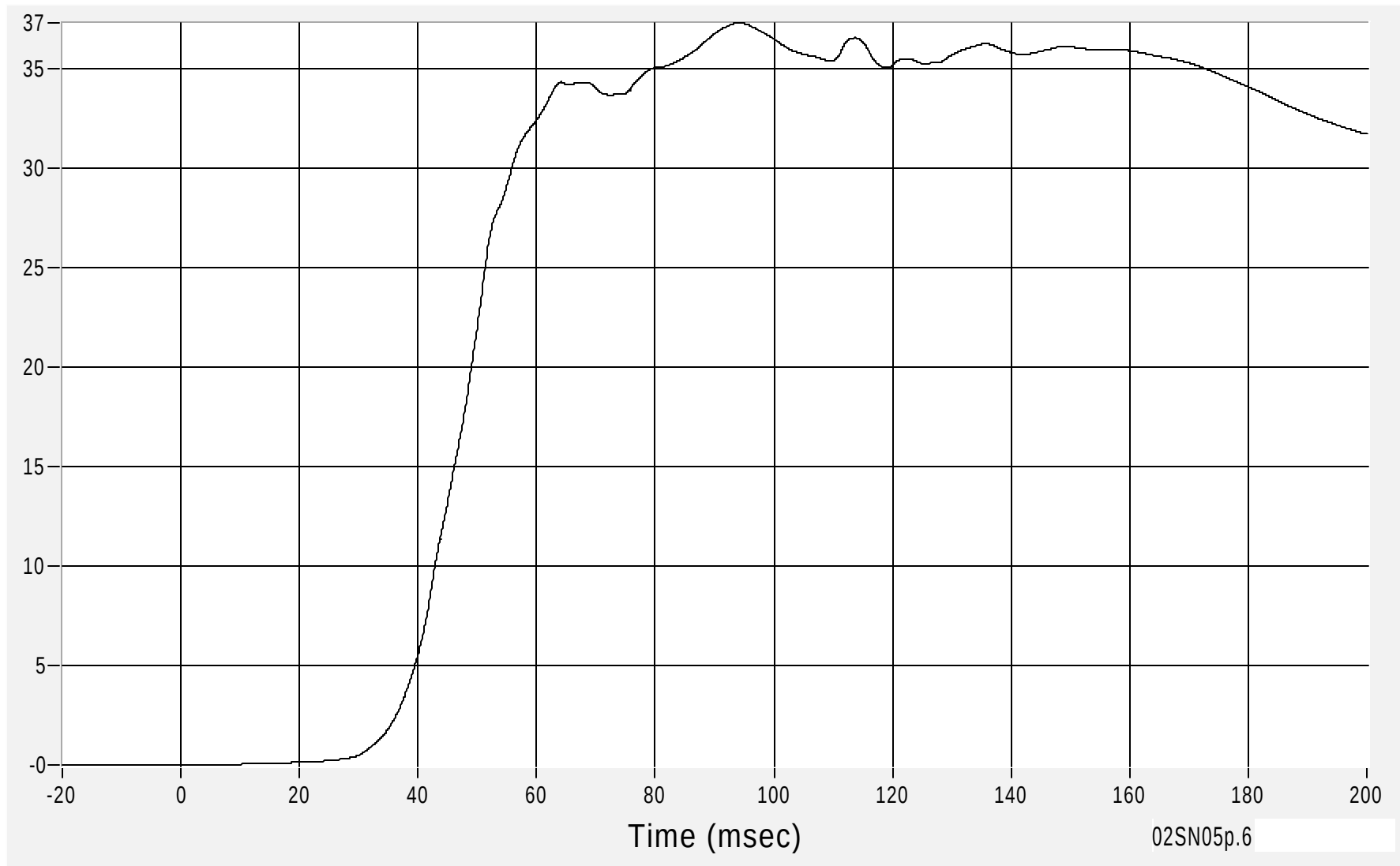
Passenger Lower Rib (Y) Velocity

Max 37.3 km/h at 94.2 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 5.3 msec

B-31



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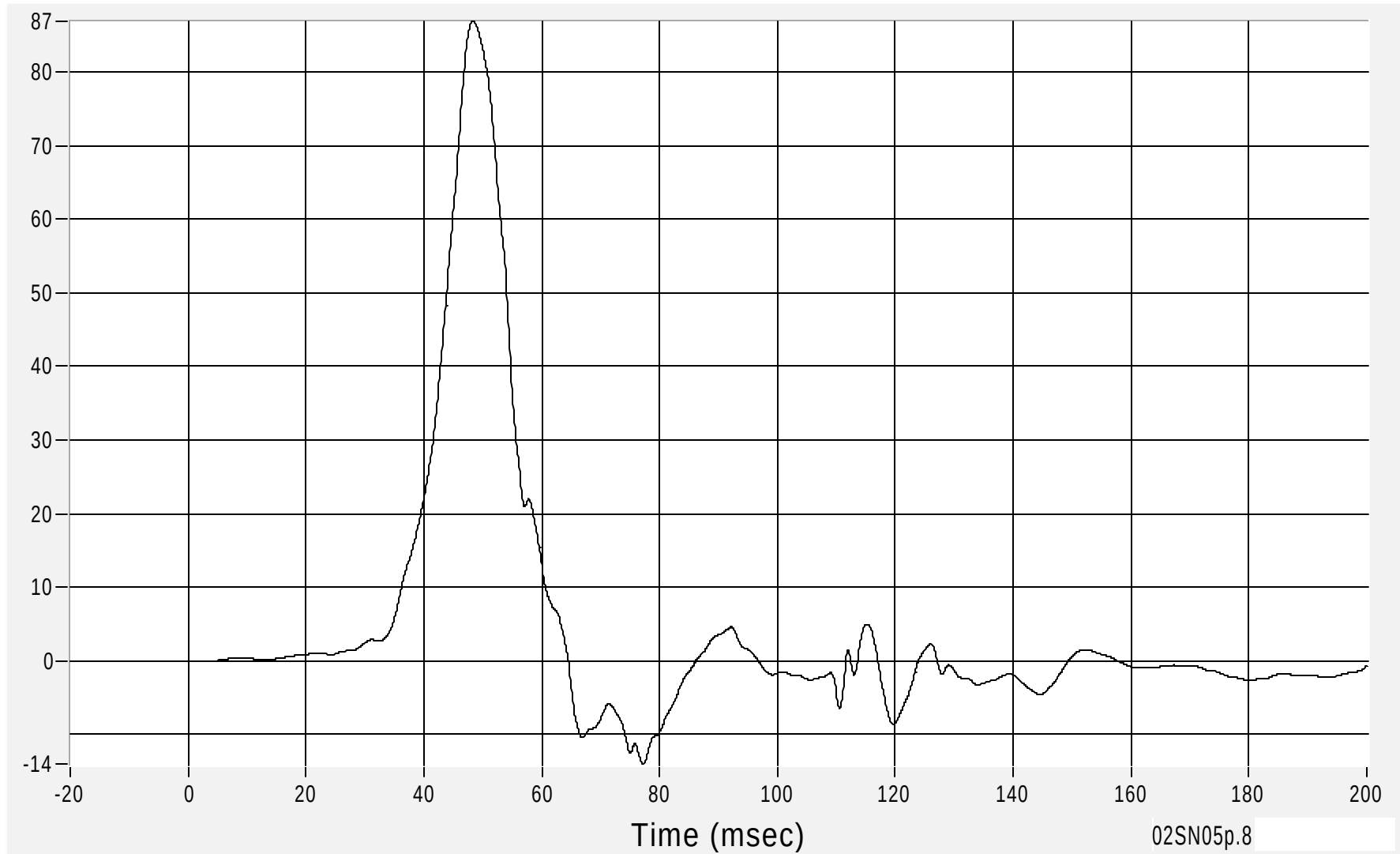
Passenger Lower Spine (Y) Acceleration

Max 86.9 G's at 48.3 msec

Acceleration (G's) CFC180

Min -14.0 G's at 77.2 msec

B-32



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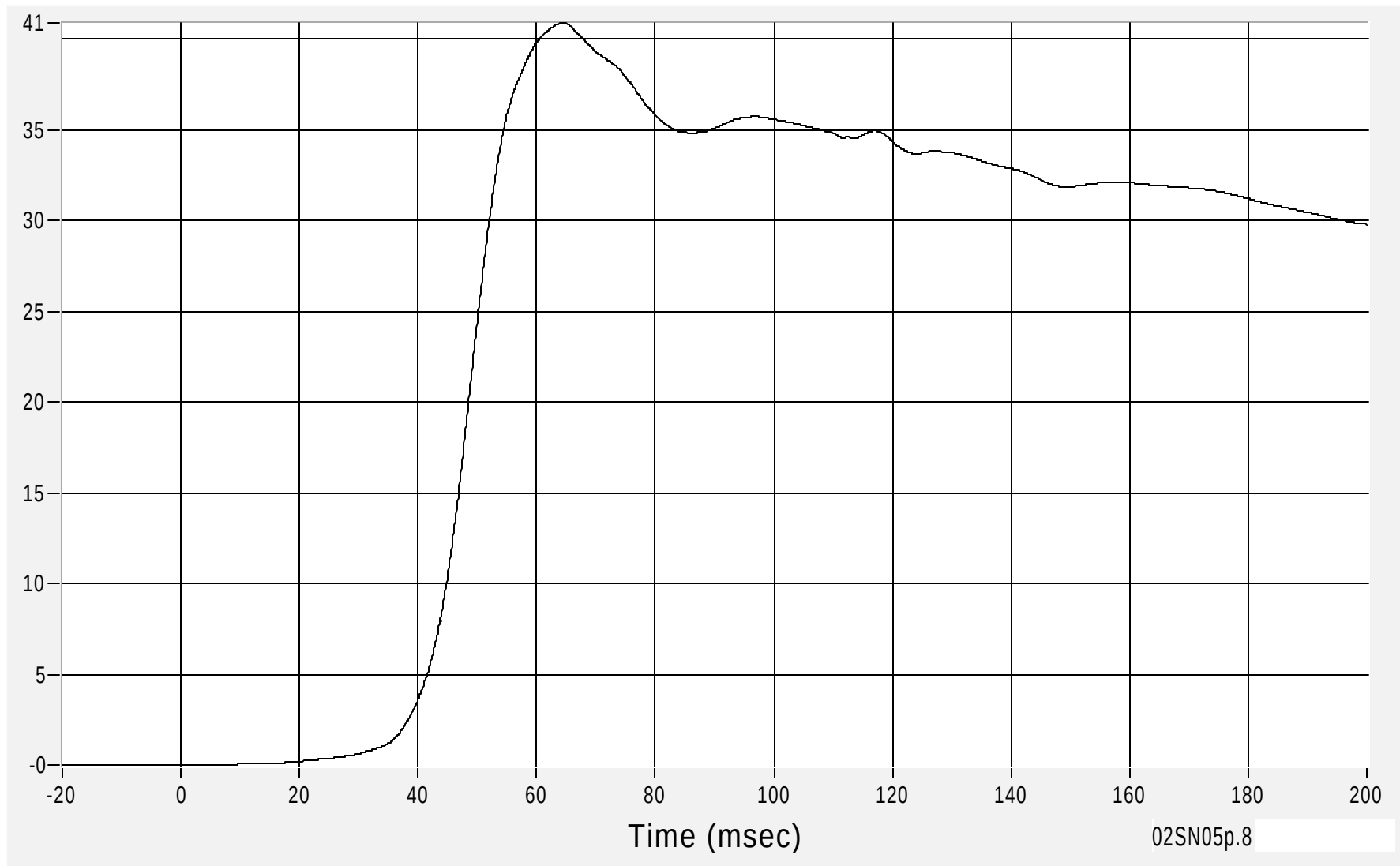
Passenger Lower Spine (Y) Velocity

Max 40.9 km/h at 64.5 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 2.2 msec

B-33



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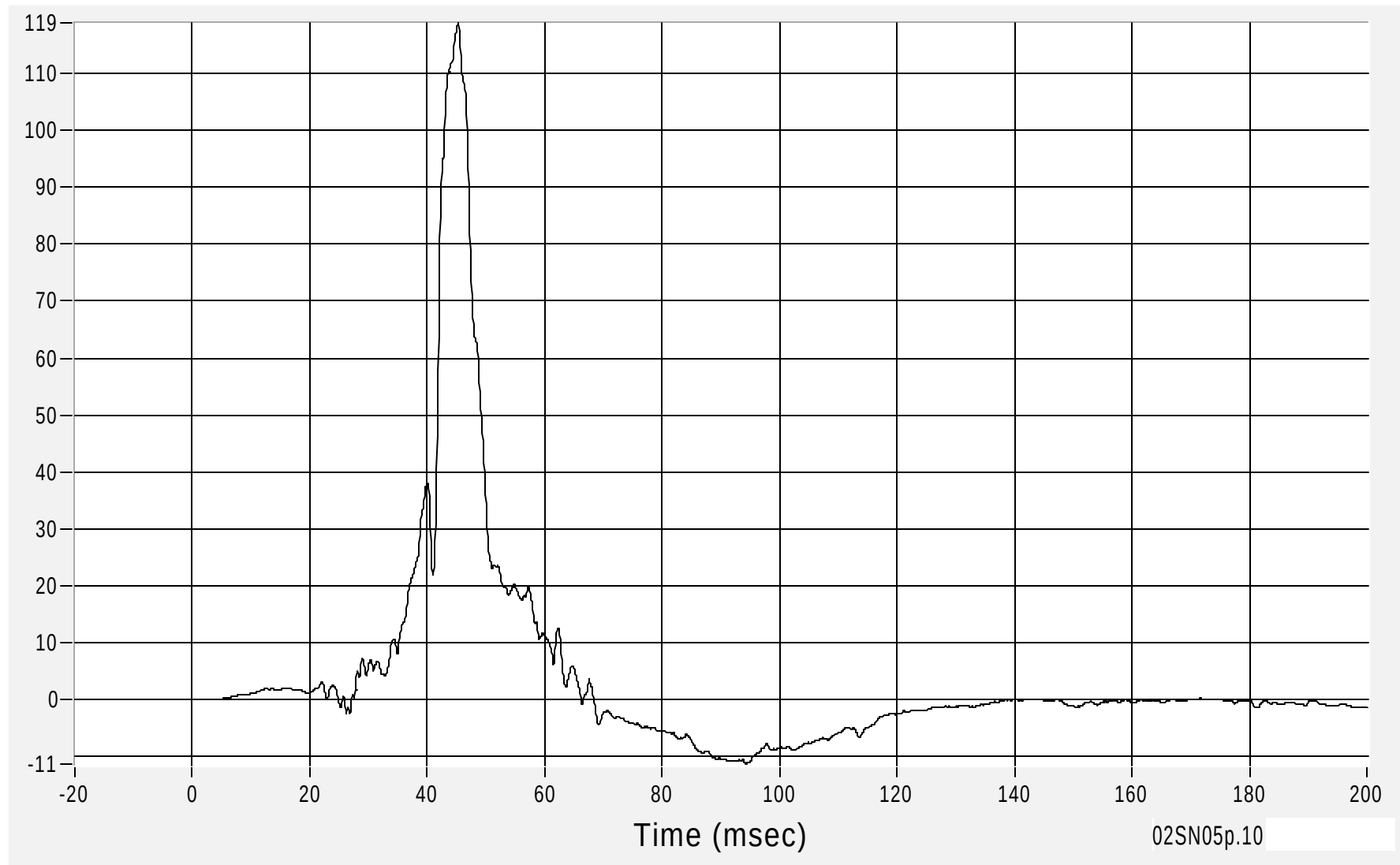
Passenger Pelvic (Y) Acceleration

Max 118.9 G's at 45.3 msec

Acceleration (G's) CFC1000

Min -11.3 G's at 94.3 msec

B-34



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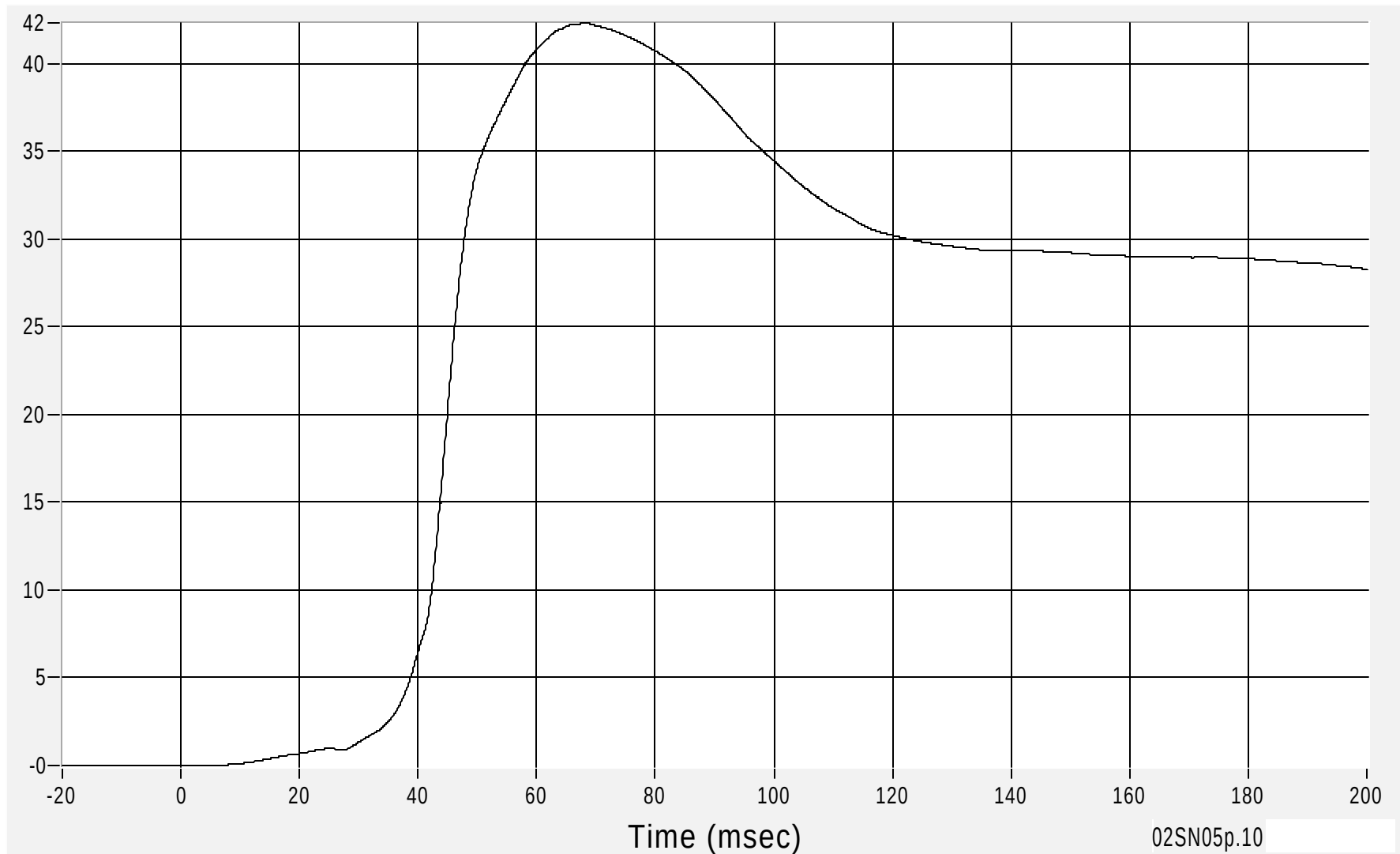
Passenger Pelvic (Y) Velocity

Max 42.3 km/h at 68.2 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 3.8 msec

B-35



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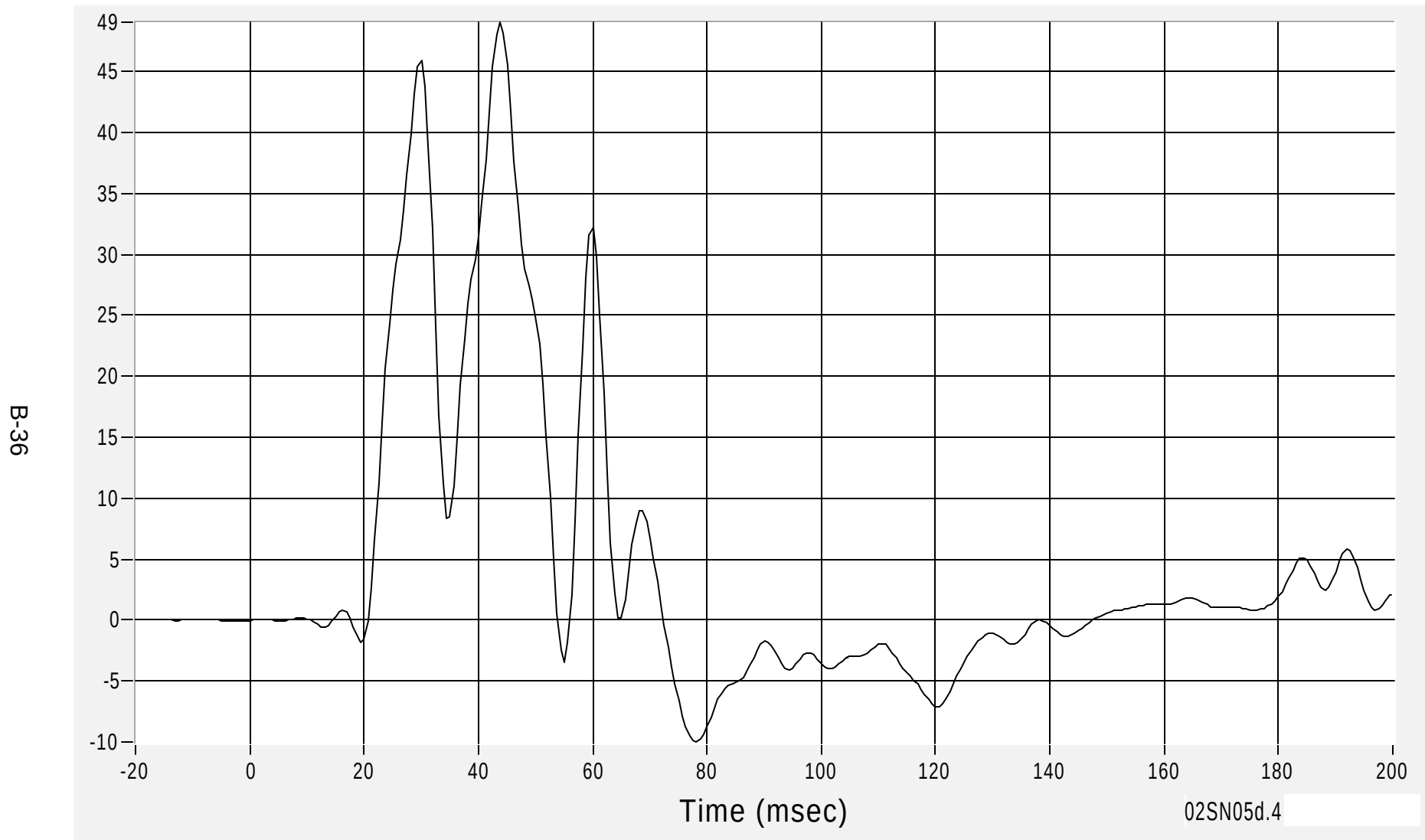
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Driver Upper Rib (Y) Acceleration

Max 49.0 G's at 43.8 msec

Acceleration (G's) FIR100

Min -10.0 G's at 78.1 msec



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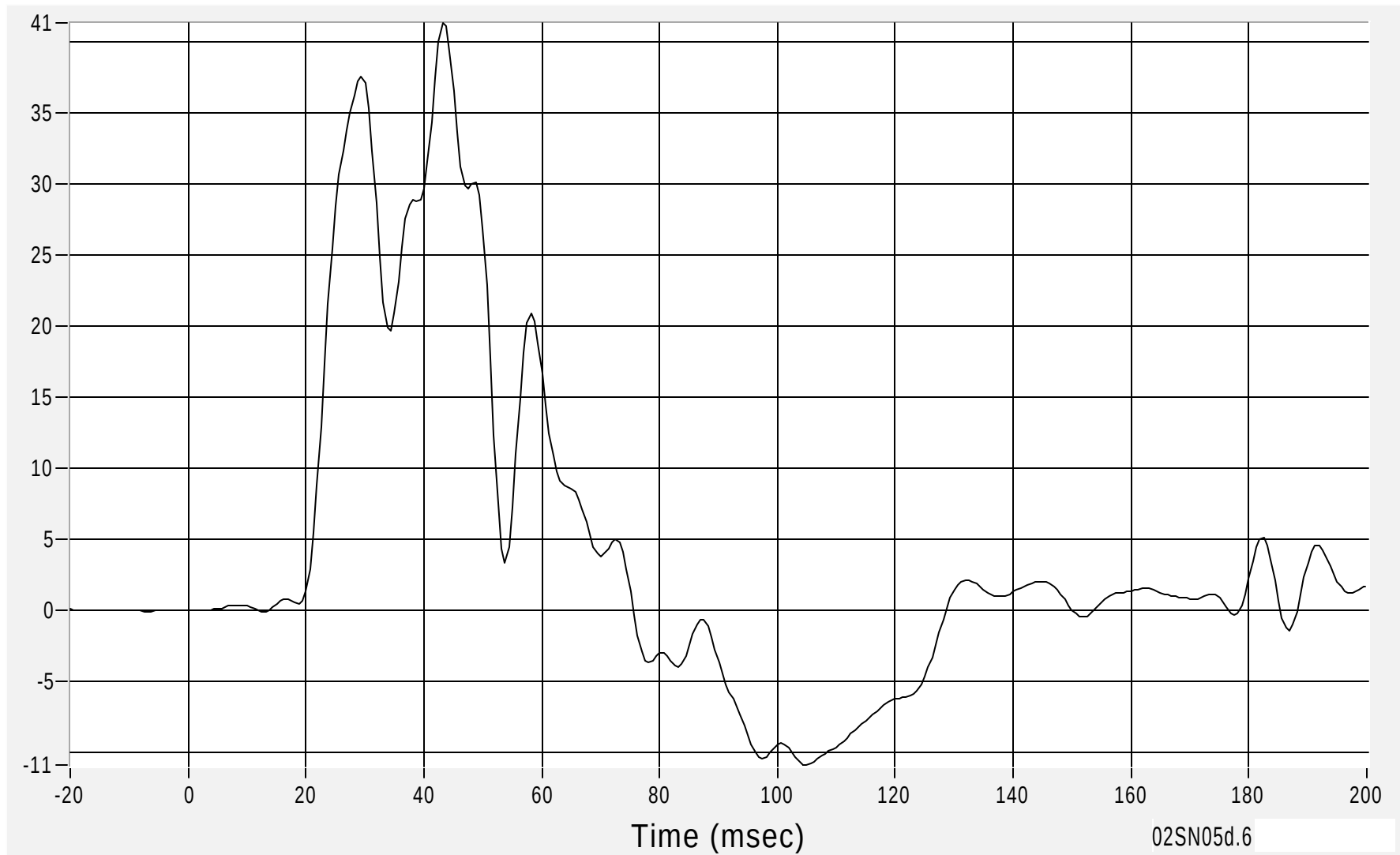
Driver Lower Rib (Y) Acceleration

Max 41.3 G's at 43.1 msec

Acceleration (G's) FIR100

Min -10.9 G's at 105.0 msec

B-37



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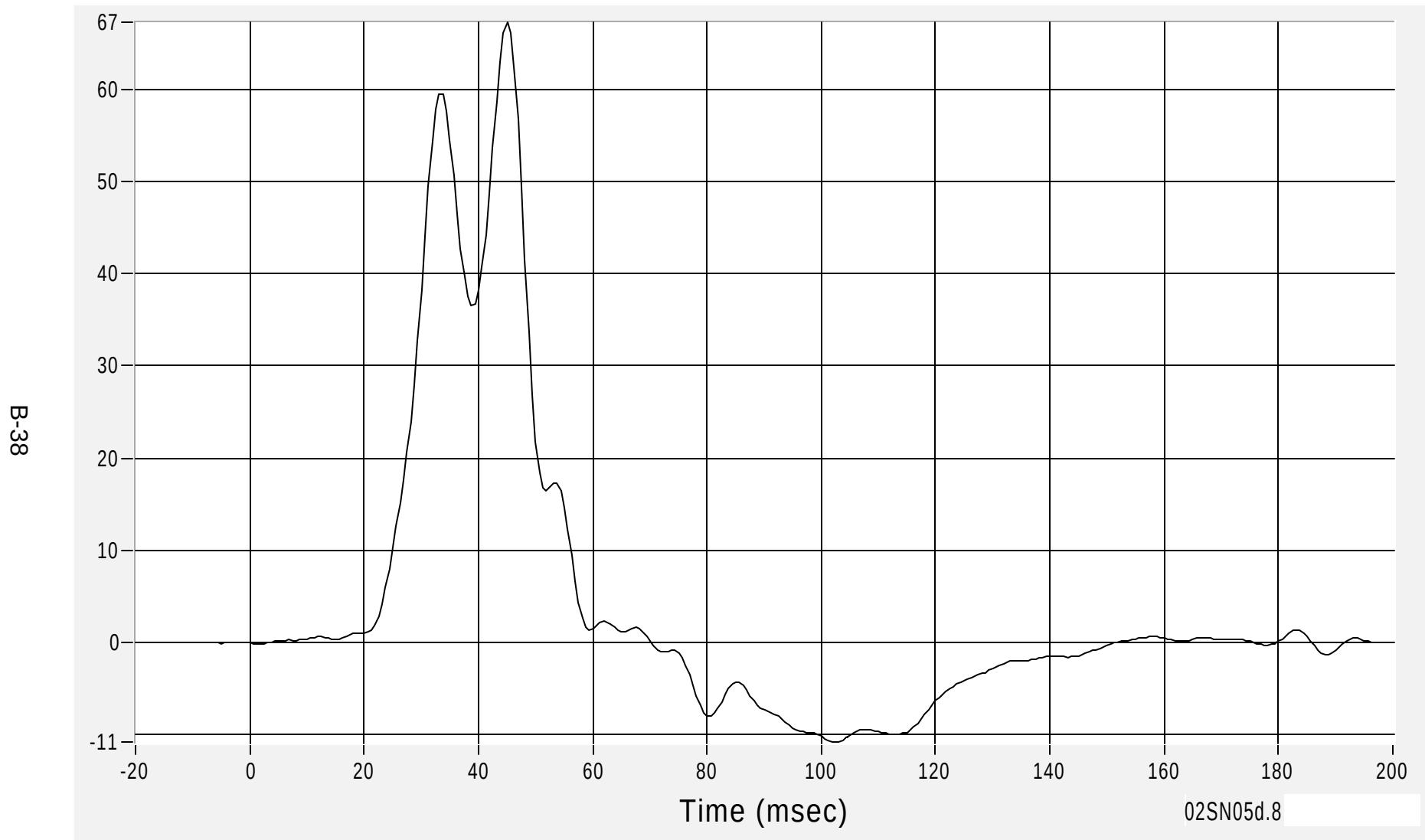
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Driver Lower Spine (Y) Acceleration

Max 67.2 G's at 45.0 msec

Acceleration (G's) FIR100

Min -10.8 G's at 102.5 msec



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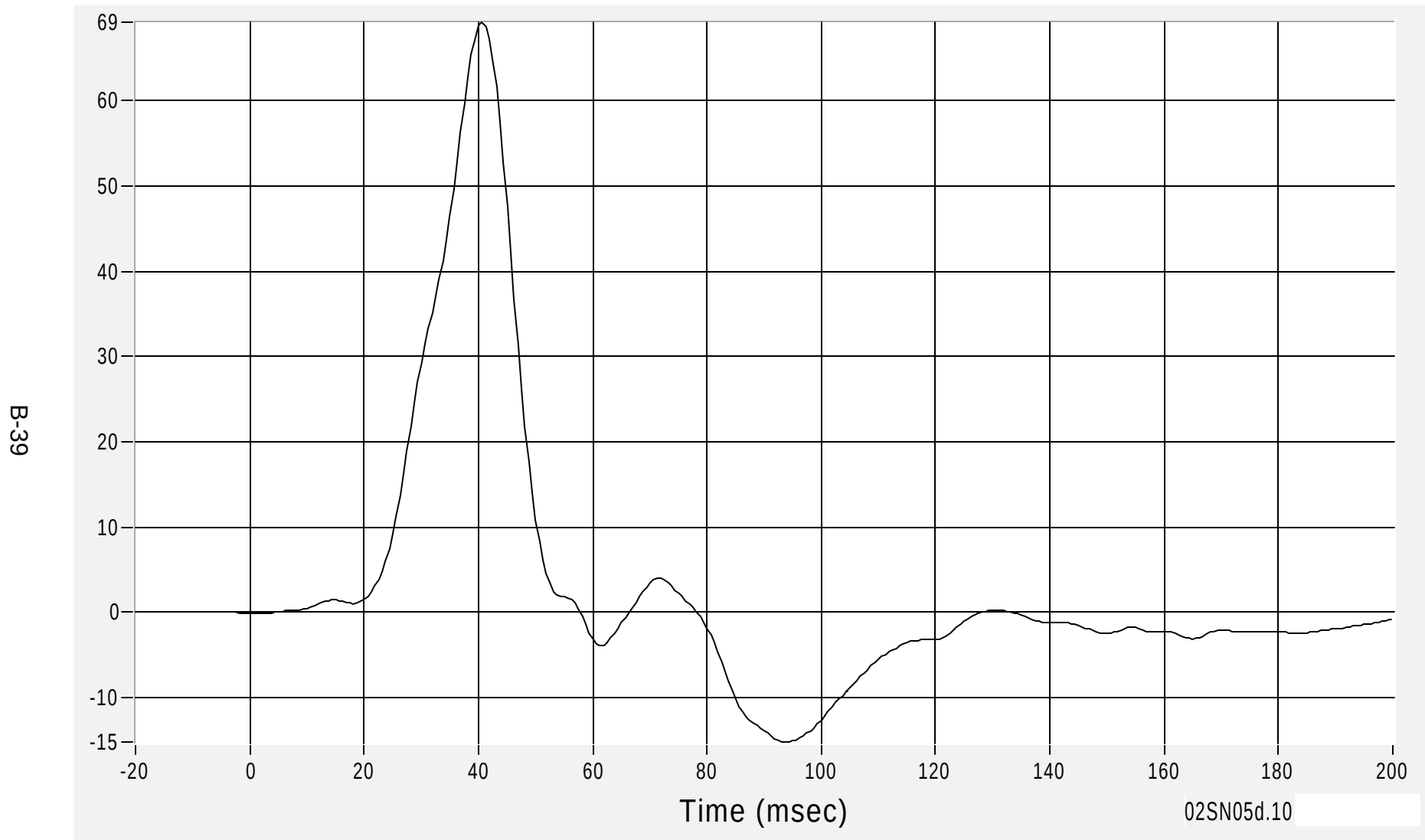
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Driver Pelvic (Y) Acceleration

Max 69.2 G's at 40.6 msec

Acceleration (G's) FIR100

Min -15.3 G's at 93.8 msec



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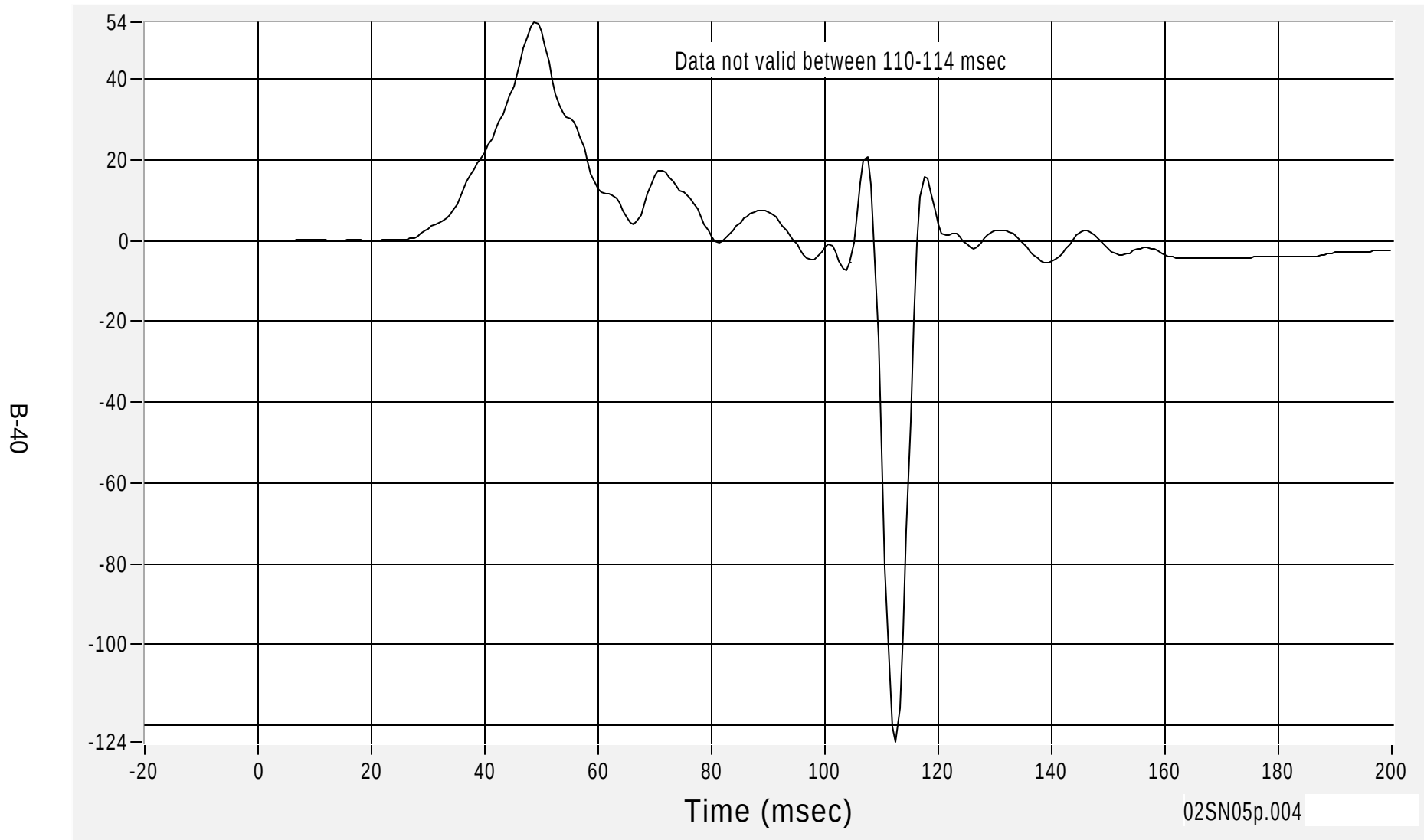
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Passenger Upper Rib (Y) Acceleration

Max 54.1 G's at 48.8 msec

Acceleration (G's) FIR100

Min -124.1 G's at 112.5 msec



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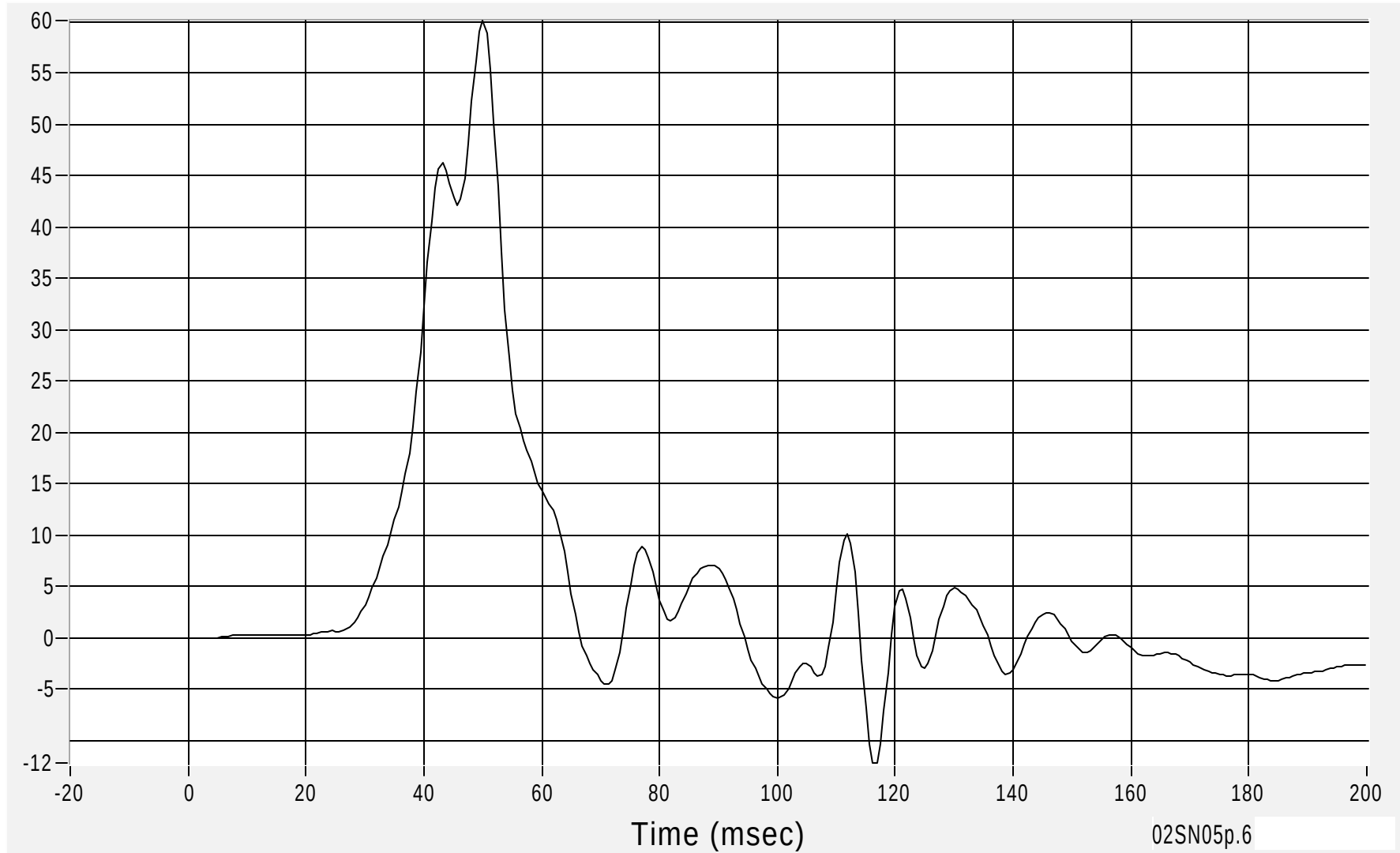
Passenger Lower Rib (Y) Acceleration

Max 60.1 G's at 50.0 msec

Acceleration (G's) FIR100

Min -12.2 G's at 116.2 msec

B-41



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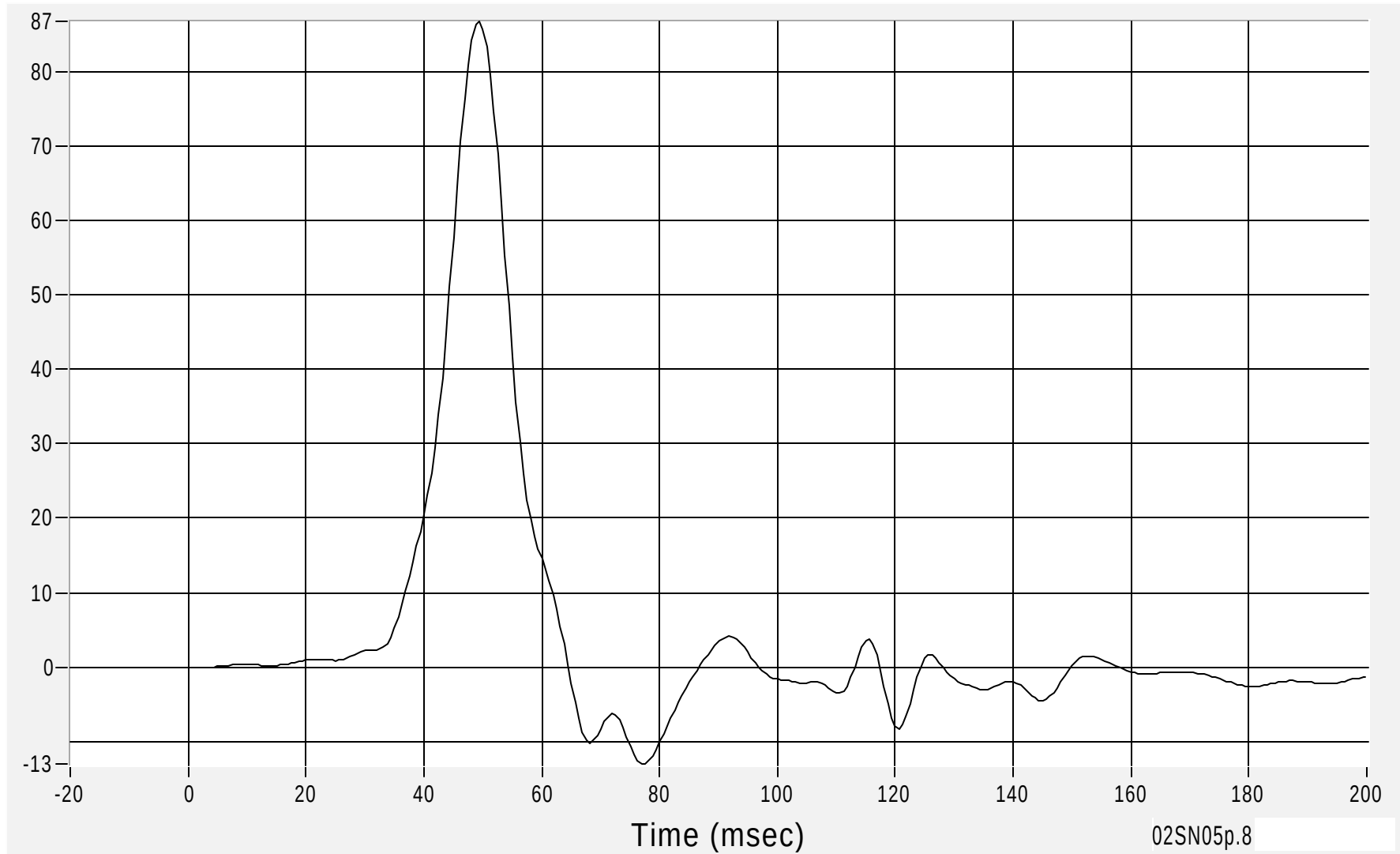
Passenger Lower Spine (Y) Acceleration

Acceleration (G's) FIR100

Max 86.8 G's at 49.4 msec

Min -13.0 G's at 77.5 msec

B-42



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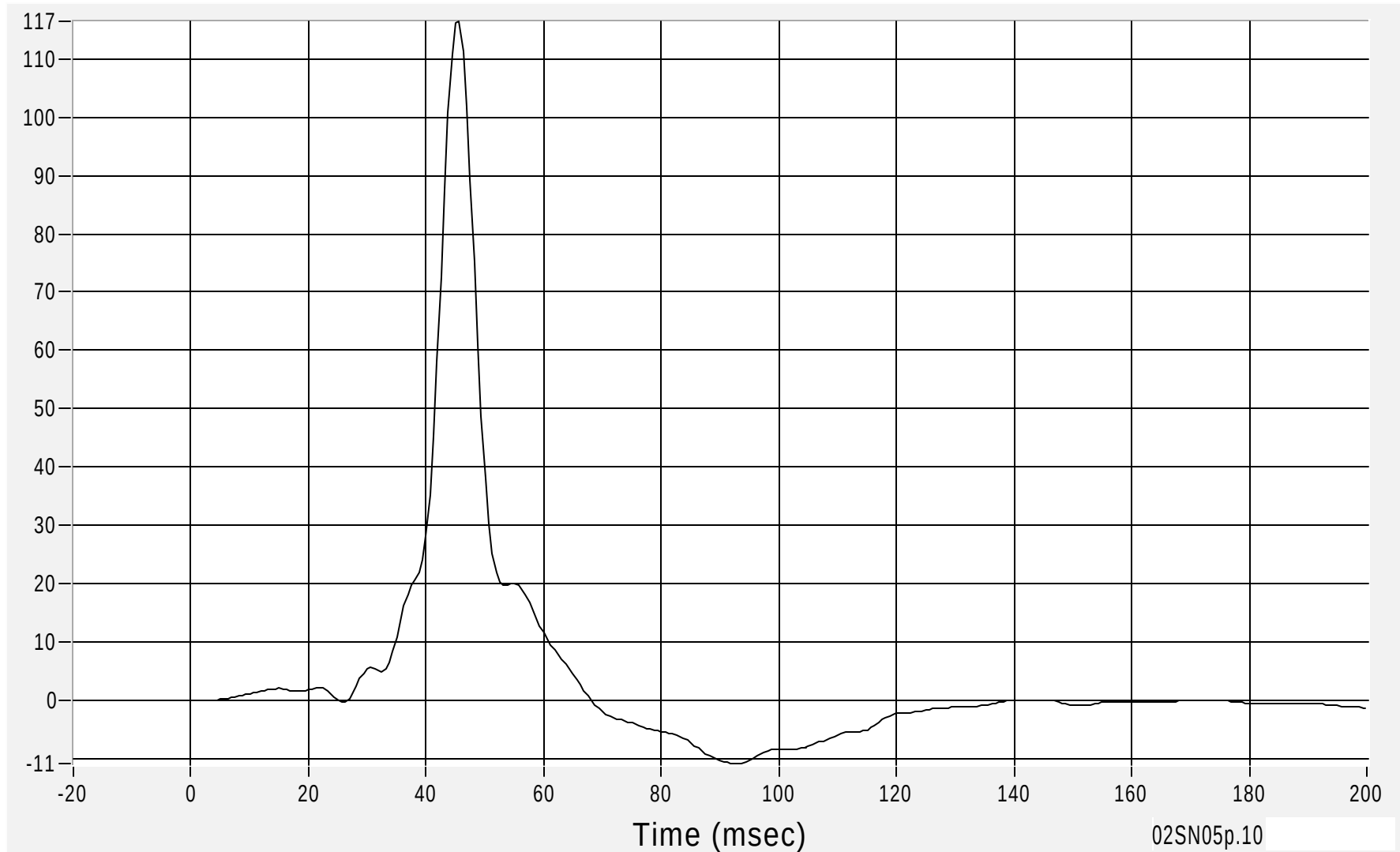
Passenger Pelvic (Y) Acceleration

Max 116.5 G's at 45.6 msec

Acceleration (G's) FIR100

Min -10.9 G's at 93.1 msec

B-43



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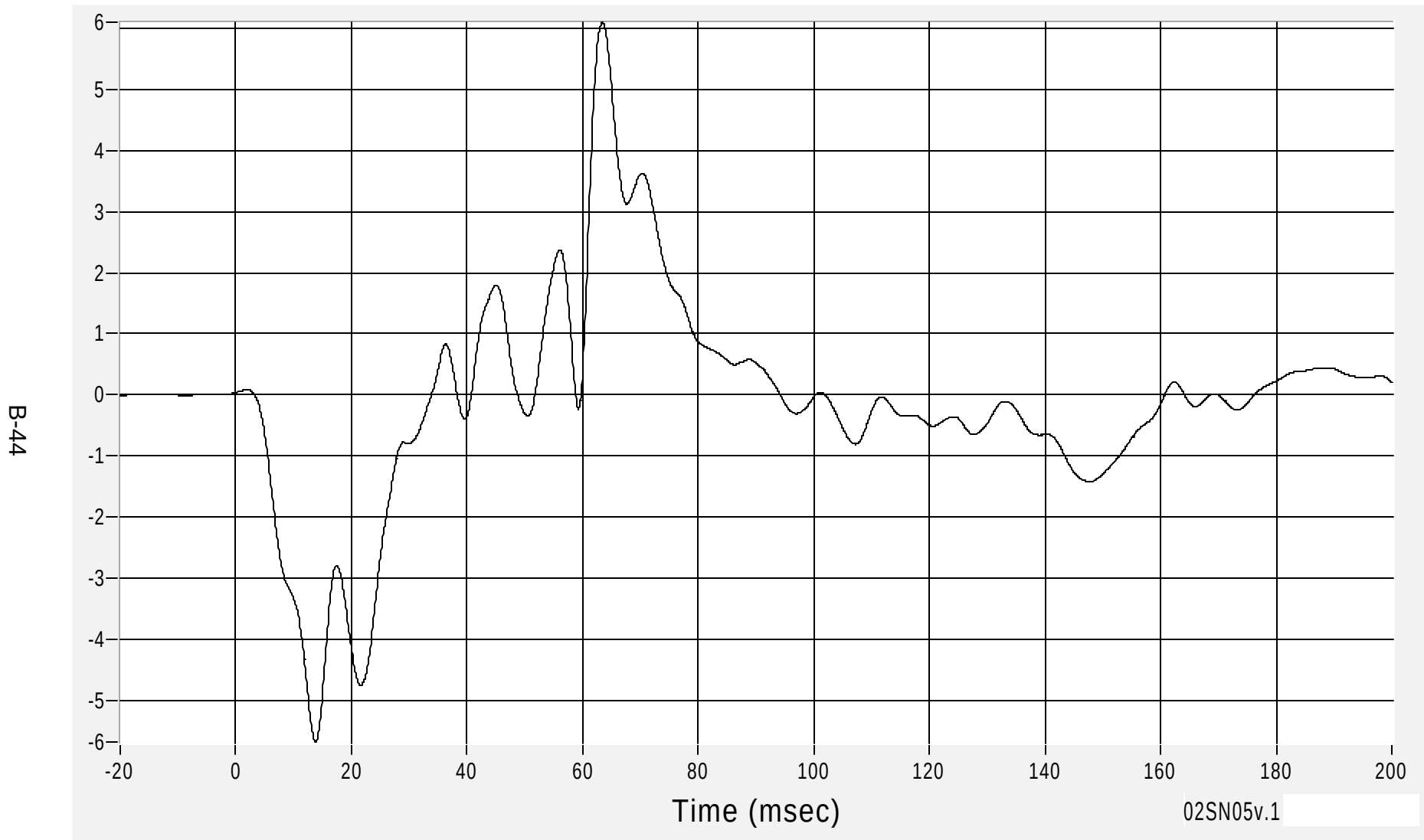
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Right Side Sill at Front Seat (X) Acceleration

Max 6.1 G's at 63.4 msec

Acceleration (G's) CFC60

Min -5.7 G's at 13.8 msec



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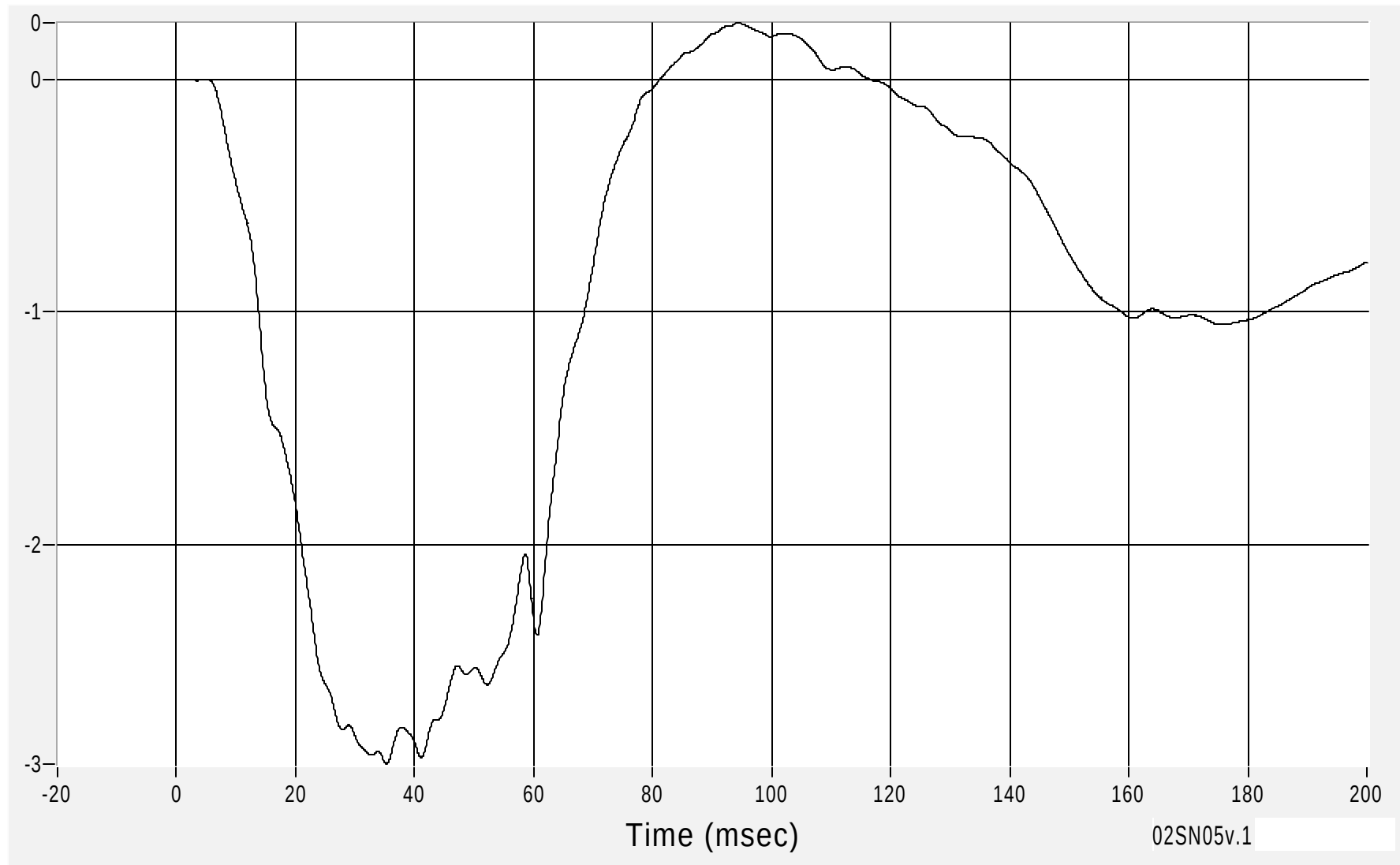
Right Side Sill at Front Seat (X) Velocity

Max 0.2 km/h at 94.3 msec

Velocity (km/h) CFC180

Min -2.9 km/h at 35.3 msec

B-45



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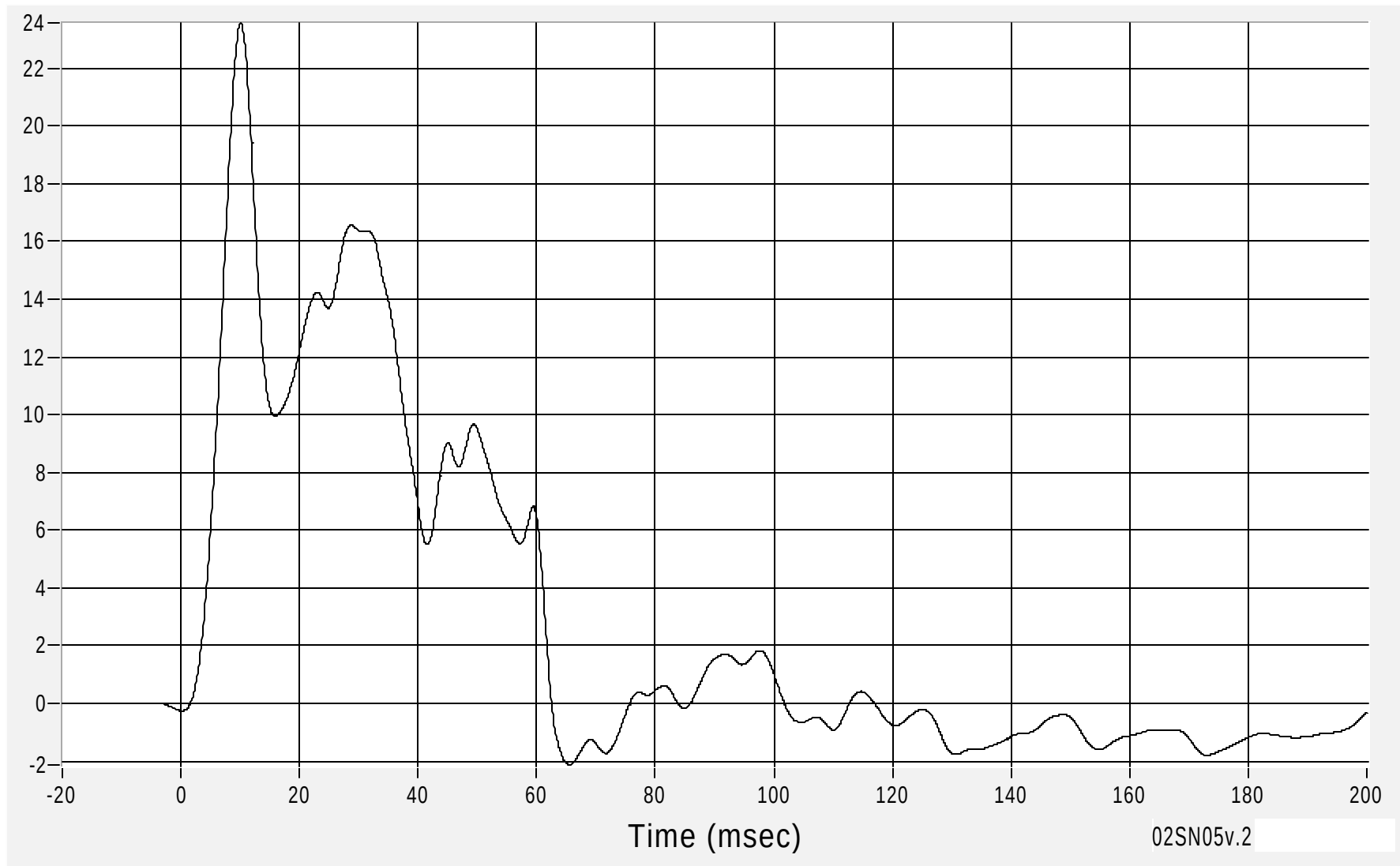
Right Side Sill at Front Seat (Y) Acceleration

Max 23.6 G's at 10.1 msec

Min -2.1 G's at 65.5 msec

Acceleration (G's) CFC60

B-46



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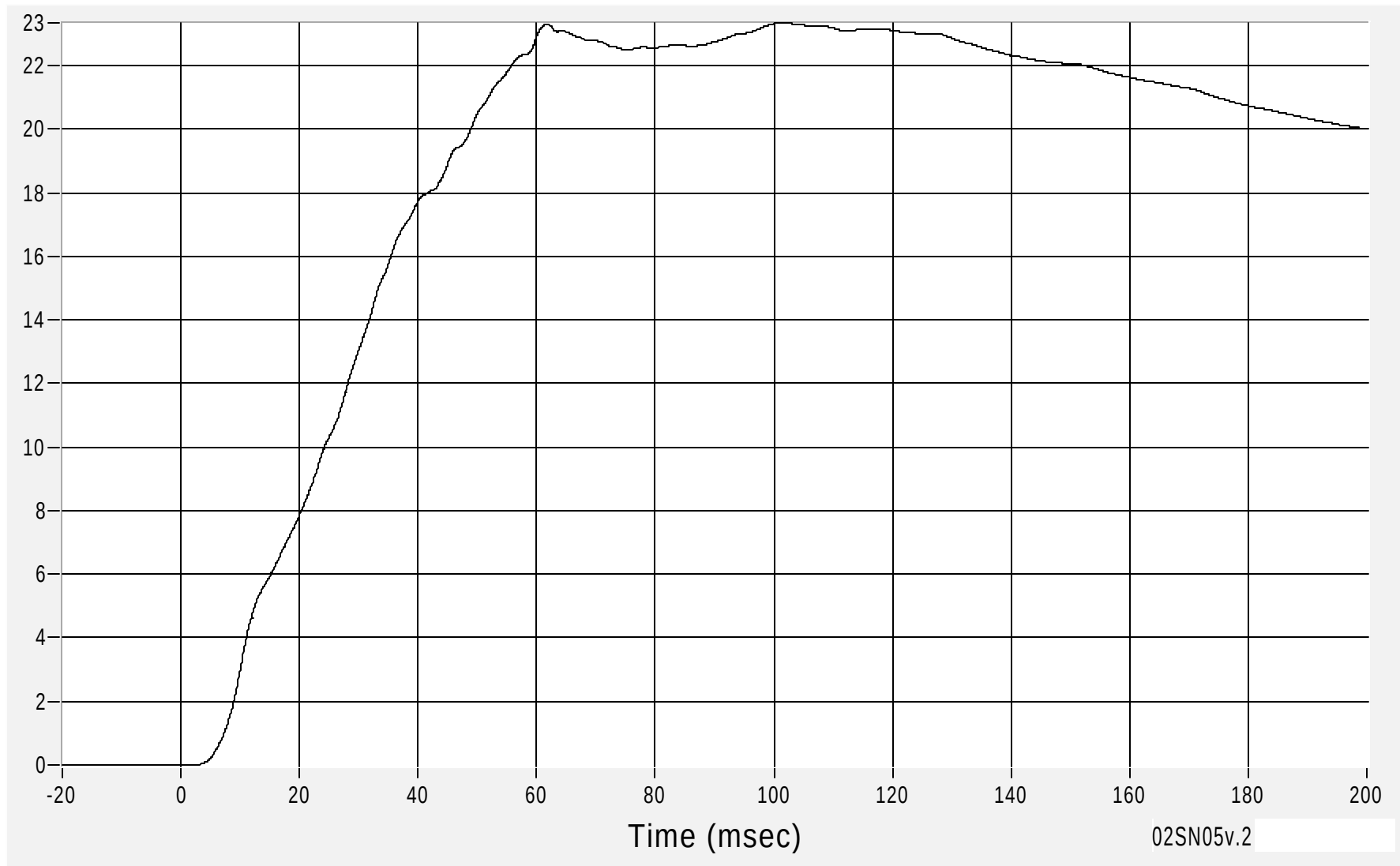
Right Side Sill at Front Seat (Y) Velocity

Max 23.3 km/h at 101.8 msec

Min 0.0 km/h at 0.0 msec

Velocity (km/h) CFC180

B-47



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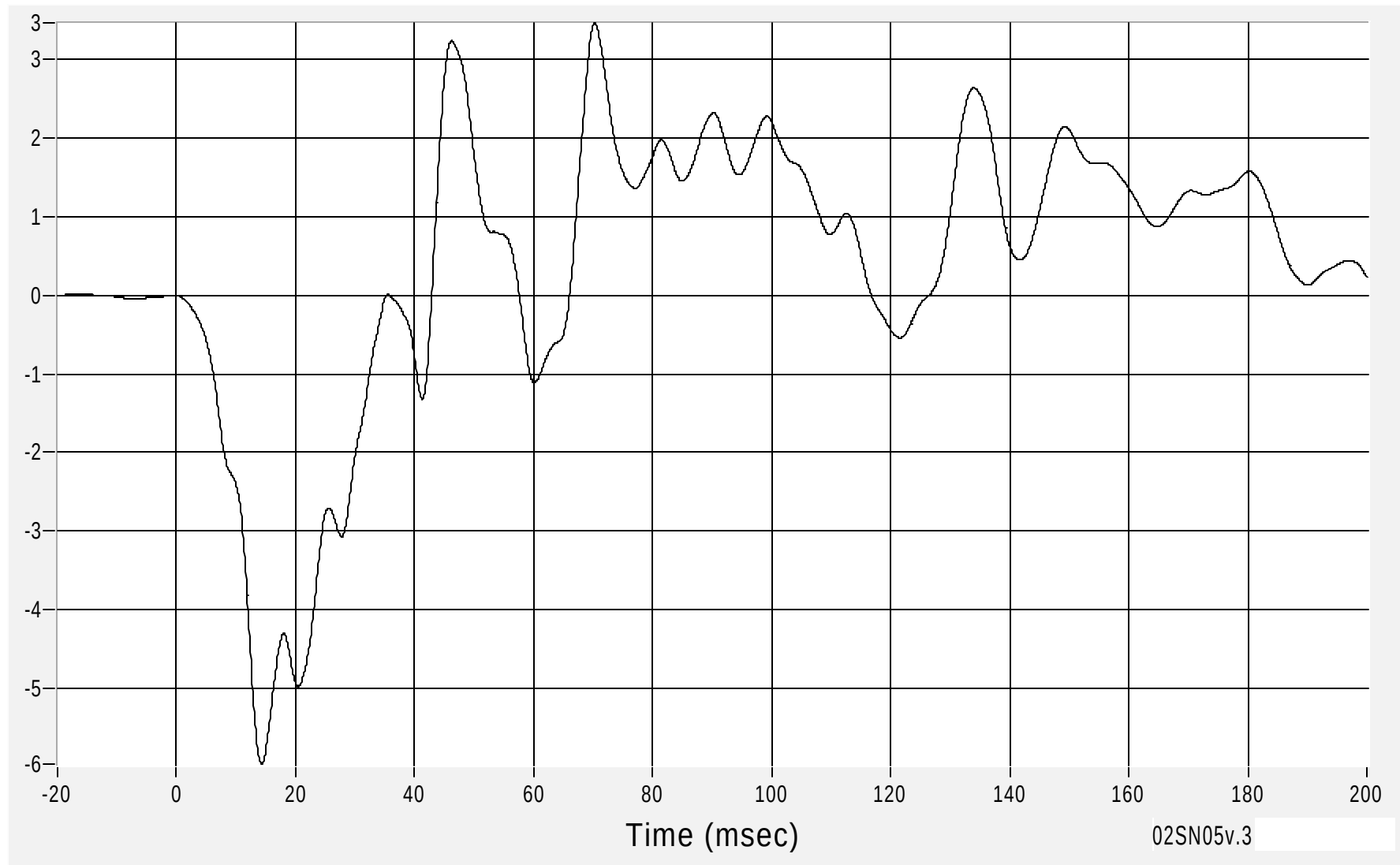
Right Side Sill at Front Seat (Z) Acceleration

Max 3.5 G's at 70.2 msec

Acceleration (G's) CFC60

Min -6.0 G's at 14.3 msec

B-48



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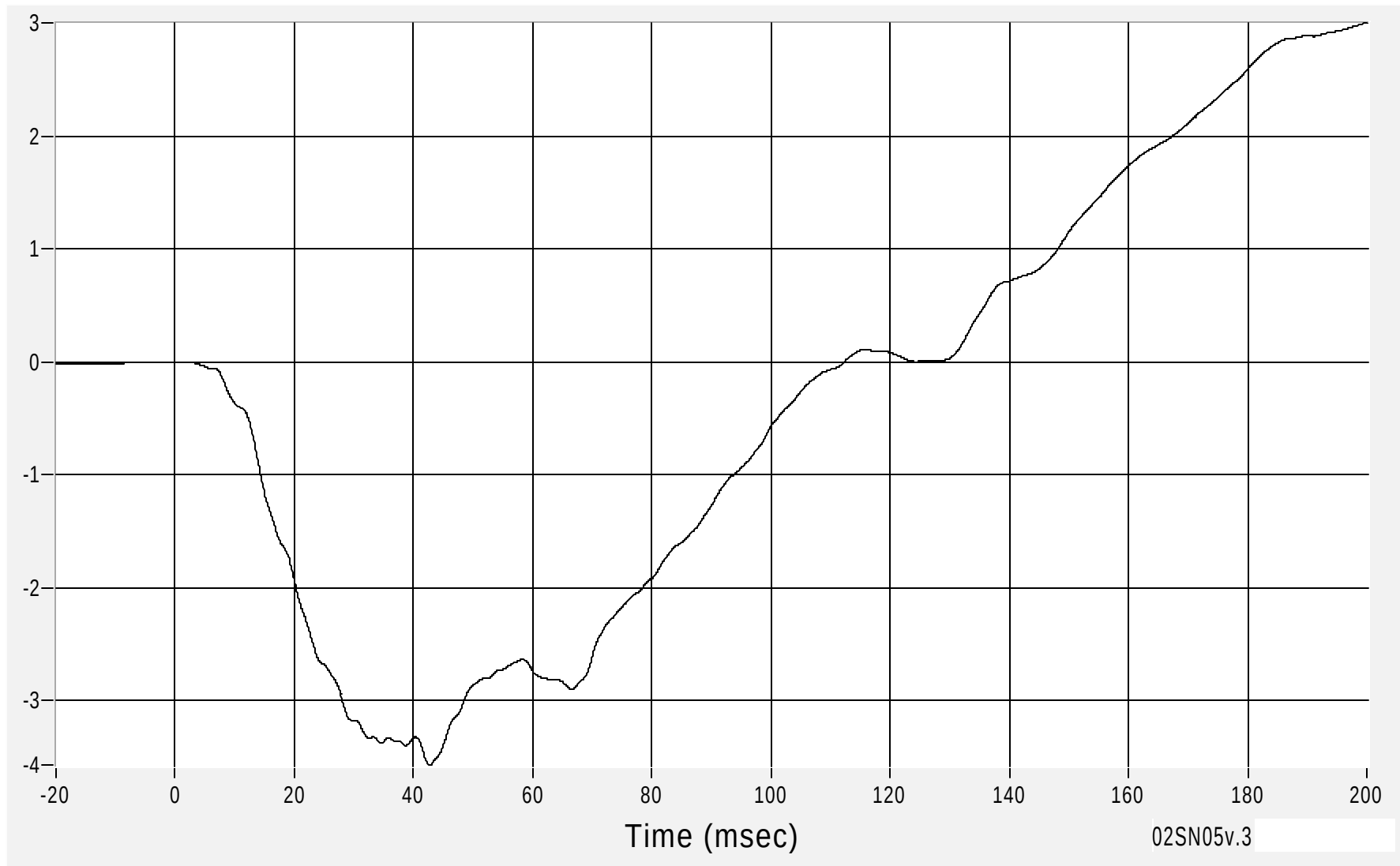
Right Side Sill at Front Seat (Z) Velocity

Max 3.0 km/h at 199.9 msec

Velocity (km/h) CFC180

Min -3.6 km/h at 42.7 msec

B-49



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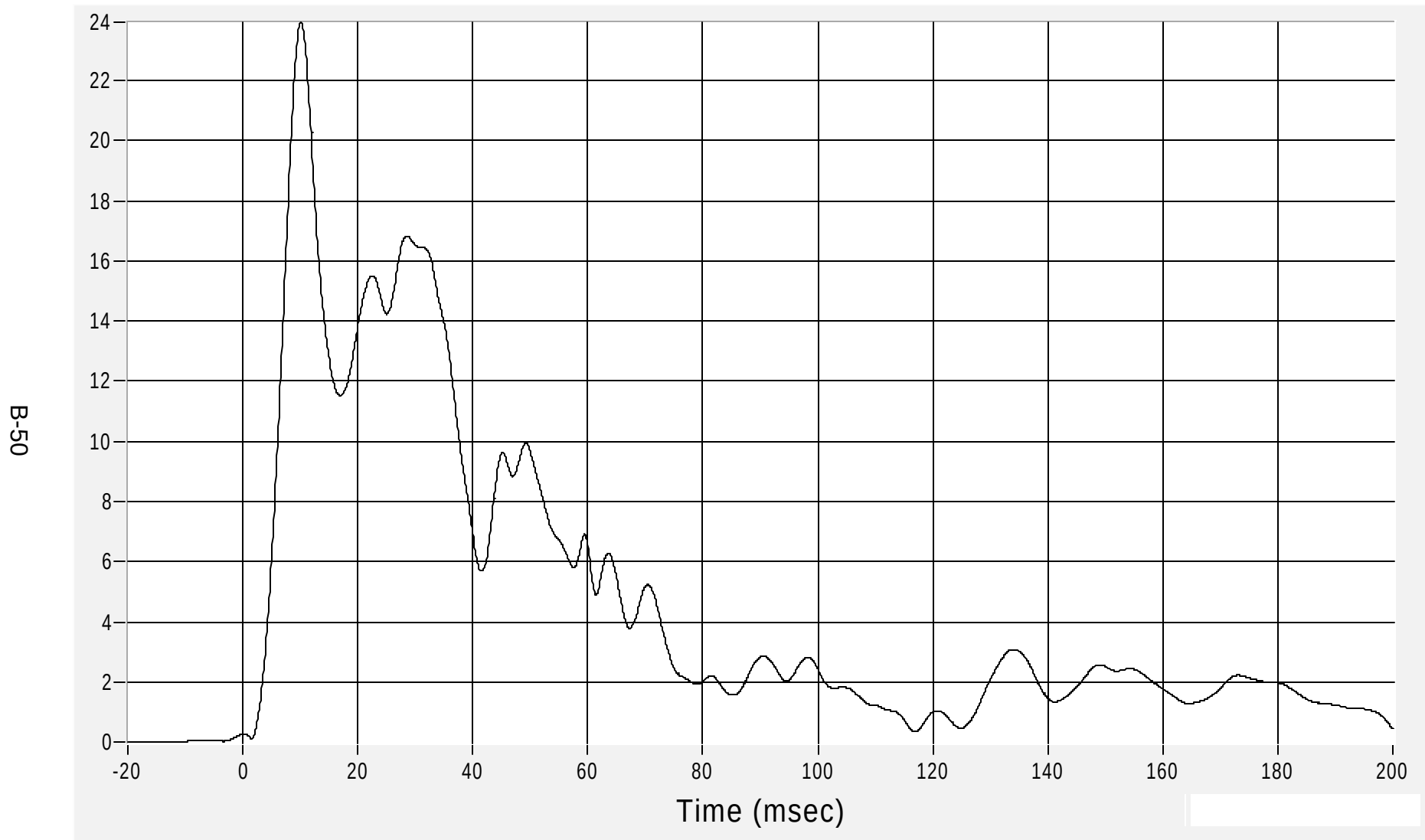
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Right Side Sill at Front Seat Resultant Acceleration

Max 23.9 G's at 10.1 msec

Min 0.1 G's at 1.5 msec

Acceleration (G's) CFC60



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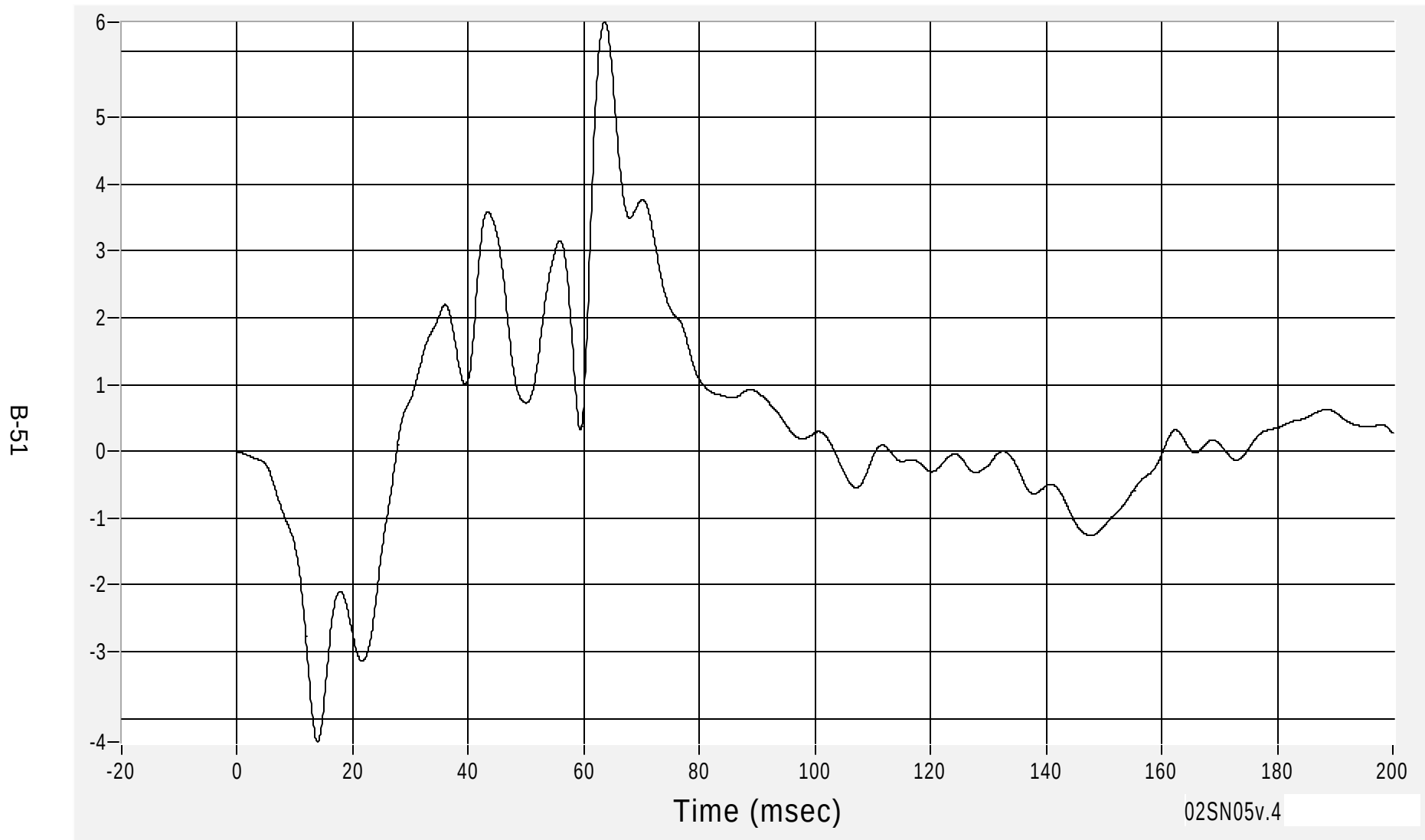
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Right Side Sill at Rear Seat (X) Acceleration

Max 6.4 G's at 63.6 msec

Acceleration (G's) CFC60

Min -4.4 G's at 13.9 msec



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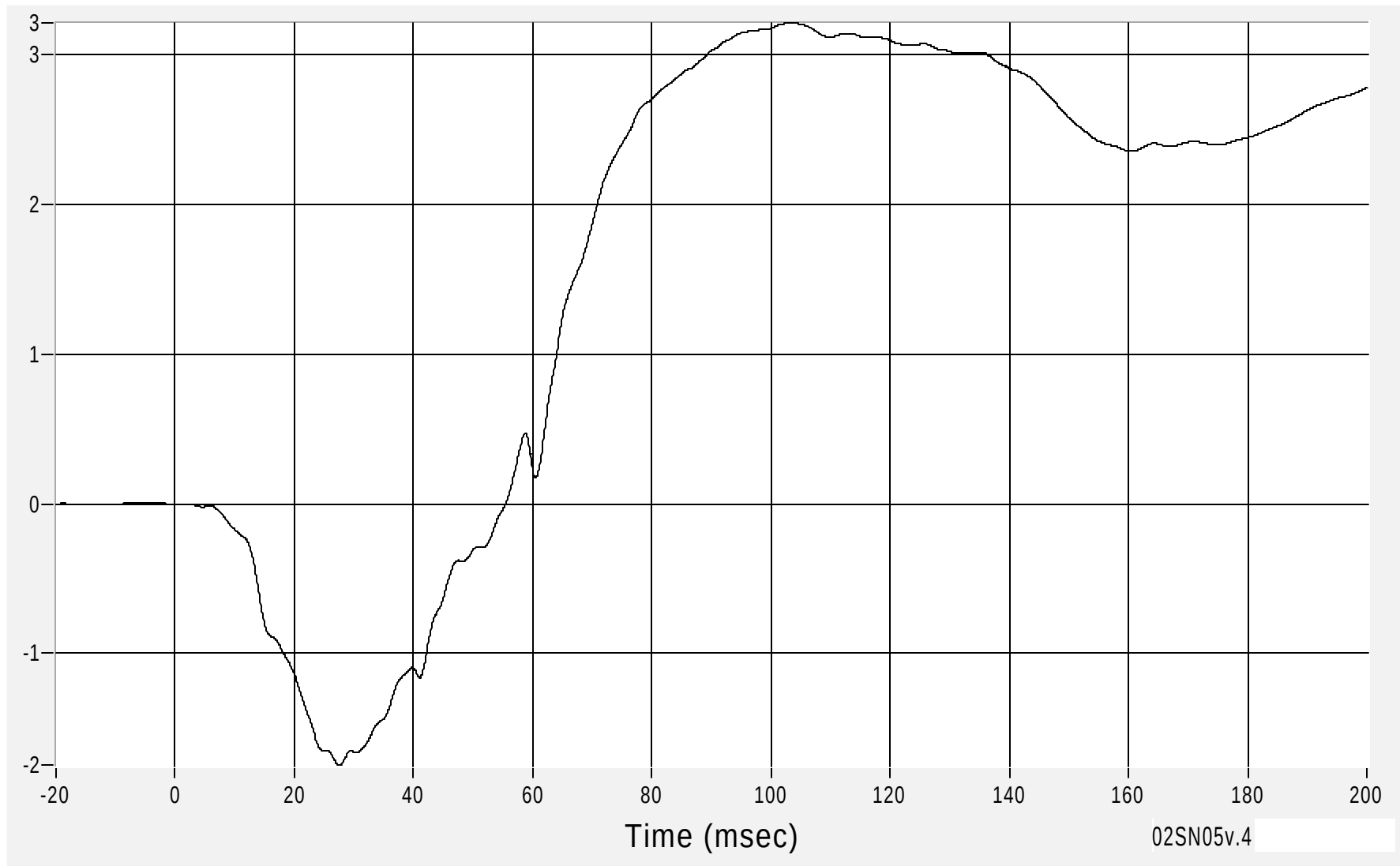
Right Side Sill at Rear Seat (X) Velocity

Max 3.2 km/h at 103.4 msec

Velocity (km/h) CFC180

Min -1.7 km/h at 27.6 msec

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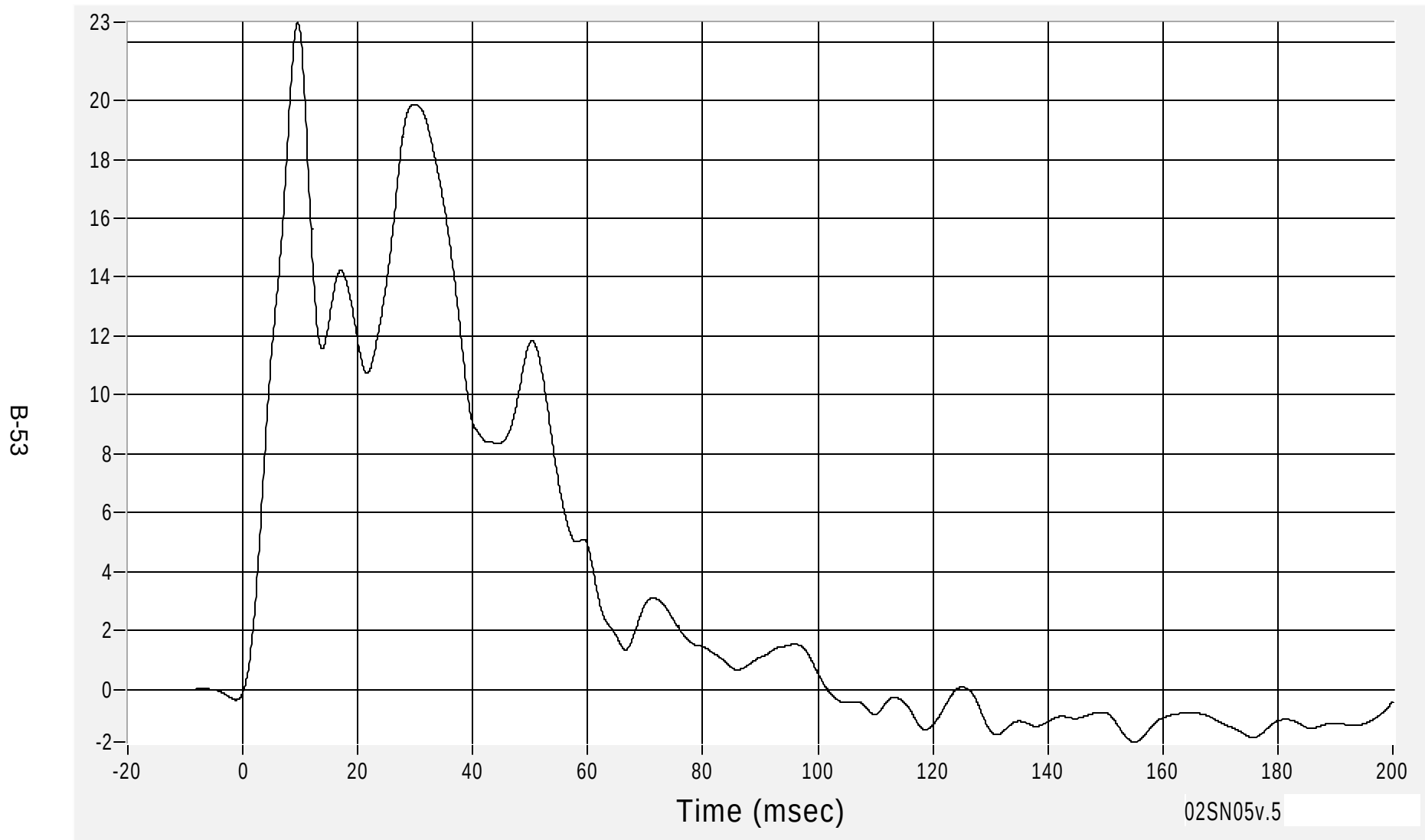
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Right Side Sill at Rear Seat (Y) Acceleration

Max 22.7 G's at 9.5 msec

Min -1.8 G's at 155.1 msec

Acceleration (G's) CFC60



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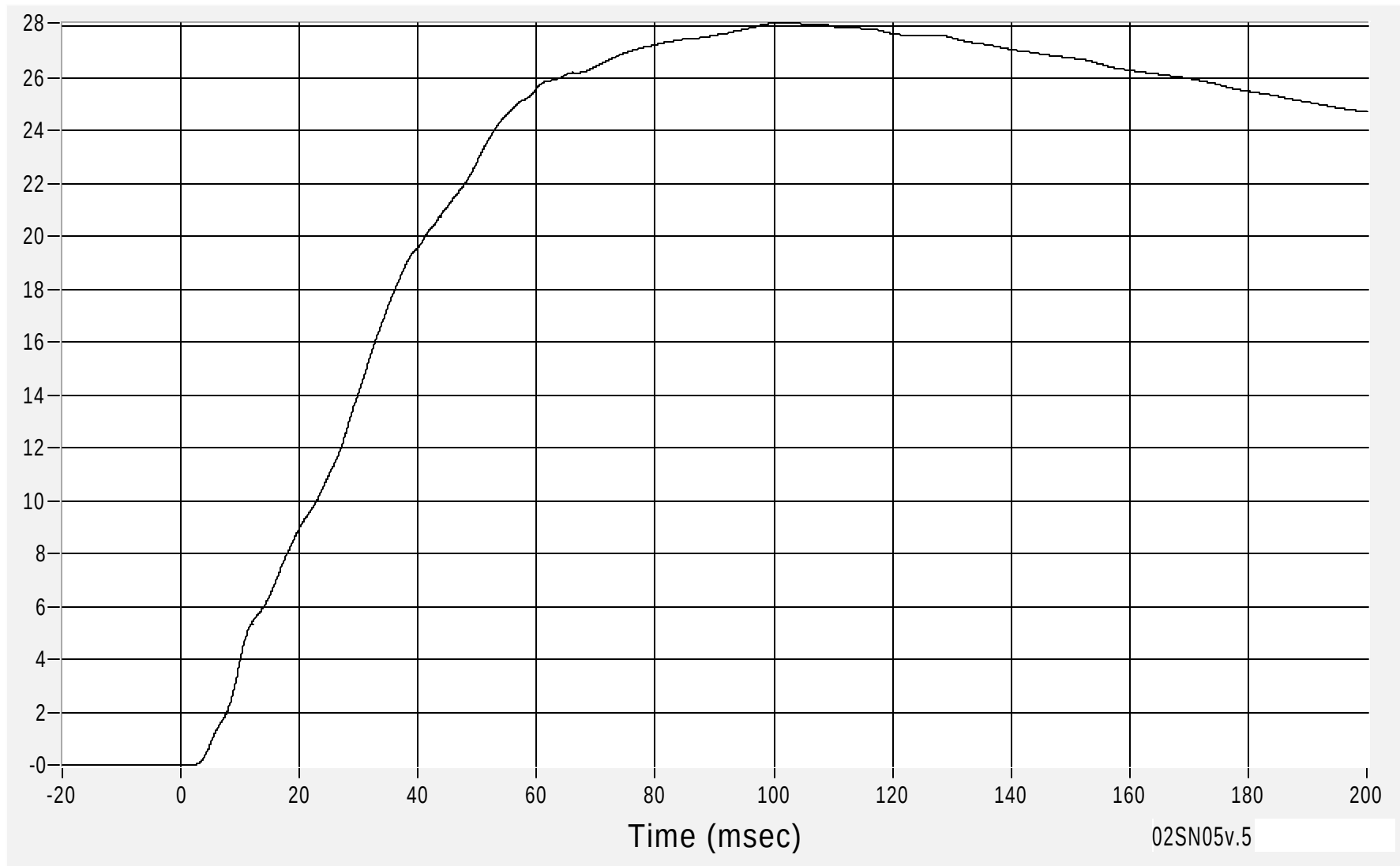
Right Side Sill at Rear Seat (Y) Velocity

Max 28.1 km/h at 101.5 msec

Min 0.0 km/h at 1.4 msec

Velocity (km/h) CFC180

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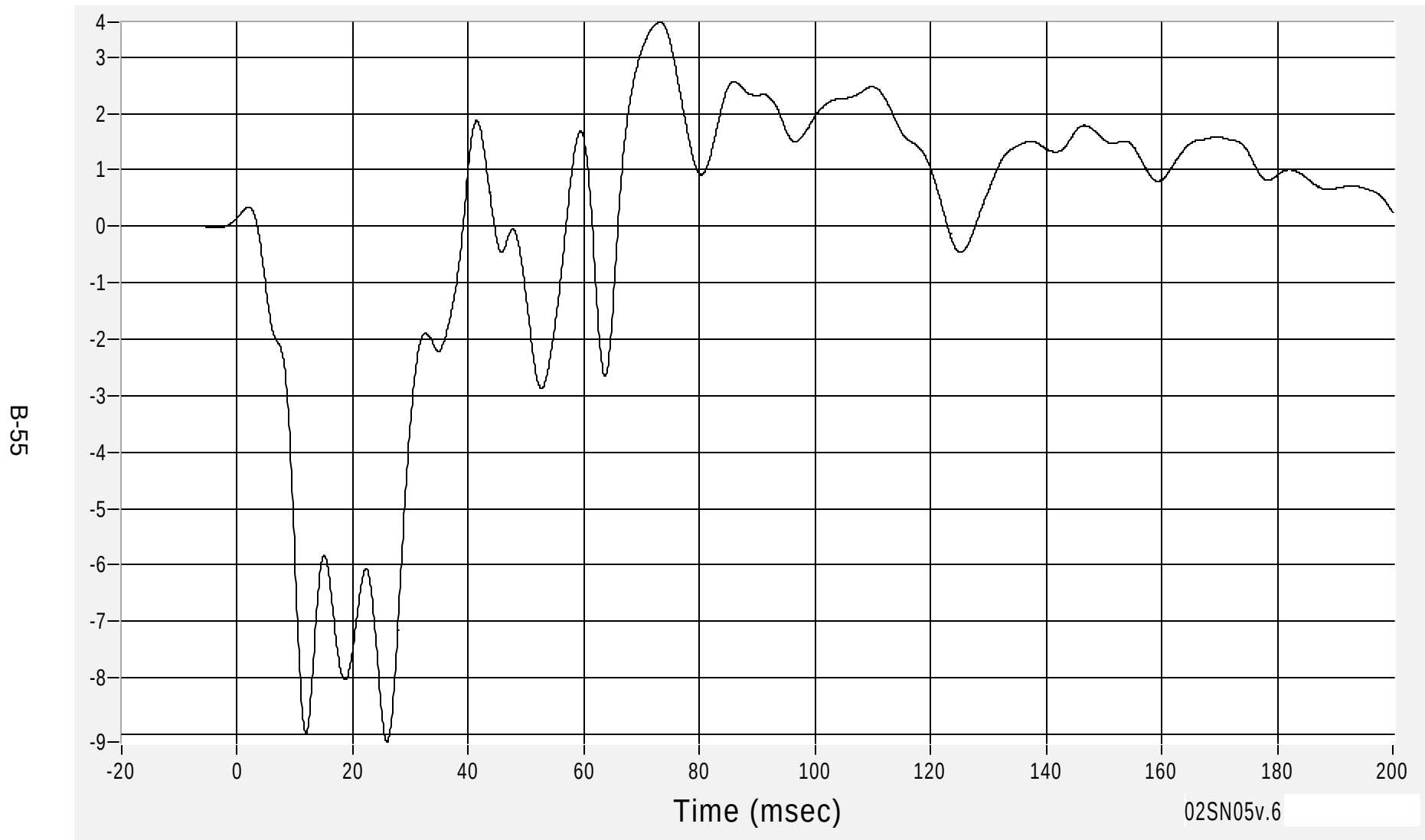
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Right Side Sill at Rear Seat (Z) Acceleration

Max 3.6 G's at 73.1 msec

Acceleration (G's) CFC60

Min -9.1 G's at 25.9 msec



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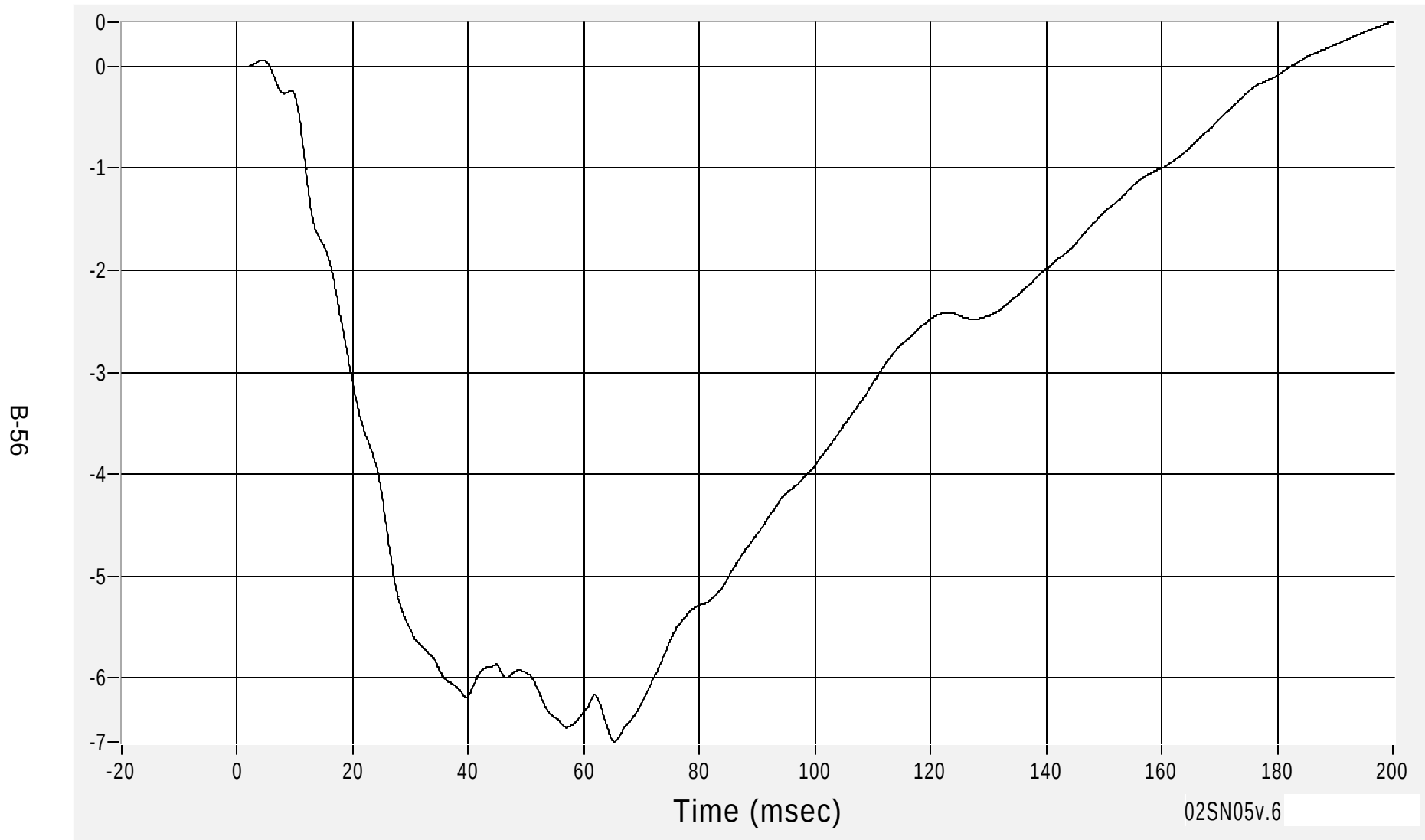
Medical College of Wisconsin
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Right Side Sill at Rear Seat (Z) Velocity

Max 0.4 km/h at 199.9 msec

Min -6.6 km/h at 65.2 msec

Velocity (km/h) CFC180



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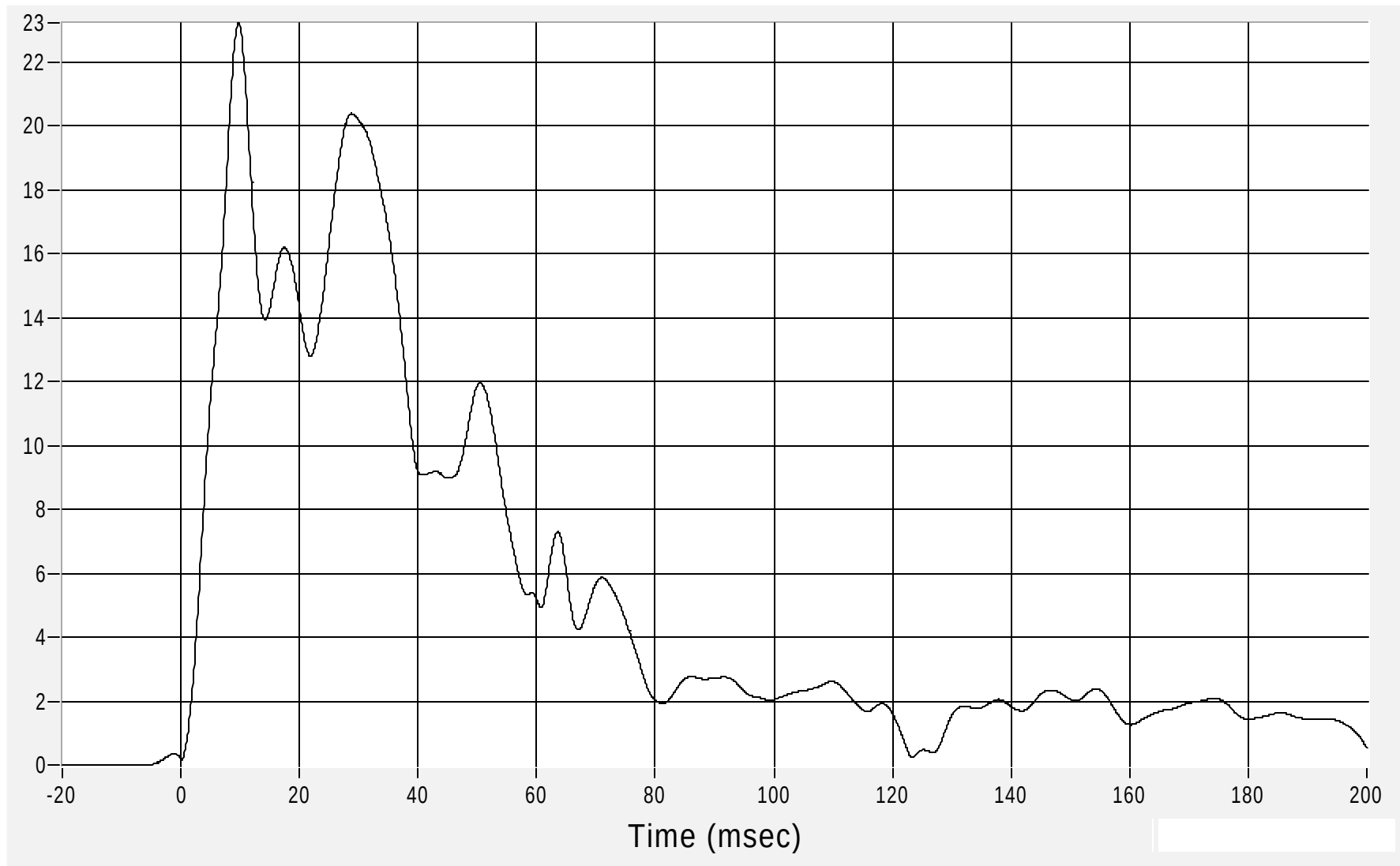
Right Side Sill at Rear Seat Resultant Acceleration

Max 23.2 G's at 9.7 msec

Min 0.2 G's at 0.2 msec

Acceleration (G's) CFC60

B-57



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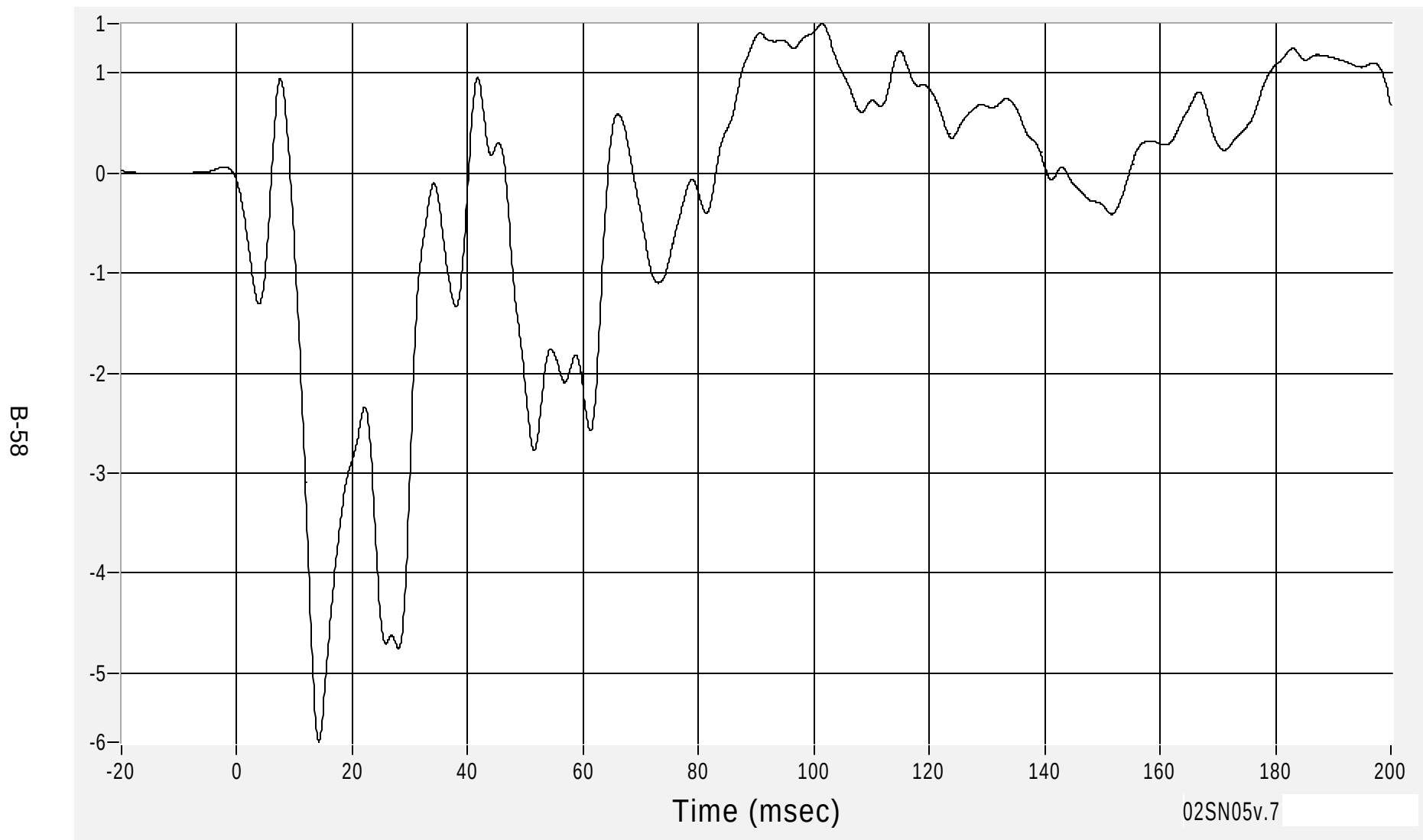
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Rear Floorpan Above Axle (X) Acceleration

Max 1.5 G's at 101.4 msec

Acceleration (G's) CFC60

Min -5.7 G's at 14.2 msec



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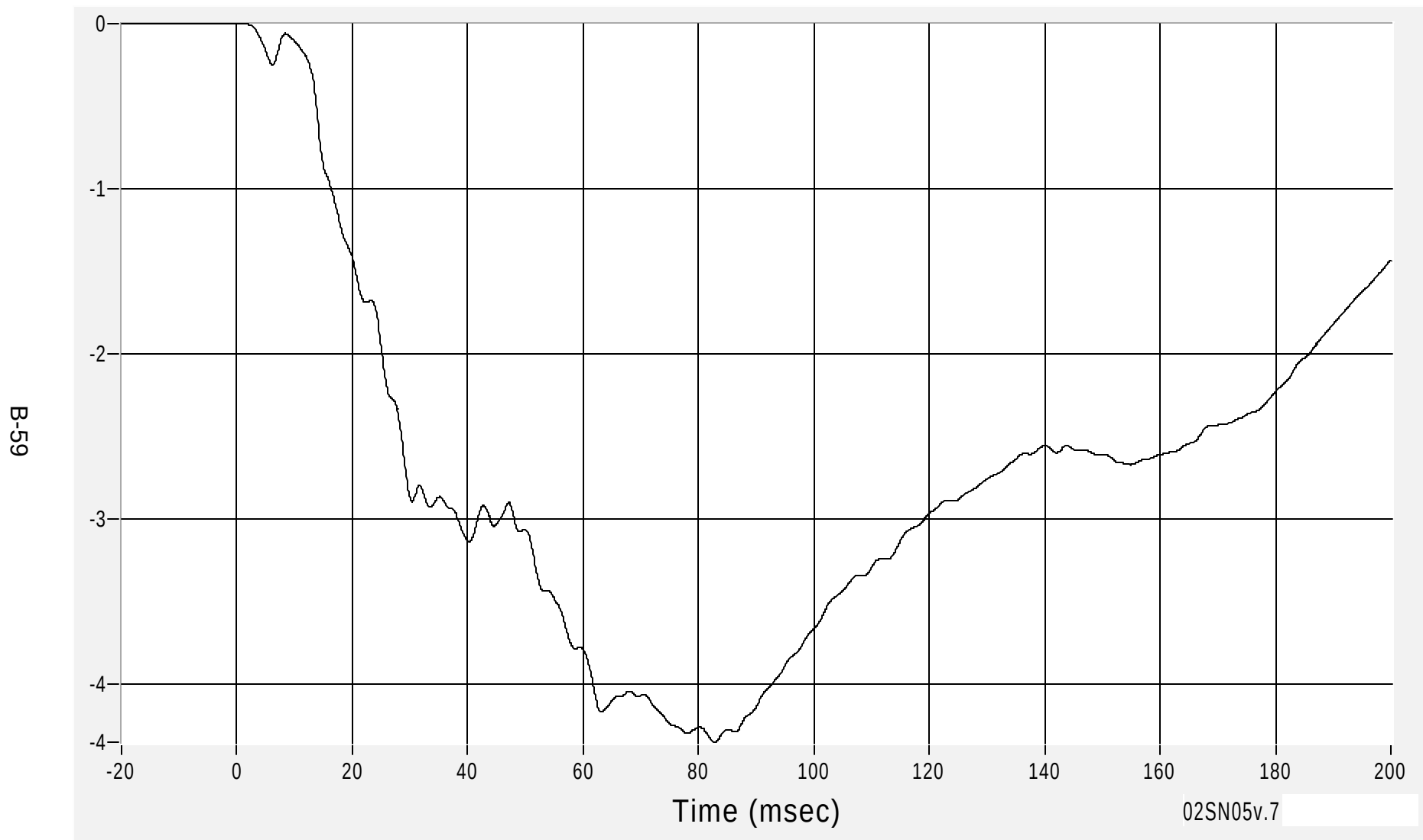
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Rear Floorpan Above Axle (X) Velocity

Max 0.0 km/h at 1.5 msec

Velocity (km/h) CFC180

Min -4.4 km/h at 82.8 msec



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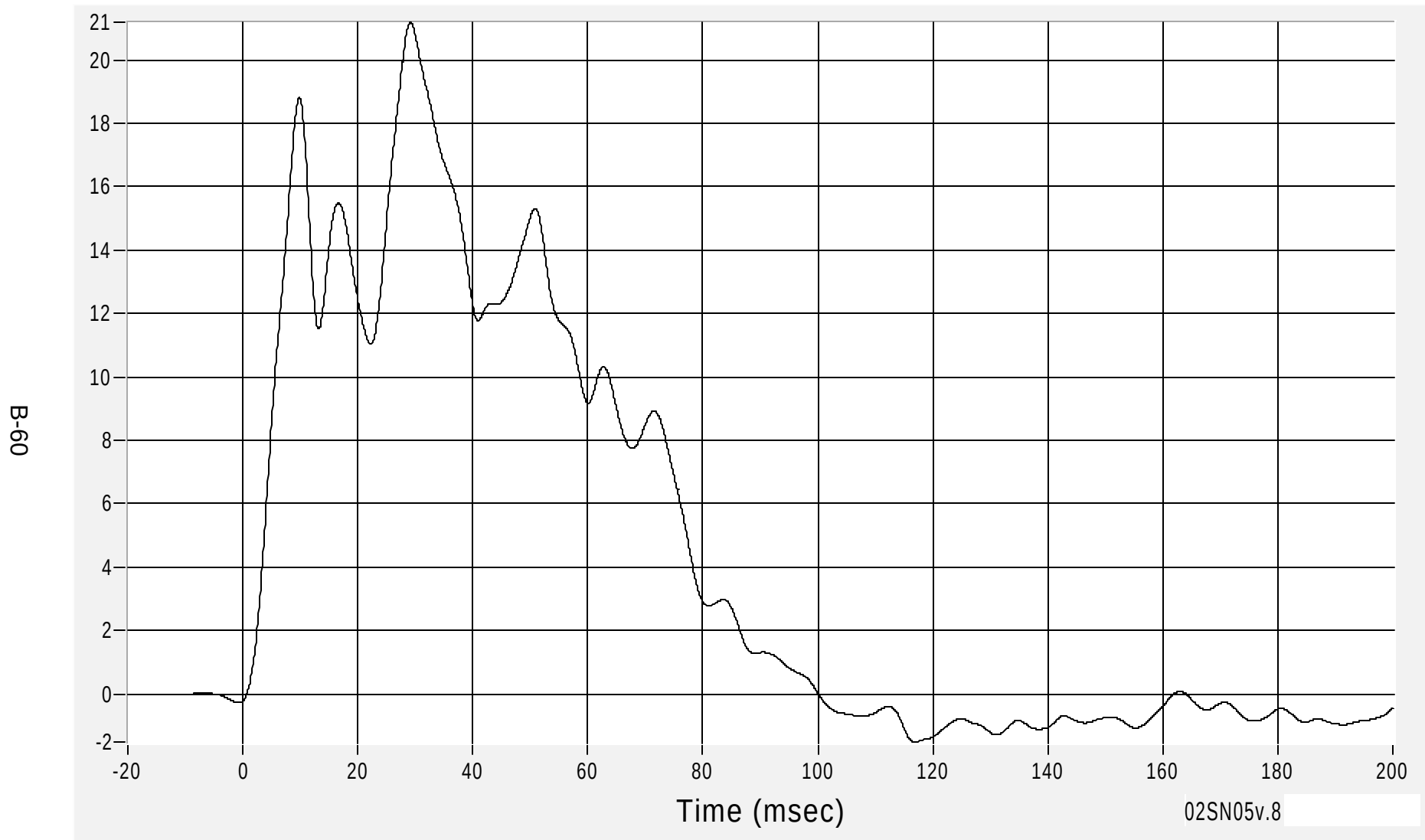
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Rear Floorpan Above Axle (Y) Acceleration

Max 21.2 G's at 29.1 msec

Acceleration (G's) CFC60

Min -1.5 G's at 116.9 msec



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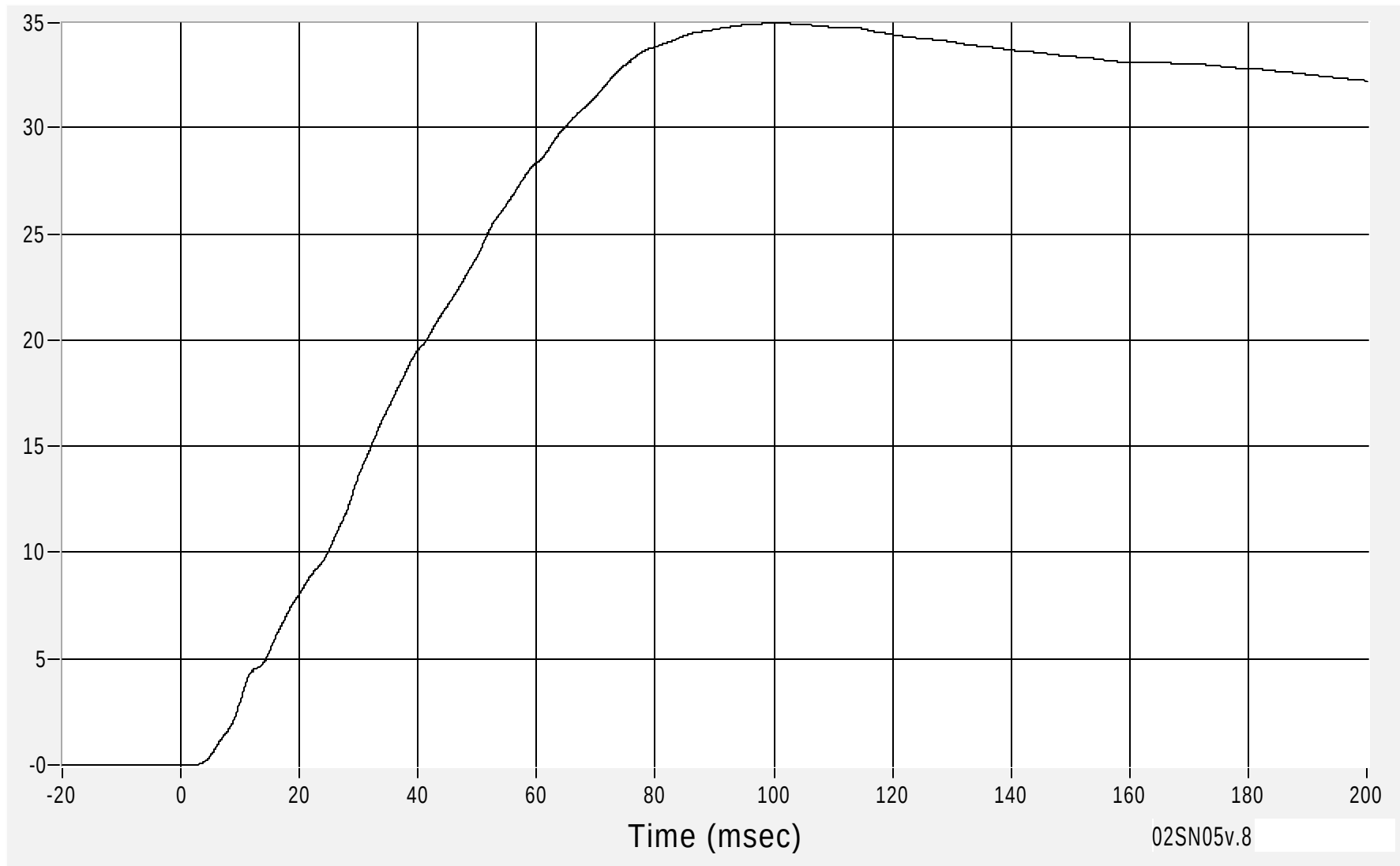
Rear Floorpan Above Axle (Y) Velocity

Velocity (km/h) CFC180

Max 34.9 km/h at 99.6 msec

Min 0.0 km/h at 1.4 msec

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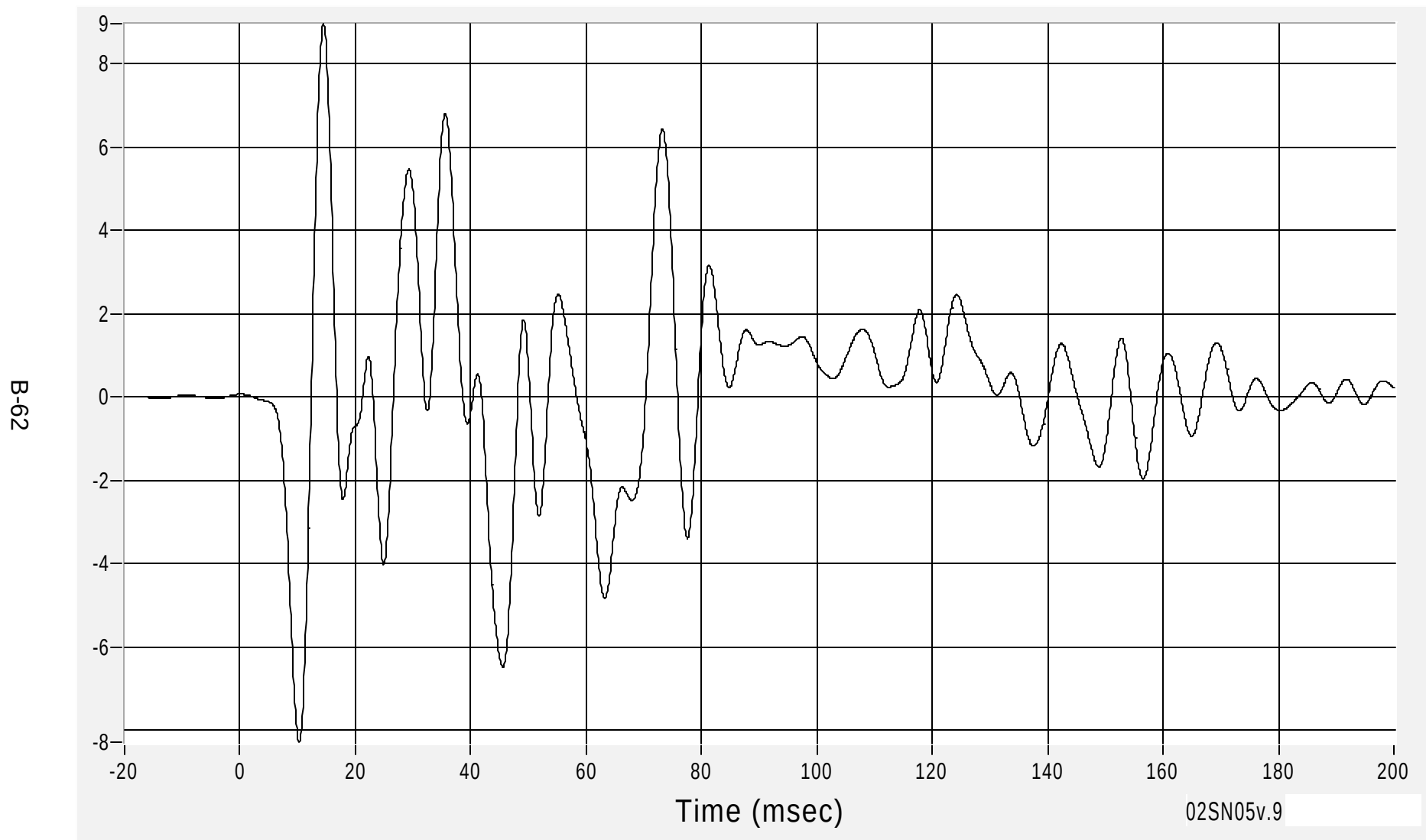
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Rear Floorpan Above Axle (Z) Acceleration

Max 9.0 G's at 14.5 msec

Acceleration (G's) CFC60

Min -8.3 G's at 10.2 msec



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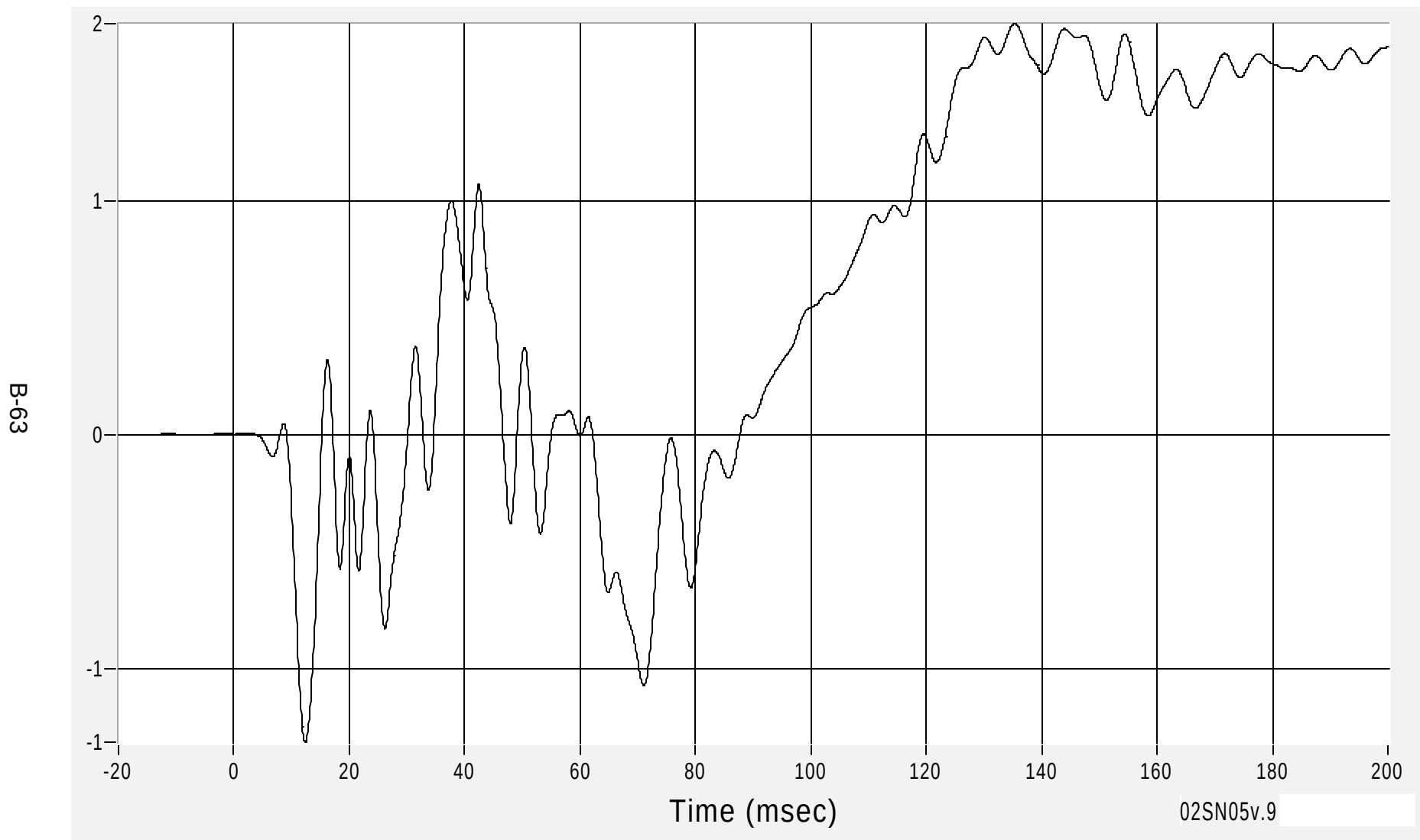
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Rear Floorpan Above Axle (Z) Velocity

Max 1.8 km/h at 135.3 msec

Velocity (km/h) CFC180

Min -1.3 km/h at 12.4 msec



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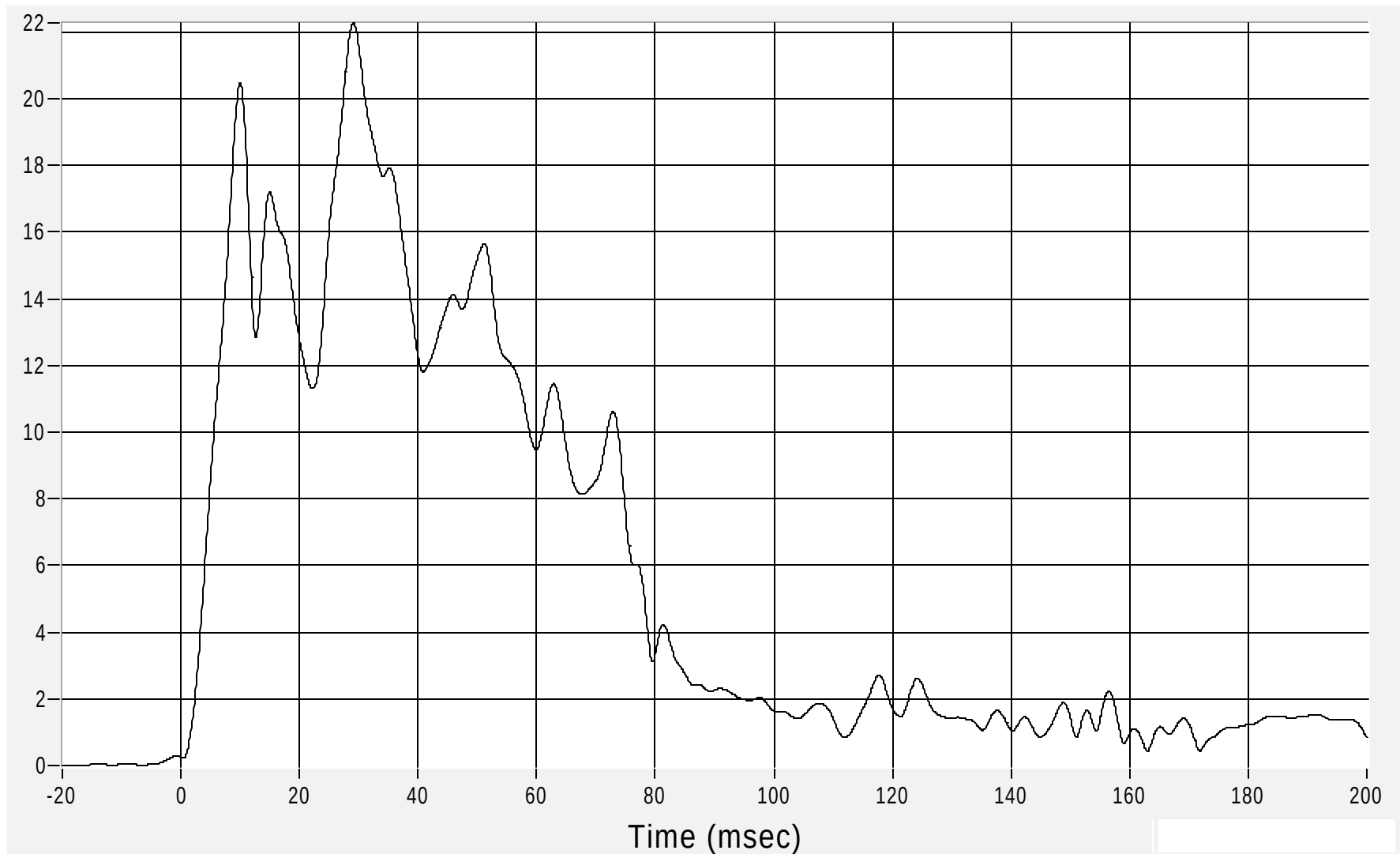
Rear Floorpan Above Axle Resultant Acceleration

Max 22.3 G's at 29.0 msec

Min 0.2 G's at 0.4 msec

Acceleration (G's) CFC60

B-64



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3 April 2002

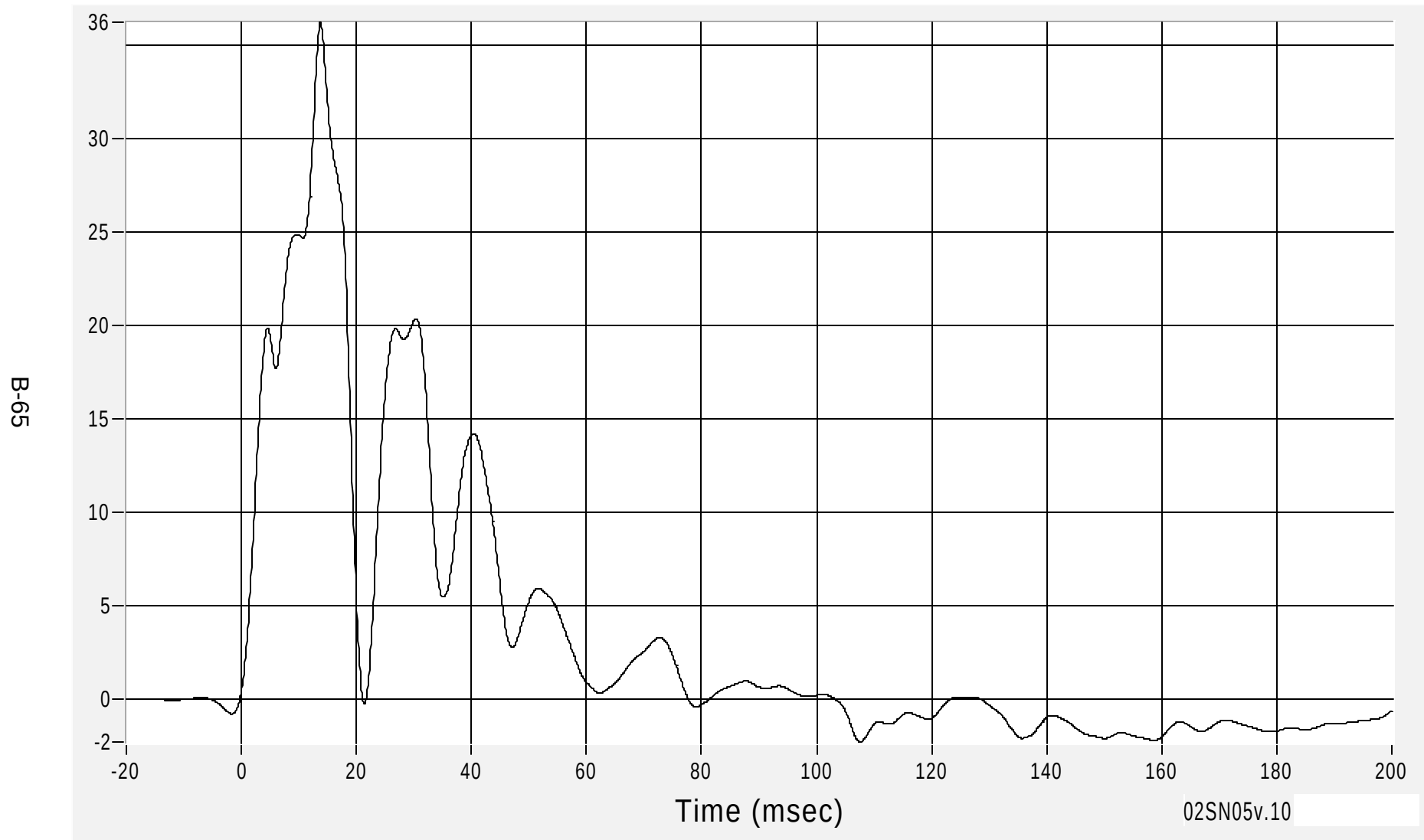
Medical College of Wisconsin
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Left Side Sill at Rear Seat (Y) Acceleration

Max 36.3 G's at 13.7 msec

Acceleration (G's) CFC60

Min -2.3 G's at 107.6 msec



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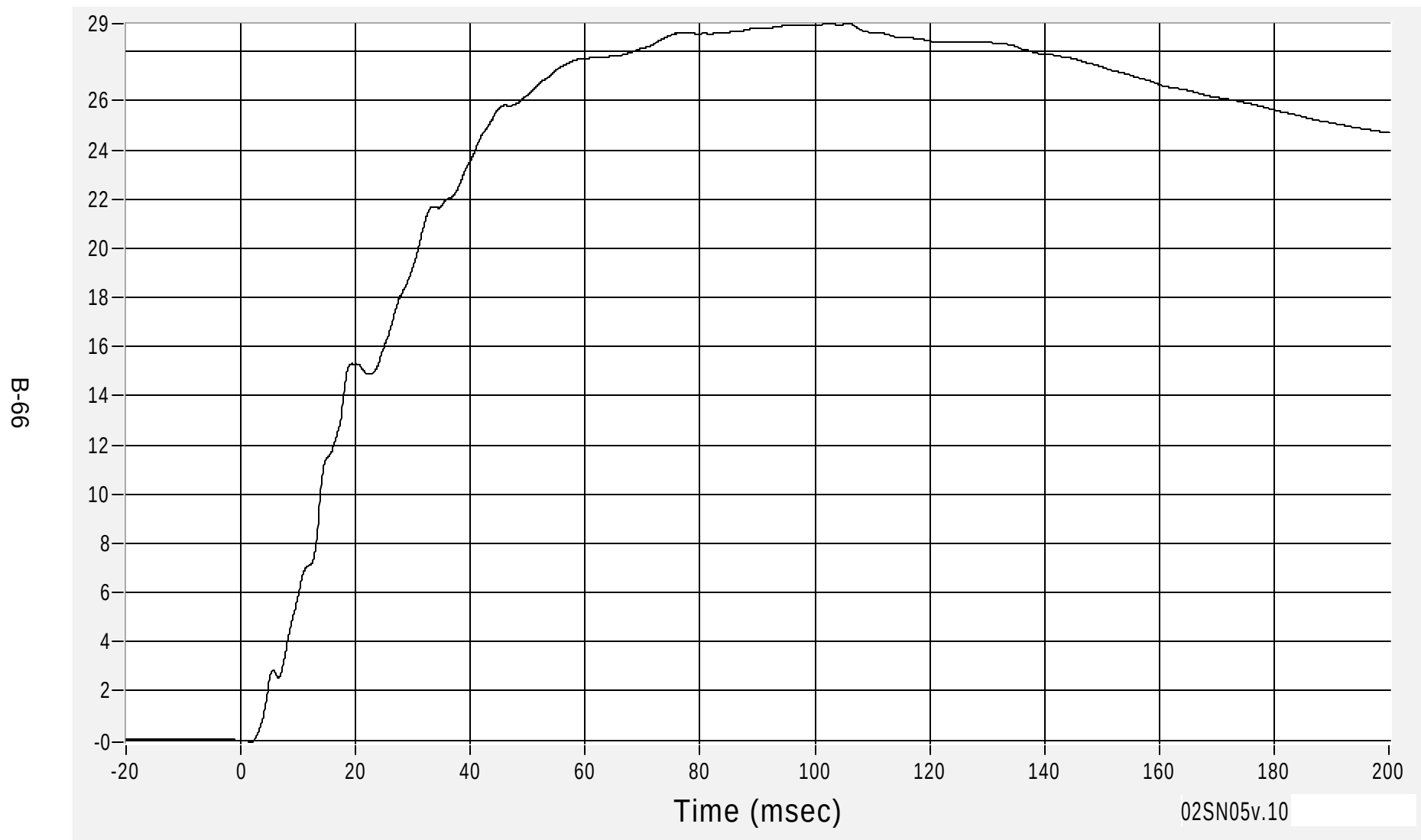
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Left Side Sill at Rear Seat (Y) Velocity

Max 29.1 km/h at 105.8 msec

Min 0.0 km/h at 1.8 msec

Velocity (km/h) CFC180



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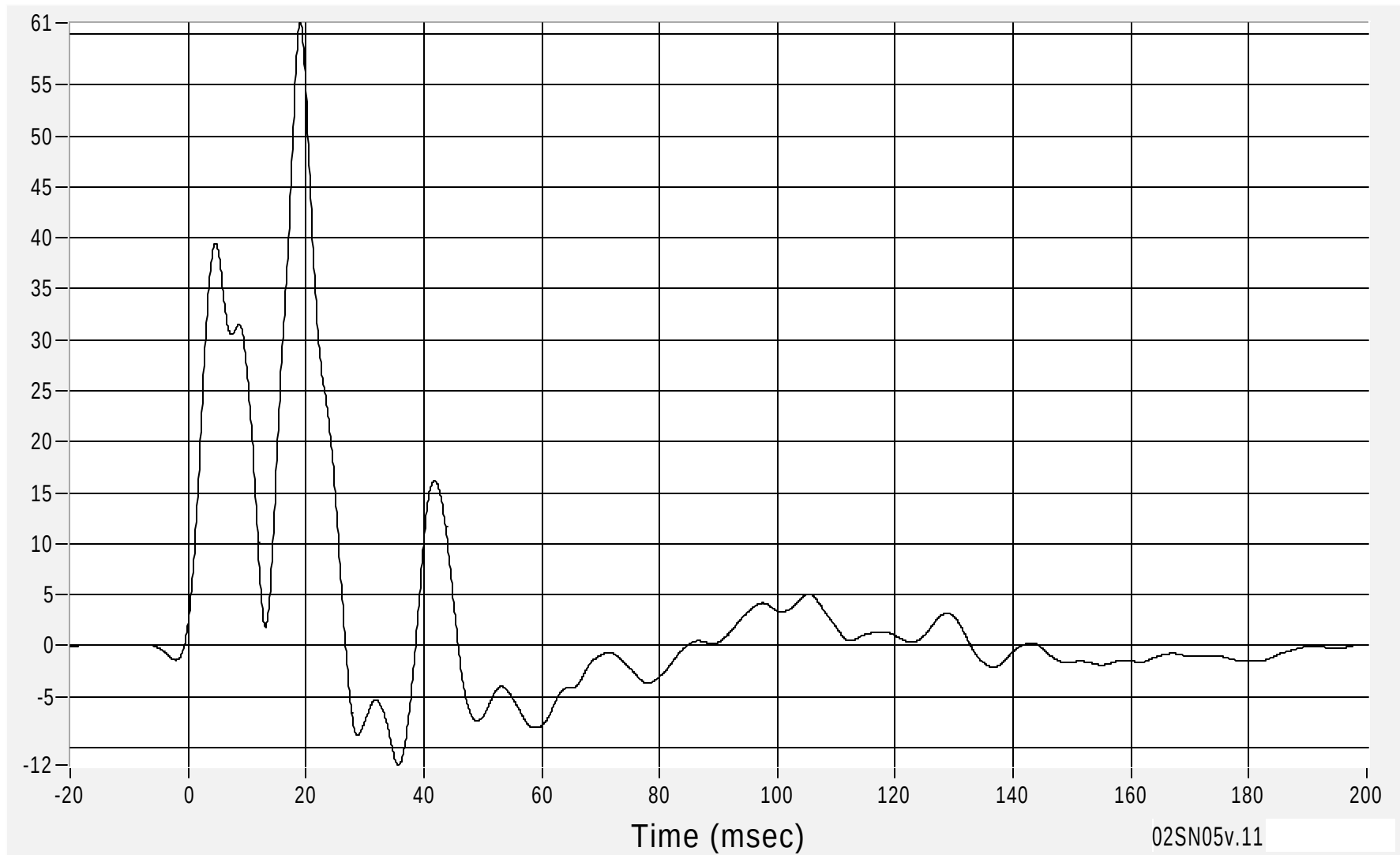
Left Side Sill at Front Seat (Y) Acceleration

Max 61.1 G's at 19.0 msec

Acceleration (G's) CFC60

Min -11.7 G's at 35.7 msec

B-67



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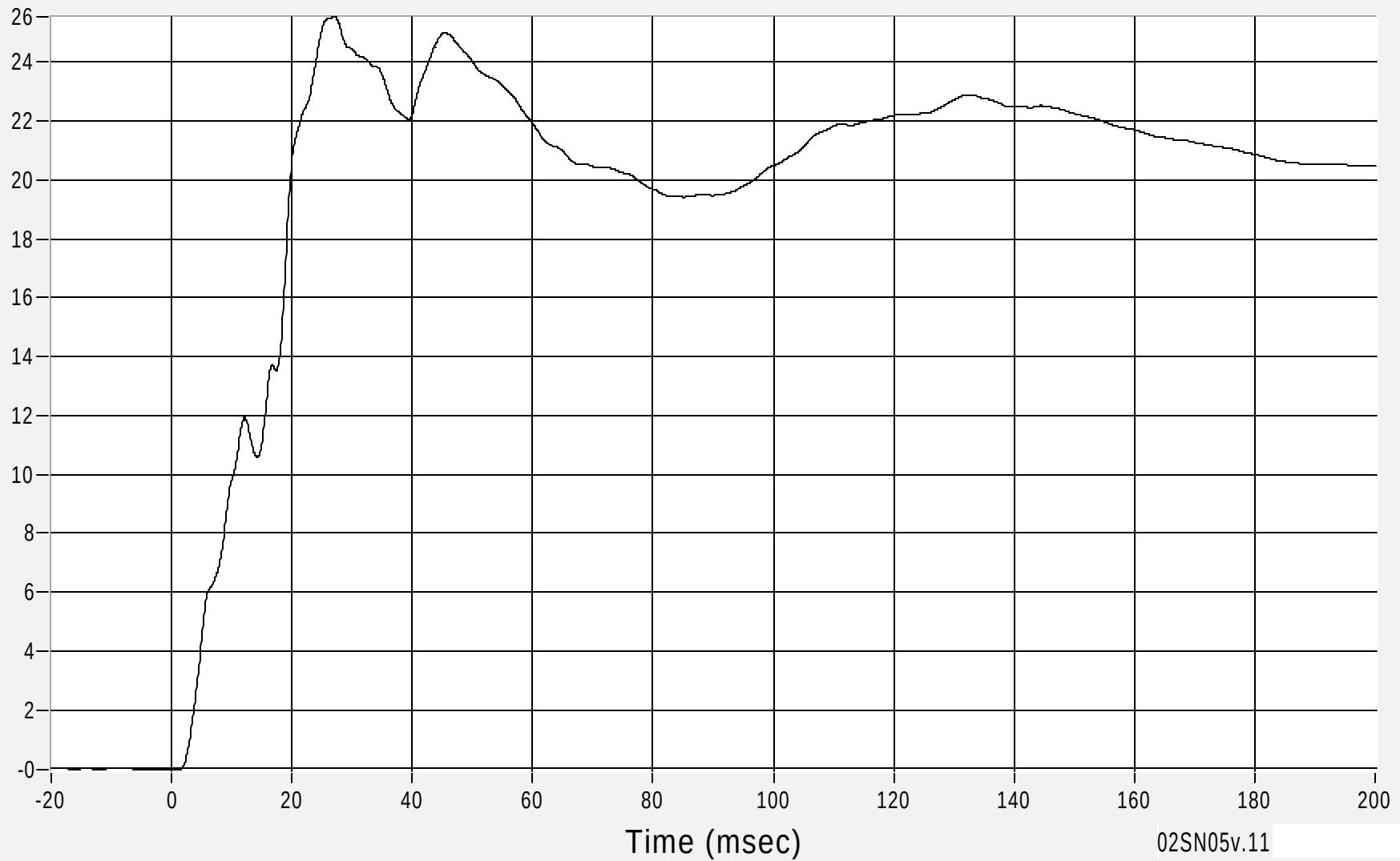
Left Side Sill at Front Seat (Y) Velocity

Max 25.5 km/h at 27.0 msec

Min 0.0 km/h at 1.2 msec

Velocity (km/h) CFC180

B-68



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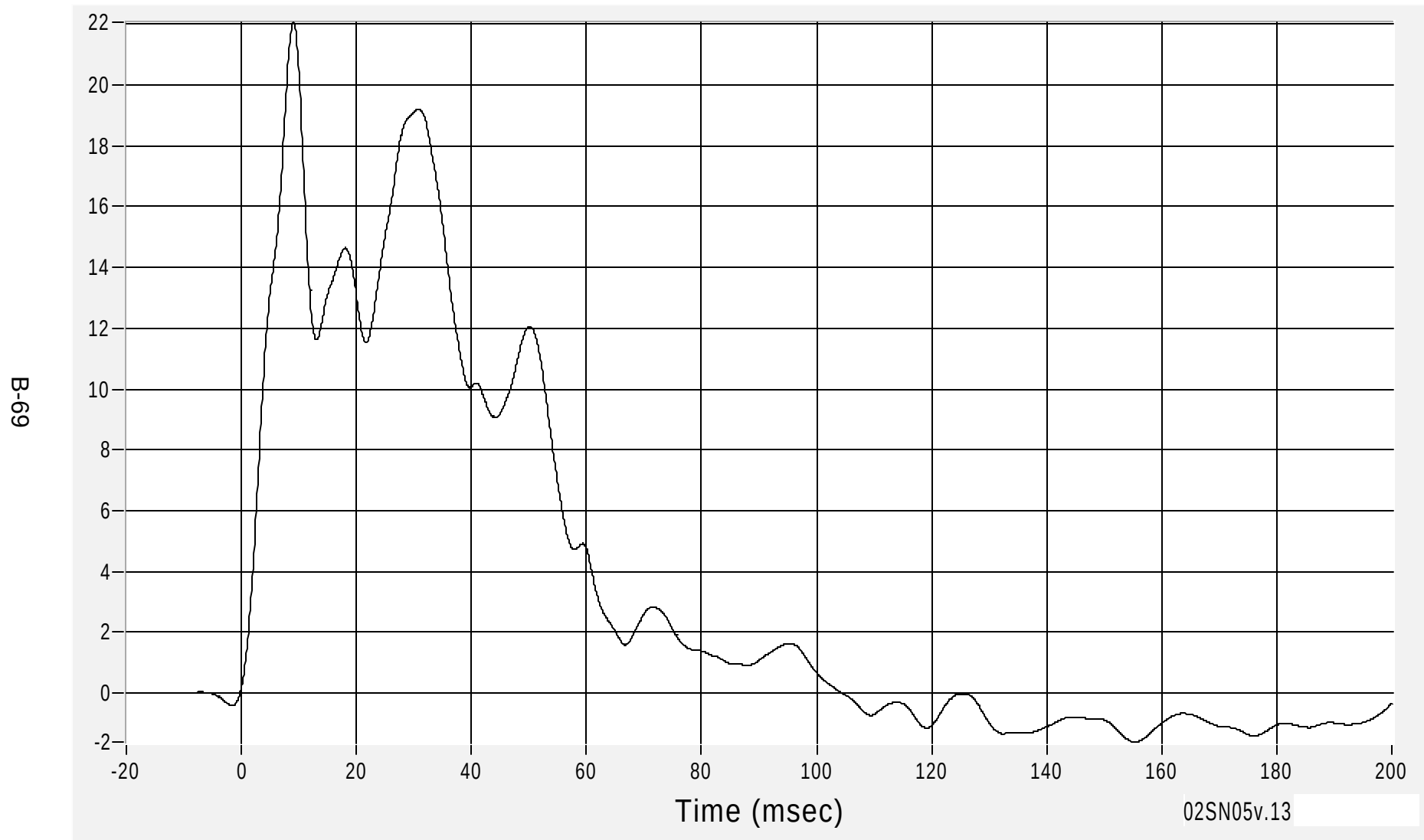
Medical College of Wisconsin
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Right Rear Occupant Compartment (Y) Acceleration

Max 22.1 G's at 9.0 msec

Acceleration (G's) CFC60

Min -1.6 G's at 155.4 msec



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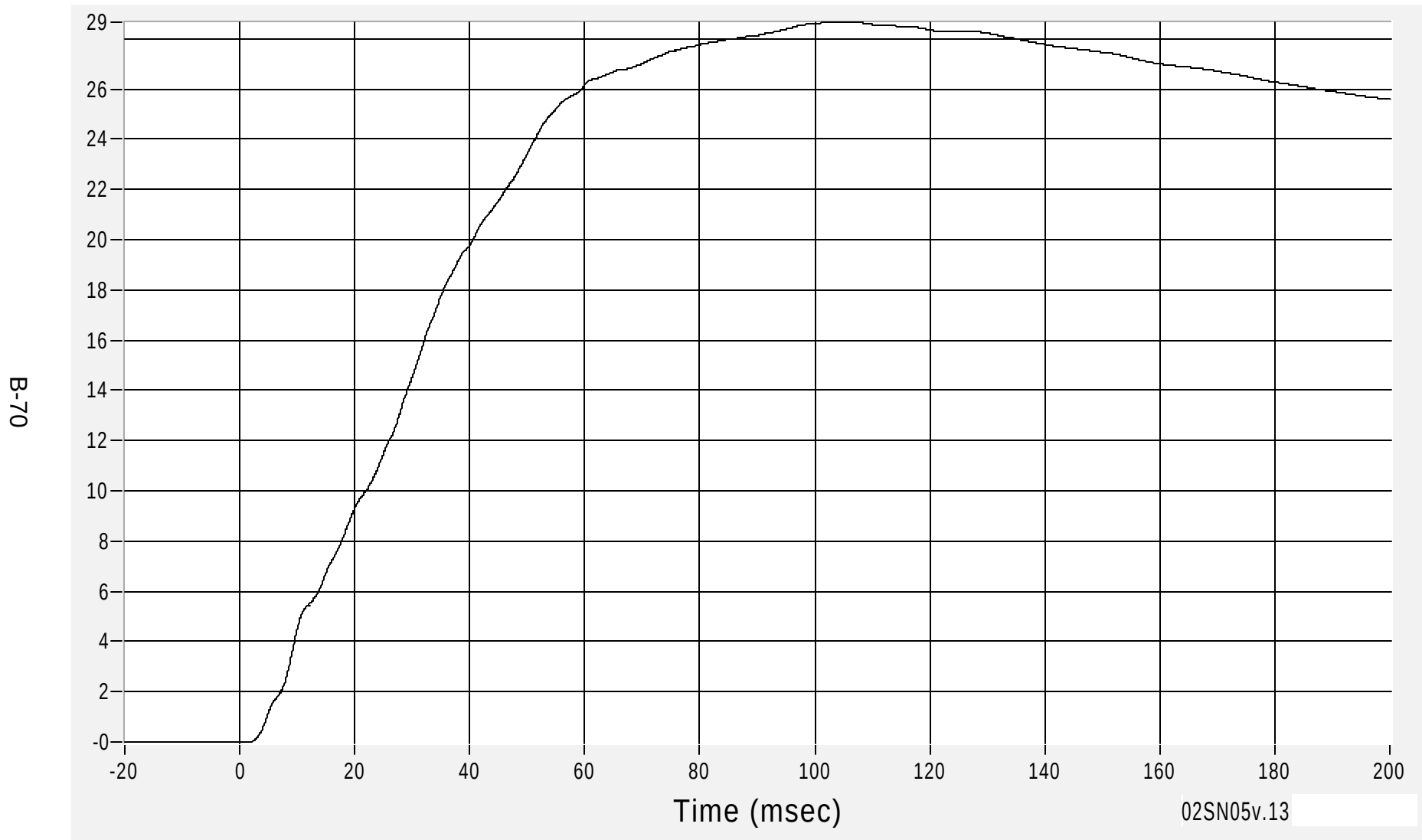
Medical College of Wisconsin
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Right Rear Occupant Compartment (Y) Velocity

Max 28.7 km/h at 103.3 msec

Min 0.0 km/h at 1.1 msec

Velocity (km/h) CFC180



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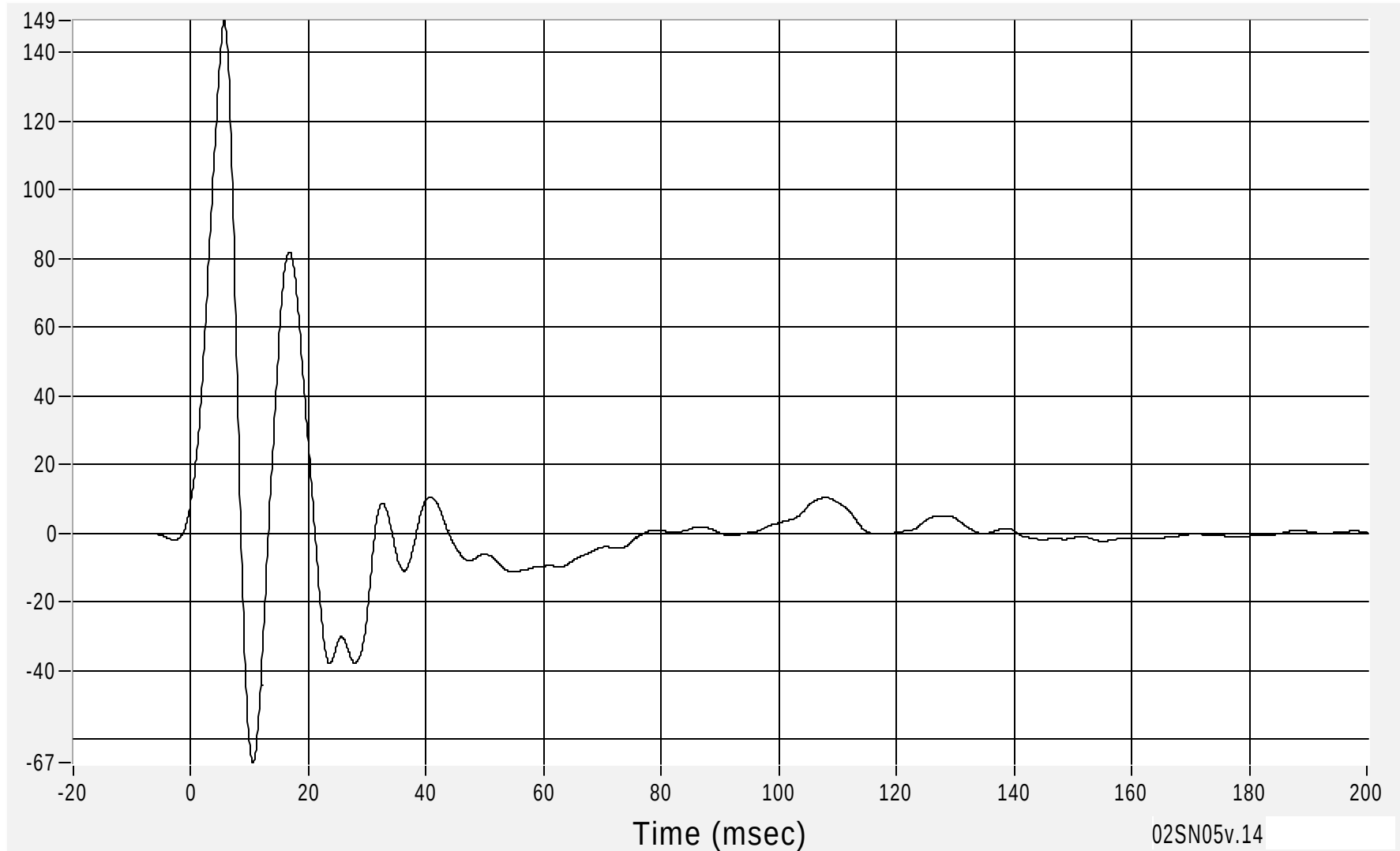
Mid-Rear of Left Front Door (Y) Acceleration

Max 149.3 G's at 5.7 msec

Acceleration (G's) CFC60

Min -66.7 G's at 10.6 msec

B-71



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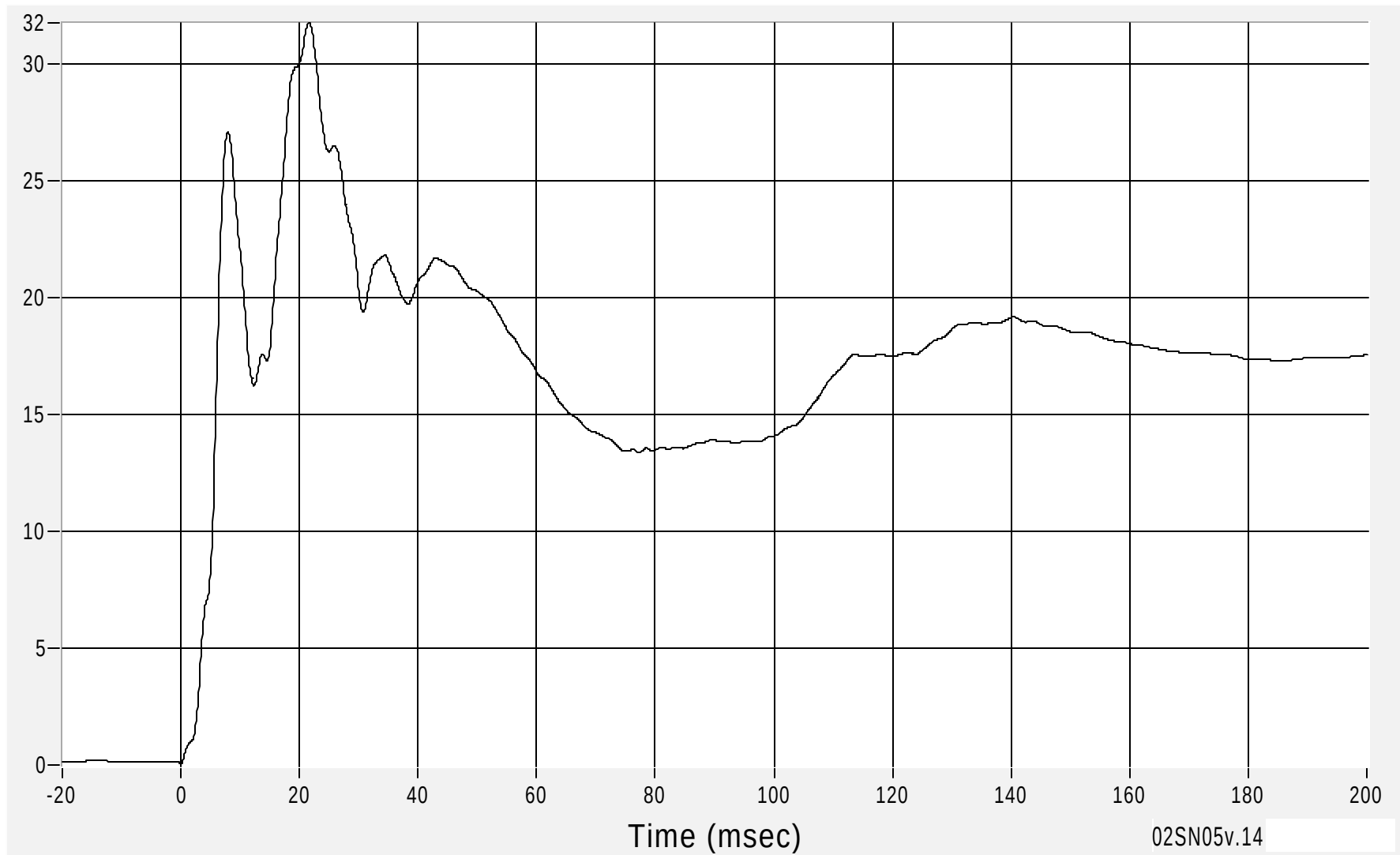
Mid-Rear of Left Front Door (Y) Velocity

Max 31.8 km/h at 21.6 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec

B-72



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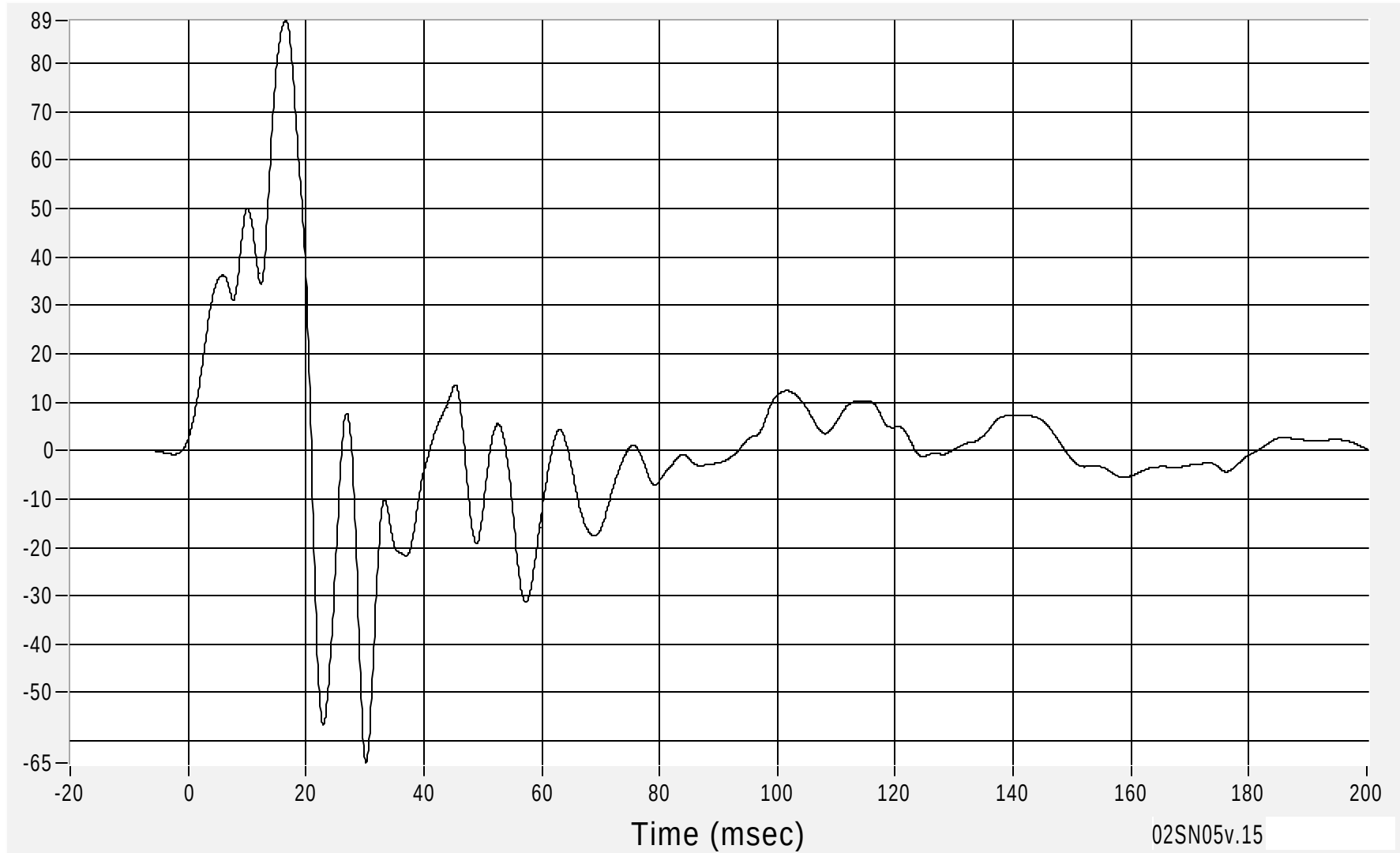
Left Front Door Upper Centerline (Y) Acceleration

Max 88.8 G's at 16.6 msec

Min -64.5 G's at 30.2 msec

Acceleration (G's) CFC60

B-73



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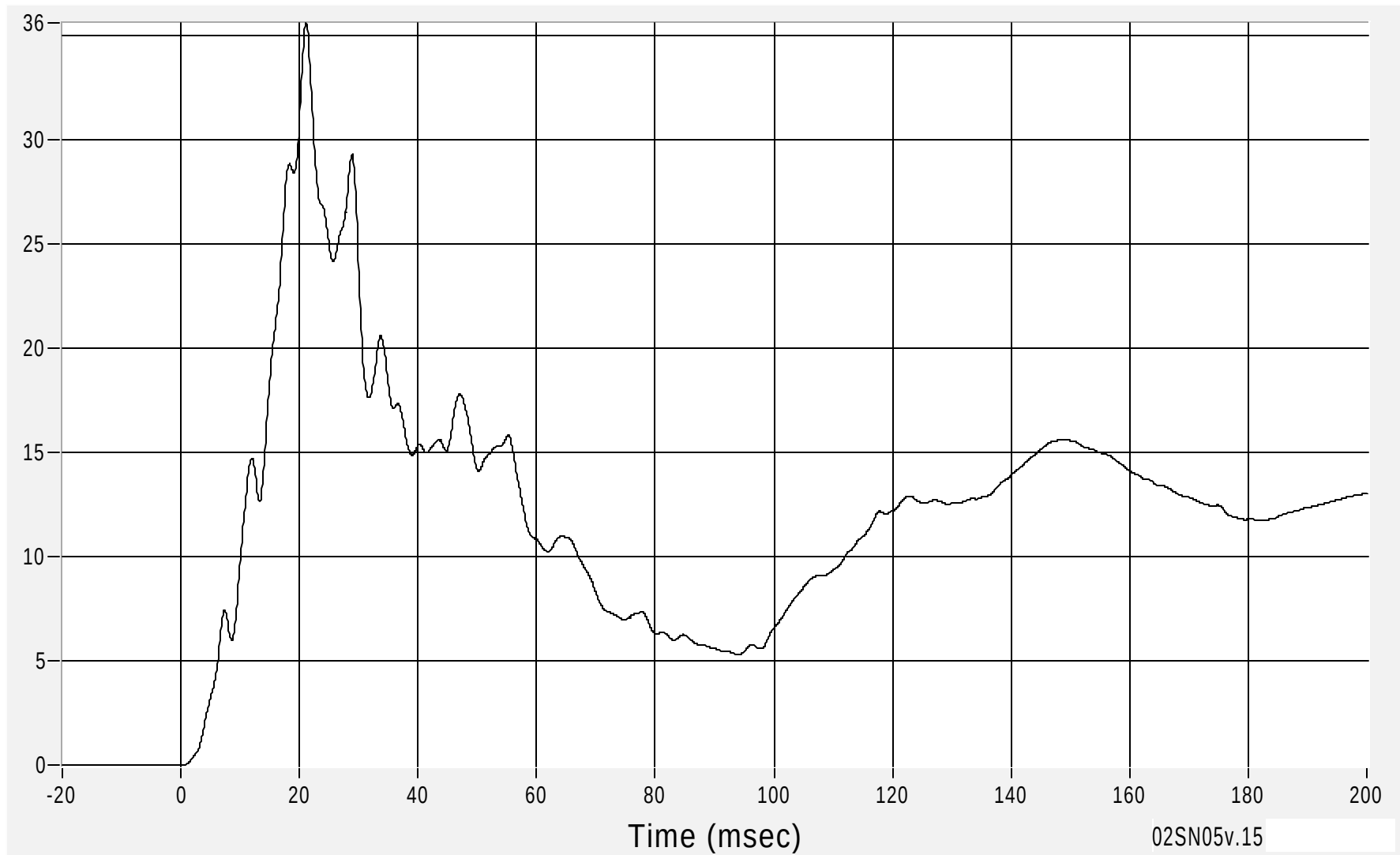
Left Front Door Upper Centerline (Y) Velocity

Max 35.6 km/h at 21.1 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec

B-74



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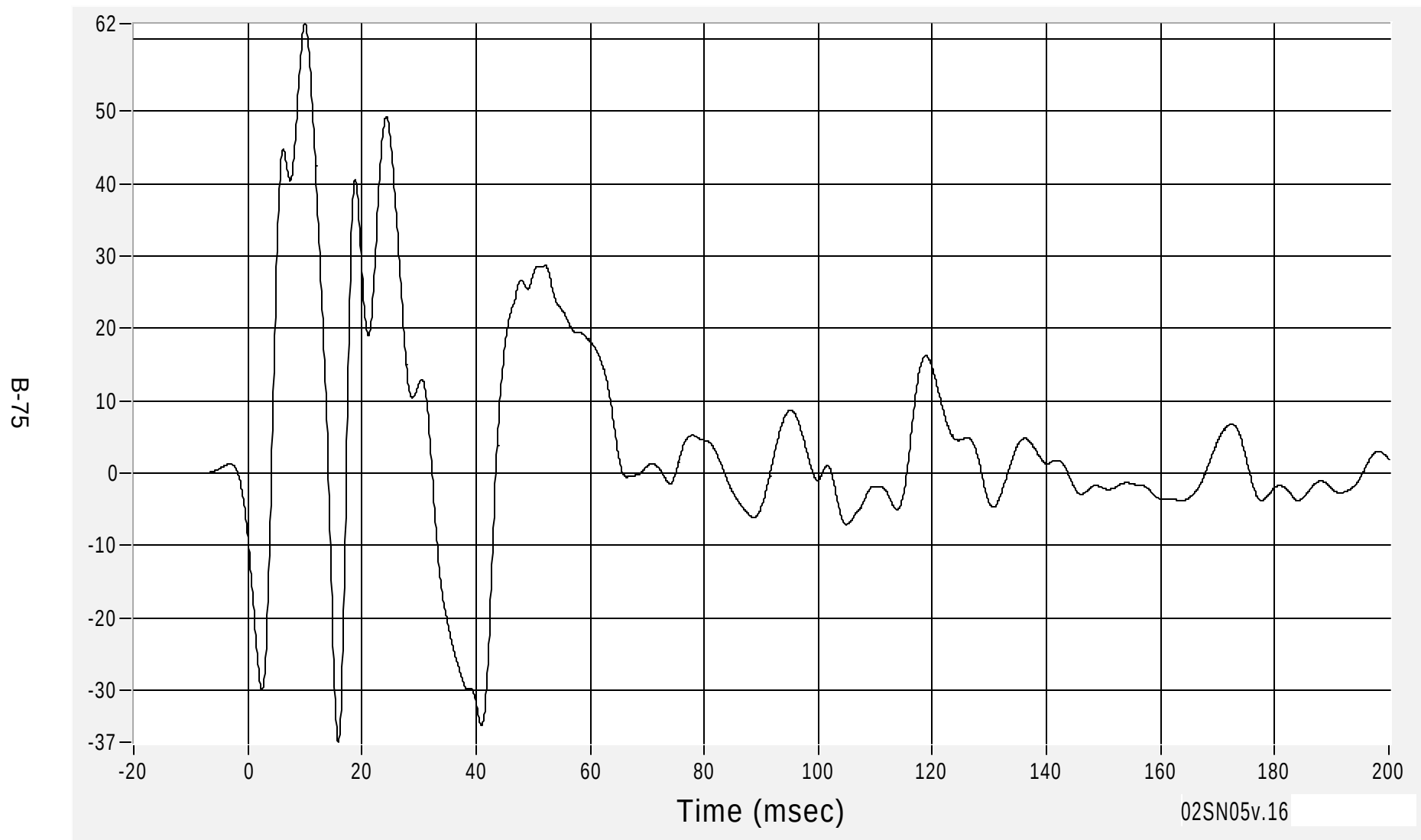
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Mid-Rear of Left Rear Door (Y) Acceleration

Max 62.1 G's at 10.0 msec

Acceleration (G's) CFC60

Min -37.2 G's at 15.8 msec



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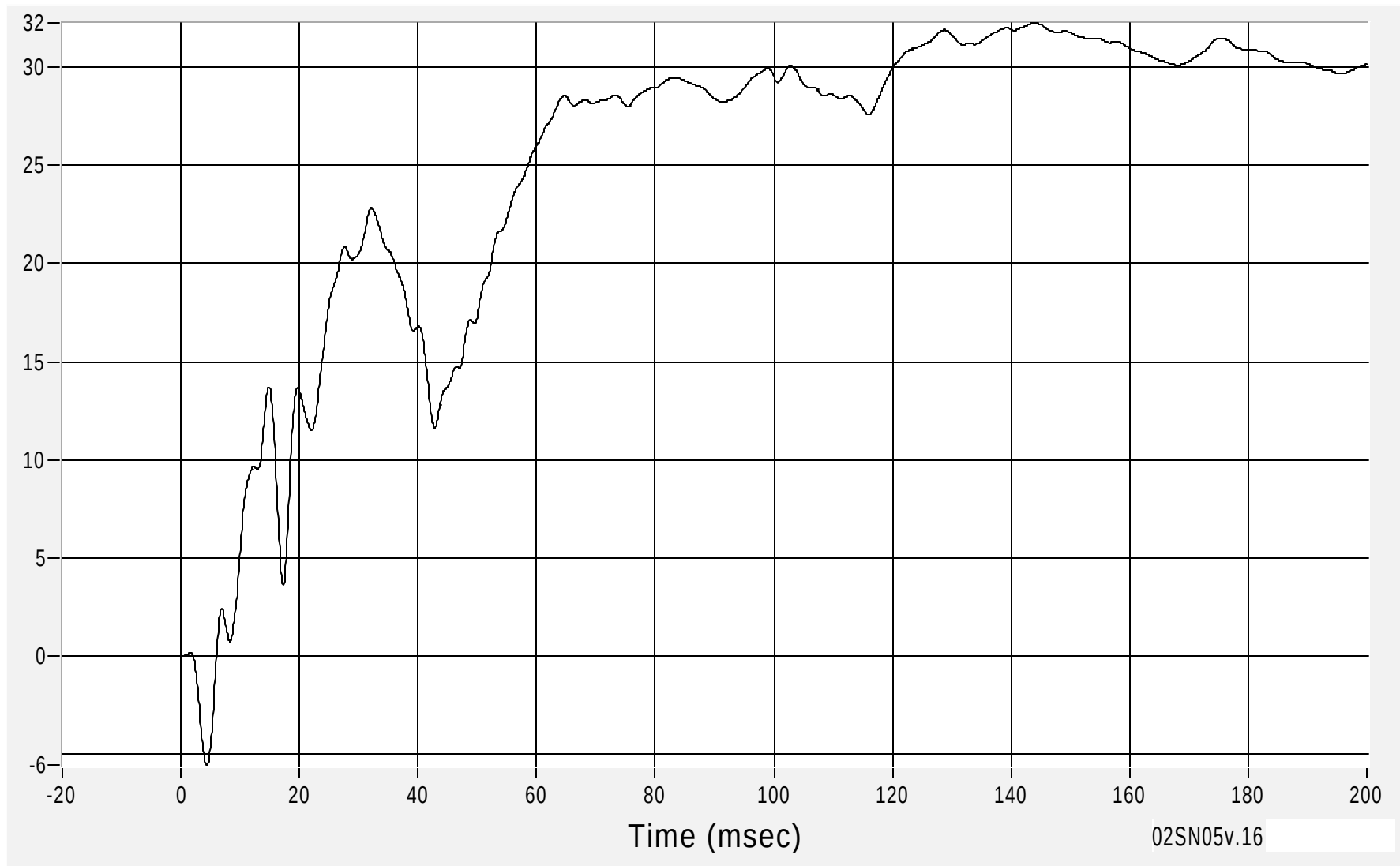
Mid-Rear of Left Rear Door (Y) Velocity

Max 32.3 km/h at 143.8 msec

Velocity (km/h) CFC180

Min -5.6 km/h at 4.4 msec

B-76



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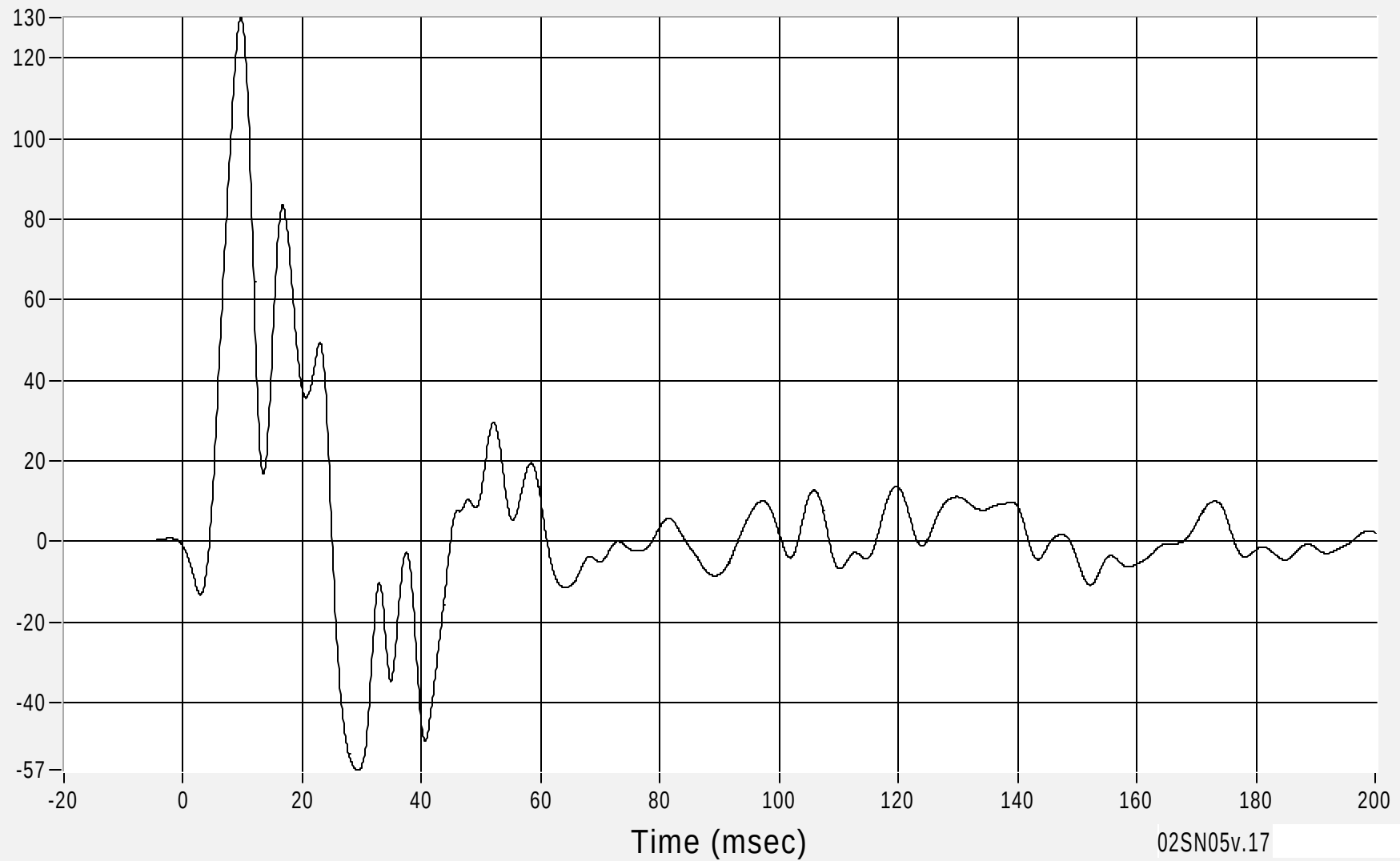
Left Rear Door Upper Centerline (Y) Acceleration

Max 130.0 G's at 9.7 msec

Min -56.7 G's at 29.3 msec

Acceleration (G's) CFC60

B-77



02SN05v.17

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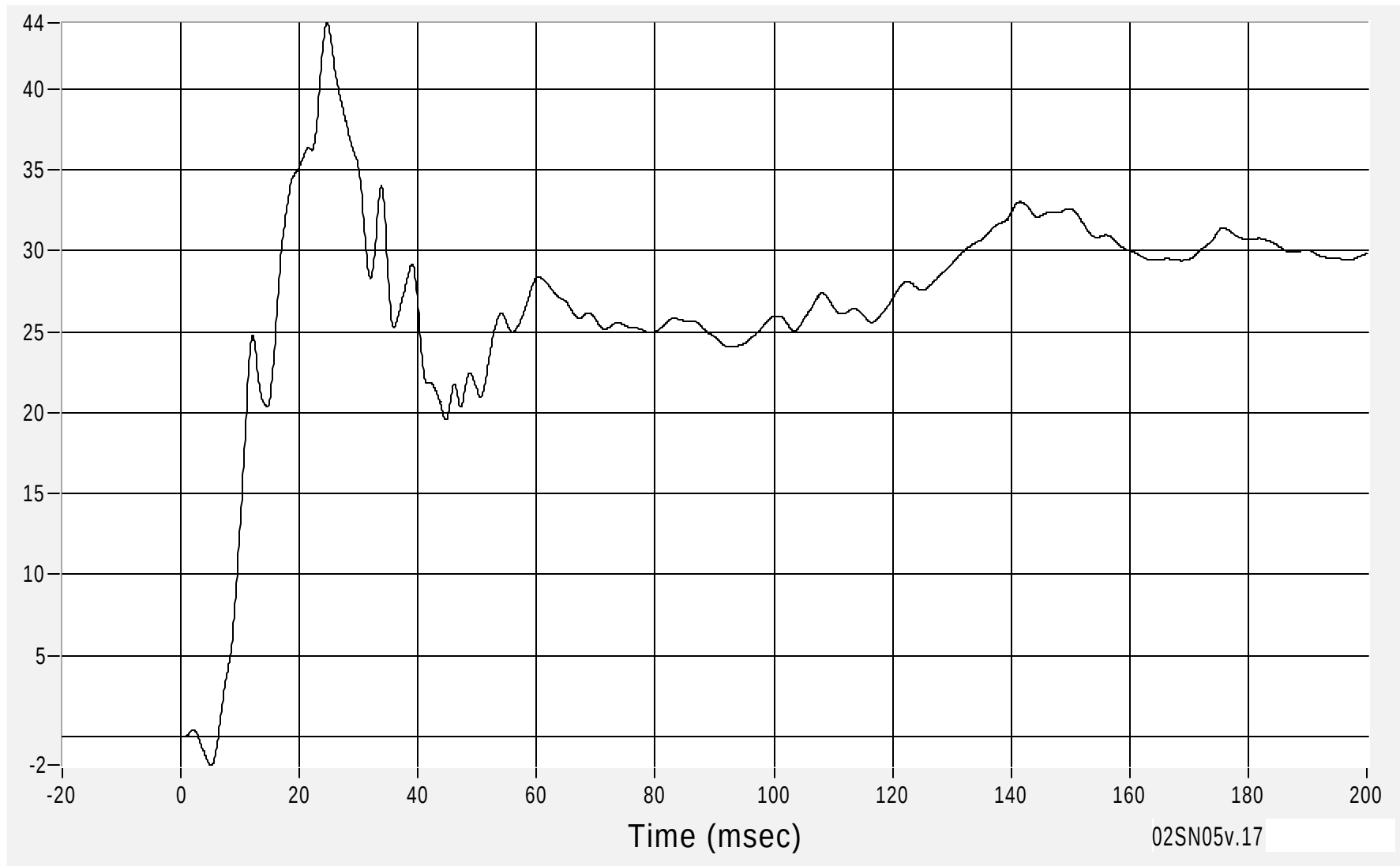
Left Rear Door Upper Centerline (Y) Velocity

Max 44.1 km/h at 24.6 msec

Min -1.8 km/h at 5.0 msec

Velocity (km/h) CFC180

B-78



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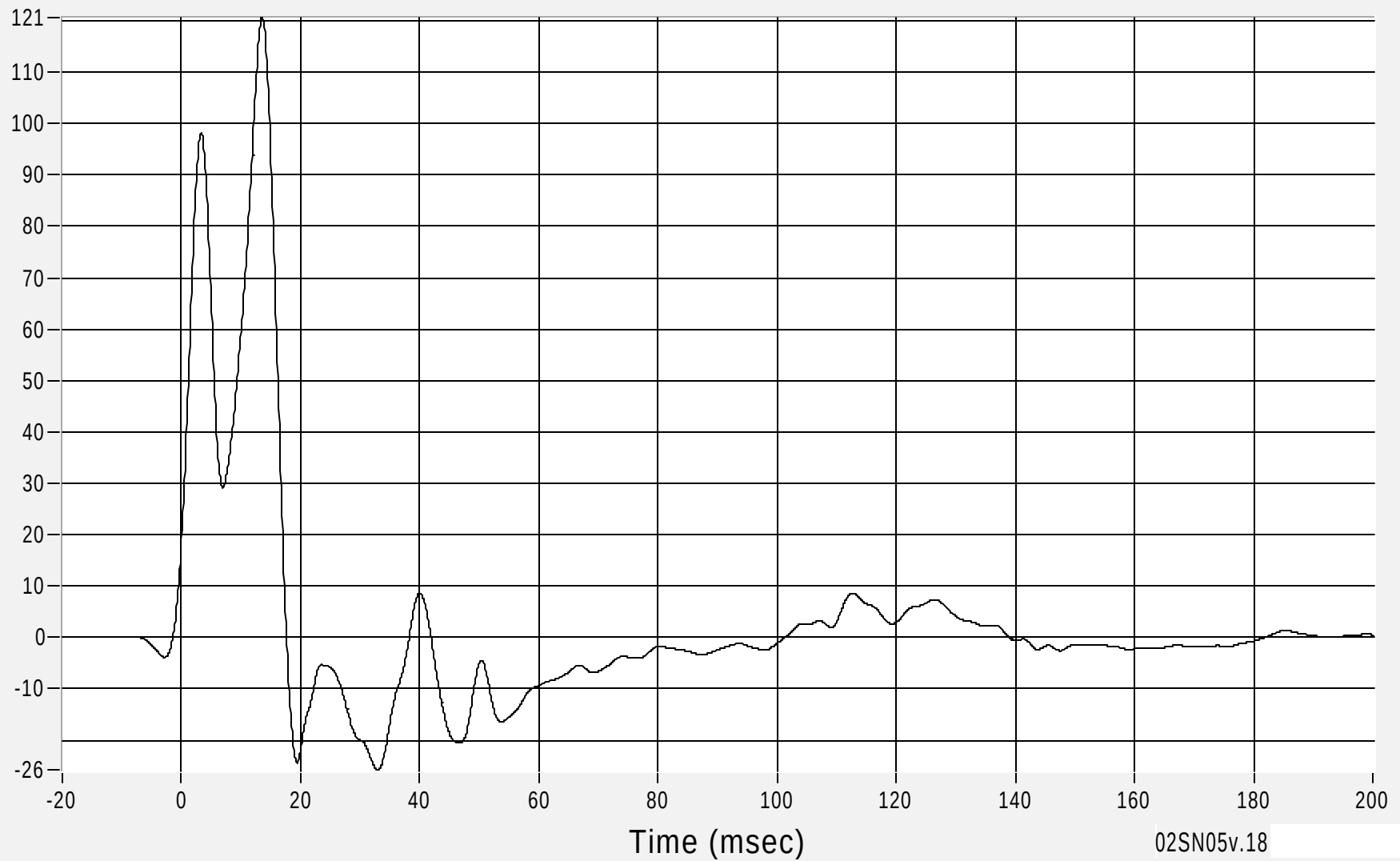
Left Lower B-Pillar (Y) Acceleration

Max 120.6 G's at 13.5 msec

Acceleration (G's) CFC60

Min -25.8 G's at 33.0 msec

B-79



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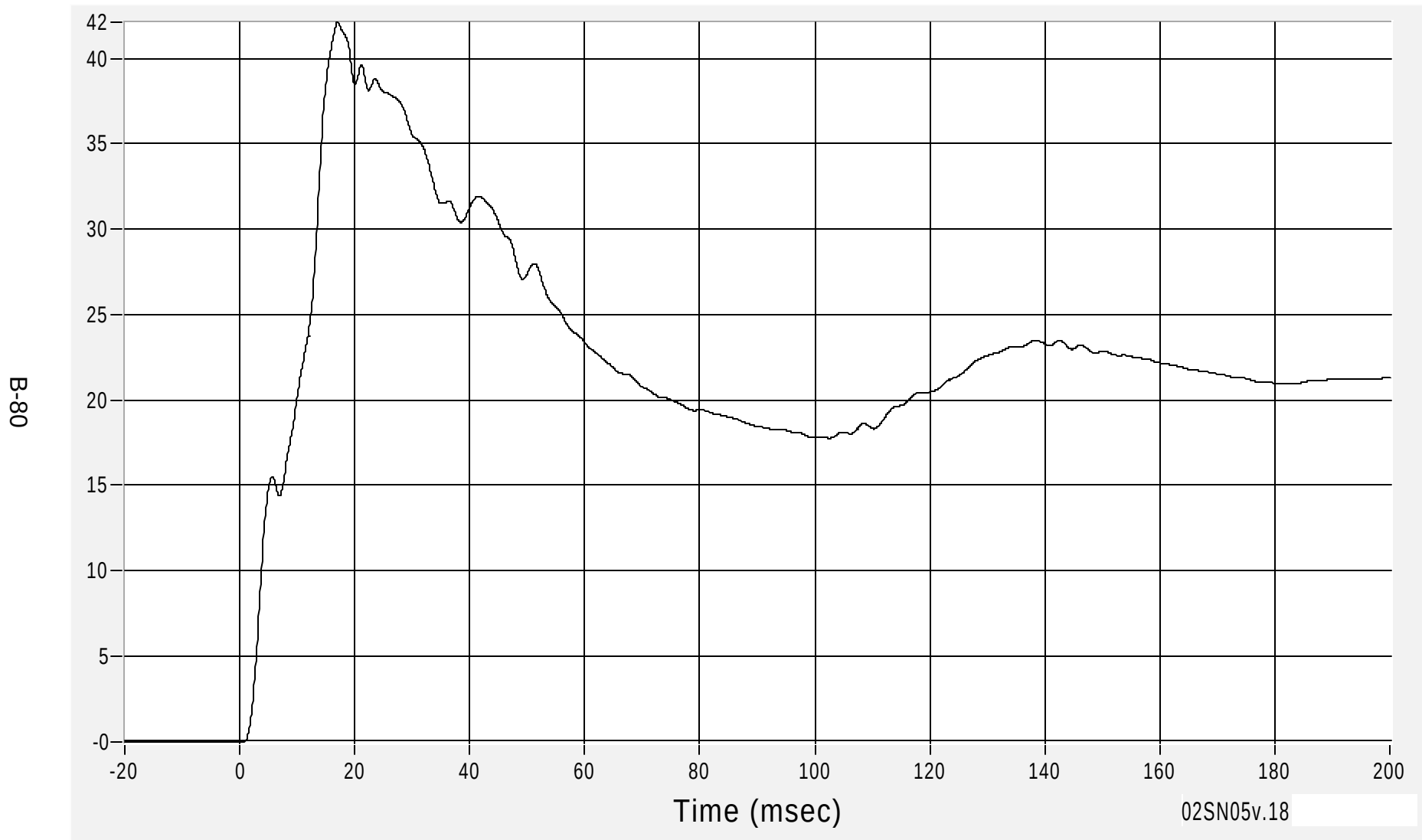
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Left Lower B-Pillar (Y) Velocity

Max 42.1 km/h at 17.0 msec

Min 0.0 km/h at 0.6 msec

Velocity (km/h) CFC180



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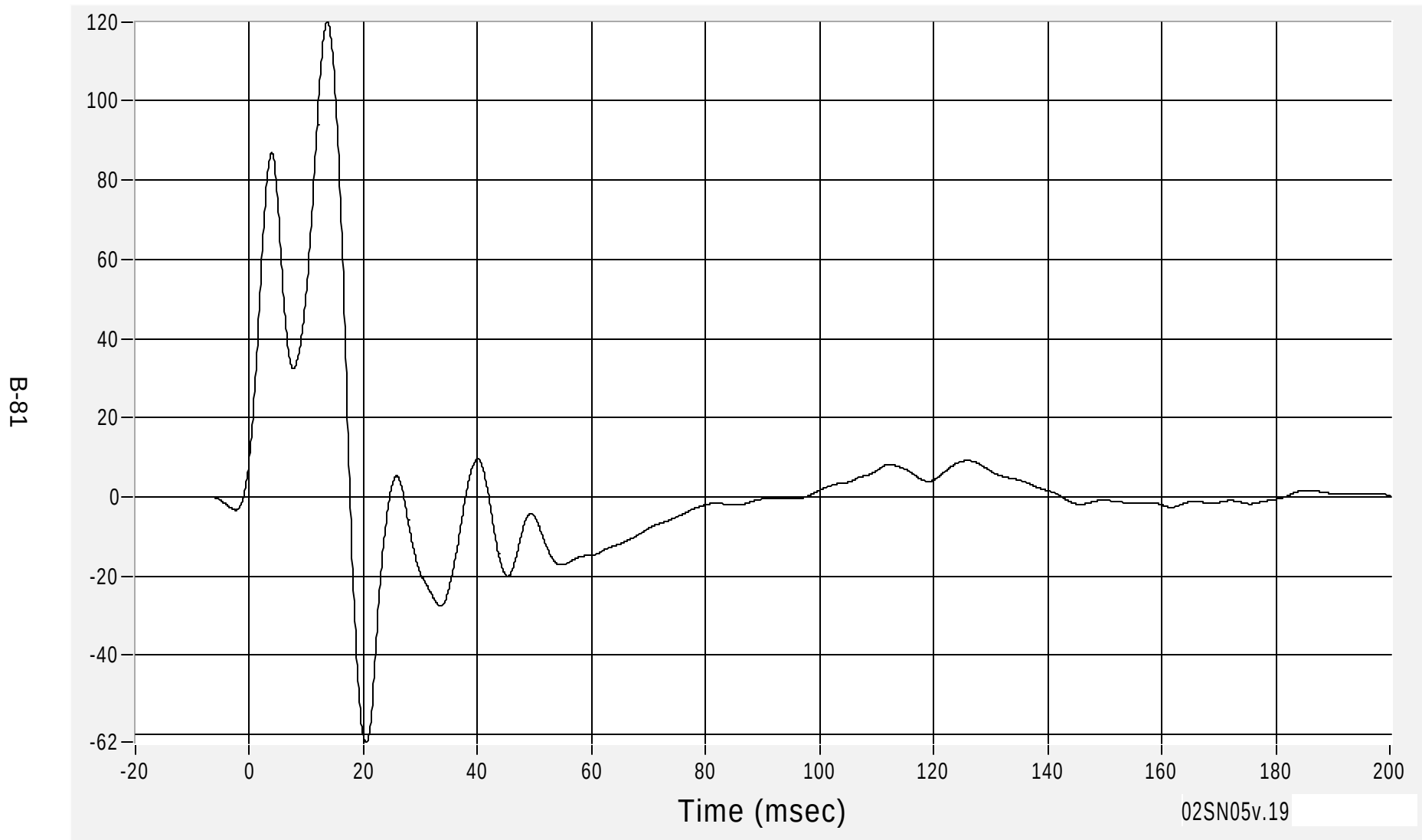
Medical College of Wisconsin
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Left Middle B-Pillar (Y) Acceleration

Max 119.9 G's at 13.7 msec

Acceleration (G's) CFC60

Min -61.8 G's at 20.5 msec



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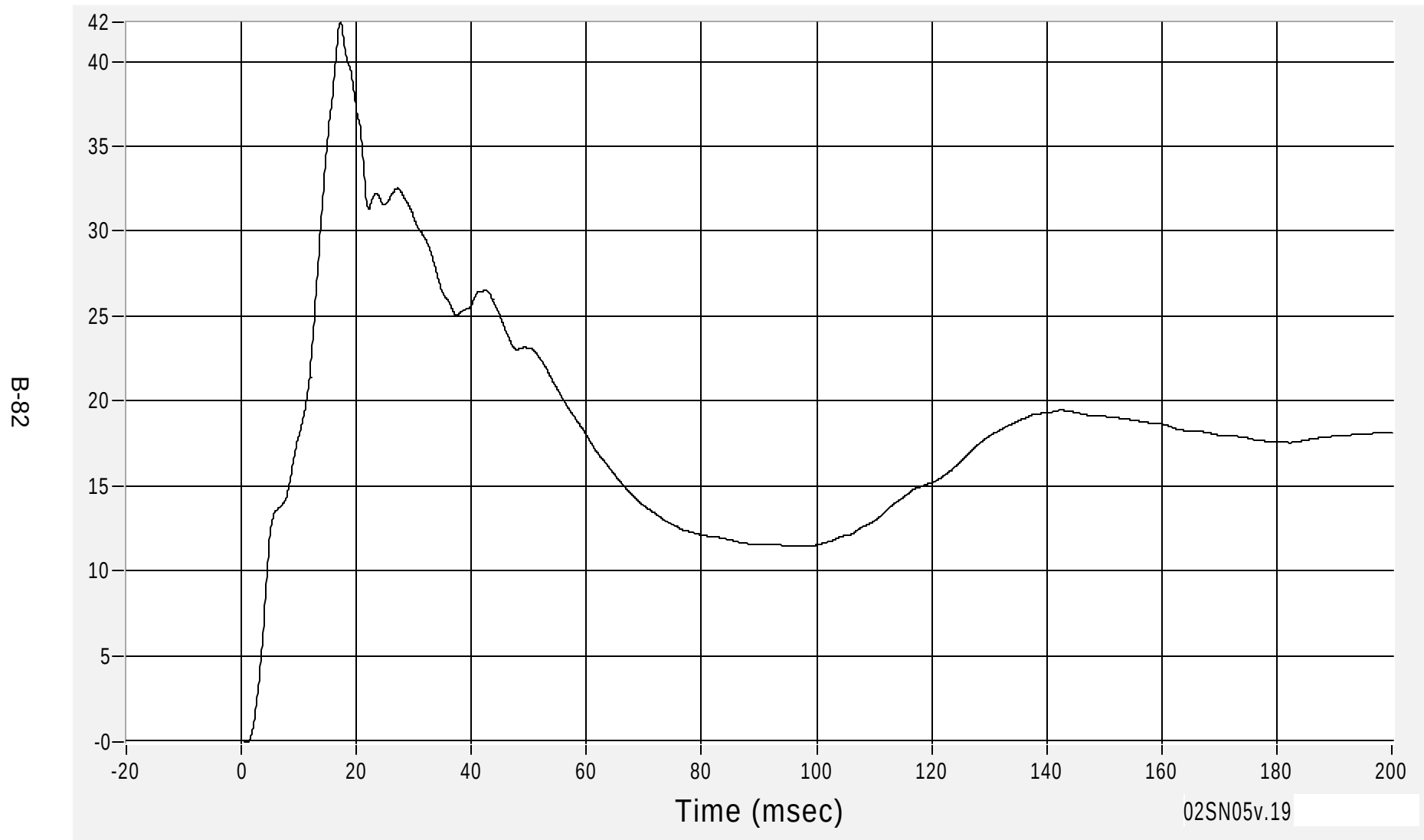
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Left Middle B-Pillar (Y) Velocity

Max 42.3 km/h at 17.2 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 1.0 msec



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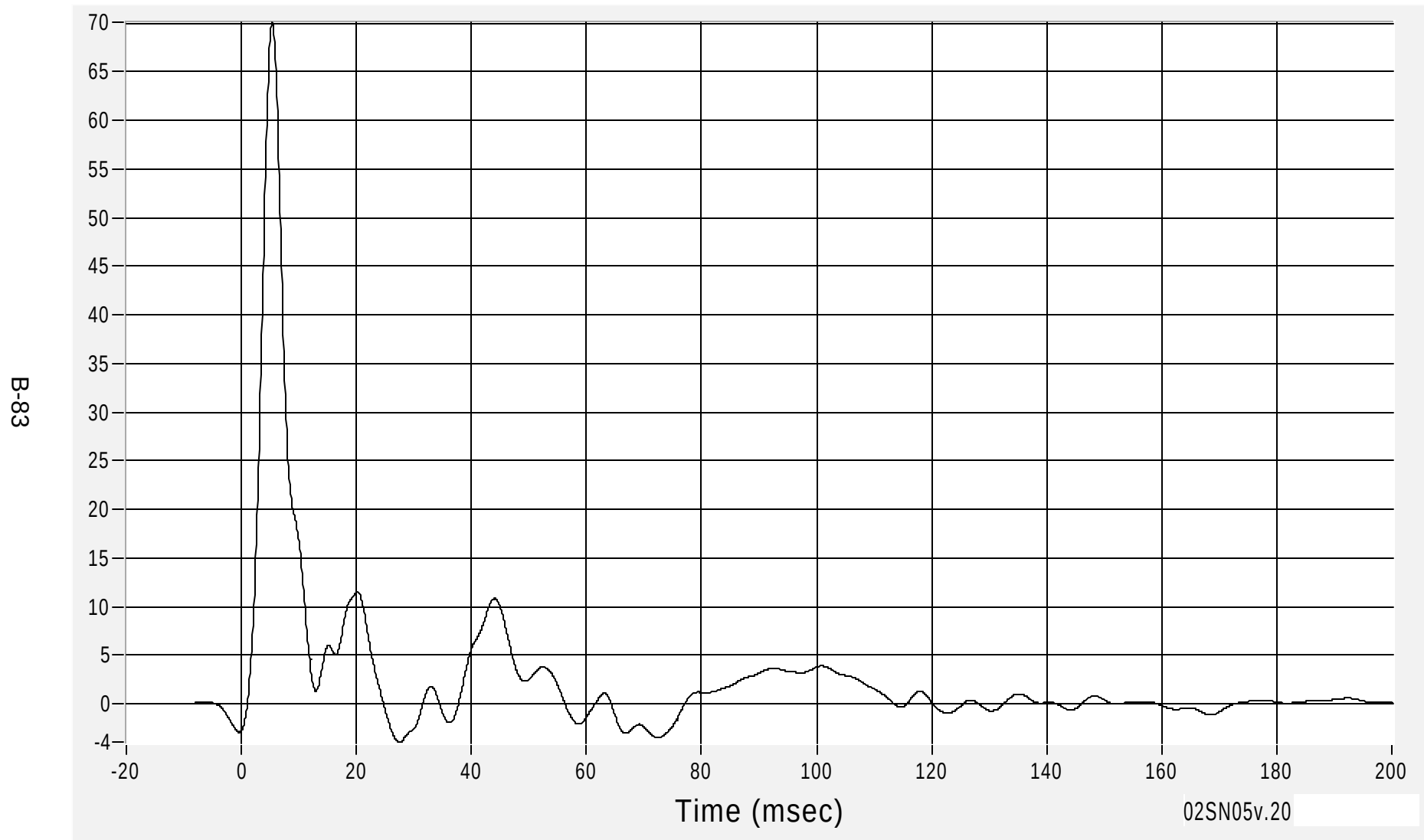
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Left Lower A-Pillar (Y) Acceleration

Max 70.1 G's at 5.4 msec

Min -3.9 G's at 27.5 msec

Acceleration (G's) CFC60



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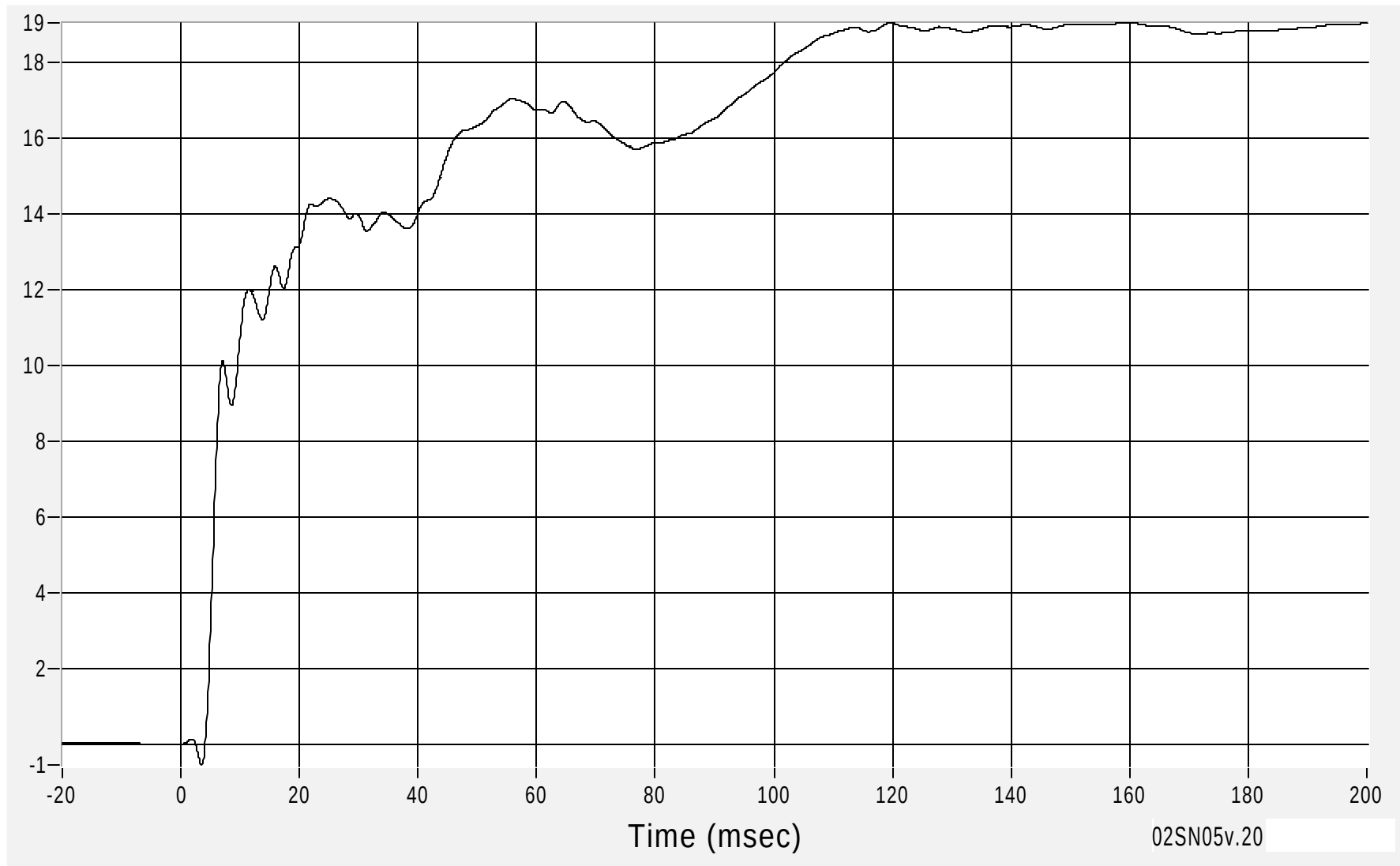
Left Lower A-Pillar (Y) Velocity

Max 19.0 km/h at 160.0 msec

Velocity (km/h) CFC180

Min -0.6 km/h at 3.4 msec

B-84



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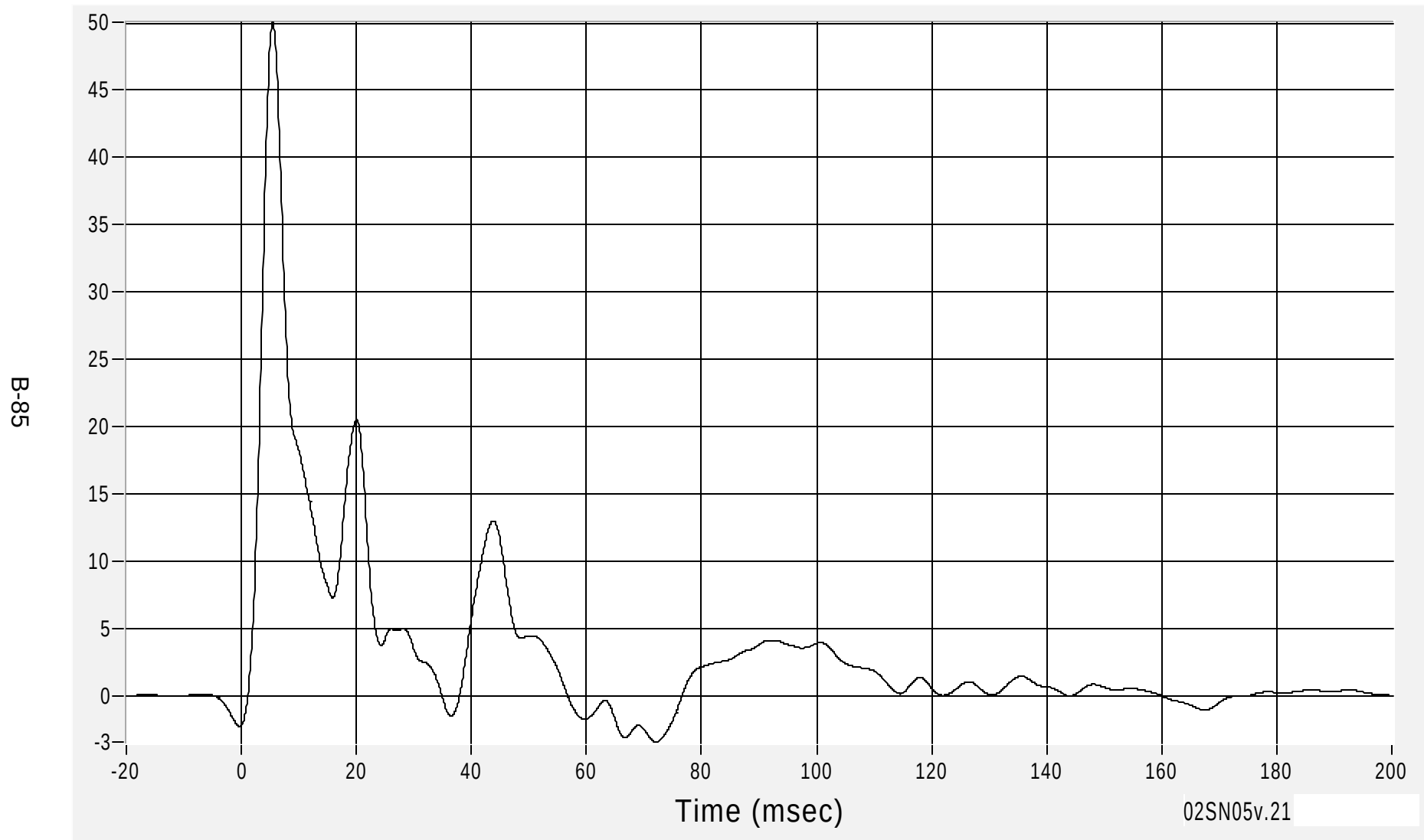
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Left Middle A-Pillar (Y) Acceleration

Max 50.1 G's at 5.4 msec

Acceleration (G's) CFC60

Min -3.5 G's at 72.1 msec



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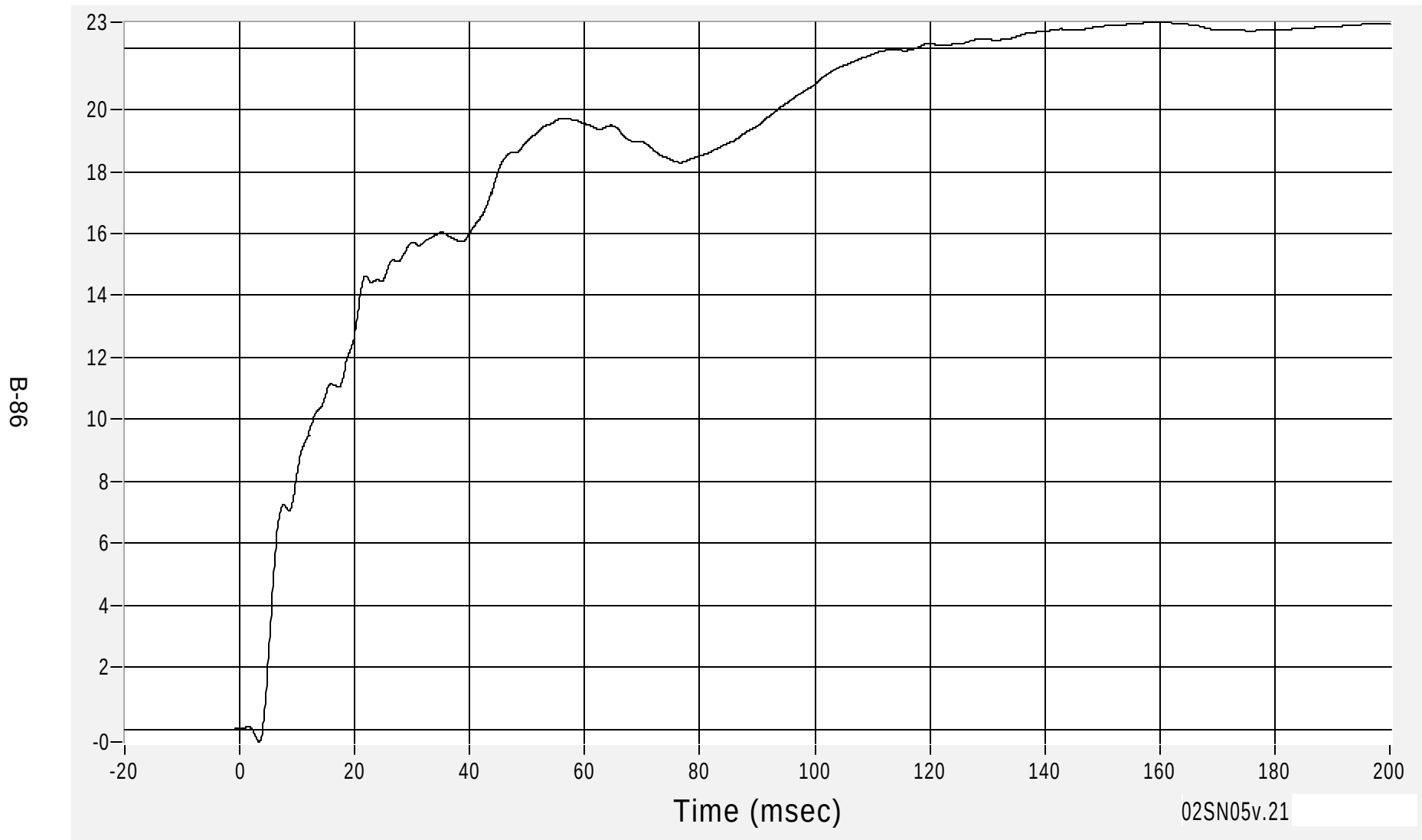
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Left Middle A-Pillar (Y) Velocity

Max 22.8 km/h at 160.2 msec

Min -0.4 km/h at 3.4 msec

Velocity (km/h) CFC180



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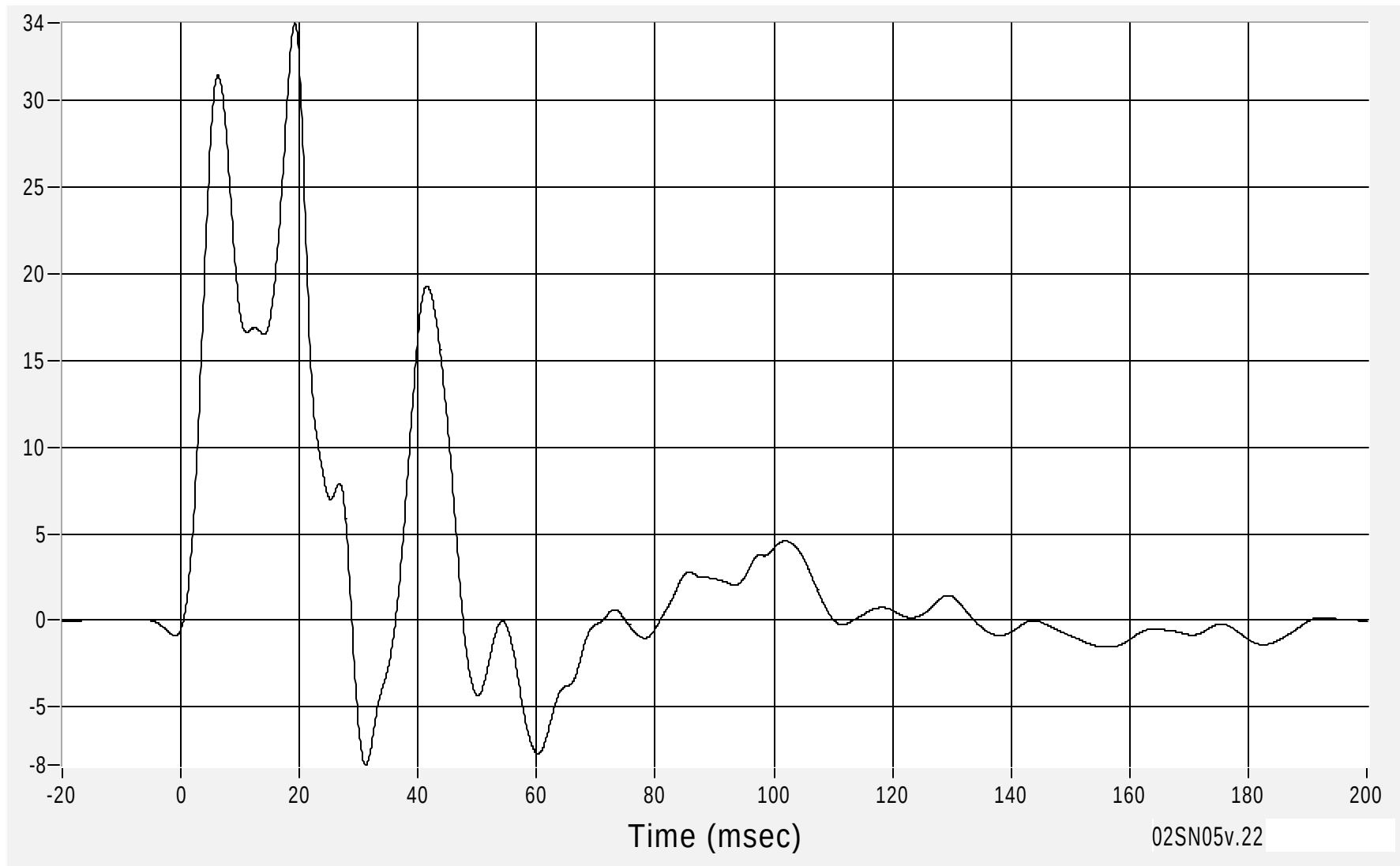
Front Seat Track (Y) Acceleration

Max 34.5 G's at 19.2 msec

Acceleration (G's) CFC60

Min -8.3 G's at 31.1 msec

B-87



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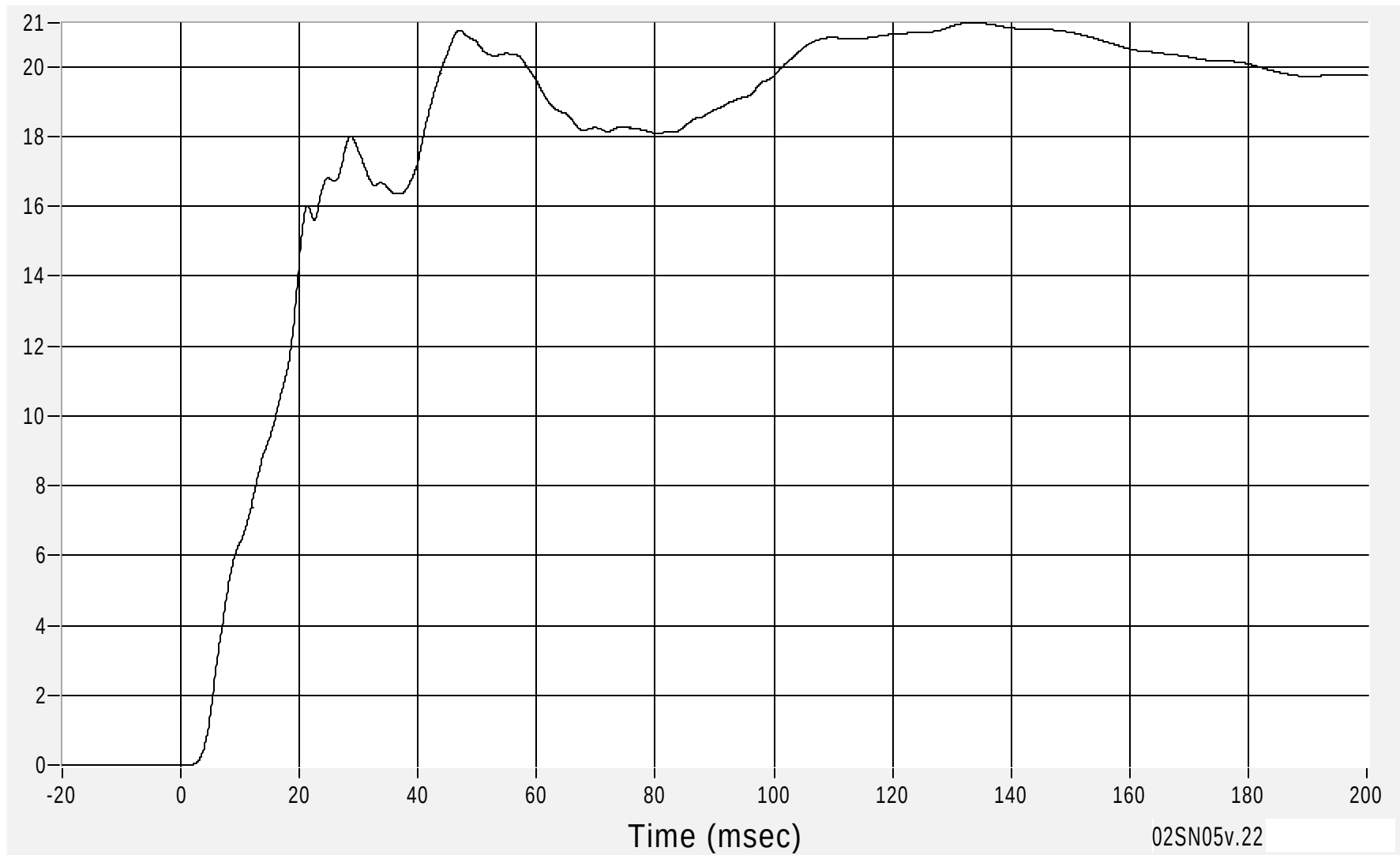
Front Seat Track (Y) Velocity

Max 21.3 km/h at 133.4 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec

B-88



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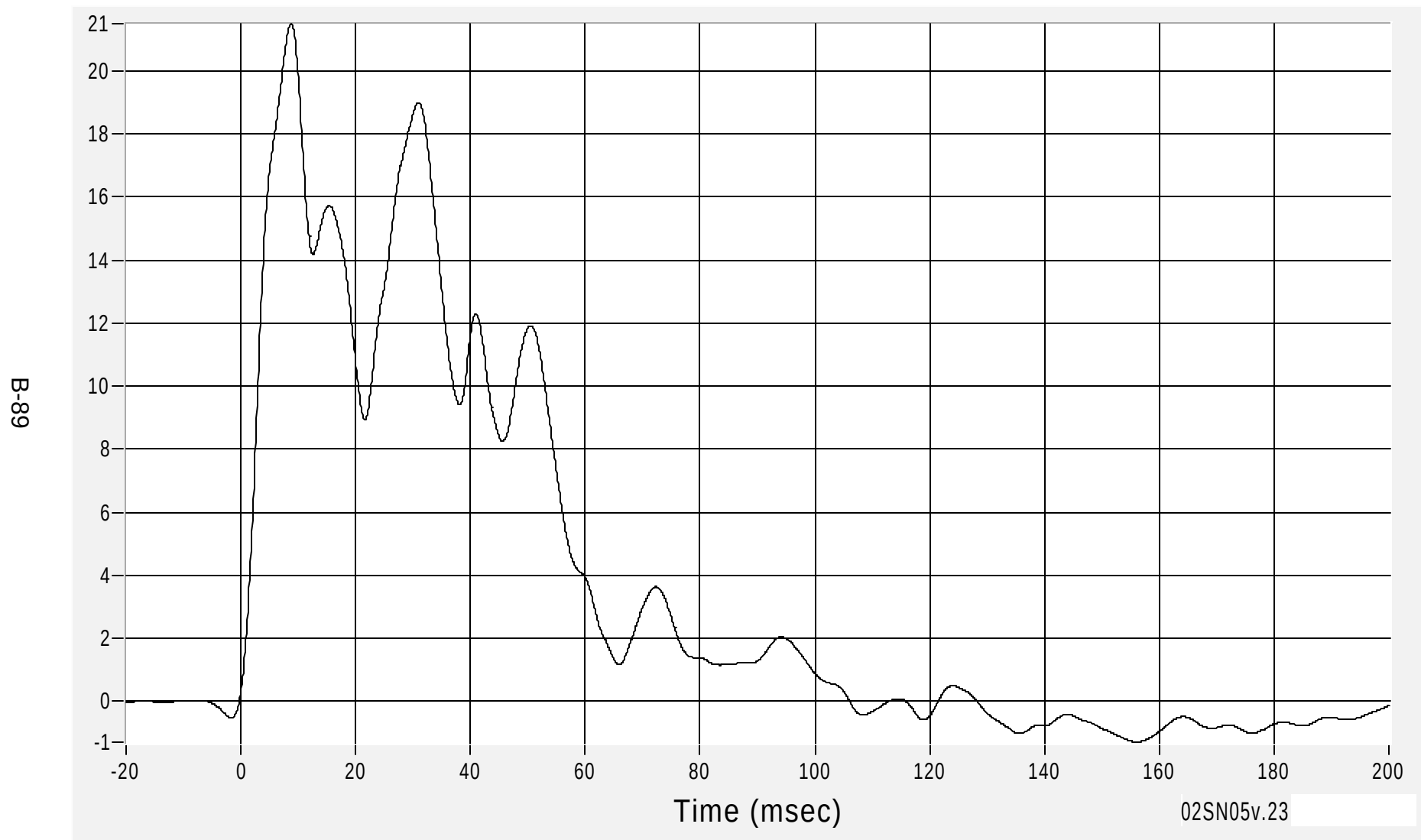
Medical College of Wisconsin
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Rear Seat Track (Y) Acceleration

Max 21.5 G's at 8.7 msec

Acceleration (G's) CFC60

Min -1.3 G's at 156.1 msec



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Rear Seat Track (Y) Velocity

Max 28.9 km/h at 106.0 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 1.2 msec



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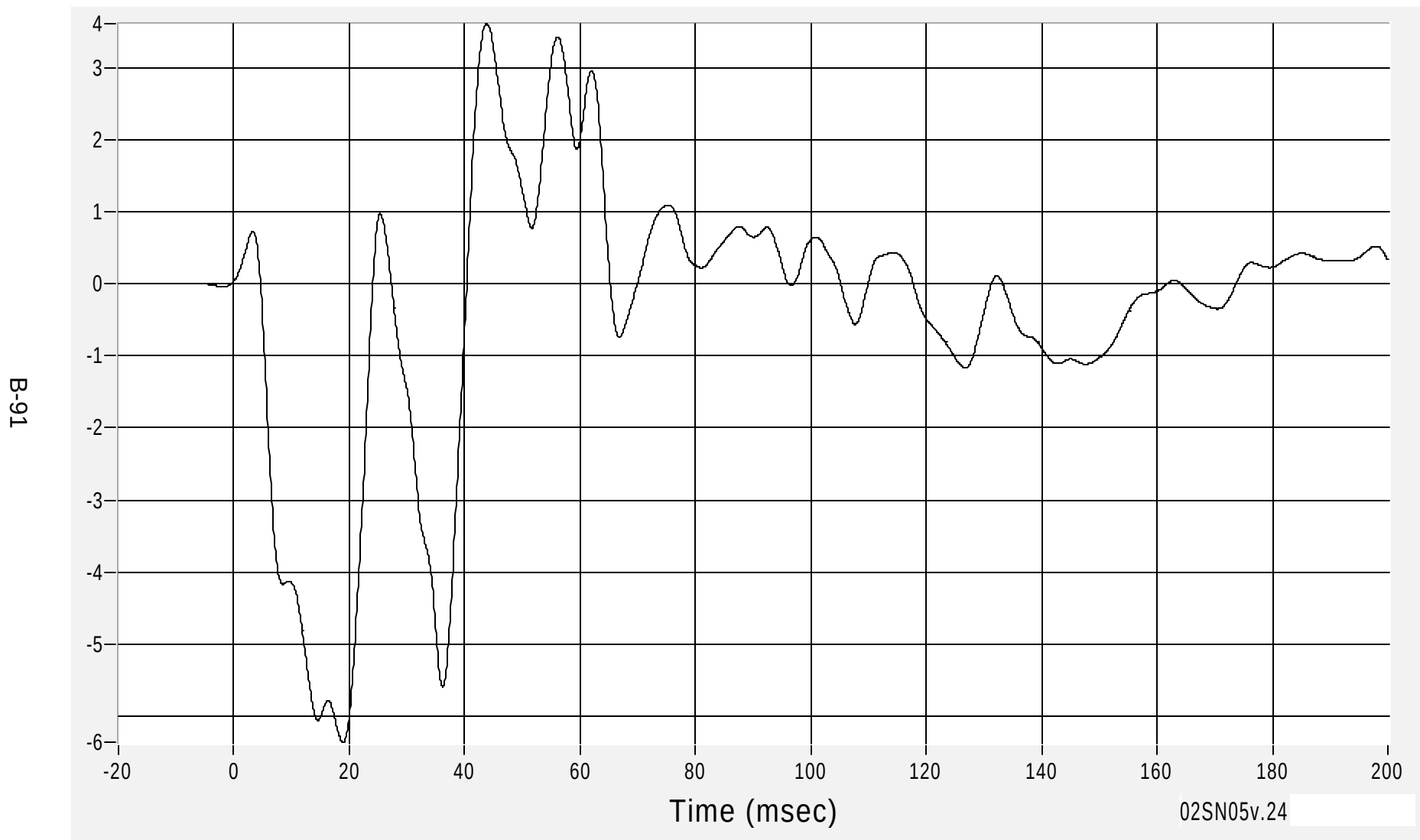
Medical College of Wisconsin
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Vehicle Center of Gravity (X) Acceleration

Max 3.6 G's at 43.8 msec

Acceleration (G's) CFC60

Min -6.4 G's at 18.9 msec



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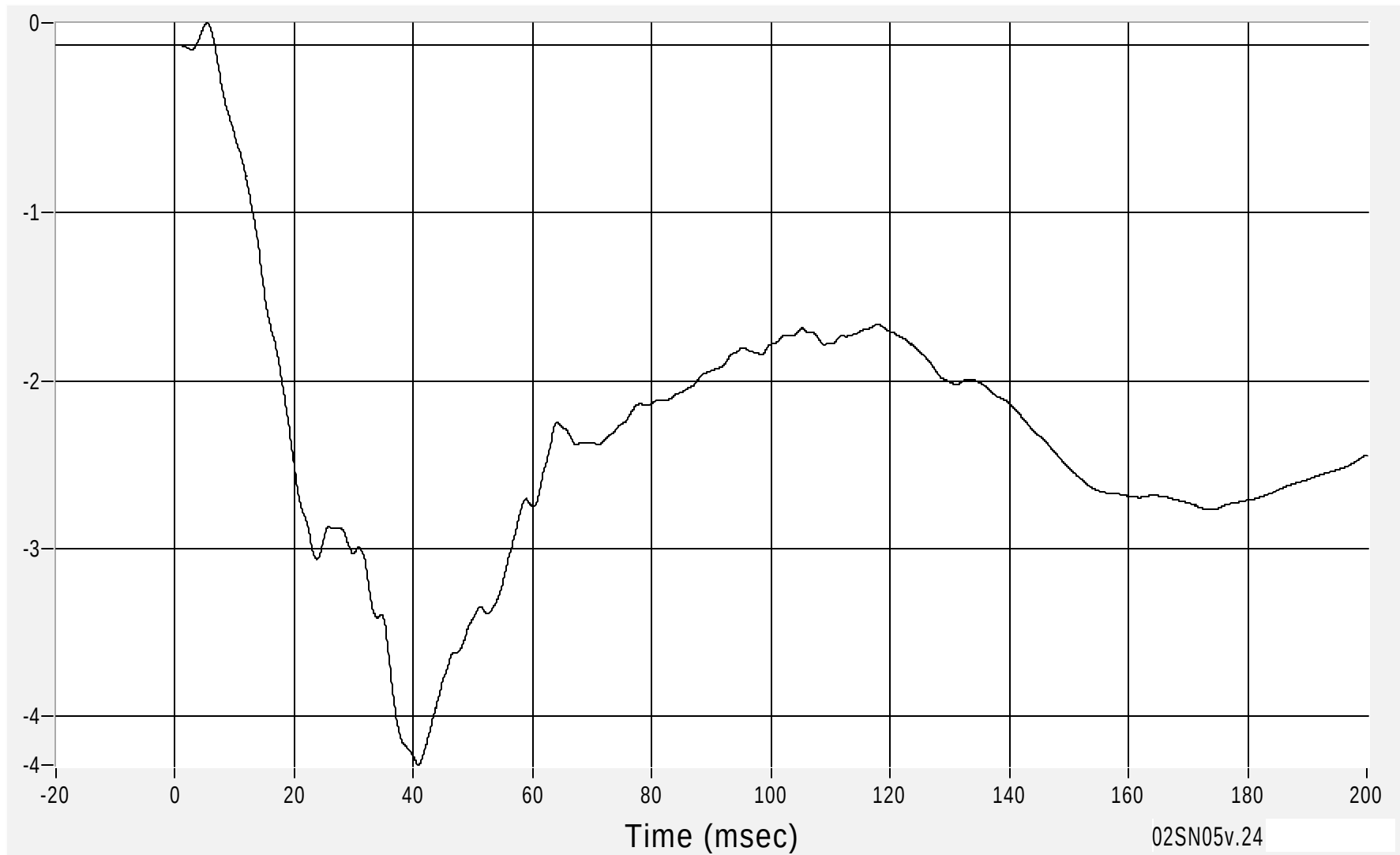
Vehicle Center of Gravity (X) Velocity

Max 0.1 km/h at 5.4 msec

Velocity (km/h) CFC180

Min -4.3 km/h at 40.8 msec

B-92



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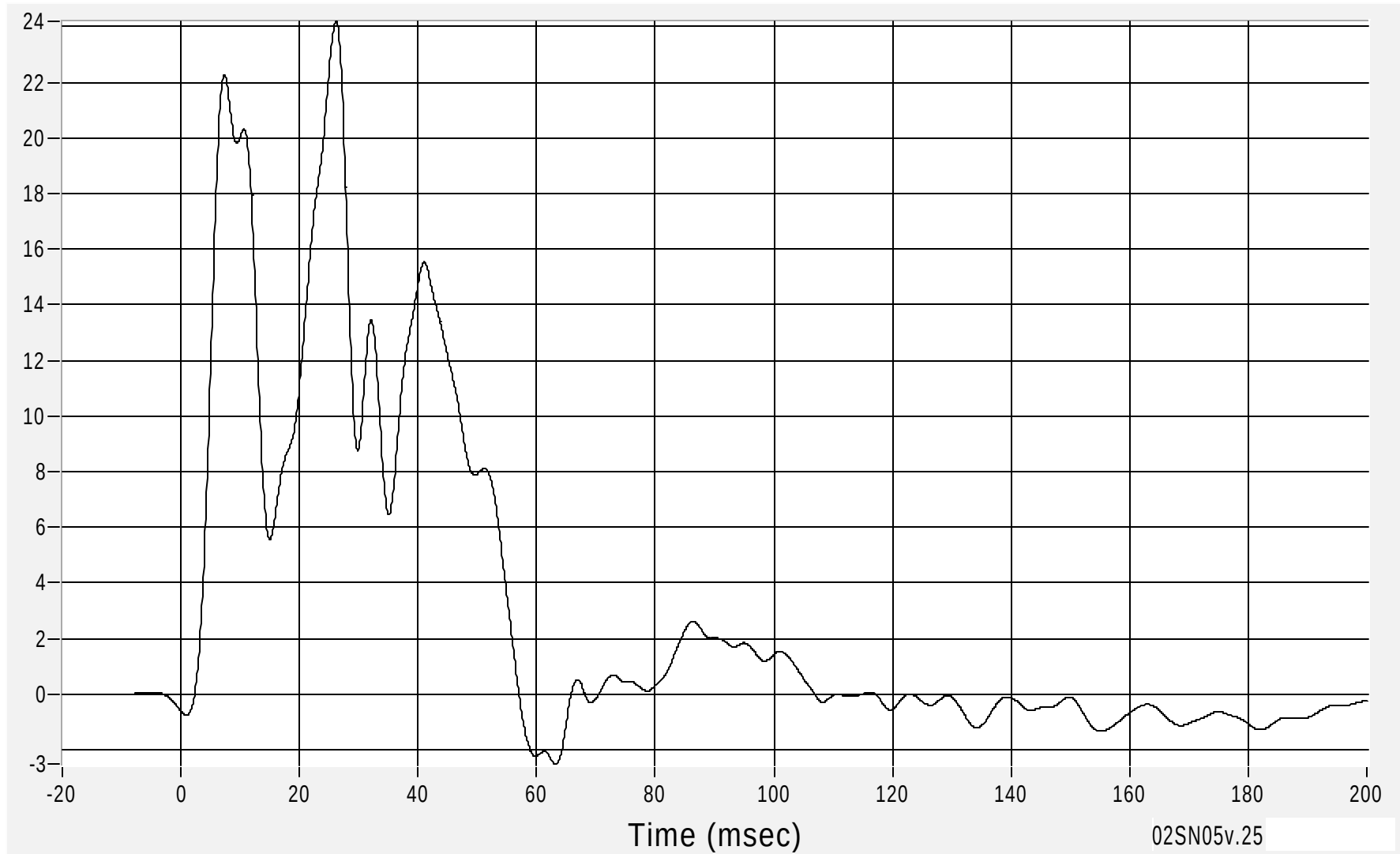
Vehicle Center of Gravity (Y) Acceleration

Max 24.2 G's at 26.2 msec

Acceleration (G's) CFC60

Min -2.5 G's at 63.2 msec

B-93



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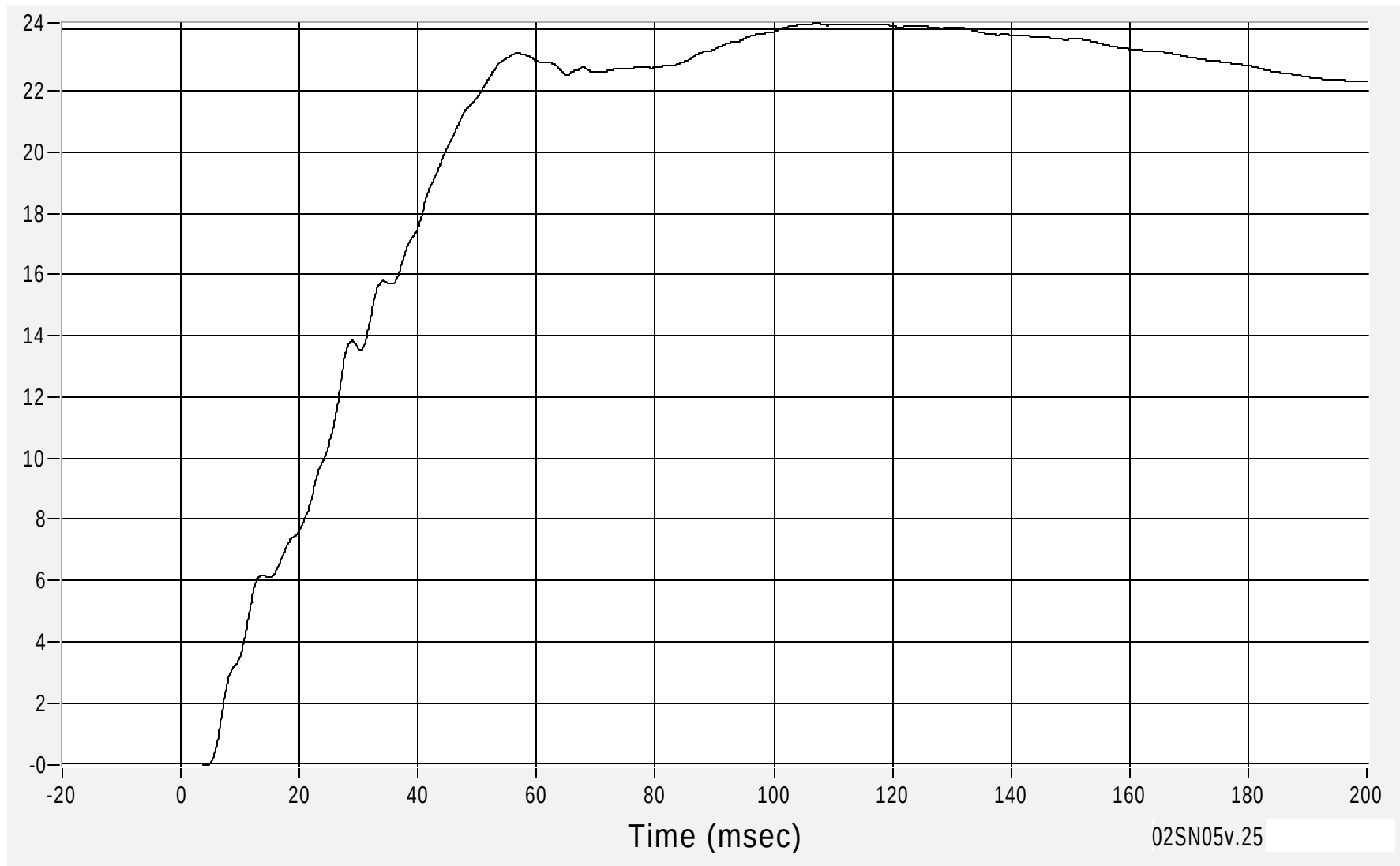
Vehicle Center of Gravity (Y) Velocity

Max 24.2 km/h at 107.2 msec

Min 0.0 km/h at 4.2 msec

Velocity (km/h) CFC180

B-94



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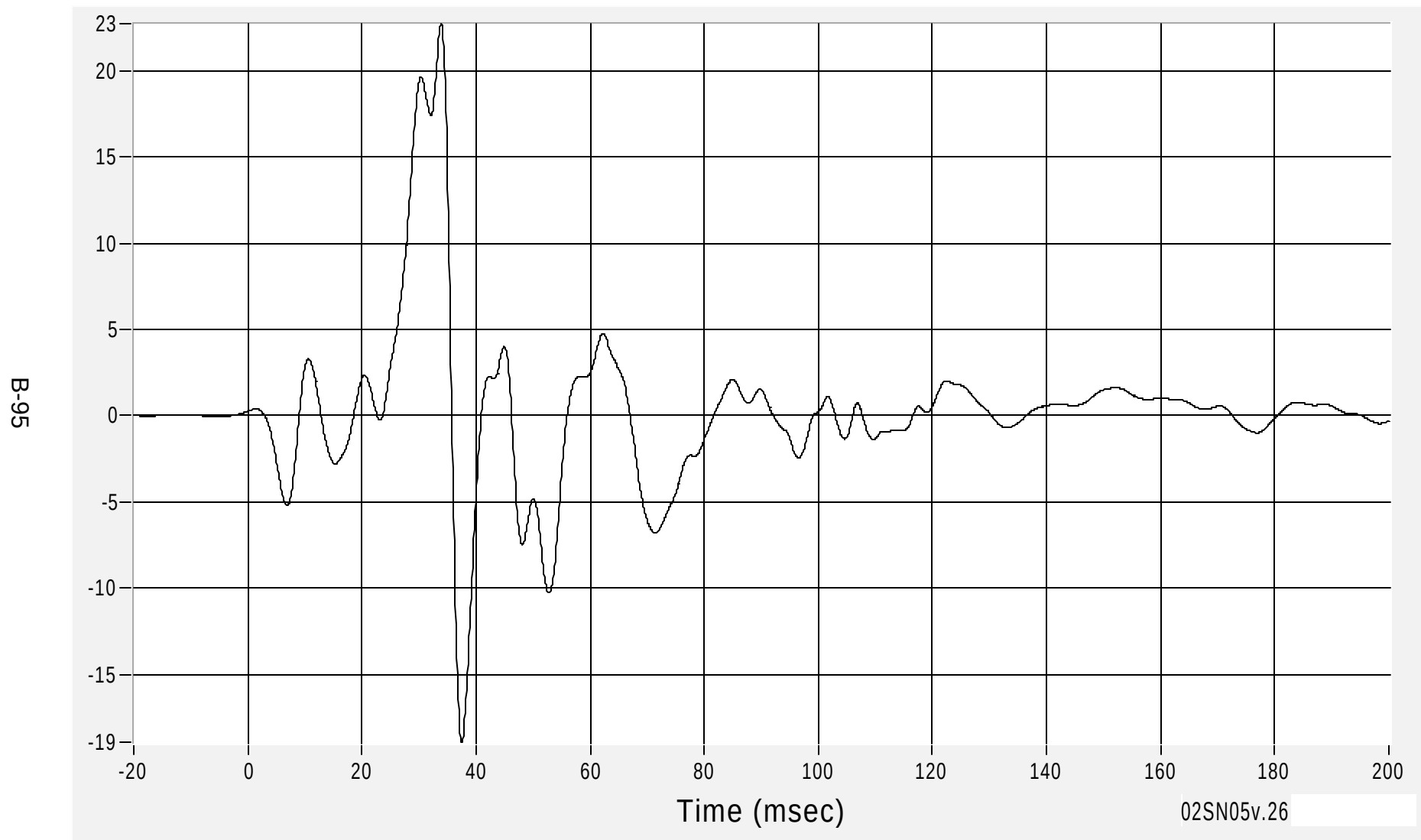
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Vehicle Center of Gravity (Z) Acceleration

Max 22.7 G's at 33.8 msec

Min -18.9 G's at 37.5 msec

Acceleration (G's) CFC60



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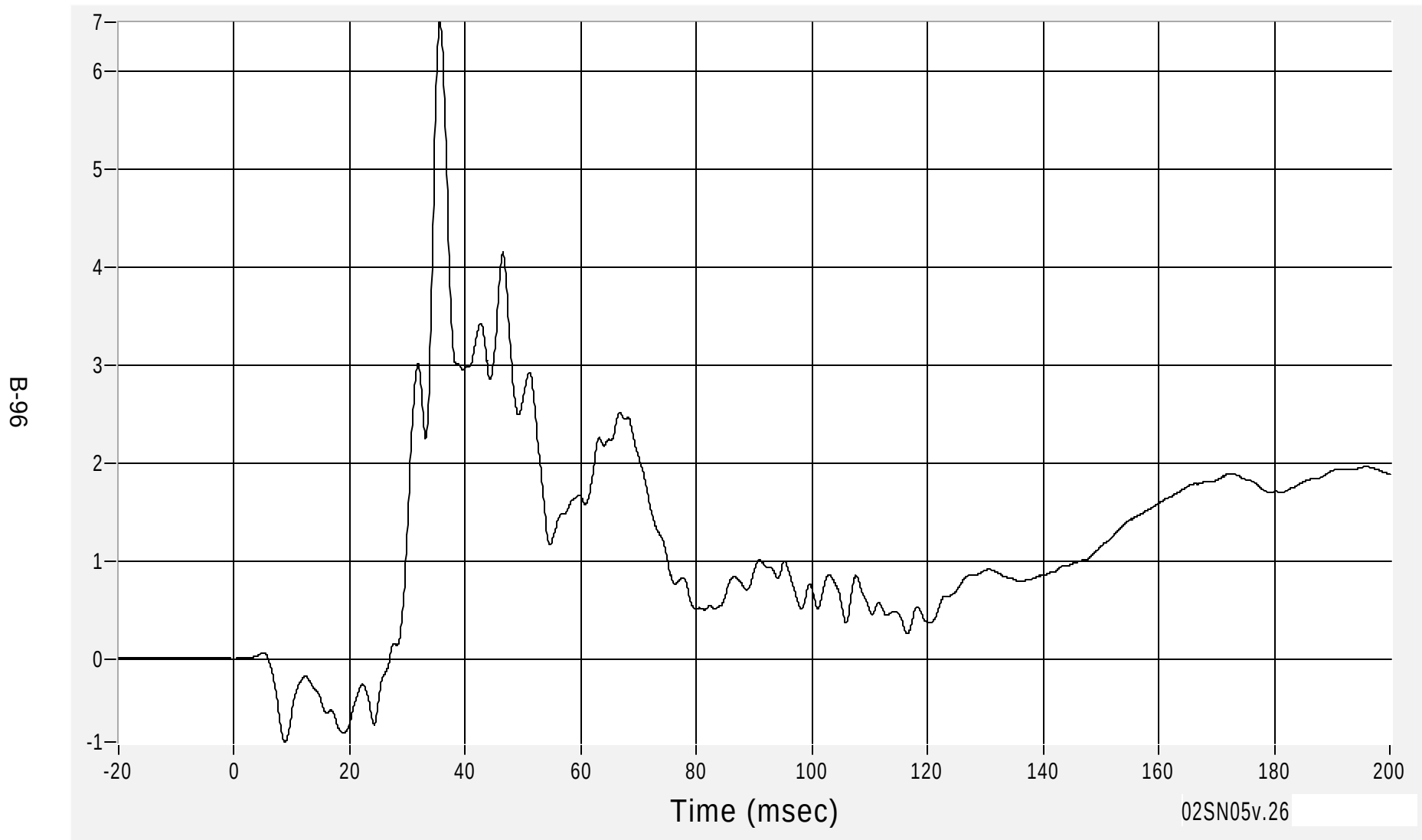
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Vehicle Center of Gravity (Z) Velocity

Velocity (km/h) CFC180

Max 6.5 km/h at 35.6 msec

Min -0.9 km/h at 8.8 msec



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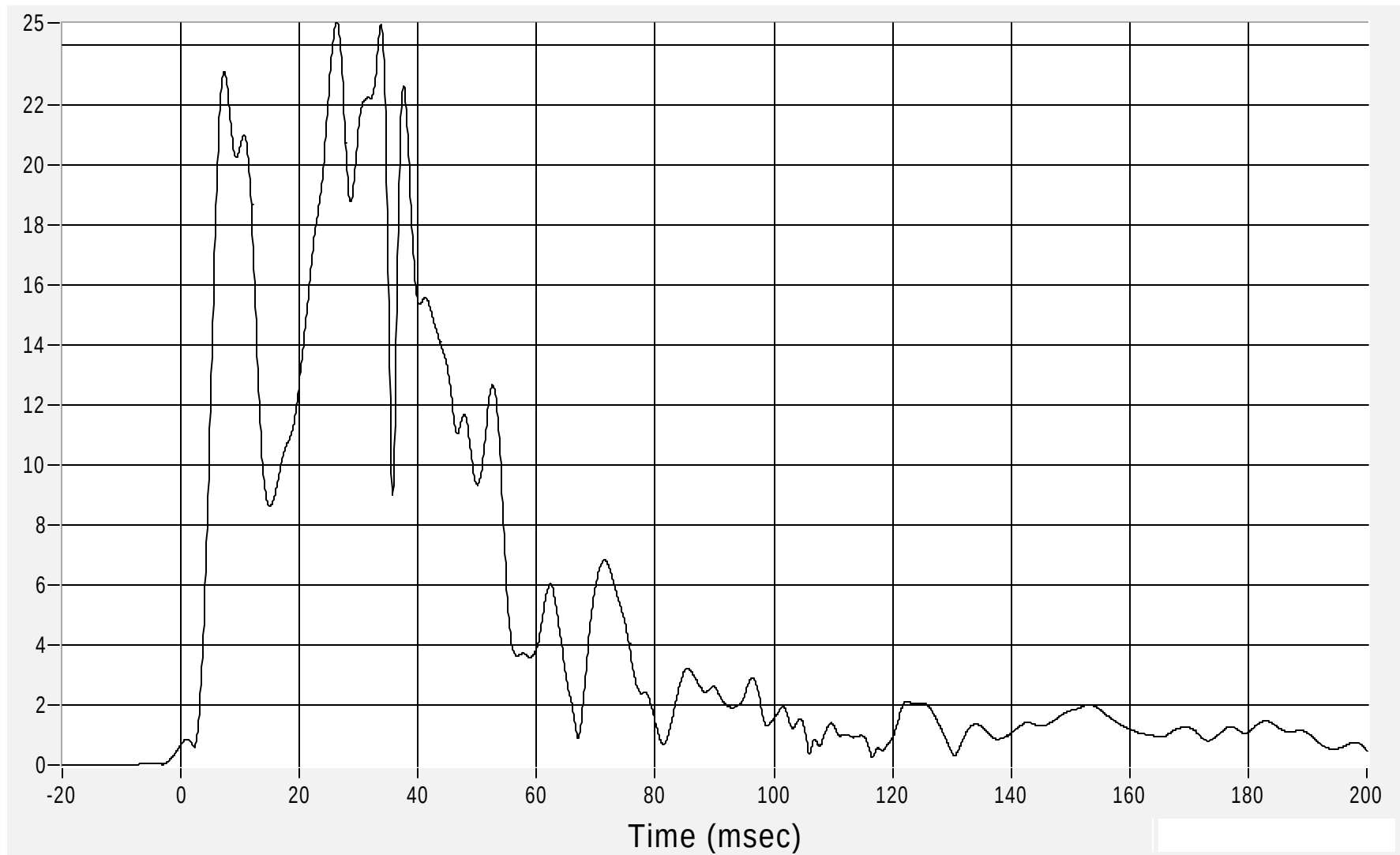
Vehicle Center of Gravity Resultant Acceleration

Max 24.8 G's at 26.2 msec

Min 0.3 G's at 116.6 msec

Acceleration (G's) CFC60

B-97



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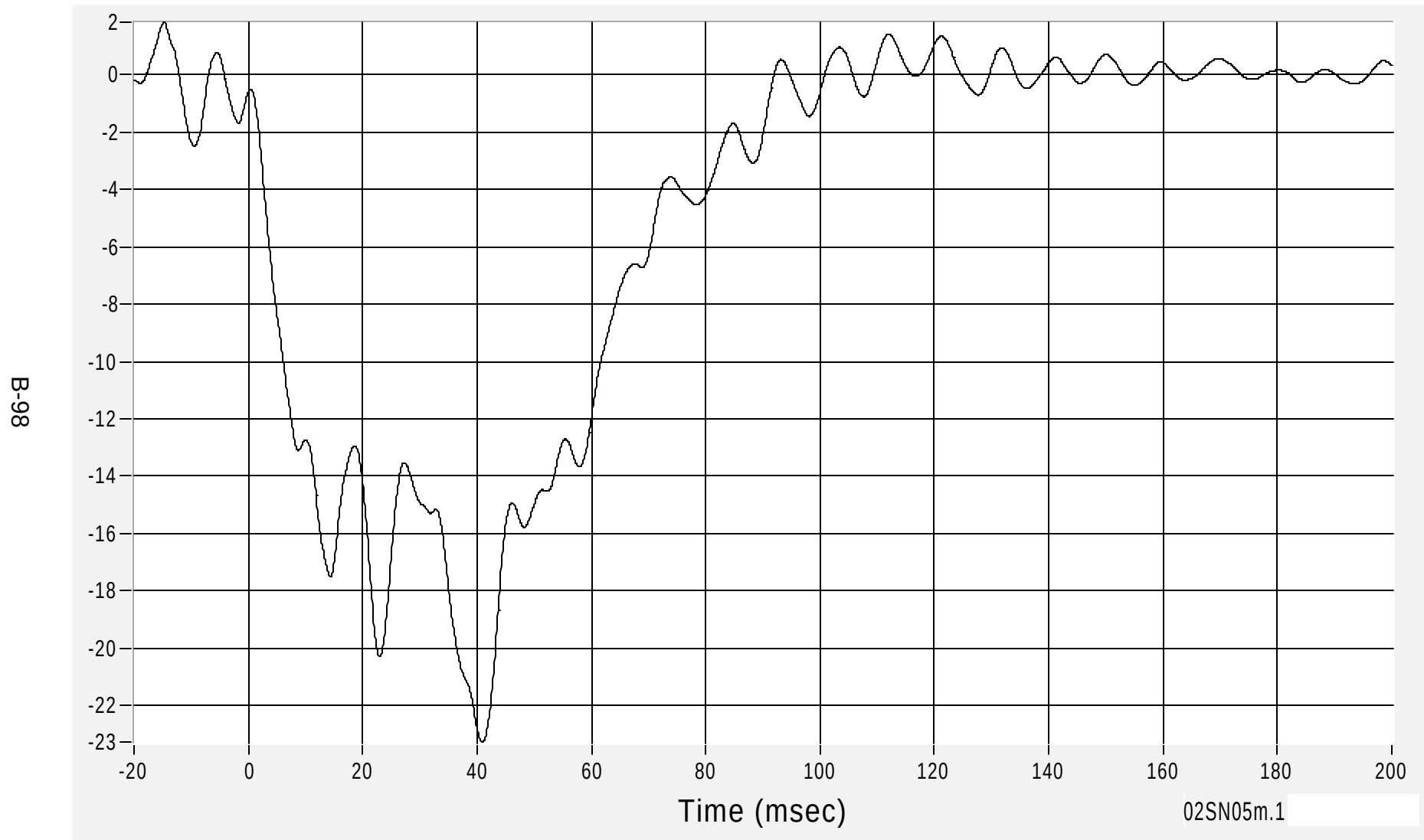
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MDB Center of Gravity (X) Acceleration

Max 1.4 G's at 112.0 msec

Acceleration (G's) CFC60

Min -23.3 G's at 41.0 msec



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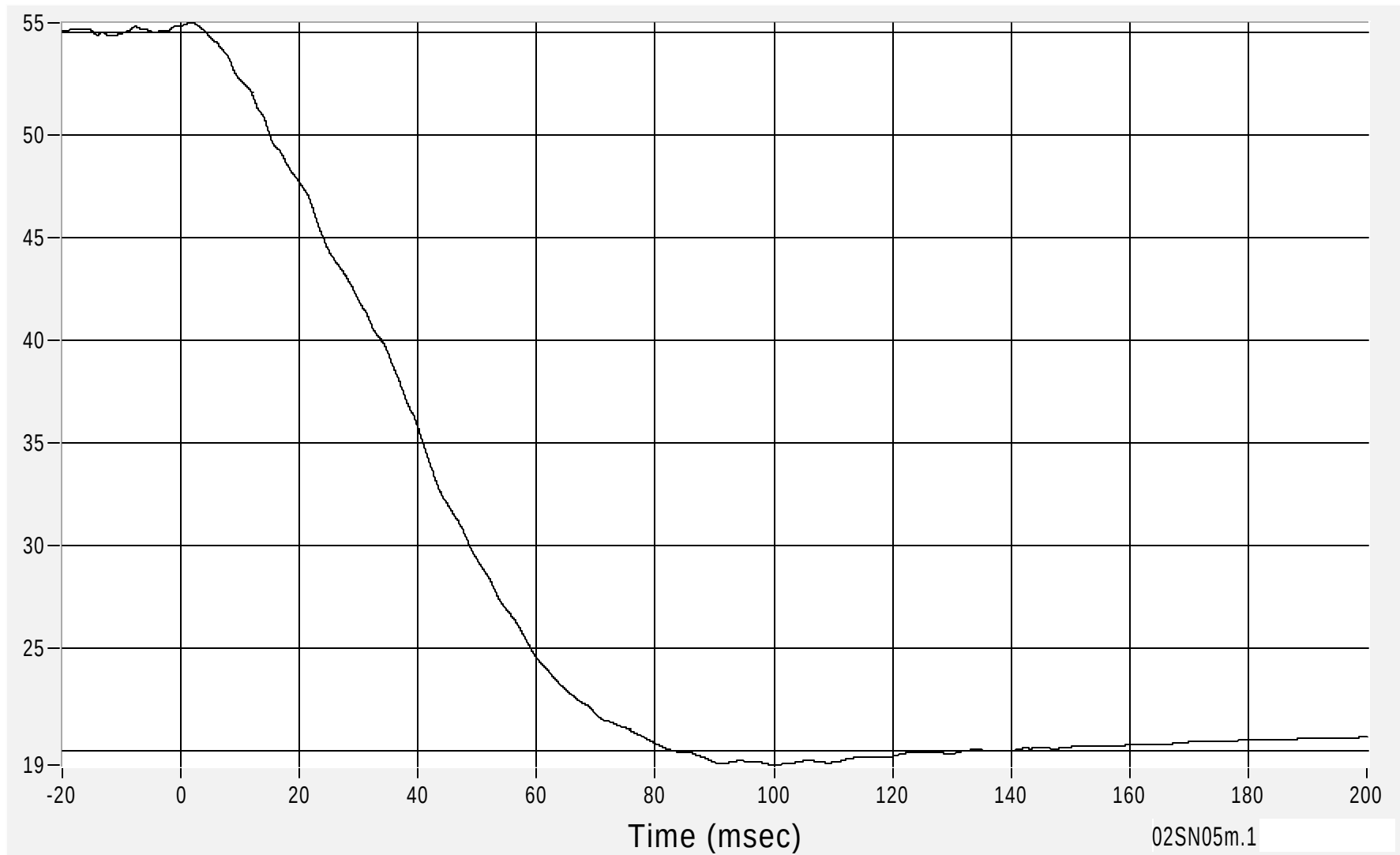
MDB Center of Gravity (X) Velocity

Max 55.4 km/h at 1.8 msec

Min 19.3 km/h at 100.2 msec

Velocity (km/h) CFC180

66-B



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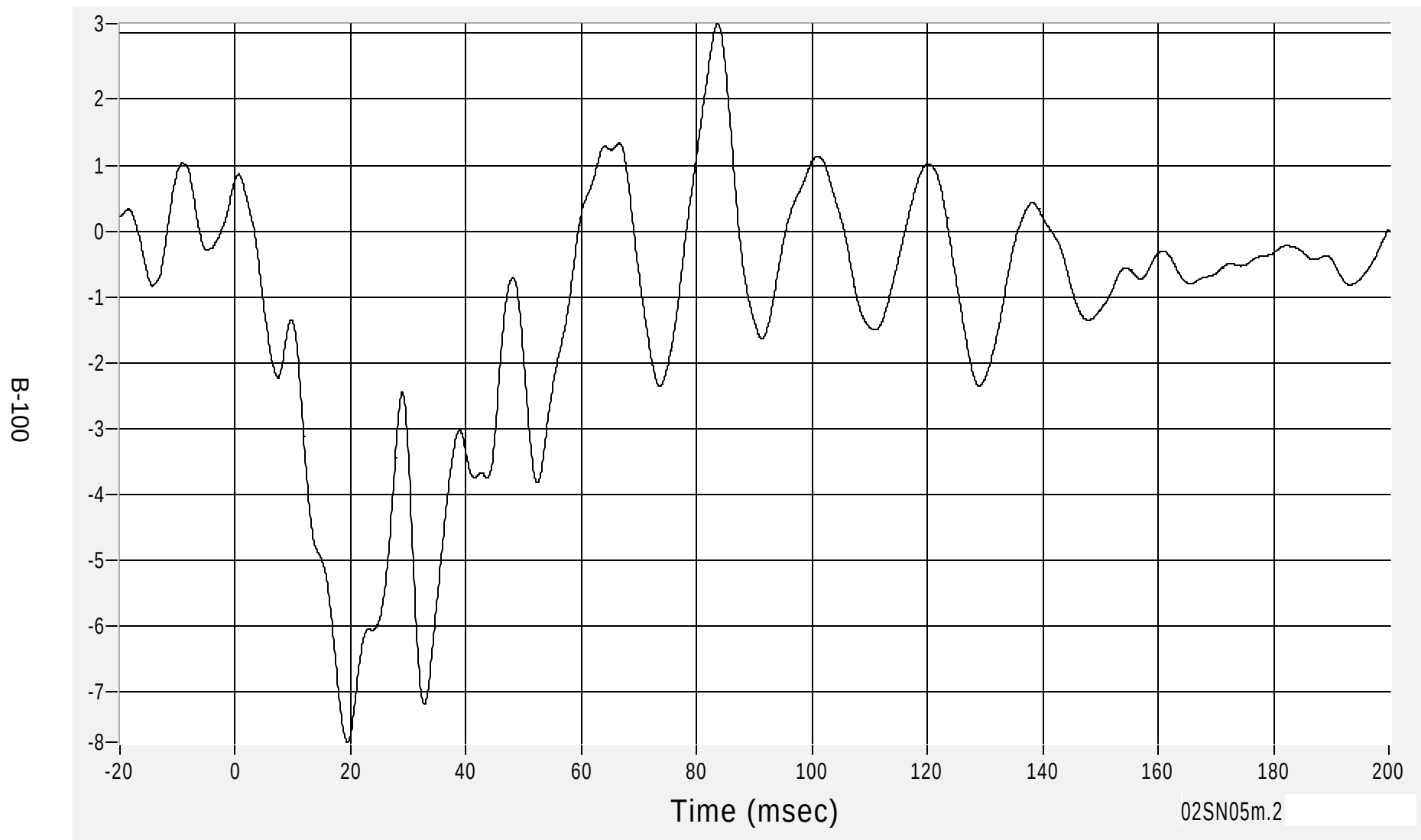
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MDB Center of Gravity (Y) Acceleration

Max 3.1 G's at 83.6 msec

Acceleration (G's) CFC60

Min -7.8 G's at 19.4 msec



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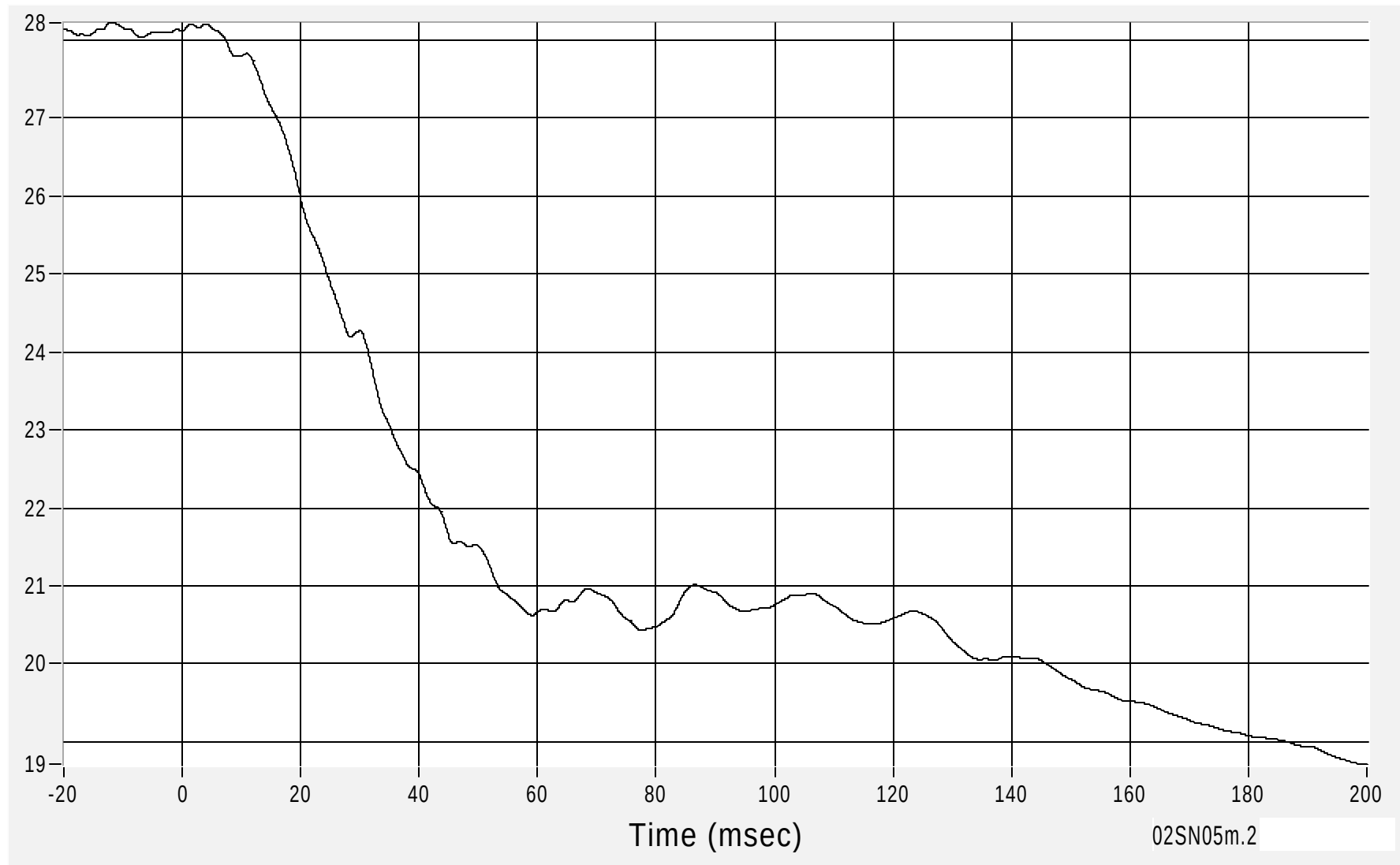
MDB Center of Gravity (Y) Velocity

Max 28.2 km/h at 4.0 msec

Velocity (km/h) CFC180

Min 18.7 km/h at 199.8 msec

B-101



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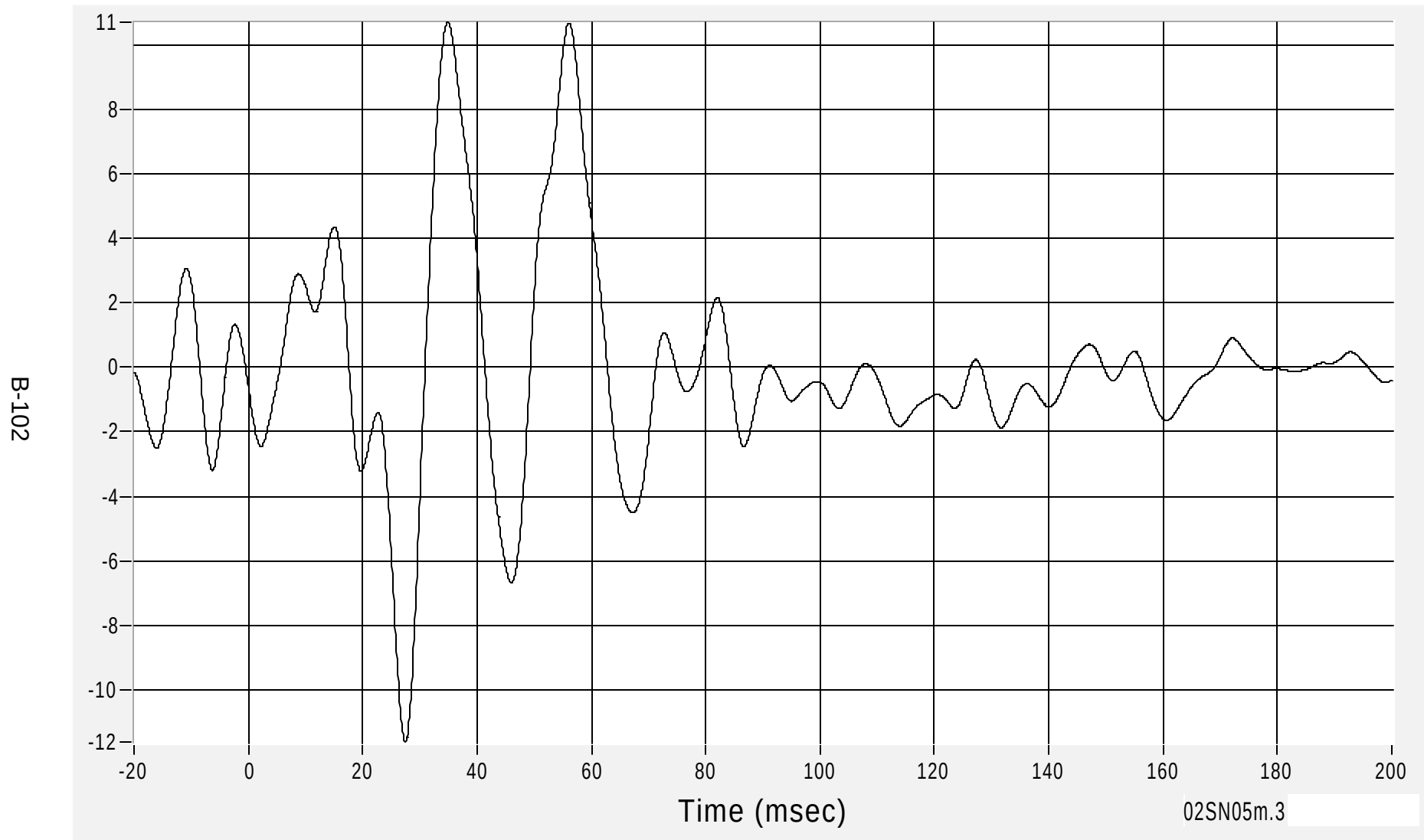
Medical College of Wisconsin
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MDB Center of Gravity (Z) Acceleration

Max 10.7 G's at 34.9 msec

Acceleration (G's) CFC60

Min -11.6 G's at 27.4 msec



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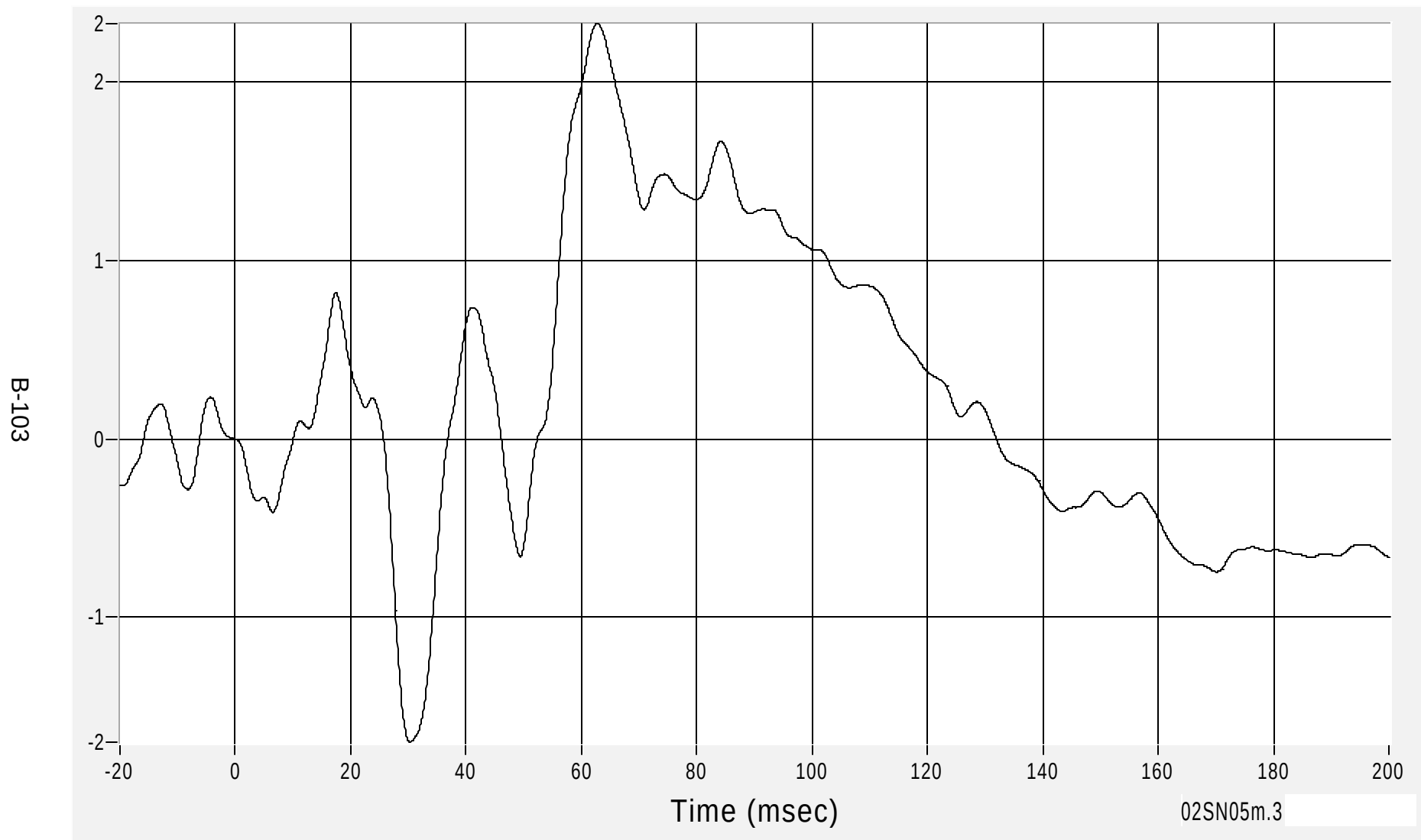
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MDB Center of Gravity (Z) Velocity

Max 2.3 km/h at 62.8 msec

Velocity (km/h) CFC180

Min -1.7 km/h at 30.2 msec



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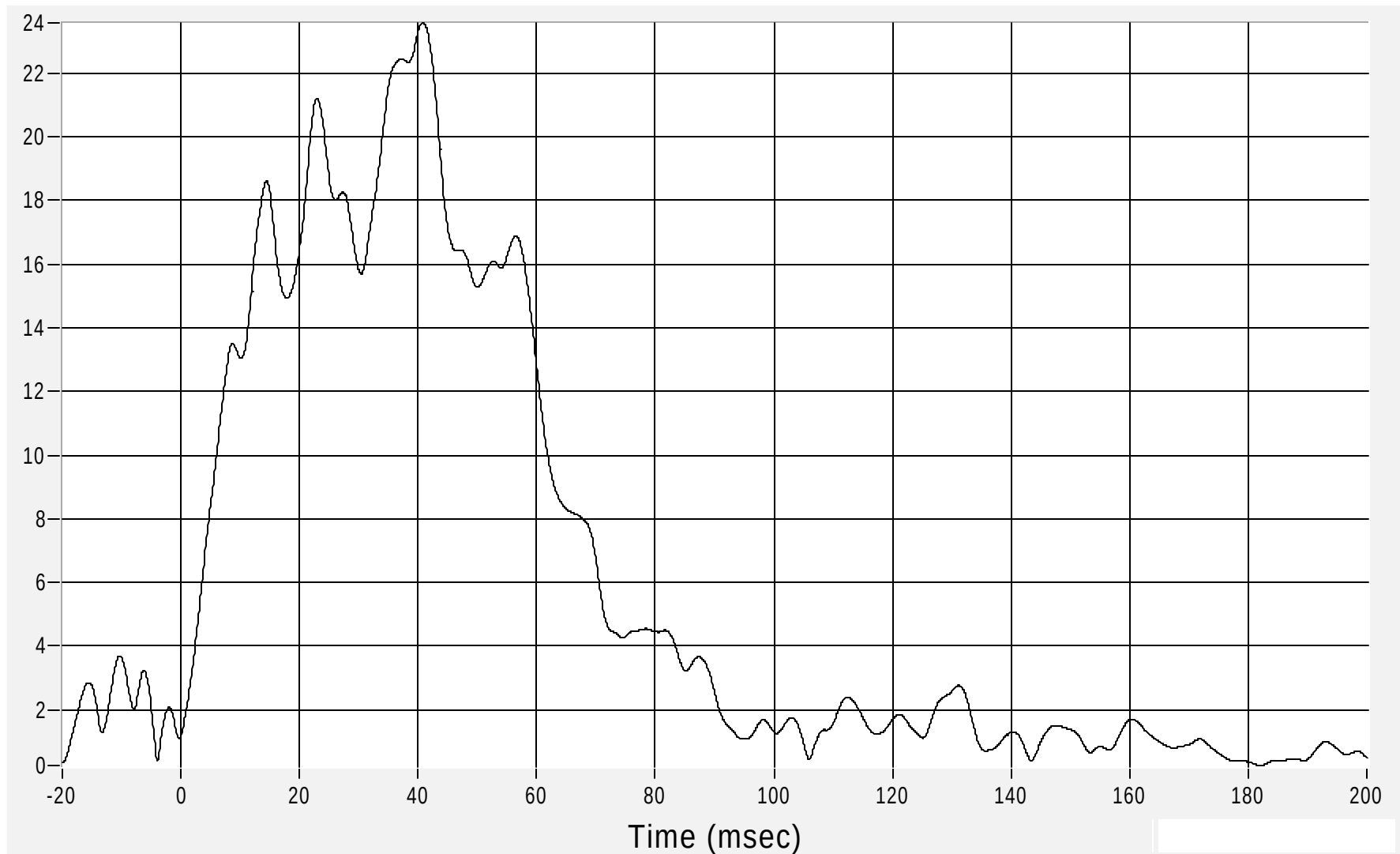
MDB Center of Gravity Resultant Acceleration

Max 23.6 G's at 40.8 msec

Acceleration (G's) CFC60

Min 0.3 G's at 182.1 msec

B-104



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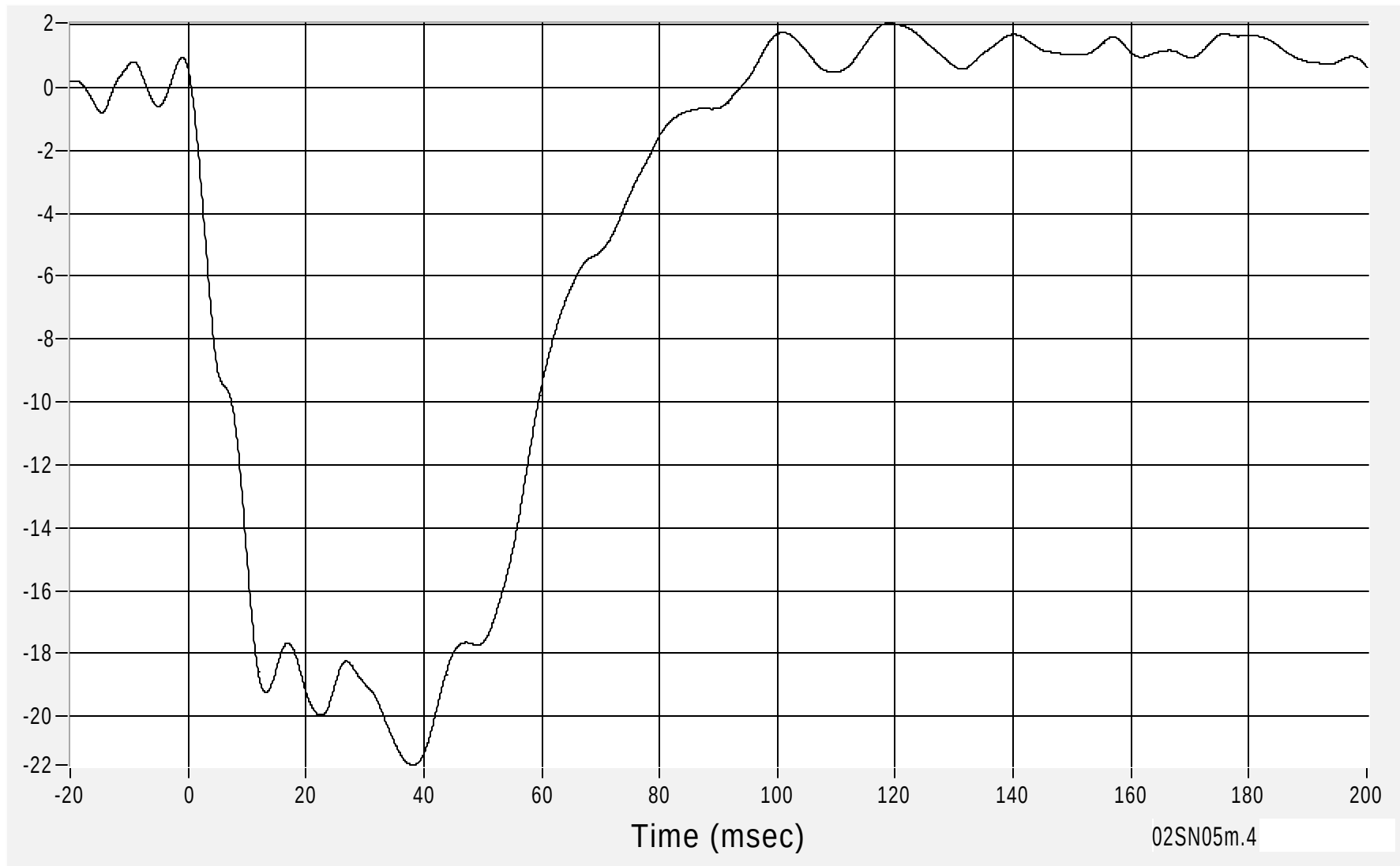
MDB Rear (X) Acceleration

Max 2.1 G's at 118.9 msec

Acceleration (G's) CFC60

Min -21.5 G's at 38.2 msec

B-105



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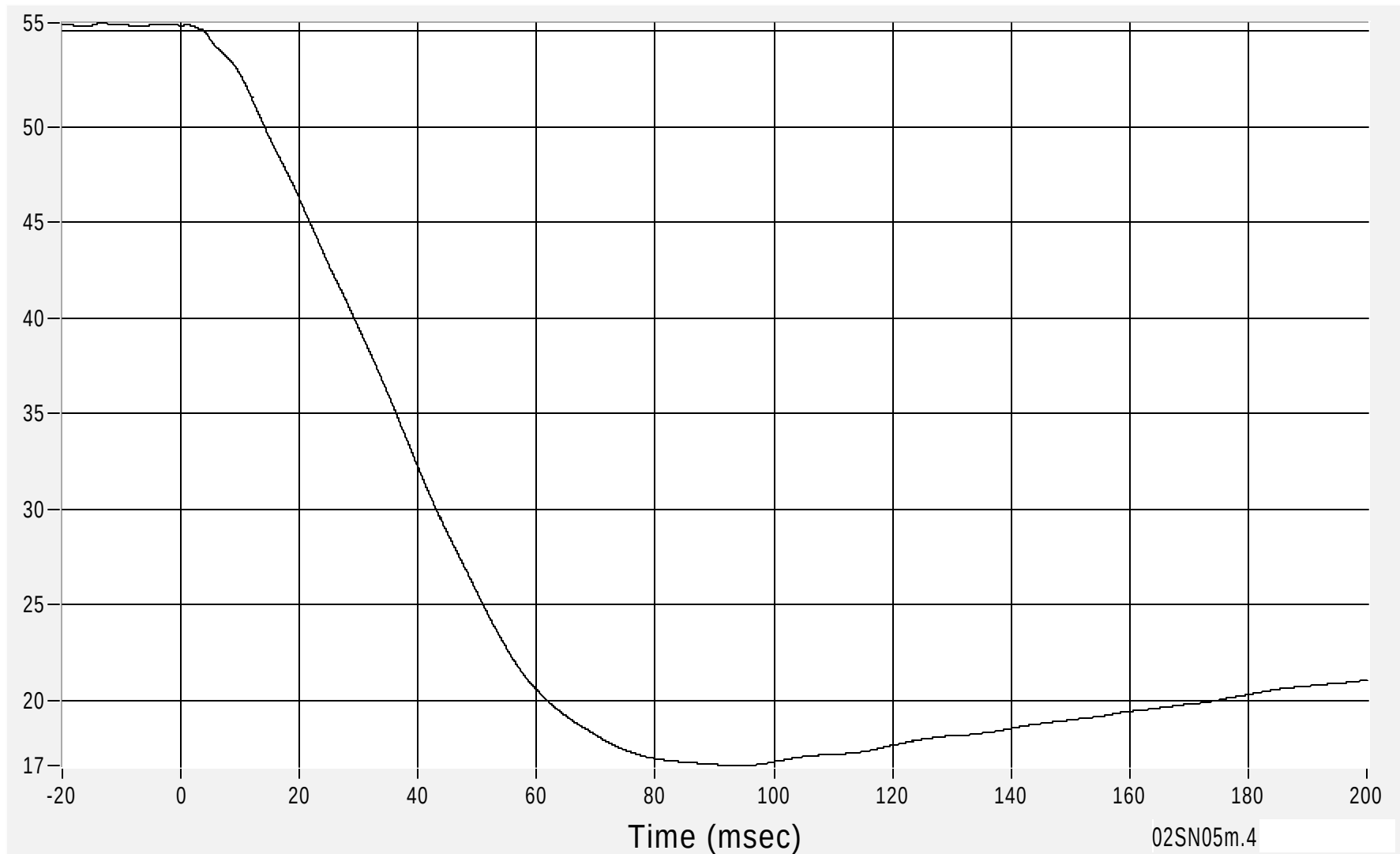
MDB Rear (X) Velocity

Velocity (km/h) CFC180

Max 55.3 km/h at 1.0 msec

Min 16.6 km/h at 92.6 msec

B-106



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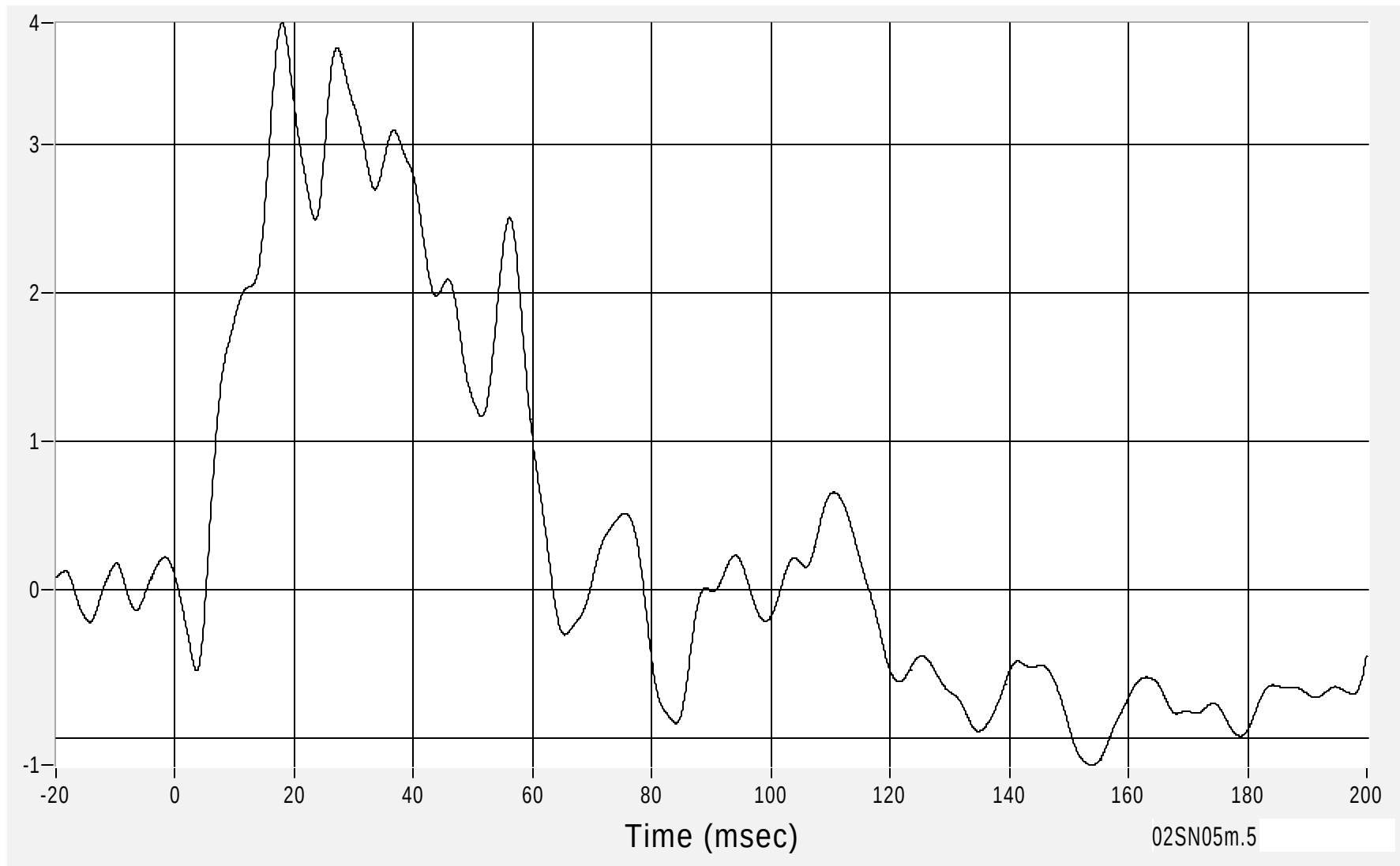
MDB Rear (Y) Acceleration

Max 3.8 G's at 17.9 msec

Acceleration (G's) CFC60

Min -1.2 G's at 153.9 msec

B-107



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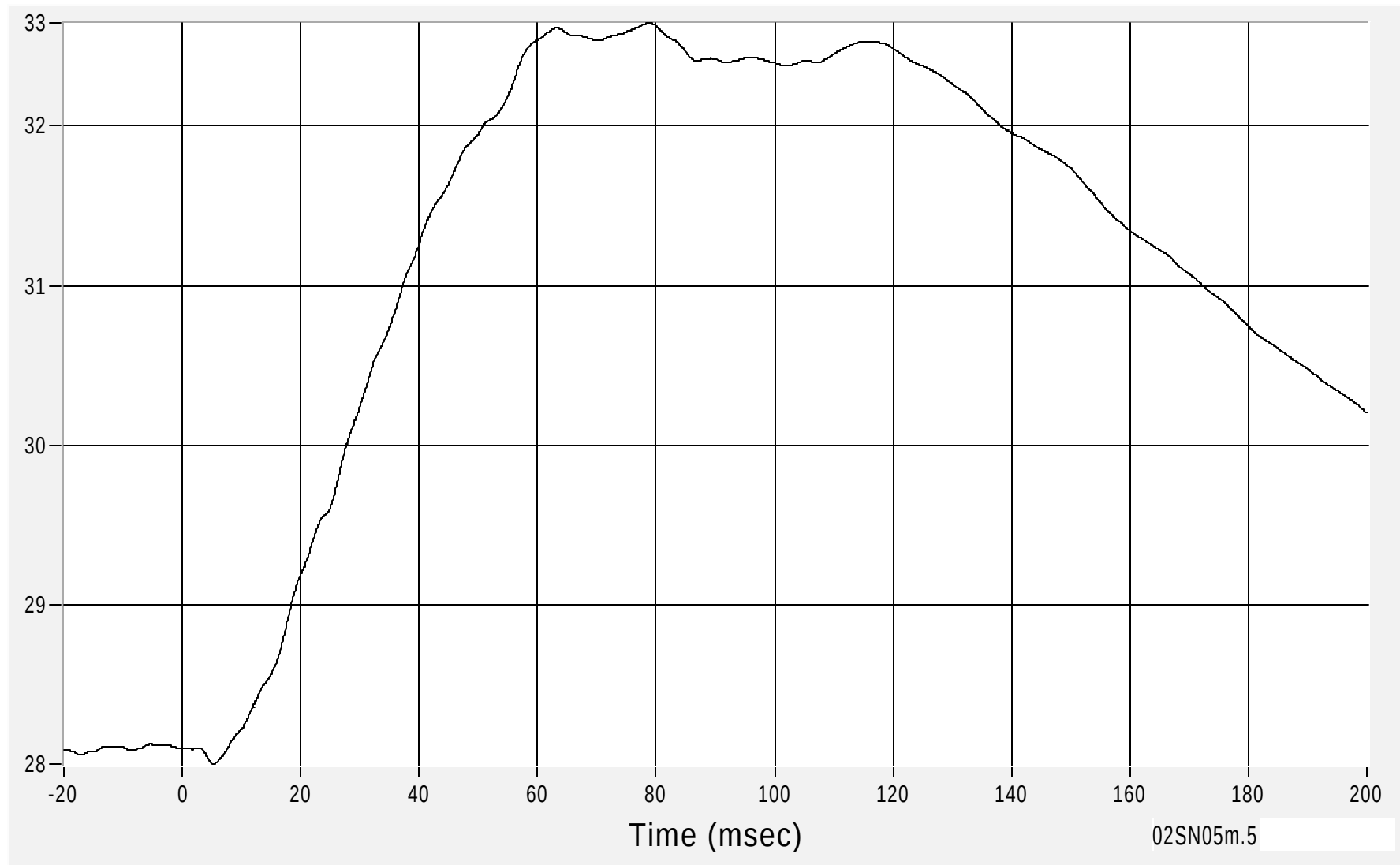
MDB Rear (Y) Velocity

Max 32.6 km/h at 78.8 msec

Velocity (km/h) CFC180

Min 28.0 km/h at 5.3 msec

B-108



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3 April 2002

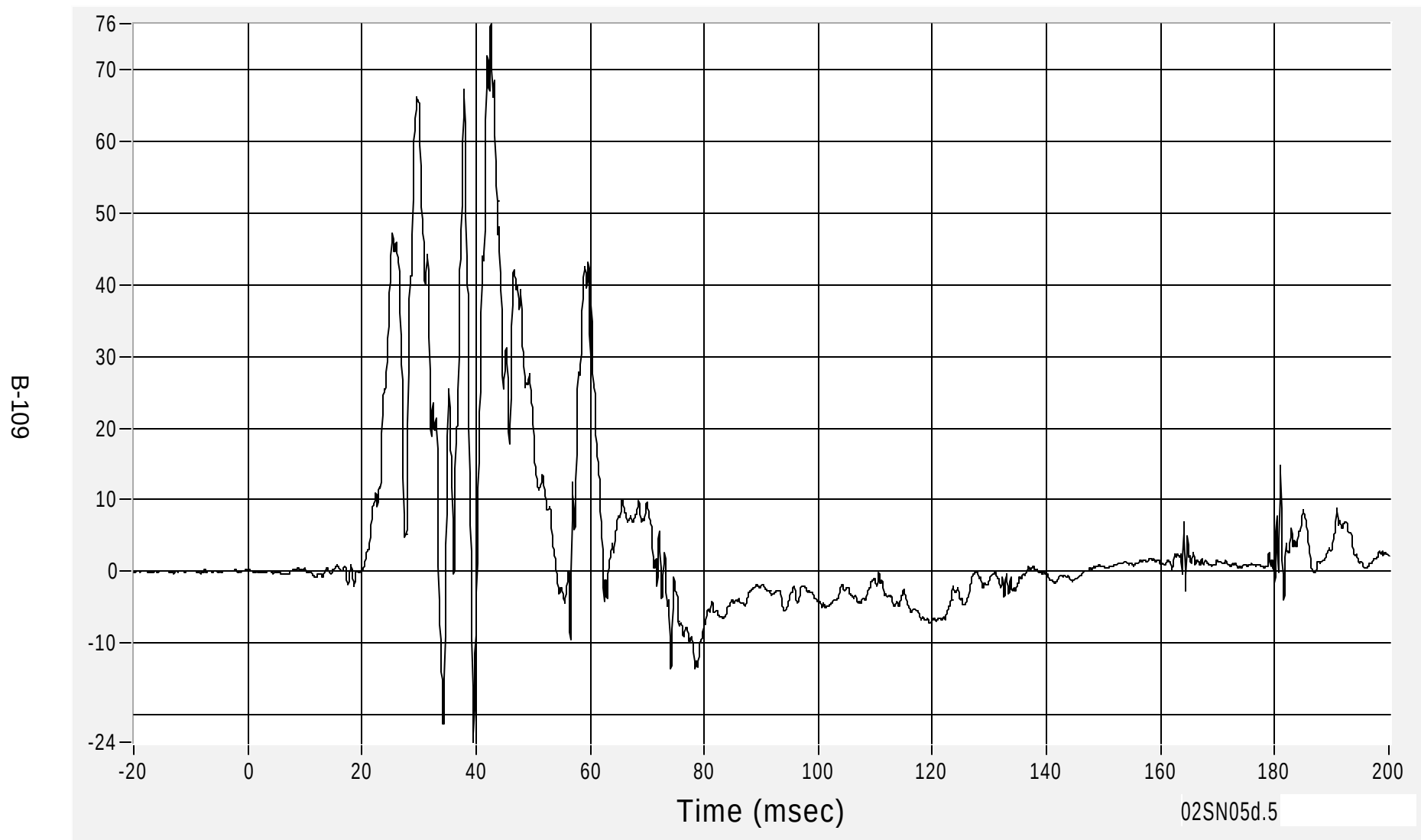
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Driver Upper Rib (Y) Acceleration - Redundant

Max 76.5 G's at 42.6 msec

Acceleration (G's) CFC1000

Min -23.9 G's at 39.5 msec



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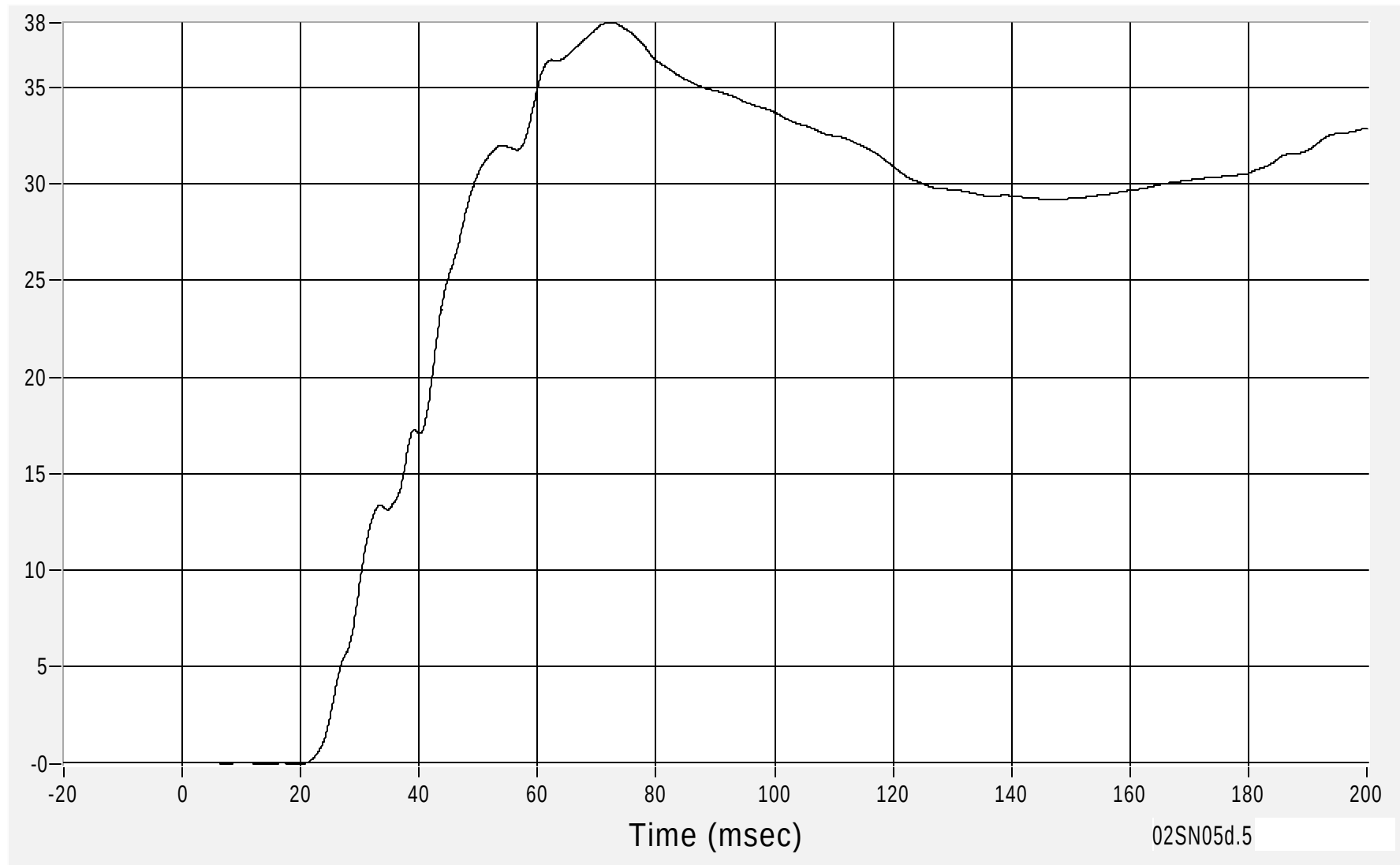
Driver Upper Rib (Y) Velocity - Redundant

Max 38.4 km/h at 72.4 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 19.8 msec

B-110



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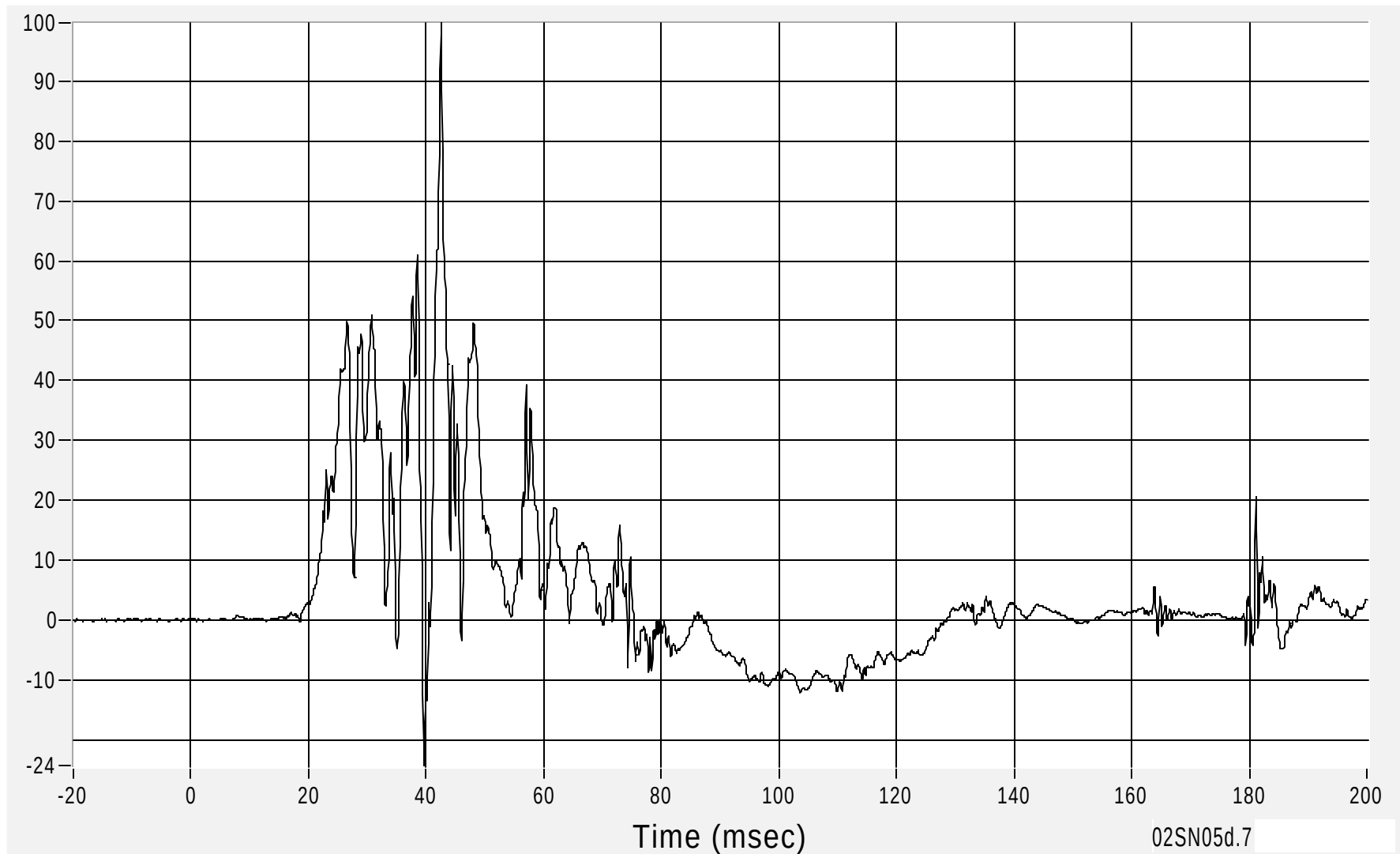
Driver Lower Rib (Y) Acceleration - Redundant

Max 99.7 G's at 42.6 msec

Acceleration (G's) CFC1000

Min -24.2 G's at 39.6 msec

B-111



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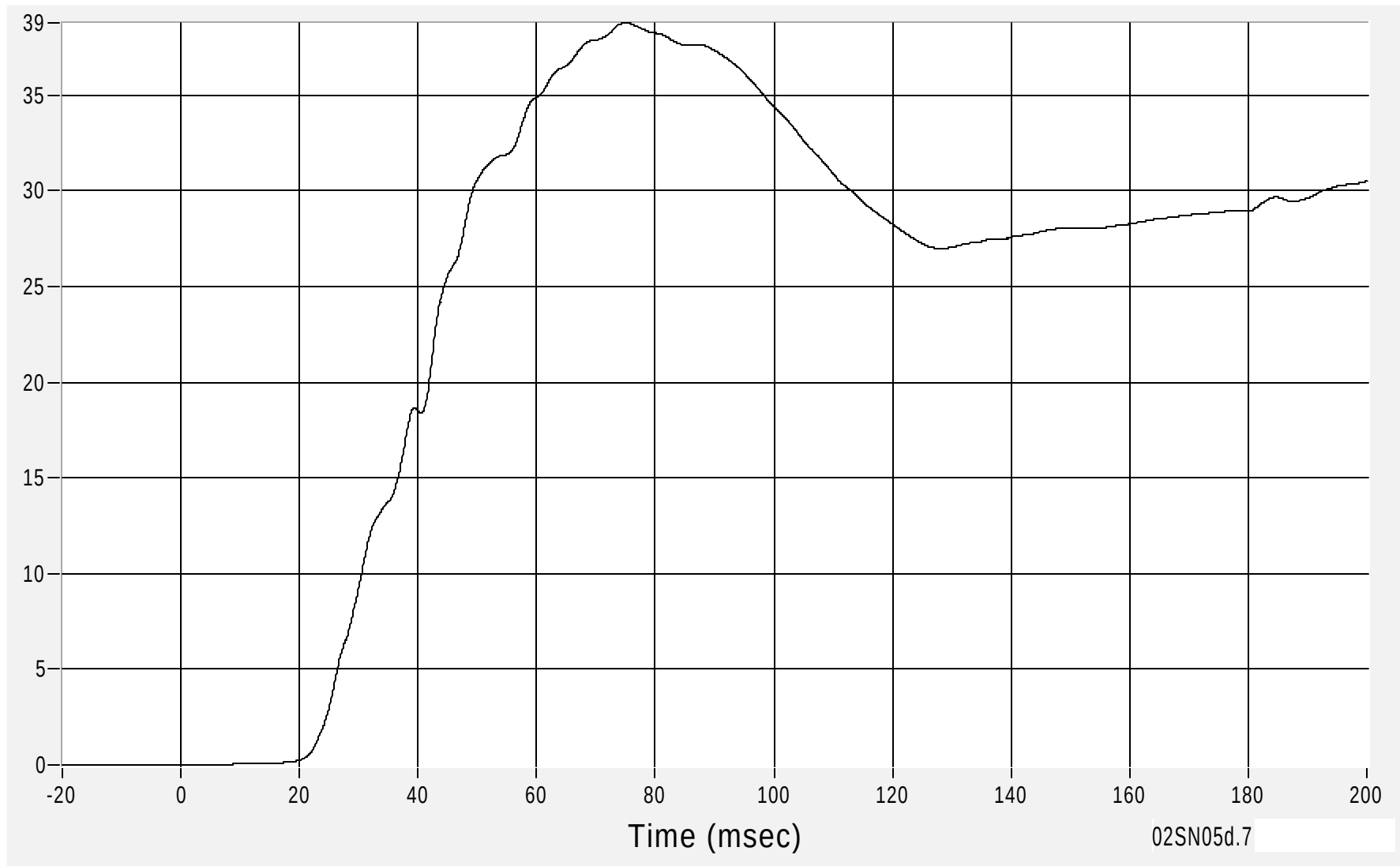
Driver Lower Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 38.8 km/h at 75.0 msec

Min 0.0 km/h at 0.0 msec

B-112



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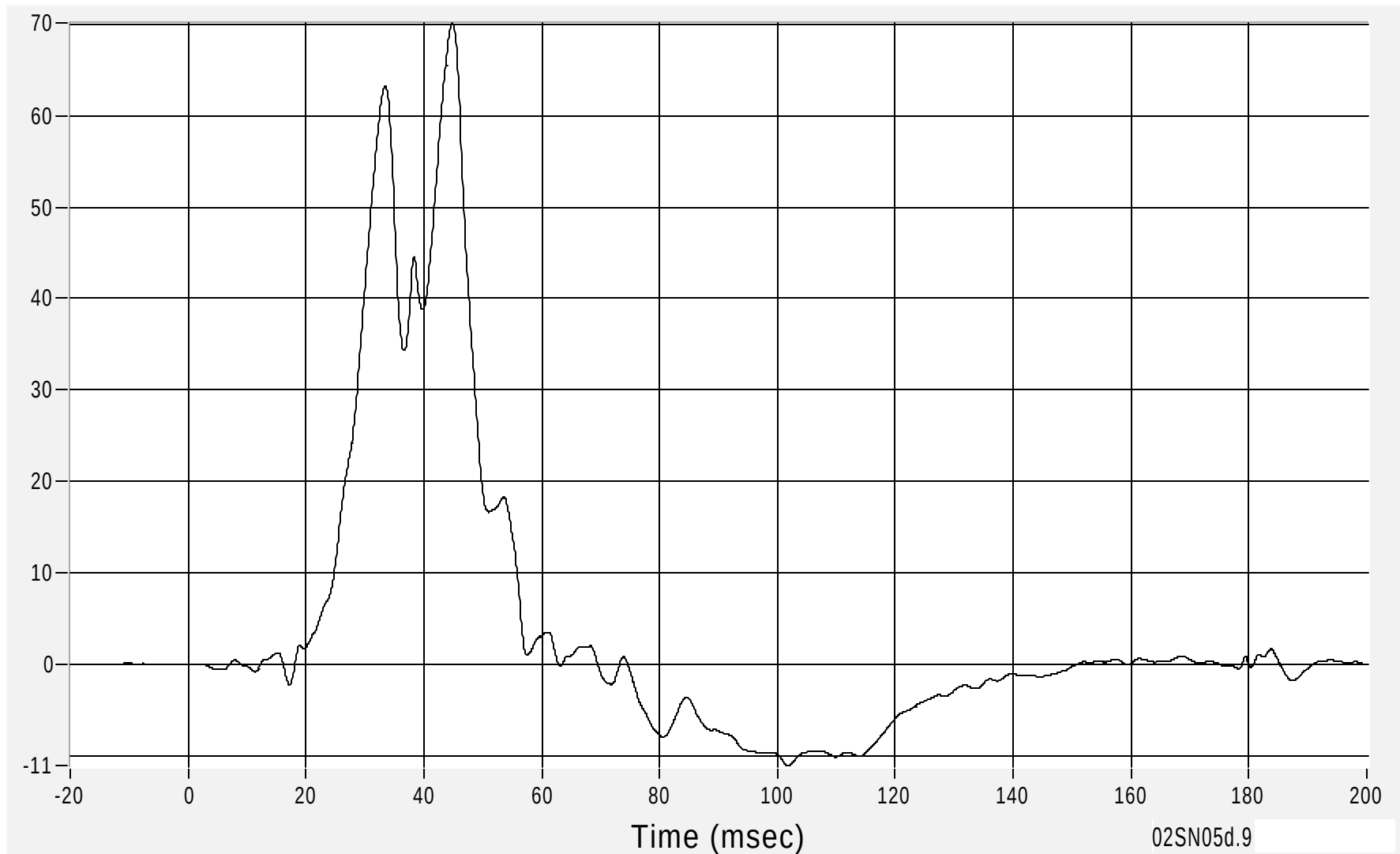
Driver Lower Spine (Y) Acceleration - Redundant

Max 70.1 G's at 44.8 msec

Acceleration (G's) CFC180

Min -11.1 G's at 101.7 msec

B-113



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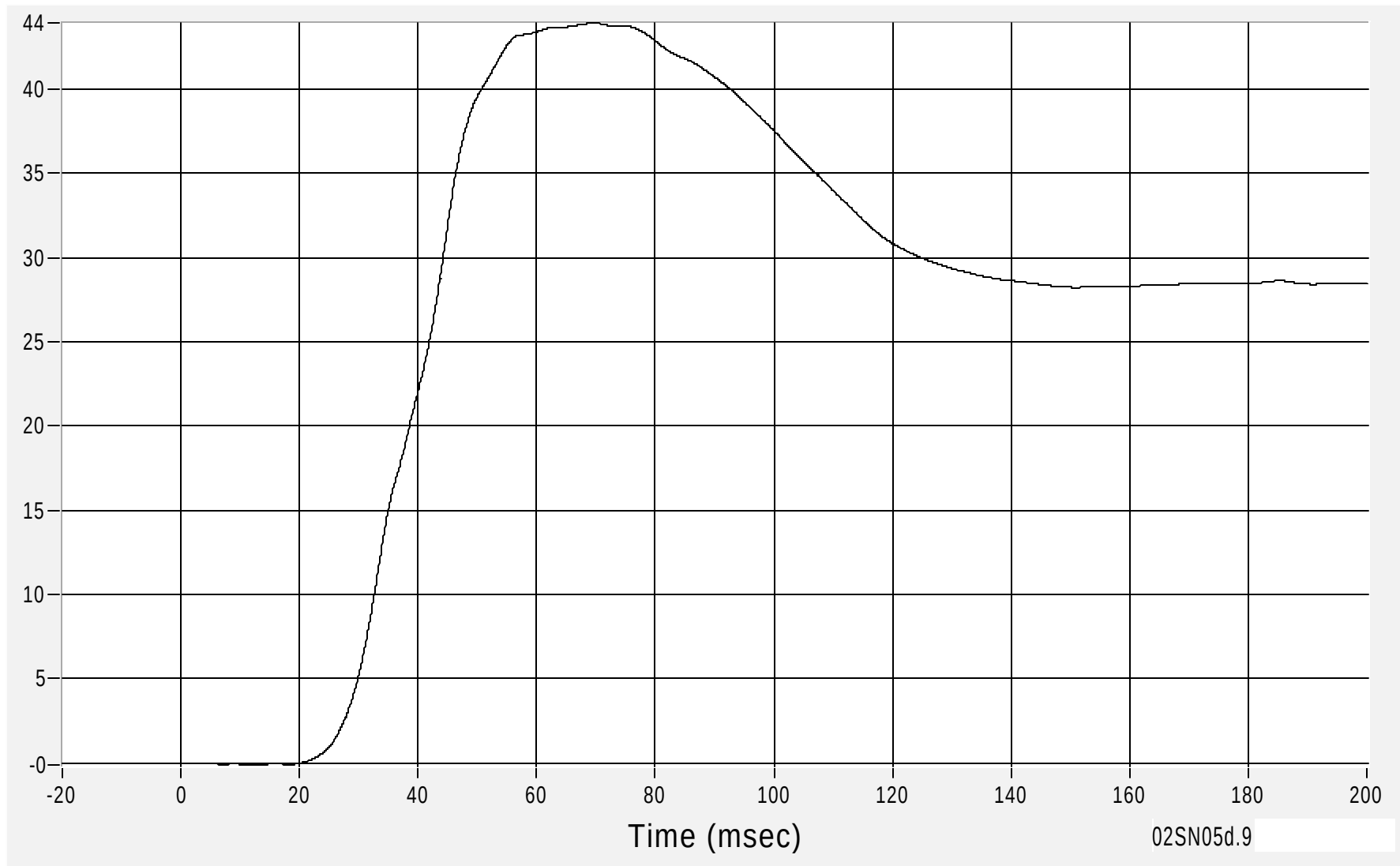
Driver Lower Spine (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 43.9 km/h at 69.5 msec

Min -0.1 km/h at 18.2 msec

B-114



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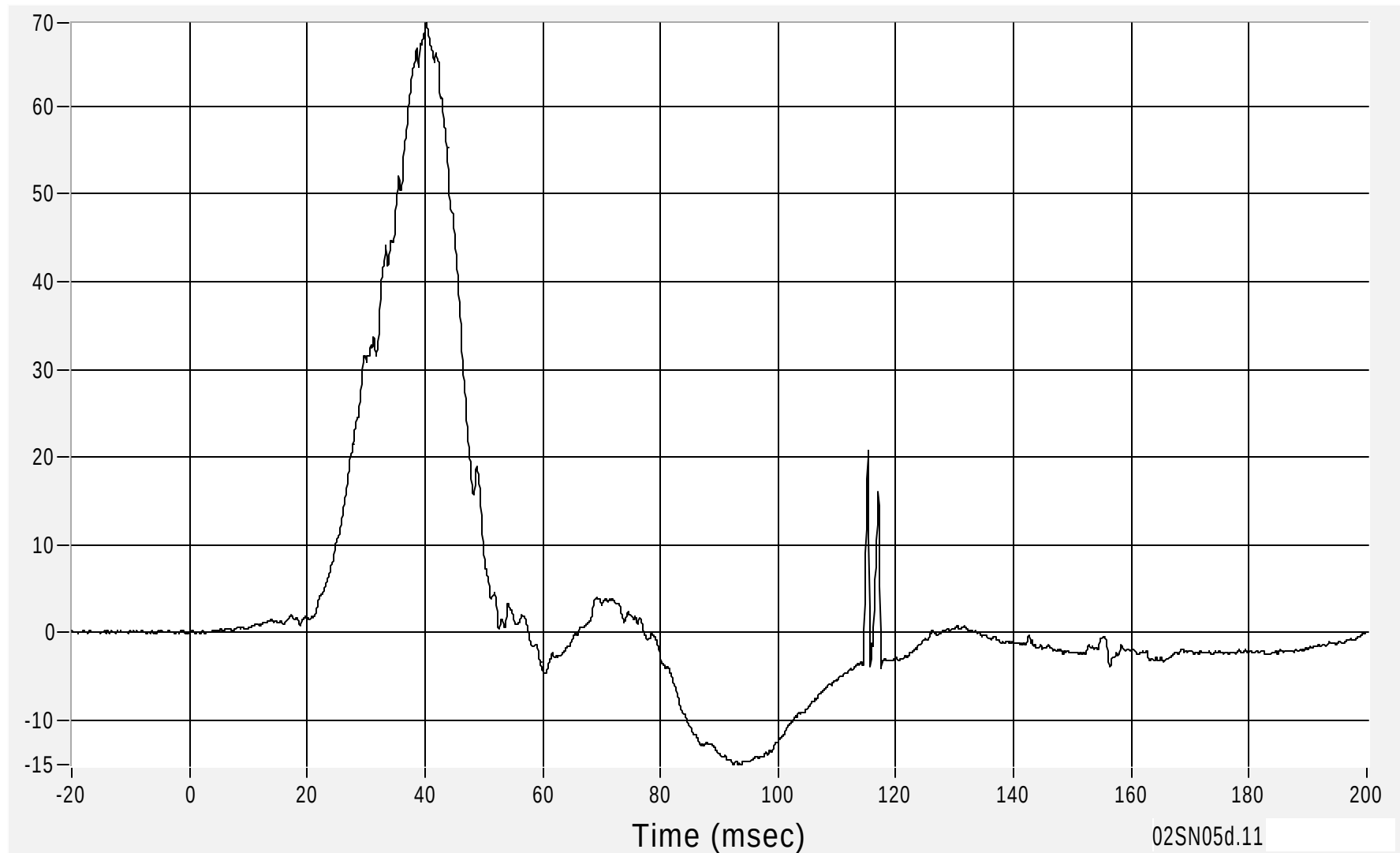
Driver Pelvic (Y) Acceleration - Redundant

Max 69.5 G's at 40.2 msec

Acceleration (G's) CFC1000

Min -15.1 G's at 93.7 msec

B-115



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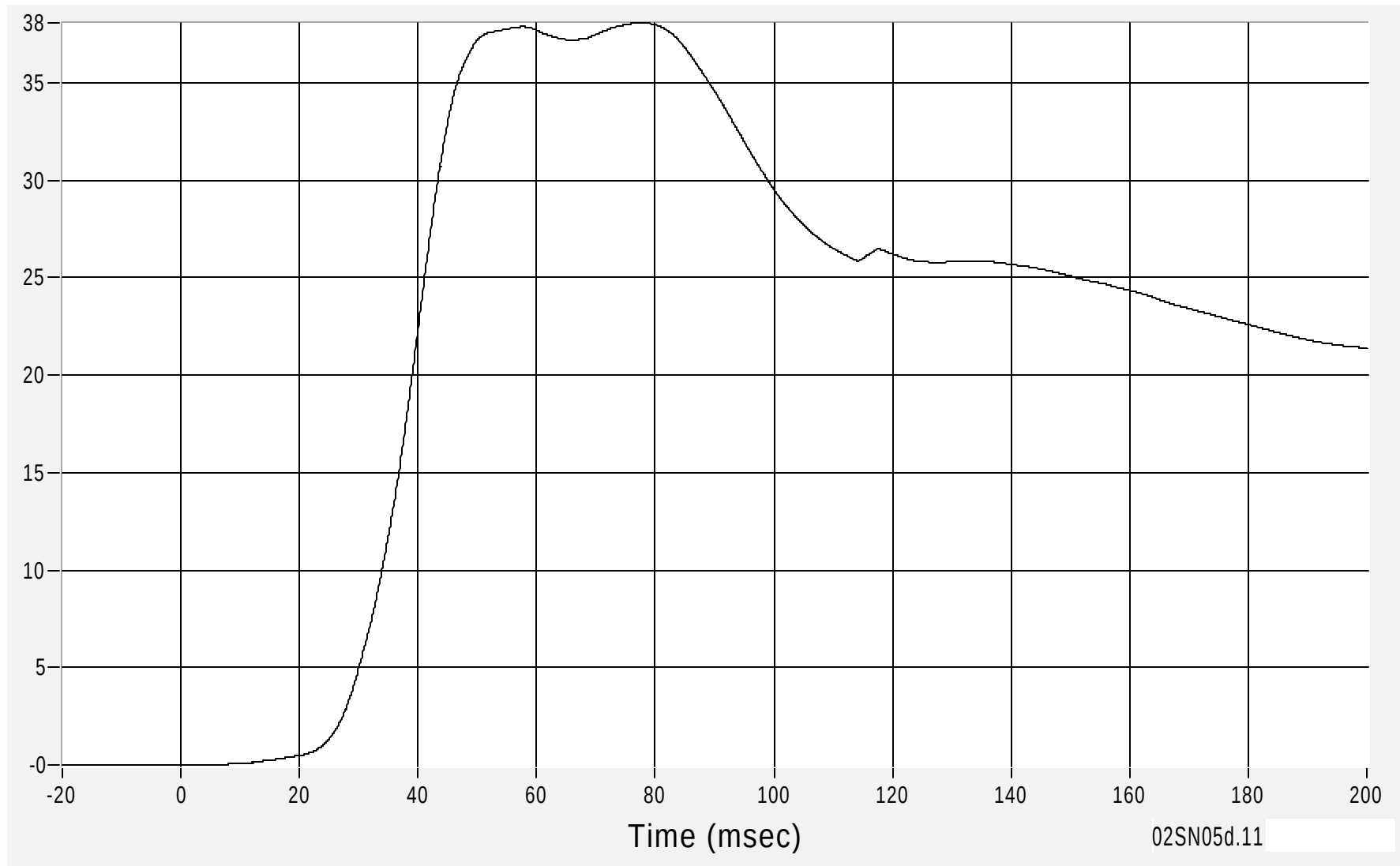
Driver Pelvic (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 38.1 km/h at 77.2 msec

Min 0.0 km/h at 2.9 msec

B-116



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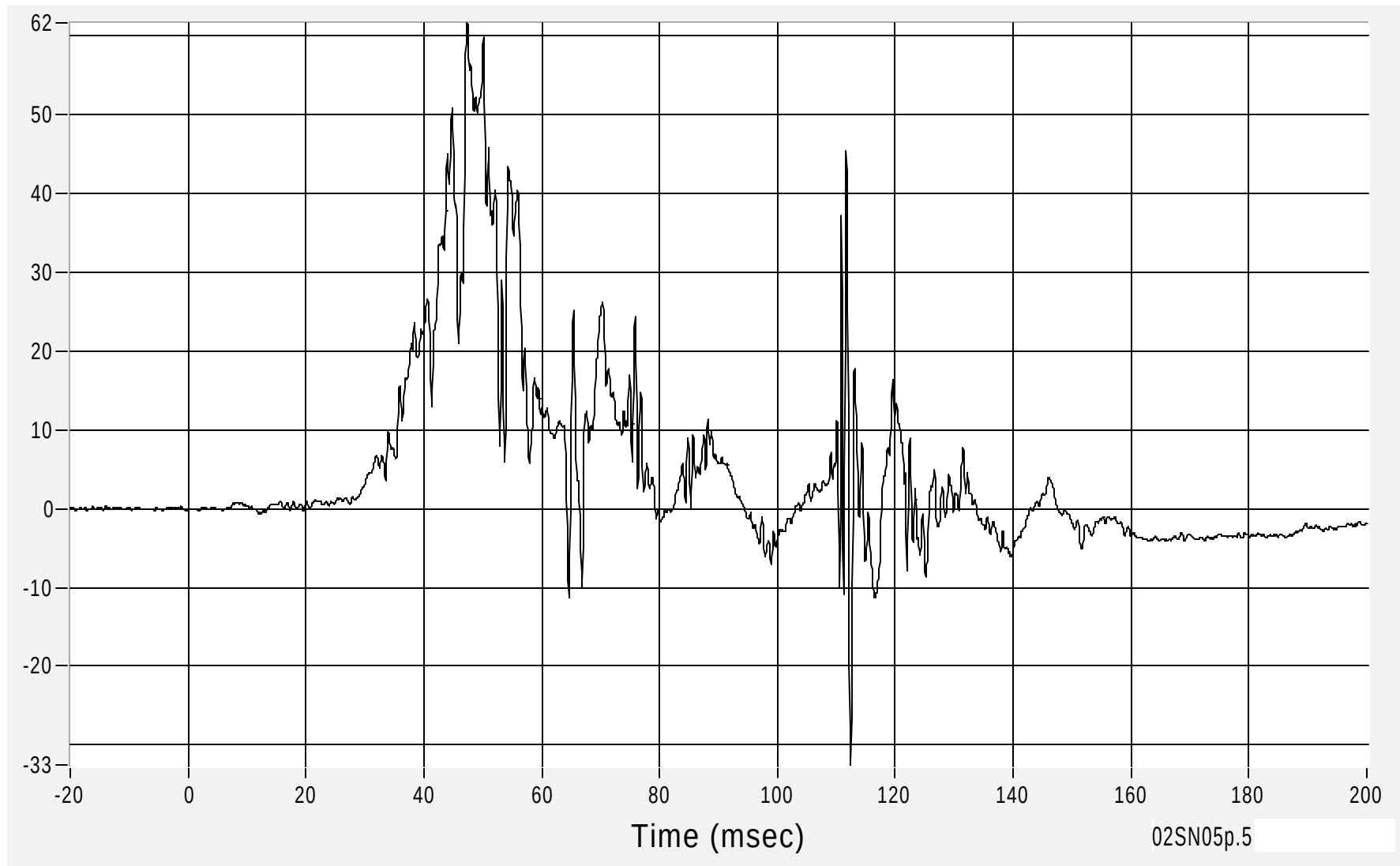
Passenger Upper Rib (Y) Acceleration - Redundant

Max 61.6 G's at 47.4 msec

Acceleration (G's) CFC1000

Min -32.5 G's at 112.4 msec

B-117



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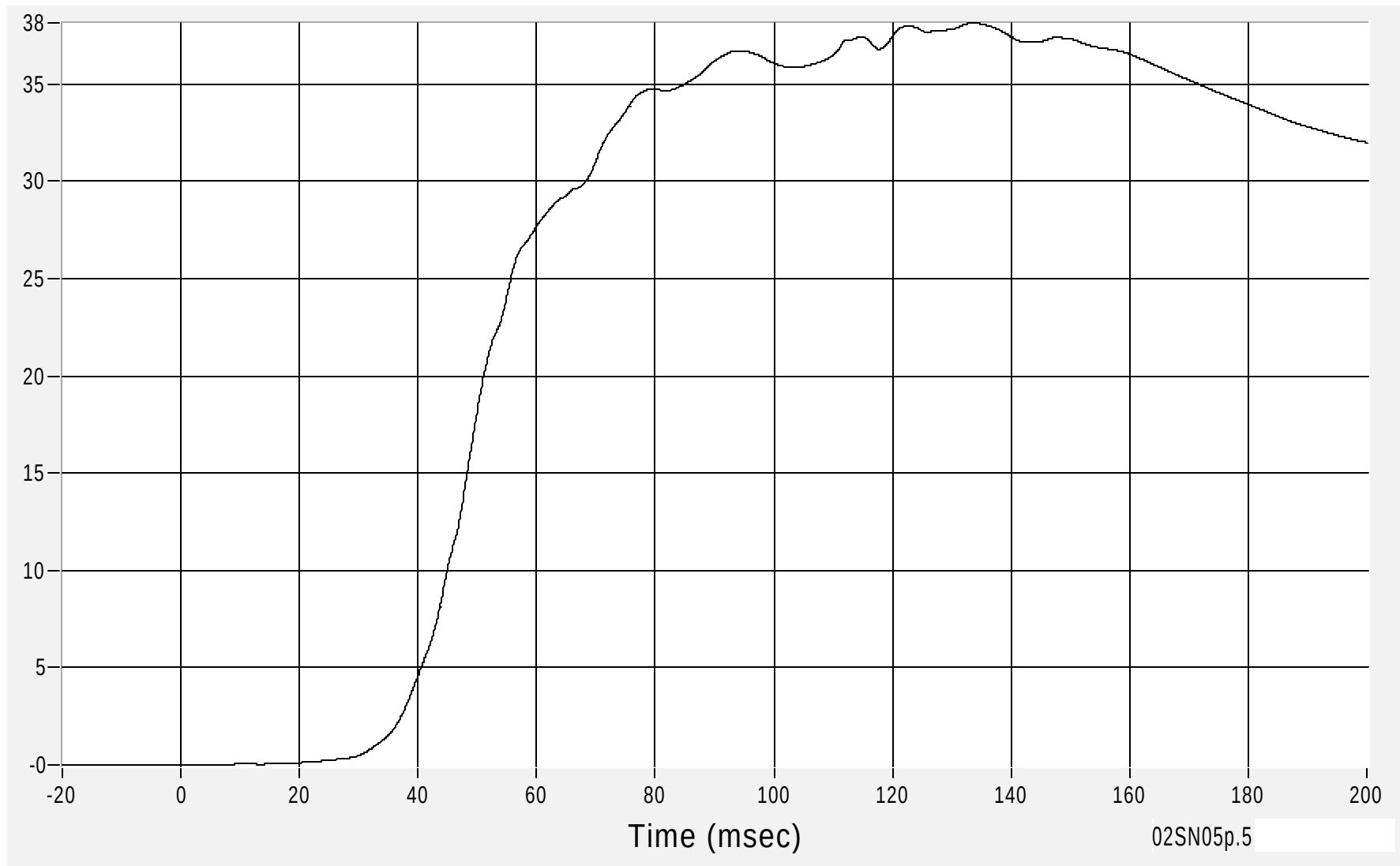
Passenger Upper Rib (Y) Velocity - Redundant

Max 38.2 km/h at 133.6 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 6.5 msec

B-118



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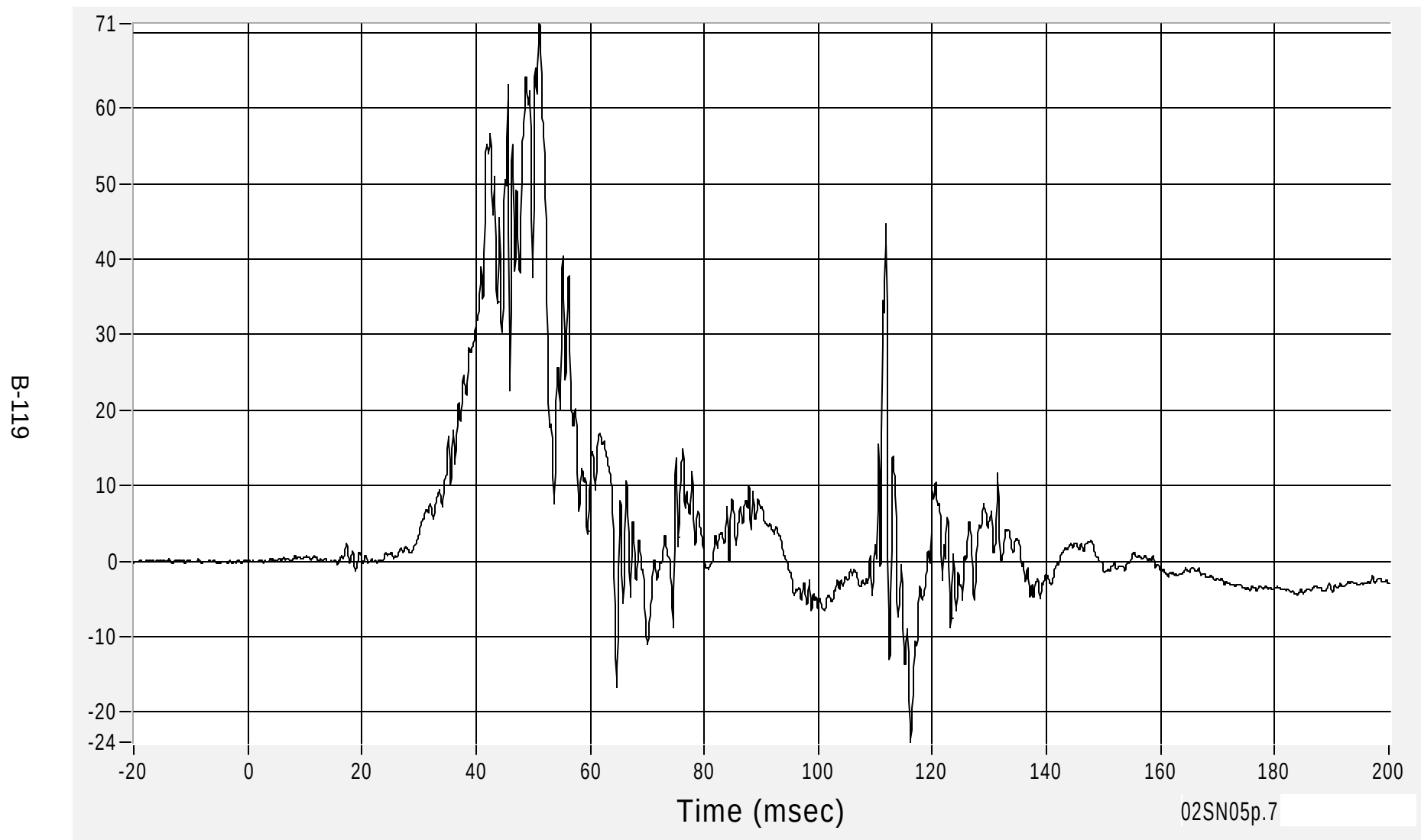
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Passenger Lower Rib (Y) Acceleration - Redundant

Max 71.1 G's at 51.1 msec

Acceleration (G's) CFC1000

Min -23.9 G's at 116.2 msec



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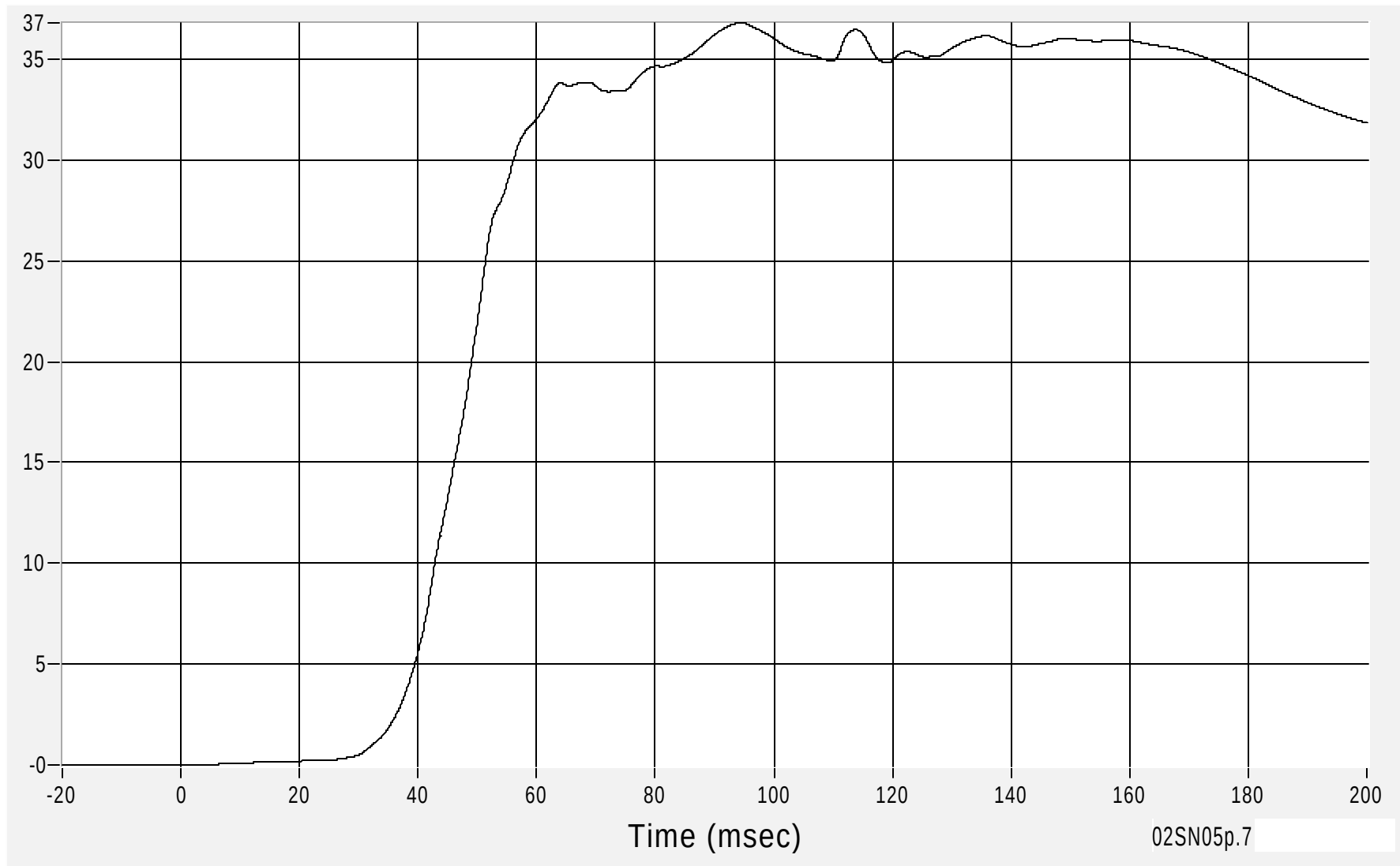
Passenger Lower Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 36.8 km/h at 94.3 msec

Min 0.0 km/h at 3.2 msec

B-120



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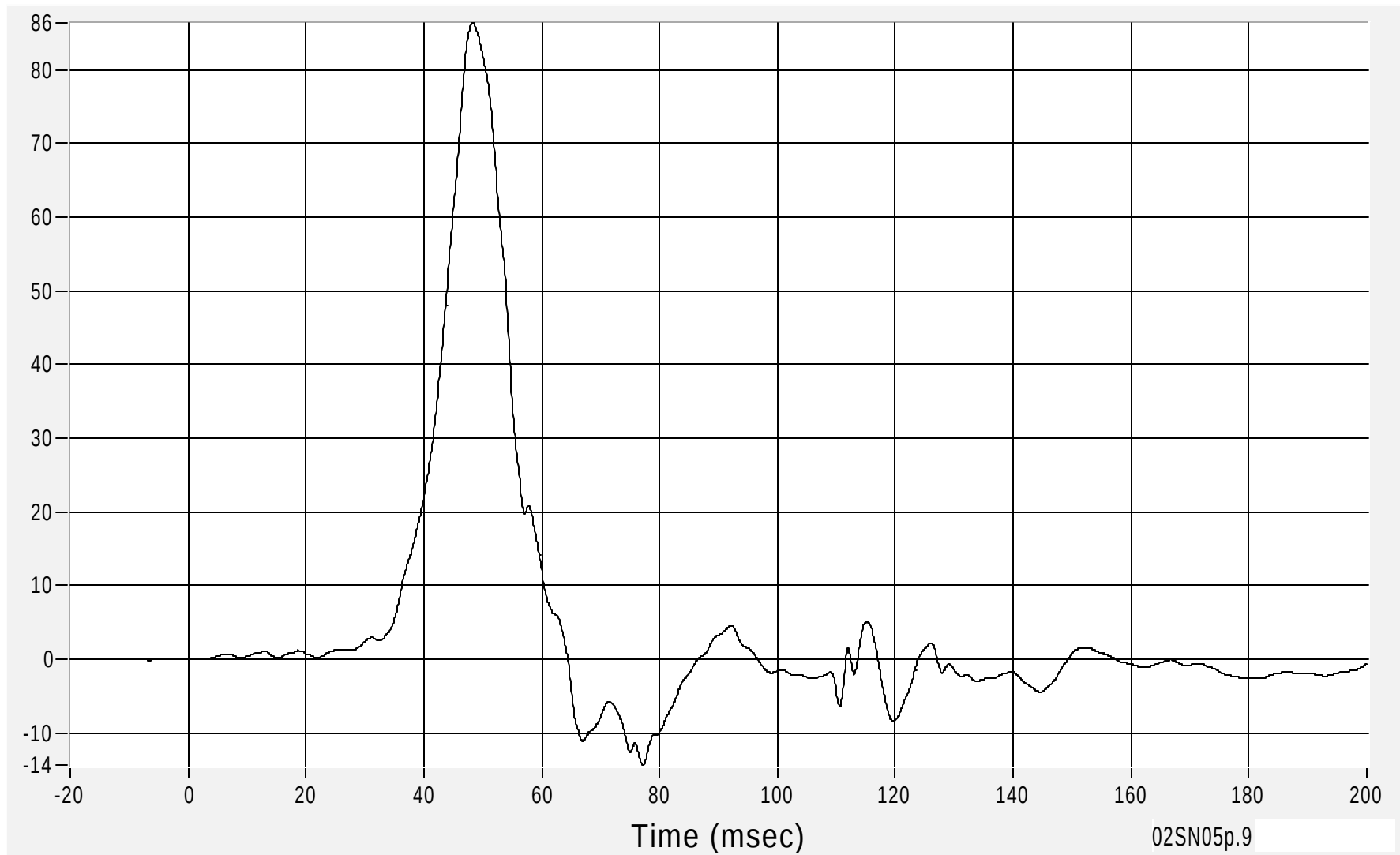
Passenger Lower Spine (Y) Acceleration - Redundant

Max 86.4 G's at 48.3 msec

Acceleration (G's) CFC180

Min -14.4 G's at 77.2 msec

B-121



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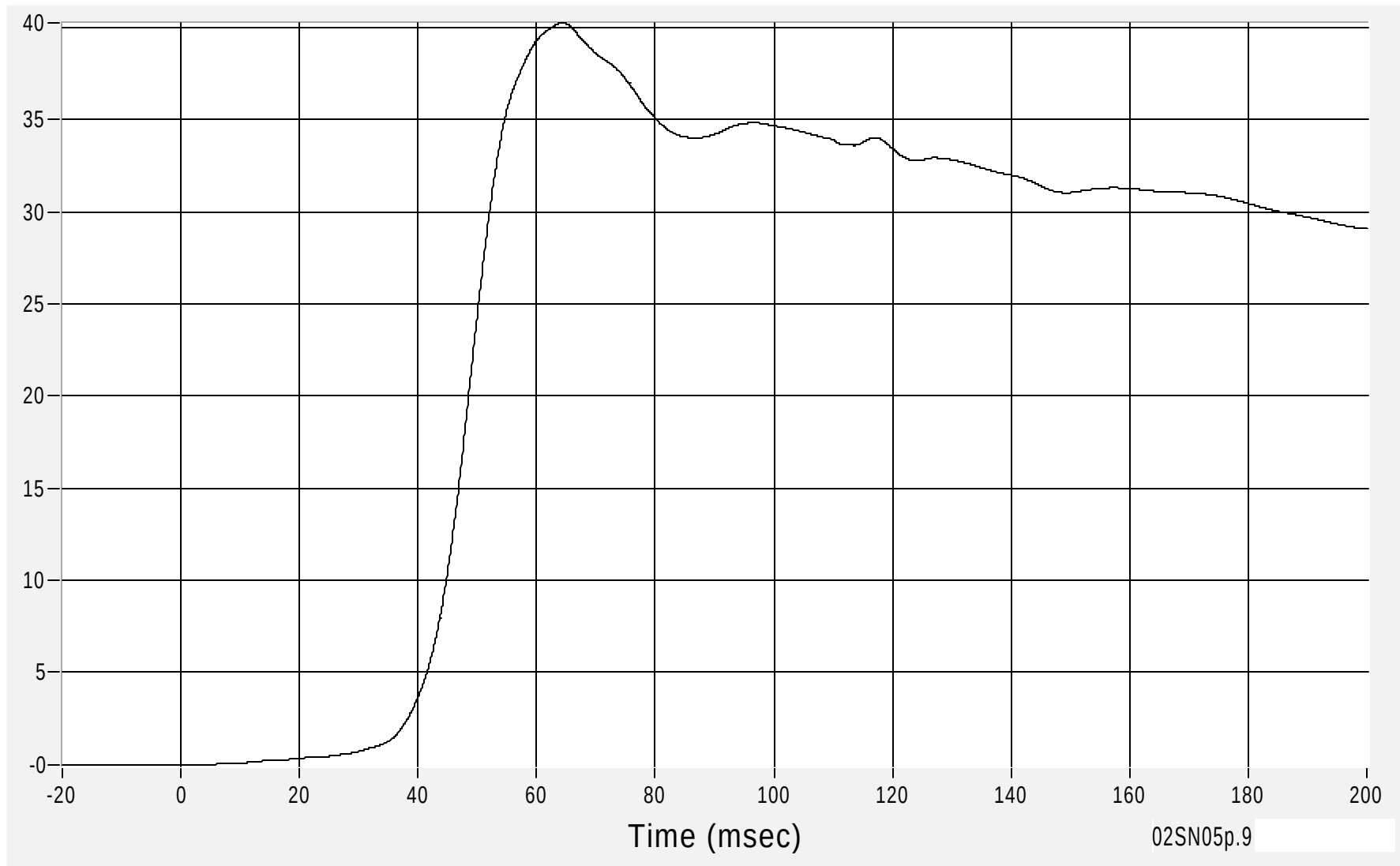
Passenger Lower Spine (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 40.2 km/h at 64.4 msec

Min 0.0 km/h at 0.9 msec

B-122



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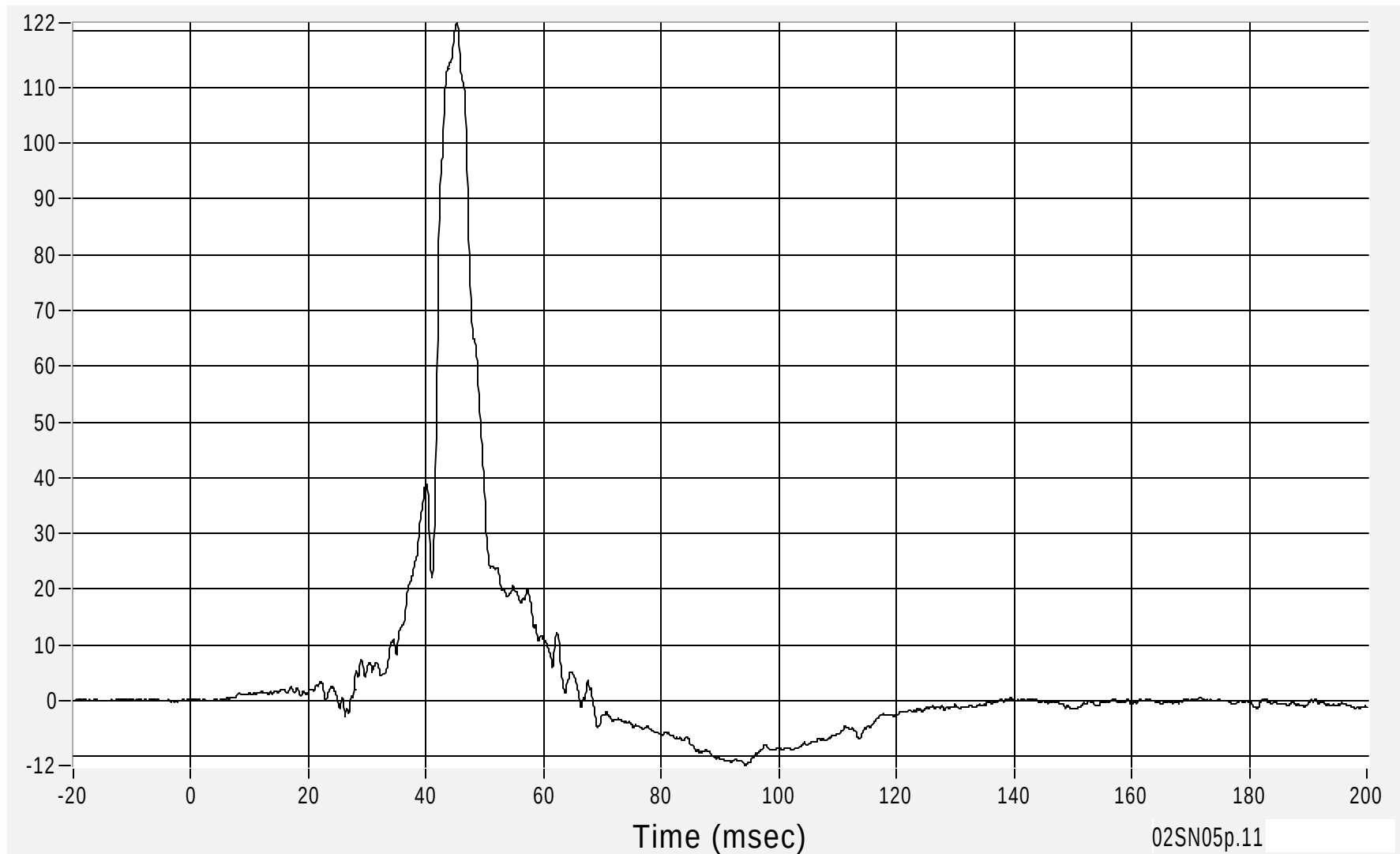
Passenger Pelvic (Y) Acceleration - Redundant

Max 121.5 G's at 45.3 msec

Acceleration (G's) CFC1000

Min -11.6 G's at 94.3 msec

B-123



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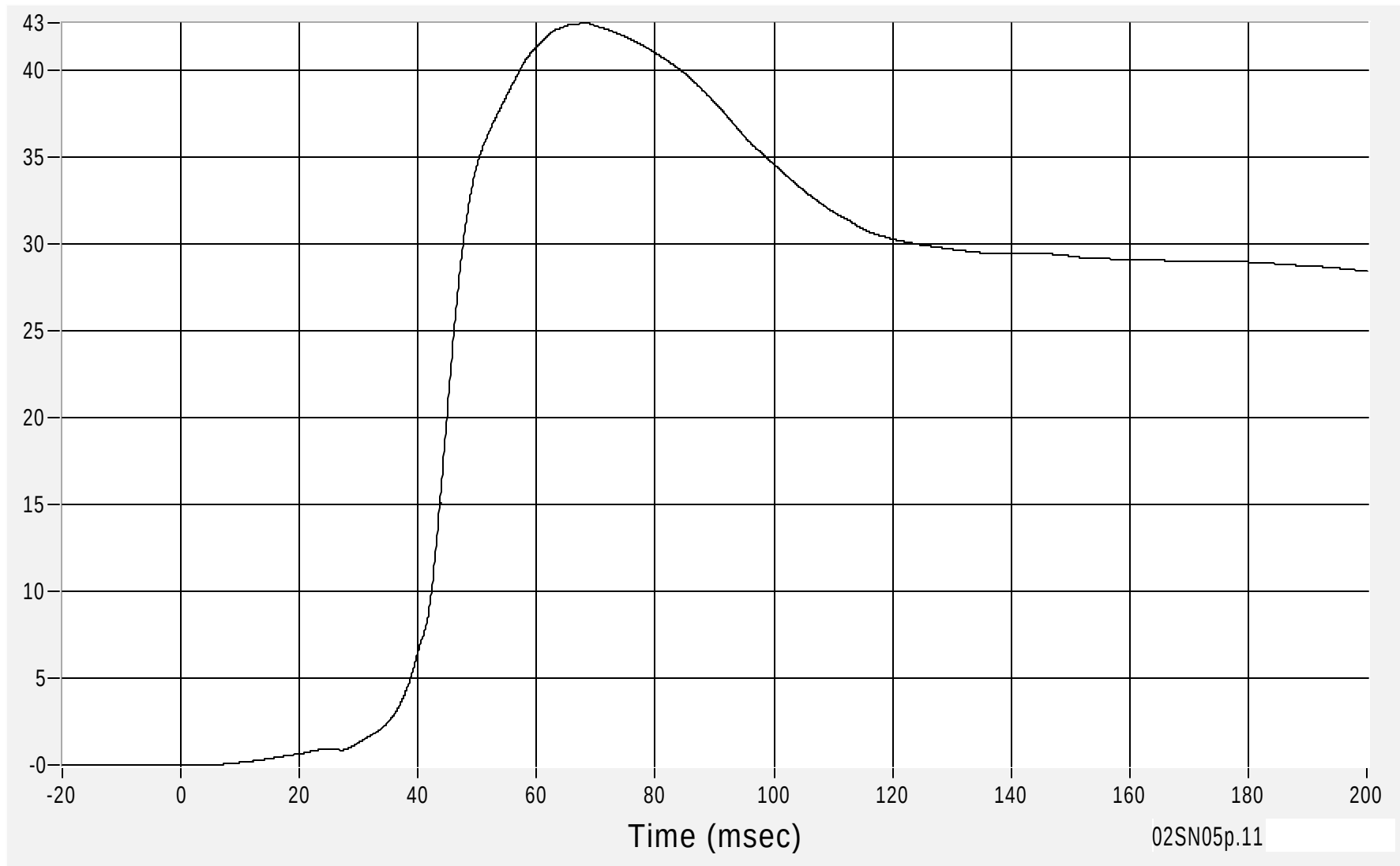
Passenger Pelvic (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 42.8 km/h at 68.2 msec

Min 0.0 km/h at 4.6 msec

B-124



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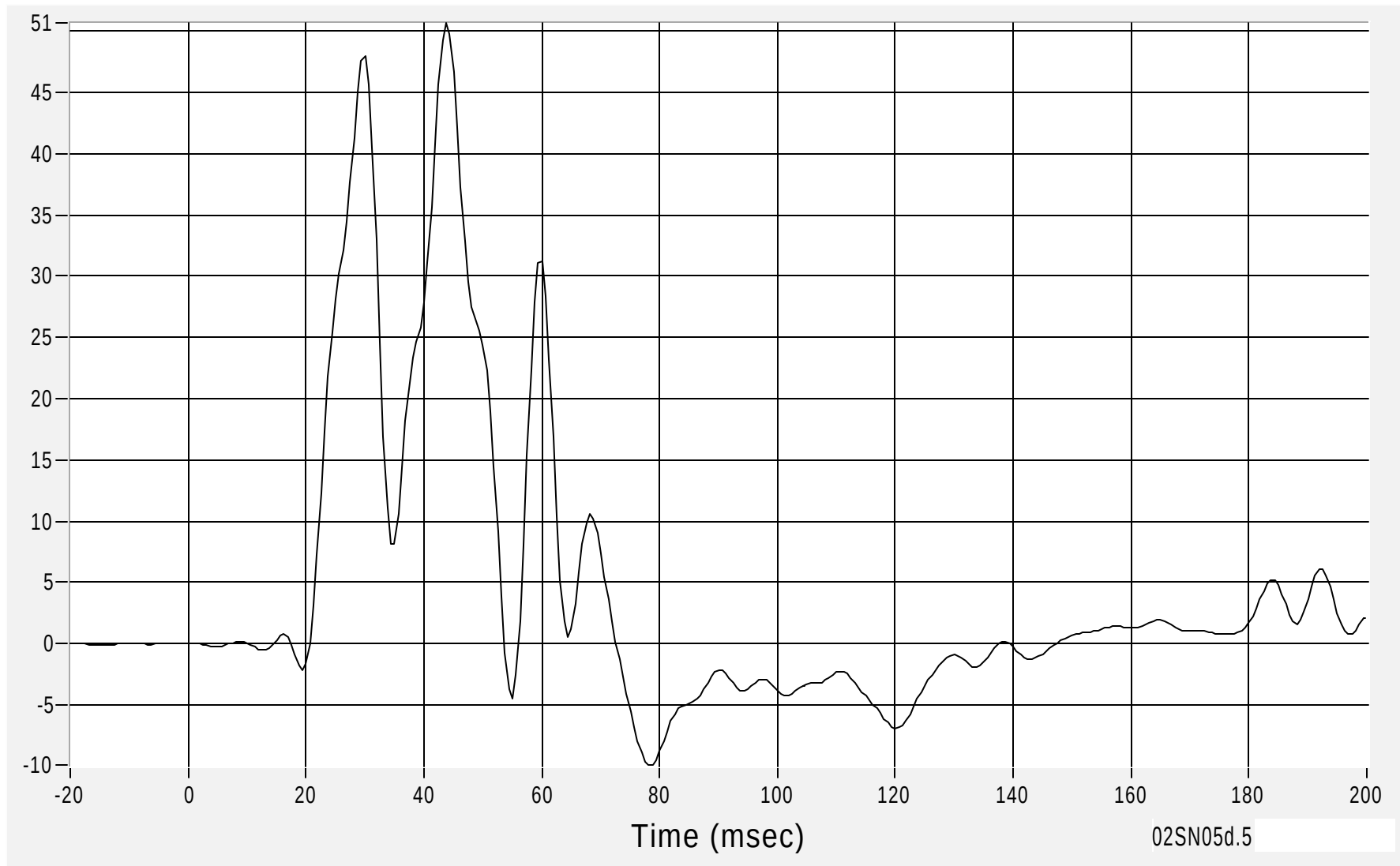
Driver Upper Rib (Y) Acceleration - Redundant

Max 50.7 G's at 43.8 msec

Acceleration (G's) FIR100

Min -9.9 G's at 78.1 msec

B-125



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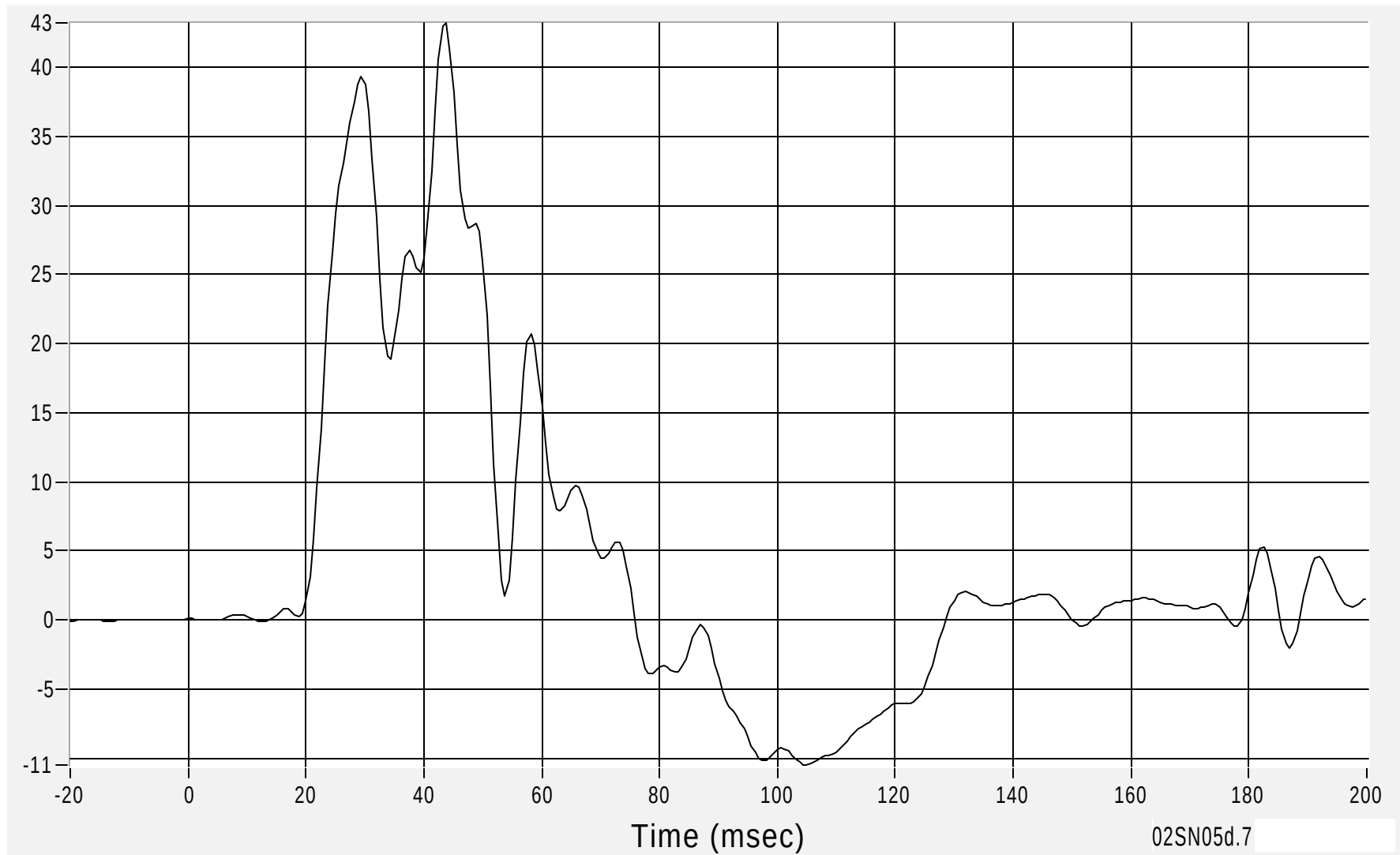
Driver Lower Rib (Y) Acceleration - Redundant

Max 43.2 G's at 43.8 msec

Acceleration (G's) FIR100

Min -10.5 G's at 105.0 msec

B-126



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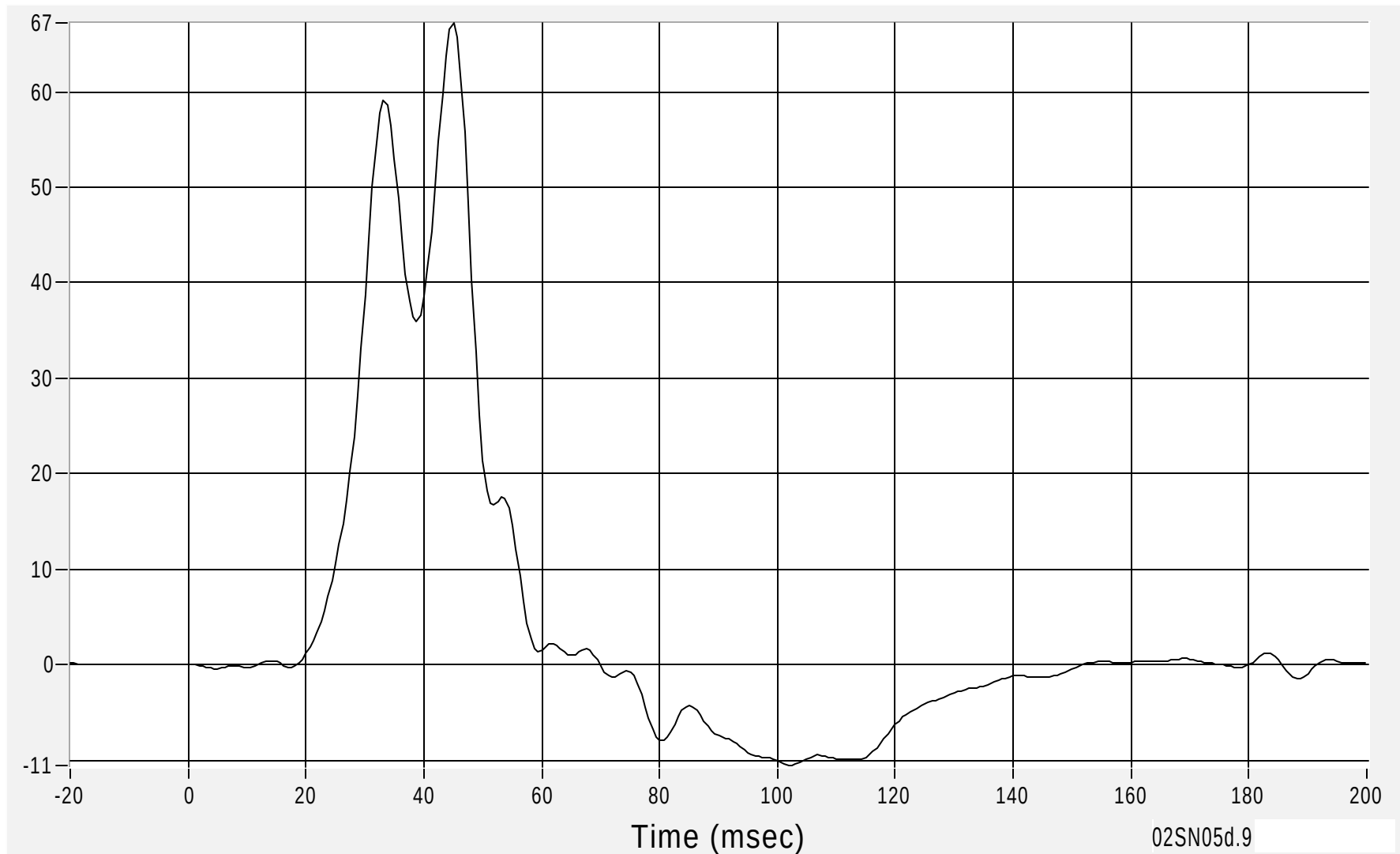
Driver Lower Spine (Y) Acceleration - Redundant

Max 67.2 G's at 45.0 msec

Acceleration (G's) FIR100

Min -10.6 G's at 102.5 msec

B-127



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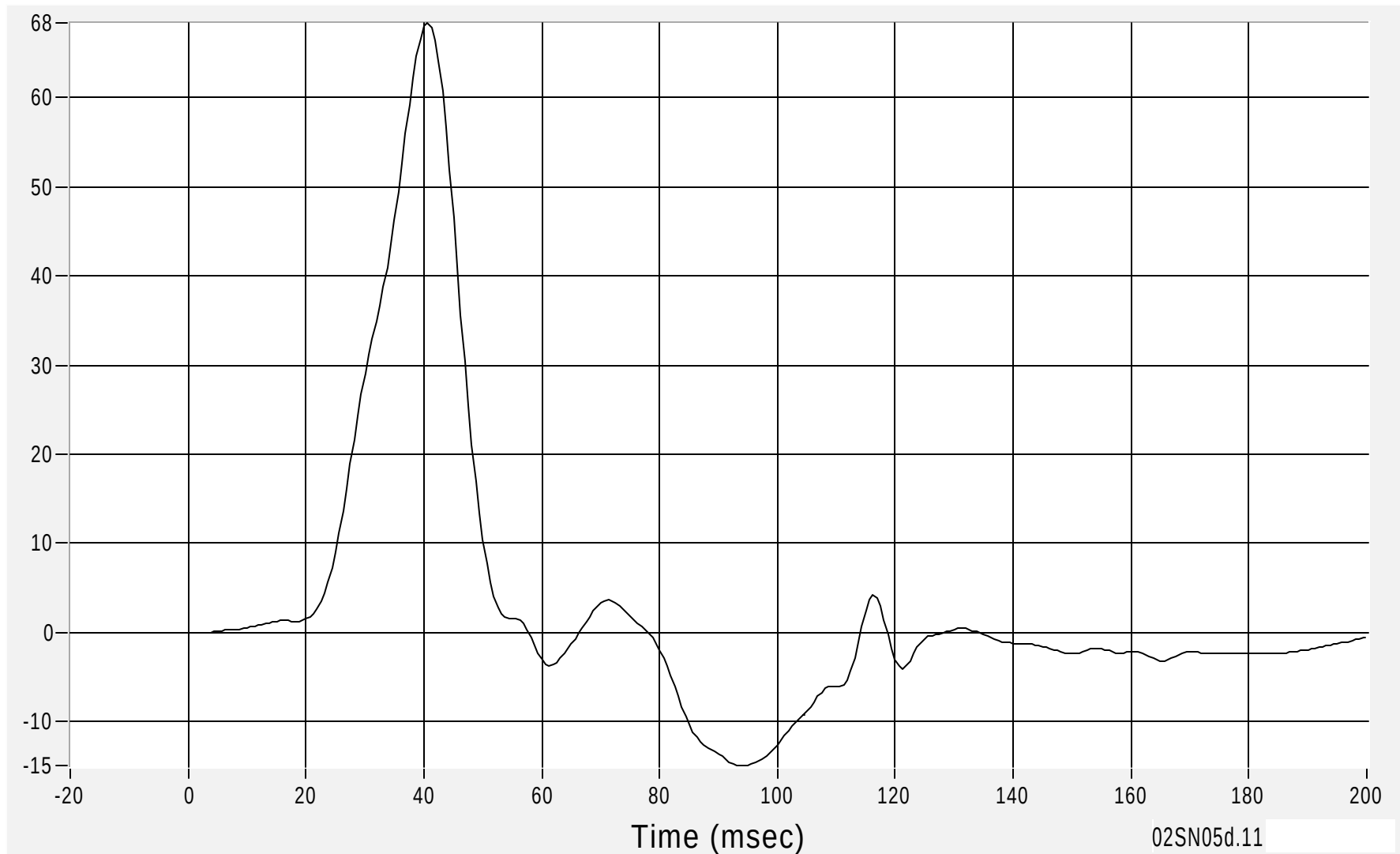
Driver Pelvic (Y) Acceleration - Redundant

Max 68.4 G's at 40.6 msec

Acceleration (G's) FIR100

Min -14.9 G's at 94.4 msec

B-128



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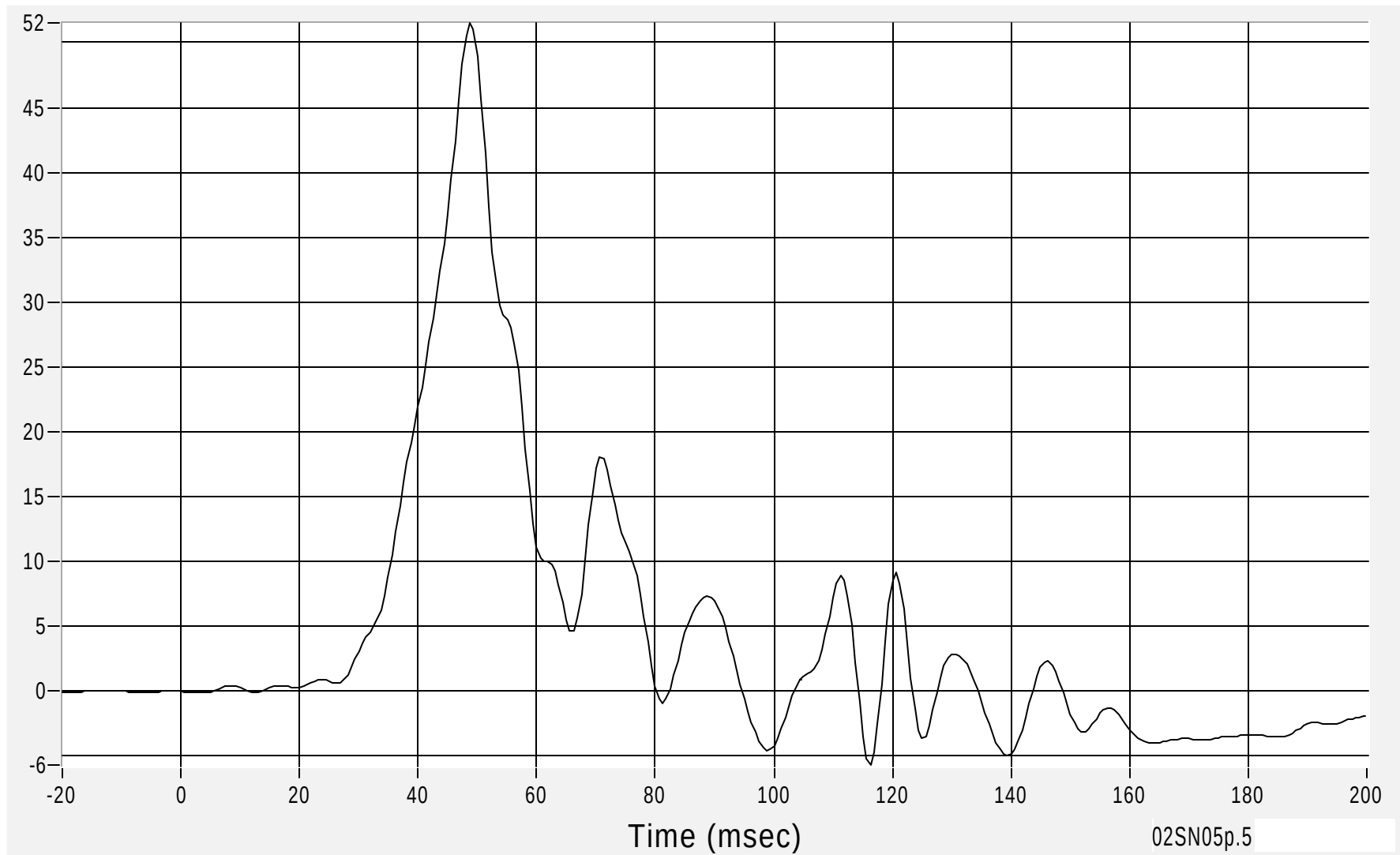
Passenger Upper Rib (Y) Acceleration - Redundant

Max 51.5 G's at 48.8 msec

Acceleration (G's) FIR100

Min -5.7 G's at 116.2 msec

B-129



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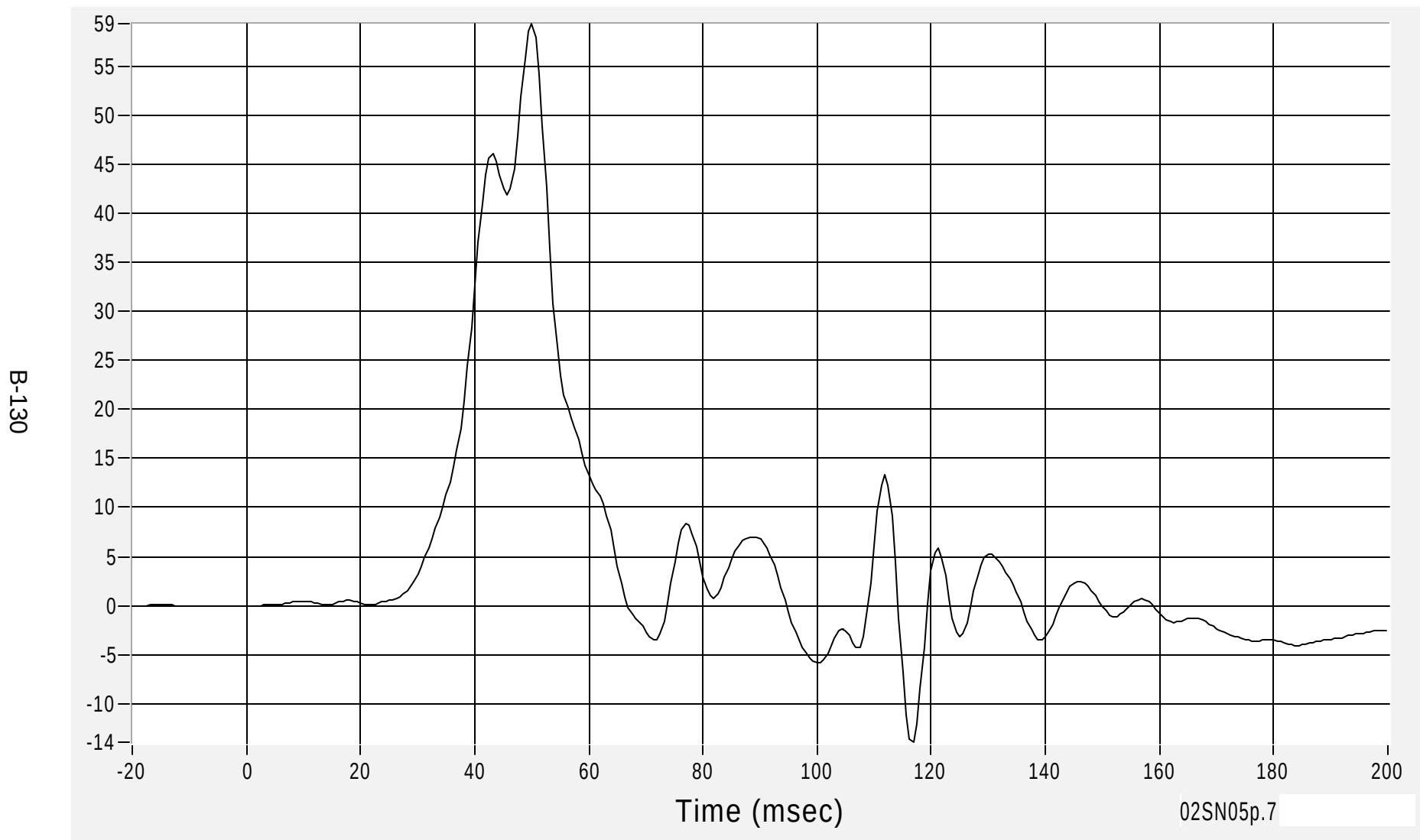
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Passenger Lower Rib (Y) Acceleration - Redundant

Max 59.3 G's at 50.0 msec

Acceleration (G's) FIR100

Min -13.9 G's at 116.9 msec



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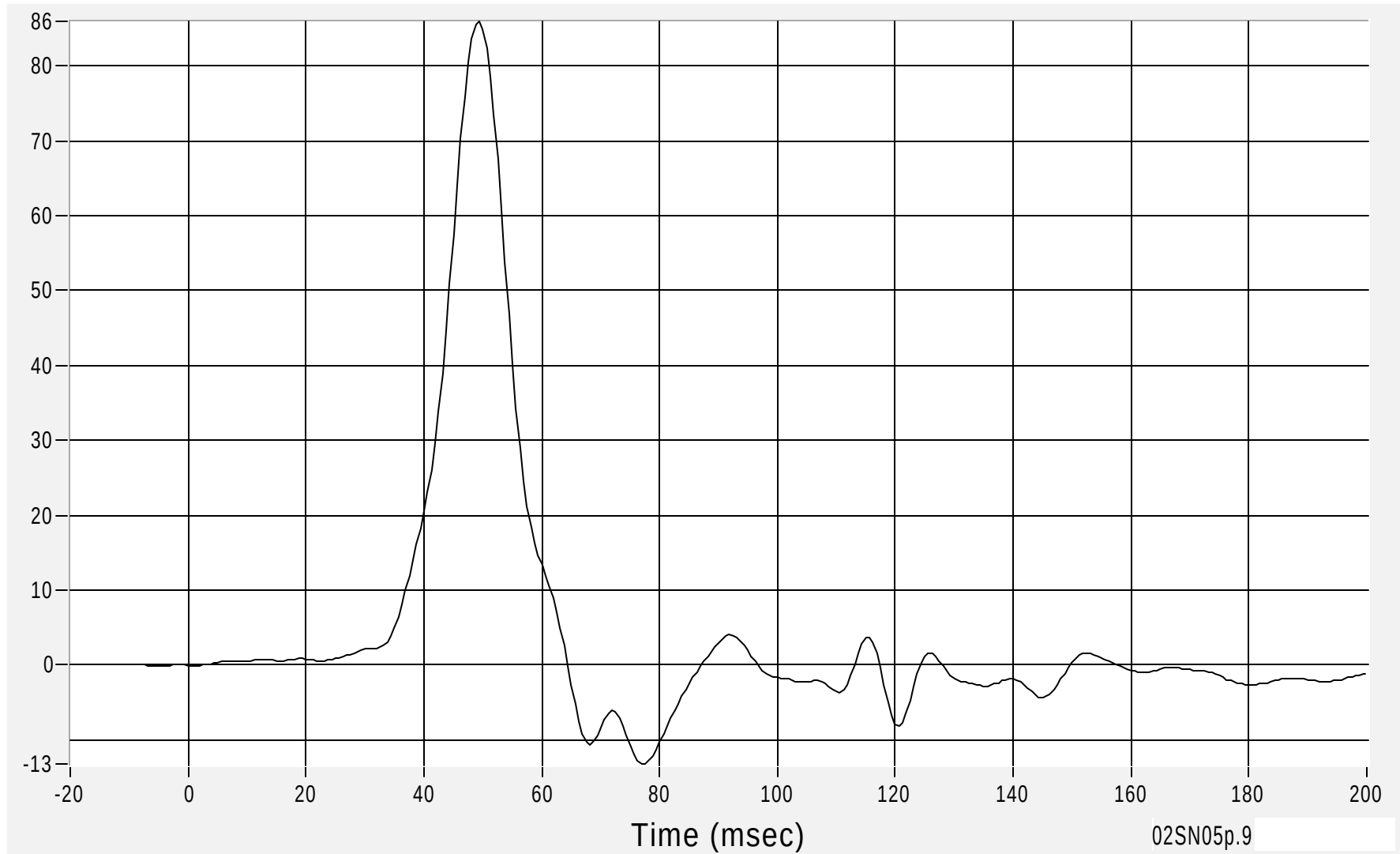
Passenger Lower Spine (Y) Acceleration - Redundant

Max 86.0 G's at 49.4 msec

Acceleration (G's) FIR100

Min -13.2 G's at 76.9 msec

B-131



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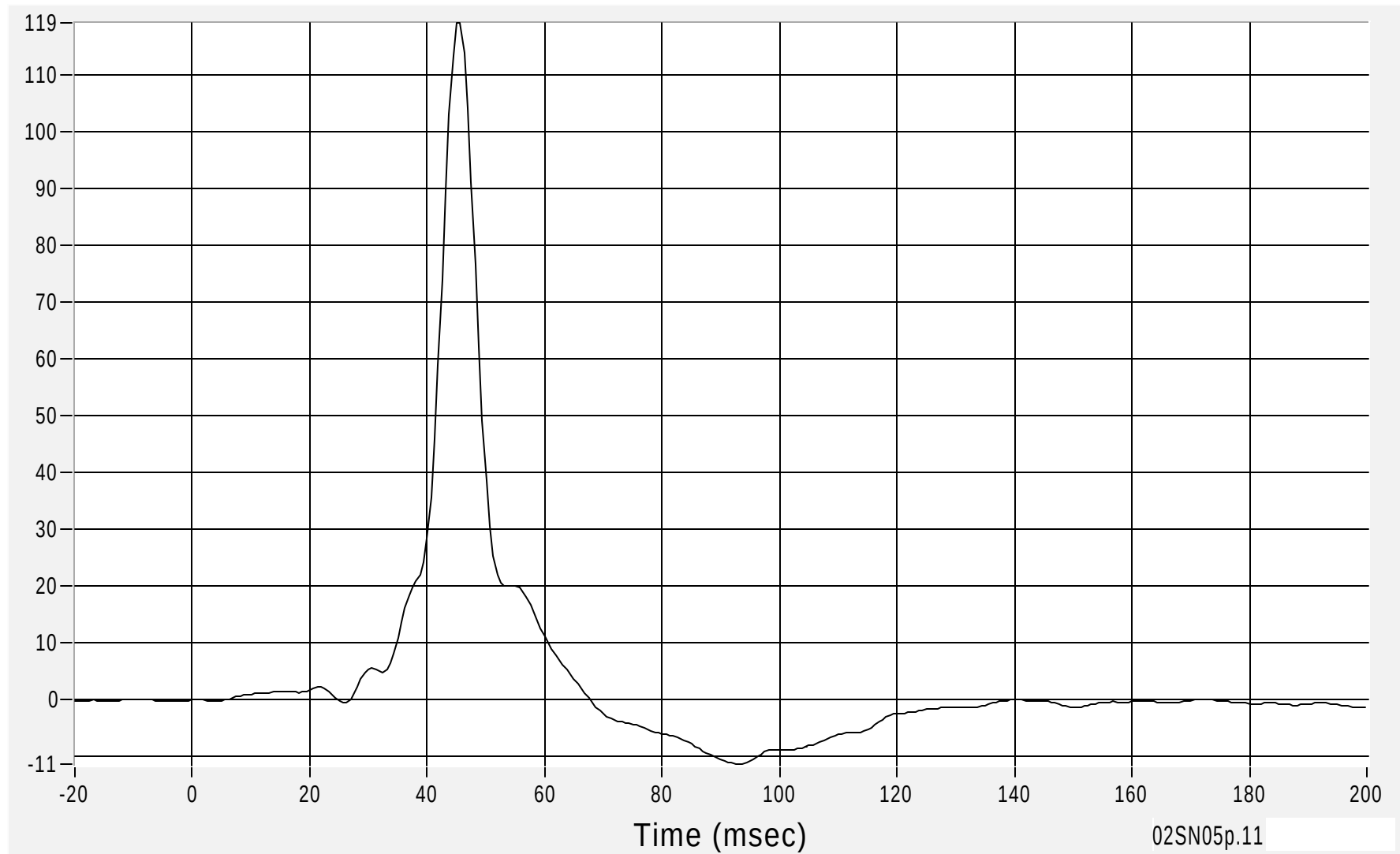
Passenger Pelvic (Y) Acceleration - Redundant

Max 119.0 G's at 45.6 msec

Acceleration (G's) FIR100

Min -11.3 G's at 93.1 msec

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3 April 2002

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APPENDIX C

SID CONFIGURATION AND VERIFICATION RESULTS

TABLE OF CONTENTS

VERIFICATION TEST RESULTS SUMMARY PRE AND POST TEST	Page No.
SUMMARY SID PRE AND POST VERIFICATION	C-3
DUMMY INSPECTION LIST PRE AND POST TEST	C-4
	C-5

**VERIFICATION TEST RESULTS SUMMARY
PRE AND POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number 056 Test Sequences 04 and 05

TEST	PRE		POST	
	COMMENTS	BY	COMMENTS	BY
EXTERNAL DIMENSIONS	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
THORACIC SHOCK ABSORBER TEST	Pass all requirements	Mark Meyer		
LATERAL THORAX IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
LATERAL PELVIS IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
ABDOMINAL COMPRESSION	Pass all requirements	Mark Meyer		
LUMBAR FLEXION	Pass all requirements	Mark Meyer		

SID Serial Number 058 Test Sequences 05 and 06

TEST	PRE		POST	
	COMMENTS	BY	COMMENTS	BY
EXTERNAL DIMENSIONS	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
THORACIC SHOCK ABSORBER TEST	Pass all requirements	Mark Meyer		
LATERAL THORAX IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
LATERAL PELVIS IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
ABDOMINAL COMPRESSION	Pass all requirements	Mark Meyer		
LUMBAR FLEXION	Pass all requirements	Mark Meyer		

SUMMARY
SID PRE AND POST VERIFICATION

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number 056 and 058

Test Sequences

04 and 05 (056)

05 and 06 (058)

TEST PARAMETER	SPECIFICATION	056		058	
		PRE	POST	PRE	POST
MEASUREMENTS					
Date	-	28Mar02	08Apr02	28Mar02	08Apr02
Sequential Test Number	-	04	05	05	06
Temperature (°C)	18.9-25.5	21.4	22.1	21.4	22.1
Relative Humidity (%)	10-70	27	32	27	32
SH – Seated Height (mm)	889-909	906	906	903	903
RH – Rib Height (mm)	501-521	512	515	513	505
HP – Hip Pivot Height (mm)	99	99/99	99/99	99/99	99/99
RD – Rib From Back Line (mm)	229-241	229	232	231	229
KH – Knee Pivot from Back Line (mm)	511-526	525/525	525/520	518/516	521/517
KV – Knee Pivot to Floor (mm)	490-505	504/500	496/499	493/500	503/505
HW – Hip Width (mm)	356-391	365	371	358	356
THORAX IMPACTS					
Date	-	28Mar02	08Apr02	28Mar02	08Apr02
Sequential Test Number	-	04	05	05	06
Temperature (°C)	18.9-25.5	21.4	22.1	21.4	22.1
Relative Humidity (%)	10-70	27	32	27	32
Probe Speed (m/s)	4.21-4.33	4.27	4.26	4.27	4.26
Upper Rib Acceleration (G)	37-46	43.3	41.4	41.7	40.3
Lower Rib Acceleration (G)	37-46	39.9	39.3	40.6	37.8
Lower Spine Acceleration (G)	15-22	19.7	19.0	19.3	17.9
PELVIS IMPACTS					
Date	-	28Mar02	08Apr02	28Mar02	08Apr02
Sequential Test Number	-	04	05	05	05
Temperature (°C)	18.9-25.5	21.4	22.1	21.4	22.1
Relative Humidity (%)	10-70	27	32	27	32
Probe Speed (m/s)	4.21-4.33	4.27	4.26	4.27	4.26
Pelvis Acceleration (G)	40-60	45.0	54.7	40.1	43.7
THORACIC SHOCK ABSORBER					
Shock Absorber ID Number	-	486	-	03130164	-
Damper Setting	1-10	6	-	5	-
Date	-	14Feb02	-	14Feb02	-
Sequential Test Number	-	02	-	02	-
Temperature	18.9-25.5	22.5	-	22.5	-
Relative Humidity	10-70	30	-	30	-
Probe Speed (m/s) Low	3.05	3.05	-	3.05	-
Force (N)	836 – 1125	1065	-	850	-
Displacement (mm)	30 – 35	30.0	-	30.4	-
Probe Speed (m/s) Middle	4.27	4.27	-	4.27	-
Force (N)	1730 – 2099	1747	-	1739	-
Displacement (mm)	32 – 37	33.7	-	36.3	-
Probe Speed (m/s) High	6.10	6.10	-	6.10	-
Force (N)	3741 – 4448	4216	-	3928	-
Displacement (mm)	33 - 40	36.3	-	37.4	-

TEST PARAMETER	SPECIFICATION	056		058	
		PRE	POST	PRE	POST
ABDOMINAL COMPRESSION					
Date	-	22Feb02	-	22Feb02	-
Sequential Test Number	-	02	-	02	-
Temperature (°C)	18.9-25.5	20.8	-	20.8	-
Relative Humidity (%)	10-70	20	-	20	-
Force at 13 mm (N)	104-162	133	-	143	-
Force at 19 mm (N)	163-221	191	-	190	-
Force at 25 mm (N)	222-280	260	-	248	-
Force at 33 mm (N)	325-391	389	-	363	-
LUMBAR FLEXION					
Date	-	22Feb02	-	22Feb02	-
Sequential Test Number	-	02	-	02	-
Temperature (°C)	18.9-25.5	20.8	-	20.8	-
Relative Humidity (%)	10-70	20	-	20	-
Force at 0° (N)	0-26.7	10	-	0	-
Force at 0° (N)	97.8-151.2	154	-	140	-
Force at 0° (N)	151.2-204.6	180	-	183	-
Force at 0° (N)	204.6-258	230	-	240	-
Return Angle	12° Maximum	3.5	-	3.1	-

**DUMMY INSPECTION LIST
PRE AND POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number 056 and 058

Test Sequences

04 and 05 (056)
05 and 06 (058)

		SID 056		SID 058	
		PRE	POST	PRE	POST
	Date	28Mar02	08Apr02	28Mar02	08Apr02
	Performed By	Mark Meyer	Mark Meyer	Mark Meyer	Mark Meyer
PART	INSPECTION	Pass	Pass	Pass	Pass
Skin	Visual	Pass	Pass	Pass	Pass
Head	Visual, Ballast, Accelerometer Mount	Pass	Pass	Pass	Pass
Neck	Visual and Palpated, Cable Torque	Pass	Pass	Pass	Pass
Spine Box	Visual, Ballast, Weldment, Accelerometer Mount	Pass	Pass	Pass	Pass
Rib Cage	Visual, Palpated, Measured, Stiffness	Pass	Pass	Pass	Pass
Sternum	Visual	Pass	Pass	Pass	Pass
Lumbar Spine	Visual	Pass	Pass	Pass	Pass
Abdomen	Visual	Pass	Pass	Pass	Pass
Pelvis	Visual, Palpated, Accelerometer Mount	Pass	Pass	Pass	Pass
Upper Legs	Visual	Pass	Pass	Pass	Pass
Knees	Visual, Stops, Inserts	Pass	Pass	Pass	Pass
Lower Legs	Visual, Range of Motion	Pass	Pass	Pass	Pass
Ankles	Visual, Range of Motion	Pass	Pass	Pass	Pass
Feet	Visual, Range of Motion	Pass	Pass	Pass	Pass
Joints	1 to 2 G Range	Pass	Pass	Pass	Pass
Other		None	None	None	None

APPENDIX D

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TABLE OF CONTENTS

Section	Page No.
SID INSTRUMENTATION	D-3
VEHICLE INSTRUMENTATION	D-4
MDB INSTRUMENTATION	D-4

SID INSTRUMENTATION**FRONT SID NO. 058**

	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD X	J35932	ENDEVCO	14Nov01
HEAD Y	J36031	ENDEVCO	14Nov01
HEAD Z	J35641	ENDEVCO	14Nov01
UPPER RIB	J35839	ENDEVCO	14Nov01
LOWER RIB	J32665	ENDEVCO	14Nov01
LOWER SPINE	J35937	ENDEVCO	14Nov01
PELVIS	J36603	ENDEVCO	14Nov01
UPPER RIB REDUNDANT	J36617	ENDEVCO	14Nov01
LOWER RIB REDUNDANT	J32662	ENDEVCO	14Nov01
LOWER SPINE REDUNDANT	J36614	ENDEVCO	14Nov01
PELVIS REDUNDANT	J34364	ENDEVCO	14Nov01

REAR SID NO. 056

	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD X	P12931	ENDEVCO	14Nov01
HEAD Y	P13836	ENDEVCO	14Nov01
HEAD Z	P22993	ENDEVCO	14Nov01
UPPER RIB	P13819	ENDEVCO	14Nov01
LOWER RIB	P13868	ENDEVCO	14Nov01
LOWER SPINE	P12746	ENDEVCO	14Nov01
PELVIS	P13598	ENDEVCO	14Nov01
UPPER RIB REDUNDANT	P13491	ENDEVCO	14Nov01
LOWER RIB REDUNDANT	P13835	ENDEVCO	14Nov01
LOWER SPINE REDUNDANT	P14274	ENDEVCO	14Nov01
PELVIS REDUNDANT	P13837	ENDEVCO	14Nov01

VEHICLE INSTRUMENTATION

	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
RIGHT FRONT SILL X	P22239	ENDEVCO	14Nov01
RIGHT FRONT SILL Y	P22230	ENDEVCO	14Nov01
RIGHT FRONT SILL Z	P23570	ENDEVCO	14Nov01
RIGHT REAR SILL X	P13869	ENDEVCO	14Nov01
RIGHT REAR SILL Y	P23573	ENDEVCO	14Nov01
RIGHT REAR SILL Z	P14233	ENDEVCO	14Nov01
REAR FLOORPAN ABOVE AXLE X	98B98A26-D05	ENTRAN	14Nov01
REAR FLOORPAN ABOVE AXLE Y	98B98A26-D17	ENTRAN	14Nov01
REAR FLOORPAN ABOVE AXLE Z	98G98D22-Z13	ENTRAN	14Nov01
LEFT REAR SILL Y	B13158	ENDEVCO	14Nov01
LEFT FRONT SILL Y	B12777	ENDEVCO	14Nov01
LEFT FRONT DOOR CENTERLINE Y	N/a	N/a	N/a
RIGHT REAR OCCUPANT COMP Y	P22318	ENDEVCO	14Nov01
MID-REAR OF LEFT FRONT DOOR Y	J32565	ENDEVCO	14Nov01
LEFT FRONT DOOR UPPER C/L Y	P13838	ENDEVCO	14Nov01
MID-REAR OF LEFT REAR DOOR Y	P22951	ENDEVCO	14Nov01
LEFT REAR DOOR UPPER C/L Y	P22322	ENDEVCO	14Nov01
LEFT LOWER B-PILLAR Y	P22298	ENDEVCO	14Nov01
LEFT MIDDLE B-PILLAR Y	P12825	ENDEVCO	14Nov01
LEFT LOWER A-PILLAR Y	P22315	ENDEVCO	14Nov01
LEFT UPPER A-PILLAR	P22366	ENDEVCO	14Nov01
FRONT SEAT TRACK Y	P22283	ENDEVCO	14Nov01
REAR SEAT TRACK Y	P21820	ENDEVCO	14Nov01
VEHICLE CG X	P13846	ENDEVCO	14Nov01
VEHICLE CG Y	P22577	ENDEVCO	14Nov01
VEHICLE CG Z	P22912	ENDEVCO	14Nov01

MDB INSTRUMENTATION

MDB CG X	P19211	ENDEVCO	14Nov01
MDB CG Y	P23595	ENDEVCO	14Nov01
MDB CG Z	P19145	ENDEVCO	14Nov01
MDB REAR FRAME MEMBER X	P21151	ENDEVCO	14Nov01
MDB REAR FRAME MEMBER Y	P22978	ENDEVCO	14Nov01