

REPORT NO. MCW-DOT-02SN08

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TESTING**

CHEVROLET MOTOR CORPORATION
2002 CHEVROLET BLAZER 2 DOOR MPV

NHTSA NUMBER: M2 0109

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



01 MAY 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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16. Abstract A 55/28 km/h 90° Impact Moving Deformable Barrier NCAP Side Impact Test was conducted on the subject 2002 Chevrolet Blazer 2 door MPV 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 01 May 2002. The impact velocity of the Moving Deformable Barrier (MDB) was 61.8 km/h, and the ambient temperature at the struck side (driver's) of the target vehicle at the time of impact was 21.5° C. The target vehicle post-test maximum crush was 445 mm at Level 1. 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 align="center">41.8</td><td align="center">21.1</td></tr> <tr> <td>Left Lower Rib Acceleration G</td><td align="center">50.2</td><td align="center">29.5</td></tr> <tr> <td>Lower Spine Acceleration G</td><td align="center">61.2</td><td align="center">26.8</td></tr> <tr> <td>Thoracic Trauma Index TTI</td><td align="center">56</td><td align="center">28</td></tr> <tr> <td>Pelvis Acceleration G</td><td align="center">77</td><td align="center">36</td></tr> </tbody> </table> The test vehicle rolled ¼ turn onto non-struck side after the side impact event. The doors on the struck side of the vehicle did not separate from the body at the hinges or latches.					<u>DRIVER</u>	<u>PASSENGER</u>	Left Upper Rib Acceleration G	41.8	21.1	Left Lower Rib Acceleration G	50.2	29.5	Lower Spine Acceleration G	61.2	26.8	Thoracic Trauma Index TTI	56	28	Pelvis Acceleration G	77	36
	<u>DRIVER</u>	<u>PASSENGER</u>																			
Left Upper Rib Acceleration G	41.8	21.1																			
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Pelvis Acceleration G	77	36																			
17. Key Words New Car Assessment Program (NCAP) Side Impact MDB Side Impact Dummy (SID) NHTSA No. M2 0109		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 Chevrolet Blazer 2 door MPV. 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 Chevrolet Blazer 2 door MPV 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 61.8 km/h (38.4 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 01 May 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)	56	28
PELVIS (G)	77	36
HIC36	139.7	808.9

SECTION 3
SUMMARY OF TEST RESULTS

DATA SHEET NO. 1

GENERAL VEHICLE TEST PARAMETER DATA

TEST VEHICLE INFORMATION

Year/ Make/ Model/ Body Style				2002 Chevrolet Blazer 2 door MPV			
Vehicle NHTSA NO.				M2 0109	VIN		1GNCT18W92K182573
Vehicle Body Color				Red	Build Date		01-Feb-02
Engine Data	6	Cylinders	CID	4.3	Liter	cc	
Placement	X	Longitudinal	Lateral				
Transmission	4	Speed	Manual	X	Automatic	X	Overdrive
Final Drive		Rear Wheel Drive	Front Wheel Drive	X	Four Wheel Drive		
Odometer Reading	65	Date	12 March 2002				
Options	X	A/C	X	Power Steering	X	Power Brakes	X
	X	Cruise Control	X	Tilt Wheel	X	Power Locks	

DATA FROM TIRE PLACARD:

Tire Pressure (at Capacity)	32	PSI Front
	32	PSI Rear
Recommended Tire Size	P235/70/R15	
Tires on Test Vehicle	P235/70/R15	Manufacturer Uniroyal

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:	2	Front	2	Rear	3 rd Seat	4	Total
Type of Front Seats	X	Bucket		Bench	Split Bench		
Type of Front Seat Back		Fixed	X	Adjustable w/	X	Lever	Knob
Vehicle Max Capacity Loading			368.3	kg	(A)		
No. of Occupants X 68.04 kg			272.2	kg	(B)		
Cargo Capacity (A) – (B)			96.1	kg			

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Left Front	=	505.3	kg	Left Rear	=	415.0	kg
Right Front	=	476.3	kg	Right Rear	=	411.9	kg
TOTAL FRONT	=	981.6	kg	TOTAL REAR	=	826.9	kg
% Total Weight	=	54.3	%	%Total Weight	=	45.7	%
TOTAL WEIGHT	=	1808.5	Kg				

DATA SHEET 1 (continued)**GENERAL VEHICLE TEST PARAMETER DATA**Vehicle: 2002 Chevrolet Blazer 2 door MPVNHTSA No. M2 0109**CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:**

Total Test Vehicle Delivered Weight with Max Fluids	=	<u>1808.5</u>	kg	(A)
Maximum Cargo Carrying Capacity of Test Vehicle	=	<u>96.1</u>	kg	(B)
Weight of (2) instrumented Side Impact Dummies	=	<u>161.5</u>	kg	(C)
TEST VEHICLE TARGET WEIGHT	=	<u>2066.1</u>	kg	(A+B+C)

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

Left Front	=	<u>577.5</u>	kg	Left Rear	=	<u>477.6</u>	kg
Right Front	=	<u>531.6</u>	kg	Right Rear	=	<u>479.4</u>	kg
TOTAL FRONT	=	<u>1109.1</u>	kg	TOTAL REAR	=	<u>957</u>	kg
% Total Weight	=	<u>53.7</u>	%	%Total Weight	=	<u>46.3</u>	%
TOTAL WEIGHT	=	<u>2066.1</u>	kg				

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

Left Front	=	<u>574.2</u>	kg	Left Rear	=	<u>475.4</u>	kg
Right Front	=	<u>531.2</u>	kg	Right Rear	=	<u>478.5</u>	kg
TOTAL FRONT	=	<u>1105.4</u>	kg	TOTAL REAR	=	<u>953.9</u>	kg
% Total Weight	=	<u>53.7</u>	%	%Total Weight	=	<u>46.3</u>	%
TOTAL WEIGHT	=	<u>2059.3</u>	kg				

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

Left Front	<u>854</u>	Right Front	<u>846</u>	Left Rear	<u>882</u>	Right Rear	<u>881</u>
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FULLY LOADED

Left Front	<u>835</u>	Right Front	<u>827</u>	Left Rear	<u>859</u>	Right Rear	<u>856</u>
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AS TESTED

Left Front	<u>835</u>	Right Front	<u>827</u>	Left Rear	<u>860</u>	Right Rear	<u>857</u>
------------	------------	-------------	------------	-----------	------------	------------	------------

Test Vehicle Wheelbase 2560 mmAs Tested CG = 1185 mm rearward of front wheel centerline**TOTAL VEHICLE LENGTH:**

Right Side	=	<u>4245</u>	mm
Left Side	=	<u>4245</u>	mm
Centerline	=	<u>4493</u>	mm

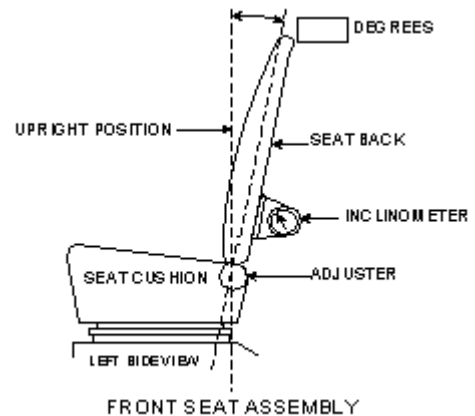
DATA SHEET 1 (continued)

GENERAL TEST VEHICLE PARAMETER DATA

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

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		190 mm	
Total Number of Detents	20	Test Position	10

FRONT SEAT BACK ADJUSTMENT:

Seat Back Angle	23 degrees measured 20 cm above seat hinge
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SECOND POSITION SEAT:

Total Length Fore/Aft Adjustment	N/a
Seat Back Adjustment Position	N/a

ADJUSTABLE STEERING COLUMN POSITION:

Mid-Position	
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WINDOW POSITIONS:

Left Front	Up	Right Front	Down
Left Rear	N/a	Right Rear	N/a

AMOUNT OF STODDARD SOLVENT IN FUEL TANK:

Fuel System usable Capacity	70.8 L	
Test Volume	65.9 L	93% usable capacity

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

Wheelbase	2560 mm	
Impact Point is	340 mm rearward	of front axle centerline
Actual Impact Point is	362 mm rearward	of front axle centerline

DATA SHEET 2
TEST VEHICLE SUMMARY

VEHICLE IDENTIFICATION:

Year/Make/Model/Body Style	2002 Chevrolet Blazer 2 door MPV		
Body Color	Red	VIN	1GNCT18W92K182573
NHTSA No.	M2 0109	Test Date	01 May 2002
Overall Length	4493 mm	Overall Width	1690 mm

VEHICLE TEST WEIGHT (Pre-Test):

Left Front	=	574.2	kg	Left Rear	=	475.4	kg
Right Front	=	531.2	kg	Right Rear	=	478.5	kg
TOTAL FRONT	=	1105.4	kg	TOTAL REAR	=	953.9	kg
% Total Weight	=	53.7	%	%Total Weight	=	46.3	%
TOTAL WEIGHT	=	2059.3	kg				
Wheelbase				=		2560	mm
Longitudinal CG from Center of Front Axle				=		1185	mm
Impact Angle with Respect to Impactor				=		90°	

ACTUAL IMPACT POINT

Actual Impact Point is 22 mm rearward of nominal impact reference line (lateral)

Actual Impact Point is 8 mm below nominal impact line (vertical)

MAXIMUM EXTERIOR STATIC CRUSH:

1. LEVEL 1	(412 mm above ground)	=	445	mm
2. LEVEL 2	(695 mm above ground)	=	428	mm
3. LEVEL 3	(748 mm above ground)	=	418	mm
4. LEVEL 4	(1085 mm above ground)	=	279	mm
5. LEVEL 5	(1586 mm above ground)	=	96	mm

Maximum Post-Test intrusion at Level 1 is 445 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		46
Number of Cameras	Onboard	3
	Off board	5
	MDB	2
	TOTAL	10

DATA SHEET NO. 3

MOVING DEFORMABLE BARRIER (MDB) SUMMARY

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

MDB FACE MANUFACTURER AND SERIAL NUMBER:

Plascore Serial Number 078C1001-1 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>61.8 km/h</u>	<u>38.4 mph</u>
	Secondary	<u>61.6 km/h</u>	<u>38.3 mph</u>
	On-Board	<u>61.8 km/h</u>	<u>38.4 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>168</u>	mm
3. Row C Mid-Level	=	<u>76</u>	mm
4. Row D Top of Stack	=	<u>212</u>	mm

INSTRUMENTATION:

Number of MDB Data Channels = 5

DATA SHEET NO. 4**POST-TEST OBSERVATIONS**Vehicle: 2002 Chevrolet Blazer 2 door MPVNHTSA No. M2 0109**VISIBLE DUMMY CONTACT POINTS:**

	<u>LEFT FRONT SID</u>	<u>LEFT REAR SID</u>
Head	Back of head to B-Pillar	Top and side of head to C-Pillar
Upper Torso	To left front door panel below window sill	To left rear interior panel at window/C-Pillar junction
Lower Torso	To left front door panel at arm rest	To left rear interior panel at arm rest
Left Knee	To left front door panel below arm rest	To left rear interior panel
Right Knee	To left front door pane below arm rest	To left rear interior panel

DOOR OPENING:

	<u>LEFT DOOR</u>	<u>RIGHT DOOR</u>
Front	Closed/Latched	Closed/Unlatched*
Rear	N/a	N/a

MDB DISTANCE FROM TARGET IMPACT POINT:

Horizontal	8 mm below	Vertical	22 mm rearward
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ARM REST LOCATIONS:

Front	230 mm below window sill
Rear	N/a

SEAT MOVEMENT:

Front	Seat cushion crushed ~ 50 mm; Seat back crushed ~55 mm
Rear	Seat cushion crushed ~ 20mm; Seat back crushed ~ 25 mm

GLAZING DAMAGE

Windshield	Cracked on left hand side of windshield
Window	Passenger left hand side window shattered on impact

PILLAR PERFORMANCE:

None Noted

SILL SEPARATION

None Noted

AIRBAG DEPLOYMENT STATUS:

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

OTHER NOTABLE IMPACT EFFECTS:

Test vehicle rolled ¼ turn onto non-struck side after side impact event

* Non-struck side door unlatched from striker when the test vehicle rolled onto the camera mount. Non-struck door was deformed due to the interaction of the door mounted camera and test surface.

SECTION 4
OCCUPANT AND VEHICLE INFORMATION

DATA SHEET 5

SID INSTRUMENTATION DATA

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

	Front Dummy ID 056 Accelerations				Rear Dummy ID 058 Accelerations			
	Max		Min		Max		Min	
	G's	msec	G's	msec	G's	msec	G's	msec
HEAD ACCELERATIONS								
Longitudinal (X)	31.8	63.8	-17.7	38.9	10.8	131.2	-78.5	92.2
Lateral (Y)	86.3	63.8	-22.1	38.9	113.3	92.2	-11.2	47.3
Vertical (Z)	41.7	63.9	-16.6	34.9	145.5	89.7	-81.5	90.9
Resultant (R)	100.0	63.8			172.8	89.7		
HIC36	139.7				808.9			
RIB ACCELERATIONS								
Upper Rib Lateral (Y)	41.8	30.0	-14.5	43.8	21.1	54.4	-3.5	103.1
Upper Rib Lateral (Y _R)	42.6	30.0	-15.2	43.8	20.7	54.4	-3.0	103.1
Lower Rib Lateral (Y)	50.2	28.1	-8.5	93.8	29.5	47.5	-2.8	102.5
Lower Rib Lateral (Y _R)	52.7	27.5	-8.8	93.8	29.0	47.5	-2.4	117.5
SPINE ACCELERATIONS								
Lower Spine (Y)	61.2	34.4	-12.8	63.8	26.8	42.5	-9.0	75.6
Lower Spine (Y _R)	60.2	34.4	-13.0	63.8	26.6	42.5	-9.0	75.6
PELVIS ACCELERATIONS								
Pelvis (Y)	76.5	34.4	-14.8	71.9	36.0	37.5	-17.9	80.6
Pelvis (Y _R)	73.9	34.4	-14.8	71.9	37.3	38.1	-18.5	80.6

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

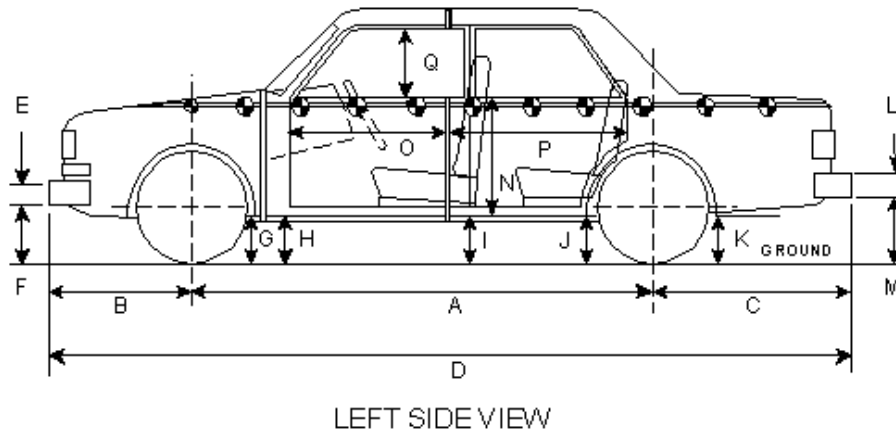
Y_R denotes redundant Y-direction accelerometer

DATA SHEET 6

VEHICLE PRE- AND POST- MEASUREMENTS

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



	PRE-TEST As delivered (mm)	PRE-TEST As Tested (mm)	POST-TEST (mm)	Δ CHANGE (mm)
A	2560	-	2529	-31
B	713	-	708	-5
C	972	-	917	-55
D	4493	-	4479	-14
E	245	-	247	2
F	355	333	339*	6*
G	385	365	394*	29*
H	384	363	401*	38*
I	398	380	460*	80*
J1	385	367	502*	135*
J2	403	383	500*	117*
K	410	387	431*	44*
L	176	-	175	-1
M	472	445	467*	22*
N	705	-	672	-33
O	1172	-	1147	-25
P	650	-	599	-51
Q	566	-	678	112
R	4245	-	4266	21
S	4245	-	4154	-91
T	1690	-	1415	-275

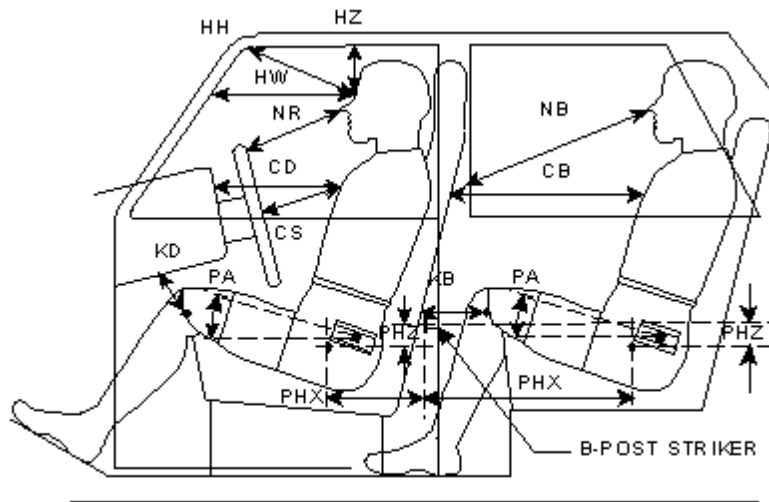
* Measurements made after vehicle was moved from post-test position

DATA SHEET 7

SID LONGITUDINAL CLEARANCE DIMENSIONS

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



LEFT SIDE VIEW

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

	DRIVER ID# 058	LEFT REAR PASSENGER ID# 056
HH	533	N/a
HW	729	N/a
HZ	190	185
NR/NB	452	627
CD/CB	581	562
CS	360	N/a
KDL(KDA°)/KBL(KDA°)	180 (30°)	211 (26°)
KDR(KDA°)/KBR(KDA°)	170 (33°)	211 (13.5°)
PA°	23.5	23.5
PHX	295 (forward)	636 (rearward)
PHZ	100 (below)	63 (below)

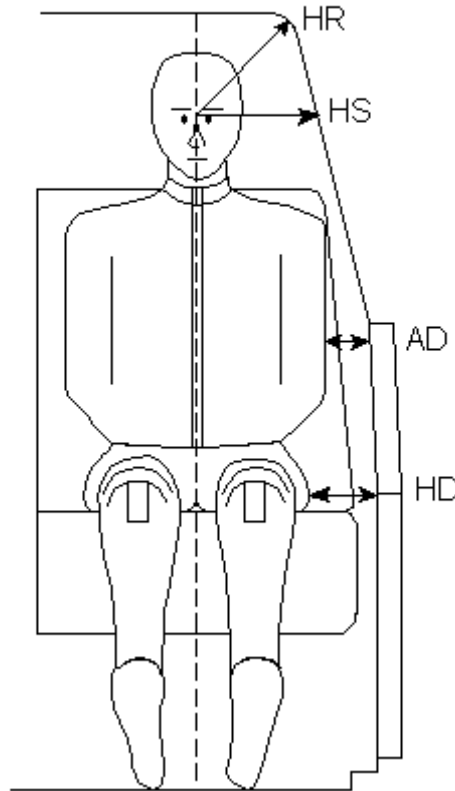
Note: 2-door vehicle shown. Rear dummy PHX & PHZ measurements for 4-door vehicle would use the C-Pillar striker as a reference point

DATASHEET 8

SID LATERAL CLEARANCE DIMENSIONS

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



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

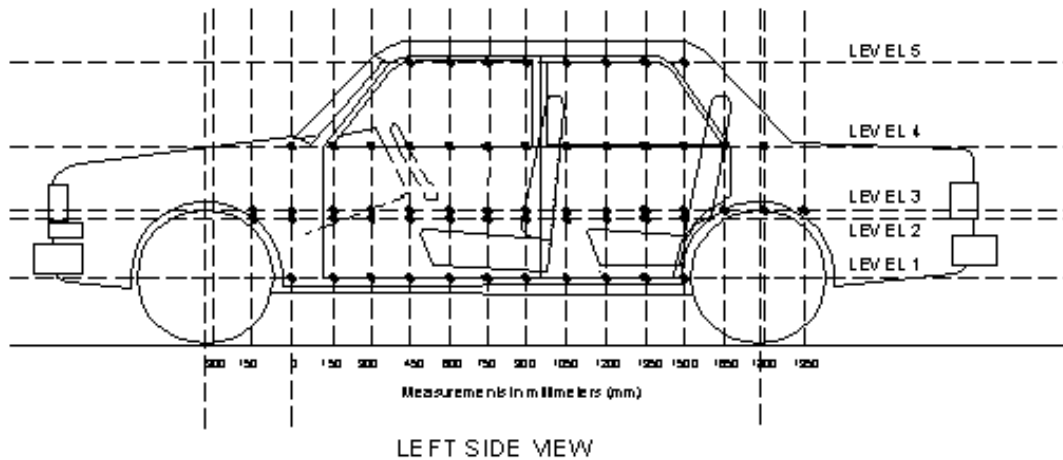
	DRIVER ID# 058		LEFT REAR PASSENGER ID# 056	
HR	255		377	
HS	359		428	
AD	Upper 145	Lower 74	Upper 191	Lower 209
HD	180		51	

DATA SHEET 9

VEHICLE SIDE MEASUREMENTS

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



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	1586 mm
Level 4 @ Window Sill	1085 mm
Level 3 @ Mid-Door	748 mm
Level 2 @ Occupant H-Point	695 mm
Level 1 @ Axle Centerline or Sill Top Height	412 mm

DATA SHEET 10

VEHICLE EXTERIOR CRUSH PROFILES – ALL LEVELS

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

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	412	PRE								295	298	295	293	291	290	289	289	283	279	278										
		POST								450	509	563	599	621	643	664	675	686	708	723										
		CRUSH								155	211	268	306	330	353	375	386	403	429	445										
LEVEL 2	695	PRE		260					230	253	249	246	244	242	240	236	233	232	232	232	211						217	255	265	283
		POST		278					335	453	503	535	563	584	603	619	626	660	653	647	562						276	294	292	299
		CRUSH		18					105	200	254	289	319	342	363	383	393	428	421	415	351						59	39	27	16
LEVEL 3	748	PRE		270					227	247	244	240	237	235	233	230	228	228	228	228	227						217	249	257	270
		POST		287					335	432	475	501	519	542	562	583	606	633	646	634	540						275	289	286	289
		CRUSH		17					108	185	231	261	282	307	329	353	378	405	418	406	313						58	40	29	19
LEVEL 4	1085	PRE	363	340	330	320	310	300	291	283	273	272	270	267	265	264	265	258	258	259	260	263	265	269	273	279	282	290	304	
		POST	364	357	357	362	376	382	372	370	367	383	392	404	416	432	467	511	537	482	424	403	381	355	341	331	326	322	326	
		CRUSH	1	17	27	42	66	82	81	87	94	111	122	137	151	168	202	253	279	223	164	140	116	86	68	52	44	32	22	
LEVEL 5	1586	PRE												509	511	508	505	504	504	504	502	502	503	504	503					
		POST												604	605	604	601	596	590	585	577	573	5690	565	563					
		CRUSH												95	94	96	96	92	86	81	75	71	66	61	60					

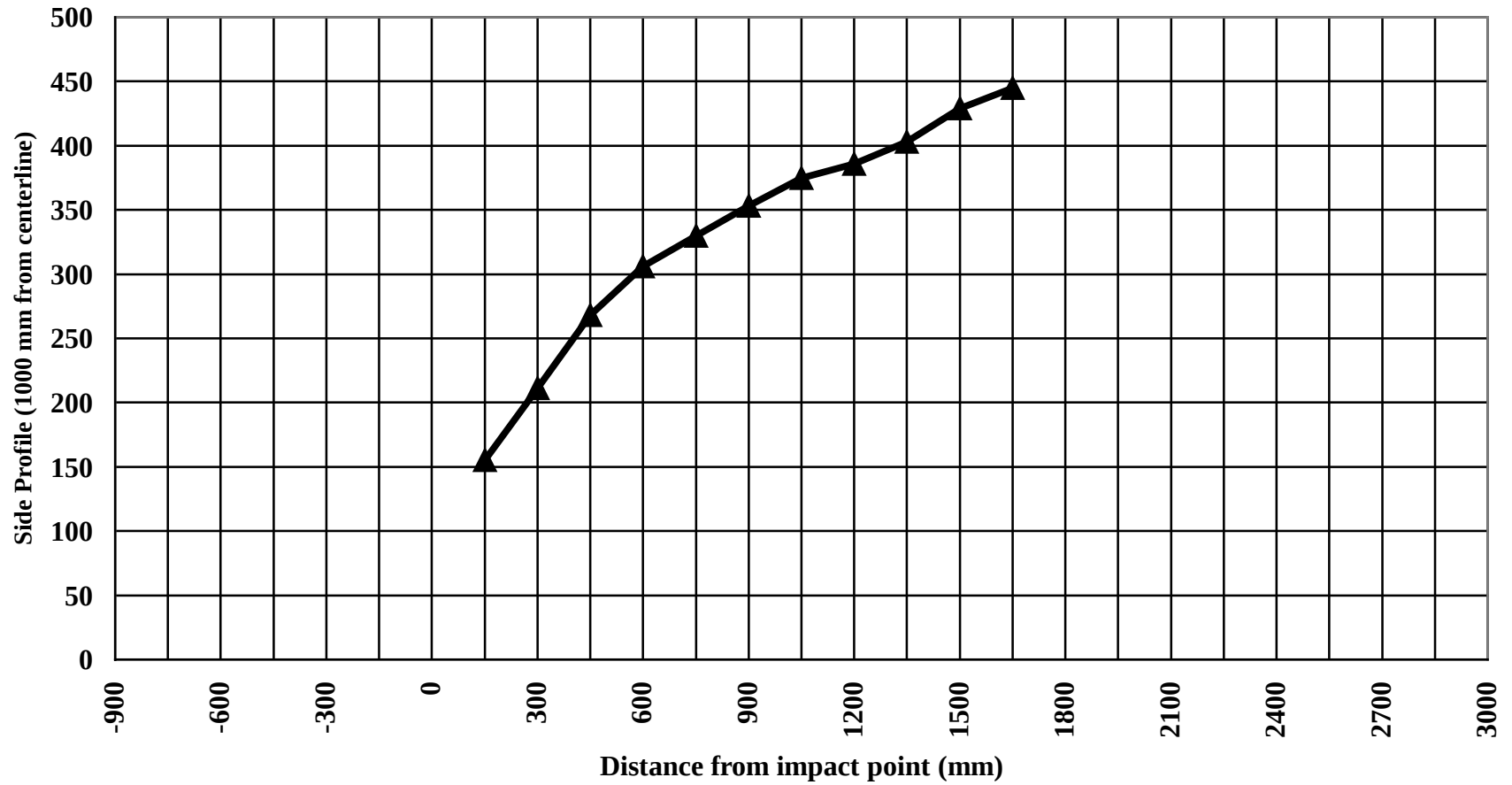
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

SIDE PROFILE LEVEL 1 -412 mm above ground



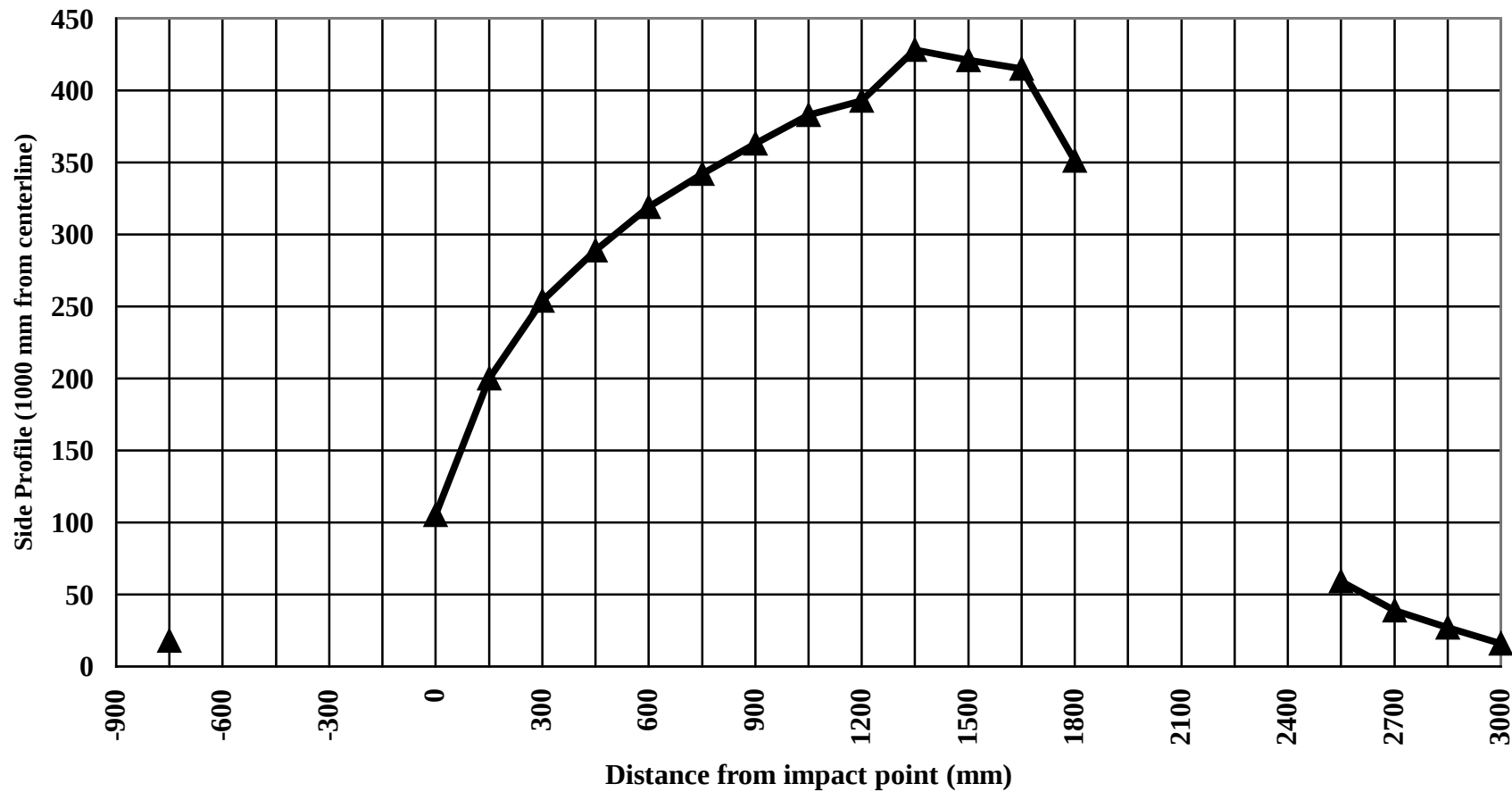
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

SIDE PROFILE LEVEL 2 - 695 mm above ground



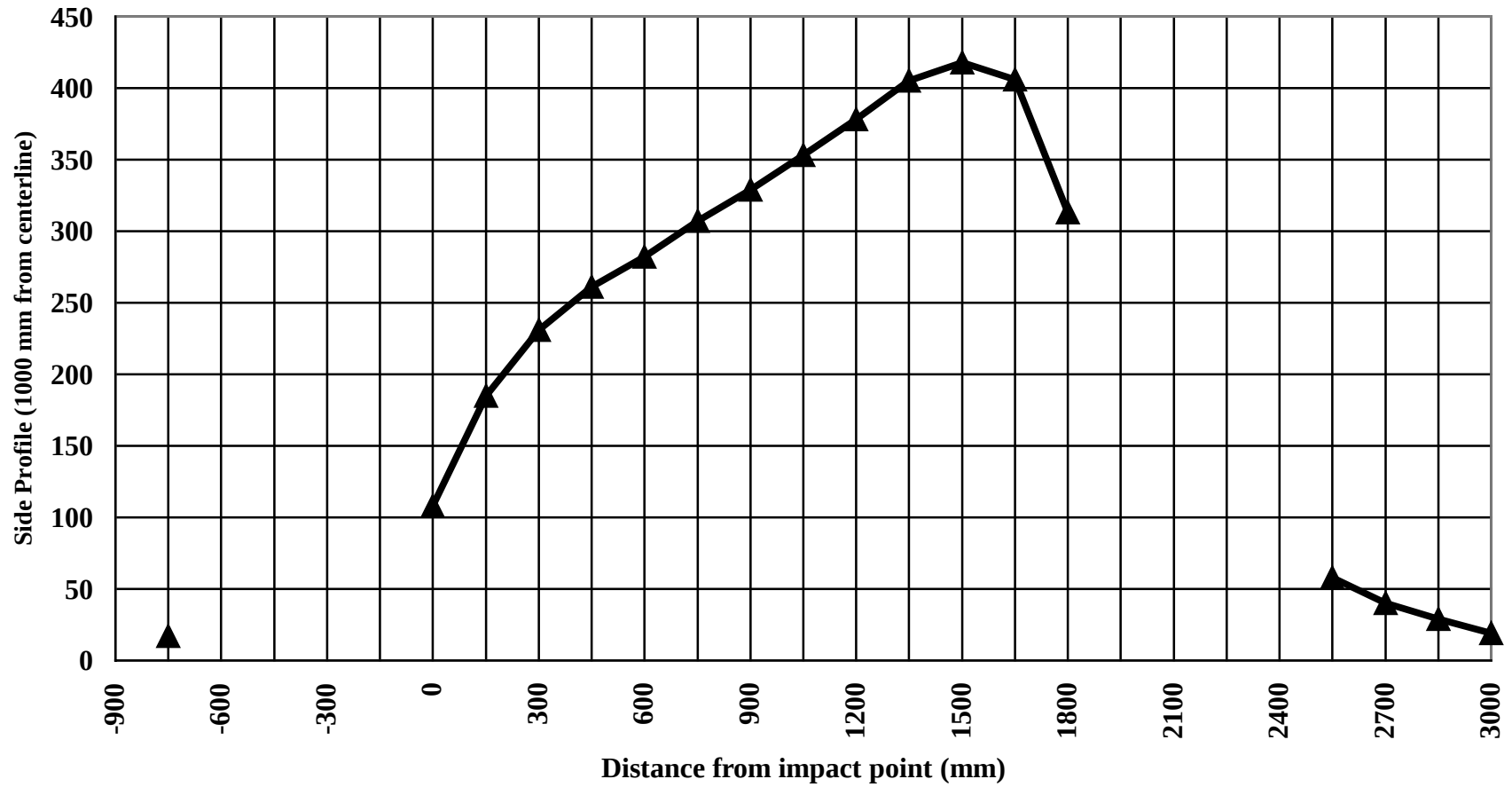
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

SIDE PROFILE LEVEL 3 - 748 mm above ground



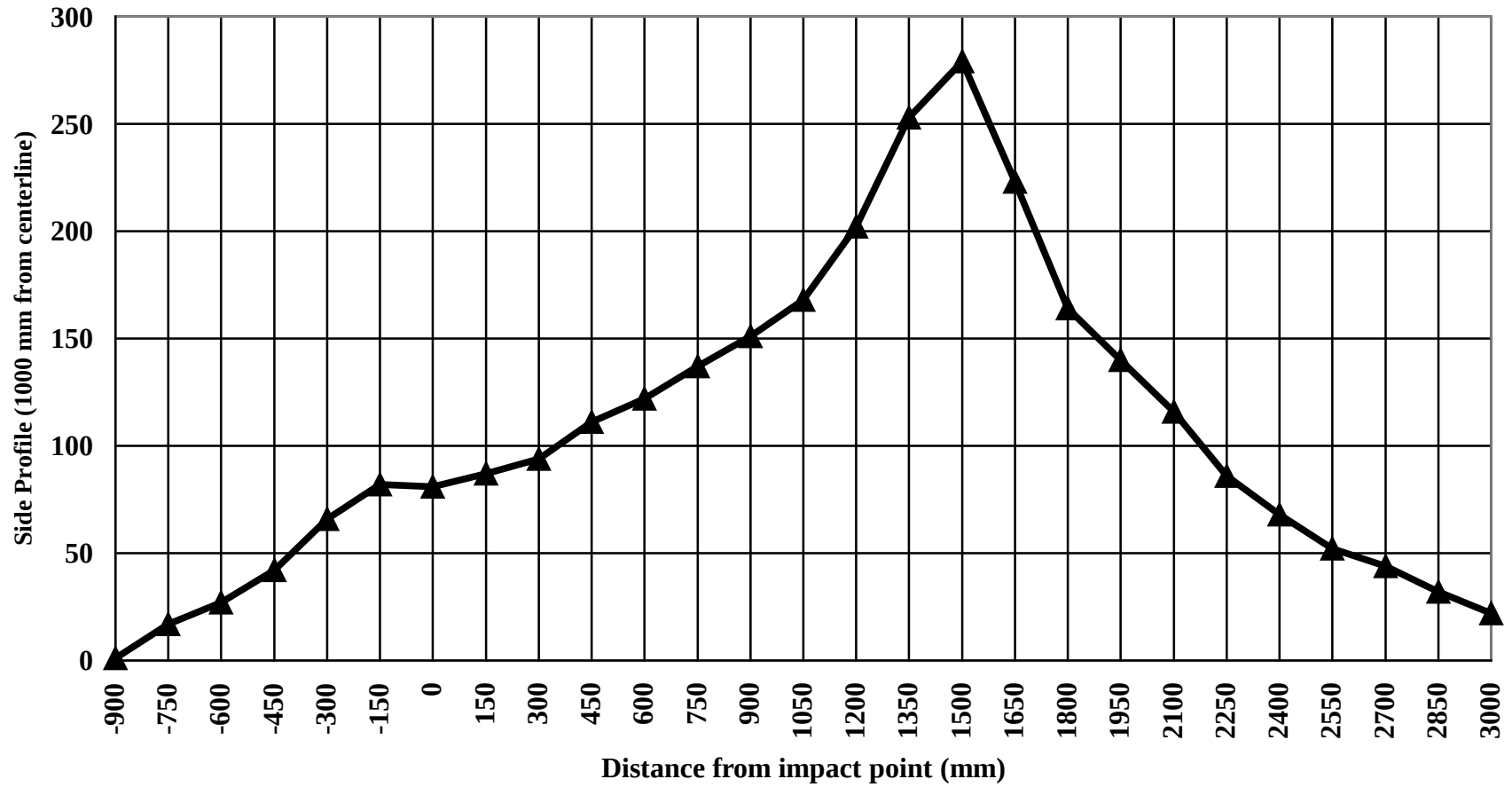
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

SIDE PROFILE LEVEL 4 - 930 mm above ground



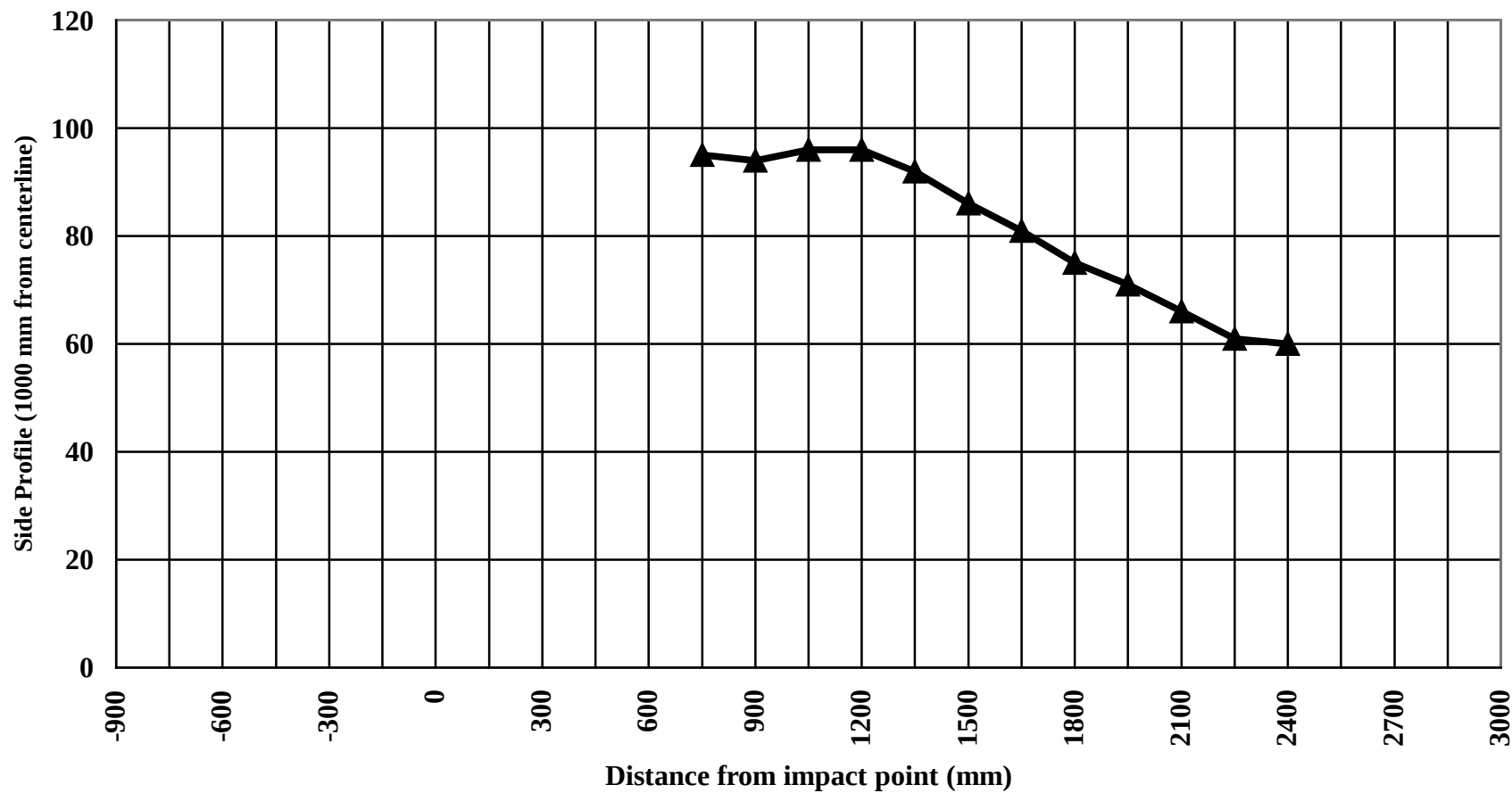
DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

SIDE PROFILE LEVEL 5 - 1933 mm above ground

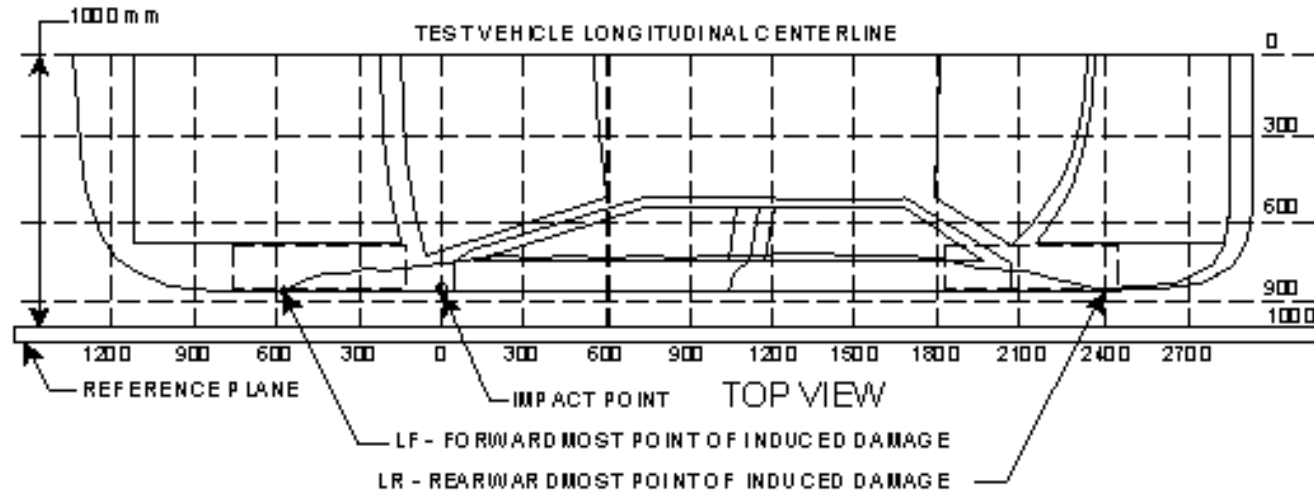


DATA SHEET 11

VEHICLE DAMAGE PROFILE DISTANCES

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



DPD MEASUREMENTS (mm)		POST-TEST (mm)	PRE-TEST (mm)	STATIC CRUSH (mm)
1	-300	280	280	0
2	270	494	270	224
3	840	632	272	360
4	1410	684	274	410
5	1980	735	273	462
6	2550	275	275	0

DATA SHEET 12

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

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

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

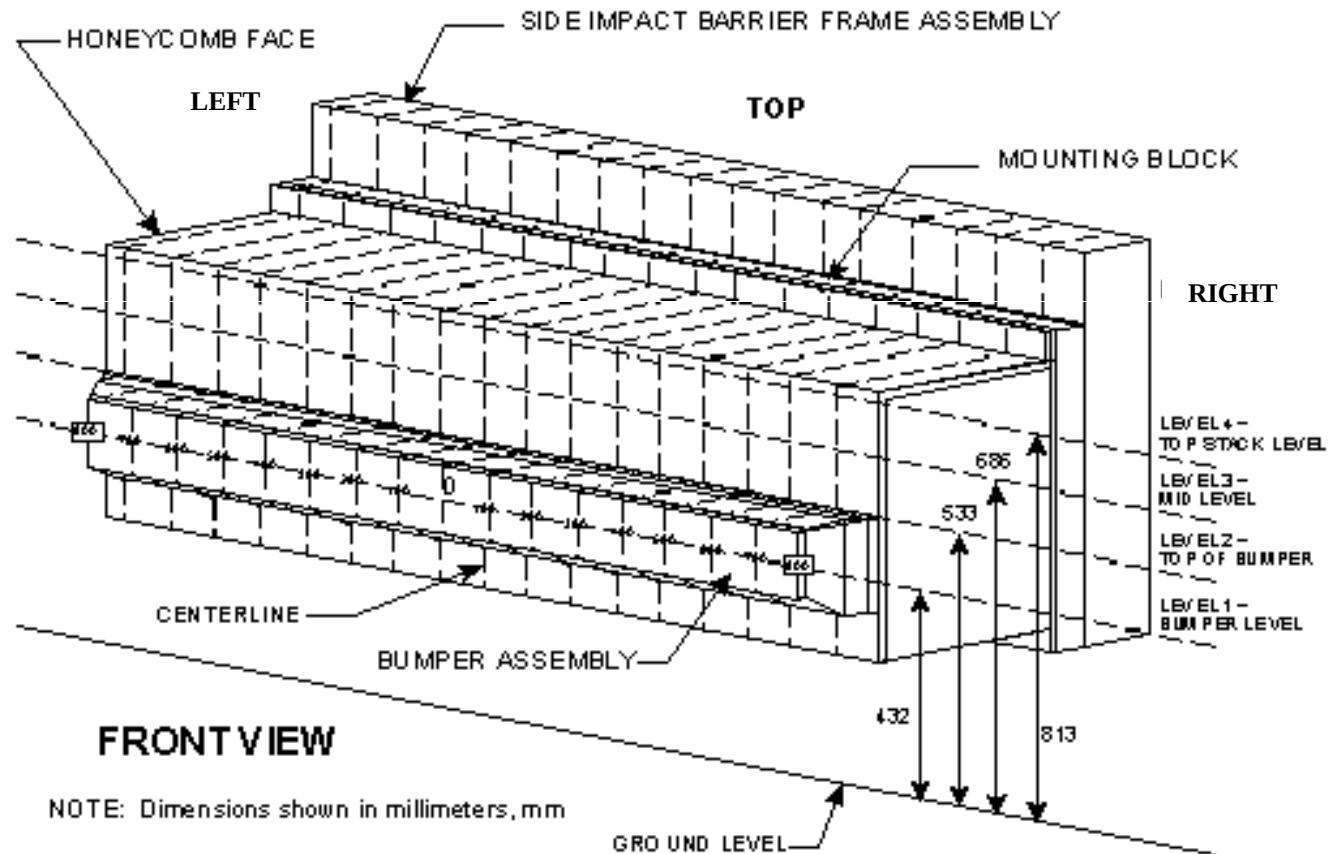
LEVEL	HEIGHT AT CL (mm)		DISTANCE LEFT OF CENTER								0	DISTANCE RIGHT OF CENTER							
			800	700	600	500	400	300	200	100		100	200	300	400	500	600	700	800
LEVEL 4 TOP STACK	810	PRE-	528	528	528	527	528	527	527	527	527	527	527	527	527	528	528	528	528
		POST-	680	615	566	550	557	569	559	562	566	575	582	595	609	635	654	687	740
		CRUSH	152	87	38	23	29	42	32	35	39	48	55	68	82	107	126	159	212
LEVEL 3 MID- LEVEL	685	PRE-	526	526	525	525	525	525	525	525	525	525	525	526	526	526	526	526	526
		POST-	588	561	550	544	540	545	544	543	546	544	548	555	559	570	594	630	702
		CRUSH	62	35	25	19	15	20	19	18	21	19	23	29	33	44	68	104	76
LEVEL 2 TOP BUMPER	560	PRE-	522	522	522	522	523	523	523	523	523	523	523	524	524	524	524	524	524
		POST-	544	546	547	552	555	559	559	561	570	585	596	610	622	636	649	671	692
		CRUSH	22	24	25	30	32	36	36	38	37	62	73	86	98	112	125	147	168
LEVEL 1 MID- BUMPER	432	PRE-	430	419	419	419	419	419	420	420	420	420	420	420	420	421	421	421	430
		POST-	490	470	457	460	470	480	484	485	493	503	512	520	531	546	573	604	632
		CRUSH	60	51	38	41	51	61	64	65	73	83	92	100	111	125	152	183	202

DATA SHEET 12 (continued)

STATIC CRUSH OF IMPACTOR FACE

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

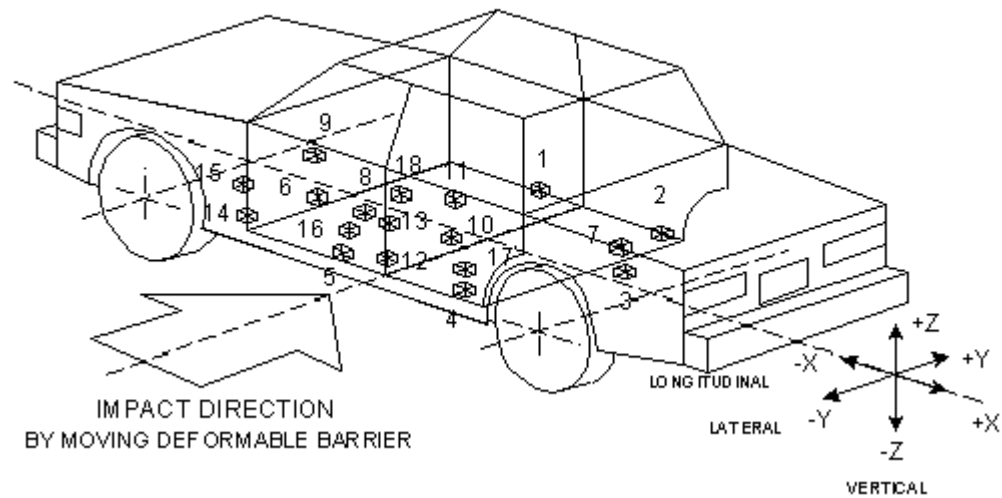


DATA SHEET 13

TEST VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



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

DATASHEET 13

VEHICLE ACCELEROMETER LOCATIONS AND SUMMARY DATA

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

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	Right Side Sill at Front Seat	2335	650	17	3.6	28.1	-8.8	8.5	20.6	23.2	-5.9	61.4	5.4	78.7	-19.0	15.8	24.2	23.0
2	Right Side Sill at Rear Seat	1655	657	20	3.9	27.7	-8.3	8.6	28.9	5.1	-10.4	11.2	5.0	80.1	-16.6	41.6	29.2	5.1
3	Rear Floorpan Above Axle	995	0	-265	3.7	18.4	-5.6	53.0	20.8	38.8	-2.7	134.8	22.4	16.9	-16.7	59.8	22.5	17.0
4	Left Side Sill at Rear Seat	2490	-670	20					276.0	8.9	-46.8	29.1						
5	Left Side Sill at Front Seat	1670	-672	23					104.6	4.5	-52.5	18.5						
6	Left Front Door on Centerline	2440	-740	-285					311.7	9.0	-224.6	17.5						
7	Right Rear Occupant Compartment	1435	260	-201					27.6	11.3	-9.4	68.5						
8	Midrear of Left Front Door	2140	-745	-293					219.3	9.1	-98.8	14.9						
9	Left Front Door Upper Centerline	2452	-743	-555					113.4	13.4	-127.5	29.1						
10	Midrear of Left Rear Door	Test vehicle is a 2 door model																

Axis Origin

X – Rear Bumper

Y – Vehicle Centerline

Z – Middle of rear bumper

Axis Orientation

+(X) Forward

+(Y) Right

+(Z) Down

DATASHEET 13 (continued)

VEHICLE ACCELEROMETER LOCATIONS AND SUMMARY DATA

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

Location		Coordinates			Longitudinal (X)				Lateral (Y)				Vertical (Z)				Resultant	
		X	Y	Z	Max		Min		Max		Min		Max		Min		Max	
		mm	mm	mm	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	Test vehicle is a 2 door model																
12	Left Lower B-Pillar	1890	-840	-245					147.7	3.9	-91.4	29.1						
13	Left Middle B-Pillar	1894	-845	-560					160.2	5.8	-95.7	8.8						
14	Left Lower A-Pillar	3040	-700	-295					51.0	5.8	-12.9	12.2						
15	Left Middle A-Pillar	3035	-707	-637					25.6	9.0	-7.1	64.2						
16	Front Seat Track	2165	-540	-115					64.9	16.7	-32.1	25.2						
17	Rear Seat Track	1540	-350	-175					81.1	14.2	-60.2	25.8						
18	Vehicle CG	2440	0	-215	7.6	60.2	-13.2	6.0	24.5	22.1	-8.4	61.9	26.7	35.3	-14.0	19.4	28.1	35.4

Axis Origin

X – Rear Bumper

Y – Vehicle Centerline

Z – Middle of rear bumper

Axis Orientation

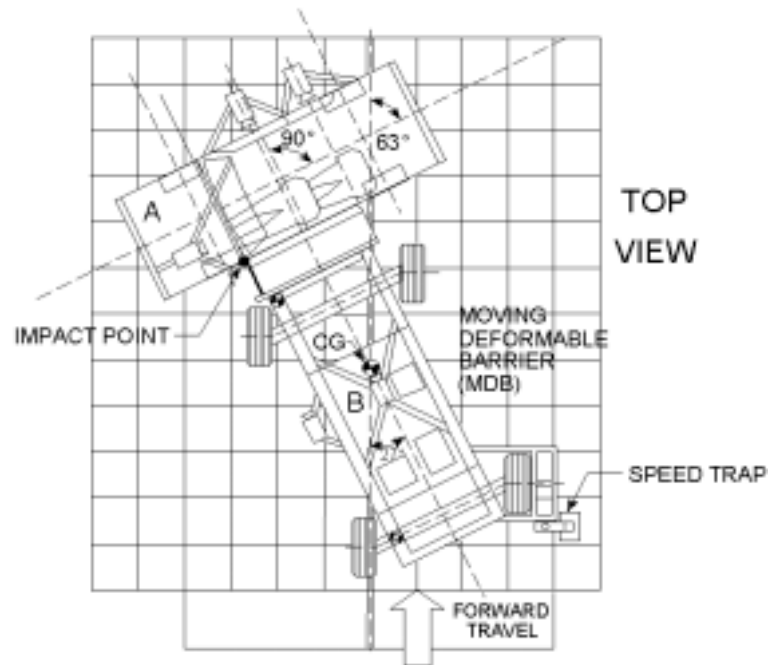
+(X) Forward

+(Y) Right

+(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	1.2	112.2	-19.9	37.3	2.2	67.0	-8.7	44.6	7.4	33.0	-5.6	42.0	21.5	40.6
2	MDB Rear Frame Member	2812	-614	585	1.8	108.2	-23.5	43.3	6.4	39.1	-1.7	79.1						

Axis Origin

X – Rear Bumper
Y – Vehicle Centerline
Z – Middle of rear bumper

Axis Orientation

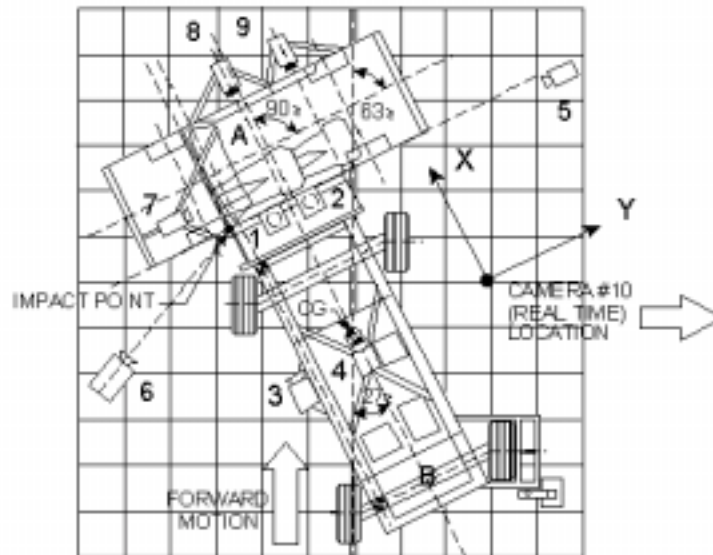
+(X) Forward
+(Y) Right
+(Z) Down

DATA SHEET 15

HIGH-SPEED CAMERA LOCATIONS AND DATA SUMMARY

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



Camera No.	View	Coordinates (mm)*			Angle wrt Horiz.	Lens (mm)	Film Speed (fps)
		X	Y	Z			
1	Overhead view of test vehicle	110	990	4623	-90	7	1000
2	Overhead close-up view of impact plane	30	305	4629	-90	12	1000
3	MDB onboard close-up view of impact point	-2333	-60	-32	0.4	13	1000
4	MDB onboard view of driver dummy	-2262	840	468	-3.9	13	1000
5	Right side ground level overall view	3900	13577	620	-4.2	45	1000
6	Left side ground level overall view	-401	-4447	820	-13.1	8	1000
7	Test vehicle onboard driver front view	270	-217	725	-5	10	1000
8	Test vehicle onboard driver side view	740	936	352	-5	7.5	1000
9	Test vehicle onboard passenger side view	722	1702	347	-5	7.5	1000
10	Real-time film coverage of test	-	-	-	-	-	-

* Reference: (from point of impact)
 + X = Forward
 + Y = To Right
 + Z = Upward

SECTION 5
FUEL SYSTEM INTEGRITY

DATA SHEET 16

FUEL SYSTEM INTEGRITY DATA

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109

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 impacting 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.

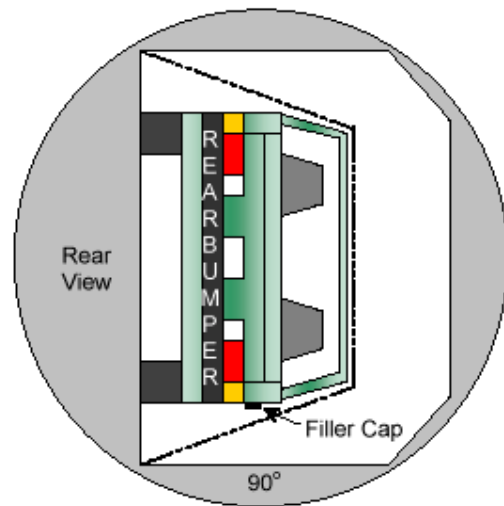
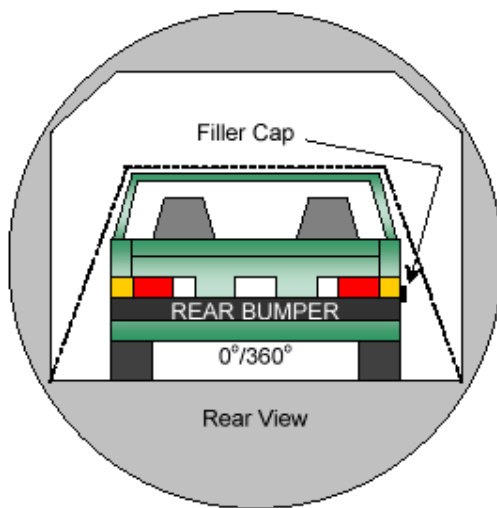
FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17

ROLLOVER DATA

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



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

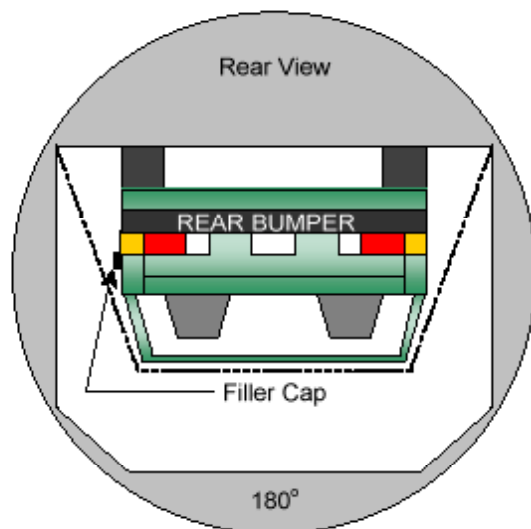
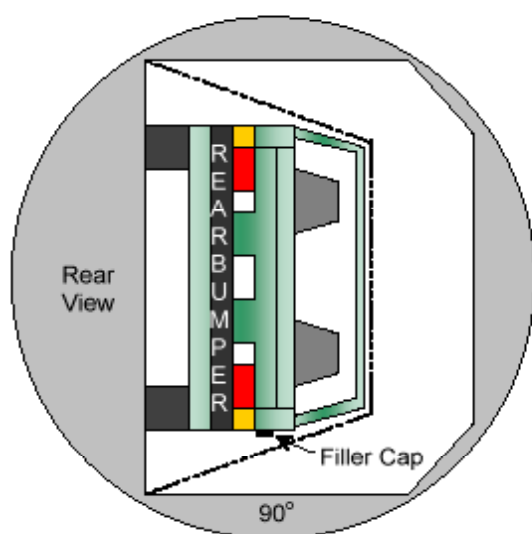
FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17 (continued)

ROLLOVER VEHICLE

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



90° TO 180°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time	<u>1</u> minutes	<u>6</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>6</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

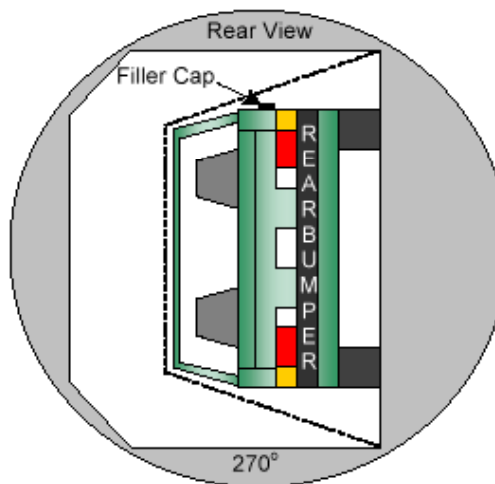
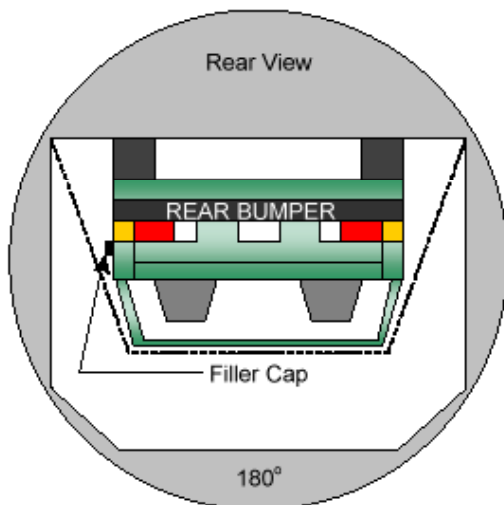
FUEL SPILLAGE LOCATION(S):

DATA SHEET 17 (continued)

ROLLOVER VEHICLE

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



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

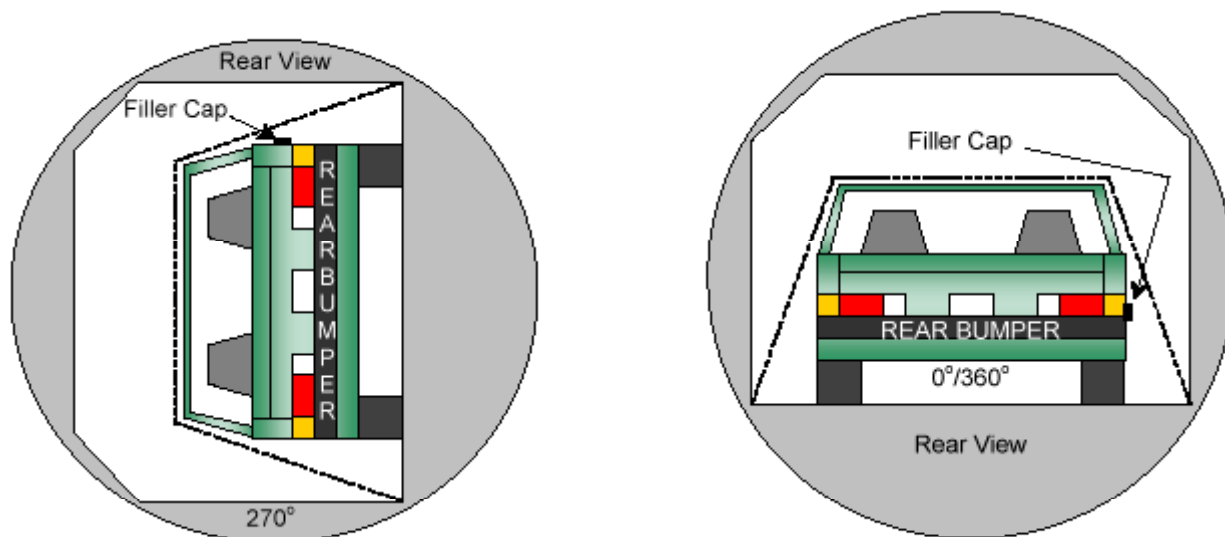
FUEL SPILLAGE LOCATION(S):

DATA SHEET 17 (continued)

ROLLOVER VEHICLE

Vehicle: 2002 Chevrolet Blazer 2 door MPV

NHTSA No. M2 0109



270° TO 360°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

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

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):

APPENDIX A
PHOTOGRAPHS

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Figure A-1: PRE-TEST FRONTAL VIEW OF TEST VEHICLE



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 (Vehicle moved from post-crash position)



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



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



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



Figure A-8: POST-TEST LEFT REAR VIEW OF TEST VEHICLE (Vehicle moved from post-crash position)



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 (Vehicle moved from post-crash position)



Figure A-13: PRE-TEST RIGHT SIDE VIEW OF TEST VEHICLE



Figure A-14: POST-TEST RIGHT SIDE VIEW OF TEST VEHICLE (Vehicle moved from post-crash position)



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



Figure A-16: POST-TEST FRONT RIGHT VIEW OF TEST VEHICLE (Vehicle moved from post-crash position)



Figure A-17: TOP OF VEHICLE IN POST-TEST POSITION



Figure A-18: BOTTOM OF VEHICLE IN POST-TEST POSITION



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



Figure A-20: POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID (Vehicle moved from post-crash position)



Figure A-21: PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-22: POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID (Vehicle moved from post-crash position)



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



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



Figure A-25: PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID



Figure A-26: POST-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID



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



Figure A-28: POST-TEST INTERIOR OF FRONT DOOR SHOWING SID IMPACT LOCATIONS (Vehicle moved from post-crash position)



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 FRONT RIGHT 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 (Vehicle moved from post-crash position)



MFD BY GENERAL MOTORS CORP

02/02

GVWR
2200KG(4850LB)GAWR FRT
1134KG(2500LB)GAWR RR
1225KG(2700LB)

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

1GNCT18W92K182573 TYPE: M.P.V.

MODEL: T10516 PAYLOAD = 368KG(812LB)

TPAL	TIRE SIZE	SPEED RTG	RIM	COLD TIRE PRESSURE
FRT	P235/70R15	S	15X7J	220KPA(32PSI)
RR	P235/70R15	S	15X7J	220KPA(32PSI)
SPA	P235/70R15	S	15X7J	240KPA(35PSI)

SEE OWNER'S MANUAL  FOR MORE INFORMATION.

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



Figure A-38: IMPACT



Figure A-39: ROLLOVER 0 DEGREES

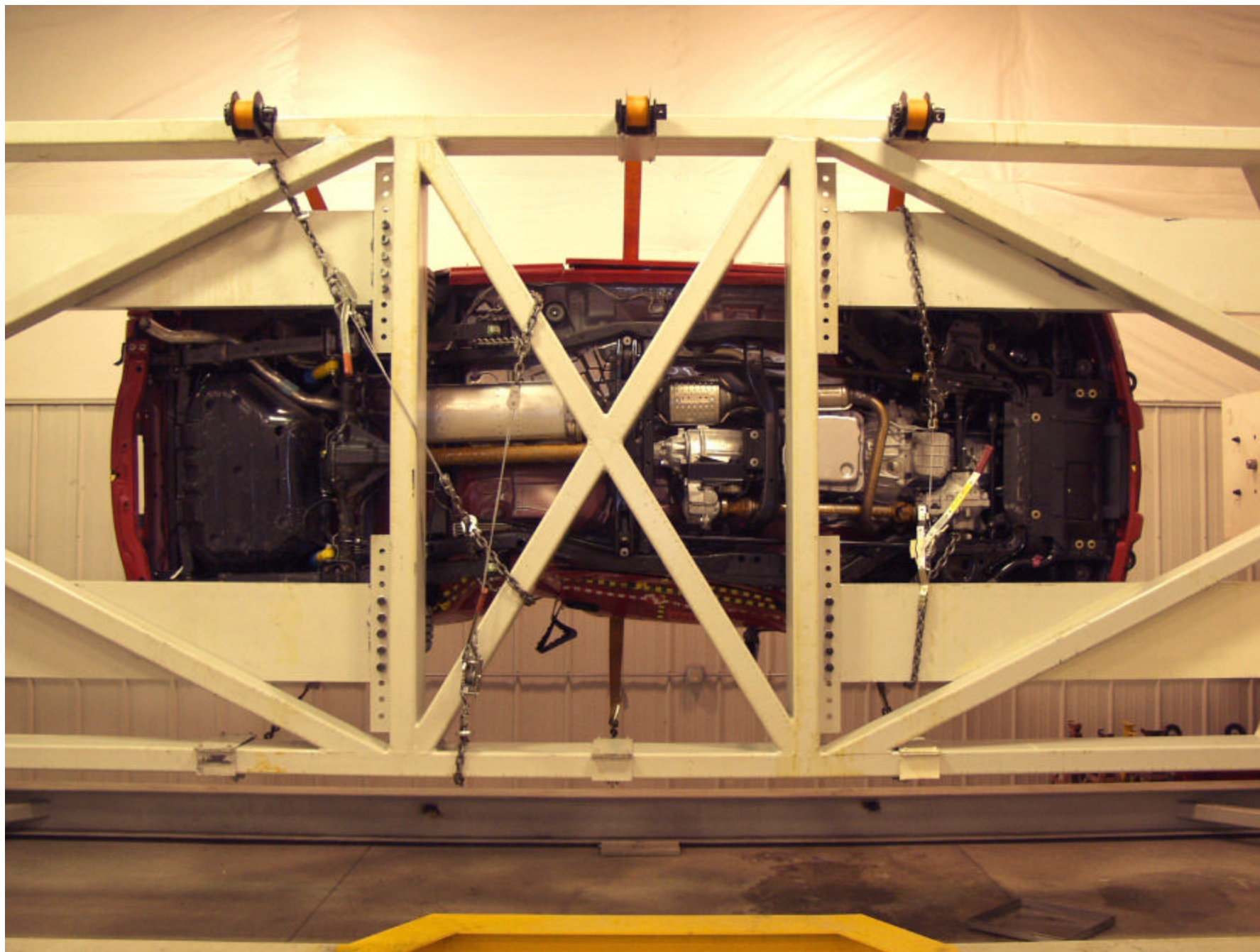


Figure A-40: ROLLOVER 90 DEGREES

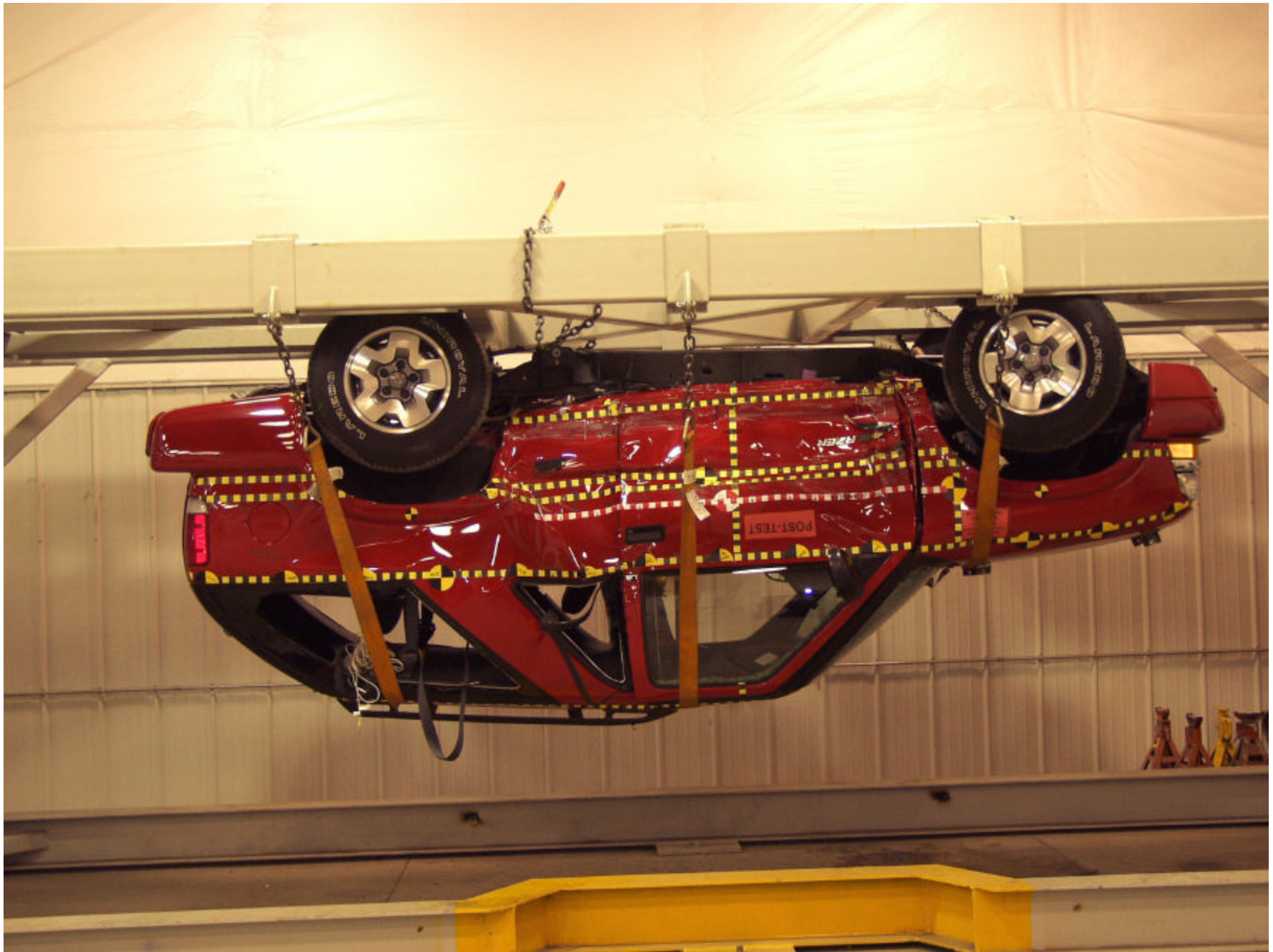


Figure A-41: ROLLOVER 180 DEGREES

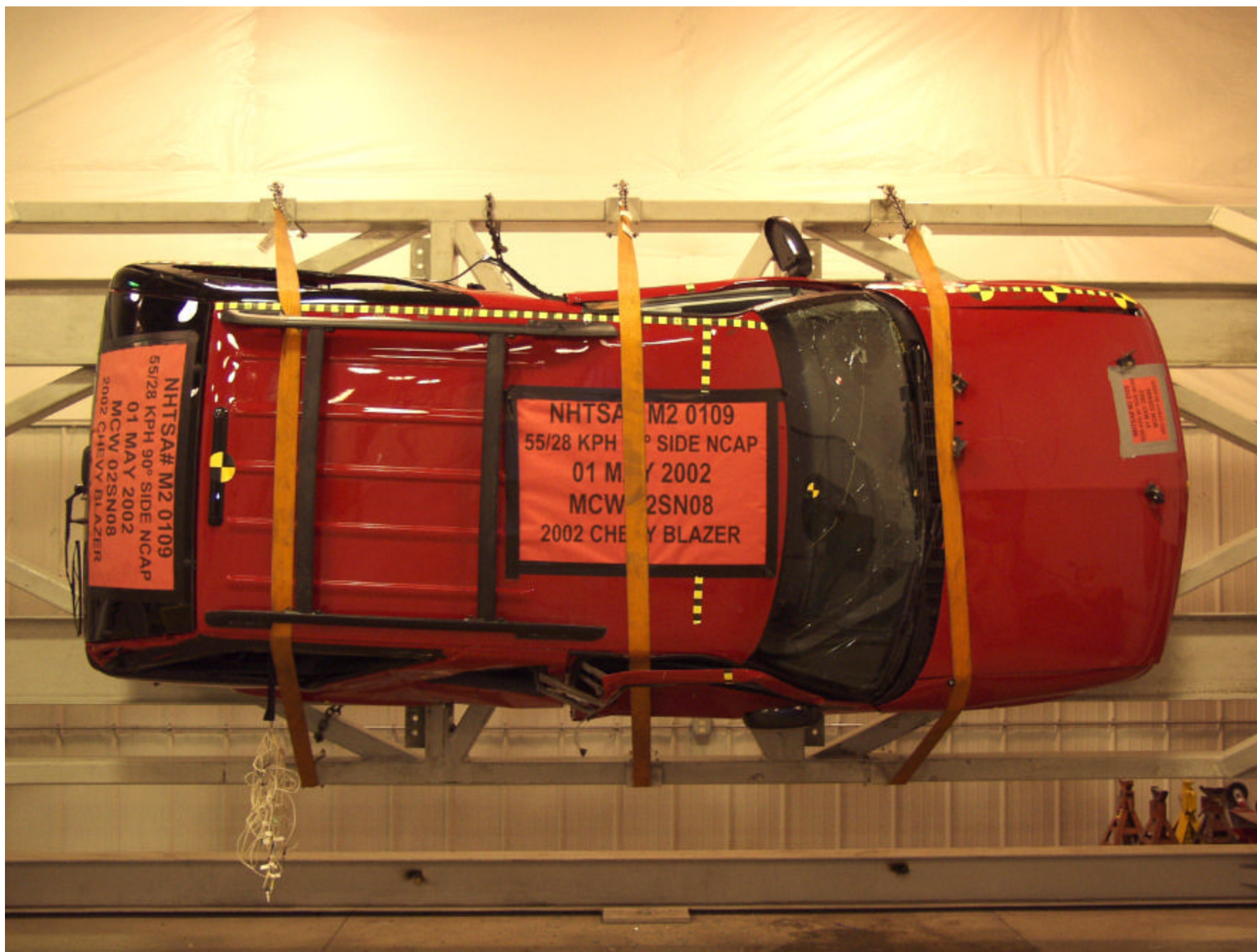


Figure A-42: ROLLOVER 270 DEGREES



Figure A-43: ROLLOVER 360 DEGREES



Figure A-44: PRE-TEST ALUMINUM BARRIER FRONT



Figure A-45: POST-TEST ALUMINUM BARRIER FRONT



Figure A-46: PRE-TEST ALUMINUM BARRIER LEFT SIDE



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



Figure A-48: PRE-TEST ALUMINUM BARRIER RIGHT SIDE



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



Figure A-50: PRE-TEST ALUMINUM BARRIER OVERHEAD

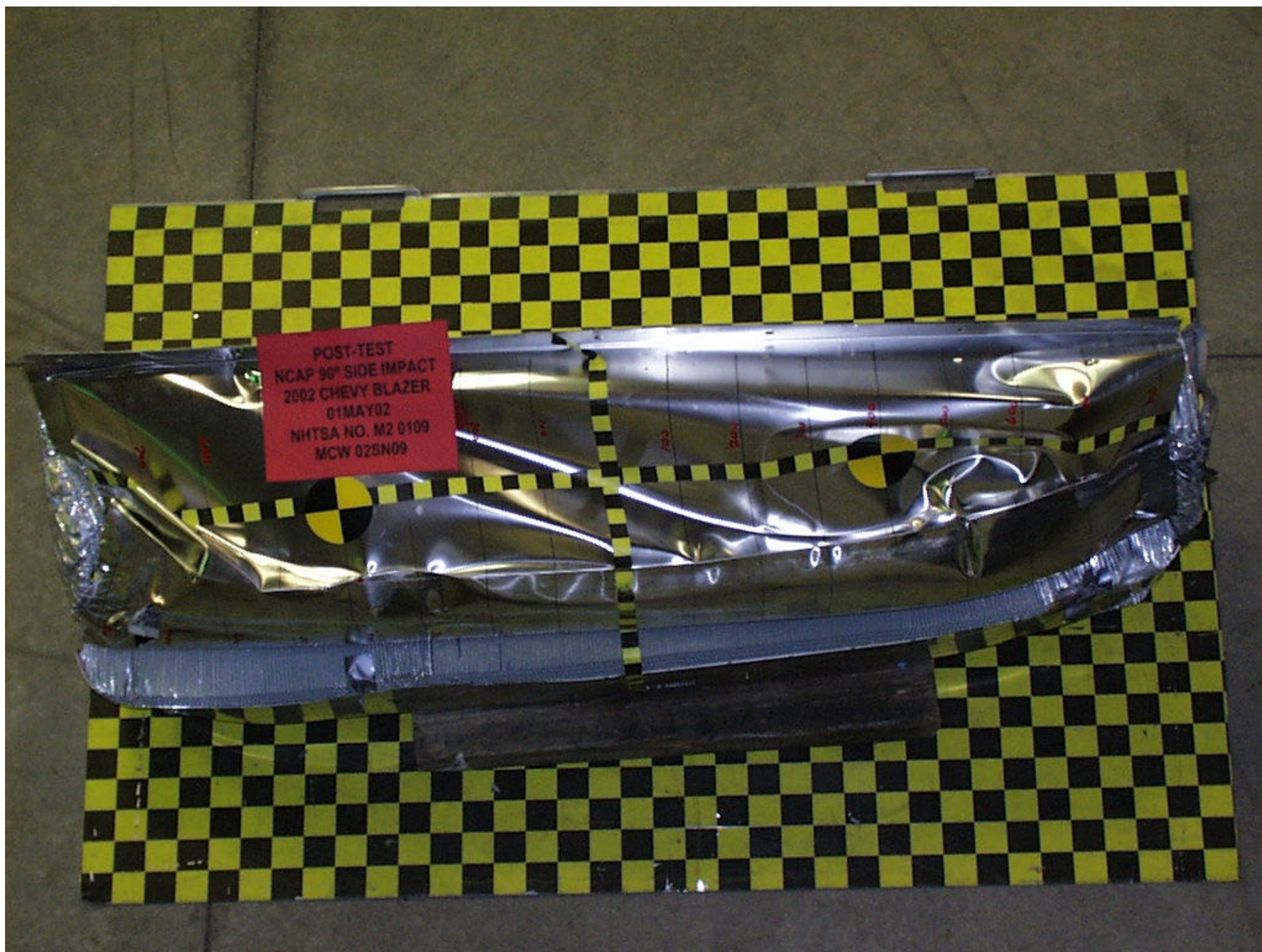


Figure A-51: POST-TEST ALUMINUM BARRIER OVERHEAD

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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INTEGRATION DATA – FILTER CLASS 180

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44	RIGHT SIDE SILL AT FRONT SEAT (Z) VELOCITY	B-49
45	RIGHT SIDE SILL AT FRONT SEAT RESULTANT ACCELERATION	B-50
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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
INTEGRATION DATA FILTER CLASS 180

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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOT (REDUNDANT)
ACCELERATION DATA – FIR FILTERED

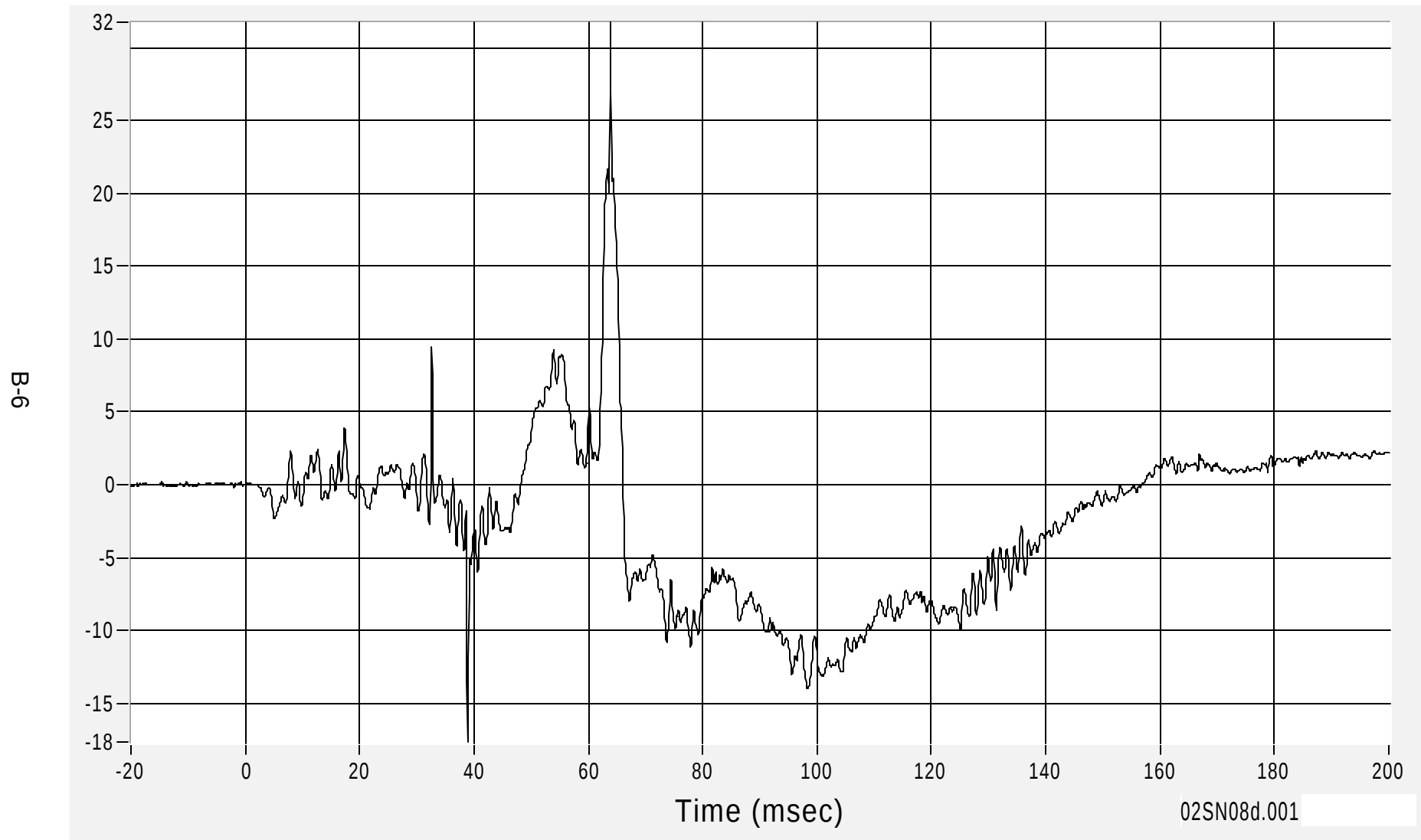
<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
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Driver Head CG (X) Acceleration

Max 31.8 G's at 63.8 msec

Acceleration (G's) CFC1000

Min -17.7 G's at 38.9 msec



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1 May 2002

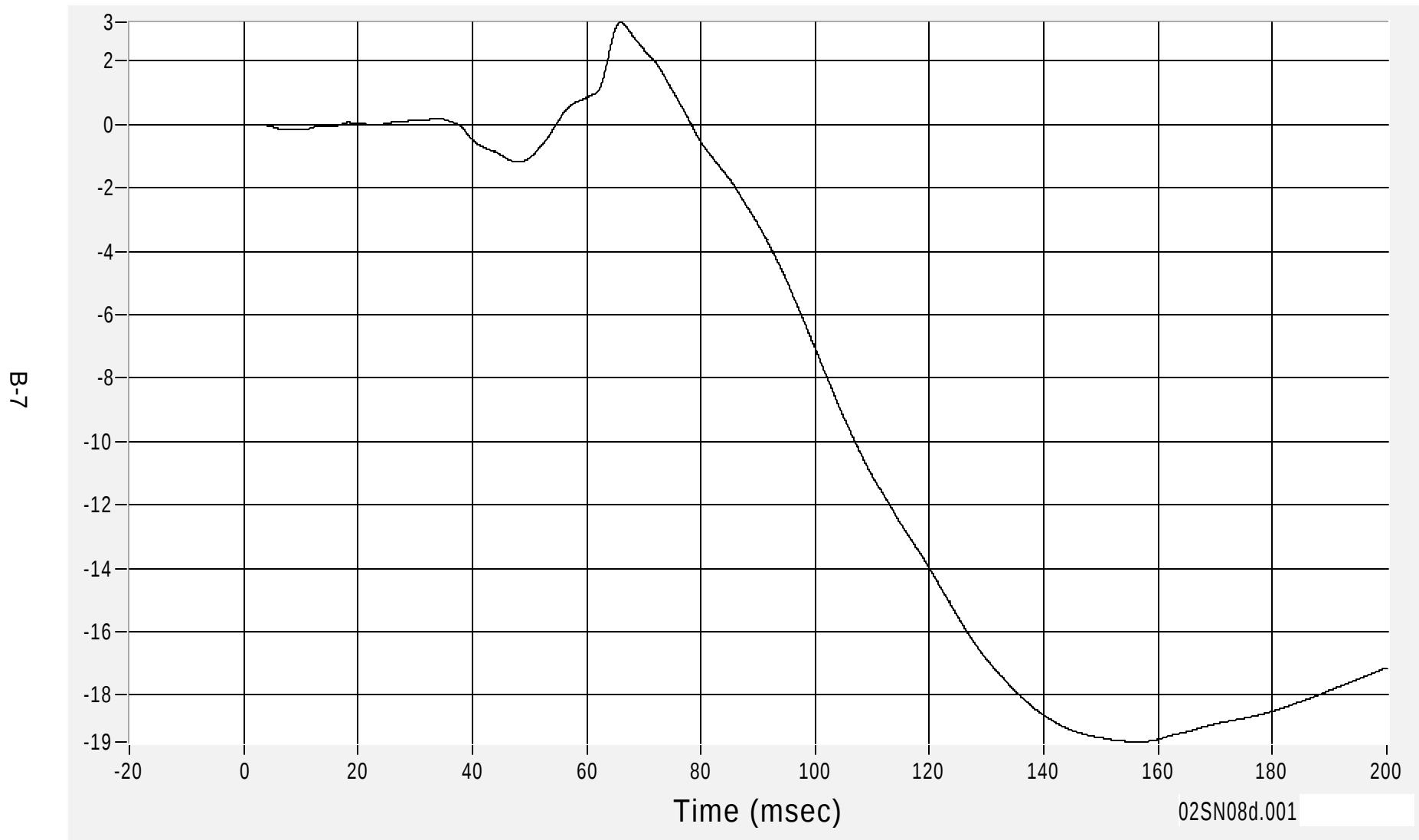
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Head CG (X) Velocity

Max 3.2 km/h at 66.0 msec

Velocity (km/h) CFC180

Min -19.5 km/h at 156.7 msec



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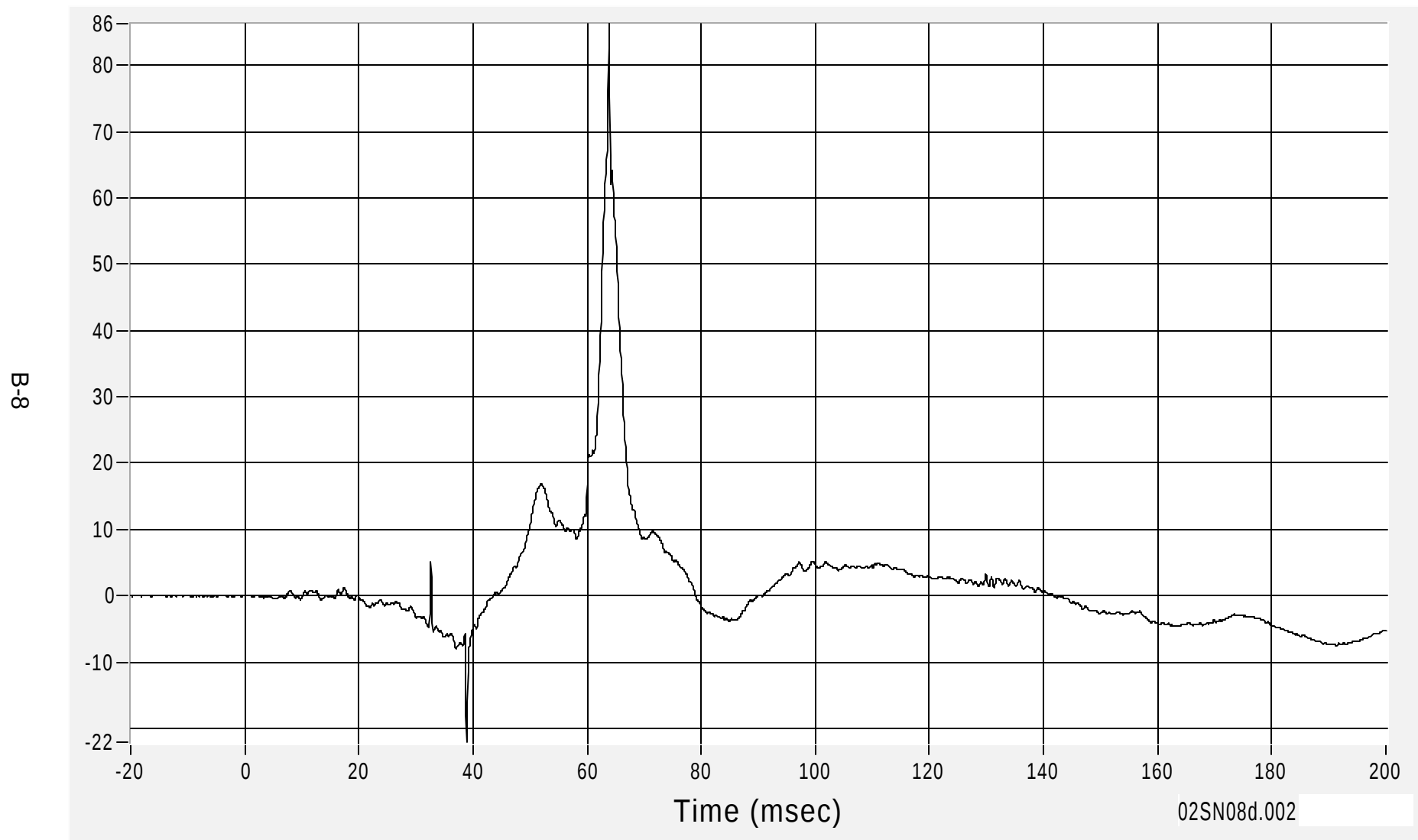
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Head CG (Y) Acceleration

Max 86.3 G's at 63.8 msec

Acceleration (G's) CFC1000

Min -22.1 G's at 38.9 msec



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1 May 2002

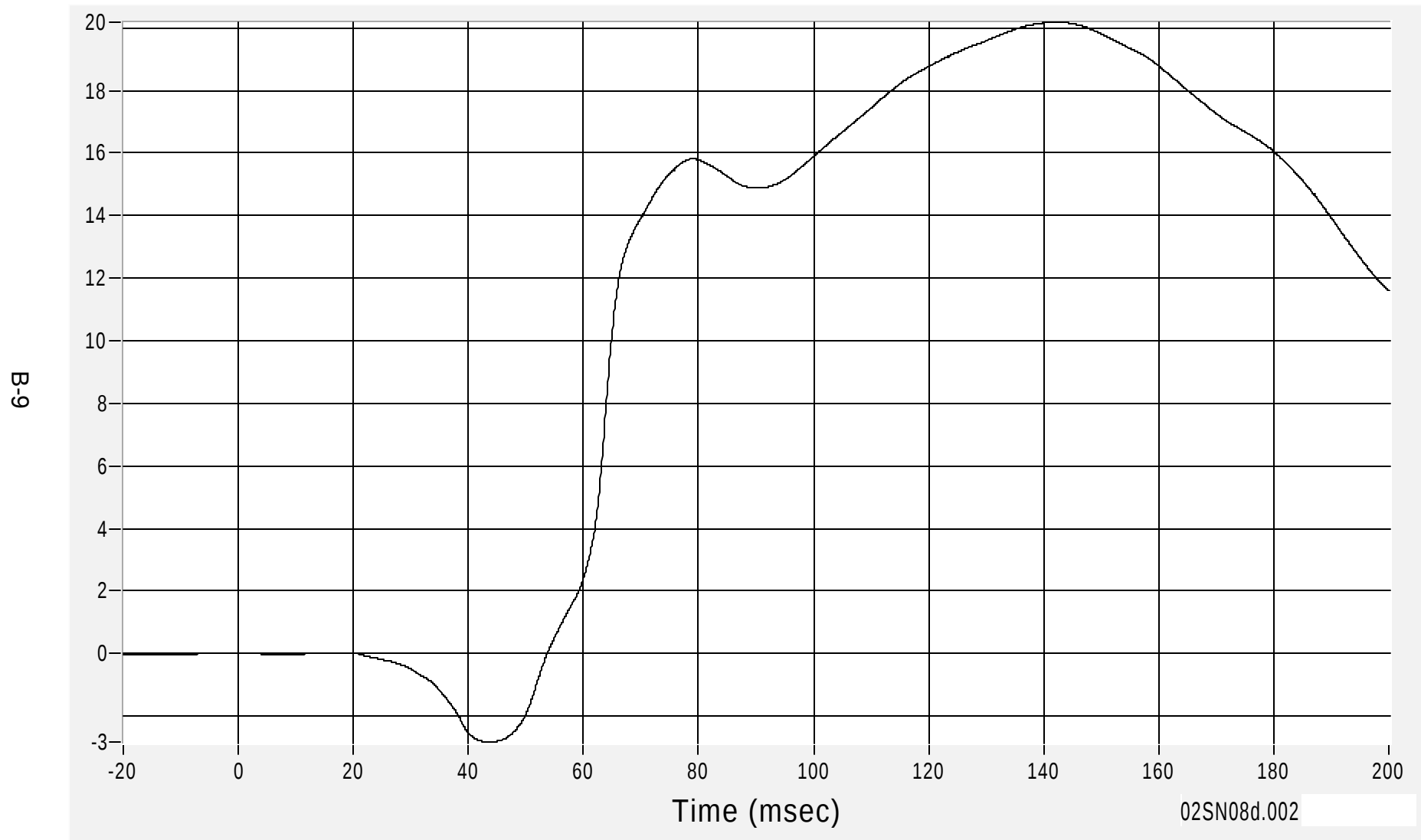
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Head CG (Y) Velocity

Max 20.2 km/h at 141.8 msec

Velocity (km/h) CFC180

Min -2.8 km/h at 43.4 msec



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1 May 2002

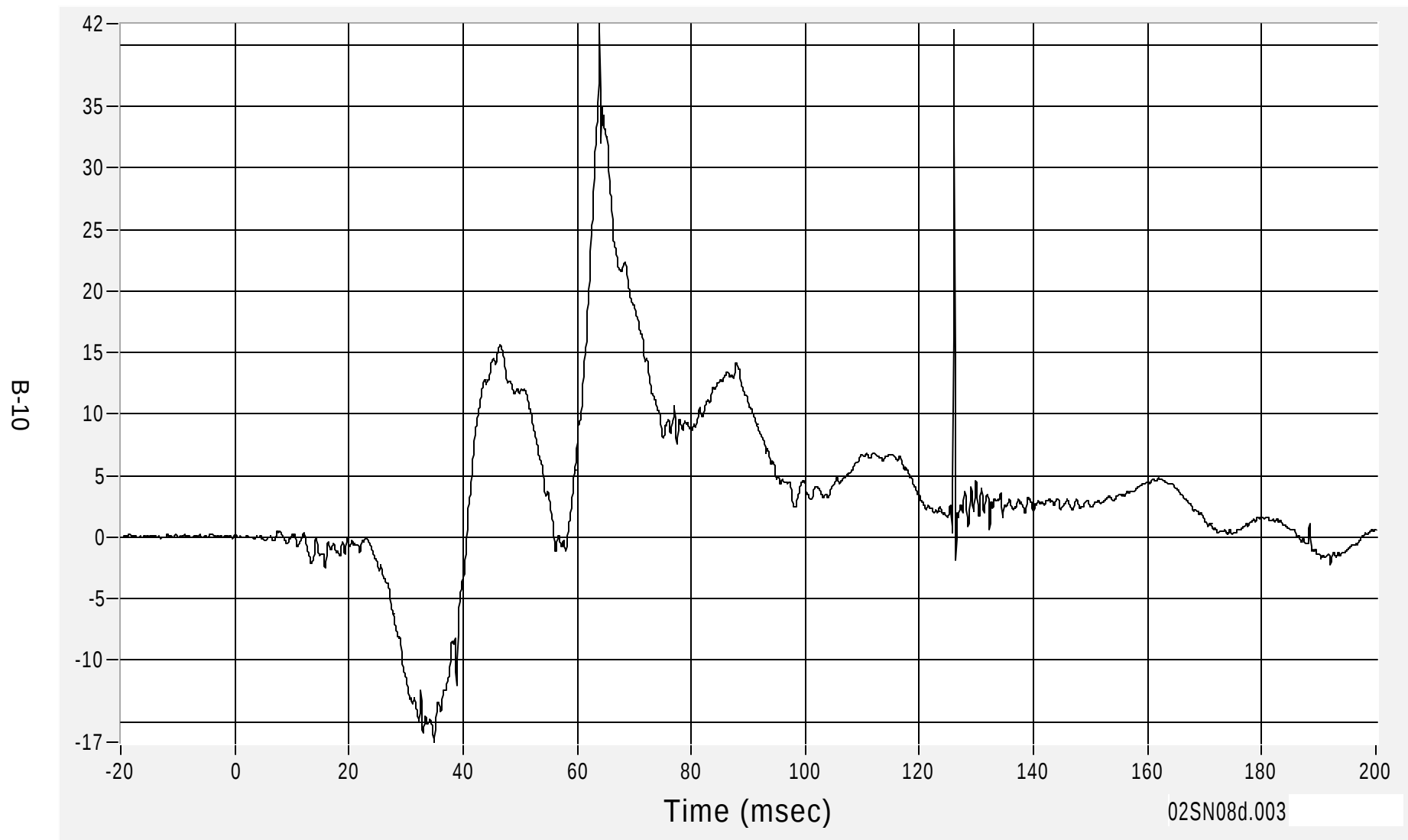
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Head CG (Z) Acceleration

Max 41.7 G's at 63.9 msec

Acceleration (G's) CFC1000

Min -16.6 G's at 34.9 msec



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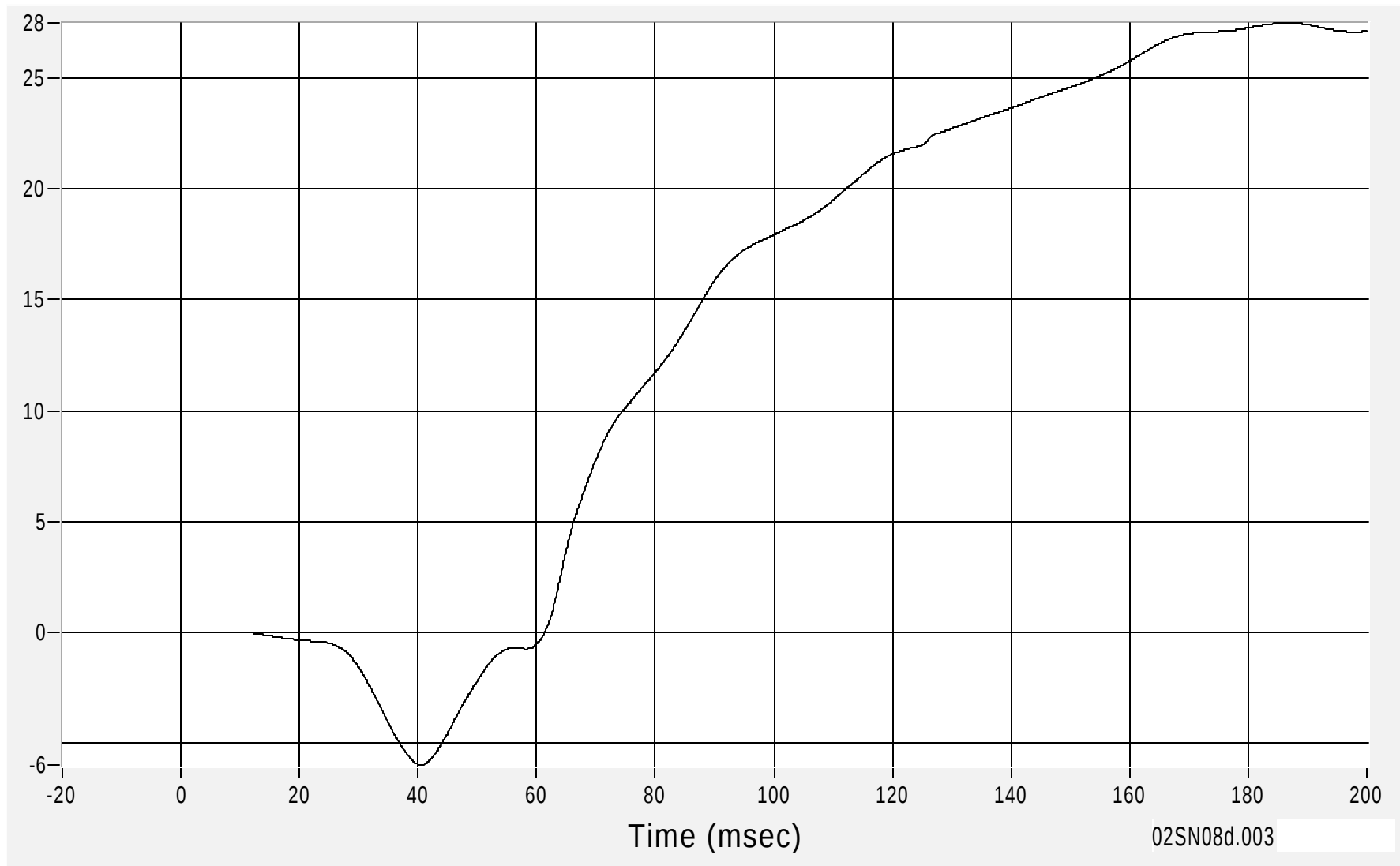
Driver Head CG (Z) Velocity

Velocity (km/h) CFC180

Max 27.5 km/h at 186.3 msec

Min -6.0 km/h at 40.6 msec

B-11



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1 May 2002

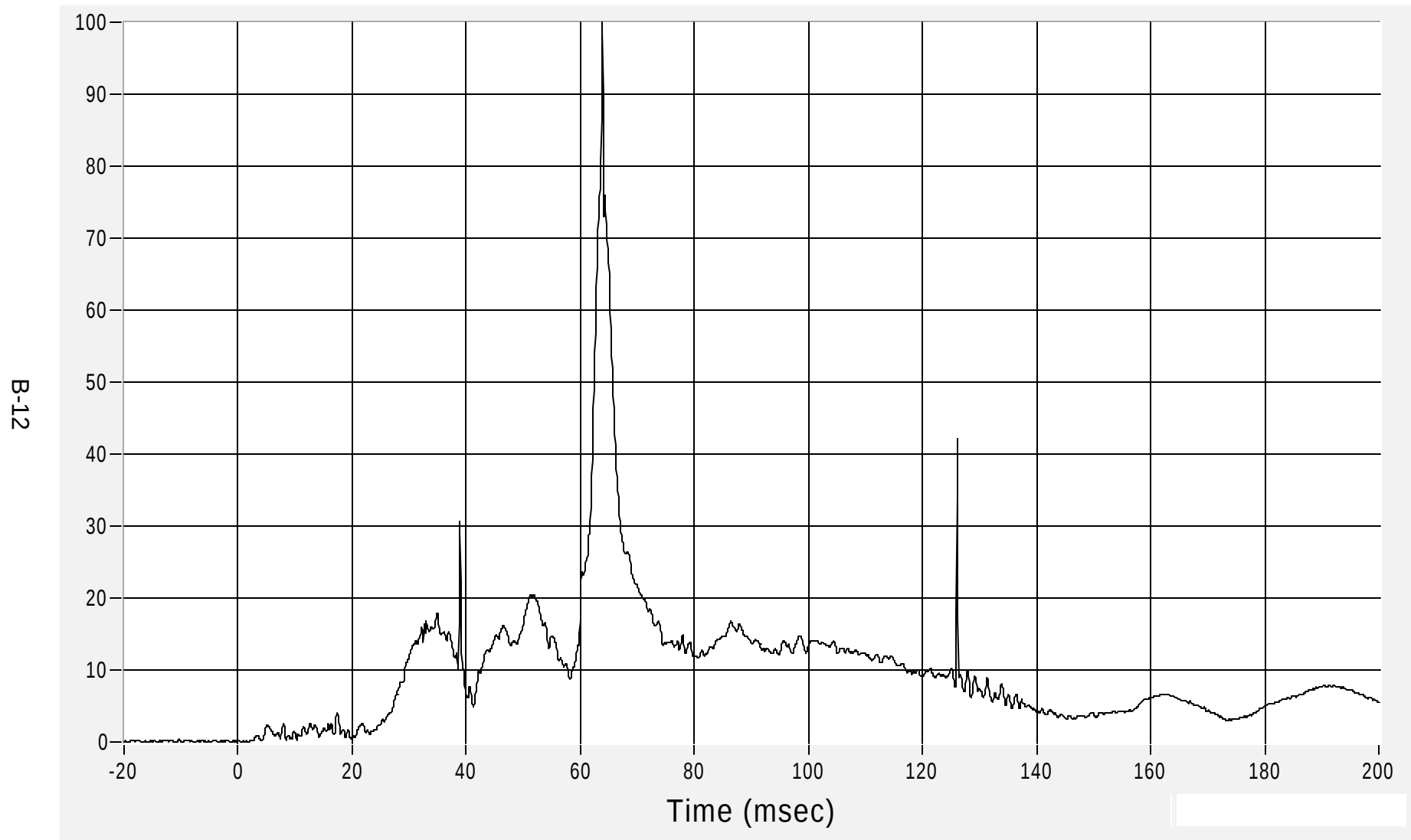
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Head Resultant Acceleration

Max 100.0 G's at 63.8 msec

Acceleration (G's) CFC1000

Min 0.0 G's at 1.1 msec



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1 May 2002

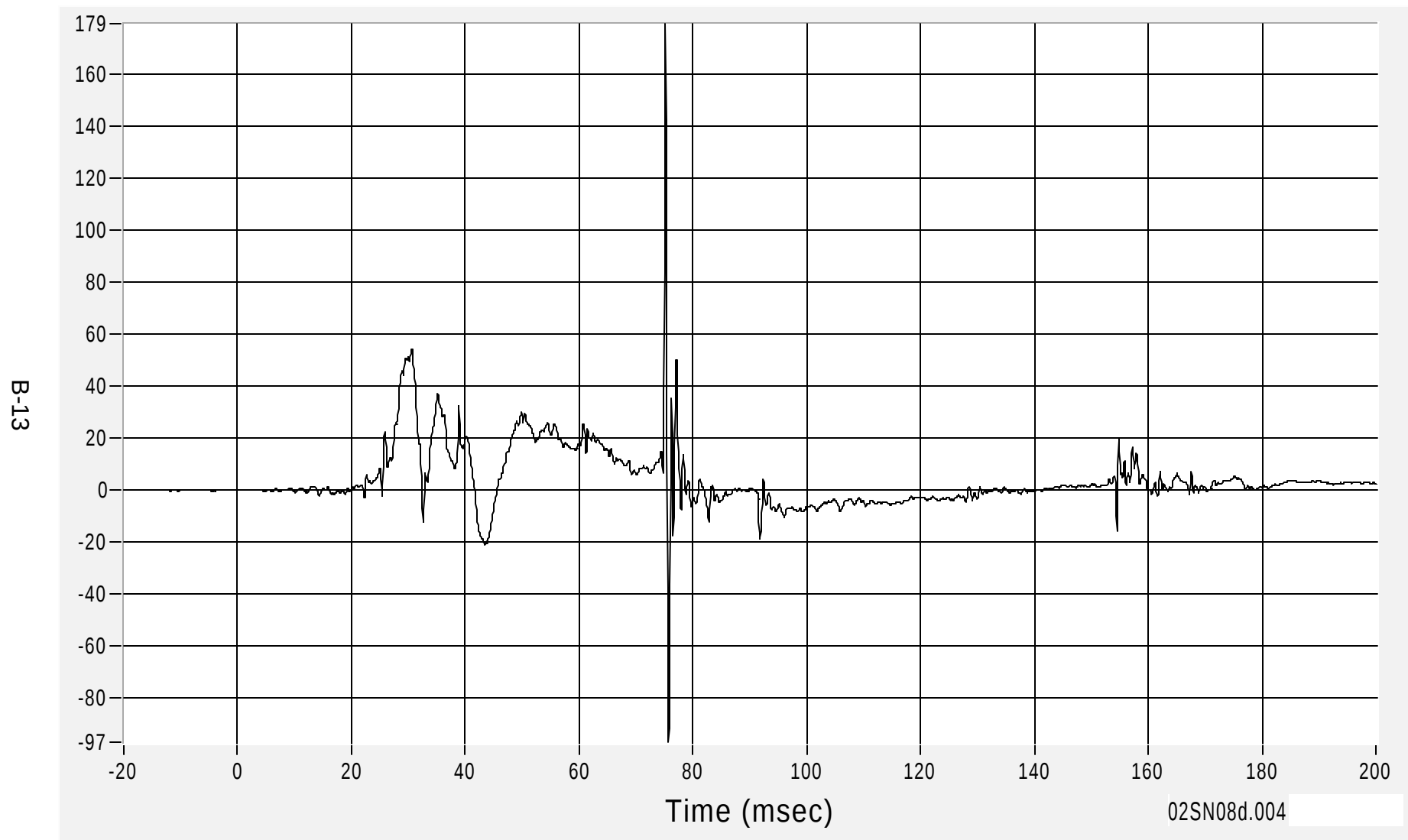
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) Acceleration

Max 179.4 G's at 75.2 msec

Acceleration (G's) CFC1000

Min -96.9 G's at 75.8 msec



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1 May 2002

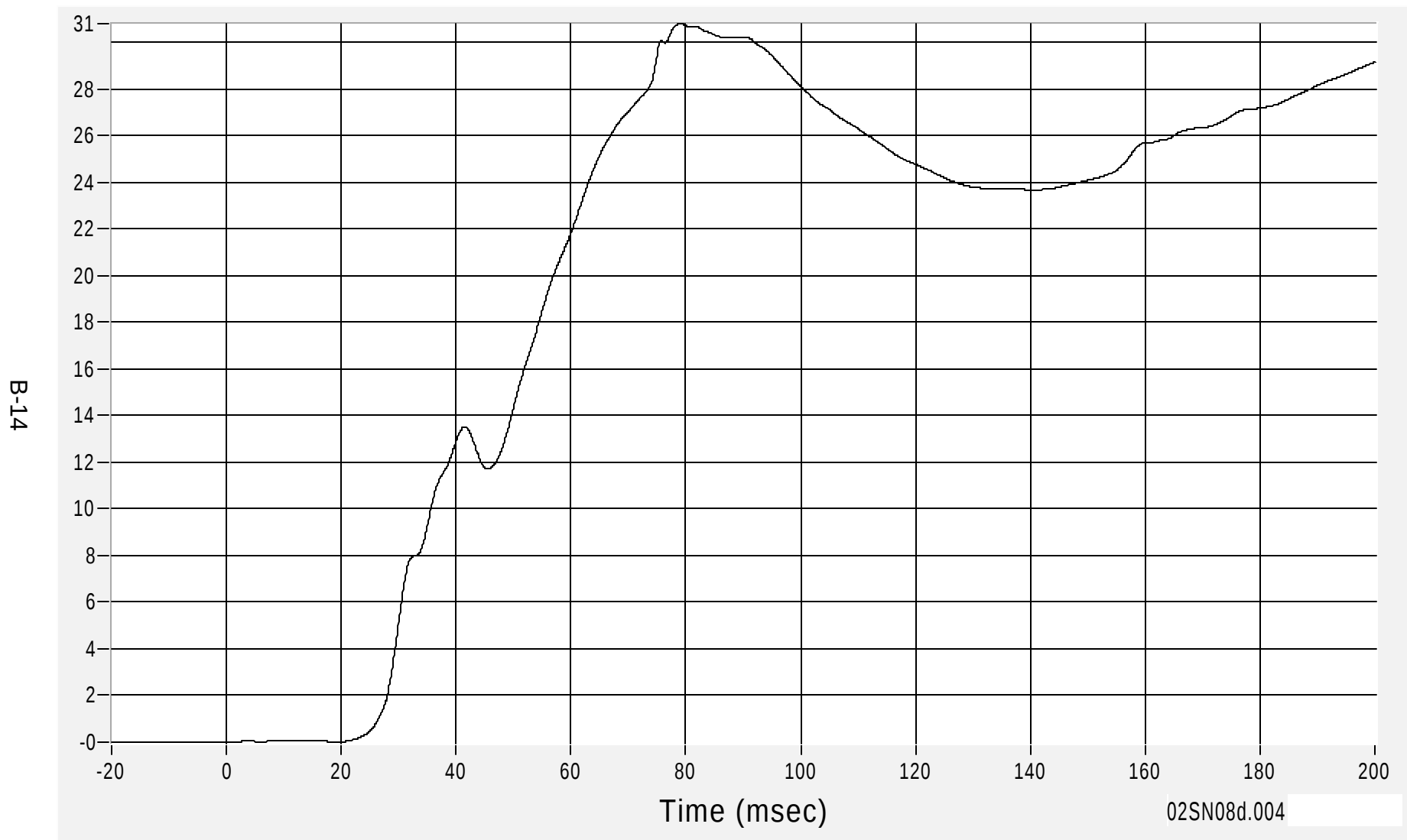
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) Velocity

Max 30.8 km/h at 79.0 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 19.4 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

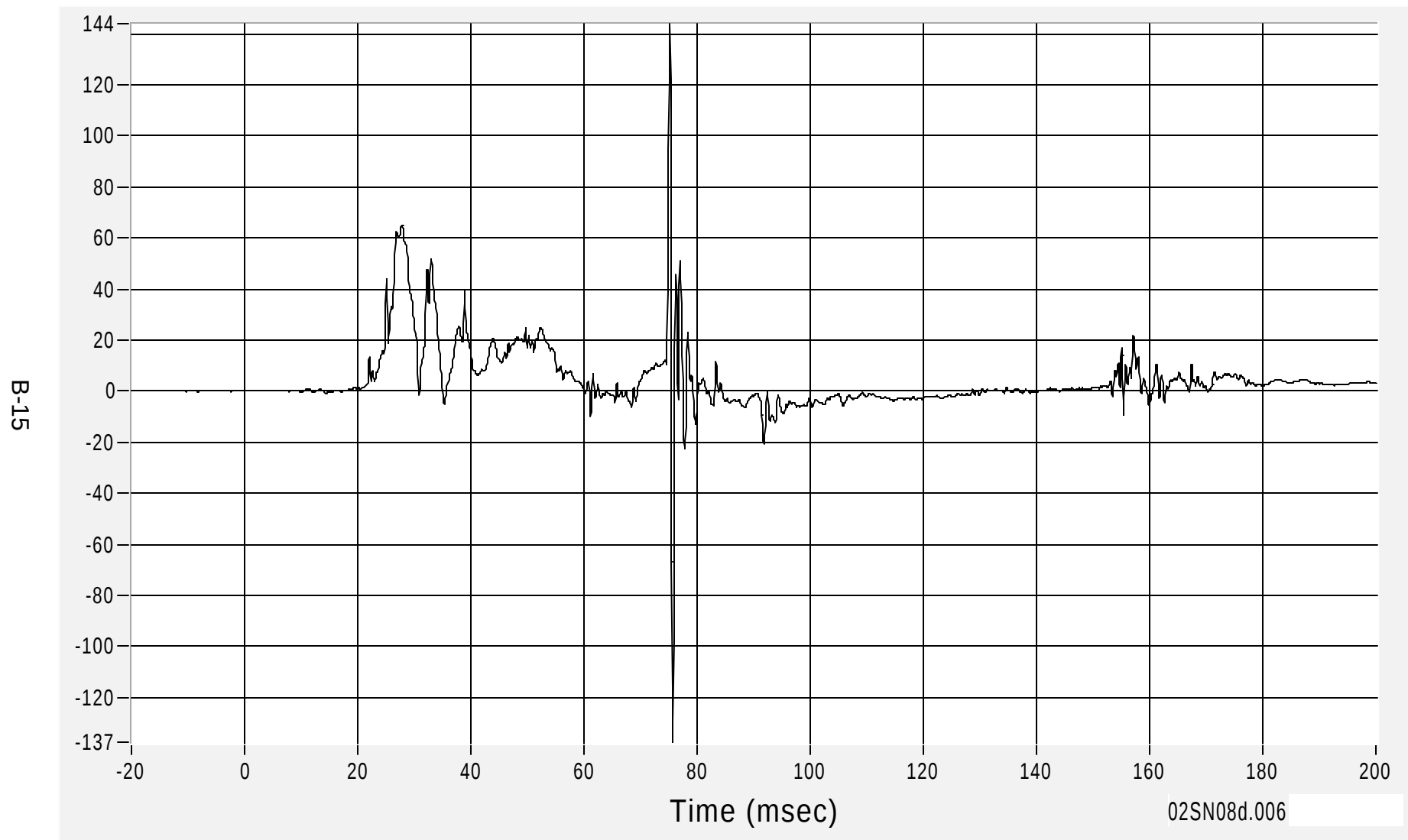
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Rib (Y) Acceleration

Max 143.9 G's at 75.2 msec

Acceleration (G's) CFC1000

Min -137.4 G's at 75.7 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

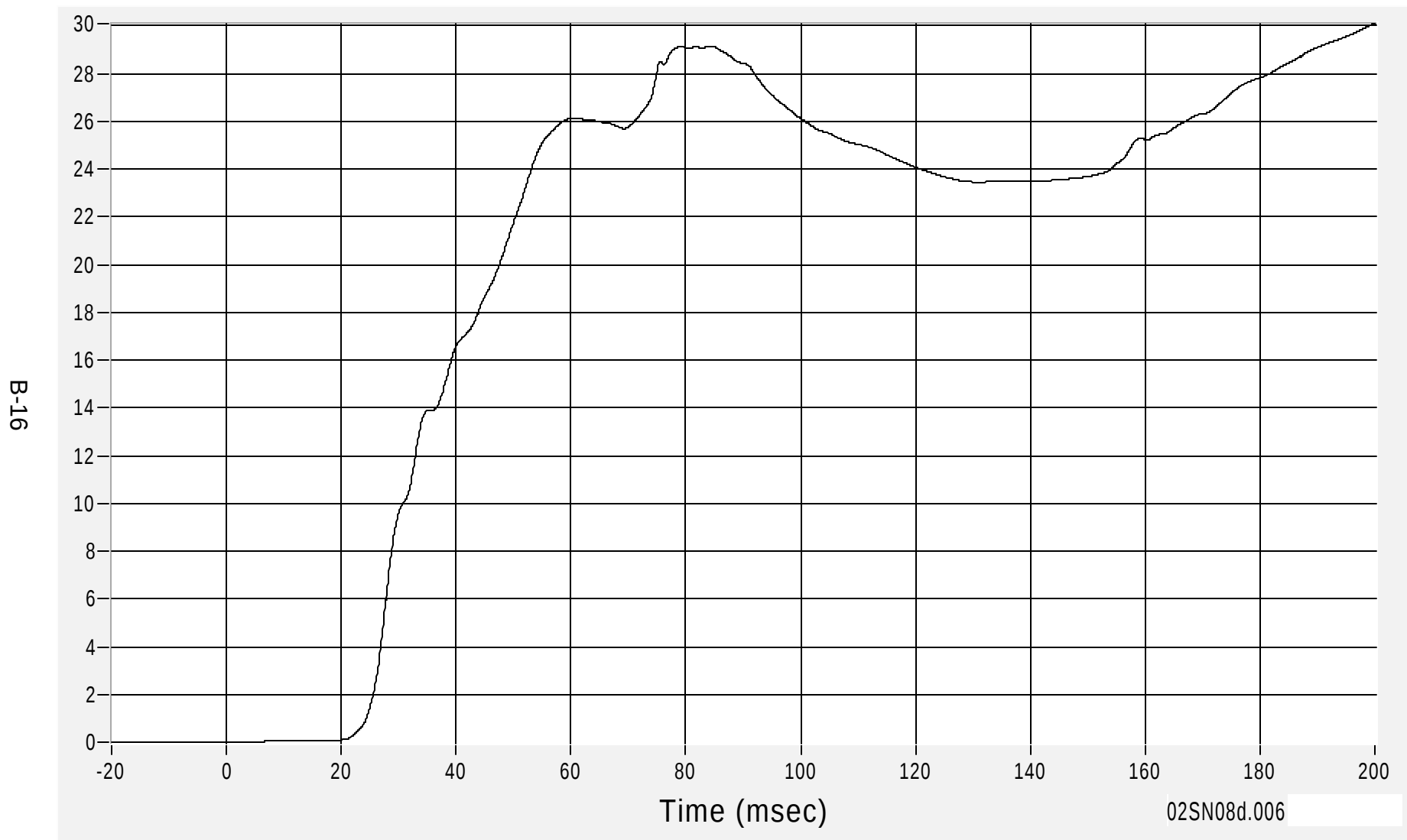
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Rib (Y) Velocity

Velocity (km/h) CFC180

Max 30.1 km/h at 199.9 msec

Min 0.0 km/h at 0.0 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

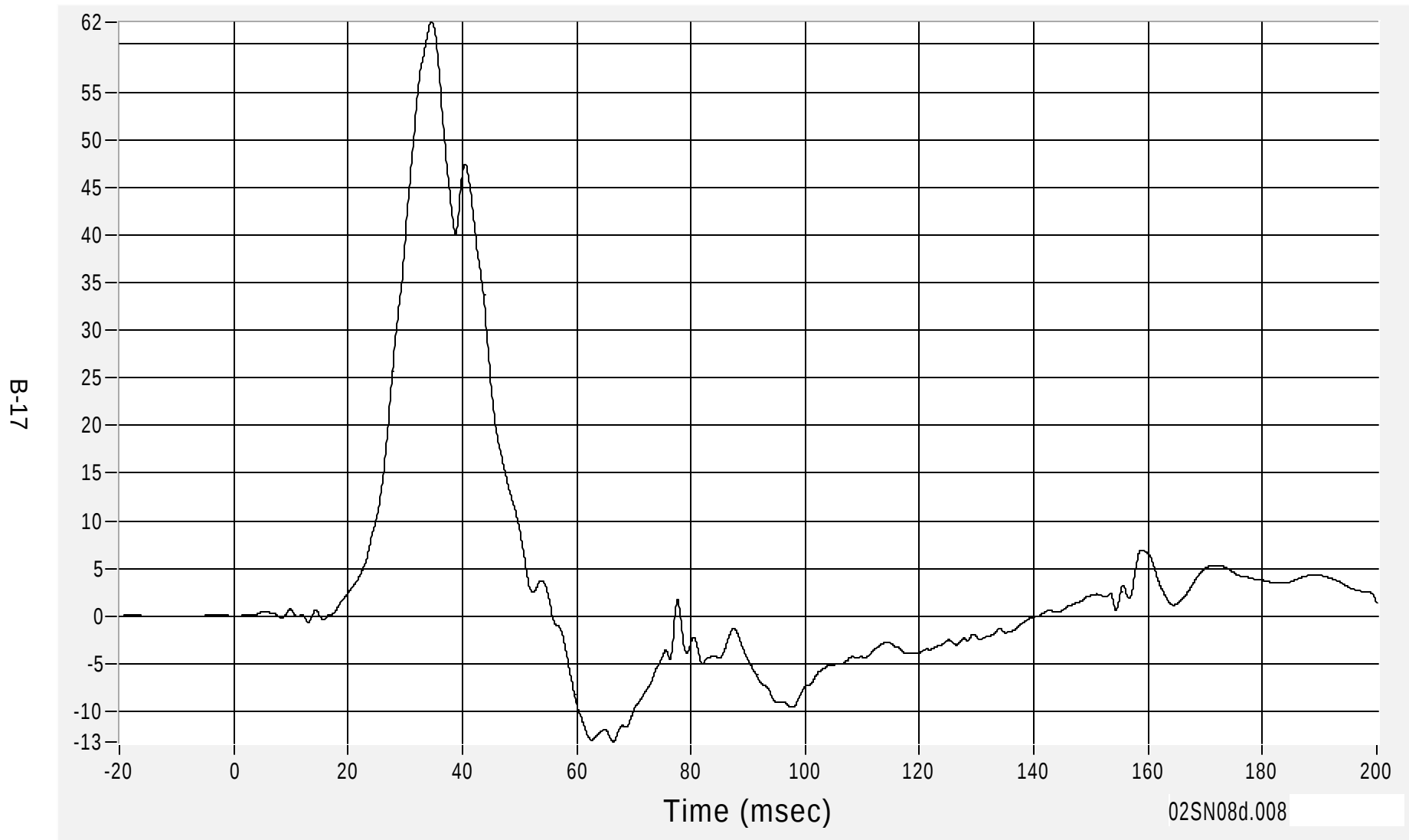
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Acceleration

Max 62.3 G's at 34.6 msec

Acceleration (G's) CFC180

Min -13.2 G's at 66.4 msec



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1 May 2002

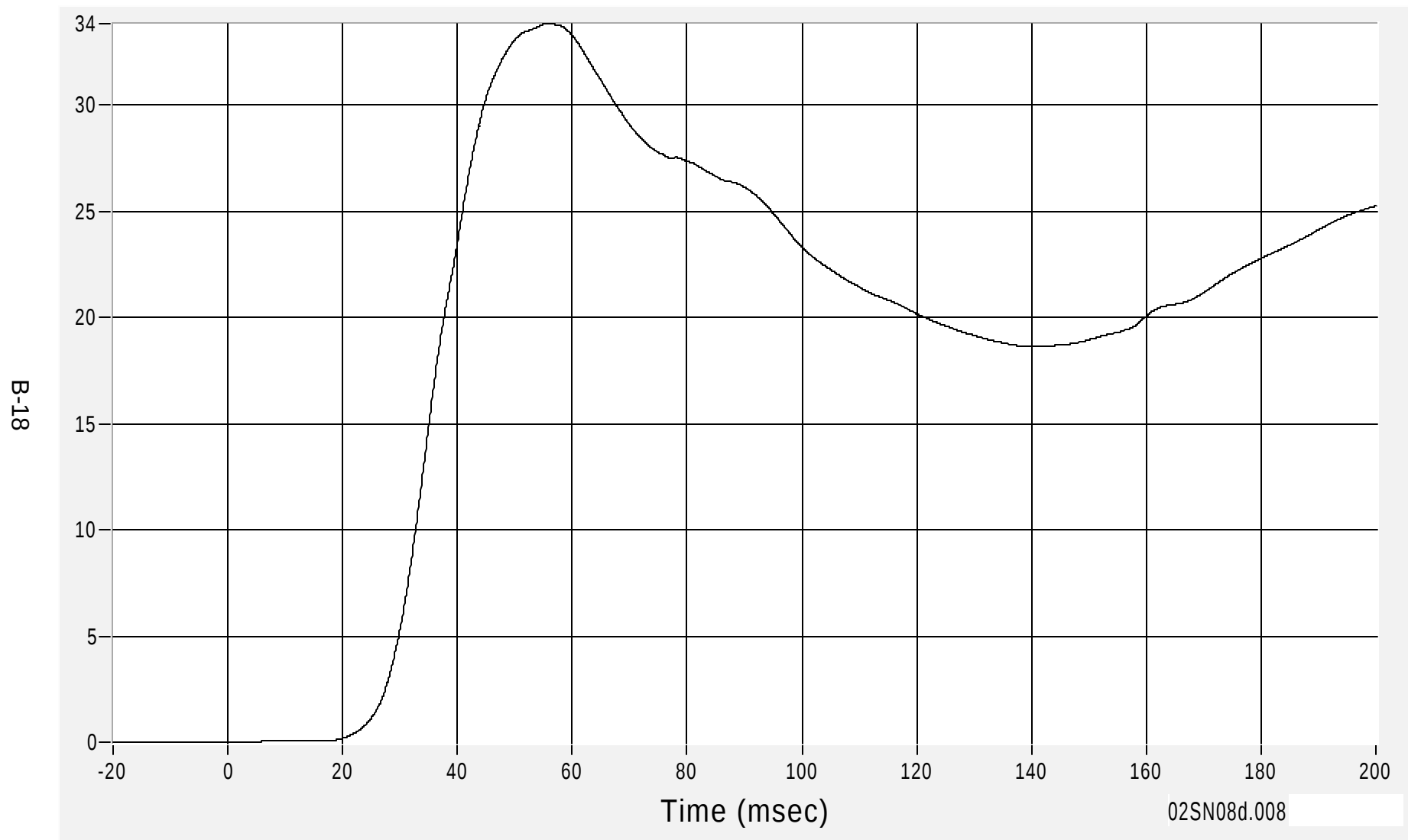
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Velocity

Max 33.8 km/h at 55.8 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

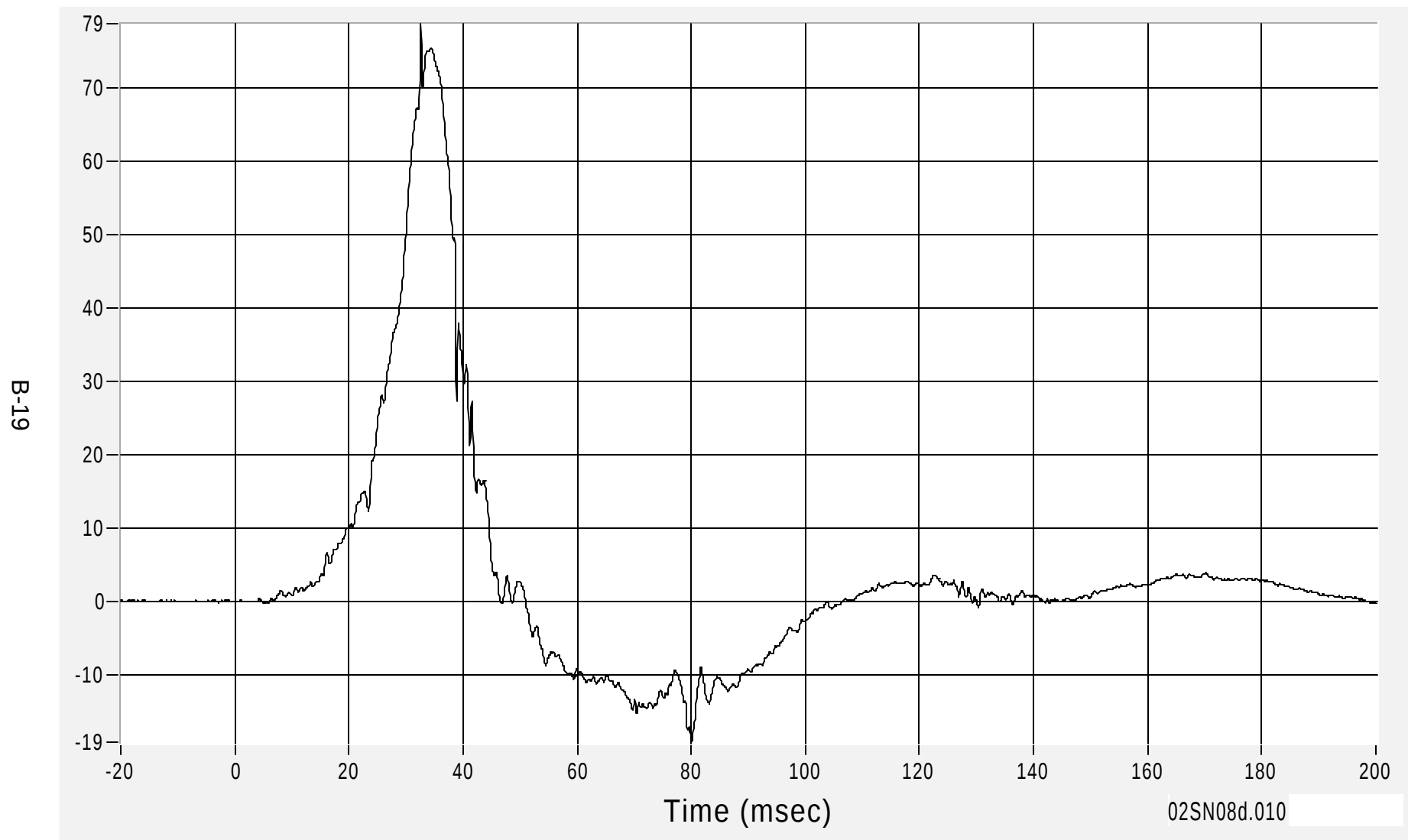
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Acceleration

Max 78.8 G's at 32.6 msec

Acceleration (G's) CFC1000

Min -19.3 G's at 80.1 msec



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1 May 2002

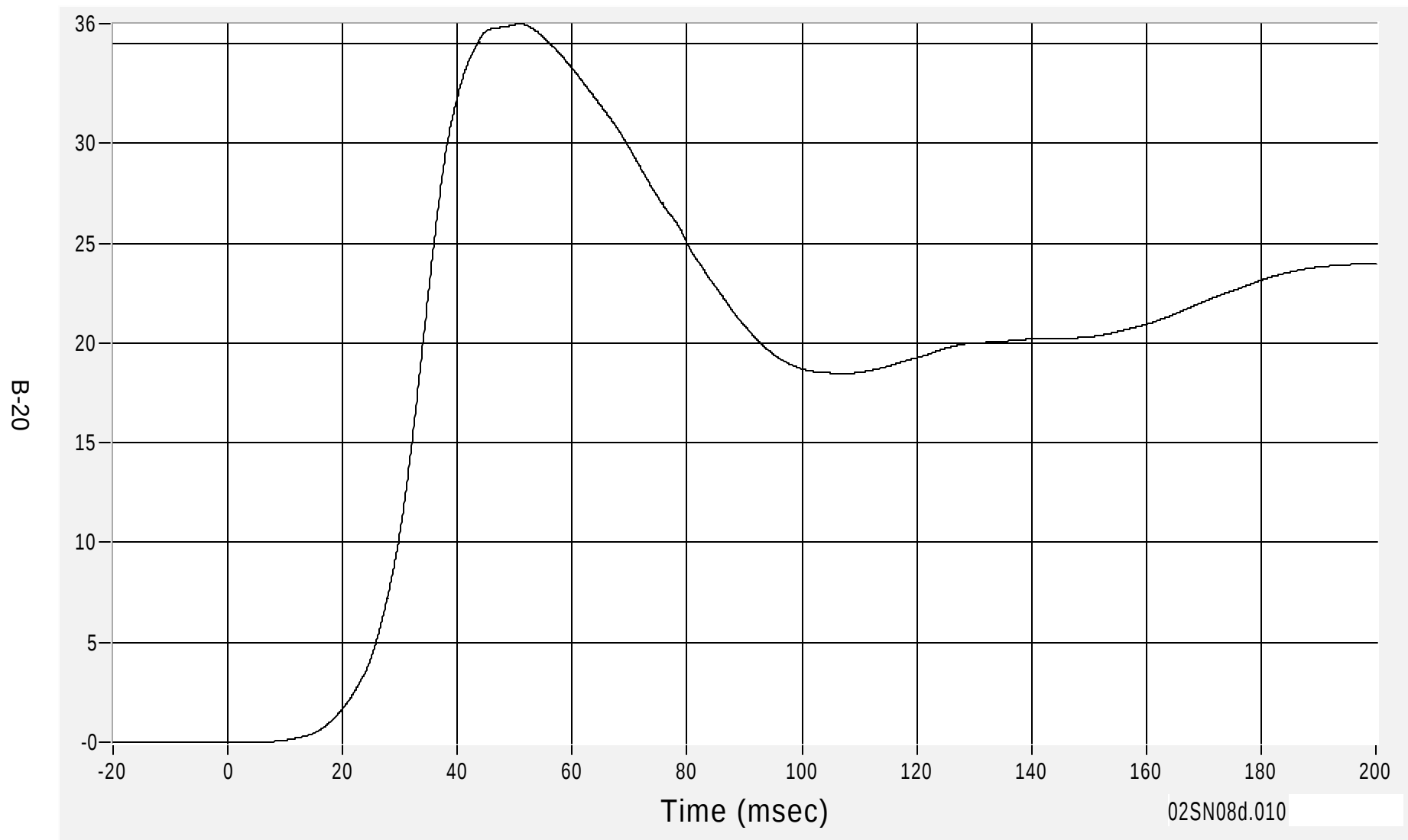
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Velocity

Max 36.0 km/h at 50.9 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 6.1 msec



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1 May 2002

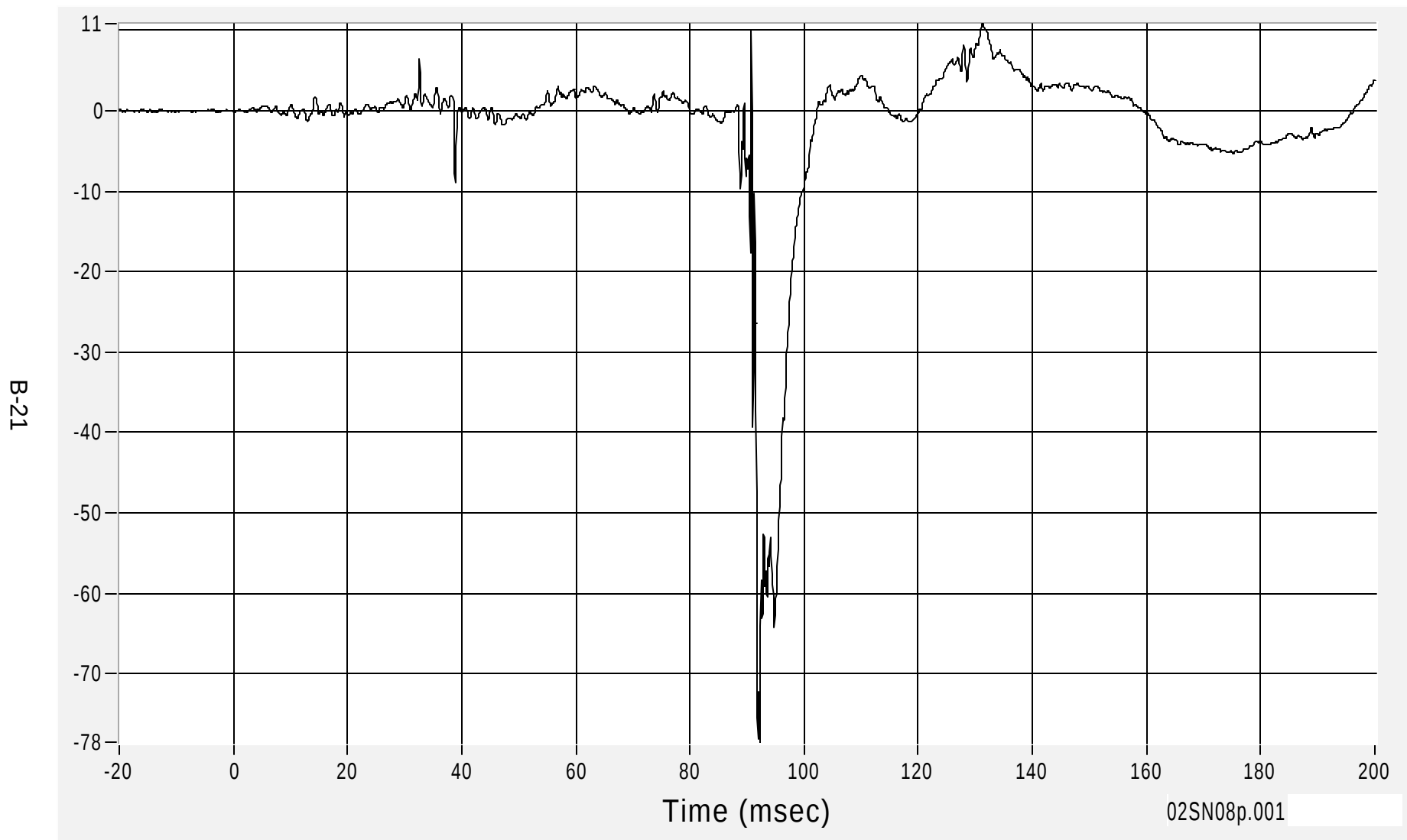
Medical College of Wisconsin
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Passenger Head CG (X) Acceleration

Max 10.8 G's at 131.2 msec

Acceleration (G's) CFC1000

Min -78.5 G's at 92.2 msec



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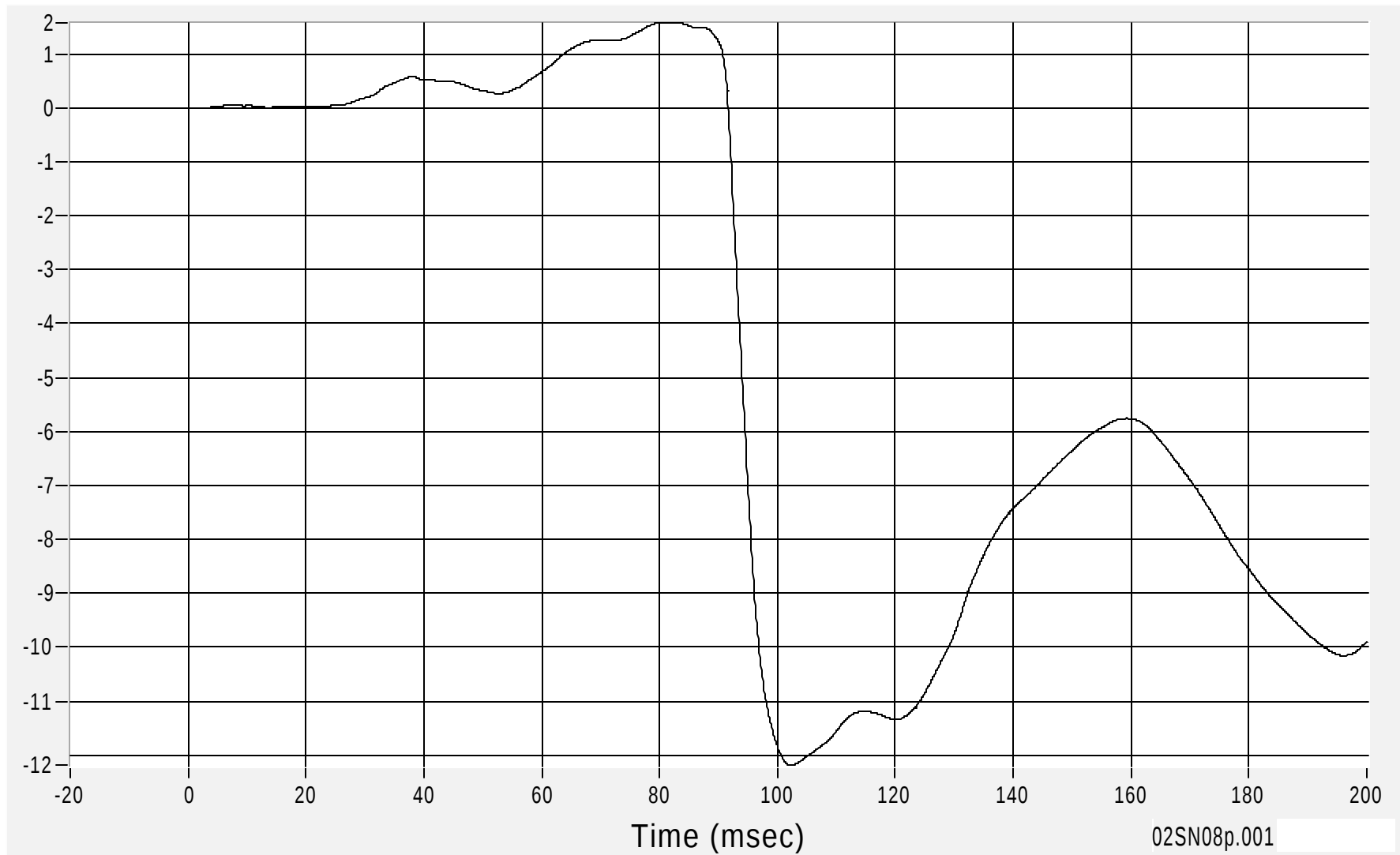
Passenger Head CG (X) Velocity

Max 1.6 km/h at 82.9 msec

Velocity (km/h) CFC180

Min -12.2 km/h at 102.3 msec

B-22



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1 May 2002

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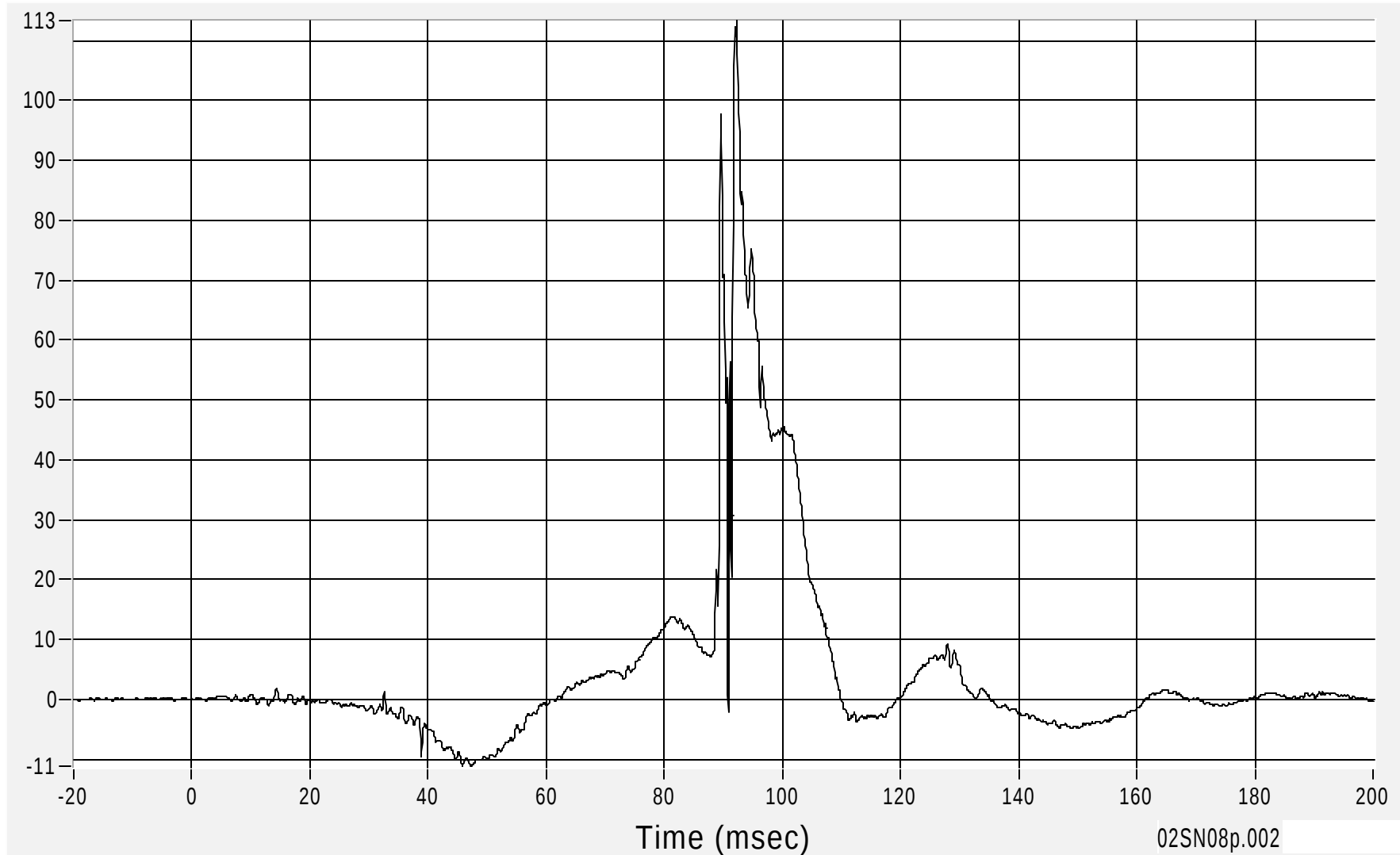
Passenger Head CG (Y) Acceleration

Max 113.3 G's at 92.2 msec

Acceleration (G's) CFC1000

Min -11.2 G's at 47.3 msec

B-23



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

Medical College of Wisconsin
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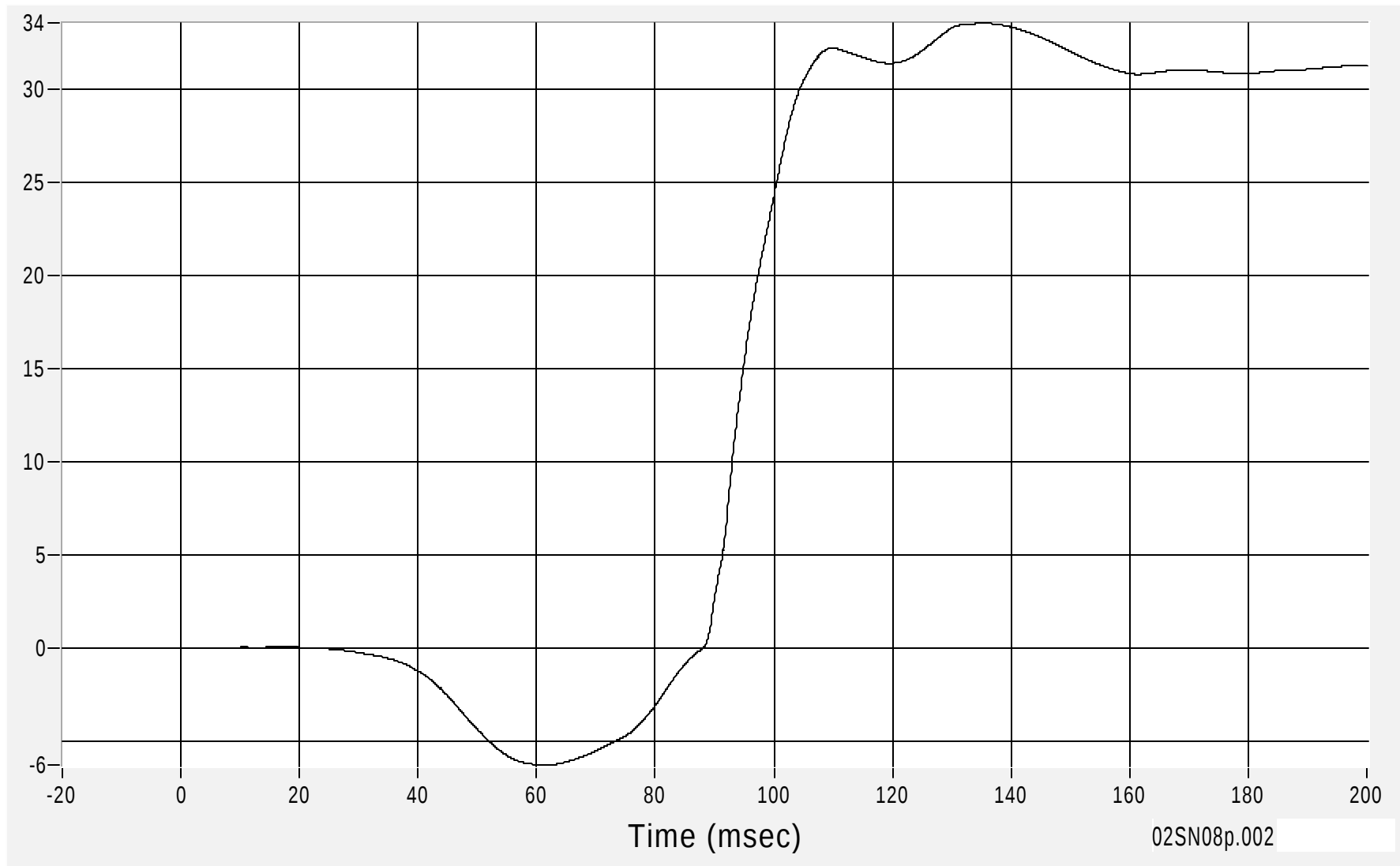
Passenger Head CG (Y) Velocity

Max 33.5 km/h at 135.2 msec

Velocity (km/h) CFC180

Min -6.3 km/h at 61.5 msec

B-24



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

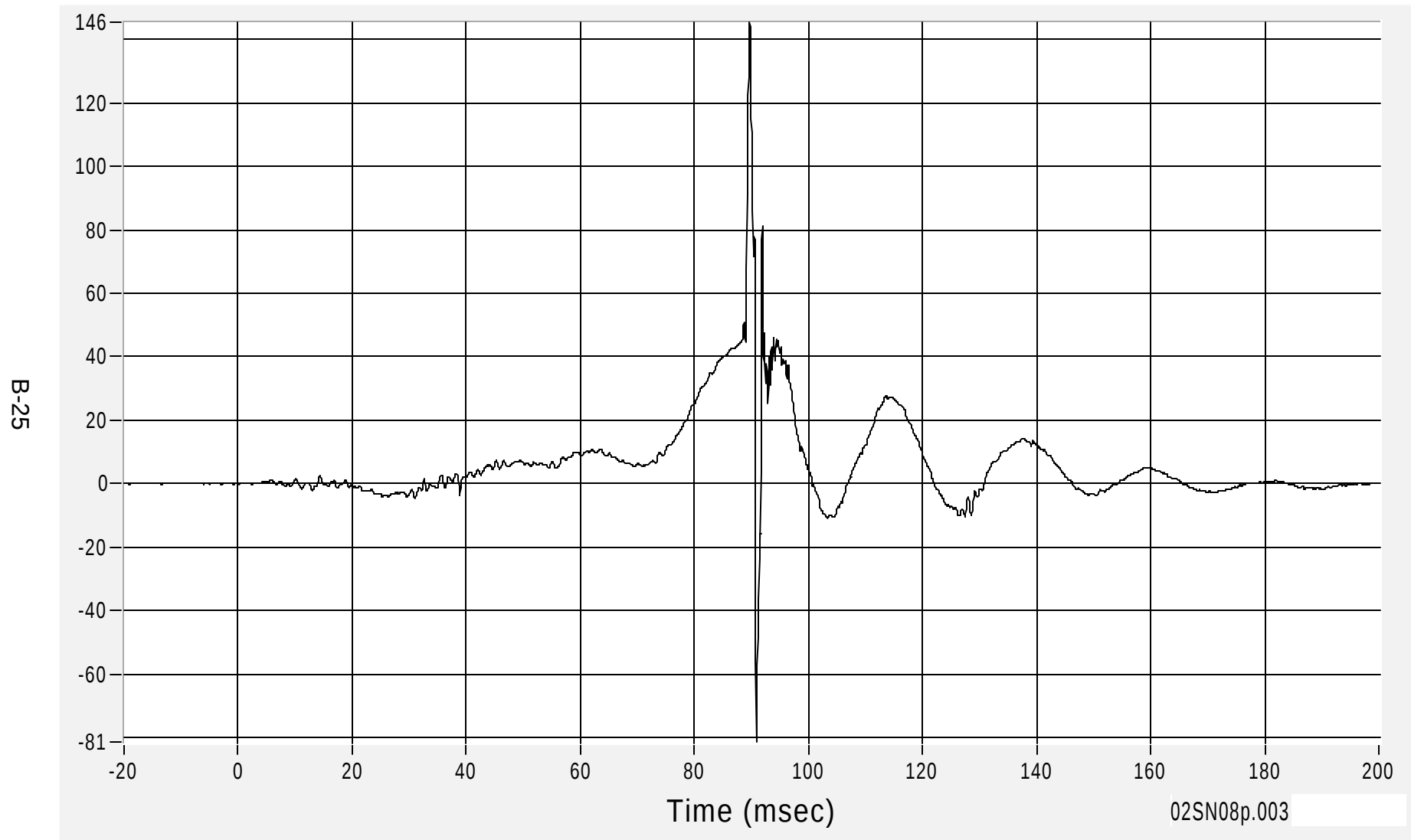
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Head CG (Z) Acceleration

Max 145.5 G's at 89.7 msec

Acceleration (G's) CFC1000

Min -81.5 G's at 90.9 msec



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1 May 2002

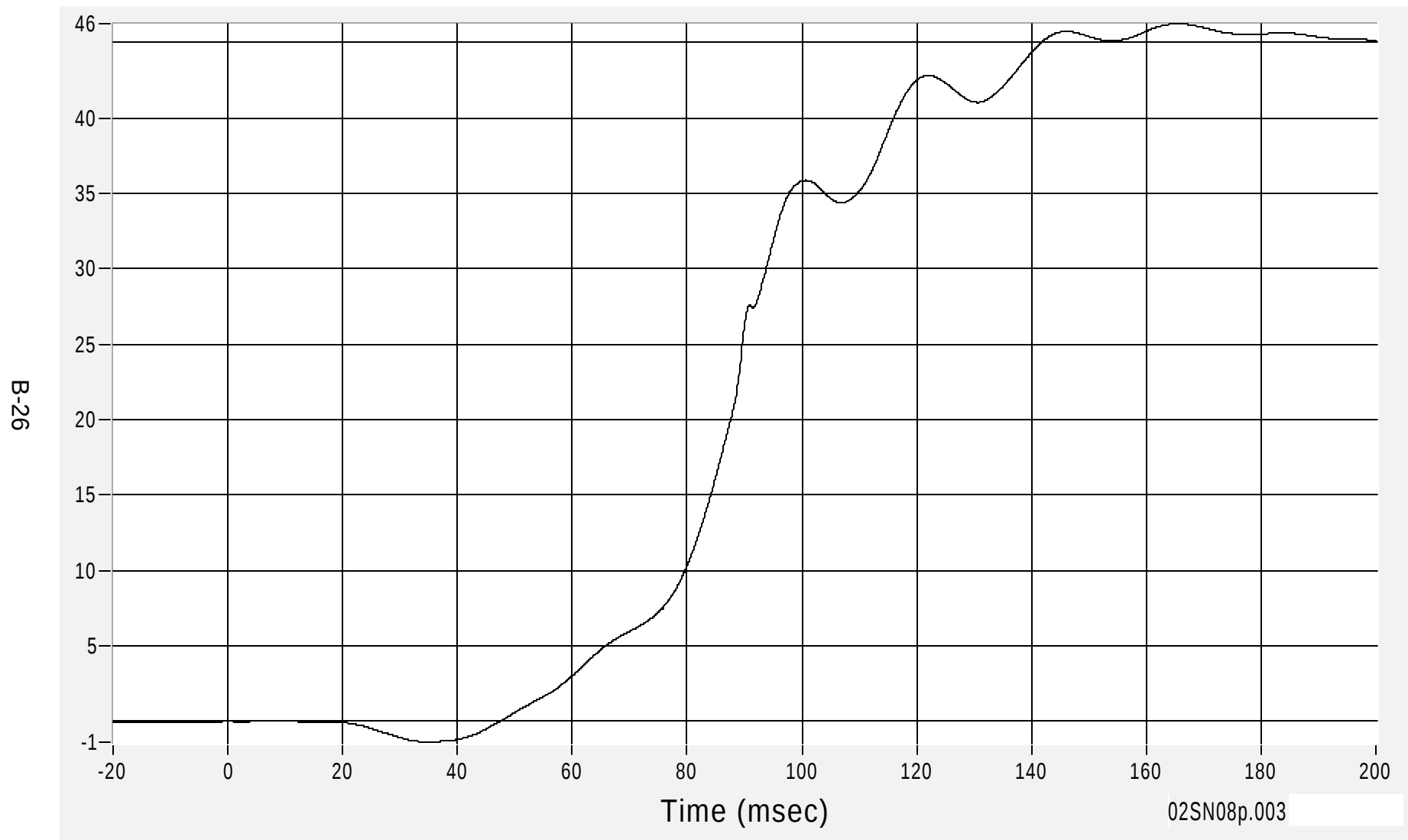
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Head CG (Z) Velocity

Max 46.2 km/h at 165.5 msec

Velocity (km/h) CFC180

Min -1.4 km/h at 35.0 msec



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1 May 2002

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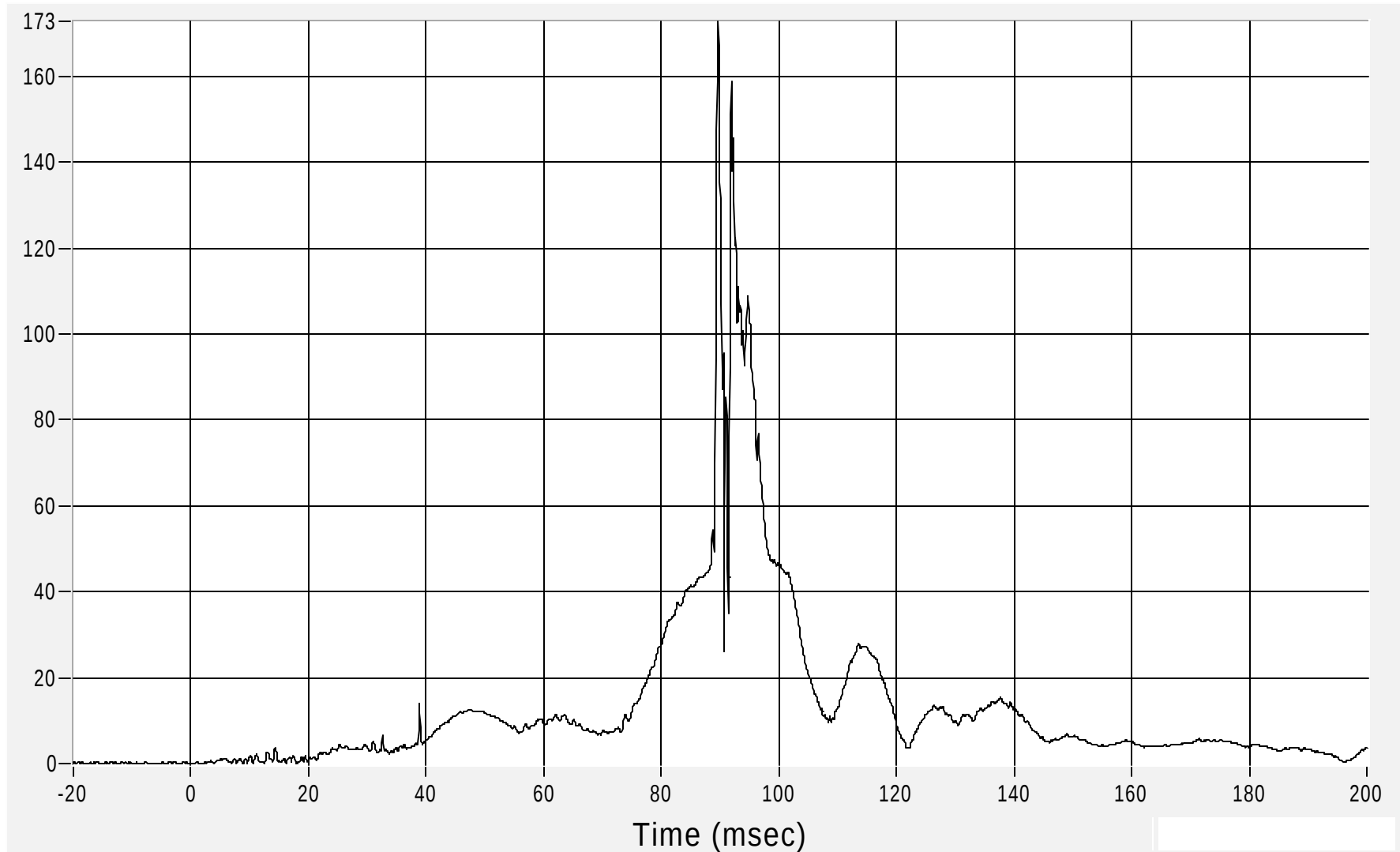
Passenger Head Resultant Acceleration

Max 172.8 G's at 89.7 msec

Acceleration (G's) CFC1000

Min 0.0 G's at 0.7 msec

B-27



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1 May 2002

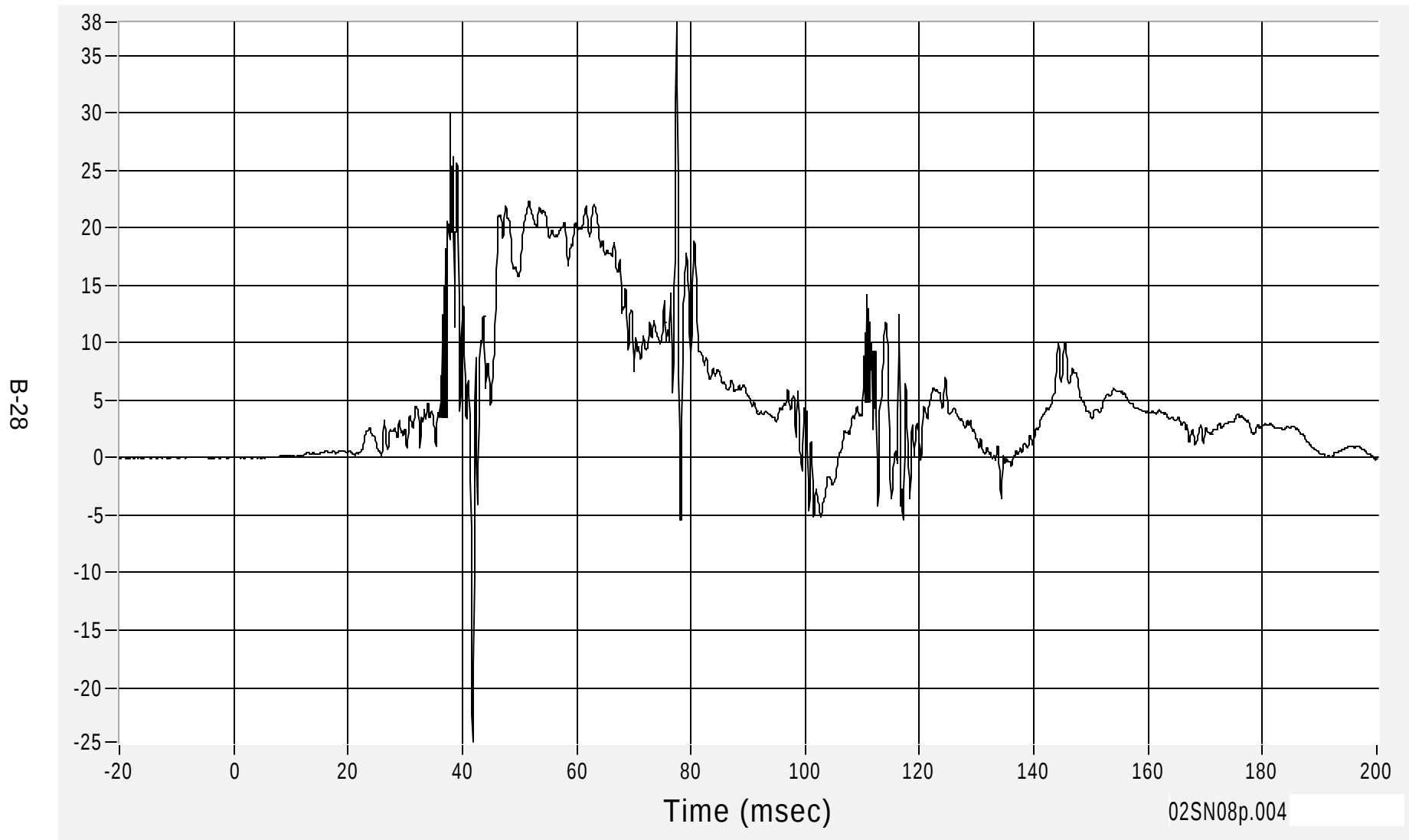
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Acceleration

Max 37.9 G's at 77.5 msec

Acceleration (G's) CFC1000

Min -24.7 G's at 41.8 msec



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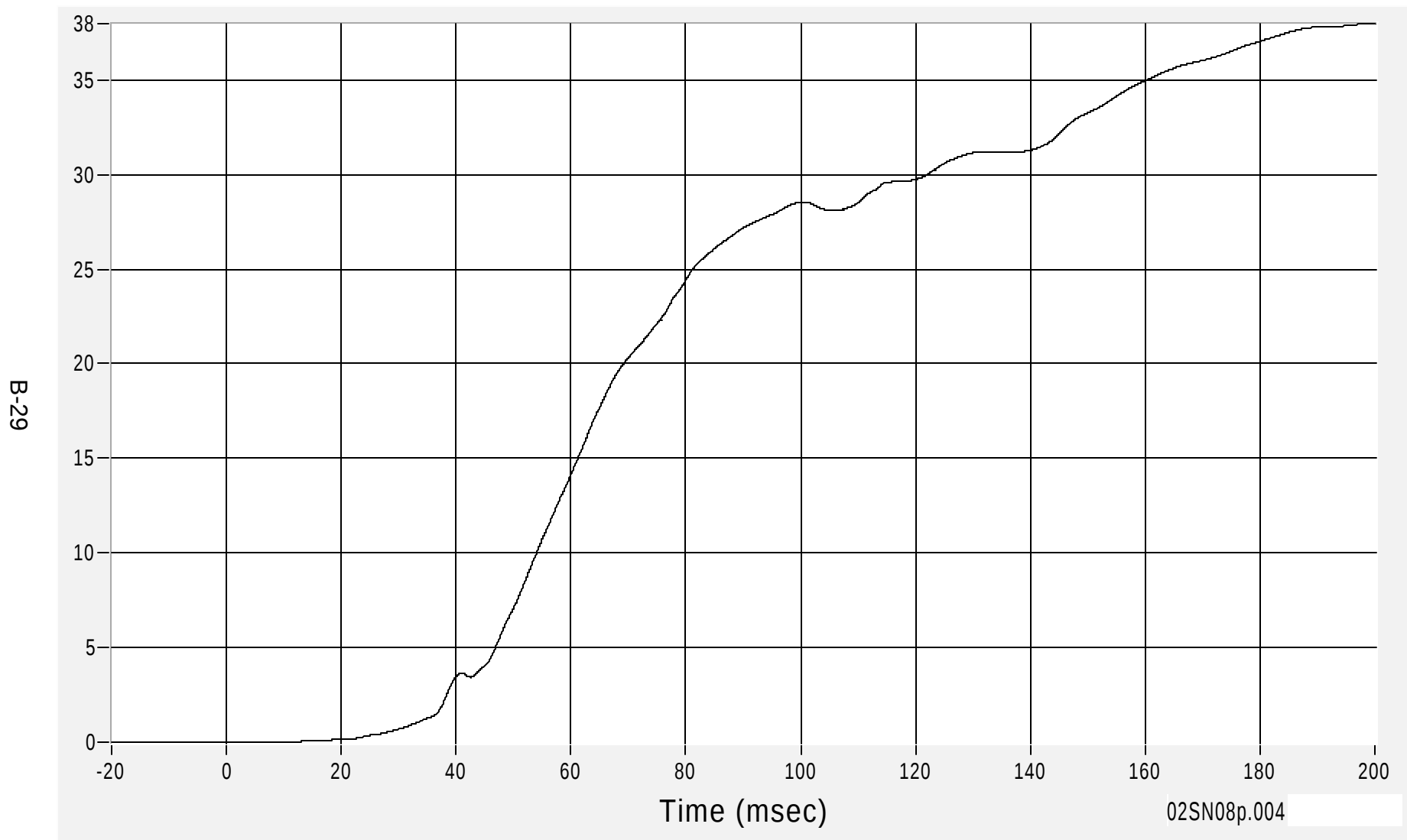
Medical College of Wisconsin
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Passenger Upper Rib (Y) Velocity

Max 38.0 km/h at 199.5 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec



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1 May 2002

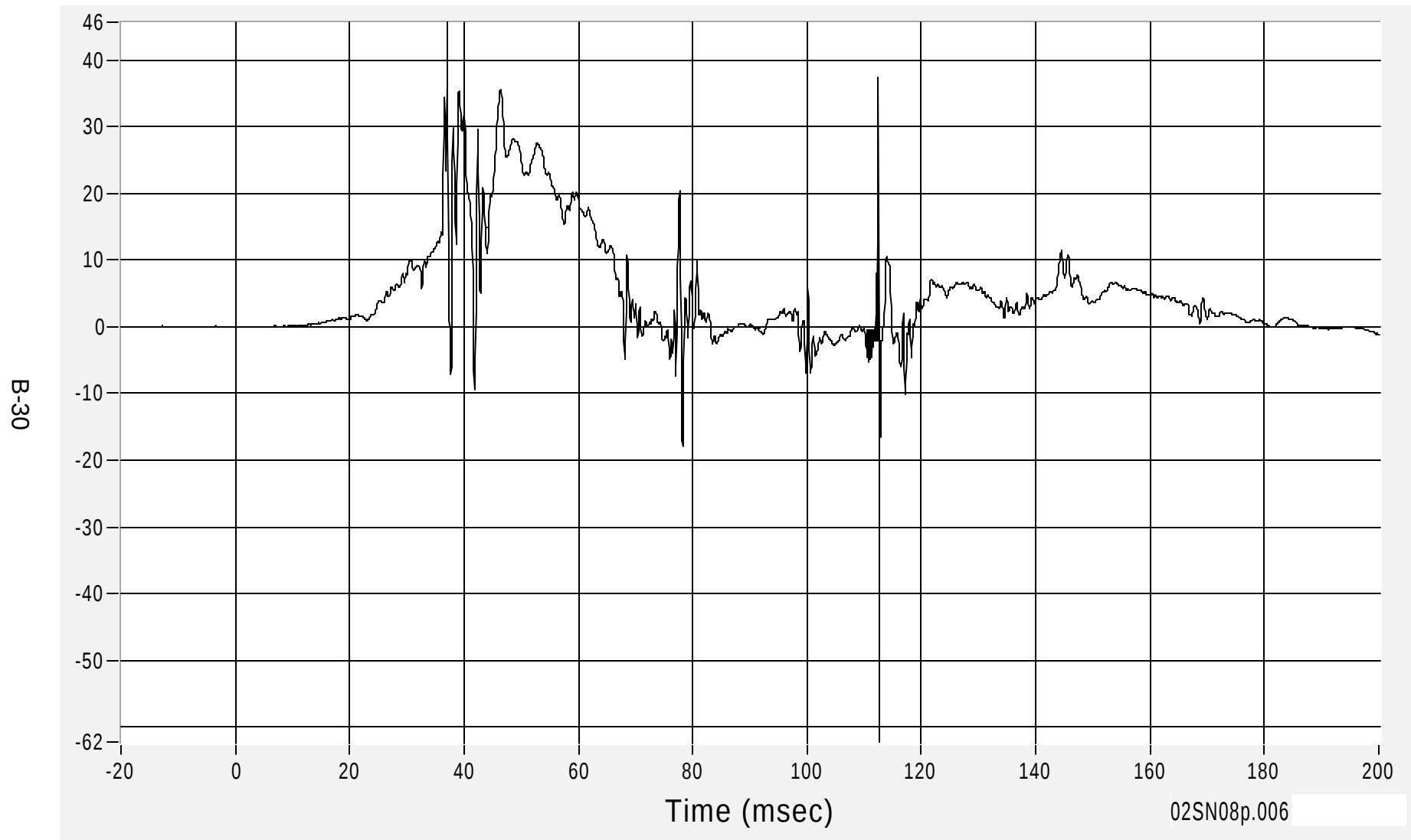
Medical College of Wisconsin
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Passenger Lower Rib (Y) Acceleration

Max 45.6 G's at 37.0 msec

Acceleration (G's) CFC1000

Min -62.2 G's at 112.6 msec



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1 May 2002

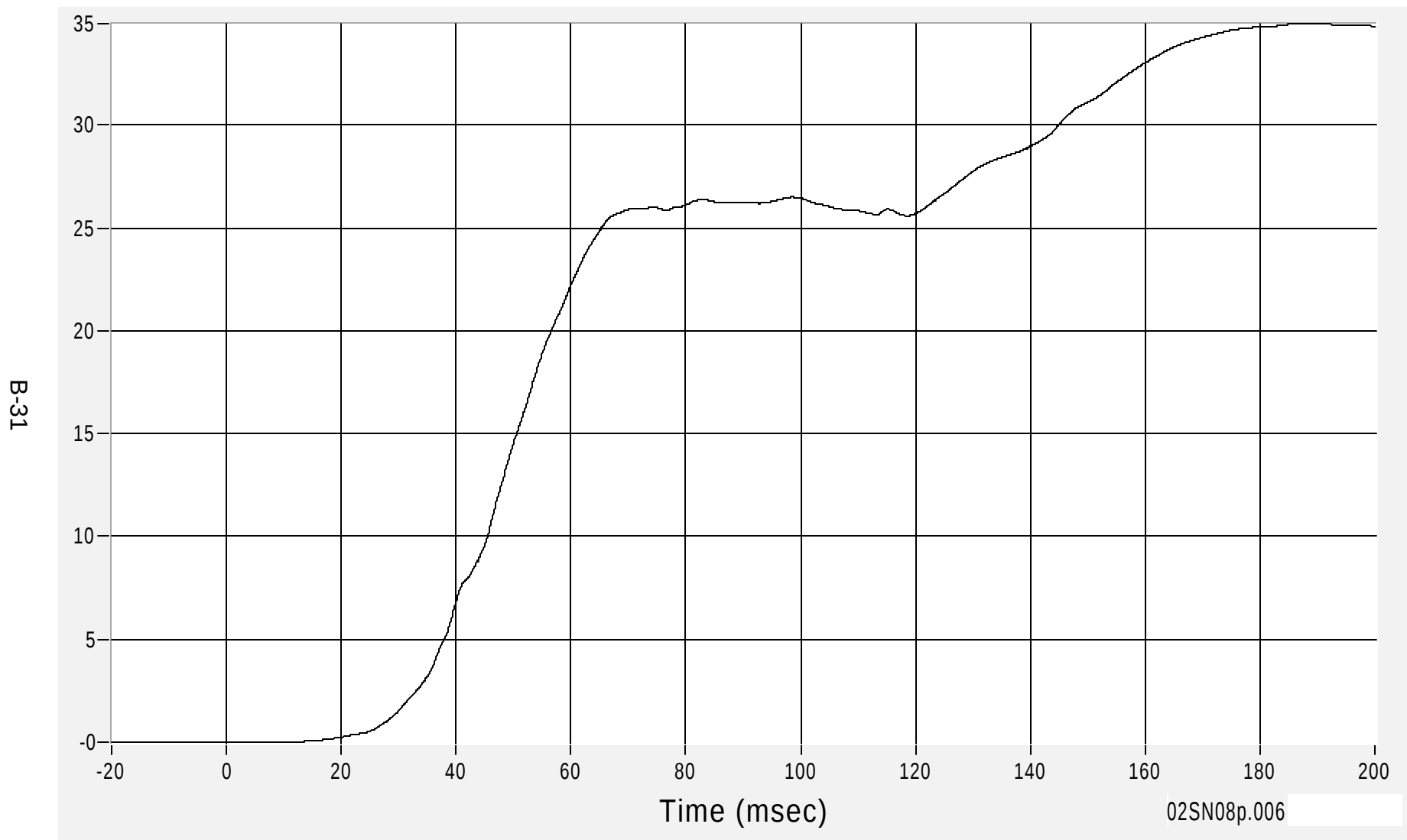
Medical College of Wisconsin
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Passenger Lower Rib (Y) Velocity

Velocity (km/h) CFC180

Max 34.9 km/h at 187.8 msec

Min 0.0 km/h at 4.6 msec



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1 May 2002

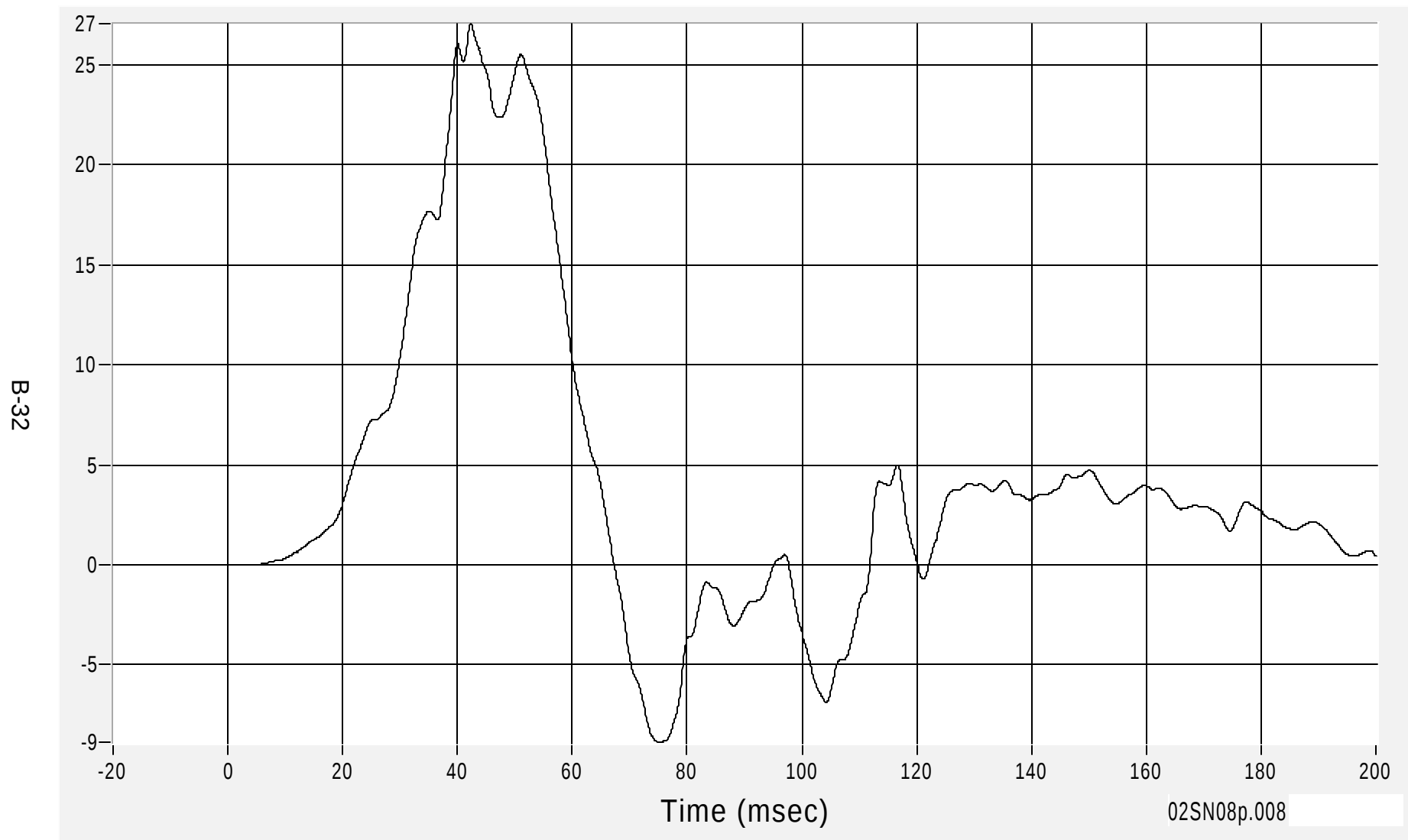
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Acceleration

Max 27.1 G's at 42.3 msec

Acceleration (G's) CFC180

Min -8.9 G's at 75.1 msec



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1 May 2002

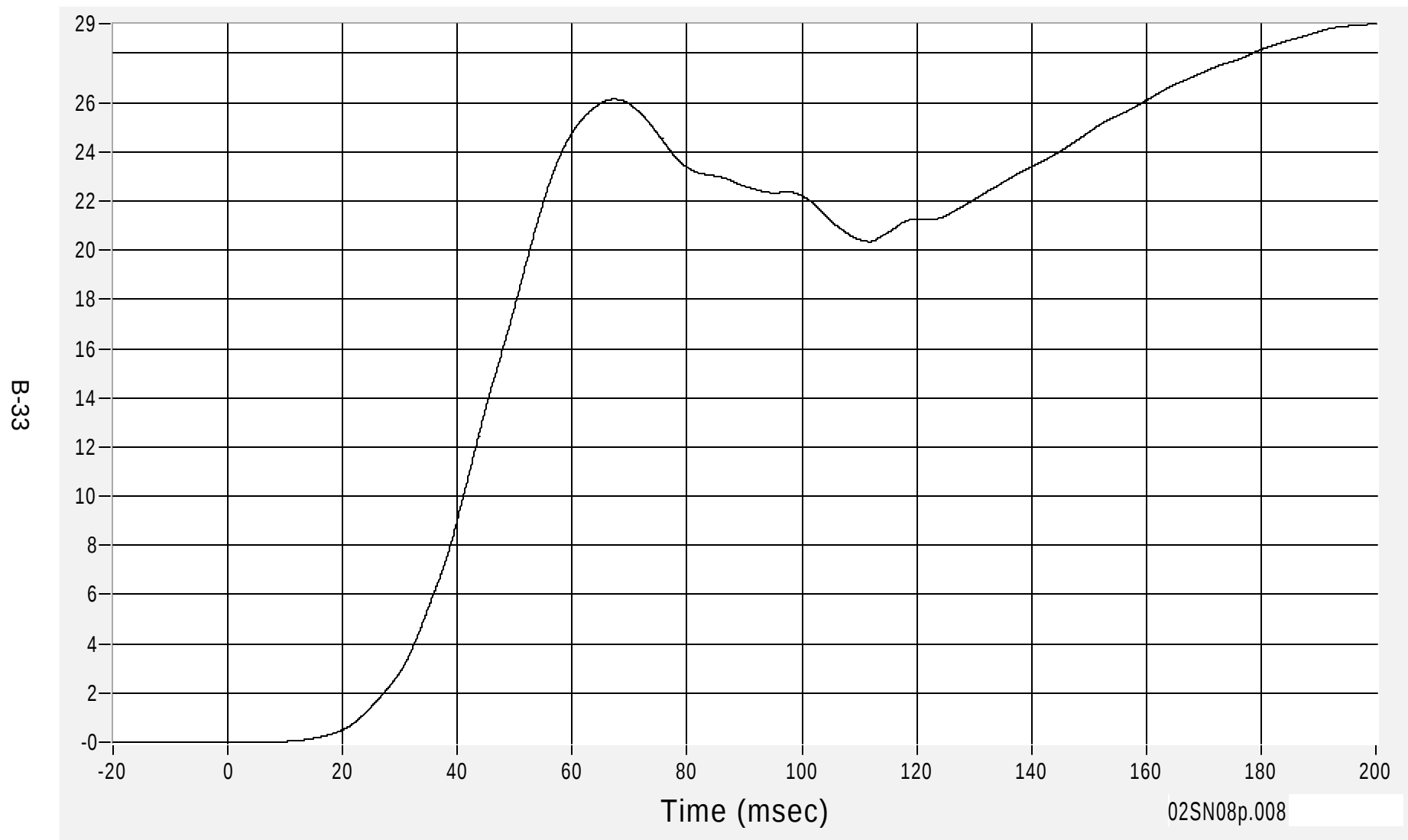
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Velocity

Max 29.2 km/h at 199.9 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec



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1 May 2002

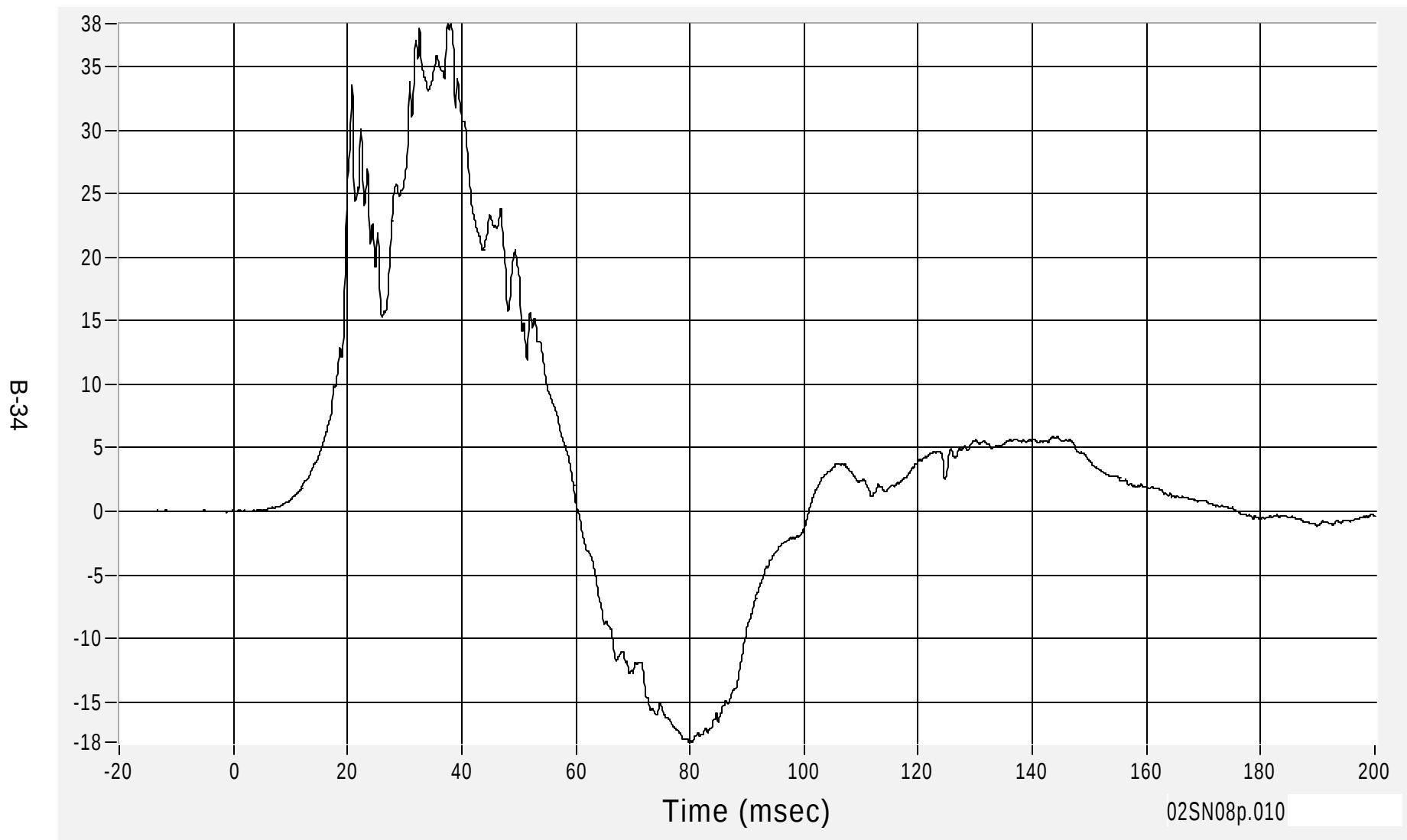
Medical College of Wisconsin
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Passenger Pelvic (Y) Acceleration

Max 38.4 G's at 38.1 msec

Acceleration (G's) CFC1000

Min -18.2 G's at 79.8 msec



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1 May 2002

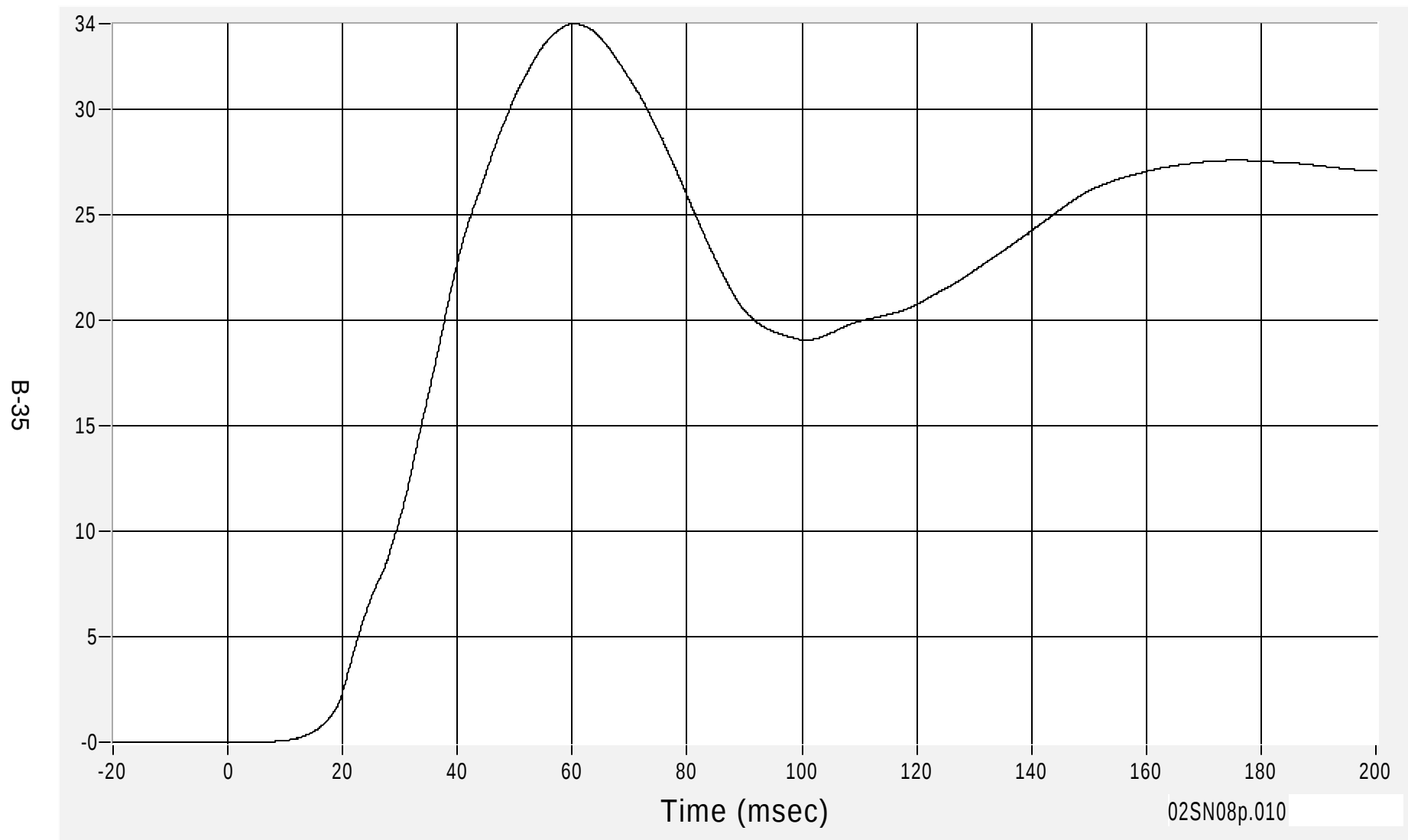
Medical College of Wisconsin
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Passenger Pelvic (Y) Velocity

Max 34.0 km/h at 60.3 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.0 msec



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1 May 2002

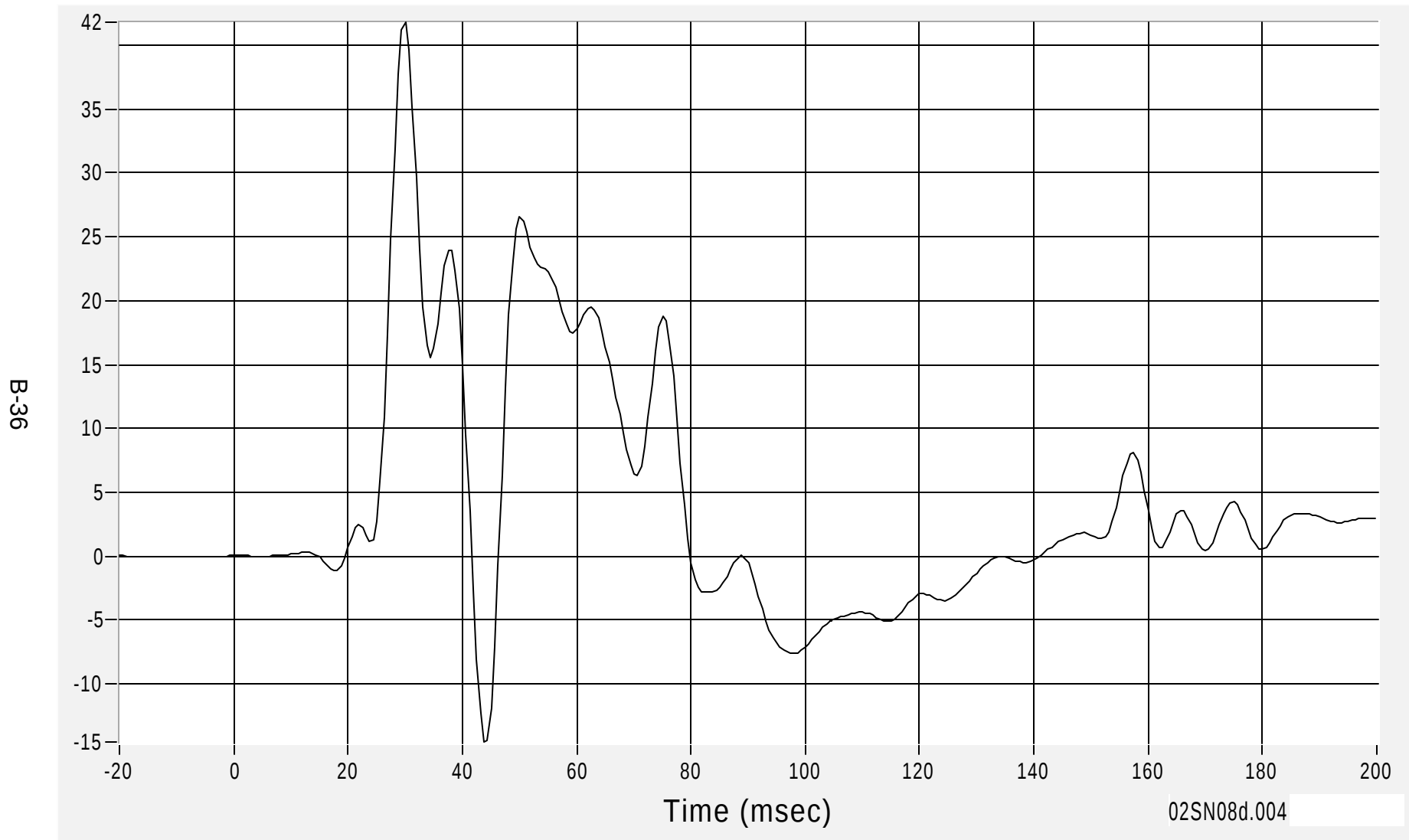
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Driver Upper Rib (Y) Acceleration

Max 41.8 G's at 30.0 msec

Acceleration (G's) FIR100

Min -14.5 G's at 43.8 msec



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1 May 2002

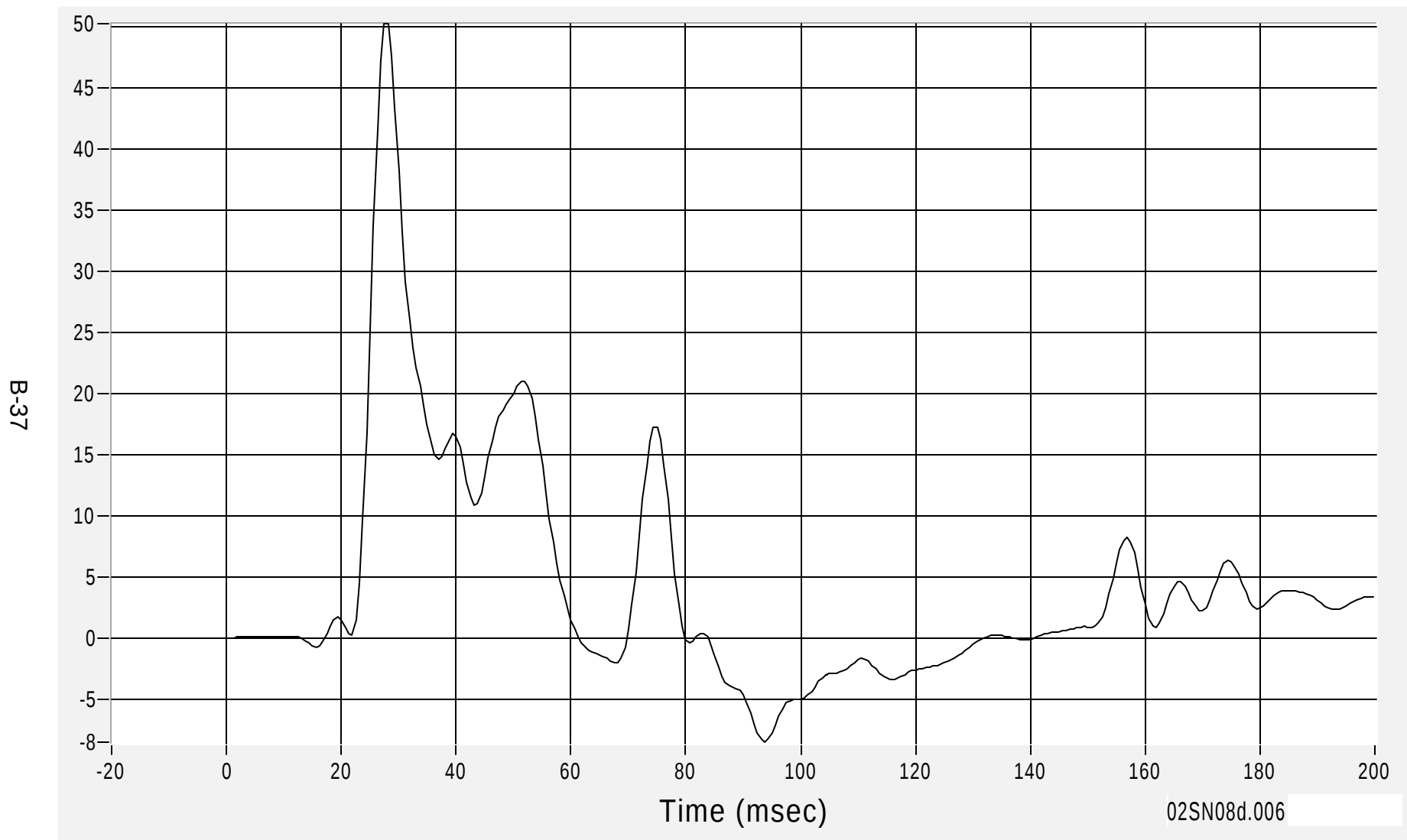
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Vehicle Crashworthiness Lab

Driver Lower Rib (Y) Acceleration

Max 50.2 G's at 28.1 msec

Acceleration (G's) FIR100

Min -8.5 G's at 93.8 msec



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1 May 2002

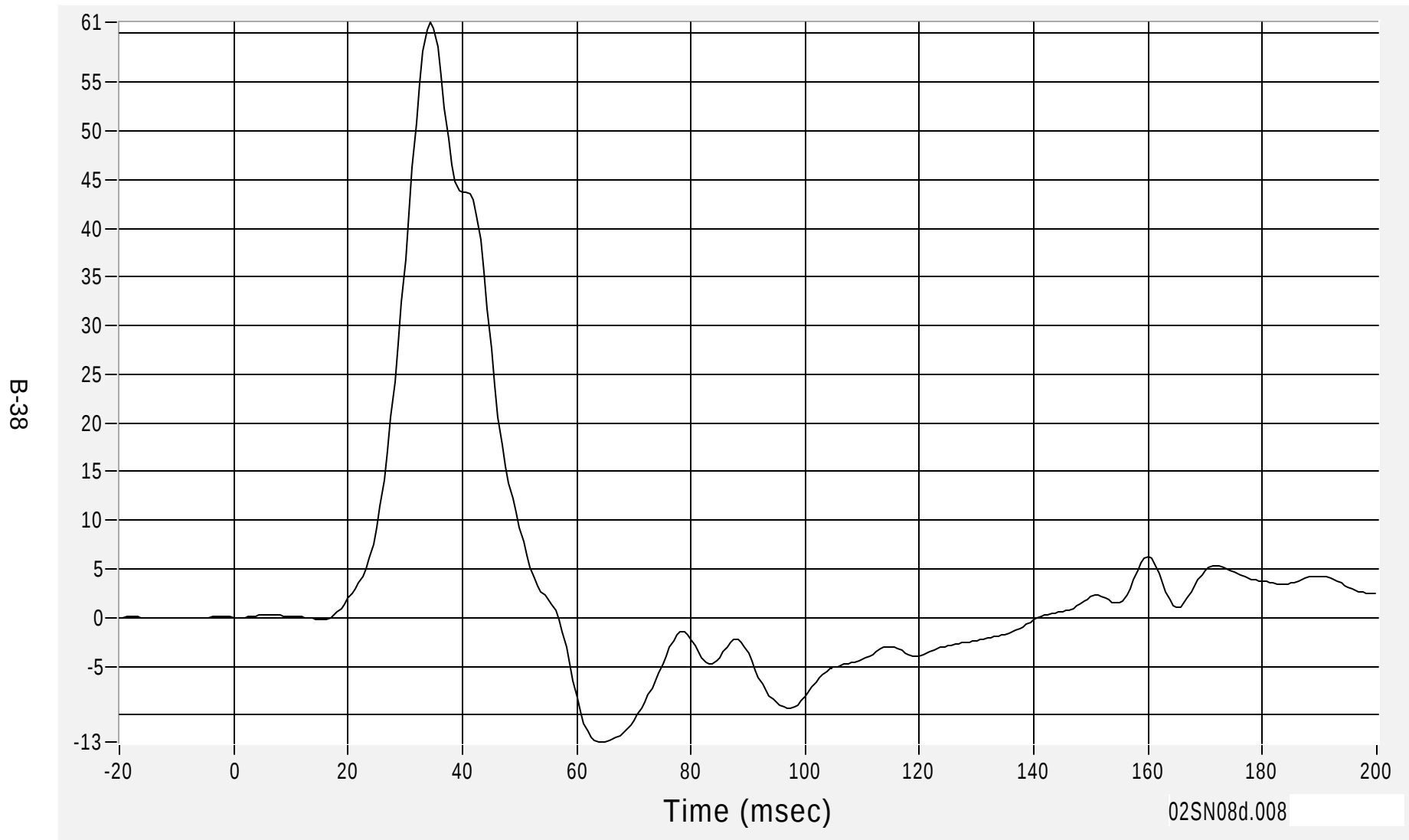
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Acceleration

Max 61.2 G's at 34.4 msec

Acceleration (G's) FIR100

Min -12.8 G's at 63.8 msec



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1 May 2002

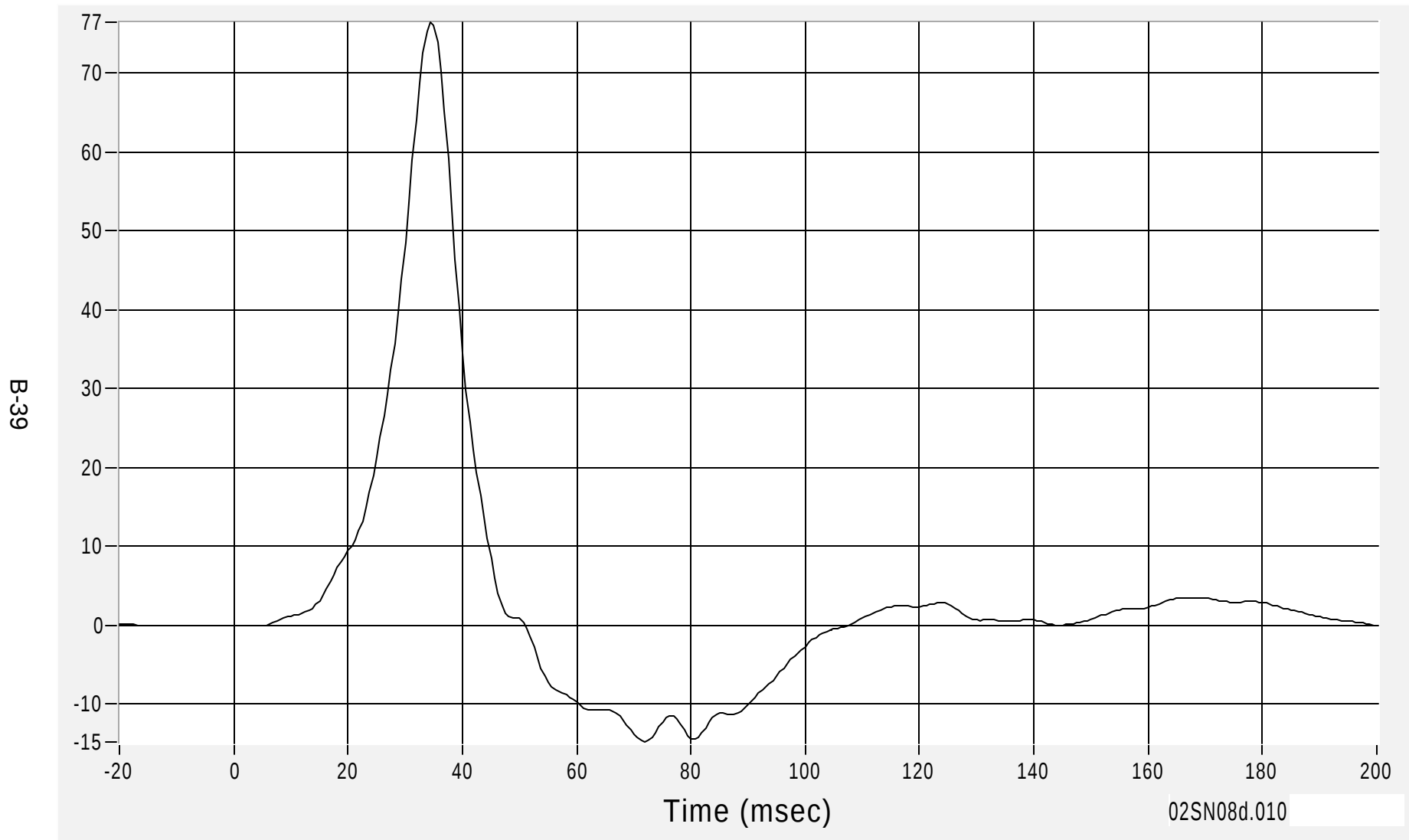
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Acceleration

Acceleration (G's) FIR100

Max 76.5 G's at 34.4 msec

Min -14.8 G's at 71.9 msec



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1 May 2002

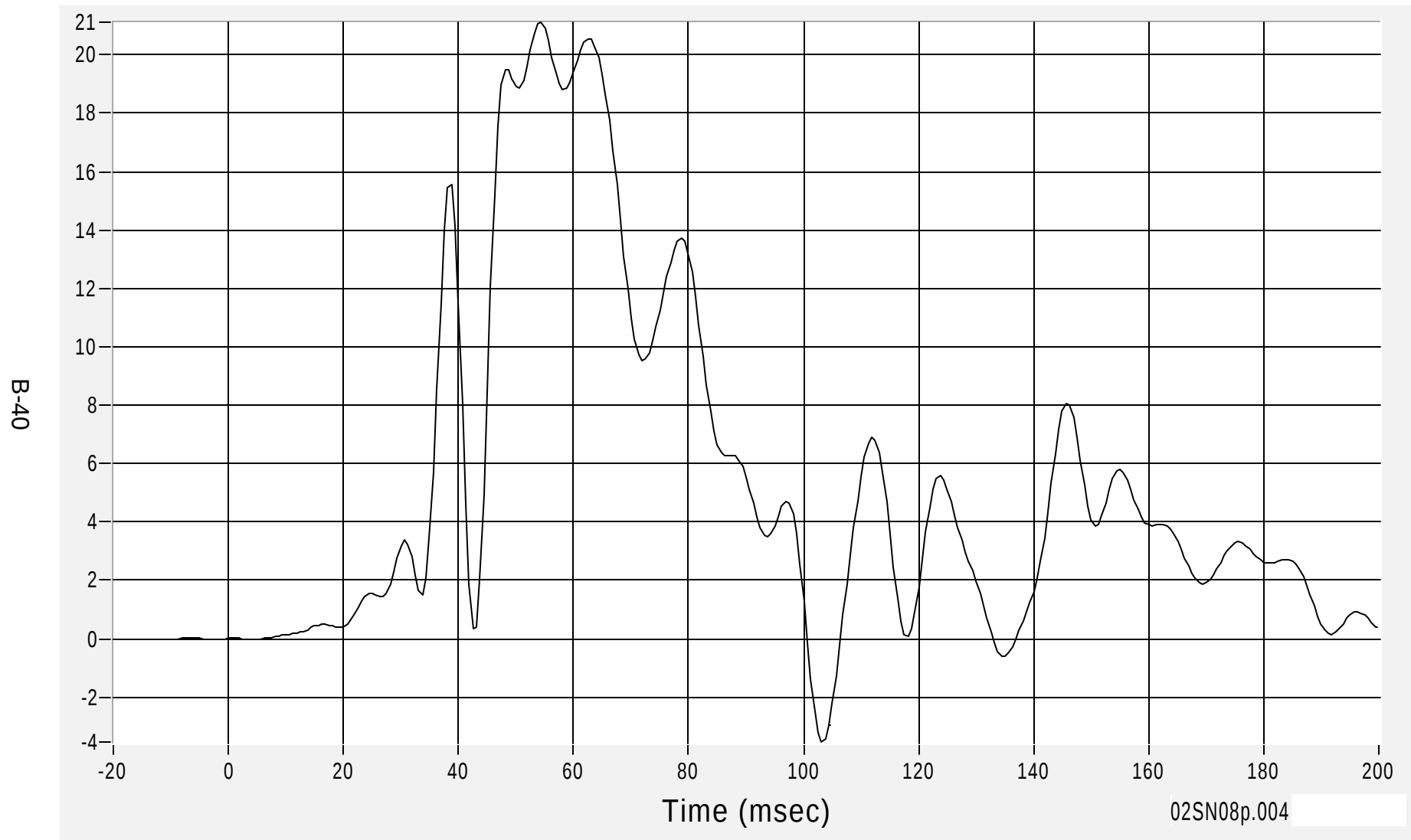
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Acceleration

Max 21.1 G's at 54.4 msec

Acceleration (G's) FIR100

Min -3.5 G's at 103.1 msec



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1 May 2002

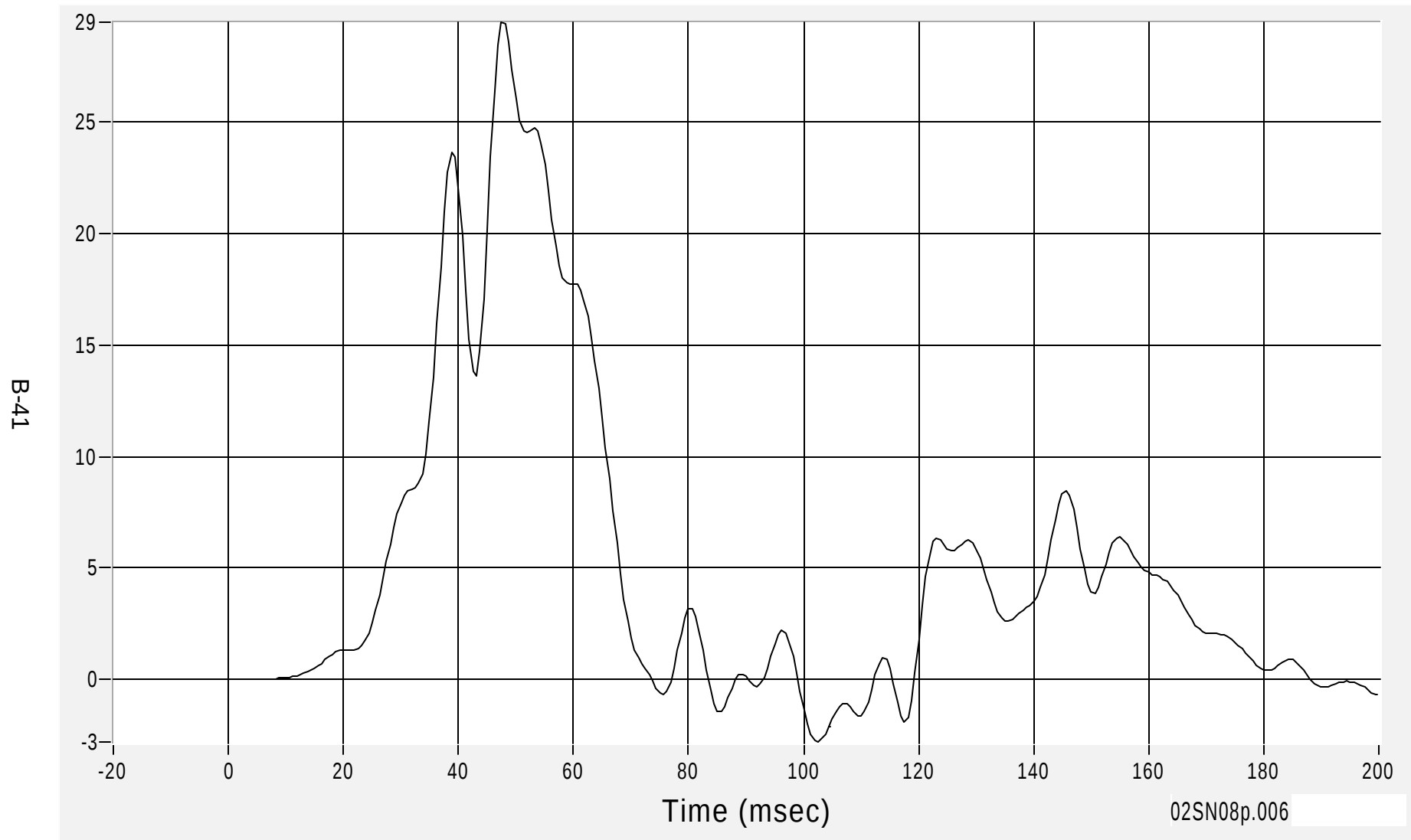
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) Acceleration

Max 29.5 G's at 47.5 msec

Acceleration (G's) FIR100

Min -2.8 G's at 102.5 msec



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1 May 2002

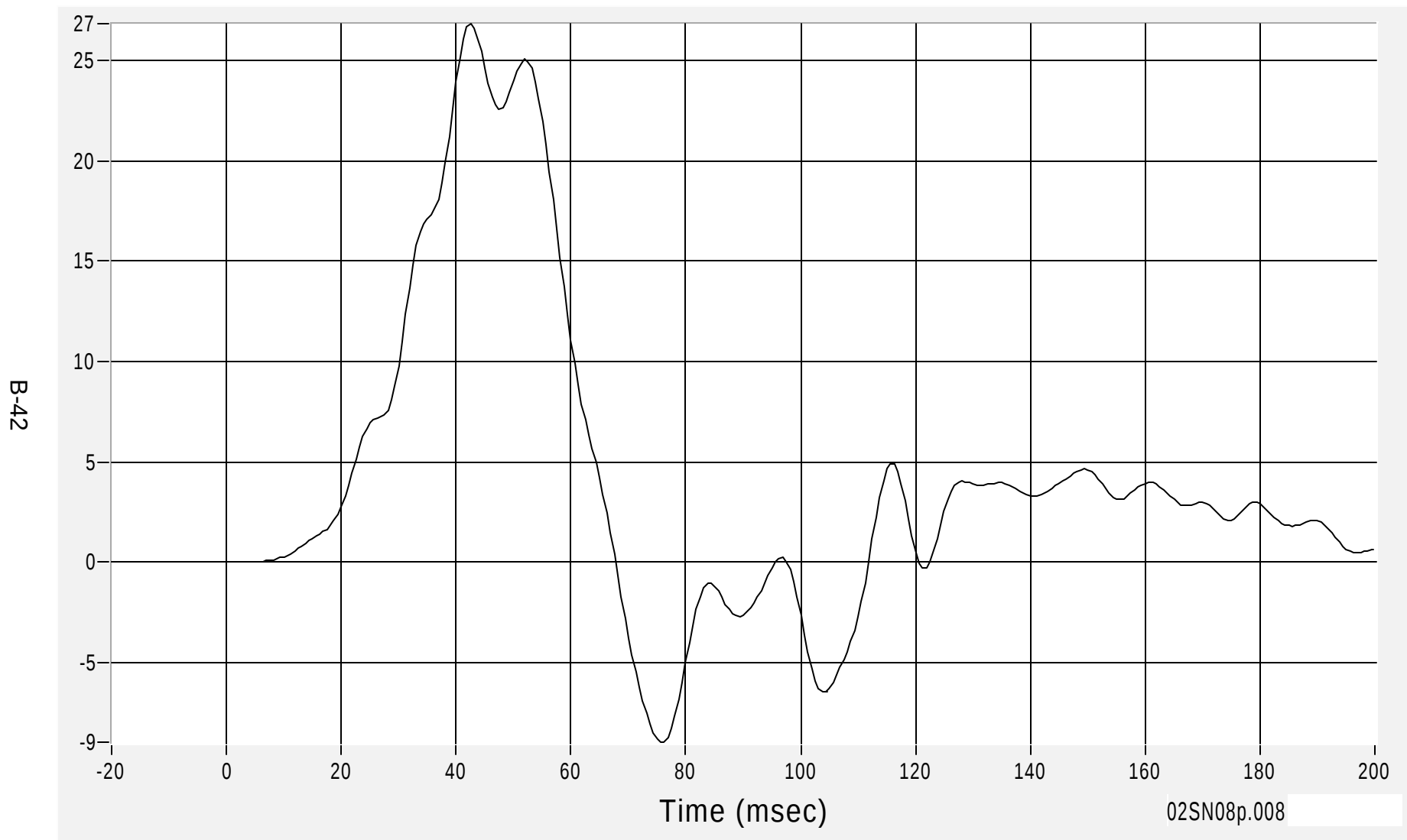
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Acceleration

Acceleration (G's) FIR100

Max 26.8 G's at 42.5 msec

Min -9.0 G's at 75.6 msec



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1 May 2002

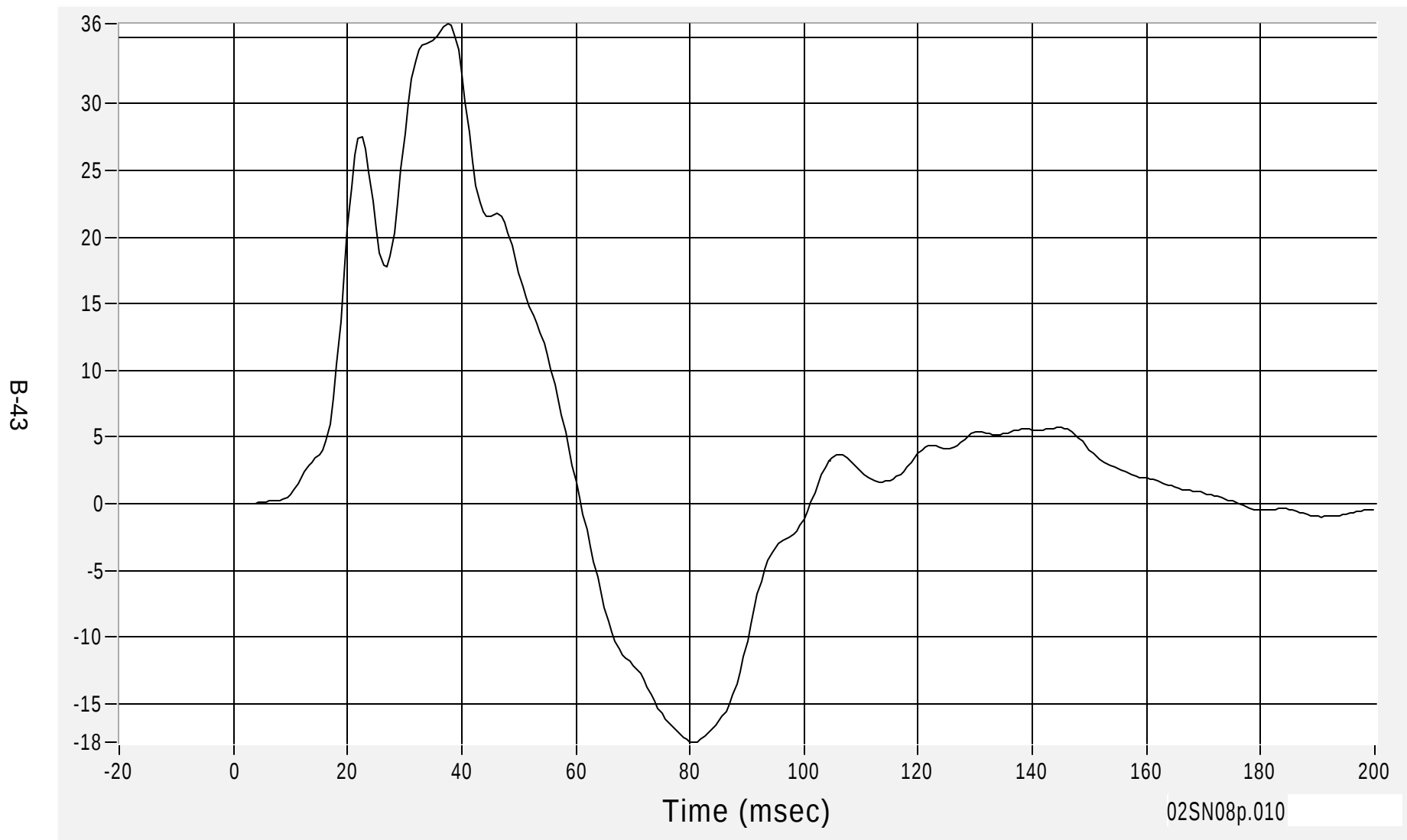
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) Acceleration

Max 36.0 G's at 37.5 msec

Acceleration (G's) FIR100

Min -17.9 G's at 80.6 msec



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1 May 2002

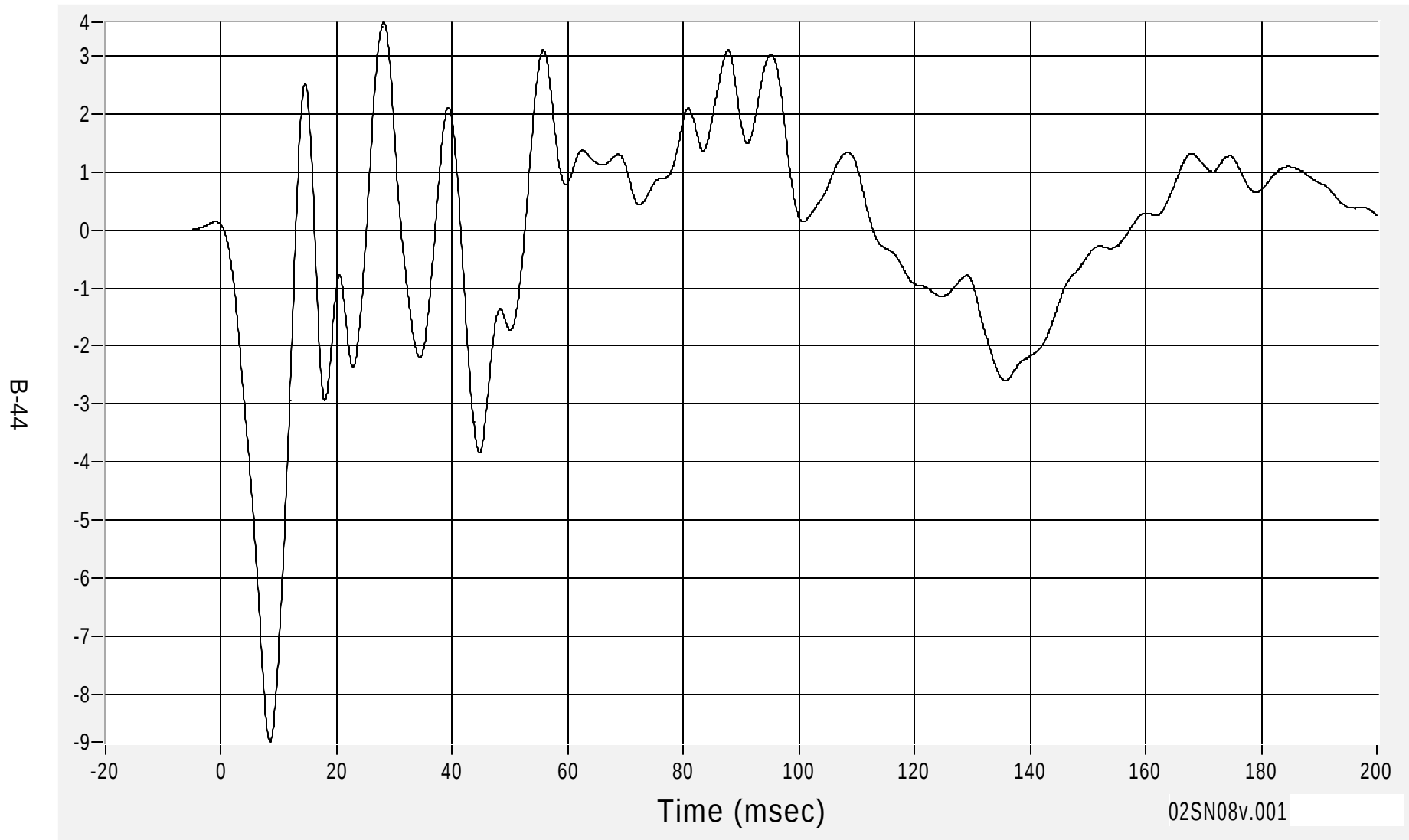
Medical College of Wisconsin
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Right Side Sill at Front Seat (X) Acceleration

Max 3.6 G's at 28.1 msec

Min -8.8 G's at 8.5 msec

Acceleration (G's) CFC60



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1 May 2002

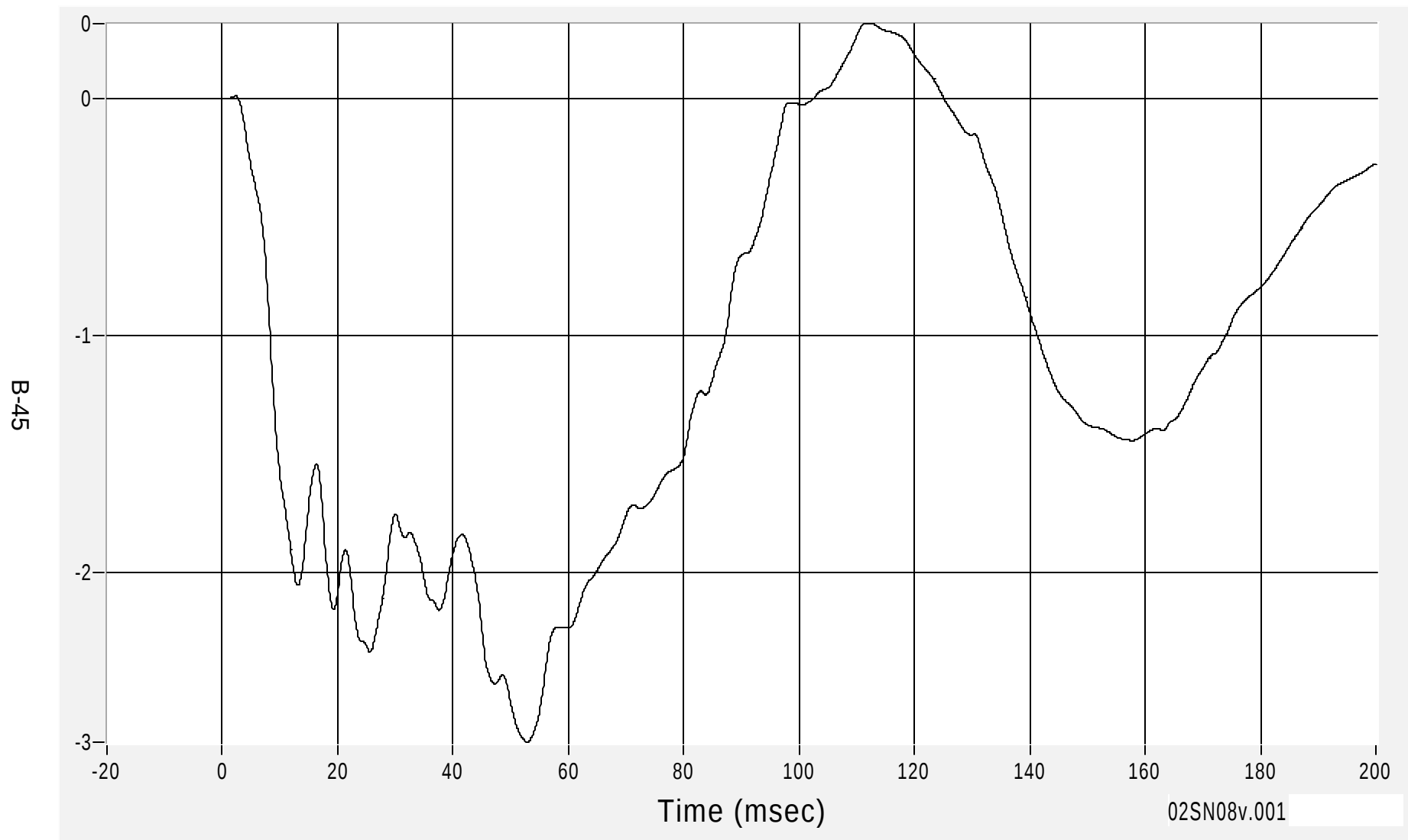
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (X) Velocity

Max 0.3 km/h at 111.4 msec

Velocity (km/h) CFC180

Min -2.7 km/h at 52.9 msec



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1 May 2002

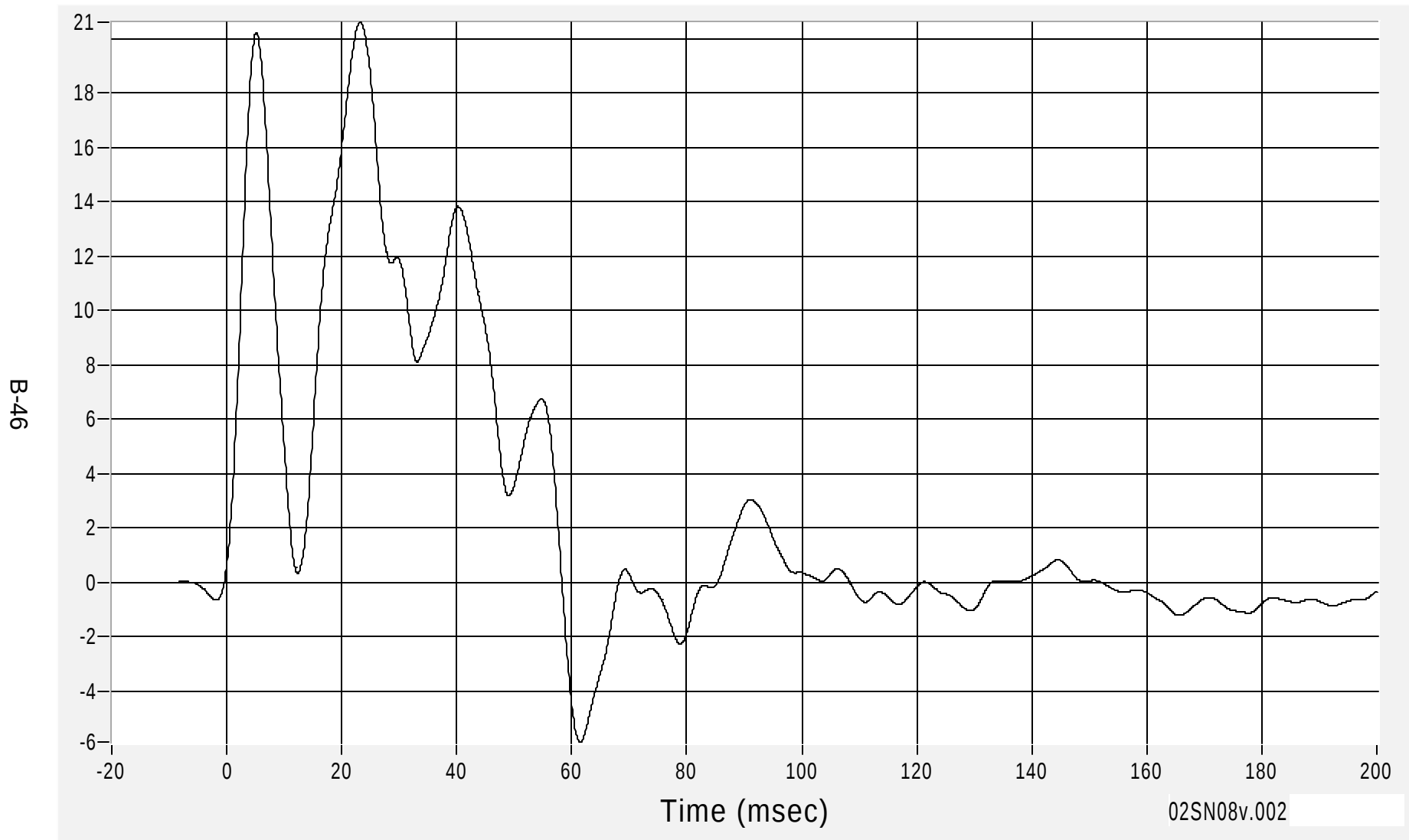
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (Y) Acceleration

Max 20.6 G's at 23.2 msec

Min -5.9 G's at 61.4 msec

Acceleration (G's) CFC60



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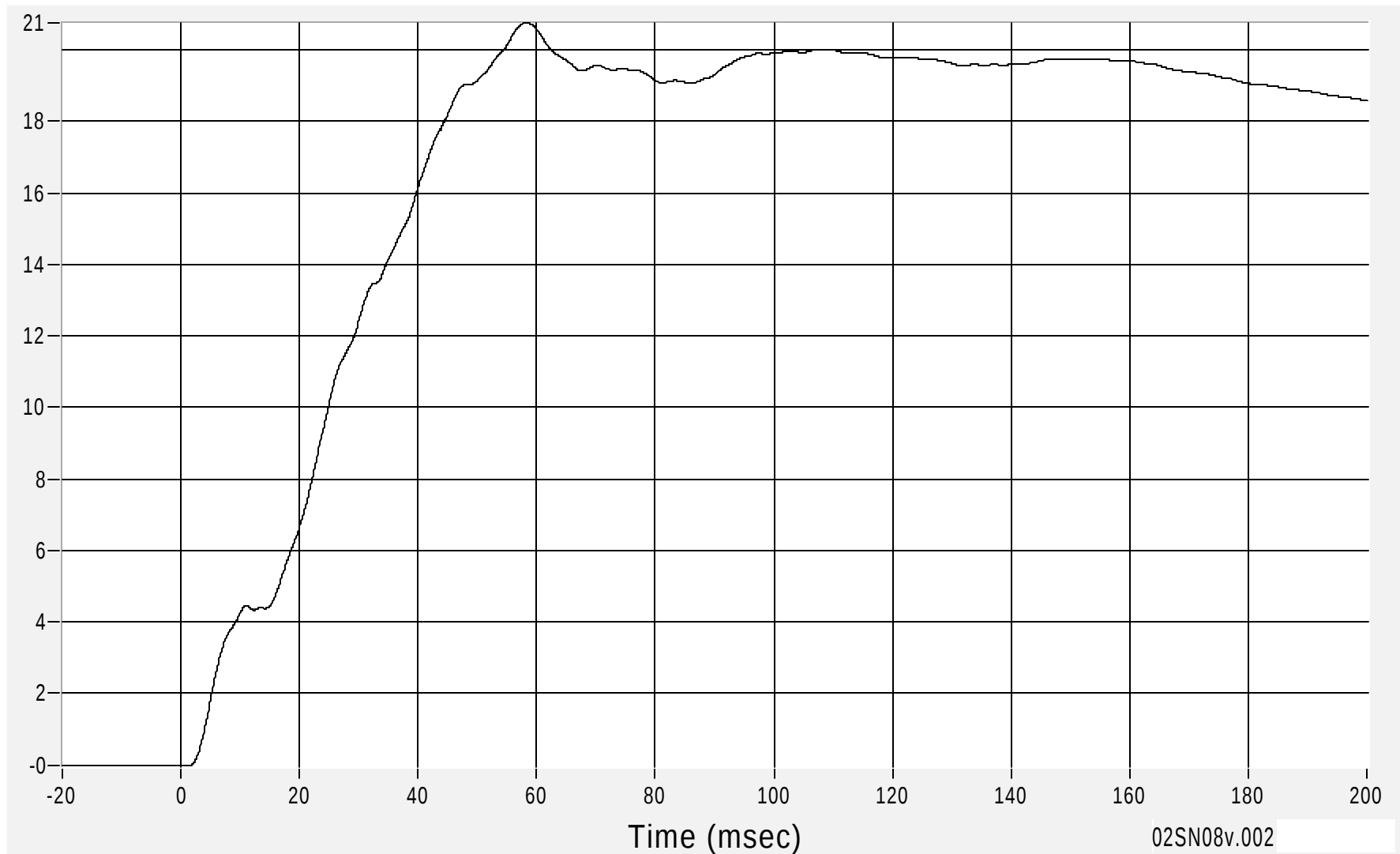
Right Side Sill at Front Seat (Y) Velocity

Max 20.8 km/h at 58.3 msec

Min 0.0 km/h at 1.3 msec

Velocity (km/h) CFC180

B-47



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1 May 2002

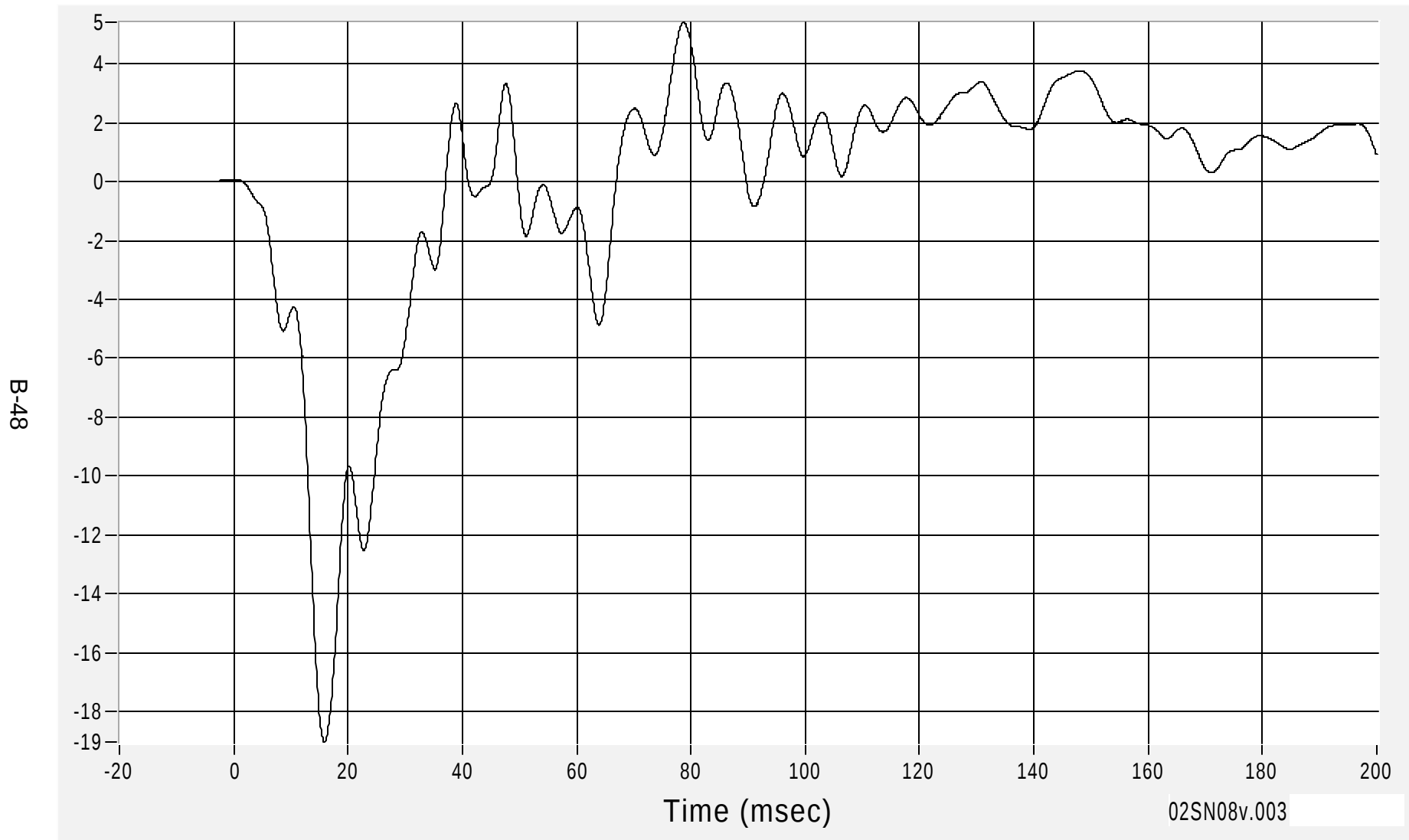
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (Z) Acceleration

Max 5.4 G's at 78.7 msec

Acceleration (G's) CFC60

Min -19.0 G's at 15.8 msec



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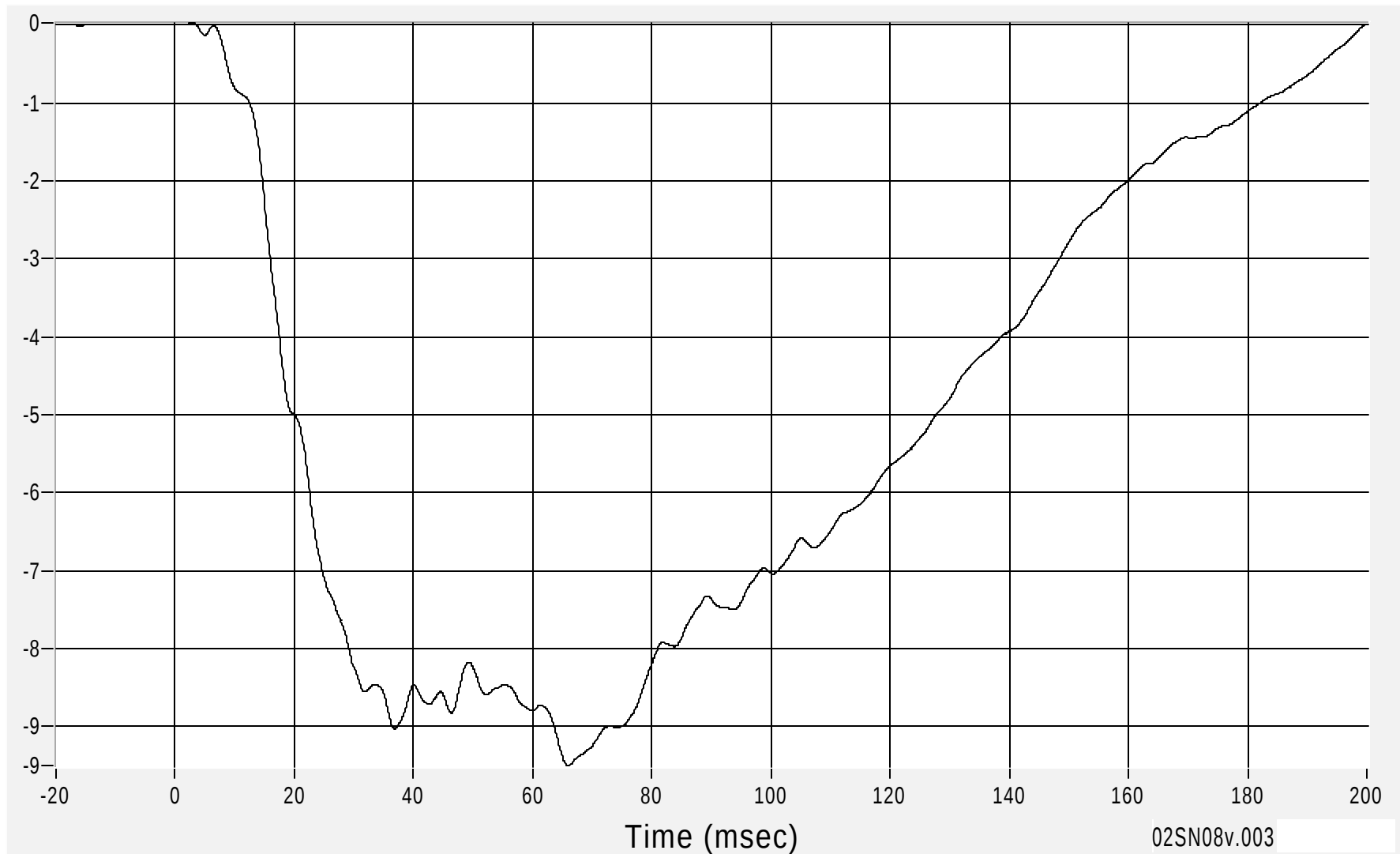
Right Side Sill at Front Seat (Z) Velocity

Velocity (km/h) CFC180

Max 0.0 km/h at 2.9 msec

Min -9.5 km/h at 66.0 msec

B-49



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1 May 2002

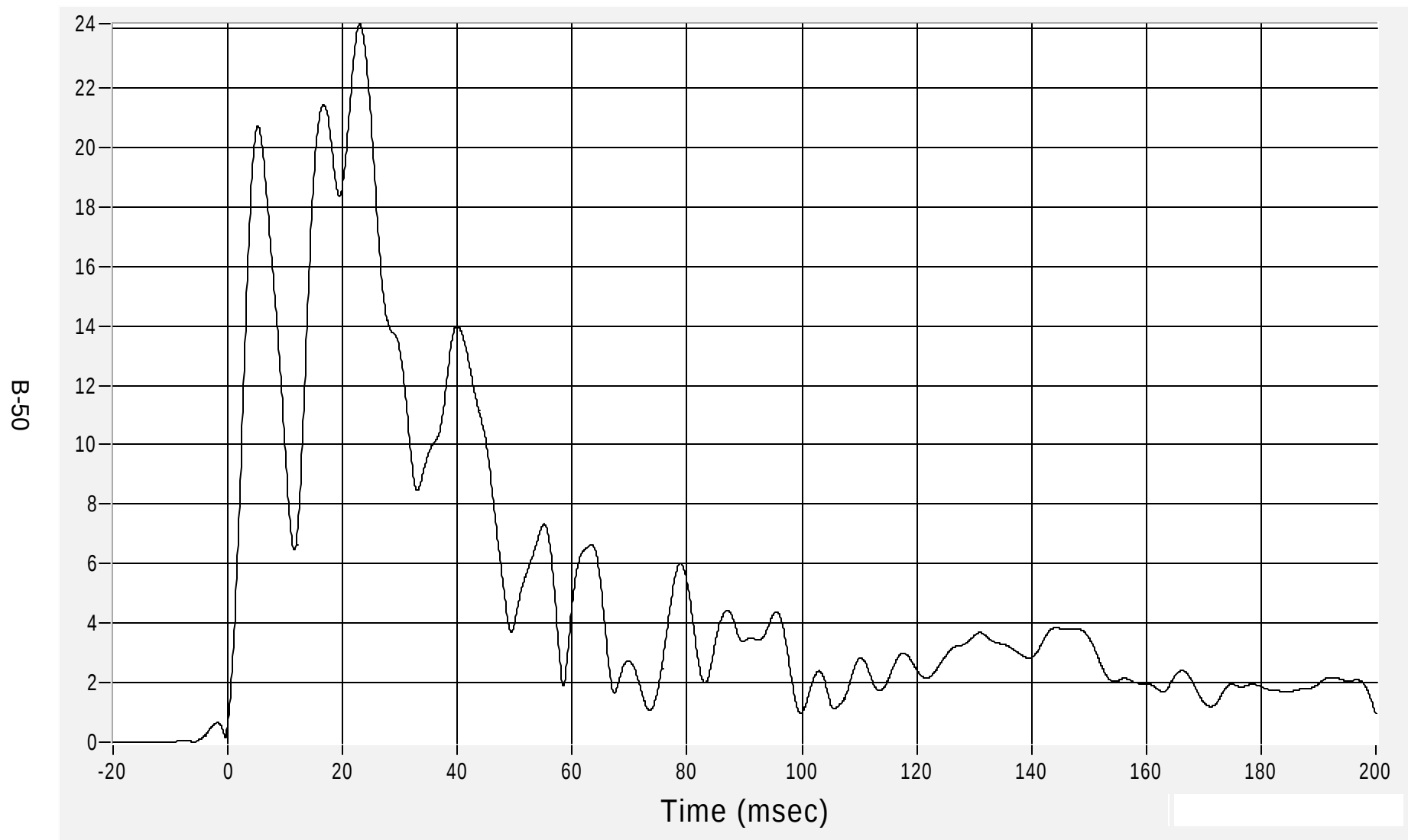
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat Resultant Acceleration

Max 24.2 G's at 23.0 msec

Acceleration (G's) CFC60

Min 0.7 G's at 0.0 msec



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1 May 2002

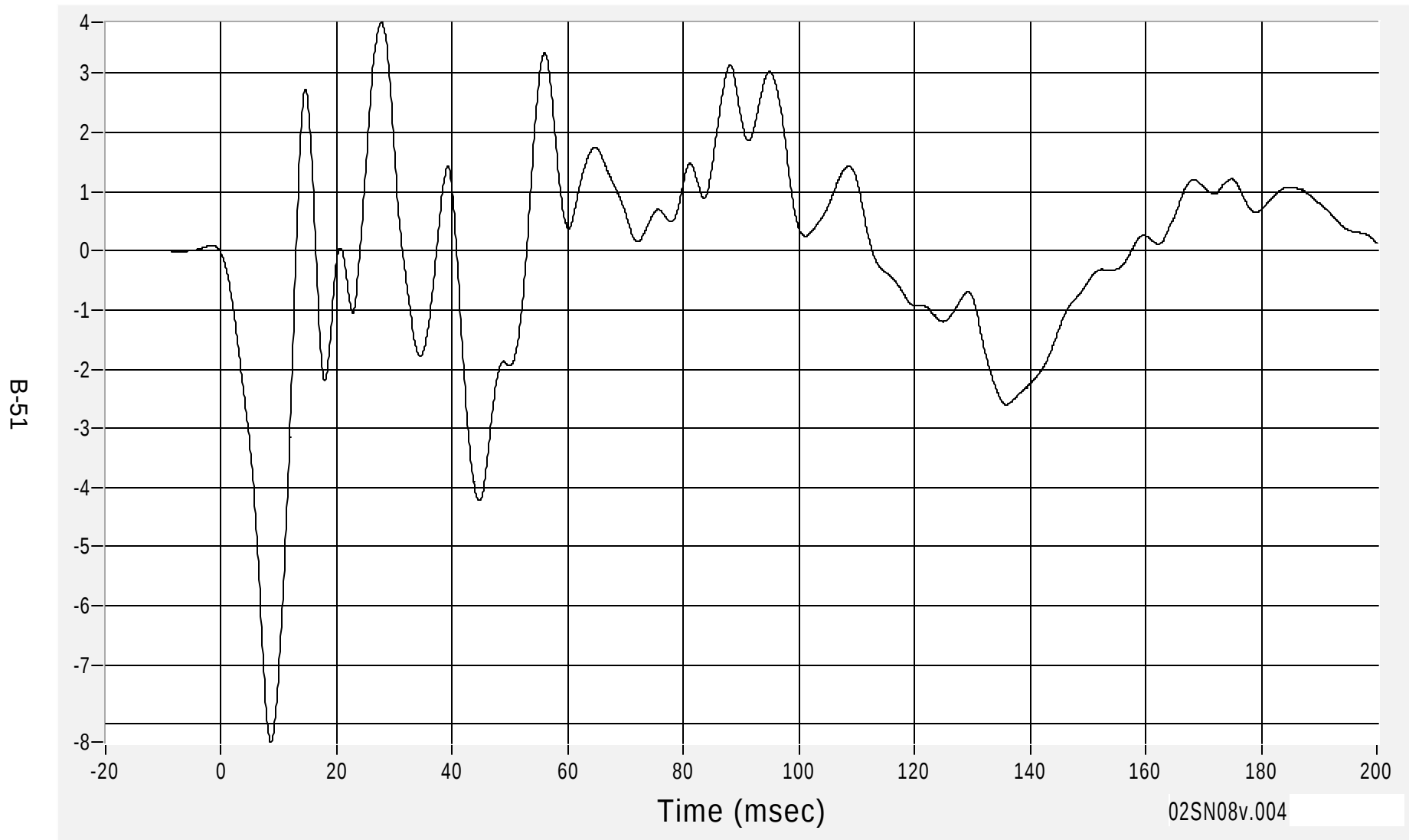
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (X) Acceleration

Max 3.9 G's at 27.7 msec

Acceleration (G's) CFC60

Min -8.3 G's at 8.6 msec



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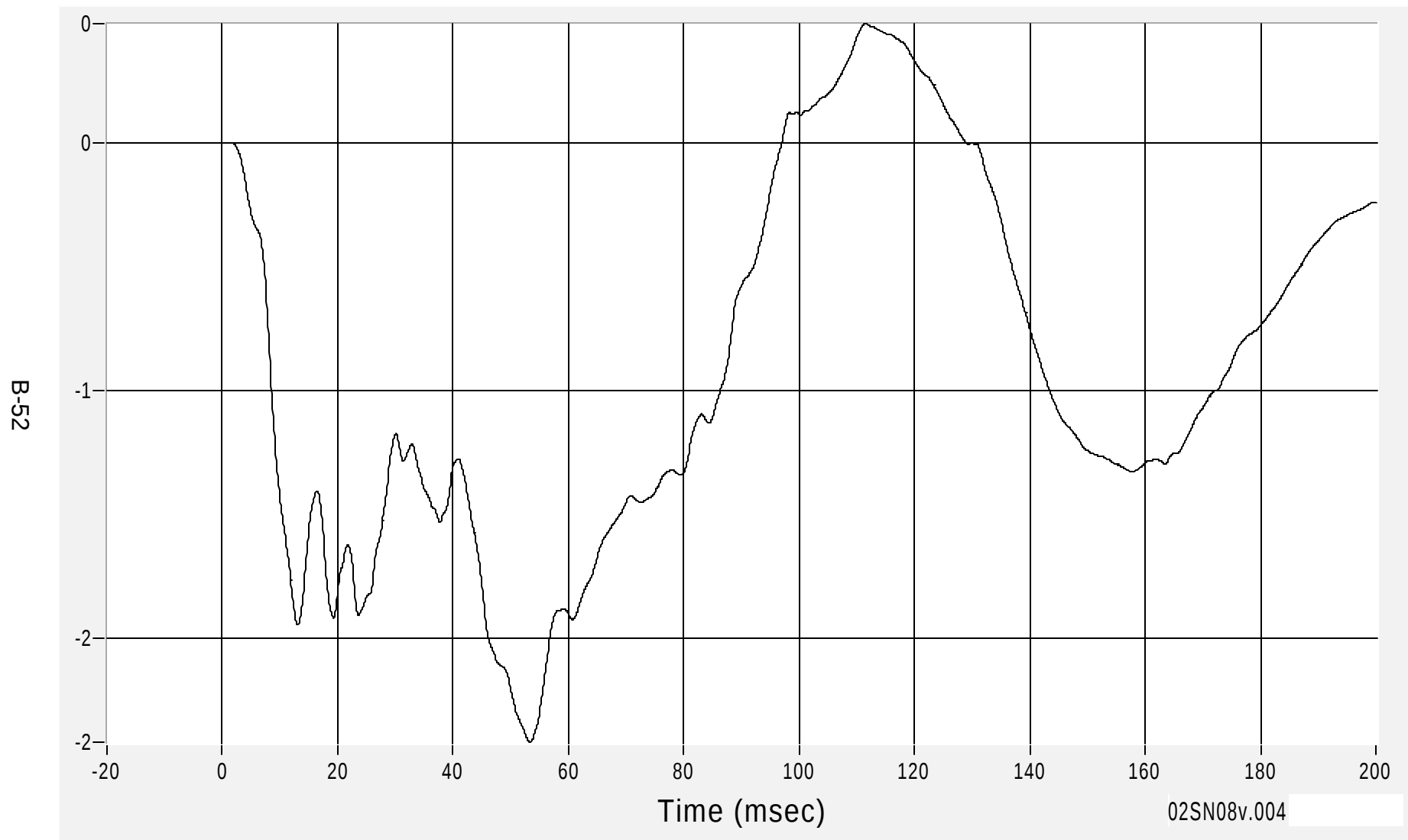
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (X) Velocity

Max 0.5 km/h at 111.5 msec

Velocity (km/h) CFC180

Min -2.4 km/h at 53.4 msec



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1 May 2002

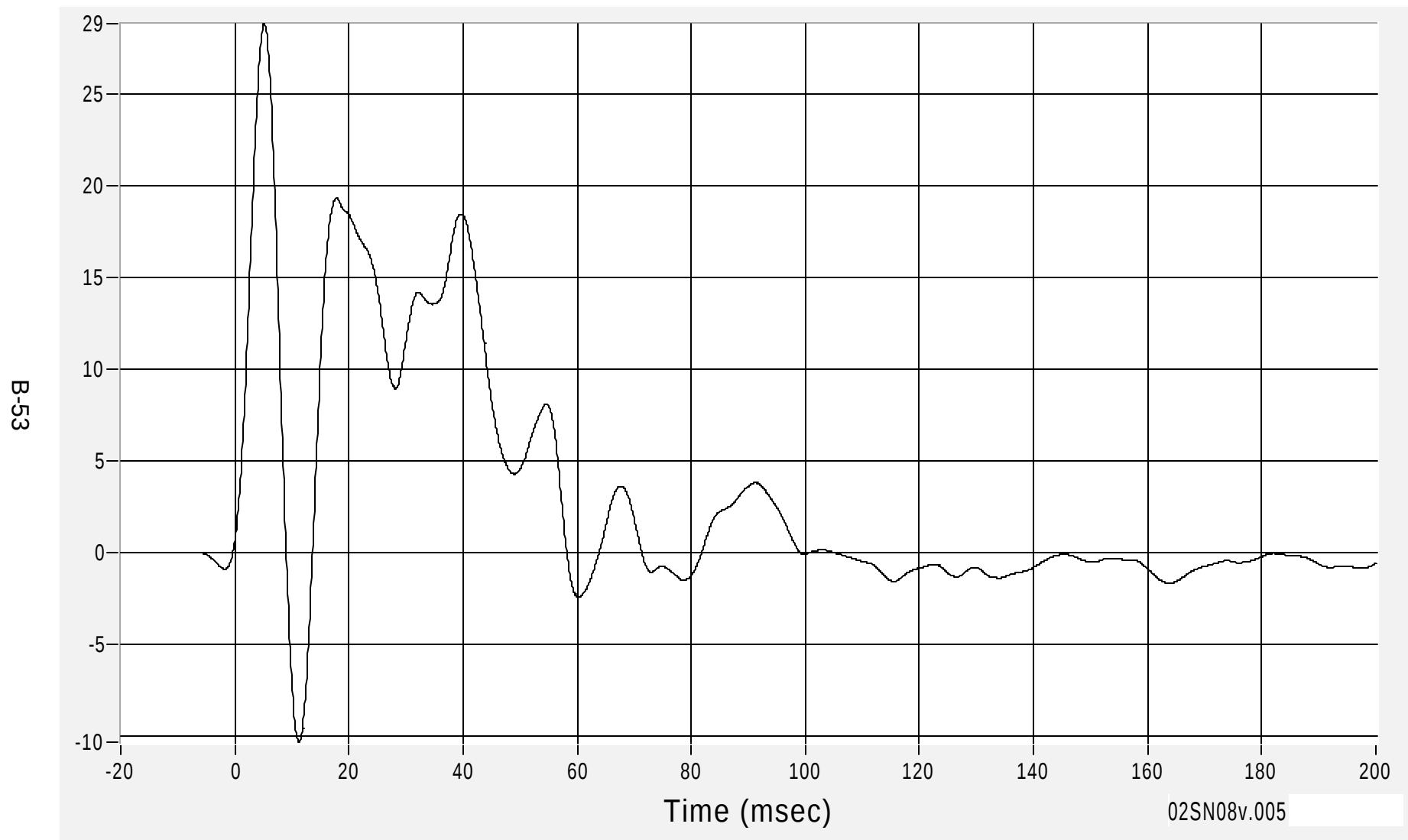
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (Y) Acceleration

Max 28.9 G's at 5.1 msec

Acceleration (G's) CFC60

Min -10.4 G's at 11.2 msec



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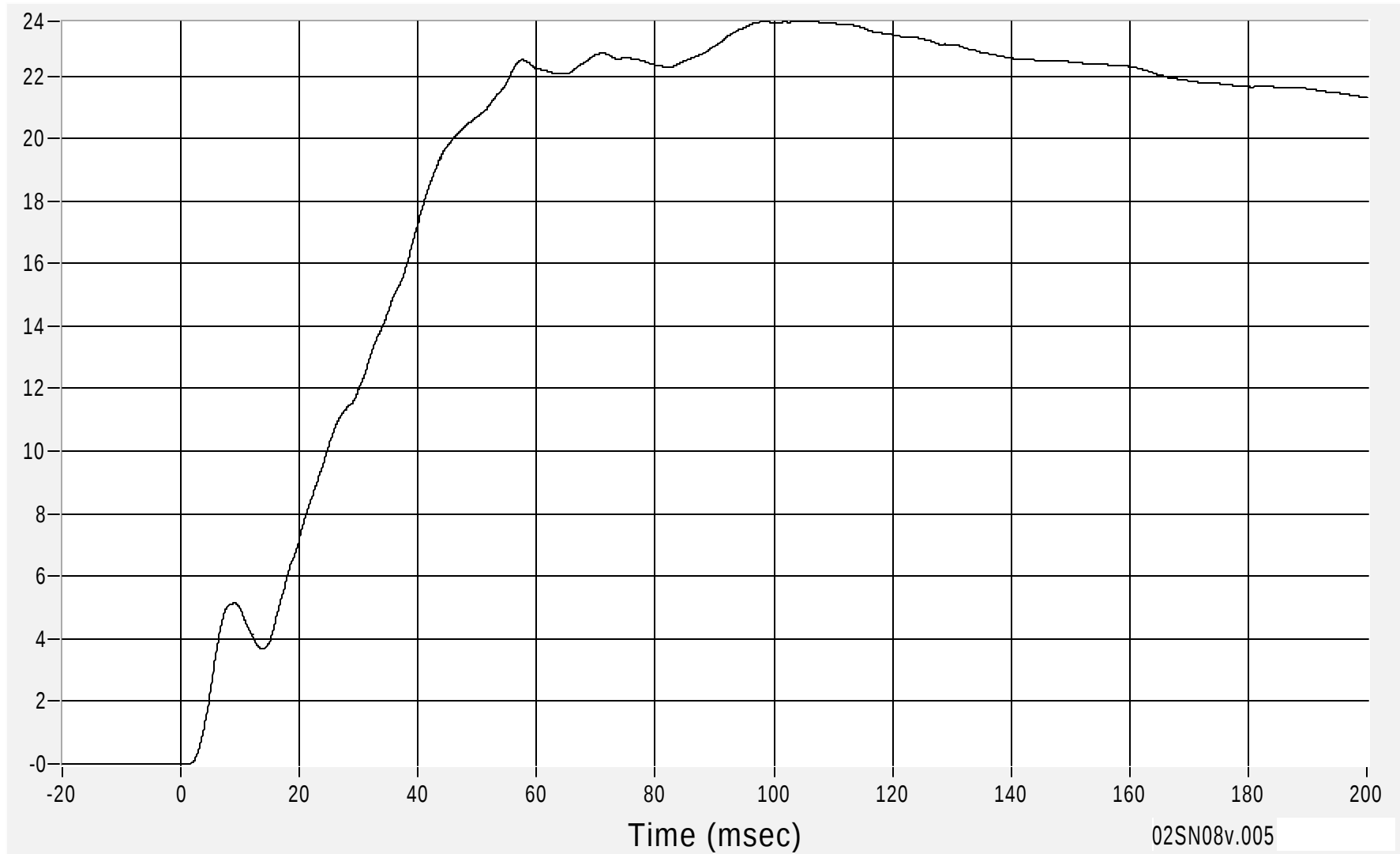
Right Side Sill at Rear Seat (Y) Velocity

Velocity (km/h) CFC180

Max 23.7 km/h at 98.5 msec

Min 0.0 km/h at 1.1 msec

B-54



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

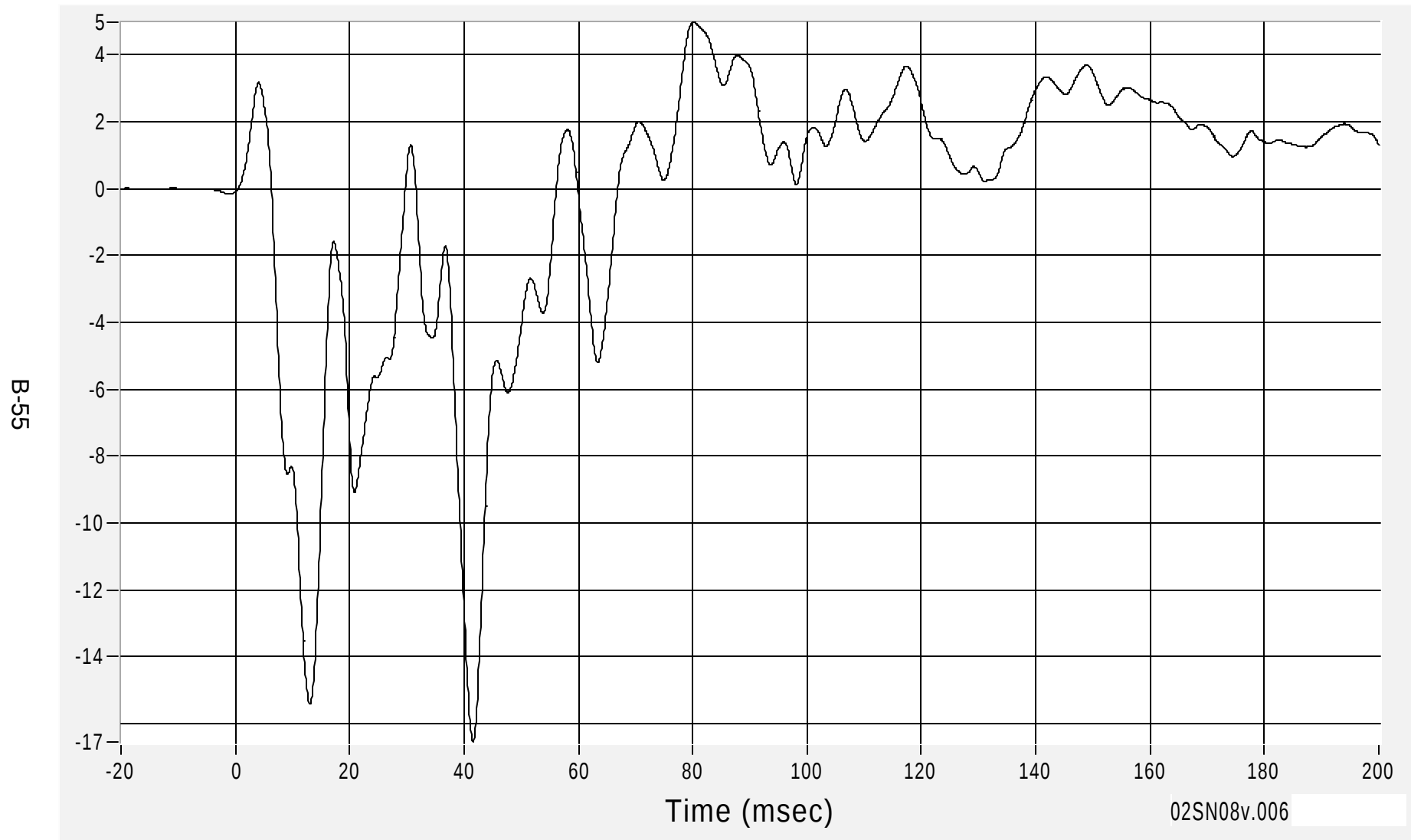
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (Z) Acceleration

Max 5.0 G's at 80.1 msec

Acceleration (G's) CFC60

Min -16.6 G's at 41.6 msec



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1 May 2002

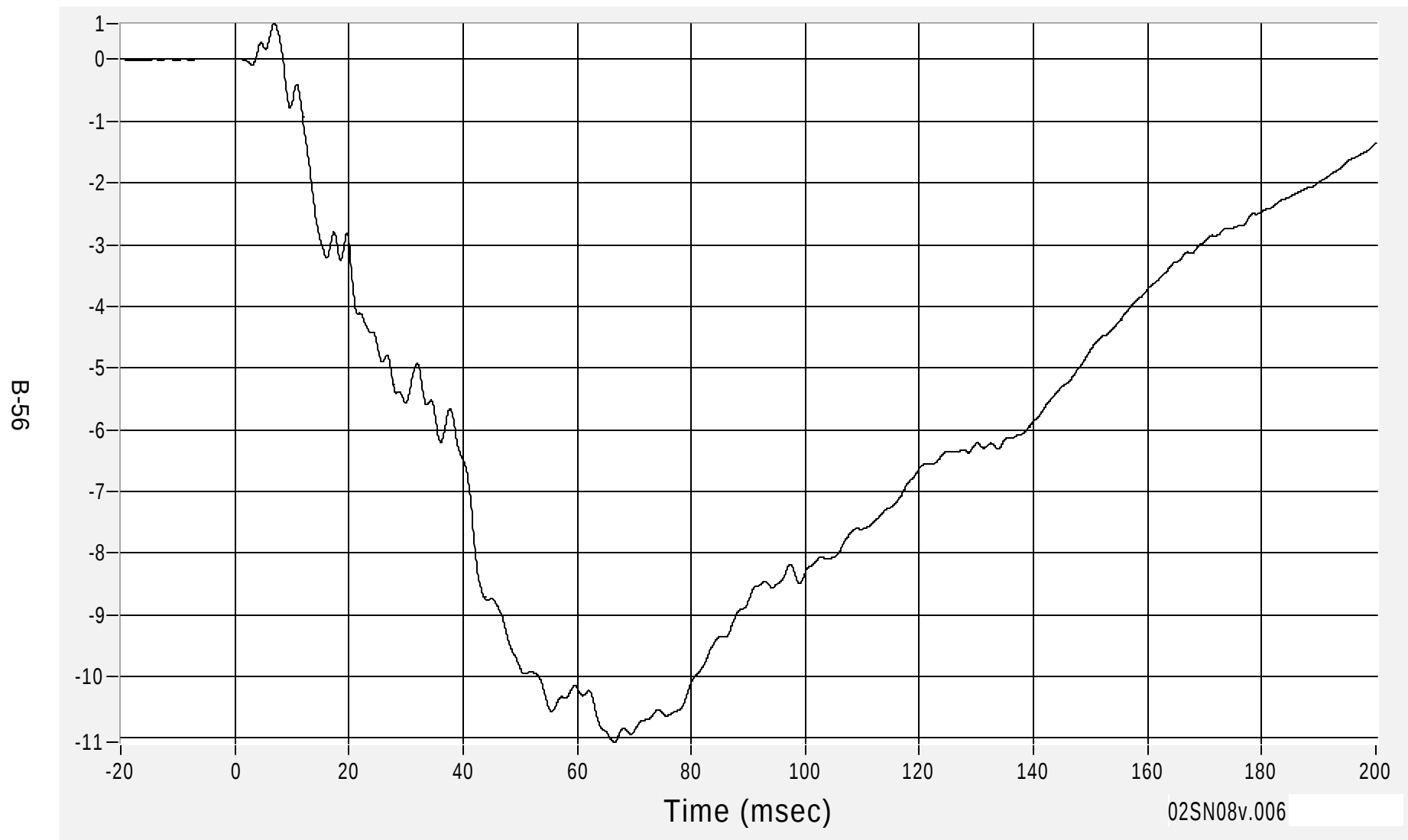
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (Z) Velocity

Max 0.6 km/h at 6.9 msec

Min -11.1 km/h at 66.5 msec

Velocity (km/h) CFC180



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1 May 2002

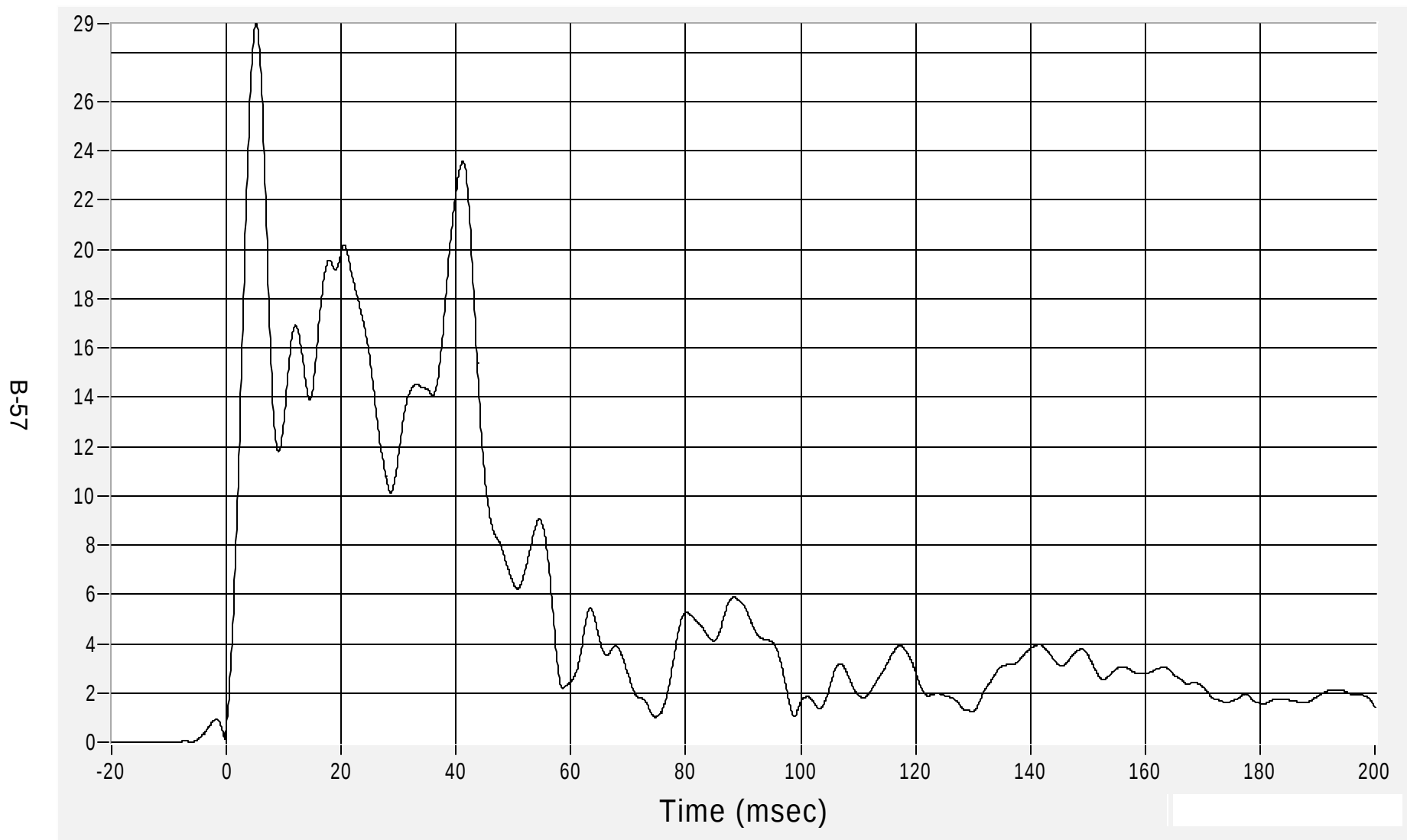
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat Resultant Acceleration

Max 29.2 G's at 5.1 msec

Acceleration (G's) CFC60

Min 0.7 G's at 0.0 msec



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1 May 2002

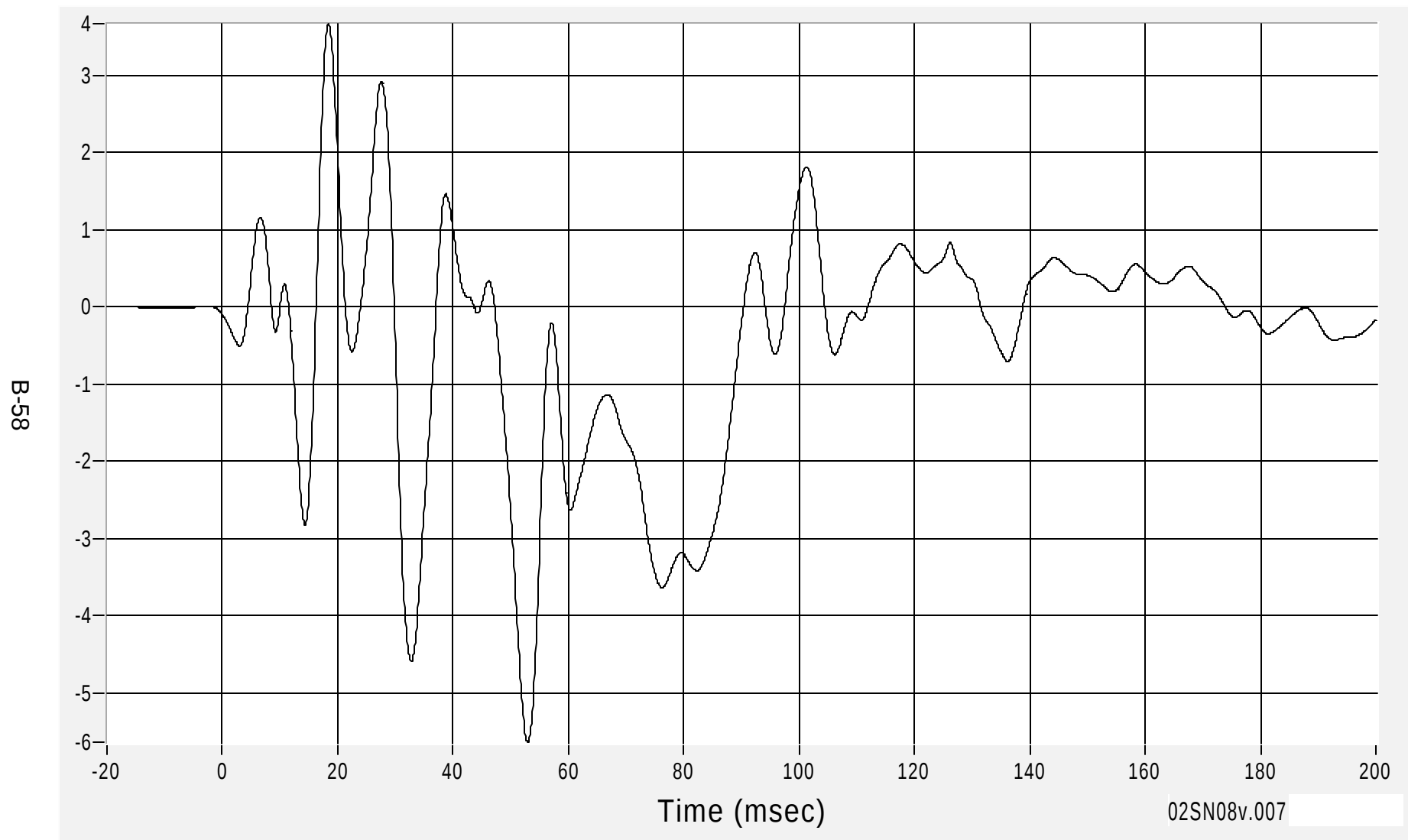
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (X) Acceleration

Max 3.7 G's at 18.4 msec

Min -5.6 G's at 53.0 msec

Acceleration (G's) CFC60



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1 May 2002

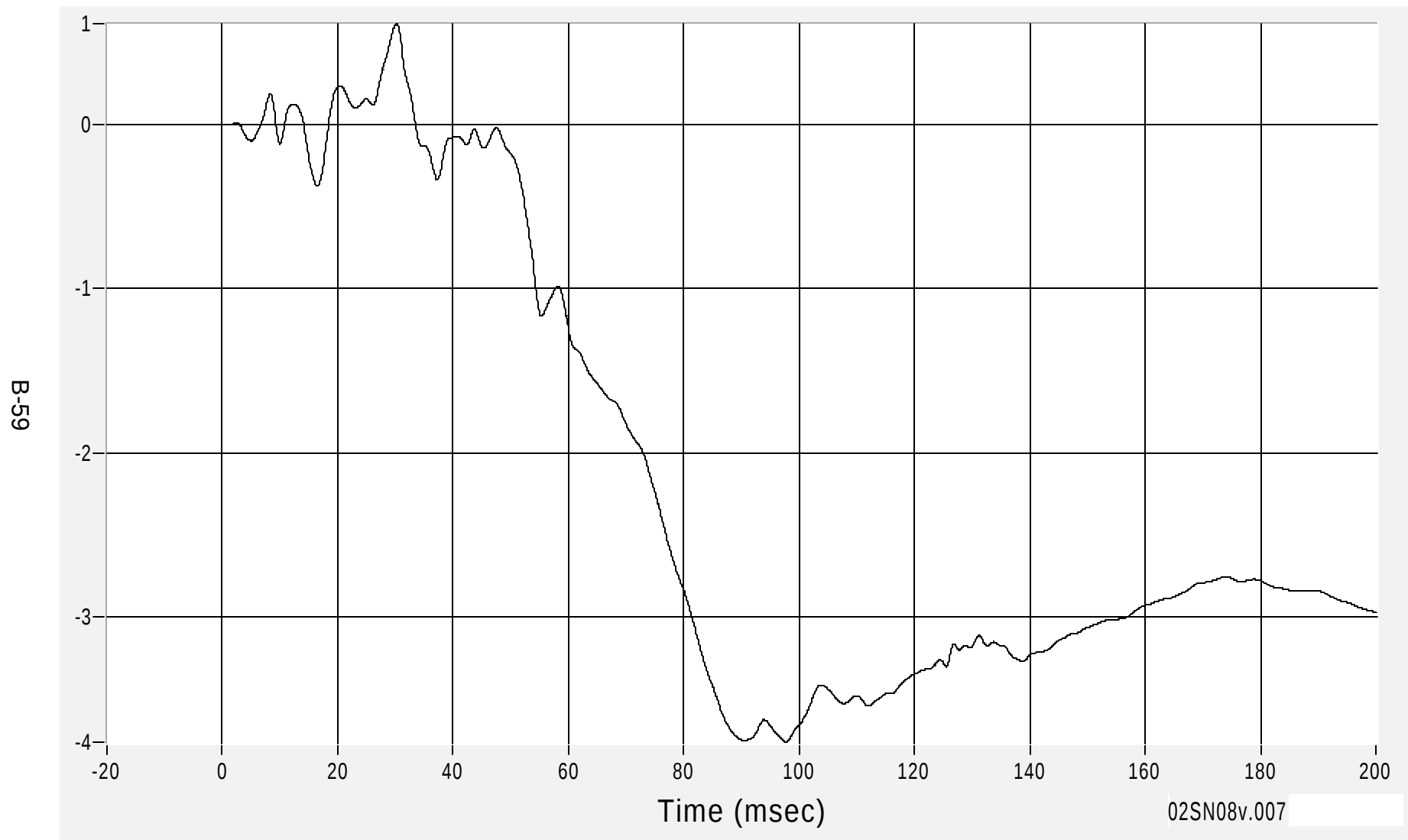
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (X) Velocity

Max 0.6 km/h at 30.2 msec

Min -3.8 km/h at 97.7 msec

Velocity (km/h) CFC180



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1 May 2002

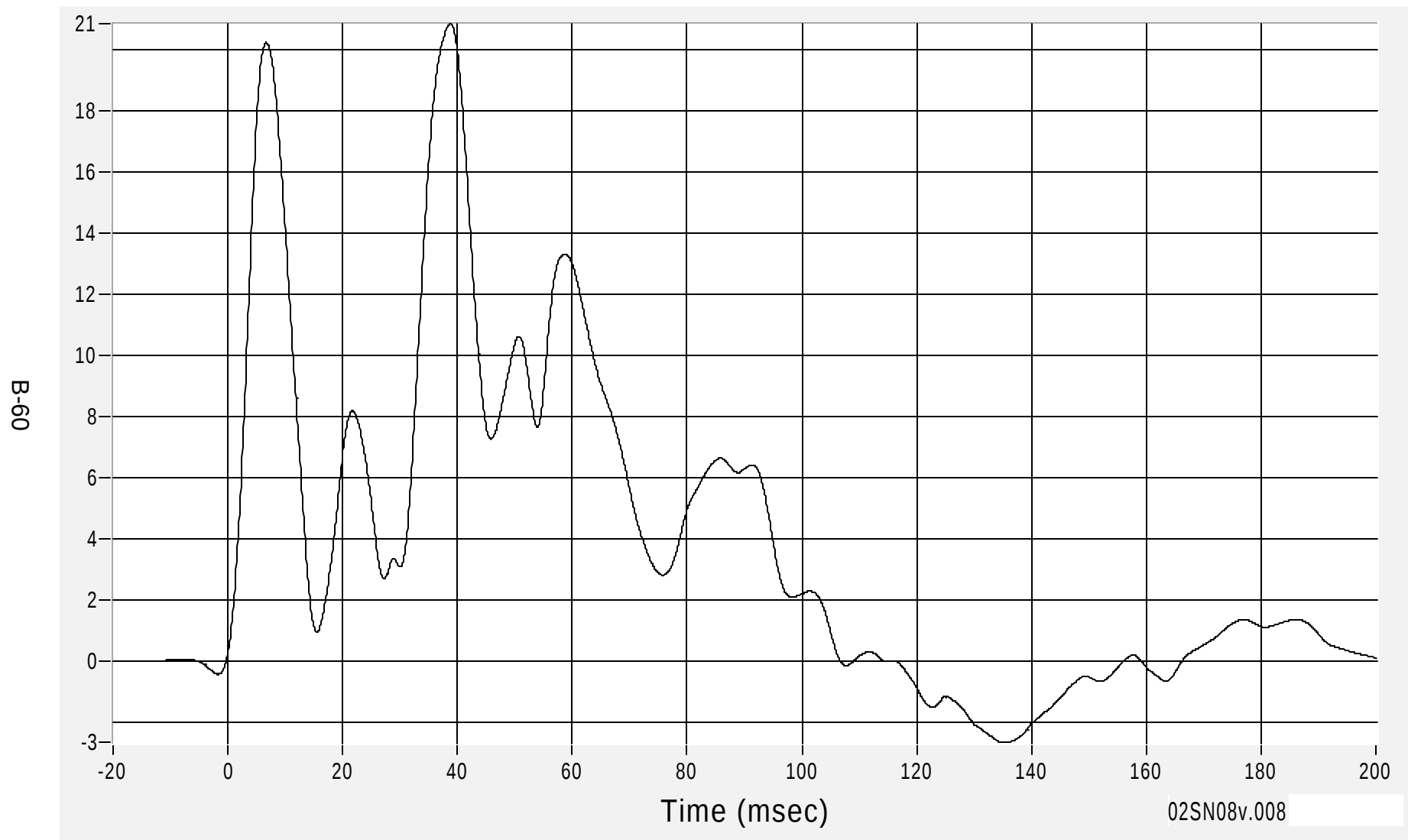
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (Y) Acceleration

Max 20.8 G's at 38.8 msec

Acceleration (G's) CFC60

Min -2.7 G's at 134.8 msec



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Medical College of Wisconsin
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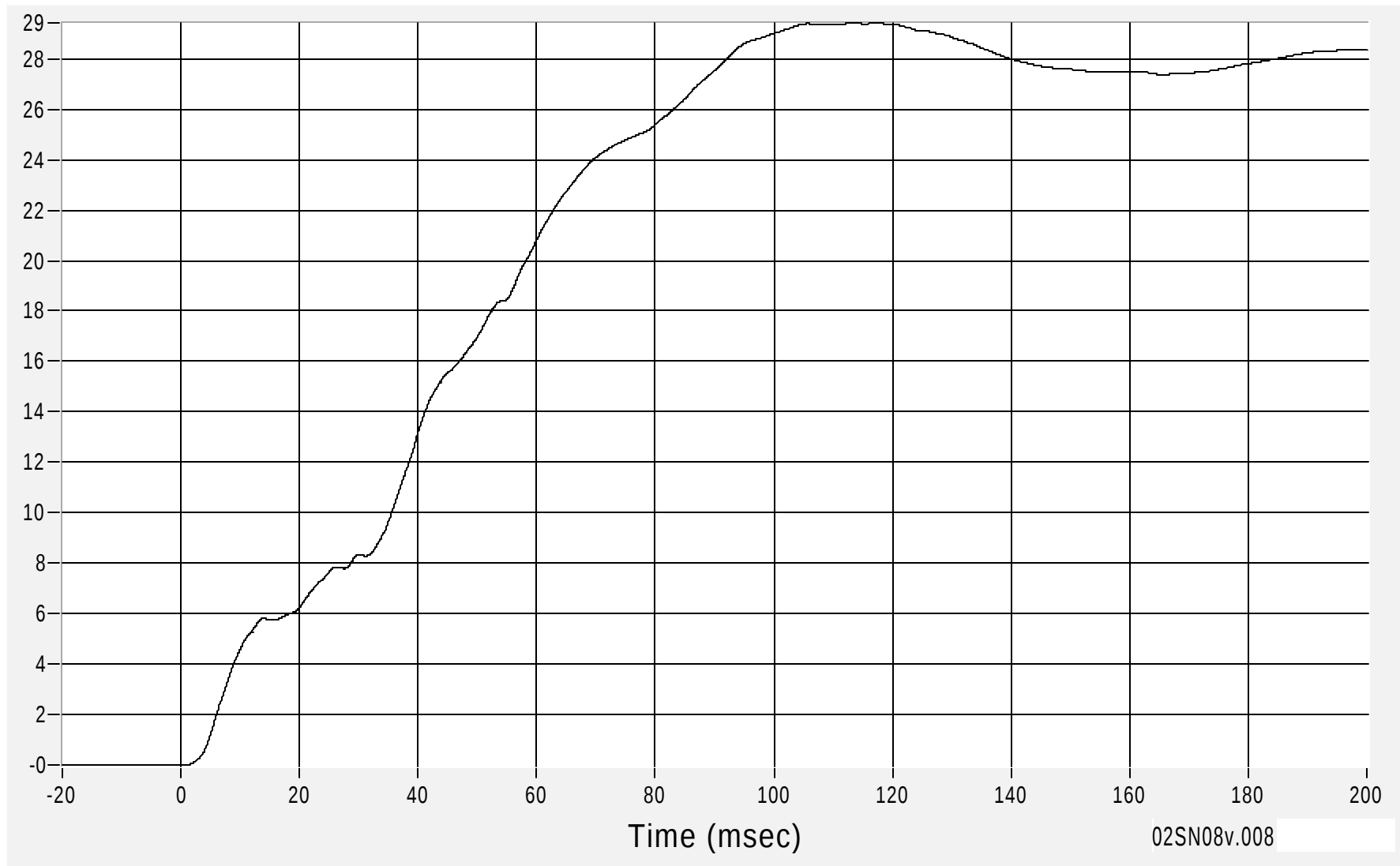
Rear Floorpan Above Axle (Y) Velocity

Velocity (km/h) CFC180

Max 29.4 km/h at 113.4 msec

Min 0.0 km/h at 0.5 msec

B-61



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1 May 2002

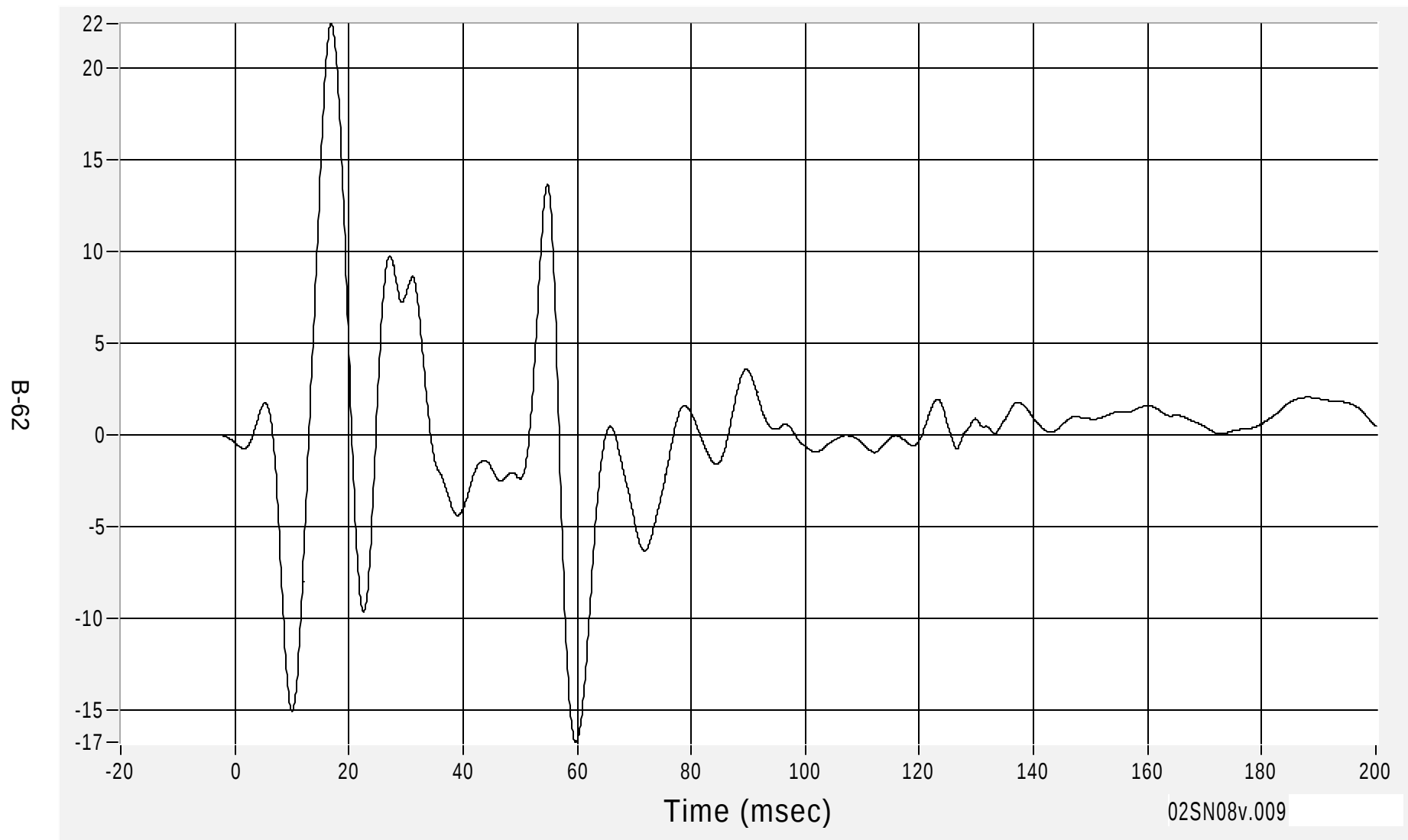
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (Z) Acceleration

Max 22.4 G's at 16.9 msec

Acceleration (G's) CFC60

Min -16.7 G's at 59.8 msec



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1 May 2002

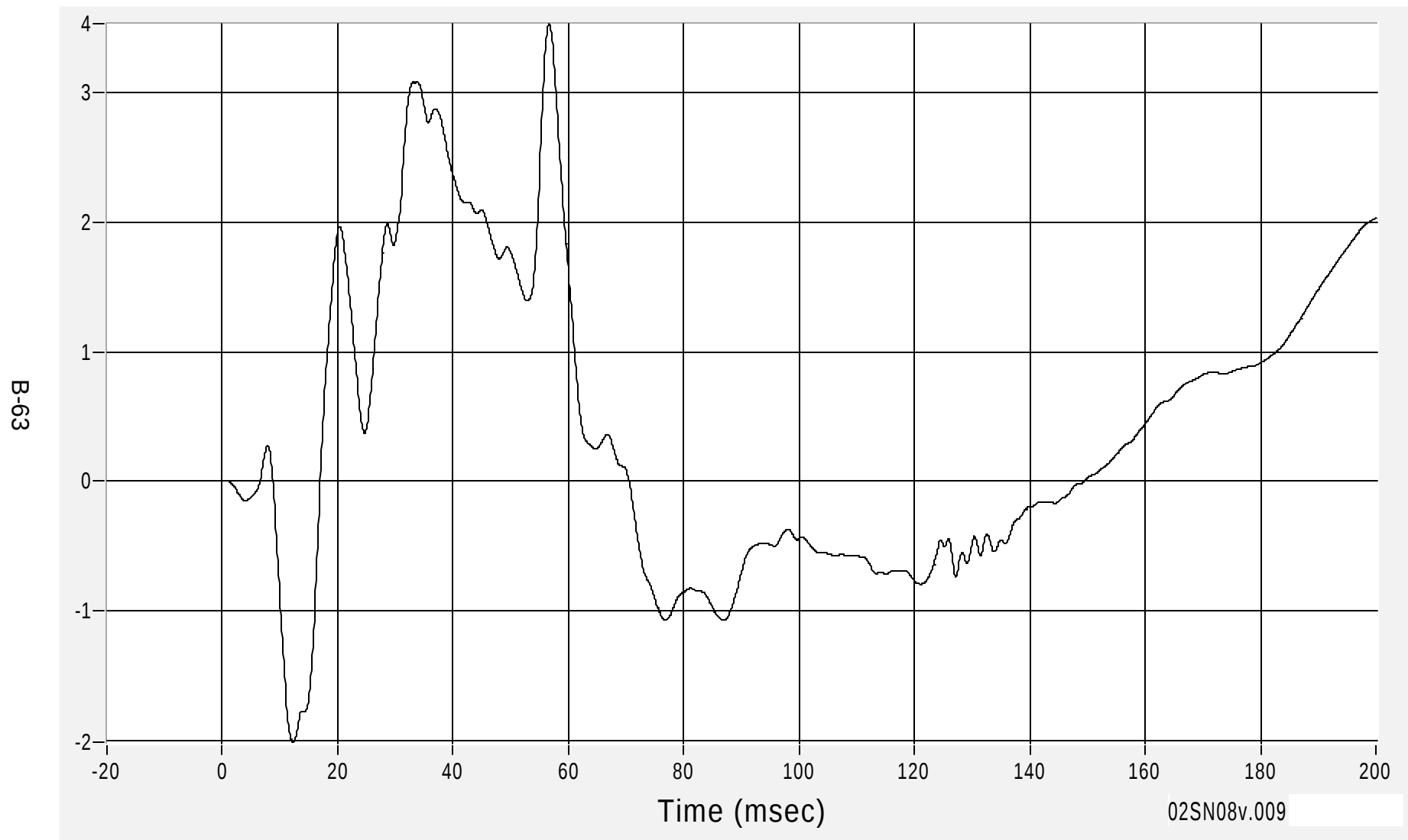
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (Z) Velocity

Max 3.5 km/h at 56.6 msec

Min -2.0 km/h at 12.2 msec

Velocity (km/h) CFC180



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1 May 2002

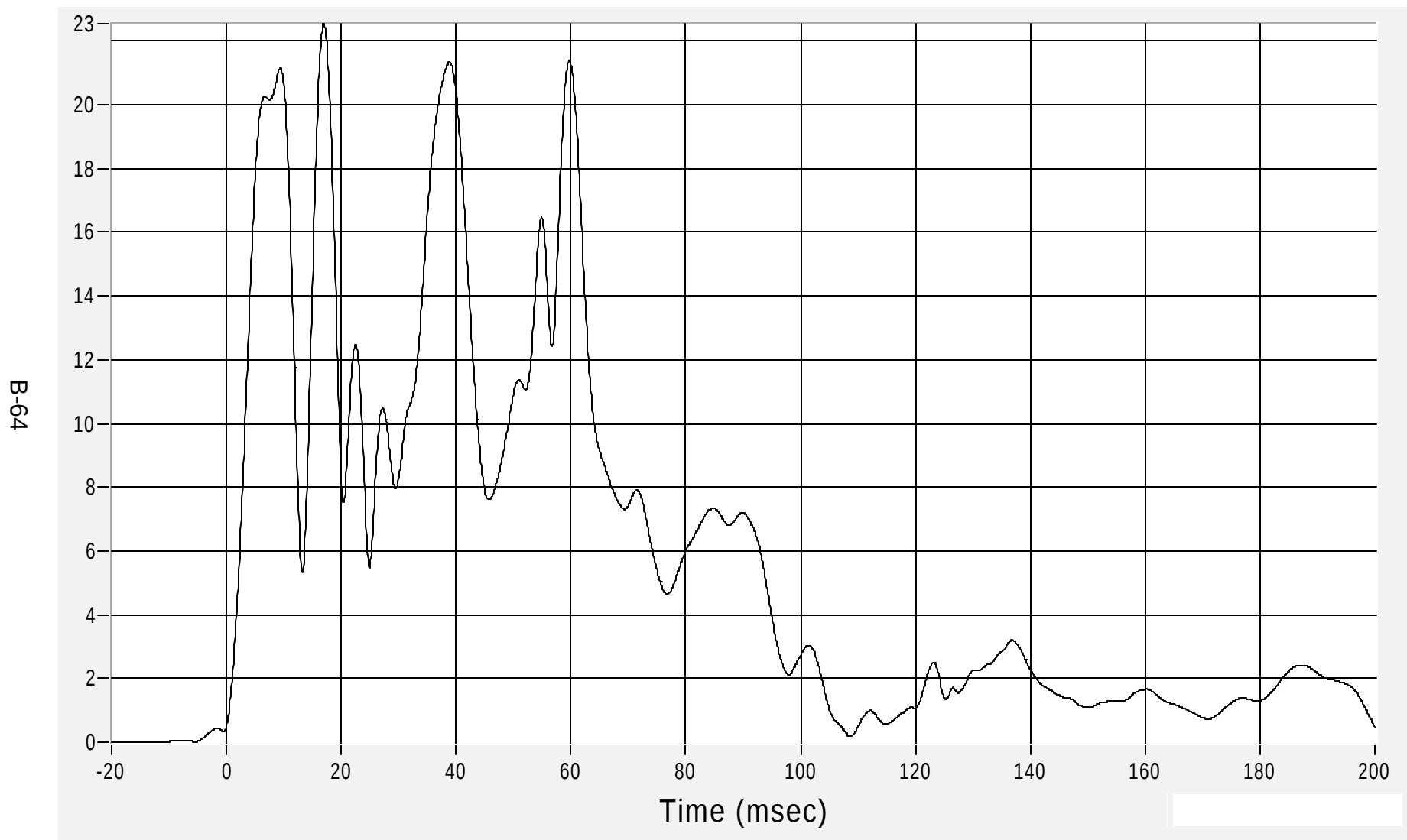
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle Resultant Acceleration

Max 22.5 G's at 17.0 msec

Acceleration (G's) CFC60

Min 0.2 G's at 108.6 msec



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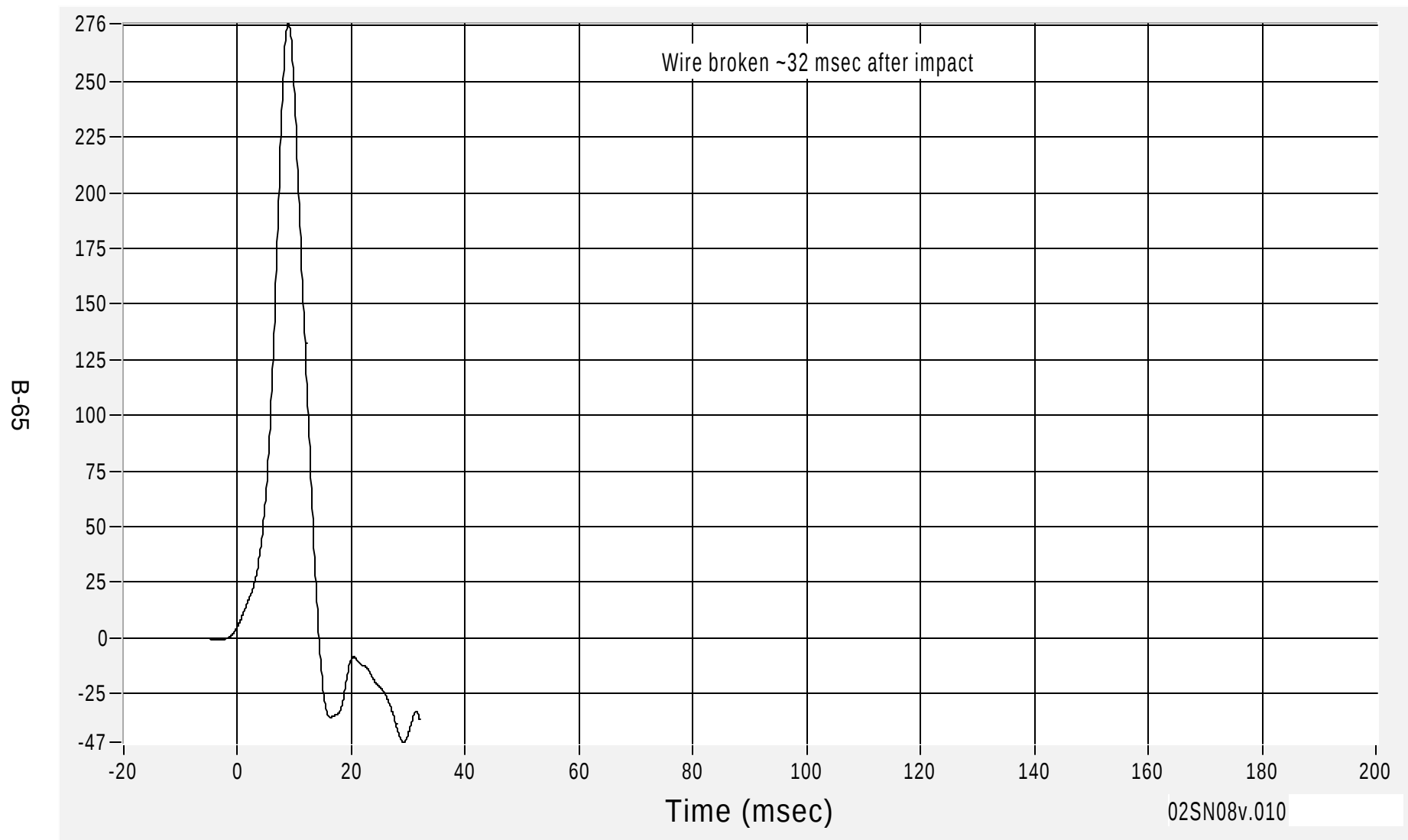
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Side Sill at Rear Seat (Y) Acceleration

Max 276.0 G's at 8.9 msec

Min -46.8 G's at 29.1 msec

Acceleration (G's) CFC60



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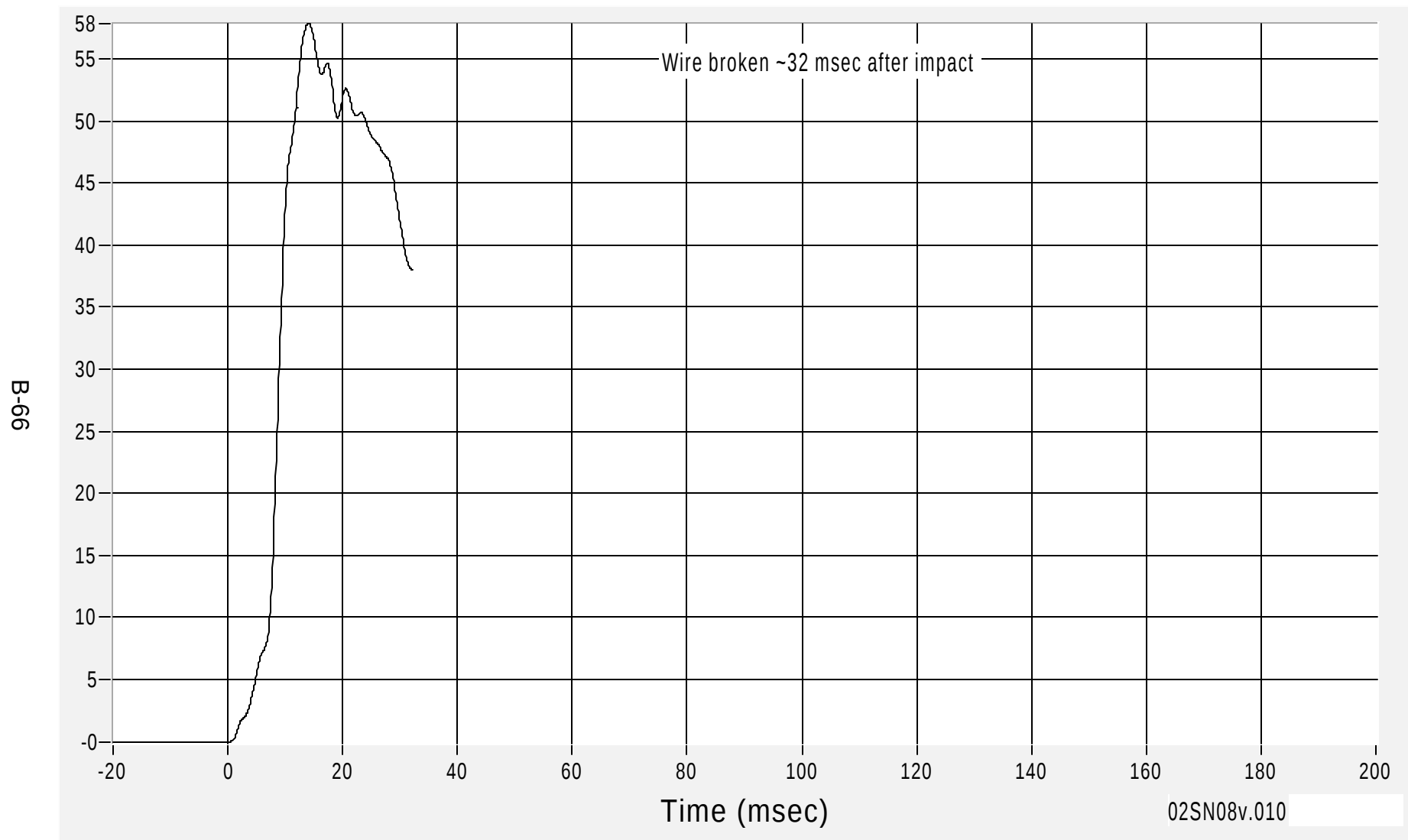
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Side Sill at Rear Seat (Y) Velocity

Max 57.8 km/h at 14.0 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.3 msec



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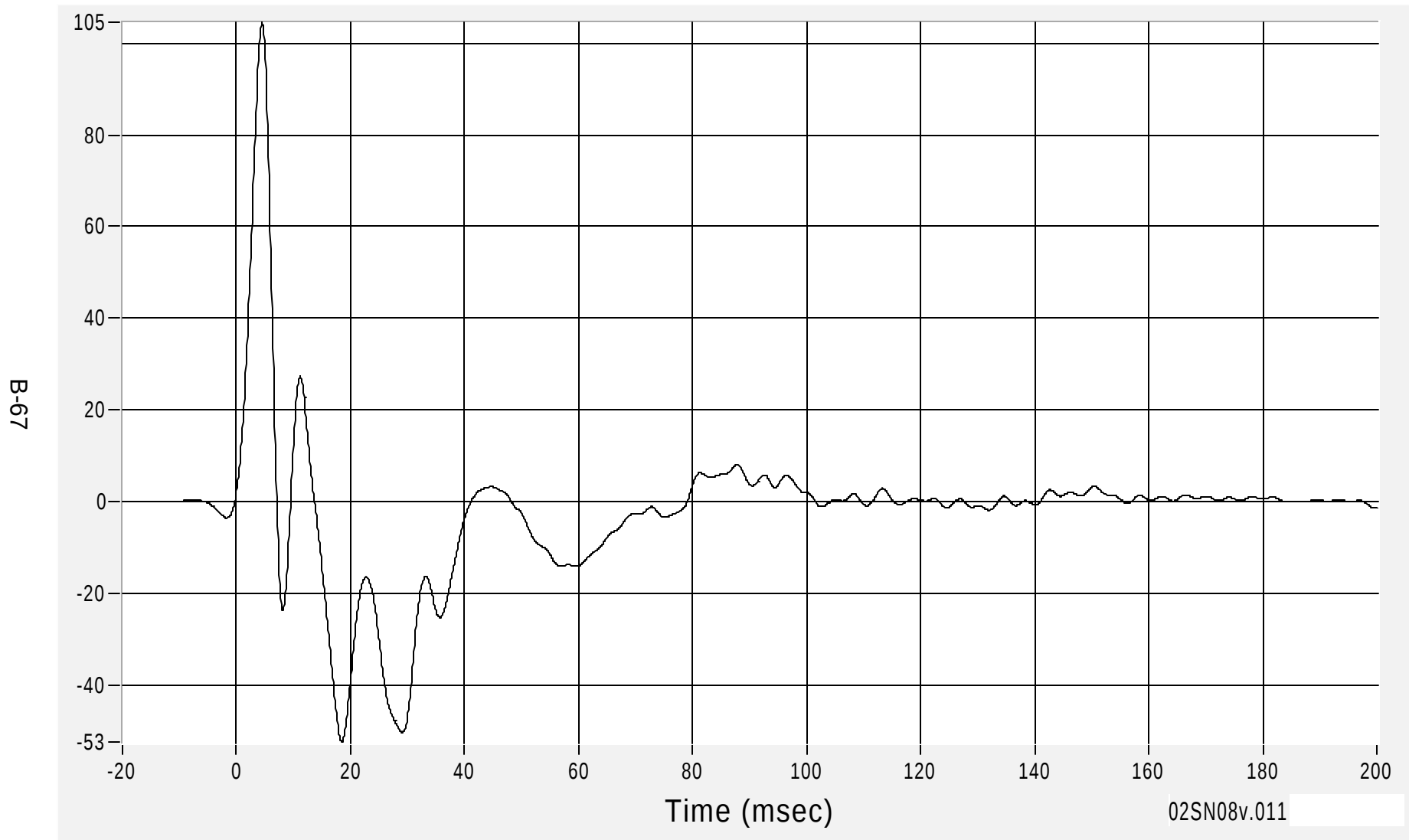
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Side Sill at Front Seat (Y) Acceleration

Max 104.6 G's at 4.5 msec

Acceleration (G's) CFC60

Min -52.5 G's at 18.5 msec



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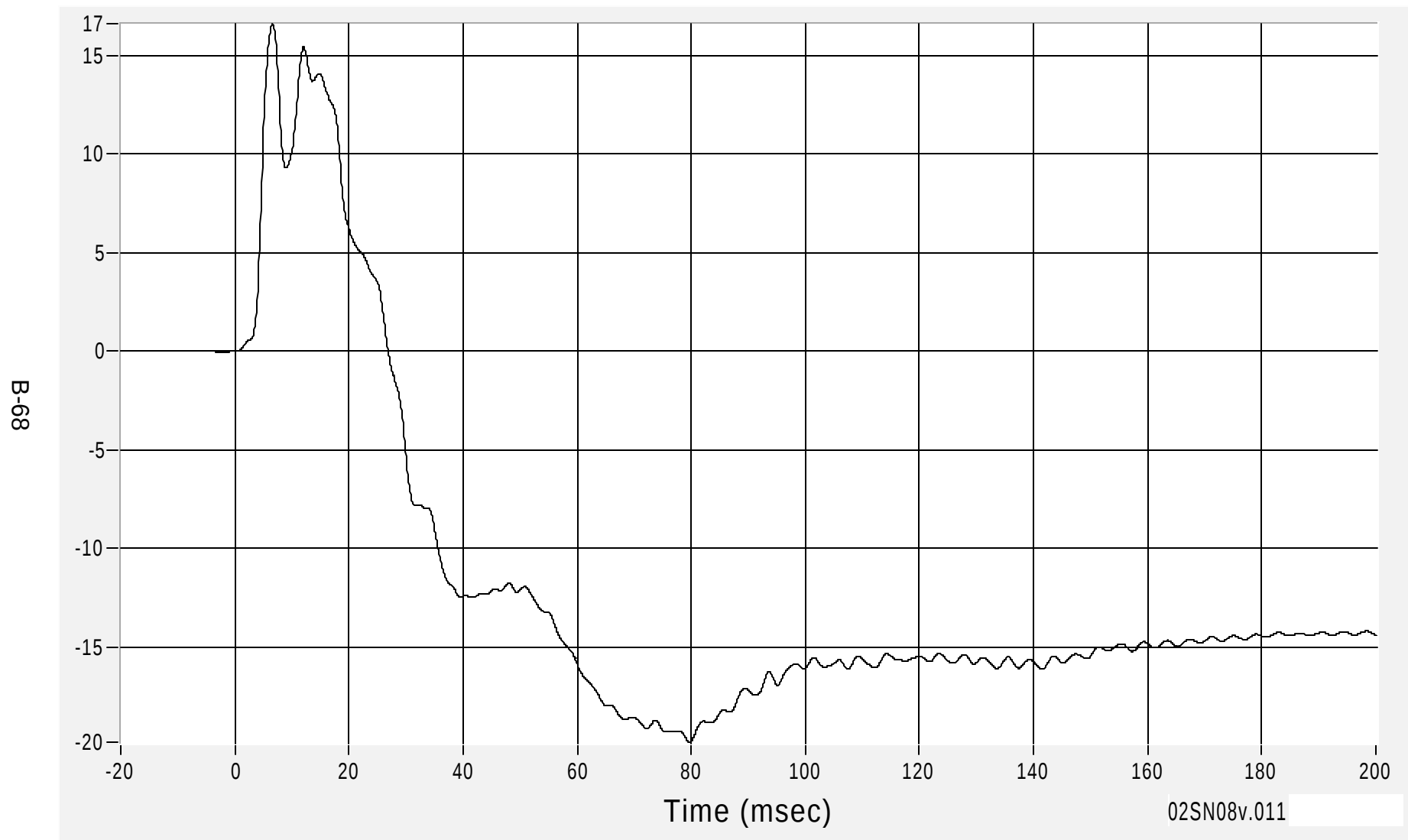
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Side Sill at Front Seat (Y) Velocity

Max 16.6 km/h at 6.6 msec

Min -19.8 km/h at 79.7 msec

Velocity (km/h) CFC180



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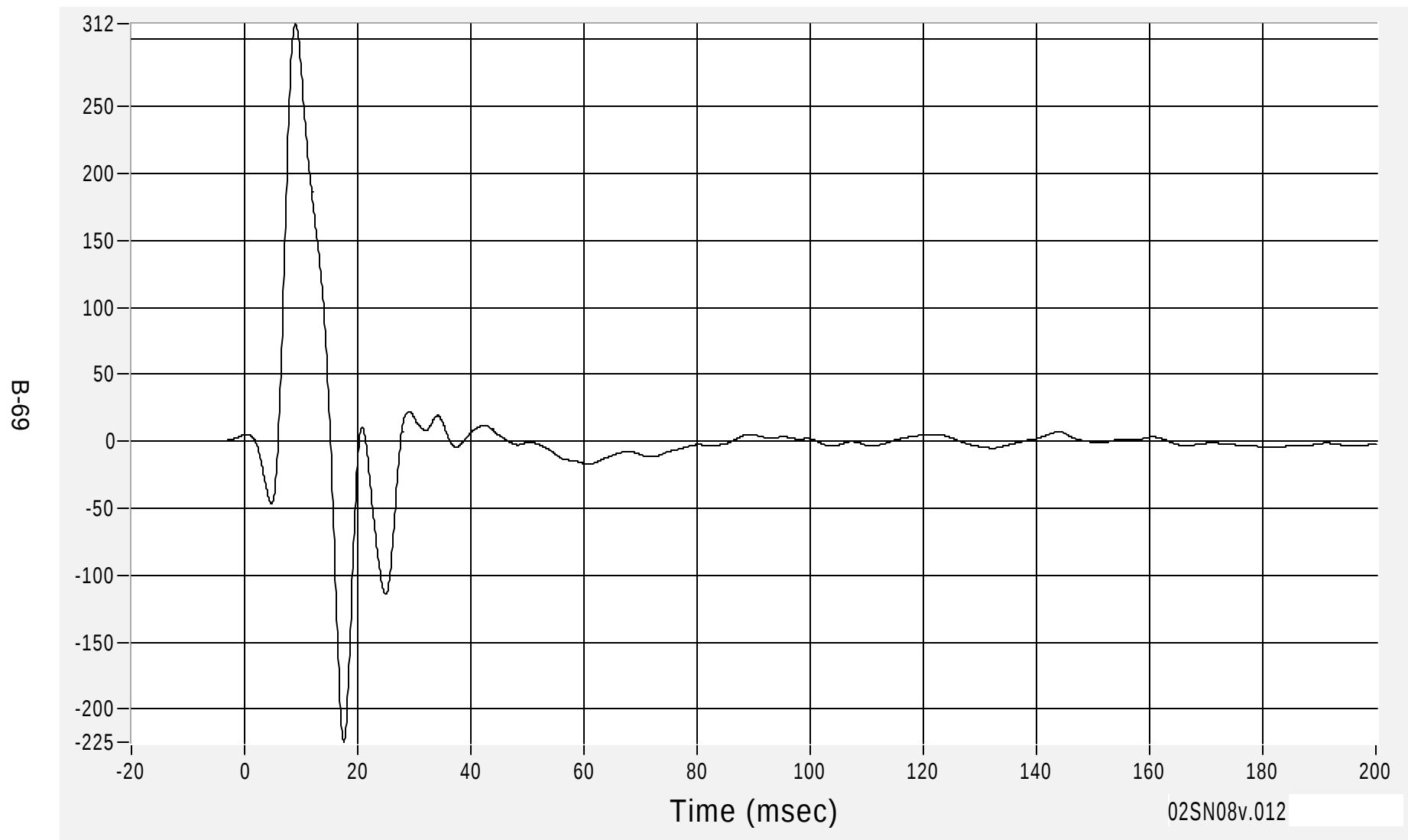
Medical College of Wisconsin
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Left Front Door on Centerline (Y) Acceleration

Max 311.7 G's at 9.0 msec

Min -224.6 G's at 17.5 msec

Acceleration (G's) CFC60



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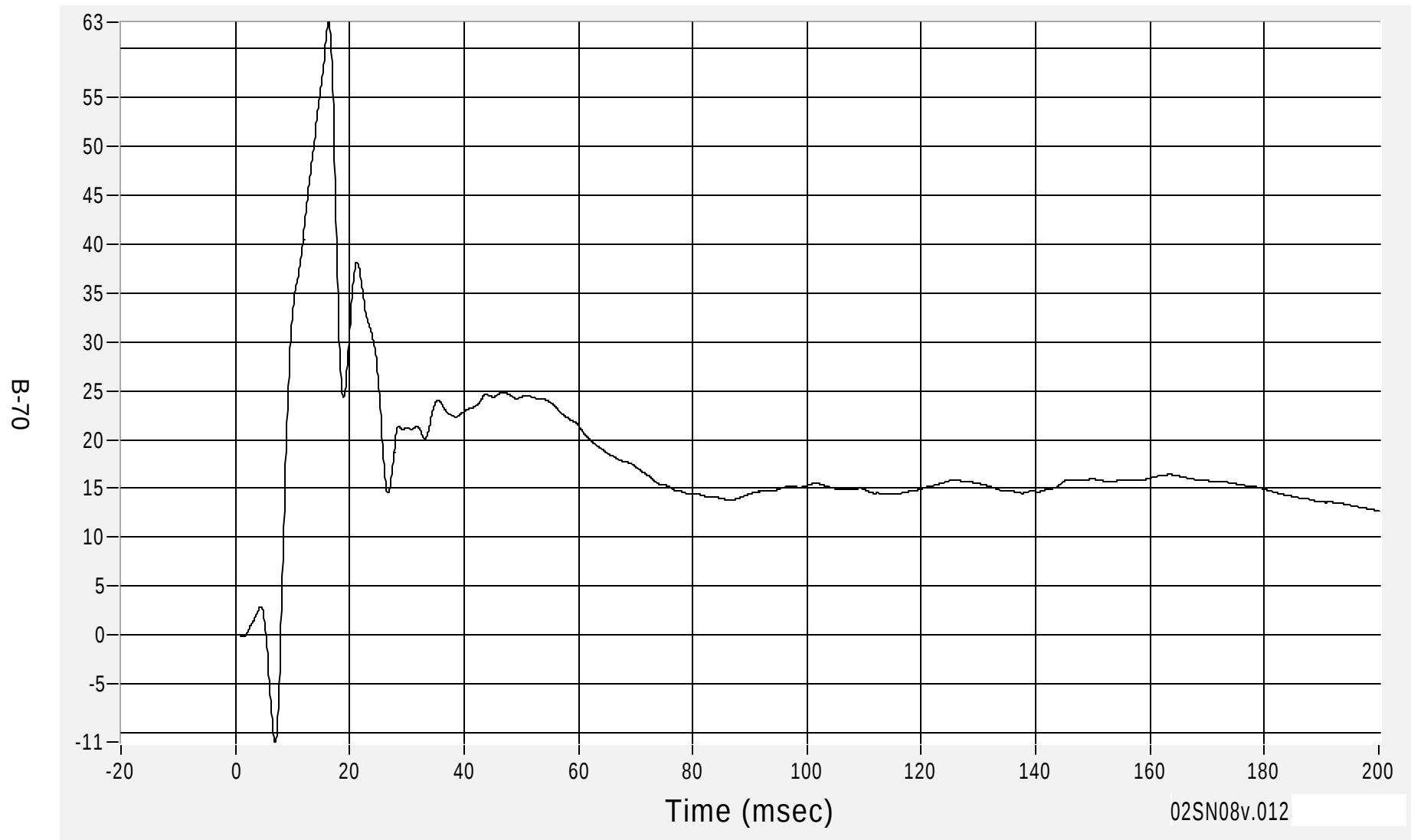
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Front Door on Centerline (Y) Velocity

Max 62.7 km/h at 16.3 msec

Min -10.9 km/h at 7.0 msec

Velocity (km/h) CFC180



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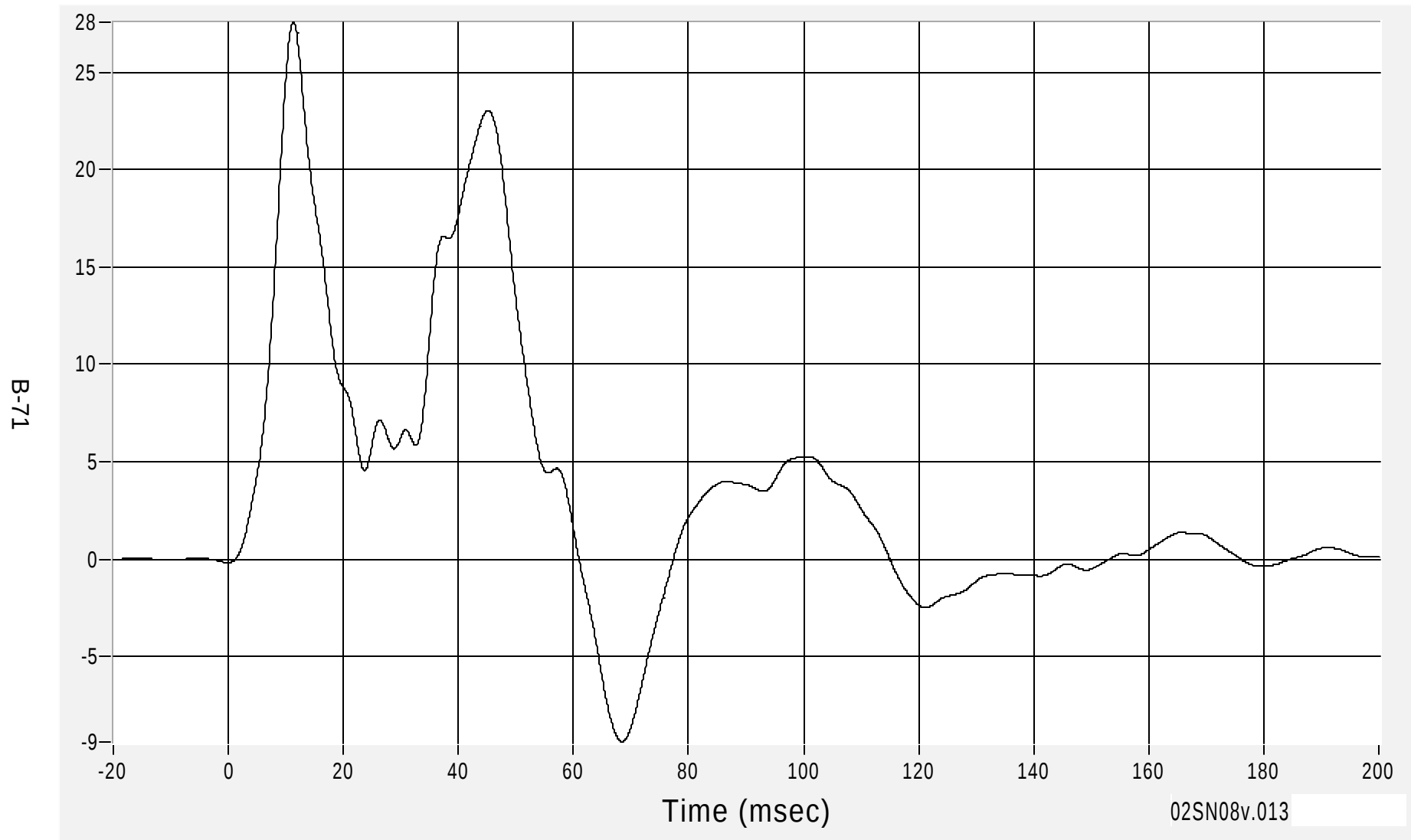
Medical College of Wisconsin
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Right Rear Occupant Compartment (Y) Acceleration

Max 27.6 G's at 11.3 msec

Acceleration (G's) CFC60

Min -9.4 G's at 68.5 msec



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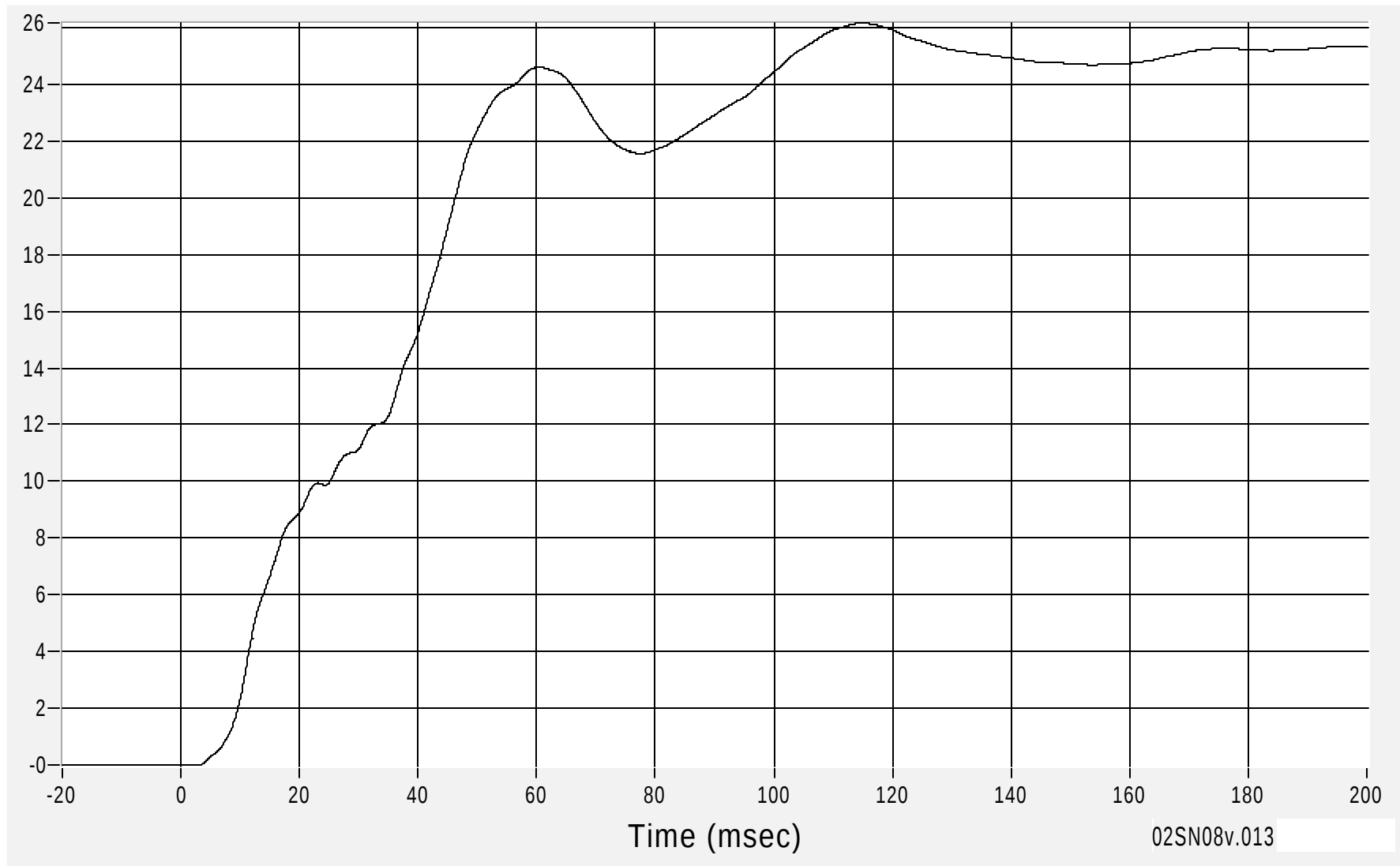
Right Rear Occupant Compartment (Y) Velocity

Velocity (km/h) CFC180

Max 26.2 km/h at 114.9 msec

Min 0.0 km/h at 2.8 msec

B-72



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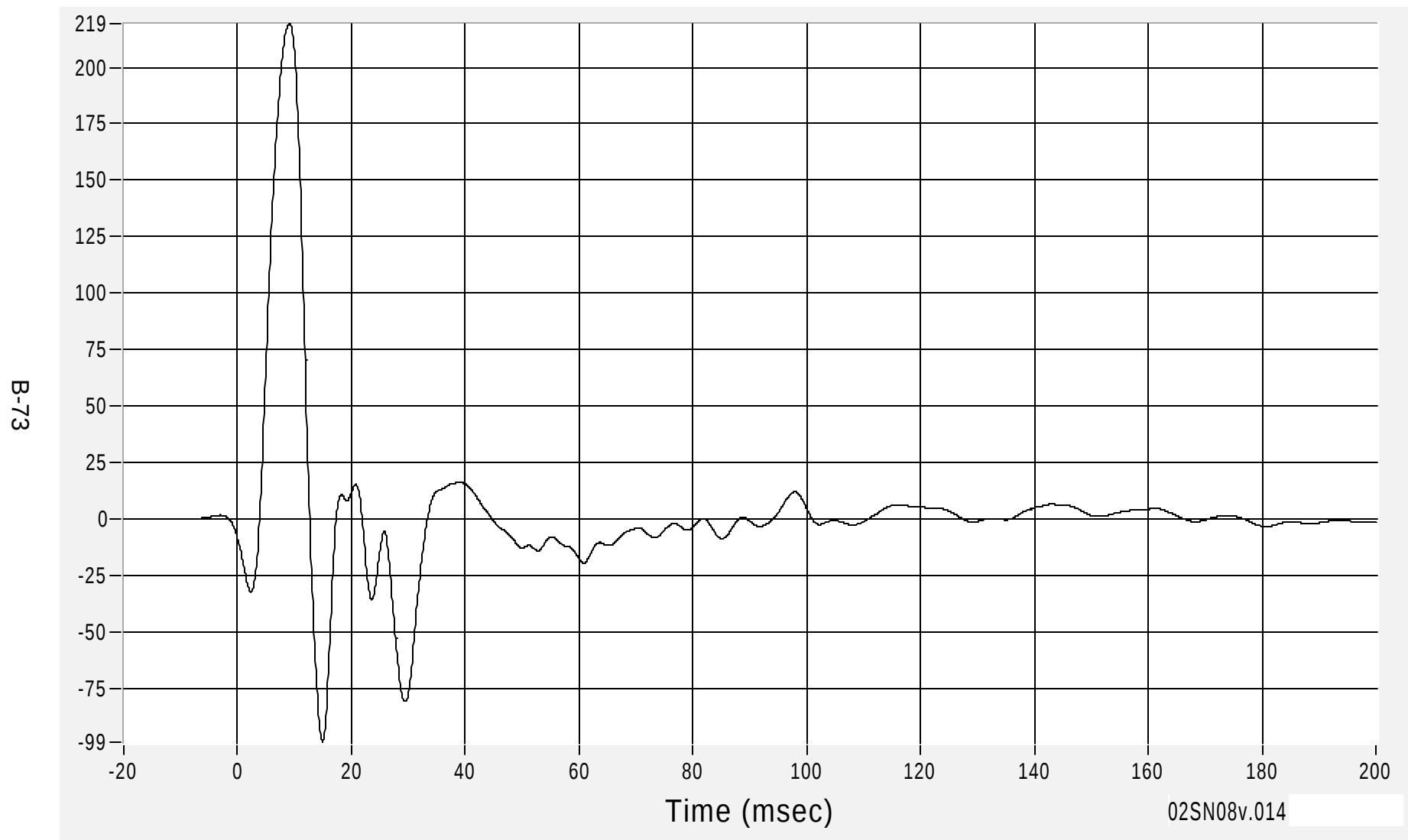
Medical College of Wisconsin
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Mid-Rear of Left Front Door (Y) Acceleration

Max 219.3 G's at 9.1 msec

Acceleration (G's) CFC60

Min -98.8 G's at 14.9 msec



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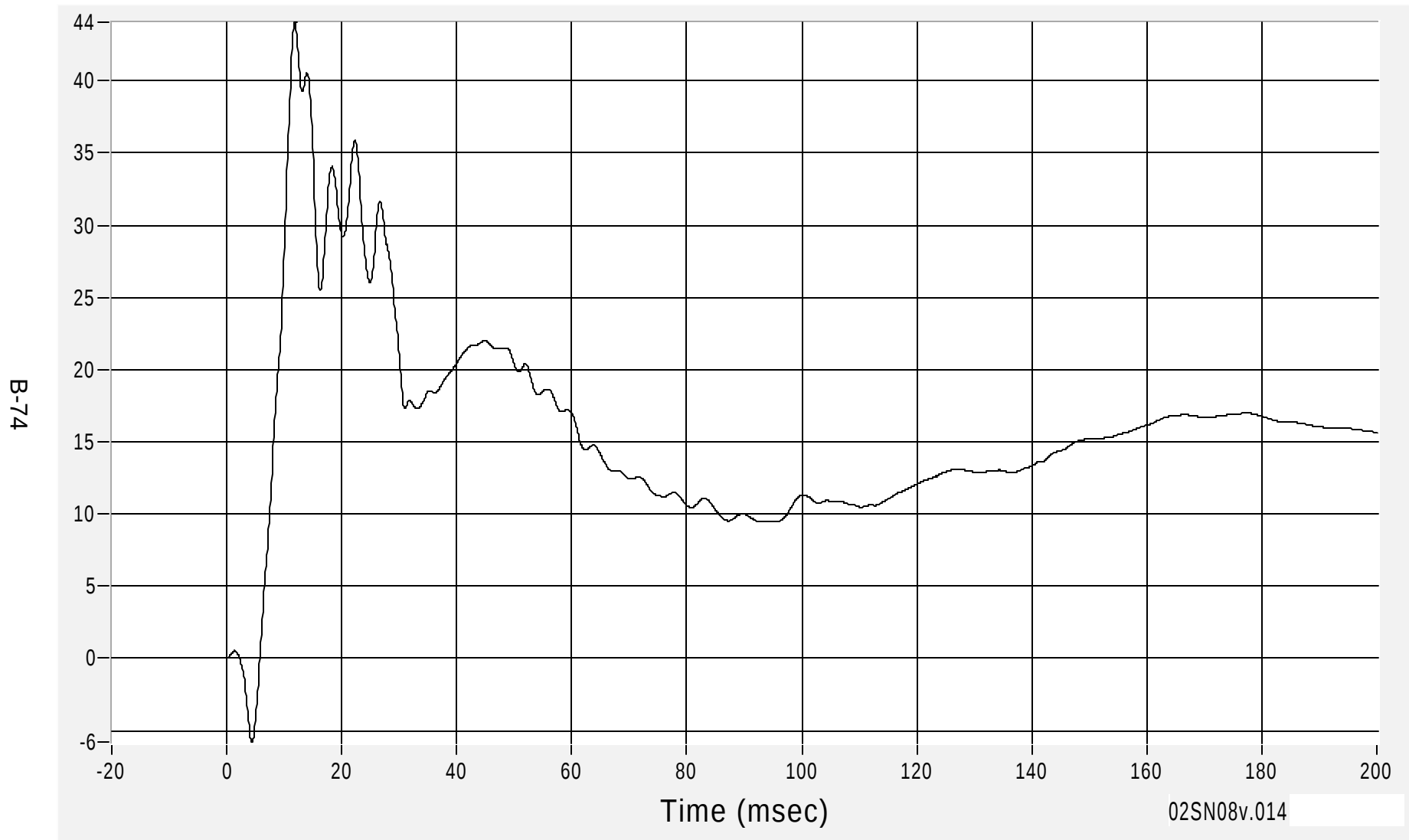
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Mid-Rear of Left Front Door (Y) Velocity

Max 44.1 km/h at 11.8 msec

Velocity (km/h) CFC180

Min -5.8 km/h at 4.4 msec



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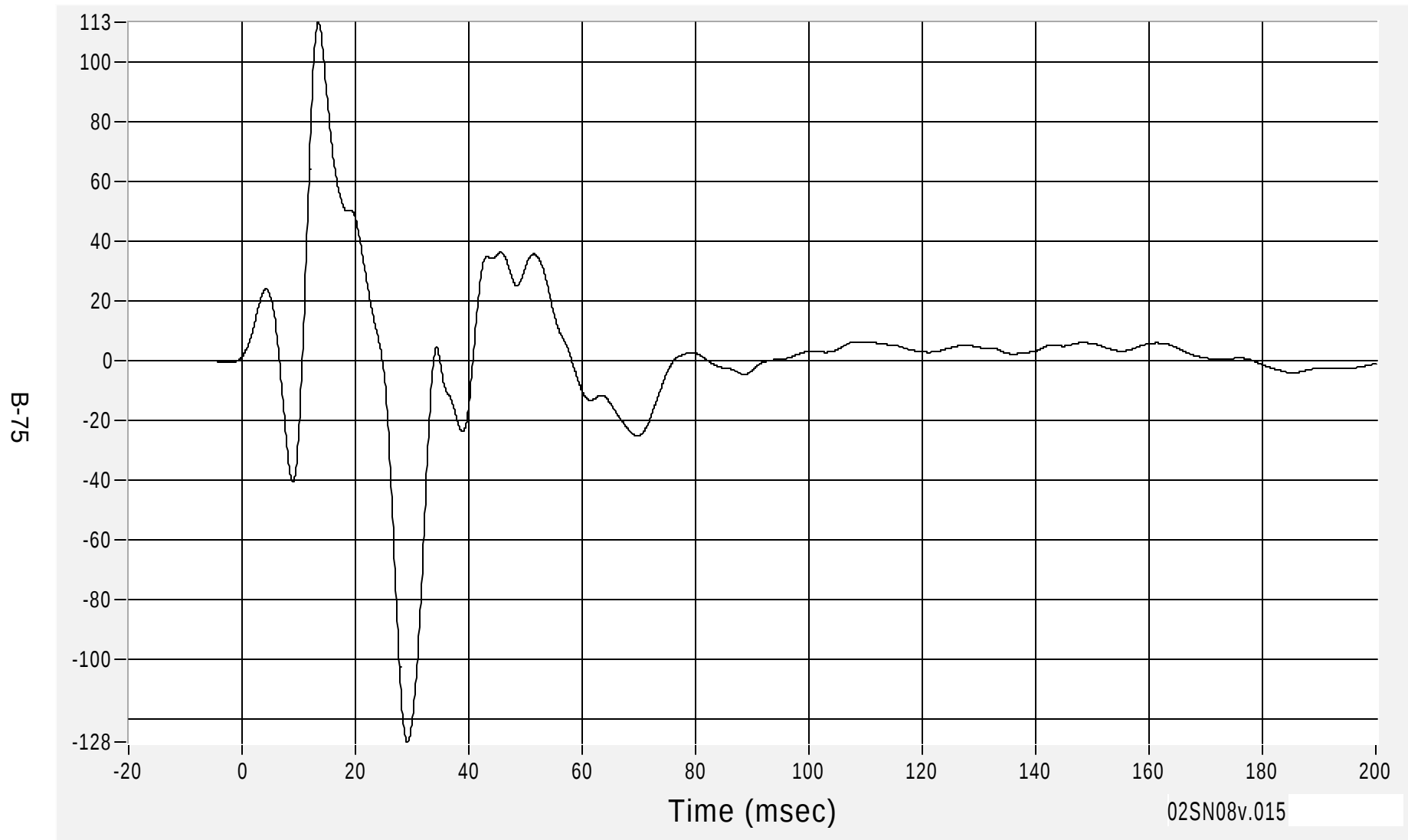
Medical College of Wisconsin
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Left Front Door Upper Centerline (Y) Acceleration

Max 113.4 G's at 13.4 msec

Acceleration (G's) CFC60

Min -127.5 G's at 29.1 msec



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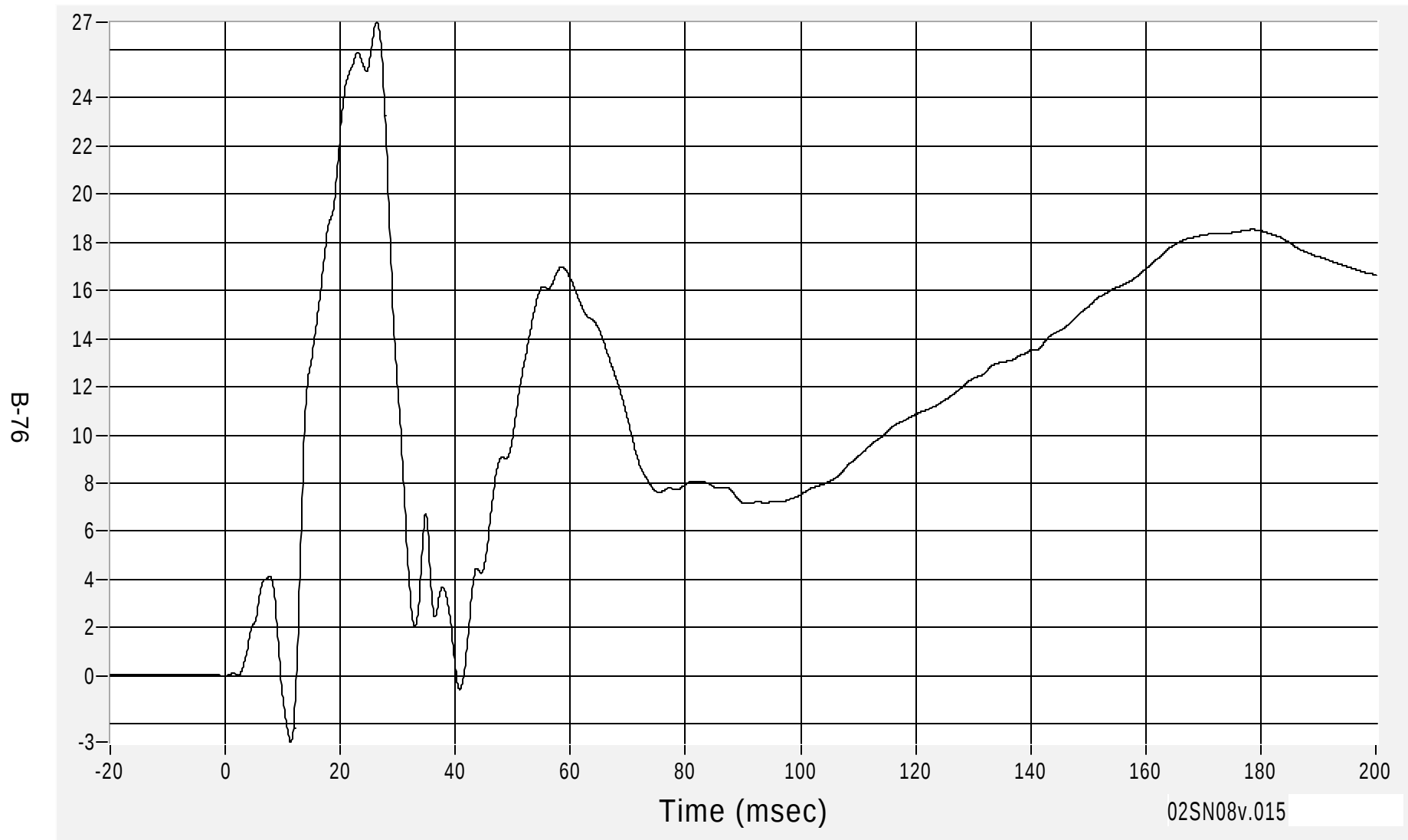
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Front Door Upper Centerline (Y) Velocity

Max 27.1 km/h at 26.3 msec

Min -2.7 km/h at 11.4 msec

Velocity (km/h) CFC180



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1 May 2002

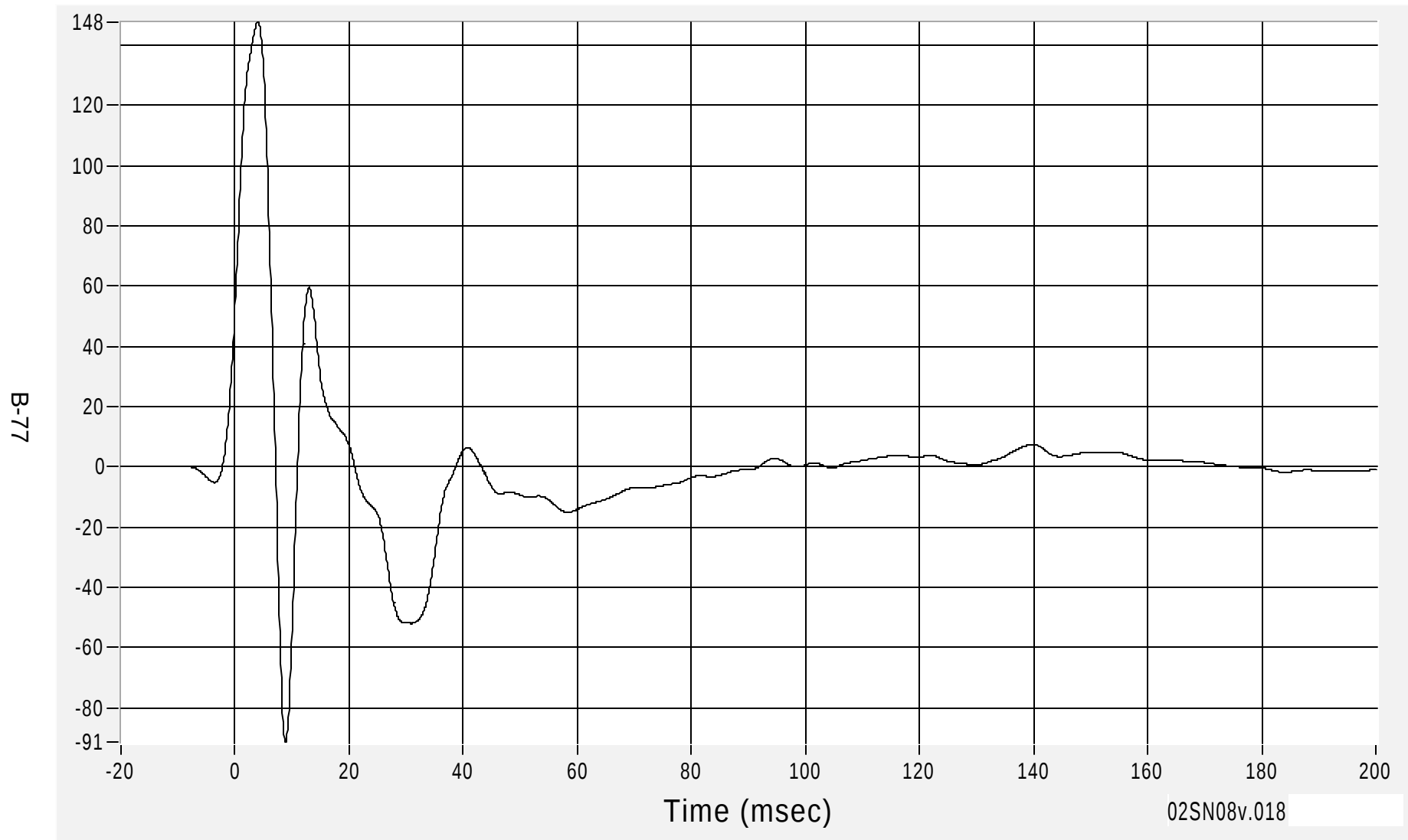
Medical College of Wisconsin
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Left Lower B-Pillar (Y) Acceleration

Max 147.7 G's at 3.9 msec

Min -91.4 G's at 8.8 msec

Acceleration (G's) CFC60



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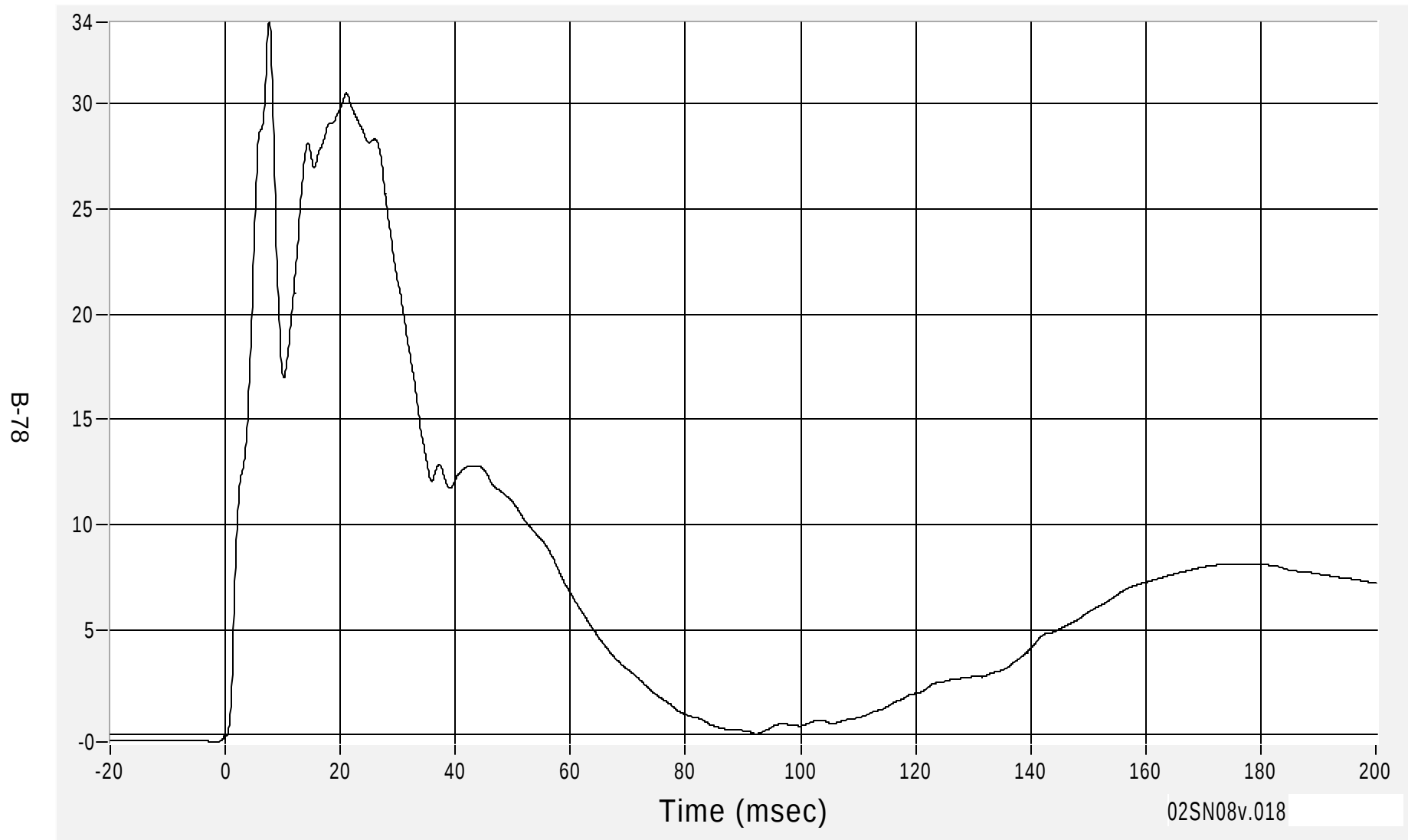
Medical College of Wisconsin
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Left Lower B-Pillar (Y) Velocity

Max 33.9 km/h at 7.6 msec

Min 0.0 km/h at 0.2 msec

Velocity (km/h) CFC180



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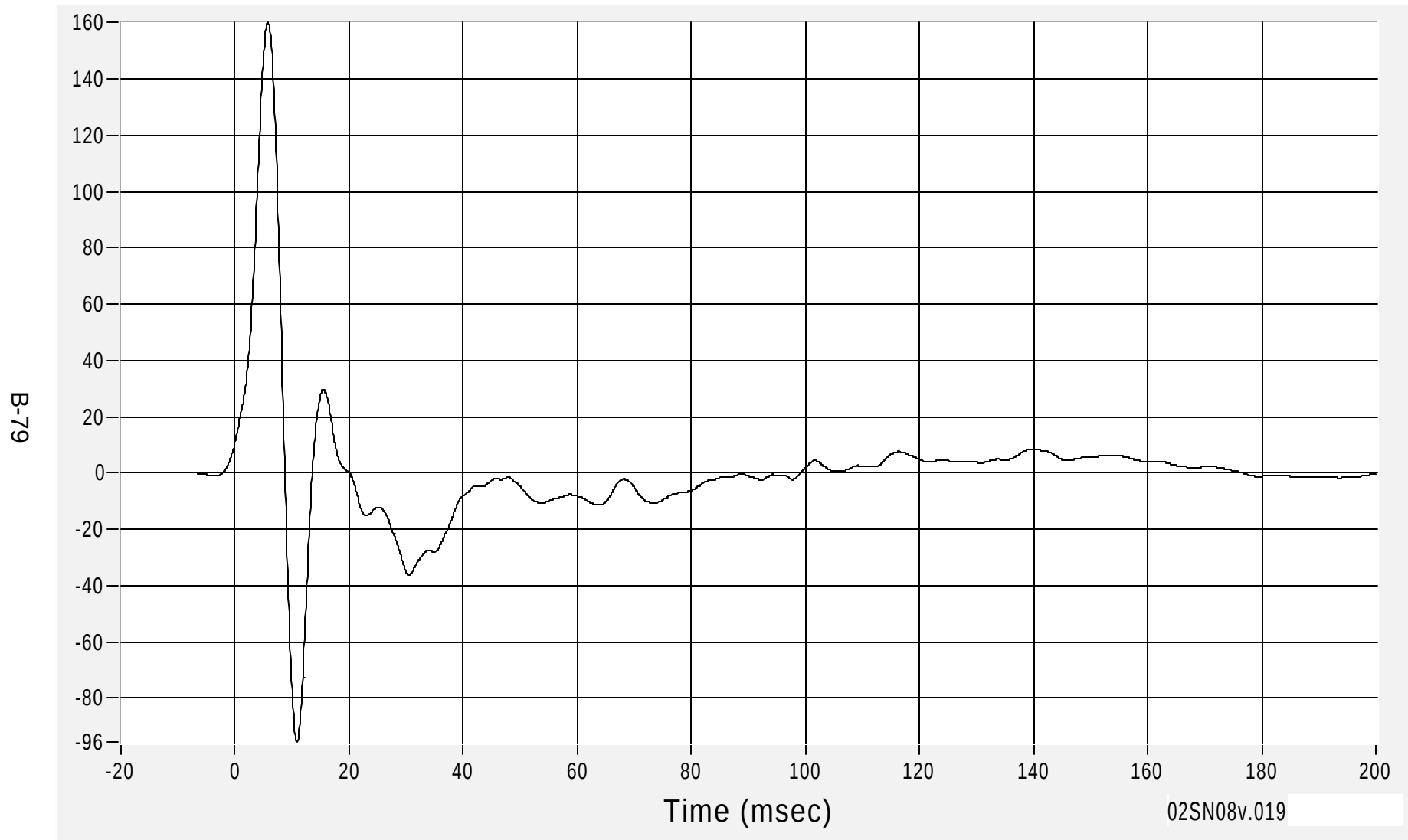
Medical College of Wisconsin
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Left Middle B-Pillar (Y) Acceleration

Max 160.2 G's at 5.8 msec

Acceleration (G's) CFC60

Min -95.7 G's at 10.9 msec



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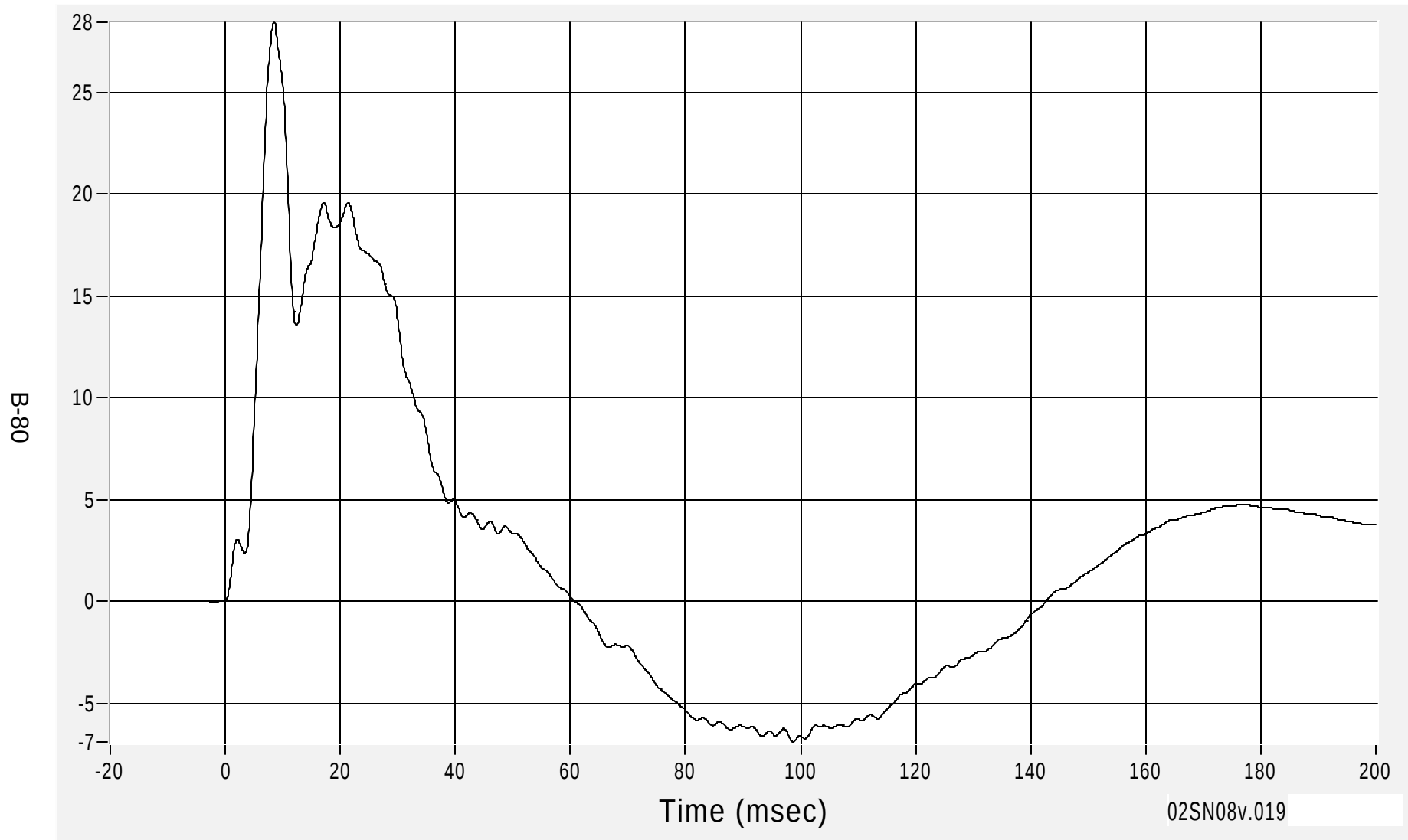
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Left Middle B-Pillar (Y) Velocity

Max 28.4 km/h at 8.5 msec

Min -6.9 km/h at 98.6 msec

Velocity (km/h) CFC180



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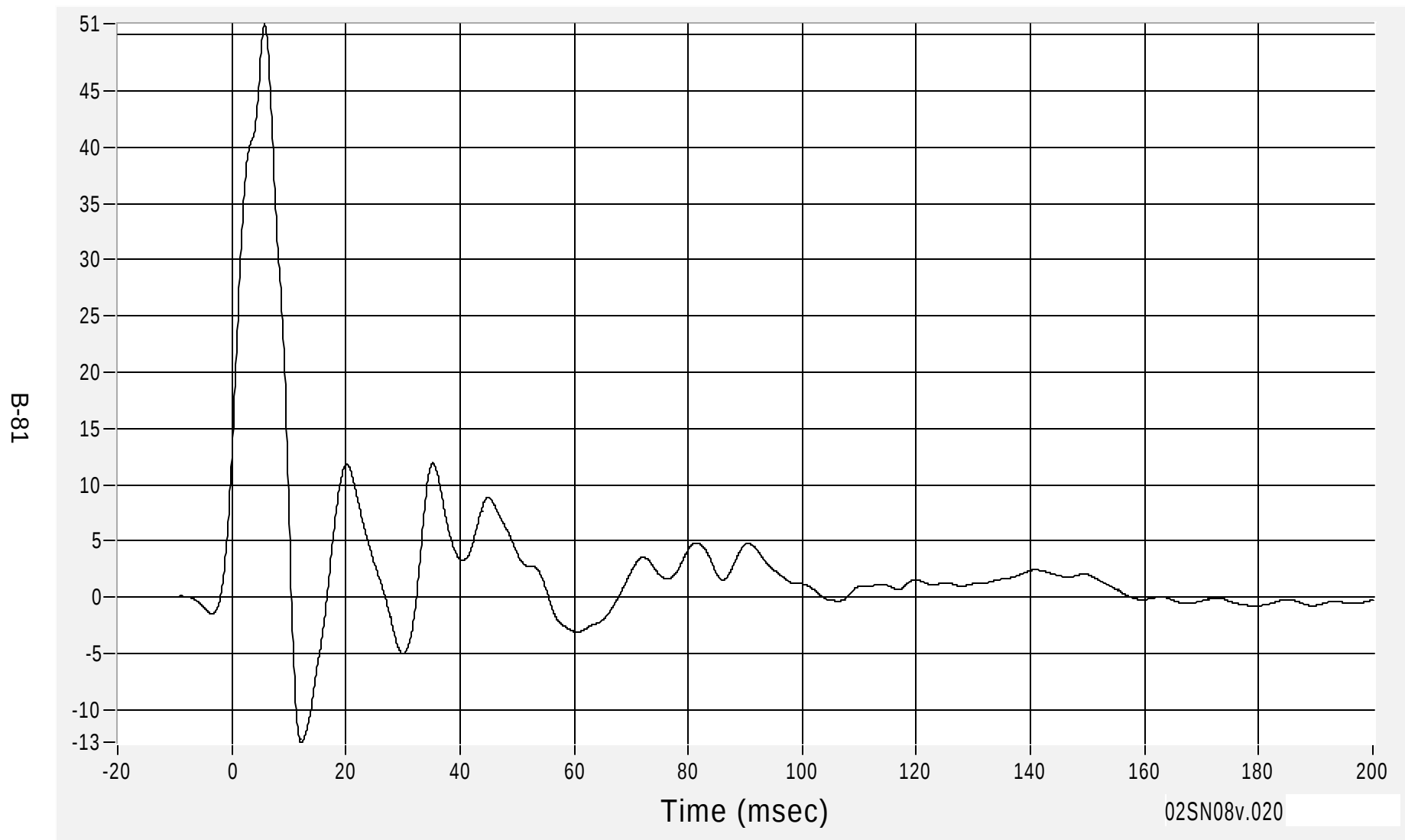
Medical College of Wisconsin
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Left Lower A-Pillar (Y) Acceleration

Max 51.0 G's at 5.8 msec

Min -12.9 G's at 12.2 msec

Acceleration (G's) CFC60



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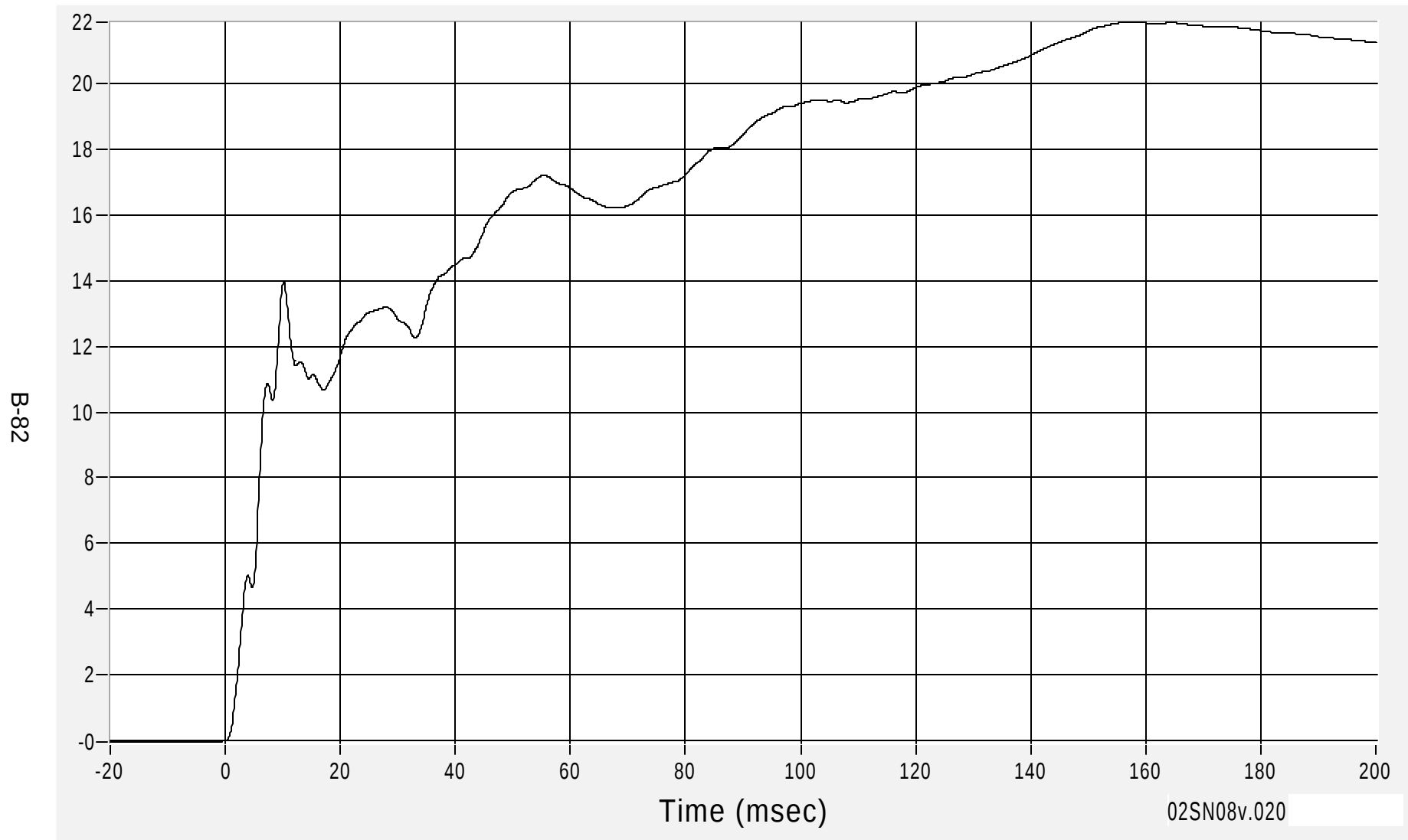
Medical College of Wisconsin
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Left Lower A-Pillar (Y) Velocity

Max 21.9 km/h at 157.4 msec

Min 0.0 km/h at 0.1 msec

Velocity (km/h) CFC180



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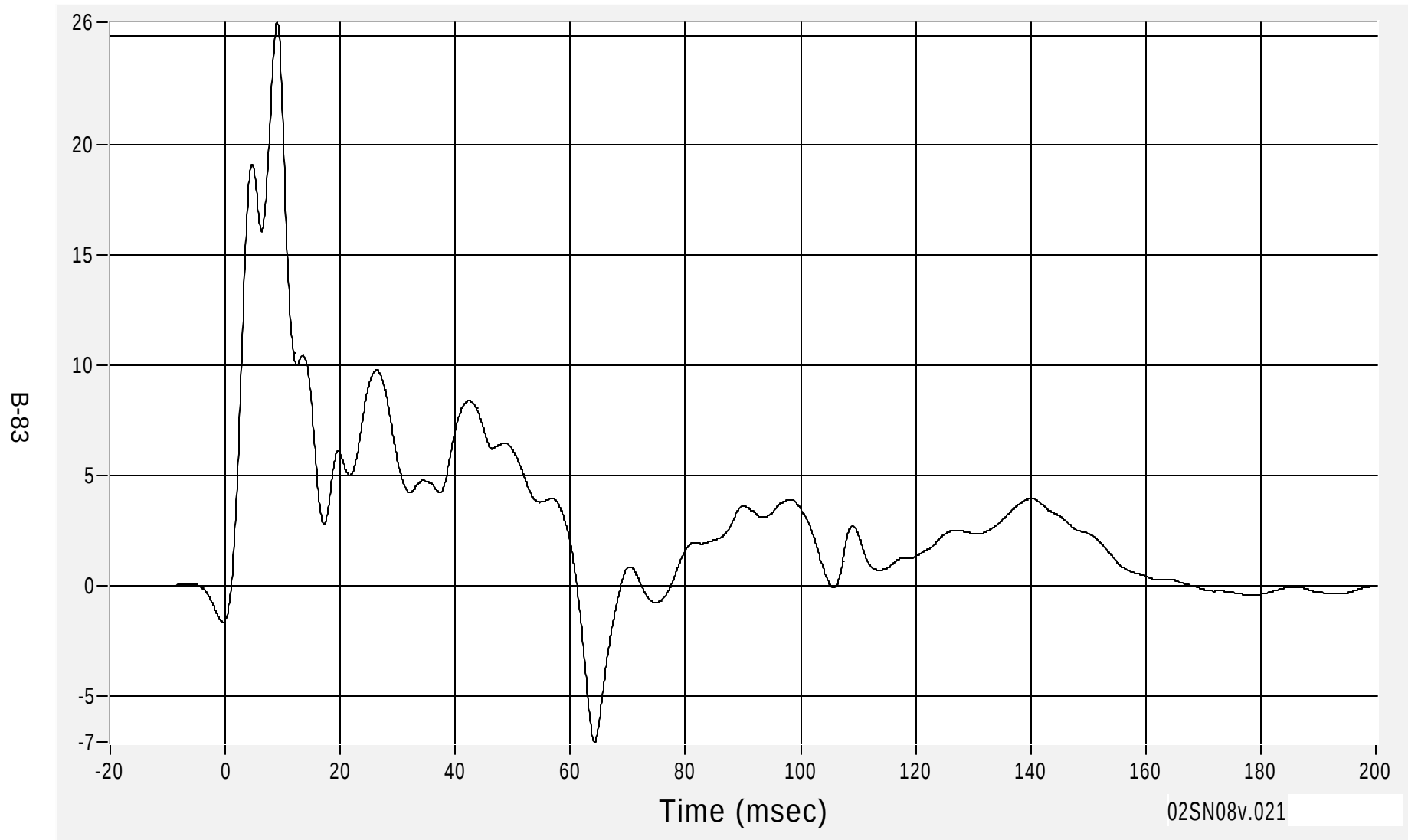
Medical College of Wisconsin
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Left Middle A-Pillar (Y) Acceleration

Max 25.6 G's at 9.0 msec

Acceleration (G's) CFC60

Min -7.1 G's at 64.2 msec



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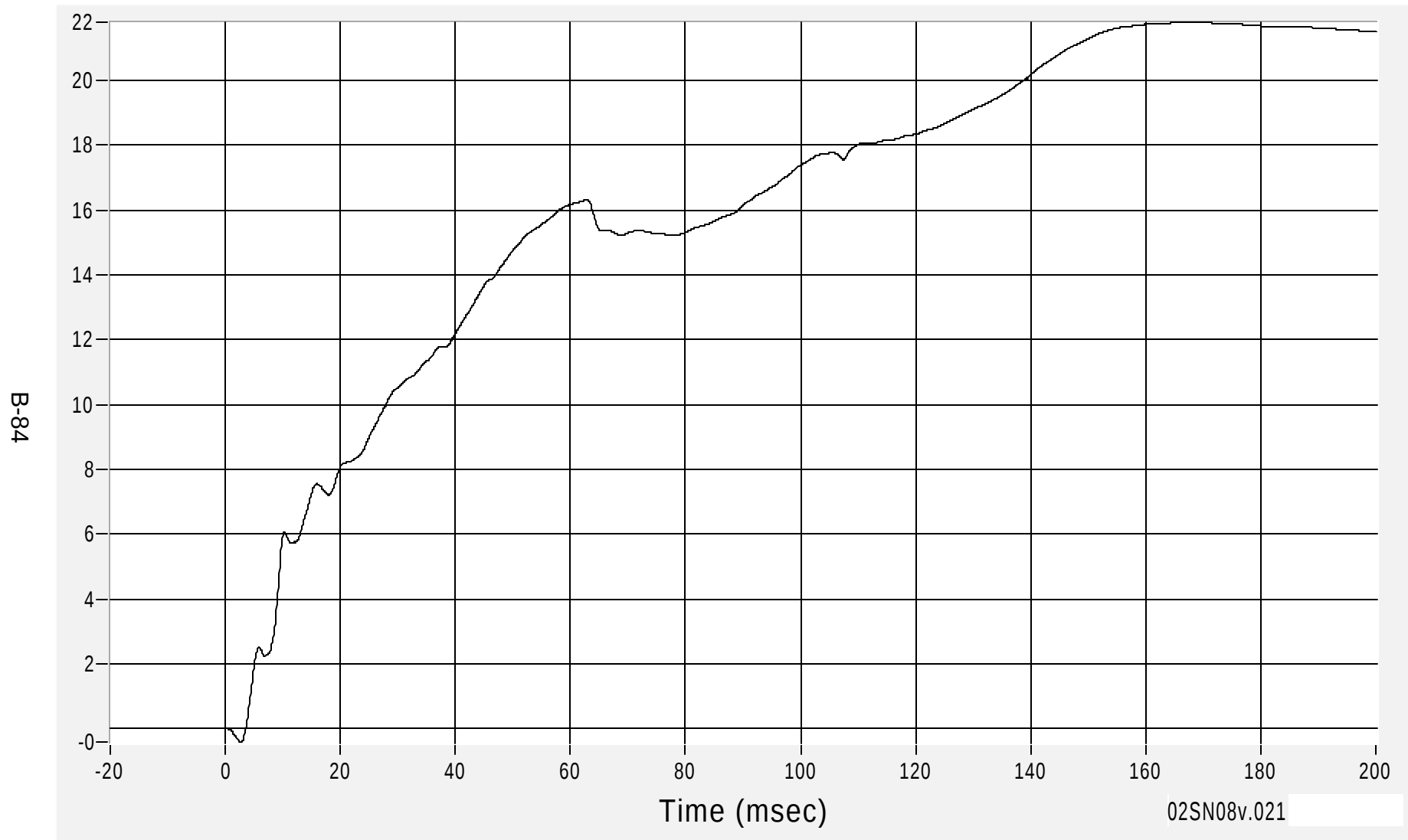
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Middle A-Pillar (Y) Velocity

Max 21.8 km/h at 169.2 msec

Min -0.4 km/h at 2.6 msec

Velocity (km/h) CFC180



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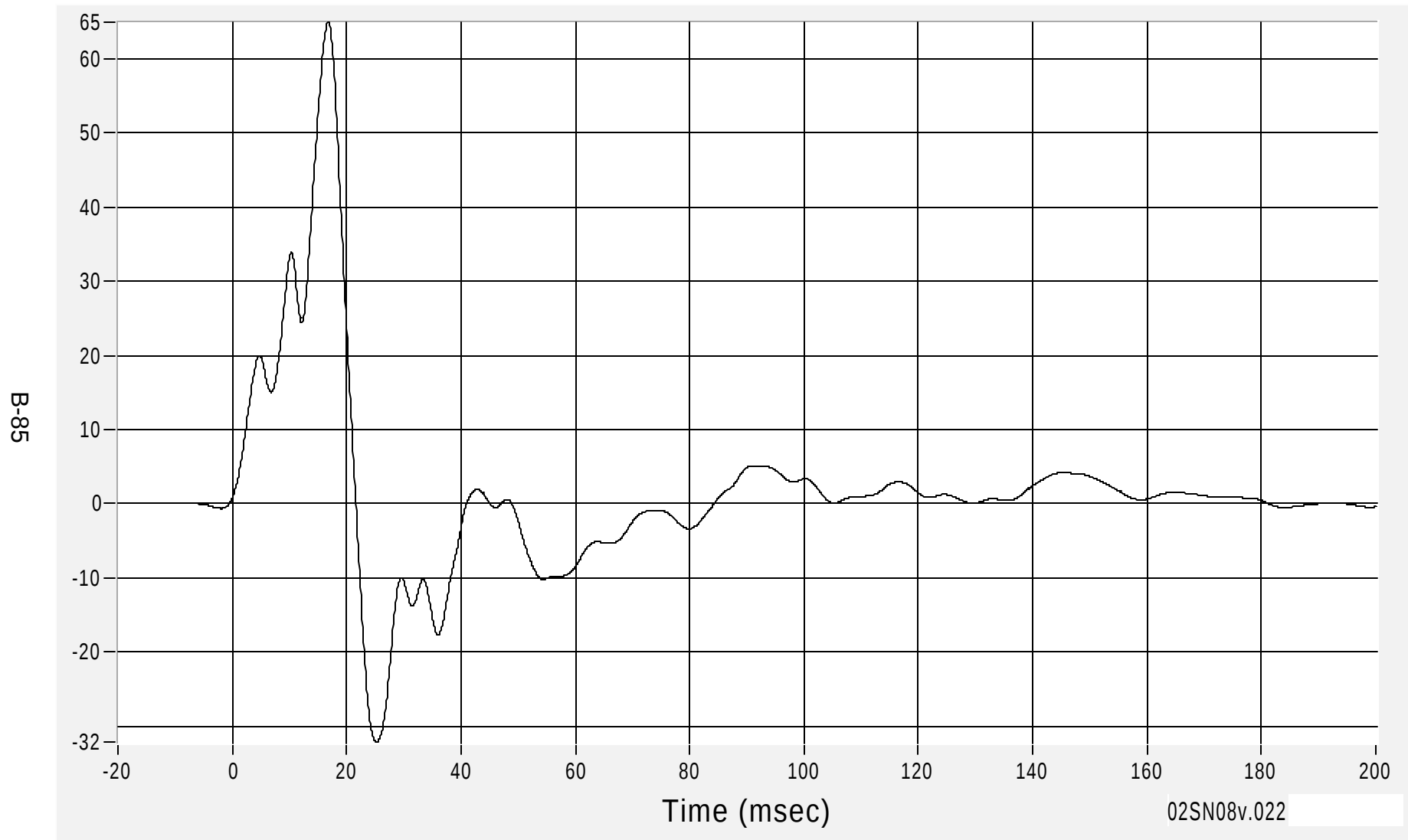
Medical College of Wisconsin
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Front Seat Track (Y) Acceleration

Max 64.9 G's at 16.7 msec

Acceleration (G's) CFC60

Min -32.1 G's at 25.2 msec



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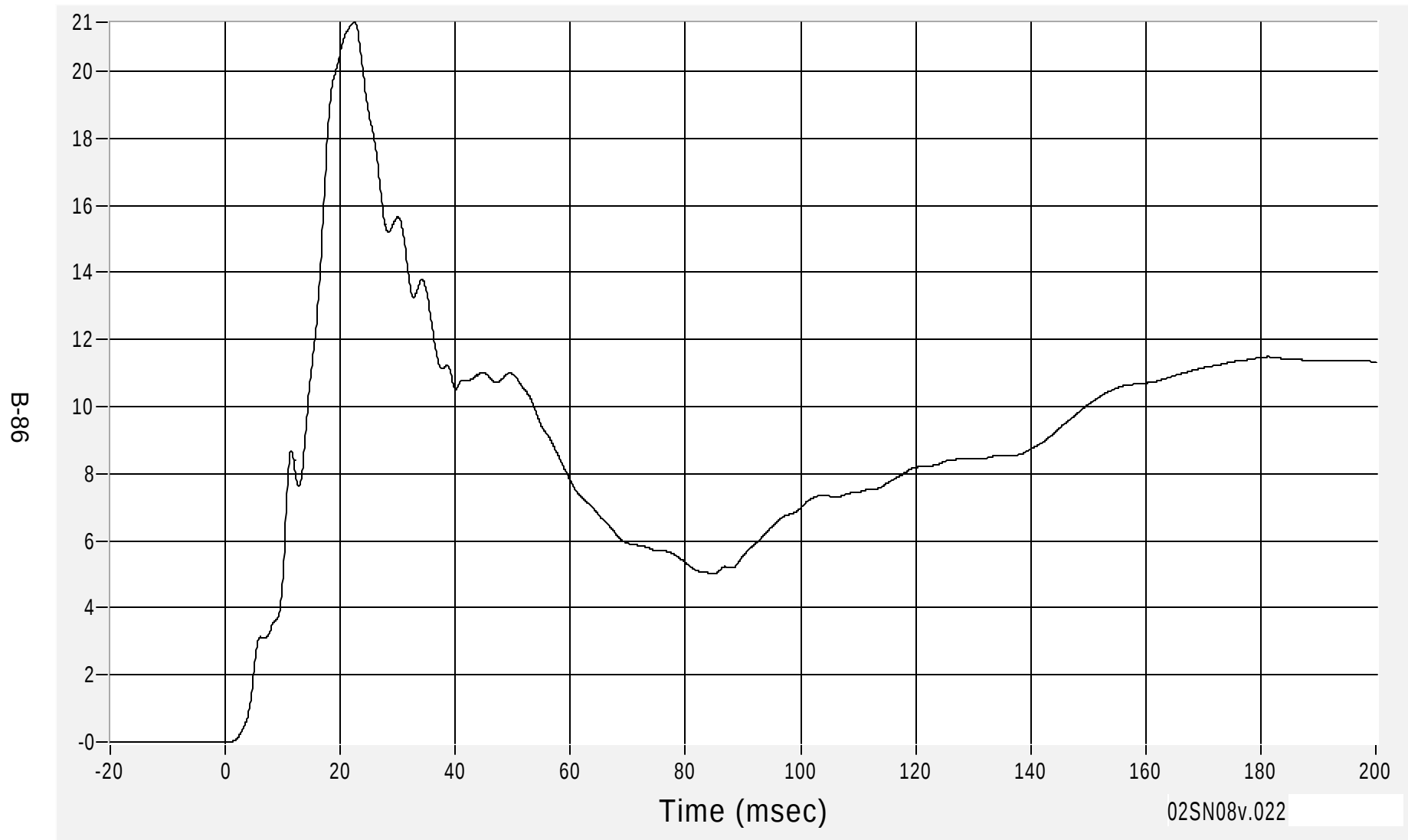
Medical College of Wisconsin
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Front Seat Track (Y) Velocity

Max 21.5 km/h at 22.4 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.6 msec



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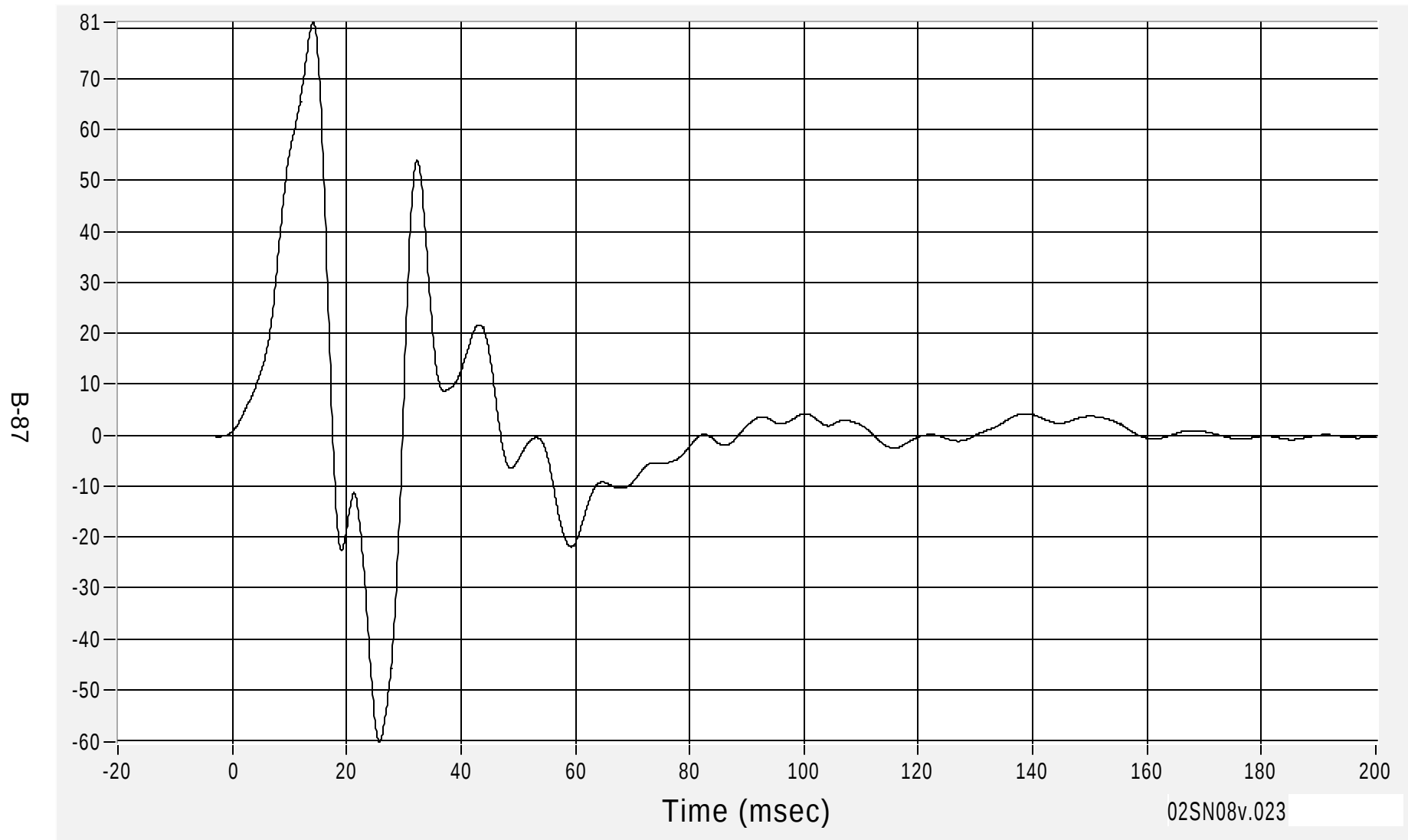
Medical College of Wisconsin
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Rear Seat Track (Y) Acceleration

Max 81.1 G's at 14.2 msec

Acceleration (G's) CFC60

Min -60.2 G's at 25.8 msec



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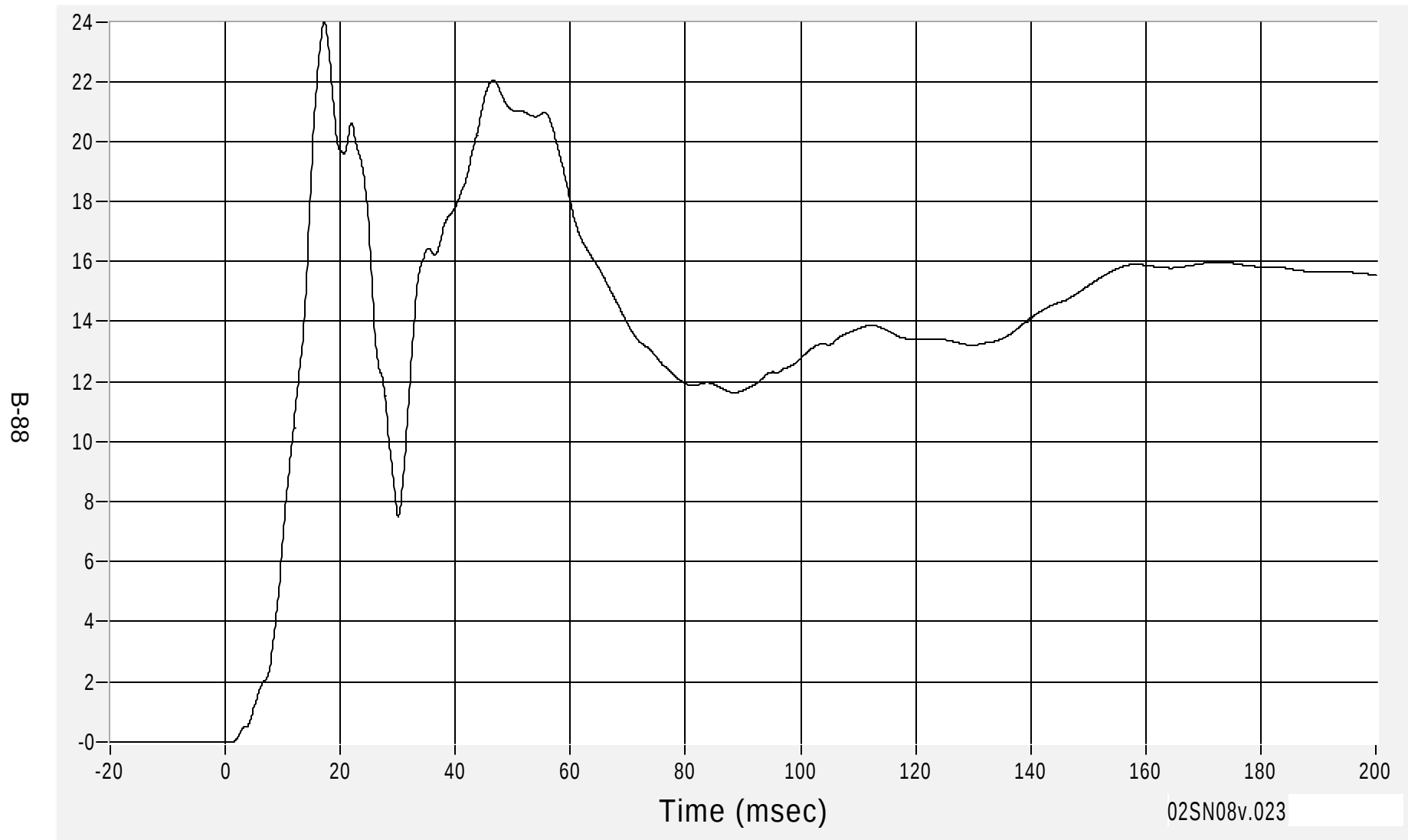
Medical College of Wisconsin
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Rear Seat Track (Y) Velocity

Max 24.0 km/h at 17.2 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 1.0 msec



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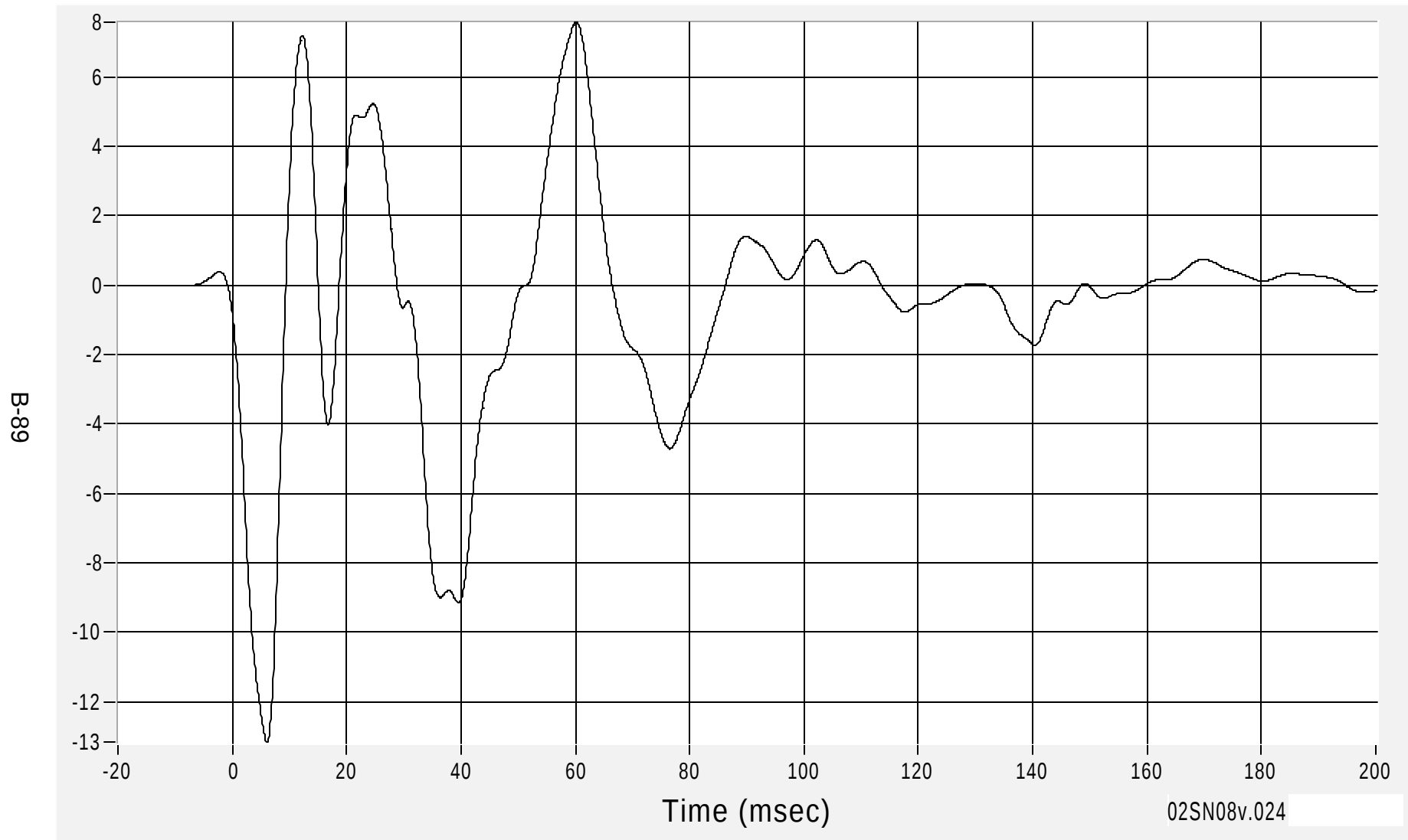
Medical College of Wisconsin
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Vehicle Center of Gravity (X) Acceleration

Max 7.6 G's at 60.2 msec

Acceleration (G's) CFC60

Min -13.2 G's at 6.0 msec



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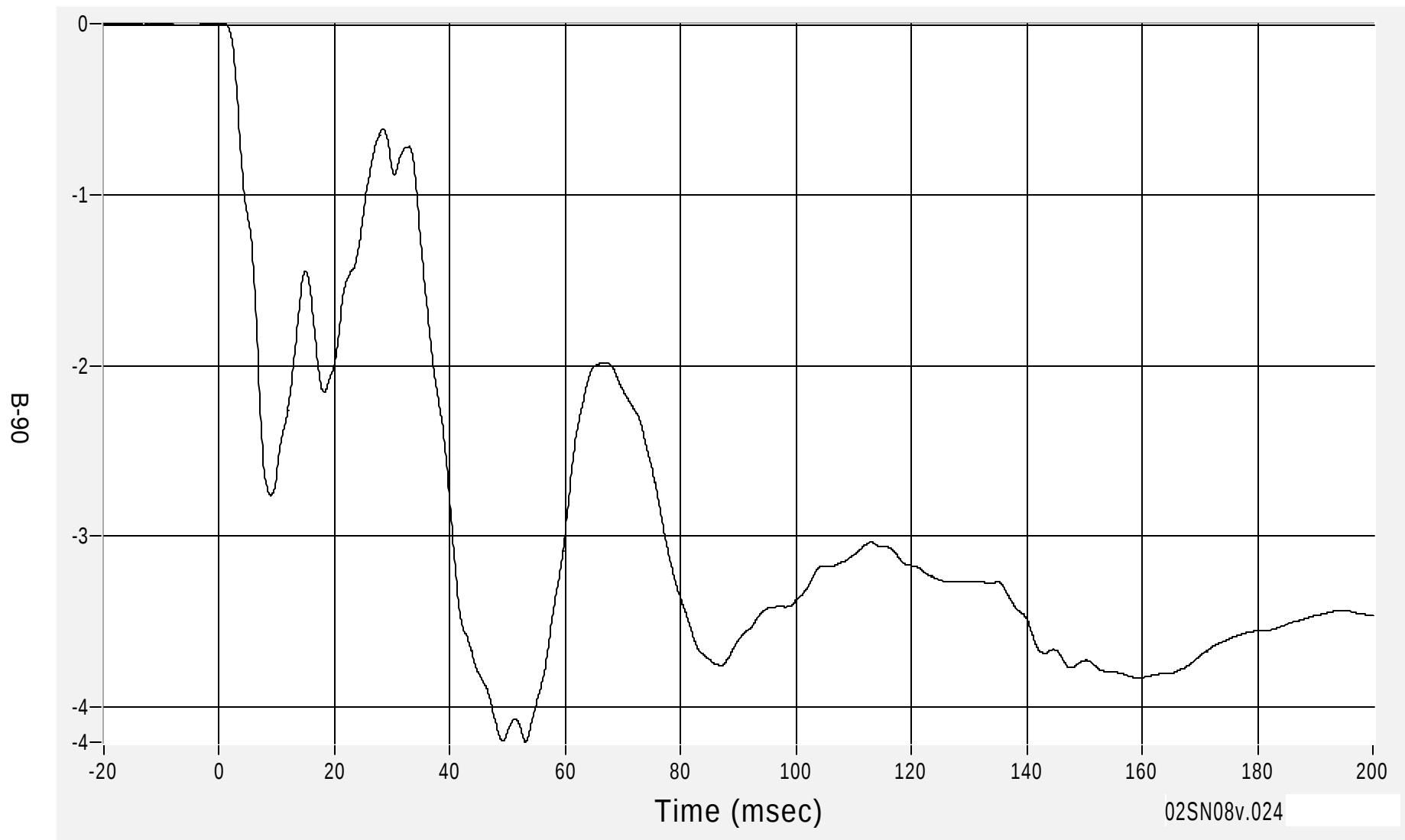
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Vehicle Center of Gravity (X) Velocity

Max 0.0 km/h at 0.9 msec

Velocity (km/h) CFC180

Min -4.2 km/h at 53.1 msec



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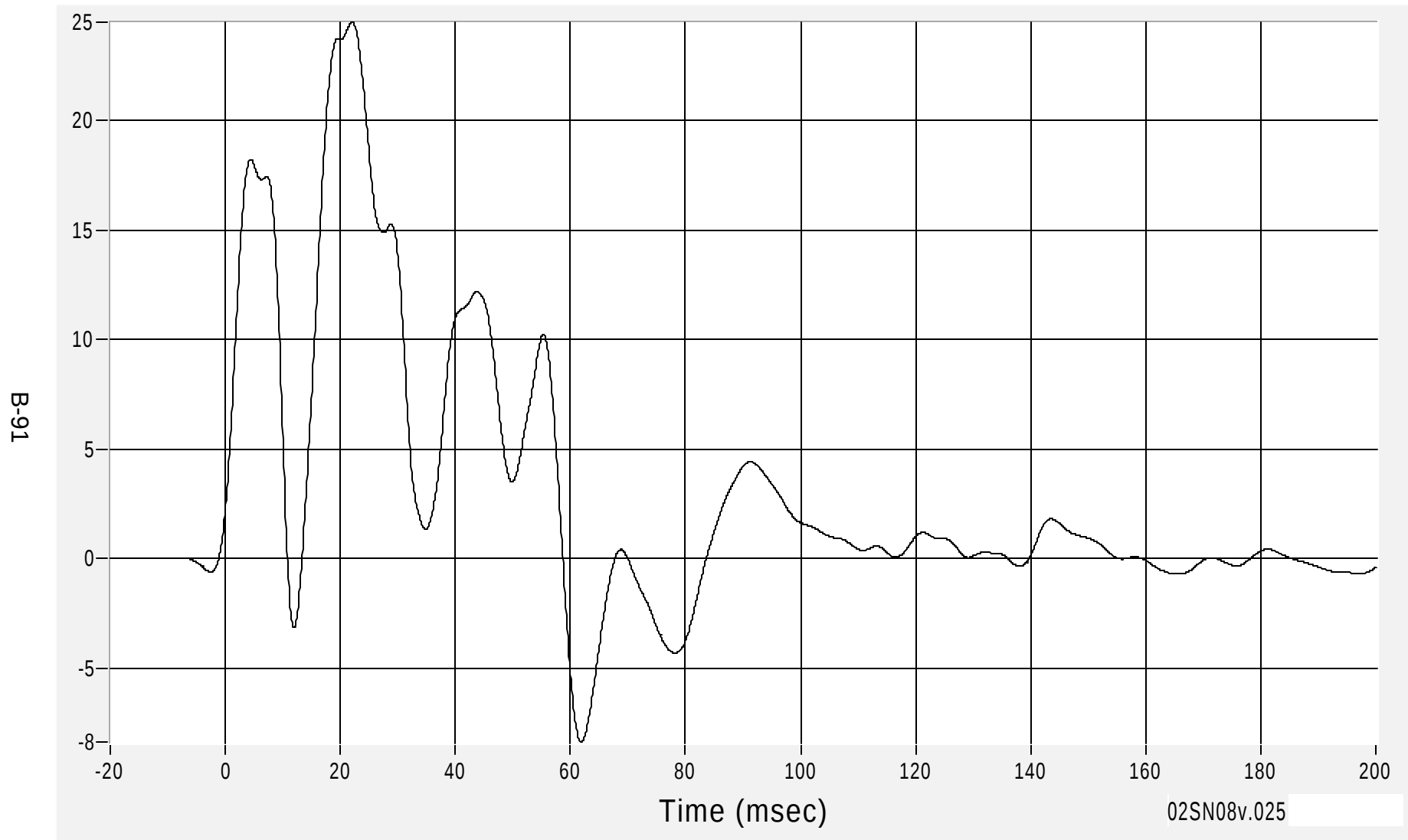
Medical College of Wisconsin
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Vehicle Center of Gravity (Y) Acceleration

Max 24.5 G's at 22.1 msec

Acceleration (G's) CFC60

Min -8.4 G's at 61.9 msec



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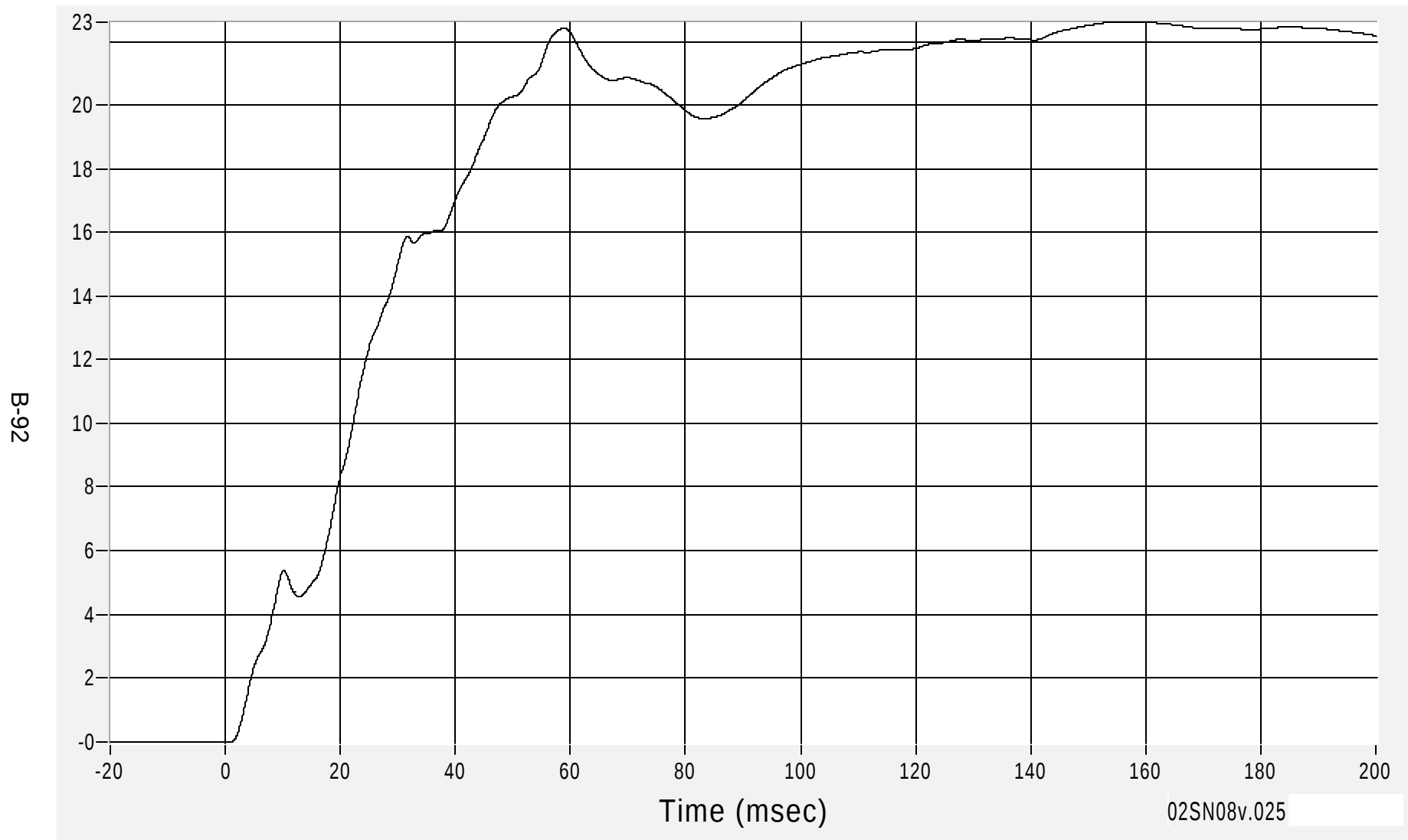
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Vehicle Center of Gravity (Y) Velocity

Max 22.6 km/h at 160.1 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 0.8 msec



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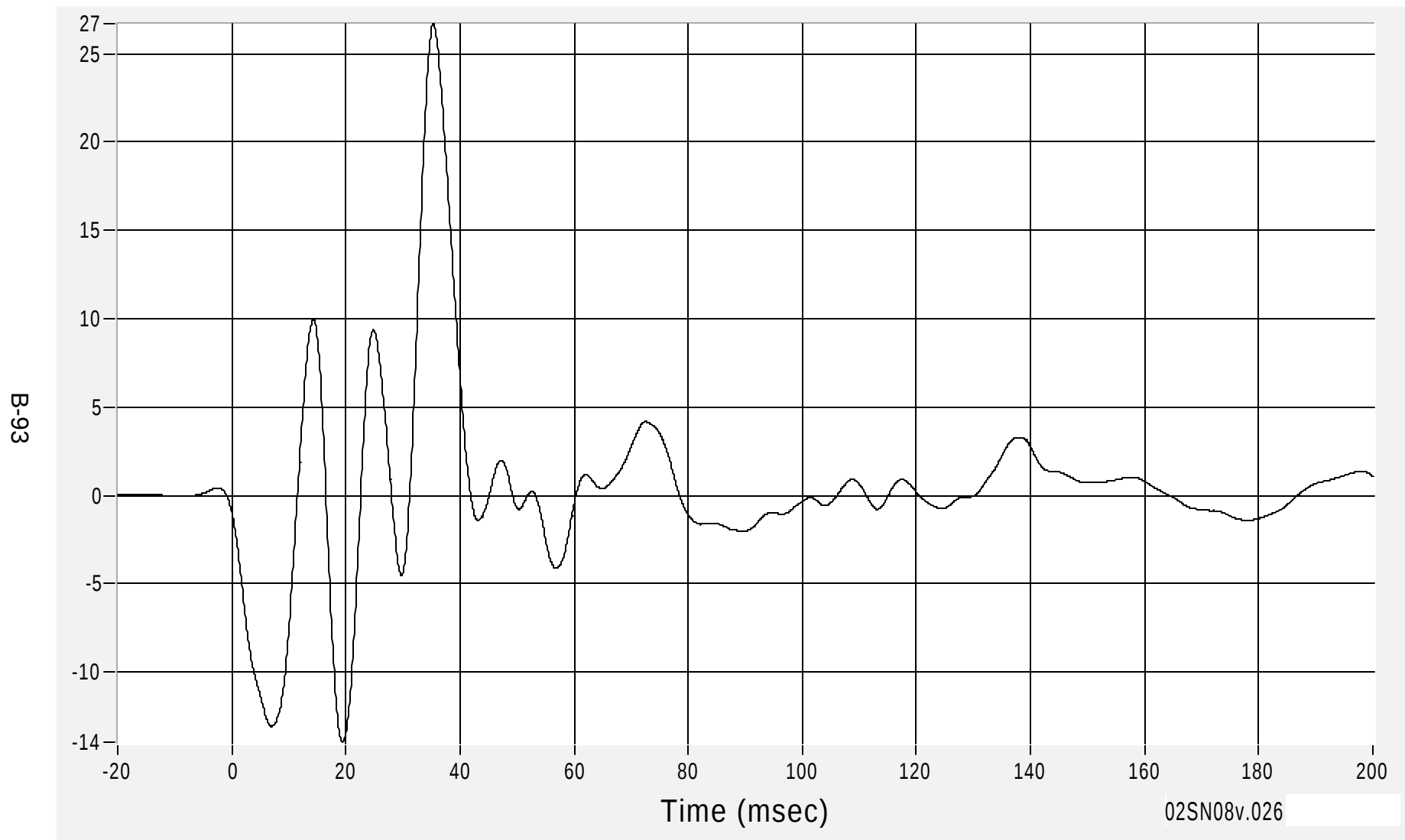
Medical College of Wisconsin
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Vehicle Center of Gravity (Z) Acceleration

Max 26.7 G's at 35.3 msec

Acceleration (G's) CFC60

Min -14.0 G's at 19.4 msec



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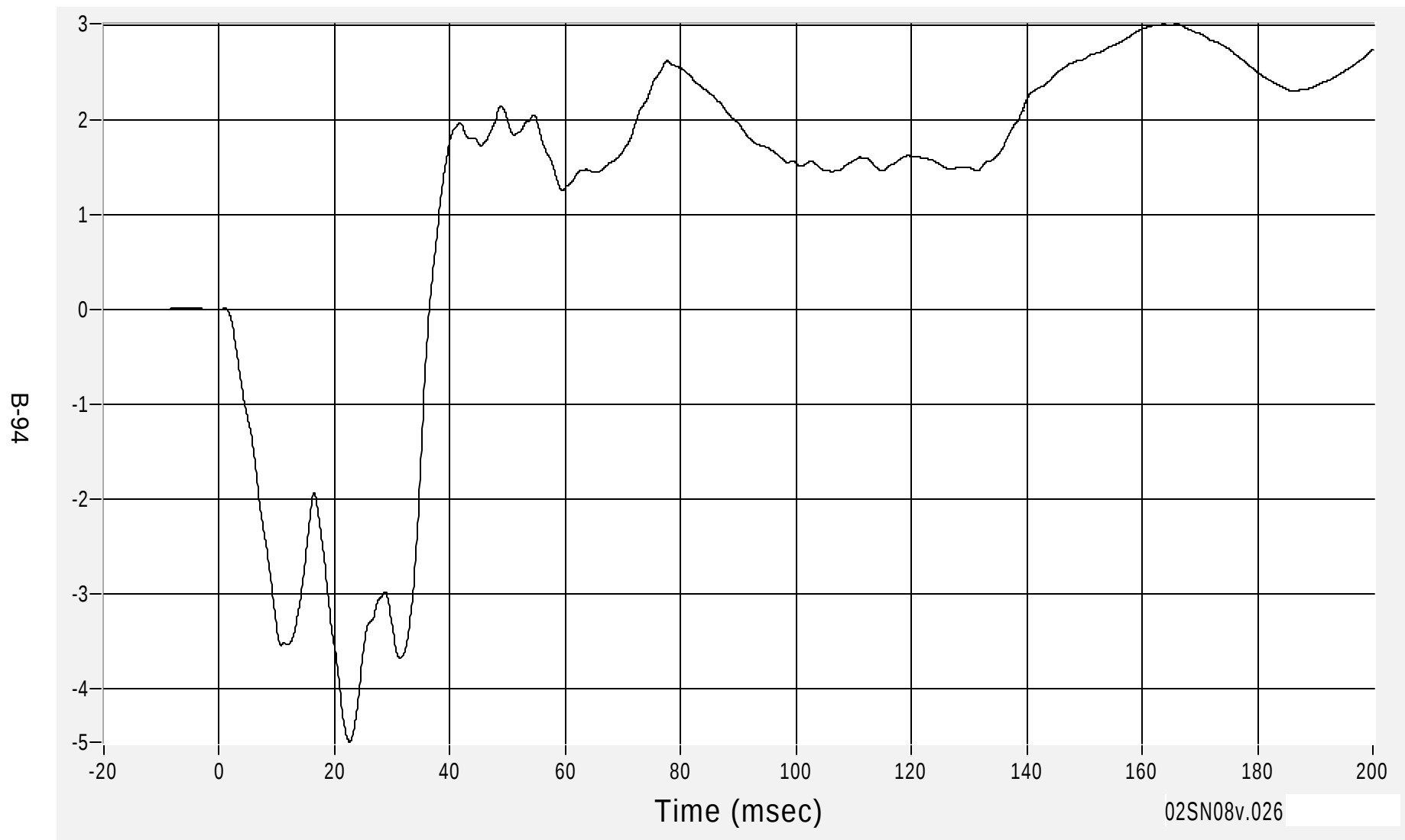
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Vehicle Center of Gravity (Z) Velocity

Max 3.0 km/h at 166.0 msec

Velocity (km/h) CFC180

Min -4.6 km/h at 22.6 msec



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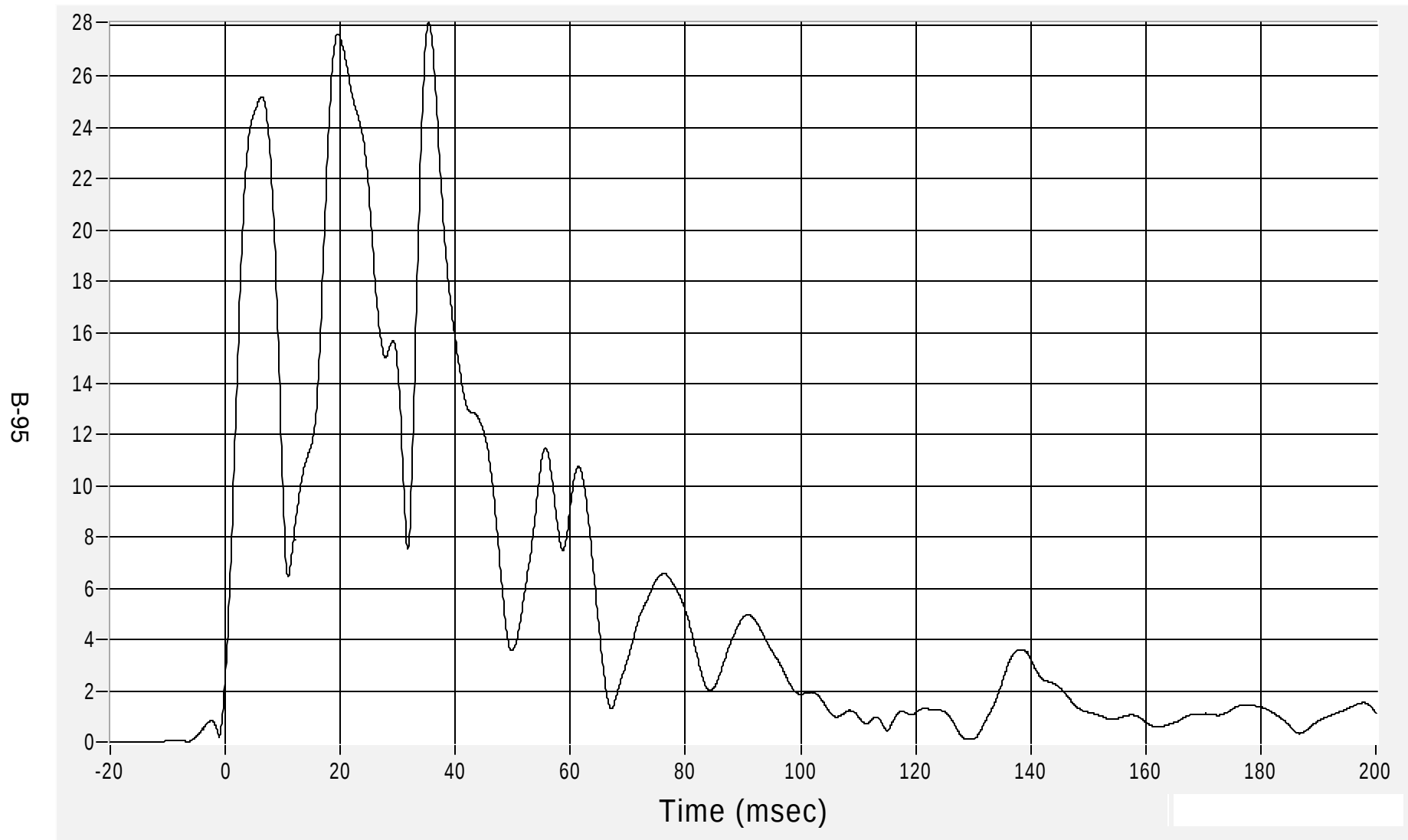
Medical College of Wisconsin
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Vehicle Center of Gravity Resultant Acceleration

Max 28.1 G's at 35.4 msec

Acceleration (G's) CFC60

Min 0.1 G's at 129.0 msec



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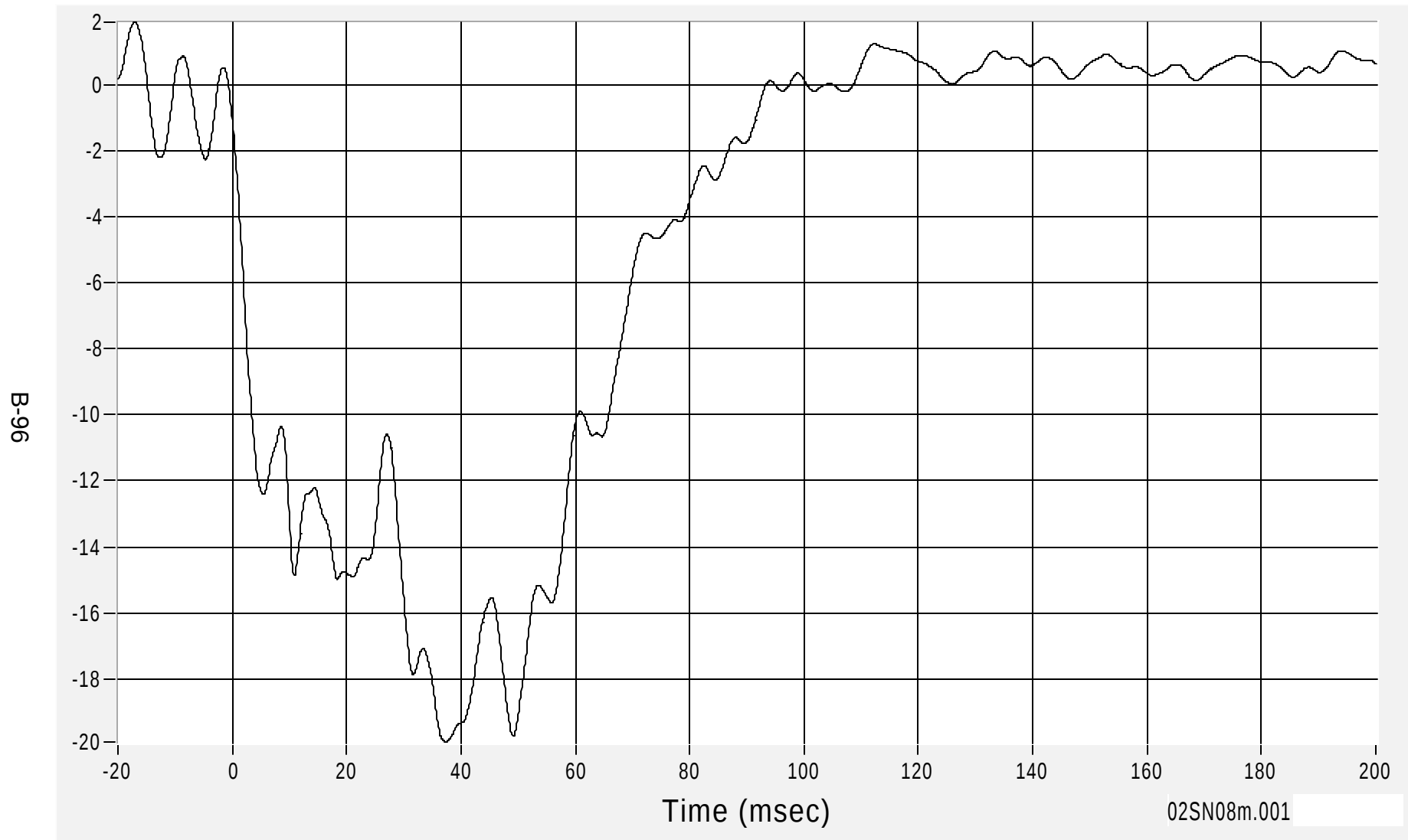
Medical College of Wisconsin
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MDB Center of Gravity (X) Acceleration

Max 1.2 G's at 112.2 msec

Acceleration (G's) CFC60

Min -19.9 G's at 37.3 msec



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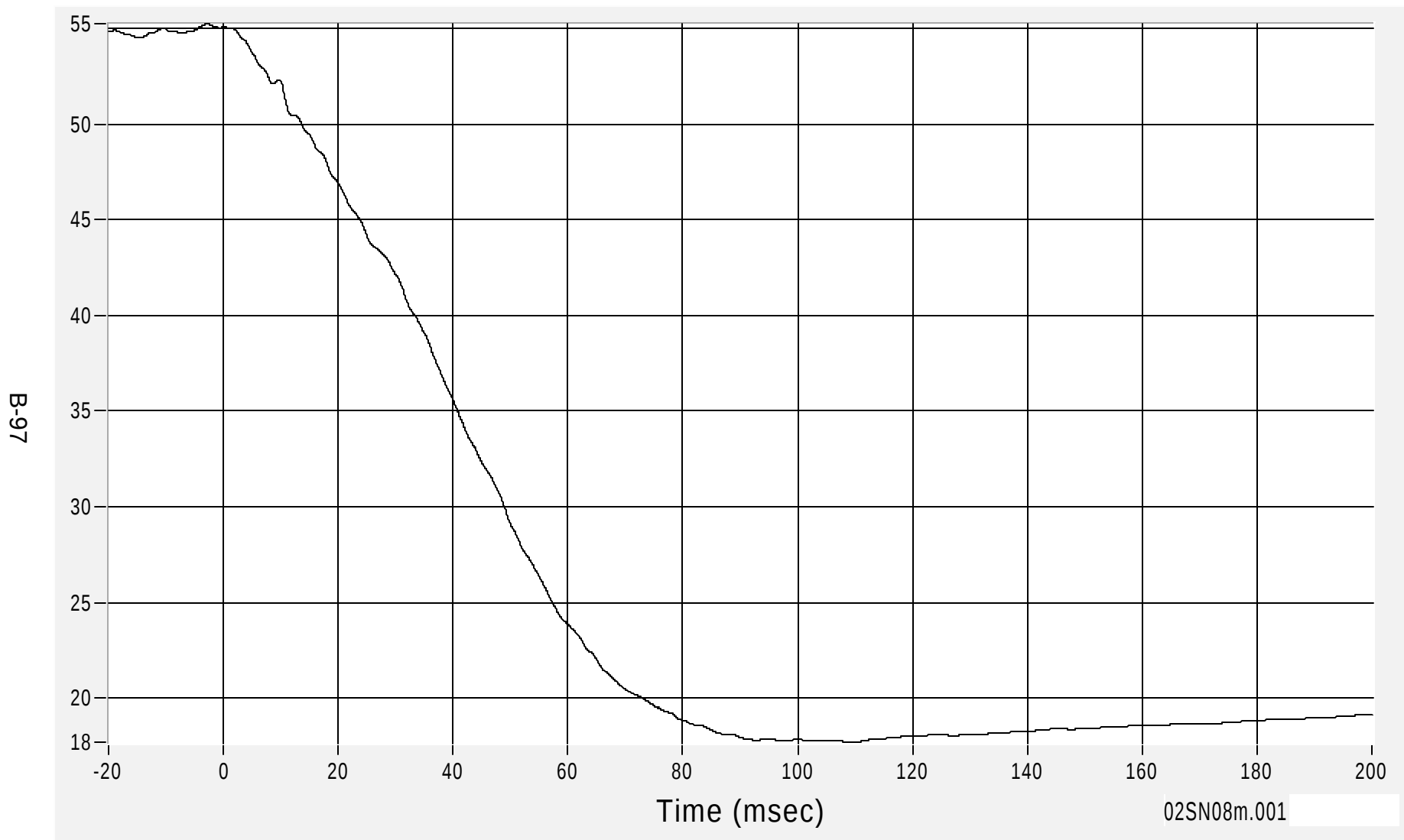
Medical College of Wisconsin
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MDB Center of Gravity (X) Velocity

Velocity (km/h) CFC180

Max 55.1 km/h at 0.0 msec

Min 17.7 km/h at 109.3 msec



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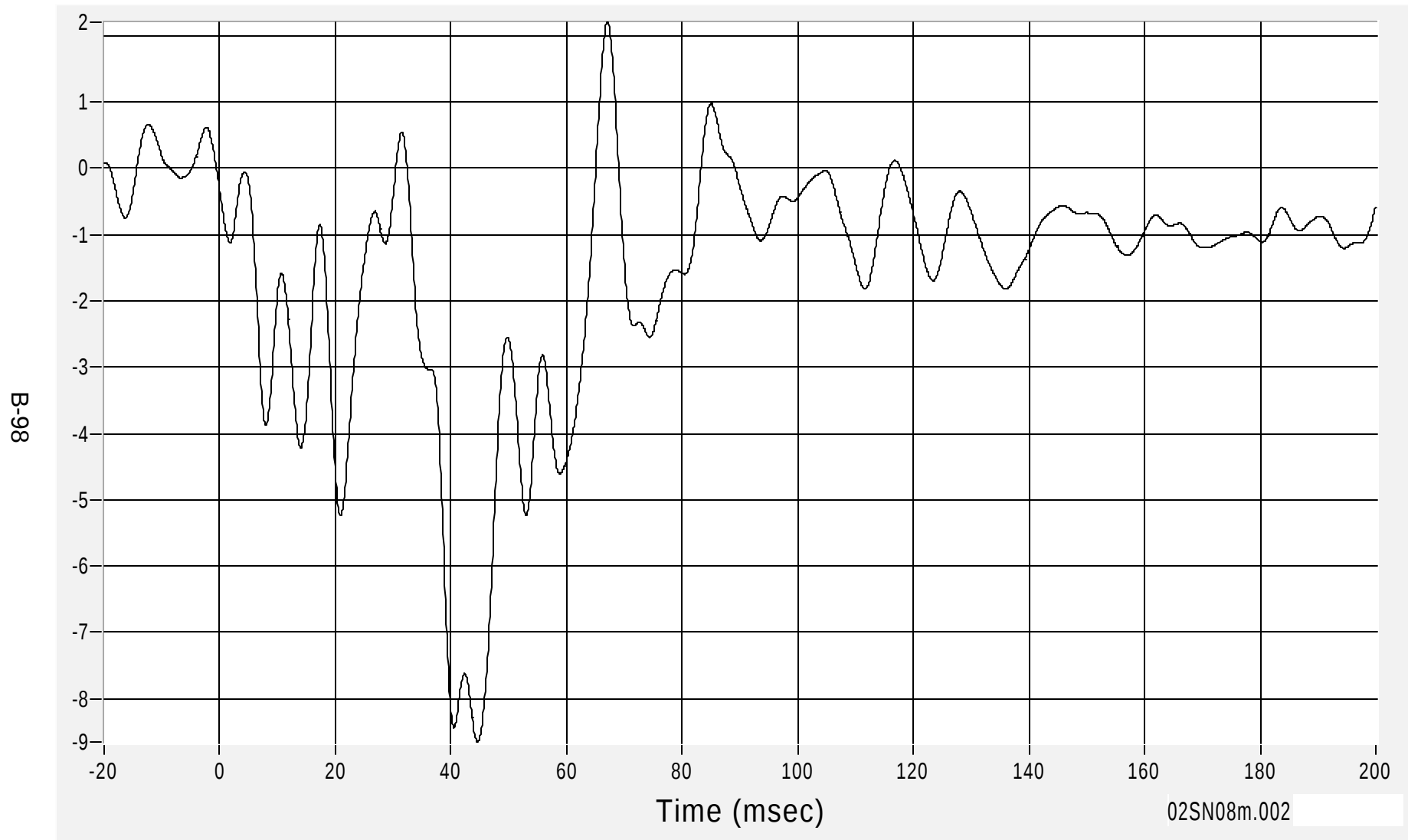
Medical College of Wisconsin
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MDB Center of Gravity (Y) Acceleration

Max 2.2 G's at 67.0 msec

Acceleration (G's) CFC60

Min -8.7 G's at 44.6 msec



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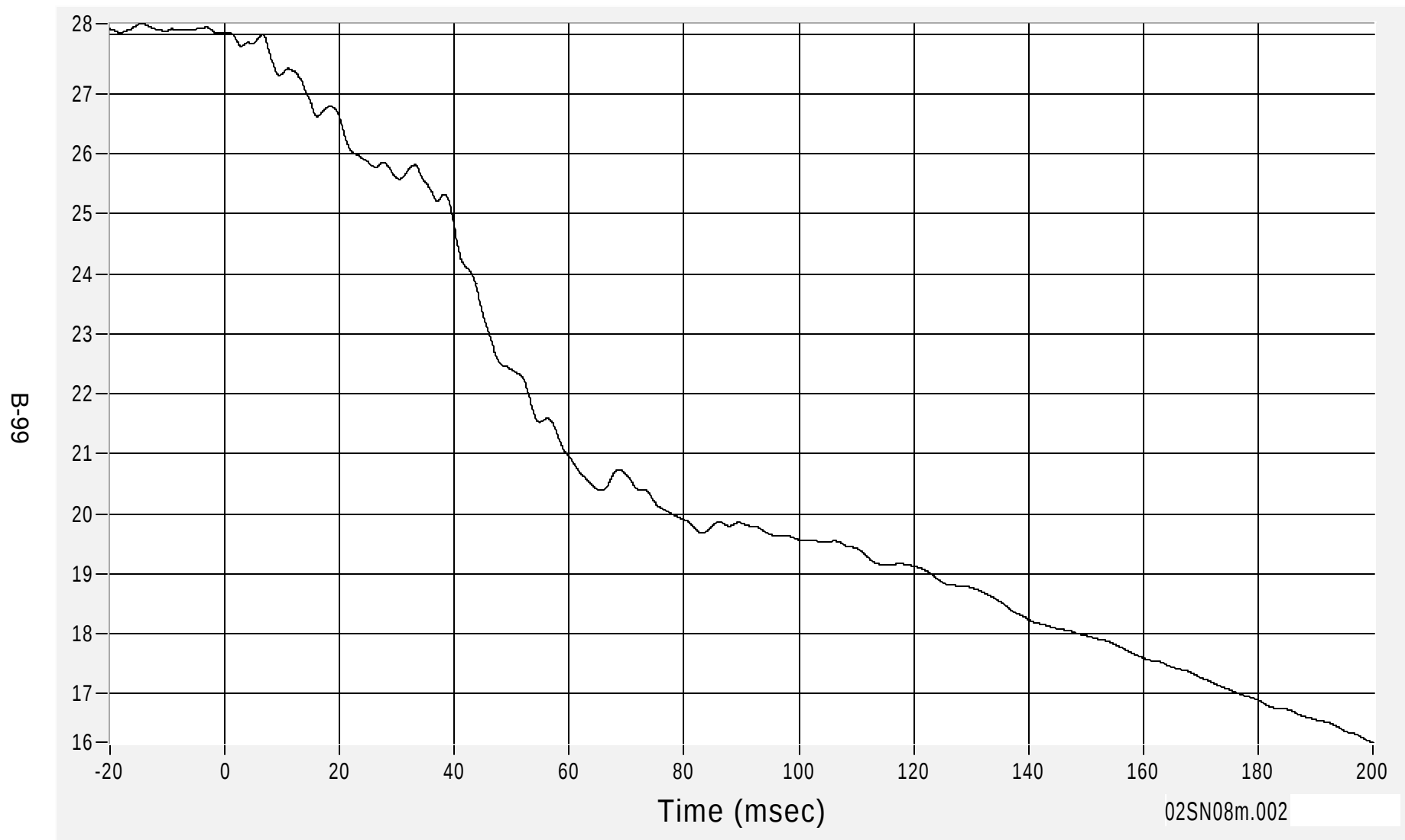
Medical College of Wisconsin
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MDB Center of Gravity (Y) Velocity

Max 28.0 km/h at 0.5 msec

Velocity (km/h) CFC180

Min 16.2 km/h at 199.9 msec



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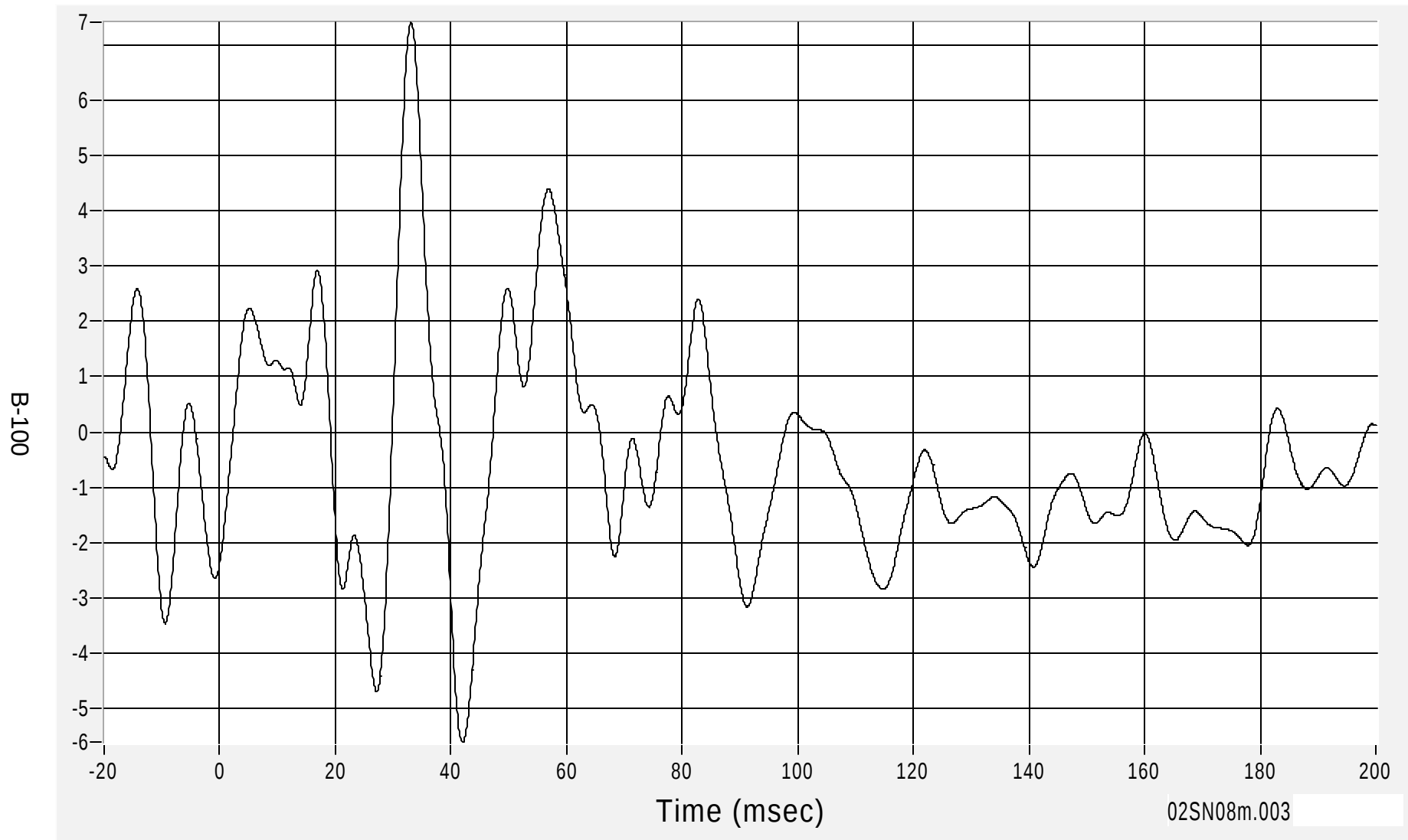
Medical College of Wisconsin
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MDB Center of Gravity (Z) Acceleration

Max 7.4 G's at 33.0 msec

Acceleration (G's) CFC60

Min -5.6 G's at 42.0 msec



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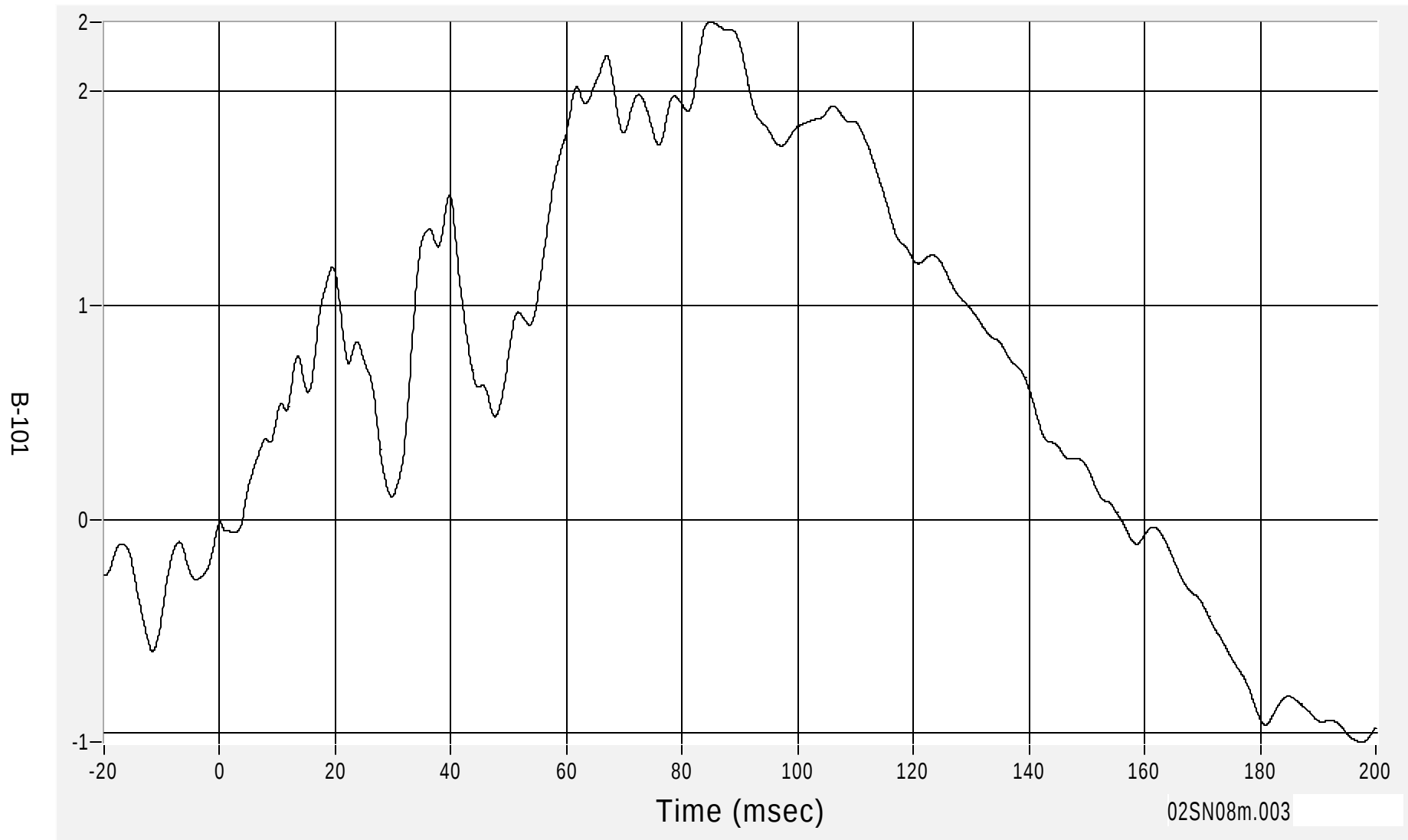
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Center of Gravity (Z) Velocity

Max 2.3 km/h at 84.9 msec

Velocity (km/h) CFC180

Min -1.0 km/h at 197.5 msec



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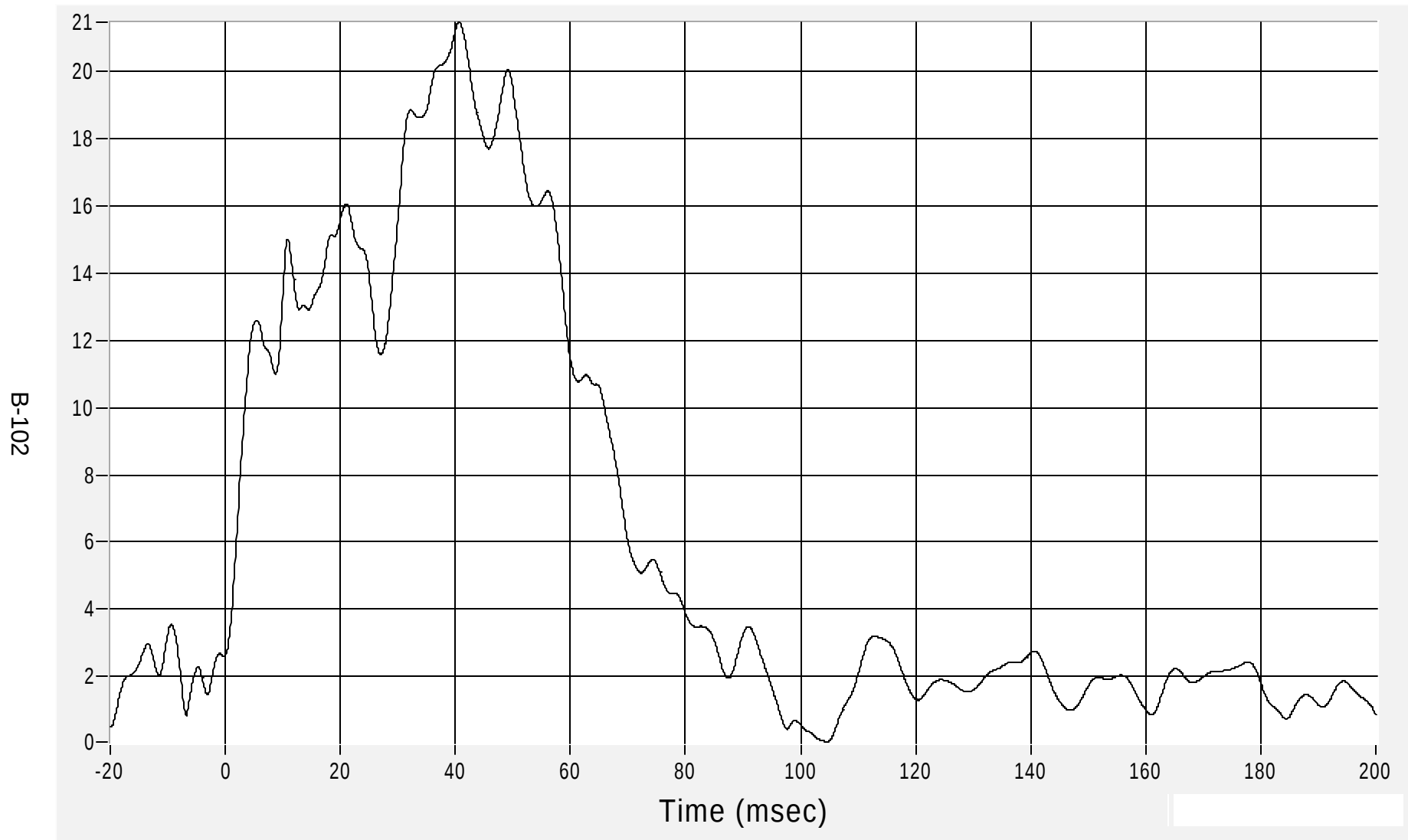
Medical College of Wisconsin
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MDB Center of Gravity Resultant Acceleration

Max 21.5 G's at 40.6 msec

Acceleration (G's) CFC60

Min 0.1 G's at 104.7 msec



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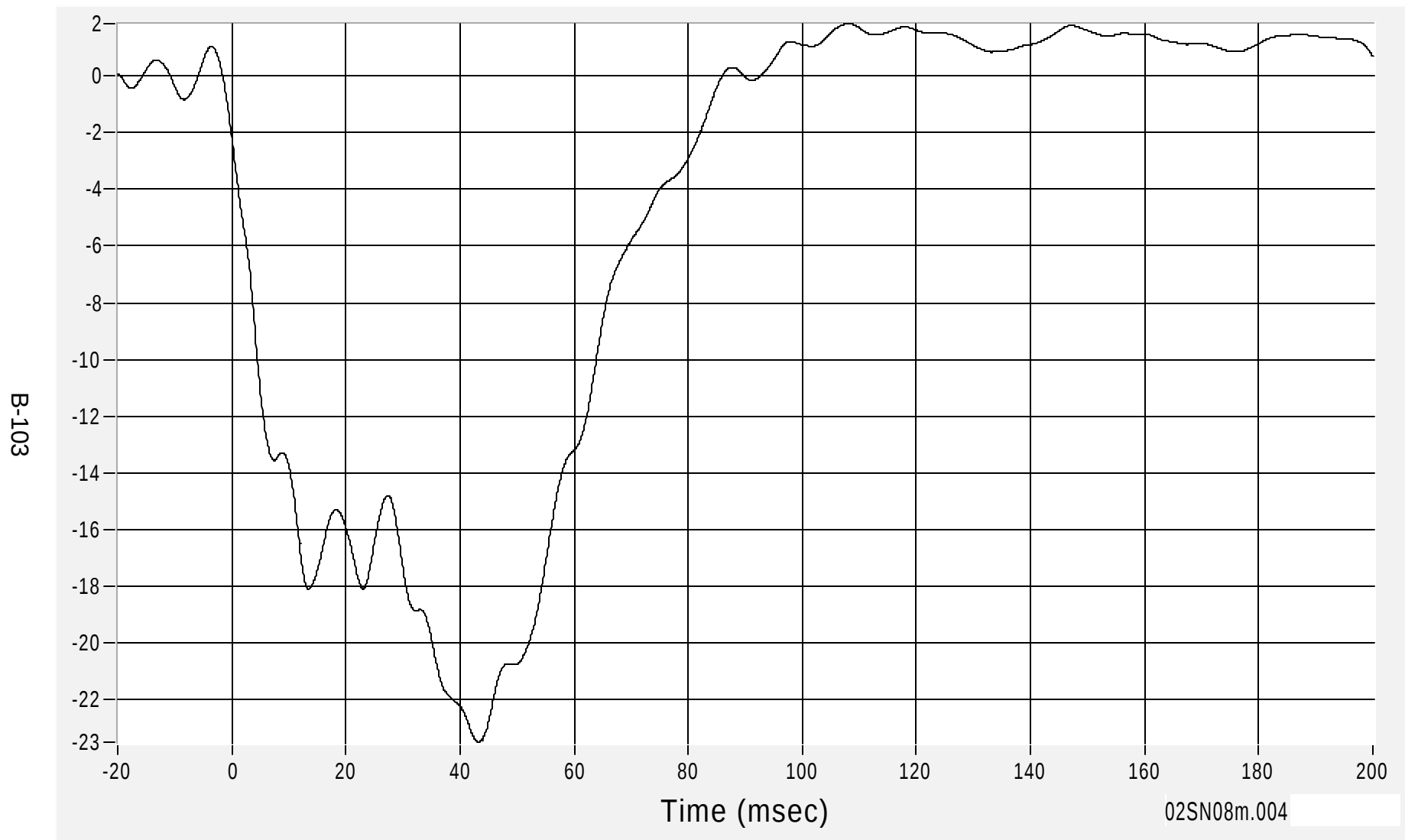
Medical College of Wisconsin
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MDB Rear (X) Acceleration

Max 1.8 G's at 108.2 msec

Acceleration (G's) CFC60

Min -23.5 G's at 43.3 msec



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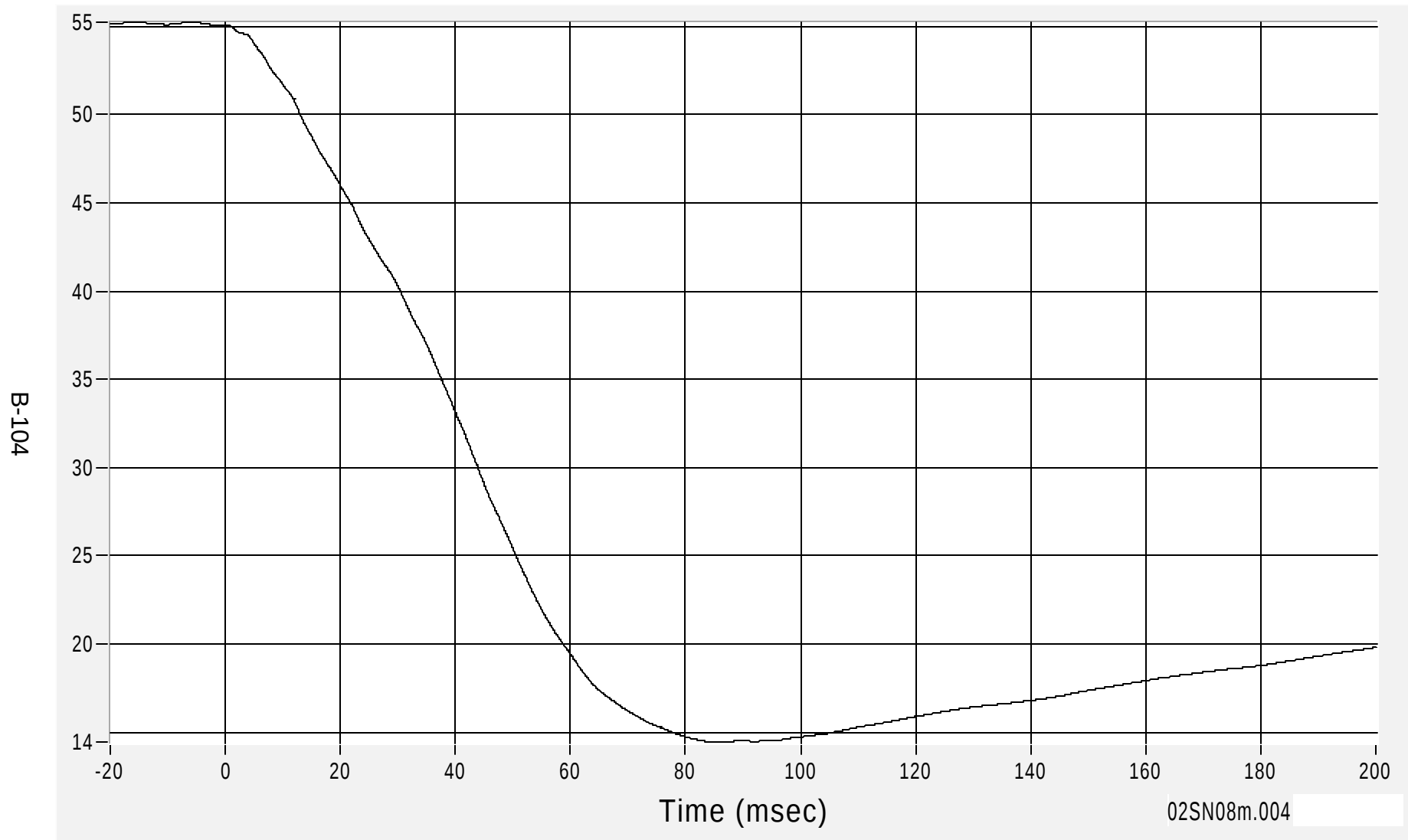
Medical College of Wisconsin
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MDB Rear (X) Velocity

Max 55.1 km/h at 0.0 msec

Min 14.5 km/h at 85.4 msec

Velocity (km/h) CFC180



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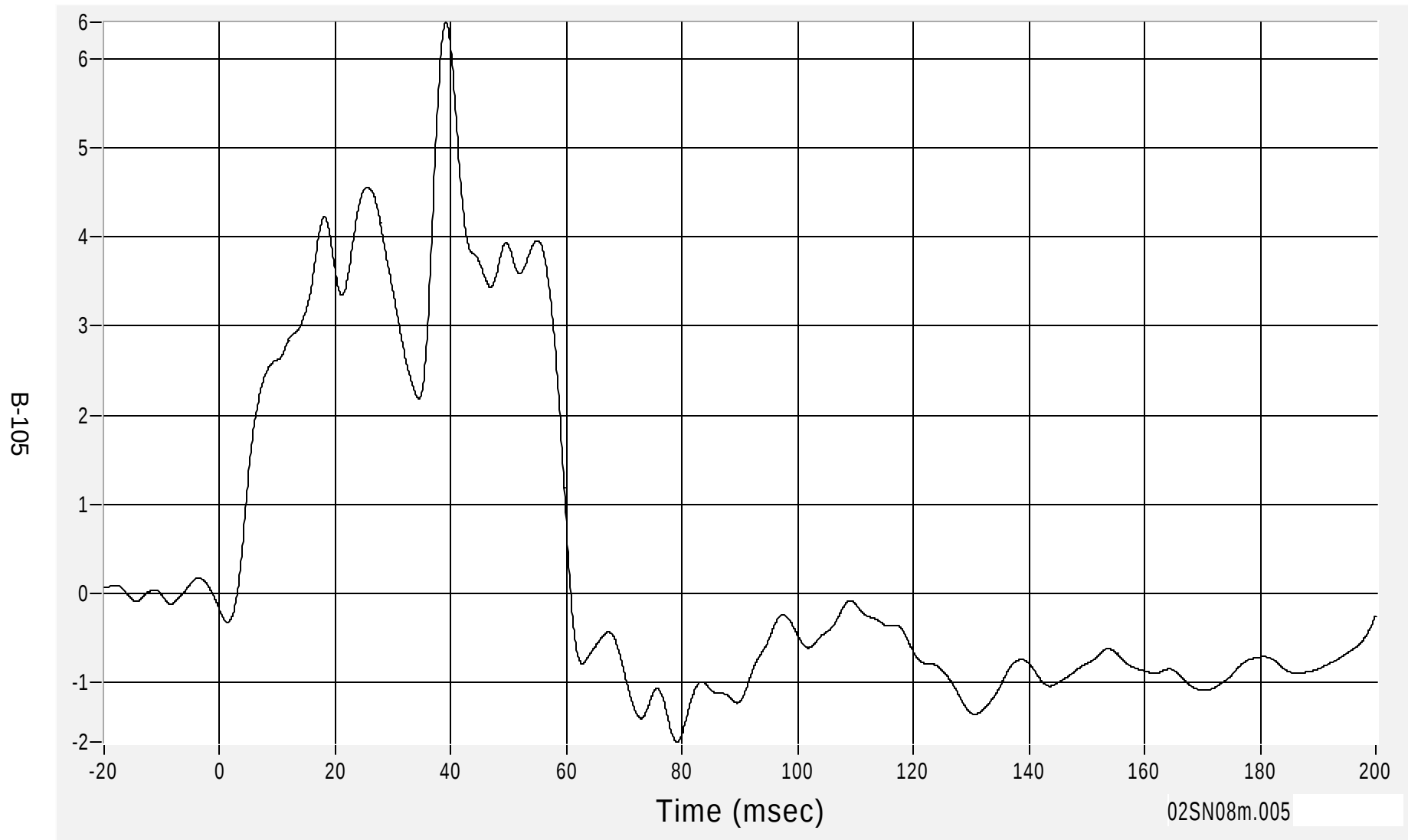
Medical College of Wisconsin
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MDB Rear (Y) Acceleration

Max 6.4 G's at 39.1 msec

Acceleration (G's) CFC60

Min -1.7 G's at 79.1 msec



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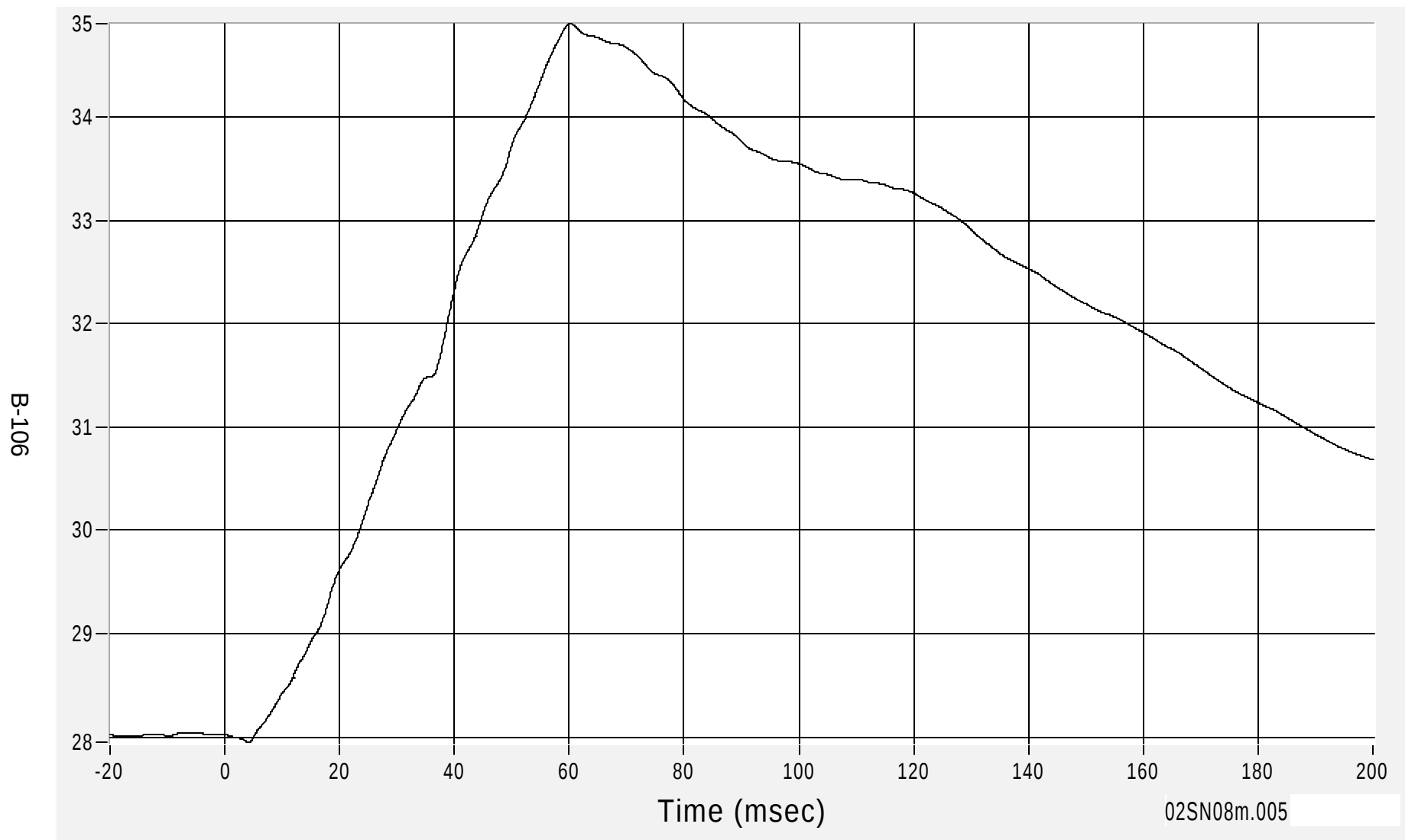
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MDB Rear (Y) Velocity

Max 34.9 km/h at 60.2 msec

Velocity (km/h) CFC180

Min 27.9 km/h at 4.1 msec



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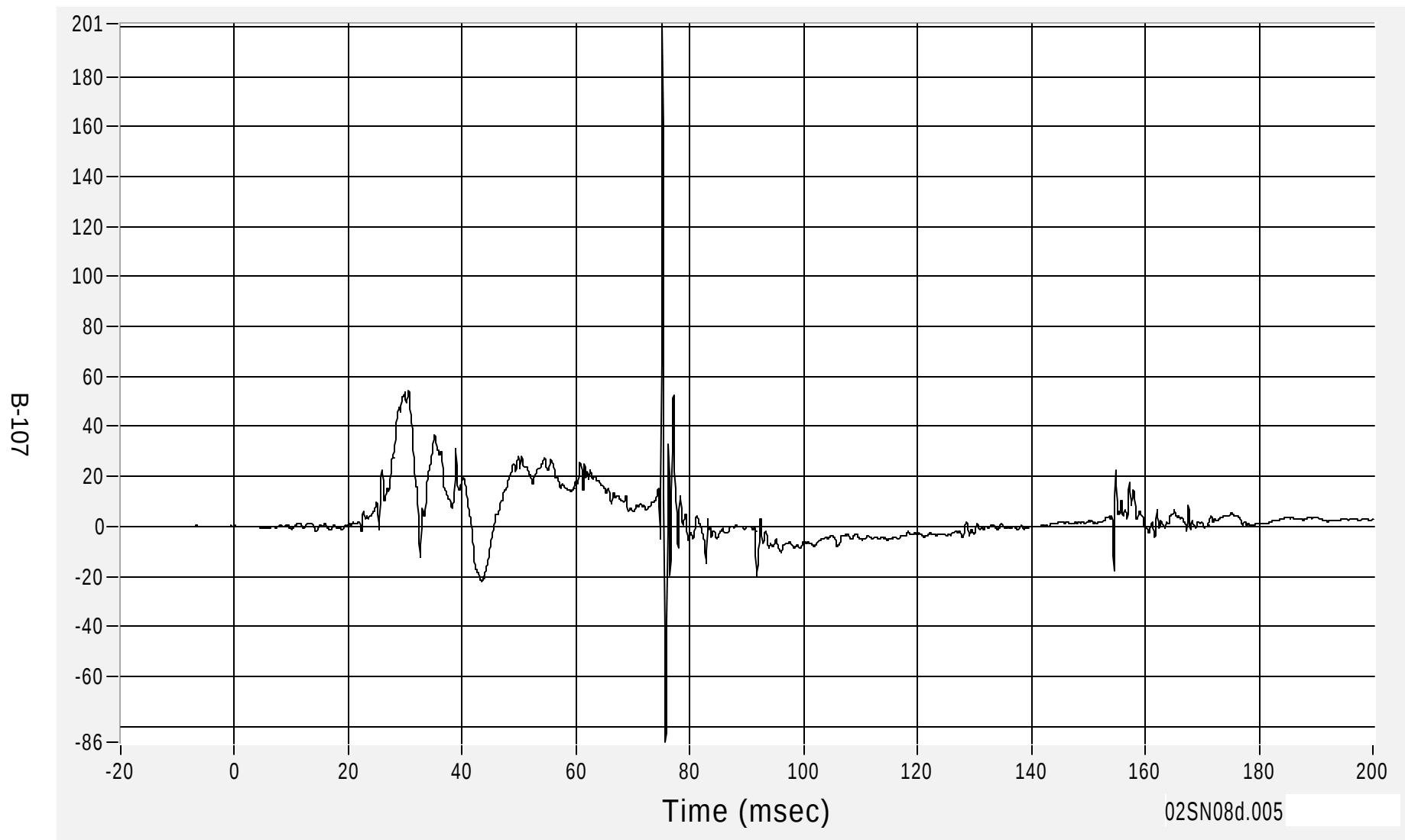
Medical College of Wisconsin
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Driver Upper Rib (Y) Acceleration - Redundant

Max 201.2 G's at 75.2 msec

Acceleration (G's) CFC1000

Min -86.4 G's at 75.8 msec



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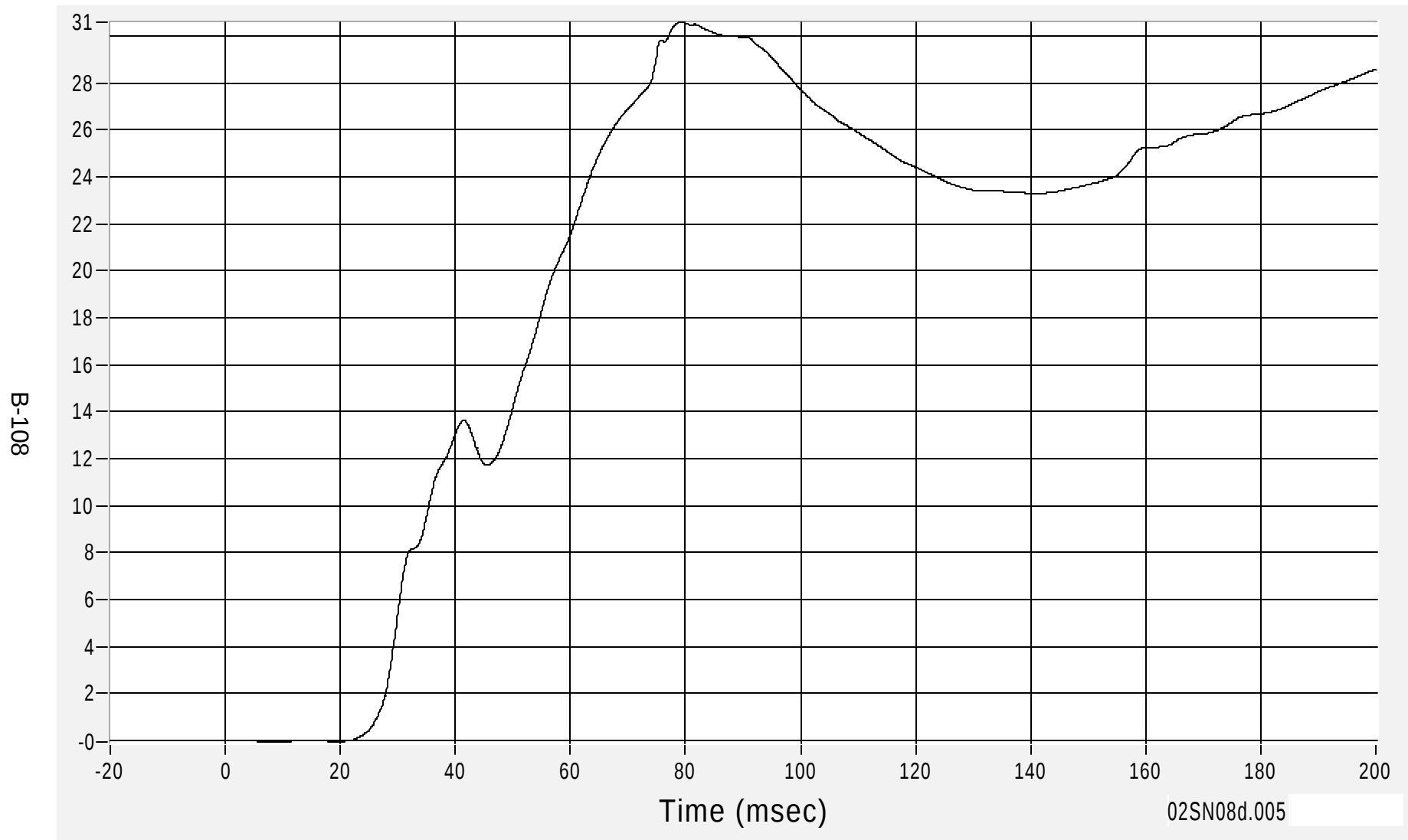
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Driver Upper Rib (Y) Velocity - Redundant

Max 30.6 km/h at 79.2 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 19.5 msec



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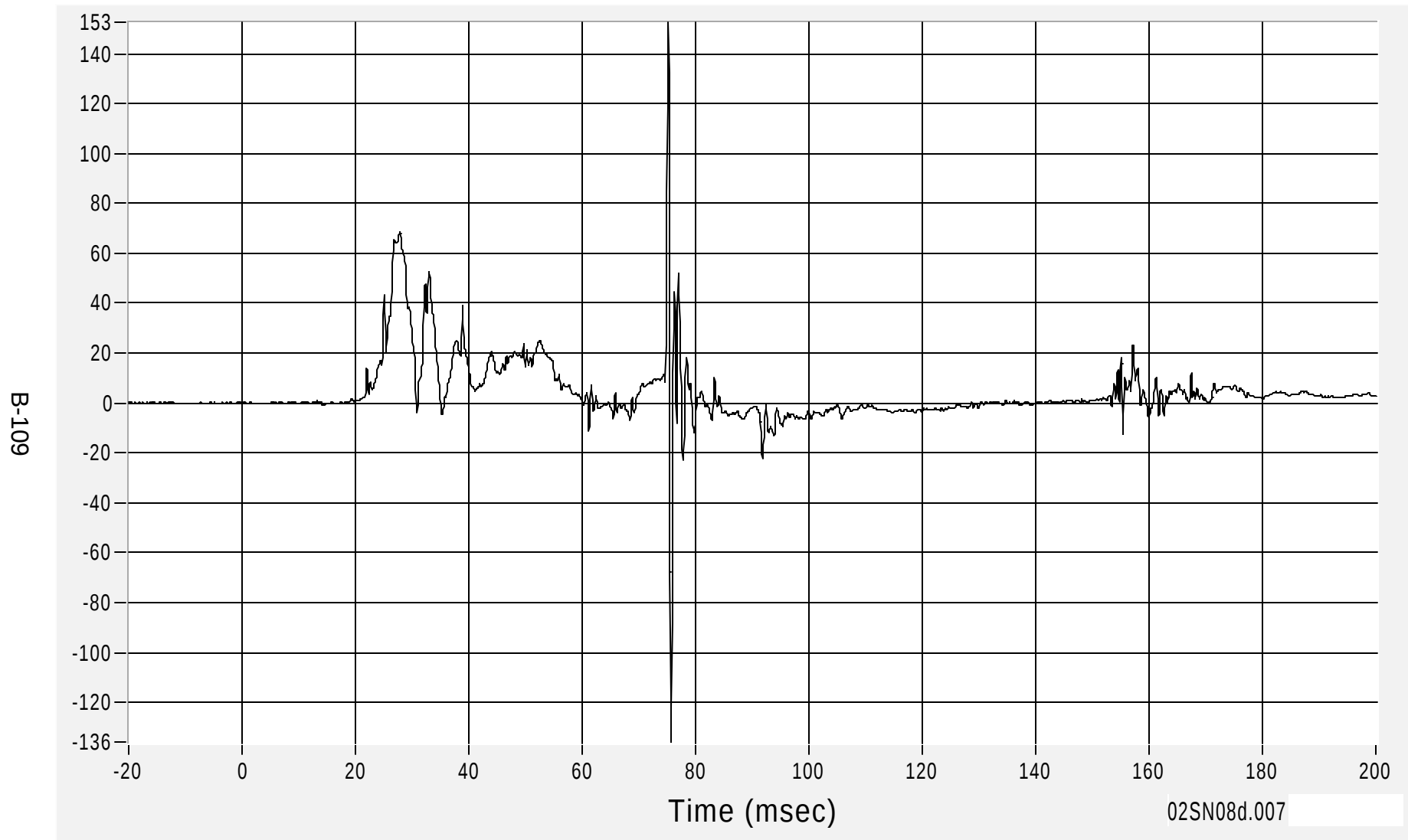
Medical College of Wisconsin
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Driver Lower Rib (Y) Acceleration - Redundant

Max 152.6 G's at 75.2 msec

Acceleration (G's) CFC1000

Min -135.9 G's at 75.7 msec



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1 May 2002

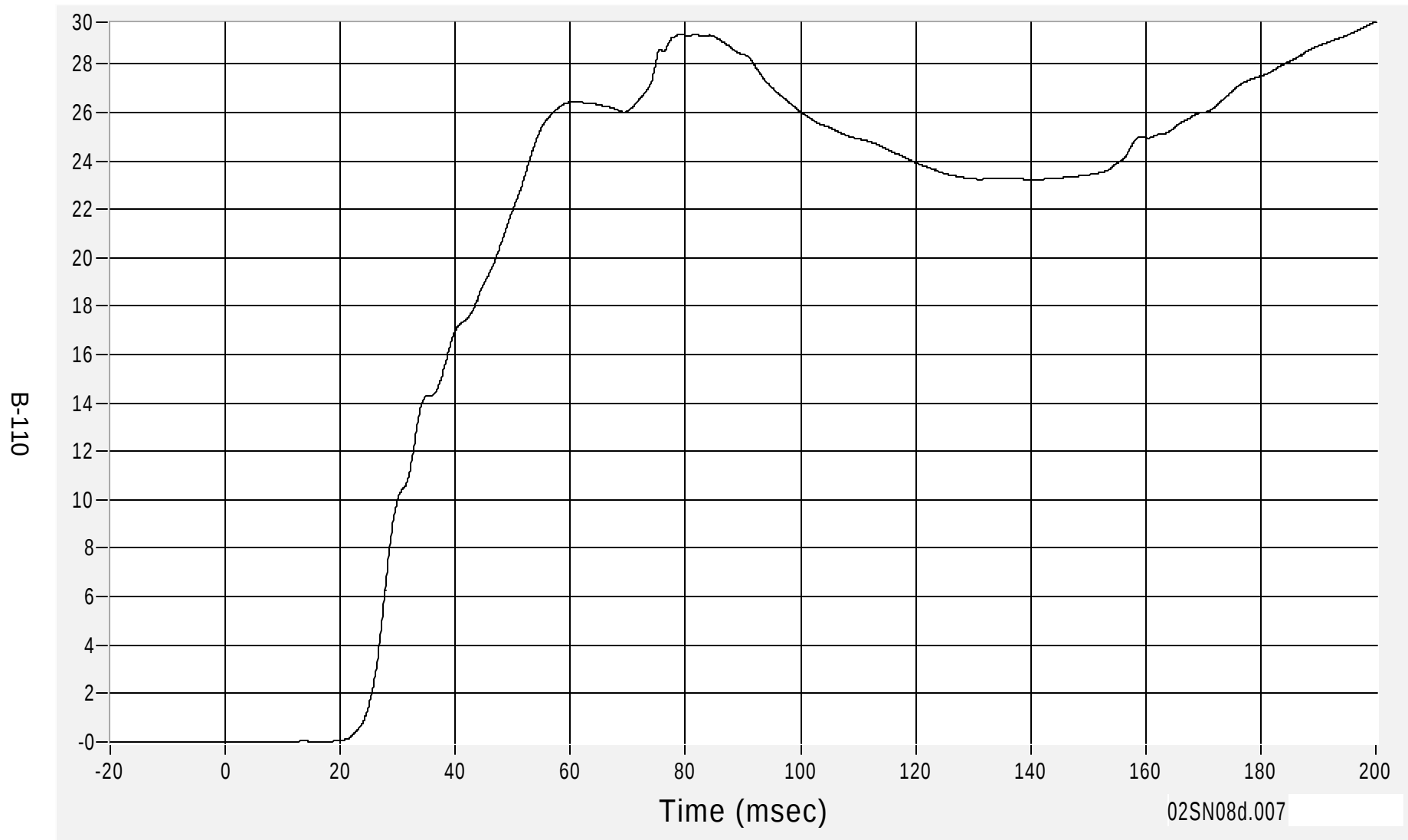
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Rib (Y) Velocity - Redundant

Max 29.7 km/h at 199.9 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 5.3 msec



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1 May 2002

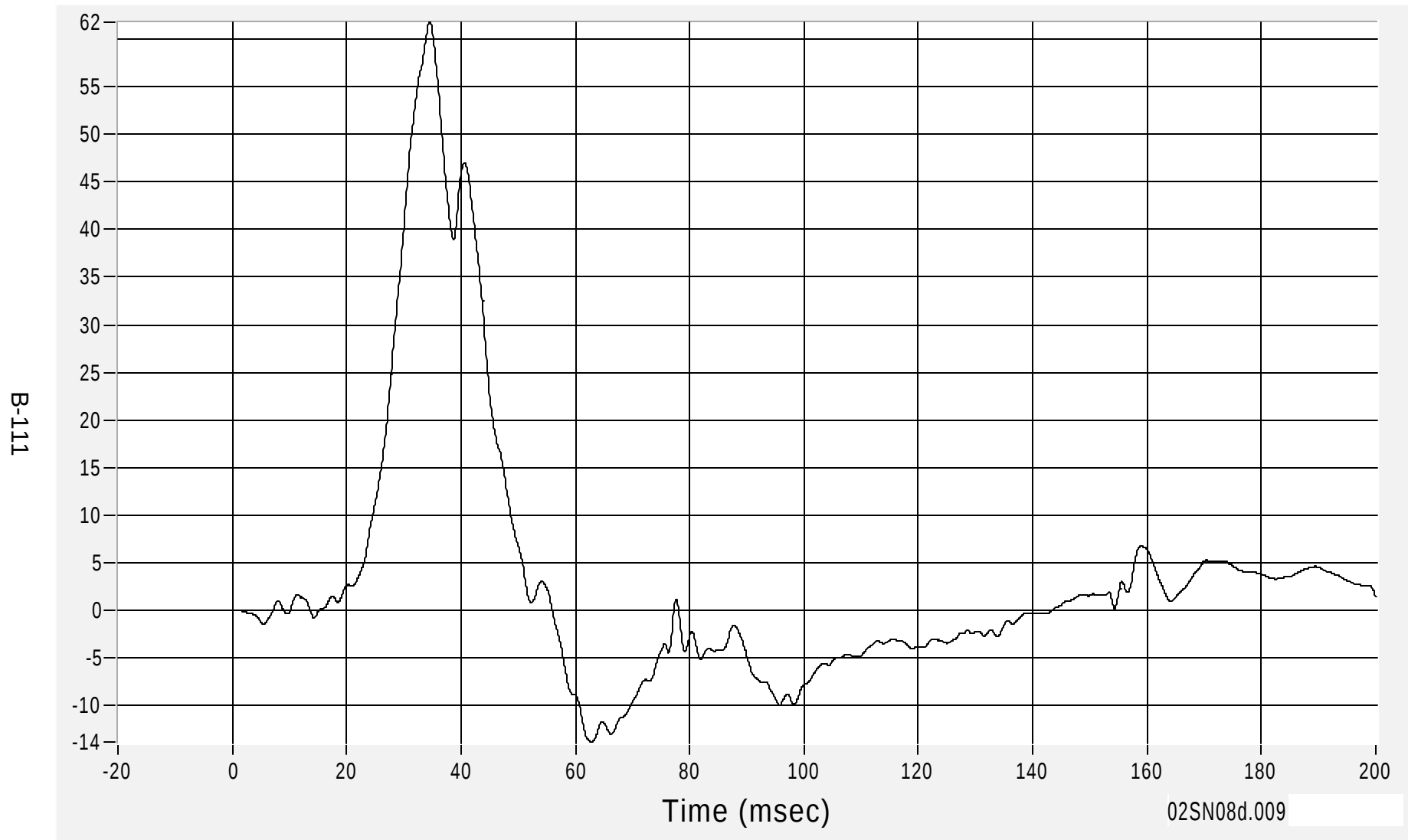
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Acceleration - Redundant

Max 61.8 G's at 34.5 msec

Acceleration (G's) CFC180

Min -13.9 G's at 62.9 msec



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1 May 2002

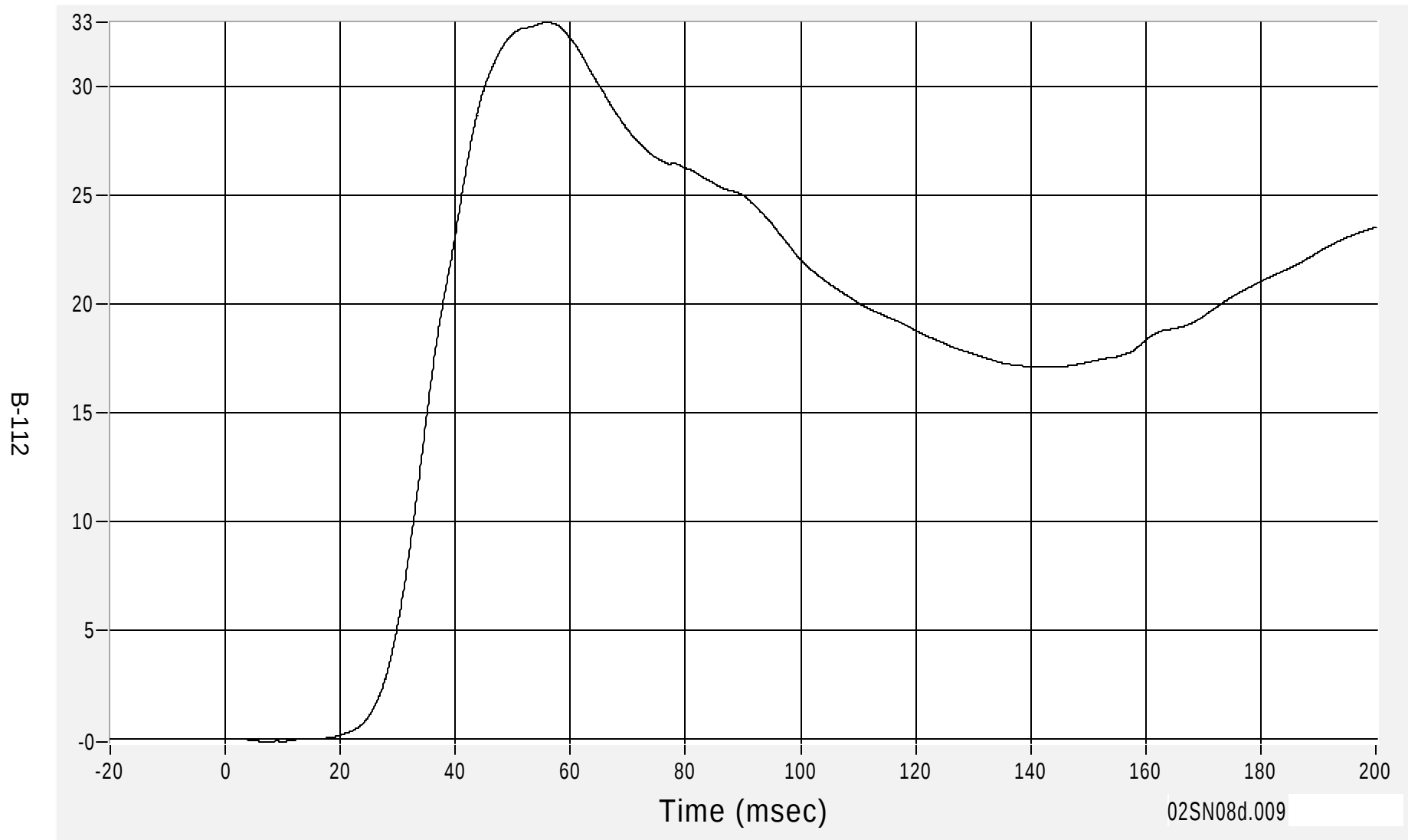
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Velocity - Redundant

Max 33.0 km/h at 55.9 msec

Min -0.1 km/h at 7.1 msec

Velocity (km/h) CFC180



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1 May 2002

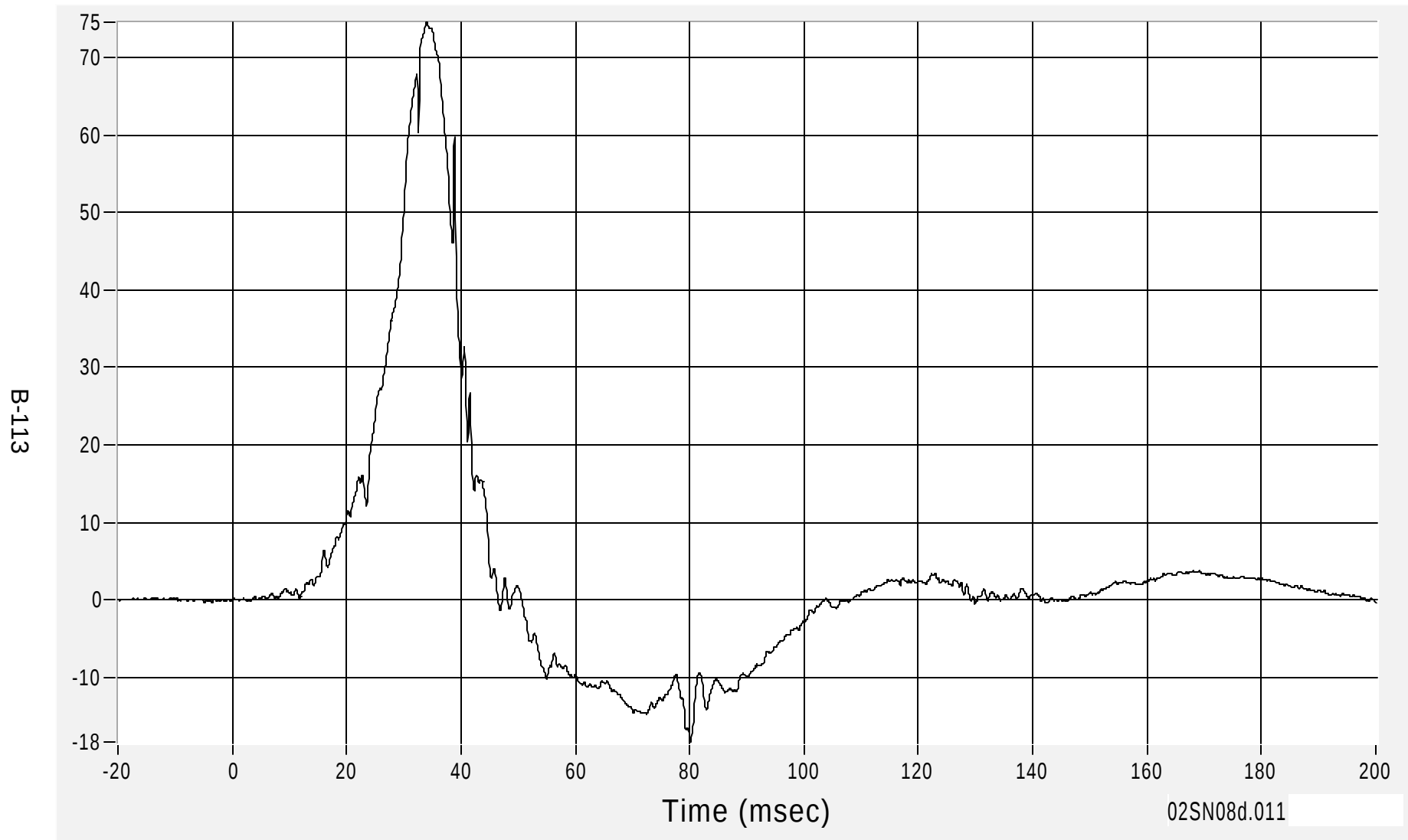
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Acceleration - Redundant

Max 74.5 G's at 34.0 msec

Min -18.3 G's at 80.1 msec

Acceleration (G's) CFC1000



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1 May 2002

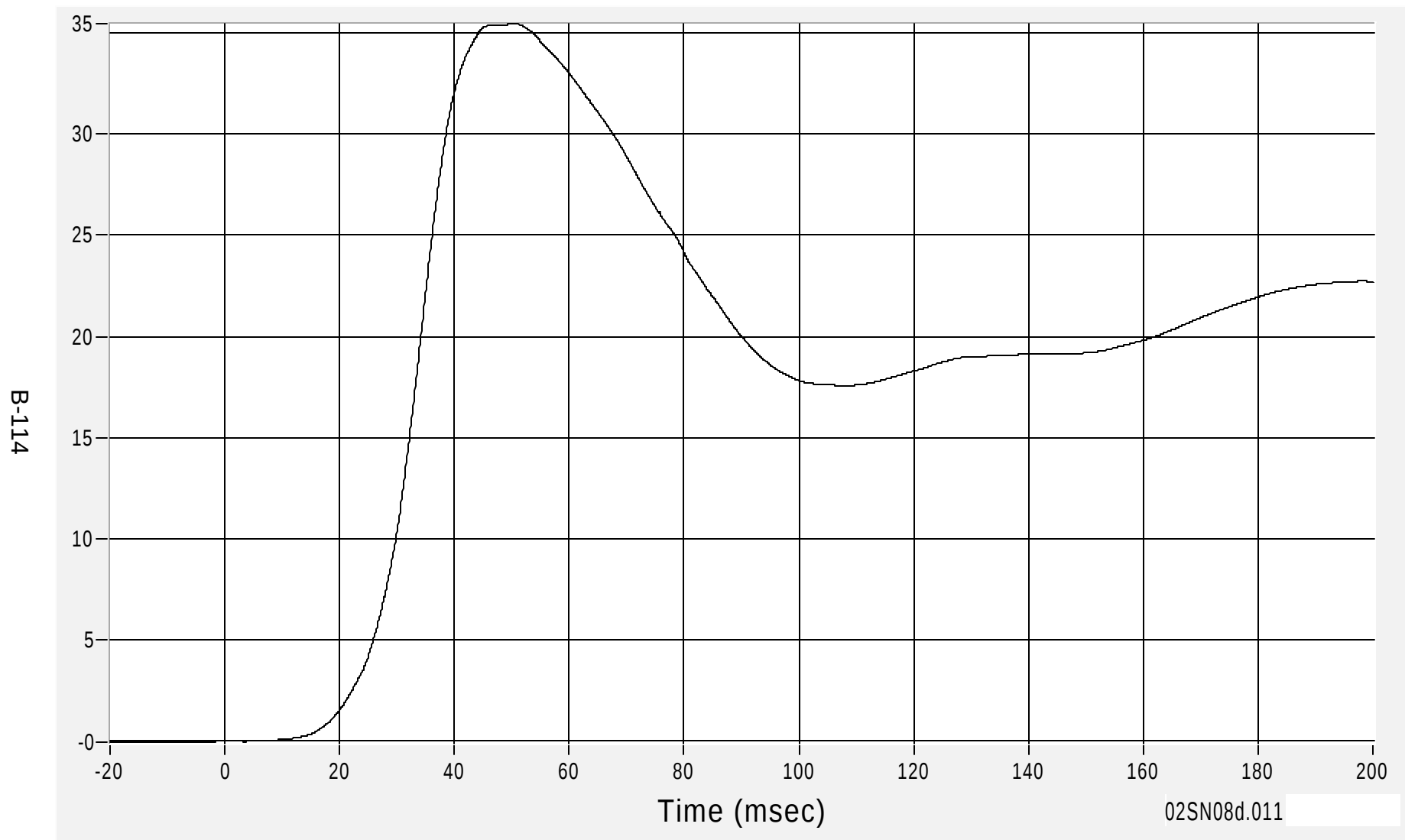
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Velocity - Redundant

Max 35.4 km/h at 50.5 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 3.4 msec



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1 May 2002

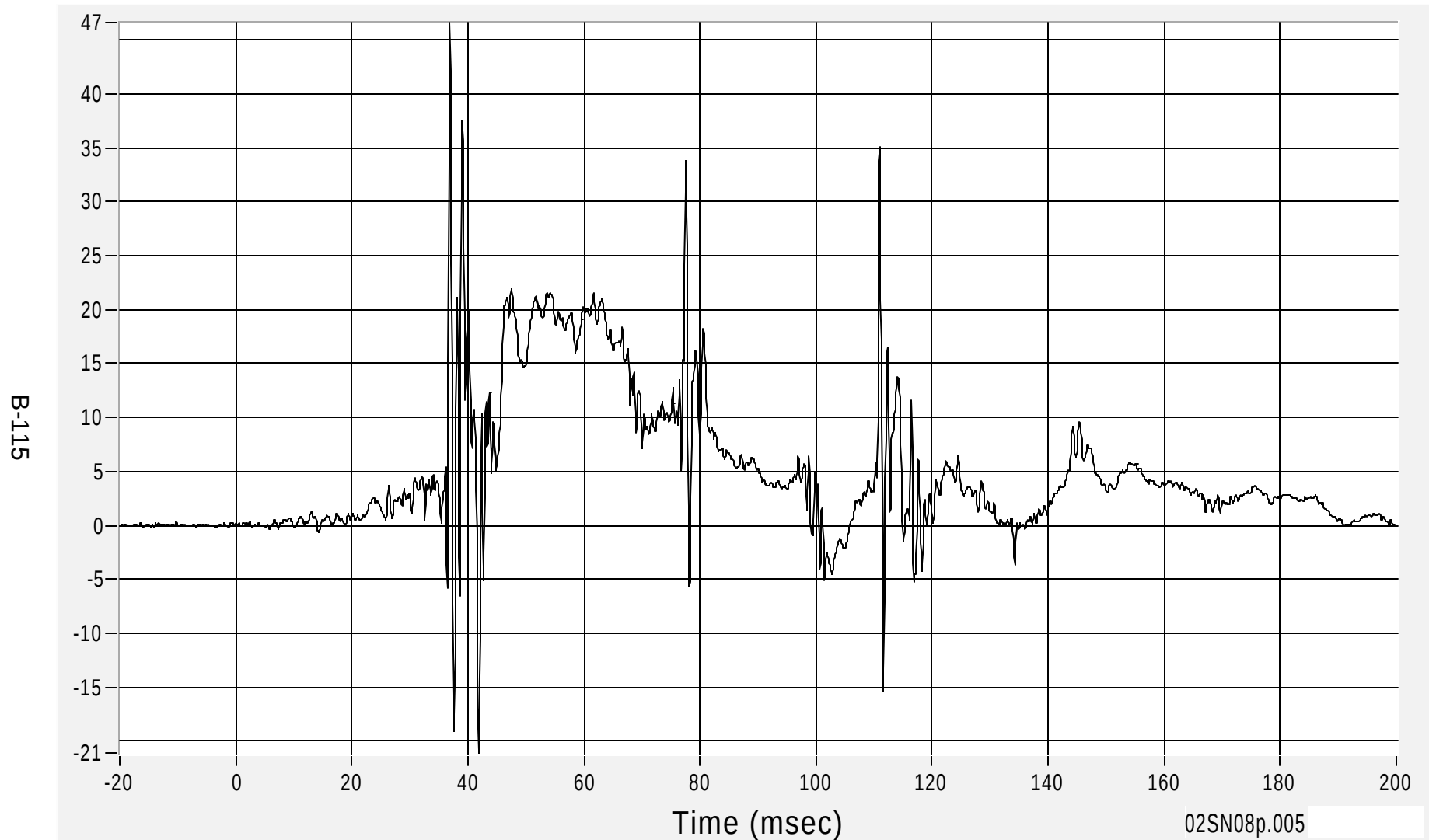
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Acceleration - Redundant

Max 46.6 G's at 36.9 msec

Acceleration (G's) CFC1000

Min -21.1 G's at 41.9 msec



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1 May 2002

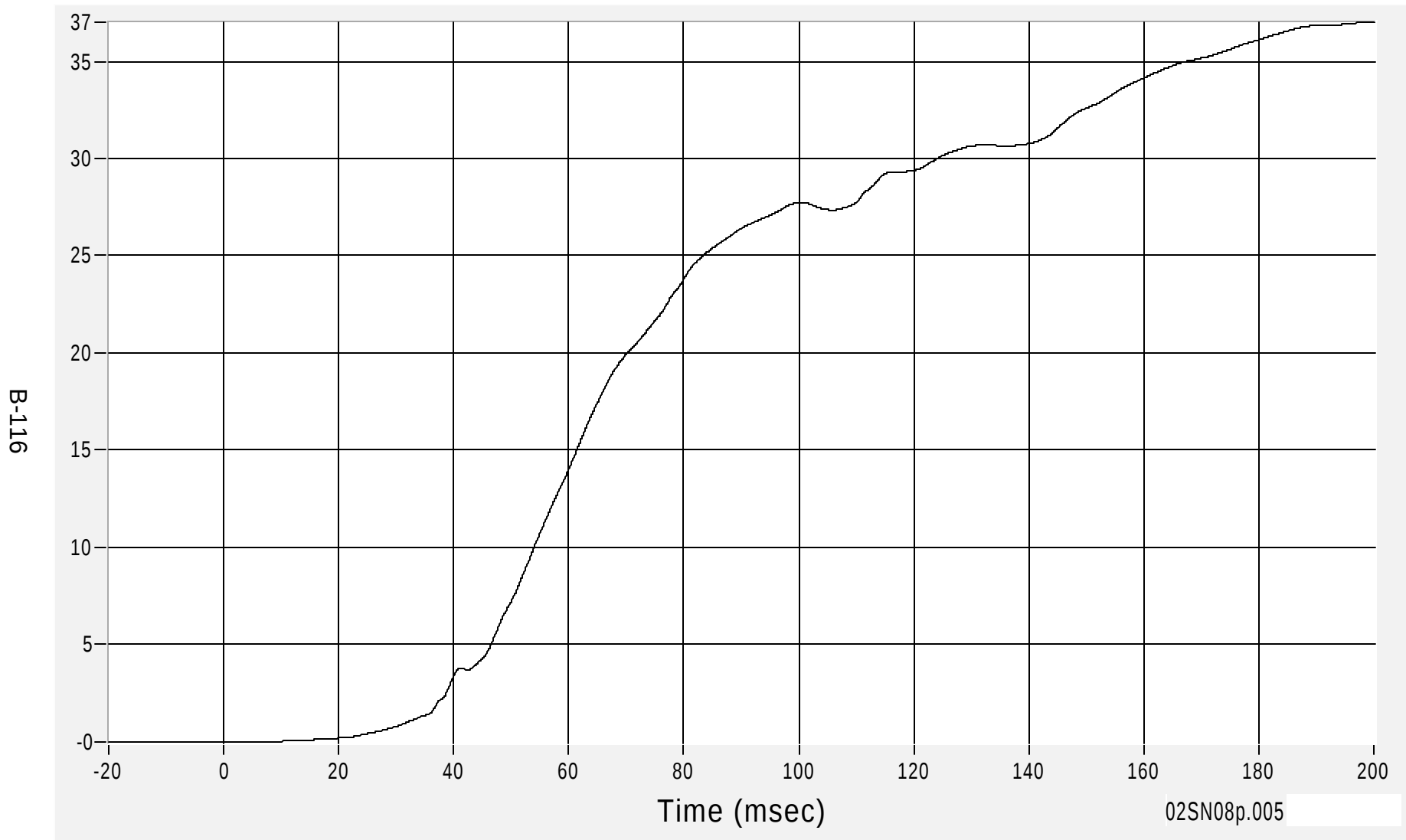
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 37.0 km/h at 199.8 msec

Min 0.0 km/h at 6.2 msec



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1 May 2002

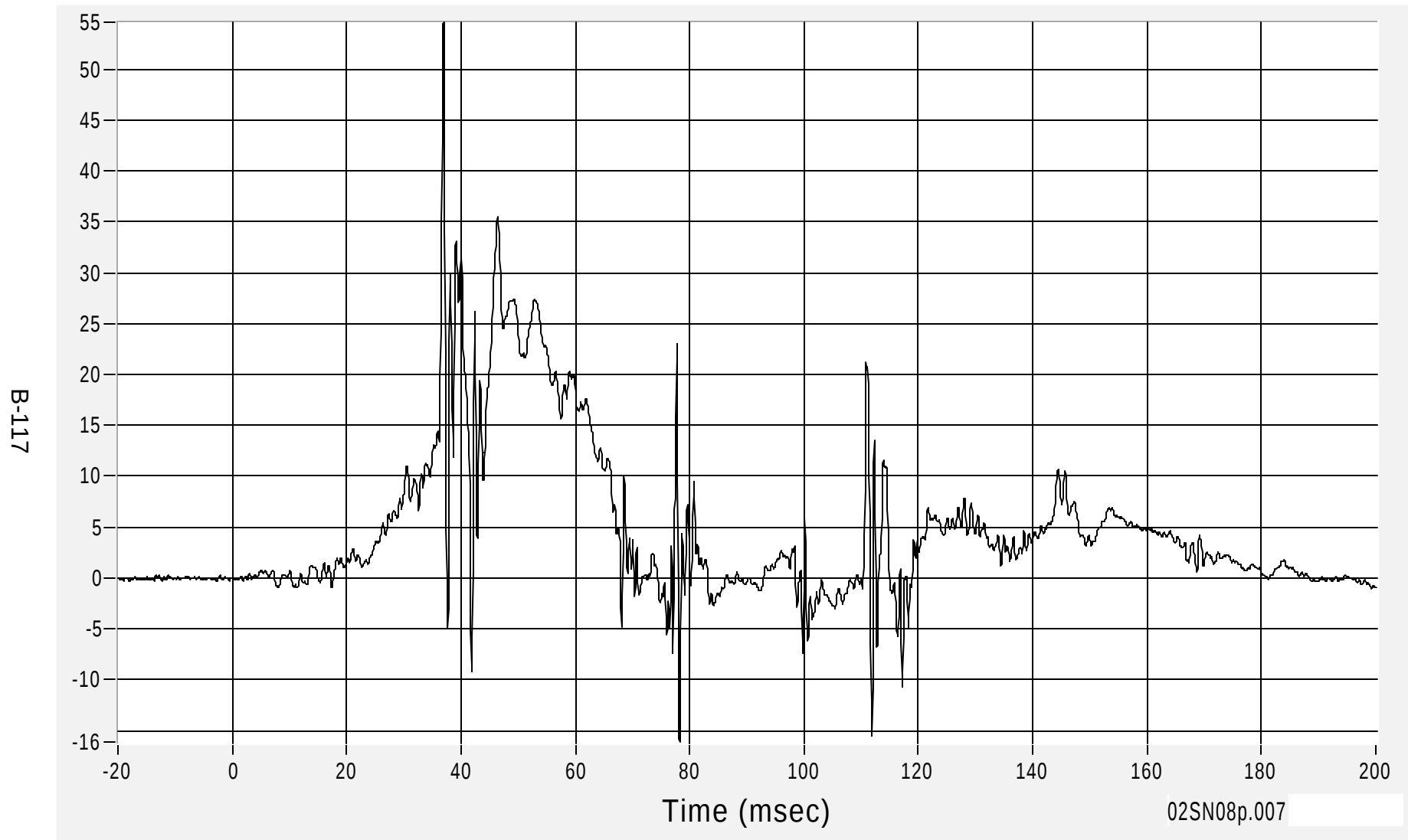
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) Acceleration - Redundant

Max 54.6 G's at 37.0 msec

Acceleration (G's) CFC1000

Min -16.1 G's at 78.2 msec



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1 May 2002

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Vehicle Crashworthiness Lab

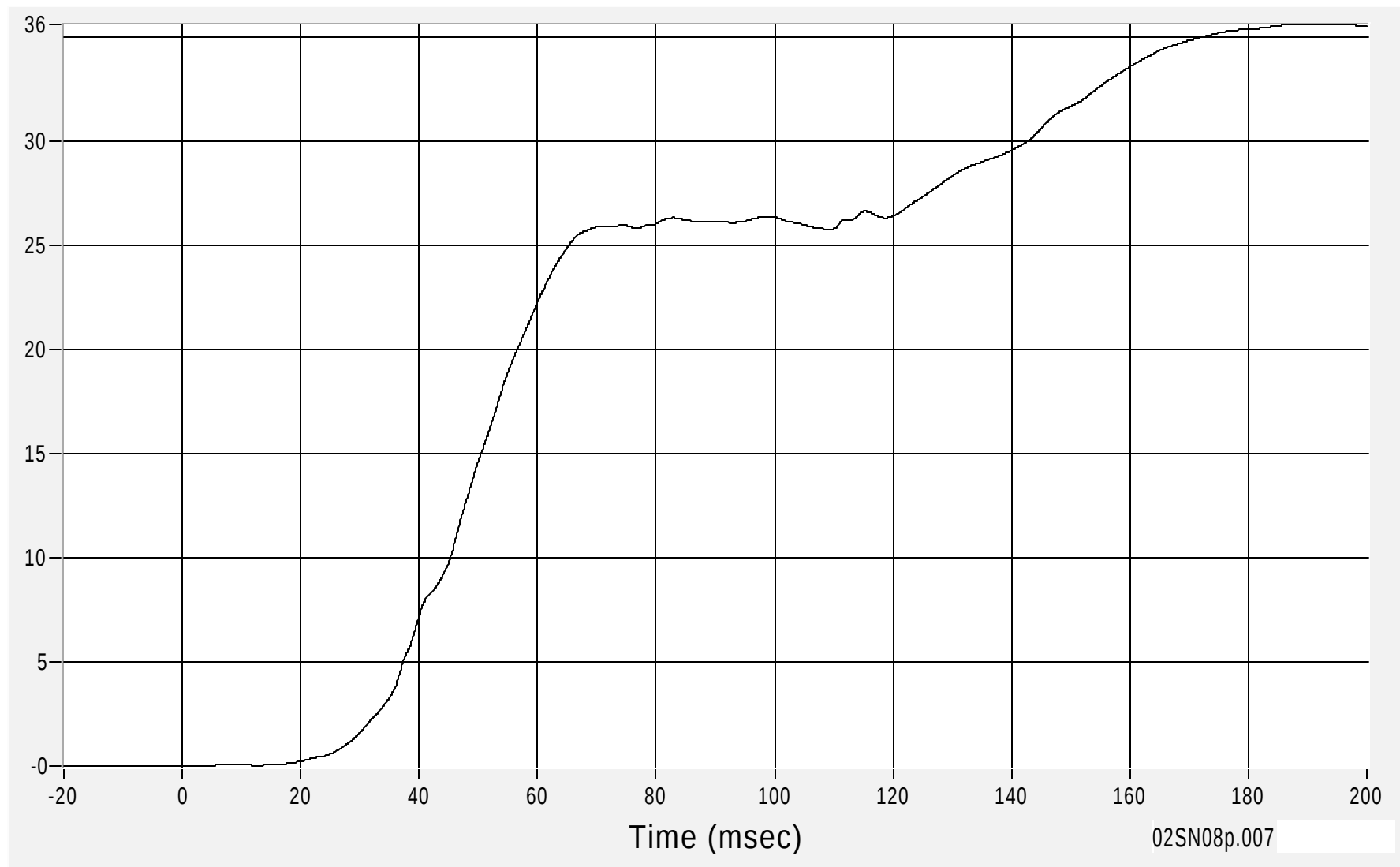
Passenger Lower Rib (Y) Velocity - Redundant

Max 35.6 km/h at 188.4 msec

Velocity (km/h) CFC180

Min 0.0 km/h at 1.3 msec

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02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

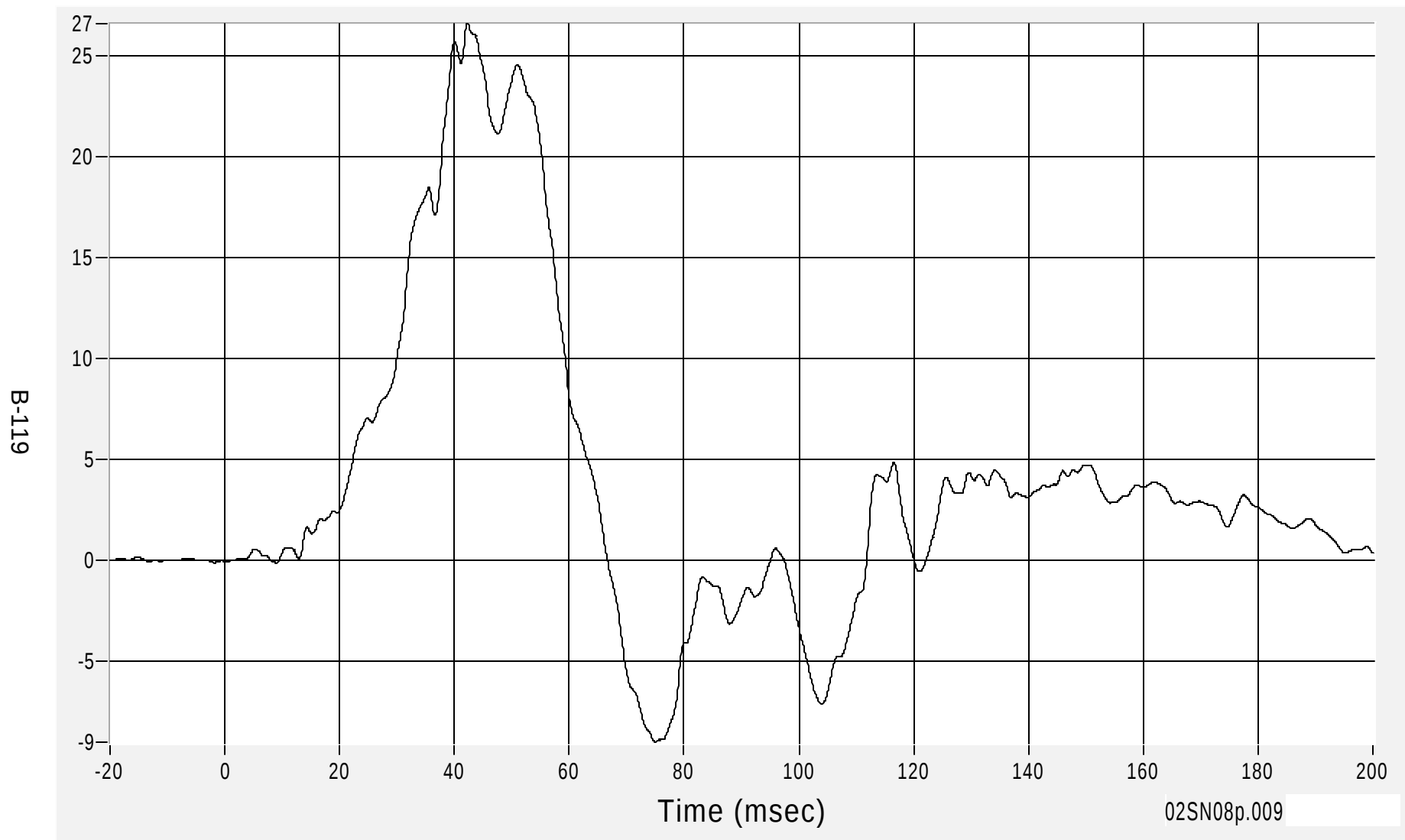
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Acceleration - Redundant

Max 26.6 G's at 42.2 msec

Acceleration (G's) CFC180

Min -9.0 G's at 75.0 msec



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1 May 2002

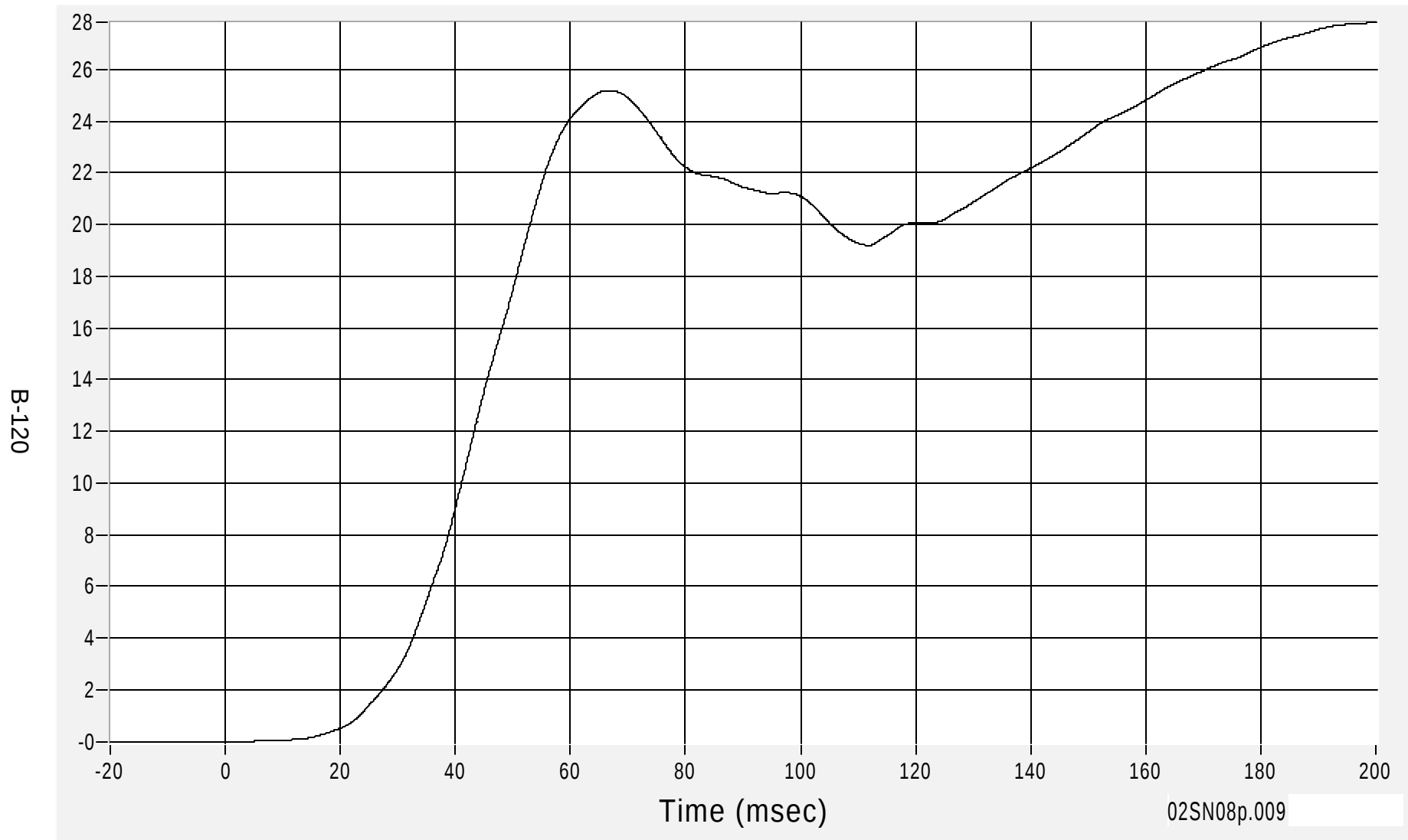
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Velocity - Redundant

Max 27.8 km/h at 199.9 msec

Min 0.0 km/h at 1.6 msec

Velocity (km/h) CFC180



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1 May 2002

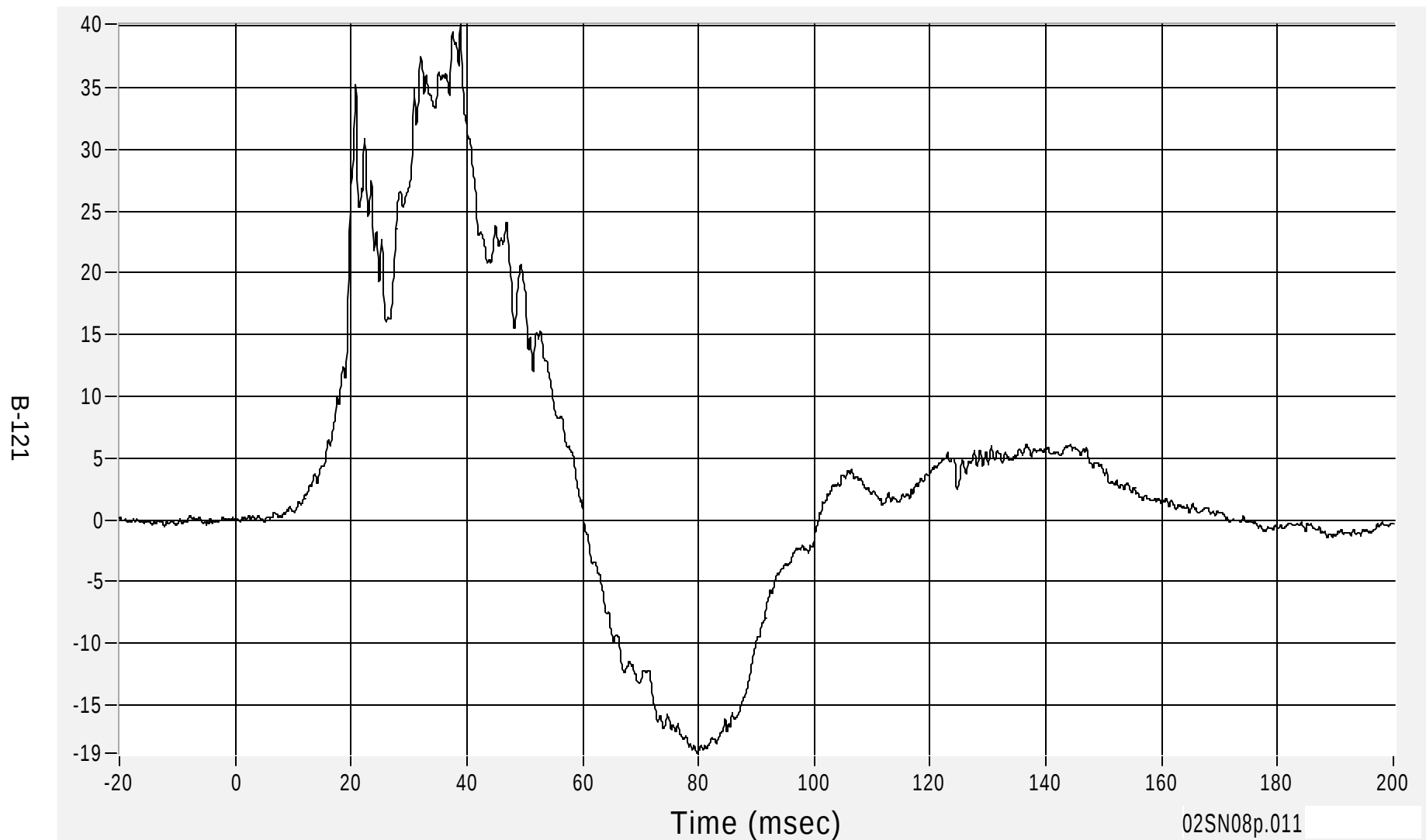
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) Acceleration - Redundant

Max 40.1 G's at 38.9 msec

Acceleration (G's) CFC1000

Min -18.9 G's at 79.8 msec



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1 May 2002

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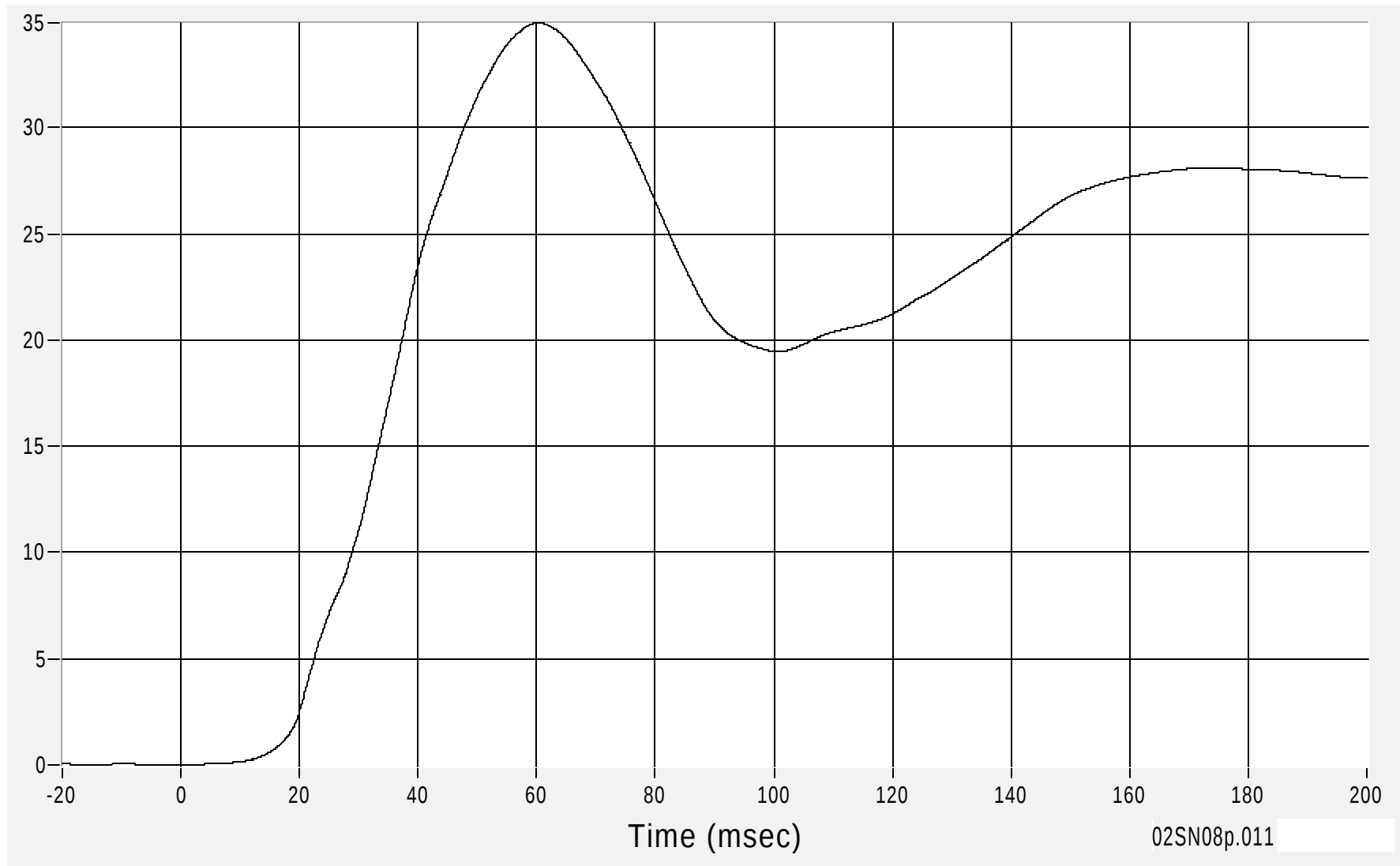
Passenger Pelvic (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 34.9 km/h at 60.2 msec

Min 0.0 km/h at 0.0 msec

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02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

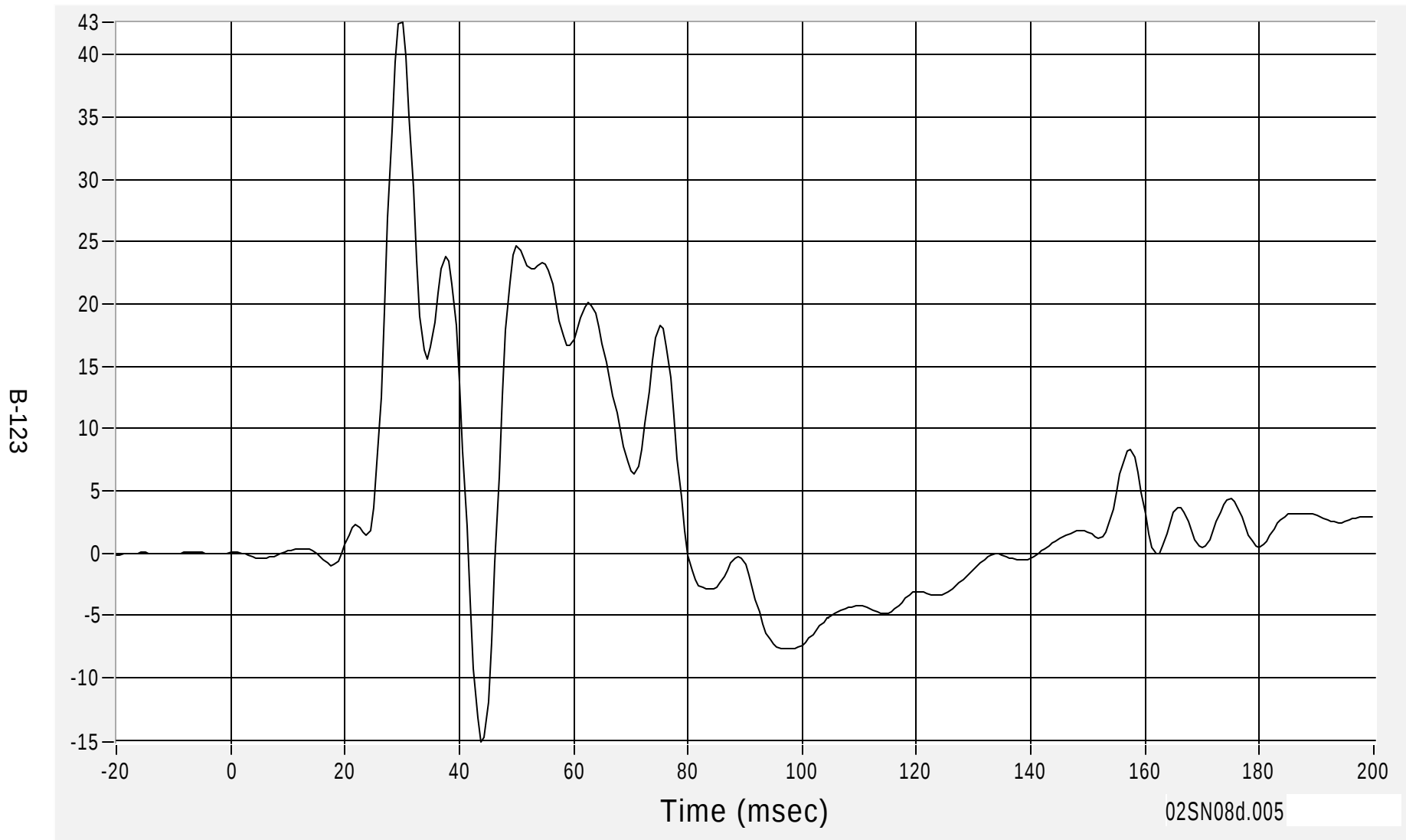
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) Acceleration - Redundant

Max 42.6 G's at 30.0 msec

Min -15.2 G's at 43.8 msec

Acceleration (G's) FIR100



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1 May 2002

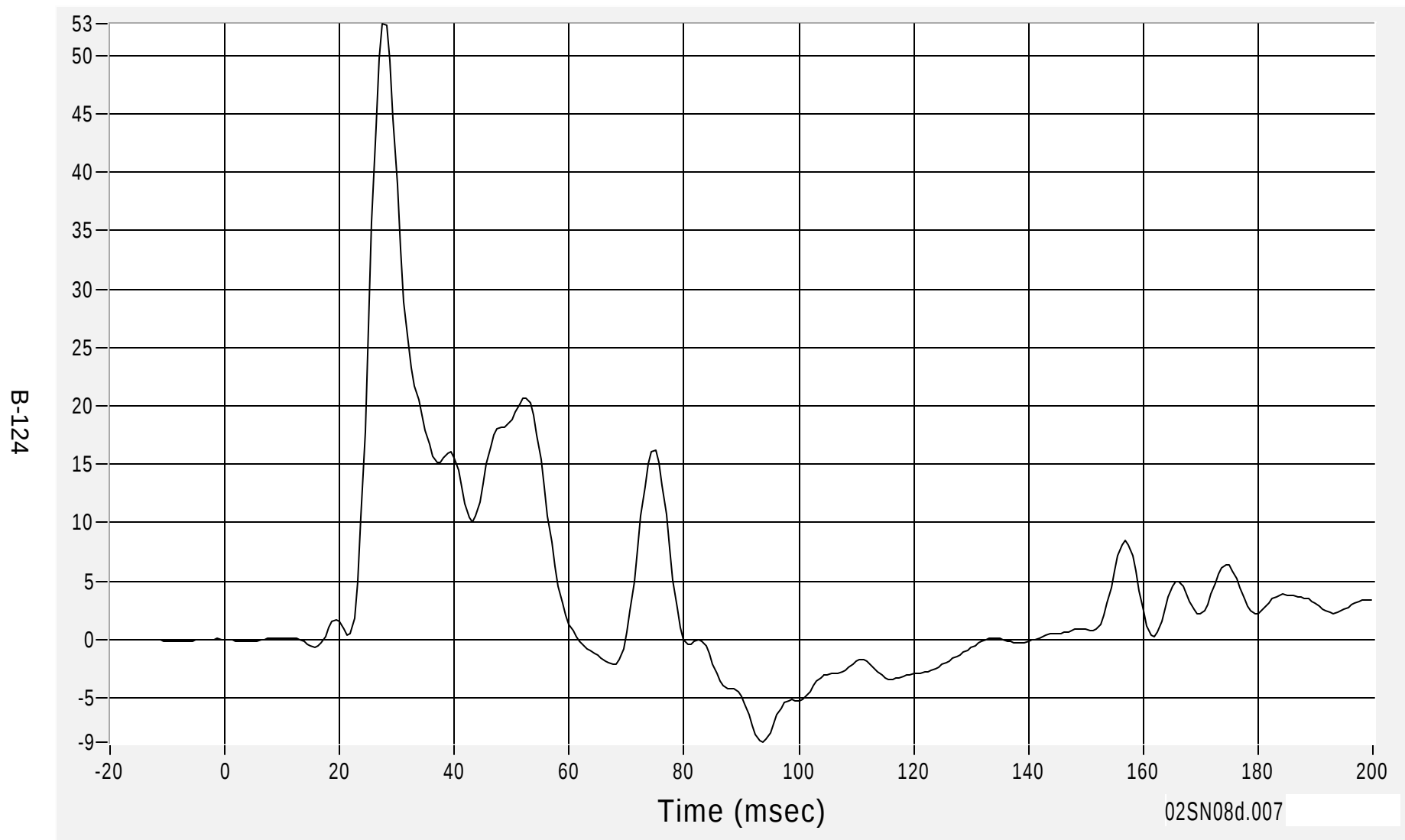
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Rib (Y) Acceleration - Redundant

Max 52.7 G's at 27.5 msec

Acceleration (G's) FIR100

Min -8.8 G's at 93.8 msec



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1 May 2002

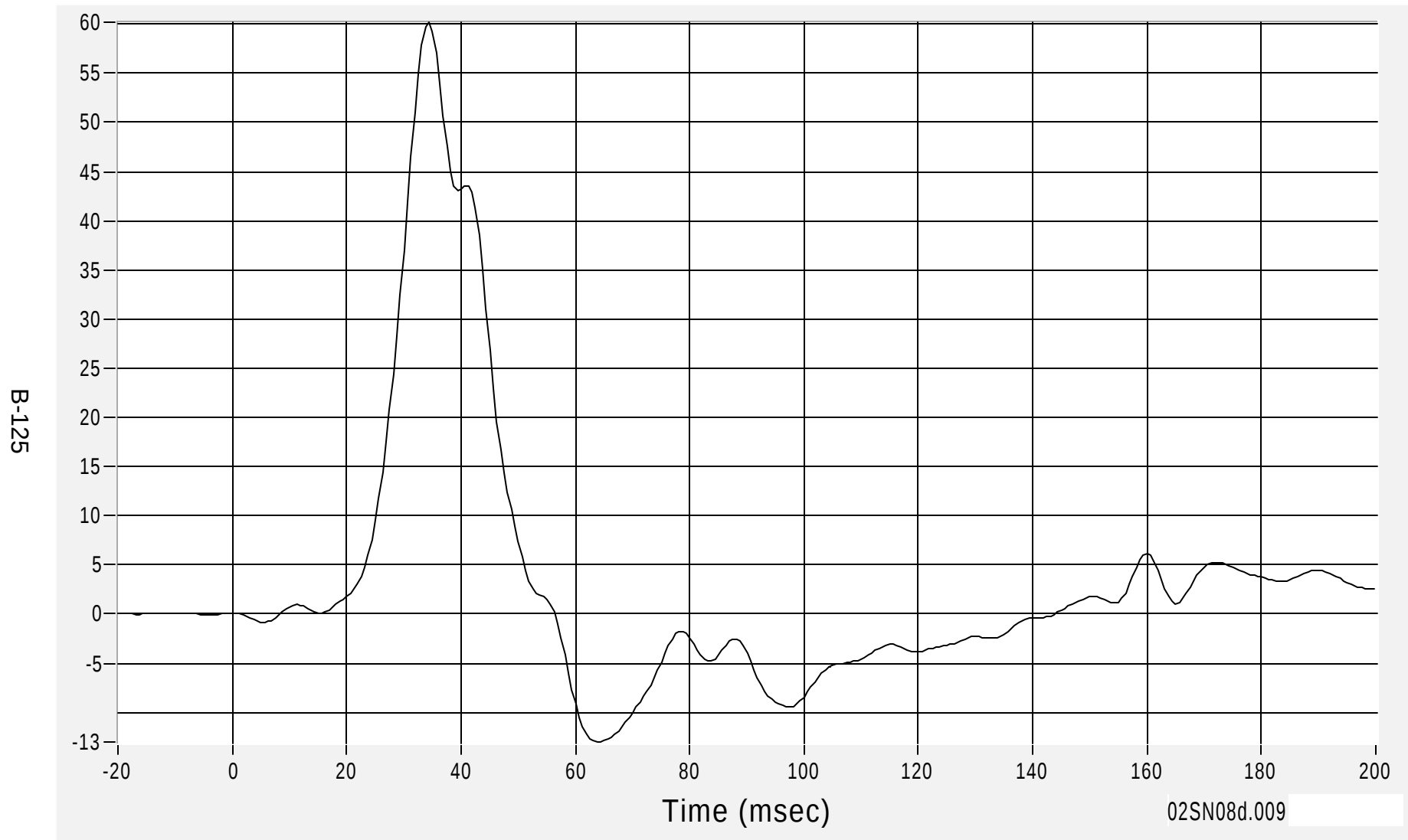
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Acceleration - Redundant

Max 60.2 G's at 34.4 msec

Acceleration (G's) FIR100

Min -13.0 G's at 63.8 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

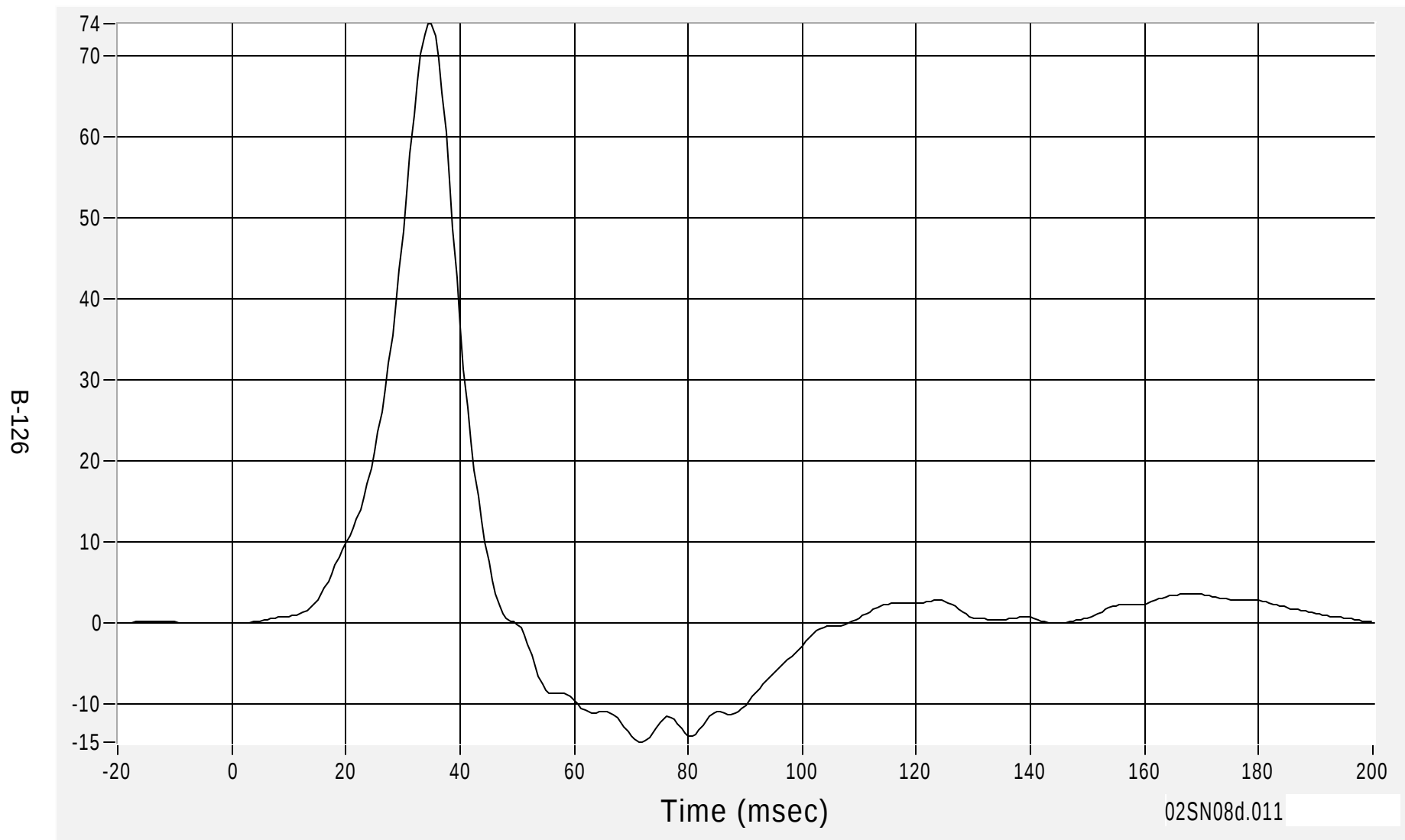
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Acceleration - Redundant

Max 73.9 G's at 34.4 msec

Acceleration (G's) FIR100

Min -14.8 G's at 71.9 msec



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1 May 2002

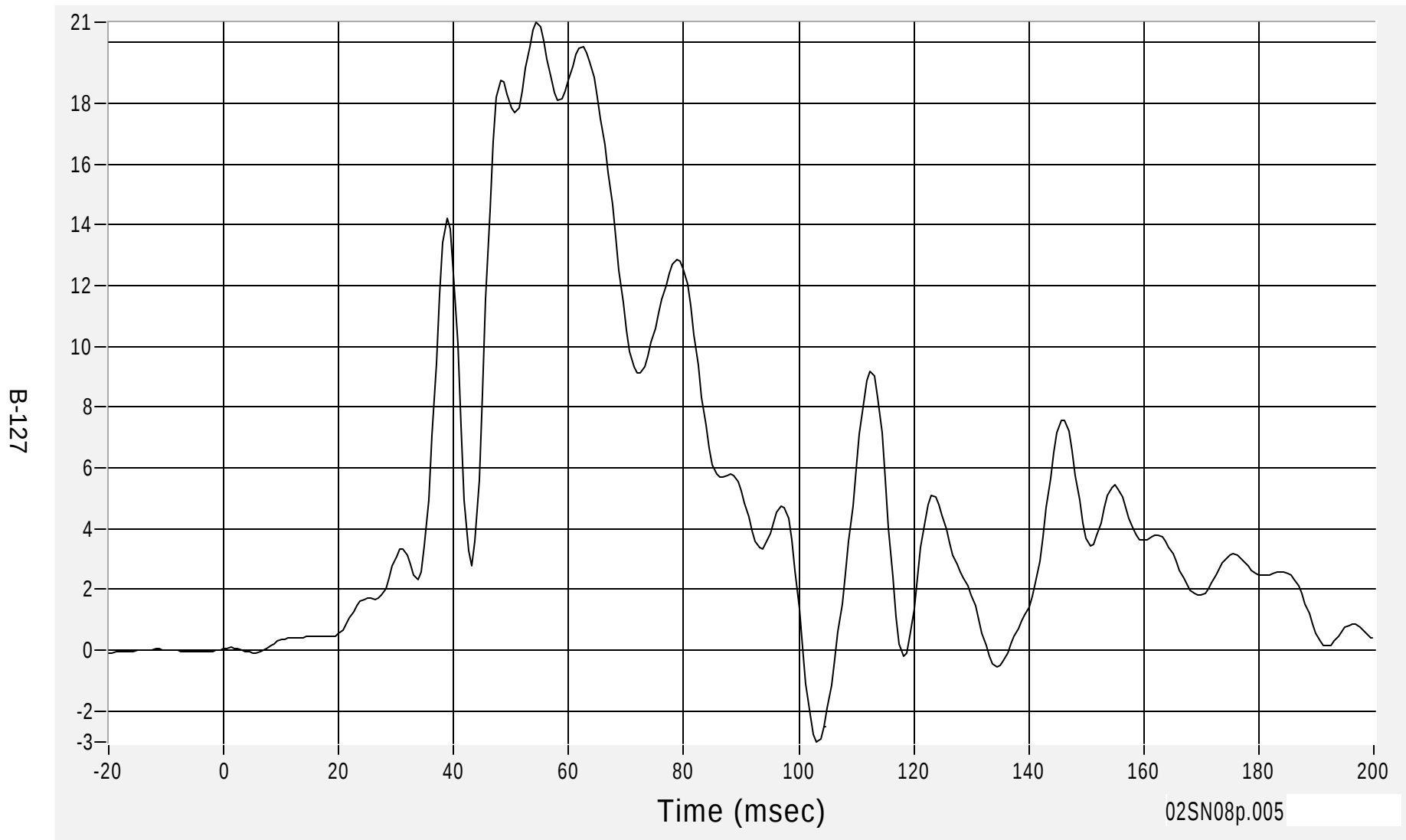
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Acceleration - Redundant

Max 20.7 G's at 54.4 msec

Min -3.0 G's at 103.1 msec

Acceleration (G's) FIR100



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

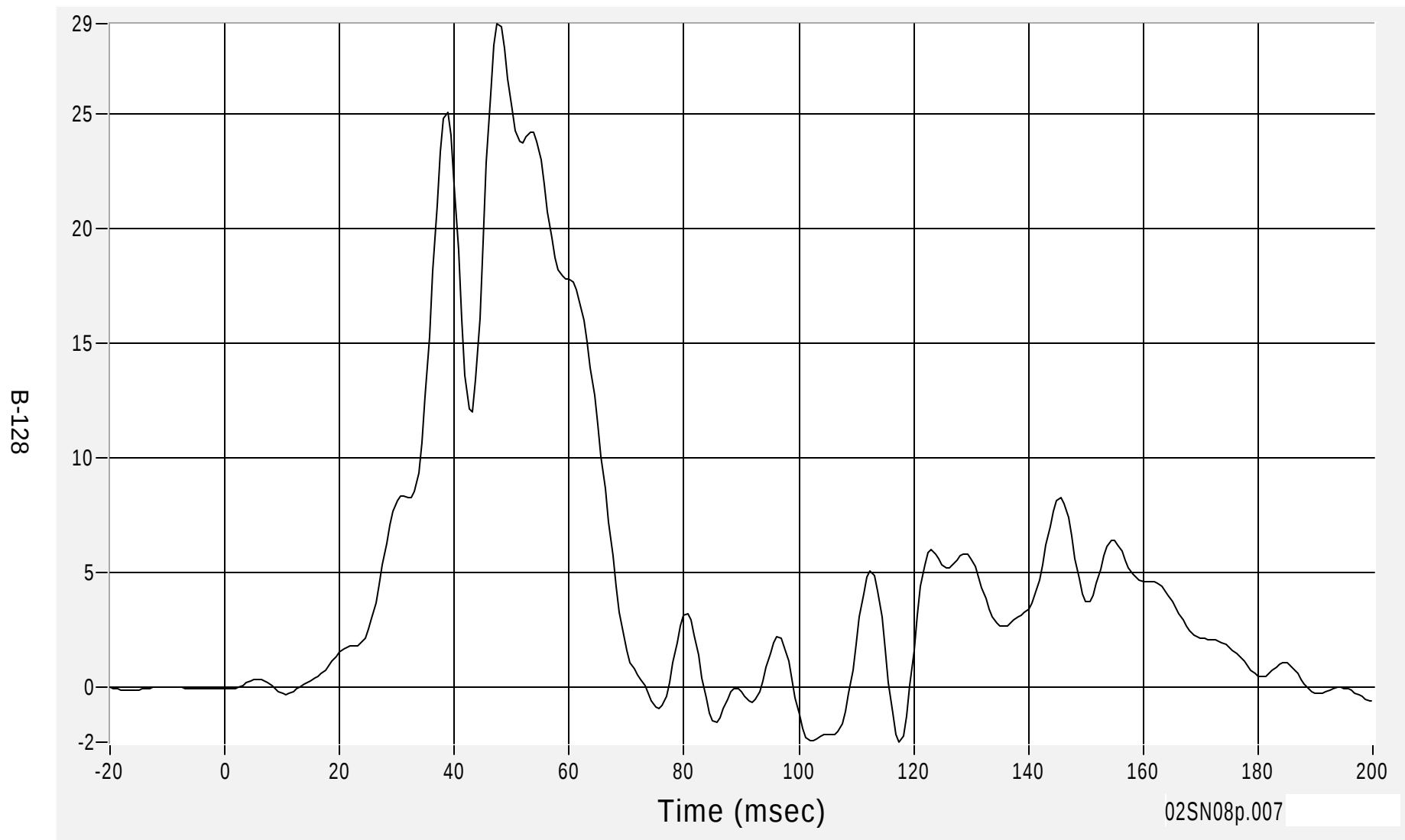
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) Acceleration - Redundant

Max 29.0 G's at 47.5 msec

Acceleration (G's) FIR100

Min -2.4 G's at 117.5 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

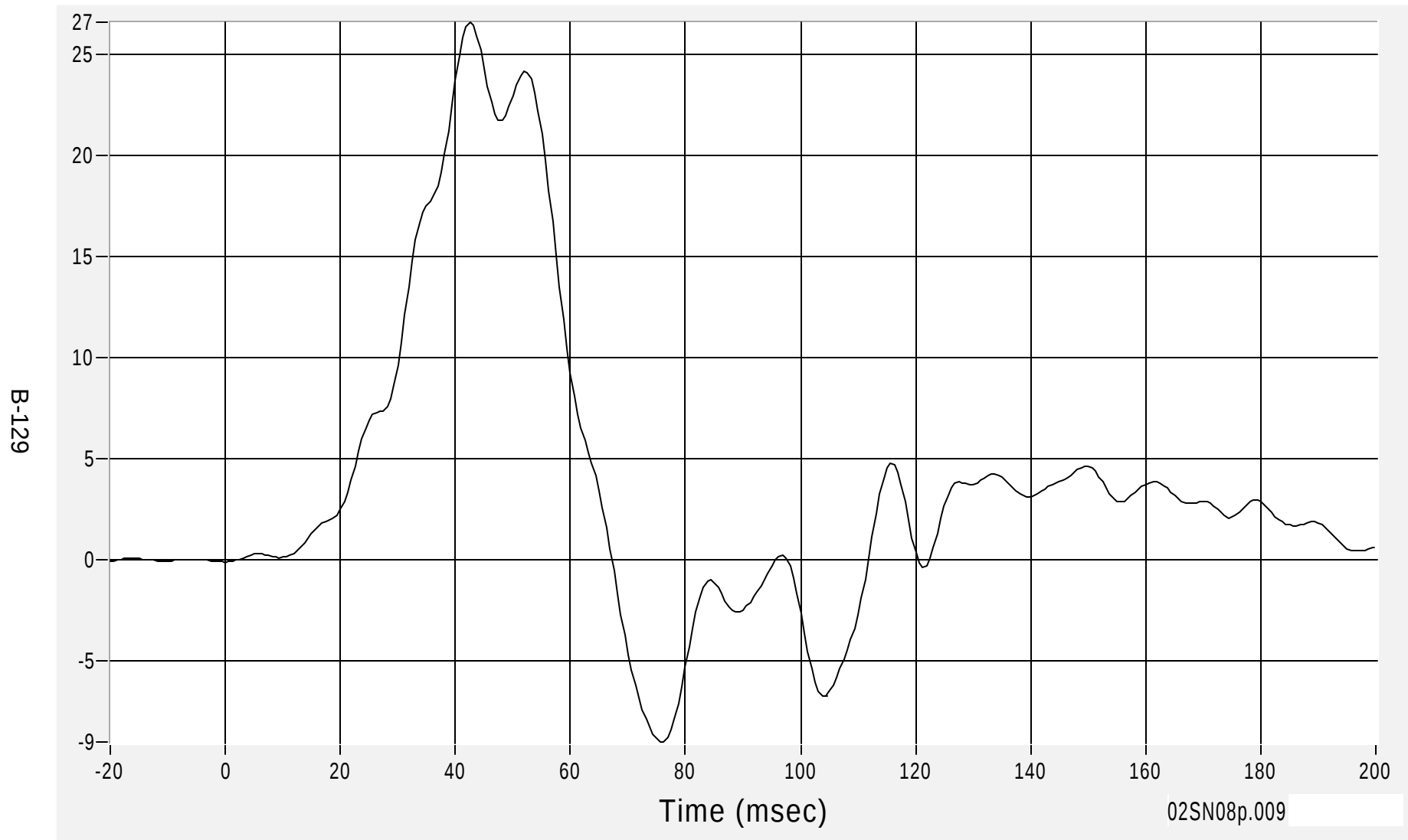
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Acceleration - Redundant

Max 26.6 G's at 42.5 msec

Acceleration (G's) FIR100

Min -9.0 G's at 75.6 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

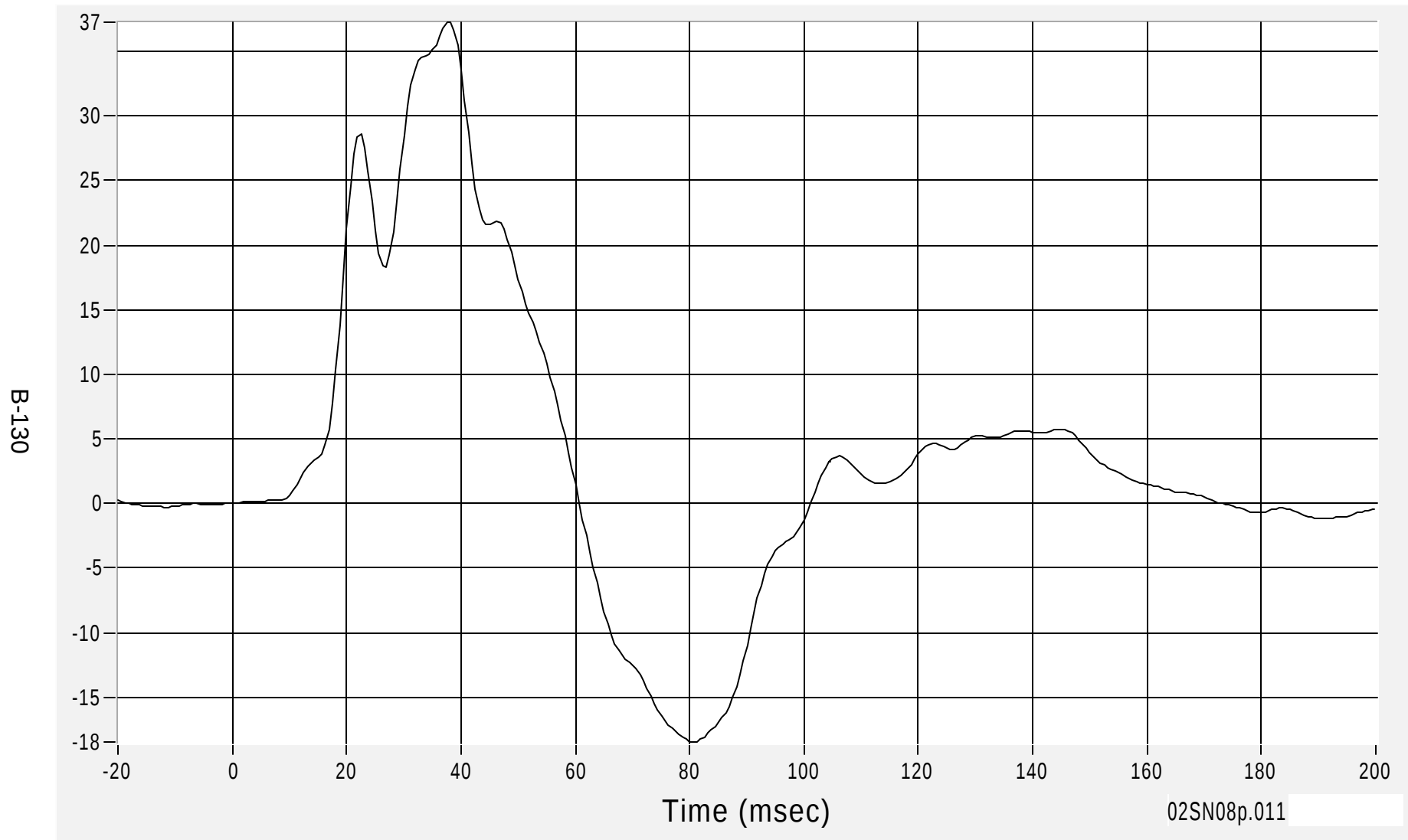
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) Acceleration - Redundant

Max 37.3 G's at 38.1 msec

Acceleration (G's) FIR100

Min -18.5 G's at 80.6 msec



02SN08 - 2002 CHEVROLET BLAZER 2 DOOR MPV

1 May 2002

Medical College of Wisconsin
Vehicle Crashworthiness Lab

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 07 and 08

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 08 and 09

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

07 and 08 (056)

08 and 09 (058)

TEST PARAMETER	SPECIFICATION	056		058	
		PRE	POST	PRE	POST
MEASUREMENTS					
Date	-	22Apr02	06May02	25Apr02	06May02
Sequential Test Number	-	07	08	08	09
Temperature (°C)	18.9-25.5	23.0	21.5	23.0	21.5
Relative Humidity (%)	10-70	39.0	32.0	39.0	32.0
SH – Seated Height (mm)	889-909	898	895	902	898
RH – Rib Height (mm)	501-521	511	502	508	507
HP – Hip Pivot Height (mm)	99	99/99	99/99	99/99	99/99
RD – Rib From Back Line (mm)	229-241	229	229	232	229
KH – Knee Pivot from Back Line (mm)	511-526	521/515	519/522	519/518	518/524
KV – Knee Pivot to Floor (mm)	490-505	490/499	503/499	498/497	502/498
HW – Hip Width (mm)	356-391	367	366	358	359
THORAX IMPACTS					
Date	-	22Apr02	06May02	25Apr02	06May02
Sequential Test Number	-	07	08	08	09
Temperature (°C)	18.9-25.5	23.0	21.5	23.0	21.5
Relative Humidity (%)	10-70	39.1	32.0	39.0	32.0
Probe Speed (m/s)	4.21-4.33	4.24	4.22	4.25	4.22
Upper Rib Acceleration (G)	37-46	43.2	43.7	39.5	39.5
Lower Rib Acceleration (G)	37-46	40.3	41.0	38.7	38.7
Lower Spine Acceleration (G)	15-22	19.7	19.0	19.1	19.1
PELVIS IMPACTS					
Date	-	22Apr02	06May02	25Apr02	06May02
Sequential Test Number	-	07	08	08	09
Temperature (°C)	18.9-25.5	23.2	21.5	23.0	21.5
Relative Humidity (%)	10-70	39.0	32.0	39.0	32.0
Probe Speed (m/s)	4.21-4.33	4.25	4.22	4.26	4.22
Pelvis Acceleration (G)	40-60	43.8	44.2	46.0	46.0
THORACIC SHOCK ABSORBER					
Shock Absorber ID Number	-	486	-	03130164	-
Damper Setting	1-10	6	-	5	-
Date	-	23Apr02	-	23Apr02	-
Sequential Test Number	-	03	-	03	-
Temperature	18.9-25.5	22.5	-	22.3	-
Relative Humidity	10-70	38.6	-	38.5	-
Probe Speed (m/s) Low	3.05	3.05	-	3.05	-
Force (N)	836 – 1125	1013.2	-	970.0	-
Displacement (mm)	30 – 35	31.8	-	30.7	-
Probe Speed (m/s) Middle	4.27	4.27	-	4.27	-
Force (N)	1730 – 2099	1790.4	-	1800.3	-
Displacement (mm)	32 – 37	35.3	-	34.3	-
Probe Speed (m/s) High	6.10	6.10	-	6.10	-
Force (N)	3741 – 4448	4249.7	-	4266.2	-
Displacement (mm)	33 - 40	38.2	-	36.1	-

TEST PARAMETER	SPECIFICATION	056		058	
		PRE	POST	PRE	POST
ABDOMINAL COMPRESSION					
Date	-	24Apr02	-	24Apr02	-
Sequential Test Number	-	03	-	03	-
Temperature (°C)	18.9-25.5	22.3	-	22.3	-
Relative Humidity (%)	10-70	42.7	-	41.2	-
Force at 13 mm (N)	104-162	131.0	-	128.7	-
Force at 19 mm (N)	163-221	184.9	-	180.4	-
Force at 25 mm (N)	222-280	240.7	-	236.7	-
Force at 33 mm (N)	325-391	342.8	-	338.2	-
LUMBAR FLEXION					
Date	-	24Apr02	-	24Apr02	-
Sequential Test Number	-	03	-	03	-
Temperature (°C)	18.9-25.5	22.4	-	22.4	-
Relative Humidity (%)	10-70	42.9	-	41.4	-
Force at 0° (N)	0-26.7	0.0	-	0.0	-
Force at 0° (N)	97.8-151.2	133.6	-	147.4	-
Force at 0° (N)	151.2-204.6	195.3	-	168.8	-
Force at 0° (N)	204.6-258	243.6	-	228.8	-
Return Angle	12° Maximum	4.3	-	7.0	-

DUMMY INSPECTION LIST**PRE AND POST TEST****CONFIGURED FOR LEFT SIDE IMPACT**

SID Serial Number 056 and 058

Test Sequences

07 and 08 (056)

08 and 09 (058)

		SID 056		SID 058	
		PRE	POST	PRE	POST
	Date	25Apr02	06Mayr02	12Apr02	22Apr02
	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	P2379	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	P22539	ENDEVCO	14Nov01
HEAD Y	P22318	ENDEVCO	14Nov01
HEAD Z	P22323	ENDEVCO	14Nov01
UPPER RIB	P13819	ENDEVCO	14Nov01
LOWER RIB	P13868	ENDEVCO	14Nov01
LOWER SPINE	P12746	ENDEVCO	14Nov01
PELVIS	P13598	ENDEVCO	14Nov01
UPPER RIB REDUNDANT	P23579	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	P13836	ENDEVCO	14Nov01
RIGHT FRONT SILL Y	P12931	ENDEVCO	14Nov01
RIGHT FRONT SILL Z	P22993	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	J35768	ENDEVCO	14Nov01
LEFT FRONT SILL Y	P13847	ENDEVCO	14Nov01
LEFT FRONT DOOR CENTERLINE Y	B13036	ENDEVCO	14Nov01
RIGHT REAR OCCUPANT COMP Y	98G98E11-K02	ENTRAN	14Nov01
MID-REAR OF LEFT FRONT DOOR Y	B13158	ENDEVCO	14Nov01
LEFT FRONT DOOR UPPER C/L Y	P13725	ENDEVCO	14Nov01
MID-REAR OF LEFT REAR DOOR Y	N/A	N/A	N/A
LEFT REAR DOOR UPPER C/L Y	N/A	N/A	N/A
LEFT LOWER B-PILLAR Y	P22283	ENDEVCO	14Nov01
LEFT MIDDLE B-PILLAR Y	P23413	ENDEVCO	14Nov01
LEFT LOWER A-PILLAR Y	J36018	ENDEVCO	14Nov01
LEFT UPPER A-PILLAR	J21552	ENDEVCO	14Nov01
FRONT SEAT TRACK Y	P22312	ENDEVCO	14Nov01
REAR SEAT TRACK Y	J21367	ENDEVCO	14Nov01
VEHICLE CG X	P14223	ENDEVCO	14Nov01
VEHICLE CG Y	P23025	ENDEVCO	14Nov01
VEHICLE CG Z	P16867	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