

**Vehicle Research and Test Center
2002 Dodge Neon ES into
Fixed 40% Left Offset Deformable Barrier
Load Cell Barrier at 56 km/h
TRC Inc. Test Number: 020813**

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**Final Report
August - September 2002**

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Table of Contents

<u>Section</u>	<u>Description</u>	<u>Page</u>
1.0	Purpose and Test Procedure	1-1
2.0	Fixed 40% Offset Load Cell Barrier Test Summary	2-1
3.0	Summary of FMVSS 208, 212 and 219 (Partial) Data	3-1
4.0	Occupant, Vehicle, Camera, and Barrier Information	4-1
Appendix A	Photographs	A-1
Appendix B	Data Plots	B-1
Appendix C	Dummy Configuration and Performance Verification Data	C-1
Appendix D	Miscellaneous Test Information	D-1
Appendix E	INSIA Report on Structural Measurements	E-1

List of Tables

<u>Number</u>	<u>Title</u>	<u>Page</u>
1	Crash Test Summary	2-4
2	General Test and Vehicle Parameter Data	2-5
3	Post-Impact Data	2-8
4	Vehicle Accelerometer Locations and Instrumentation Data Summary	2-11
5	Dummy Injury Criteria Data	3-2
6	Post-Impact Dummy/Vehicle Data	3-4
7	Dummy Measurement Data for Front Seat Occupants	4-4
8	Vehicle Structural Measurements	4-6
9	Impacted Vehicle Measurements	4-8
10	Test Vehicle Frontal Profile Data	4-11
11	Intrusion of Upper Instrument Panel	4-17
12	IIHS Measurement Location and Floorpan Deformation	4-18
13	Camera Information	4-21
14	Deformable Barrier Face Profile	4-26

List of Figures

<u>Number</u>	<u>Title</u>	<u>Page</u>
1	Impact Velocity Measurement System	2-9
2	Vehicle Accelerometer and String Potentiometer Placement	2-10
3	FMVSS 212 Test Data	3-5
4	FMVSS 219 (Partial) Test Data	3-6
5	Dummy Measurement Locations for Front Seat Occupants	4-3
6	Seat Belt Positioning Data	4-5
7	Pre-Test and Post-Test Measurement Points	4-7
8	Vehicle Crush	4-9
9	Vehicle Intrusion Measurements, Door Opening Width	4-12
10	Vehicle Intrusion Measurements, Static Footwell Deformation	4-13
11	Vehicle Intrusion Measurements, Static Passenger Compartment Intrusion	4-14
12	Floorboard Deformation	4-15
13	Toeboard Measurements	4-16
14	Camera Positions	4-17
15	Vehicle Reference Photo Target Locations	4-22
16	Offset Barrier and Vehicle Orientation	4-23
17	Load Cell Location on Fixed Offset Barrier	4-24
18	Offset Barrier Deformation Measurement Locations	4-25
19	Deformable Barrier Face Profile	4-29

List of Photographs

<u>Description</u>	<u>Figure</u>
Pre-Test Front View	A-1
Post-Test Front View	A-2
Pre-Test Left Front View	A-3
Post-Test Left Front View	A-4
Pre-Test Left Side View	A-5
Post-Test Left Side View	A-6
Pre-Test Left Rear View	A-7
Post-Test Left Rear View	A-8
Pre-Test Rear View	A-9
Post-Test Rear View	A-10
Pre-Test Right Rear View	A-11
Post-Test Right Rear View	A-12
Pre-Test Right Side View	A-13
Post-Test Right Side View	A-14
Pre-Test Right Front View	A-15
Pre-Test Overhead View	A-16
Post-Test Overhead View	A-17
Pre-Test Front Underbody View	A-18
Post-Test Front Underbody View	A-19
Pre-Test Front Mid Underbody View	A-20
Post-Test Front Mid Underbody View	A-21
Pre-Test Rear Mid Underbody View	A-22
Post-Test Rear Mid Underbody View	A-23
Pre-Test Rear Underbody View	A-24
Post-Test Rear Underbody View	A-25
Pre-Test Fuel Tank View	A-26
Post-Test Fuel Tank View	A-27
Pre-Test Fuel Filter View	A-28

List of Photographs, Cont'd.

<u>Description</u>	<u>Figure</u>
Post-Test Fuel Filter View	A-29
Pre-Test Engine Compartment View	A-30
Post-Test Engine Compartment View	A-31
Pre-Test Windshield View	A-32
Post-Test Windshield View	A-33
Pre-Test Left Side Angled Windshield View	A-34
Post-Test Left Side Angled Windshield View	A-35
Post-Test Left Side Windshield Close-up - View 1	A-36
Post-Test Left Side Windshield Close-up - View 2	A-37
Pre-Test Right Side Angled Windshield View	A-38
Post-Test Right Side Angled Windshield View	A-39
Pre-Test Front Barrier Face View	A-40
Post-Test Front Barrier Face View	A-41
Pre-Test Left Side Barrier Face View	A-42
Post-Test Left Side Barrier Face View	A-43
Pre-Test Right Side Barrier Face View	A-44
Post-Test Right Side Barrier Face View	A-45
Pre-Test Overhead Barrier Face View	A-46
Post-Test Overhead Barrier Face View	A-47
Pre-Test Driver and Passenger Dummies Front View	A-48
Post-Test Driver and Passenger Dummies Front View	A-49
Pre-Test Driver Dummy Position - View 1	A-50
Post-Test Driver Dummy Position - View 1	A-51
Pre-Test Driver Dummy Position - View 2	A-52
Post-Test Driver Dummy Position - View 2	A-53
Pre-Test Driver Dummy & Vehicle Interior - View 1	A-54
Post-Test Driver Dummy & Vehicle Interior - View 1	A-55
Pre-Test Driver Dummy & Vehicle Interior - View 2	A-56

List of Photographs, Cont'd.

<u>Description</u>	<u>Figure</u>
Post-Test Driver Dummy & Vehicle Interior - View 2	A-57
Pre-Test Passenger Dummy Position - View 1	A-58
Post-Test Passenger Dummy Position - View 1	A-59
Pre-Test Passenger Dummy Position - View 2	A-60
Post-Test Passenger Dummy Position - View 2	A-61
Pre-Test Passenger Dummy & Vehicle Interior - View 1	A-62
Post-Test Passenger Dummy & Vehicle Interior - View 1	A-63
Pre-Test Passenger Dummy & Vehicle Interior - View 2	A-64
Post-Test Passenger Dummy & Vehicle Interior - View 2	A-65
Post-Test Driver Dummy Overall View	A-66
Post-Test Driver Dummy Head Contact - View 1	A-67
Post-Test Driver Dummy Head Contact - View 2	A-68
Post-Test Driver Dummy Head Contact - View 3	A-69
Post-Test Driver Dummy Head Contact - View 4	A-70
Post-Test Driver Dummy Chest Contact View	A-71
Post-Test Driver Knee Contact - View 1	A-72
Post-Test Driver Knee Contact - View 2	A-73
Post-Test Driver Knee Contact - View 3	A-74
Post-Test Driver Toeboard/Floorpan with Carpet Removed View	A-75
Post-Test Passenger Dummy Overall View	A-76
Post-Test Passenger Dummy Head Contact - View 1	A-77
Post-Test Passenger Dummy Head Contact - View 2	A-78
Post-Test Passenger Dummy Head Contact - View 3	A-79
Post-Test Passenger Dummy Knee Contact View	A-80
Post-Test Passenger Toeboard/Floorpan with Carpet Removed View	A-81
Pre-Test Vehicle Certification Label View	A-82
Pre-Test Tire Load Label View	A-83

Section 1.0

Purpose and Test Procedure

Purpose

This 56.0 km/h (34.8 mph) fixed 40% left offset deformable load cell barrier impact test was conducted for the National Highway Traffic Safety Administration (NHTSA) and Vehicle Research and Test Center (VRTC) by Transportation Research Center Inc. (TRC Inc.).

The purpose of this test was to evaluate frontal crash protection in a 40% offset frontal barrier impact test. The subject vehicle was a 2002 Dodge Neon ES 4-door sedan.

Test Procedure

This test was conducted in accordance with VRTC instructions for a vehicle into a fixed 40% left offset deformable load cell barrier test. Data was obtained relative to FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Retention"; and FMVSS 219, "Windshield Zone Intrusion", performance in an increased speed test mode using 5th percentile female anthropomorphic test devices (dummies).

The test vehicle, a 2002 Dodge Neon ES, was instrumented with five (5) triaxial sets of accelerometers to measure longitudinal, lateral and vertical axis accelerations, one (1) additional vertical accelerometer, one (1) displacement potentiometer, and four (4) seat belt load cells. The driver's and passenger's primary airbag signals were monitored with inductive pickups. The vehicle impacted a fixed offset deformable load cell barrier. The vehicle's specified impact velocity range was 55.2 to 56.8 km/h.

The deformable barrier face was offset to the left so that the right edge of the face was 172 millimeters left of the vehicle centerline. The bottom edge of the barrier face was 200 millimeters above the floor. The offset deformable barrier was instrumented with fifty (50) load cells to measure longitudinal forces.

The test vehicle contained two (2) Part 572O small adult female Hybrid III dummies. The dummies were positioned in the front outboard designated seating positions according to FMVSS 208 (December 18, 2001). The driver dummy and the passenger dummy were both belted and were restrained with front single stage airbags.

Both dummies were instrumented with an array of twelve (12) accelerometers in the head, plus six (6) chest, and three (3) pelvis, accelerometers to measure longitudinal, lateral, and vertical accelerations, and three (3) sternum accelerometers to measure longitudinal acceleration. The dummies were also instrumented with upper and lower neck moment and force load cells, lumbar moment and force load cells, left and right femur load cells to measure axial forces, and chest deflection potentiometers. Both dummies were also equipped with THOR-FLX legs, which included upper and lower tibia load cells to measure forces and

moments, tibia accelerometers in two axes, foot accelerometers in three axes, a tibia to femur displacement potentiometer at each knee, and three (3) rotary potentiometers at each ankle to measure foot rotations about three axes.

The 233 data channels were digitally sampled and recorded at 12,500 samples per second and processed per SAE J211 March 1995.

The crash event was recorded by one (1) real-time panning motion picture camera and nine (9) high-speed motion picture cameras. The pre- and post-test conditions were recorded by one (1) real-time motion picture camera.

The barrier test summary data are presented in Section 2.0. The summary of FMVSS 208 data are presented in Section 3.0. The occupant, camera, and vehicle measurements are presented in Section 4.0. Appendix A contains the still photographic prints. Appendix B contains the dummy and vehicle data plots. Appendix C contains the dummy verification data. Appendix D contains miscellaneous test information. Appendix E contains INSIA Report on Structural Measurements which documents the procedure for the measurements provided in Table 8.

Section 2.0

Fixed 40% Left Offset Deformable Load Cell Barrier Test Summary

Test Results Summary

This fixed 40% left offset load cell barrier test was conducted by TRC Inc. on August 13, 2002.

The test vehicle, a 2002 Dodge Neon ES 4-door sedan, was equipped with a 2-liter transverse engine, automatic transmission, power steering, power brakes and single stage front airbags. The vehicle's test weight was 1378.8 kg. The vehicle's impact speed was 56.0 km/h. The vehicle impacted 10 millimeters to the right of the 40% offset target line.

The driver's 36 millisecond Head Injury Criteria (HIC) was 1246. The driver's 15 millisecond HIC was 1204. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 44.6 g. The driver's maximum chest deflection was 35 mm. The driver's left and right femur maximum axial compressive forces were 3550 N and 1742 N, respectively. The driver dummy's neck injury calculations were as follows: NTF, 0.07; NTE, 1.51; NCF, 0.00; NCE, 0.44. The driver dummy's peak neck tension force was 3533 N and peak neck compression force was 183 N.

The right front passenger's 36 millisecond HIC was 561. The passenger's 15 millisecond HIC was 514. The passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 35.1 g. The passenger's maximum chest deflection was 24 mm. The passenger's left and right femur maximum axial compressive forces were 1747 N and 168 N, respectively. The right front passenger's neck injury calculations were as follows: NTF, 0.20; NTE, 0.41; NCF, 0.10; NCE, 0.21. The right front passenger dummy's peak neck tension force was 849 N and peak neck compression force was 518 N.

There was 93.0% windshield periphery retention. There was no penetration through the windshield.

Data Acquisition Explanations

The passenger dummy's lumbar X, Y and Z-axis force data channels, LMBXF2, LMBYF2 and LMBZF2, recorded multiple data spikes between approximately 140 and 175 milliseconds.

Table 1 Crash Test Summary

Test mode:	Fixed 40% left offset load cell barrier		
Test date:	08/13/02		
Test time:	1505		
Ambient temperature:	21° C		
Vehicle year/make/ model/body style:	2002/Dodge/Neon ES/4-door sedan		
Vehicle test weight:	1378.8 kg		
Impact angle ¹ :	0°		
Impact velocity ² :	56.0 km/h		
Maximum static crush ³ :	464 mm		
Average rebound:	N/A mm		
Number of data channels:	233		
Number of cameras:	High-speed	9	Real-time 1
<u>Dummies:</u>	<u>Driver #416</u>		<u>Passenger #421</u>
Type:	Part 572O		Part 572O
Location:	Left front		Right front
Restraint:	Seat belt, Airbag-dual stage		Seat belt, Airbag-dual stage

Seat track position for test:

Driver:	Full forward
Passenger:	Full forward

Seat back position for test:

Driver:	24.0°
Passenger:	24.8°

Head restraint position for test:

Driver:	Full down
Passenger:	Full down

Steering column position: Mid

¹ With respect to tow track centerline.

² Speed trap measurement (± .08 km/h accuracy)

³ Measured (pre and post) with bumper fascia removed.

Table 2 General Test and Vehicle Parameter Data

Vehicle year/make/
model/body style: 2002/Dodge/Neon ES/4-door sedan

VIN: 1B3EF56C82D621773

Model year: Neon ES

Body style: 4-door sedan

Color: White

Engine data:

 Cylinders: 4

 Displacement 2.0-liters

 Cylinder placement: Straight

 Engine placement: Transverse

Transmission data: 3 speed, ___ manual, X automatic, ___ overdrive

 Final drive: X FWD, ___ RWD, ___ 4WD

Date vehicle received: 08/06/2002

Odometer reading: 214

Dealer's name and address: Supplied by VRTC

Accessories:

Power steering	Yes	Automatic transmission	Yes
Power brakes	Yes	Automatic speed control	No
Power seats	No	Tilting steering wheel	Yes
Power windows	Yes	Telescoping steering wheel	No
Tinted glass	Yes	Air conditioning	Yes
Radio	Yes	Anti-skid brake	Yes
Clock	Yes	Rear window defroster	Yes
Other	None	Power door locks	Yes

Certification data from vehicle's label:

Vehicle manufactured by: DaimlerChrysler Corporation

Date of manufacture: 04/02

VIN: 1B3ES56C82D621773

GVWR: 1693 kg (3731 lbs.)

GAWR: Front: 932 kg (2053 lbs.)

 Rear: 784 kg (1728 lbs.)

Table 2 General Test and Vehicle Parameter Data, Cont'd.

Tires on vehicle (mfr., line, size): Goodyear, Eagles, P185/60R15

Tire pressure with maximum capacity vehicle load:

Front: 44 psi (300 kPa)
Rear: 44 psi (300 kPa)

Spare tire (mfr., line, size): Goodyear, Temporary, T125/70D14

Type of seats:

Front Bucket
Rear Bench

Maximum width: 1732 mm

Wheelbase: 2670 mm

Location of "Recommended Tire Pressure" label:

The label was located on driver door.

Data from vehicle's "Recommended Tire Pressure" label":

Recommended tire size: P175/70R14

Recommended cold tire pressure:

Front: 32 psi (220 kPa)
Rear: 32 psi (220 kPa)

Vehicle Capacity Data:

Number of Occupants (Designated seating capacity):

Front 2
Mid N/A
Rear 3
Total 5

Vehicle capacity weight: 392 kg (865 lbs.)

Rated cargo/luggage weight 52 kg (115 lbs.)

Test vehicle attitude:

Delivered attitude:	LF	684 mm;	RF	676 mm;	LR	685 mm;	RR	685 mm
Fully loaded attitude:	LF	669 mm;	RF	667 mm;	LR	660 mm;	RR	666 mm
Pre-test attitude:	LF	670 mm;	RF	669 mm;	LR	655 mm;	RR	657 mm
Post-test attitude:	LF	603 mm;	RF	663 mm;	LR	640 mm;	RR	660 mm

Table 2 General Test and Vehicle Parameter Data Cont'd

Weight of test vehicle as received (with maximum fluids)=UDW:

Right front	385.5 kg	Right rear	226.5 kg
Left front	399.0 kg	Left rear	216.0 kg
Total front weight	784.5 kg	(63.9 % of total vehicle weight)	
Total rear weight	442.5 kg	(36.1 % of total vehicle weight)	
Total delivered weight	1227.0 kg		

Calculation of test vehicle's target test weight:

Total Delivered Weight (UDW) =	1227.0 kg
Rated Cargo/Luggage Weight (RCLW) ¹ =	52.0 kg
Weight of 2 Part 572O Dummies @ 49 kg each =	98.0 kg
Target test weight =	1377.0 kg

Weight of test vehicle with required dummies and 53.8 kg of cargo weight:

Right front	404.6 kg	Right rear	283.2 kg
Left front	412.4 kg	Left rear	278.6 kg
Total front weight	817.0 kg	(59.3% of total vehicle weight)	
Total rear weight	561.8 kg	(40.7% of total vehicle weight)	
Total test weight	1378.8 kg	(0.1% over target test weight)	

Weight of ballast secured in vehicle: None

Components removed to meet target test weight: Exhaust from catalytic converter rearward, all side glass, rear speakers & deck, trunk lid, rear interior, rear seat belts, window and trunk seals, taillights and rear bumper fascia.

Location of Vehicle's CG: 1088 mm rearward of front wheel centerline

Fuel System Data:

Usable fuel system capacity	47.3 liters (from owner's manual)
Actual test volume:	44.0 liters (93% of usable)

¹ Cargo weight for multipurpose passenger vehicles, trucks, and buses is the vehicle's rated cargo and luggage weight from the vehicle's label or 136 kilograms, whichever is less.

Table 3 Post-Impact Data

Test number: 020813
Test date: 08/13/02
Test time: 1505
Test type: Fixed 40% left offset deformable load cell barrier
Impact angle: 0°
Ambient temperature
at impact area: 21° C
Required impact velocity range: 55.2 to 56.8 km/h

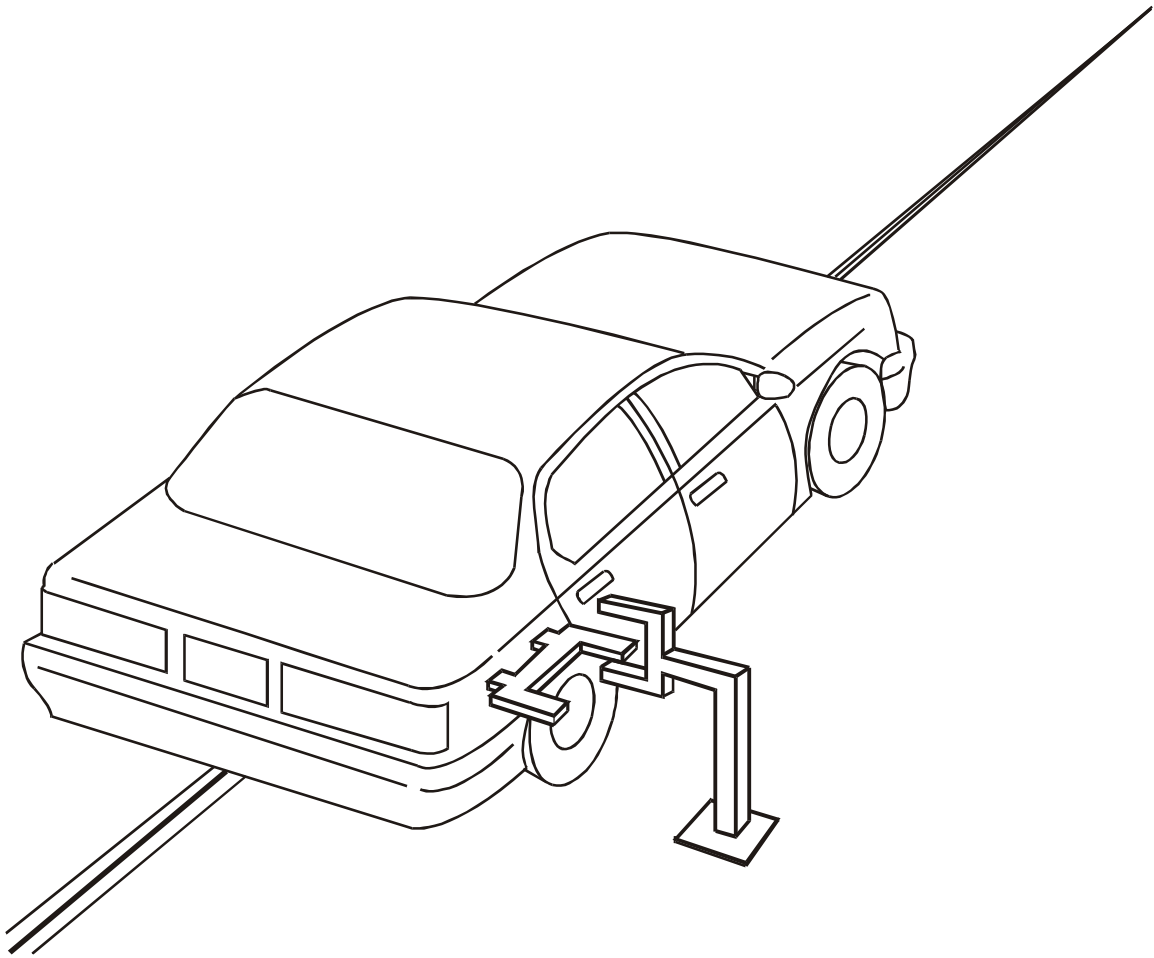
Barrier impact velocity:

Primary: 56.0 km/h
Secondary: 56.0 km/h
Distance from vehicle to barrier:
Entering velocity trap: 661 mm
Exiting velocity trap: 51 mm

Barrier offset (at right edge of barrier):

Target offset: 172 mm left of vehicle centerline
Impact point variance: 10 mm right
Actual offset: 162 mm left of vehicle centerline

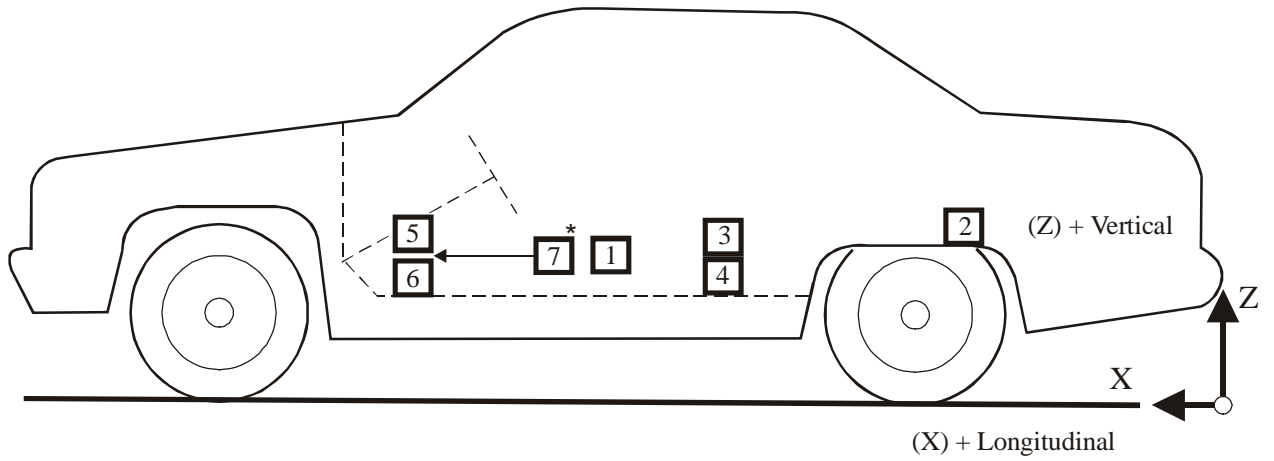
Figure 1 Impact Velocity Measurement System



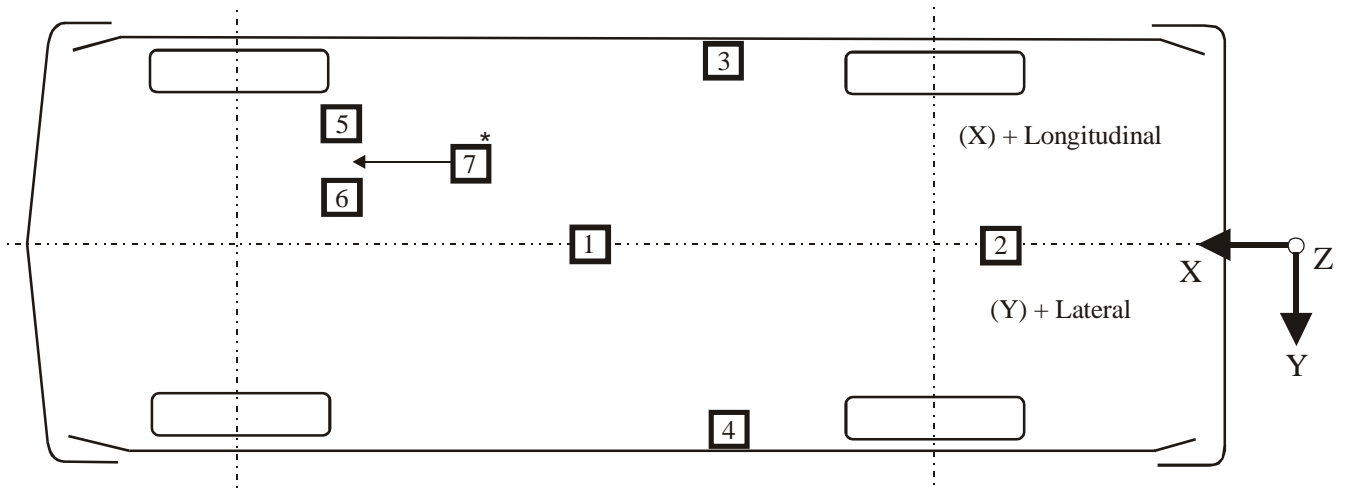
The final vane clears the final emitter/receiver pair 51 millimeters before impact.

The vanes have 610-millimeter spacing.

Figure 2 Vehicle Accelerometer and String Potentiometer Placement



Side View



Bottom View

* String potentiometer mounted under driver seat with string attached to toeboard to measure displacement.

Table 4 Vehicle Accelerometer Locations and Instrumentation Data Summary

TEST NUMBER: 020813

No. LOCATION	X	Y	Z	POSITIVE DIRECTION		NEGATIVE DIRECTION	
1 VEHICLE CENTER OF GRAVITY	2446 mm	0 mm	-366 mm				
LONGITUDINAL				2.8 g	@ 151.8 ms	39.8 g	@ 100.4 ms
LATERAL				23.1 g	@ 63.0 ms	43.3 g	@ 101.4 ms
VERTICAL				20.7 g	@ 100.6 ms	22.3 g	@ 92.7 ms
RESULTANT				60.5 g	@ 101.0 ms		
2 REAR DECK VERTICAL	NA	NA	-491 mm	13.5 g	@ 145.3 ms	21.1 g	@ 91.8 ms
3 LEFT REAR SEAT CROSSMEMBER	1695 mm	-615 mm	-329 mm				
LONGITUDINAL				2.4 g	@ 171.8 ms	37.4 g	@ 88.5 ms
LATERAL				8.7 g	@ 67.4 ms	7.0 g	@ 112.7 ms
VERTICAL				6.3 g	@ 129.1 ms	21.5 g	@ 90.5 ms
RESULTANT				40.5 g	@ 89.2 ms		
4 RIGHT REAR SEAT CROSSMEMBER	1695 mm	615 mm	-331 mm				
LONGITUDINAL				1.1 g	@ 175.0 ms	27.9 g	@ 92.9 ms
LATERAL				10.2 g	@ 69.4 ms	5.2 g	@ 113.1 ms
VERTICAL				6.5 g	@ 96.6 ms	5.9 g	@ 65.8 ms
RESULTANT				28.4 g	@ 93.0 ms		
5 DRIVERS LEFT SIDE TOE PAN	3245 mm	-510 mm	-294 mm				
LONGITUDINAL				5.7 g	@ 25.1 ms	60.5 g	@ 60.0 ms
LATERAL				40.2 g	@ 65.0 ms	21.3 g	@ 85.0 ms
VERTICAL				46.2 g	@ 69.9 ms	27.5 g	@ 64.3 ms
RESULTANT				67.2 g	@ 60.2 ms		

2-11

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Table 4 Vehicle Accelerometer Locations and Instrumentation Data Summary, Cont'd.

TEST NUMBER: 020813 No. LOCATION	X	Y	Z	POSITIVE DIRECTION	NEGATIVE DIRECTION
6 DRIVERS RIGHT SIDE TOE PAN	3245 mm	-235 mm	-277 mm		
LONGITUDINAL				21.9 g @ 85.0 ms	58.0 g @ 77.0 ms
LATERAL				18.2 g @ 69.8 ms	23.1 g @ 86.2 ms
VERTICAL				17.4 g @ 82.1 ms	14.0 g @ 74.7 ms
RESULTANT				58.6 g @ 76.8 ms	
7 DRIVERS TOE PAN DISPLACEMENT	NA	NA	NA		
LONGITUDINAL				2.5 mm @ 6.2 ms	258.9 mm @ 124.0 ms
8 DRIVER SEAT BELT LOAD CELLS	NA	NA	NA		
LAP BELT				1552.8 N @ 70.8 ms	15.1 N @ 152.2 ms
SHOULDER BELT				3153.4 N @ 81.4 ms	12.8 N @ 266.6 ms
9 PASSENGER SEAT BELT LOAD CELLS	NA	NA	NA		
LAP BELT				3878.1 N @ 82.2 ms	14.1 N @ 309.4 ms
SHOULDER BELT				4440.9 N @ 84.4 ms	8.6 N @ 254.6 ms

REFERENCE: X: + FORWARD FROM REAR BUMPER
 Y: + RIGHTWARD FROM VEHICLE CENTERLINE
 Z: + DOWNWARD FROM GROUND LEVEL

Section 3.0

Summary of FMVSS 208, 212 and 219 (partial) Data

Table 5 Dummy Injury Criteria Data

	<u>Maximum Acceleration¹</u>							
	Head				Chest			
	X	Y	Z	R	X	Y	Z	R
Driver	-107.8 g	-47.0 g	42.3 g	113.4 g	-68.8 g	13.0 g	-11.8 g	68.9 g
Passenger	-94.0 g	49.6 g	34.2 g	106.7 g	-34.9 g	11.6 g	10.5 g	36.3 g

	<u>Maximum Femur Compressive Force</u>	
	Left Femur	Right Femur
Driver	3550 N	1742 N
Passenger	1747 N	168 N

	<u>Head Injury Criteria²</u>		
	36 millisecond		
	HIC	Time t ₁	Time t ₂
Driver	1246	77.1 ms	95.4 ms
Passenger	561	88.7 ms	123.7 ms

	15 millisecond		
	HIC	Time t ₁	Time t ₂
	Driver	1204	78.5 ms
Passenger	514	106.7 ms	121.8 ms

	<u>Chest Maximum Resultant Acceleration³</u>		
	Acceleration	Time t ₁	Time t ₂
	Driver	44.6 g	99.9 ms
Passenger	35.1 g	83.3 ms	86.2 ms

Table 5 Dummy Injury Criteria Data, Cont'd.

Maximum Chest Deflection

Driver	35 mm
Passenger	24 mm

Neck Injury Calculations (Nij)²

	NTF	NTE	NCF	NCE
Driver	0.07	1.51	0.00	0.44
Passenger	0.20	0.41	0.10	0.21

Neck Axial Force

	Neck Tension	Neck Compression
Driver	3533 N	183 N
Passenger	849 N	518 N

Tibia Index

	Upper Tibia	Lower Tibia
Driver-left	0.45	0.79
Driver-right	1.02	1.17
Passenger-left	0.52	0.62
Passenger-right	0.33	0.28

¹ See Report Sign Convention in Appendix D.

² As defined in FMVSS No. 208.

³ Defined as equal to or exceeding 0.003 sec. duration.

Table 6 Post-Impact Dummy/Vehicle Data

Visible Dummy Contact Points:

	<u>Driver</u>	<u>Passenger</u>
Head	Airbag cover, airbag, head restraint, door panel	Airbag, head restraint
Chest	Airbag, steering wheel	Airbag
Abdomen	None	None
Left knee	Knee bolster	Glove box
Right knee	Knee bolster	Glove box

Door opening:

	<u>Left</u>	<u>Right</u>
Front	Difficult	Easy
Rear	Came open at impact	Easy

Seat movement:

	<u>Seat back failure</u>	<u>Seat shift</u>
Left Front	None	None
Right Front	None	None
Left Rear	N/A	N/A
Right Rear	N/A	N/A

Glazing damage: Windshield cracked all over.

Other notable impact effects: Left rear door came open.

Figure 3 FMVSS 212 Test Data

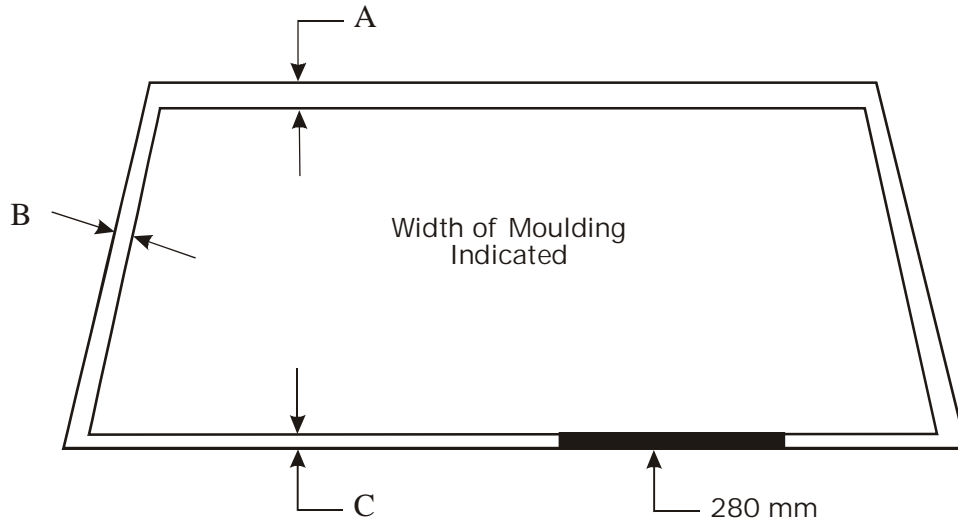
Details of windshield mounting such as retention method, trim type, etc.: Plastic trim around the perimeter.

FMVSS 212 requirements: The post-test periphery retention amount must be at least 75% of the pre-test periphery measurement for vehicles NOT equipped with automatic restraints, and 50% for each side of windshield for vehicles equipped with automatic restraint systems for front occupants.

Windshield periphery measurements:

	<u>Pre-test</u>	<u>Post-test</u>	<u>Percent retention</u>
Right side	2002 mm	2002 mm	100.0
Left side	2002 mm	1722 mm	86.0
Total	4004 mm	3724 mm	93.0

A = 19 mm
 B = 20 mm
 C = 15 mm



Front view of windshield¹

Loss of windshield retention lengths: 280 mm

¹ Indicate areas of loss of retention, if any, on windshield diagram.

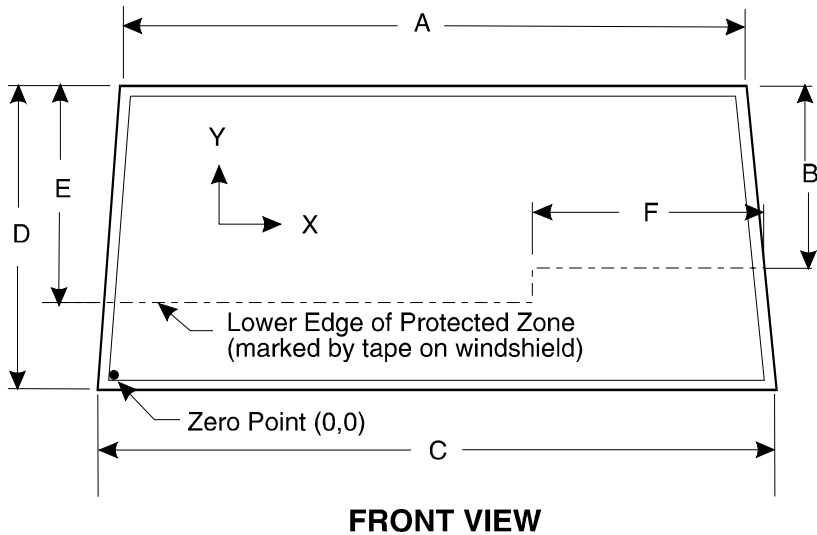
Figure 4 FMVSS 219 (partial) Test Data

Protected zone lower edge requirement:

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

Windshield measurements:

- A = 1085 mm
- B = 415 mm
- C = 1385 mm
- D = 767 mm
- E = 530 mm
- F = 667 mm



Method of adhering protected zone template to windshield: NA

Areas of windshield template penetration greater than 6 mm: NA

Coordinates	
X	Y

- 1.
- 2.
- 3.

Areas of windshield penetration, below the protected zone, through the inner surface of the windshield: None

- 1.
- 2.
- 3.

Section 4.0

Occupant, Vehicle, Camera, and Barrier Information

Dummy Kinematic Summary

Driver Dummy

Upon impact, the driver dummy translated forward on the seat impacting both knees into the instrument panel. The dummy's head rotated forward and contacted the upper steering wheel rim or airbag cover as the airbag was deploying. As the head and chest contacted the airbag, the torso leaned leftward and the neck rotated left ear towards left shoulder. Then the head rotated the face upward. The top of the head contacted the inner door panel. The dummy came to rest seated upright in the driver's seat leaning slightly outboard.

Right Front Passenger Dummy

Upon impact, the passenger dummy translated forward on the seat impacting both knees into the dashboard. The head and chest impacted the airbag. The dummy rebounded into the seat; the neck extended and the head contacted the head restraint. The dummy came to rest seated upright in the passenger seat leaning slightly outboard.

Figure 5 Dummy Measurement Locations for Front Seat Occupants

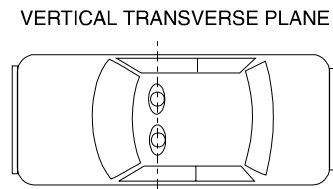
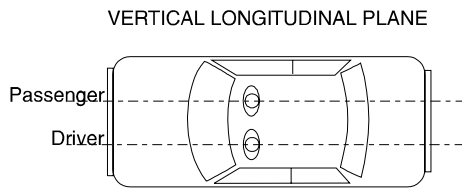
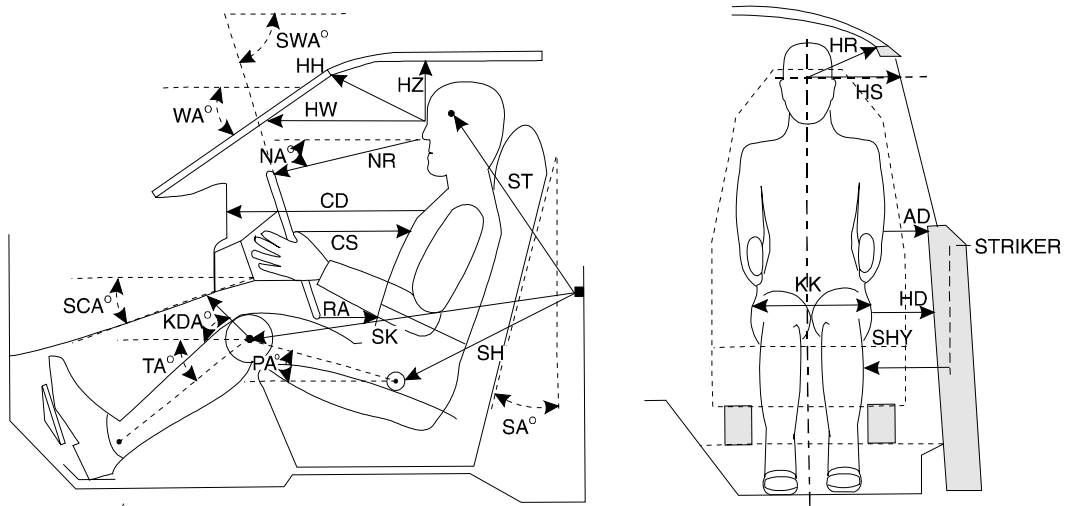


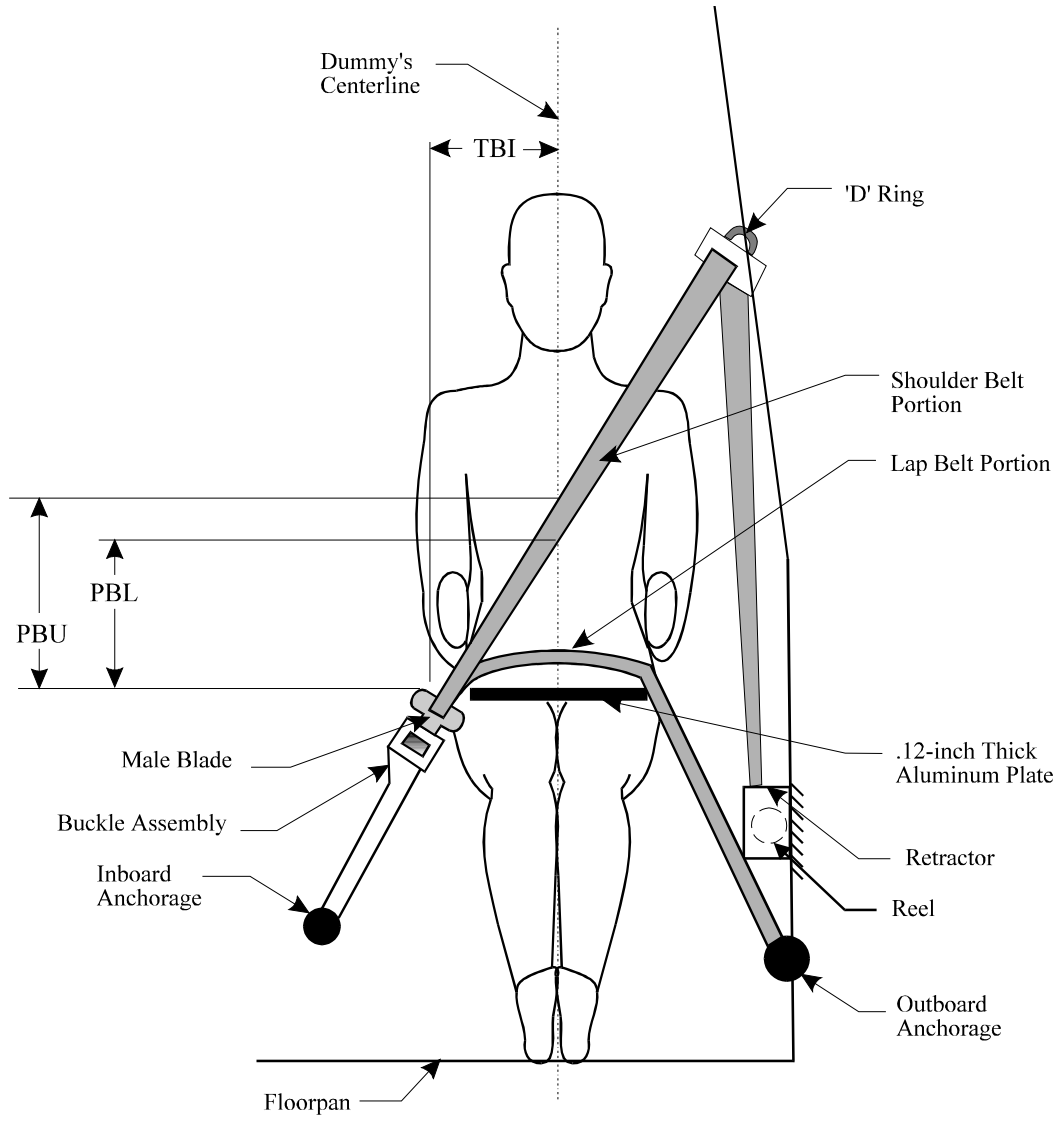
Table 7 Dummy Measurement Data For Front Seat Occupants

Designation	Type of Measurement	Driver (Serial # 416)	Passenger (Serial # 421)
WA	Windshield angle	24.7°	24.7°
SWA	Steering wheel angle	66.2°	N/A
SCA	Steering column angle	23.8°	N/A
SA	Seat back angle	24.0°	24.8°
HZ	Head to roof	200 mm	230 mm
HH	Head to header	275 mm	290 mm
HW	Head to windshield	628 mm	627 mm
HR	Head to side header	230 mm	250 mm
NR	Nose to rim	258 mm	N/A
NA	Nose to rim angle	1.0°	N/A
CD	Chest to dash	409 mm	381 mm
CS	Steering wheel to chest	191 mm	N/A
RA	Rim to abdomen	93 mm	N/A
KDL	Left knee to dash	90 mm	85 mm
KDR	Right knee to dash	92 mm	90 mm
KDA	Outboard knee to dash angle	58.9°	56.6°
PA	Pelvic angle	21.3°	21.5°
TA	Tibia angle	55.7°	51.9°
KK	Knee to knee	220 mm	165 mm
ST ¹	Striker to head	478 mm	478 mm
	Striker to head angle	-67.0°	-64.5°
SK ¹	Striker to knee	645 mm	645 mm
	Striker to knee angle	-1.3°	-1.2°
SH ¹	Striker to H-point	344 mm	345 mm
	Striker to H-point angle	21.5°	23.8°
SHY	Striker to H-point (Y dir.)	240 mm	269 mm
HS	Head to side window	320 mm	270 mm
HD	H-point to door	162 mm	232 mm
AD	Arm to door	137 mm	145 mm

The seat back angle (SA°) is measured relative to vertical, all other angles are measured relative to horizontal.

¹ A negative angle indicates the measurement point was above the striker.

Figure 6 Seat Belt Positioning Data



	Driver Dummy	Passenger Dummy
PBU - Top surface of aluminum plate to belt upper edge	280 mm	260 mm
PBL - Top surface of aluminum plate to belt lower edge	185 mm	170 mm
TBI - Dummy centerline to intersection of upper torso belt and lap belt	90 mm	105 mm

Table 8 Vehicle Structural Measurements^{1,2}

	Elements	Pre-Test
1	Total Length	4384
2	Total Width	1732
3	Bumper Top Height	-527
4	Bumper Bottom Height	-386
5	Longitudinal Member Top Height	-504
6	Longitudinal Member Bottom Height	-402
7	Distance Between Longitudinal Members	1060
7'	Longitudinal Member Width	80
8	Engine Top Height	-779
9	Engine Bottom Height	-98
10	Engine and Gearbox Width	800
11	Front Bumper - Engine Distance	360
12	Front Shock Absorber Fixing Height	-830
13	Bonnet Leading Edge Height	-1113
14	Front Shock Absorber Fixing Width	605
15	Front Bumper - Front Axle Distance	860
16	Front Axle - A Pillar Distance	530
17	A Pillar - B Pillar Distance	1040
18	B Pillar - Rear Axle Distance	1113
19	B Pillar - C Pillar Distance	1310
20	Roof Sill Bottom Height	-1193
21	Roof Sill Top Height	-1273
22	Floor Sill Bottom Height	-166
23	Floor Sill Top Height	-328

All distance measurements are in millimeters.

¹ Taken from INSIA report, “Structural Survey of Cars, Methodology of the Main Resistant Elements in the Car Body”, March 1999. This report is included in Appendix E.

² The vertical measurements from the ground are adjusted based on the test vehicle’s pre-test attitude measurements.

Figure 7 Pre-Test And Post-Test Measurement Points

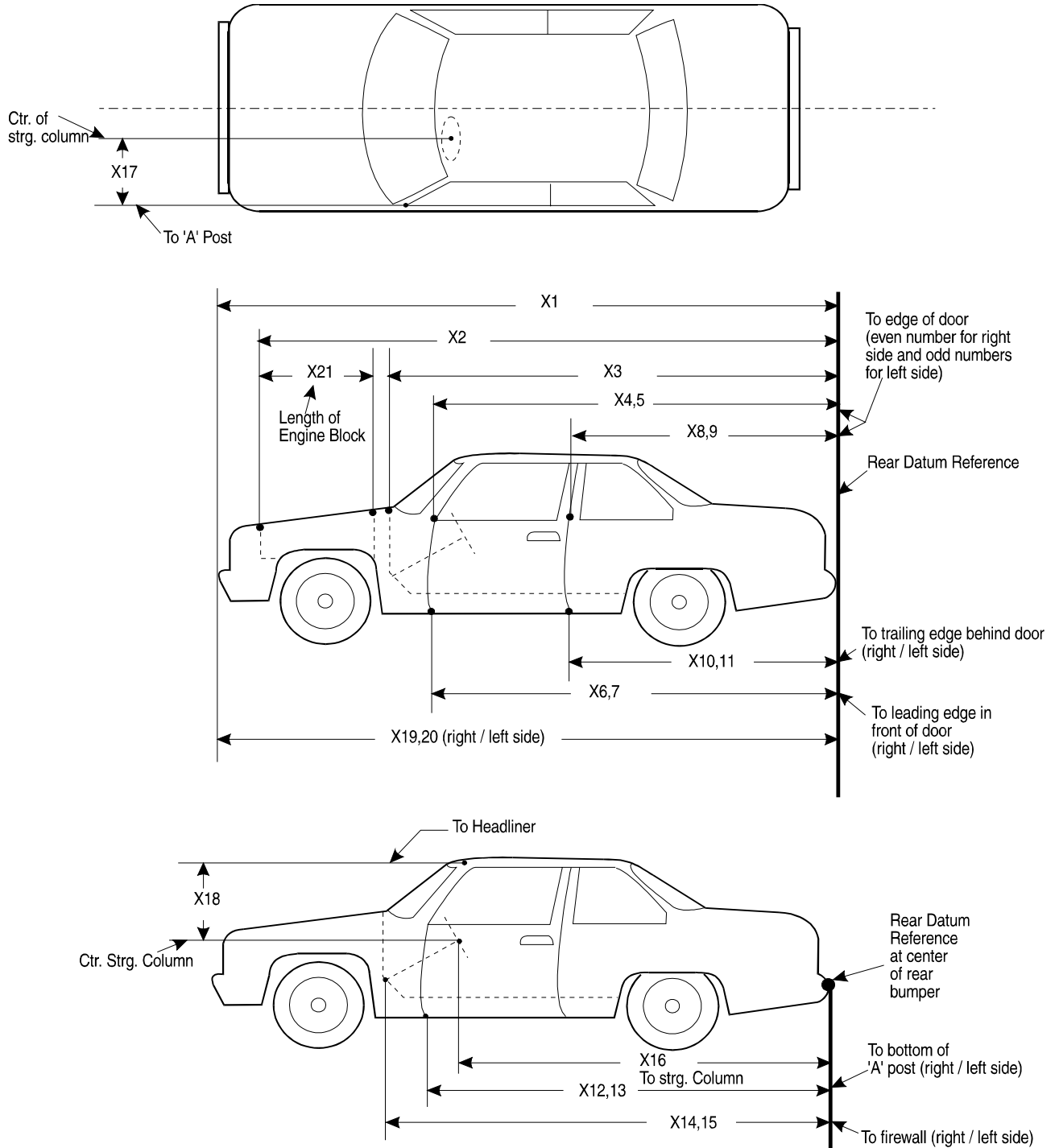


Table 9 Impacted Vehicle Measurements

Test number: 020813

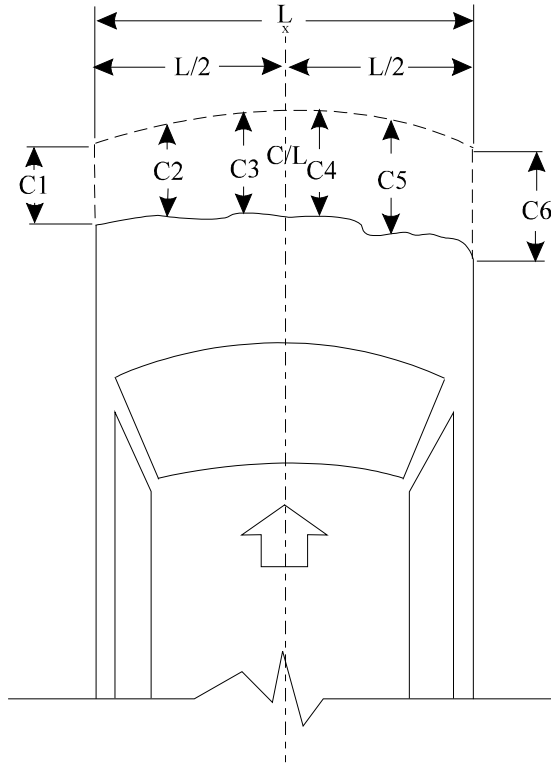
Vehicle year/make/model/body style: 2002/Dodge/Neon ES/4-door sedan

No.	Type of measurement	Pre-Test	Post-Test	Difference
X1	Total Length of Vehicle at Centerline	4384	4013 ¹	371
X2	Rear Surface of Vehicle to Front of Engine Block	3817	3632	185
X3	Rear Surface of Vehicle to Firewall	3334	3239	95
X4	Rear Surface of Veh. to Upper Leading Edge of Right Door	3130	3138	-8
X5	Rear Surface of Veh. to Upper Leading Edge of Left Door	3123	3040	83
X6	Rear Surface of Veh. to Lower Leading Edge of Right Door	3078	3083	-5
X7	Rear Surface of Veh. to Lower Leading Edge of Left Door	3075	2981	94
X8	Rear Surface of Veh. to Upper Trailing Edge of Right Door	2045	2049	-4
X9	Rear Surface of Veh. to Upper Trailing Edge of Left Door	2127	2024	103
X10	Rear Surface of Veh. to Lower Trailing Edge of Right Door	2045	2048	-3
X11	Rear Surface of Veh. to Lower Trailing Edge of Left Door	2040	1952	88
X12	Rear Surface of Veh. to Bottom of " A " Post on Right Side	3044	3052	-8
X13	Rear Surface of Veh. to Bottom of " A " Post on Left Side	3034	2938	136
X14	Rear Surface of Vehicle to Firewall--Right Side	3335	3337	-2
X15	Rear Surface of Vehicle to Firewall --Left Side	3494	3351	143
X16	Rear Surface of Vehicle to Steering Wheel Center	2578	2511	67
X17	Center of Steering Column to " A " Post	385	350	35
X18	Center of Steering Column to Headliner	485	460	25
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4180	4201	-21
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4190	3783 ¹	407
X21	Length of Engine Block	440	440	0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	2805	2785	20
CD	Rear Surface of Vehicle to Center of Dash Panel	2787	2732	55
LD	Rear Surface of Vehicle to Left Side of Dash Panel	2793	2780	13

All distance measurements are in millimeters.

¹ Post-test measurements are without bumper fascia, because fascia separated during event. The reported difference is also affected.

Figure 8 Vehicle Crush



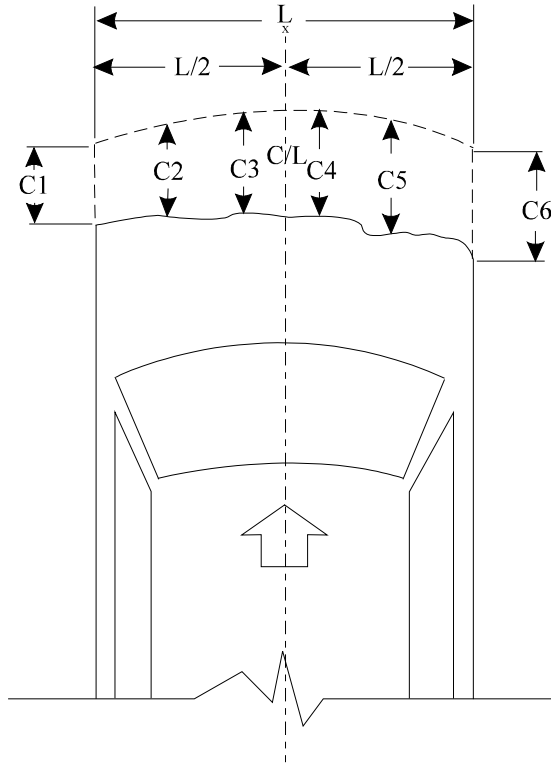
Notes: L is pre-test length of contact surface.
 C1 through C6 are spaced equally apart.
 CL is vehicle centerline.

Vehicle: 2002 Dodge Neon ES
 Measured with bumper fascia:

Location	Pre-test	Post-test ¹	Difference ¹
L	1532 mm		
C1	4190 mm	N/A mm	N/A mm
C2	4327 mm	N/A mm	N/A mm
C3	4373 mm	N/A mm	N/A mm
C4	4371 mm	N/A mm	N/A mm
C5	4325 mm	4212 mm	113 mm
C6	4180 mm	4136 mm	44 mm
CL	4384 mm	3948 mm	436 mm

¹ Bumper fascia broke loose from the bumper beam and post-test measurements C1 through C4 could not be taken.

Figure 8 Vehicle Crush, Cont'd.



Notes: L is pre-test length of contact surface.
 C1 through C6 are spaced equally apart.
 CL is vehicle centerline.

Vehicle: 2002 Dodge Neon ES

Measured to bumper beam without bumper fascia:

Location	Pre-test	Post-test	Difference
L	1532 mm		
C1	4145 mm	3783 mm	362 mm
C2	4285 mm	3821 mm	464 mm
C3	4333 mm	3920 mm	413 mm
C4	4335 mm	4107 mm	228 mm
C5	4290 mm	4241 mm	49 mm
C6	4145 mm	4142 mm	3 mm
CL	4342 mm	4013 mm	329 mm

Table 10 Test Vehicle Frontal Profile Data

		Pre-Test Profile					
		Vehicle Left			Vehicle Right		
		Point 1	Point 2	Point 3	Point 4	Point 5	Point 6
Bottom of Front Bumper	X	4165 mm	4295 mm	4360 mm	4352 mm	4300 mm	4165 mm
	Y	-747 mm	-452 mm	-160 mm	160 mm	450 mm	735 mm
	Z	-250 mm	-241 mm	-242 mm	-242 mm	-242 mm	-243 mm
Top of Front Bumper	X	4170 mm	4310 mm	4365 mm	4365 mm	4305 mm	4170 mm
	Y	-760 mm	-460 mm	-165 mm	161 mm	455 mm	760 mm
	Z	-510 mm	-496 mm	-490 mm	-491 mm	-488 mm	-490 mm
Center of Grille	X	4140 mm	4240 mm	4315 mm	4315 mm	4255 mm	4150 mm
	Y	-725 mm	-445 mm	-157 mm	160 mm	445 mm	725 mm
	Z	-558 mm	-562 mm	-562 mm	-561 mm	-564 mm	-543 mm
Front of Hood	X	4130 mm	4230 mm	4300 mm	4305 mm	4220 mm	4145 mm
	Y	-713 mm	-444 mm	-157 mm	155 mm	440 mm	712 mm
	Z	-597 mm	-601 mm	-603 mm	-605 mm	-606 mm	-595 mm

		Post-Test Profile ¹					
		Vehicle Left			Vehicle Right		
		Point 1	Point 2	Point 3	Point 4	Point 5	Point 6
Bottom of Front Bumper	X	N/A mm	N/A mm	N/A mm	N/A mm	4296 mm	4181 mm
	Y	N/A mm	N/A mm	N/A mm	N/A mm	345 mm	617 mm
	Z	N/A mm	N/A mm	N/A mm	N/A mm	-292 mm	-271 mm
Top of Front Bumper	X	N/A mm	N/A mm	N/A mm	N/A mm	4263 mm	4195 mm
	Y	N/A mm	N/A mm	N/A mm	N/A mm	312 mm	605 mm
	Z	N/A mm	N/A mm	N/A mm	N/A mm	-527 mm	-515 mm
Center of Grille	X	N/A mm	N/A mm	N/A mm	N/A mm	4251 mm	4167 mm
	Y	N/A mm	N/A mm	N/A mm	N/A mm	303 mm	620 mm
	Z	N/A mm	N/A mm	N/A mm	N/A mm	-589 mm	-564 mm
Front of Hood	X	N/A mm	3813 mm	3924 mm	4081 mm	4032 mm	4160 mm
	Y	N/A mm	-595 mm	-320 mm	-43 mm	242 mm	592 mm
	Z	N/A mm	-550 mm	-539 mm	-611 mm	-668 mm	-597 mm

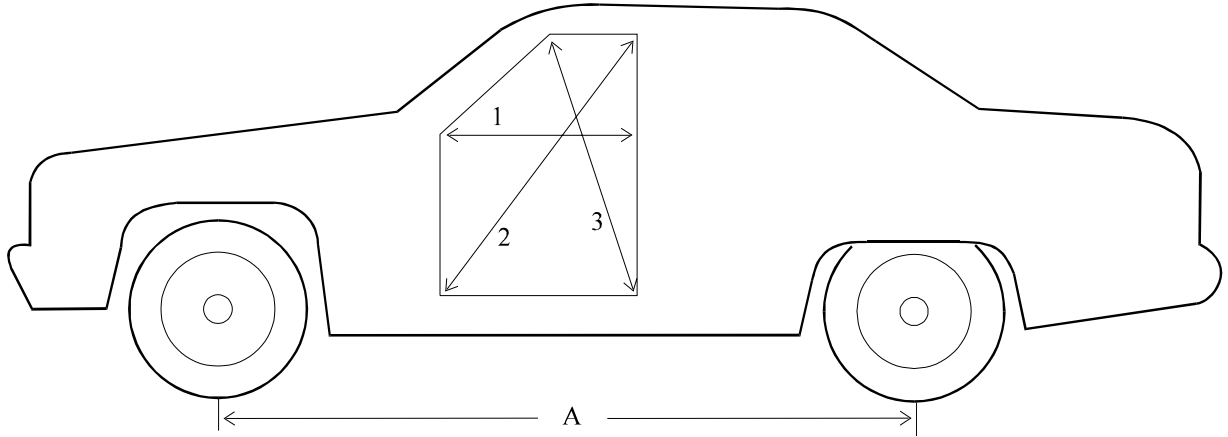
		Difference ¹					
		Vehicle Left			Vehicle Right		
		Point 1	Point 2	Point 3	Point 4	Point 5	Point 6
Bottom of Front Bumper	X	N/A mm	N/A mm	N/A mm	N/A mm	4 mm	-16 mm
	Y	N/A mm	N/A mm	N/A mm	N/A mm	105 mm	118 mm
	Z	N/A mm	N/A mm	N/A mm	N/A mm	50 mm	28 mm
Top of Front Bumper	X	N/A mm	N/A mm	N/A mm	N/A mm	42 mm	-25 mm
	Y	N/A mm	N/A mm	N/A mm	N/A mm	143 mm	155 mm
	Z	N/A mm	N/A mm	N/A mm	N/A mm	39 mm	25 mm
Center of Grille	X	N/A mm	N/A mm	N/A mm	N/A mm	4 mm	-17 mm
	Y	N/A mm	N/A mm	N/A mm	N/A mm	142 mm	105 mm
	Z	N/A mm	N/A mm	N/A mm	N/A mm	25 mm	21 mm
Front of Hood	X	N/A mm	417 mm	376 mm	224 mm	188 mm	-15 mm
	Y	N/A mm	151 mm	163 mm	198 mm	198 mm	120 mm
	Z	N/A mm	-51 mm	-64 mm	6 mm	62 mm	2 mm

Note: Six points divide the width of the car. Pre- and post-test measurement references: +X, forward of rear bumper; +Y, rightward from vehicle centerline; +Z, downward from ground level.

¹ Bumper fascia broke loose from bumper beam and many post-test measurements could not be taken.

Figure 9 Vehicle Intrusion Measurements

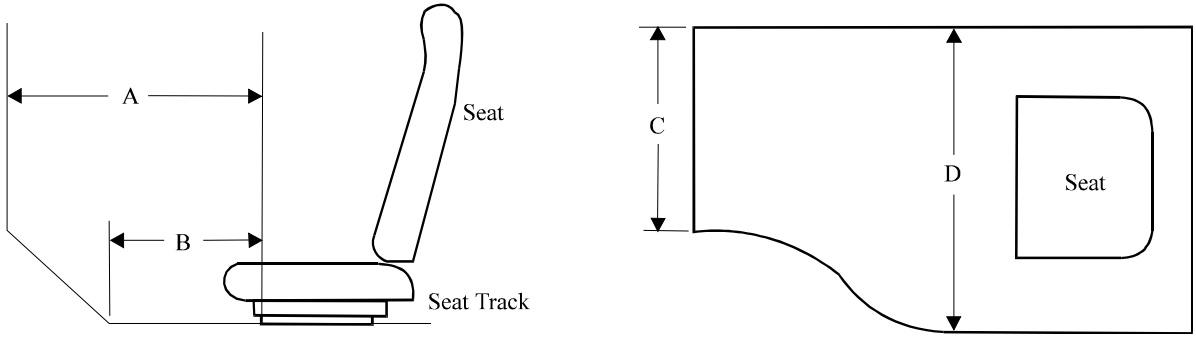
Door Opening Width



Units (mm)	Left			Right		
Measurement	1	2	3	1	2	3
Pre-Test	980 mm	1450 mm	970 mm	980 mm	1450 mm	970 mm
Post-Test	889 mm	1405 mm	1048 mm	977 mm	1436 mm	961 mm
Difference	91 mm	45 mm	-78 mm	3 mm	14 mm	9 mm

Units (mm)	A = Wheelbase Left	A = Wheelbase Right
Pre-Test	2670 mm	2670 mm
Post-Test	2715 mm	2439 mm
Difference	-45 mm	231 mm

Figure 10 Vehicle Intrusion Measurements
Static Footwell Deformation



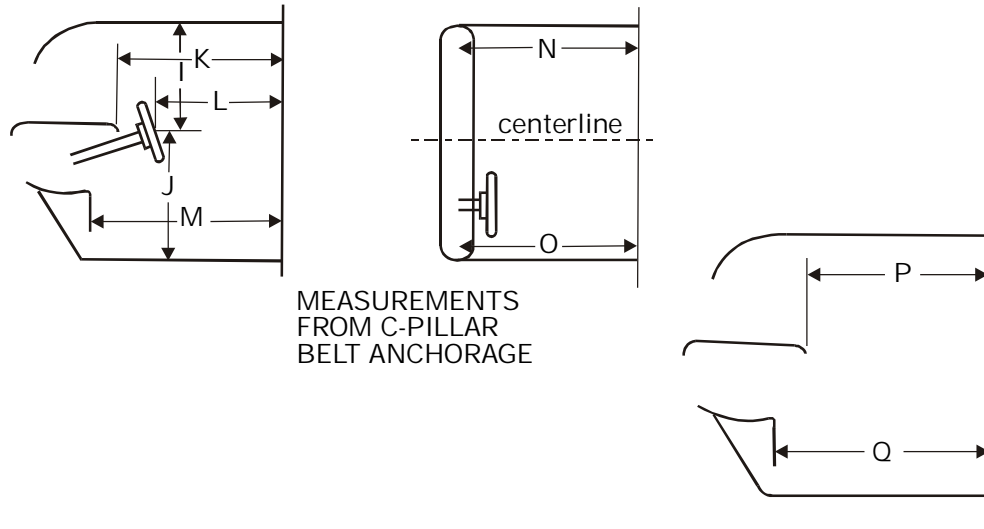
Driver's Side

Measurement	Pre-Test	Post-Test	Difference
A	860 mm	663 mm	197 mm
B	580 mm	534 mm	46 mm
C	378 mm	315 mm	63 mm
D	405 mm	342 mm	63 mm

Passenger's Side

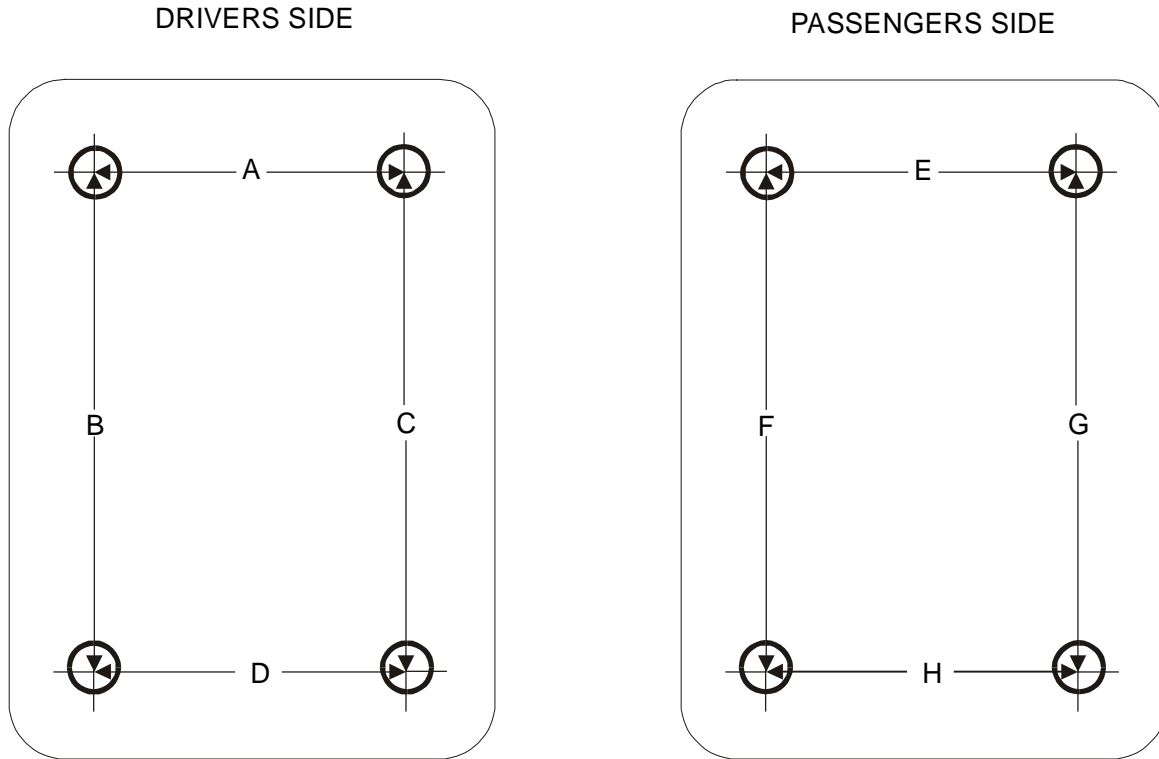
Measurement	Pre-Test	Post-Test	Difference
A	870 mm	838 mm	32 mm
B	585 mm	577 mm	8 mm
C	410 mm	410 mm	0 mm
D	405 mm	404 mm	1 mm

Figure 11 Vehicle Intrusion Measurements
Static Passenger Compartment Intrusion



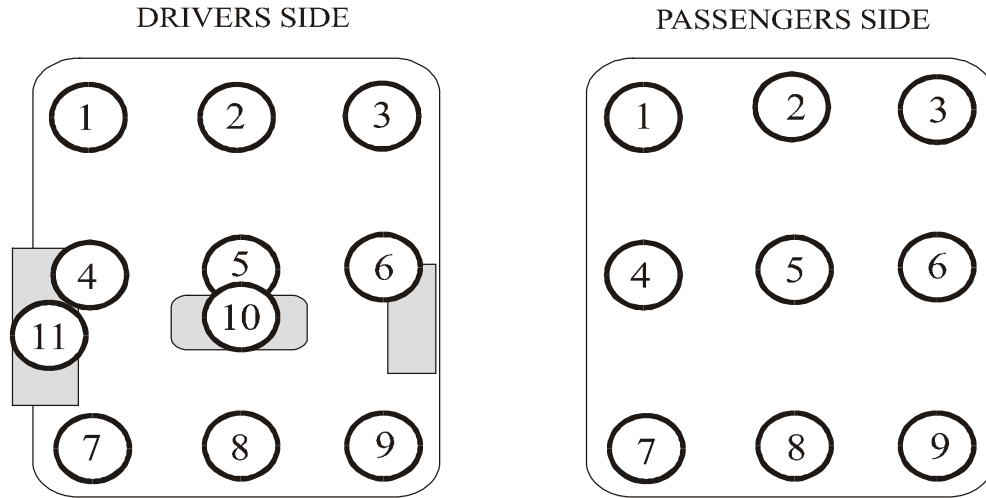
Measurement	Pre-Test	Post-Test	Difference
I	425 mm	460 mm	-35 mm
J	598 mm	648 mm	-50 mm
K (driver's side)	1645 mm	1461 mm	184 mm
L	1390 mm	1176 mm	214 mm
M (driver's side)	1690 mm	1570 mm	120 mm
N (passenger's side)	1500 mm	1455 mm	45 mm
O (driver's side)	1505 mm	1345 mm	160 mm
P (passenger's side)	1630 mm	1554 mm	76 mm
Q (passenger's side)	1690 mm	1684 mm	6 mm

Figure 12 Floorboard Deformation



Measurement	Pre-Test	Post-Test	Difference
A	378 mm	341 mm	37 mm
B	375 mm	341 mm	34 mm
C	350 mm	300 mm	50 mm
D	405 mm	403 mm	2 mm
E	410 mm	410 mm	0 mm
F	378 mm	375 mm	3 mm
G	390 mm	390 mm	0 mm
H	405 mm	405 mm	0 mm

Figure 13 Toeboard Measurements



Driver's Side Toeboard Measurements in Millimeters

Toeboard Location	Pre-Test			Post-Test			Difference		
	X	Y	Z	X	Y	Z	X	Y	Z
1	3225	-615	-416	3074	-593	-424	151	-22	8
2	3295	-410	-328	3092	-408	-365	203	-2	37
3	3285	-260	-319	3123	-214	-361	162	-46	42
4	3195	-615	-319	3054	-593	-332	141	-22	13
5	3210	-410	-268	3020	-414	-310	190	4	42
6	3175	-260	-239	3060	-200	-257	115	-60	18
7	3125	-615	-217	3050	-599	-201	75	-16	-16
8	3125	-410	-210	3008	-398	-214	117	-12	4
9	3125	-260	-203	3033	-224	-203	92	-36	0
10	3130	-360	-401	3018	-293	-438	112	-67	37
11	3195	-615	-319	3054	-593	-332	141	-22	13

Passenger's Side Toeboard Measurements in Millimeters

Toeboard Location	Pre-Test			Post-Test			Difference		
	X	Y	Z	X	Y	Z	X	Y	Z
1	3278	195	-299	3217	170	-333	61	25	34
2	3260	310	-305	3259	315	-303	1	-5	-2
3	3220	490	-354	3207	480	-350	13	10	-4
4	3215	195	-273	3178	165	-279	37	30	6
5	3190	310	-260	3190	315	-267	0	-5	7
6	3190	490	-270	3182	480	-270	8	10	0
7	3120	195	-212	3104	155	-214	16	40	2
8	3110	310	-220	3113	315	-198	-3	-5	-22
9	3120	490	-219	3112	480	-203	8	10	-16

Pre- and post-test measurement references: +X, forward of rear bumper; +Y, rightward from vehicle centerline; +Z, downward from ground level.

Table 11 Intrusion of Upper Instrument Panel

Pre-Test	X	Y	Z
Driver Left Knee	2795	-545	-687
Driver Right Knee	2790	-215	-700
Passenger Left Knee	2775	180	-650
Passenger Right Knee	2785	490	-641

Post-Test	X	Y	Z
Driver Left Knee	2700	-550	-701
Driver Right Knee	2715	-214	-723
Passenger Left Knee	2770	177	-711
Passenger Right Knee	2780	500	-715

Difference	X	Y	Z
Driver Left Knee	95	5	14
Driver Right Knee	75	-1	23
Passenger Left Knee	5	3	61
Passenger Right Knee	5	-10	74

All measurements are in millimeters.

Knee intrusions are points measured pre and post, which are located just above where the four knees would be expected to contact the instrument panel.

Pre- and post-test measurement references: +X, forward of rear bumper; +Y, rightward from vehicle centerline; +Z, downward from ground level.

Table 12 Insurance Institute Measurement Locations and Floor Pan Deformation Data

IIHS Measurement Location Data (in millimeters)

Meas. Loc*	X-Axis Measurement			Y-Axis Measurement			Z-Axis Measurement		
	Pre	Post	Difference	Pre	Post	Difference	Pre	Post	Difference
1	2578	2514	64	-350	-436	86	-858	-895	37
2	2825	2729	96	-500	-485	-15	-600	-662	62
3	2835	2750	85	-200	-194	-6	-642	-670	28
4	3130	2995	135	-360	-293	-67	-401	-438	37
5	3320	3100	220	-375	-446	71	-360	-384	24
6	3320	3097	223	-360	-304	-56	-363	-409	46
7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	3220	3058	162	-610	-603	-7	-385	-403	18
17	3050	2927	123	-790	-775	-15	-802	-790	-12
18	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Floor Pan Deformation Measurement Data (in millimeters)

Meas. Loc**	X-Axis Measurement			Y-Axis Measurement			Z-Axis Measurement		
	Pre	Post	Difference	Pre	Post	Difference	Pre	Post	Difference
P0	2495	2494	1	-560	-611	51	-253	-246	-7
P1	3100	3034	66	-615	-631	16	-200	-204	4
P2	3105	2999	106	-410	-388	-22	-212	-177	-35
P3	3095	2990	105	-260	-240	-20	-200	-189	-11
P4	2875	2823	52	-618	-630	12	-201	-142	-59
P5	2905	2827	78	-415	-430	15	-199	-111	-88
P6	2885	2835	50	-267	-270	3	-200	-245	45
P7	2635	2600	35	-620	-648	28	-197	-173	-24
P8	2650	2642	8	-400	-448	48	-204	-177	-27
P9	2685	2641	44	-275	-255	-20	-206	-185	-21

Pre- and post-test measurement references: +X, forward of rear bumper; +Y, rightward from vehicle centerline; +Z, downward from ground level.

* Measurement Location Descriptions

- P0 Front Outside Seat Anchor Bolt
- 1 Steering Column - Geometric center of the steering wheel on airbag door.
- 2 Lower Instrument Panel Left - Taken 45 cm above floorpan and 15 cm to the left of the steering wheel center.
- 3 Lower Instrument Panel Right - Taken 45 cm above floorpan and 15 cm to the right of the steering wheel center.
- 4 Brake Pedal - Geometric center of the brake pedal.
- 5 Toepan Left - Taken 15 cm to the left of the brake pedal center on the same vertical plane on the vehicle toepan.
- 6 Toepan Center - Taken directly behind the brake pedal center on the same vertical plane on the vehicle.
- 7 Toepan Right - Taken 15 cm to the right of the brake pedal center on the same vertical plane on the vehicle toepan.
- 8 Left Footrest - Taken 25 cm to the left of the brake pedal center on the same vertical plane on the vehicle toepan.
- 17 A-Pillar - Taken on the vehicle exterior at the same vertical coordinate as the base of the left front window.
- 18 B-Pillar - Taken on the vehicle exterior at the same vertical coordinate as the lower A-pillar mark.

** There is an equal spaced 3x3 floor pan matrix. Position 1 is floor pan left side forwardmost position; Position 9 is located on the right side rearmost position of the 3x3 grid.

Figure 14 Camera Positions

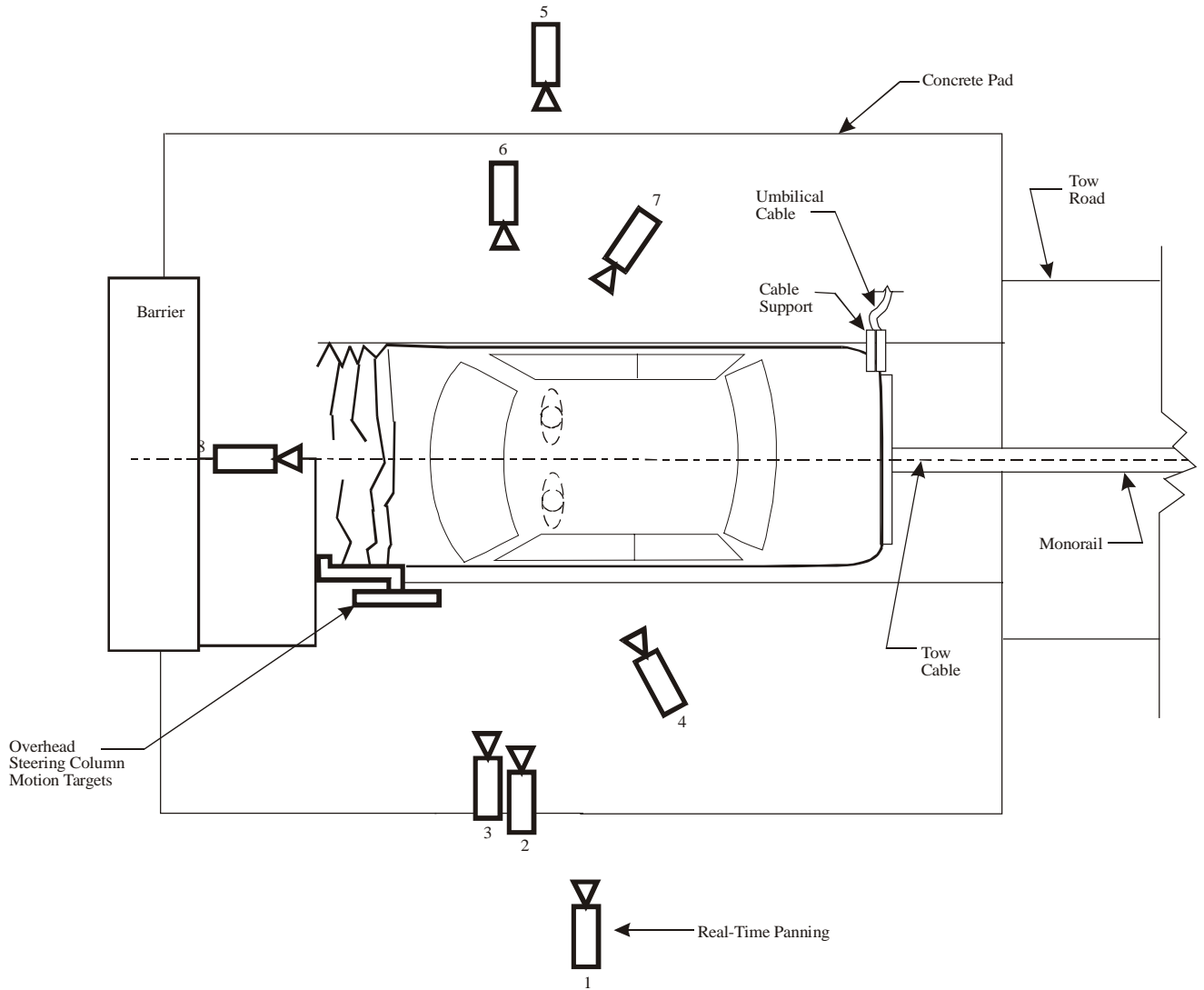


Figure 14 Camera Positions, Cont'd.

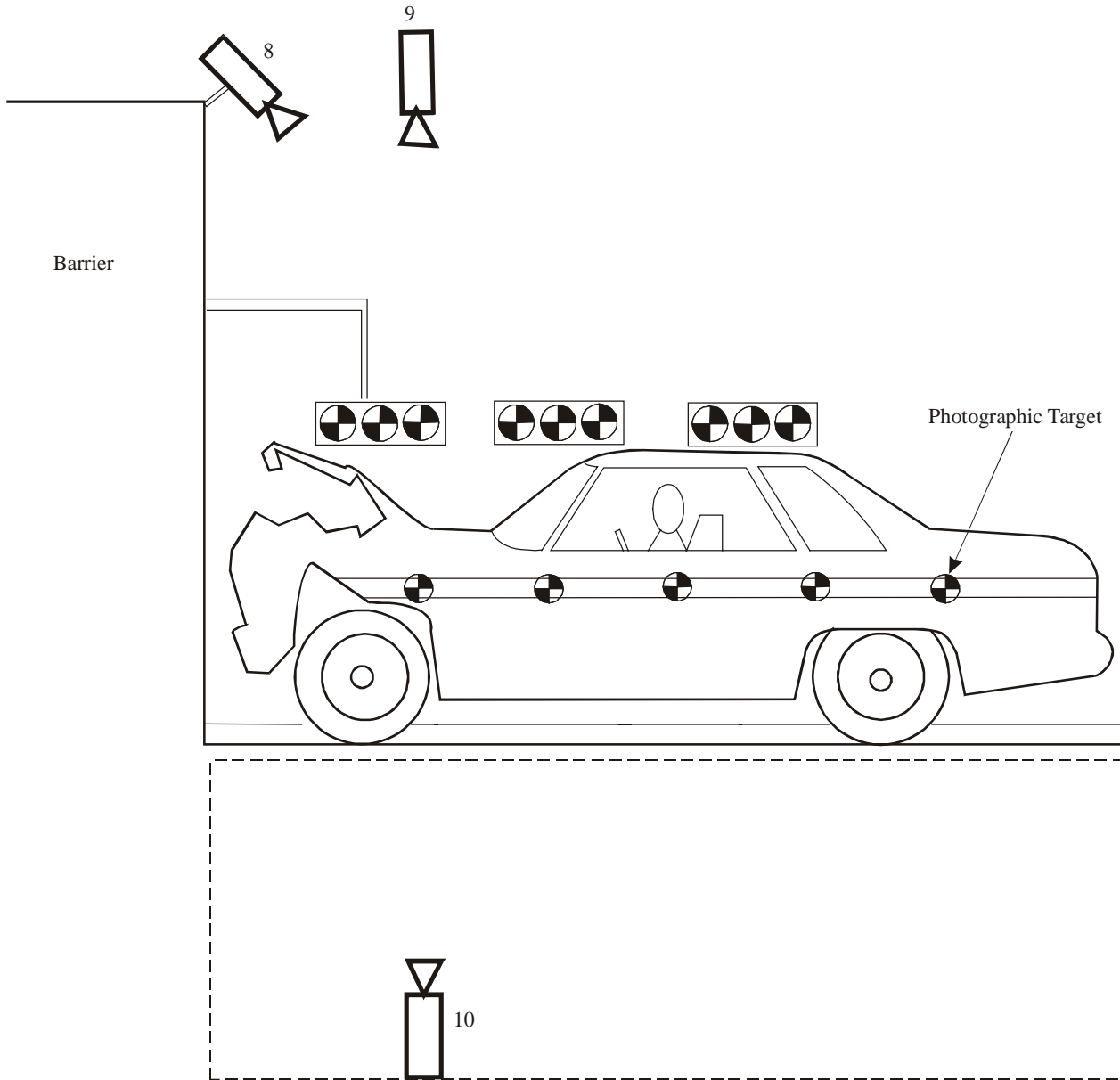
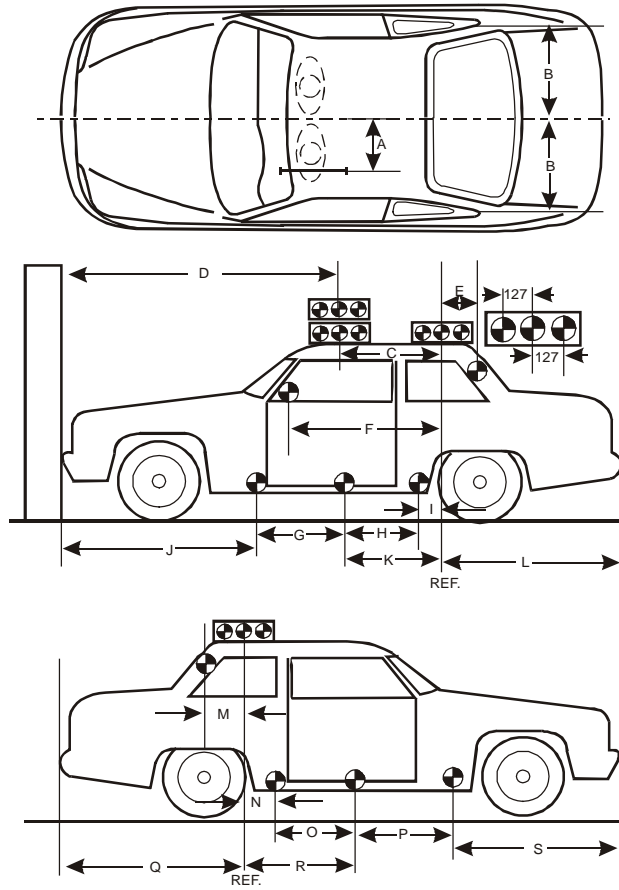


Table 13 Camera Information

Camera Number	Location	Type	Lens (mm)	Speed (fps)	Purpose of camera data
1	Panning	Bolex		24	Vehicle dynamics
2	Left perpendicular overall	Digital HG	13	1000	Vehicle crush
3	Left tight driver side	Digital HG	25	1000	Dummy kinematics
4	Left angled on driver	Digital HG	25	1000	Dummy and airbag
5	Right perpendicular overall	Digital HG	13	1000	Dummy kinematics
6	Right tight passenger side	Digital HG	Zoom	1000	Dummy kinematics
7	Right angled on passenger	Digital HG	25	1000	Dummy and airbag
8	Driver and passenger from barrier	Digital HG	17	1000	Airbag deployment
9	Overhead	Photosonic	25	1002	Vehicle dynamics
10	Pit front	Photosonic	13	997	Vehicle crush

Figure 15 Vehicle Reference Photo Target Locations



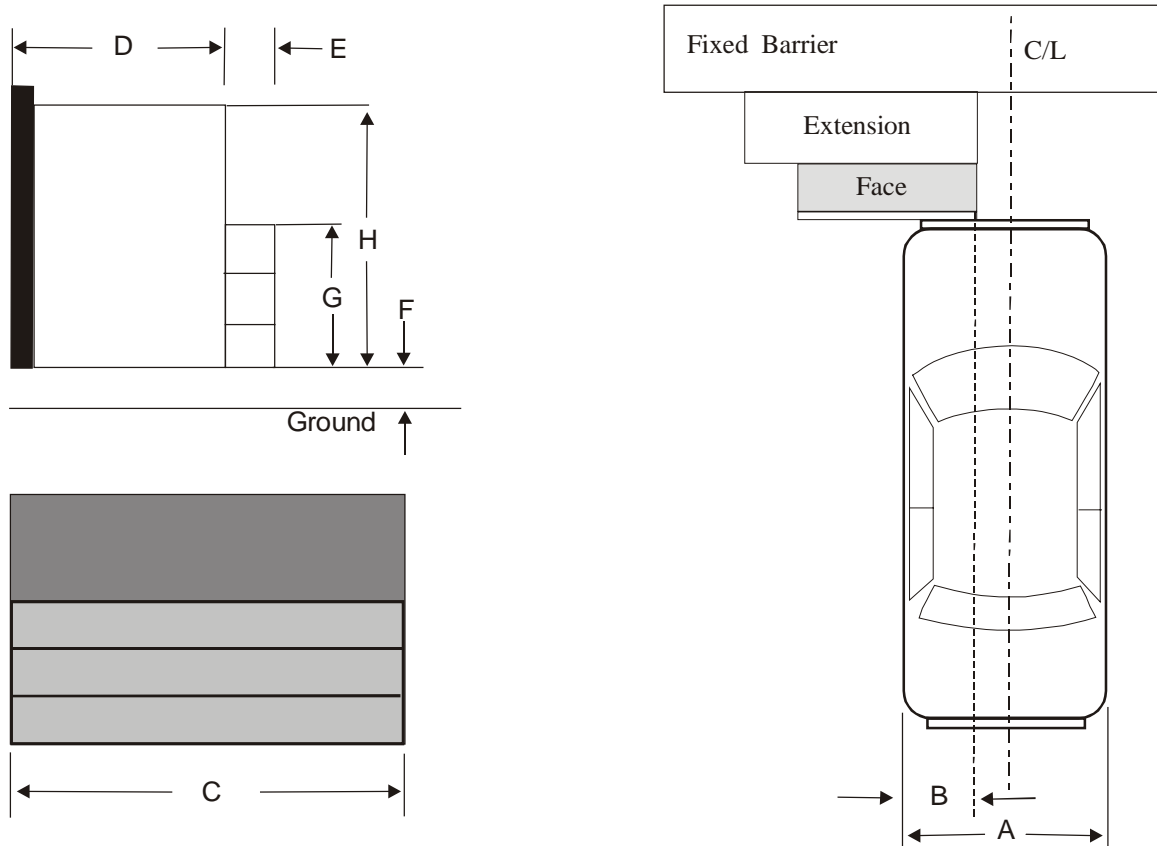
Measurement	Pre-Test
A	Left 337 mm Right 336 mm
B	605 mm
C	Left 608 mm Right 606 mm
D	N/A mm
E	530 mm
F	1195 mm
G	875 mm
H	803 mm
I	-285 mm
J	1388 mm
K	521 mm
L	1600 mm
M	540 mm
N	-285 mm
O	795 mm
P	880 mm
Q	1610 mm
R	508 mm
S	1386 mm

Figure 16 Offset Barrier and Vehicle Orientation

Vehicle: 2002 Dodge Neon ES

Barrier Manufacturer: Cellbond

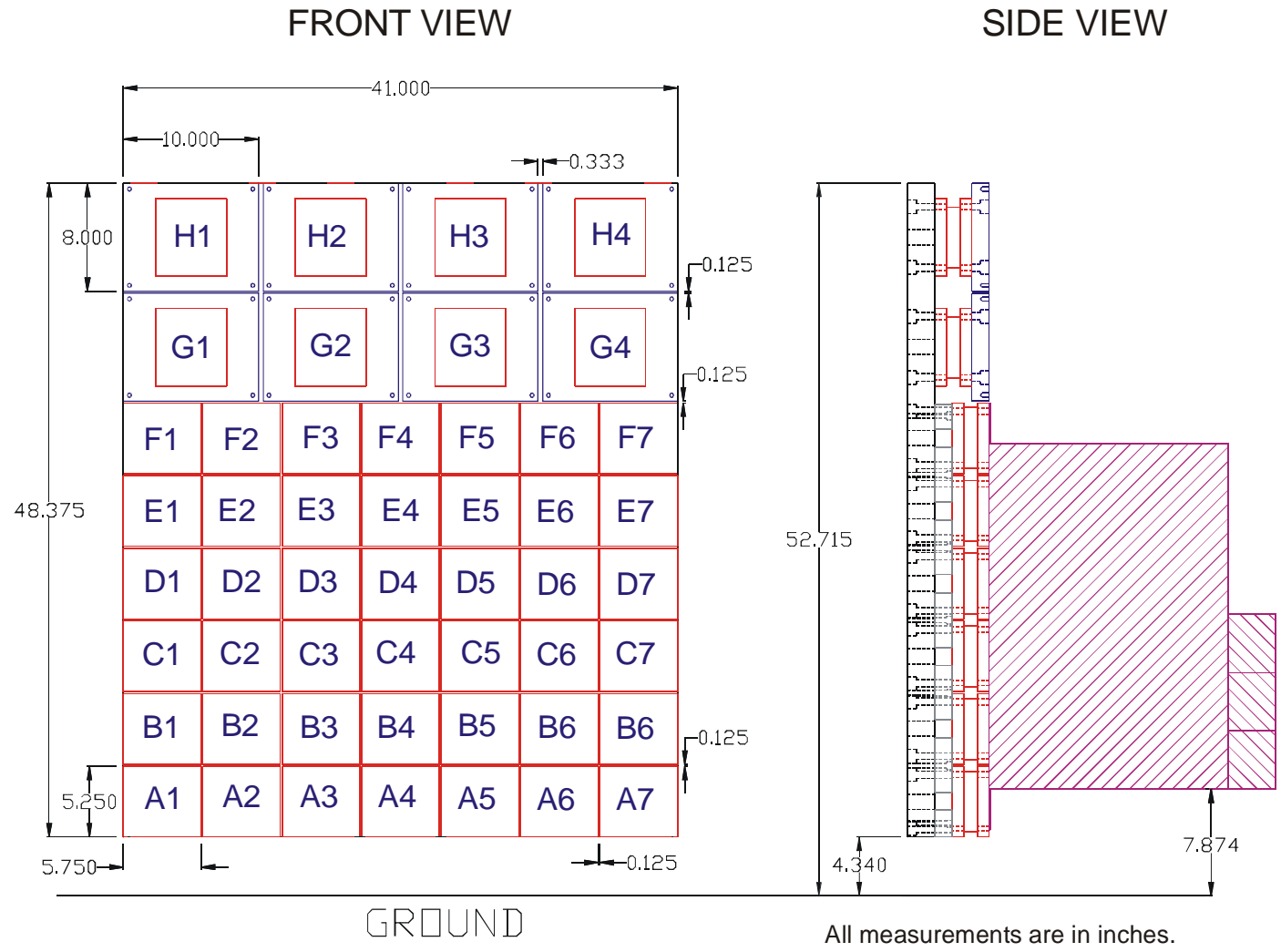
Serial Number: 9907015/100



A	Total Vehicle Width	<u>1718</u>	mm
B	40% Overlap Distance	<u>687</u>	mm
C	Deformable Face Width	<u>1001</u>	mm
D	Single Stage Honeycomb Depth	<u>451</u>	mm
E	Bumper Element Depth	<u>90</u>	mm
F	Lower Edge Height From Ground	<u>200</u>	mm
G*	Bumper Element Height	<u>330</u>	mm
H	Deformable Barrier Honeycomb Height	<u>650</u>	mm

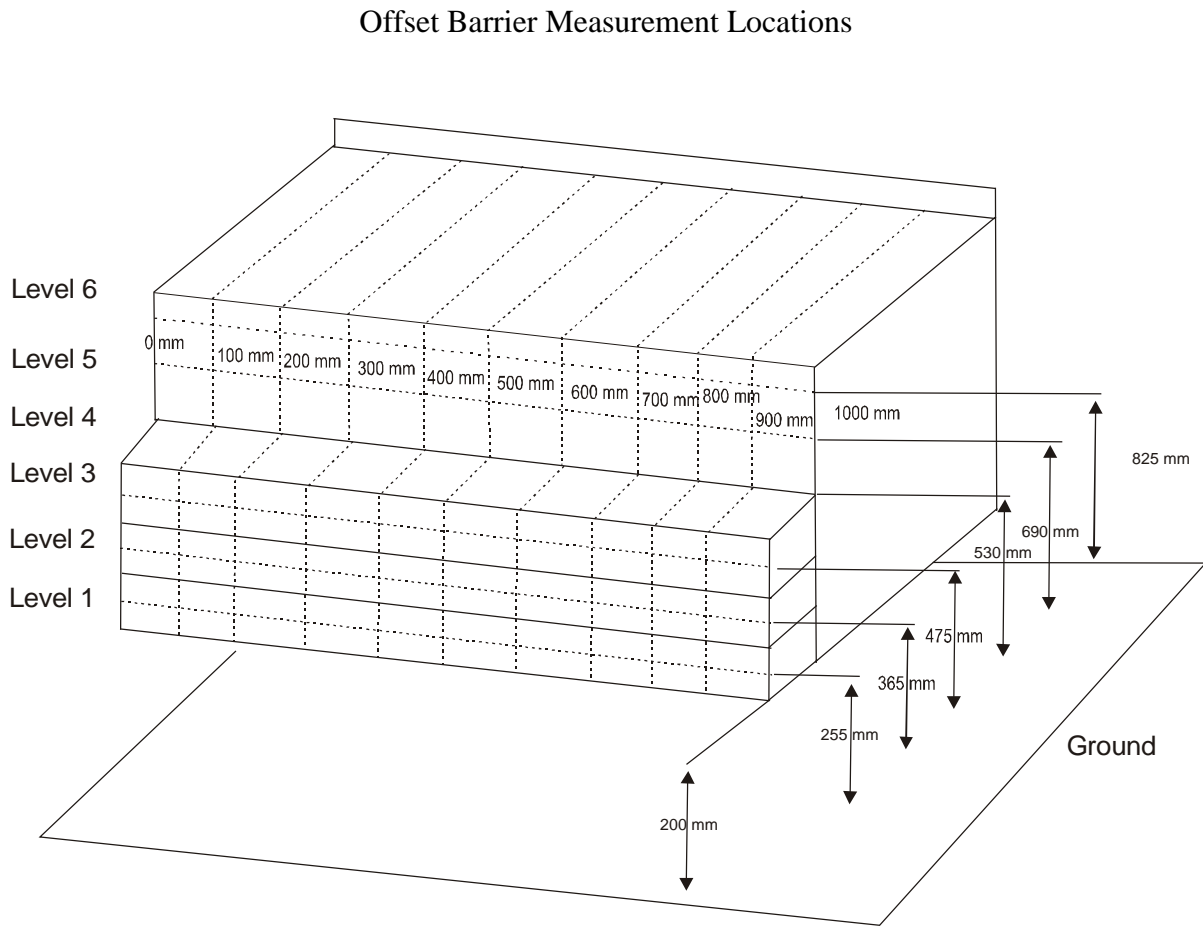
* The bumper element consists of three 110 mm height blocks of 1.723 MPa honeycomb.

Figure 17 Load Cell Location on Fixed Offset Barrier¹



¹Load cell data is presented as plots in Appendix B.

Figure 18 Offset Barrier Deformation Measurement Locations



Height of levels at centerline:

Level 6 - Top stack	831 mm
Level 5 - Mid stack	695 mm
Level 4 - Stack at top of bumper	531 mm
Level 3 - Bumper top	475 mm
Level 2 - Bumper mid	365 mm
Level 1 - Bumper low	255 mm

Table 14 Deformable Barrier Face Profile

Level 6 Top Stack

Pre-Test			
Index	Xmm	Ymm	Zmm
1	452.8	-2.4	632.9
2	453.0	96.2	633.1
3	453.3	194.8	633.5
4	454.4	297.3	633.8
5	452.7	397.8	635.0
6	452.5	497.1	635.6
7	453.0	598.6	636.2
8	453.7	697.1	637.0
9	453.5	796.3	636.0
10	453.5	897.5	637.4
11	453.1	998.2	638.7

Post-Test			
Index	Xmm	Ymm	Zmm
1	499.5	78.3	528.3
2	487.0	174.2	518.9
3	466.4	271.2	510.9
4	437.6	367.8	504.9
5	376.0	447.4	503.8
6	300.5	502.9	514.7
7	293.5	602.2	503.6
8	299.1	700.7	488.9
9	275.8	795.7	477.8
10	232.1	889.0	478.1
11	178.6	959.2	492.6

Difference			
Index	Xmm	Ymm	Zmm
1	-46.7	-80.7	104.6
2	-34.0	-78.0	114.2
3	-13.2	-76.4	122.6
4	16.8	-70.5	128.9
5	76.7	-49.6	131.2
6	152.0	-5.8	120.9
7	159.5	-3.5	132.6
8	154.6	-3.5	148.2
9	177.7	0.5	158.3
10	221.4	8.5	159.3
11	274.5	39.0	146.1

Level 5 Mid Stack

Pre-Test			
Index	Xmm	Ymm	Zmm
12	454.3	-0.4	496.8
13	453.7	98.1	497.6
14	453.3	199.2	498.6
15	453.4	298.2	498.9
16	453.5	398.8	499.1
17	455.6	499.7	499.8
18	455.0	598.4	499.5
19	454.9	700.4	502.0
20	453.3	800.3	502.4
21	455.2	900.4	502.2
22	454.2	998.5	503.6

Post-Test			
Index	Xmm	Ymm	Zmm
12	508.6	69.8	392.9
13	484.5	166.7	384.0
14	455.5	260.2	375.6
15	412.5	349.3	372.4
16	340.2	410.7	380.9
17	273.8	486.1	383.2
18	275.3	582.0	375.2
19	241.4	670.2	376.8
20	201.2	758.7	375.4
21	143.5	838.3	394.5
22	91.3	918.2	398.0

Difference			
Index	Xmm	Ymm	Zmm
12	-54.3	-70.2	103.9
13	-30.8	-68.7	113.7
14	-2.2	-61.0	123.0
15	40.9	-51.1	126.5
16	113.3	-11.9	118.2
17	181.8	13.6	116.7
18	179.7	16.4	124.3
19	213.6	30.2	125.2
20	252.1	41.6	127.0
21	311.7	62.1	107.7
22	362.9	80.3	105.6

Table 14 Deformable Barrier Face Profile Cont'd.

Level 4 Stack Top of Bumper

Pre-Test

Index	Xmm	Ymm	Zmm
23	453.8	1.0	335.9
24	454.8	100.5	335.3
25	454.7	199.6	335.2
26	454.8	300.5	335.1
27	454.7	401.7	335.8
28	454.8	499.5	336.3
29	455.6	600.1	336.1
30	455.7	699.7	337.0
31	455.8	800.1	337.6
32	456.1	900.7	338.3
33	455.1	999.1	341.0

Post-Test

Index	Xmm	Ymm	Zmm
23	503.2	55.0	234.9
24	448.9	140.9	231.9
25	397.0	225.4	232.6
26	N/A	N/A	N/A
27	N/A	N/A	N/A
28	N/A	N/A	N/A
29	N/A	N/A	N/A
30	139.2	621.2	259.2
31	84.4	698.2	276.9
32	N/A	N/A	N/A
33	N/A	N/A	N/A

Difference

Index	Xmm	Ymm	Zmm
23	-49.4	-54.0	101.0
24	5.9	-40.4	103.5
25	57.7	-25.8	102.6
26	N/A	N/A	N/A
27	N/A	N/A	N/A
28	N/A	N/A	N/A
29	N/A	N/A	N/A
30	316.6	78.4	77.8
31	371.4	101.9	60.7
32	N/A	N/A	N/A
33	N/A	N/A	N/A

Level 3 Bumper Top

Pre-Test

Index	Xmm	Ymm	Zmm
34	545.1	0.1	276.8
35	544.7	99.9	278.5
36	546.4	201.2	278.3
37	545.8	299.4	279.9
38	545.1	402.6	280.3
39	545.2	499.6	280.4
40	545.4	602.0	281.5
41	544.7	699.6	281.0
42	548.4	800.6	282.6
43	545.5	899.7	282.3
44	546.6	1000.0	283.6

Post-Test

Index	Xmm	Ymm	Zmm
34	577.4	109.8	170.8
35	520.7	193.1	174.7
36	463.0	272.4	181.2
37	401.0	348.0	186.7
38	368.3	442.0	192.7
39	308.0	525.1	200.6
40	237.2	594.5	209.1
41	150.1	641.6	214.8
42	107.6	734.9	222.6
43	66.9	826.5	232.7
44	27.3	912.8	243.3

Difference

Index	Xmm	Ymm	Zmm
34	-32.3	-109.7	106.0
35	23.9	-93.2	103.9
36	83.4	-71.2	97.2
37	144.8	-48.6	93.2
38	176.8	-39.4	87.6
39	237.2	-25.5	79.9
40	308.2	7.5	72.5
41	394.7	58.0	66.2
42	440.8	65.7	60.1
43	478.7	73.2	49.6
44	519.3	87.2	40.3

Table 14 Deformable Barrier Face Profile Cont'd.

Level 2 Bumper Top

Pre-Test

Index	Xmm	Ymm	Zmm
45	544.5	0.5	167.3
46	546.8	103.6	167.6
47	545.5	202.0	168.0
48	546.8	301.7	168.6
49	546.9	399.7	168.8
50	545.6	500.4	169.7
51	544.5	601.9	170.0
52	546.8	702.5	170.8
53	546.3	801.8	170.5
54	546.5	902.1	171.4
55	544.2	1001.8	171.9

Post-Test

Index	Xmm	Ymm	Zmm
45	577.6	112.8	62.4
46	512.8	197.1	65.0
47	456.7	278.9	69.9
48	415.5	356.3	76.7
49	368.1	442.0	82.6
50	306.8	524.3	91.6
51	234.5	594.1	99.6
52	162.7	664.1	110.0
53	115.4	746.0	121.3
54	71.7	837.5	128.7
55	28.6	920.0	136.6

Difference

Index	Xmm	Ymm	Zmm
45	-33.1	-112.4	104.9
46	34.1	-93.5	102.7
47	88.8	-76.9	98.1
48	131.3	-54.6	91.9
49	178.9	-42.3	86.3
50	238.8	-23.9	78.1
51	310.0	7.8	70.4
52	384.1	38.4	60.8
53	430.9	55.8	49.2
54	474.8	64.6	42.7
55	515.6	81.8	35.3

Level 1 Bumper Low

Pre-Test

Index	Xmm	Ymm	Zmm
56	546.3	1.1	58.6
57	545.0	102.0	58.8
58	546.6	203.2	59.4
59	546.3	302.1	60.1
60	545.8	402.6	59.7
61	546.5	502.0	59.8
62	546.3	603.0	60.3
63	547.2	703.4	61.2
64	547.1	803.6	61.4
65	546.6	903.5	61.2
66	547.1	1001.7	60.9

Post-Test

Index	Xmm	Ymm	Zmm
56	548.7	86.6	-53.1
57	507.4	182.1	-45.5
58	463.0	270.4	-39.6
59	417.5	361.5	-32.9
60	373.1	448.7	-26.8
61	323.5	536.4	-15.8
62	263.8	614.0	-2.4
63	205.9	698.1	13.0
64	158.6	784.1	31.1
65	113.2	867.7	50.9
66	85.8	954.7	77.9

Difference

Index	Xmm	Ymm	Zmm
56	-2.4	-85.6	111.7
57	37.6	-80.1	104.3
58	83.6	-67.2	99.0
59	128.8	-59.4	93.0
60	172.7	-46.1	86.4
61	223.1	-34.4	75.6
62	282.5	-11.0	62.7
63	341.3	5.3	48.2
64	388.5	19.6	30.3
65	433.4	35.8	10.3
66	461.3	47.1	-17.0

Figure 19 Deformable Barrier Face Profile 1-11 Level 6

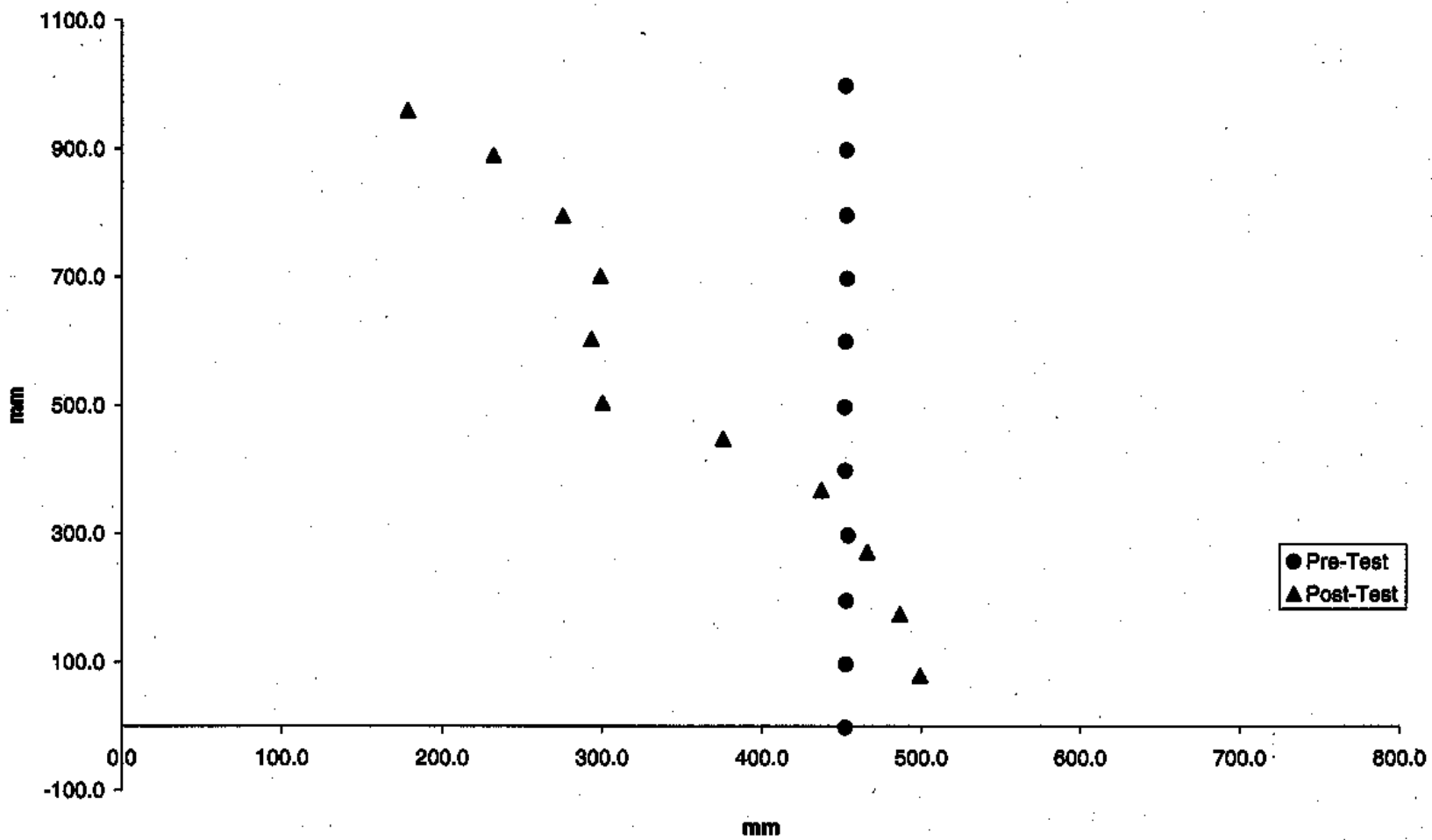


Figure 19 Deformable Barrier Face Profile 12-22 Level 5

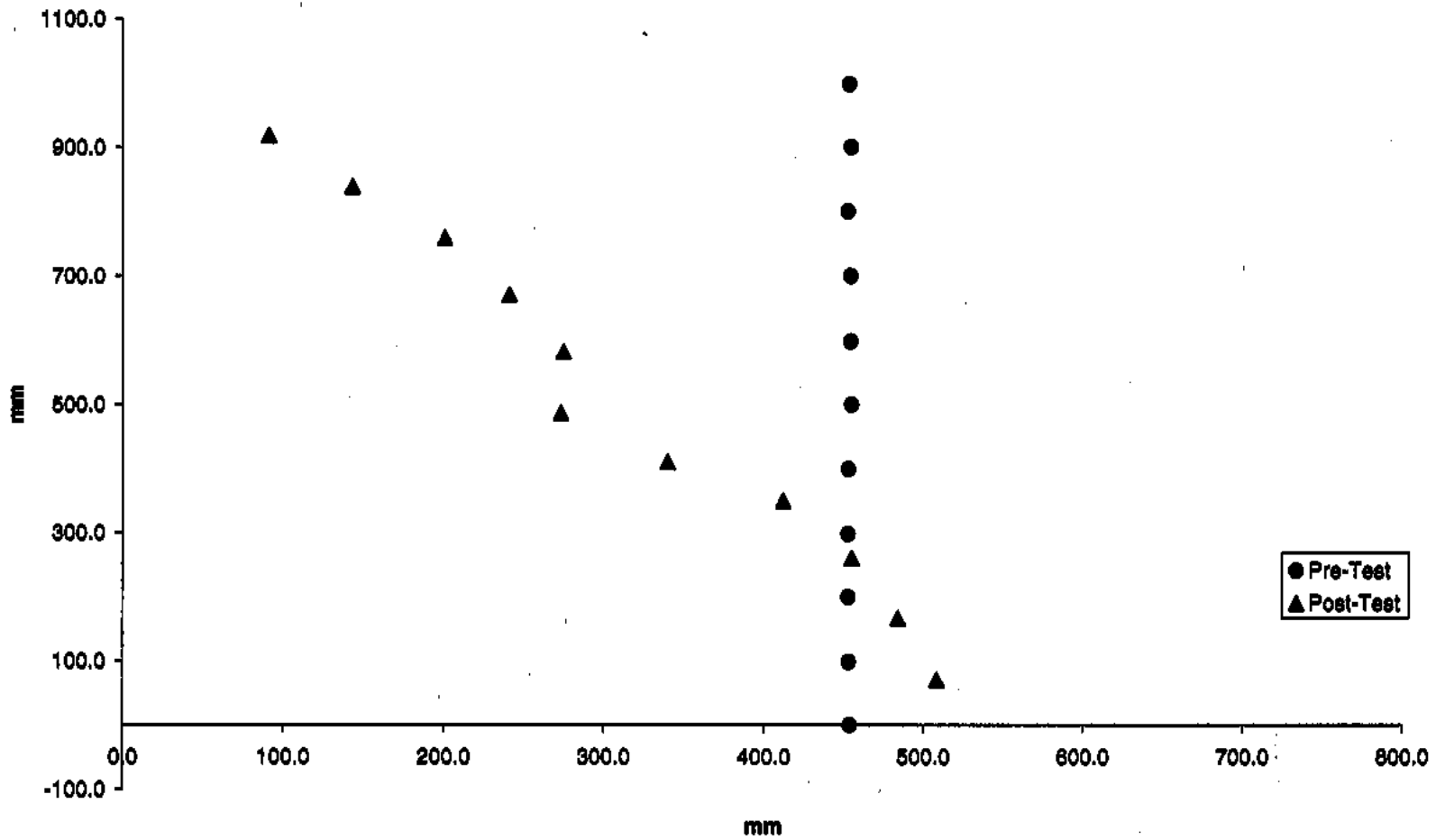


Figure 19 Deformable Barrier Face Profile 23-33 Level 4

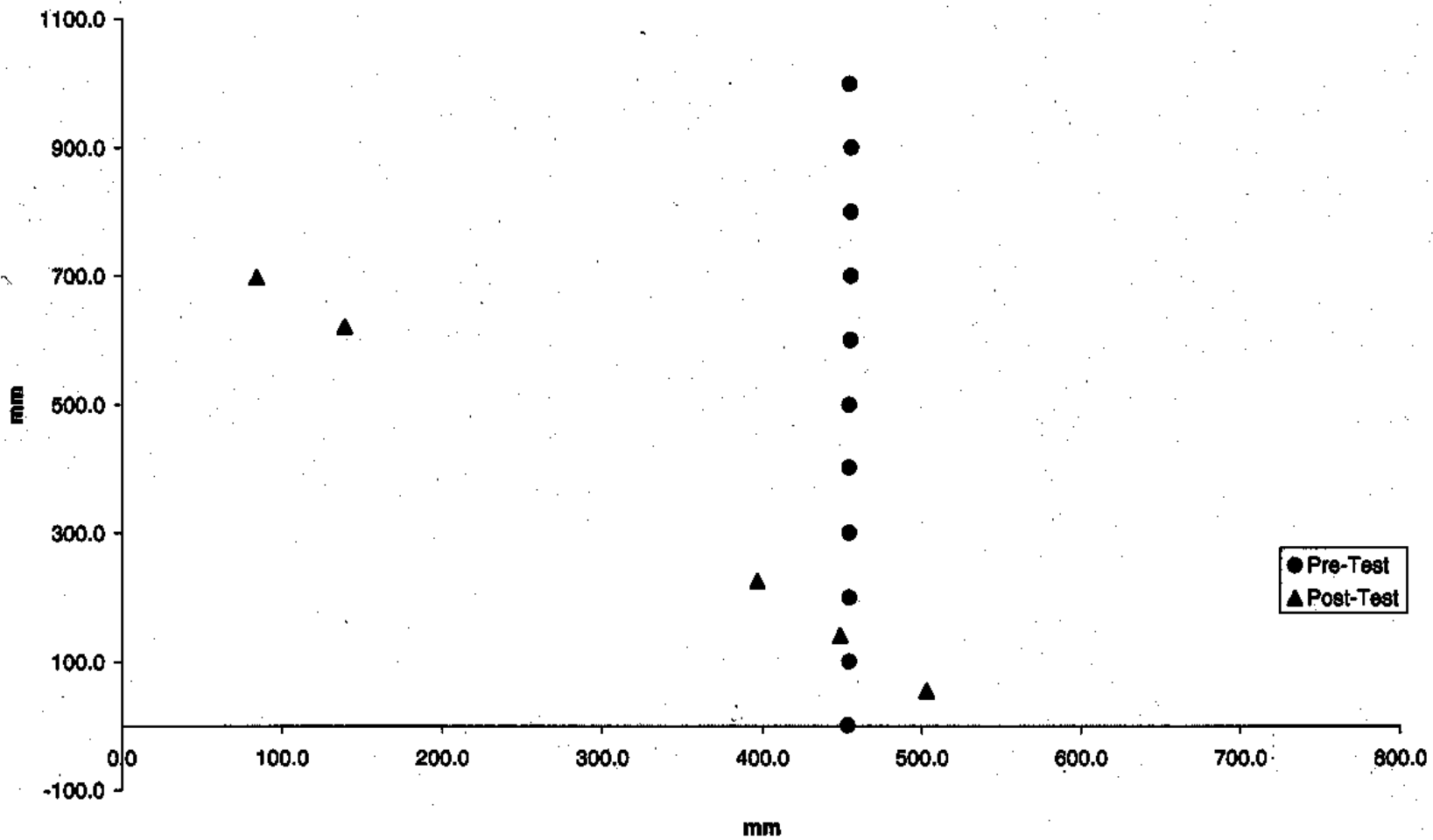


Figure 19 Deformable Barrier Face Profile 34-44 Level 3

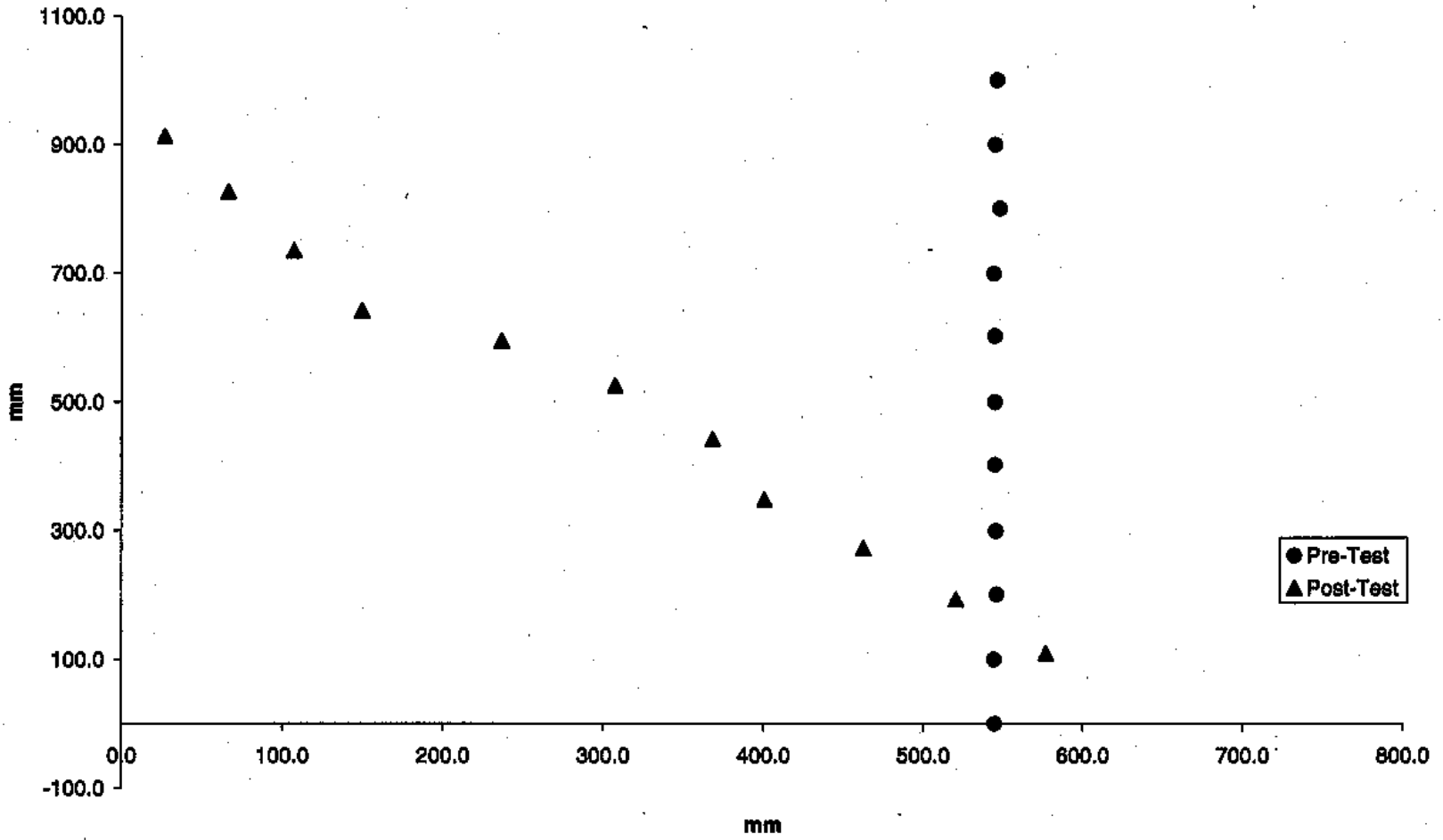


Figure 19 Deformable Barrier Face Profile 45-55 Level 2

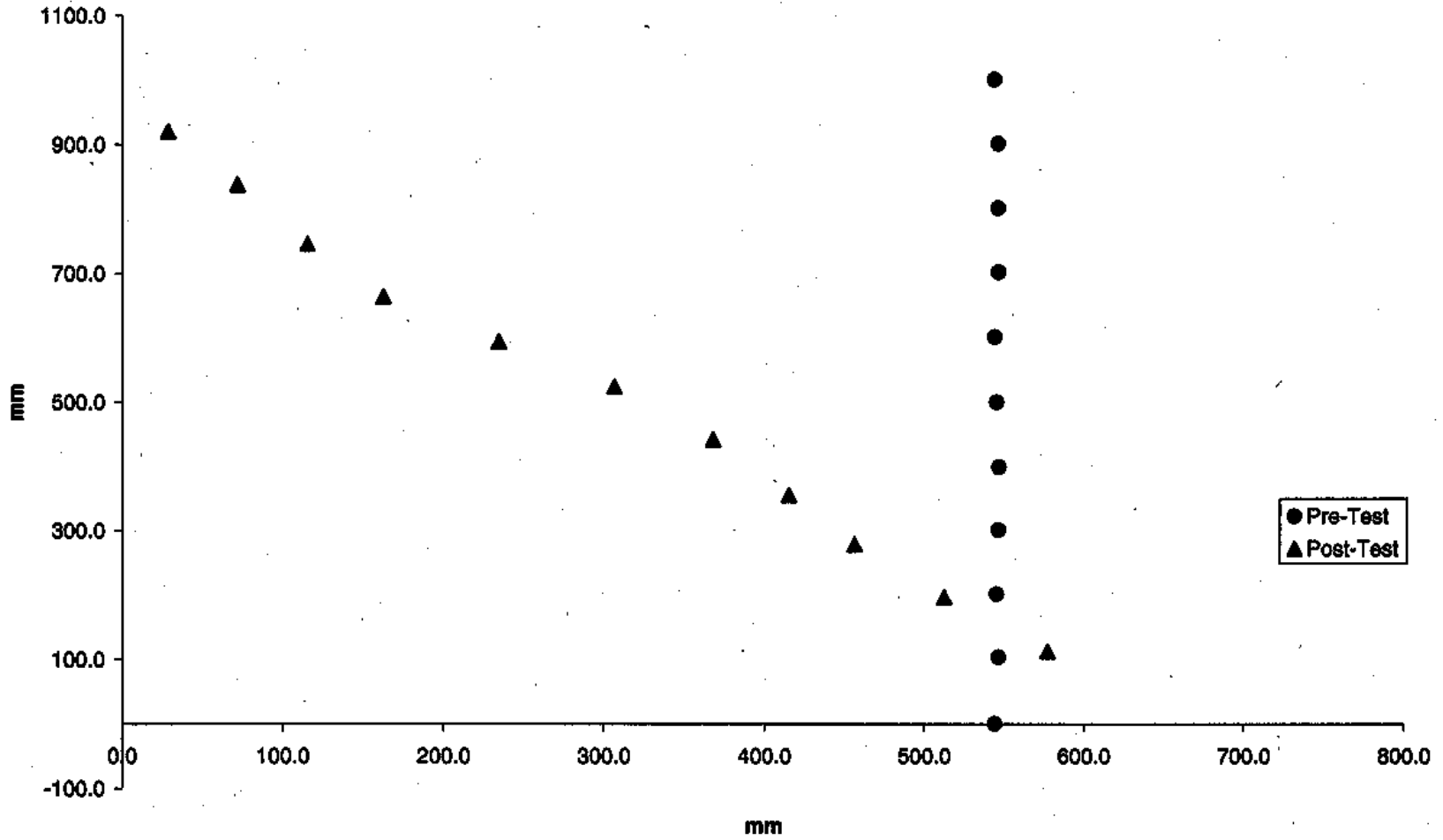
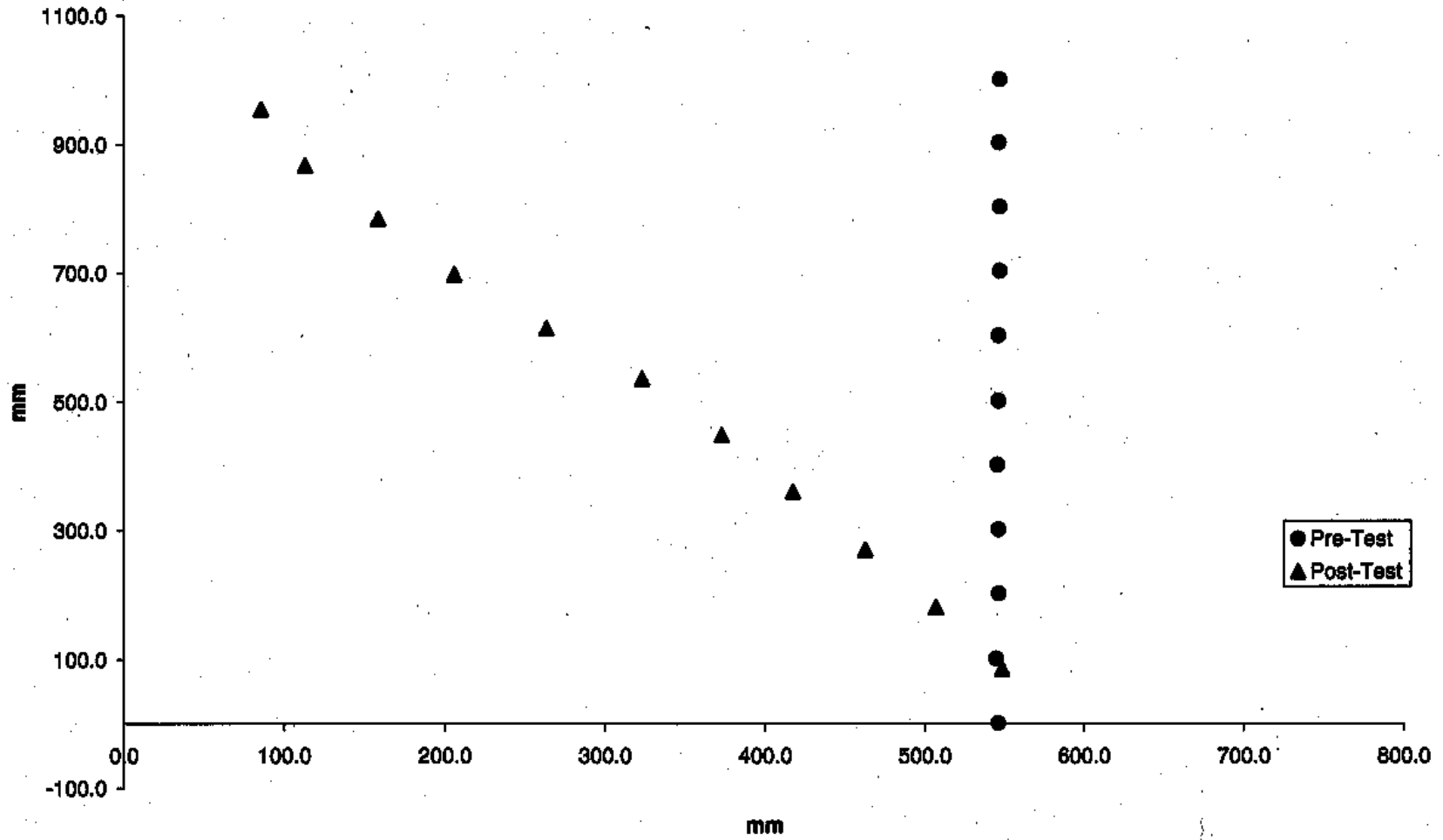


Figure 19 Deformable Barrier Face Profile 56-66 Level 1



Appendix A

Photographs



Figure A-1 Pre-Test Front View



Figure A-2 Post-Test Front View



Figure A-3 Pre-Test Left Front View



Figure A-4 Post-Test Left Front View



Figure A-5 Pre-Test Left Side View



Figure A-6 Post-Test Left Side View



Figure A-7 Pre-Test Left Rear View



Figure A-8 Post-Test Left Rear View



Figure A-9 Pre-Test Rear View



Figure A-10 Post-Test Rear View



Figure A-11 Pre-Test Right Rear View



Figure A-12 Post-Test Right Rear View



Figure A-13 Pre-Test Right Side View



Figure A-14 Post-Test Right Side View



Figure A-15 Pre-Test Right Front View

Intentionally Left Blank



Figure A-16 Pre-Test Overhead View



Figure A-17 Post-Test Overhead View

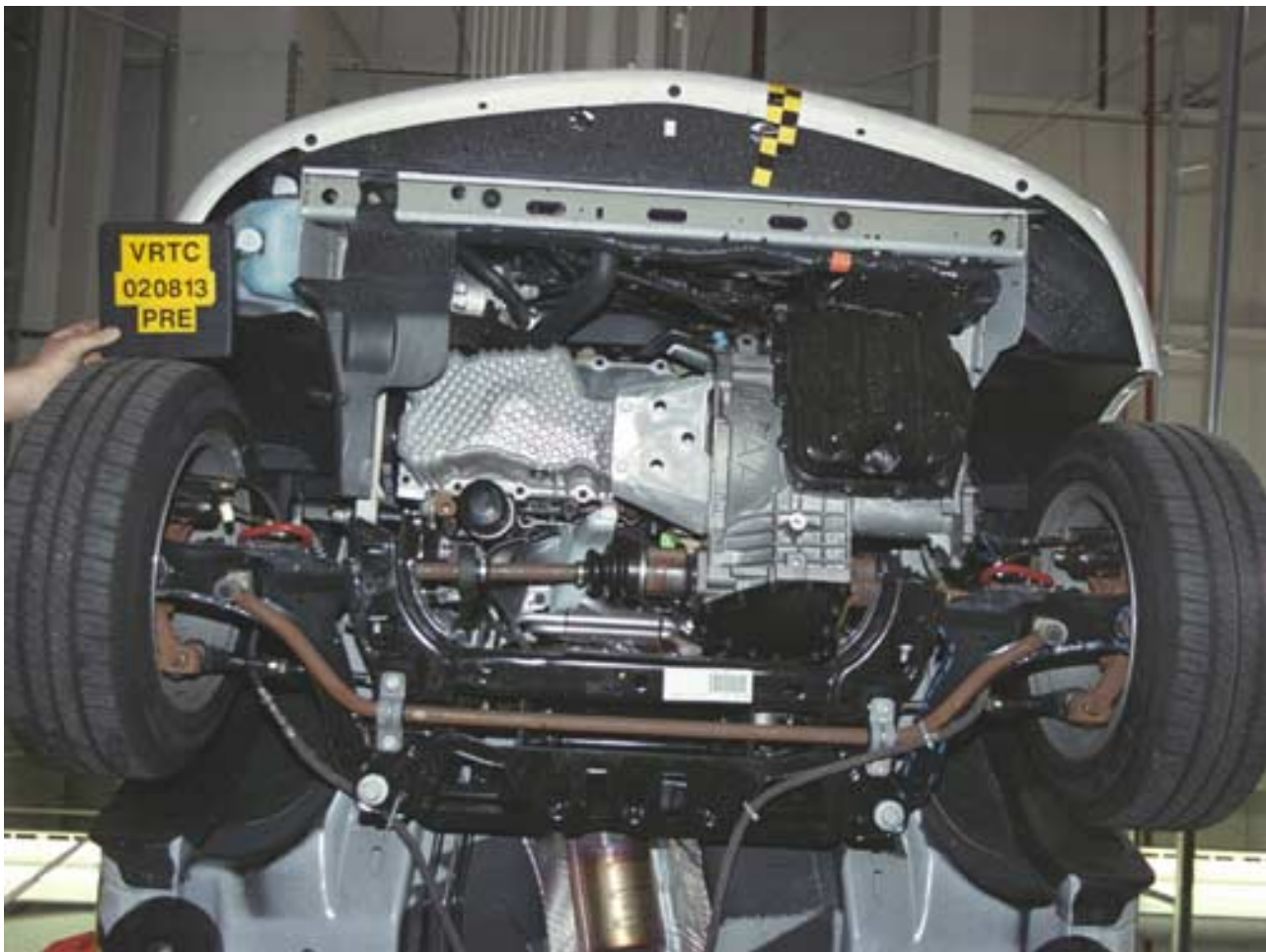


Figure A-18 Pre-Test Front Underbody View



Figure A-19 Post-Test Front Underbody View

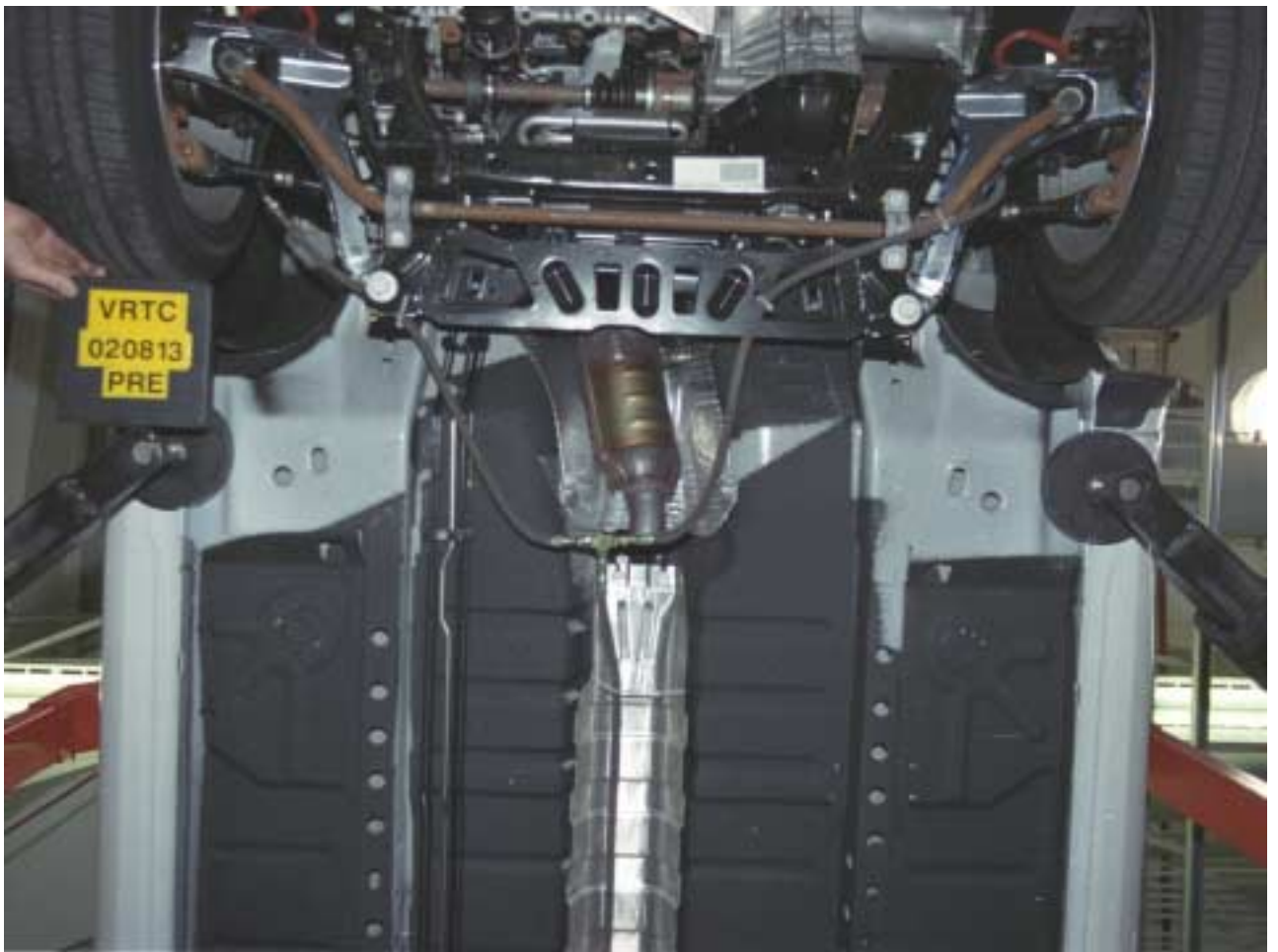


Figure A-20 Pre-Test Front Mid Underbody View



Figure A-21 Post-Test Front Mid Underbody View

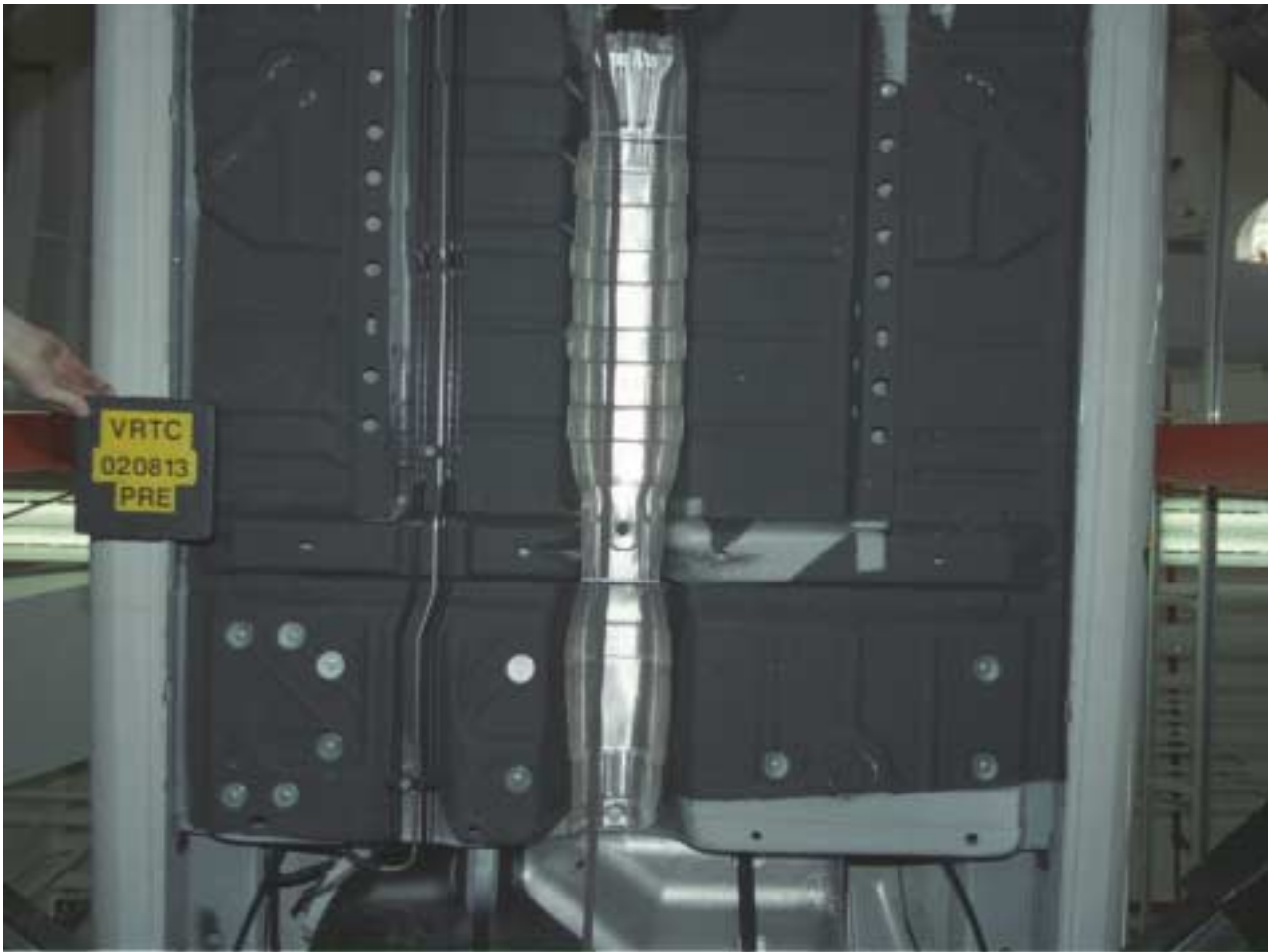


Figure A-22 Pre-Test Rear Mid Underbody View



Figure A-23 Post-Test Rear Mid Underbody View

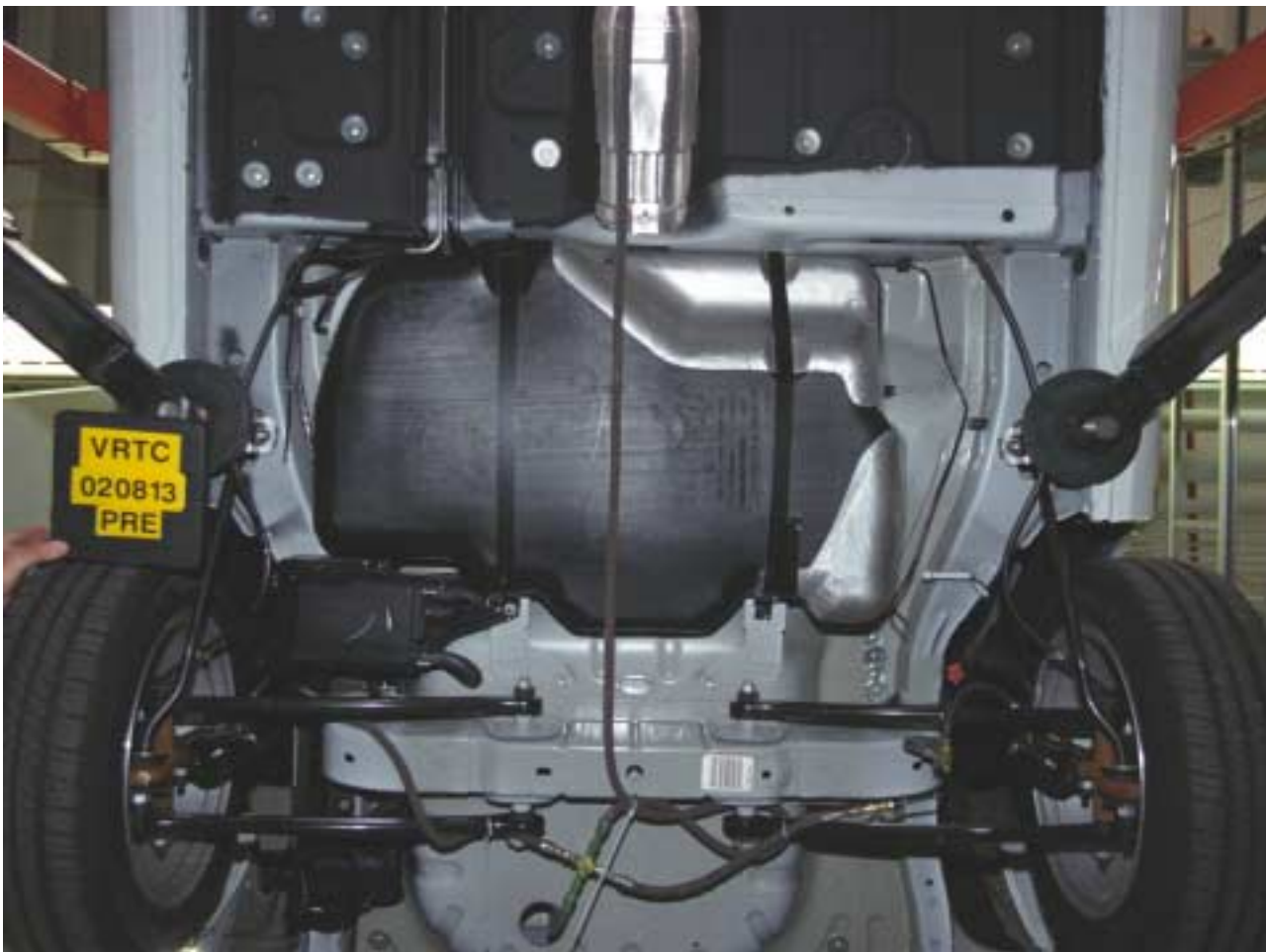


Figure A-24 Pre-Test Rear Underbody View

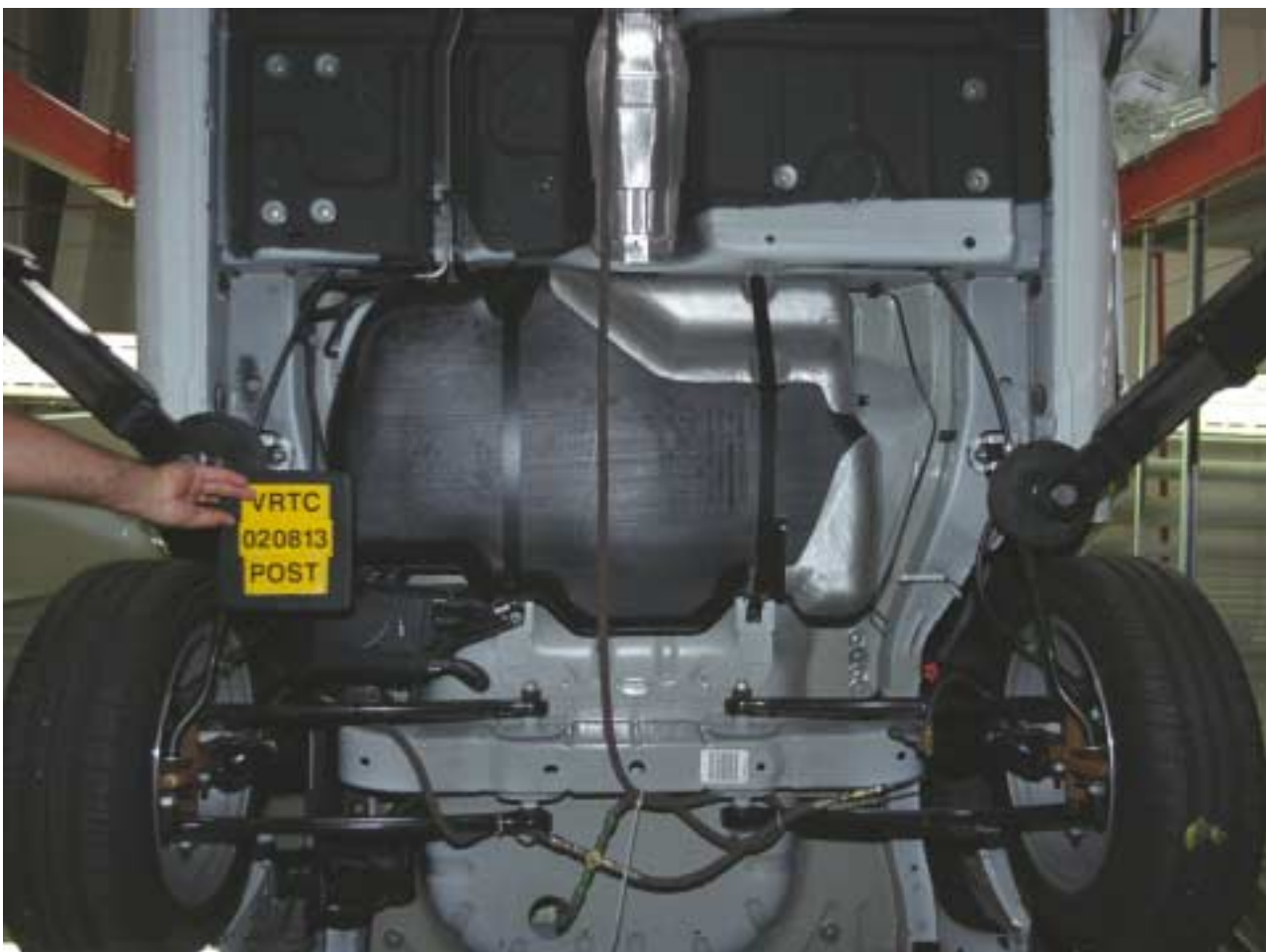


Figure A-25 Post-Test Rear Underbody View



Figure A-26 Pre-Test Fuel Tank View



Figure A-27 Post-Test Fuel Tank View



Figure A-28 Pre-Test Fuel Filter View



Figure A-29 Post-Test Fuel Filter View



Figure A-30 Pre-Test Engine Compartment View



Figure A-31 Post-Test Engine Compartment View



Figure A-32 Pre-Test Windshield View



Figure A-33 Post-Test Windshield View



Figure A-34 Pre-Test Left Side Angled Windshield View



Figure A-35 Post-Test Left Side Angled Windshield View



Figure A-36 Post-Test Left Side Windshield Close-up - View 1



Figure A-37 Post-Test Left Side Windshield Close-up - View 2



Figure A-38 Pre-Test Right Side Angled Windshield View



Figure A-39 Post-Test Right Side Angled Windshield View

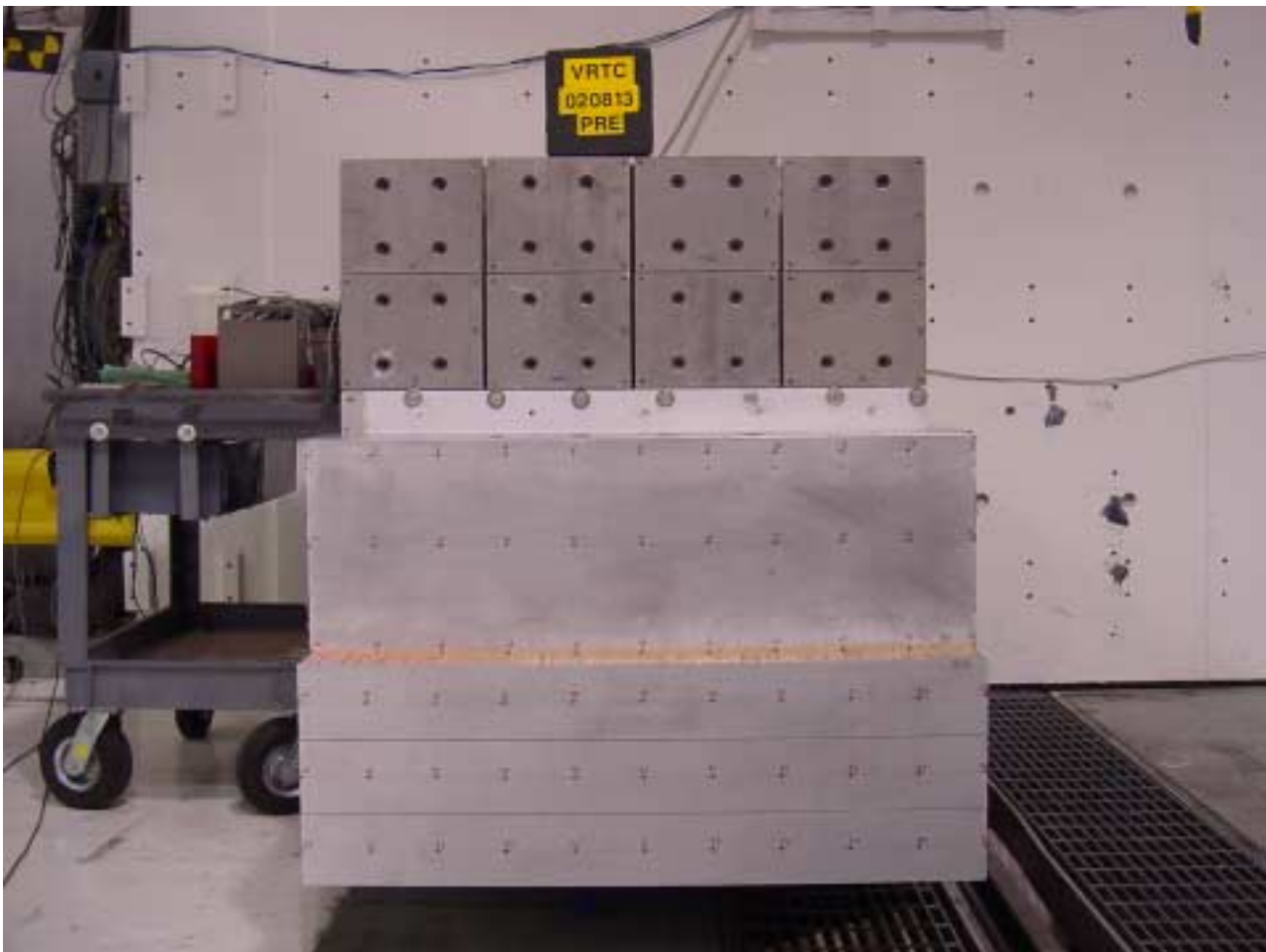


Figure A-40 Pre-Test Front Barrier Face View



Figure A-41 Post-Test Front Barrier Face View

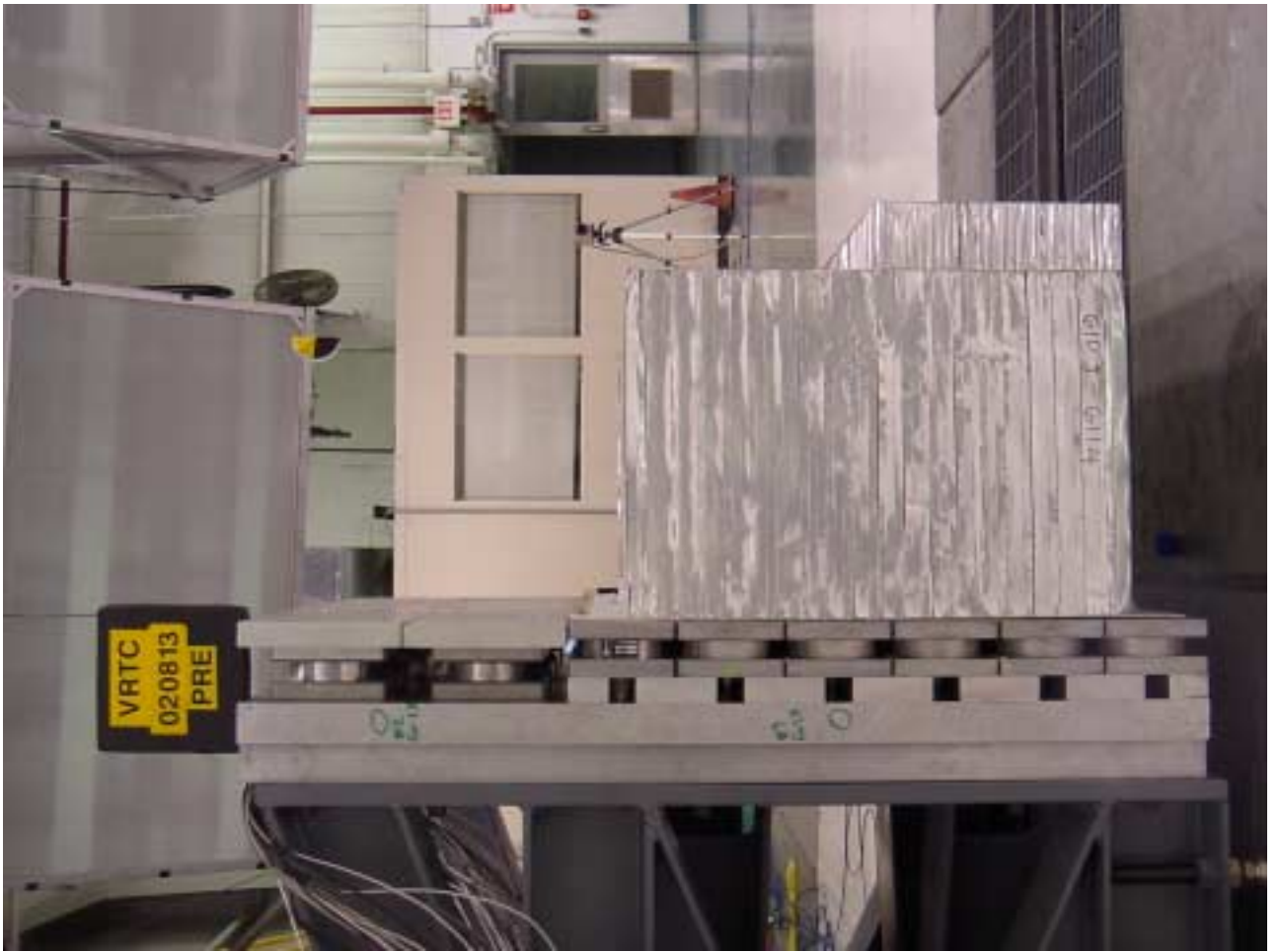


Figure A-42 Pre-Test Left Side Barrier Face View



Figure A-43 Post-Test Left Side Barrier Face View

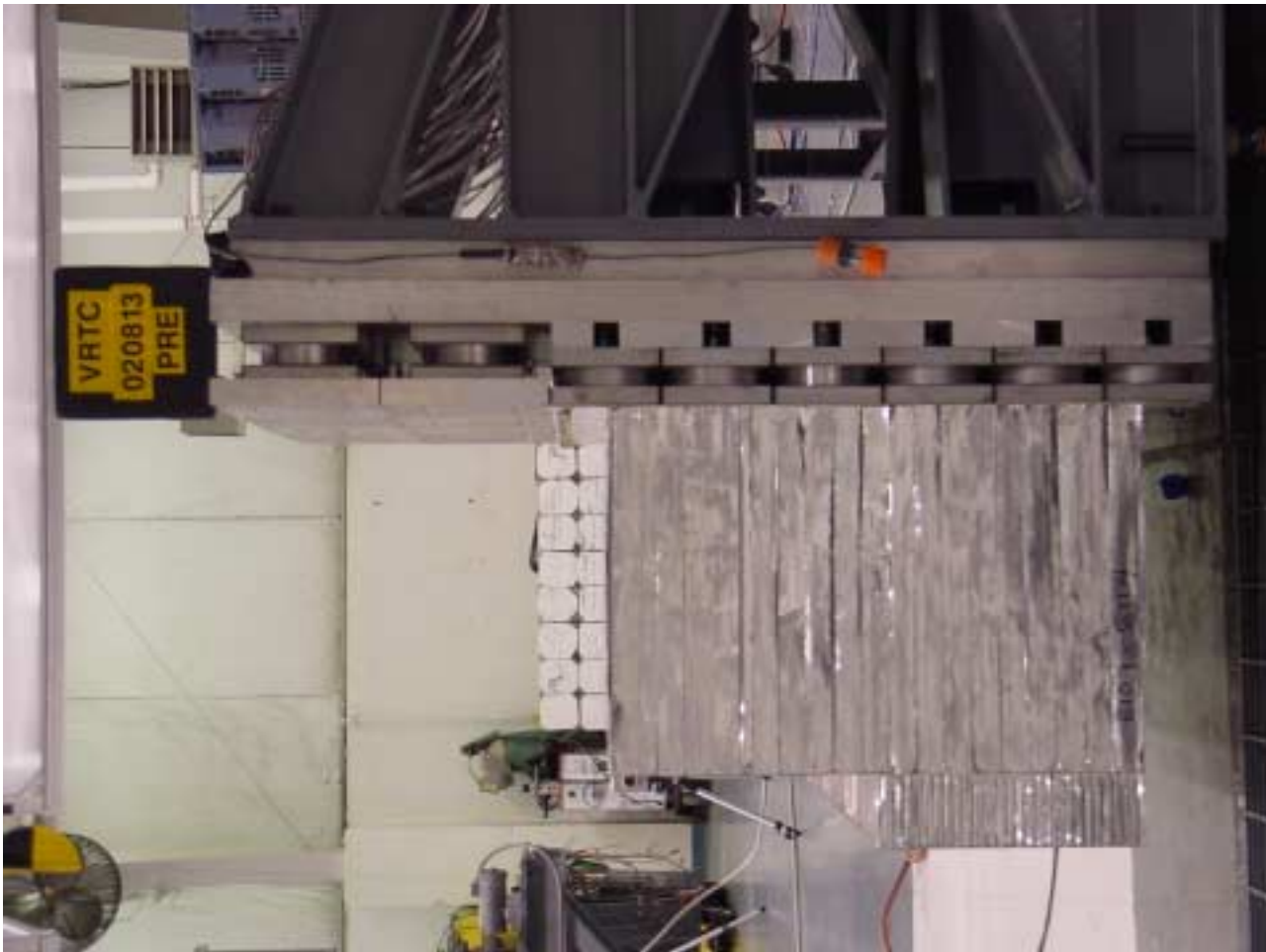


Figure A-44 Pre-Test Right Side Barrier Face View



Figure A-45 Post-Test Right Side Barrier Face View

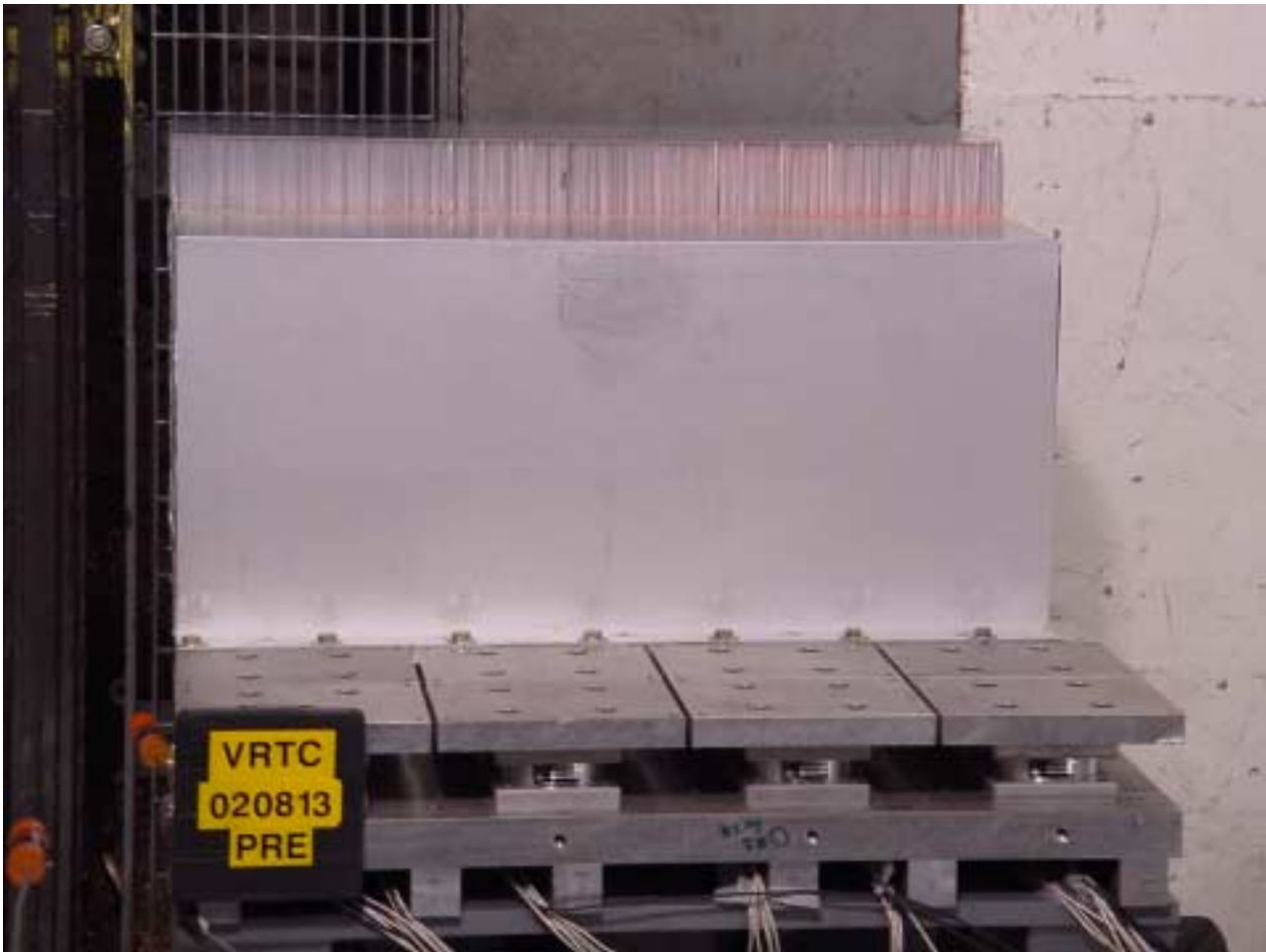


Figure A-46 Pre-Test Overhead Barrier Face View

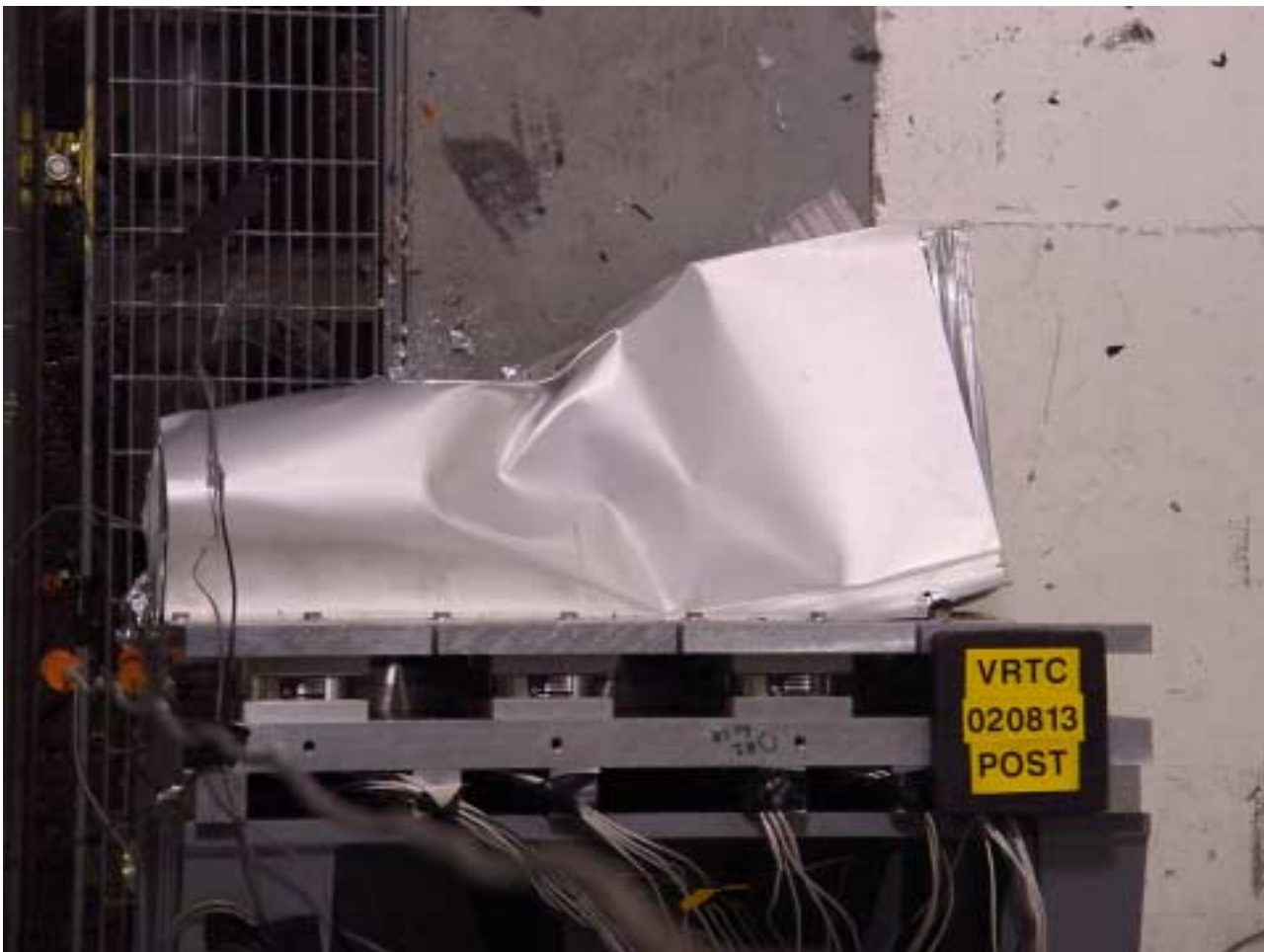


Figure A-47 Post-Test Overhead Barrier Face View



Figure A-48 Pre-Test Driver and Passenger Dummies Front View



Figure A-49 Post-Test Driver and Passenger Dummies Front View

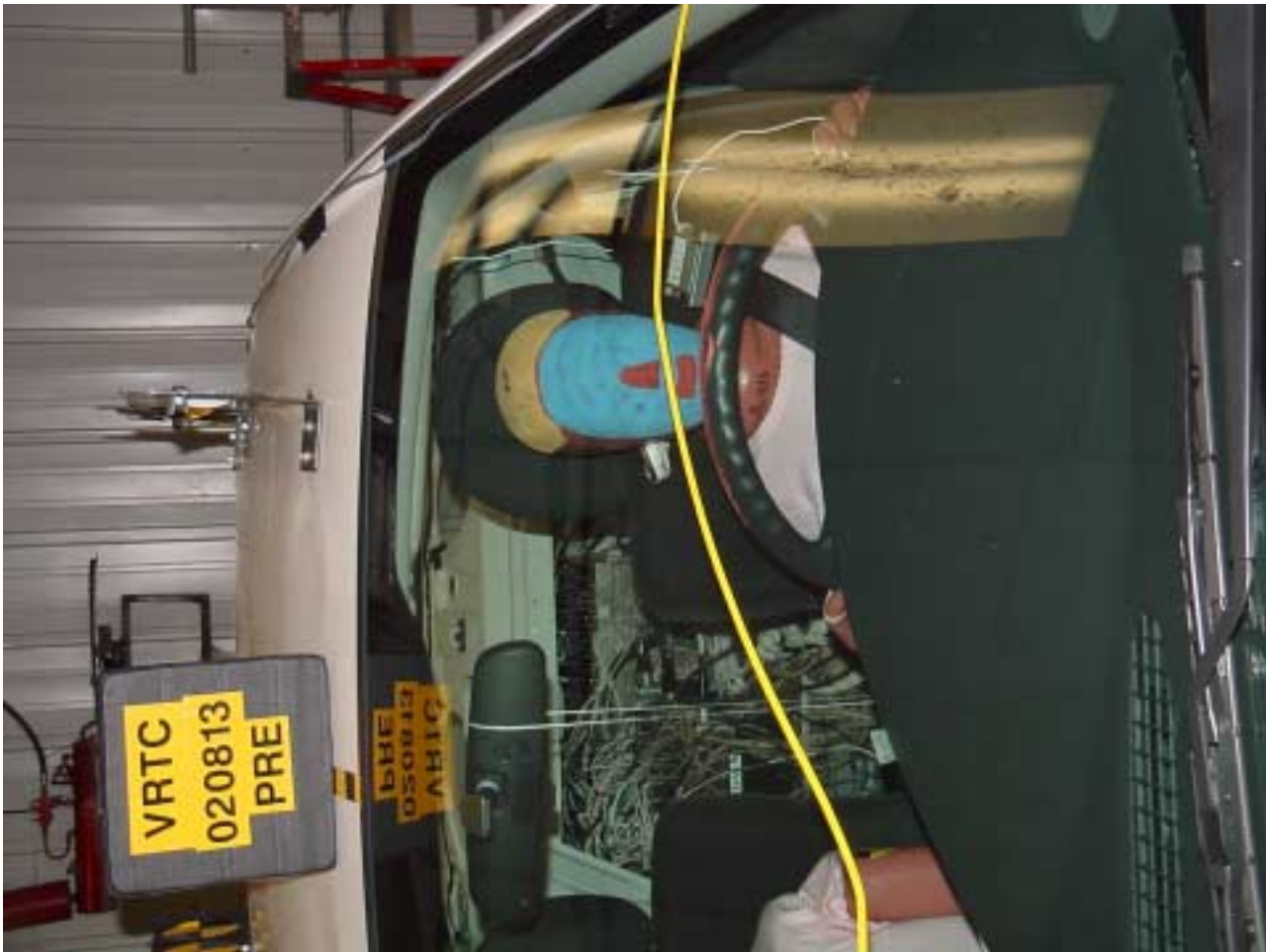


Figure A-50 Pre-Test Driver Dummy Position - View 1



Figure A-51 Post-Test Driver Dummy Position - View 1



Figure A-52 Pre-Test Driver Dummy Position - View 2



Figure A-53 Post-Test Driver Dummy Position - View 2



Figure A-54 Pre-Test Driver Dummy & Vehicle Interior - View 1



Figure A-55 Post-Test Driver Dummy & Vehicle Interior - View 1



Figure A-56 Pre-Test Driver Dummy & Vehicle Interior - View 2



Figure A-57 Post-Test Driver Dummy & Vehicle Interior - View 2

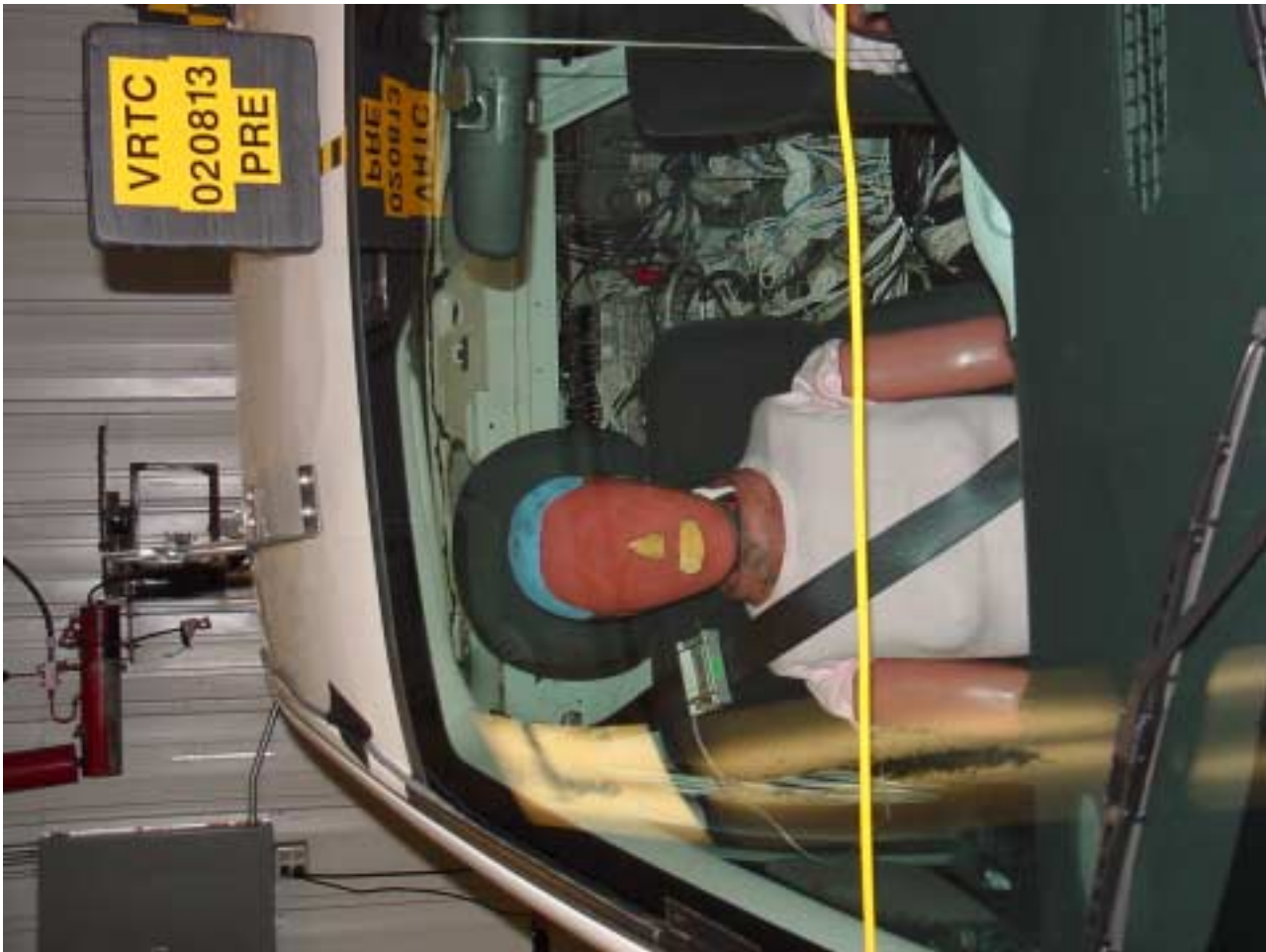


Figure A-58 Pre-Test Passenger Dummy Position - View 1



Figure A-59 Post-Test Passenger Dummy Position - View 1



Figure A-60 Pre-Test Passenger Dummy Position - View 2



Figure A-61 Post-Test Passenger Dummy Position - View 2



Figure A-62 Pre-Test Passenger Dummy & Vehicle Interior - View 1



Figure A-63 Post-Test Passenger Dummy & Vehicle Interior - View 1



Figure A-64 Pre-Test Passenger Dummy & Vehicle Interior - View 2



Figure A-65 Post-Test Passenger Dummy & Vehicle Interior - View 2



Figure A-66 Post-Test Driver Dummy Overall View



Figure A-67 Post-Test Driver Dummy Head Contact - View 1



Figure A-68 Post-Test Driver Dummy Head Contact - View 2



Figure A-69 Post-Test Driver Dummy Head Contact - View 3



Figure A-70 Post-Test Driver Dummy Head Contact - View 4



Figure A-71 Post-Test Driver Dummy Chest Contact View

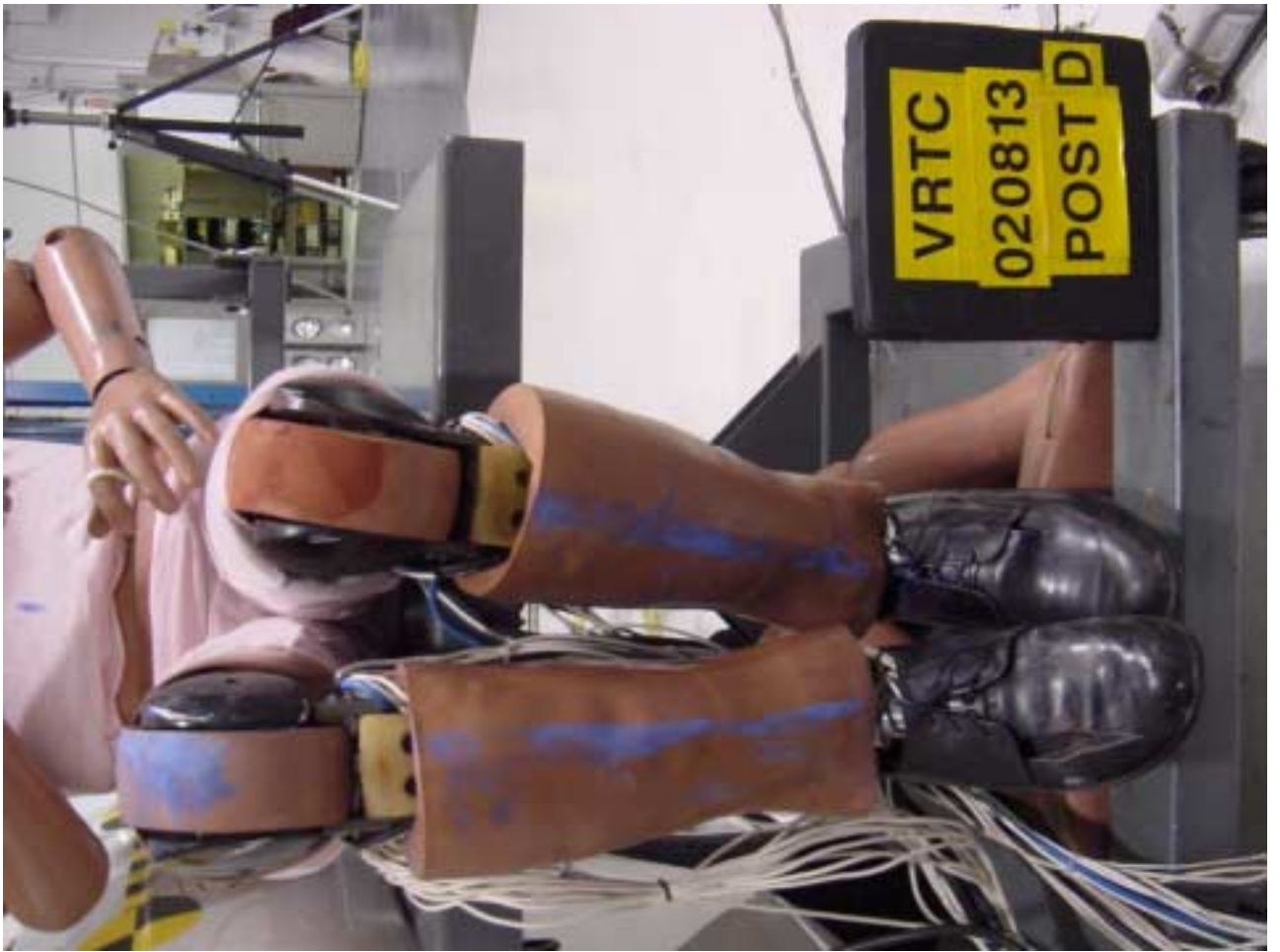


Figure A-72 Post-Test Driver Knee Contact - View 1



Figure A-73 Post-Test Driver Knee Contact - View 2



Figure A-74 Post-Test Driver Knee Contact - View 3



Figure A-75 Post-Test Driver Toeboard/Floorpan with Carpet Removed View



Figure A-76 Post-Test Passenger Dummy Overall View



Figure A-77 Post-Test Passenger Dummy Head Contact - View 1



Figure A-78 Post-Test Passenger Dummy Head Contact - View 2



Figure A-79 Post-Test Passenger Dummy Head Contact - View 3



Figure A-80 Post-Test Passenger Dummy Knee Contact View



Figure A-81 Post-Test Passenger Toeboard/Floorpan with Carpet Removed View



Figure A-82 Pre-Test Vehicle Certification Label View



Figure A-83 Pre-Test Tire Load Label View

Appendix B

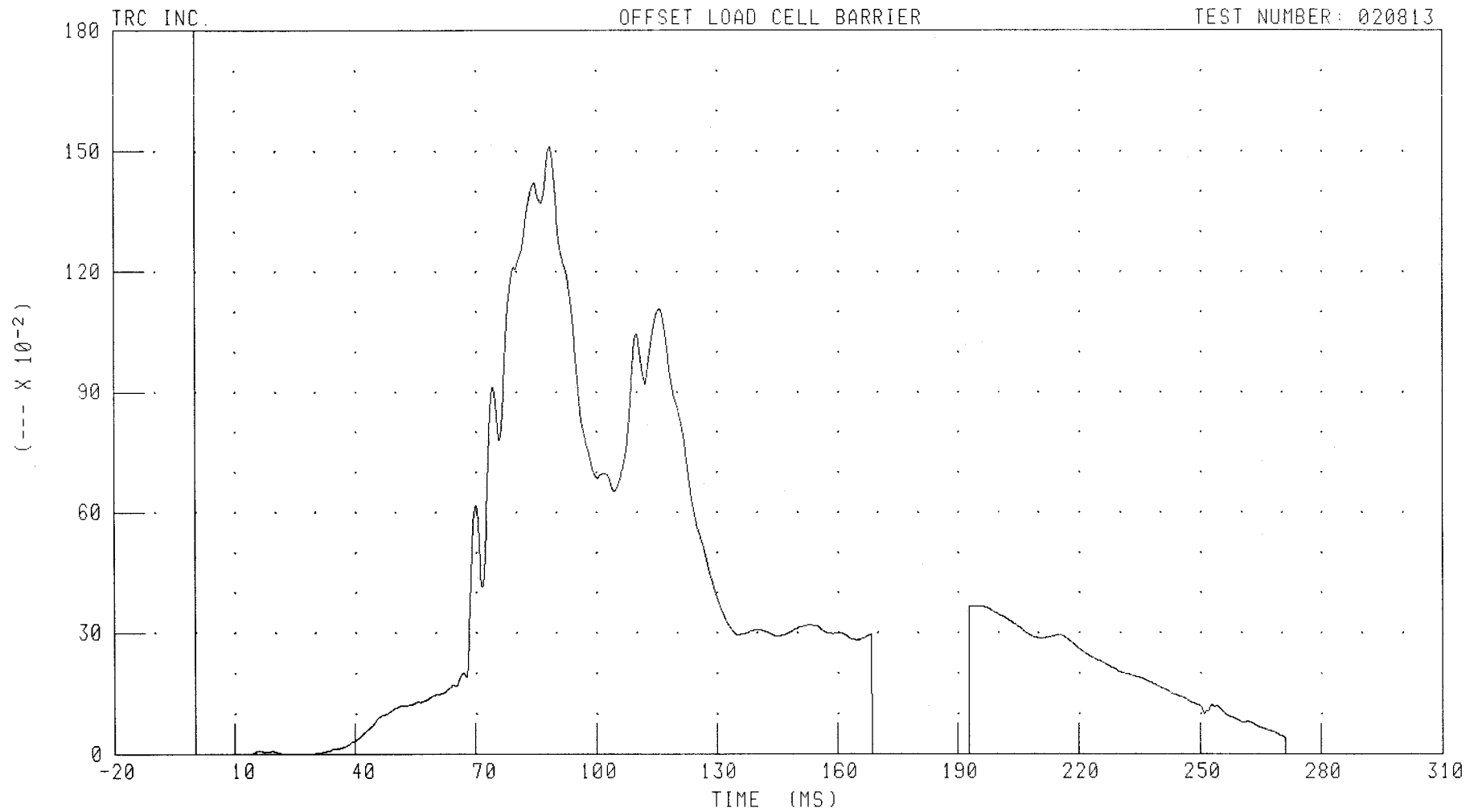
Data Plots

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NIJ TENSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NTE1

FILTER: CH. CLASS 600

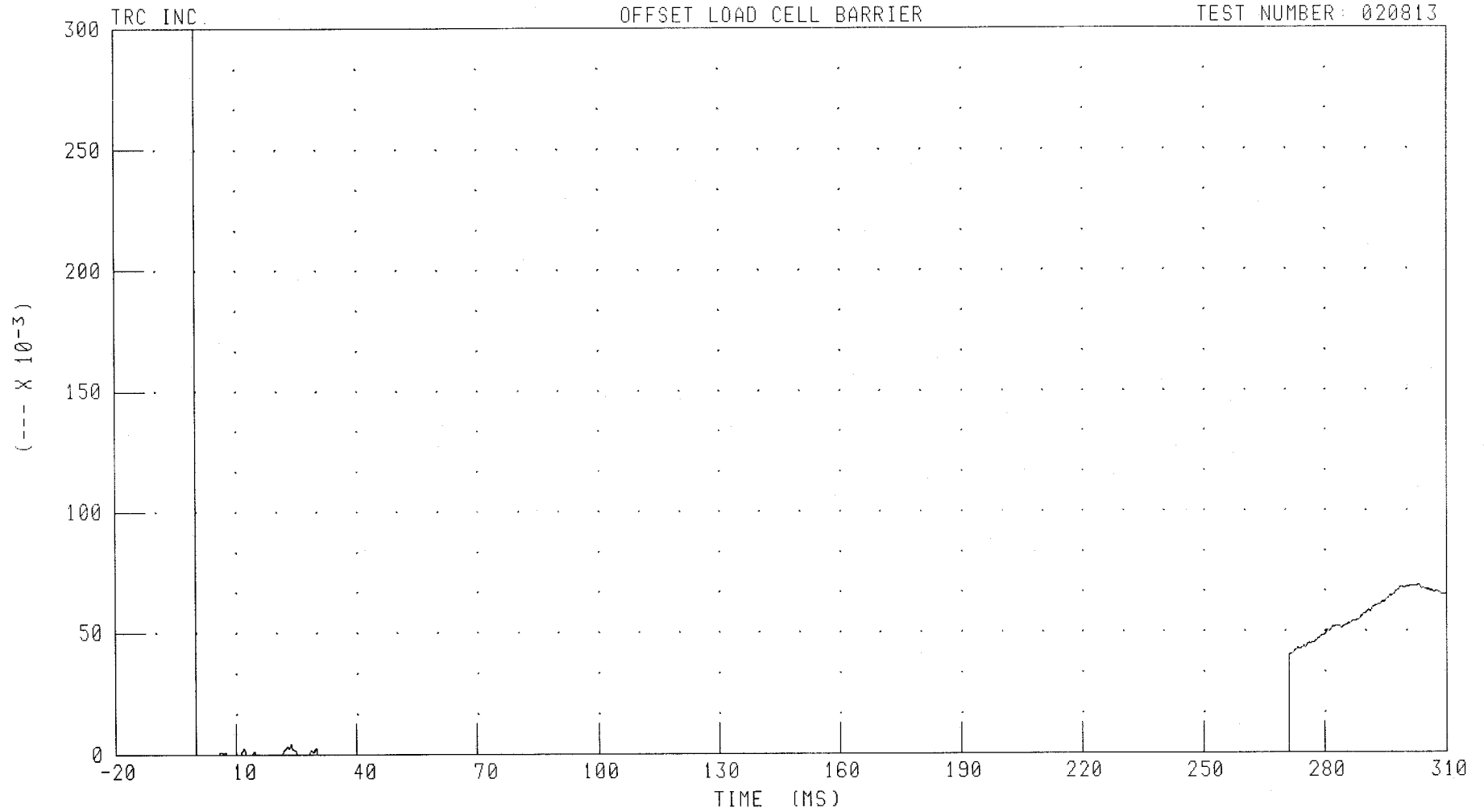
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2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NIJ TENSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NTF1

FILTER: CH. CLASS 600

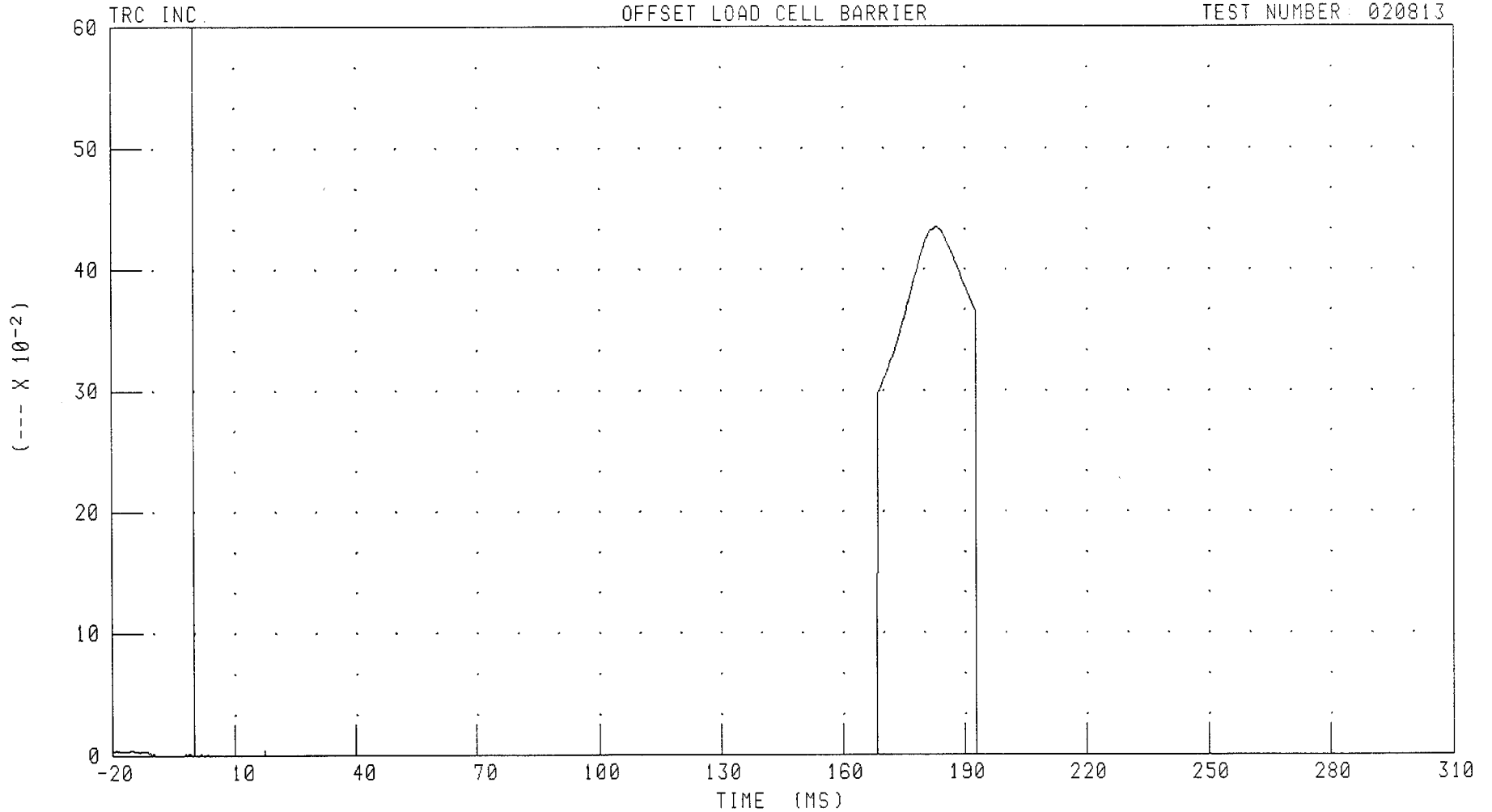
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DRIVER NIJ COMPRESSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



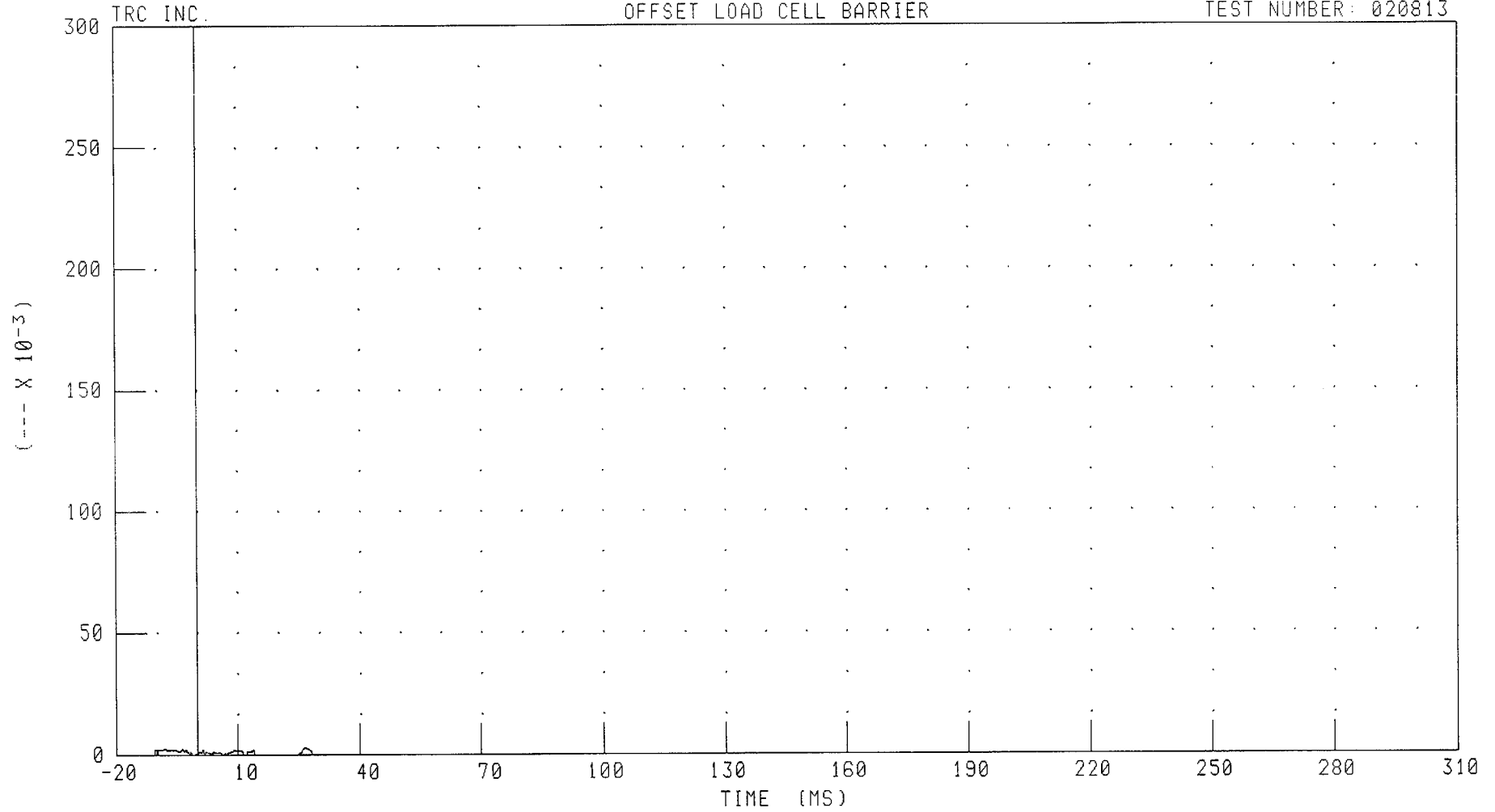
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DRIVER NIJ COMPRESSION/FLEXION
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NCF1

FILTER: CH. CLASS 600

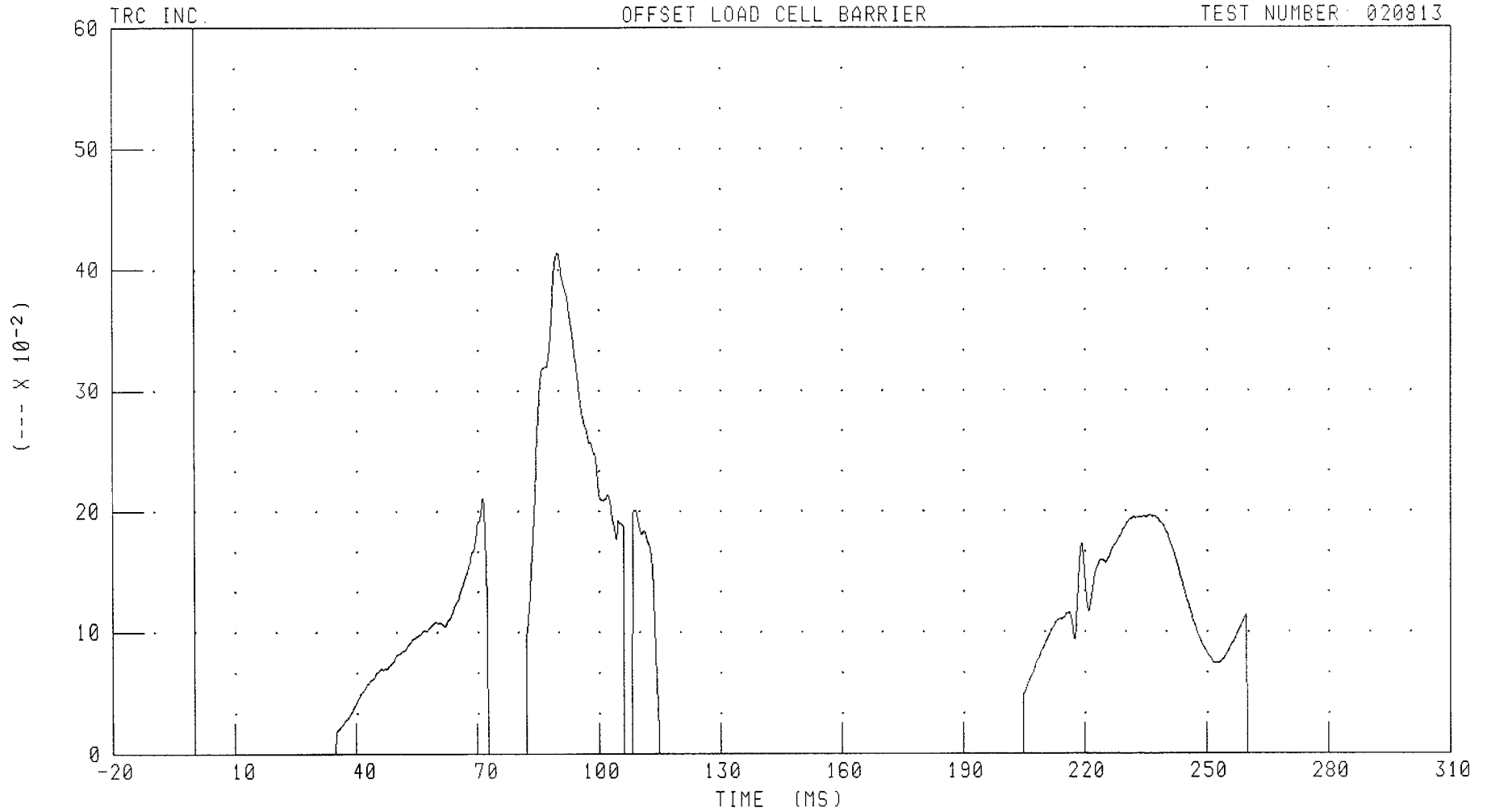
PEAK DATA: 0.00 --- @ 26.48 MS; 0.00 --- @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NIJ TENSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NTE2

FILTER: CH. CLASS 600

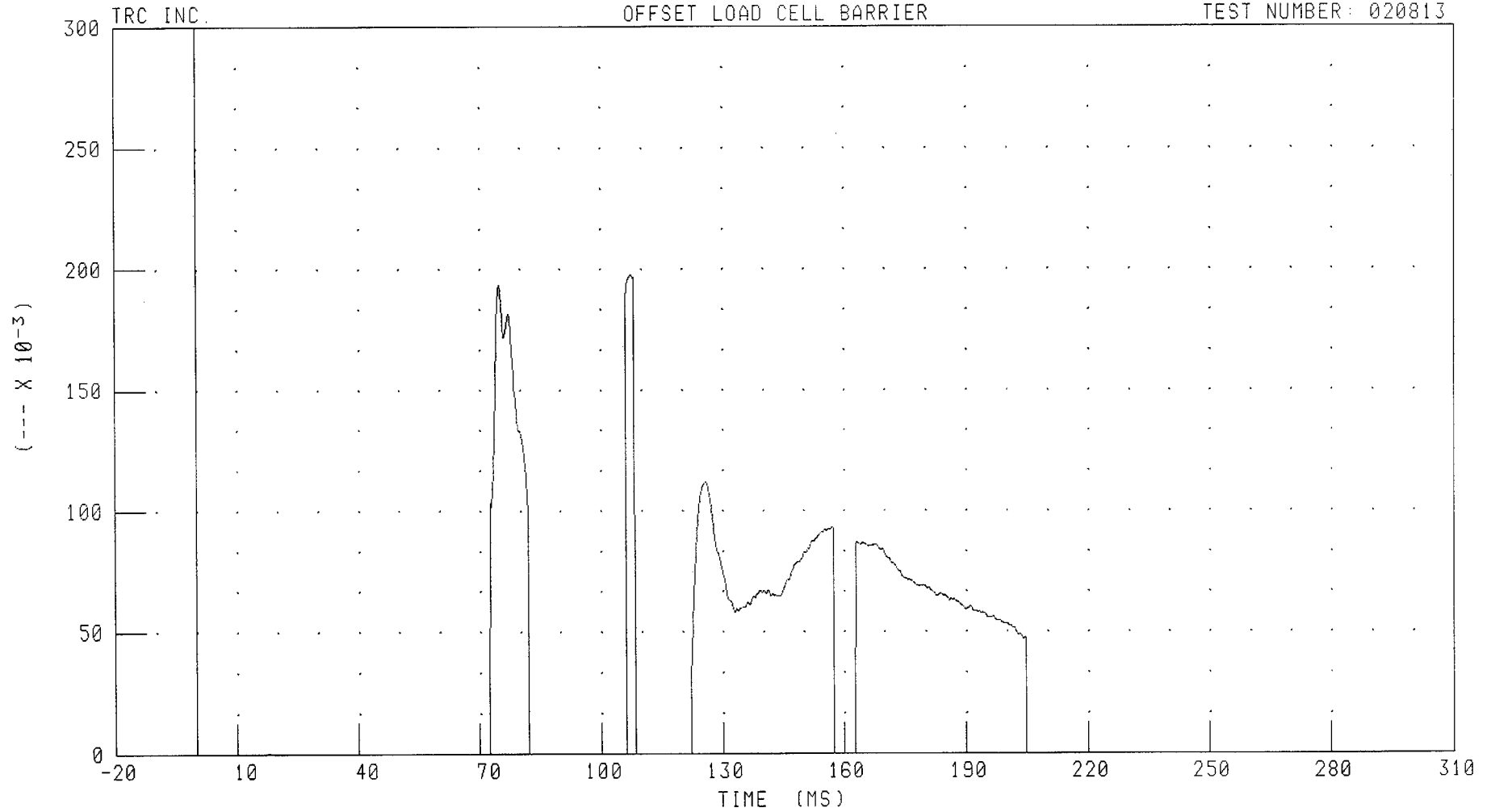
PEAK DATA: 0.41 --- @ 89.84 MS; 0.00 --- @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NIJ TENSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NTF2

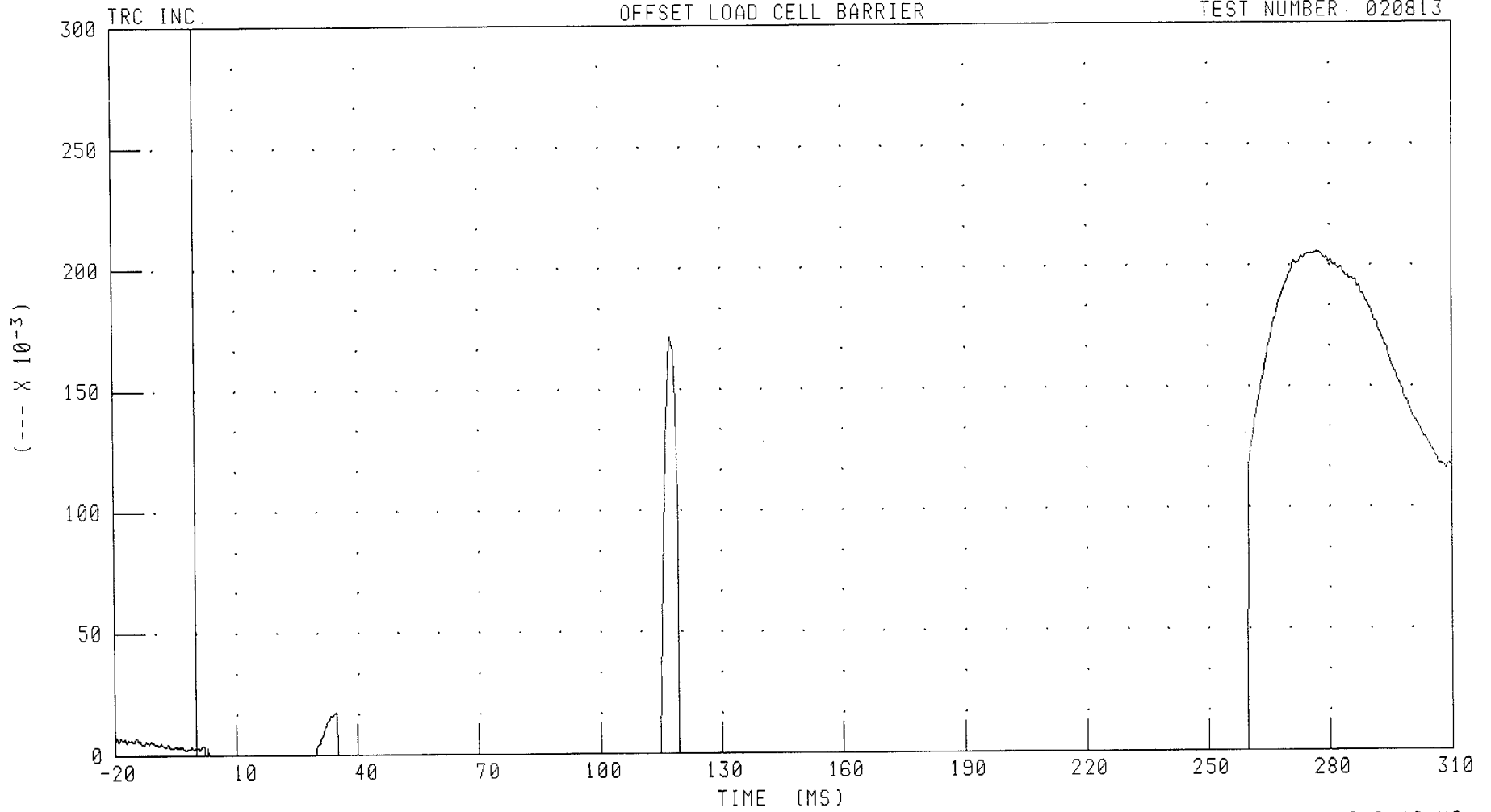
FILTER: CH. CLASS 600

PEAK DATA: 0.20 --- @ 107.60 MS; 0.00 --- @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NIJ COMPRESSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NCE2

FILTER: CH. CLASS 600

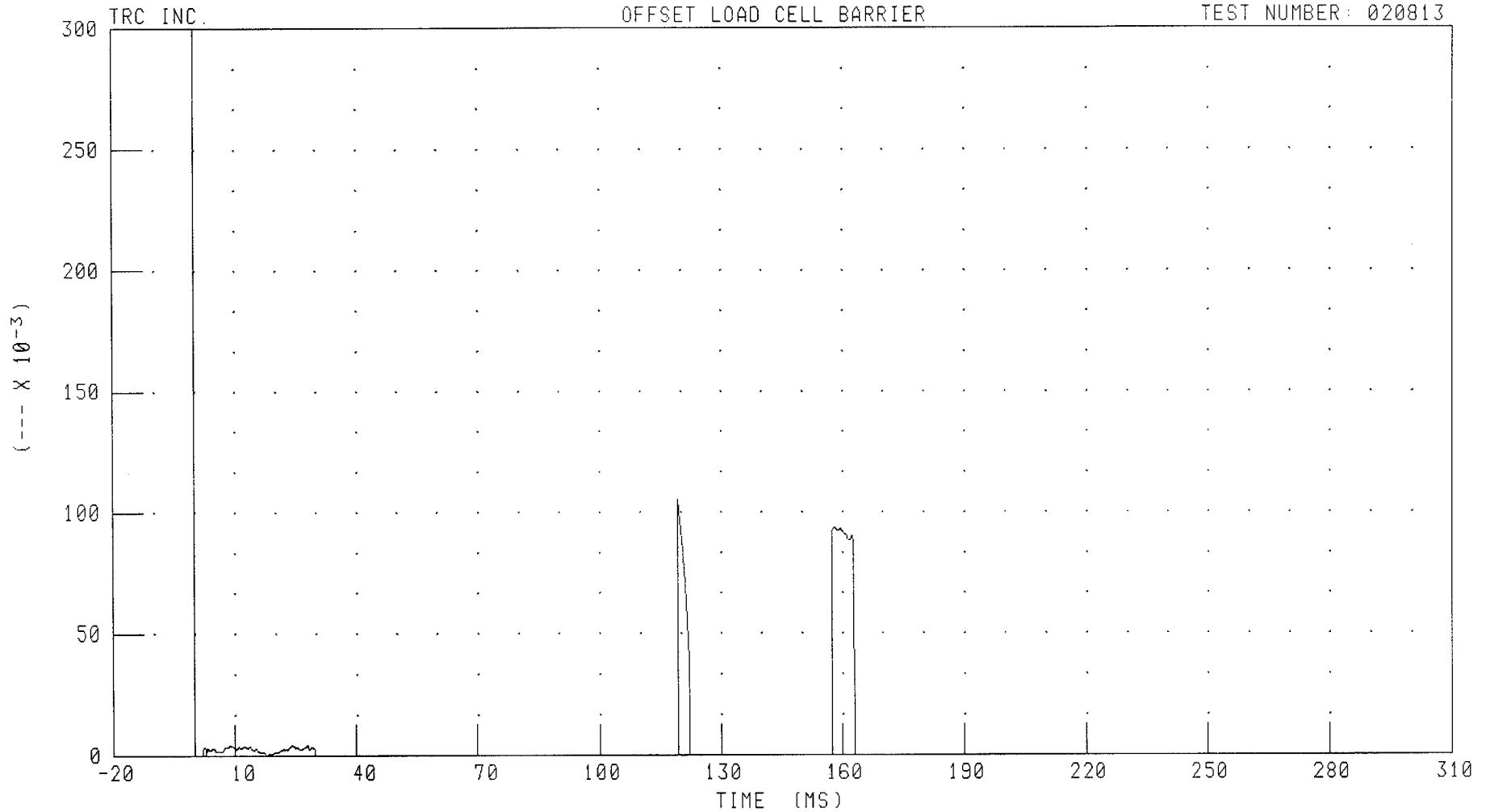
PEAK DATA: 0.21 --- @ 276.96 MS; 0.00 --- @ 2.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NIJ COMPRESSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NCF2

FILTER: CH. CLASS 600

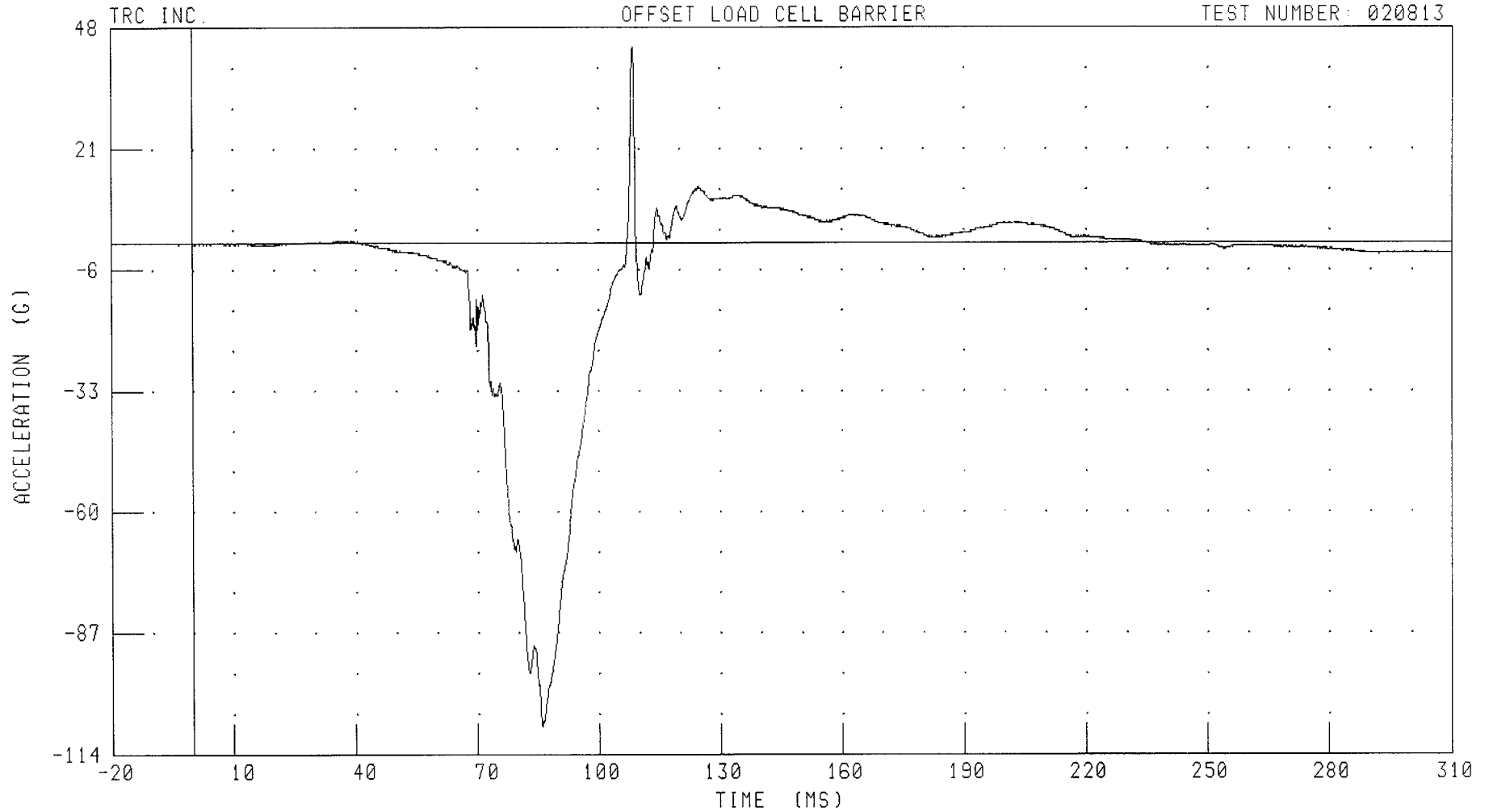
PEAK DATA: 0.11 --- @ 119.44 MS; 0.00 --- @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDXG1 FILTER: CH. CLASS 1000

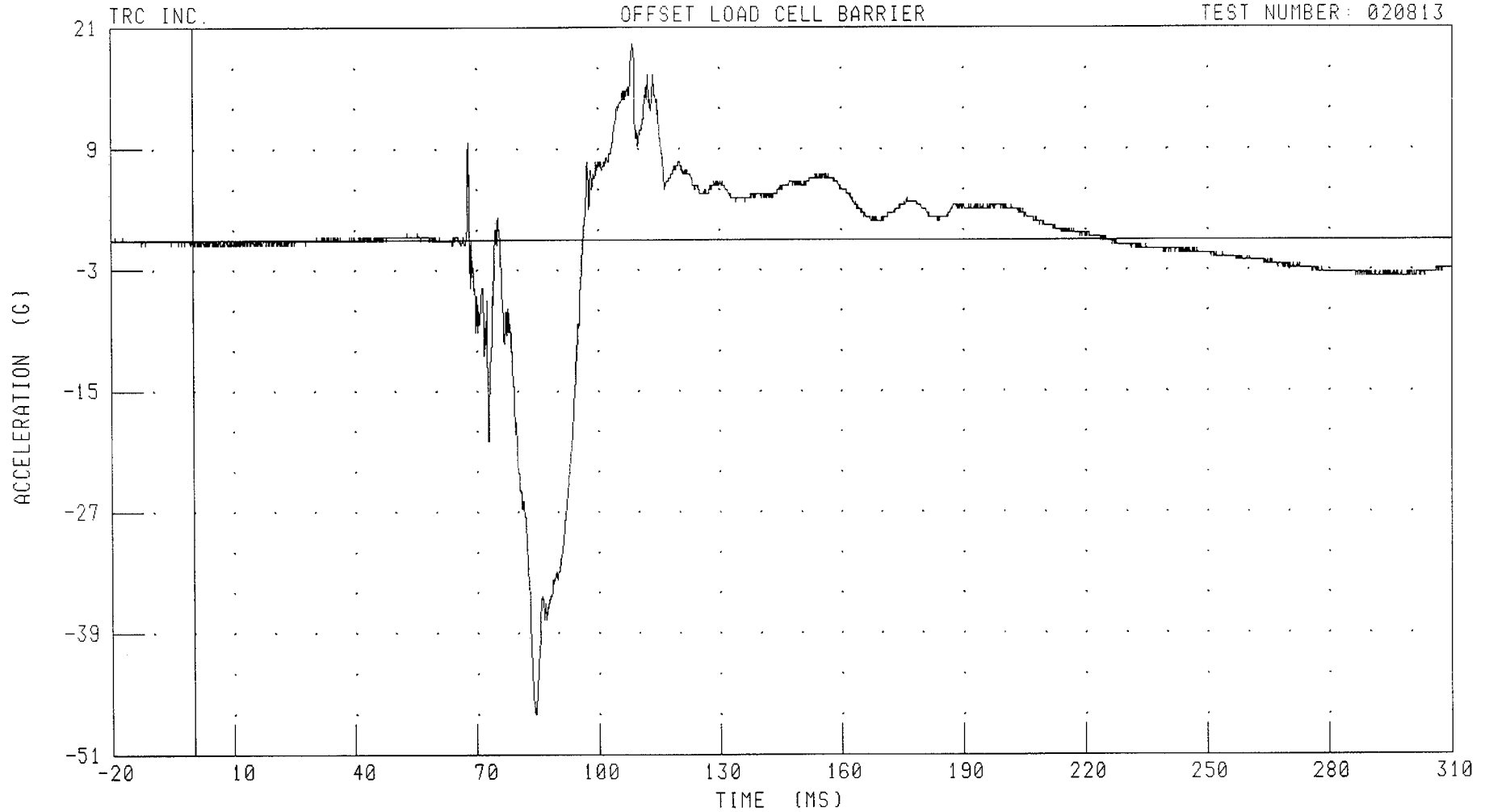
PEAK DATA: 43.79 G @ 108.64 MS; -107.76 G @ 86.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDYG1 FILTER: CH. CLASS 1000

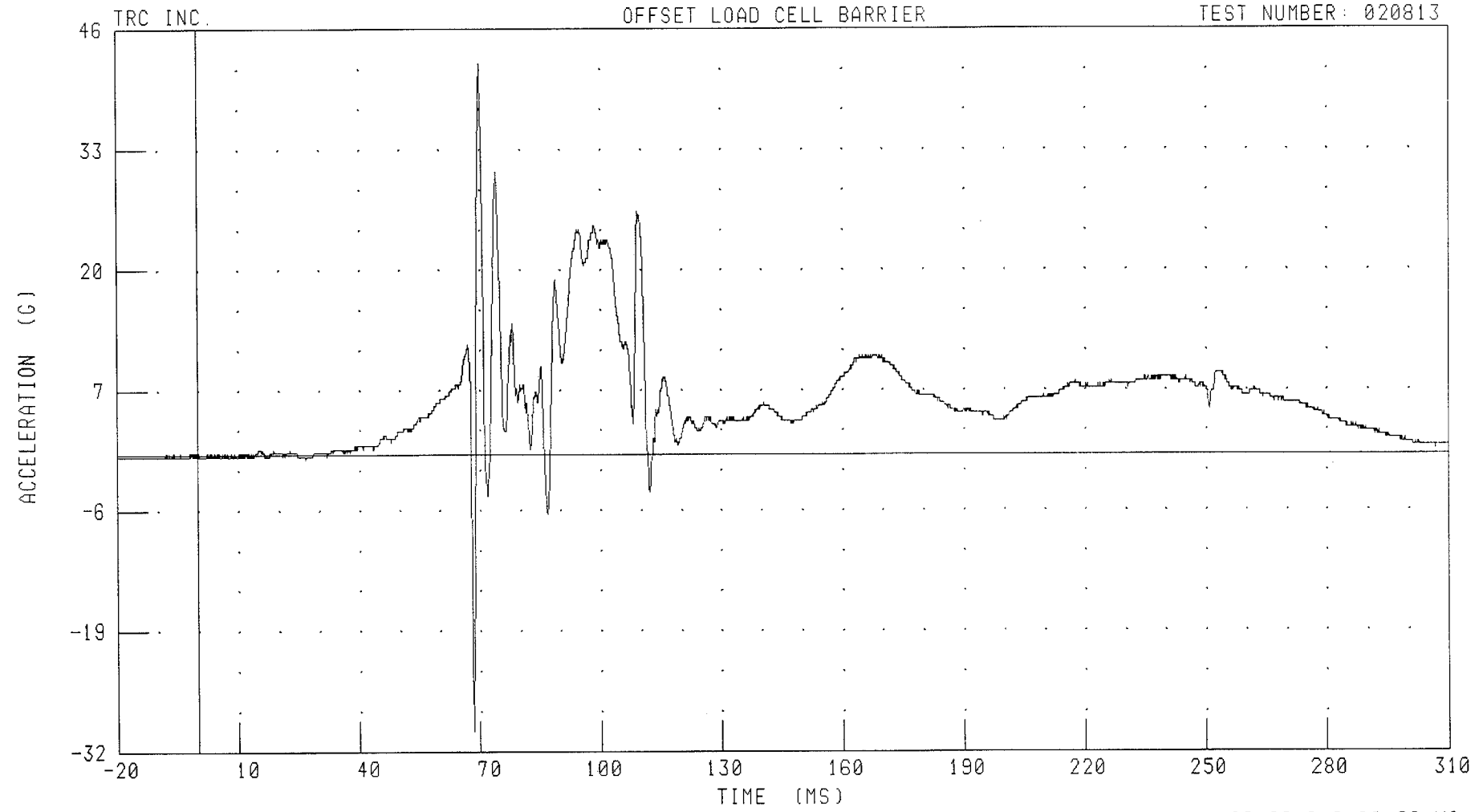
PEAK DATA: 19.43 G @ 108.72 MS; -47.05 G @ 84.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDZG1 FILTER: CH. CLASS 1000

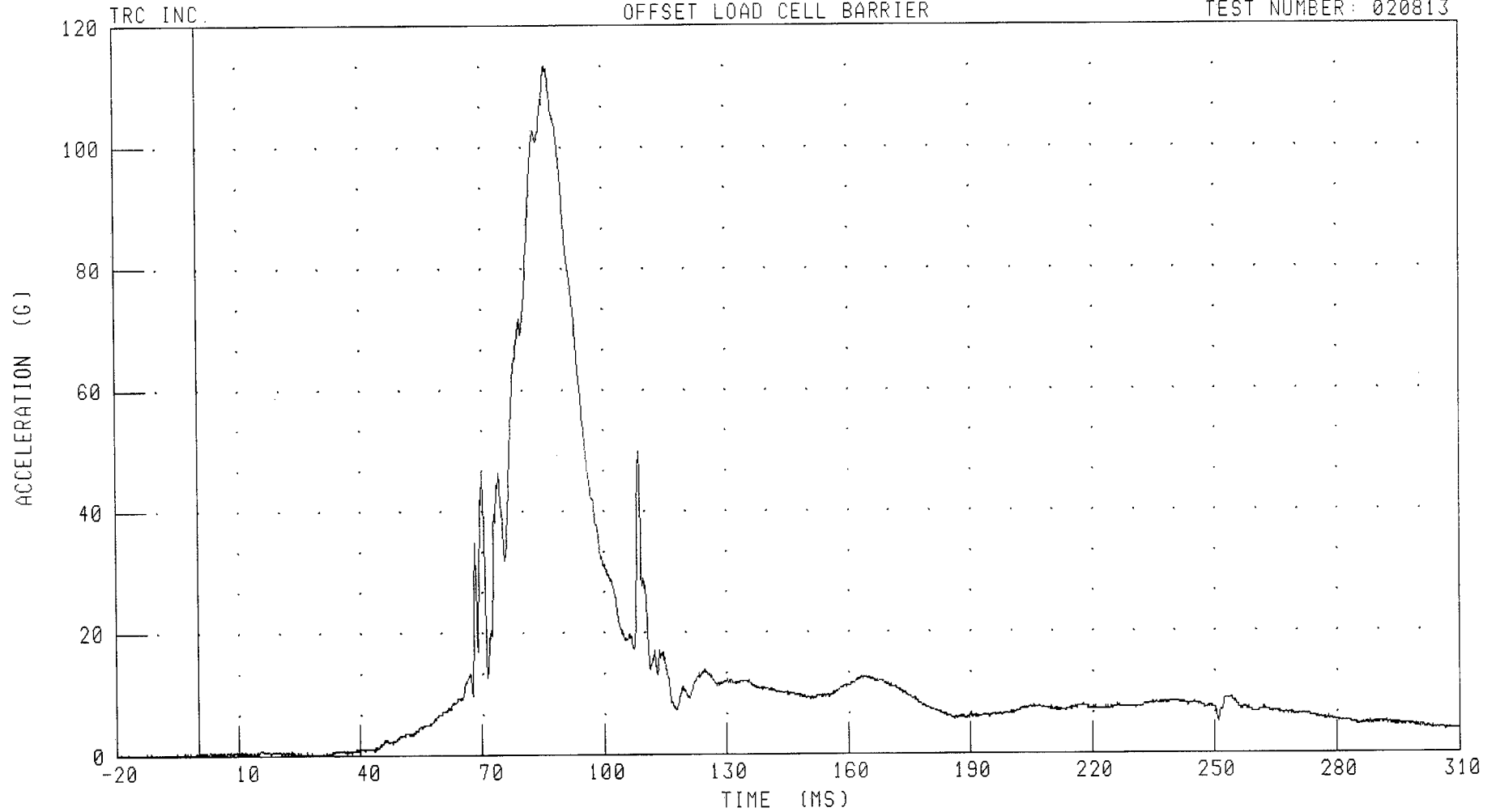
PEAK DATA: 42.29 G @ 70.08 MS; -29.82 G @ 68.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDRG1

FILTER: CH. CLASS 1000

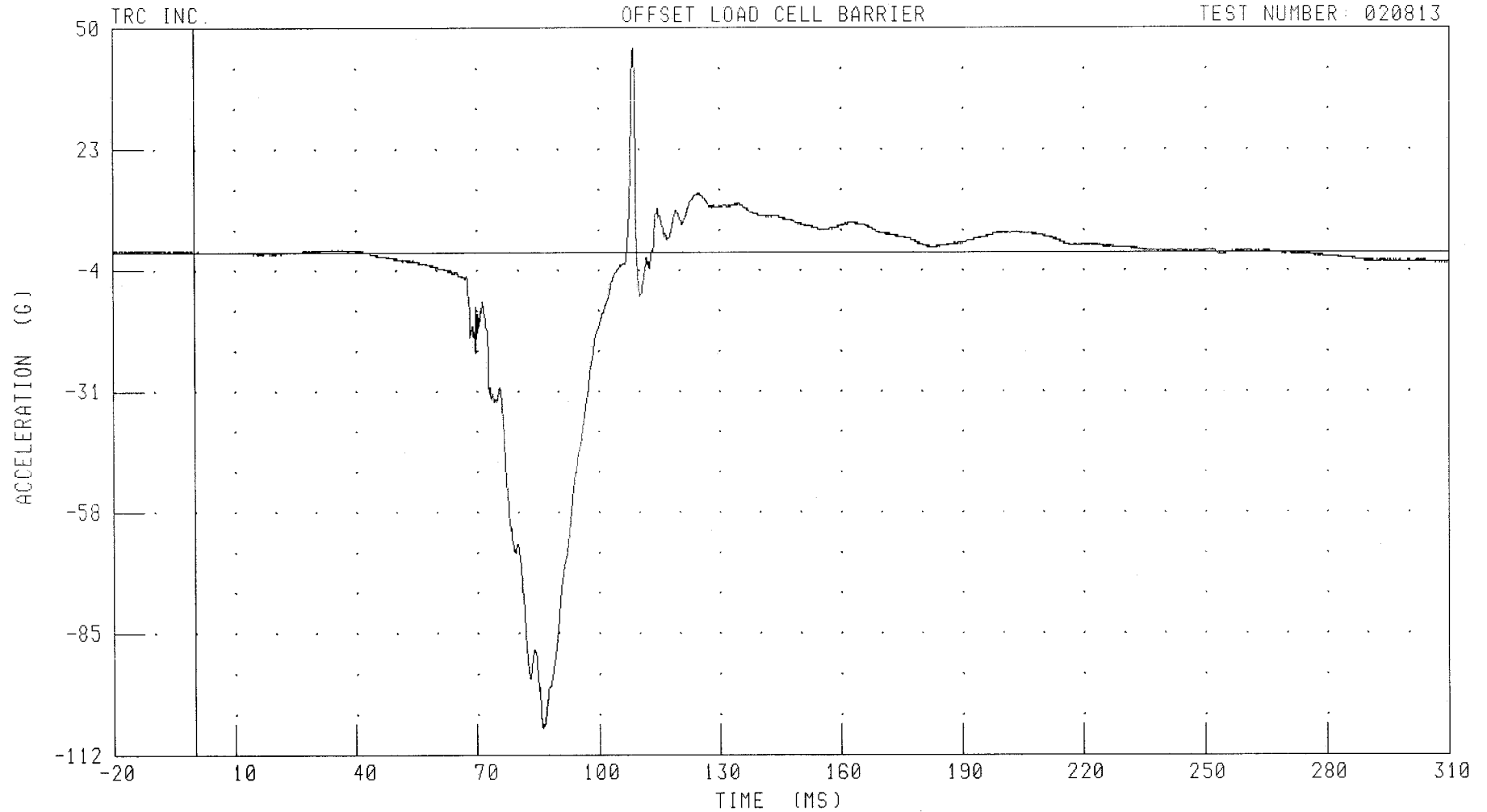
PEAK DATA: 113.40 G @ 86.08 MS; 0.23 G @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD X-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDXR1 FILTER: CH. CLASS 1000

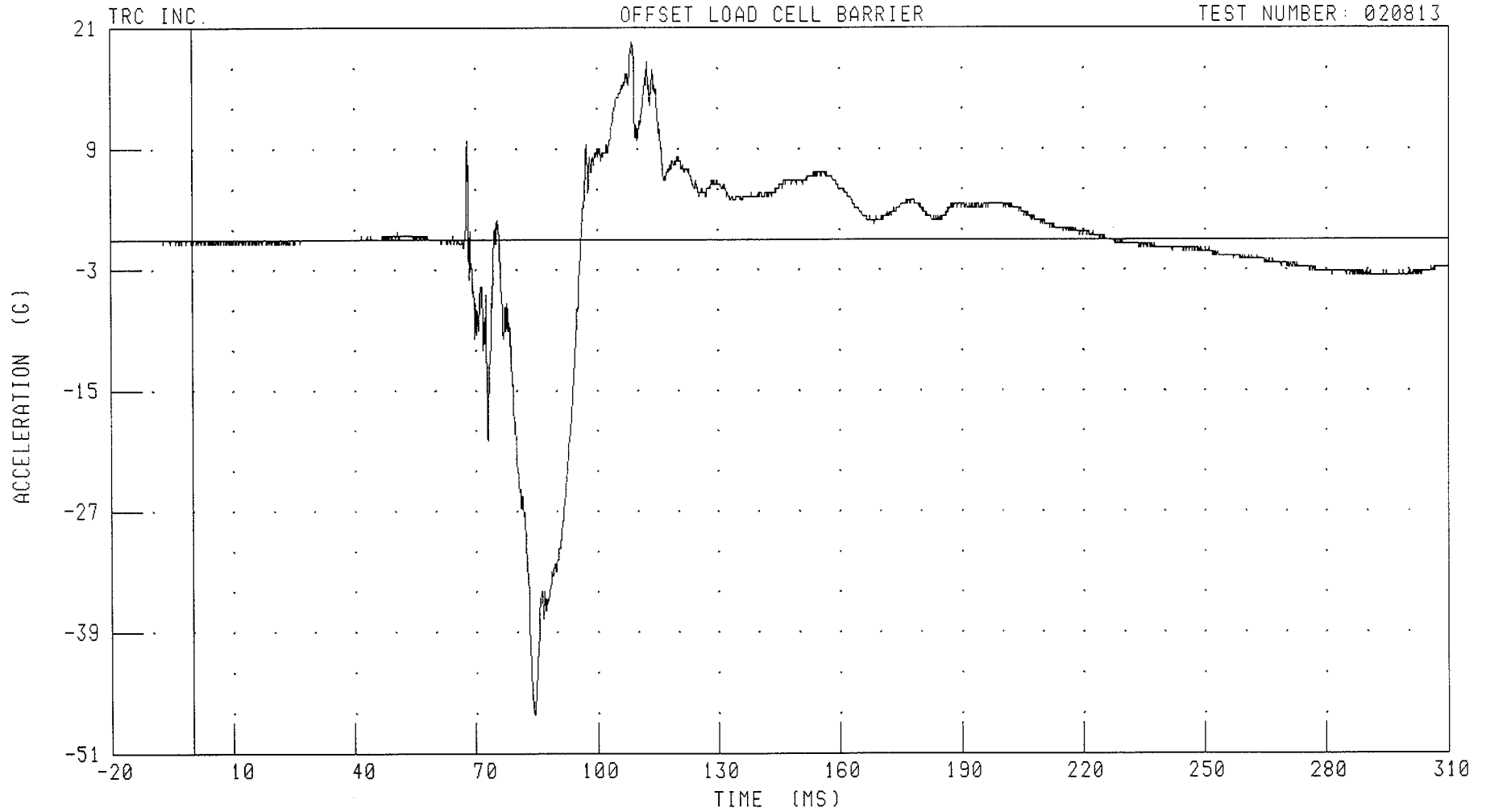
PEAK DATA: 45.47 G @ 108.64 MS; -106.03 G @ 86.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Y-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDYR1 FILTER: CH. CLASS 1000

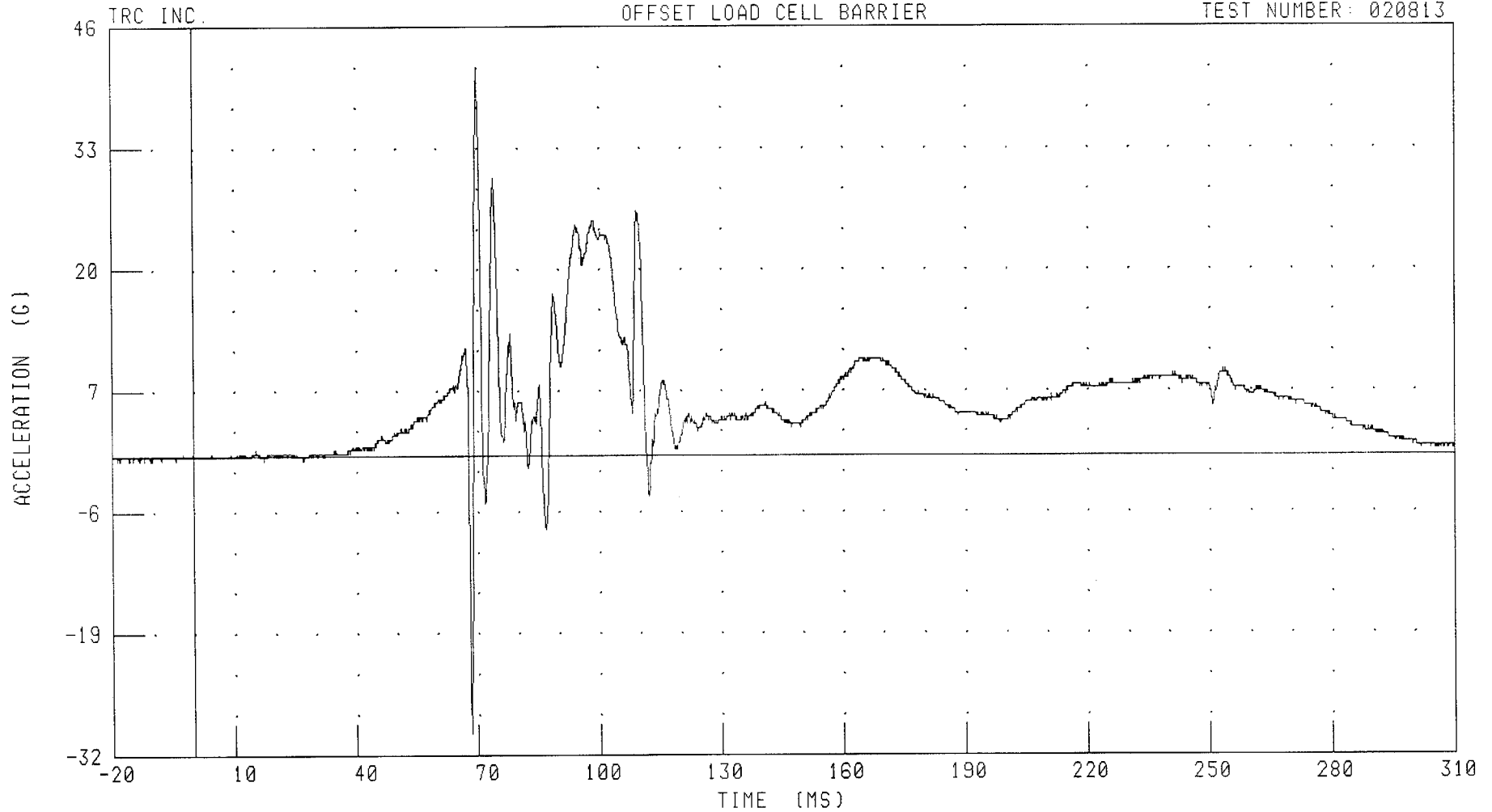
PEAK DATA: 19.61 G @ 108.72 MS; -47.14 G @ 84.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Z-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



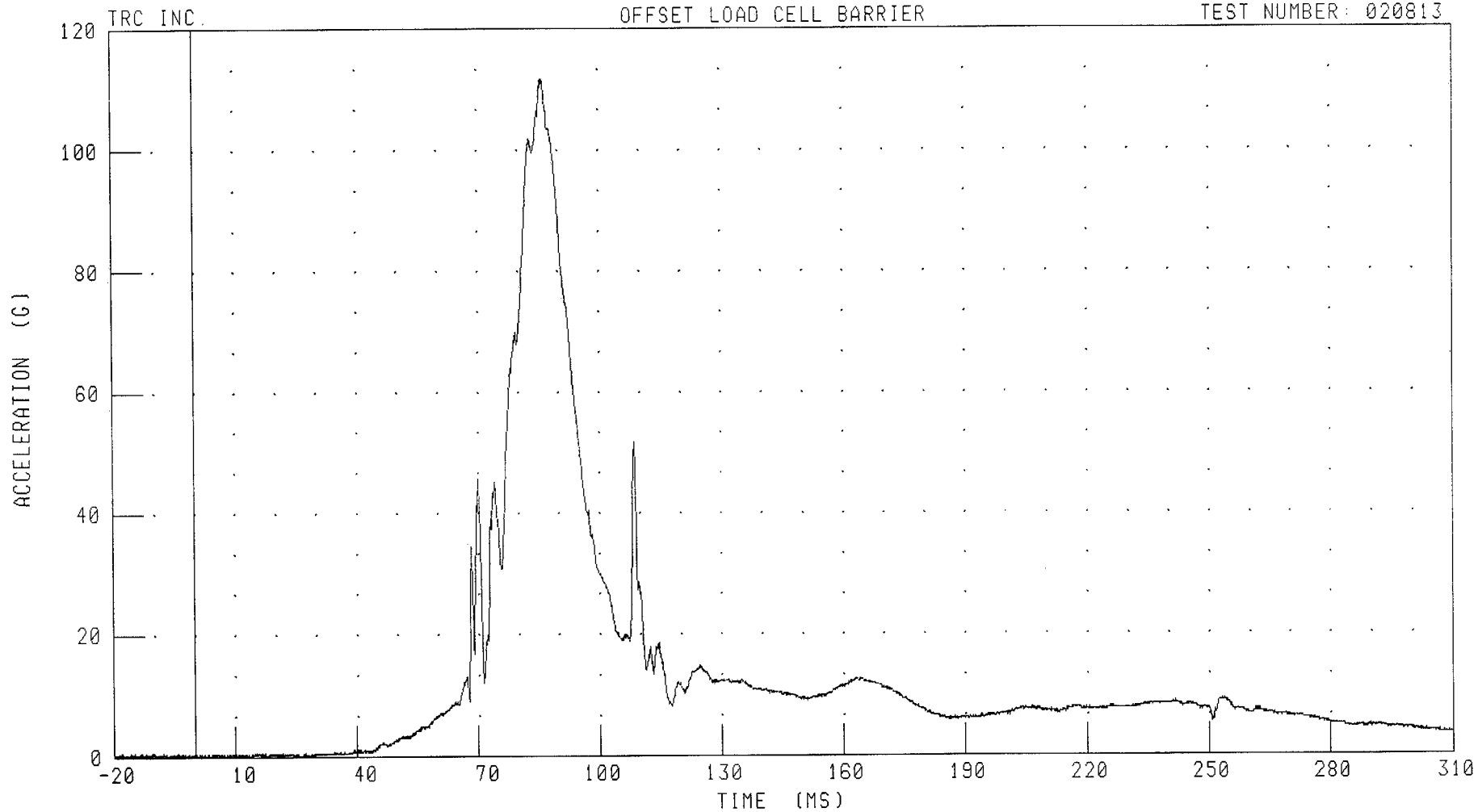
CHANNEL: HEDZR1 FILTER: CH. CLASS 1000

PEAK DATA: 41.55 G @ 70.08 MS; -29.73 G @ 68.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER HEAD RESULTANT ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDRR1 FILTER: CH. CLASS 1000

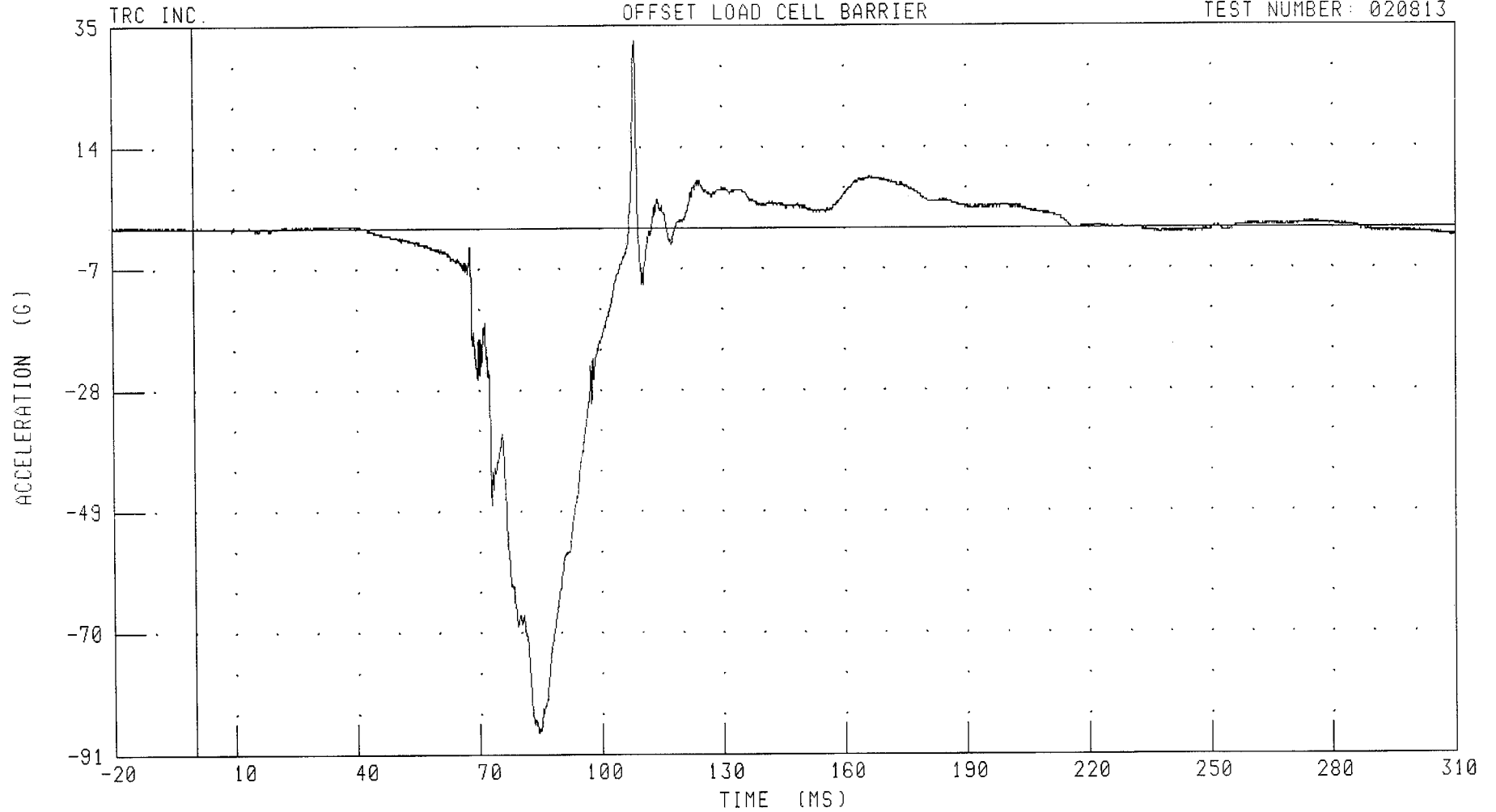
PEAK DATA: 111.79 G @ 86.08 MS; 0.14 G @ -19.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD X-AXIS (LT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD1XG1

FILTER: CH. CLASS 1000

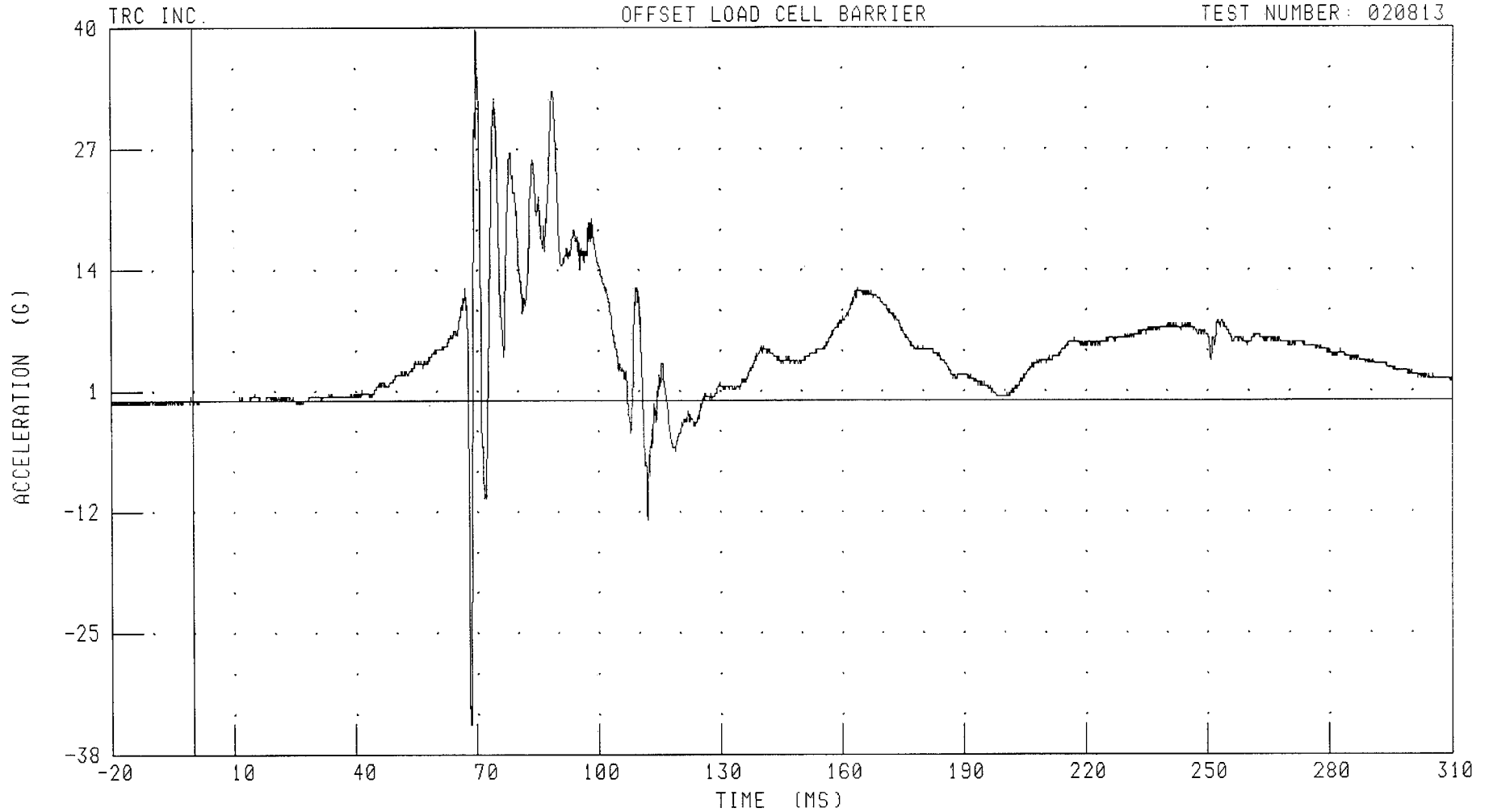
PEAK DATA: 32.31 G @ 108.72 MS; -87.35 G @ 84.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Z-AXIS (LT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD1ZG1

FILTER: CH. CLASS 1000

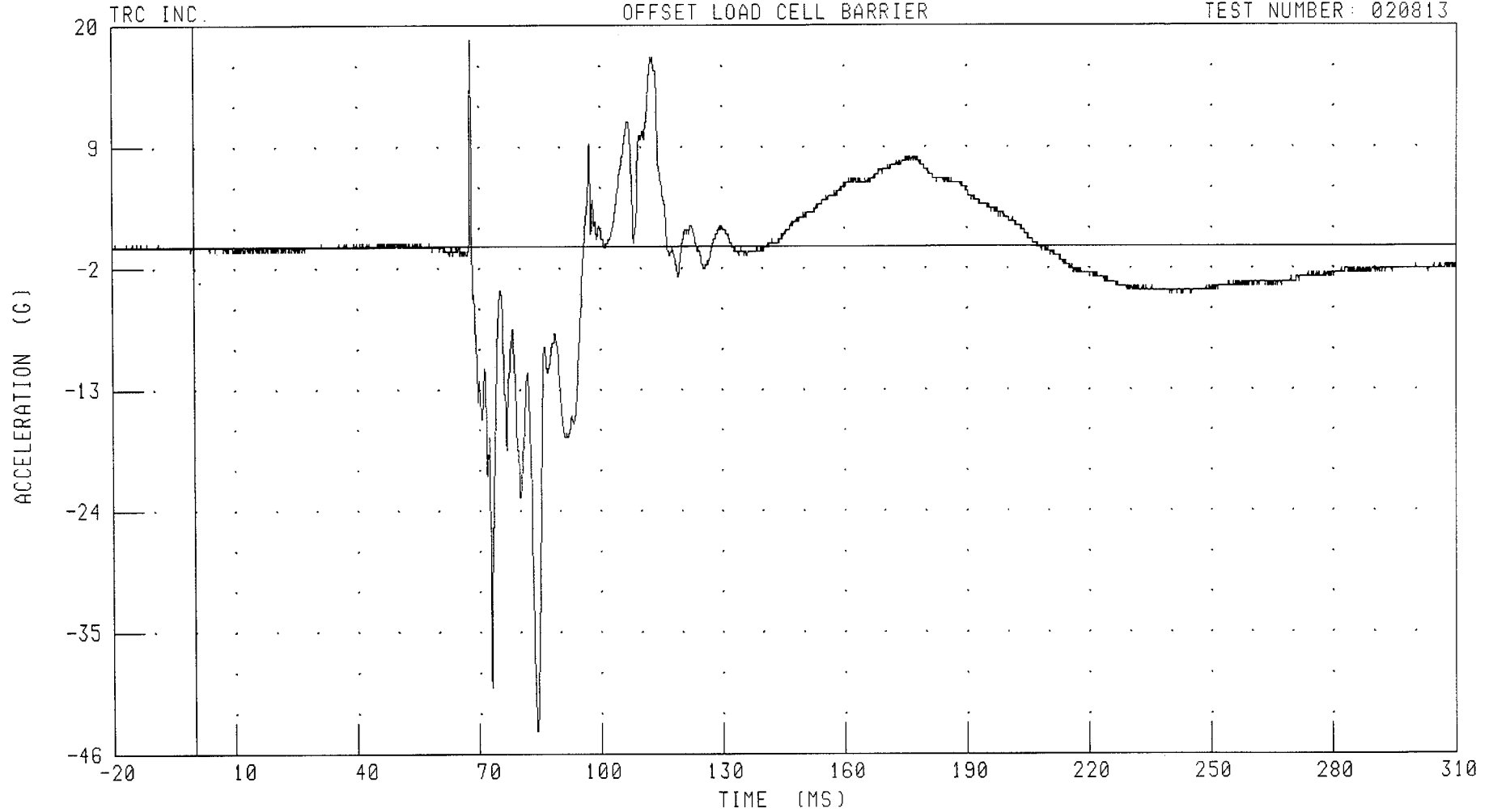
PEAK DATA: 39.86 G @ 70.00 MS; -34.82 G @ 68.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Y-AXIS (FT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD2YG1 FILTER: CH. CLASS 1000

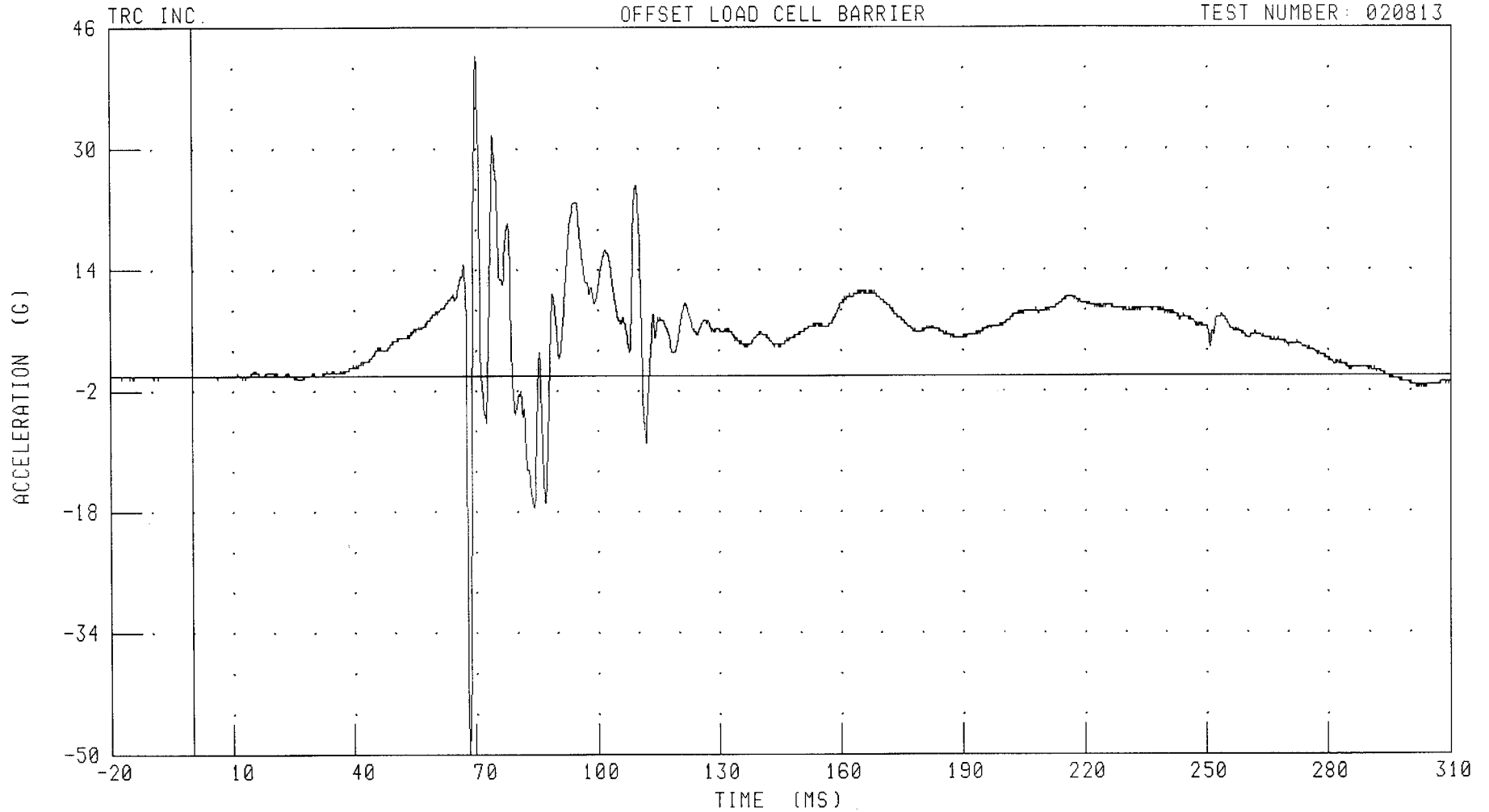
PEAK DATA: 18.68 G @ 68.08 MS; -43.92 G @ 84.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Z-AXIS (FT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD2ZG1 FILTER: CH. CLASS 1000

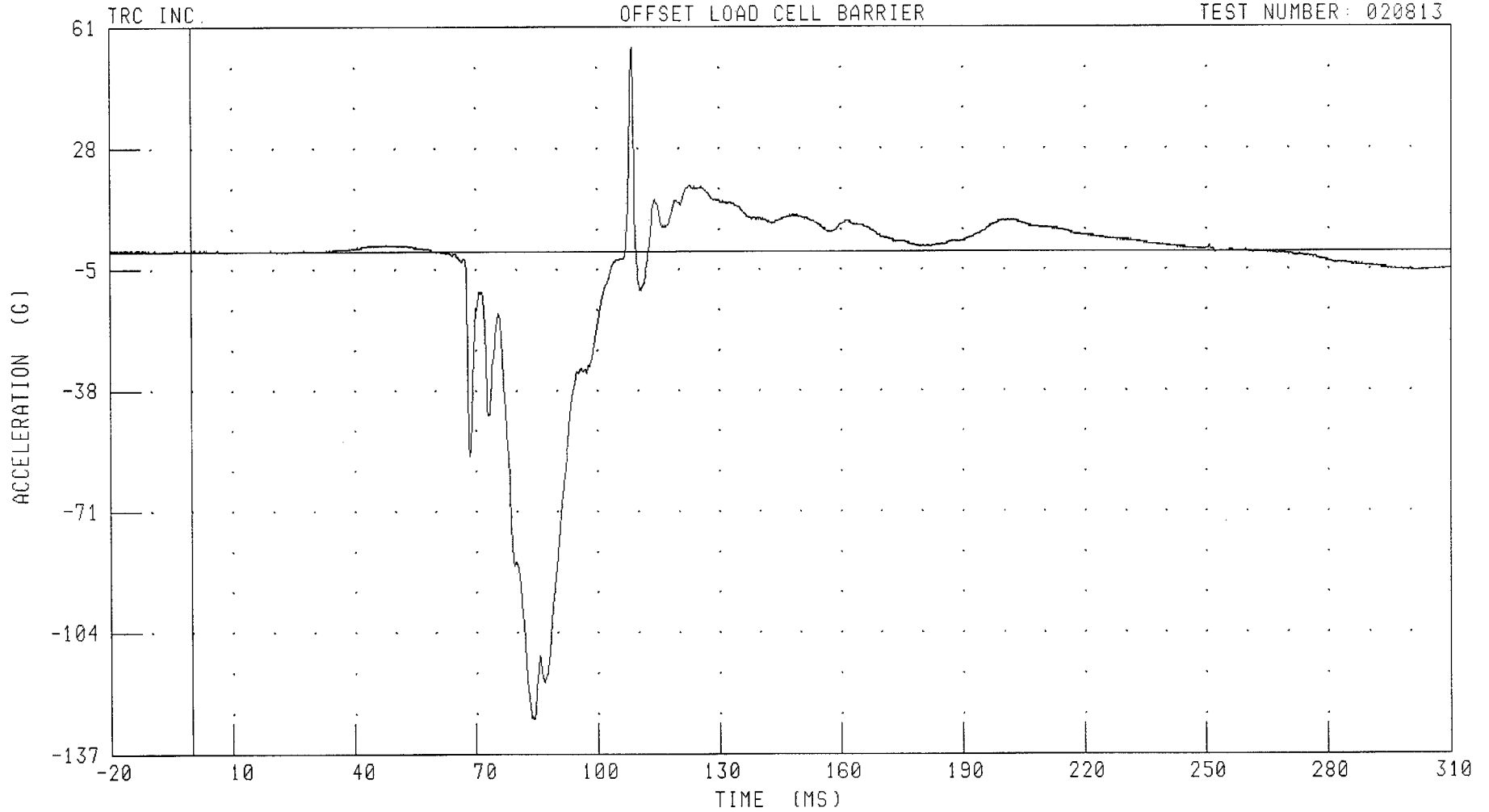
PEAK DATA: 42.30 G @ 70.24 MS; -49.82 G @ 68.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD X-AXIS (TP) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD3XG1

FILTER: CH. CLASS 1000

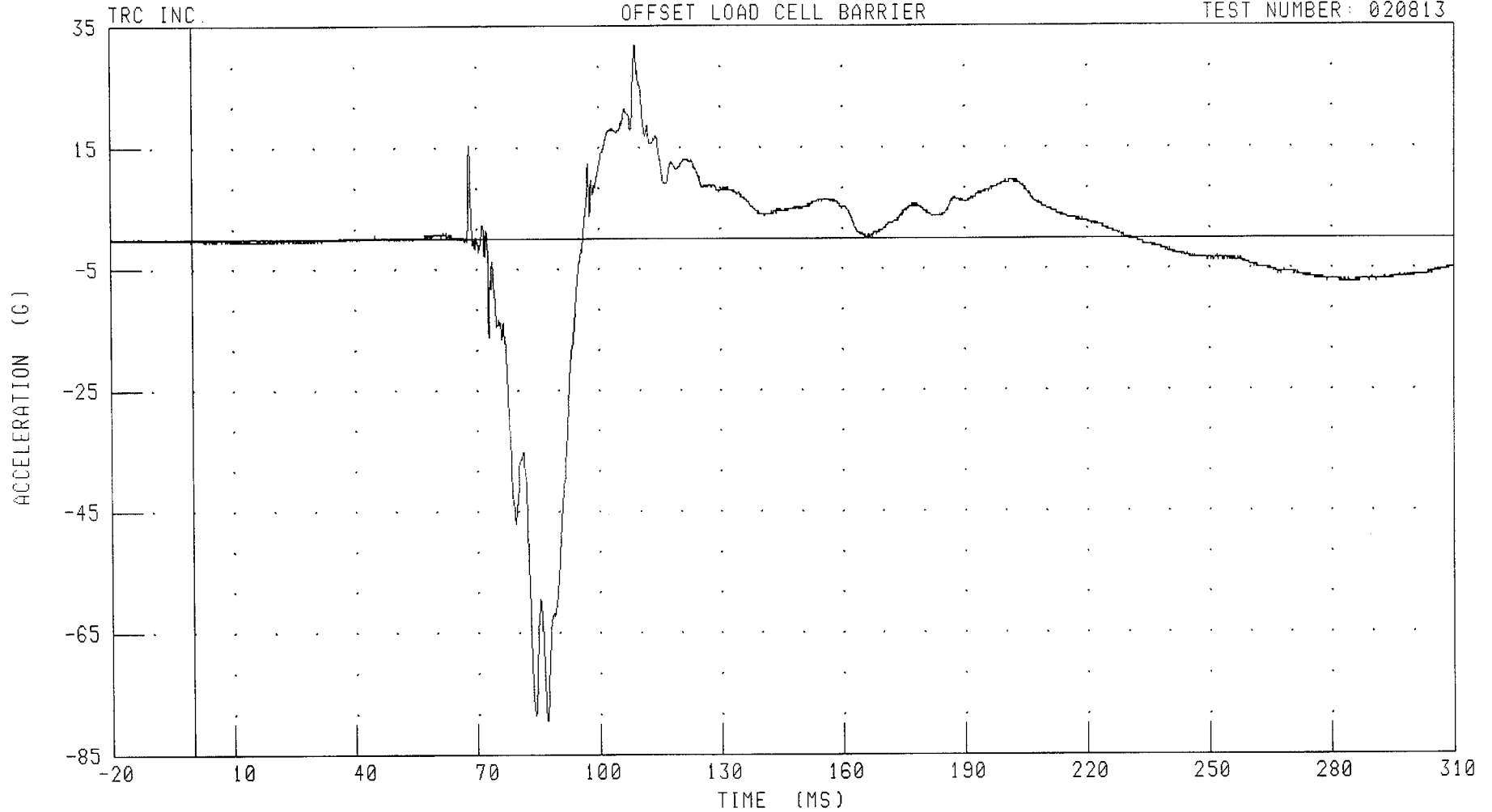
PEAK DATA: 55.46 G @ 108.64 MS; -127.55 G @ 84.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER HEAD Y-AXIS (TP) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD3YG1 FILTER: CH. CLASS 1000

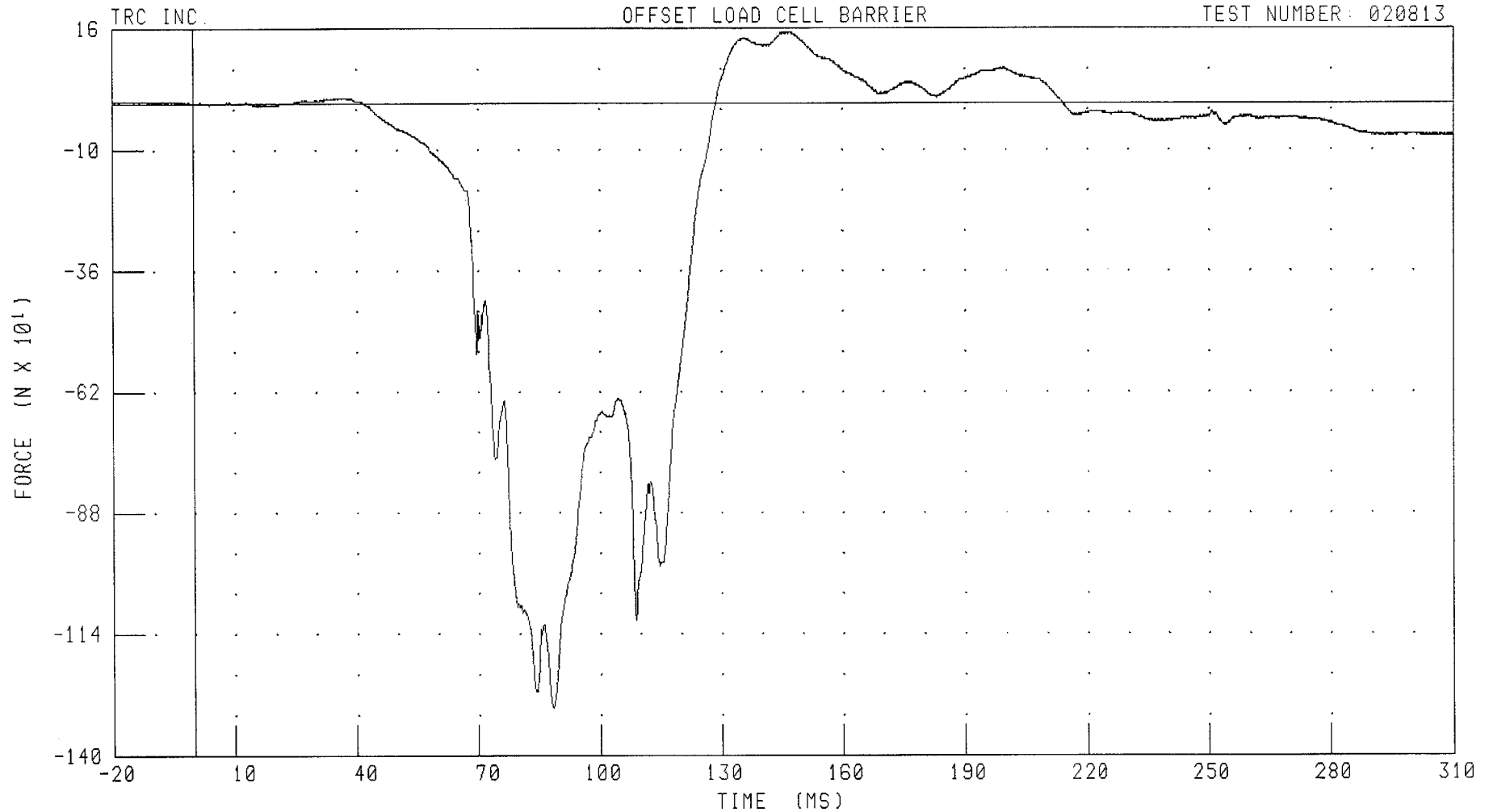
PEAK DATA: 31.82 G @ 109.04 MS; -79.43 G @ 86.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK X-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKXF1 FILTER: CH. CLASS 1000

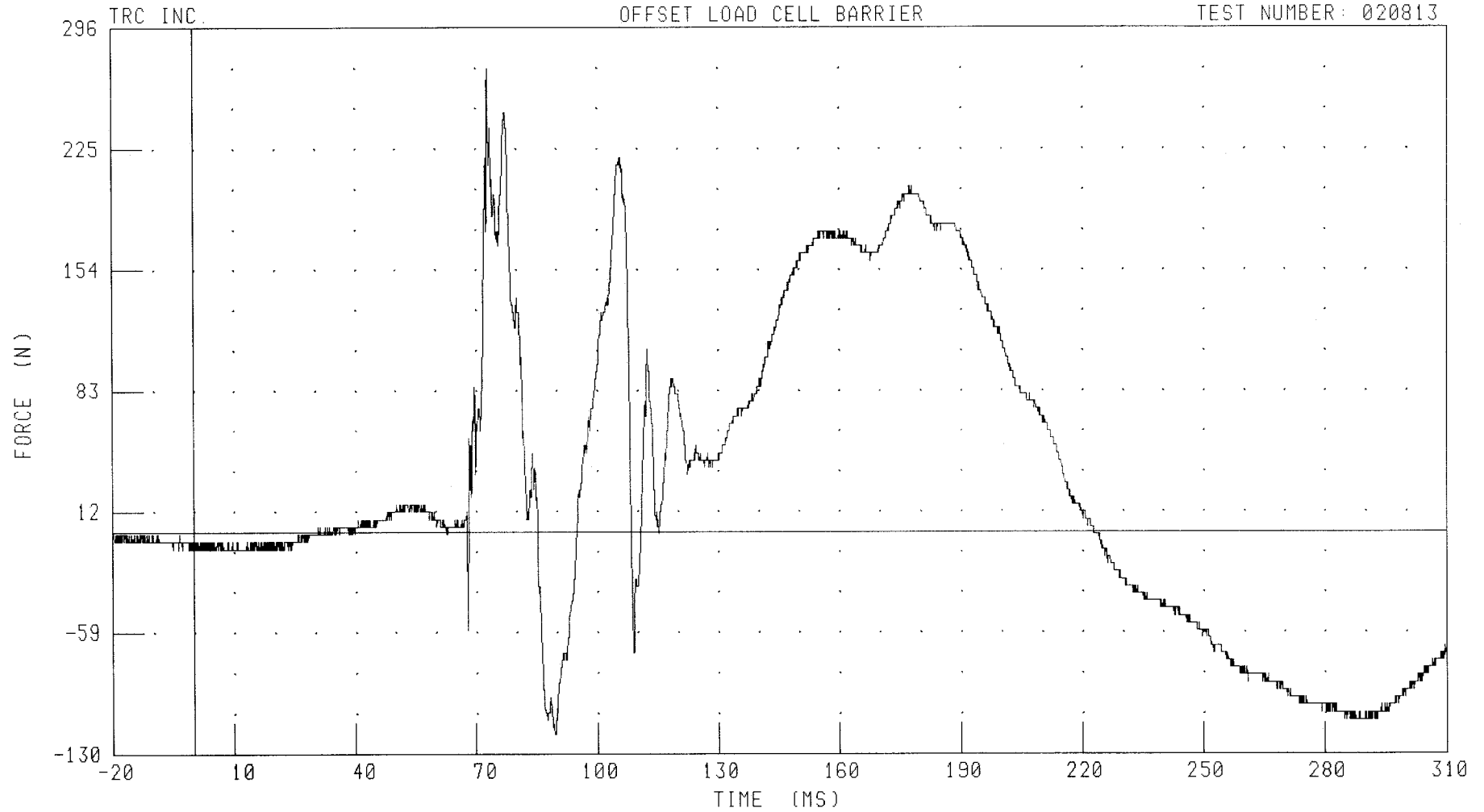
PEAK DATA: 150.84 N @ 144.88 MS; -1299.40 N @ 88.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK Y-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKYF1 FILTER: CH. CLASS 1000

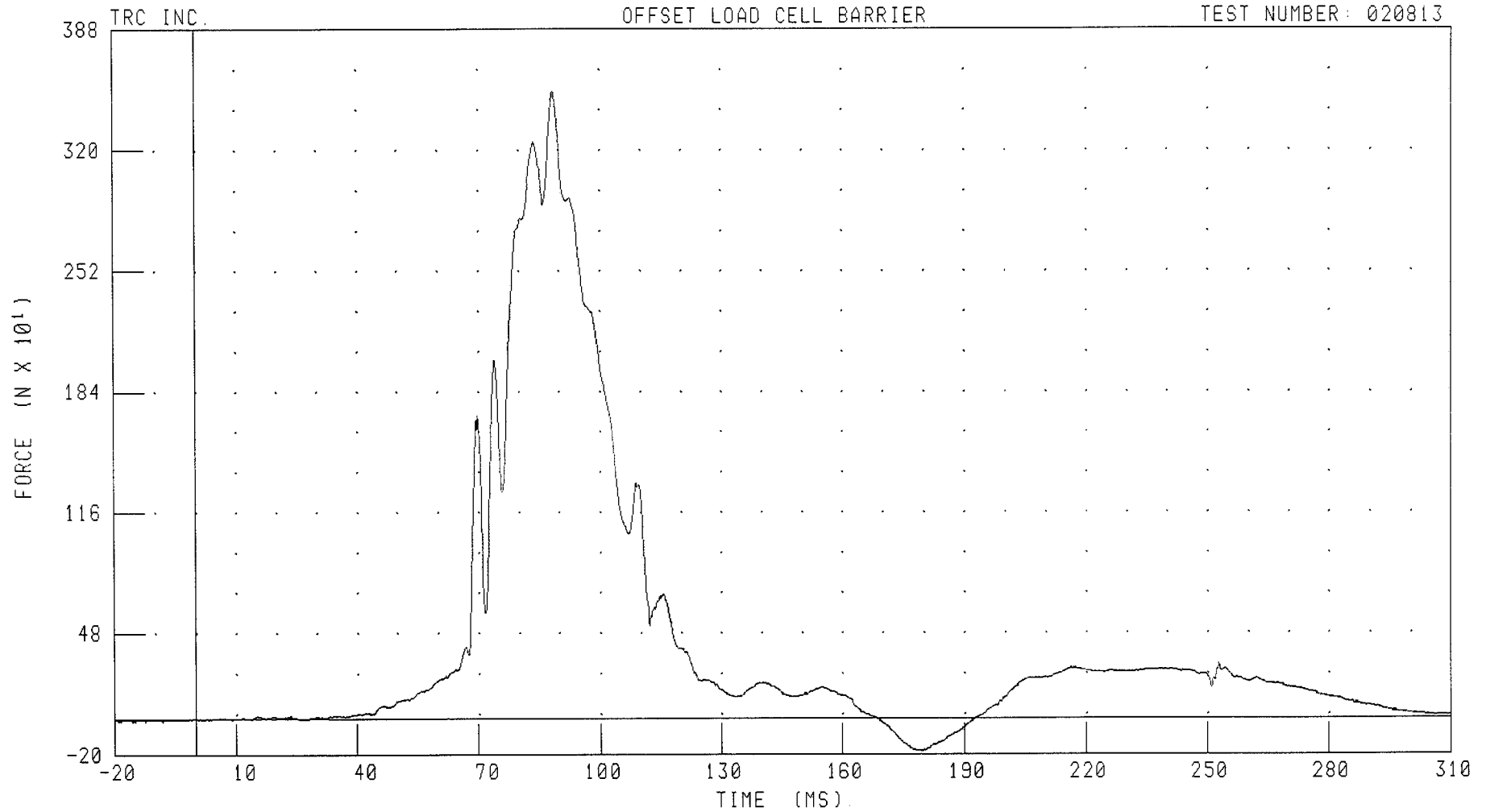
PEAK DATA: 272.25 N @ 73.12 MS; -118.84 N @ 89.36 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK Z-AXIS AXIAL FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKZF1 FILTER: CH. CLASS 1000

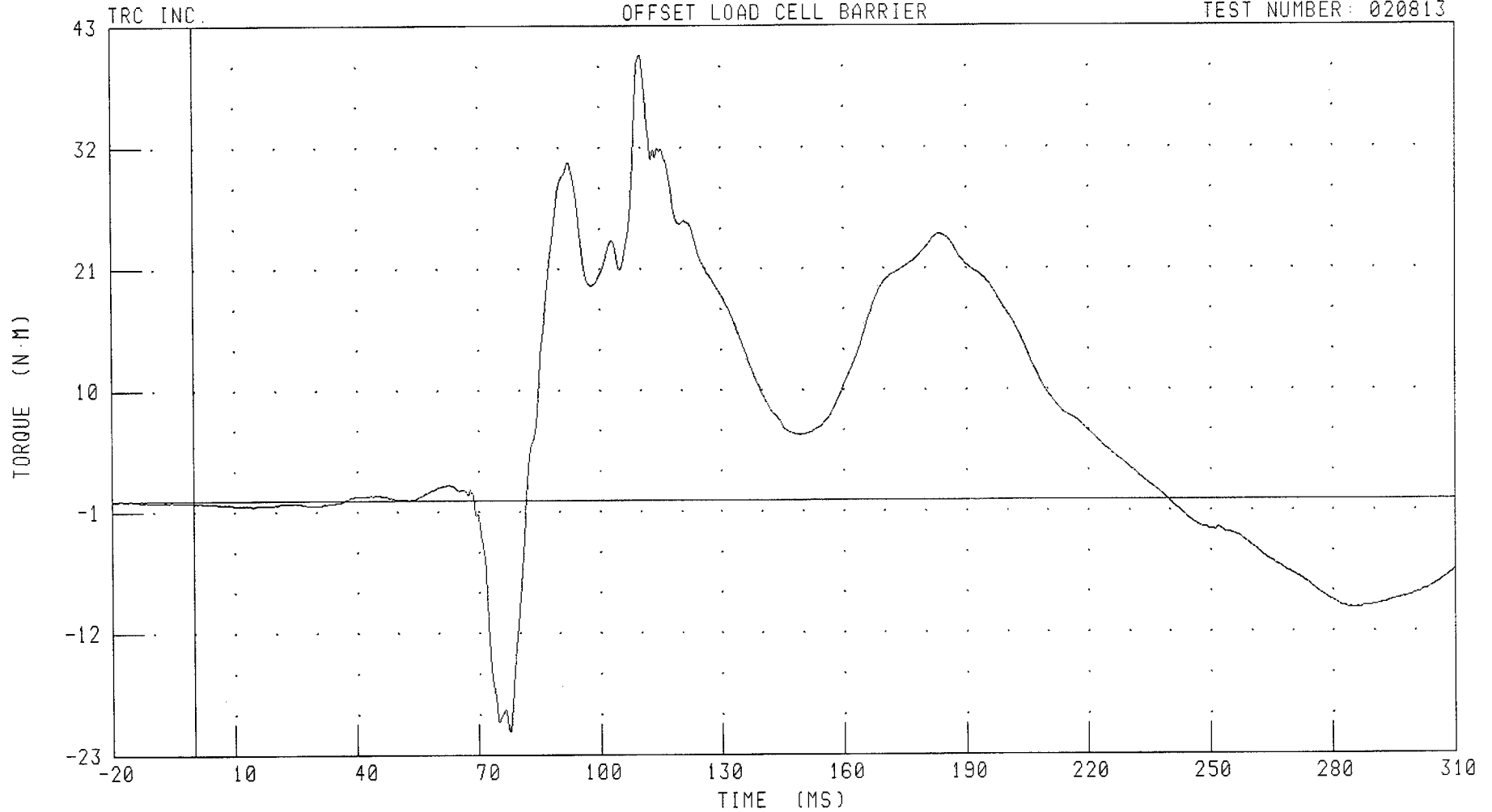
PEAK DATA: 3532.69 N @ 88.56 MS, -183.36 N @ 179.28 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKXM1

FILTER: CH. CLASS 600

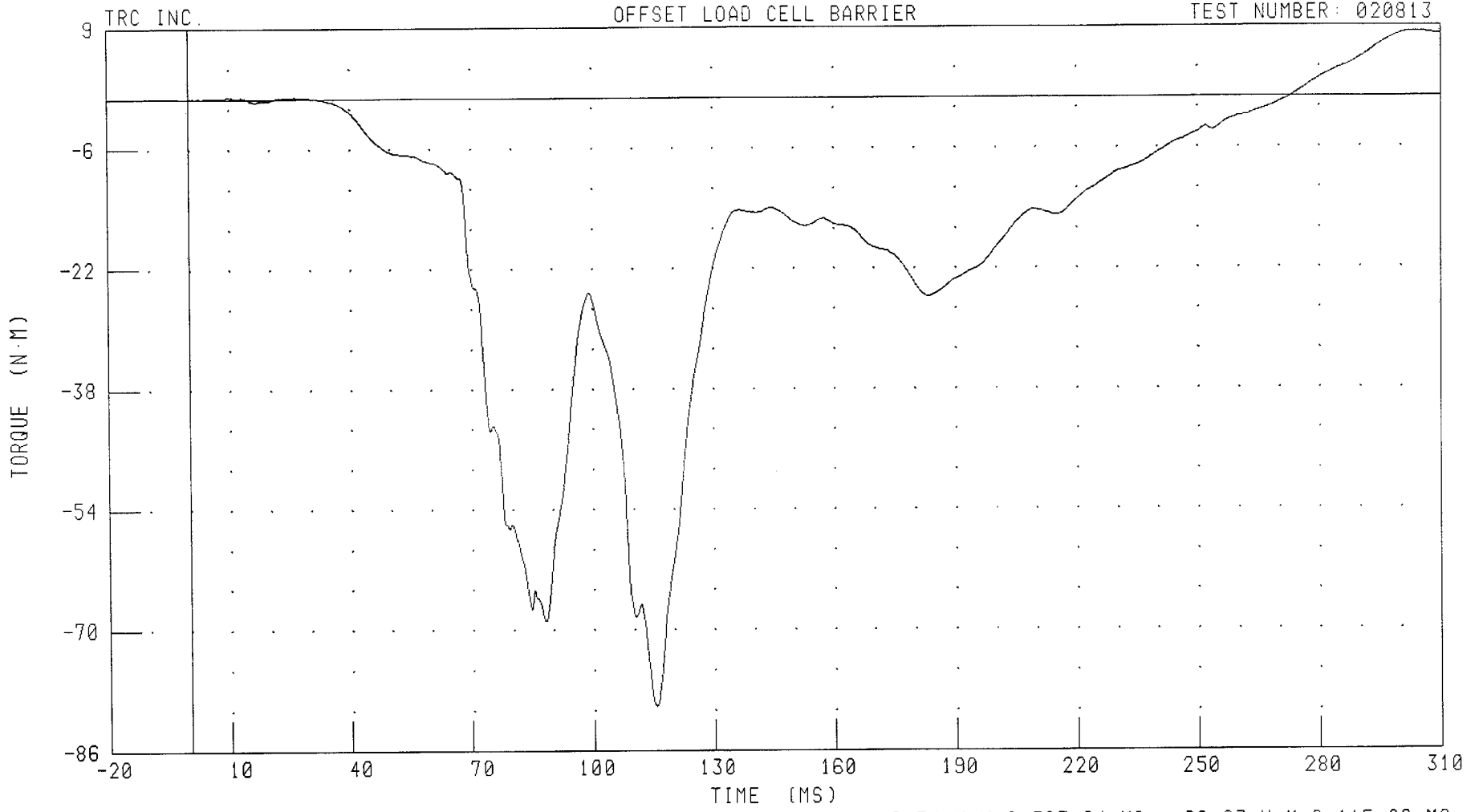
PEAK DATA: 40.35 N·M @ 110.08 MS; -20.91 N·M @ 77.60 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKYM1 FILTER: CH. CLASS 600

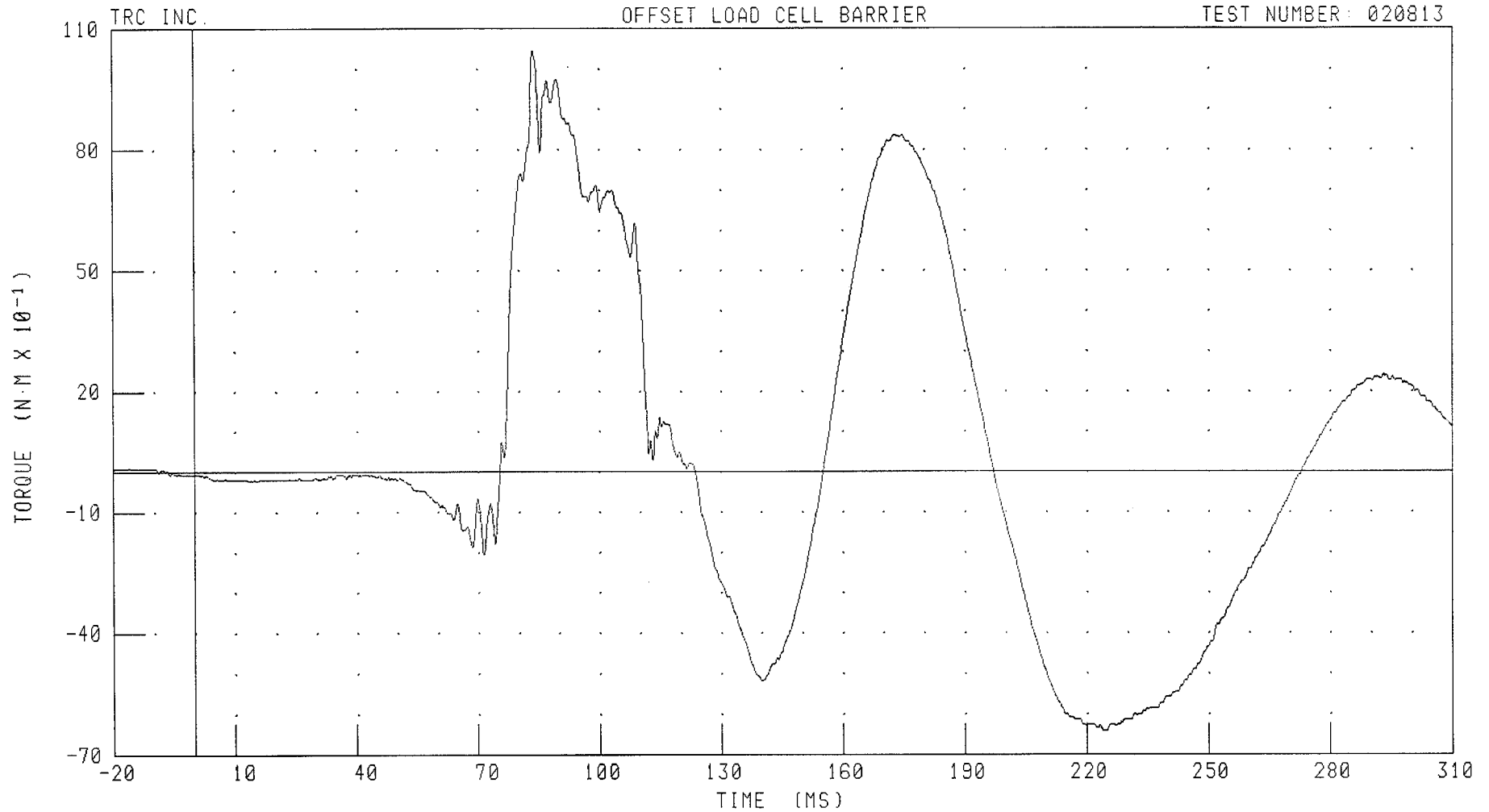
PEAK DATA: 8.54 N·M @ 303.04 MS; -80.83 N·M @ 115.60 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKZM1

FILTER: CH. CLASS 600

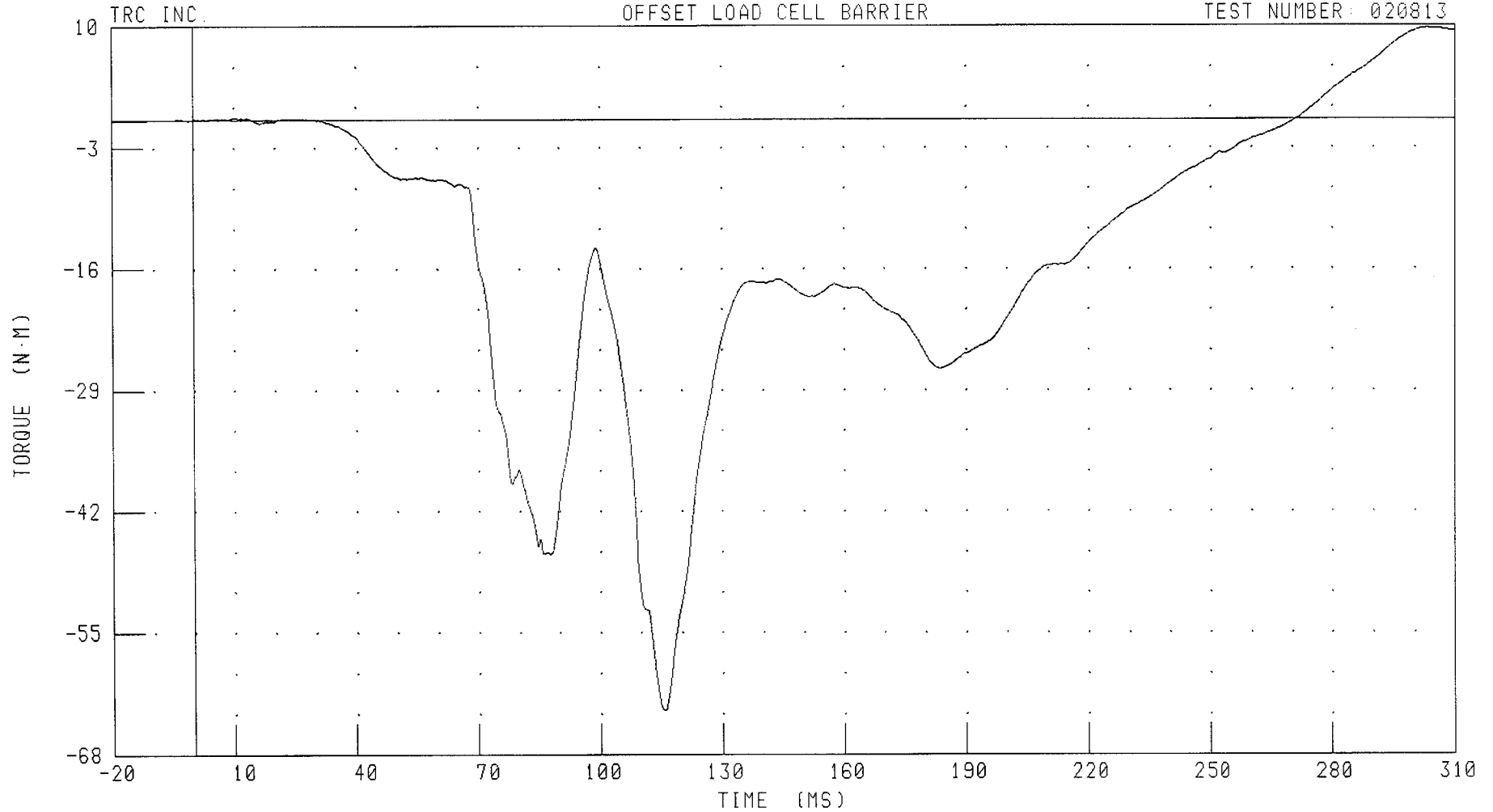
PEAK DATA: 10.45 N·M @ 83.68 MS; -6.42 N·M @ 224.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK OCCIPITAL CONDYLE MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKOM1

FILTER: CH. CLASS 600

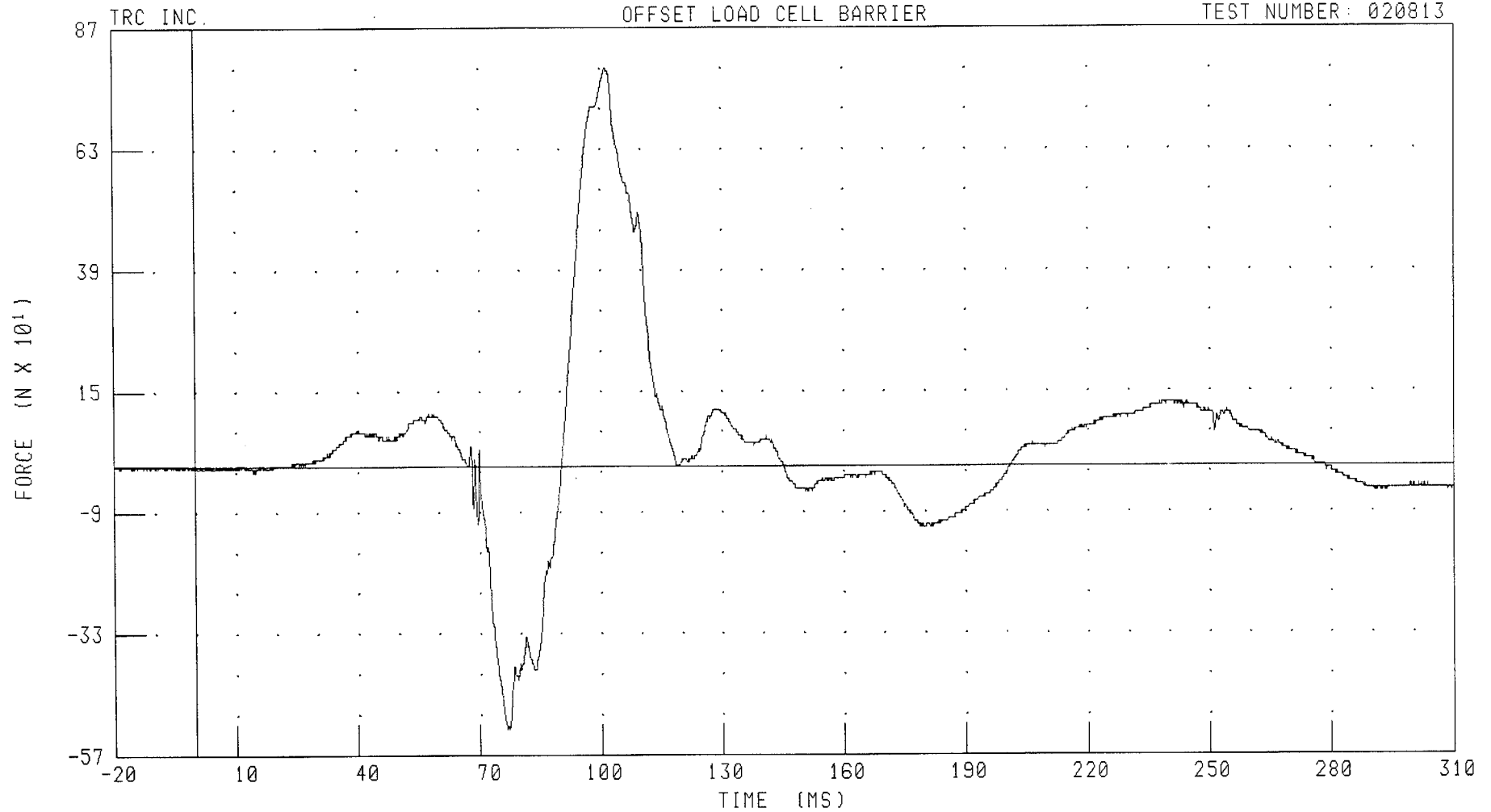
PEAK DATA: 9.78 N·M @ 303.04 MS; -63.29 N·M @ 115.68 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK LOWER X-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLXF1 FILTER: CH. CLASS 1000

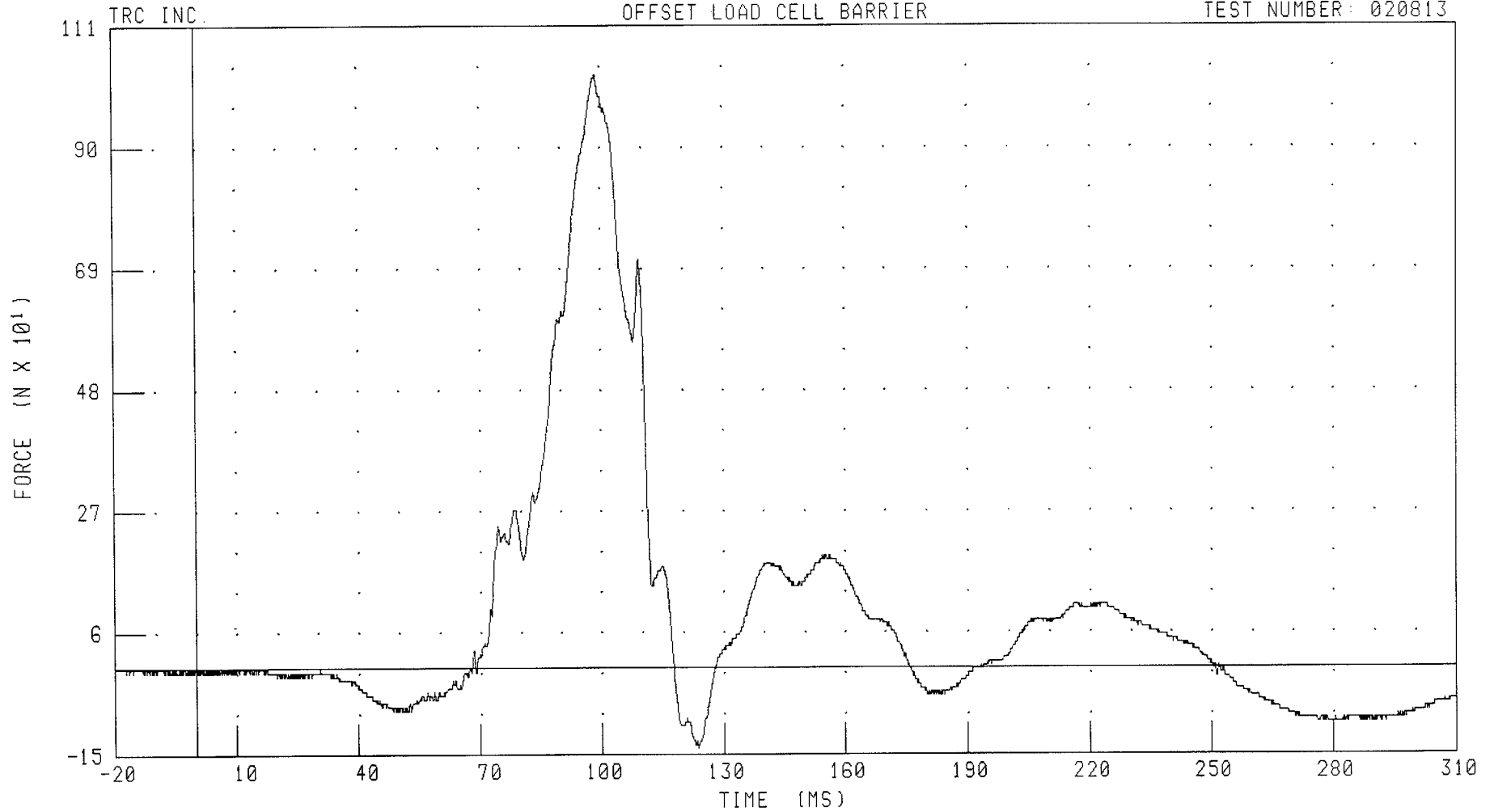
PEAK DATA: 791.21 N @ 101.28 MS; -519.04 N @ 76.80 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK LOWER Y-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLYF1 FILTER: CH. CLASS 1000

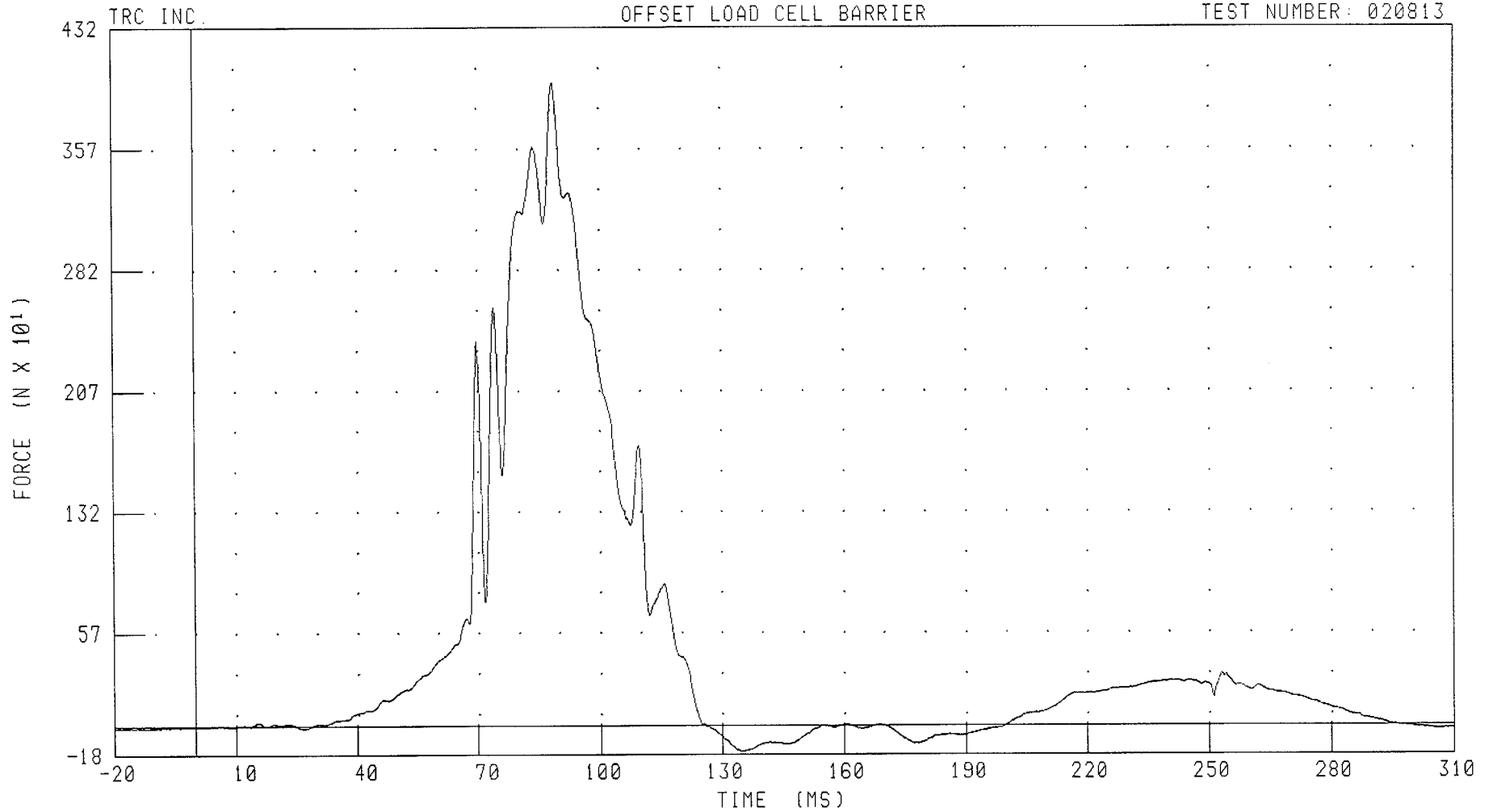
PEAK DATA: 1025.92 N @ 98.88 MS; -139.84 N @ 123.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK LOWER Z-AXIS AXIAL FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLZF1 FILTER: CH. CLASS 1000

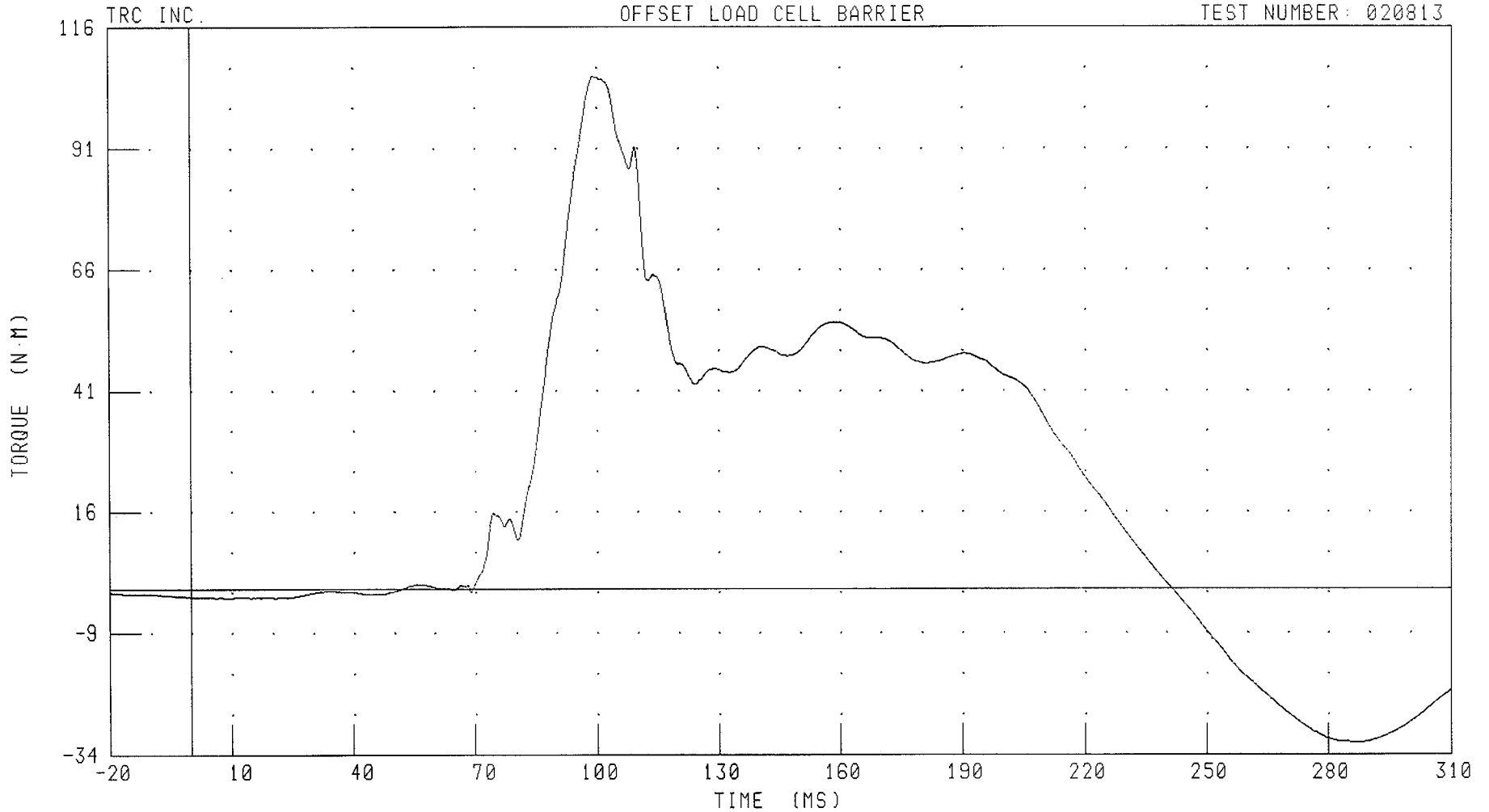
PEAK DATA: 3979.24 N @ 88.72 MS; -163.94 N @ 134.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK LOWER MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLXM1

FILTER: CH. CLASS 600

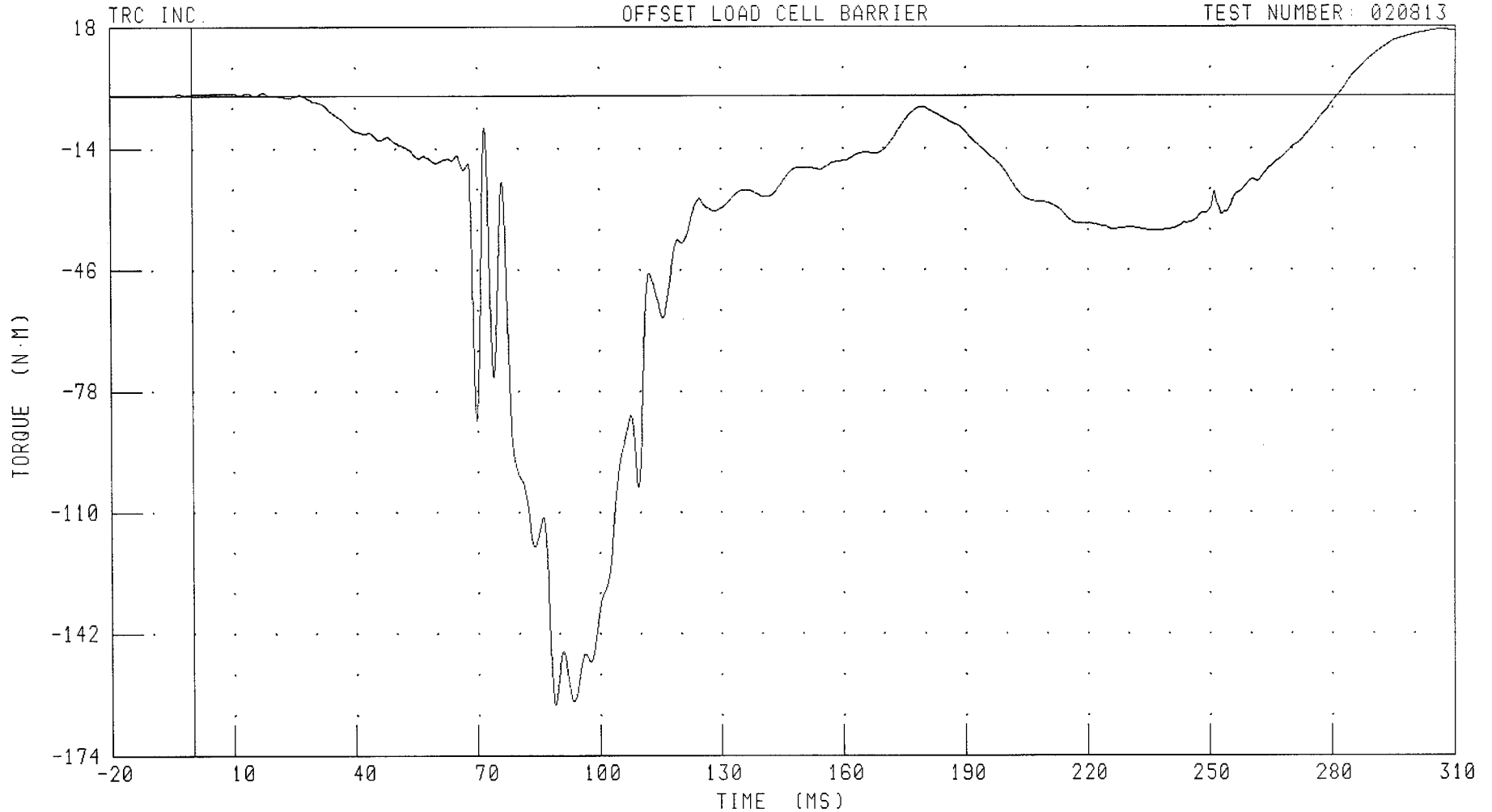
PEAK DATA: 105.90 N·M @ 99.28 MS; -31.47 N·M @ 287.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK LOWER MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLYM1 FILTER: CH. CLASS 600

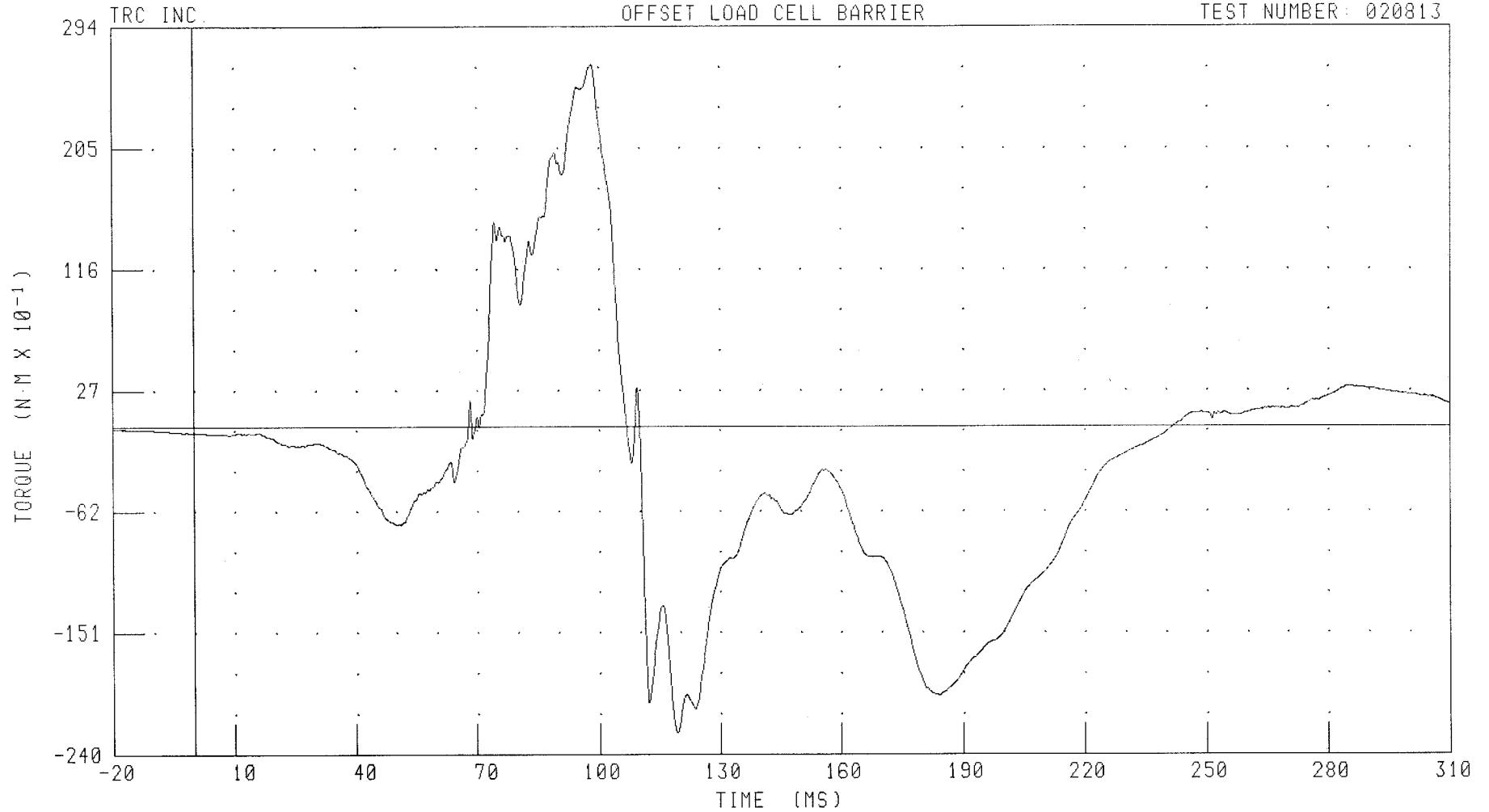
PEAK DATA: 17.26 N·M @ 306.16 MS; -160.65 N·M @ 89.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NECK LOWER MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLZM1

FILTER: CH. CLASS 600

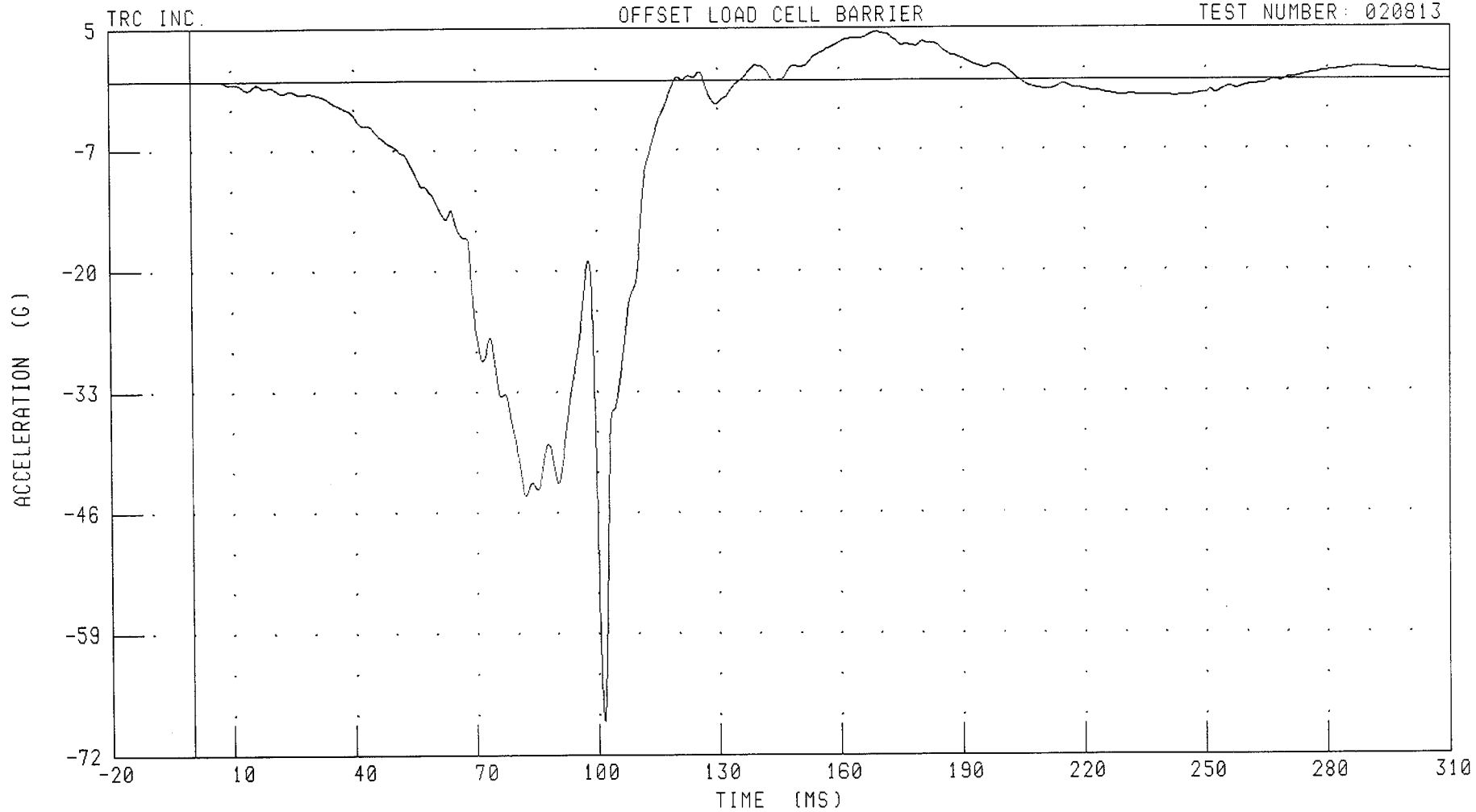
PEAK DATA: 26.60 N·M @ 98.24 MS; -22.45 N·M @ 119.36 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER CHEST X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTXG1

FILTER: CH. CLASS 180

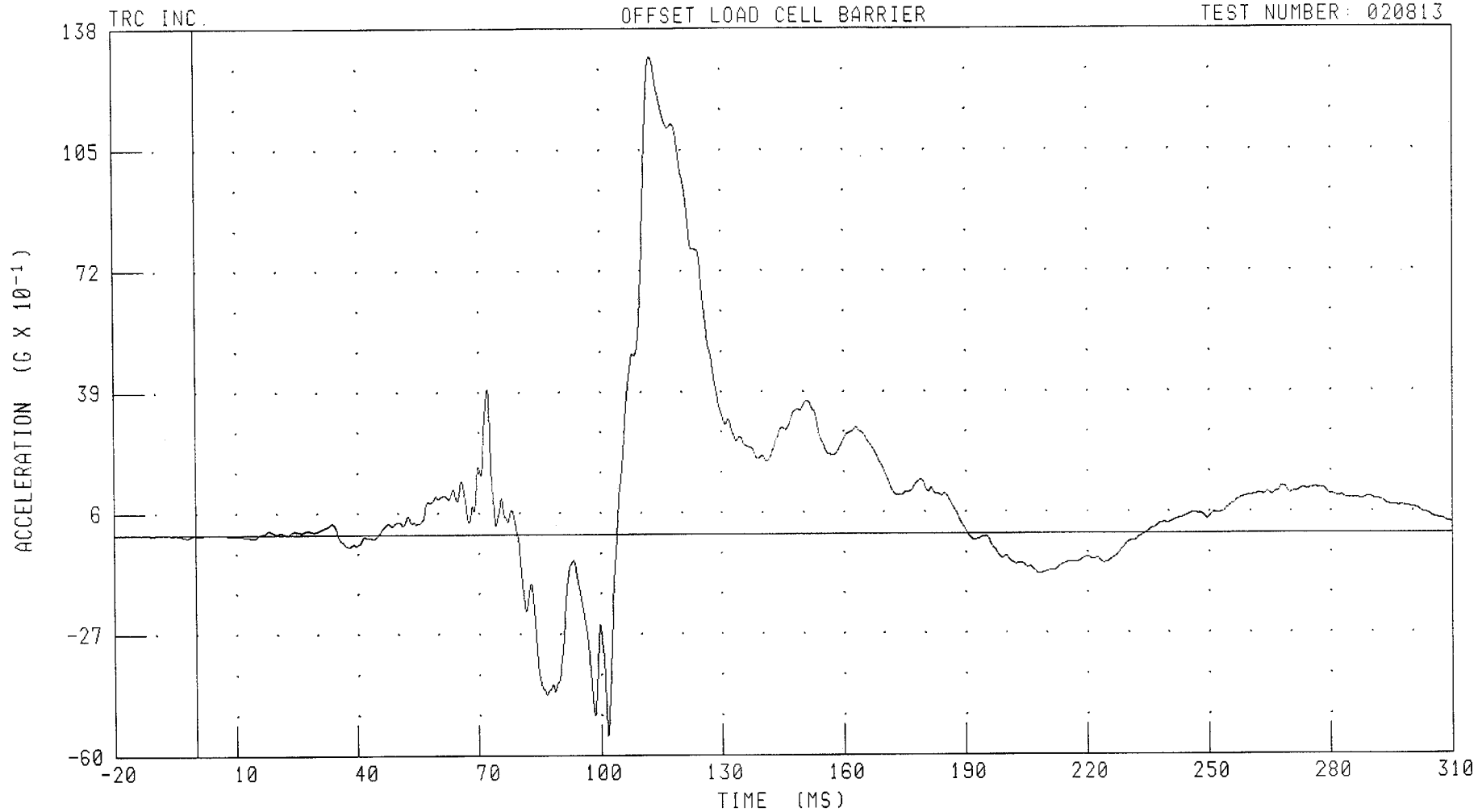
PEAK DATA: 5.17 G @ 169.44 MS; -68.75 G @ 101.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER CHEST Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTYG1

FILTER: CH. CLASS 180

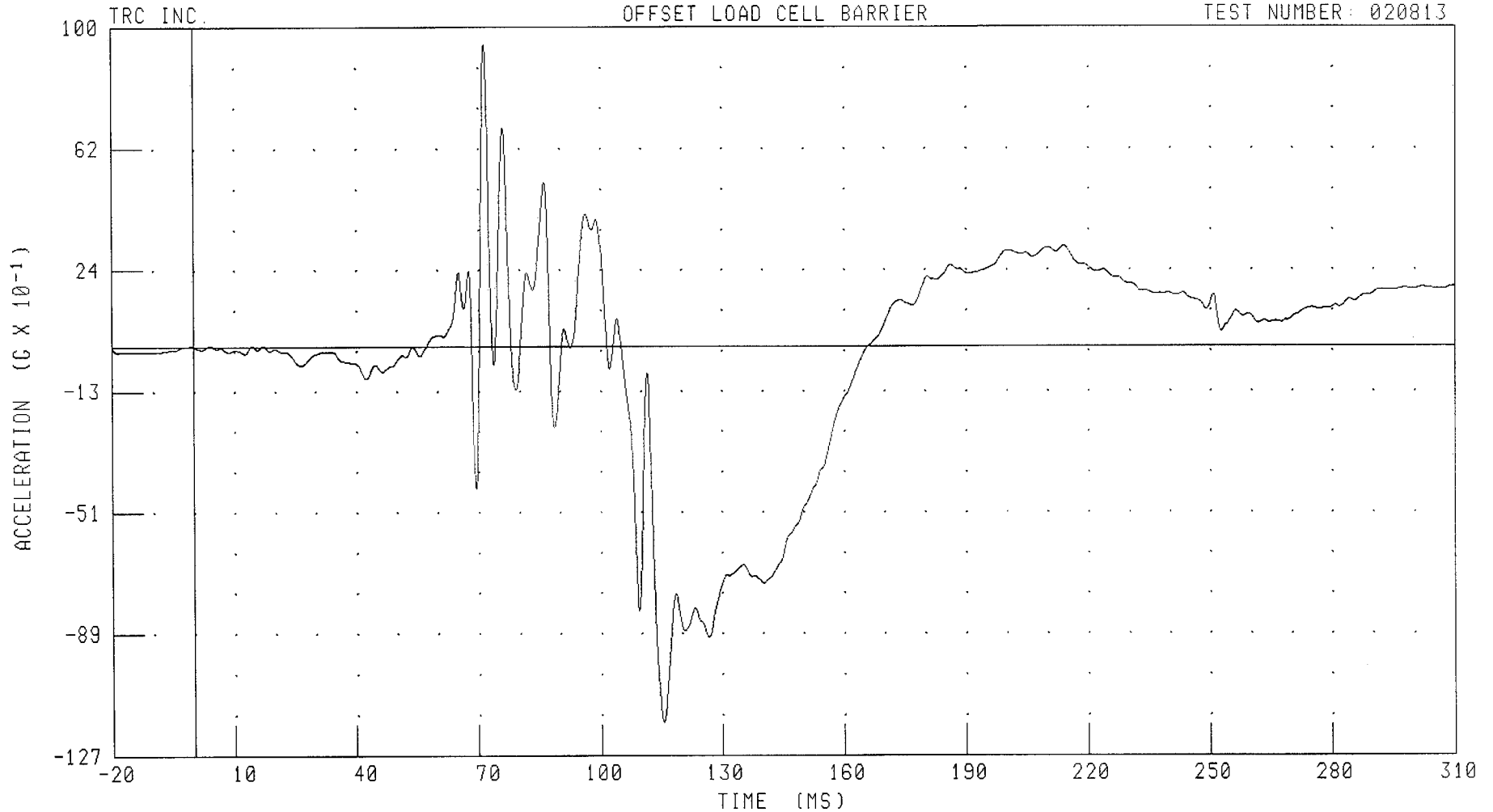
PEAK DATA: 13.04 G @ 112.64 MS; -5.46 G @ 101.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER CHEST Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTZG1

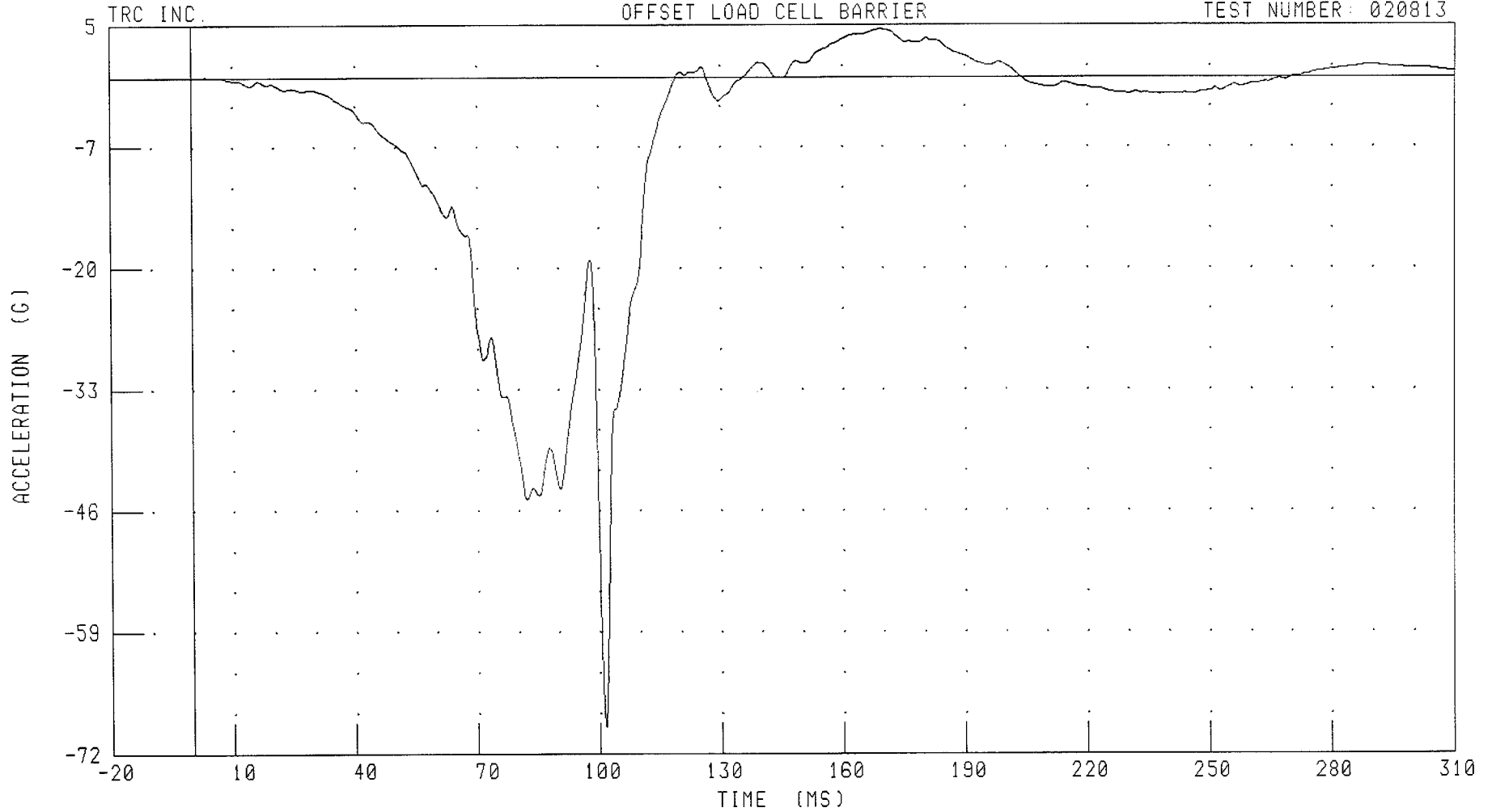
FILTER: CH. CLASS 180

PEAK DATA: 9.48 G @ 71.60 MS; -11.76 G @ 115.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER CHEST X-AXIS REDUNDANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTXR1

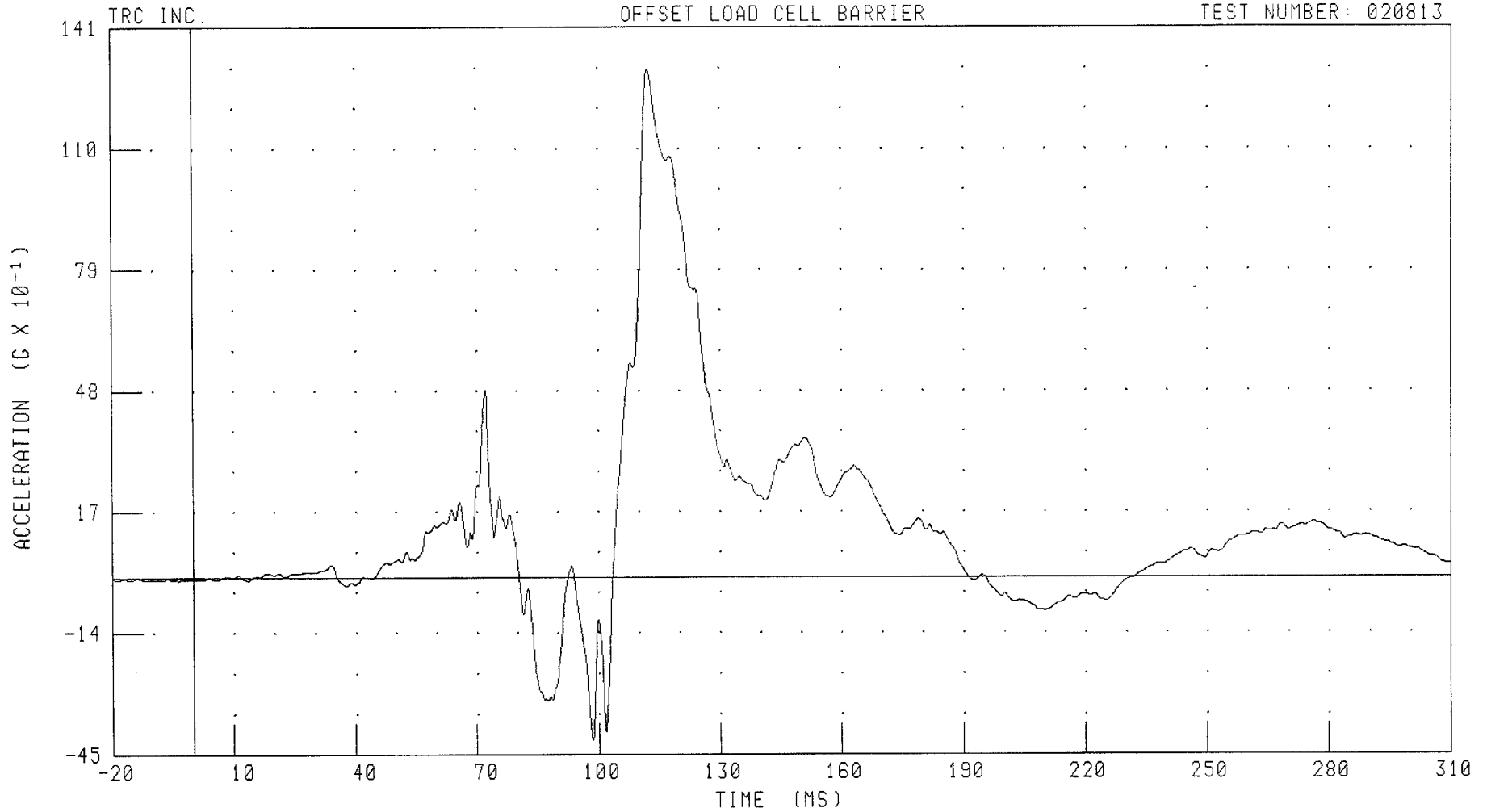
FILTER: CH. CLASS 180

PEAK DATA: 5.16 G @ 169.44 MS; -69.51 G @ 101.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER CHEST Y-AXIS REDUNDANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTYR1

FILTER: CH. CLASS 180

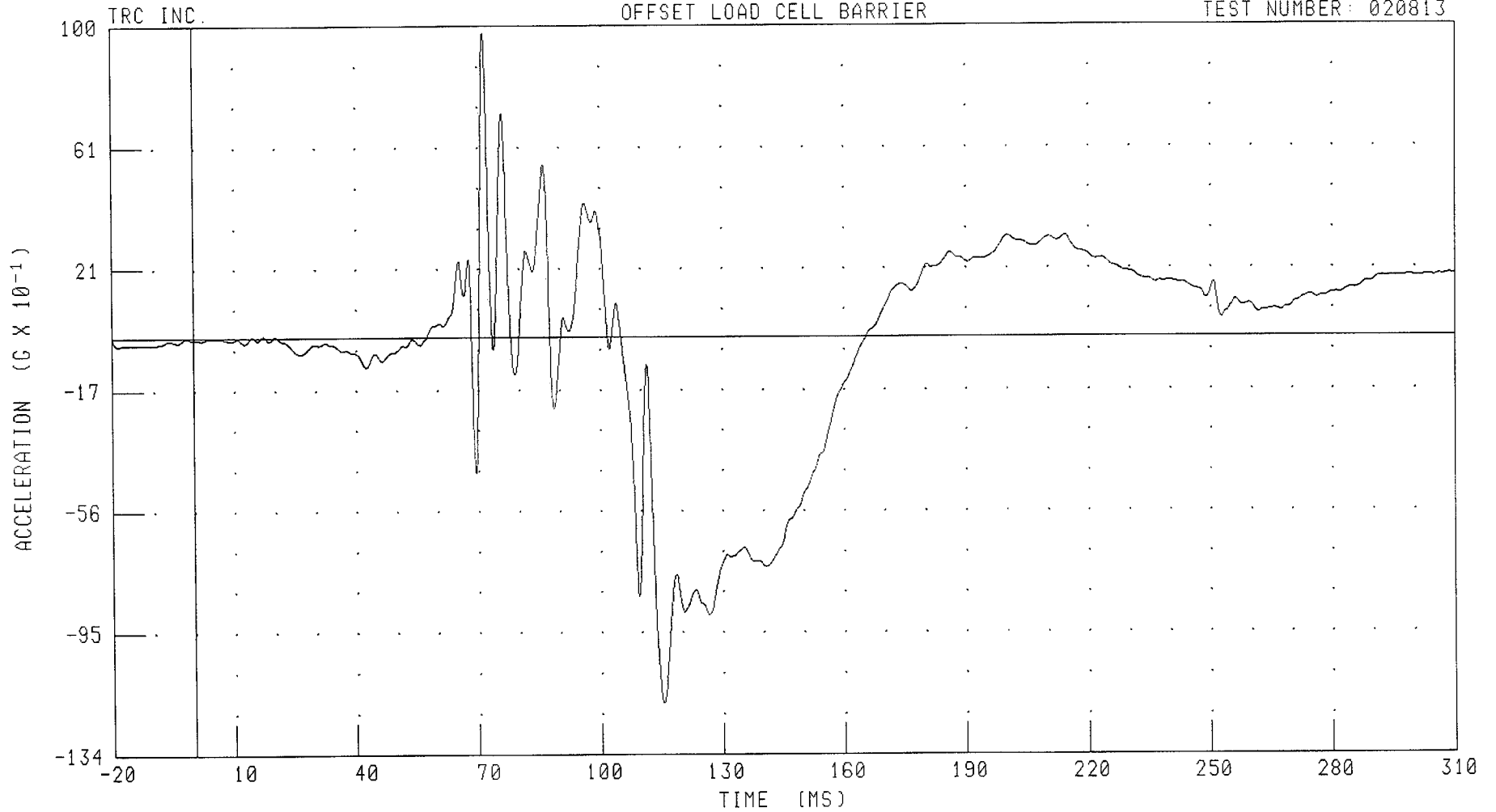
PEAK DATA: 13.01 G @ 112.48 MS; -4.13 G @ 98.56 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER CHEST Z-AXIS REDUNDANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTZR1 FILTER: CH. CLASS 180

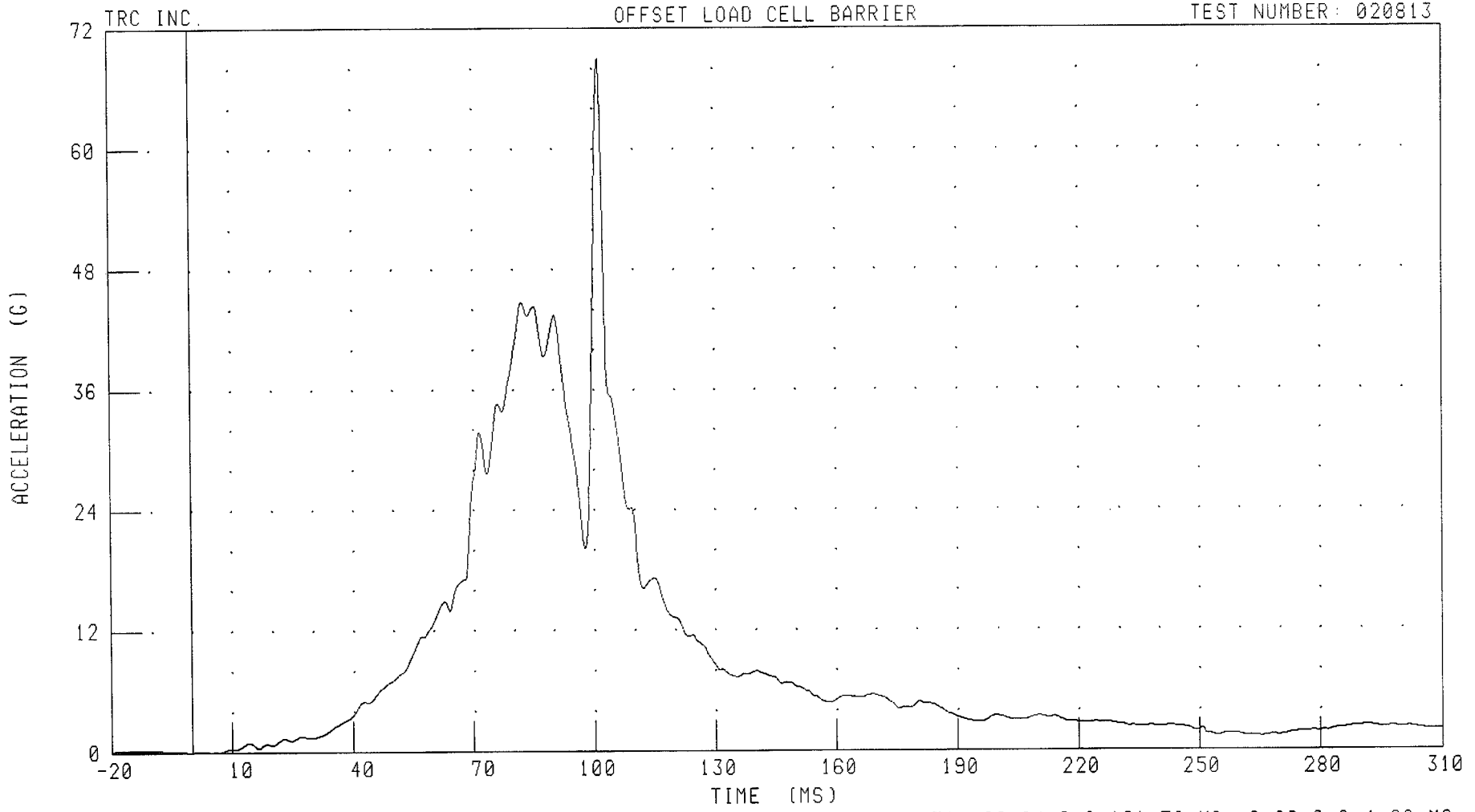
PEAK DATA: 9.78 G @ 71.60 MS; -11.77 G @ 115.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER CHEST RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTRG1

FILTER: CH. CLASS 180

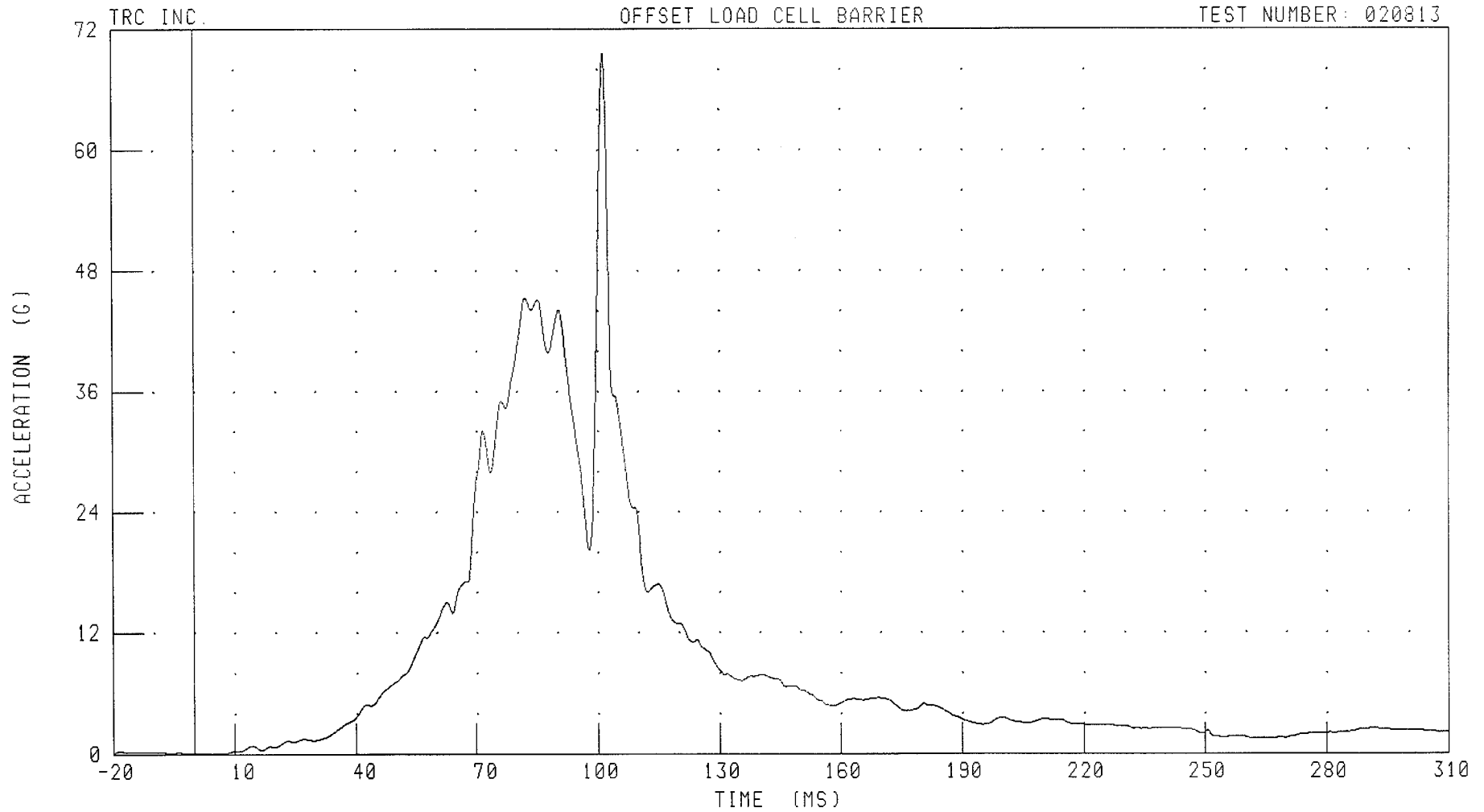
PEAK DATA: 68.94 G @ 101.52 MS; 0.00 G @ 4.80 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER CHEST REDUNDANT RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTRR1

FILTER: CH. CLASS 180

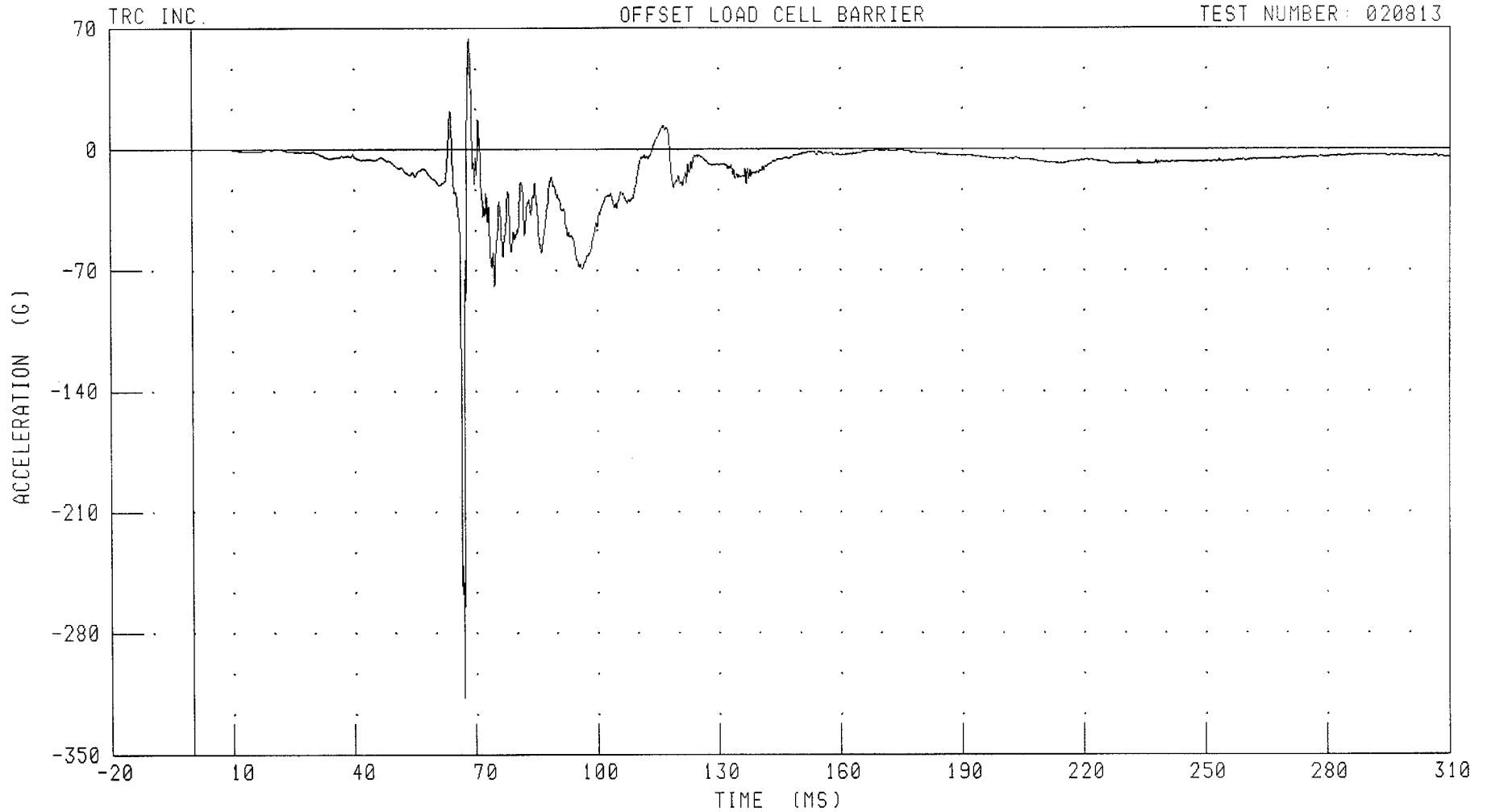
PEAK DATA: 69.61 G @ 101.52 MS; 0.02 G @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER STERNUM UPPER X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: STUXG1 FILTER: CH. CLASS 1000

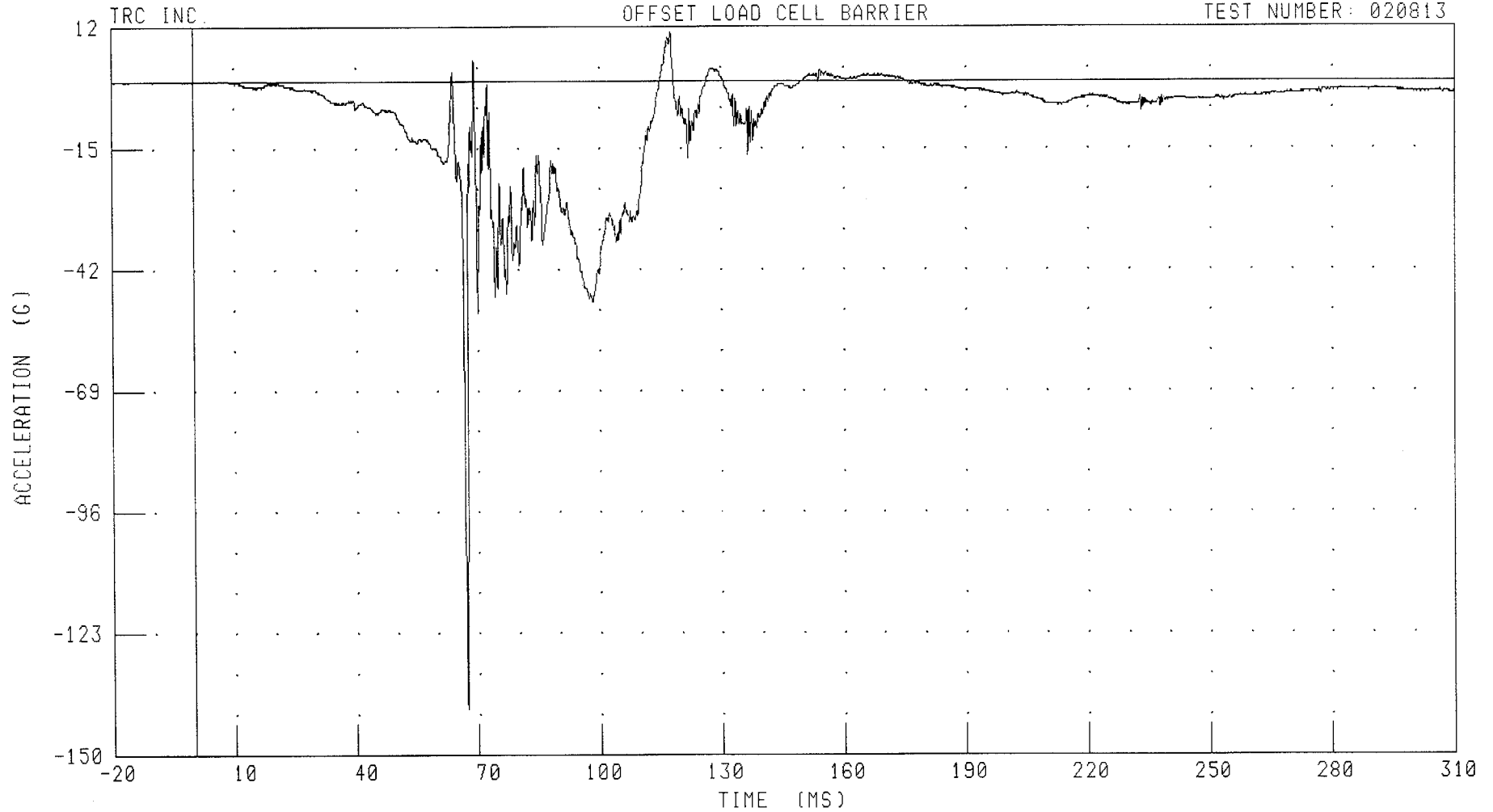
PEAK DATA: 64.36 G @ 68.56 MS; -317.58 G @ 67.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER STERNUM MID X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: STMXG1 FILTER: CH. CLASS 1000

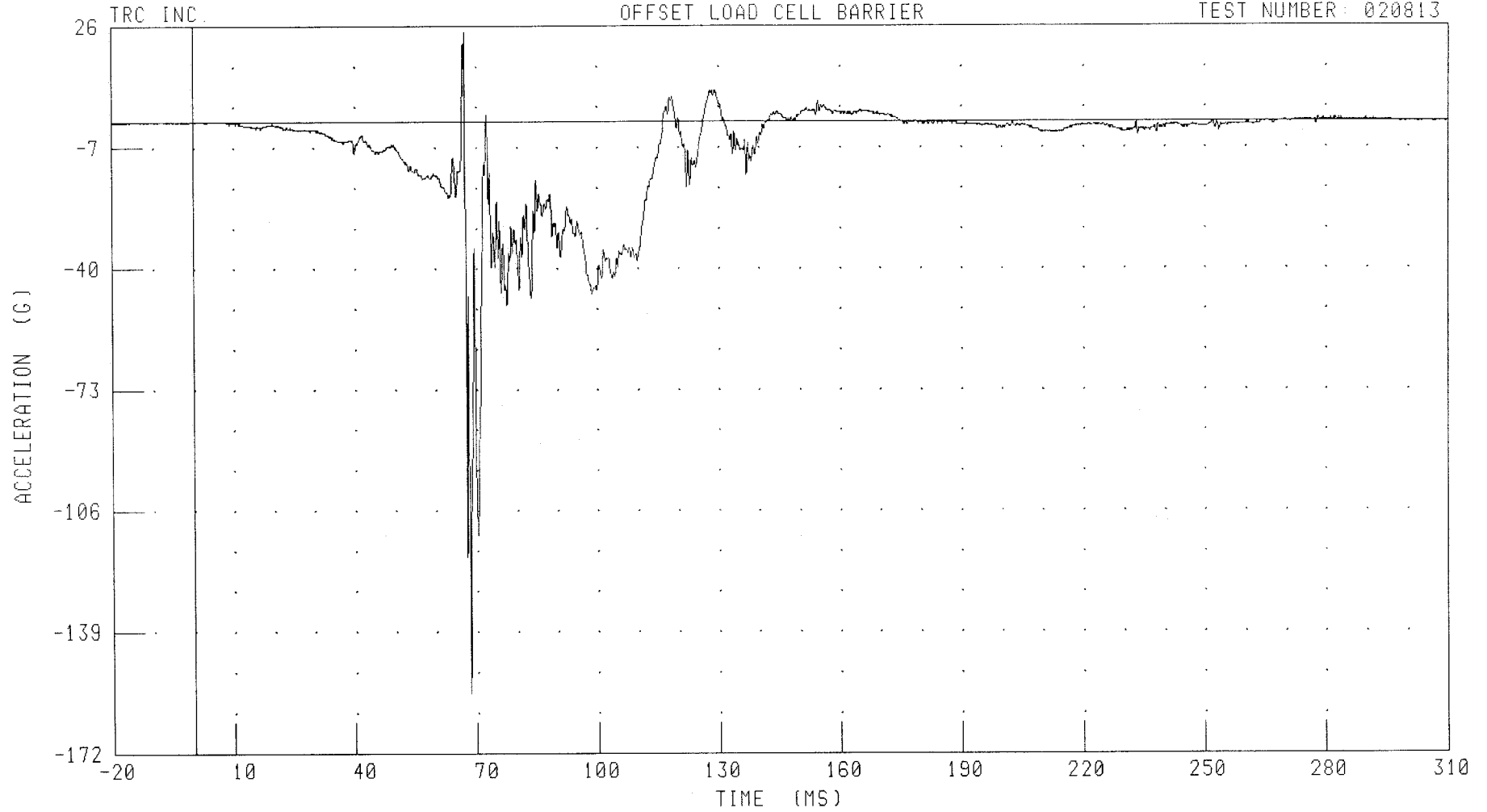
PEAK DATA: 10.97 G @ 117.60 MS; -140.08 G @ 67.28 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER STERNUM LOWER X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: STLXG1 FILTER: CH. CLASS 1000

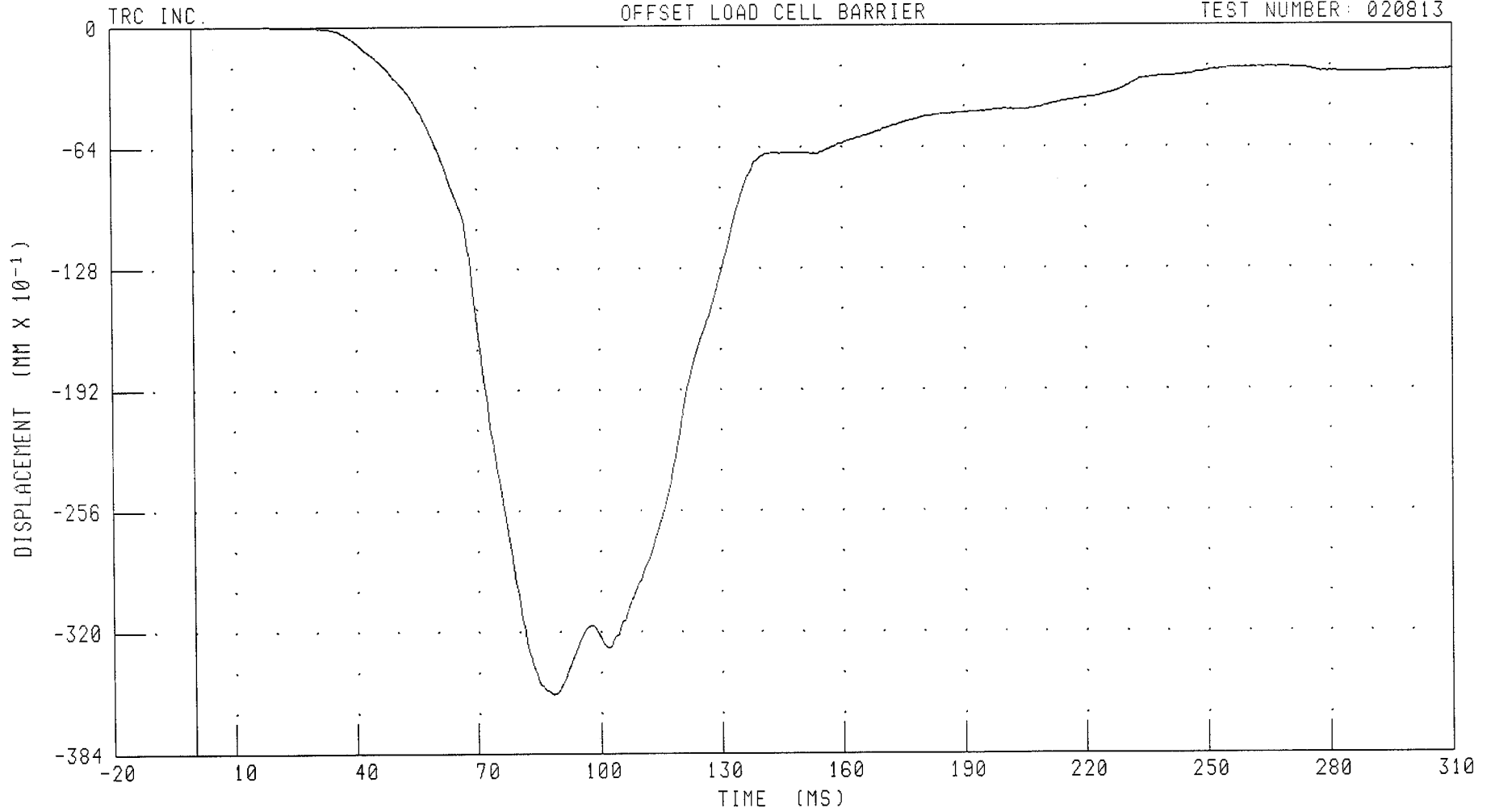
PEAK DATA: 24.40 G @ 67.28 MS; -155.82 G @ 68.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER CHEST DEFLECTION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTXD1

FILTER: CH. CLASS 600

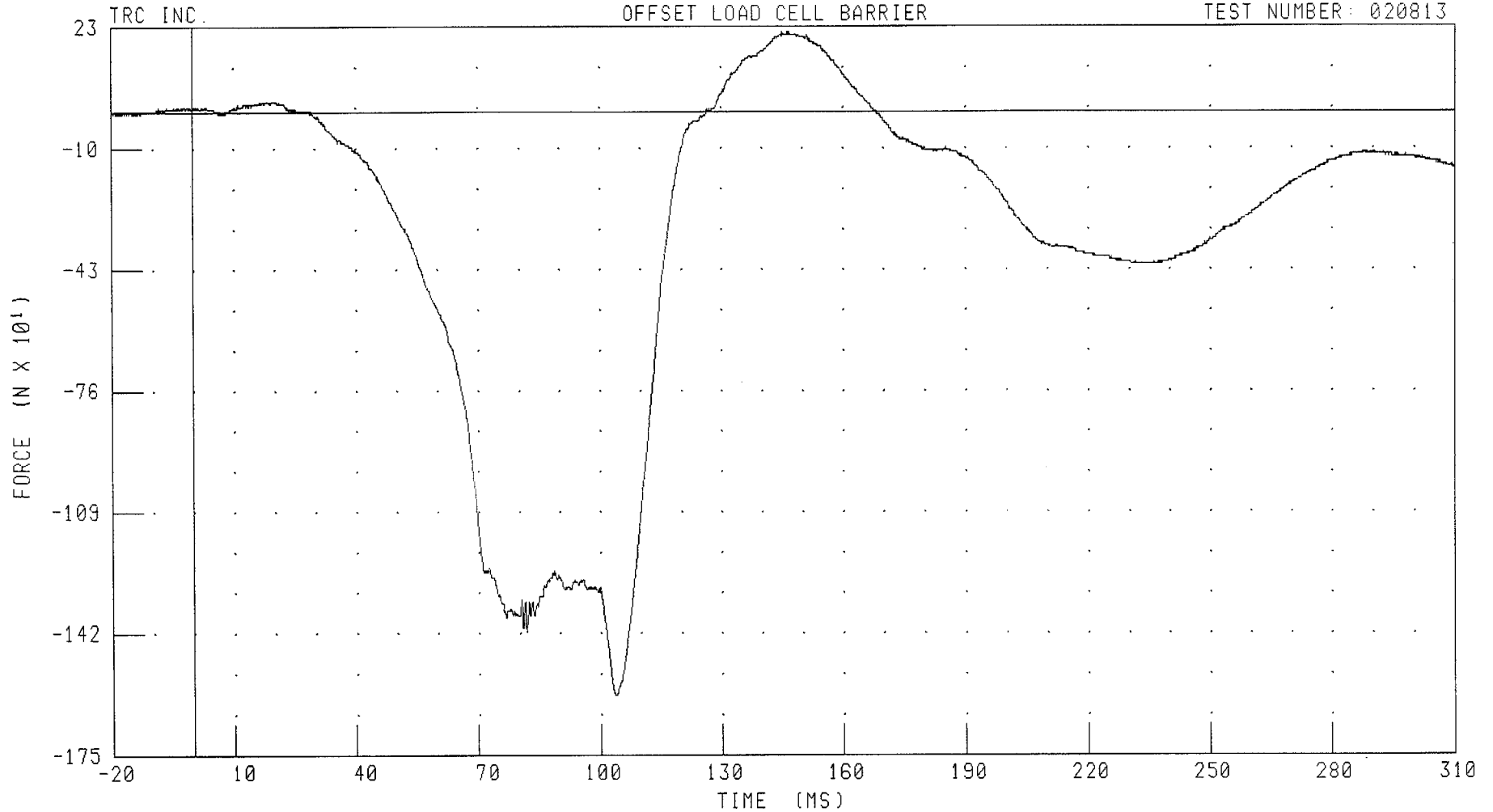
PEAK DATA: 0.04 MM @ 13.28 MS; -35.29 MM @ 88.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LUMBAR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813

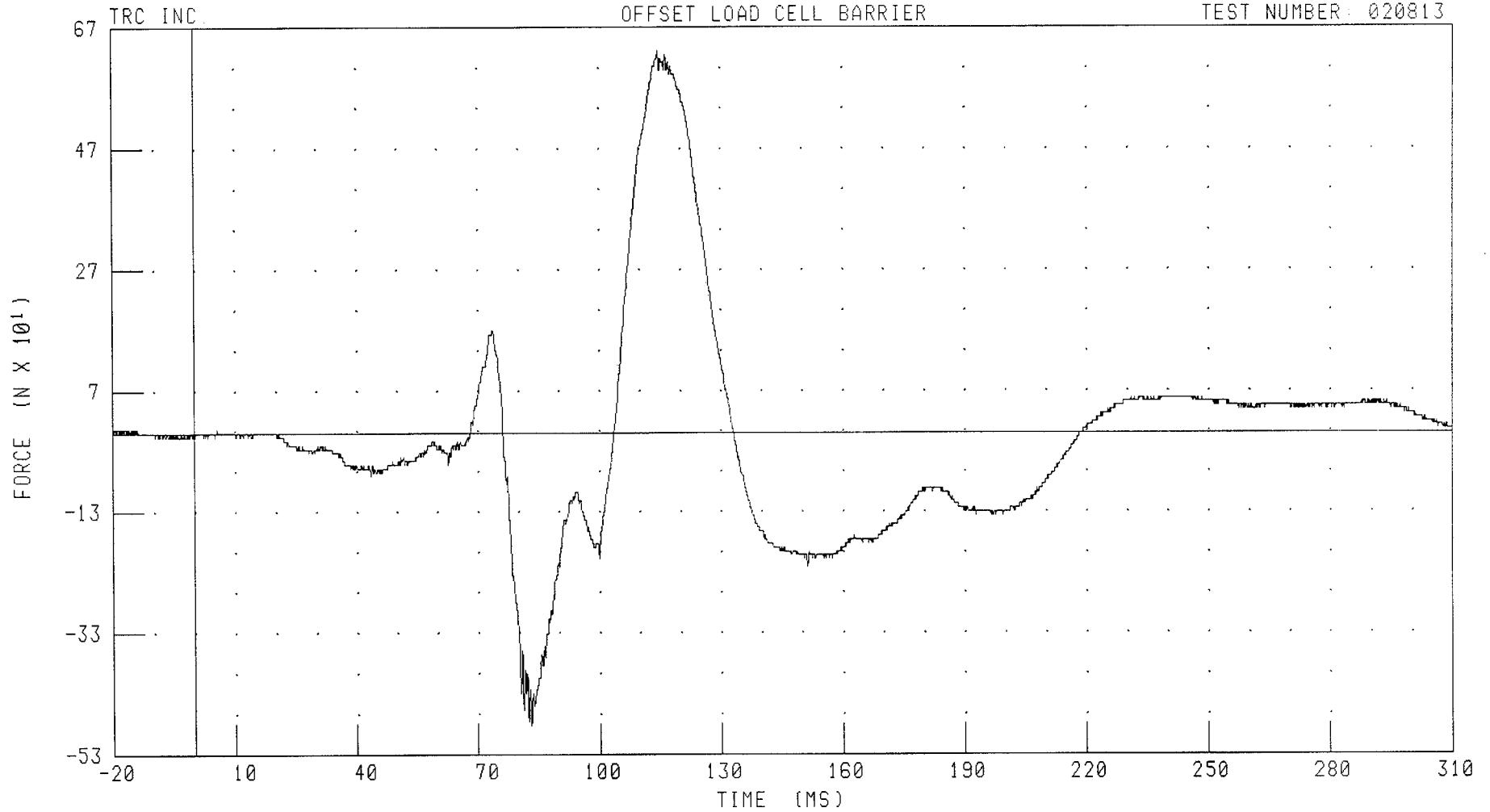


CHANNEL: LMBXF1 FILTER: CH. CLASS 1000

PEAK DATA: 215.49 N @ 145.44 MS; -1587.85 N @ 103.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LUMBAR Y-AXIS FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LM BYF1 FILTER: CH. CLASS 1000

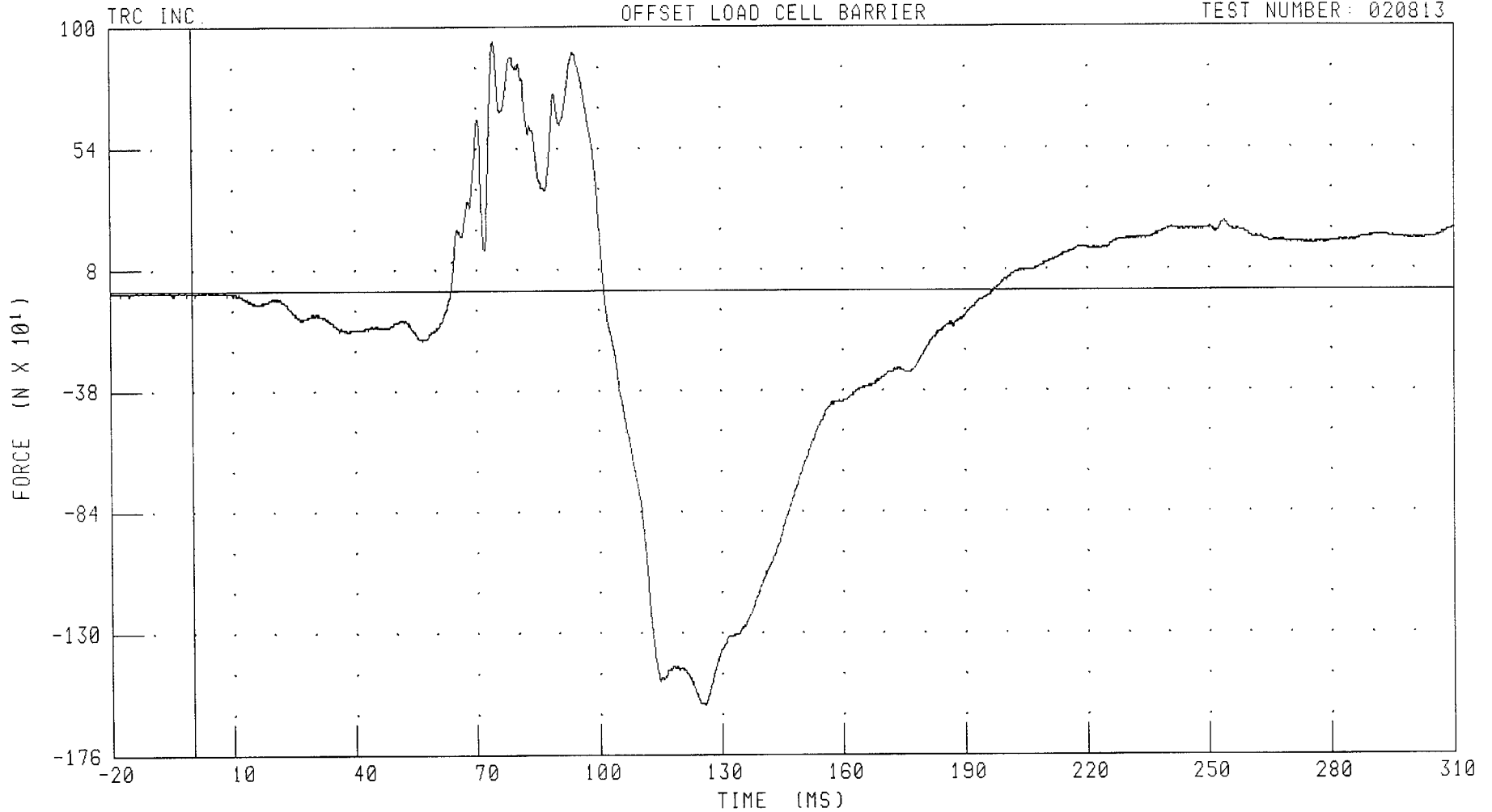
PEAK DATA: 631.62 N @ 114.80 MS; -482.62 N @ 83.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LUMBAR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LMBZF1 FILTER: CH. CLASS 1000

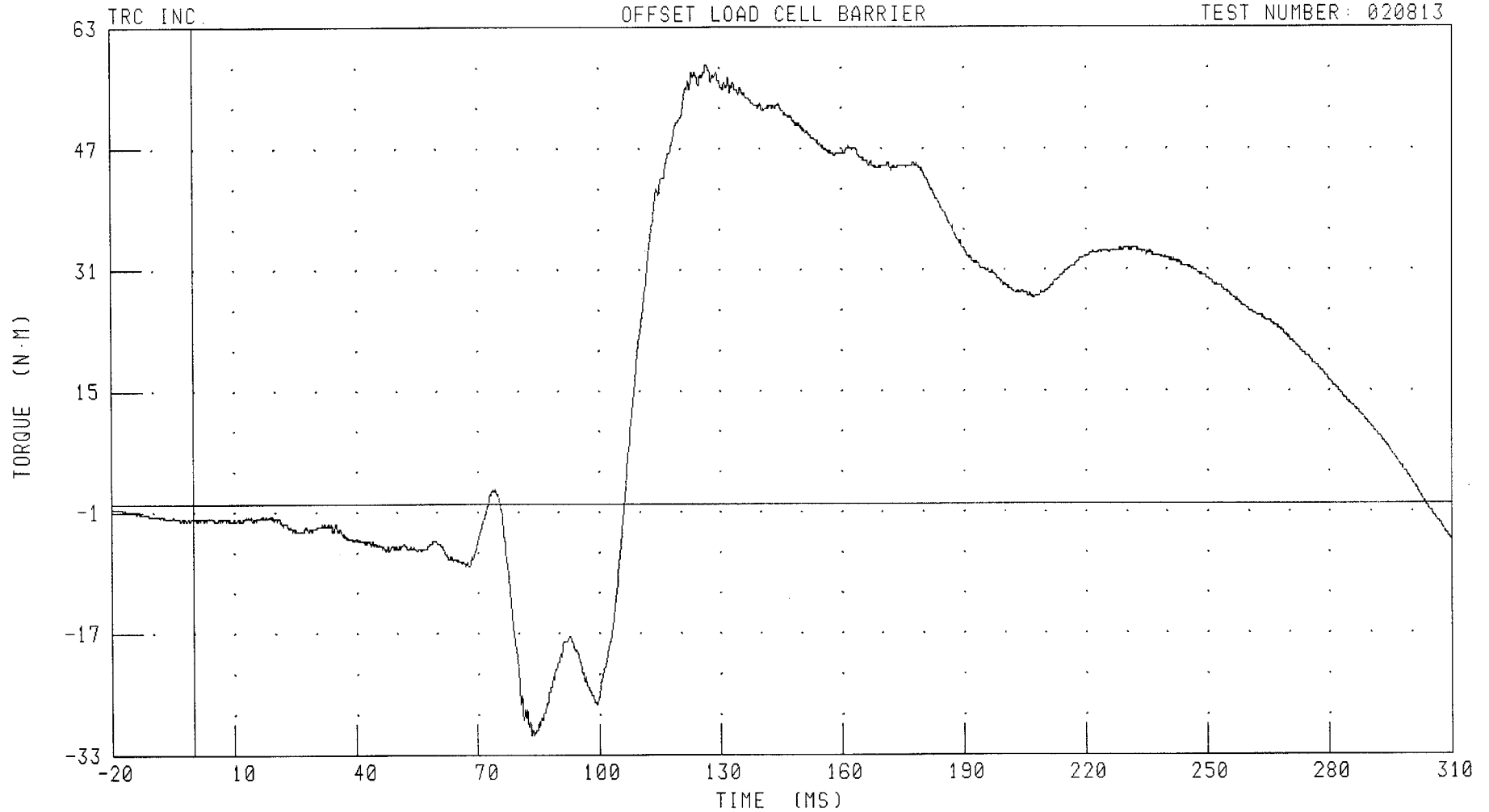
PEAK DATA: 946.60 N @ 74.48 MS; -1572.67 N @ 125.68 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LUMBAR X-AXIS MOMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LMBXM1 FILTER: CH. CLASS 1000

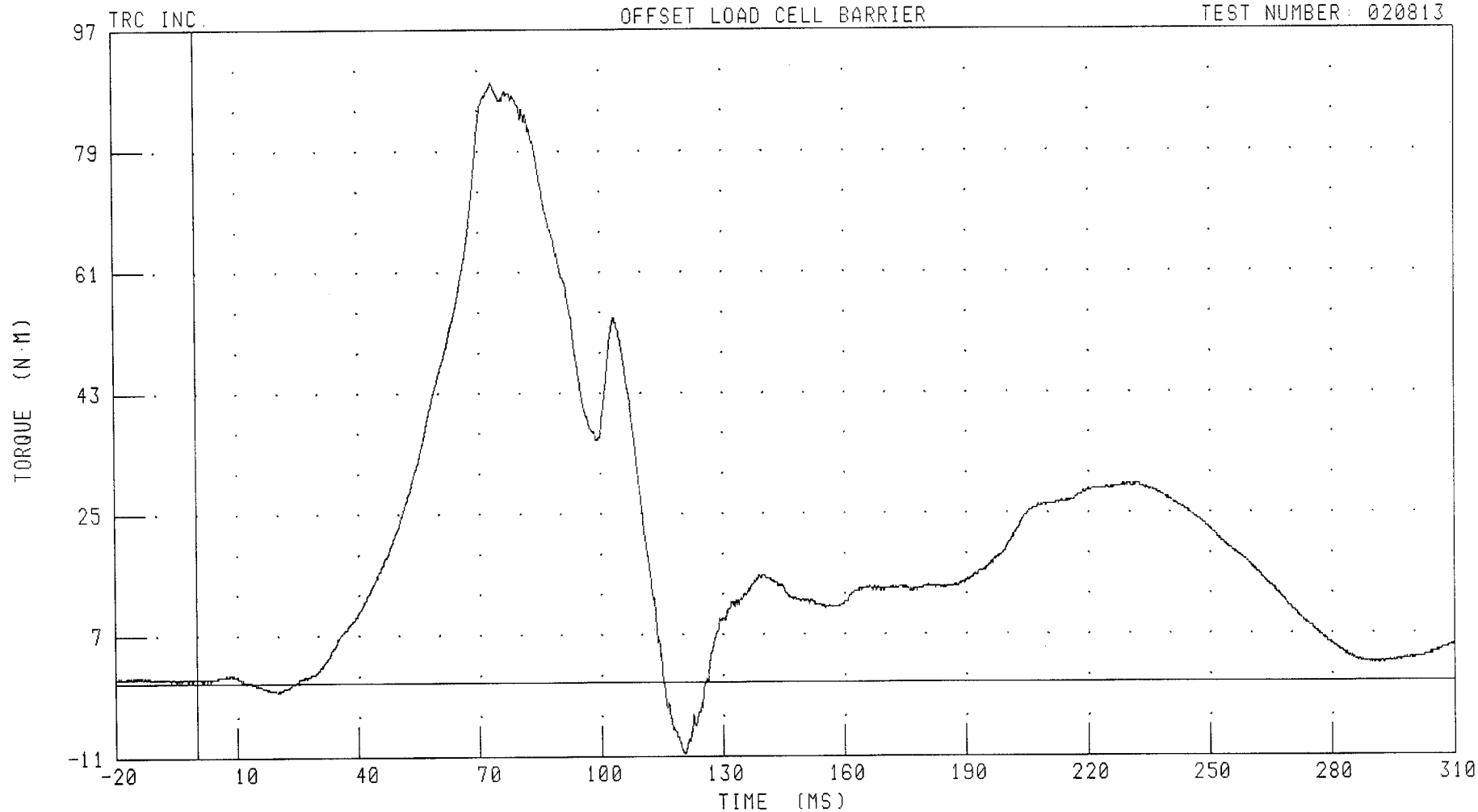
PEAK DATA: 58.01 N·M @ 126.64 MS; -30.40 N·M @ 83.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LUMBAR Y-AXIS MOMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LMBYM1 FILTER: CH. CLASS 1000

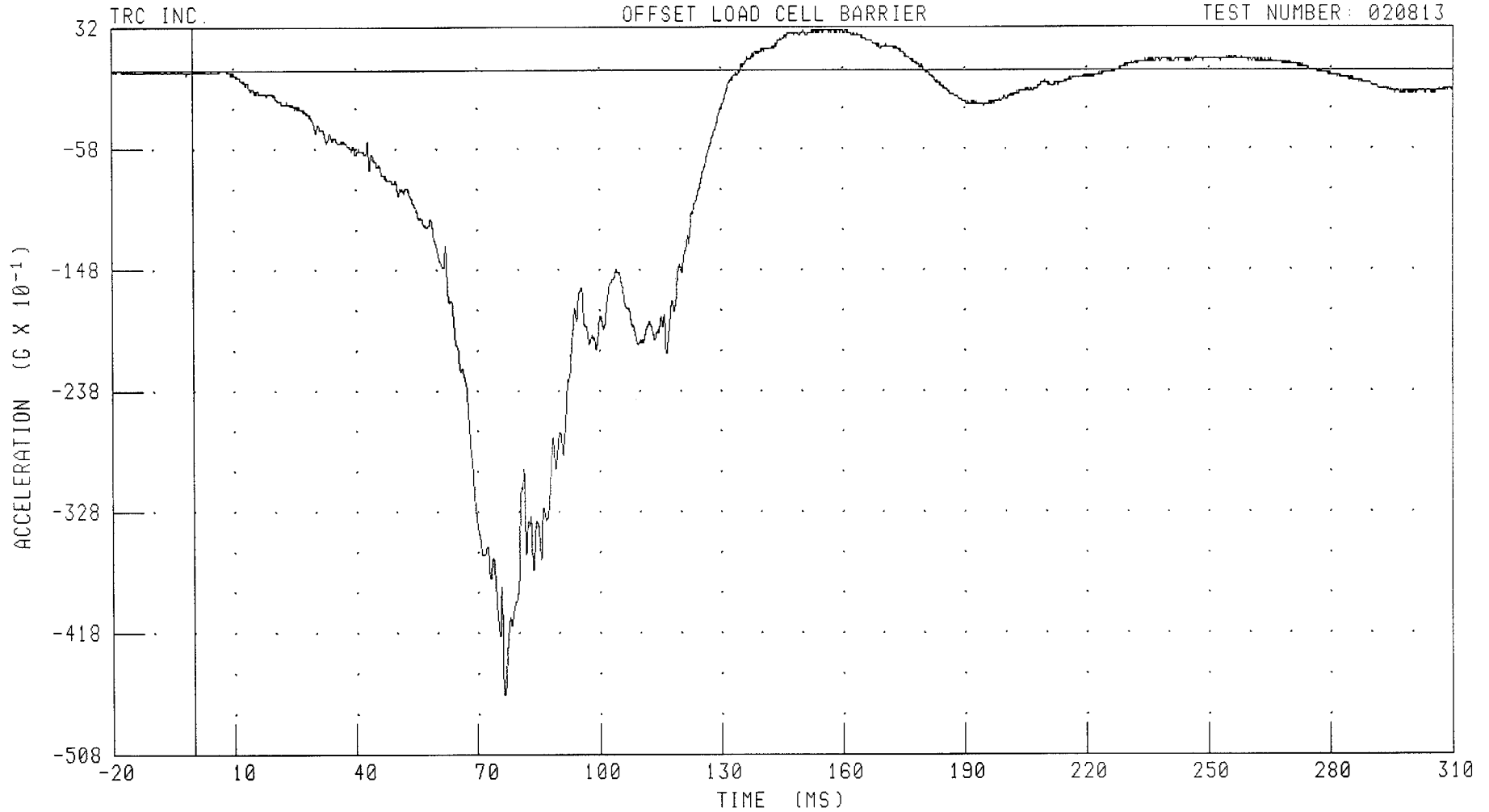
PEAK DATA: 89.24 N·M @ 73.52 MS; -10.74 N·M @ 120.56 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER PELVIS X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVXG1

FILTER: CH. CLASS 1000

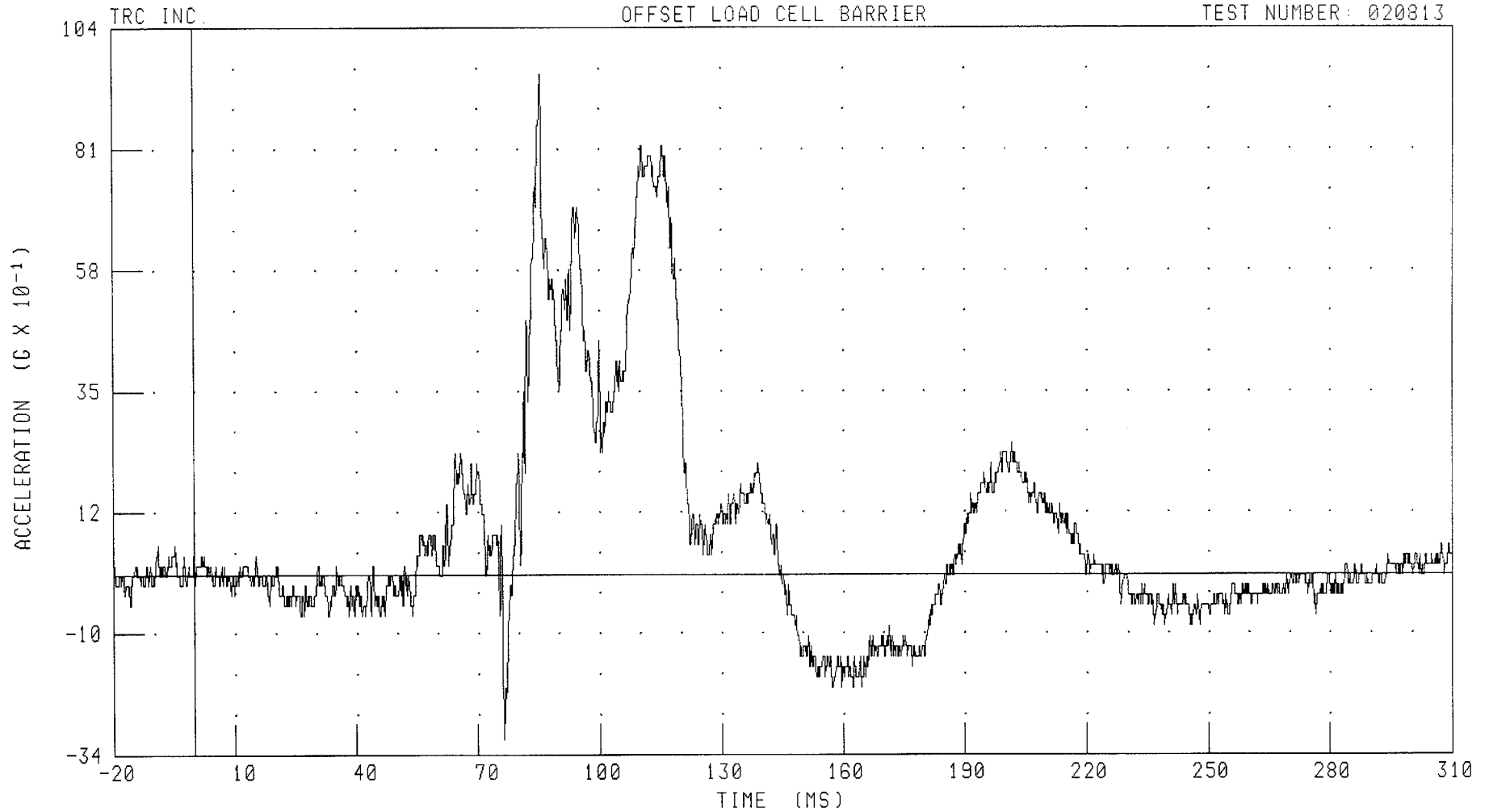
PEAK DATA: 2.97 G @ 150.56 MS; -46.37 G @ 76.56 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER PELVIS Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVYG1 FILTER: CH. CLASS 1000

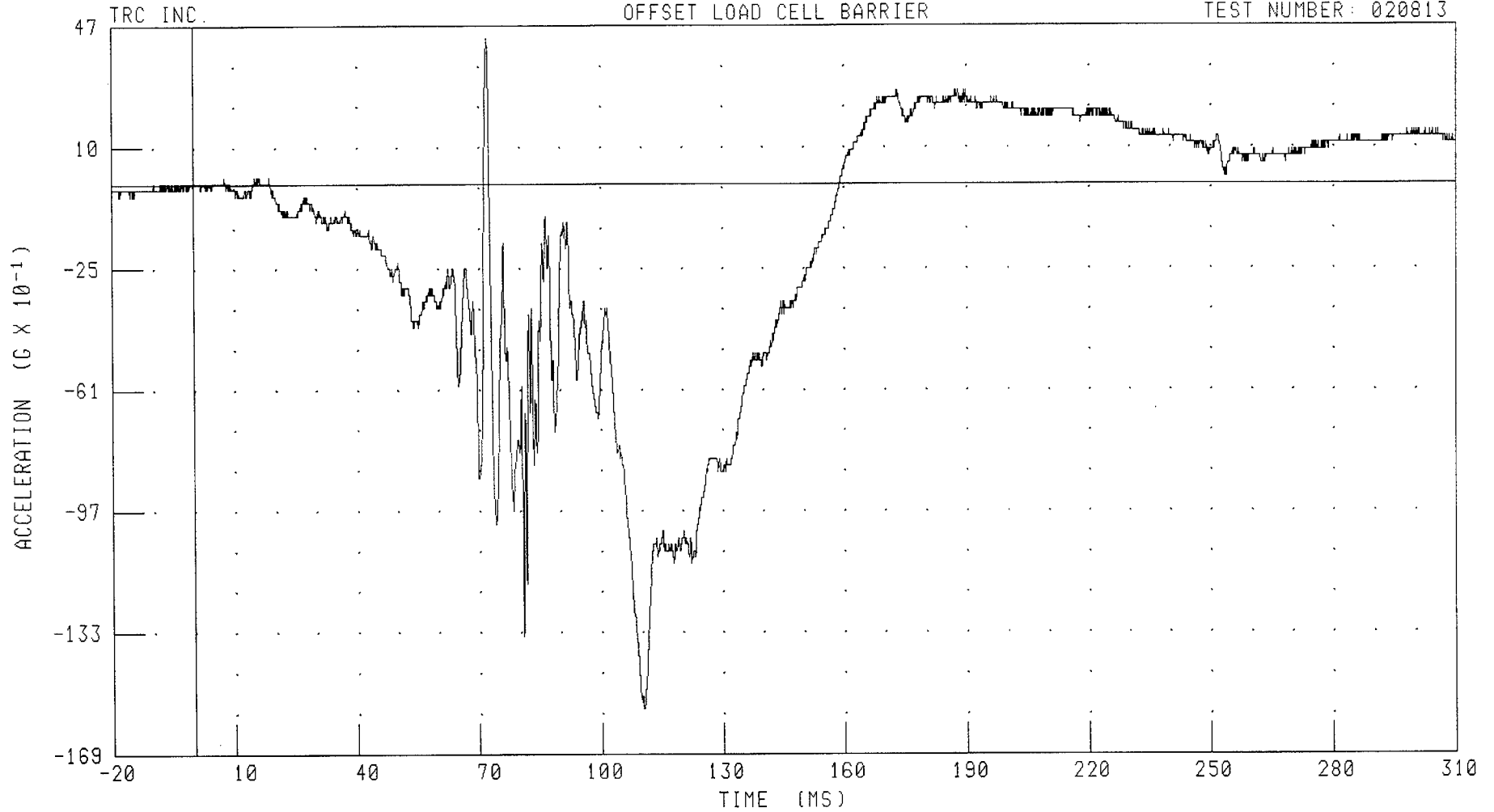
PEAK DATA: 9.53 G @ 85.52 MS; -3.12 G @ 76.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER PELVIS Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVZG1 FILTER: CH. CLASS 1000

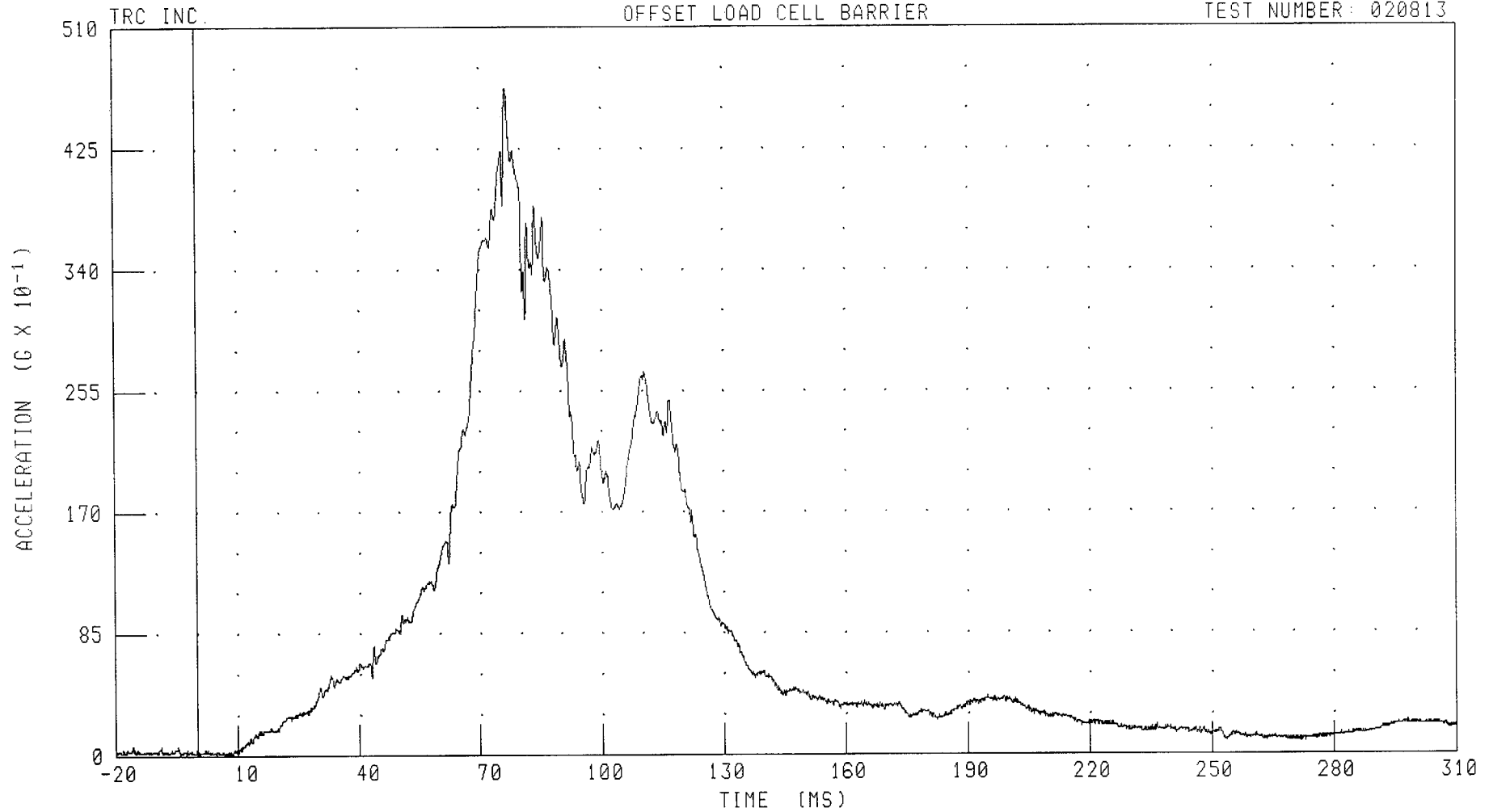
PEAK DATA: 4.34 G @ 72.16 MS; -15.57 G @ 110.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER PELVIS RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVRG1

FILTER: CH. CLASS 1000

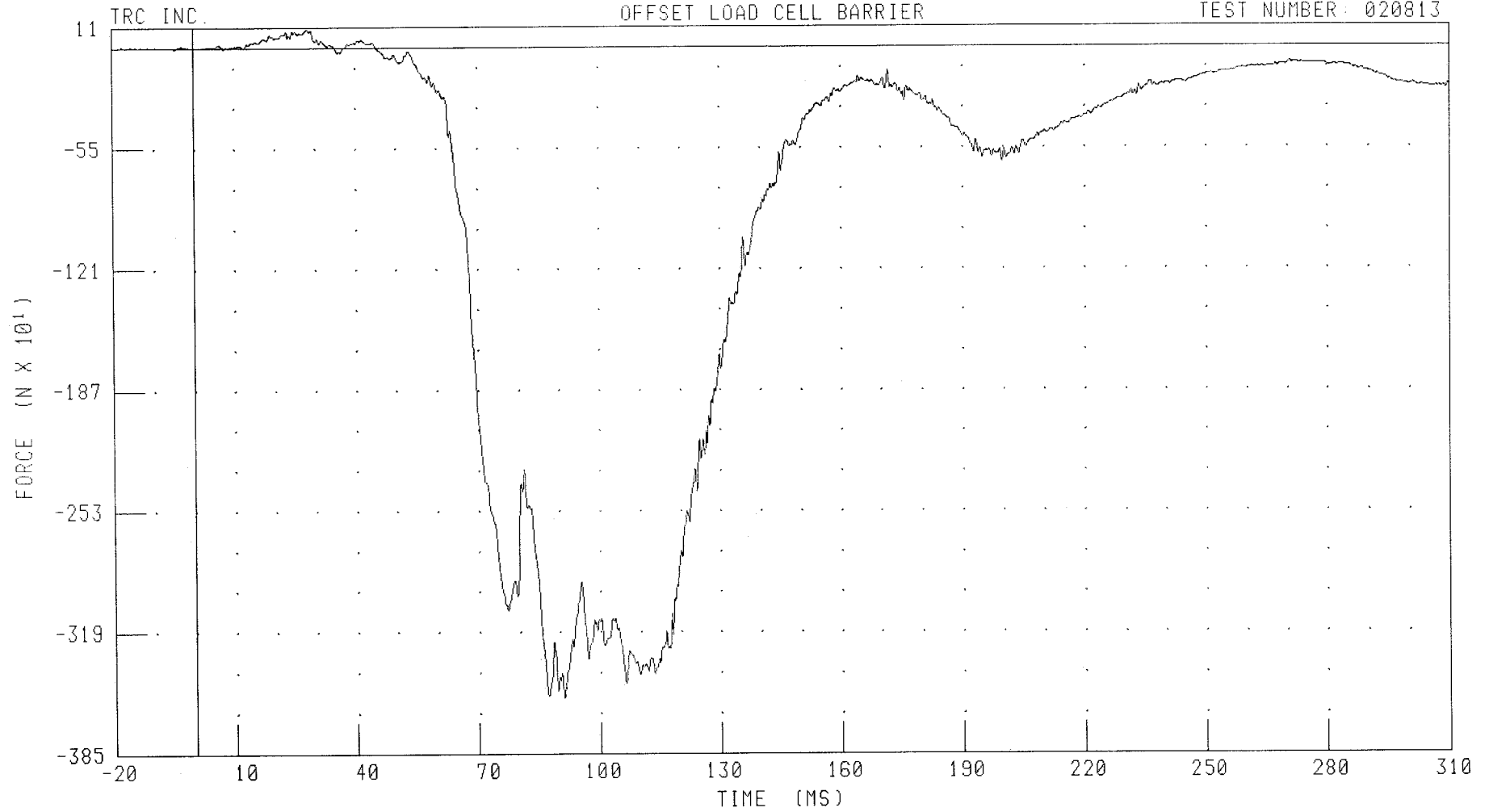
PEAK DATA: 46.73 G @ 76.56 MS; 0.07 G @ -4.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT FEMUR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LFMZF1

FILTER: CH. CLASS 600

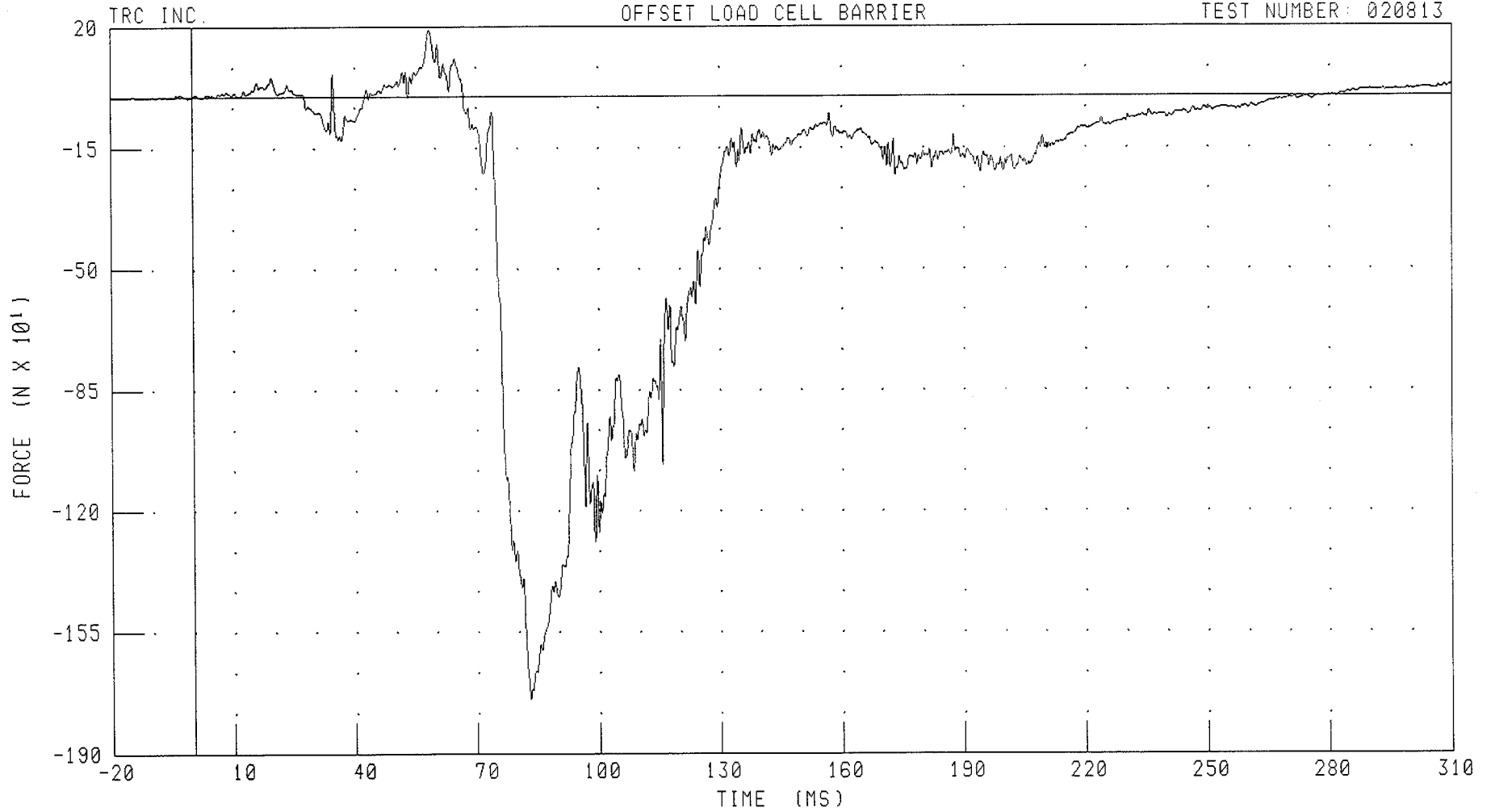
PEAK DATA: 100.29 N @ 28.40 MS; -3550.25 N @ 91.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT FEMUR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RFMZ F1 FILTER: CH. CLASS 600

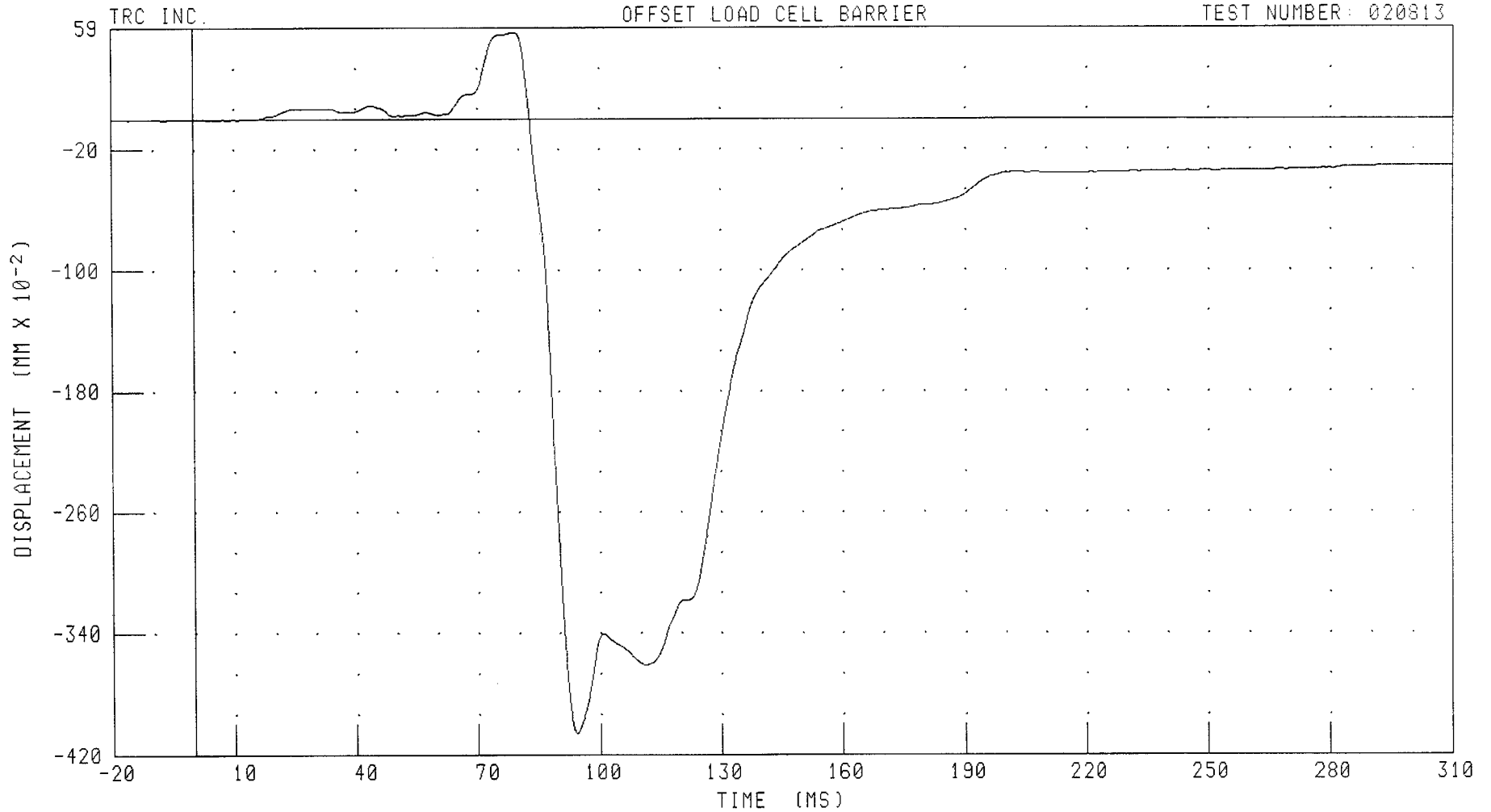
PEAK DATA: 190.87 N @ 58.64 MS; -1741.85 N @ 82.88 MS

2002 DODGE NEDN INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT TIBIA TO FEMUR DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



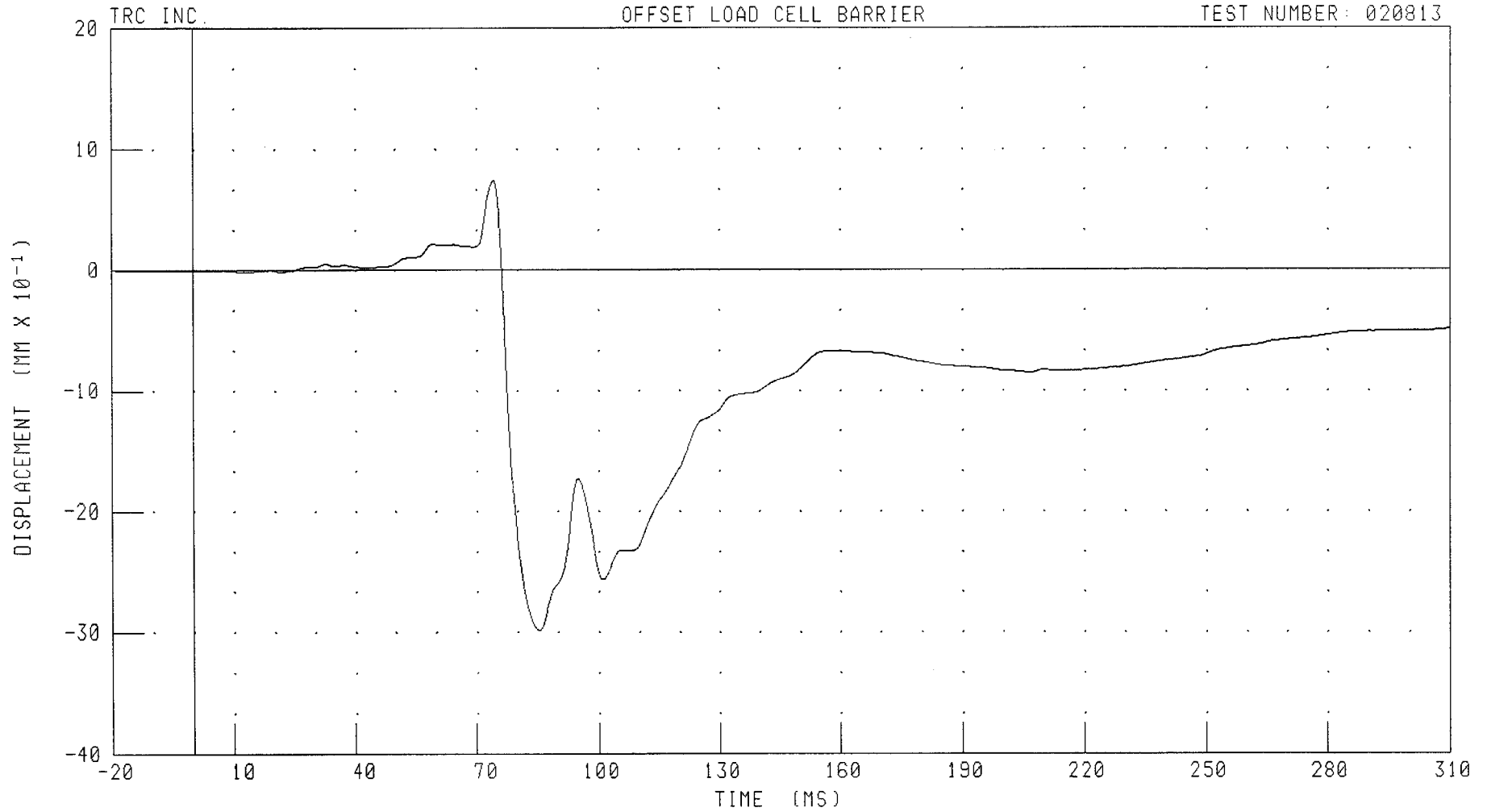
CHANNEL: KNLXD1 FILTER: CH. CLASS 180

PEAK DATA: 0.57 MM @ 79.20 MS; -4.06 MM @ 94.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT TIBIA TO FEMUR DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: KNRXD1 FILTER: CH. CLASS 180

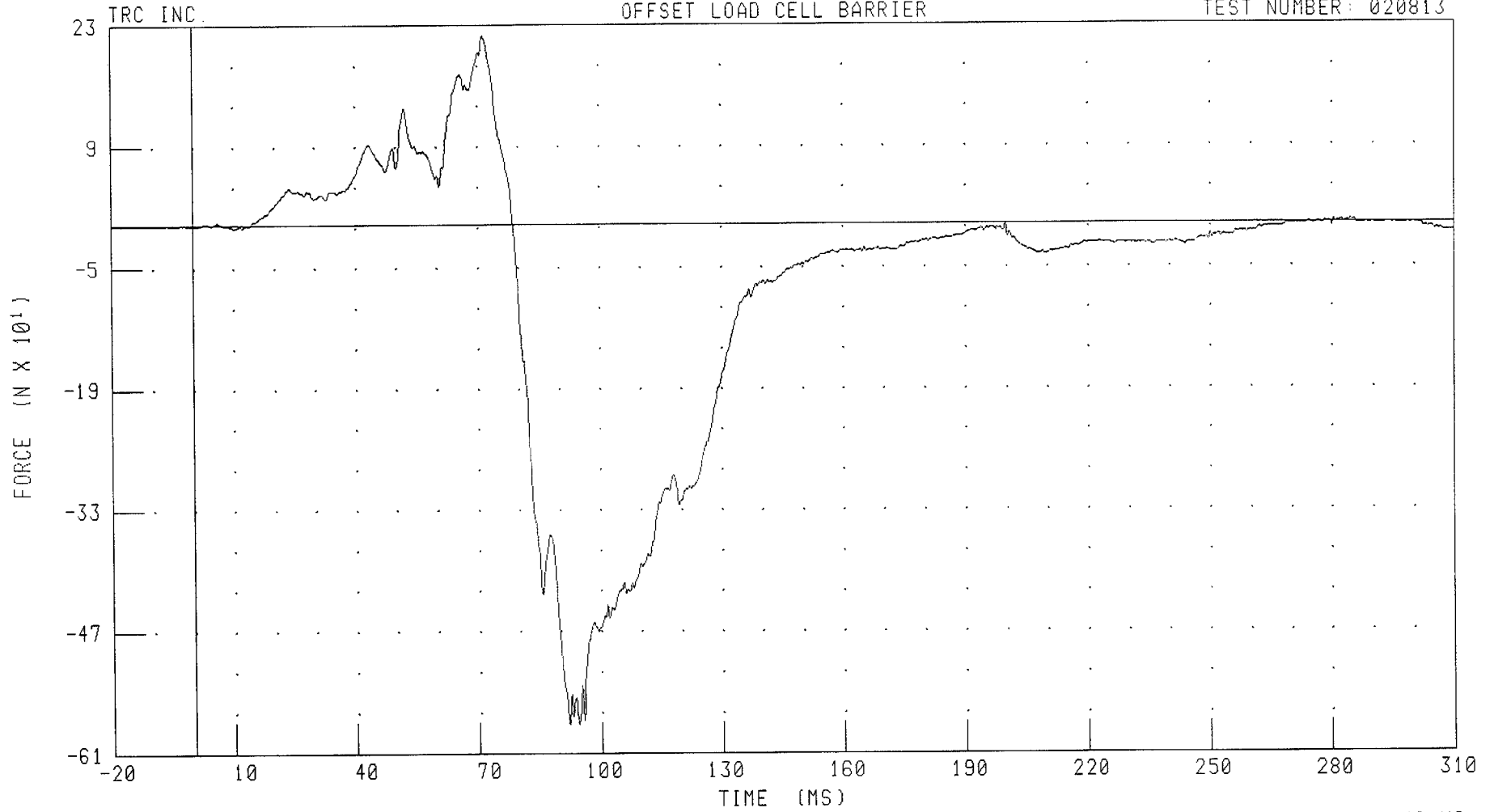
PEAK DATA: 0.74 MM @ 74.40 MS; -2.98 MM @ 85.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT UPPER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBLXF1

FILTER: CH. CLASS 600

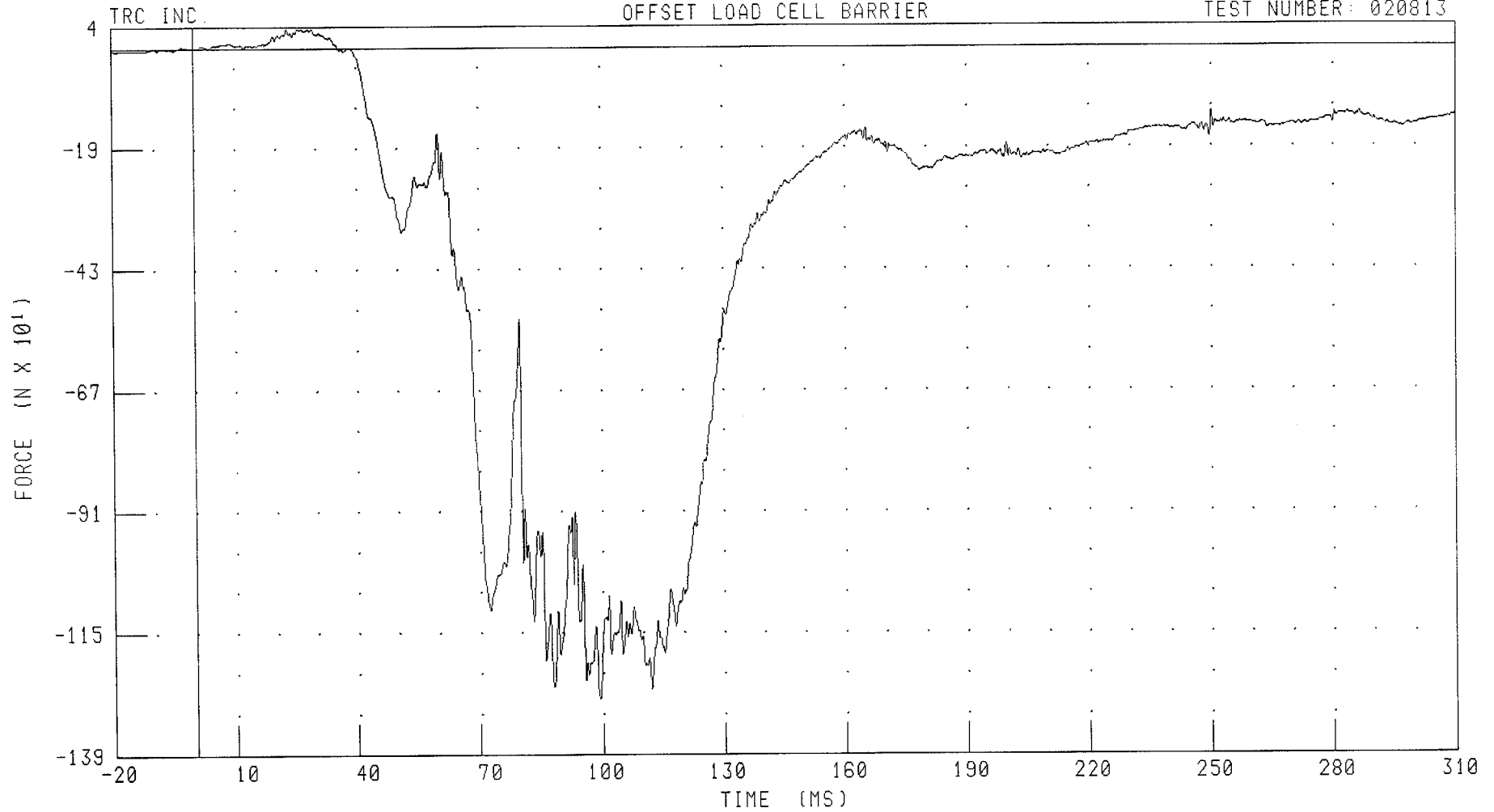
PEAK DATA: 217.91 N @ 71.60 MS; -576.83 N @ 94.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT UPPER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBLZF1 FILTER: CH. CLASS 600

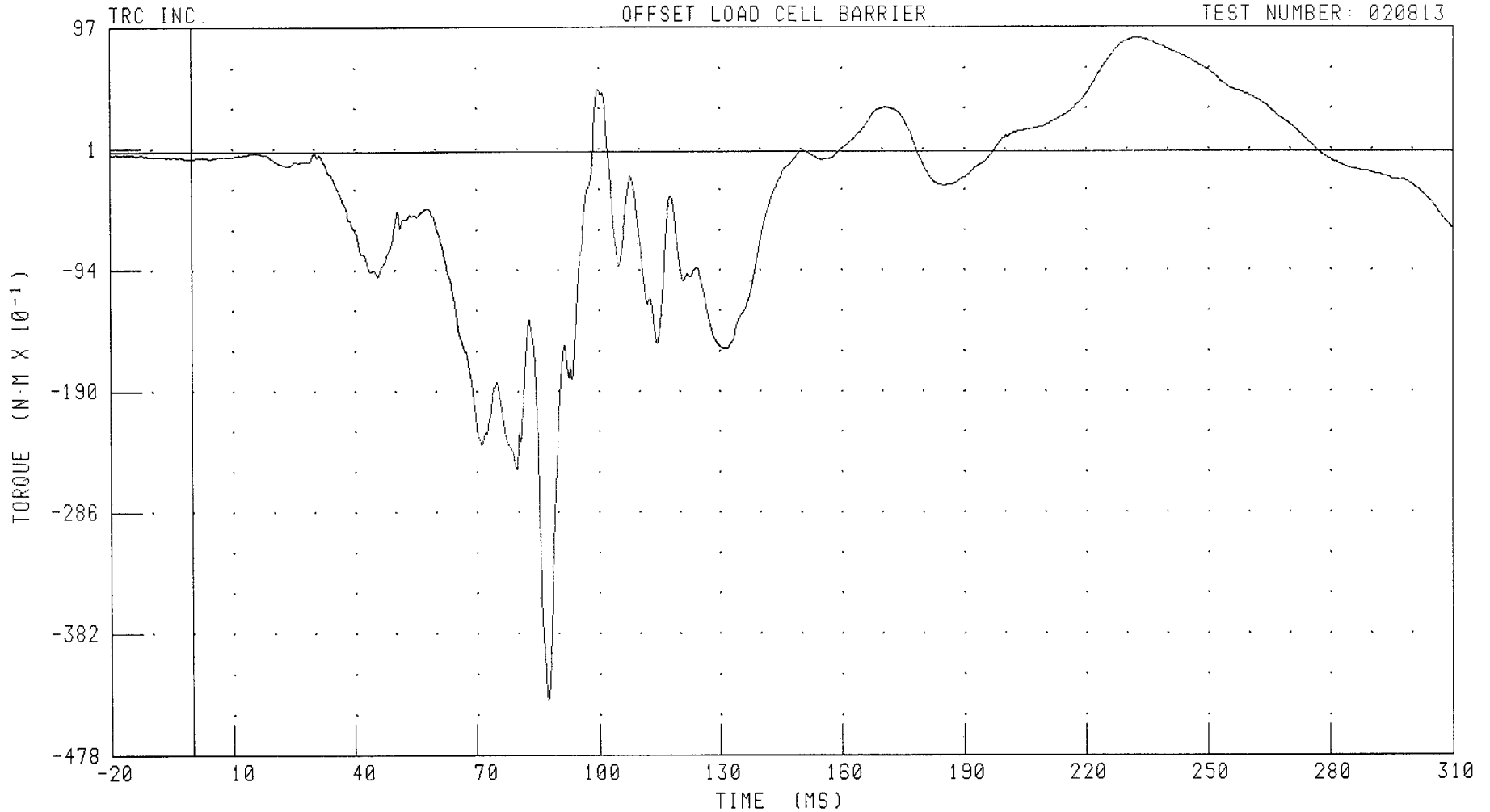
PEAK DATA: 39.60 N @ 29.44 MS; -1288.44 N @ 99.44 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT UPPER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



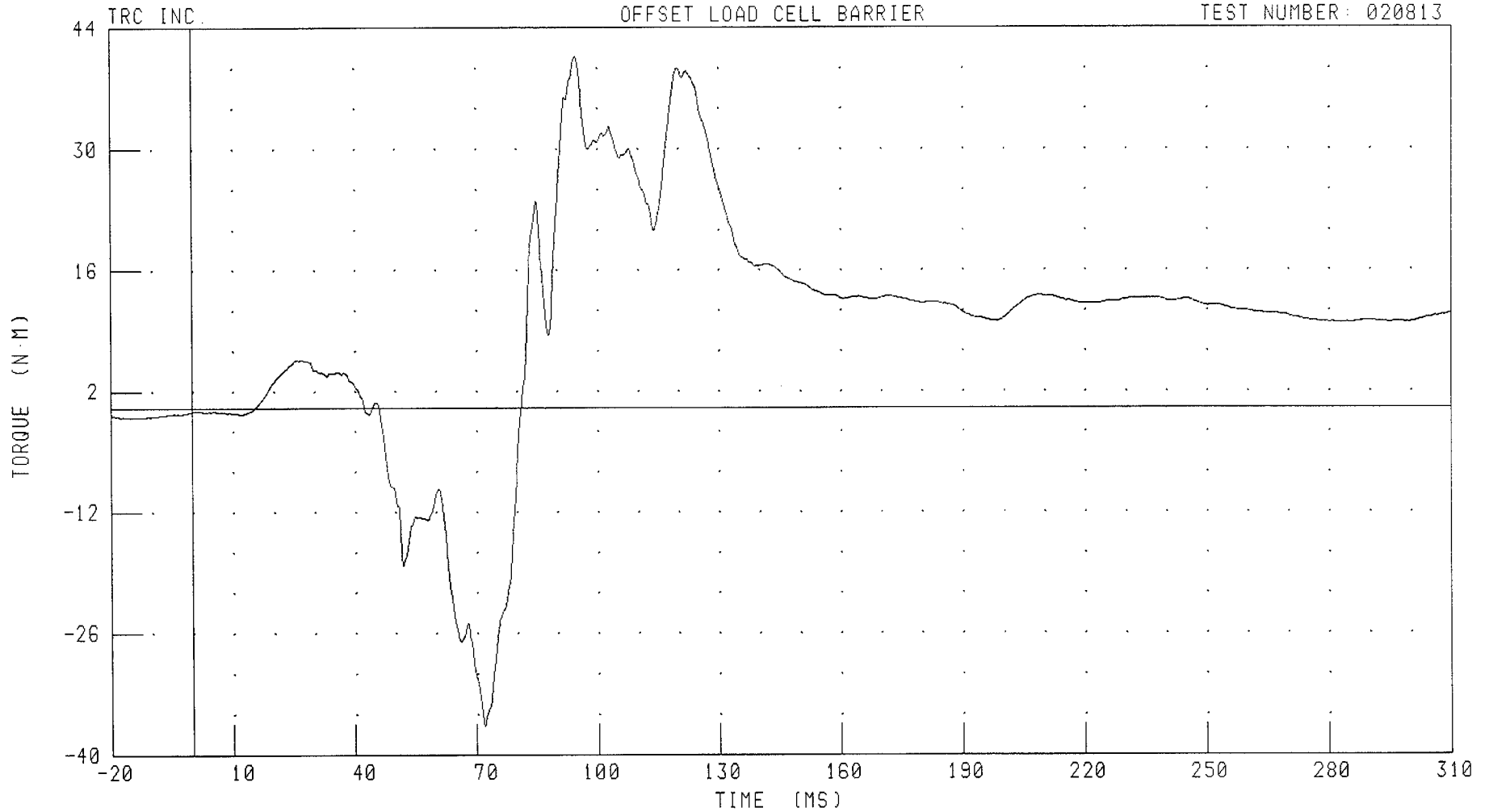
CHANNEL: TBLXM1 FILTER: CH. CLASS 600

PEAK DATA: 8.95 N·M @ 232.40 MS; -43.48 N·M @ 87.44 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT UPPER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBLYM1 FILTER: CH. CLASS 600

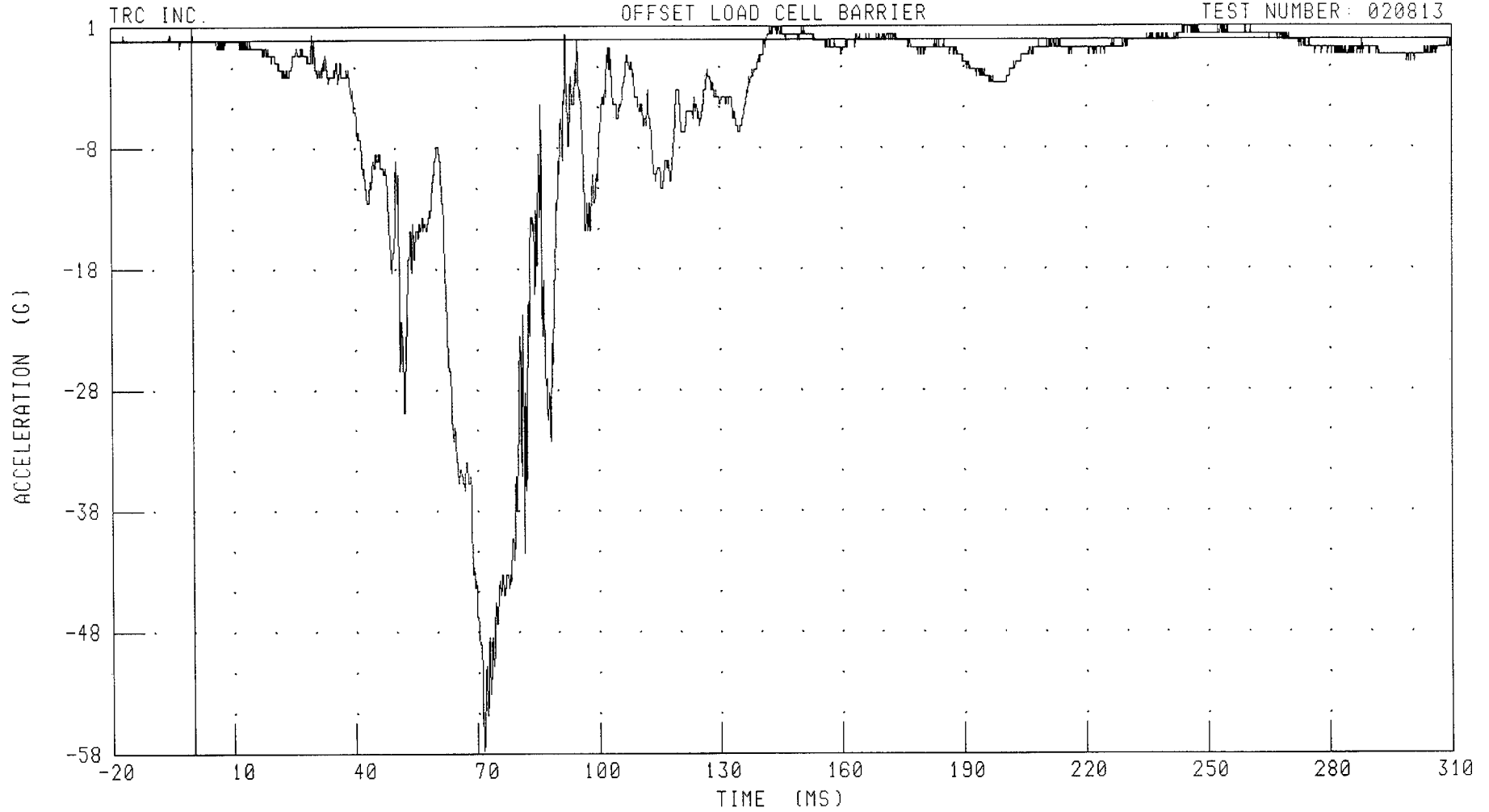
PEAK DATA: 40.66 N·M @ 94.80 MS; -36.69 N·M @ 71.92 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



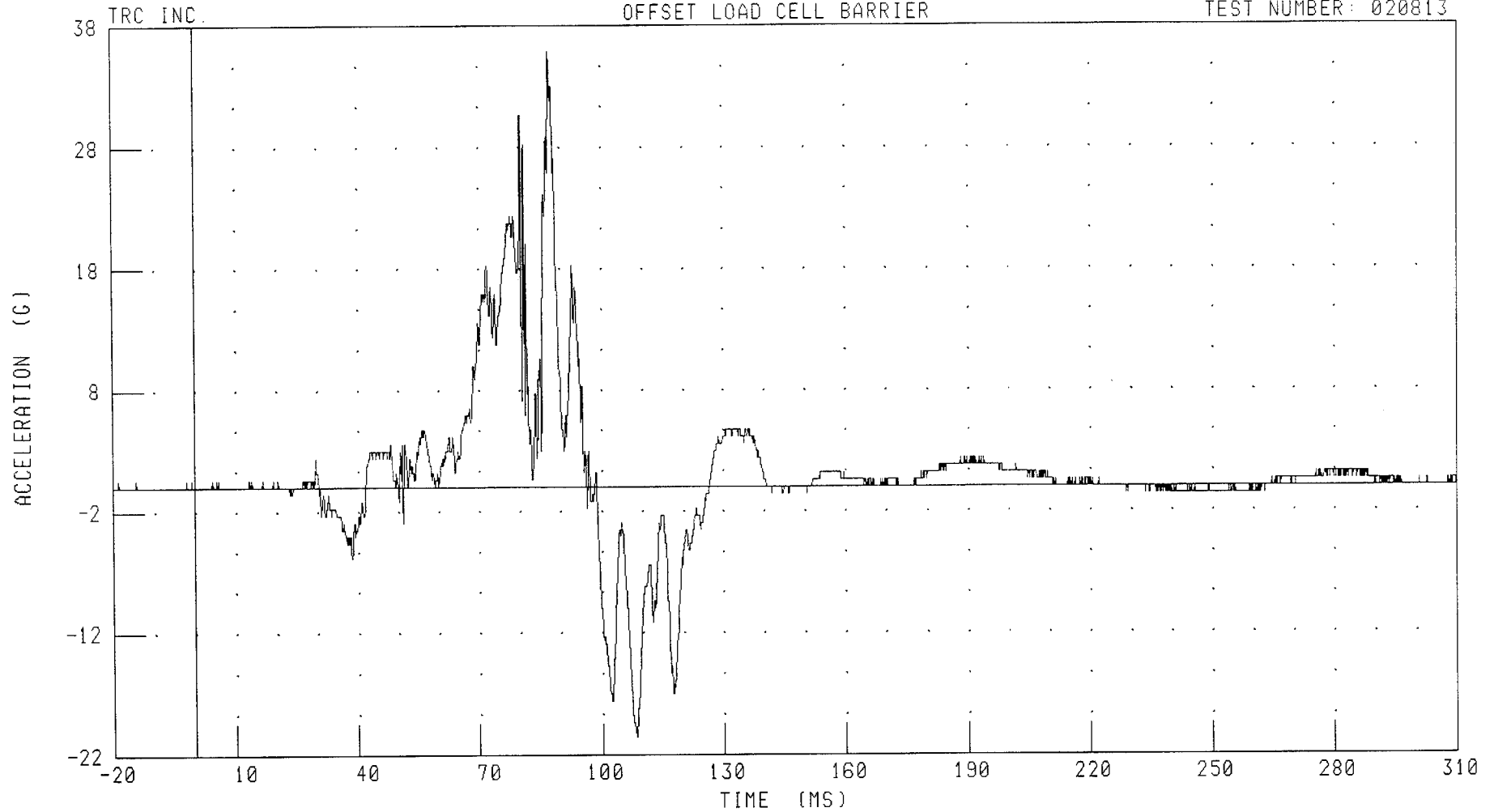
CHANNEL: TBLXG1 FILTER: CH. CLASS 1000

PEAK DATA: 1.06 G @ 142.56 MS; -58.64 G @ 71.44 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT TIBIA Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBLYG1 FILTER: CH. CLASS 1000

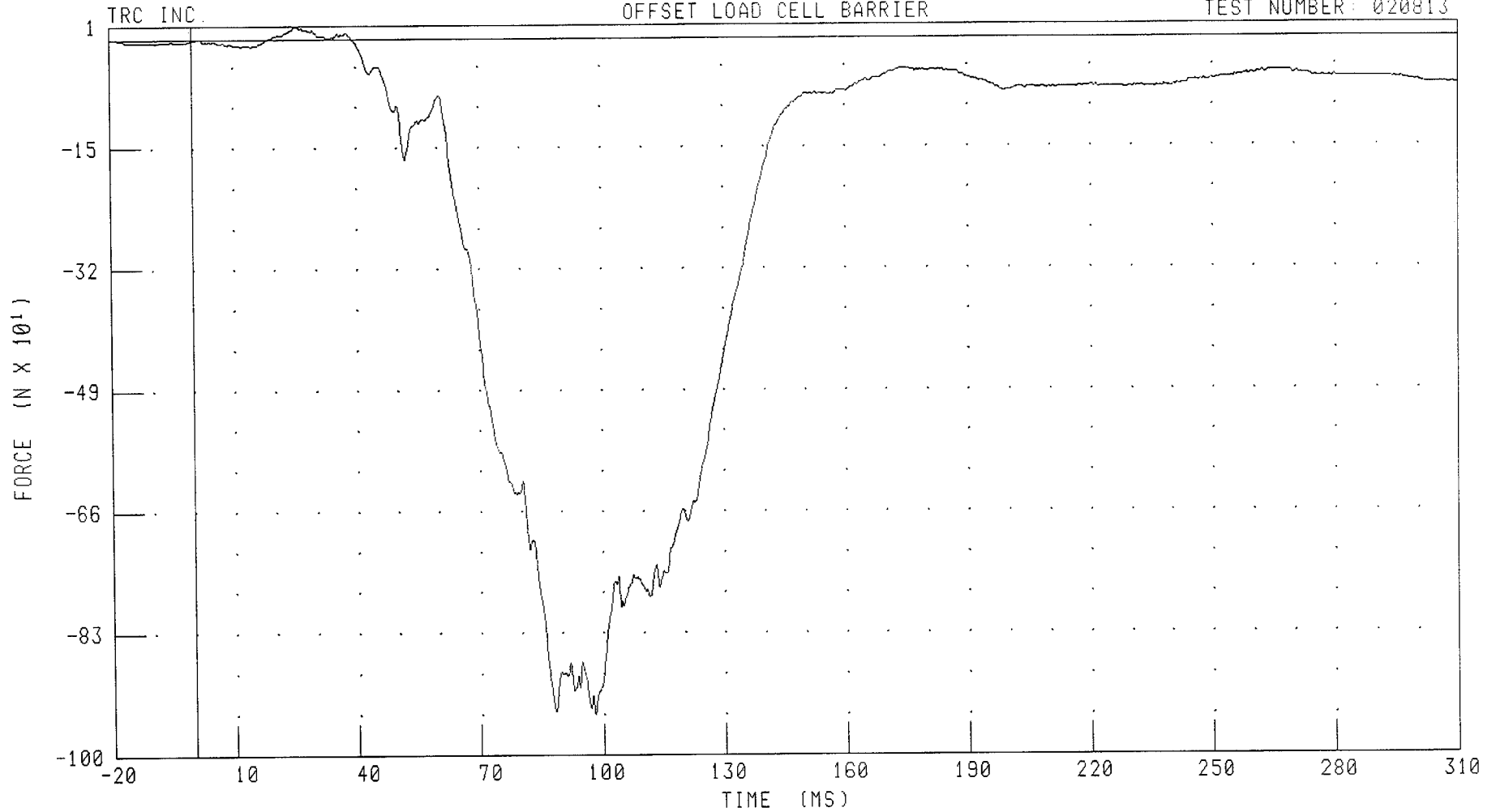
PEAK DATA: 35.93 G @ 87.44 MS; -20.59 G @ 108.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT LOWER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813

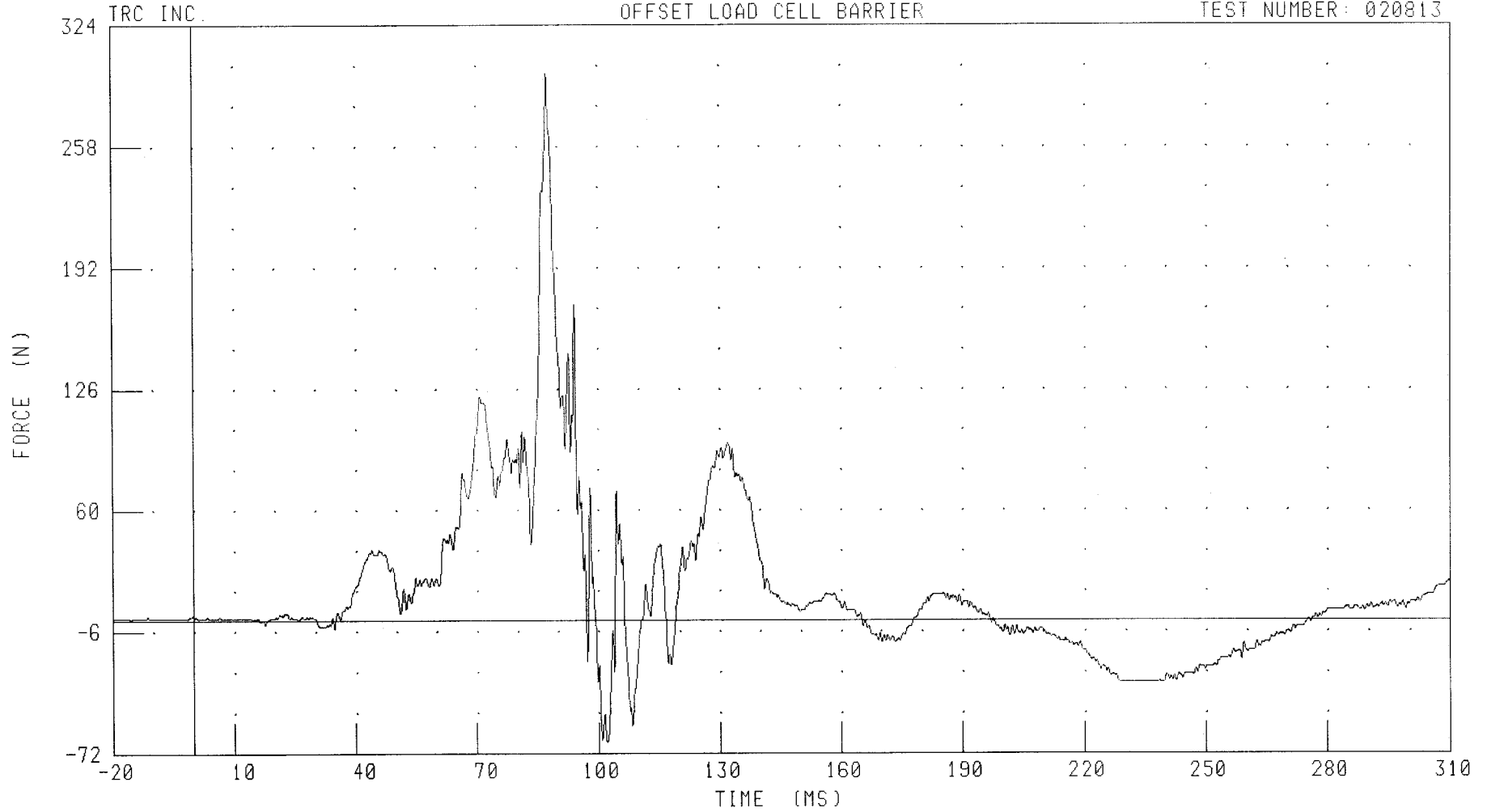


CHANNEL: ANLXF1 FILTER: CH. CLASS 600

PEAK DATA: 17.86 N @ 25.44 MS; -945.44 N @ 98.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT LOWER TIBIA Y-AXIS FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



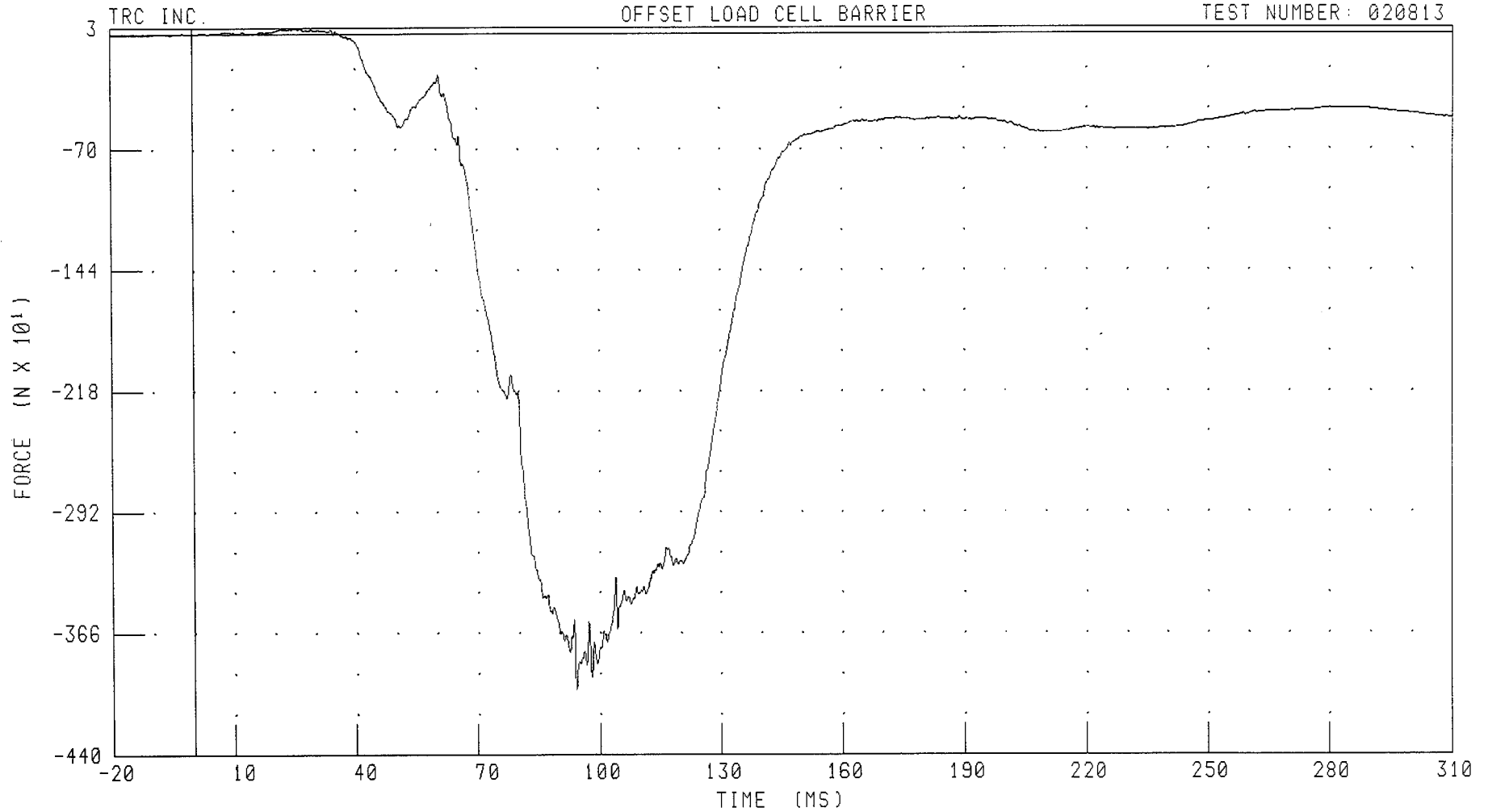
CHANNEL: ANLYF1

FILTER: CH. CLASS 600

PEAK DATA: 297.67 N @ 87.52 MS; -66.10 N @ 102.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT LOWER TIBIA Z-AXIS FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



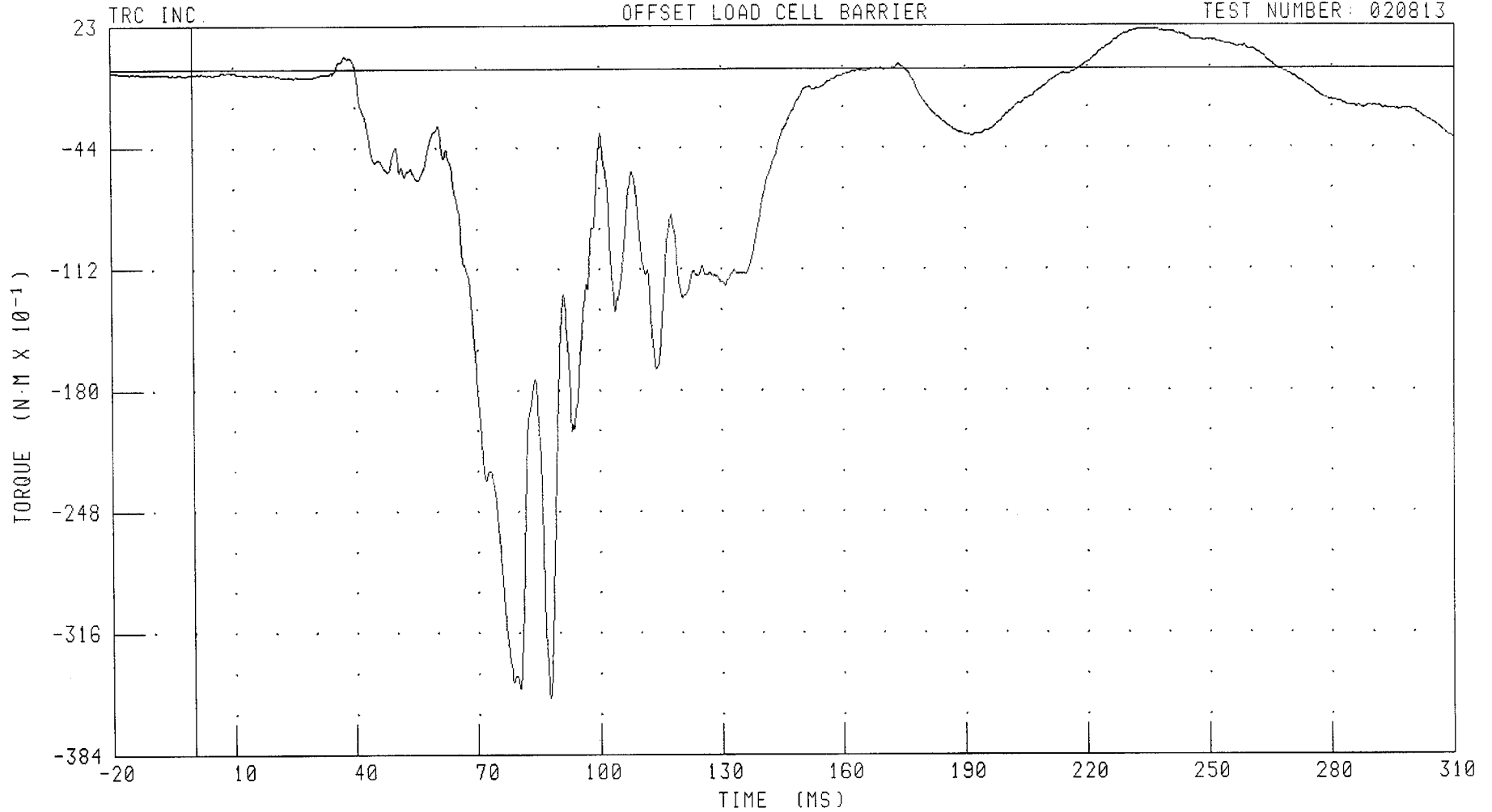
CHANNEL: ANLZF1 FILTER: CH. CLASS 600

PEAK DATA: 35.49 N @ 25.44 MS; -4005.77 N @ 94.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT LOWER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANLXM1

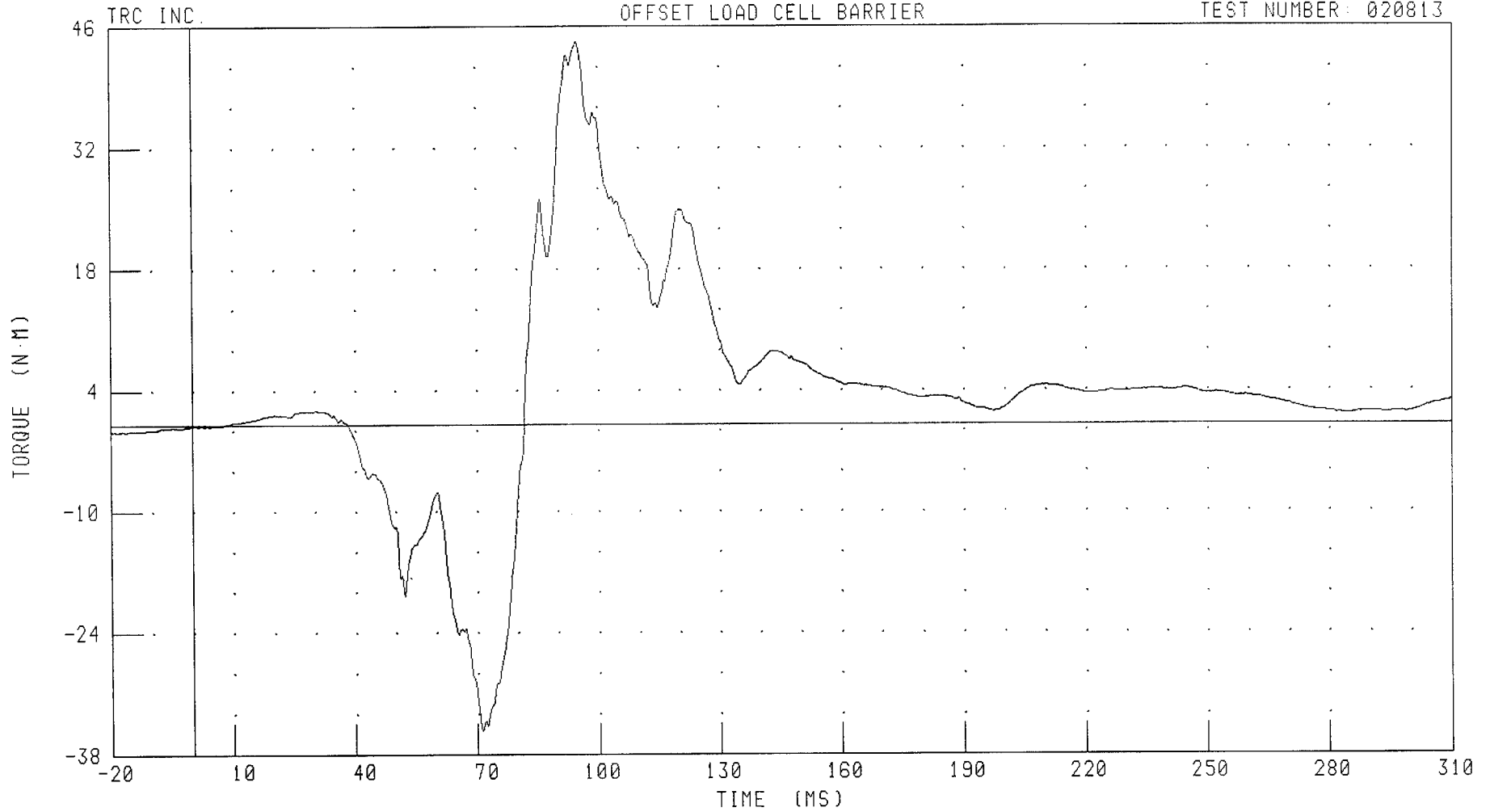
FILTER: CH. CLASS 600

PEAK DATA: 2.21 N·M @ 236.64 MS; -35.21 N·M @ 87.68 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT LOWER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANLYM1

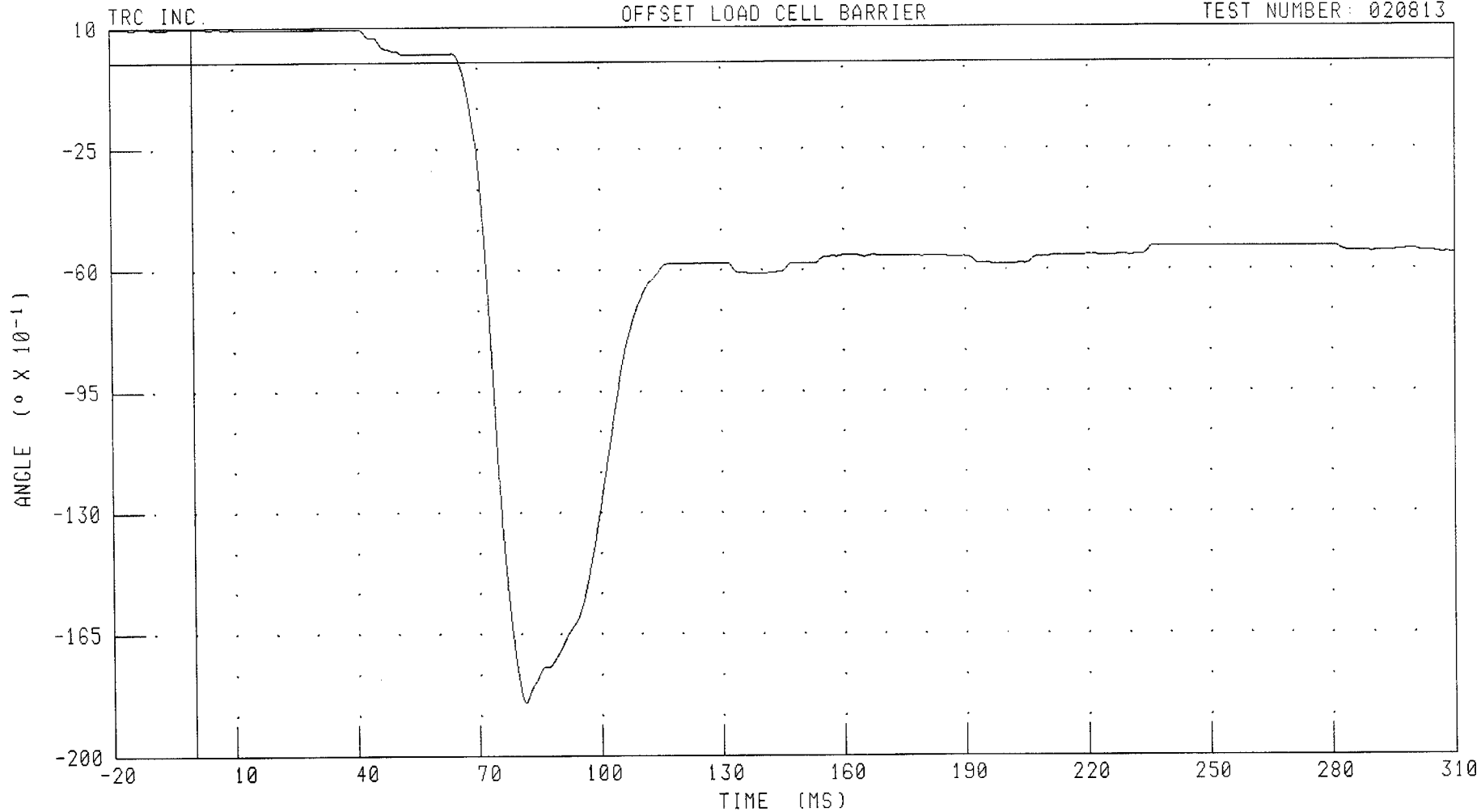
FILTER: CH. CLASS 600

PEAK DATA: 44.27 N·M @ 94.96 MS; -35.27 N·M @ 71.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT FOOT TO ANKLE X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLXD1

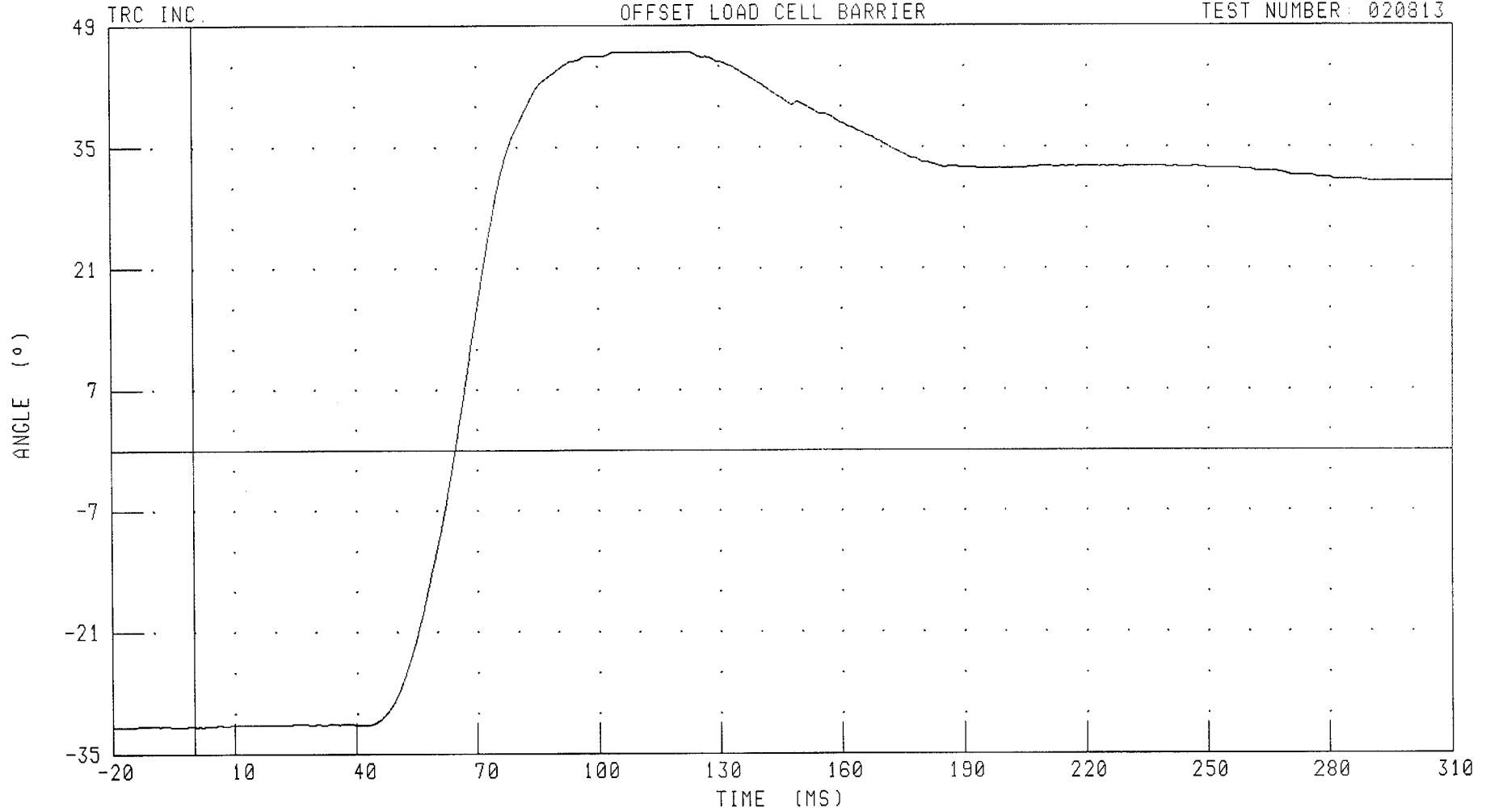
FILTER: CH. CLASS 100

PEAK DATA: 0.99 ° @ -17.28 MS; -18.47 ° @ 81.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT FOOT TO ANKLE Y-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



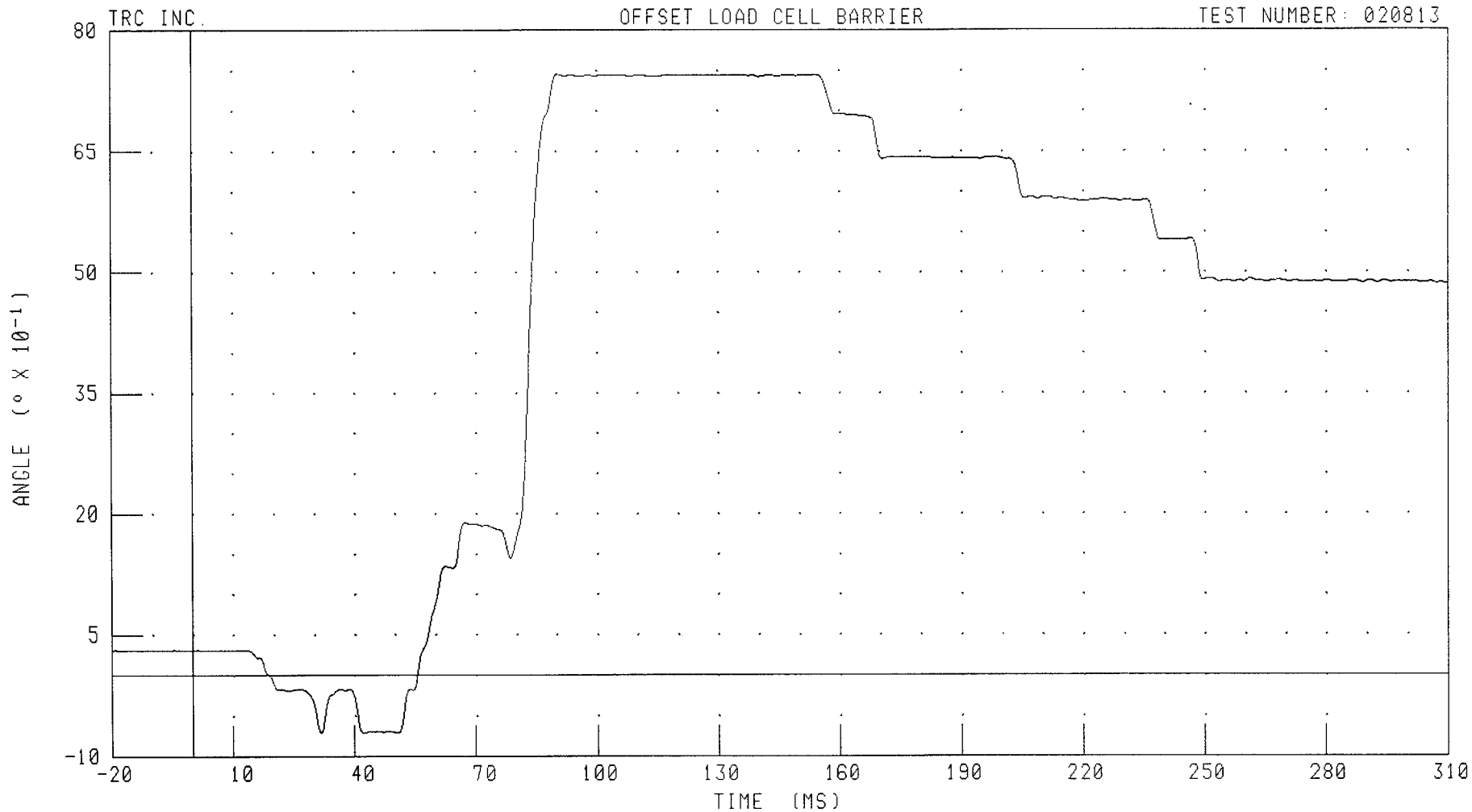
CHANNEL: FTLYD1 FILTER: CH. CLASS 180

PEAK DATA: 45.96 ° @ 111.92 MS; -31.91 ° @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT FOOT TO ANKLE Z-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLZD1

FILTER: CH. CLASS 180

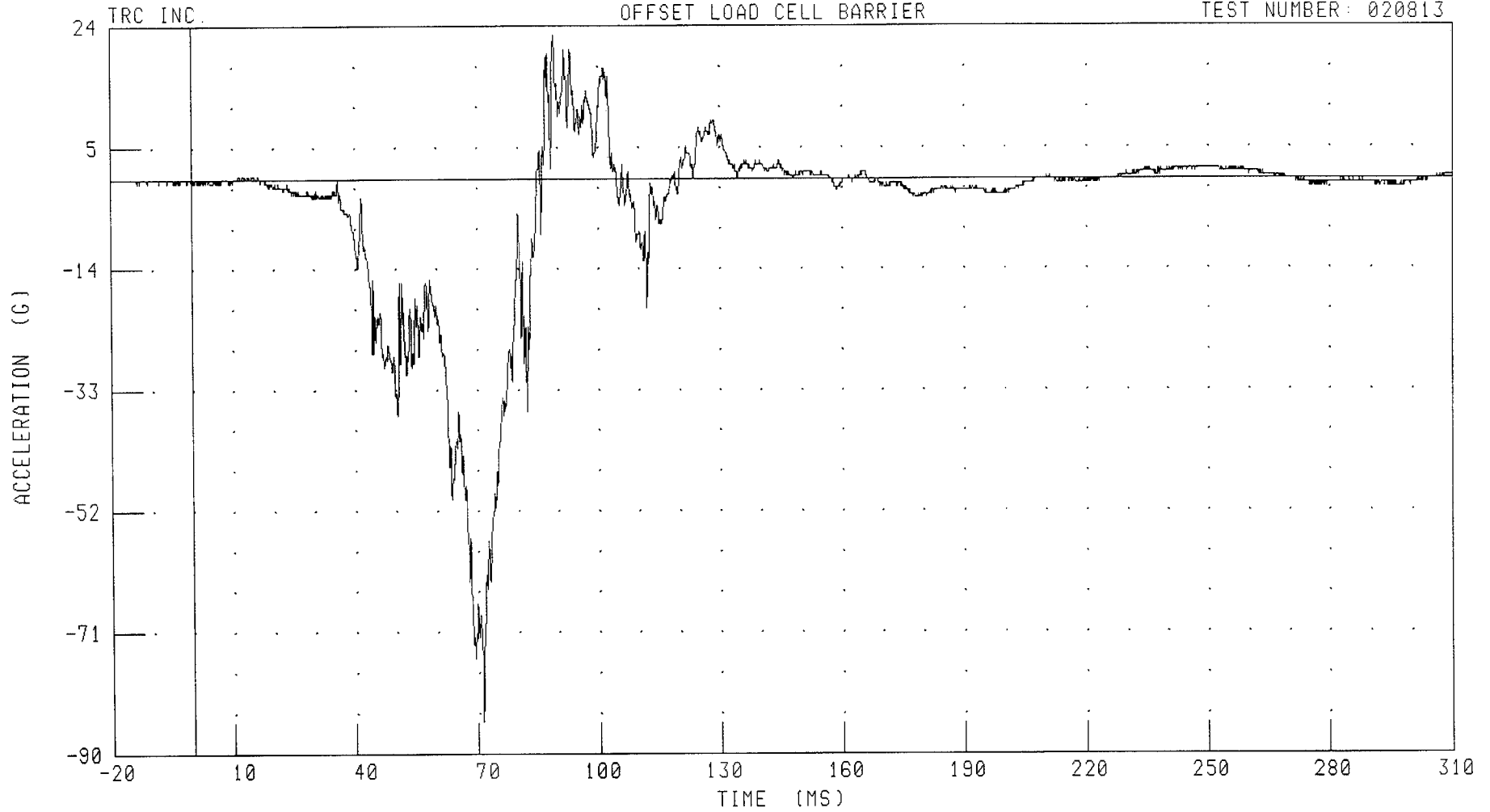
PEAK DATA: 7.45 ° @ 90.48 MS; -0.71 ° @ 50.64 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT FOOT X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLXG1 FILTER: CH. CLASS 1000

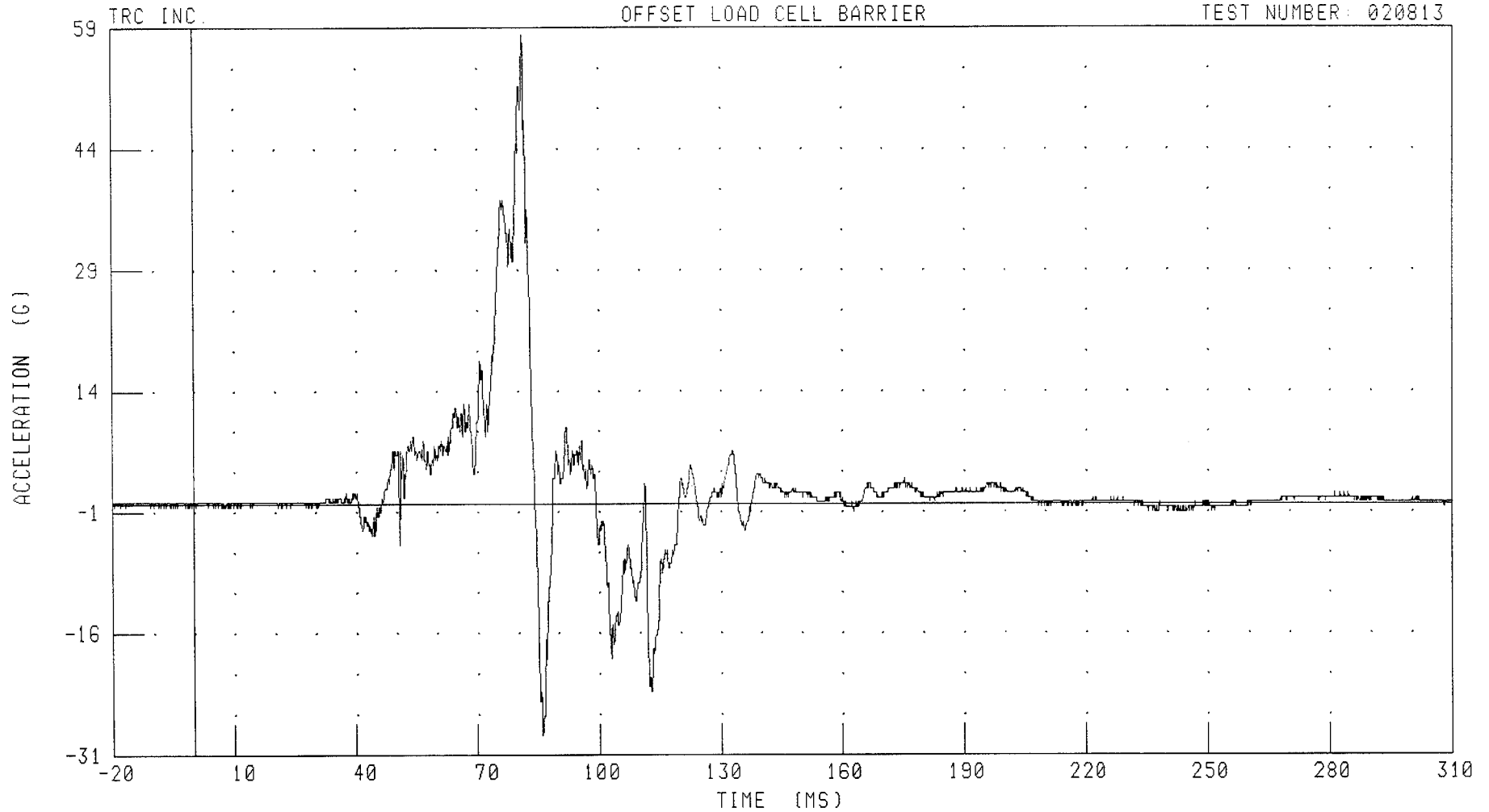
PEAK DATA: 22.59 G @ 89.20 MS; -85.11 G @ 71.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT FOOT Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLYG1 FILTER: CH. CLASS 1000

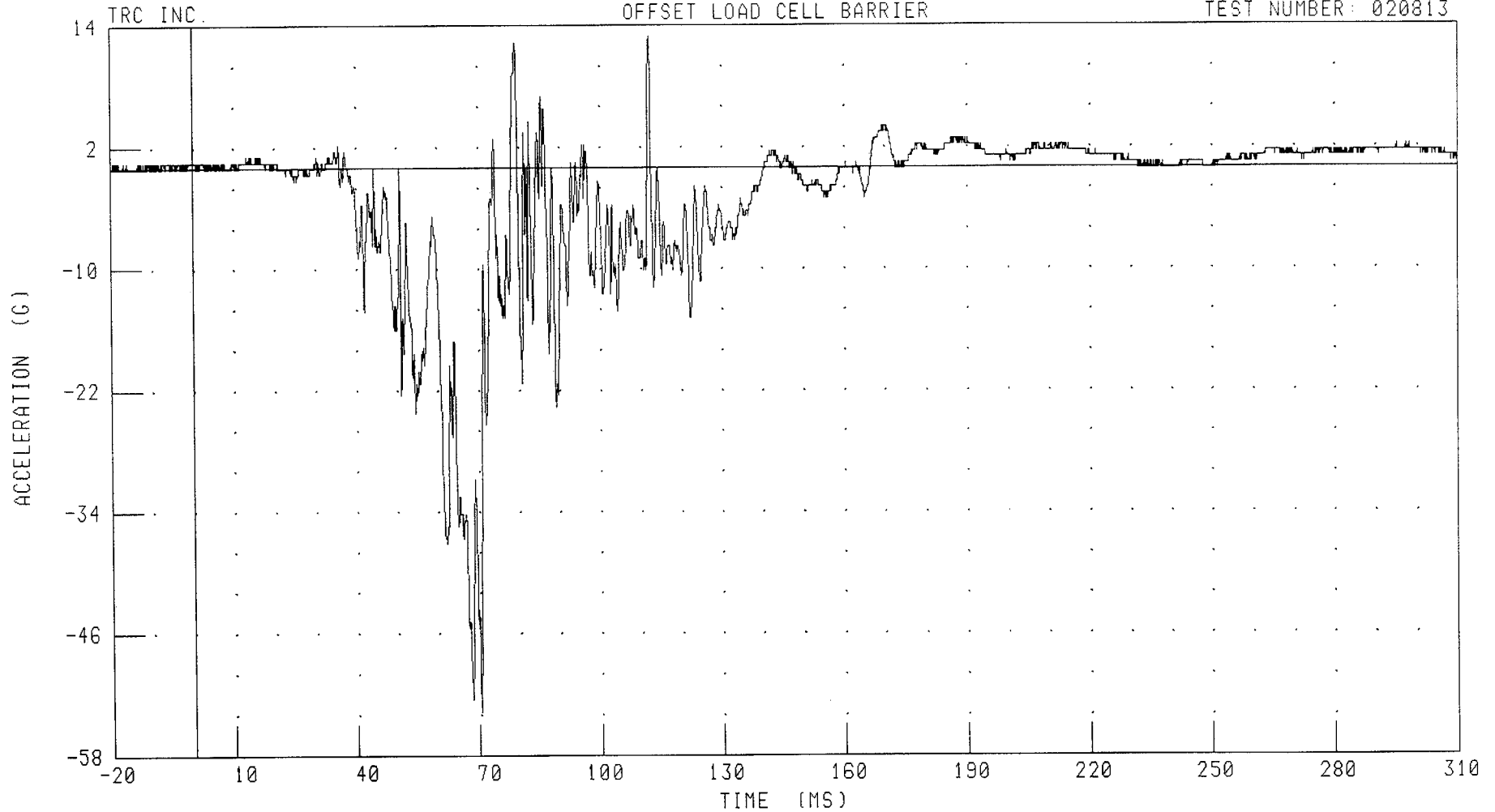
PEAK DATA: 58.18 G @ 81.36 MS; -28.54 G @ 86.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LEFT FOOT Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



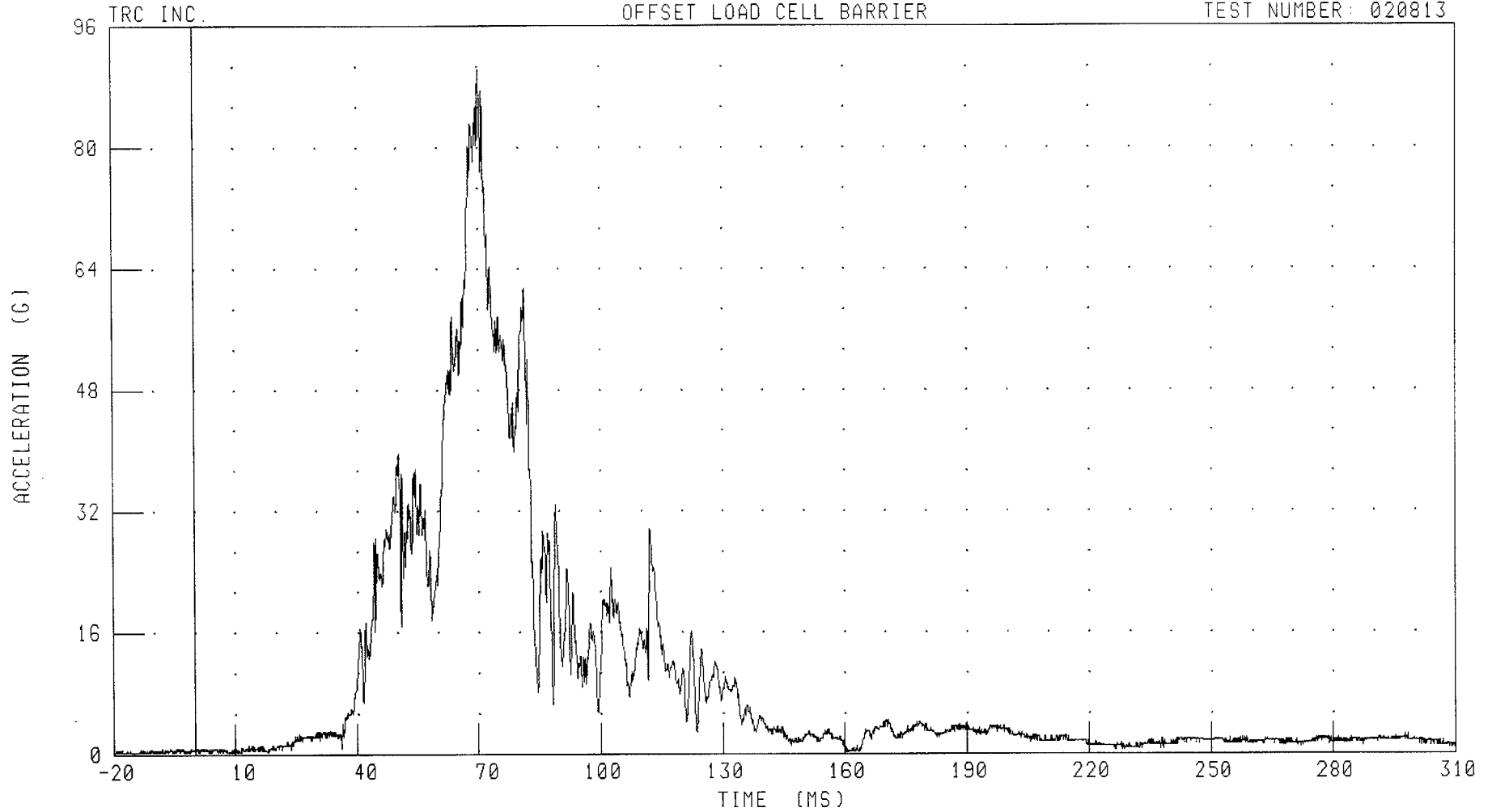
CHANNEL: FTLZG1 FILTER: CH. CLASS 1000

PEAK DATA: 12.87 G @ 112.24 MS; -53.73 G @ 70.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER LEFT FOOT RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLRG1 FILTER: CH. CLASS 1000

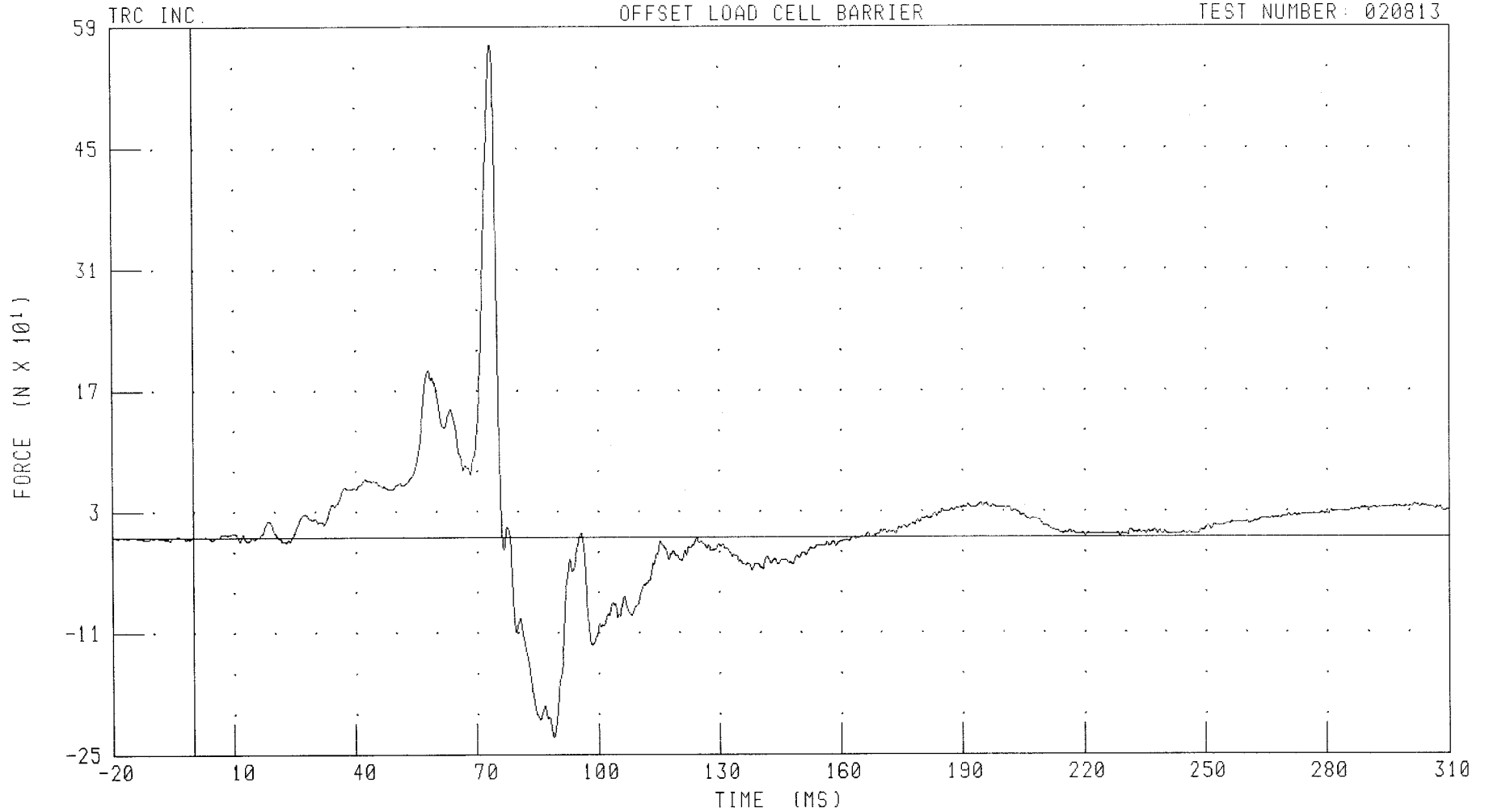
PEAK DATA: 90.38 G @ 70.40 MS; 0.20 G @ -19.92 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT UPPER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRXF1 FILTER: CH. CLASS 600

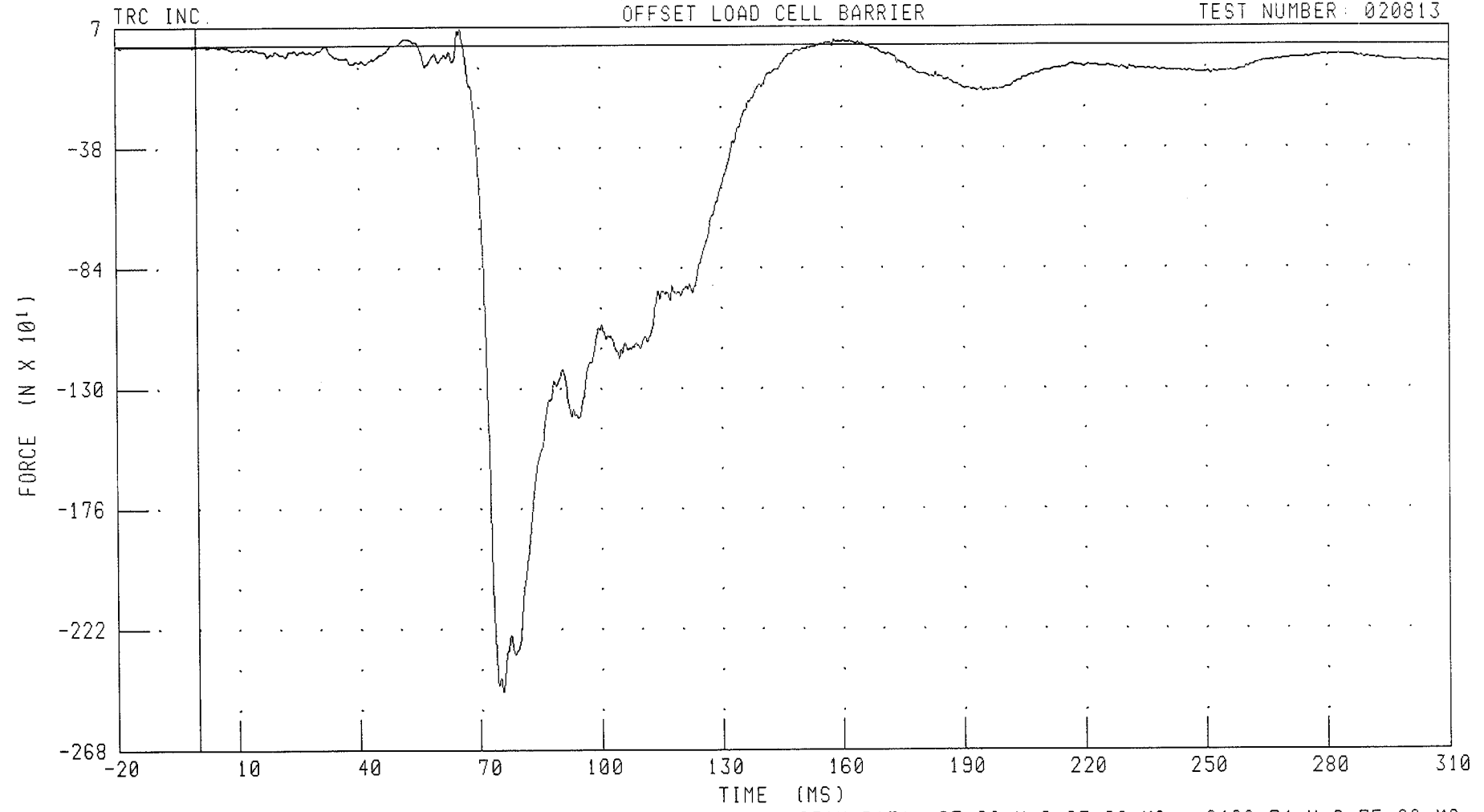
PEAK DATA: 568.45 N @ 73.52 MS; -230.23 N @ 88.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT UPPER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRZF1

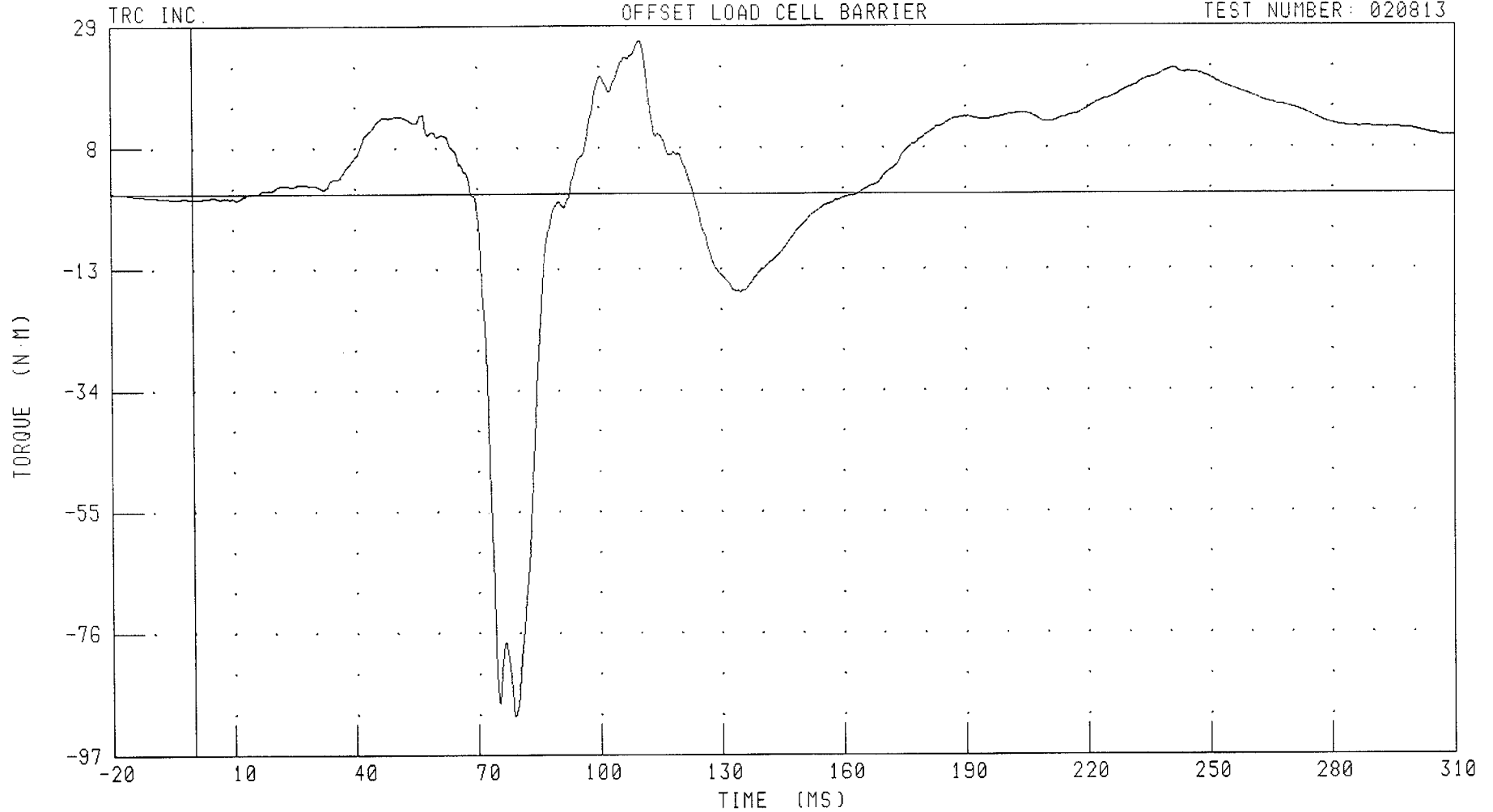
FILTER: CH. CLASS 600

PEAK DATA: 65.26 N @ 65.60 MS; -2468.74 N @ 75.60 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT UPPER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



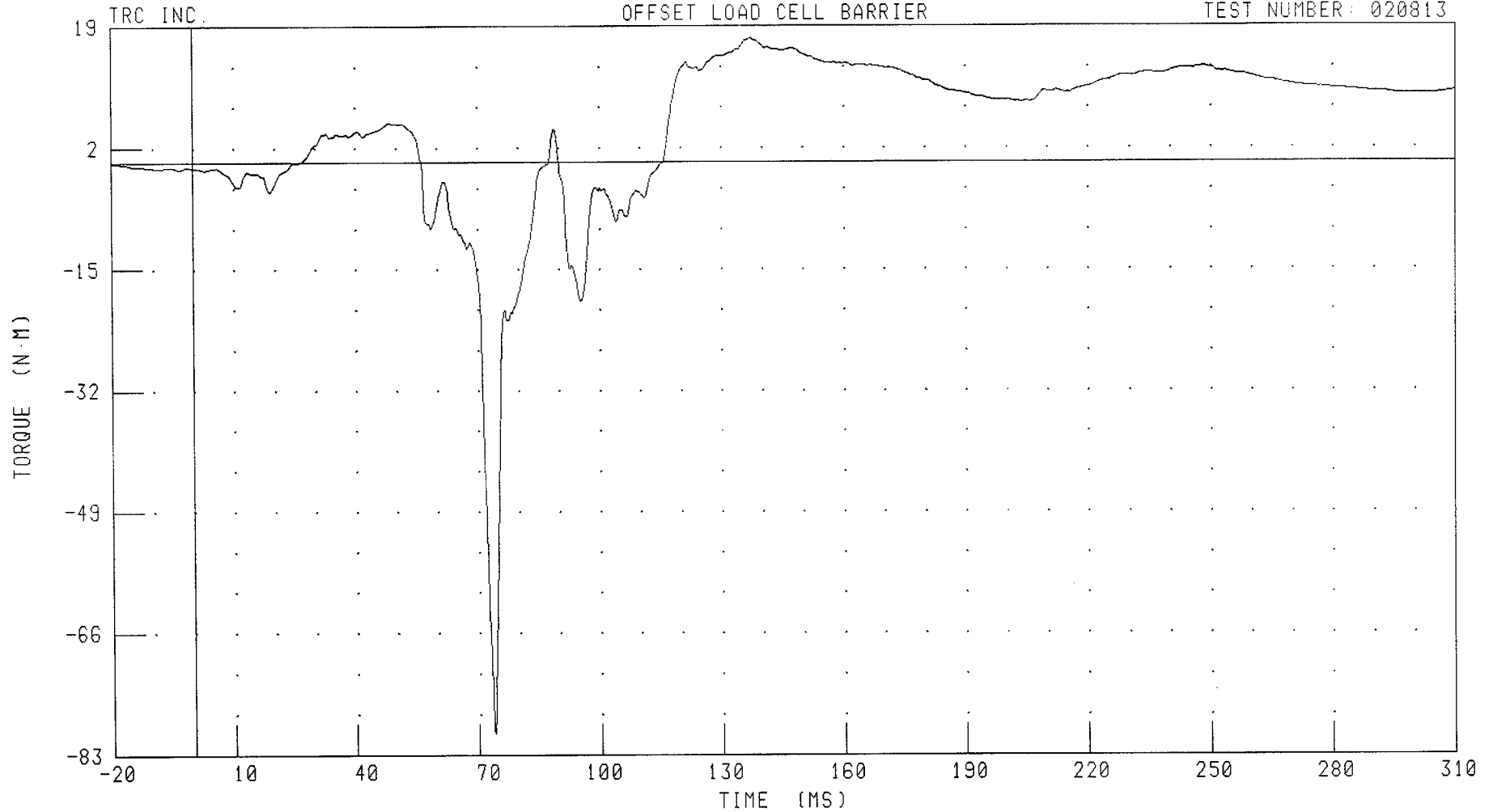
CHANNEL: TBRXM1 FILTER: CH. CLASS 600

PEAK DATA: 26.42 N·M @ 110.24 MS; -90.31 N·M @ 78.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT UPPER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRYM1 FILTER: CH. CLASS 600

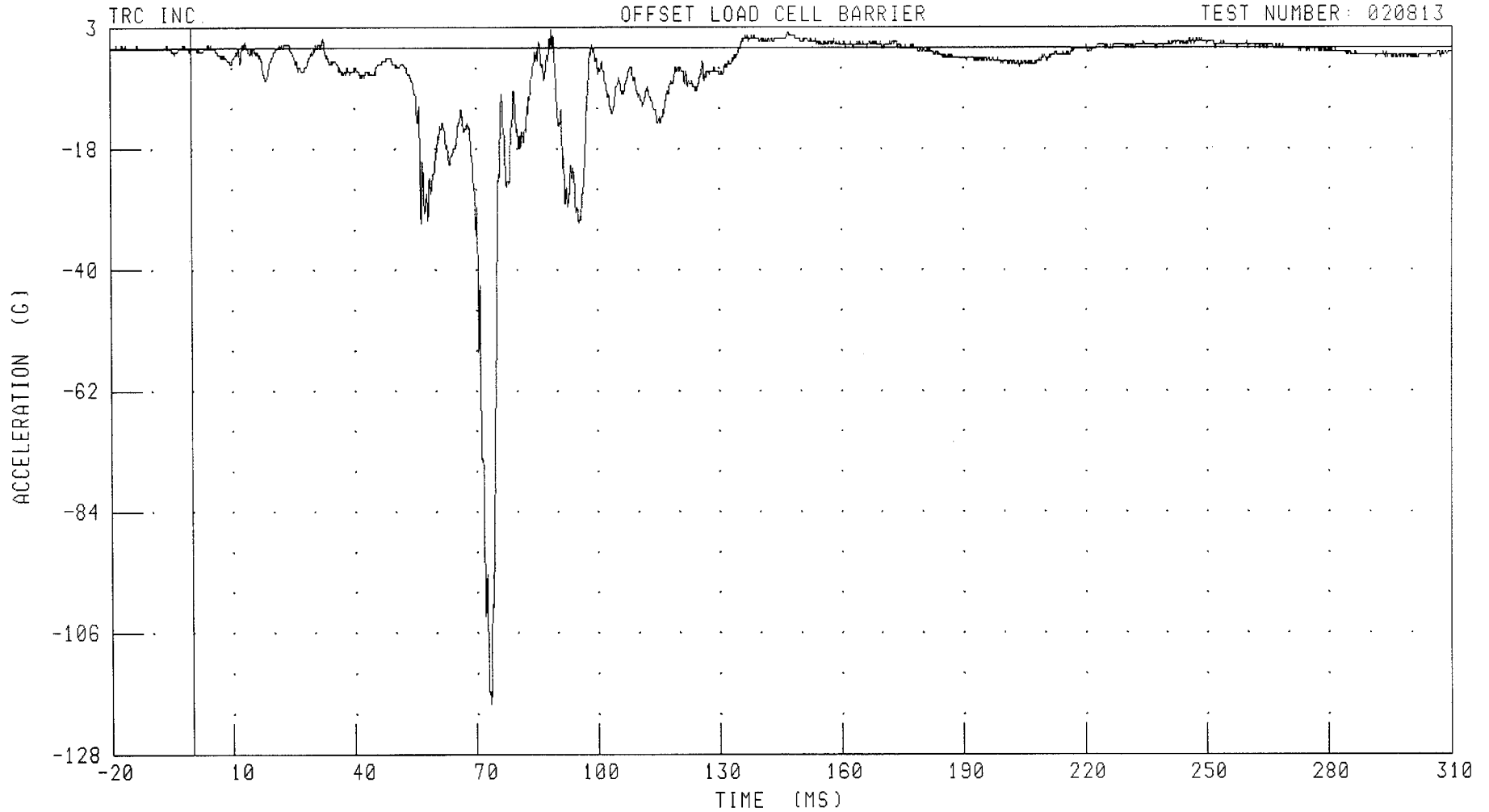
PEAK DATA: 17.30 N·M @ 137.52 MS; -79.98 N·M @ 73.84 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813

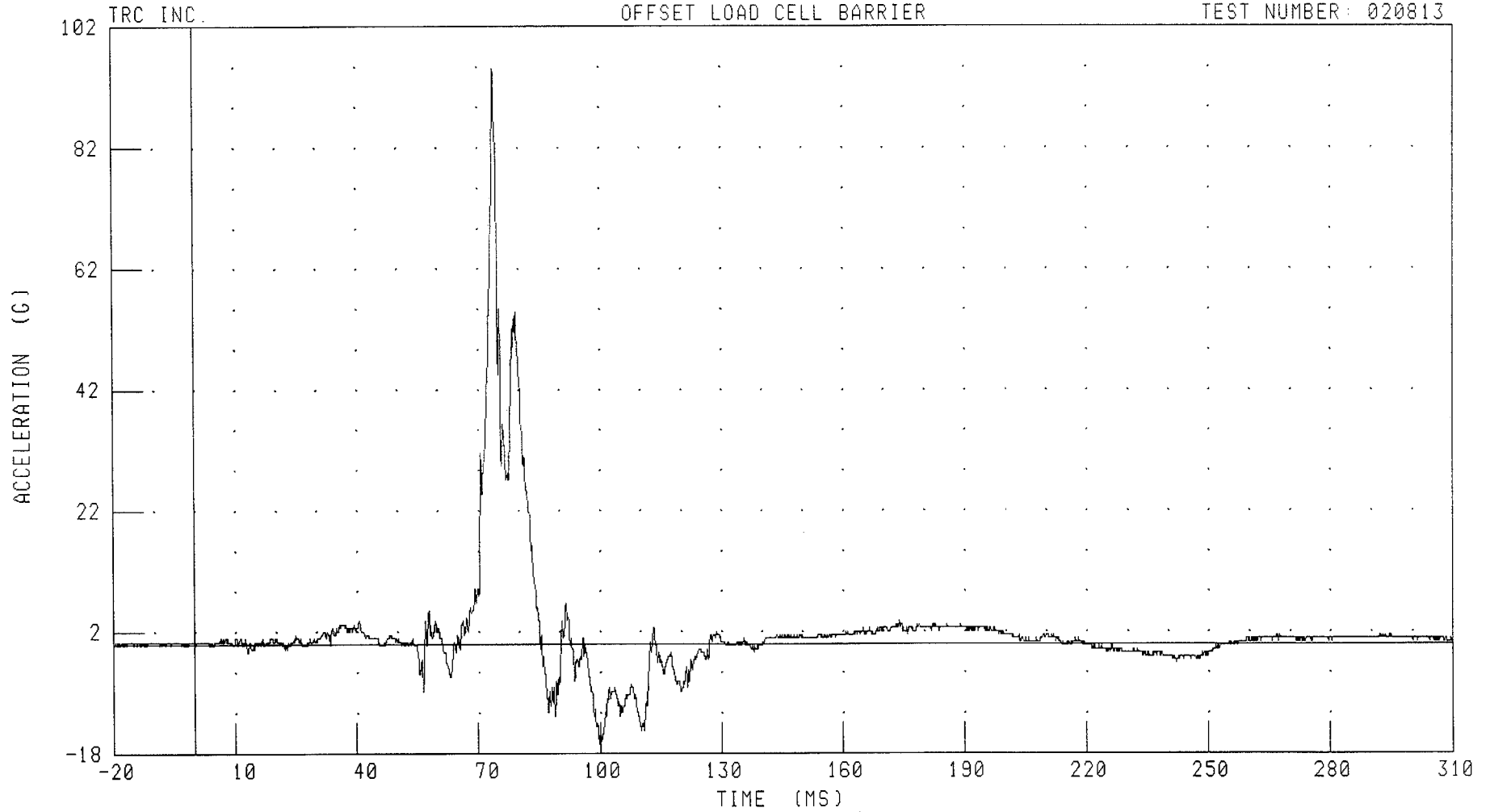


CHANNEL: TBRXG1 FILTER: CH. CLASS 1000

PEAK DATA: 3.44 G @ 88.72 MS; -119.25 G @ 73.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT TIBIA Y-AXIS ACCELERATION
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRYG1 FILTER: CH. CLASS 1000

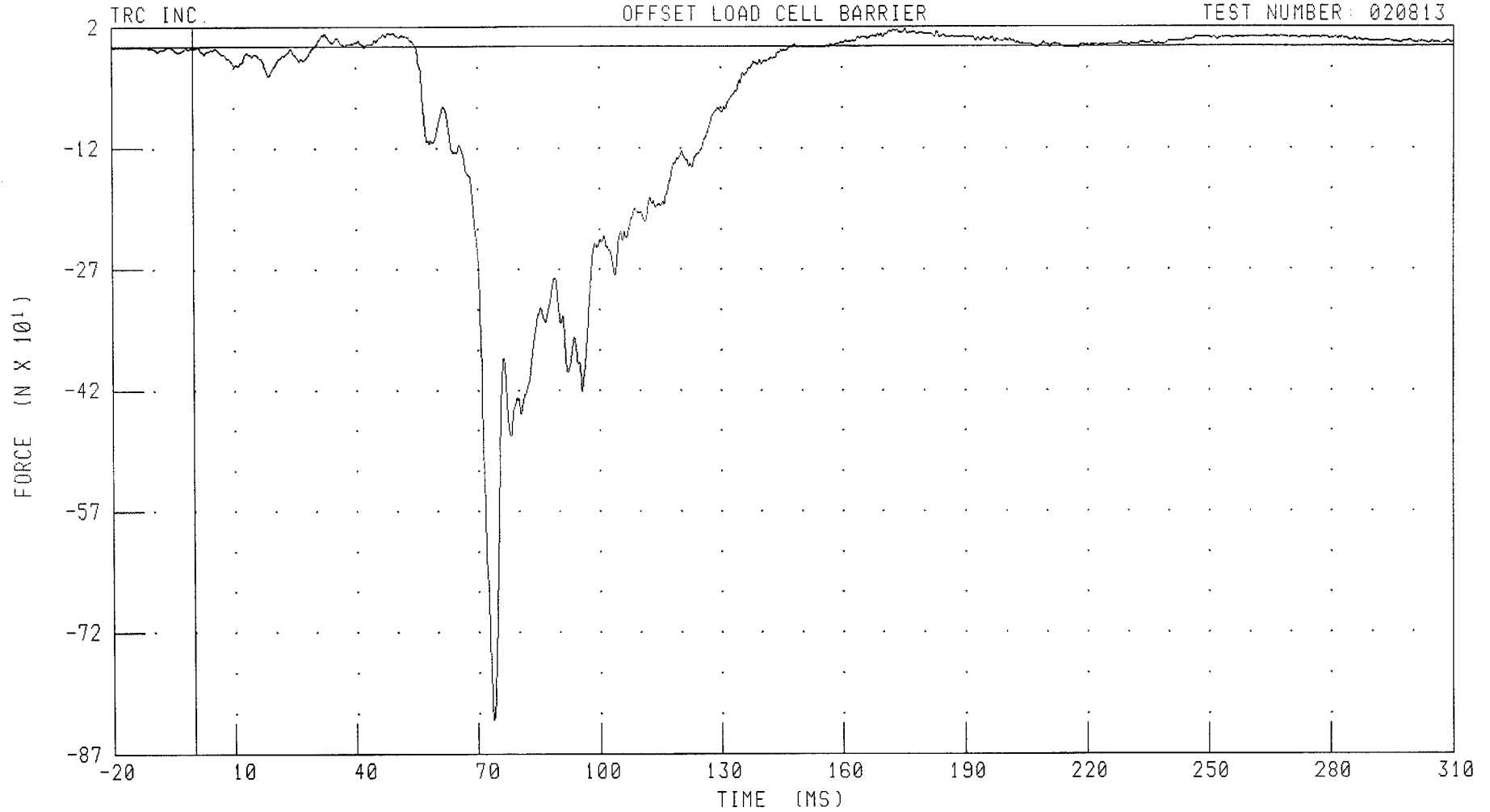
PEAK DATA: 95.02 G @ 74.00 MS; -16.56 G @ 99.84 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT LOWER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANRXF1 FILTER: CH. CLASS 600

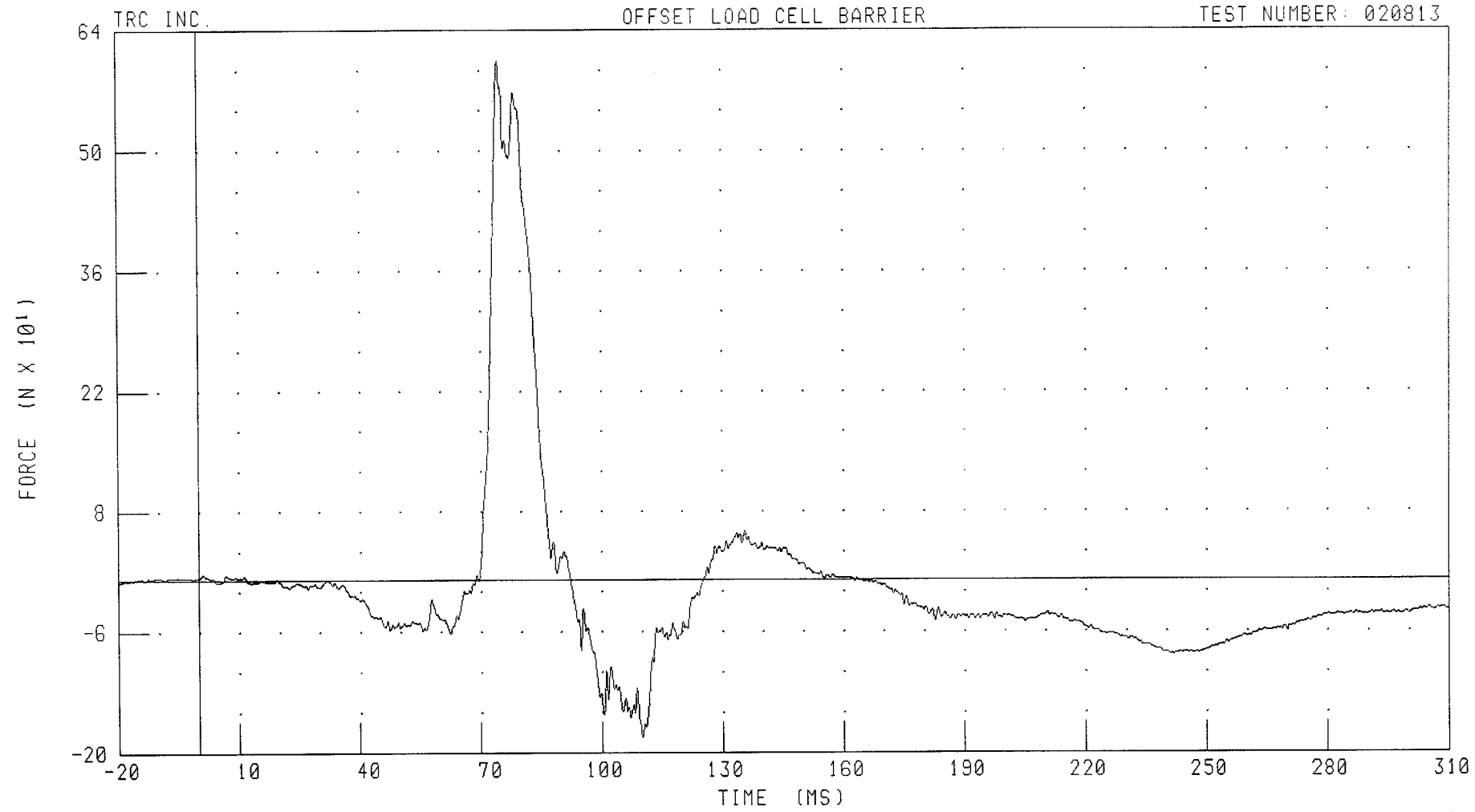
PEAK DATA: 22.12 N @ 175.60 MS; -834.70 N @ 73.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT LOWER TIBIA Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANRYF1 FILTER: CH. CLASS 600

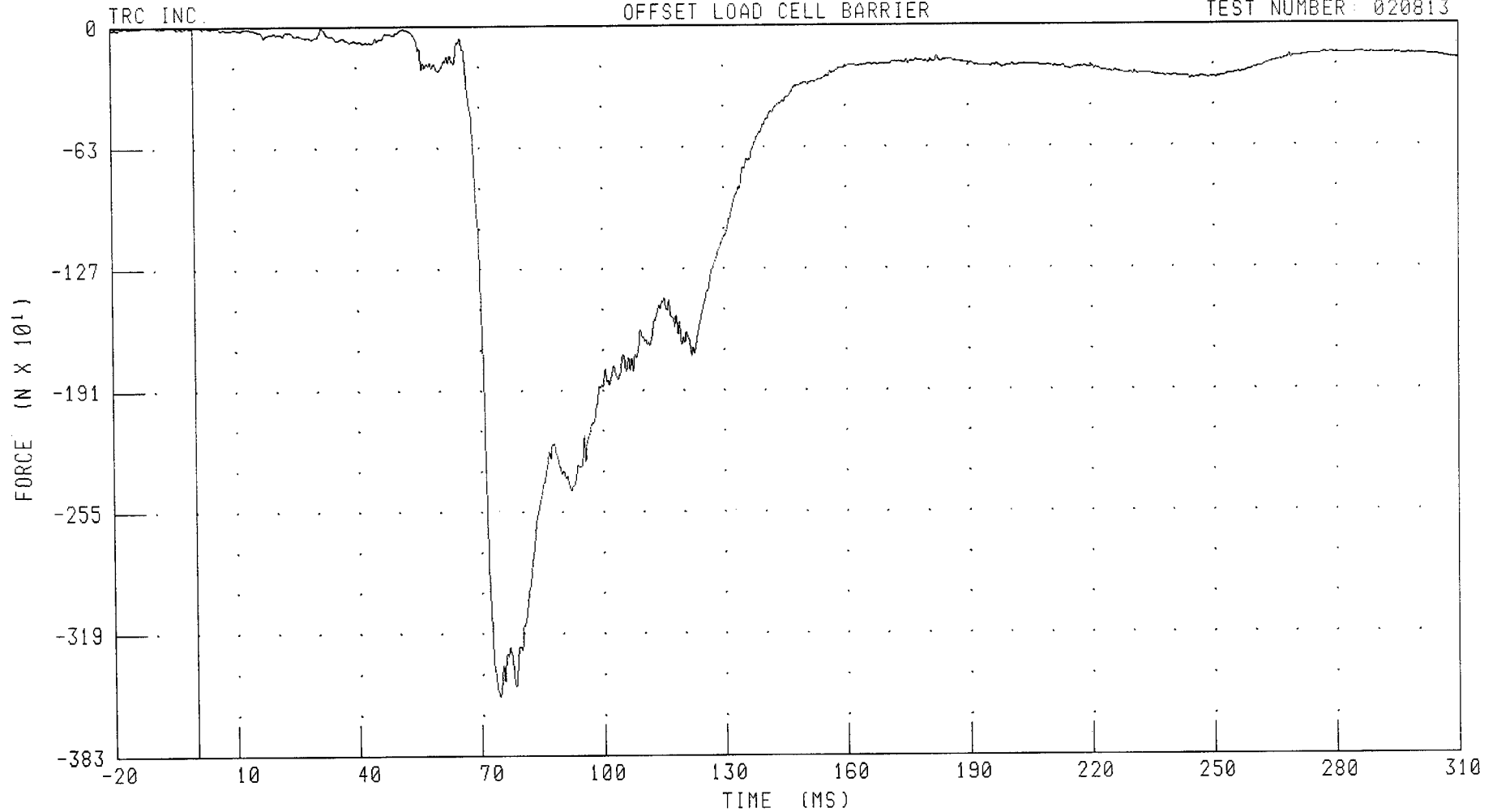
PEAK DATA: 604.58 N @ 74.72 MS; -182.45 N @ 110.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT LOWER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANRZF1

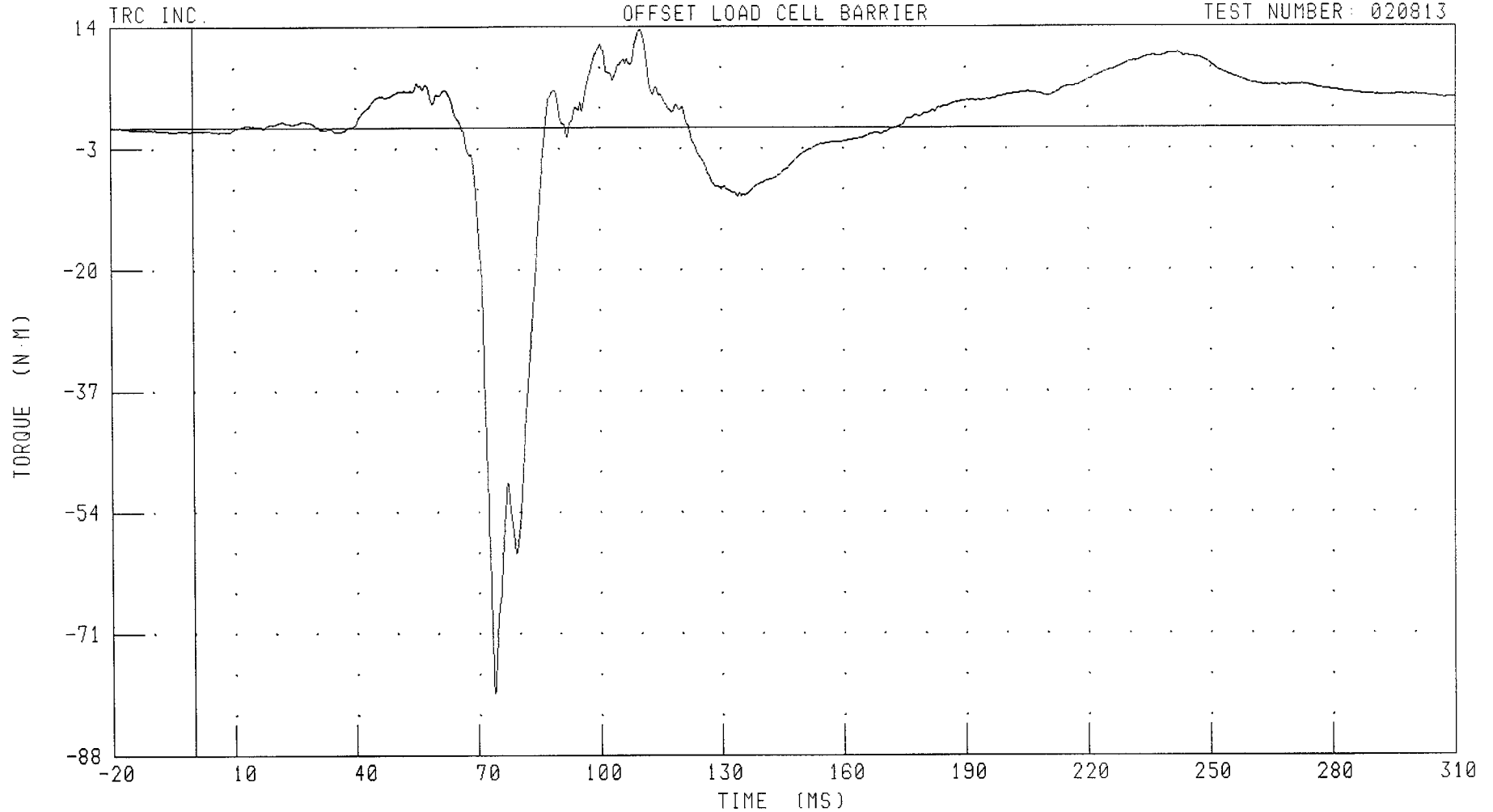
FILTER: CH. CLASS 600

PEAK DATA: 3.26 N @ 1.60 MS; -3527.32 N @ 74.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT LOWER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



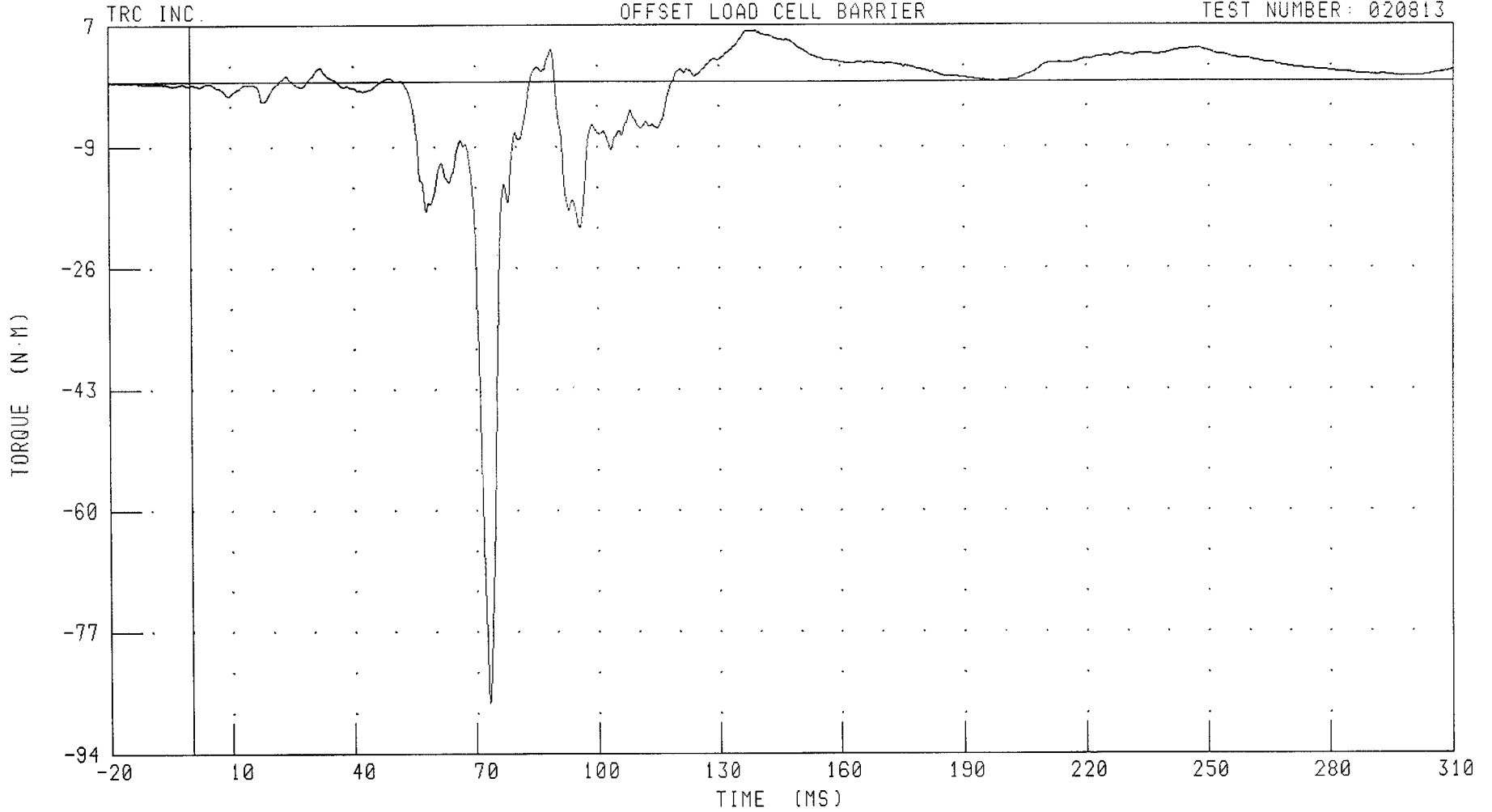
CHANNEL: ANRXM1 FILTER: CH. CLASS 600

PEAK DATA: 13.55 N·M @ 110.08 MS; -79.40 N·M @ 74.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT LOWER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANRYM1

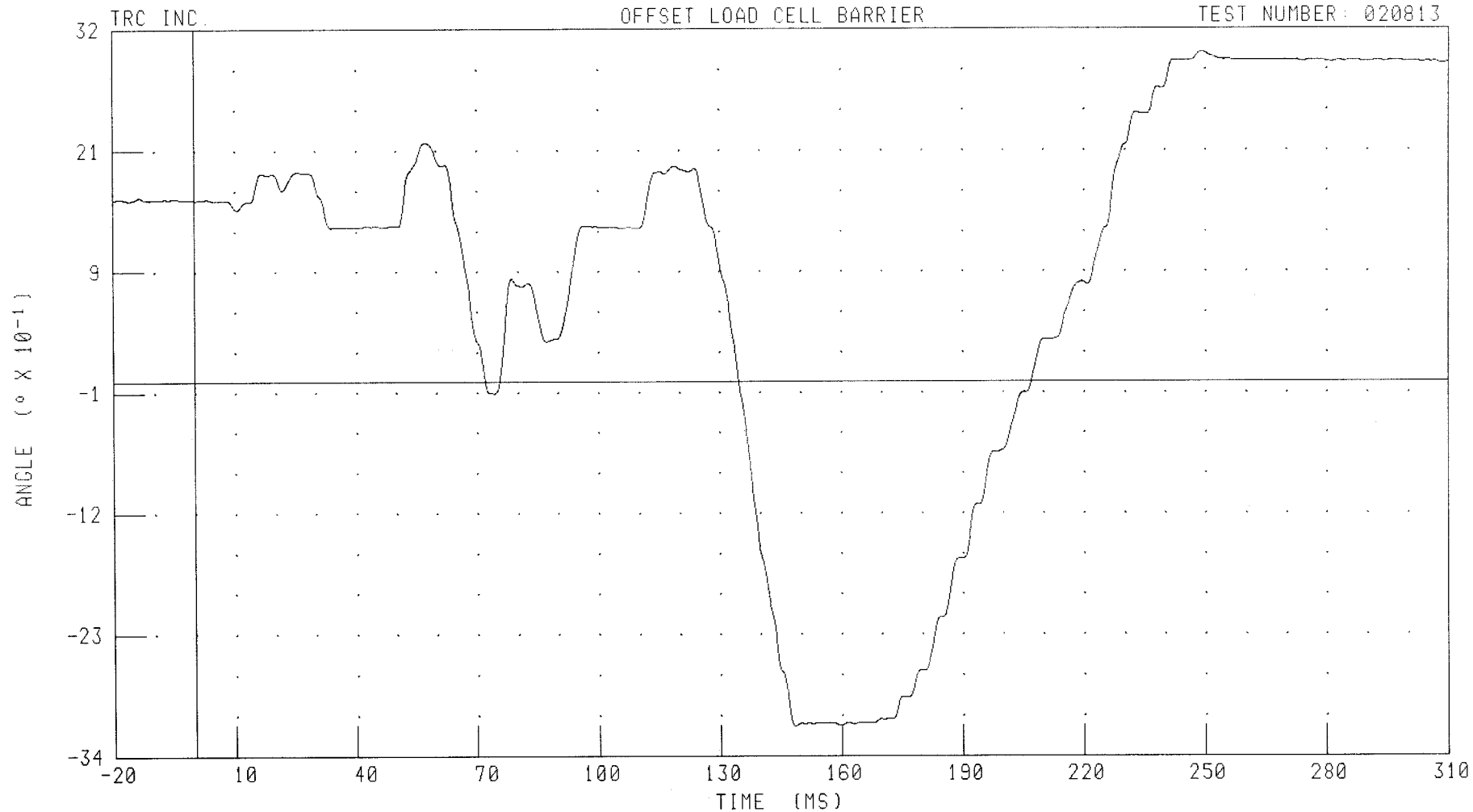
FILTER: CH. CLASS 600

PEAK DATA: 7.18 N·M @ 139.36 MS; -87.01 N·M @ 73.28 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT FOOT TO ANKLE X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTRXD1 FILTER: CH. CLASS 180

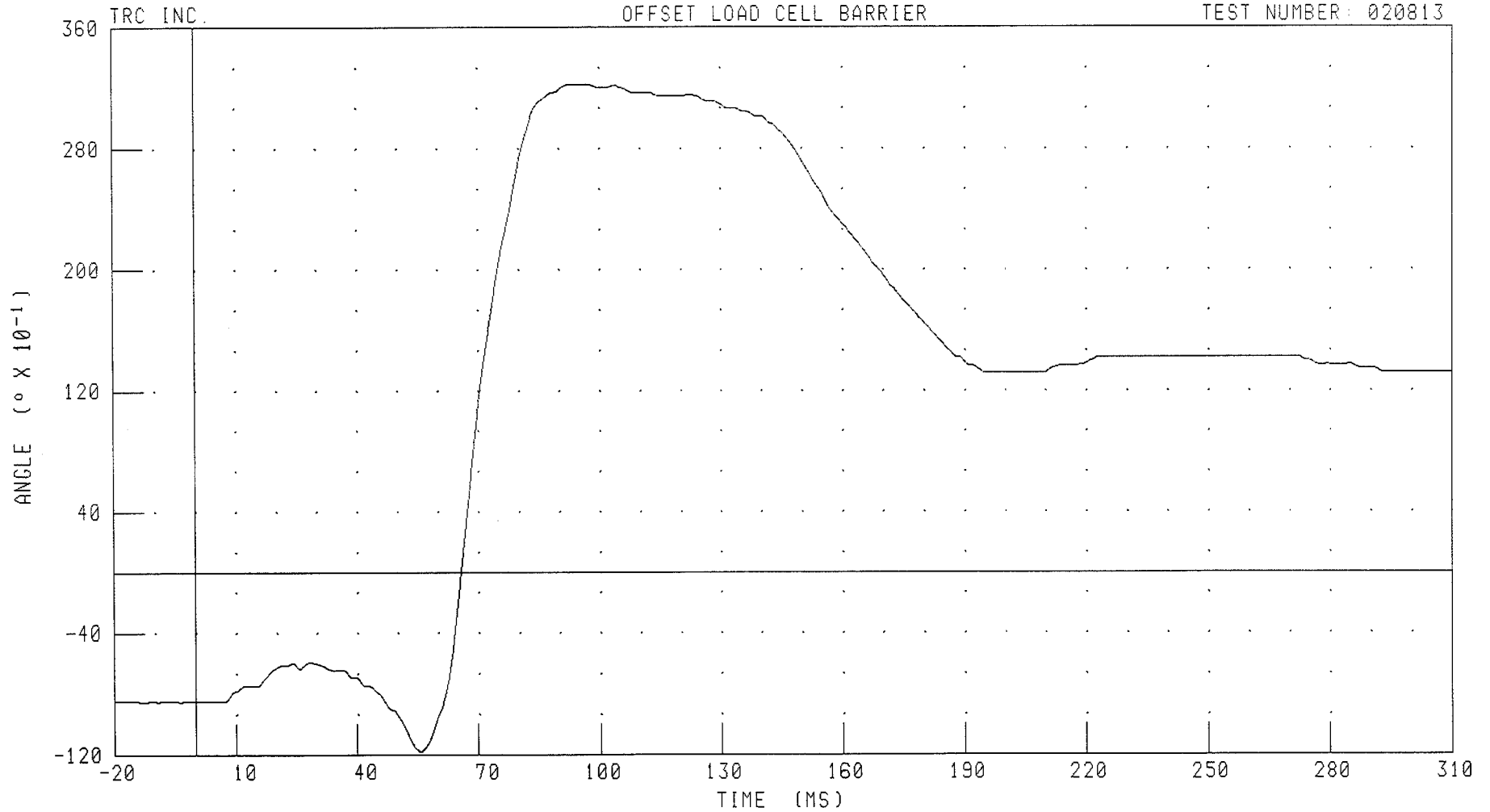
PEAK DATA: 2.99 ° @ 249.28 MS; -3.13 ° @ 148.64 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT FOOT TO ANKLE Y-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



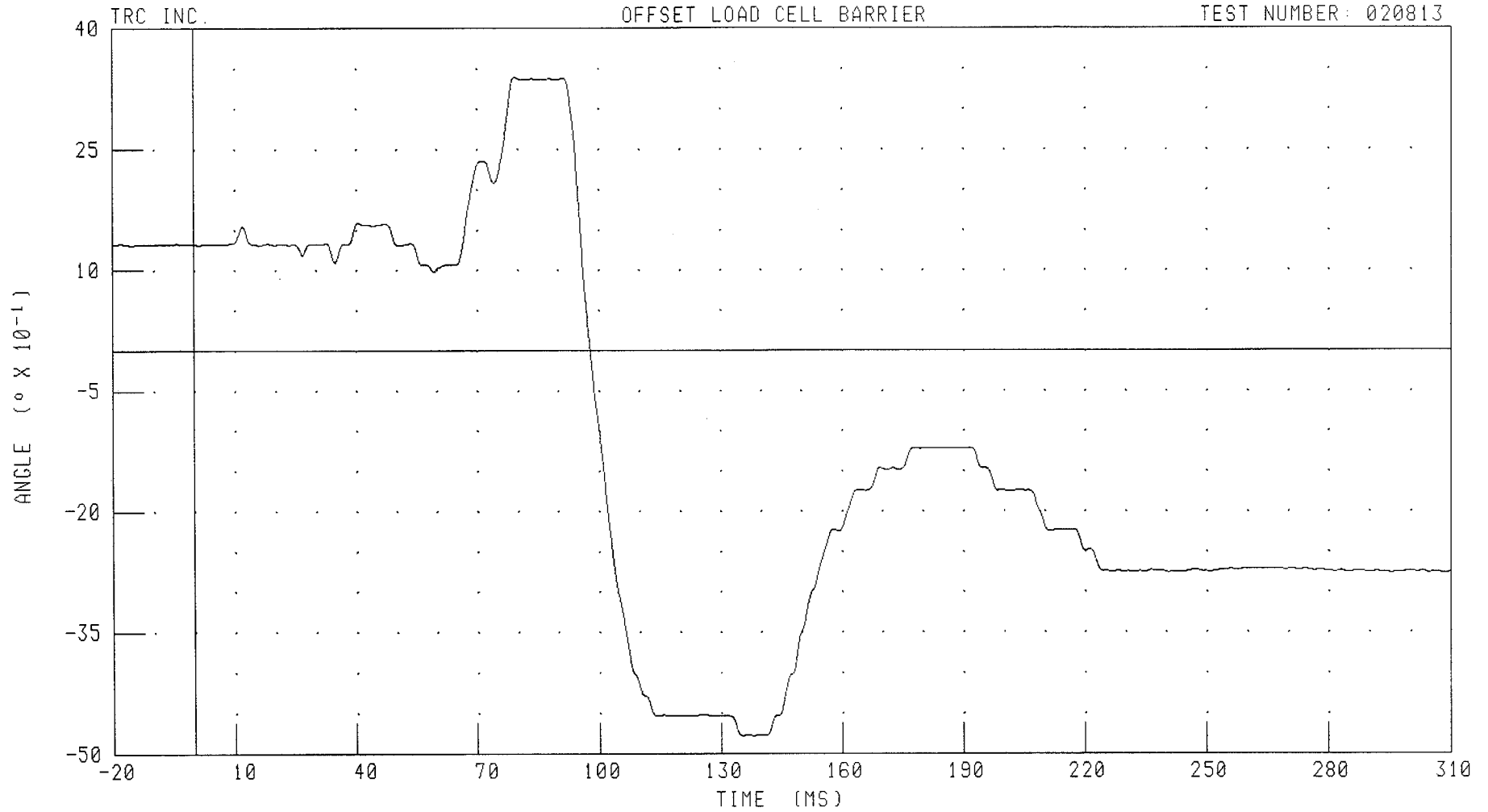
CHANNEL: FTRYD1 FILTER: CH. CLASS 180

PEAK DATA: 32.21 $^{\circ}$ @ 94.64 MS; -11.79 $^{\circ}$ @ 55.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT FOOT TO ANKLE Z-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTRZD1 FILTER: CH. CLASS 180

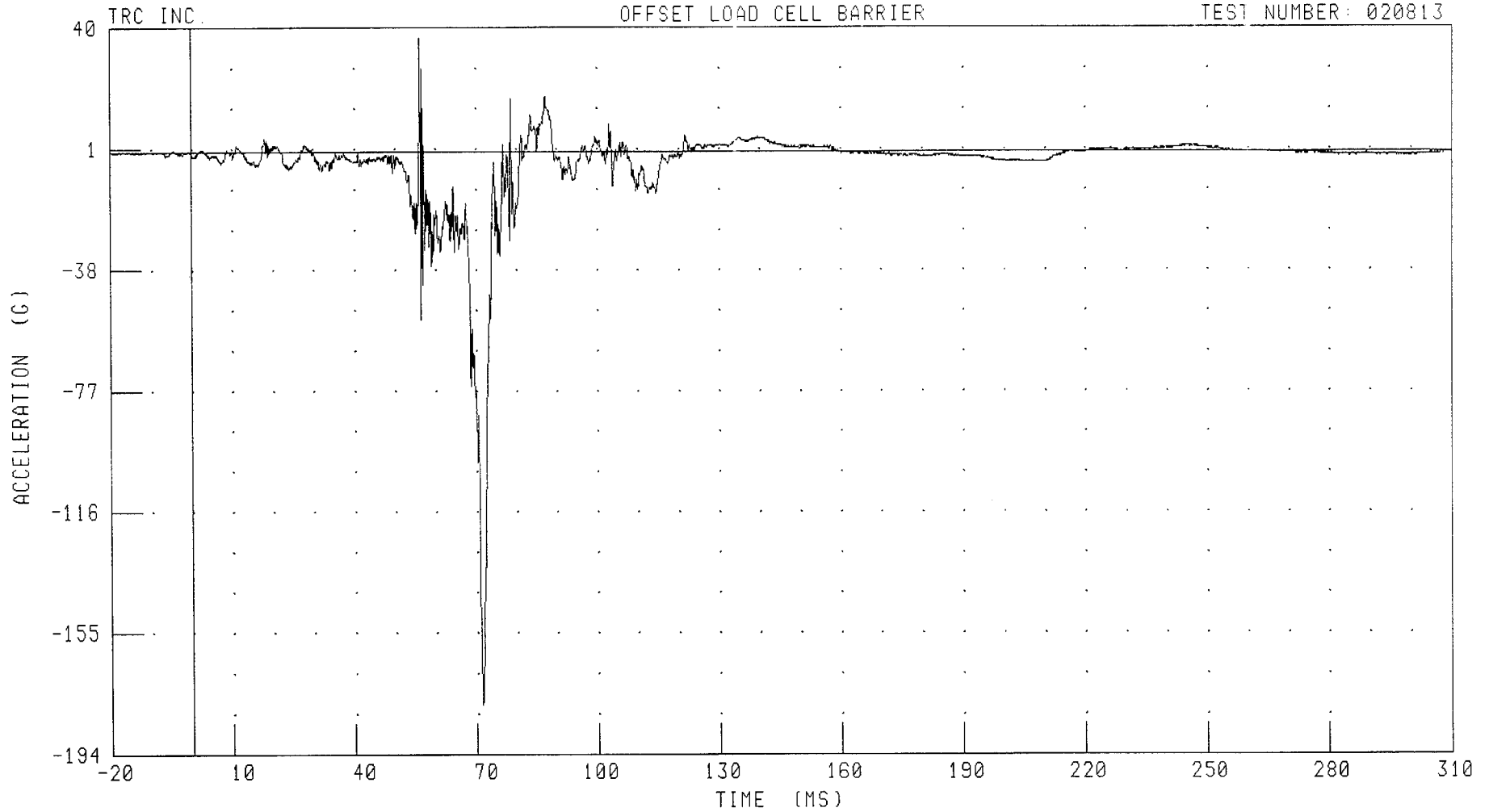
PEAK DATA: 3.39 ° @ 79.44 MS; -4.78 ° @ 138.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT FOOT X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813

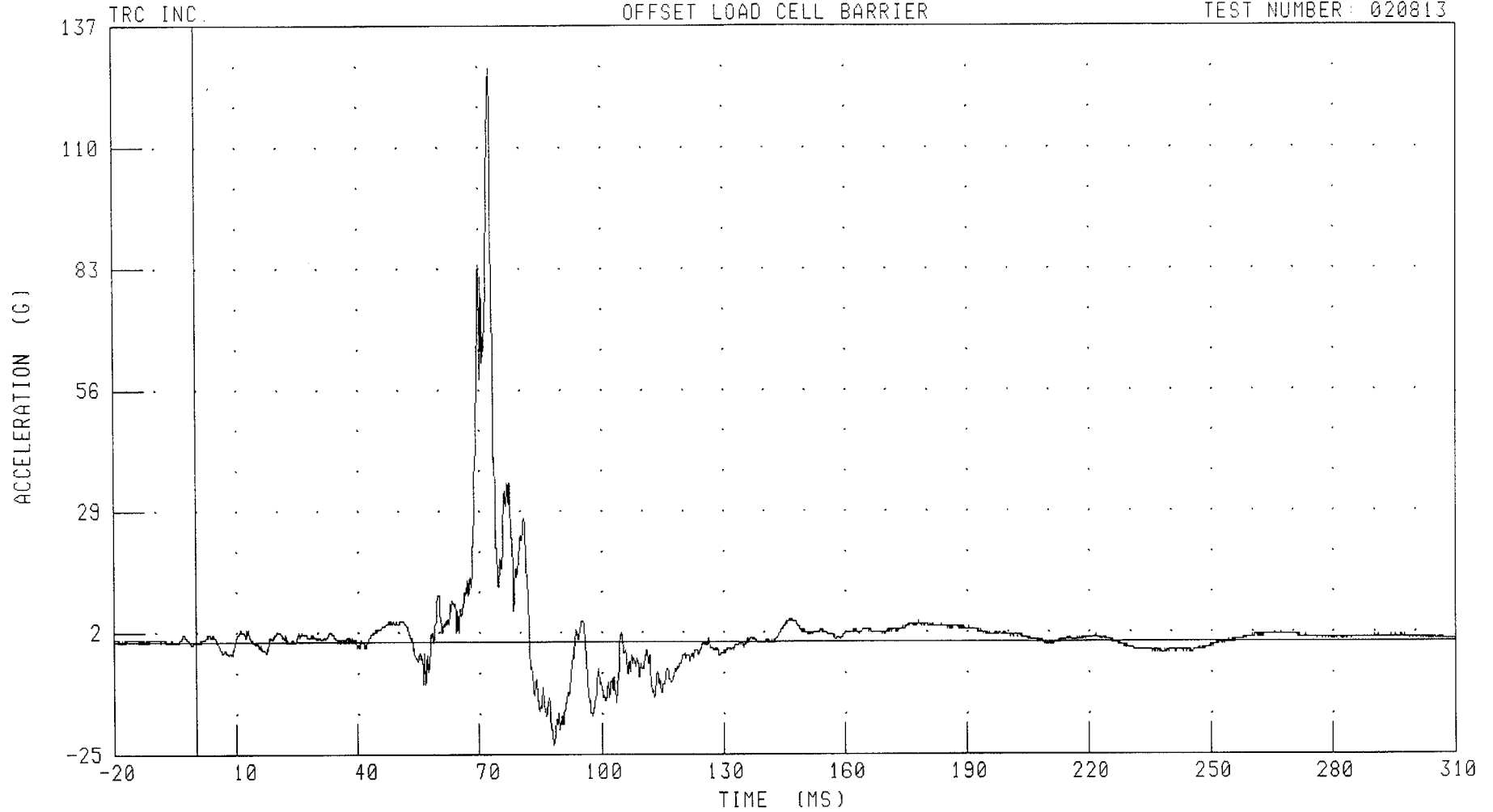


CHANNEL: FTRXC1 FILTER: CH. CLASS 1000

PEAK DATA: 36.87 G @ 56.16 MS, -178.26 G @ 71.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT FOOT Y-AXIS ACCELERATION
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTRYG1

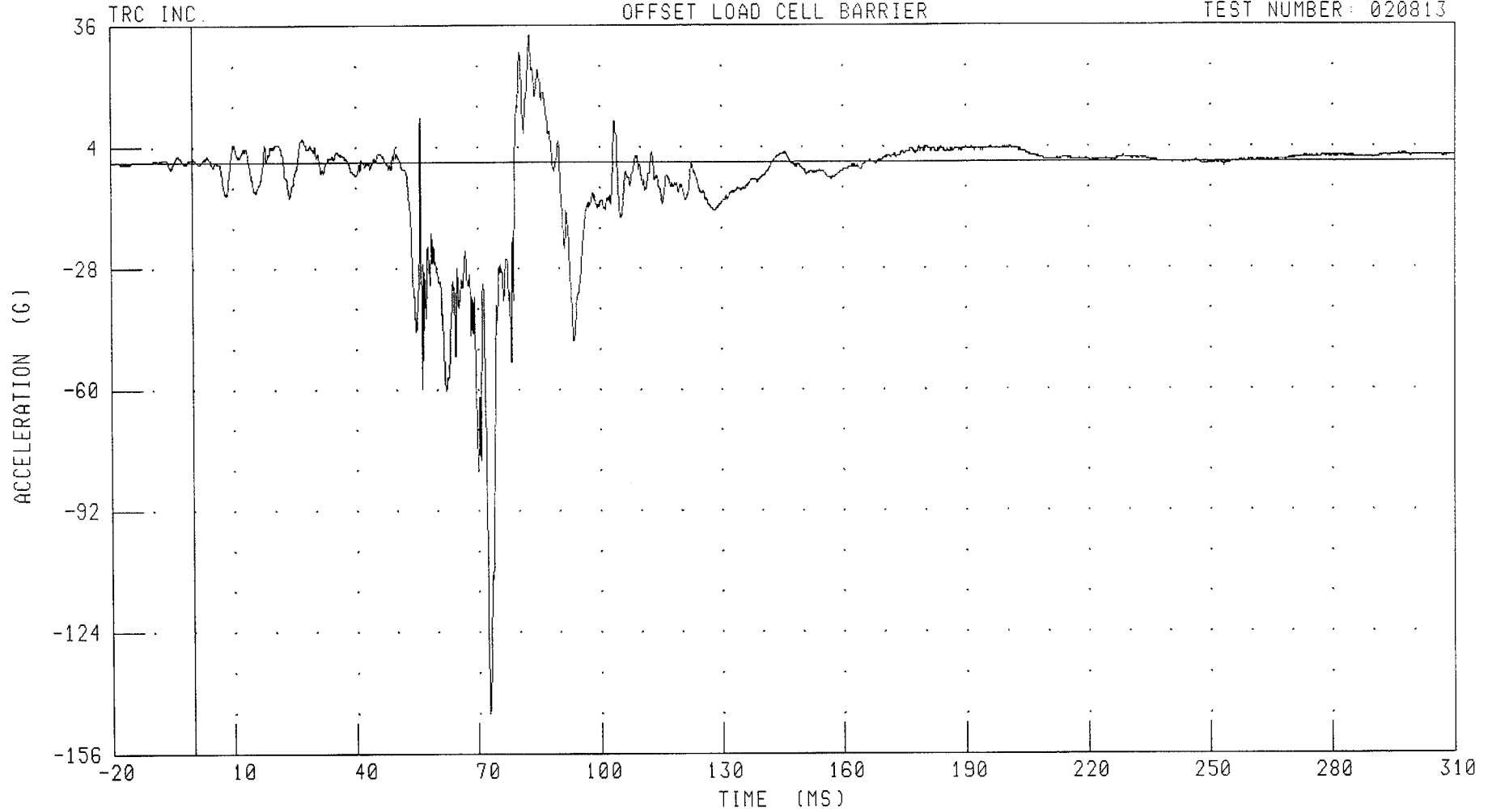
FILTER: CH. CLASS 1000

PEAK DATA: 127.73 G @ 72.96 MS; -22.97 G @ 88.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER RIGHT FOOT Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTRZG1 FILTER: CH. CLASS 1000

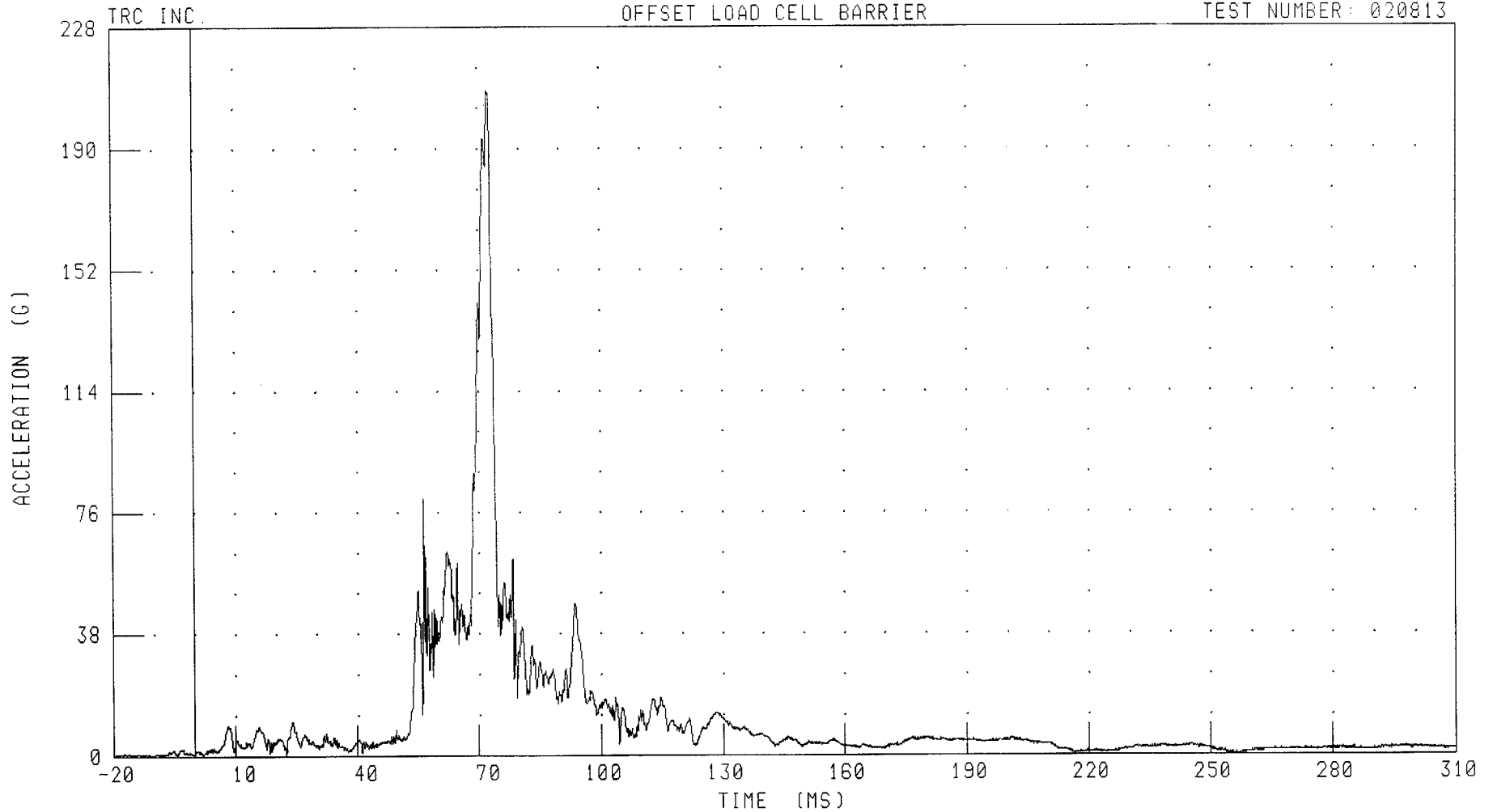
PEAK DATA: 33.58 G @ 82.96 MS; -145.60 G @ 72.80 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER RIGHT FOOT RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTTRG1 FILTER: CH. CLASS 1000

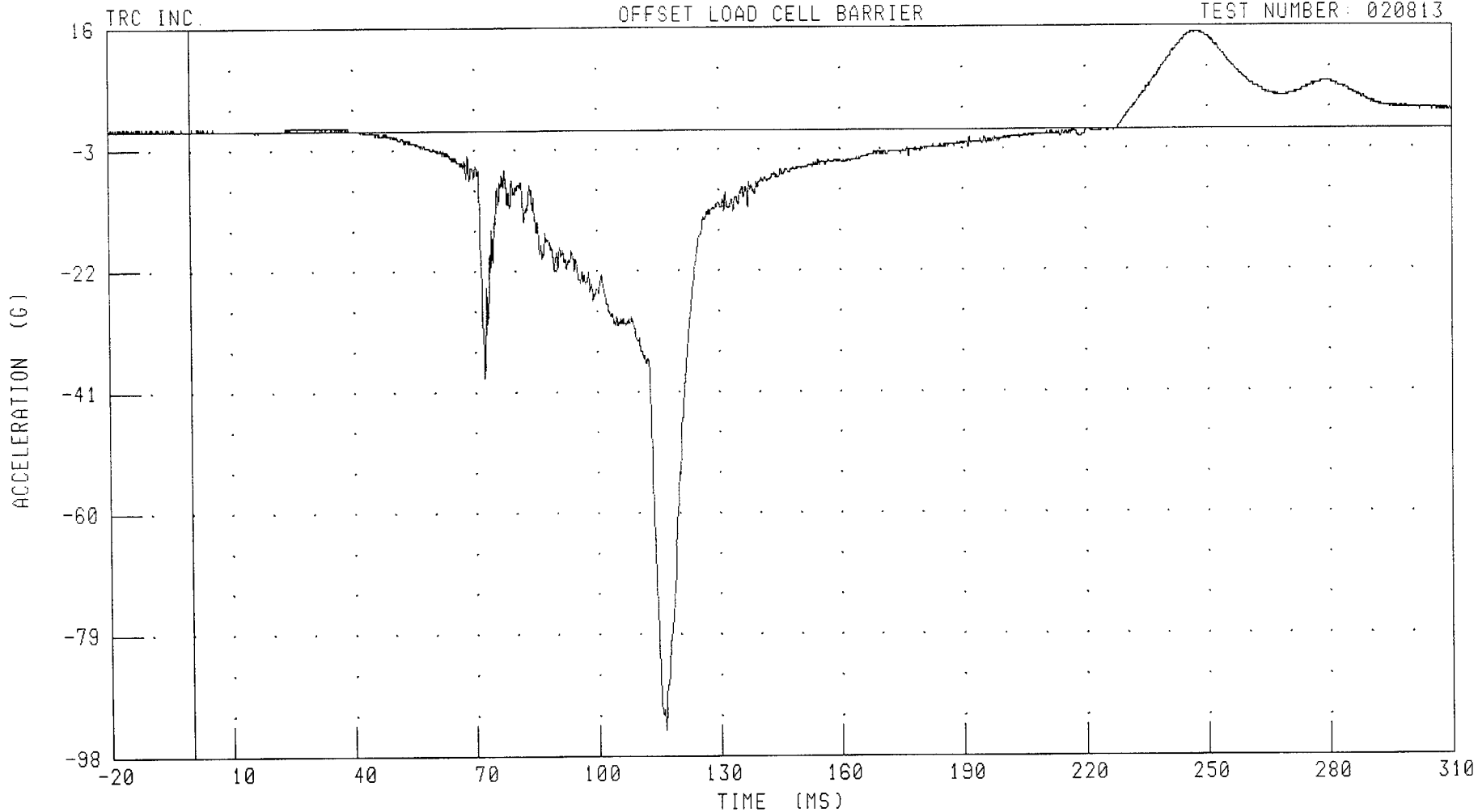
PEAK DATA: 208.44 G @ 72.48 MS; 0.36 G @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDXC2 FILTER: CH. CLASS 1000

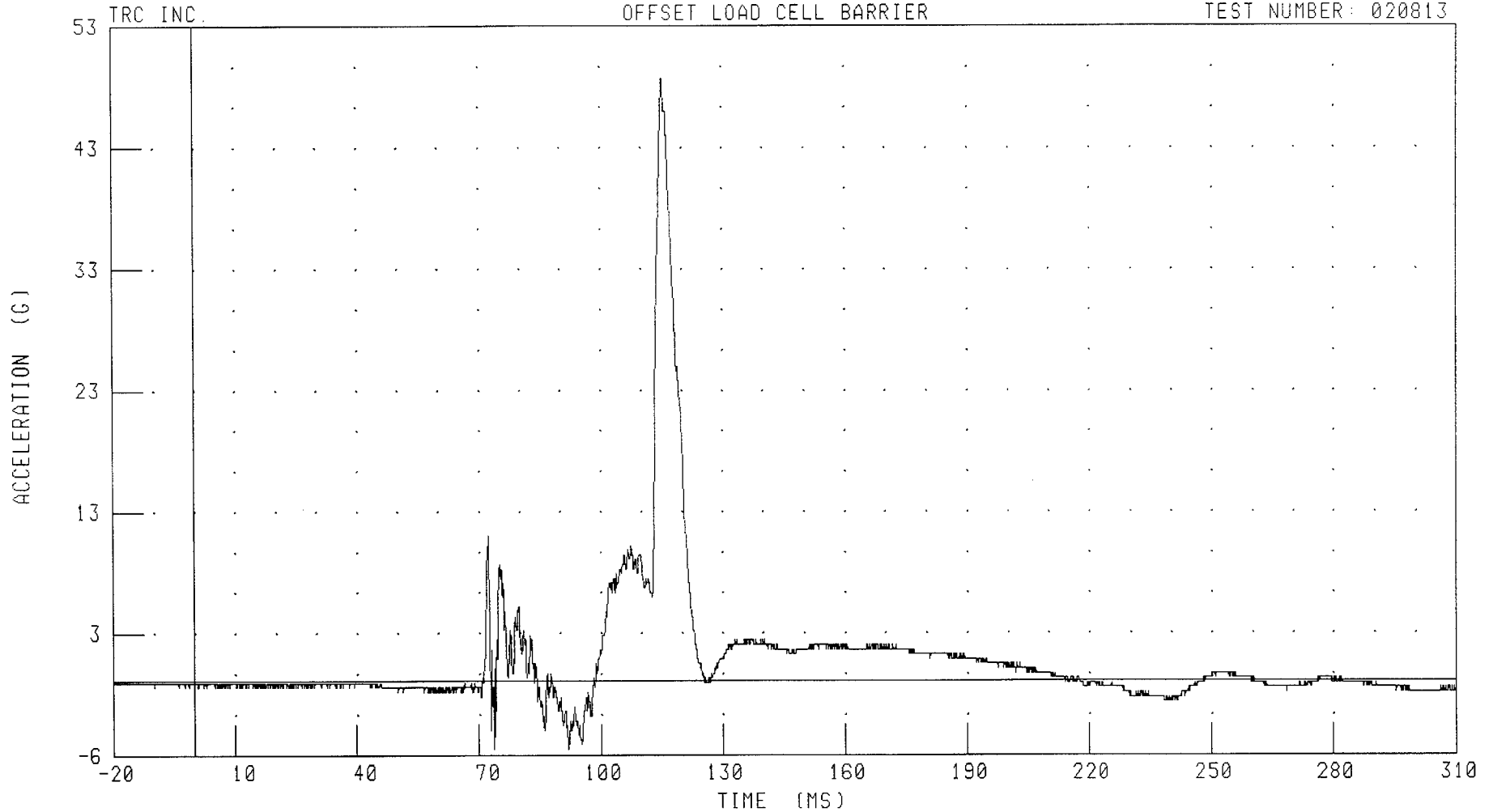
PEAK DATA: 15.13 G @ 246.00 MS; -93.96 G @ 116.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDYG2

FILTER: CH. CLASS 1000

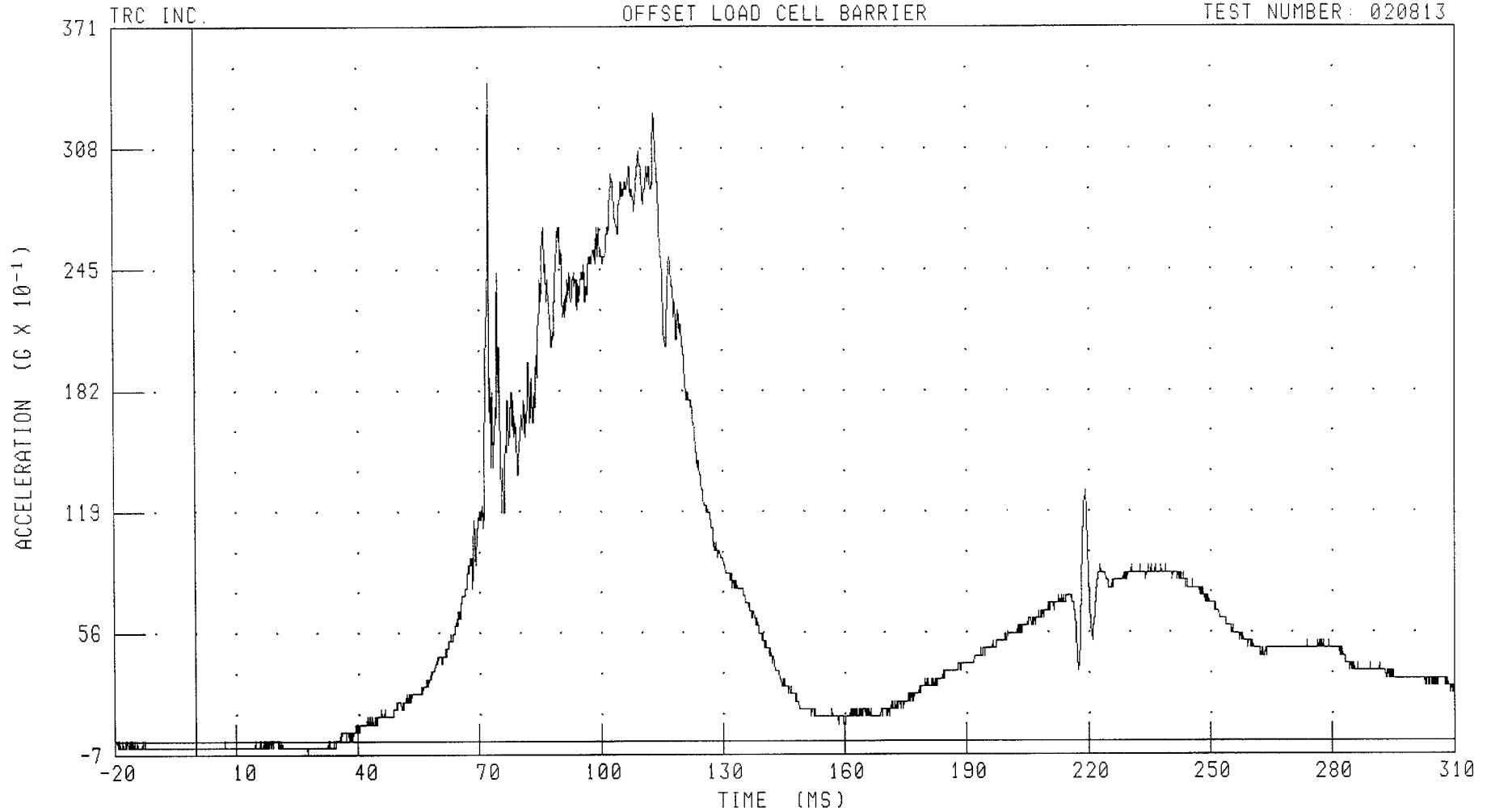
PEAK DATA: 49.58 G @ 115.44 MS, -5.60 G @ 73.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDZG2 FILTER: CH. CLASS 1000

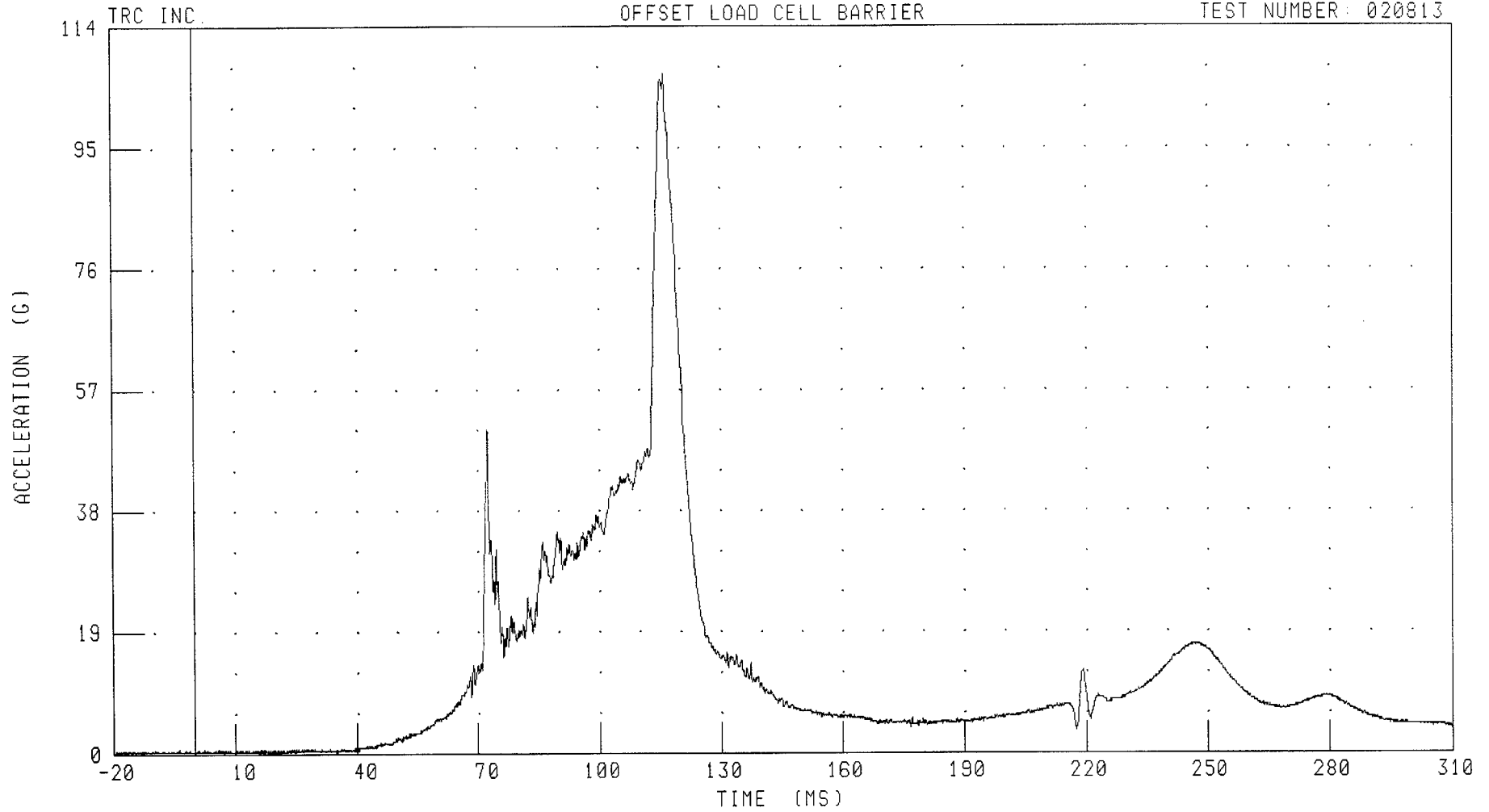
PEAK DATA: 34.18 G @ 72.56 MS; -0.72 G @ 27.60 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



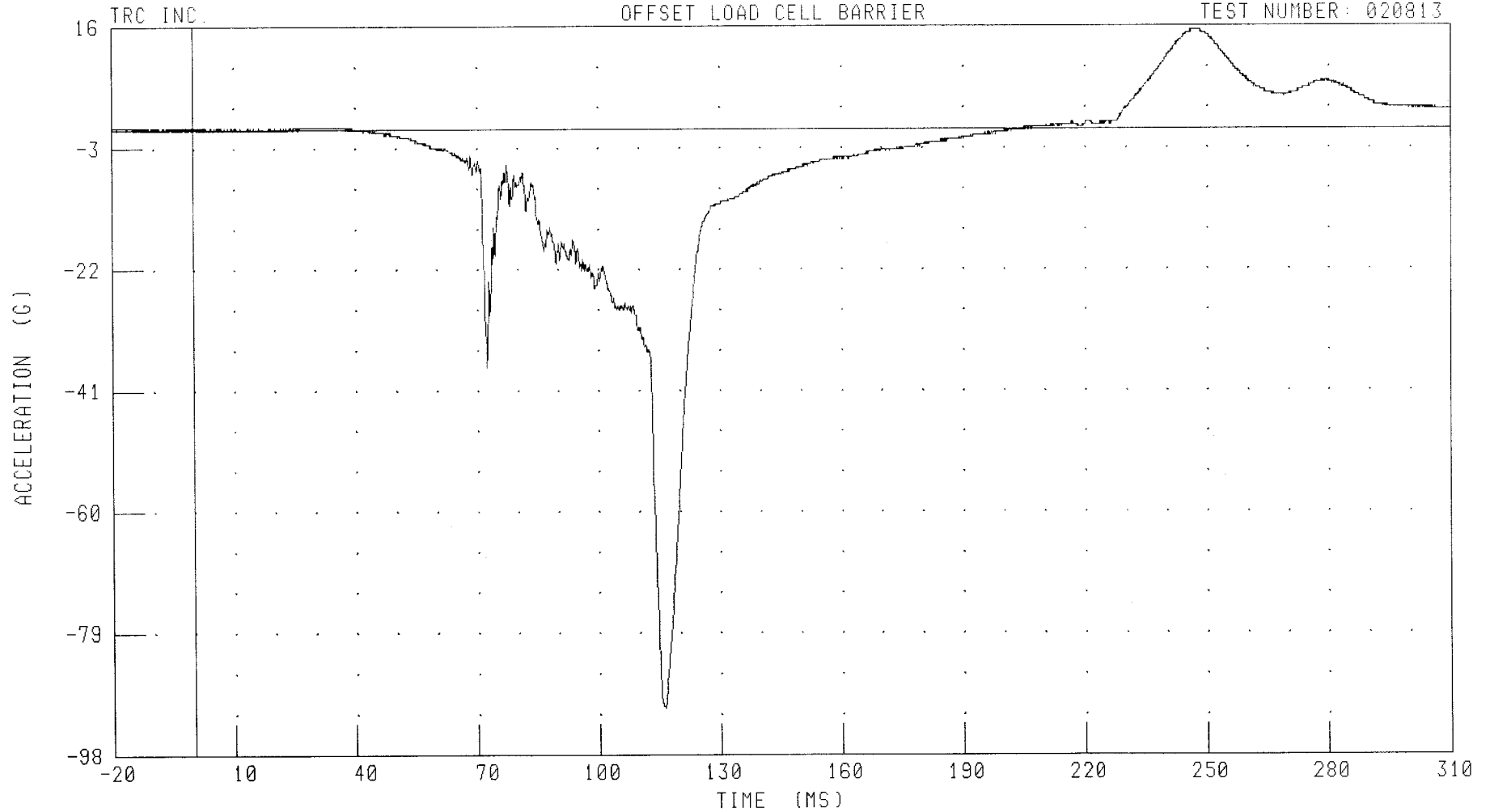
CHANNEL: HEDRC2 FILTER: CH. CLASS 1000

PEAK DATA: 106.70 G @ 116.40 MS; 0.18 G @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER HEAD X-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDXR2 FILTER: CH. CLASS 1000

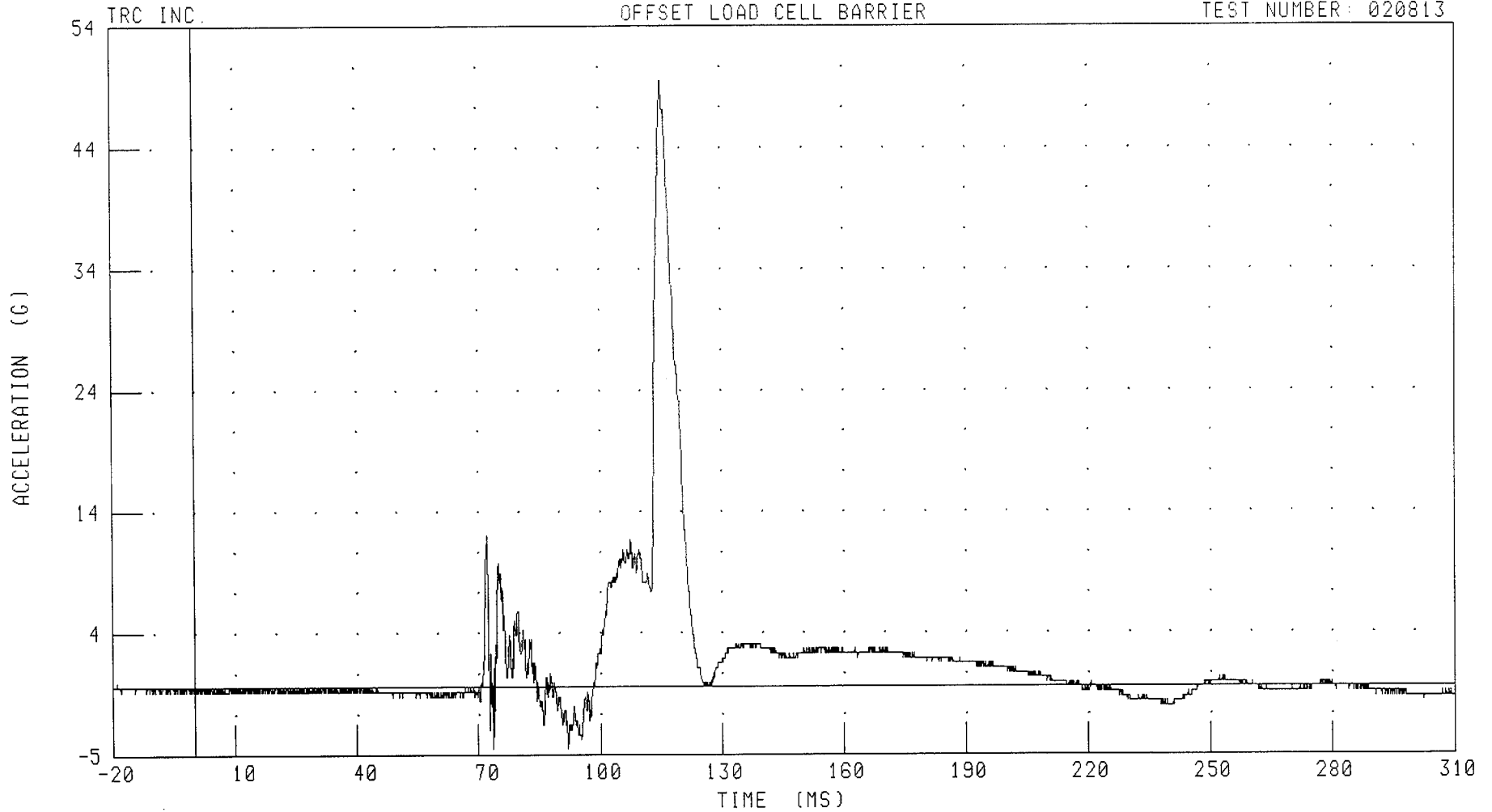
PEAK DATA: 15.33 G @ 245.92 MS; -90.76 G @ 116.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD Y-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDYR2 FILTER: CH. CLASS 1000

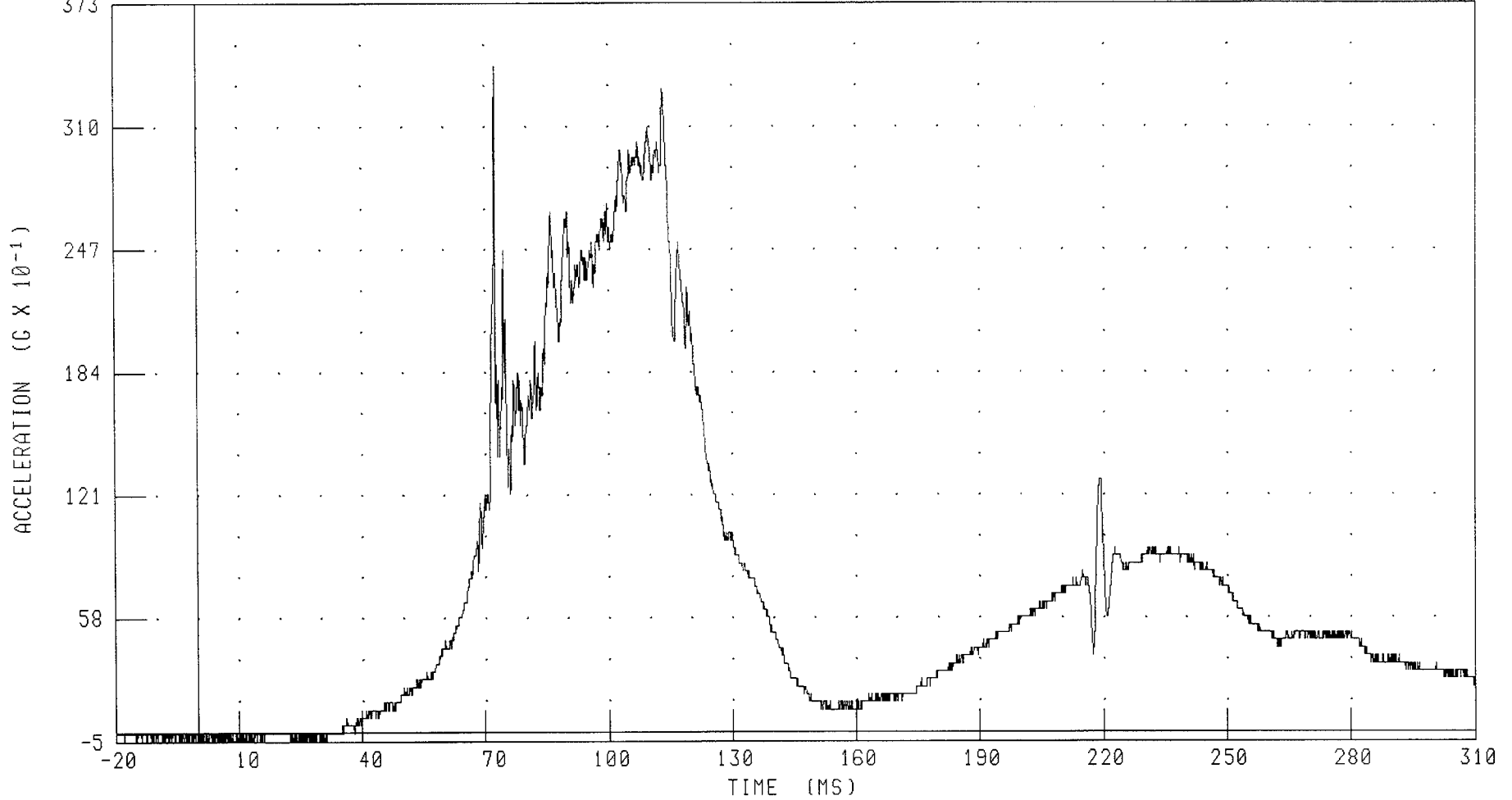
PEAK DATA: 49.94 G @ 115.44 MS; -5.13 G @ 73.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER HEAD Z-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813

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373



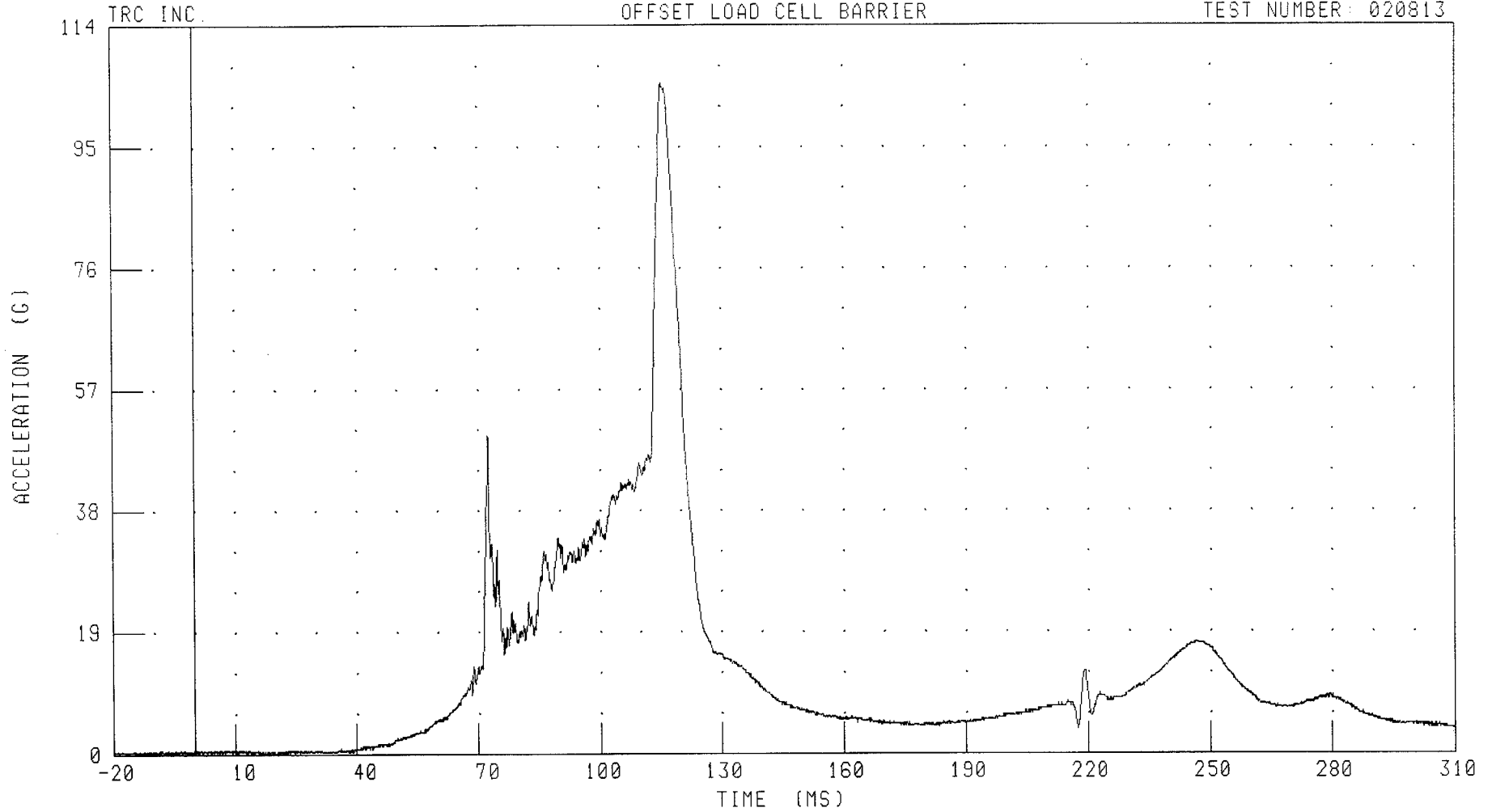
CHANNEL: HEDZR2 FILTER: CH. CLASS 1000

PEAK DATA: 34.12 G @ 72.56 MS; -0.46 G @ -18.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER HEAD RESULTANT ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HEDRR2

FILTER: CH. CLASS 1000

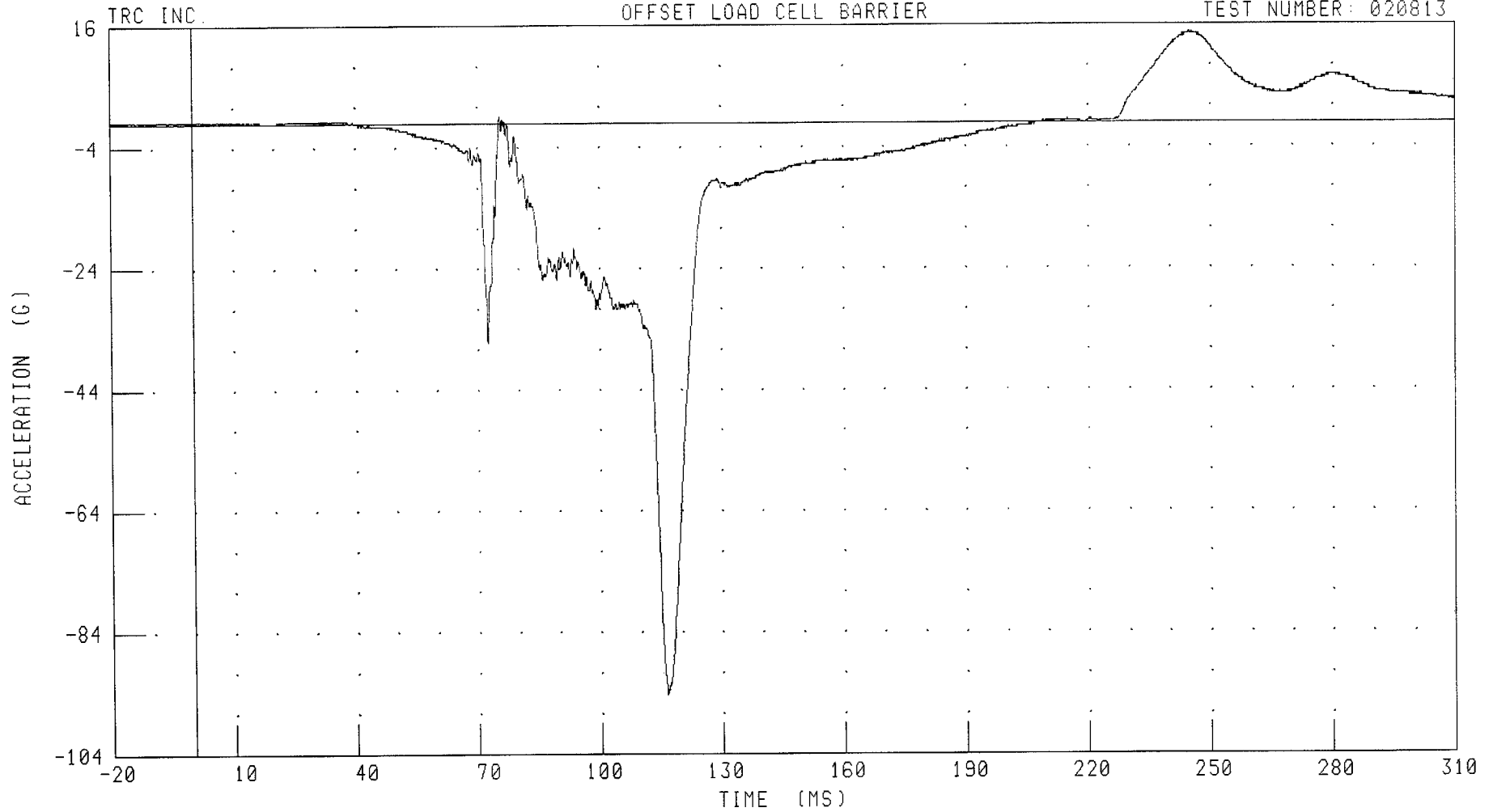
PEAK DATA: 104.98 G @ 115.52 MS; 0.18 G @ -18.80 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD X-AXIS (LT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD1XG2 FILTER: CH. CLASS 1000

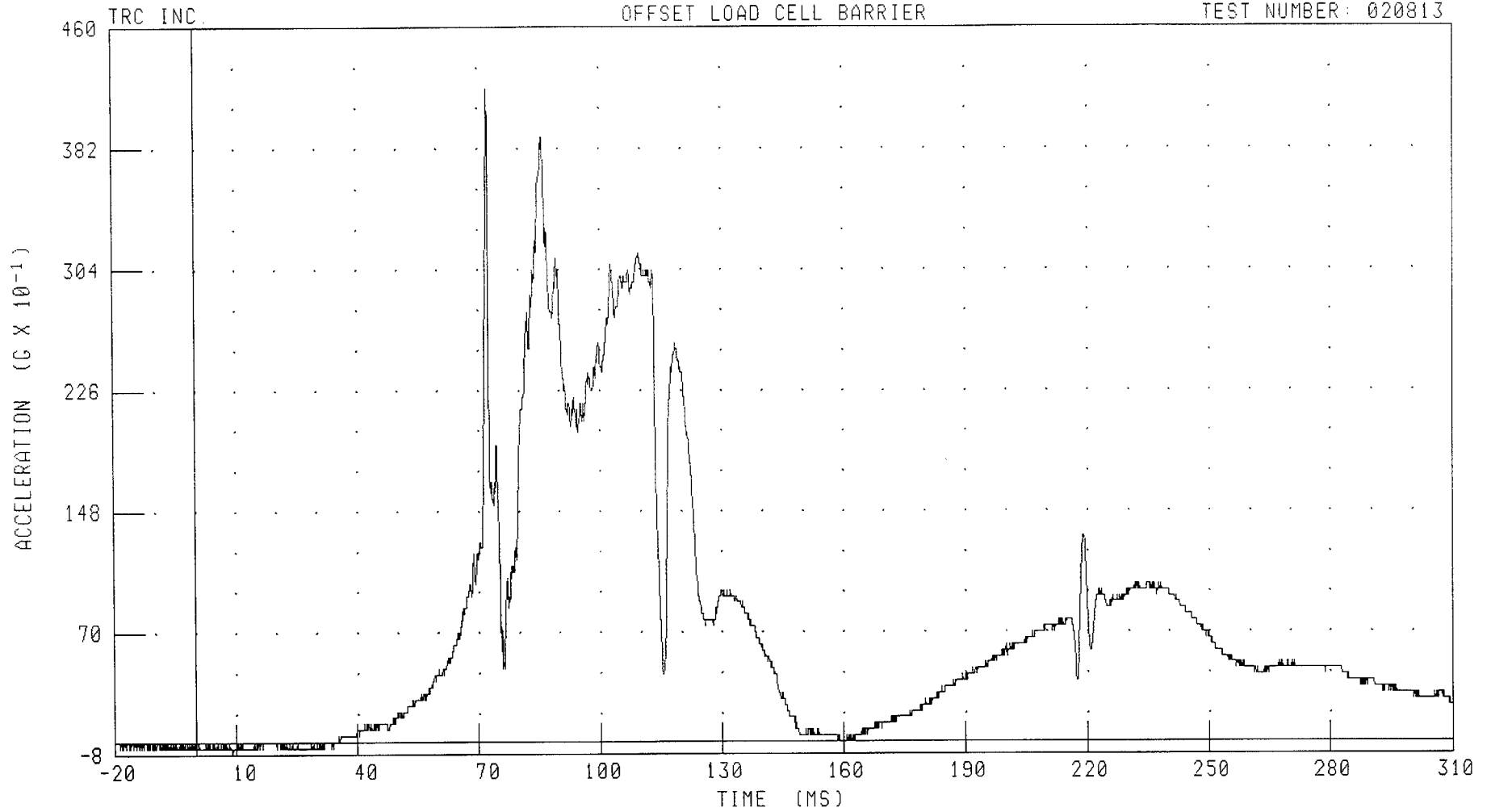
PEAK DATA: 14.84 G @ 244.96 MS; -94.33 G @ 116.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD Z-AXIS (LT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



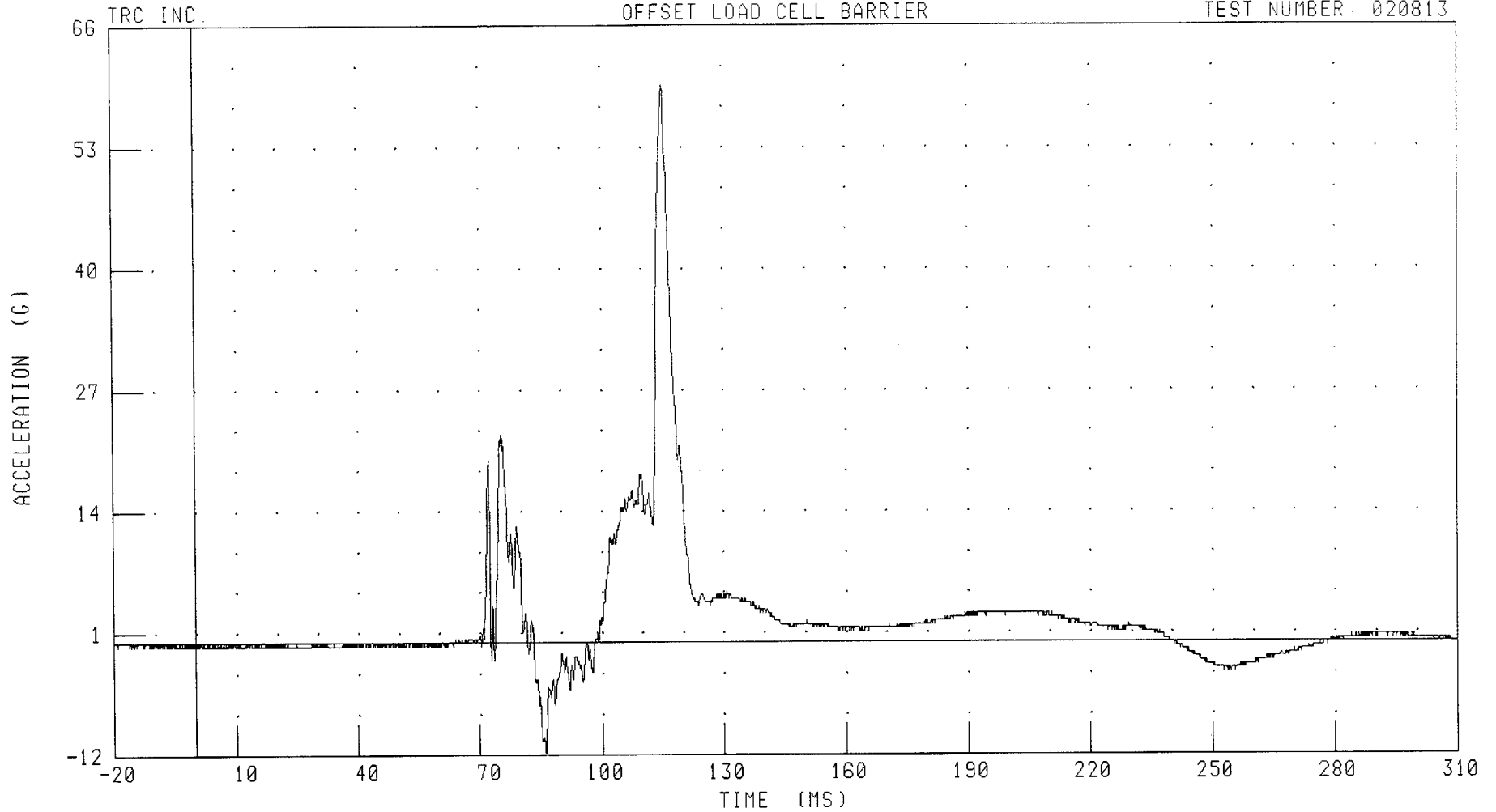
CHANNEL: HD1ZG2 FILTER: CH. CLASS 1000

PEAK DATA: 42.03 G @ 72.40 MS; -0.80 G @ 9.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER HEAD Y-AXIS (FT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD2YG2

FILTER: CH. CLASS 1000

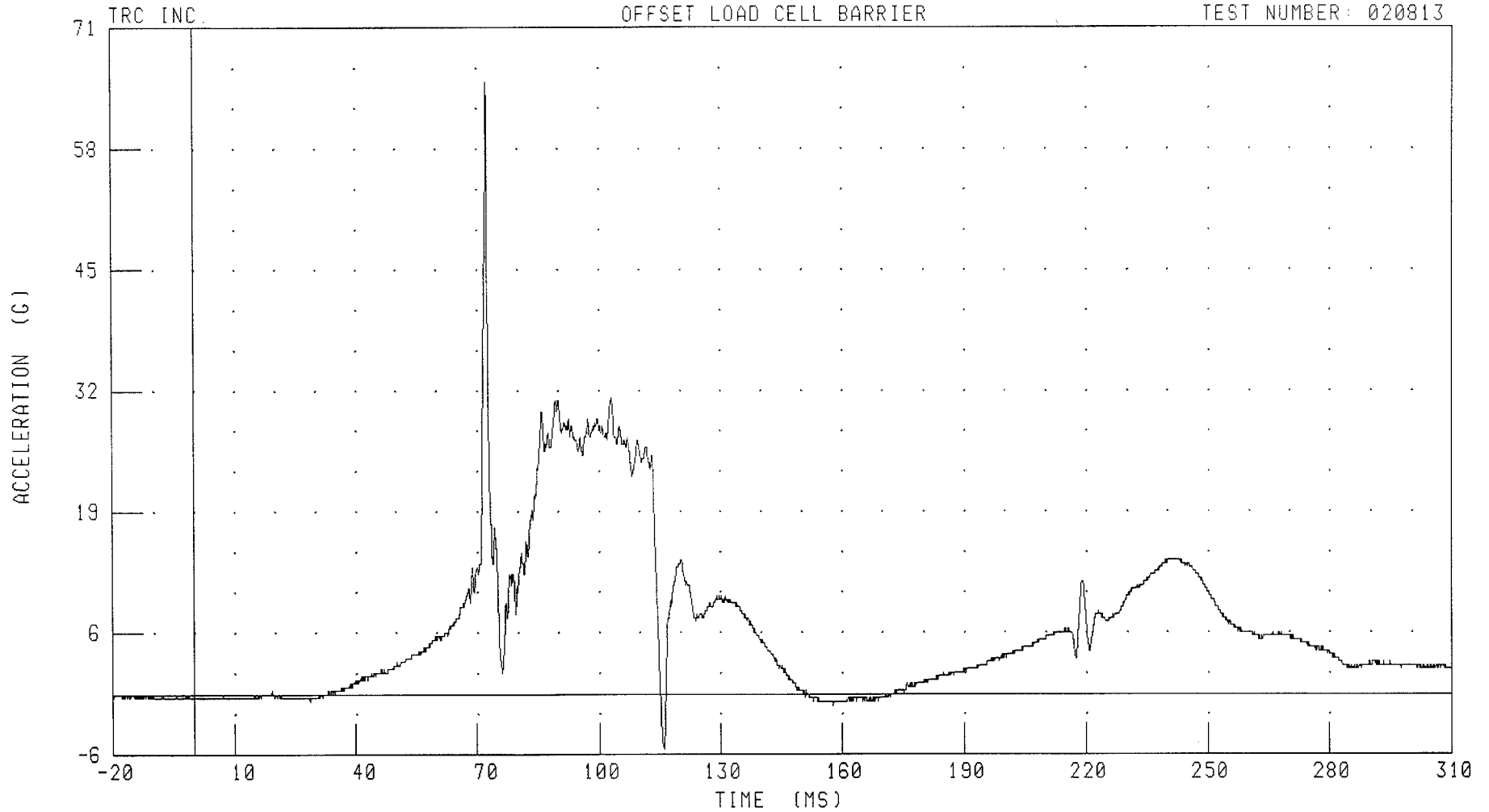
PEAK DATA: 59.61 G @ 115.36 MS; -11.74 G @ 86.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER HEAD Z-AXIS (FT) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



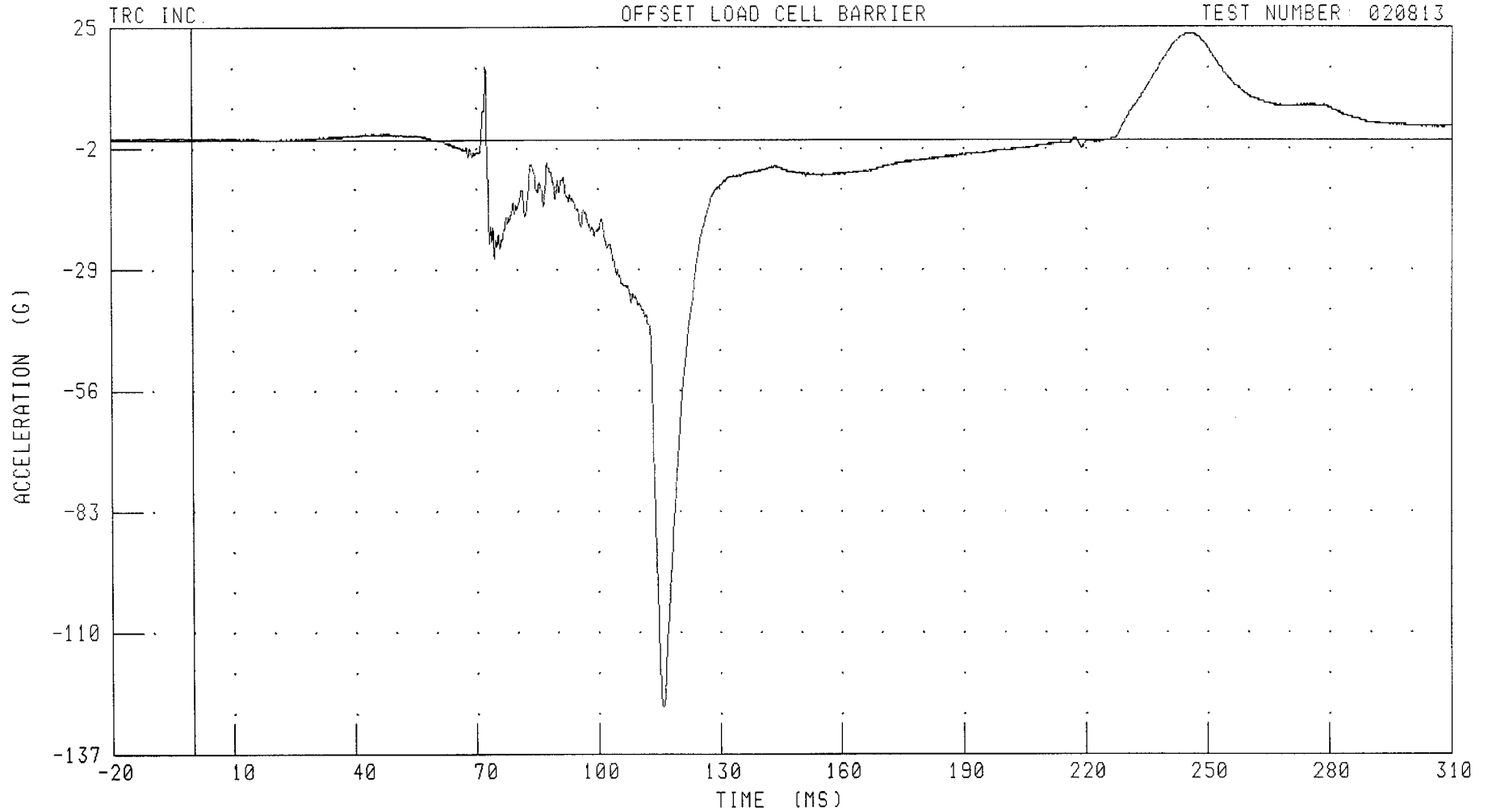
CHANNEL: HD2ZG2 FILTER: CH. CLASS 1000

PEAK DATA: 65.77 G @ 72.48 MS; -5.86 G @ 116.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER HEAD X-AXIS (TP) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



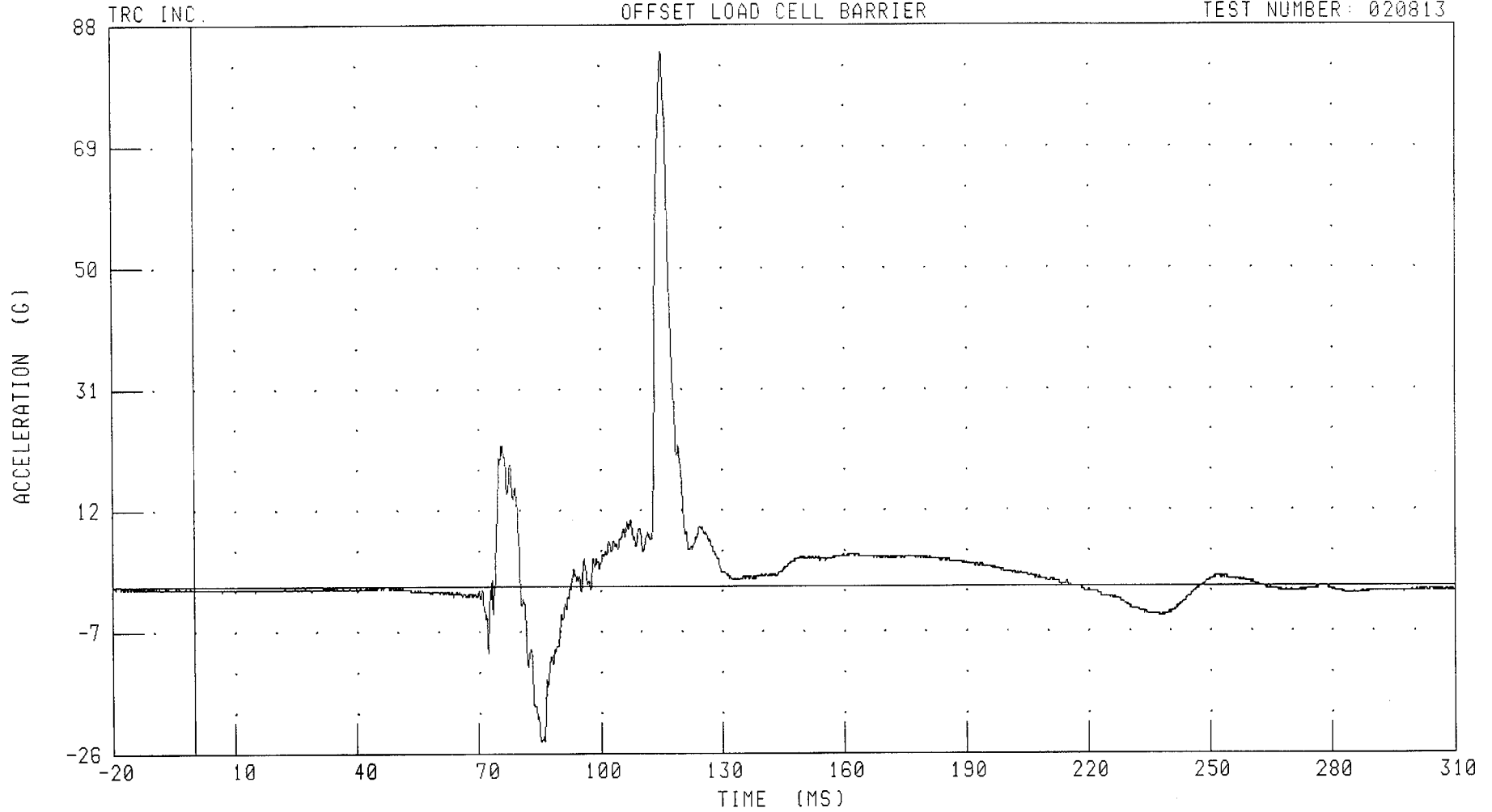
CHANNEL: HD3XG2 FILTER: CH. CLASS 1000

PEAK DATA: 23.48 G @ 244.48 MS; -126.55 G @ 115.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER HEAD Y-AXIS (TP) ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: HD3YG2

FILTER: CH. CLASS 1000

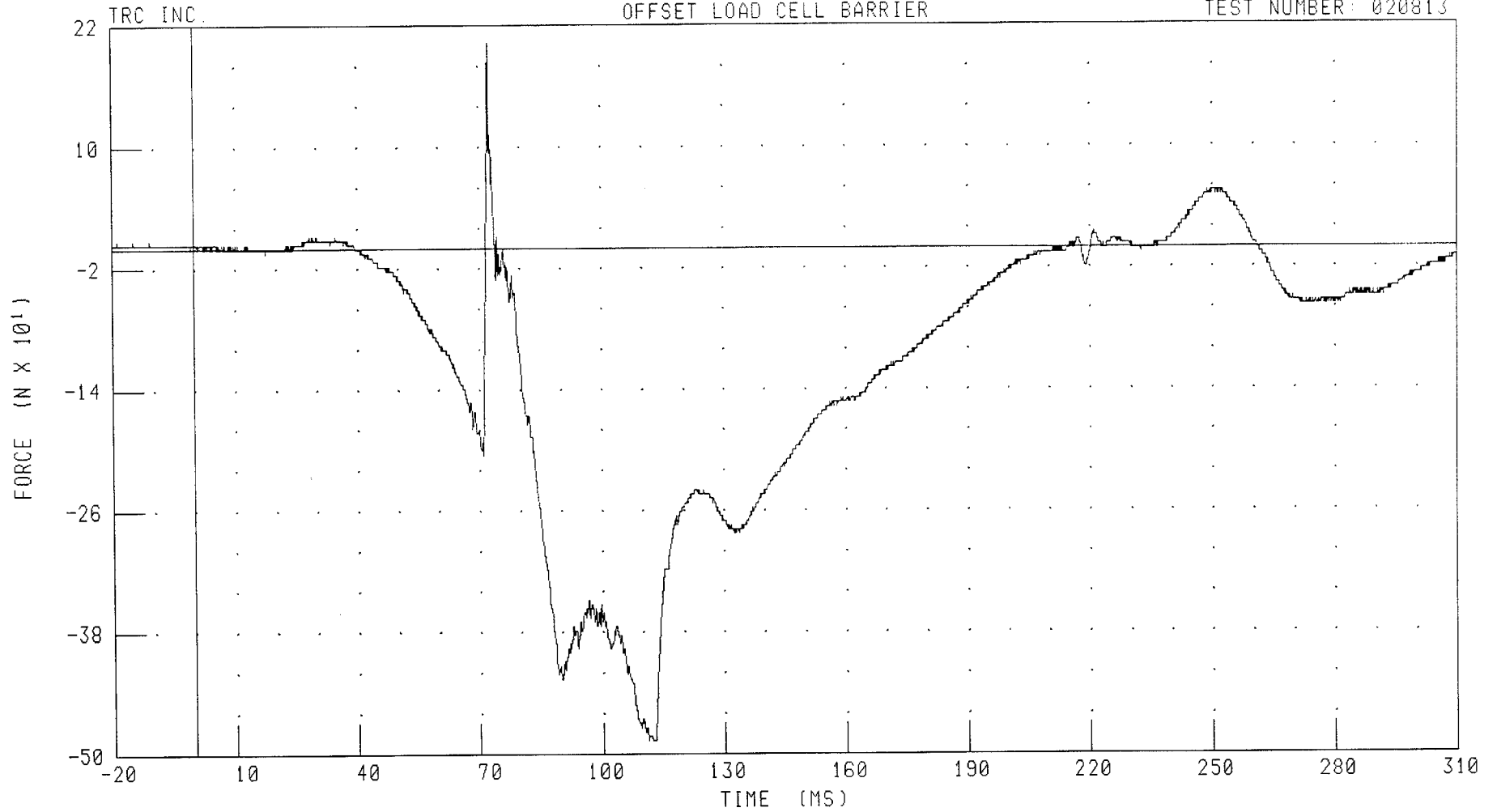
PEAK DATA: 83.80 G @ 115.36 MS; -24.13 G @ 85.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NECK X-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKXF2

FILTER: CH. CLASS 1000

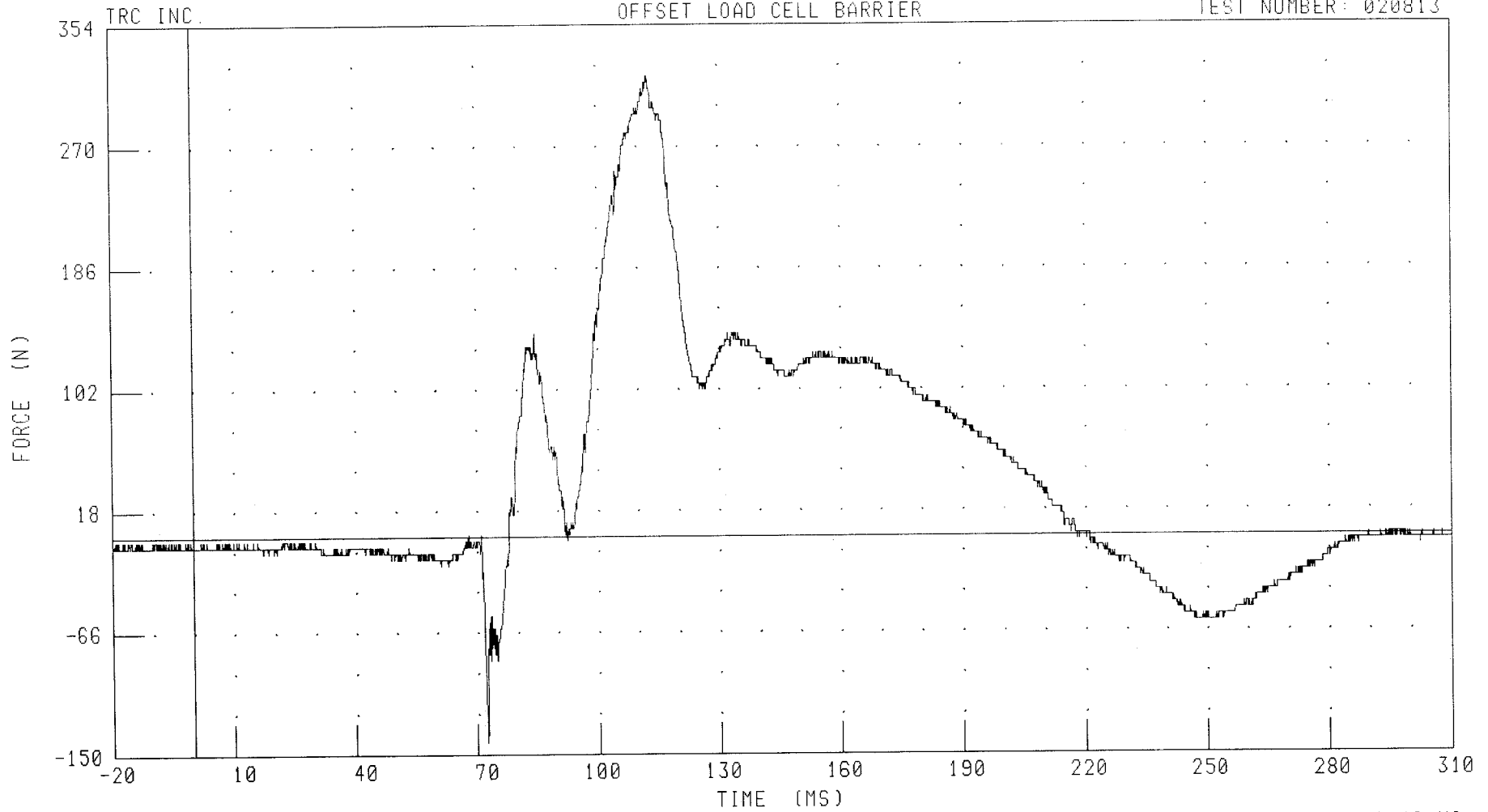
PEAK DATA: 203.28 N @ 72.56 MS; -487.34 N @ 111.28 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NECK Y-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKYF2 FILTER: CH. CLASS 1000

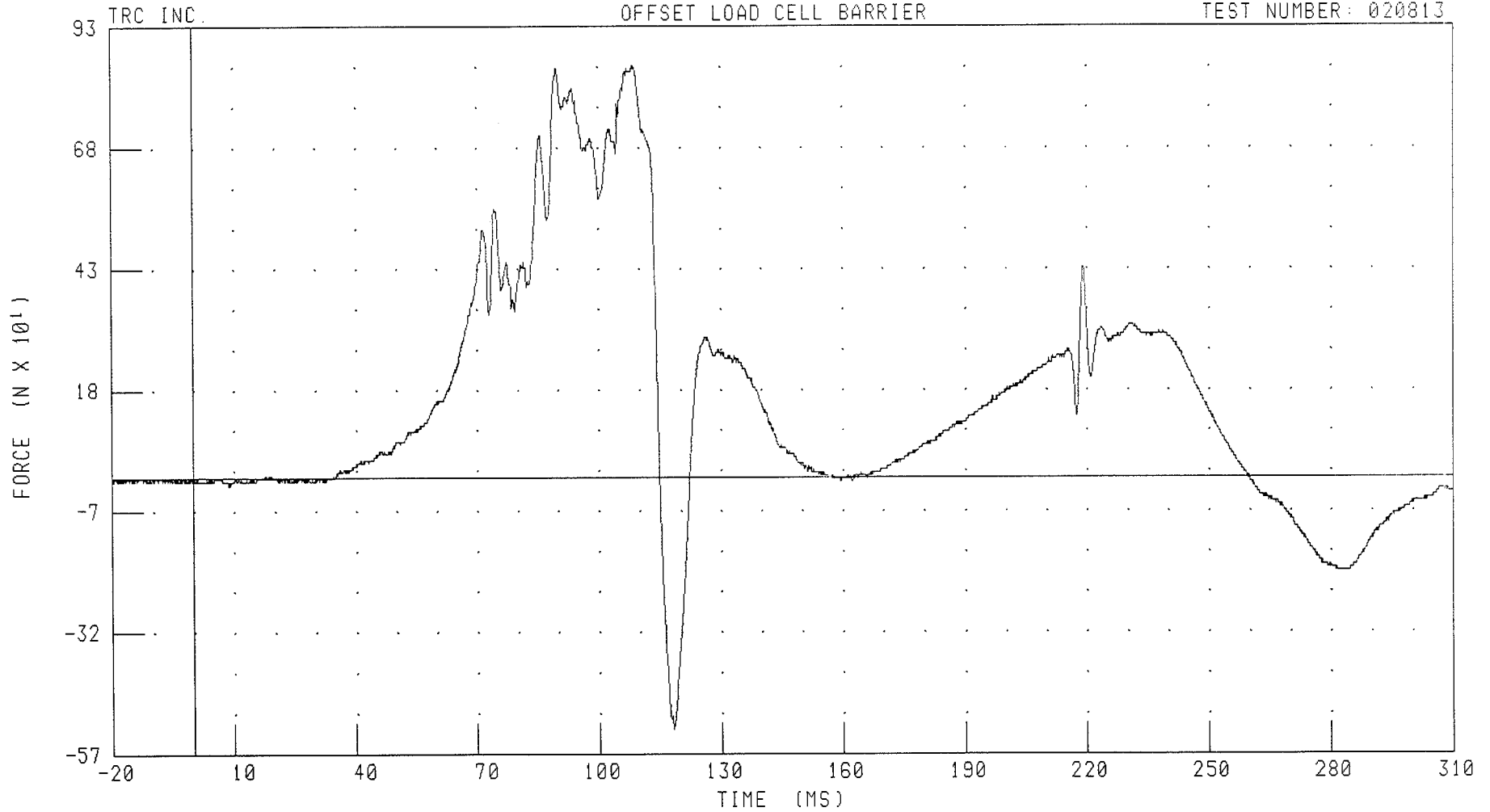
PEAK DATA: 318.42 N @ 112.64 MS; -141.69 N @ 72.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NECK Z-AXIS AXIAL FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKZF2 FILTER: CH. CLASS 1000

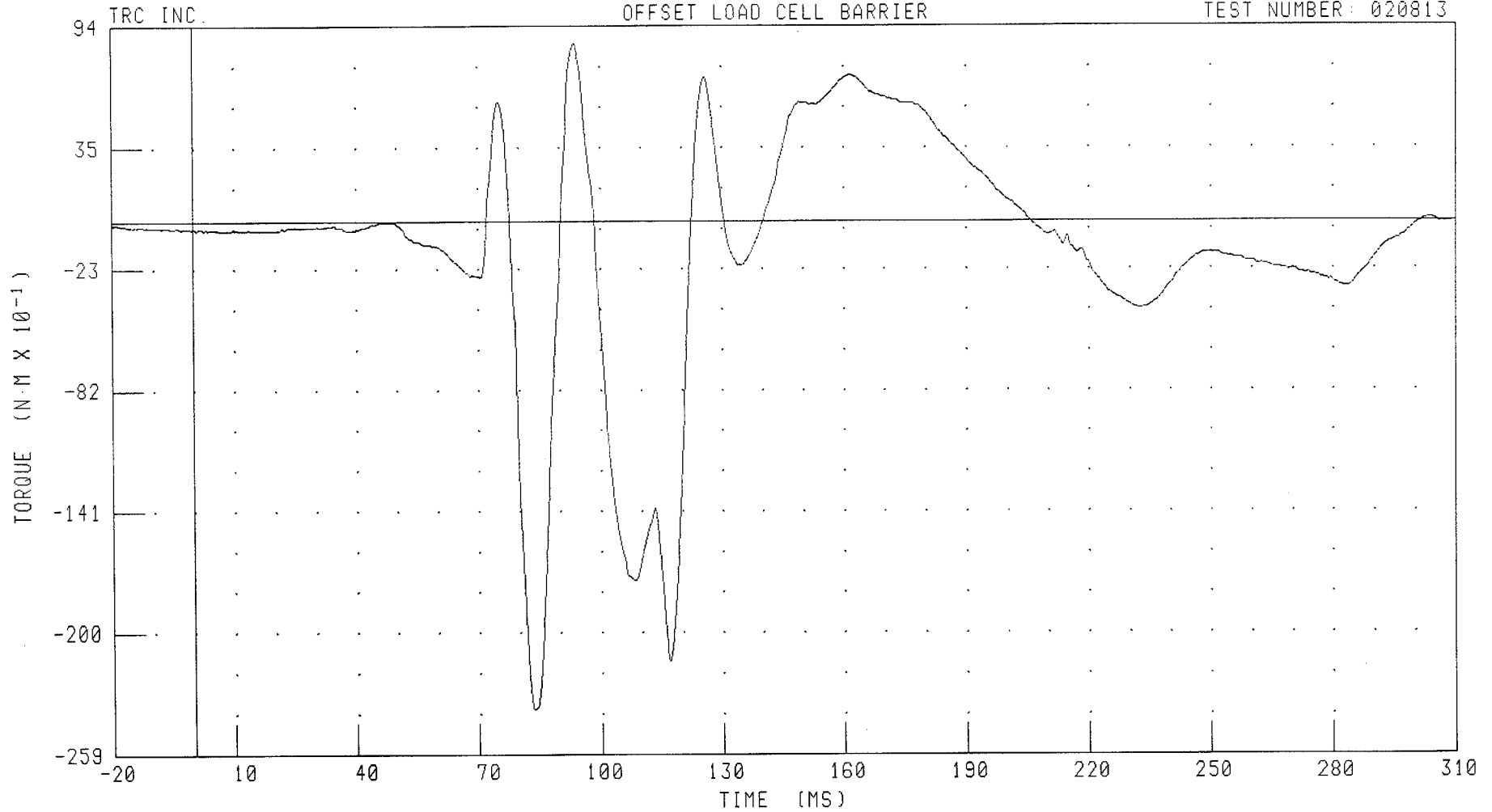
PEAK DATA: 849.37 N @ 108.48 MS; -518.43 N @ 118.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NECK MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



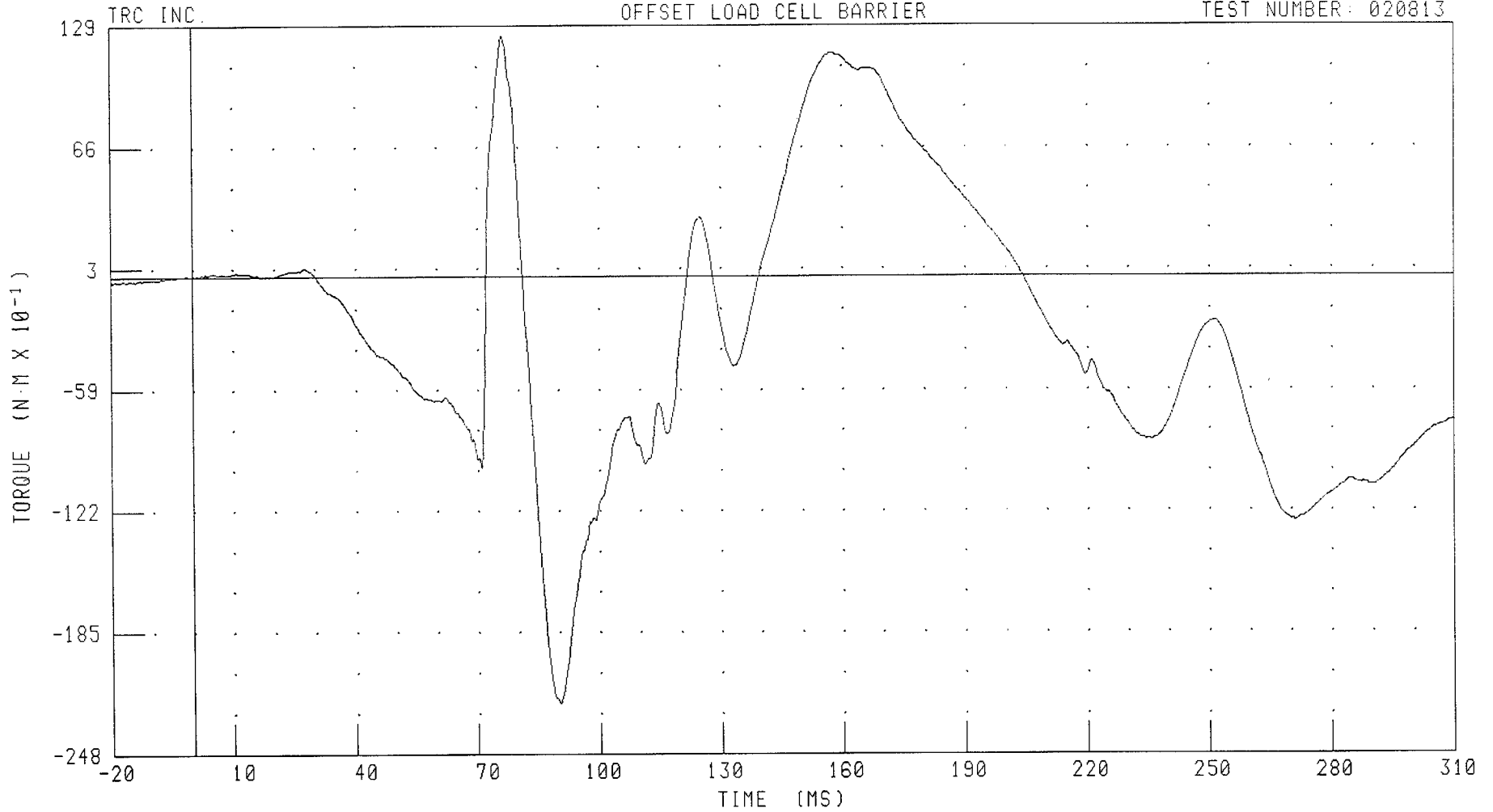
CHANNEL: NEKXM2 FILTER: CH. CLASS 600

PEAK DATA: 8.66 N·M @ 93.84 MS; -23.72 N·M @ 83.44 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NECK MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NEKYM2

FILTER: CH. CLASS 600

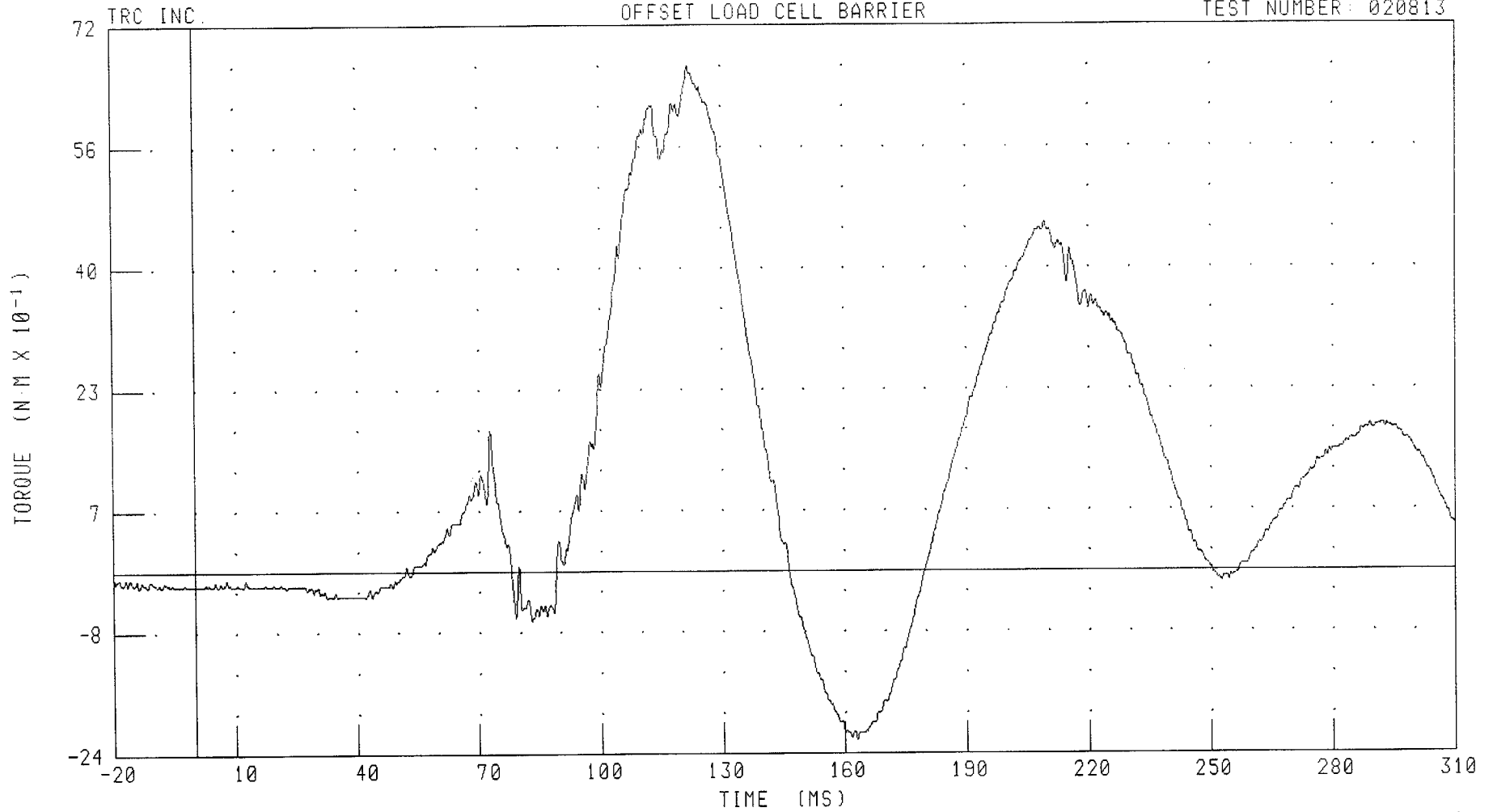
PEAK DATA: 12.49 N·M @ 76.32 MS; -22.20 N·M @ 90.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NECK MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



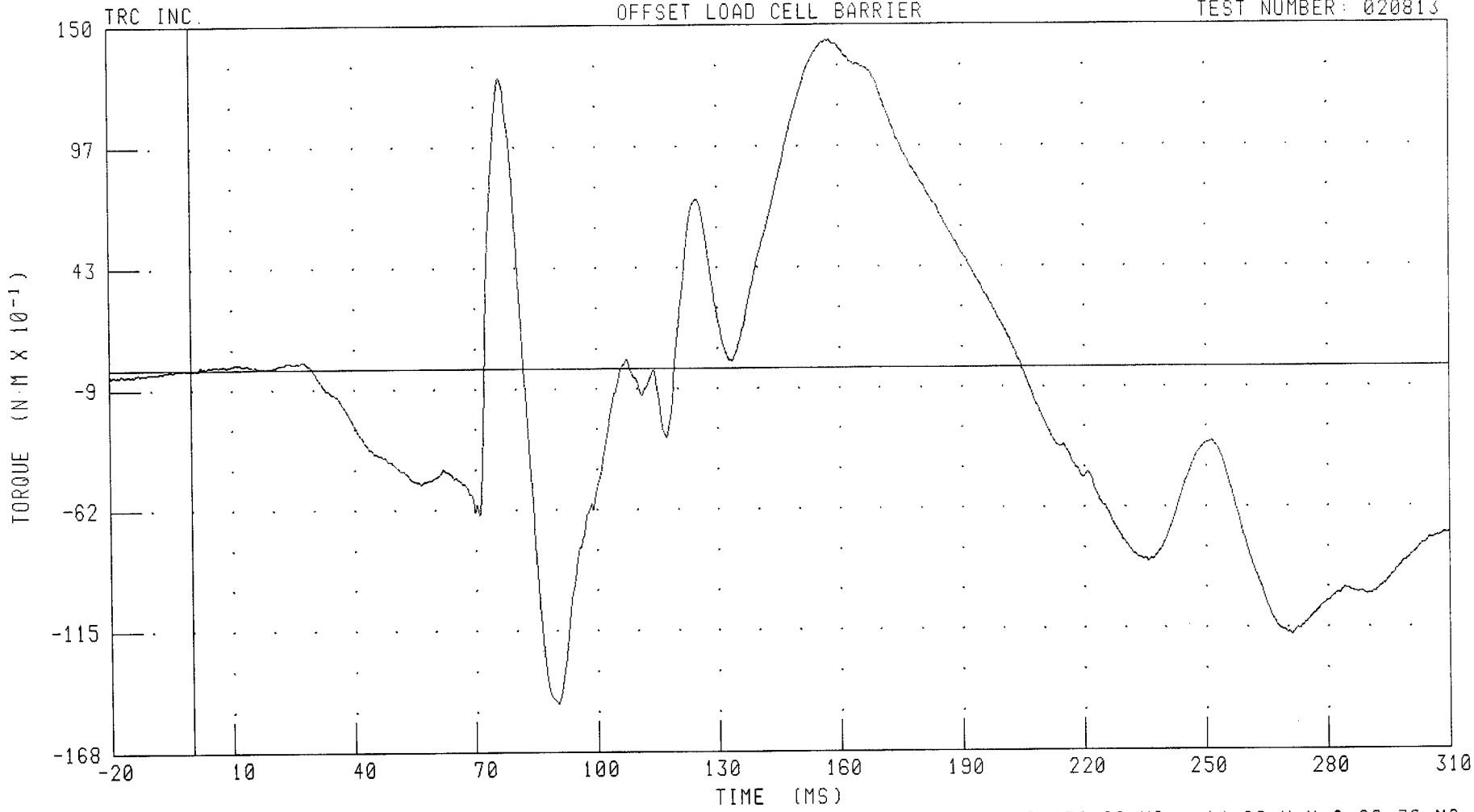
CHANNEL: NEKZM2 FILTER: CH. CLASS 600

PEAK DATA: 6.66 N·M @ 122.00 MS; -2.22 N·M @ 163.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NECK OCCIPITAL CONDYLE MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



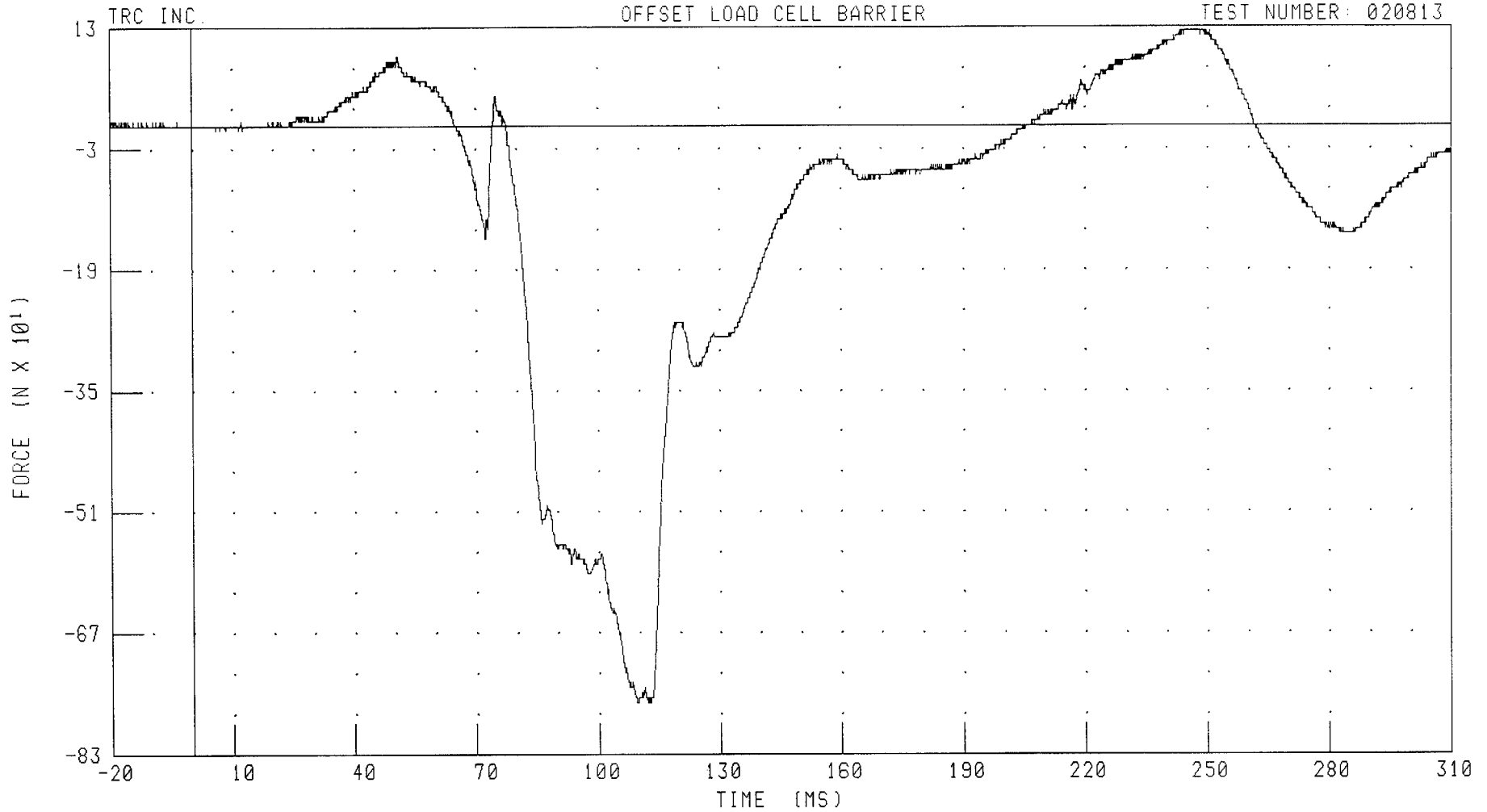
CHANNEL: NEKOM2 FILTER: CH. CLASS 600

PEAK DATA: 14.33 N·M @ 158.08 MS; -14.69 N·M @ 90.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NECK LOWER X-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



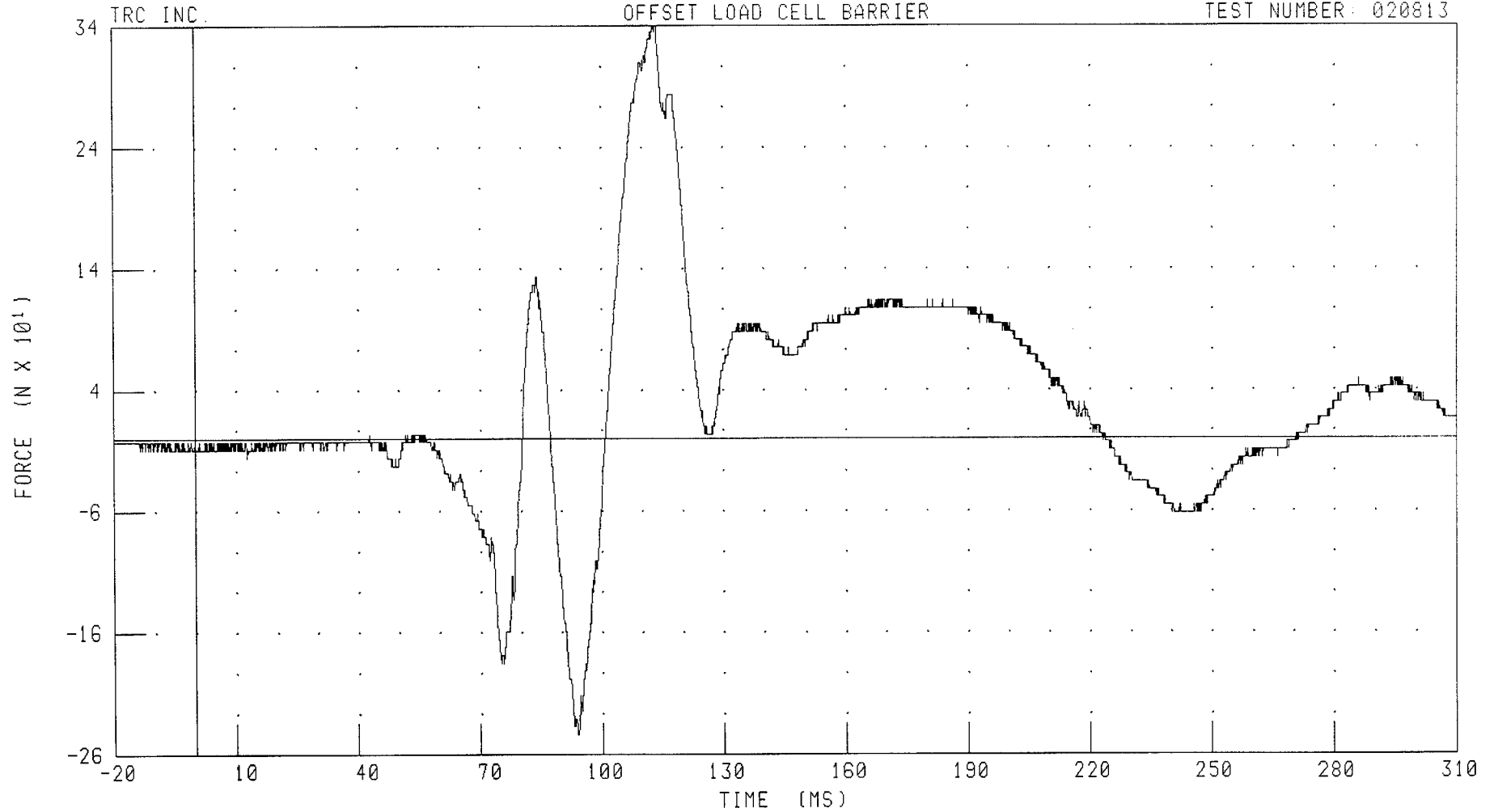
CHANNEL: NKLXF2 FILTER: CH. CLASS 1000

PEAK DATA: 124.66 N @ 243.28 MS; -761.73 N @ 109.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NECK LOWER Y-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



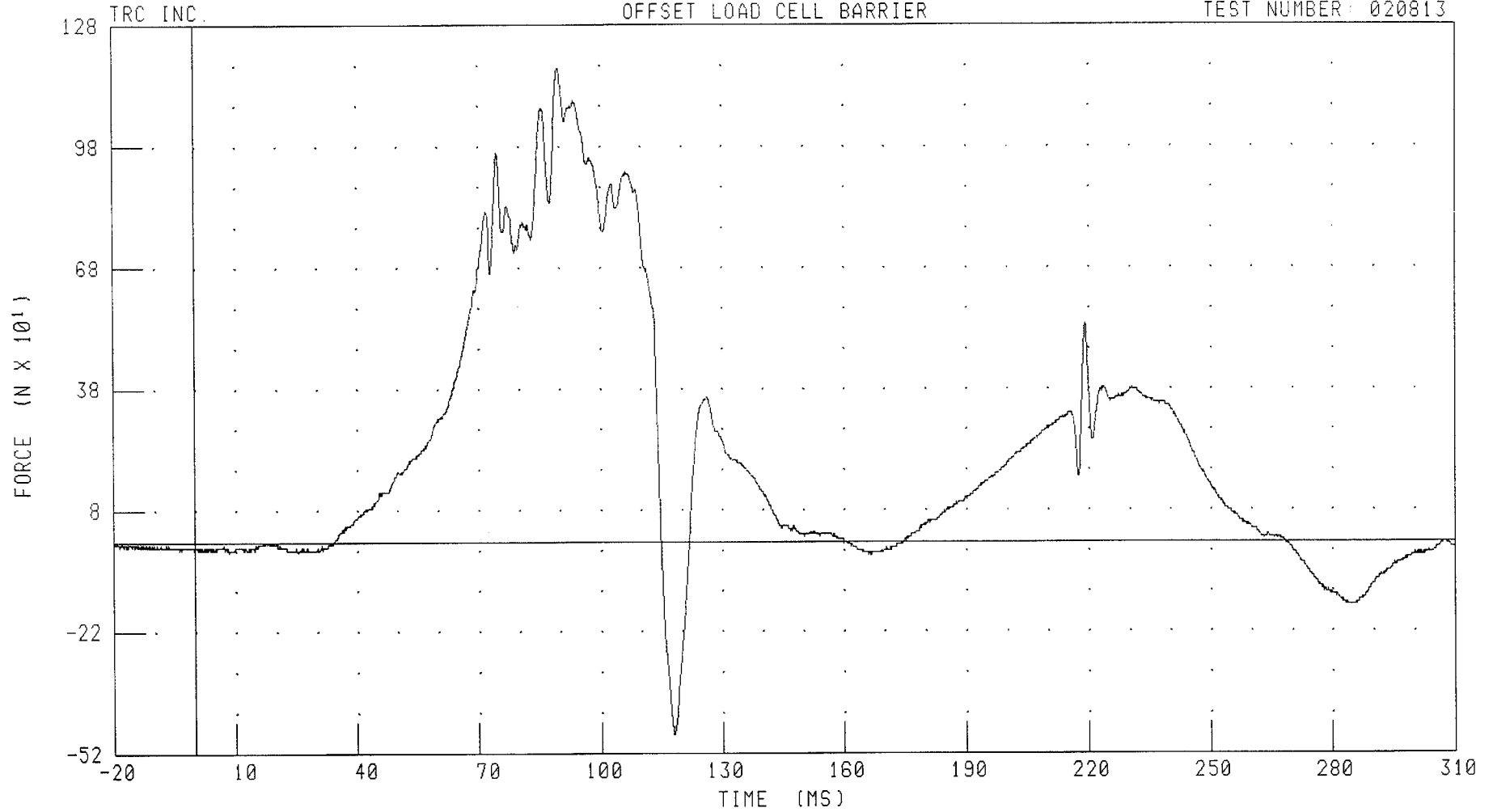
CHANNEL: NKLYF2 FILTER: CH. CLASS 1000

PEAK DATA: 34.89 N @ 112.96 MS; -24.396 N @ 93.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NECK LOWER Z-AXIS AXIAL FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLZF2 FILTER: CH. CLASS 1000

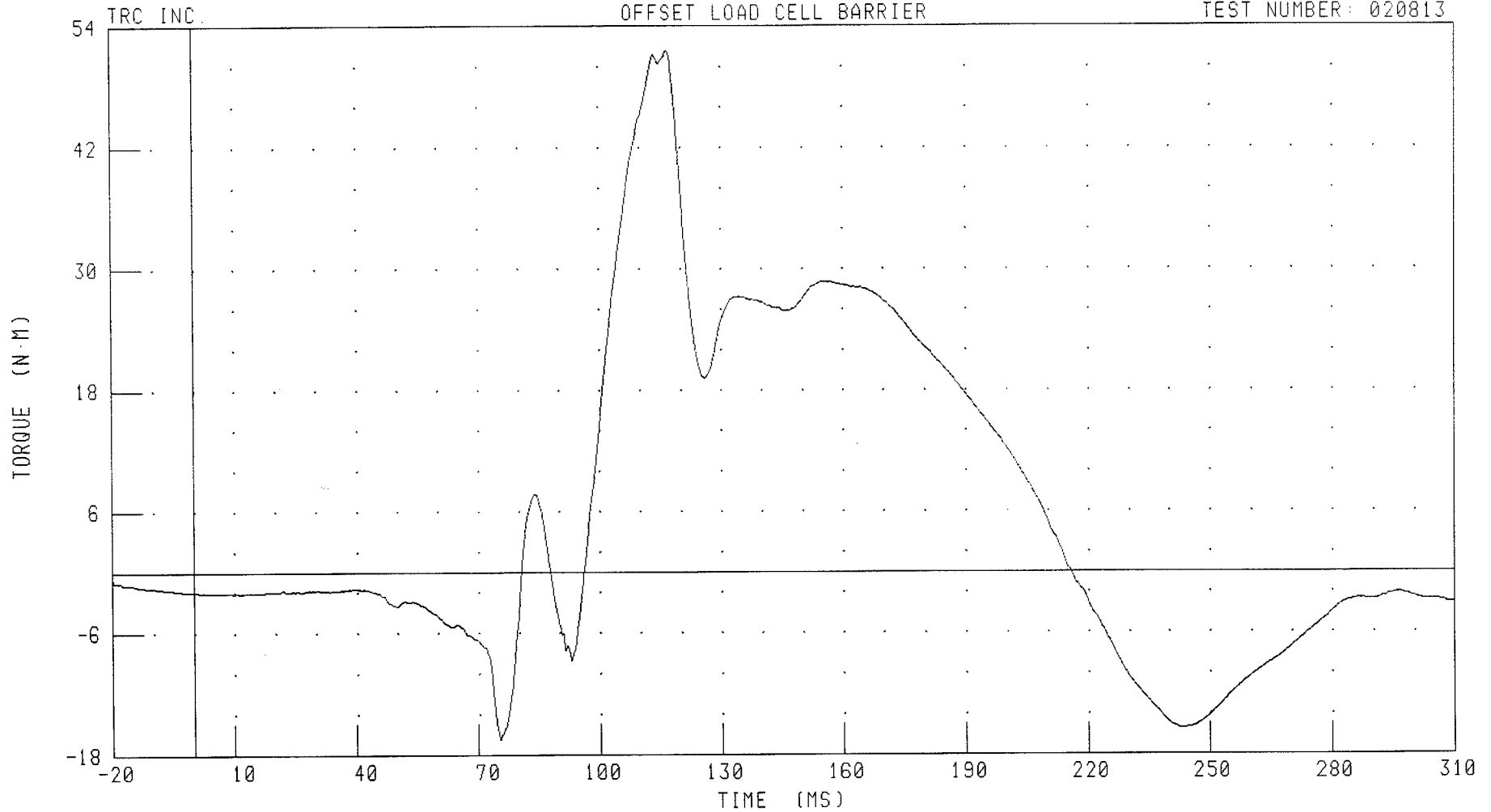
PEAK DATA: 1173.26 N @ 89.60 MS, -474.89 N @ 118.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NECK LOWER MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



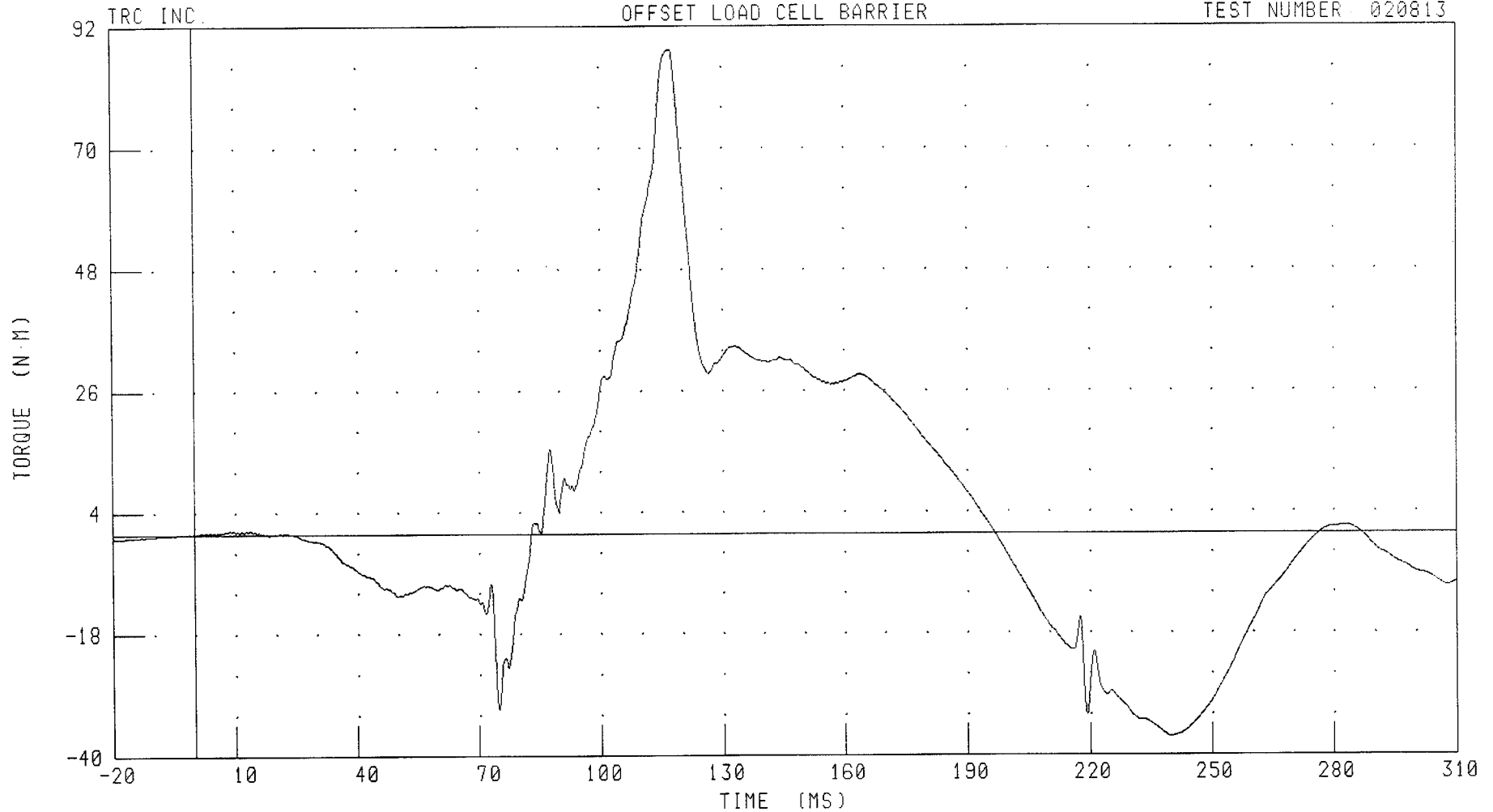
CHANNEL: NKLXM2 FILTER: CH. CLASS 600

PEAK DATA: 51.55 N·M @ 116.88 MS; -16.48 N·M @ 75.36 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NECK LOWER MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



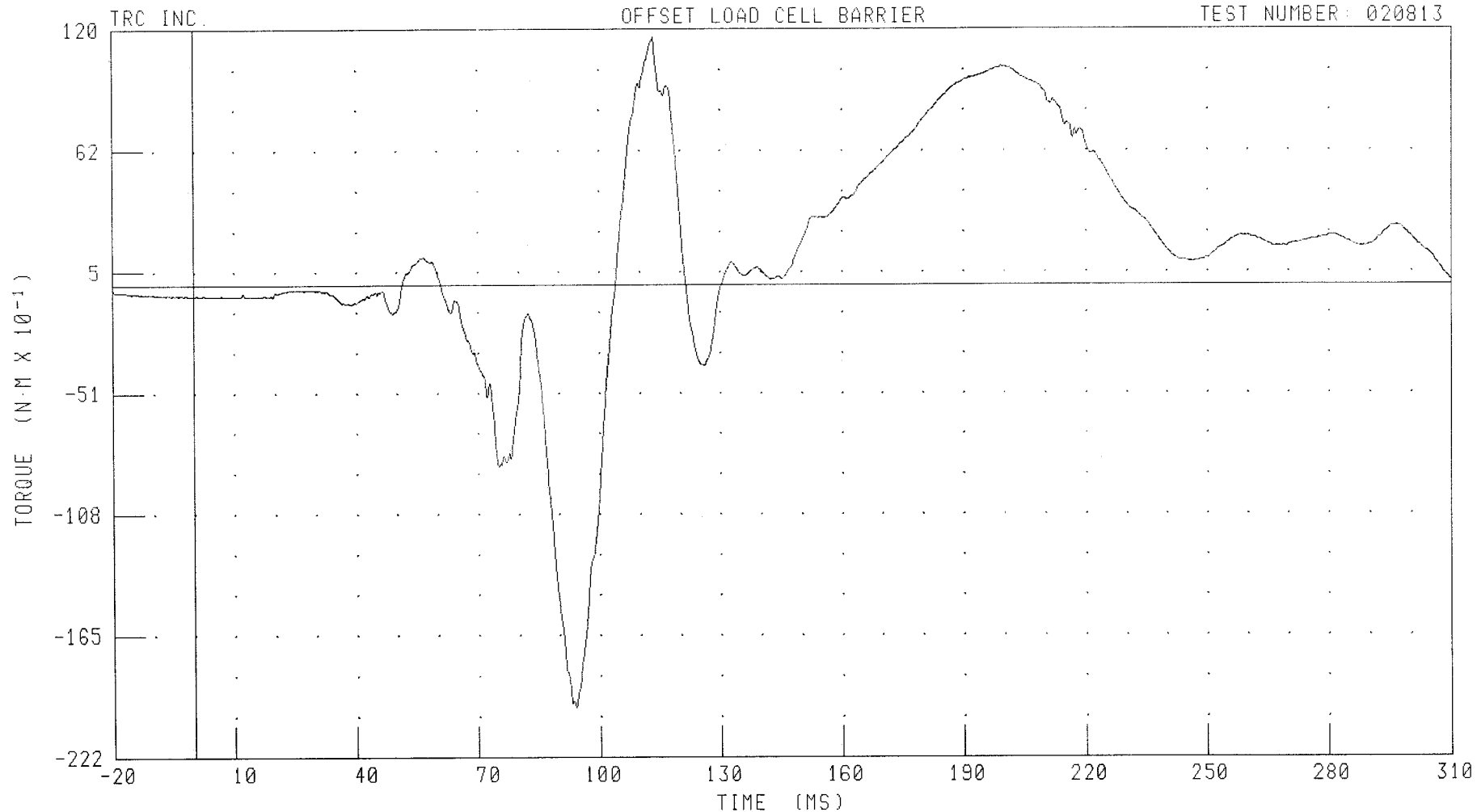
CHANNEL: NKLYM2 FILTER: CH. CLASS 600

PEAK DATA: 87.70 N·M @ 117.44 MS; -36.64 N·M @ 239.92 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER NECK LOWER MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: NKLZM2 FILTER: CH. CLASS 600

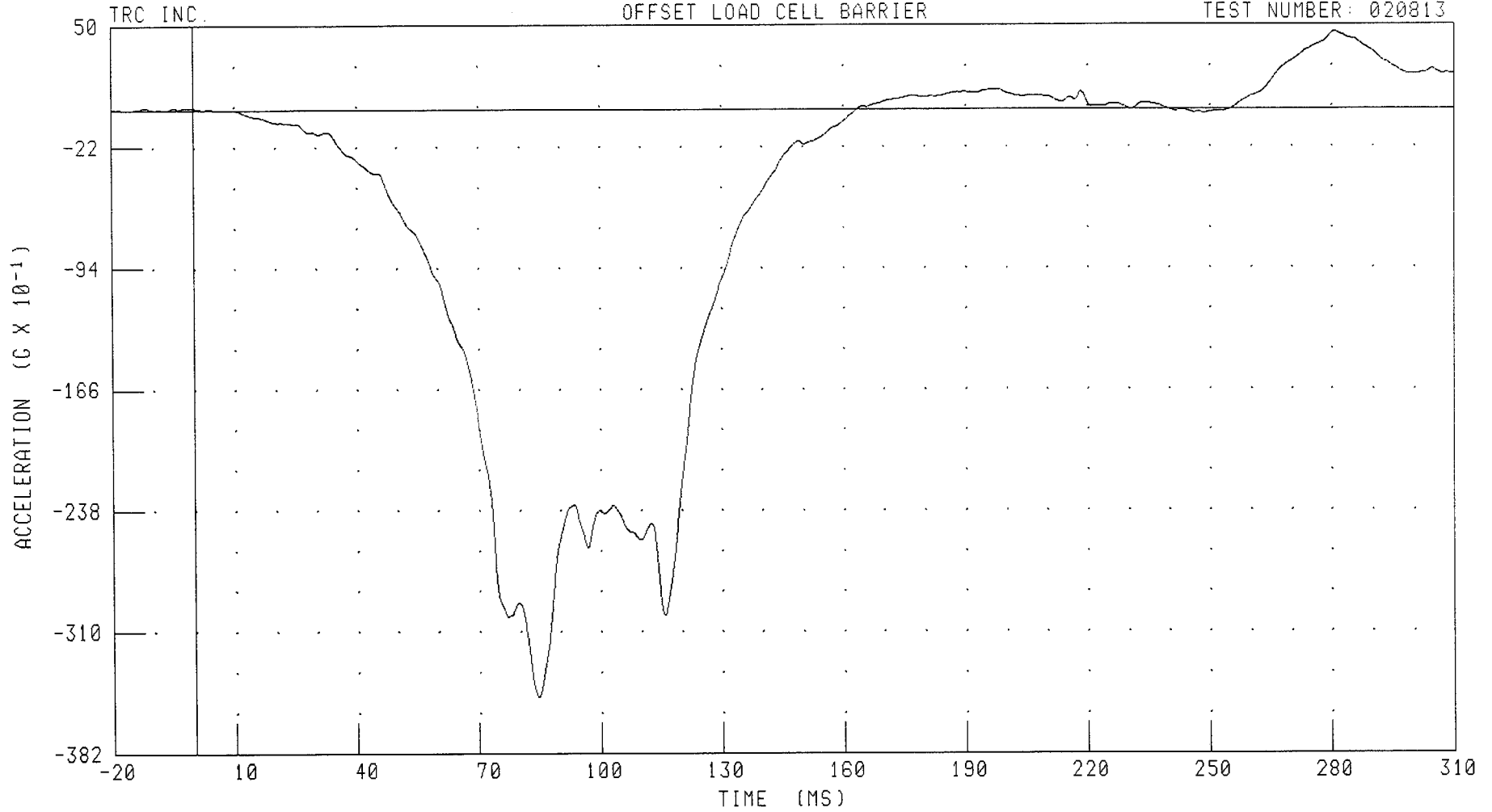
PEAK DATA: 11.61 N·M @ 113.52 MS; -19.88 N·M @ 94.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTXG2 FILTER: CH. CLASS 100

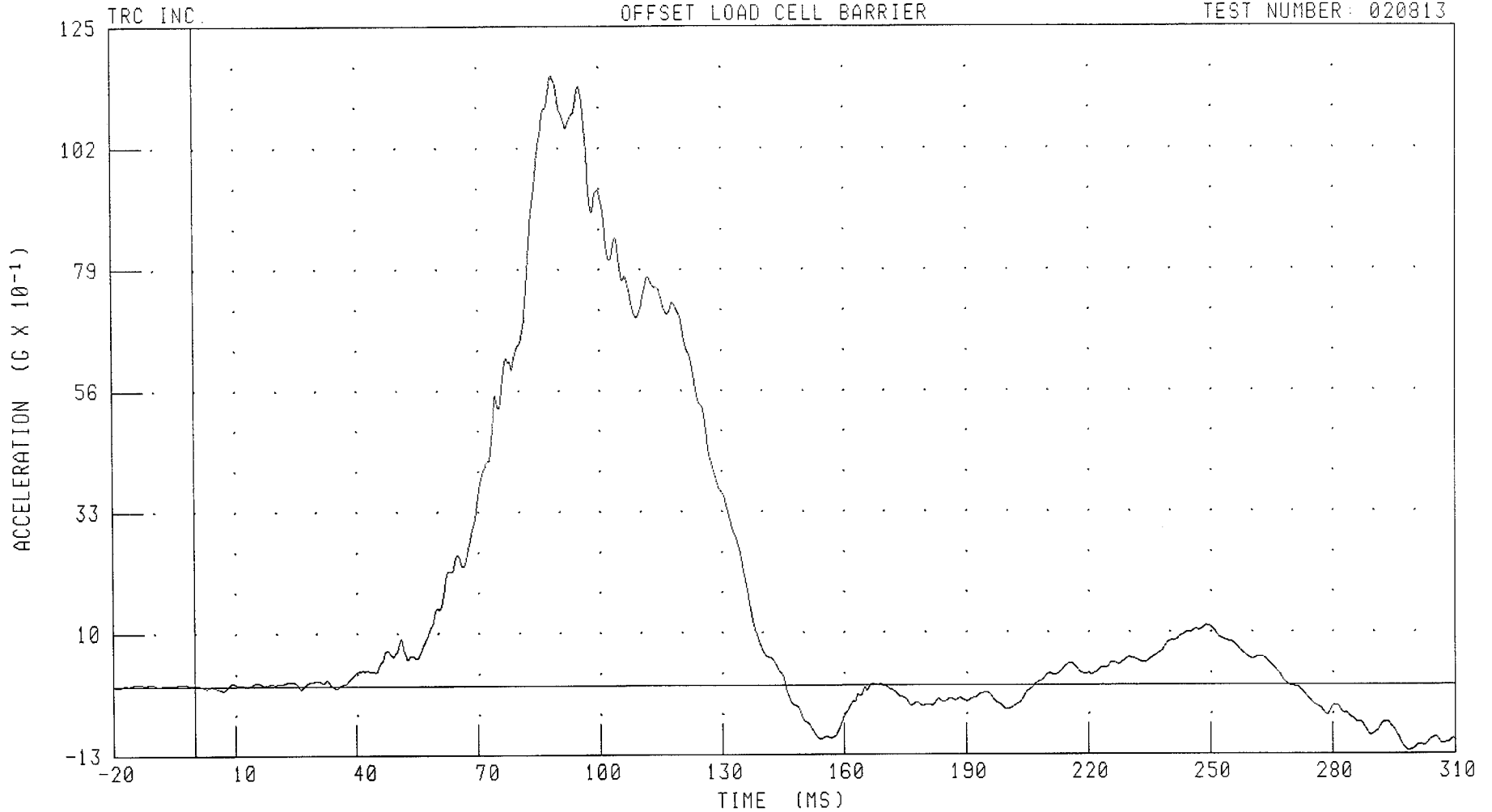
PEAK DATA: 4.59 G @ 280.88 MS; -34.87 G @ 84.56 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTYG2 FILTER: CH. CLASS 180

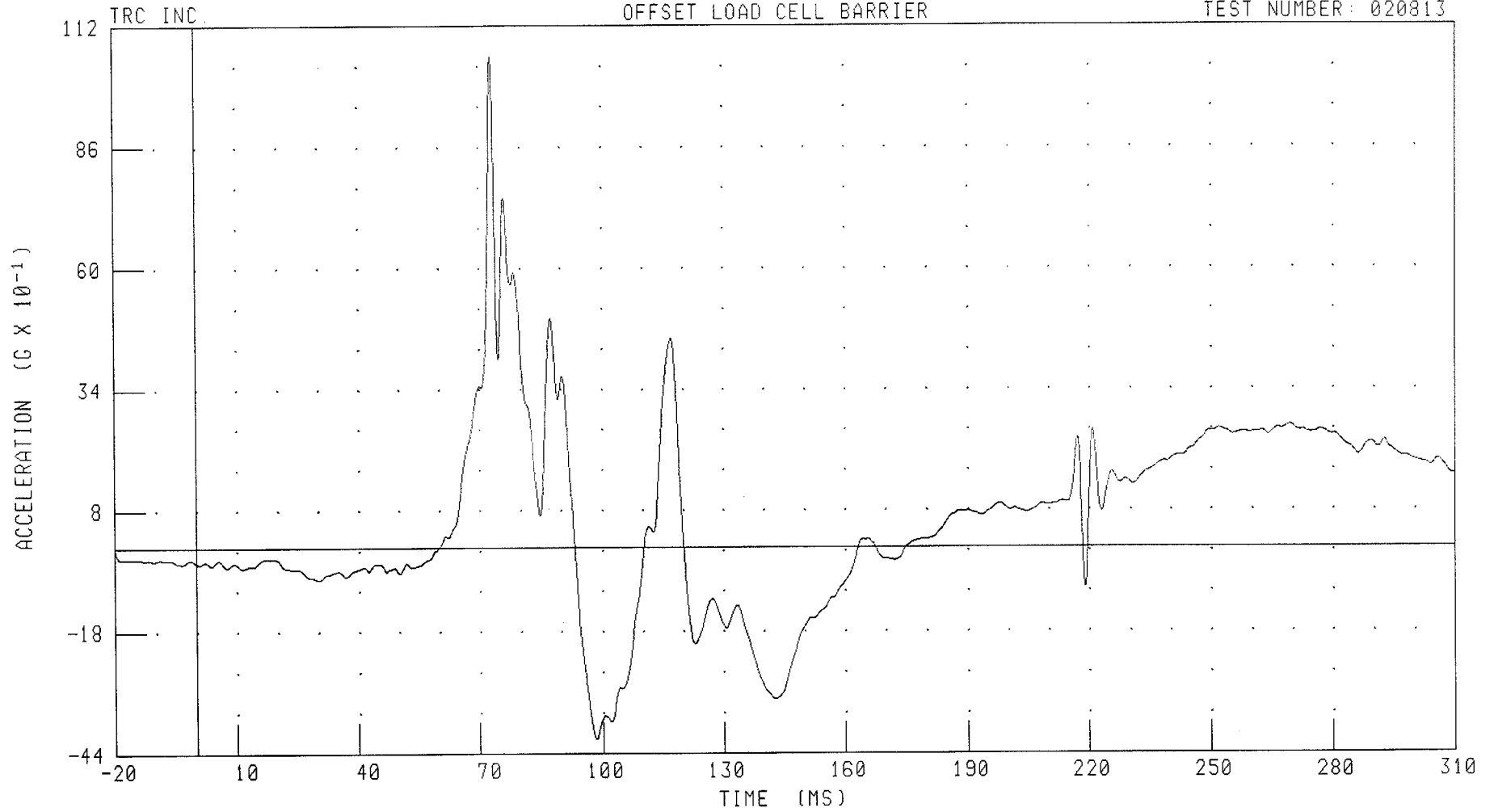
PEAK DATA: 11.58 G @ 88.40 MS; -1.24 G @ 298.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTZG2

FILTER: CH. CLASS 180

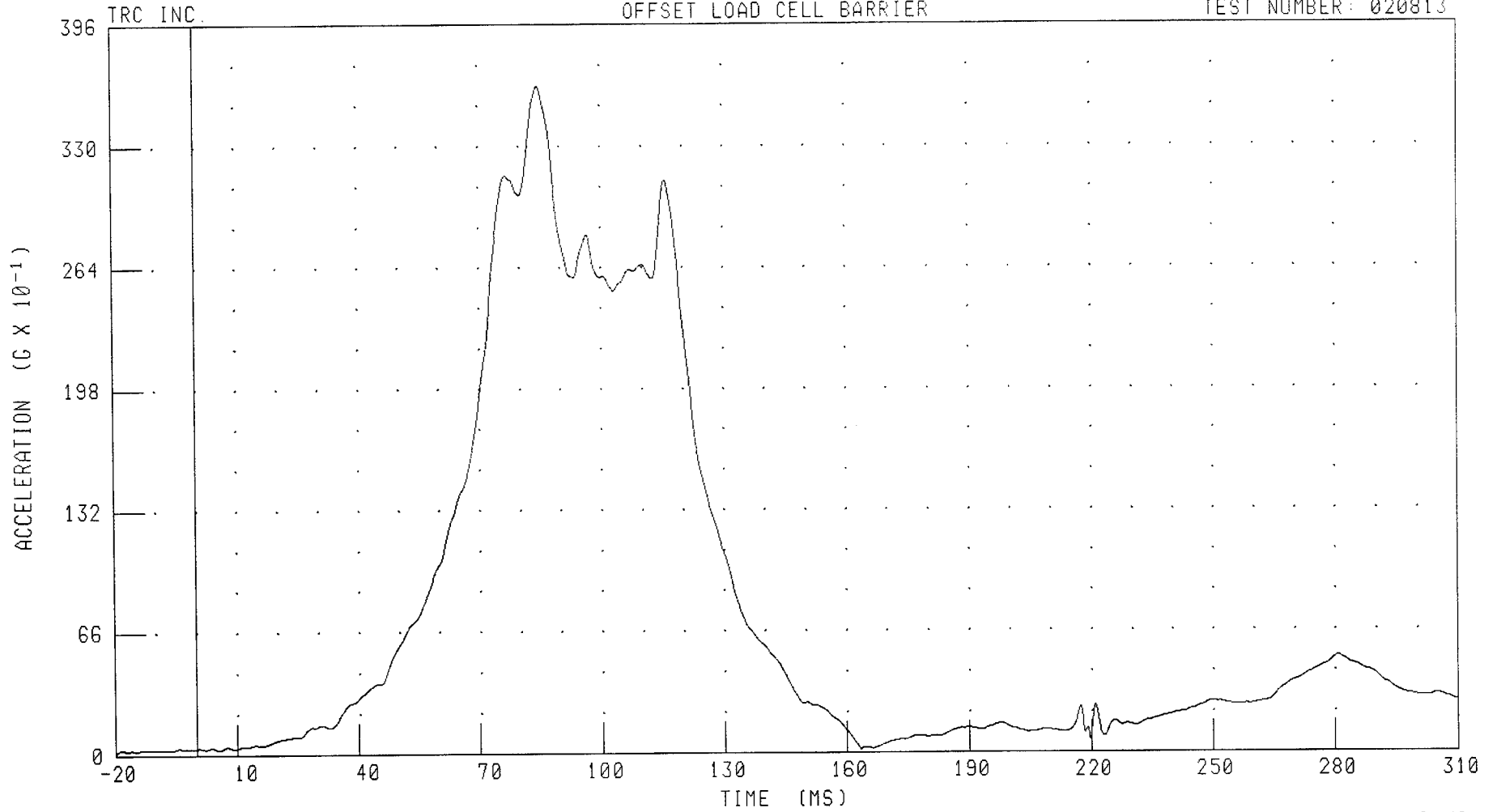
PEAK DATA: 10.54 G @ 73.20 MS; -4.09 G @ 98.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTRG2 FILTER: CH. CLASS 180

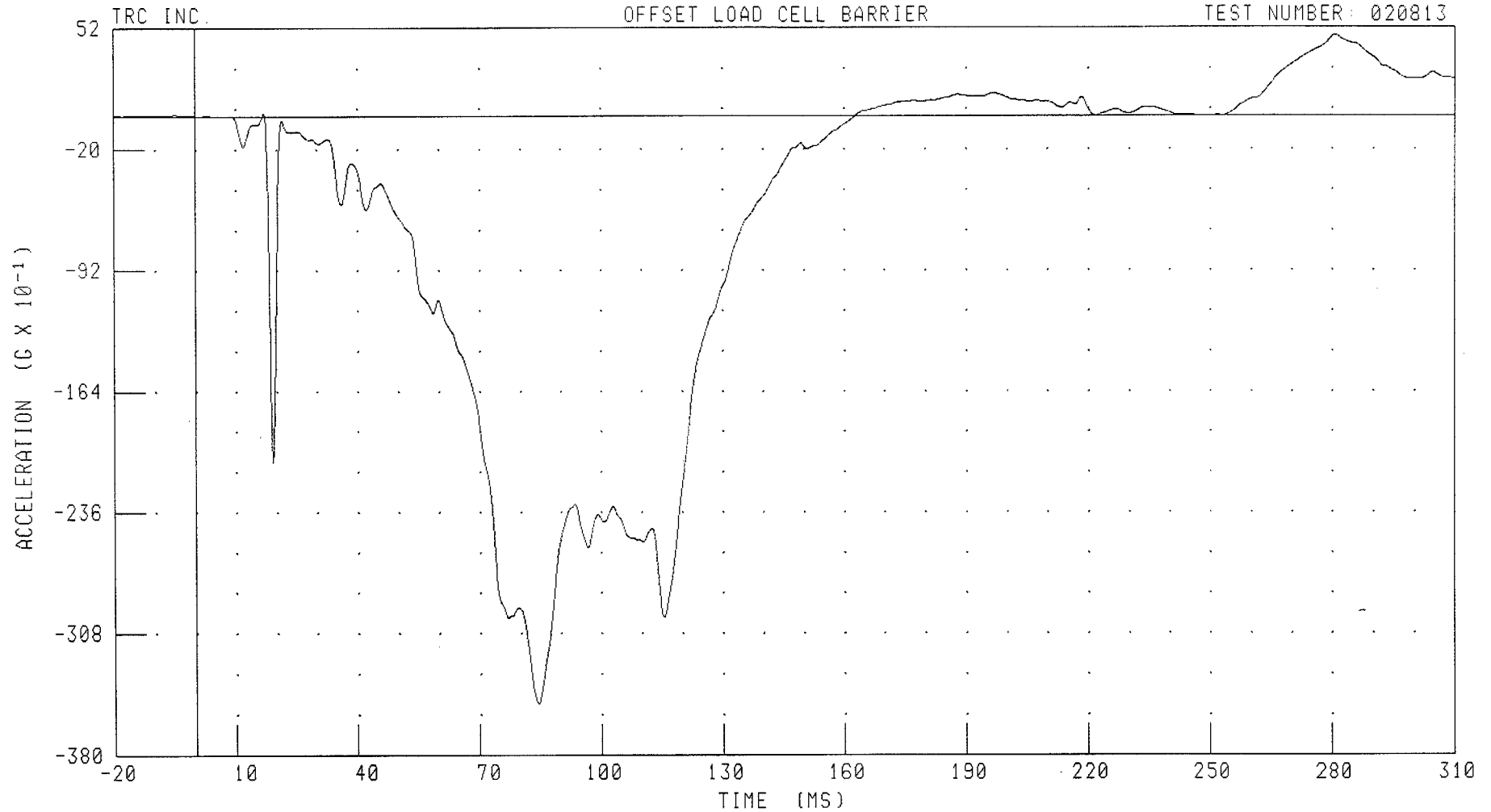
PEAK DATA: 36.27 G @ 84.72 MS; 0.02 G @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST X-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



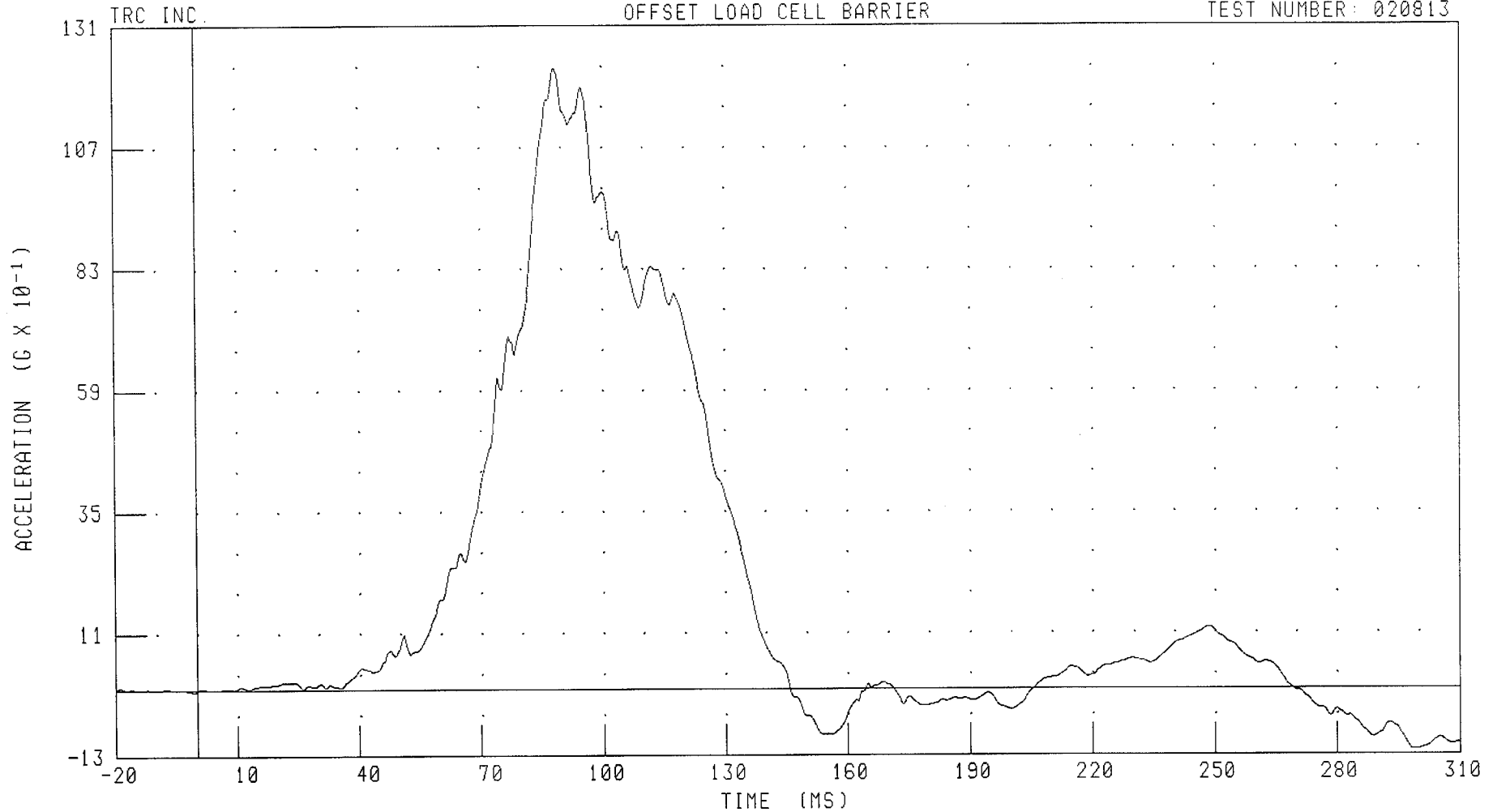
CHANNEL: CSTXR2

FILTER: CH. CLASS 180

PEAK DATA: 4.76 G @ 280.72 MS; -34.98 G @ 84.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER CHEST Y-AXIS ACCELERATION REDUNDANT
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTYR2

FILTER: CH. CLASS 180

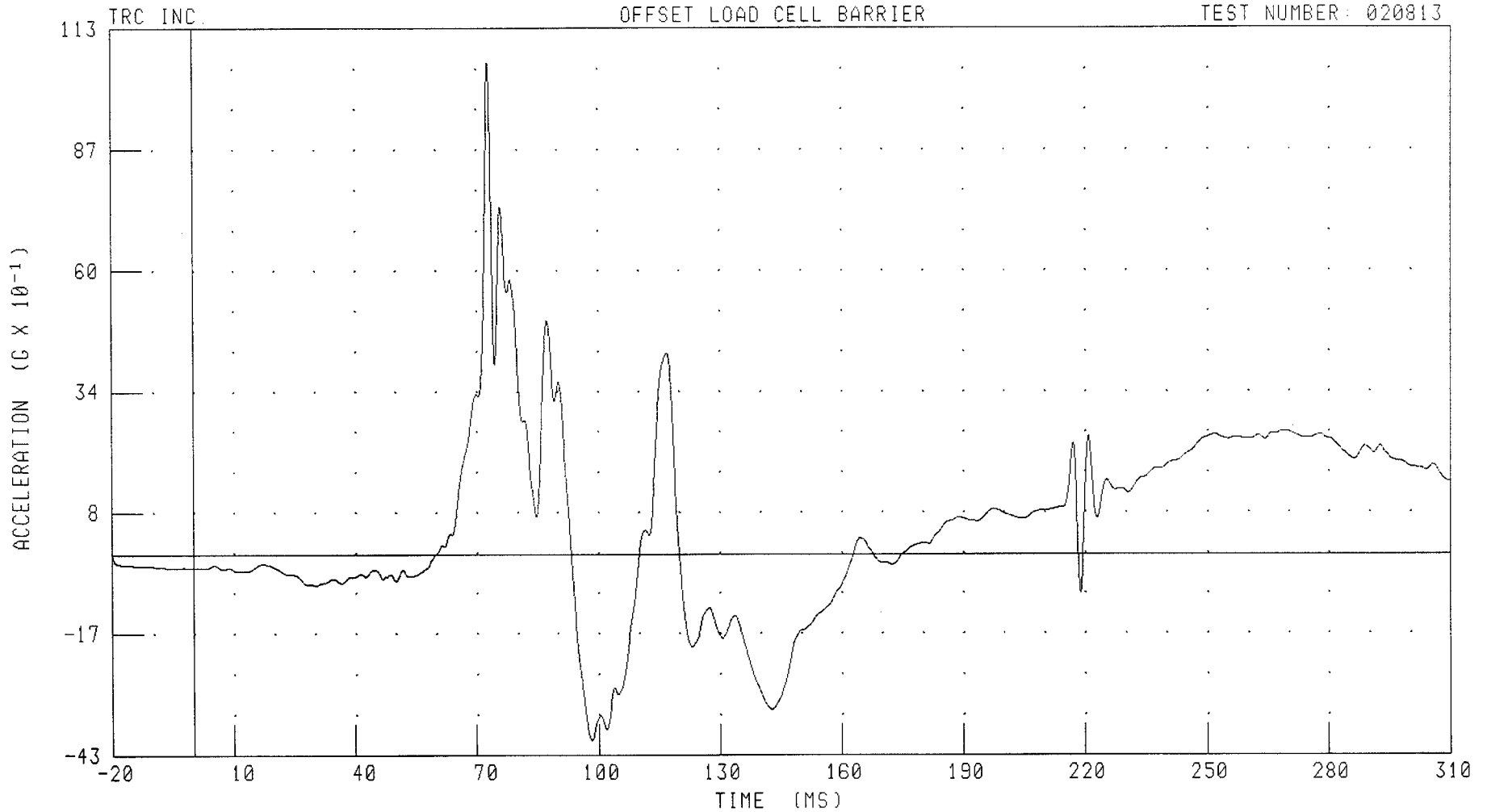
PEAK DATA: 12.26 G @ 88.40 MS; -1.21 G @ 298.80 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST Z-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTZR2

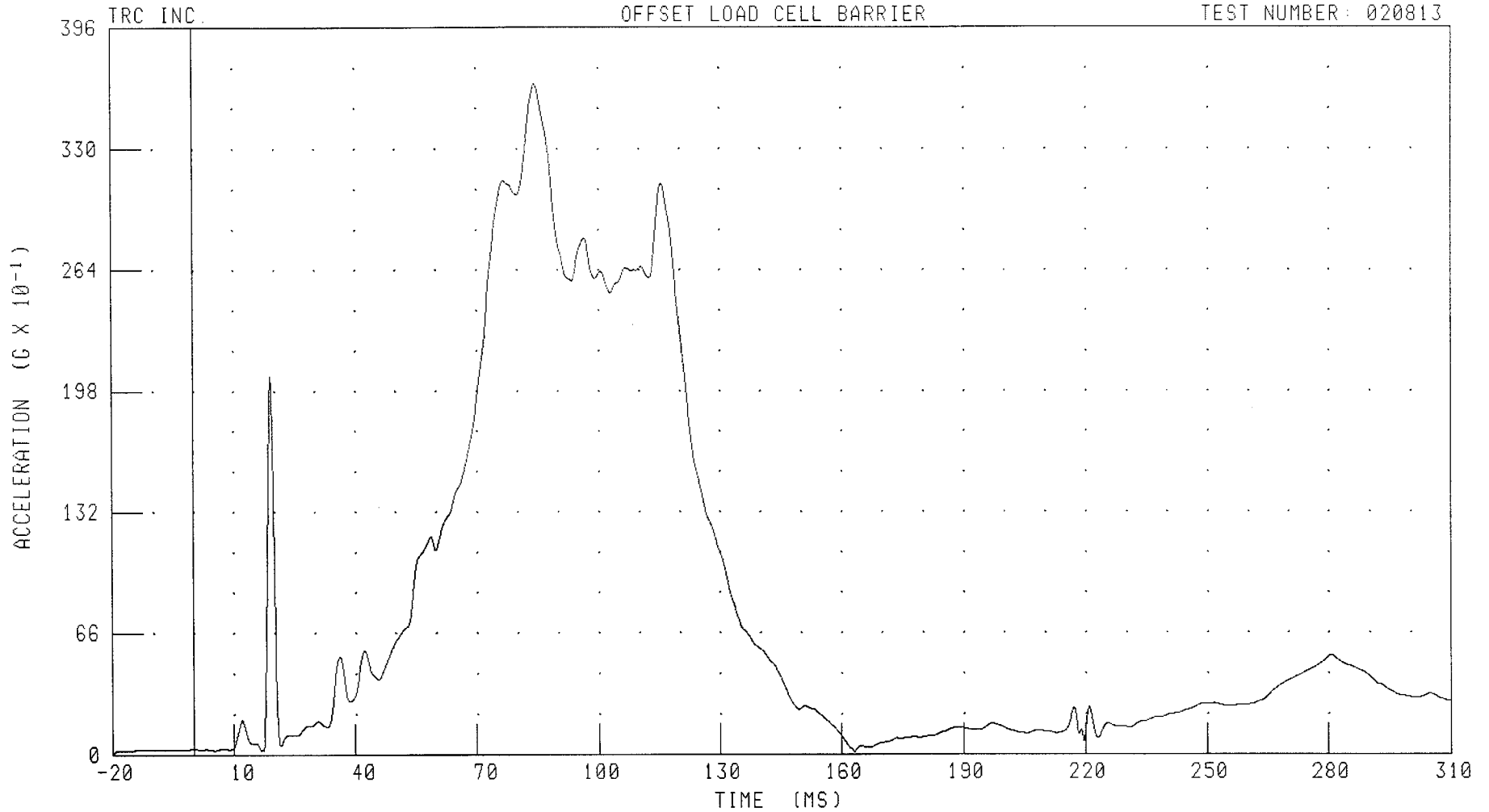
FILTER: CH. CLASS 180

PEAK DATA: 10.56 G @ 73.12 MS, -3.98 G @ 98.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER CHEST RESULTANT ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTRR2 FILTER: CH. CLASS 180

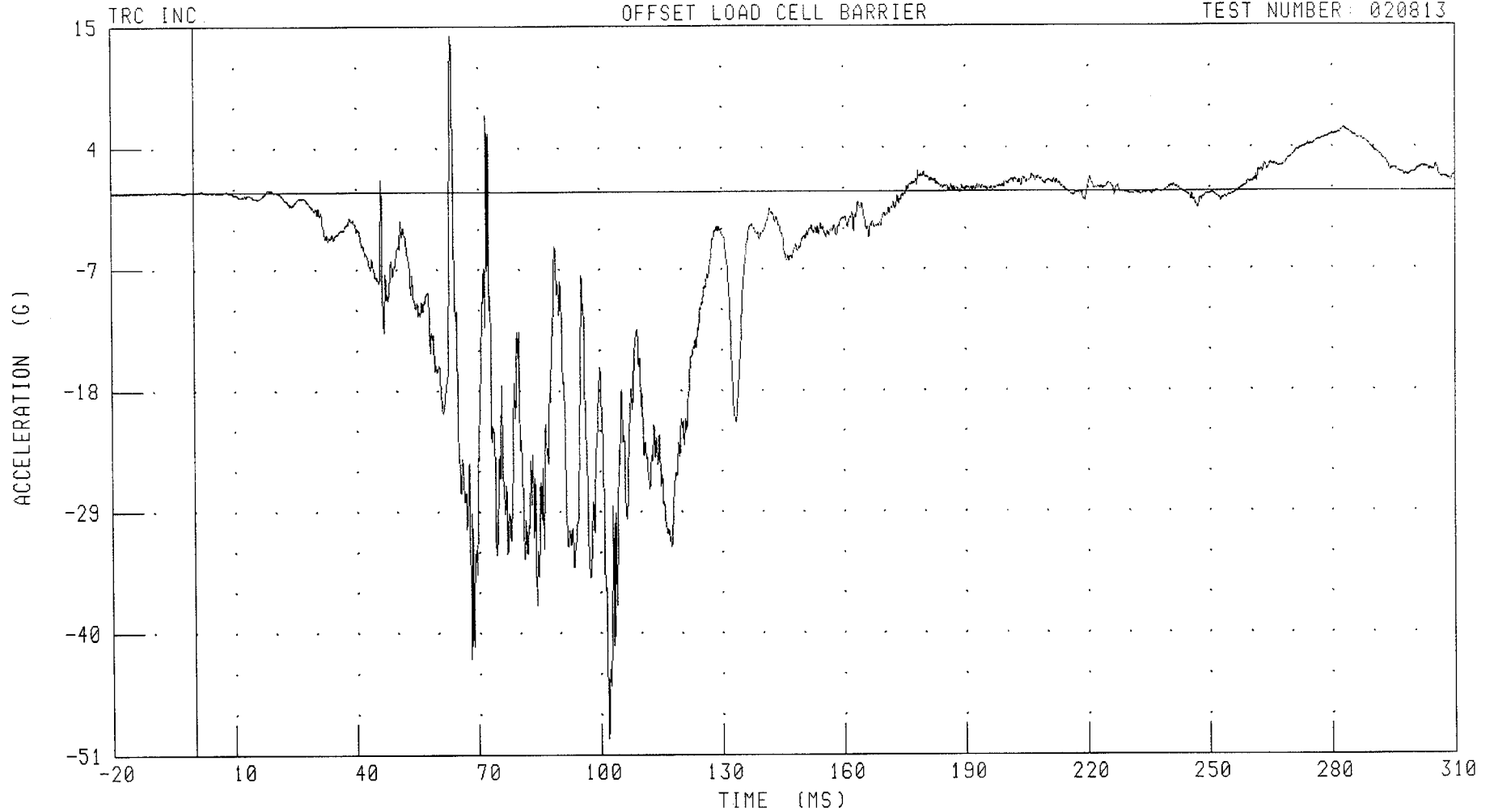
PEAK DATA: 36.54 G @ 84.48 MS; 0.01 G @ -20.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER STERNUM UPPER X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: STUXG2 FILTER: CH. CLASS 1000

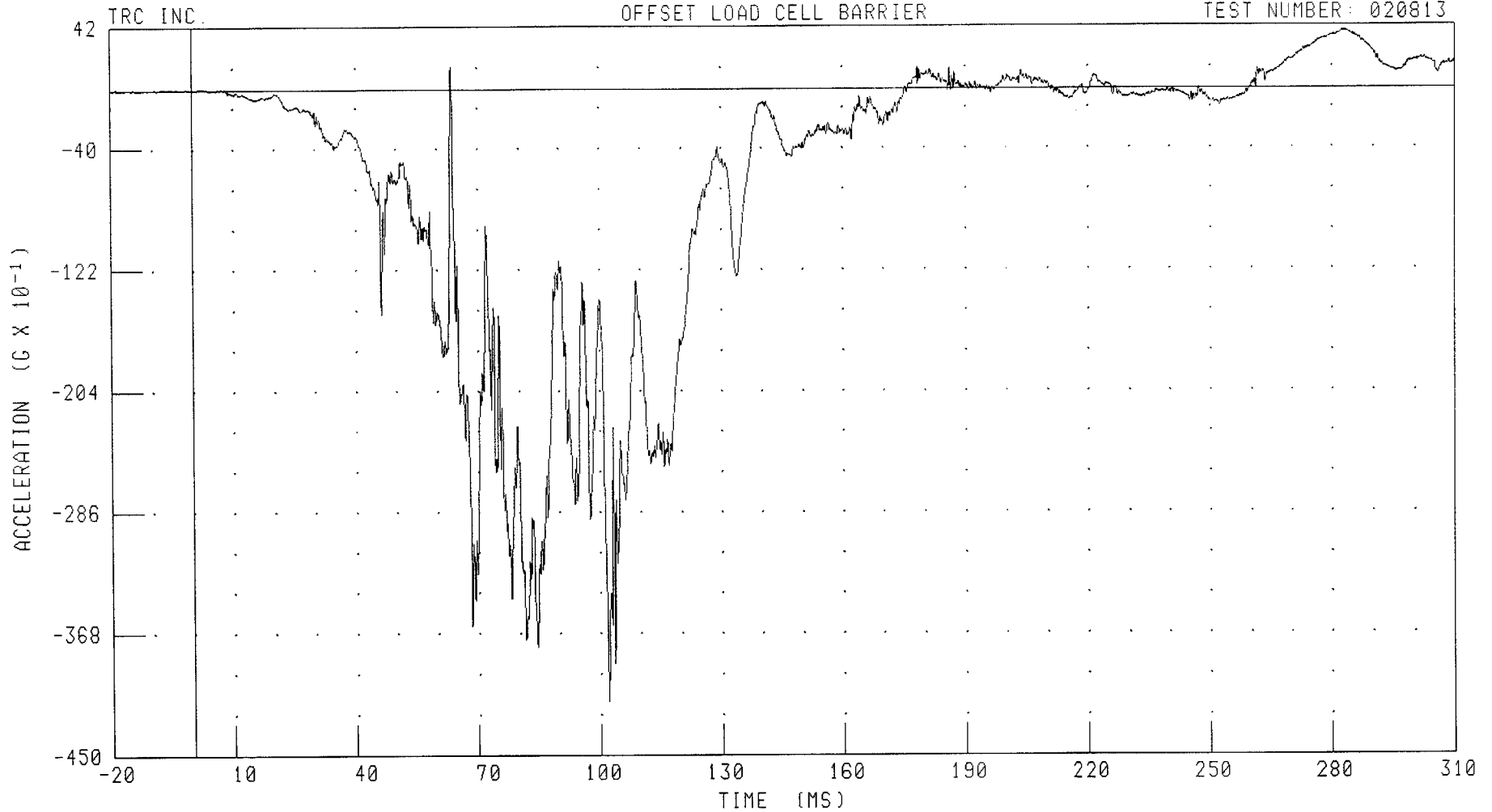
PEAK DATA: 14.19 G @ 63.52 MS; -49.49 G @ 102.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER STERNUM MID X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



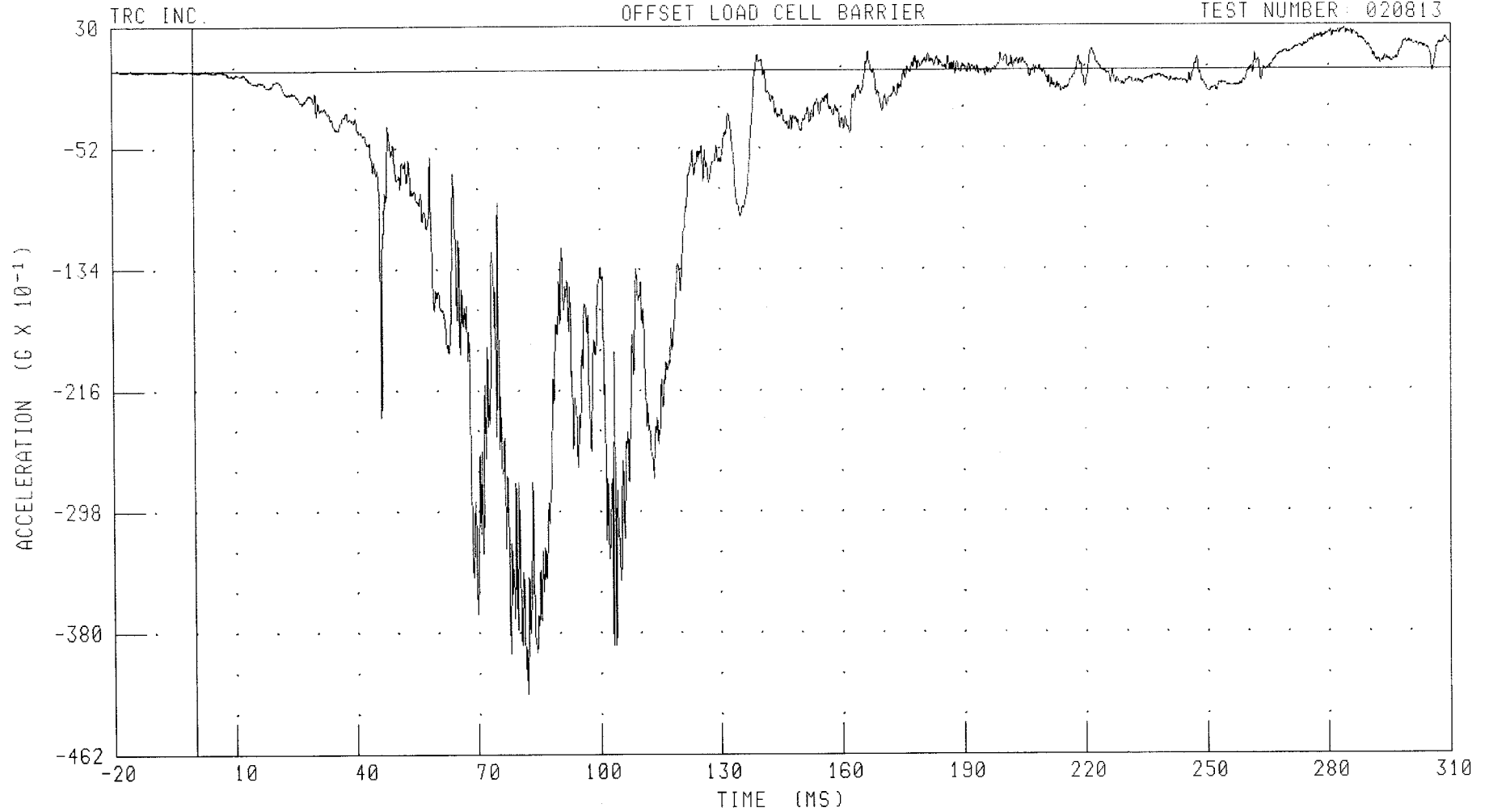
CHANNEL: STMXG2 FILTER: CH. CLASS 1000

PEAK DATA: 3.87 G @ 282.72 MS; -41.39 G @ 102.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER STERNUM LOWER X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: STLXC2

FILTER: CH. CLASS 1000

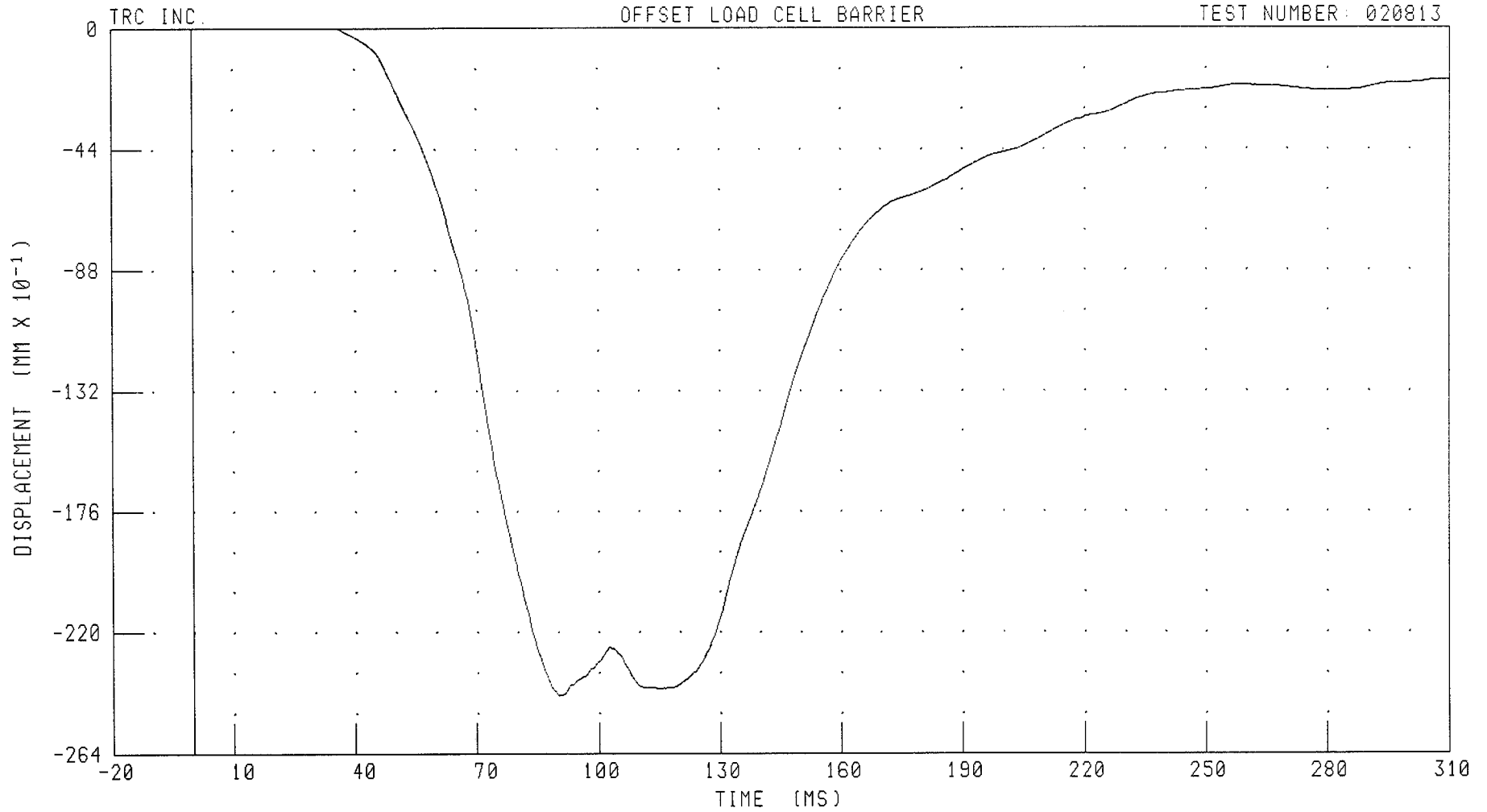
PEAK DATA: 2.81 G @ 284.00 MS; -42.13 G @ 82.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST DEFLECTION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: CSTXD2

FILTER: CH. CLASS 600

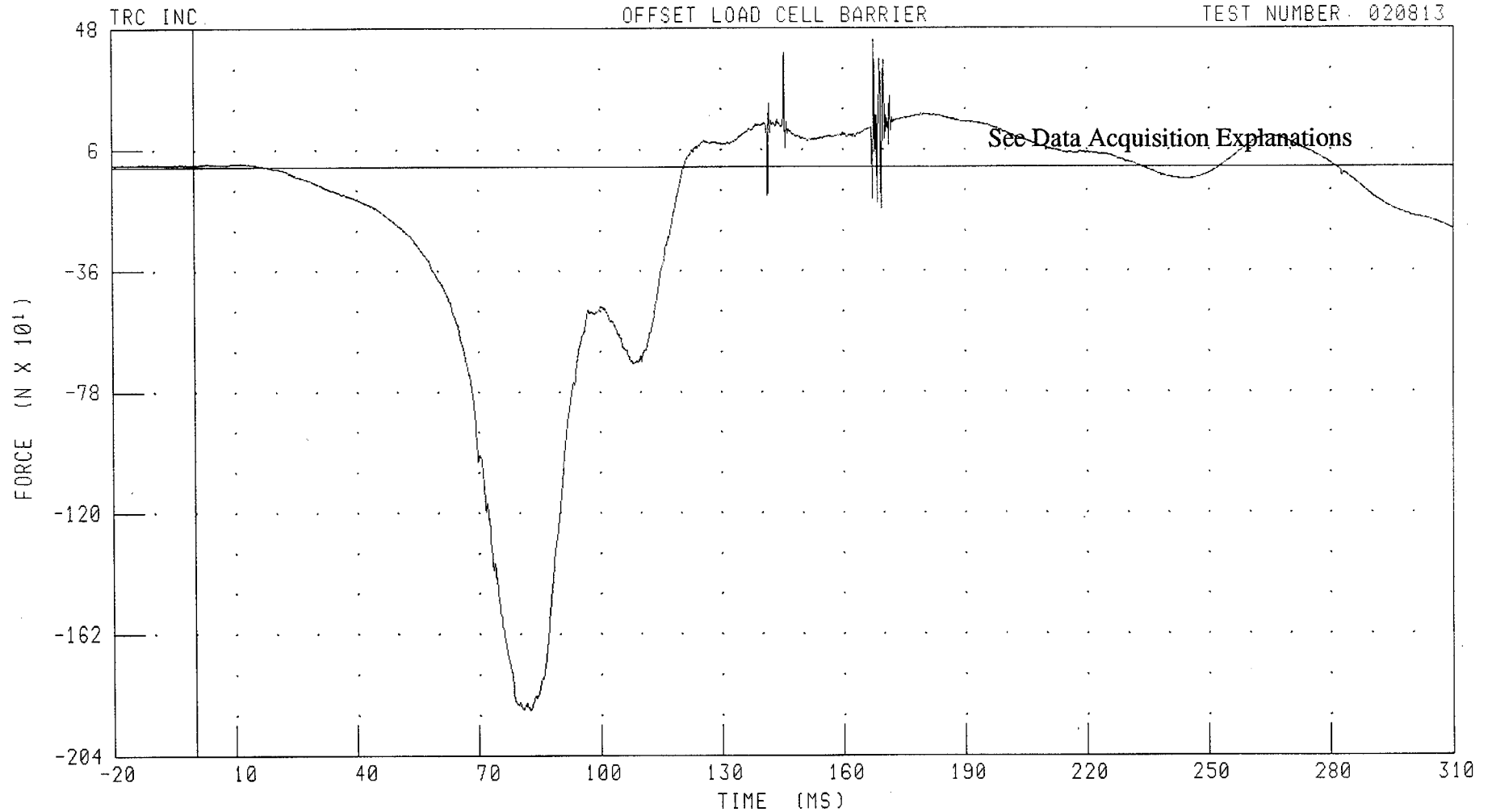
PEAK DATA: 0.06 MM @ 30.96 MS; -24.30 MM @ 90.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LUMBAR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LMBXF2 FILTER: CH. CLASS 1000

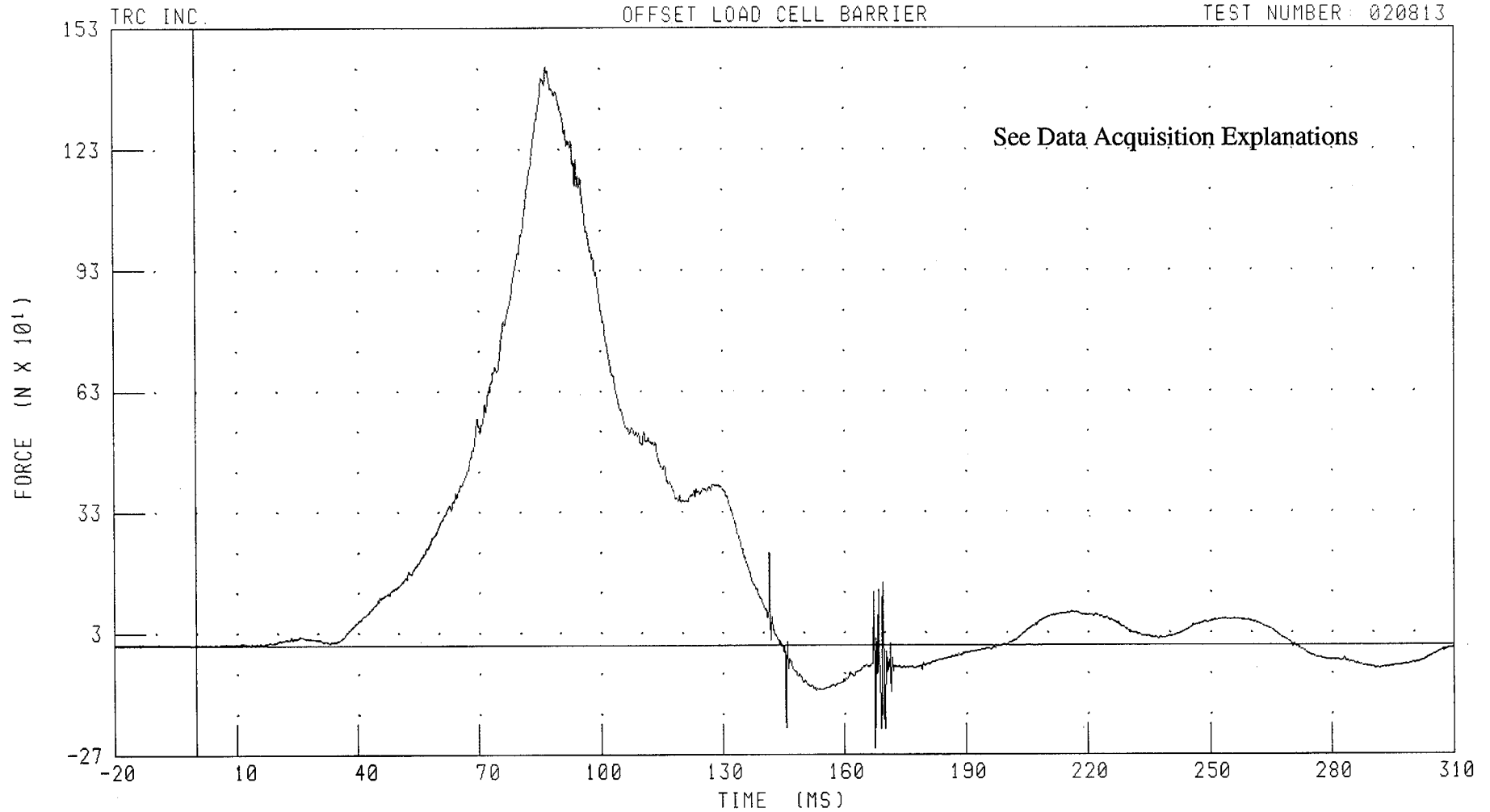
PEAK DATA: 442.36 N @ 167.76 MS; -1883.15 N @ 82.64 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LUMBAR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LM BYF2 FILTER: CH. CLASS 1000

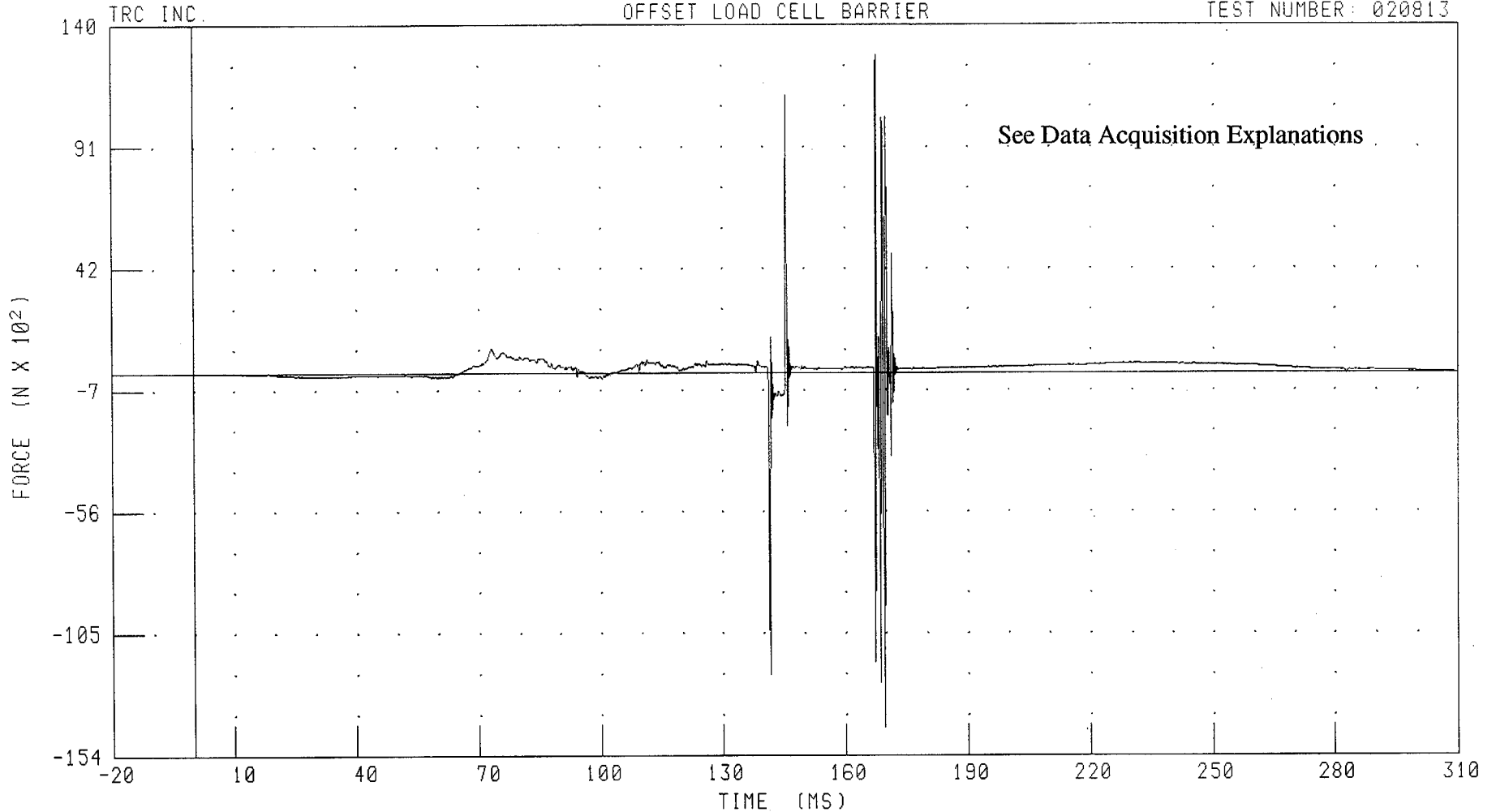
PEAK DATA: 1433.50 N @ 86.80 MS; -254.26 N @ 167.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LUMBAR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LMBZF2 FILTER: CH. CLASS 1000

TIME (MS)

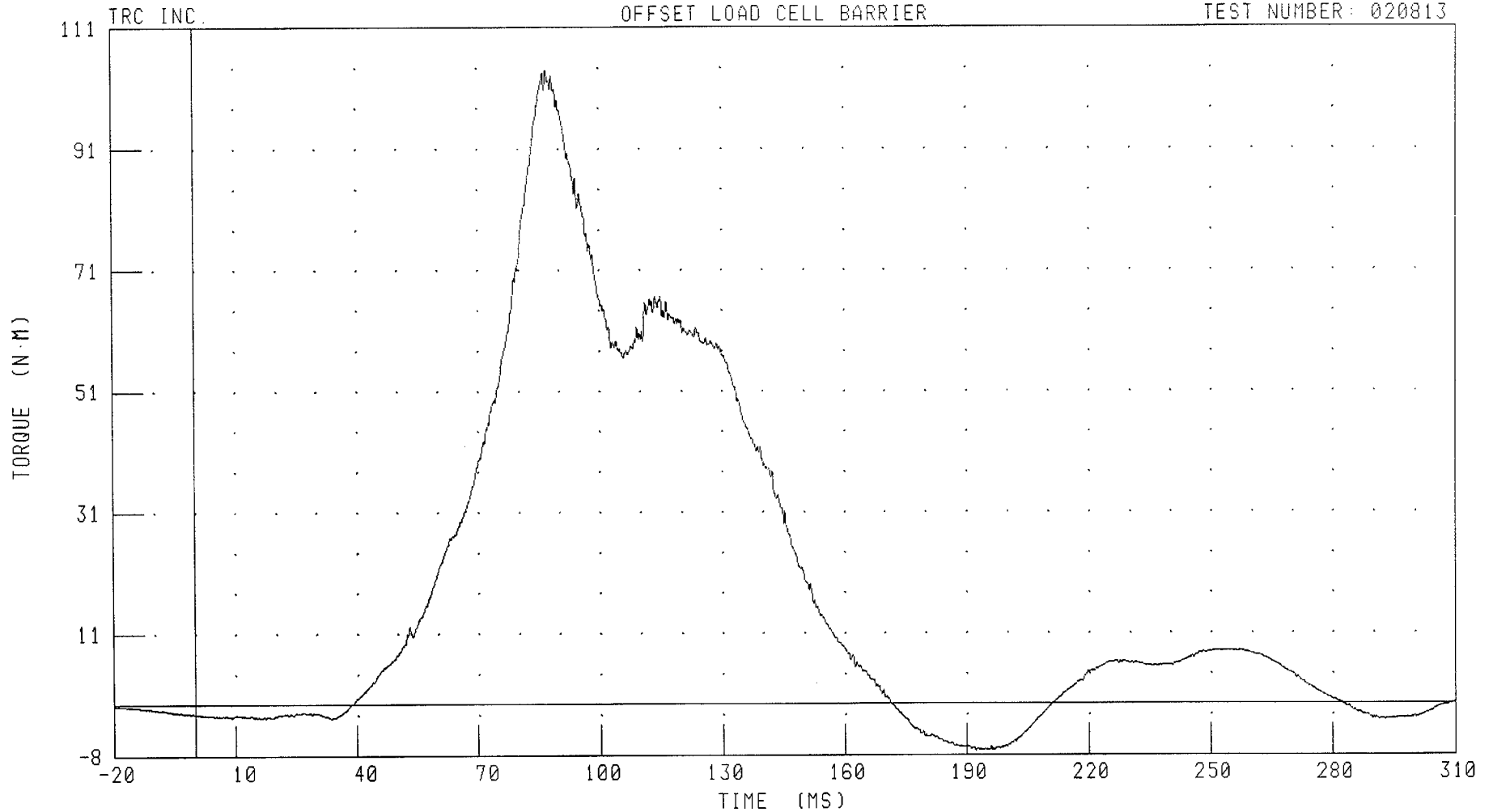
PEAK DATA: 12803.29 N @ 167.84 MS; -14266.17 N @ 169.68 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LUMBAR X-AXIS MOMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LMBXM2 FILTER: CH. CLASS 1000

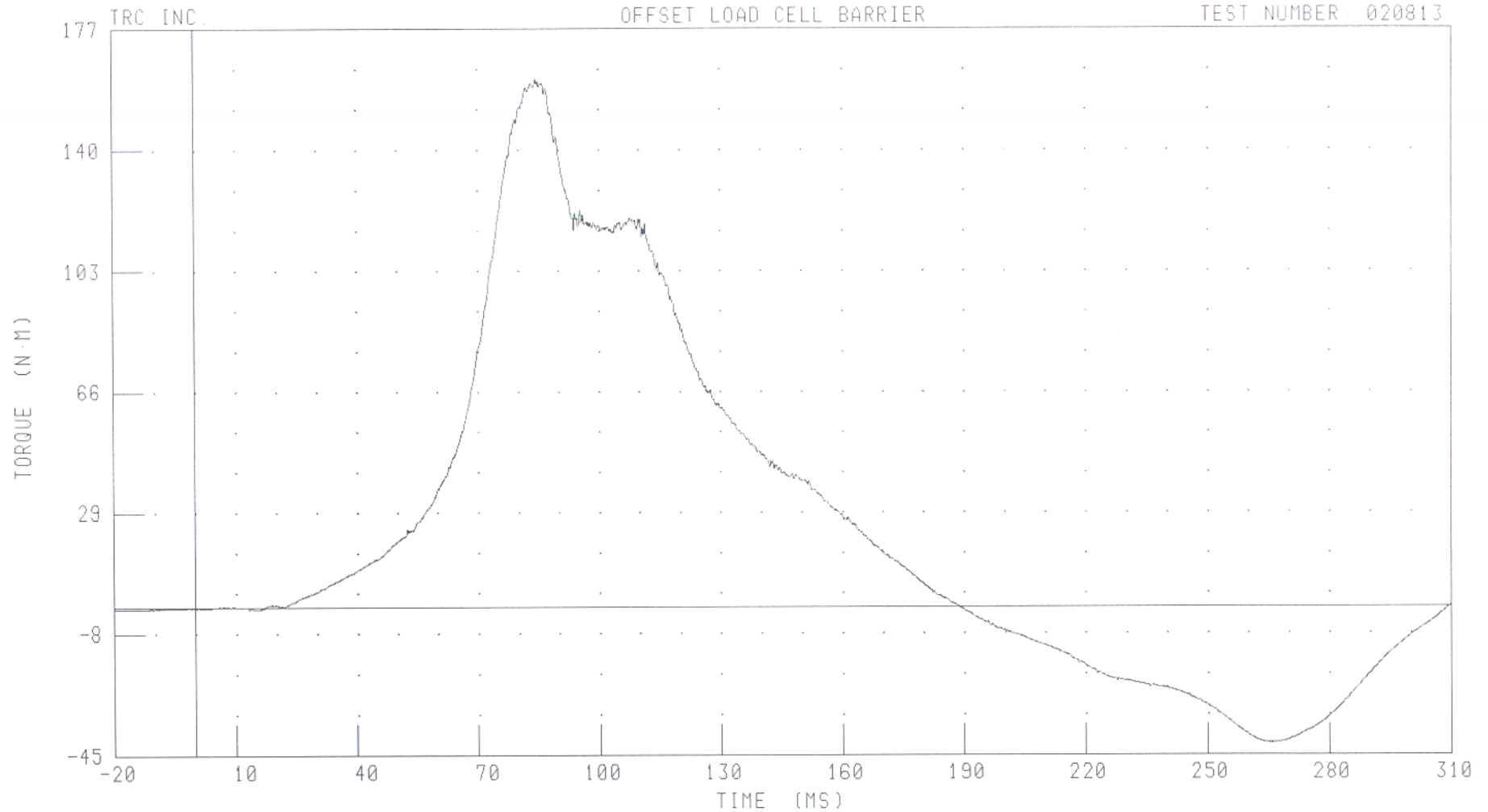
PEAK DATA: 104.56 N·M @ 87.04 MS; -7.69 N·M @ 192.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LUMBAR Y-AXIS MOMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LMBYM2 FILTER: CH. CLASS 1000

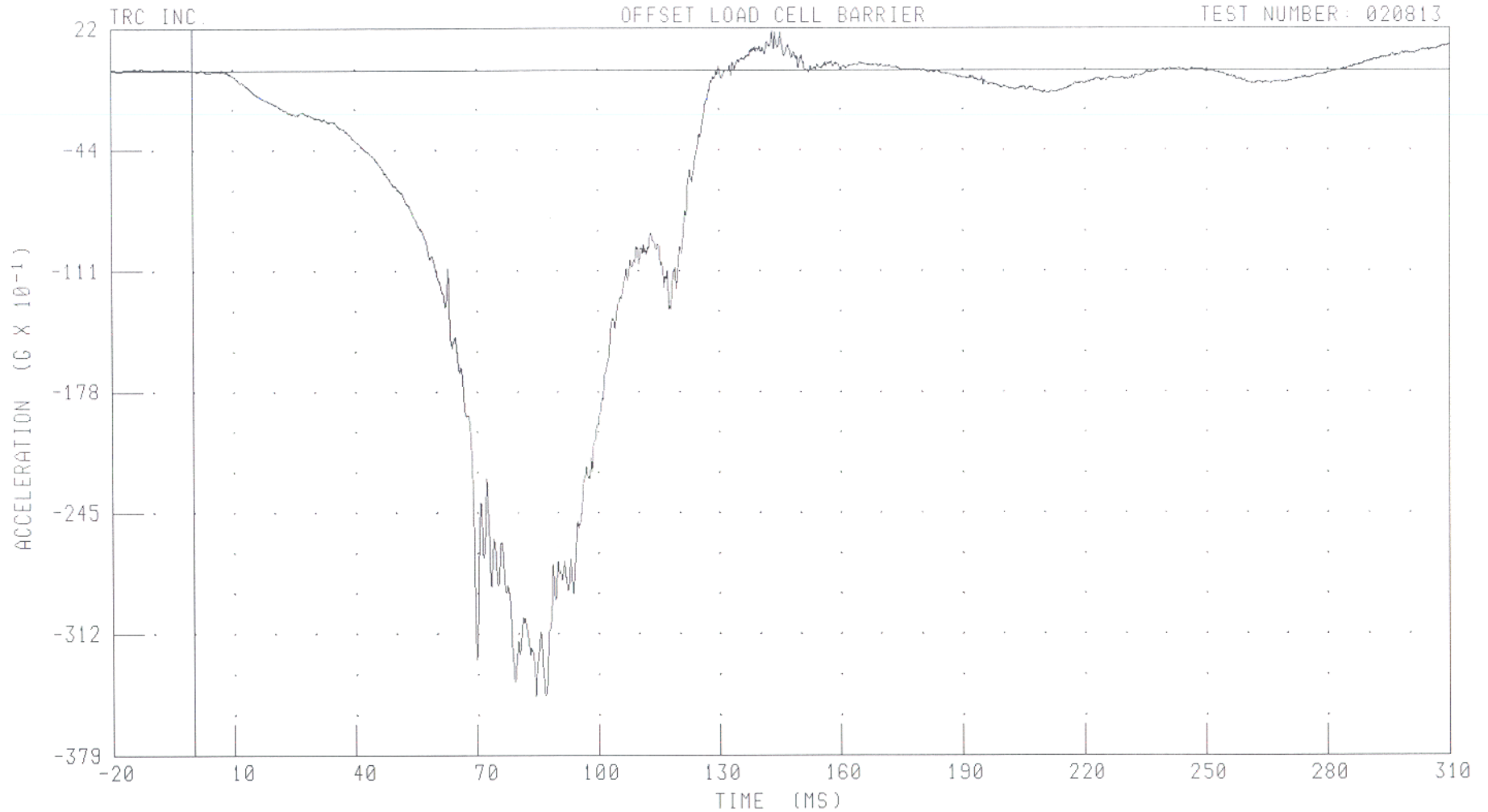
PEAK DATA: 161.61 N·M @ 84.48 MS; -41.48 N·M @ 265.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER PELVIS X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVXG2 FILTER: CH. CLASS 1000

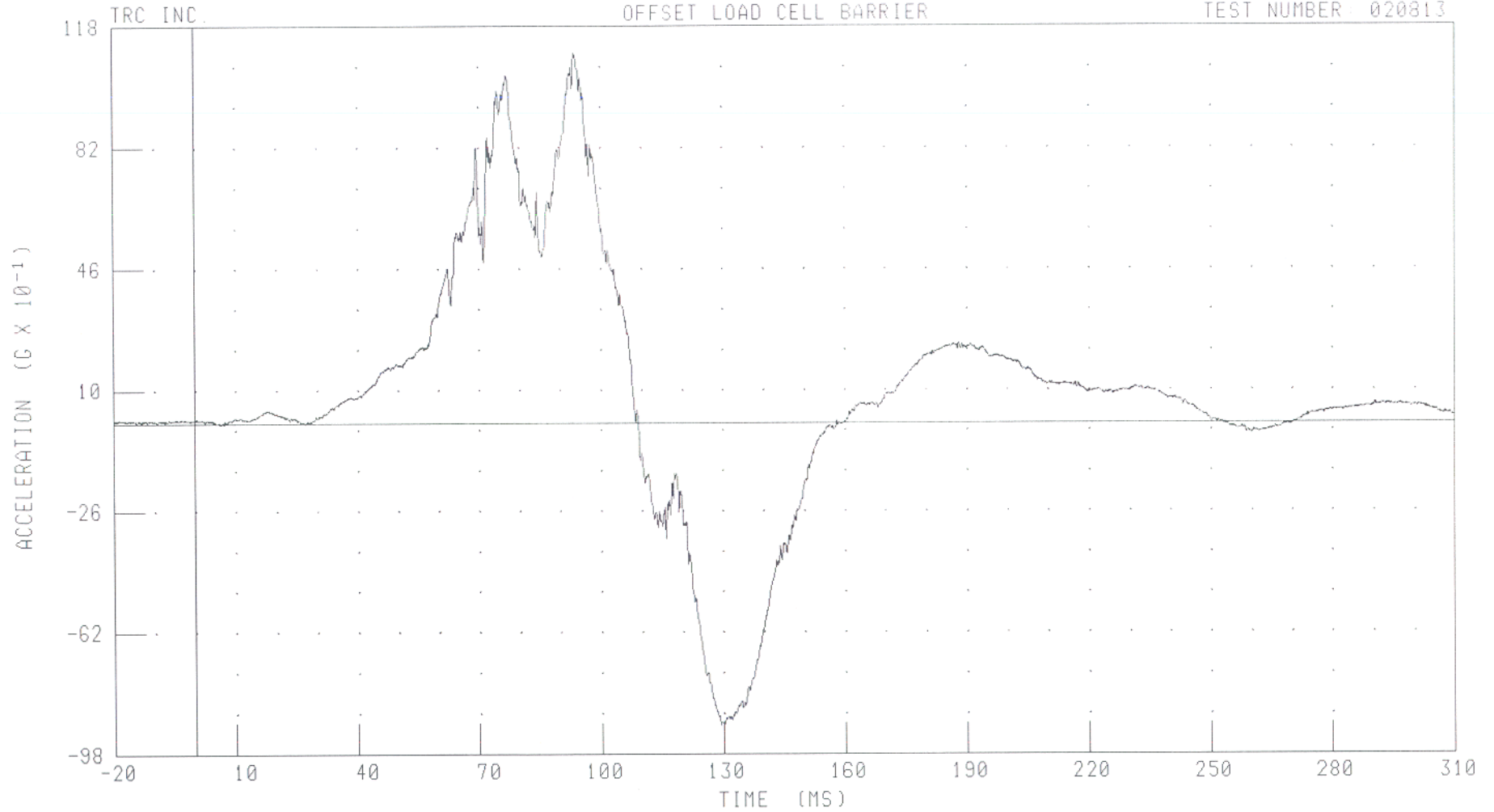
PEAK DATA: 2.15 G @ 143.20 MS; -34.68 G @ 84.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER PELVIS Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVYG2 FILTER: CH. CLASS 1000

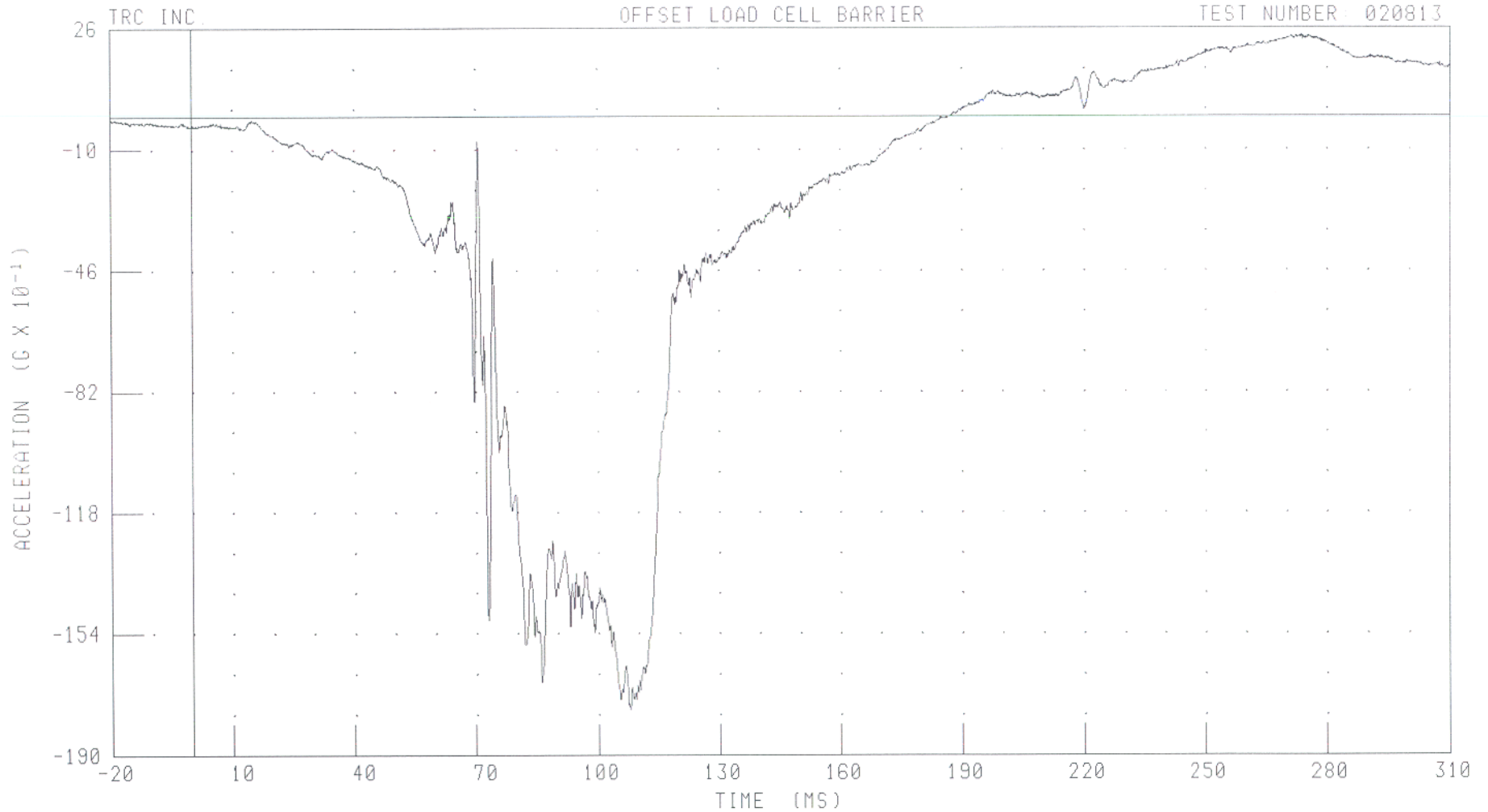
PEAK DATA: 11.00 G @ 93.76 MS; -8.96 G @ 129.28 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER PELVIS Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVZG2

FILTER: CH. CLASS 1000

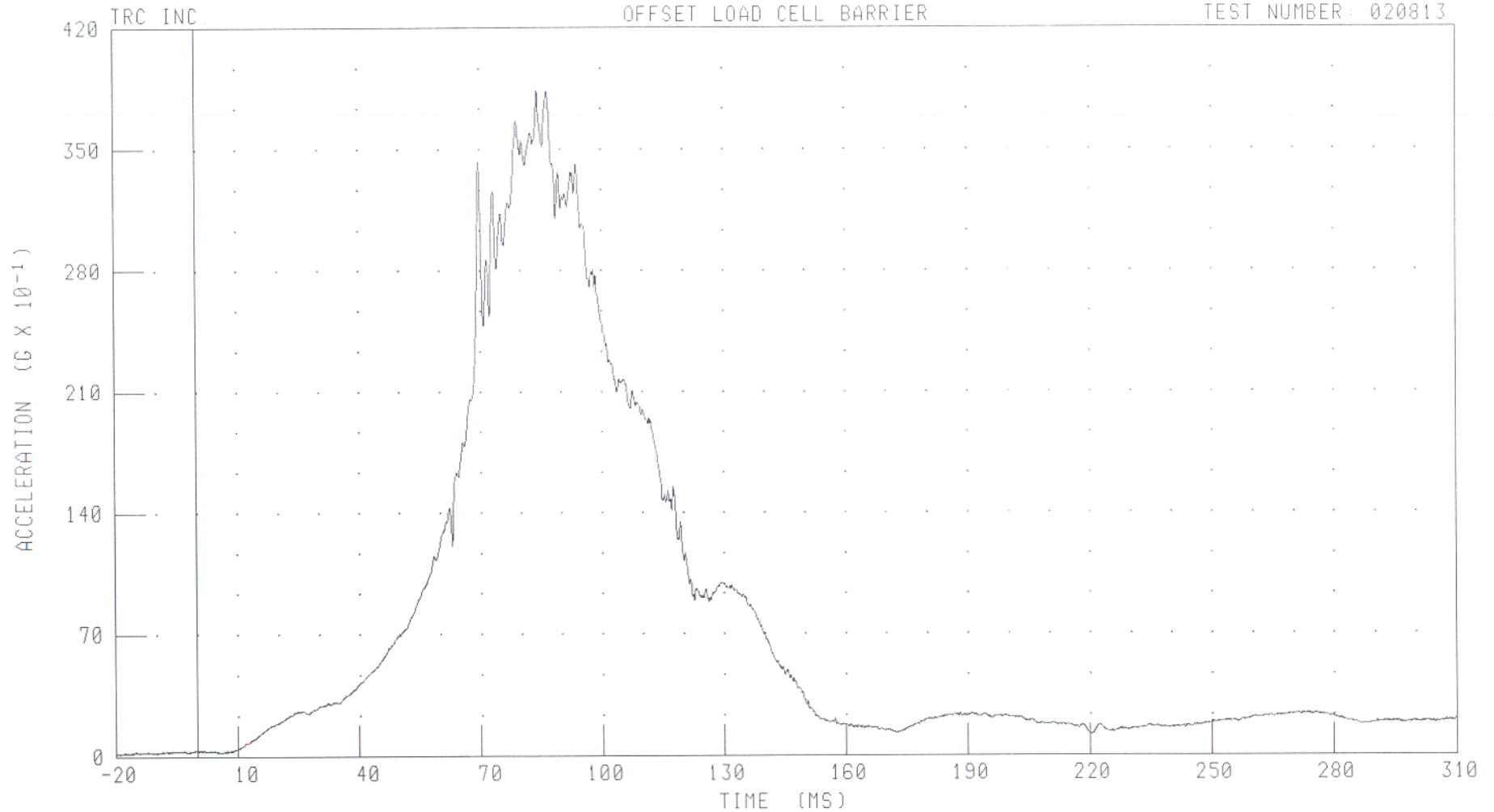
PEAK DATA: 2.40 G @ 273.92 MS, -17.68 G @ 108.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER PELVIS RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: PEVRG2 FILTER: CH. CLASS 1000

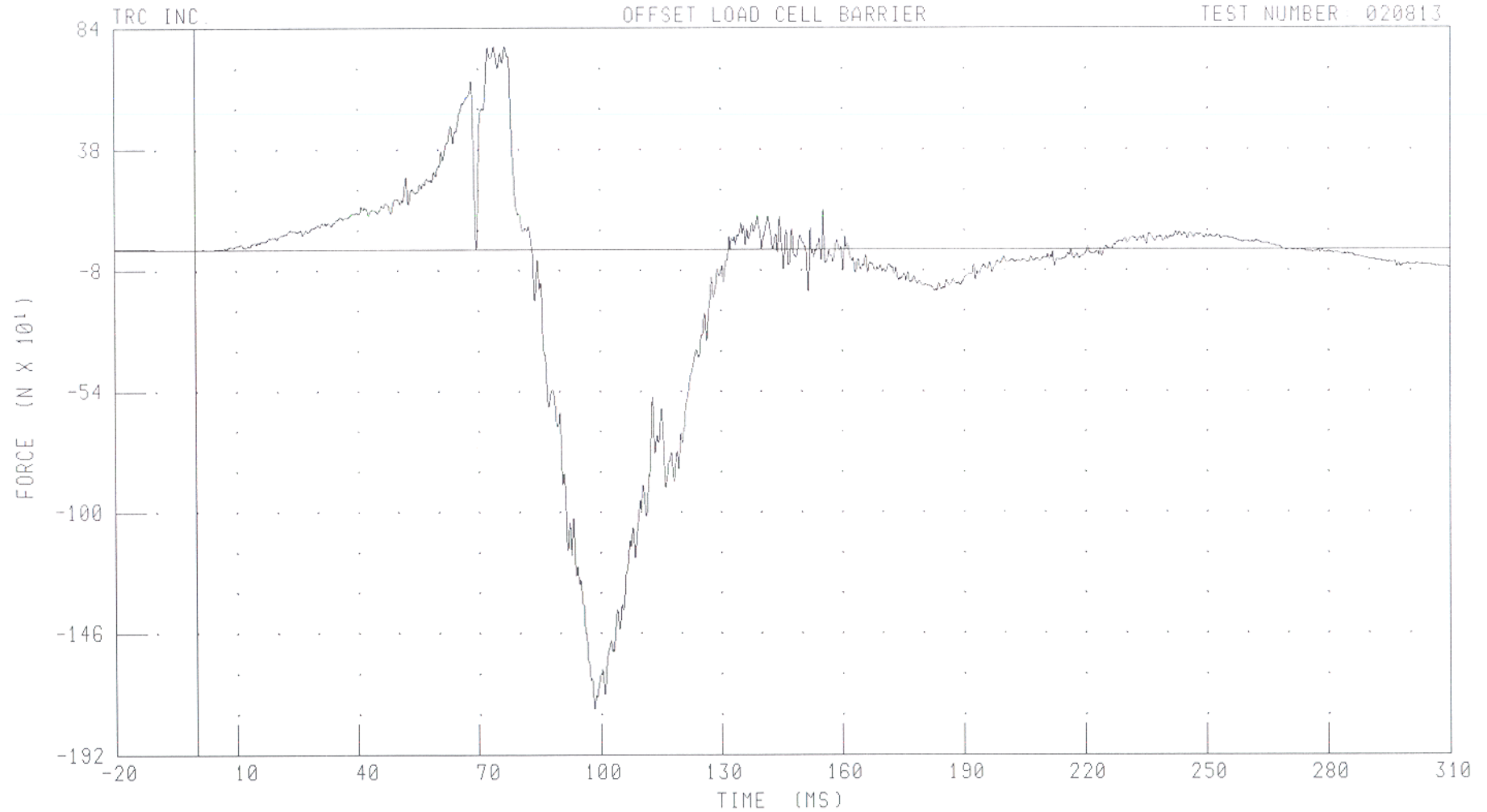
PEAK DATA: 38.40 G @ 84.40 MS; 0.13 G @ -19.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT FEMUR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LFMZF2 FILTER: CH. CLASS 600

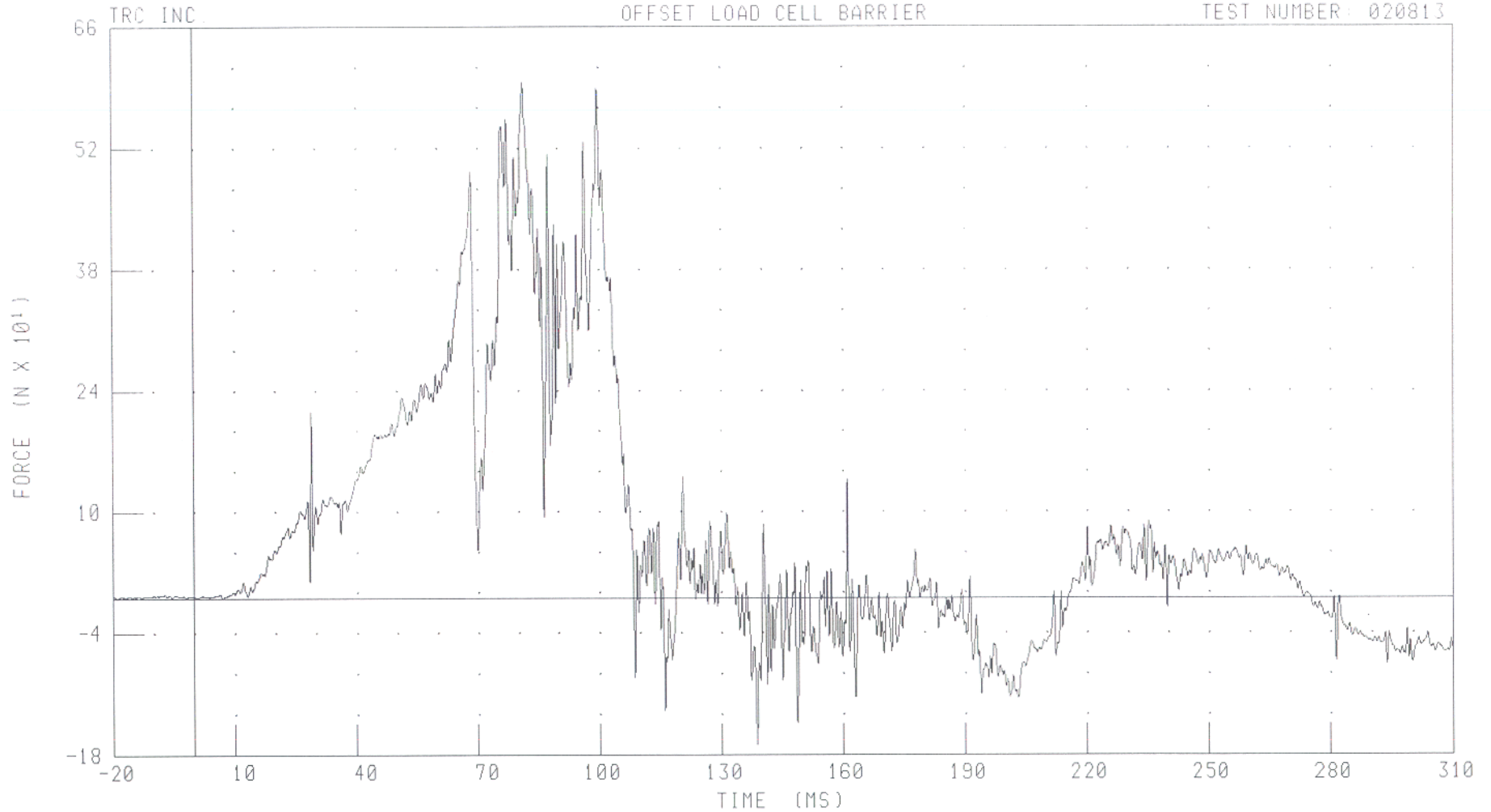
PEAK DATA: 771.60 N @ 76.72 MS, -1746.65 N @ 98.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT FEMUR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



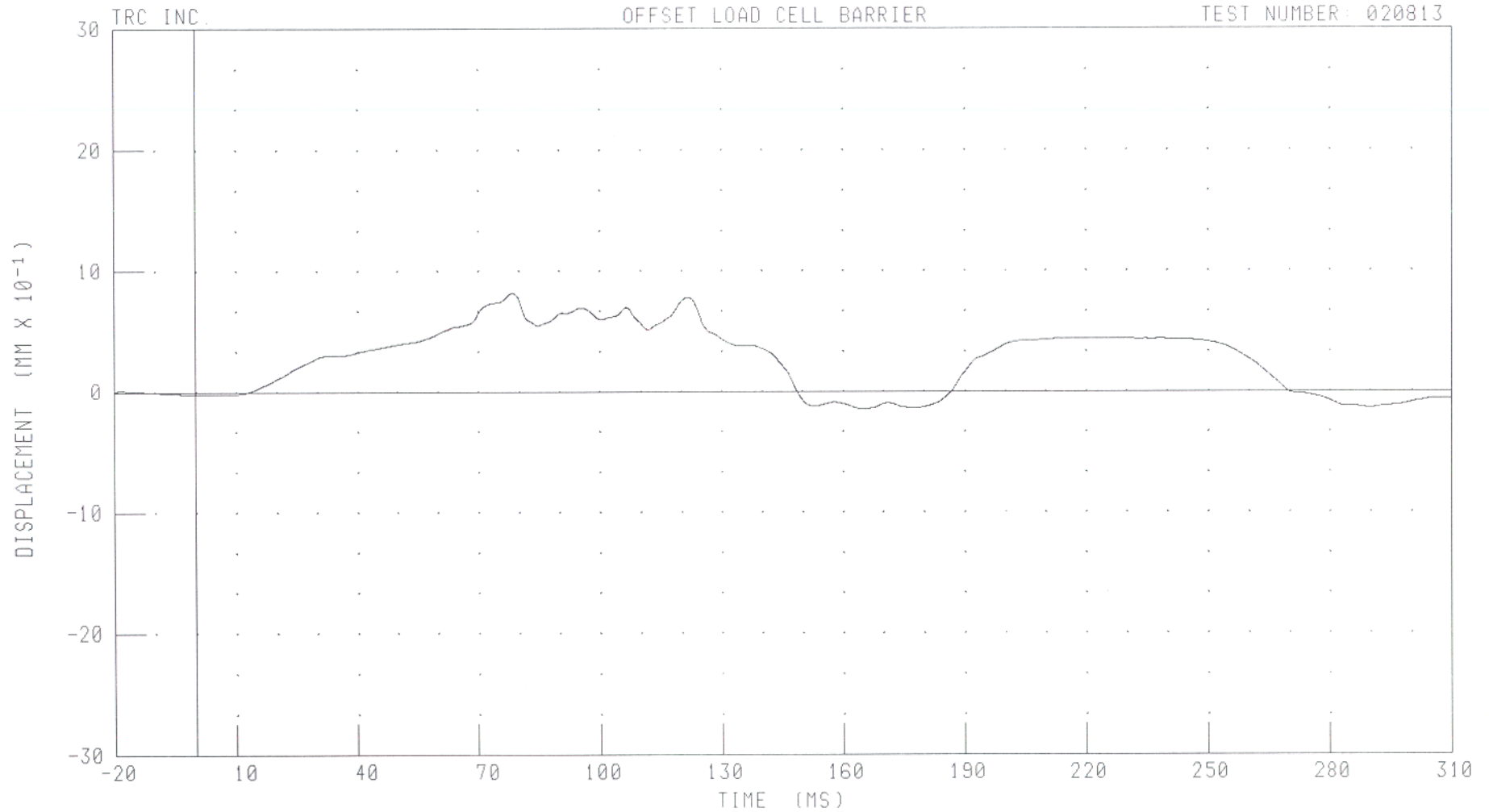
CHANNEL: RFMZF2 FILTER: CH. CLASS 600

PEAK DATA: 595.98 N @ 81.28 MS; -168.12 N @ 138.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT TIBIA TO FEMUR DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



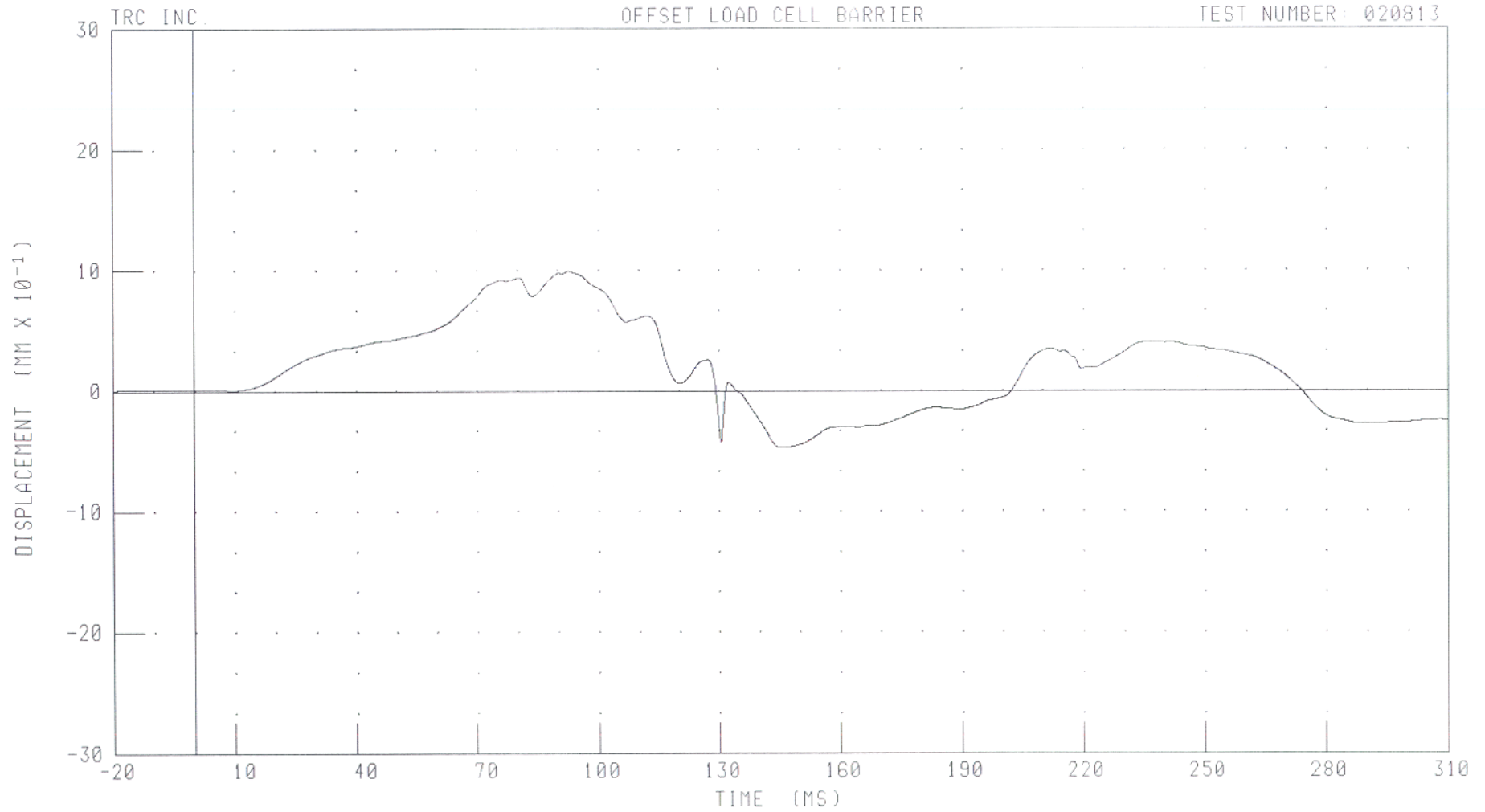
CHANNEL: KNLXD2 FILTER: CH. CLASS 180

PEAK DATA: 0.82 MM @ 78.64 MS; -0.15 MM @ 165.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT TIBIA TO FEMUR DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



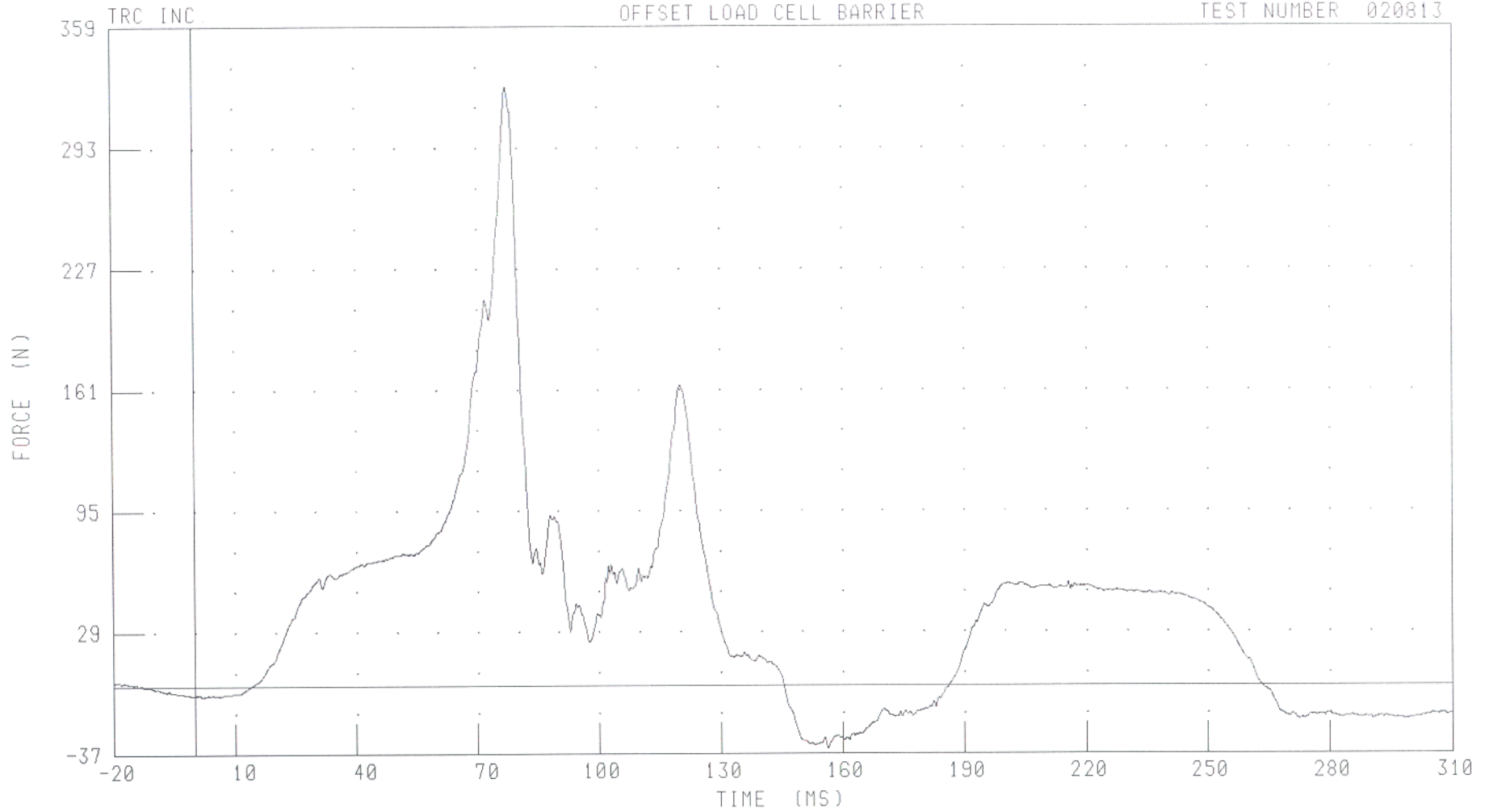
CHANNEL: KNRXD2 FILTER: CH. CLASS 180

PEAK DATA: 0.99 MM @ 92.72 MS, -0.47 MM @ 145.60 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT UPPER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: TBLXF2 FILTER: CH. CLASS 600

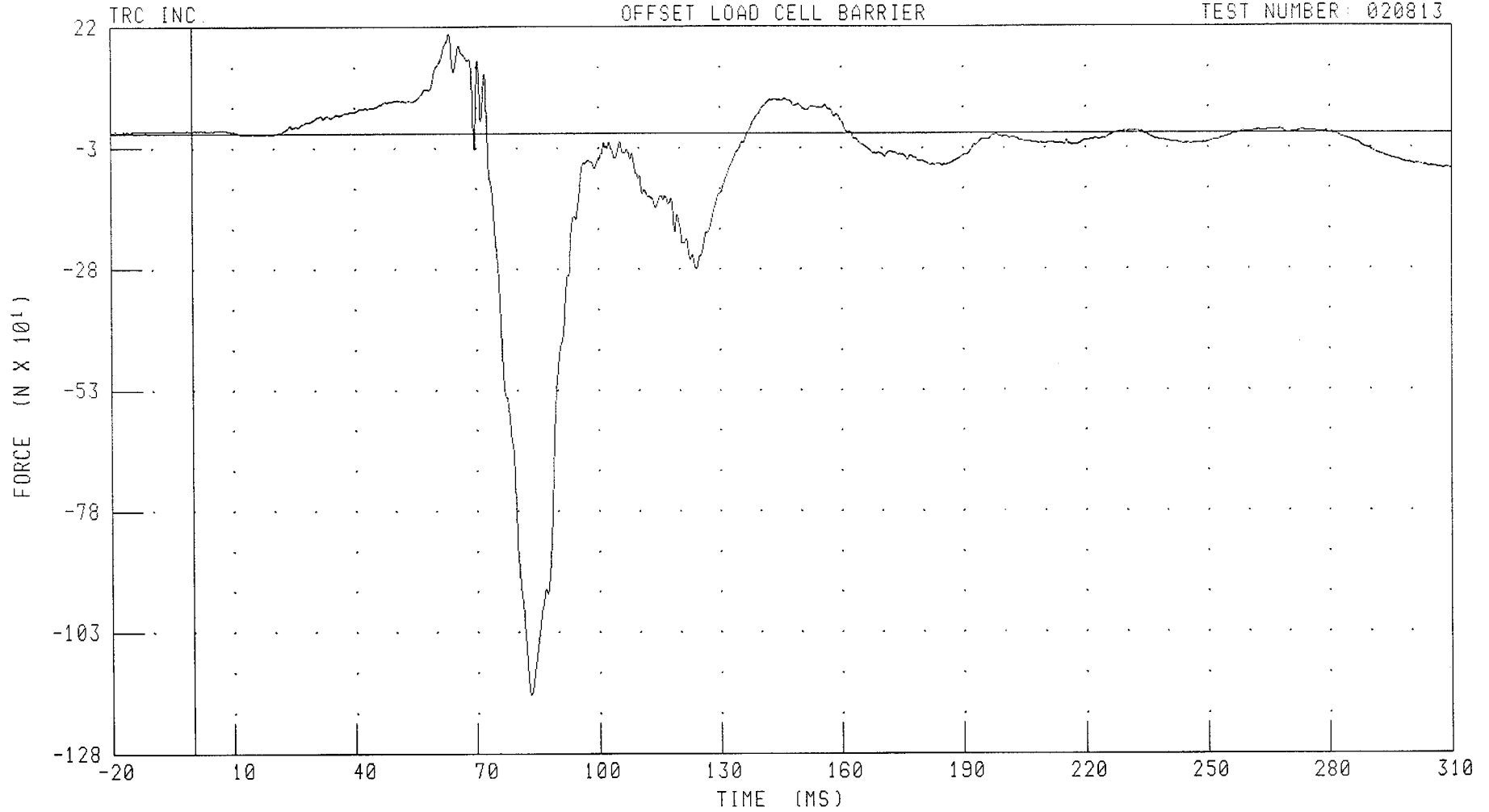
PEAK DATA: 326.18 N @ 77.36 MS; -34.24 N @ 156.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT UPPER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



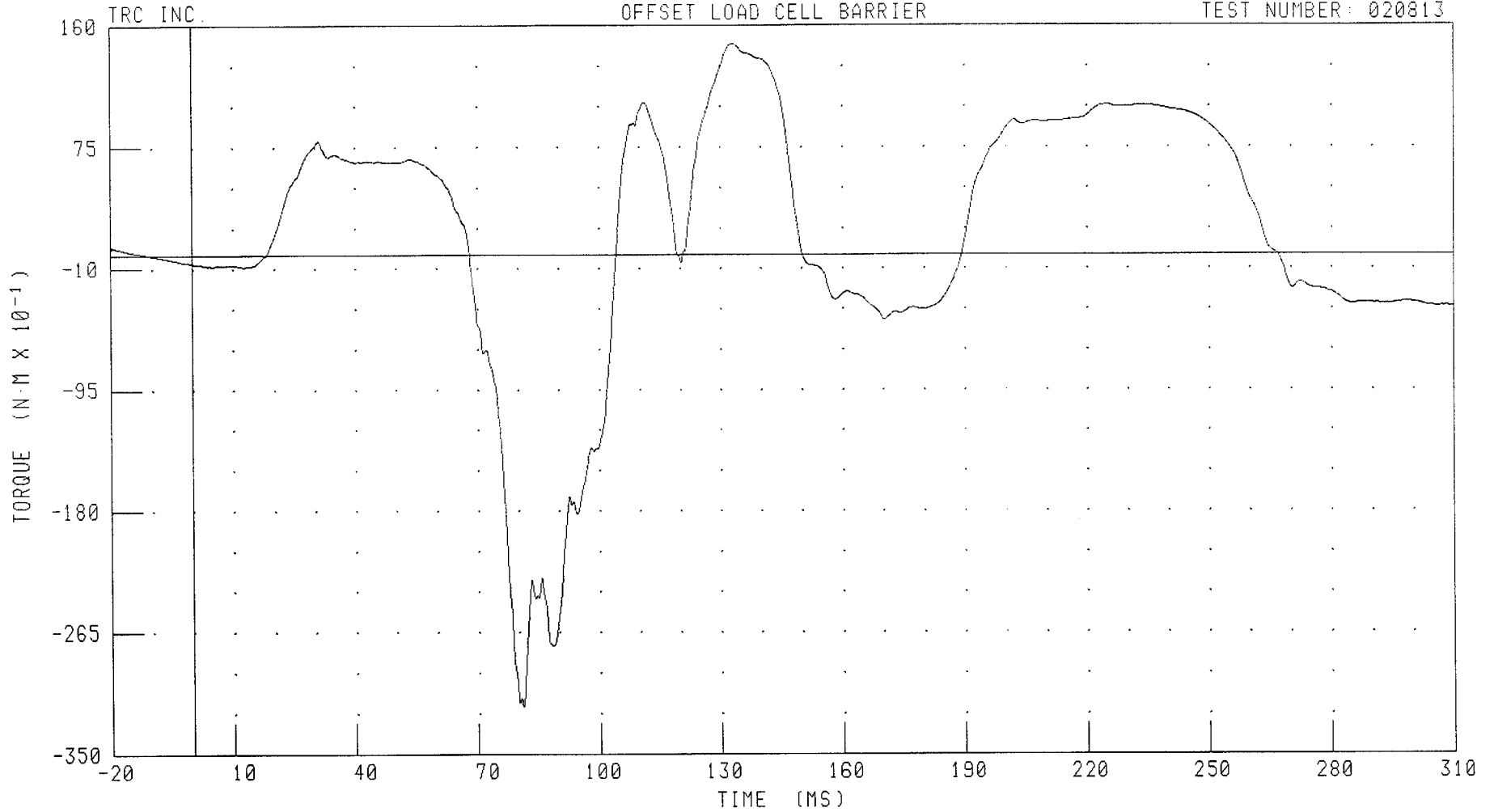
CHANNEL: TBLZF2 FILTER: CH. CLASS 600

PEAK DATA: 205.56 N @ 63.52 MS; -1158.53 N @ 83.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT UPPER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



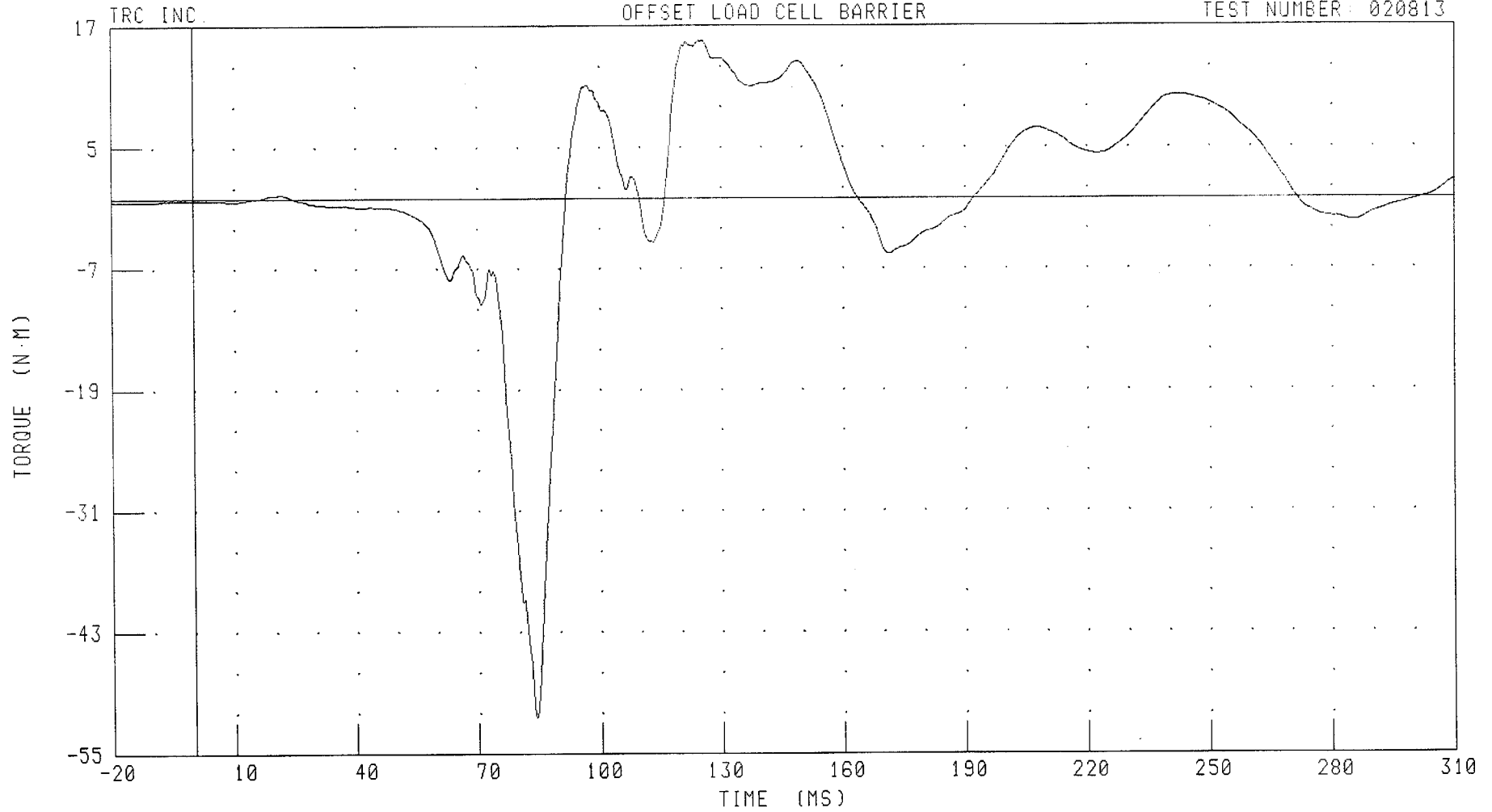
CHANNEL: TBLXM2 FILTER: CH. CLASS 600

PEAK DATA: 14.72 N·M @ 133.20 MS; -31.68 N·M @ 81.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT UPPER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBLYM2 FILTER: CH. CLASS 600

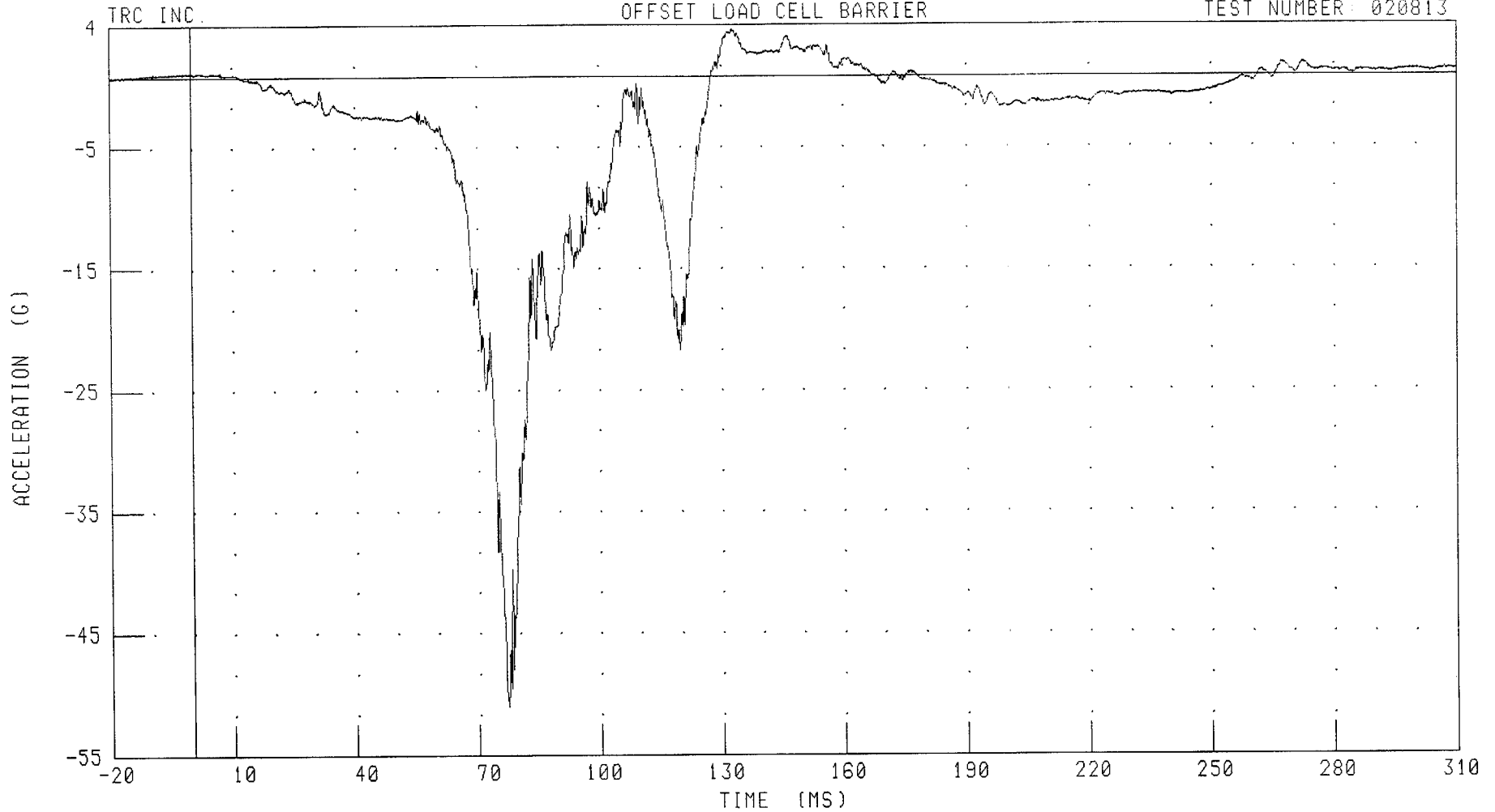
PEAK DATA: 15.52 N·M @ 125.60 MS; -51.42 N·M @ 84.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBLXG2 FILTER: CH. CLASS 1000

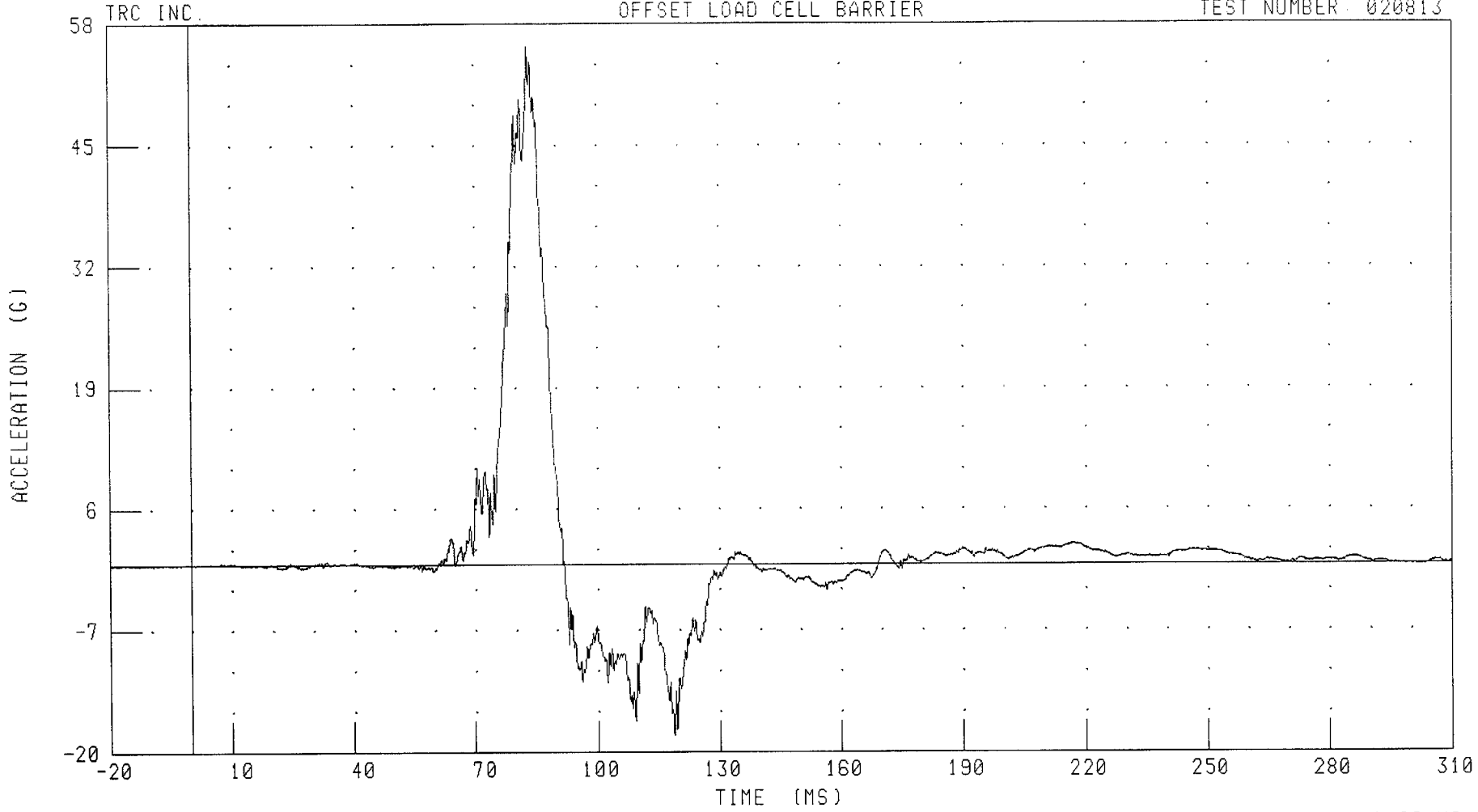
PEAK DATA: 3.89 G @ 132.80 MS; -51.83 G @ 77.28 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT TIBIA Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBLYG2 FILTER: CH. CLASS 1000

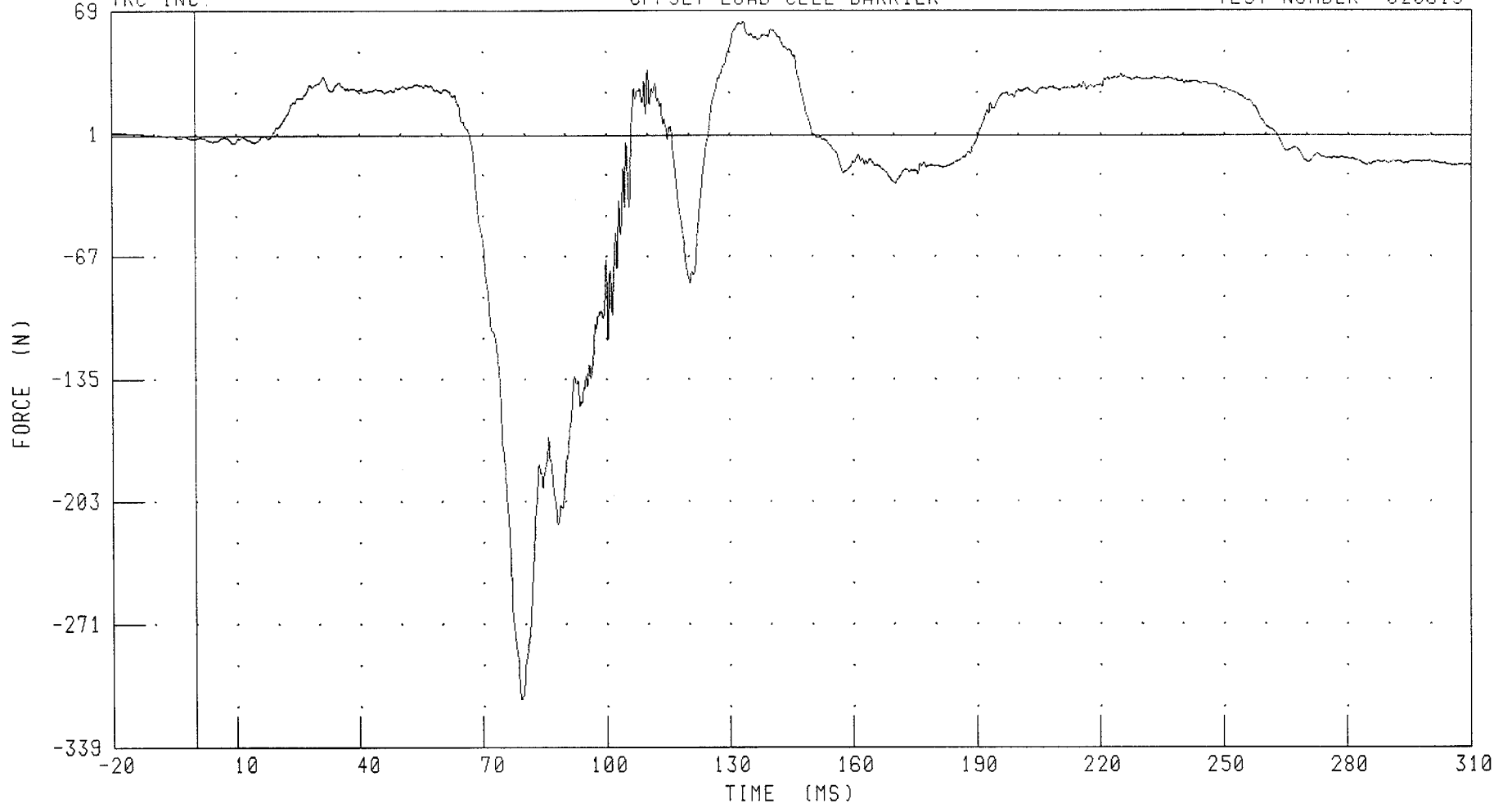
PEAK DATA: 55.62 G @ 83.12 MS; -18.20 G @ 118.80 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT LOWER TIBIA X-AXIS FORCE

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANLXF2 FILTER: CH. CLASS 600

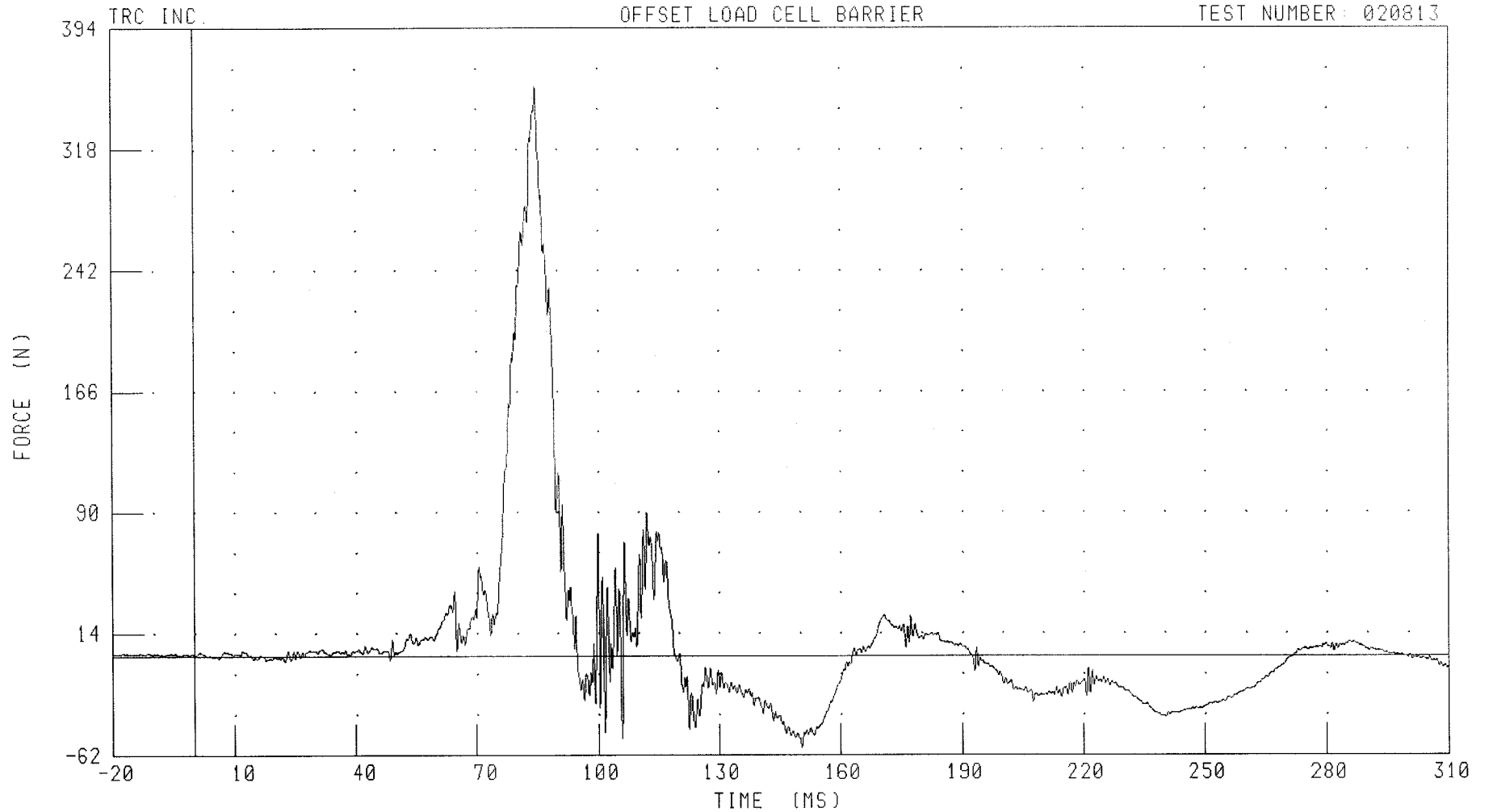
PEAK DATA: 62.83 N @ 133.60 MS; -312.69 N @ 79.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT LOWER TIBIA Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANLYF2

FILTER: CH. CLASS 600

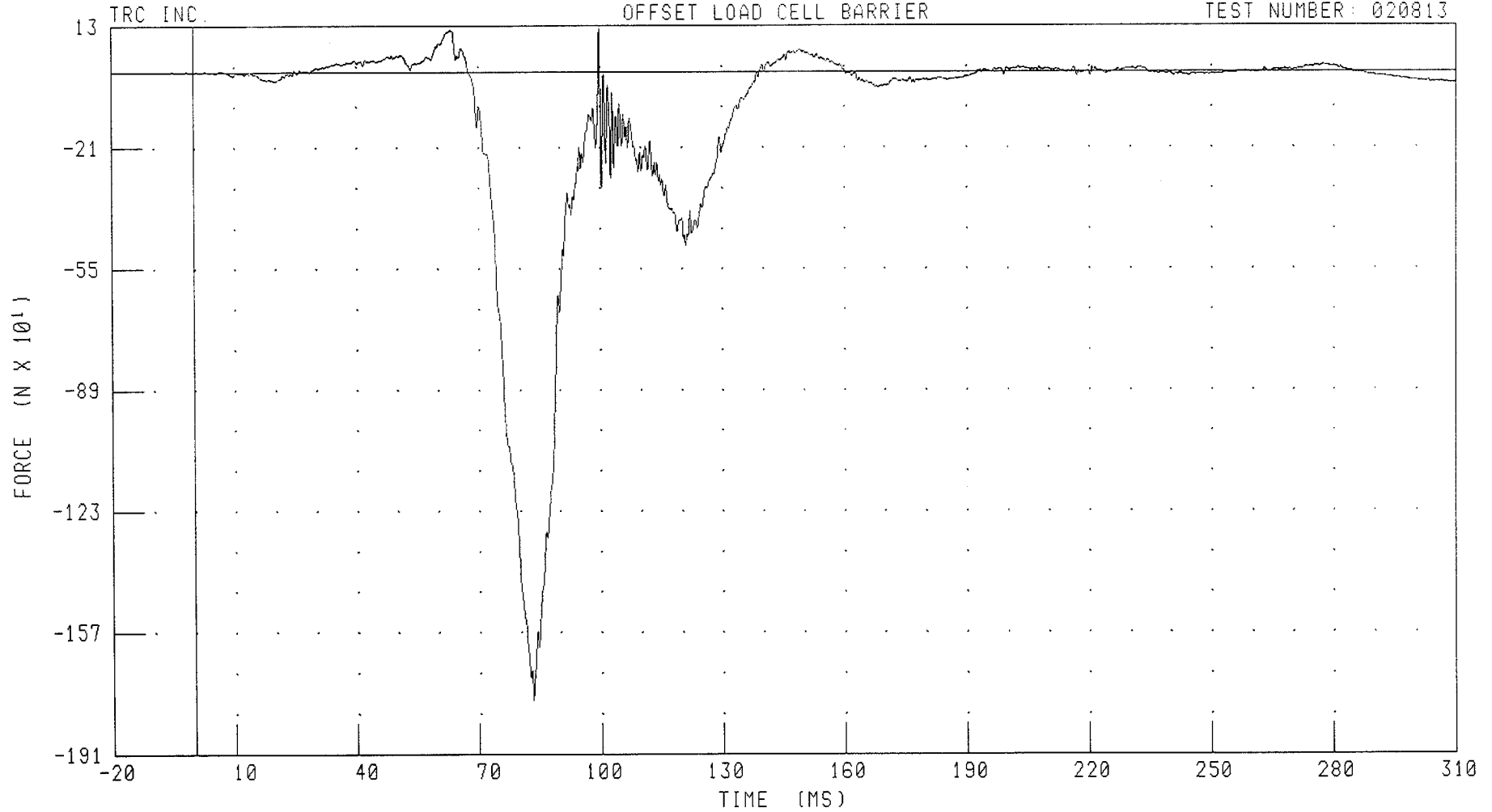
PEAK DATA: 357.35 N @ 84.72 MS; -57.27 N @ 150.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT LOWER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



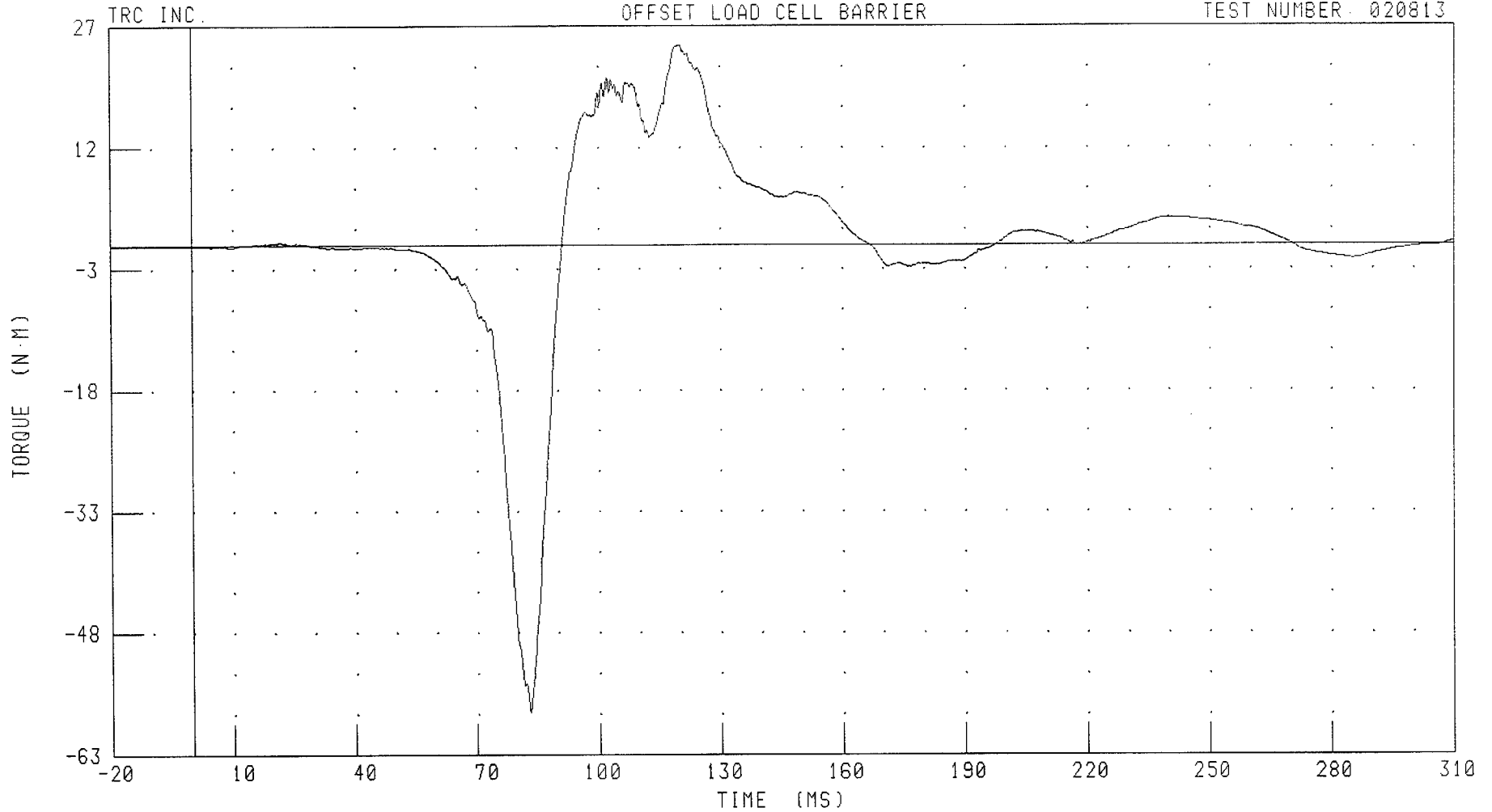
CHANNEL: ANLZF2 FILTER: CH. CLASS 600

PEAK DATA: 122.19 N @ 100.00 MS, -1760.28 N @ 83.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT LOWER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



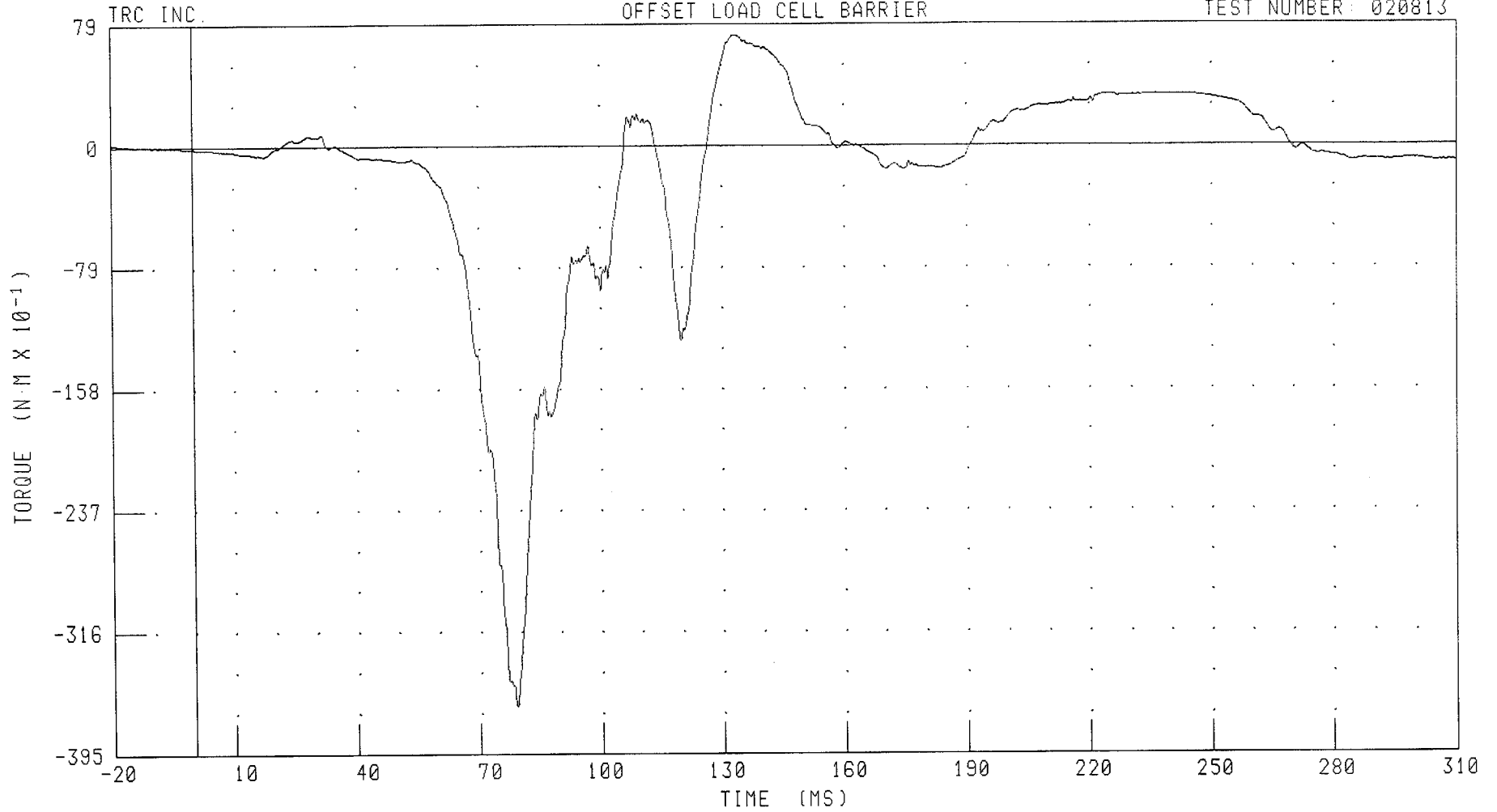
CHANNEL: ANLXM2 FILTER: CH. CLASS 600

PEAK DATA: 24.66 N·M @ 119.92 MS; -57.76 N·M @ 83.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT LOWER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANLYM2

FILTER: CH. CLASS 600

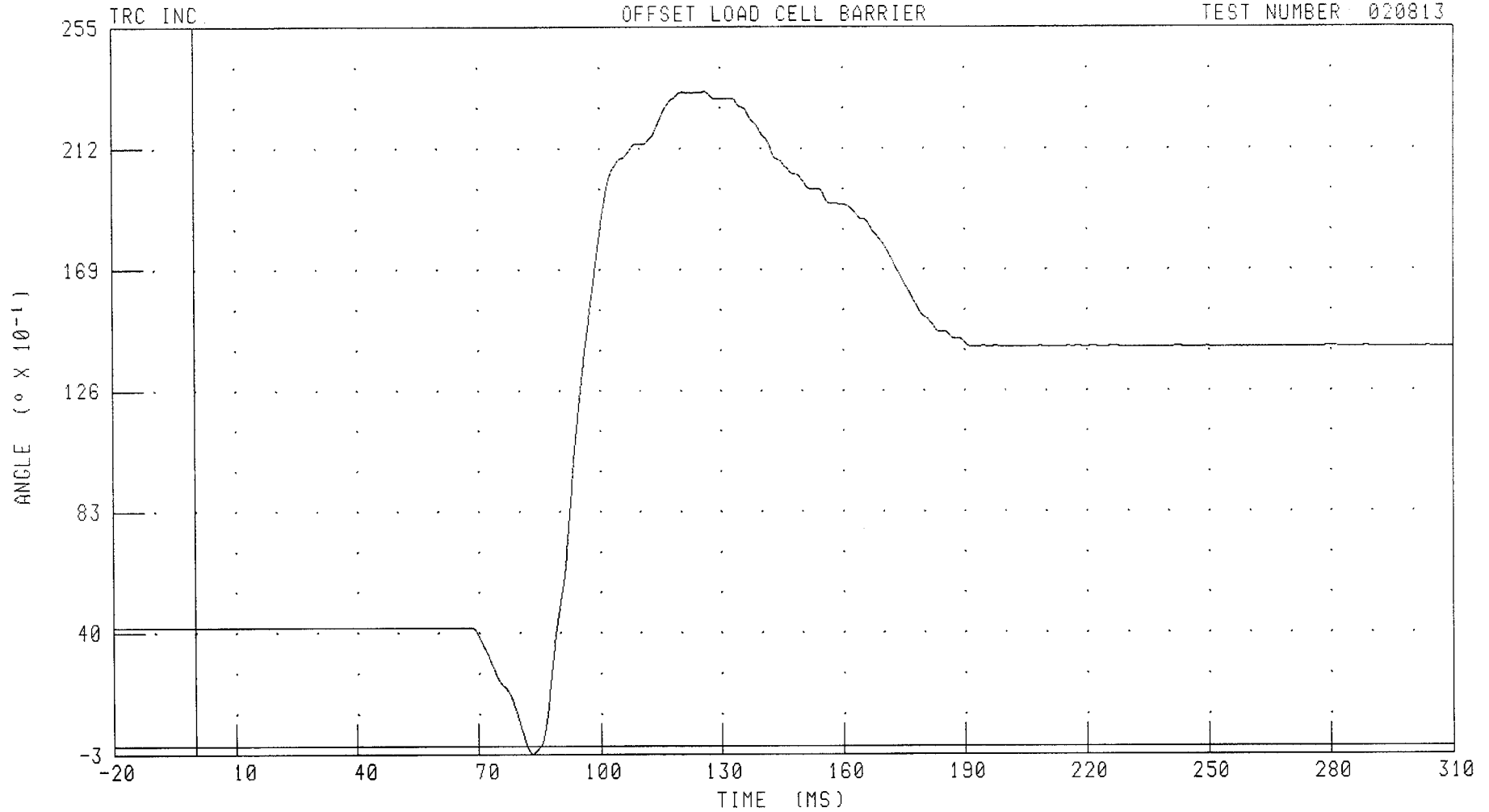
PEAK DATA: 7.19 N·M @ 133.20 MS; -36.44 N·M @ 79.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT FOOT TO ANKLE X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



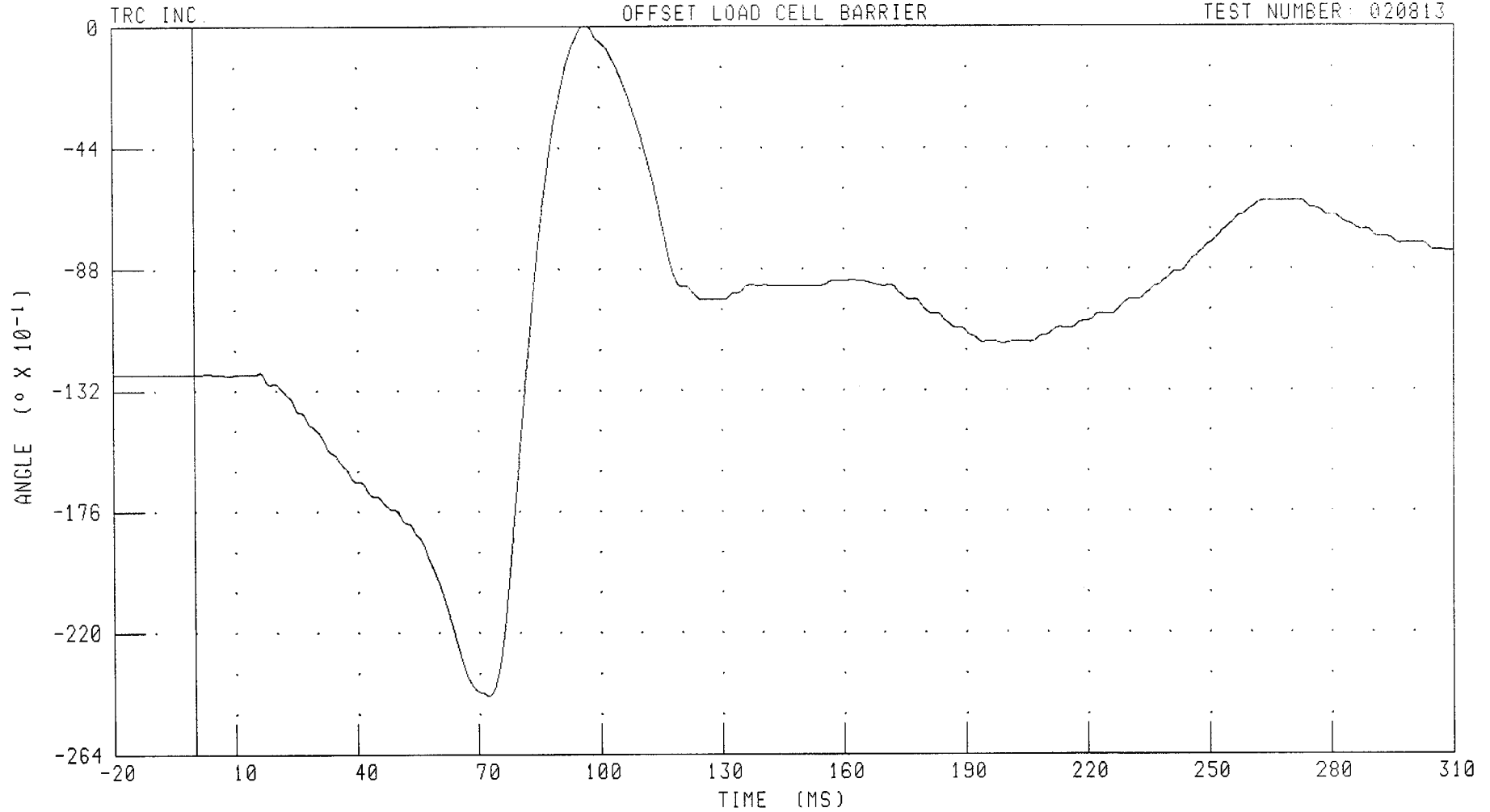
CHANNEL: FTLXD2 FILTER: CH. CLASS 180

PEAK DATA: 23.20 $^{\circ}$ @ 126.32 MS; -0.29 $^{\circ}$ @ 83.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT FOOT TO ANKLE Y-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



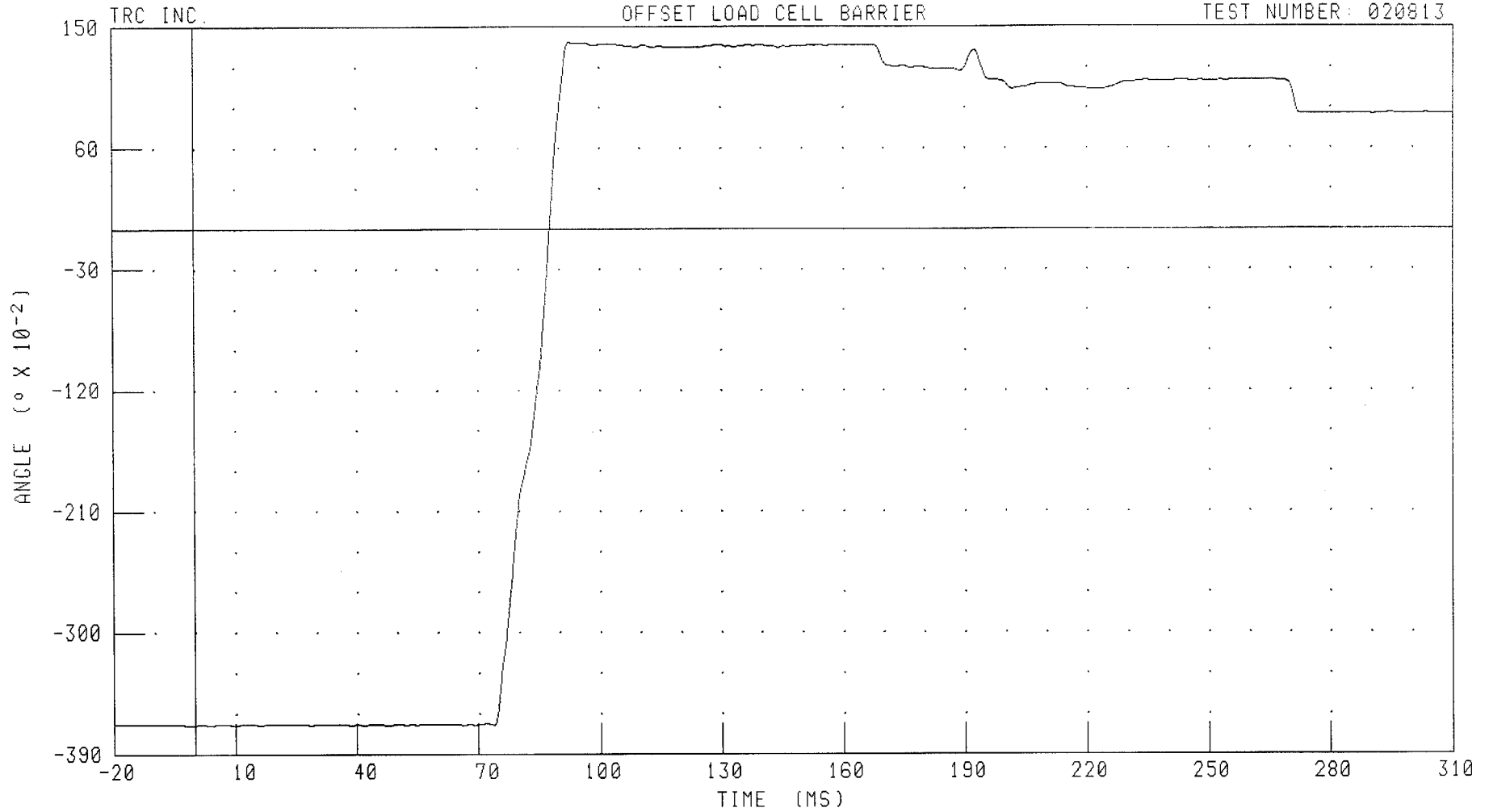
CHANNEL: FTLYD2 FILTER: CH. CLASS 180

PEAK DATA: 0.06 ° @ 96.64 MS; -24.29 ° @ 72.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT FOOT TO ANKLE Z-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



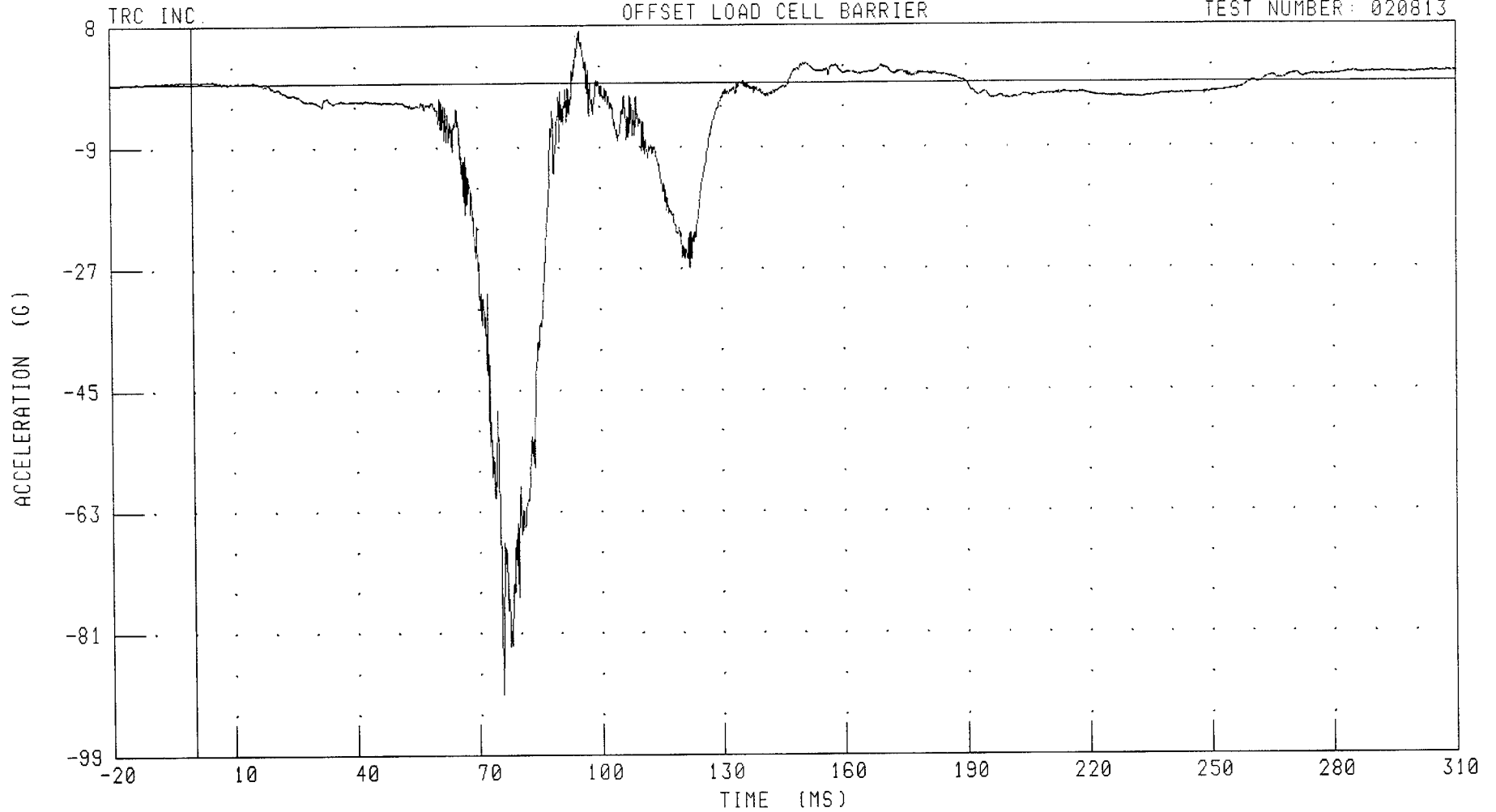
CHANNEL: FTLZD2 FILTER: CH. CLASS 180

PEAK DATA: 1.39 ° @ 92.80 MS; -3.69 ° @ 38.64 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT FOOT X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLXG2 FILTER: CH. CLASS 1000

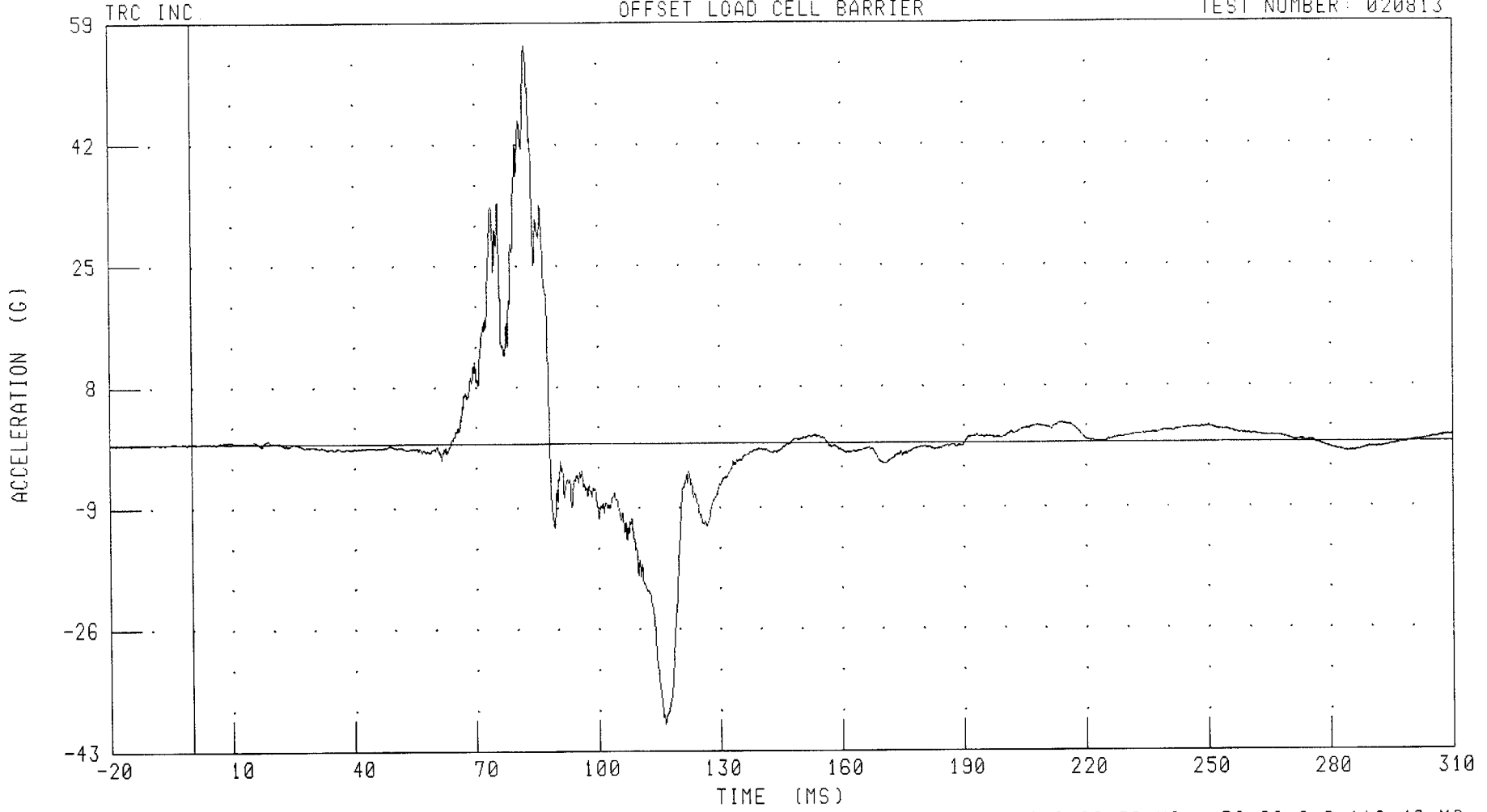
PEAK DATA: 7.75 G @ 95.20 MS; -90.58 G @ 75.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT FOOT Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLYG2

FILTER: CH. CLASS 1000

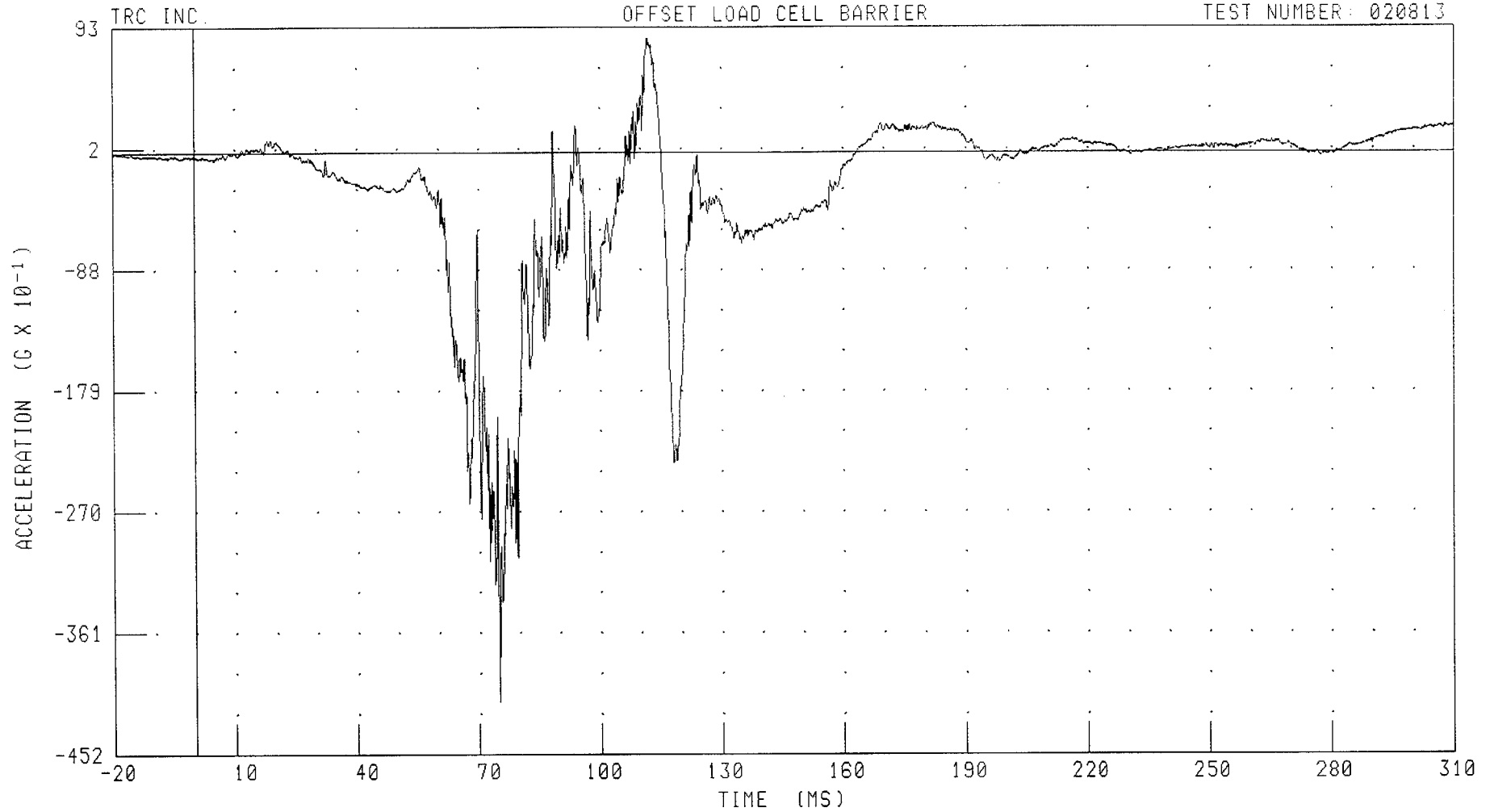
PEAK DATA: 55.87 G @ 82.32 MS; -39.26 G @ 116.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT FOOT Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



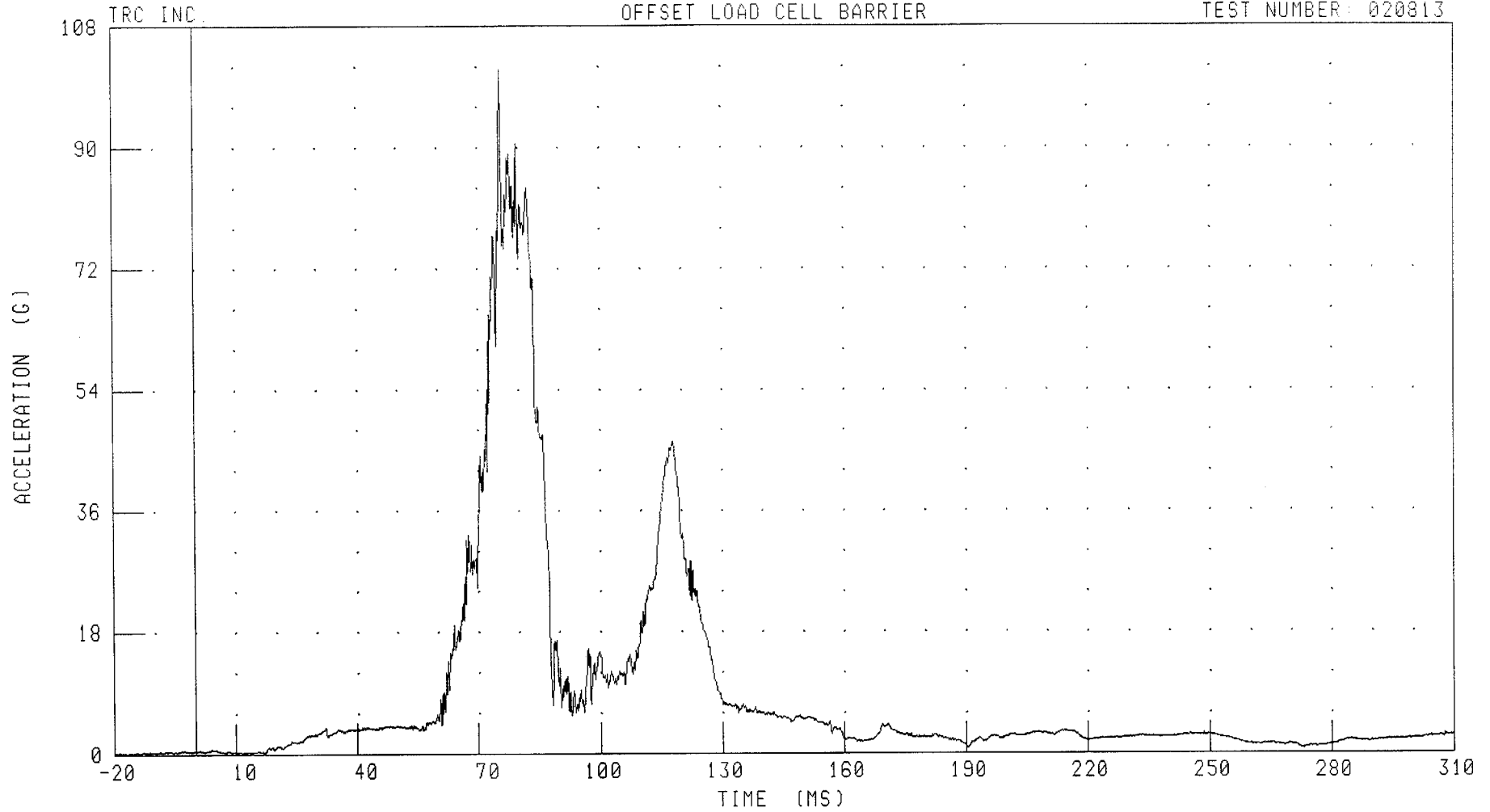
CHANNEL: FTLZG2 FILTER: CH. CLASS 1000

PEAK DATA: 8.59 G @ 111.92 MS; -41.31 G @ 74.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LEFT FOOT RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTLRG2 FILTER: CH. CLASS 1000

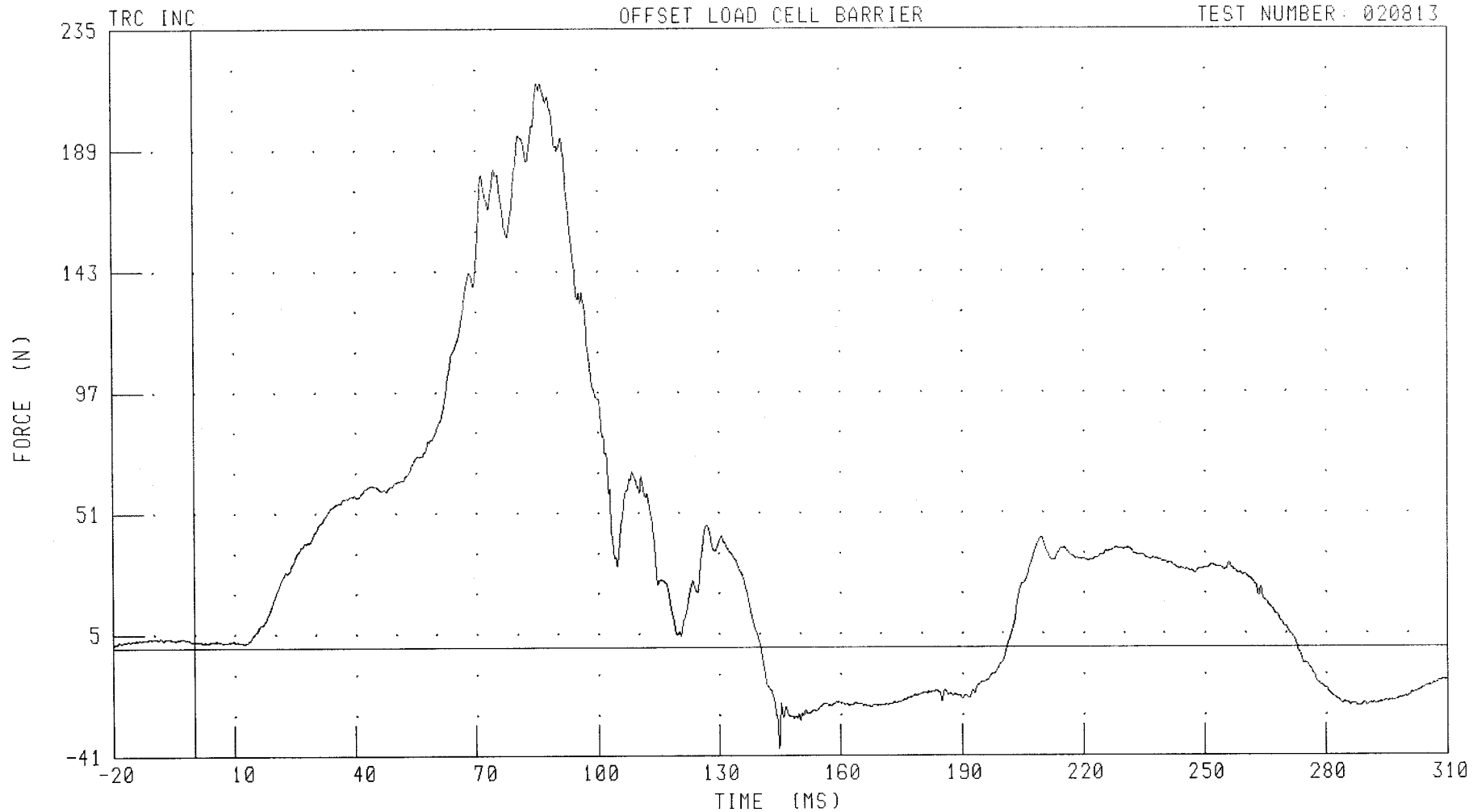
PEAK DATA: 101.69 G @ 75.68 MS; 0.11 G @ 12.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT UPPER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRXF2

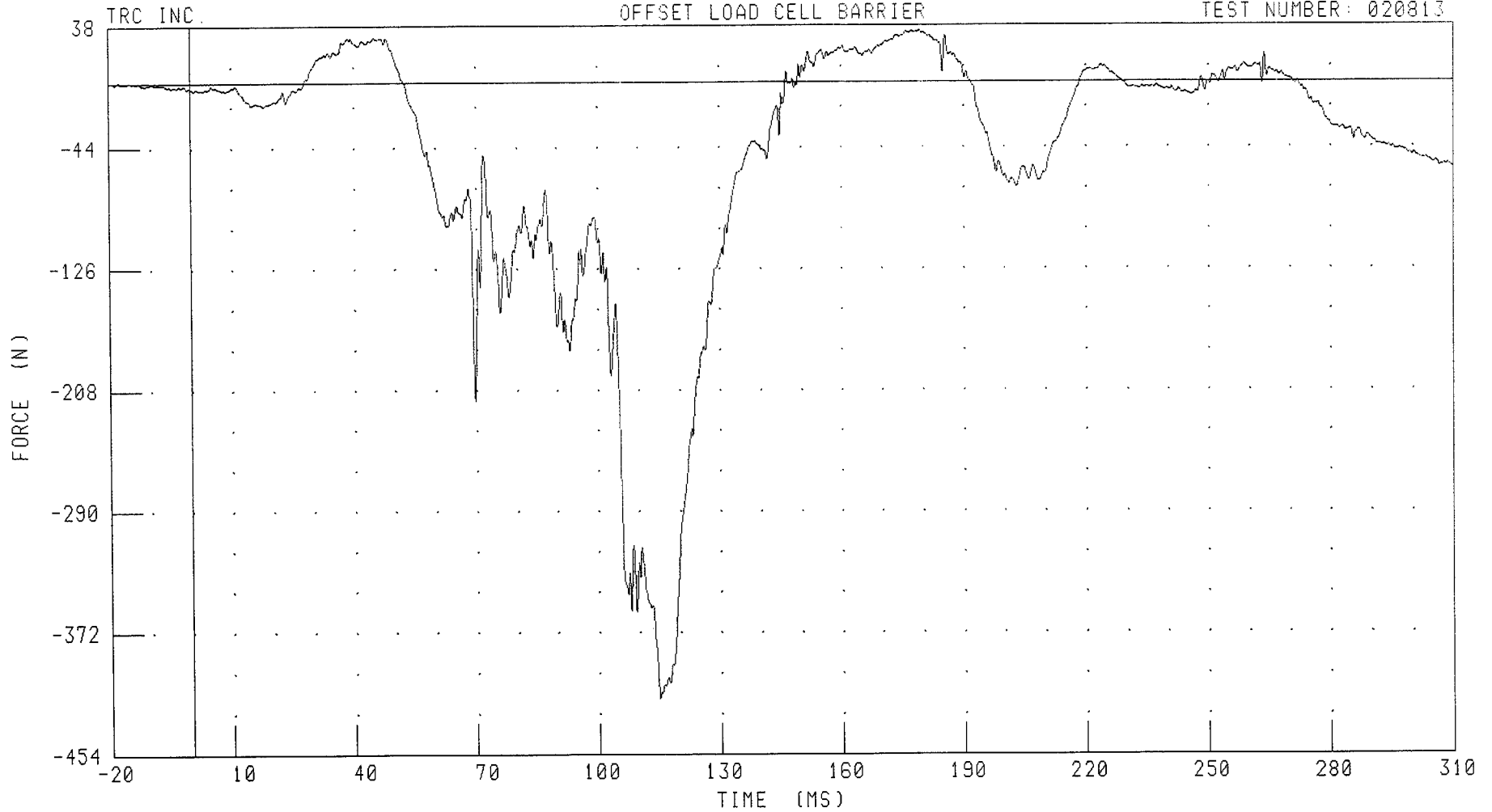
FILTER: CH. CLASS 600

PEAK DATA: 214.38 N @ 85.36 MS; -38.17 N @ 144.88 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT UPPER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



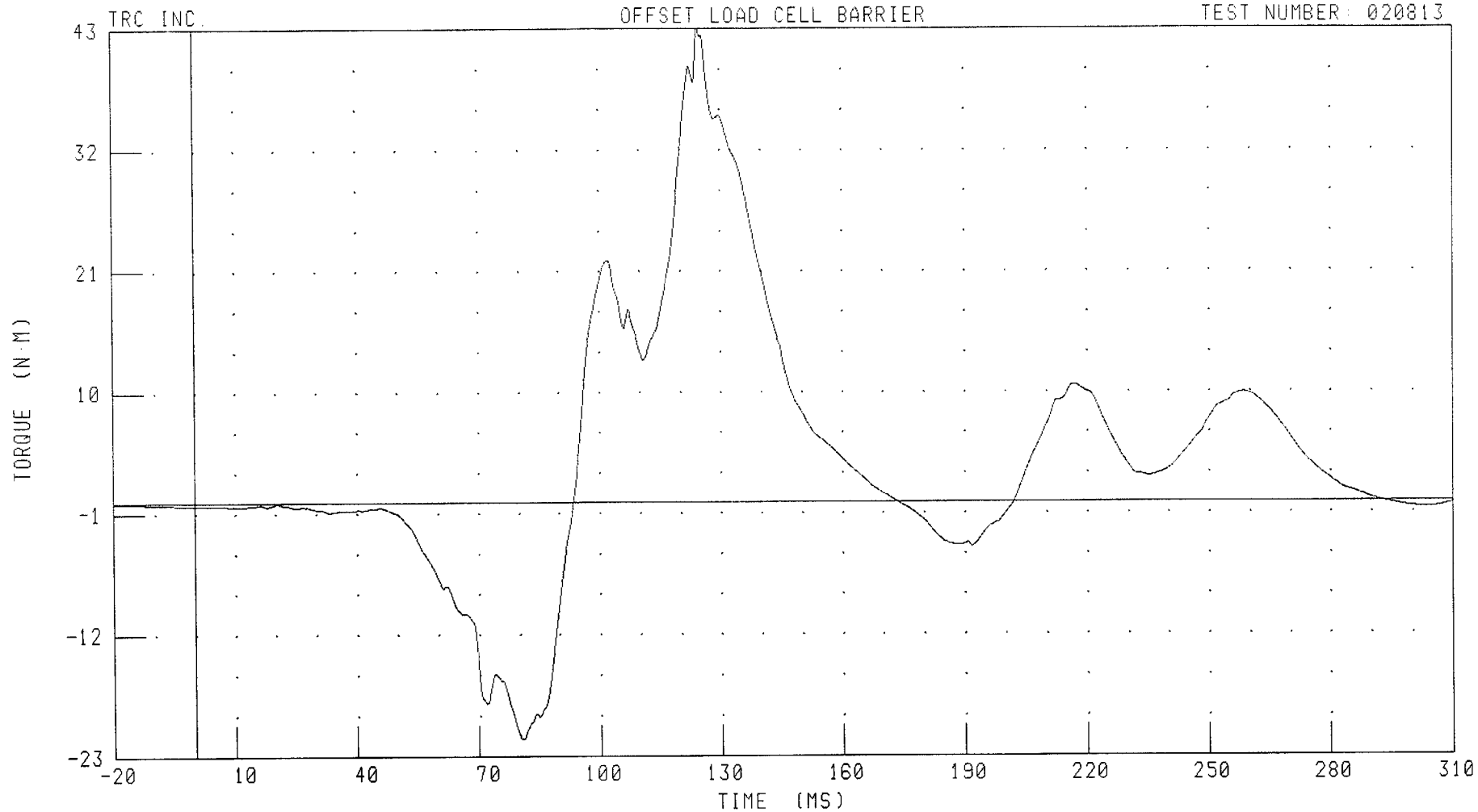
CHANNEL: TBRZF2 FILTER: CH. CLASS 600

PEAK DATA: 34.64 N @ 179.44 MS; -416.32 N @ 114.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT UPPER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRXM2

FILTER: CH. CLASS 600

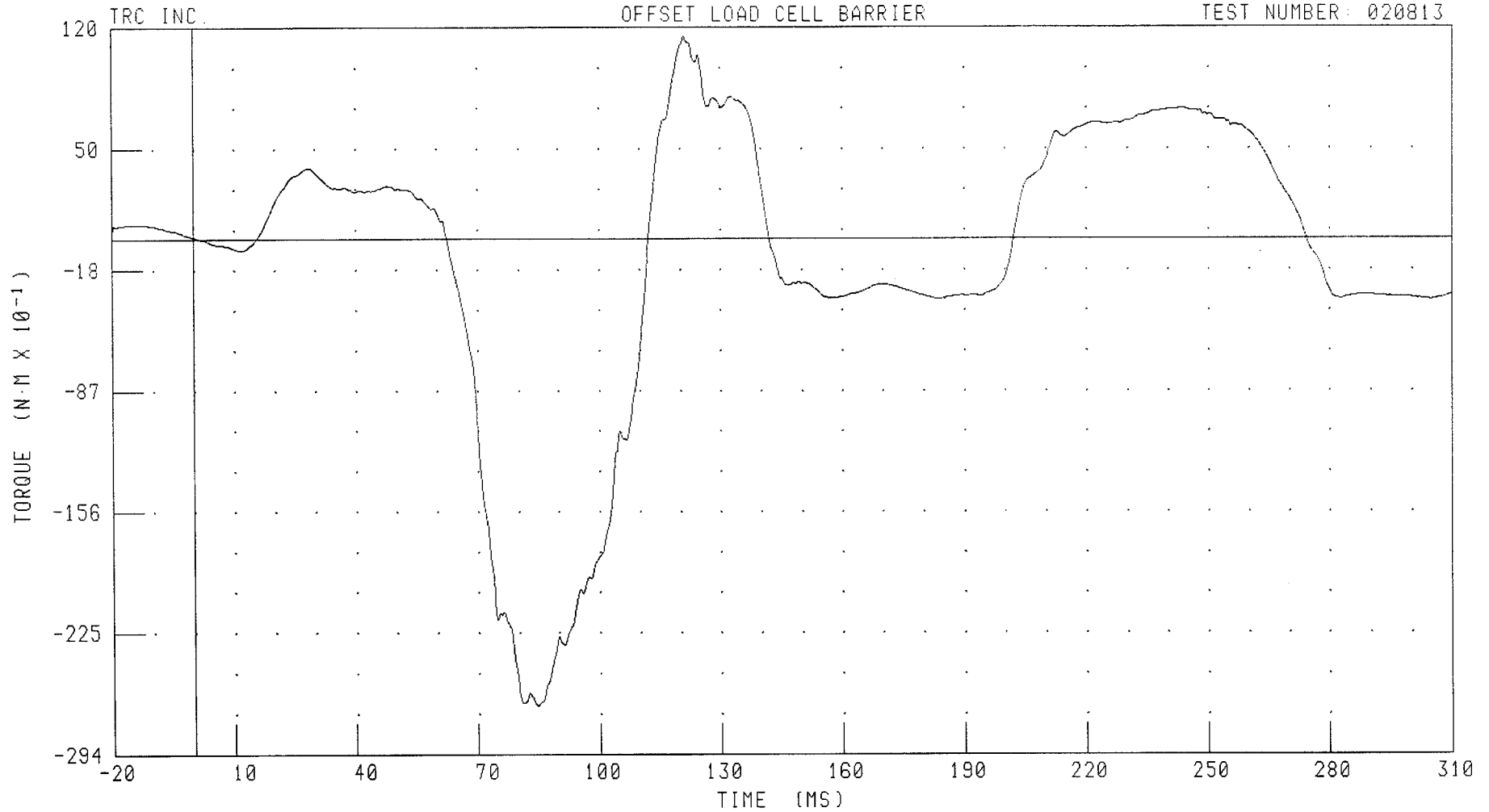
PEAK DATA: 43.62 N·M @ 124.72 MS; -21.46 N·M @ 80.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT UPPER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRYM2 FILTER: CH. CLASS 600

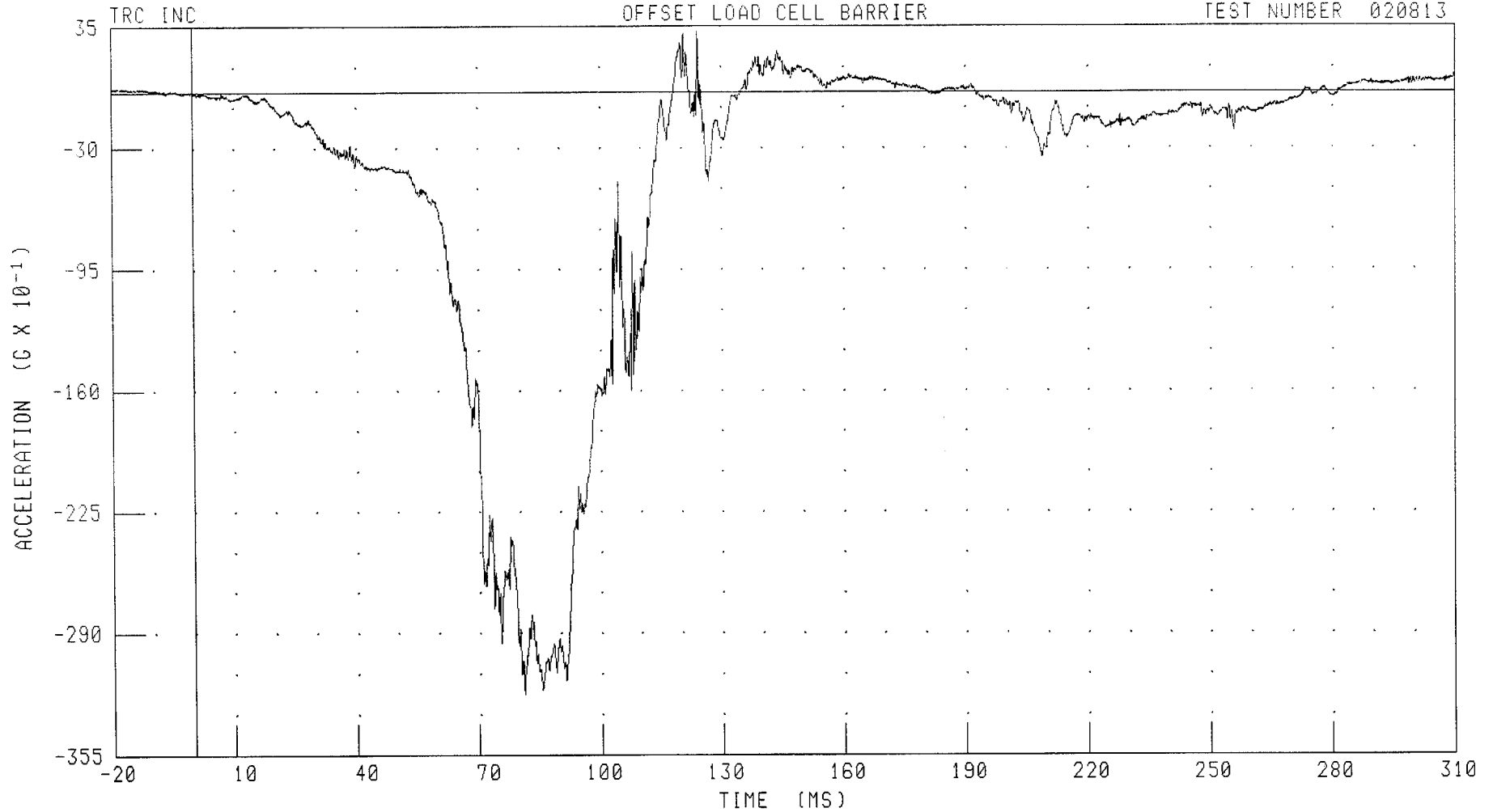
PEAK DATA: 11.49 N·M @ 121.20 MS; -26.64 N·M @ 84.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: TBRXG2 FILTER: CH. CLASS 1000

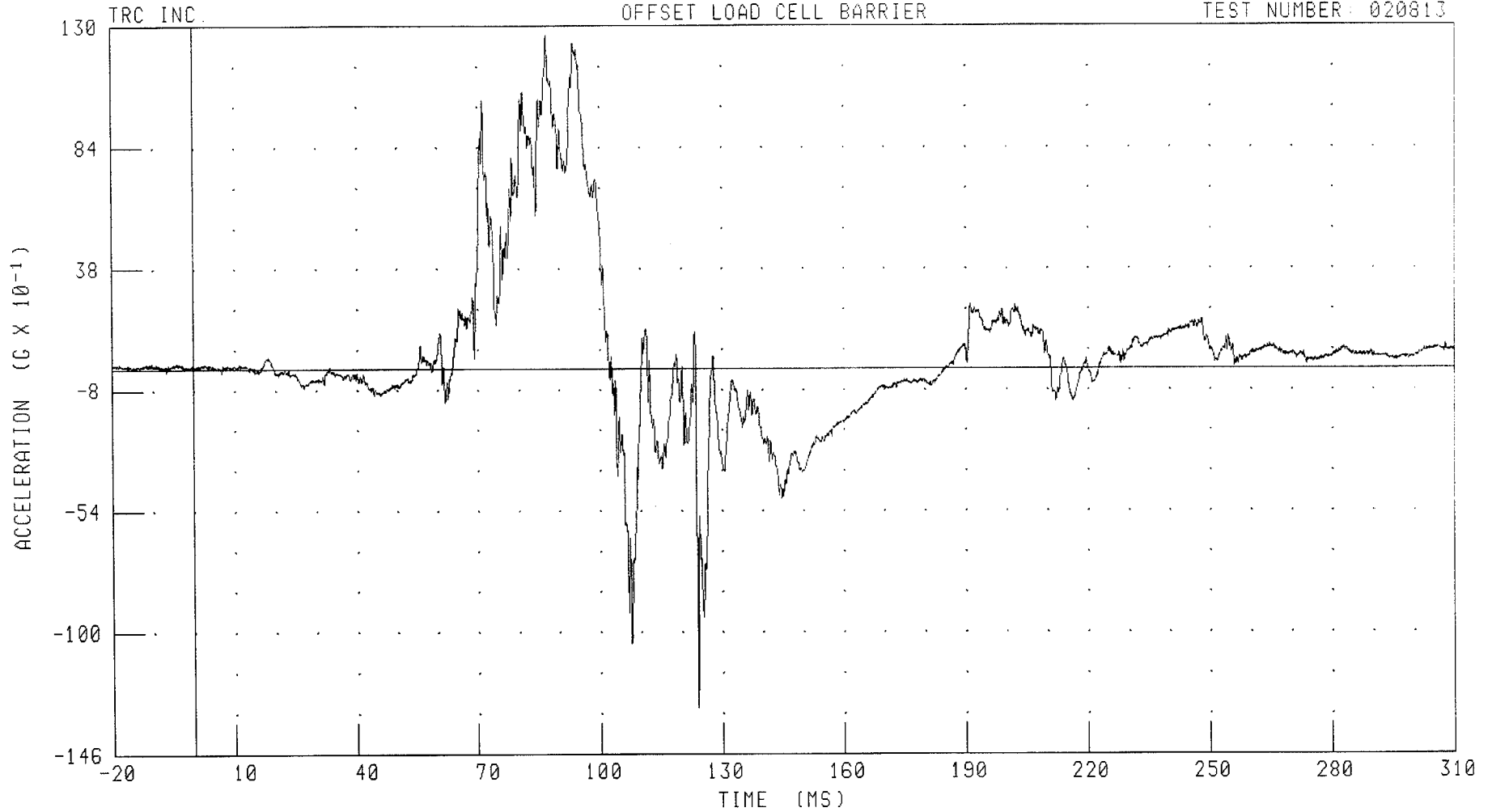
PEAK DATA: 3.24 G @ 124.32 MS; -32.24 G @ 80.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT TIBIA Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: TBRYG2 FILTER: CH. CLASS 1000

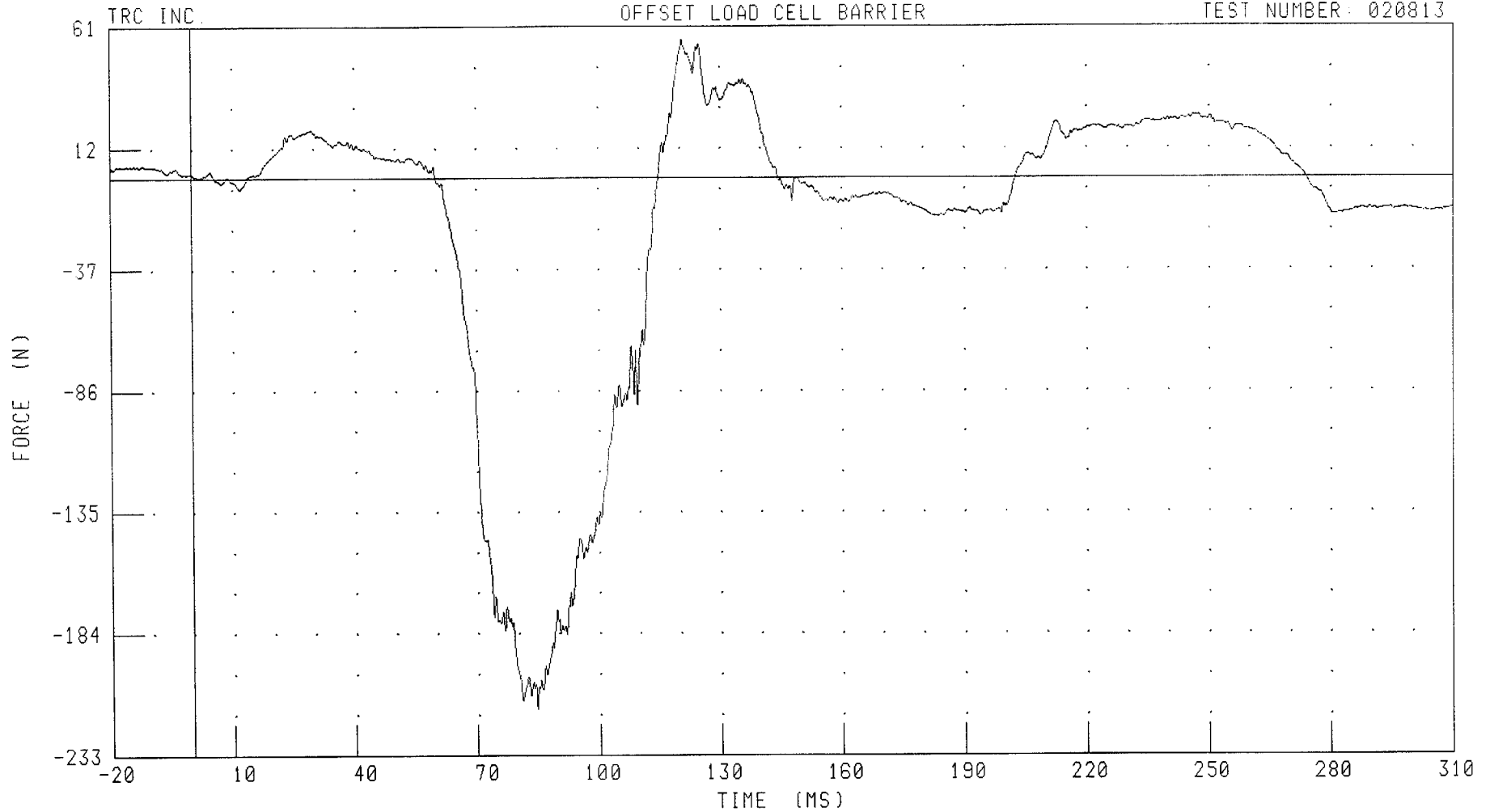
PEAK DATA: 12.65 G @ 87.04 MS; -12.86 G @ 124.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT LOWER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANRFX2

FILTER: CH. CLASS 600

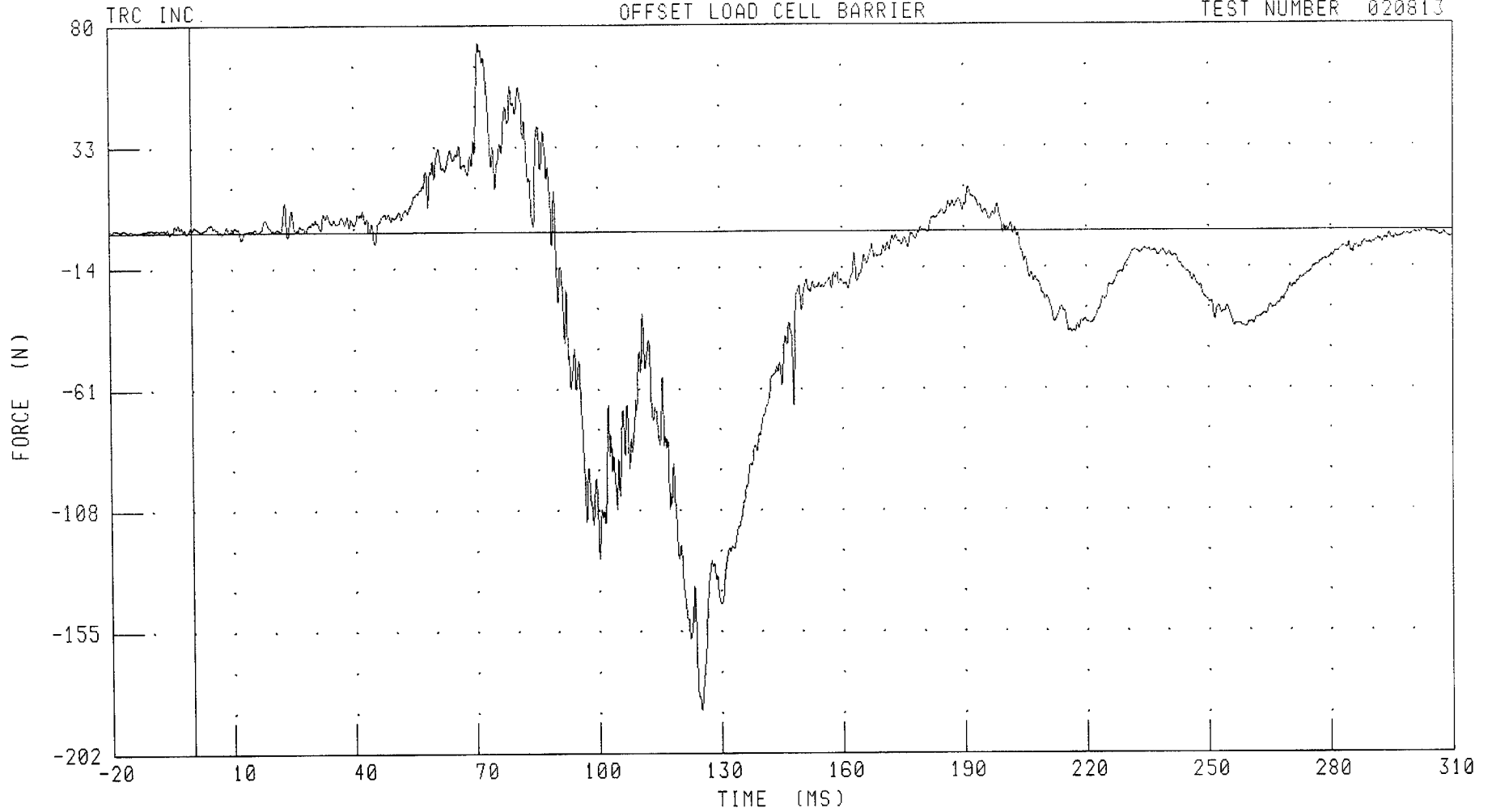
PEAK DATA: 55.59 N @ 120.80 MS; -214.36 N @ 84.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT LOWER TIBIA Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



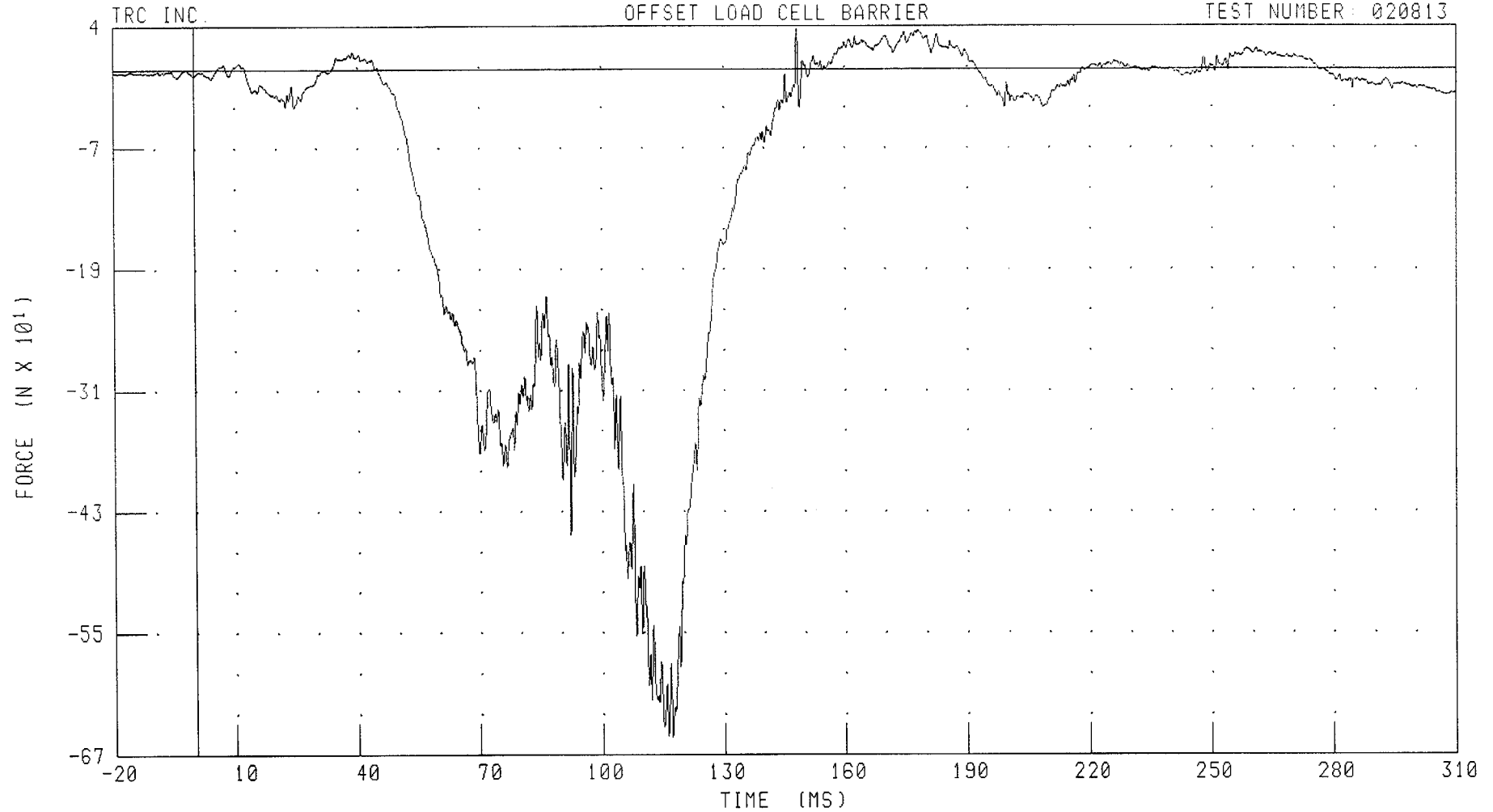
CHANNEL: ANRYF2 FILTER: CH. CLASS 600

PEAK DATA: 73.25 N @ 70.96 MS; -185.35 N @ 125.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT LOWER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: ANRZF2 FILTER: CH. CLASS 600

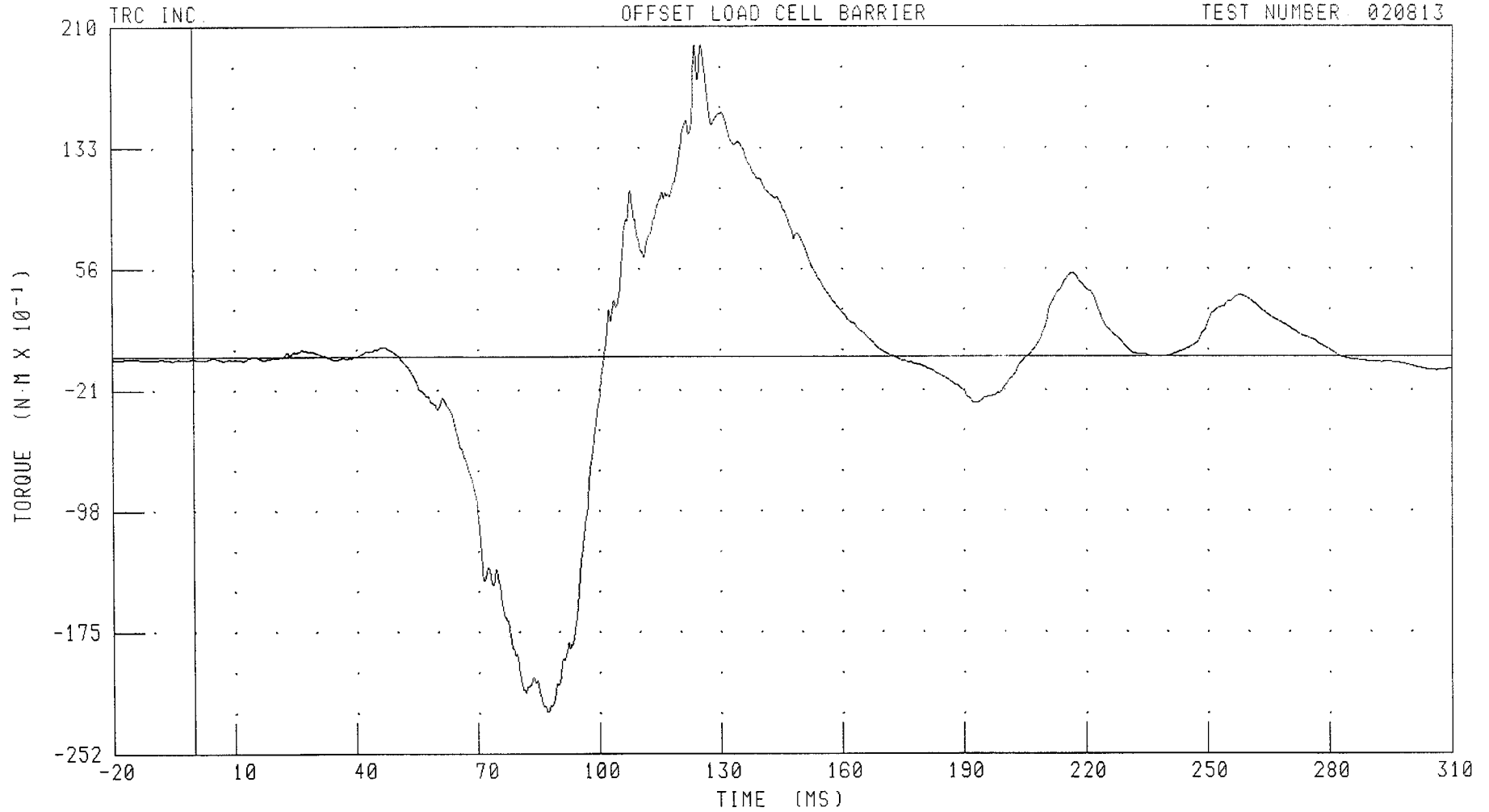
PEAK DATA: 39.05 N @ 148.40 MS; -660.65 N @ 117.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT LOWER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



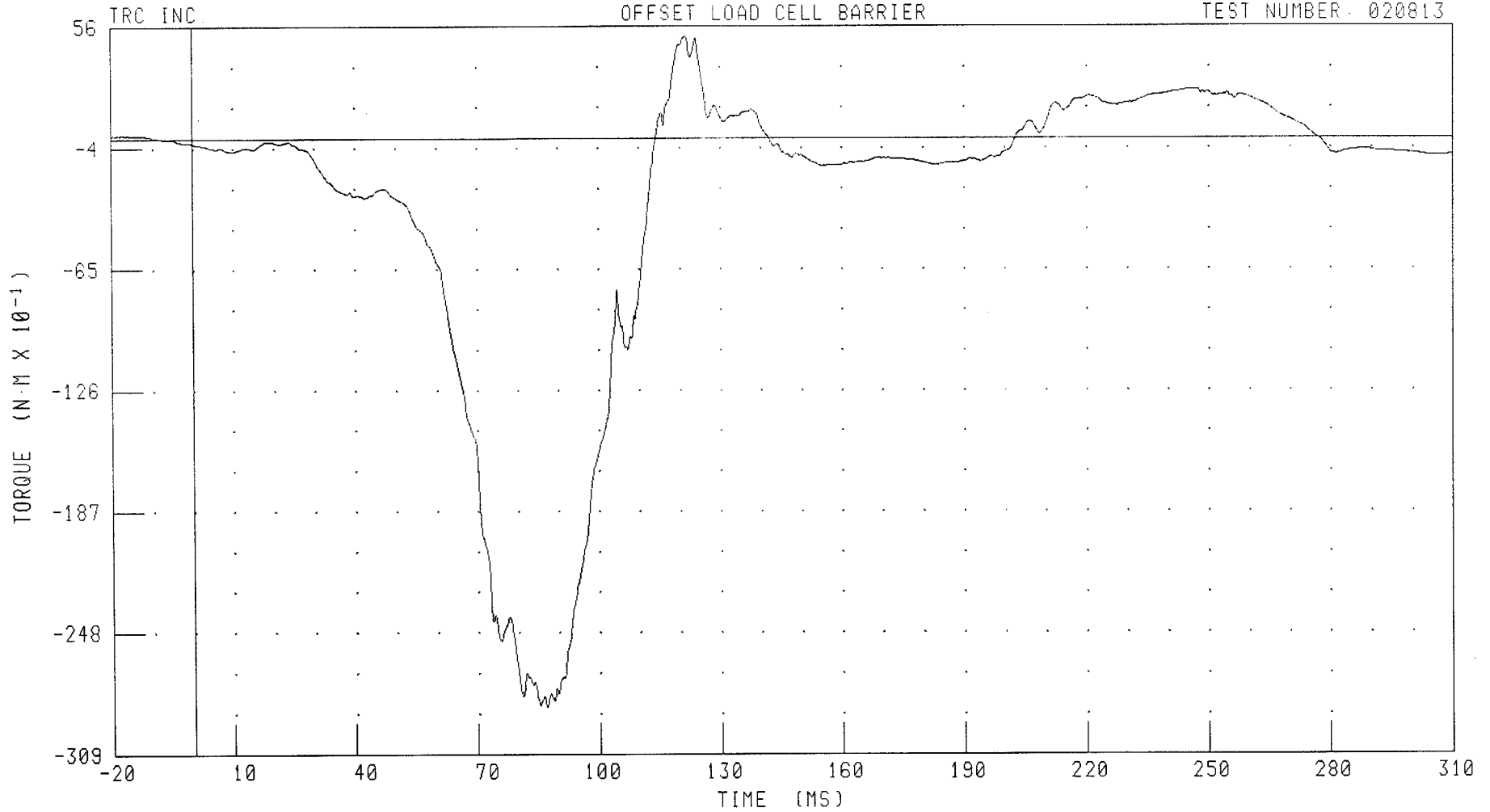
CHANNEL: ANRXM2 FILTER: CH. CLASS 600

PEAK DATA: 19.86 N·M @ 125.44 MS; -22.54 N·M @ 87.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT LOWER TIBIA MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



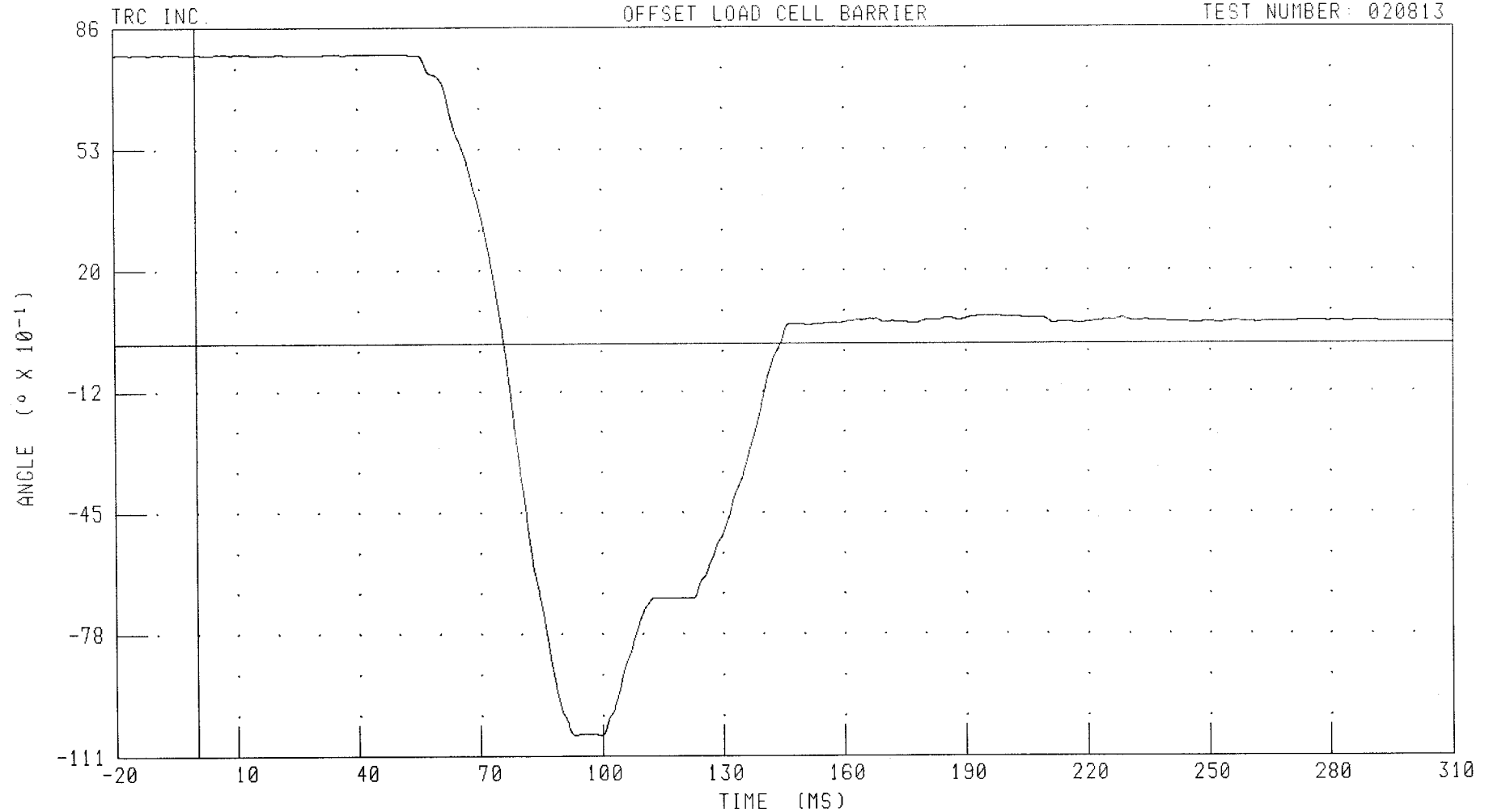
CHANNEL: ANRYM2 FILTER: CH. CLASS 600

PEAK DATA: 5.12 N·M @ 121.60 MS; -28.62 N·M @ 87.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT FOOT TO ANKLE X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTRXD2

FILTER: CH. CLASS 180

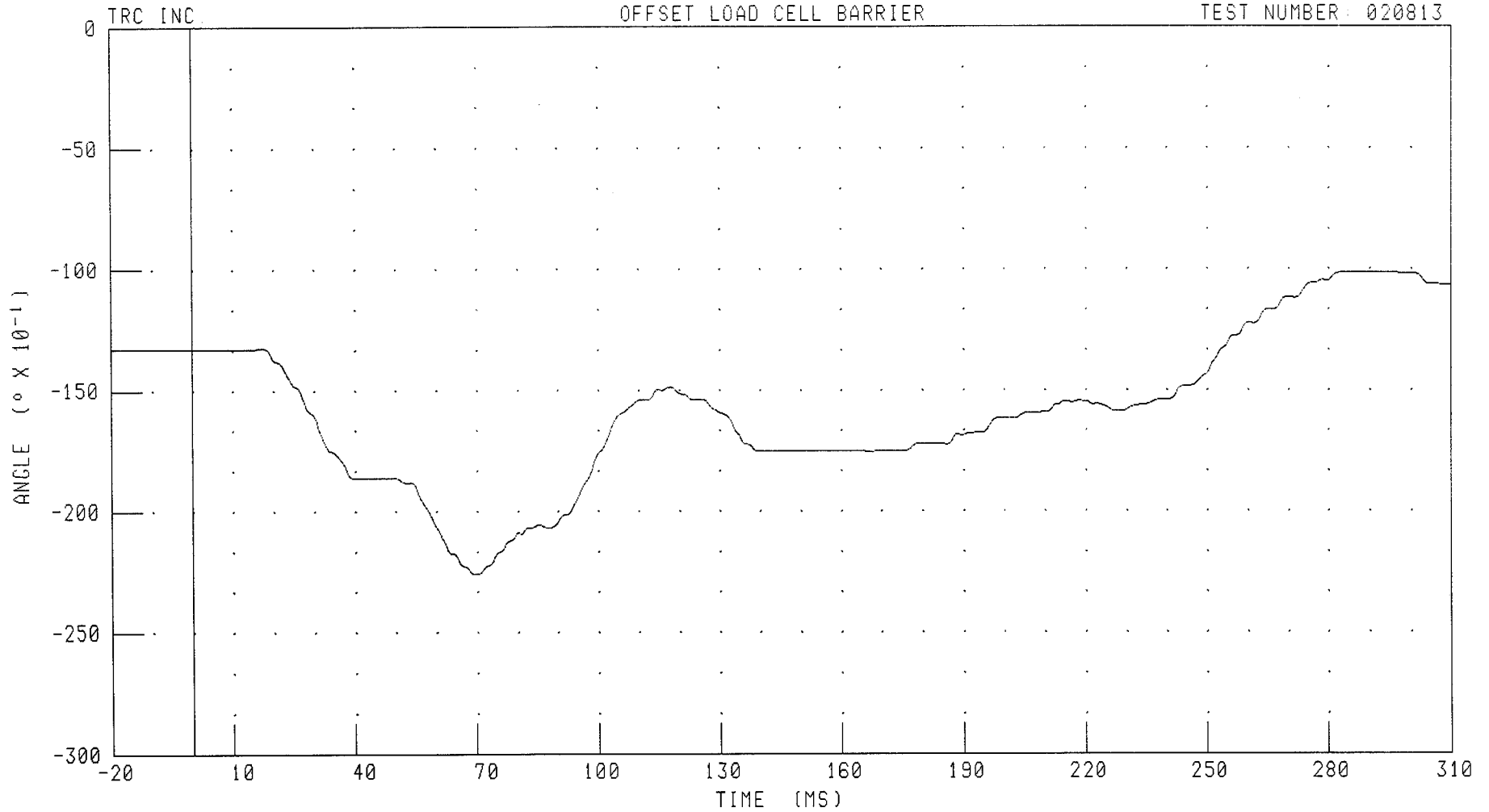
PEAK DATA: 7.87 ° @ 50.64 MS; -10.64 ° @ 99.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT FOOT TO ANKLE Y-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



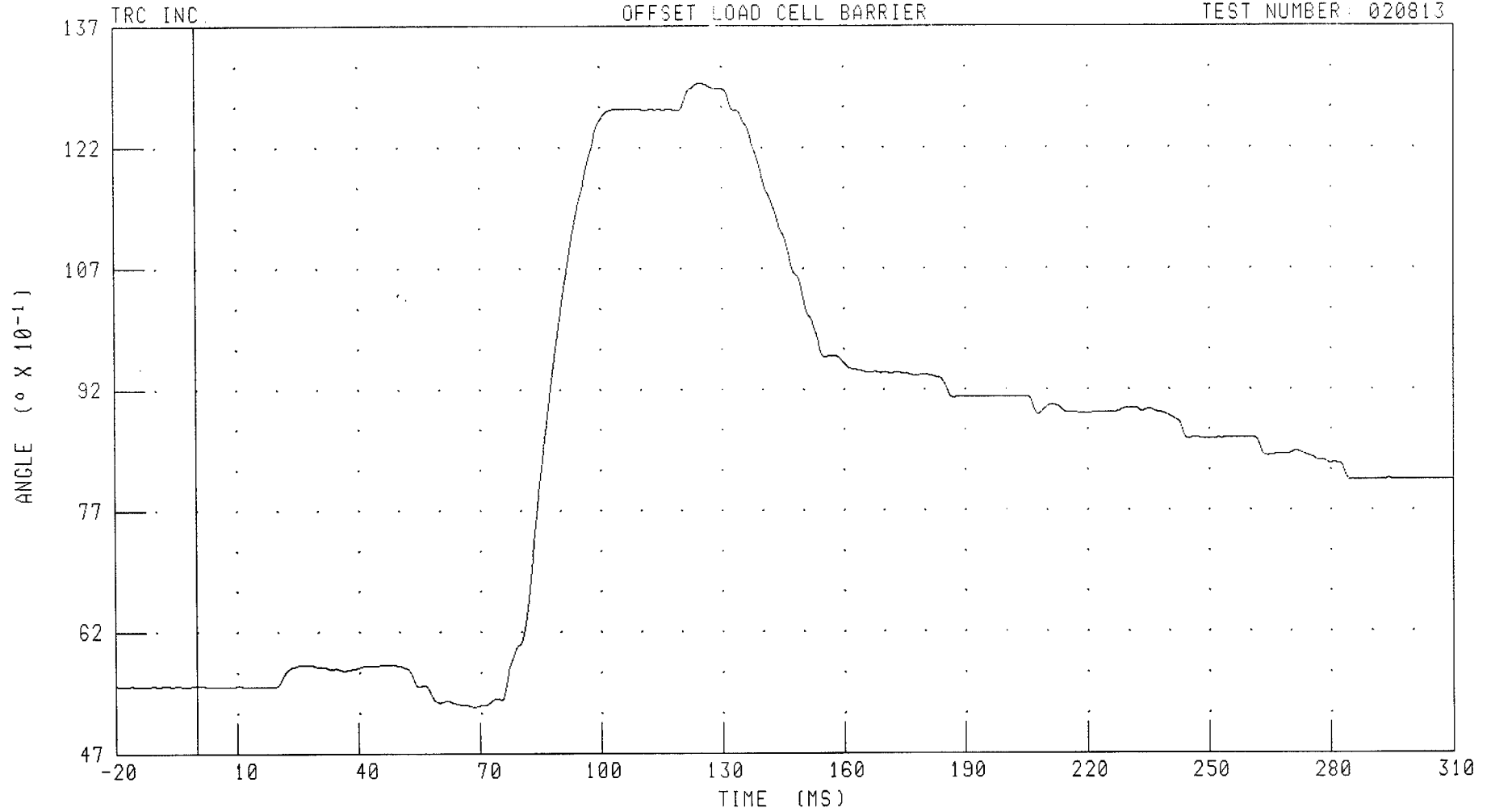
CHANNEL: FTRYD2 FILTER: CH. CLASS 180

PEAK DATA: -10.14 ° @ 293.92 MS; -22.62 ° @ 69.84 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT FOOT TO ANKLE Z-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTRZD2

FILTER: CH. CLASS 180

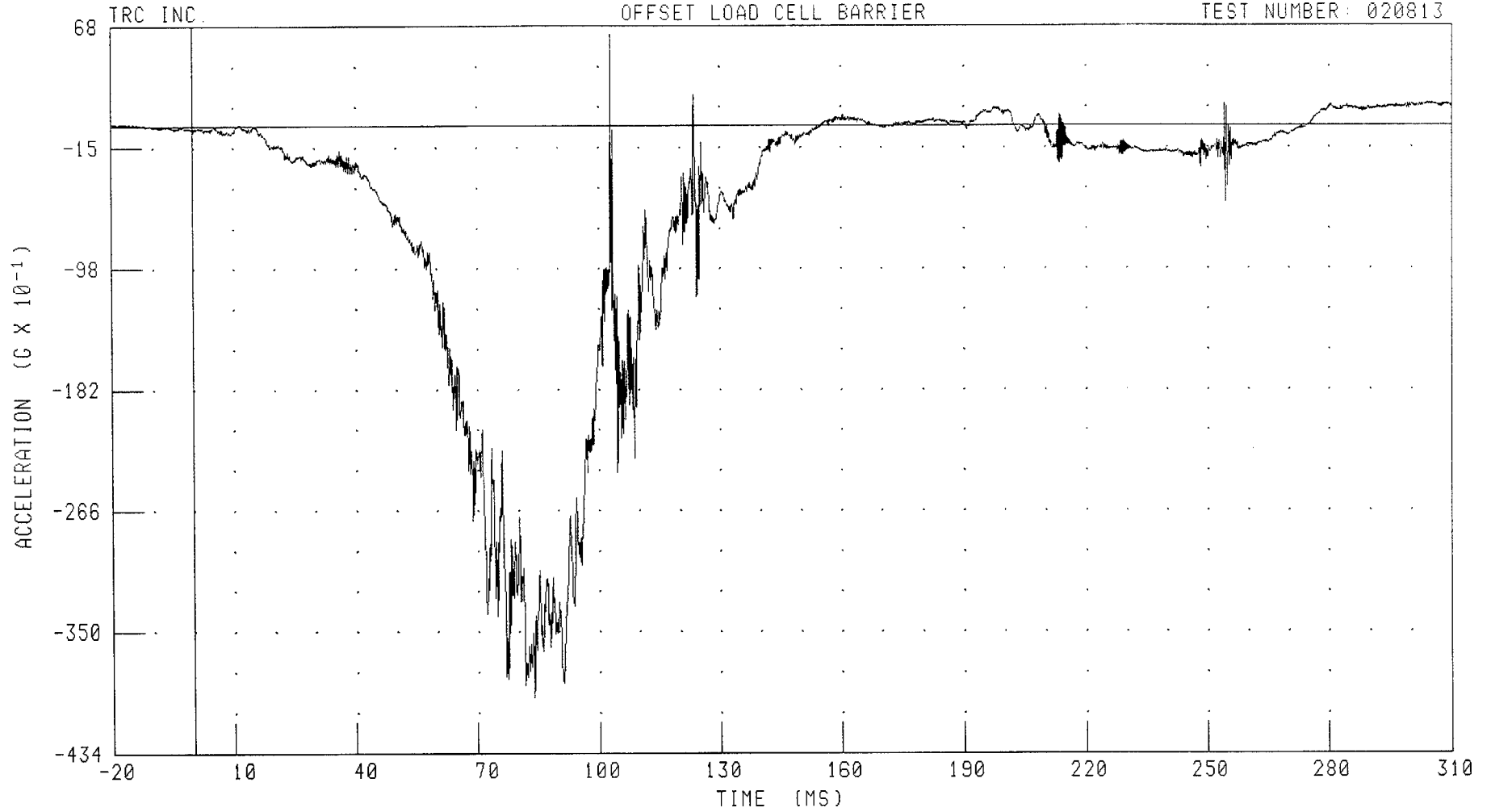
PEAK DATA: 12.99 ° @ 124.96 MS; 5.27 ° @ 68.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT FOOT X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



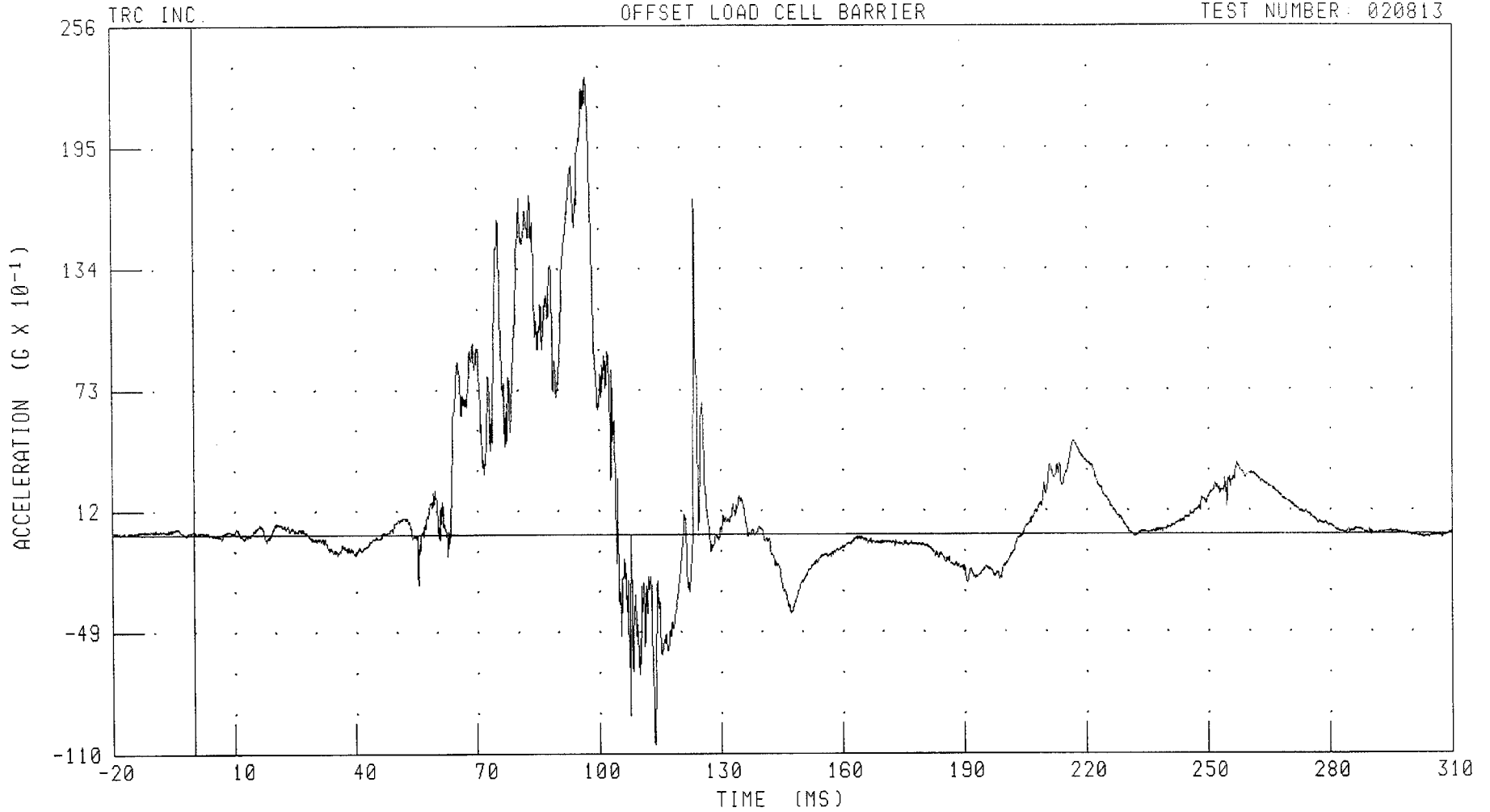
CHANNEL: FTRXG2 FILTER: CH. CLASS 1000

PEAK DATA: 6.33 G @ 103.12 MS; -39.70 G @ 83.92 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT FOOT Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: FTRYG2 FILTER: CH. CLASS 1000

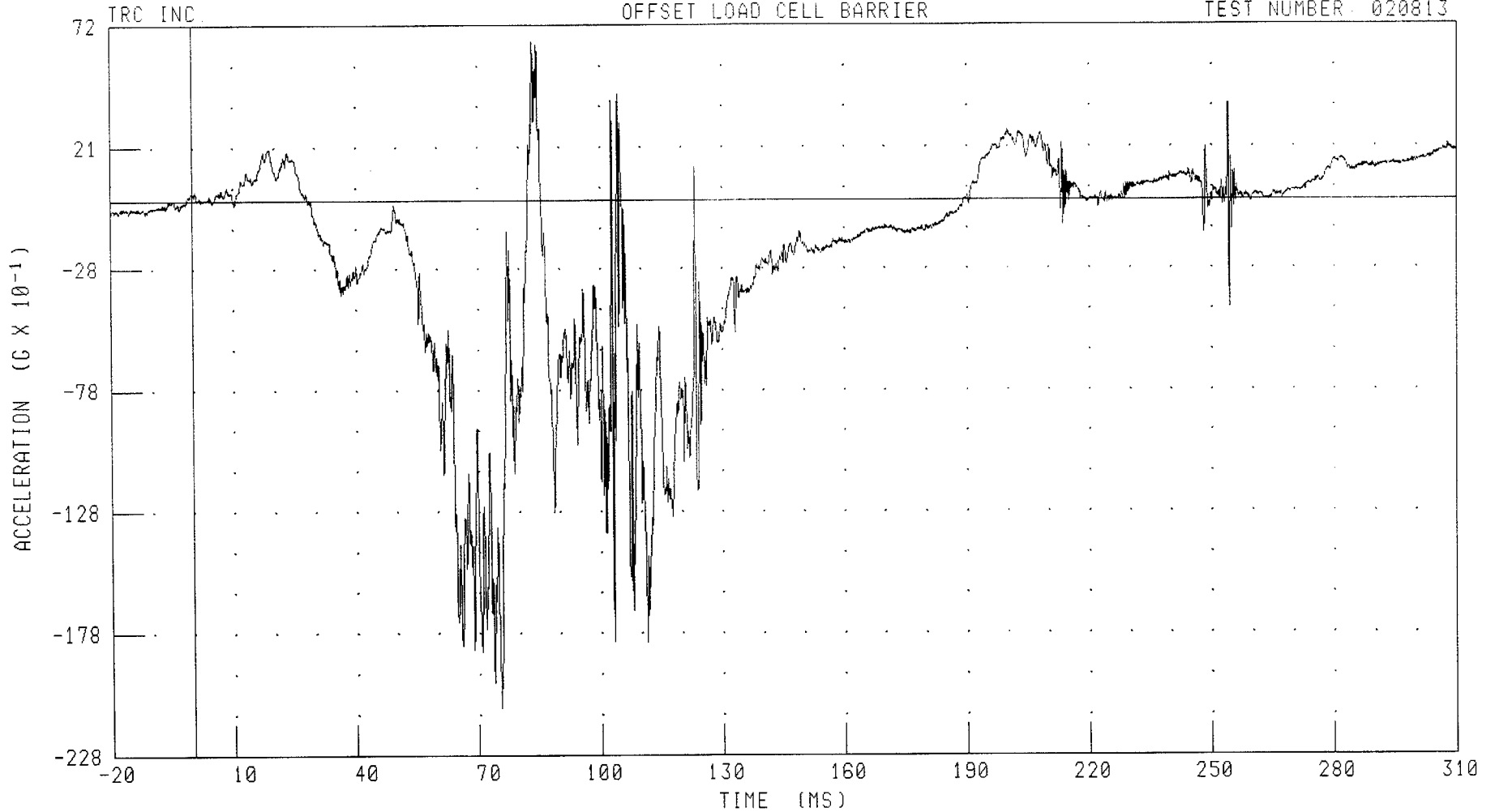
PEAK DATA: 23.02 G @ 96.96 MS; -10.55 G @ 113.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT FOOT Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



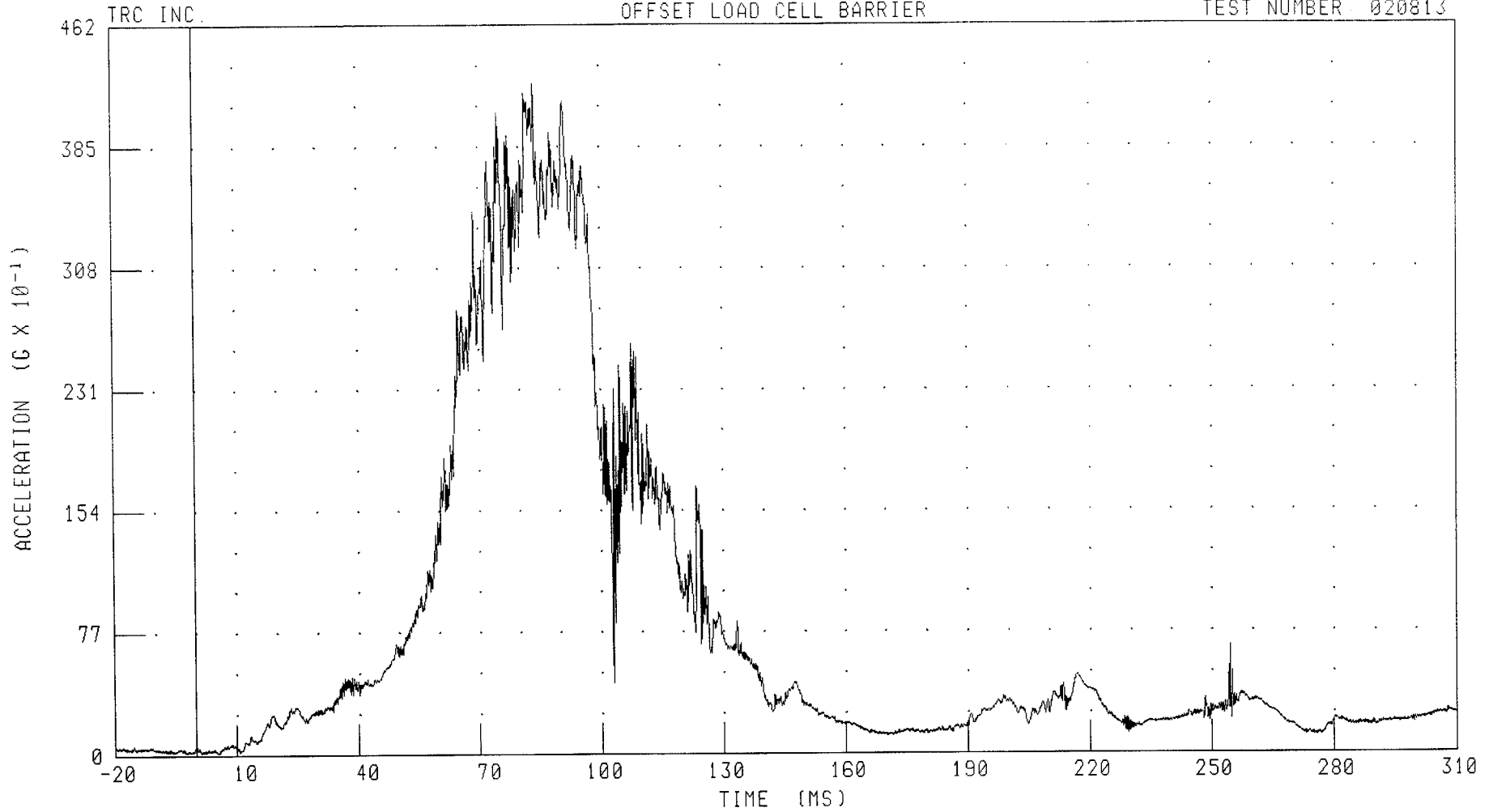
CHANNEL: FTRZG2 FILTER: CH. CLASS 1000

PEAK DATA: 6.55 G @ 83.68 MS; -20.84 G @ 75.44 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER RIGHT FOOT RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



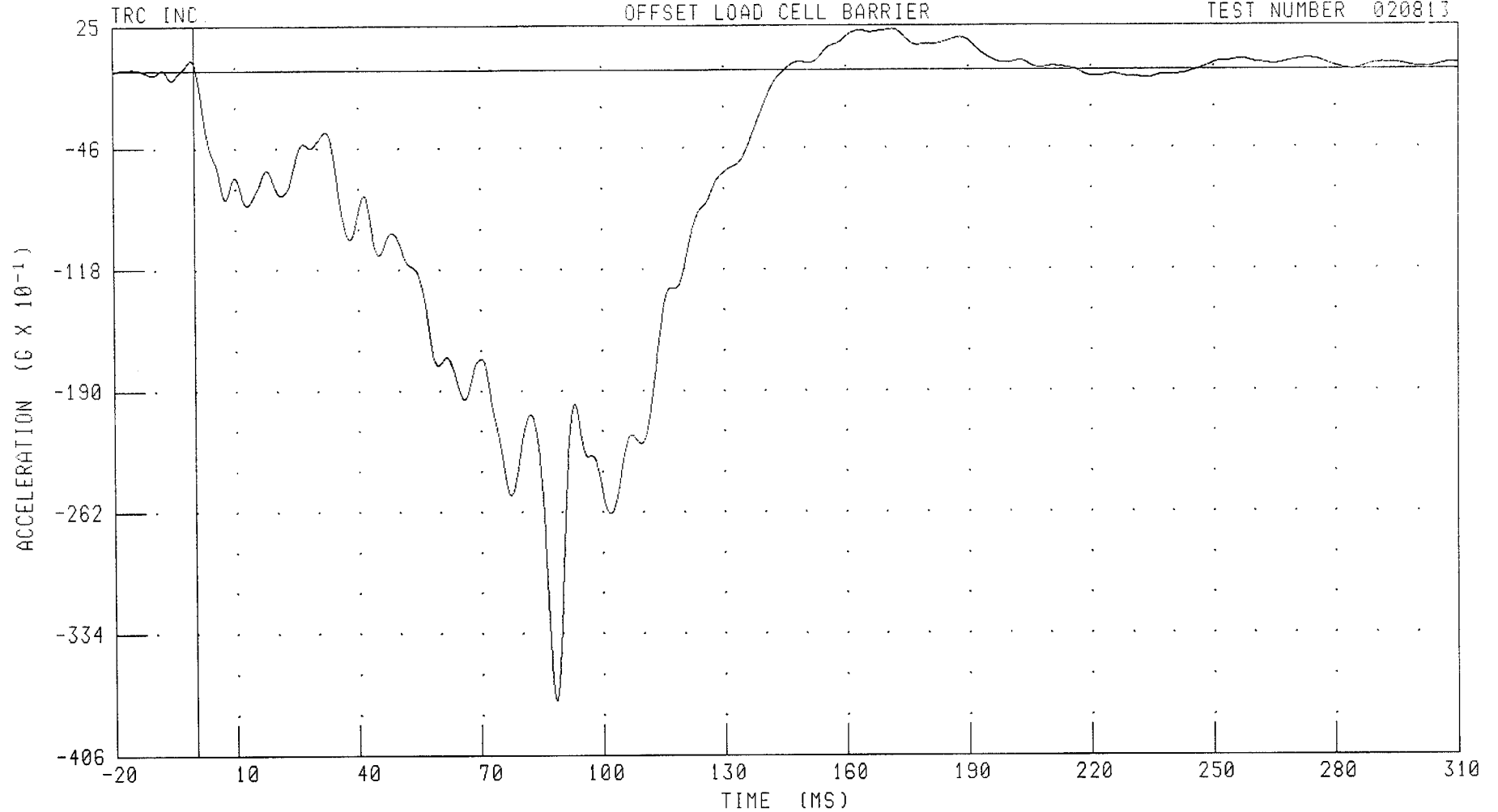
CHANNEL: FTRRG2 FILTER: CH. CLASS 1000

PEAK DATA: 42.48 G @ 83.92 MS; 0.10 G @ 5.36 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
LEFT REAR SEAT CROSSMEMBER X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LRXXG1

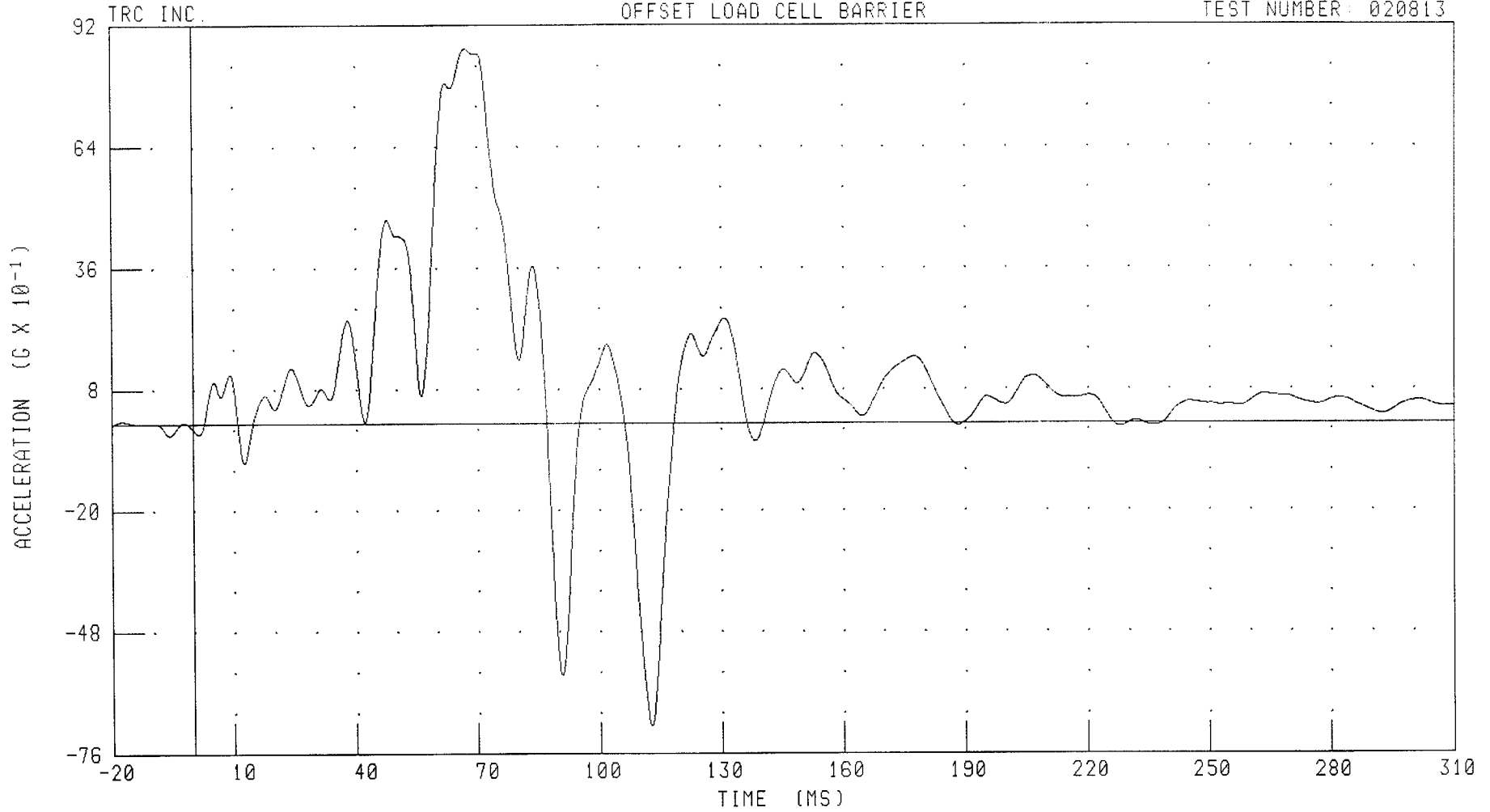
FILTER: CH. CLASS 60

PEAK DATA: 2.40 G @ 171.76 MS; -37.39 G @ 88.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
LEFT REAR SEAT CROSSMEMBER Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LRXYG1

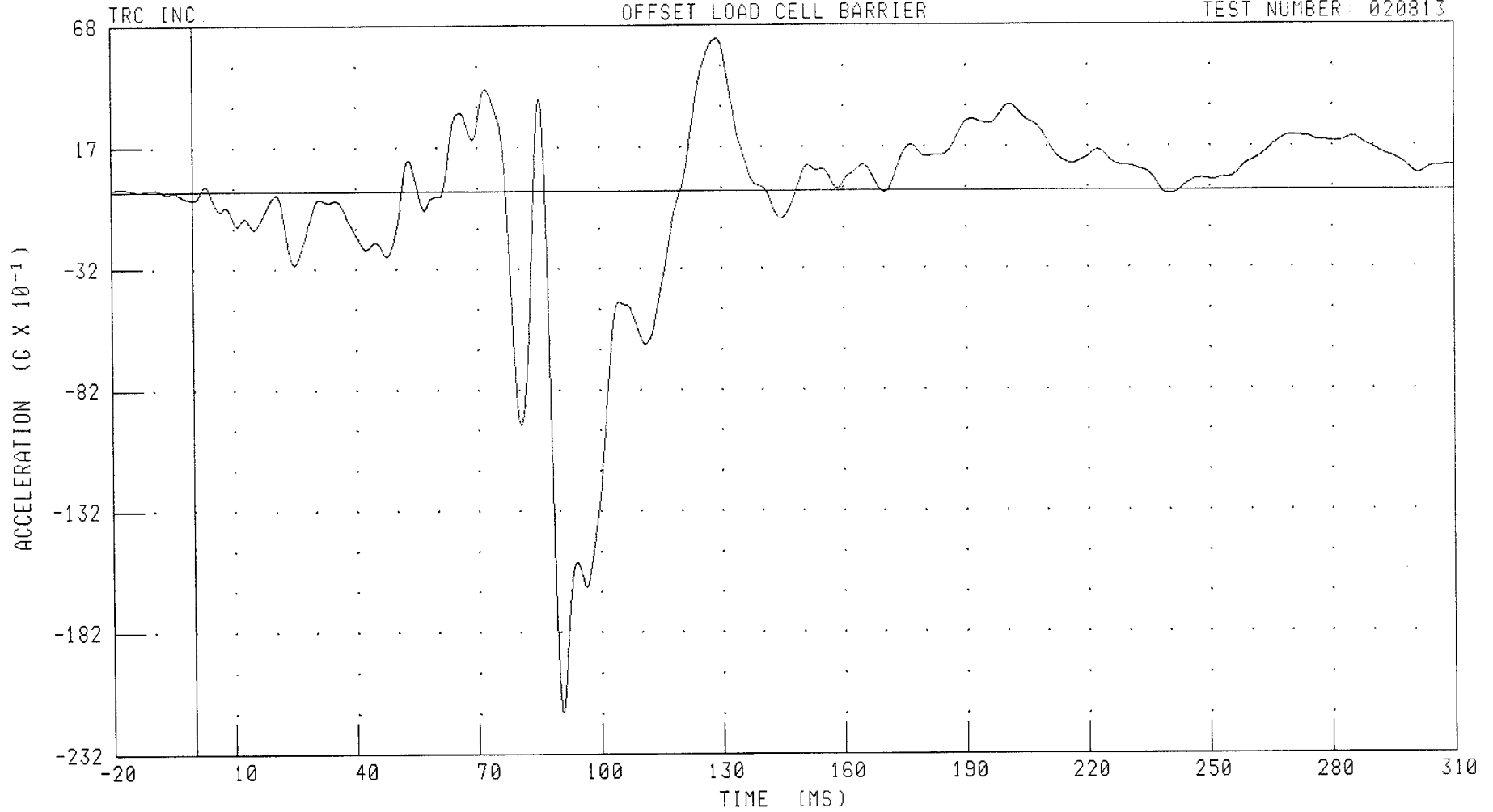
FILTER: CH. CLASS 60

PEAK DATA: 8.66 G @ 67.36 MS; -6.96 G @ 112.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
LEFT REAR SEAT CROSSMEMBER Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LRXZG1

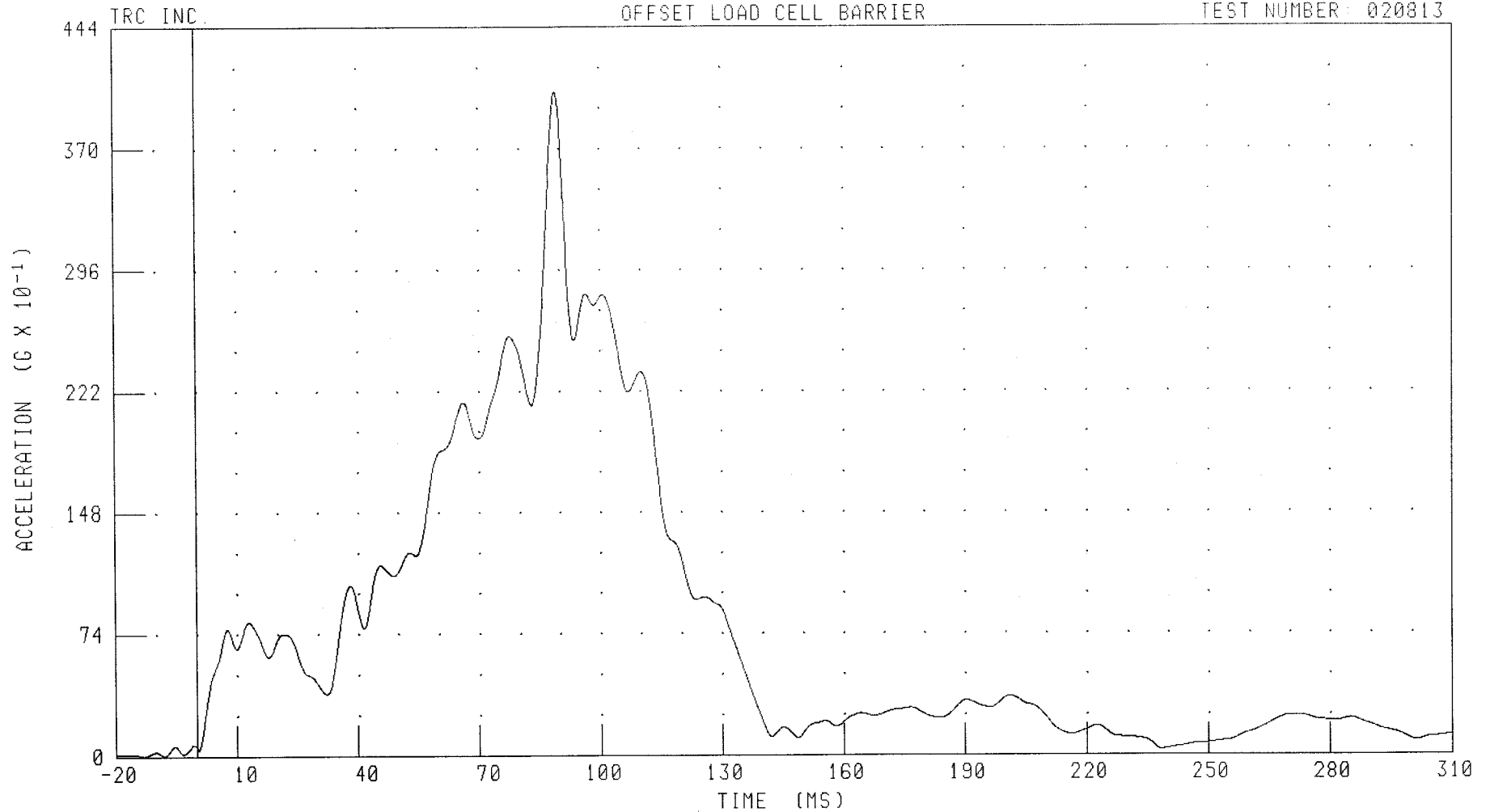
FILTER: CH. CLASS 60

PEAK DATA: 6.26 G @ 129.12 MS; -21.48 G @ 90.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
LEFT REAR SEAT CROSSMEMBER RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LRXRG1

FILTER: CH. CLASS 60

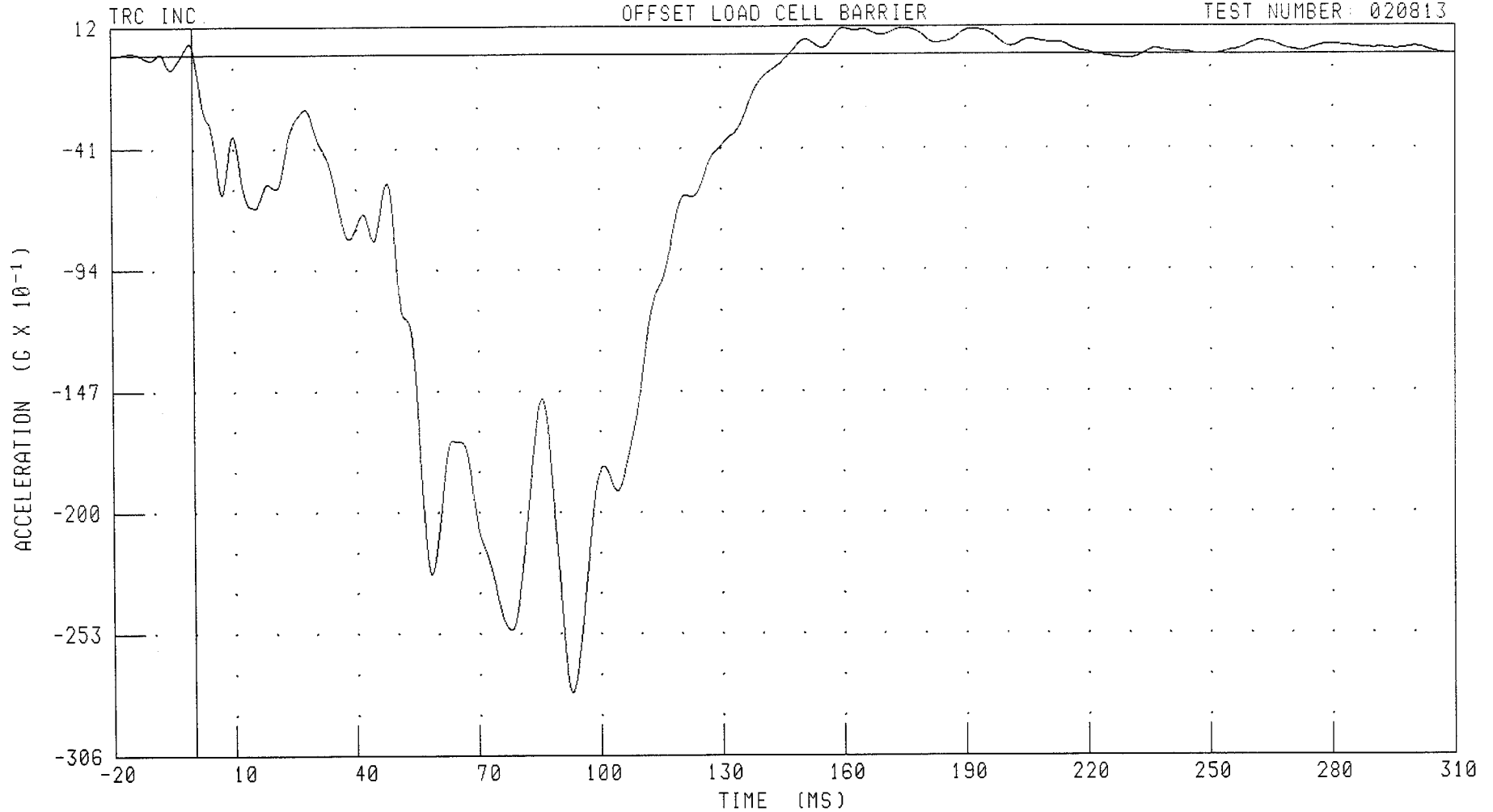
PEAK DATA: 40.46 G @ 89.20 MS; 0.01 G @ -13.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

RIGHT REAR SEAT CROSSMEMBER X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RRXXG1

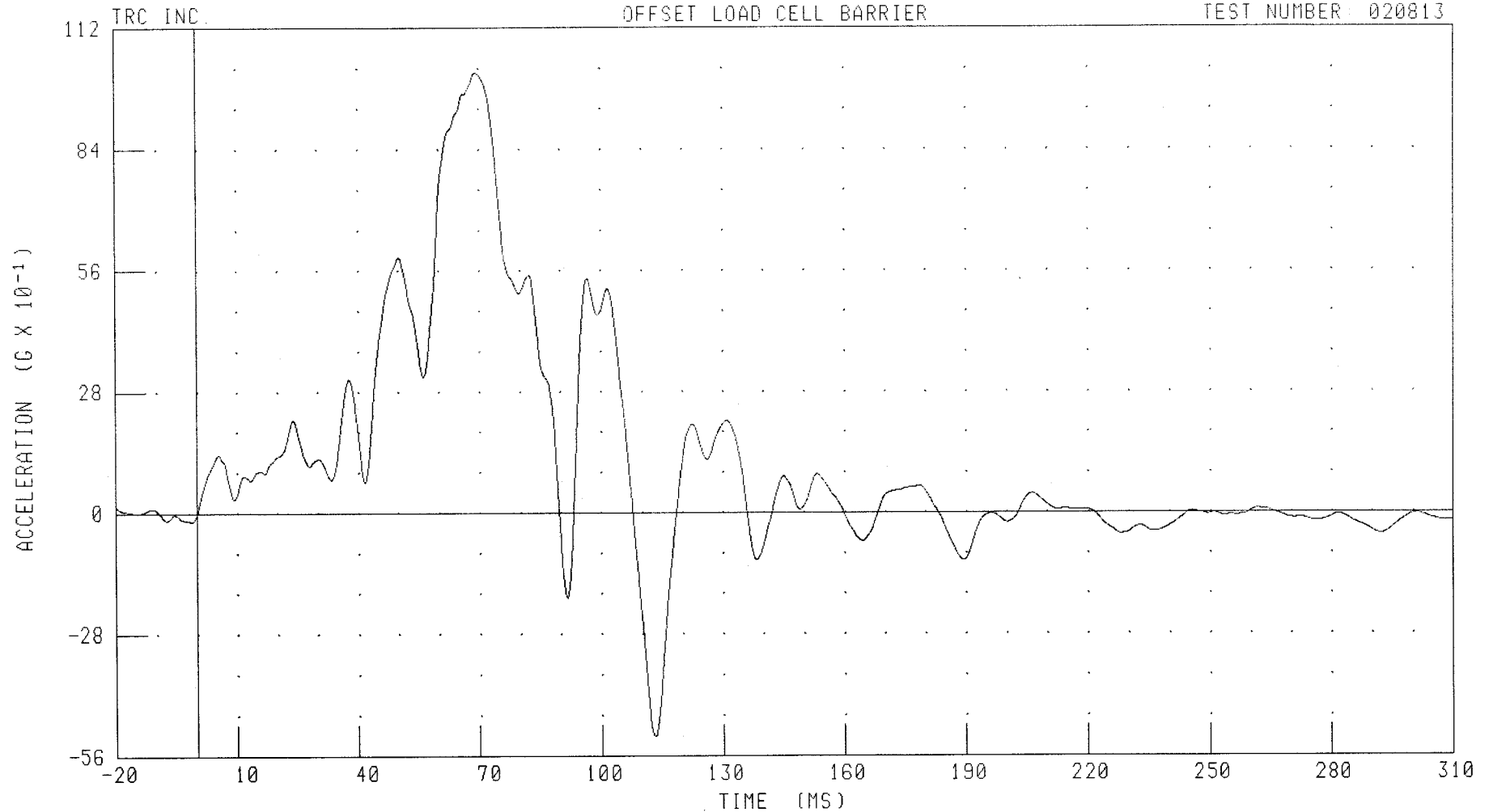
FILTER: CH. CLASS 60

PEAK DATA: 1.12 G @ 175.04 MS; -27.86 G @ 92.88 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
RIGHT REAR SEAT CROSSMEMBER Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RRXYG1

FILTER: CH. CLASS 60

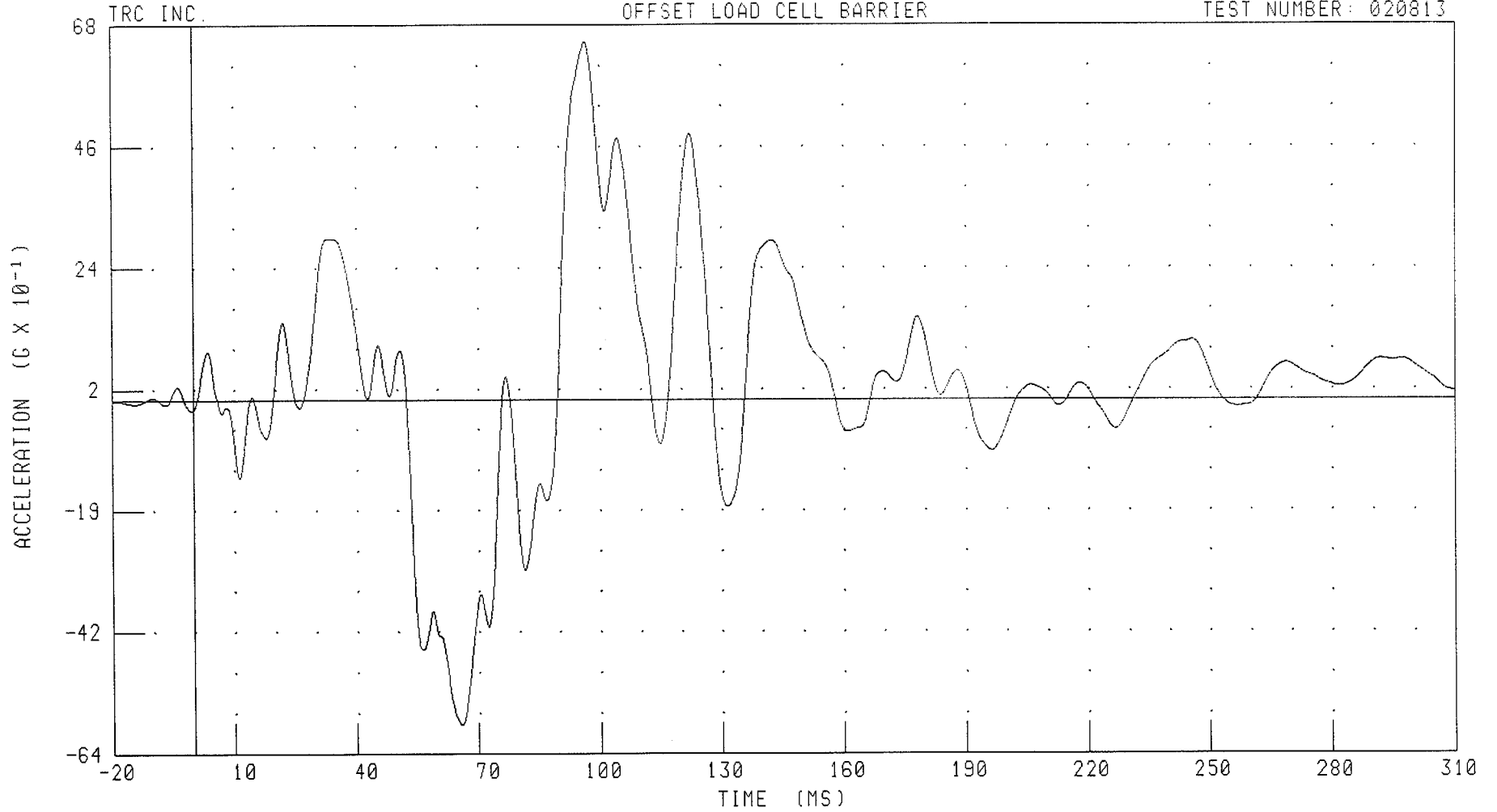
PEAK DATA: 10.16 G @ 69.36 MS; -5.16 G @ 113.12 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

RIGHT REAR SEAT CROSSMEMBER Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RRXZG1

FILTER: CH. CLASS 60

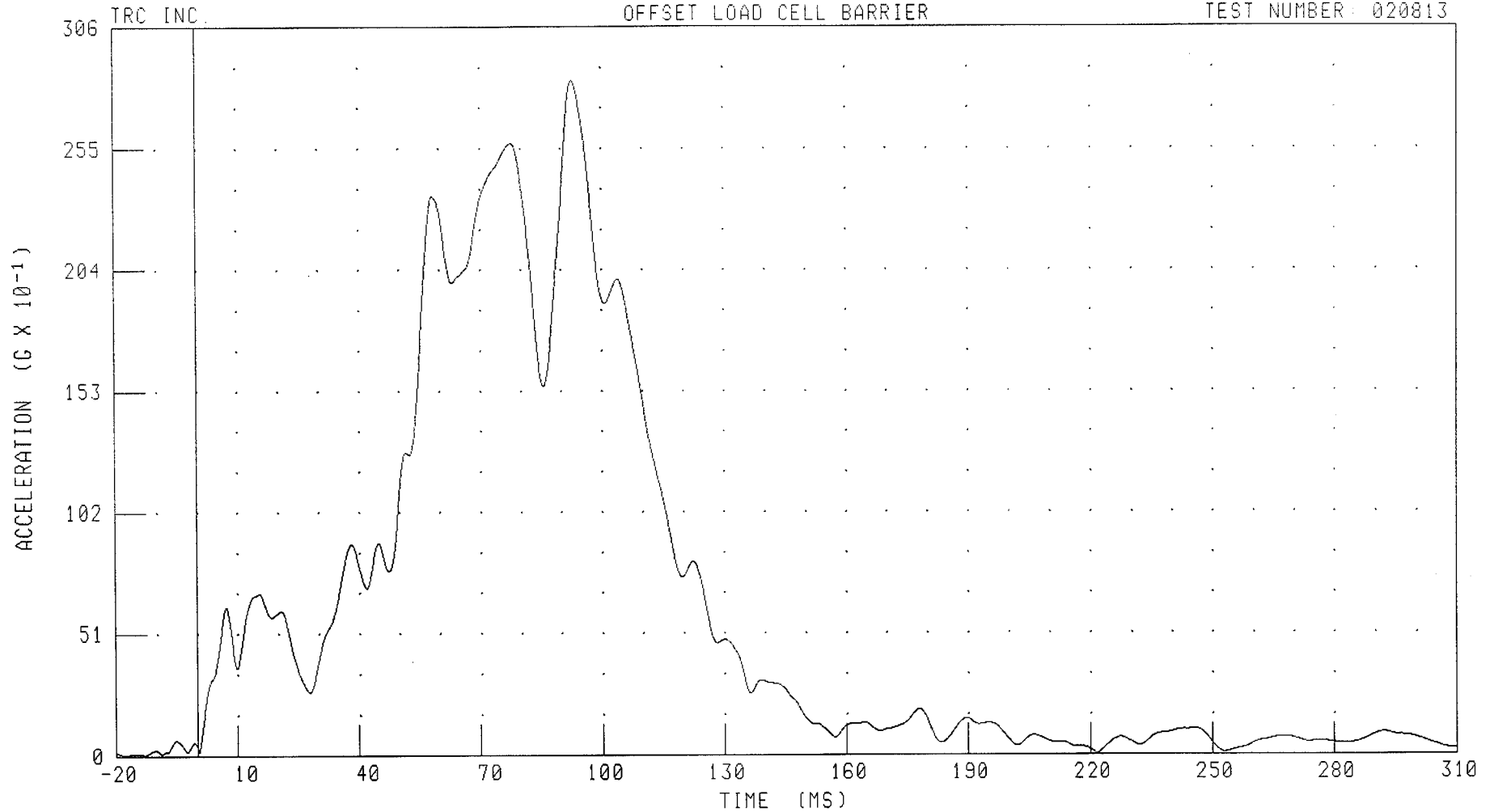
PEAK DATA: 6.49 G @ 96.56 MS; -5.88 G @ 65.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

RIGHT REAR SEAT CROSSMEMBER RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



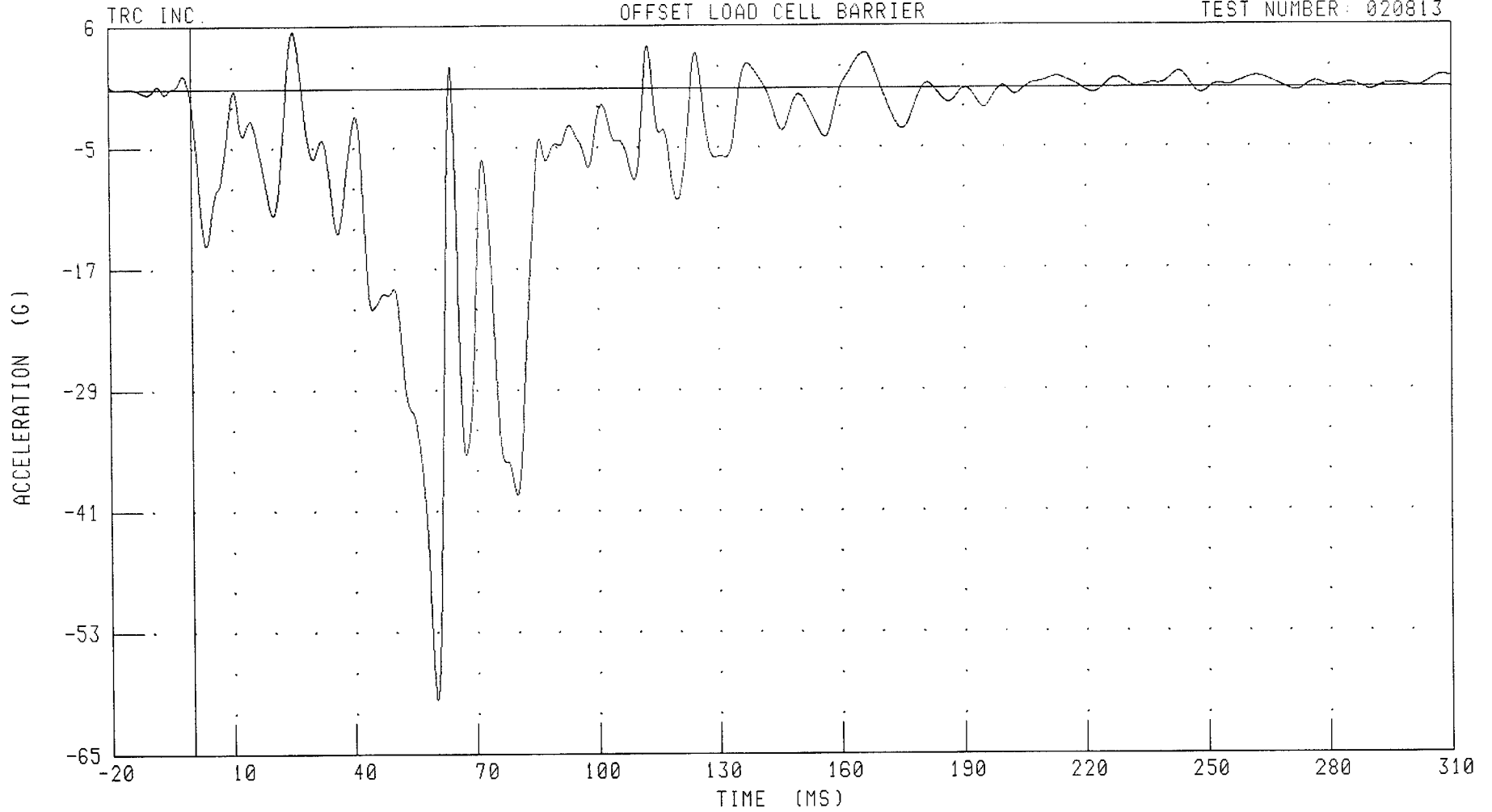
CHANNEL: RRXRG1 FILTER: CH. CLASS 60

PEAK DATA: 28.36 G @ 92.96 MS; 0.02 G @ 221.60 MS

2002 DODGE NEDN INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVERS LEFT SIDE TDE PAN X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



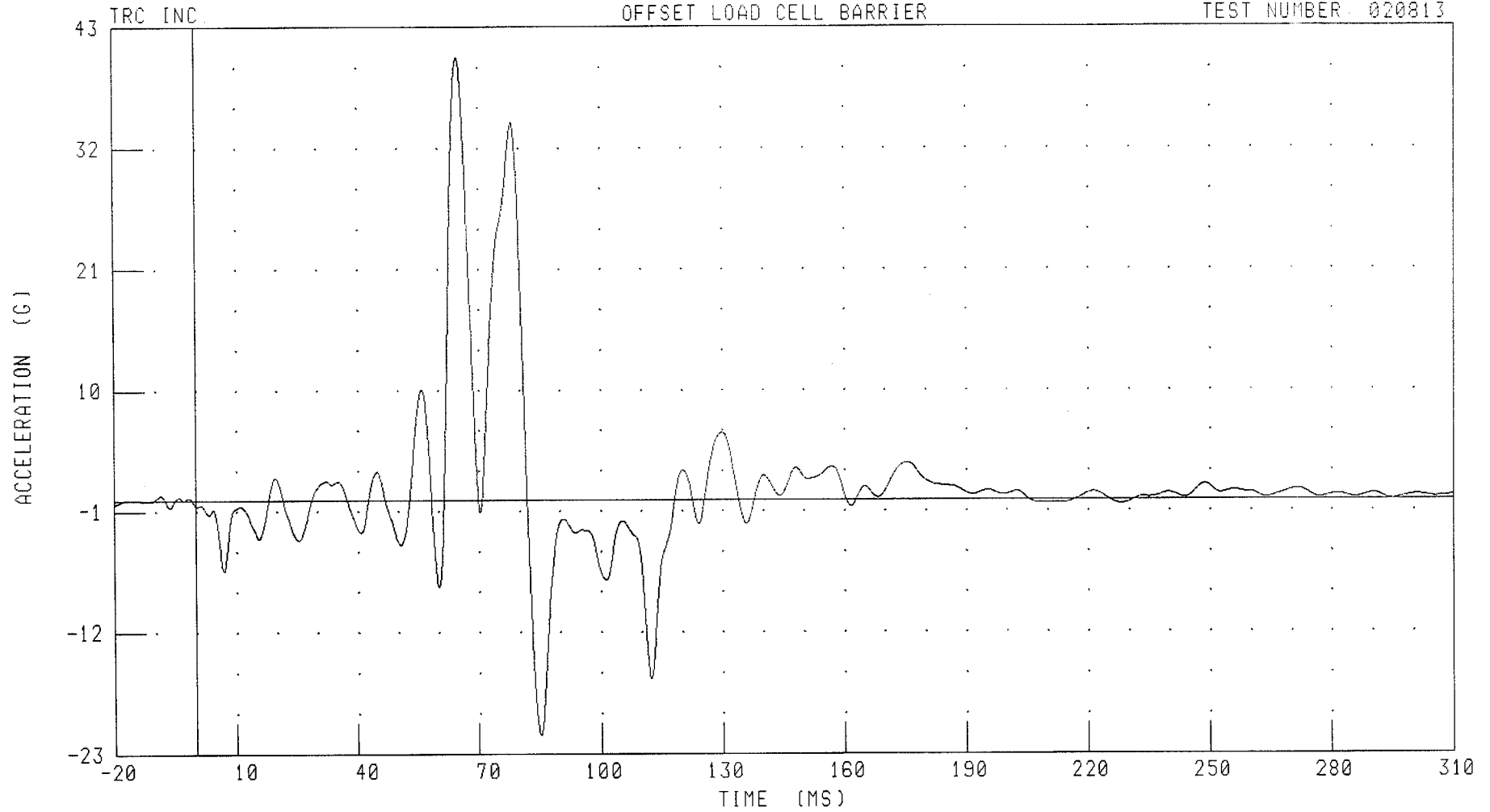
CHANNEL: LTPXC1 FILTER: CH. CLASS 60

PEAK DATA: 5.67 G @ 25.12 MS; -60.46 G @ 60.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVERS LEFT SIDE TOE PAN Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



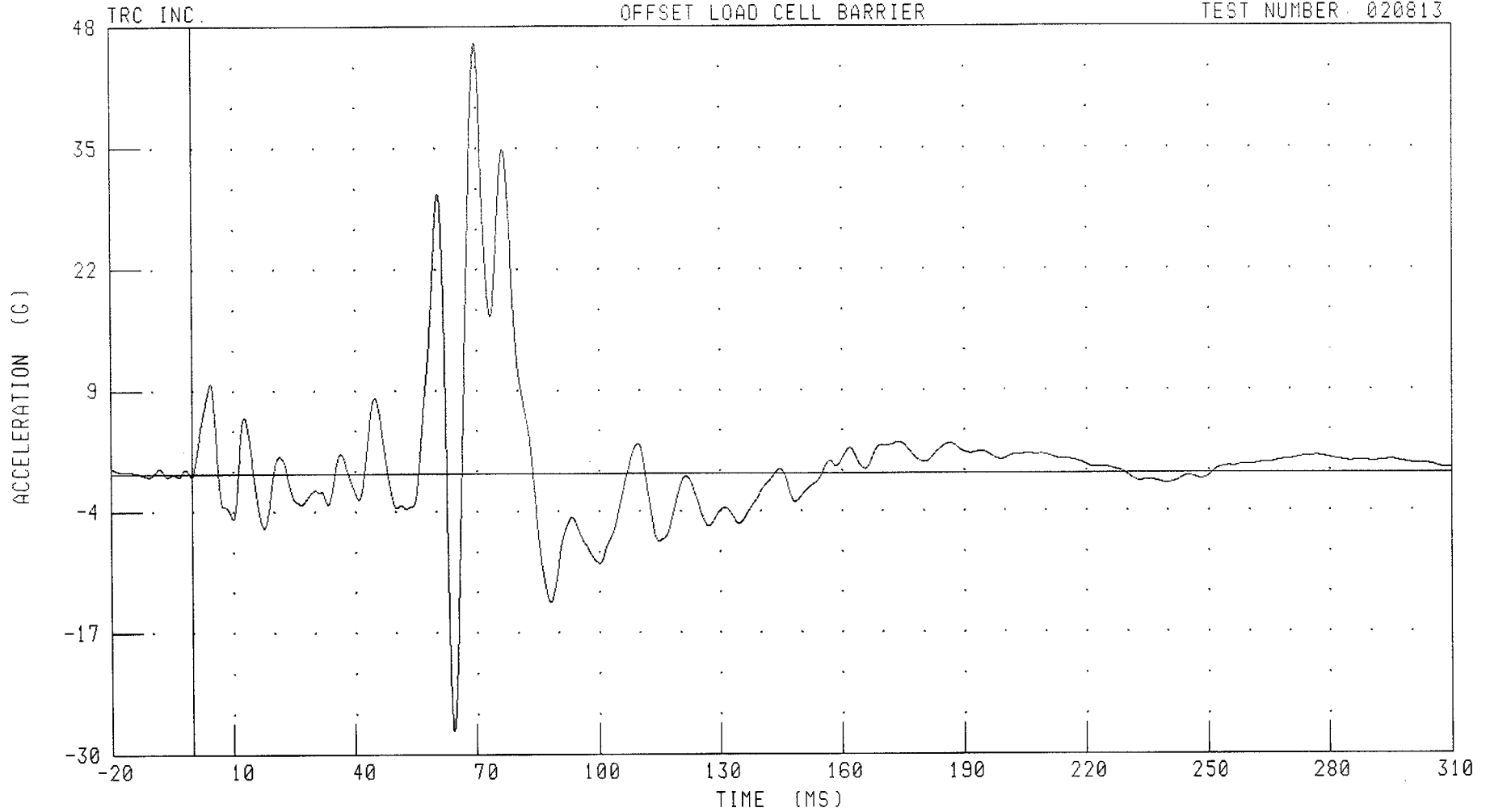
CHANNEL: LTPYG1 FILTER: CH. CLASS 60

PEAK DATA: 40.22 G @ 64.96 MS; -21.32 G @ 85.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVERS LEFT SIDE TOE PAN Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LTPZG1

FILTER: CH. CLASS 60

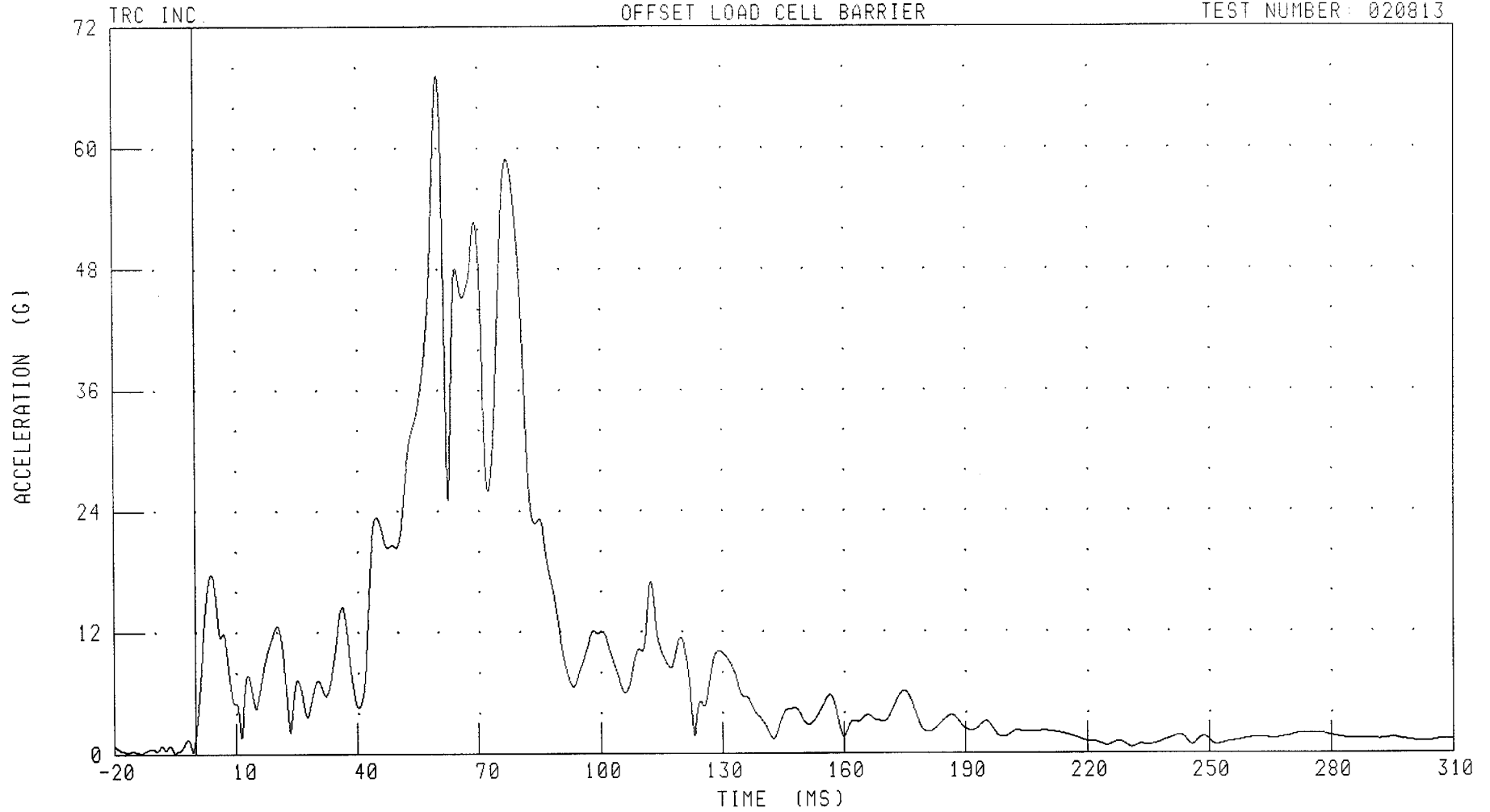
PEAK DATA: 46.24 G @ 69.92 MS; -27.50 G @ 64.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVERS LEFT SIDE TOE PAN RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



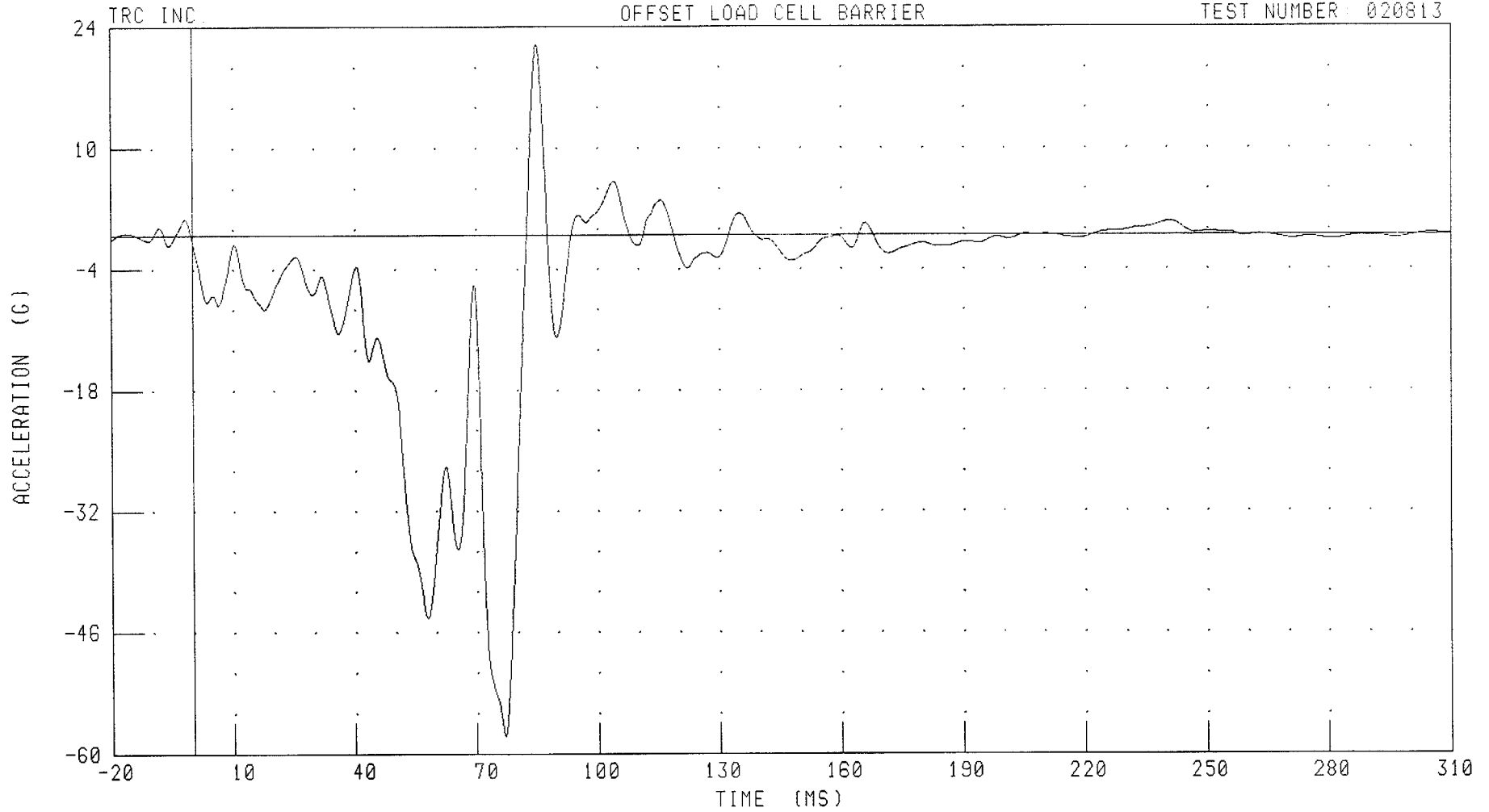
CHANNEL: LTPRG1 FILTER: CH. CLASS 60

PEAK DATA: 67.16 G @ 60.24 MS; 0.08 G @ -5.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVERS RIGHT SIDE TOE PAN X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RTPXG1 FILTER: CH. CLASS 60

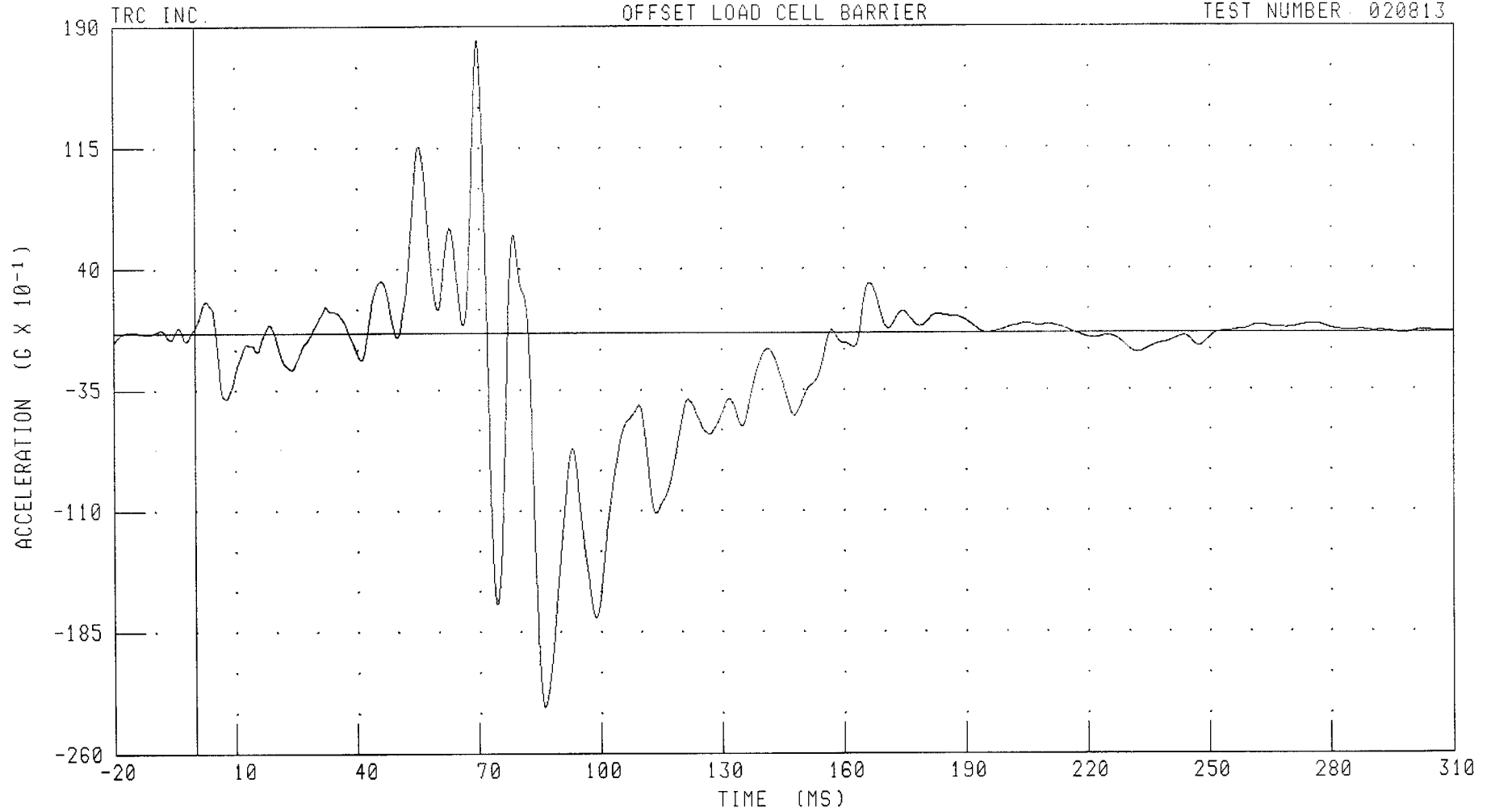
PEAK DATA: 21.95 G @ 85.04 MS; -57.99 G @ 76.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVERS RIGHT SIDE TOE PAN Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RTPYG1

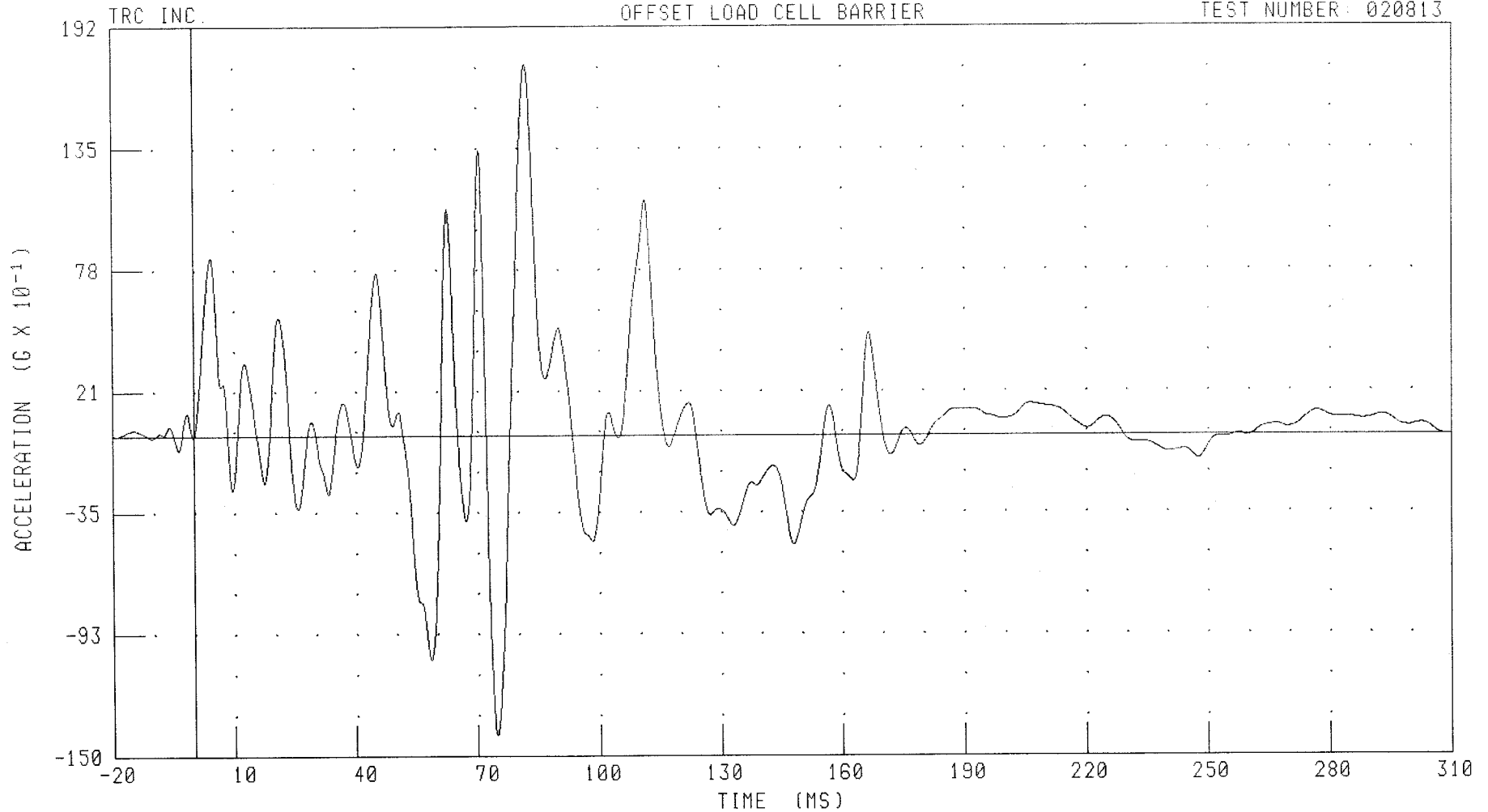
FILTER: CH. CLASS 60

PEAK DATA: 18.16 G @ 69.76 MS; -23.13 G @ 86.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVERS RIGHT SIDE TOE PAN Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RTPZG1

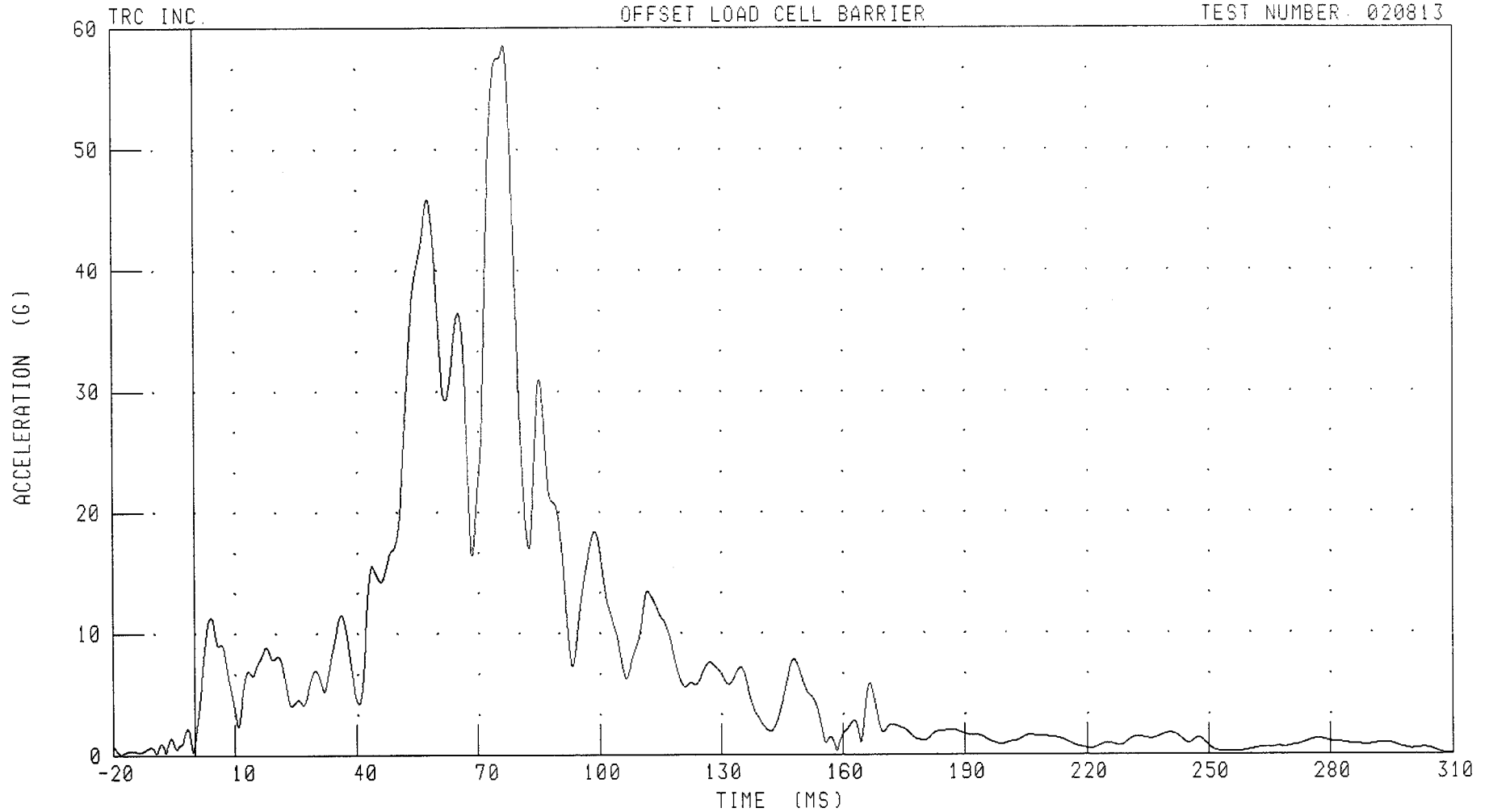
FILTER: CH. CLASS 60

PEAK DATA: 17.42 G @ 82.08 MS; -14.03 G @ 74.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVERS RIGHT SIDE TOE PAN RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RTPRG1

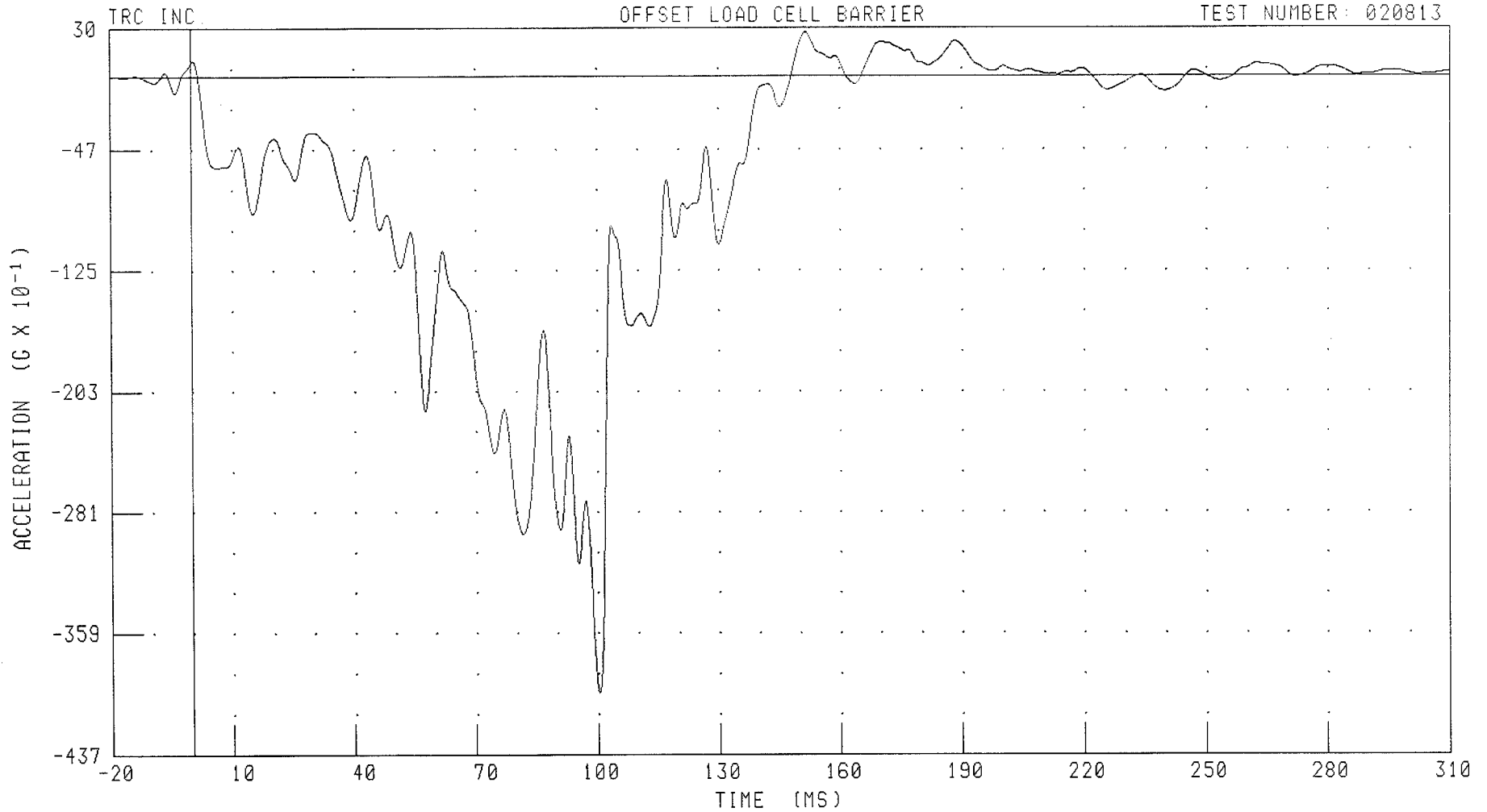
FILTER: CH. CLASS 60

PEAK DATA: 58.56 G @ 76.80 MS; 0.07 G @ -18.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: VCGXG1

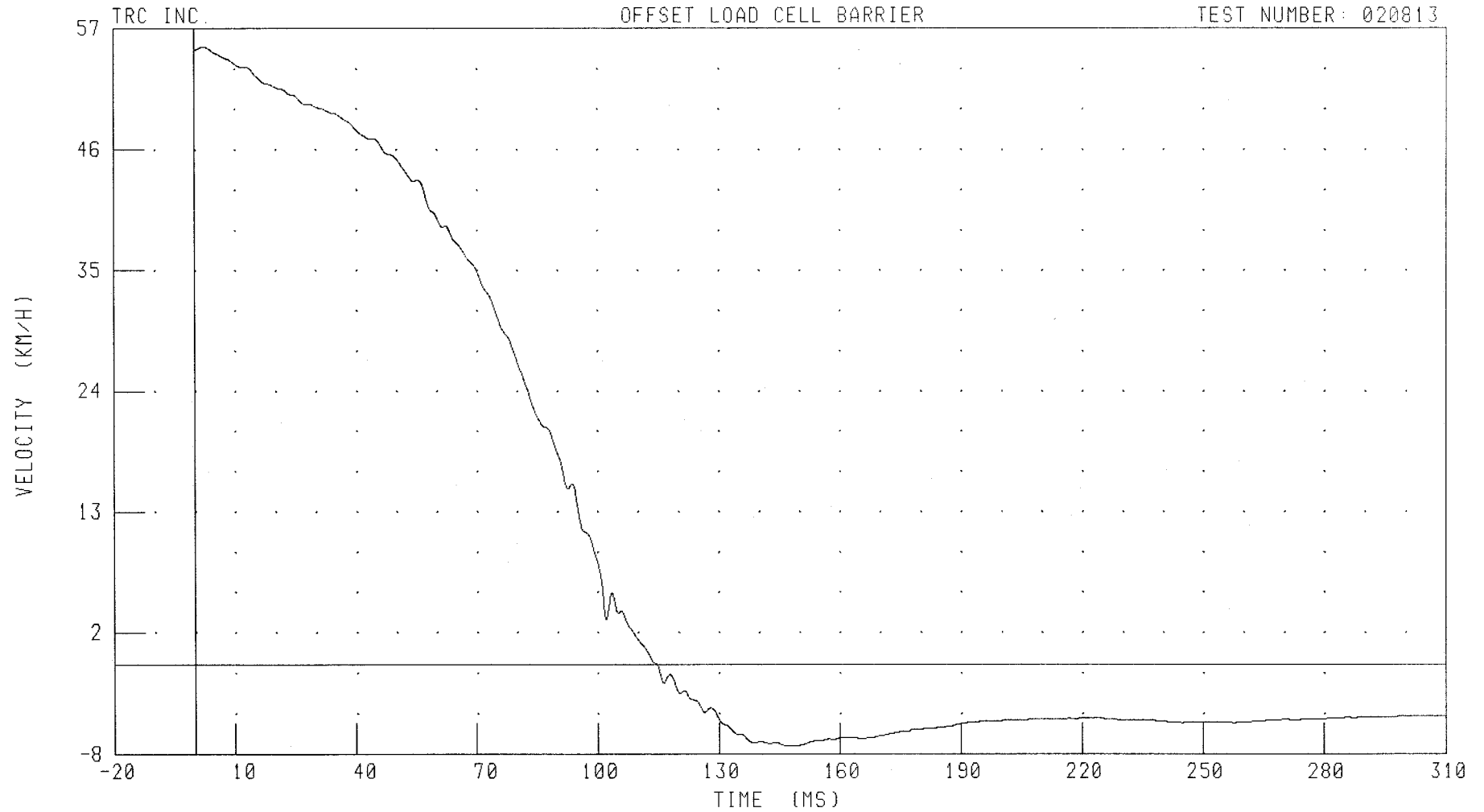
FILTER: CH. CLASS 60

PEAK DATA: 2.83 G @ 151.76 MS; -39.77 G @ 100.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY X-AXIS VELOCITY

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



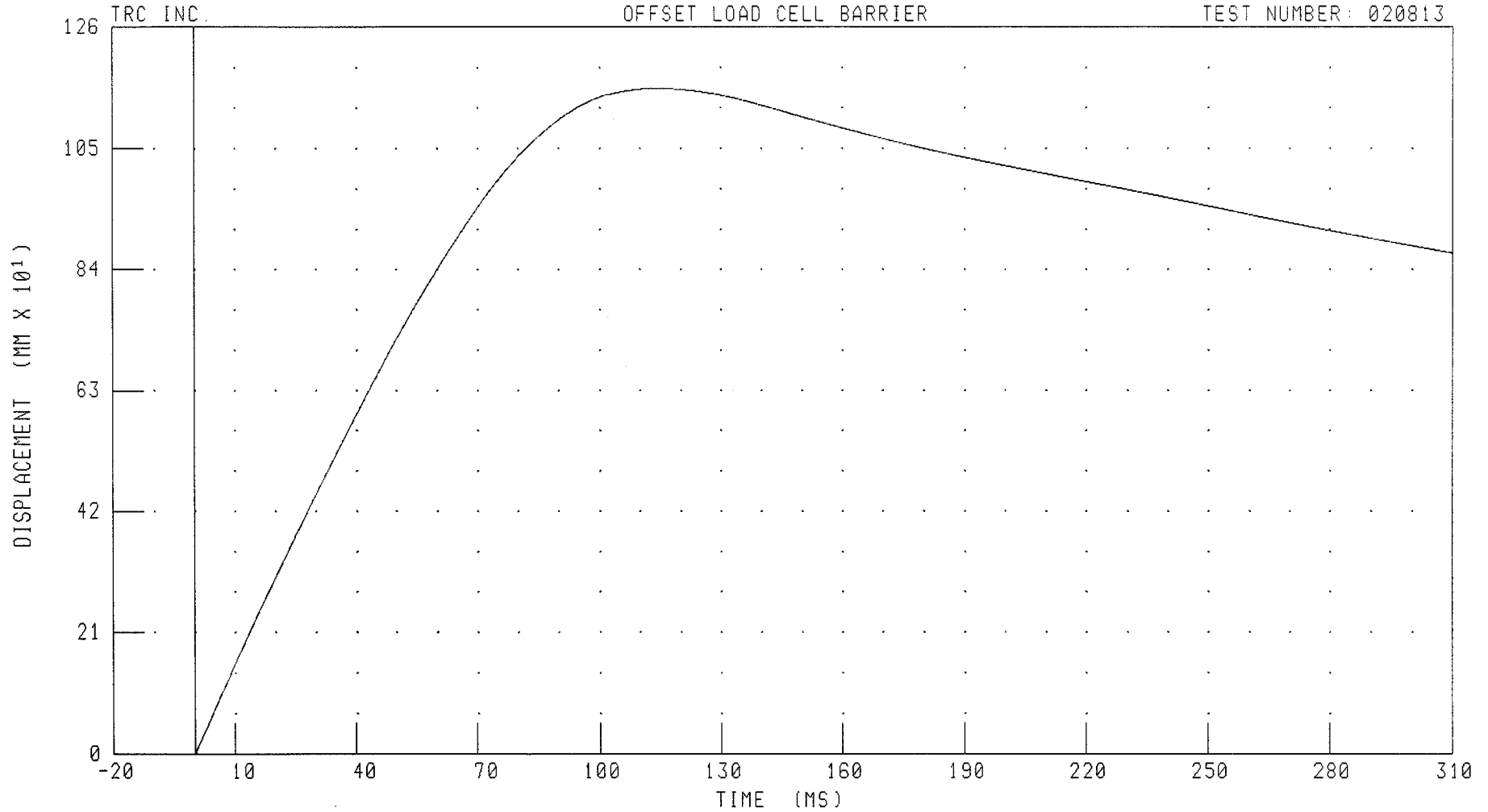
CHANNEL: VCGXV1 FILTER: CH. CLASS 100

PEAK DATA: 56.29 KM/H @ 2.32 MS; -7.38 KM/H @ 148.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: VCGXD1 FILTER: CH. CLASS 180

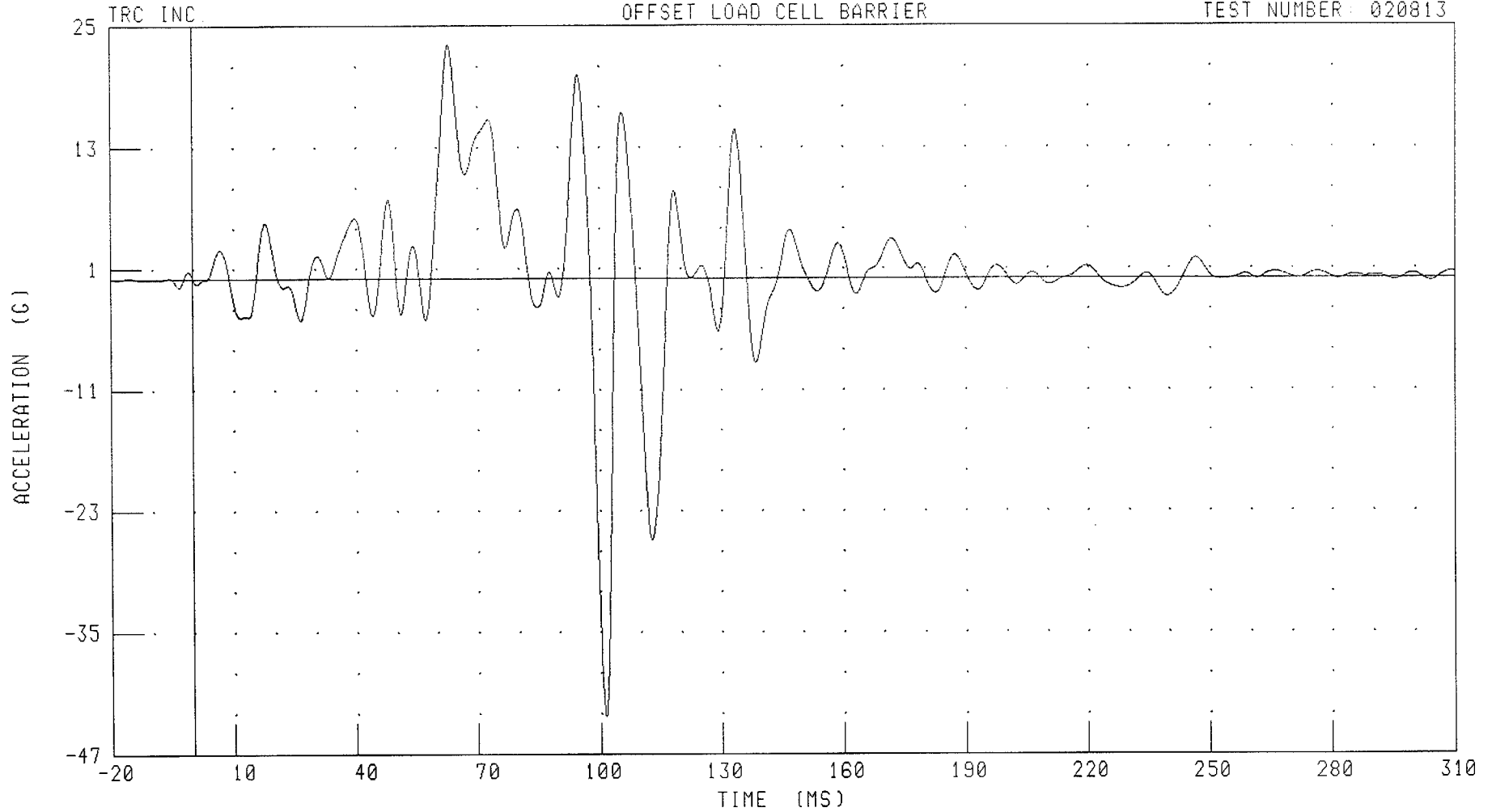
PEAK DATA: 1153.93 MM @ 114.80 MS; 0.00 MM @ 0.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

VEHICLE CENTER OF GRAVITY Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: VCGYG1 FILTER: CH. CLASS 60

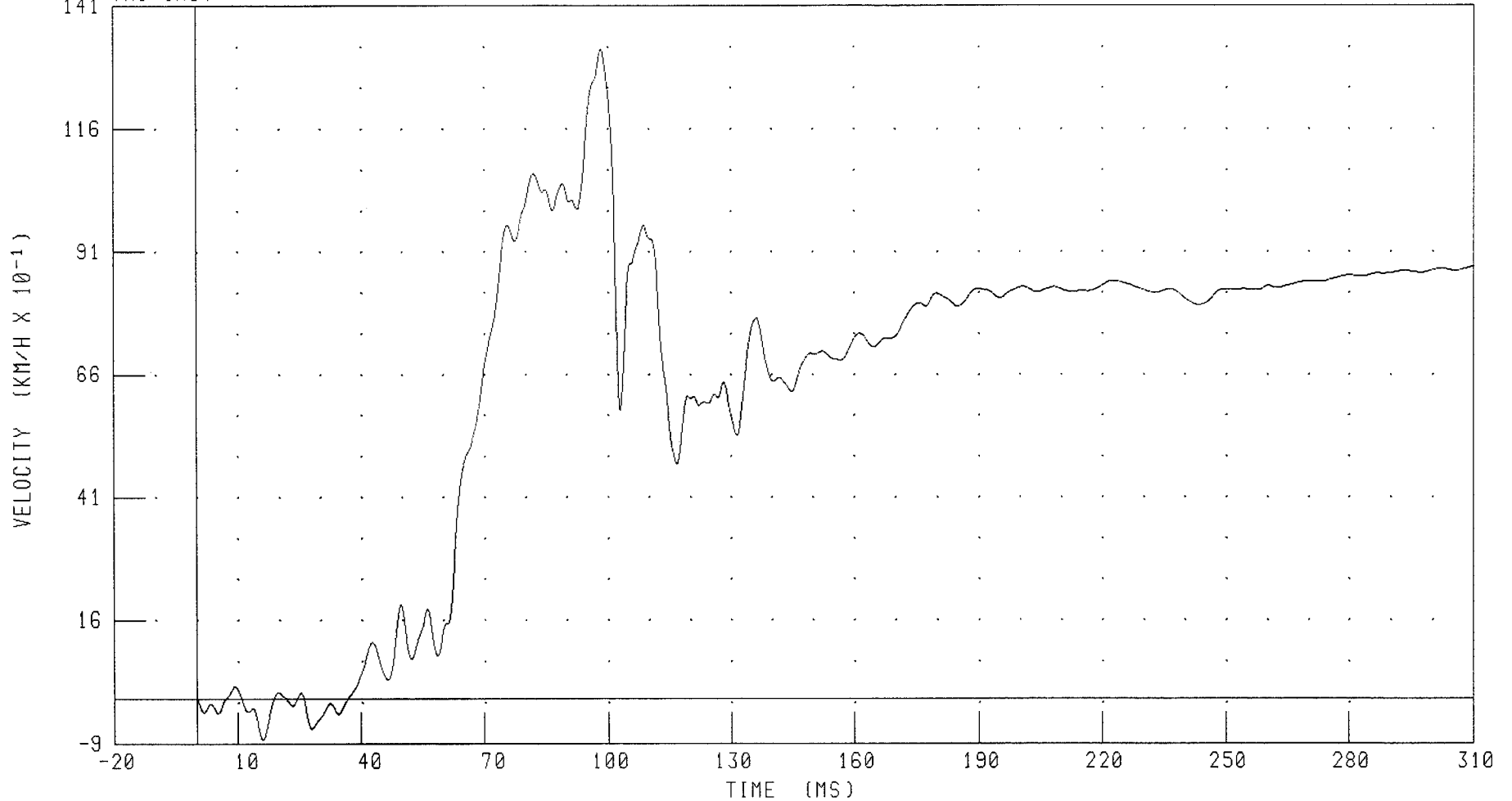
PEAK DATA: 23.13 G @ 62.96 MS; -43.28 G @ 101.36 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY Y-AXIS VELOCITY

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



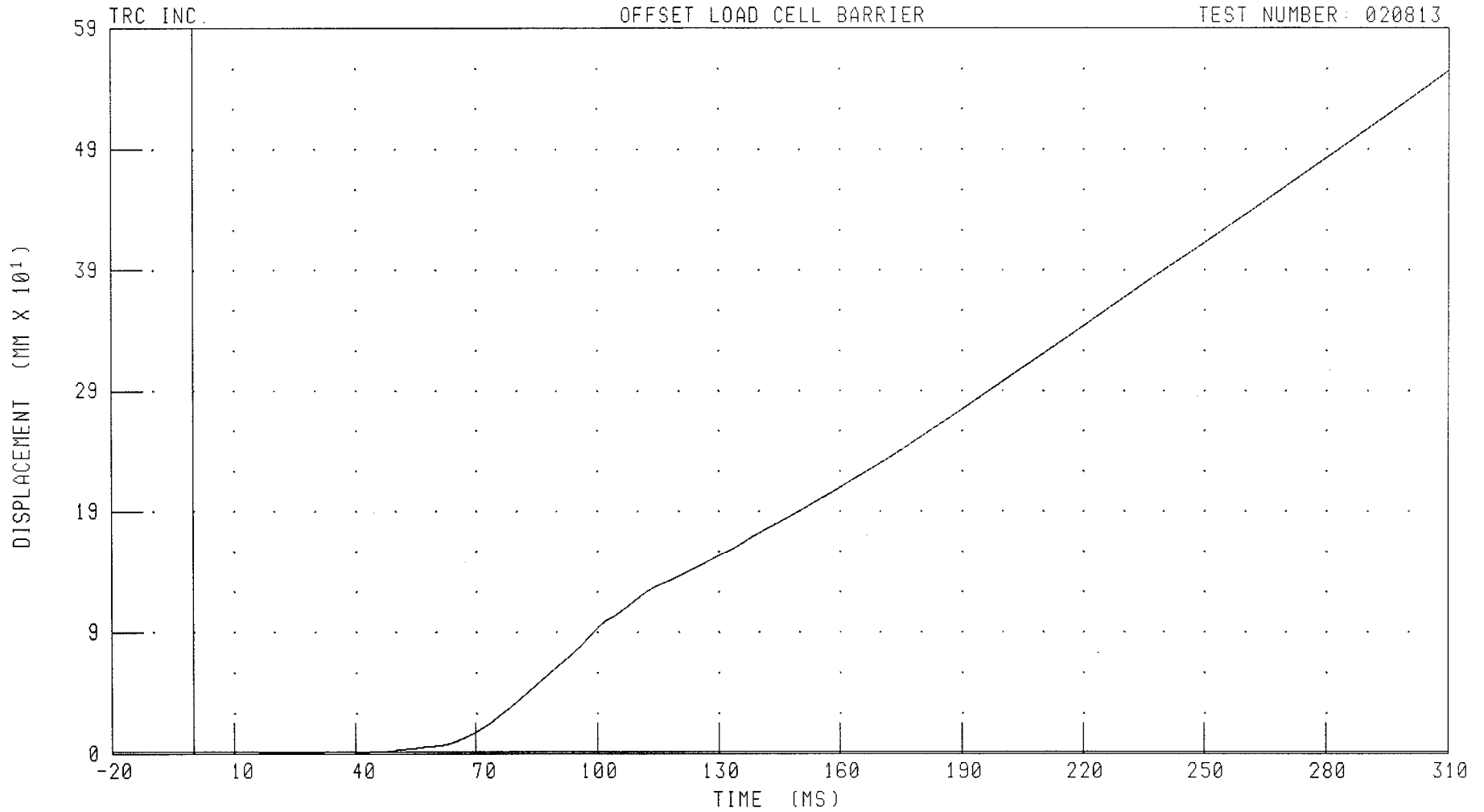
CHANNEL: VCGYV1 FILTER: CH CLASS 180

PEAK DATA: 13.22 KM/H @ 98.48 MS; -0.82 KM/H @ 15.92 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY Y-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



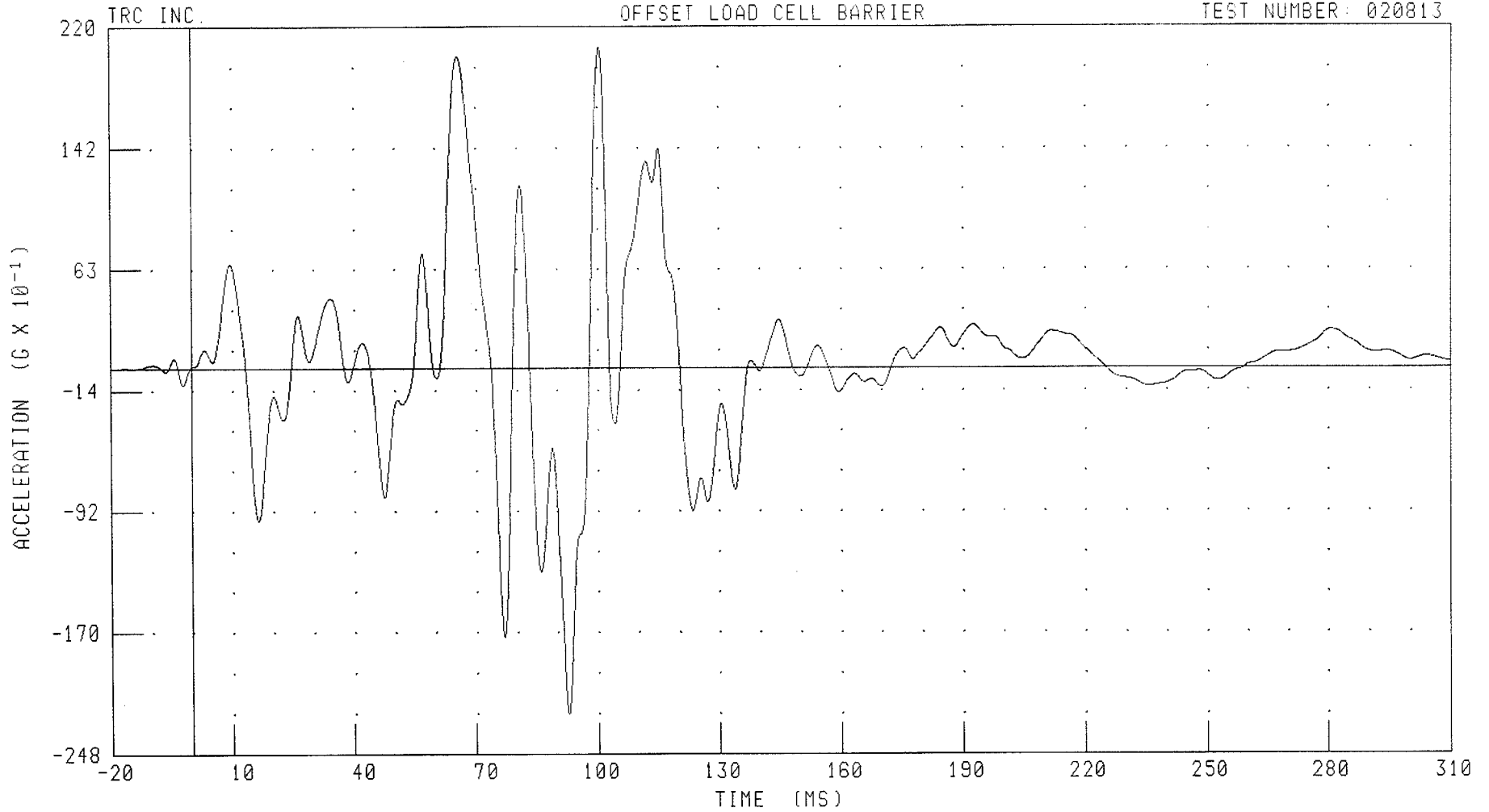
CHANNEL: VCGYD1 FILTER: CH. CLASS 180

PEAK DATA: 563.35 MM @ 310.00 MS; -1.77 MM @ 36.64 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: VCGZG1

FILTER: CH. CLASS 60

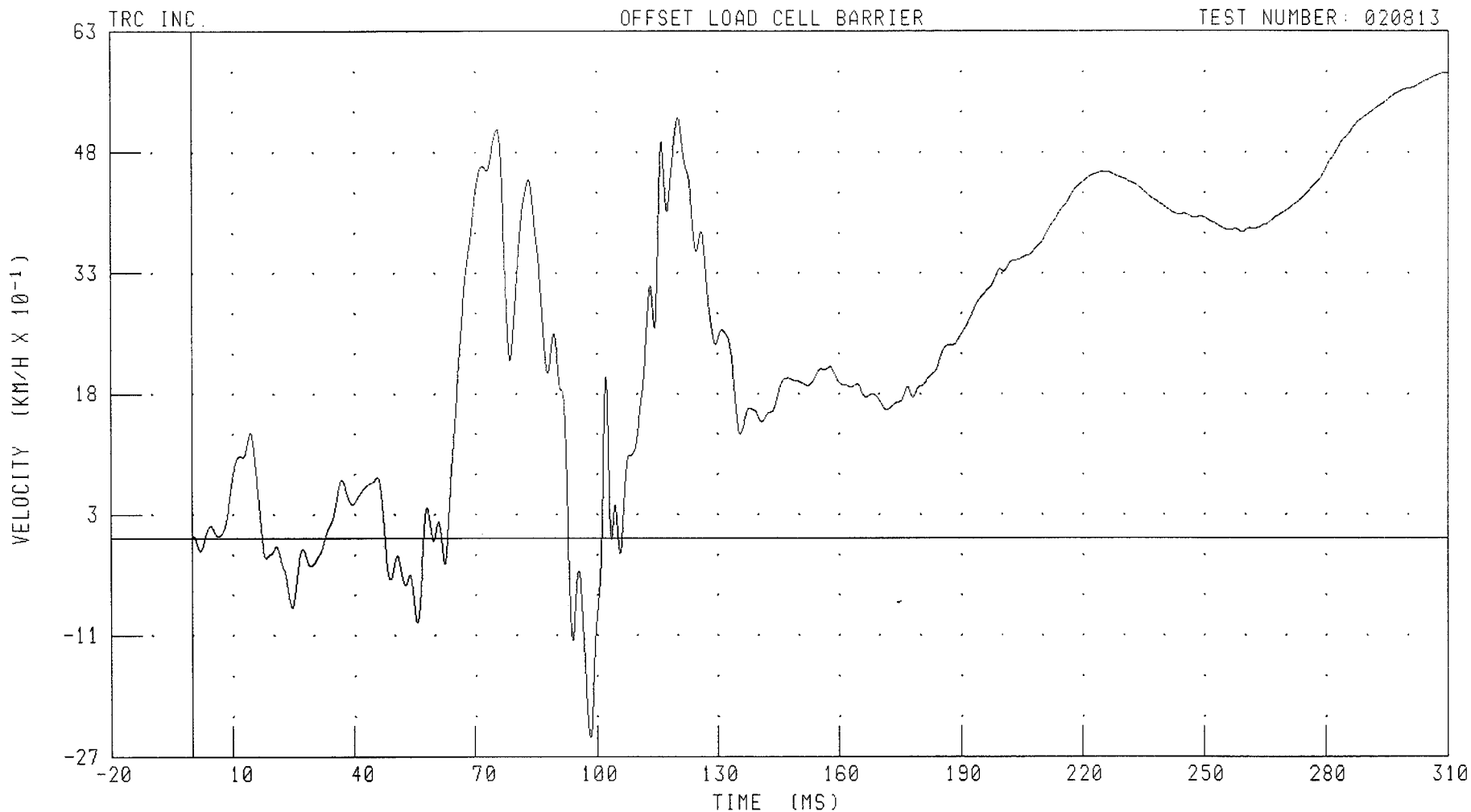
PEAK DATA: 20.67 G @ 100.56 MS; -22.26 G @ 92.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

VEHICLE CENTER OF GRAVITY Z-AXIS VELOCITY

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: VCGZV1

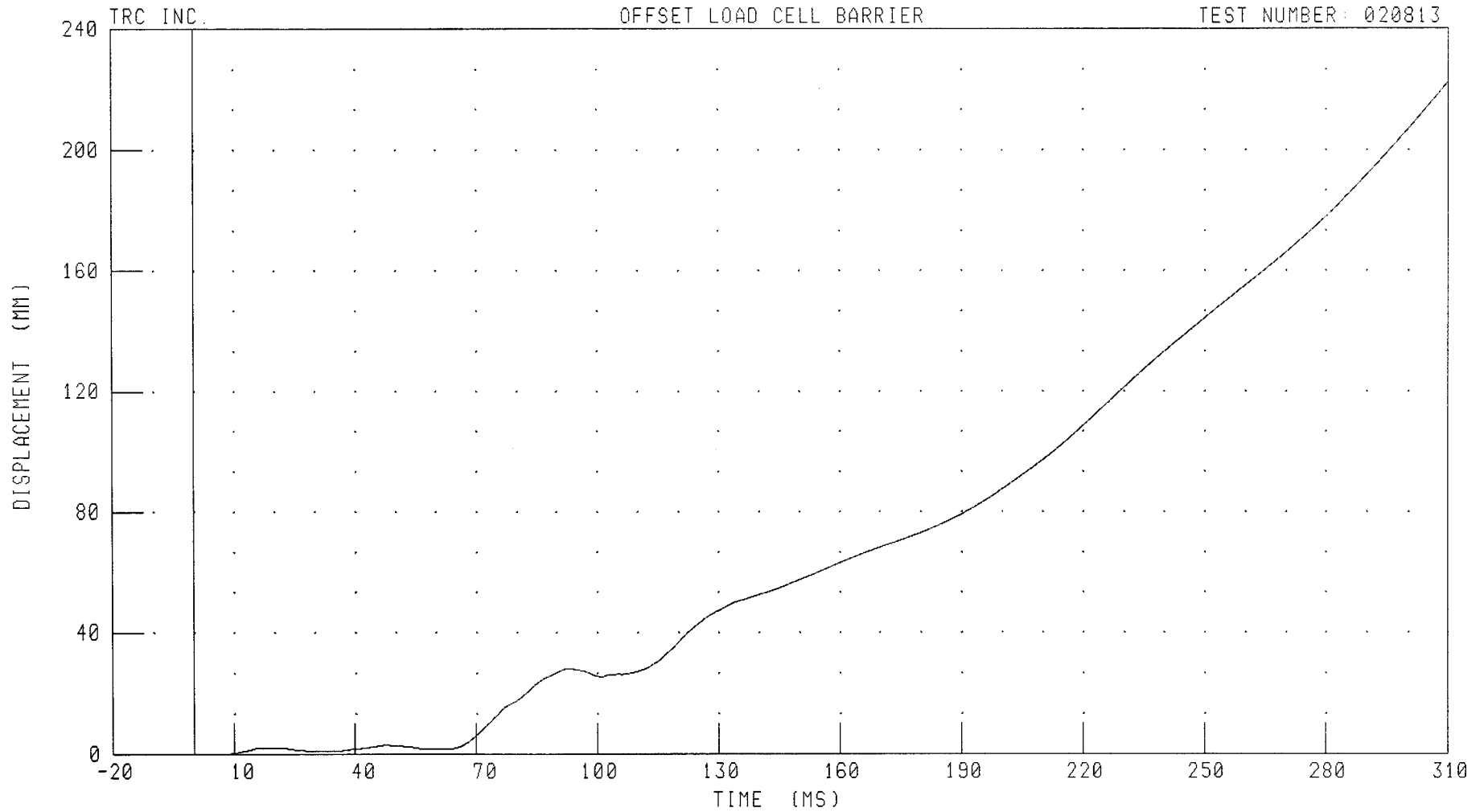
FILTER: CH. CLASS 180

PEAK DATA: 5.79 KM/H @ 310.00 MS; -2.46 KM/H @ 98.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY Z-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: VCGZD1

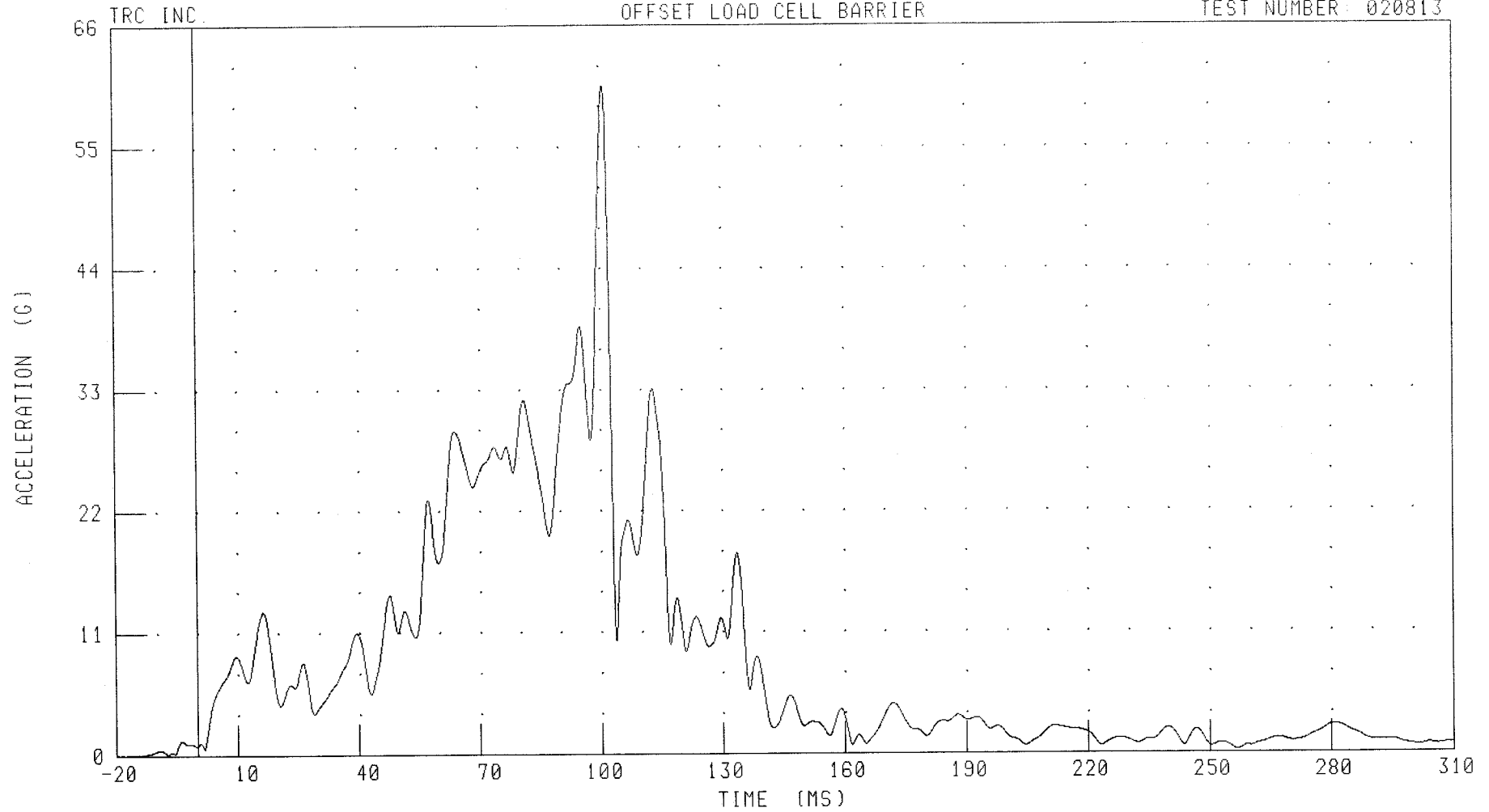
FILTER: CH. CLASS 180

PEAK DATA: 222.67 MM @ 310.00 MS; -0.06 MM @ 3.20 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
VEHICLE CENTER OF GRAVITY RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: VCGRG1

FILTER: CH. CLASS 60

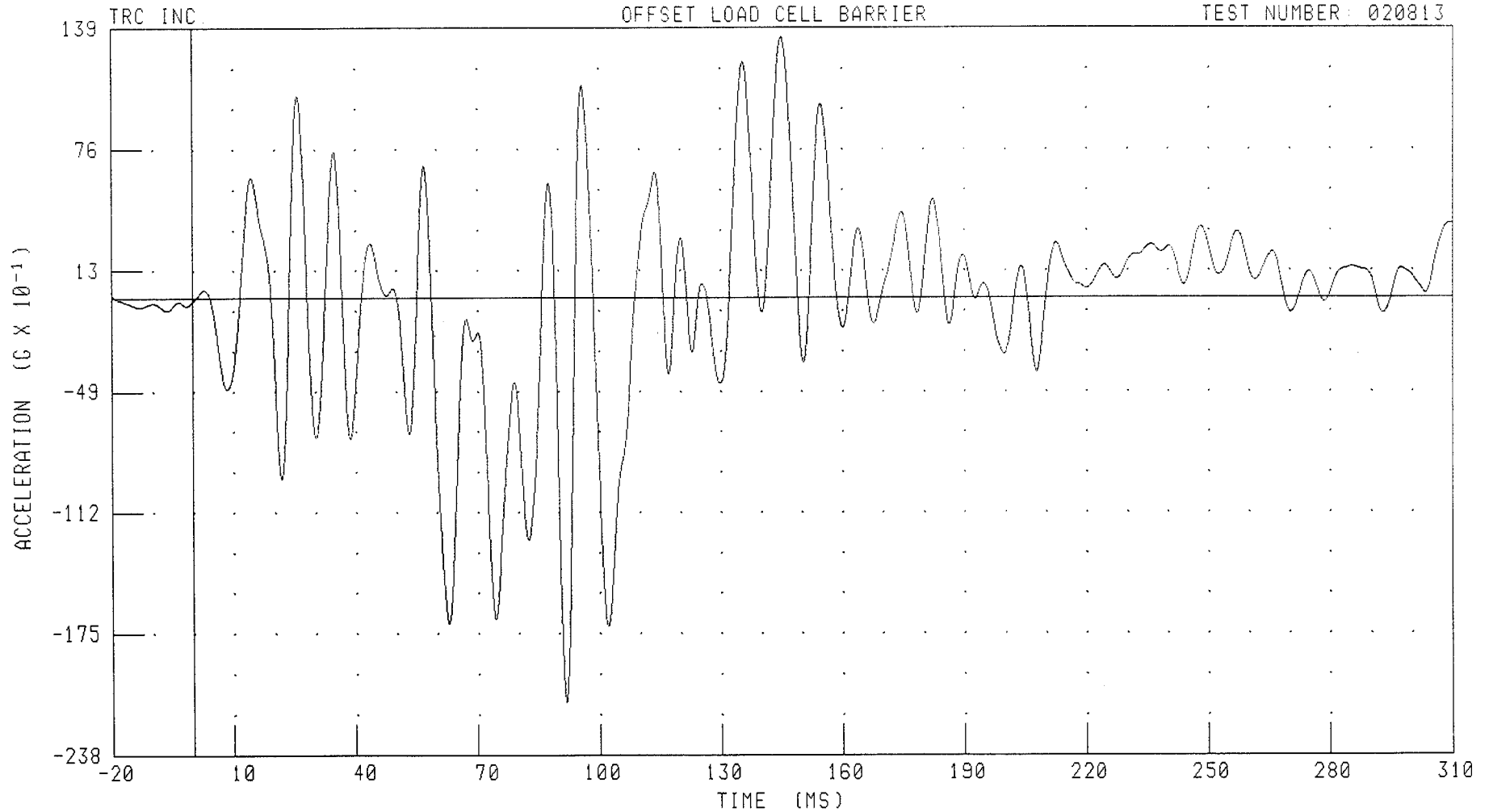
PEAK DATA: 60.55 G @ 100.96 MS; 0.03 G @ -17.92 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

REAR DECK Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: RDKZG1

FILTER: CH. CLASS 60

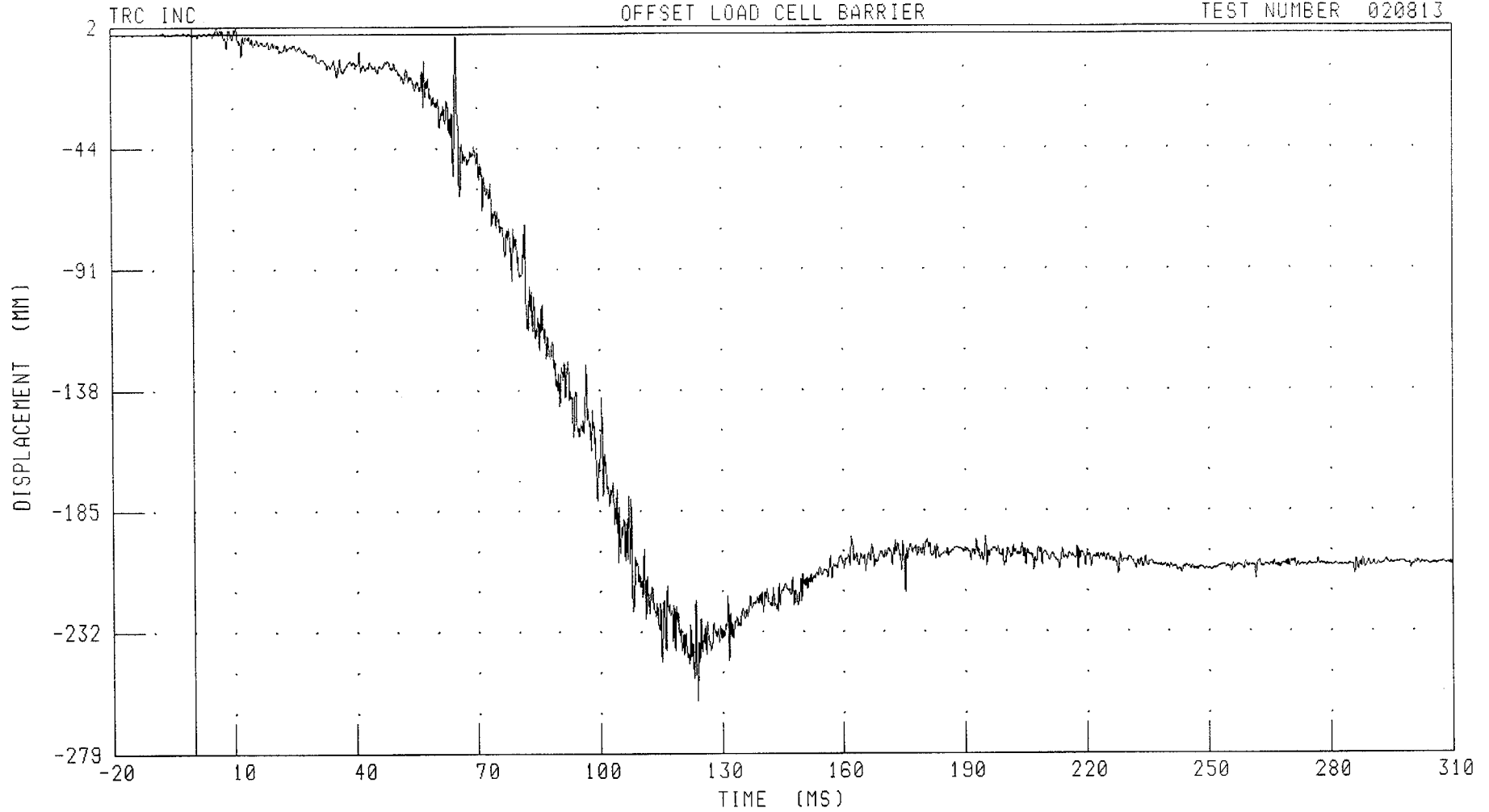
PEAK DATA: 13.53 G @ 145.28 MS, -21.09 G @ 91.84 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

TOE PAN X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: TPOXD1 FILTER: CH. CLASS 1000

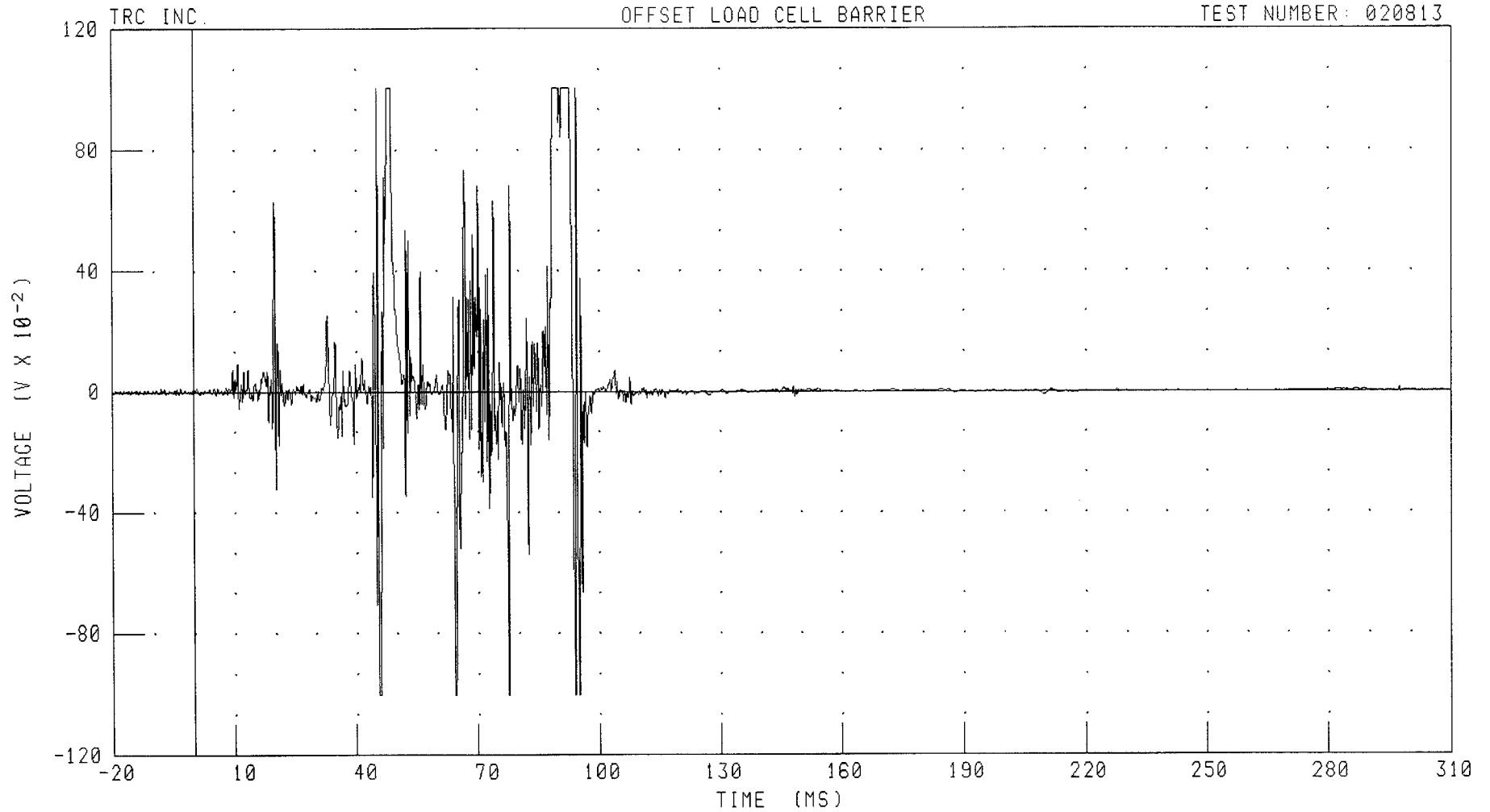
PEAK DATA: 2.54 MM @ 6.16 MS; -258.93 MM @ 124.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER AIRBAG EVENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: DABETA FILTER: CH. CLASS 1000

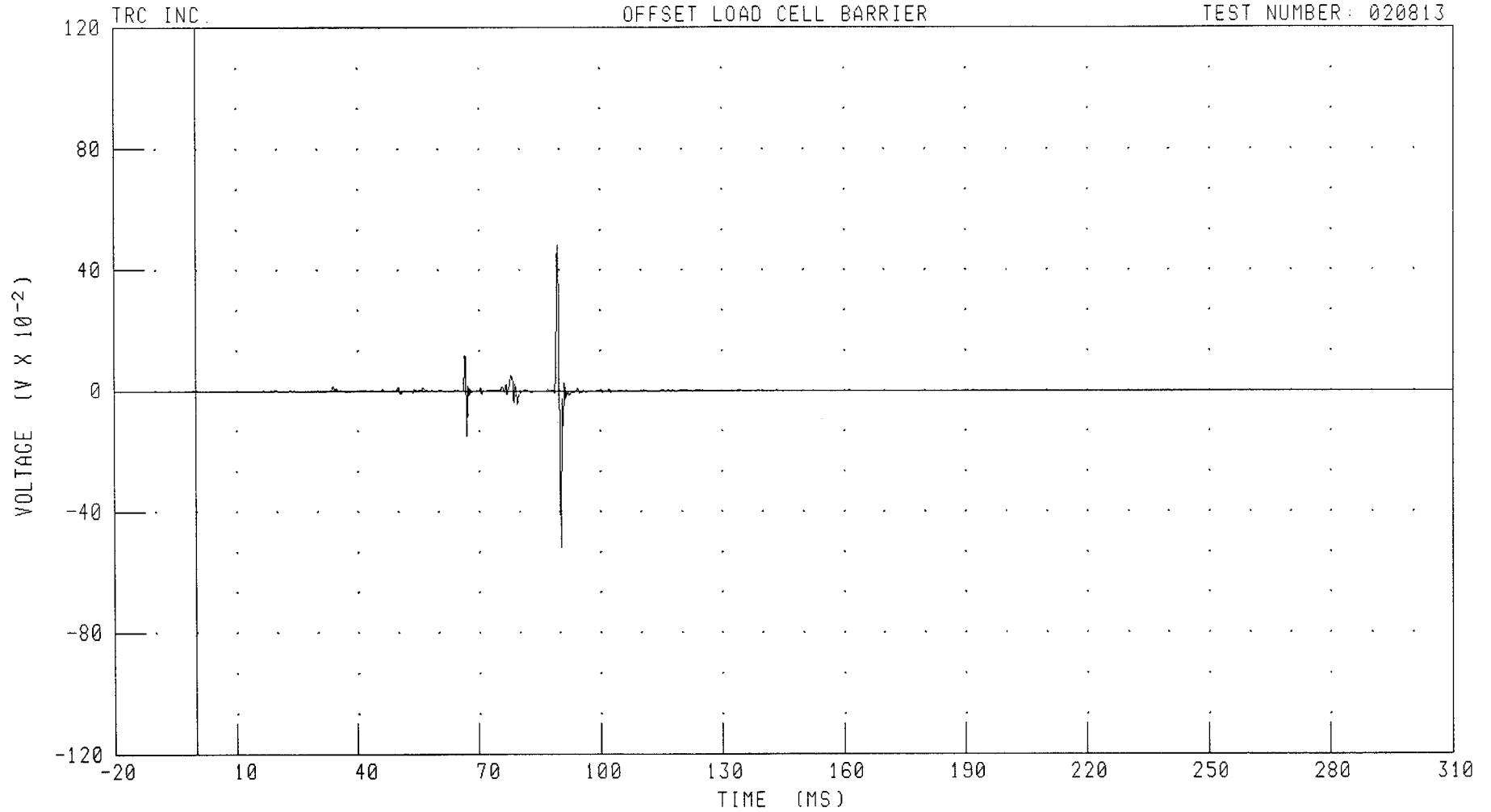
PEAK DATA: 1.00 V @ 45.28 MS; -1.00 V @ 45.60 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER AIRBAG EVENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813

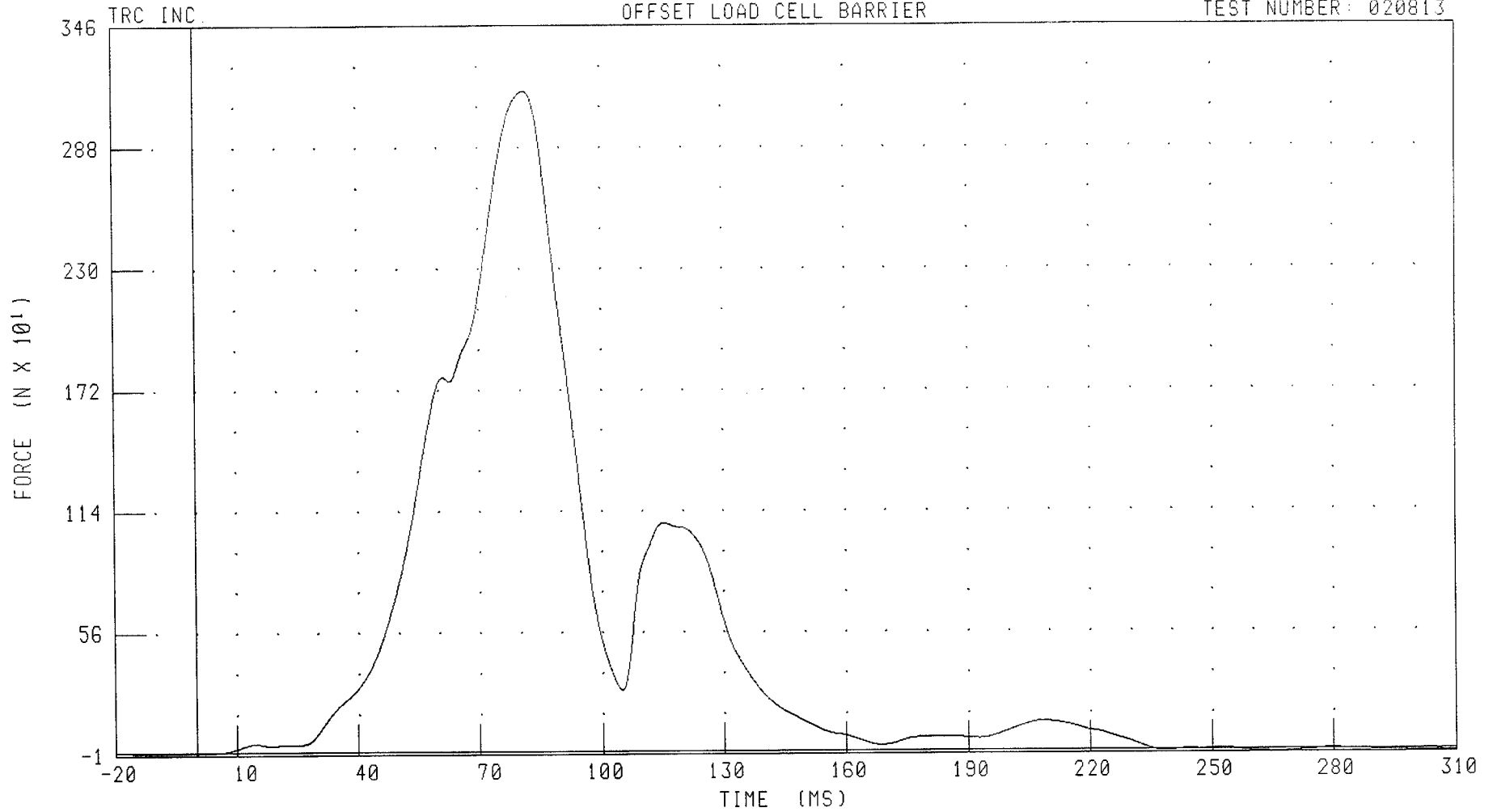


CHANNEL: PABETA FILTER: CH. CLASS 1000

PEAK DATA: 0.48 V @ 89.60 MS; -0.52 V @ 90.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER SHOULDER BELT FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: SHBF1

FILTER: CH. CLASS 60

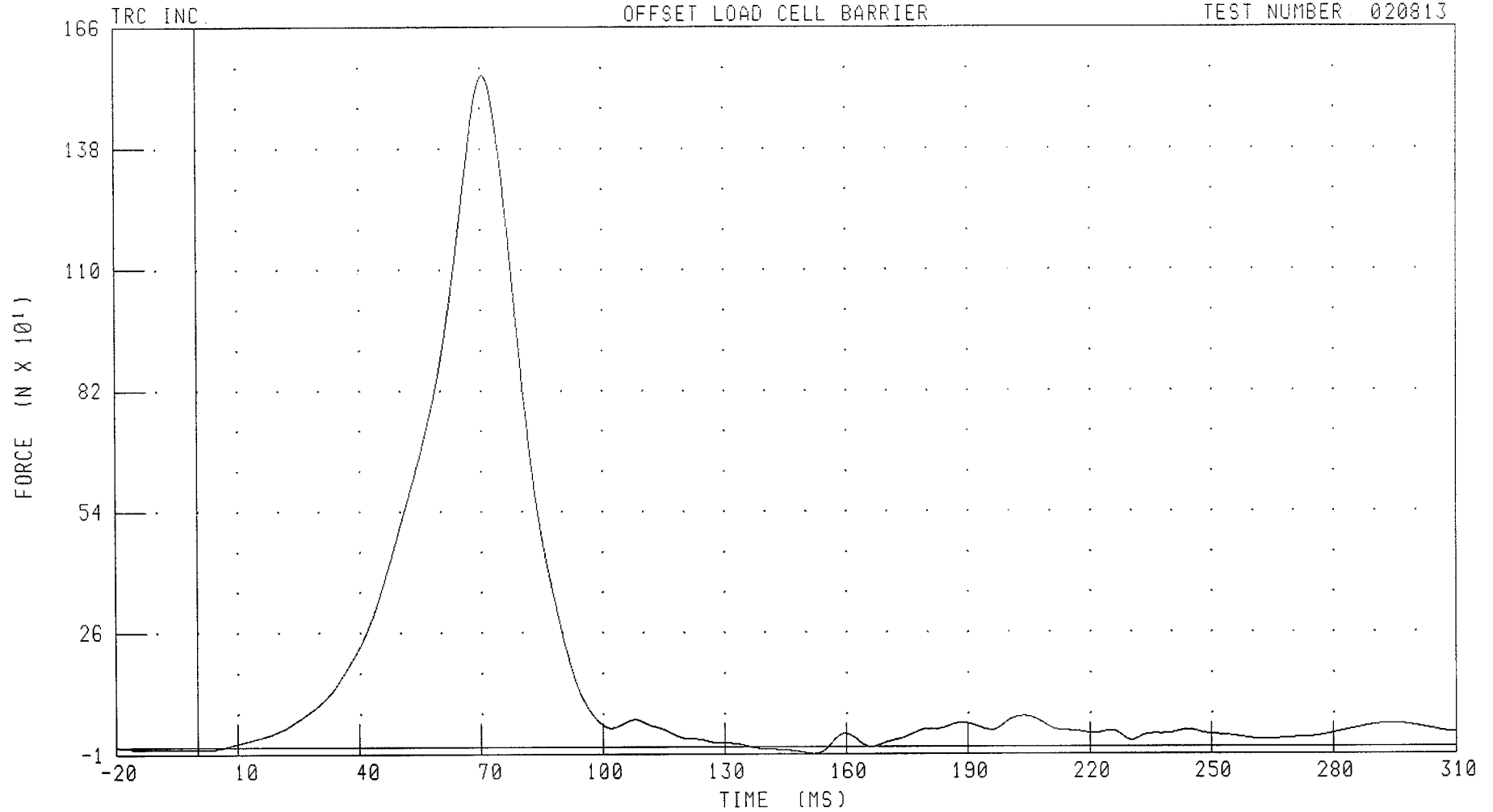
PEAK DATA: 3153.35 N @ 81.36 MS, -12.77 N @ 266.56 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER LAP BELT FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



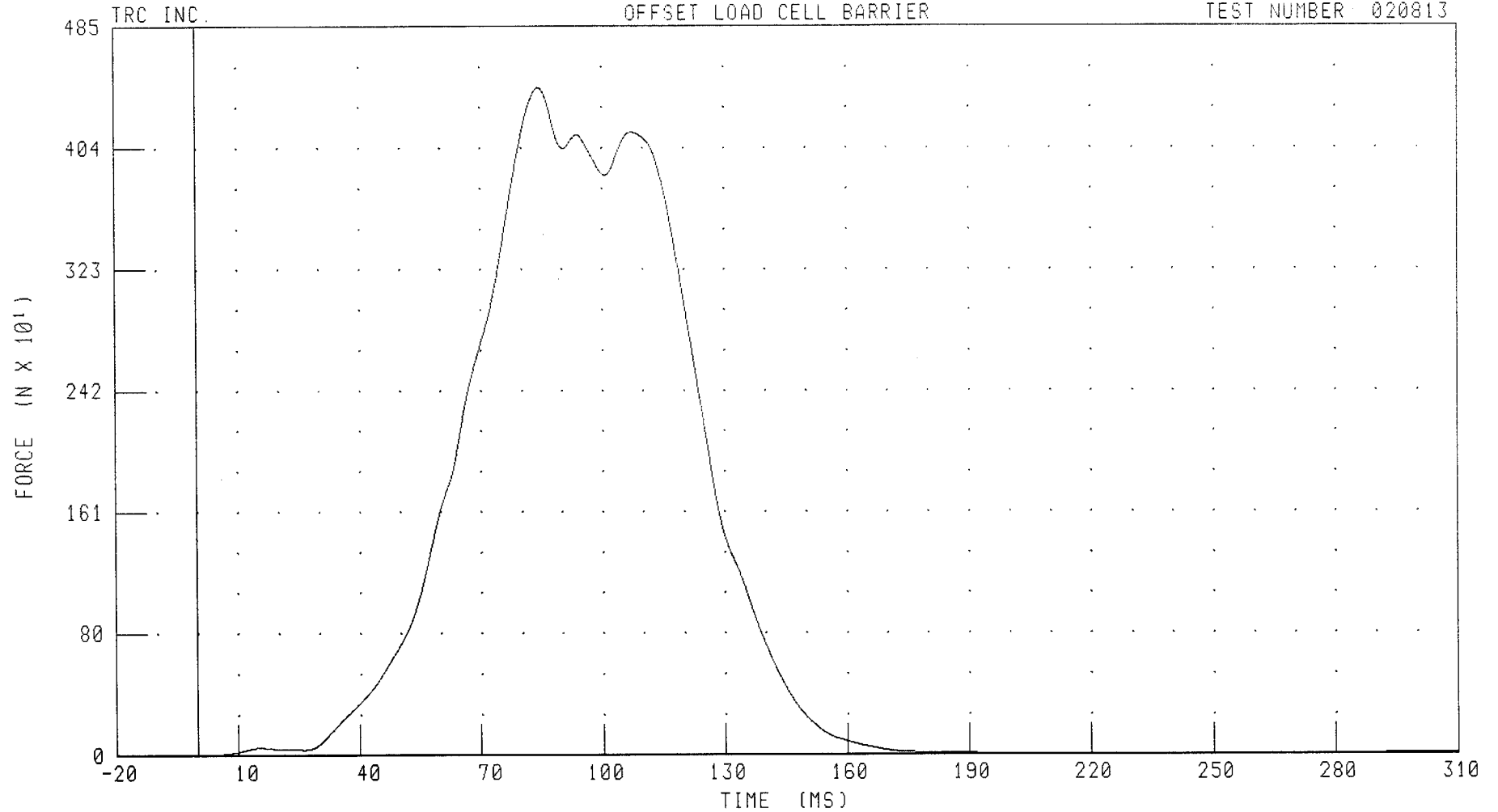
CHANNEL: LPBF1

FILTER: CH. CLASS 60

PEAK DATA: 1552.75 N @ 70.80 MS; -15.09 N @ 152.16 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER SHOULDER BELT FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



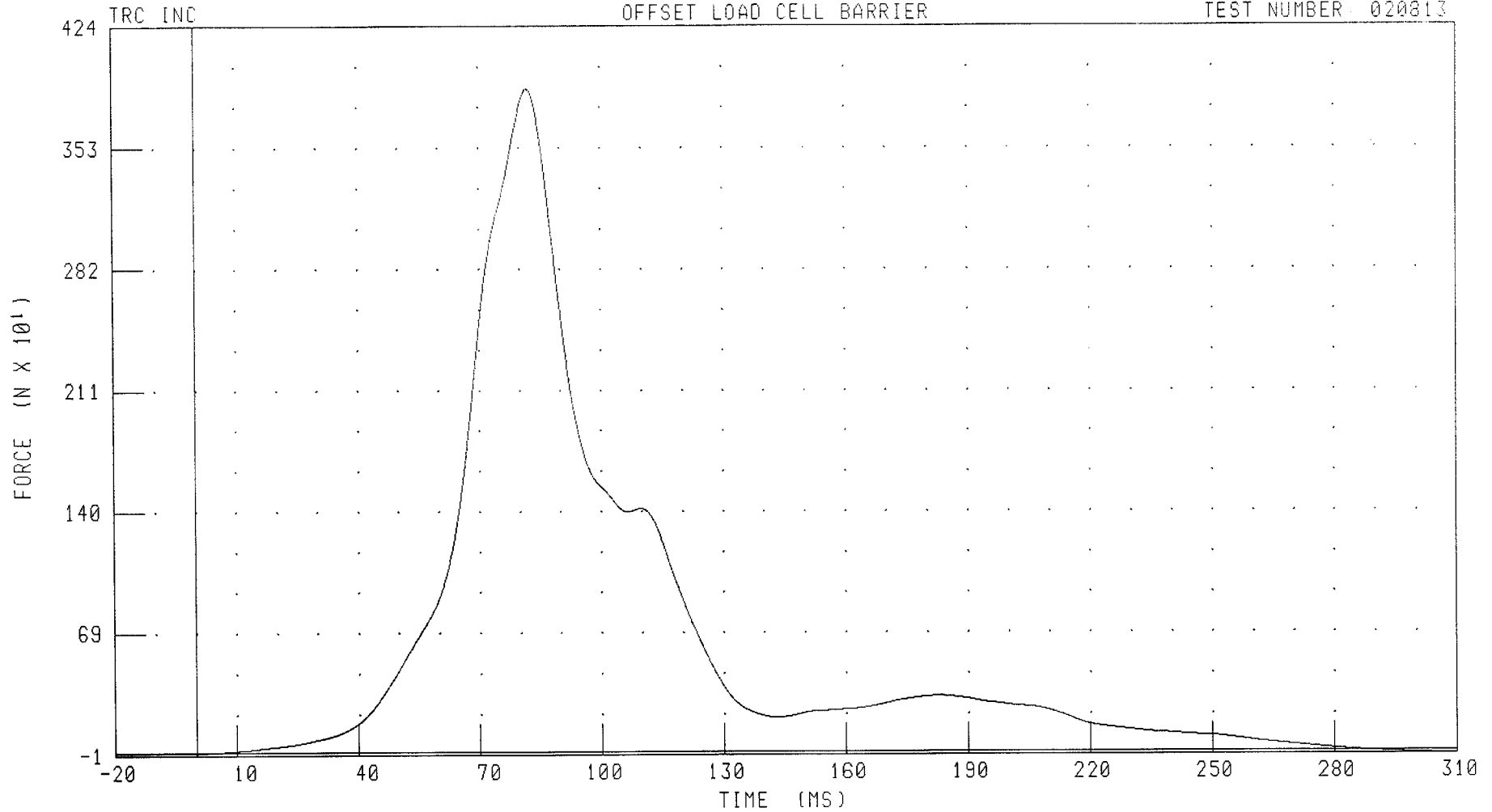
CHANNEL: SHBF2

FILTER: CH. CLASS 60

PEAK DATA: 4440.88 N @ 84.40 MS; -8.60 N @ 254.56 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
PASSENGER LAP BELT FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LPBF2

FILTER: CH. CLASS 60

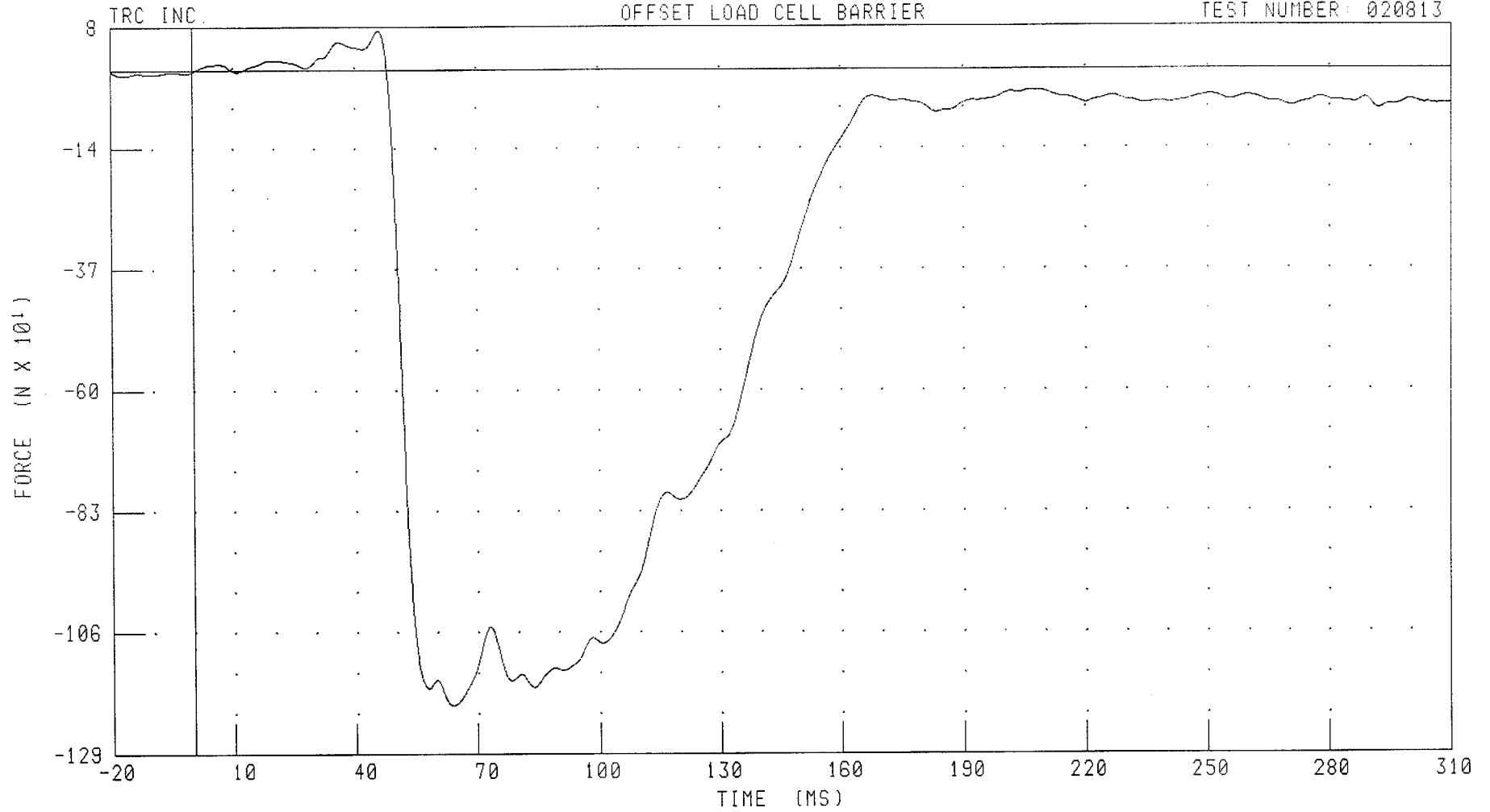
PEAK DATA: 3878.12 N @ 82.16 MS; -14.05 N @ 309.36 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL A1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCA1XF FILTER: CH. CLASS 60

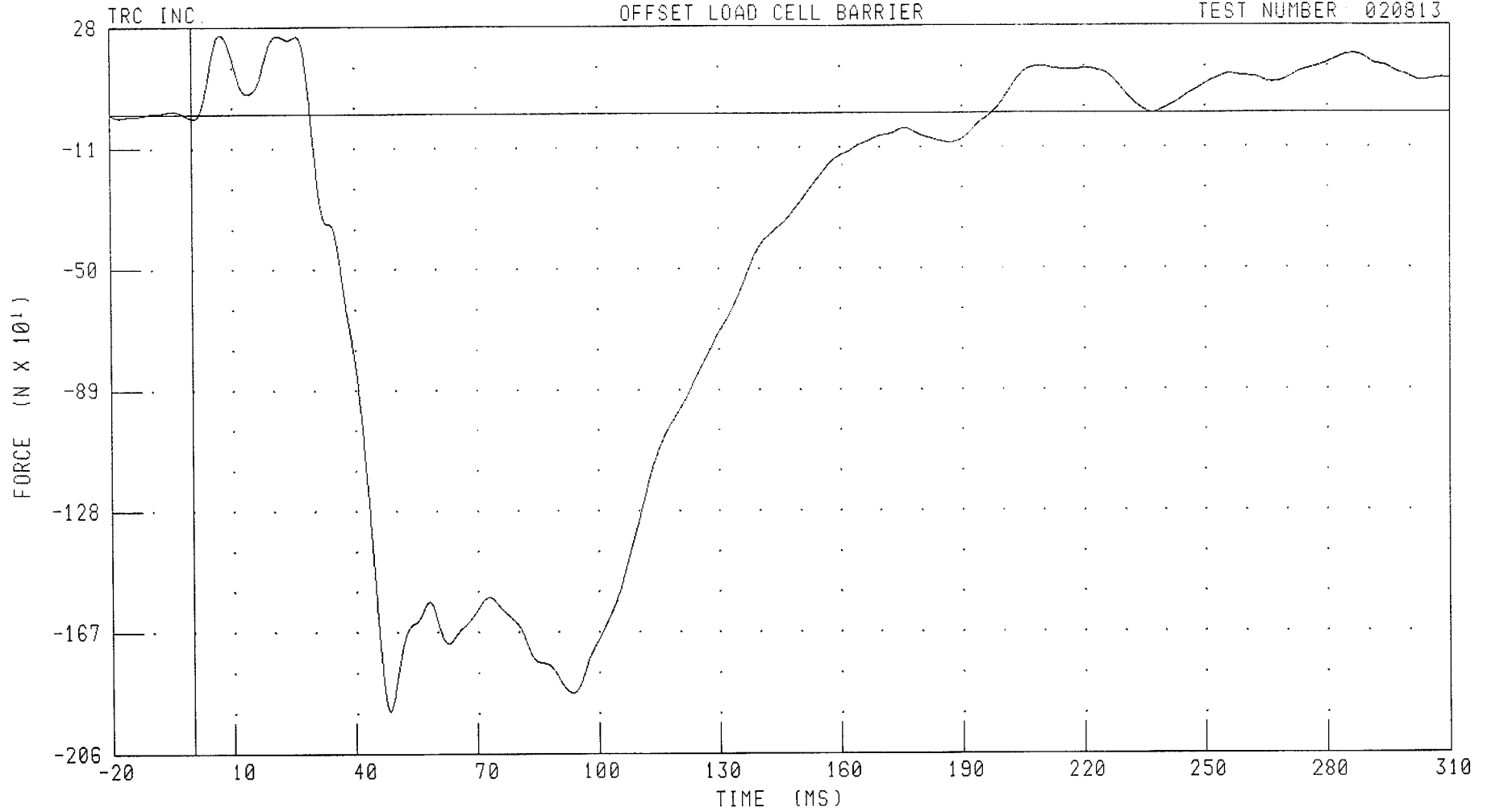
PEAK DATA: 73.86 N @ 46.16 MS; -1207.21 N @ 63.92 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL A2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCA2XF

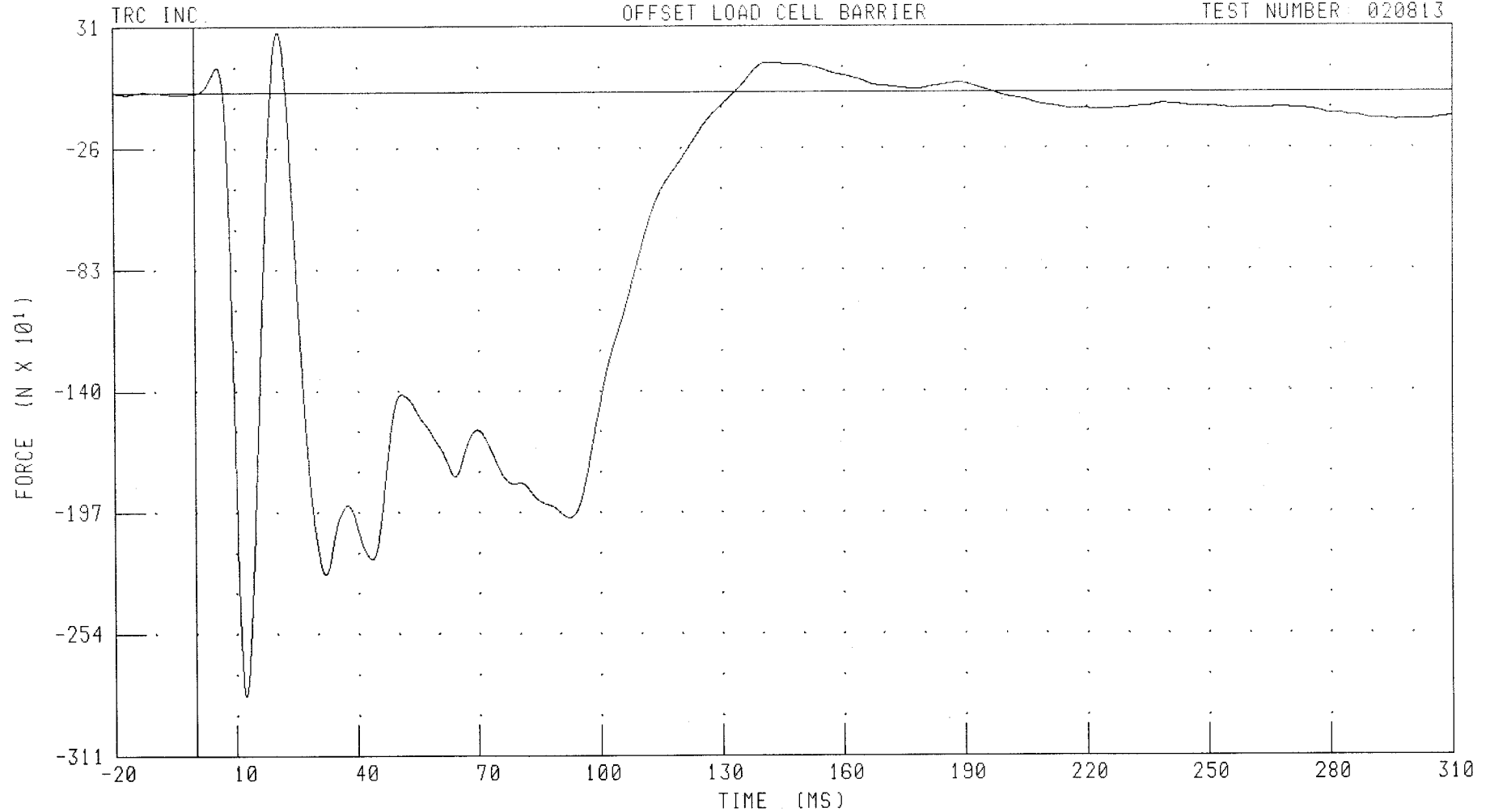
FILTER: CH. CLASS 60

PEAK DATA: 255.35 N @ 7.20 MS; -1923.83 N @ 48.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL A3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCA3XF

FILTER: CH. CLASS 60

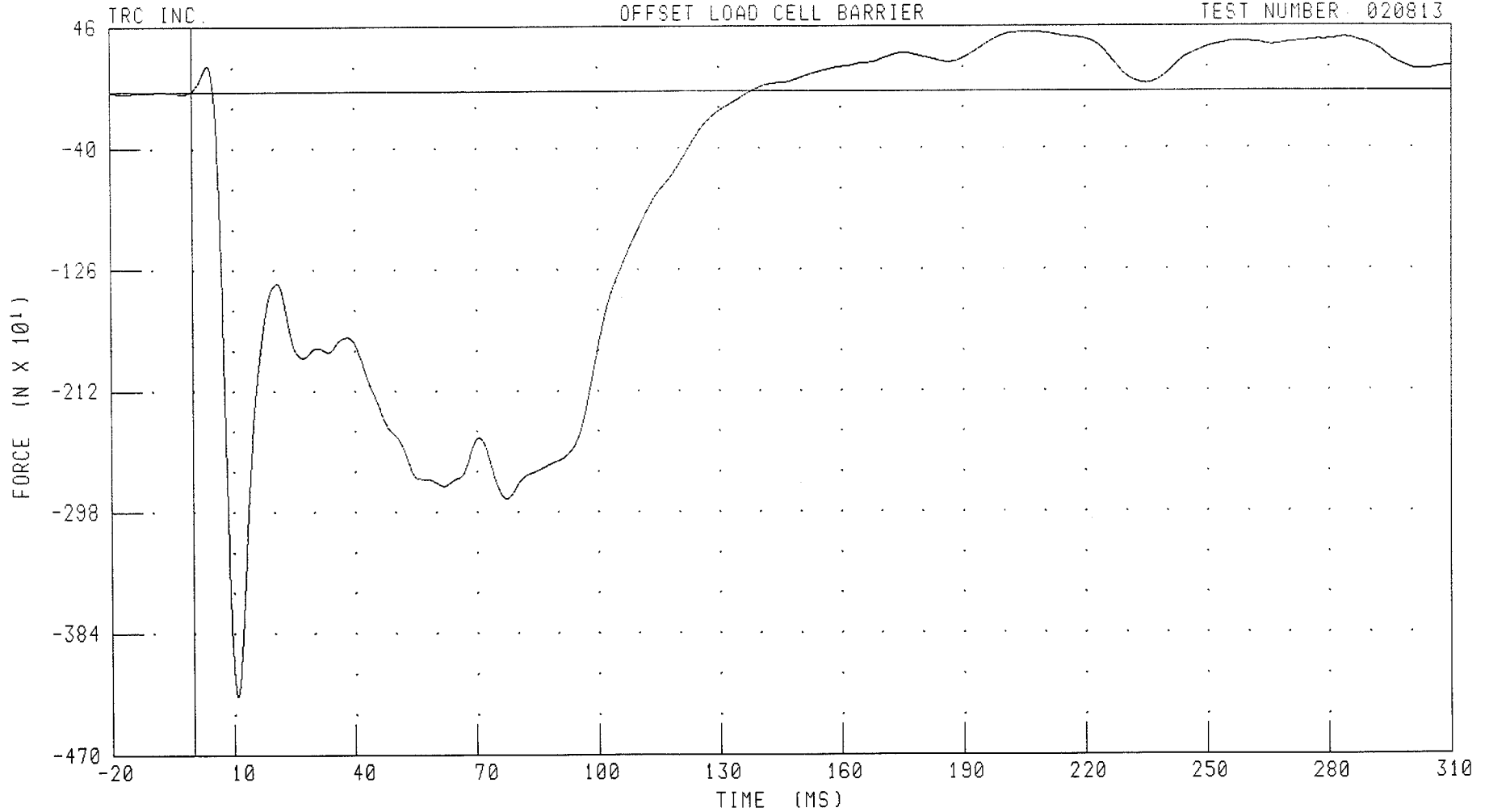
PEAK DATA: 284.39 N @ 20.56 MS; -283.25 N @ 12.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL A4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCA4XF

FILTER: CH. CLASS 60

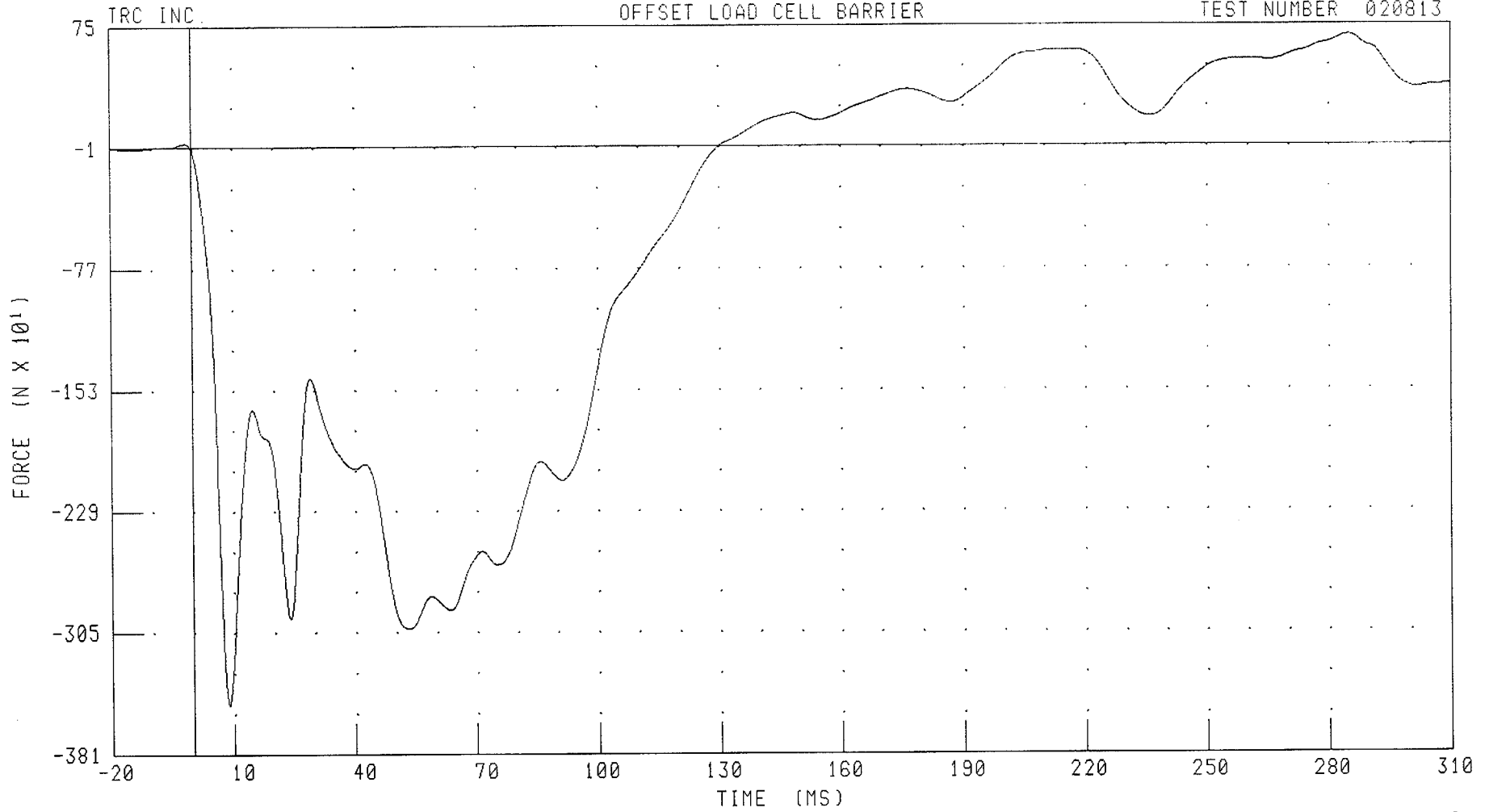
PEAK DATA: 419.26 N @ 206.32 MS; -4283.32 N @ 10.80 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL A5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCA5XF

FILTER: CH. CLASS 60

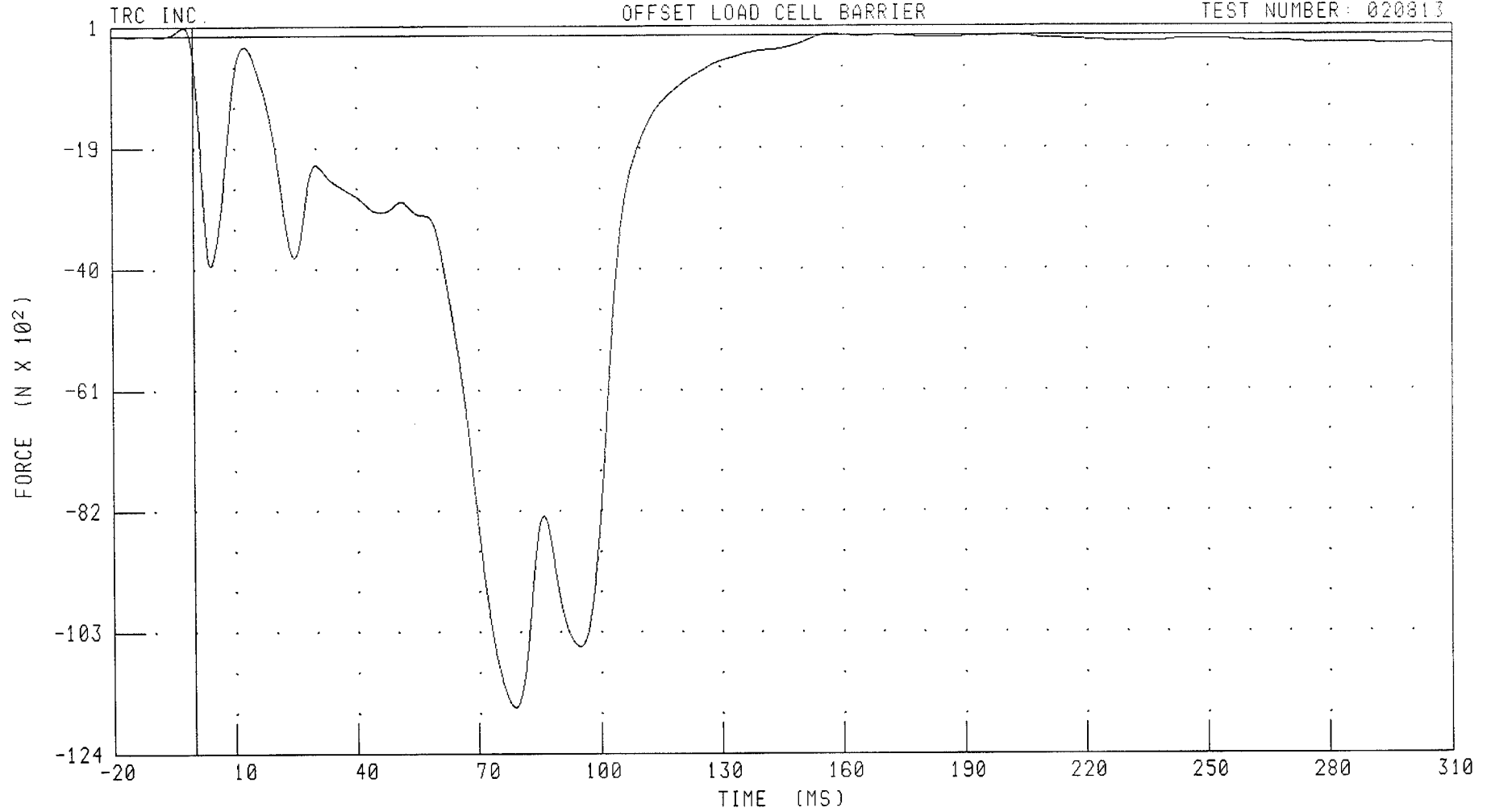
PEAK DATA: 684.33 N @ 285.04 MS; -3502.03 N @ 8.72 MS

2002 DODGE NEDN INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL A6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCA6XF

FILTER: CH. CLASS 60

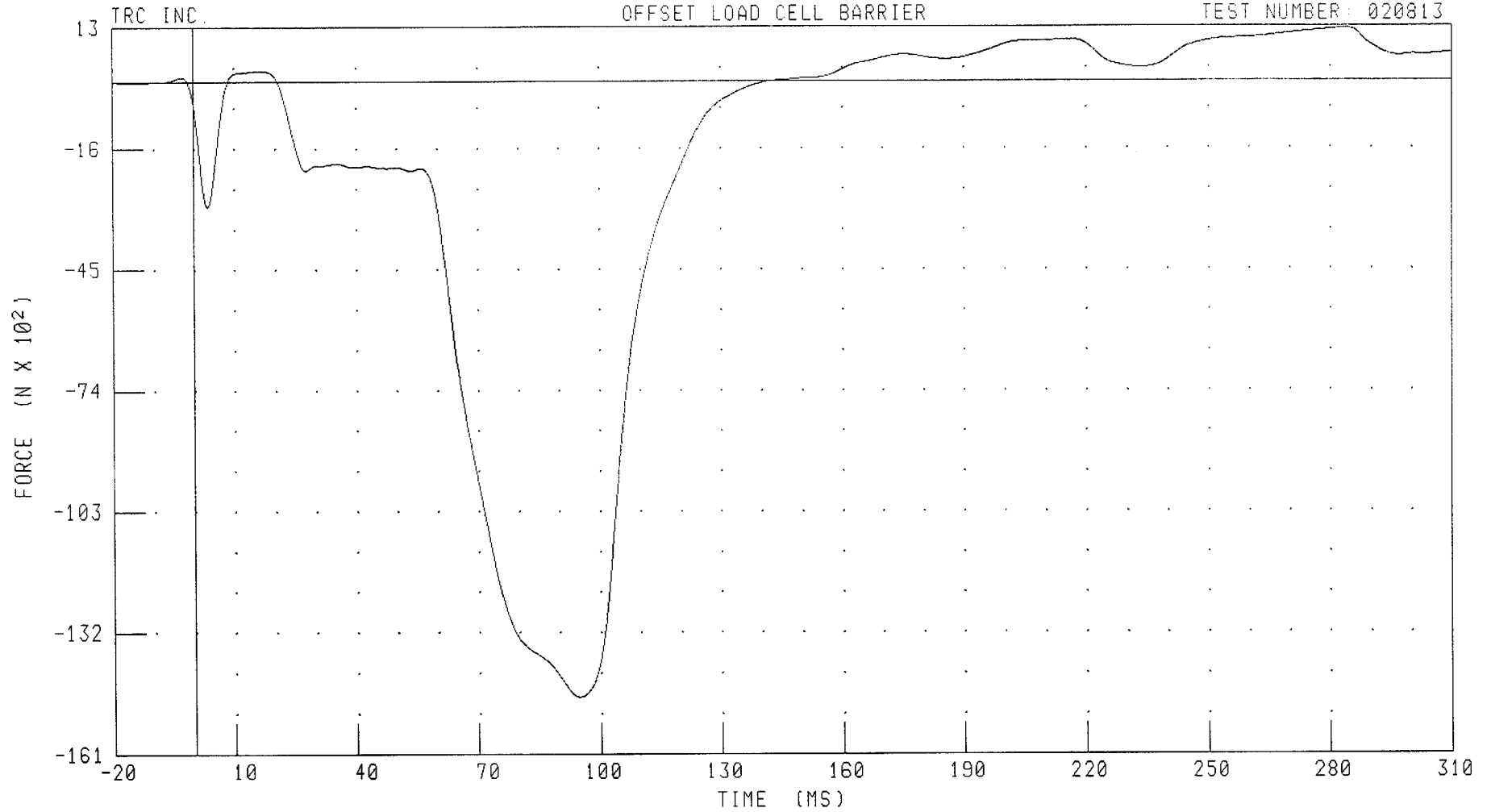
PEAK DATA: 150.46 N @ -2.24 MS; -11642.58 N @ 78.88 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL A7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCA7XF

FILTER: CH. CLASS 60

TIME (MS)

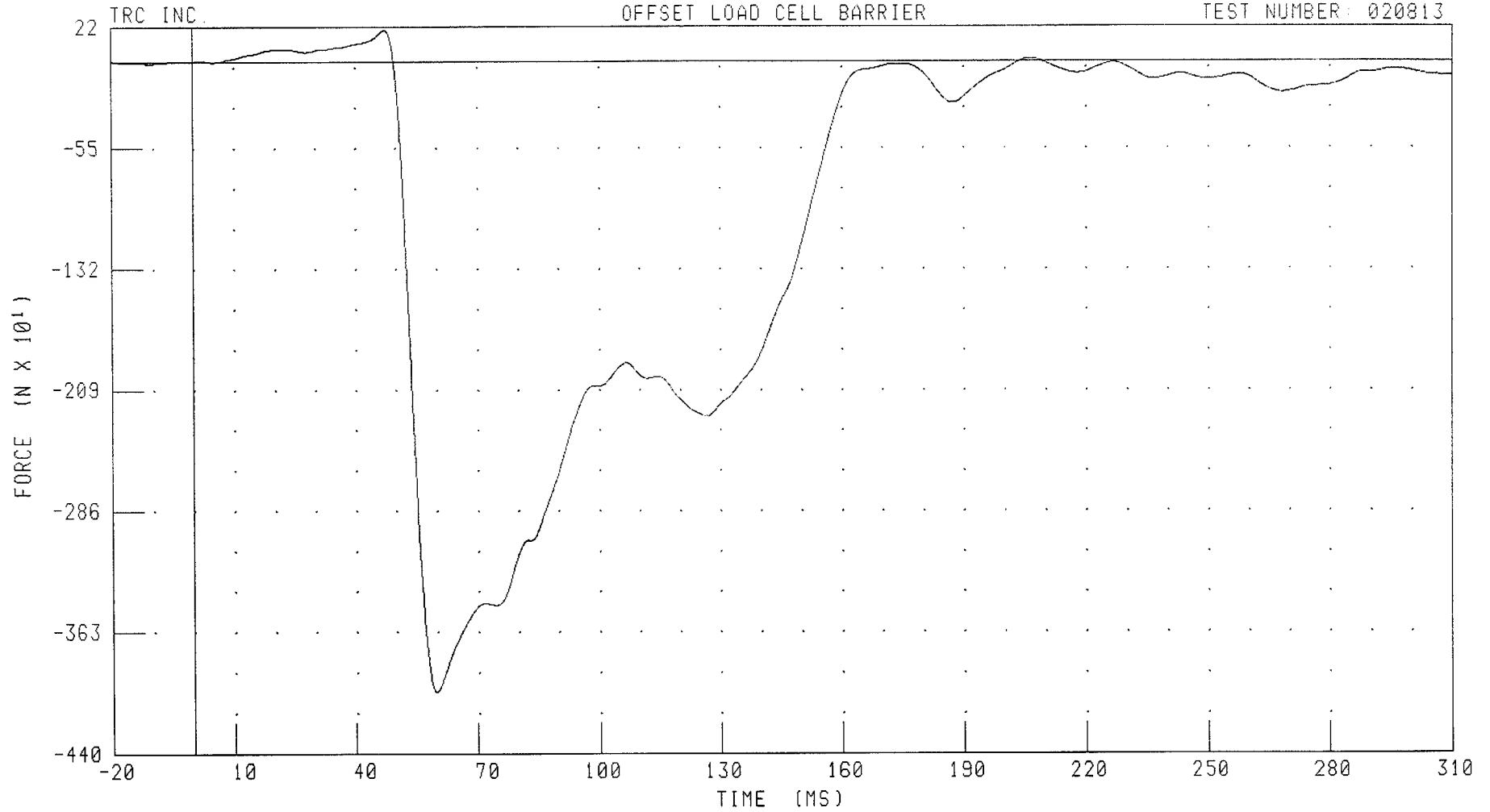
PEAK DATA: 1259.25 N @ 283.84 MS; -14742.55 N @ 94.88 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL B1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCB1XF FILTER: CH. CLASS 60

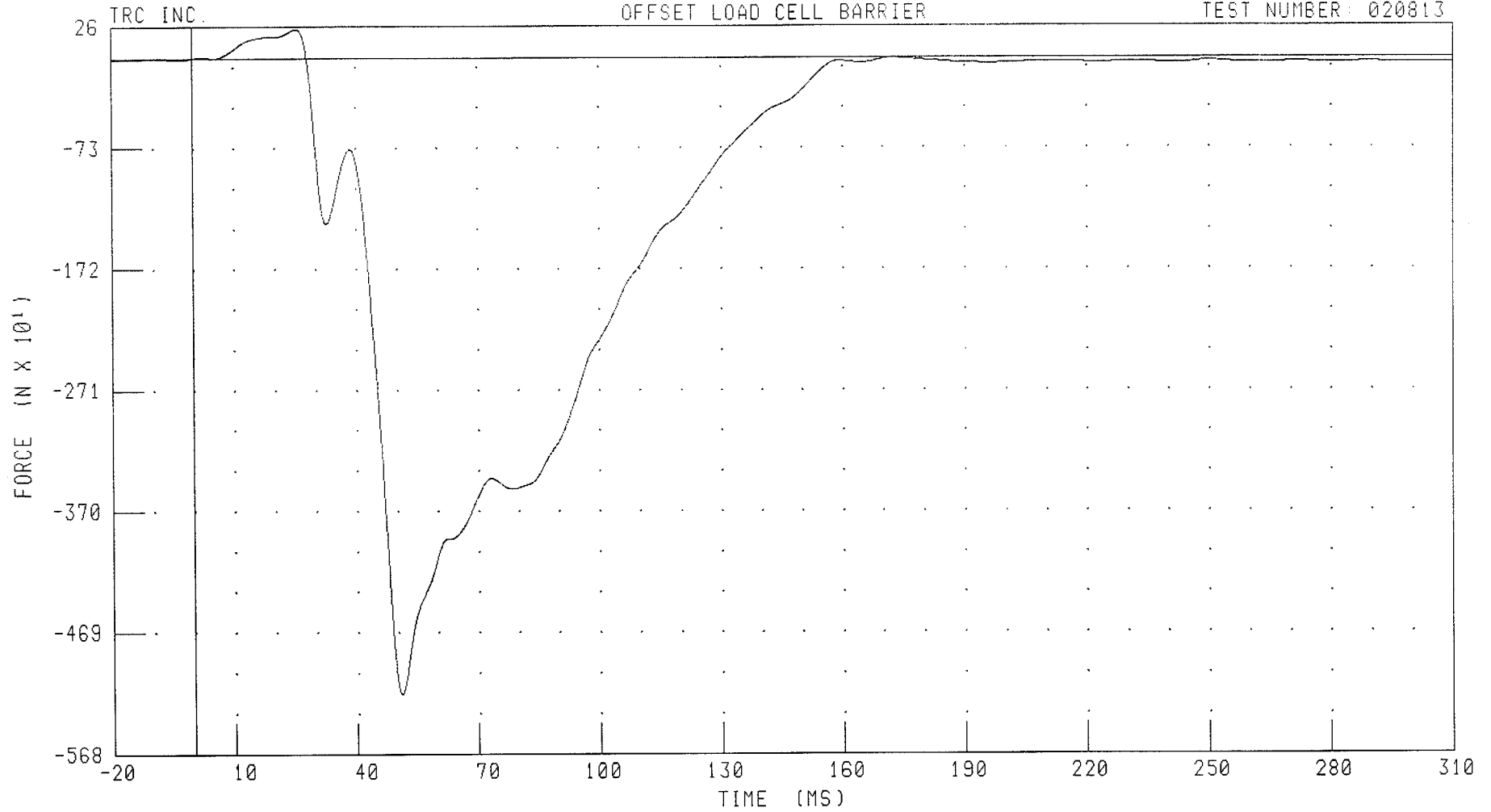
PEAK DATA: 200.93 N @ 47.52 MS; -4011.47 N @ 59.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL B2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCB2XF FILTER: CH. CLASS 60

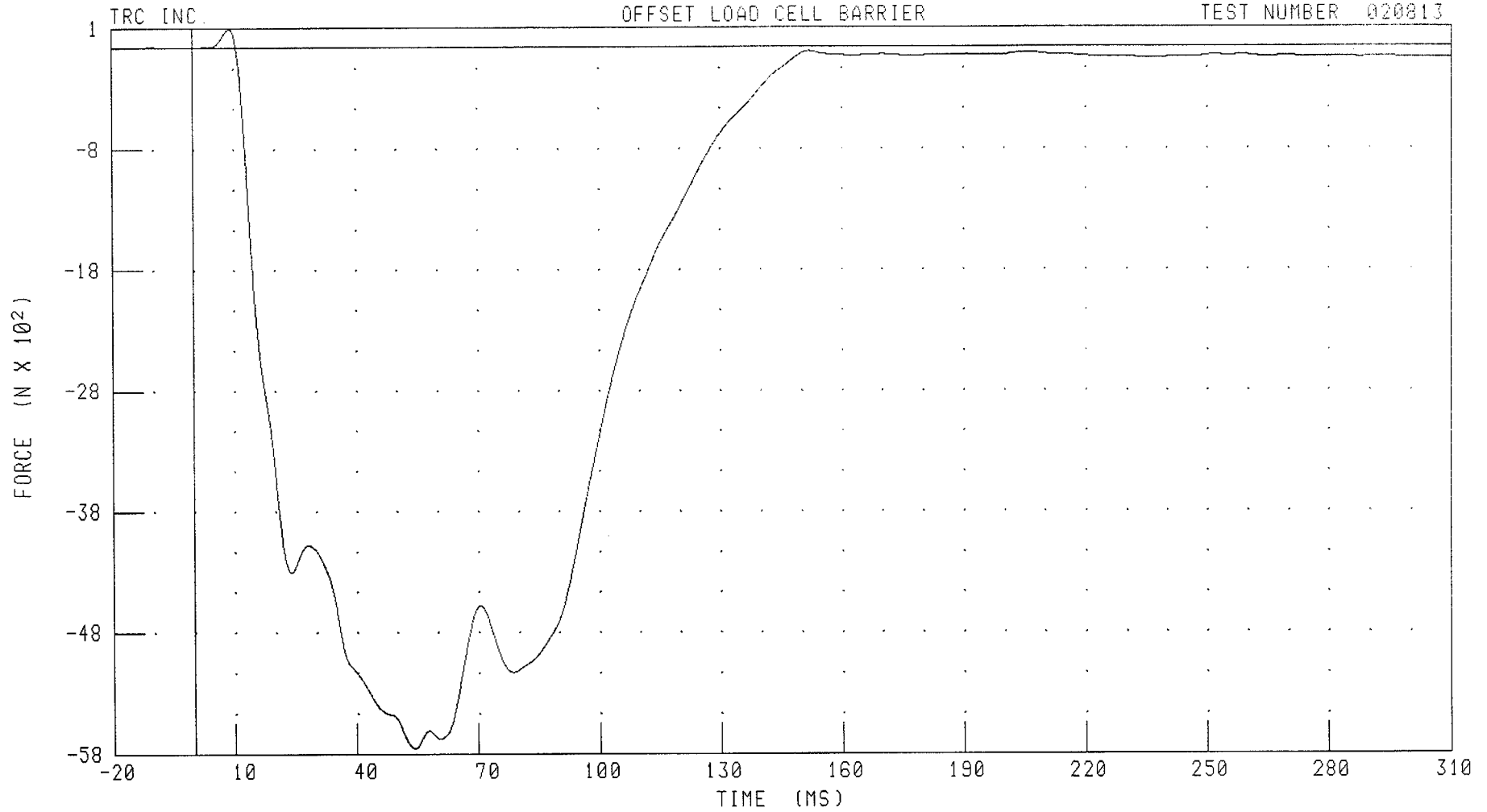
PEAK DATA: 240.05 N @ 25.52 MS; -5193.55 N @ 50.88 MS

2002 DODGE NEDN INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL B3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCB3XF

FILTER: CH. CLASS 60

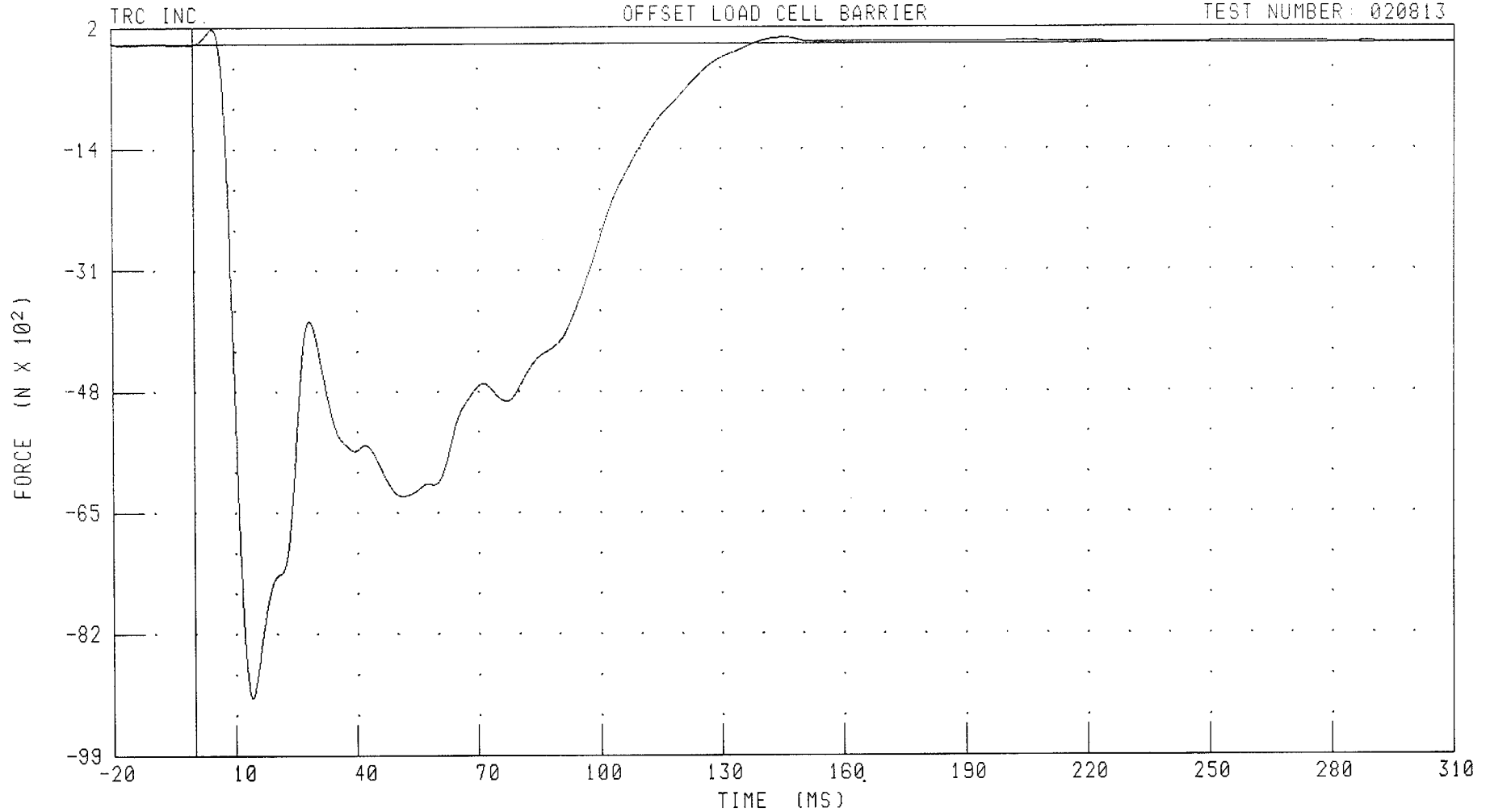
PEAK DATA: 153.42 N @ 9.12 MS; -5795.12 N @ 54.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL B4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCB4XF

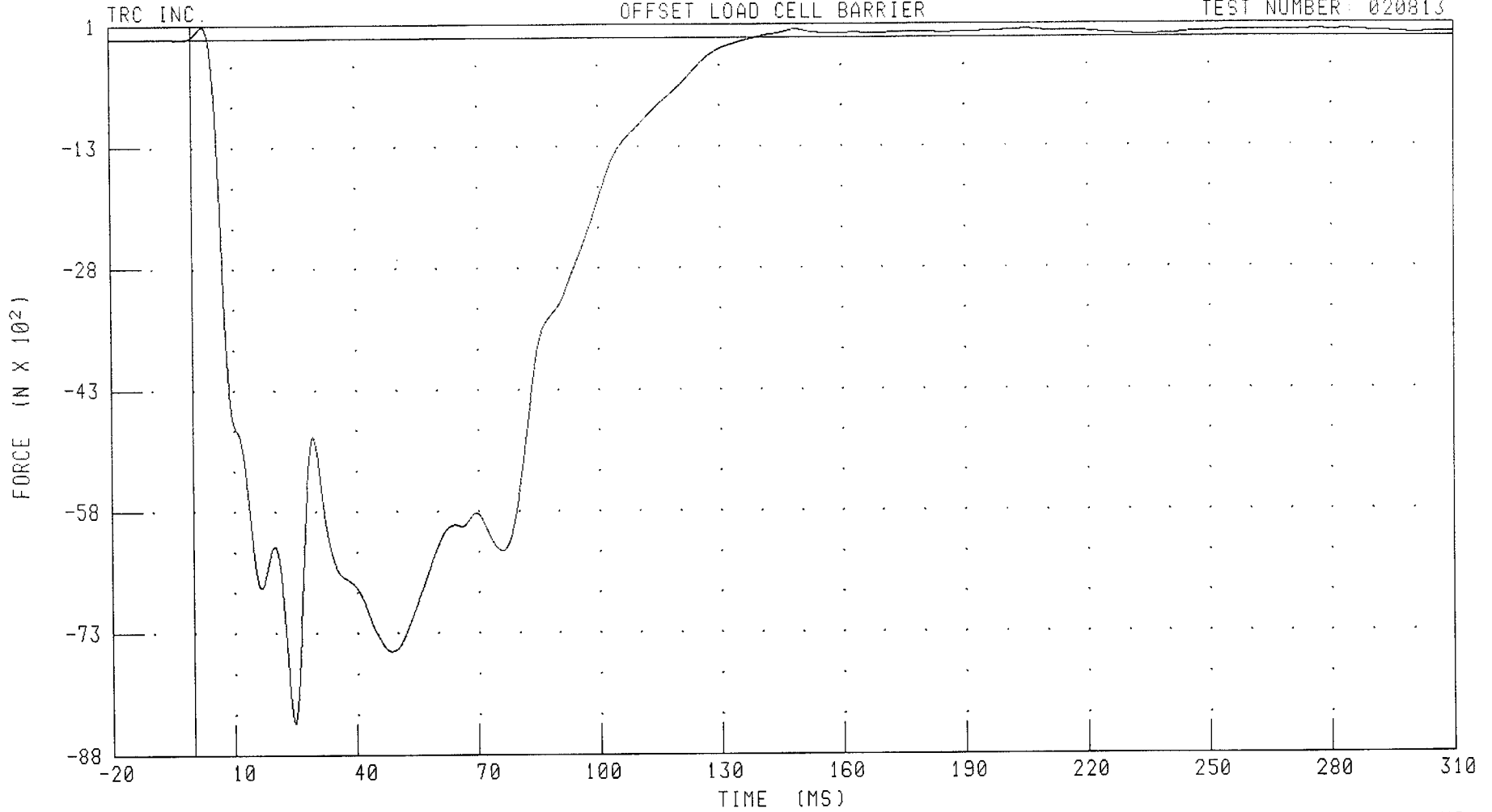
FILTER: CH. CLASS 60

PEAK DATA: 212.83 N @ 4.72 MS; -9168.74 N @ 14.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL B5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCB5XF

FILTER: CH. CLASS 60

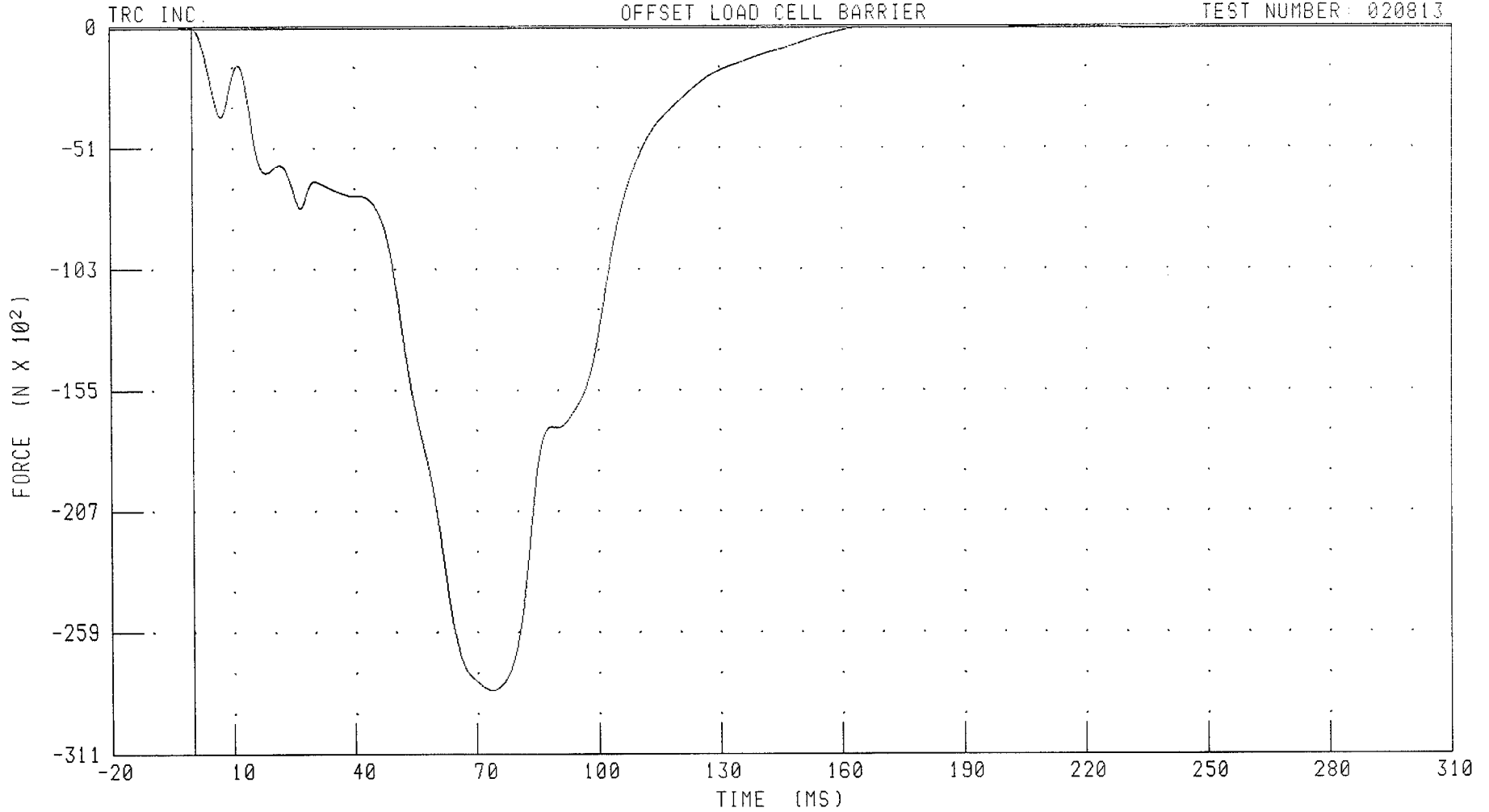
PEAK DATA: 145.46 N @ 2.80 MS; -8443.02 N @ 24.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL B6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



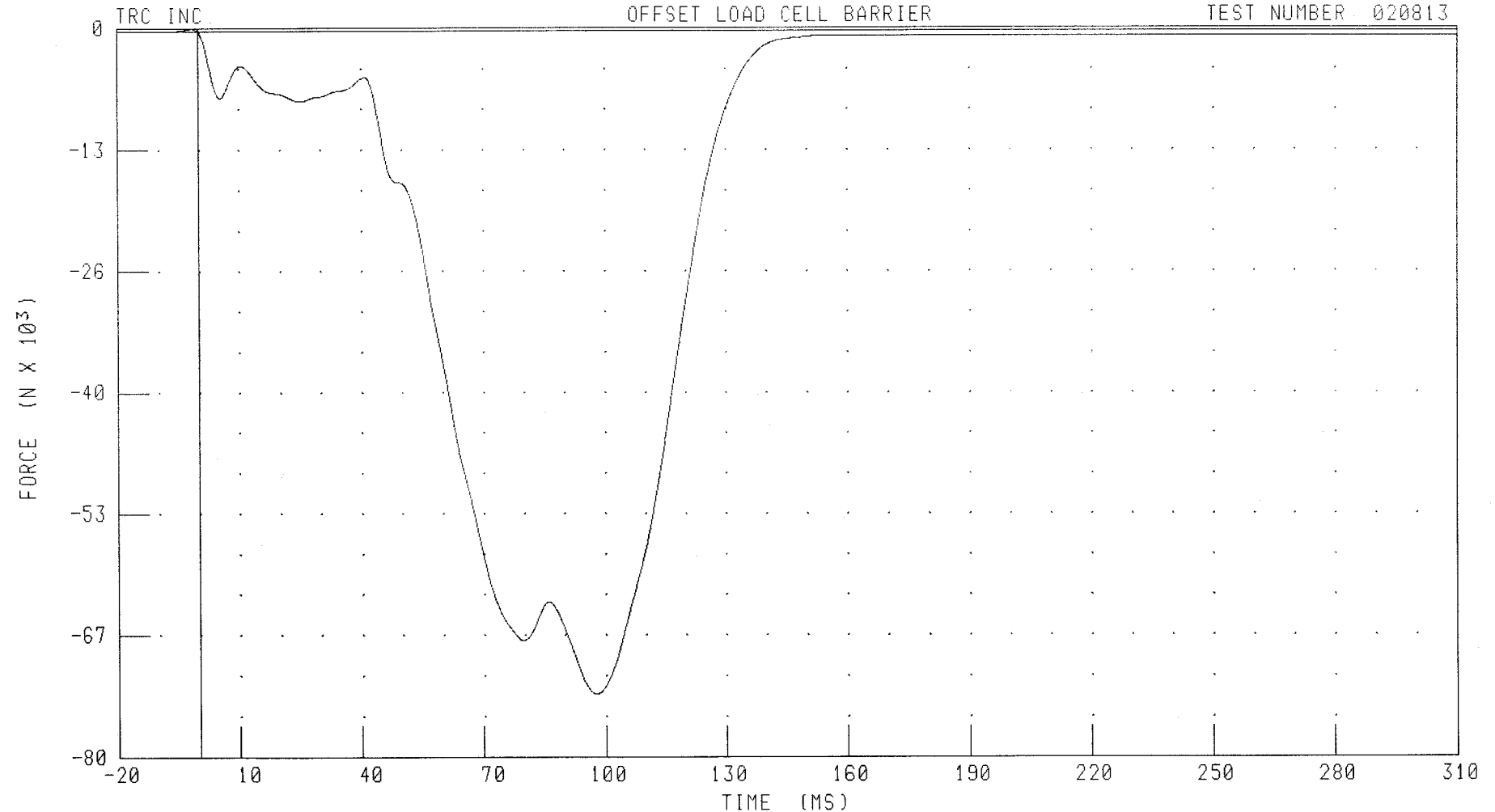
CHANNEL: LCB6XF

FILTER: CH. CLASS 60

PEAK DATA: 81.06 N @ -1.04 MS; -28389.11 N @ 73.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL B7 X-AXIS FORCE

TEST NUMBER: 020813



CHANNEL: LCB7XF

FILTER: CH. CLASS 60

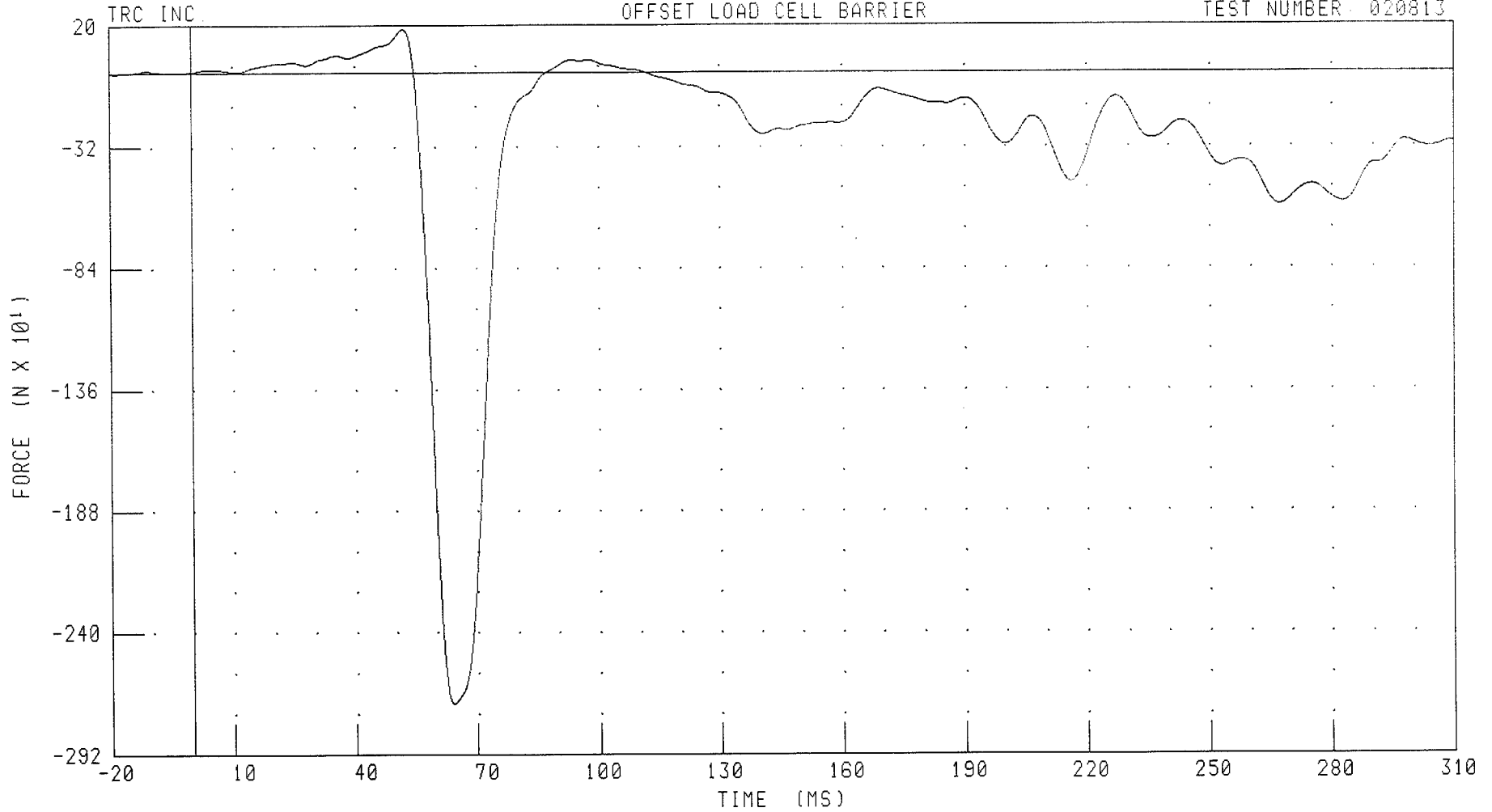
PEAK DATA: 257.20 N @ -1.60 MS; -73760.44 N @ 97.68 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL C1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCC1XF

FILTER: CH. CLASS 60

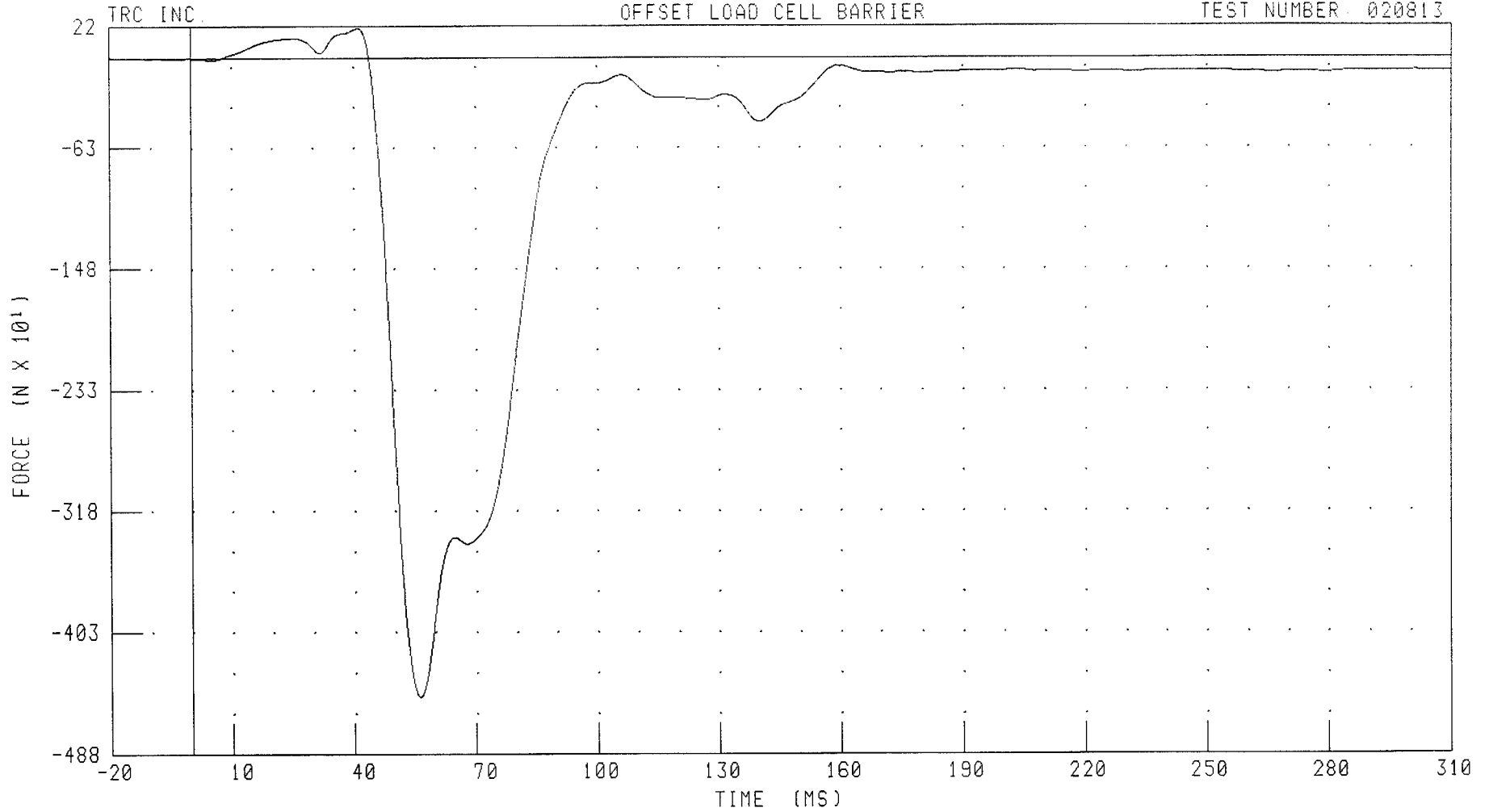
PEAK DATA: 183.81 N @ 52.32 MS; -2705.33 N @ 64.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL C2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCC2XF

FILTER: CH. CLASS 60

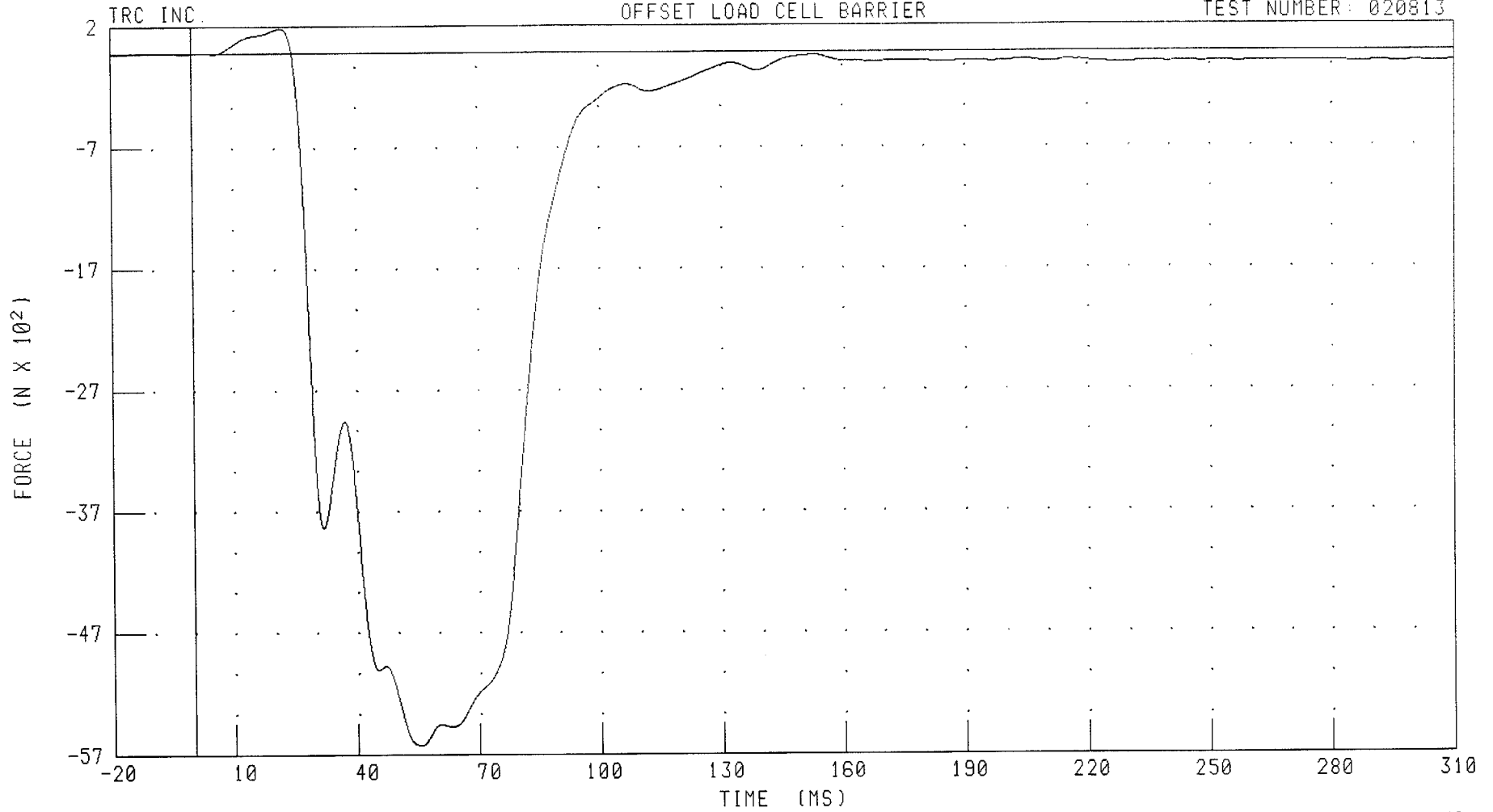
PEAK DATA: 205.32 N @ 41.28 MS; -4482.53 N @ 56.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL C3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCC3XF

FILTER: CH. CLASS 60

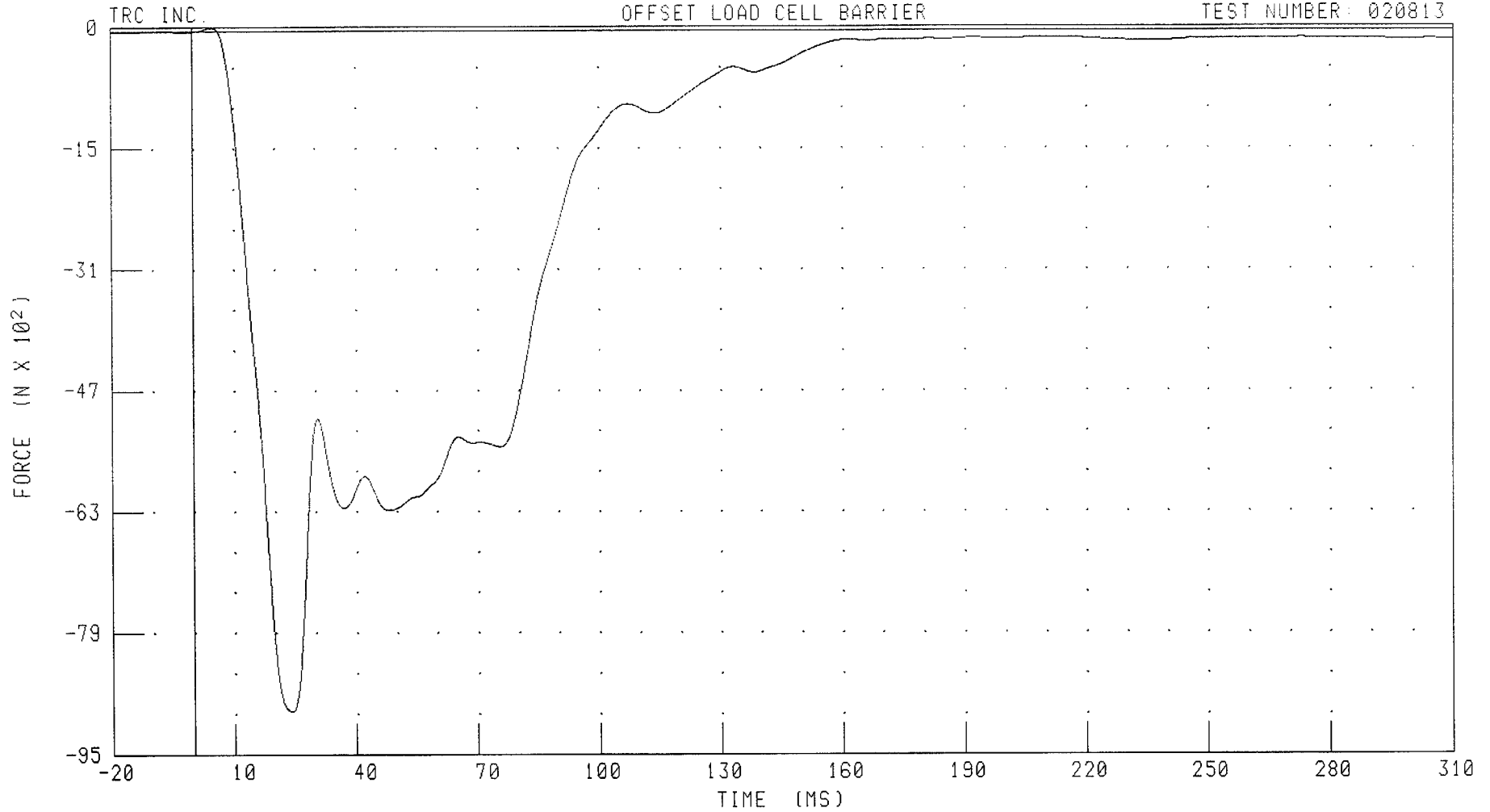
PEAK DATA: 204.28 N @ 21.76 MS; -5704.99 N @ 55.44 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL C4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



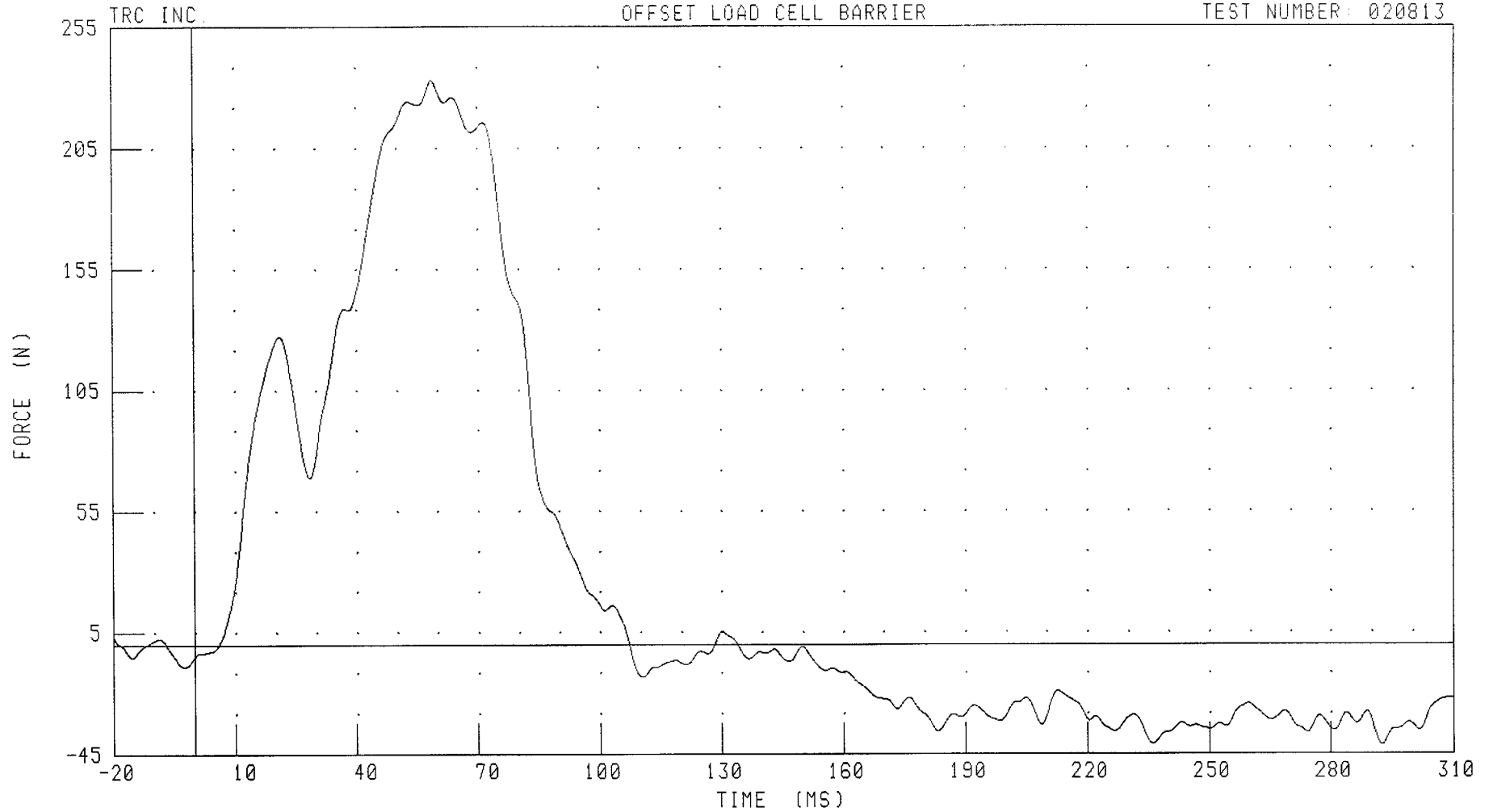
CHANNEL: LCC4XF

FILTER: CH. CLASS 60

PEAK DATA: 50.64 N @ 4.80 MS; -8978.77 N @ 24.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL C5 X-AXIS FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCC5XF

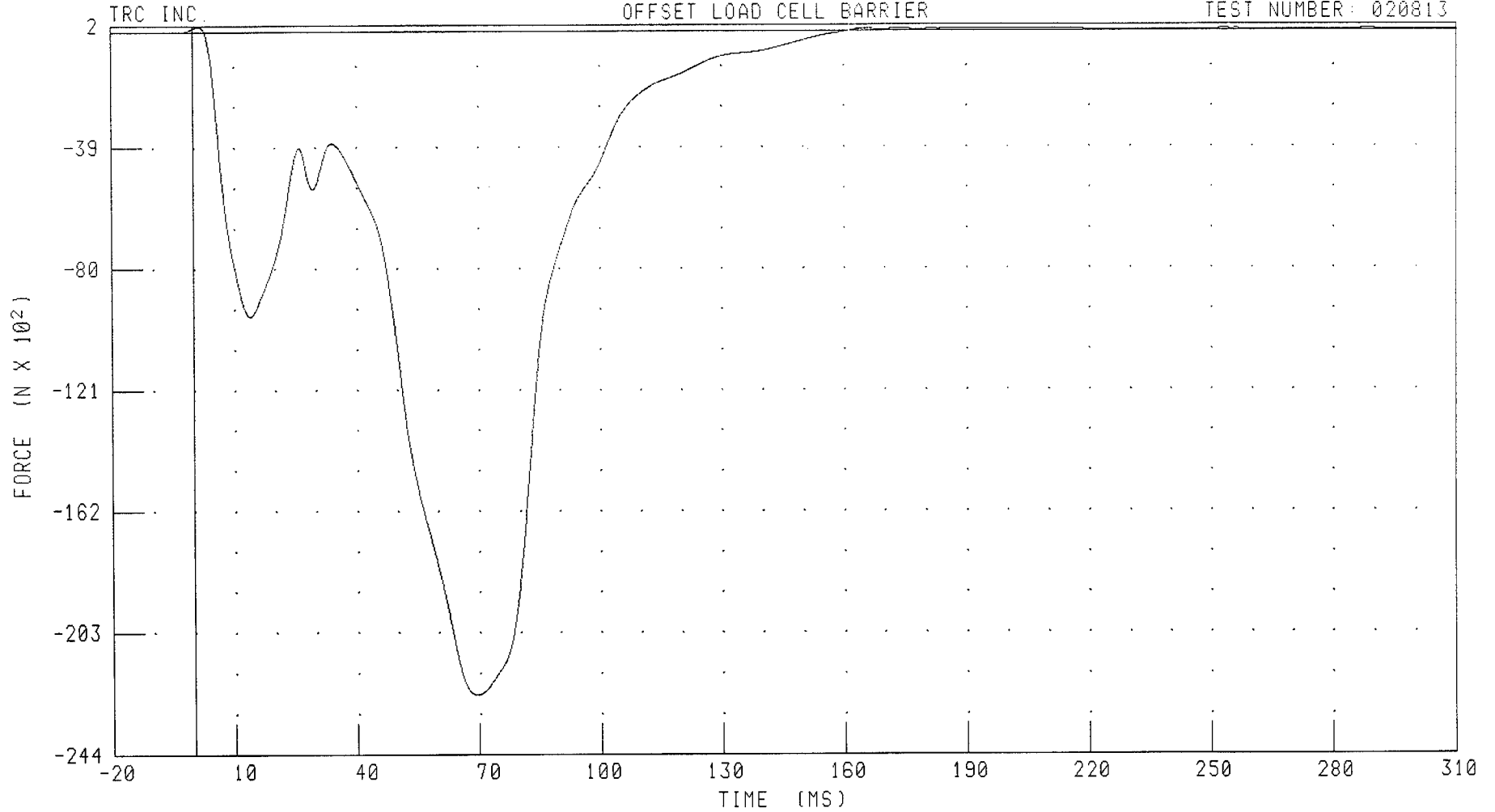
FILTER: CH. CLASS 60

PEAK DATA: 232.93 N @ 58.96 MS; -41.36 N @ 292.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL C6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCC6XF FILTER: CH. CLASS 60

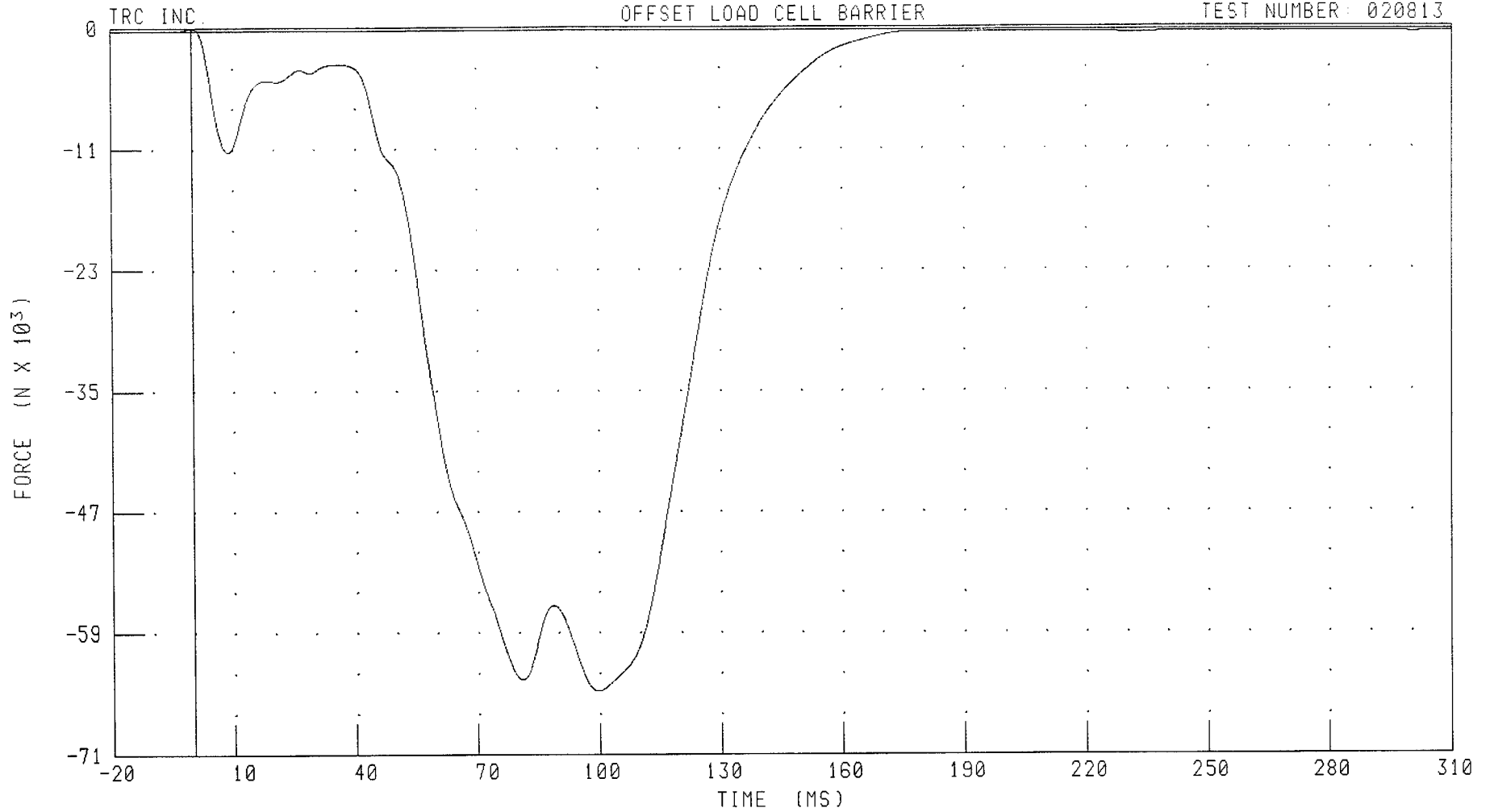
PEAK DATA: 190.88 N @ 1.44 MS; -22401.37 N @ 69.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL C7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCC7XF

FILTER: CH. CLASS 60

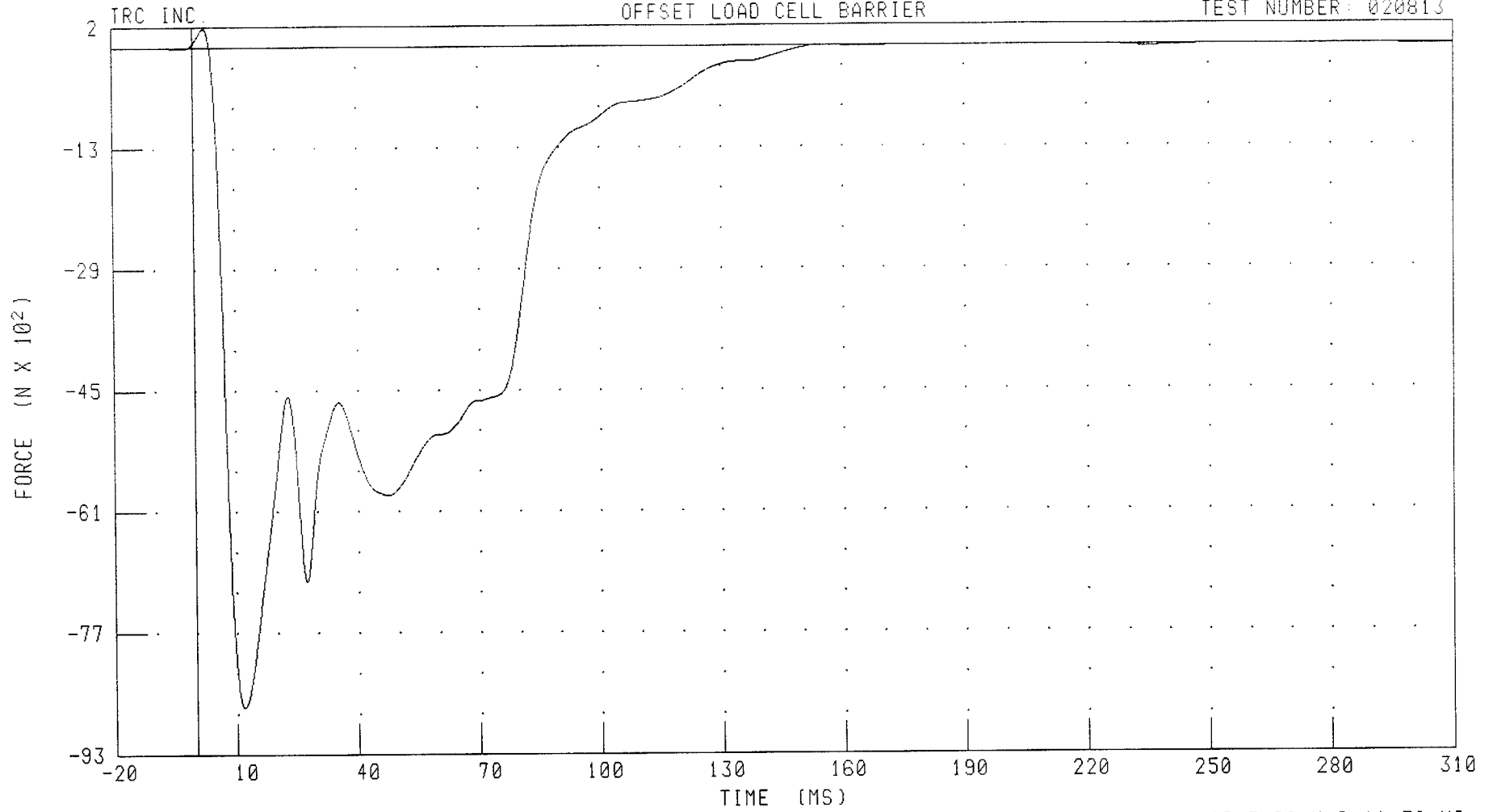
PEAK DATA: 290.48 N @ 0.00 MS; -64905.01 N @ 99.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL D1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCD1XF

FILTER: CH. CLASS 60

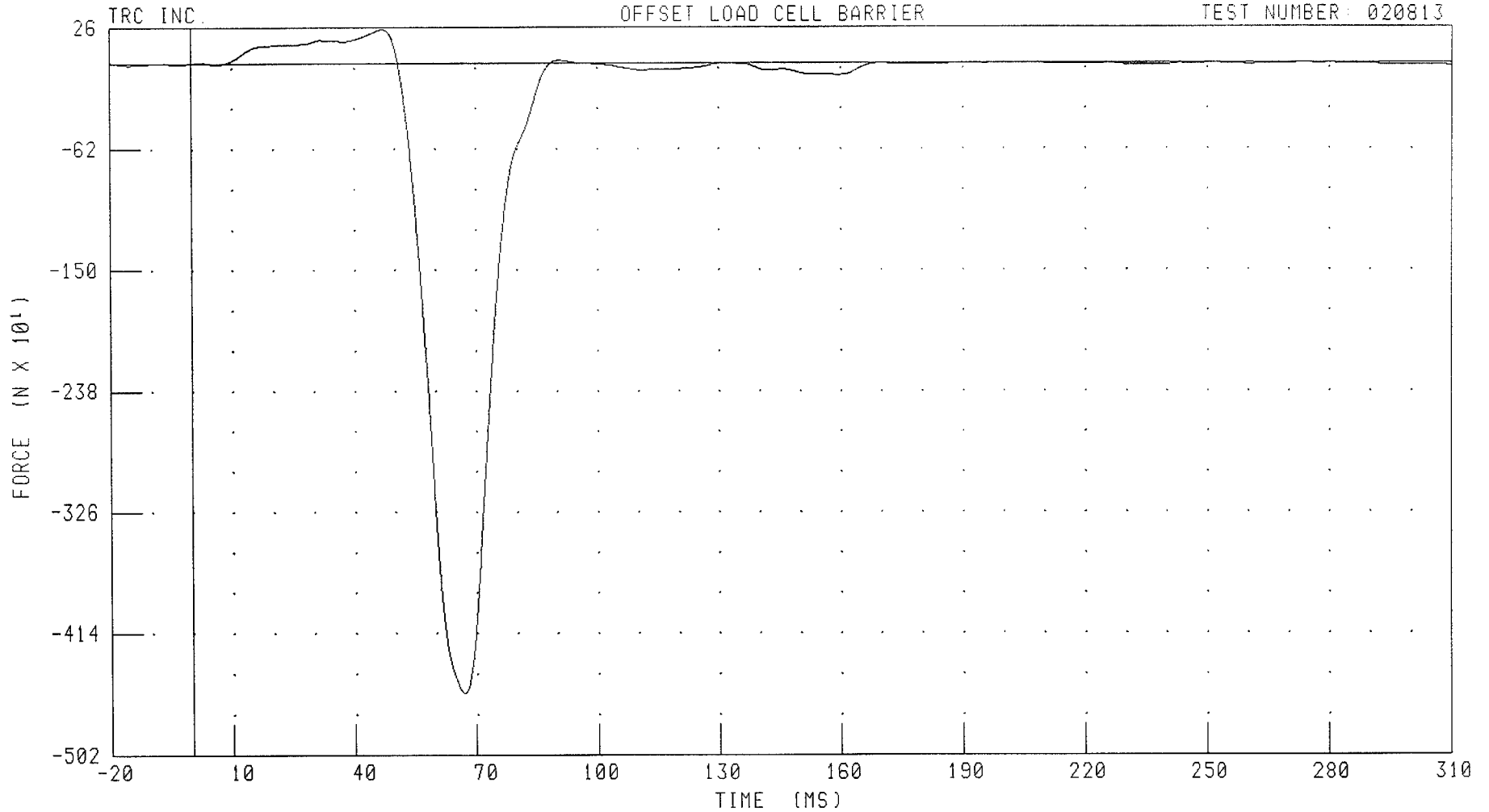
PEAK DATA: 252.03 N @ 2.80 MS; -8713.89 N @ 11.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL D2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCD2XF

FILTER: CH. CLASS 60

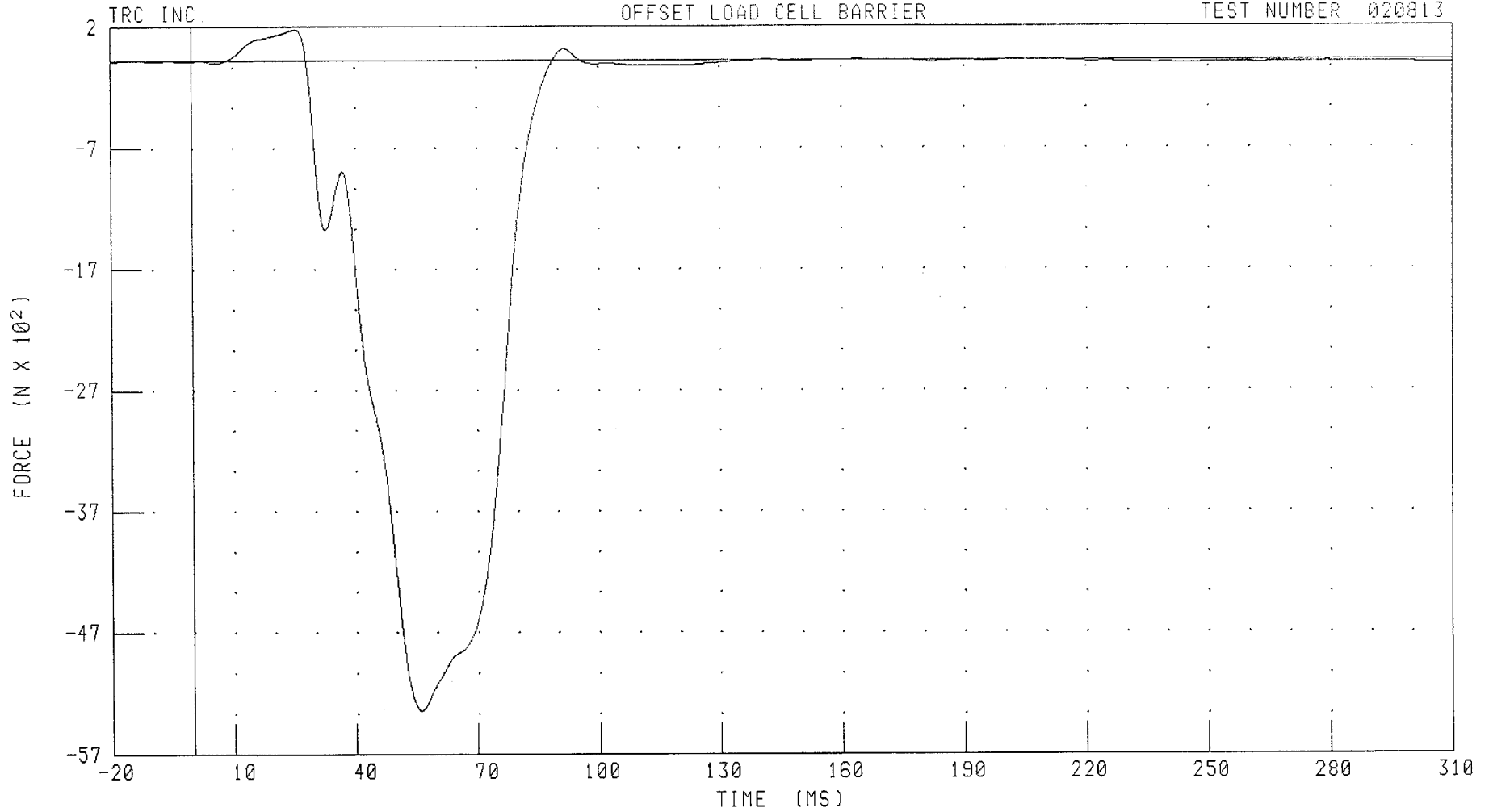
PEAK DATA: 245.14 N @ 47.20 MS; -4574.69 N @ 67.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL D3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL : LCD3XF

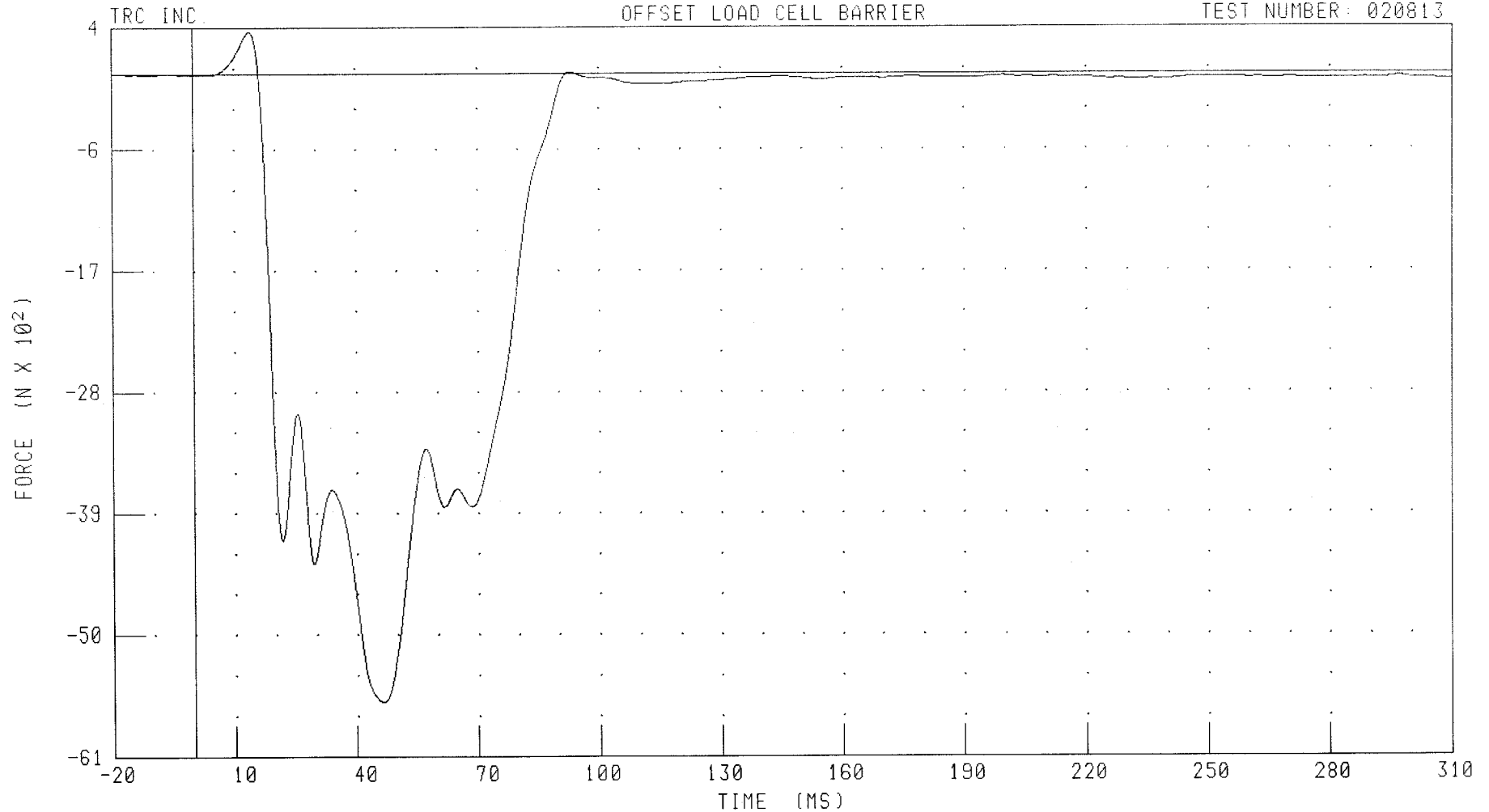
FILTER : CH. CLASS 60

PEAK DATA : 257.82 N @ 25.36 MS ; -5363.68 N @ 56.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL D4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCD4XF

FILTER: CH. CLASS 60

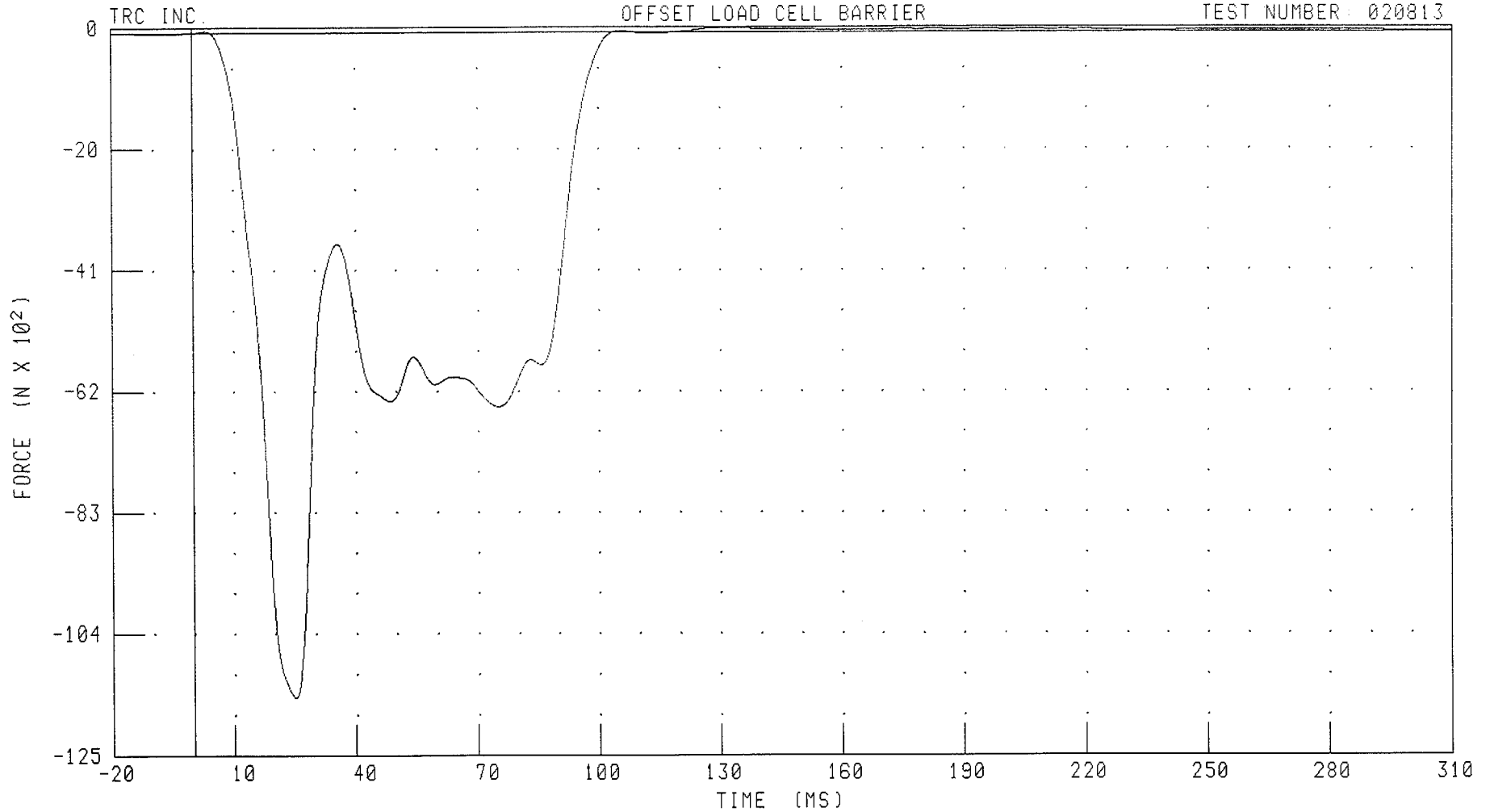
PEAK DATA: 383.33 N @ 13.84 MS; -5690.36 N @ 46.56 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL D5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCD5XF FILTER: CH. CLASS 60

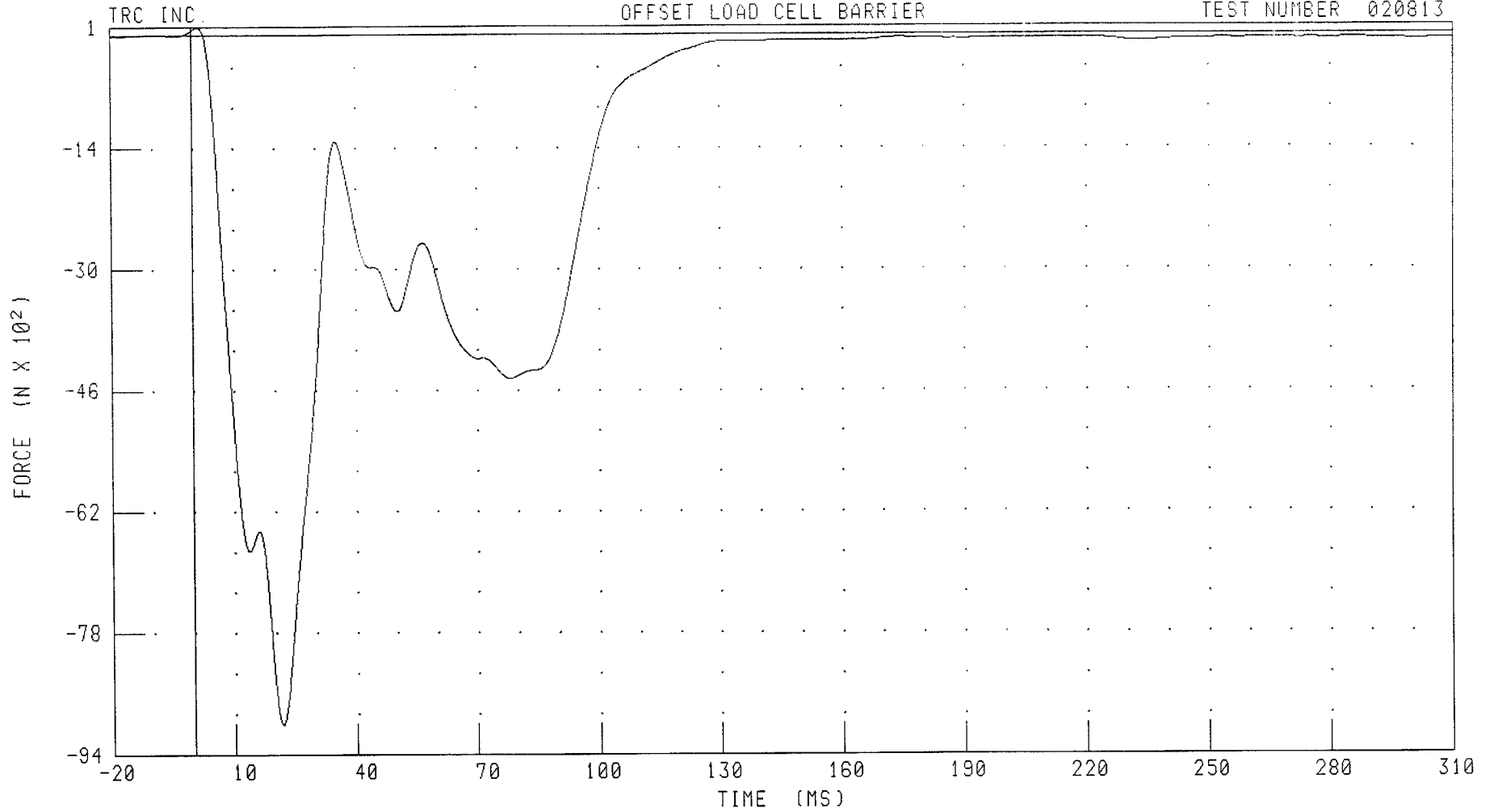
PEAK DATA: 81.78 N @ 130.56 MS; -11517.91 N @ 24.96 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL D6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCD6XF

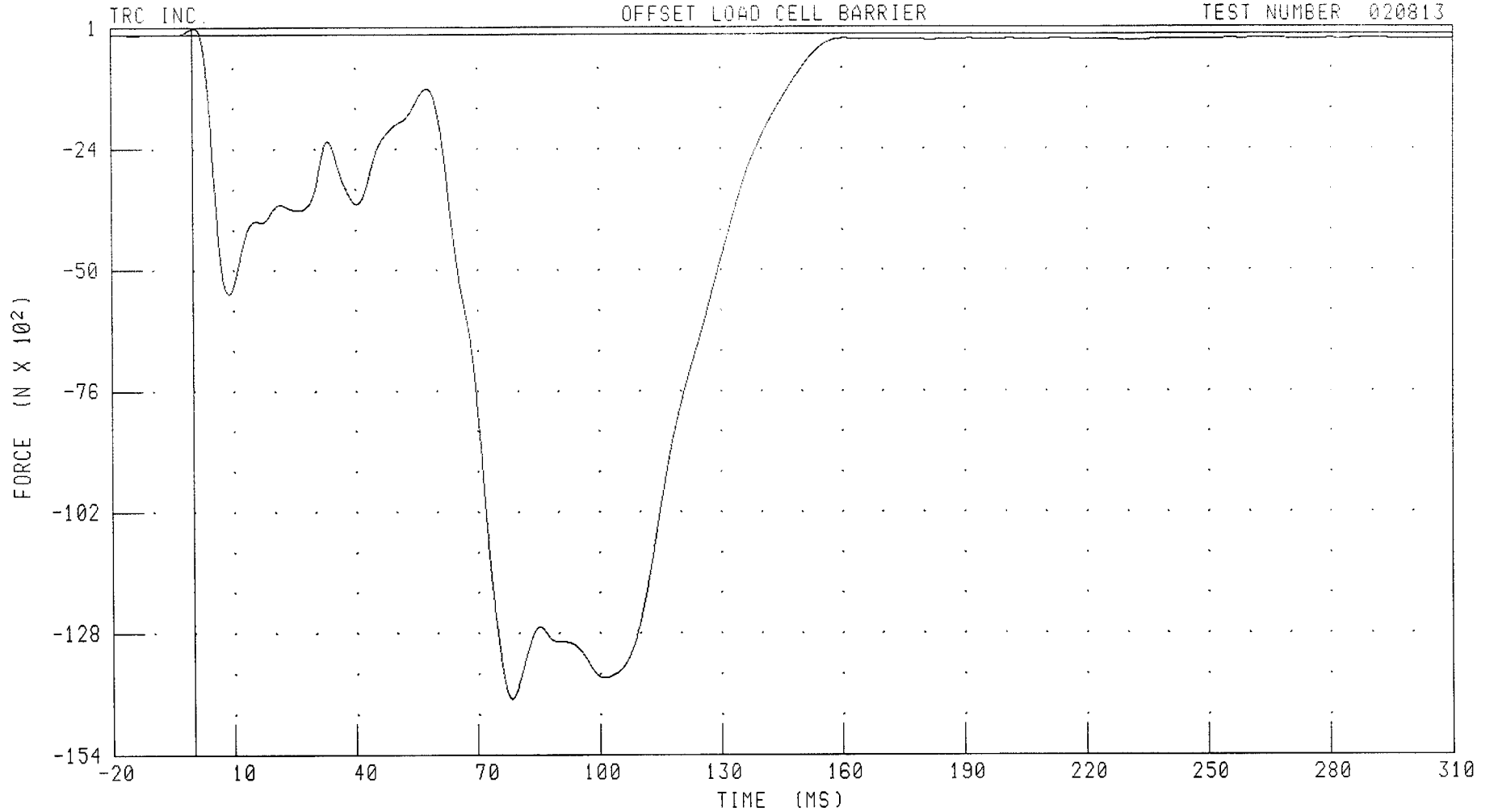
FILTER: CH. CLASS 60

PEAK DATA: 106.06 N @ 1.52 MS; -9095.83 N @ 21.68 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL 07 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL : LCD7XF

FILTER : CH. CLASS 60

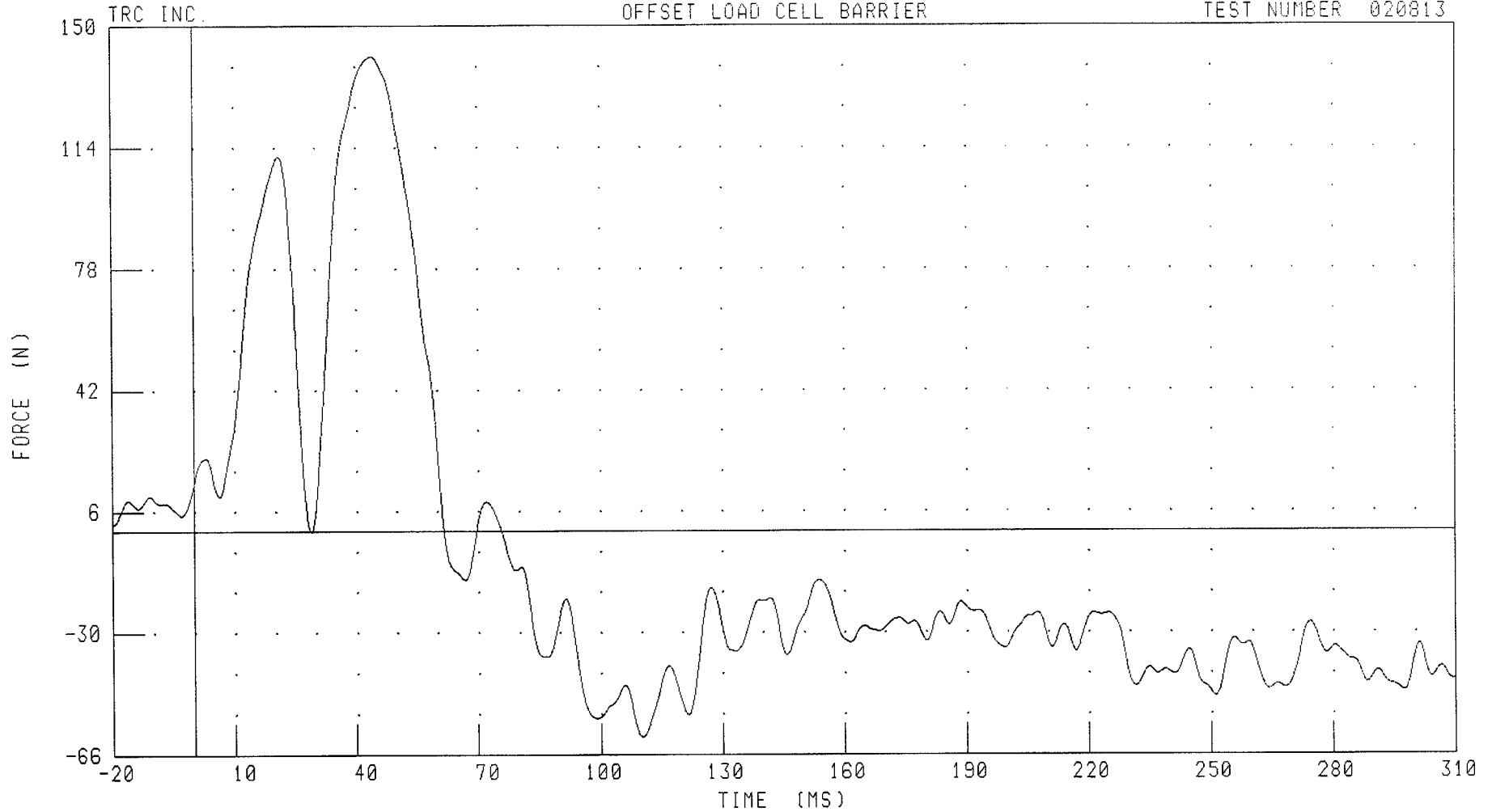
PEAK DATA : 143.58 N @ 0.48 MS ; -14256.93 N @ 78.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL E1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813

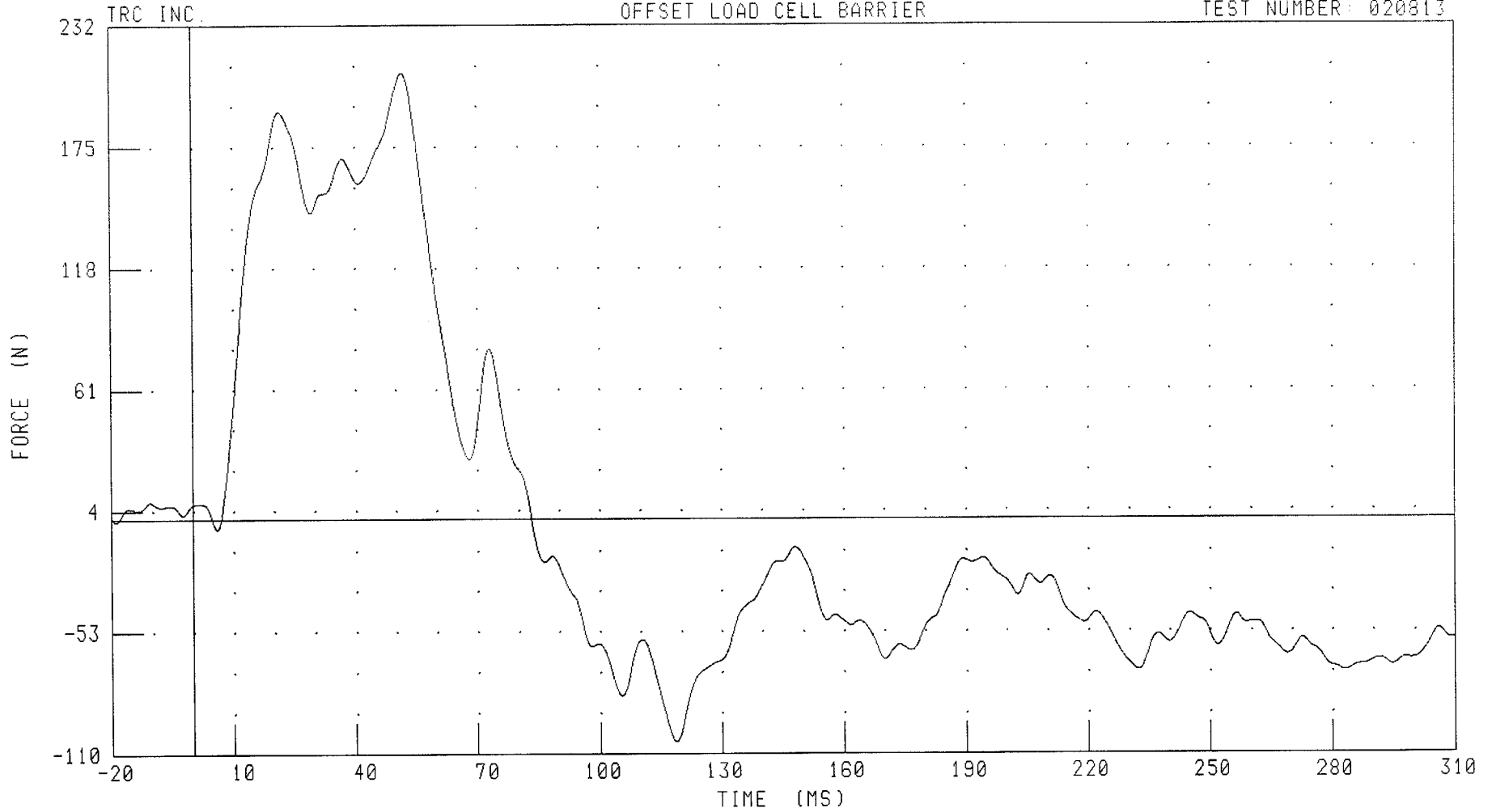


CHANNEL: LCE1XF FILTER: CH. CLASS 60

PEAK DATA: 140.99 N @ 44.16 MS; -60.81 N @ 110.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL E2 X-AXIS FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCE2XF

FILTER: CH. CLASS 60

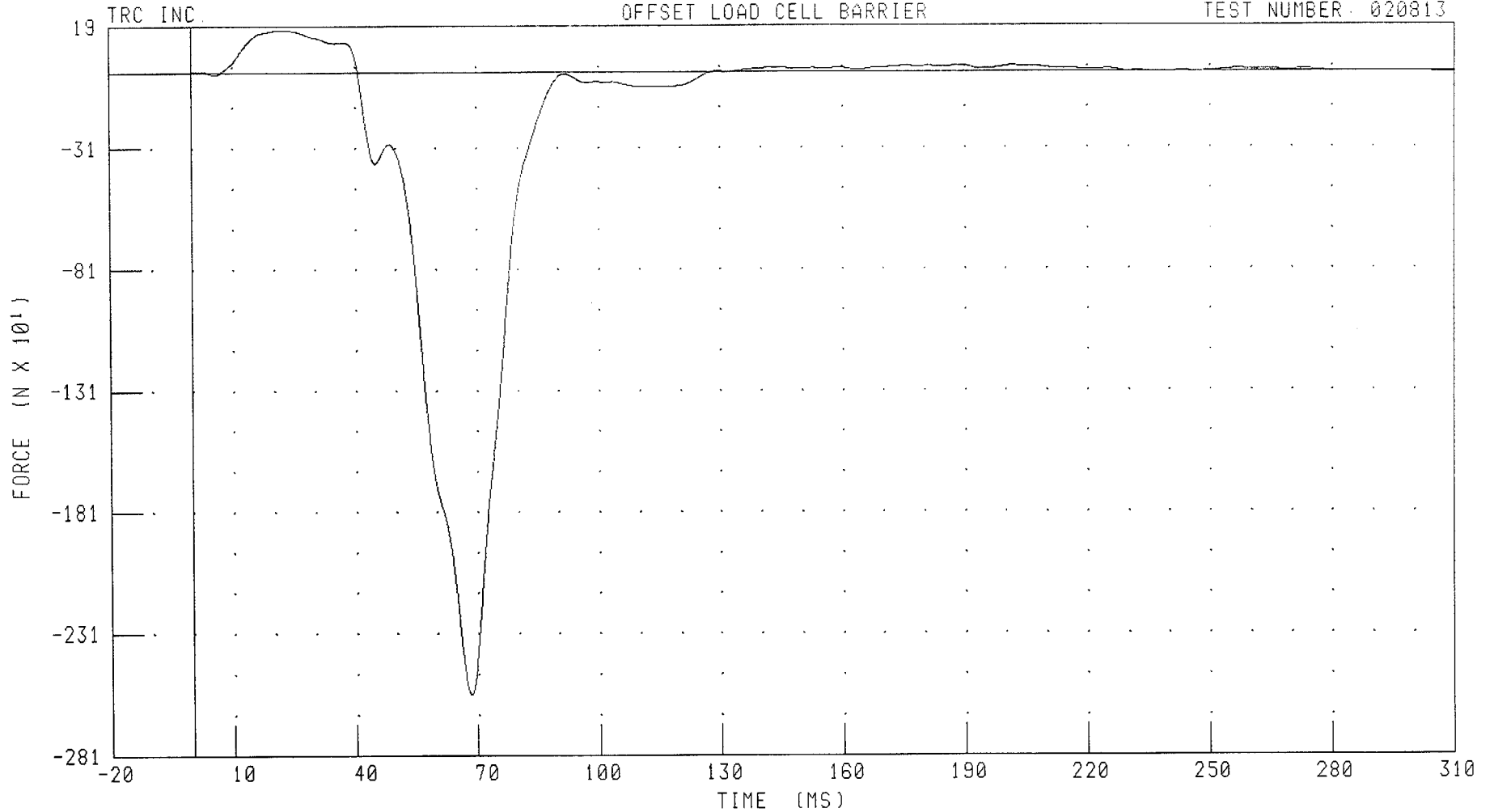
PEAK DATA: 209.64 N @ 51.92 MS; -104.40 N @ 118.72 MS

2002 DODGE NEDN INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL E3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCE3XF

FILTER: CH. CLASS 60

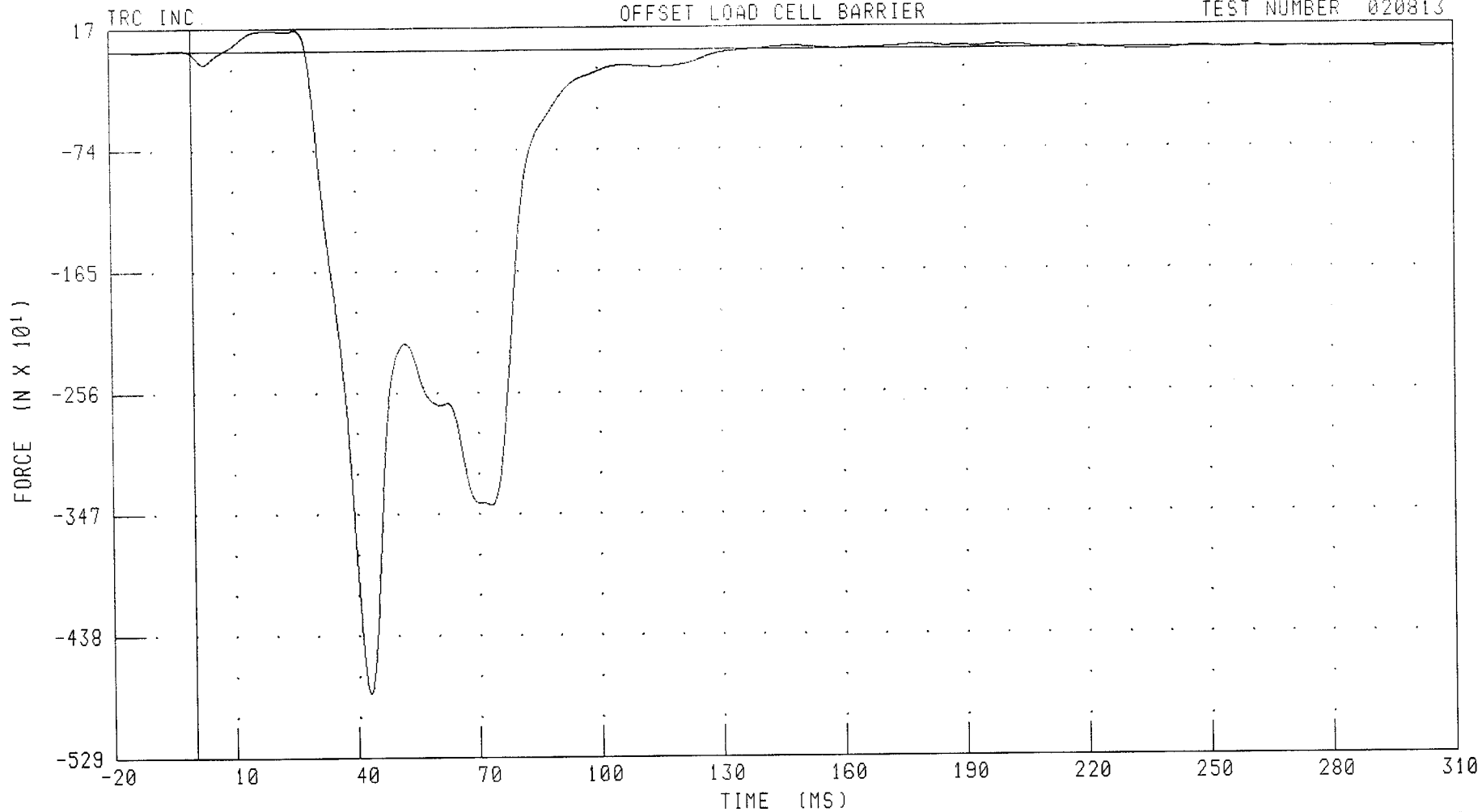
PEAK DATA: 175.08 N @ 21.92 MS; -2562.08 N @ 68.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL E4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCE4XF FILTER: CH. CLASS 60

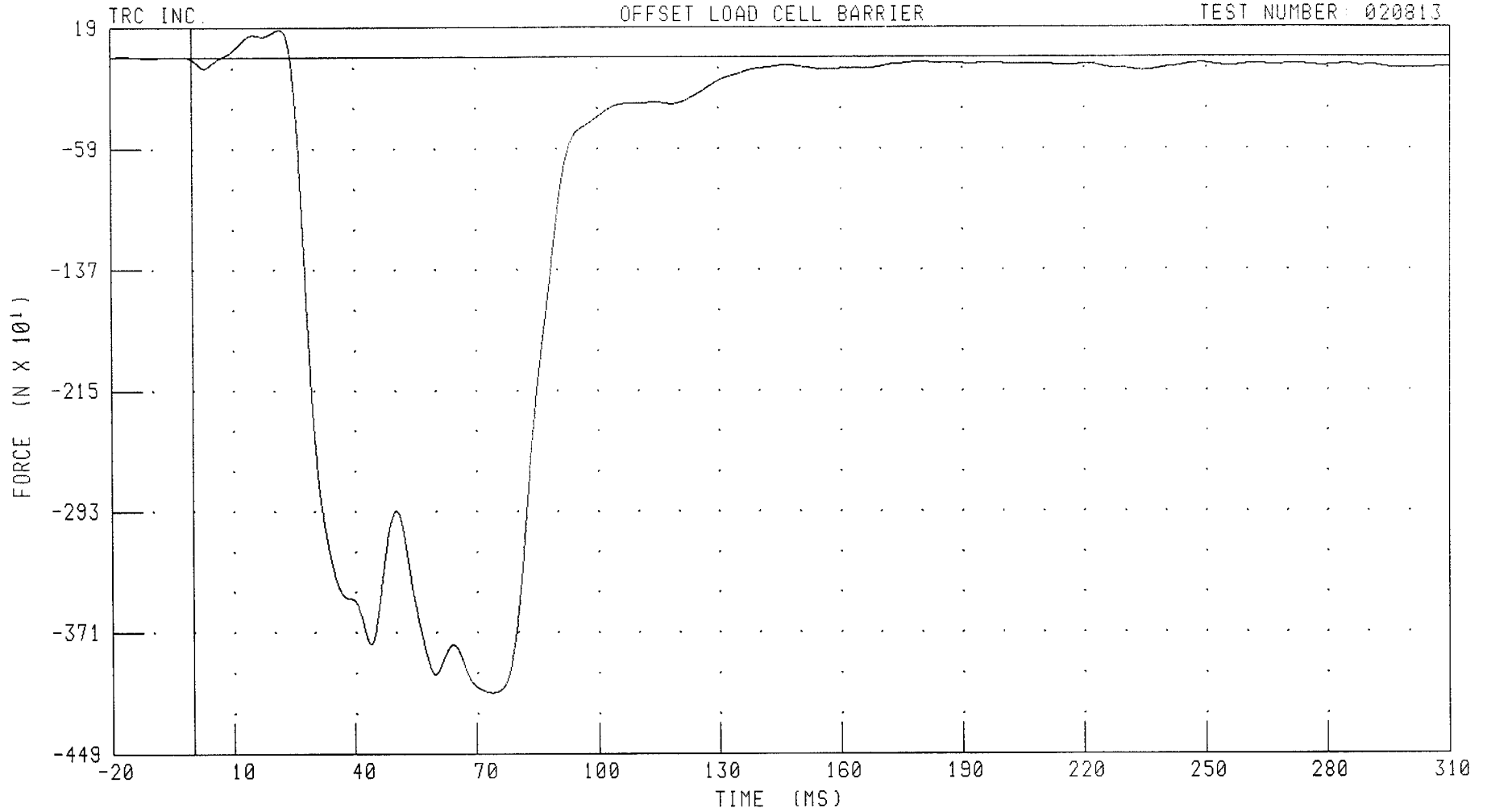
PEAK DATA: 157.36 N @ 19.12 MS; -4809.46 N @ 43.04 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL E5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCE5XF

FILTER: CH. CLASS 60

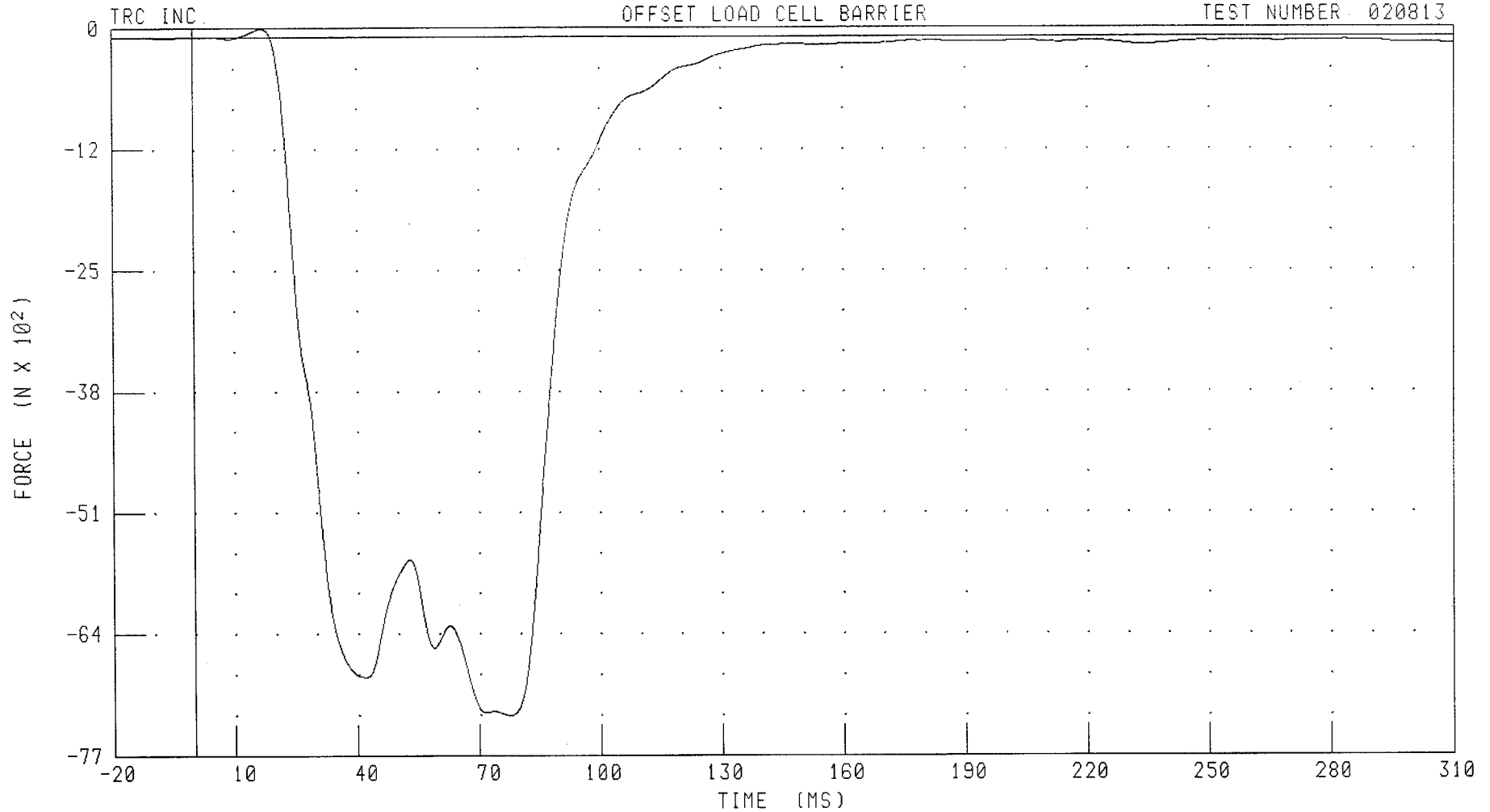
PEAK DATA: 176.59 N @ 21.76 MS; -4098.08 N @ 73.84 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL E6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCE6XF

FILTER: CH. CLASS 60

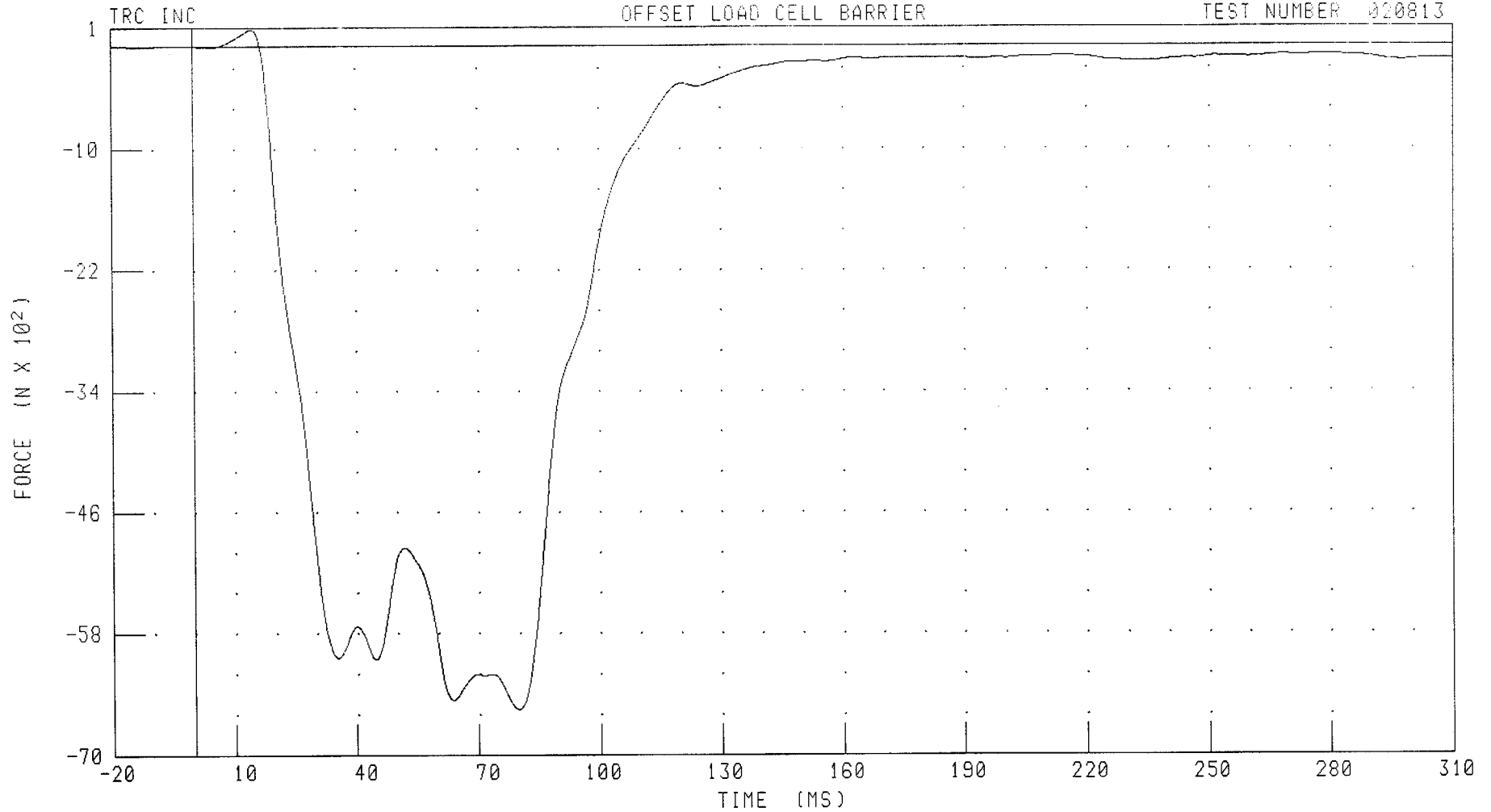
PEAK DATA: 89.92 N @ 16.96 MS; -7277.49 N @ 77.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL E7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 000813



CHANNEL: LCE7XF

FILTER: CH. CLASS 60

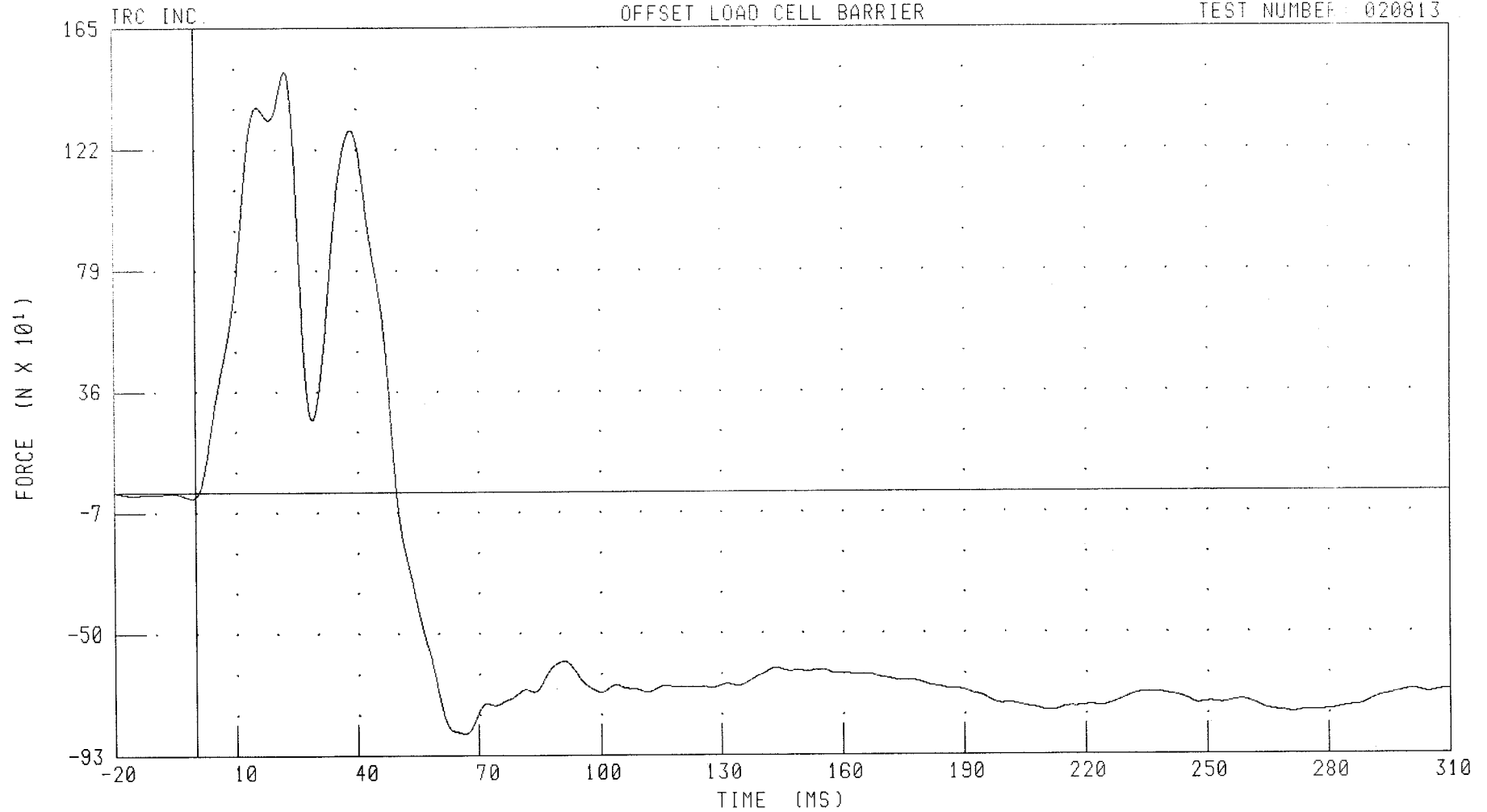
PEAK DATA: 164.13 N @ 14.40 MS; -6570.47 N @ 79.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL F1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCF1XF

FILTER: CH. CLASS 60

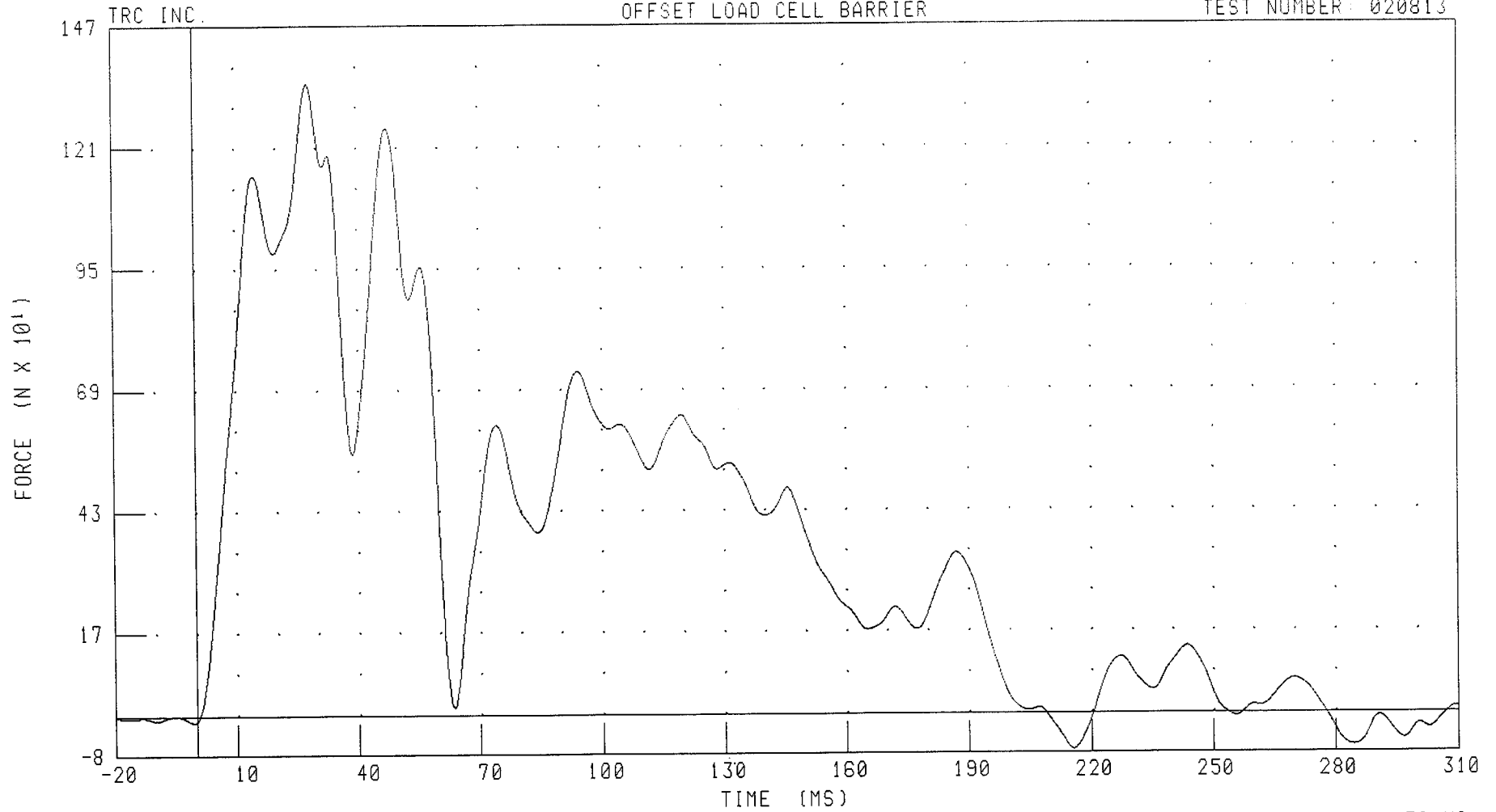
PEAK DATA: 1493.88 N @ 22.56 MS; -854.52 N @ 66.48 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL F2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCF2XF

FILTER: CH. CLASS 60

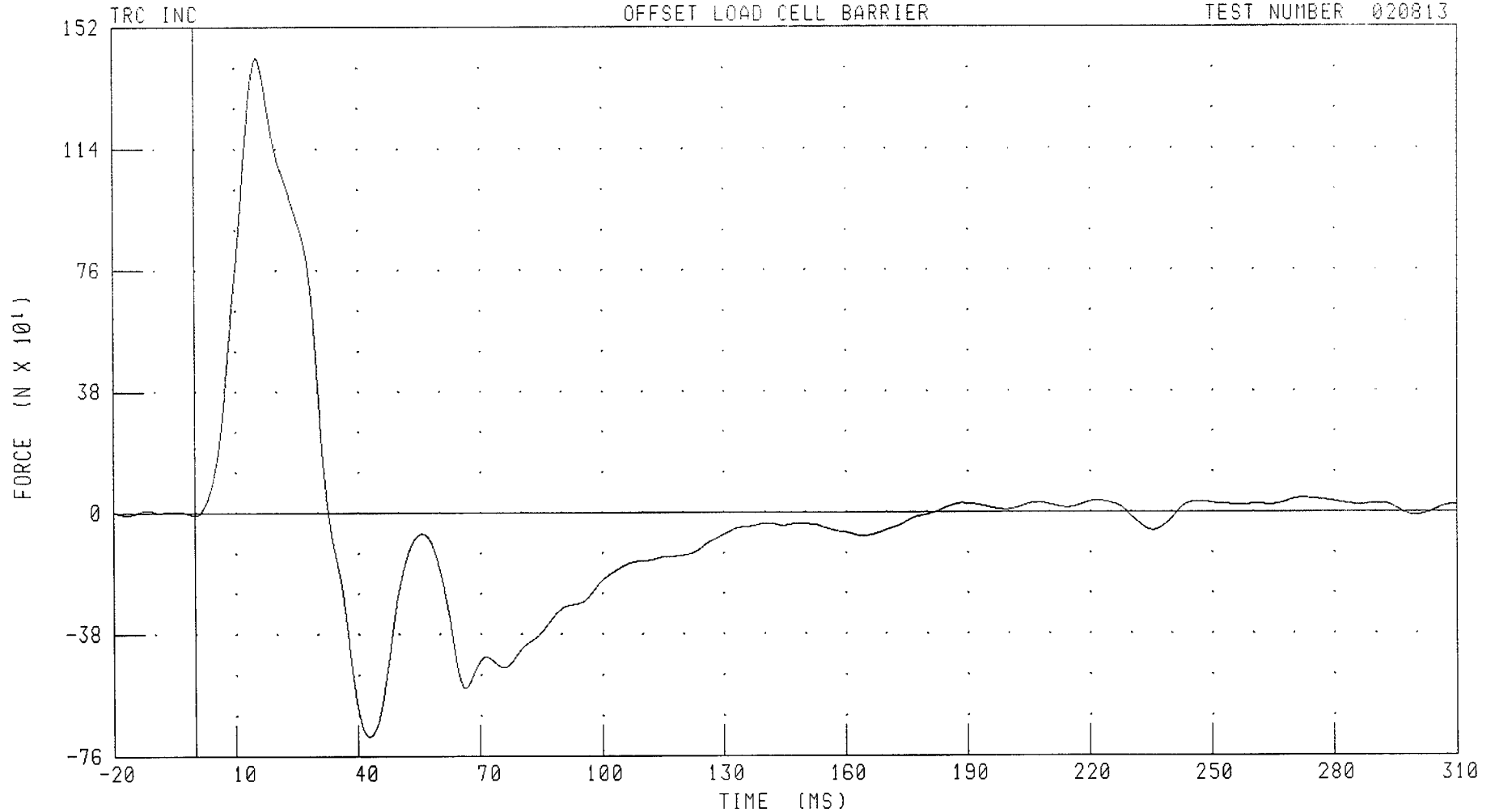
PEAK DATA: 1352.71 N @ 28.08 MS; -77.02 N @ 215.52 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL F3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCF3XF

FILTER: CH. CLASS 60

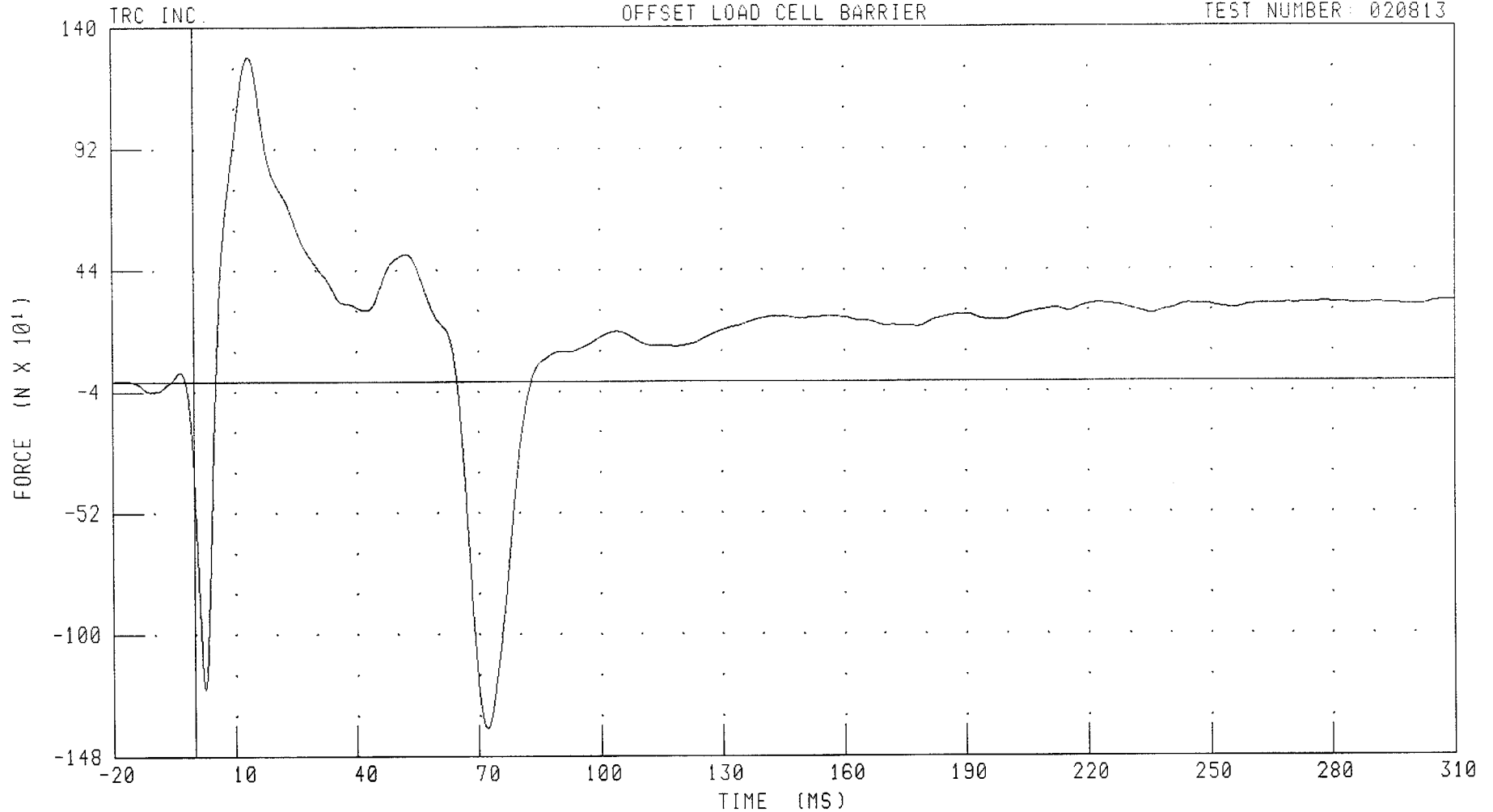
PEAK DATA: 1423.27 N @ 15.44 MS; -699.07 N @ 42.72 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL F4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCF4XF FILTER: CH. CLASS 60

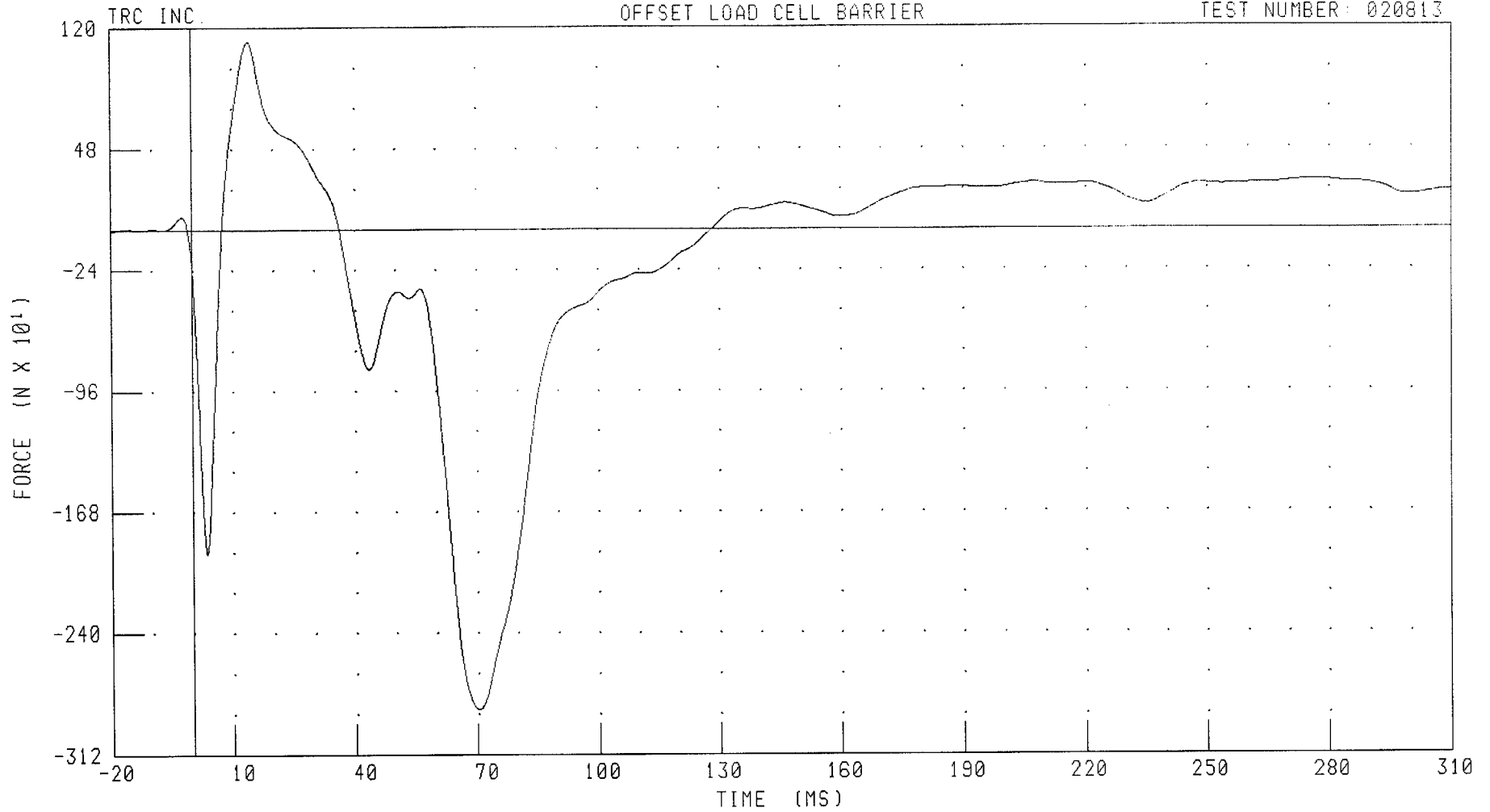
PEAK DATA: 1283.16 N @ 13.60 MS; -1370.72 N @ 72.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL F5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCF5XF FILTER: CH. CLASS 60

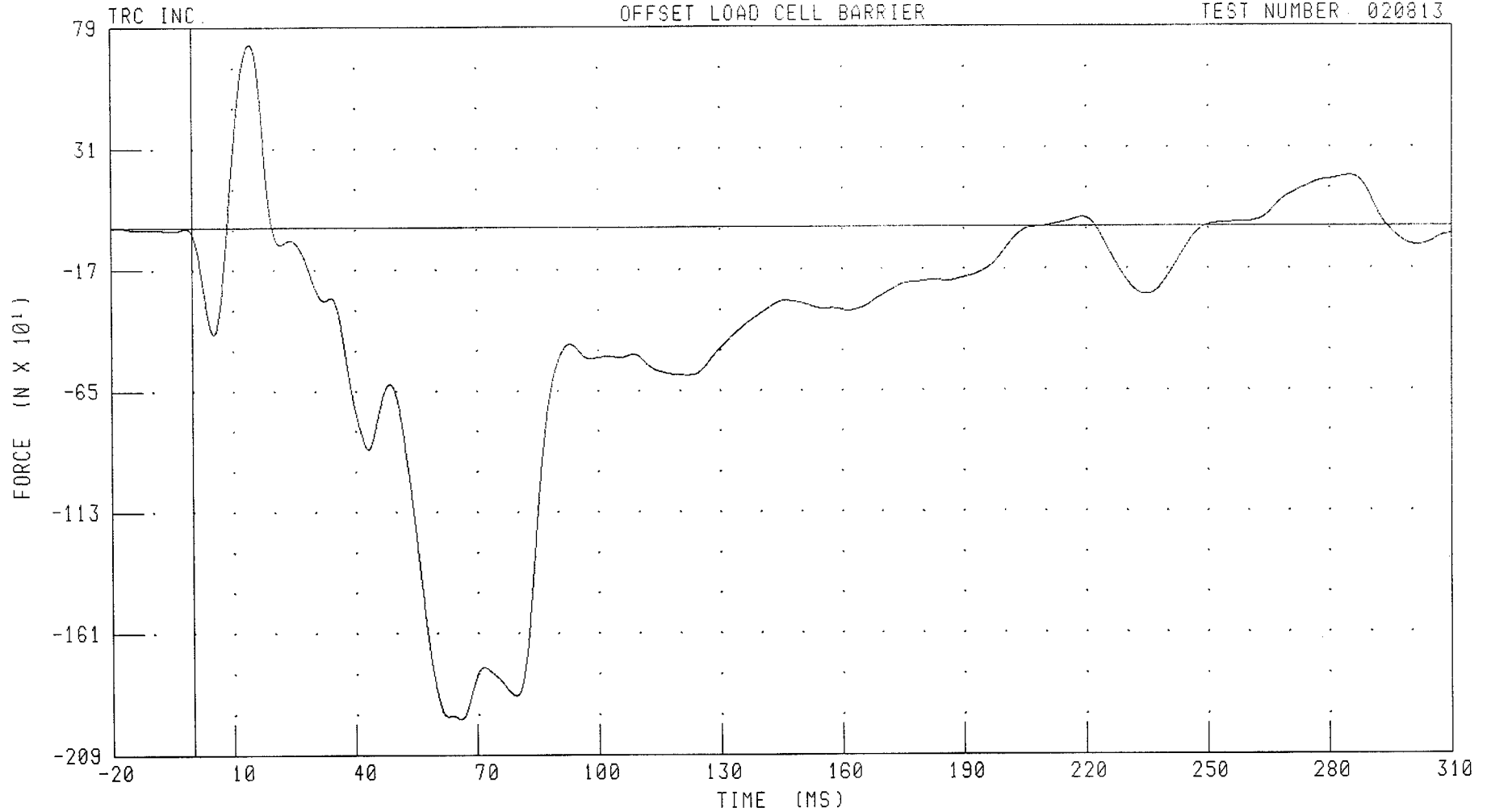
PEAK DATA: 1116.55 N @ 14.16 MS; -2854.05 N @ 70.24 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL F6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCF6XF

FILTER: CH. CLASS 60

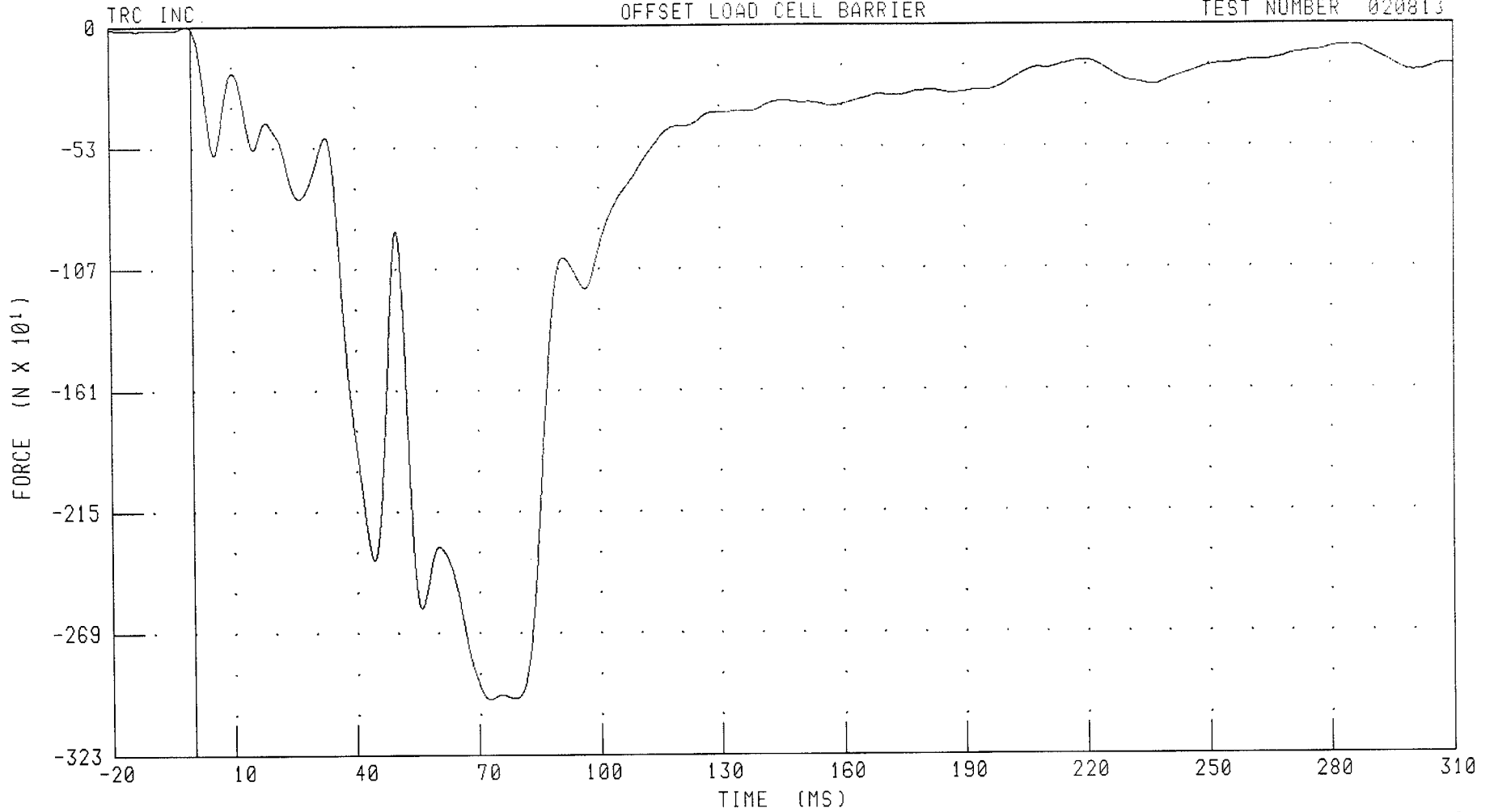
PEAK DATA: 722.30 N @ 14.24 MS; -1950.04 N @ 65.84 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL F7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCF7XF

FILTER: CH. CLASS 60

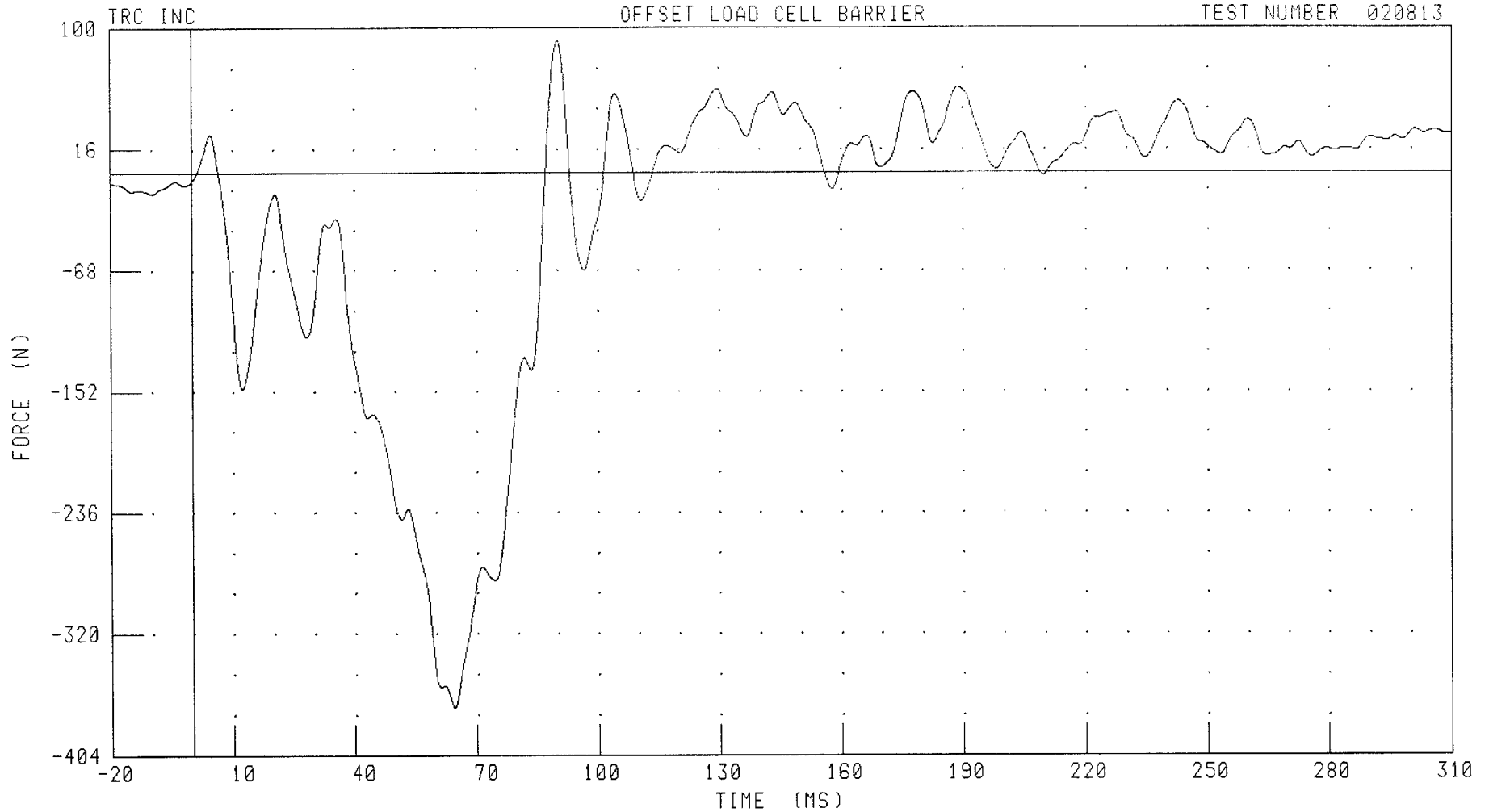
PEAK DATA: 3.55 N @ -1.20 MS; -2990.87 N @ 72.64 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL G1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER 020813



CHANNEL: LCG1XF

FILTER: CH. CLASS 60

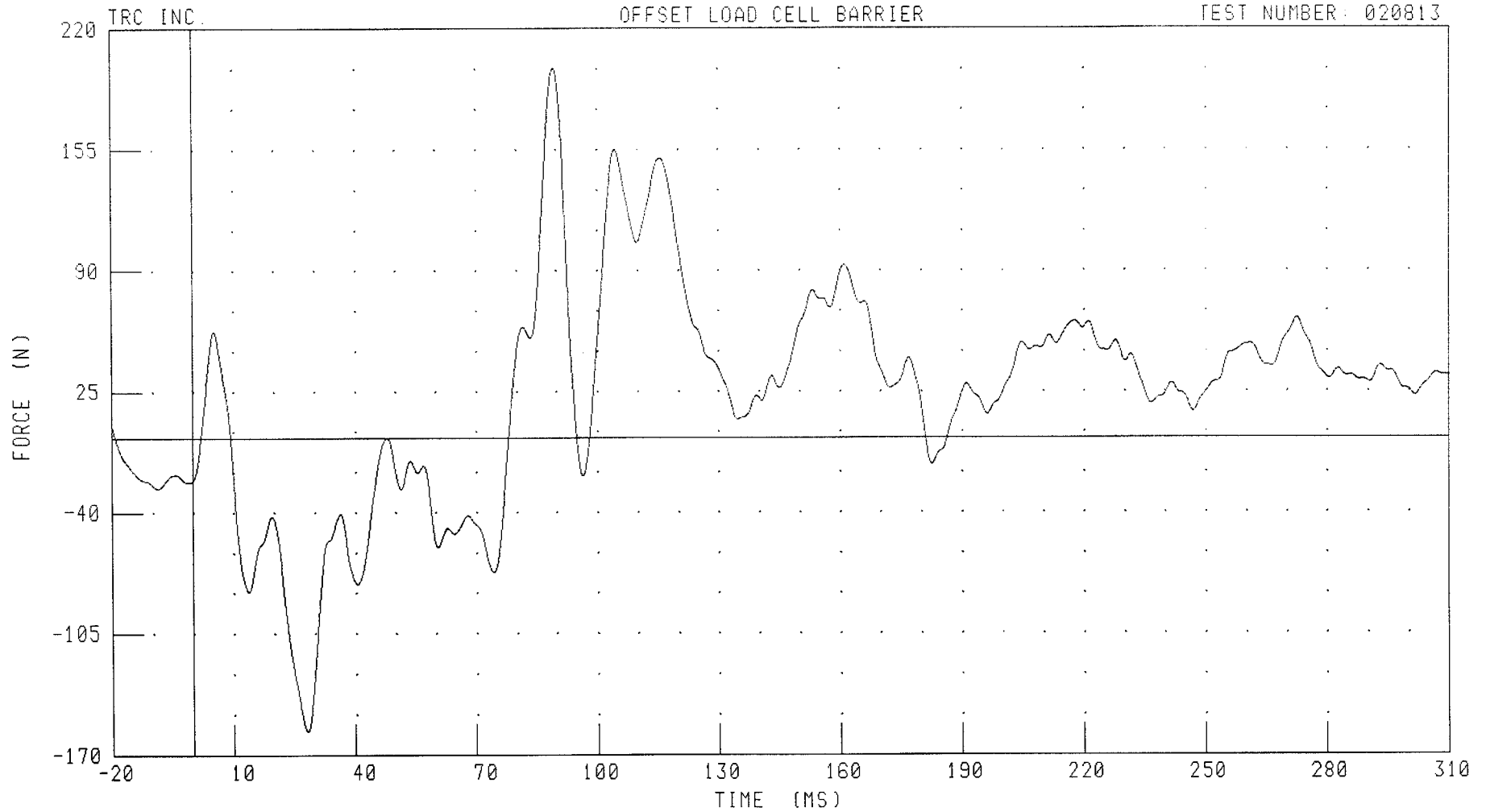
PEAK DATA: 91.06 N @ 90.24 MS; -371.21 N @ 64.40 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL G2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCG2XF FILTER: CH. CLASS 60

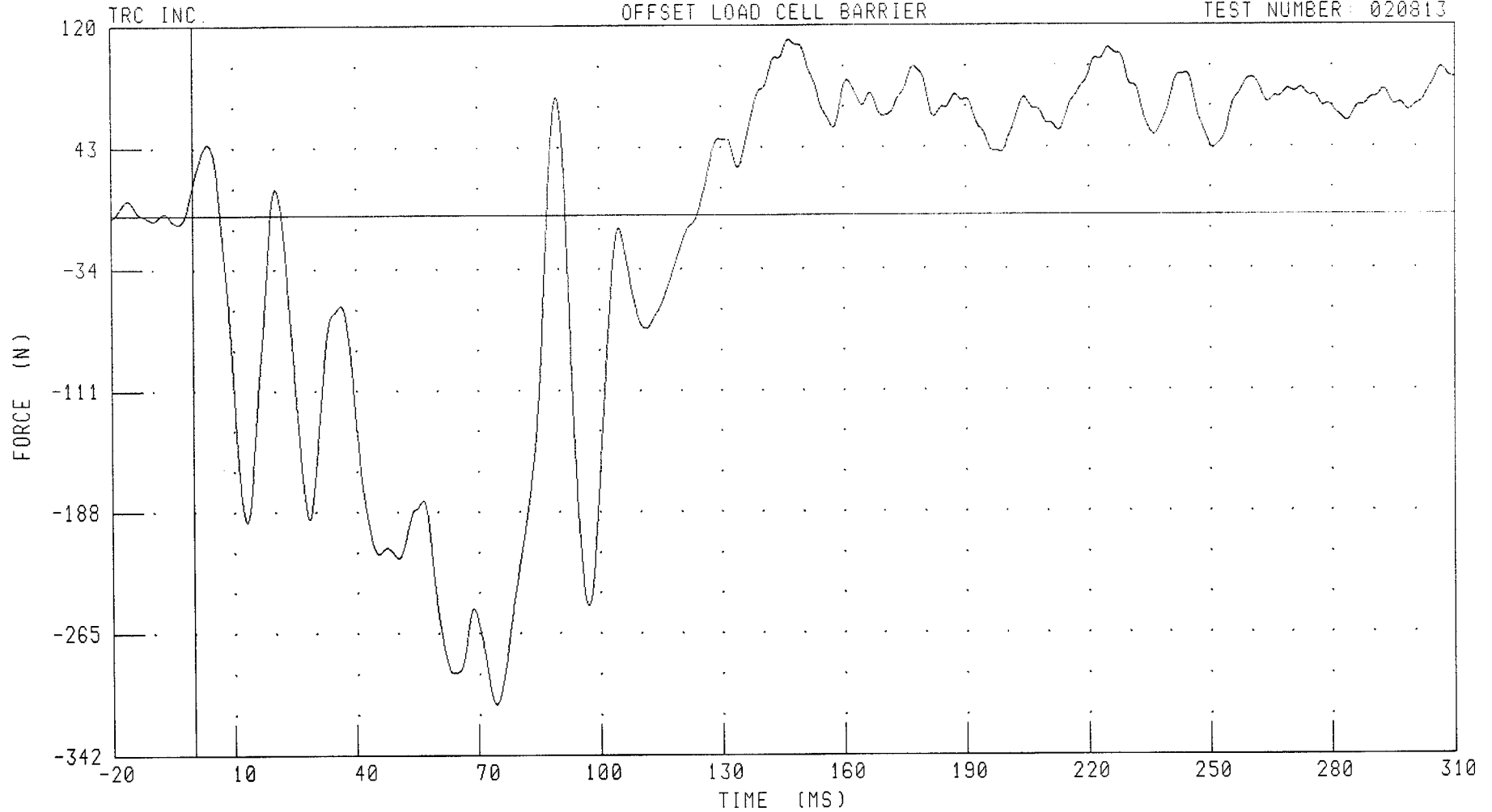
PEAK DATA: 198.61 N @ 89.52 MS; -157.56 N @ 28.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL G3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCG3XF

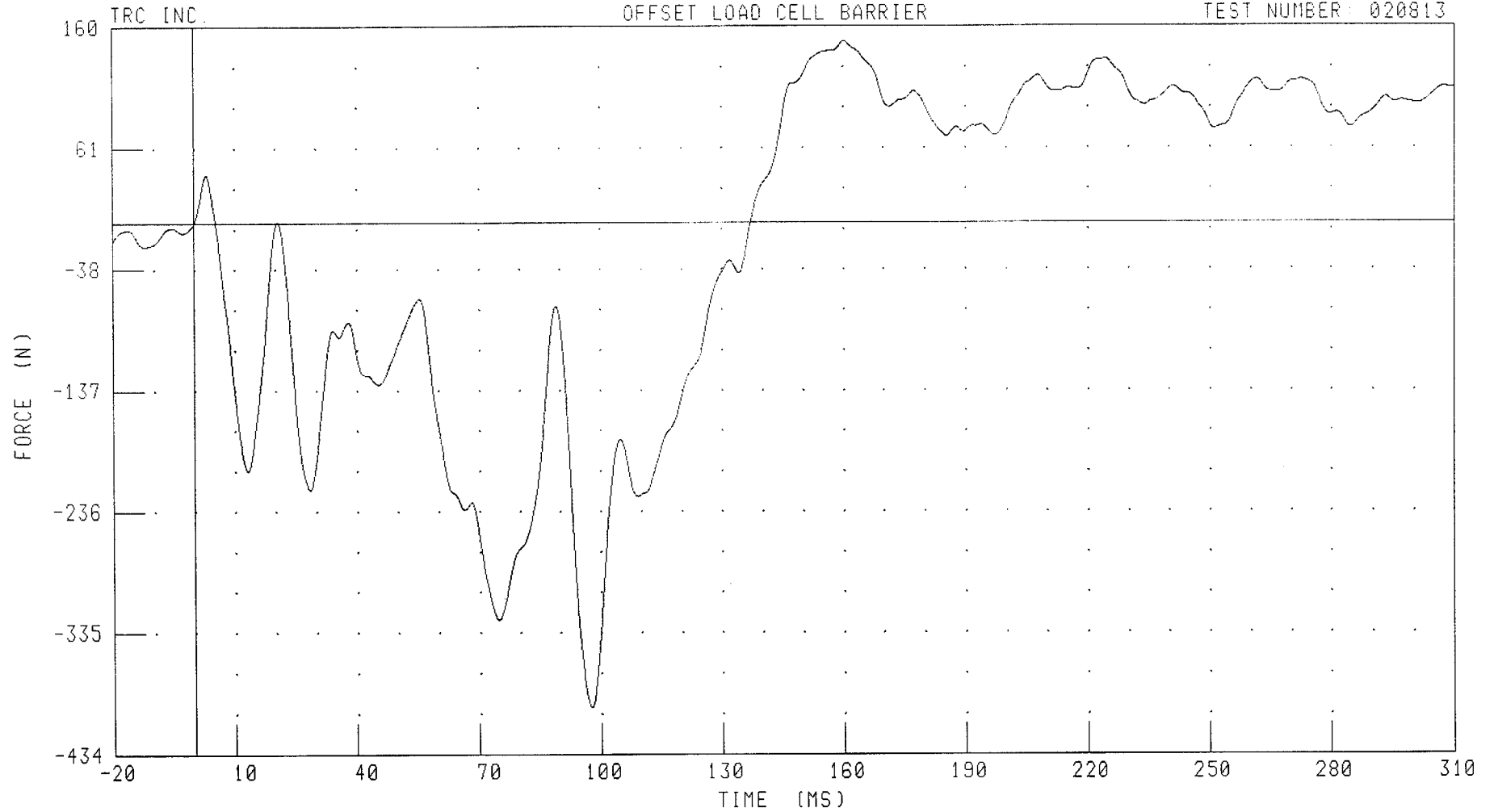
FILTER: CH. CLASS 60

PEAK DATA: 110.94 N @ 146.88 MS; -310.10 N @ 74.32 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL G4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCG4XF

FILTER: CH. CLASS 60

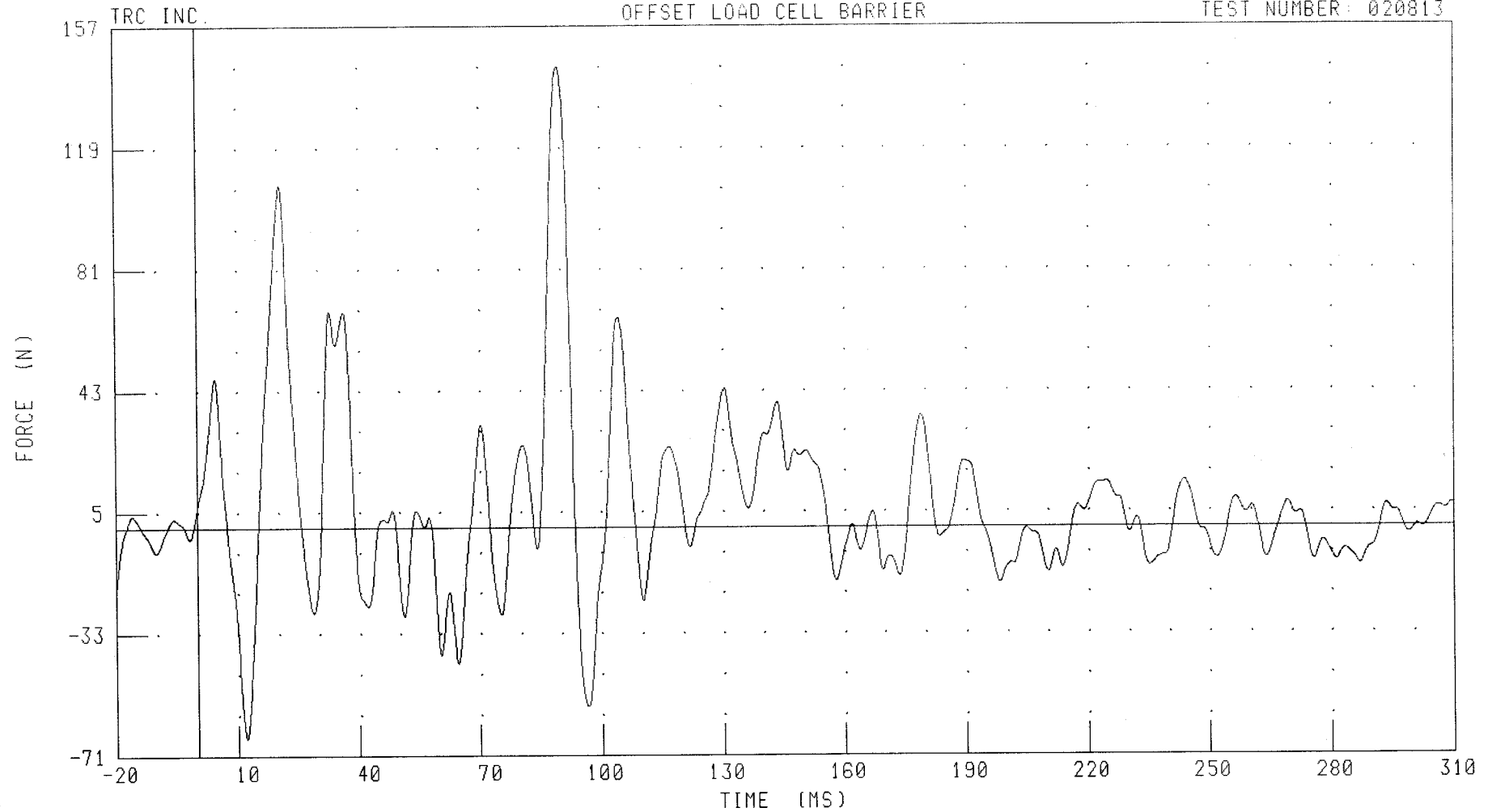
PEAK DATA: 147.85 N @ 160.48 MS; -395.93 N @ 97.76 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL H1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCH1XF

FILTER: CH. CLASS 60

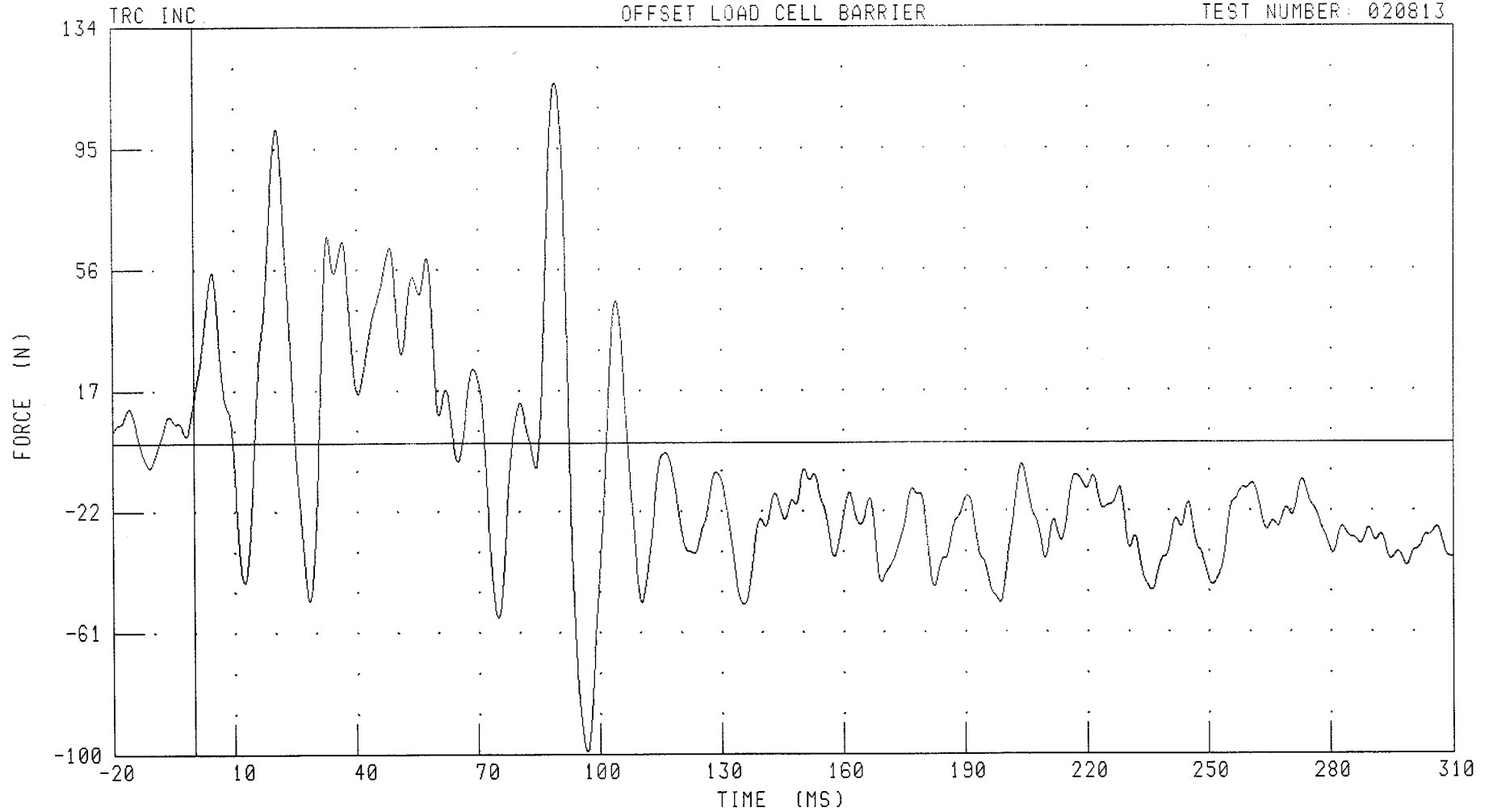
PEAK DATA: 144.22 N @ 89.52 MS; -65.45 N @ 12.00 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL H2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCH2XF

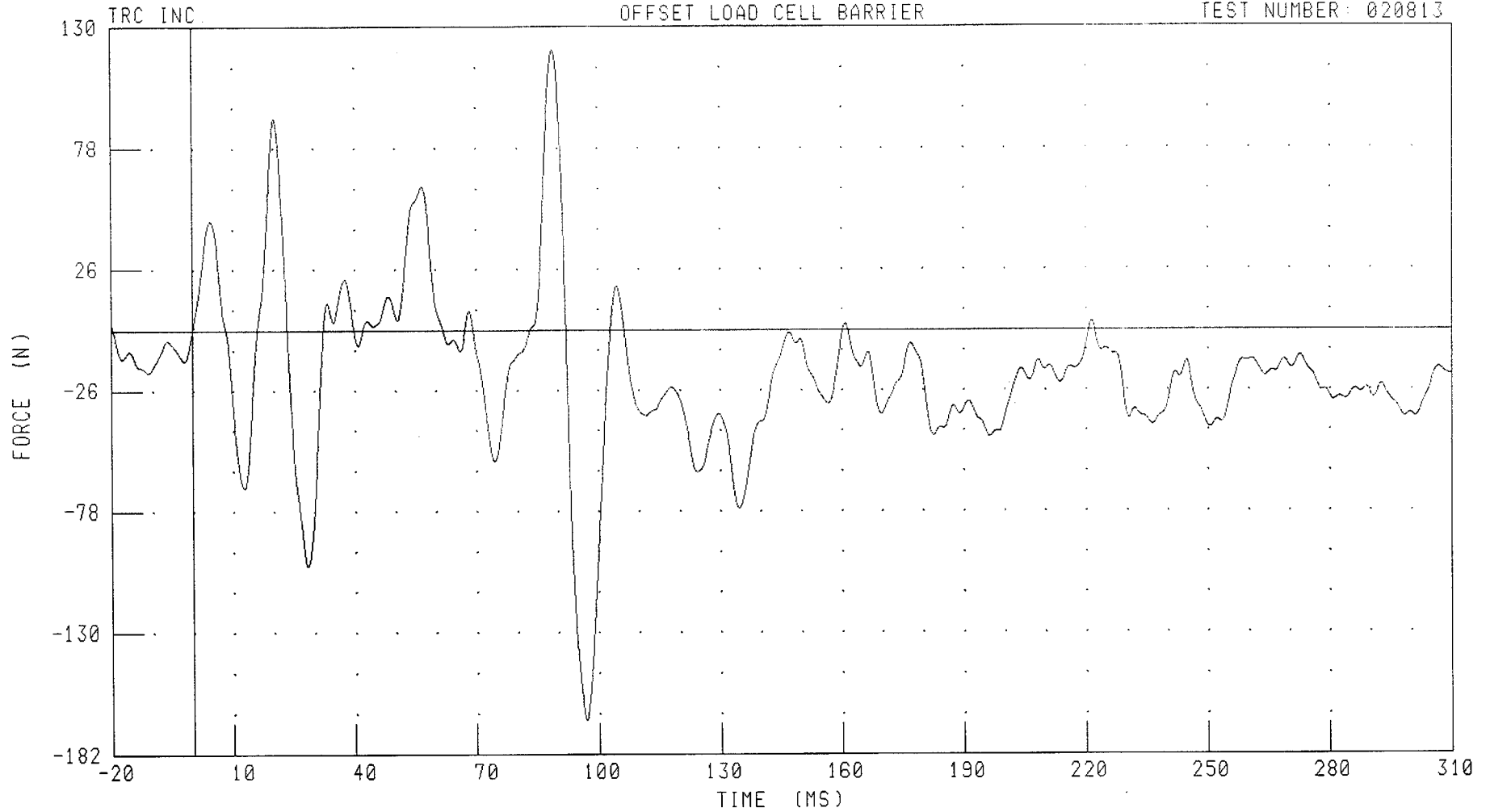
FILTER: CH. CLASS 60

PEAK DATA: 115.89 N @ 89.28 MS; -98.96 N @ 96.88 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL H3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCH3XF FILTER: CH. CLASS 60

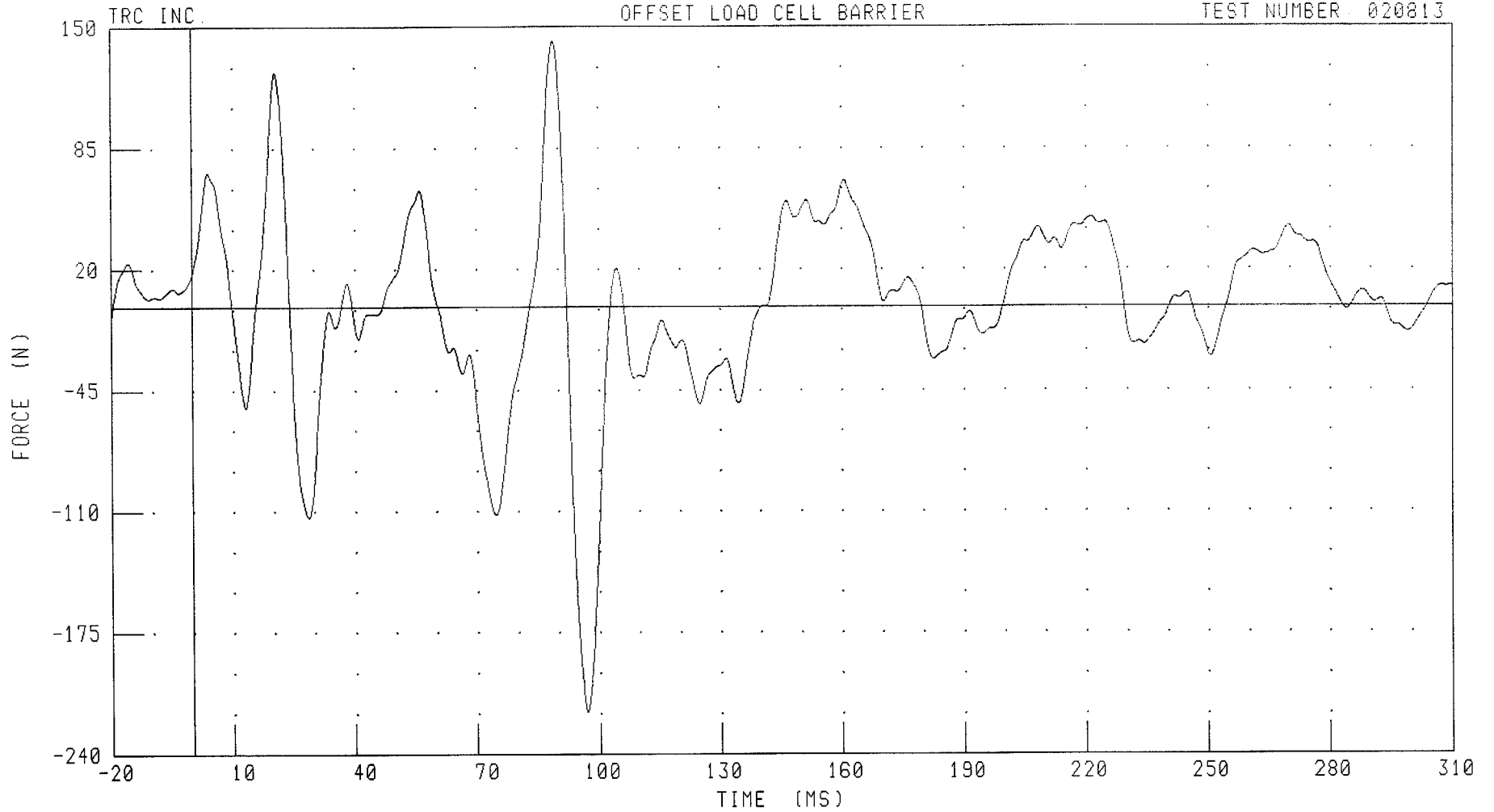
PEAK DATA: 119.95 N @ 88.96 MS; -167.42 N @ 96.88 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

BARRIER LOAD CELL H4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020813



CHANNEL: LCH4XF

FILTER: CH. CLASS 60

PEAK DATA: 142.19 N @ 89.04 MS; -217.35 N @ 96.96 MS

Appendix C

Dummy Configuration and Performance Verification Data

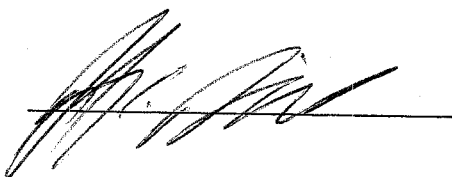
Pre-Test Dummy Configuration and Performance Verification Data

Driver Dummy S/N: 416

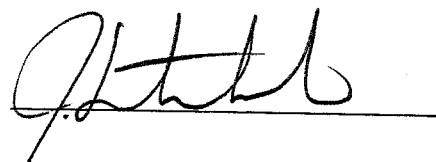
Transportation Research Center Inc.
572F HIII 5th Dummy
External Dimensions
Serial No. 416 Calibration No. 16

Test Parameter	Dimension	Specification	Results	Pass
Total Sitting Height	A	774.7 - 800.1 mm	779 mm	Yes
Shoulder Pivot Height	B	431.8 - 457.2 mm	443 mm	Yes
Hip Pivot Height	C	81.3 - 86.3 mm	83 mm	Yes
Hip Pivot from Backline	D	144.8 - 149.8 mm	145 mm	Yes
Shoulder Pivot from Backline	E	68.6 - 83.8 mm	73 mm	Yes
Thigh Clearance	F	119.4 - 134.6 mm	124 mm	Yes
Back of Elbow to Wrist Pivot	G	243.9 - 259.0 mm	249 mm	Yes
Head Back to Backline	H	40.7 - 45.7 mm	42 mm	Yes
Shoulder to Elbow Length	I	276.9 - 297.1 mm	285 mm	Yes
Elbow Rest Height	J	182.9 - 203.2 mm	198 mm	Yes
Buttock Knee Length	K	520.7 - 546.1 mm	541 mm	Yes
Popliteal Height	L	355.6 - 375.9 mm	363 mm	Yes
Knee Pivot Height	M	393.7 - 419.1 mm	404 mm	Yes
Buttock Popliteal Height	N	414.1 - 439.4 mm	422 mm	Yes
Chest Depth without Jacket	O	175.3 - 190.5 mm	186 mm	Yes
Foot Length	P	218.5 - 233.6 mm	228 mm	Yes
Buttock to Knee Pivot Length	R	457.2 - 482.6 mm	463 mm	Yes
Head Breadth	S	137.2 - 147.3 mm	140 mm	Yes
Head Depth	T	177.8 - 187.9 mm	185 mm	Yes
Hip Breadth	U	299.8 - 314.9 mm	303 mm	Yes
Shoulder Breadth	V	350.6 - 365.7 mm	357 mm	Yes
Foot Breadth	W	78.8 - 93.9 mm	91 mm	Yes
Head Circumference	X	528.4 - 548.6 mm	544 mm	Yes
Chest Circumference with Jacket	Y	850.9 - 881.3 mm	870 mm	Yes
Waist Circumference	Z	759.5 - 789.9 mm	782 mm	Yes
Reference Location for Chest Circumference	AA	299.8 - 309.8 mm	305 mm	Yes
Reference Location for Waist Circumference	BB	160.1 - 170.1 mm	165 mm	Yes

Technician



Approved




Transportation Research Center Inc.

5720 Head Drop Test

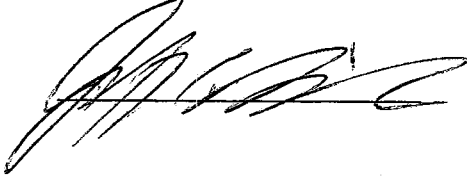
HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/08/2002

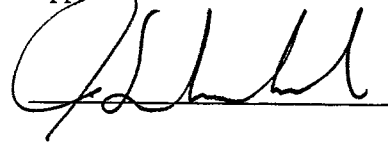
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	61 %	Yes
Peak Resultant Acceleration	250 - 300 g	291.9 g	Yes
Peak Lateral Acceleration	15 g Max	14.6 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Comments:

Technician



Approved

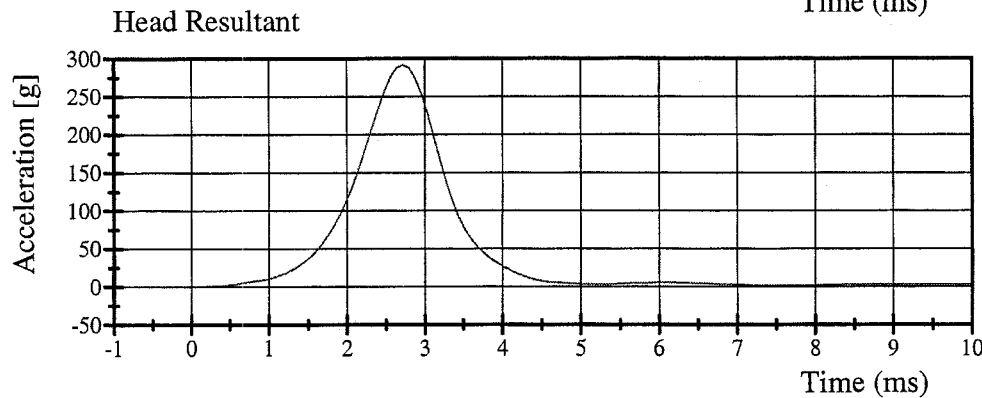
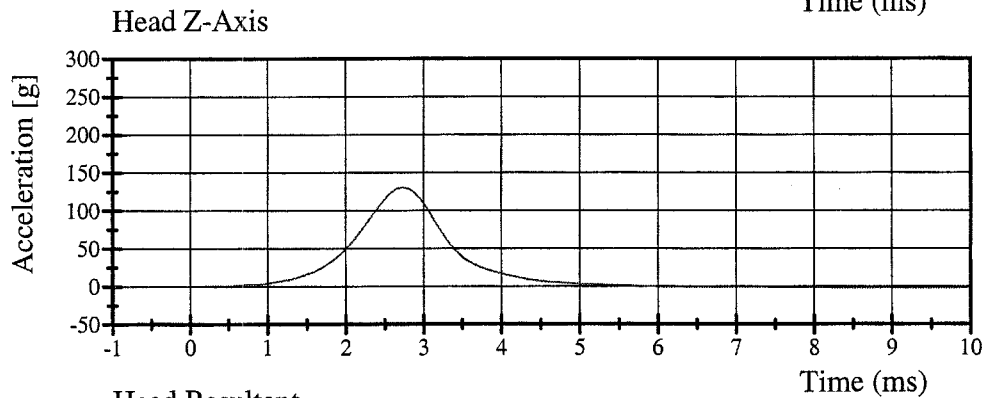
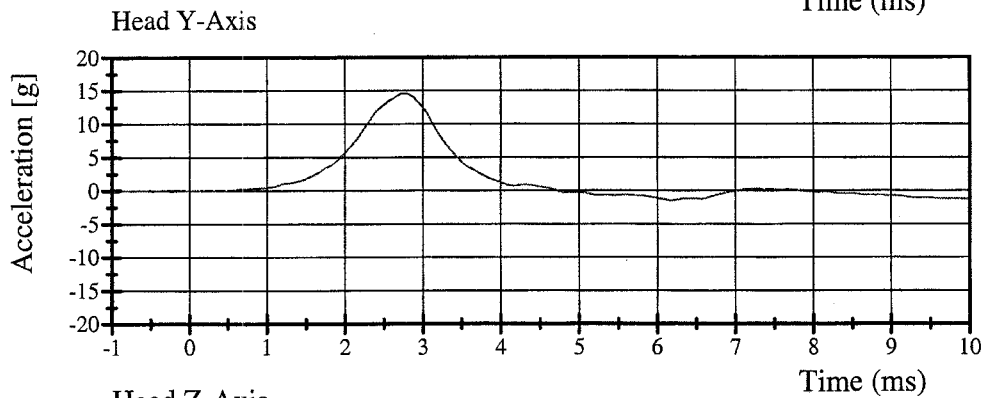
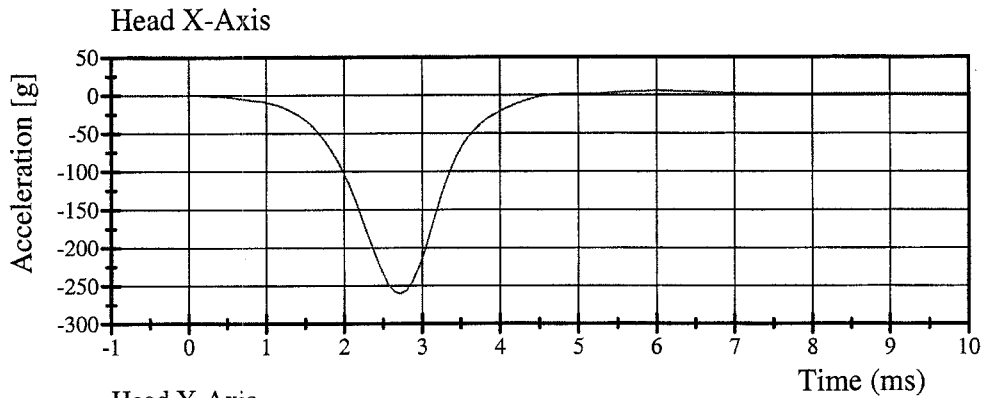


Transportation Research Center Inc.

5720 Head Drop Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/08/2002



Transportation Research Center Inc.

5720 Neck Flexion Test - 6 Channel Transducer

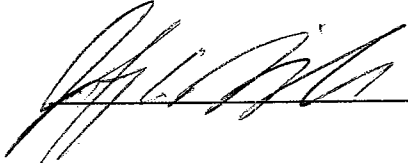
HIII 5th Female Serial No. 416 Calibration No. 16 - 2

Test Date 07/08/2002

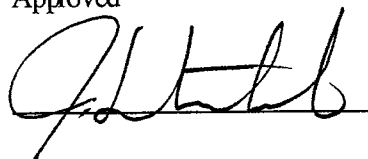
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	54 %	Yes
Impact Velocity	6.89 - 7.13 m/s	7.06 m/s	Yes
Integrated Pendulum Velocity			
10 ms	2.10 - 2.50 m/s	2.17 m/s	Yes
20 ms	4.00 - 5.00 m/s	4.36 m/s	Yes
30 ms	5.80 - 7.00 m/s	6.30 m/s	Yes
Peak D Plane Rotation	77 - 91 °	77.3 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	69.0 - 83.0 N·m	71.25 N·m	Yes
Positive Moment Decay Time To 10 N·m	80 - 100 ms	88.88 ms	Yes

Comments:

Technician



Approved



07.08.2002 13:11:21 477



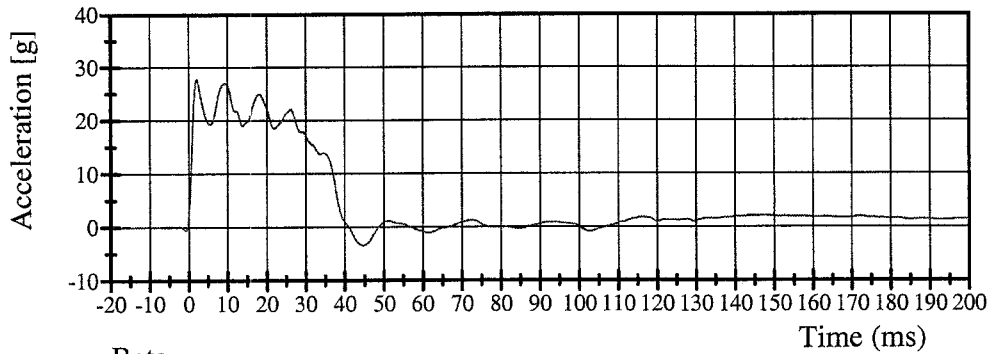
Transportation Research Center Inc.

5720 Neck Flexion Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 2

Test Date 07/08/2002

Pendulum Deceleration

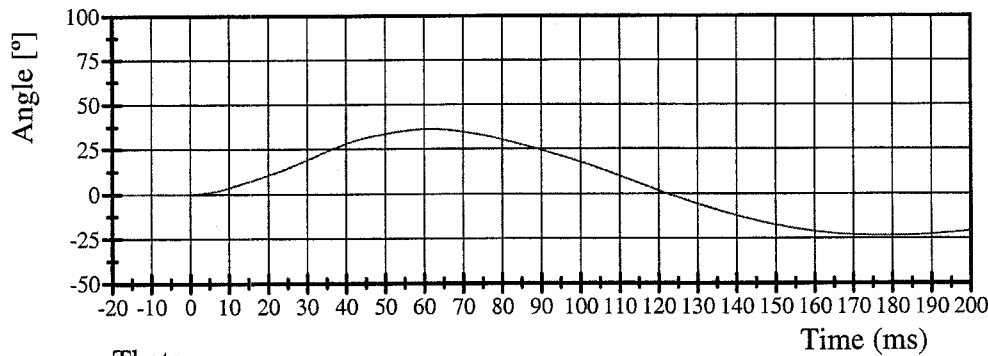


Filter Class: 180

Max: 27.7 g at 2.0 ms

Min: -3.5 g at 44.9 ms

Beta

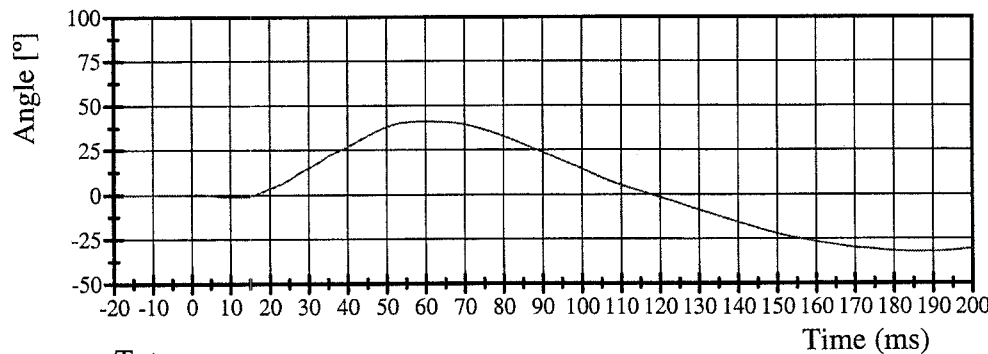


Filter Class: 60

Max: 36.2 ° at 61.5 ms

Min: -23.4 ° at 179.0 ms

Theta

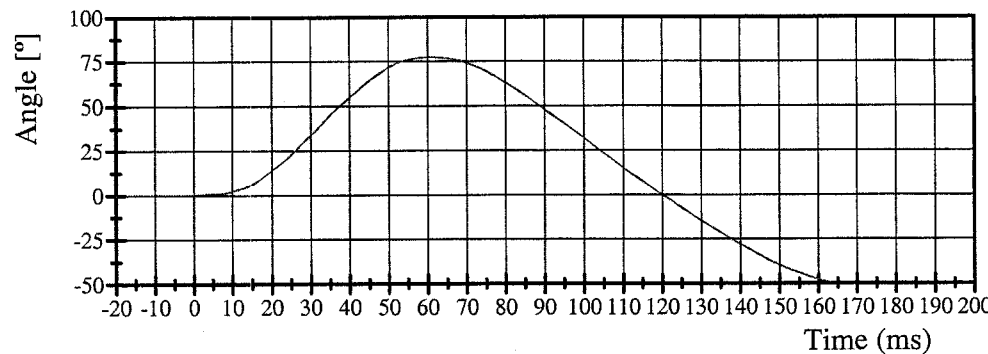


Filter Class: 60

Max: 41.1 ° at 59.8 ms

Min: -32.2 ° at 186.9 ms

Totan



Filter Class: 60

Max: 77.3 ° at 60.6 ms

Min: -55.4 ° at 183.5 ms

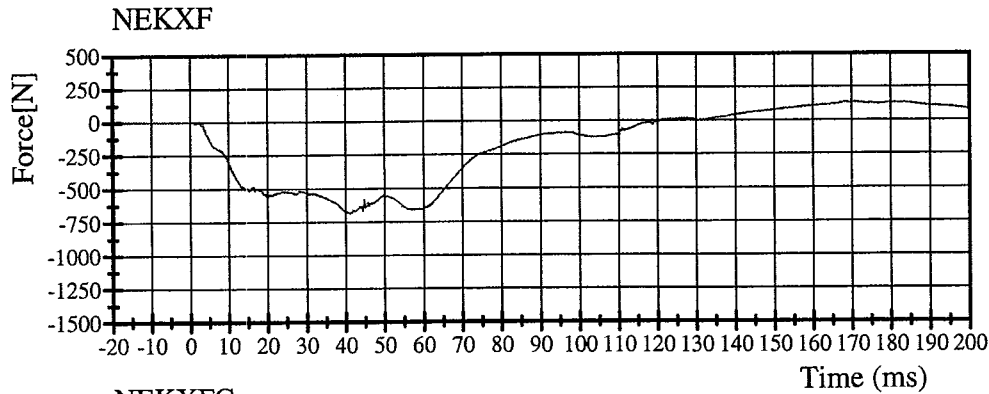


Transportation Research Center Inc.

5720 Neck Flexion Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 2

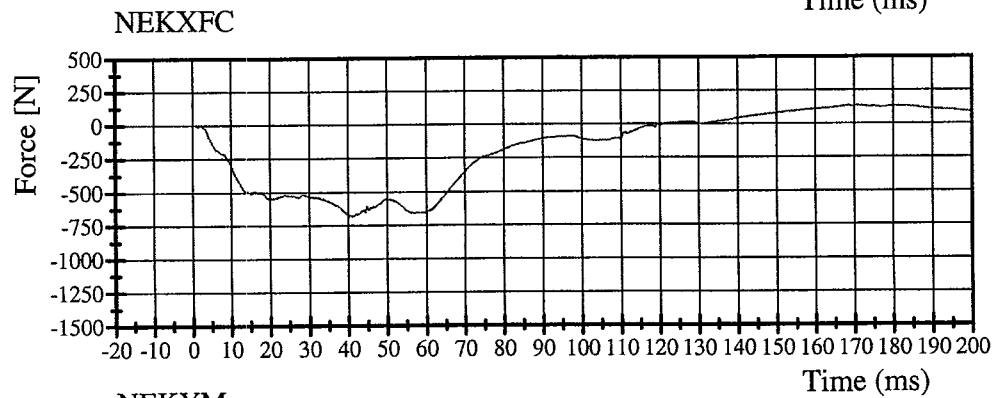
Test Date 07/08/2002



Filter Class: 1000

Max: 134.0 N at 170.6 ms

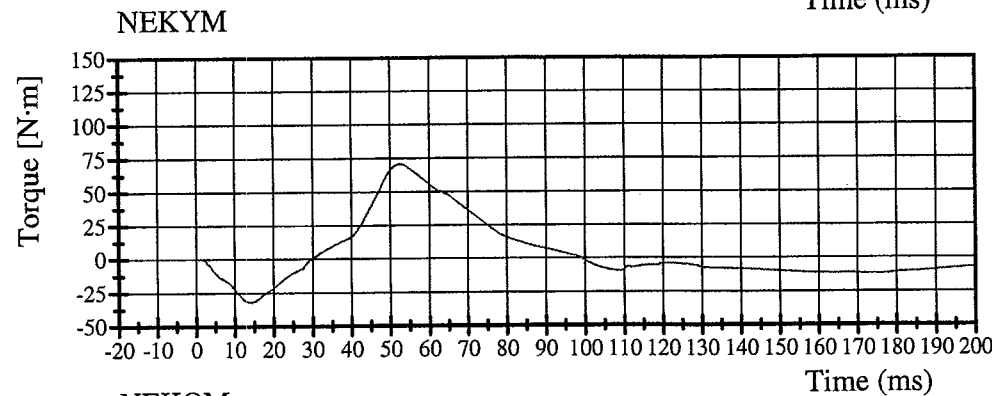
Min: -682.5 N at 41.4 ms



Filter Class: 600

Max: 133.4 N at 168.6 ms

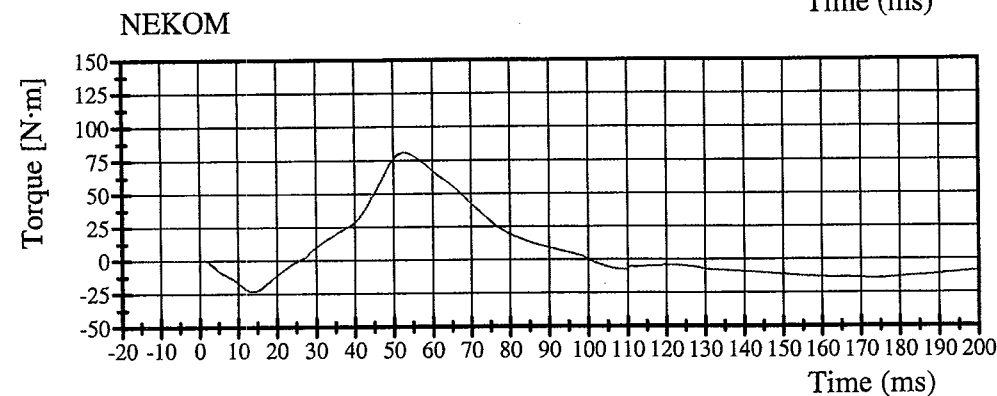
Min: -681.9 N at 41.4 ms



Filter Class: 600

Max: 70.8 N·m at 52.6 ms

Min: -32.0 N·m at 14.3 ms



Filter Class: 600

Max: 81.1 N·m at 52.8 ms

Min: -23.3 N·m at 14.0 ms

Transportation Research Center Inc.

5720 Neck Extension Test - 6 Channel Transducer

HIII 5th Female Serial No. 416 Calibration No. 16 - 3

Test Date 07/10/2002

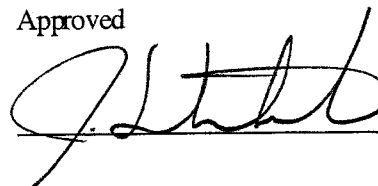
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	58 %	Yes
Impact Velocity	5.95 - 6.19 m/s	6.15 m/s	Yes
Integrated Pendulum Velocity			
10 ms	1.50 - 1.90 m/s	1.78 m/s	Yes
20 ms	3.10 - 3.90 m/s	3.49 m/s	Yes
30 ms	4.60 - 5.60 m/s	5.06 m/s	Yes
Peak D Plane Rotation	99 - 114 °	107.5 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	-65.0 - (-53.0) N·m	-63.69 N·m	Yes
Positive Moment Decay Time To -10 N·m	94 - 114 ms	101.12 ms	Yes

Comments:

Technician



Approved



07.10.2002 11:21:31 530



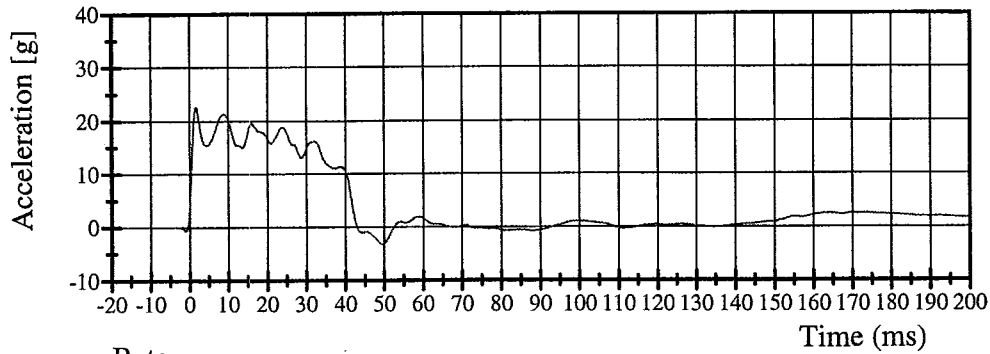
Transportation Research Center Inc.

5720 Neck Extension Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 3

Test Date 07/10/2002

Pendulum Deceleration

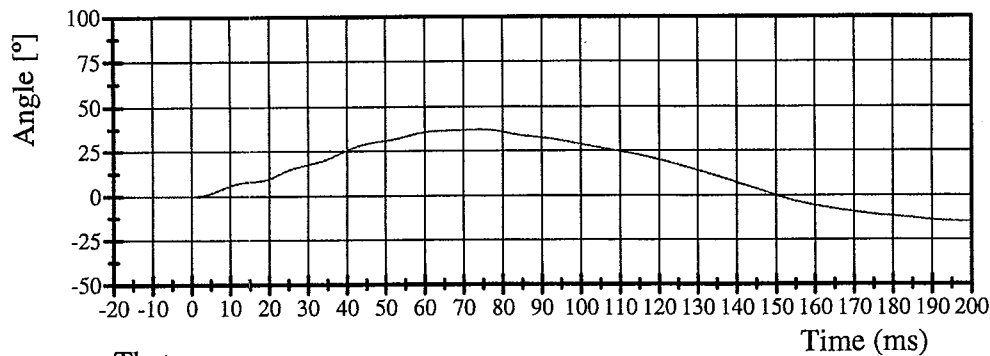


Filter Class: 180

Max: 22.6 g at 1.7 ms

Min: -3.2 g at 49.6 ms

Beta

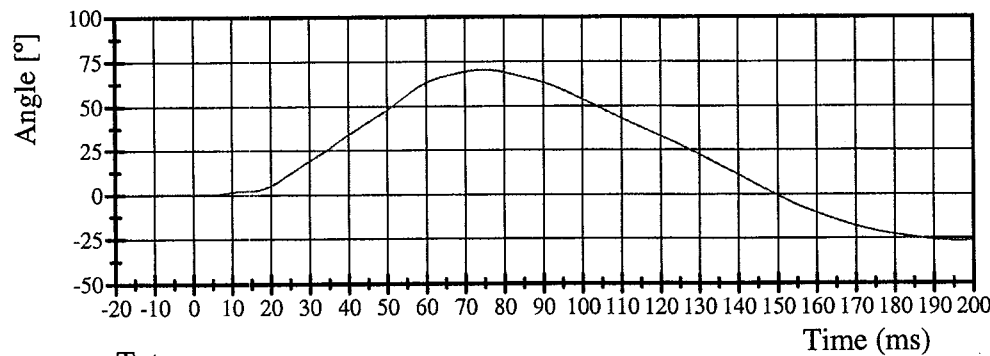


Filter Class: 60

Max: 37.2 ° at 73.8 ms

Min: -14.7 ° at 199.1 ms

Theta

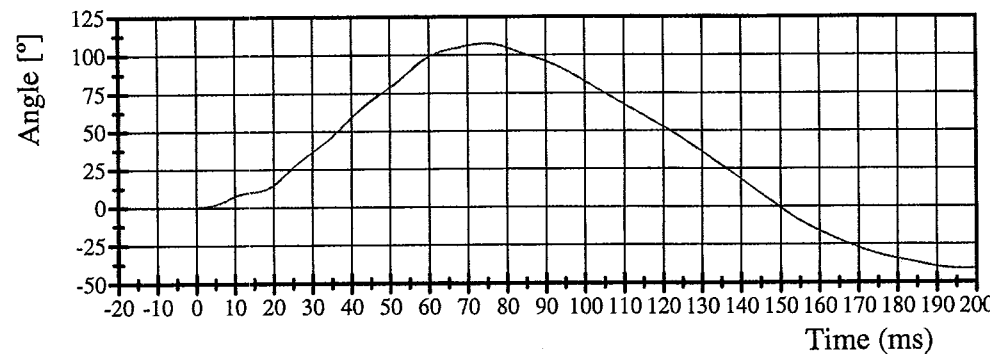


Filter Class: 60

Max: 70.3 ° at 74.8 ms

Min: -26.4 ° at 196.3 ms

Totan



Filter Class: 60

Max: 107.5 ° at 74.5 ms

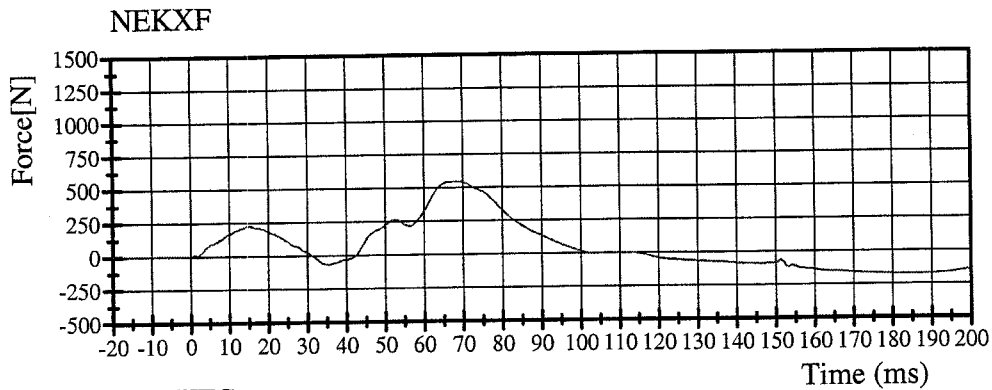
Min: -41.0 ° at 197.3 ms

Transportation Research Center Inc.

5720 Neck Extension Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 3

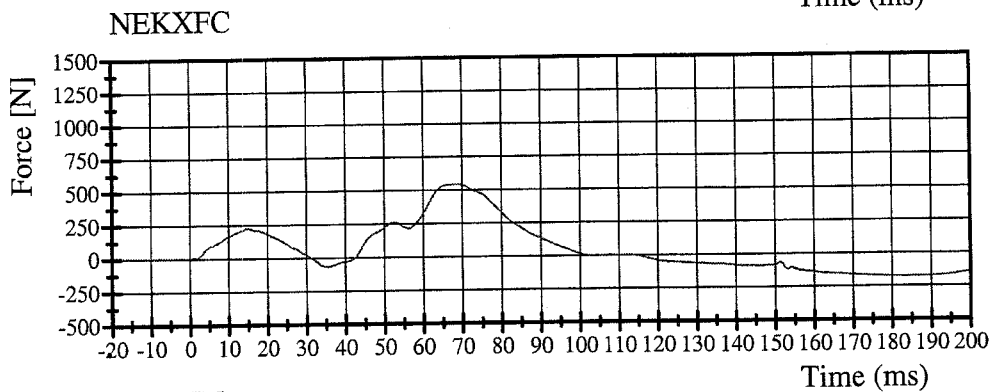
Test Date 07/10/2002



Filter Class: 1000

Max: 543.9 N at 68.0 ms

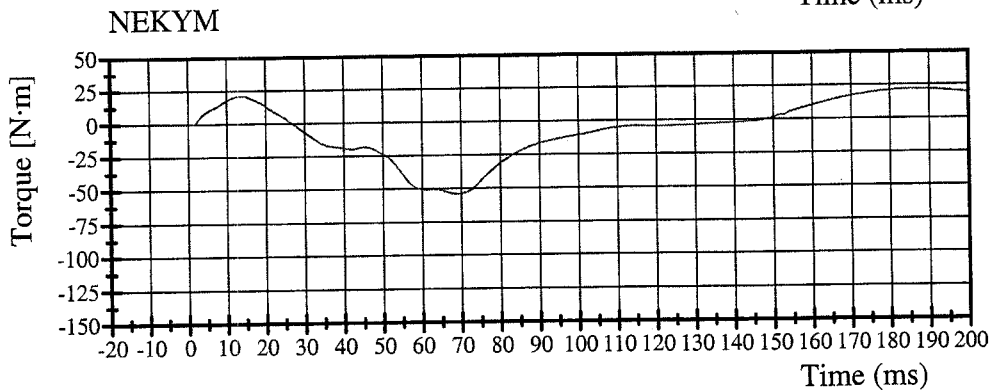
Min: -178.0 N at 183.0 ms



Filter Class: 600

Max: 543.2 N at 68.5 ms

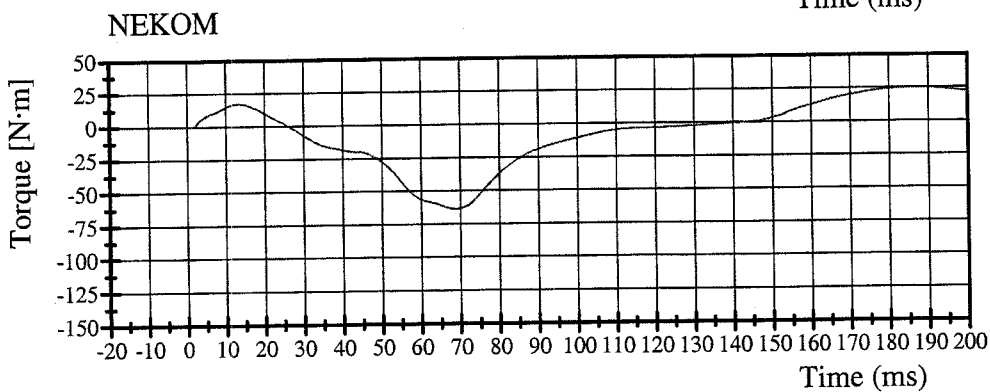
Min: -177.9 N at 183.2 ms



Filter Class: 600

Max: 21.8 N·m at 186.0 ms

Min: -54.0 N·m at 69.0 ms



Filter Class: 600

Max: 25.0 N·m at 185.8 ms

Min: -63.7 N·m at 69.0 ms

Transportation Research Center Inc.

5720 Thorax Test

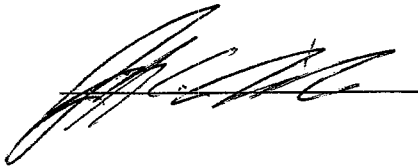
HHIII 5th Female Serial No. 416 Calibration No. 16 - 3

Test Date 08/12/2002

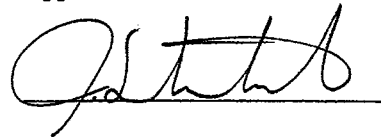
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	59 %	Yes
Pendulum Velocity	6.59 - 6.83 m/s	6.63 m/s	Yes
Maximum Chest Deflection	-58.0 - (-50.0) mm	-56.9 mm	Yes
Peak Impact Probe Force Within Compression Corridor	3900 - 4400 N	4202 N	Yes
Internal Hysteresis	105 % Max.	94 %	Yes
Internal Hysteresis	69 - 85 %	72 %	Yes

Comments:

Technician



Approved



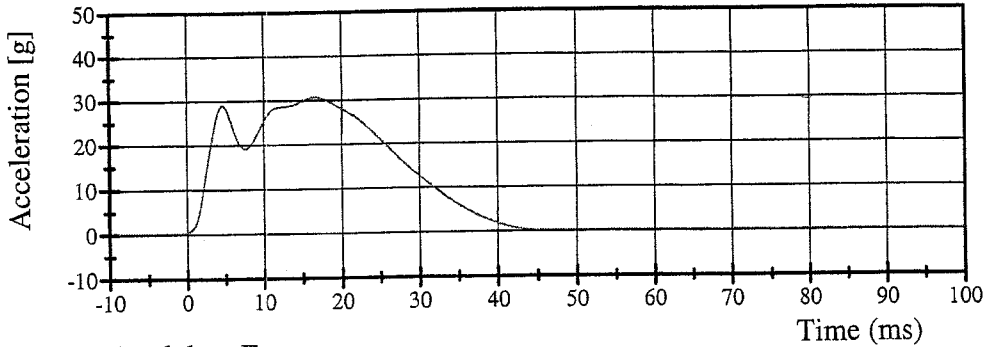
Transportation Research Center Inc.

5720 Thorax Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 3

Test Date 08/12/2002

Pendulum Deceleration

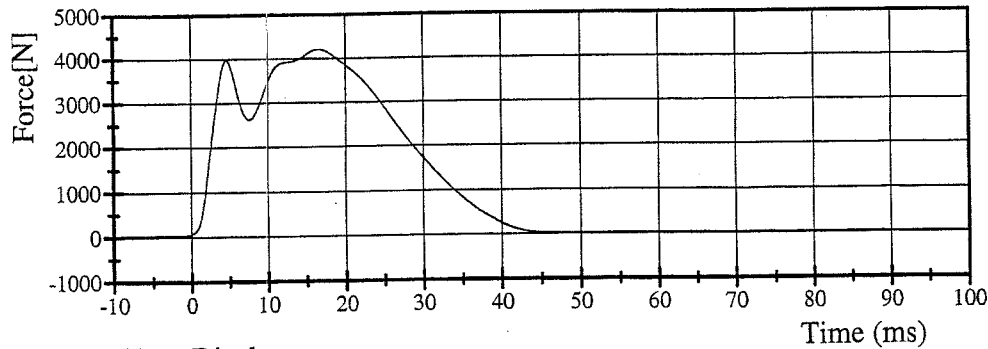


Filter Class: 180

Max: 30.7 g at 16.6 ms

Min: -0.1 g at 206.7 ms

Pendulum Force

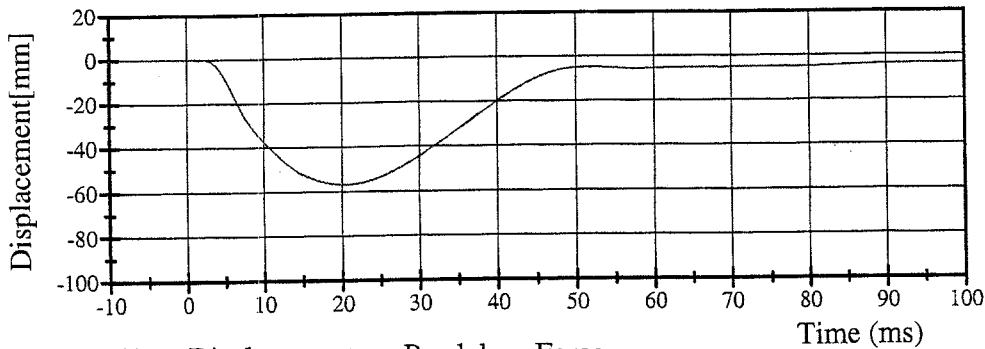


Filter Class: 180

Max: 4202.2 N at 16.6 ms

Min: -8.3 N at 206.7 ms

Chest Displacement

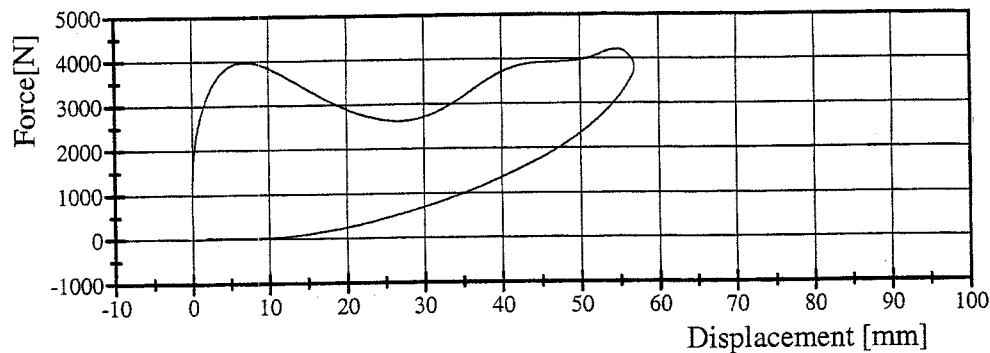


Filter Class: 180

Max: 0.0 mm at 1.6 ms

Min: -56.9 mm at 20.4 ms

Chest Displacement vs. Pendulum Force



TRANSPORTATION RESEARCH CENTER INC.

TORSO FLEXION TEST

HYBRID III SMALL FEMALE

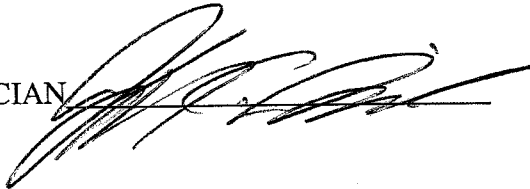
CAL DATE: 16-Jul-02

TRC, INC. TEST NO: 416C16TF4 572 O SN 416 TORSO FLEX CAL 16

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9 – 25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 – 70 %	55 %
INITIAL ANGLE OF UNSUPPORTTED DUMMY	<= 20 DEG. REFERENCED TO VERTICAL	14.0 DEG.
MAXIMUM FORCE AT 45 DEG. DURING 10 SECOND PERIOD	320 – 390 N	379.6 N
RETURN ANGLE @ 3MINUTES	+/- 8 DEG OF INTIAL ANGLE	18.6 DEG.

TEST MEETS SPECIFICATIONS

TECHNICIAN



Transportation Research Center Inc.

5720 Left Knee Test

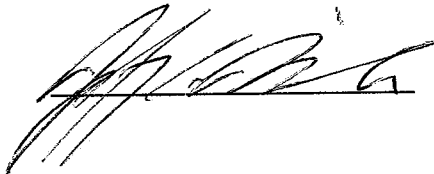
HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/15/2002

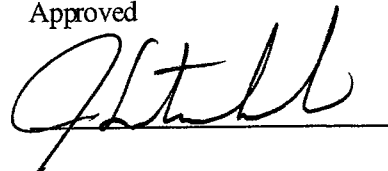
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	52 %	Yes
Pendulum Velocity	2.07 - 2.13 m/s	2.11 m/s	Yes
Maximum Pendulum Force	3450 - 4060 N	3524 N	Yes

Comments:

Technician



Approved



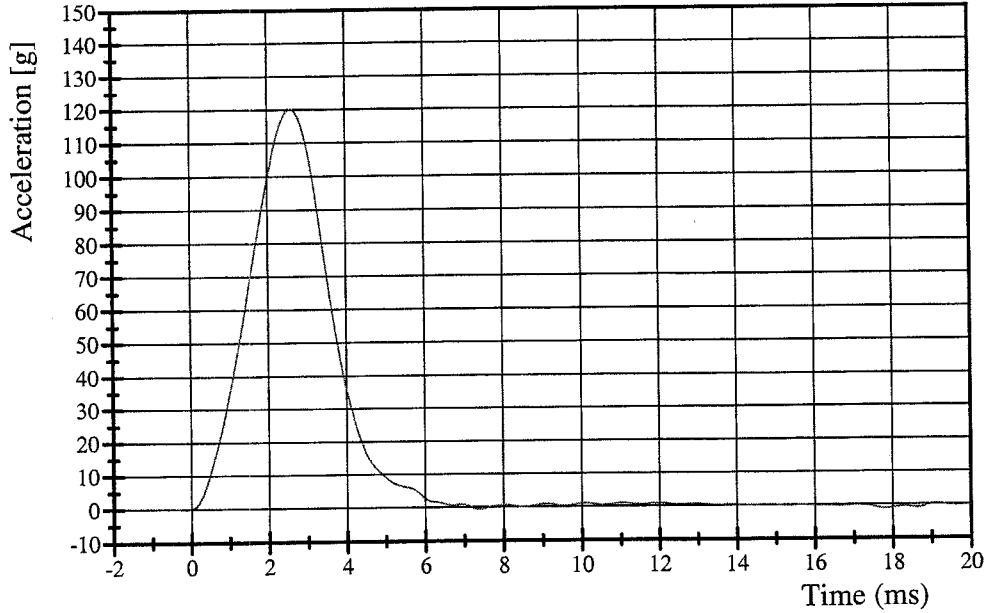
Transportation Research Center Inc.

5720 Left Knee Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/15/2002

Pendulum Deceleration

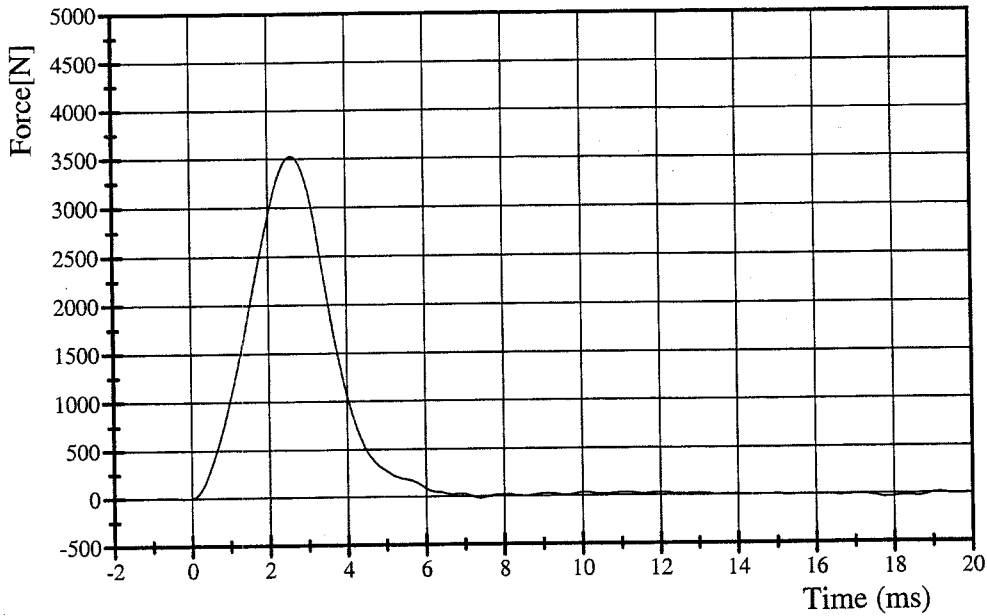


Filter Class: 600

Max: 120.2 g at 2.6 ms

Min: -1.2 g at 17.8 ms

Pendulum Force



Filter Class: 600

Max: 3524.4 N at 2.6 ms

Min: -34.7 N at 17.8 ms

Transportation Research Center Inc.

5720 Right Knee Test

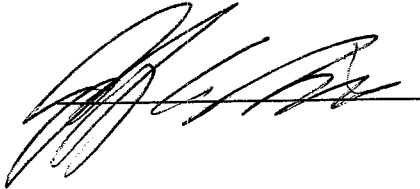
HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/15/2002

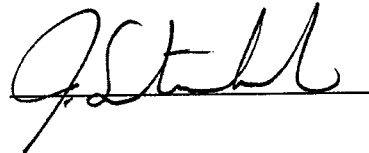
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	52 %	Yes
Pendulum Velocity	2.07 - 2.13 m/s	2.10 m/s	Yes
Maximum Pendulum Force	3450 - 4060 N	3497 N	Yes

Comments:

Technician



Approved



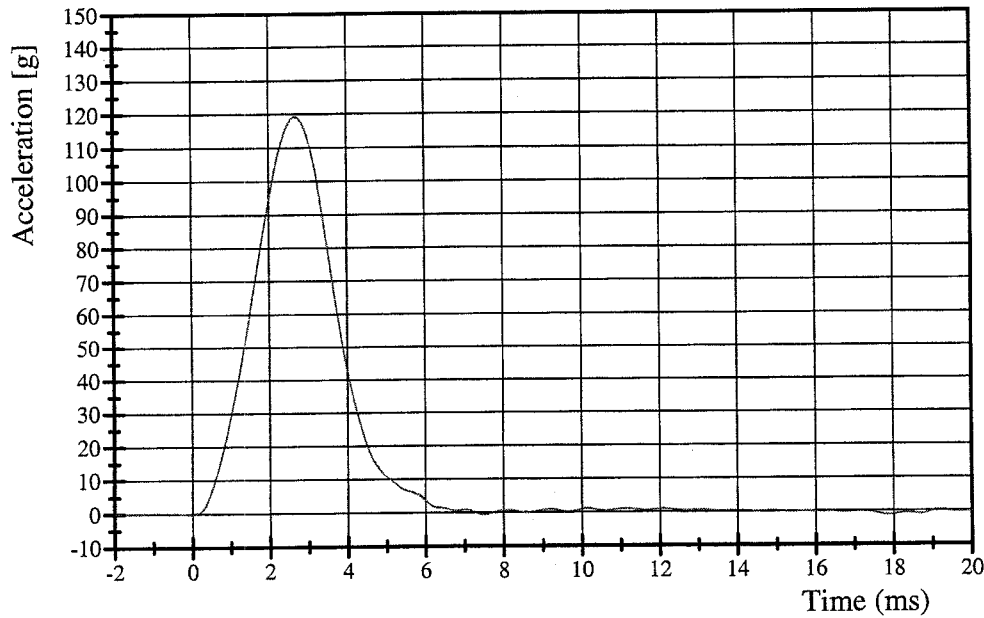
Transportation Research Center Inc.

5720 Right Knee Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/15/2002

Pendulum Deceleration

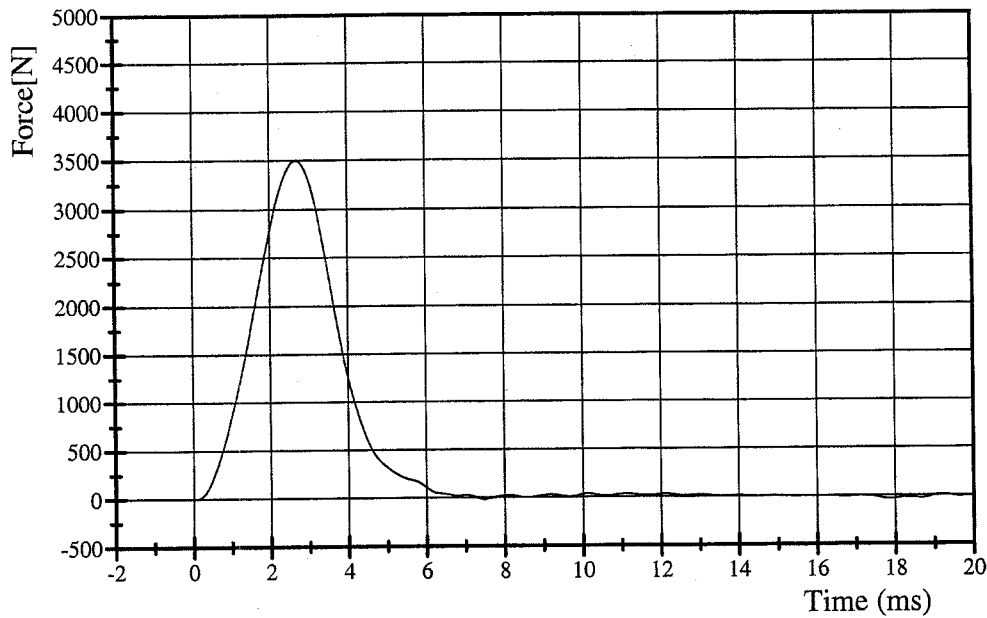


Filter Class: 600

Max: 119.3 g at 2.7 ms

Min: -1.2 g at 17.8 ms

Pendulum Force



Filter Class: 600

Max: 3496.7 N at 2.7 ms

Min: -34.9 N at 17.8 ms

Transportation Research Center Inc.

5720 Left Knee Slider Test

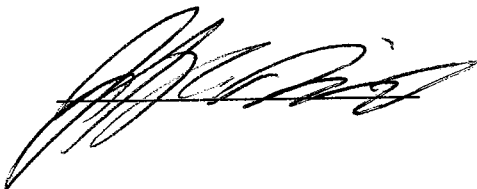
HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/10/2002

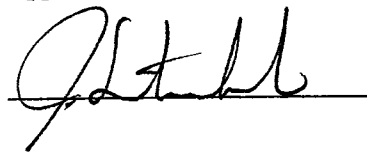
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	55 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.71 m/s	Yes
Knee Displacement	-15.5 - (-12.7) mm	-13.4 mm	Yes

Comments:

Technician



Approved

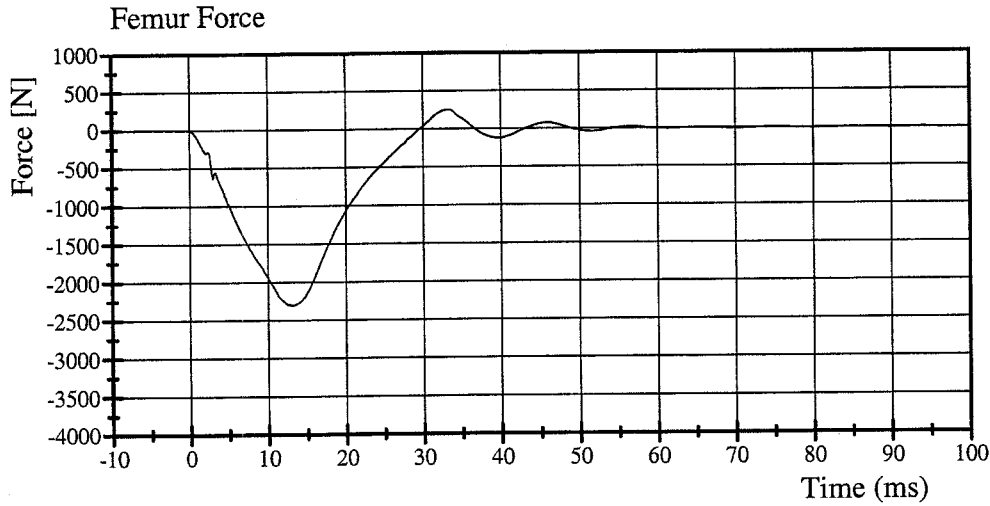


Transportation Research Center Inc.

5720 Left Knee Slider Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 1

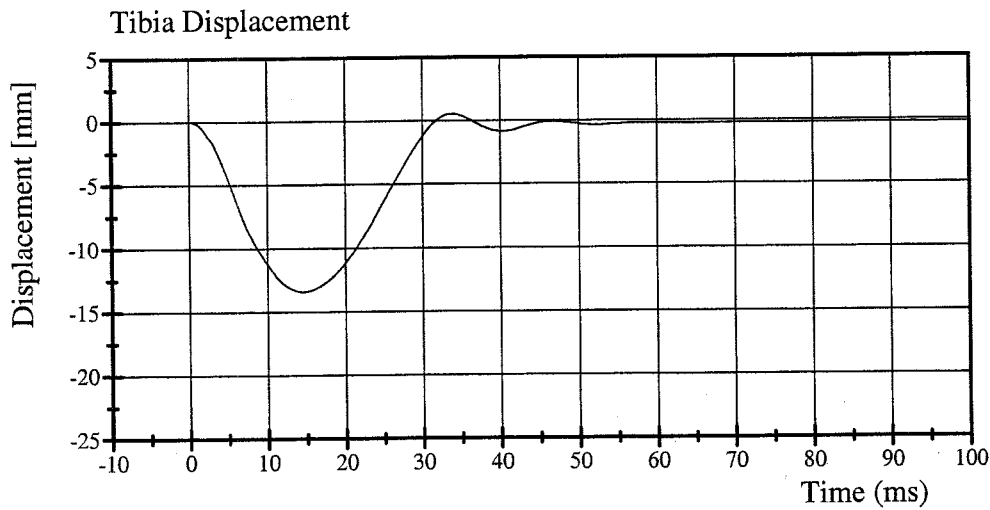
Test Date 07/10/2002



Filter Class: 600

Max: 250.6 N at 33.3 ms

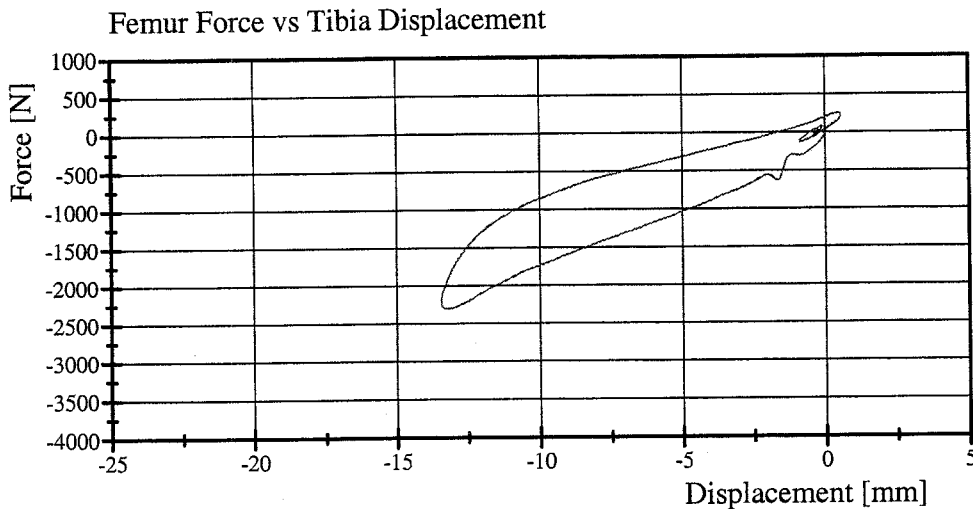
Min: -2302.6 N at 13.1 ms



Filter Class: 600

Max: 0.5 mm at 33.8 ms

Min: -13.4 mm at 14.6 ms



Transportation Research Center Inc.

5720 Right Knee Slider Test

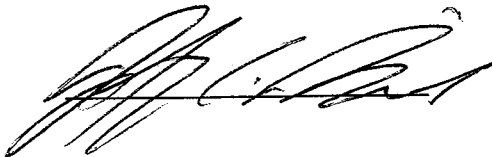
HIII 5th Female Serial No. 416 Calibration No. 16 - 1

Test Date 07/10/2002

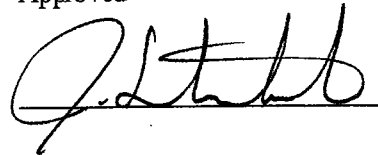
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	54 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.71 m/s	Yes
Knee Displacement	-15.5 - (-12.7) mm	-13.5 mm	Yes

Comments:

Technician



Approved

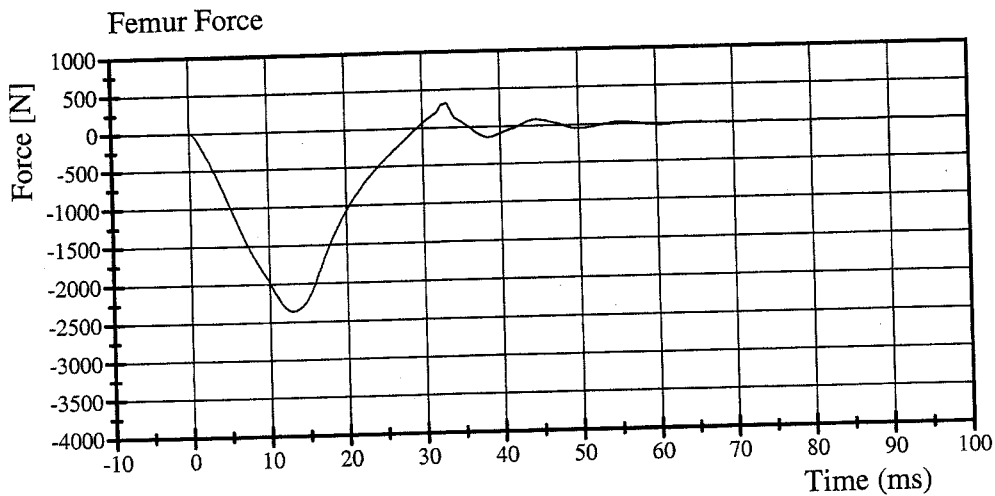


Transportation Research Center Inc.

5720 Right Knee Slider Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 1

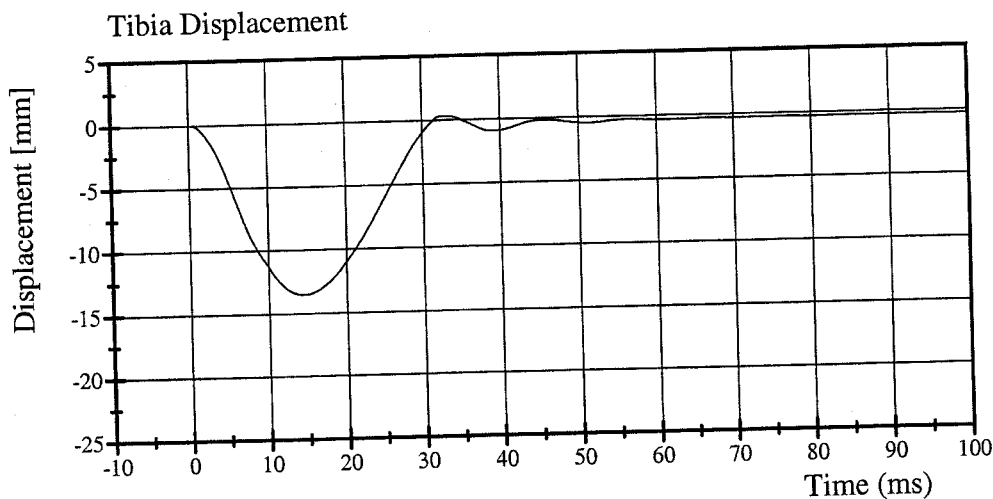
Test Date 07/10/2002



Filter Class: 600

Max: 326.8 N at 33.1 ms

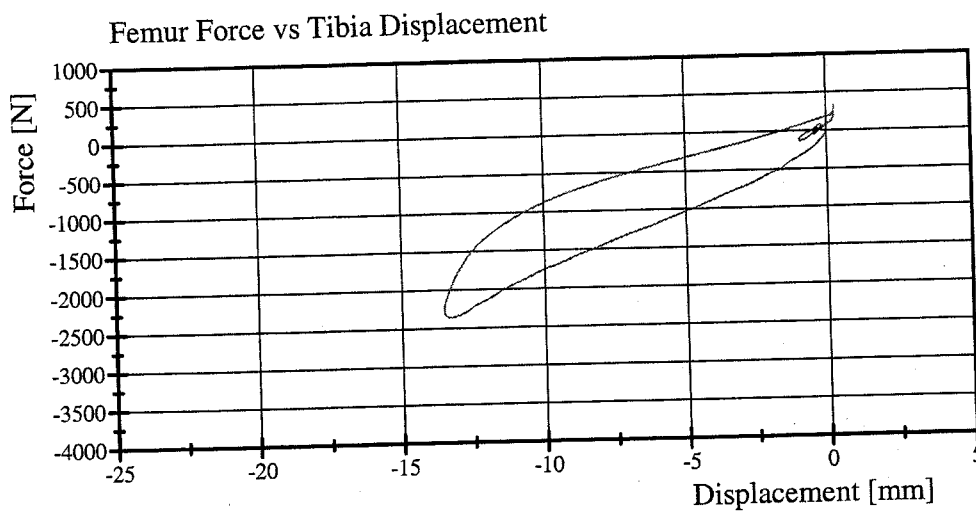
Min: -2357.7 N at 13.0 ms



Filter Class: 600

Max: 0.3 mm at 32.4 ms

Min: -13.5 mm at 14.5 ms



07.10.2002 14:33:00 1353



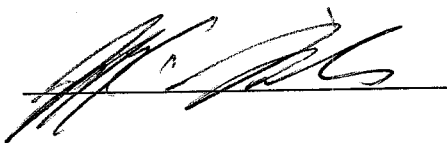
Pre-Test Dummy Configuration and Performance Verification Data

Passenger Dummy S/N: 421

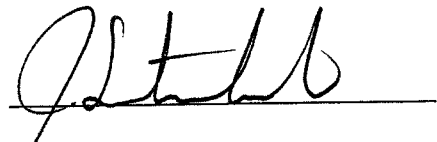
Transportation Research Center Inc.
572F HIII 5th Dummy
External Dimensions
Serial No. 421 Calibration No. 09

Test Parameter	Dimension	Specification	Results	Pass
Total Sitting Height	A	774.7 - 800.1 mm	795 mm	Yes
Shoulder Pivot Height	B	431.8 - 457.2 mm	455 mm	Yes
Hip Pivot Height	C	81.3 - 86.3 mm	83 mm	Yes
Hip Pivot from Backline	D	144.8 - 149.8 mm	148 mm	Yes
Shoulder Pivot from Backline	E	68.6 - 83.8 mm	81 mm	Yes
Thigh Clearance	F	119.4 - 134.6 mm	125 mm	Yes
Back of Elbow to Wrist Pivot	G	243.9 - 259.0 mm	249 mm	Yes
Head Back to Backline	H	40.7 - 45.7 mm	45 mm	Yes
Shoulder to Elbow Length	I	276.9 - 297.1 mm	285 mm	Yes
Elbow Rest Height	J	182.9 - 203.2 mm	197 mm	Yes
Buttock Knee Length	K	520.7 - 546.1 mm	530 mm	Yes
Popliteal Height	L	355.6 - 375.9 mm	370 mm	Yes
Knee Pivot Height	M	393.7 - 419.1 mm	416 mm	Yes
Buttock Popliteal Height	N	414.1 - 439.4 mm	419 mm	Yes
Chest Depth without Jacket	O	175.3 - 190.5 mm	188 mm	Yes
Foot Length	P	218.5 - 233.6 mm	228 mm	Yes
Buttock to Knee Pivot Length	R	457.2 - 482.6 mm	478 mm	Yes
Head Breadth	S	137.2 - 147.3 mm	143 mm	Yes
Head Depth	T	177.8 - 187.9 mm	181 mm	Yes
Hip Breadth	U	299.8 - 314.9 mm	308 mm	Yes
Shoulder Breadth	V	350.6 - 365.7 mm	351 mm	Yes
Foot Breadth	W	78.8 - 93.9 mm	85 mm	Yes
Head Circumference	X	528.4 - 548.6 mm	539 mm	Yes
Chest Circumference with Jacket	Y	850.9 - 881.3 mm	874 mm	Yes
Waist Circumference	Z	759.5 - 789.9 mm	773 mm	Yes
Reference Location for Chest Circumference	AA	299.8 - 309.8 mm	305 mm	Yes
Reference Location for Waist Circumference	BB	160.1 - 170.1 mm	165 mm	Yes

Technician



Approved




Transportation Research Center Inc.

5720 Head Drop Test

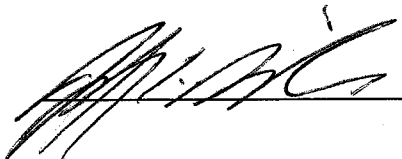
HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/08/2002

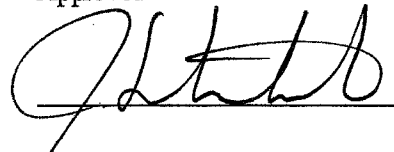
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	53 %	Yes
Peak Resultant Acceleration	250 - 300 g	269.4 g	Yes
Peak Lateral Acceleration	15 g Max	1.9 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Comments:

Technician



Approved

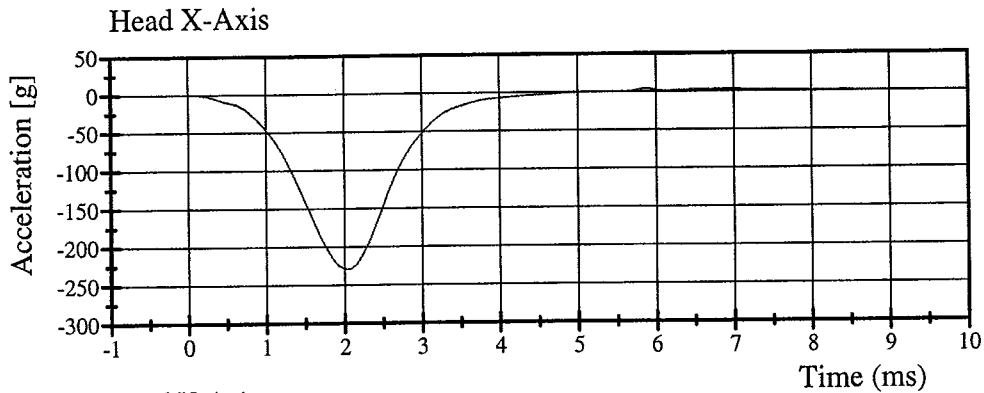


Transportation Research Center Inc.

5720 Head Drop Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 1

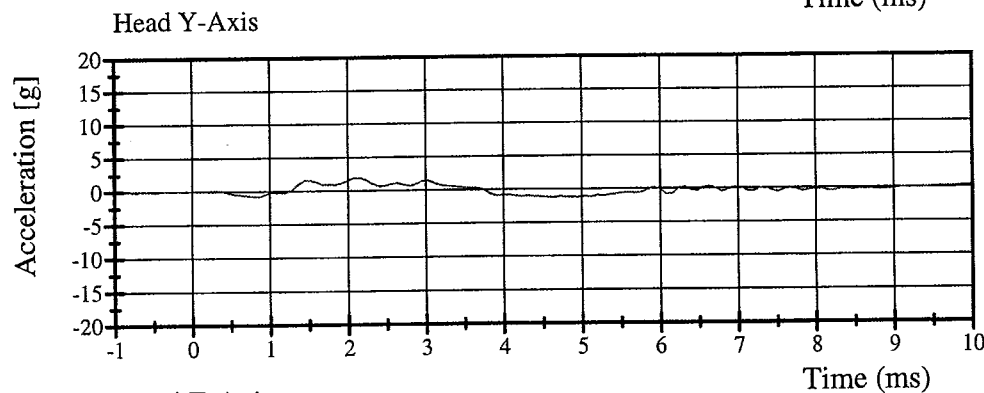
Test Date 07/08/2002



Filter Class: 1000

Max: 3.8 g at 5.8 ms

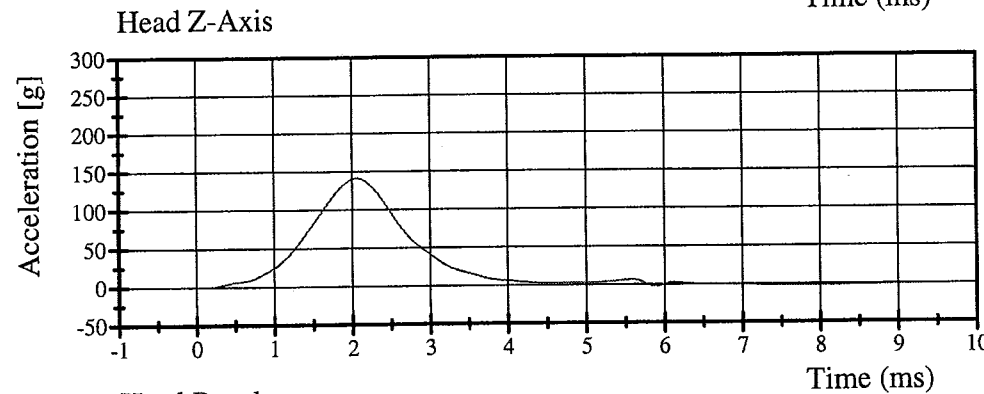
Min: -229.6 g at 2.0 ms



Filter Class: 1000

Max: 1.9 g at 2.1 ms

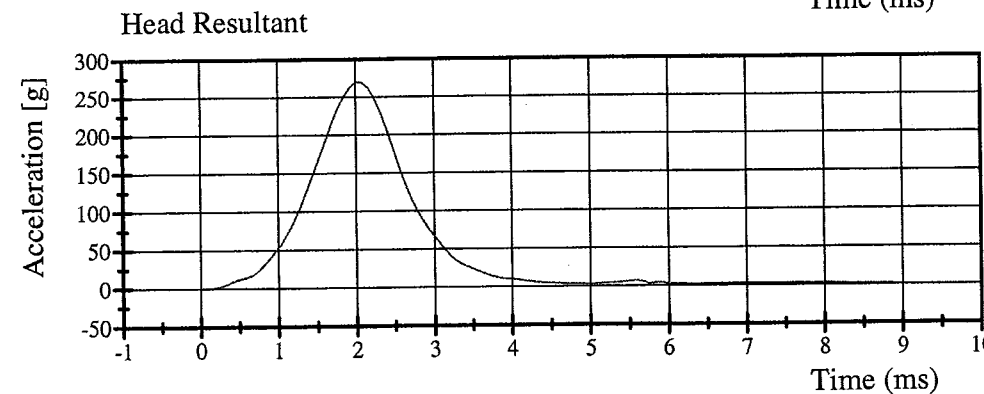
Min: -1.2 g at 4.6 ms



Filter Class: 1000

Max: 141.9 g at 2.1 ms

Min: -2.3 g at 5.9 ms



Filter Class: 1000

Max: 269.4 g at 2.0 ms

Min: 0.0 g at 0.0 ms

Transportation Research Center Inc.

5720 Neck Flexion Test - 6 Channel Transducer

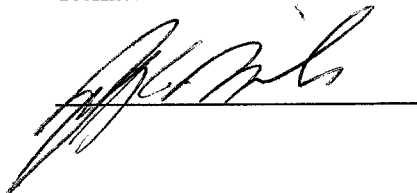
HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/18/2002

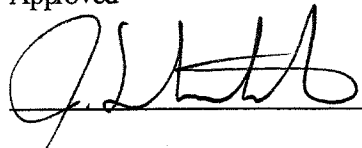
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	57 %	Yes
Impact Velocity	6.89 - 7.13 m/s	7.06 m/s	Yes
Integrated Pendulum Velocity			
10 ms	2.10 - 2.50 m/s	2.46 m/s	Yes
20 ms	4.00 - 5.00 m/s	4.71 m/s	Yes
30 ms	5.80 - 7.00 m/s	6.74 m/s	Yes
Peak D Plane Rotation	77 - 91 °	86.4 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	69.0 - 83.0 N·m	70.83 N·m	Yes
Positive Moment Decay Time To 10 N·m	80 - 100 ms	91.84 ms	Yes

Comments:

Technician



Approved



07.18.2002 09:27:00 461



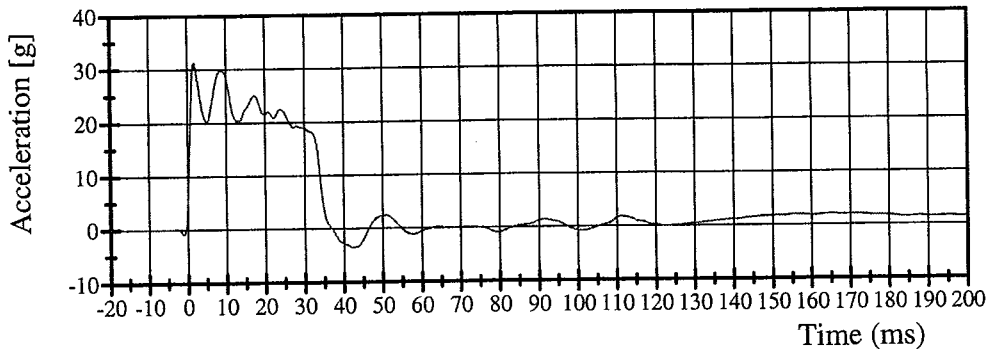
Transportation Research Center Inc.

5720 Neck Flexion Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/18/2002

Pendulum Deceleration

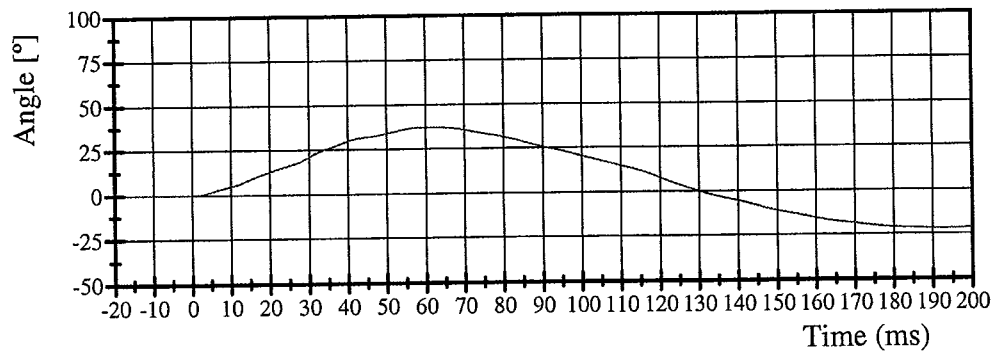


Filter Class: 180

Max: 31.2 g at 1.8 ms

Min: -3.5 g at 42.5 ms

Beta

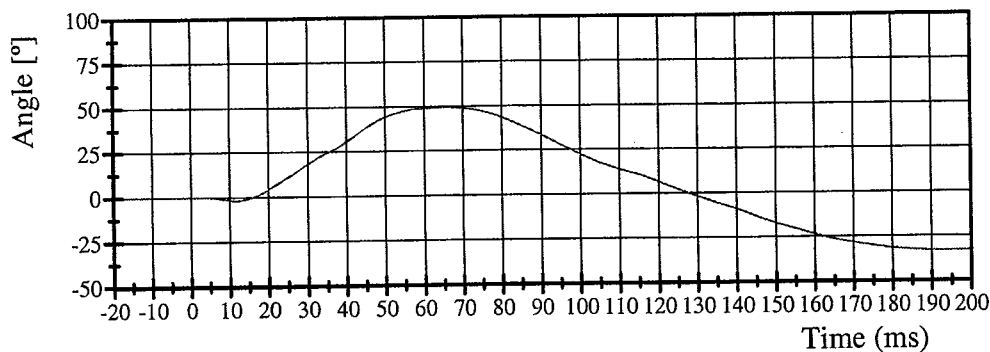


Filter Class: 60

Max: 37.2° at 59.8 ms

Min: -21.9° at 192.8 ms

Theta

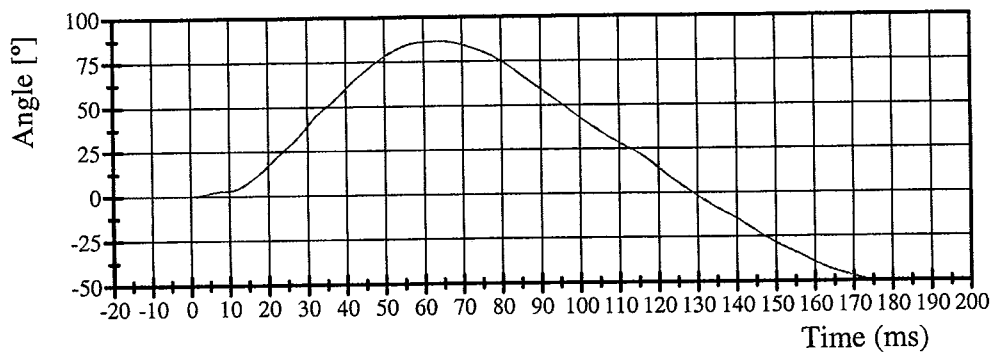


Filter Class: 60

Max: 49.4° at 65.4 ms

Min: -33.2° at 193.4 ms

Totan



Filter Class: 60

Max: 86.4° at 64.2 ms

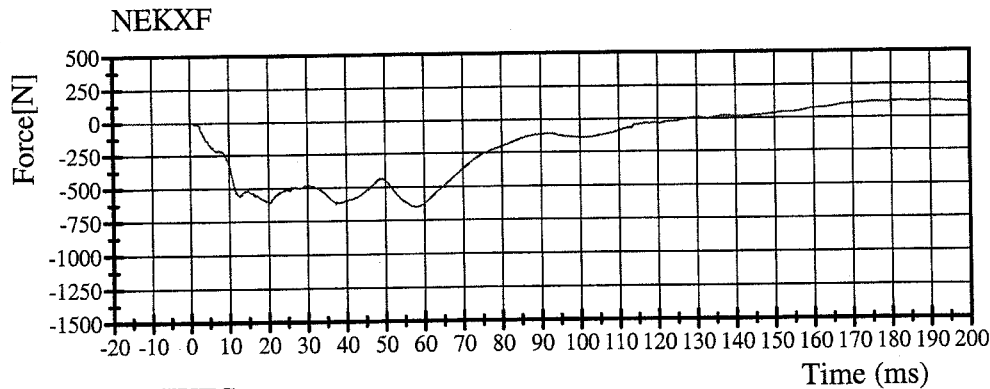
Min: -55.2° at 193.0 ms

Transportation Research Center Inc.

5720 Neck Flexion Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 1

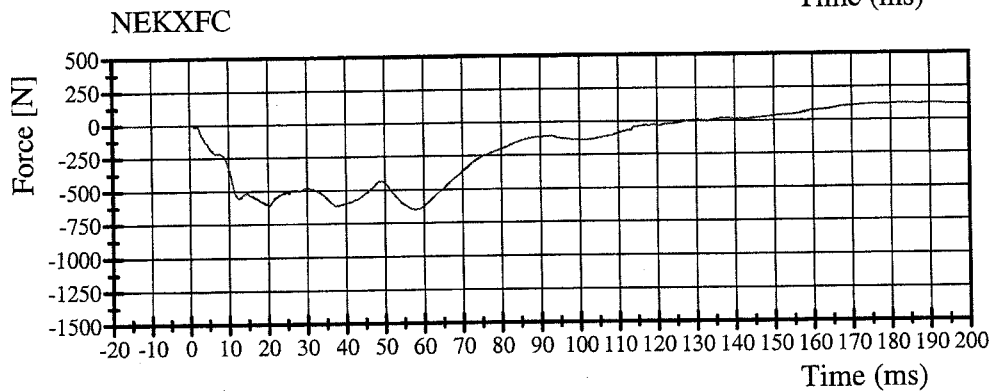
Test Date 07/18/2002



Filter Class: 1000

Max: 124.8 N at 182.6 ms

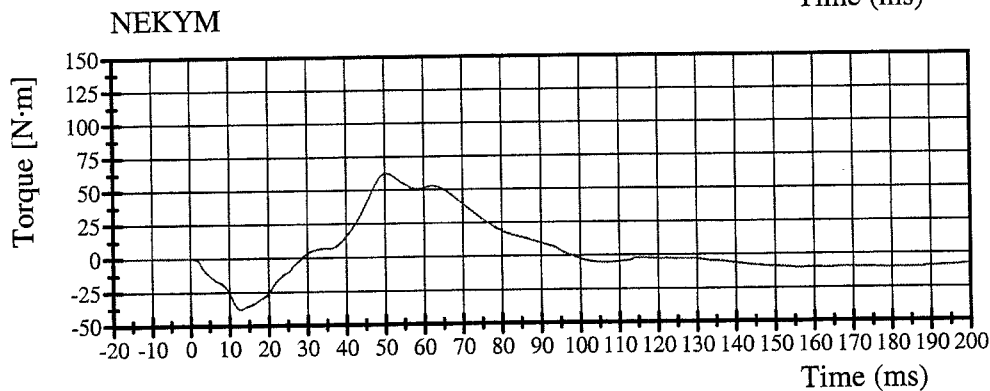
Min: -650.7 N at 58.1 ms



Filter Class: 600

Max: 124.1 N at 182.6 ms

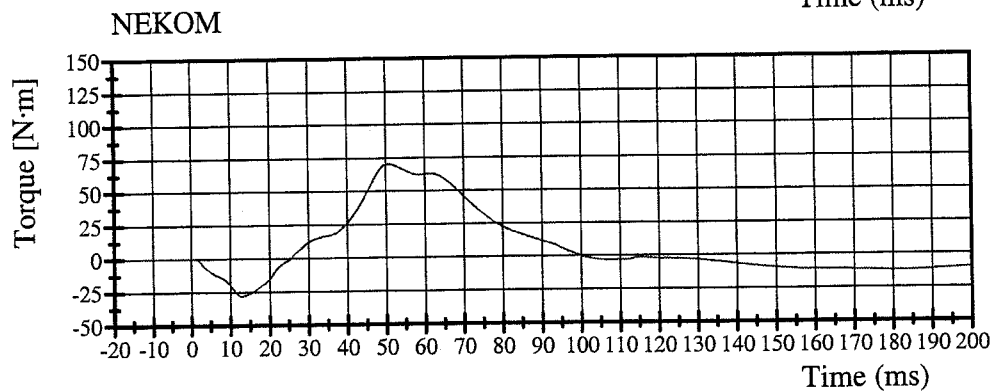
Min: -649.7 N at 58.1 ms



Filter Class: 600

Max: 62.5 N·m at 50.3 ms

Min: -37.8 N·m at 12.8 ms



Filter Class: 600

Max: 70.8 N·m at 50.9 ms

Min: -28.0 N·m at 12.9 ms

Transportation Research Center Inc.

5720 Neck Extension Test - 6 Channel Transducer
HIII 5th Female Serial No. 421 Calibration No. 09 - 3
Test Date 07/18/2002

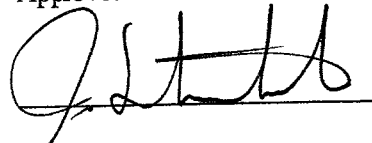
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	57 %	Yes
Impact Velocity	5.95 - 6.19 m/s	6.18 m/s	Yes
Integrated Pendulum Velocity			
10 ms	1.50 - 1.90 m/s	1.69 m/s	Yes
20 ms	3.10 - 3.90 m/s	3.39 m/s	Yes
30 ms	4.60 - 5.60 m/s	4.93 m/s	Yes
Peak D Plane Rotation	99 - 114 °	111.2 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	-65.0 - (-53.0) N·m	-58.31 N·m	Yes
Positive Moment Decay Time To -10 N·m	94 - 114 ms	104.00 ms	Yes

Comments:

Technician



Approved

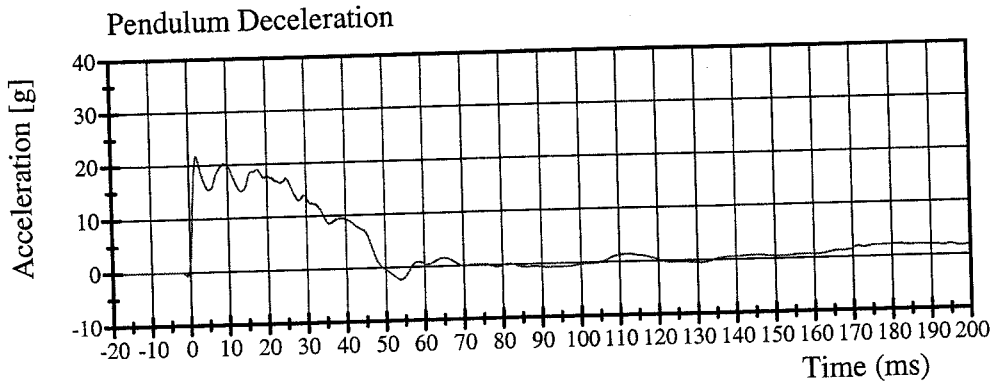


Transportation Research Center Inc.

5720 Neck Extension Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 3

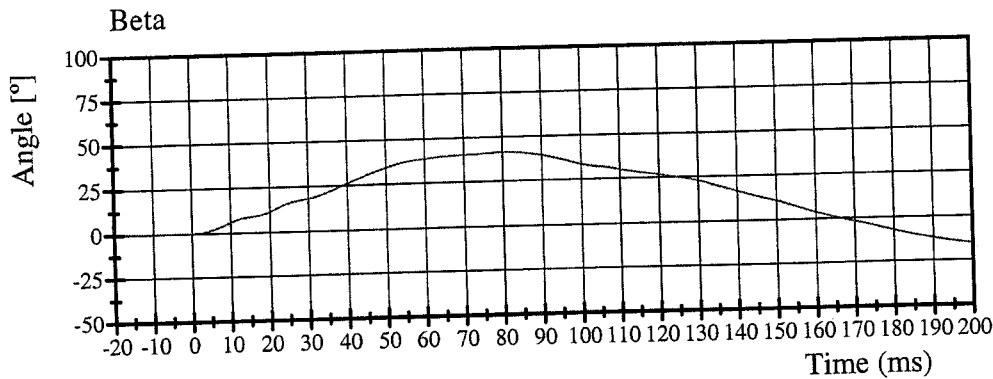
Test Date 07/18/2002



Filter Class: 180

Max: 21.7 g at 1.9 ms

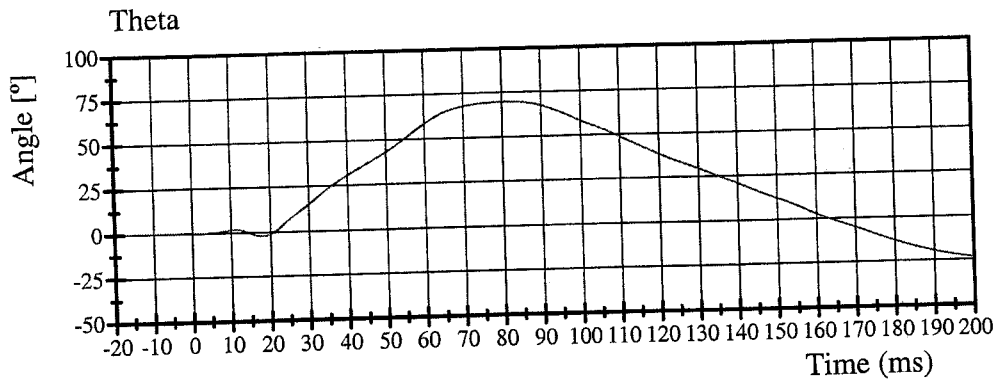
Min: -2.3 g at 54.0 ms



Filter Class: 60

Max: 41.5 ° at 80.5 ms

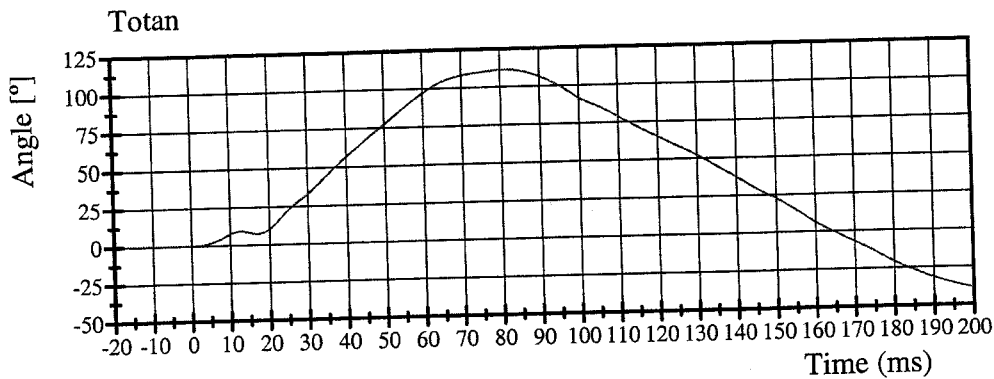
Min: -17.3 ° at 211.6 ms



Filter Class: 60

Max: 69.8 ° at 81.0 ms

Min: -25.4 ° at 209.4 ms



Filter Class: 60

Max: 111.2 ° at 80.6 ms

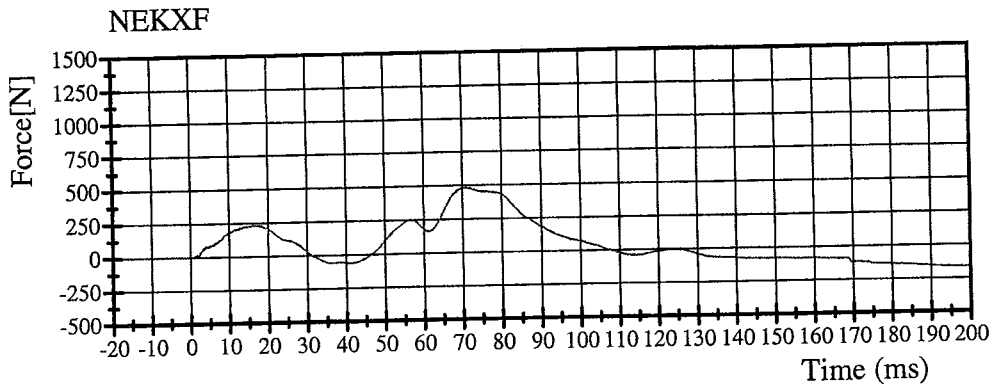
Min: -42.6 ° at 210.2 ms

Transportation Research Center Inc.

5720 Neck Extension Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 3

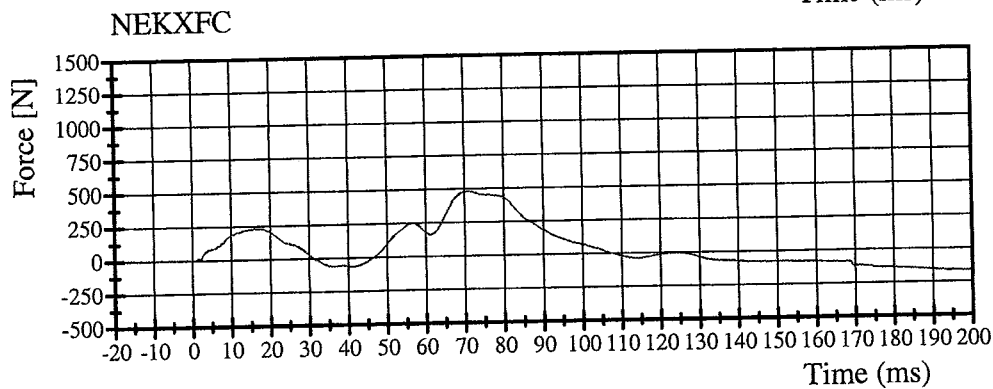
Test Date 07/18/2002



Filter Class: 1000

Max: 481.8 N at 71.0 ms

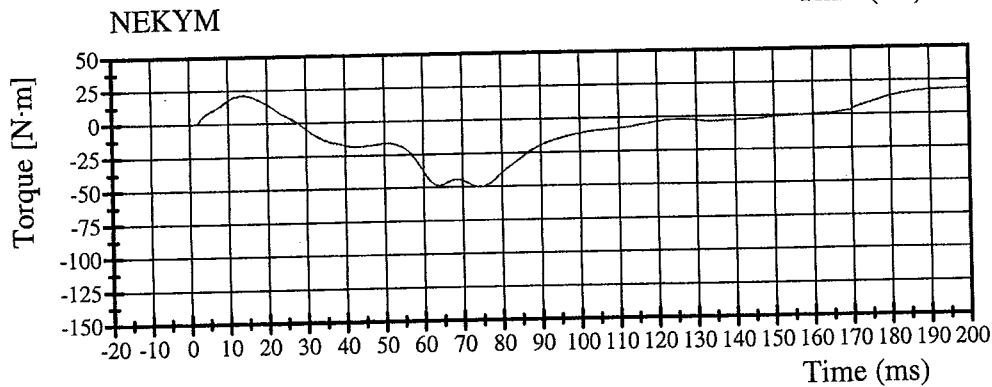
Min: -165.6 N at 198.6 ms



Filter Class: 600

Max: 481.2 N at 71.0 ms

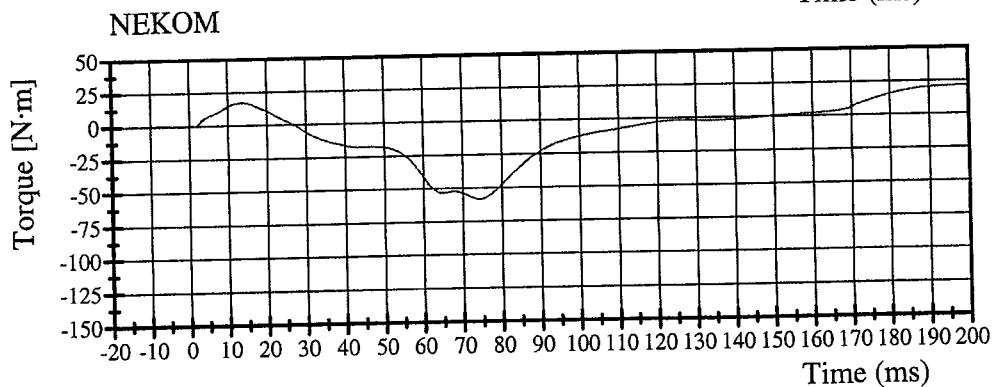
Min: -165.4 N at 198.6 ms



Filter Class: 600

Max: 21.3 N·m at 13.8 ms

Min: -50.2 N·m at 74.2 ms



Filter Class: 600

Max: 21.6 N·m at 205.0 ms

Min: -58.3 N·m at 74.2 ms

Transportation Research Center Inc.

5720 Thorax Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 2

Test Date 08/12/2002

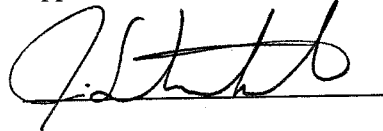
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	59 %	Yes
Pendulum Velocity	6.59 - 6.83 m/s	6.63 m/s	Yes
Maximum Chest Deflection	-58.0 - (-50.0) mm	-53.4 mm	Yes
Peak Impact Probe Force Within Compression Corridor	3900 - 4400 N	4194 N	Yes
Internal Hysteresis	105 % Max.	98 %	Yes
Internal Hysteresis	69 - 85 %	72 %	Yes

Comments:

Technician



Approved

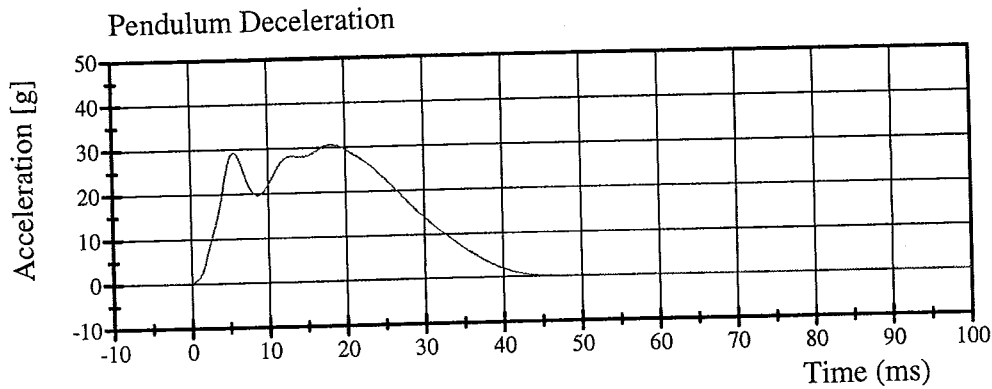


Transportation Research Center Inc.

5720 Thorax Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 2

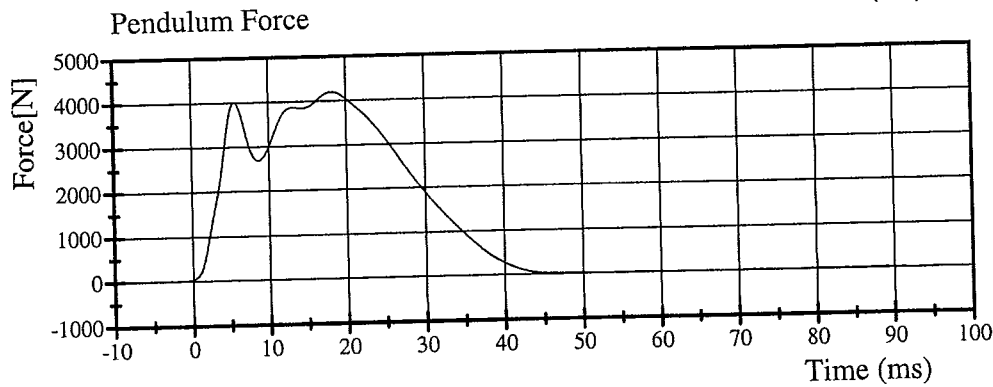
Test Date 08/12/2002



Filter Class: 180

Max: 30.6 g at 18.2 ms

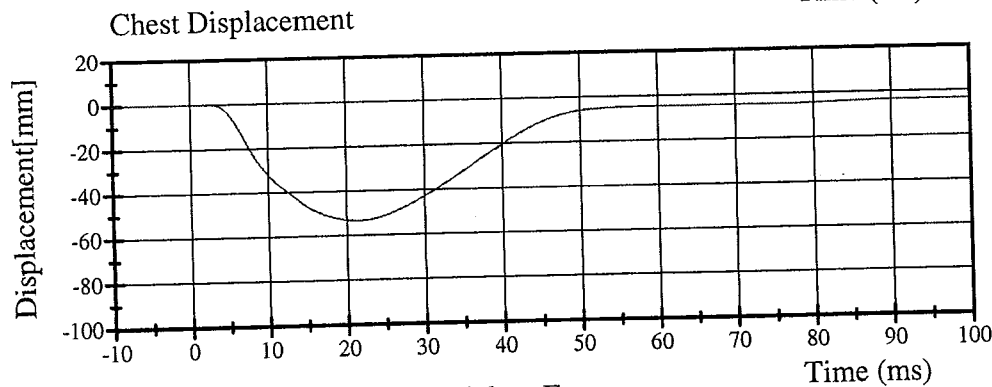
Min: -0.1 g at 474.5 ms



Filter Class: 180

Max: 4194.0 N at 18.2 ms

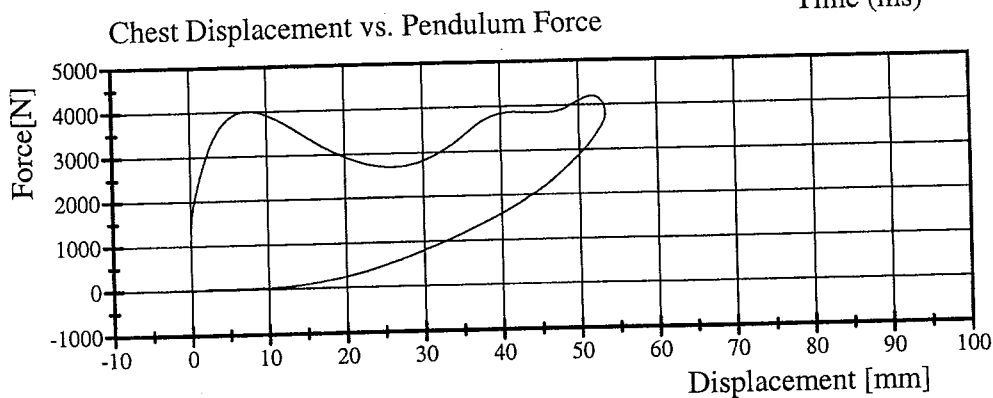
Min: -10.3 N at 474.5 ms



Filter Class: 180

Max: 0.0 mm at 2.2 ms

Min: -53.4 mm at 21.5 ms



TRANSPORTATION RESEARCH CENTER INC.

TORSO FLEXION TEST

HYBRID III SMALL FEMALE

CAL DATE: 23-Jul-02

TRC, INC. TEST NO: 421C09TF3 572 O SN421 TORSO FLEX CAL 09

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	20.6 – 22.2 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 – 70 %	56 %
INITIAL ANGLE OF UNSUPPORTRED DUMMY	<= 20 DEG. REFERENCED TO VERTICAL	9.2 DEG.
MAXIMUM FORCE AT 45 DEG. DURING 10 SECOND PERIOD	320 – 390 N	379.9 N
RETURN ANGLE		15.3 DEG.
DIFFERENCE BETWEEN RETURN ANGLE & INTIAL ANGLE	+/- 8 DEG. OF INTIAL ANGLE	6.1 DEG.

TEST MEETS SPECIFICATIONS

TECHNICIAN 

Transportation Research Center Inc.

5720 Left Knee Test

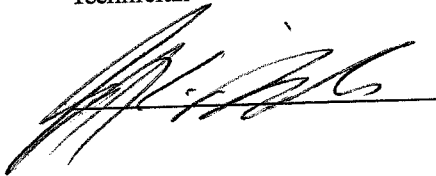
HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/15/2002

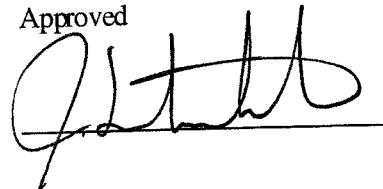
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	53 %	Yes
Pendulum Velocity	2.07 - 2.13 m/s	2.11 m/s	Yes
Maximum Pendulum Force	3450 - 4060 N	3665 N	Yes

Comments:

Technician



Approved



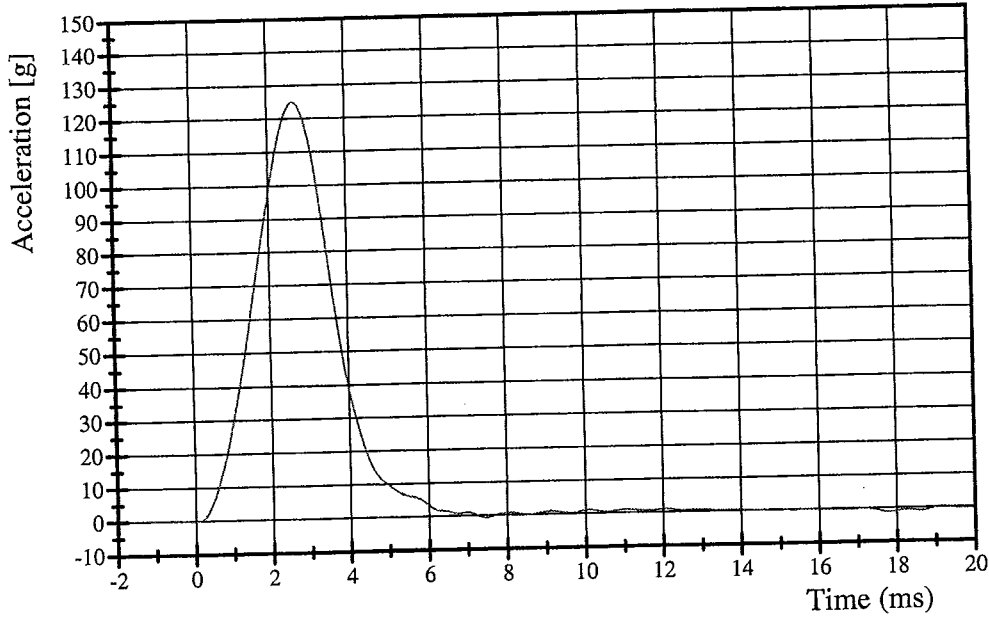
Transportation Research Center Inc.

5720 Left Knee Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/15/2002

Pendulum Deceleration

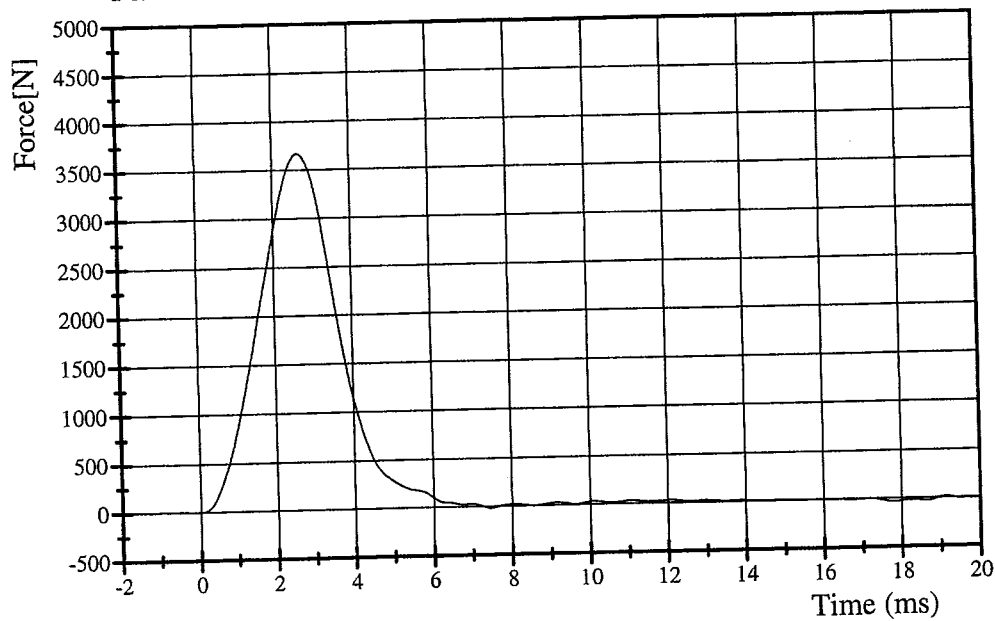


Filter Class: 600

Max: 125.0 g at 2.6 ms

Min: -1.2 g at 17.8 ms

Pendulum Force



Filter Class: 600

Max: 3665.2 N at 2.6 ms

Min: -34.4 N at 17.8 ms

Transportation Research Center Inc.

5720 Right Knee Test

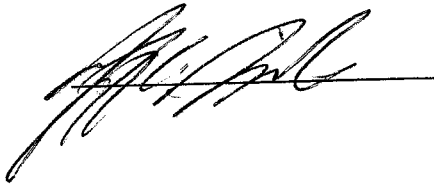
HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/15/2002

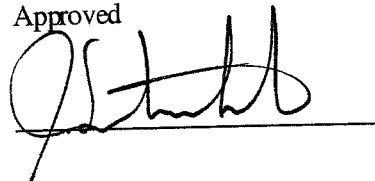
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	54 %	Yes
Pendulum Velocity	2.07 - 2.13 m/s	2.10 m/s	Yes
Maximum Pendulum Force	3450 - 4060 N	3563 N	Yes

Comments:

Technician



Approved

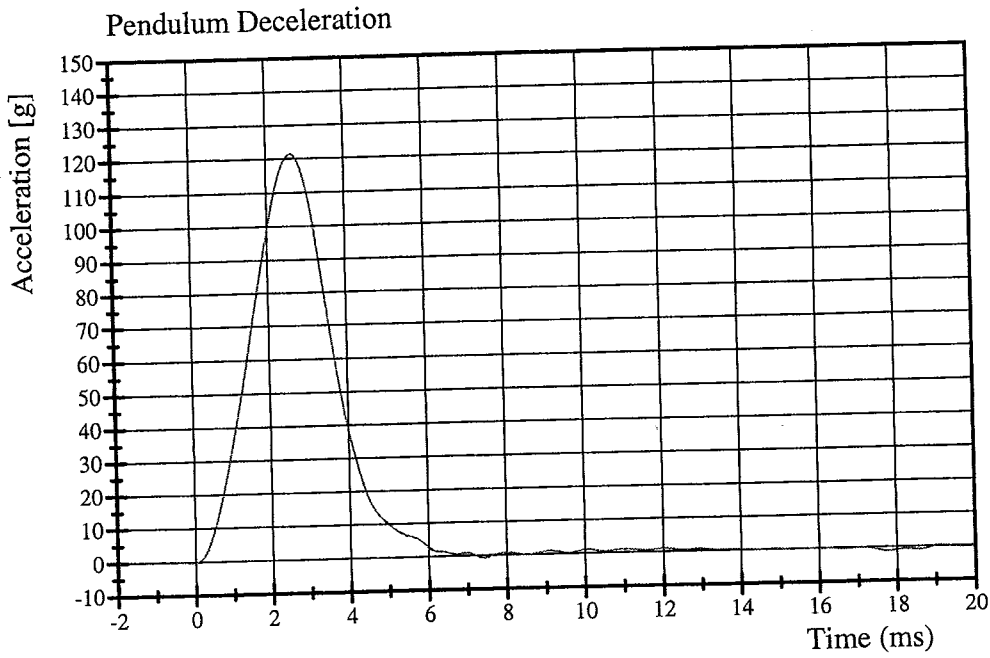


Transportation Research Center Inc.

5720 Right Knee Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 1

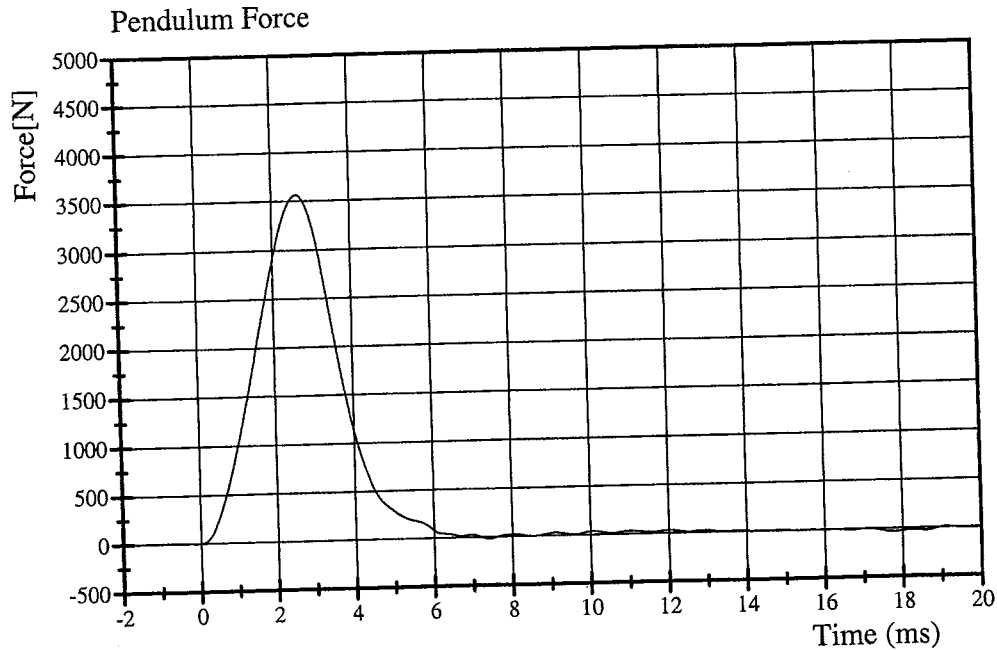
Test Date 07/15/2002



Filter Class: 600

Max: 121.5 g at 2.6 ms

Min: -1.1 g at 17.8 ms



Filter Class: 600

Max: 3563.1 N at 2.6 ms

Min: -31.9 N at 17.8 ms

Transportation Research Center Inc.

5720 Left Knee Slider Test

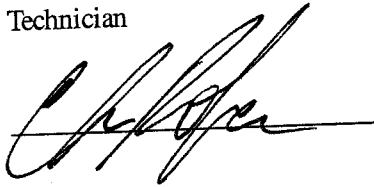
HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/29/2002

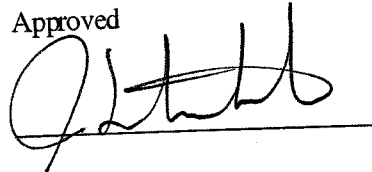
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	22.1 °C	Yes
Relative Humidity	10 - 70 %	57 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.75 m/s	Yes
Knee Displacement	-15.5 - (-12.7) mm	-14.7 mm	Yes

Comments:

Technician



Approved



07.29.2002 08:08:26 999

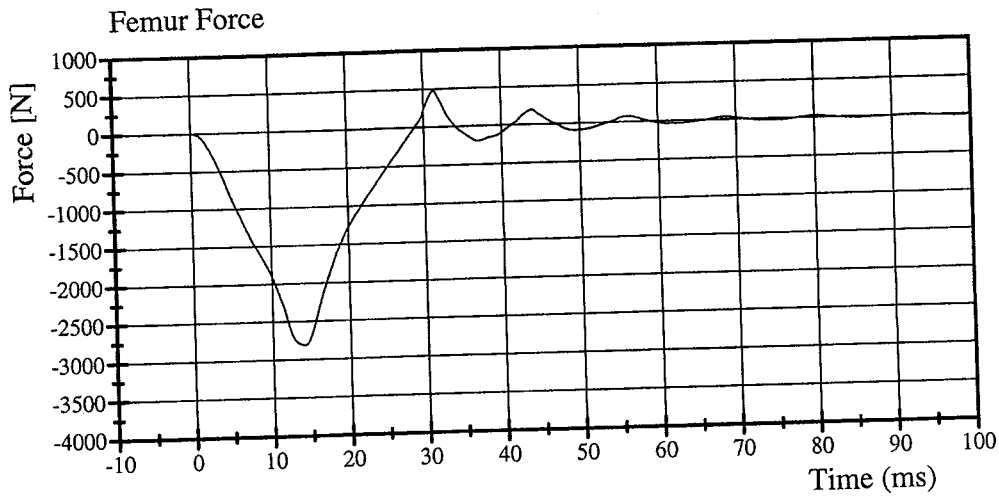


Transportation Research Center Inc.

5720 Left Knee Slider Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 1

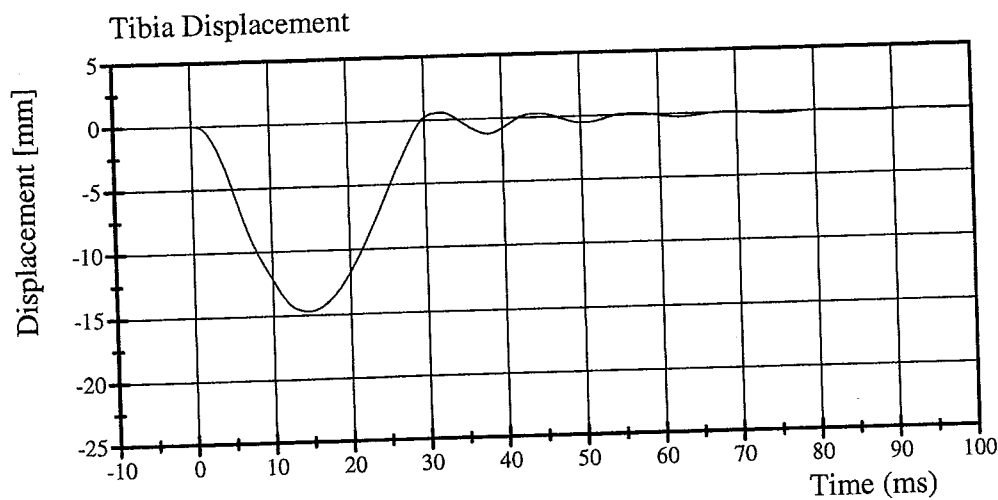
Test Date 07/29/2002



Filter Class: 600

Max: 479.9 N at 31.4 ms

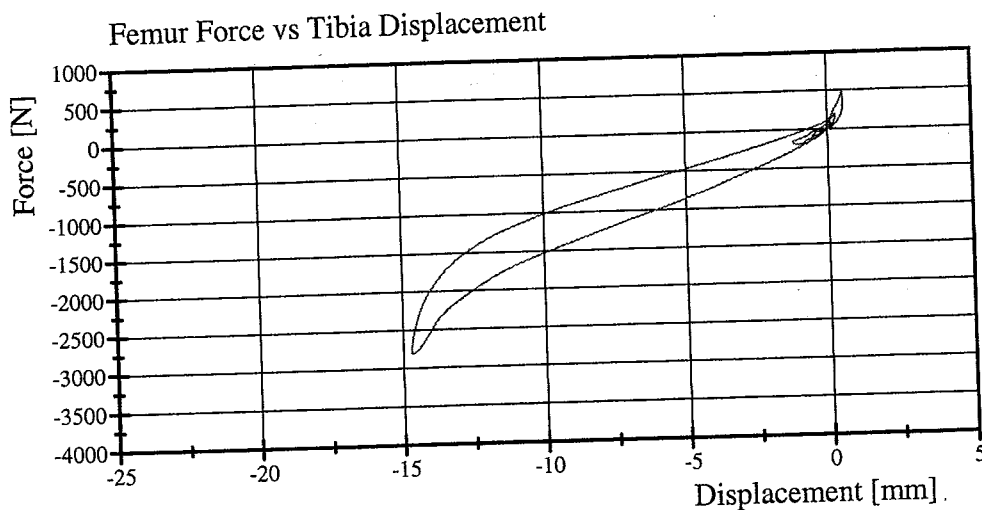
Min: -2812.4 N at 14.1 ms



Filter Class: 600

Max: 0.6 mm at 32.1 ms

Min: -14.7 mm at 14.6 ms



Transportation Research Center Inc.

5720 Right Knee Slider Test

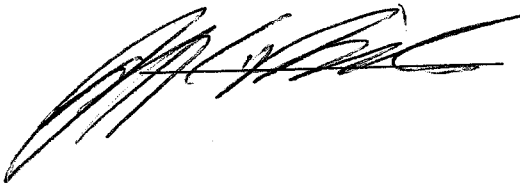
HIII 5th Female Serial No. 421 Calibration No. 09 - 1

Test Date 07/11/2002

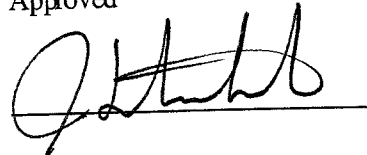
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	52 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.71 m/s	Yes
Knee Displacement	-15.5 - (-12.7) mm	-14.3 mm	Yes

Comments:

Technician



Approved

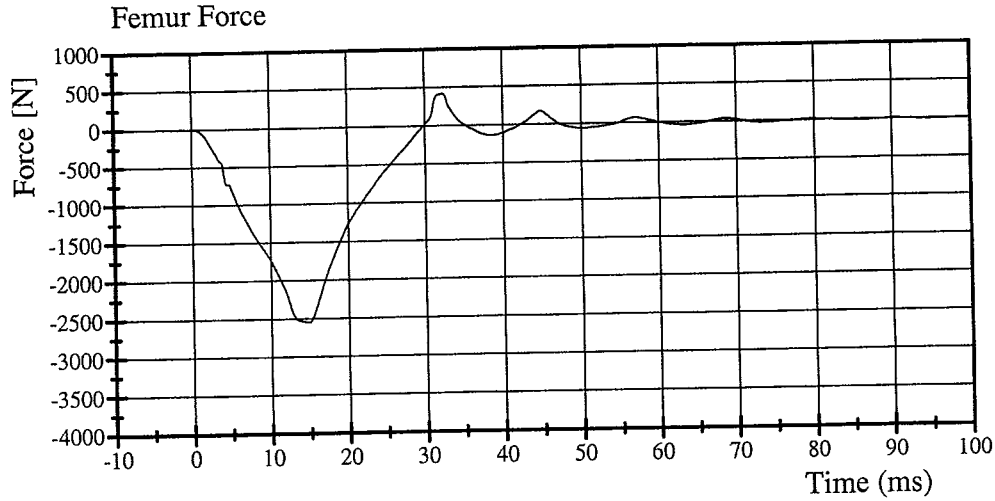


Transportation Research Center Inc.

5720 Right Knee Slider Test

HIII 5th Female Serial No. 421 Calibration No. 09 - 1

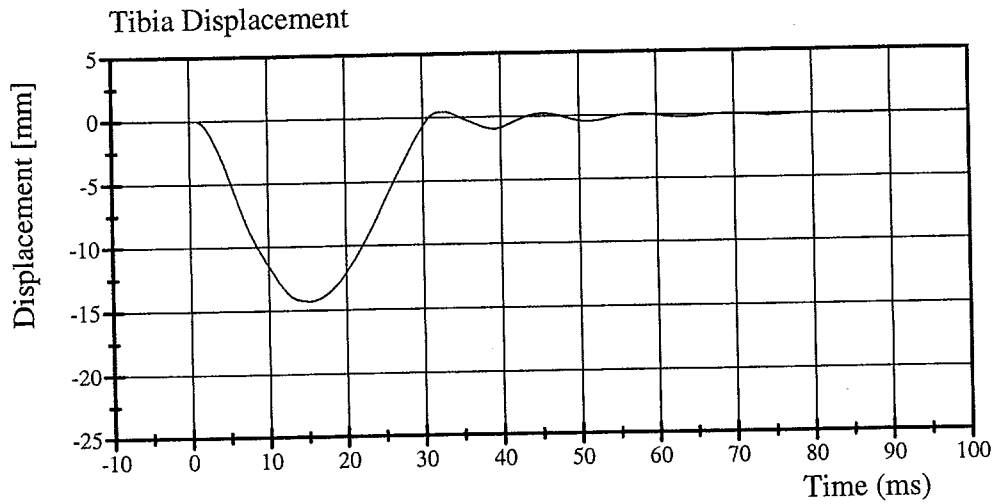
Test Date 07/11/2002



Filter Class: 600

Max: 416.0 N at 32.3 ms

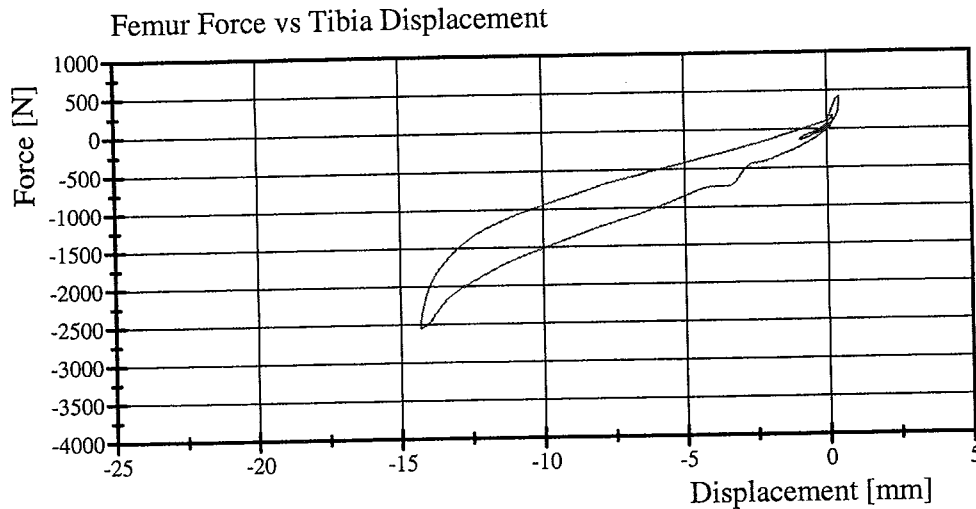
Min: -2551.0 N at 14.7 ms



Filter Class: 600

Max: 0.4 mm at 32.4 ms

Min: -14.3 mm at 15.2 ms



Post-Test Dummy Configuration and Performance Verification Data

Driver Dummy S/N: 416

Head Only

Passenger Dummy S/N: 421

No post-test calibration.

Transportation Research Center Inc.

5720 Head Drop Test

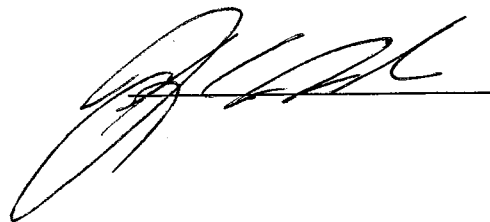
HIII 5th Female Serial No. 416 Calibration No. 16 - 2

Test Date 08/14/2002

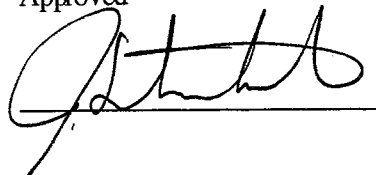
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	57 %	Yes
Peak Resultant Acceleration	250 - 300 g	280.7 g	Yes
Peak Lateral Acceleration	15 g Max	-2.6 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Comments:

Technician



Approved

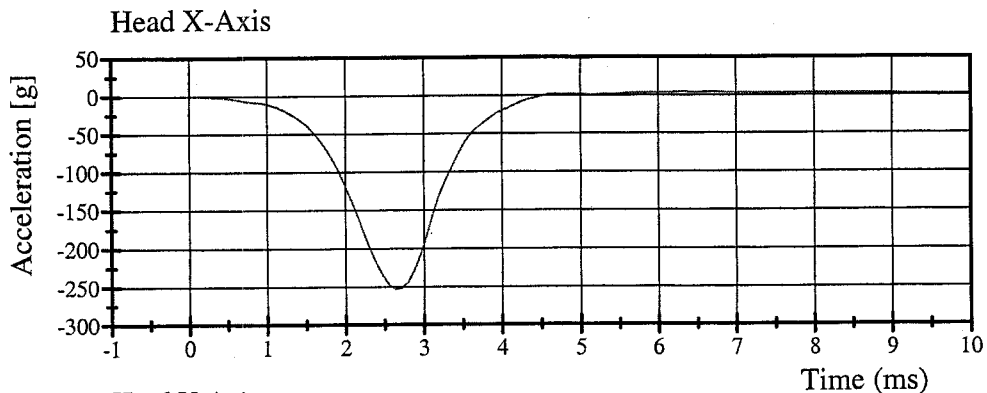


Transportation Research Center Inc.

5720 Head Drop Test

HIII 5th Female Serial No. 416 Calibration No. 16 - 2

Test Date 08/14/2002



Filter Class: 1000

Max: 4.1 g at 6.3 ms

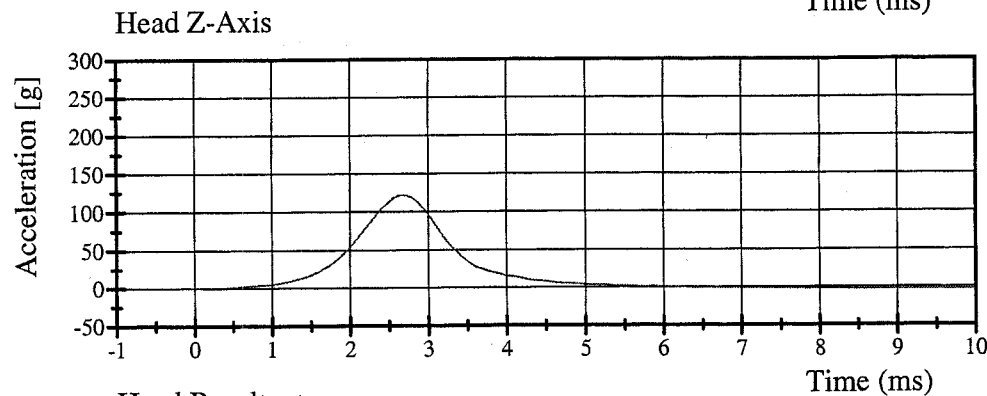
Min: -253.1 g at 2.6 ms



Filter Class: 1000

Max: 0.7 g at 2.8 ms

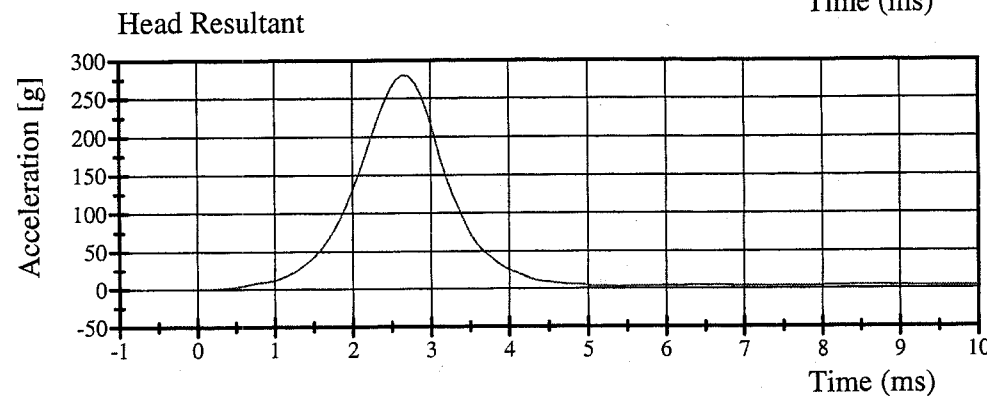
Min: -2.6 g at 4.6 ms



Filter Class: 1000

Max: 121.4 g at 2.6 ms

Min: -3.2 g at 8.8 ms



Filter Class: 1000

Max: 280.7 g at 2.6 ms

Min: 0.0 g at 0.0 ms

Appendix D

Test Equipment and Instrumentation Calibration Information

Sign Convention
SAE J211 MAR95

Accelerometers:

+X: Forward
+Y: Rightward
+Z: Downward

Potentiometers:

+Chest longitudinal deflection: Outward
+Chest lateral deflection: Leftward
+Seat belt displacement: Outward
+Seat belt extension: Elongation
+Knee slider displacement: Distance between femur and tibia
increased (in relation to a seated
dummy)

Rotation potentiometers:

+About the X-axis: Left foot-eversion
Right foot-inversion
+About the Y-axis: Left/right foot-dorsiflexion
+About the Z-axis: Left foot-internal
Right foot-external

Load cells:

+Femur force: Tension
+Seat belt force: Tension
+Barrier force: Tension

Neck load cells:

+X force: Head pushed rearward
+Y force: Head pushed leftward
+Z force: Head pulled upward (tension on neck)
+X moment: Left ear rotating toward left shoulder
+Y moment: Chin rotating toward chest
+Z moment: Chin rotating toward left shoulder

Tibia load cells:

+X force: Ankle forward, knee rearward
+Y force: Ankle rightward, knee leftward
+Z force: Tension
+X moment: Bottom of tibia moving leftward
+Y moment: Bottom of tibia moving rearward

Sign Convention, Cont'd.
SAE J211 MAR95

Lumbar load cells:

- +X force: Chest rearward, pelvis forward
- +Y force: Chest leftward, pelvis rightward
- +Z force: Chest upward, pelvis downward
- +X moment: Left shoulder toward left hip
- +Y moment: Sternum toward front of legs
- +Z moment: Right shoulder forward, left shoulder rearward

Frequency Response Classes
SAE J211 MAR95

<u>Typical Test Measurements</u>	<u>Channel Class</u>
Vehicle Structural Accelerations for use in:	
Total vehicle comparison	60
Collision simulation input	60
Component analysis	600
Integration for velocity or displacement	180
Barrier Face Forces	60
Belt Restraint System Loads	60
Anthropomorphic Test Device	
Head accelerations (linear and angular)	1000
Neck	
Forces	1000
Moments	600
Thorax	
Spine accelerations	180
Rib accelerations	1000
Sternum accelerations	1000
Deflections	180
Lumbar	
Forces	1000
Moments	1000
Pelvis	
Accelerations	1000
Forces	1000
Moments	1000
Femur/Knee/Tibia/Ankle	
Forces	600
Moments	600
Displacements	180
Sled Accelerations	60
Steering Column Loads	600
Head form Accelerations	1000

Description Of Timing Marks On TRC High-Speed Film

All TRC high-speed cameras are equipped with red LEDs which put timing marks on the right edge of the film. TRC uses a single timing generator to generate the timing for all cameras. This allows the timing marks to be common to all cameras. The timing marks can be used to measure camera speed (frames per second) or to locate a point in time before or after the time-zero event.

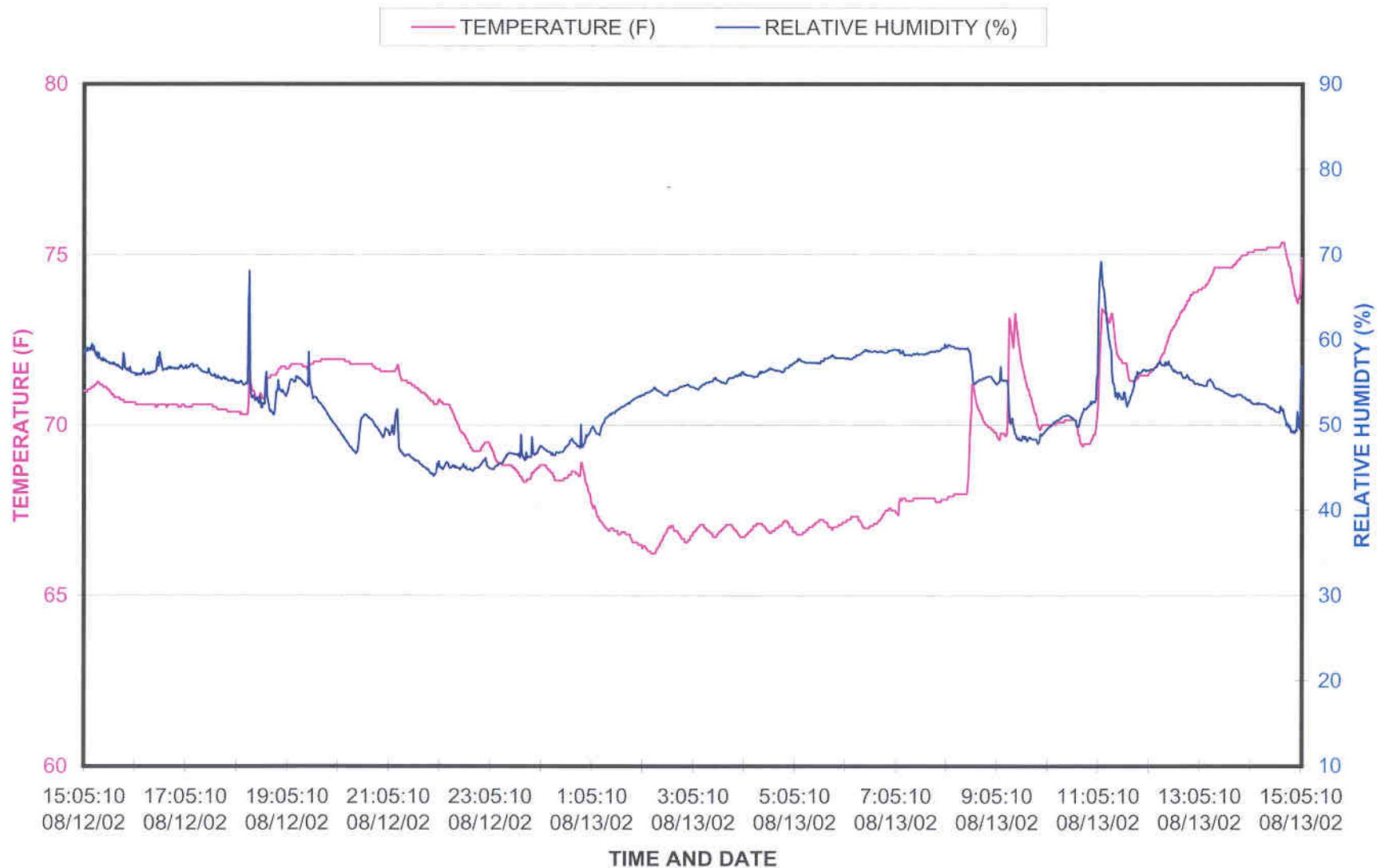
The timing marks appear on the film as small red marks on the right edge of the film. Round marks are left by the Photosonic cameras.

The timing generator puts out a pulse for every millisecond plus it generates additional pulses for hundredths and tenths of seconds. To explain this further, we can use an example of a camera running at 1000 frames per second.

1. Every frame will have **one** LED appear in it. This indicates a *millisecond* pulse.
2. Every ten frames will have **two** LEDs appear in it. These indicate a *millisecond* pulse plus a *hundredth of a second* pulse.
3. Every one hundred frames will have **three** LEDs appear in it. These indicate a *millisecond* pulse, a *hundredth of a second* pulse, and a *tenth of a second* pulse.

To locate time-zero, observe the continuous LED that is visible on the left side of the frame at the beginning of each view. Locate the frame where the left side LED is fully extinguished and reverse 4 frames for the Photosonic cameras; reverse 5 frames for Hycam cameras; reverse 2 frames for Stalex cameras. This frame is time-zero.

TEMPERATURE & RELATIVE HUMIDITY CHART 020813



The direction column on the following sheets describes the transducer output as mounted and wired in the test location. The polarity column indicates whether a polarity change occurred during data acquisition to conform to J211 MAR95. See Report Sign Convention sheet for description of data output as presented in the report: occasionally channels have been adjusted in post-acquisition processing to conform to J211 MAR95.

Channel Report

8/14/2002 2:55:44 PM

Name of Test 020813

System K3600

Name of DAU DAU1

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range		Pol.	Cal.	Group	Mfg.	Model
1000	EVENT1	SYNC1	SYNC1		10.24	V	+	4/15/2002	OK -1	TRC	Event
1001	02A02-F02	HEDXG1	Head Accel X	Fwd	799.93750	g	+	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1002	02A18-N10	HEDYG1	Head Accel Y	Lft	800.90727	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1003	02A09-F15	HEDZG1	Head Accel Z	Up	798.25381	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1004	01L26-F02	HEDXR1	Head Accel Red X	Rwd	803.85599	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1005	02A09-F13	HEDYR1	Head Accel Red Y	Lft	804.17795	g	-	8/5/2002	OK 416v	Entran	EGE-73B6Q-200
1006	02A16-A06	HEDZR1	Head Accel Red Z	Up	797.69416	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1007	02A16-A19	HD1XG1	Head (LT) Accel X	Fwd	798.23515	g	+	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1008	02A16-A22	HD1ZG1	Head (LT) Accel Z	Up	800.68809	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1009	02A18-N04	HD2YG1	Head (FT) Accel Y	Lft	801.31465	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1010	02A18-N20	HD2ZG1	Head (FT) Accel Z	Up	796.01990	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1011	02A09-F01	HD3XG1	Head (TP) Accel X	Fwd	806.04534	g	+	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1012	02A09-F17	HD3YG1	Head (TP) Accel Y	Lft	799.42541	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1013	IF-205-161-FX	NEKXF1	Neck Force X	Hd	8892.5003	N	-	3/18/2002	OK 416v	FTSS	IF-205
1014	IF-205-161-FY	NEKYF1	Neck Force Y	Hd	8899.5046	N	+	3/18/2002	OK 416v	FTSS	IF-205
1015	IF-205-161-FZ	NEKZF1	Neck Force Z	Hd	13351.704	N	+	3/18/2002	OK 416v	FTSS	IF-205
1016	IF-205-161-MX	NEKXM1	Neck Moment X	Rt Ear	282.61167	N·m	-	3/18/2002	OK 416v	FTSS	IF-205
1017	IF-205-161-MY	NEKYM1	Neck Moment Y	Chin	282.67032	N·m	+	3/18/2002	OK 416v	FTSS	IF-205
1018	IF-205-161-MZ	NEKZM1	Neck Moment Z	Chn	282.76257	N·m	+	3/18/2002	OK 416v	FTSS	IF-205
1019	3251-108-FX	NKLXF1	Neck Lwr Force X	Hd	13350.194	N	-	8/21/2001	OK 416v	Denton	3251
1020	3251-108-FY	NKLYF1	Neck Lwr Force Y	Hd	13337.912	N	+	8/21/2001	OK 416v	Denton	3251
1021	3251-108-FZ	NKLZF1	Neck Lwr Force Z	Hd	13341.543	N	+	8/21/2001	OK 416v	Denton	3251
1022	3251-108-MX	NKLXM1	Neck Lwr Moment X	Rt Ear	339.23322	N·m	-	8/21/2001	OK 416v	Denton	3251
1023	3251-108-MY	NKLYM1	Neck Lwr Moment Y	Chn	338.91670	N·m	+	8/21/2001	OK 416v	Denton	3251
1024	3251-108-MZ	NKLZM1	Neck Lwr Moment Z	Chn	181.17067	N·m	+	8/21/2001	OK 416v	Denton	3251
1025	02A16-A04	CSTXG1	Chest Accel X	Fwd	399.87816	g	+	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1026	C02B19-F02	CSTYG1	Chest Accel Y	Lft	400.71377	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1027	C02B19-F06	CSTZG1	Chest Accel Z	Up	398.59091	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1028	B02A25-N08	CSTXR1	Chest Accel Red X	Rwd	399.84381	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200
1029	01L17-F09	CSTYR1	Chest Accel Red Y	Lft	399.25763	g	-	8/1/2002	OK 416v	Entran	EGE-73B6Q-200

Channel Report

8/14/2002 2:55:44 PM

1030	C02B19-F04	CSTZR1	Chest Accel Red Z	Up	400.62597	g	-	8/1/2002	OK	416v	Entran	EGE-73B6Q-200
1031	B02A09-F08	STUXG1	Sternum Upr Accel X	Fwd	799.00124	g	+	8/1/2002	OK	416v	Entran	EGE-73B6Q-200
1032	02A16-A05	STMXG1	Sternum Mid Accel X	Fwd	801.41499	g	+	8/1/2002	OK	416v	Entran	EGE-73B6Q-200
1033	02A16-A16	STLXG1	Sternum Lwr Accel X	Fwd	802.35692	g	+	8/1/2002	OK	416v	Entran	EGE-73B6Q-200
1034	14CB1-2897-416	CSTXD1	Chest Deflection X 516	Strmm	106.78012	mm	+	6/18/2001	---	416v	Servo	14CB1-2897
1035	2152-076-FX	LMBXF1	Lumbar Force X	Cst	13333.047	N	-	6/1/2001	---	416v	Denton	2152
1036	2152-076-FY	LMBYF1	Lumbar Force Y	Cst	13344.730	N	+	6/1/2001	---	416v	Denton	2152
1037	2152-076-FZ	LMBZF1	Lumbar Force Z	Cst	17791.212	N	+	6/1/2001	---	416v	Denton	2152
1038	2152-076-MX	LMBXM1	Lumbar Moment X	Rt	678.13736	N·m	-	6/1/2001	---	416v	Denton	2152
1039	2152-076-MY	LMBYM1	Lumbar Moment Y	Strmm	677.99944	N·m	+	6/1/2001	---	416v	Denton	2152
1040	C02B19-F03	PEVXG1	Pelvis Accel X	Rwd	399.41336	g	-	8/1/2002	OK	416v	Entran	EGE-73B6Q-200
1041	02A16-A27	PEVYG1	Pelvis Accel Y	Lft	398.38157	g	-	8/1/2002	OK	416v	Entran	EGE-73B6Q-200
1042	C02B19-F01	PEVZG1	Pelvis Accel Z	Up	399.83600	g	-	8/1/2002	OK	416v	Entran	EGE-73B6Q-200
1043	2430-736	LFMZ1	Left Femur Force Z #8	Knee	13340.662	N	+	3/18/2002	OK	416v	GSE	2430
1044	2430-742	RFMZ1	Right Femur Force Z 507	Knee	13339.705	N	+	3/18/2002	OK	416v	GSE	2430
1045	150-0121VR-555	KNLXD1	Left Knee Displacement	Tib	43.132134	mm	-	5/8/2002	OK	416v	SpaceAge	150-0121VR
1046	4825J-79-FX	TBLXF1	Left Upr Tibia Force X	Tib	8903.6734	N	+	7/16/2002	OK	416v	Denton	4825J
1047	4825J-79-FZ	TBLZF1	Left Upr Tibia Force Z	Tib	8893.6833	N	+	7/16/2002	OK	416v	Denton	4825J
1048	4825J-79-MX	TBLXM1	Left Upr Tibia Moment X	Ank	282.30784	N·m	+	7/16/2002	OK	416v	Denton	4825J
1049	4825J-79-MY	TBLYM1	Left Upr Tibia Moment Y	Ank	282.14513	N·m	+	7/16/2002	OK	416v	Denton	4825J
1050	99H30-Z10	TBLXG1	Left Tibia Accel X	Fwd	1186.9986	g	+	4/26/2002	OK	416v	Entran	EGE-73BQE0-20
1051	98H10-F17	TBLYG1	Left Tibia Accel Y	Rt	1205.7697	g	+	4/25/2002	OK	416v	Entran	EGE-73BQ-2000
1052	4826J-77-FX	ANLXF1	Left Lwr Tibia Force X	Ank	8889.0387	N	+	7/16/2002	OK	416v	Denton	4826J
1053	4826J-77-FY	ANLYF1	Left Lwr Tibia Force Y	Ank	8906.0898	N	+	7/16/2002	OK	416v	Denton	4826J
1054	4826J-77-FZ	ANLZF1	Left Lwr Tibia Force Z	Ank	8896.6450	N	+	7/16/2002	OK	416v	Denton	4826J
1055	4826J-77-MX	ANLXM1	Left Lwr Tibia Moment X	Ank	282.58654	N·m	+	7/16/2002	OK	416v	Denton	4826J
1056	4826J-77-MY	ANLYM1	Left Lwr Tibia Moment Y	Ank	282.28504	N·m	+	7/16/2002	OK	416v	Denton	4826J
1057	FLX103X	FTLXD1	Left Foot Disp. X	Invers	160.72961	°	-	7/22/2002	OK	416v	Contelec	PD210-4B
1058	FLX103Y	FTLYD1	Left Foot Disp. Y	Dorsif	161.06048	°	+	7/22/2002	OK	416v	Contelec	PD210-4B
1059	FLX103Z	FTLZD1	Left Foot Disp. Z	Exter	160.54570	°	-	7/22/2002	OK	416v	Contelec	PD210-4B
1060	99H30-Z11	FTLXG1	Left Foot Accel X	Fwd	1185.8439	g	+	4/26/2002	OK	416v	Entran	EGE-73BQE0-20
1061	01J02-F05	FTLYG1	Left Foot Accel Y	Rt	1200.0187	g	+	4/25/2002	OK	416v	Entran	EGE-73B6Q-200
1062	01J02-F22	FTLZG1	Left Foot Accel Z	Dn	1206.9636	g	+	4/25/2002	OK	416v	Entran	EGE-73B6Q-200
1063	J40529	VCGXG1	VEHICLE CG X-AXIS	FWD	1000.2735	g	+	3/20/2002	OK	-1	Endevco	7264-2000TZ
1064	4825J-76-FX	TBRXF1	Right Upr Tibia Force X	Tib	8905.2037	N	+	7/16/2002	OK	416v	Denton	4825J

Channel Report

8/14/2002 2:55:44 PM

1065	4825J-76-FZ	TBRZF1	Right Upr Tibia Force Z	Tib	8907.0972	N	+	7/16/2002	OK	416v	Denton	4825J
1066	4825J-76-MX	TBRXM1	Right Upr Tibia Moment X	Ank	282.64605	N·m	+	7/16/2002	OK	416v	Denton	4825J
1067	4825J-76-MY	TBRYM1	Right Upr Tibia Moment Y	Ank	282.03138	N·m	+	7/16/2002	OK	416v	Denton	4825J
1068	99H30-Z13	TBRXG1	Right Tibia Accel X	Fwd	1202.2165	g	+	4/25/2002	OK	416v	Entran	EGE-73BQE0-20
1069	99H30-Z01	TBRYG1	Right Tibia Accel Y	Rt	1190.1441	g	+	4/25/2002	OK	416v	Entran	EGE-73BQE0-20
1070	4826J-78-FX	ANRXF1	Right Lwr Tibia Force X	Ank	8898.3772	N	+	7/16/2002	OK	416v	Denton	4826J
1071	4826J-78-FY	ANRYF1	Right Lwr Tibia Force Y	Ank	8887.1604	N	+	7/16/2002	OK	416v	Denton	4826J
1072	4826J-78-FZ	ANRZF1	Right Lwr Tibia Force Z	Ank	8896.7481	N	+	7/16/2002	OK	416v	Denton	4826J
1073	4826J-78-MX	ANRXM1	Right Lwr Tibia Moment X	Ank	282.37800	N·m	+	7/16/2002	OK	416v	Denton	4826J
1074	4826J-78-MY	ANRYM1	Right Lwr Tibia Moment Y	Ank	282.59350	N·m	+	7/16/2002	OK	416v	Denton	4826J
1075	FLX104X	FTRXD1	Right Foot Disp. X	Eversi	162.00460	°	-	7/19/2002	OK	416v	Contelec	PD210-4B
1076	FLX104Y	FTRYD1	Right Foot Disp. Y	Dorsif	162.83081	°	+	7/19/2002	OK	416v	Contelec	PD210-4B
1077	FLX104Z	FTRZD1	Right Foot Disp. Z	Intern	161.77027	°	-	7/19/2002	OK	416v	Contelec	PD210-4B
1078	01J02-F10	FTRXG1	Right Foot Accel X	Fwd	1210.4018	g	+	4/25/2002	OK	416v	Entran	EGE-73B6Q-200
1079	99H30-Z15	FTRYG1	Right Foot Accel Y	Rt	1191.6399	g	+	4/26/2002	OK	416v	Entran	EGE-73BQE0-20
1080	01J02-F03	FTRZG1	Right Foot Accel Z	Dn	1187.5768	g	+	4/26/2002	OK	416v	Entran	EGE-73B6Q-200
1081	AJ4R6	HEDXG2	Head Accel X VRTC 5	Fwd	795.04957	g	+	8/6/2002	OK	421v	Endevco	7264-2KM5T
1082	02A16-A01	HEDYG2	Head Accel Y	Lft	795.96421	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1083	01L26-F06	HEDZG2	Head Accel Z	Up	802.94832	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1084	02A16-A03	HEDXR2	Head Accel Red X	Rwd	792.96245	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1085	02A16-A08	HEDYR2	Head Accel Red Y	Lft	799.93750	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1086	02A16-A09	HEDZR2	Head Accel Red Z	Up	804.87958	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1087	02A16-A28	HD1XG2	Head (LT) Accel X	Fwd	804.25374	g	+	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1088	02A16-A20	HD1ZG2	Head (LT) Accel Z	Up	797.37737	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1089	02A09-F12	HD2YG2	Head (FT) Accel Y	Lft	798.51526	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1090	02A18-N07	HD2ZG2	Head (FT) Accel Z	Up	797.20976	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1091	02A16-A23	HD3XG2	Head (TP) Accel X	Fwd	802.26891	g	+	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1092	02A16-A25	HD3YG2	Head (TP) Accel Y	Lft	797.93658	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1093	IF-205-180-FX	NEKXF2	Neck Force X	Hd	8895.5814	N	-	3/18/2002	OK	421v	FTSS	IF-205
1094	IF-205-180-FY	NEKYF2	Neck Force Y	Hd	8889.5852	N	+	3/18/2002	OK	421v	FTSS	IF-205
1095	IF-205-180-FZ	NEKZF2	Neck Force Z	Hd	13339.358	N	+	3/18/2002	OK	421v	FTSS	IF-205
1096	IF-205-180-MX	NEKXM2	Neck Moment X	Rt Ear	282.44346	N·m	-	3/18/2002	OK	421v	FTSS	IF-205
1097	IF-205-180-MY	NEKYM2	Neck Moment Y	Chin	282.51594	N·m	+	3/18/2002	OK	421v	FTSS	IF-205
1098	IF-205-180-MZ	NEKZM2	Neck Moment Z	Chn	282.66794	N·m	+	3/18/2002	OK	421v	FTSS	IF-205
1099	3251-107-FX	NKLXF2	Neck Lwr Force X	Hd	13348.061	N	-	7/6/2001	---	421v	Denton	3251

Channel Report

8/14/2002 2:55:45 PM

1100	3251-107-FY	NKLYF2	Neck Lwr Force Y	Hd	13331.262	N	+	7/6/2001	---	421v	Denton	3251
1101	3251-107-FZ	NKLZF2	Neck Lwr Force Z	Hd	13341.504	N	+	7/6/2001	---	421v	Denton	3251
1102	3251-107-MX	NKLXM2	Neck Lwr Moment X	Rt Ear	338.99620	N·m	-	7/6/2001	---	421v	Denton	3251
1103	3251-107-MY	NKLYM2	Neck Lwr Moment Y	Chn	338.80164	N·m	+	7/6/2001	---	421v	Denton	3251
1104	3251-107-MZ	NKLZM2	Neck Lwr Moment Z	Chn	181.03965	N·m	+	7/6/2001	---	421v	Denton	3251
1105	B02A25-N03	CSTXG2	Chest Accel X	Fwd	401.20046	g	+	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1106	02A18-N12	CSTYG2	Chest Accel Y	Lft	399.75327	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
1107	B02A25-N10	CSTZG2	Chest Accel Z	Up	400.45363	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200

Channel Report

8/14/2002 2:55:45 PM

Name of Test 020813

System K3600

Name of DAU DAU3

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal.	Group	Mfg.	Model
3000	EVENT	SYNC3	SYNC3		10.24	V	+ 4/15/2002	OK -1	TRC	Event
3001	6244-02-144-FZ	LCA1XF	Barr. L.C. A1 X-Axis Force		111096.52	N	+ 2/20/2002	OK VRTC	Key	6244-02
3002	6244-02-125-FZ	LCA2XF	Barr. L.C. A2 X-Axis Force		111079.33	N	+ 2/19/2002	OK VRTC	Key	6244-02
3003	6244-02-131-FZ	LCA3XF	Barr. L.C. A3 X-Axis Force		111135.42	N	+ 2/5/2002	--- VRTC	Key	6244-02
3004	6244-02-106-FZ	LCA4XF	Barr. L.C. A4 X-Axis Force		111096.52	N	+ 2/12/2002	--- VRTC	Key	6244-02
3005	6244-02-115-FZ	LCA5XF	Barr. L.C. A5 X-Axis Force		111114.84	N	+ 2/5/2002	--- VRTC	Key	6244-02
3006	6244-02-122-FZ	LCA6XF	Barr. L.C. A6 X-Axis Force		111096.52	N	+ 2/21/2002	OK VRTC	Key	6244-02
3007	6244-02-143-FZ	LCA7XF	Barr. L.C. A7 X-Axis Force		111096.52	N	+ 2/5/2002	--- VRTC	Key	6244-02
3008	6244-02-119-FZ	LCB1XF	Barr. L.C. B1 X-Axis Force		111196.07	N	+ 2/22/2002	OK VRTC	Key	6244-02
3009	6244-02-132-FZ	LCB2XF	Barr. L.C. B2 X-Axis Force		111278.56	N	+ 2/20/2002	OK VRTC	Key	6244-02
3010	6244-02-113-FZ	LCB3XF	Barr. L.C. B3 X-Axis Force		111135.42	N	+ 2/22/2002	OK VRTC	Key	6244-02
3011	6244-02-129-FZ	LCB4XF	Barr. L.C. B4 X-Axis Force		111096.52	N	+ 2/21/2002	OK VRTC	Key	6244-02
3012	6244-02-123-FZ	LCB5XF	Barr. L.C. B5 X-Axis Force		111083.84	N	+ 2/11/2002	--- VRTC	Key	6244-02
3013	6244-02-136-FZ	LCB6XF	Barr. L.C. B6 X-Axis Force		111083.84	N	+ 1/24/2002	--- VRTC	Key	6244-02
3014	6244-02-116-FZ	LCB7XF	Barr. L.C. B7 X-Axis Force		111196.07	N	+ 2/22/2002	OK VRTC	Key	6244-02
3015	6244-02-147-FZ	LCC1XF	Barr. L.C. C1 X-Axis Force		111196.07	N	+ 2/22/2002	OK VRTC	Key	6244-02
3016	6244-02-137-FZ	LCC2XF	Barr. L.C. C2 X-Axis Force		111079.33	N	+ 2/21/2002	OK VRTC	Key	6244-02
3017	6244-02-107-FZ	LCC3XF	Barr. L.C. C3 X-Axis Force		111289.22	N	+ 2/12/2002	--- VRTC	Key	6244-02
3018	6244-02-126-FZ	LCC4XF	Barr. L.C. C4 X-Axis Force		111083.84	N	+ 2/12/2002	--- VRTC	Key	6244-02
3019	6244-02-148-FZ	LCC5XF	Barr. L.C. C5 X-Axis Force		111096.52	N	+ 2/19/2002	OK VRTC	Key	6244-02
3020	6244-02-124-FZ	LCC6XF	Barr. L.C. C6 X-Axis Force		111096.52	N	+ 2/19/2002	OK VRTC	Key	6244-02
3021	6244-02-104-FZ	LCC7XF	Barr. L.C. C7 X-Axis Force		111096.52	N	+ 2/12/2002	--- VRTC	Key	6244-02
3022	6244-02-138-FZ	LCD1XF	Barr. L.C. D1 X-Axis Force		111079.33	N	+ 2/21/2002	OK VRTC	Key	6244-02
3023	6244-02-128-FZ	LCD2XF	Barr. L.C. D2 X-Axis Force		111196.07	N	+ 1/7/2002	--- VRTC	Key	6244-02
3024	6244-02-102-FZ	LCD3XF	Barr. L.C. D3 X-Axis Force		111135.42	N	+ 2/12/2002	--- VRTC	Key	6244-02
3025	6244-02-117-FZ	LCD4XF	Barr. L.C. D4 X-Axis Force		111079.33	N	+ 2/19/2002	OK VRTC	Key	6244-02
3026	6244-02-127-FZ	LCD5XF	Barr. L.C. D5 X-Axis Force		111135.42	N	+ 2/22/2002	OK VRTC	Key	6244-02
3027	6244-02-109-FZ	LCD6XF	Barr. L.C. D6 X-Axis Force		111083.84	N	+ 2/12/2002	--- VRTC	Key	6244-02
3028	6244-02-162-FZ	LCD7XF	Barr. L.C. D7 X-Axis Force		111162.73	N	+ 1/7/2002	--- VRTC	Key	6244-02
3029	6244-02-114-FZ	LCE1XF	Barr. L.C. E1 X-Axis Force		111079.33	N	+ 2/19/2002	OK VRTC	Key	6244-02

Channel Report

8/14/2002 2:55:45 PM

3030	6244-02-145-FZ	LCE2XF	Barr. L.C. E2 X-Axis Force	111229.50	N	+	2/20/2002	OK	VRTC	Key	6244-02
3031	6244-02-118-FZ	LCE3XF	Barr. L.C. E3 X-Axis Force	111135.42	N	+	2/19/2002	OK	VRTC	Key	6244-02
3032	6244-02-120-FZ	LCE4XF	Barr. L.C. E4 X-Axis Force	111079.33	N	+	1/7/2002	---	VRTC	Key	6244-02
3033	6244-02-101-FZ	LCE5XF	Barr. L.C. E5 X-Axis Force	111083.84	N	+	2/12/2002	---	VRTC	Key	6244-02
3034	6244-02-112-FZ	LCE6XF	Barr. L.C. E6 X-Axis Force	111278.56	N	+	2/19/2002	OK	VRTC	Key	6244-02
3035	6244-02-108-FZ	LCE7XF	Barr. L.C. E7 X-Axis Force	111096.52	N	+	2/12/2002	---	VRTC	Key	6244-02
3036	6244-02-164-FZ	LCF1XF	Barr. L.C. F1 X-Axis Force	111174.80	N	+	8/2/2002	OK	VRTC	Key	6244-02
3037	6244-02-135-FZ	LCF2XF	Barr. L.C. F2 X-Axis Force	111317.11	N	+	8/2/2002	OK	VRTC	Key	6244-02
3038	6244-02-165-FZ	LCF3XF	Barr. L.C. F3 X-Axis Force	111058.32	N	+	3/18/2002	OK	-1	Key	6244-02
3039	6244-02-141-FZ	LCF4XF	Barr. L.C. F4 X-Axis Force	111196.07	N	+	2/19/2002	OK	VRTC	Key	6244-02
3040	6244-02-130-FZ	LCF5XF	Barr. L.C. F5 X-Axis Force	111096.52	N	+	2/20/2002	OK	VRTC	Key	6244-02
3041	6244-02-168-FZ	LCF6XF	Barr. L.C. F6 X-Axis Force	111114.84	N	+	1/7/2002	---	VRTC	Key	6244-02
3042	6244-02-149-FZ	LCF7XF	Barr. L.C. F7 X-Axis Force	111079.33	N	+	2/20/2002	OK	VRTC	Key	6244-02
3043	6244-02-159-FZ	LCG1XF	Barr. L.C. G1 X-Axis Force	111170.00	N	+	8/2/2002	OK	VRTC	Key	6244-02
3044	6244-02-160-FZ	LCG2XF	Barr. L.C. G2 X-Axis Force	111250.17	N	+	8/2/2002	OK	VRTC	Key	6244-02
3046	6244-02-161-FZ	LCG3XF	Barr. L.C. G3 X-Axis Force	111215.54	N	+	8/2/2002	OK	VRTC	Key	6244-02
3047	6244-02-166-FZ	LCG4XF	Barr. L.C. G4 X-Axis Force	111327.00	N	+	8/2/2002	OK	VRTC	Key	6244-02
3048	6244-02-157-FZ	LCH1XF	Barr. L.C. H1 X-Axis Force	111160.32	N	+	8/2/2002	OK	VRTC	Key	6244-02
3049	6244-02-169-FZ	LCH2XF	Barr. L.C. H2 X-Axis Force	111115.56	N	+	8/2/2002	OK	VRTC	Key	6244-02
3050	6244-02-163-FZ	LCH3XF	Barr. L.C. H3 X-Axis Force	111220.15	N	+	8/2/2002	OK	VRTC	Key	6244-02
3051	6244-02-167-FZ	LCH4XF	Barr. L.C. H4 X-Axis Force	111254.28	N	+	8/2/2002	OK	VRTC	Key	6244-02

Channel Report

8/14/2002 2:55:45 PM

Name of Test 020813

System MINIDAU

Name of DAU DAU6

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range		Pol.	Cal.	Group	Mfg.	Model	
6001	AE9B7	CSTXR2	Chest Accel Red X	Rwd	397.02233	g	-	8/6/2002	OK	421v	Endevco	7264-2KM5T
6002	02A04-A24	CSTYR2	Chest Accel Red Y	Lft	397.18248	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
6003	B02A18-N22	CSTZR2	Chest Accel Red Z	Up	398.54903	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
6004	02A16-A14	STUXG2	Sternum Upr Accel X	Fwd	806.24842	g	+	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
6005	02A16-A12	STMXG2	Sternum Mid Accel X	Fwd	791.71176	g	+	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
6006	02A18-N16	STLXG2	Sternum Lwr Accel X	Fwd	811.35902	g	+	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
6007	14CB1-2897-135	CSTXD2	Chest Deflection X	Strnm	99.823164	mm	+	3/25/2002	OK	421v	Servo	14CB1-2897
6008	2152A-086-FX	LMBXF2	Lumbar Force X	Cst	13347.713	N	-	6/2/2001	---	421v	Denton	2152A
6009	2152A-086-FY	LMBYF2	Lumbar Force Y	Cst	13345.651	N	+	6/2/2001	---	421v	Denton	2152A
6010	2152A-086-FZ	LMBZF2	Lumbar Force Z	Cst	17801.847	N	+	6/2/2001	---	421v	Denton	2152A
6011	2152A-086-MX	LMBXM2	Lumbar Moment X	Rt	678.65489	N-m	-	6/2/2001	---	421v	Denton	2152A
6012	2152A-086-MY	LMBYM2	Lumbar Moment Y	Strnm	677.74043	N-m	-	6/2/2001	---	421v	Denton	2152A
6013	AF9K3	PEVXG2	Pelvis Accel X	Rwd	402.51572	g	-	8/5/2002	OK	421v	Endevco	7264-2000LC
6014	02A16-A26	PEVYG2	Pelvis Accel Y	Lft	398.20806	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
6015	02A18-N15	PEVZG2	Pelvis Accel Z	Up	401.14074	g	-	8/5/2002	OK	421v	Entran	EGE-73B6Q-200
6016	2430-739	LFMZP2	Left Femur Force Z S37	Knee	13342.961	N	+	3/18/2002	OK	421v	GSE	2430
6017	2430-760	RFMZP2	Right Femur Force Z VRTC 4	Knee	13346.030	N	+	3/18/2002	OK	421v	GSE	2430
6018	150-0121VR-150	KNLXD2	Left Knee Displacement	Tib	39.804553	mm	+	5/8/2002	OK	421v	SpaceAge	150-0121VR
6019	4825J-82-FX	TBLXF2	Left Upr Tibia Force X	Tib	8883.1205	N	+	7/16/2002	OK	421v	Denton	4825J
6020	4825J-82-FZ	TBLZF2	Left Upr Tibia Force Z	Tib	8899.4853	N	+	7/16/2002	OK	421v	Denton	4825J
6021	4825J-82-MX	TBLXM2	Left Upr Tibia Moment X	Ank	281.82342	N-m	+	7/16/2002	OK	421v	Denton	4825J
6022	4825J-82-MY	TBLYM2	Left Upr Tibia Moment Y	Ank	282.67104	N-m	+	7/16/2002	OK	421v	Denton	4825J
6023	99H30-Z09	TBLXG2	Left Tibia Accel X	Fwd	1191.0300	g	+	4/25/2002	OK	421v	Entran	EGE-73BQE0-20
6024	99H12-F09	TBLYG2	Left Tibia Accel Y	Rt	1205.2446	g	+	4/26/2002	OK	421v	Entran	EGE-73BQE0-20
6025	4826J-82-FX	ANLXF2	Left Lwr Tibia Force X	Ank	8903.7473	N	+	7/16/2002	OK	421v	Denton	4826J
6026	4826J-82-FY	ANLYF2	Left Lwr Tibia Force Y	Ank	8913.5865	N	+	7/16/2002	OK	421v	Denton	4826J
6027	4826J-82-FZ	ANLZF2	Left Lwr Tibia Force Z	Ank	8897.3840	N	+	7/16/2002	OK	421v	Denton	4826J
6028	4826J-82-MX	ANLXM2	Left Lwr Tibia Moment X	Ank	281.89523	N-m	+	7/16/2002	OK	421v	Denton	4826J
6029	4826J-82-MY	ANLYM2	Left Lwr Tibia Moment Y	Ank	282.42322	N-m	+	7/16/2002	OK	421v	Denton	4826J
6030	FLX108X	FTLXD2	Left Foot Disp. X	Eversi	162.16125	°	+	7/22/2002	OK	421v	Contelec	PD210-4B

Channel Report

8/14/2002 2:55:46 PM

6031	FLX108Y	FTLYD2	Left Foot Disp. Y	Dorsif 161.60453 °	+ 7/22/2002	OK	421v	Contelec	PD210-4B
6032	FLX108Z	FTLZD2	Left Foot Disp. Z	Intern 160.64468 °	+ 7/22/2002	OK	421v	Contelec	PD210-4B

Channel Report

8/14/2002 2:55:46 PM

Name of Test 020813

System MINIDAU

Name of DAU DAU7

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range		Pol.	Cal.	Group	Mfg.	Model	
7001	98H10-F03	FTLXG2	Left Foot Accel X	Fwd	1219.0476	g	+	4/25/2002	OK	421v	Entran	EGE-73BQ-2000
7002	98H10-F07	FTLYG2	Left Foot Accel Y	Rt	1200.7504	g	+	4/25/2002	OK	421v	Entran	EGE-73BQ-2000
7003	98H13-F16	FTLZG2	Left Foot Accel Z	Dn	1218.4383	g	+	4/25/2002	OK	421v	Entran	EGE-73BQ-2000
7004	150-0121VL-149	KNRXD2	Right Knee Displacement	Tib	39.721330	mm	+	5/8/2002	OK	421v	SpaceAge	150-0121VL
7005	4825J-80-FX	TBRXF2	Right Upr Tibia Force X	Tib	8897.8530	N	+	7/16/2002	OK	421v	Denton	4825J
7006	4825J-80-FZ	TBRZF2	Right Upr Tibia Force Z	Tib	8891.6867	N	+	7/16/2002	OK	421v	Denton	4825J
7007	4825J-80-MX	TBRXM2	Right Upr Tibia Moment X	Ank	282.67118	N·m	+	7/16/2002	OK	421v	Denton	4825J
7008	4825J-80-MY	TBRYM2	Right Upr Tibia Moment Y	Ank	282.08905	N·m	+	7/16/2002	OK	421v	Denton	4825J
7009	99H12-F19	TBRXG2	Right Tibia Accel X	Fwd	1227.6411	g	+	4/26/2002	OK	421v	Entran	EGE-73BQE0-20
7010	99H30-Z12	TBRYG2	Right Tibia Accel Y	Rt	1208.1740	g	+	4/26/2002	OK	421v	Entran	EGE-73BQE0-20
7011	4826J-76-FX	ANRXF2	Right Lwr Tibia Force X	Ank	8902.4909	N	+	7/16/2002	OK	421v	Denton	4826J
7012	4826J-76-FY	ANRYF2	Right Lwr Tibia Force Y	Ank	8899.4437	N	+	7/16/2002	OK	421v	Denton	4826J
7013	4826J-76-FZ	ANRZF2	Right Lwr Tibia Force Z	Ank	8898.8267	N	+	7/16/2002	OK	421v	Denton	4826J
7014	4826J-76-MX	ANRXM2	Right Lwr Tibia Moment X	Ank	282.85843	N·m	+	7/16/2002	OK	421v	Denton	4826J
7015	4826J-76-MY	ANRYM2	Right Lwr Tibia Moment Y	Ank	282.07777	N·m	+	7/16/2002	OK	421v	Denton	4826J
7016	FLX107X	FTRXD2	Right Foot Disp. X	Eversi	163.16031	°	-	7/22/2002	OK	421v	Contelec	PD210-4B
7017	FLX107Y	FTRYD2	Right Foot Disp. Y	Dorsif	160.73496	°	+	7/22/2002	OK	421v	Contelec	PD210-4B
7018	FLX107Z	FTRZD2	Right Foot Disp. Z	Exter	161.54100	°	+	7/22/2002	OK	421v	Contelec	PD210-4B
7019	98H14-K06	FTRXG2	Right Foot Accel X	Fwd	1213.2701	g	+	4/26/2002	OK	421v	Entran	EGE-73BQ-2000
7020	99H12-F03	FTRYG2	Right Foot Accel Y	Rt	1174.0964	g	+	4/25/2002	OK	421v	Entran	EGE-73BQE0-20
7021	98H14-K10	FTRZG2	Right Foot Accel Z	Dn	1225.8188	g	+	4/25/2002	OK	421v	Entran	EGE-73BQ-2000
7022	J39361	LRXXG1	REAR SEAT X-MEMBER	FWD	1008.8868	g	+	5/13/2002	OK	VRTC	Endevco	7264-2000TZ
7023	J37957	LRXYG1	REAR SEAT Y-MEMBER	LT	1018.7838	g	-	6/6/2002	OK	VRTC	Endevco	7264-2000TZ
7024	J14144	LRXZG1	REAR SEAT Z-MEMBER	UP	1032.3621	g	-	5/23/2002	OK	VRTC	Endevco	7264-2000TZ
7025	J37078	RRXXG1	REAR SEAT X-MEMBER	RR	1010.5795	g	-	4/4/2002	OK	VRTC	Endevco	7264-2000TZ
7026	J40088	RRXYG1	REAR SEAT Y-MEMBER	RT	1000.5862	g	+	4/4/2002	OK	VRTC	Endevco	7264-2000TZ
7027	J22013	RRXZG1	REAR SEAT Z-MEMBER	UP	1007.8740	g	-	6/19/2002	OK	VRTC	Endevco	7264-2000TZ
7028	J39522	LTPXG1	DRIVERS LT. SIDE TOE PAN	RR	1024	g	-	6/5/2002	OK	VRTC	Endevco	7264-2000TZ
7029	J38149	LTPYG1	DRIVERS LT. SIDE TOE PAN	LT	980.61748	g	-	5/10/2002	OK	VRTC	Endevco	7264-2000TZ
7030	J38609	LTPZG1	DRIVERS LT. SIDE TOE PAN	UP	1004.7490	g	-	5/10/2002	OK	VRTC	Endevco	7264-2000TZ

Channel Report

8/14/2002 2:55:46 PM

7031	J35701	RTPXG1	DRIVERS RT. SIDE TOE PAN	RR	1012.2578	g	-	4/17/2002	OK	VRTC	Endevco	7264-2000TZ
7032	J39913	RTPYG1	DRIVERS RT. SIDE TOE PAN	LT	1005.4988	g	-	6/5/2002	OK	VRTC	Endevco	7264-2000TZ

Channel Report

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Name of Test 020813

System MINIDAU

Name of DAU DAU9

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal.	Group	Mfg.	Model
9001	150-0121VL-548	KNRXD1	Right Knee Displacement	Tib	43.923990	mm	- 5/8/2002	OK 416v	SpaceAge	150-0121VL
9002	J36154	RTPZG1	DRIVERS RT. SIDE TOE PAN	UP	1016.2763	g	- 5/1/2002	OK VRTC	Endevco	7264-2000TZ
9003	J40456	VCGYG1	VEHICLE CG Y-AXIS	RT	995.54725	g	+ 3/20/2002	OK -1	Endevco	7264-2000TZ
9004	J40726	VCZG1	VEHICLE CG Z-AXIS	UP	998.75156	g	- 3/20/2002	OK -1	Endevco	7264-2000TZ
9005	J39044	RDKZG1	REAR DECK Z-AXIS	UP	1012.0177	g	- 6/18/2002	OK VRTC	Endevco	7264-2000TZ
9006	A37491	TPDXD1	TOE PAN DISPLACEMENT	3S	1271.2360	mm	+ 6/7/2002	OK -1	Celesco	PT-101-0050-11
9007	IP1	DABETA	DRIVER AIRBAG EVENT -	F	1.0039215	V	+ 6/15/2000	--- VRTC	FLUKE	Y8101A
9008	IP2	PABETA	PASSENGER AIRBAG EVENT	69	1.0039215	V	+ 6/15/2000	--- VRTC	FLUKE	Y8101A
9009	615	SHBF1	DRIVER SHOULDER FORCE		13364.727	N	+ 4/3/2002	OK -1	Lebow	3419T
9010	610	LPBF1	DRIVER LAP FORCE		13337.946	N	+ 4/3/2002	OK -1	Lebow	3419T
9011	808	SHBF2	PASSENGER SHOULDER		13330.079	N	+ 4/3/2002	OK -1	Lebow	3419T
9012	807	LPBF2	PASSENGER LAP FORCE		13330.167	N	+ 4/3/2002	OK -1	Lebow	3419T

Dummy 416v Type HYBRID III 5th Description VRTC - 416v HYBRID III 5th Female CAL'd 6-1-01 (DKS 8-12-02)J211

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
HEDXG	Head Accel X	EGE-73B6Q-20	02A02-F02	Entran	0.0251 g	2000	8/1/02	Fwd	0
HEDYG	Head Accel Y	EGE-73B6Q-20	02A18-N10	Entran	0.01967 g	2000	8/1/02	Lft	1
HEDZG	Head Accel Z	EGE-73B6Q-20	02A09-F15	Entran	0.02138 g	2000	8/1/02	Up	1
HEDXR	Head Accel Red X	EGE-73B6Q-20	01L26-F02	Entran	0.02022 g	2000	8/1/02	Rwd	1
HEDYR	Head Accel Red Y	EGE-73B6Q-20	02A09-F13	Entran	0.01959 g	2000	8/5/02	Lft	1
HEDZR	Head Accel Red Z	EGE-73B6Q-20	02A16-A06	Entran	0.01945 g	2000	8/1/02	Up	1
HD1XG	Head (LT) Accel X	EGE-73B6Q-20	02A16-A19	Entran	0.02103 g	2000	8/1/02	Fwd	0
HD1ZG	Head (LT) Accel Z	EGE-73B6Q-20	02A16-A22	Entran	0.02205 g	2000	8/1/02	Up	1
HD2YG	Head (FT) Accel Y	EGE-73B6Q-20	02A18-N04	Entran	0.01966 g	2000	8/1/02	Lft	1
HD2ZG	Head (FT) Accel Z	EGE-73B6Q-20	02A18-N20	Entran	0.0201 g	2000	8/1/02	Up	1
HD3XG	Head (TP) Accel X	EGE-73B6Q-20	02A09-F01	Entran	0.01985 g	2000	8/1/02	Fwd	0
HD3YG	Head (TP) Accel Y	EGE-73B6Q-20	02A09-F17	Entran	0.02066 g	2000	8/1/02	Lft	1
NEKXF	Neck Force X	IF-205	IF-205-161-FX	FTSS	0.000187241 N	8896	3/18/02	Hd Fd,Cst Rr	1
NEKYF	Neck Force Y	IF-205	IF-205-161-FY	FTSS	0.000180632 N	8896	3/18/02	Hd Lt,Cst Rt	0
NEKZF	Neck Force Z	IF-205	IF-205-161-FZ	FTSS	0.000092626 N	13344	3/18/02	Hd Up,Cst Dn	0
NEKXM	Neck Moment X	IF-205	IF-205-161-MX	FTSS	0.005688142 N-m	282.5	3/18/02	Rt Ear to Rt Shld	1
NEKYM	Neck Moment Y	IF-205	IF-205-161-MY	FTSS	0.005759292 N-m	282.5	3/18/02	Chin to Strnm	0
NEKZM	Neck Moment Z	IF-205	IF-205-161-MZ	FTSS	0.00836354 N-m	282.5	3/18/02	Chn to Lt Shld	0
NKLXF	Neck Lwr Force X	3251	3251-108-FX	Denton	0.000174325 N	13344.6	8/21/01	Hd Fd,Cst Rr	1
NKLYF	Neck Lwr Force Y	3251	3251-108-FY	Denton	0.000173696 N	13344.6	8/21/01	Hd Lt,Cst Rt	0
NKLZF	Neck Lwr Force Z	3251	3251-108-FZ	Denton	0.000096061 N	13344.6	8/21/01	Hd Up,Cst Dn	0
NKLXM	Neck Lwr Moment X	3251	3251-108-MX	Denton	0.004491923 N-m	451.9	8/21/01	Rt Ear to Rt Shld	1
NKLYM	Neck Lwr Moment Y	3251	3251-108-MY	Denton	0.004297854 N-m	451.9	8/21/01	Chn to Strnm	0
NKLZM	Neck Lwr Moment Z	3251	3251-108-MZ	Denton	0.005223779 N-m	338.95	8/21/01	Chn to Lt Shld	0
CSTXG	Chest Accel X	EGE-73B6Q-20	02A16-A04	Entran	0.02099 g	2000	8/1/02	Fwd	0
CSTYG	Chest Accel Y	EGE-73B6Q-20	C02B19-F02	Entran	0.01879 g	2000	8/1/02	Lft	1

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
CSTZG	Chest Accel Z	EGE-73B6Q-20	C02B19-F06	Entran	0.01903 g	2000	8/1/02	Up	1
CSTXR	Chest Accel Red X	EGE-73B6Q-20	B02A25-N08	Entran	0.0197 g	2000	8/1/02	Rwd	1
CSTYR	Chest Accel Red Y	EGE-73B6Q-20	01L17-F09	Entran	0.01943 g	2000	8/1/02	Lft	1
CSTZR	Chest Accel Red Z	EGE-73B6Q-20	C02B19-F04	Entran	0.01775 g	2000	8/1/02	Up	1
STUXG	Sternum Upr Accel X	EGE-73B6Q-20	B02A09-F08	Entran	0.02136 g	2000	8/1/02	Fwd	0
STMXG	Sternum Mid Accel X	EGE-73B6Q-20	02A16-A05	Entran	0.02203 g	2000	8/1/02	Fwd	0
STLXG	Sternum Lwr Accel X	EGE-73B6Q-20	02A16-A16	Entran	0.02279 g	2000	8/1/02	Fwd	0
CSTXD	Chest Deflection X 516	14CB1-2897	14CB1-2897-416	Servo	1.5983 mm	100	6/18/01	Strnm Away Frm Spn	0
LMBXF	Lumbar Force X	2152	2152-076-FX	Denton	0.000144364 N	13344.6	6/1/01	Cst Fd,Pel Rr	1
LMBYF	Lumbar Force Y	2152	2152-076-FY	Denton	0.000143967 N	13344.6	6/1/01	Cst Lt,Pel Rt	0
LMBZF	Lumbar Force Z	2152	2152-076-FZ	Denton	0.000058433 N	17793	6/1/01	Cst Up,Pel Dn	0
LMBXM	Lumbar Moment X	2152	2152-076-MX	Denton	0.002374243 N-m	677.9	6/1/01	Rt Shld to Rt Hip	1
LMBYM	Lumbar Moment Y	2152	2152-076-MY	Denton	0.002370998 N-m	677.9	6/1/01	Strnm to Frt of Legs	0
PEVXG	Pelvis Accel X	EGE-73B6Q-20	C02B19-F03	Entran	0.01756 g	2000	8/1/02	Rwd	1
PEVYG	Pelvis Accel Y	EGE-73B6Q-20	02A16-A27	Entran	0.0216 g	2000	8/1/02	Lft	1
PEVZG	Pelvis Accel Z	EGE-73B6Q-20	C02B19-F01	Entran	0.01955 g	2000	8/1/02	Up	1
LFMZ	Left Femur Force Z #8	2430	2430-736	GSE	0.000069527 N	13344	3/18/02	Knee Fd,Pel Rr	0
RFMZ	Right Femur Force Z 507	2430	2430-742	GSE	0.000066867 N	13344	3/18/02	Knee Fd,Pel Rr	0
KNLXD	Left Knee Displacement	150-0121VR	150-0121VR-5556	SpaceAge	23.741 mm	40	5/8/02	Tib Rr,Hld Fem	1
TBLXF	Left Upr Tibia Force X	4825J	4825J-79-FX	Denton	0.000264388 N	8896.4	7/16/02	Tib Fd,Knee Rr	0
TBLZF	Left Upr Tibia Force Z	4825J	4825J-79-FZ	Denton	0.000108212 N	8896.4	7/16/02	Tib Dn,Knee Up	0
TBLXM	Left Upr Tibia Moment X	4825J	4825J-79-MX	Denton	0.010160353 N-m	282.5	7/16/02	Ank Lt,Hld Knee	0
TBLYM	Left Upr Tibia Moment Y	4825J	4825J-79-MY	Denton	0.01028141 N-m	282.5	7/16/02	Ank Fd,Hld Knee	0
TBLXG	Left Tibia Accel X	EGE-73BQE0-2	99H30-Z10	Entran	0.02054 g	2000	4/26/02	Fwd	0
TBLYG	Left Tibia Accel Y	EGE-73BQ-200	98H10-F17	Entran	0.01975 g	2000	4/25/02	Rt	0
ANLXF	Left Lwr Tibia Force X	4826J	4826J-77-FX	Denton	0.000261814 N	8896.4	7/16/02	Ank Fd,Knee Rr	0
ANLYF	Left Lwr Tibia Force Y	4826J	4826J-77-FY	Denton	0.000263106 N	8896.4	7/16/02	Ank Rt,Knee Lft	0
ANLZF	Left Lwr Tibia Force Z	4826J	4826J-77-FZ	Denton	0.000107369 N	8896.4	7/16/02	Ank Dn,Knee Up	0

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
ANLXM	Left Lwr Tibia Moment X	4826J	4826J-77-MX	Denton	0.010294513 N-m	282.4	7/16/02	Ank Lt,Hld Knee	0
ANLYM	Left Lwr Tibia Moment Y	4826J	4826J-77-MY	Denton	0.010132790 N-m	282.4	7/16/02	Ank Fd,Hld Knee	0
FTLXD	Left Foot Disp. X	PD210-4B	FLX103X	Contelec	3.185474 °	318	7/22/02	Inversion	1
FTLYD	Left Foot Disp. Y	PD210-4B	FLX103Y	Contelec	3.17893 °	318	7/22/02	Dorsiflexion	0
FTLZD	Left Foot Disp. Z	PD210-4B	FLX103Z	Contelec	3.189123 °	318	7/22/02	External Rotation	1
FTLXG	Left Foot Accel X	EGE-73BQE0-2	99H30-Z11	Entran	0.02056 g	2000	4/26/02	Fwd	0
FTLYG	Left Foot Accel Y	EGE-73B6Q-20	01J02-F05	Entran	0.02188 g	2000	4/25/02	Rt	0
FTLZG	Left Foot Accel Z	EGE-73B6Q-20	01J02-F22	Entran	0.02293 g	2000	4/25/02	Dn	0
KNRXD	Right Knee Displacement	150-0121VL	150-0121VL-5482	SpaceAge	23.313 mm	40	5/8/02	Tib Rr,Hld Fem	1
TBRXF	Right Upr Tibia Force X	4825J	4825J-76-FX	Denton	0.000260746 N	8896.4	7/16/02	Tib Fd,Knee Rr	0
TBRZF	Right Upr Tibia Force Z	4825J	4825J-76-FZ	Denton	0.000107043 N	8896.4	7/16/02	Tib Dn,Knee Up	0
TBRXM	Right Upr Tibia Moment X	4825J	4825J-76-MX	Denton	0.01003575 N-m	282.5	7/16/02	Ank Lt,Hld Knee	0
TBRYM	Right Upr Tibia Moment Y	4825J	4825J-76-MY	Denton	0.01022761 N-m	282.5	7/16/02	Ank Fd,Hld Knee	0
TBRXG	Right Tibia Accel X	EGE-73BQE0-2	99H30-Z13	Entran	0.02028 g	2000	4/25/02	Fwd	0
TBRYG	Right Tibia Accel Y	EGE-73BQE0-2	99H30-Z01	Entran	0.01912 g	2000	4/25/02	Rt	0
ANRXF	Right Lwr Tibia Force X	4826J	4826J-78-FX	Denton	0.000264545 N	8896.4	7/16/02	Ank Fd,Knee Rr	0
ANRYF	Right Lwr Tibia Force Y	4826J	4826J-78-FY	Denton	0.000265489 N	8896.4	7/16/02	Ank Rt,Knee Lft	0
ANRZF	Right Lwr Tibia Force Z	4826J	4826J-78-FZ	Denton	0.000108583 N	8896.4	7/16/02	Ank Dn,Knee Up	0
ANRXM	Right Lwr Tibia Moment X	4826J	4826J-78-MX	Denton	0.010420531 N-m	282.5	7/16/02	Ank Lt,Hld Knee	0
ANRYM	Right Lwr Tibia Moment Y	4826J	4826J-78-MY	Denton	0.0102361 N-m	282.5	7/16/02	Ank Fd,Hld Knee	0
FTRXD	Right Foot Disp. X	PD210-4B	FLX104X	Contelec	3.160404 °	318	7/19/02	Eversion	1
FTRYD	Right Foot Disp. Y	PD210-4B	FLX104Y	Contelec	3.144368 °	318	7/19/02	Dorsiflexion	0
FTRZD	Right Foot Disp. Z	PD210-4B	FLX104Z	Contelec	3.164982 °	318	7/19/02	Internal Rotation	1
FTRXG	Right Foot Accel X	EGE-73B6Q-20	01J02-F10	Entran	0.02115 g	2000	4/25/02	Fwd	0
FTRYG	Right Foot Accel Y	EGE-73BQE0-2	99H30-Z15	Entran	0.01953 g	2000	4/26/02	Rt	0
FTRZG	Right Foot Accel Z	EGE-73B6Q-20	01J02-F03	Entran	0.02053 g	2000	4/26/02	Dn	0

Dummy	421v	Type	HYBRID III 5th	Description	VRTC - 421v HYBRID III 5th Female CAL'd 6-2-01 (DKS 8-12-02)J211					
Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip	
HEDXG	Head Accel X	VRTC 5	7264-2KM5T AJ4R6	Endevco	0.02183 g	2000	8/6/02	Fwd	0	
HEDYG	Head Accel Y		EGE-73B6Q-20 02A16-A01	Entran	0.02109 g	2000	8/5/02	Lft	1	
HEDZG	Head Accel Z		EGE-73B6Q-20 01L26-F06	Entran	0.01962 g	2000	8/5/02	Up	1	
HEDXR	Head Accel Red X		EGE-73B6Q-20 02A16-A03	Entran	0.02306 g	2000	8/5/02	Rwd	1	
HEDYR	Head Accel Red Y		EGE-73B6Q-20 02A16-A08	Entran	0.0251 g	2000	8/5/02	Lft	1	
HEDZR	Head Accel Red Z		EGE-73B6Q-20 02A16-A09	Entran	0.02052 g	2000	8/5/02	Up	1	
HD1XG	Head (LT) Accel X		EGE-73B6Q-20 02A16-A28	Entran	0.02021 g	2000	8/5/02	Fwd	0	
HD1ZG	Head (LT) Accel Z		EGE-73B6Q-20 02A16-A20	Entran	0.02253 g	2000	8/5/02	Up	1	
HD2YG	Head (FT) Accel Y		EGE-73B6Q-20 02A09-F12	Entran	0.01943 g	2000	8/5/02	Lft	1	
HD2ZG	Head (FT) Accel Z		EGE-73B6Q-20 02A18-N07	Entran	0.02007 g	2000	8/5/02	Up	1	
HD3XG	Head (TP) Accel X		EGE-73B6Q-20 02A16-A23	Entran	0.02026 g	2000	8/5/02	Fwd	0	
HD3YG	Head (TP) Accel Y		EGE-73B6Q-20 02A16-A25	Entran	0.02037 g	2000	8/5/02	Lft	1	
NEKXF	Neck Force X		IF-205 IF-205-180-FX	FTSS	0.00018243 N	8896	3/18/02	Hd Fd,Cst Rr	1	
NEKYF	Neck Force Y		IF-205 IF-205-180-FY	FTSS	0.000175596 N	8896	3/18/02	Hd Lt,Cst Rt	0	
NEKZF	Neck Force Z		IF-205 IF-205-180-FZ	FTSS	0.000092266 N	13344	3/18/02	Hd Up,Cst Dn	0	
NEKXM	Neck Moment X		IF-205 IF-205-180-MX	FTSS	0.005577699 N-m	282.5	3/18/02	Rt Ear to Rt Shld	1	
NEKYM	Neck Moment Y		IF-205 IF-205-180-MY	FTSS	0.005602124 N-m	282.5	3/18/02	Chn to Strnm	0	
NEKZM	Neck Moment Z		IF-205 IF-205-180-MZ	FTSS	0.008122478 N-m	282.5	3/18/02	Chn to Lt Shld	0	
NKLXF	Neck Lwr Force X		3251 3251-107-FX	Denton	0.000175149 N	13344.6	7/6/01	Hd Fd,Cst Rr	1	
NKLYF	Neck Lwr Force Y		3251 3251-107-FY	Denton	0.000175771 N	13344.6	7/6/01	Hd Lt,Cst Rt	0	
NKLZF	Neck Lwr Force Z		3251 3251-107-FZ	Denton	0.000095109 N	13344.6	7/6/01	Hd Up,Cst Dn	0	
NKLXM	Neck Lwr Moment X		3251 3251-107-MX	Denton	0.004384155 N-m	451.9	7/6/01	Rt Ear to Rt Shld	1	
NKLYM	Neck Lwr Moment Y		3251 3251-107-MY	Denton	0.004373976 N-m	451.9	7/6/01	Chn to Strnm	0	
NKLZM	Neck Lwr Moment Z		3251 3251-107-MZ	Denton	0.005777548 N-m	338.95	7/6/01	Chn to Lt Shld	0	
CSTXG	Chest Accel X		EGE-73B6Q-20 B02A25-N03	Entran	0.02163 g	2000	8/5/02	Fwd	0	
CSTYG	Chest Accel Y		EGE-73B6Q-20 02A18-N12	Entran	0.01926 g	2000	8/5/02	Lft	1	

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
CSTZG	Chest Accel Z	EGE-73B6Q-20	B02A25-N10	Entran	0.01967 g	2000	8/5/02	Up	1
CSTXR	Chest Accel Red X	7264-2KM5T	AE9B7	Endevco	0.0248 g	2000	8/6/02	Rwd	1
CSTYR	Chest Accel Red Y	EGE-73B6Q-20	02A04-A24	Entran	0.01924 g	2000	8/5/02	Lft	1
CSTZR	Chest Accel Red Z	EGE-73B6Q-20	B02A18-N22	Entran	0.02106 g	2000	8/5/02	Up	1
STUXG	Sternum Upr Accel X	EGE-73B6Q-20	02A16-A14	Entran	0.02268 g	2000	8/5/02	Fwd	0
STMXG	Sternum Mid Accel X	EGE-73B6Q-20	02A16-A12	Entran	0.0223 g	2000	8/5/02	Fwd	0
STLXG	Sternum Lwr Accel X	EGE-73B6Q-20	02A18-N16	Entran	0.01972 g	2000	8/5/02	Fwd	0
CSTXD	Chest Deflection X	14CB1-2897	14CB1-2897-1355	Servo	1.70969 mm	100	3/25/02	Strnm Away Frm Spn	0
LMBXF	Lumbar Force X	2152A	2152A-086-FX	Denton	0.000139995 N	13344.6	6/2/01	Cst Fd,Pel Rr	1
LMBYF	Lumbar Force Y	2152A	2152A-086-FY	Denton	0.000138002 N	13344.6	6/2/01	Cst Lt,Pel Rt	0
LMBZF	Lumbar Force Z	2152A	2152A-086-FZ	Denton	0.000050458 N	17793	6/2/01	Cst Up,Pel Dn	0
LMBXM	Lumbar Moment X	2152A	2152A-086-MX	Denton	0.002293111 N-m	677.9	6/2/01	Rt Shld to Rt Hip	1
LMBYM	Lumbar Moment Y	2152A	2152A-086-MY	Denton	0.002268623 N-m	677.9	6/2/01	Strnm to Frt of Legs	0
PEVXG	Pelvis Accel X	7264-2000LC	AF9K3	Endevco	0.0212 g	2000	8/5/02	Rwd	1
PEVYG	Pelvis Accel Y	EGE-73B6Q-20	02A16-A26	Entran	0.02009 g	2000	8/5/02	Lft	1
PEVZG	Pelvis Accel Z	EGE-73B6Q-20	02A18-N15	Entran	0.01877 g	2000	8/5/02	Up	1
LFMZF	Left Femur Force Z S37	2430	2430-739	GSE	0.000067676 N	13344	3/18/02	Knee Fd,Pel Rr	0
RFMZF	Right Femur Force Z VRTC 4	2430	2430-760	GSE	0.000067069 N	13344	3/18/02	Knee Fd,Pel Rr	0
KNLXD	Left Knee Displacement POT10	150-0121VR	150-0121VR-15021	SpaceAge	23.387 mm	40	5/8/02	Tib Fd,Hld Fem	0
TBLXF	Left Upr Tibia Force X	4825J	4825J-82-FX	Denton	0.000269334 N	8896.4	7/16/02	Tib Fd,Knee Rr	0
TBLZF	Left Upr Tibia Force Z	4825J	4825J-82-FZ	Denton	0.000109584 N	8896.4	7/16/02	Tib Dn,Knee Up	0
TBLXM	Left Upr Tibia Moment X	4825J	4825J-82-MX	Denton	0.01026407 N-m	282.5	7/16/02	Ank Lt,Hld Knee	0
TBLYM	Left Upr Tibia Moment Y	4825J	4825J-82-MY	Denton	0.0104699 N-m	282.4	7/16/02	Ank Fd,Hld Knee	0
TBLXG	Left Tibia Accel X	EGE-73BQE0-2	99H30-Z09	Entran	0.01954 g	2000	4/25/02	Fwd	0
TBLYG	Left Tibia Accel Y	EGE-73BQE0-2	99H12-F09	Entran	0.01847 g	2000	4/26/02	Rt	0
ANLXF	Left Lwr Tibia Force X	4826J	4826J-82-FX	Denton	0.000264995 N	8896.4	7/16/02	Ank Fd,Knee Rr	0
ANLYF	Left Lwr Tibia Force Y	4826J	4826J-82-FY	Denton	0.000265928 N	8896.4	7/16/02	Ank Rt,Knee Lft	0
ANLZF	Left Lwr Tibia Force Z	4826J	4826J-82-FZ	Denton	0.000108167 N	8896.4	7/16/02	Ank Dn,Knee Up	0

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
ANLXM	Left Lwr Tibia Moment X	4826J	4826J-82-MX	Denton	0.010319759 N-m	282.4	7/16/02	Ank Lt,Hld Knee	0
ANLYM	Left Lwr Tibia Moment Y	4826J	4826J-82-MY	Denton	0.010127833 N-m	282.4	7/16/02	Ank Fd,Hld Knee	0
FTLXD	Left Foot Disp. X	PD210-4B	FLX108X	Contelec	3.157351 °	318	7/22/02	Eversion	0
FTLYD	Left Foot Disp. Y	PD210-4B	FLX108Y	Contelec	3.168228 °	318	7/22/02	Dorsiflexion	0
FTLZD	Left Foot Disp. Z	PD210-4B	FLX108Z	Contelec	3.187158 °	318	7/22/02	Internal Rotation	0
FTLXG	Left Foot Accel X	EGE-73BQ-200	98H10-F03	Entran	0.0168 g	2000	4/25/02	Fwd	0
FTLYG	Left Foot Accel Y	EGE-73BQ-200	98H10-F07	Entran	0.02132 g	2000	4/25/02	Rt	0
FTLZG	Left Foot Accel Z	EGE-73BQ-200	98H13-F16	Entran	0.01827 g	2000	4/25/02	Dn	0
KNRXD	Right Knee Displacement AXRRP	150-0121VL	150-0121VL-14949	SpaceAge	23.436 mm	40	5/8/02	Tib Fd,Hld Fem	0
TBRXF	Right Upr Tibia Force X	4825J	4825J-80-FX	Denton	0.000271424 N	8896.4	7/16/02	Tib Fd,Knee Rr	0
TBRZF	Right Upr Tibia Force Z	4825J	4825J-80-FZ	Denton	0.000109471 N	8896.4	7/16/02	Tib Dn,Knee Up	0
TBRXM	Right Upr Tibia Moment X	4825J	4825J-80-MX	Denton	0.010291431 N-m	282.4	7/16/02	Ank Lt,Hld Knee	0
TBRYM	Right Upr Tibia Moment Y	4825J	4825J-80-MY	Denton	0.010491501 N-m	282.4	7/16/02	Ank Fd,Hld Knee	0
TBRXG	Right Tibia Accel X	EGE-73BQE0-2	99H12-F19	Entran	0.01986 g	2000	4/26/02	Fwd	0
TBRYG	Right Tibia Accel Y	EGE-73BQE0-2	99H30-Z12	Entran	0.02018 g	2000	4/26/02	Rt	0
ANRXF	Right Lwr Tibia Force X	4826J	4826J-76-FX	Denton	0.000262612 N	8896.4	7/16/02	Ank Fd,Knee Rr	0
ANRYF	Right Lwr Tibia Force Y	4826J	4826J-76-FY	Denton	0.000262702 N	8896.4	7/16/02	Ank Rt,Knee Lft	0
ANRZF	Right Lwr Tibia Force Z	4826J	4826J-76-FZ	Denton	0.000108763 N	8896.4	7/16/02	Ank Dn,Knee Up	0
ANRXM	Right Lwr Tibia Moment X	4826J	4826J-76-MX	Denton	0.010402832 N-m	282.5	7/16/02	Ank Lt,Hld Knee	0
ANRYM	Right Lwr Tibia Moment Y	4826J	4826J-76-MY	Denton	0.01055292 N-m	282.5	7/16/02	Ank Fd,Hld Knee	0
FTRXD	Right Foot Disp. X	PD210-4B	FLX107X	Contelec	3.138018 °	318	7/22/02	Eversion	1
FTRYD	Right Foot Disp. Y	PD210-4B	FLX107Y	Contelec	3.185368 °	318	7/22/02	Dorsiflexion	0
FTRZD	Right Foot Disp. Z	PD210-4B	FLX107Z	Contelec	3.169474 °	318	7/22/02	External Rotation	0
FTRXG	Right Foot Accel X	EGE-73BQ-200	98H14-K06	Entran	0.0211 g	2000	4/26/02	Fwd	0
FTRYG	Right Foot Accel Y	EGE-73BQE0-2	99H12-F03	Entran	0.01896 g	2000	4/25/02	Rt	0
FTRZG	Right Foot Accel Z	EGE-73BQ-200	98H14-K10	Entran	0.01816 g	2000	4/25/02	Dn	0

Appendix E

INSIA Report on Structural Measurements

STRUCTURAL SURVEY OF CARS. MEASUREMENT METHODOLOGY OF THE MAIN RESISTANT ELEMENTS IN THE CAR BODY

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March, 1999

REPORT DOCUMENTATION PAGE**Title:**

STRUCTURAL SURVEY OF CARS. MEASUREMENT METHODOLOGY OF THE MAIN RESISTANT ELEMENTS IN THE CAR BODY

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Supplementary notes:

Under contract to:

THE EUROPEAN COMMUNITY

Project: “Improvement of Crash Compatibility between Cars”
Contract N°: RO – 97 – SC.1064

Abstract:

The main aim of this working package -*Structural Survey of Cars*- is the reduction of incompatibilities, both structural and geometric, between passenger vehicles and their potential collision partners. The understanding of these incompatibilities needs a previous step for the knowledge of the existing car fleet.

Firstly, it is necessary to select the main resistant elements in the car body. These elements have to be chosen from the point of view of the sort of collision that we want to study, that is to say, frontal and side impacts.

Detailed measurements have been taken from exterior and interior elements, spread to a total number of 74 models selected from the main vehicle manufacturers at Spain. All of them are being sold this year. Using the information available from the previous measurements in vehicles, the geometric characteristics of the main resistant elements involved in the geometric compatibility between cars will be defined.

This report shows the methodology followed to get these measurements.

Subject terms:

Crash compatibility, geometric compatibility, resistant elements, measure methodology

Date:

March, 1999

1.- METHODOLOGY.

Detailed measurements have been taken from exterior and interior elements. Using the information available from the previous measurements in vehicles, the geometric characteristics of the main resistant elements involved in the geometric compatibility between cars have been defined. These elements are presented in the following figures, and have been divided in two main groups according to the vehicle zones studied in this project.

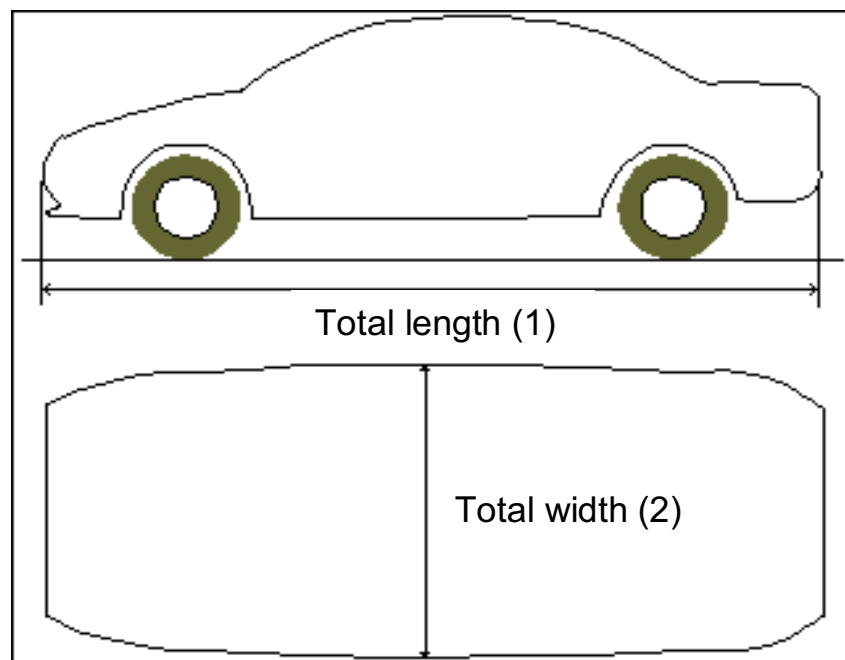


Figure 1.- Definition of the main resistant elements. General dimensions.

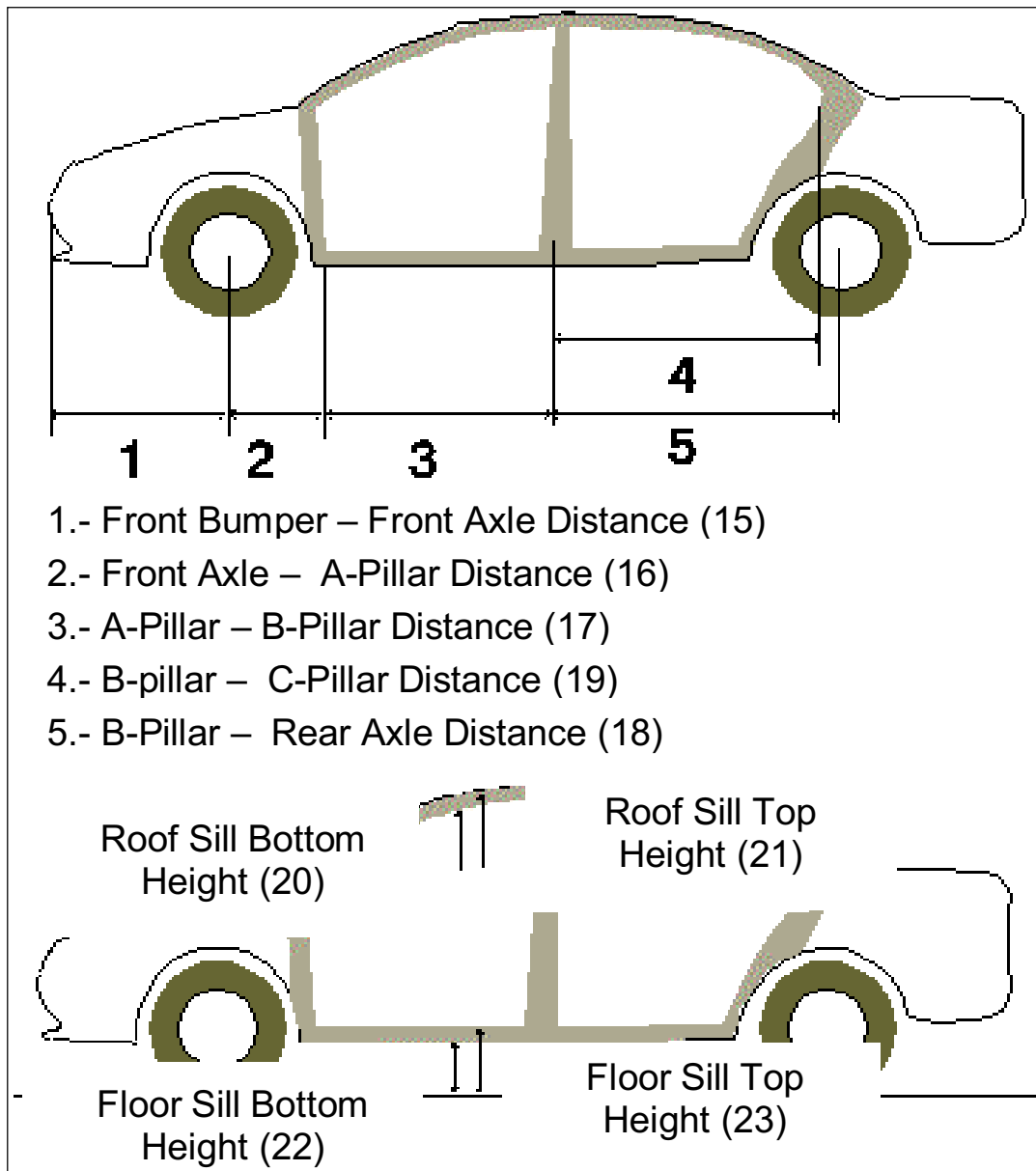


Figure 2.- Definition of the main resistant elements. Side elements.

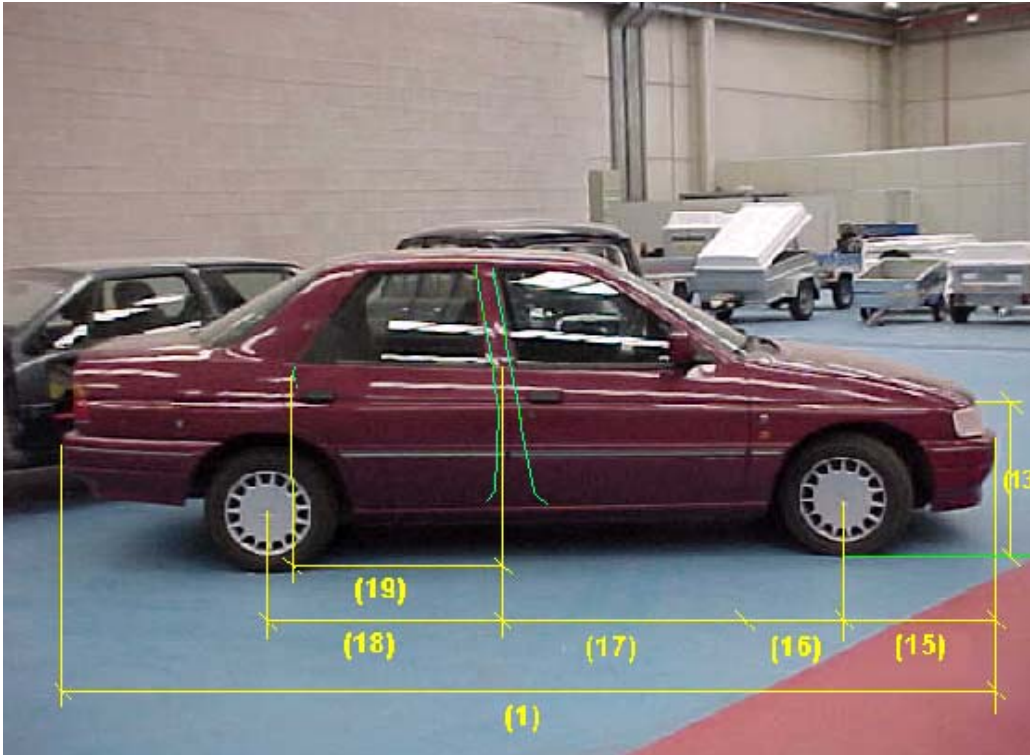
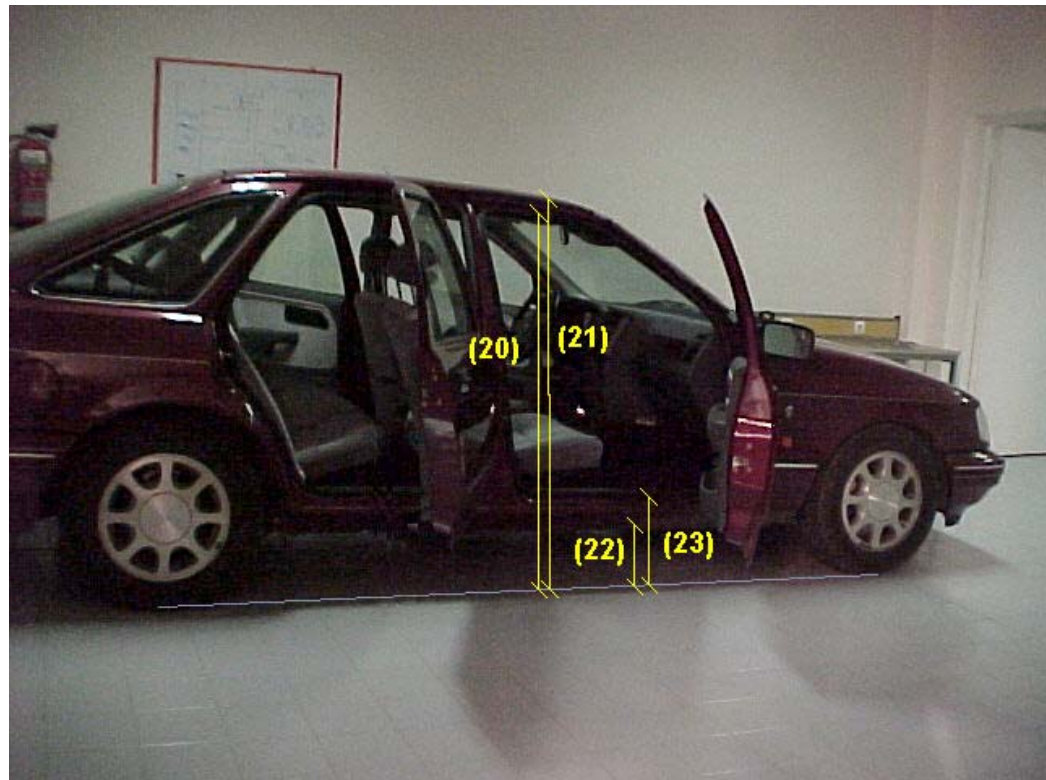


Figure 3.-
Measurements of
the side resistant
elements (outer).

Figure 4.- Measurements
of the side resistant
elements (inner).



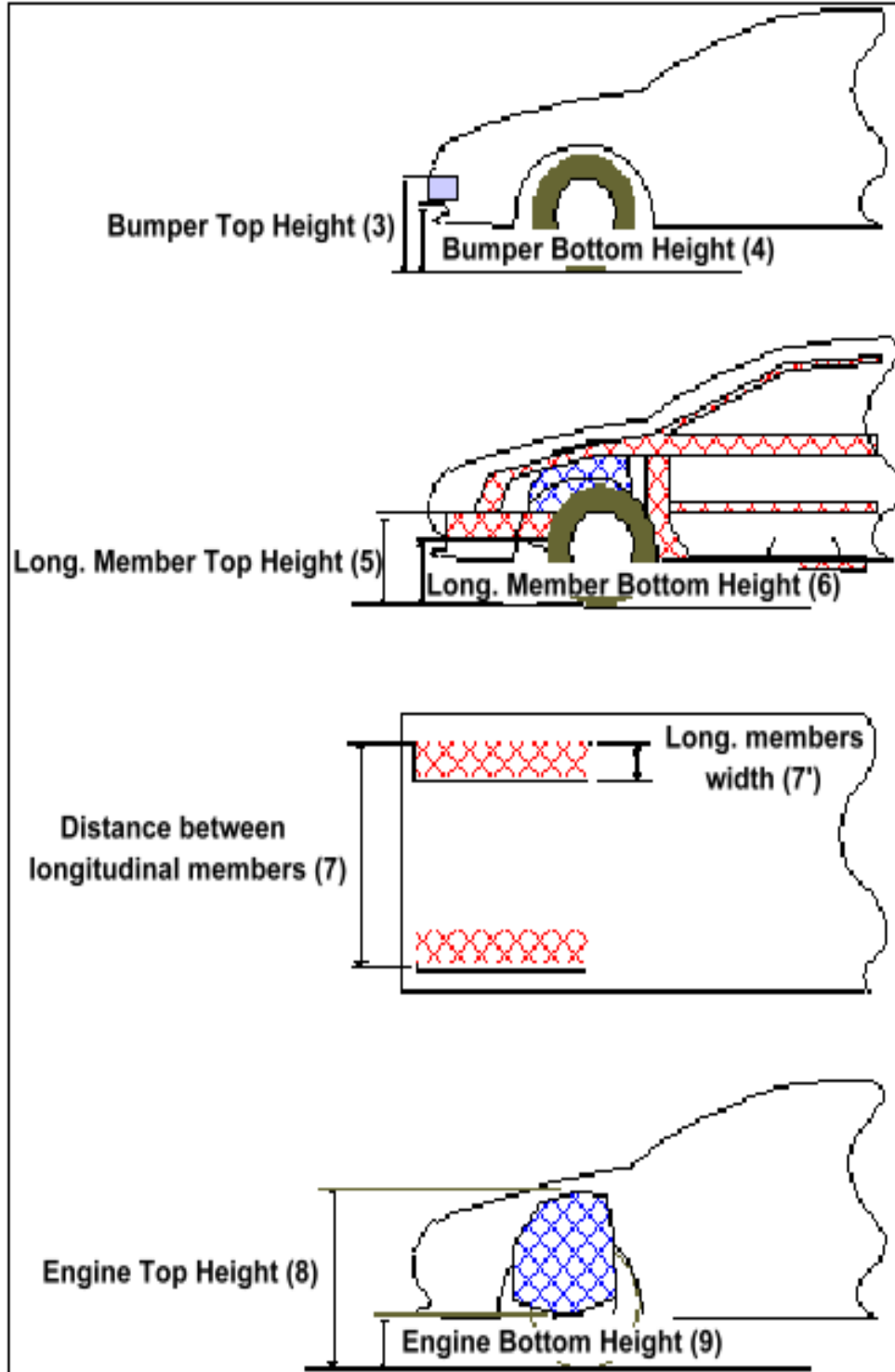


Figure 5.- Definition of the main resistant elements. Front elements.

Figure 6.-
Measurements of the
main resistant elements.
Front elements 1.

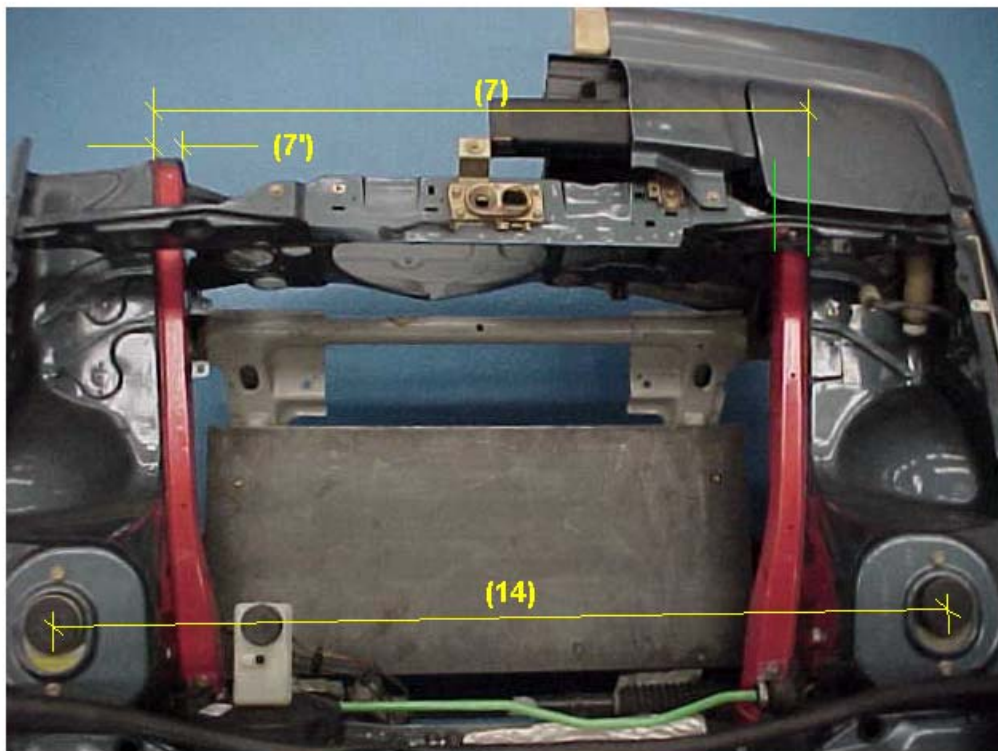
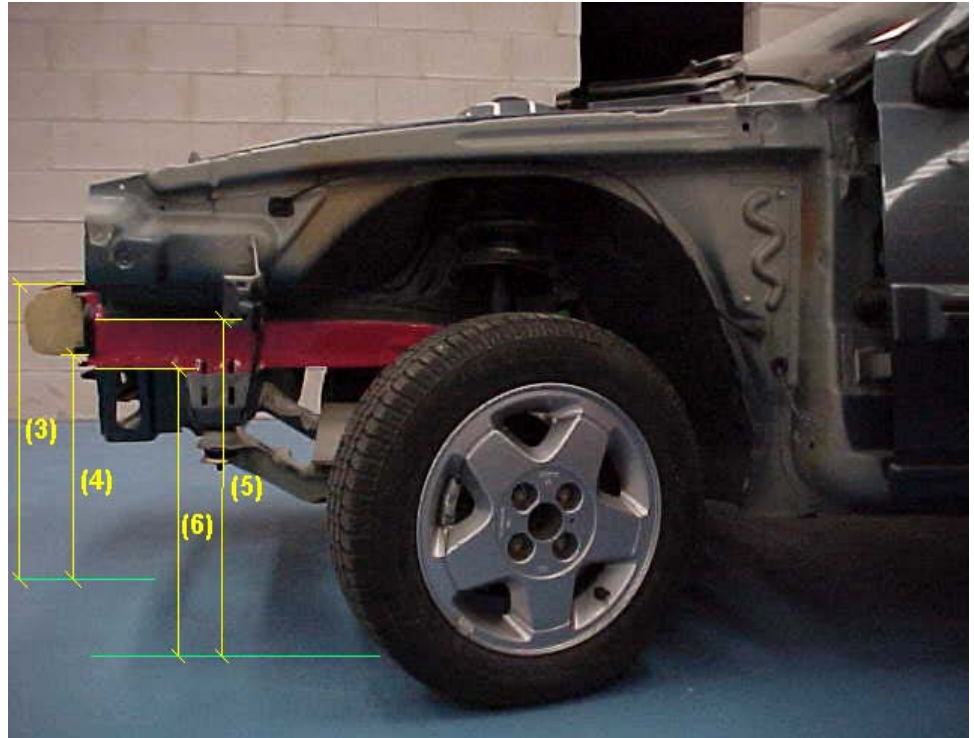


Figure 7.-
Measurements
of the main
resistant
elements. Front
elements 2.

Figure 8.-
Measurements of
the main resistant
elements. Front
elements 3.

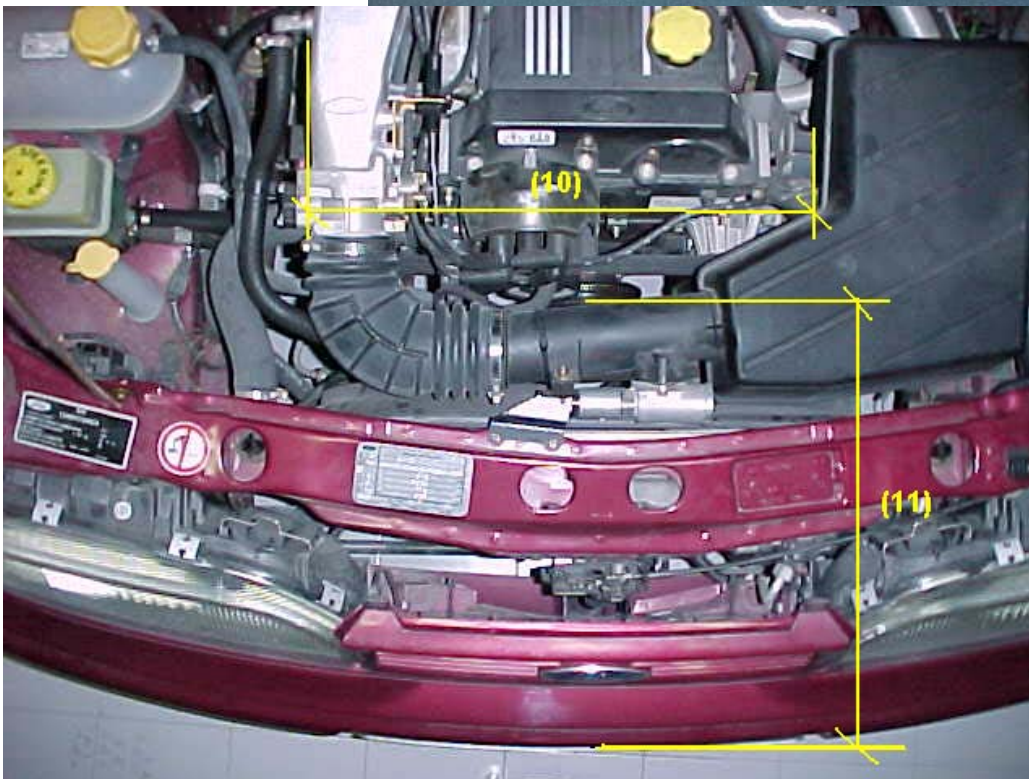
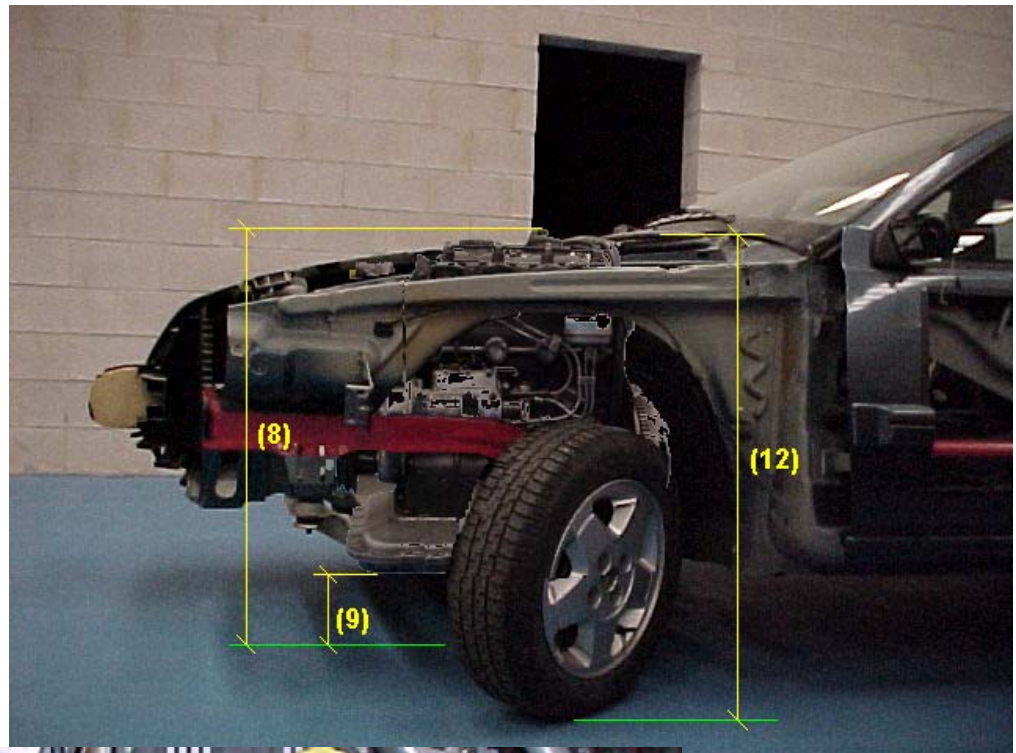


Figure 9.-
Definition of
the main
resistant
elements. Front
elements
(Longitudinal
engine).

The procedure considered to measure these elements is described as follows, where it is indicated the location of these ones in the Excel Sheet (SURVEY.XLS) into brackets:

FRONT ELEMENTS

- **Total Length –(1)- (Side & Front Sheets - C column):** distance between the point in the front bumper further on and the point in the rear bumper further back.
- **Weight (Side & Front Sheets - D column):** mass, including an average driver weight (70 kg), and the fuel tank mass (at half-capacity).
- **Total Width –(2)- (Side & Front Sheets - E column):** distance between the outer side points in a transverse plane of the vehicle (middle plane between the front and rear axles).
- **Bumper bottom height –(4)- (Front Sheet G column):** distance between the ground and the lowest point on the front bumper, being a resistant member (aerodynamic elements under the front bumper are not considered).
- **Bumper top height –(3)- (Front Sheet H column):** distance between the ground and the highest point on the front bumper, being a resistant member (aerodynamic elements are not considered).
- **Longitudinal member top height –(5)- (Front Sheet I column):** distance between the ground and the highest point on the longitudinal members, measured approximately in the front bumper-longitudinal member joint (when accessible).
- **Longitudinal member bottom height –(6)- (Front Sheet J column):** distance between the ground and the lowest point on the longitudinal members, measured approximately in the front bumper-longitudinal member joint.
- **Distance between longitudinal members (Front Sheet K column):** transverse distance between extreme points in longitudinal members, measured approximately in the front bumper-longitudinal member joint.

Depending on the accessibility of these members, the extreme points are the inner points (I) or the outer points (O).

- **Longitudinal member width -7'- (Front Sheet L column):** width of one of the longitudinal members, measured approximately in the front bumper-longitudinal member joint.

-
- **Engine top height (8) (Front Sheet N column):** distance between the ground and the highest point on the engine that can be a resistant member in case of accident (usually, the highest point on the head, or the highest point of the inlet or exhaust manifolds).

 - **Engine bottom height (9) (Front Sheet M column):** distance between the ground and the lowest point on the engine (usually, the lowest point on the crankcase).

 - **Engine and Gearbox width (10) (Front Sheet O & P columns):**
 - *Transverse configuration engine:* distance between extreme points in the gearbox-cylinder block unit or others resistant members attached to the cylinder block unit, i.e. fan belts (from a front point of view).

 - *Longitudinal configuration engine:* distance between extreme points in the cylinder block unit (from a front point of view).

 - **Front bumper - Engine distance (11) (Front Sheet Q column):** distance between the point in the front bumper further on and the point in the engine further on that is a resistant element, i.e. the further on point of the exhaust manifold placed in the front of the engine.

 - **Front shock absorber fixing width (14) (Front Sheet R column):** transverse distance between the front shock absorber - body car joints.

 - **Front shock absorber fixing height (12) (Front Sheet S column):** distance between the ground and the front shock absorber-body car joint.

 - **Bonnet leading edge height (Front Sheet T column):** distance between the ground and the bonnet edge further on.

SIDE ELEMENTS

- **Front bumper - Front axle distance (15) (Side Sheet G column):** distance between the point in the front bumper further on and the middle point in the front tyre-road contact patch.
- **Front axle - A Pillar distance (16) (Side Sheet H column):** distance between the middle point in the front tyre-road contact patch and the point in the A-pillar further back.
- **A Pillar - B Pillar distance (17) (Side Sheet I column):** distance between the point in the A-pillar further back and the middle point in the B-pillar.
- **B Pillar - C Pillar distance (19) (Side Sheet J column):** distance between the middle point in the B-pillar and the point in the C-pillar further back (only 4/5-door vehicles).
- **B Pillar - Rear axle distance (18) (Side Sheet K column):** distance between the middle point in the B-pillar and the middle point in the rear tyre-road contact patch.
- **Roof sill bottom height (20) (Side Sheet L column):** distance between the ground and the lowest point on the roof sill, measured in the front door middle point.
- **Roof sill top height (21) (Side Sheet M column):** distance between the ground and the highest point on the roof sill (usually located in the sill-roof joint), measured in the front door middle point.
- **Floor sill bottom height (22) (Side Sheet N column):** distance between the ground and the lowest point on the floor sill, measured in the front door middle point.
- **Floor sill top height (23) (Side Sheet O column):** distance between the ground and the highest point on the floor sill, measured in the front door middle point.

NOTE

- N/A: dimension not available.