

**Vehicle Research and Test Center
2002 Dodge Neon into
Fixed 40% Left Offset Deformable
Load Cell Barrier at 56 km/h
TRC Inc. Test Number: 020926-1**

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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
Appendix F	Vehicle Manufacturer's Information	F-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	4-19
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
Post-Test Right Front View	A-16
Pre-Test Overhead View	A-17
Post-Test Overhead View	A-18
Pre-Test Front Underbody View	A-19
Post-Test Front Underbody View	A-20
Pre-Test Front Mid Underbody View	A-21
Post-Test Front Mid Underbody View	A-22
Pre-Test Rear Mid Underbody View	A-23
Post-Test Rear Mid Underbody View	A-24
Pre-Test Rear Underbody View	A-25
Post-Test Rear Underbody View	A-26
Pre-Test Engine Compartment View	A-27
Pre-Test Windshield View	A-28

List of Photographs, Cont'd.

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

List of Photographs, Cont'd.

<u>Description</u>	<u>Figure</u>
Post-Test Passenger Dummy & Vehicle Interior - View 1	A-57
Pre-Test Passenger Dummy & Vehicle Interior - View 2	A-58
Post-Test Passenger Dummy & Vehicle Interior - View 2	A-59
Post-Test Driver Dummy Overall View	A-60
Post-Test Driver Dummy Head Contact - View 1	A-61
Post-Test Driver Dummy Head Contact - View 2	A-62
Post-Test Driver Knee Contact - View 1	A-63
Post-Test Driver Knee Contact - View 2	A-64
Post-Test Driver Toeboard/Floorpan with Carpet Removed View	A-65
Post-Test Passenger Dummy Overall View	A-66
Post-Test Passenger Dummy Head Contact - View 1	A-67
Post-Test Passenger Dummy Head Contact - View 2	A-68
Post-Test Passenger Dummy Head Contact - View 3	A-69
Post-Test Passenger Dummy Knee Contact - View 1	A-70
Post-Test Passenger Dummy Knee Contact - View 2	A-71
Pre-Test Vehicle Certification Label View	A-72
Pre-Test Tire Load Label View	A-73

Section 1.0

Purpose and Test Procedure

Purpose

This 56.1 km/h (34.9 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 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 50th percentile male anthropomorphic test devices (dummies).

The test vehicle, a 2002 Dodge Neon, 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 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 203 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 572E adult male 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 frontal airbags.

Both dummies were instrumented with three (3) accelerometers in the head, three (3) in the chest, and three (3) in the pelvis to measure longitudinal, lateral, and vertical accelerations. In addition, the driver dummy had redundant head and chest accelerometers. Both dummies were instrumented with upper neck moment and force load cells, left and right femur moment and force load cells, and chest deflection potentiometers. Both dummies were also equipped with THOR-LX 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 207 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 fourteen (14) high-speed motion picture cameras (this included redundant cameras added for a camera comparison). 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 a copy of the INSIA Report on Structural Measurements which documents the procedure for the measurements provided in Table 8. Appendix F contains vehicle manufacturer's information.

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 September 26, 2002.

The test vehicle, a 2002 Dodge Neon 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 1433.4 kg. The vehicle's impact speed was 56.1 km/h. The vehicle impacted 6 mm to the right of the 40% offset target line.

The driver's 36 millisecond Head Injury Criteria (HIC) was 750. The driver's 15 millisecond HIC was 612. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 40.1 g. The driver's maximum chest deflection was 27 mm. The driver's left and right femur maximum axial compressive forces were 5351 N and 1855 N, respectively. The driver dummy's upper neck injury calculations were: neck tension-flexion (NTF), 0.25; neck tension-extension (NTE), 0.40; neck compression-flexion (NCF), 0.00 and neck compression-extension (NCE), 0.03. The driver dummy's peak upper neck tension force was 1499 N and peak neck compression force was 51 N.

The right front passenger's 36 millisecond HIC was 347. The passenger's 15 millisecond HIC was 208. The passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 30.0 g. The passenger's maximum chest deflection was 30 mm. The passenger's left and right femur maximum axial compressive forces were 2584 N and 670 N, respectively. The right front passenger's upper neck injury calculations were: NTF, 0.22; NTE, 0.27; NCF, 0.01 and NCE, 0.02. The right front passenger dummy's peak upper neck tension force was 1266 N and peak neck compression force was 37 N.

There was 93.5% windshield periphery retention. There was no penetration through the windshield.

Data Acquisition Explanations

There were no anomalies to report for this test.

Table 1 Crash Test Summary

Test mode:	Fixed 40% left offset load cell barrier			
Test date:	09/26/2002			
Test time:	1216			
Ambient temperature:	21° C			
Vehicle year/make/ model/body style:	2002/Dodge/Neon/4-door sedan			
Vehicle test weight:	1433.4 kg			
Impact angle ¹ :	0°			
Impact velocity ² :	56.1 km/h			
Maximum static crush ³ :	436 mm			
Average rebound:	N/A			
Number of data channels:	207			
Number of cameras:	High-speed	13	Real-time	1
<u>Dummies:</u>	<u>Driver #168</u>		<u>Passenger #169</u>	
Type:	HIII-50, Part 572E		HIII-50, Part 572E	
Location:	Left Front		Right Front	
Restraint:	3-point seat belt, single-stage airbag		3-point seat belt single-stage airbag	
<u>Seat track position for test:</u>				
Driver:	Mid			
Passenger:	Mid			
<u>Seat back position for test:</u>				
Driver:	22.5° (set using procedure in Appendix F)			
Passenger:	22.5° (set using procedure in Appendix F)			
<u>Head restraint position for test:</u>				
Driver:	Full Up			
Passenger:	Full Up			
Steering column position:	Mid			

¹ With respect to tow track centerline.

² Speed trap measurement ($\pm .08$ km/h accuracy)

Table 2 General Test and Vehicle Parameter Data

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

VIN: 1B3ES46C12D550443

Model year: 2002

Body style: 4-door sedan

Color: Red

Engine data:

 Cylinders: 4

 Displacement 2.0-liters

 Cylinder placement: Straight

 Engine placement: Transverse

Transmission data: 4 speed, ___ manual, X automatic, ___ overdrive

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

Date vehicle received:

Odometer reading: 116

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	No	Air conditioning	Yes
Radio	Yes	Anti-skid brake	Yes
Clock	Yes	Rear window defroster	Yes
Other	No	Power door locks	Yes

Certification data from vehicle's label:

Vehicle manufactured by: DaimlerChrysler Corporation

Date of manufacture: 11/01

VIN: 1B3ES46C12D550443

GVWR: 1675 kg (3691 lbs.)

GAWR: Front: 925 kg (2038 lbs.)

 Rear: 773 kg (1703 lbs.)

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

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

Tire pressure with maximum capacity vehicle load:

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

Spare tire (mfr., line, size): N/A

Type of seats:

Front	Bucket
Rear	Bench

Maximum width: 1718 mm

Wheelbase: 2670 mm

Location of "Recommended Tire Pressure" label:

The label was located on the driver door.

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

Recommended tire size: P185/65R14 or P185/60R15

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
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	681 mm;	RF	679 mm;	LR	692 mm;	RR	690 mm
Fully loaded attitude:	LF	664 mm;	RF	662 mm;	LR	663 mm;	RR	662 mm
Pre-test attitude:	LF	653 mm;	RF	657 mm;	LR	646 mm;	RR	650 mm
Post-test attitude: ¹	LF	635 mm;	RF	663 mm;	LR	624 mm;	RR	684 mm

¹ Left front tire flattened during impact.

Table 2 General Test and Vehicle Parameter Data Cont'd

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

Right front	389.0 kg	Right rear	226.5 kg
Left front	397.0 kg	Left rear	217.0 kg
Total front weight	786.0 kg	(63.9 % of total vehicle weight)	
Total rear weight	443.5 kg	(36.1 % of total vehicle weight)	
Total delivered weight	1229.5 kg		

Calculation of test vehicle's target test weight:

Total Delivered Weight (UDW) =	1229.5 kg
Rated Cargo/Luggage Weight (RCLW) ¹ =	52.0 kg
Weight of 2 Part 572E Dummies @ 76 kg each =	152.0 kg
Target test weight =	1433.5 kg

Weight of test vehicle with required dummies and 67.9 kg of cargo weight:

Right front	416.6 kg	Right rear	292.6 kg
Left front	435.2 kg	Left rear	289.0 kg
Total front weight	851.8 kg	(59.4% of total vehicle weight)	
Total rear weight	581.6 kg	(40.6% of total vehicle weight)	
Total test weight	1433.4 kg	(0.0% at target test weight)	

Weight of ballast secured in vehicle: 0

Components removed to meet target test weight: Rear seat and rear interior trim;
approximately 75% of fuel

Location of Vehicle's CG: 1083 mm rearward of front wheel centerline

Fuel System Data:

Usable fuel system capacity	47.3 liters (from manufacturer's information)
Actual test volume: ²	11.7 liters (25% 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.

² Fuel was partially removed to achieve test weight.

Table 3 Post-Impact Data

Test number: 020926-1
Test date: 09/26/2002
Test time: 1216
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

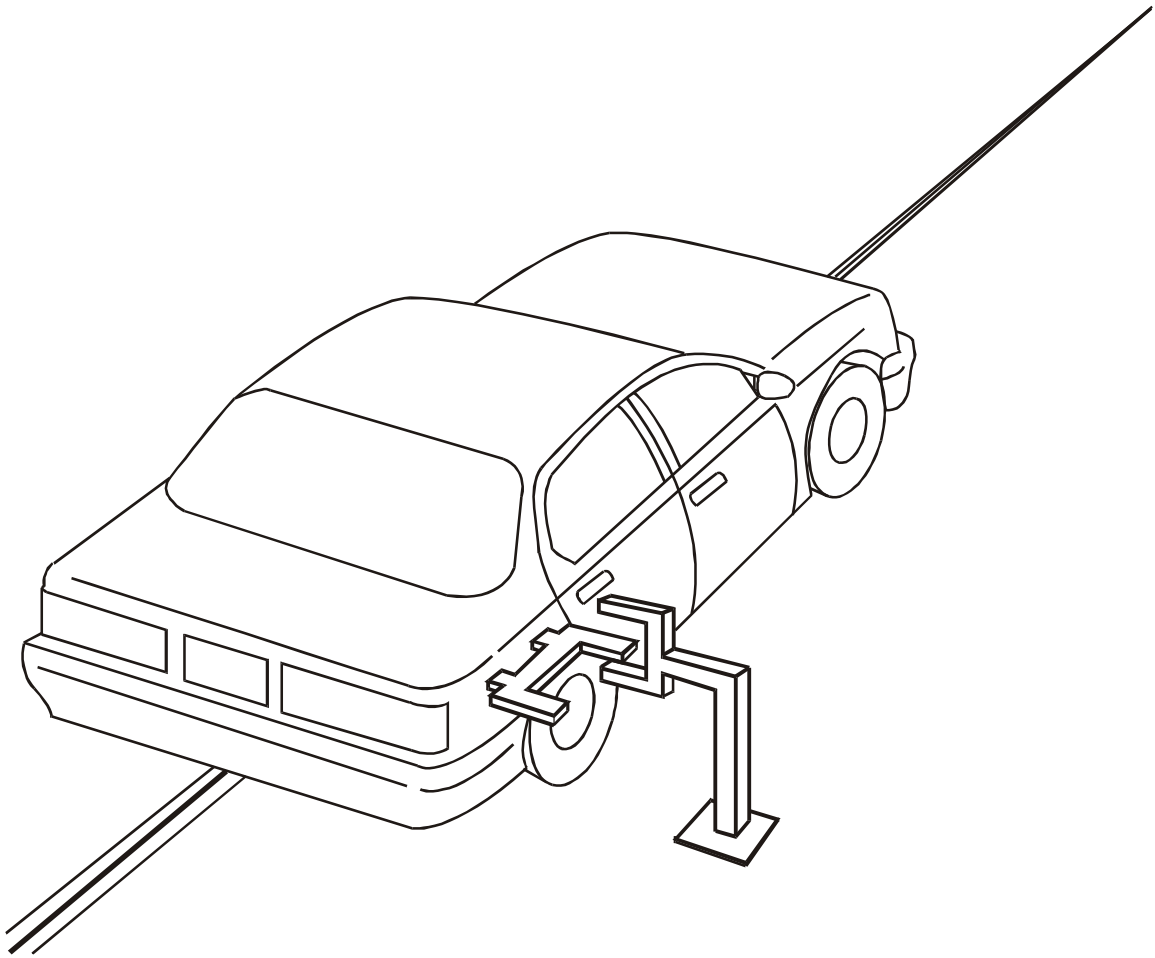
Barrier impact velocity:

Primary: 56.1 km/h
Secondary: 56.1 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: 6 mm right
Actual offset: 166 mm left of vehicle centerline

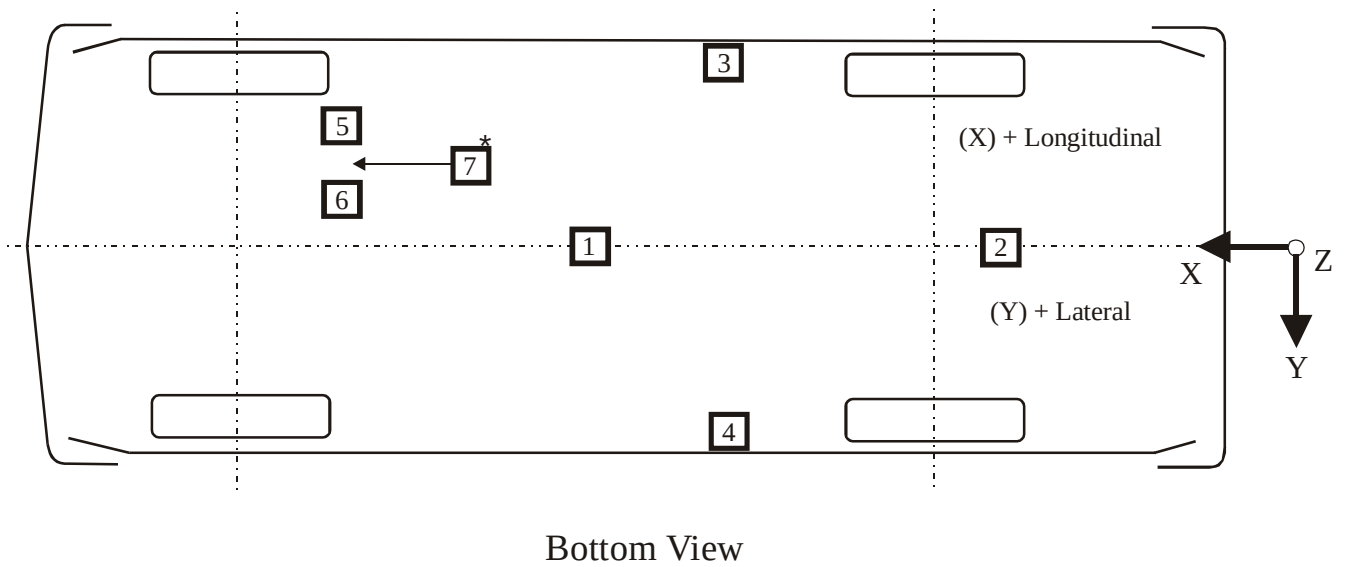
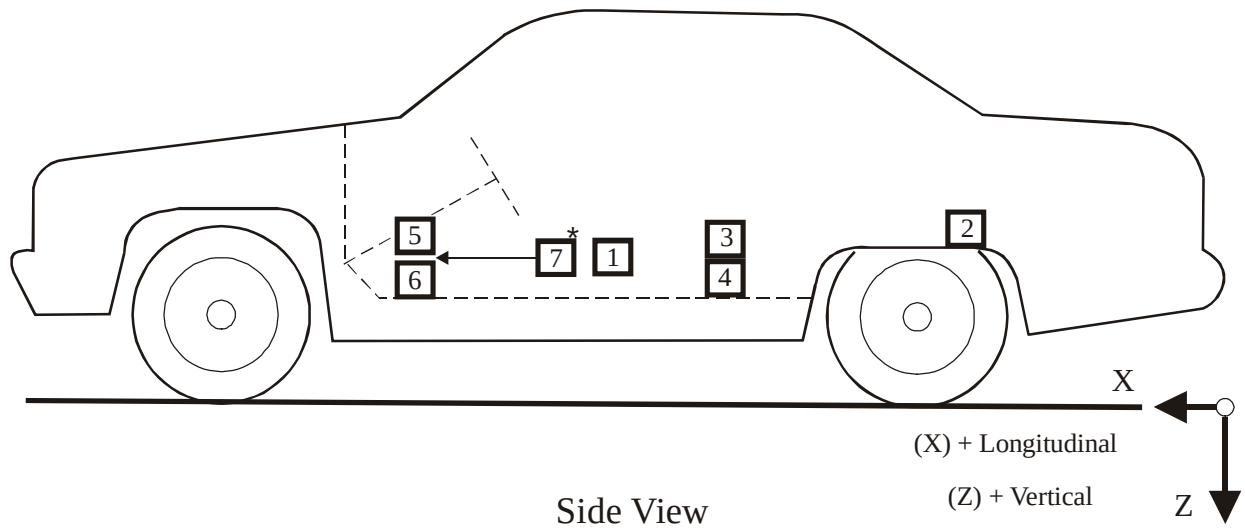
Figure 1 Impact Velocity Measurement System



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



* 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: 020926-1 No. LOCATION	X	Y	Z	POSITIVE DIRECTION		NEGATIVE DIRECTION	
1 VEHICLE CENTER OF GRAVITY	2432 mm	0 mm	-356 mm				
LONGITUDINAL			2.8 g	@ 163.9 ms	35.6 g	@ 104.3 ms	
LATERAL			24.6 g	@ 65.8 ms	23.6 g	@ 105.9 ms	
VERTICAL			29.9 g	@ 103.9 ms	28.2 g	@ 80.3 ms	
RESULTANT			47.4 g	@ 104.5 ms			
2 REAR DECK VERTICAL	182 mm	0 mm	-593 mm	11.5 g	@ 127.2 ms	16.7 g	@ 99.1 ms
3 LEFT REAR SEAT CROSSMEMBER	1664 mm	-625 mm	-326 mm				
LONGITUDINAL			2.1 g	@ 165.2 ms	29.1 g	@ 77.4 ms	
LATERAL			11.2 g	@ 54.4 ms	2.3 g	@ 94.1 ms	
VERTICAL			8.1 g	@ 66.3 ms	18.2 g	@ 83.6 ms	
RESULTANT			31.4 g	@ 85.0 ms			
4 RIGHT REAR SEAT CROSSMEMBER	1689 mm	620 mm	-323 mm				
LONGITUDINAL			0.2 g	@ 0.2 ms	30.3 g	@ 79.6 ms	
LATERAL			10.0 g	@ 54.0 ms	2.9 g	@ 94.7 ms	
VERTICAL			7.6 g	@ 92.2 ms	11.4 g	@ 62.6 ms	
RESULTANT			30.7 g	@ 79.5 ms			
5 DRIVERS LEFT SIDE TOE PAN	3237 mm	-480 mm	-325 mm				
LONGITUDINAL			10.2 g	@ 84.3 ms	66.6 g	@ 65.2 ms	
LATERAL			29.9 g	@ 66.0 ms	20.9 g	@ 84.1 ms	
VERTICAL			27.1 g	@ 55.0 ms	16.1 g	@ 64.5 ms	
RESULTANT			73.3 g	@ 65.4 ms			

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

TEST NUMBER: 020926-1 No. LOCATION	X	Y	Z	POSITIVE DIRECTION		NEGATIVE DIRECTION	
6 DRIVERS RIGHT SIDE TOE PAN	3237 mm	-275 mm	-305 mm				
LONGITUDINAL				7.2 g	@ 90.6 ms	46.5 g	@ 51.4 ms
LATERAL				11.8 g	@ 55.8 ms	19.1 g	@ 78.3 ms
VERTICAL				20.5 g	@ 59.8 ms	33.6 g	@ 68.2 ms
RESULTANT				57.4 g	@ 66.6 ms		
7 DRIVERS TOE PAN DISPLACEMENT	NA	NA	NA				
LONGITUDINAL				0.2 mm	@ 5.8 ms	147.5 mm	@ 242.6 ms
8 DRIVER SEAT BELT LOAD CELLS	NA	NA	NA				
LAP BELT				4176.9 N	@ 75.4 ms	1.1 N	@ 0.0 ms
SHOULDER BELT				3643.1 N	@ 97.8 ms	41.2 N	@ 250.4 ms
9 PASSENGER SEAT BELT LOAD CELLS	NA	NA	NA				
LAP BELT				6537.5 N	@ 82.7 ms	2.4 N	@ 5.4 ms
SHOULDER BELT				5118.0 N	@ 115.3 ms	7.4 N	@ 252.7 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	74.2 g	25.3 g	21.9 g	77.2 g	-40.6 g	11.1 g	10.0 g	41.7 g
Passenger	-34.9 g	14.4 g	31.9 g	48.5 g	-29.1 g	10.0 g	7.3 g	30.7 g

<u>Maximum Femur Compressive Force</u>		
	Left Femur	Right Femur
Driver	5351 N	1855 N
Passenger	2584 N	670 N

<u>Head Injury Criteria²</u>			
36 millisecond			
	HIC	Start Time t ₁	End Time t ₂
Driver	750	83.3 ms	108.8 ms
Passenger	347	103.6 ms	139.6 ms

15 millisecond			
	HIC	Start Time t ₁	End Time t ₂
Driver	612	86.7 ms	101.8 ms
Passenger	208	115.3 ms	130.3 ms

<u>Chest Maximum Resultant Acceleration³</u>			
	Acceleration	Start Time t ₁	End Time t ₂
Driver	40.1 g	104.7 ms	107.7 ms
Passenger	30.0 g	88.4 ms	91.3 ms

Table 5 Dummy Injury Criteria Data, Cont'd.

Maximum Chest Deflection

Driver	27 mm
Passenger	30 mm

Neck Injury Calculations (Nij)²

	NTF	NTE	NCF	NCE
Driver	0.25	0.40	0.00	0.03
Passenger	0.22	0.27	0.01	0.02

Upper Neck Axial Force

	Tension	Compression
Driver	1499 N	51 N
Passenger	1266 N	37 N

Tibia Index

	Upper Tibia	Lower Tibia
Driver-left	0.61	0.64
Driver-right	0.88	0.86
Passenger-left	0.62	0.42
Passenger-right	0.43	0.42

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	Airbag/headrest
Chest	Airbag	Airbag
Abdomen	No	No
Left knee	Knee bolster	Knee bolster
Right knee	Knee bolster	Knee bolster

Door opening:

	<u>Left</u>	<u>Right</u>
Front	Tools required	Easy
Rear	Easy	Easy

Seat movement:

	<u>Seat back failure</u>	<u>Seat shift</u>
Left Front	No	No
Right Front	No	No
Left Rear	N/A	N/A
Right Rear	N/A	N/A

Glazing damage: Windshield cracked all over.

Other notable impact effects: None

Figure 3 FMVSS 212 Test Data

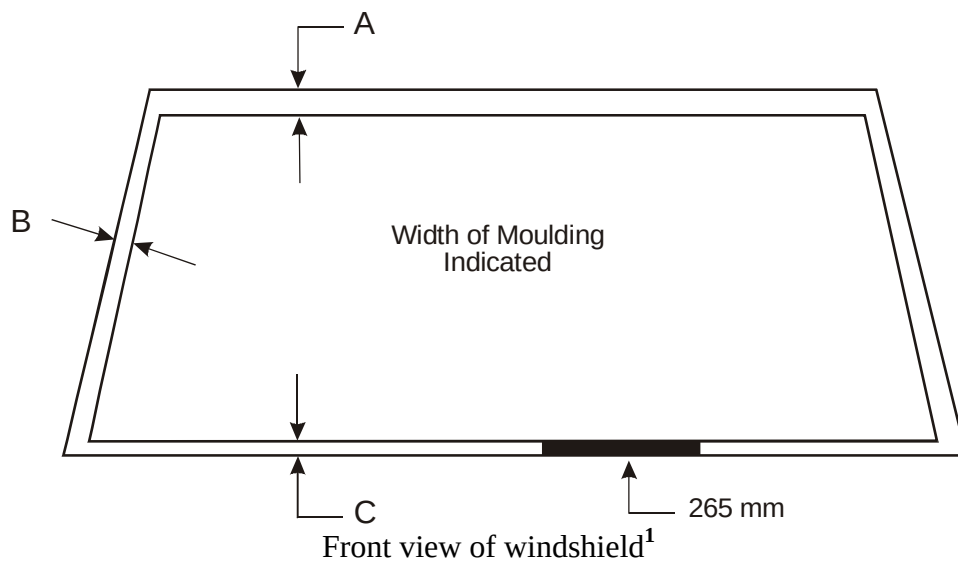
Details of windshield mounting such as retention method, trim type, etc.: Adhesive, Plastic Trim

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	2040 mm	2040 mm	100.0
Left side	2040 mm	1775 mm	87.0
Total	4080 mm	3815 mm	93.5

A = 18 mm
B = 21 mm
C = 17 mm



Loss of windshield retention lengths: 265 mm on the left side at bottom

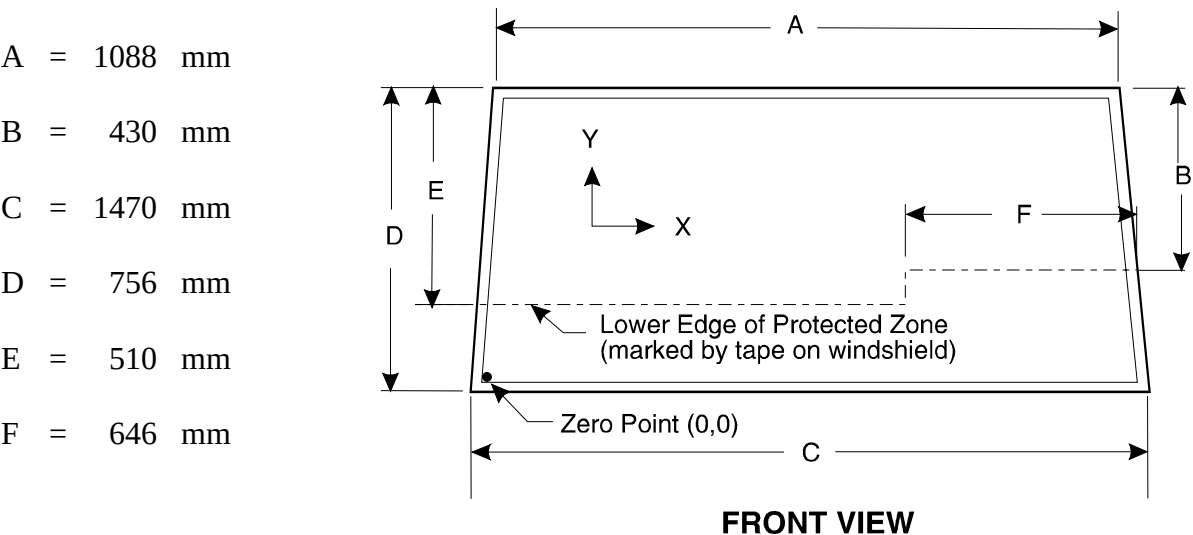
¹ Indicate areas of loss of retention, if any, on windshield diagram.

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:



Method of adhering protected zone template to windshield: N/A

Areas of windshield template penetration greater than 6 mm: N/A

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. As the head and chest contacted the airbag, the torso leaned leftward. The neck extended far leftward at the same time the neck rotated so the face was upward (rotated right ear toward right shoulder). The dummy came to rest seated in the driver's seat leaning 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.

Figure 5 Dummy Measurement Locations for Front Seat Occupants

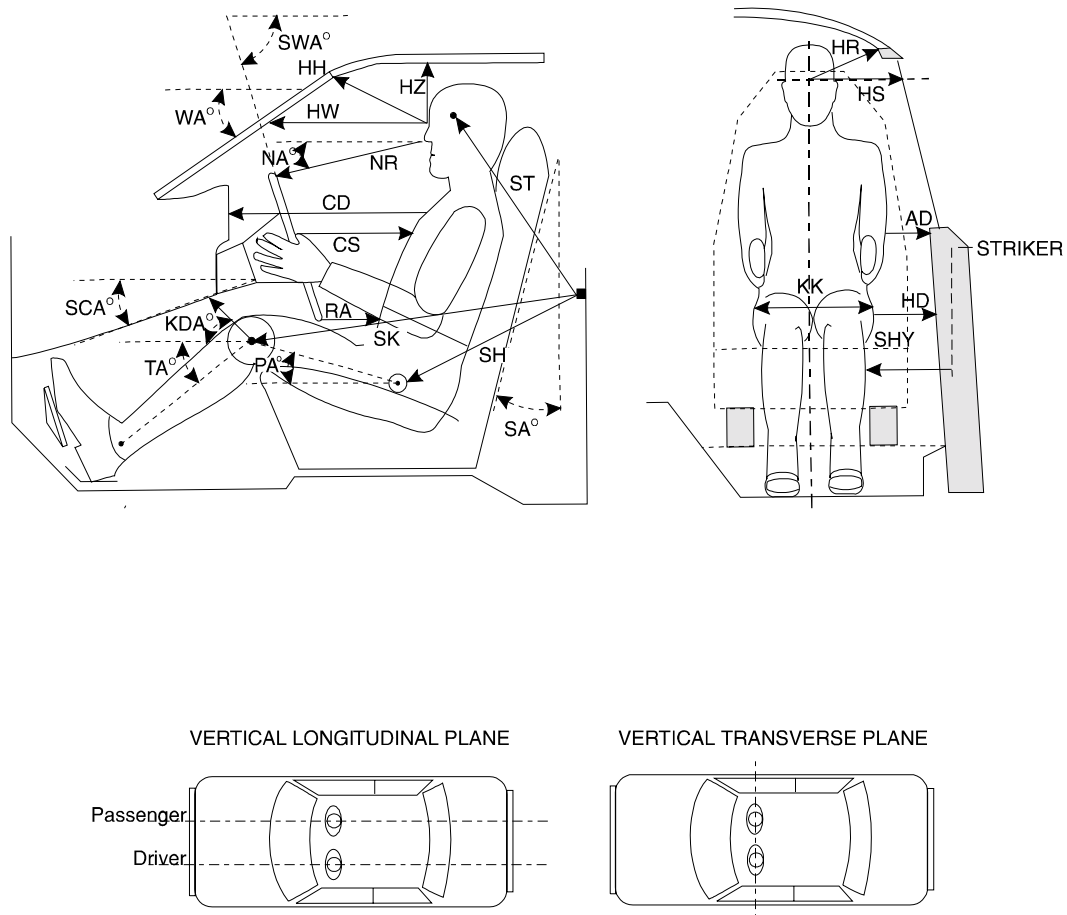


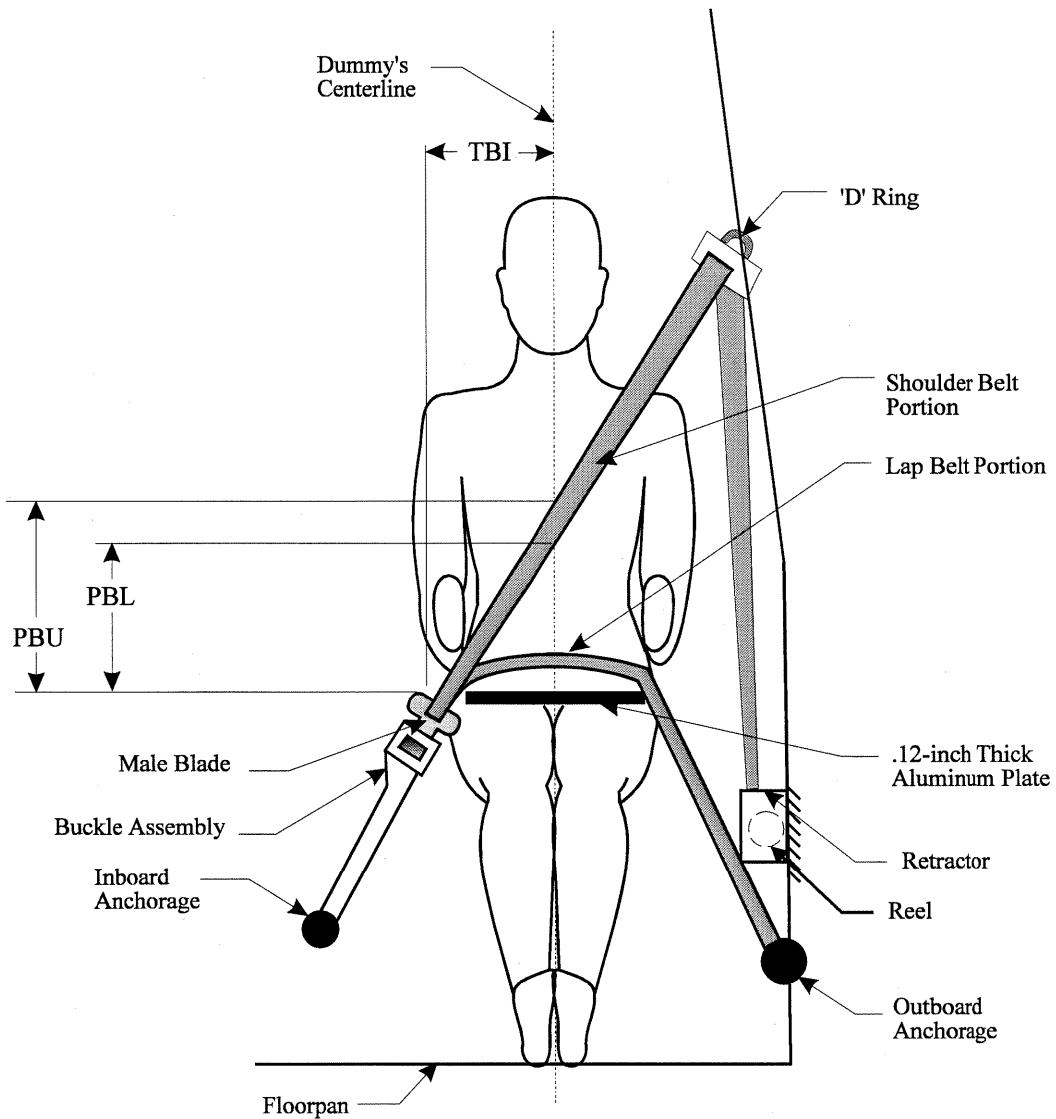
Table 7 Dummy Measurement Data For Front Seat Occupants

Designation	Type of Measurement	Driver (Serial # 168)	Passenger (Serial # 169)
WA	Windshield angle	25.0°	N/A
SWA	Steering wheel angle	23.9°	N/A
SCA	Steering column angle	66.1°	N/A
SA	Seat back angle	22.5°	22.5°
HZ	Head to roof	180 mm	180 mm
HH	Head to header	329 mm	357 mm
HW	Head to windshield	665 mm	627 mm
HR	Head to side header	200 mm	198 mm
NR	Nose to rim	397 mm	N/A
NA	Nose to rim angle	11.0°	N/A
CD	Chest to dash	507 mm	484 mm
CS	Steering wheel to chest	300 mm	N/A
RA	Rim to abdomen	198 mm	N/A
KDL	Left knee to dash	145 mm	145 mm
KDR	Right knee to dash	150 mm	150 mm
KDA	Outboard knee to dash angle	66.3°	72.7°
PA	Pelvic angle	24.0°	24.0°
TA	Tibia angle	45.2°	47.0°
KK	Knee to knee	305 mm	270 mm
ST ¹	Striker to head	512 mm	507 mm
	Striker to head angle	-87.0°	-79.2°
SK ¹	Striker to knee	553 mm	573 mm
	Striker to knee angle	-5.0°	-0.5°
SH ¹	Striker to H-point	230 mm	220 mm
	Striker to H-point angle	33.3°	27.0°
SHY	Striker to H-point (Y dir.)	218 mm	190 mm
HS	Head to side window	231 mm	232 mm
HD	H-point to door	288 mm	190 mm
AD	Arm to door	178 mm	96 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	298 mm	305 mm
PBL - Top surface of aluminum plate to belt lower edge	220 mm	225 mm
TBI - Dummy centerline to intersection of upper torso belt and lap belt	205 mm	205 mm

Table 8 Vehicle Structural Measurements^{1,2}

	Elements	Pre-Test
1	Total Length	4372
2	Total Width	1718
3	Bumper Top Height	507
4	Bumper Bottom Height	366
5	Longitudinal Member Top Height	484
6	Longitudinal Member Bottom Height	382
7	Distance Between Longitudinal Members	1060
7'	Longitudinal Member Width	80
8	Engine Top Height	762
9	Engine Bottom Height	81
10	Engine and Gearbox Width	800
11	Front Bumper - Engine Distance	360
12	Front Shock Absorber Fixing Height	813
13	Bonnet Leading Edge Height	1093
14	Front Shock Absorber Fixing Width	605
15	Front Bumper - Front Axle Distance	815
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	1178
21	Roof Sill Top Height	1258
22	Floor Sill Bottom Height	151
23	Floor Sill Top Height	313

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 These structural measurements, except total length and front bumper to front axle, are taken from a different 2002 Dodge Neon. 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

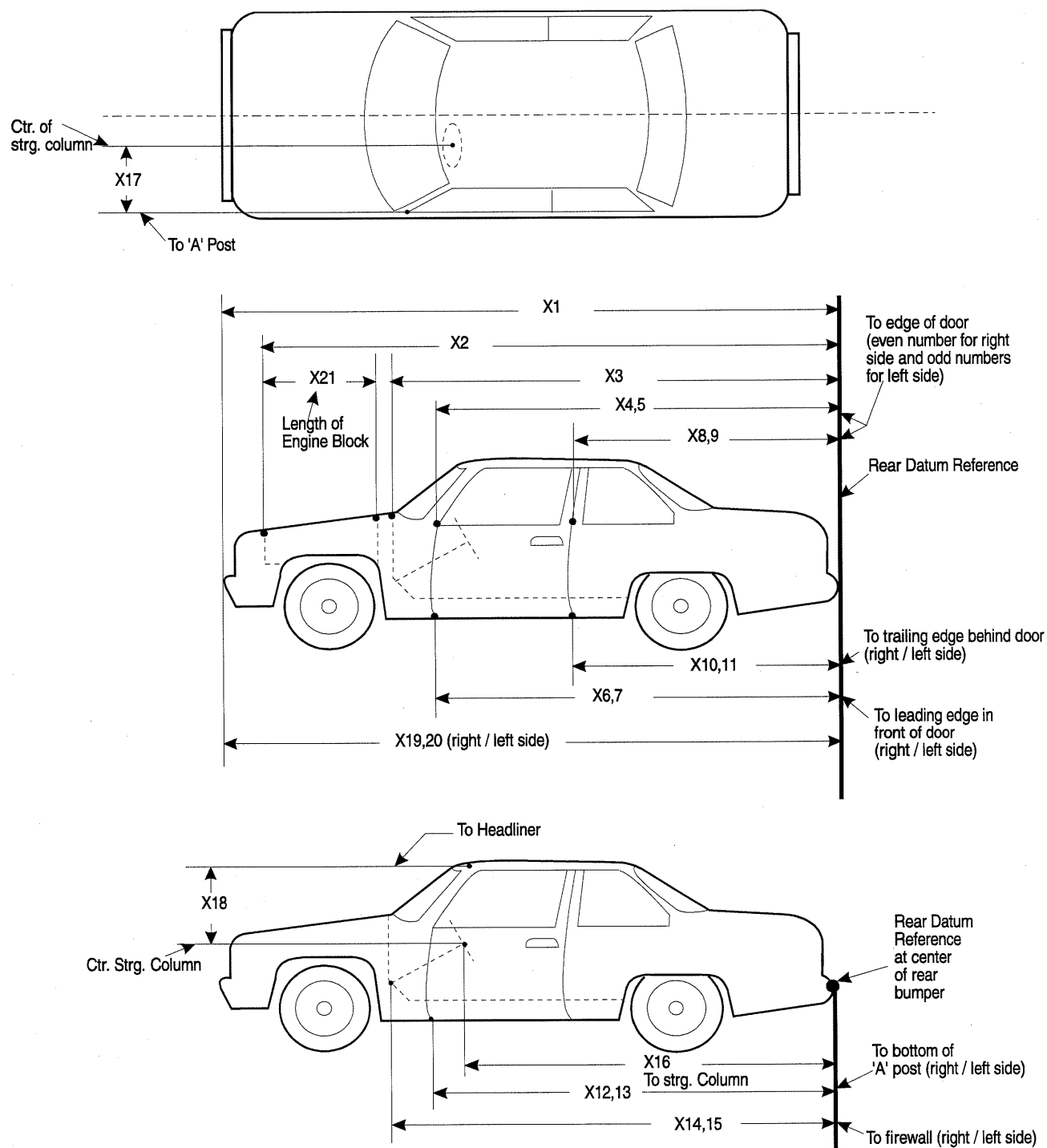


Table 9 Impacted Vehicle Measurements

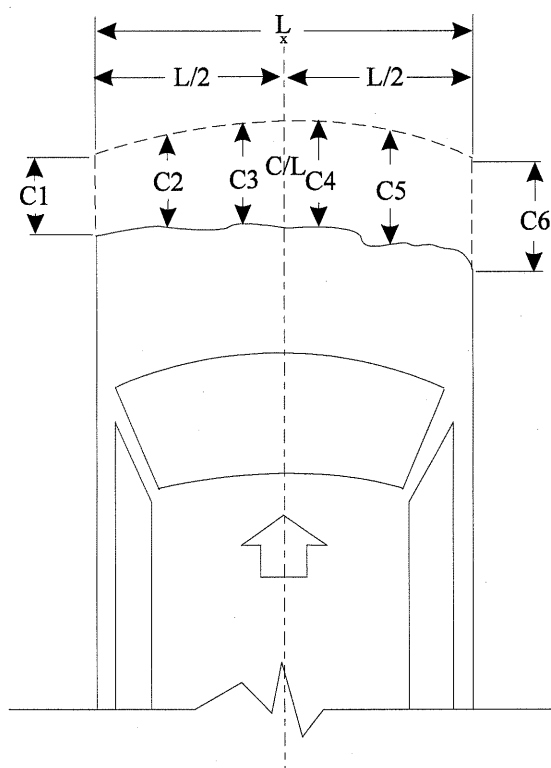
Test number: 020926-1

Vehicle year/make/model/body style: 2002/Dodge/Neon/4 Dr Sedan

No.	Type of measurement	Pre-Test	Post-Test	Difference
X1	Total Length of Vehicle at Centerline	4372	4186	186
X2	Rear Surface of Vehicle to Front of Engine Block	3792	3666	126
X3	Rear Surface of Vehicle to Firewall	3502	3413	89
X4	Rear Surface of Veh. to Upper Leading Edge of Right Door	3122	3120	2
X5	Rear Surface of Veh. to Upper Leading Edge of Left Door	3118	3012	106
X6	Rear Surface of Veh. to Lower Leading Edge of Right Door	3076	3075	1
X7	Rear Surface of Veh. to Lower Leading Edge of Left Door	3082	2972	110
X8	Rear Surface of Veh. to Upper Trailing Edge of Right Door	2047	2046	1
X9	Rear Surface of Veh. to Upper Trailing Edge of Left Door	2042	2087	-45
X10	Rear Surface of Veh. to Lower Trailing Edge of Right Door	2037	2035	2
X11	Rear Surface of Veh. to Lower Trailing Edge of Left Door	2042	1957	85
X12	Rear Surface of Veh. to Bottom of " A " Post on Right Side	3042	3047	-5
X13	Rear Surface of Veh. to Bottom of " A " Post on Left Side	3043	2922	121
X14	Rear Surface of Vehicle to Firewall - Right Side	3388	3345	43
X15	Rear Surface of Vehicle to Firewall - Left Side	3391	3225	166
X16	Rear Surface of Vehicle to Steering Wheel Center	2587	2517	70
X17	Center of Steering Column to " A " Post	253	334	-81
X18	Center of Steering Column to Headliner	400	460	-60
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4158	4183	-25
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4158	3722	436
X21	Length of Engine Block	520	520	0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	2889	2889	0
CD	Rear Surface of Vehicle to Center of Dash Panel	2792	2725	67
LD	Rear Surface of Vehicle to Left Side of Dash Panel	2902	2789	113

All distance measurements are in millimeters.

Figure 8 Vehicle Crush

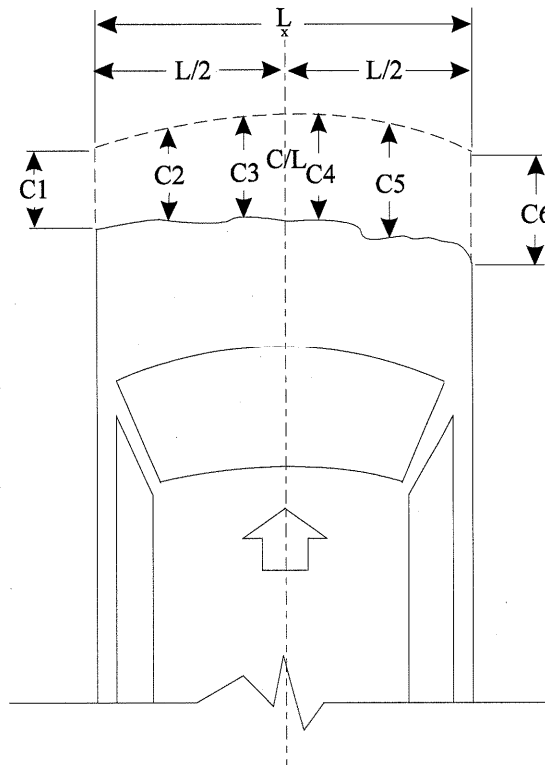


Notes: L is pre-test length of contact surface.
C1 through C6 are spaced equally apart.
CL is vehicle centerline.

Vehicle: 2002 Dodge Neon
Measured with bumper fascia:

Location	Pre-test	Post-test	Difference
L	1525 mm		
C1	4158 mm	3722 mm	436 mm
C2	4312 mm	3885 mm	427 mm
C3	4362 mm	3941 mm	421 mm
C4	4360 mm	4226 mm	134 mm
C5	4316 mm	4268 mm	48 mm
C6	4158 mm	4183 mm	-25 mm
CL	4372 mm	4186 mm	186 mm

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

Measured to bumper beam without bumper fascia:

Location	Pre-test	Post-test	Difference
L ¹	1100 mm		
C1 ¹	4257 mm	3763 mm	494 mm
C2	4309 mm	3857 mm	452 mm
C3	4318 mm	3939 mm	379 mm
C4	4313 mm	4055 mm	258 mm
C5	4309 mm	4168 mm	141 mm
C6	4267 mm	4249 mm	18 mm
CL ¹	4333 mm	3987 mm	346 mm

¹ Measurement points C1 and C6 were moved inboard to catch the bumper beam.

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	4149 mm	4284 mm	4342 mm	4352 mm	4297 mm	4157 mm
	Y	-715 mm	-430 mm	-130 mm	160 mm	430 mm	730 mm
	Z	-233 mm	-230 mm	-230 mm	-236 mm	-235 mm	-235 mm
Top of Front Bumper	X	4155 mm	4307 mm	4357 mm	4355 mm	4310 mm	4154 mm
	Y	-750 mm	-450 mm	-148 mm	153 mm	455 mm	750 mm
	Z	-510 mm	-505 mm	-505 mm	-505 mm	-510 mm	-510 mm
Center of Grille	X	4117 mm	4246 mm	4310 mm	4308 mm	4245 mm	4102 mm
	Y	-737 mm	-429 mm	-148 mm	153 mm	460 mm	747 mm
	Z	-570 mm	-570 mm	-570 mm	-570 mm	-565 mm	-565 mm
Front of Hood	X	4017 mm	4239 mm	4296 mm	4294 mm	4240 mm	4002 mm
	Y	-643 mm	-417 mm	-140 mm	152 mm	452 mm	624 mm
	Z	-725 mm	-610 mm	-610 mm	-610 mm	-610 mm	-740 mm

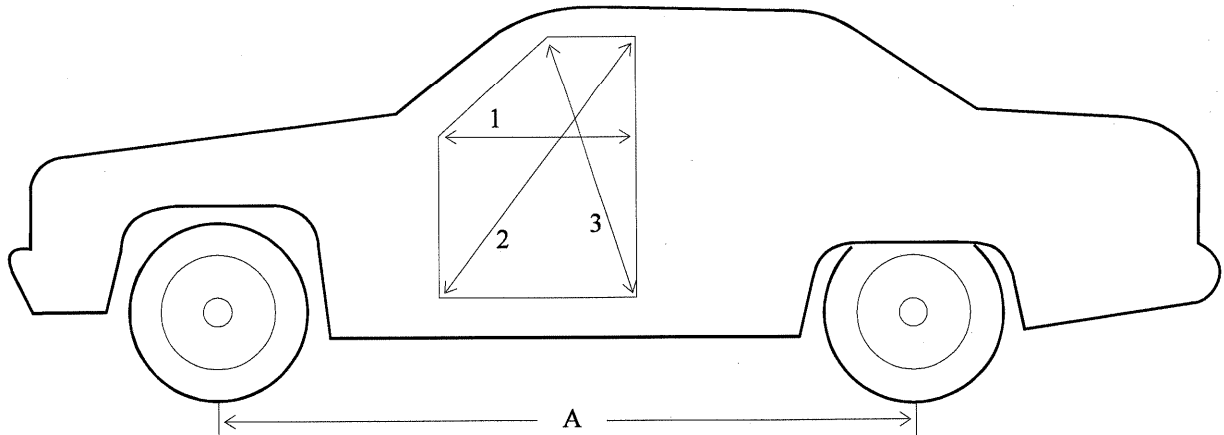
Post-Test Profile							
		Vehicle Left			Vehicle Right		
		Point 1	Point 2	Point 3	Point 4	Point 5	Point 6
Bottom of Front Bumper	X	3712 mm	3927 mm	4086 mm	4204 mm	4255 mm	4210 mm
	Y	-926 mm	-649 mm	-350 mm	57 mm	212 mm	515 mm
	Z	-117 mm	-199 mm	-242 mm	-257 mm	-260 mm	-270 mm
Top of Front Bumper	X	3669 mm	3896 mm	3944 mm	4218 mm	4237 mm	4176 mm
	Y	-1025 mm	-696 mm	-390 mm	60 mm	240 mm	552 mm
	Z	-402 mm	-444 mm	-506 mm	-507 mm	-529 mm	-545 mm
Center of Grille	X	3674 mm	3774 mm	3854 mm	4106 mm	4188 mm	4135 mm
	Y	-1017 mm	-666 mm	-411 mm	140 mm	265 mm	552 mm
	Z	N/A	-492 mm	-523 mm	-551 mm	-596 mm	-587 mm
Front of Hood	X	3580 mm	3916 mm	3932 mm	4090 mm	4115 mm	4030 mm
	Y	-740 mm	-639 mm	-380 mm	97 mm	201 mm	451 mm
	Z	-725 mm	-550 mm	-550 mm	-623 mm	-685 mm	-841 mm

Difference							
		Vehicle Left			Vehicle Right		
		Point 1	Point 2	Point 3	Point 4	Point 5	Point 6
Bottom of Front Bumper	X	437 mm	357 mm	256 mm	148 mm	42 mm	-53 mm
	Y	211 mm	219 mm	220 mm	103 mm	218 mm	215 mm
	Z	-116 mm	-31 mm	12 mm	21 mm	25 mm	35 mm
Top of Front Bumper	X	486 mm	411 mm	413 mm	137 mm	73 mm	-22 mm
	Y	275 mm	246 mm	242 mm	93 mm	215 mm	198 mm
	Z	-108 mm	-61 mm	1 mm	2 mm	19 mm	35 mm
Center of Grille	X	437 mm	323 mm	364 mm	204 mm	125 mm	-28 mm
	Y	280 mm	237 mm	263 mm	13 mm	195 mm	195 mm
	Z	N/A	-78 mm	-47 mm	-19 mm	31 mm	22 mm
Front of Hood	X	437 mm	323 mm	364 mm	204 mm	125 mm	-28 mm
	Y	97 mm	222 mm	240 mm	55 mm	251 mm	173 mm
	Z	0 mm	-60 mm	-60 mm	13 mm	75 mm	101 mm

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

Figure 9 Vehicle Intrusion Measurements

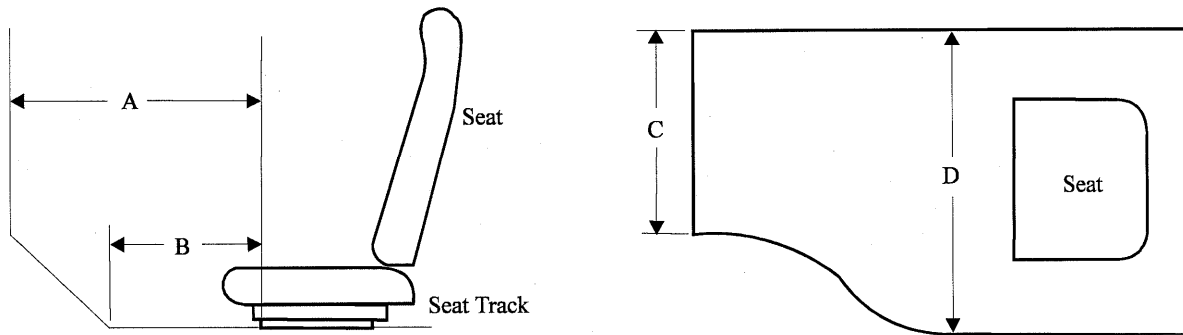
Door Opening Width



Units (mm)	Left			Right		
Measurement	1	2	3	1	2	3
Pre-Test	970 mm	1470 mm	974 mm	965 mm	1460 mm	980 mm
Post-Test	846 mm	1454 mm	1060 mm	965 mm	1465 mm	980 mm
Difference	124 mm	16 mm	-86 mm	0 mm	-5 mm	0 mm

Units (mm)	A = Wheelbase Left	A = Wheelbase Right
Pre-Test	2670 mm	2670 mm
Post-Test	2393 mm	2755 mm
Difference	277 mm	-85 mm

Figure 10 Vehicle Intrusion Measurements
Static Footwell Deformation



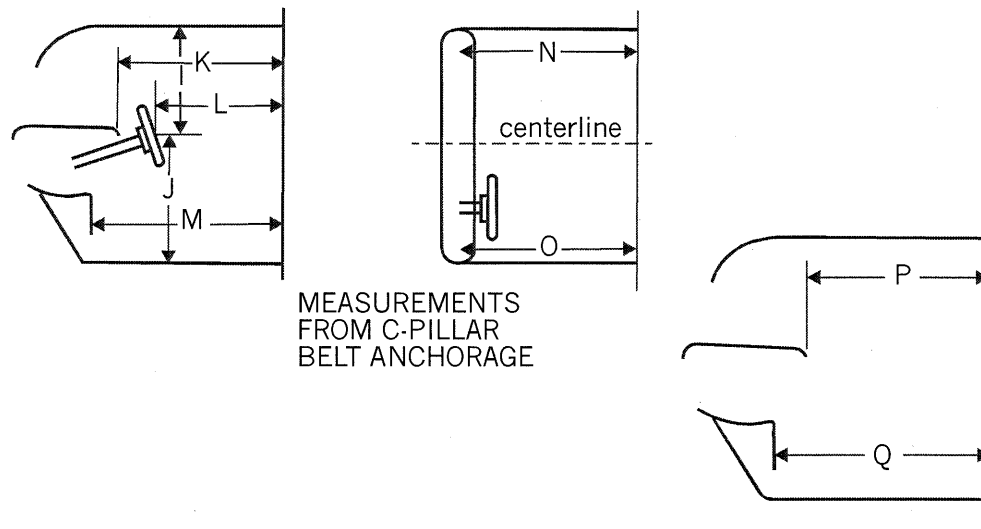
Driver's Side

Measurement	Pre-Test	Post-Test	Difference
A	816 mm	626 mm	190 mm
B	598 mm	516 mm	82 mm
C	375 mm	354 mm	21 mm
D	415 mm	418 mm	-3 mm

Passenger's Side

Measurement	Pre-Test	Post-Test	Difference
A	826 mm	814 mm	12 mm
B	605 mm	605 mm	0 mm
C	425 mm	425 mm	0 mm
D	452 mm	452 mm	0 mm

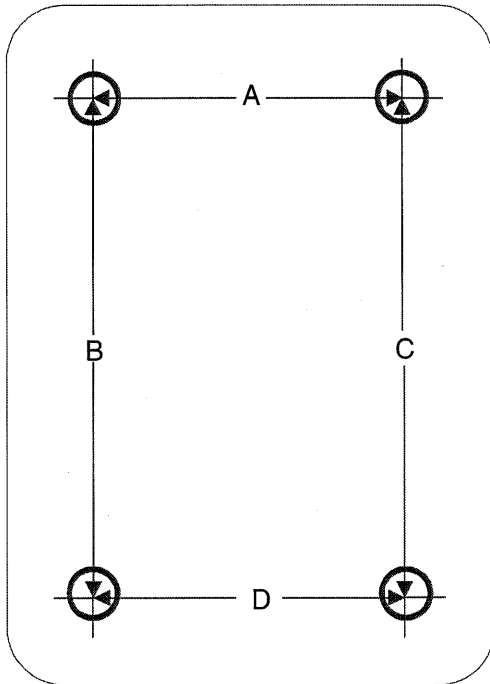
Figure 11 Vehicle Intrusion Measurements
Static Passenger Compartment Intrusion



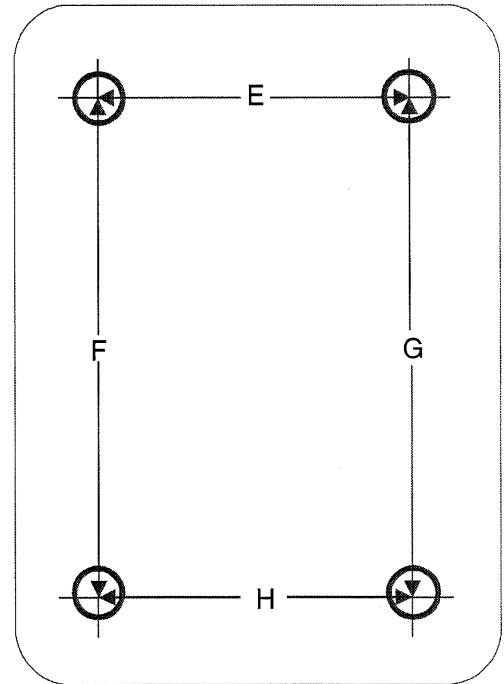
Measurement	Pre-Test	Post-Test	Difference
I	440 mm	370 mm	70 mm
J	616 mm	805 mm	-189 mm
K (driver's side)	1640 mm	1537 mm	103 mm
L	1325 mm	1316 mm	9 mm
M (driver's side)	1740 mm	1606 mm	134 mm
N (passenger's side)	1553 mm	1553 mm	0 mm
O (driver's side)	1530 mm	1409 mm	121 mm
P (passenger's side)	1625 mm	1628 mm	-3 mm
Q (passenger's side)	1752 mm	1759 mm	-7 mm

Figure 12 Floorboard Deformation

DRIVERS SIDE

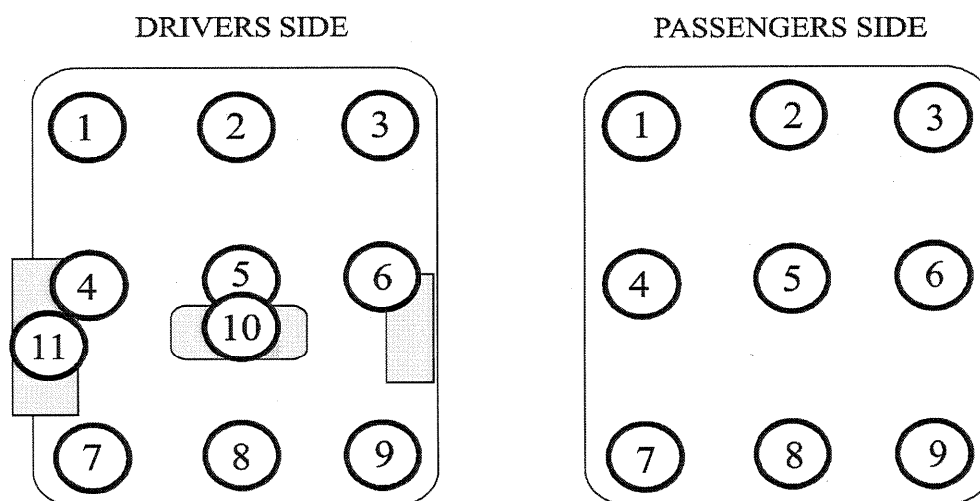


PASSENGERS SIDE



Measurement	Pre-Test	Post-Test	Difference
A	375 mm	354 mm	21 mm
B	507 mm	446 mm	61 mm
C	475 mm	370 mm	105 mm
D	415 mm	418 mm	-3 mm
E	425 mm	425 mm	0 mm
F	540 mm	538 mm	2 mm
G	547 mm	550 mm	-3 mm
H	452 mm	452 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	3260	-435	-310	3062	-401	-322	198	-34	12
2	3254	-325	-305	3063	-297	-325	191	-28	20
3	3266	-230	-305	3112	-164	-340	154	-66	35
4	3174	-435	-255	2996	-401	-295	178	-34	40
5	3169	-325	-245	2997	-275	-292	172	-50	47
6	3177	-230	-245	3053	-217	-270	124	-13	25
7	3118	-458	-225	2976	-392	-232	142	-66	7
8	3109	-340	-215	2961	-277	-222	148	-63	7
9	3125	-230	-205	3017	-217	-205	108	-13	0
10	3110	-310	-400	3013	-245	-400	97	-65	0
11	3179	-553	-250	3009	-442	-300	170	-111	50

Passenger's Side Toeboard Measurements in Millimeters

Toeboard Location	Pre-Test			Post-Test			Difference		
	X	Y	Z	X	Y	Z	X	Y	Z
1	3244	210	-315	3207	233	-308	37	-23	-7
2	3236	290	-310	3226	316	-283	10	-26	-27
3	3236	390	-310	3234	414	-310	2	-24	0
4	3179	210	-265	3163	210	-268	16	0	3
5	3177	300	-260	3164	300	-250	13	0	-10
6	3178	410	-263	3171	408	-276	7	2	13
7	3122	210	-225	3102	205	-213	20	5	-12
8	3112	303	-228	3098	295	-197	14	8	-31
9	3097	423	-224	3095	413	-213	2	10	-11

Pre-test 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	2809	-548	-670
Driver Right Knee	2779	-190	-675
Passenger Left Knee	2796	245	-670
Passenger Right Knee	2817	475	-670

Post-Test	X	Y	Z
Driver Left Knee	2685	-525	-660
Driver Right Knee	2695	-167	-695
Passenger Left Knee	2752	278	-690
Passenger Right Knee	2796	511	-685

Difference	X	Y	Z
Driver Left Knee	124	-23	-10
Driver Right Knee	84	-23	20
Passenger Left Knee	44	-33	20
Passenger Right Knee	21	-36	15

All measurements are in millimeters.

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

Pre-test 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	Differenc	Pre	Post	Difference
1	2587	2517	70	-343	-320	-23	-855	-930	75
2	2825	2692	133	-524	-507	-17	-640	-640	0
3	2785	2667	118	-220	-202	-18	-655	-680	25
4	3110	3013	97	-310	-245	-65	-400	-400	0
5	3174	2996	178	-435	-401	-34	-255	-295	40
6	3169	2997	172	-325	-275	-50	-245	-292	47
7	3177	3053	124	-230	-217	-13	-245	-270	25
8	3179	3009	170	-553	-442	-111	-250	-300	50
17	3042	2915	127	-740	-764	24	-810	-763	-47
18	262	2910	-2648	-750	-727	-23	-295	-225	-70

Floor Pan Deformation Measurement Data (in millimeters)

Meas. Loc.**	X-Axis Measurement			Y-Axis Measurement			Z-Axis Measurement		
	Pre	Post	Difference	Pre	Post	Differenc	Pre	Post	Difference
P0	2635	2635	0	-557	-556	-1	N/A	N/A	N/A
P1	3053	2977	76	-532	-505	-27	-352	-176	-176
P2	3059	2951	108	-357	-337	-20	-294	-160	-134
P3	3050	2972	78	-192	-207	15	-293	-170	-123
P4	2813	N/A	N/A	-538	N/A	N/A	-291	N/A	N/A
P5	2819	N/A	N/A	-352	N/A	N/A	-294	N/A	N/A
P6	2830	N/A	N/A	-192	N/A	N/A	-295	N/A	N/A
P7	2553	2599	-46	-533	-500	-33	-293	-115	-178
P8	2579	2596	-17	-365	-332	-33	-294	-110	-184
P9	2610	2647	-37	-180	-147	-33	-295	-118	-177

Pre-test 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

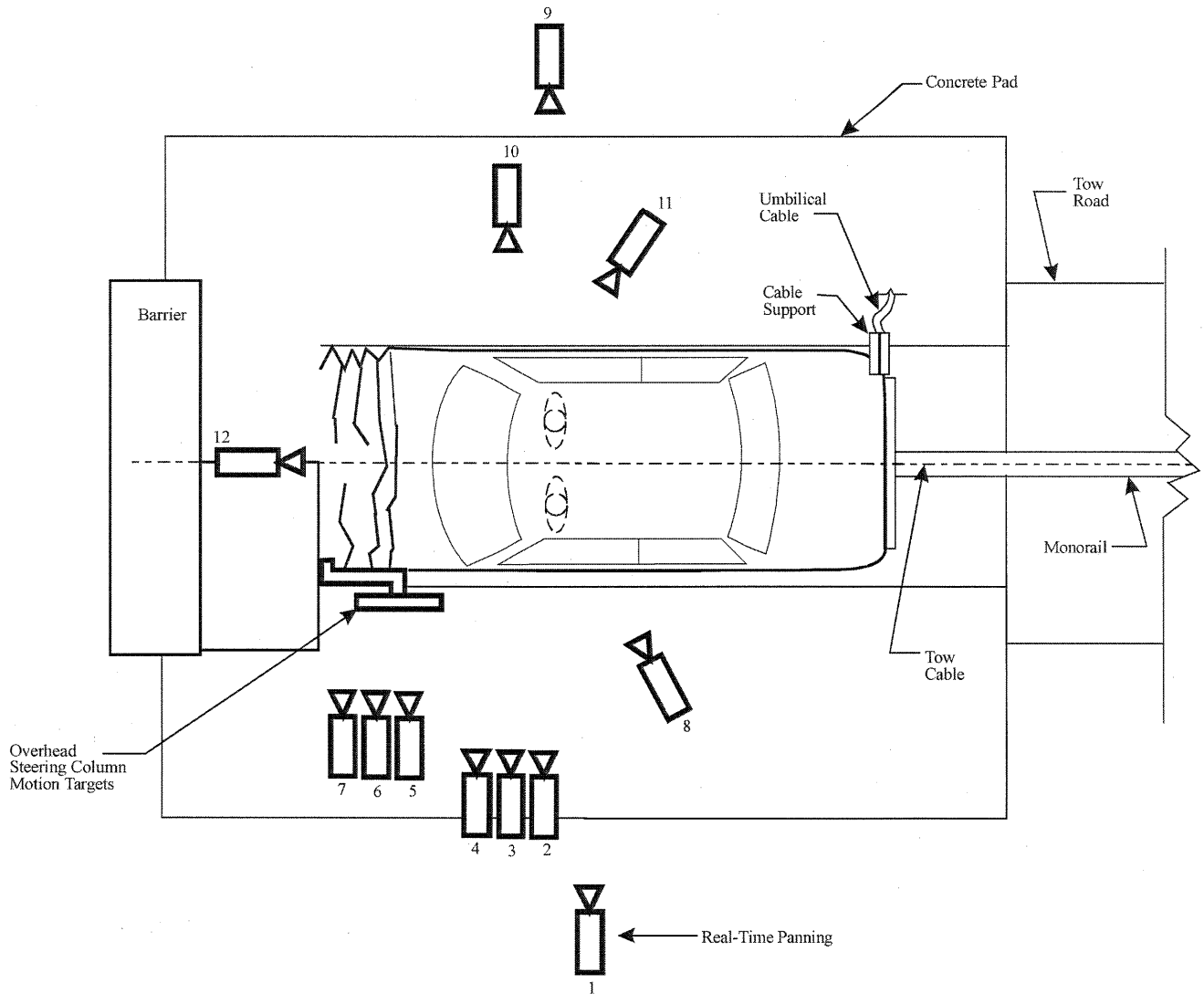


Figure 14 Camera Positions, Cont'd.

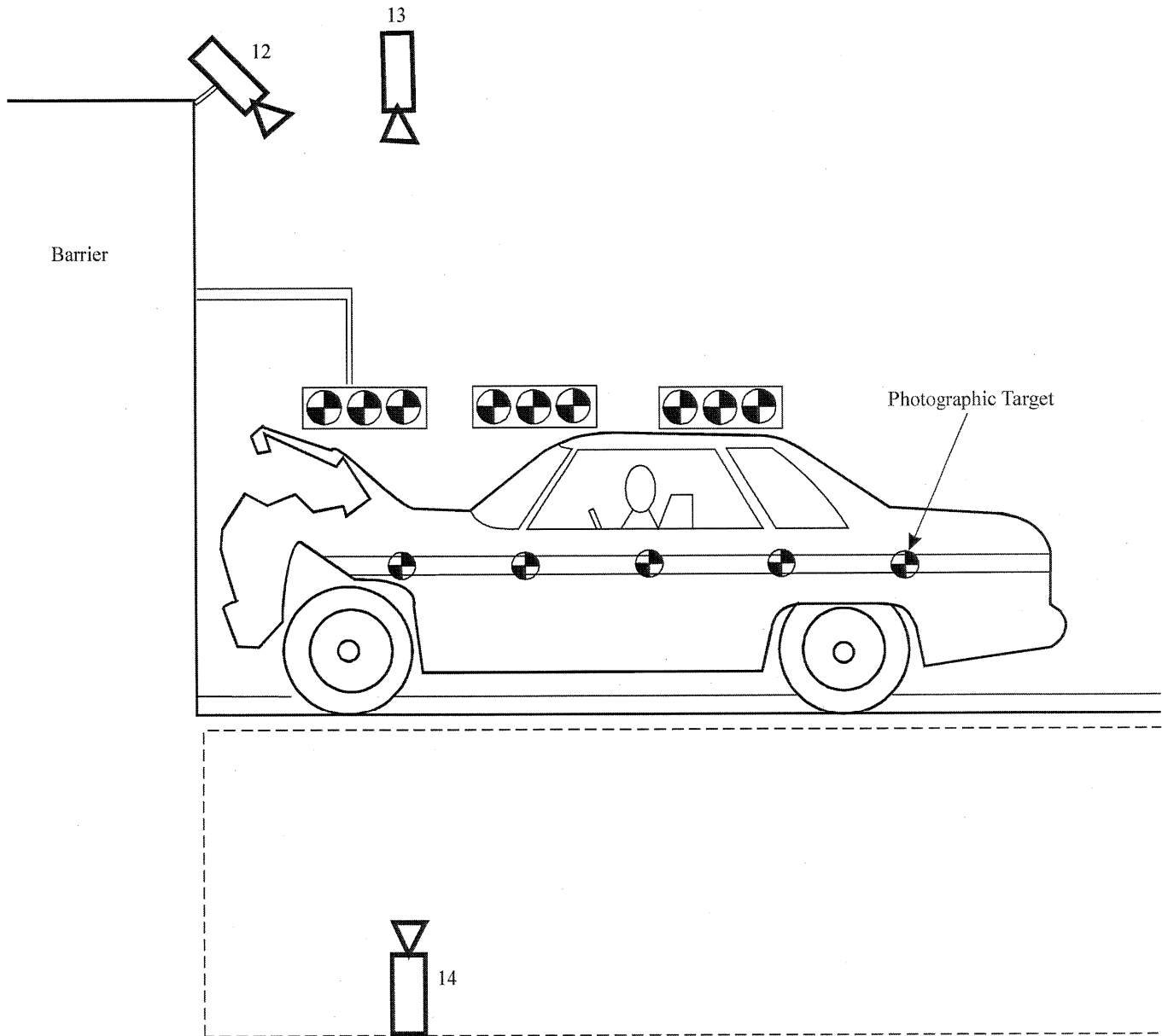


Table 13 Camera Information

Camera Number	View	Type	Camera Positions (mm) ¹			Angle ²	Lens (mm)	Film Speed (fps)	Purpose of Camera
			X	Y	Z				
1	Real-time panning	Bolex	N/A	N/A	N/A	N/A		24	
2	Left overall	Photosonic ³	-737	-8052	-1168	N/A	13	1000	Dummy kinematics
3	Left overall	Digital HG	-940	-8357	-1168	N/A	13	1000	Dummy kinematics
4	Left overall	Digital VR ⁴	-838	-8433	-1530	N/A	13	1000	Dummy kinematics
5	Left tight driver side	Photosonic ³	51	-5740	-749	N/A	25	1007	Vehicle crush
6	Left tight driver side	Digital HG	-152	-5486	-673	N/A	25	1000	Vehicle crush
7	Left tight driver side	Digital VR ⁴	-229	-5486	-584	N/A	25	1000	Vehicle crush
8	Left angled on driver	Digital HG	N/A	N/A	N/A	N/A	25	1000	Dummy and airbag
9	Right overall	Digital HG	N/A	N/A	N/A	N/A	13	1000	Dummy kinematics
10	Right tight passenger side	Digital HG	N/A	N/A	N/A	N/A	25	1000	Vehicle crush
11	Left angled on passenger	Digital HG	N/A	N/A	N/A	N/A	25	1000	Dummy and airbag
12	Driver and passenger from barrier	Digital HG	N/A	N/A	N/A	N/A	8	1000	Airbag deployment
13	Overhead	Photosonic	N/A	N/A	N/A	N/A	13	1000	Vehicle dynamics
14	Pit front	Photosonic	N/A	N/A	N/A	N/A	17	1005	Vehicle crush
15	Left medium	Digital VR ⁴	N/A	N/A	N/A	N/A	N/A	N/	N/A

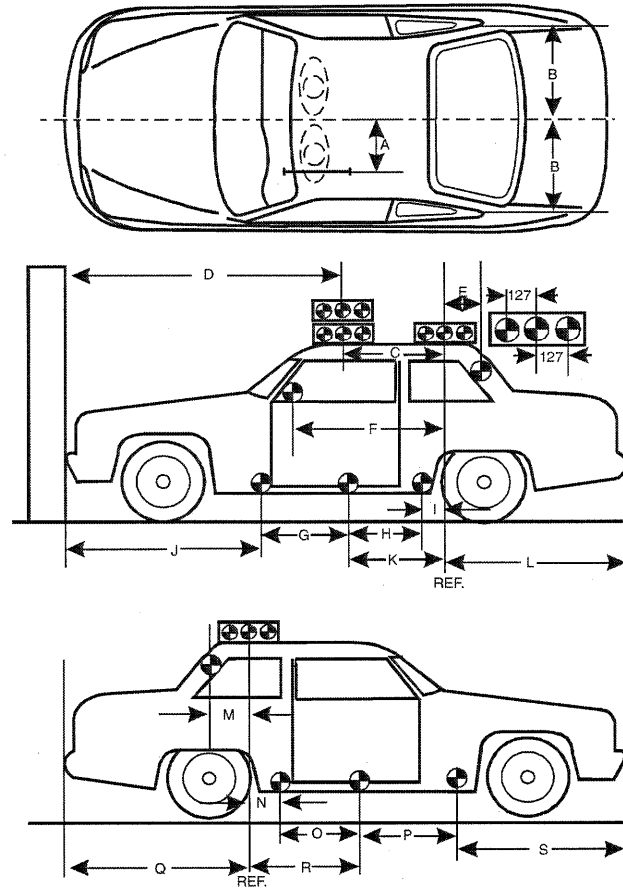
¹ +X = Film plane forward of barrier face
+Y = Film plane to right of monorail centerline
+Z = Film plane below ground level

² +Angle = Film plane angled upward from horizontal plane

³ Negative film used

⁴ Digital camera supplied by Vision Research. Vision Research digital camera data was collected separately and is not included with digital camera data provided for this test by TRC Inc.

Figure 15 Vehicle Reference Photo Target Locations



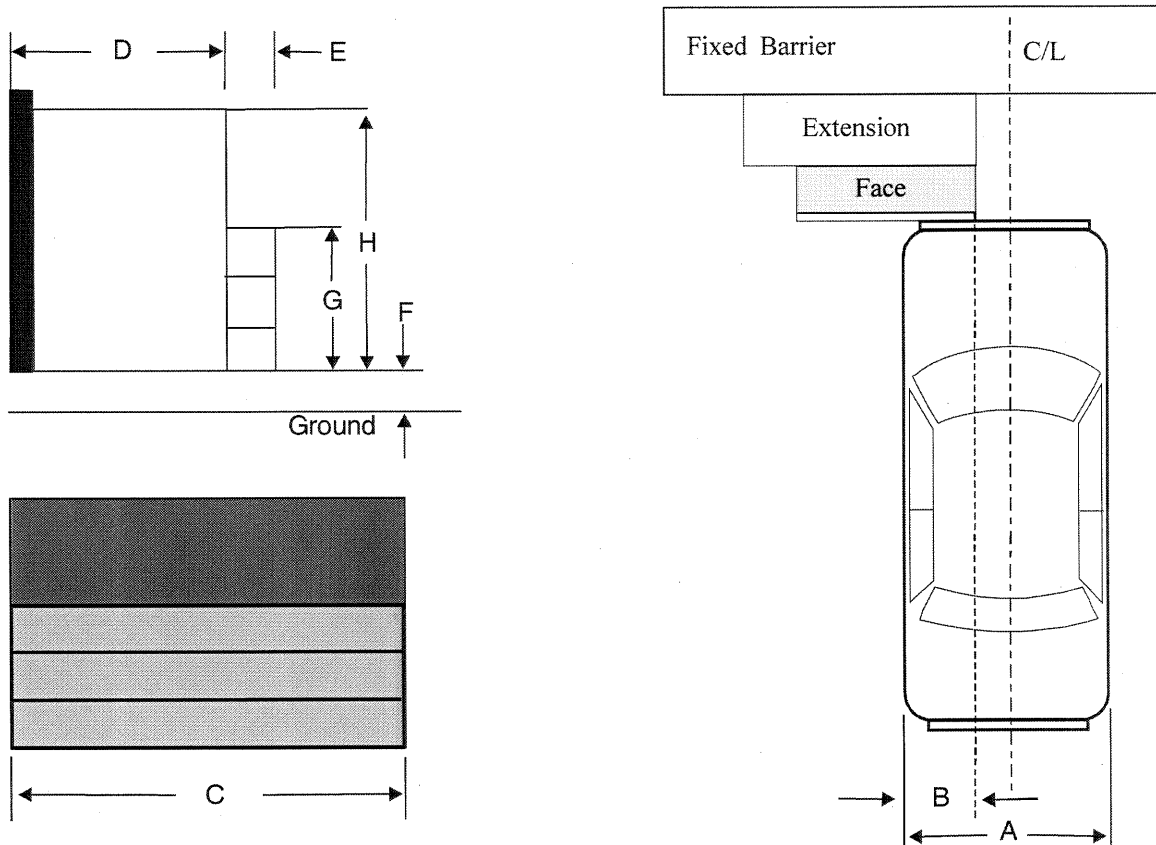
Measurement	Pre-Test
A	Left 360 mm Right 365 mm
B	Left 518 mm Right 525 mm
C	Left 610 mm Right 610 mm
D	N/A
E	370 mm
F	1118 mm
G	865 mm
H	905 mm
I	-351 mm
J	1282 mm
K	556 mm
L	1657 mm
M	363 mm
N	-355 mm
O	914 mm
P	860 mm
Q	1656 mm
R	562 mm
S	1282 mm

Figure 16 Offset Barrier and Vehicle Orientation

Vehicle: 2002 Dodge Neon

Barrier Manufacturer: Cellbond

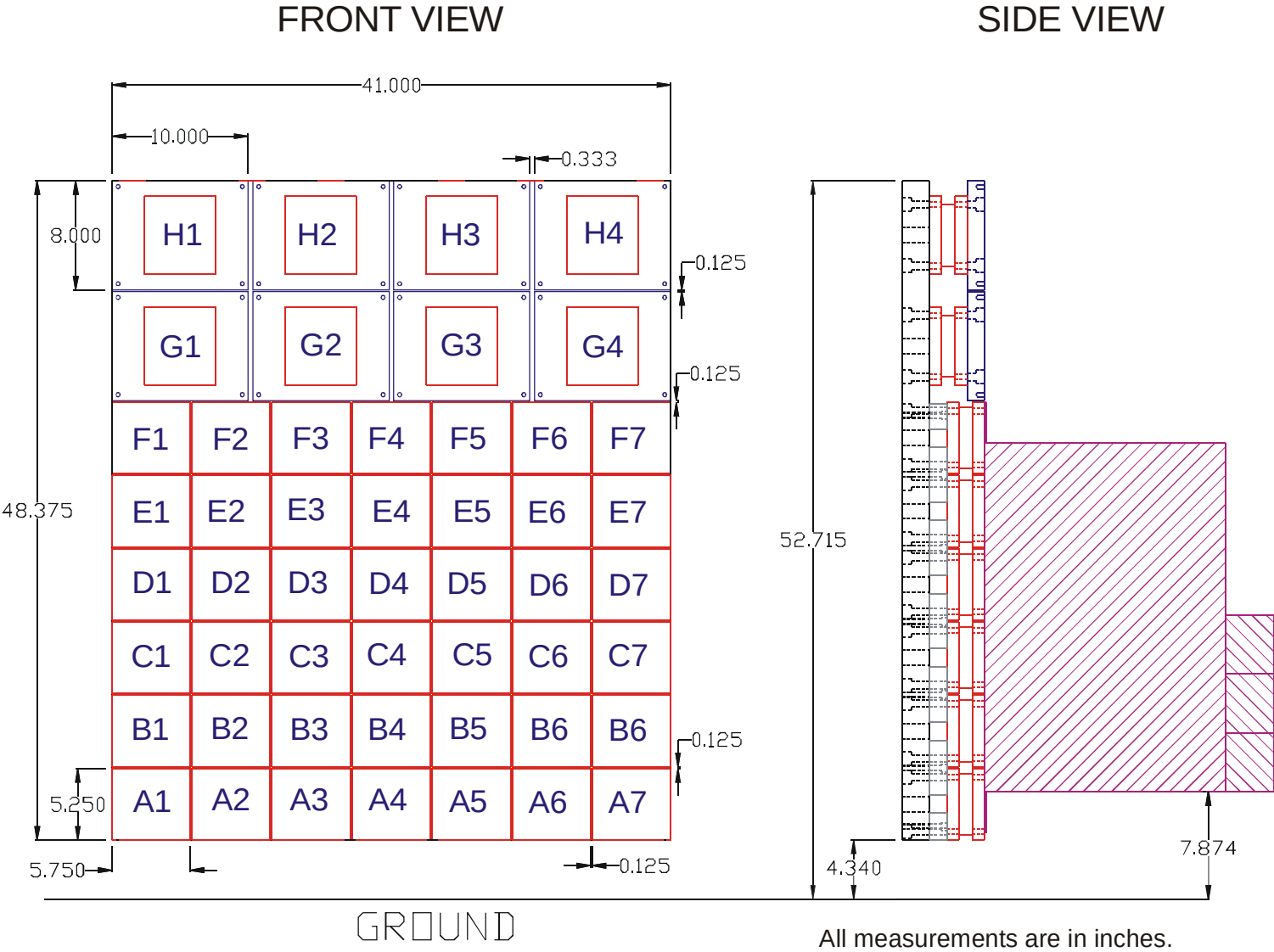
Serial Number: CB053



A	Total Vehicle Width	<u>1718</u>	mm
B	40% Overlap Distance	<u>687</u>	mm
C	Deformable Face Width	<u>1000</u>	mm
D	Single Stage Honeycomb Depth	<u>450</u>	mm
E	Bumper Element Depth	<u>90</u>	mm
F	Lower Edge Height From Ground	<u>203</u>	mm
G*	Bumper Element Height	<u>330</u>	mm
H	Deformable Barrier Honeycomb Height	<u>650</u>	mm

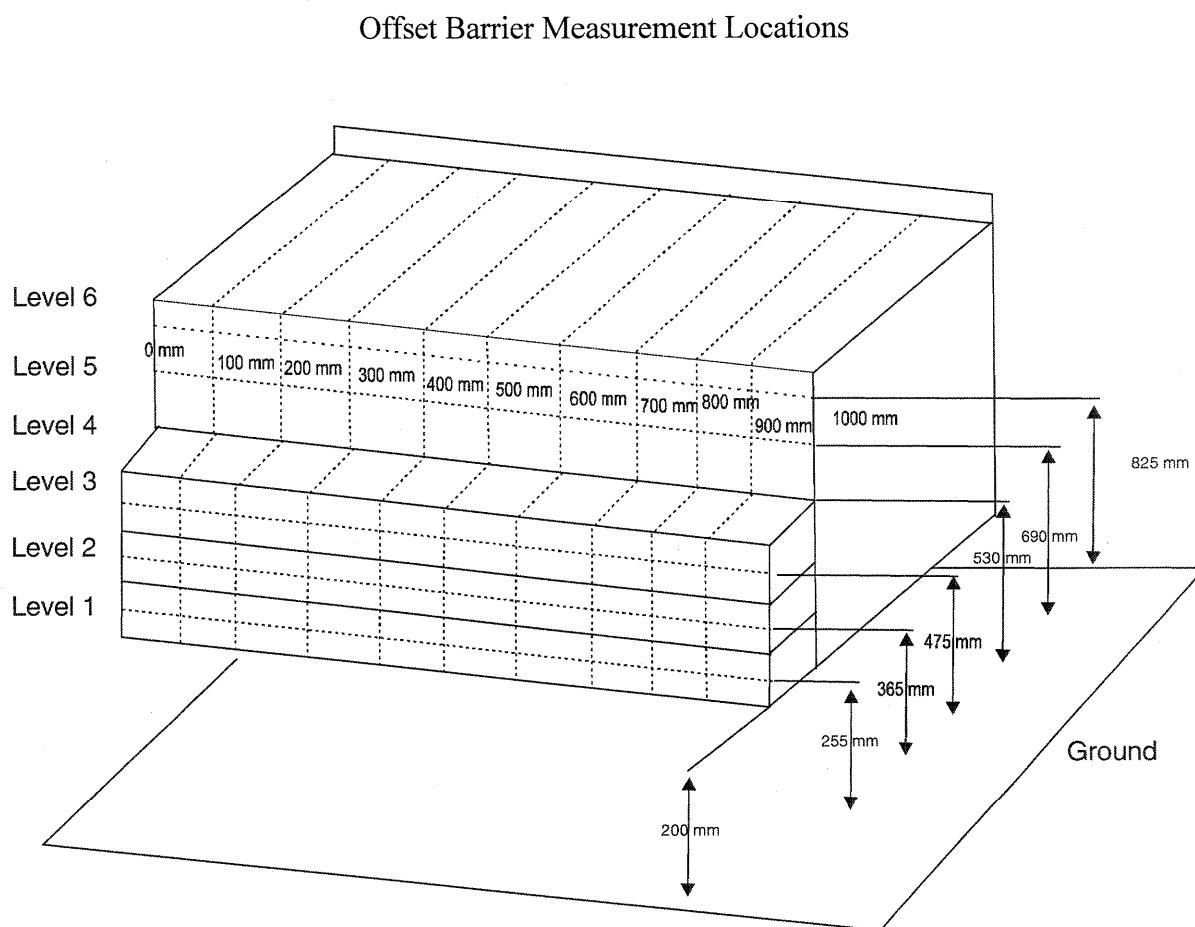
* The bumper element consists of three 110 mm height blocks of 1.723 MPa honeycomb.

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	828 mm
Level 5 - Mid stack	693 mm
Level 4 - Stack at top of bumper	537 mm
Level 3 - Bumper top	487 mm
Level 2 - Bumper mid	368 mm
Level 1 - Bumper low	258 mm

Table 14 Deformable Barrier Face Profile

Level 6 Top Stack

Pre-Test			
Index	Xmm	Ymm	Zmm
1	455.8	-7.5	627.6
2	455.9	91.2	627.1
3	456.1	191.1	627.1
4	455.9	291.1	626.7
5	455.6	391.8	627.1
6	456.2	490.7	626.5
7	456.4	591.7	626.2
8	456.2	691.1	627.1
9	456.7	791.1	627.0
10	456.6	891.5	627.3
11	456.1	989.2	627.5

Post-Test			
Index	Xmm	Ymm	Zmm
1	513.1	51.9	514.0
2	500.1	150.0	511.7
3	489.6	248.9	508.2
4	467.5	346.2	503.9
5	427.6	436.1	504.3
6	273.6	538.0	497.2
7	311.1	629.2	481.1
8	337.8	720.9	460.7
9	299.7	811.3	447.0
10	246.3	891.7	447.1
11	185.1	967.3	455.0

Difference			
Index	Xmm	Ymm	Zmm
1	-57.3	-59.4	113.6
2	-44.1	-58.8	115.4
3	-33.5	-57.7	118.9
4	-11.6	-55.1	122.8
5	28.0	-44.3	122.7
6	182.6	-47.4	129.3
7	145.3	-37.6	145.1
8	118.5	-29.8	166.4
9	157.0	-20.2	180.0
10	210.3	-0.2	180.2
11	271.0	22.0	172.4

Level 5 Mid Stack

Pre-Test			
Index	Xmm	Ymm	Zmm
12	457.0	-7.6	492.9
13	456.9	90.9	492.7
14	457.7	190.5	492.1
15	456.5	290.4	491.6
16	456.4	390.9	491.6
17	456.9	491.0	490.9
18	456.5	591.3	491.3
19	457.3	691.0	490.8
20	457.0	790.4	491.0
21	457.0	890.5	491.3
22	457.4	989.6	491.6

Post-Test			
Index	Xmm	Ymm	Zmm
12	495.2	46.1	381.0
13	476.0	143.6	379.8
14	461.6	242.6	378.7
15	447.4	340.9	376.0
16	408.0	421.4	370.7
17	281.3	517.3	372.2
18	309.4	600.1	368.4
19	275.8	672.3	358.3
20	226.0	756.8	347.7
21	161.9	829.5	365.6
22	104.5	908.3	361.5

Difference			
Index	Xmm	Ymm	Zmm
12	-38.2	-53.7	111.9
13	-19.1	-52.7	112.8
14	-3.9	-52.1	113.4
15	9.1	-50.5	115.6
16	48.4	-30.5	120.9
17	175.6	-26.3	118.6
18	147.1	-8.8	122.9
19	181.5	18.7	132.6
20	231.0	33.6	143.2
21	295.1	61.0	125.7
22	352.8	81.3	130.1

Table 14 Deformable Barrier Face Profile Cont'd.

Level 4 Stack Top of Bumper

Pre-Test			
Index	Xmm	Ymm	Zmm
23	457.3	-8.2	342.9
24	457.0	90.1	343.0
25	457.2	190.6	344.0
26	457.1	289.8	344.2
27	457.0	390.0	343.7
28	457.0	490.5	343.4
29	456.8	590.5	343.3
30	457.2	689.8	343.0
31	457.3	789.4	343.3
32	457.9	888.6	342.6
33	456.5	989.3	342.8

Post-Test			
Index	Xmm	Ymm	Zmm
23	463.8	41.1	234.3
24	438.1	135.5	238.4
25	413.7	231.5	241.1
26	387.8	328.6	246.6
27	369.2	393.6	246.6
28	N/A	N/A	N/A
29	266.3	541.6	259.1
30	186.8	600.2	268.6
31	139.9	679.6	270.7
32	N/A	N/A	N/A
33	N/A	N/A	N/A

Difference			
Index	Xmm	Ymm	Zmm
23	-6.5	-49.4	108.5
24	18.9	-45.4	104.6
25	43.4	-41.0	102.8
26	69.2	-38.7	97.6
27	87.8	-3.6	97.1
28	N/A	N/A	N/A
29	190.5	48.9	84.2
30	270.4	89.6	74.4
31	317.4	109.8	72.6
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	548.1	-8.6	278.9
35	548.5	90.2	278.1
36	548.4	189.7	277.6
37	548.3	289.5	276.7
38	548.1	390.0	276.7
39	547.9	490.1	276.9
40	547.6	589.9	275.8
41	547.8	690.9	275.7
42	547.4	789.9	275.6
43	547.4	890.4	274.7
44	547.9	989.2	273.8

Post-Test			
Index	Xmm	Ymm	Zmm
34	537.6	65.9	156.6
35	509.4	160.4	161.2
36	480.3	255.6	166.5
37	451.5	348.9	171.2
38	421.6	444.3	177.5
39	370.3	529.6	187.0
40	290.8	586.7	197.9
41	198.6	626.8	207.1
42	139.1	704.4	211.4
43	87.5	788.4	223.9
44	38.1	869.1	238.8

Difference			
Index	Xmm	Ymm	Zmm
34	10.5	-74.4	122.3
35	39.1	-70.2	116.9
36	68.1	-66.0	111.1
37	96.8	-59.4	105.6
38	126.6	-54.3	99.2
39	177.6	-39.6	89.9
40	256.8	3.3	77.9
41	349.2	64.1	68.6
42	408.3	85.5	64.1
43	459.8	102.0	50.7
44	509.8	120.0	35.0

Table 14 Deformable Barrier Face Profile Cont'd.

Level 2 Bumper Top

Pre-Test			
Index	Xmm	Ymm	Zmm
45	549.5	-8.1	167.8
46	549.0	89.4	167.8
47	548.1	190.1	167.0
48	548.5	289.8	166.6
49	548.7	390.3	166.6
50	548.4	490.8	166.4
51	548.4	589.8	166.5
52	548.5	689.7	166.4
53	548.4	790.1	166.3
54	548.3	890.4	165.8
55	548.0	988.7	165.7

Post-Test			
Index	Xmm	Ymm	Zmm
45	521.8	67.7	48.4
46	493.5	160.9	53.8
47	463.8	256.9	58.6
48	436.7	350.9	63.7
49	404.4	447.2	69.5
50	360.3	535.9	79.6
51	278.2	587.3	92.8
52	189.8	633.9	105.1
53	120.7	705.7	118.6
54	68.8	790.9	129.1
55	19.0	874.0	138.1

Difference			
Index	Xmm	Ymm	Zmm
45	27.7	-75.9	119.4
46	55.5	-71.5	114.0
47	84.3	-66.9	108.4
48	111.8	-61.1	103.0
49	144.3	-56.9	97.1
50	188.0	-45.1	86.8
51	270.2	2.6	73.7
52	358.8	55.9	61.3
53	427.7	84.4	47.7
54	479.5	99.5	36.7
55	529.0	114.8	27.6

Level 1 Bumper Low

Pre-Test			
Index	Xmm	Ymm	Zmm
56	550.1	-9.0	57.0
57	549.7	88.5	56.9
58	549.7	188.5	57.0
59	549.3	288.4	56.2
60	549.4	388.3	55.6
61	549.6	488.6	56.3
62	549.0	589.2	56.1
63	548.4	689.1	55.9
64	548.5	788.9	55.3
65	549.0	887.8	55.1
66	549.2	989.0	54.7

Post-Test			
Index	Xmm	Ymm	Zmm
56	508.0	68.5	-60.4
57	479.5	161.7	-54.8
58	451.1	257.3	-49.2
59	422.6	353.0	-44.9
60	399.1	450.4	-39.1
61	356.1	539.3	-24.9
62	287.1	610.6	-8.8
63	216.0	679.3	7.2
64	152.6	753.2	23.9
65	110.0	839.7	43.3
66	76.8	930.8	57.9

Difference			
Index	Xmm	Ymm	Zmm
56	42.1	-77.5	117.3
57	70.2	-73.2	111.8
58	98.7	-68.8	106.2
59	126.7	-64.6	101.1
60	150.3	-62.2	94.8
61	193.5	-50.6	81.2
62	261.9	-21.4	64.9
63	332.4	9.7	48.7
64	396.0	35.7	31.4
65	439.0	48.1	11.8
66	472.4	58.3	-3.2

Figure 19 Deformable Barrier Face Profile 1-11 Level 6

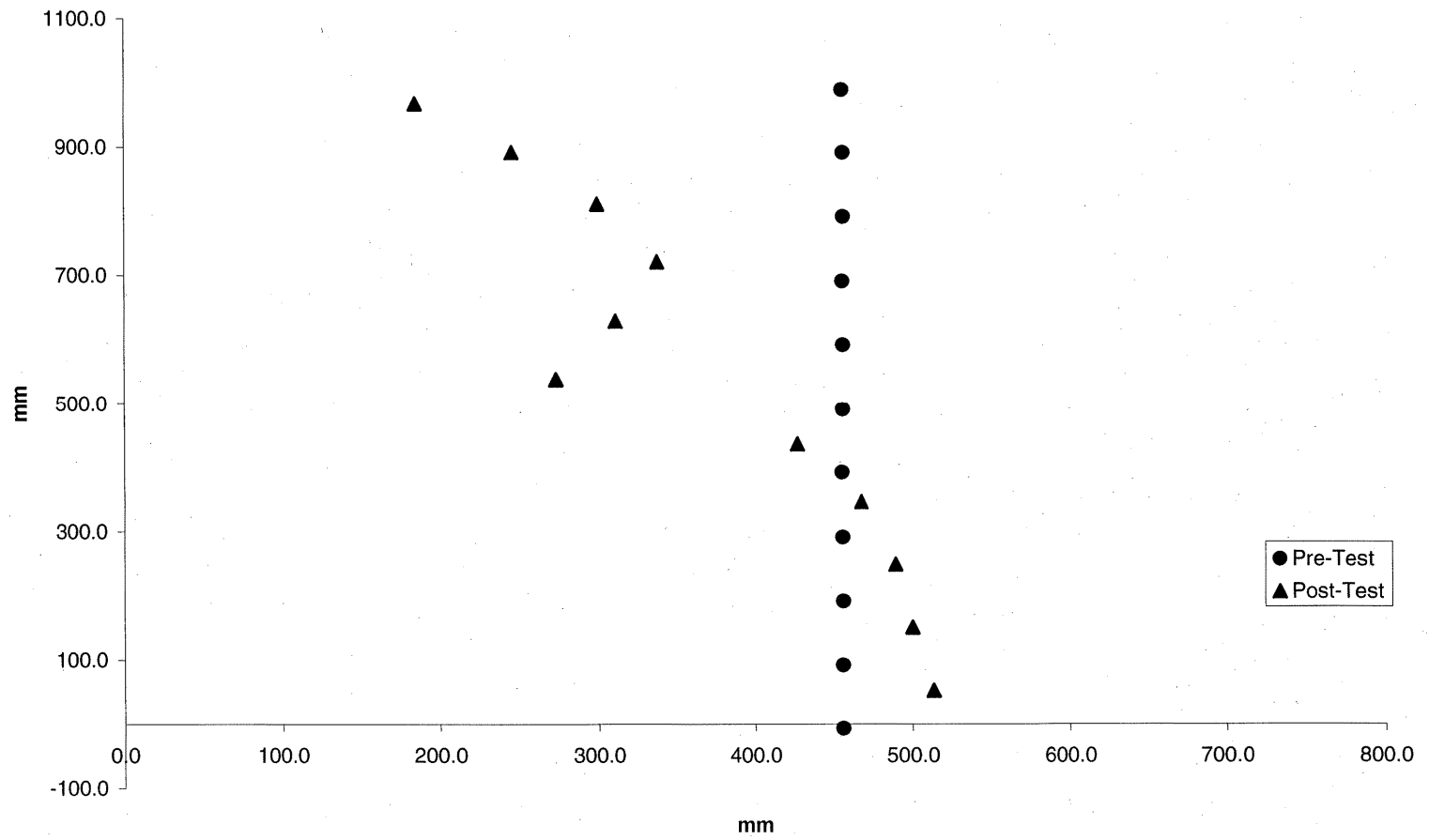


Figure 19 Deformable Barrier Face Profile 12-22 Level 5

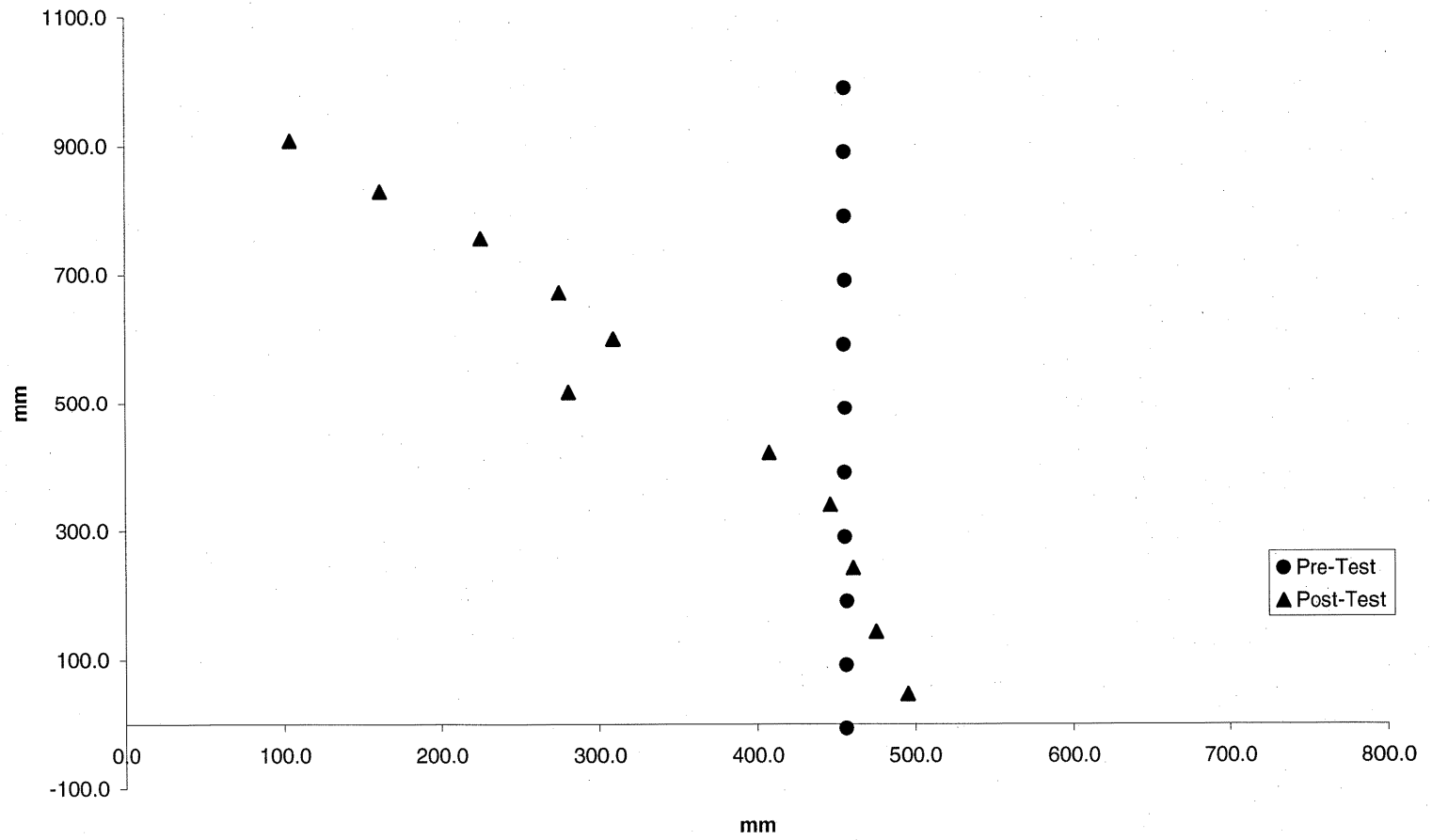


Figure 19 Deformable Barrier Face Profile 23-33 Level 4

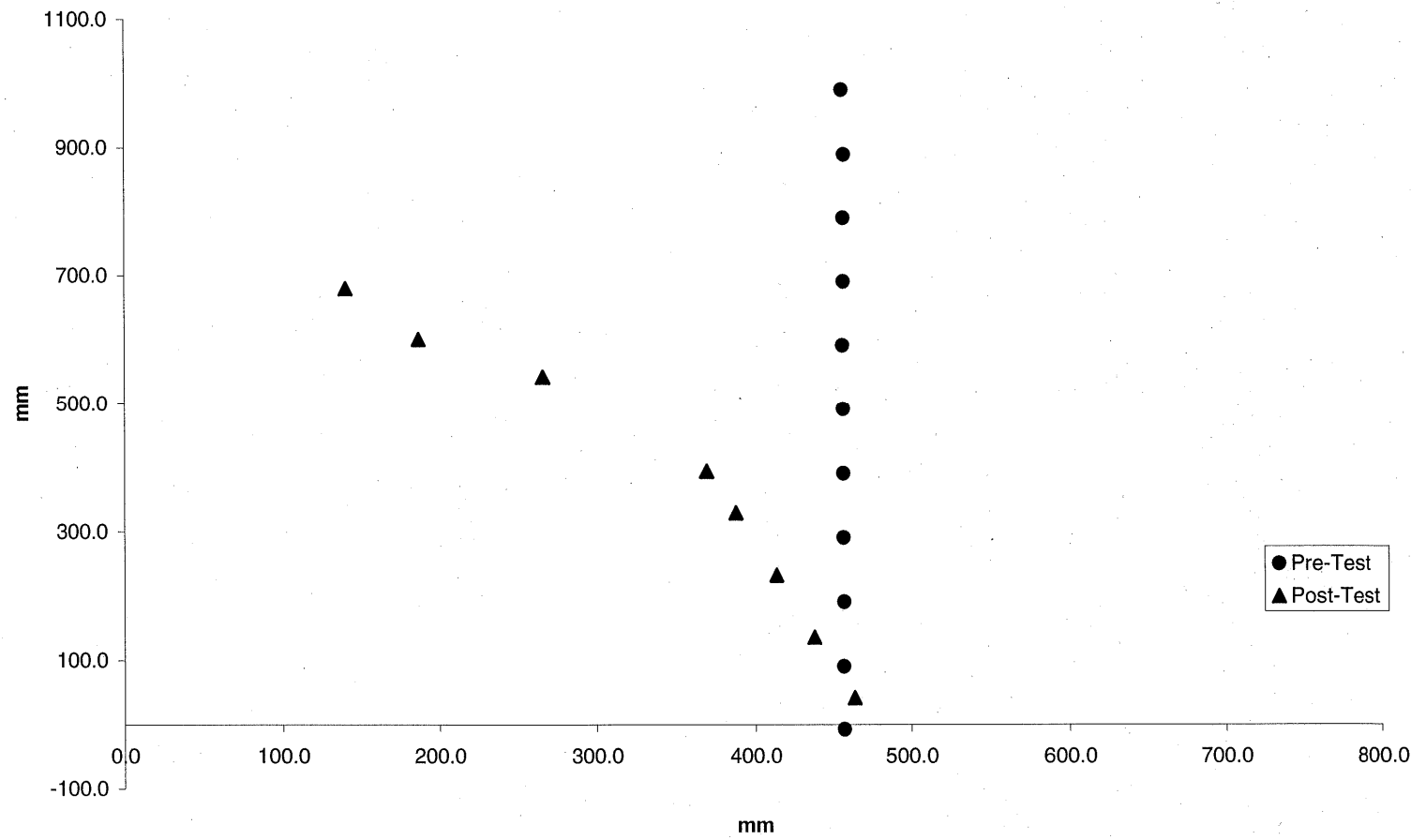


Figure 19 Deformable Barrier Face Profile 34-44 Level 3

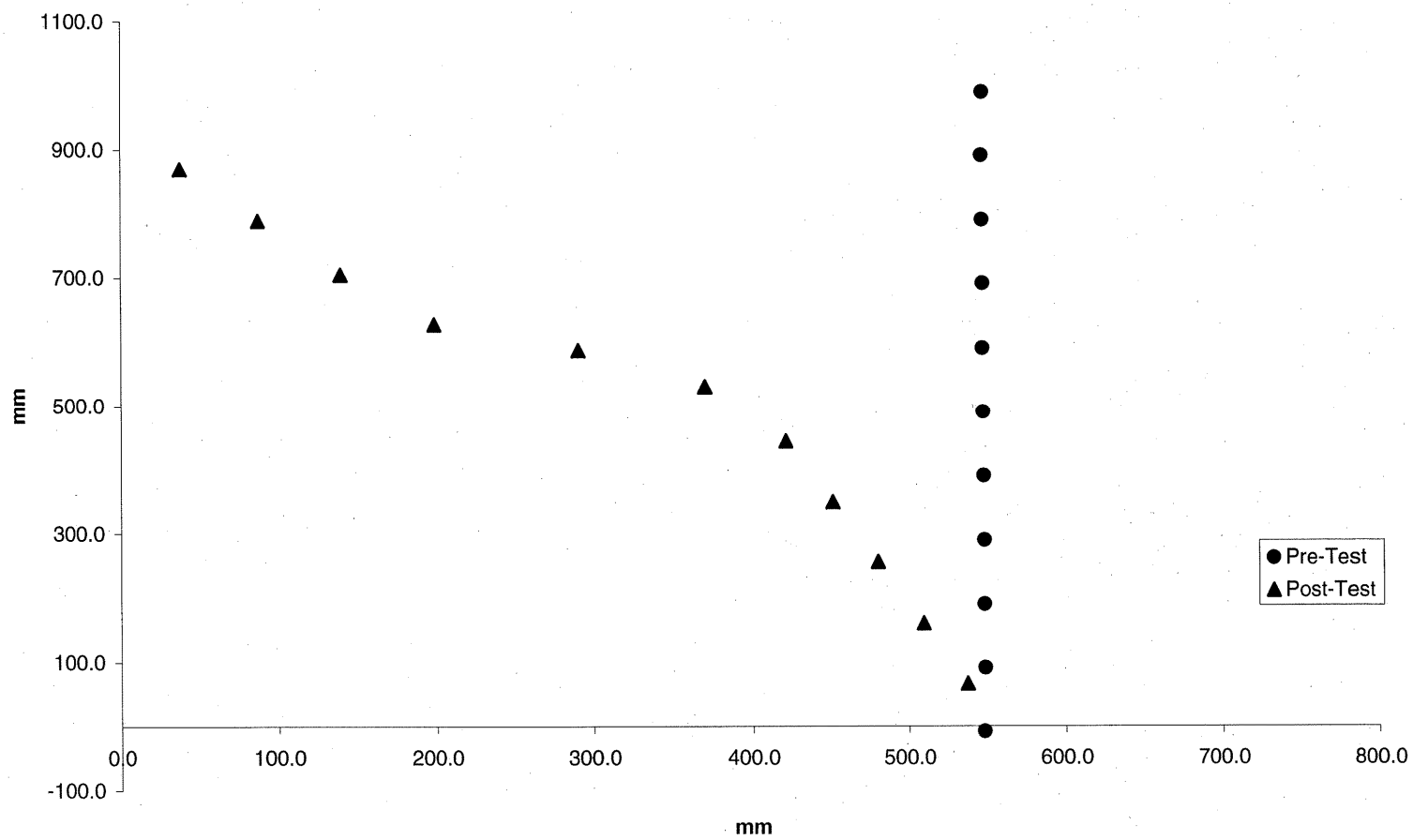


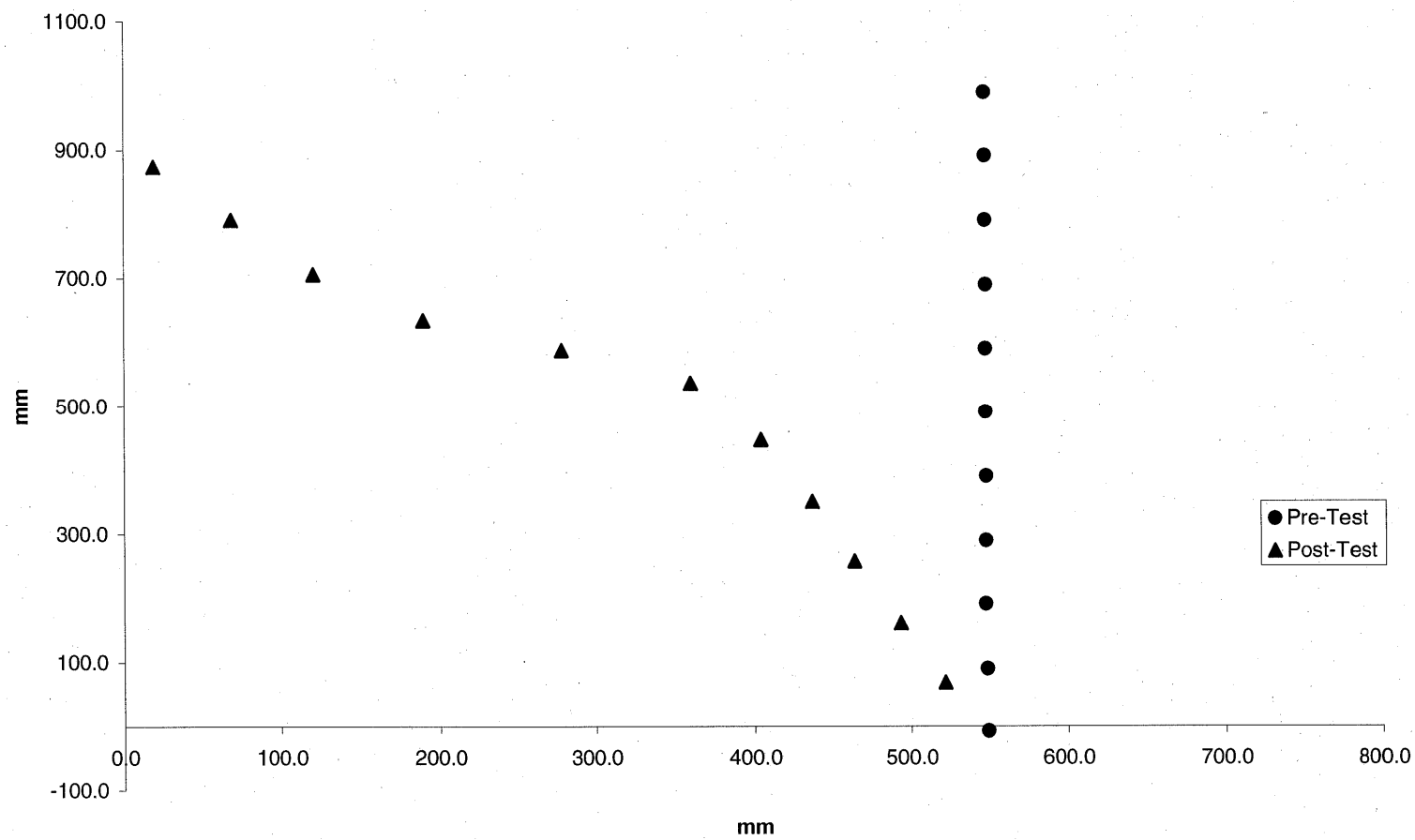
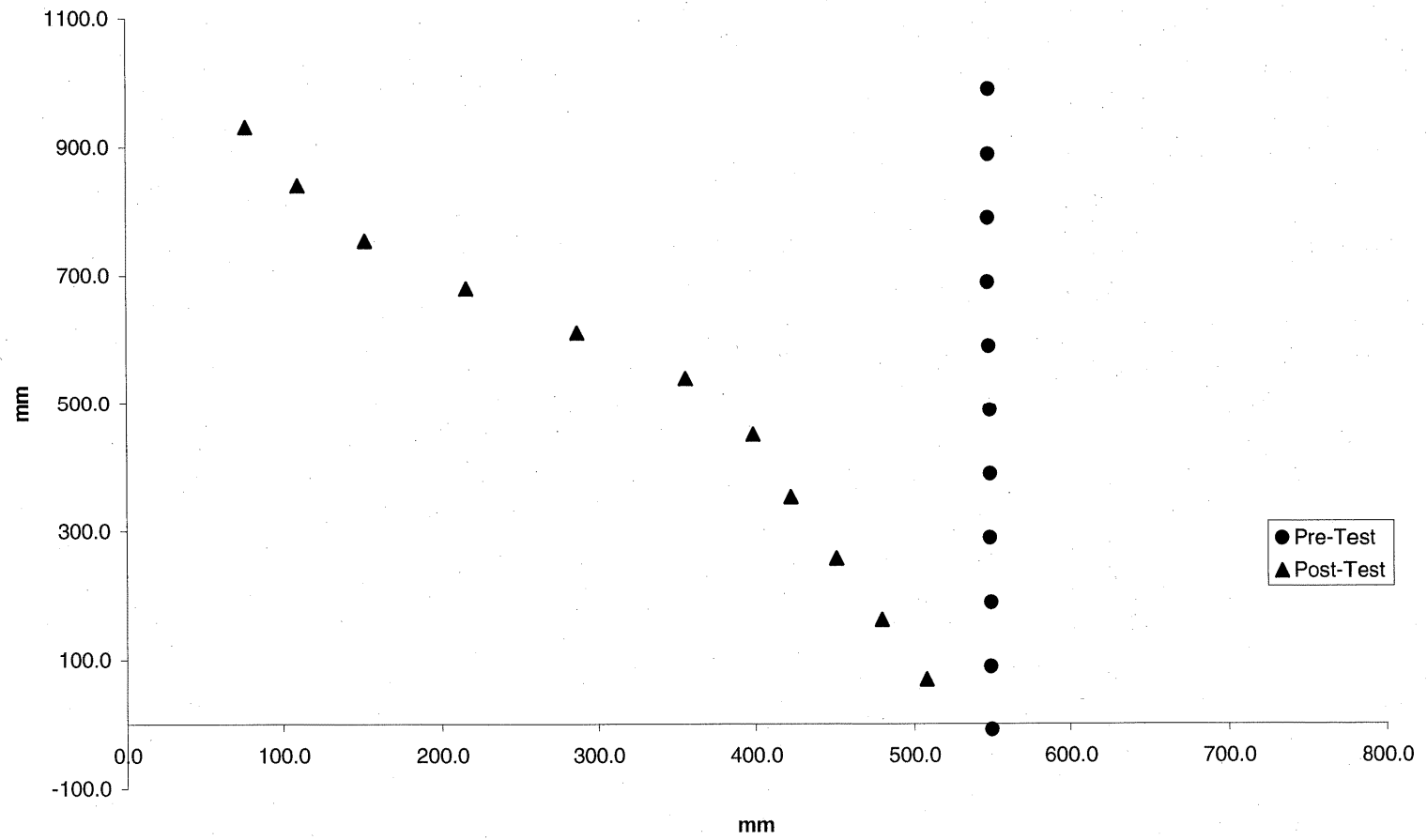
Figure 19 Deformable Barrier Face Profile 45-55 Level 2

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



Figure A-16 Post-Test Right Front View



Figure A-17 Pre-Test Overhead View



Figure A-18 Post-Test Overhead View



Figure A-19 Pre-Test Front Underbody View

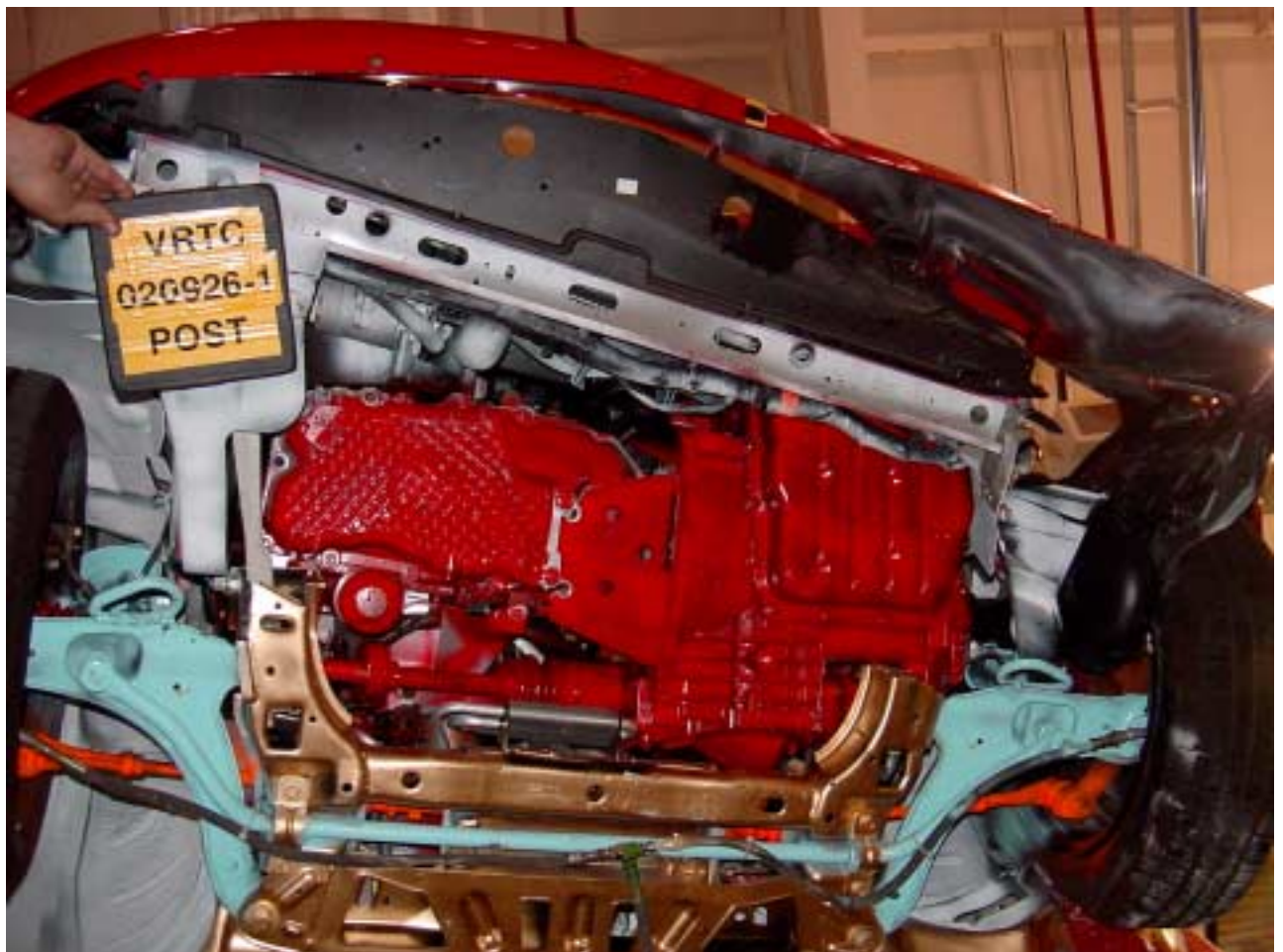


Figure A-20 Post-Test Front Underbody View



Figure A-21 Pre-Test Front Mid Underbody View



Figure A-22 Post-Test Front Mid Underbody View



Figure A-23 Pre-Test Rear Mid Underbody View

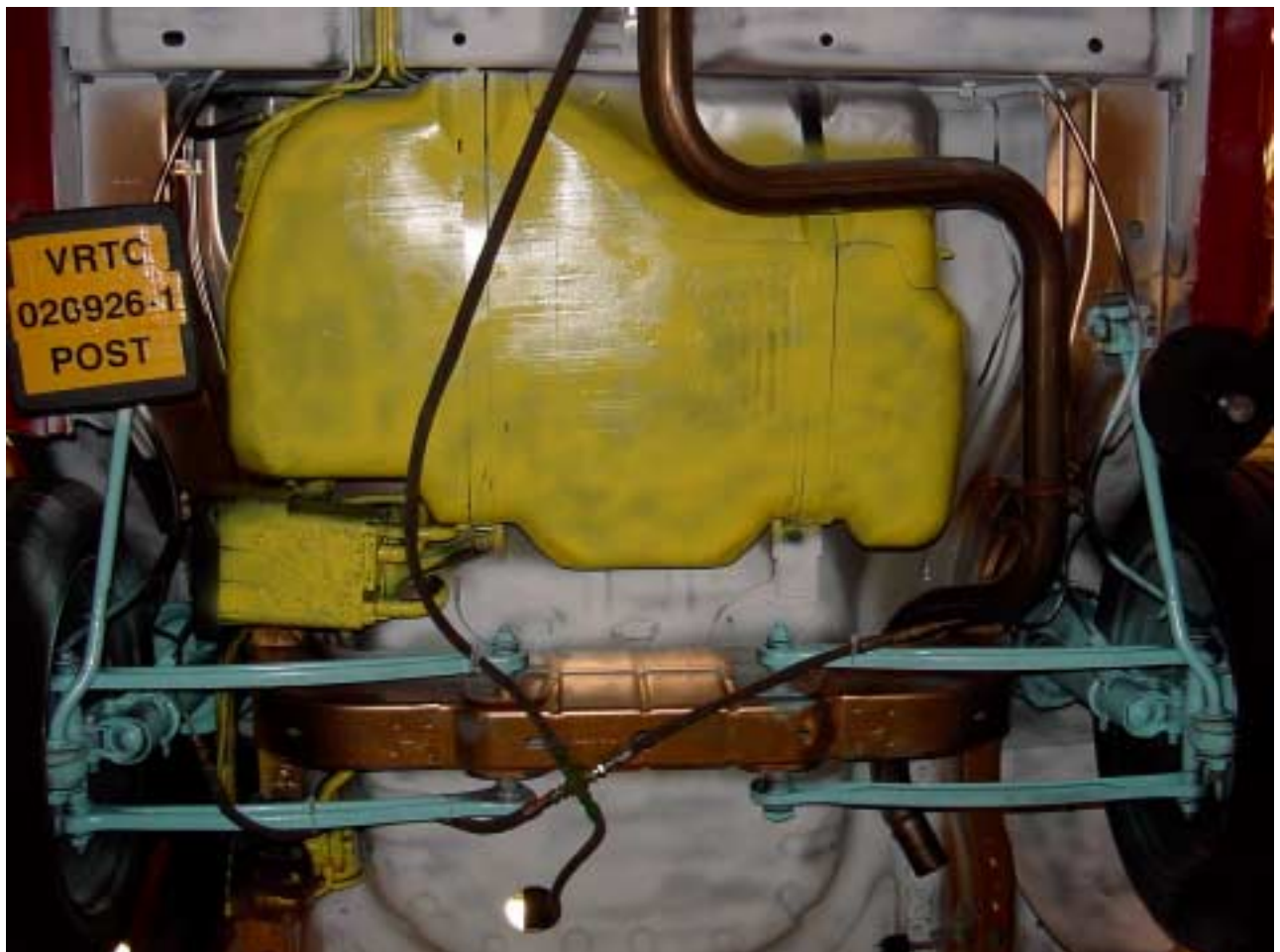


Figure A-24 Post-Test Rear Mid Underbody View

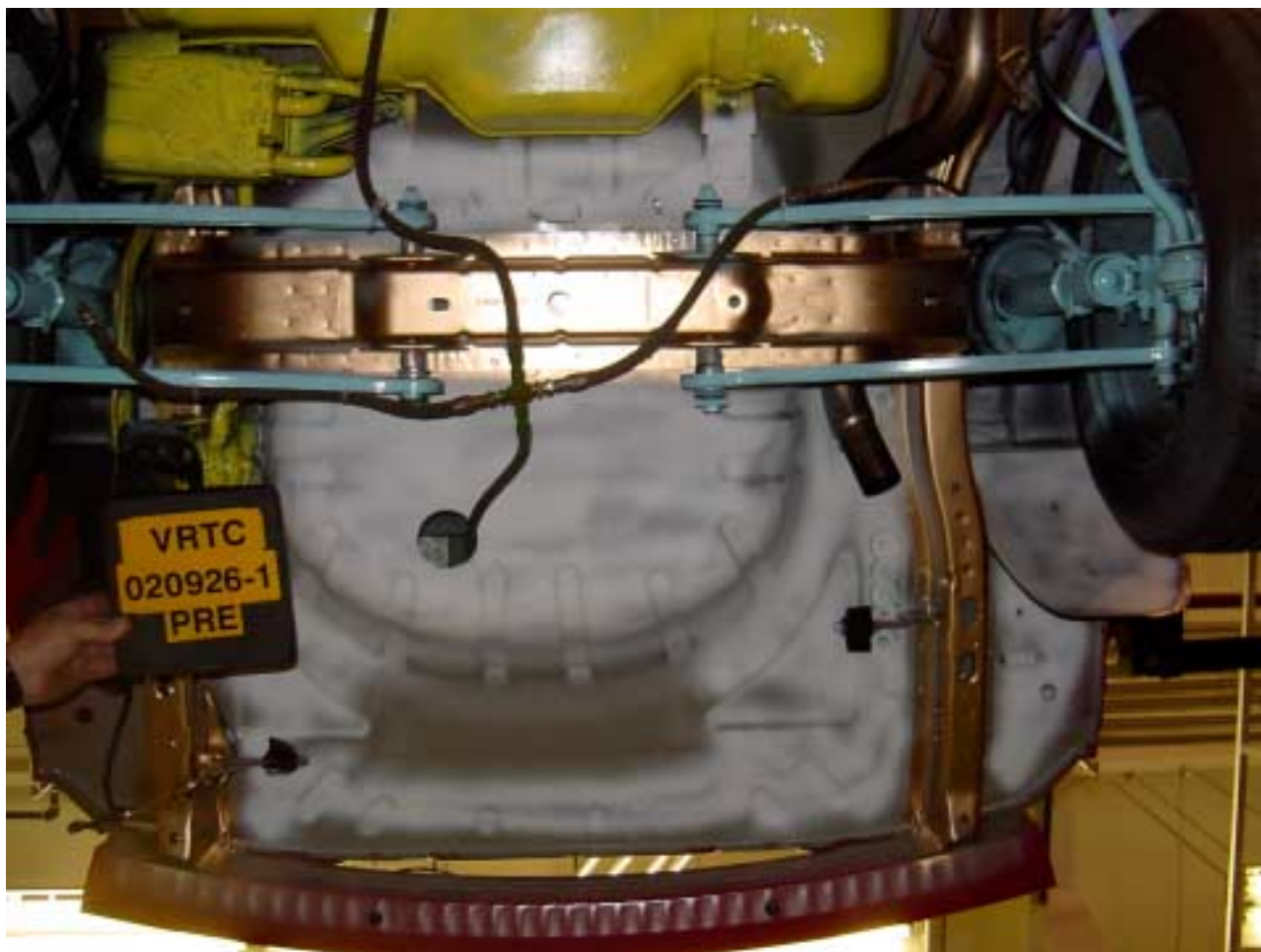


Figure A-25 Pre-Test Rear Underbody View



Figure A-26 Post-Test Rear Underbody View



Figure A-27 Pre-Test Engine Compartment View

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Figure A-28 Pre-Test Windshield View



Figure A-29 Post-Test Windshield View



Figure A-30 Pre-Test Left Side Angled Windshield View



Figure A-31 Post-Test Left Side Angled Windshield View



Figure A-32 Pre-Test Right Side Angled Windshield View



Figure A-33 Post-Test Right Side Angled Windshield View



Figure A-34 Pre-Test Front Barrier Face View



Figure A-35 Post-Test Front Barrier Face View



Figure A-36 Pre-Test Left Side Barrier Face View

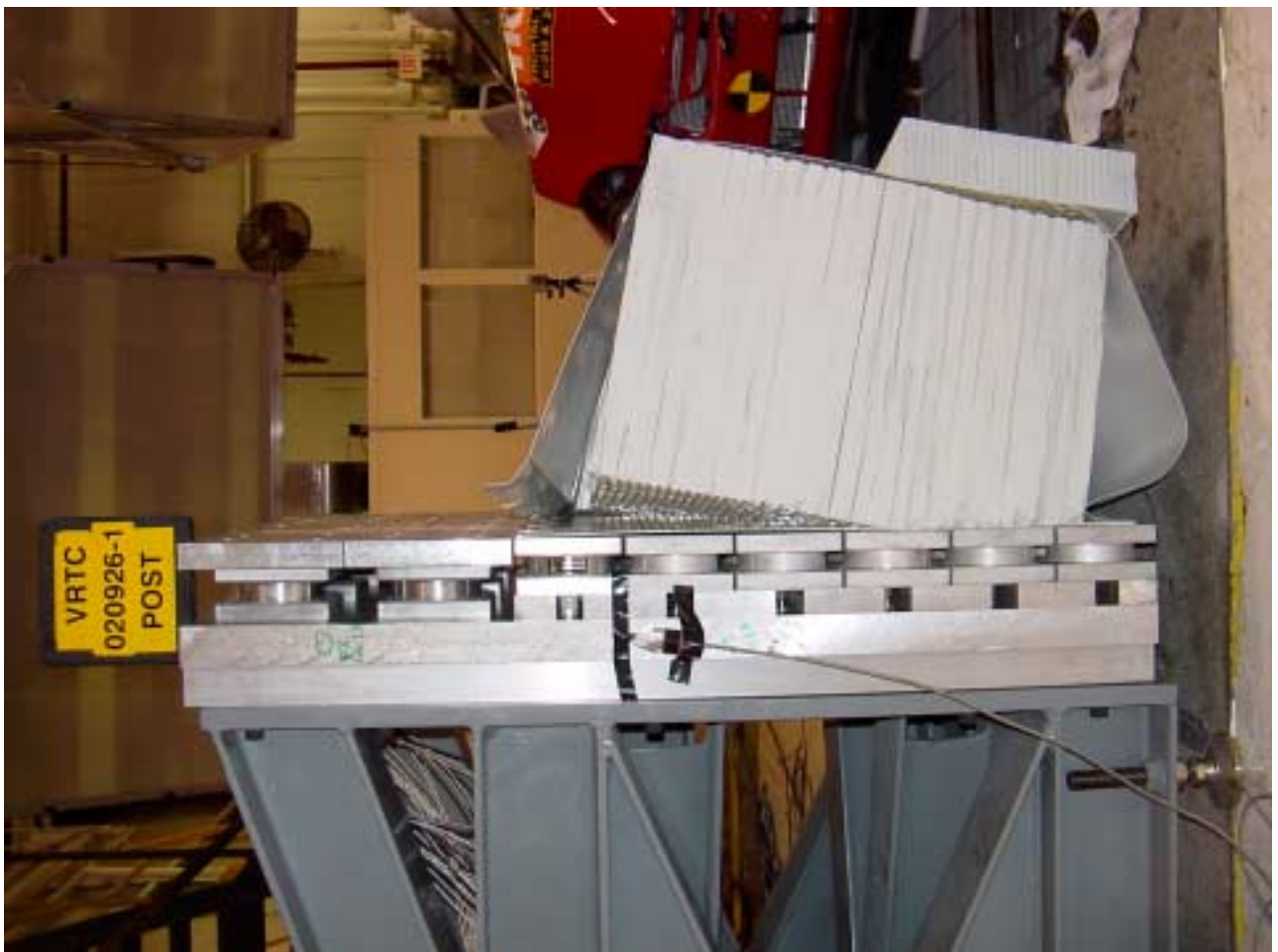


Figure A-37 Post-Test Left Side Barrier Face View



Figure A-38 Pre-Test Right Side Barrier Face View

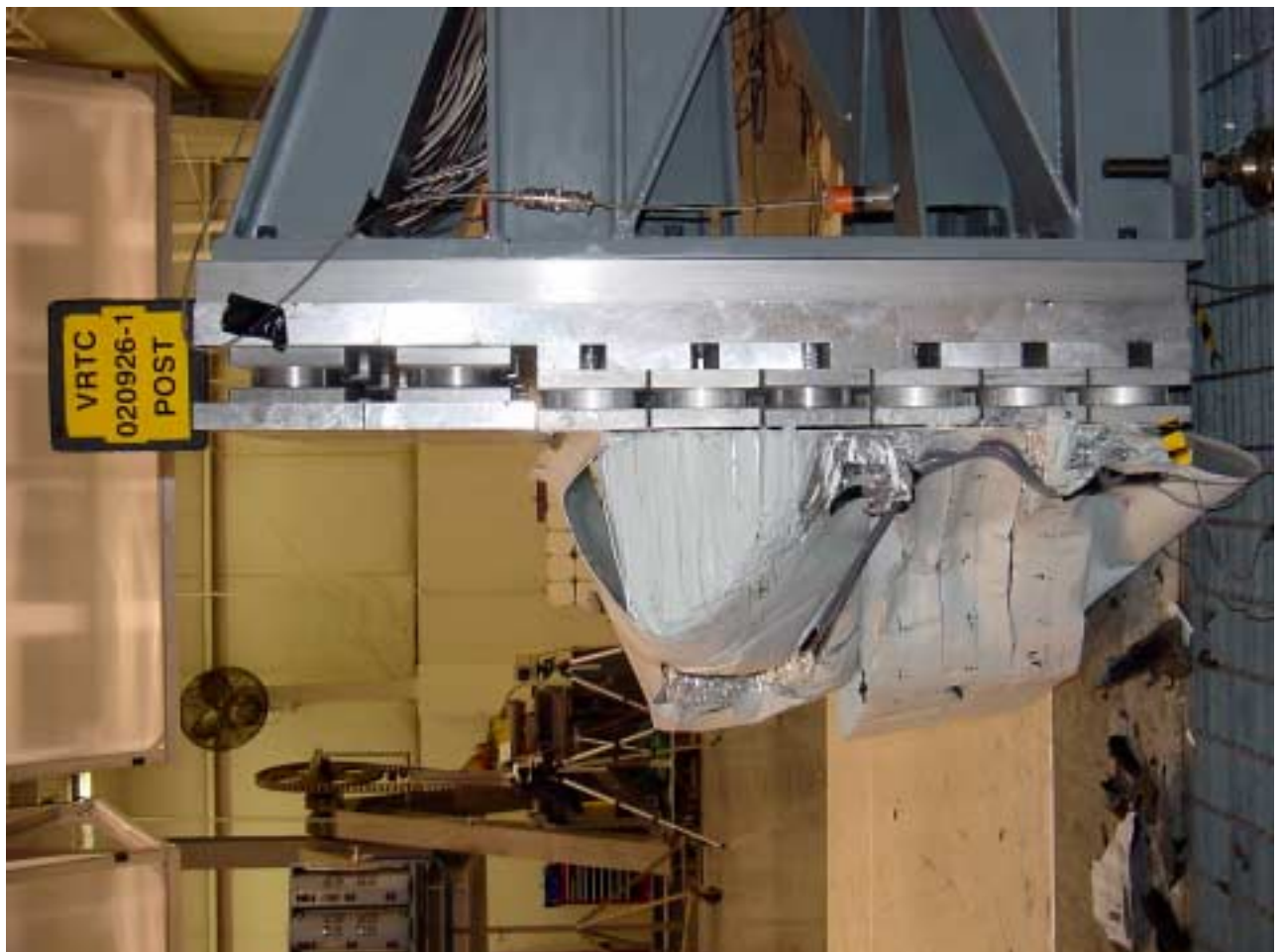


Figure A-39 Post-Test Right Side Barrier Face View



Figure A-40 Pre-Test Overhead Barrier Face View



Figure A-41 Post-Test Overhead Barrier Face View

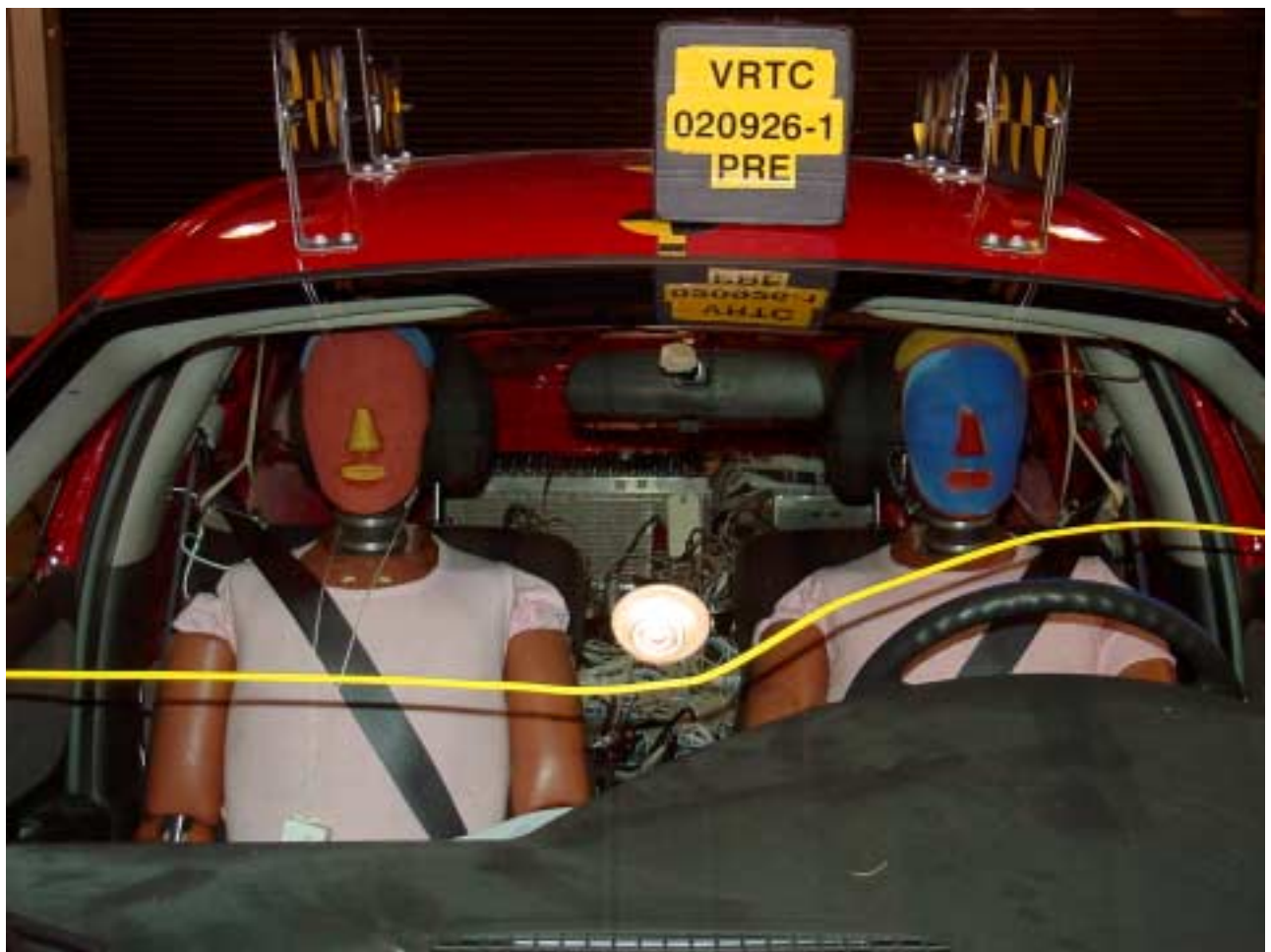


Figure A-42 Pre-Test Driver and Passenger Dummies Front View



Figure A-43 Post-Test Driver and Passenger Dummies Front View



Figure A-44 Pre-Test Driver Dummy Position - View 1



Figure A-45 Post-Test Driver Dummy Position - View 1



Figure A-46 Pre-Test Driver Dummy Position - View 2



Figure A-47 Post-Test Driver Dummy Position - View 2



Figure A-48 Pre-Test Driver Dummy & Vehicle Interior - View 1



Figure A-49 Post-Test Driver Dummy & Vehicle Interior - View 1



Figure A-50 Pre-Test Driver Dummy & Vehicle Interior - View 2



Figure A-51 Post-Test Driver Dummy & Vehicle Interior - View 2



Figure A-52 Pre-Test Passenger Dummy Position - View 1



Figure A-53 Post-Test Passenger Dummy Position - View 1



Figure A-54 Pre-Test Passenger Dummy Position - View 2



Figure A-55 Post-Test Passenger Dummy Position - View 2



Figure A-56 Pre-Test Passenger Dummy & Vehicle Interior - View 1



Figure A-57 Post-Test Passenger Dummy & Vehicle Interior - View 1



Figure A-58 Pre-Test Passenger Dummy & Vehicle Interior - View 2



Figure A-59 Post-Test Passenger Dummy & Vehicle Interior - View 2



Figure A-60 Post-Test Driver Dummy Overall View

Intentionally Left Blank



Figure A-61 Post-Test Driver Dummy Head Contact - View 1



Figure A-62 Post-Test Driver Dummy Head Contact - View 2

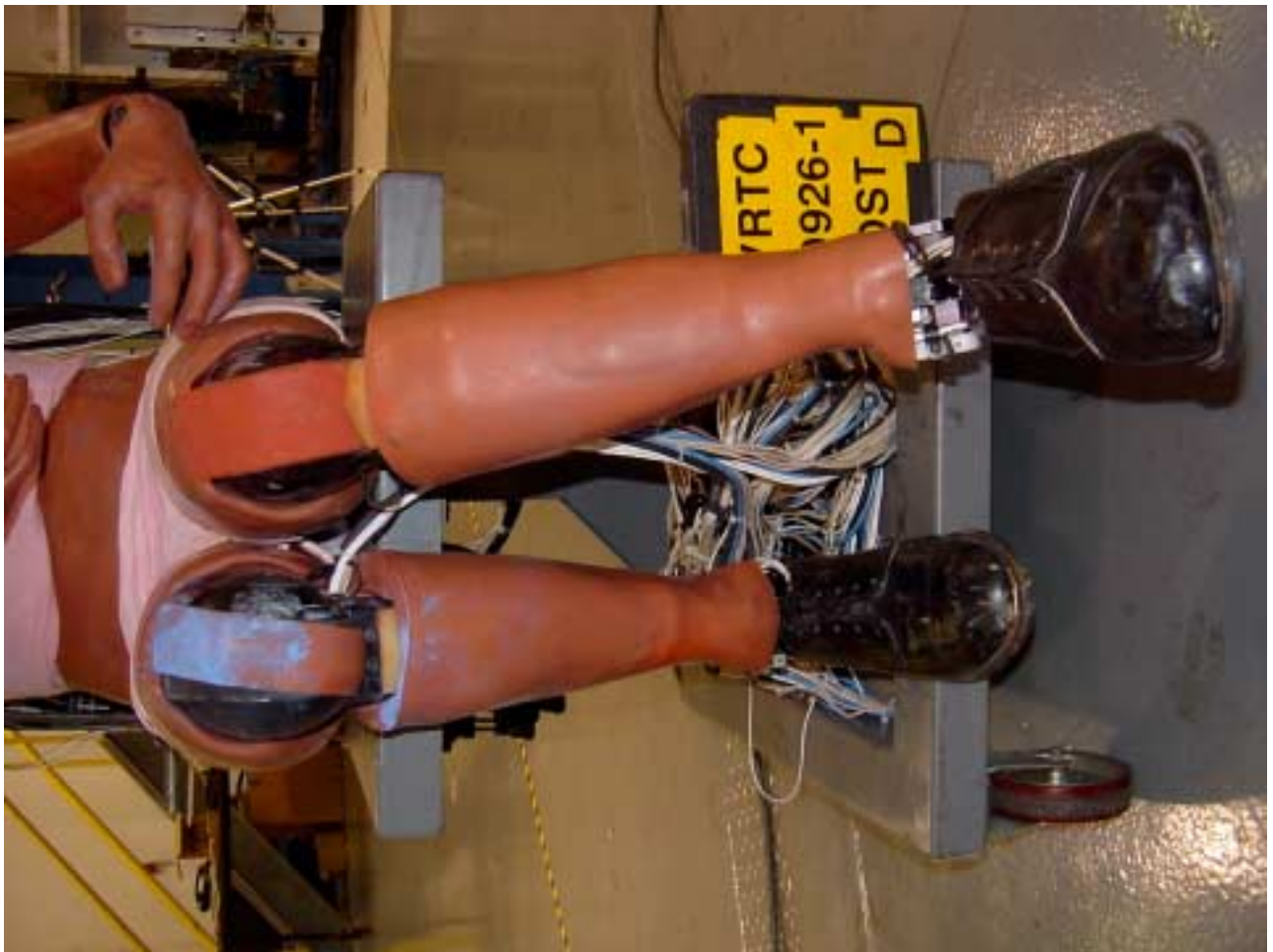


Figure A-63 Post-Test Driver Knee Contact - View 1



Figure A-64 Post-Test Driver Knee Contact - View 2



Figure A-65 Post-Test Driver Toeboard/Floorpan with Carpet Removed View



Figure A-66 Post-Test Passenger Dummy Overall View



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



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



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

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Figure A-70 Post-Test Passenger Dummy Knee Contact - View 1



Figure A-71 Post-Test Passenger Dummy Knee Contact - View 2

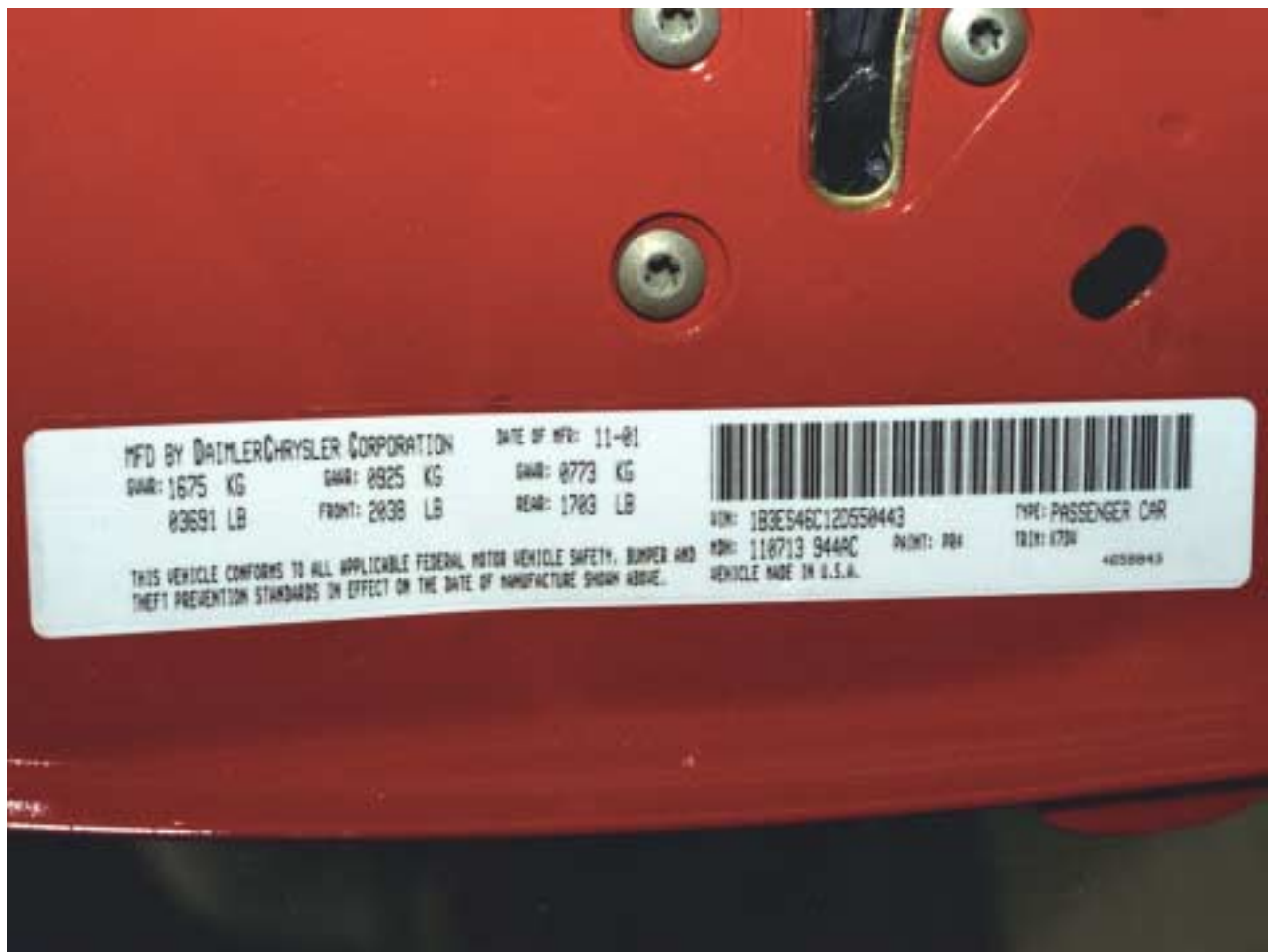


Figure A-72 Pre-Test Vehicle Certification Label View



Figure A-73 Pre-Test Tire Load Label View

Appendix B

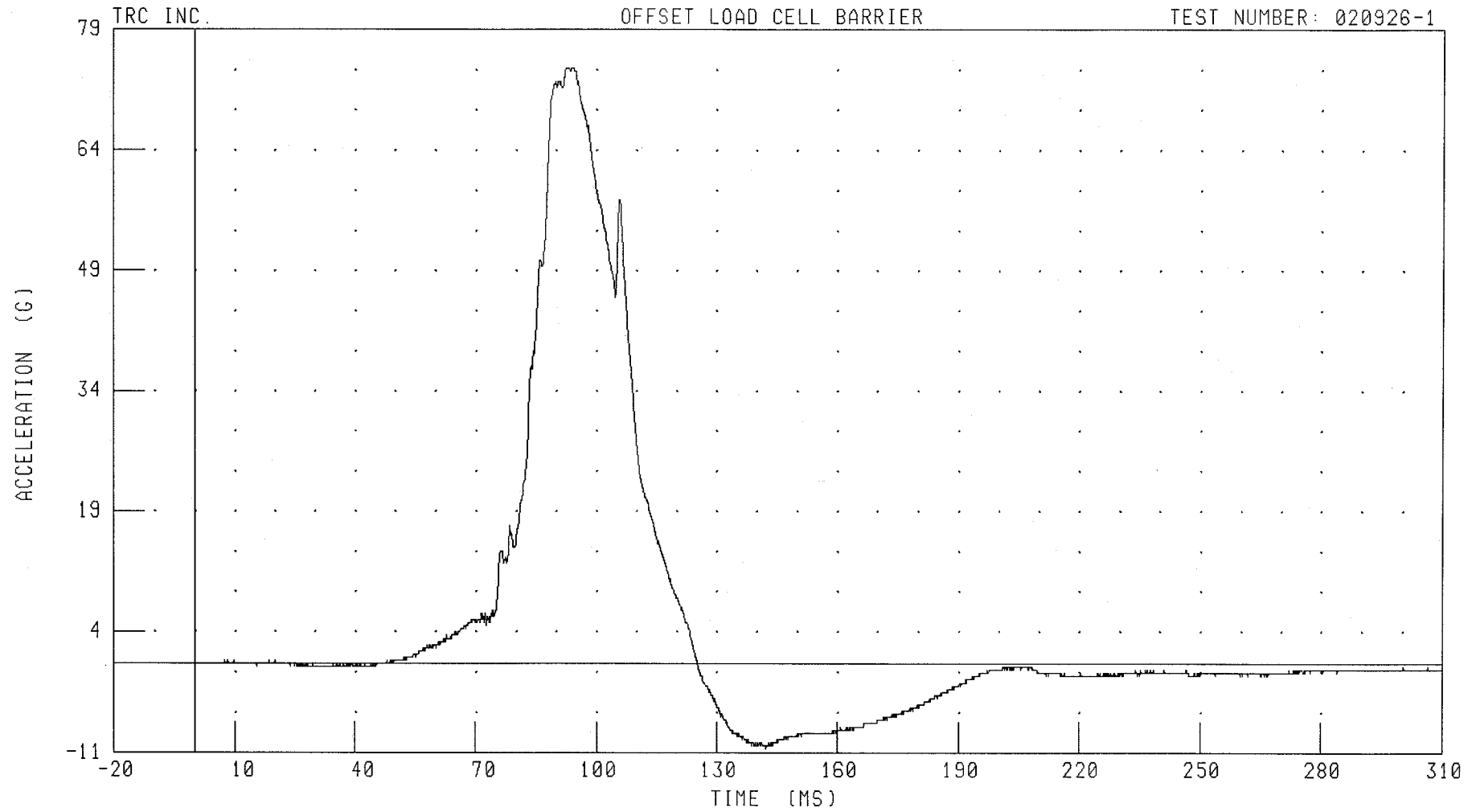
Data Plots

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

DRIVER HEAD X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: HEDXG1 FILTER: CH. CLASS 1000

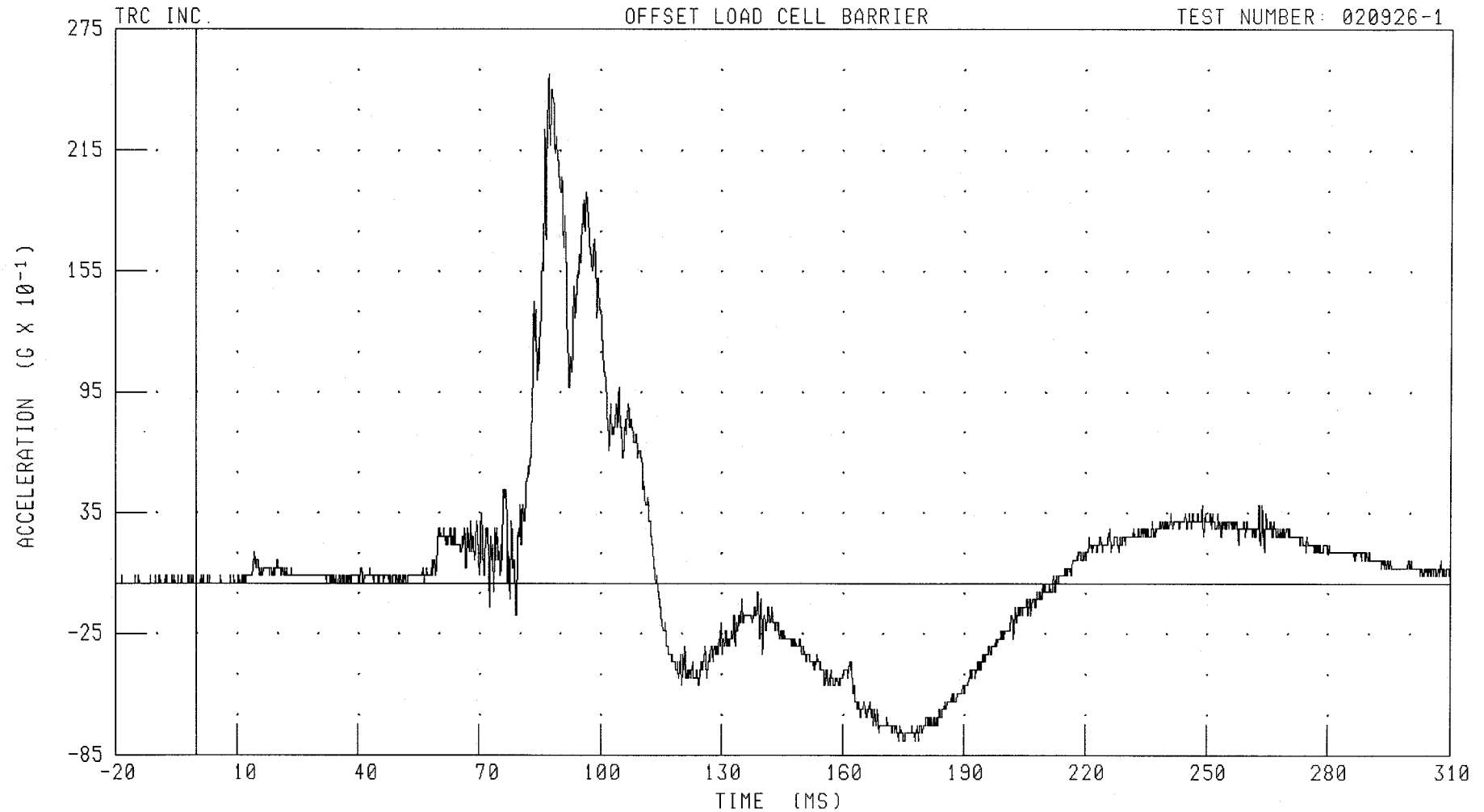
PEAK DATA: 74.17 G @ 92.40 MS; -10.52 G @ 142.24 MS

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: 020926-1



CHANNEL: HEDYG1 FILTER: CH. CLASS 1000

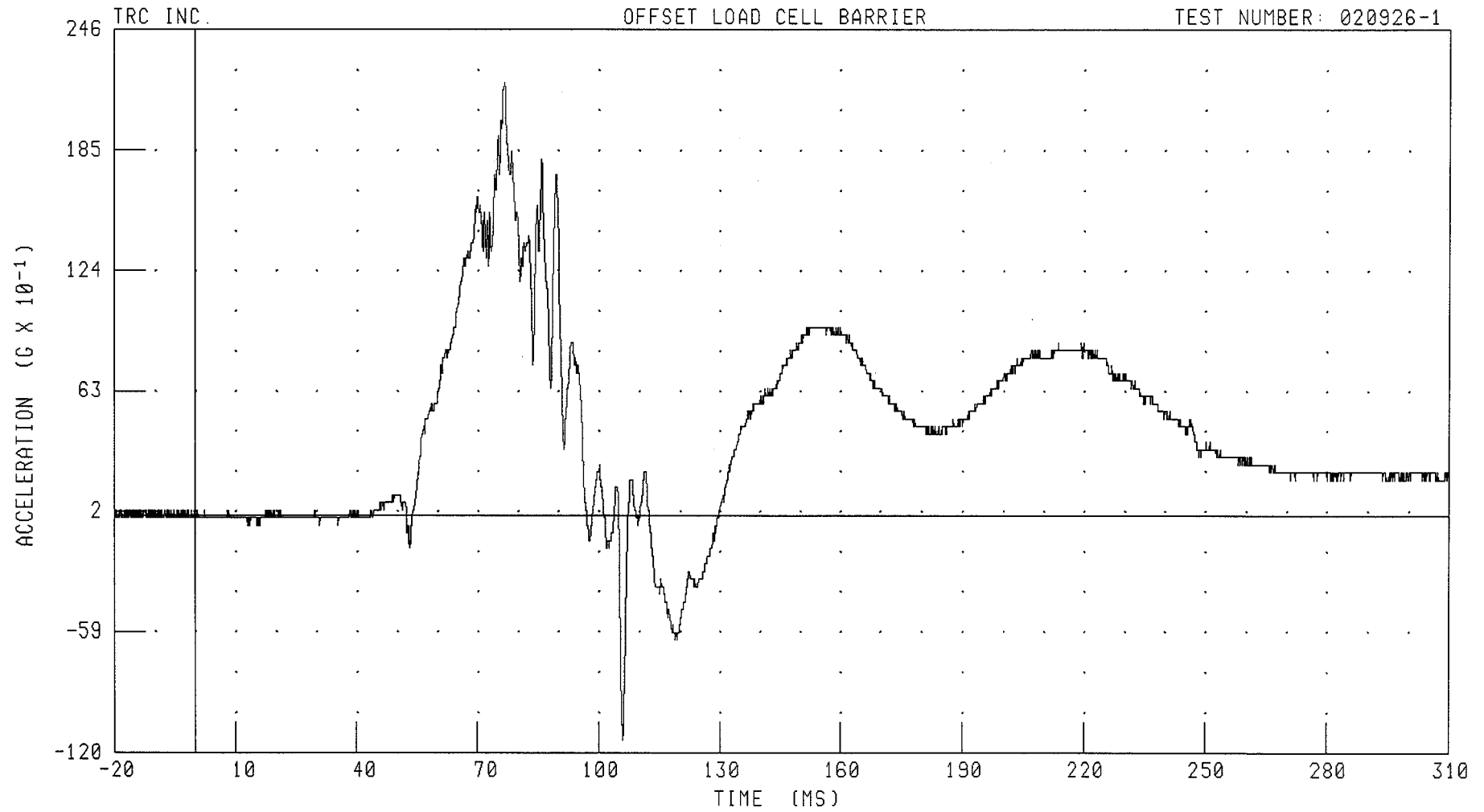
PEAK DATA: 25.27 G @ 87.28 MS; -7.80 G @ 173.92 MS

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: 020926-1



CHANNEL: HEDZG1 FILTER: CH. CLASS 1000

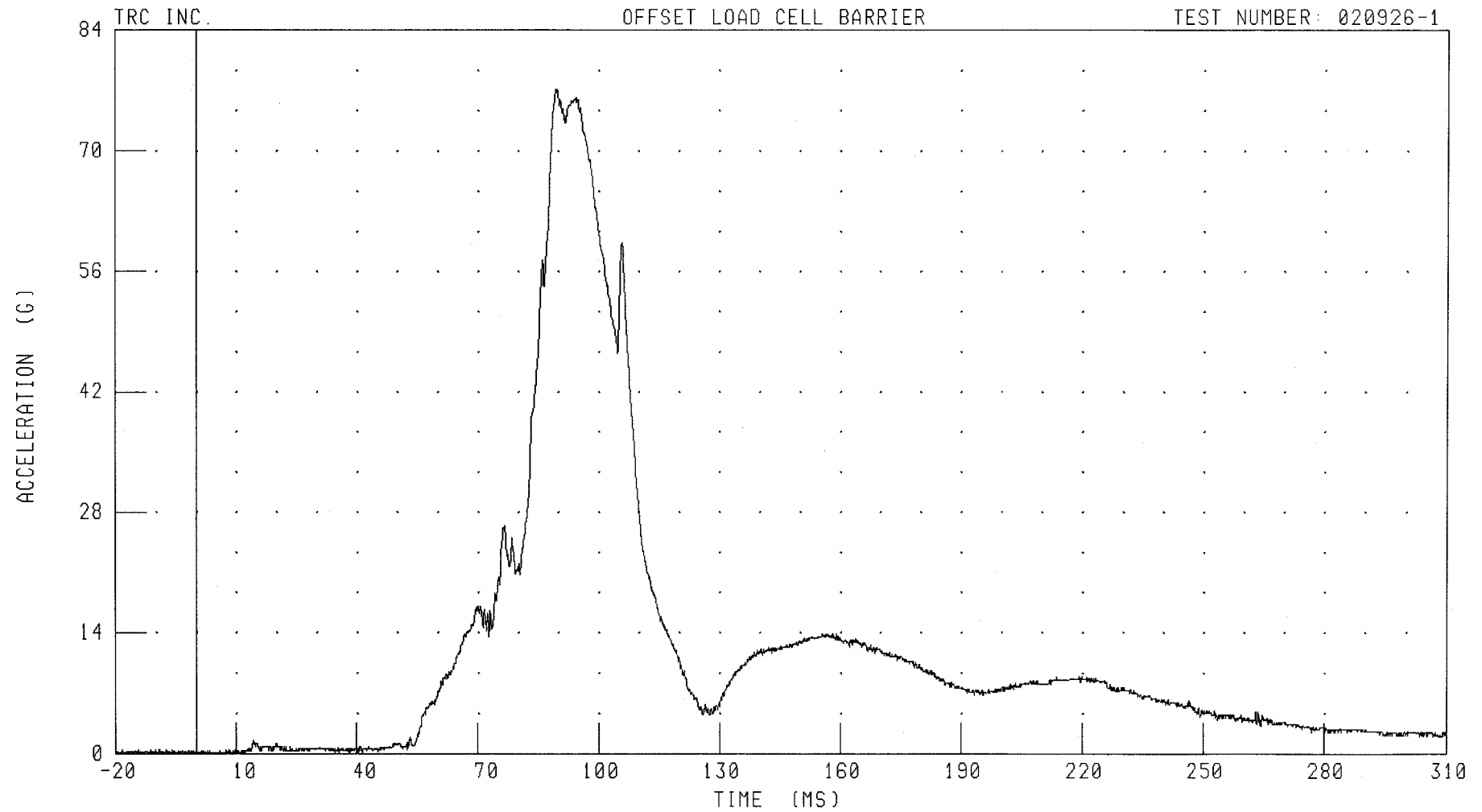
PEAK DATA: 21.95 G @ 76.64 MS; -11.36 G @ 106.00 MS

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

DRIVER HEAD RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: HEDRG1 FILTER: CH. CLASS 1000

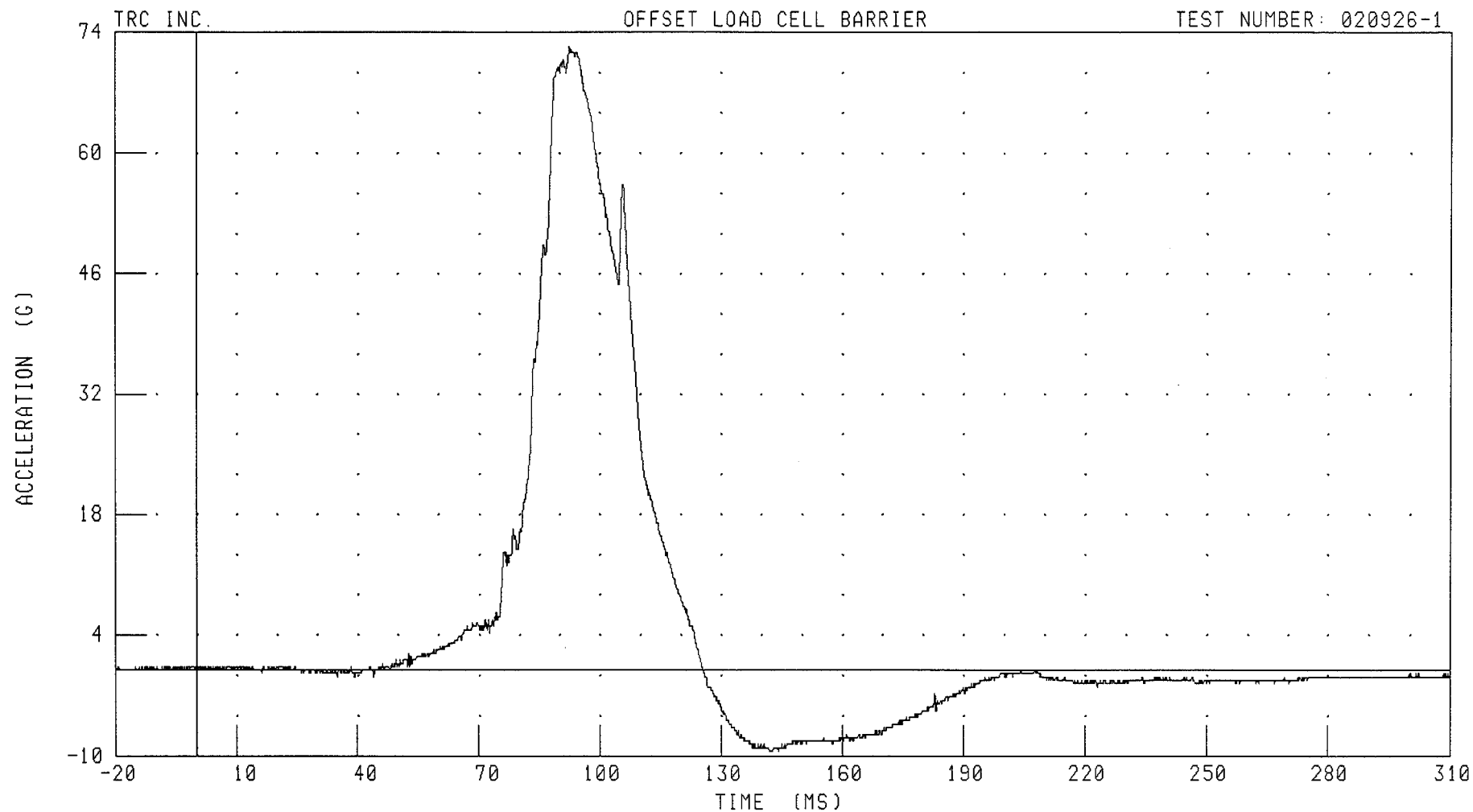
PEAK DATA: 77.19 G @ 89.44 MS; 0.13 G @ -20.00 MS

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: 020926-1



CHANNEL: HEDXR1 FILTER: CH. CLASS 1000

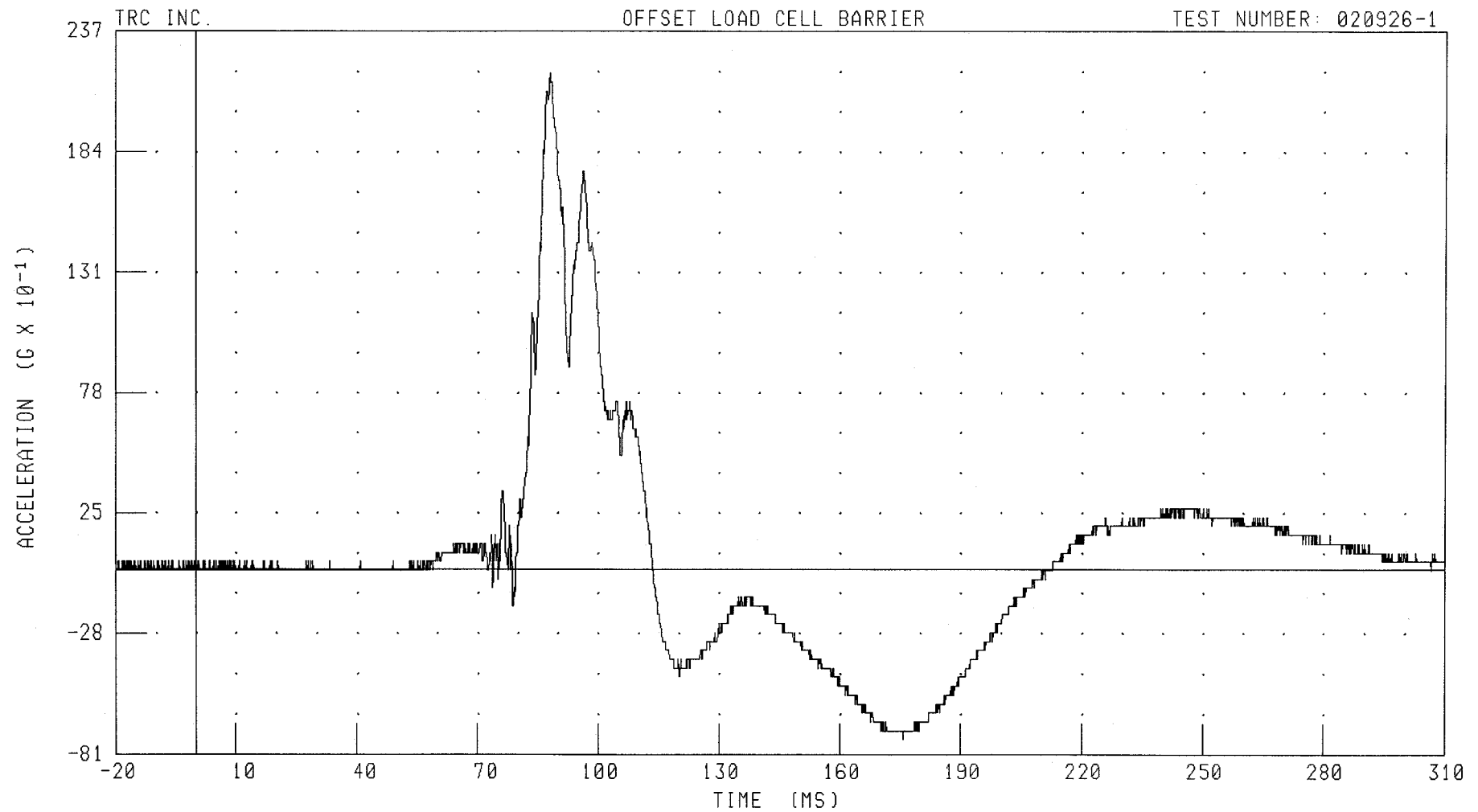
PEAK DATA: 72.38 G @ 92.56 MS; -9.43 G @ 141.92 MS

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: 020926-1



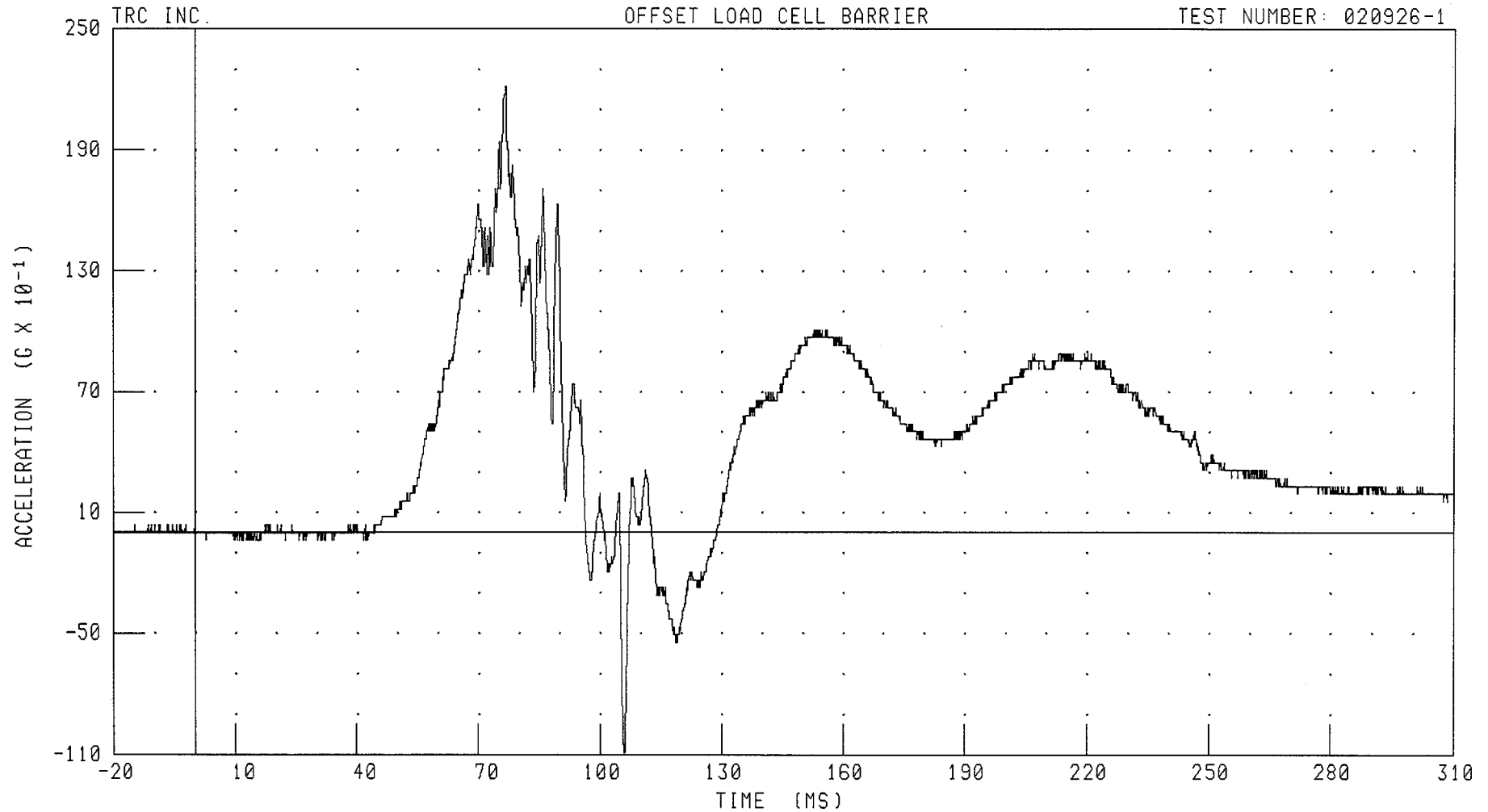
CHANNEL: HEDYR1 FILTER: CH. CLASS 1000

PEAK DATA: 21.86 G @ 88.08 MS; -7.45 G @ 175.76 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: 020926-1



CHANNEL: HEDZR1 FILTER: CH. CLASS 1000

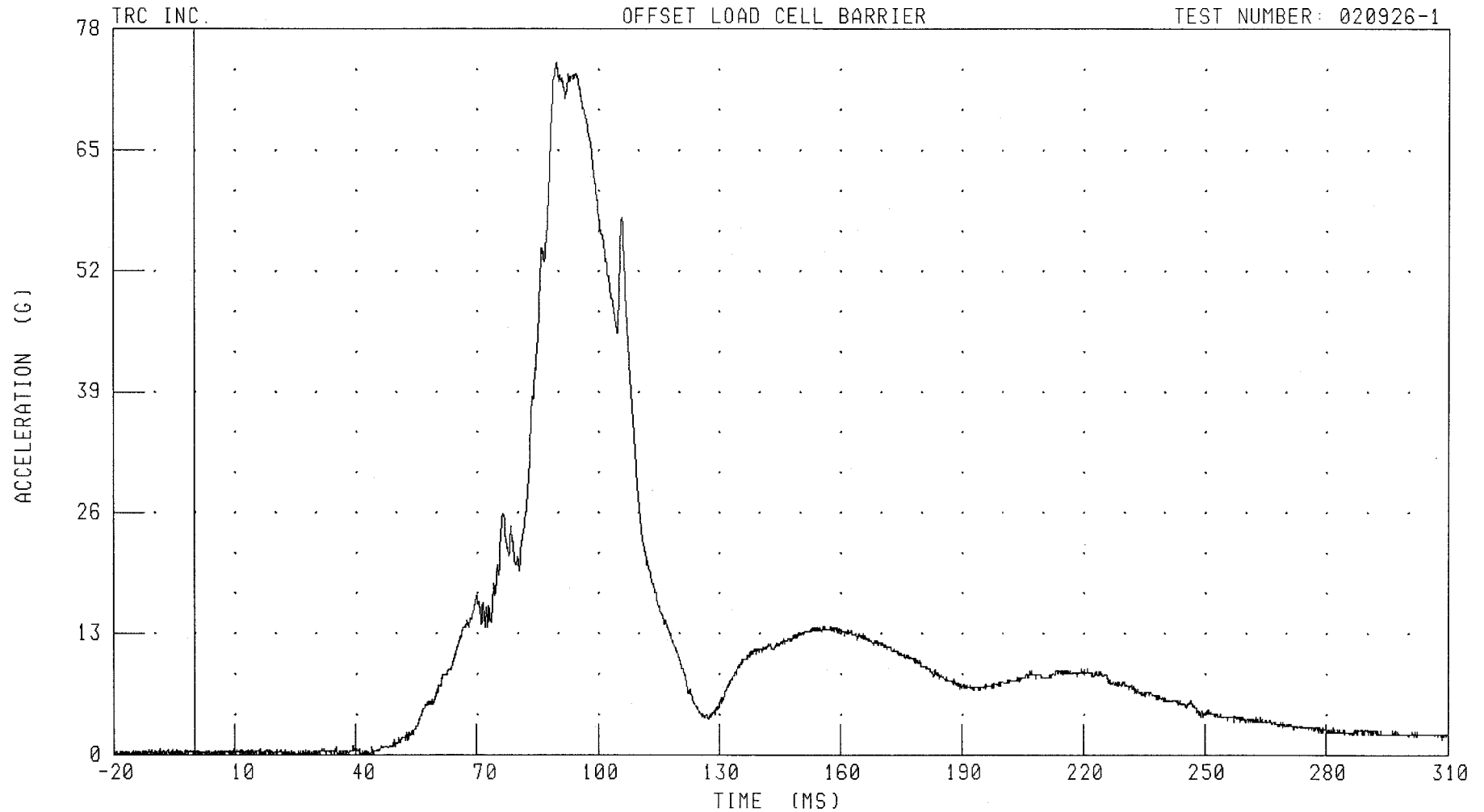
PEAK DATA: 22.15 G @ 76.80 MS; -10.91 G @ 105.92 MS

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: 020926-1



CHANNEL: HEDRR1 FILTER: CH. CLASS 1000

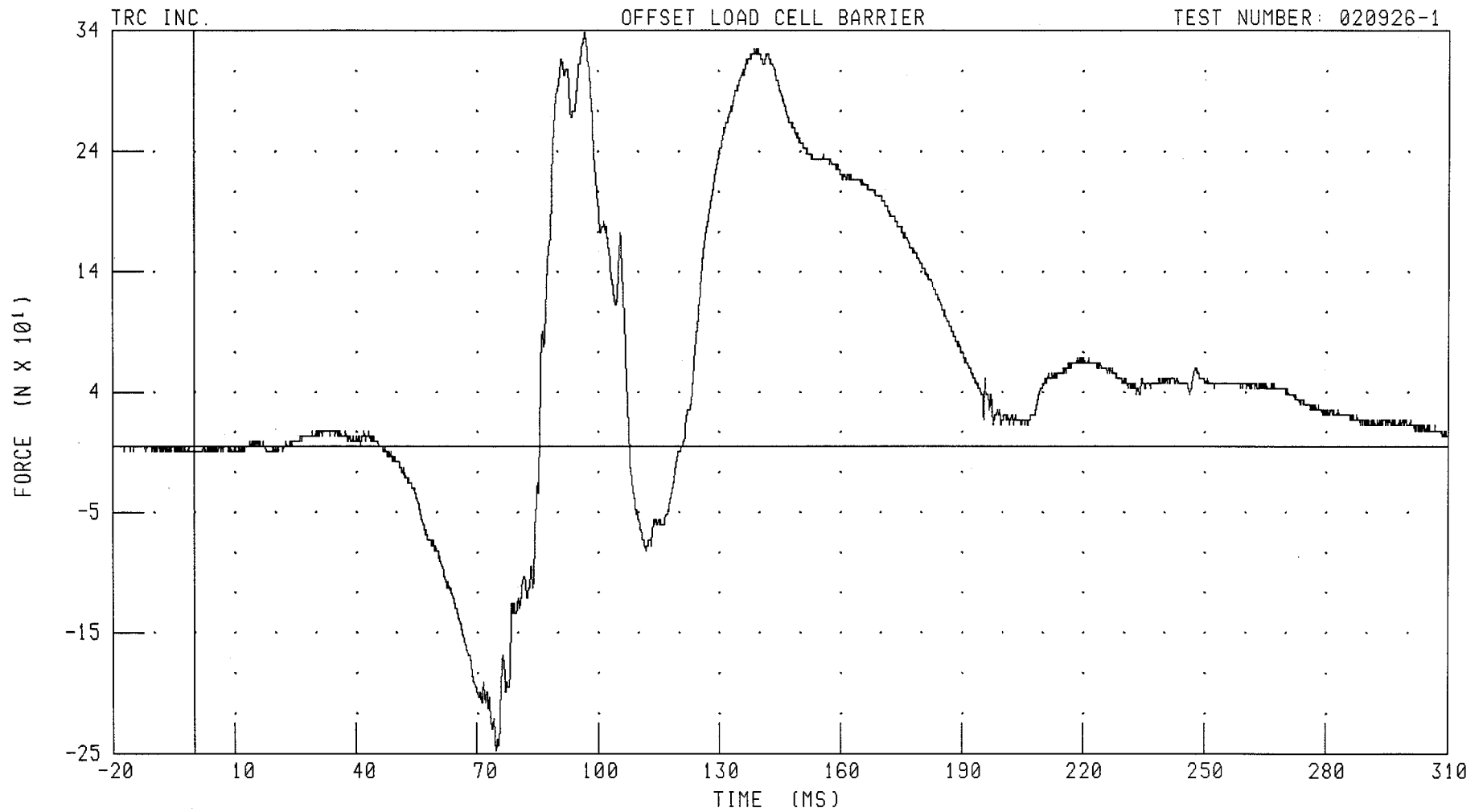
PEAK DATA: 74.42 G @ 89.60 MS; 0.08 G @ -19.92 MS

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: 020926-1



CHANNEL: NEKXF1 FILTER: CH. CLASS 1000

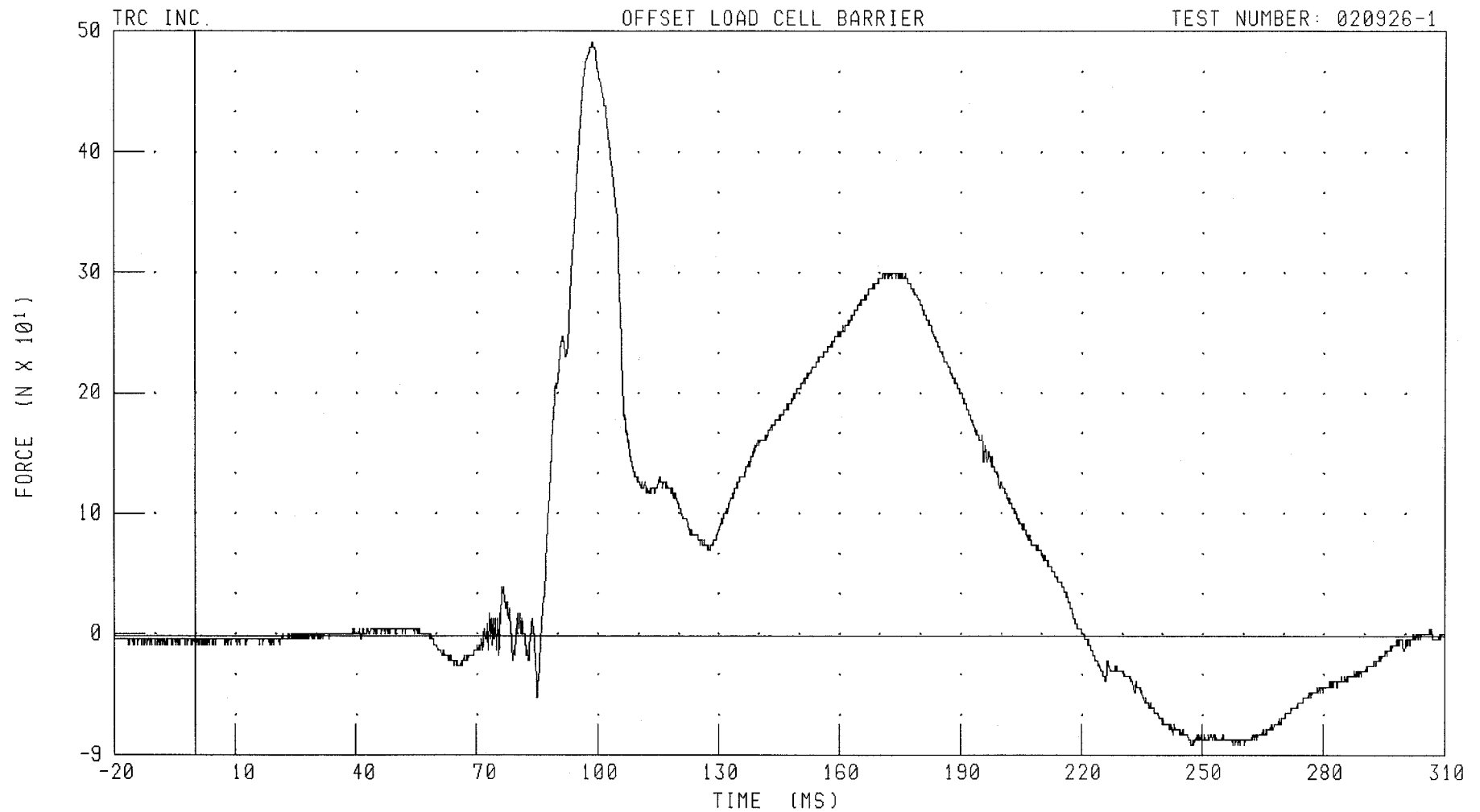
PEAK DATA: 343.14 N @ 96.80 MS; -252.30 N @ 74.72 MS

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: 020926-1



CHANNEL: NEKYF1 FILTER: CH. CLASS 1000

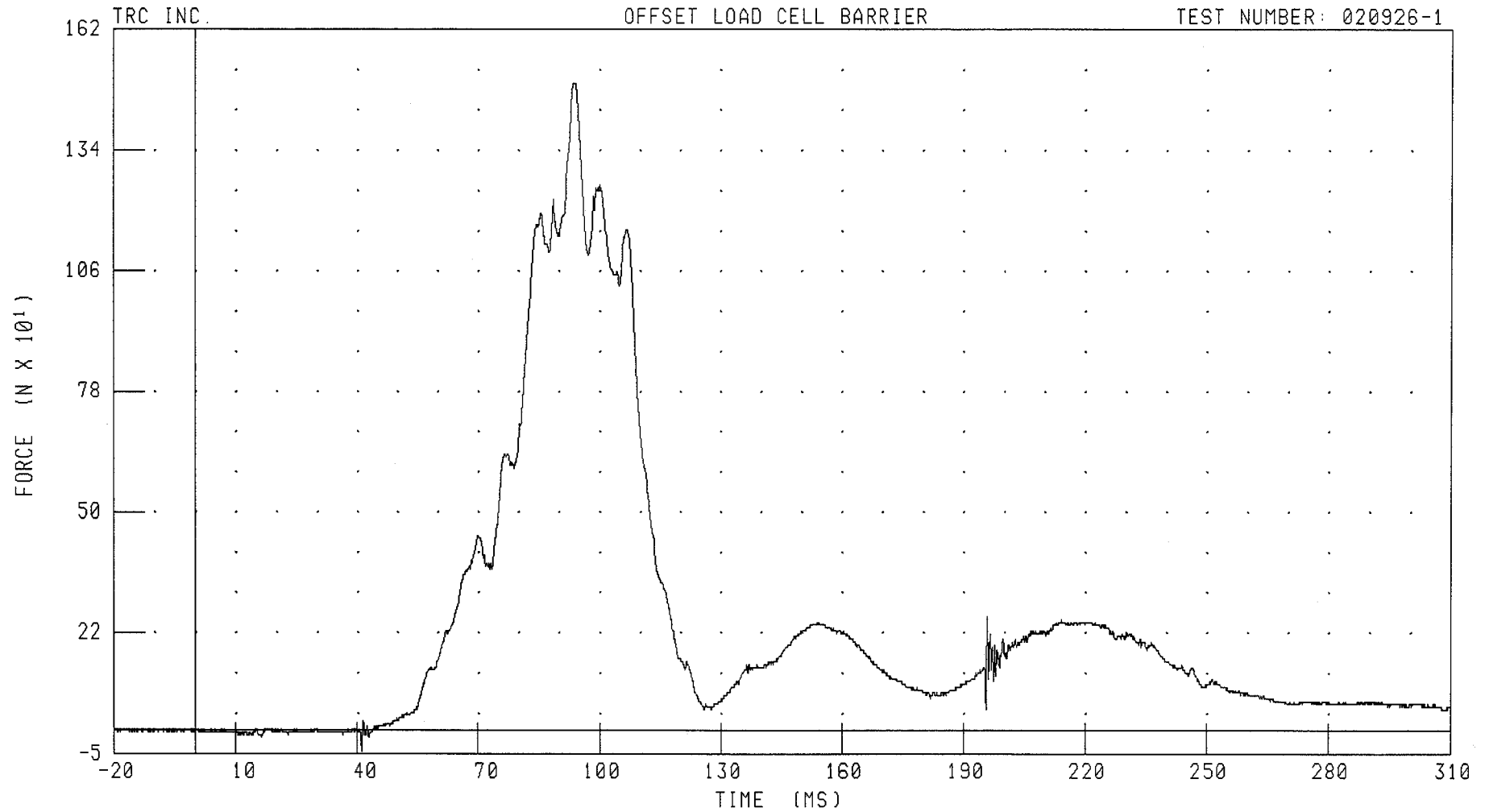
PEAK DATA: 492.71 N @ 98.64 MS; -89.67 N @ 247.20 MS

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: 020926-1



CHANNEL: NEKZF1 FILTER: CH. CLASS 1000

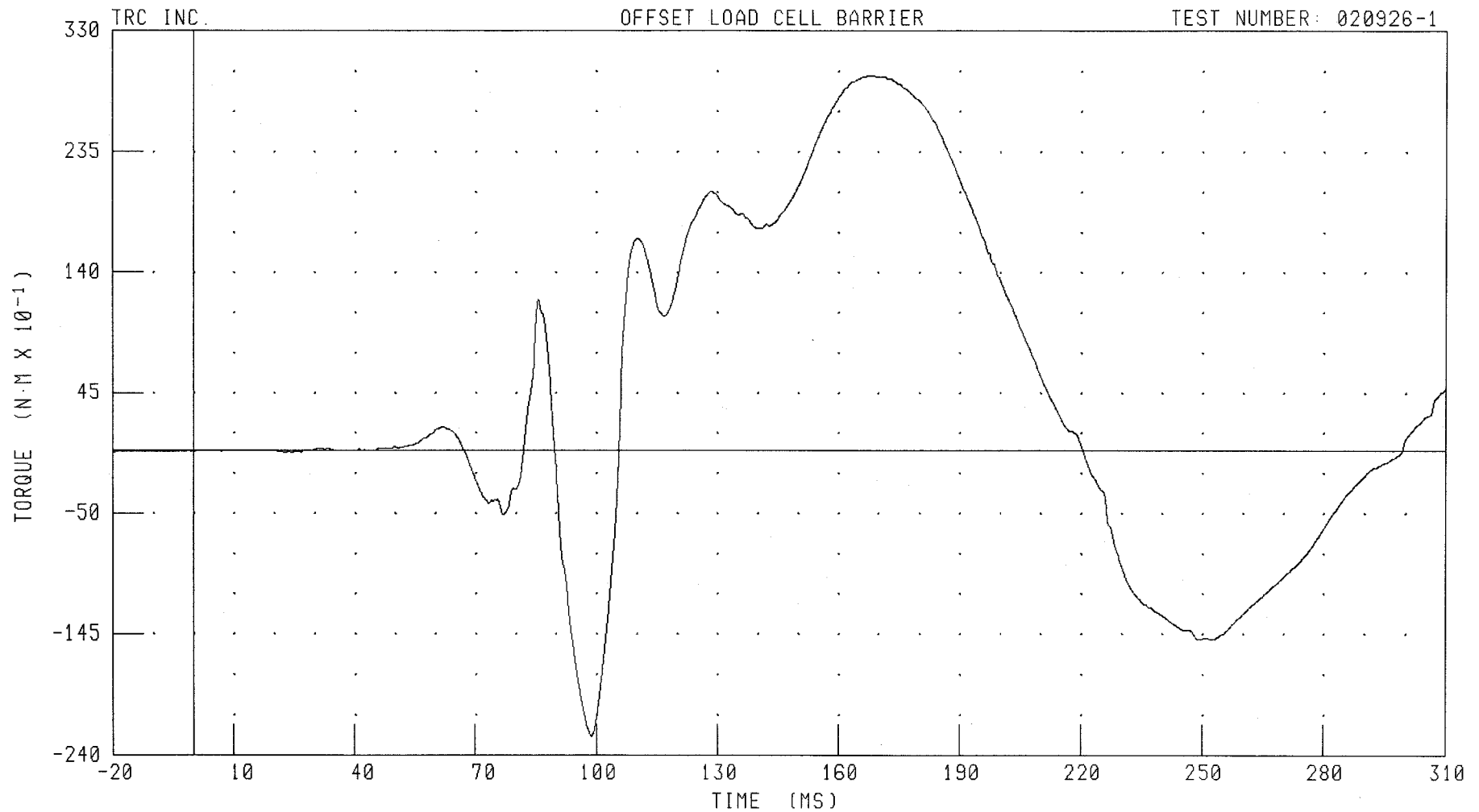
PEAK DATA: 1499.31 N @ 93.60 MS; -50.69 N @ 41.20 MS

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: 020926-1



CHANNEL: NEKXM1 FILTER: CH. CLASS 600

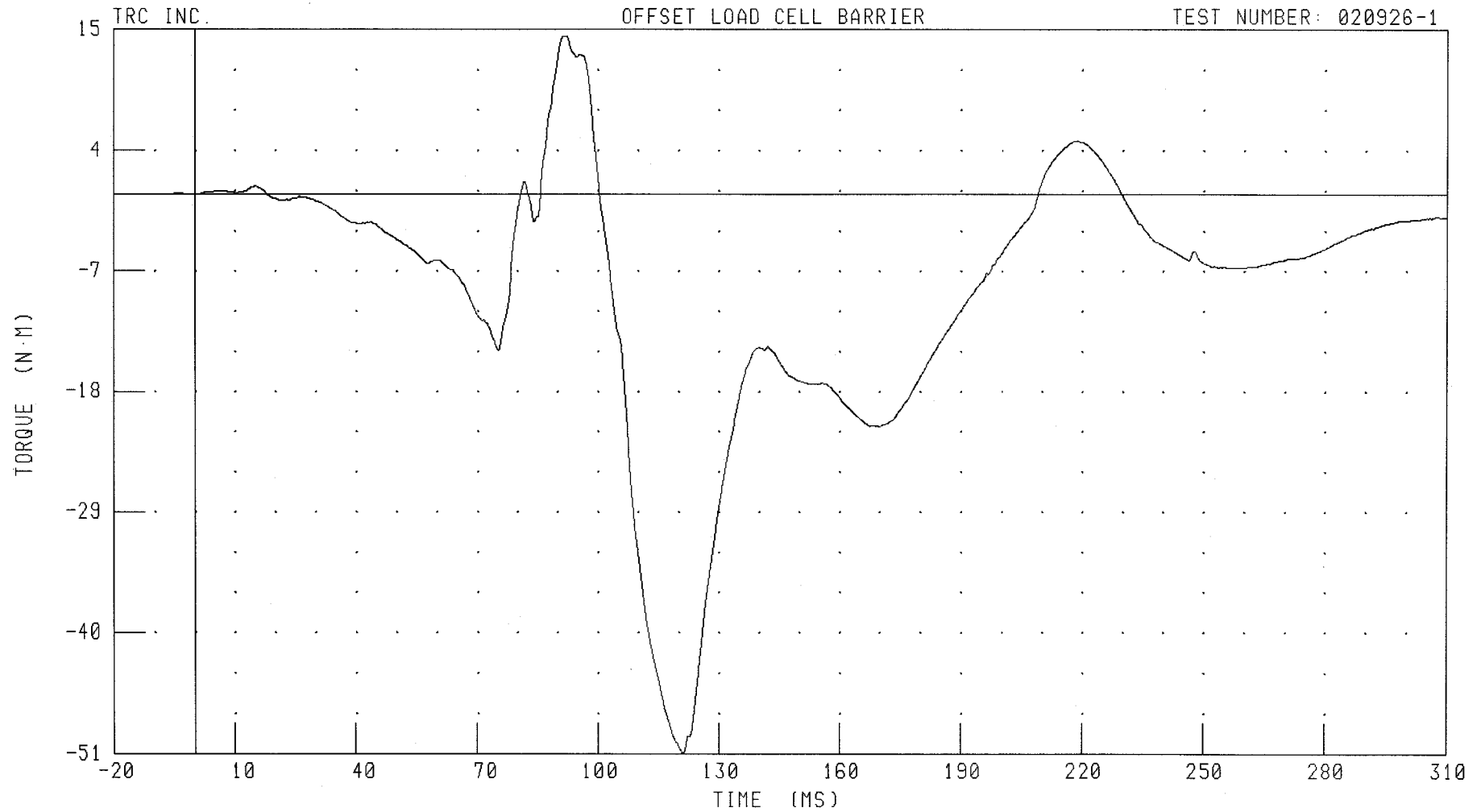
PEAK DATA: 29.51 N·M @ 168.40 MS; -22.53 N·M @ 98.88 MS

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: 020926-1



CHANNEL: NEKYM1 FILTER: CH. CLASS 600

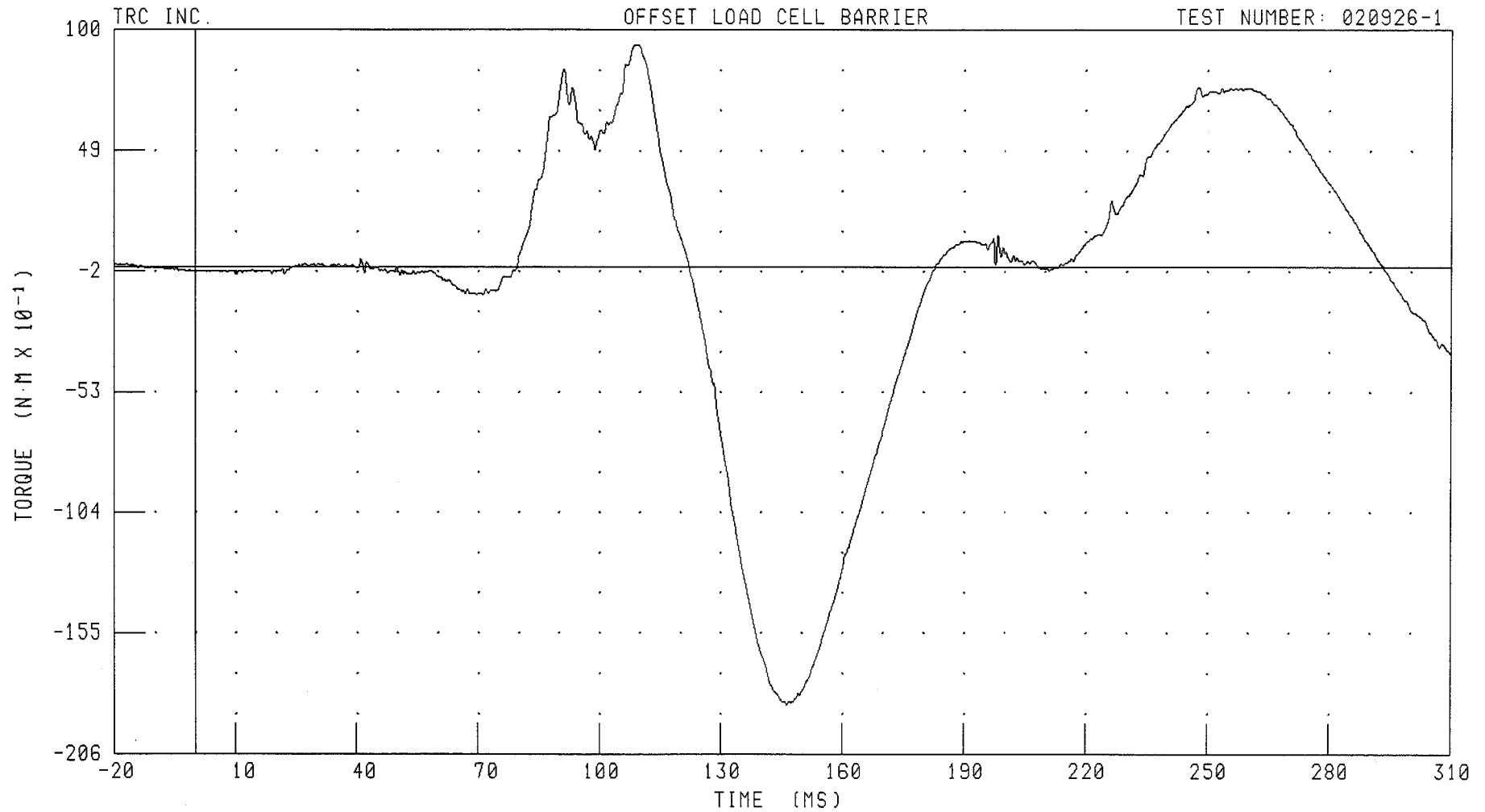
PEAK DATA: 14.40 N·M @ 91.52 MS; -50.97 N·M @ 121.20 MS

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: 020926-1



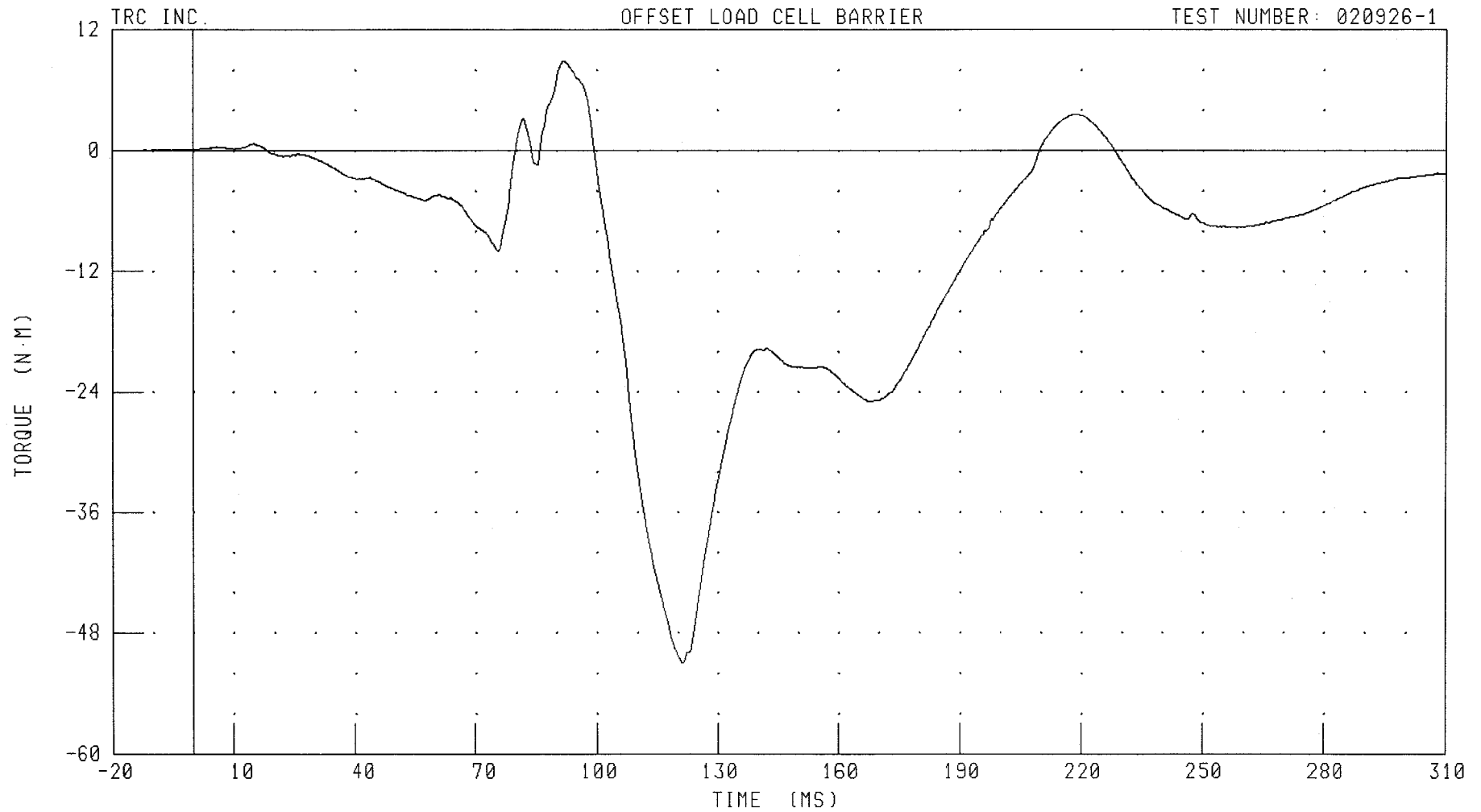
CHANNEL: NEKZM1 FILTER: CH. CLASS 600

PEAK DATA: 9.35 N·M @ 108.88 MS; -18.51 N·M @ 146.48 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: 020926-1



CHANNEL: NEKOM1 FILTER: CH. CLASS 600

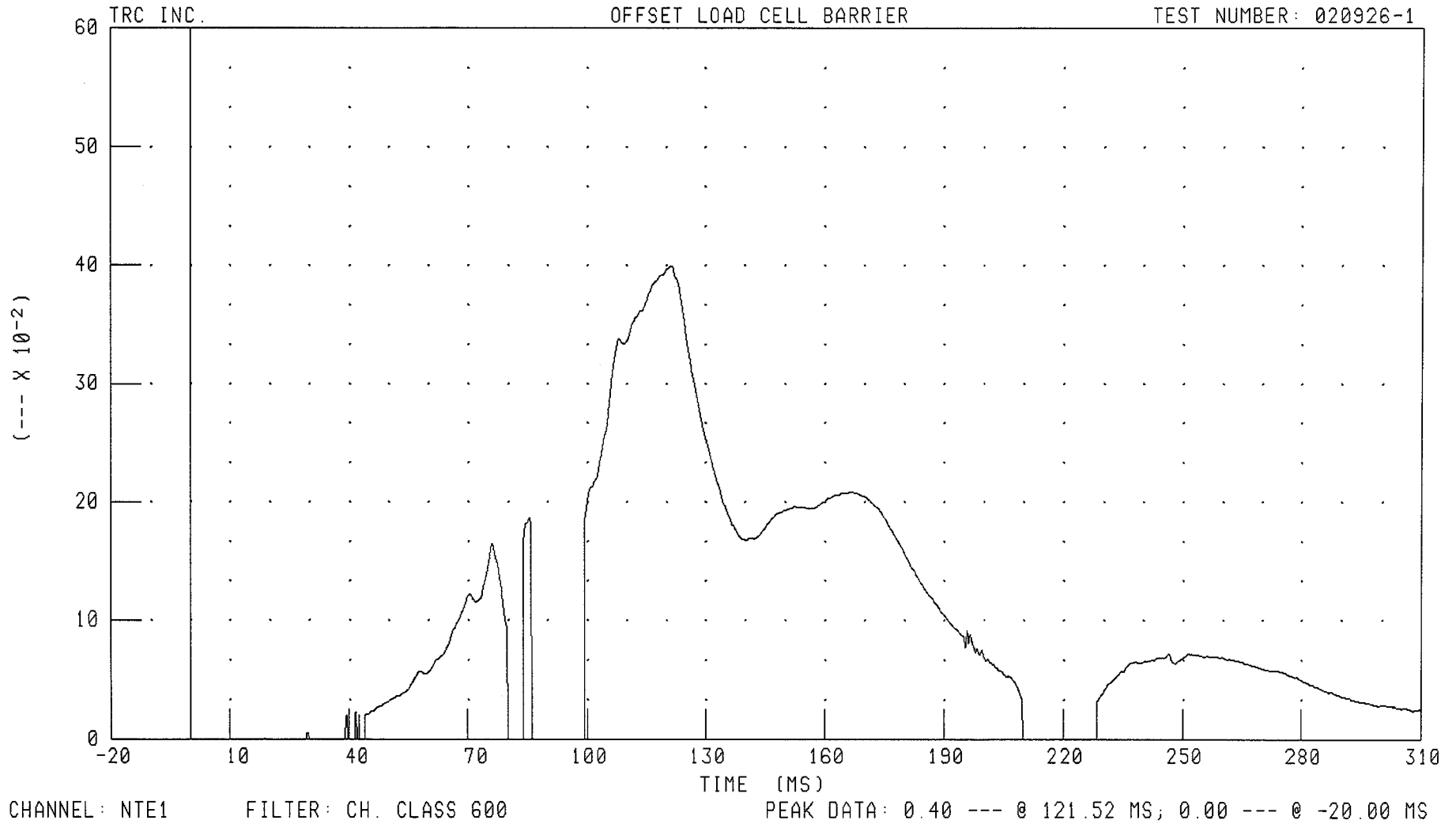
PEAK DATA: 8.88 N·M @ 91.76 MS; -51.01 N·M @ 121.28 MS

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

DRIVER NIJ TENSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1

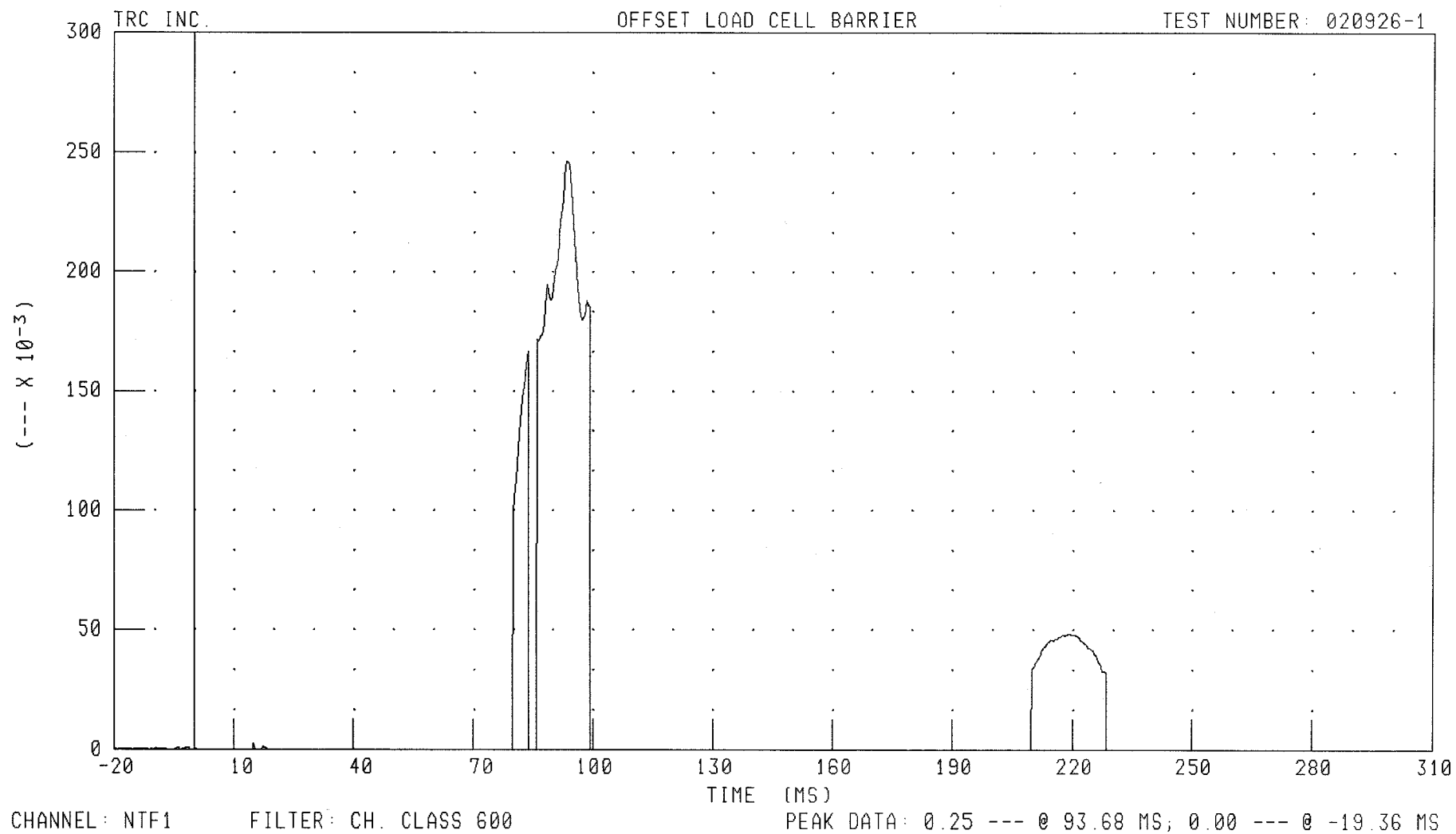


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NIJ TENSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1

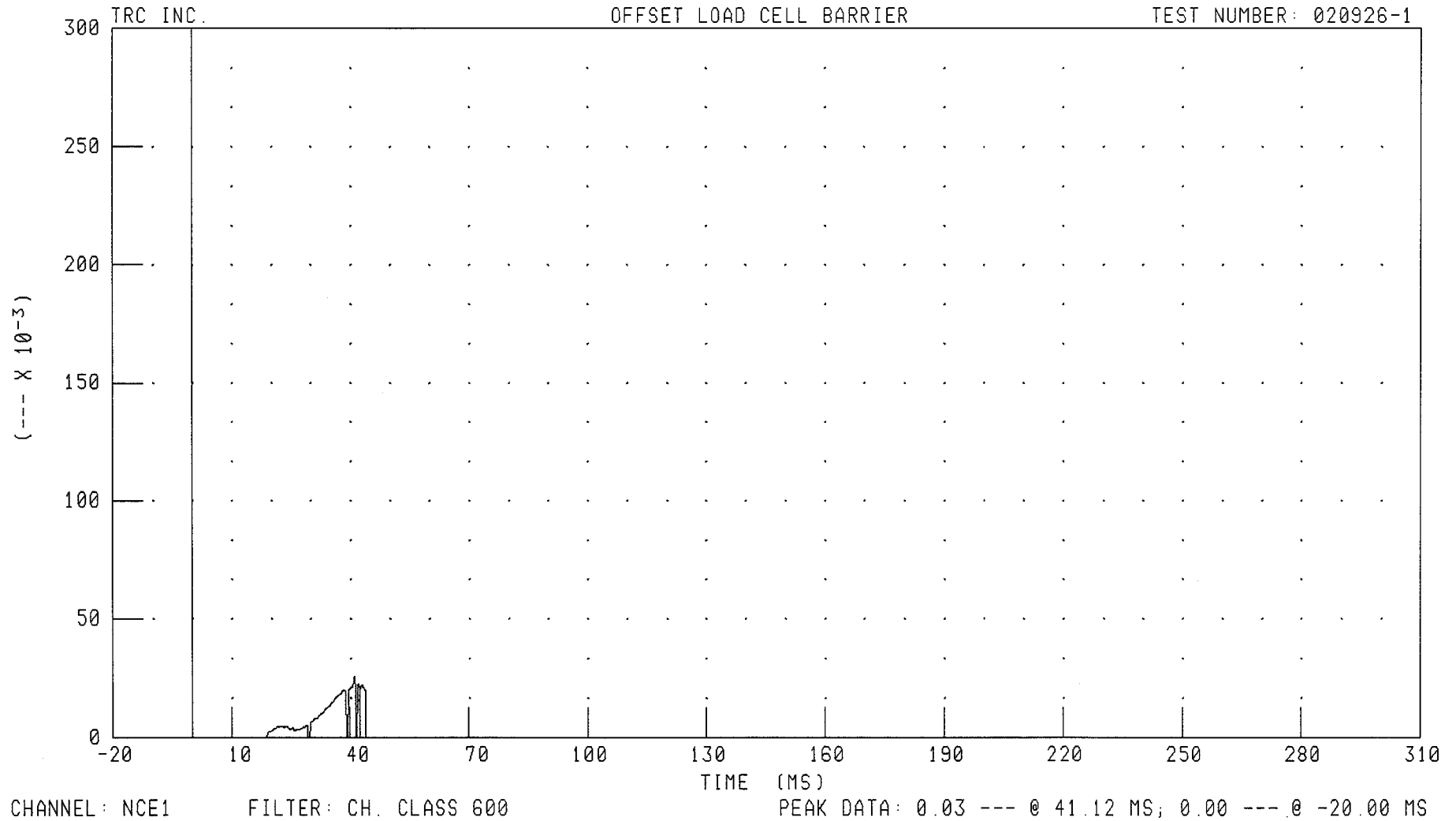


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NIJ COMPRESSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1

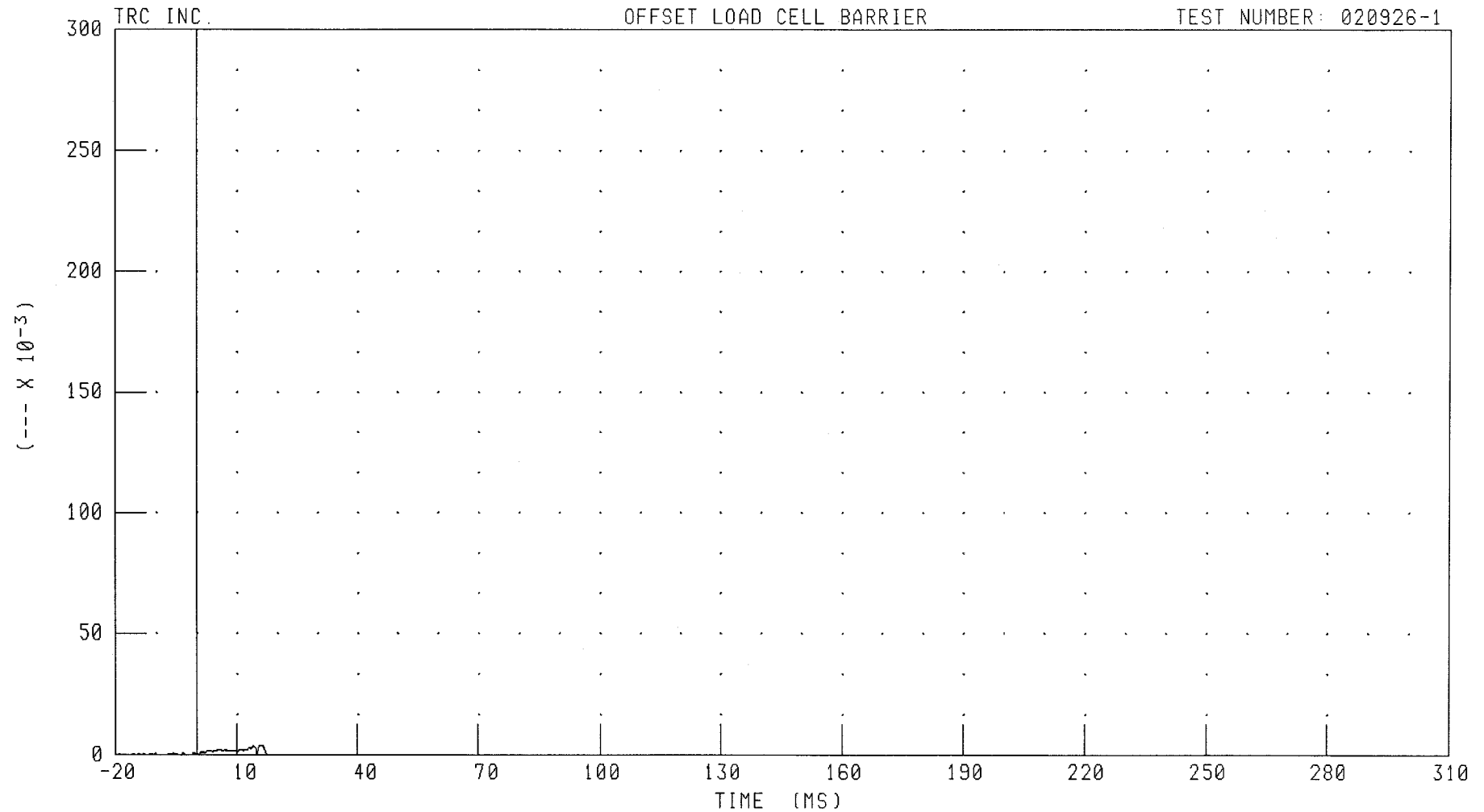


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVER NIJ COMPRESSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: NCF1

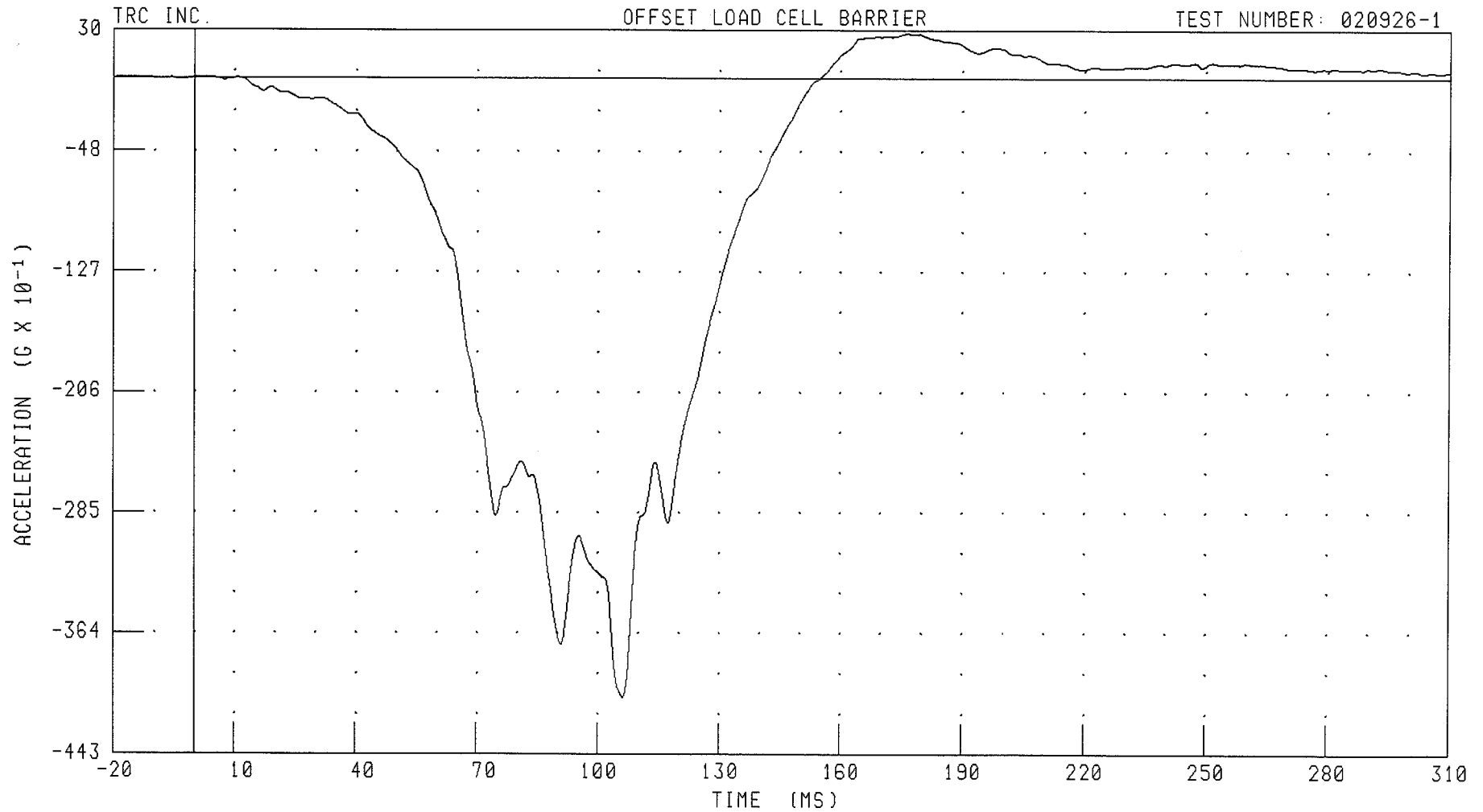
FILTER: CH. CLASS 600

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: 020926-1



CHANNEL: CSTXG1 FILTER: CH. CLASS 180

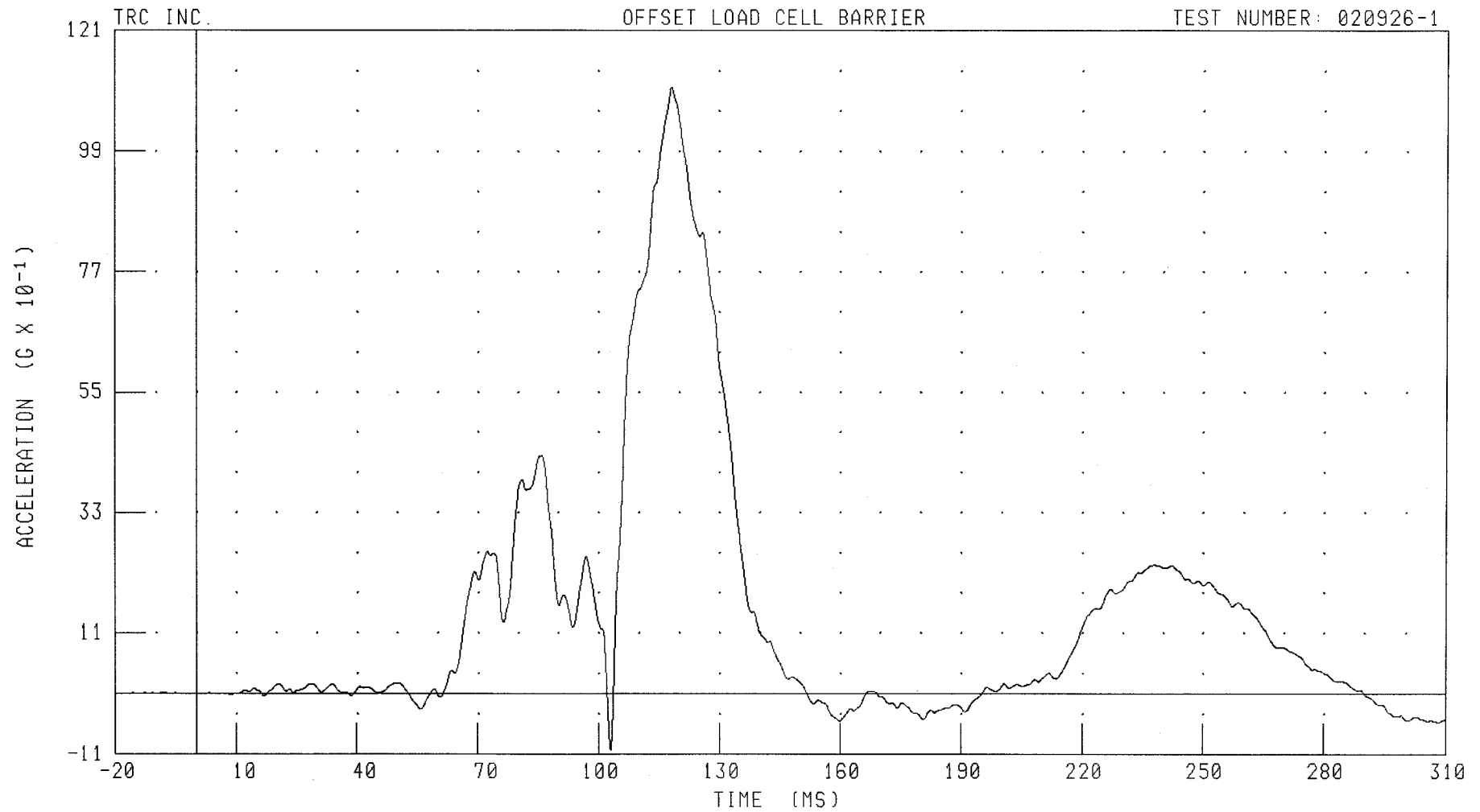
PEAK DATA: 2.89 G @ 176.56 MS; -40.60 G @ 106.32 MS

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: 020926-1



CHANNEL: CSTYG1 FILTER: CH. CLASS 180

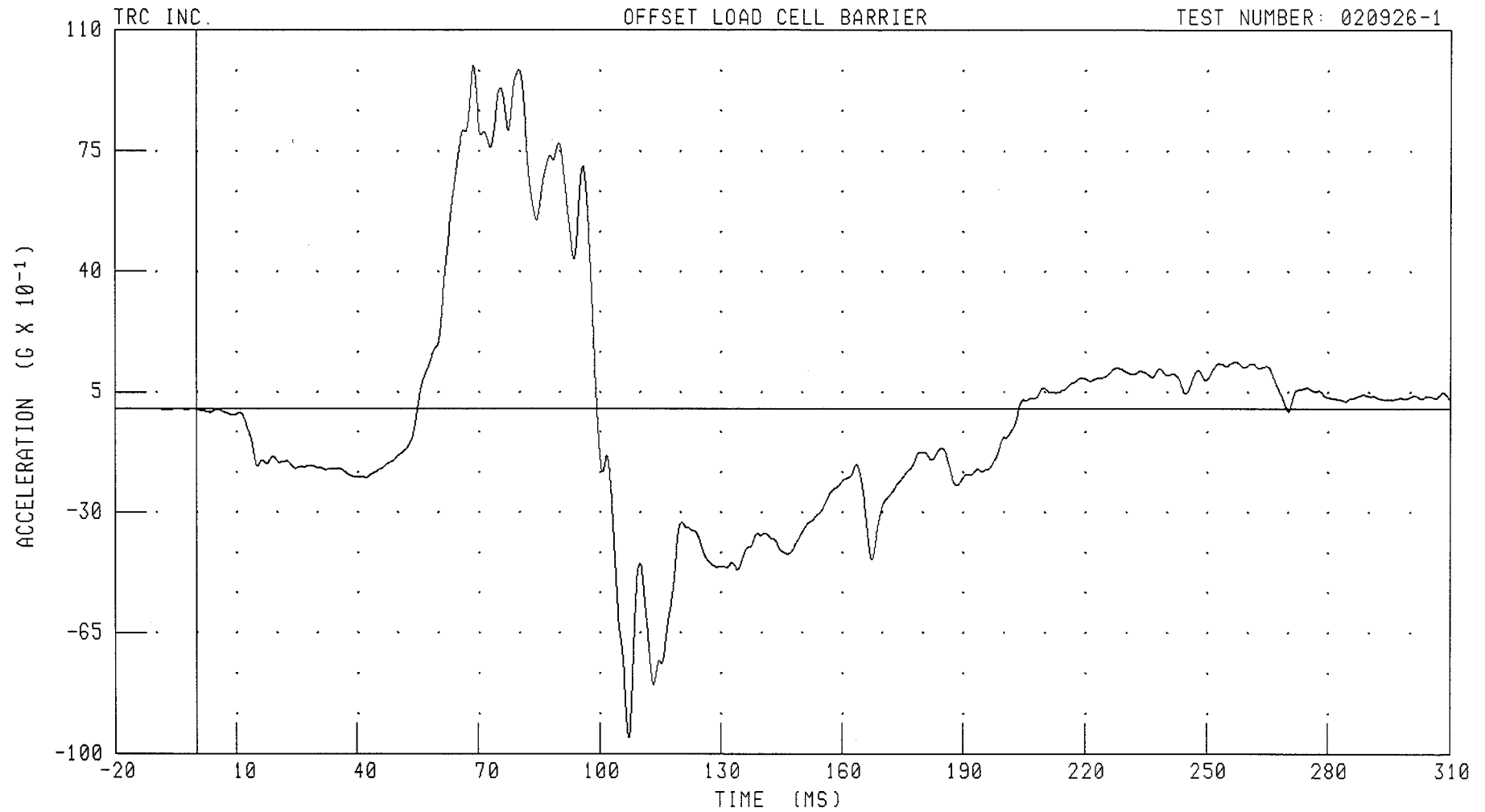
PEAK DATA: 11.07 G @ 118.24 MS; -1.02 G @ 103.04 MS

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: 020926-1



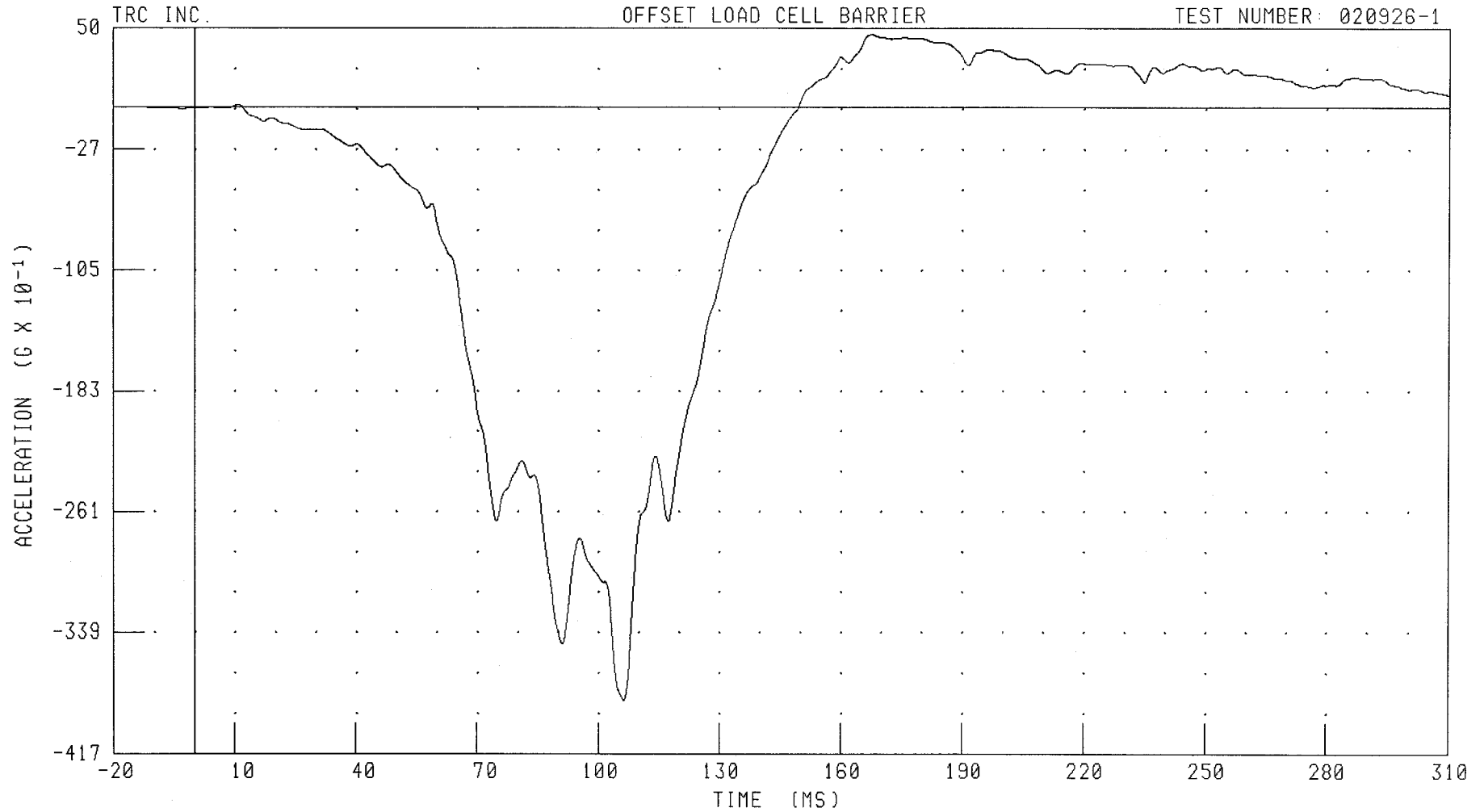
CHANNEL: CSTZG1 FILTER: CH. CLASS 180

PEAK DATA: 9.98 G @ 68.88 MS; -9.52 G @ 107.28 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: 020926-1



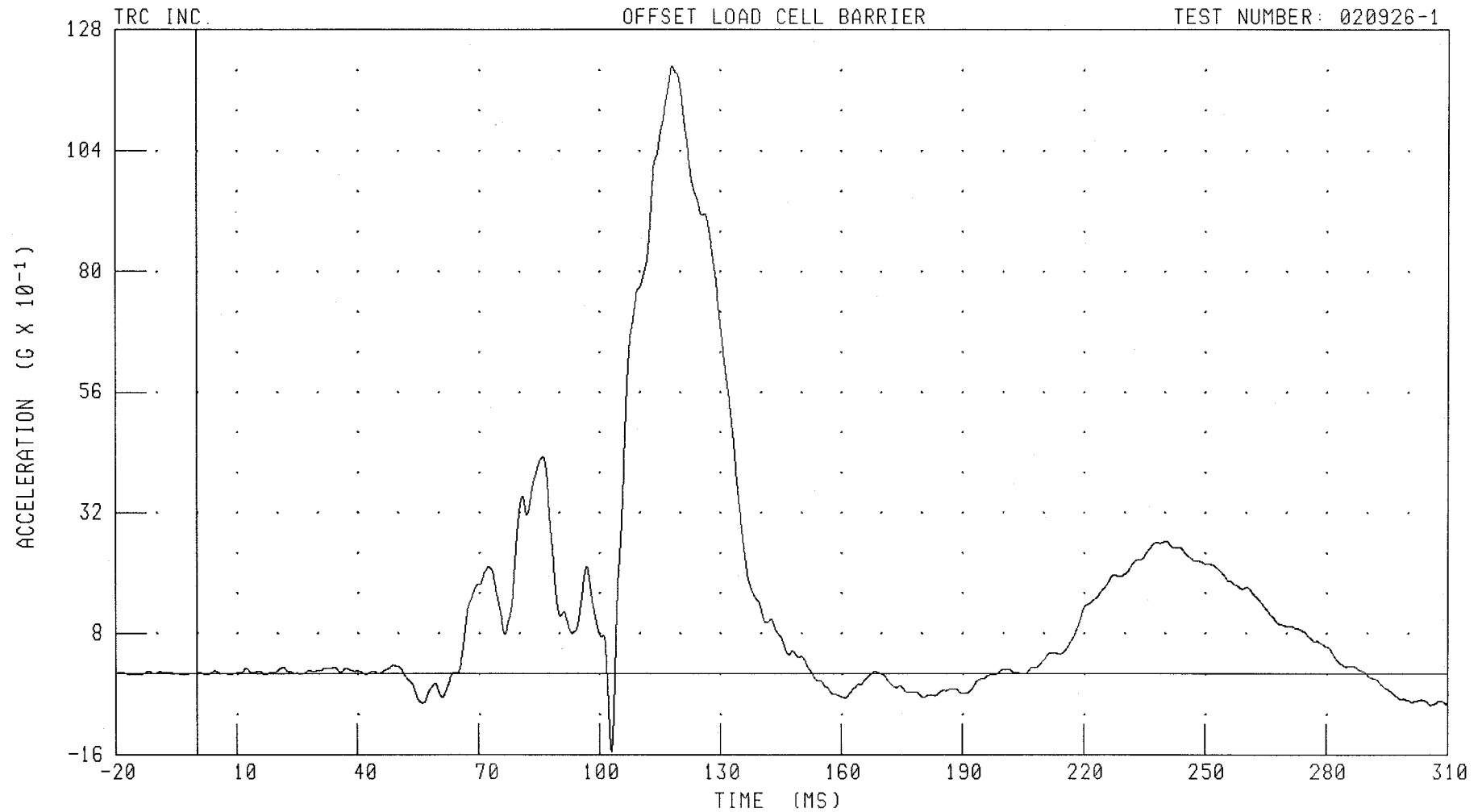
CHANNEL: CSTXR1 FILTER: CH. CLASS 180

PEAK DATA: 4.71 G @ 167.76 MS; -38.25 G @ 106.32 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: 020926-1



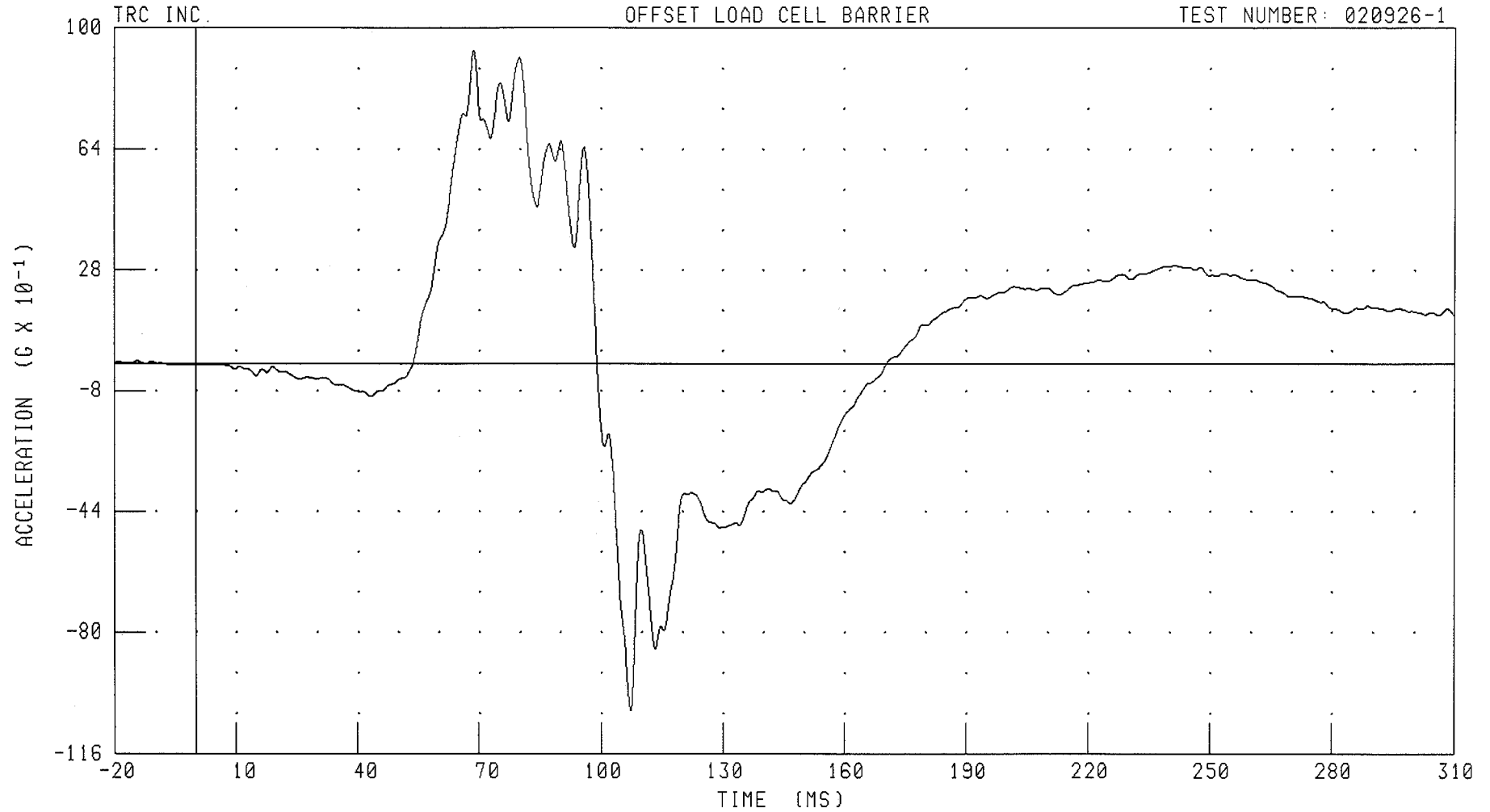
CHANNEL: CSTYR1 FILTER: CH. CLASS 180

PEAK DATA: 12.07 G @ 118.32 MS; -1.53 G @ 103.12 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: 020926-1



CHANNEL: CSTZR1 FILTER: CH. CLASS 180

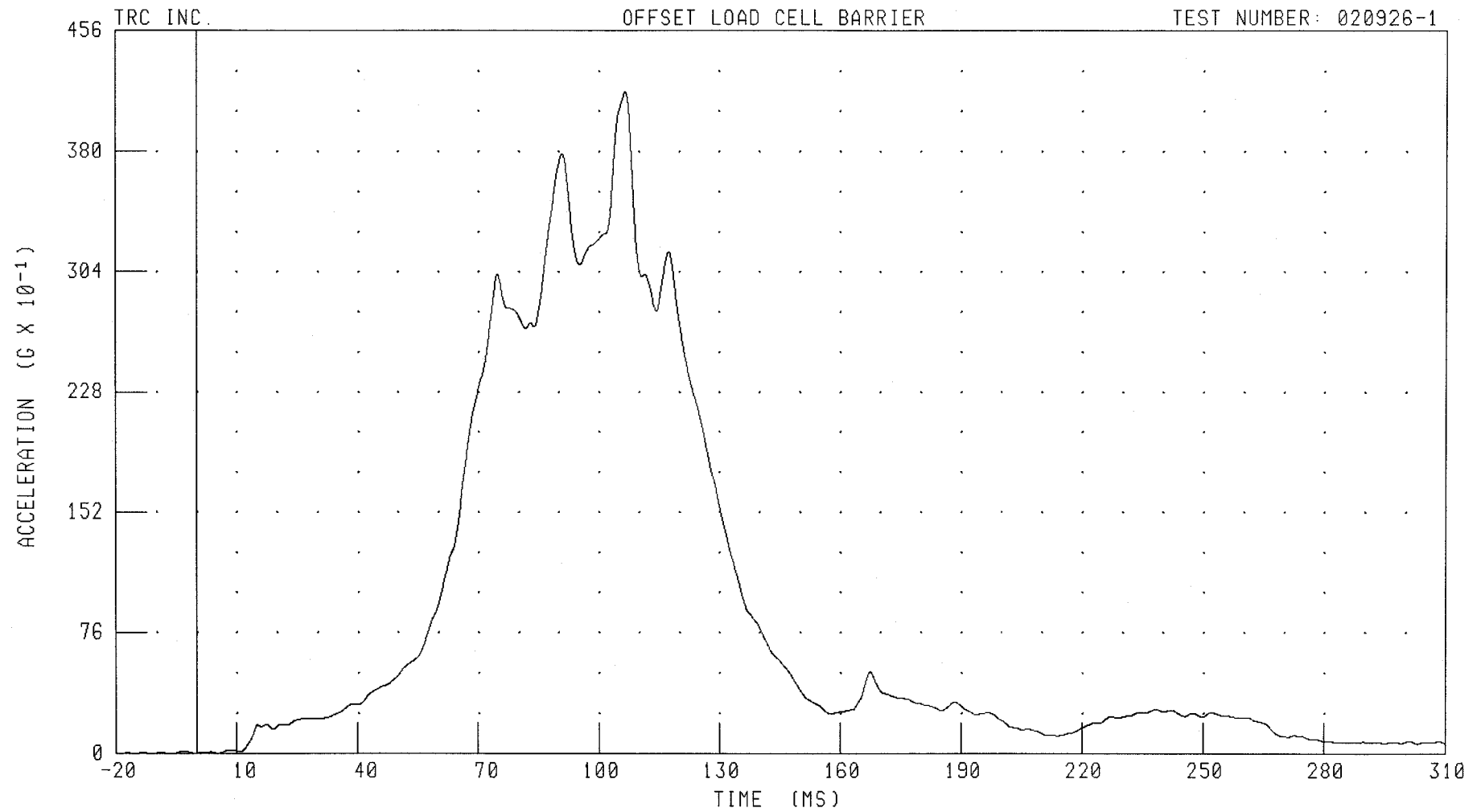
PEAK DATA: 9.34 G @ 68.88 MS; -10.32 G @ 107.36 MS

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

DRIVER CHEST RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: CSTRG1 FILTER: CH. CLASS 180

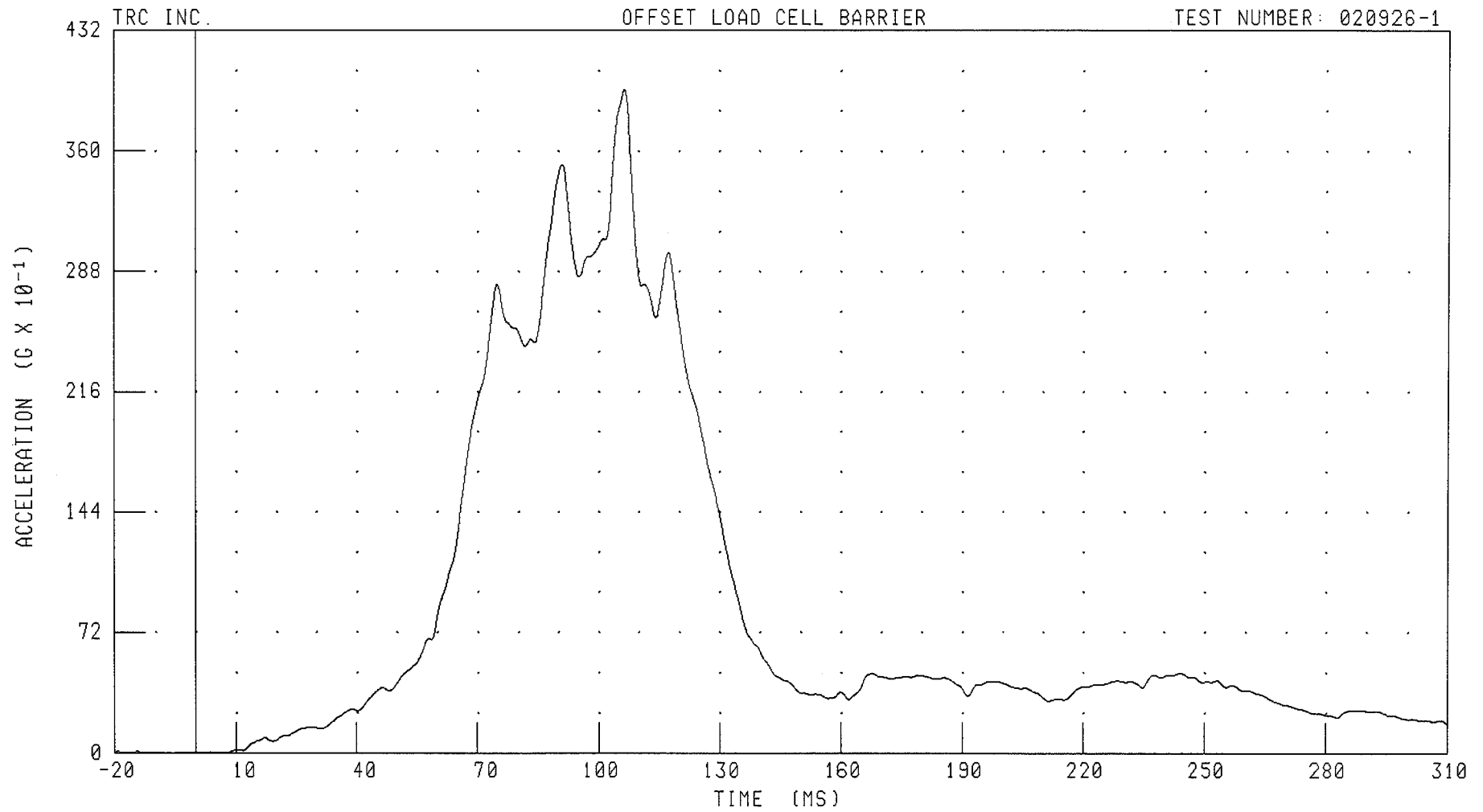
PEAK DATA: 41.75 G @ 106.64 MS; 0.00 G @ -20.00 MS

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: 020926-1



CHANNEL: CSTR1 FILTER: CH. CLASS 180

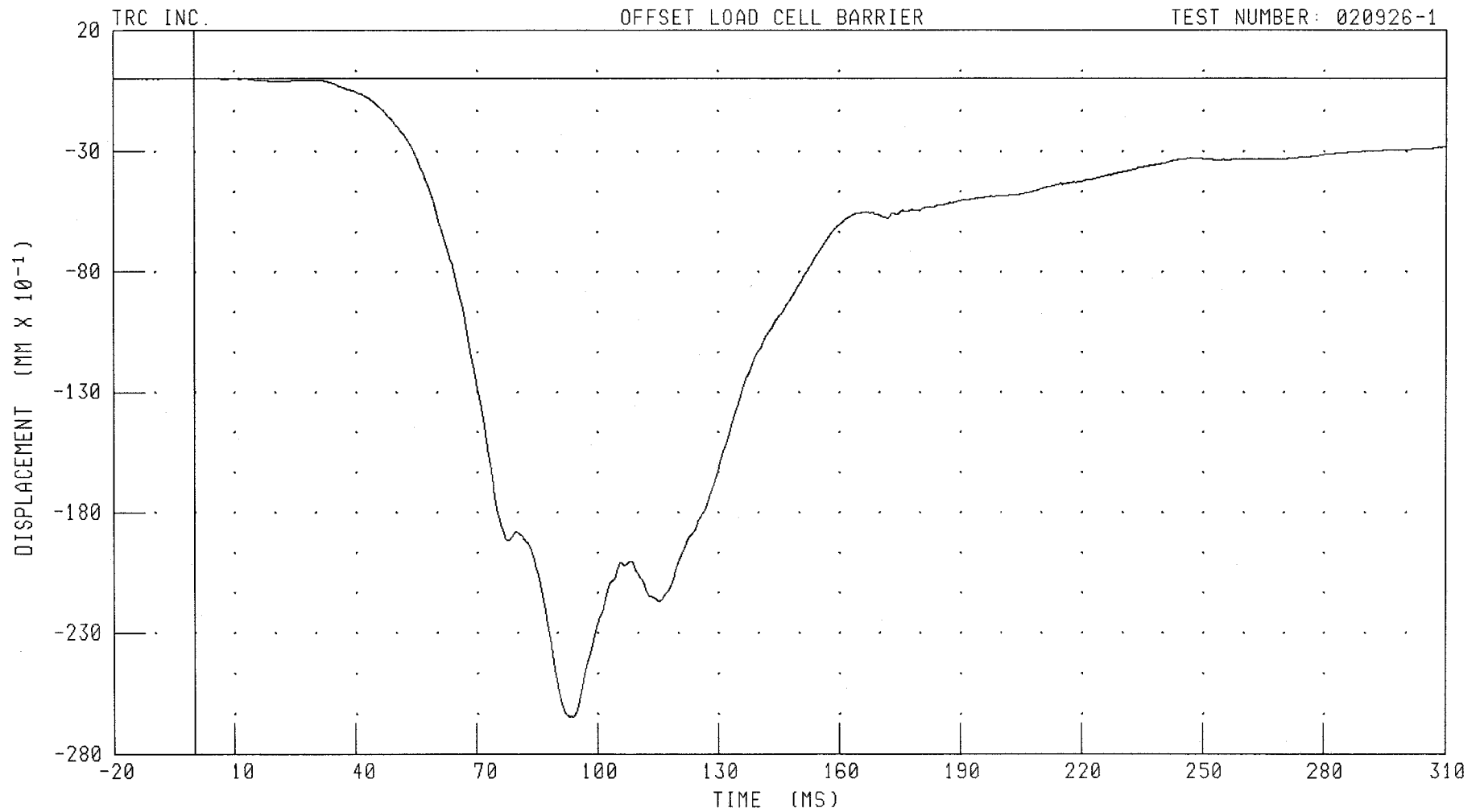
PEAK DATA: 39.67 G @ 106.64 MS; 0.01 G @ -20.00 MS

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

DRIVER CHEST DEFLECTION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: CSTXD1 FILTER: CH. CLASS 600

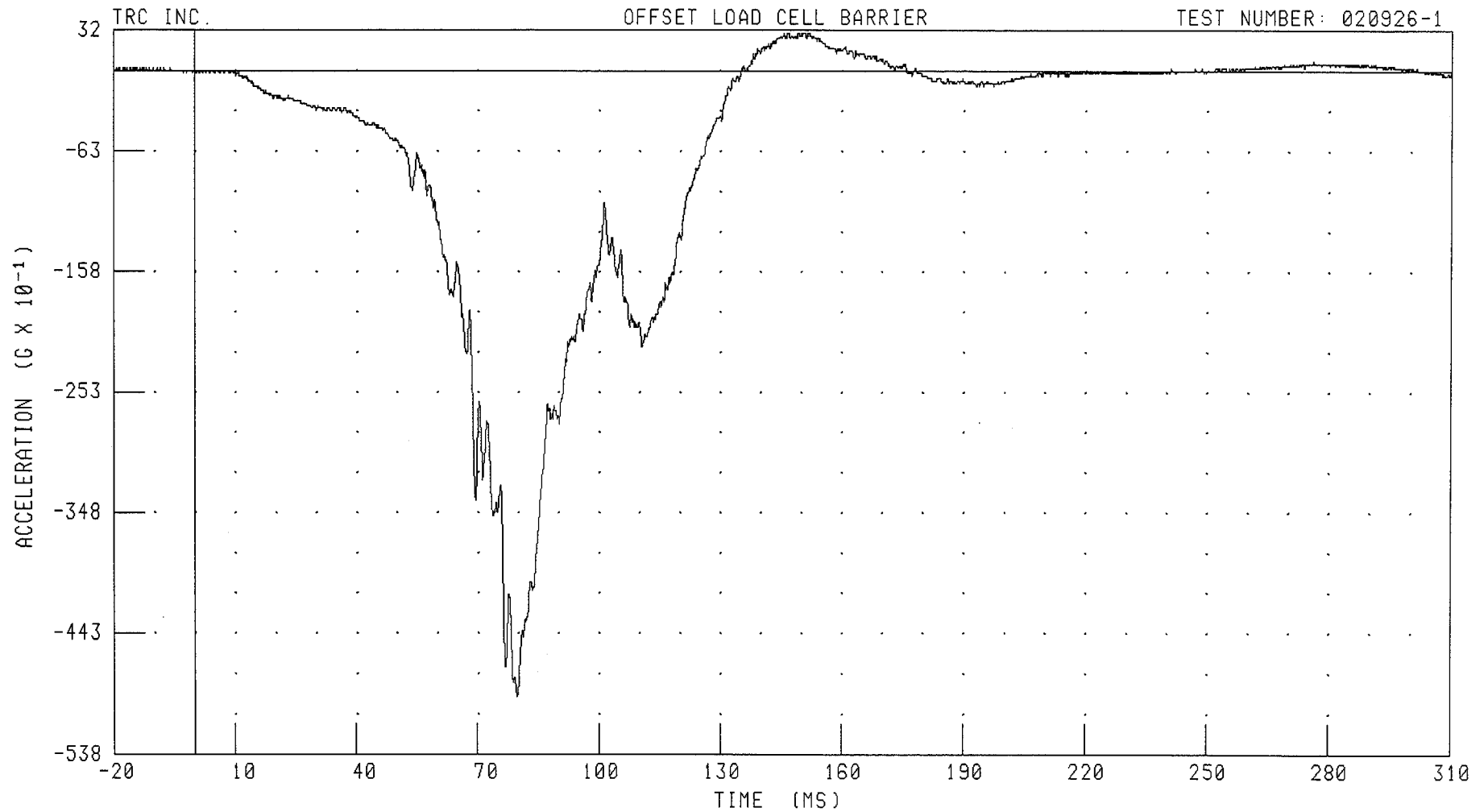
PEAK DATA: 0.01 MM @ -12.32 MS; -26.47 MM @ 93.92 MS

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: 020926-1



CHANNEL: PEVXG1 FILTER: CH. CLASS 1000

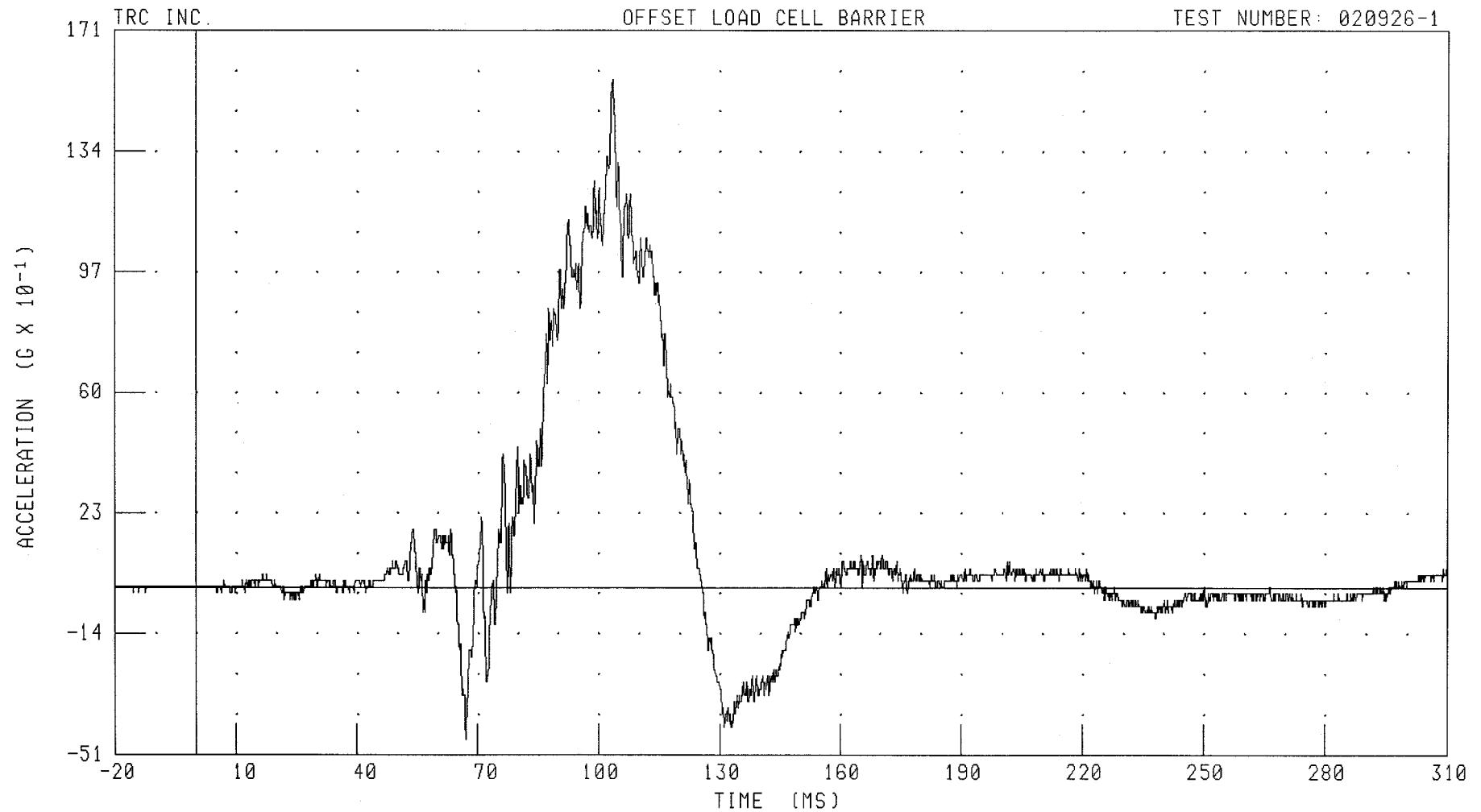
PEAK DATA: 2.94 G @ 145.84 MS; -49.32 G @ 79.84 MS

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: 020926-1



CHANNEL: PEVYG1 FILTER: CH. CLASS 1000

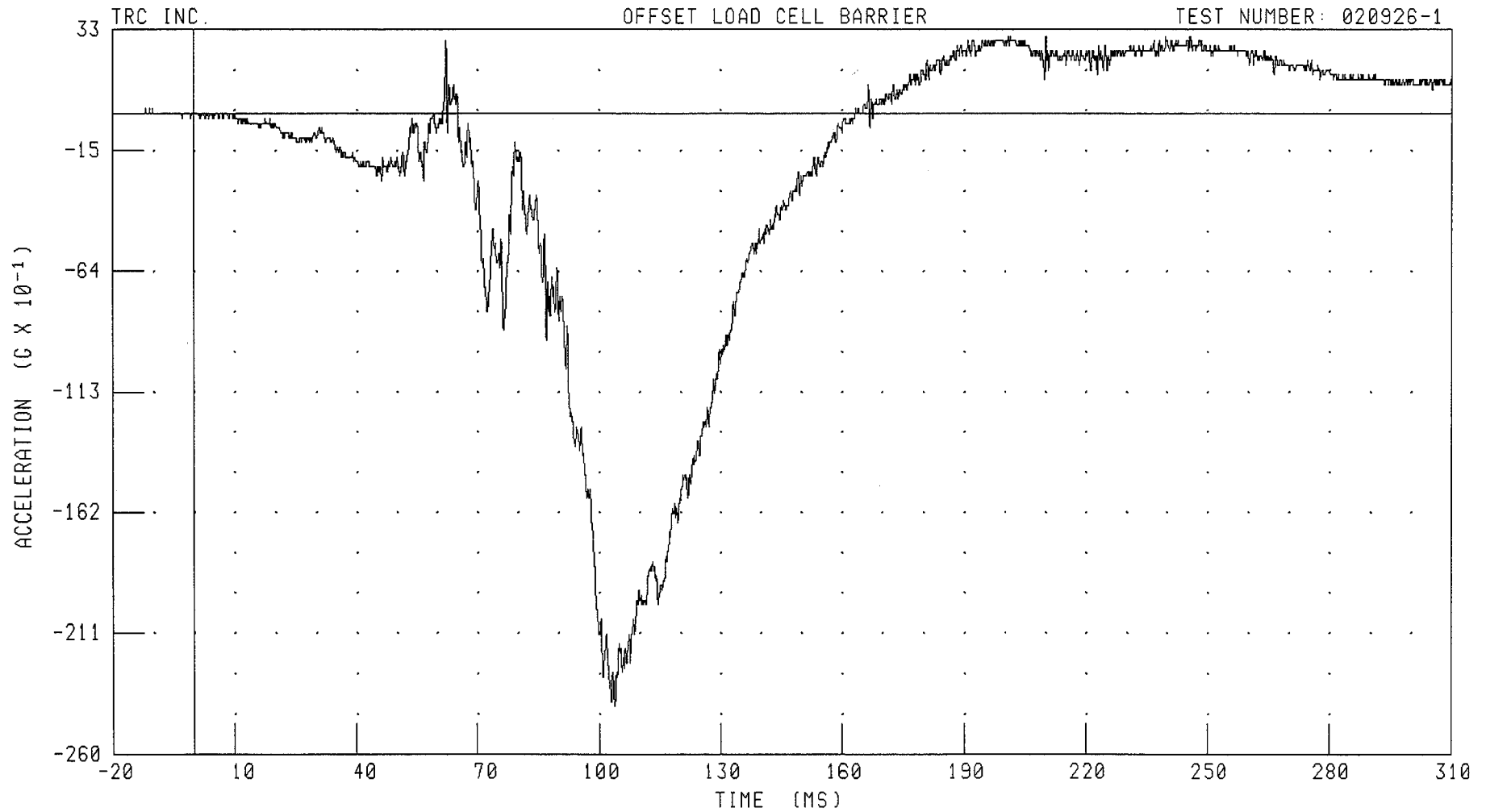
PEAK DATA: 15.60 G @ 103.60 MS; -4.64 G @ 66.96 MS

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: 020926-1



CHANNEL: PEVZG1 FILTER: CH. CLASS 1000

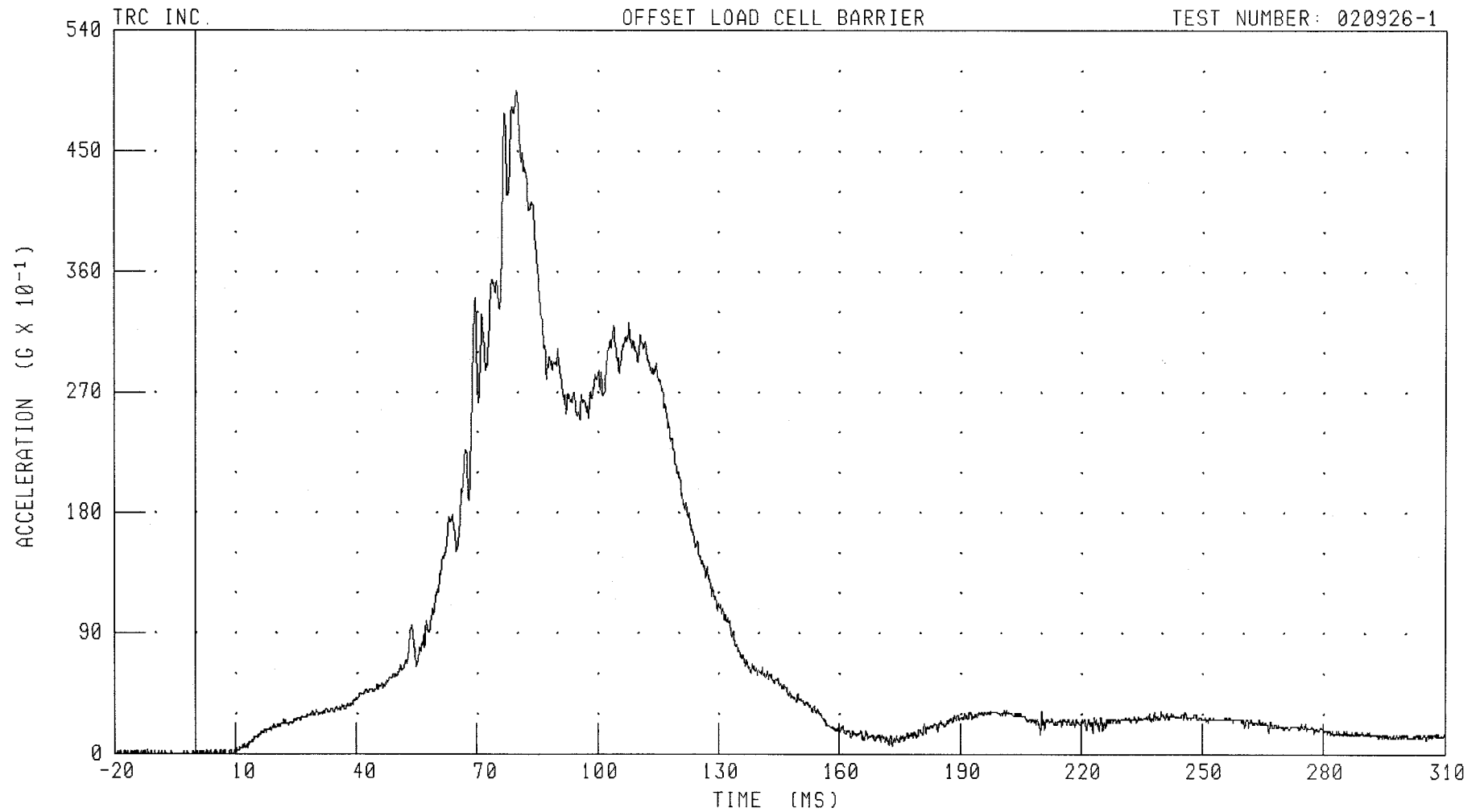
PEAK DATA: 3.13 G @ 200.96 MS; -24.07 G @ 103.92 MS

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

DRIVER PELVIS RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: PEVRG1 FILTER: CH. CLASS 1000

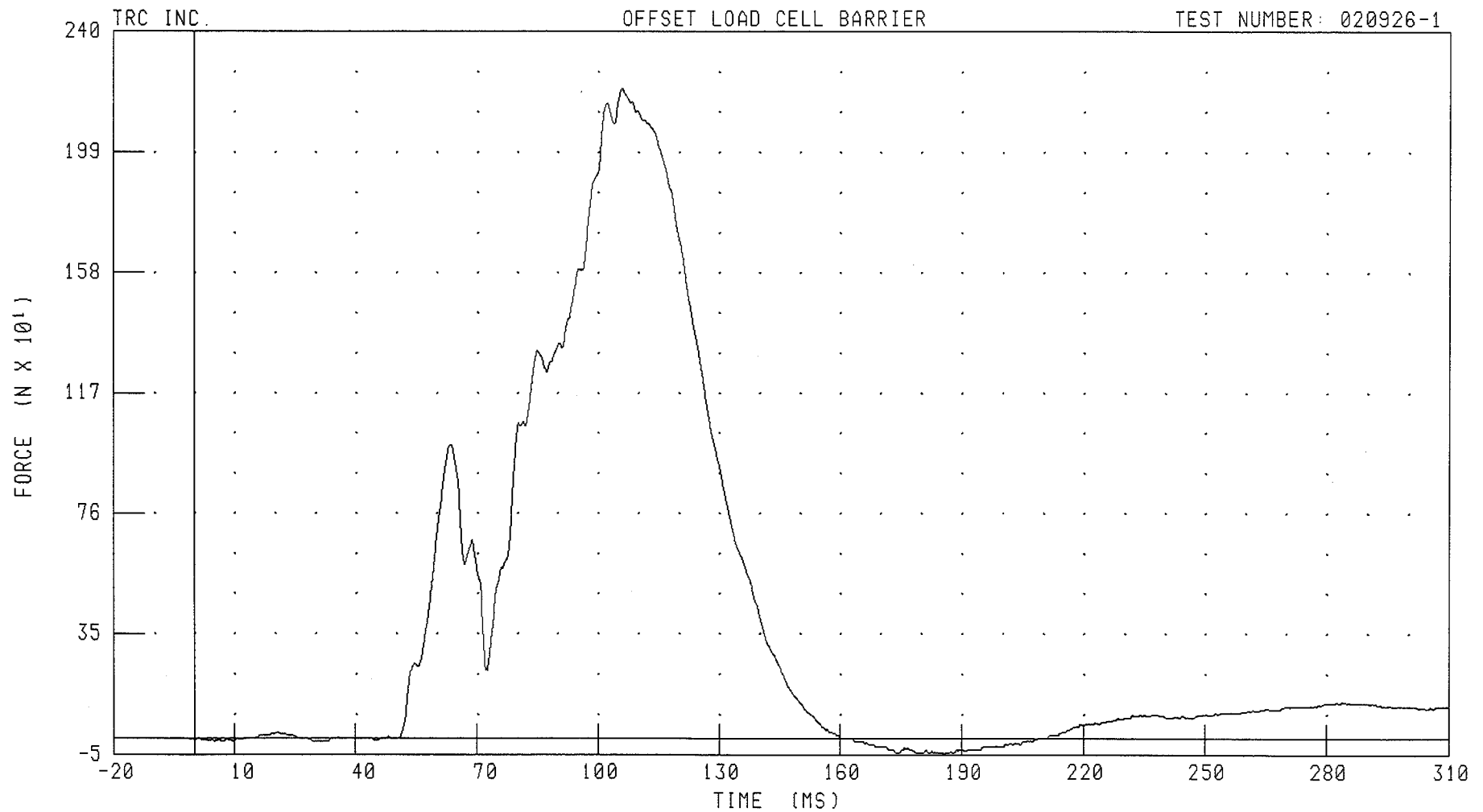
PEAK DATA: 49.49 G @ 79.84 MS; 0.03 G @ -20.00 MS

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

DRIVER LEFT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMXF1 FILTER: CH. CLASS 600

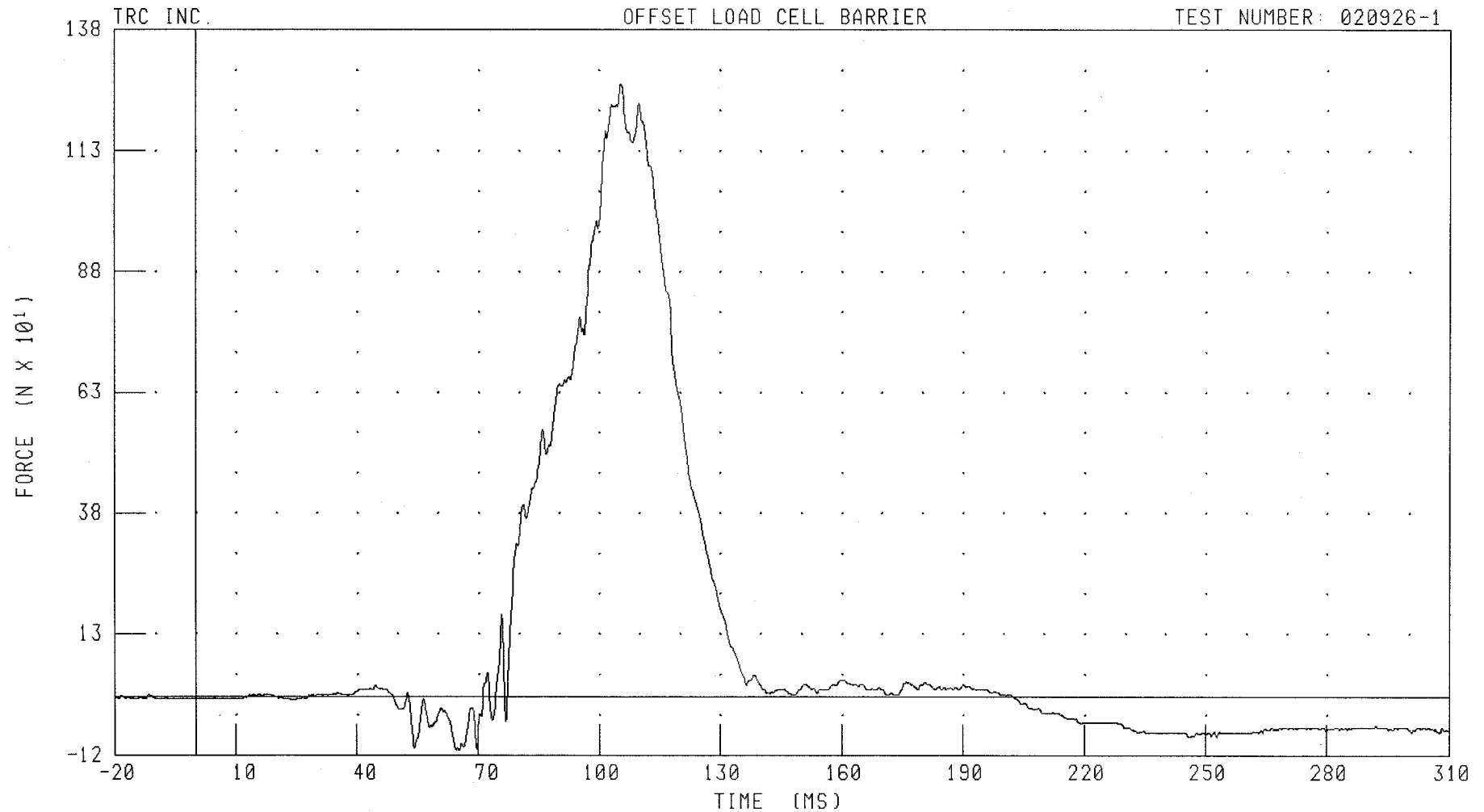
PEAK DATA: 2213.11 N @ 106.00 MS; -49.65 N @ 185.60 MS

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

DRIVER LEFT FEMUR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMYF1 FILTER: CH. CLASS 600

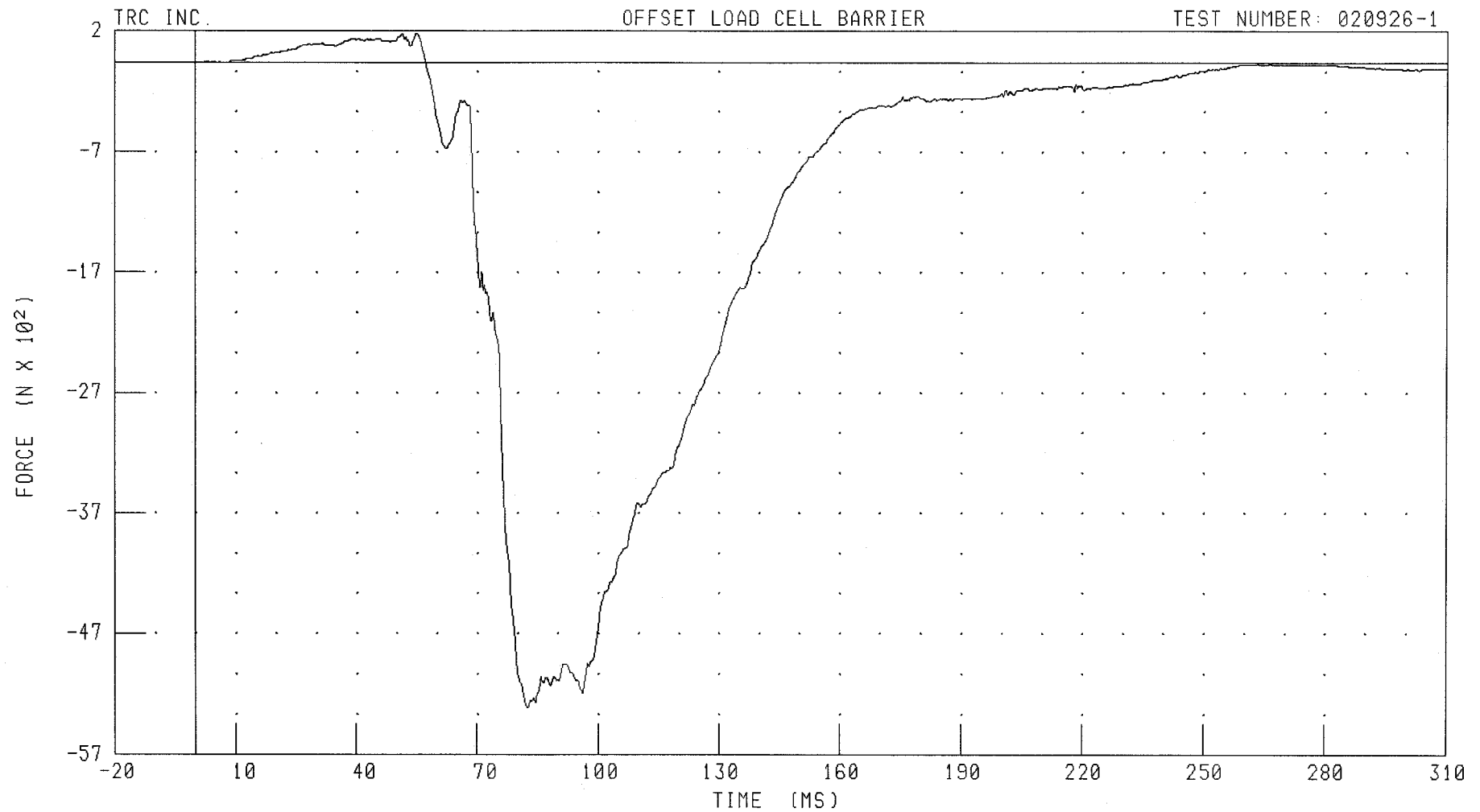
PEAK DATA: 1268.34 N @ 105.44 MS; -110.58 N @ 65.20 MS

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

DRIVER LEFT FEMUR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMZF1 FILTER: CH. CLASS 600

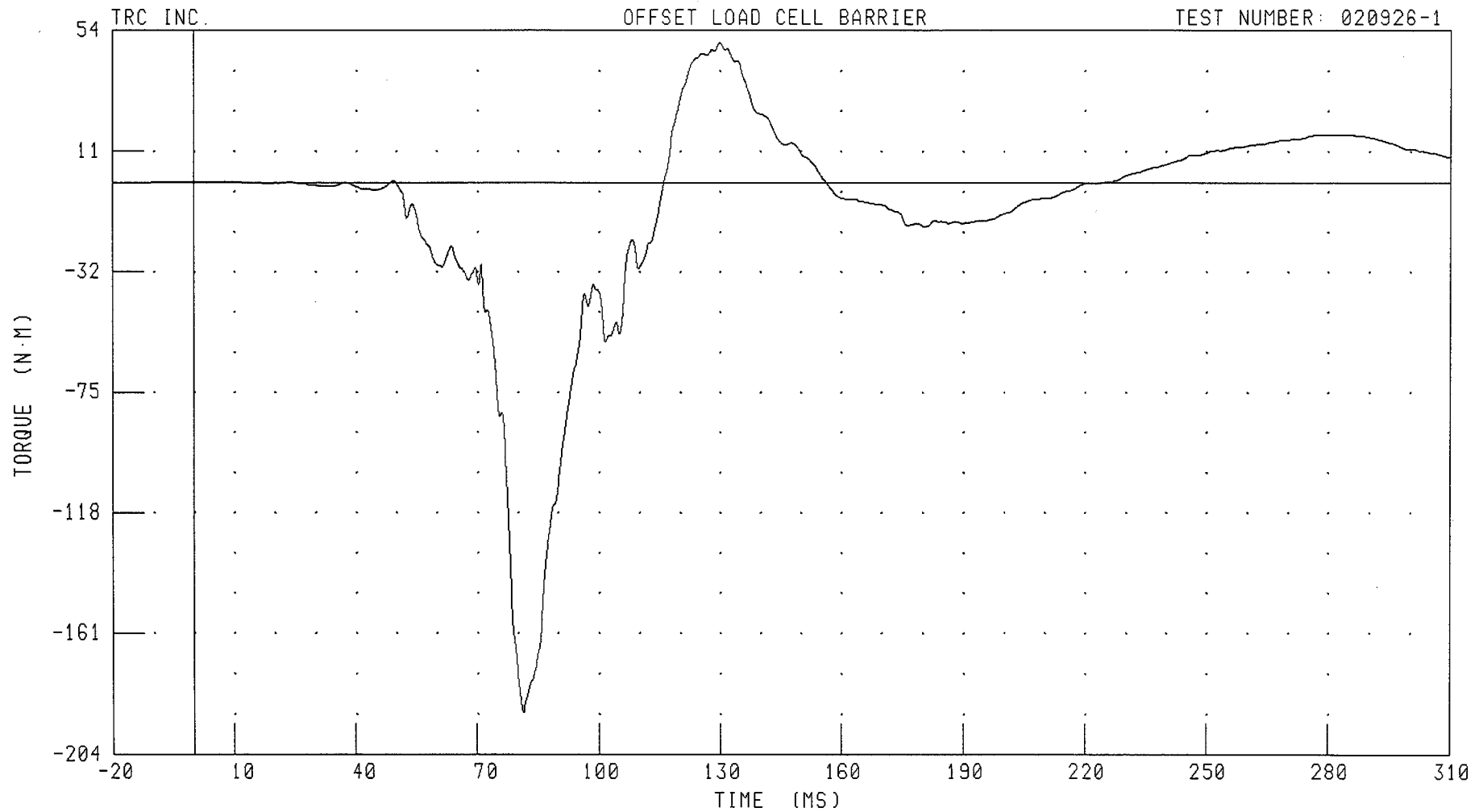
PEAK DATA: 238.22 N @ 54.96 MS; -5351.23 N @ 82.56 MS

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

DRIVER LEFT FEMUR MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMXM1 FILTER: CH. CLASS 600

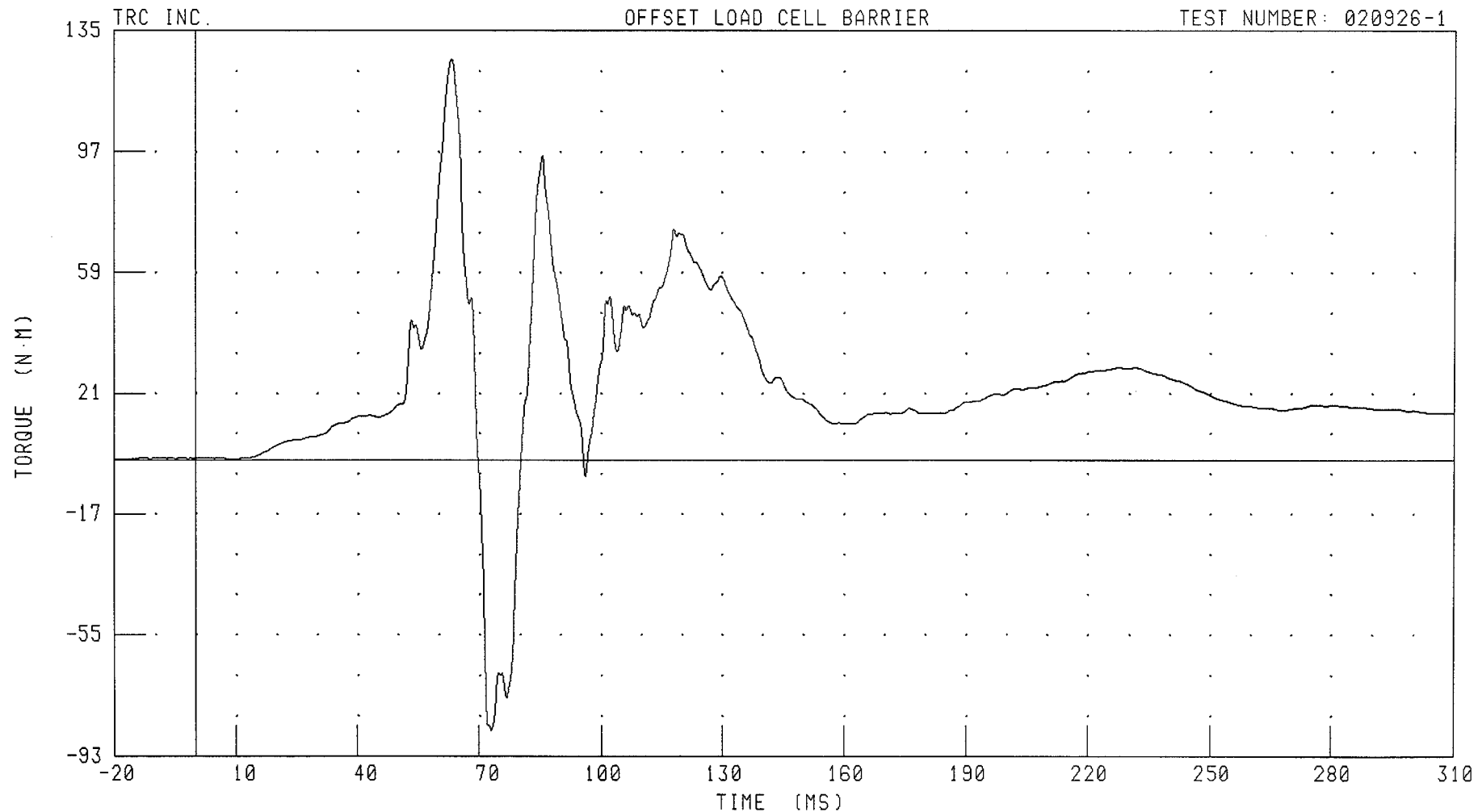
PEAK DATA: 49.59 N·m @ 130.00 ms; -189.17 N·m @ 81.36 ms

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

DRIVER LEFT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMYM1 FILTER: CH. CLASS 600

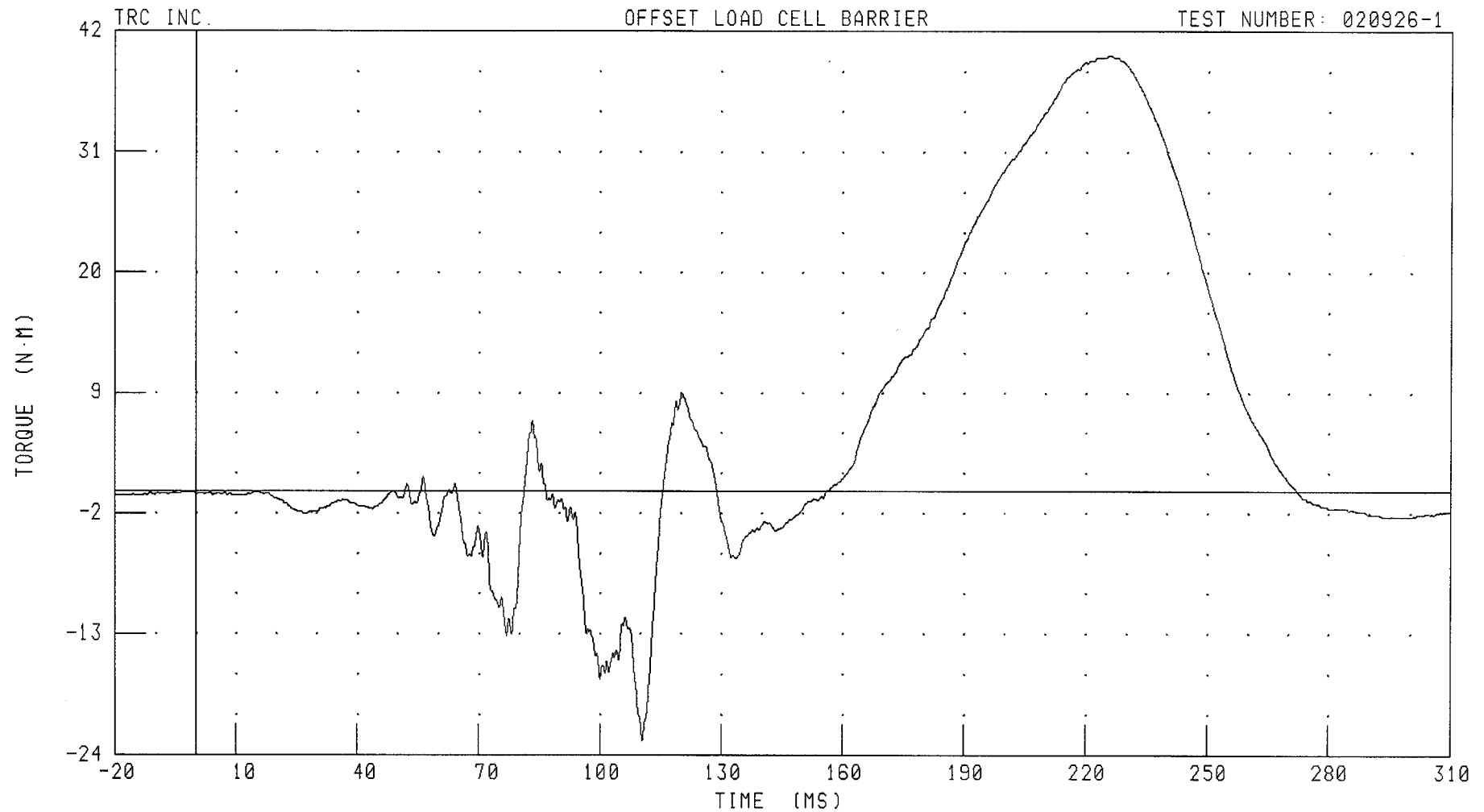
PEAK DATA: 125.97 N·m @ 63.28 ms; -84.90 N·m @ 73.04 ms

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

DRIVER LEFT FEMUR MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMZM1 FILTER: CH. CLASS 600

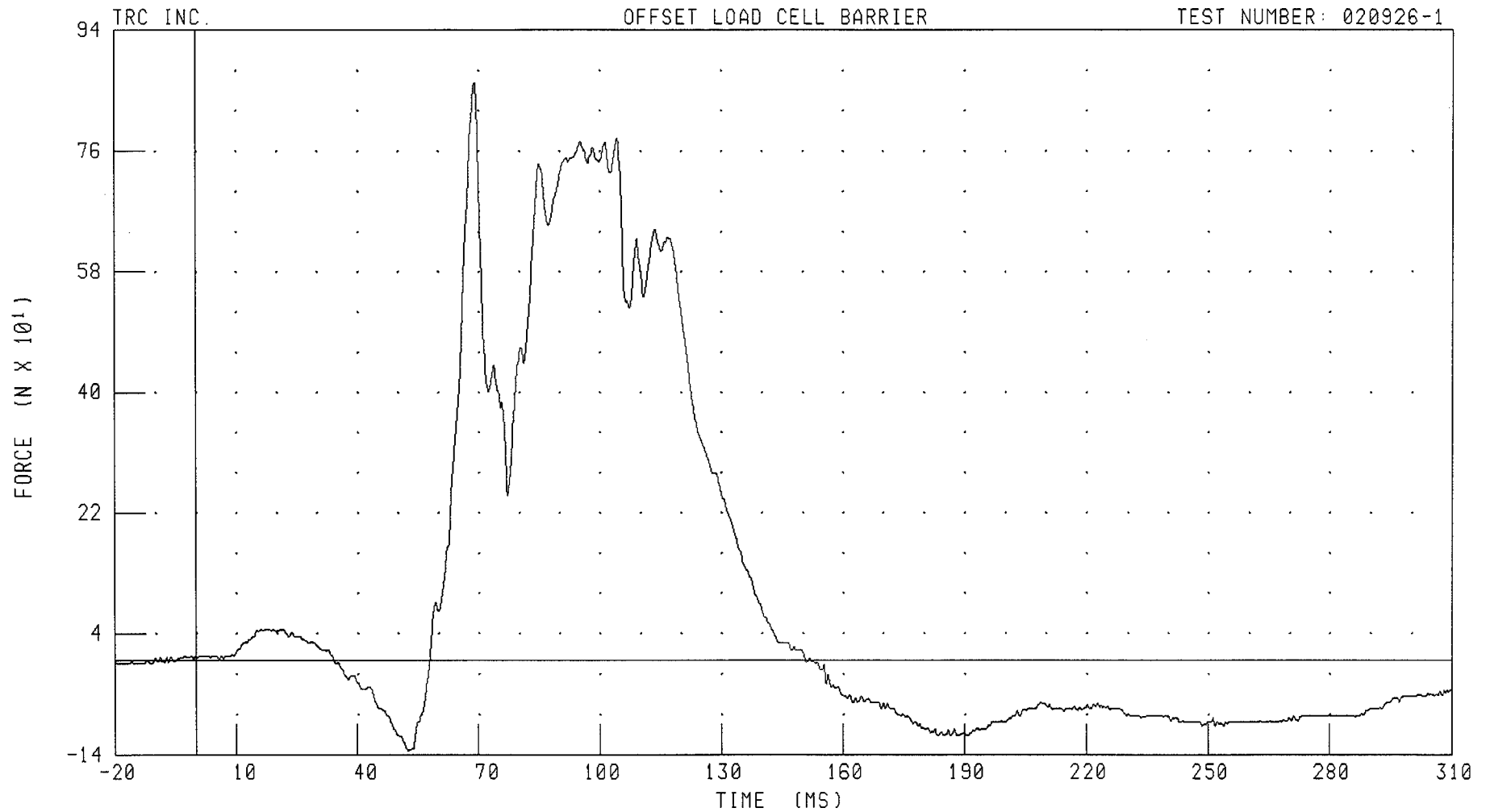
PEAK DATA: 39.79 N·m @ 225.44 ms; -22.72 N·m @ 110.56 ms

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

DRIVER RIGHT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMXF1 FILTER: CH. CLASS 600

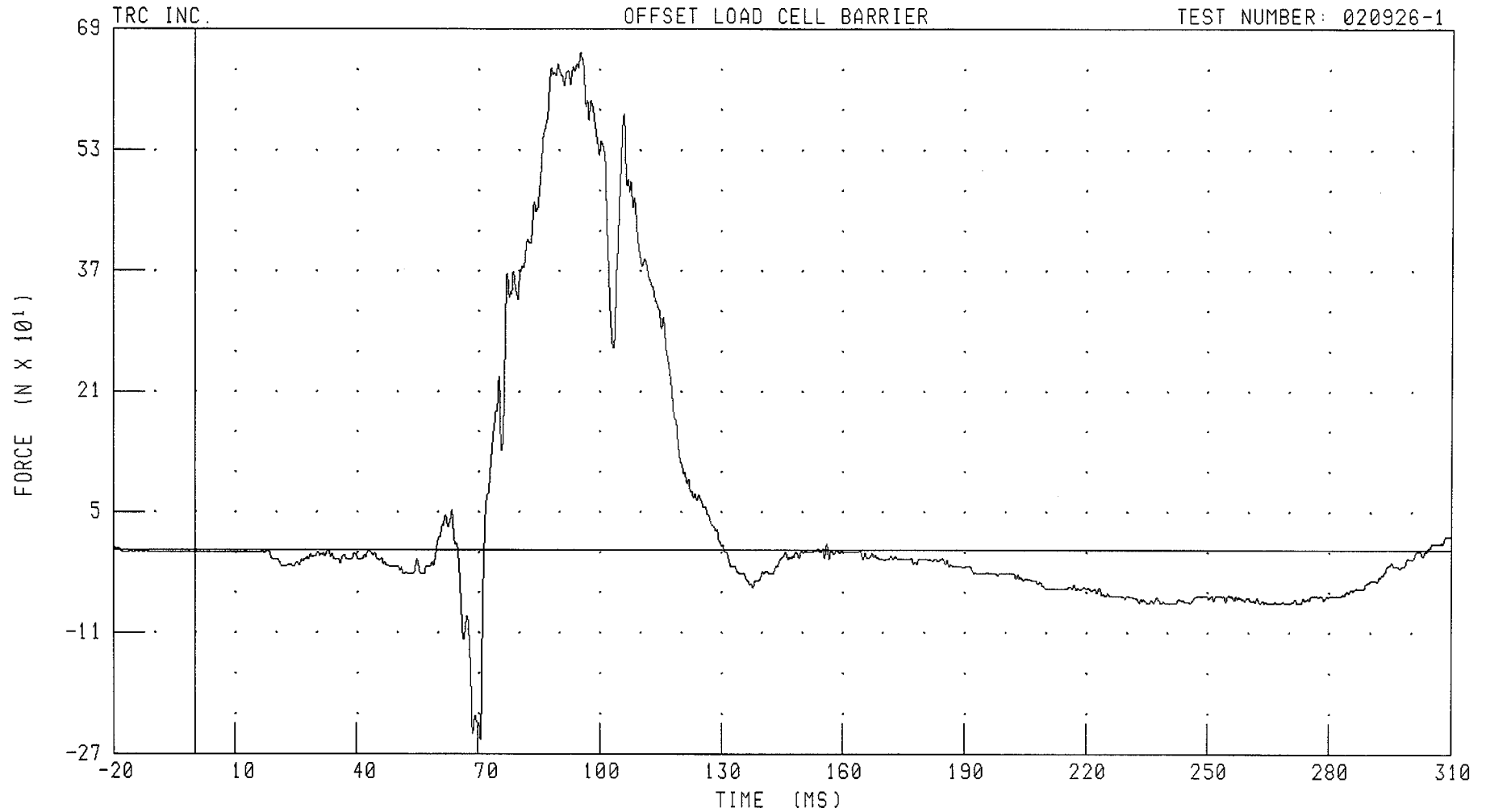
PEAK DATA: 861.78 N @ 69.20 MS; -134.66 N @ 52.48 MS

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

DRIVER RIGHT FEMUR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMYF1 FILTER: CH. CLASS 600

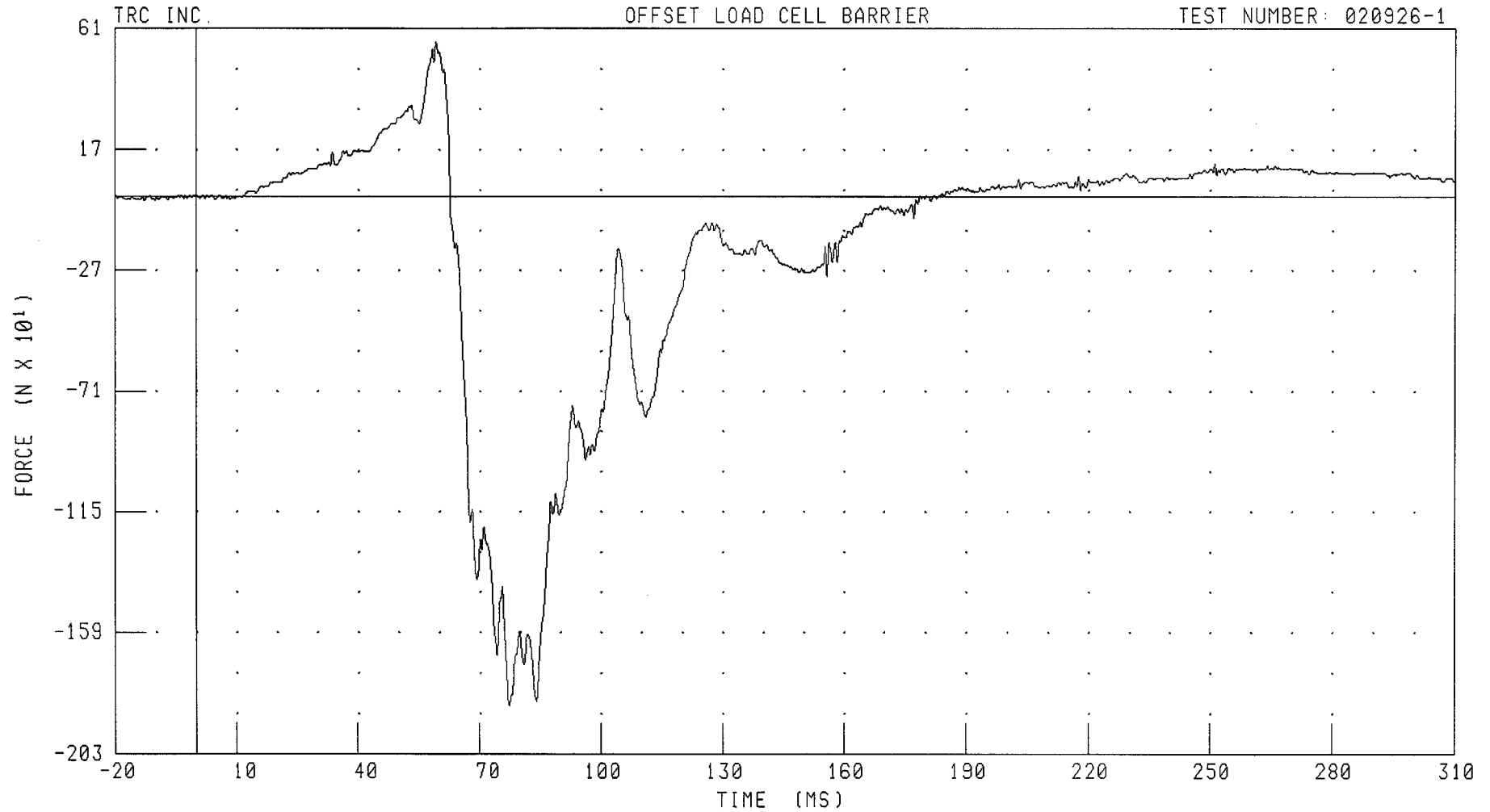
PEAK DATA: 658.80 N @ 95.44 MS; -251.67 N @ 70.56 MS

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

DRIVER RIGHT FEMUR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMZFI FILTER: CH. CLASS 600

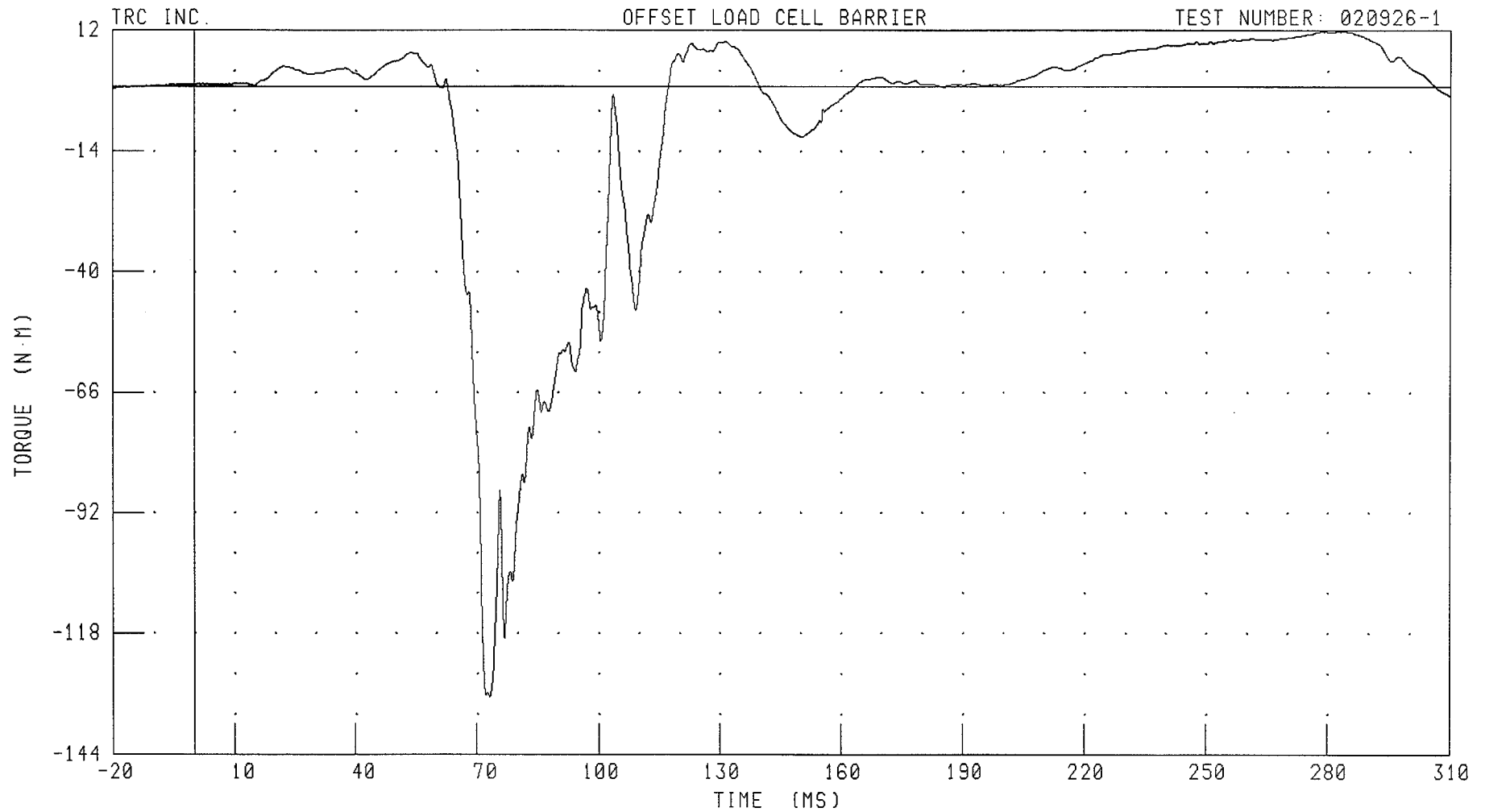
PEAK DATA: 561.45 N @ 59.28 MS; -1854.92 N @ 77.44 MS

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

DRIVER RIGHT FEMUR MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMXM1 FILTER: CH. CLASS 600

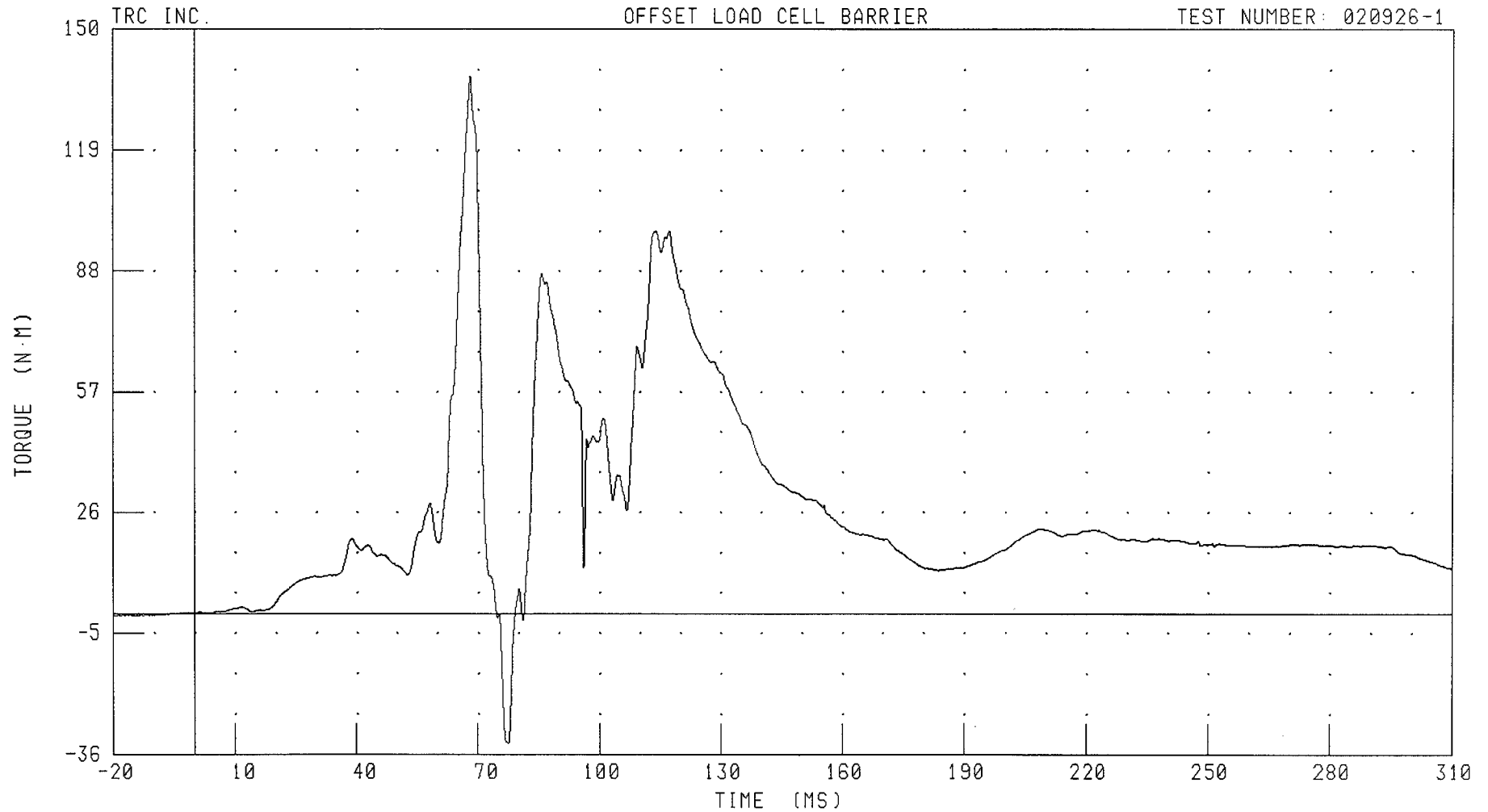
PEAK DATA: 11.78 N·m @ 282.24 MS; -131.59 N·m @ 73.28 MS

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

DRIVER RIGHT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMYM1 FILTER: CH. CLASS 600

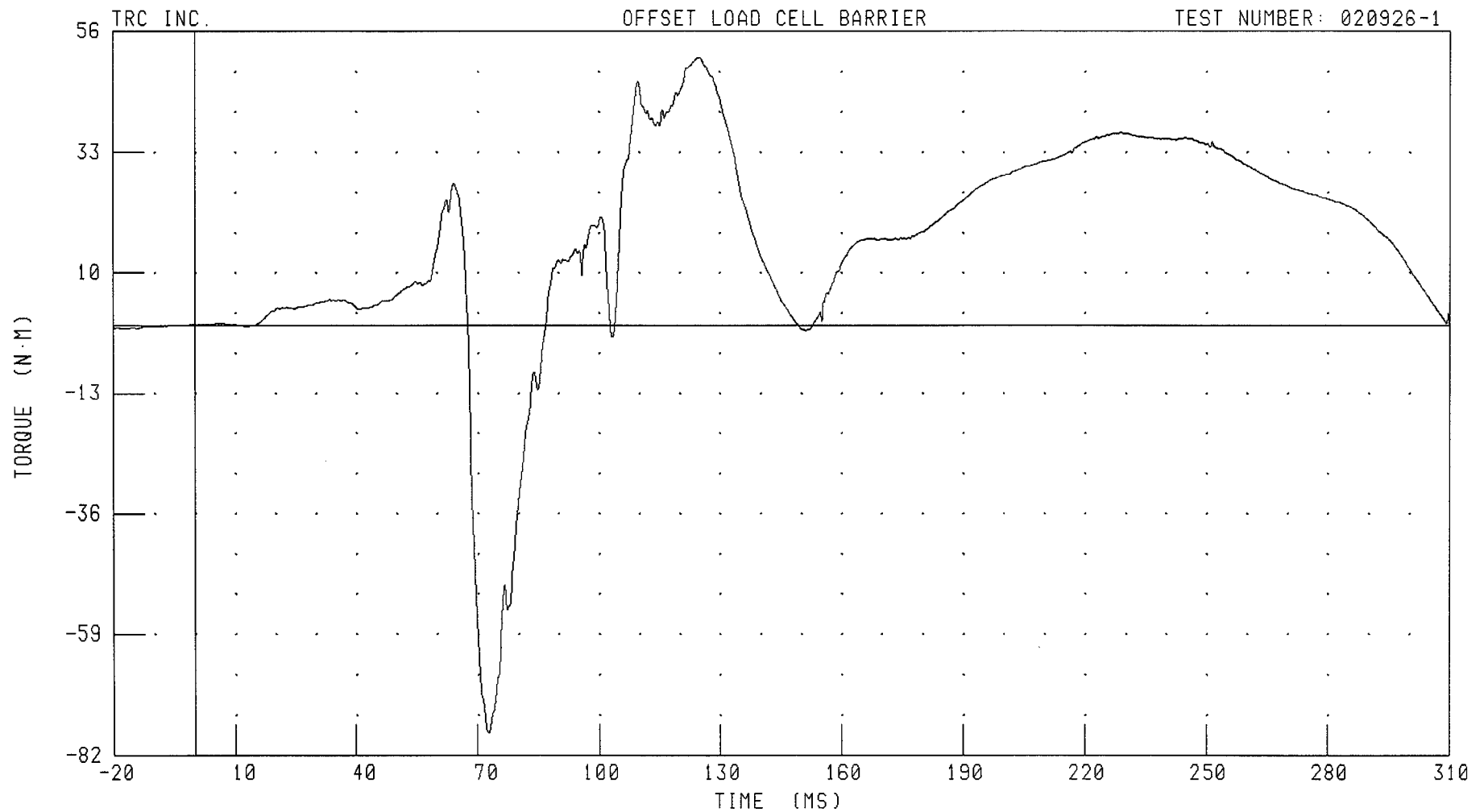
PEAK DATA: 137.97 N·M @ 68.16 MS; -33.26 N·M @ 77.52 MS

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

DRIVER RIGHT FEMUR MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMZM1 FILTER: CH. CLASS 600

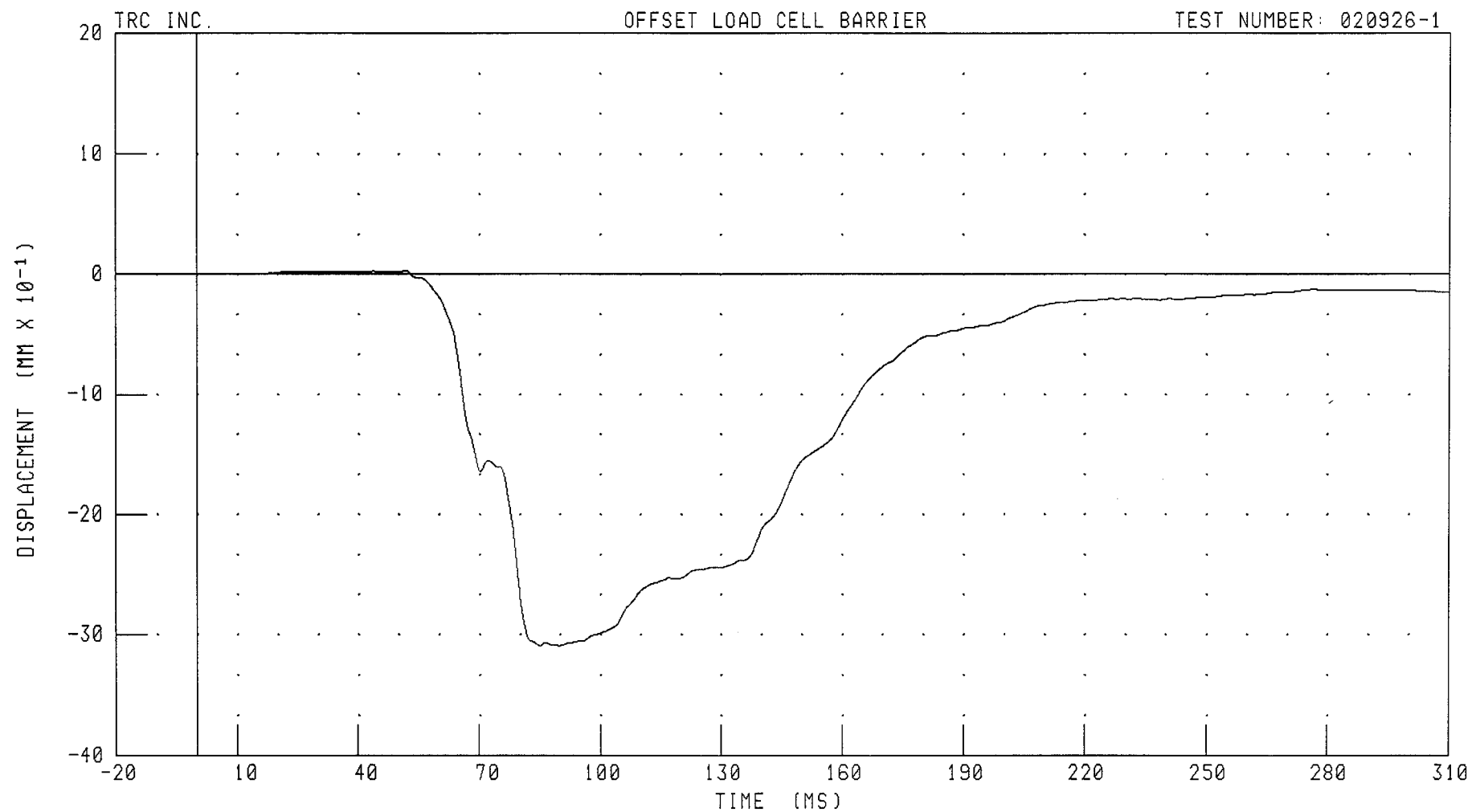
PEAK DATA: 50.98 N·M @ 125.12 MS; -77.71 N·M @ 72.72 MS

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

DRIVER LEFT TIBIA TO FEMUR DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: KNLXD1 FILTER: CH. CLASS 180

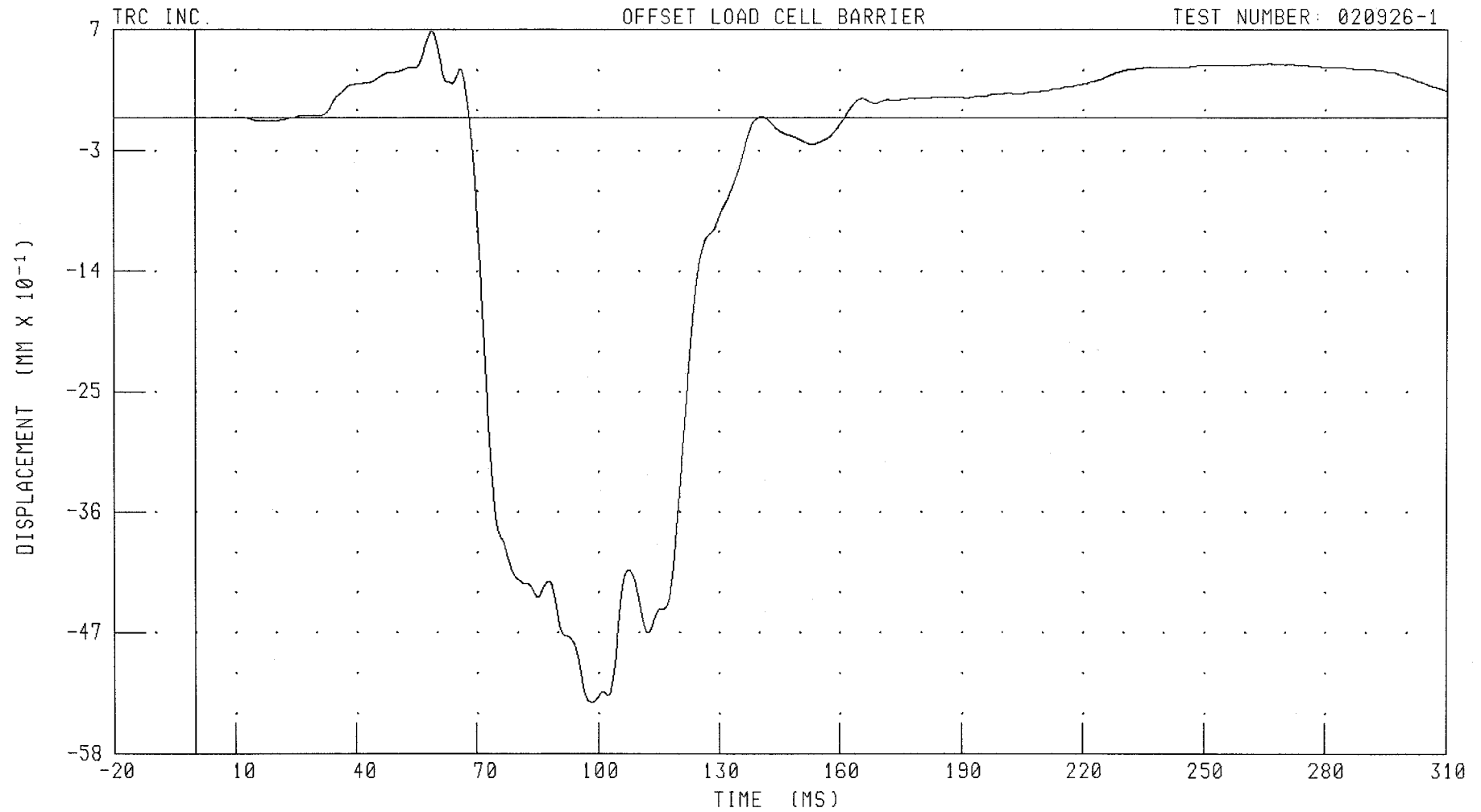
PEAK DATA: 0.03 MM @ 51.76 MS; -3.10 MM @ 84.96 MS

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: 020926-1



CHANNEL: KNRXD1 FILTER: CH. CLASS 180

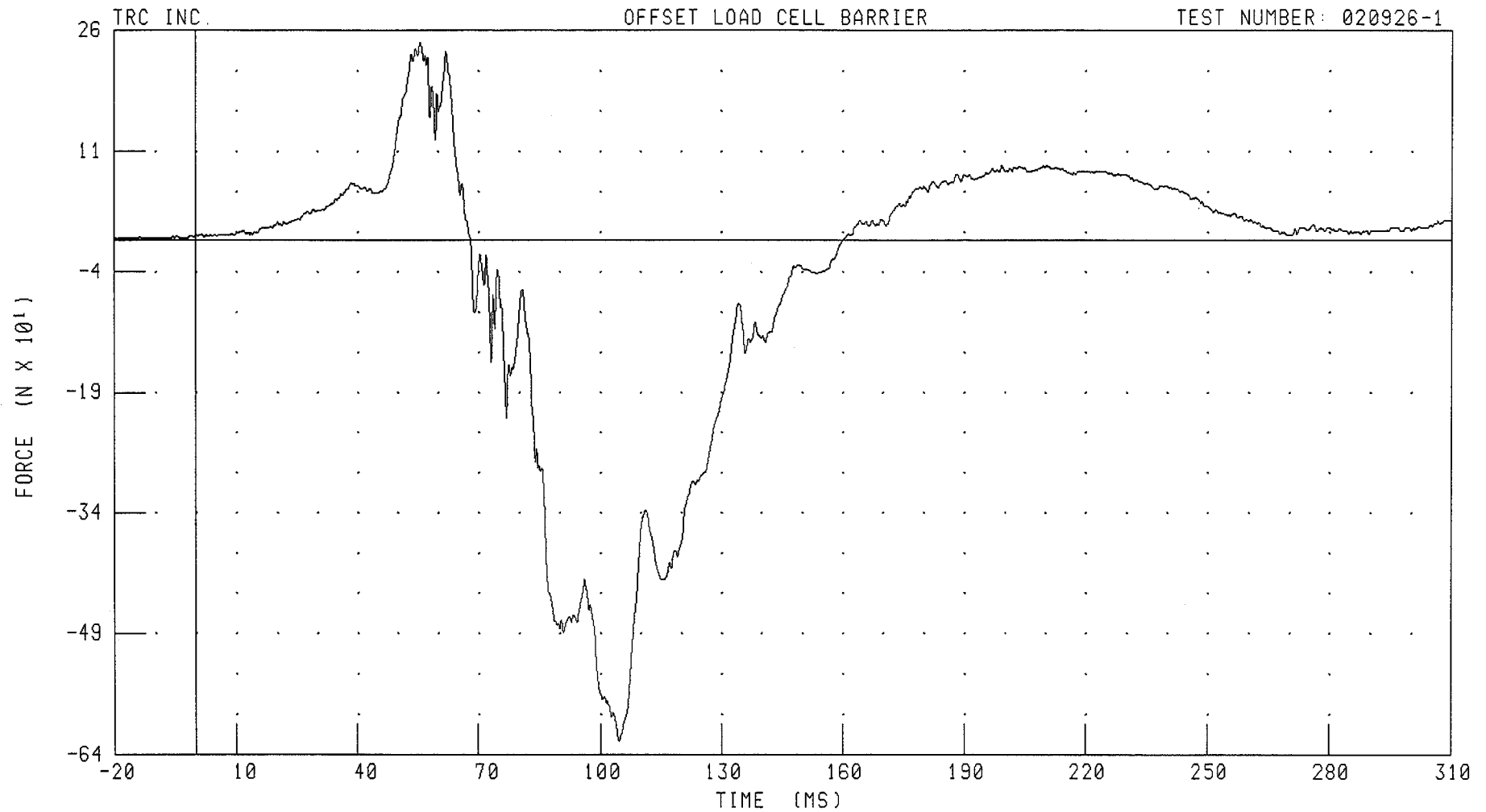
PEAK DATA: 0.78 MM @ 58.80 MS; -5.33 MM @ 98.48 MS

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: 020926-1



CHANNEL: TBLXF1 FILTER: CH. CLASS 600

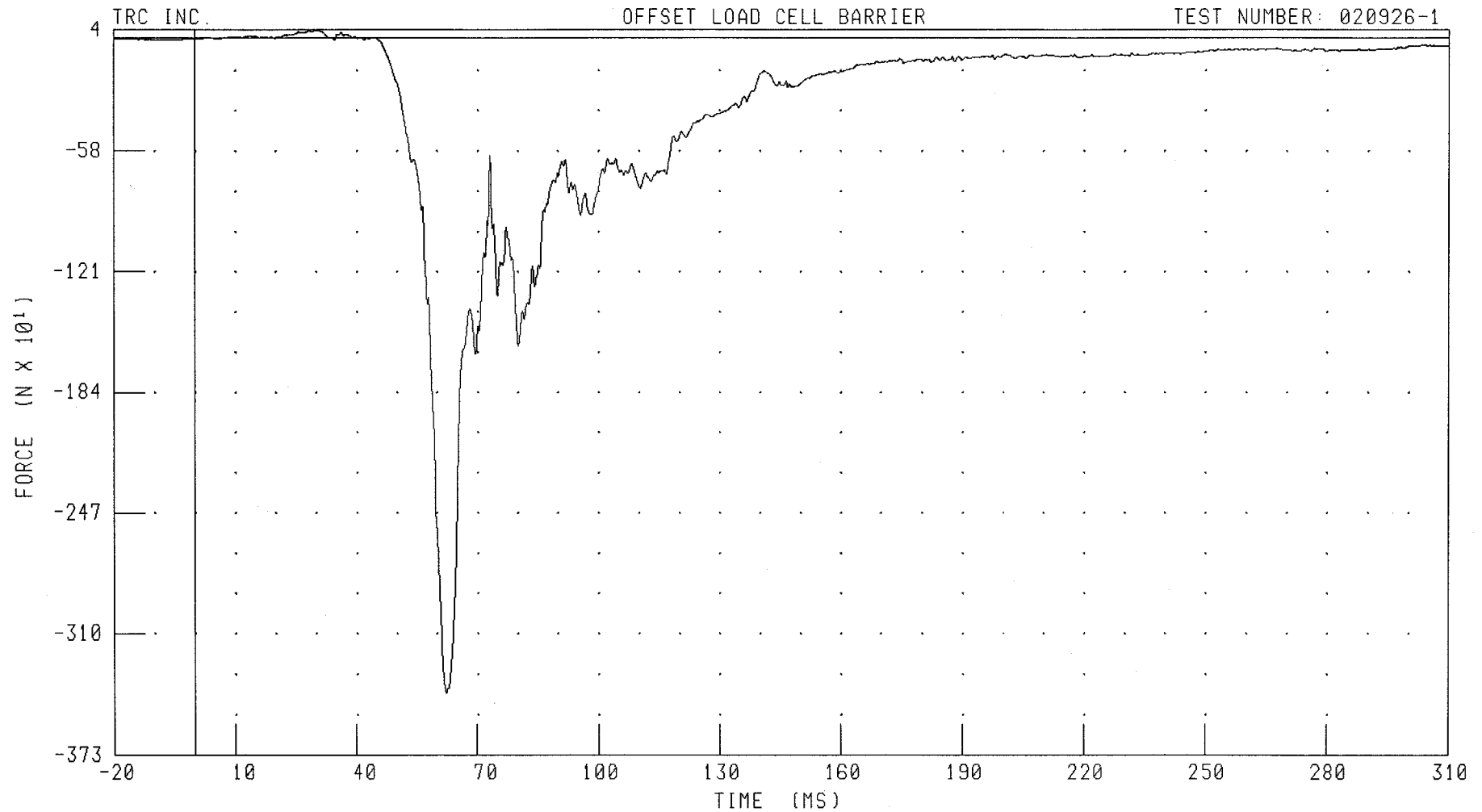
PEAK DATA: 244.97 N @ 55.84 MS; -623.93 N @ 104.64 MS

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: 020926-1



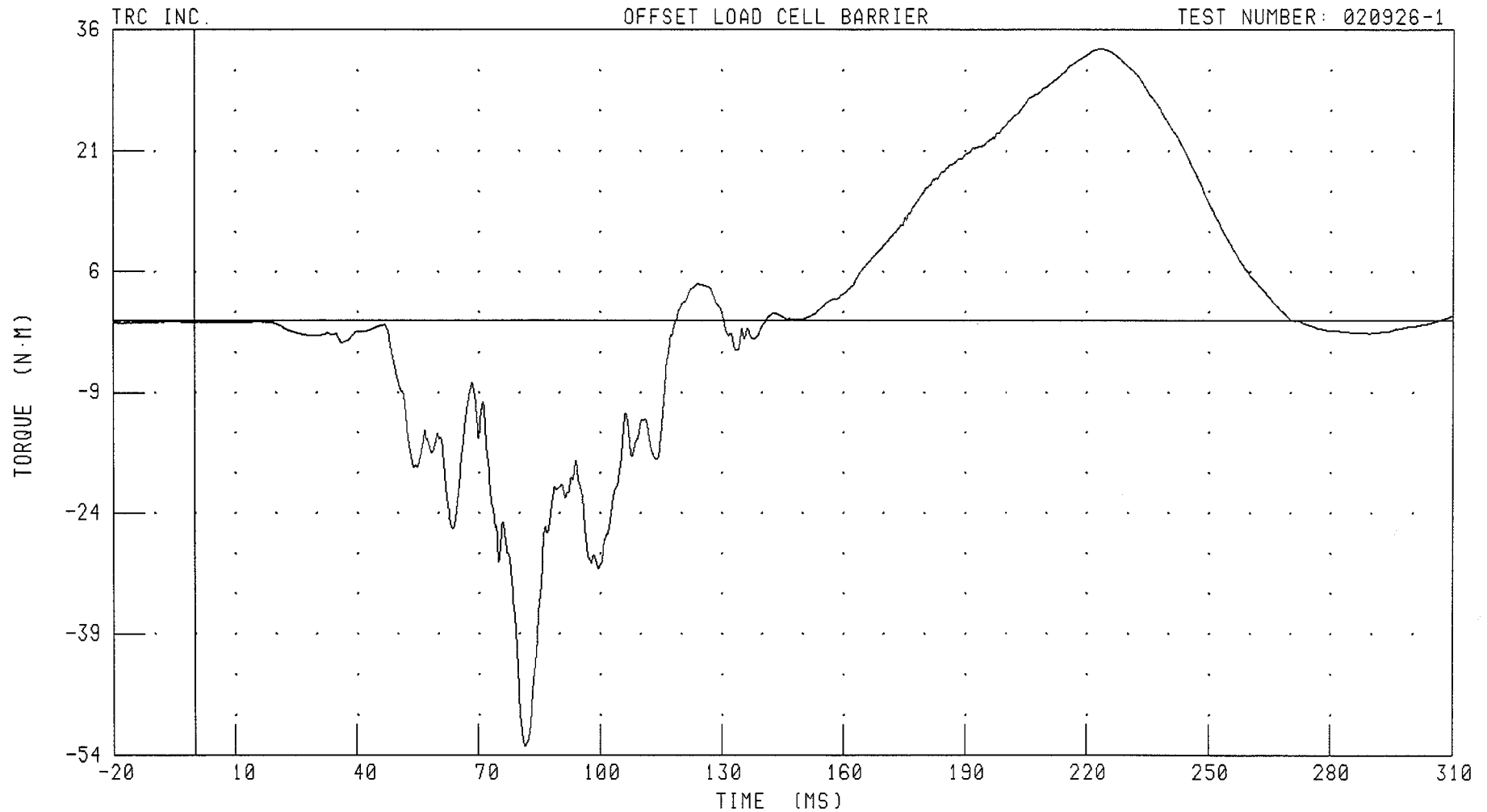
CHANNEL: TBLZF1 FILTER: CH. CLASS 600

PEAK DATA: 37.95 N @ 30.00 MS; -3418.23 N @ 62.24 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: 020926-1



CHANNEL: TBLXM1 FILTER: CH. CLASS 600

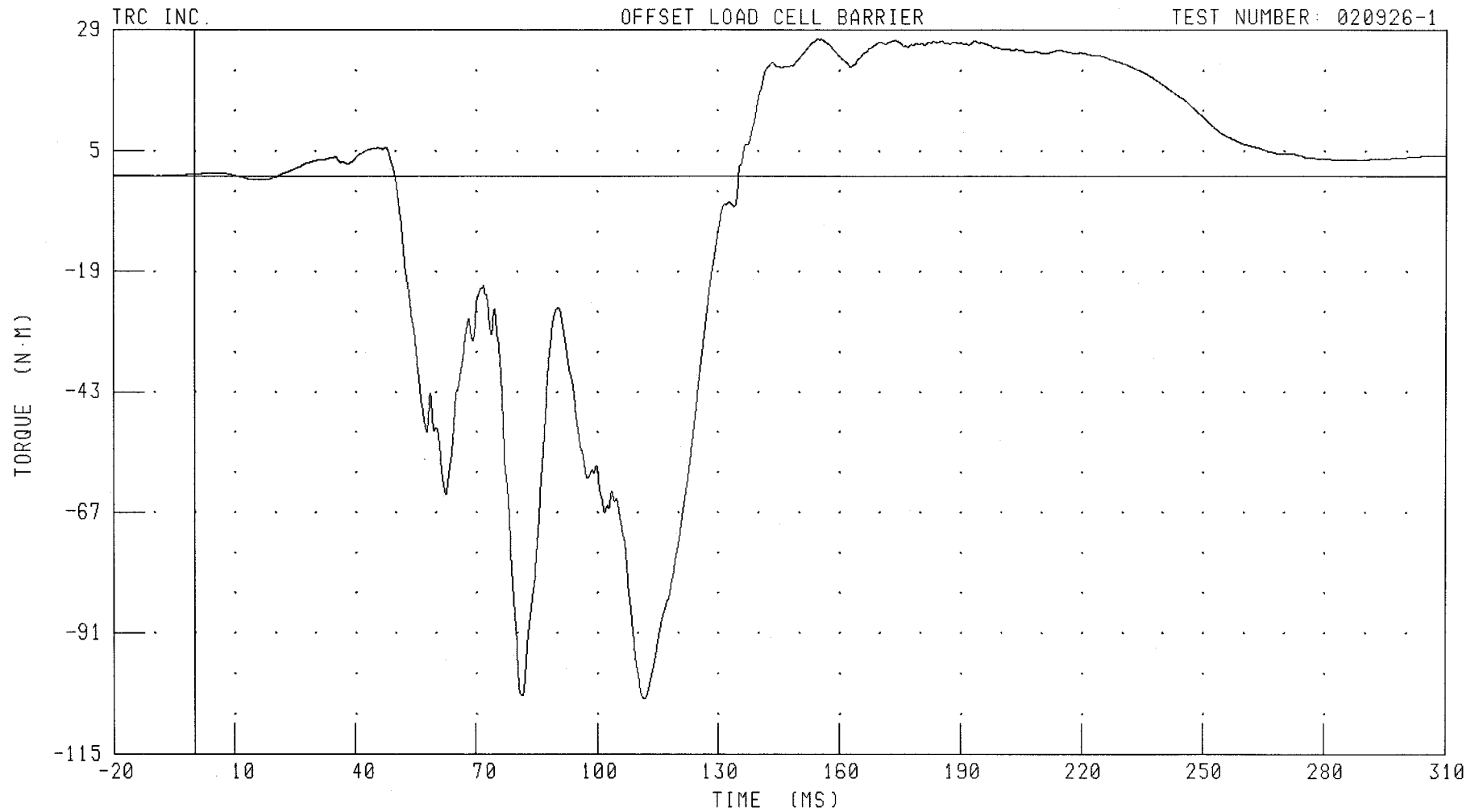
PEAK DATA: 33.59 N·M @ 222.96 MS; -52.89 N·M @ 81.52 MS

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: 020926-1



CHANNEL: TBLYM1 FILTER: CH. CLASS 600

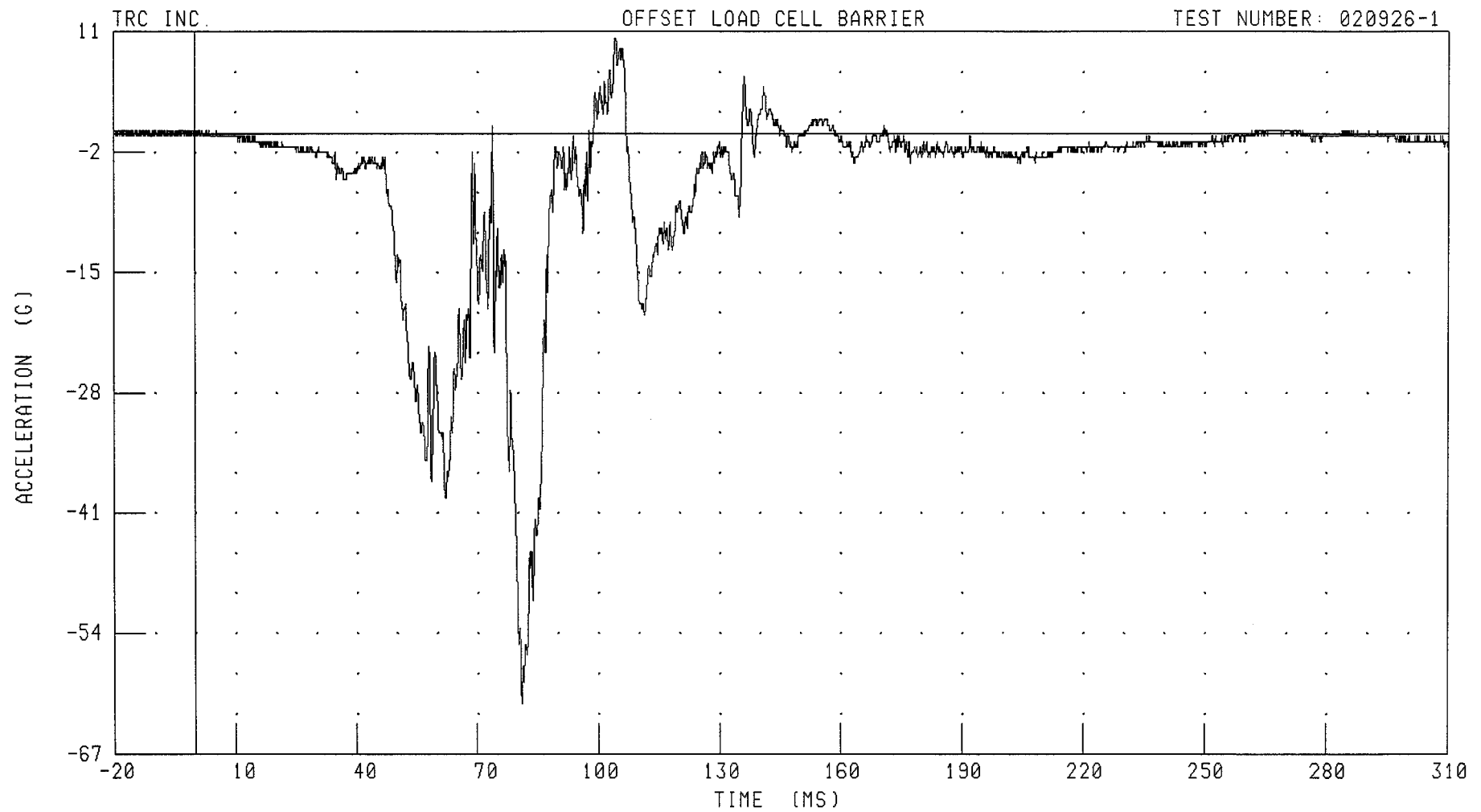
PEAK DATA: 27.18 N·M @ 154.80 MS; -104.02 N·M @ 111.76 MS

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: 020926-1



CHANNEL: TBLXG1

FILTER: CH. CLASS 1000

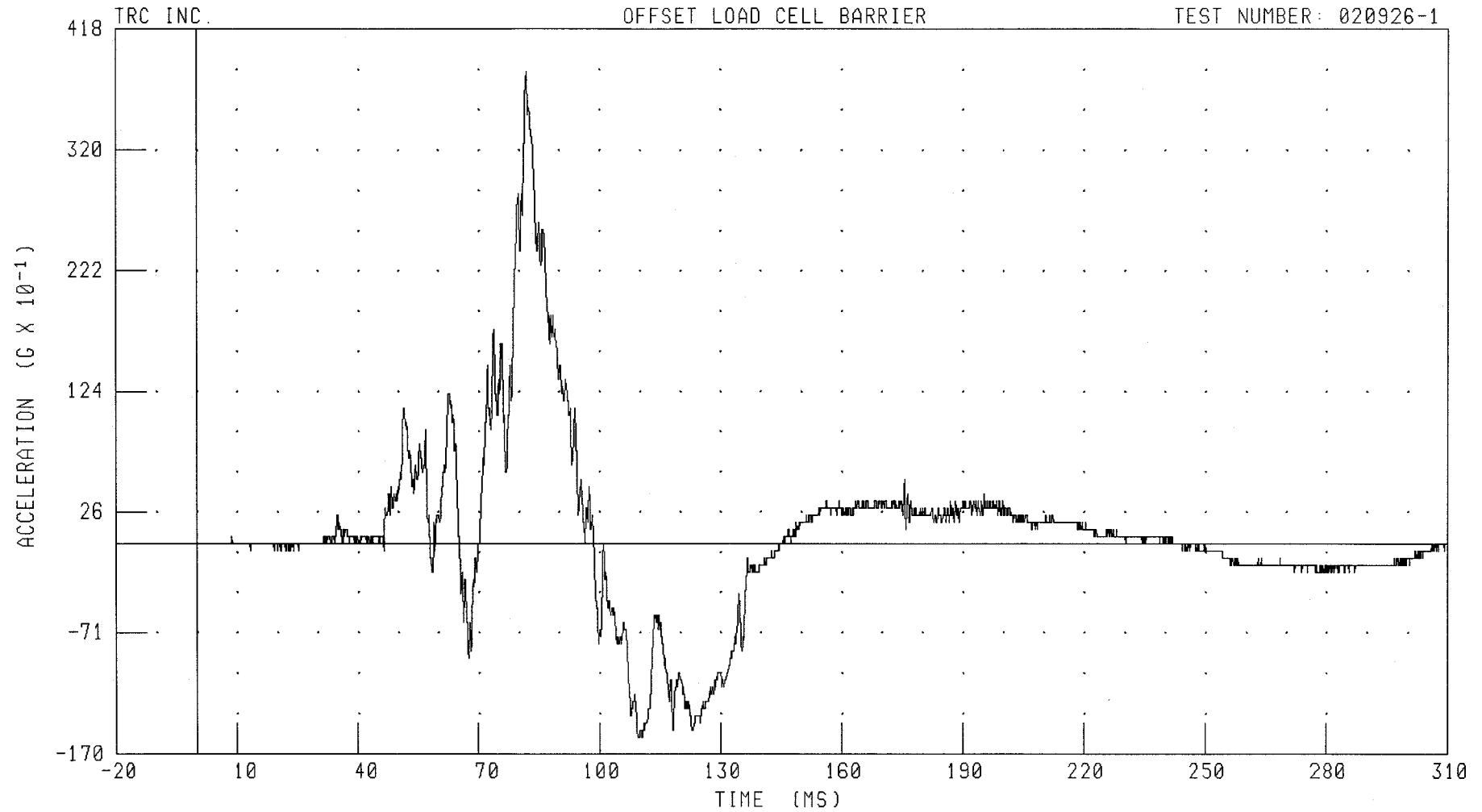
PEAK DATA: 10.30 G @ 104.24 MS; -61.62 G @ 80.96 MS

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: 020926-1



CHANNEL: TBLVG1 FILTER: CH. CLASS 1000

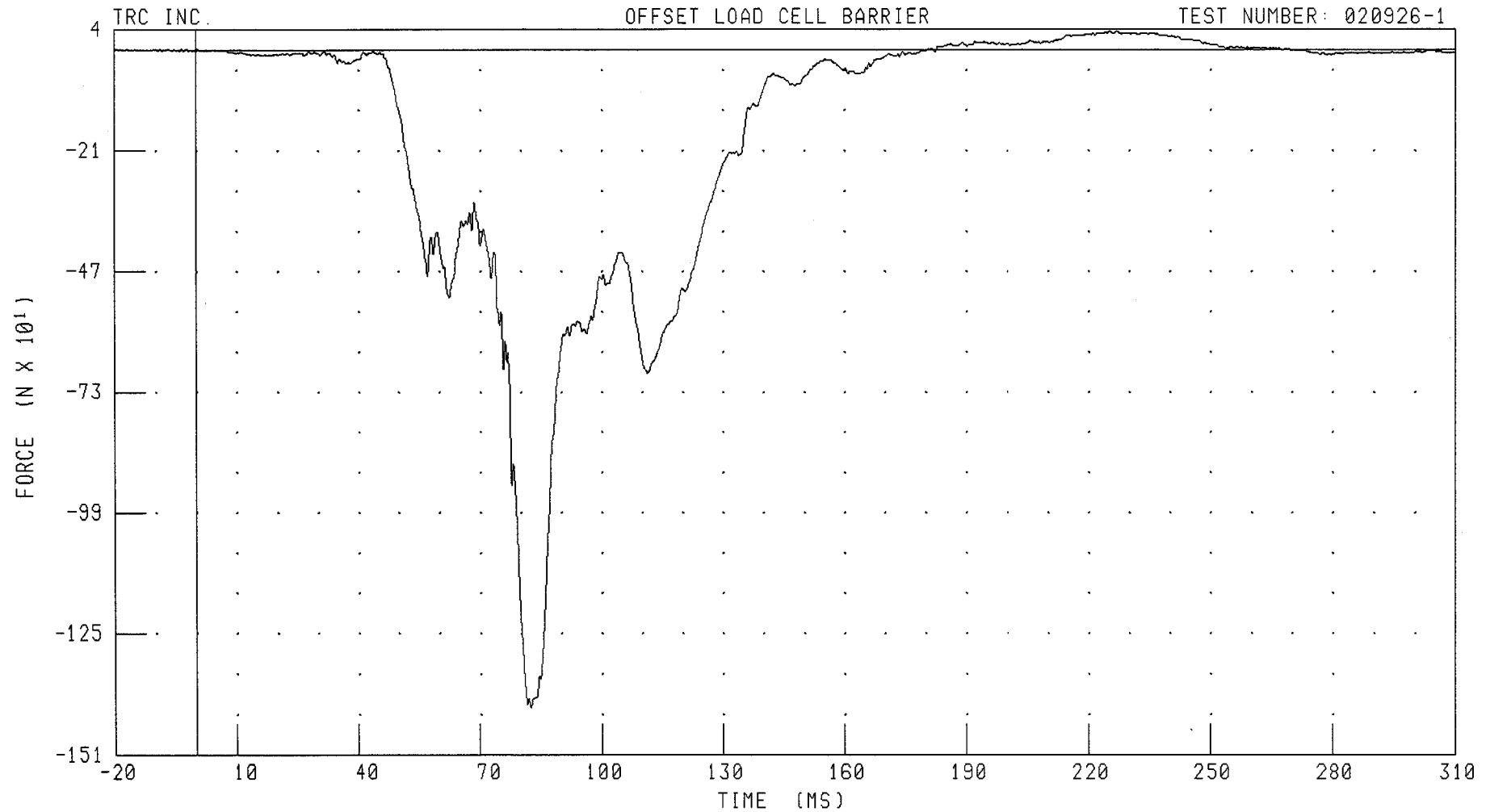
PEAK DATA: 38.33 G @ 82.00 MS; -15.67 G @ 109.44 MS

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: 020926-1



CHANNEL: ANLXF1 FILTER: CH. CLASS 600

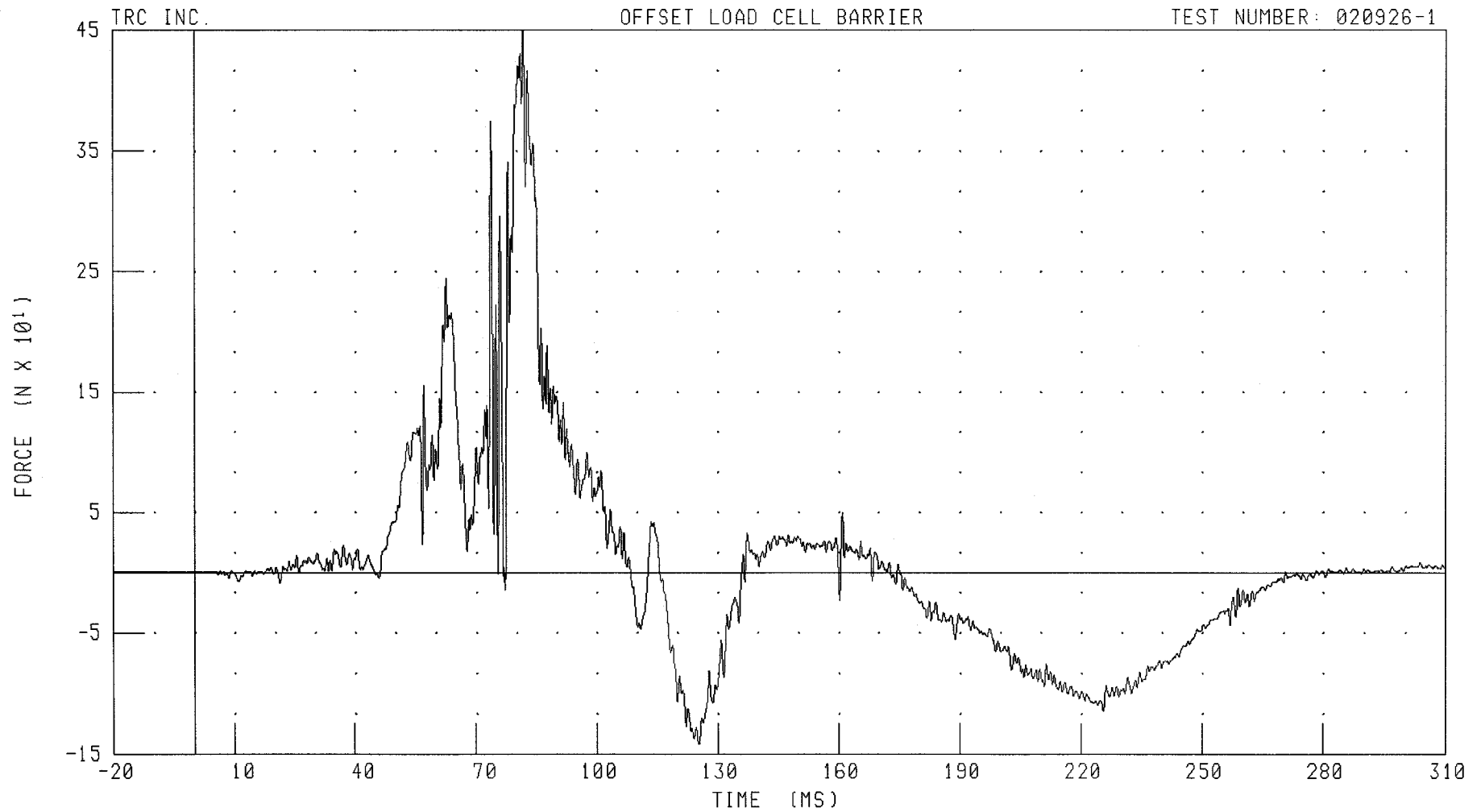
PEAK DATA: 40.75 N @ 225.28 MS; -1414.89 N @ 82.48 MS

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: 020926-1



CHANNEL: ANLYF1 FILTER: CH. CLASS 600

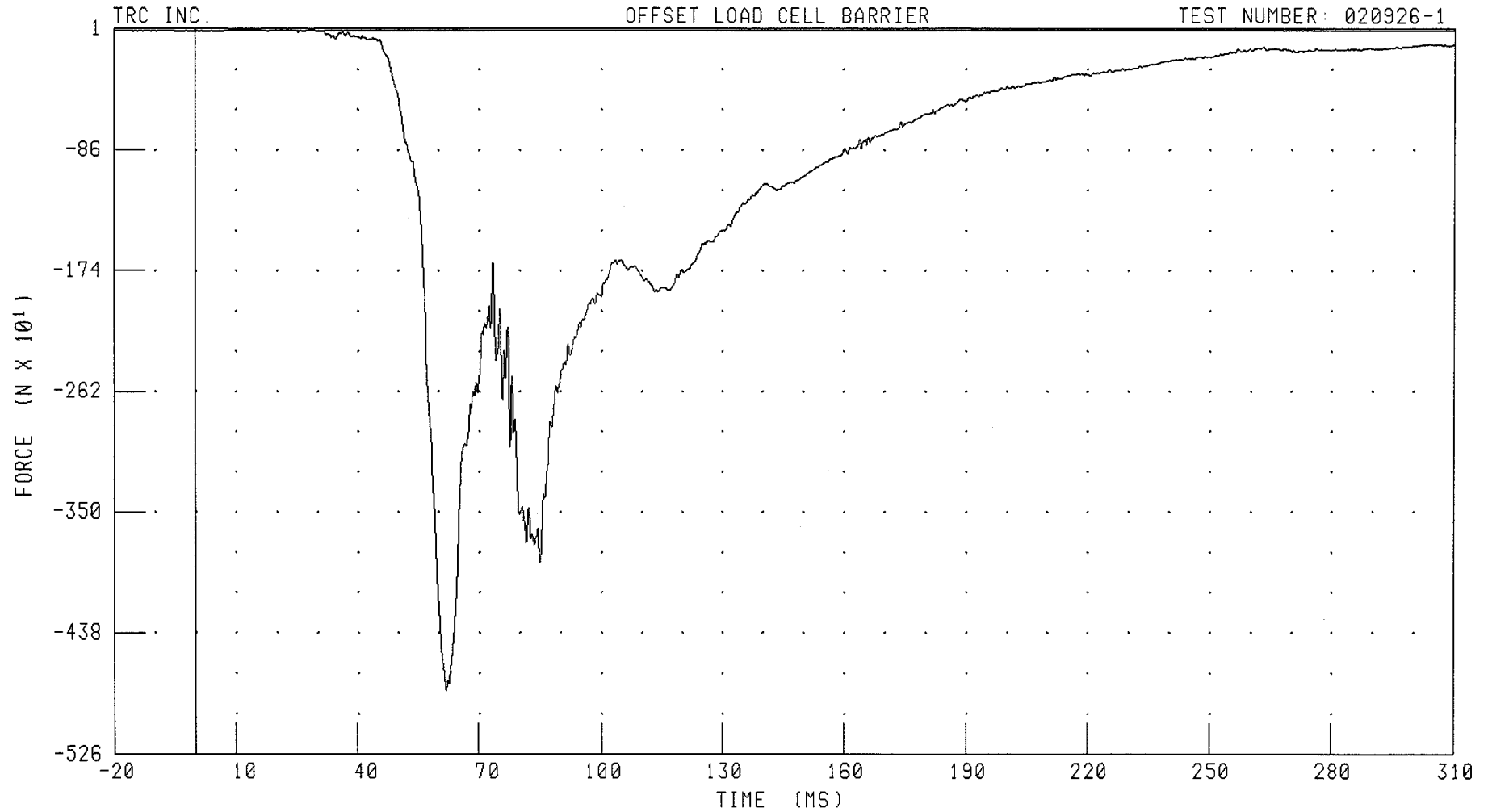
PEAK DATA: 452.59 N @ 81.76 MS; -141.41 N @ 125.36 MS

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: 020926-1



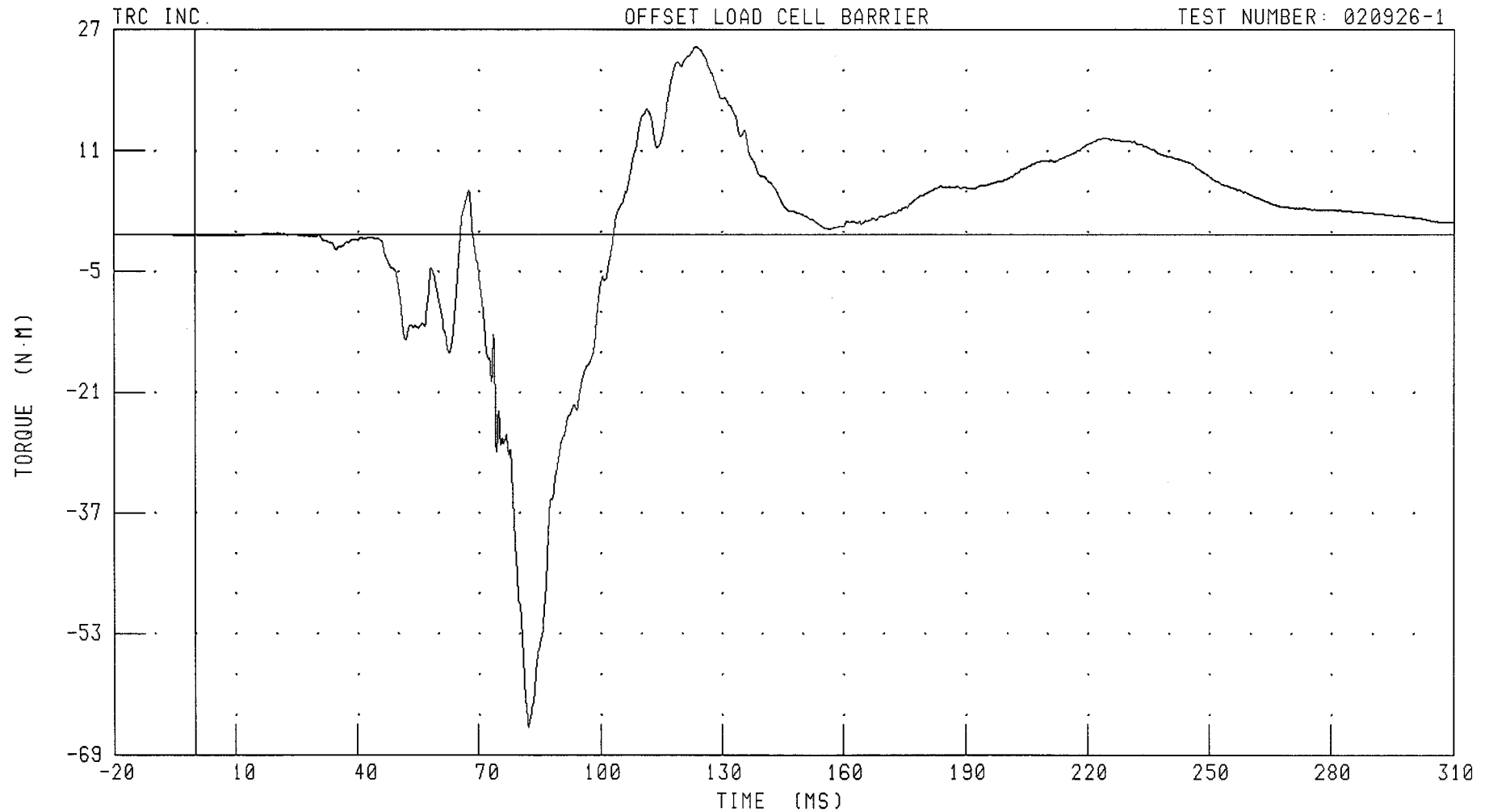
CHANNEL: ANLZF1 FILTER: CH. CLASS 600

PEAK DATA: 14.36 N @ 14.40 MS; -4802.91 N @ 62.00 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: 020926-1



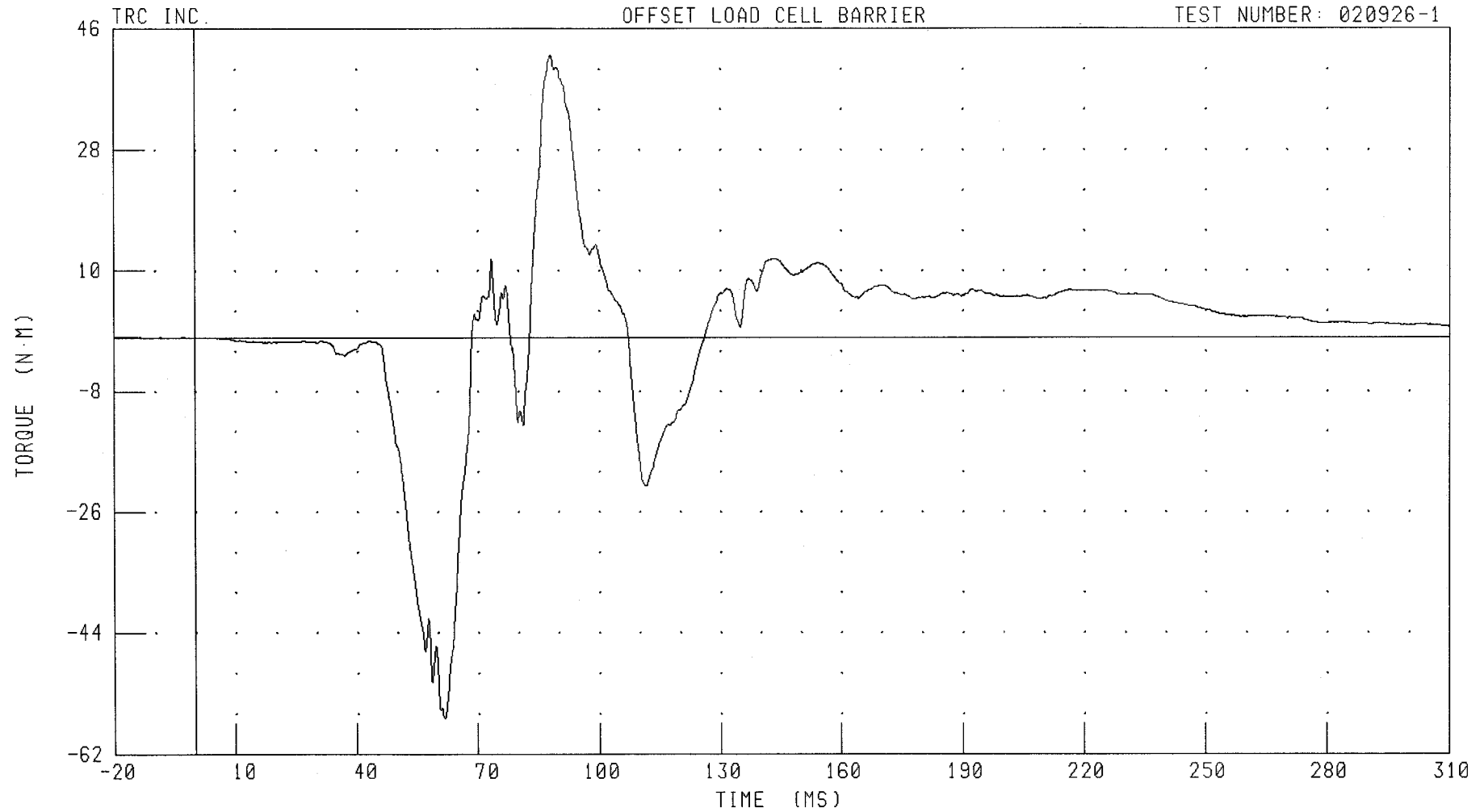
CHANNEL: ANLXM1 FILTER: CH. CLASS 600

PEAK DATA: 24.74 N·m @ 123.36 MS; -65.30 N·m @ 82.32 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: 020926-1



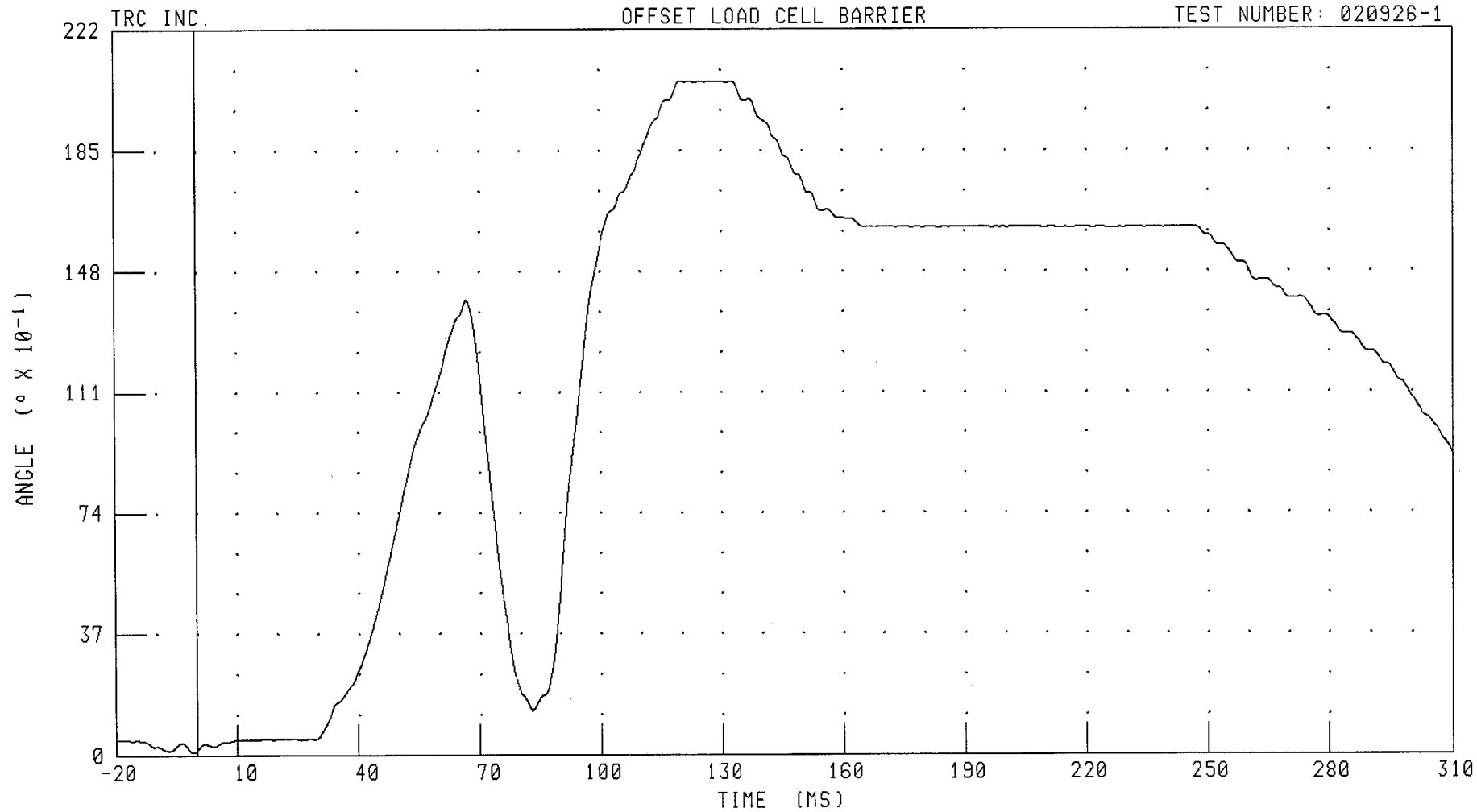
CHANNEL: ANLYM1 FILTER: CH. CLASS 600

PEAK DATA: 42.02 N·M @ 88.16 MS; -56.69 N·M @ 61.76 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: 020926-1



CHANNEL: FTLXD1 FILTER: CH. CLASS 180

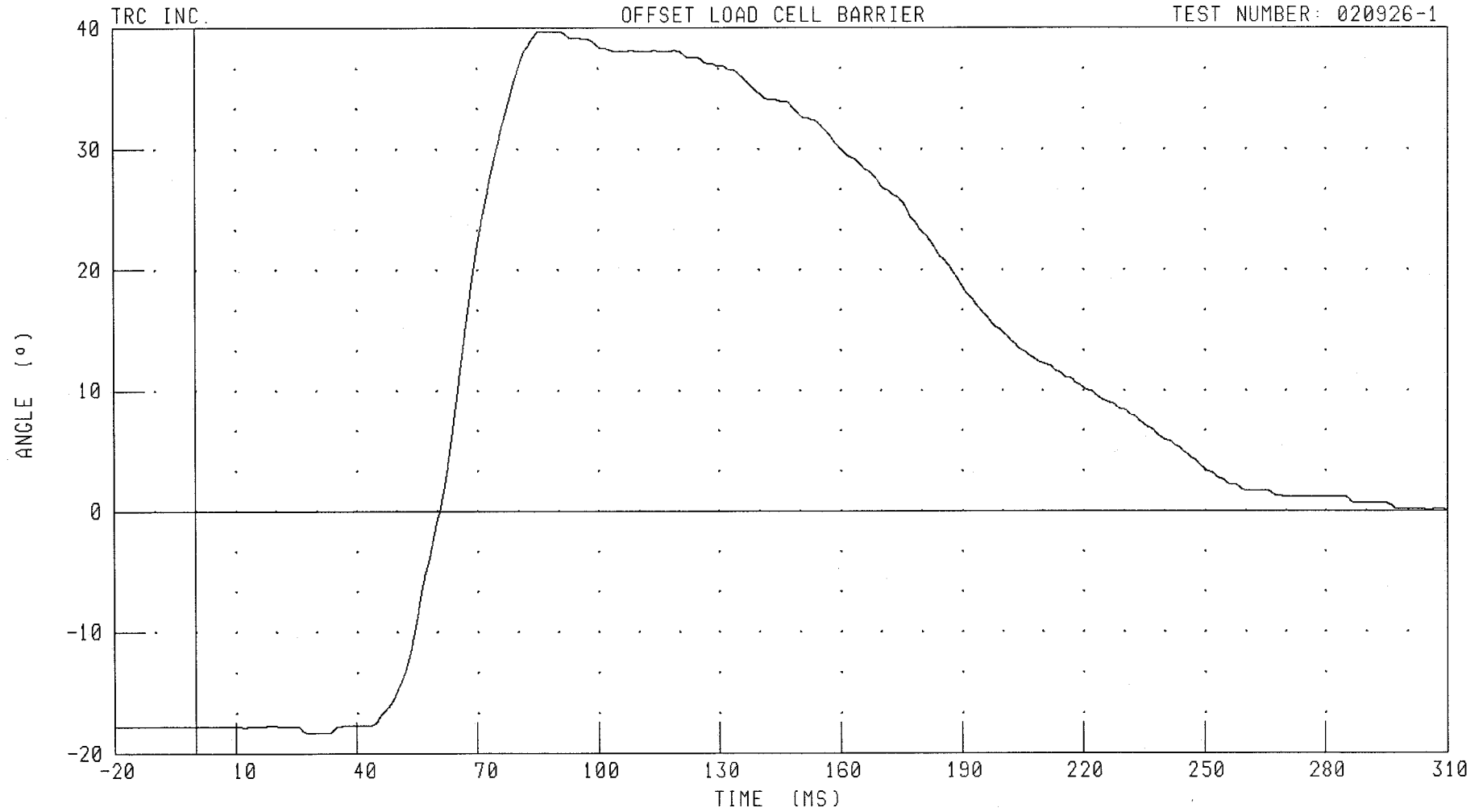
PEAK DATA: 20.61 $^{\circ}$ @ 132.96 MS; 0.08 $^{\circ}$ @ -0.88 MS

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: 020926-1



CHANNEL: FTLYD1 FILTER: CH. CLASS 180

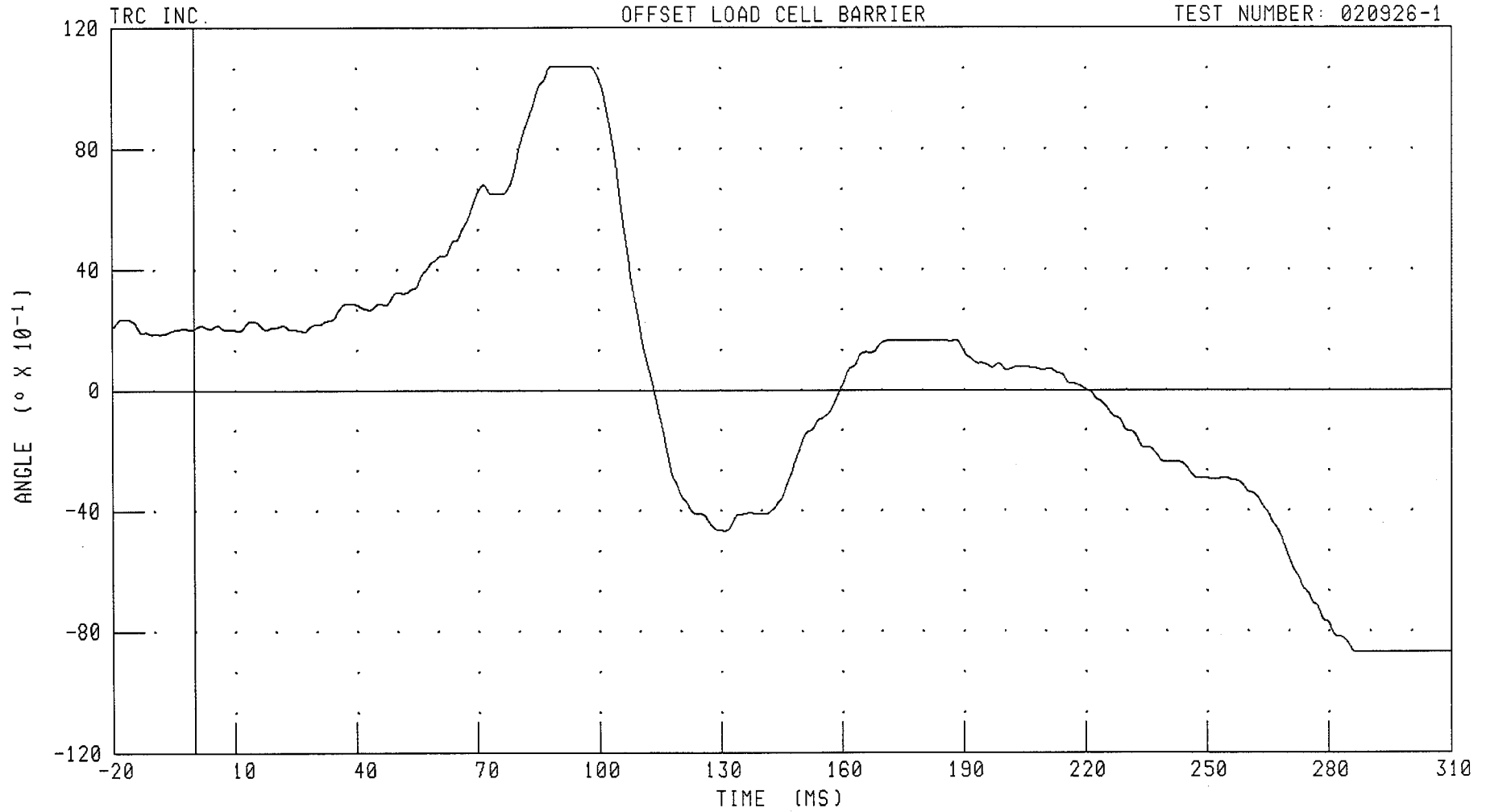
PEAK DATA: 39.70 ° @ 85.92 MS; -18.35 ° @ 31.20 MS

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: 020926-1



CHANNEL: FTLZD1 FILTER: CH. CLASS 180

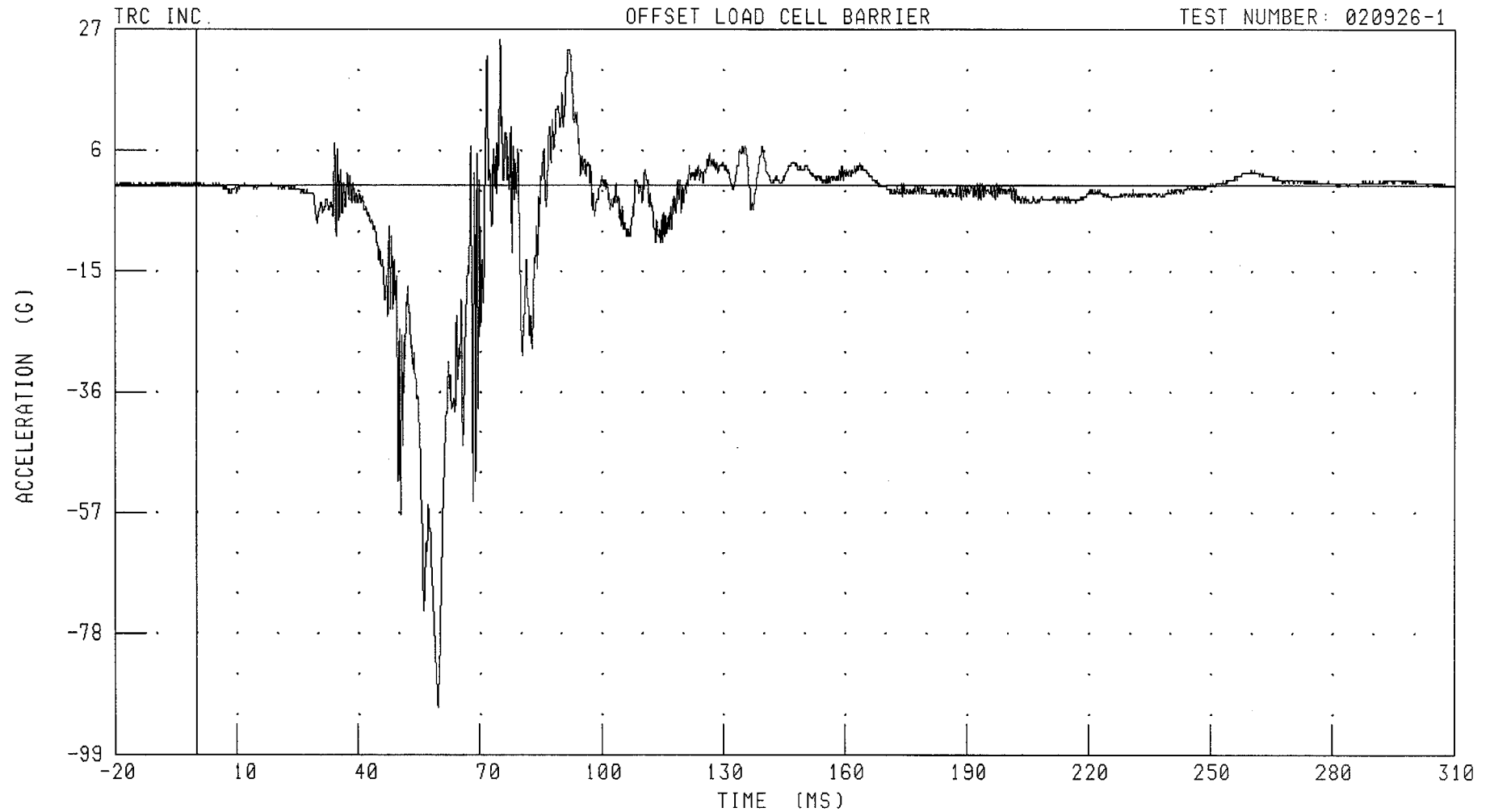
PEAK DATA: 10.73 $^{\circ}$ @ 88.64 MS; -8.70 $^{\circ}$ @ 309.20 MS

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: 020926-1



CHANNEL: FTLXG1 FILTER: CH. CLASS 1000

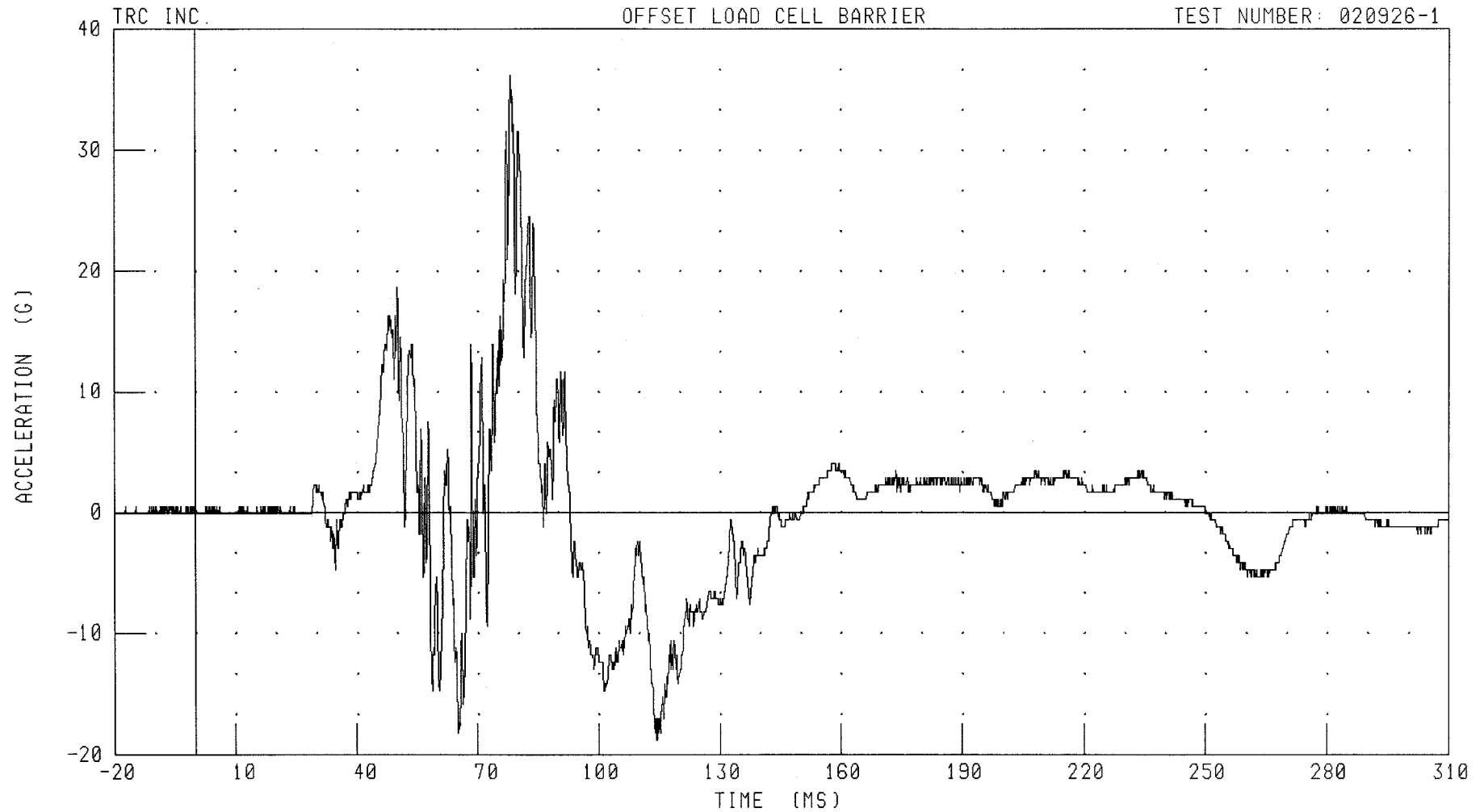
PEAK DATA: 25.27 G @ 75.04 MS; -90.92 G @ 59.60 MS

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: 020926-1



CHANNEL: FTLYG1 FILTER: CH. CLASS 1000

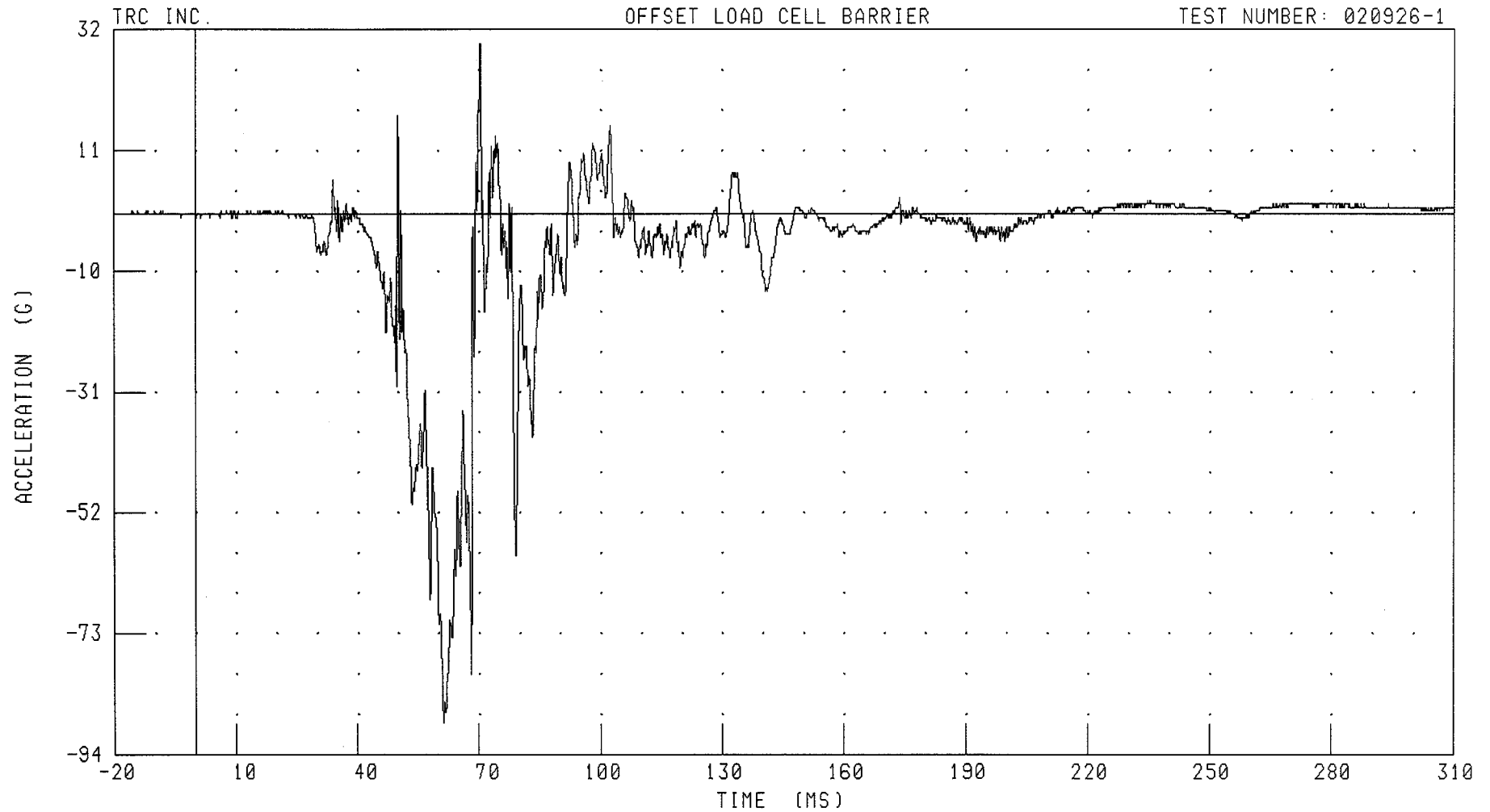
PEAK DATA: 36.24 G @ 78.24 MS; -18.82 G @ 114.40 MS

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: 020926-1



CHANNEL: FTLZG1 FILTER: CH. CLASS 1000

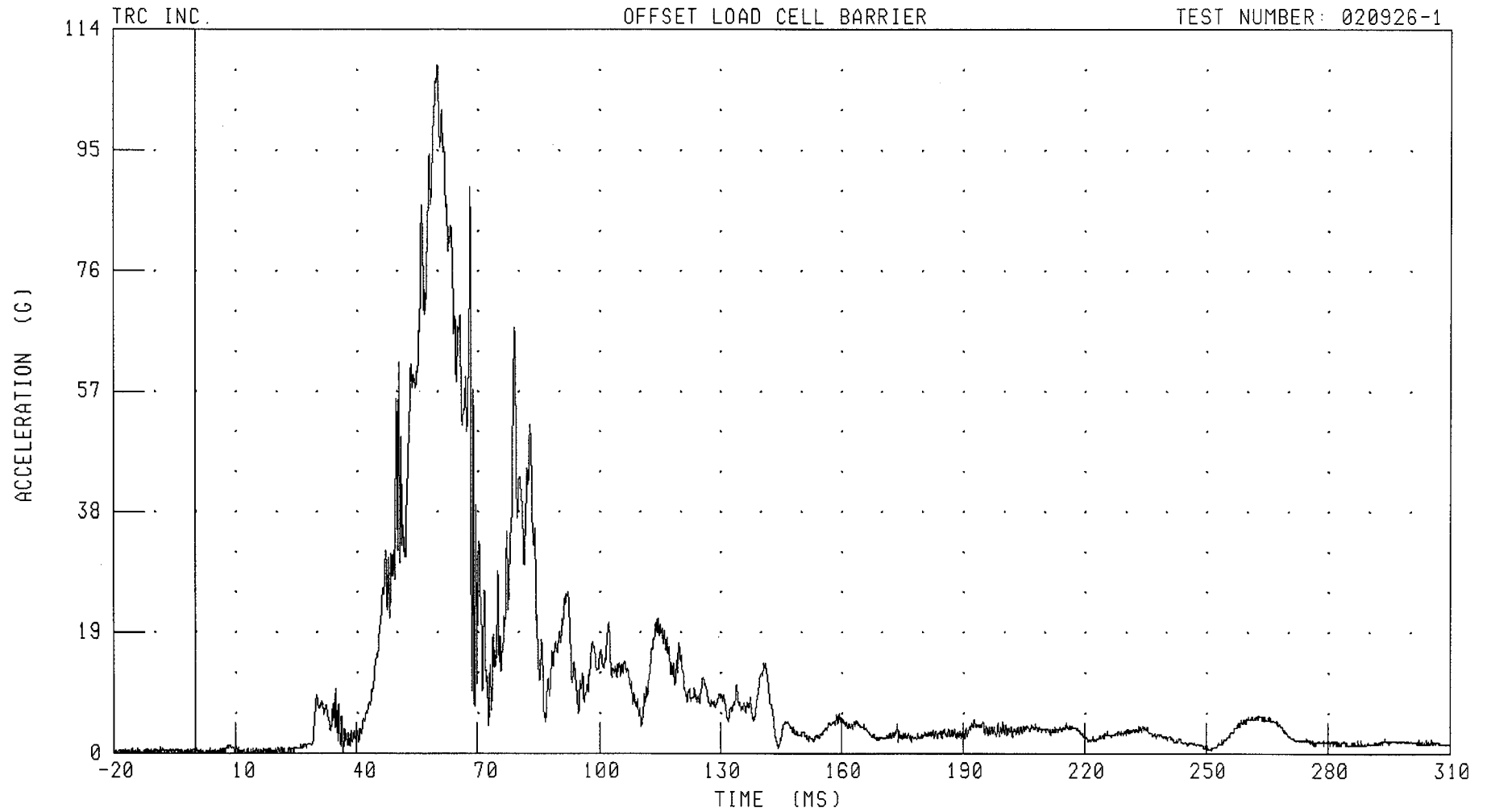
PEAK DATA: 29.48 G @ 70.48 MS; -88.46 G @ 61.20 MS

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: 020926-1



CHANNEL: FTLRG1 FILTER: CH. CLASS 1000

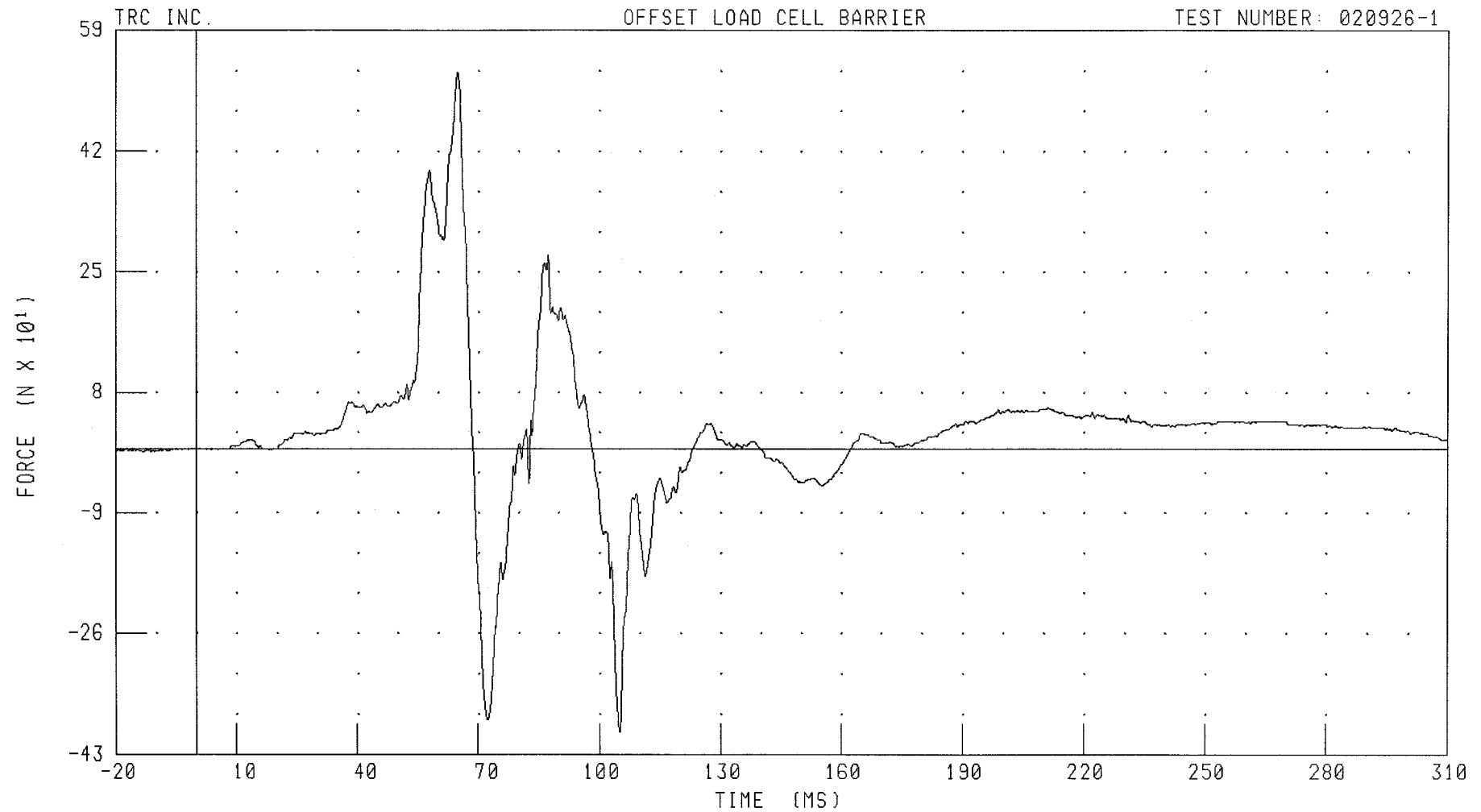
PEAK DATA: 108.38 G @ 60.08 MS; 0.18 G @ -20.00 MS

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: 020926-1



CHANNEL: TBRXF1 FILTER: CH. CLASS 600

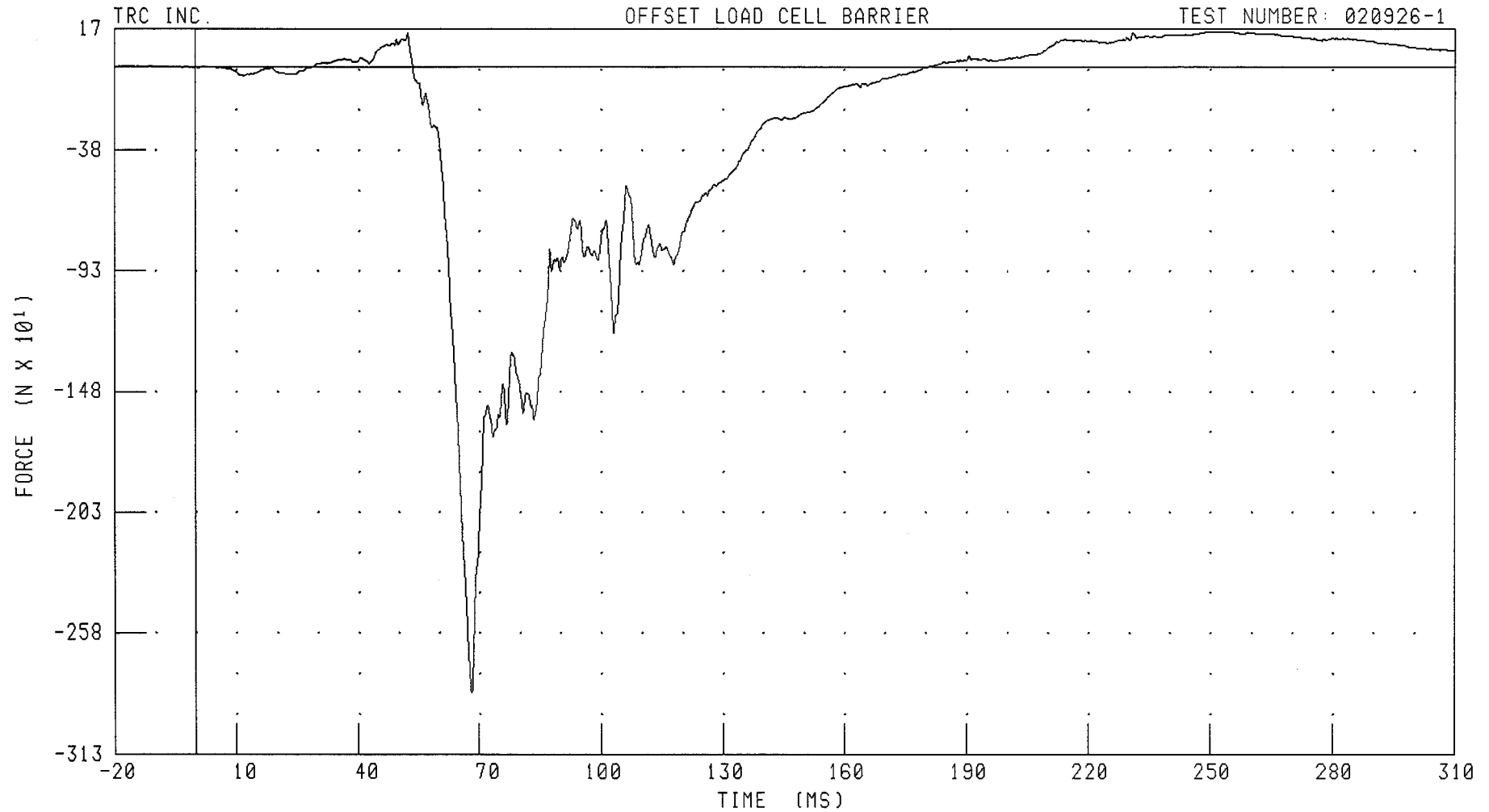
PEAK DATA: 531.50 N @ 64.88 MS; -397.98 N @ 105.12 MS

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: 020926-1



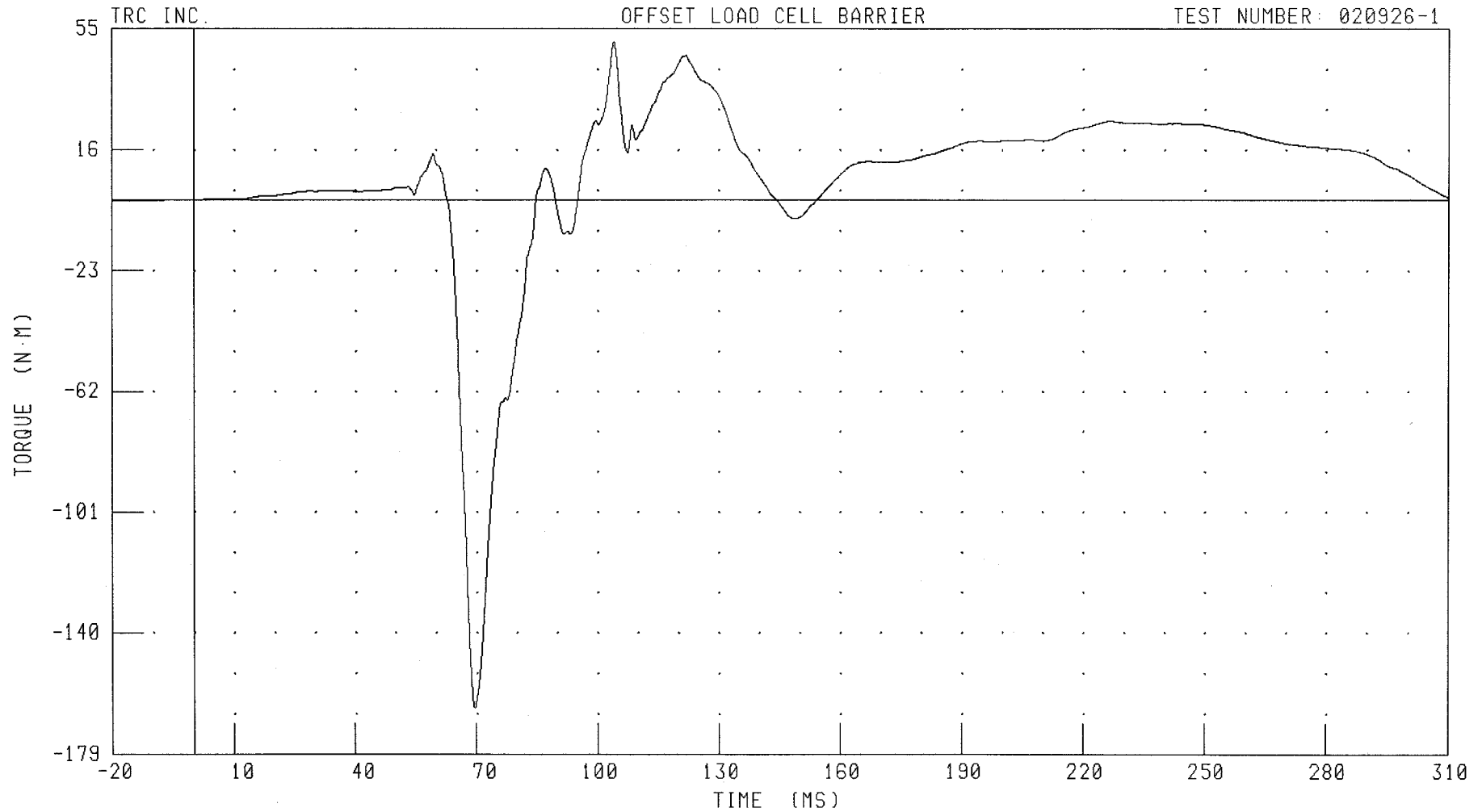
CHANNEL: TBRZF1 FILTER: CH. CLASS 600

PEAK DATA: 158.68 N @ 252.08 MS; -285.27 N @ 68.08 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: 020926-1



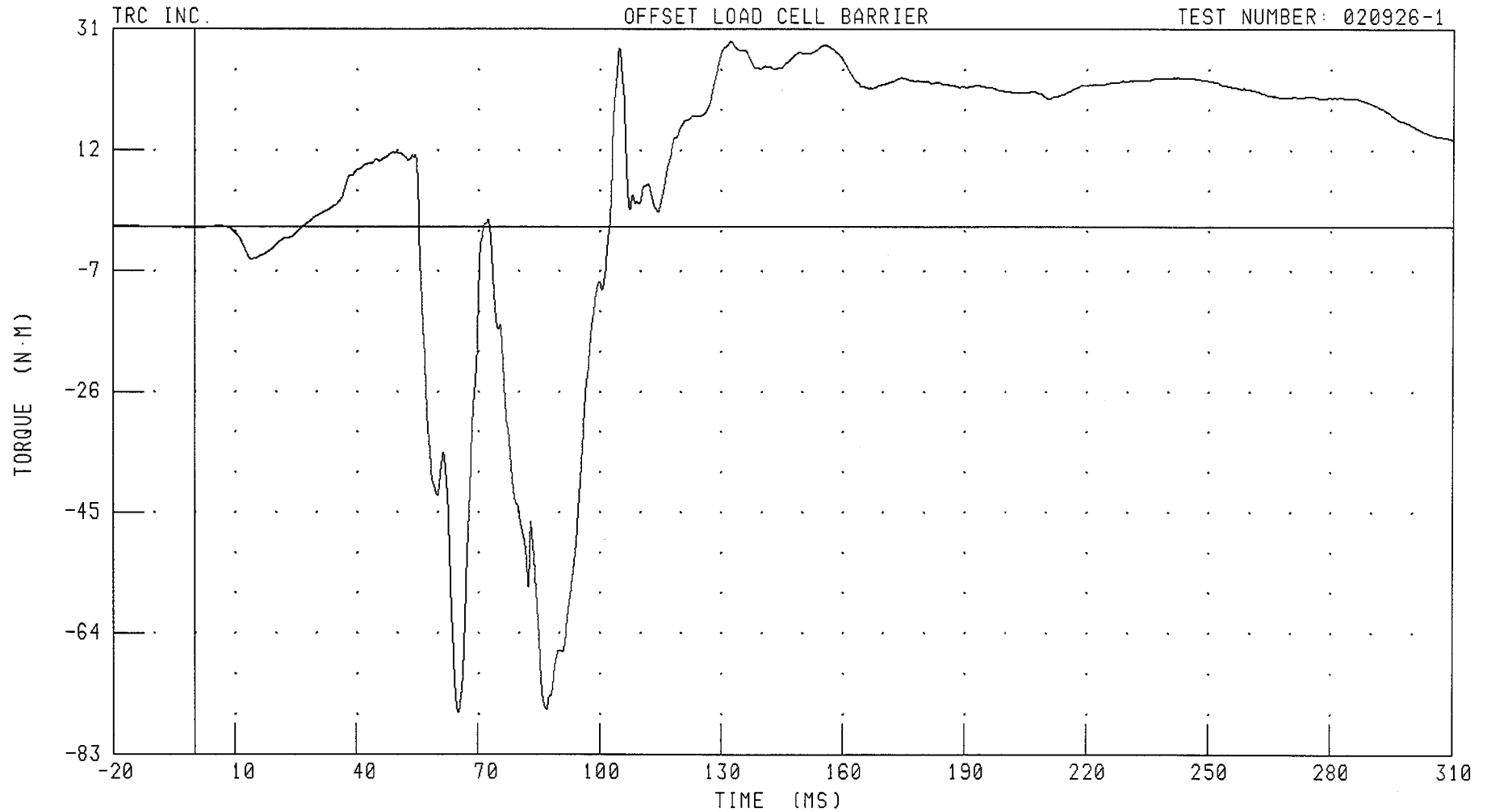
CHANNEL: TBRXM1 FILTER: CH. CLASS 600

PEAK DATA: 50.84 N·M @ 104.16 MS; -164.32 N·M @ 69.60 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: 020926-1



CHANNEL: TBRYM1 FILTER: CH. CLASS 600

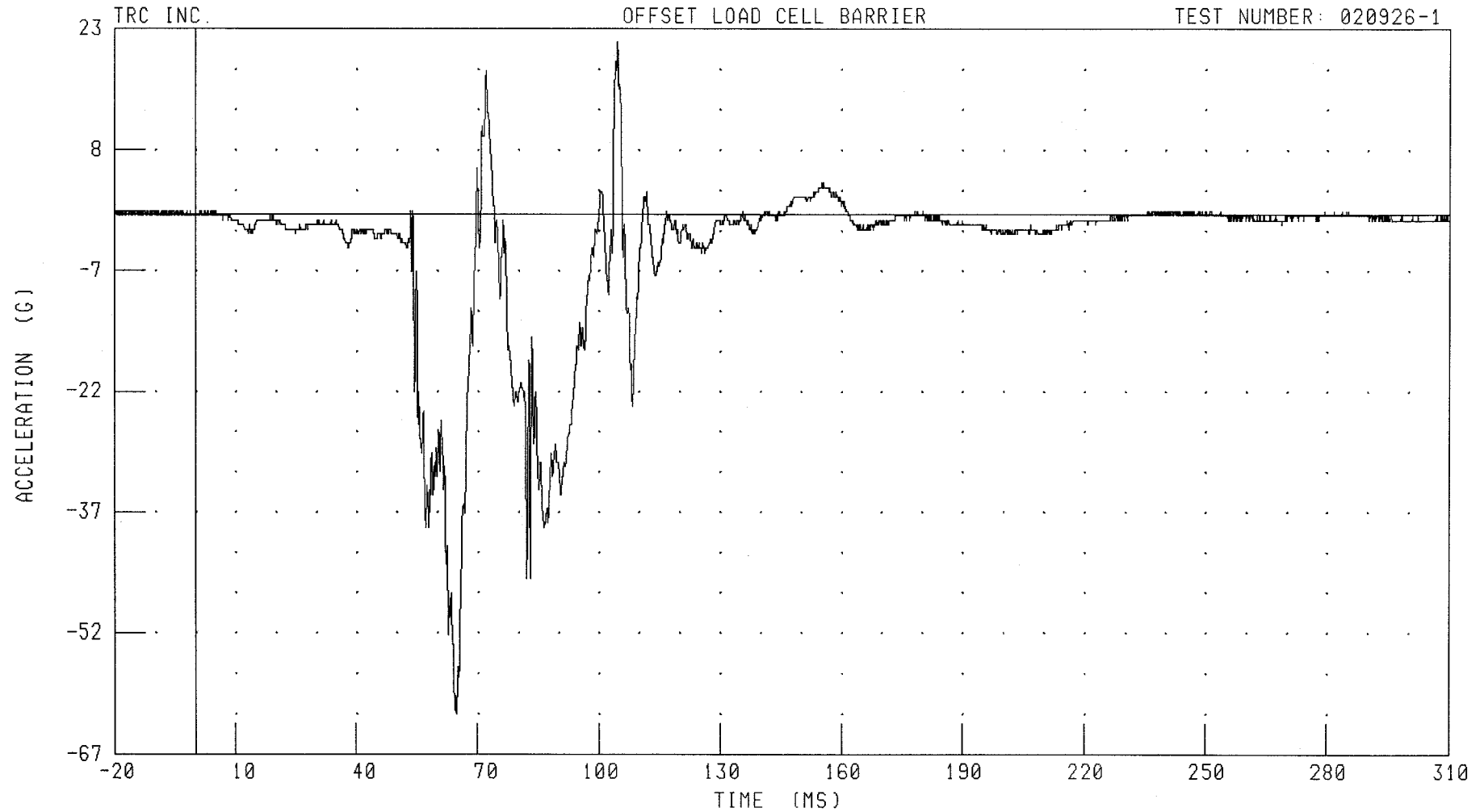
PEAK DATA: 29.08 N·M @ 132.48 MS; -76.50 N·M @ 65.20 MS

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: 020926-1



CHANNEL: TBRXG1 FILTER: CH. CLASS 1000

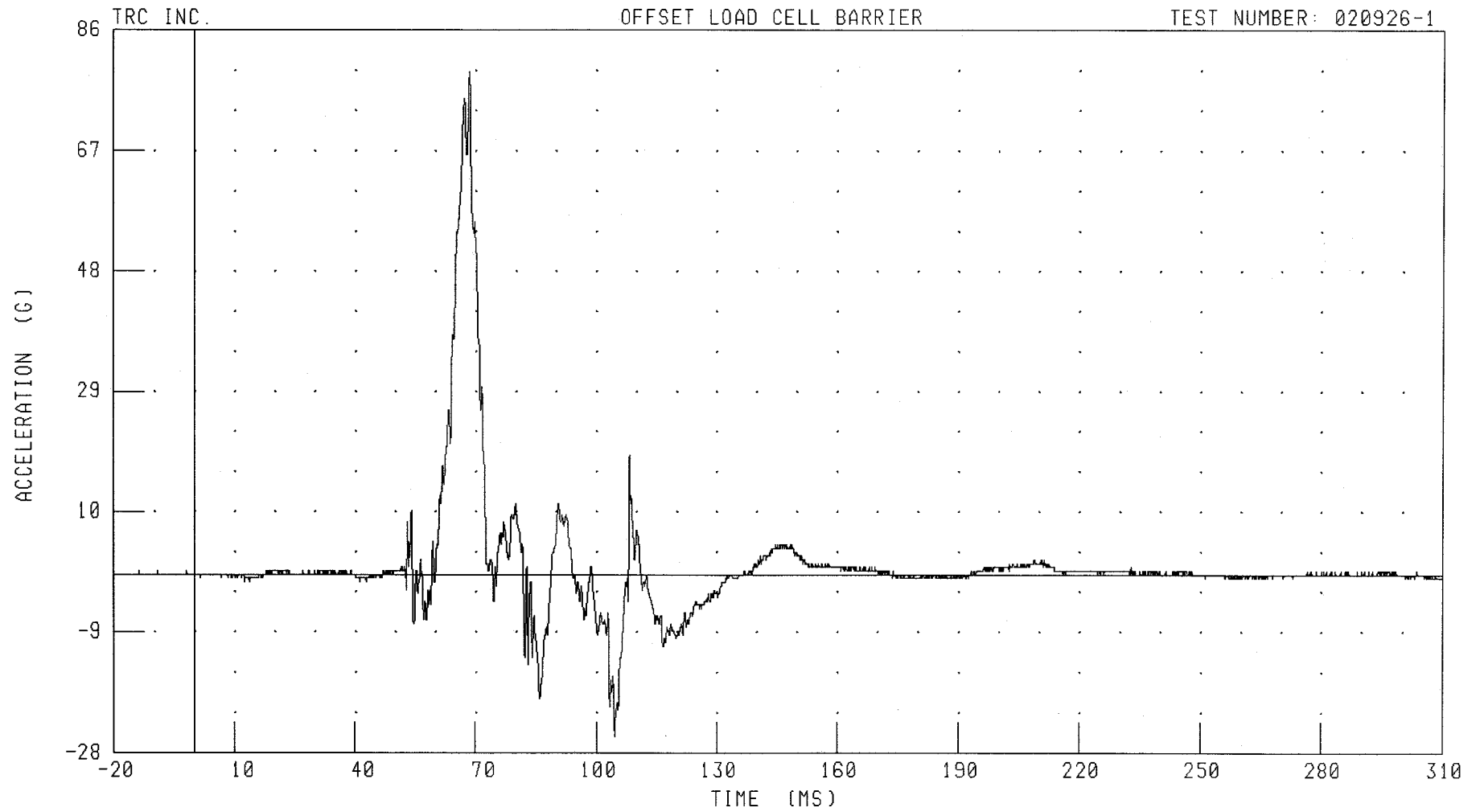
PEAK DATA: 21.33 G @ 104.72 MS; -62.07 G @ 64.72 MS

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: 020926-1



CHANNEL: TBRYG1 FILTER: CH. CLASS 1000

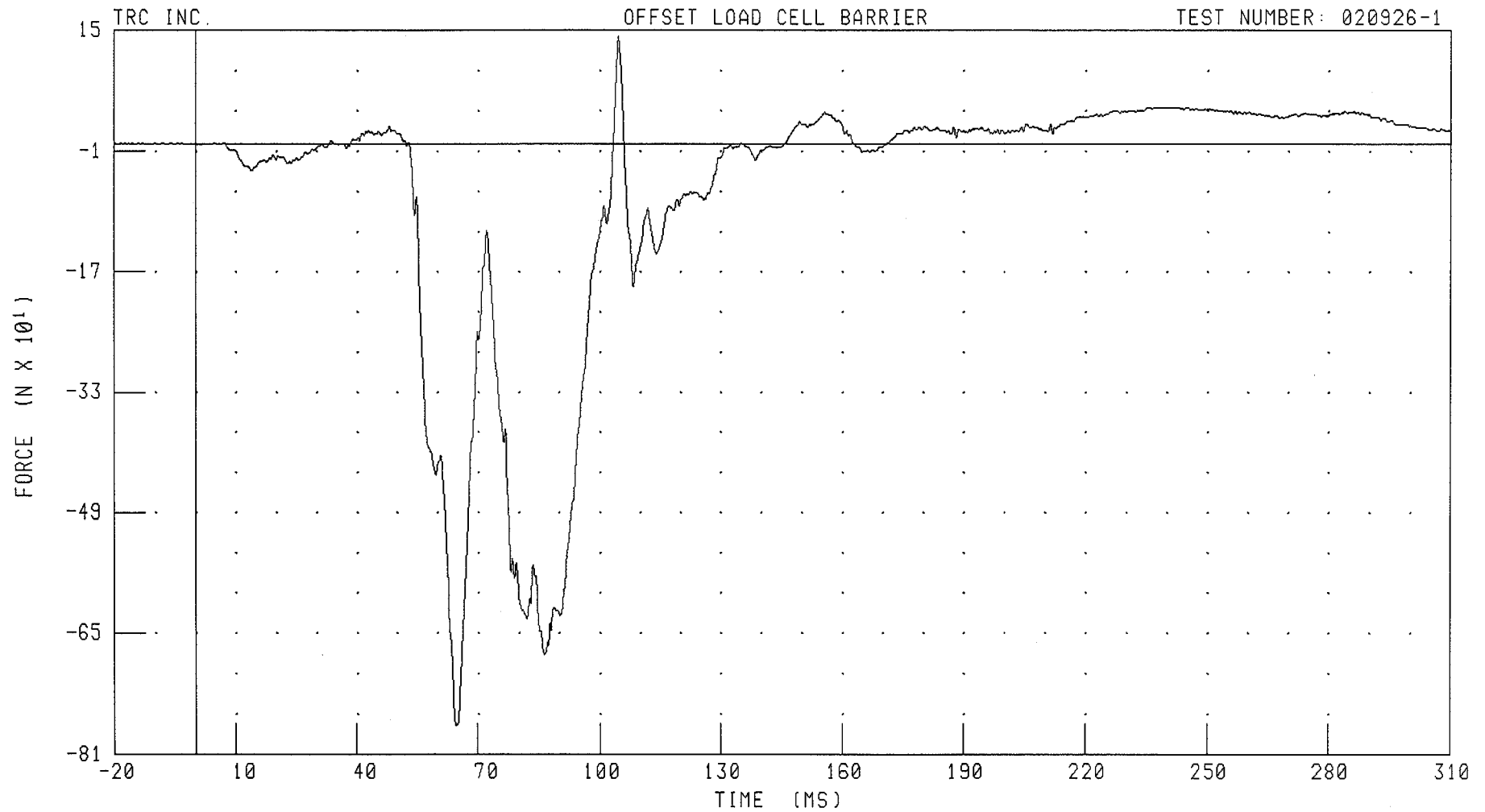
PEAK DATA: 79.45 G @ 68.64 MS; -25.49 G @ 104.56 MS

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: 020926-1



CHANNEL: ANRXF1 FILTER: CH. CLASS 600

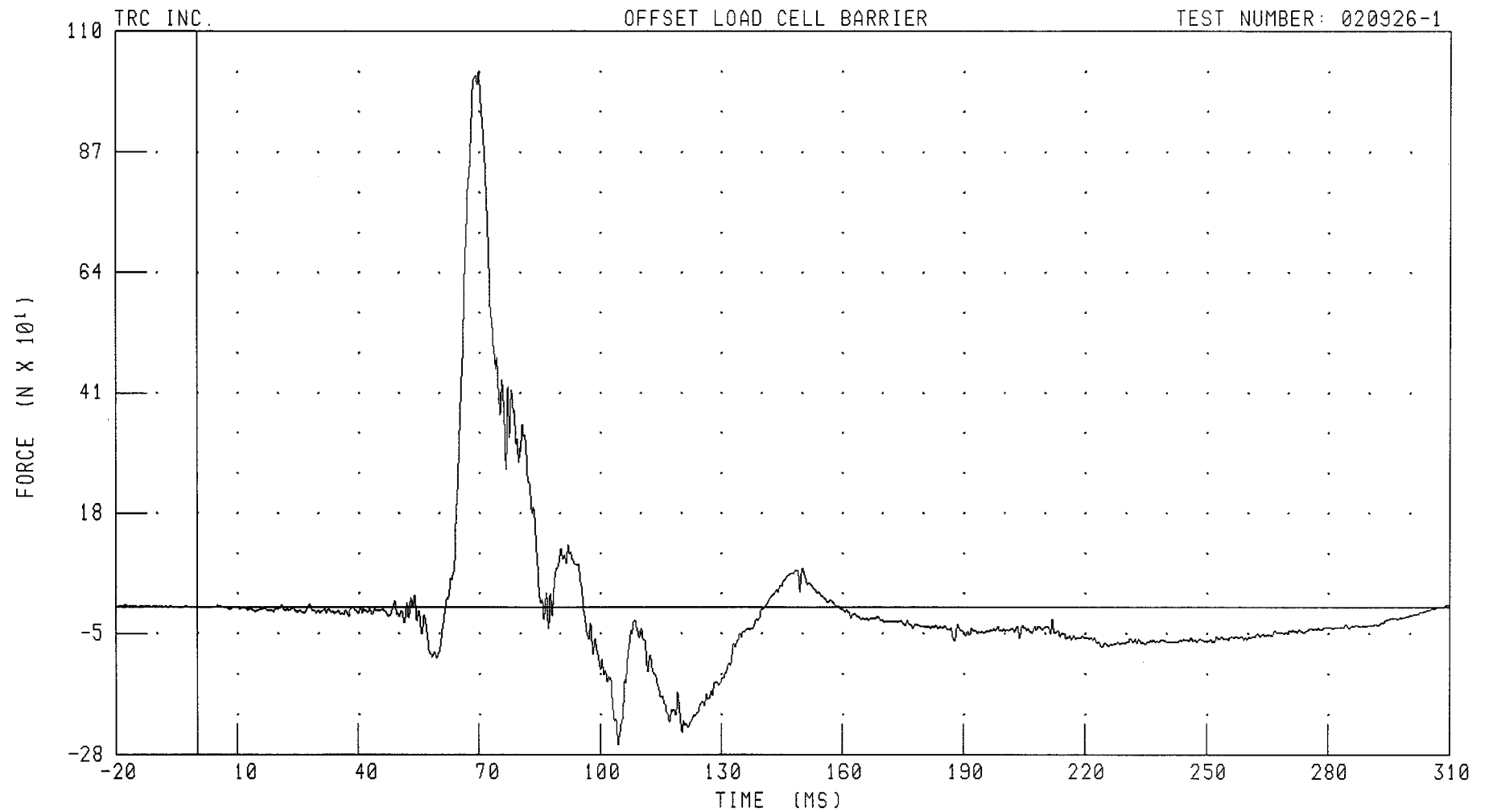
PEAK DATA: 141.85 N @ 104.72 MS; -772.56 N @ 64.64 MS

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: 020926-1



CHANNEL: ANRYF1 FILTER: CH. CLASS 600

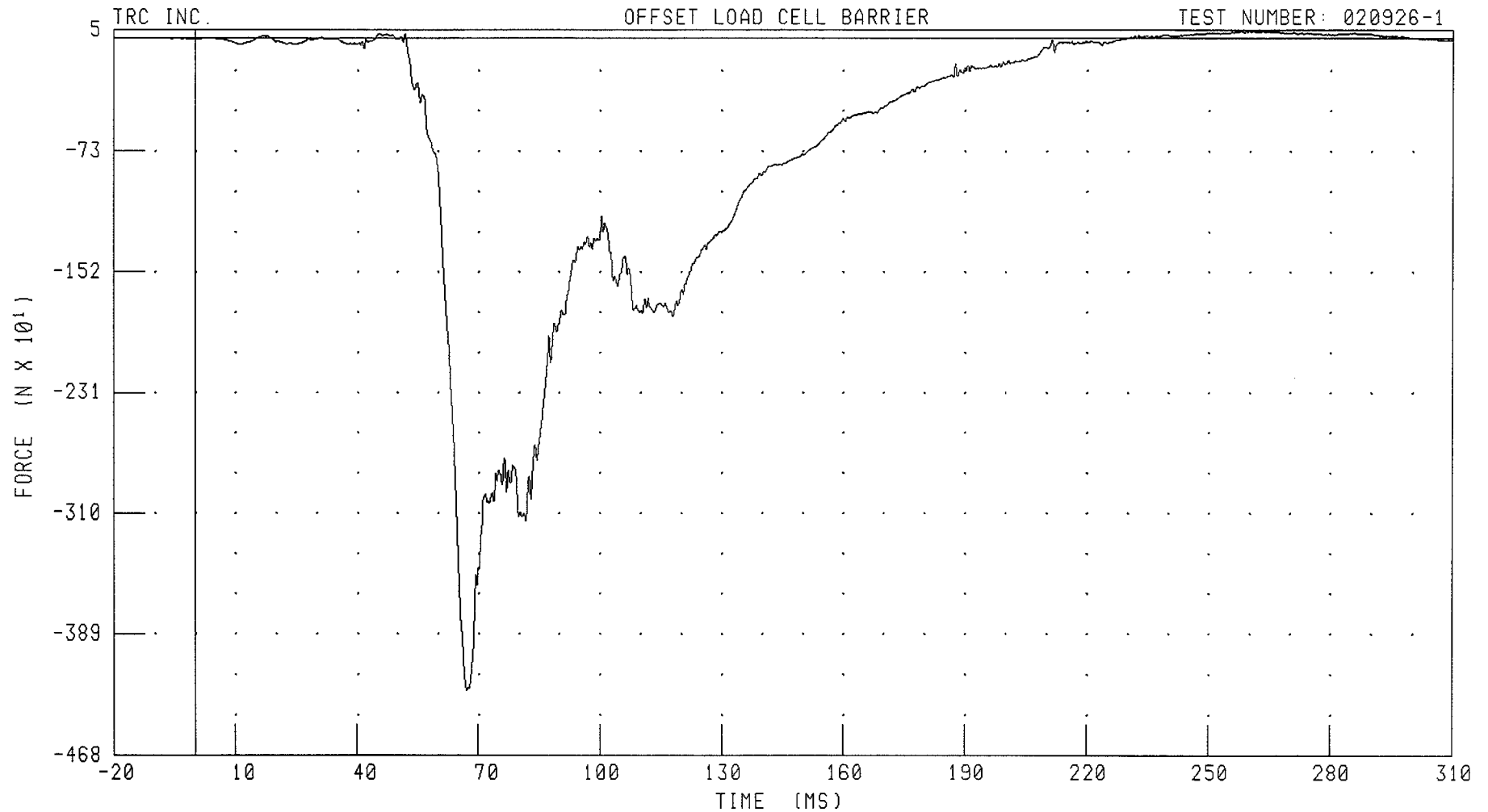
PEAK DATA: 1022.65 N @ 70.00 MS; -260.10 N @ 104.48 MS

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: 020926-1



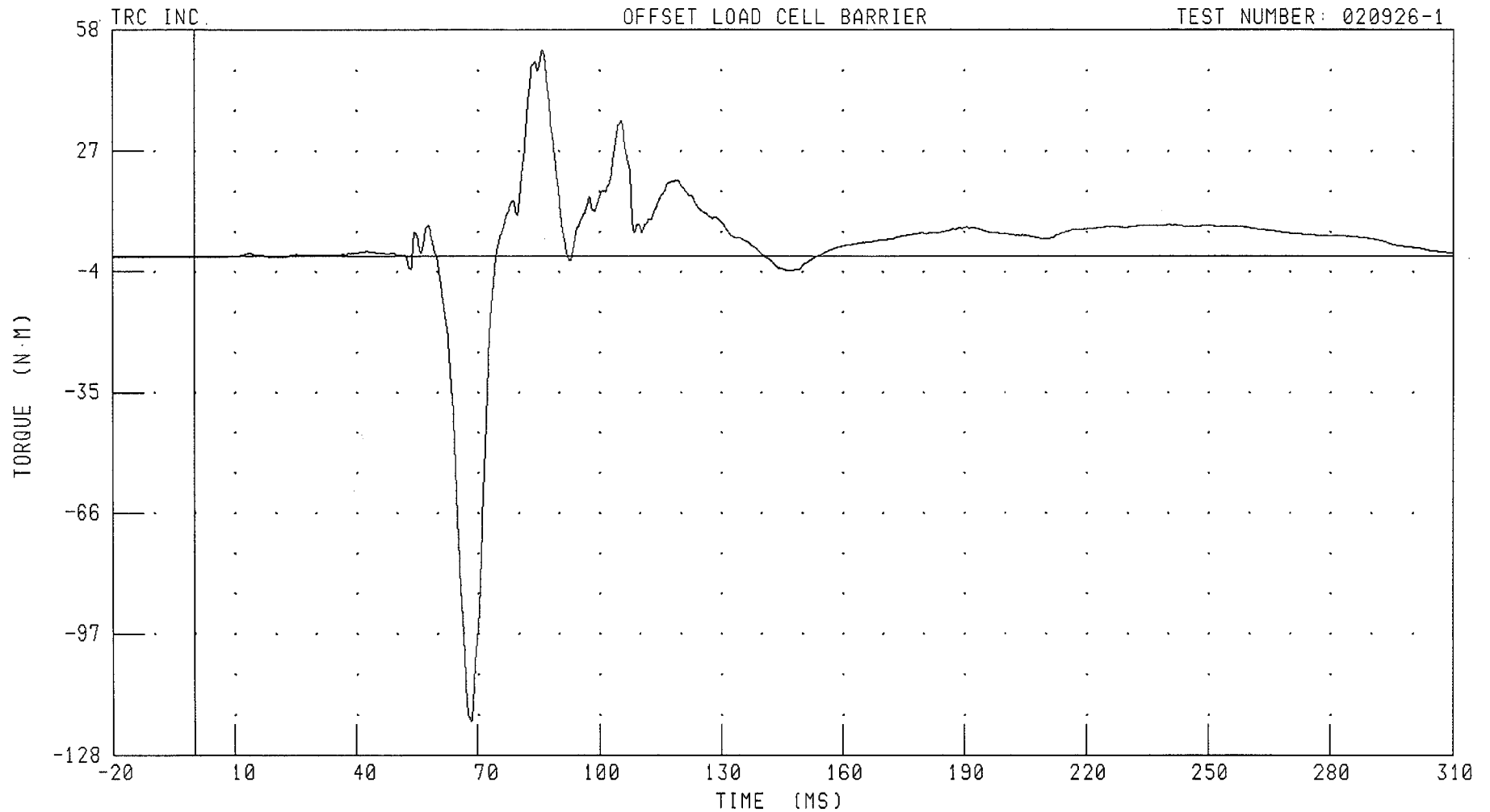
CHANNEL: ANRZF1 FILTER: CH. CLASS 600

PEAK DATA: 47.72 N @ 260.80 MS; -4265.84 N @ 67.12 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: 020926-1



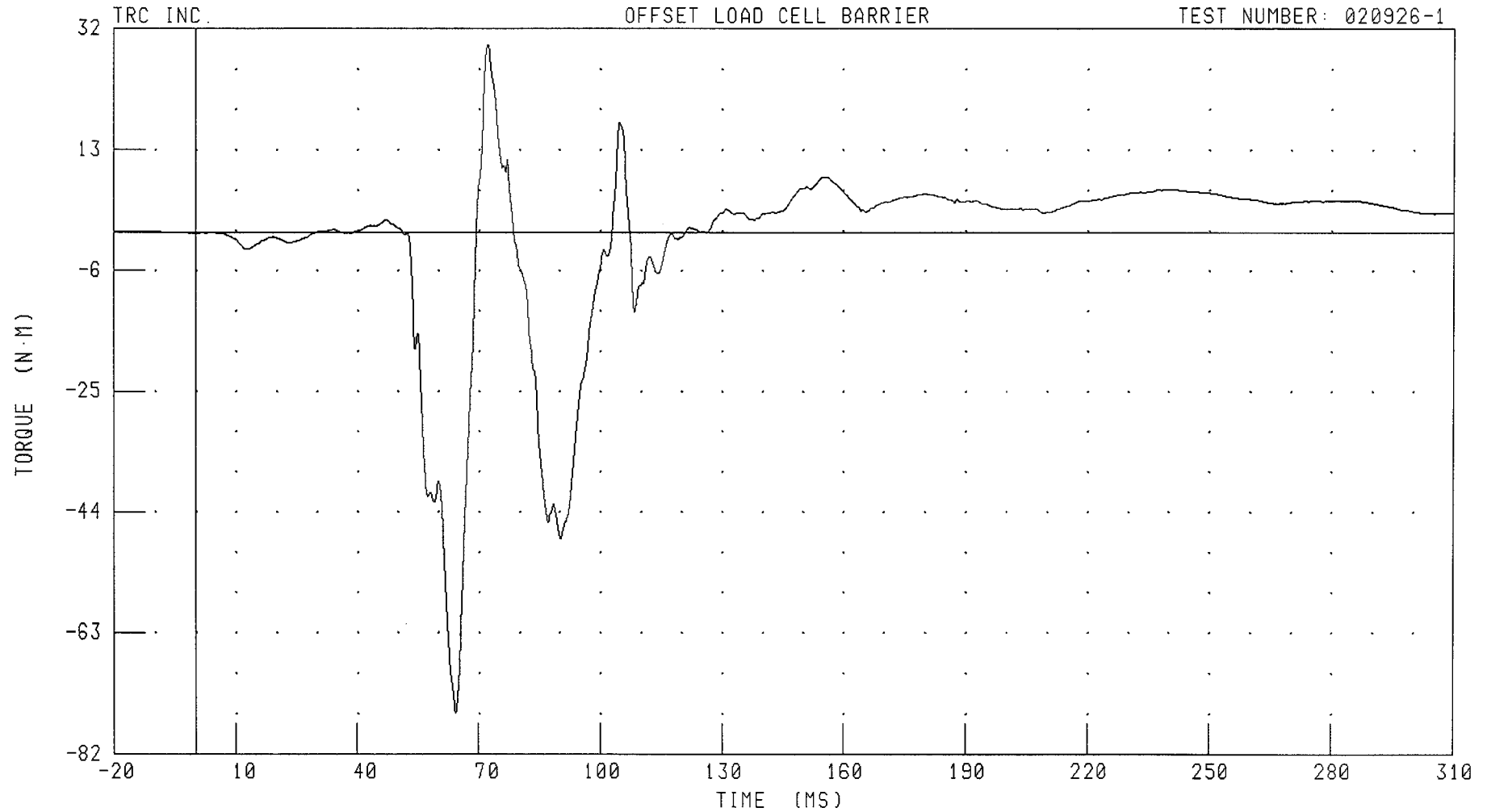
CHANNEL: ANRXM1 FILTER: CH. CLASS 600

PEAK DATA: 52.94 N·M @ 85.92 MS; -119.36 N·M @ 68.40 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: 020926-1



CHANNEL: ANRYM1 FILTER: CH. CLASS 600

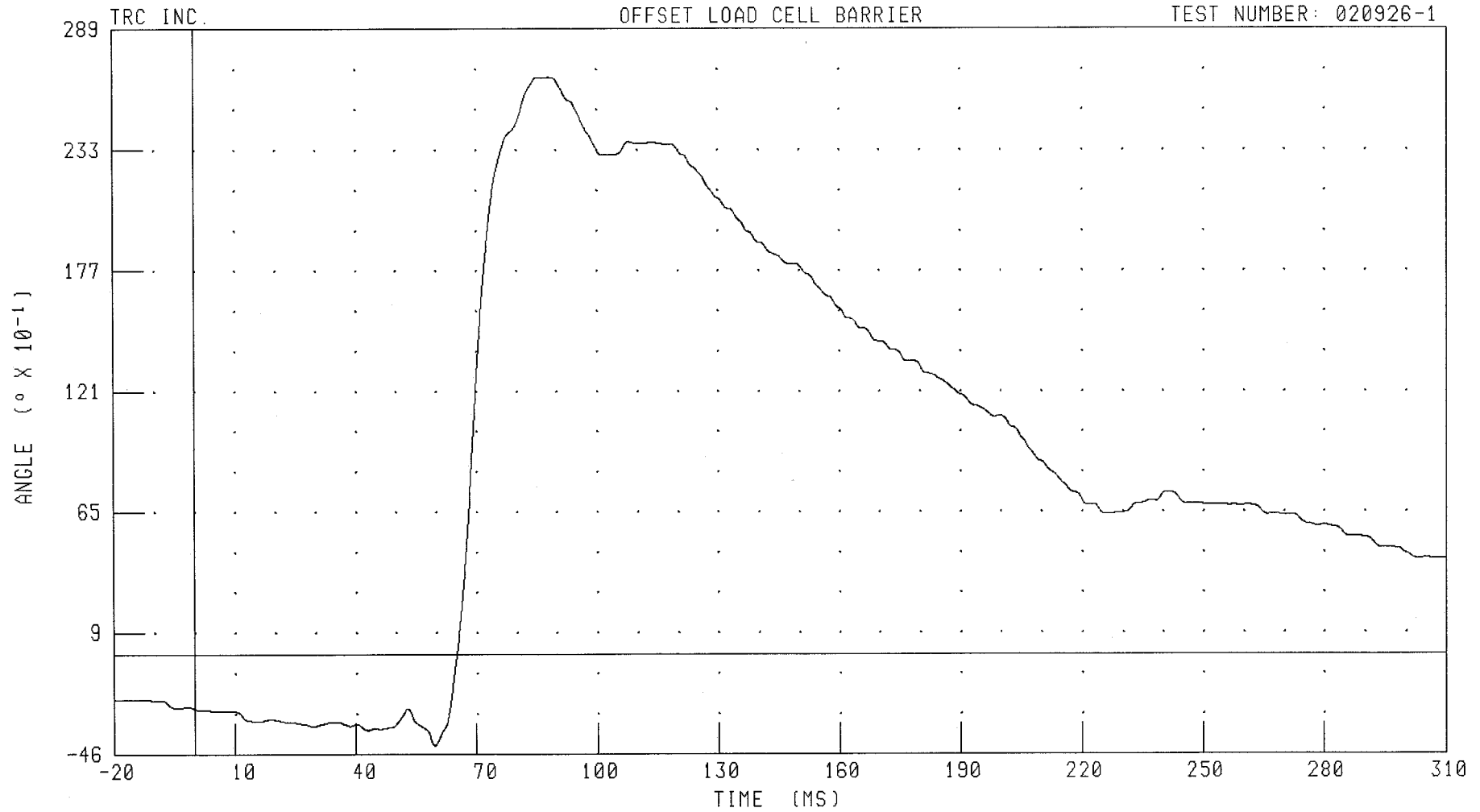
PEAK DATA: 29.51 N·m @ 72.32 MS; -75.64 N·m @ 64.32 MS

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: 020926-1



CHANNEL: FTRXD1 FILTER: CH. CLASS 180

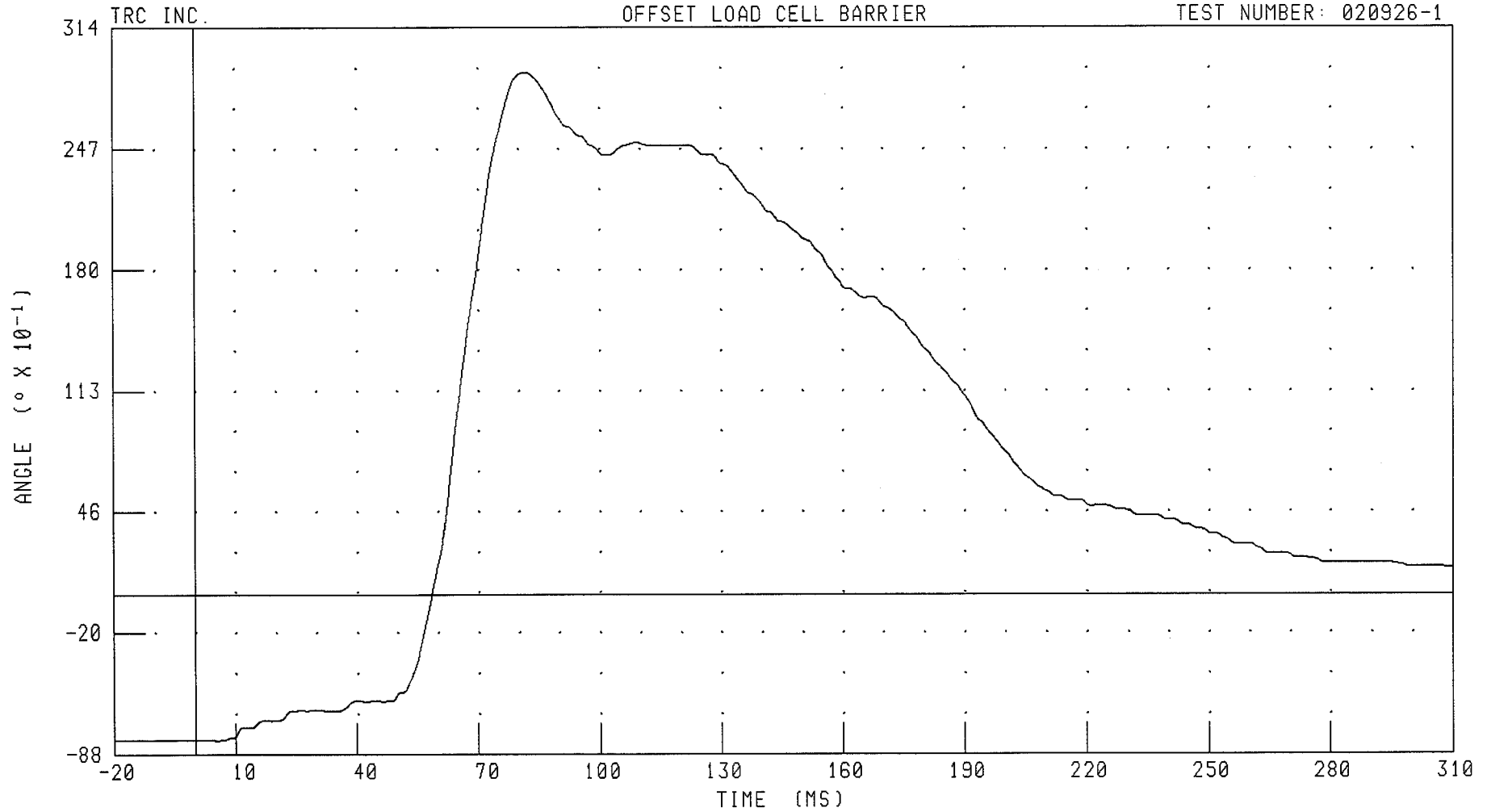
PEAK DATA: 26.76 $^{\circ}$ @ 88.32 MS; -4.21 $^{\circ}$ @ 59.52 MS

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: 020926-1



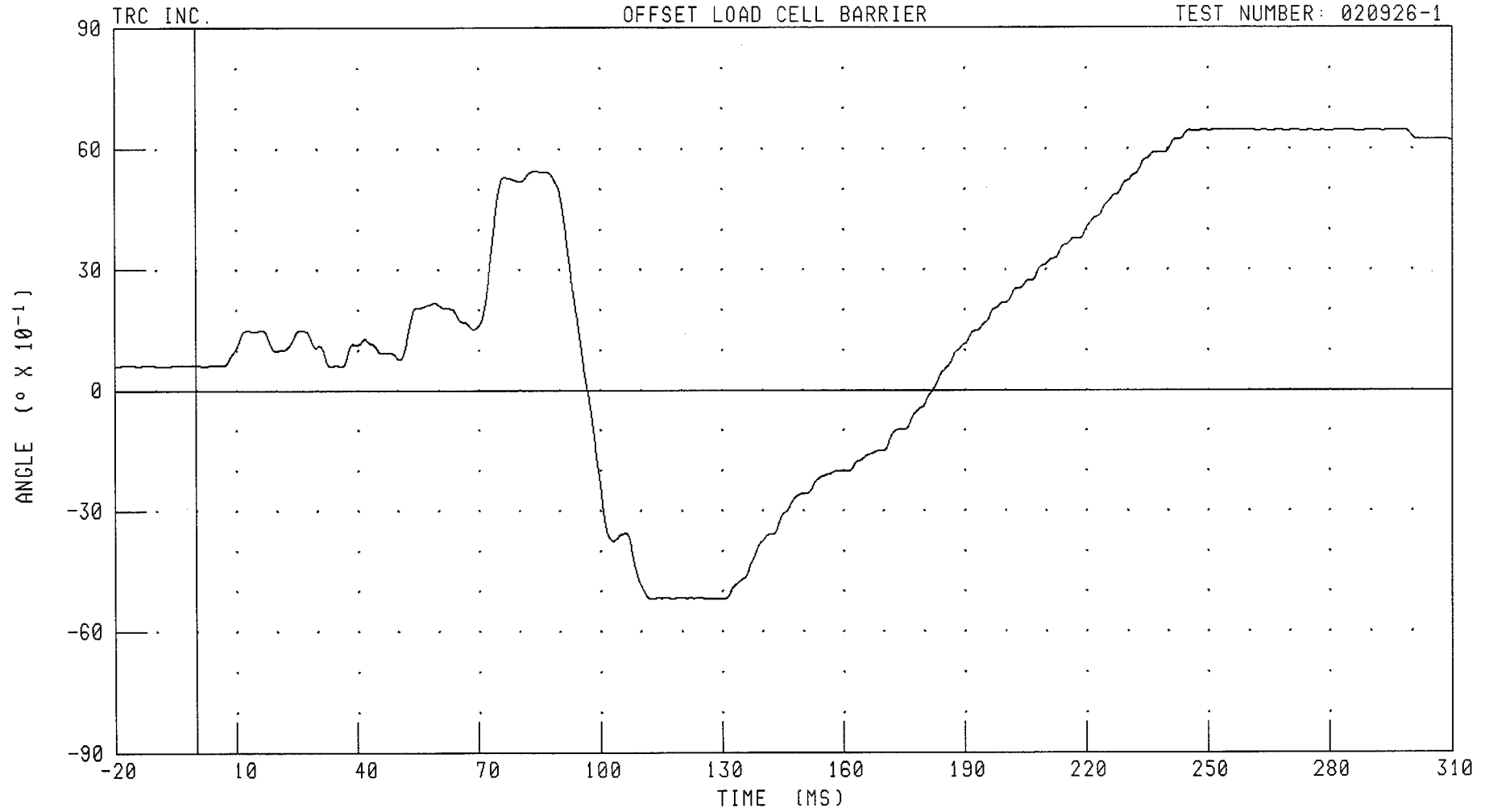
CHANNEL: FTRYD1 FILTER: CH. CLASS 180

PEAK DATA: 28.93 ° @ 81.68 MS; -8.05 ° @ 5.44 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: 020926-1



CHANNEL: FTRZD1 FILTER: CH. CLASS 180

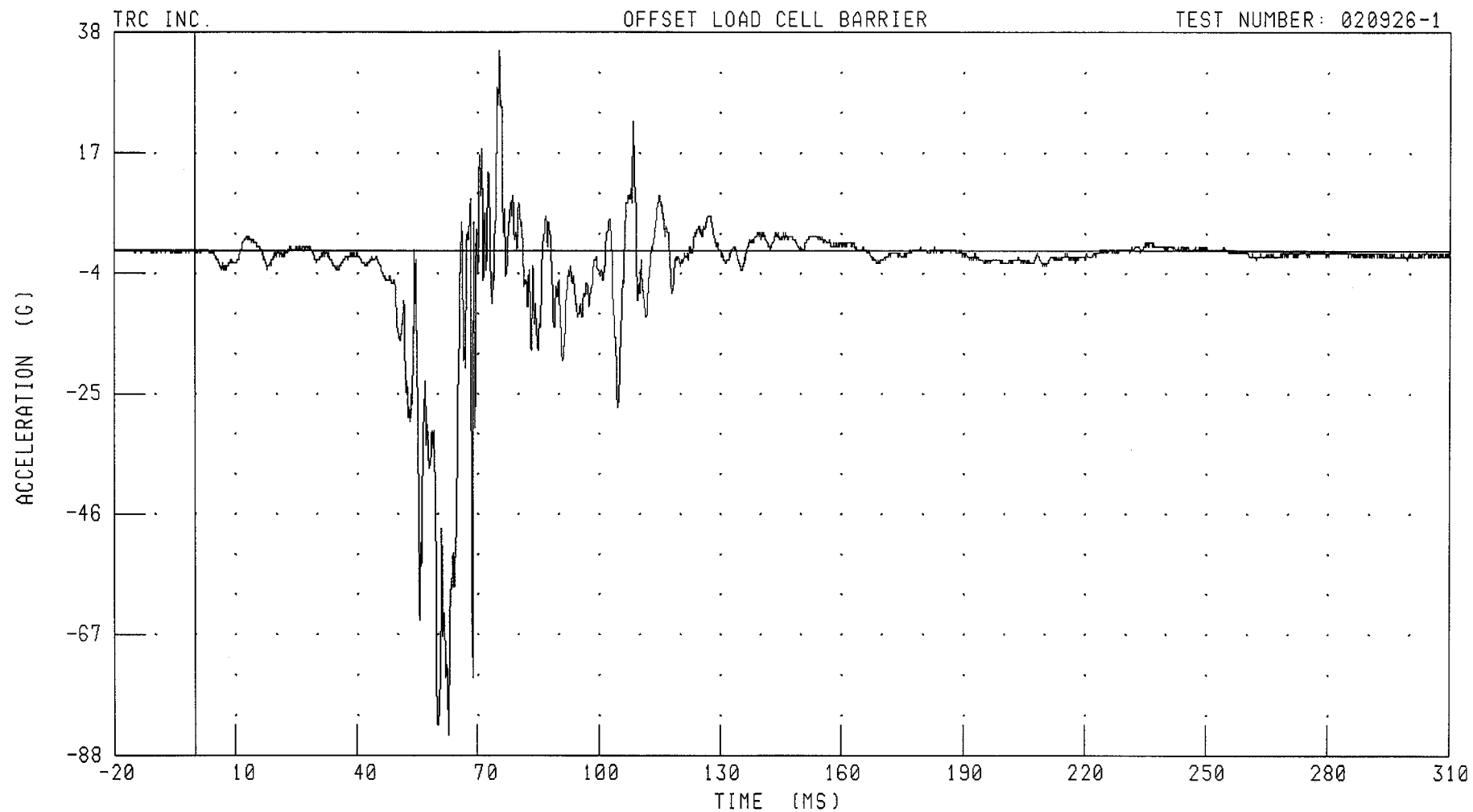
PEAK DATA: 6.47 $^{\circ}$ @ 298.24 MS; -5.19 $^{\circ}$ @ 130.48 MS

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: 020926-1



CHANNEL: FTRXC1 FILTER: CH. CLASS 1000

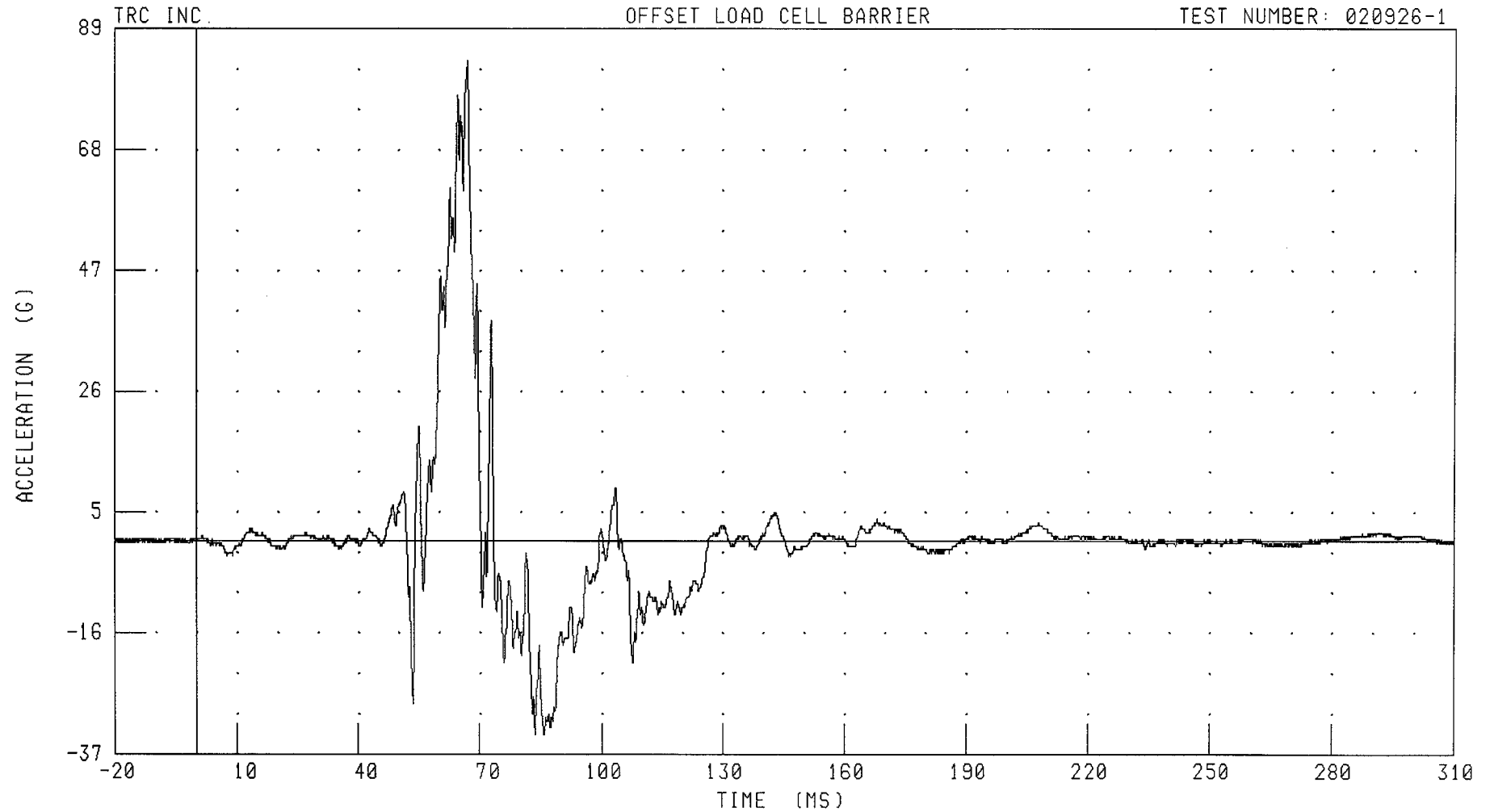
PEAK DATA: 34.87 G @ 75.52 MS; -84.48 G @ 62.72 MS

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: 020926-1



CHANNEL: FTRYG1 FILTER: CH. CLASS 1000

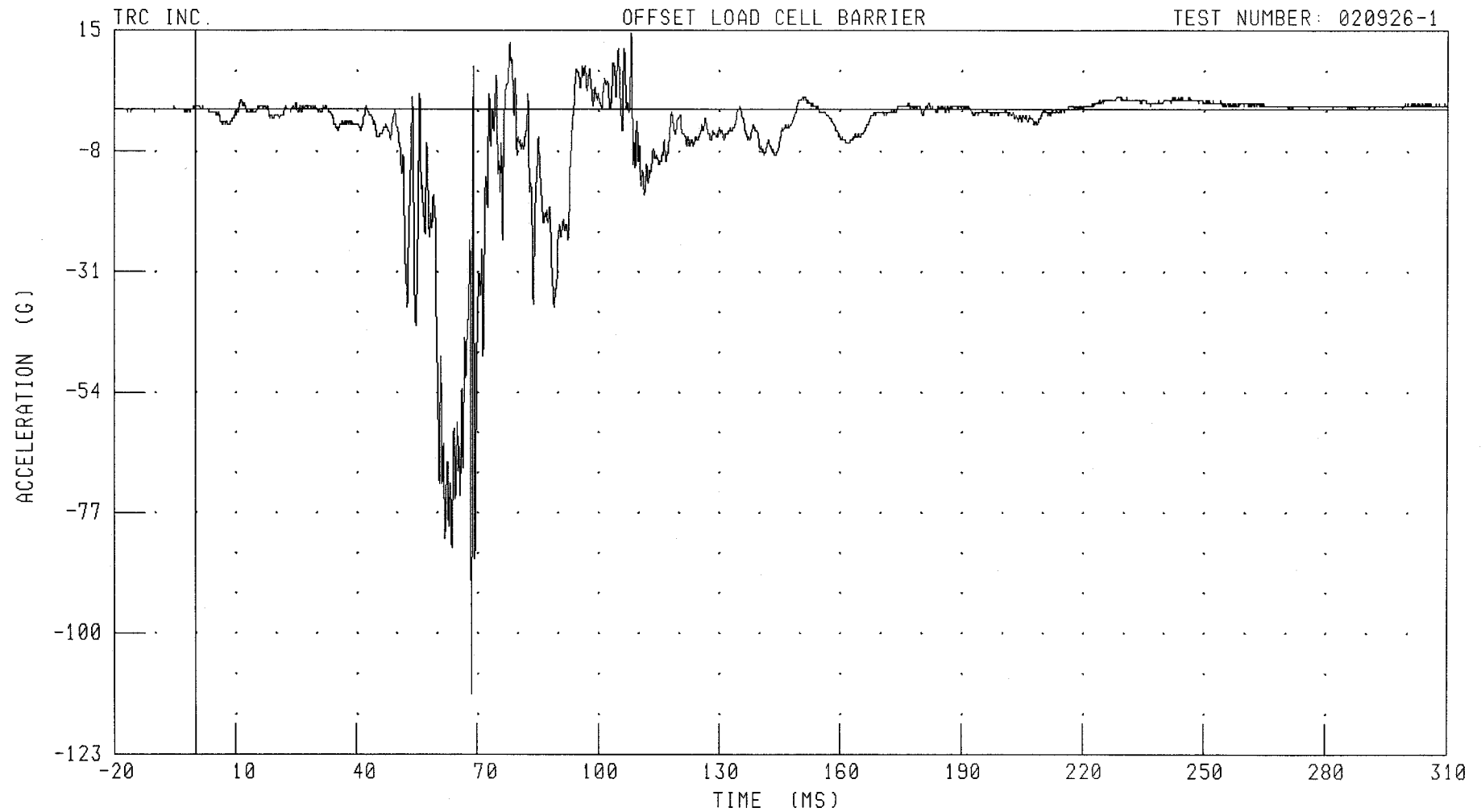
PEAK DATA: 83.52 G @ 67.04 MS; -33.66 G @ 83.52 MS

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: 020926-1



CHANNEL: FTRZG1 FILTER: CH. CLASS 1000

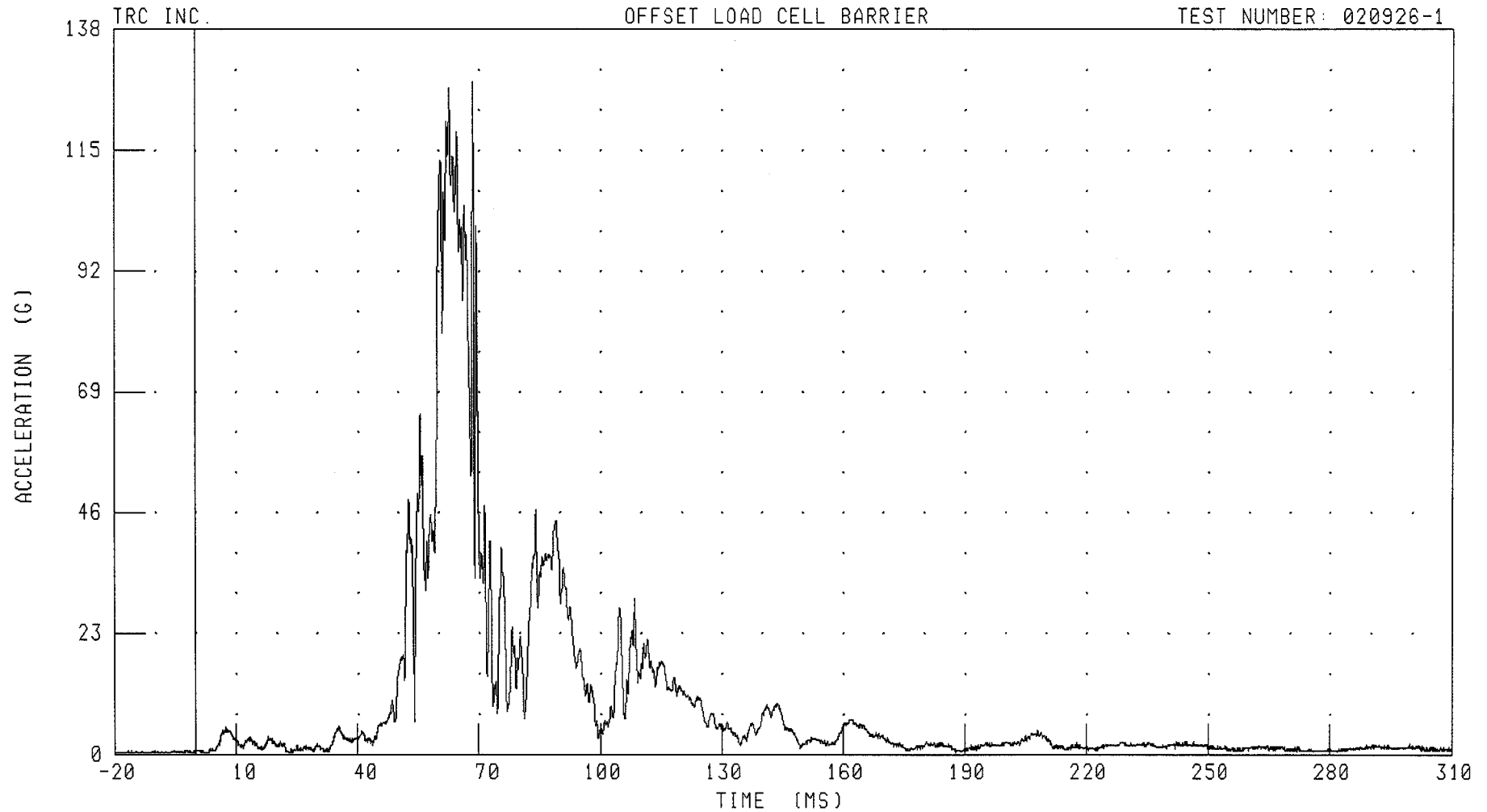
PEAK DATA: 14.53 G @ 108.32 MS; -111.47 G @ 68.64 MS

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: 020926-1



CHANNEL: FTTRC1 FILTER: CH. CLASS 1000

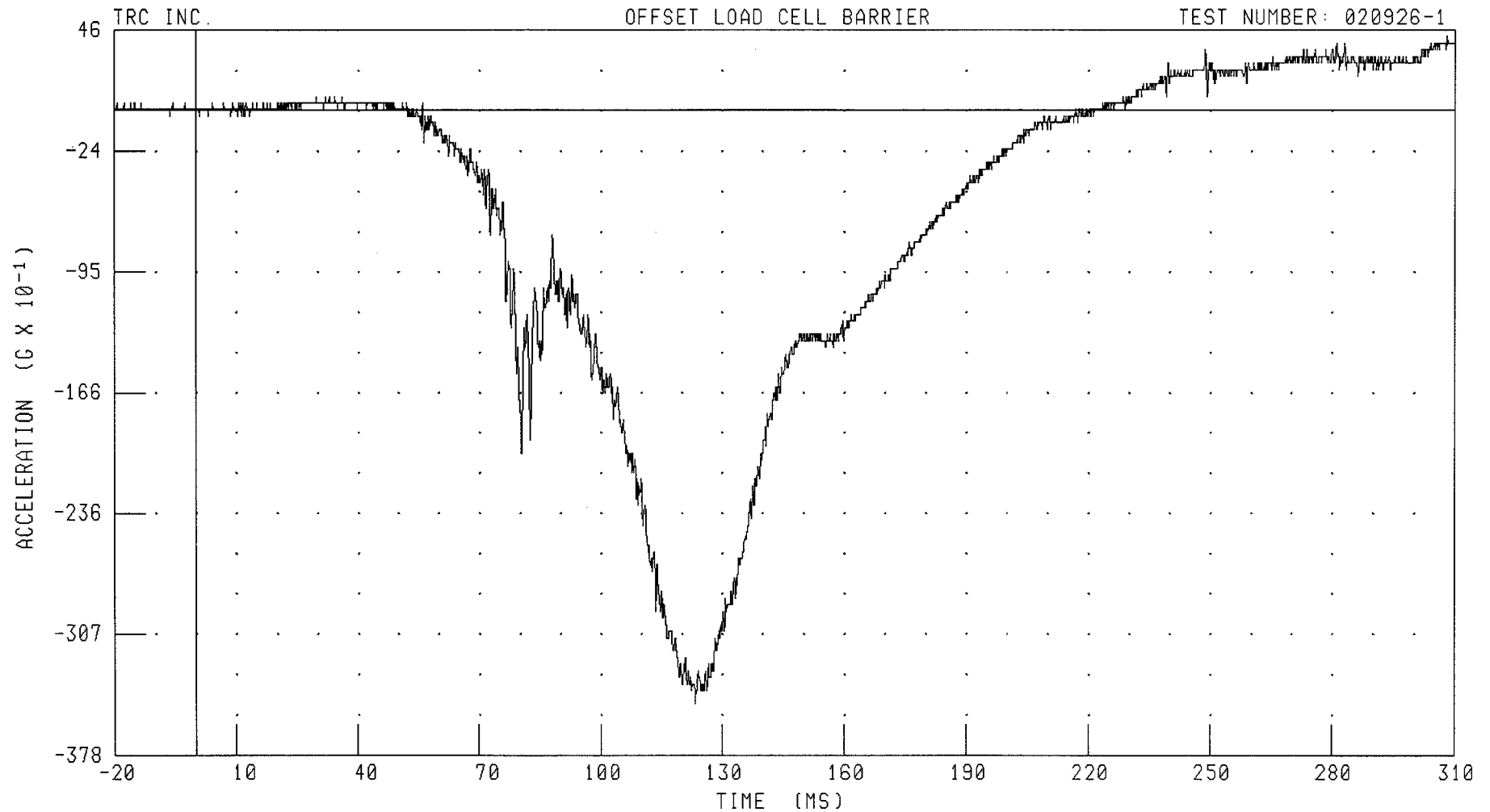
PEAK DATA: 128.03 G @ 68.64 MS; 0.30 G @ -20.00 MS

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: 020926-1



CHANNEL: HEDXC2 FILTER: CH. CLASS 1000

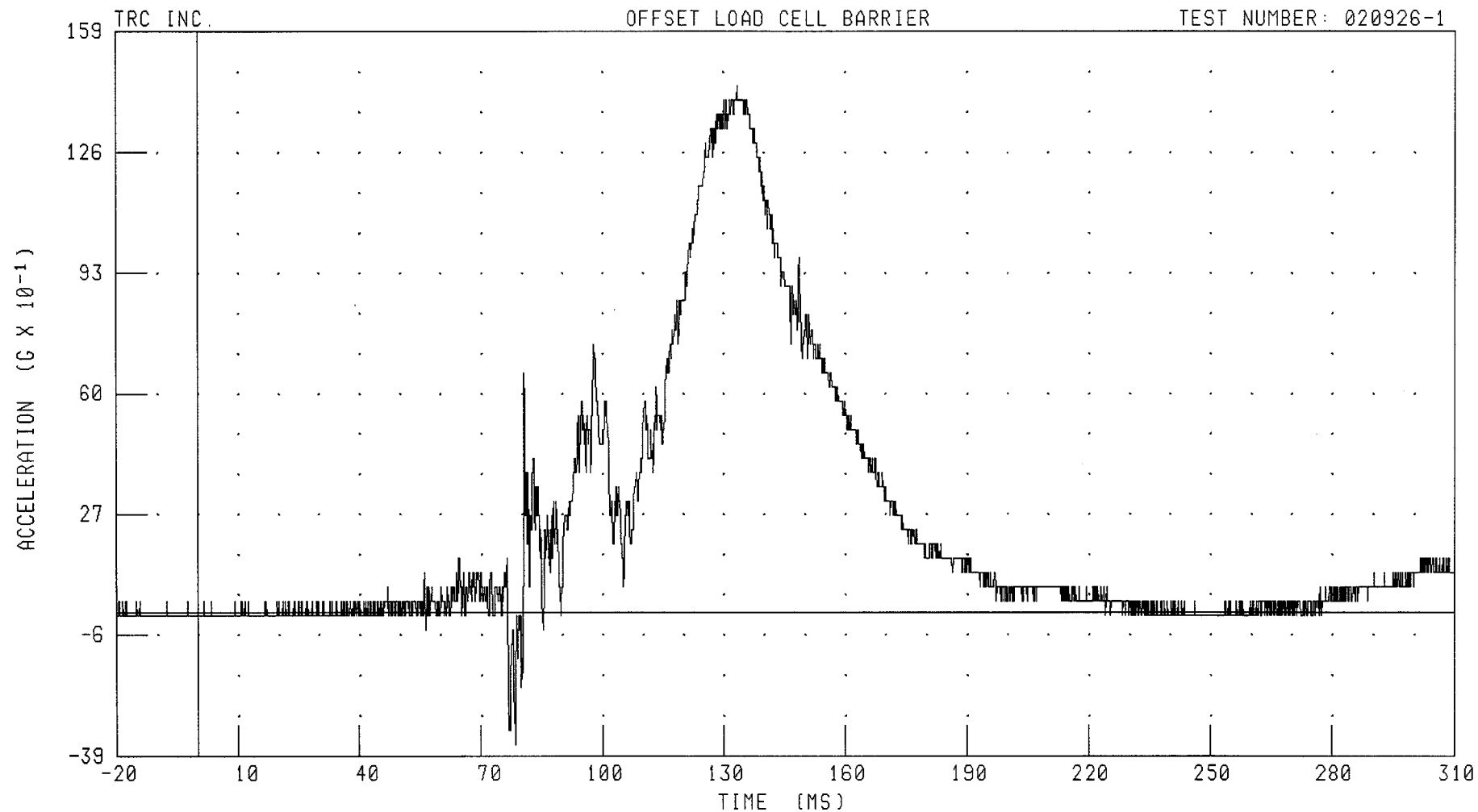
PEAK DATA: 4.33 G @ 308.00 MS; -34.91 G @ 123.52 MS

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: 020926-1



CHANNEL: HEDYG2 FILTER: CH. CLASS 1000

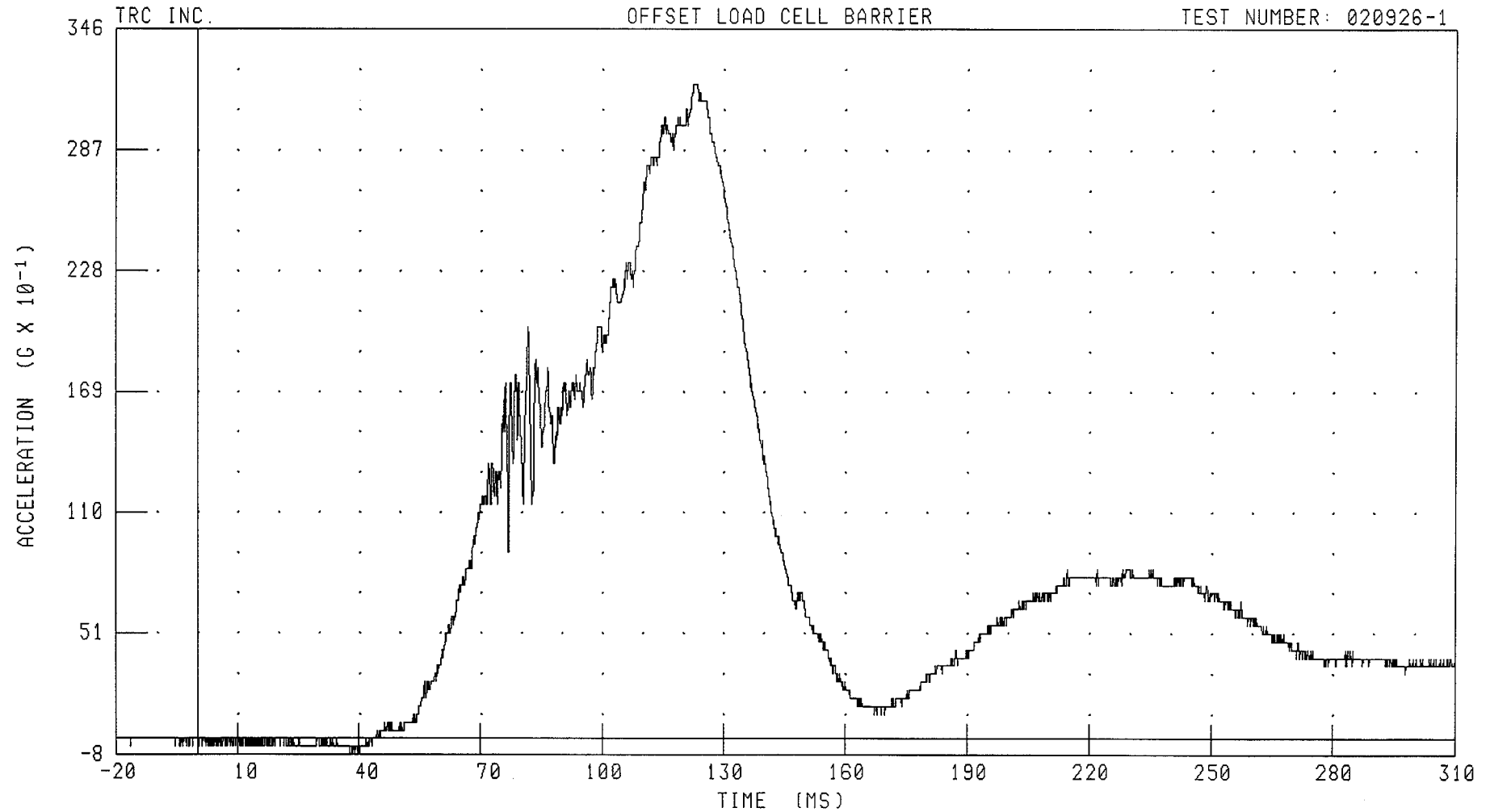
PEAK DATA: 14.42 G @ 133.52 MS; -3.59 G @ 78.48 MS

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: 020926-1



CHANNEL: HEDZG2 FILTER: CH. CLASS 1000

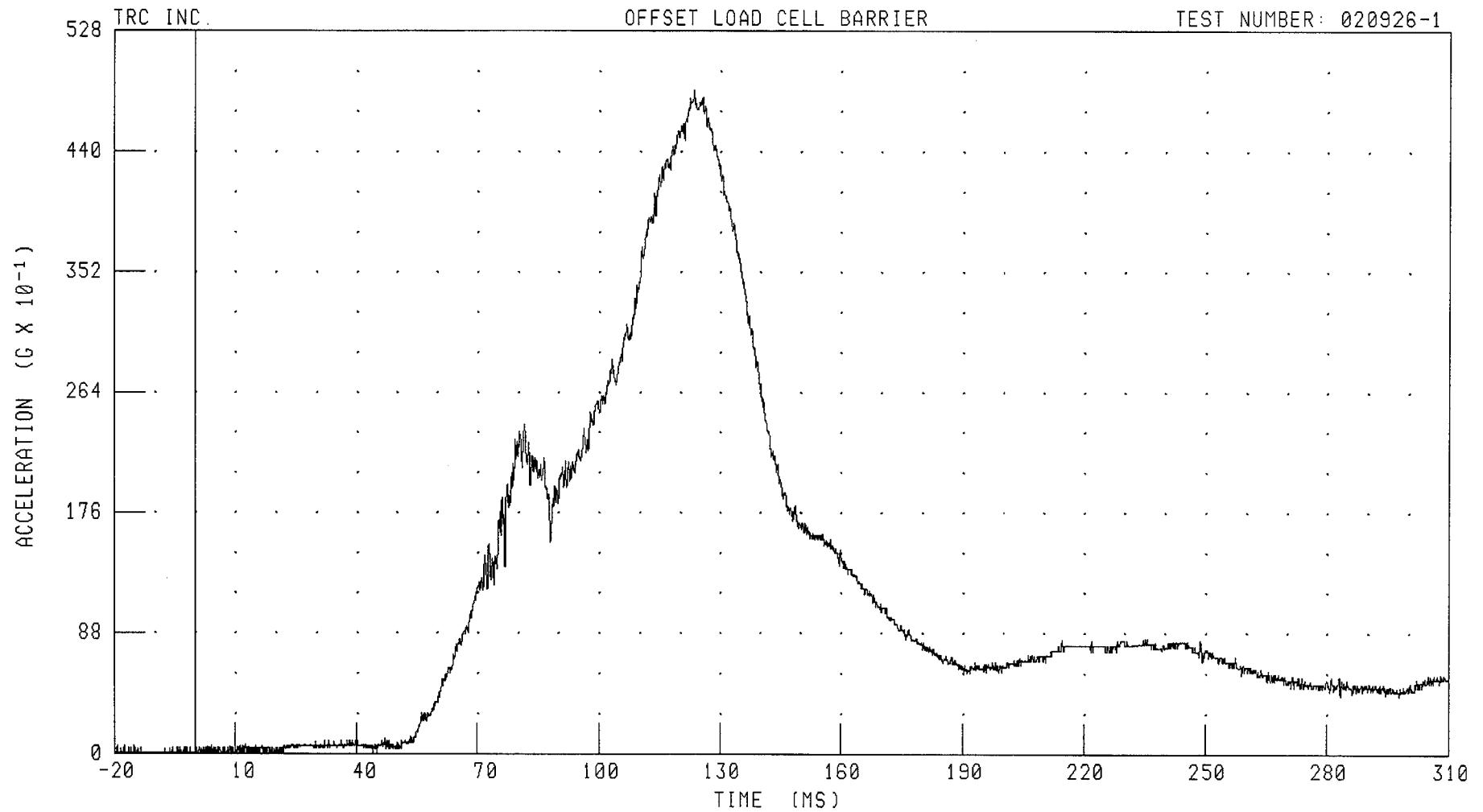
PEAK DATA: 31.90 G @ 122.56 MS; -0.82 G @ 37.60 MS

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

PASSENGER HEAD RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: HEDRG2 FILTER: CH. CLASS 1000

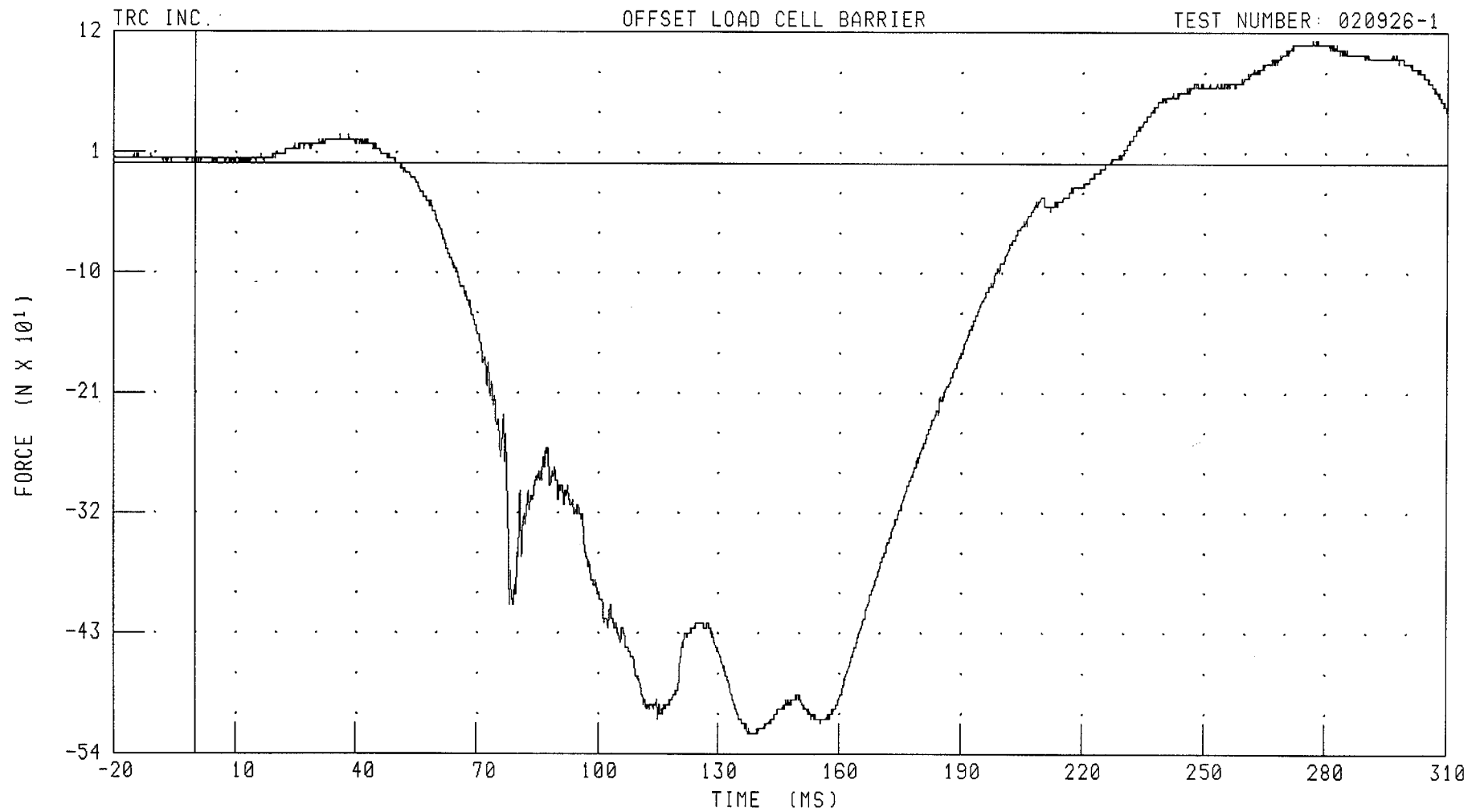
PEAK DATA: 48.53 G @ 123.52 MS; 0.10 G @ -20.00 MS

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: 020926-1



CHANNEL: NEKXF2 FILTER: CH. CLASS 1000

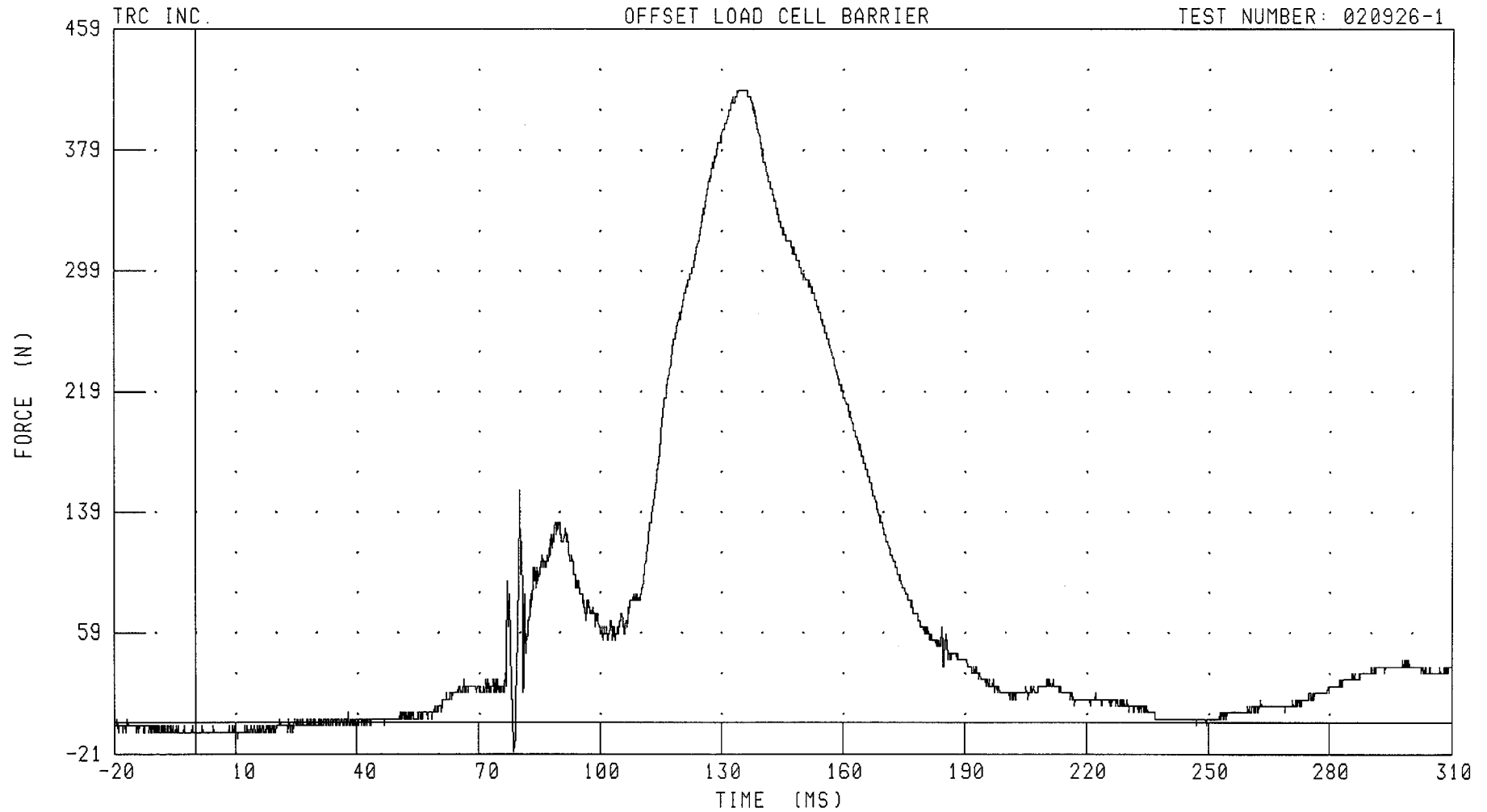
PEAK DATA: 113.14 N @ 276.96 MS; -521.29 N @ 137.36 MS

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: 020926-1



CHANNEL: NEKYF2 FILTER: CH. CLASS 1000

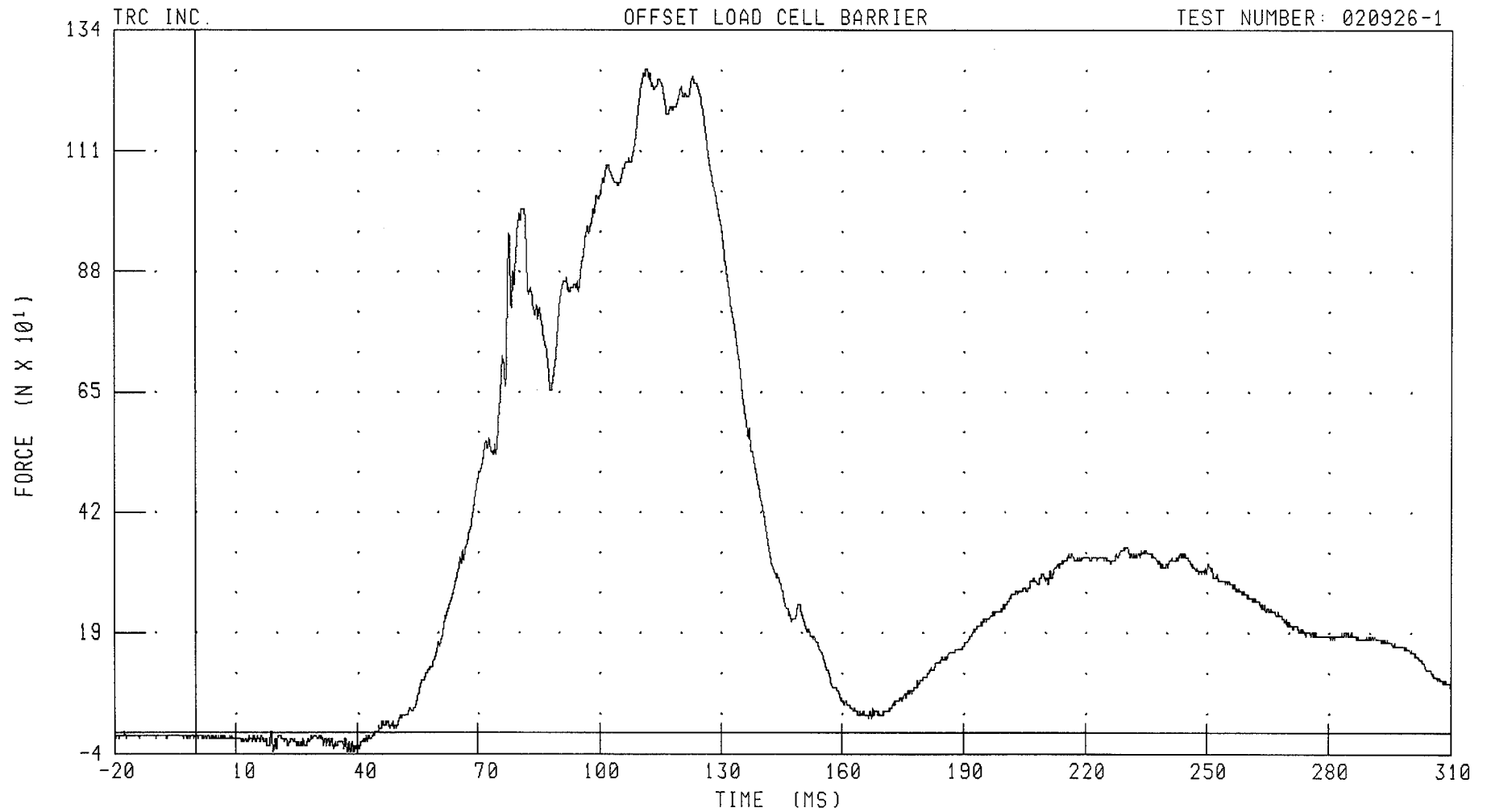
PEAK DATA: 418.83 N @ 133.84 MS; -19.66 N @ 78.48 MS

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: 020926-1



CHANNEL: NEKZF2 FILTER: CH. CLASS 1000

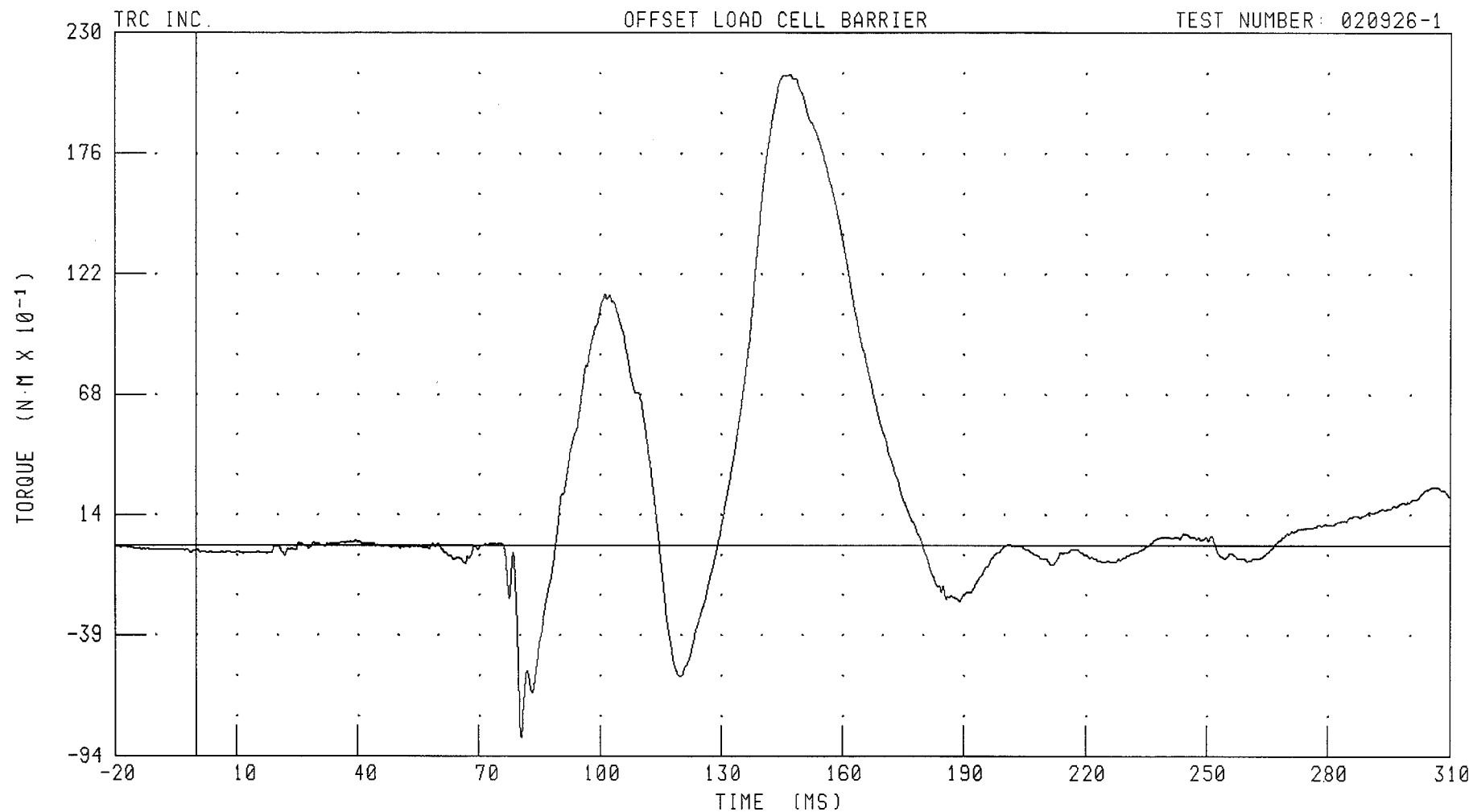
PEAK DATA: 1265.87 N @ 111.36 MS; -36.97 N @ 19.12 MS

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: 020926-1



CHANNEL: NEKXM2 FILTER: CH. CLASS 600

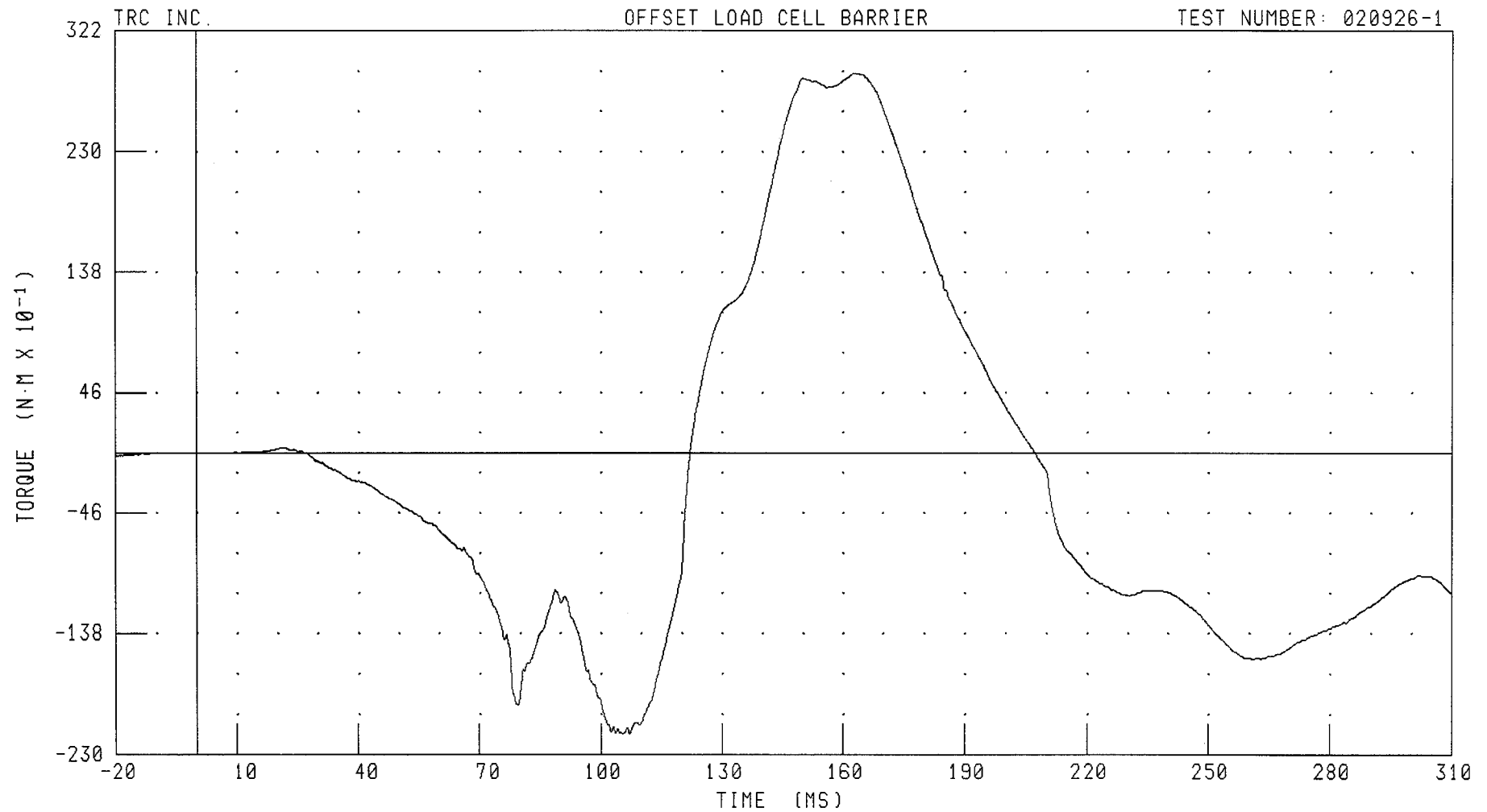
PEAK DATA: 21.14 N·M @ 147.04 MS; -8.58 N·M @ 80.56 MS

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: 020926-1



CHANNEL: NEKYM2 FILTER: CH. CLASS 600

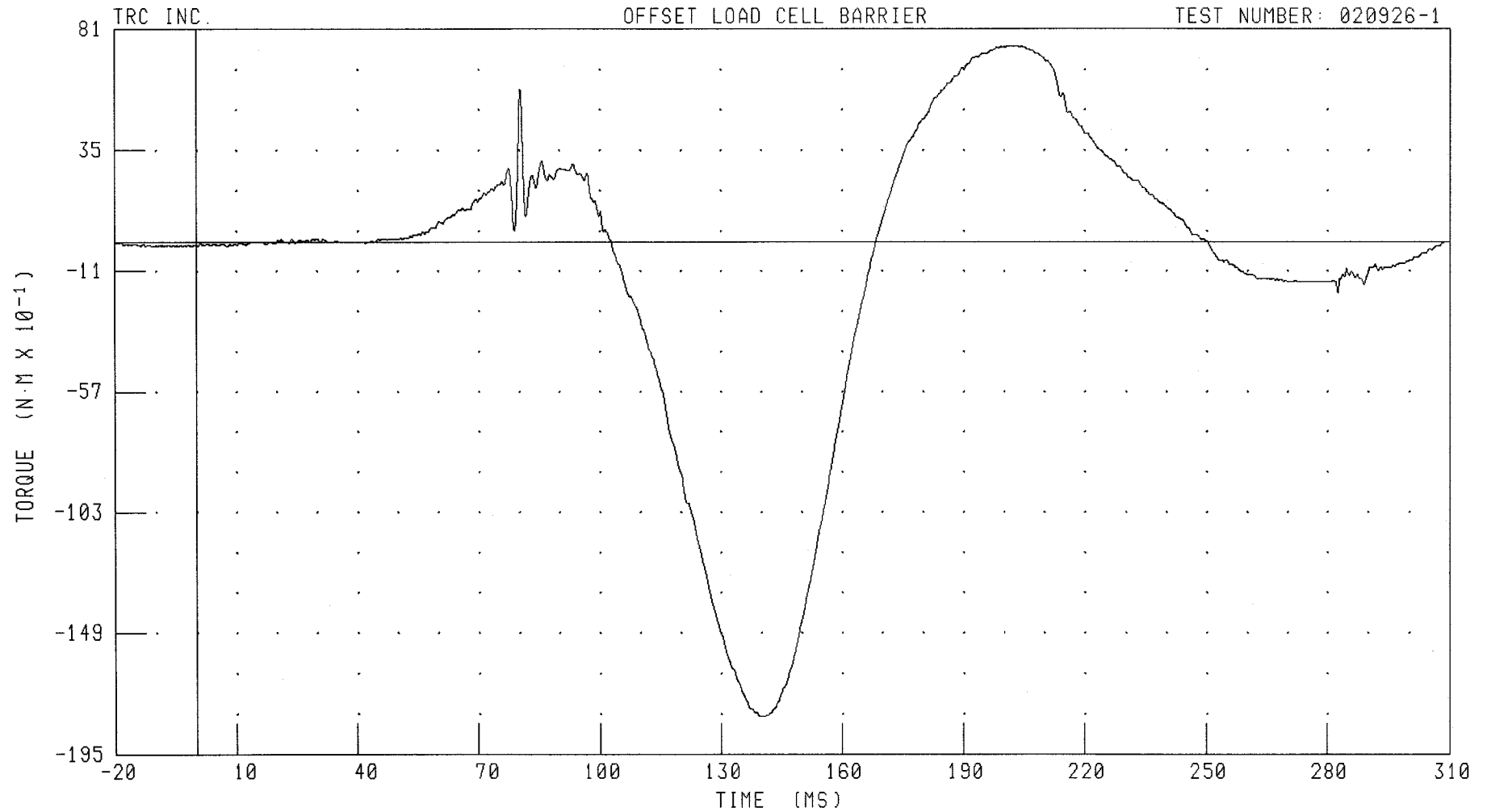
PEAK DATA: 28.94 N·m @ 164.16 MS; -21.43 N·m @ 105.44 MS

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: 020926-1



CHANNEL: NEKZM2 FILTER: CH. CLASS 600

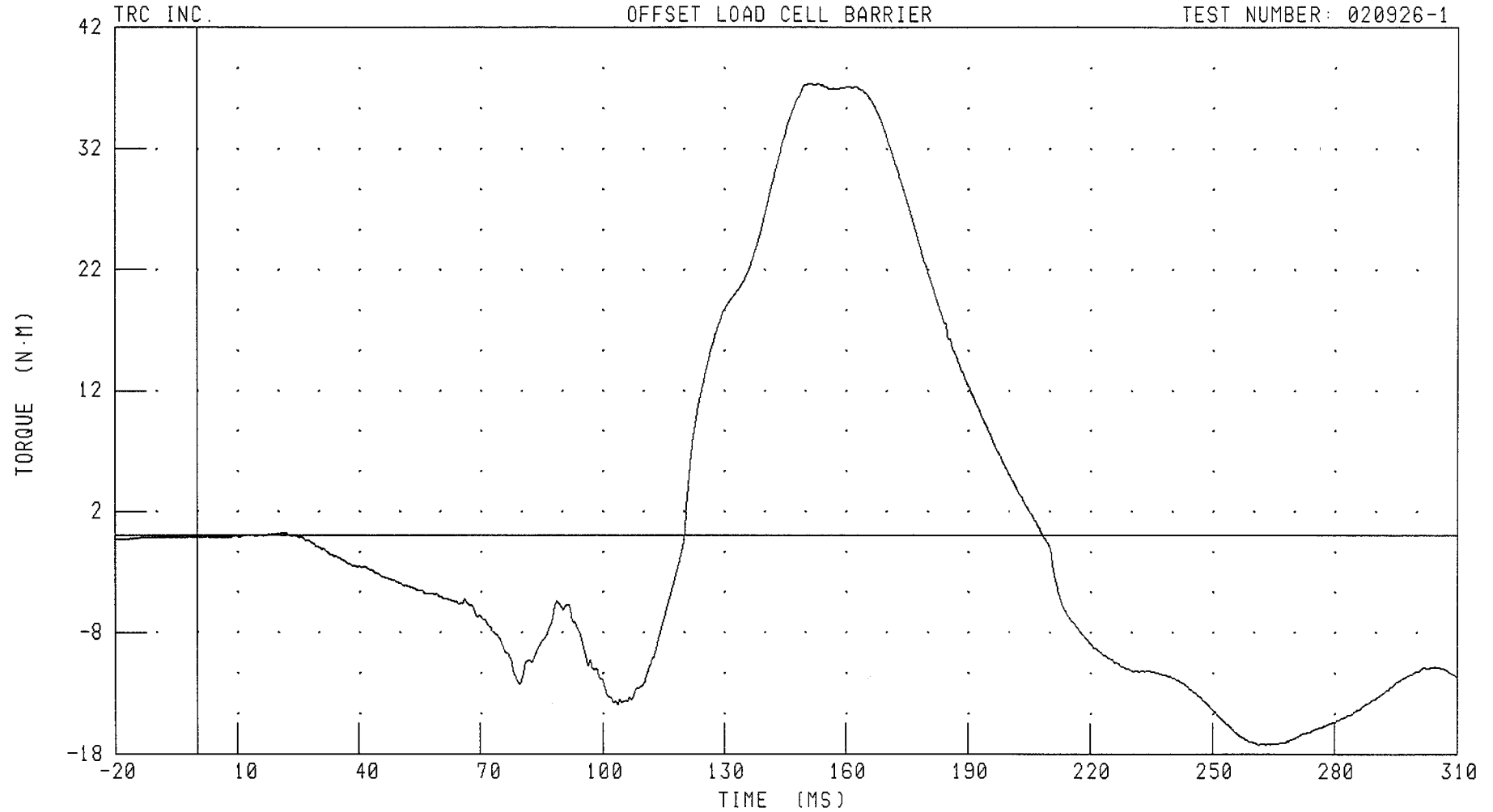
PEAK DATA: 7.44 N·m @ 203.52 MS; -18.07 N·m @ 139.68 MS

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: 020926-1



CHANNEL: NEKOM2

FILTER: CH. CLASS 600

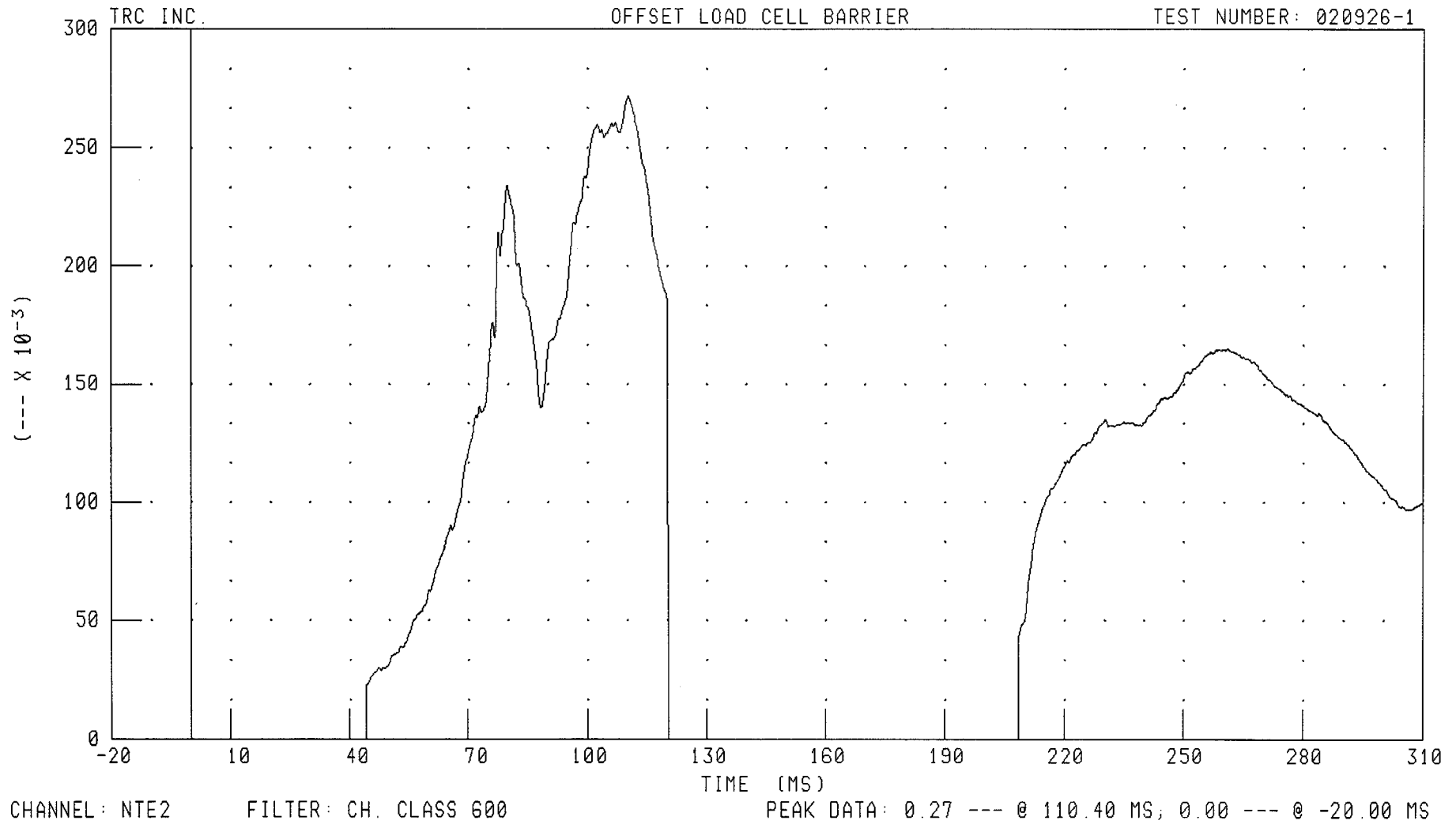
PEAK DATA: 37.37 N·M @ 151.68 MS; -17.23 N·M @ 261.36 MS

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

PASSENGER NIJ TENSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1

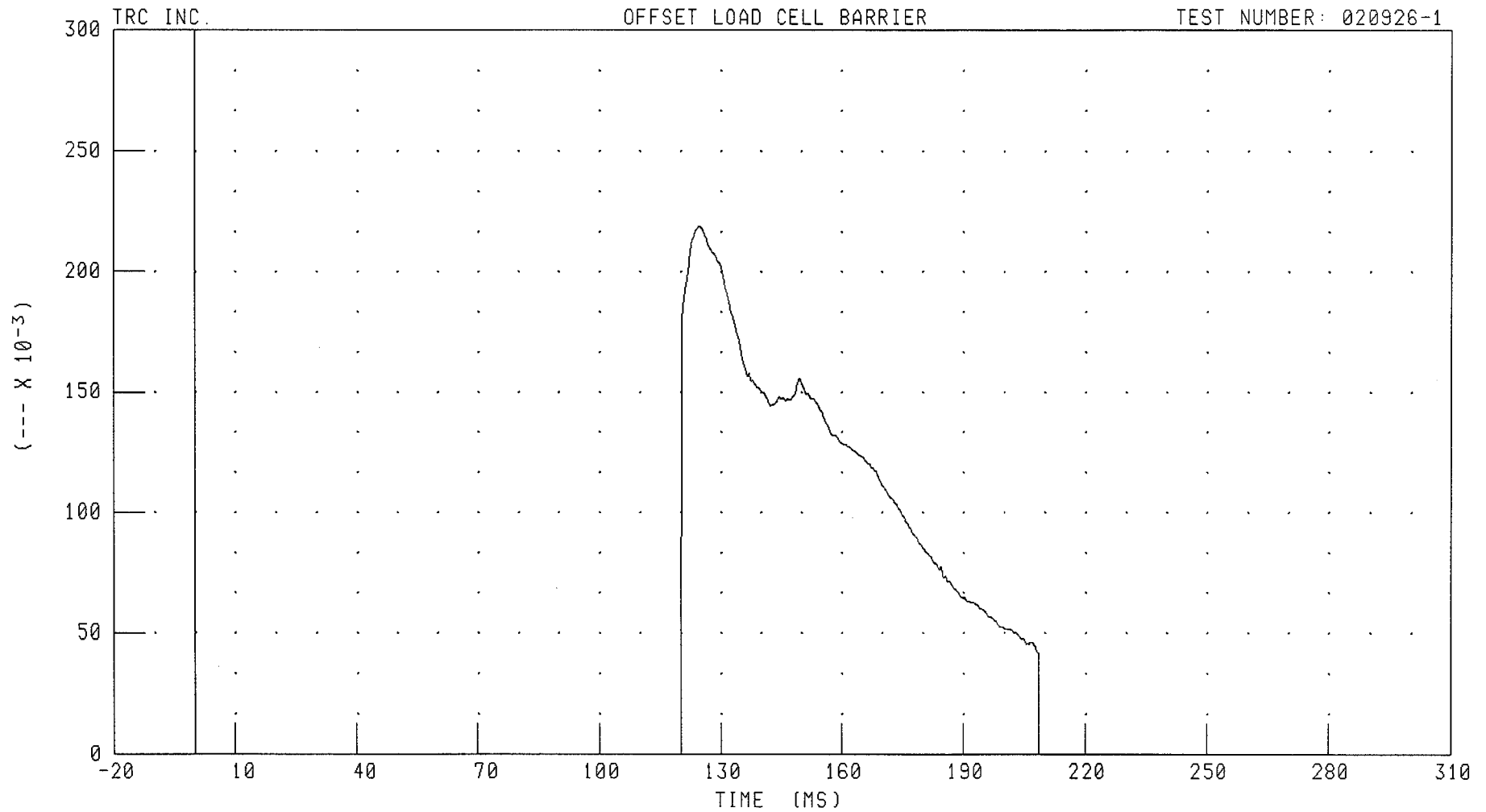


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER NIJ TENSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: NTF2

FILTER: CH. CLASS 600

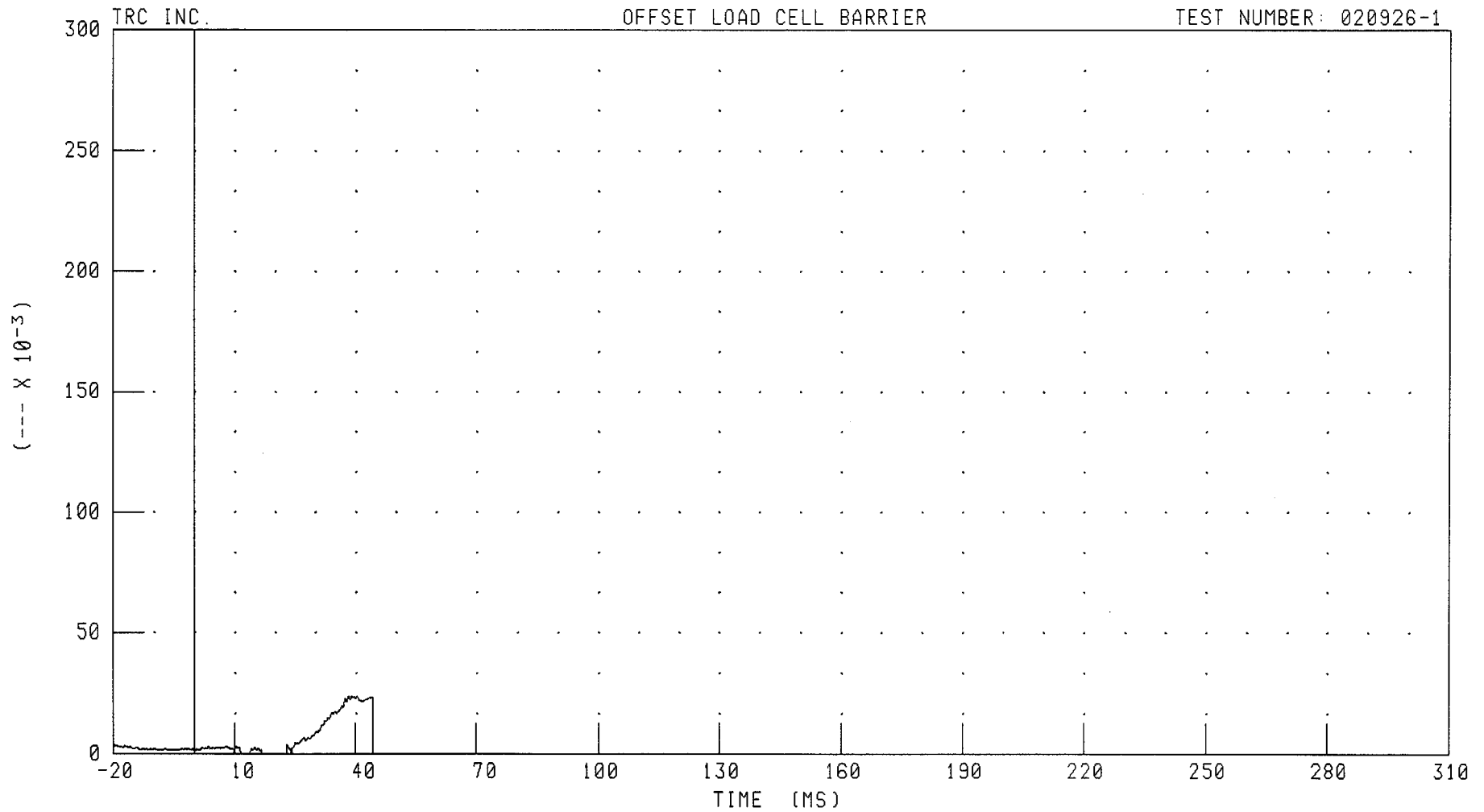
PEAK DATA: 0.22 --- @ 124.72 MS; 0.00 --- @ -20.00 MS

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

PASSENGER NIJ COMPRESSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: NCE2

FILTER: CH. CLASS 600

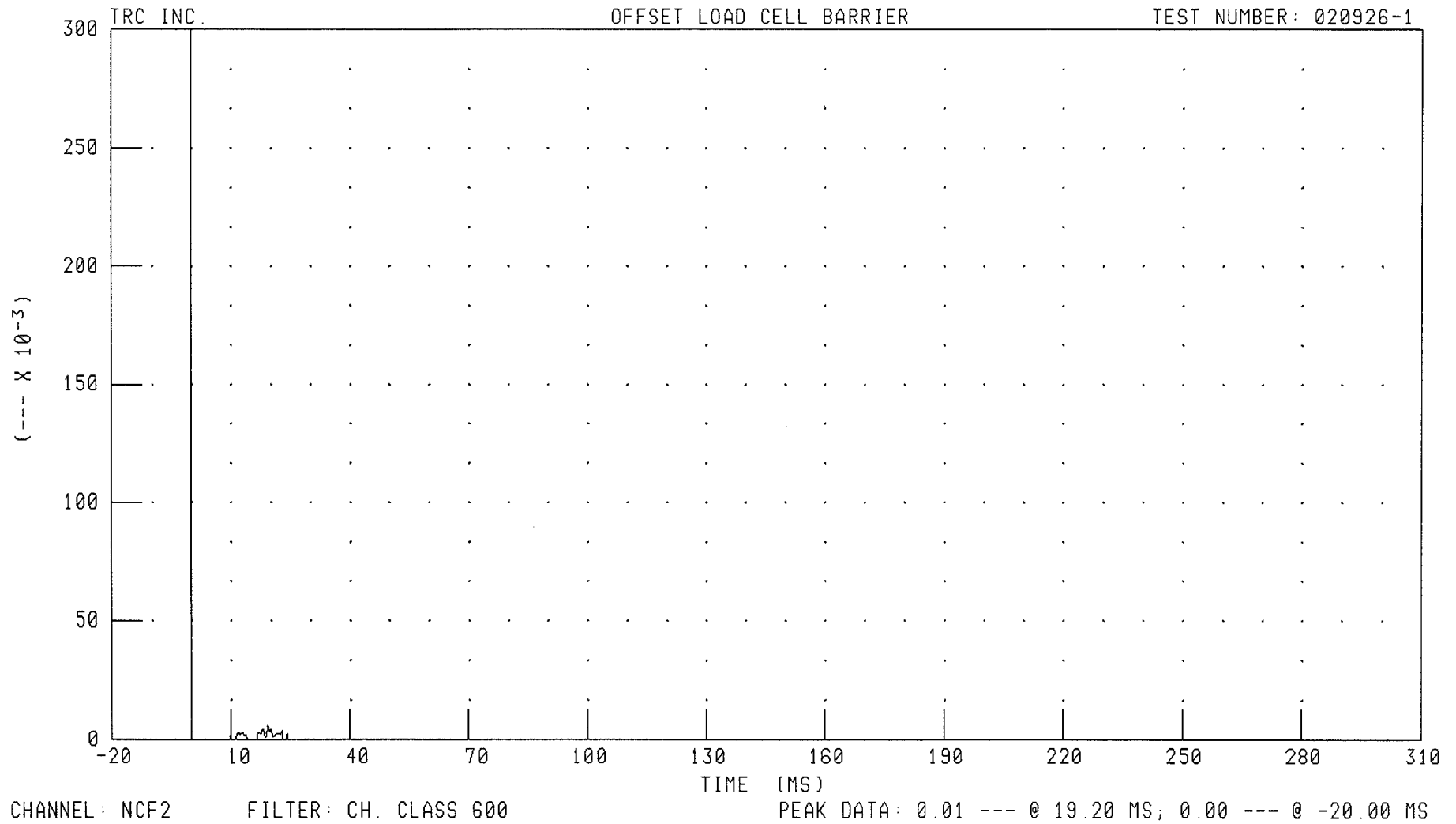
PEAK DATA: 0.02 --- @ 40.40 MS; 0.00 --- @ 9.68 MS

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

PASSENGER NIJ COMPRESSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1

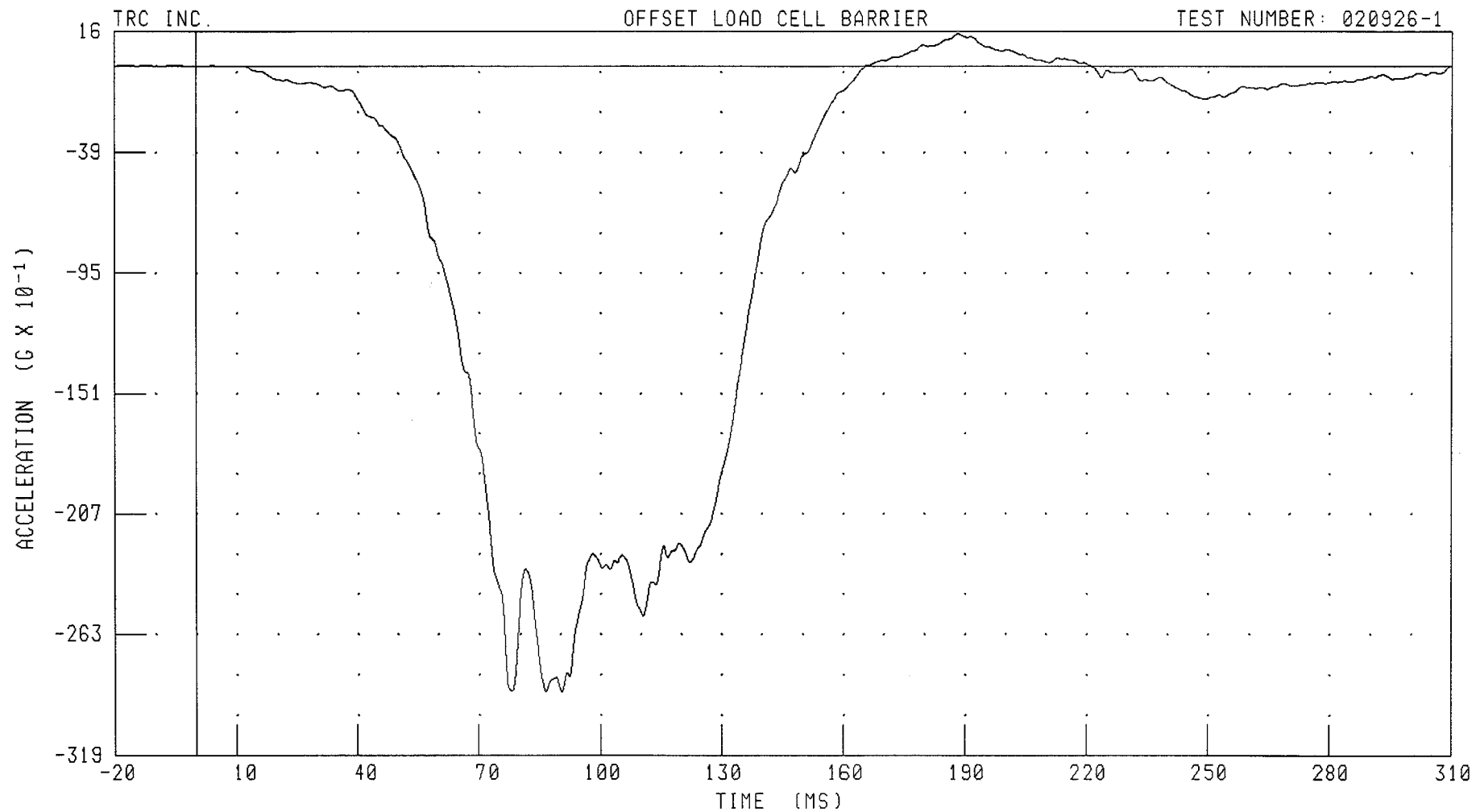


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: CSTXG2 FILTER: CH. CLASS 180

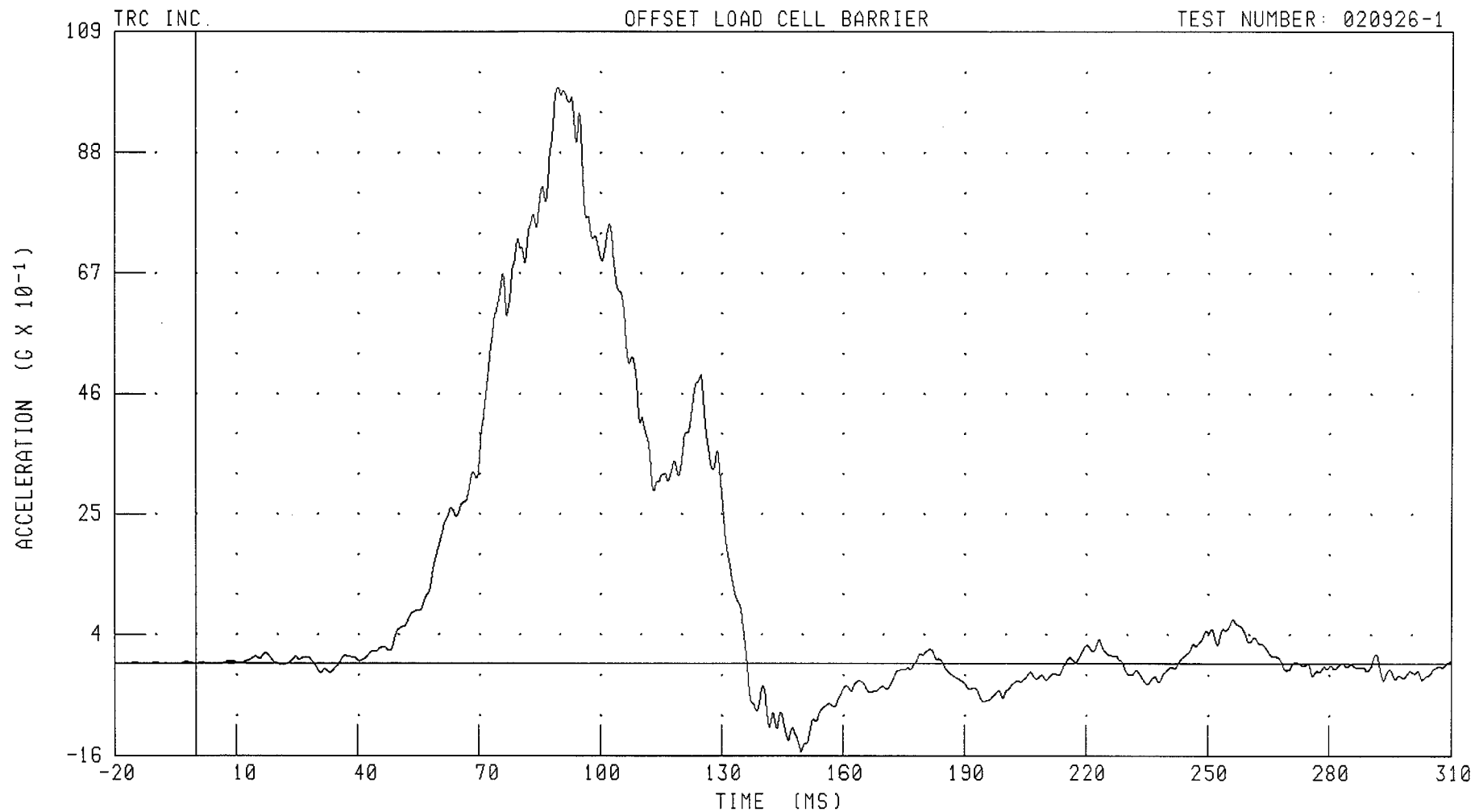
PEAK DATA: 1.50 G @ 188.48 MS; -29.07 G @ 90.32 MS

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: 020926-1



CHANNEL: CSTYG2

FILTER: CH. CLASS 180

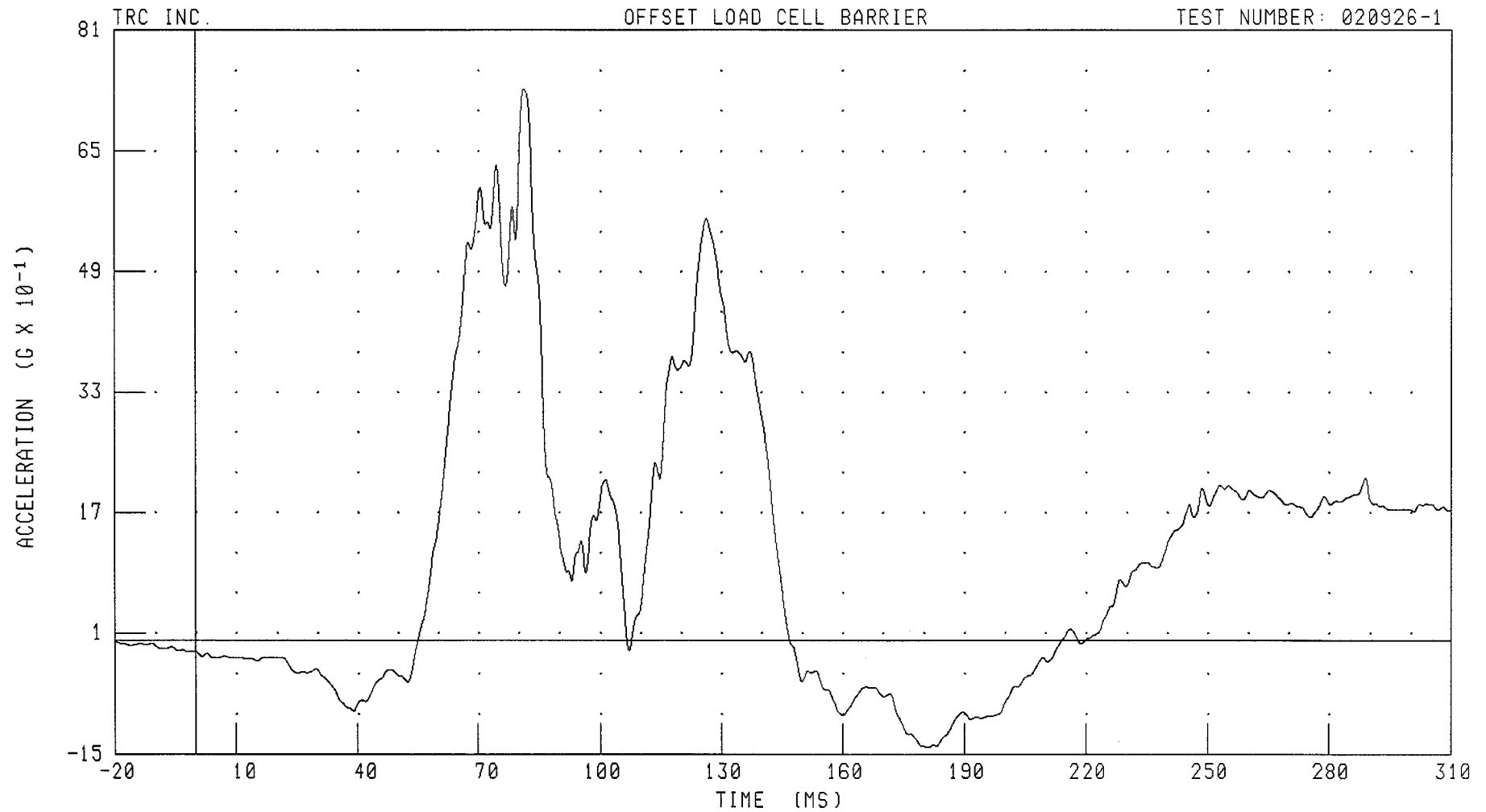
PEAK DATA: 10.03 G @ 89.52 MS; -1.53 G @ 149.84 MS

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: 020926-1



CHANNEL: CSTZG2 FILTER: CH. CLASS 180

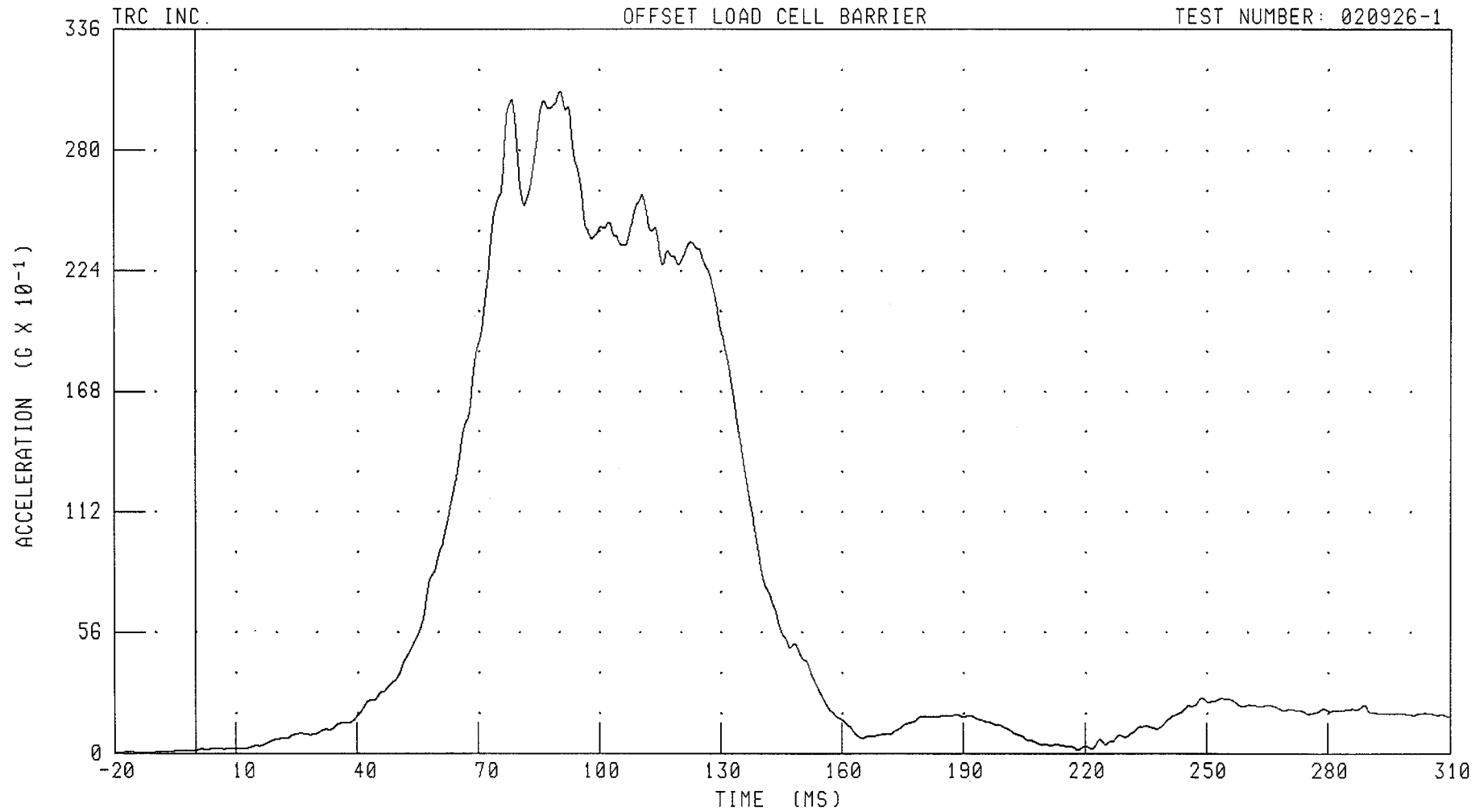
PEAK DATA: 7.32 G @ 81.36 MS; -1.41 G @ 181.04 MS

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

PASSENGER CHEST RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: CSTRG2

FILTER: CH. CLASS 180

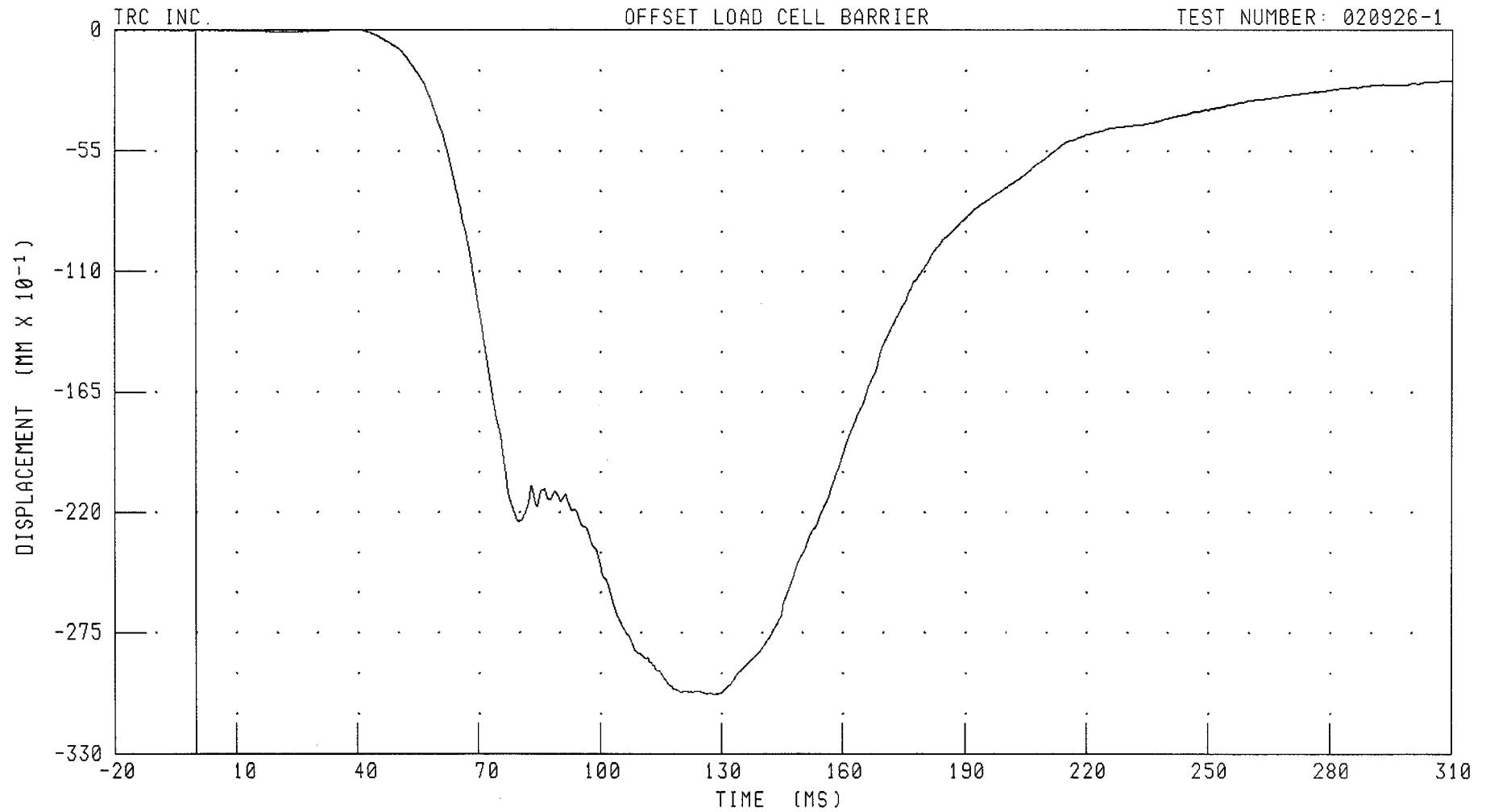
PEAK DATA: 30.74 G @ 90.40 MS; 0.00 G @ -20.00 MS

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

PASSENGER CHEST DEFLECTION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



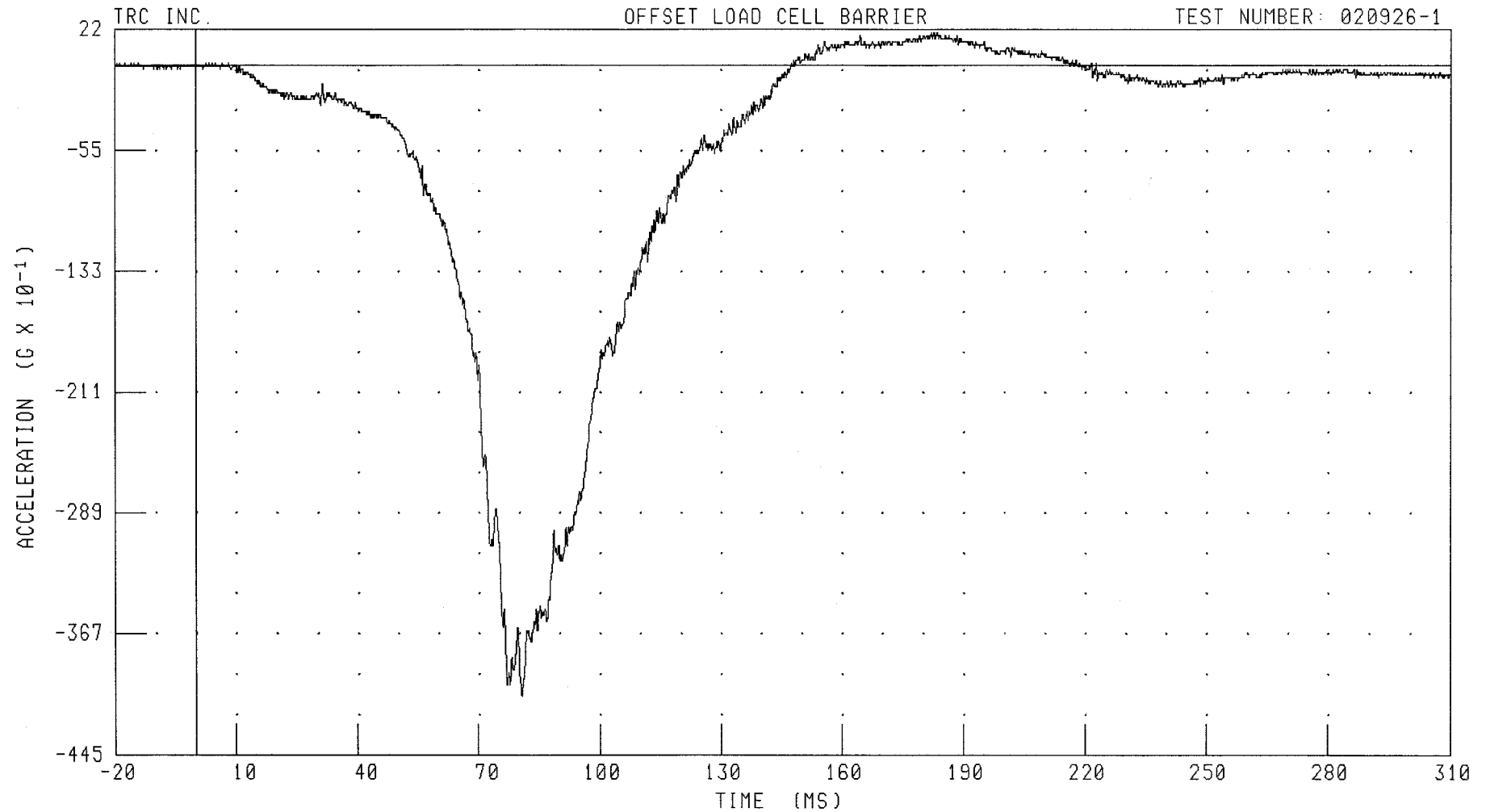
CHANNEL: CSTXD2 FILTER: CH. CLASS 600

PEAK DATA: 0.09 MM @ 37.68 MS; -30.31 MM @ 128.48 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: 020926-1



CHANNEL: PEVXG2 FILTER: CH. CLASS 1000

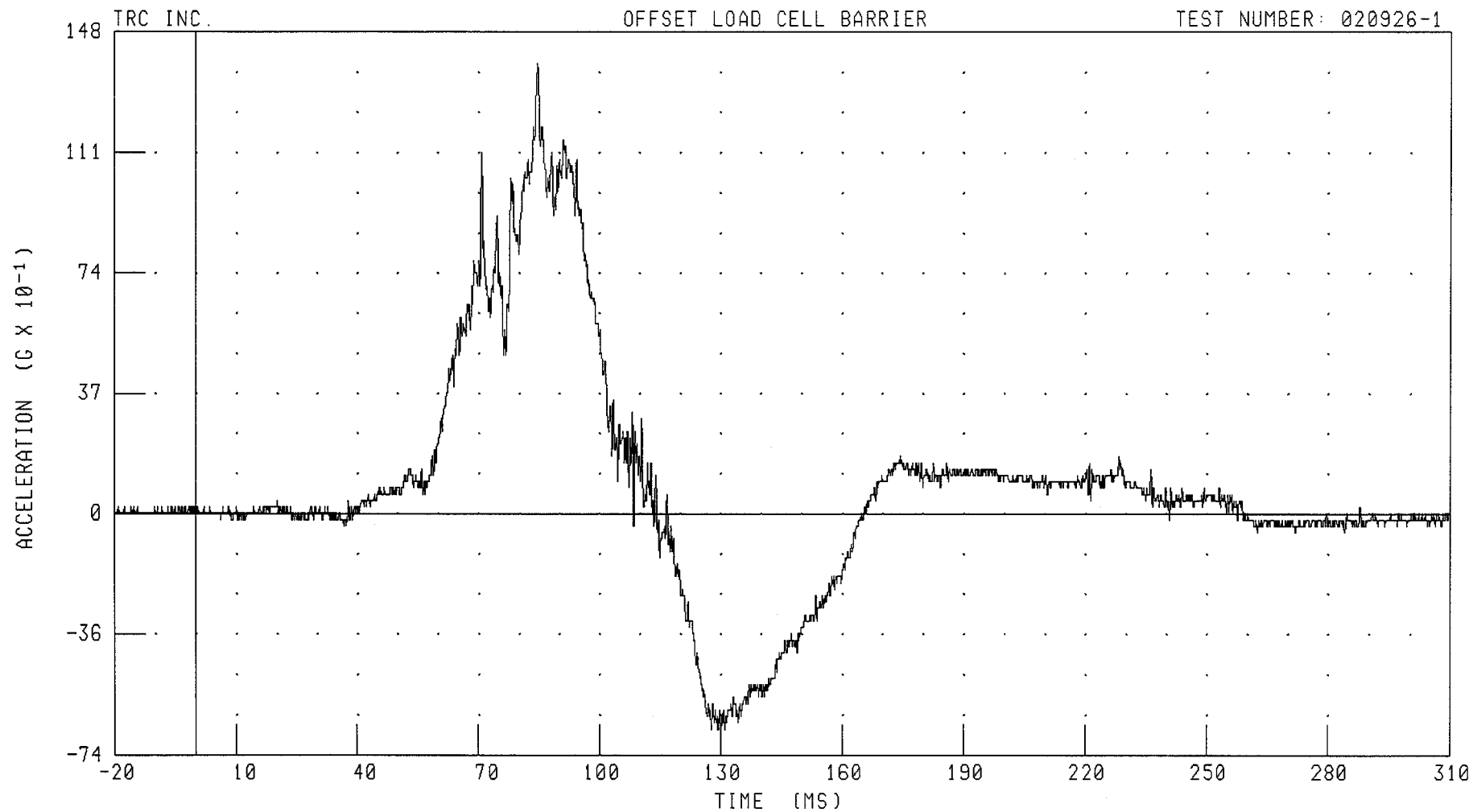
PEAK DATA: 2.11 G @ 182.08 MS; -40.77 G @ 80.72 MS

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: 020926-1



CHANNEL: PEVYG2 FILTER: CH. CLASS 1000

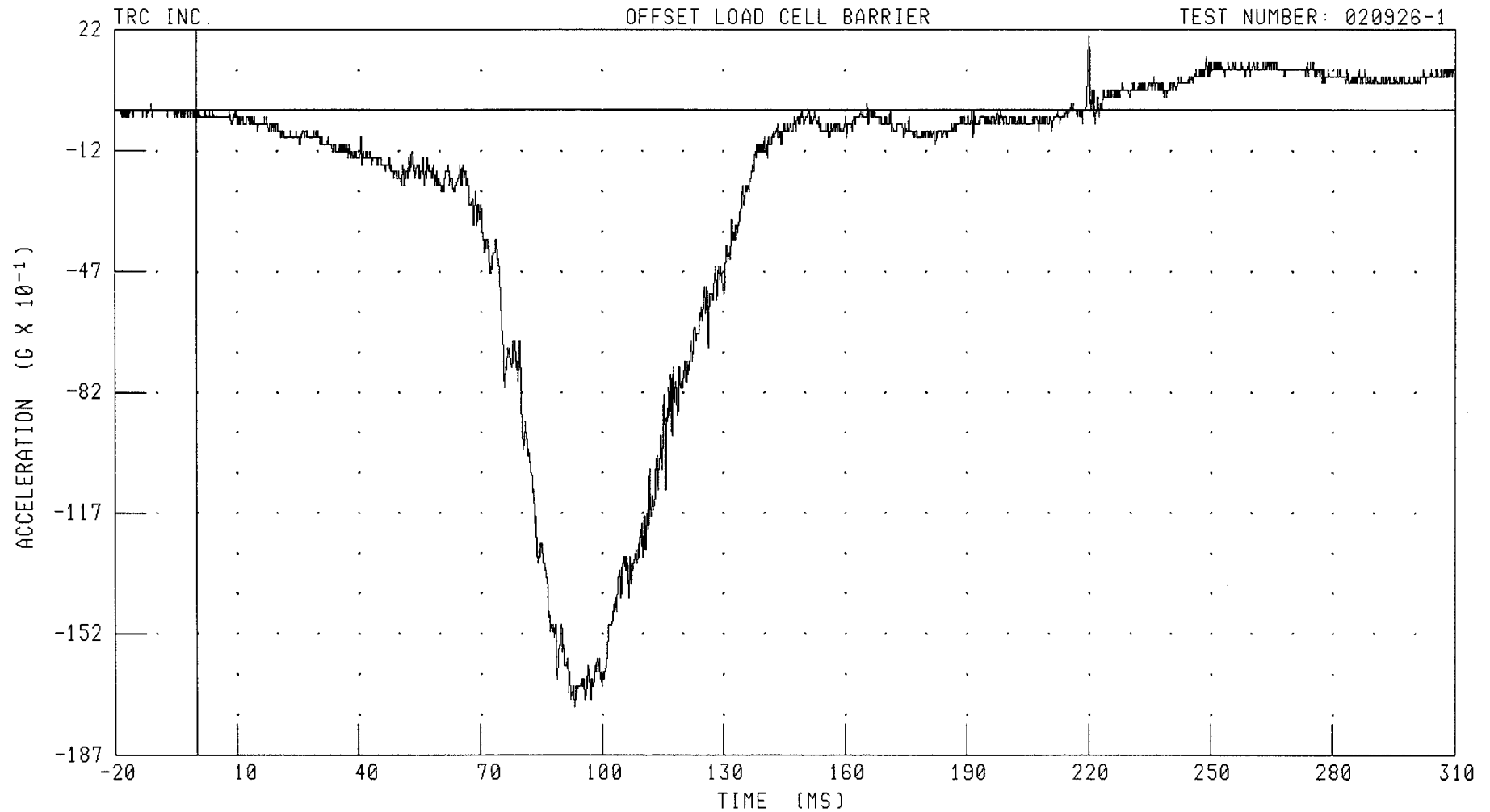
PEAK DATA: 13.82 G @ 84.56 MS; -6.80 G @ 130.08 MS

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: 020926-1



CHANNEL: PEVZG2 FILTER: CH. CLASS 1000

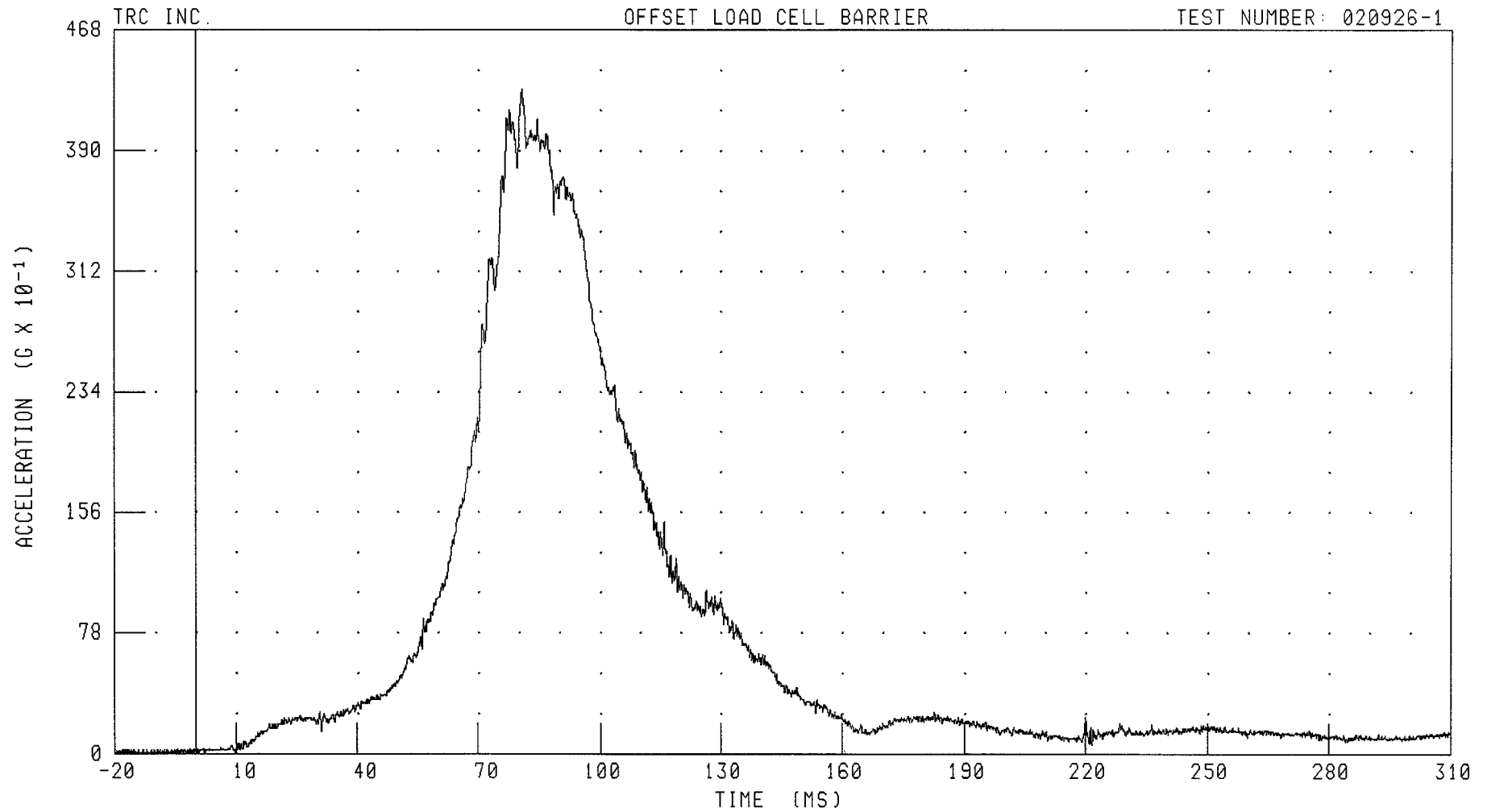
PEAK DATA: 2.13 G @ 220.00 MS; -17.30 G @ 93.20 MS

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

PASSENGER PELVIS RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: PEVRG2 FILTER: CH. CLASS 1000

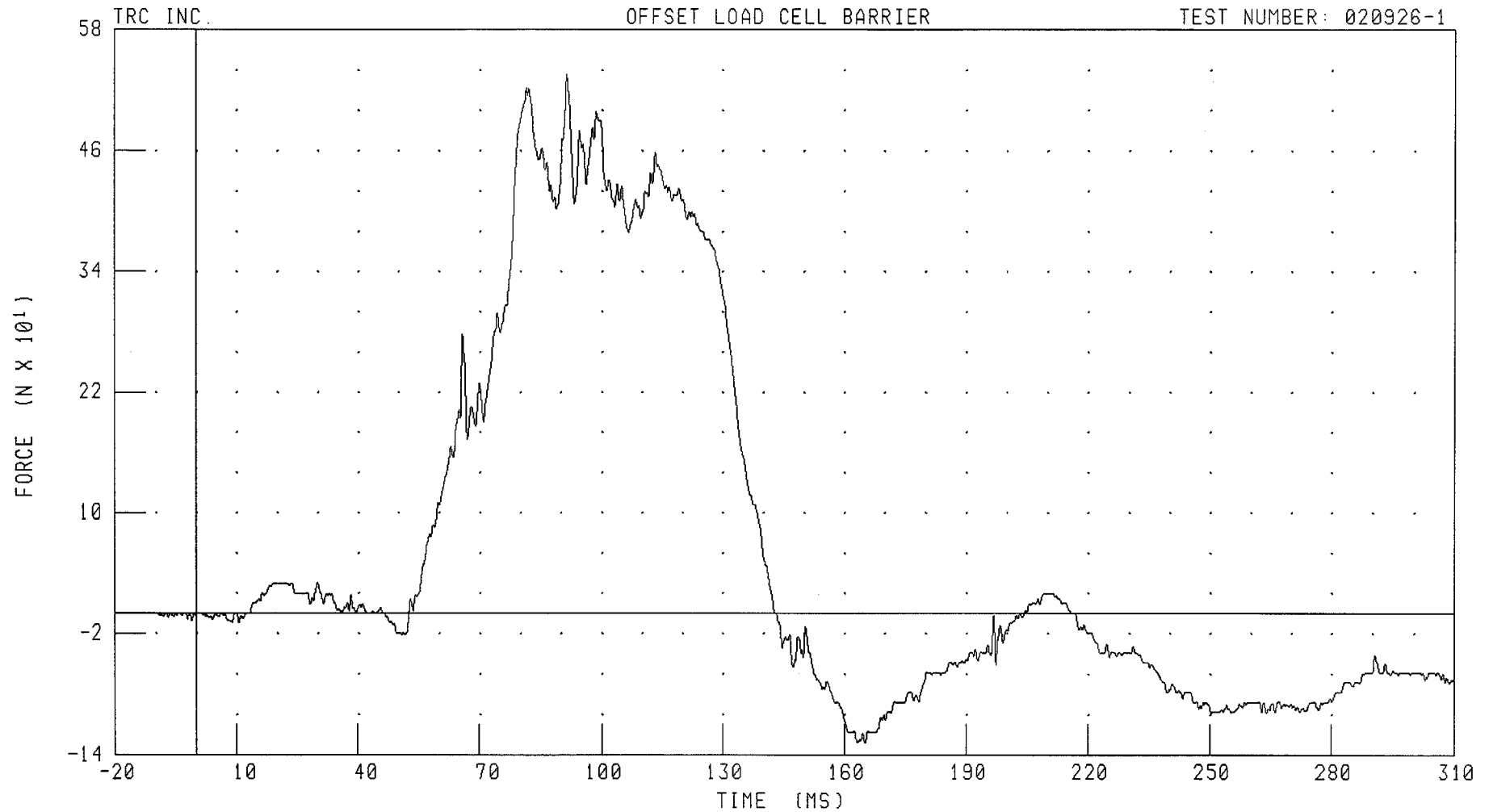
PEAK DATA: 42.97 G @ 80.80 MS; 0.05 G @ -20.00 MS

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

PASSENGER LEFT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



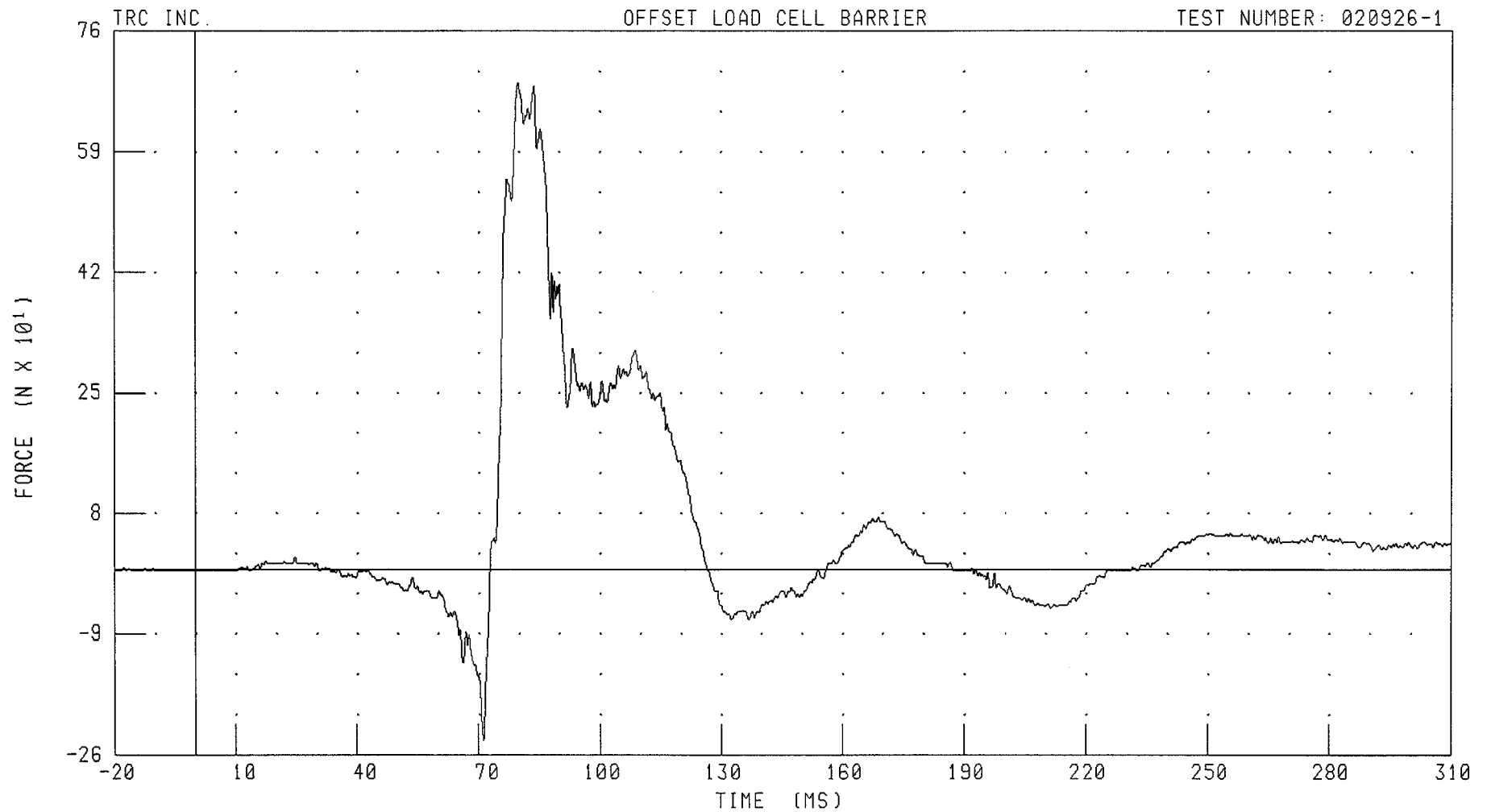
CHANNEL: LFMXF2 FILTER: CH. CLASS 600

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

PASSENGER LEFT FEMUR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMYF2 FILTER: CH. CLASS 600

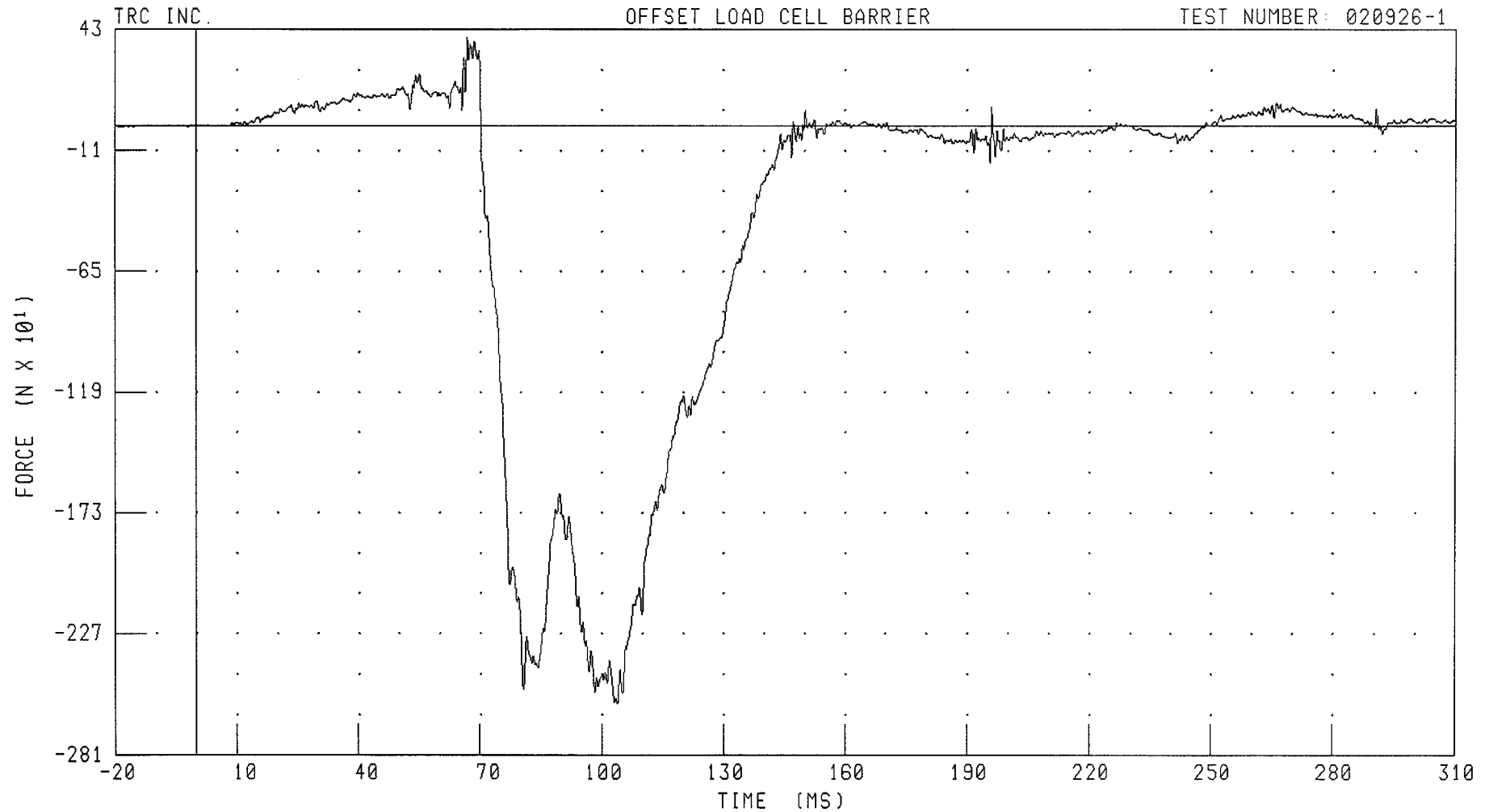
PEAK DATA: 687.36 N @ 79.84 MS; -239.91 N @ 71.20 MS

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

PASSENGER LEFT FEMUR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



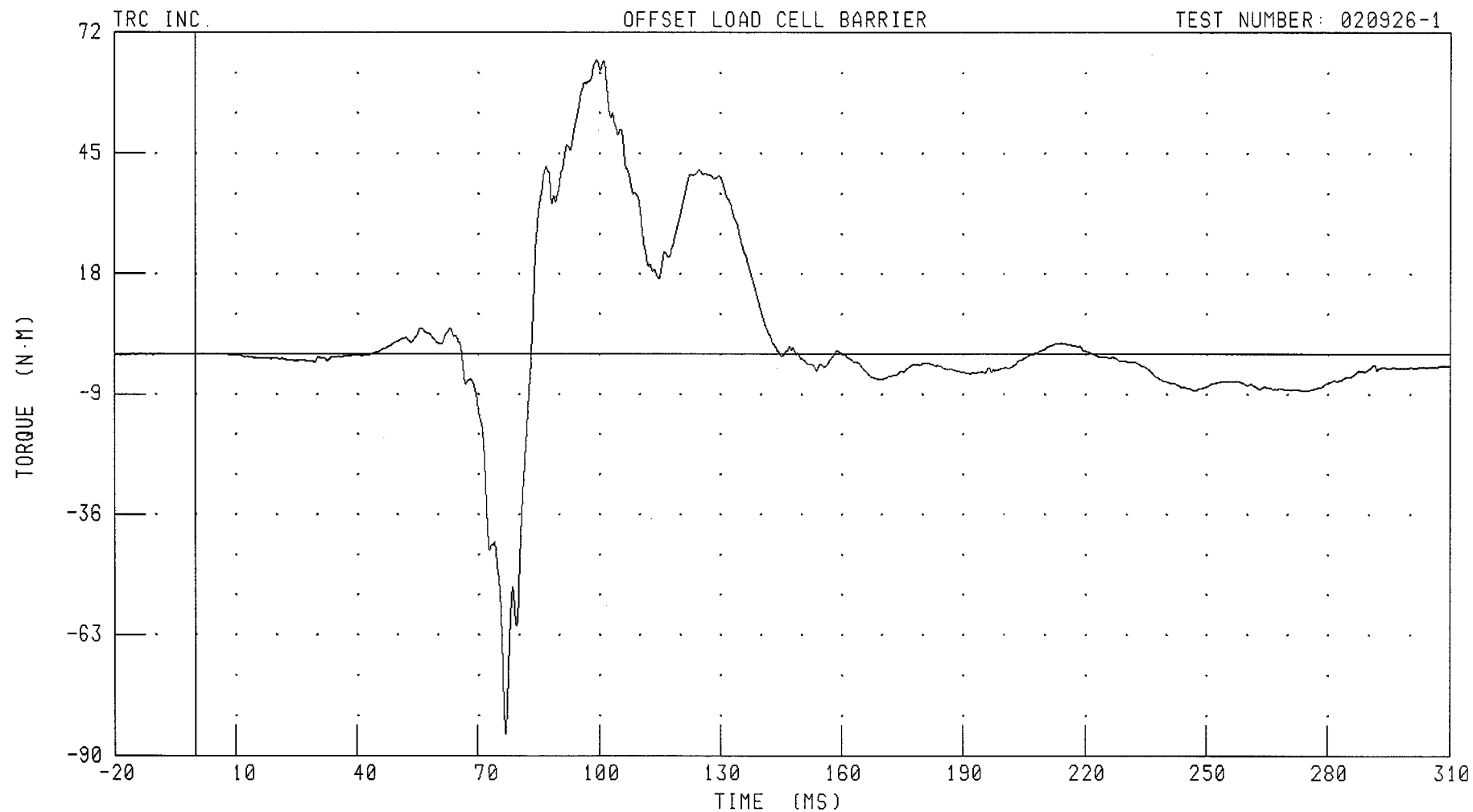
CHANNEL: LFMZF2 FILTER: CH. CLASS 600

PEAK DATA: 392.44 N @ 66.88 MS; -2584.18 N @ 104.00 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMXM2 FILTER: CH. CLASS 600

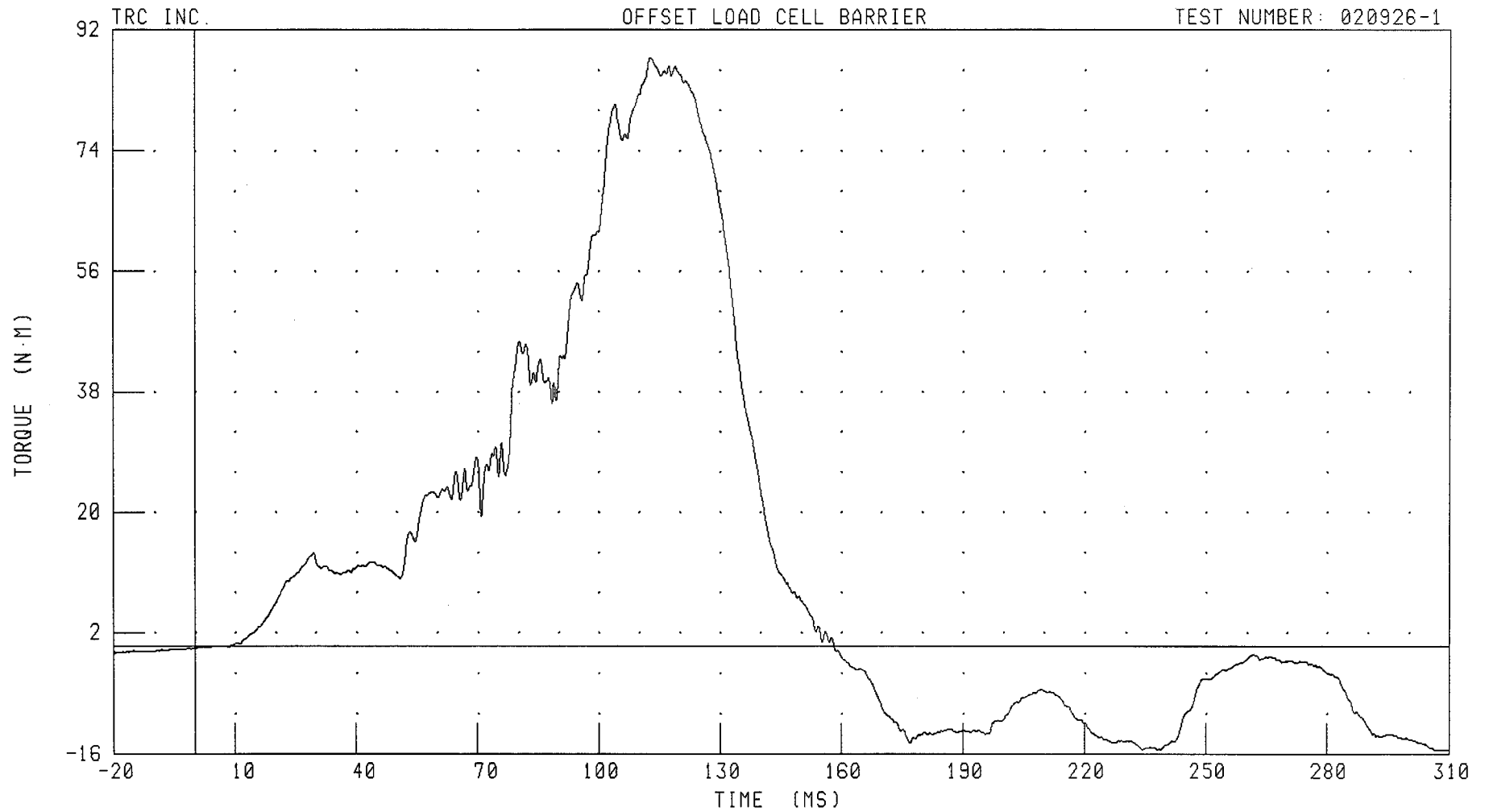
PEAK DATA: 65.89 N·m @ 99.36 MS; -85.13 N·m @ 76.88 MS

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

PASSENGER LEFT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMYM2 FILTER: CH. CLASS 600

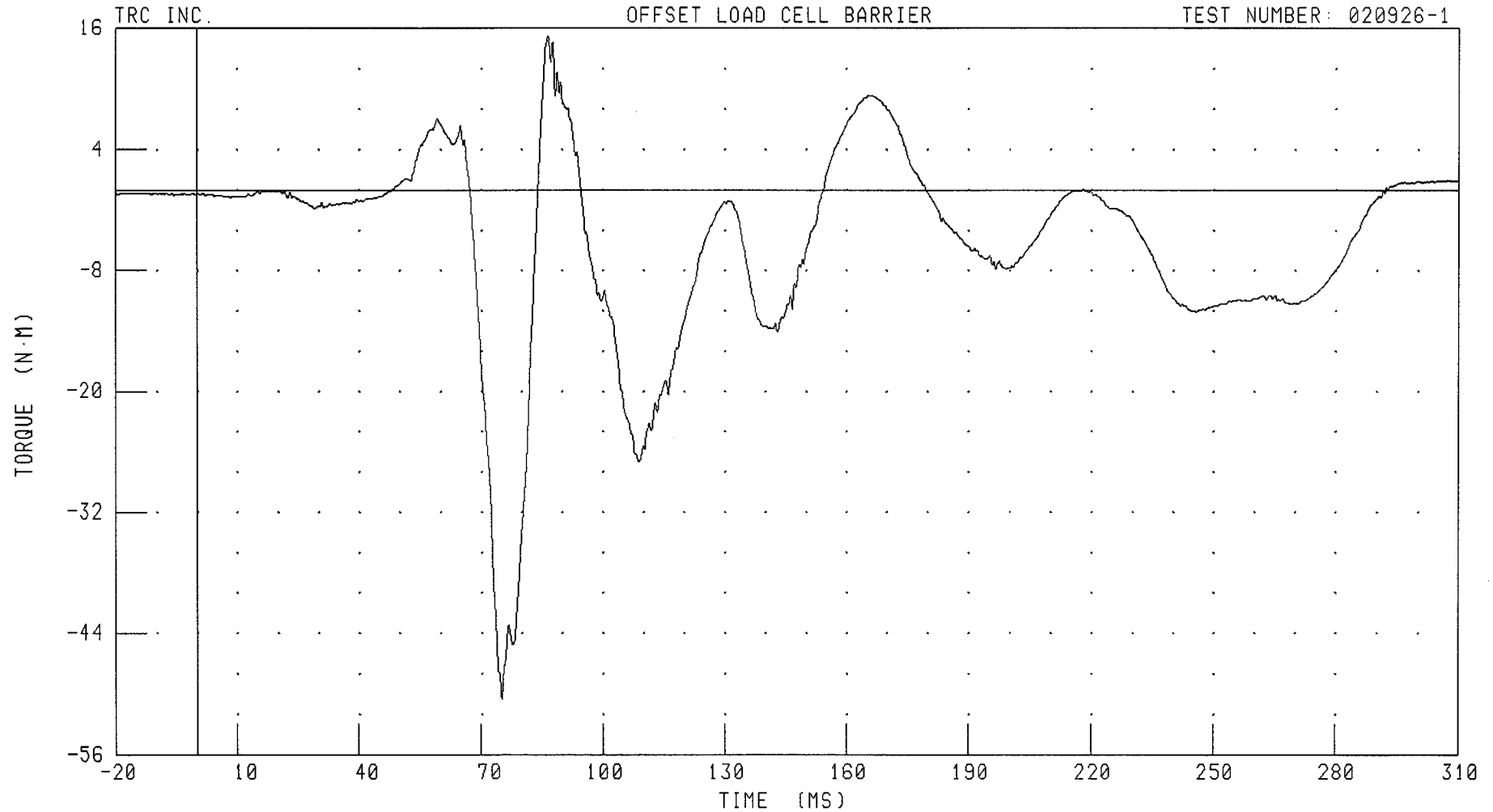
PEAK DATA: 87.79 N·M @ 112.80 MS; -15.40 N·M @ 308.08 MS

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

PASSENGER LEFT FEMUR MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LFMZM2 FILTER: CH. CLASS 600

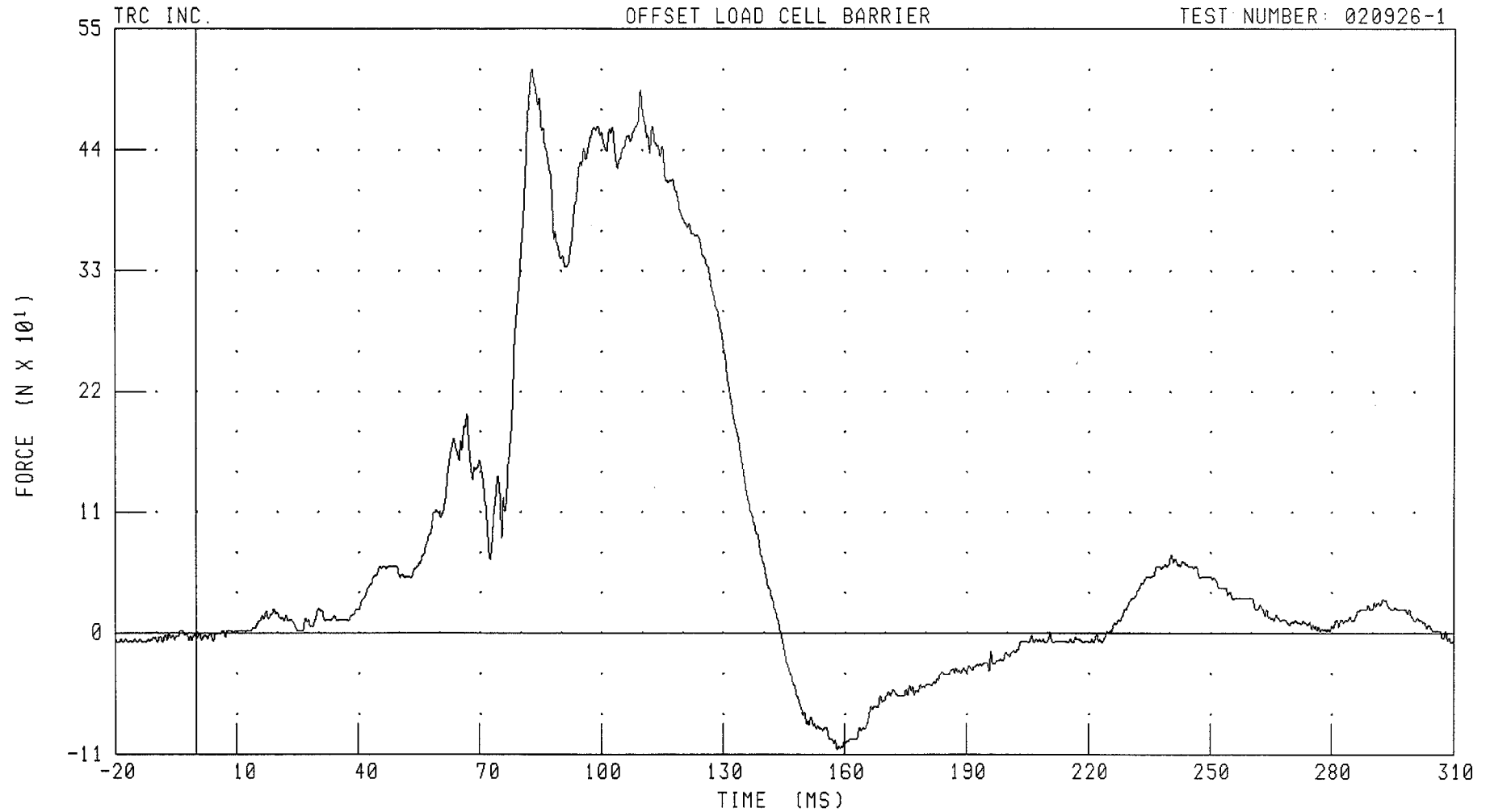
PEAK DATA: 15.17 N·M @ 86.72 MS; -50.48 N·M @ 75.12 MS

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

PASSENGER RIGHT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMXF2 FILTER: CH. CLASS 600

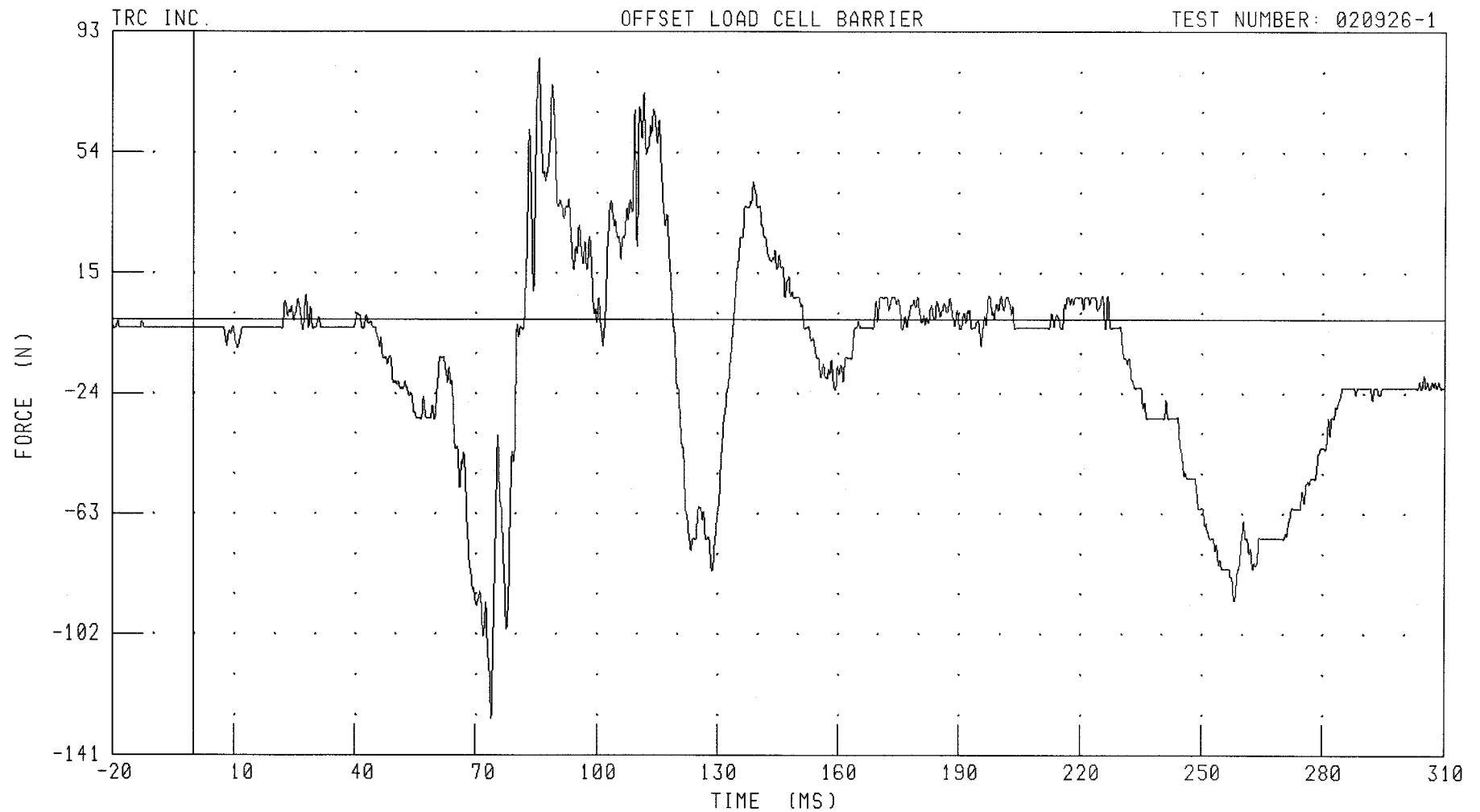
PEAK DATA: 513.27 N @ 82.88 MS; -105.74 N @ 158.24 MS

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

PASSENGER RIGHT FEMUR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMYF2 FILTER: CH. CLASS 600

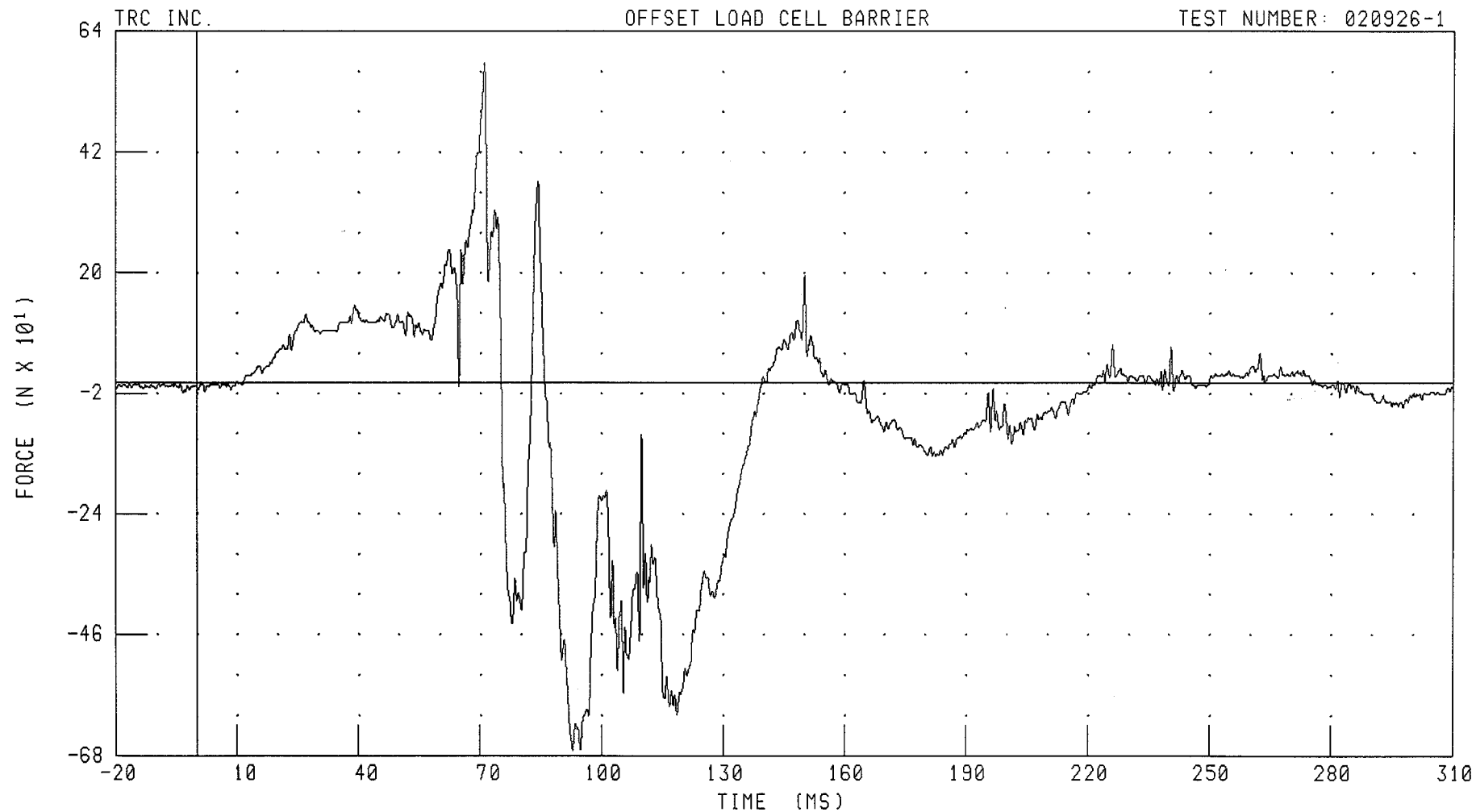
PEAK DATA: 84.60 N @ 85.76 MS; -129.05 N @ 74.00 MS

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

PASSENGER RIGHT FEMUR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMZ F2 FILTER: CH. CLASS 600

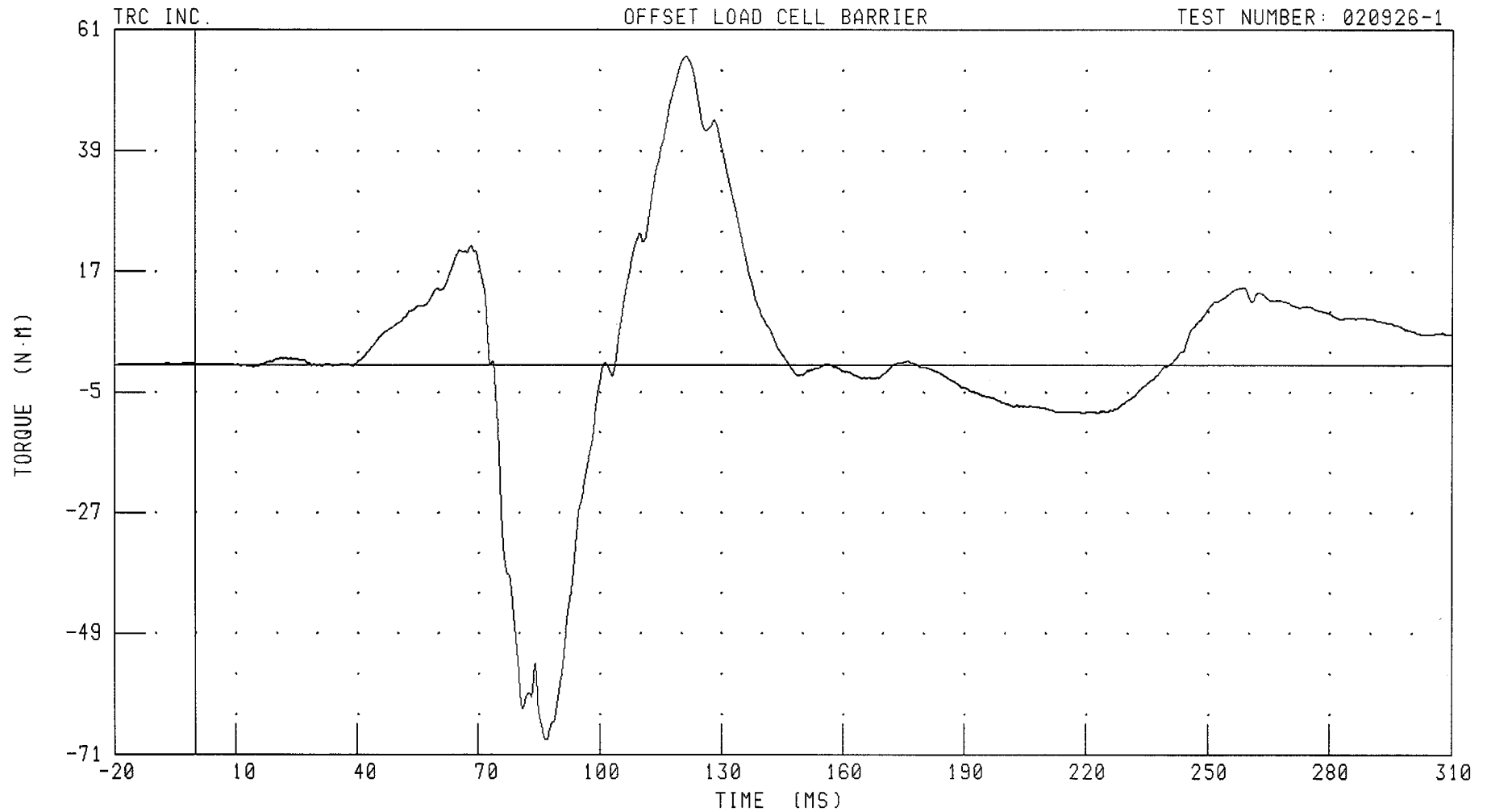
PEAK DATA: 583.47 N @ 71.20 MS; -670.40 N @ 92.96 MS

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

PASSENGER RIGHT FEMUR MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMXM2 FILTER: CH. CLASS 600

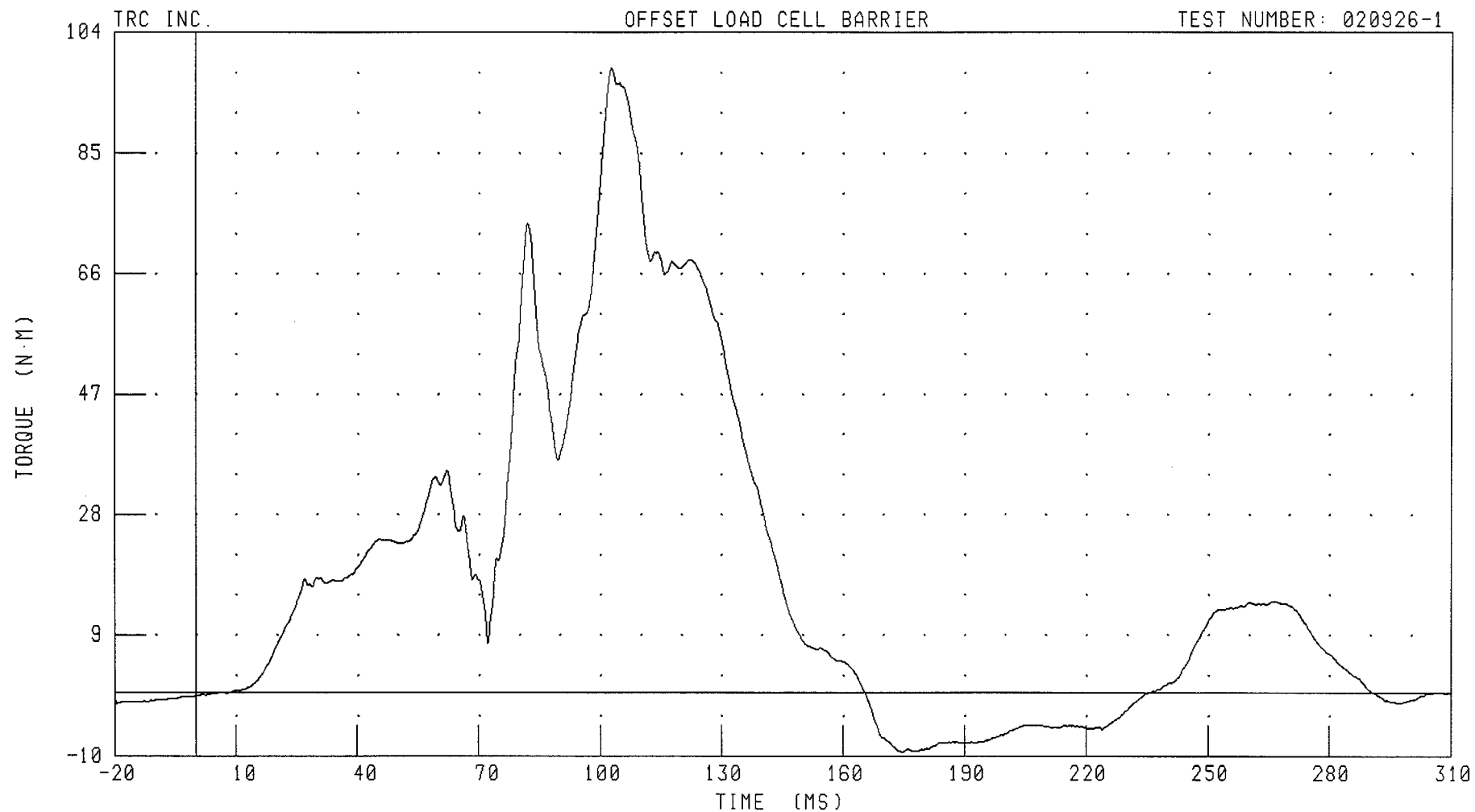
PEAK DATA: 56.20 N·M @ 121.36 MS; -68.29 N·M @ 86.48 MS

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

PASSENGER RIGHT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RFMYM2

FILTER: CH. CLASS 600

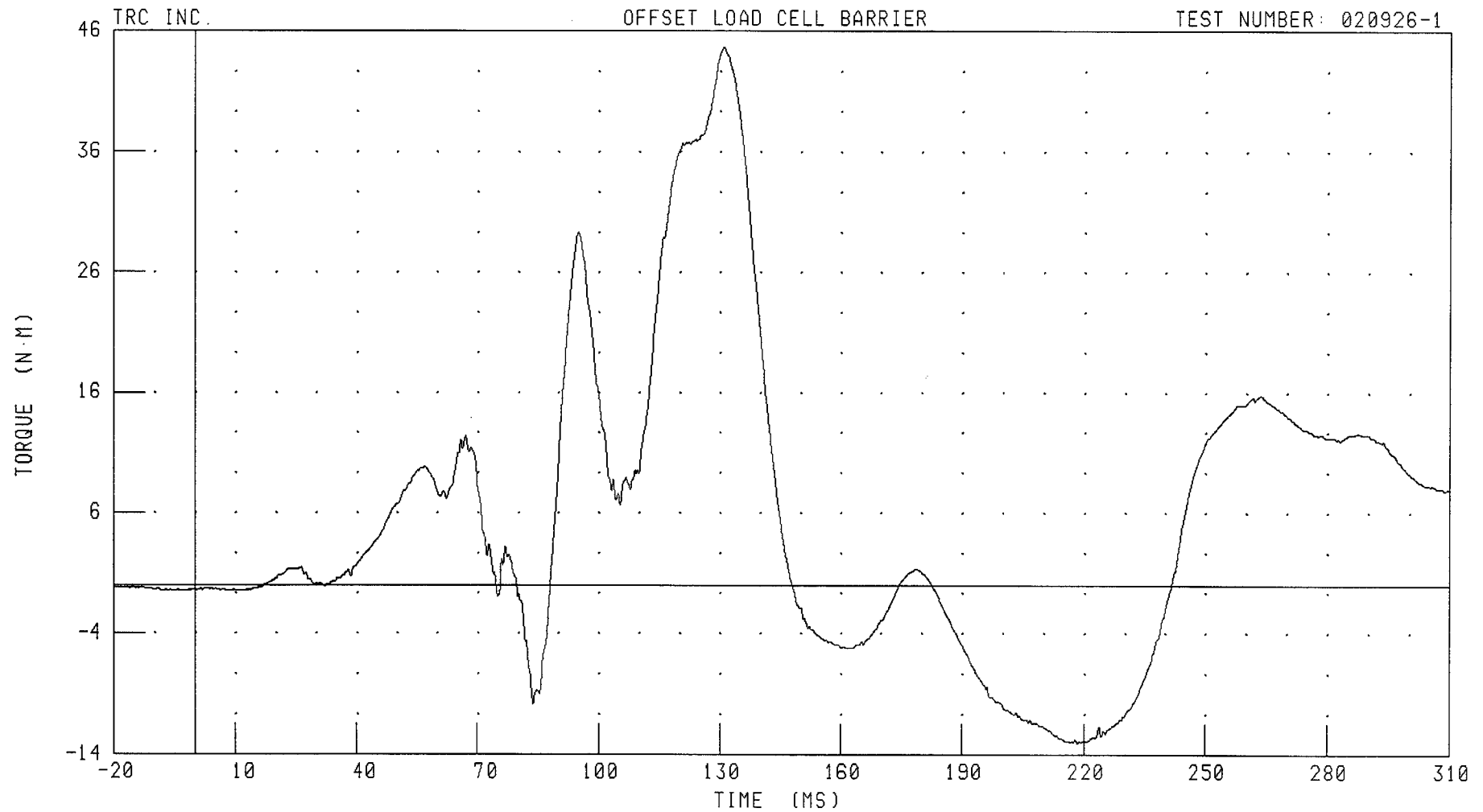
PEAK DATA: 98.39 N·M @ 102.80 MS; -9.41 N·M @ 174.56 MS

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

PASSENGER RIGHT FEMUR MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



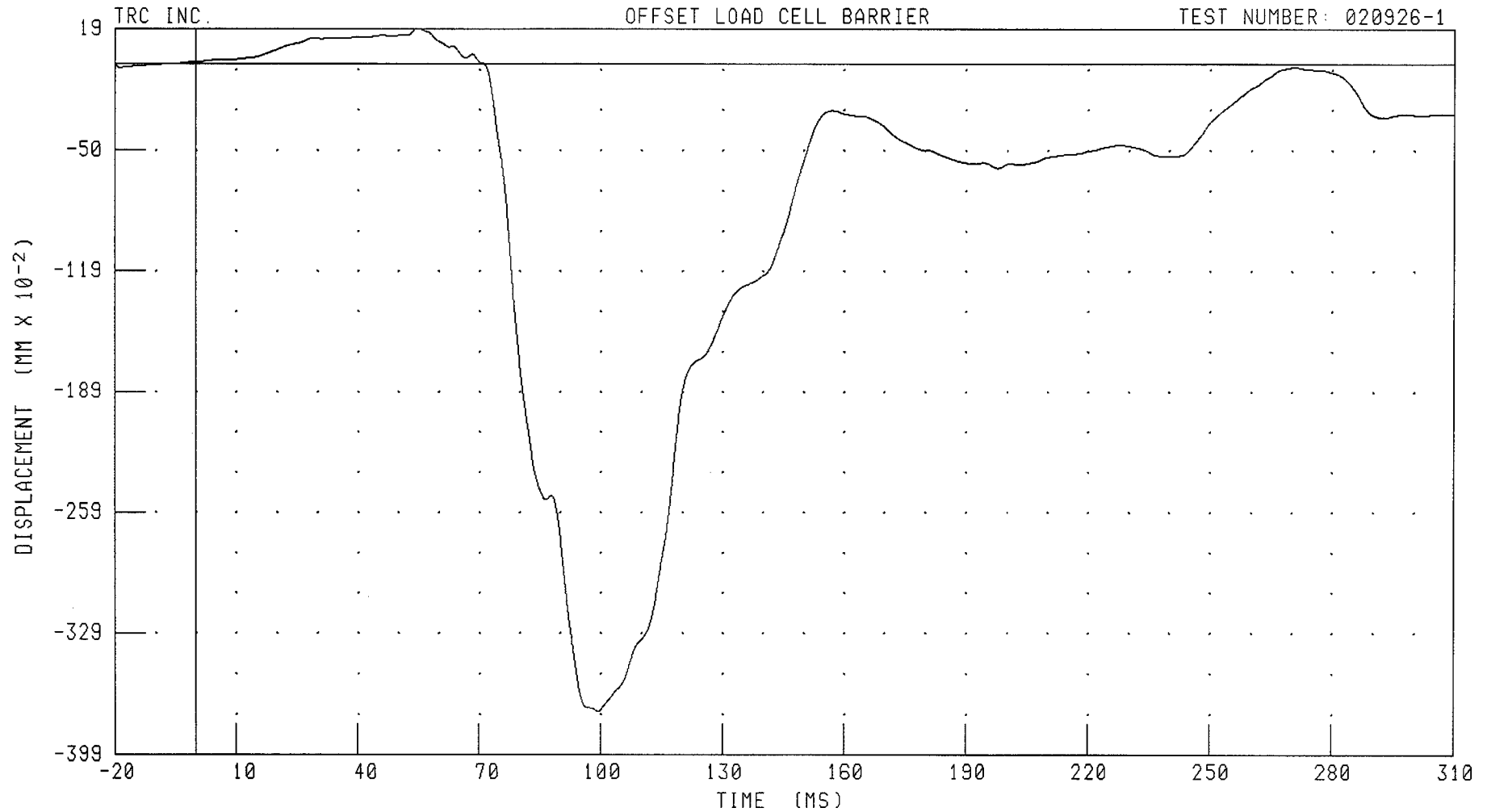
CHANNEL: RFMZM2 FILTER: CH. CLASS 600

PEAK DATA: 44.69 N·M @ 130.96 MS; -13.07 N·M @ 218.40 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: 020926-1



CHANNEL: KNLXD2 FILTER: CH. CLASS 180

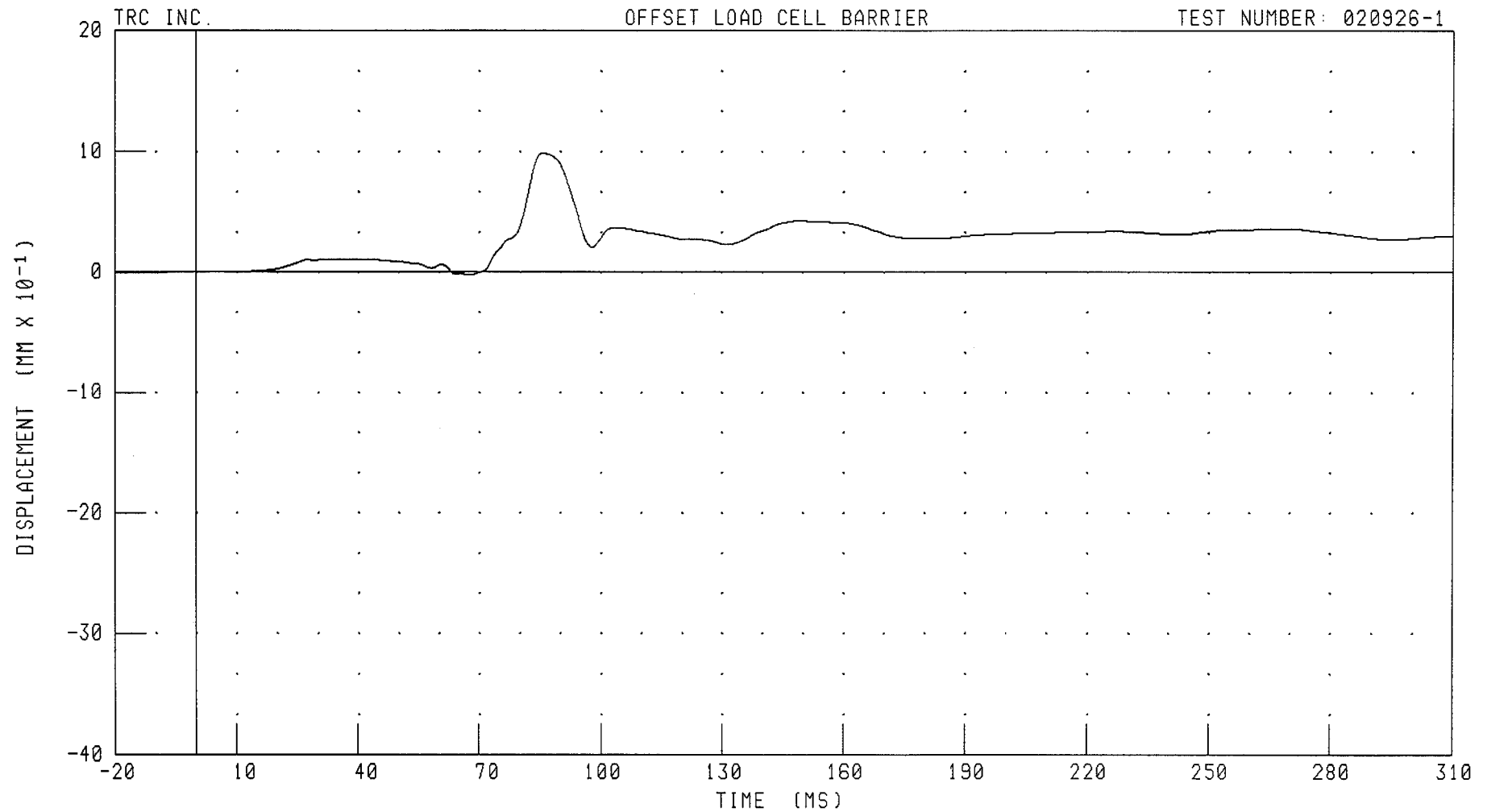
PEAK DATA: 0.21 MM @ 54.80 MS; -3.75 MM @ 99.52 MS

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: 020926-1



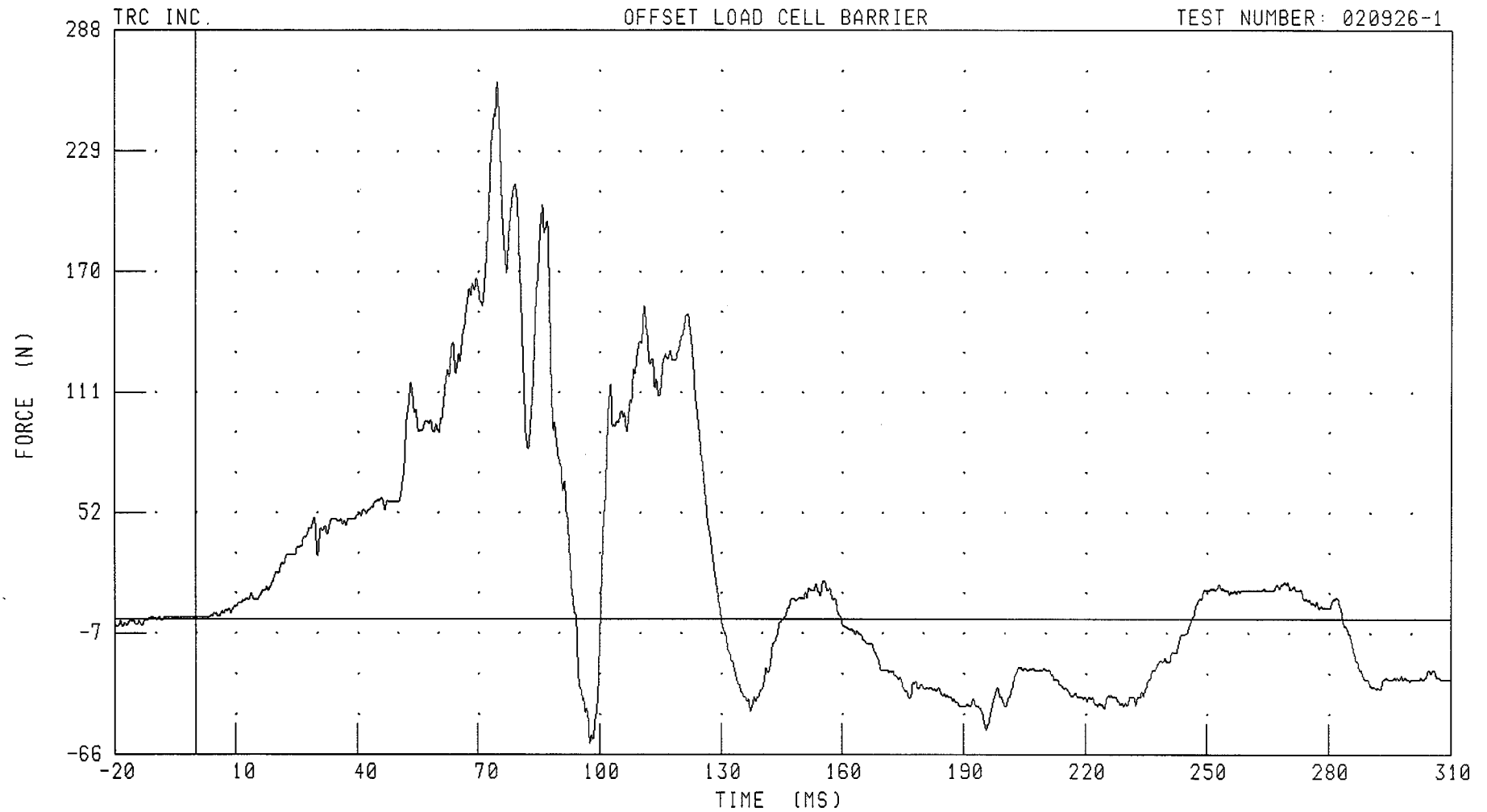
CHANNEL: KNRXD2 FILTER: CH. CLASS 180

PEAK DATA: 0.98 MM @ 85.60 MS; -0.02 MM @ 67.44 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: 020926-1



CHANNEL: TBLXF2 FILTER: CH. CLASS 600

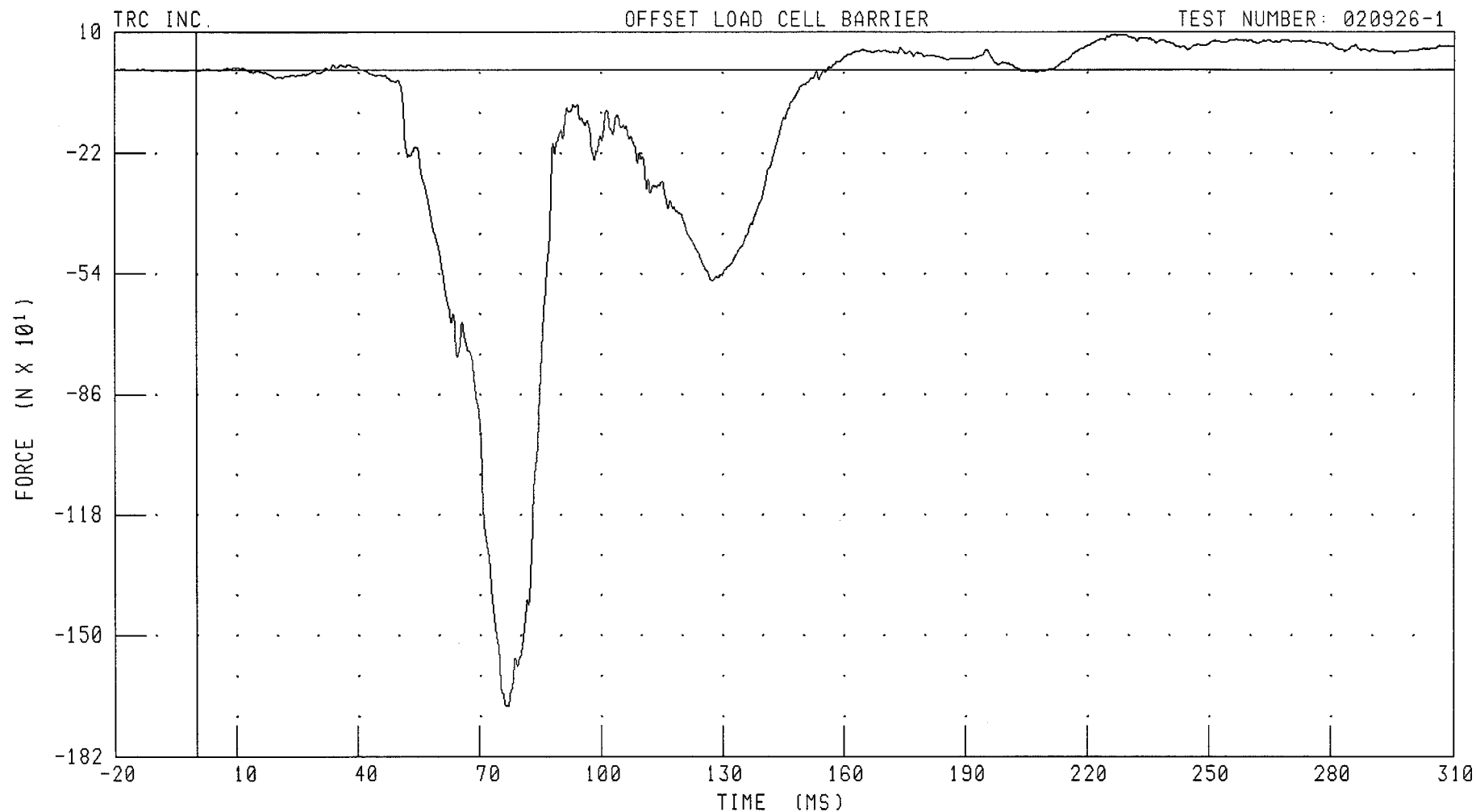
PEAK DATA: 262.73 N @ 74.72 MS; -60.54 N @ 97.68 MS

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: 020926-1



CHANNEL: TBLZF2 FILTER: CH. CLASS 600

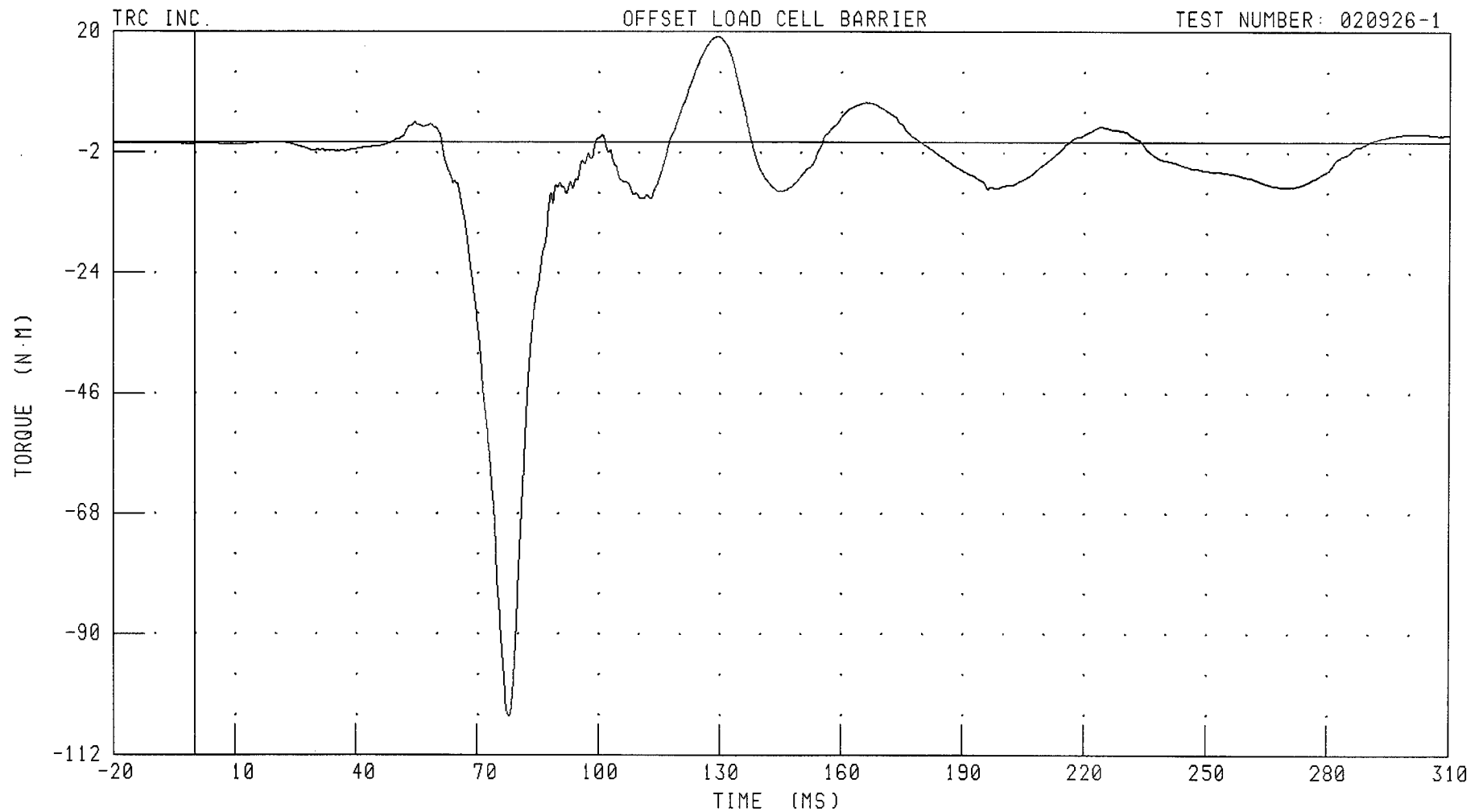
PEAK DATA: 93.92 N @ 226.88 MS; -1687.28 N @ 76.64 MS

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

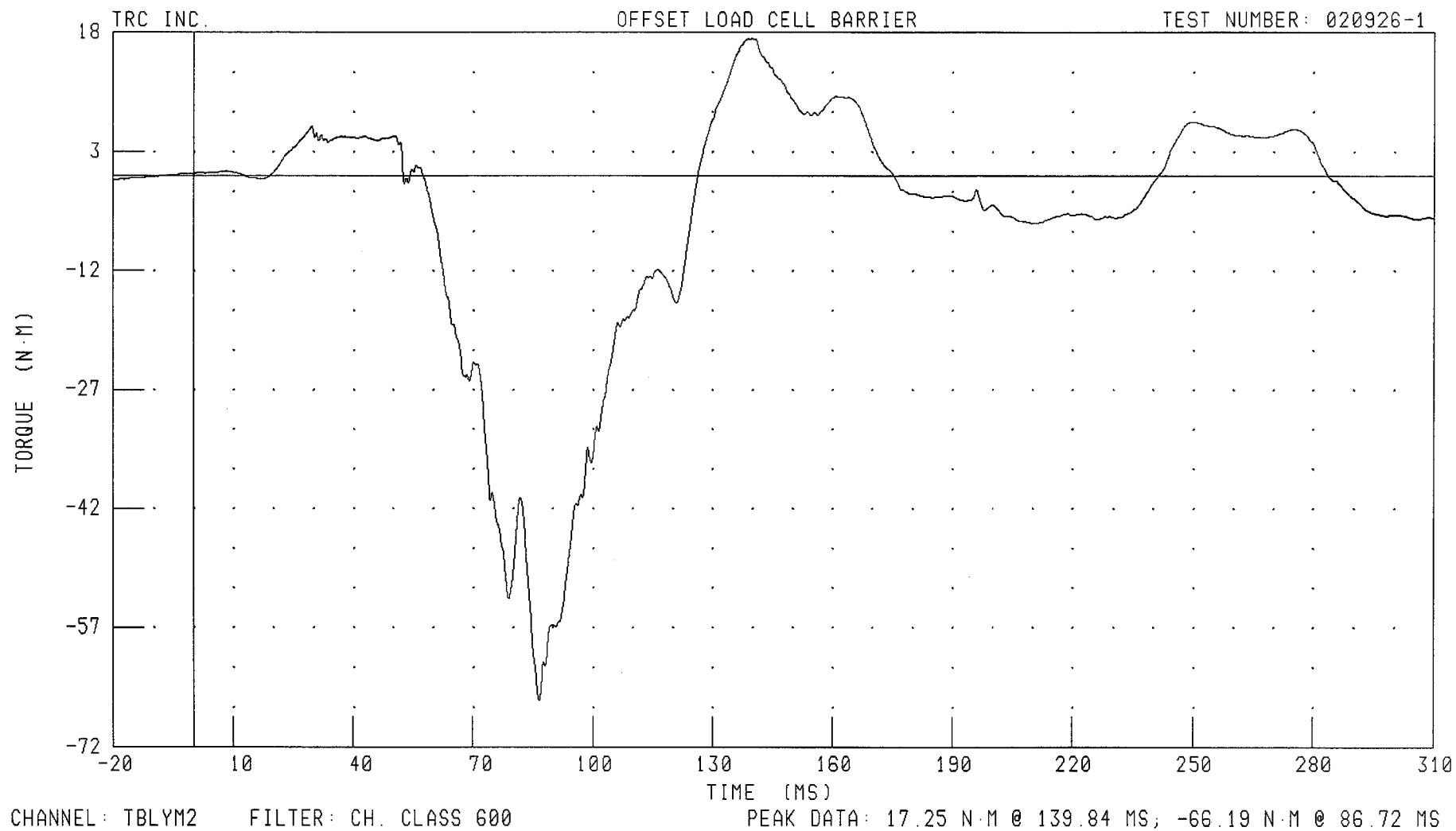
TEST NUMBER: 020926-1



CHANNEL: TBLXM2 FILTER: CH. CLASS 600

PEAK DATA: 19.09 N·M @ 129.44 MS; -104.98 N·M @ 77.84 MS

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

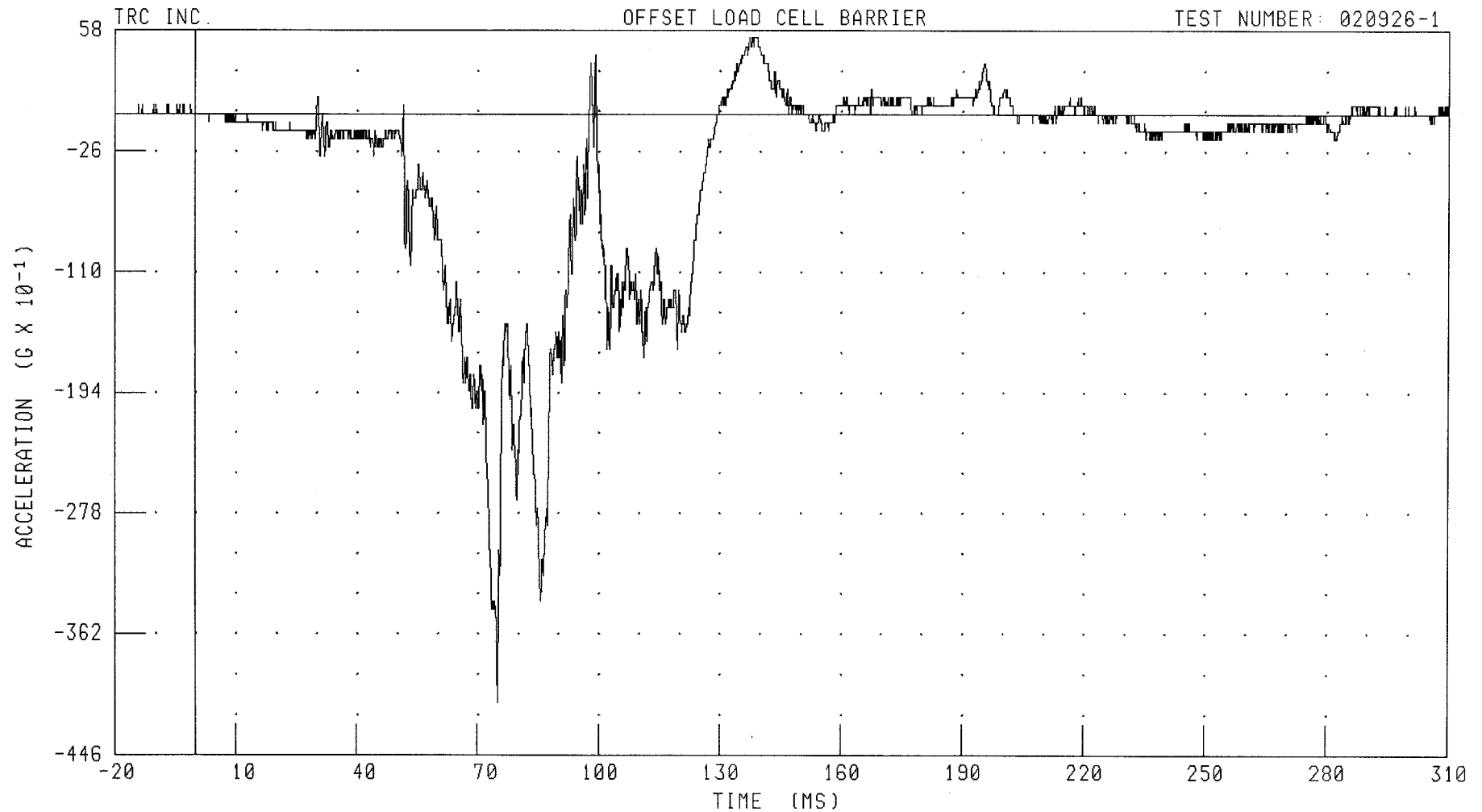


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER LEFT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: TBLXG2 FILTER: CH. CLASS 1000

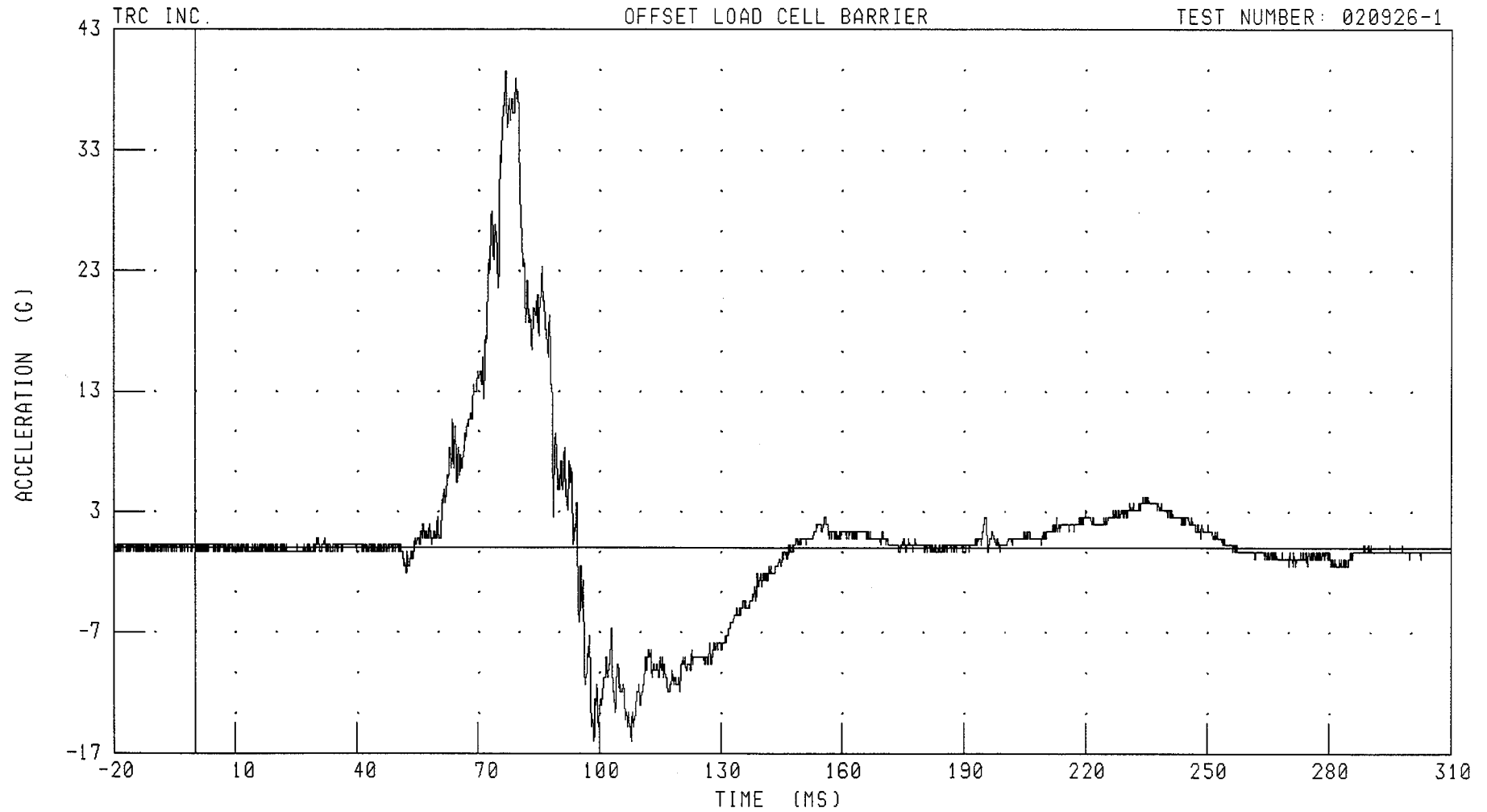
PEAK DATA: 5.29 G @ 137.36 MS; -40.95 G @ 74.88 MS

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: 020926-1



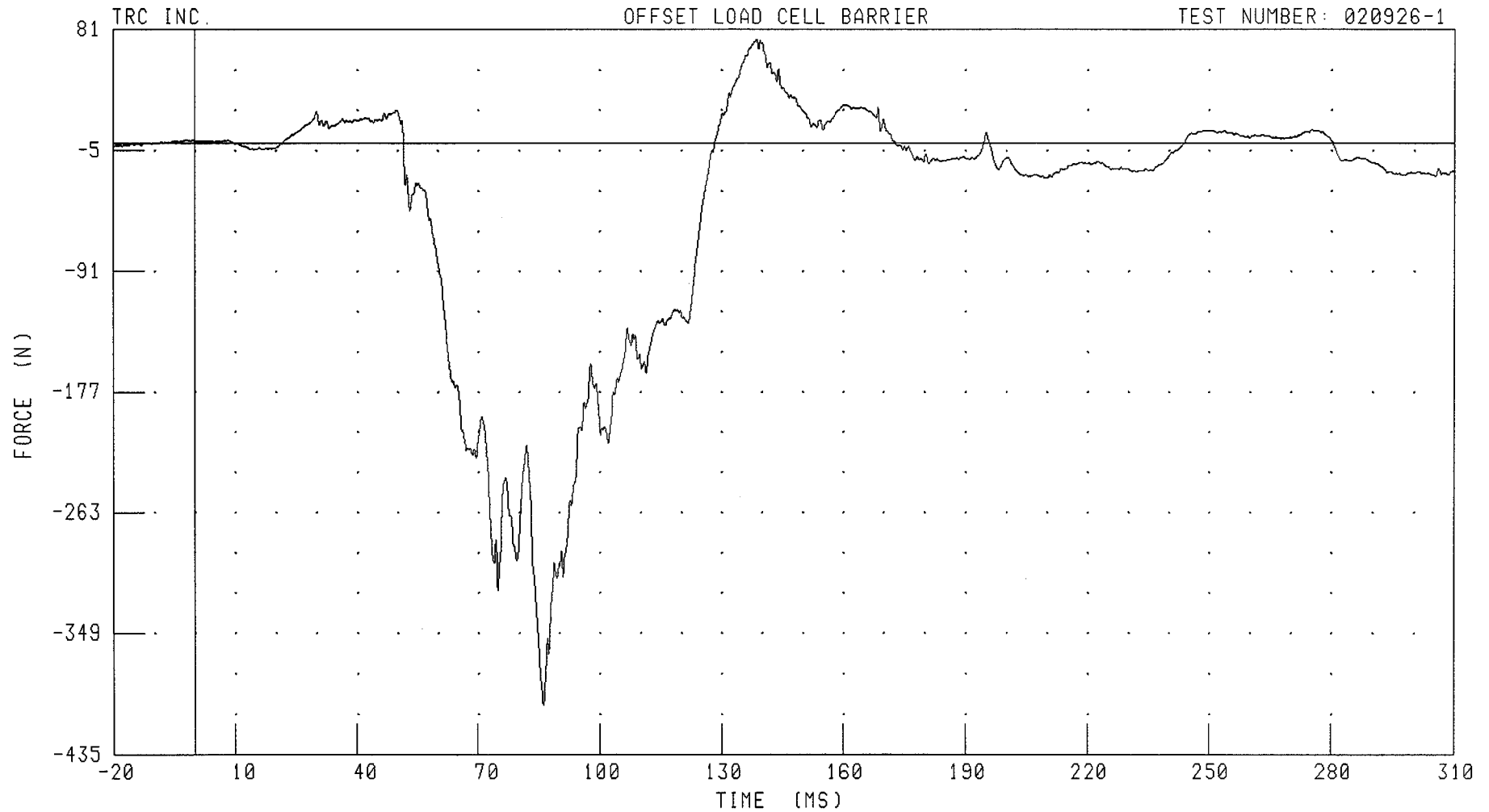
CHANNEL: TBLYG2 FILTER: CH. CLASS 1000

PEAK DATA: 39.55 G @ 76.80 MS; -15.96 G @ 98.64 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: ANLXF2

FILTER: CH. CLASS 600

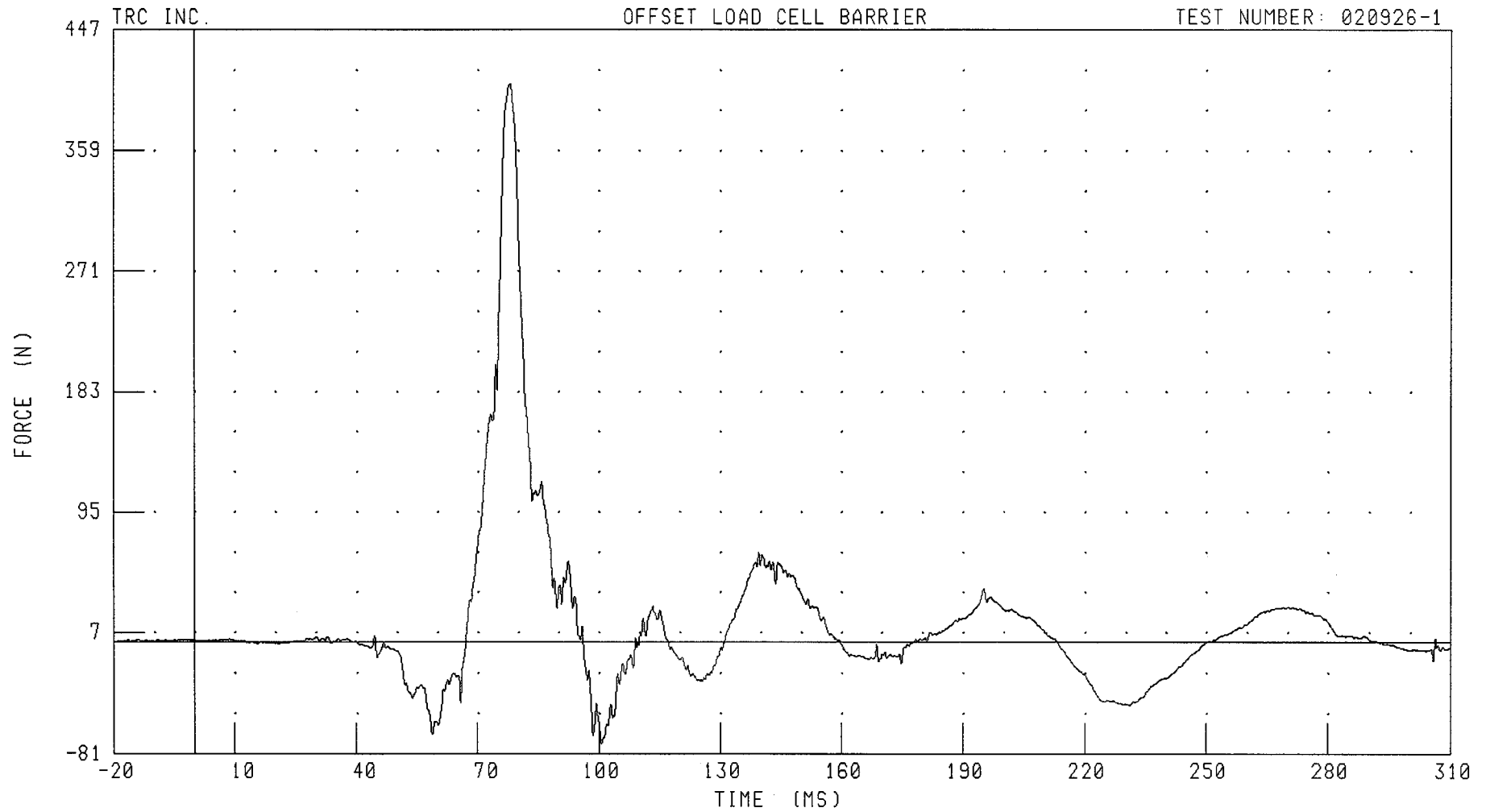
PEAK DATA: 73.96 N @ 138.88 MS; -400.47 N @ 86.16 MS

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

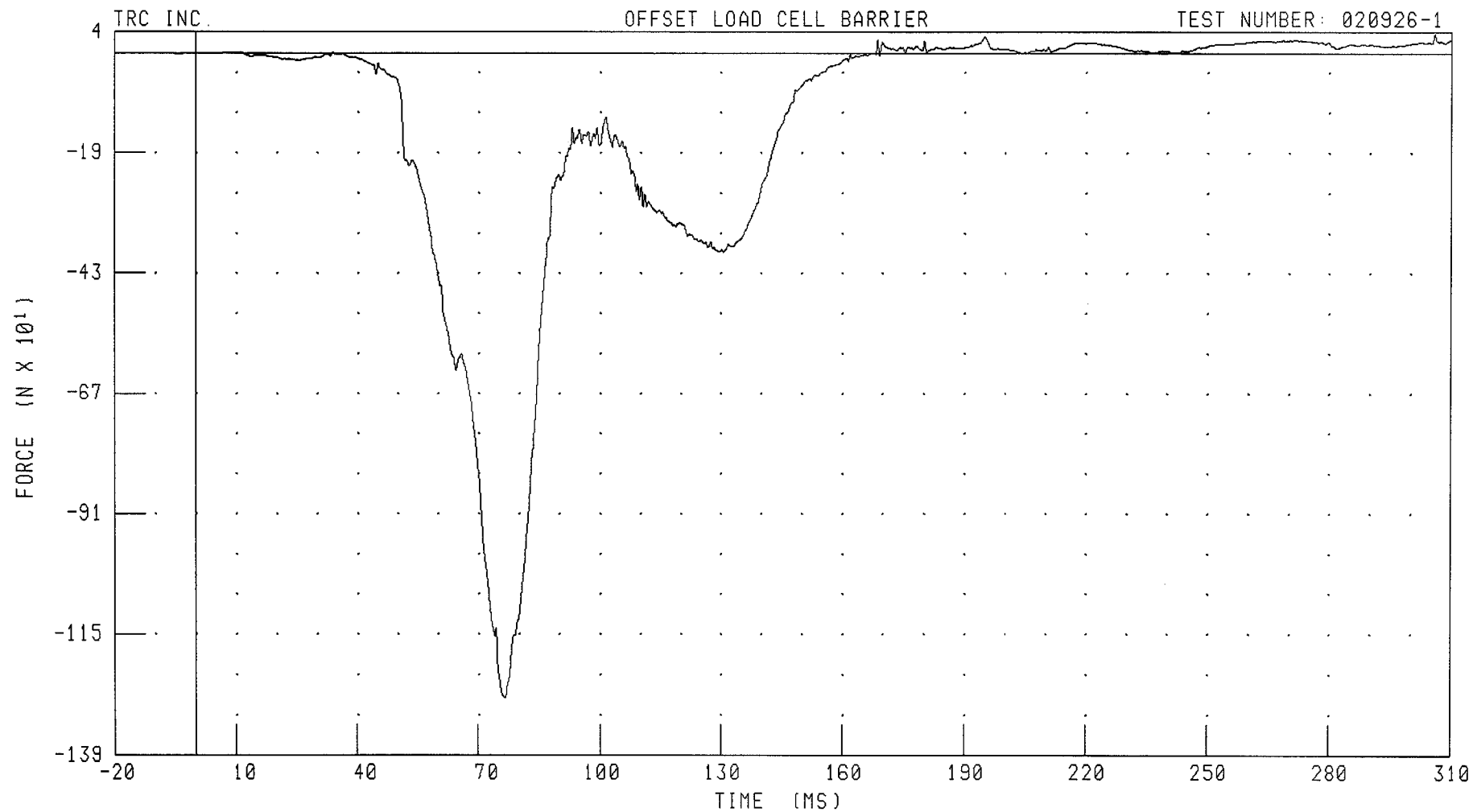
TEST NUMBER: 020926-1



CHANNEL: ANLYF2 FILTER: CH. CLASS 600

PEAK DATA: 407.85 N @ 78.08 MS; -73.71 N @ 100.64 MS

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



CHANNEL: ANLZF2 FILTER: CH. CLASS 600

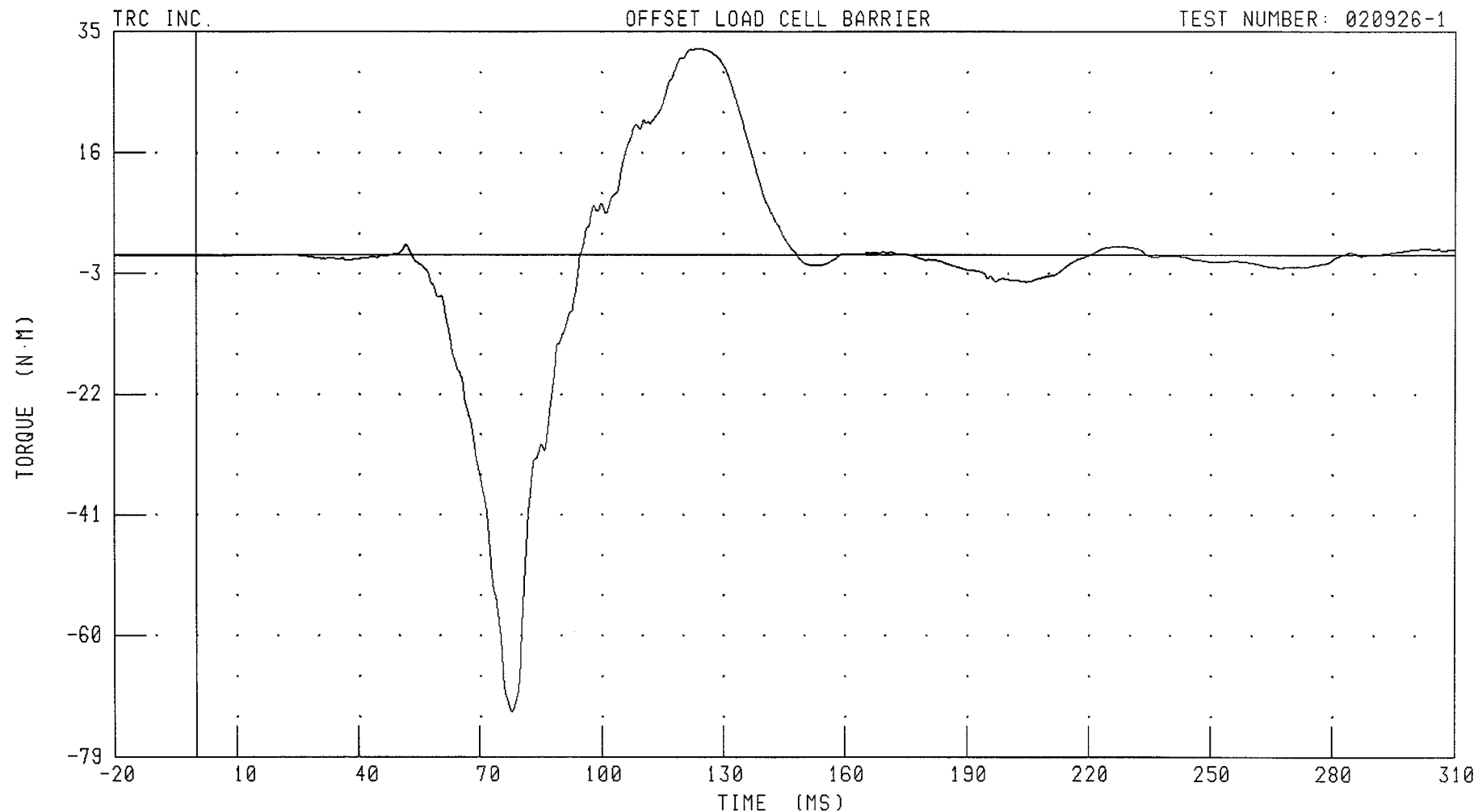
PEAK DATA: 38.95 N @ 305.76 MS; -1284.59 N @ 76.56 MS

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: 020926-1



CHANNEL: ANLXM2 FILTER: CH. CLASS 600

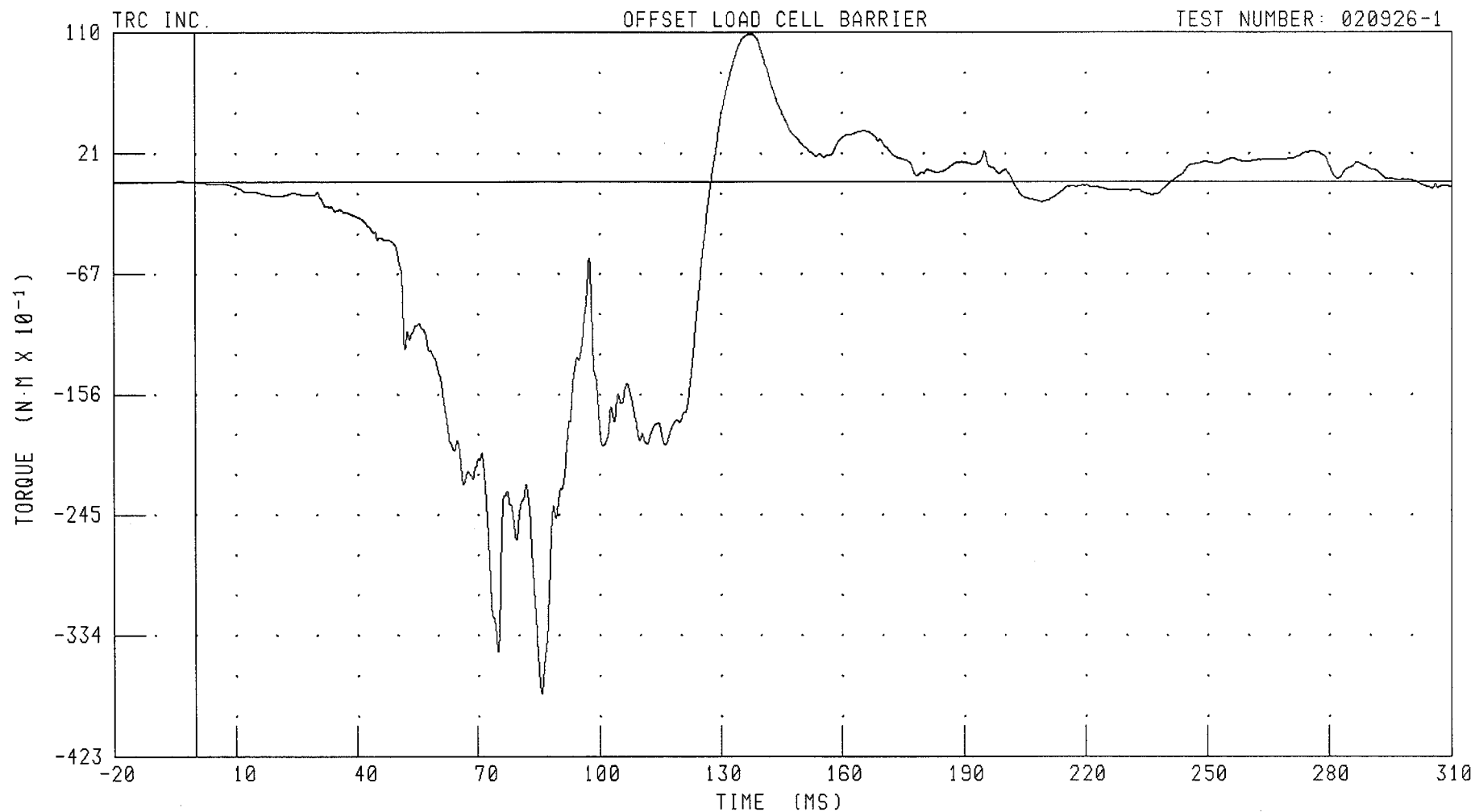
PEAK DATA: 32.38 N·m @ 123.44 ms; -71.91 N·m @ 77.76 ms

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: 020926-1



CHANNEL: ANLYM2 FILTER: CH. CLASS 600

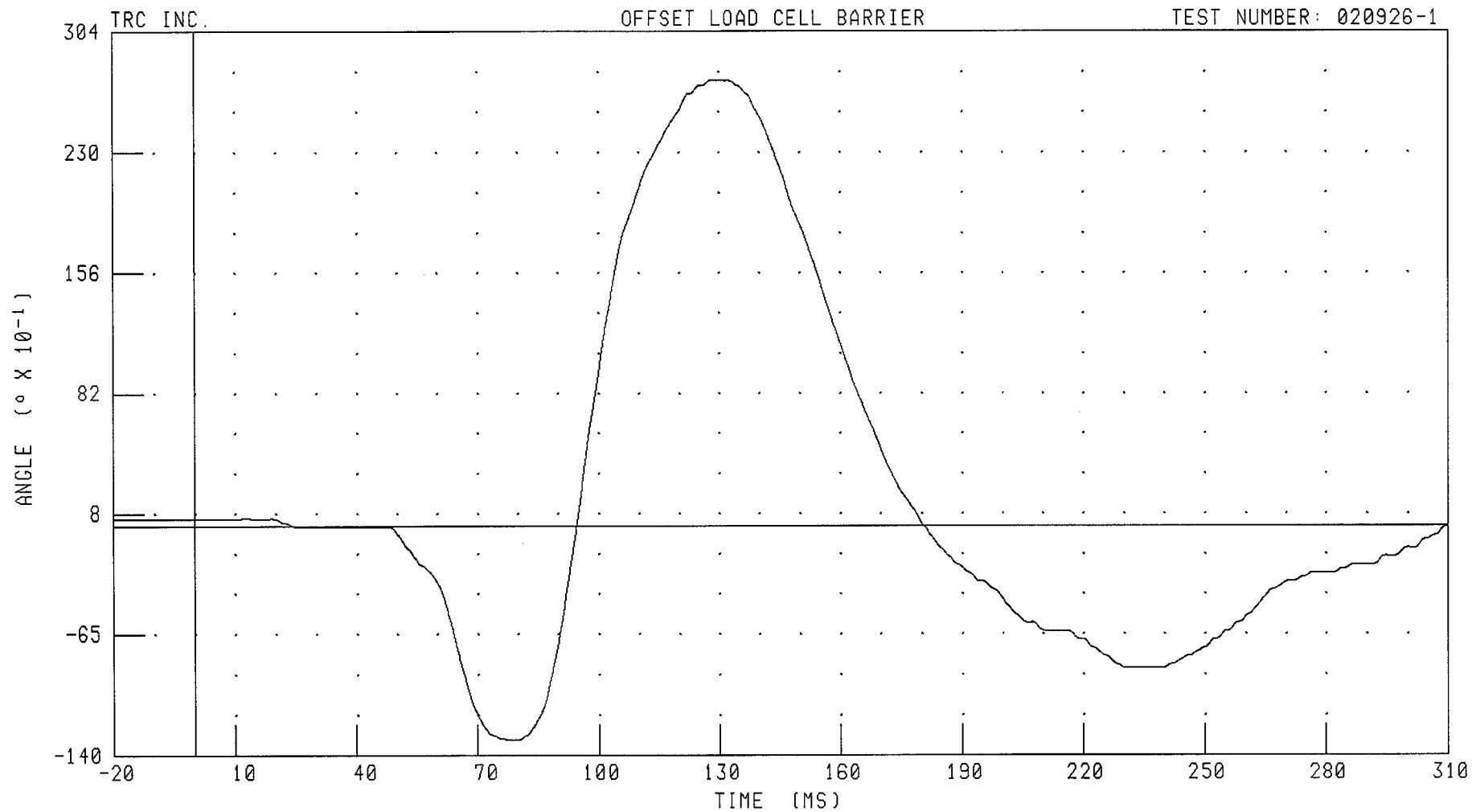
PEAK DATA: 10.90 N·M @ 137.52 MS; -37.82 N·M @ 85.76 MS

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: 020926-1



CHANNEL: FTLXD2 FILTER: CH. CLASS 180

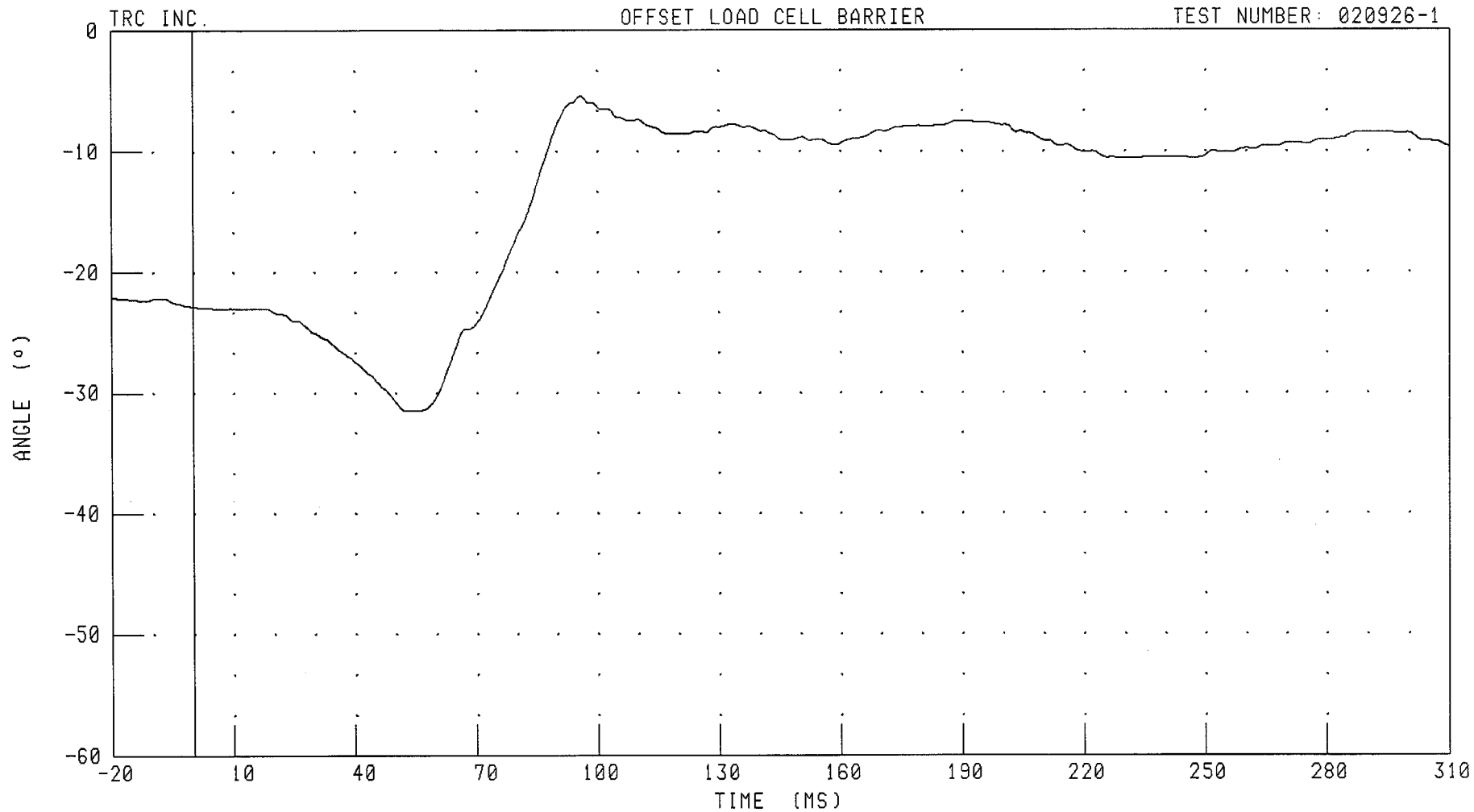
PEAK DATA: 27.42 ° @ 128.40 MS; -13.06 ° @ 79.92 MS

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: 020926-1



CHANNEL: FTLYD2 FILTER: CH. CLASS 180

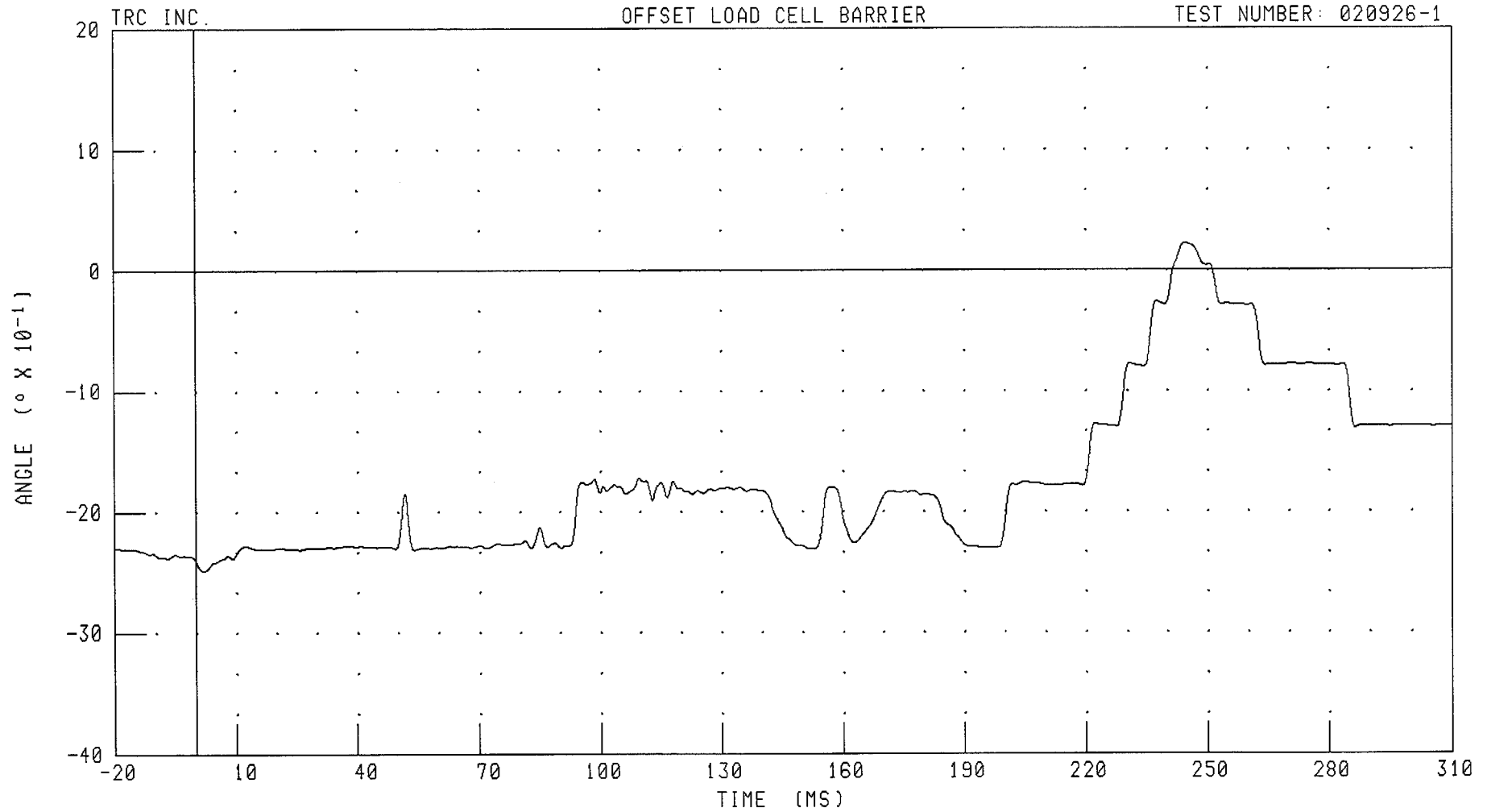
PEAK DATA: -5.42 ° @ 96.00 MS; -31.51 ° @ 52.56 MS

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: 020926-1



CHANNEL: FTLZD2 FILTER: CH. CLASS 180

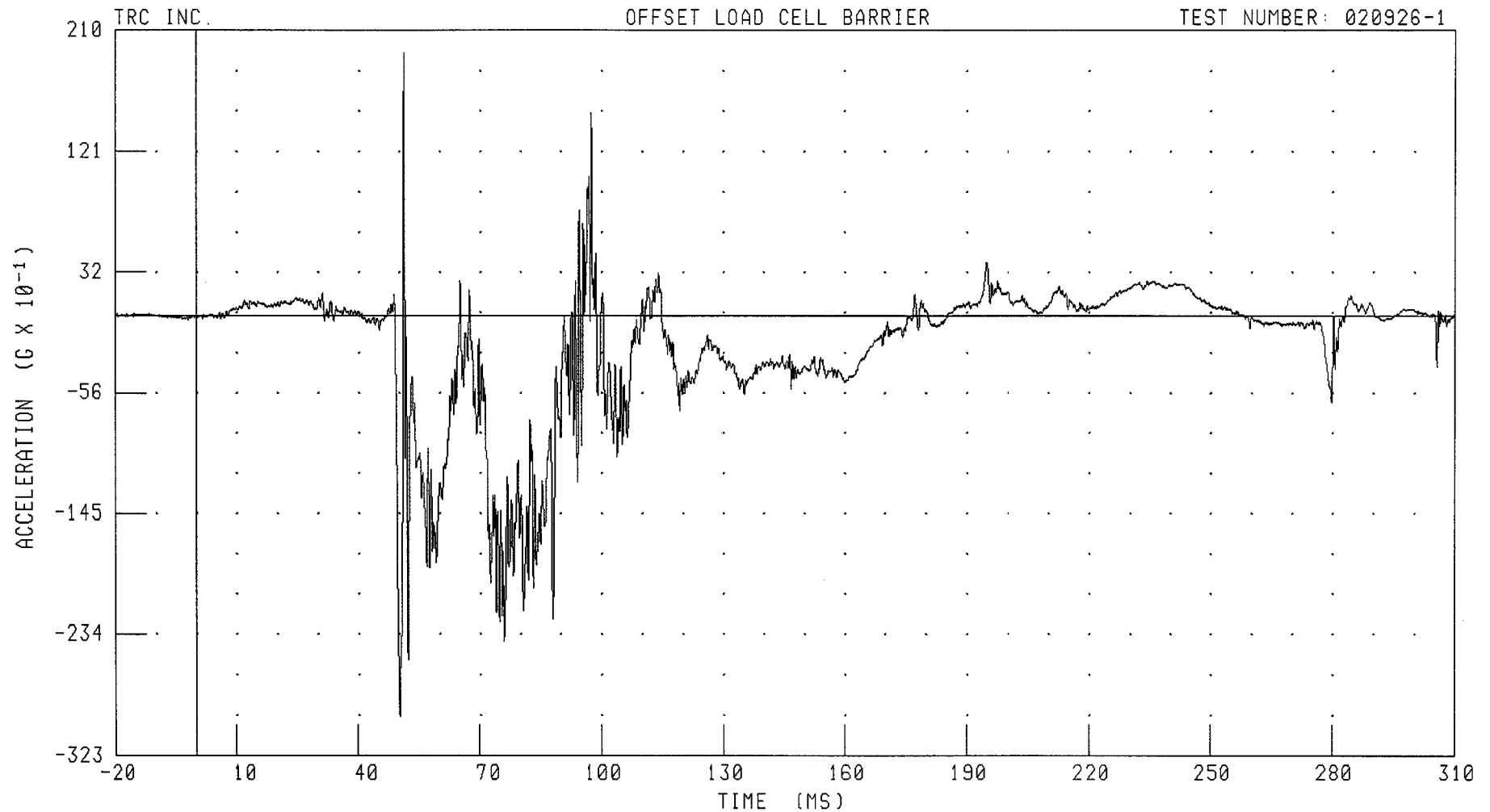
PEAK DATA: 0.23 $^{\circ}$ @ 244.48 MS; -2.49 $^{\circ}$ @ 1.92 MS

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: 020926-1



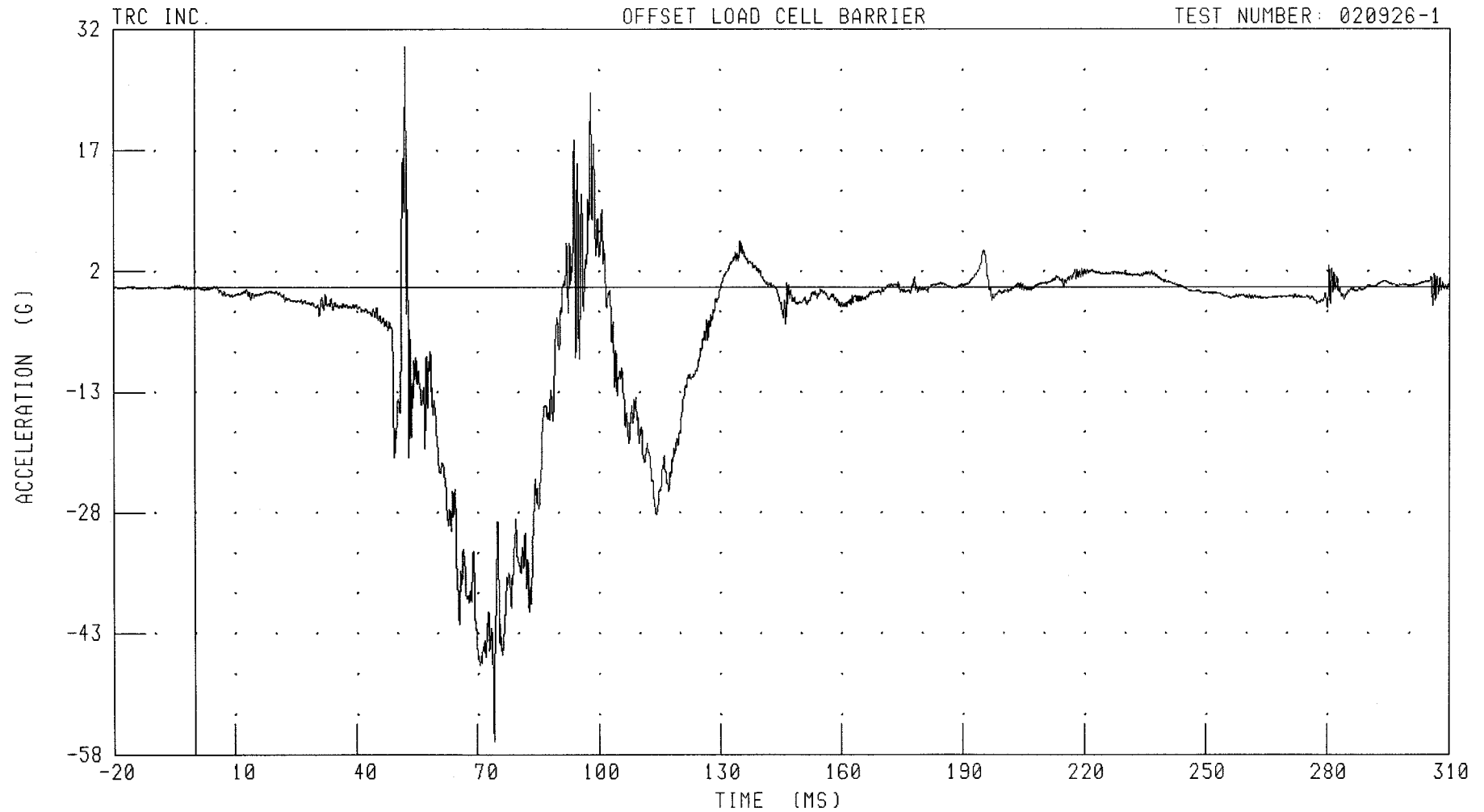
CHANNEL: FTLXG2 FILTER: CH. CLASS 1000

PEAK DATA: 19.37 G @ 51.28 MS; -29.57 G @ 50.24 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: 020926-1



CHANNEL: FTLYC2 FILTER: CH. CLASS 1000

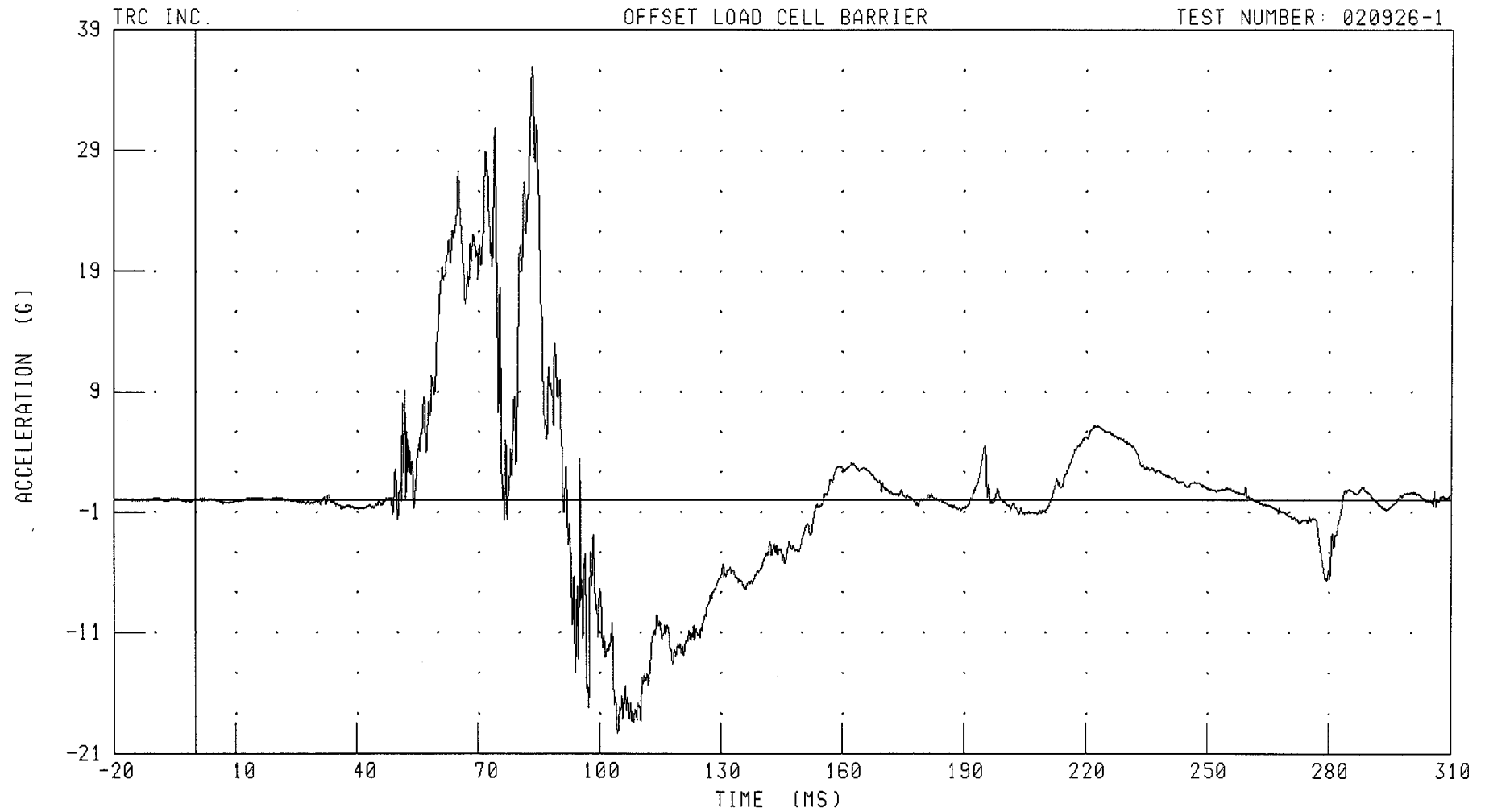
PEAK DATA: 29.84 G @ 52.08 MS; -56.40 G @ 74.08 MS

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: 020926-1



CHANNEL: FTLZG2 FILTER: CH. CLASS 1000

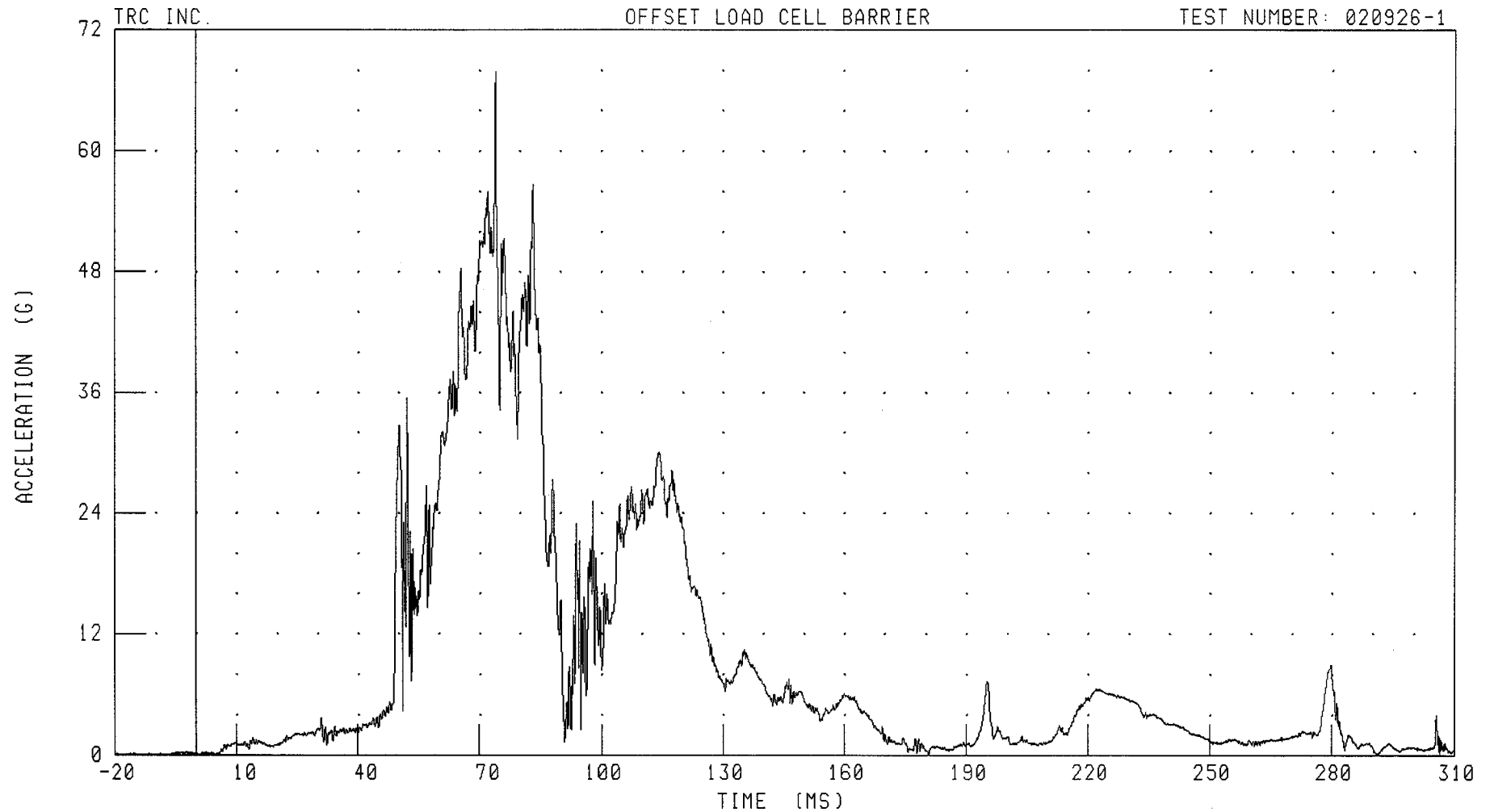
PEAK DATA: 35.95 G @ 83.36 MS; -19.35 G @ 104.48 MS

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: 020926-1



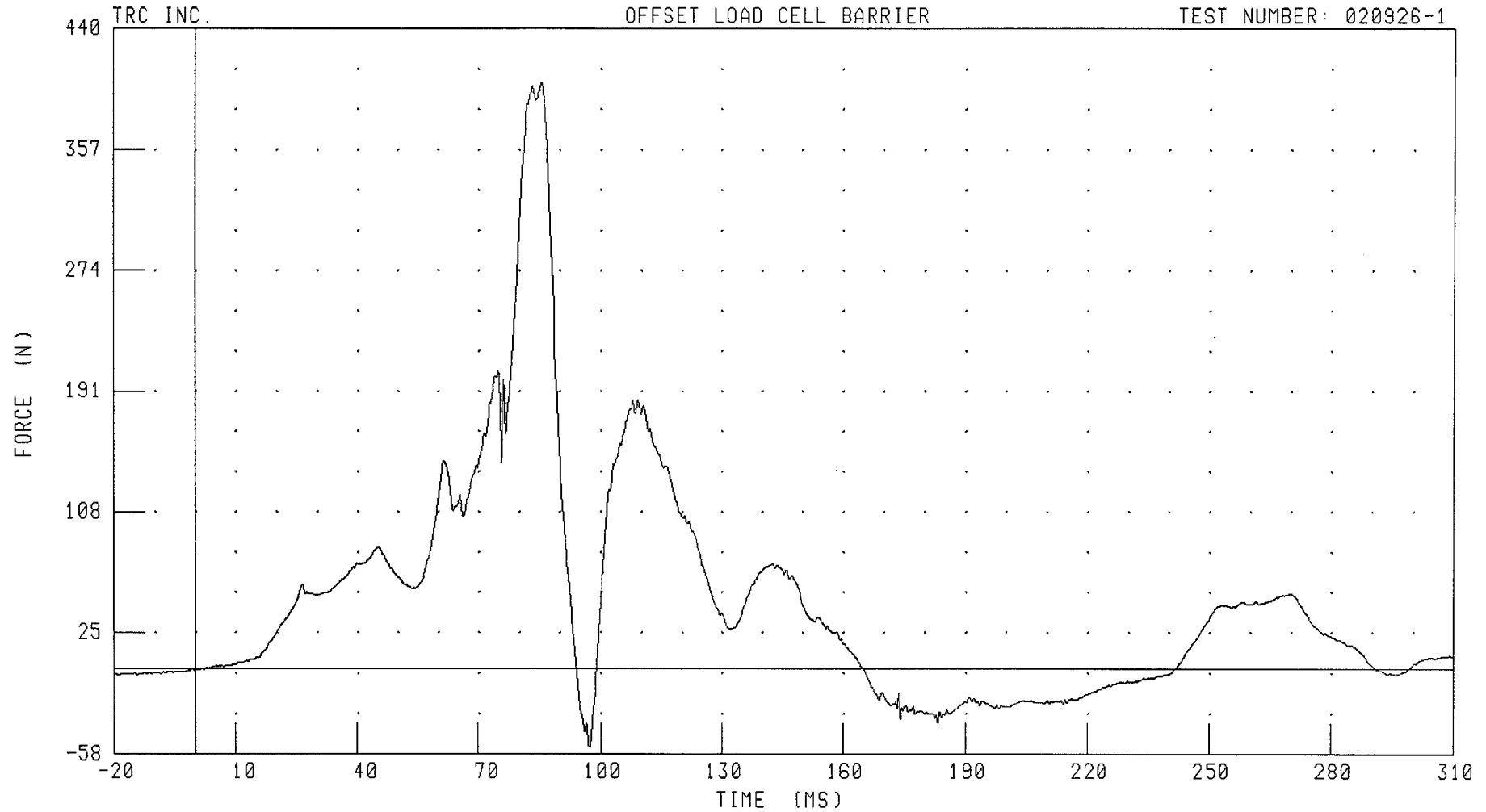
CHANNEL: FTLRG2 FILTER: CH. CLASS 1000

PEAK DATA: 67.82 G @ 74.08 MS; 0.02 G @ -18.16 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

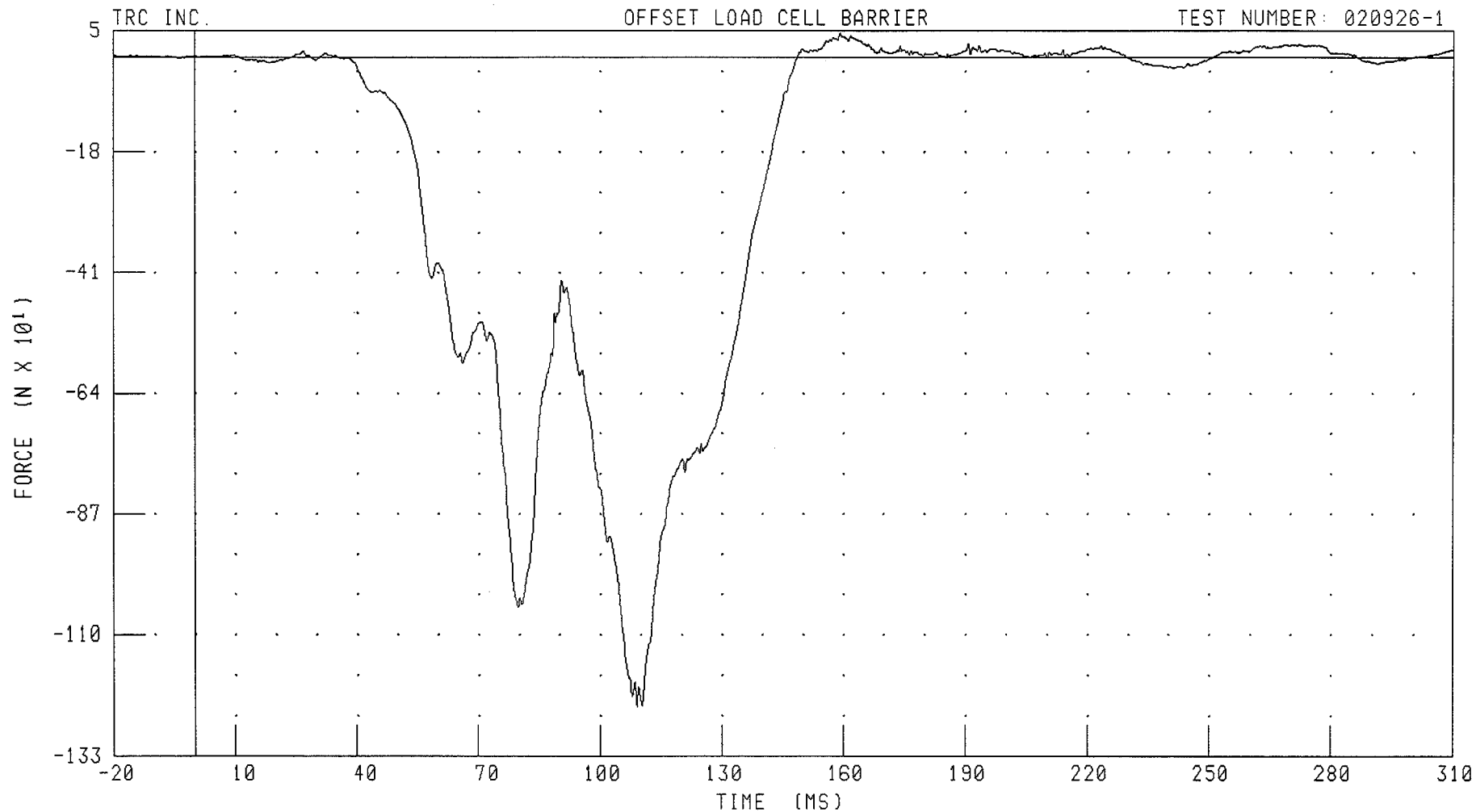
TEST NUMBER: 020926-1



CHANNEL: TBRXF2 FILTER: CH. CLASS 600

PEAK DATA: 403.27 N @ 85.44 MS; -53.36 N @ 97.28 MS

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



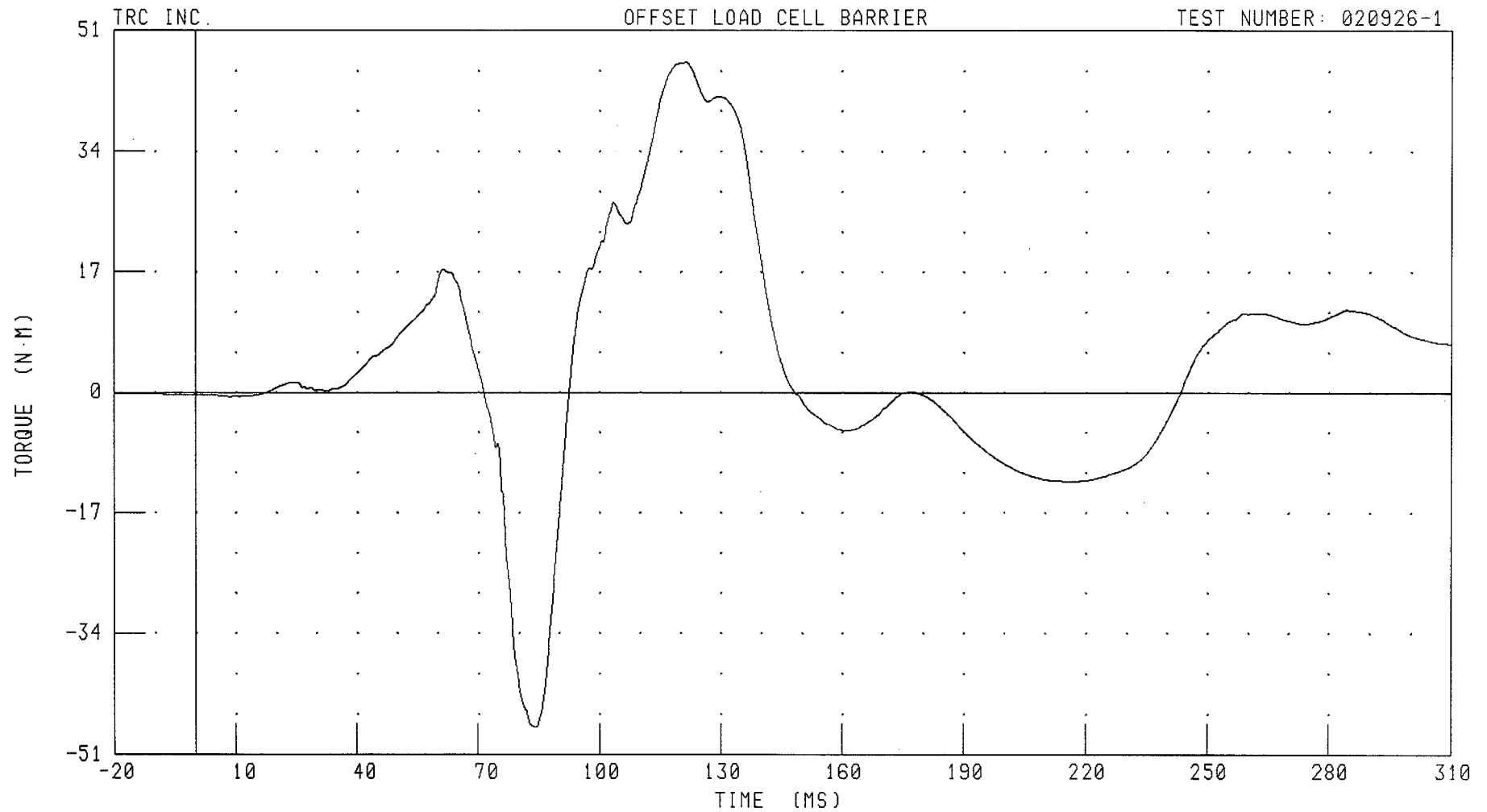
CHANNEL: TBRZF2 FILTER: CH. CLASS 600

PEAK DATA: 45.65 N @ 159.44 MS; -1236.37 N @ 109.12 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: 020926-1



CHANNEL: TBRXM2 FILTER: CH. CLASS 600

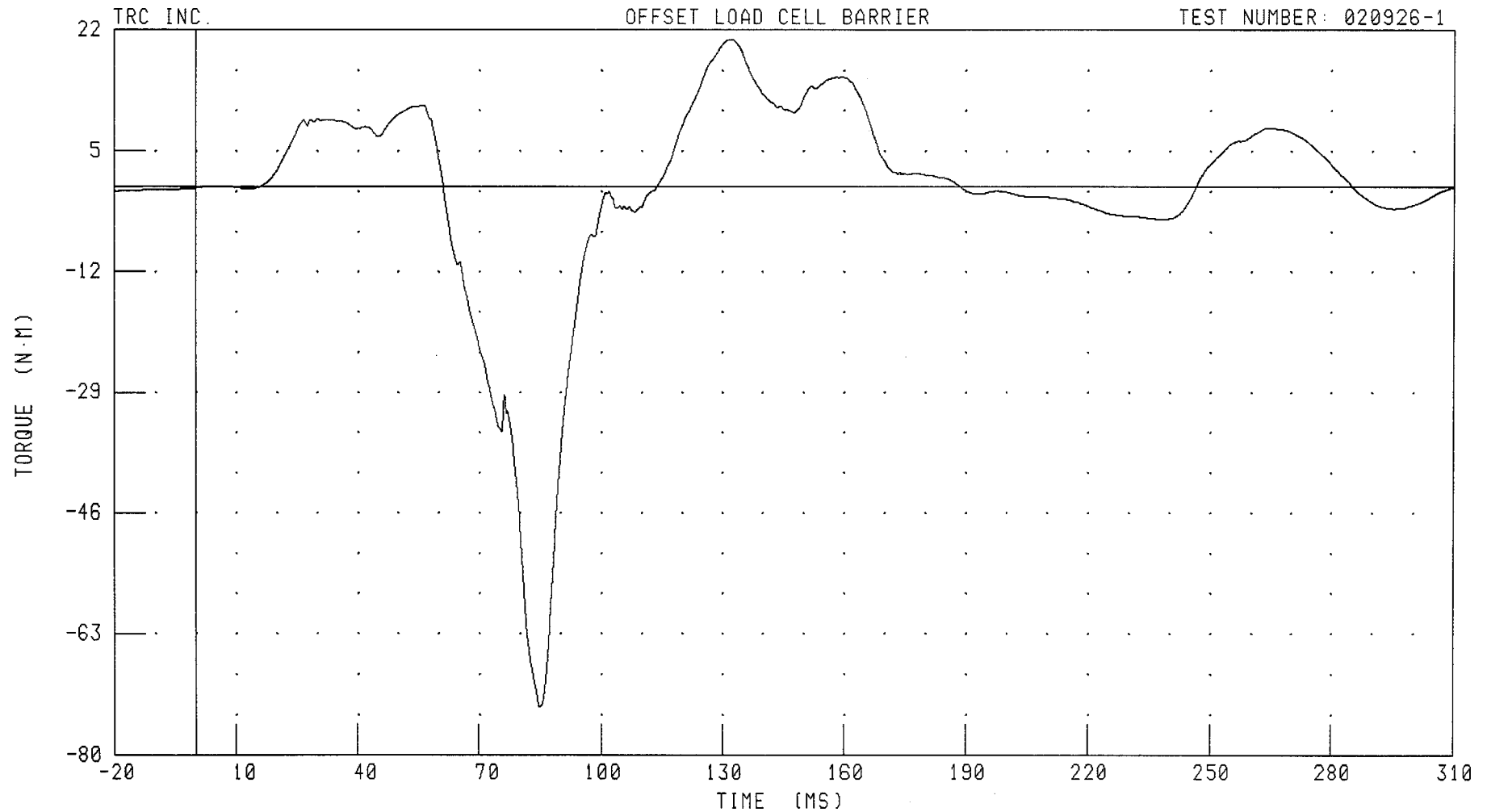
PEAK DATA: 46.58 N·m @ 121.36 MS; -47.17 N·m @ 84.40 MS

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: 020926-1



CHANNEL: TBRYM2 FILTER: CH. CLASS 600

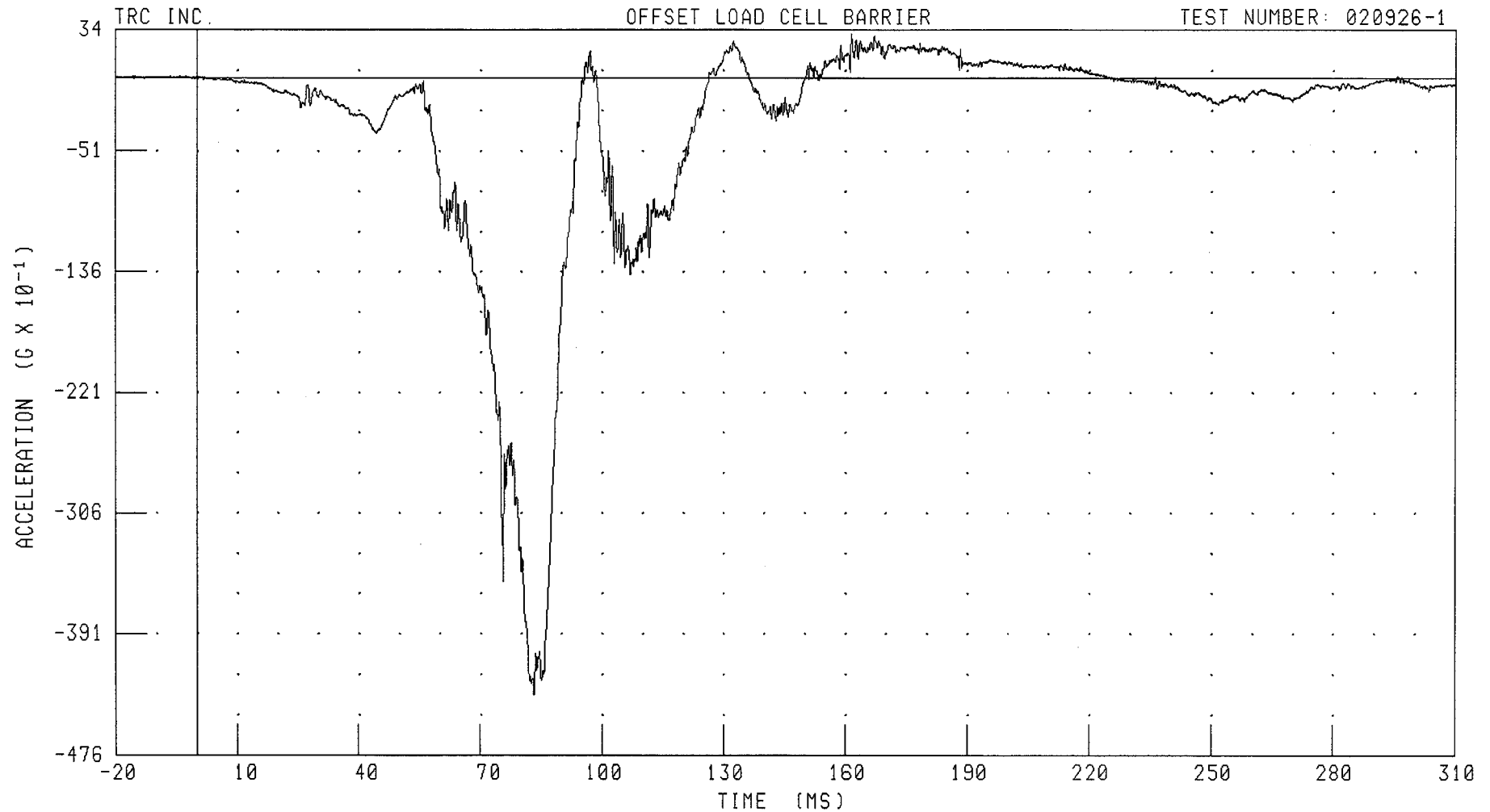
PEAK DATA: 20.65 N·M @ 131.84 MS; -73.28 N·M @ 84.88 MS

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

PASSENGER RIGHT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

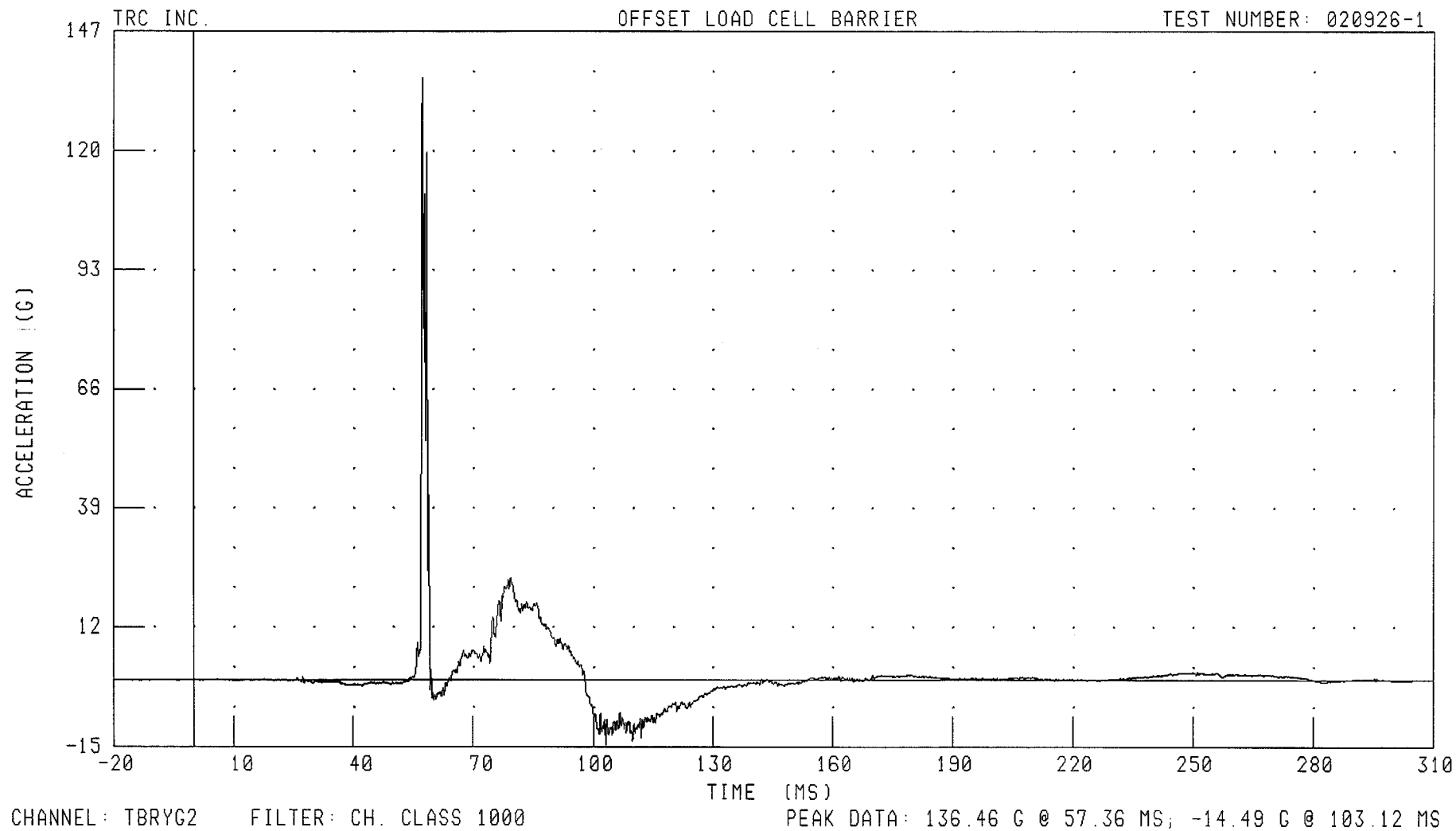
TEST NUMBER: 020926-1



CHANNEL: TBRXG2 FILTER: CH. CLASS 1000

PEAK DATA: 3.15 G @ 161.60 MS; -43.38 G @ 83.28 MS

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

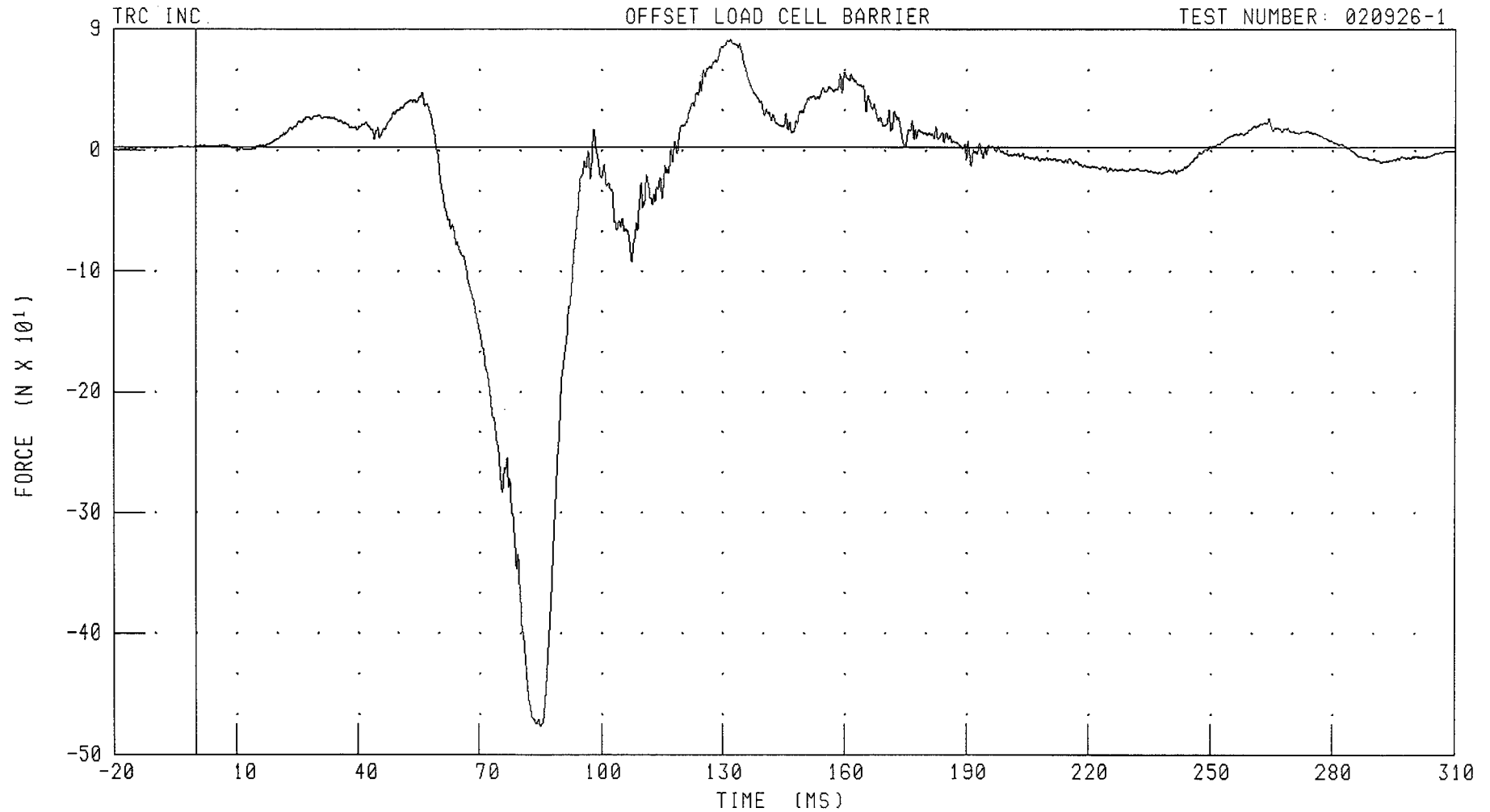


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER RIGHT LOWER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: ANRXF2 FILTER: CH. CLASS 600

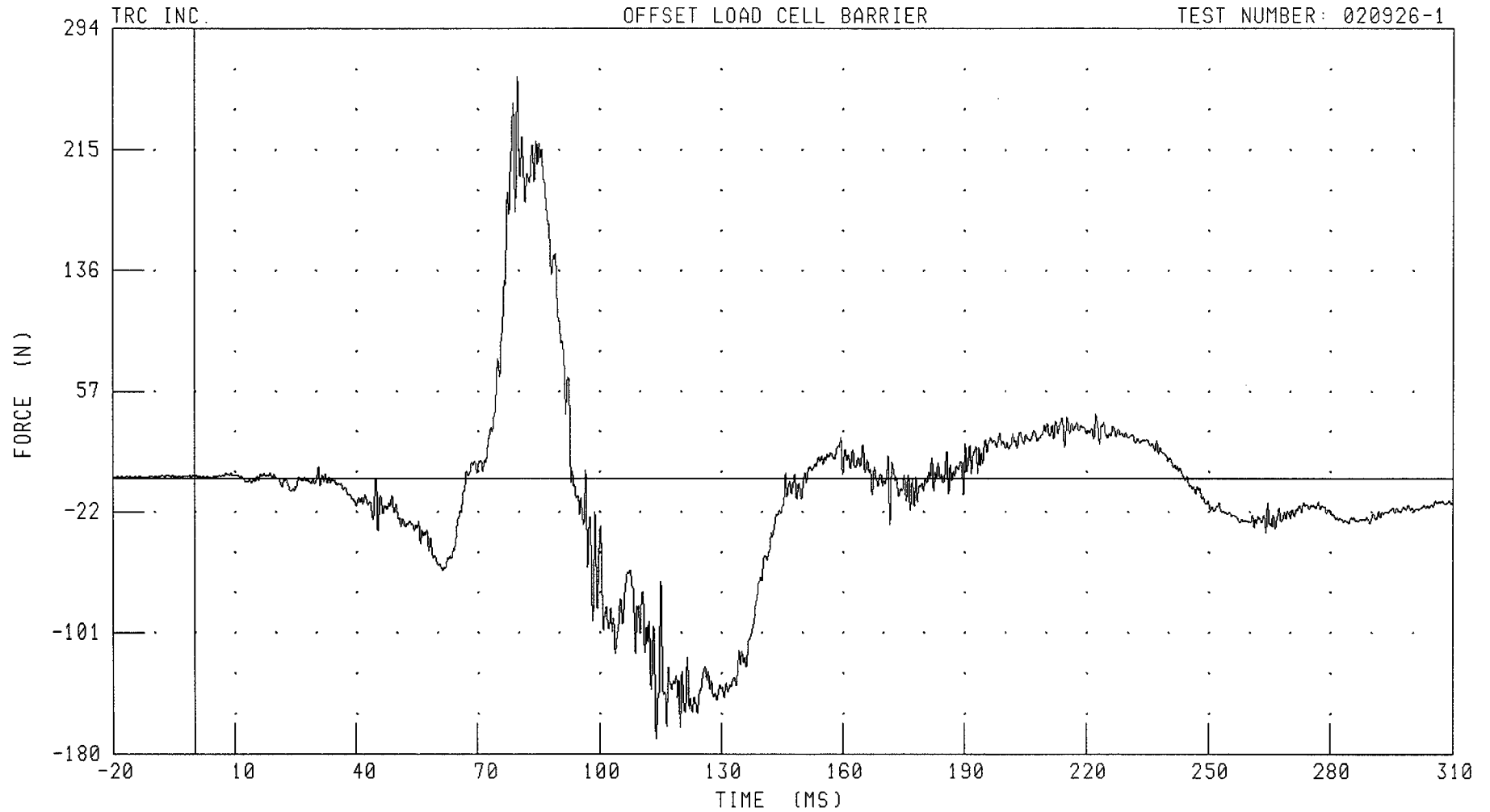
PEAK DATA: 88.48 N @ 132.08 MS; -479.67 N @ 84.96 MS

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: 020926-1



CHANNEL: ANRYF2 FILTER: CH. CLASS 600

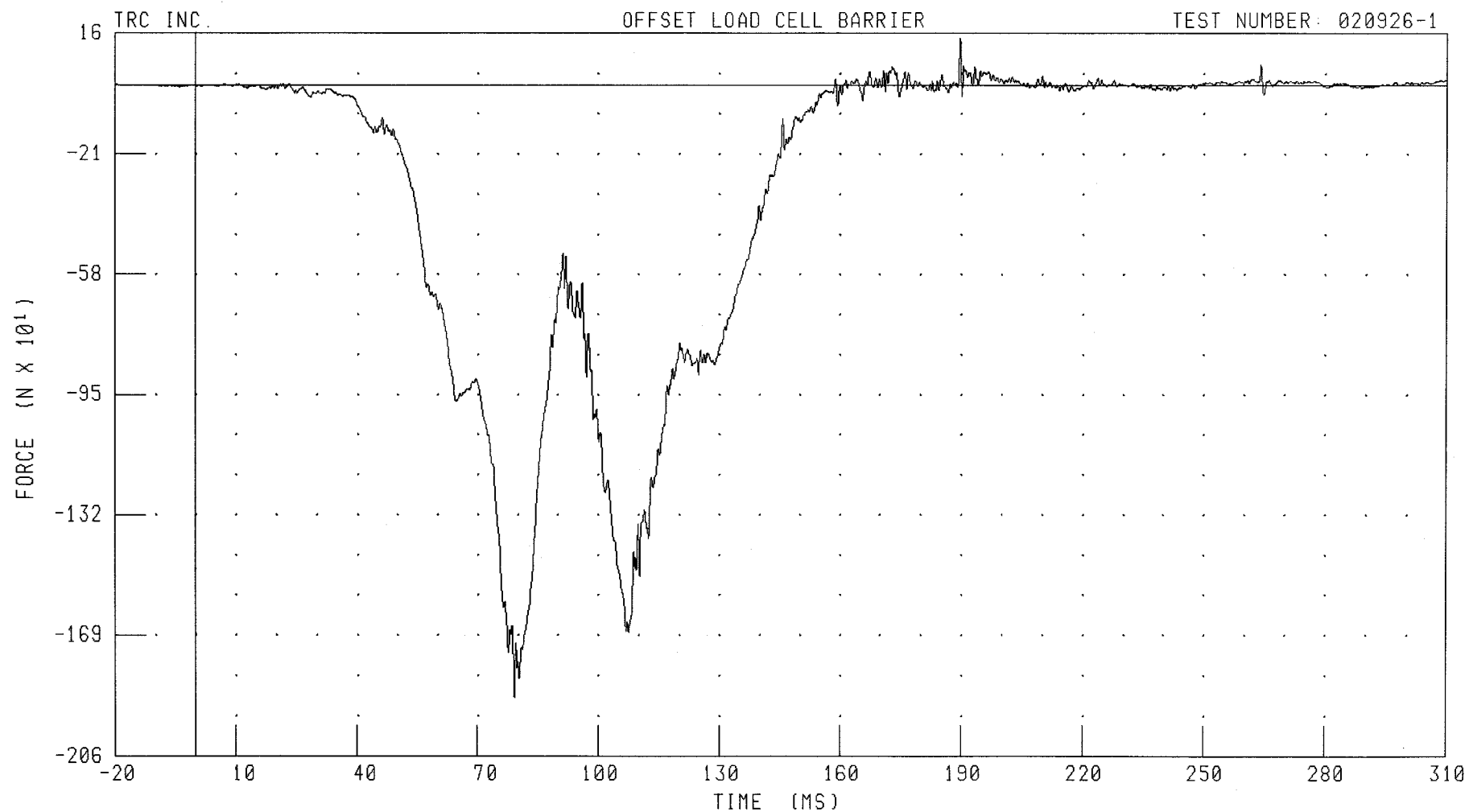
PEAK DATA: 262.46 N @ 79.84 MS; -170.07 N @ 114.08 MS

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: 020926-1



CHANNEL: ANRZF2 FILTER: CH. CLASS 600

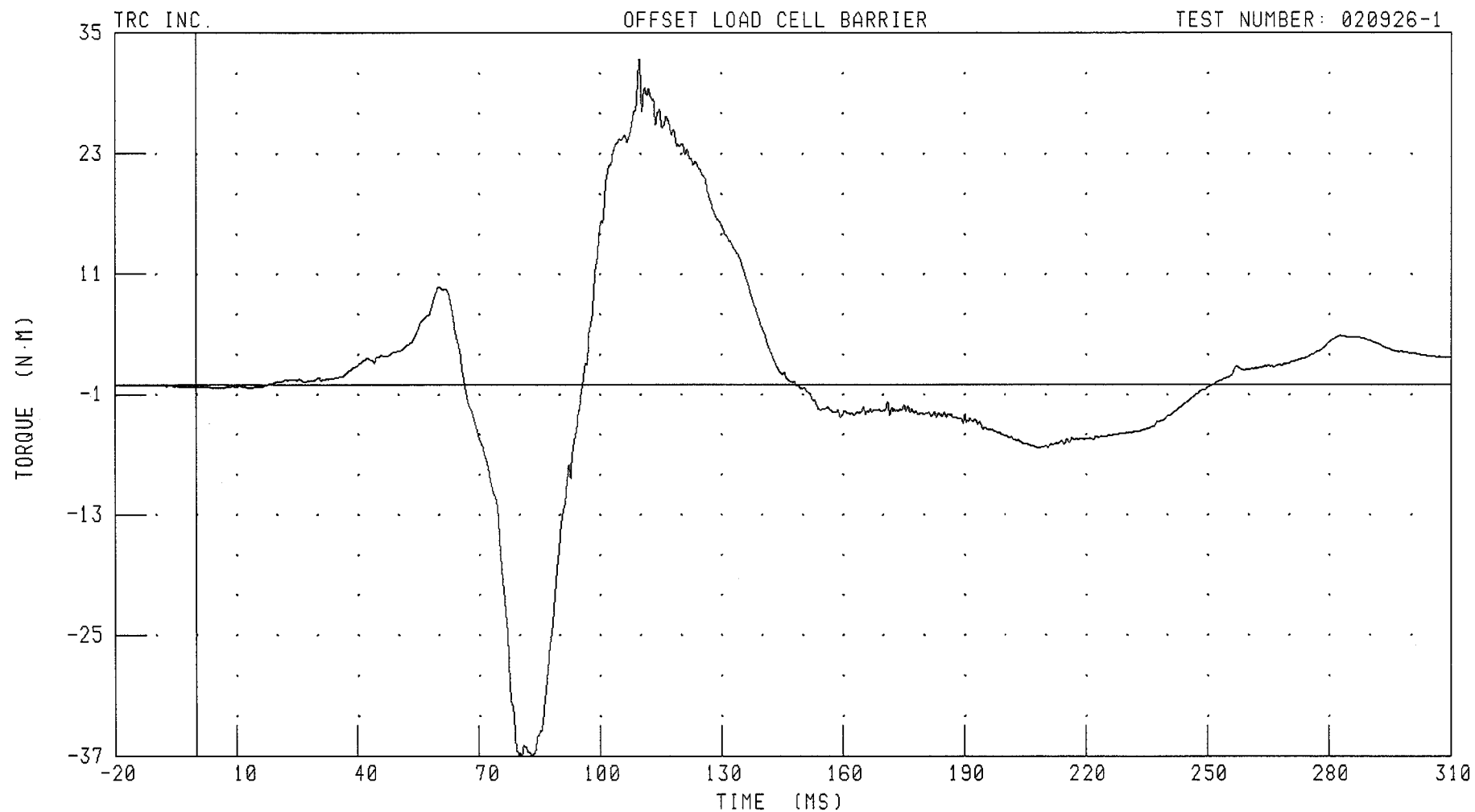
PEAK DATA: 145.53 N @ 189.84 MS; -1881.66 N @ 79.20 MS

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: 020926-1



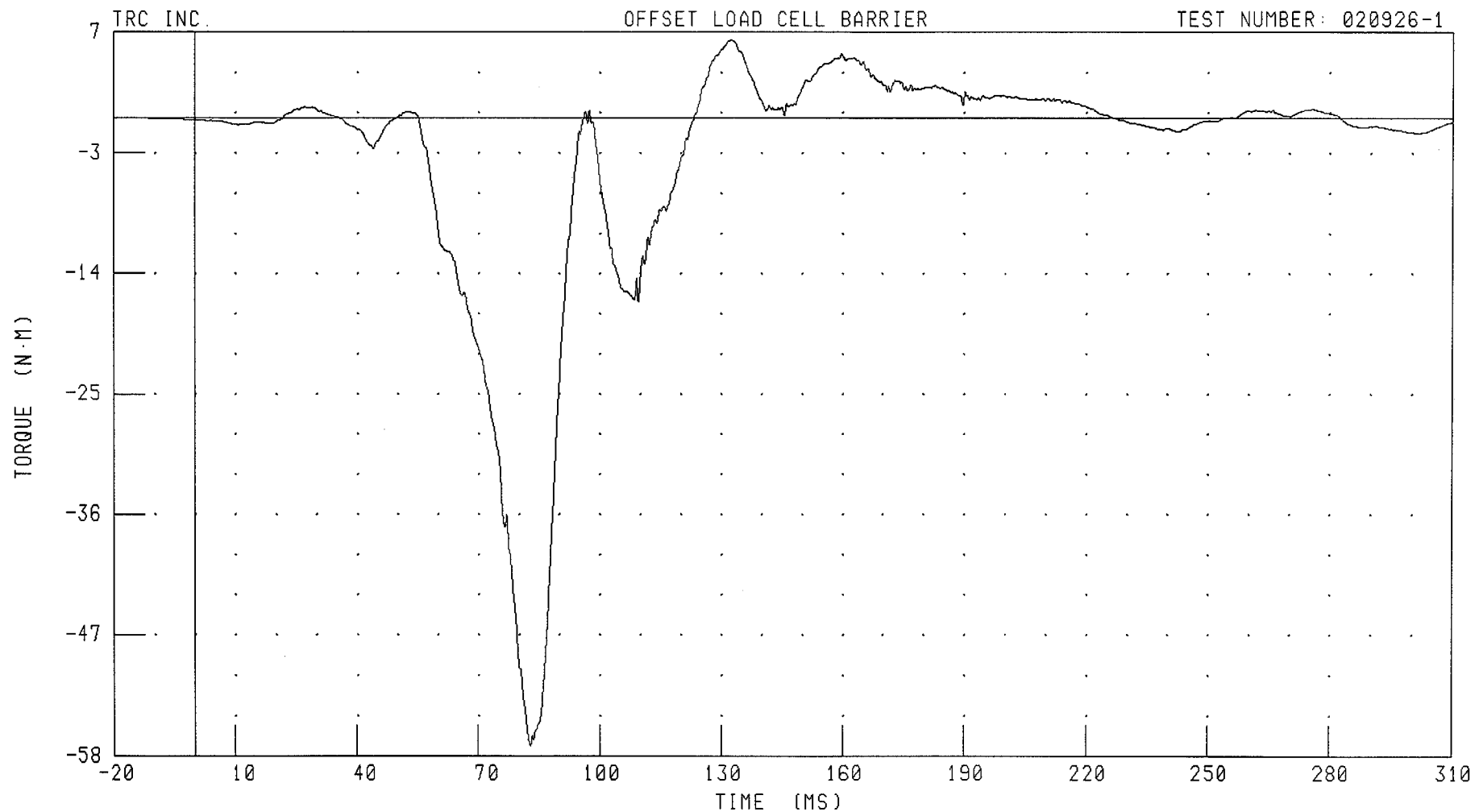
CHANNEL: ANRXM2 FILTER: CH. CLASS 600

PEAK DATA: 32.36 N·M @ 109.84 MS; -37.23 N·M @ 80.48 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: 020926-1



CHANNEL: ANRYM2

FILTER: CH. CLASS 600

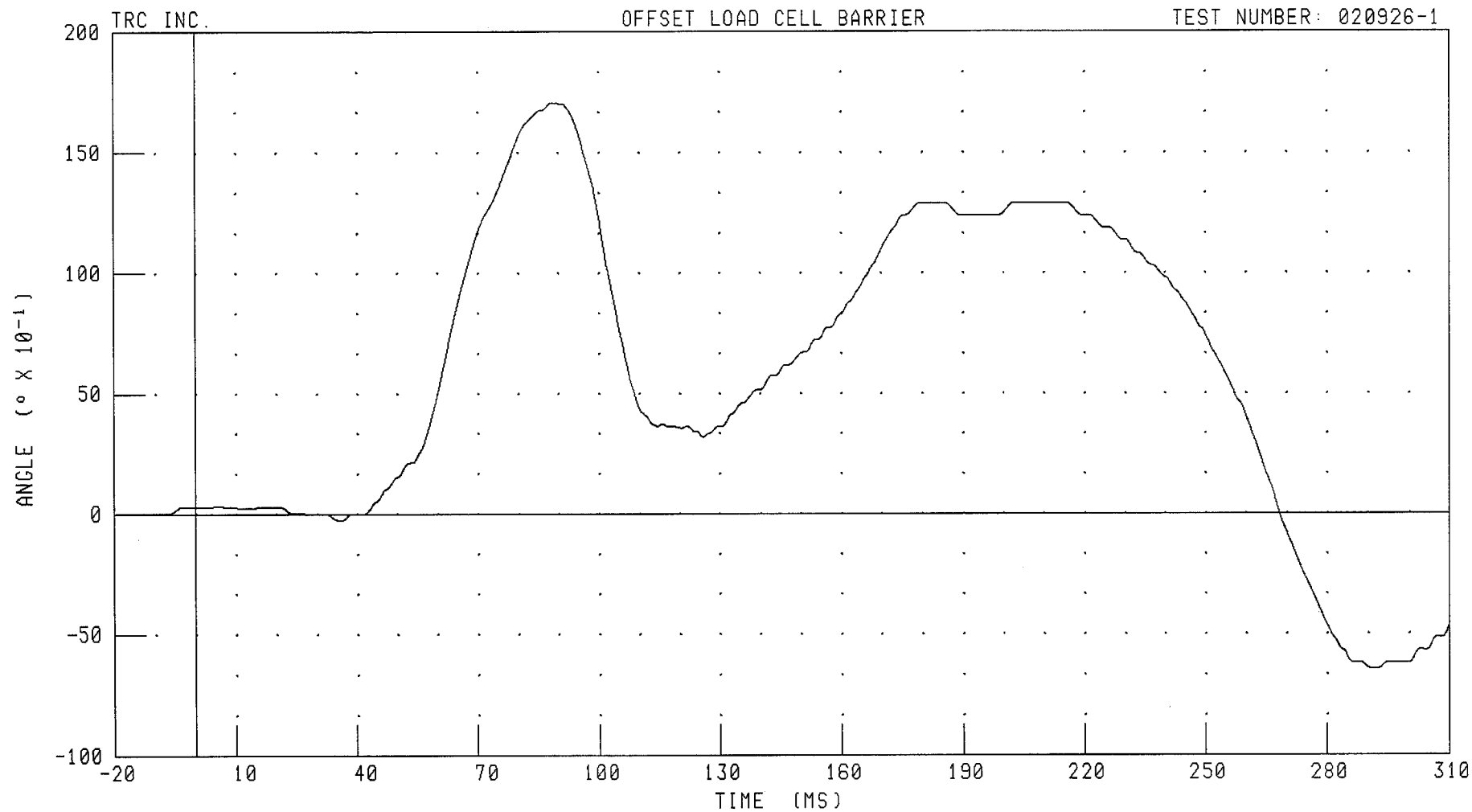
PEAK DATA: 7.12 N·M @ 132.56 MS; -57.26 N·M @ 82.80 MS

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: 020926-1



CHANNEL: FTRXD2 FILTER: CH. CLASS 180

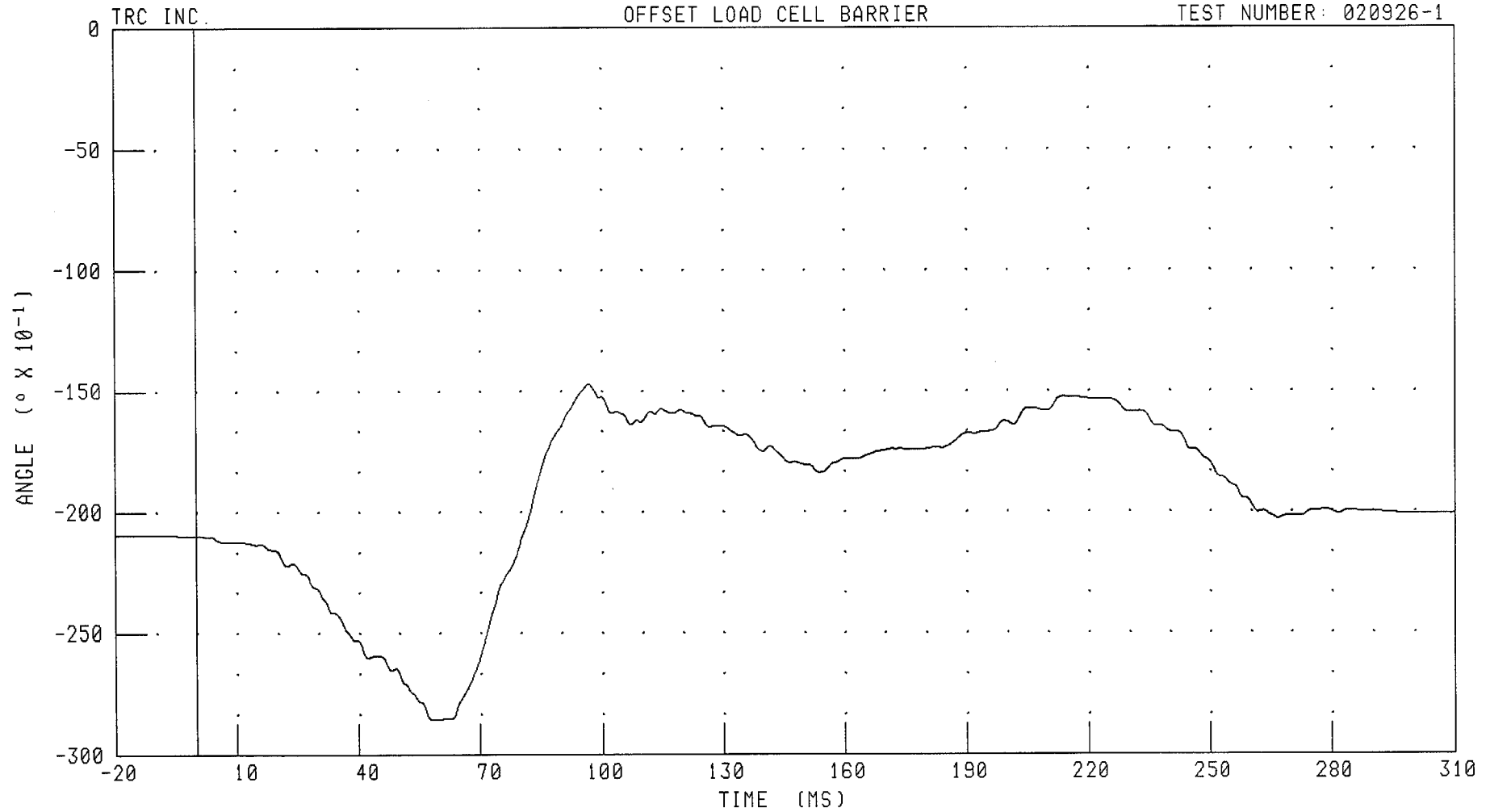
PEAK DATA: 17.05 ° @ 88.40 MS; -6.44 ° @ 290.88 MS

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: 020926-1



CHANNEL: FTRYD2 FILTER: CH. CLASS 180

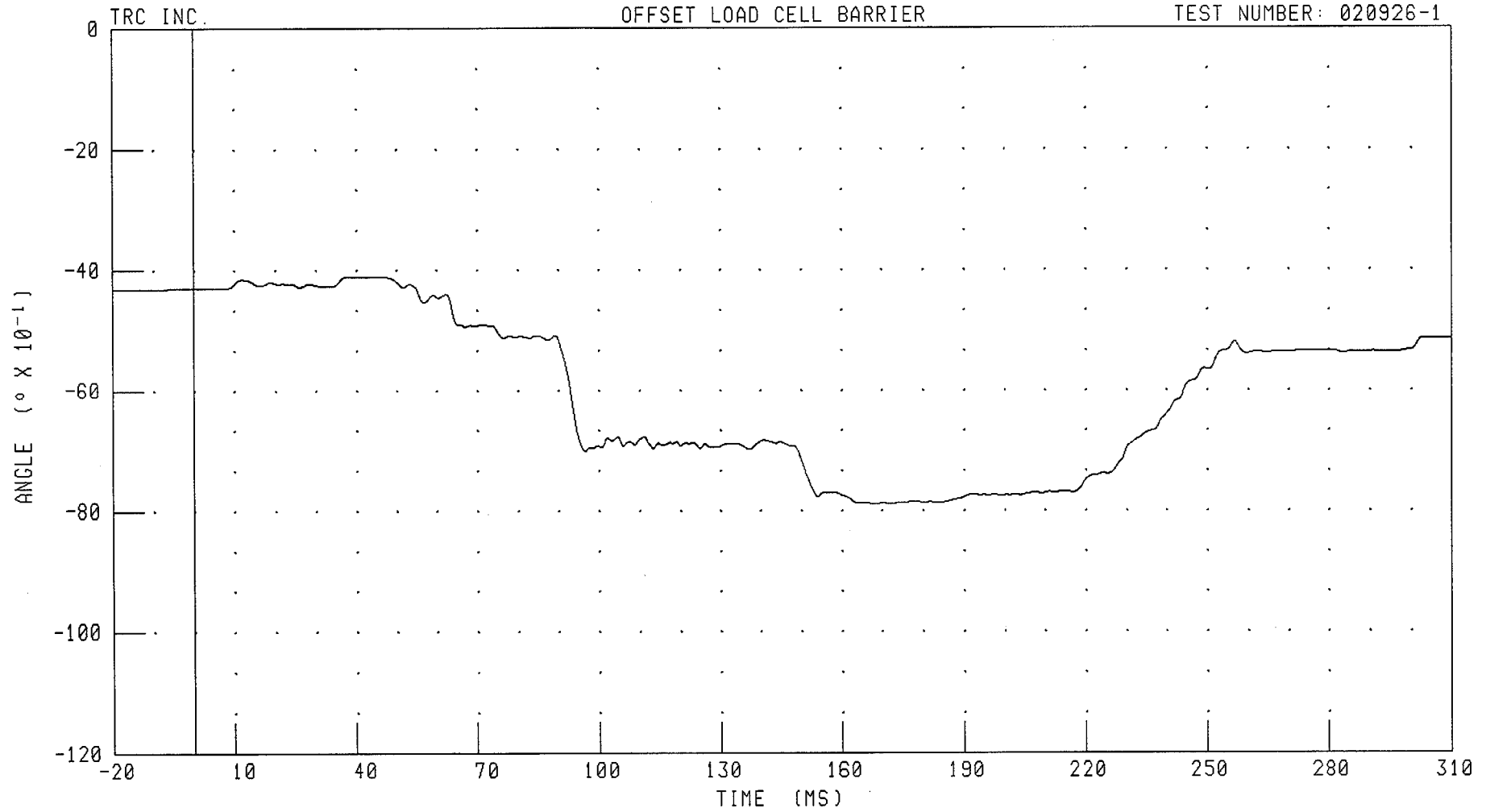
PEAK DATA: -14.72 ° @ 96.80 MS; -28.58 ° @ 59.76 MS

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: 020926-1



CHANNEL: FTRZD2 FILTER: CH. CLASS 180

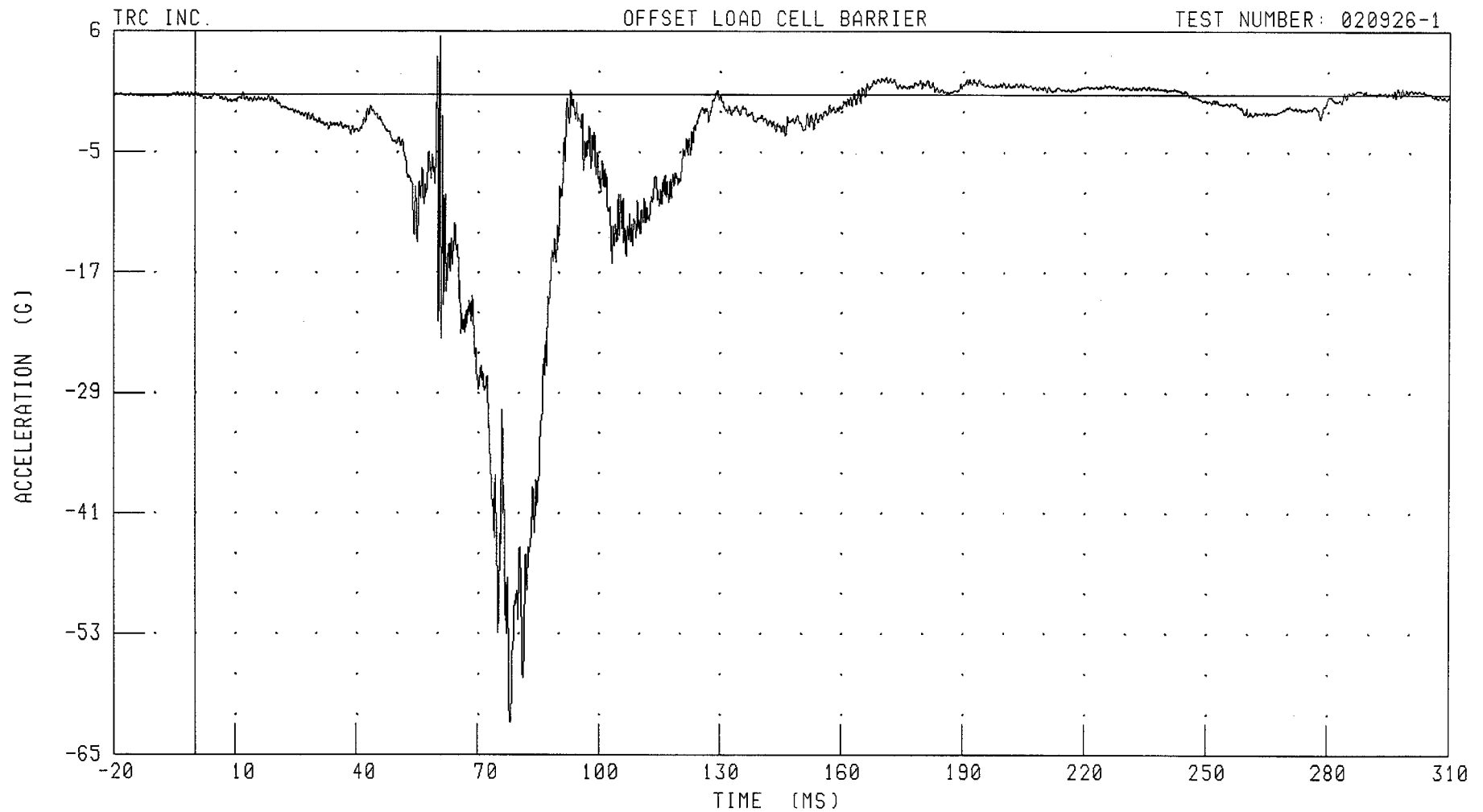
PEAK DATA: -4.11 ° @ 45.04 MS; -7.89 ° @ 172.56 MS

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: 020926-1



CHANNEL: FTRXG2 FILTER: CH. CLASS 1000

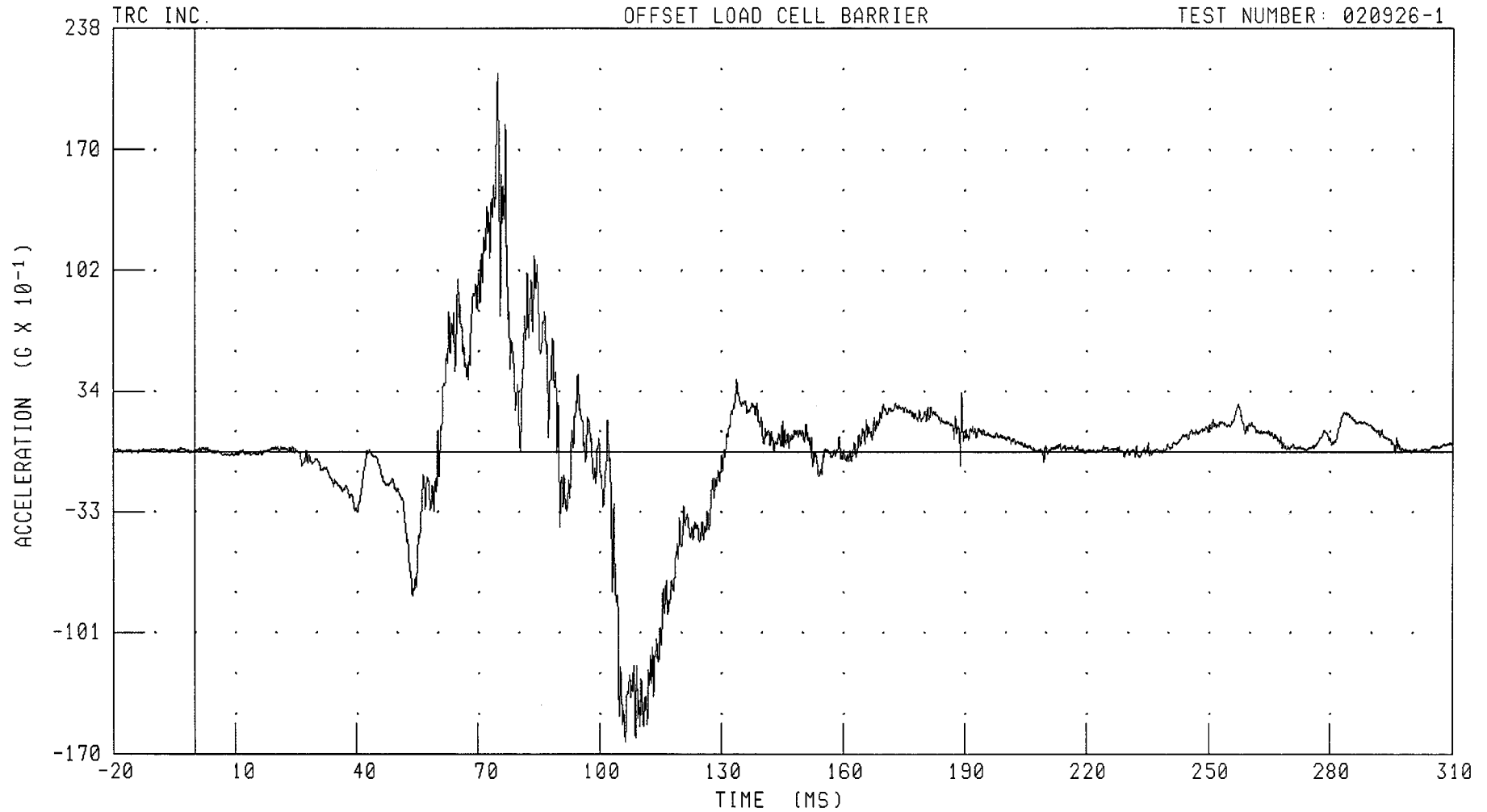
PEAK DATA: 5.79 G @ 60.64 MS; -62.46 G @ 78.00 MS

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: 020926-1



CHANNEL: FTRYG2 FILTER: CH. CLASS 1000

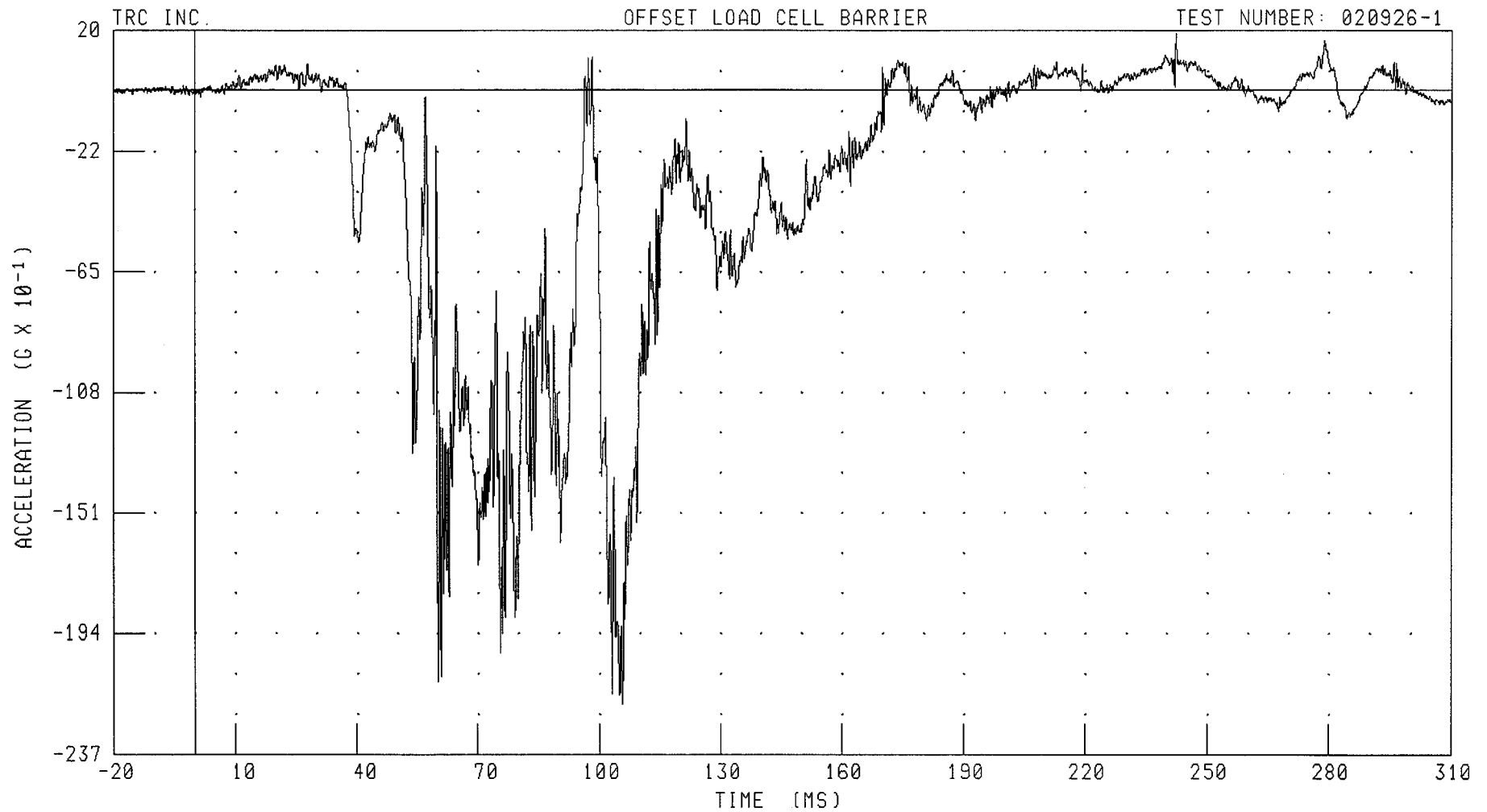
PEAK DATA: 21.31 G @ 74.88 MS; -16.33 G @ 106.48 MS

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: 020926-1



CHANNEL: FTRZG2 FILTER: CH. CLASS 1000

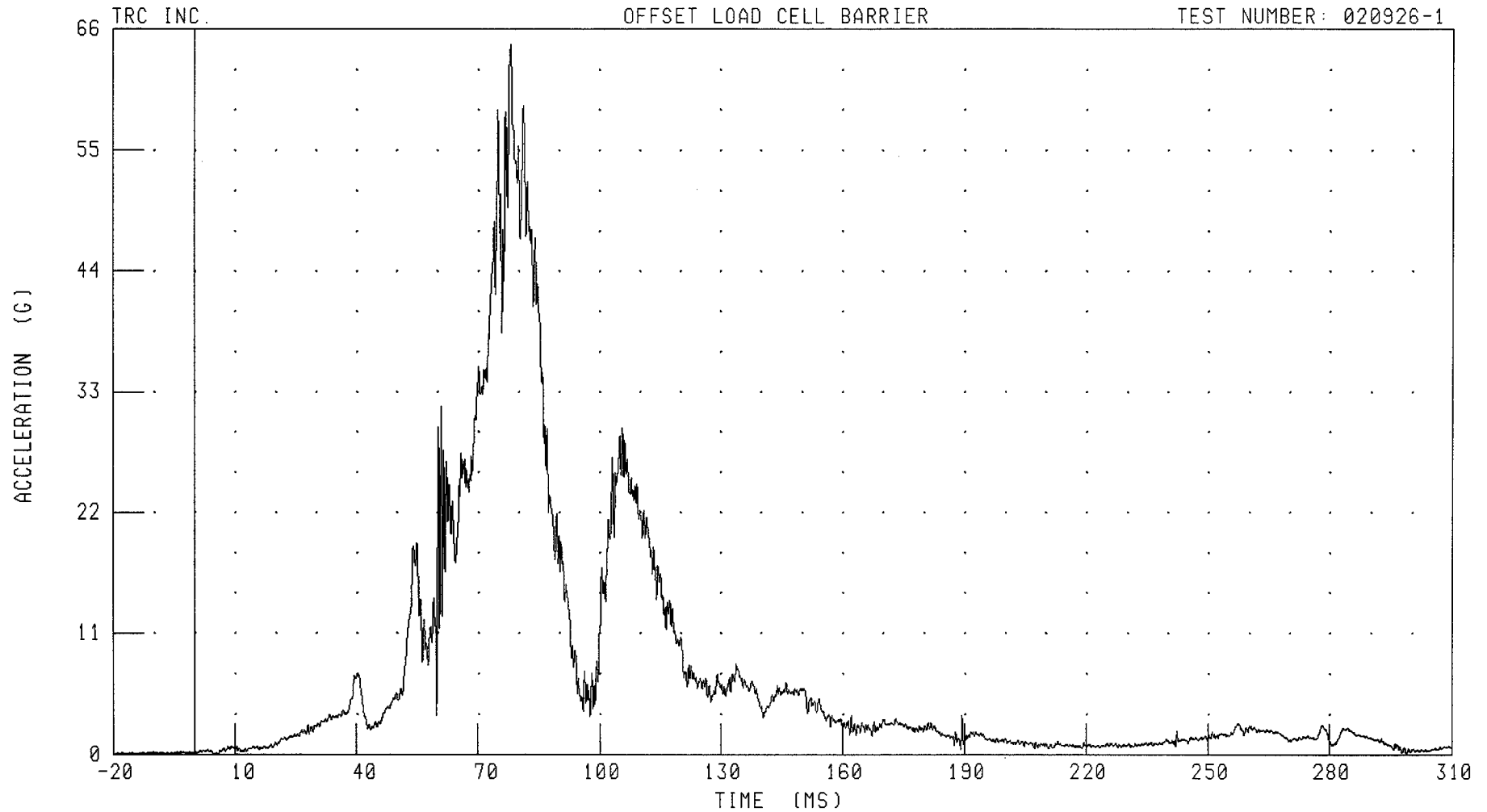
PEAK DATA: 1.99 G @ 242.32 MS; -21.93 G @ 105.68 MS

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: 020926-1



CHANNEL: FTTC2 FILTER: CH. CLASS 1000

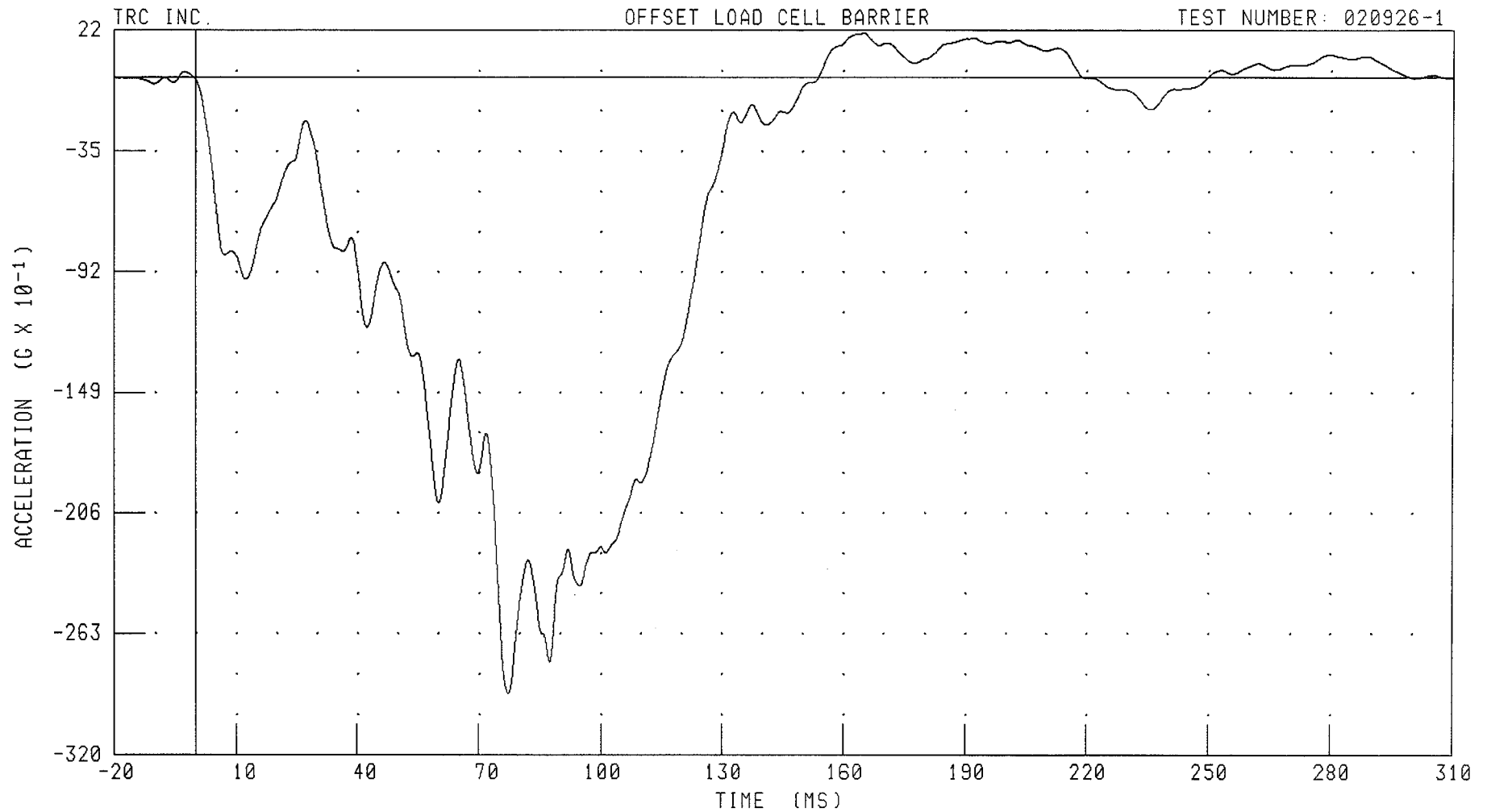
PEAK DATA: 64.60 G @ 78.24 MS; 0.02 G @ -14.64 MS

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: 020926-1



CHANNEL: LRXXG1

FILTER: CH. CLASS 60

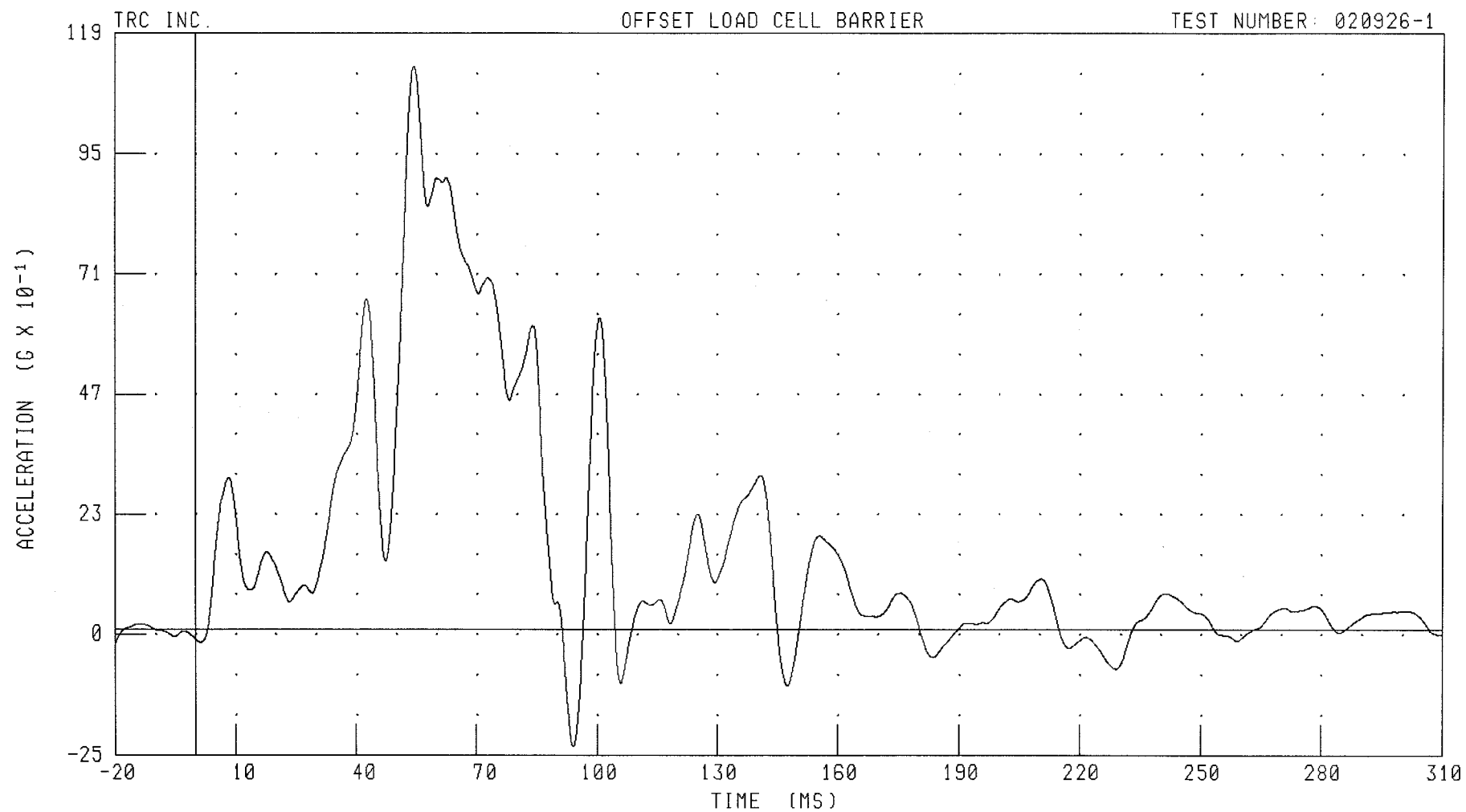
PEAK DATA: 2.07 G @ 165.20 MS; -29.12 G @ 77.36 MS

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: 020926-1



CHANNEL: LRXYG1 FILTER: CH. CLASS 60

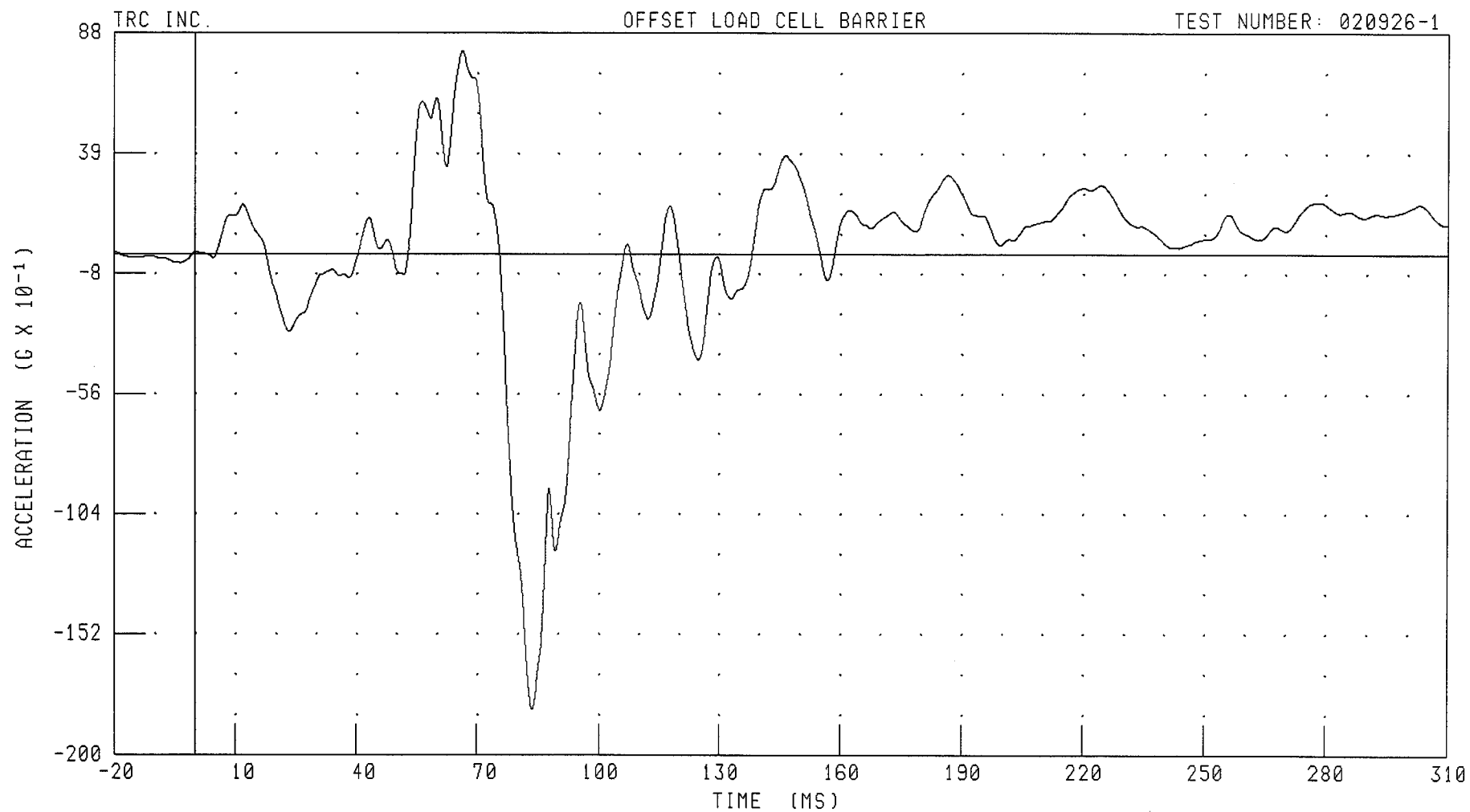
PEAK DATA: 11.24 G @ 54.40 MS; -2.33 G @ 94.08 MS

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: 020926-1



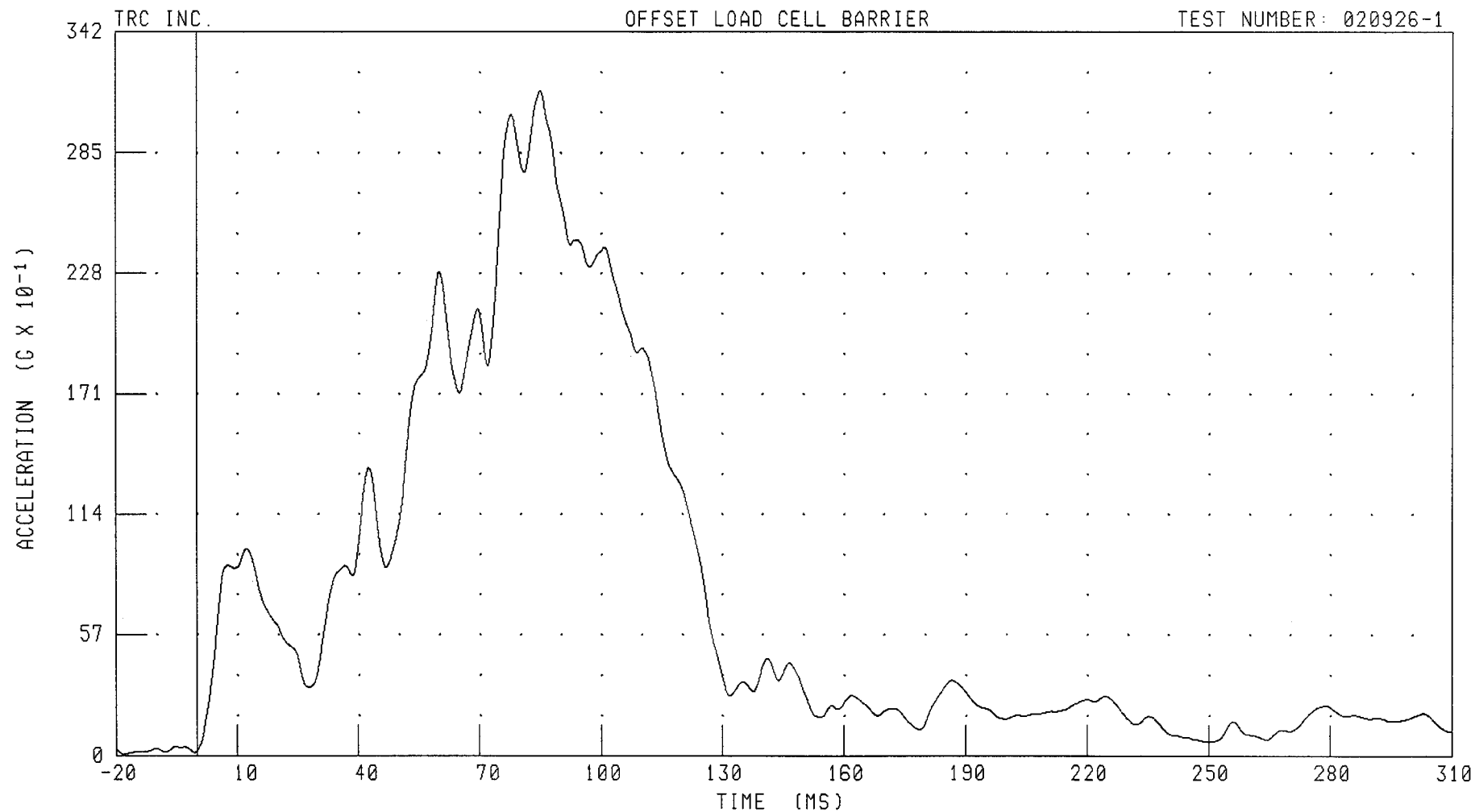
CHANNEL: LRXZG1 FILTER: CH. CLASS 60

PEAK DATA: 8.09 G @ 66.32 MS; -18.19 G @ 83.60 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: 020926-1



CHANNEL: LRXRG1 FILTER: CH. CLASS 60

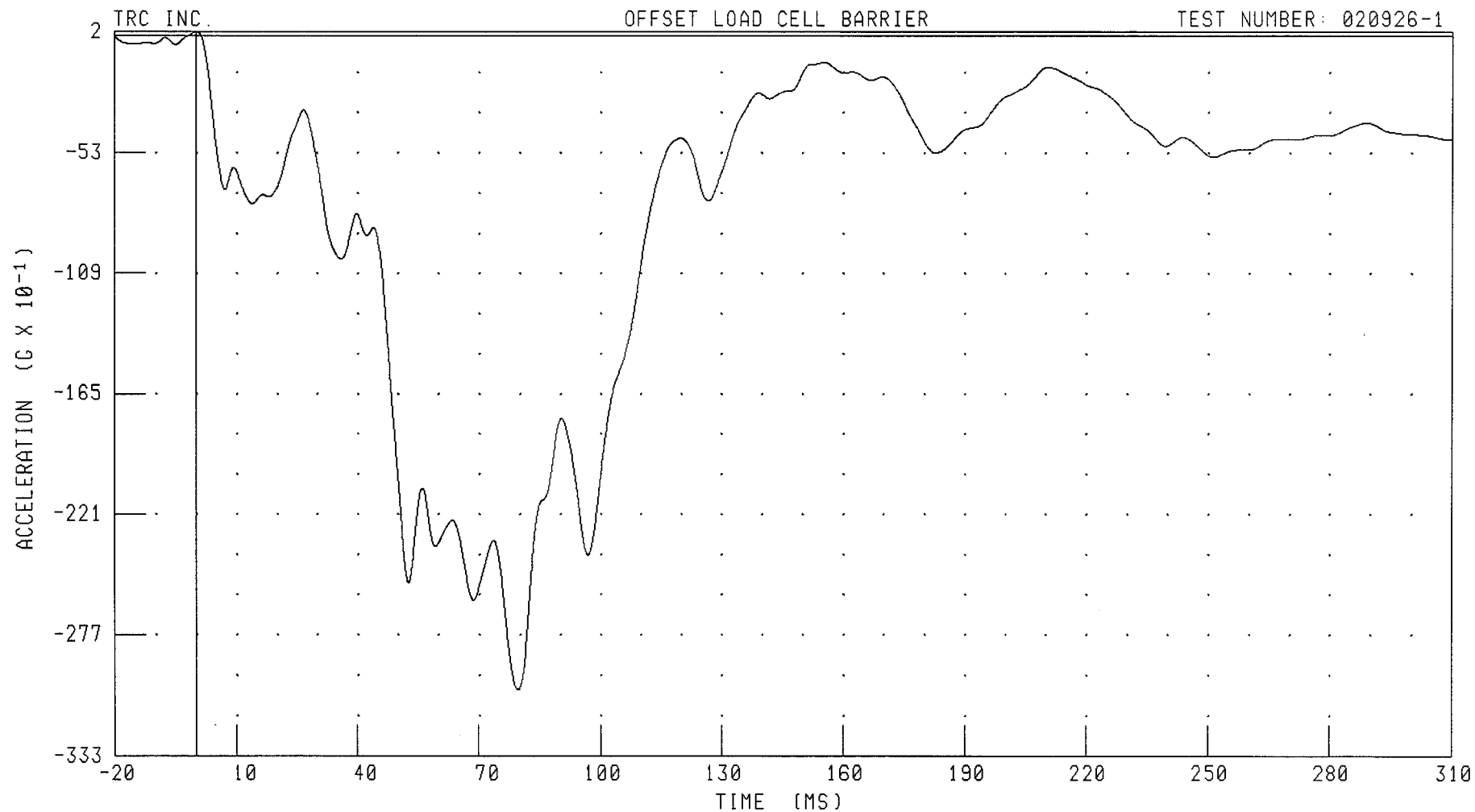
PEAK DATA: 31.40 G @ 84.96 MS; 0.06 G @ -18.24 MS

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: 020926-1



CHANNEL: RRXXG1

FILTER: CH. CLASS 60

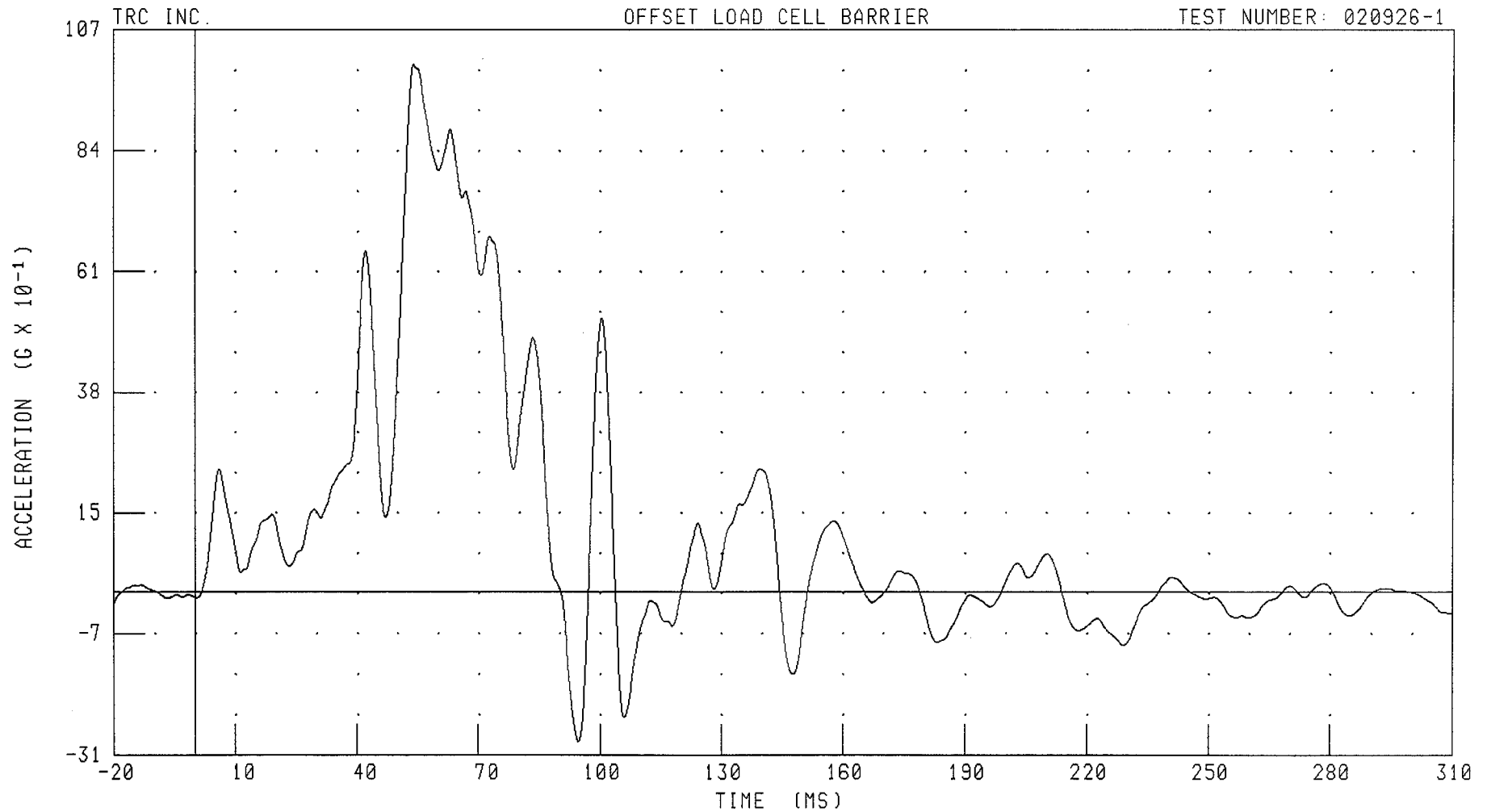
PEAK DATA: 0.22 G @ 0.16 MS; -30.34 G @ 79.60 MS

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: 020926-1



CHANNEL: RRXYG1 FILTER: CH. CLASS 60

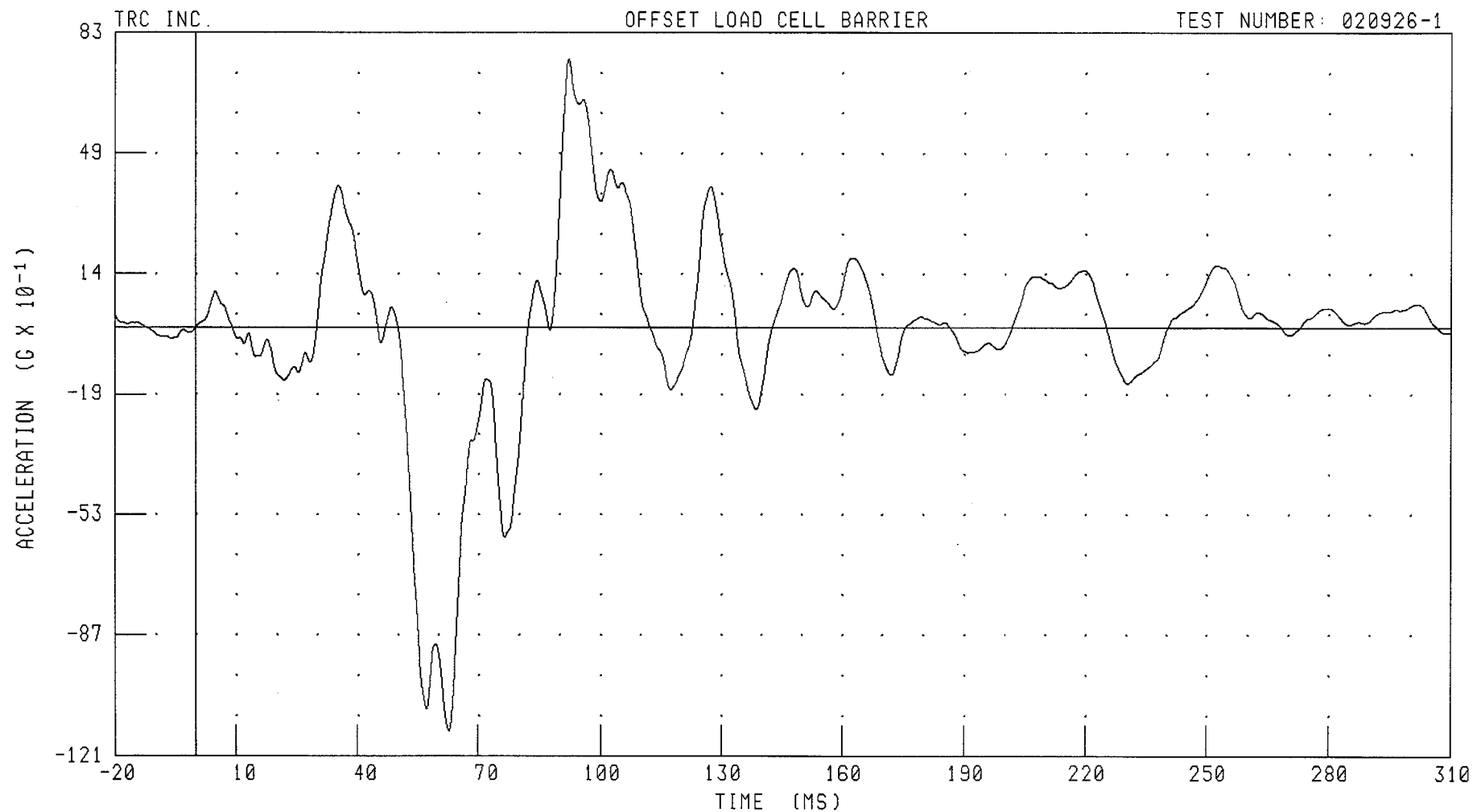
PEAK DATA: 10.04 G @ 54.00 MS; -2.86 G @ 94.72 MS

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: 020926-1



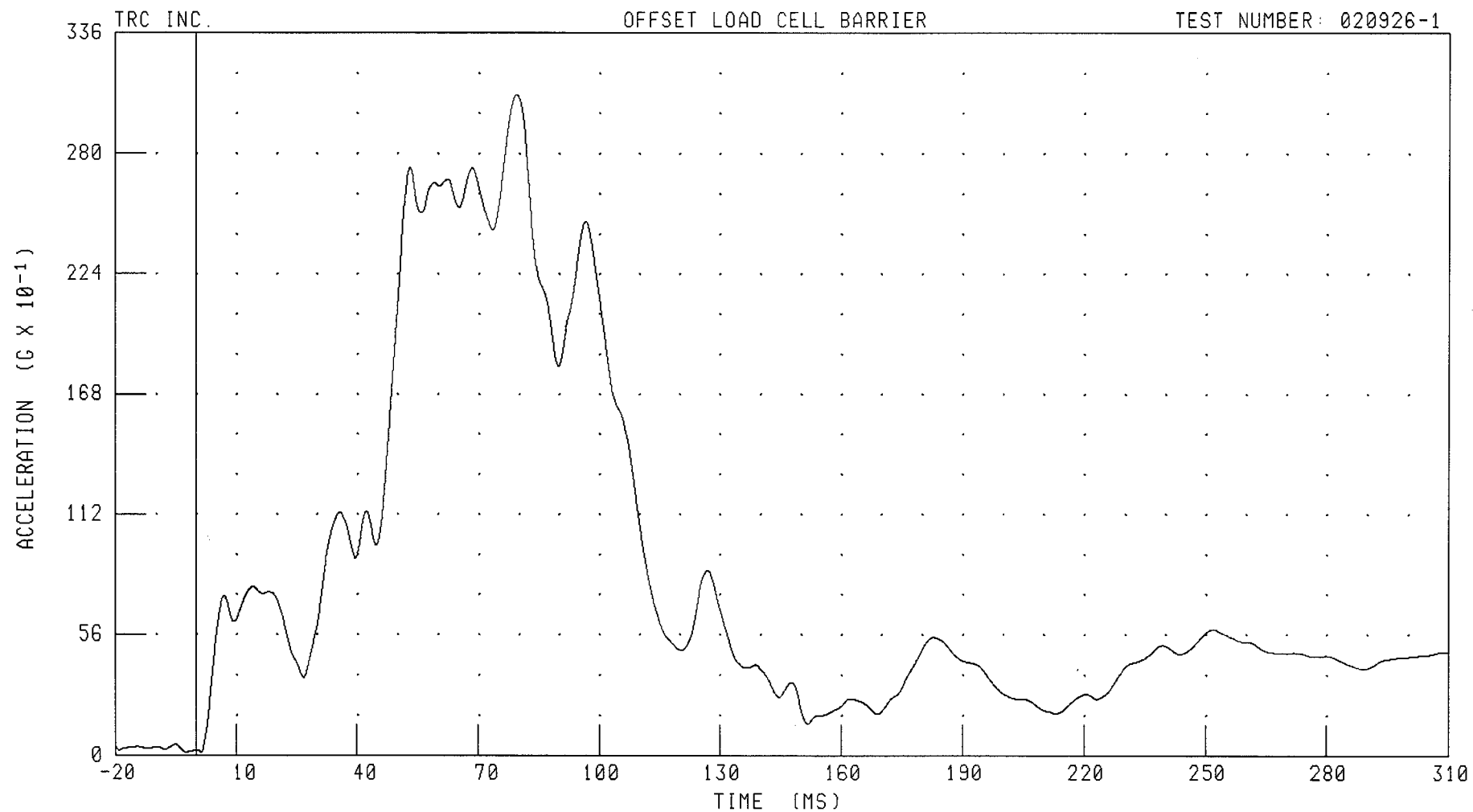
CHANNEL: RRXZG1 FILTER: CH. CLASS 60

PEAK DATA: 7.56 G @ 92.16 MS; -11.40 G @ 62.64 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: 020926-1



CHANNEL: RRXRG1 FILTER: CH. CLASS 60

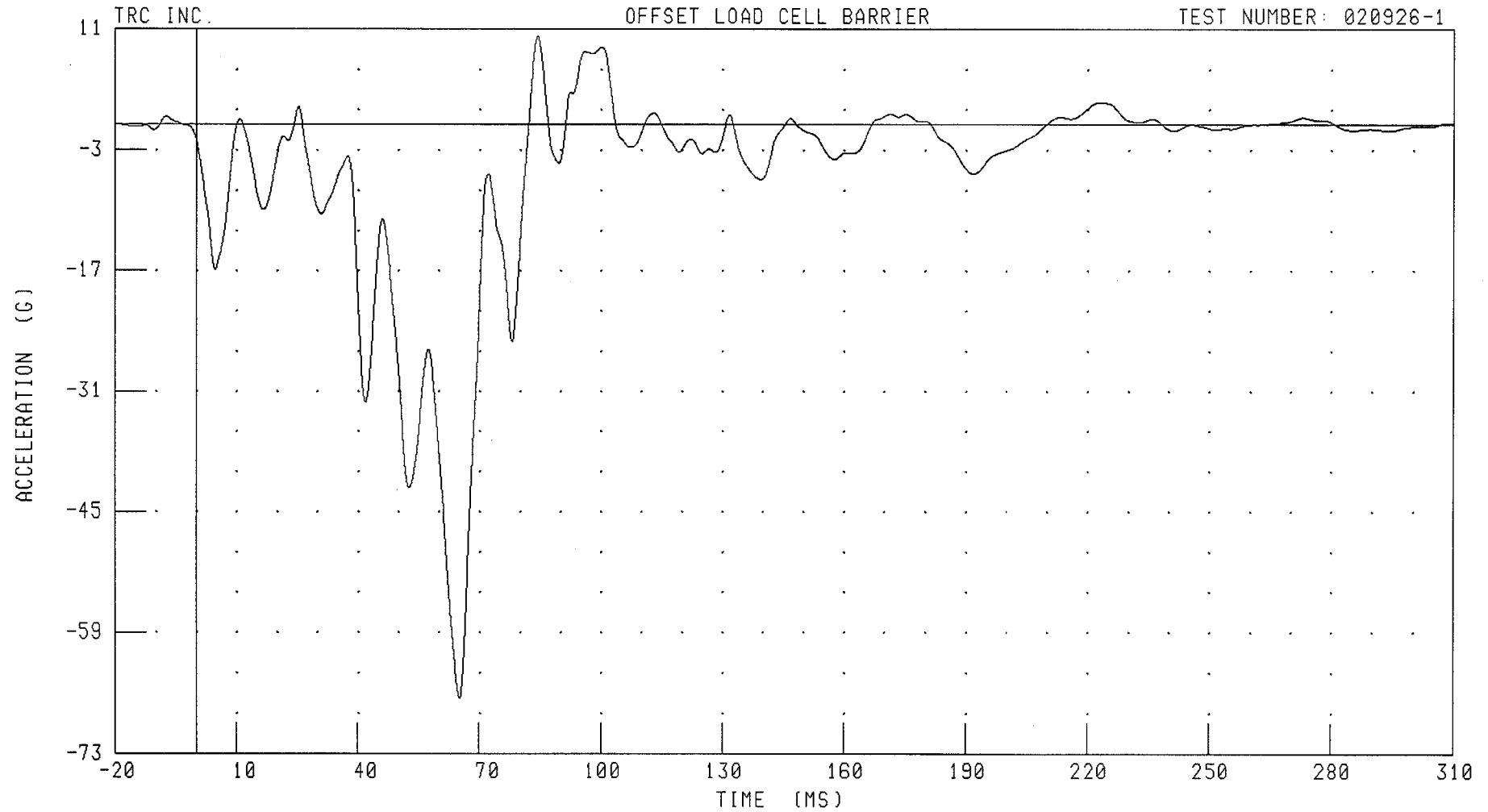
PEAK DATA: 30.73 G @ 79.52 MS; 0.14 G @ -2.56 MS

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

DRIVERS LEFT SIDE TOE PAN X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LTPXG1 FILTER: CH. CLASS 60

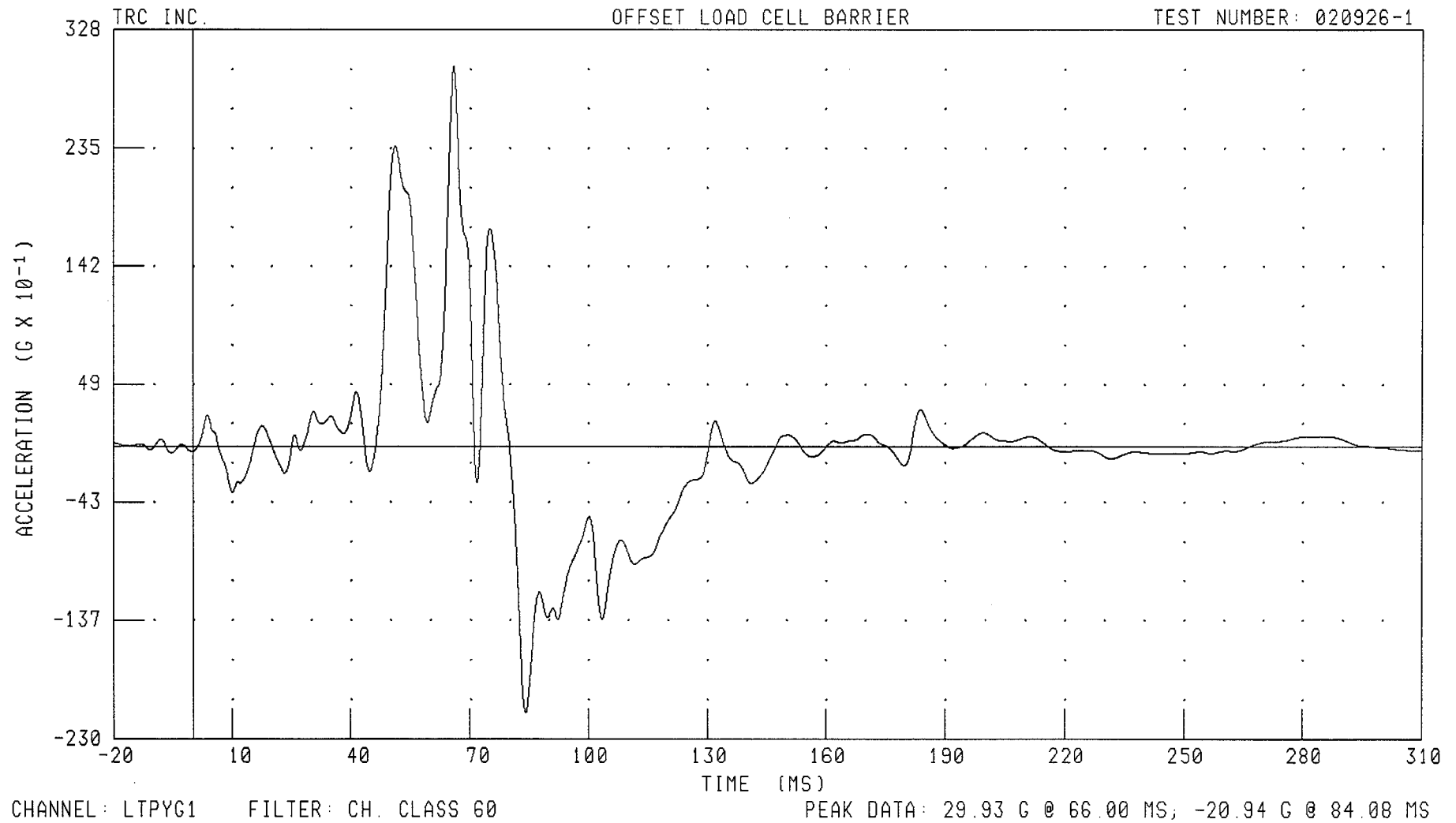
PEAK DATA: 10.15 G @ 84.32 MS; -66.63 G @ 65.20 MS

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: 020926-1

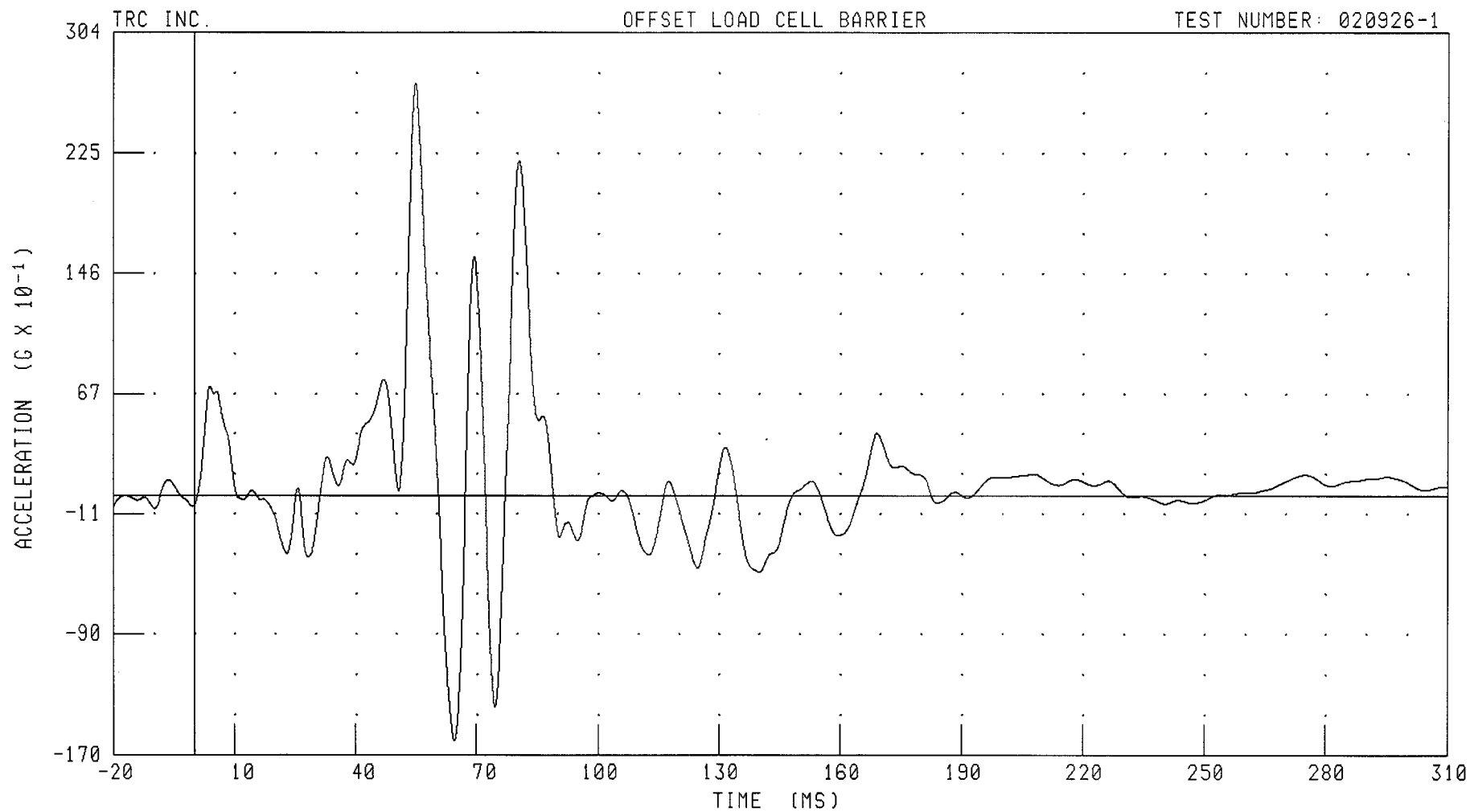


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

DRIVERS LEFT SIDE TOE PAN Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LTPZG1 FILTER: CH. CLASS 60

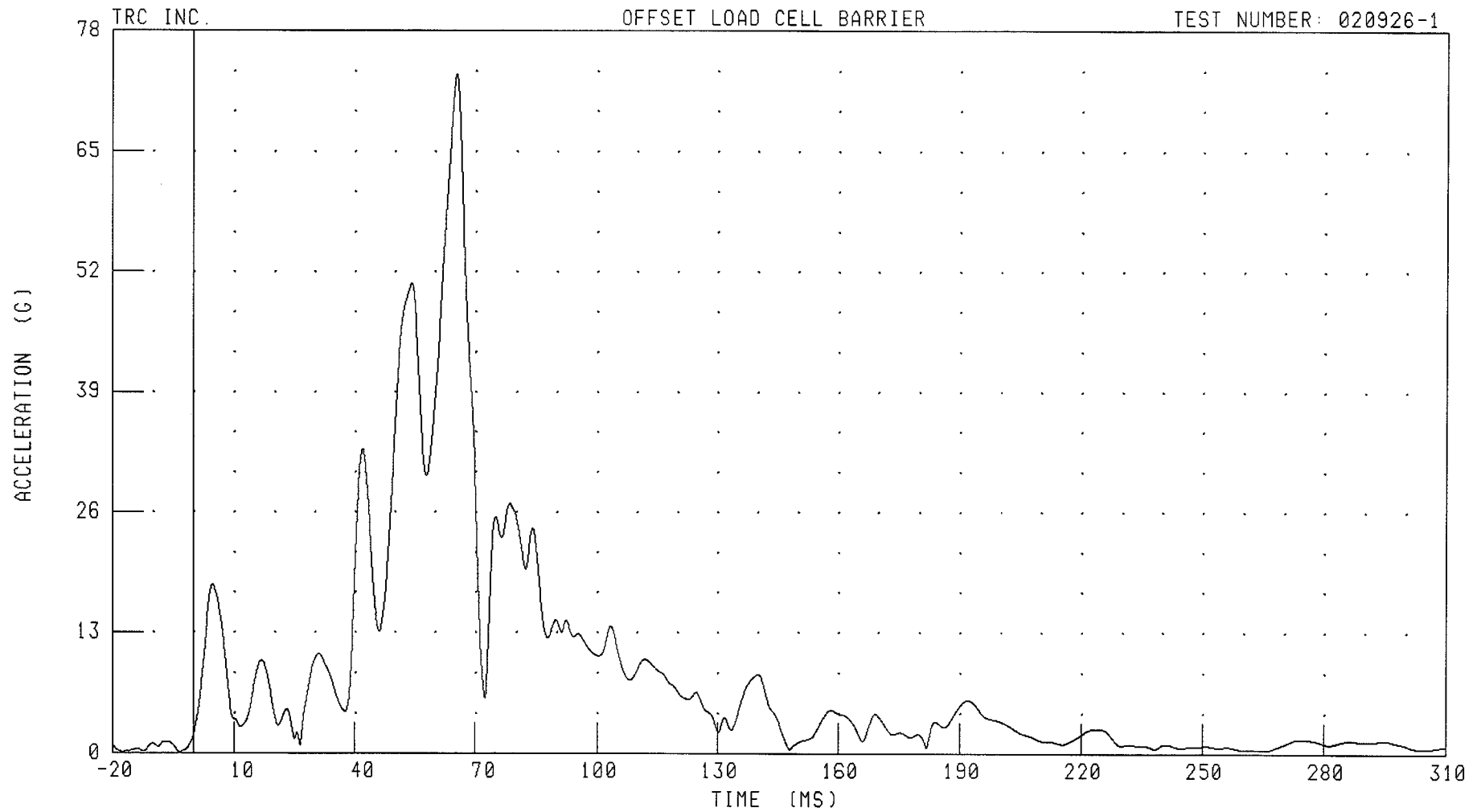
PEAK DATA: 27.06 G @ 54.96 MS; -16.09 G @ 64.48 MS

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: 020926-1



CHANNEL: LTPRG1 FILTER: CH. CLASS 60

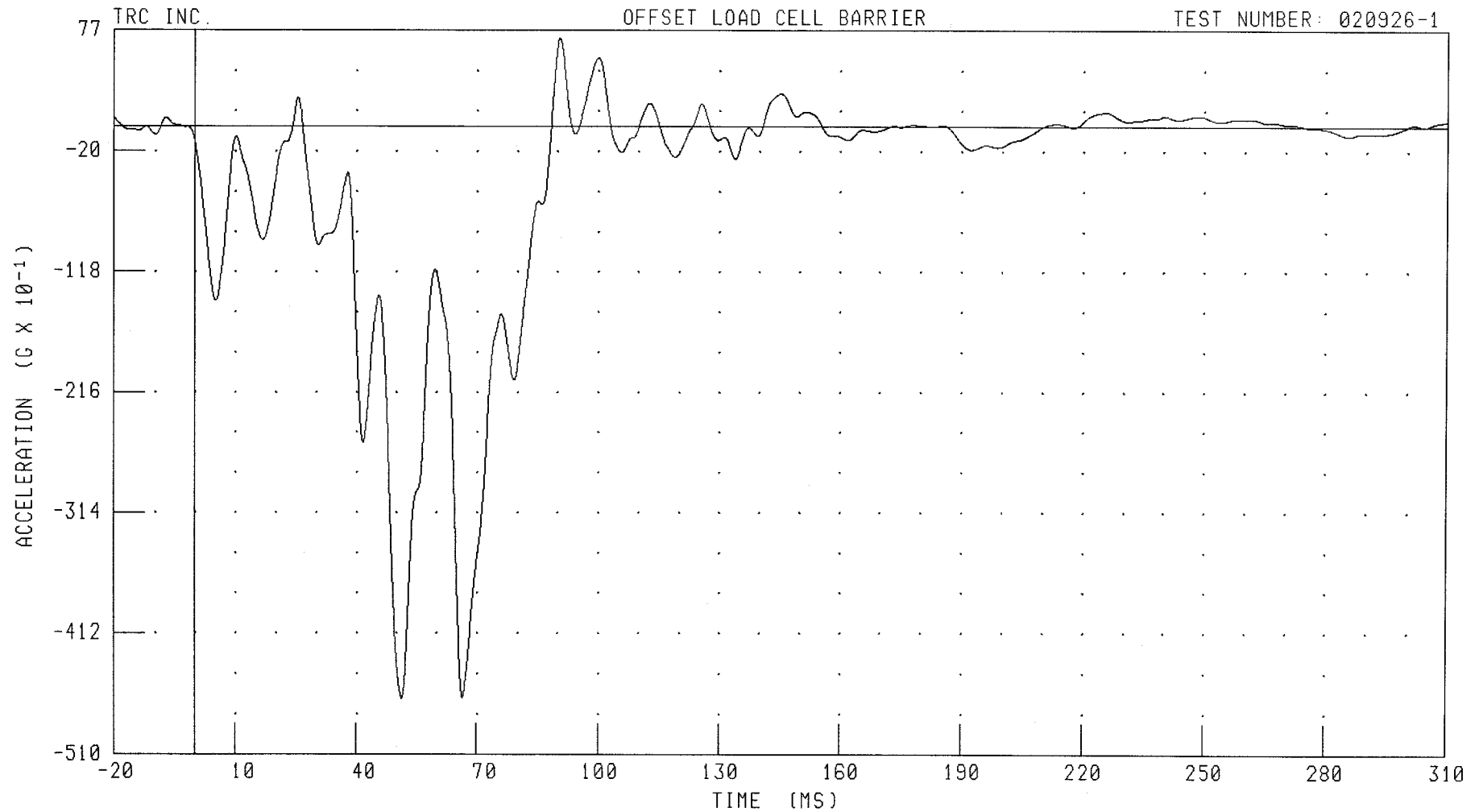
PEAK DATA: 73.32 G @ 65.44 MS; 0.06 G @ -3.52 MS

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: 020926-1



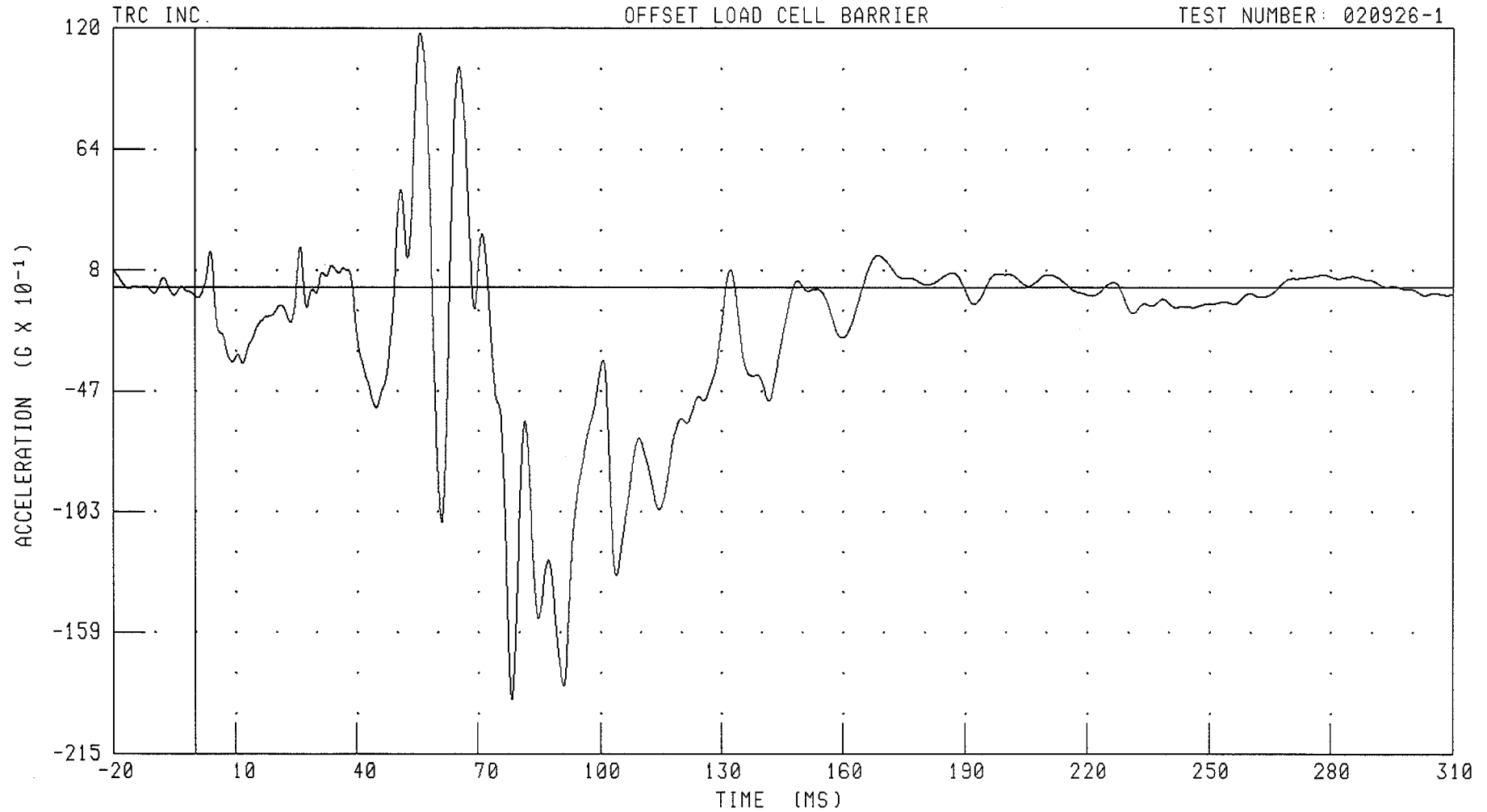
CHANNEL: RTPXG1 FILTER: CH. CLASS 60

PEAK DATA: 7.17 G @ 90.64 MS; -46.51 G @ 51.44 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: 020926-1



CHANNEL: RTPYG1 FILTER: CH. CLASS 60

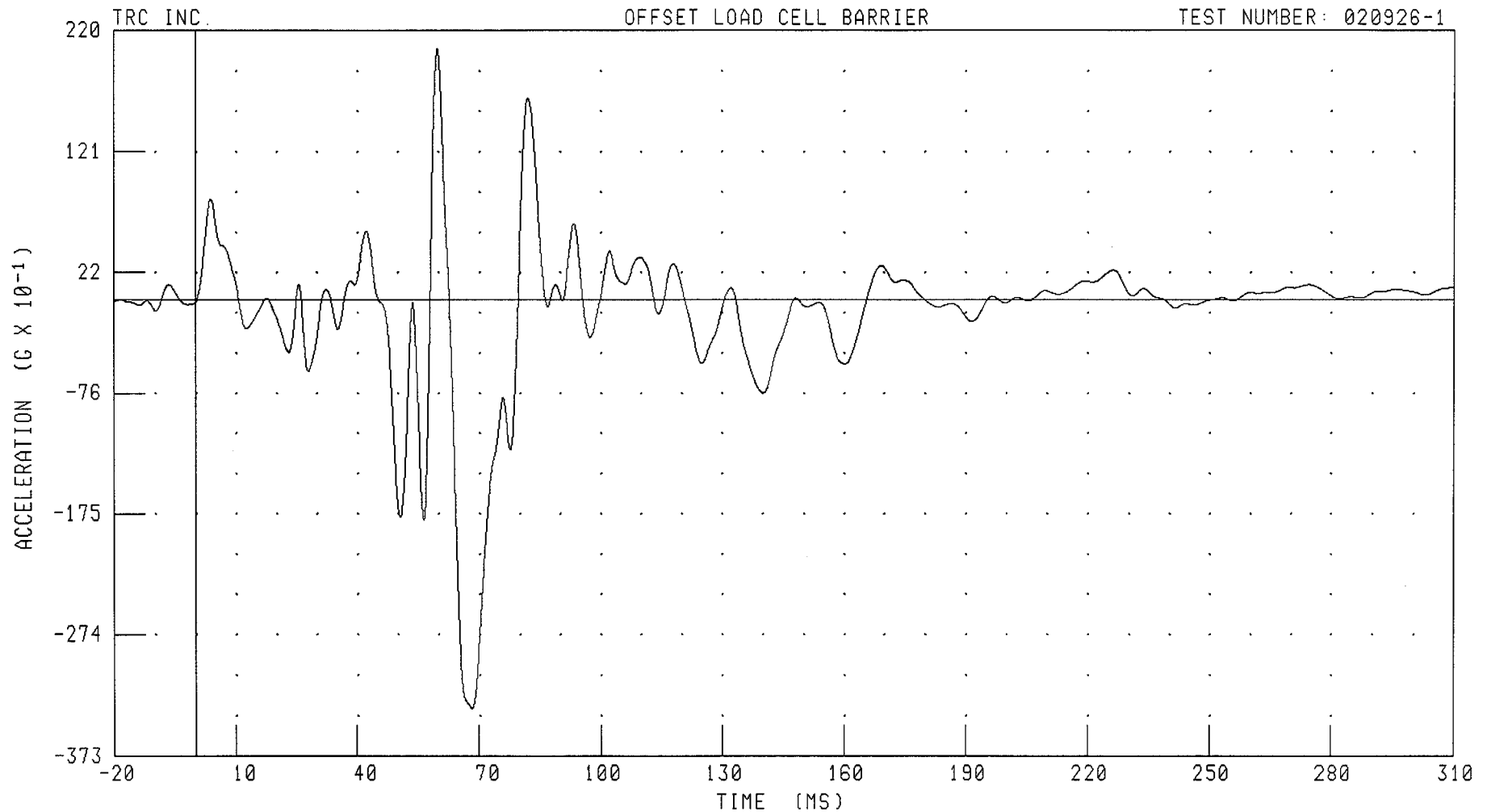
PEAK DATA: 11.79 G @ 55.76 MS; -19.09 G @ 78.32 MS

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: 020926-1



CHANNEL: RTPZG1 FILTER: CH. CLASS 60

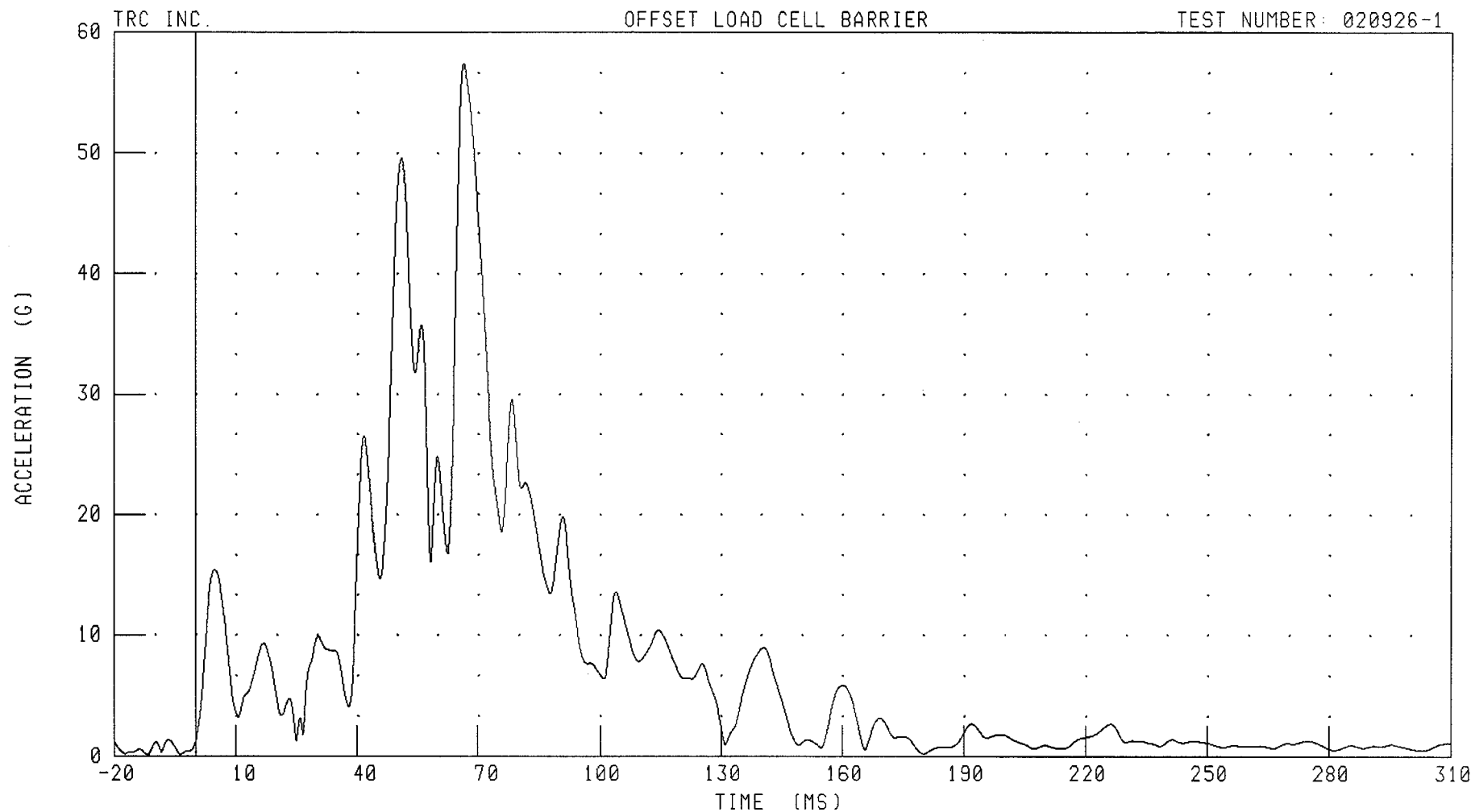
PEAK DATA: 20.52 G @ 59.84 MS; -33.56 G @ 68.24 MS

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: 020926-1



CHANNEL: RTPRG1 FILTER: CH. CLASS 60

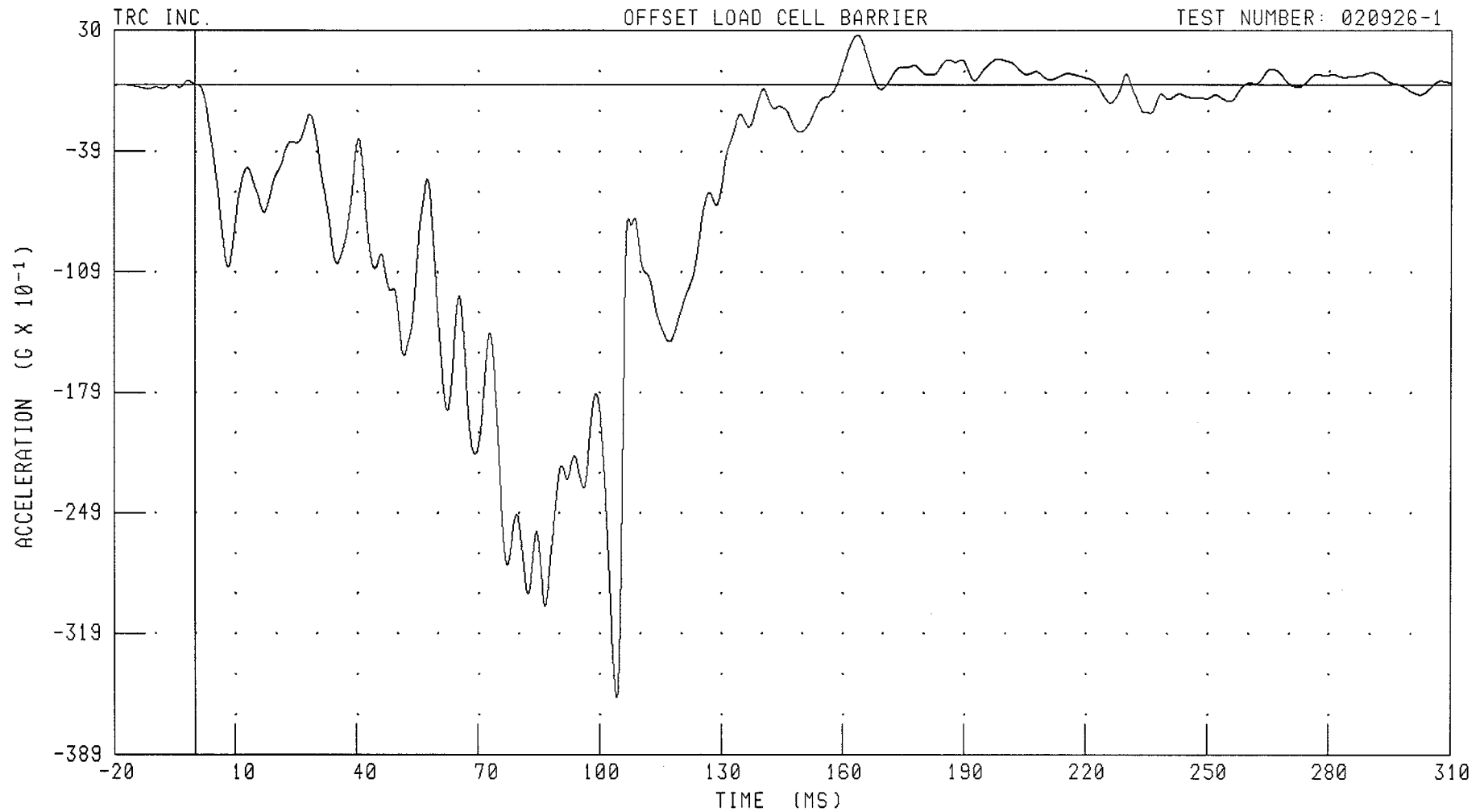
PEAK DATA: 57.42 G @ 66.56 MS; 0.12 G @ -3.76 MS

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: 020926-1



CHANNEL: VCCXG1

FILTER: CH. CLASS 60

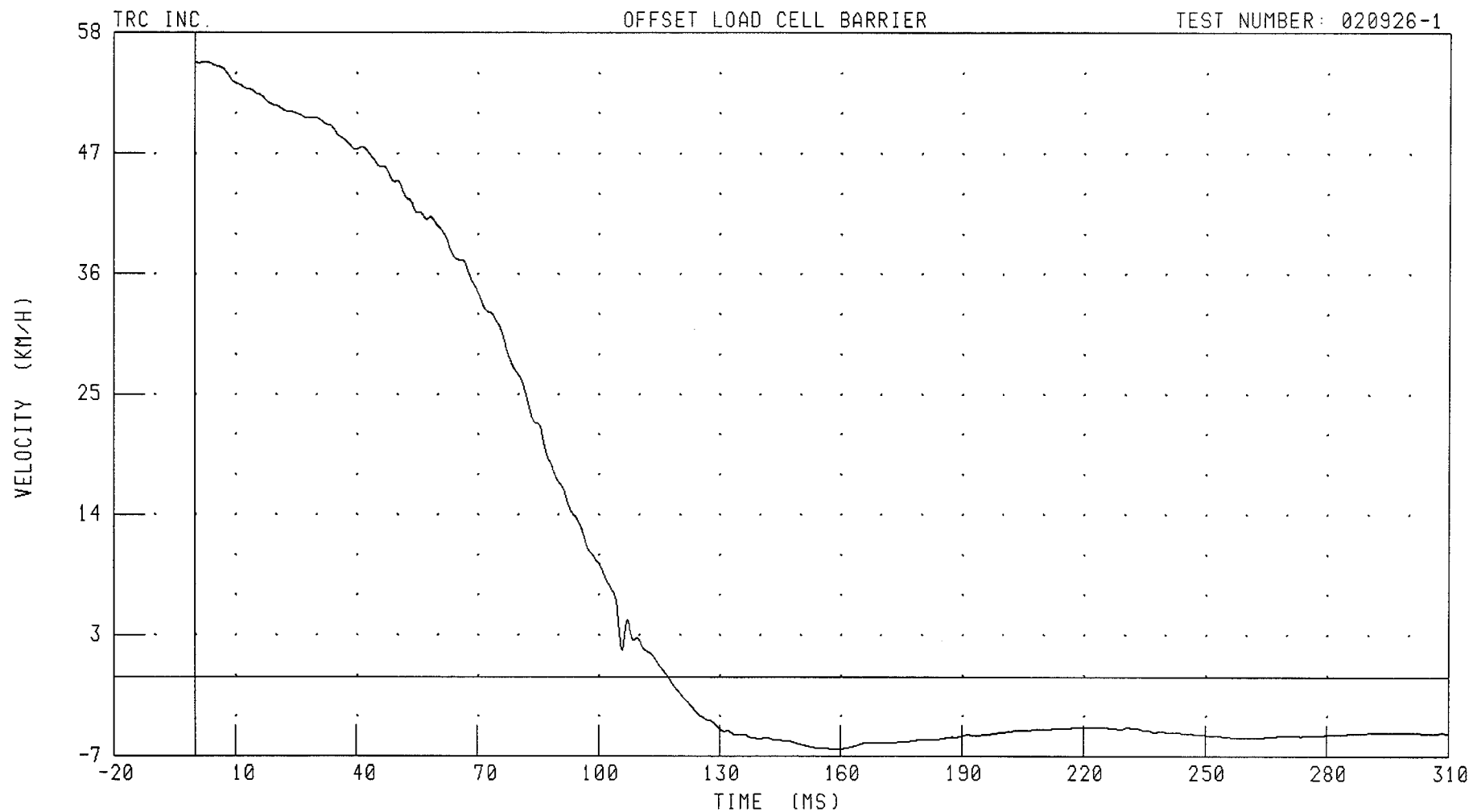
PEAK DATA: 2.83 G @ 163.92 MS; -35.60 G @ 104.32 MS

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: 020926-1



CHANNEL: VCGXV1 FILTER: CH. CLASS 180

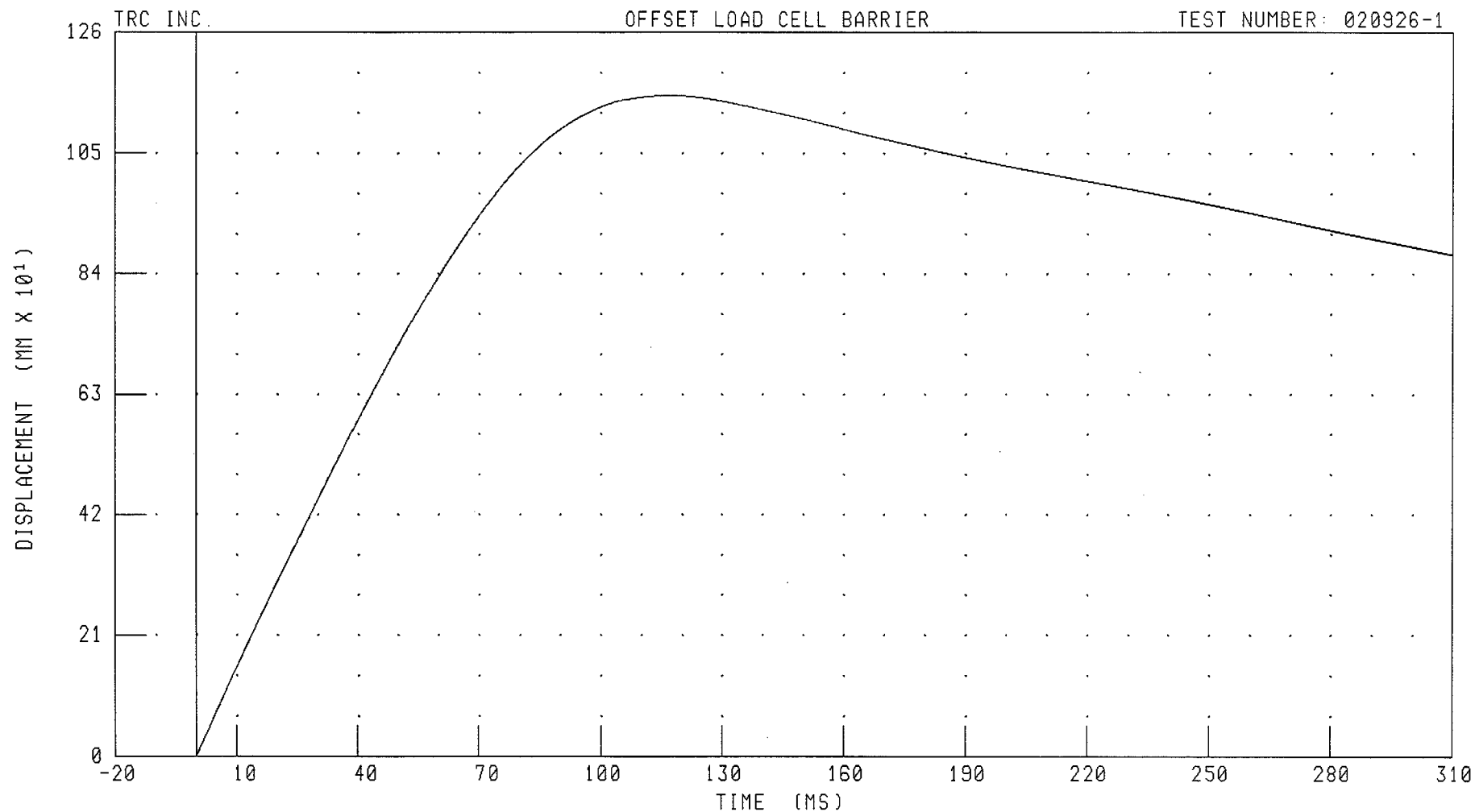
PEAK DATA: 56.12 KM/H @ 2.80 MS; -6.55 KM/H @ 159.60 MS

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: 020926-1



CHANNEL: VCGXD1

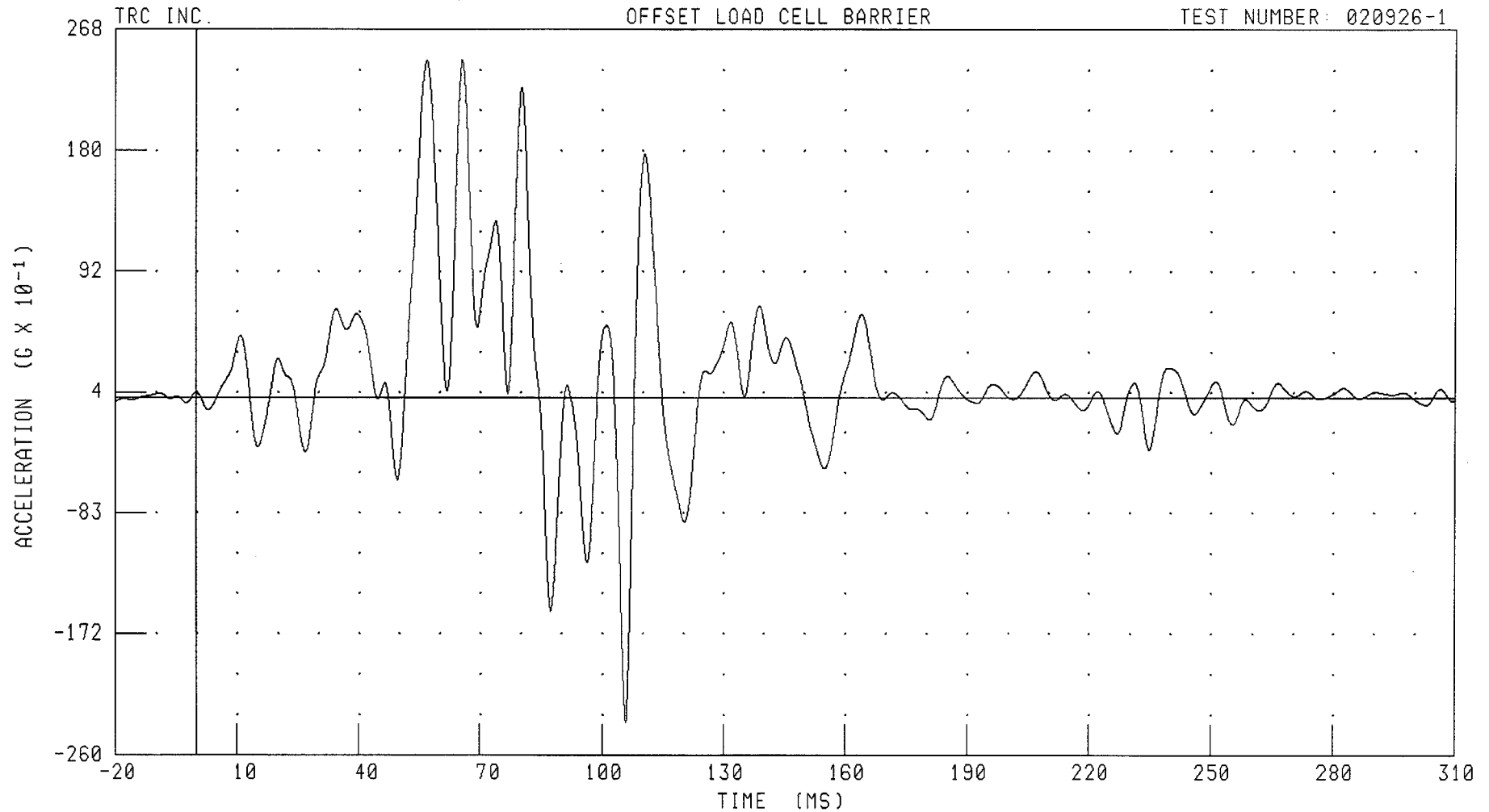
FILTER: CH. CLASS 180

PEAK DATA: 1150.36 MM @ 117.20 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: 020926-1



CHANNEL: VCGYG1

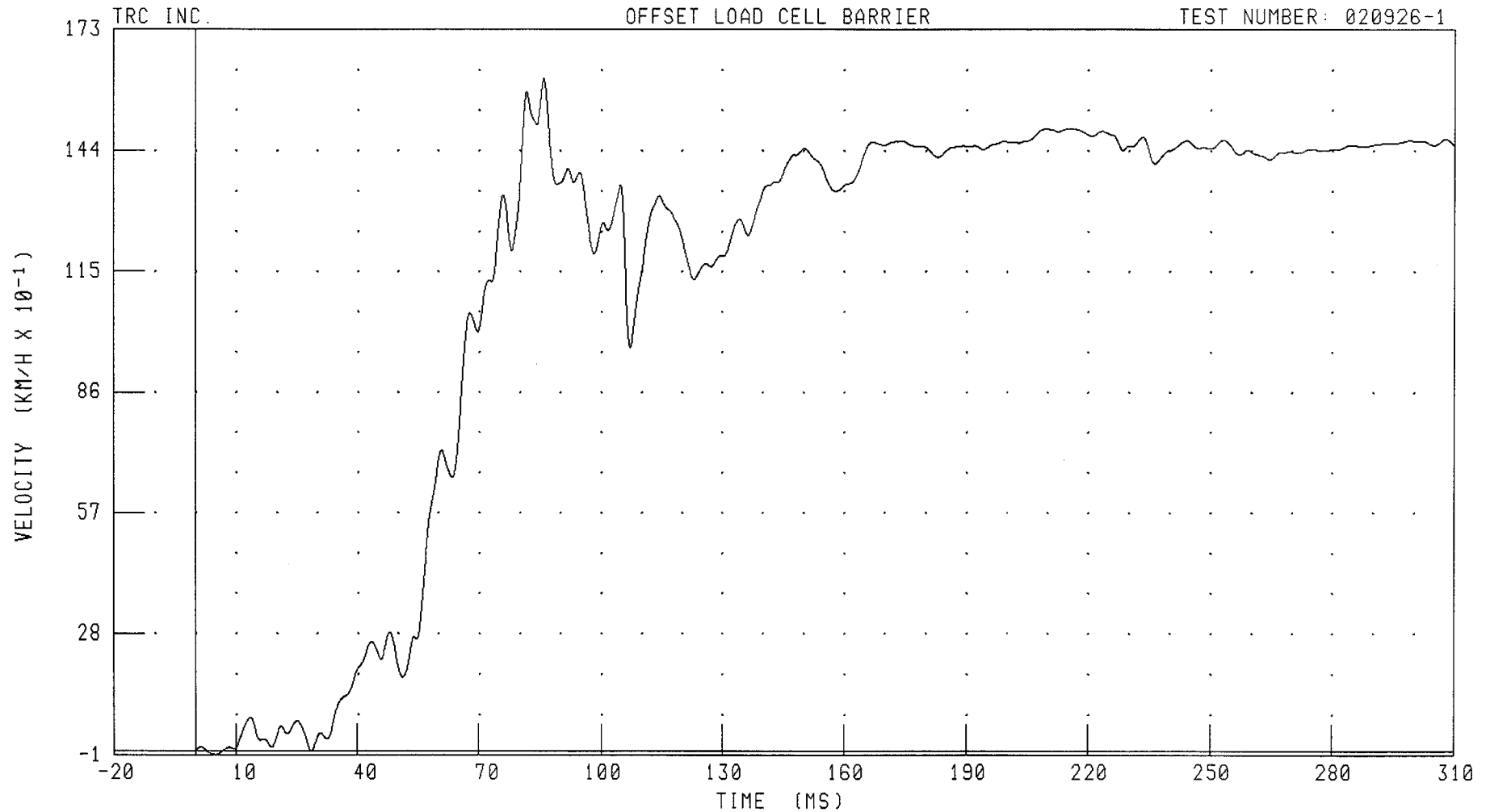
FILTER: CH. CLASS 60

PEAK DATA: 24.60 G @ 65.76 MS; -23.65 G @ 105.92 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



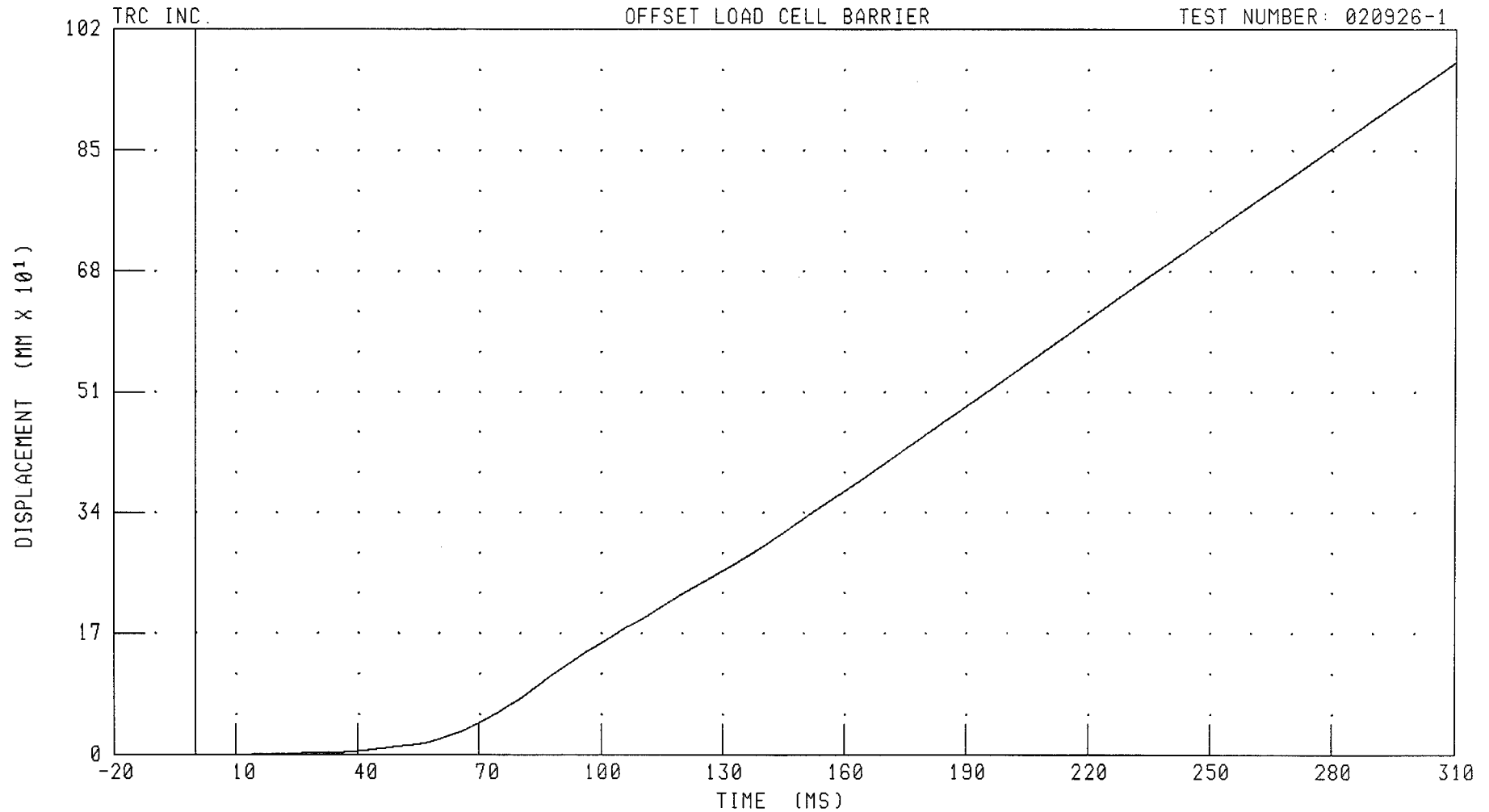
CHANNEL: VCGYV1 FILTER: CH. CLASS 180

PEAK DATA: 16.12 KM/H @ 86.00 MS; -0.09 KM/H @ 5.04 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: 020926-1

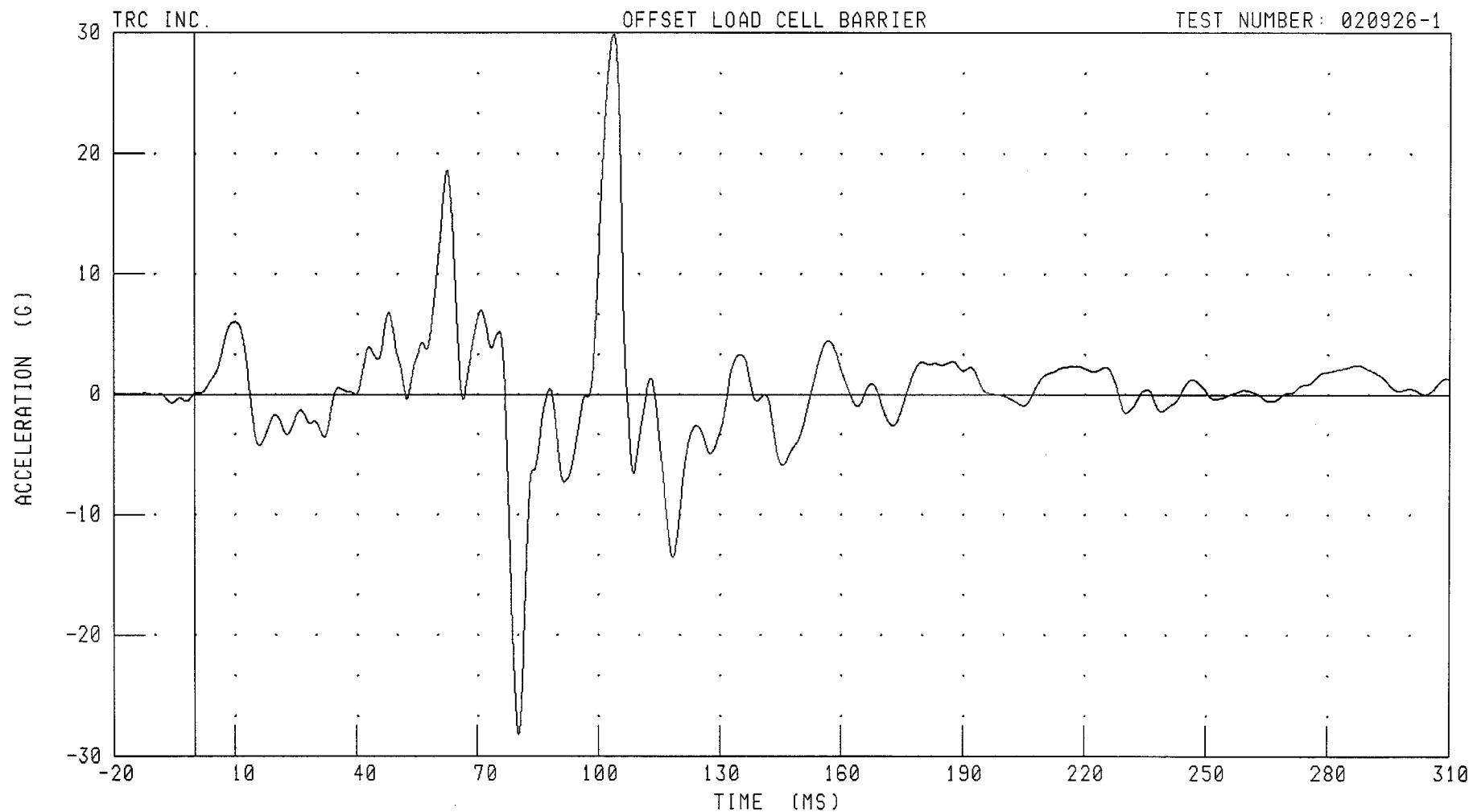


CHANNEL: VCCYD1 FILTER: CH. CLASS 180

PEAK DATA: 974.06 MM @ 310.00 MS; -0.02 MM @ 6.64 MS

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

TEST NUMBER: 020926-1



CHANNEL: VCGZG1 FILTER: CH. CLASS 60

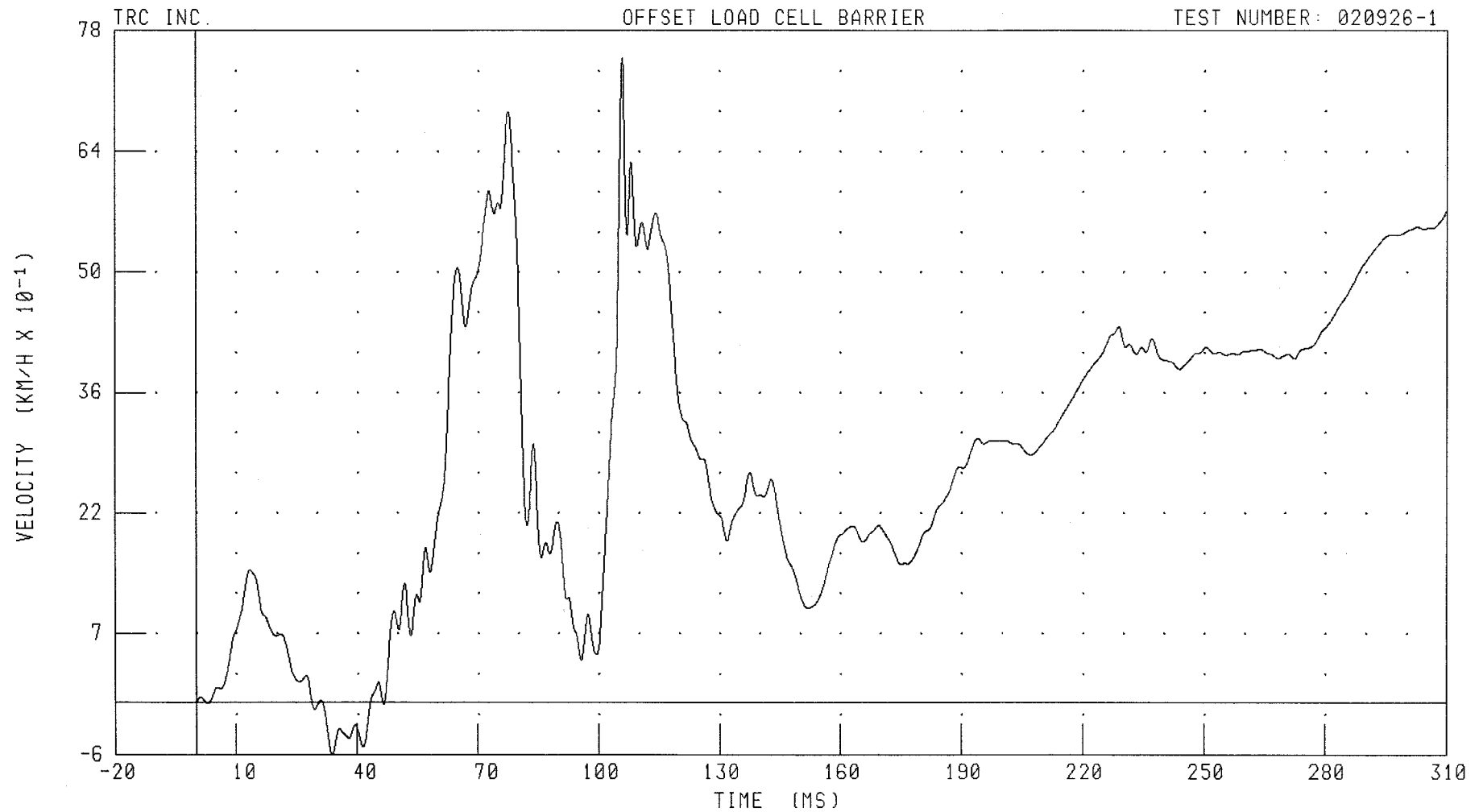
PEAK DATA: 29.85 G @ 103.92 MS; -28.24 G @ 80.32 MS

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: 020926-1



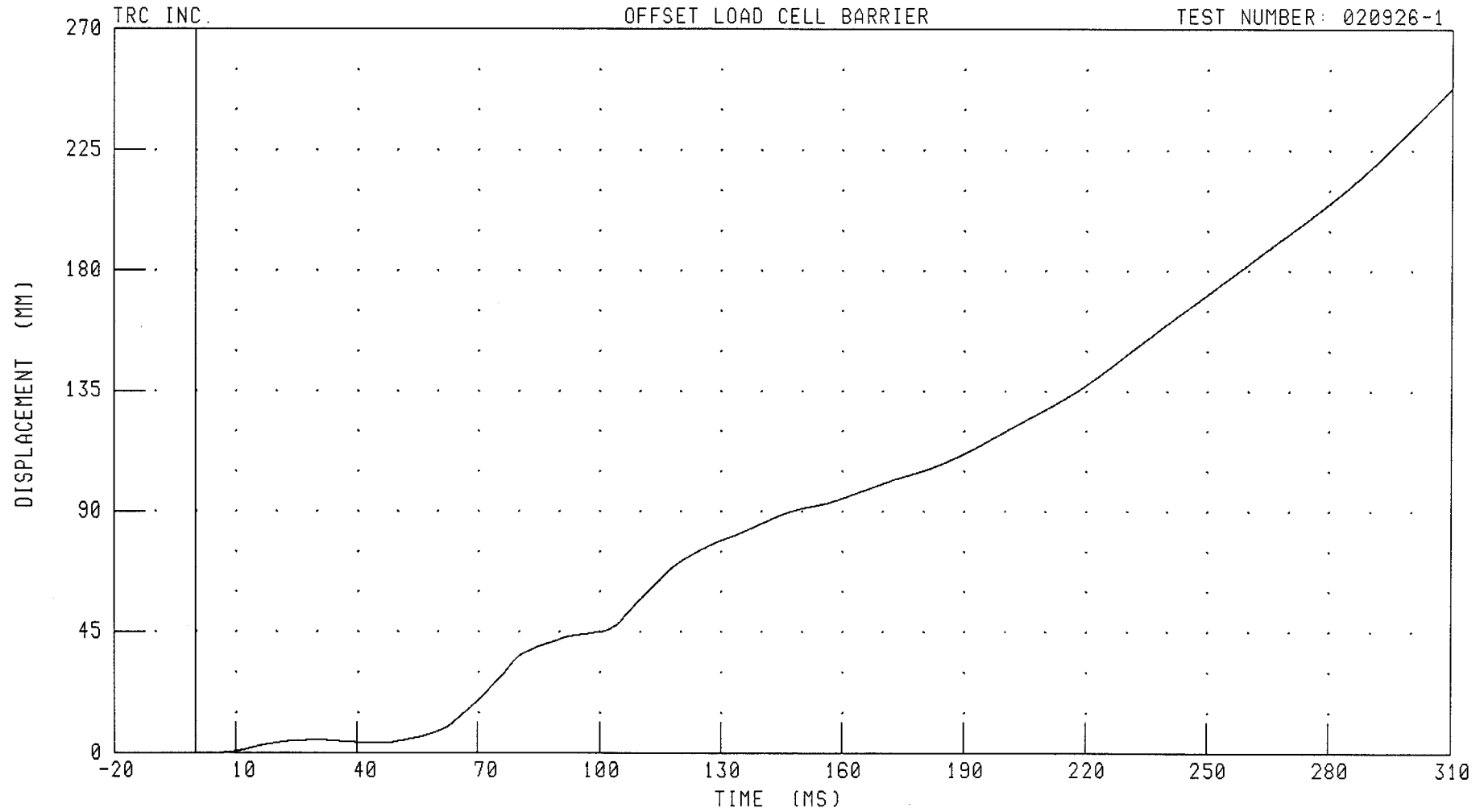
CHANNEL: VCGZV1 FILTER: CH. CLASS 180

PEAK DATA: 7.48 KM/H @ 105.92 MS; -0.62 KM/H @ 33.76 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: 020926-1



CHANNEL: VCGZD1 FILTER: CH. CLASS 180

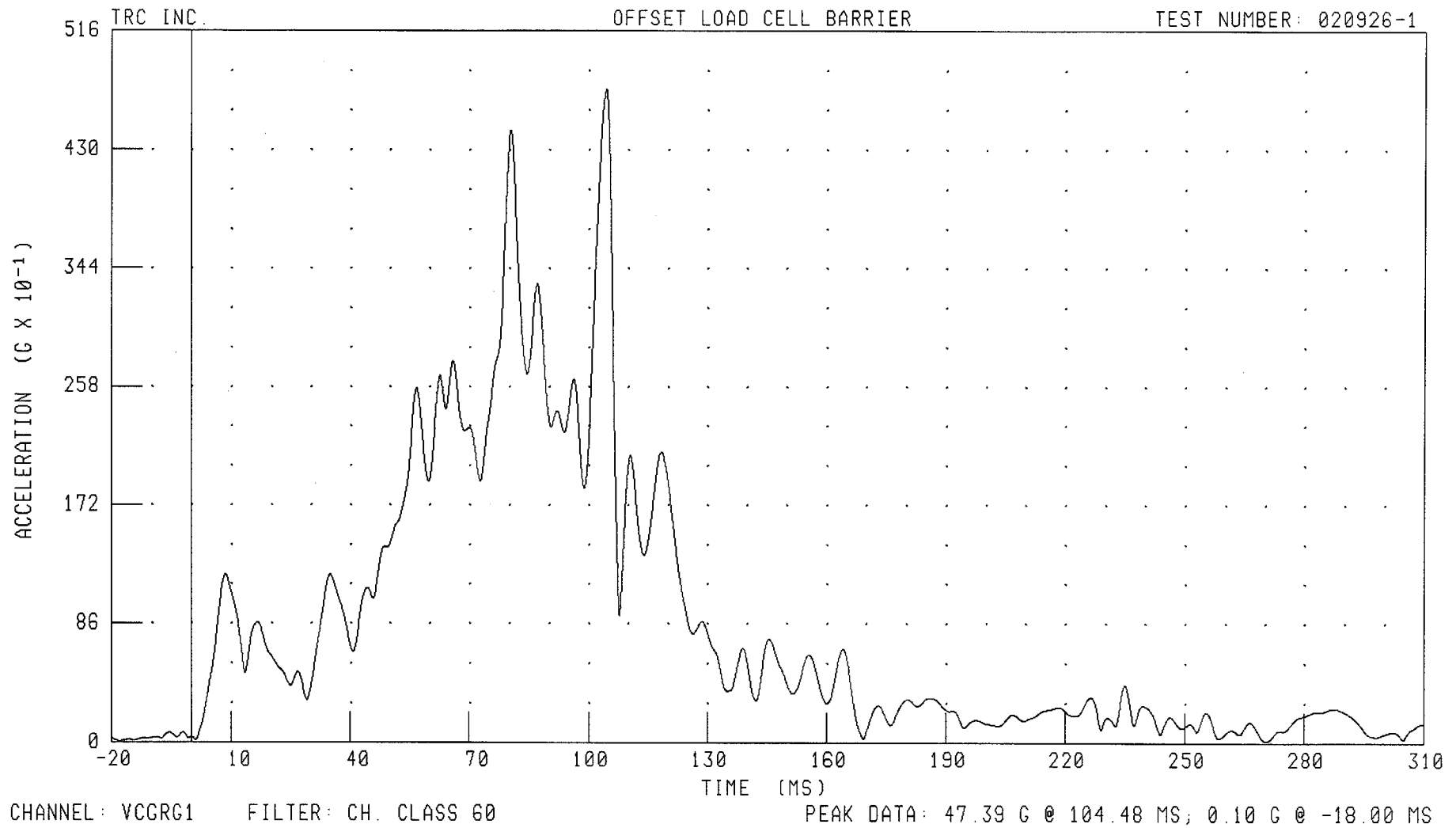
PEAK DATA: 248.37 MM @ 310.00 MS; 0.00 MM @ 0.00 MS

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

VEHICLE CENTER OF GRAVITY RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1

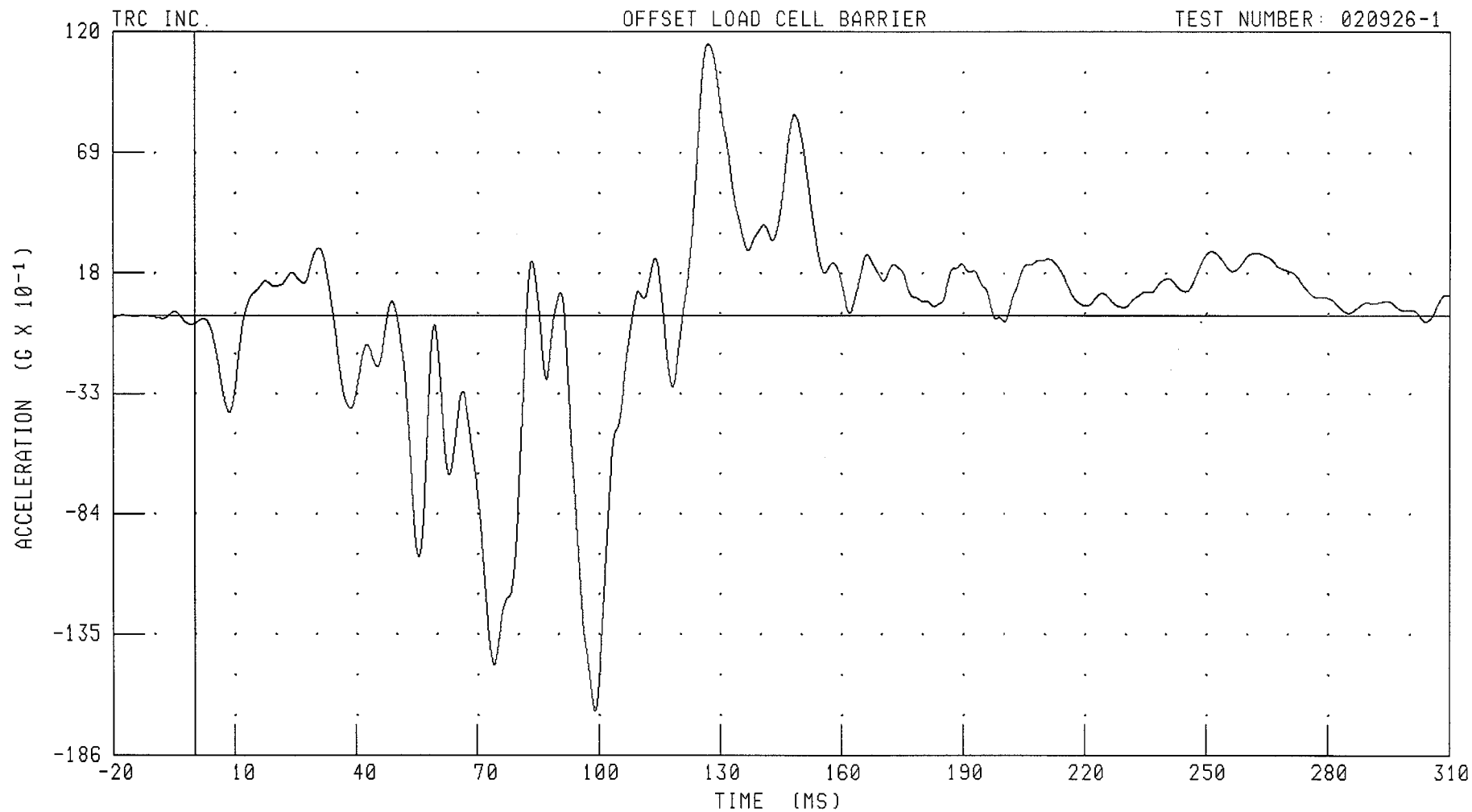


2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H

REAR DECK Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: RDKZG1

FILTER: CH. CLASS 60

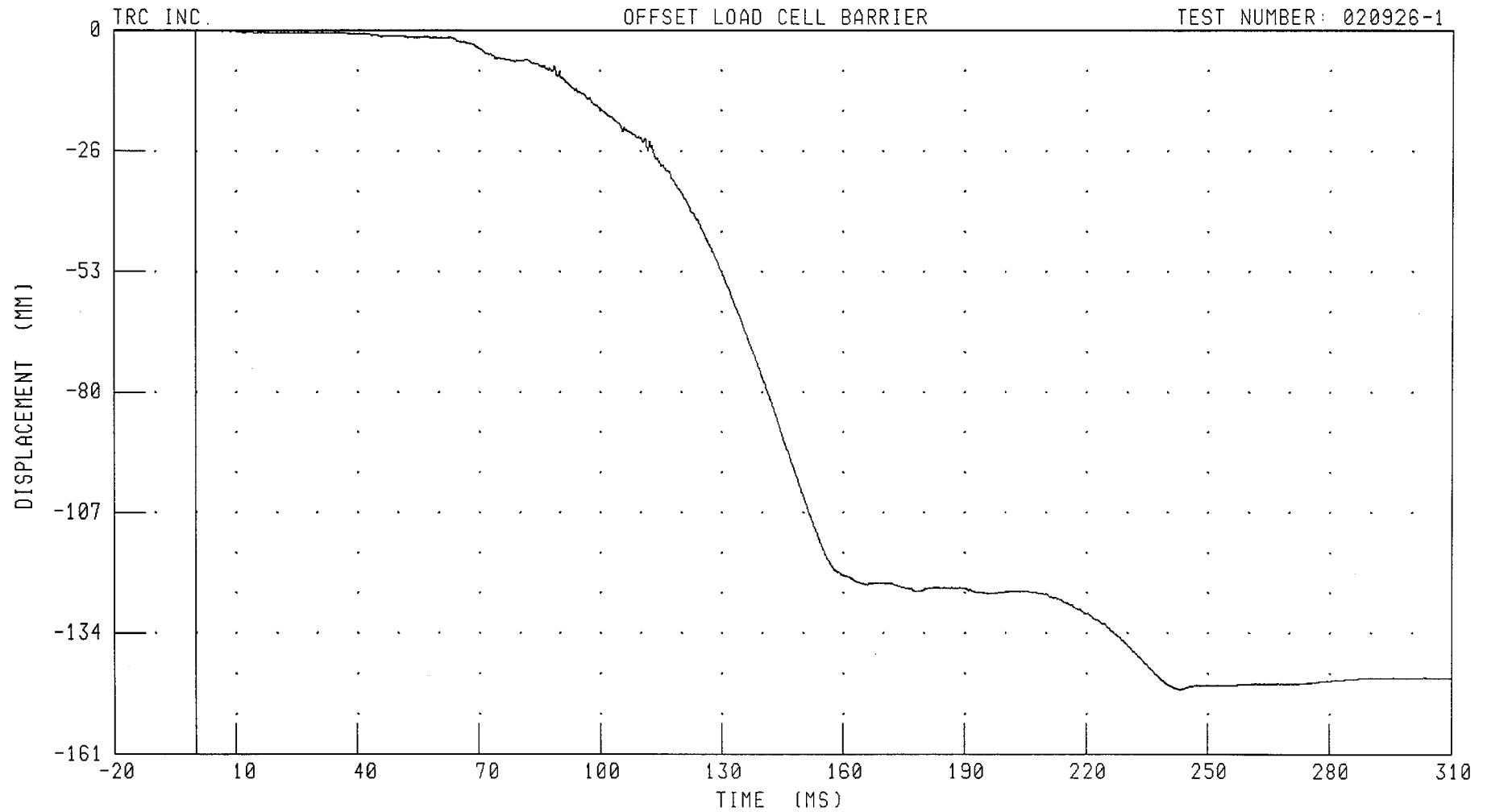
PEAK DATA: 11.48 G @ 127.20 MS; -16.75 G @ 99.12 MS

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: 020926-1



CHANNEL: TPDxD1 FILTER: CH. CLASS 1000

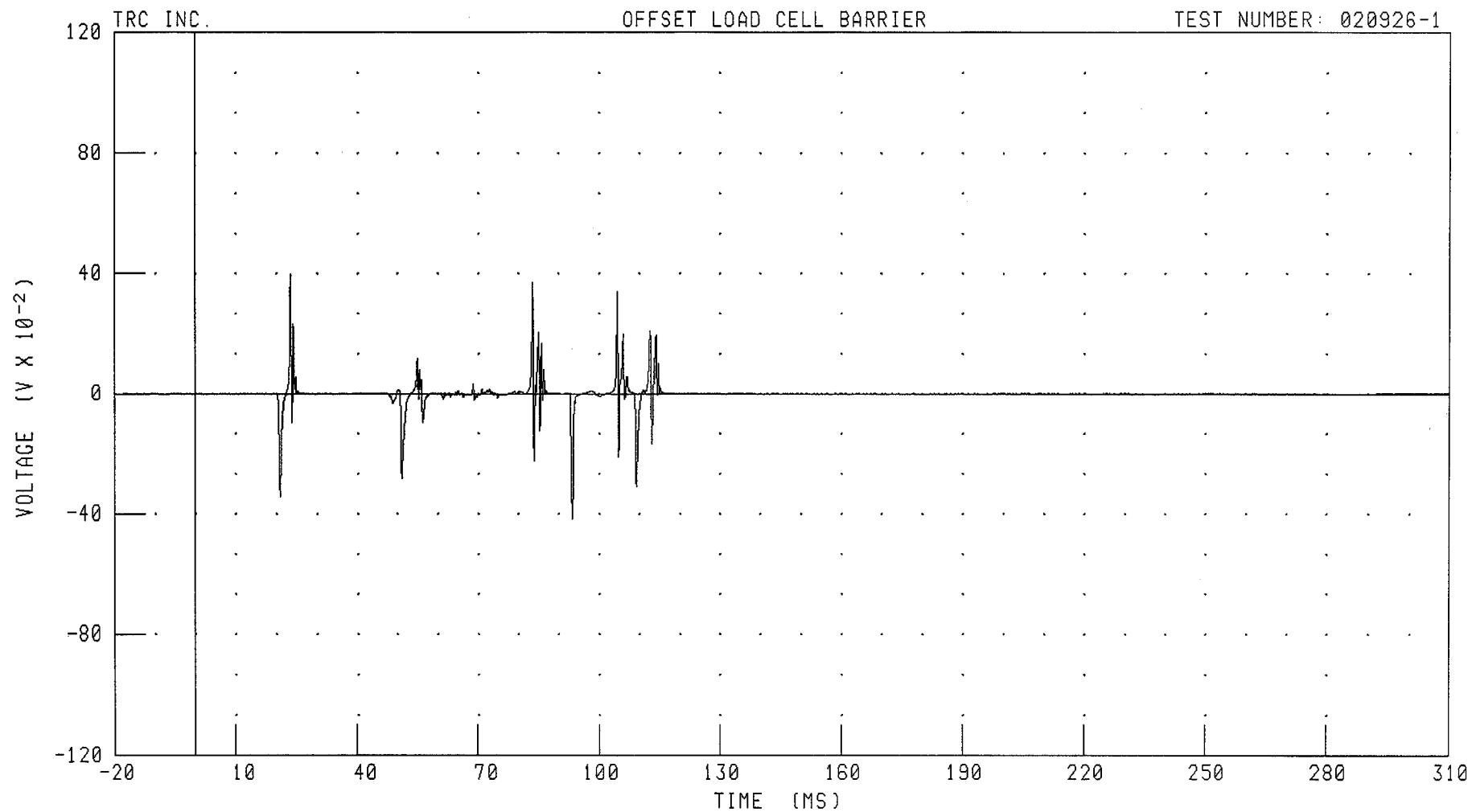
PEAK DATA: 0.15 MM @ 5.84 MS; -147.50 MM @ 242.56 MS

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

DRIVER AIRBAG EVENT - WIRE A

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: DABETA FILTER: CH. CLASS 1000

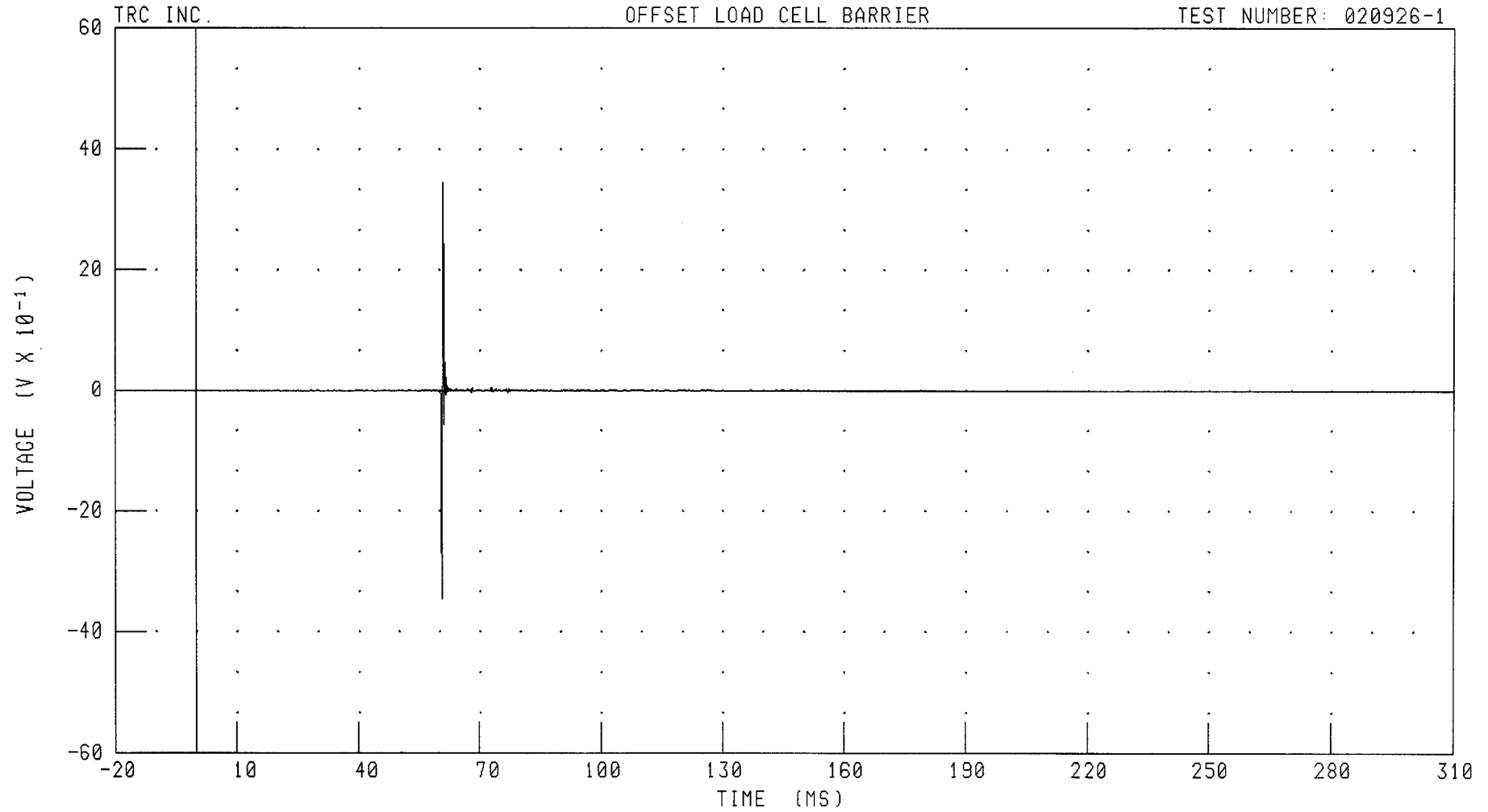
PEAK DATA: 0.40 V @ 23.60 MS; -0.42 V @ 93.52 MS

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

PASSENGER AIRBAG EVENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: PABETA FILTER: CH. CLASS 1000

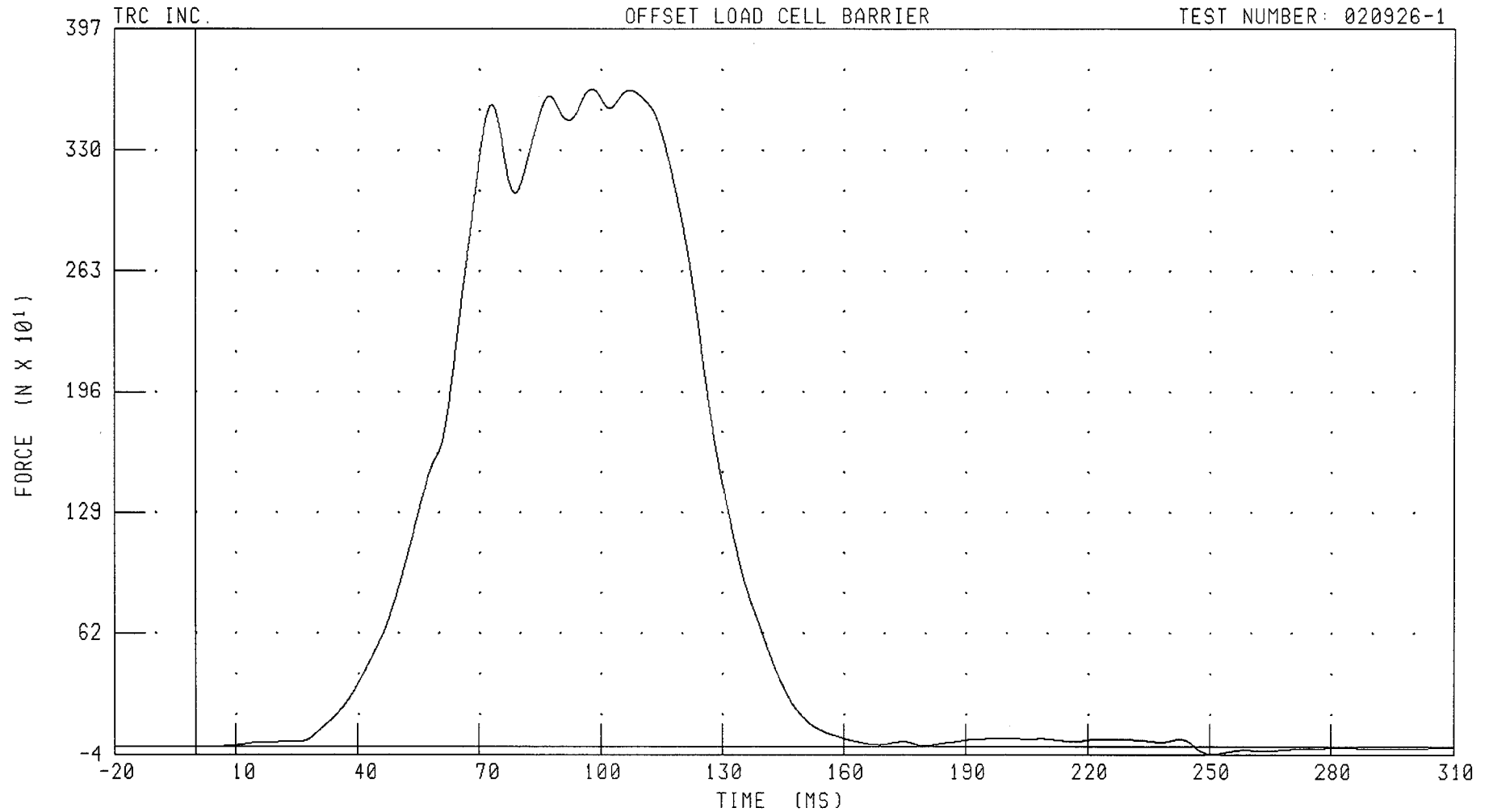
PEAK DATA: 3.44 V @ 60.96 MS; -3.46 V @ 60.72 MS

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

DRIVER SHOULDER BELT FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: SHBF1

FILTER: CH. CLASS 60

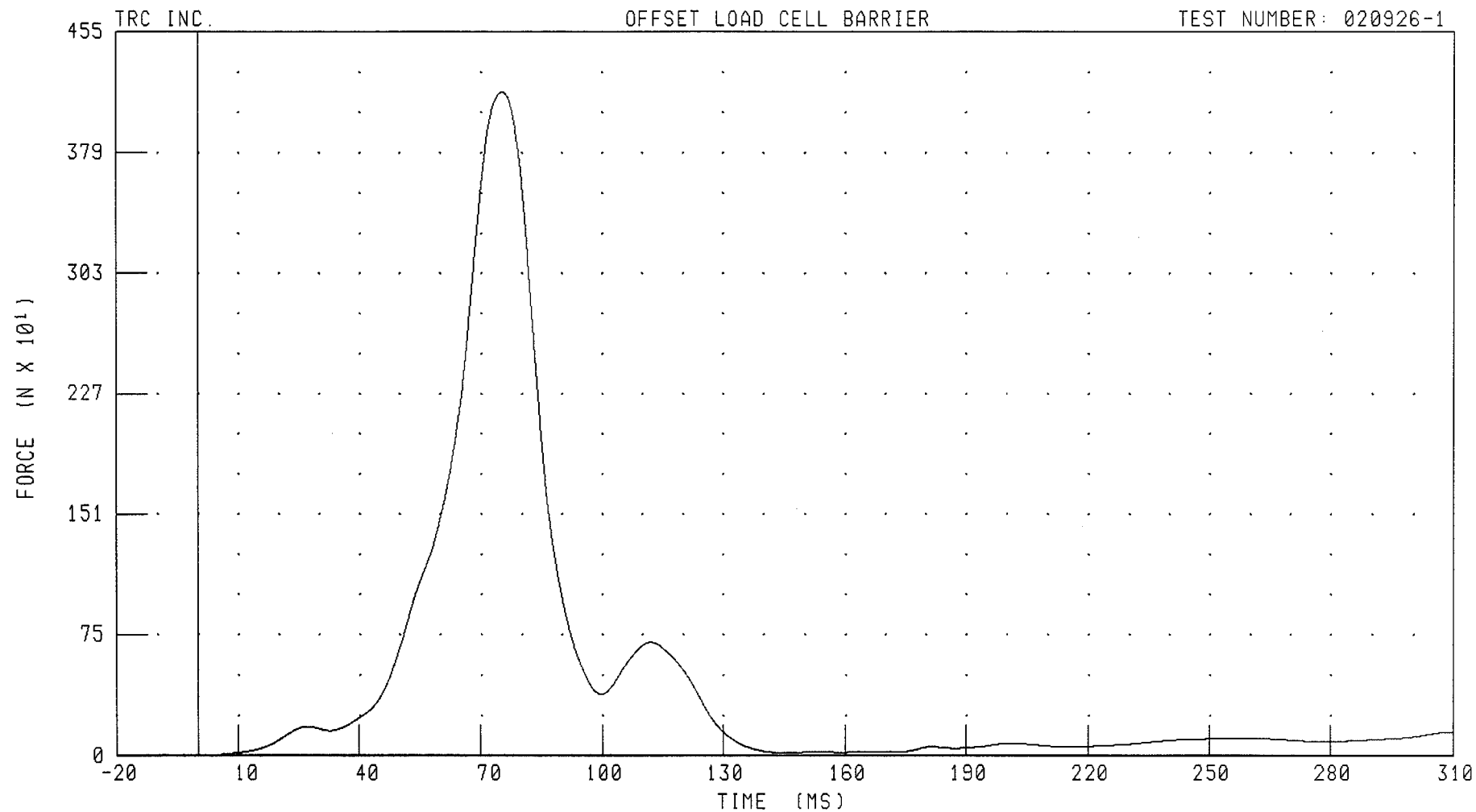
PEAK DATA: 3643.14 N @ 97.84 MS; -41.15 N @ 250.40 MS

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

DRIVER LAP BELT FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LPBF1

FILTER: CH. CLASS 60

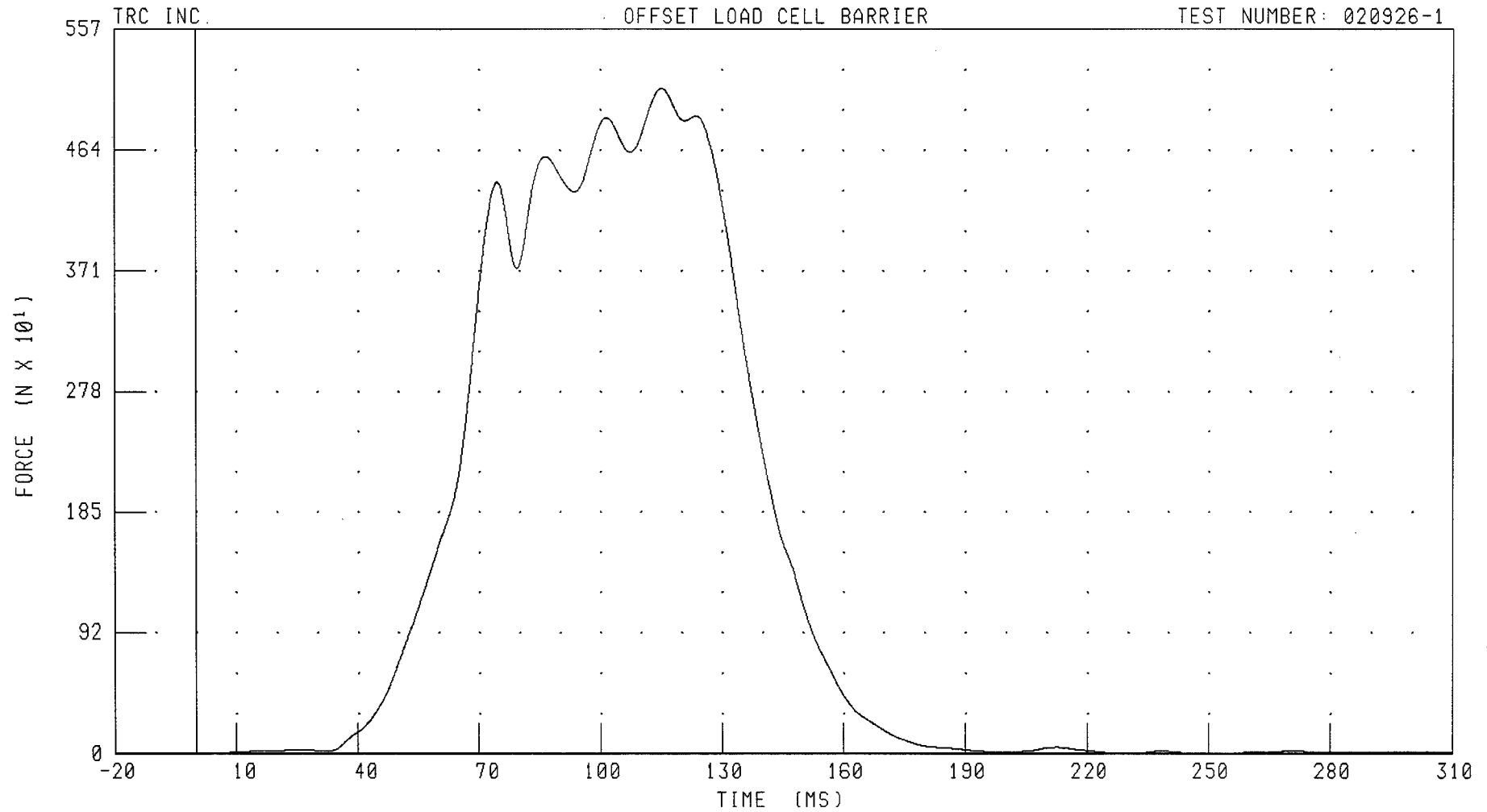
PEAK DATA: 4176.89 N @ 75.36 MS; -3.10 N @ -16.48 MS

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

PASSENGER SHOULDER BELT FORCE

· OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: SHBF2

FILTER: CH. CLASS 60

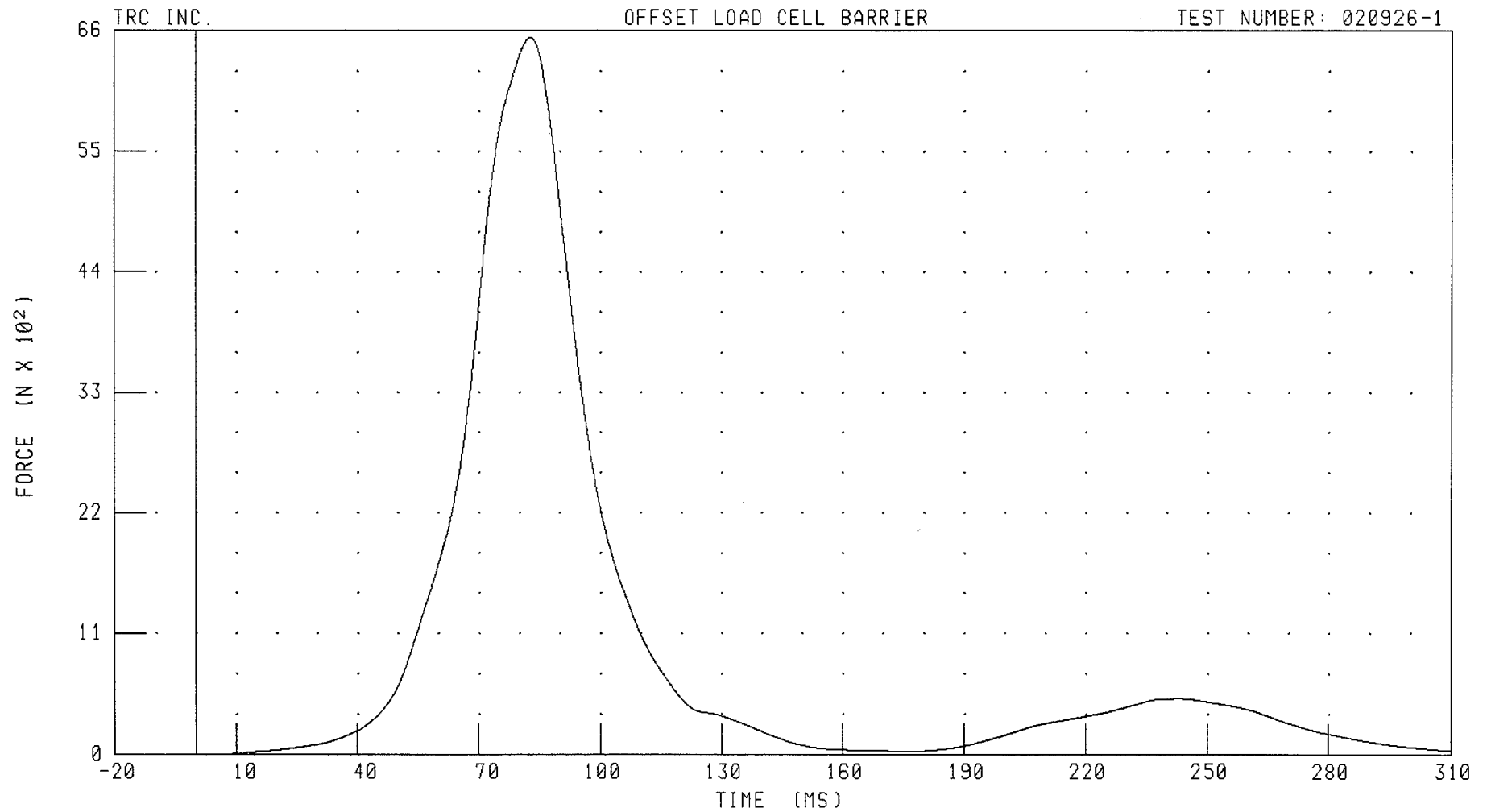
PEAK DATA: 5118.04 N @ 115.28 MS; -7.39 N @ 252.72 MS

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

PASSENGER LAP BELT FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LPBF2

FILTER: CH. CLASS 60

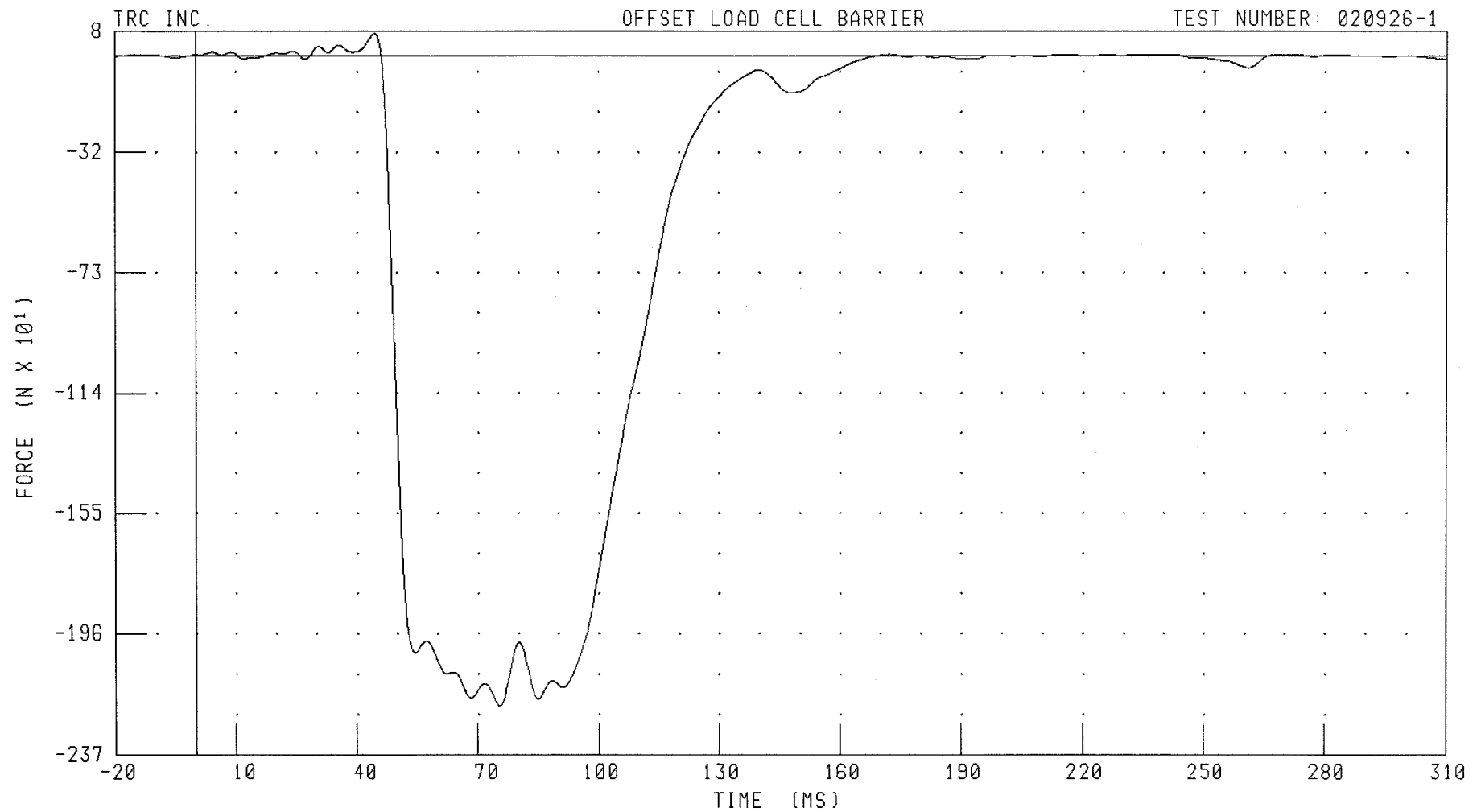
PEAK DATA: 6537.54 N @ 82.72 MS; 0.06 N @ -20.00 MS

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: 020926-1



CHANNEL: LCA1XF FILTER: CH. CLASS 60

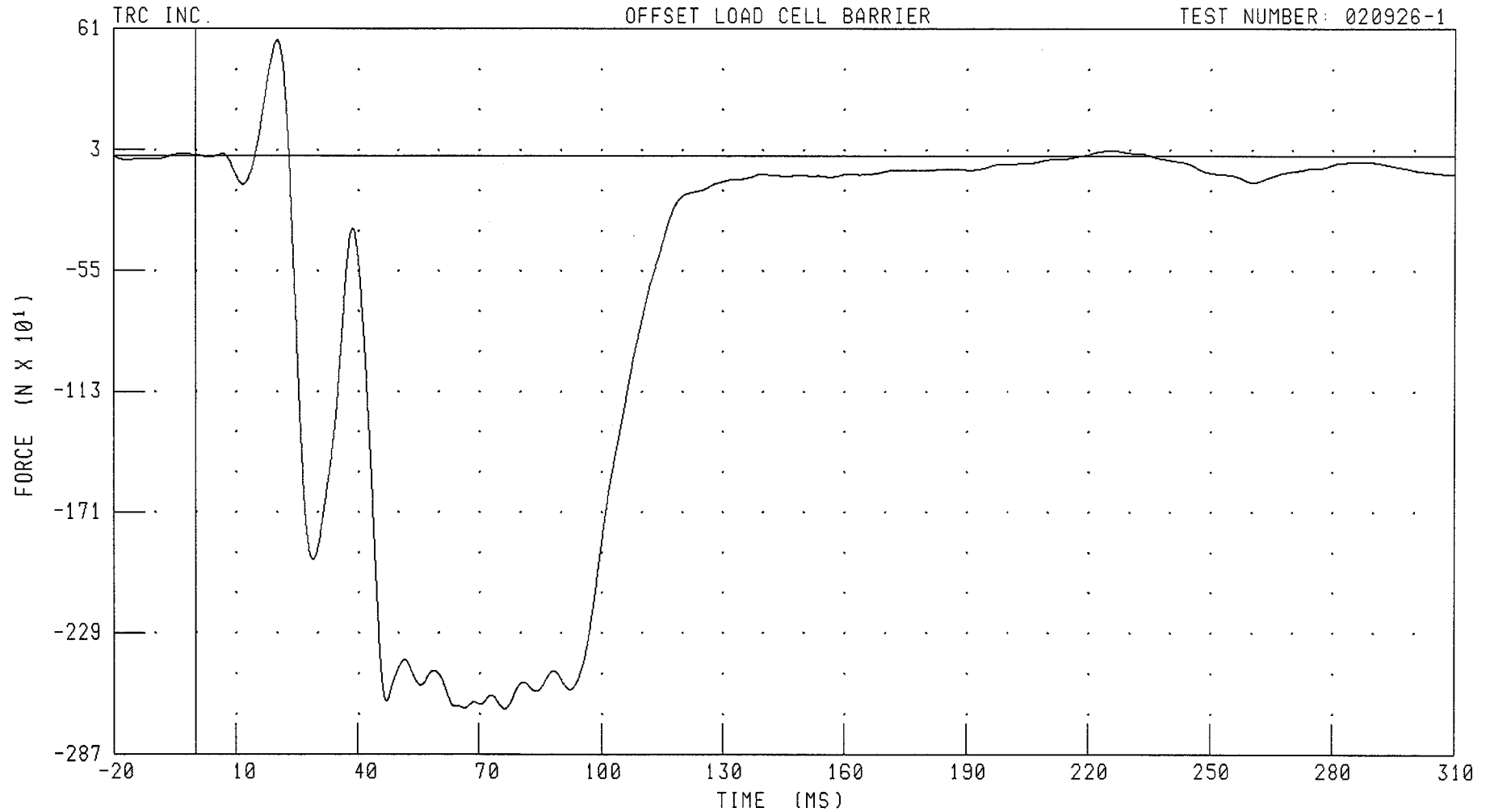
PEAK DATA: 76.63 N @ 44.56 MS; -2211.17 N @ 75.44 MS

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: 020926-1



CHANNEL: LCA2XF FILTER: CH. CLASS 60

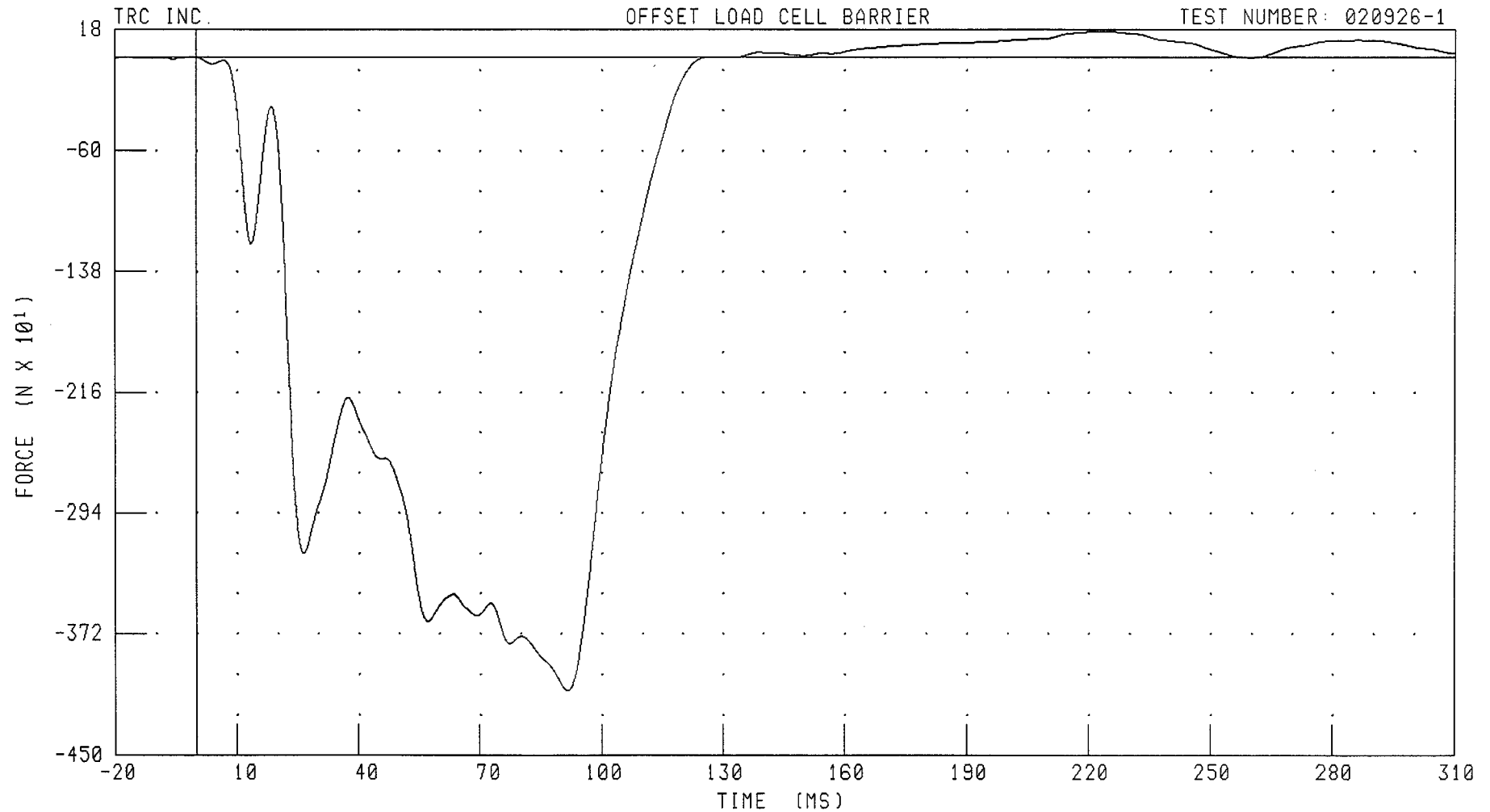
PEAK DATA: 555.38 N @ 20.16 MS; -2652.85 N @ 76.24 MS

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: 020926-1



CHANNEL: LCA3XF FILTER: CH. CLASS 60

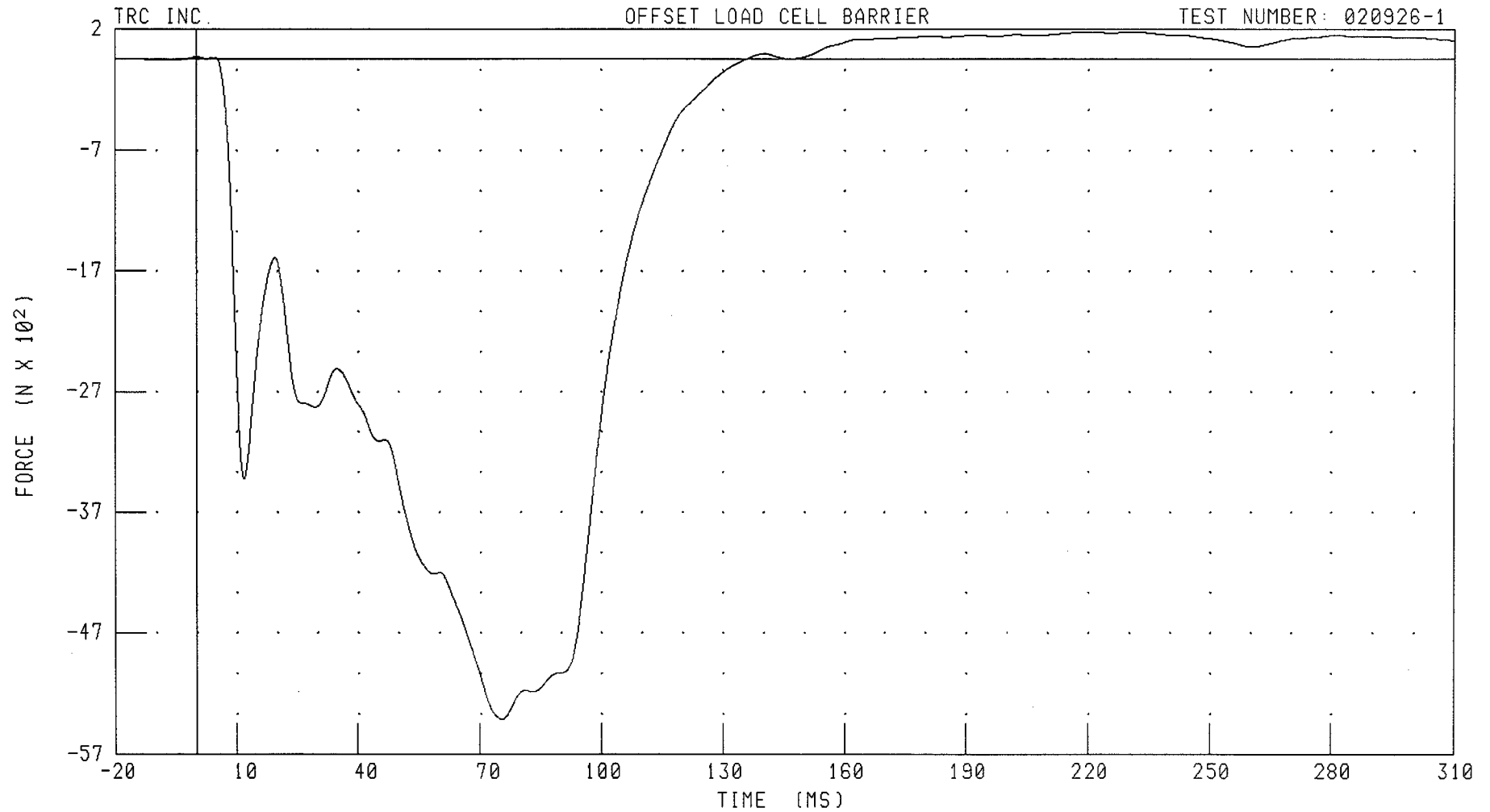
PEAK DATA: 169.64 N @ 223.92 MS; -4085.79 N @ 91.68 MS

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: 020926-1



CHANNEL: LCA4XF FILTER: CH. CLASS 60

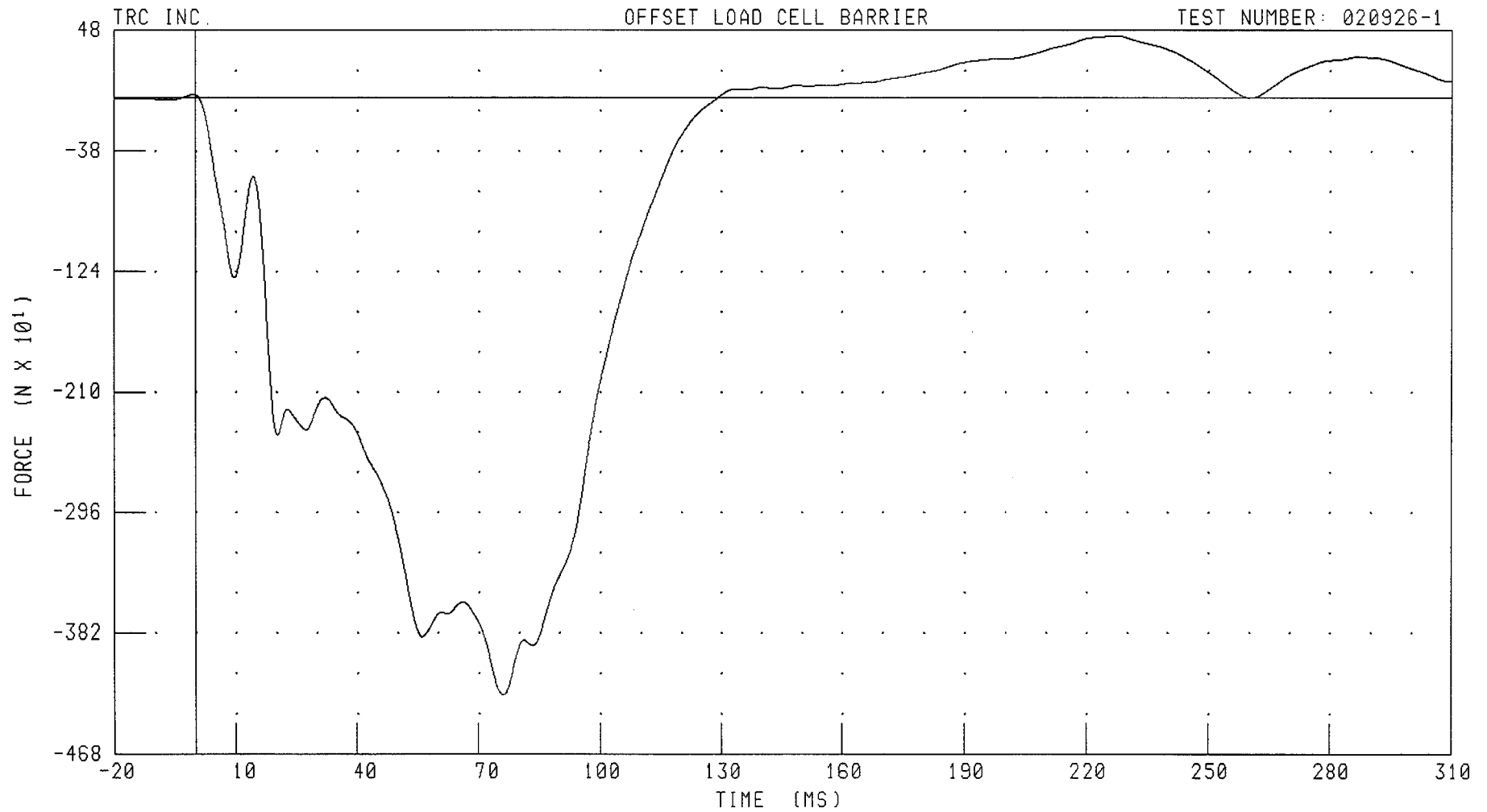
PEAK DATA: 220.40 N @ 221.04 MS; -5472.76 N @ 75.44 MS

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: 020926-1



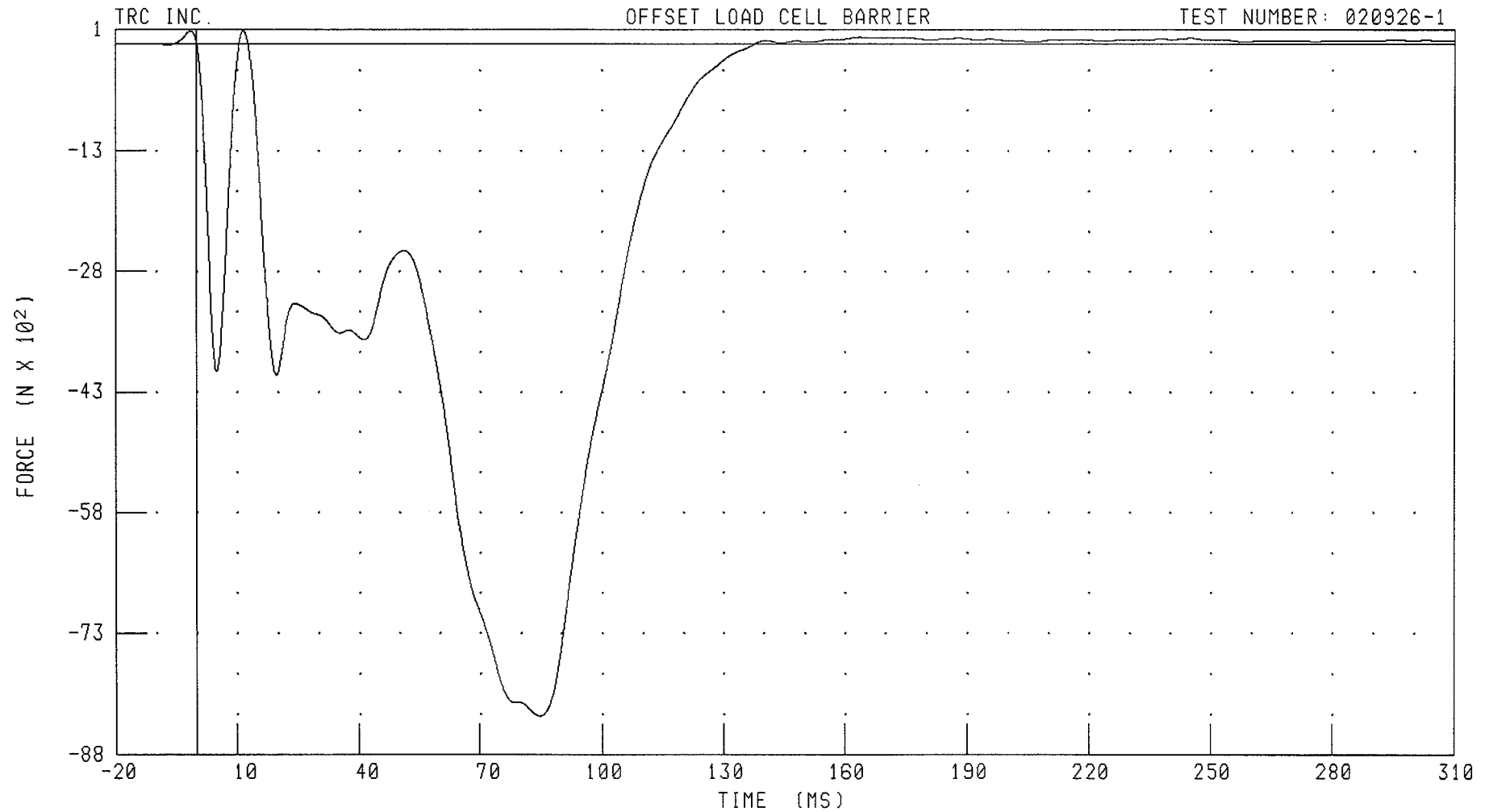
CHANNEL: LCA5XF FILTER: CH. CLASS 60

PEAK DATA: 440.64 N @ 227.04 MS; -4261.71 N @ 76.08 MS

2002 DODGE NEON INTO 40% LEFT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL A6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LCA6XF

FILTER: CH. CLASS 60

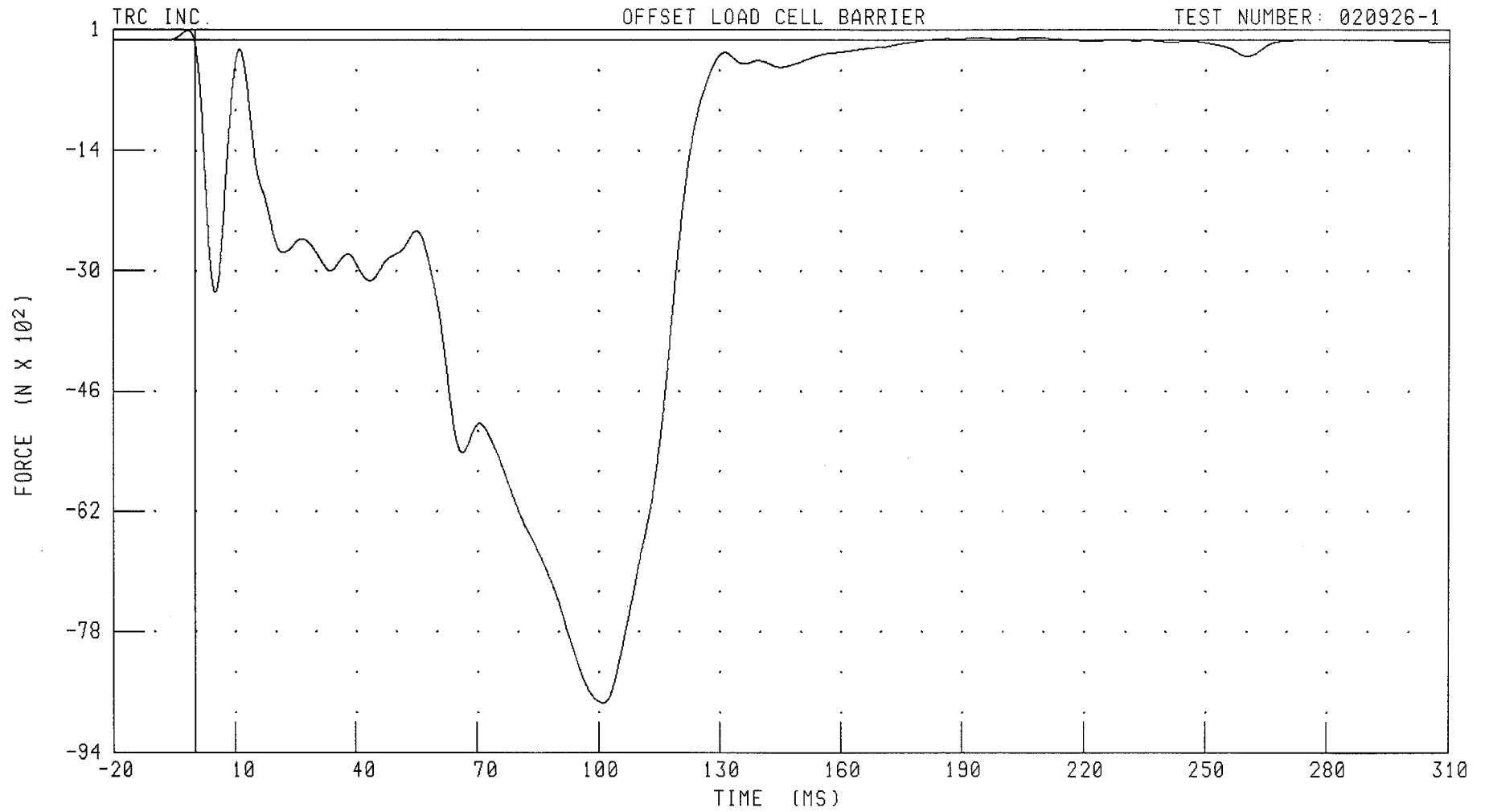
PEAK DATA: 158.25 N @ 11.68 MS; -8355.99 N @ 84.72 MS

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: 020926-1



CHANNEL: LCA7XF FILTER: CH. CLASS 60

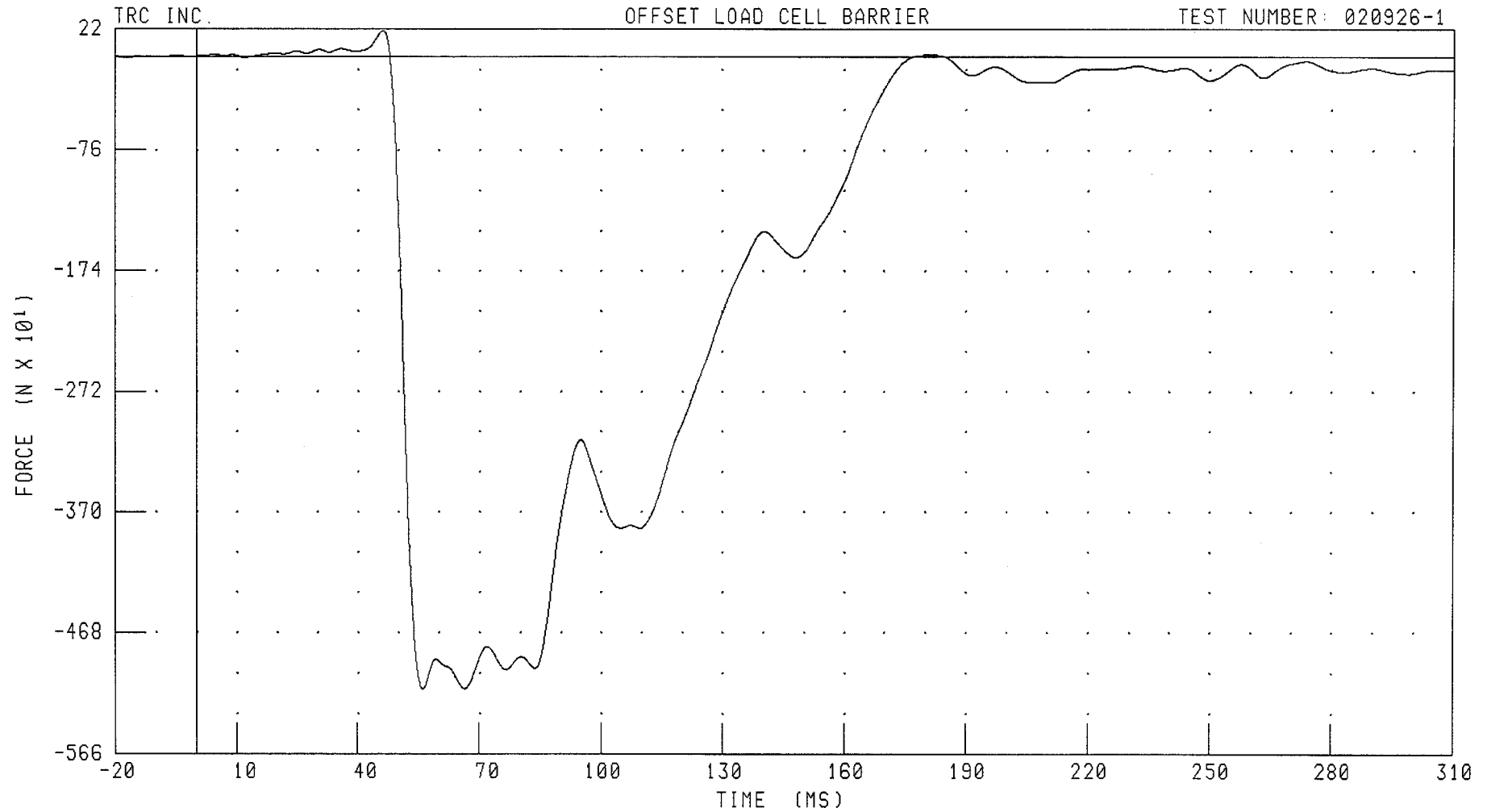
PEAK DATA: 124.01 N @ -1.60 MS; -8815.85 N @ 101.20 MS

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: 020926-1



CHANNEL: LCB1XF FILTER: CH. CLASS 60

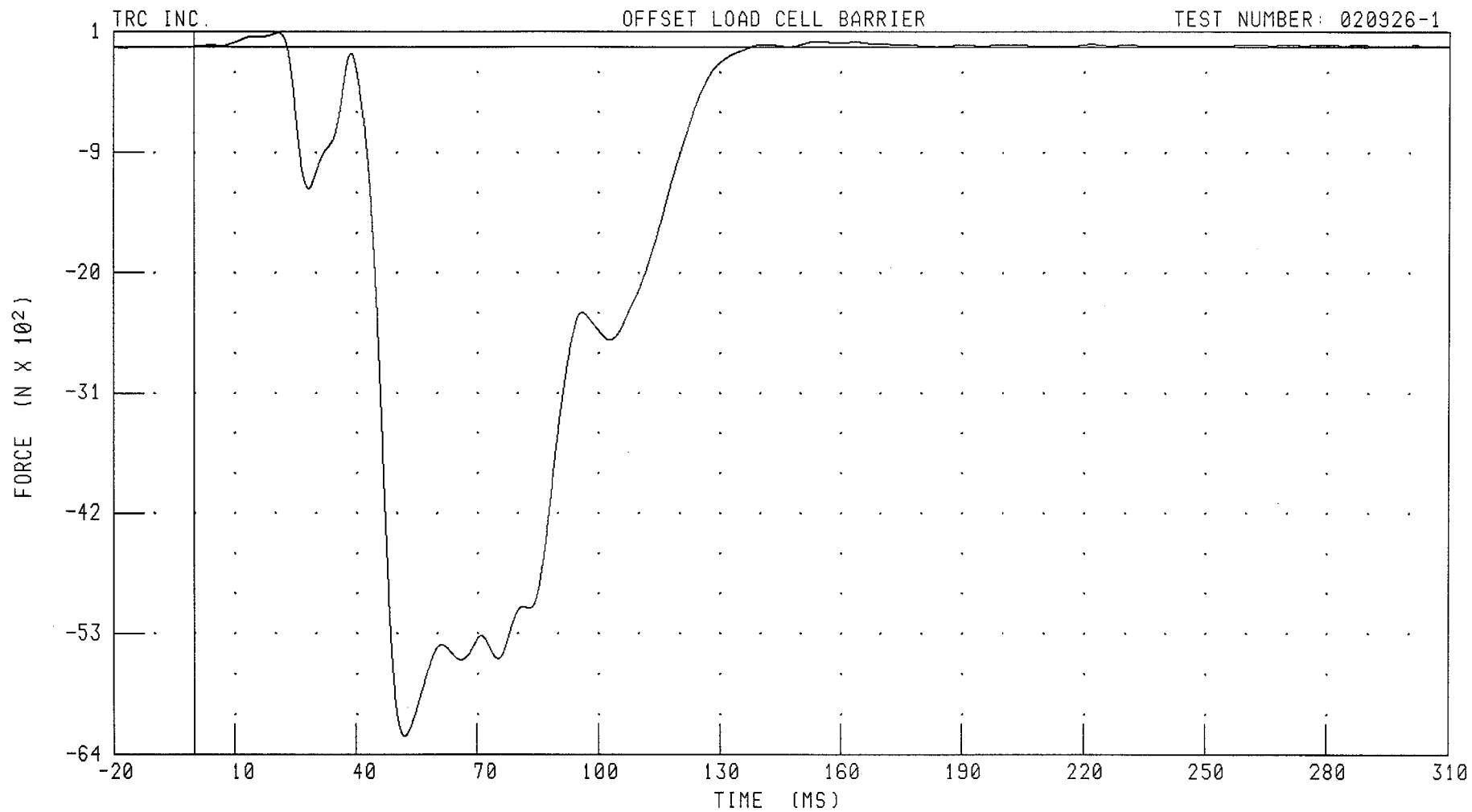
PEAK DATA: 208.54 N @ 46.32 MS; -5137.06 N @ 56.08 MS

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: 020926-1



CHANNEL: LCB2XF FILTER: CH. CLASS 60

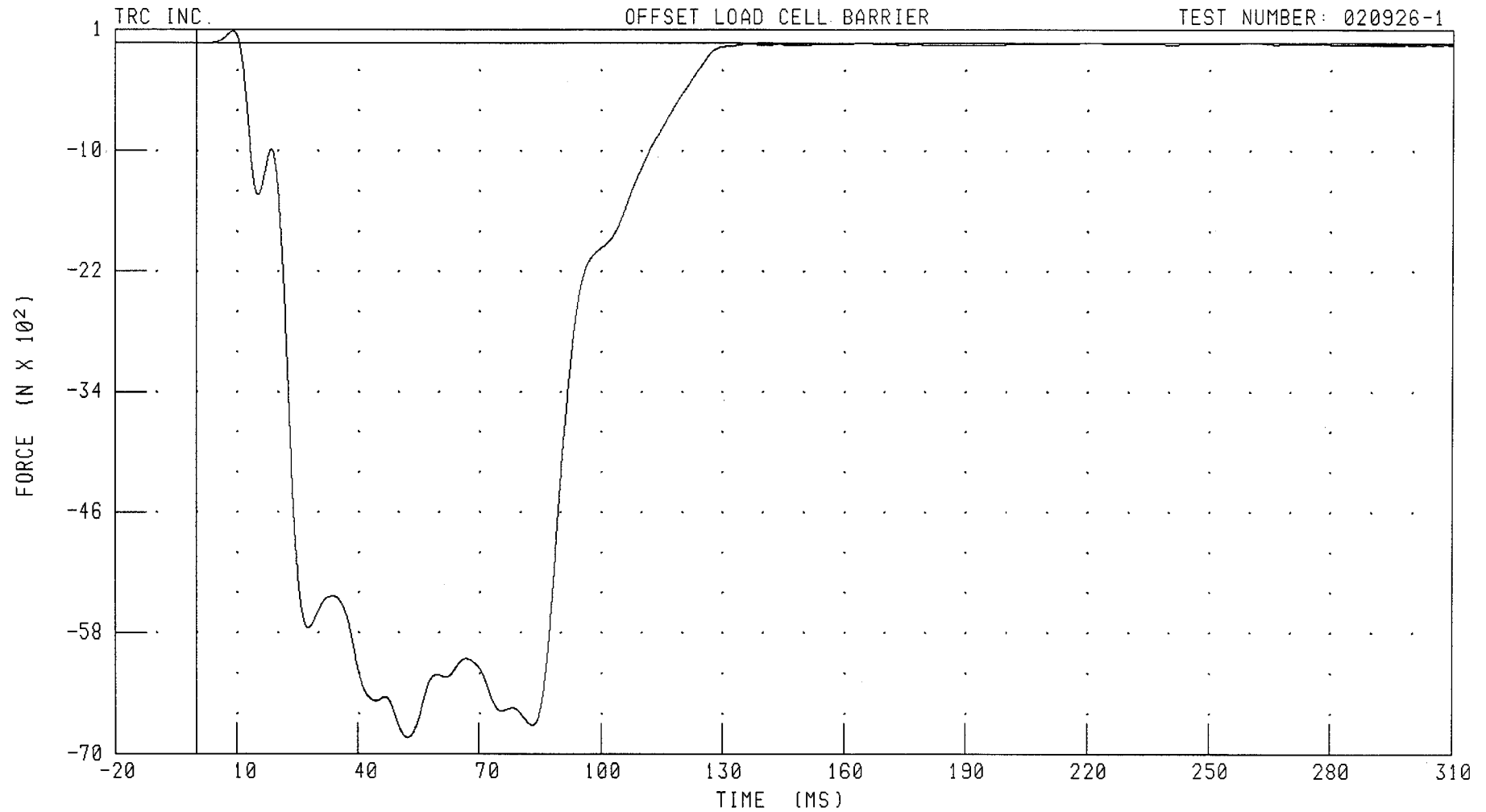
PEAK DATA: 130.43 N @ 20.88 MS; -6293.32 N @ 52.00 MS

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

BARRIER LOAD CELL B3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LCB3XF

FILTER: CH. CLASS 60

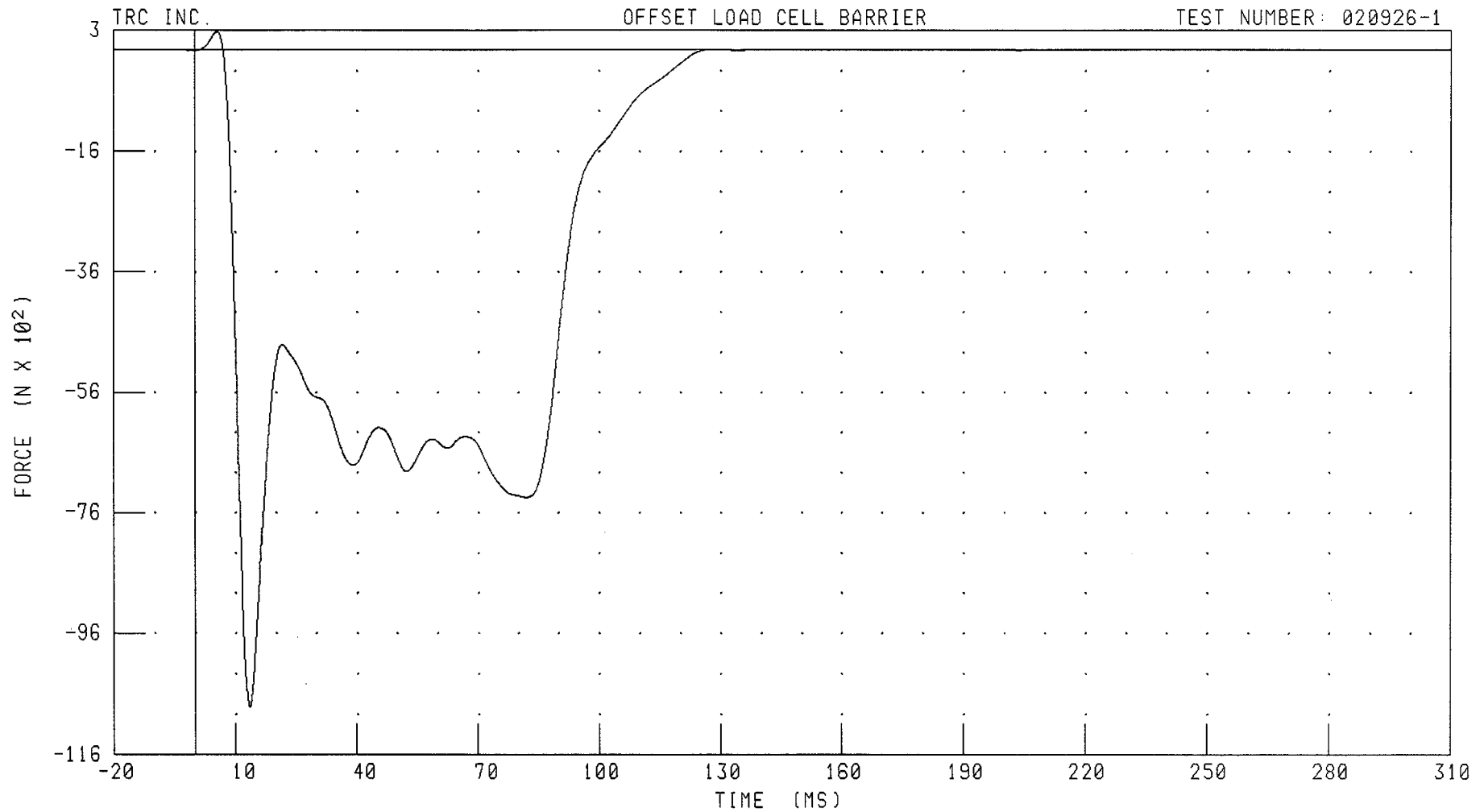
PEAK DATA: 118.50 N @ 8.96 MS; -6908.09 N @ 52.32 MS

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: 020926-1



CHANNEL: LCB4XF FILTER: CH. CLASS 60

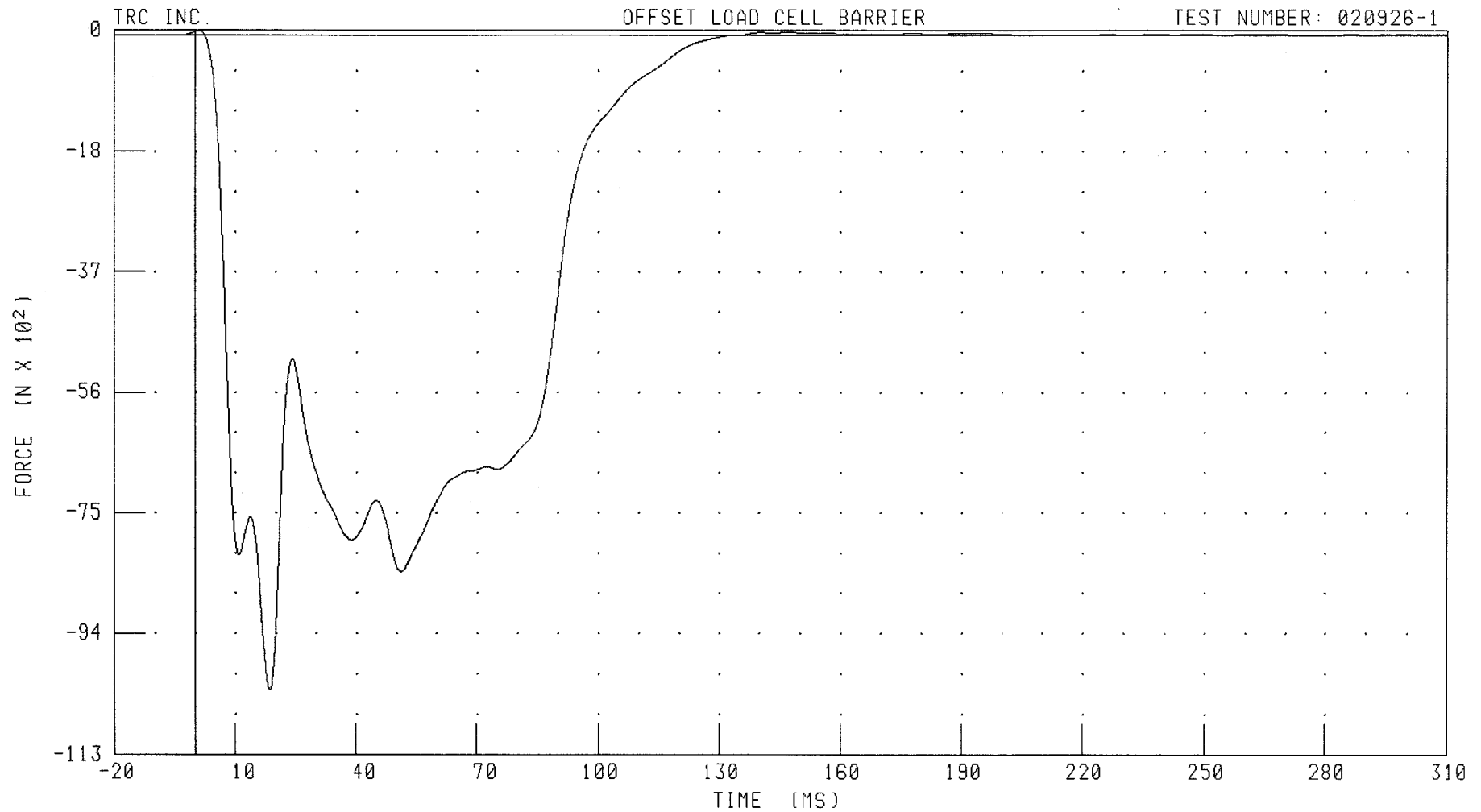
PEAK DATA: 297.49 N @ 5.52 MS; -10895.67 N @ 13.52 MS

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: 020926-1



CHANNEL: LCB5XF FILTER: CH. CLASS 60

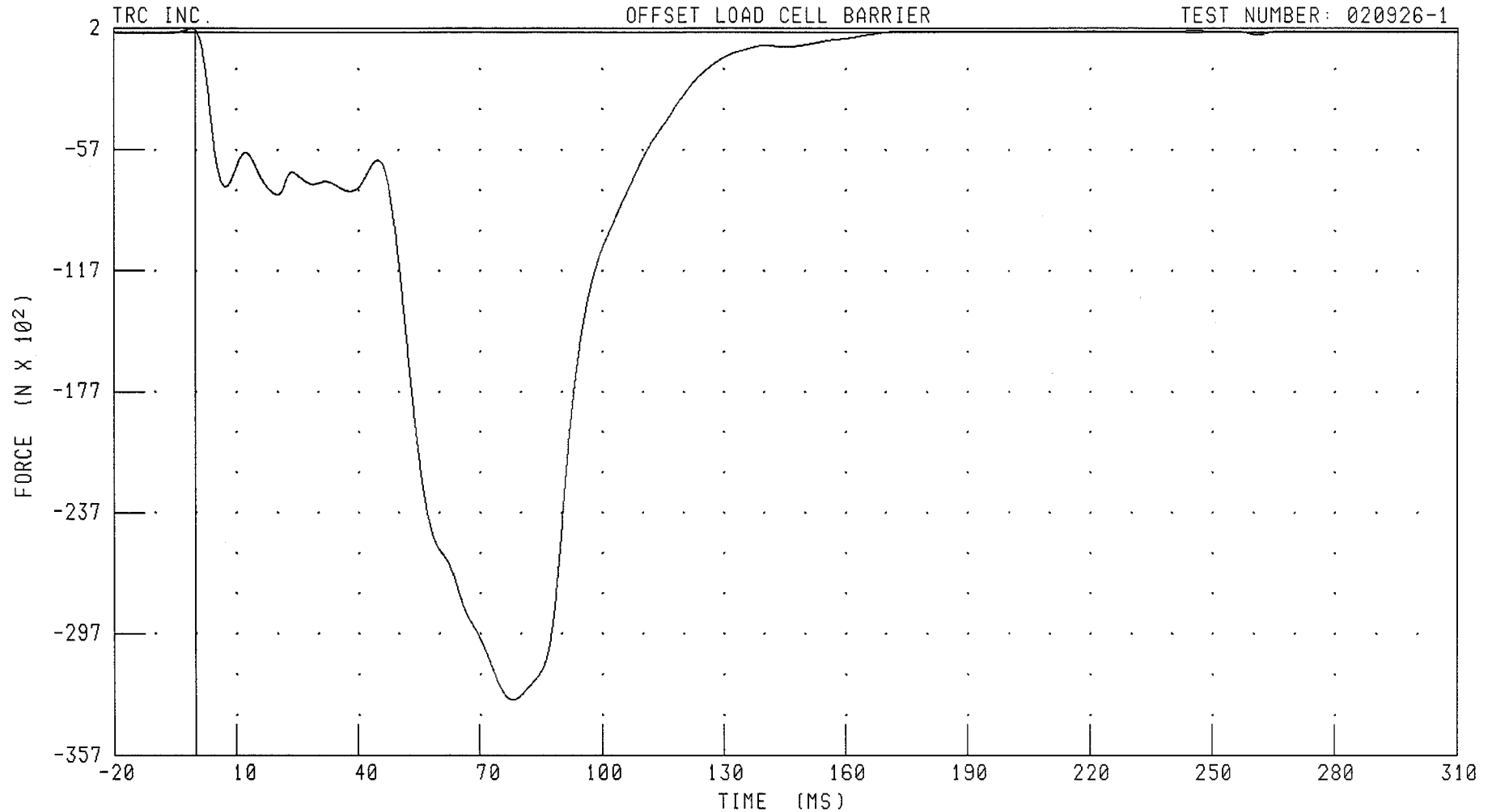
PEAK DATA: 73.89 N @ 1.04 MS; -10306.15 N @ 18.56 MS

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: 020926-1



CHANNEL: LCB6XF FILTER: CH. CLASS 60

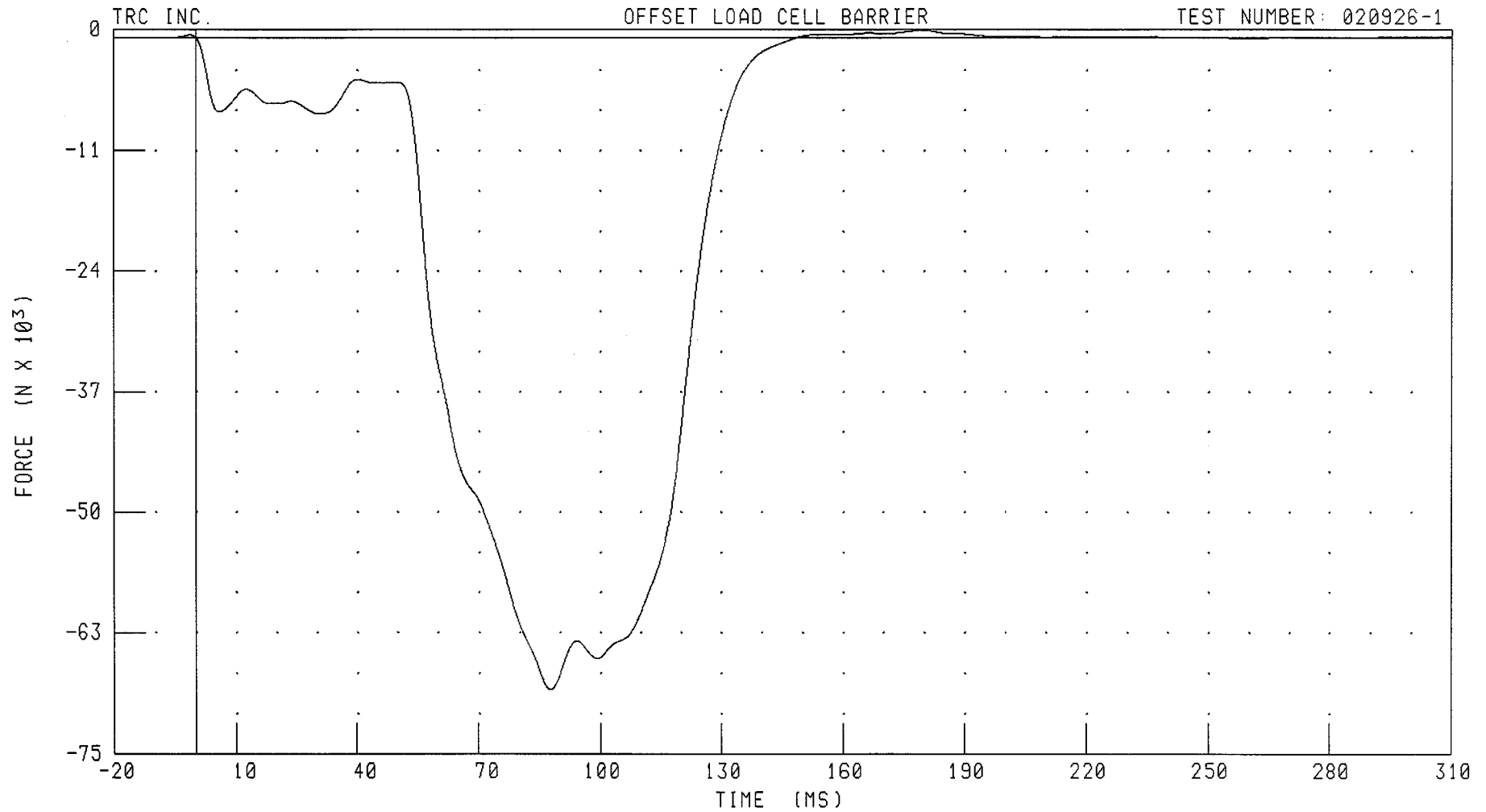
PEAK DATA: 199.73 N @ -0.96 MS; -33059.86 N @ 78.16 MS

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

BARRIER LOAD CELL B7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LCB7XF FILTER: CH. CLASS 60

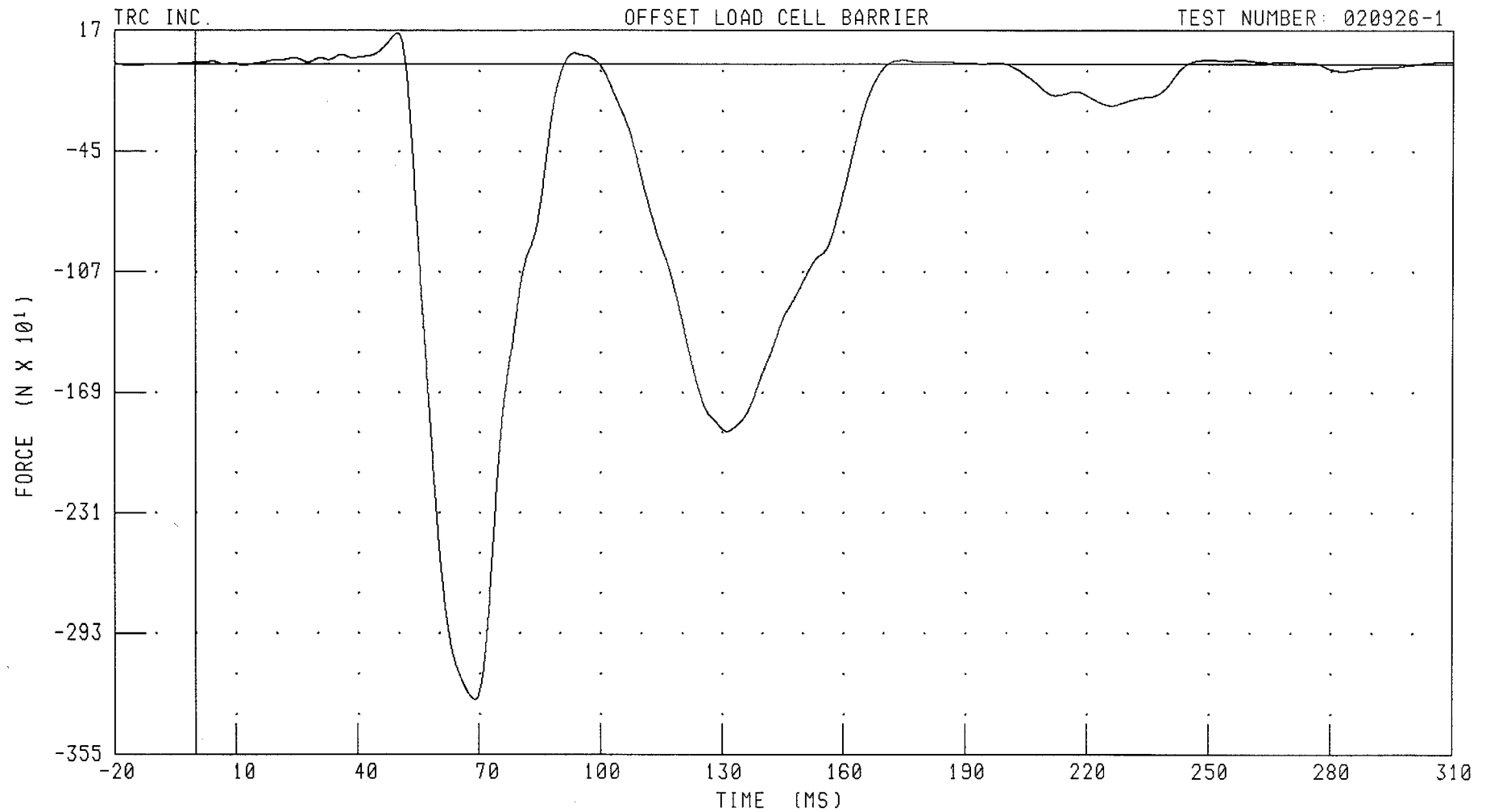
PEAK DATA: 767.65 N @ 179.68 MS; -69171.98 N @ 87.60 MS

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: 020926-1



CHANNEL: LCC1XF FILTER: CH. CLASS 60

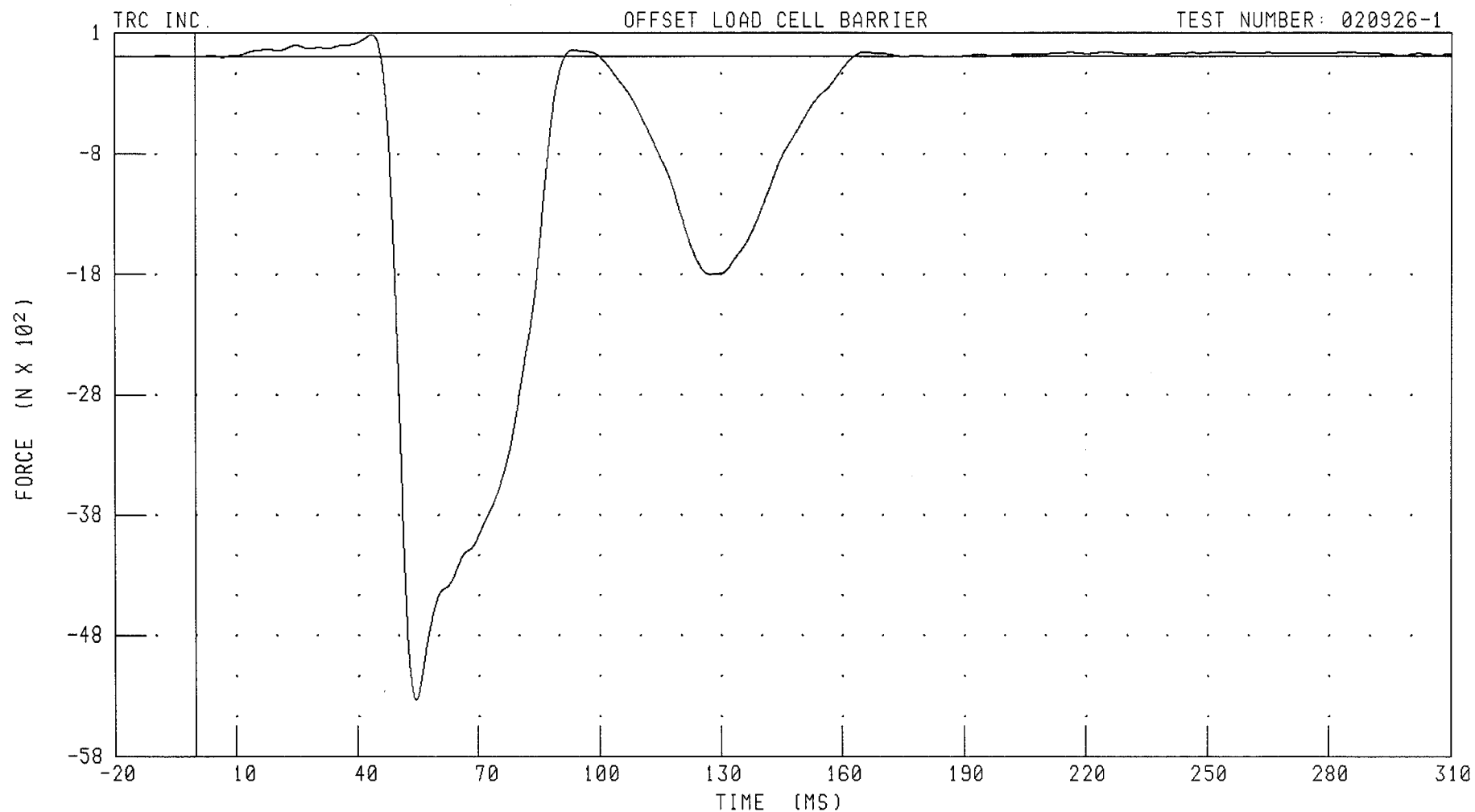
PEAK DATA: 157.48 N @ 49.68 MS; -3269.97 N @ 68.88 MS

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: 020926-1



CHANNEL: LCC2XF FILTER: CH. CLASS 60

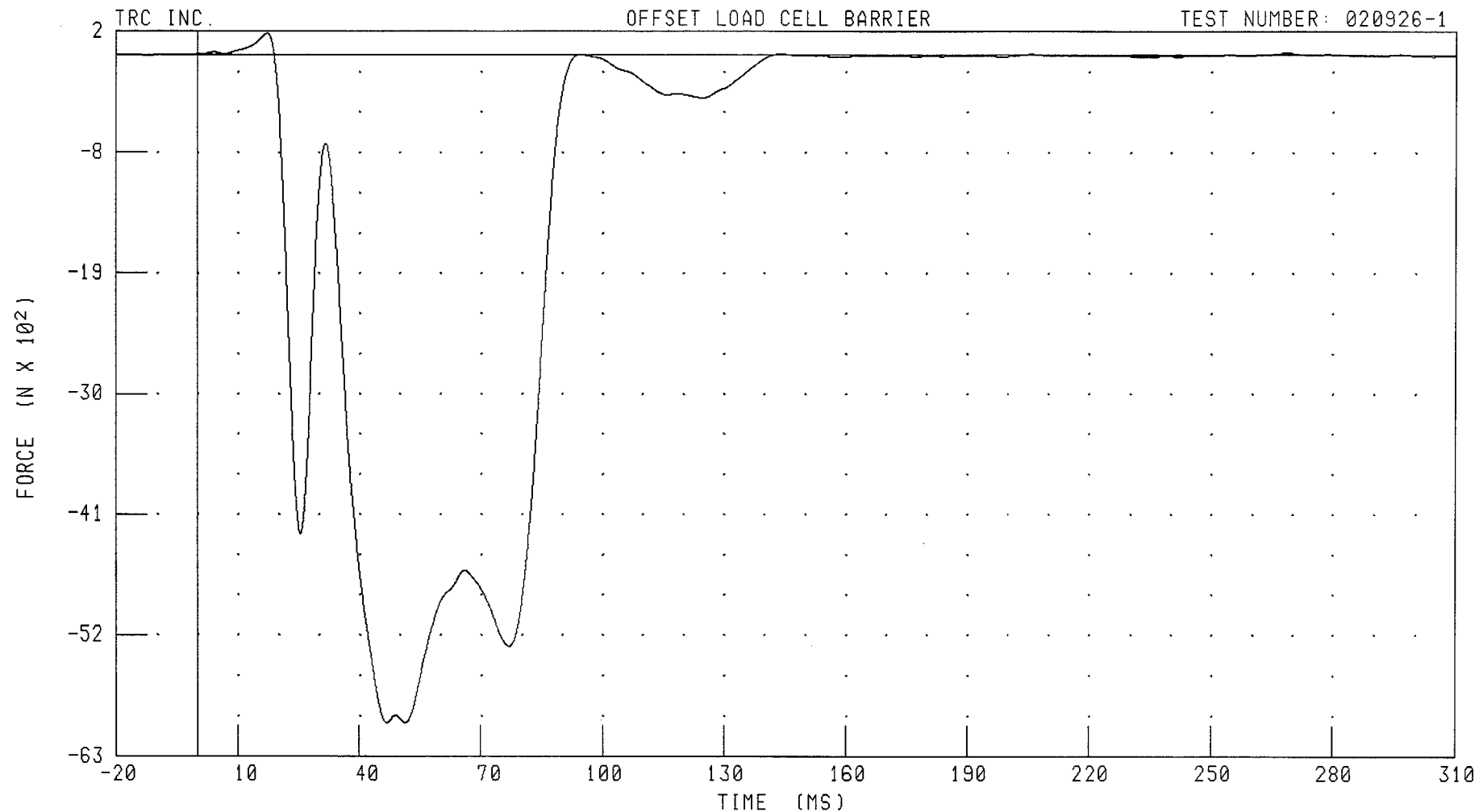
PEAK DATA: 178.12 N @ 43.60 MS; -5341.32 N @ 54.48 MS

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: 020926-1



CHANNEL: LCC3XF FILTER: CH. CLASS 60

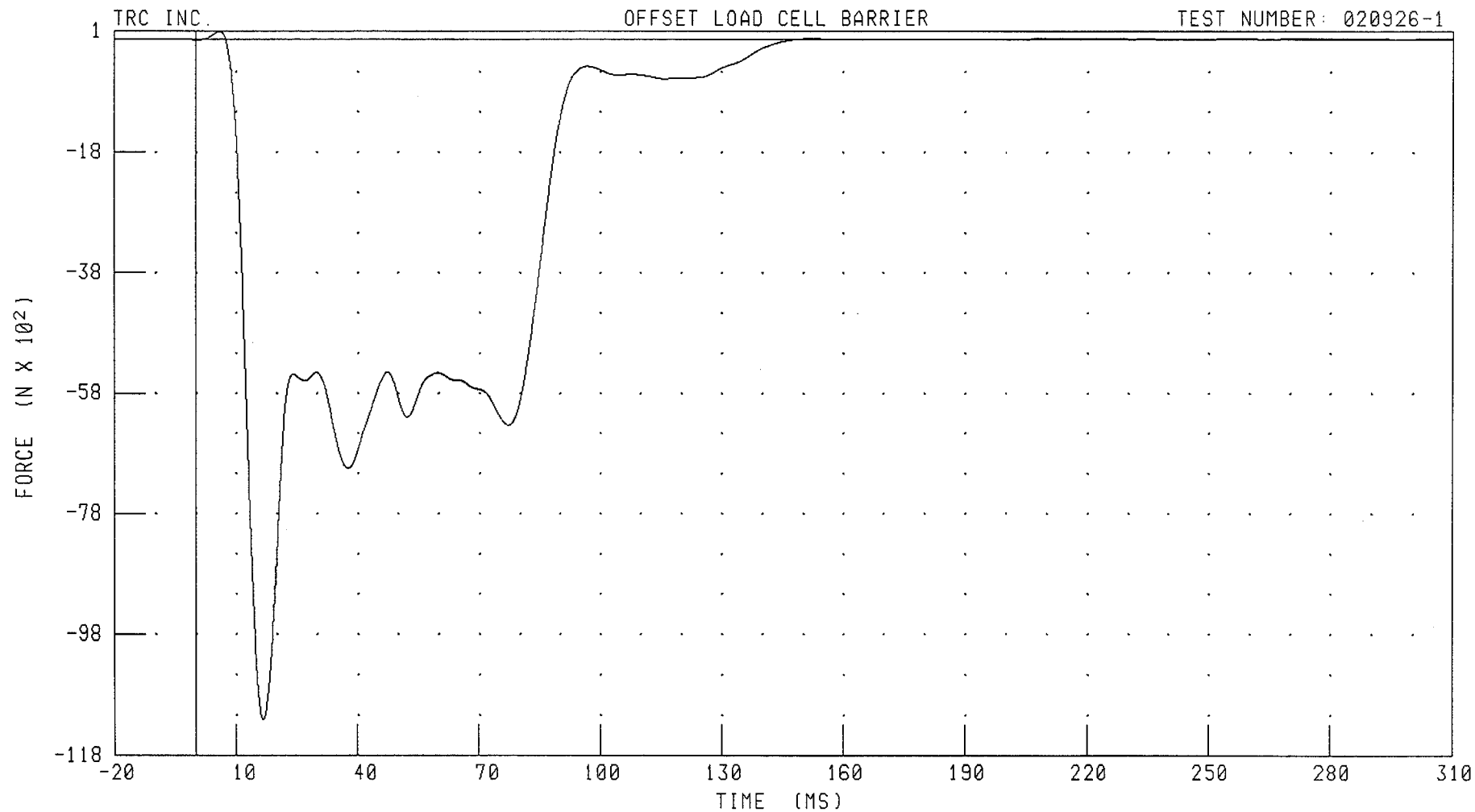
PEAK DATA: 191.78 N @ 17.28 MS; -6088.67 N @ 46.80 MS

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: 020926-1



CHANNEL: LCC4XF FILTER: CH. CLASS 60

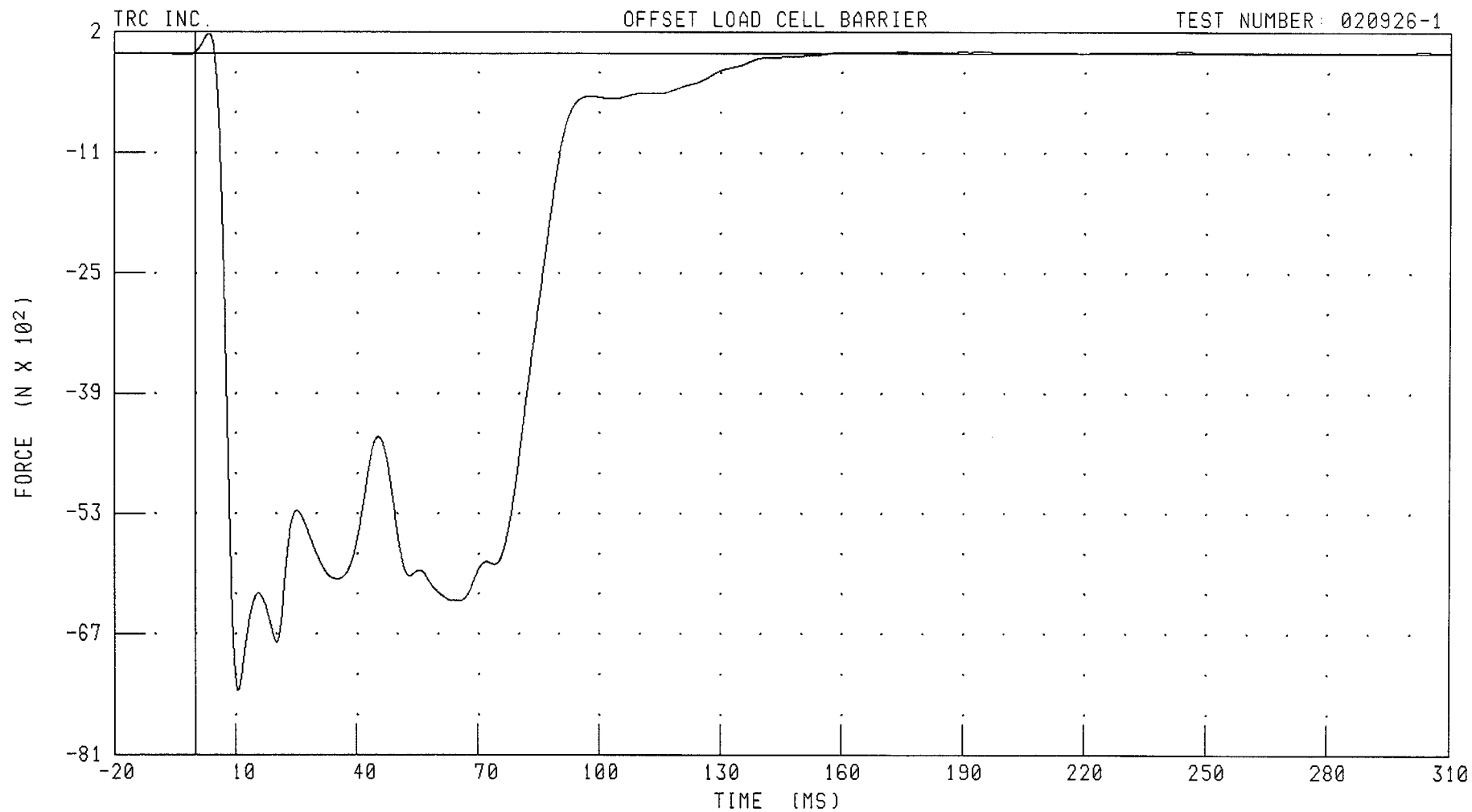
PEAK DATA: 124.47 N @ 6.00 MS; -1182.30 N @ 16.72 MS

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: 020926-1



CHANNEL: LCC5XF FILTER: CH. CLASS 60

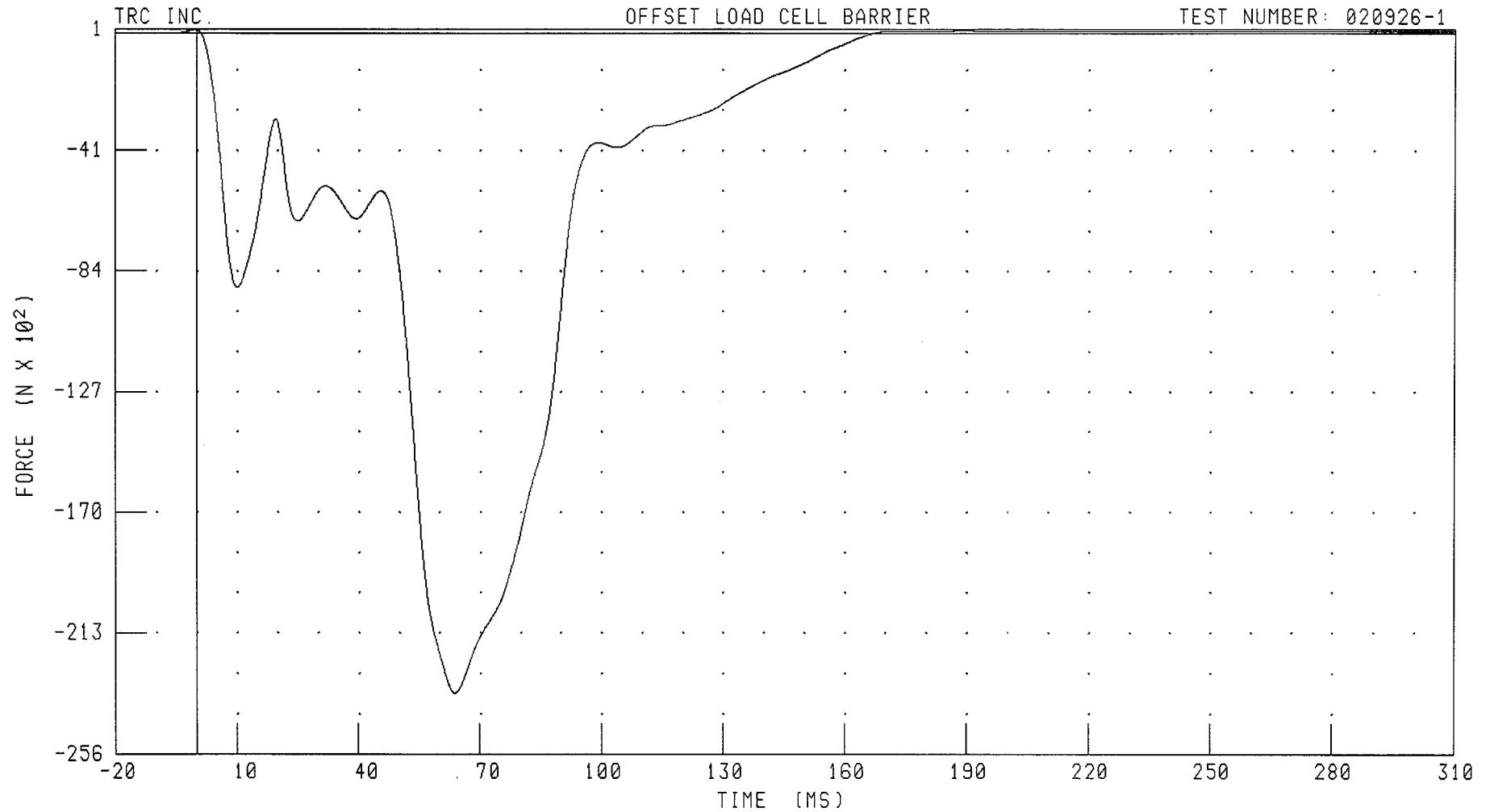
PEAK DATA: 233.72 N @ 3.44 MS; -7402.76 N @ 10.64 MS

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: 020926-1



CHANNEL: LCC6XF FILTER: CH. CLASS 60

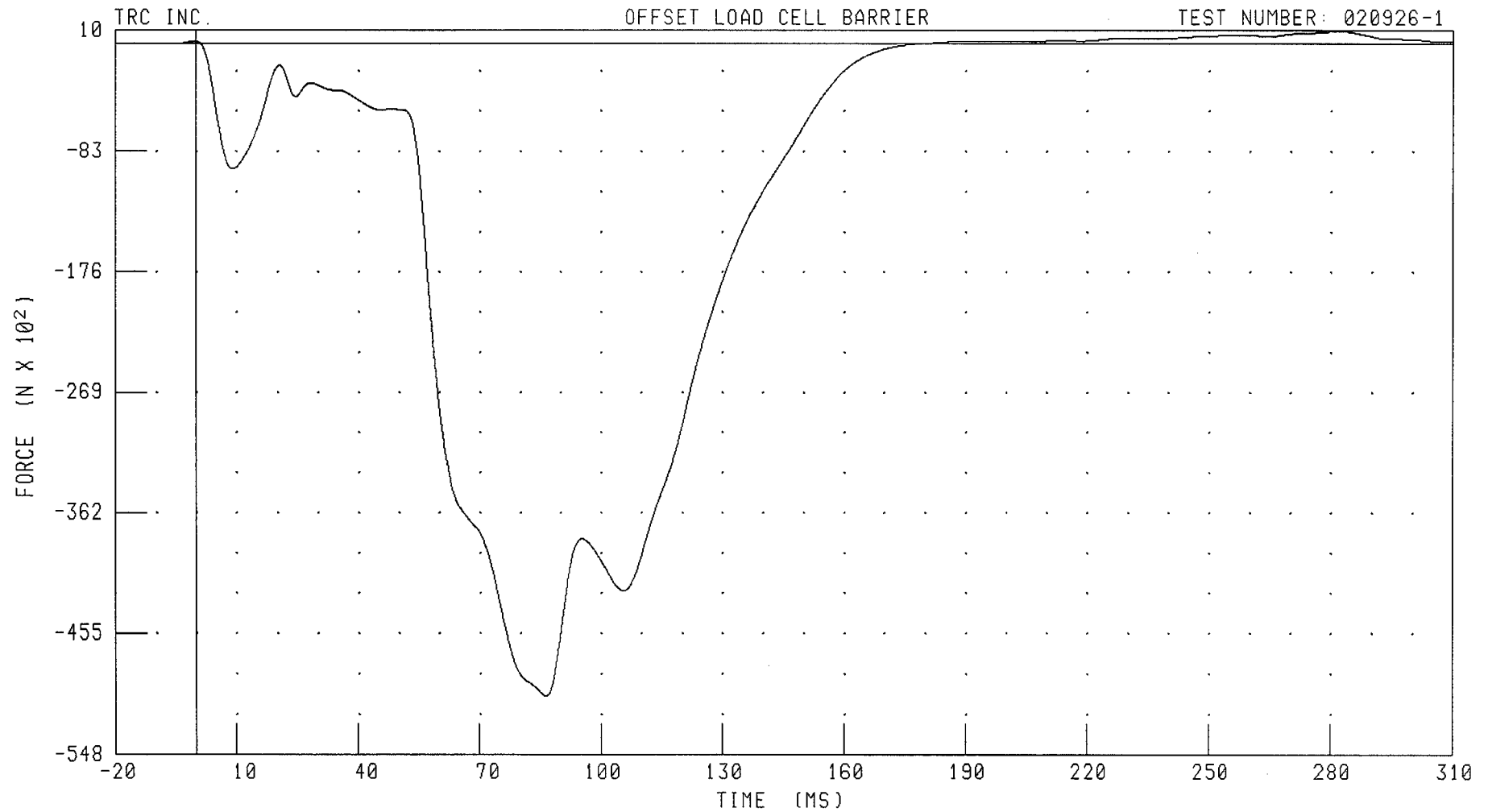
PEAK DATA: 122.58 N @ -0.40 MS; -23513.82 N @ 63.84 MS

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: 020926-1



CHANNEL: LCC7XF FILTER: CH. CLASS 60

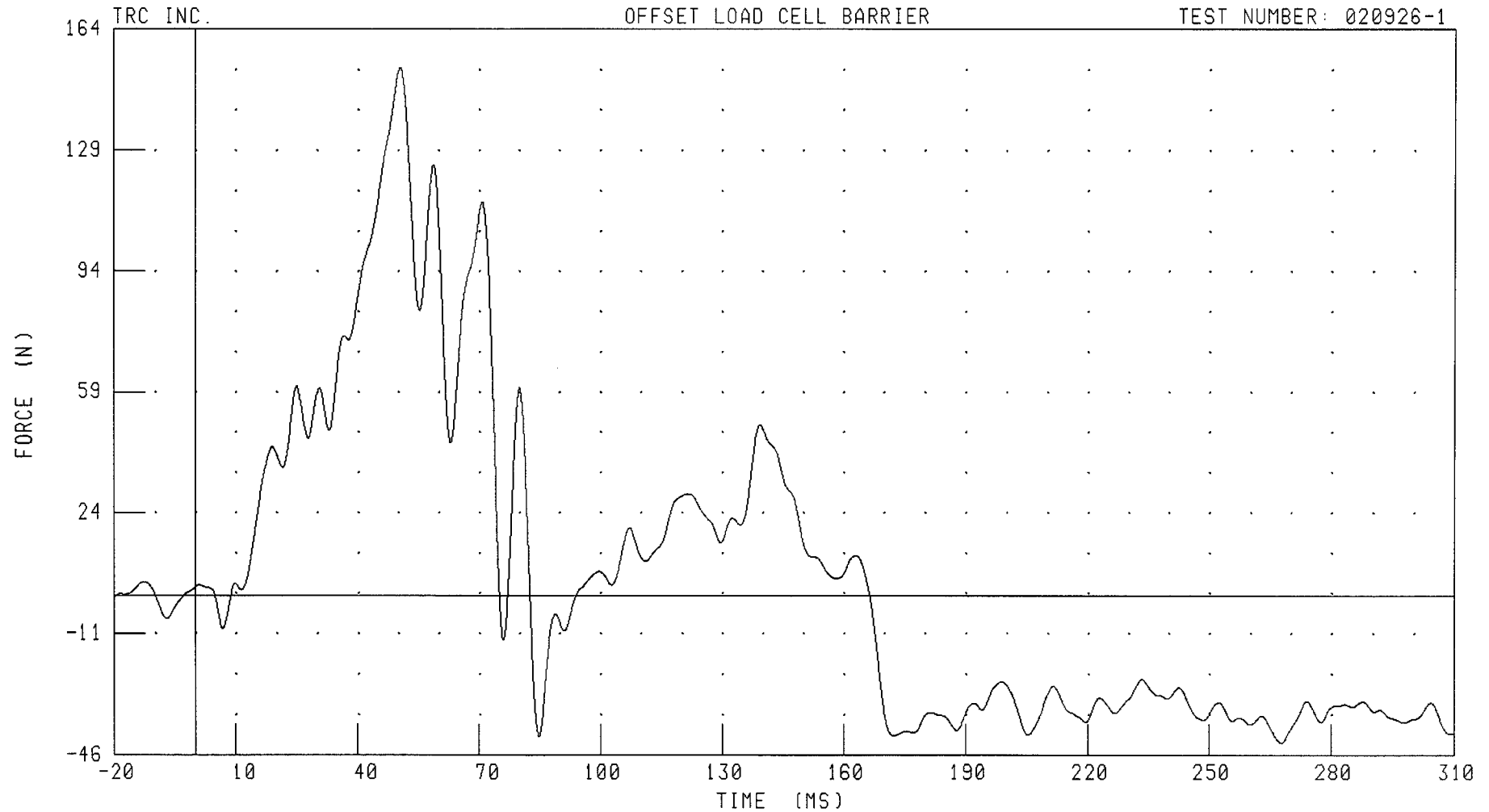
PEAK DATA: 943.12 N @ 282.16 MS; -50307.29 N @ 86.32 MS

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: 020926-1



CHANNEL: LCD1XF FILTER: CH. CLASS 60

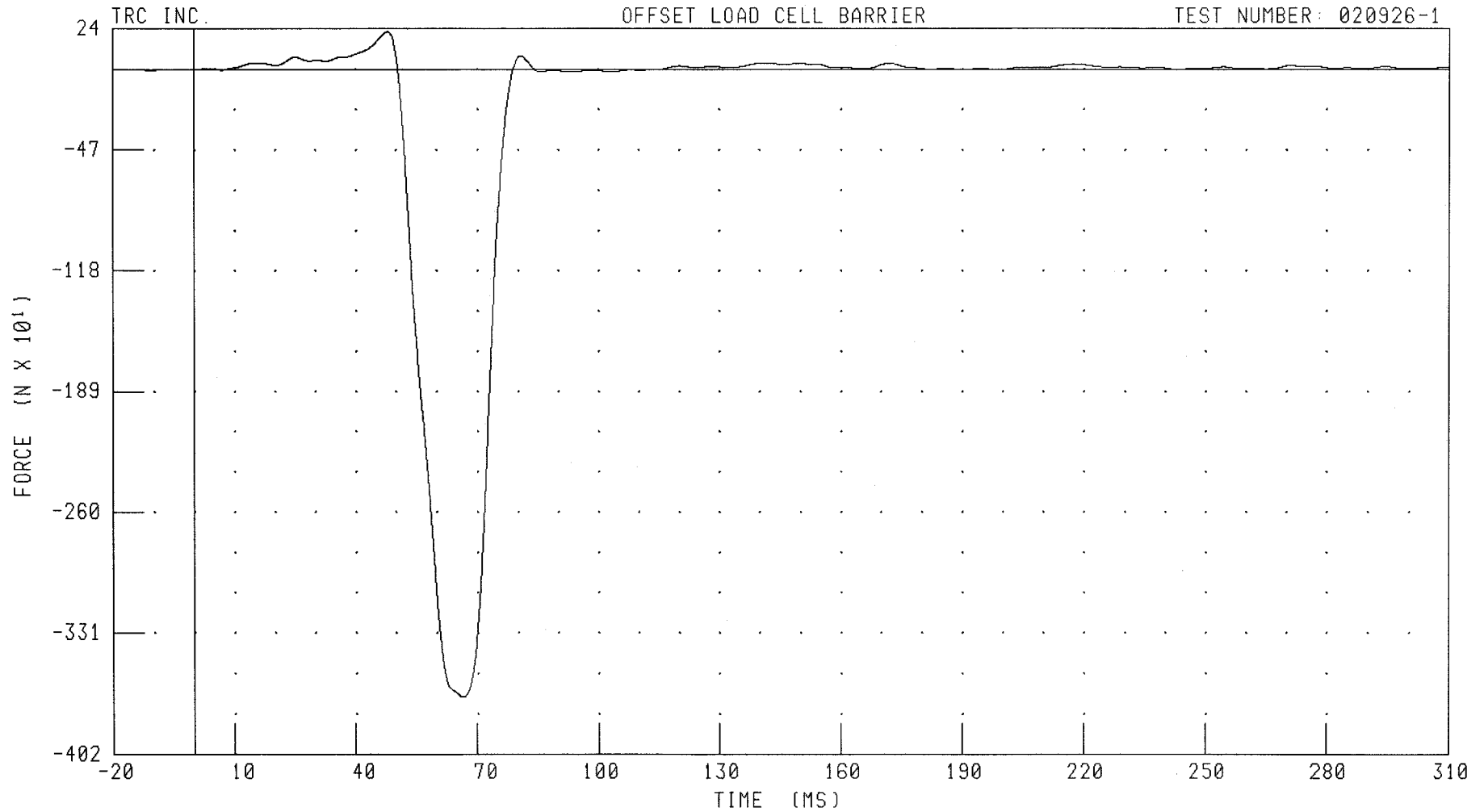
PEAK DATA: 152.81 N @ 50.56 MS; -42.54 N @ 267.68 MS

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: 020926-1



CHANNEL: LCD2XF FILTER: CH. CLASS 60

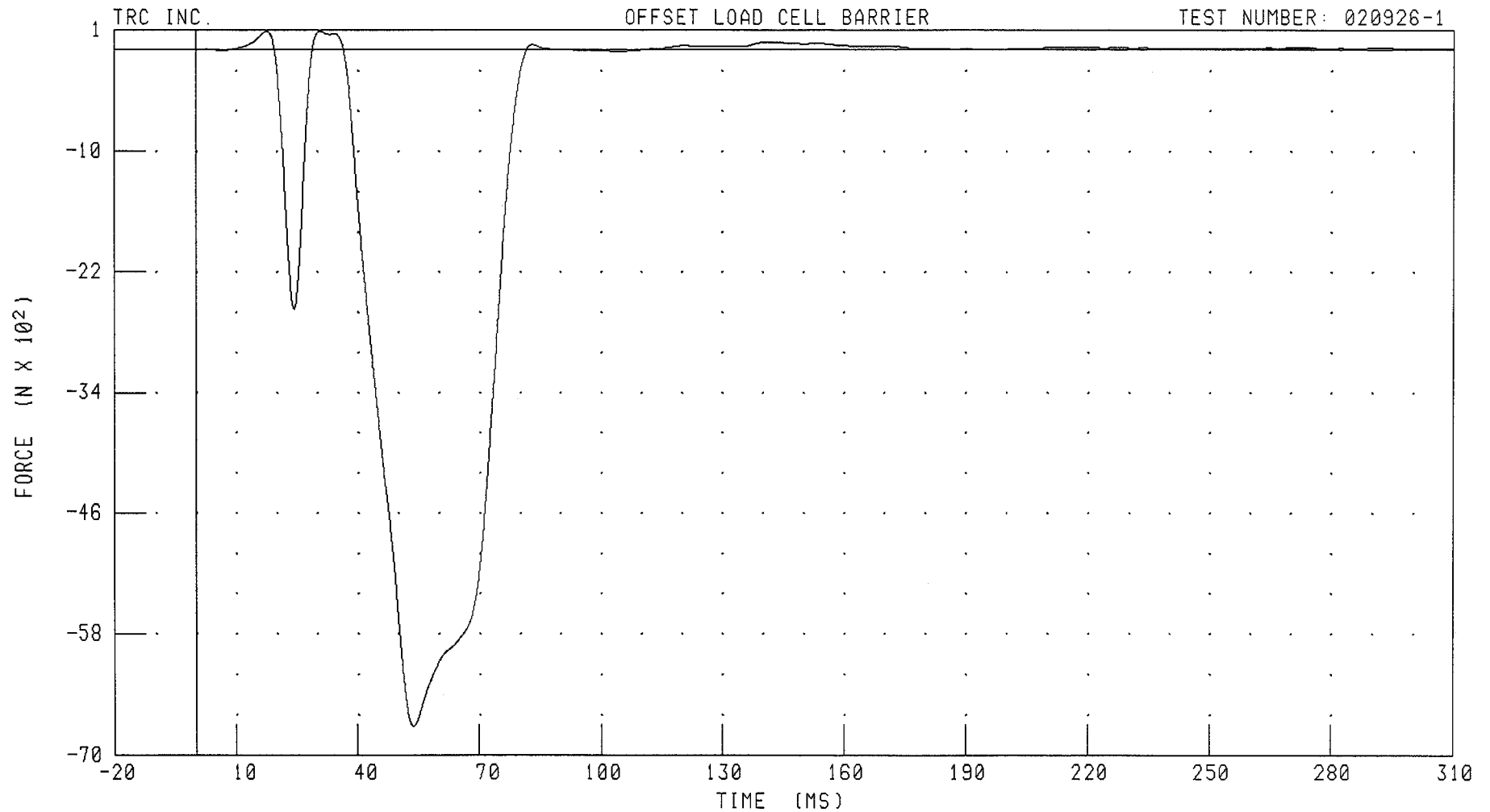
PEAK DATA: 222.44 N @ 48.08 MS; -3686.23 N @ 66.48 MS

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: 020926-1



CHANNEL: LCD3XF FILTER: CH. CLASS 60

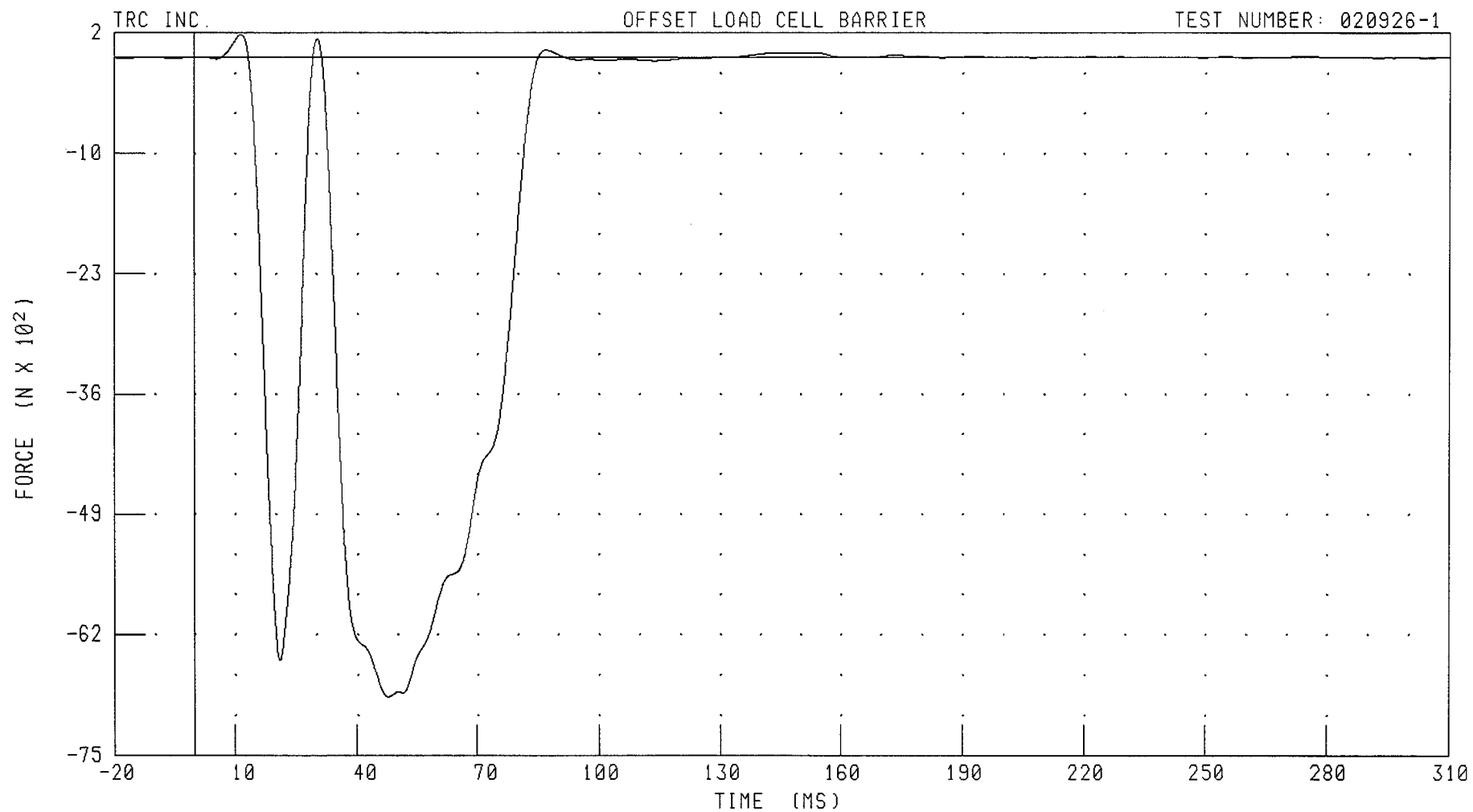
PEAK DATA: 179.96 N @ 30.72 MS; -6726.53 N @ 53.76 MS

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: 020926-1



CHANNEL: LCD4XF

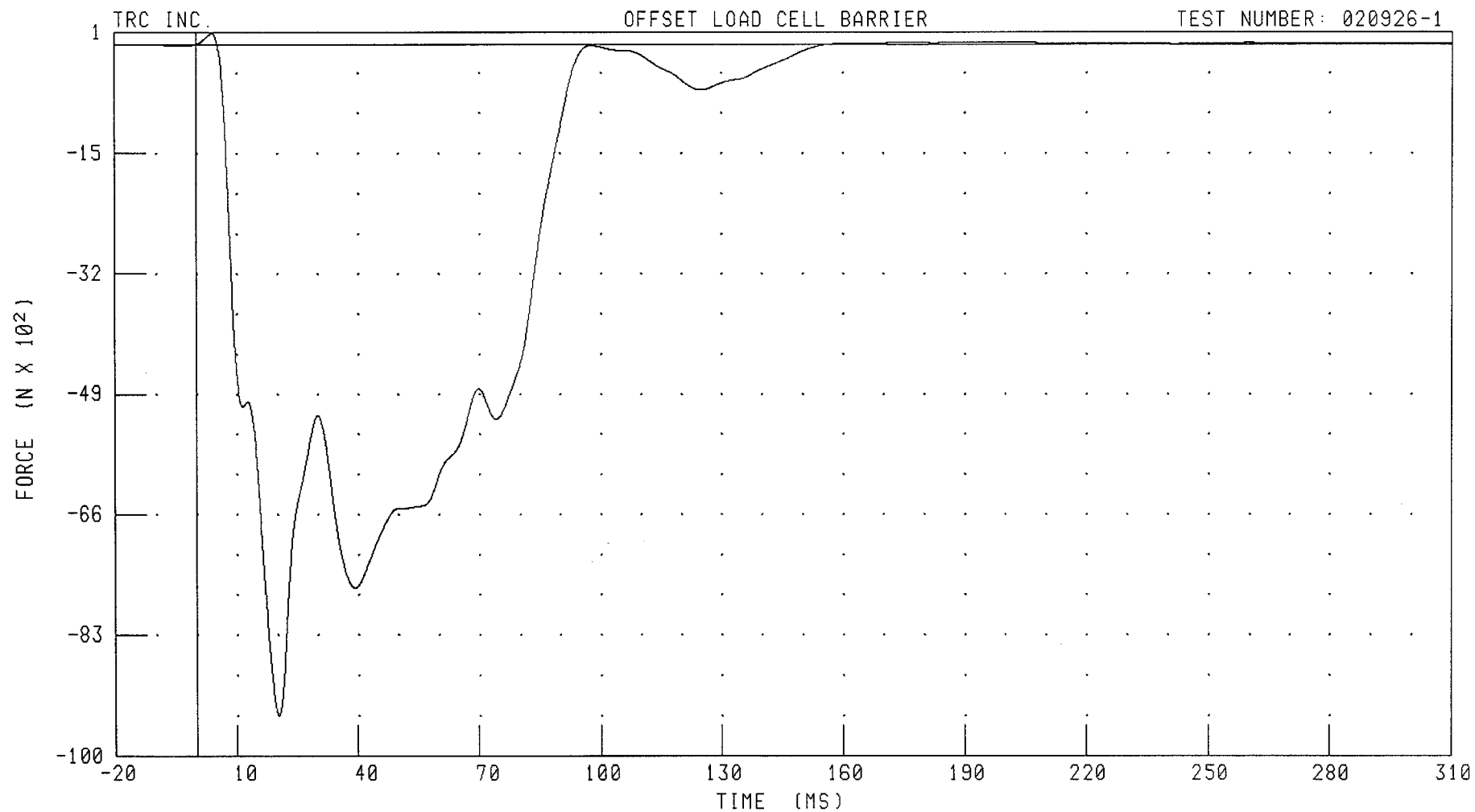
FILTER: CH. CLASS 60

PEAK DATA: 243.12 N @ 11.52 MS; -6911.83 N @ 47.76 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: 020926-1



CHANNEL: LCD5XF FILTER: CH. CLASS 60

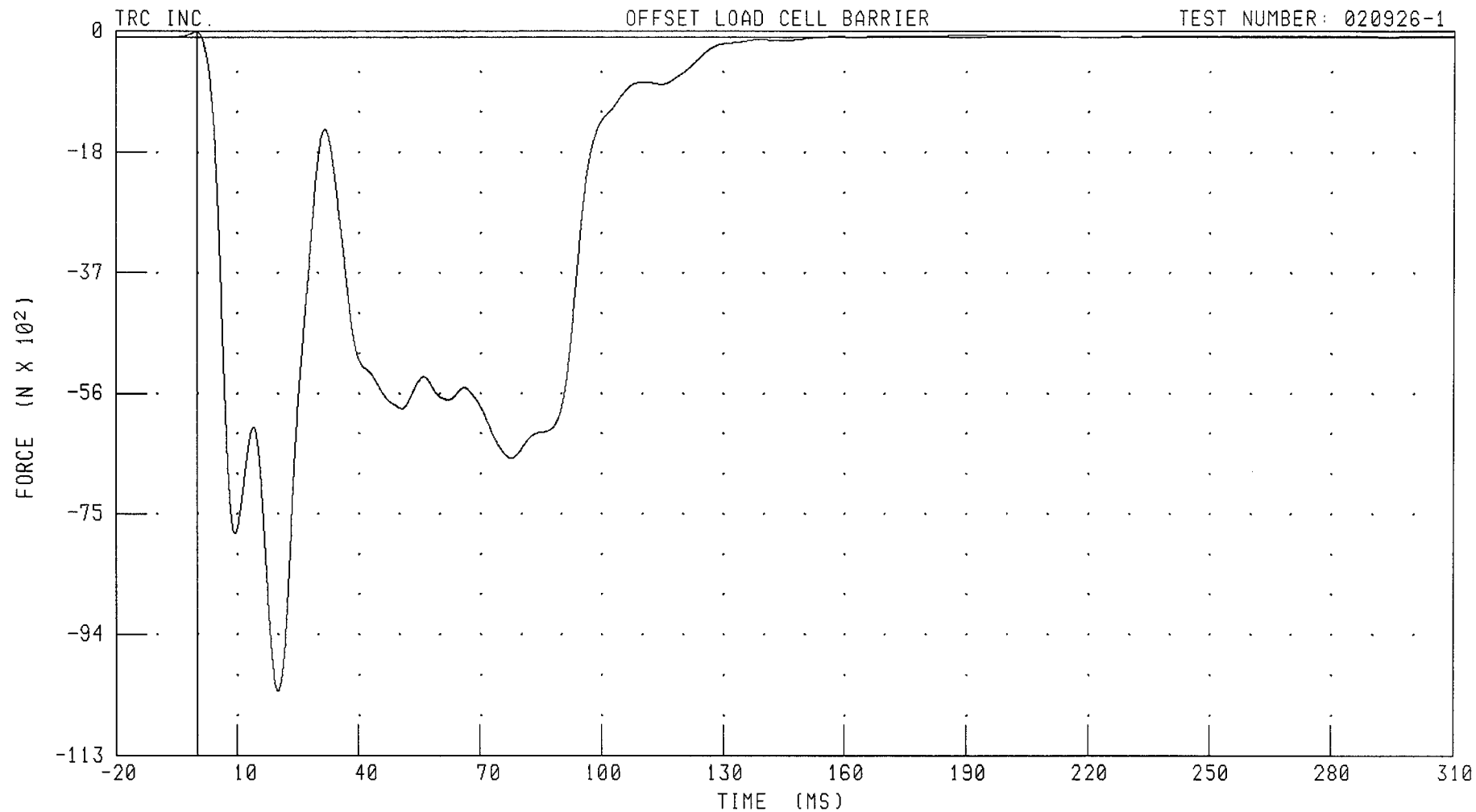
PEAK DATA: 158.31 N @ 3.92 MS; -9469.97 N @ 20.40 MS

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: 020926-1



CHANNEL: LCD6XF FILTER: CH. CLASS 60

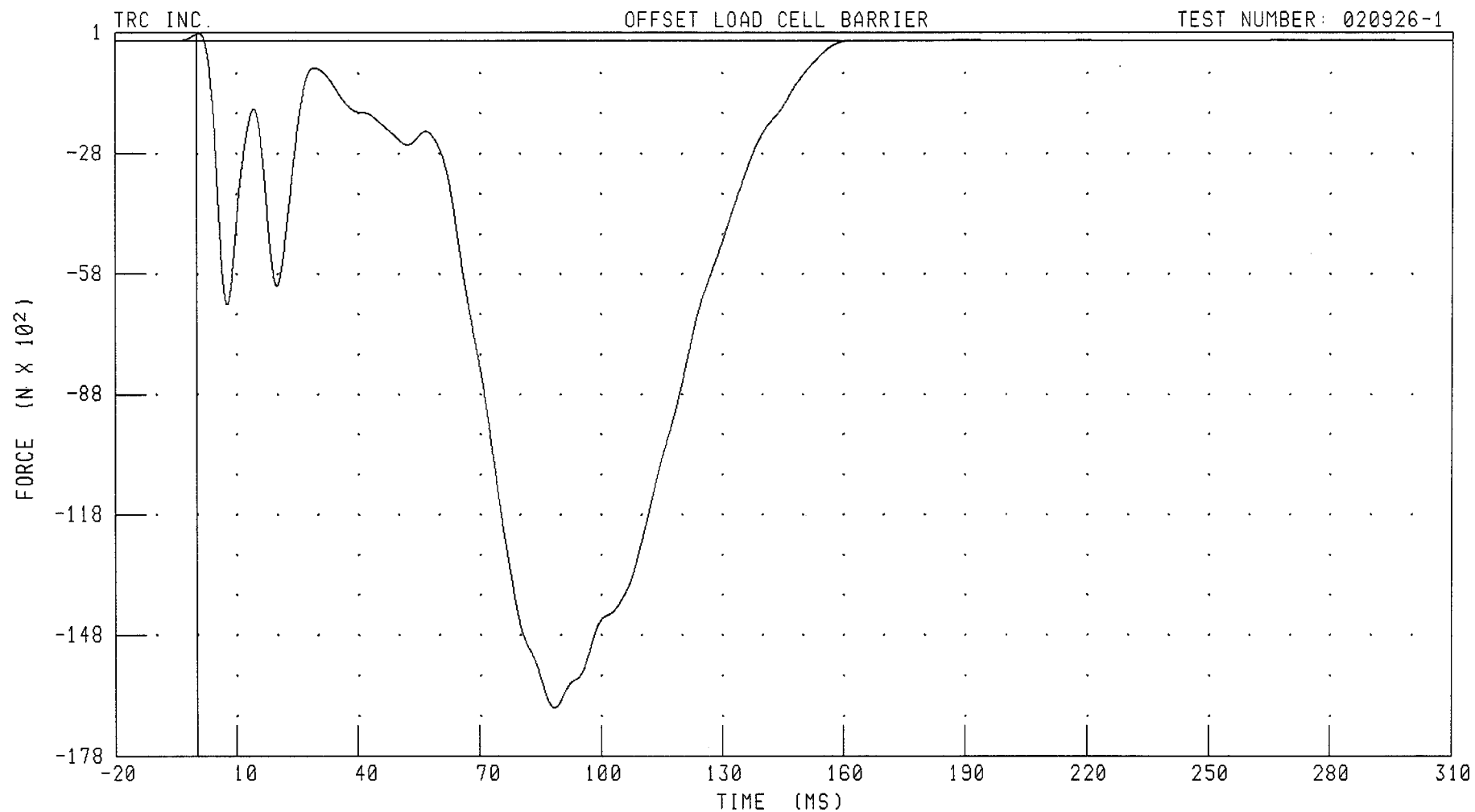
PEAK DATA: 80.38 N @ -0.16 MS; -10301.29 N @ 20.08 MS

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

BARRIER LOAD CELL D7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LCD7XF FILTER: CH. CLASS 60

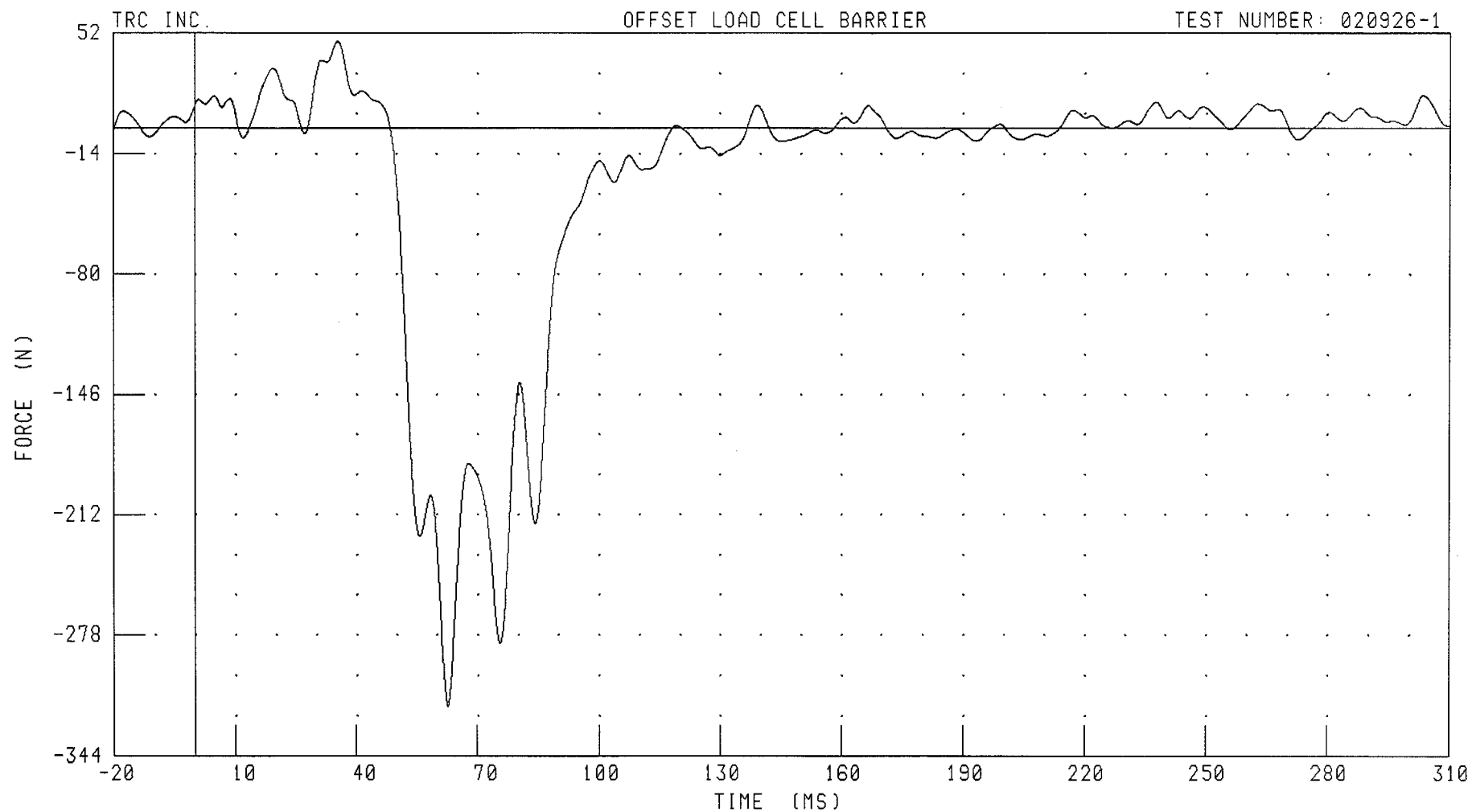
PEAK DATA: 176.63 N @ 0.56 MS; -16613.58 N @ 88.48 MS

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: 020926-1



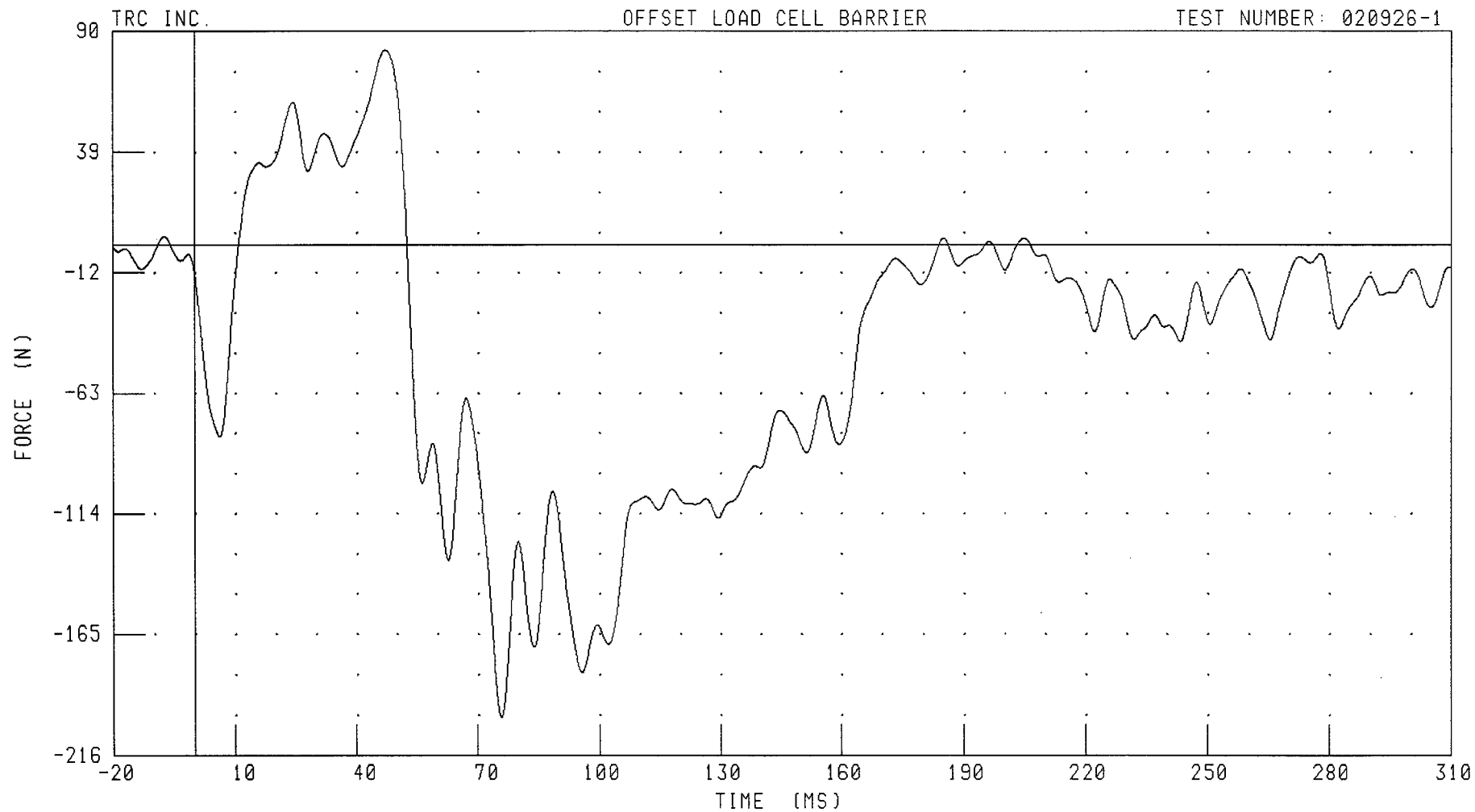
CHANNEL: LCE1XF FILTER: CH. CLASS 60

PEAK DATA: 47.42 N @ 35.52 MS; -317.32 N @ 62.72 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: 020926-1



CHANNEL: LCE2XF FILTER: CH. CLASS 60

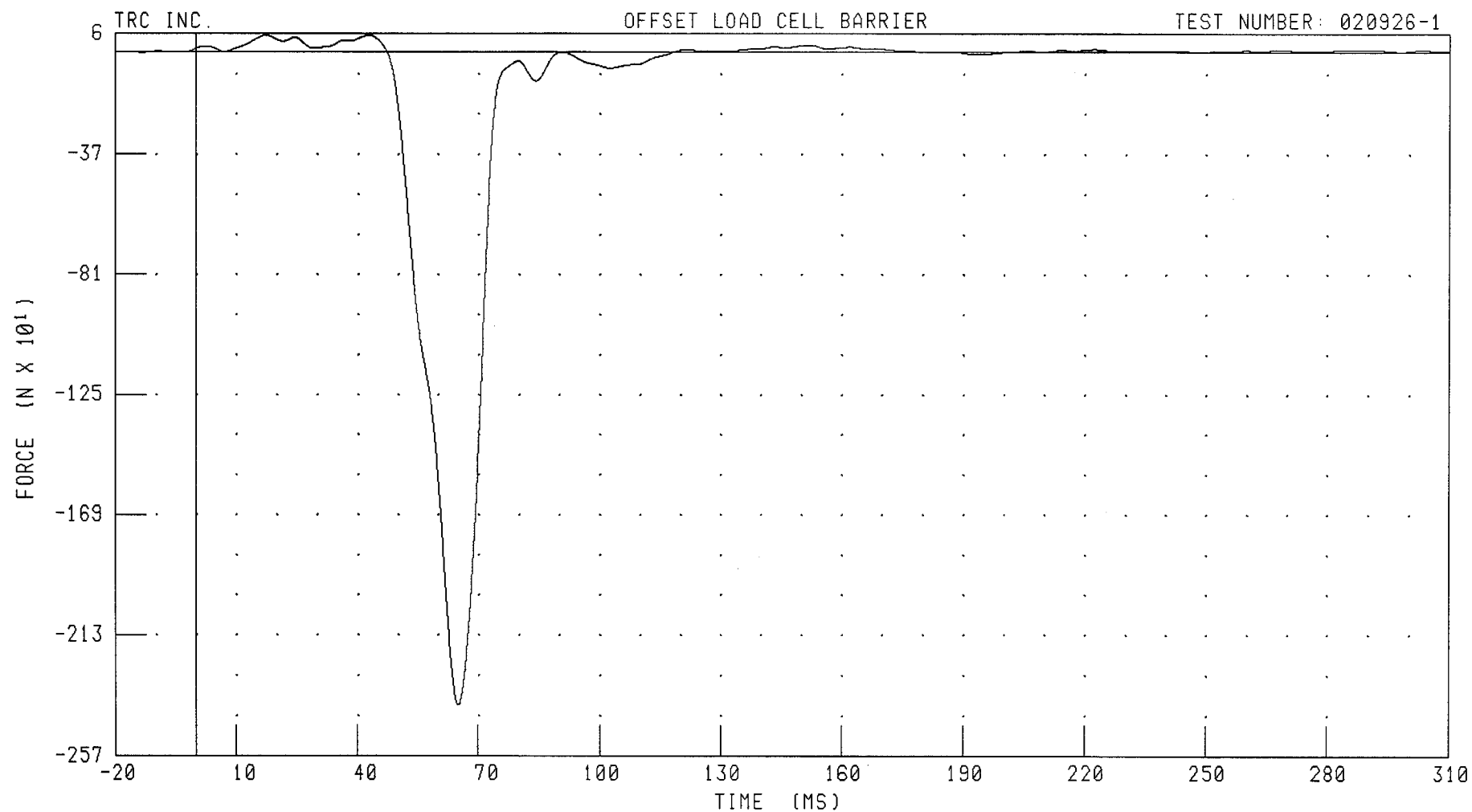
PEAK DATA: 82.12 N @ 47.28 MS; -200.13 N @ 75.76 MS

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

BARRIER LOAD CELL E3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 020926-1



CHANNEL: LCE3XF FILTER: CH. CLASS 60

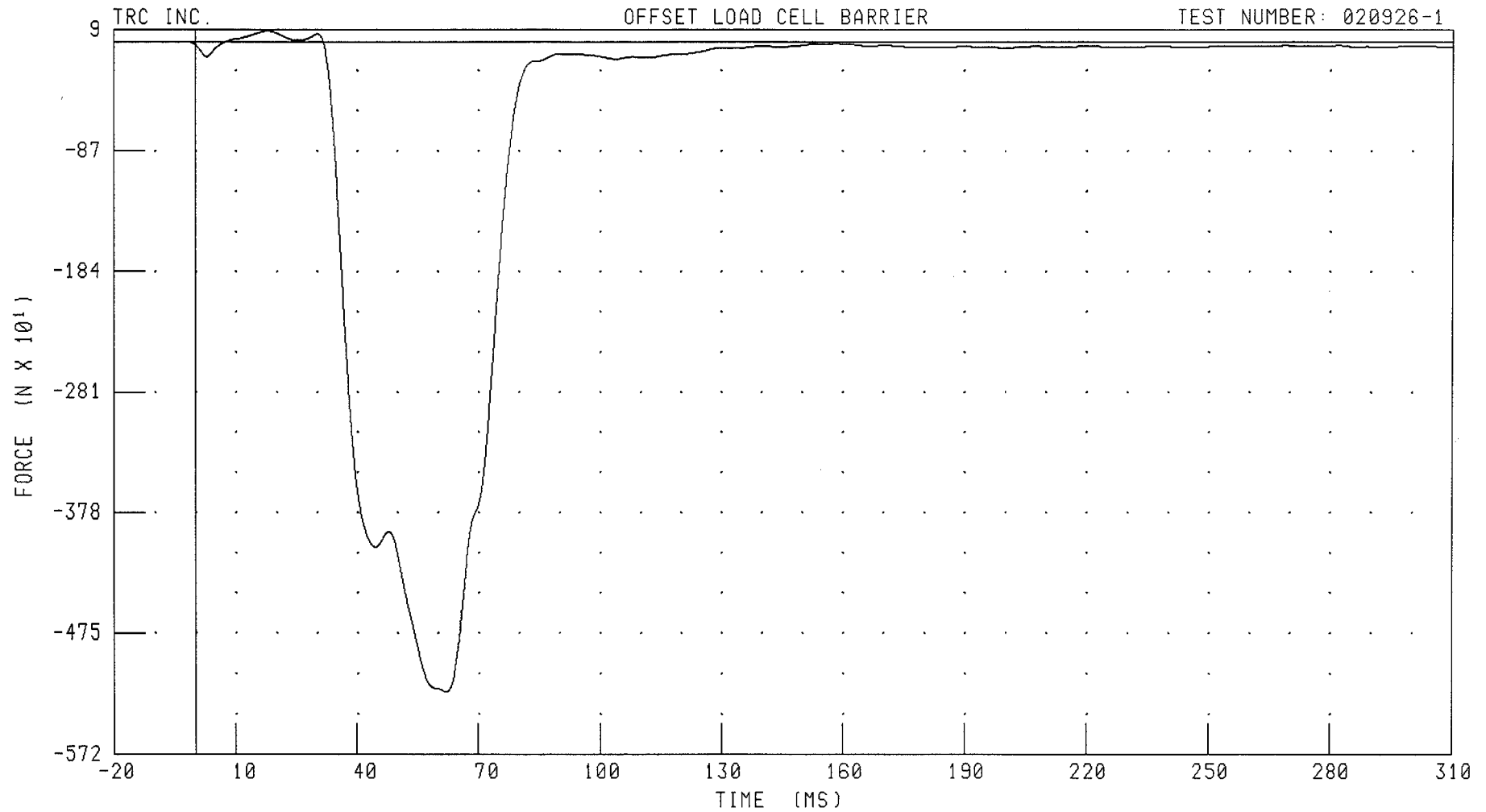
PEAK DATA: 59.59 N @ 42.72 MS; -2390.91 N @ 65.12 MS

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: 020926-1



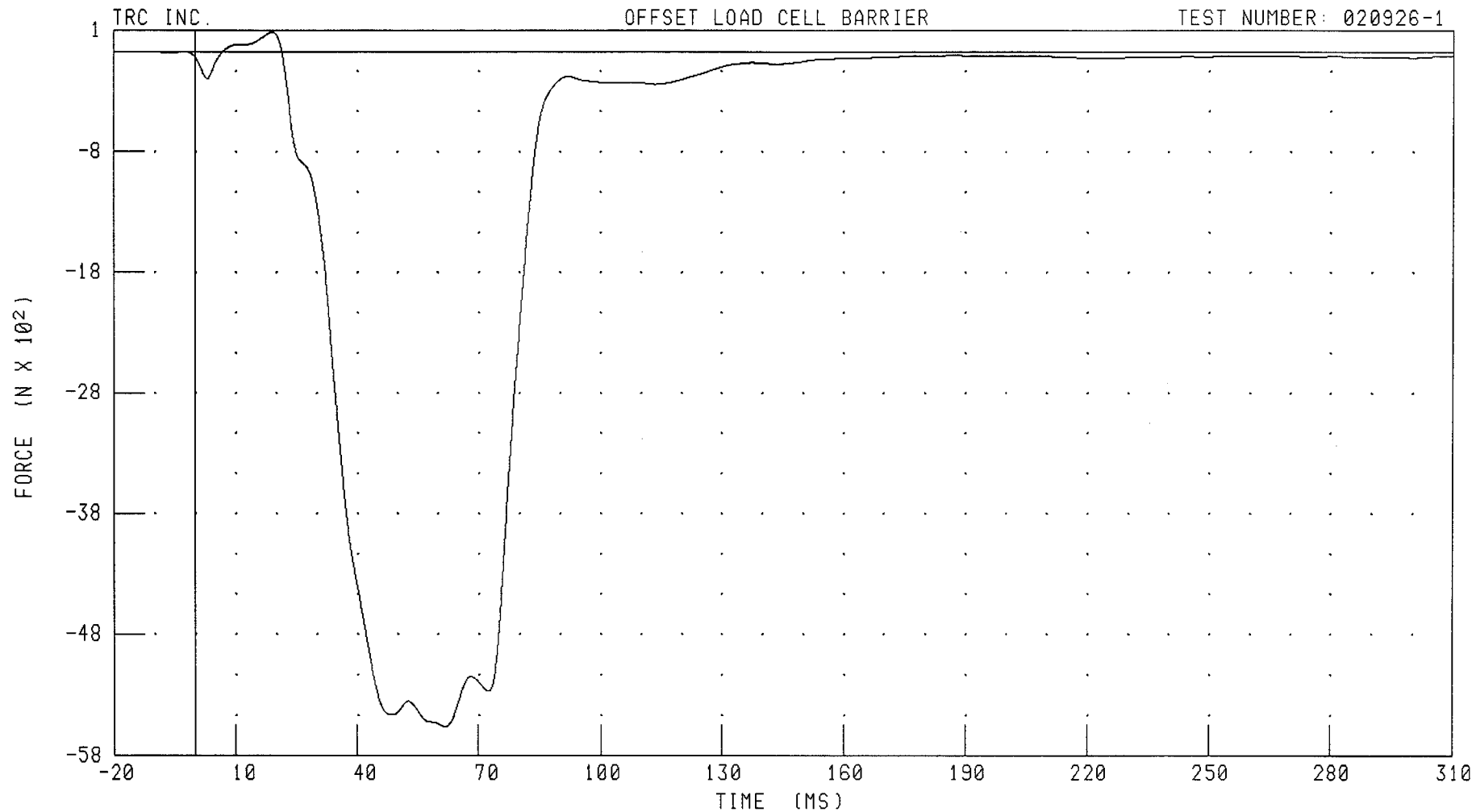
CHANNEL: LCE4XF FILTER: CH. CLASS 60

PEAK DATA: 89.44 N @ 17.76 MS; -5223.31 N @ 62.08 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: 020926-1



CHANNEL: LCE5XF FILTER: CH. CLASS 60

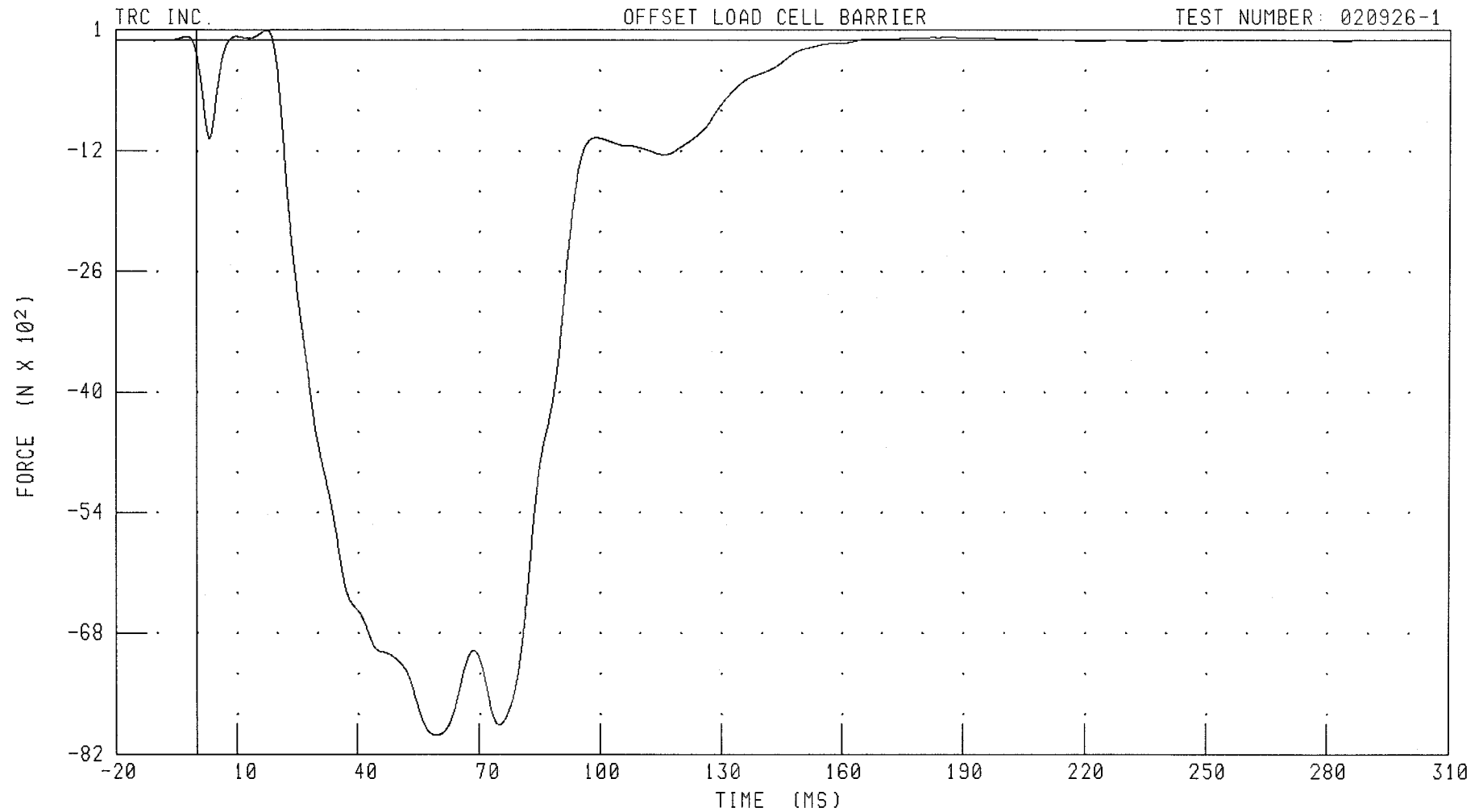
PEAK DATA: 168.70 N @ 19.04 MS; -5583.03 N @ 61.76 MS

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: 020926-1



CHANNEL: LCE6XF FILTER: CH. CLASS 60

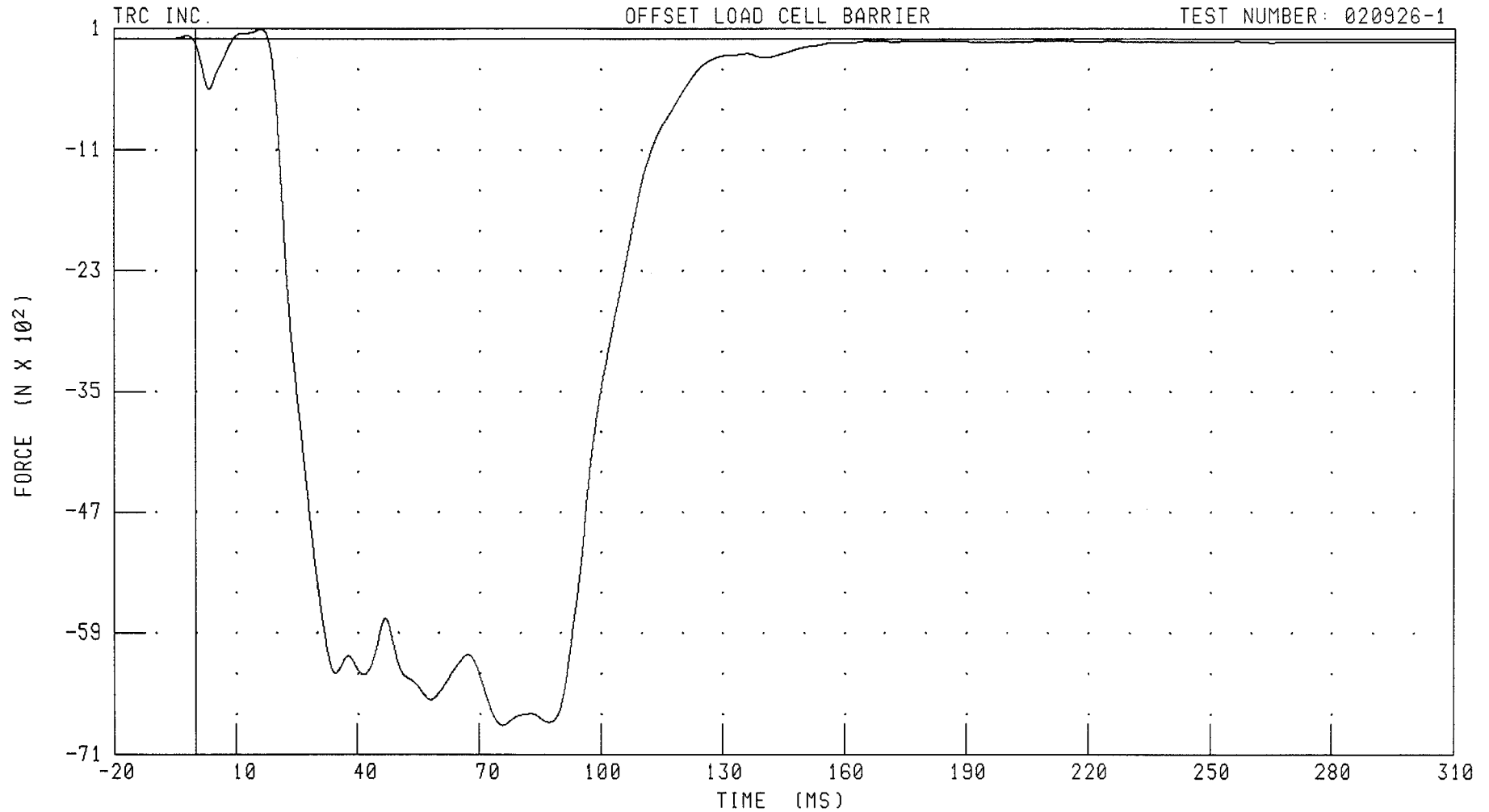
PEAK DATA: 116.16 N @ 17.44 MS; -8057.24 N @ 59.36 MS

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: 020926-1



CHANNEL: LCE7XF FILTER: CH. CLASS 60

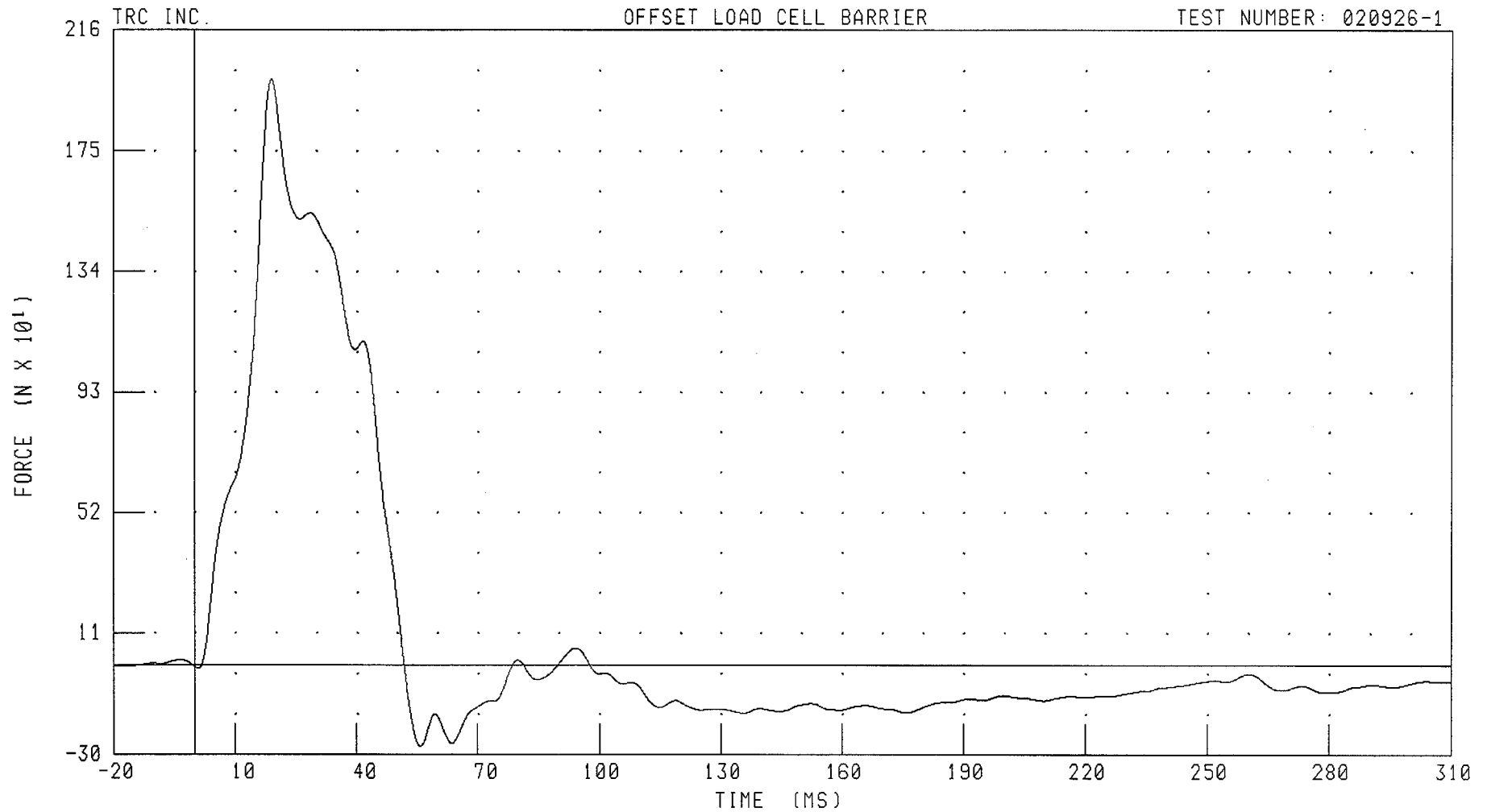
PEAK DATA: 91.96 N @ 16.24 MS; -6812.01 N @ 75.68 MS

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: 020926-1



CHANNEL: LCF1XF FILTER: CH. CLASS 60

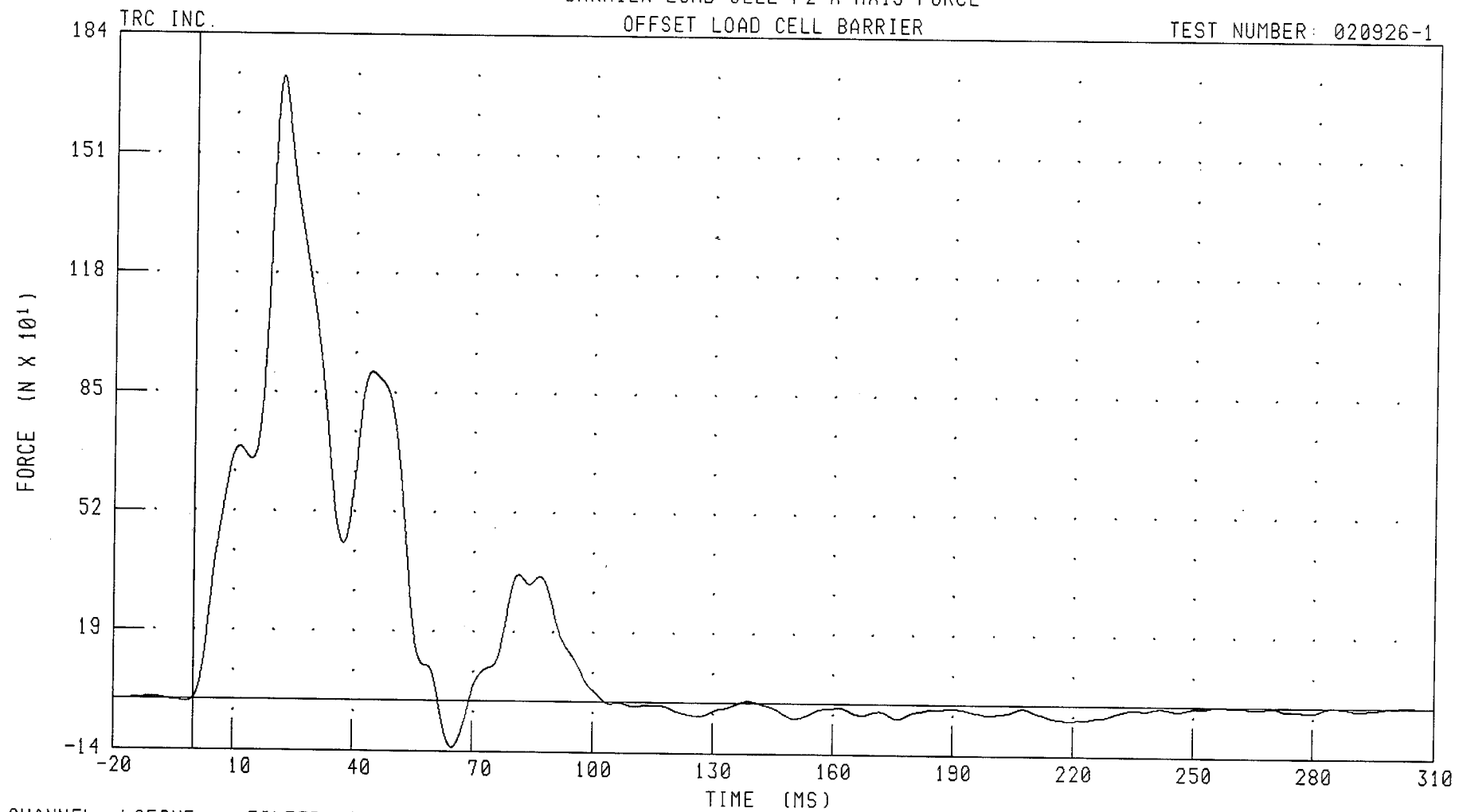
PEAK DATA: 1993.75 N @ 18.96 MS; -273.63 N @ 55.68 MS

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: 020926-1



CHANNEL: LCF2XF FILTER: CH. CLASS 60

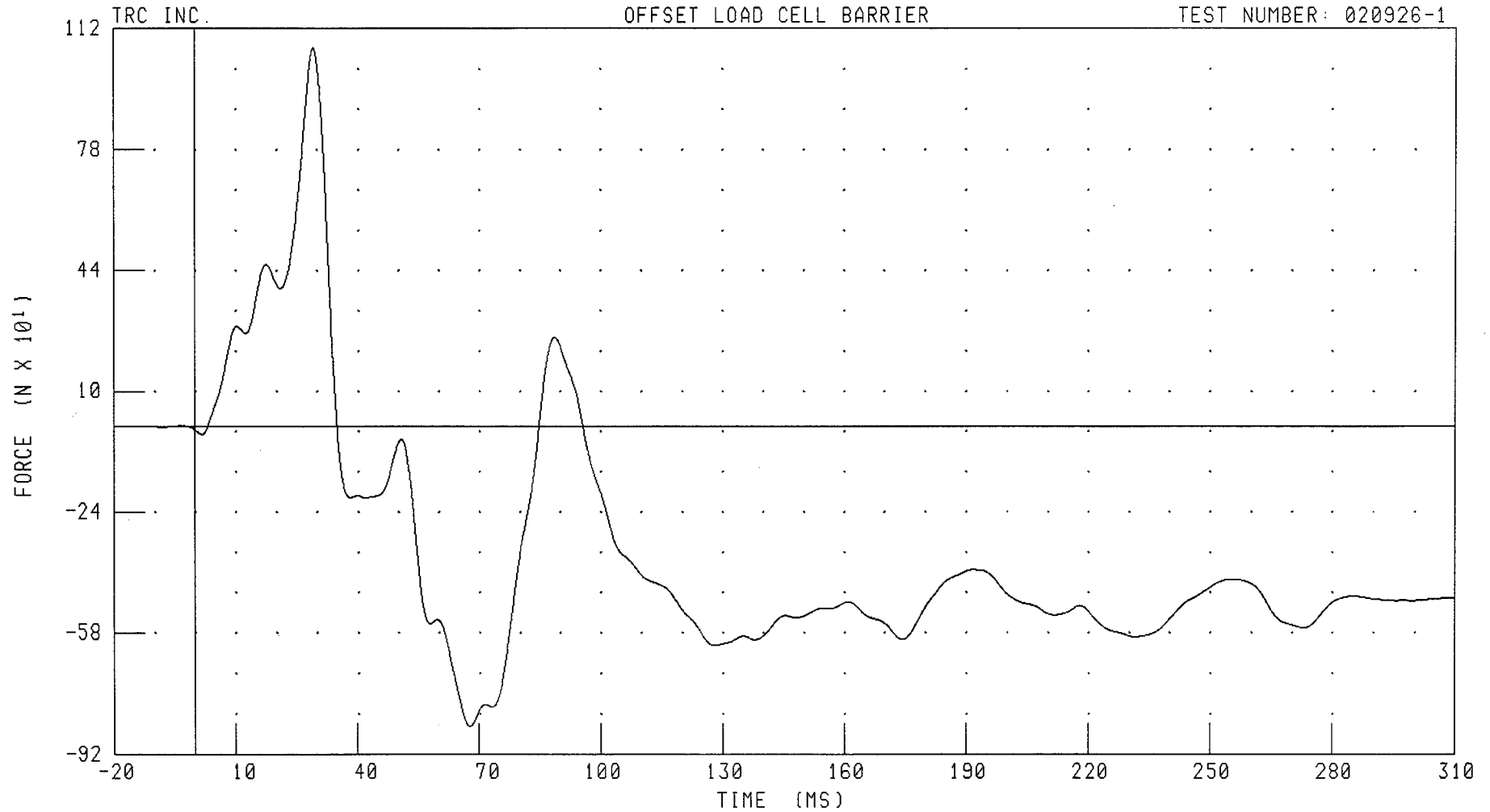
PEAK DATA: 1724.50 N @ 21.76 MS; -128.62 N @ 64.72 MS

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: 020926-1



CHANNEL: LCF3XF FILTER: CH. CLASS 60

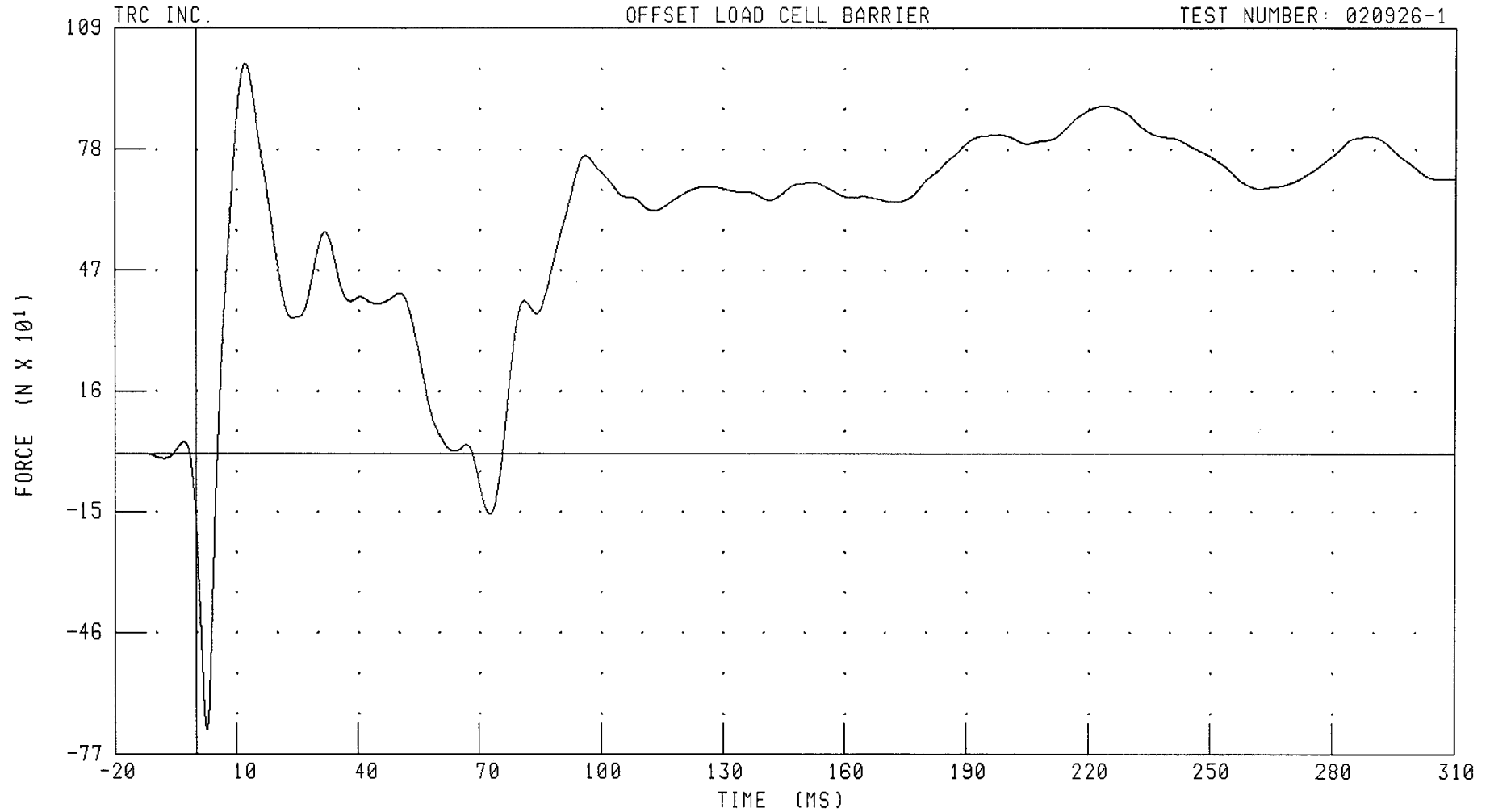
PEAK DATA: 1065.73 N @ 29.20 MS; -841.89 N @ 67.76 MS

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: 020926-1



CHANNEL: LCF4XF

FILTER: CH. CLASS 60

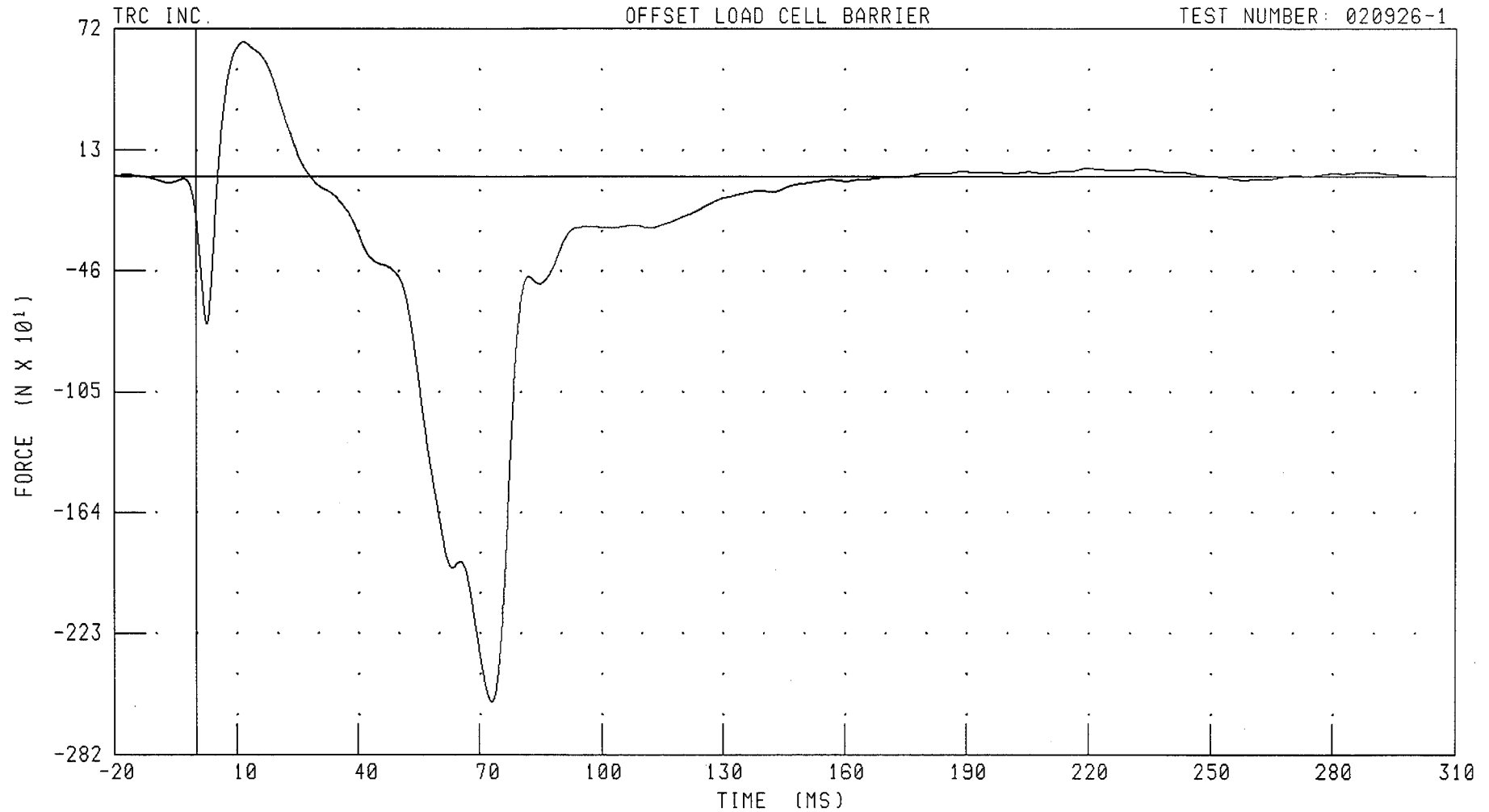
PEAK DATA: 1000.03 N @ 12.16 MS; -707.65 N @ 2.64 MS

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: 020926-1



CHANNEL: LCF5XF FILTER: CH. CLASS 60

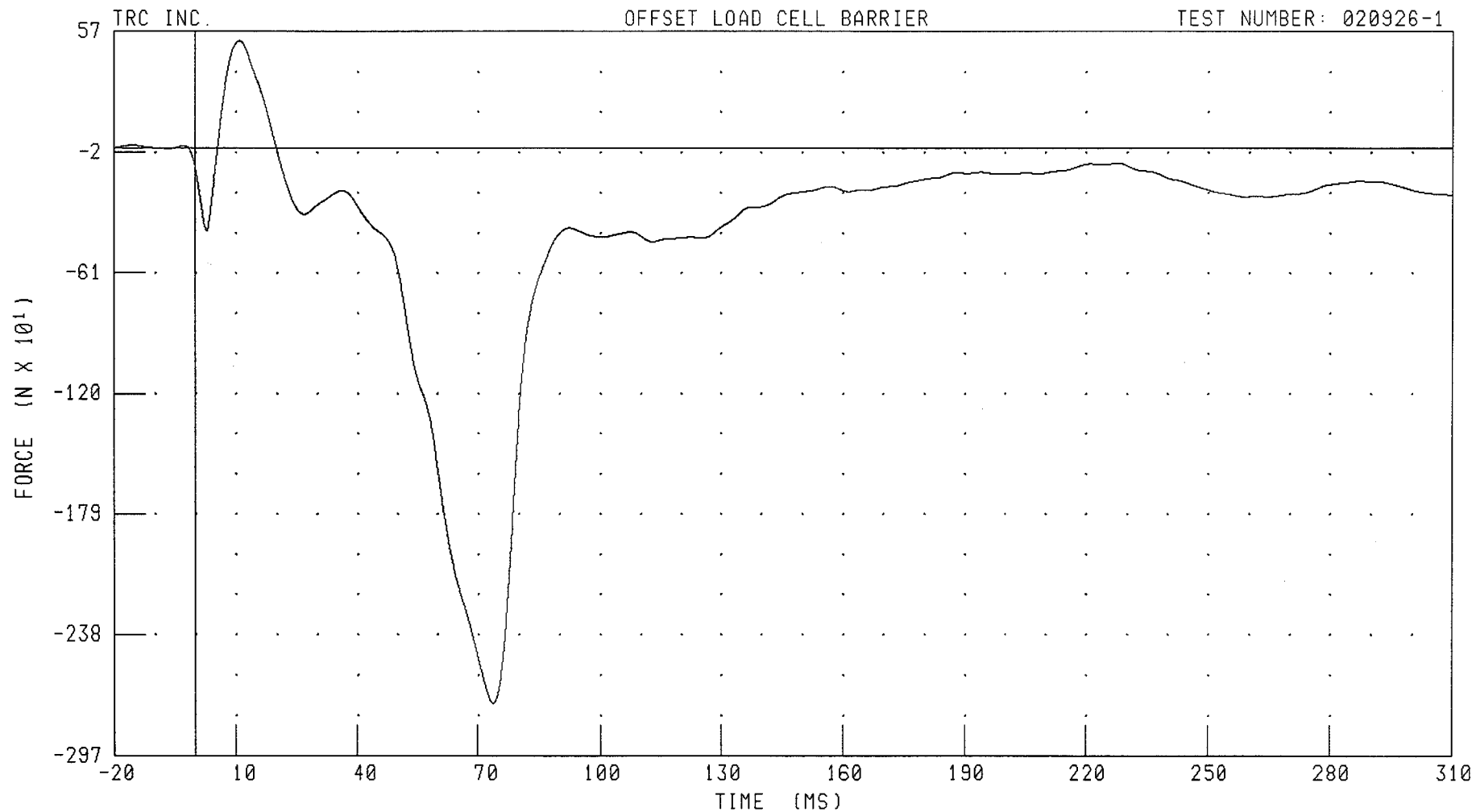
PEAK DATA: 655.80 N @ 11.76 MS; -2564.13 N @ 73.04 MS

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: 020926-1



CHANNEL: LCF6XF FILTER: CH. CLASS 60

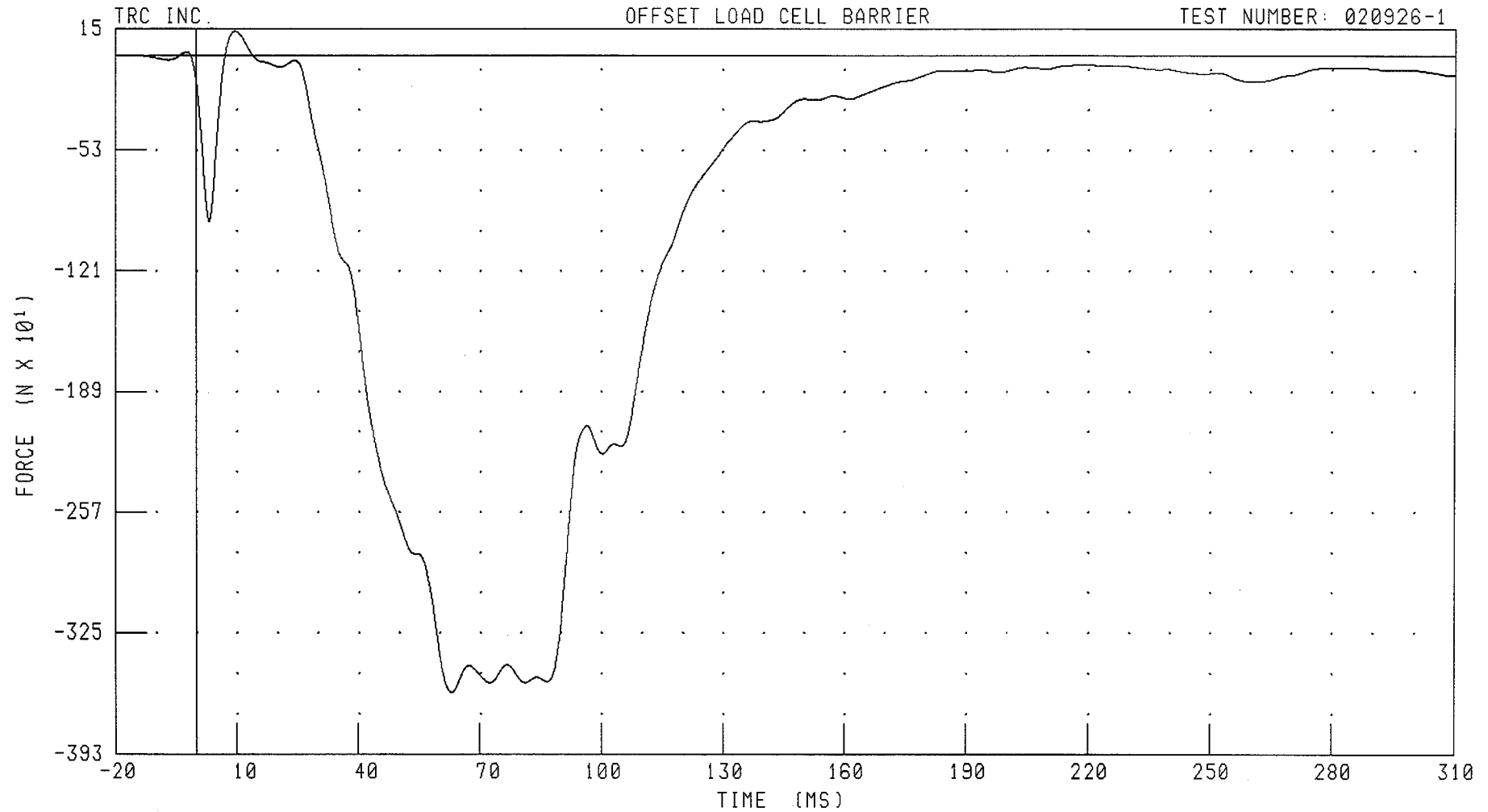
PEAK DATA: 523.92 N @ 10.88 MS; -2715.45 N @ 73.84 MS

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: 020926-1



CHANNEL: LCF7XF FILTER: CH. CLASS 60

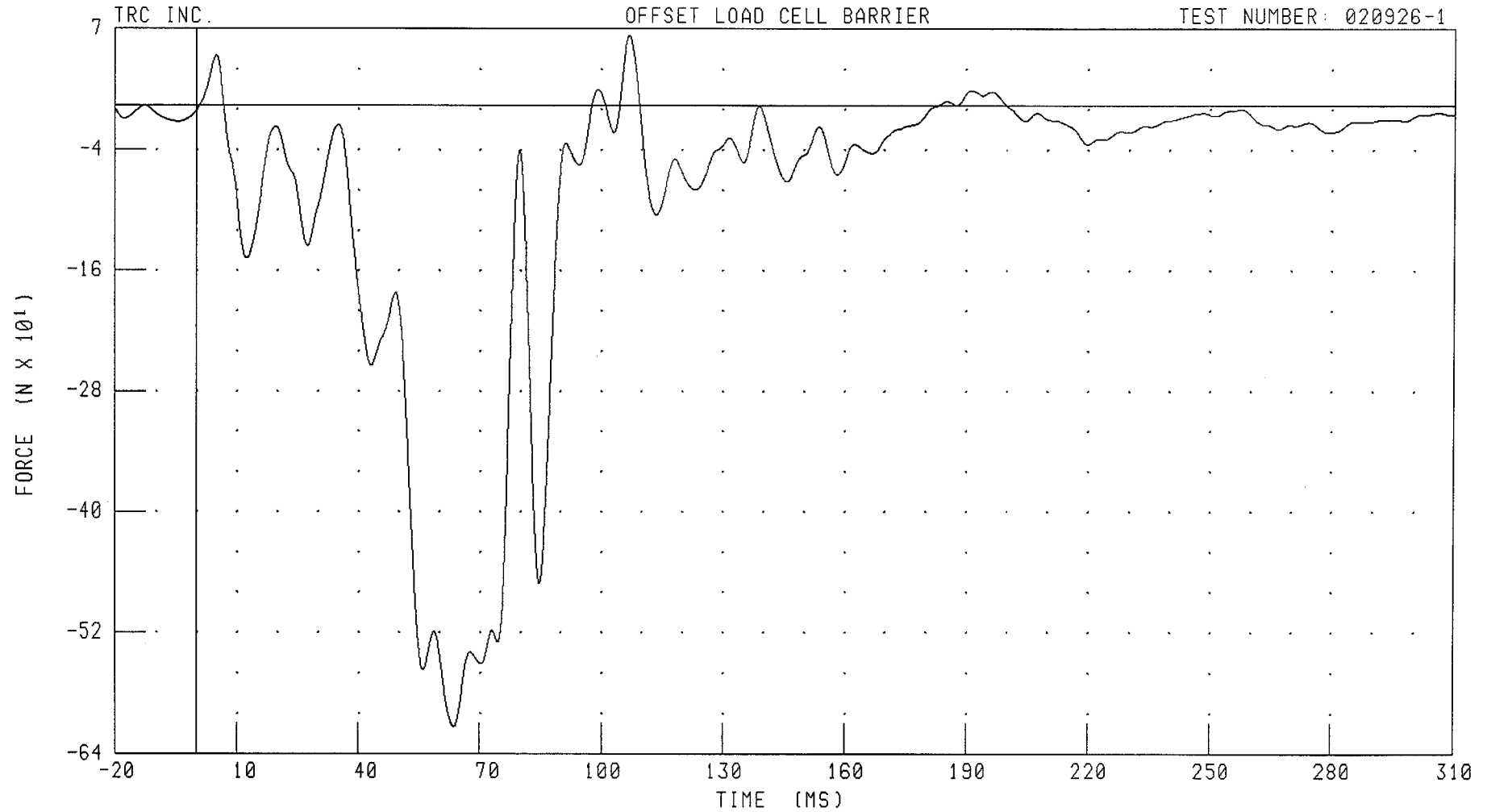
PEAK DATA: 137.42 N @ 9.60 MS; -3584.14 N @ 62.96 MS

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: 020926-1



CHANNEL: LCG1XF FILTER: CH. CLASS 60

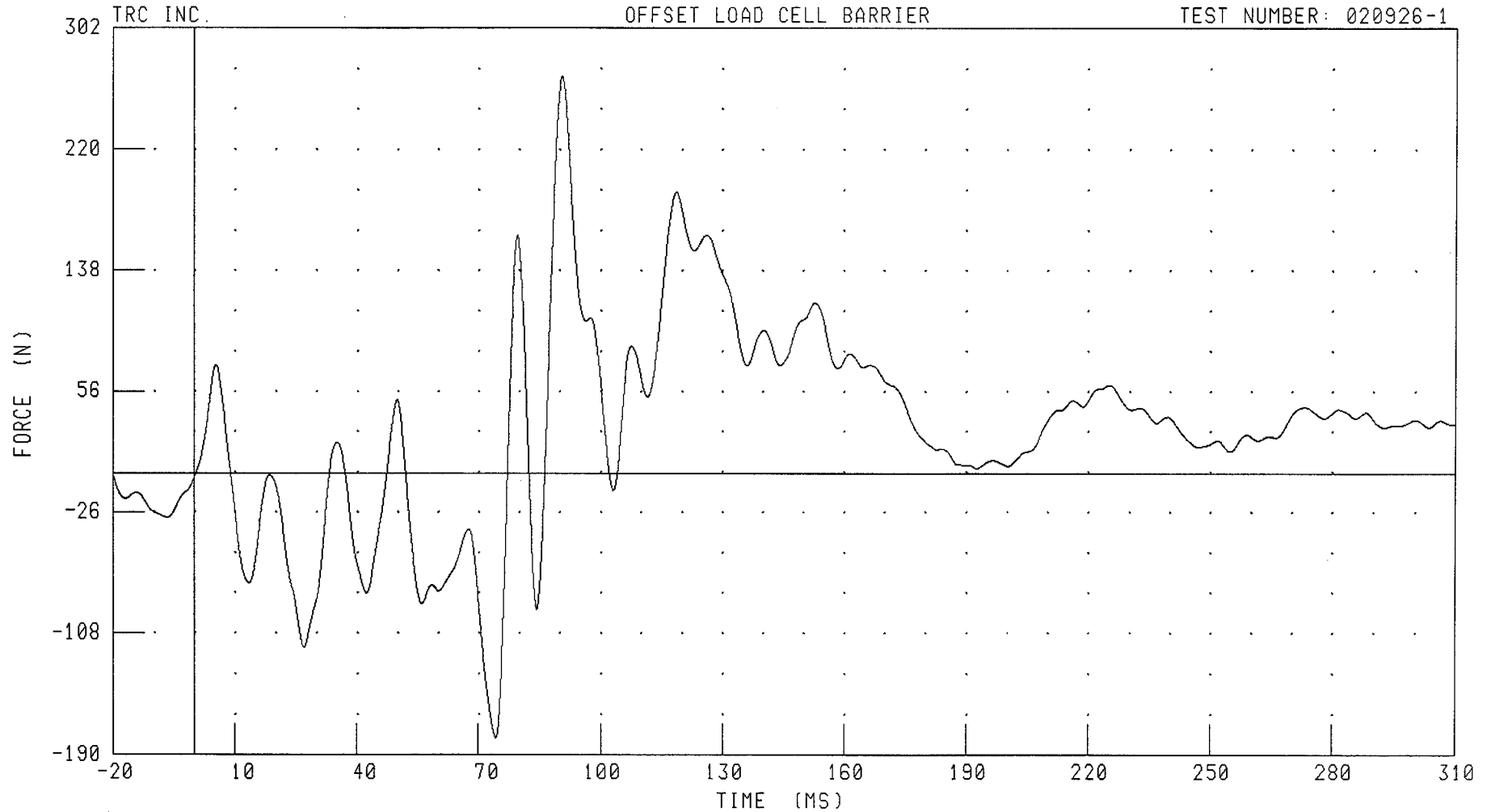
PEAK DATA: 69.18 N @ 107.12 MS; -617.25 N @ 63.60 MS

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: 020926-1



CHANNEL: LCG2XF FILTER: CH. CLASS 60

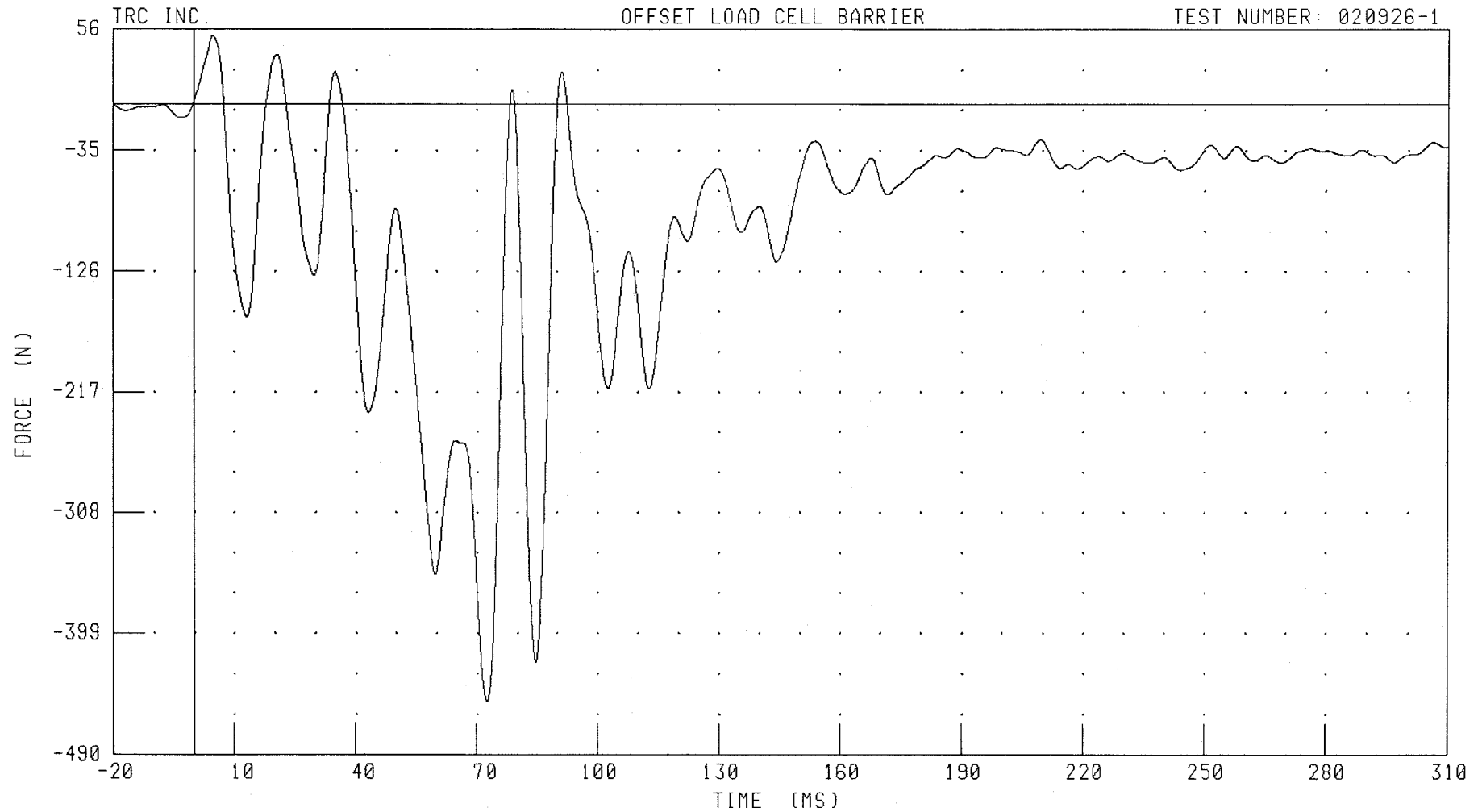
PEAK DATA: 269.27 N @ 90.72 MS; -178.75 N @ 74.24 MS

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: 020926-1



CHANNEL: LCG3XF FILTER: CH. CLASS 60

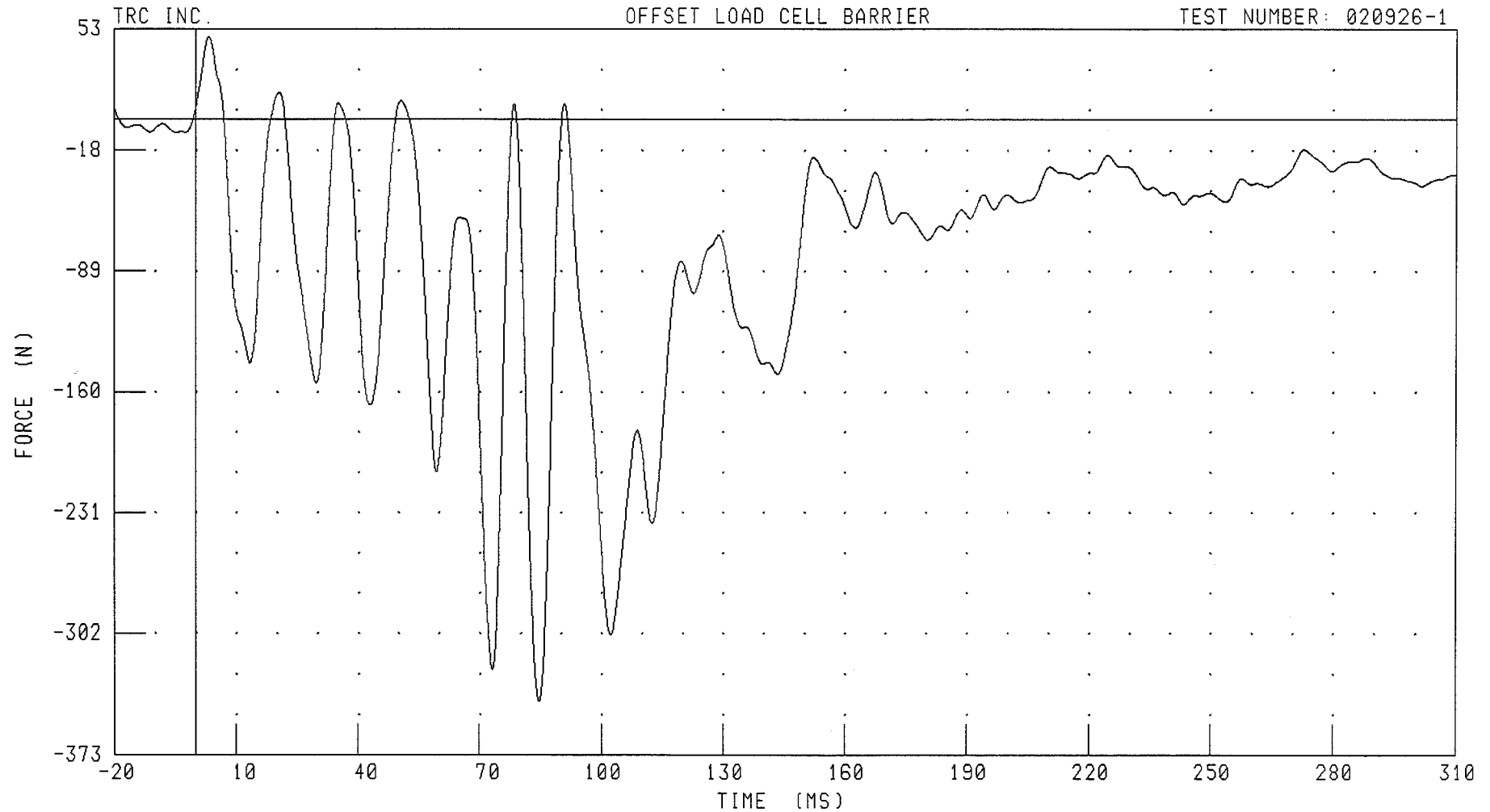
PEAK DATA: 51.13 N @ 4.72 MS; -450.39 N @ 72.56 MS

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: 020926-1



CHANNEL: LCG4XF FILTER: CH. CLASS 60

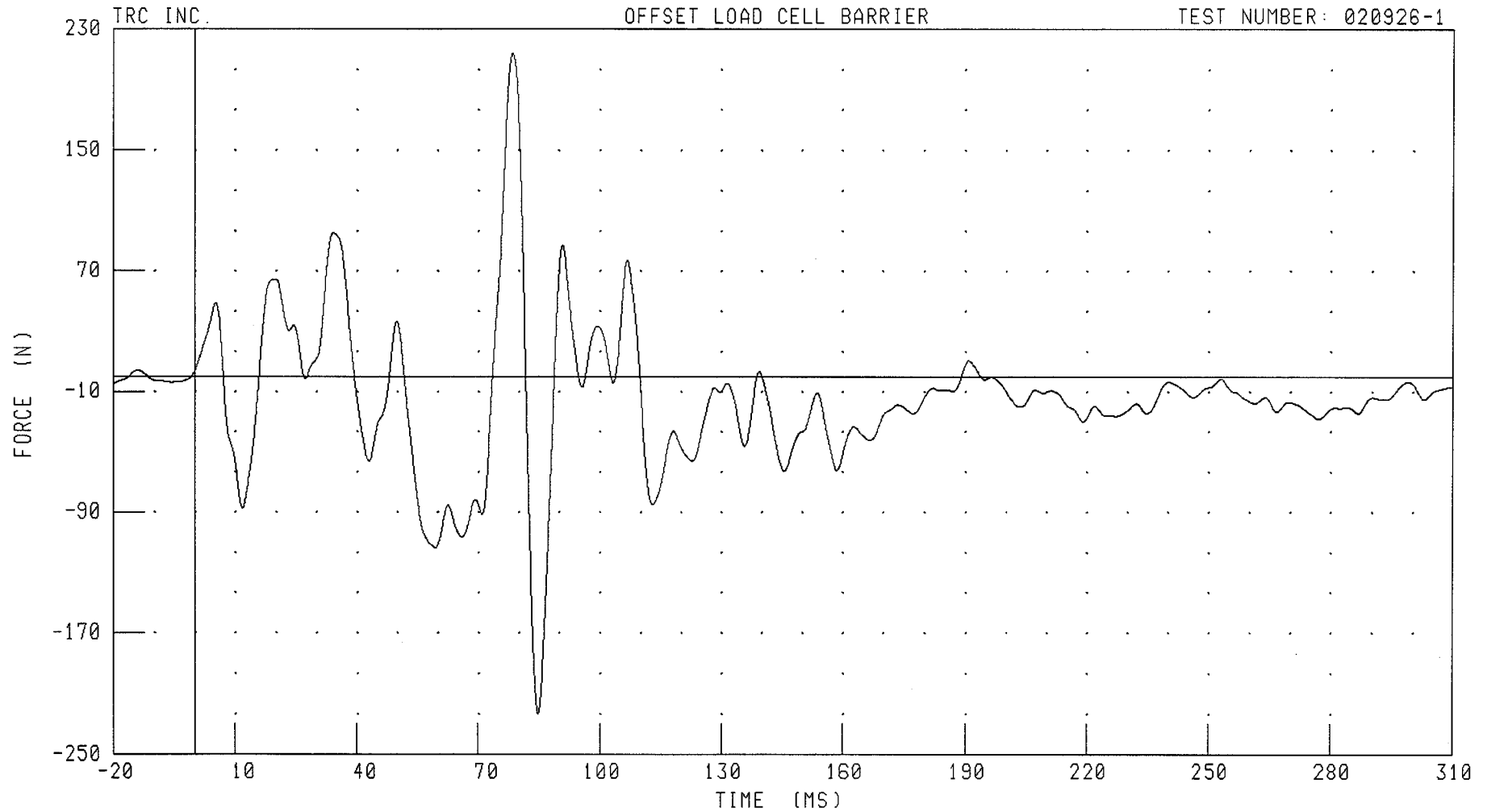
PEAK DATA: 48.58 N @ 3.20 MS; -341.98 N @ 84.56 MS

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: 020926-1



CHANNEL: LCH1XF FILTER: CH. CLASS 60

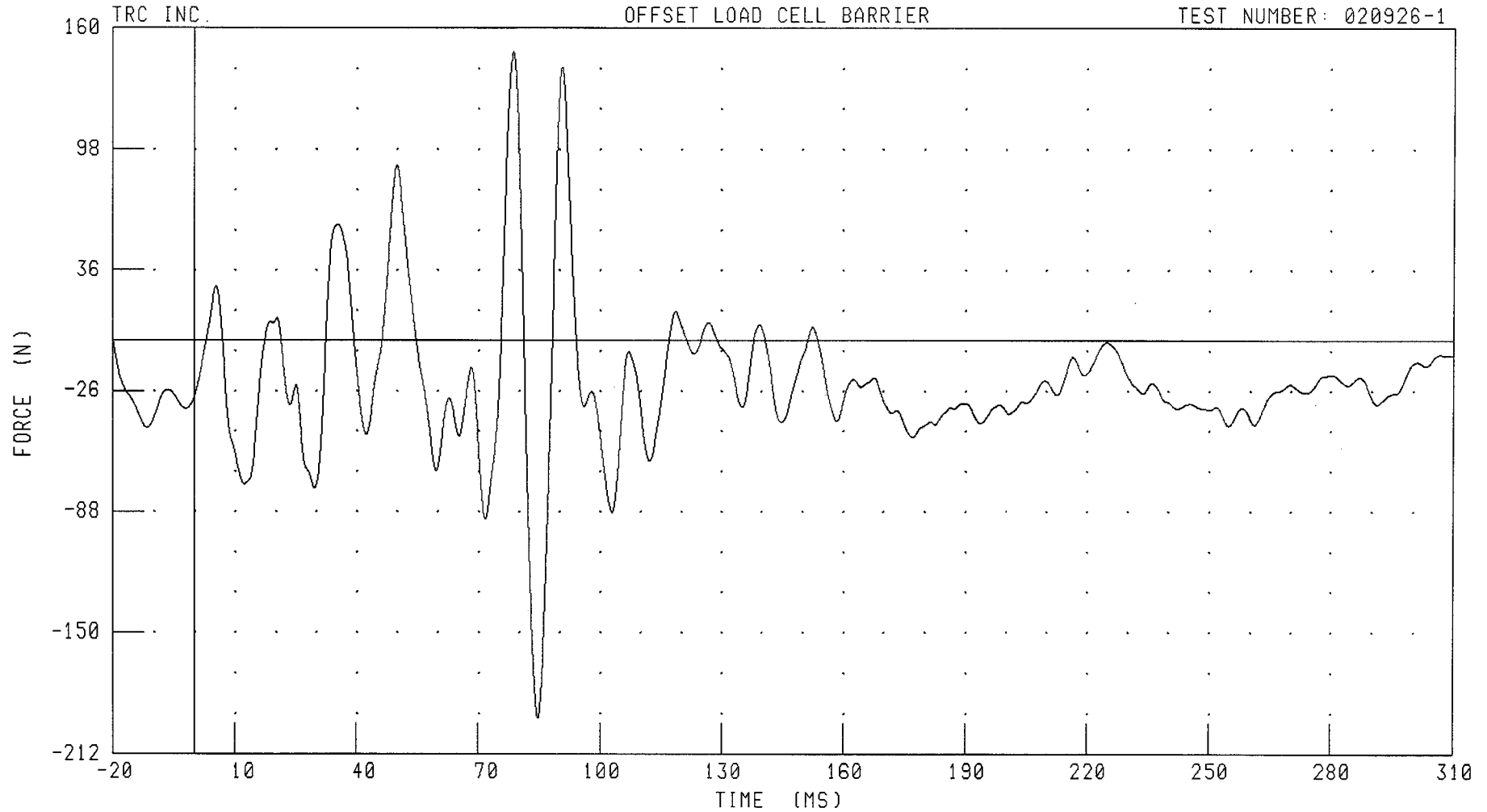
PEAK DATA: 213.88 N @ 78.72 MS; -223.54 N @ 84.88 MS

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: 020926-1



CHANNEL: LCH2XF

FILTER: CH. CLASS 60

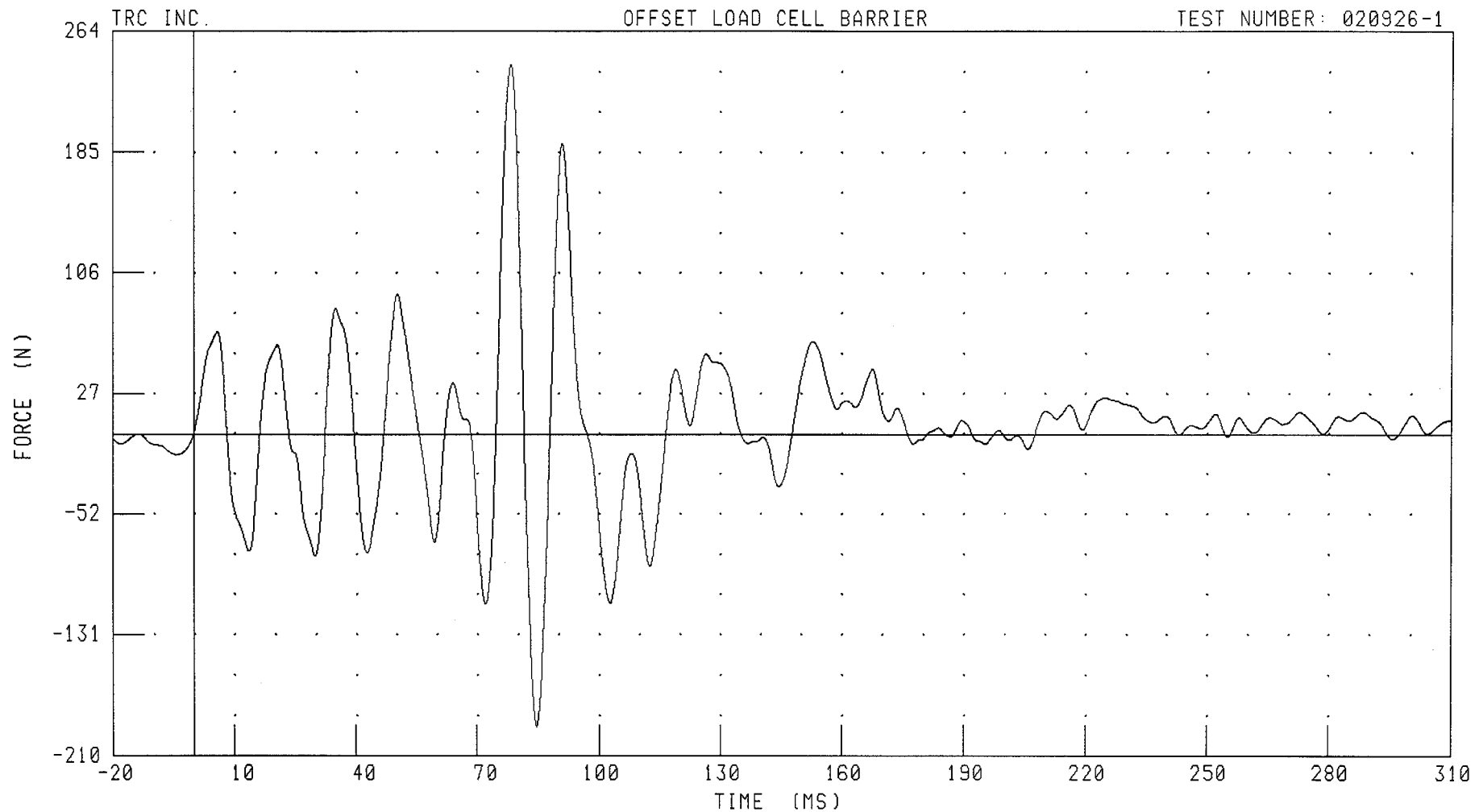
PEAK DATA: 147.79 N @ 78.80 MS; -193.89 N @ 84.64 MS

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: 020926-1



CHANNEL: LCH3XF

FILTER: CH. CLASS 60

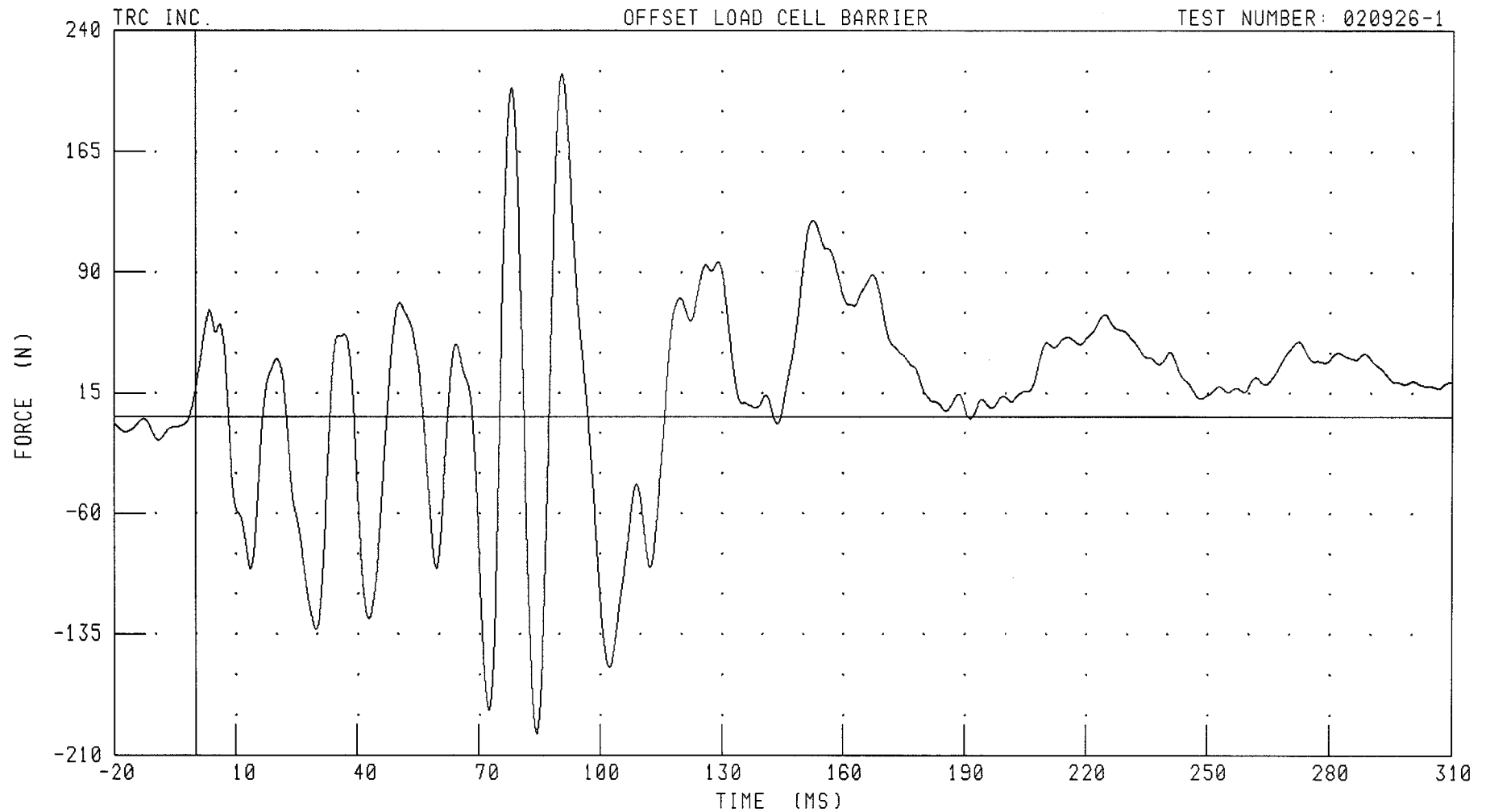
PEAK DATA: 242.37 N @ 78.40 MS; -191.11 N @ 84.64 MS

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: 020926-1



CHANNEL: LCH4XF

FILTER: CH. CLASS 60

PEAK DATA: 212.93 N @ 90.80 MS; -196.66 N @ 84.40 MS

Appendix C

Dummy Configuration and Performance Verification Data

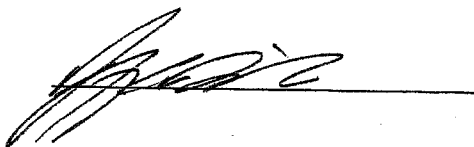
Pre-Test Dummy Configuration and Performance Verification Data

Driver Dummy S/N: 168

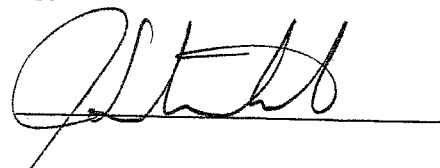
Transportation Research Center Inc.
572E HIII 50th Dummy
External Dimensions
Serial No. 168 Calibration No. 17

Test Parameter	Dimension	Specification	Results	Pass
Location For Chest Circumference	AA	429 - 434 mm	432 mm	Yes
Location For Waist Circumference	BB	226 - 231 mm	229 mm	Yes
Chest Circumference	Y	970 - 1001 mm	983 mm	Yes
Waist Circumference	Z	836 - 866 mm	855 mm	Yes
Chest Depth	O	213 - 229 mm	225 mm	Yes
H-Point Height	C	84 - 89 mm	85 mm	Yes
H-Point From Seatback	D	135 - 140 mm	137 mm	Yes
Skull Cap To Backline	H	41 - 46 mm	45 mm	Yes
Total Sitting Height	A	879 - 889 mm	883 mm	Yes
Thigh Clearance	F	140 - 155 mm	150 mm	Yes
Buttock Knee Length	K	579 - 605 mm	597 mm	Yes
Buttock Popliteal Length	N	452 - 478 mm	472 mm	Yes
Popliteal Height	L	429 - 455 mm	445 mm	Yes
Knee Pivot Height	M	485 - 500 mm	493 mm	Yes
Foot Length	P	252 - 267 mm	262 mm	Yes
Foot Breadth	W	91 - 107 mm	102 mm	Yes
Shoulder Pivot From Backline	E	84 - 94 mm	90 mm	Yes
Shoulder Breadth	V	422 - 437 mm	431 mm	Yes
Shoulder Pivot Height	B	506 - 521 mm	515 mm	Yes
Elbow Rest Height	J	191 - 211 mm	207 mm	Yes
Shoulder-Elbow Length	I	330 - 345 mm	339 mm	Yes
Back Of Elbow To Wrist Pivot	G	290 - 305 mm	297 mm	Yes

Technician



Approved




Transportation Research Center Inc.

572E Head Drop Test

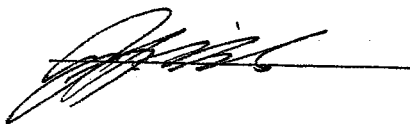
HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/24/2002

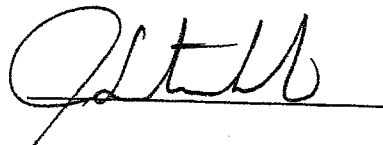
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	47 %	Yes
Peak Resultant Acceleration	225 - 275 g	247.2 g	Yes
Peak Lateral Acceleration	15 g Max	8.3 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Comments:

Technician



Approved

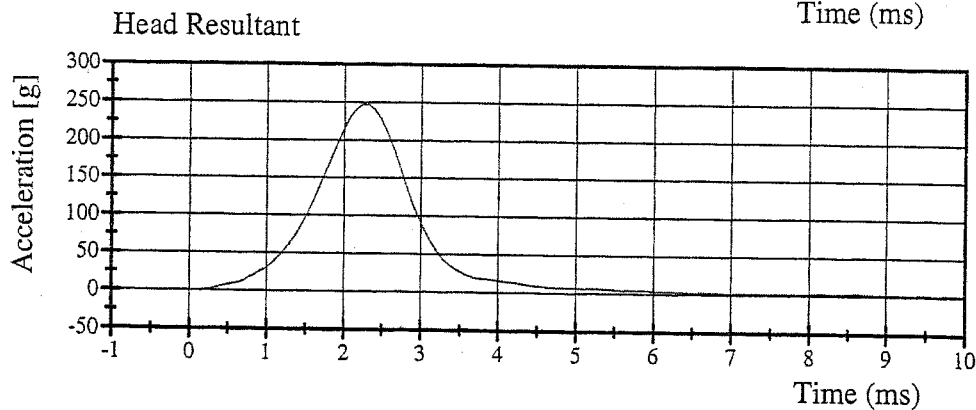
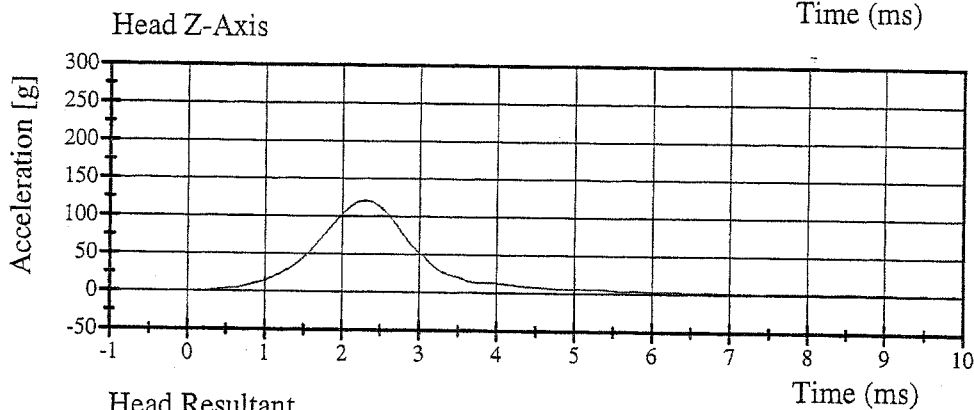
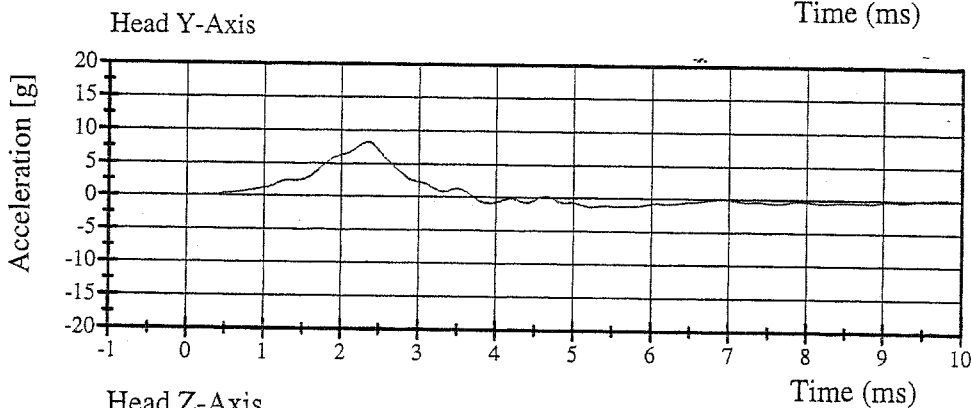
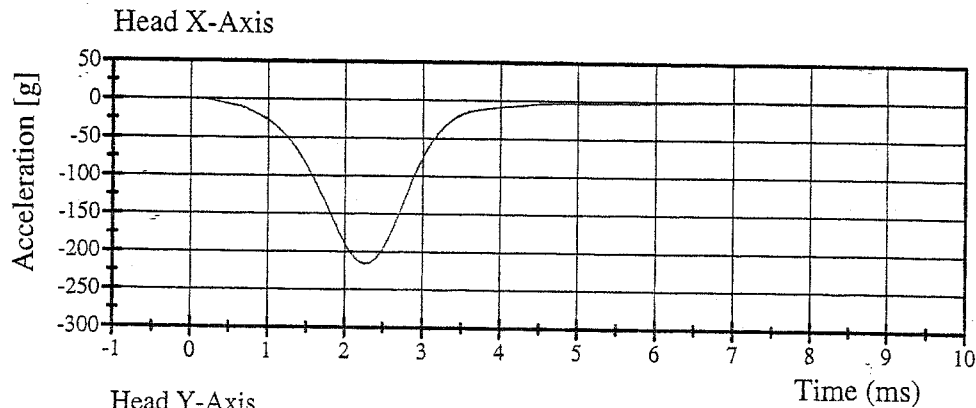


Transportation Research Center Inc.

572E Head Drop Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/24/2002



Transportation Research Center Inc.

572E Neck Flexion Test - 6 Channel Transducer

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/23/2002

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	44 %	Yes
Impact Velocity	6.89 - 7.13 m/s	7.01 m/s	Yes
Pendulum Deceleration			
10 ms	22.50 - 27.50 g	25.99 g	Yes
20 ms	17.60 - 22.60 g	21.59 g	Yes
30 ms	12.50 - 18.50 g	16.91 g	Yes
Max Pendulum Deceleration	29.00 g	26.42 g	Yes
Max Pendulum Deceleration After 30 ms	29.00 g	16.87 g	Yes
Deceleration-Time Curve			
Decay Time To 5g	34 - 42 ms	37.12 ms	Yes
D Plane Rotation			
Max	64 - 78 °	69.09 °	Yes
Time	57 - 64 ms	57.68 ms	Yes
Moment About Occipital Condyle			
Max	88.2 - 108.4 N·m	105.78 N·m	Yes
Time	47 - 58 ms	49.60 ms	Yes
Rotation Angle-Time Curve			
Decay Time To Zero	113 - 128 ms	113.84 ms	Yes
Positive Moment-Time Curve			
Decay Time To Zero	97 - 107 ms	97.60 ms	Yes

Comments:

Technician



Approved



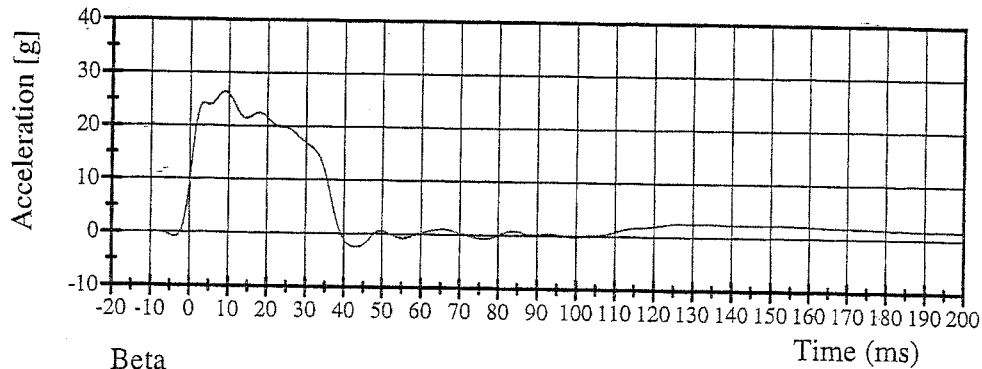
Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/23/2002

Pendulum Deceleration

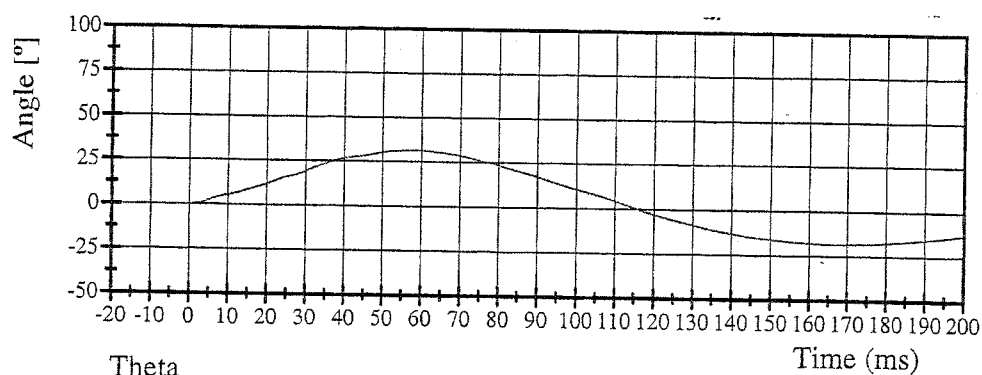


Filter Class: 60

Max: 26.4 g at 9.0 ms

Min: -2.4 g at 43.0 ms

Beta

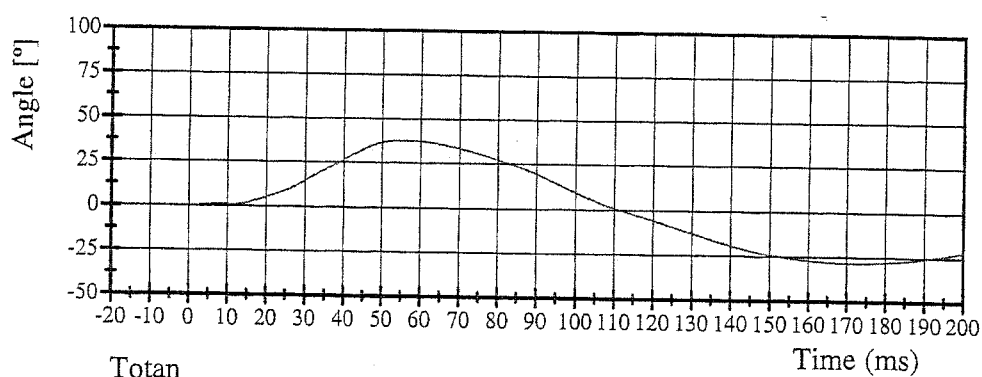


Filter Class: 60

Max: 31.4 ° at 58.5 ms

Min: -18.3 ° at 167.4 ms

Theta

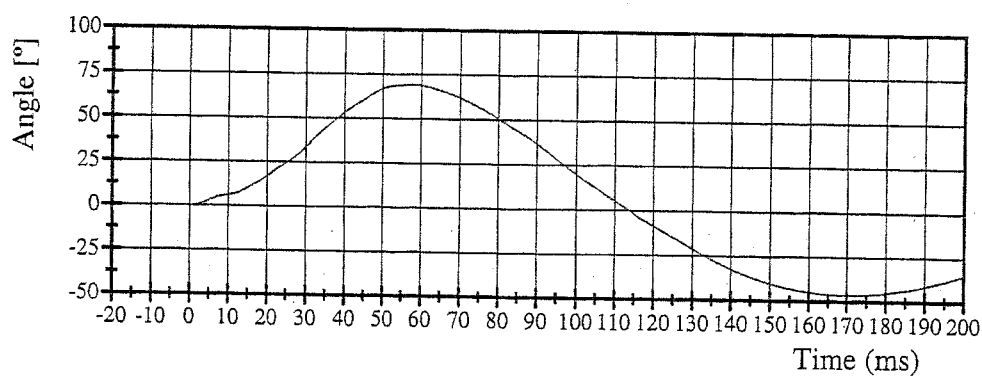


Filter Class: 60

Max: 37.7 ° at 56.2 ms

Min: -28.1 ° at 171.1 ms

Totan



Filter Class: 60

Max: 69.1 ° at 57.7 ms

Min: -46.4 ° at 169.8 ms

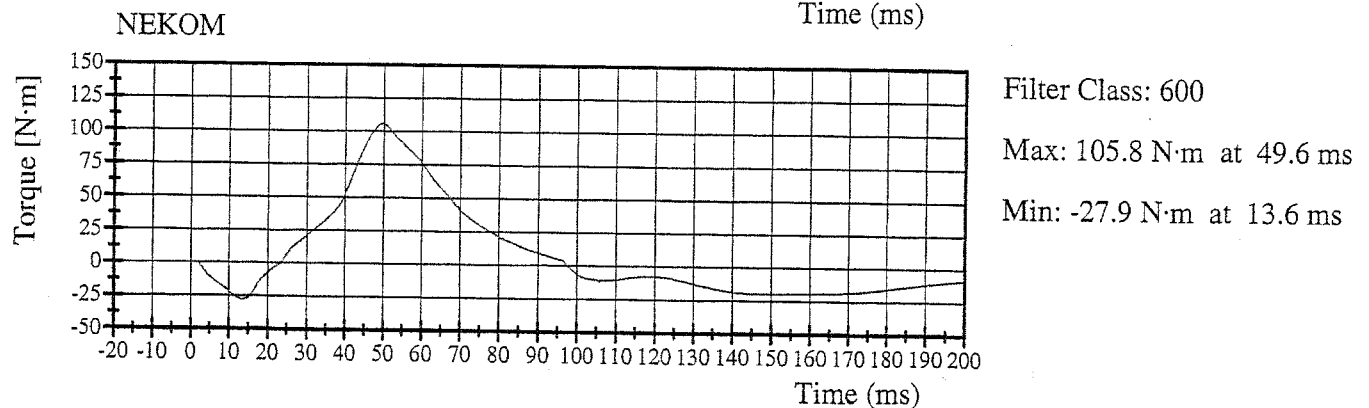
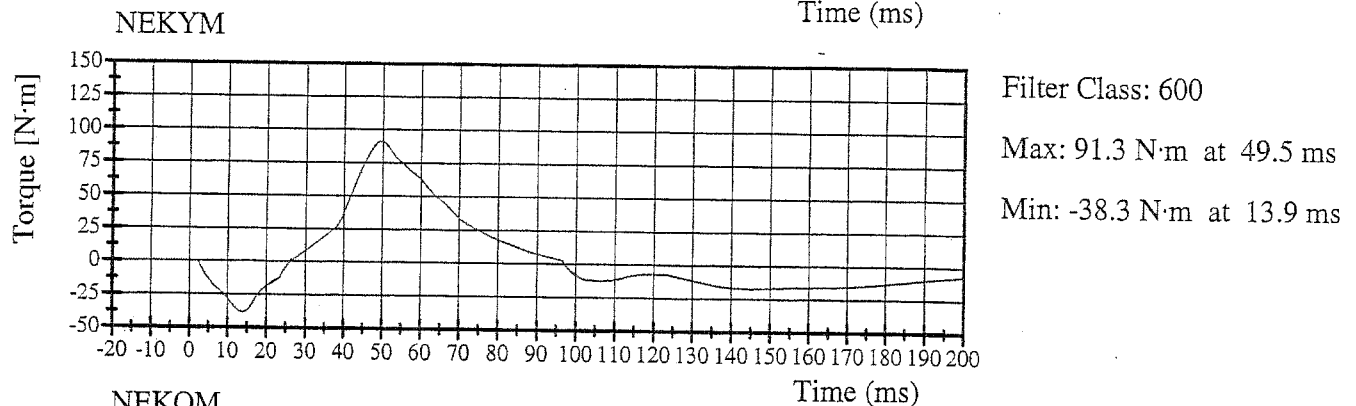
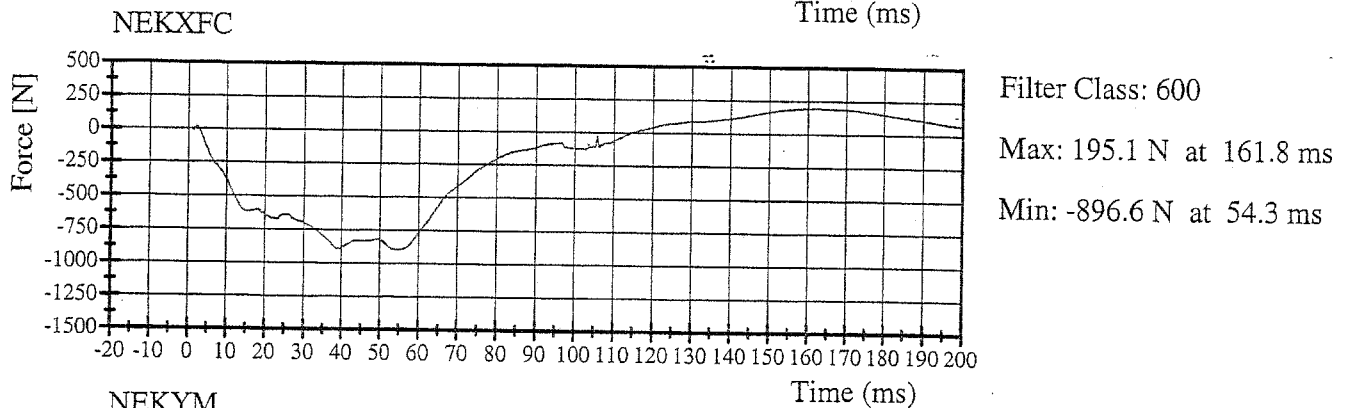
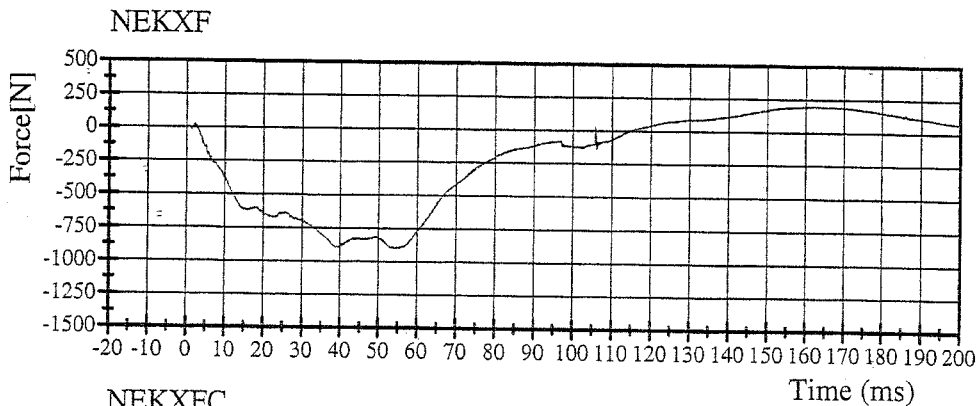


Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/23/2002



Transportation Research Center Inc.

572E Neck Extension Test - 6 Channel Transducer

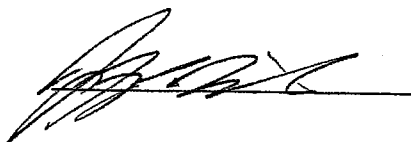
HIII 50th Male Serial No. 168 Calibration No. 17 - 2

Test Date 09/24/2002

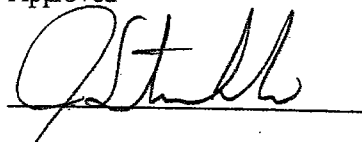
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	40 %	Yes
Impact Velocity	5.95 - 6.19 m/s	6.11 m/s	Yes
Pendulum Deceleration			
10 ms	17.20 - 21.20 g	18.51 g	Yes
20 ms	14.00 - 19.00 g	17.01 g	Yes
30 ms	11.00 - 16.00 g	15.37 g	Yes
Max Pendulum Deceleration	22.00 g	18.84 g	Yes
Max Pendulum Deceleration After 30 ms	22.00 g	15.35 g	Yes
Deceleration-Time Curve Decay Time To 5g	38 - 46 ms	42.64 ms	Yes
D Plane Rotation			
Max	81 - 106 °	91.96 °	Yes
Time	72 - 82 ms	76.24 ms	Yes
Moment About Occipital Condyle			
Min	-80.0 - (-52.9) N·m	-68.70 N·m	Yes
Time	65 - 79 ms	70.96 ms	Yes
Rotation Angle-Time Curve Decay Time To Zero	147 - 174 ms	154.16 ms	Yes
Positive Moment-Time Curve Decay Time To Zero	120 - 148 ms	141.52 ms	Yes

Comments:

Technician



Approved



09.24.2002 07:23:20 533



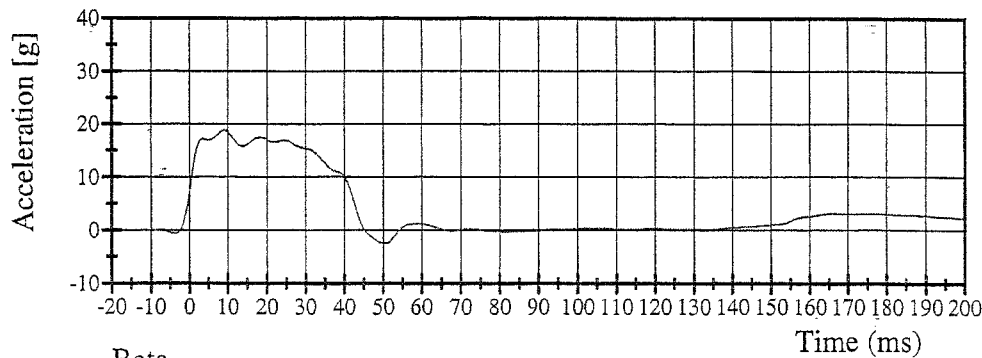
Transportation Research Center Inc.

572E Neck Extension Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 2

Test Date 09/24/2002

Pendulum Deceleration

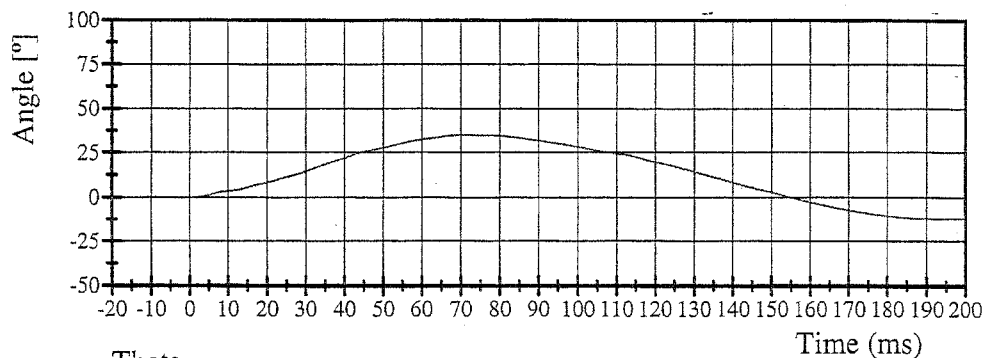


Filter Class: 60

Max: 18.8 g at 9.0 ms

Min: -2.5 g at 50.2 ms

Beta

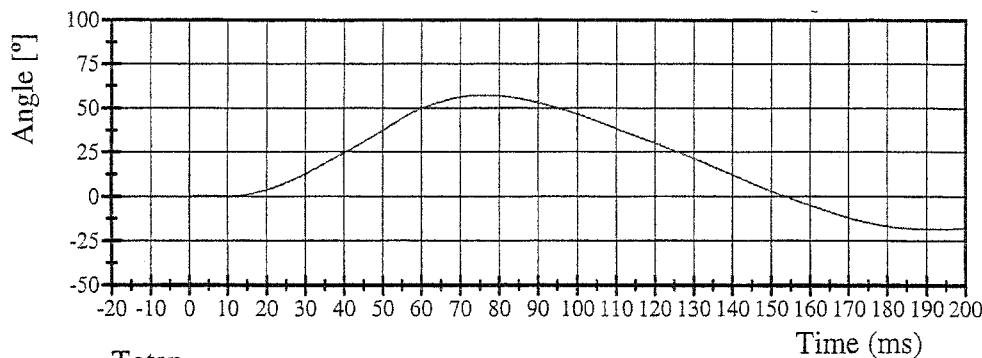


Filter Class: 60

Max: 35.0 ° at 70.5 ms

Min: -12.2 ° at 193.6 ms

Theta

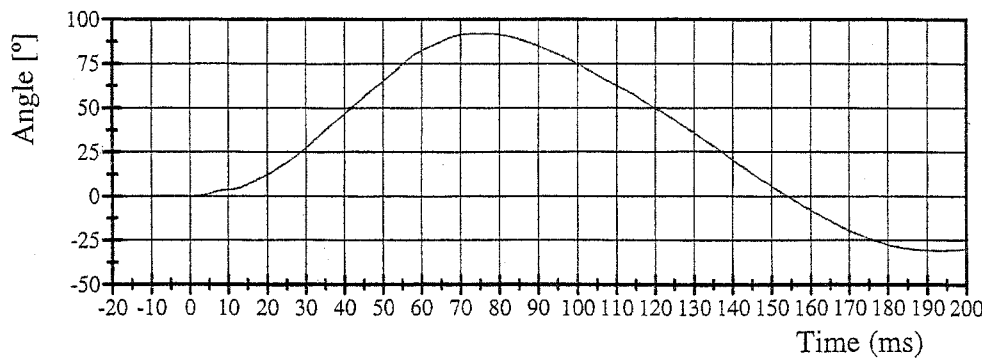


Filter Class: 60

Max: 57.2 ° at 76.5 ms

Min: -18.5 ° at 192.2 ms

Totan



Filter Class: 60

Max: 92.0 ° at 76.2 ms

Min: -30.7 ° at 192.9 ms

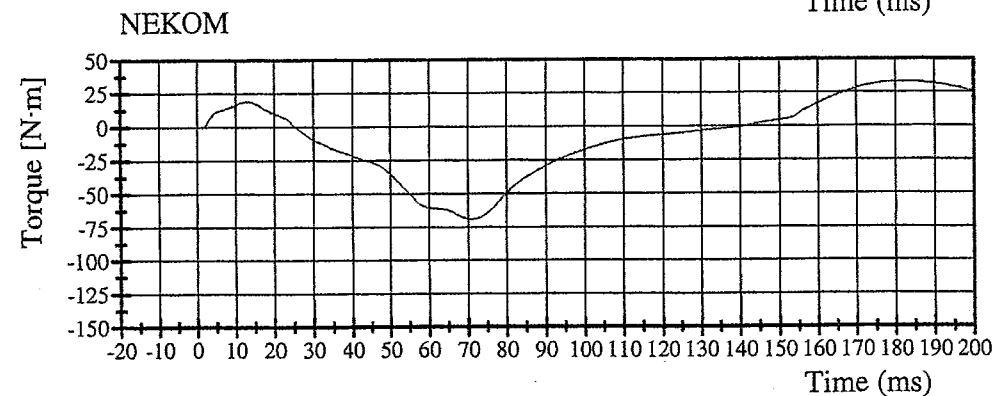
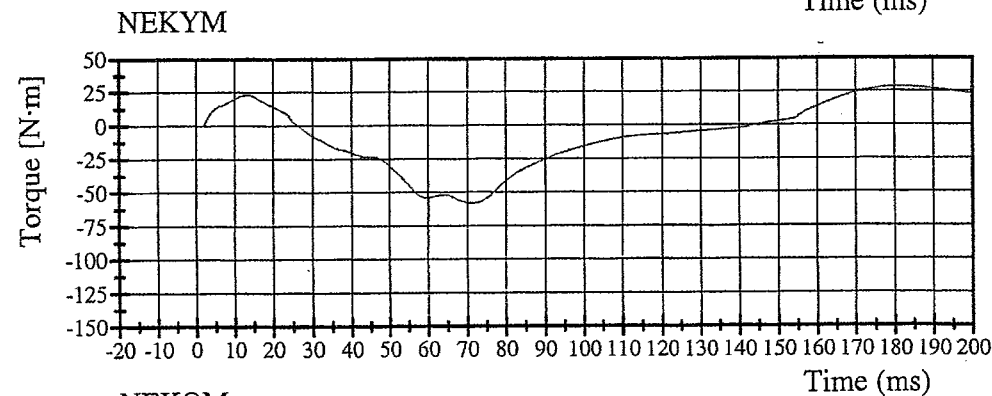
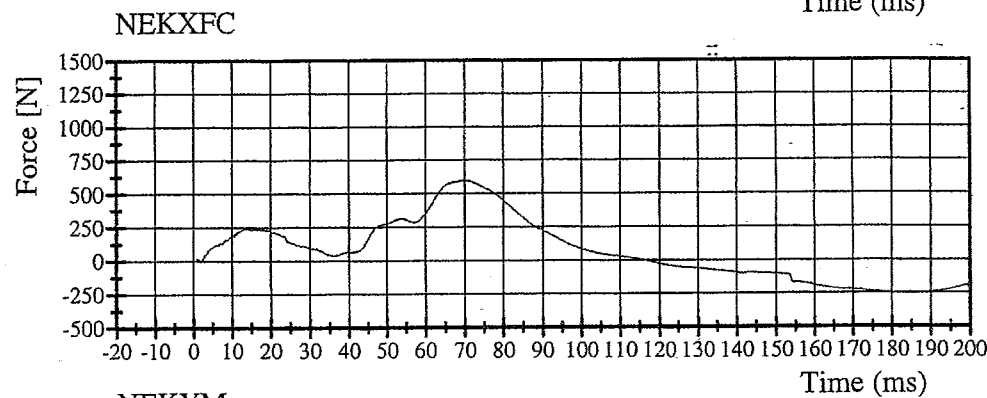
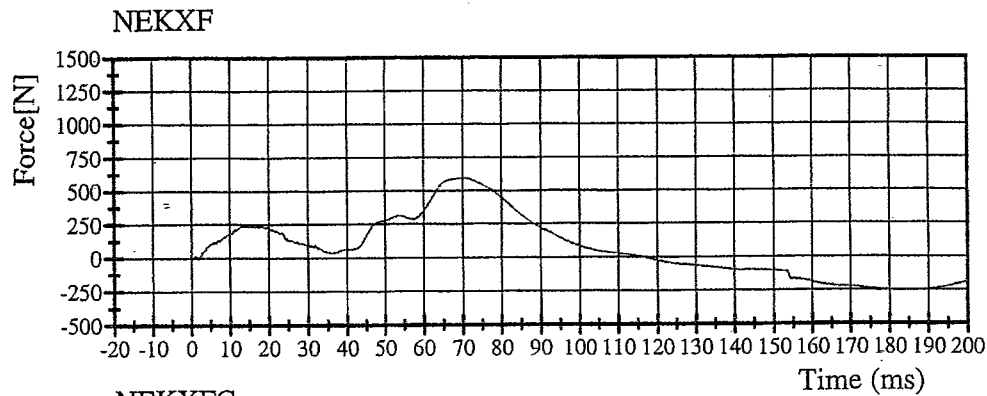


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572E Neck Extension Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 2

Test Date 09/24/2002



Transportation Research Center Inc.

572E Thorax Test

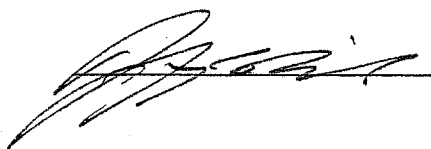
HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/23/2002

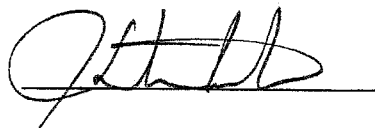
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	45 %	Yes
Pendulum Velocity	6.59 - 6.83 m/s	6.68 m/s	Yes
Maximum Chest Deflection	-72.6 - (-63.5) mm	-67.4 mm	Yes
Maximum Resistive Force	5159 - 5894 N	5694 N	Yes
Internal Hysteresis	69 - 85 %	71 %	Yes

Comments:

Technician



Approved



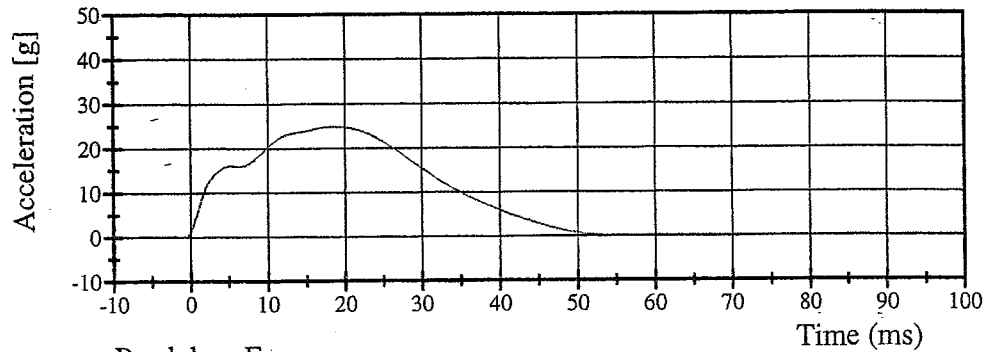
Transportation Research Center Inc.

572E Thorax Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/23/2002

Pendulum Deceleration

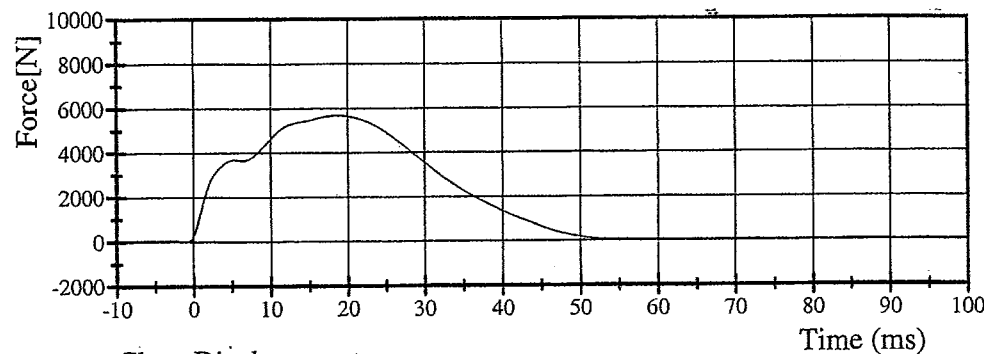


Filter Class: 180

Max: 24.9 g at 18.7 ms

Min: -0.0 g at -77.8 ms

Pendulum Force

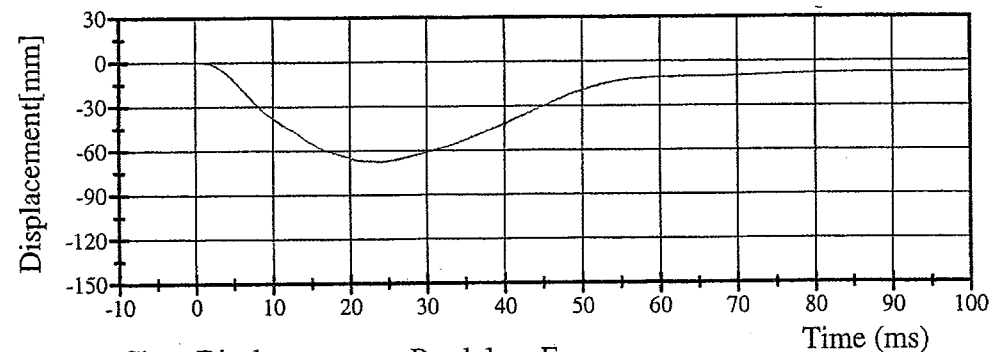


Filter Class: 180

Max: 5693.7 N at 18.7 ms

Min: -9.1 N at -77.8 ms

Chest Displacement

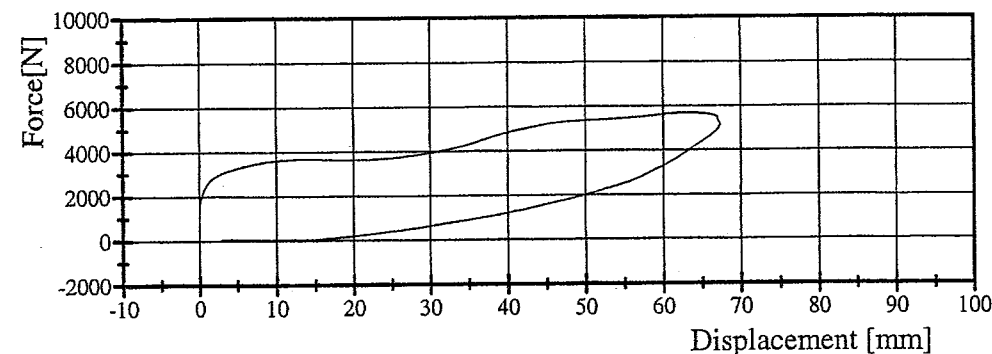


Filter Class: 180

Max: 0.0 mm at 0.4 ms

Min: -67.4 mm at 23.8 ms

Chest Displacement vs. Pendulum Force



Transportation Research Center Inc

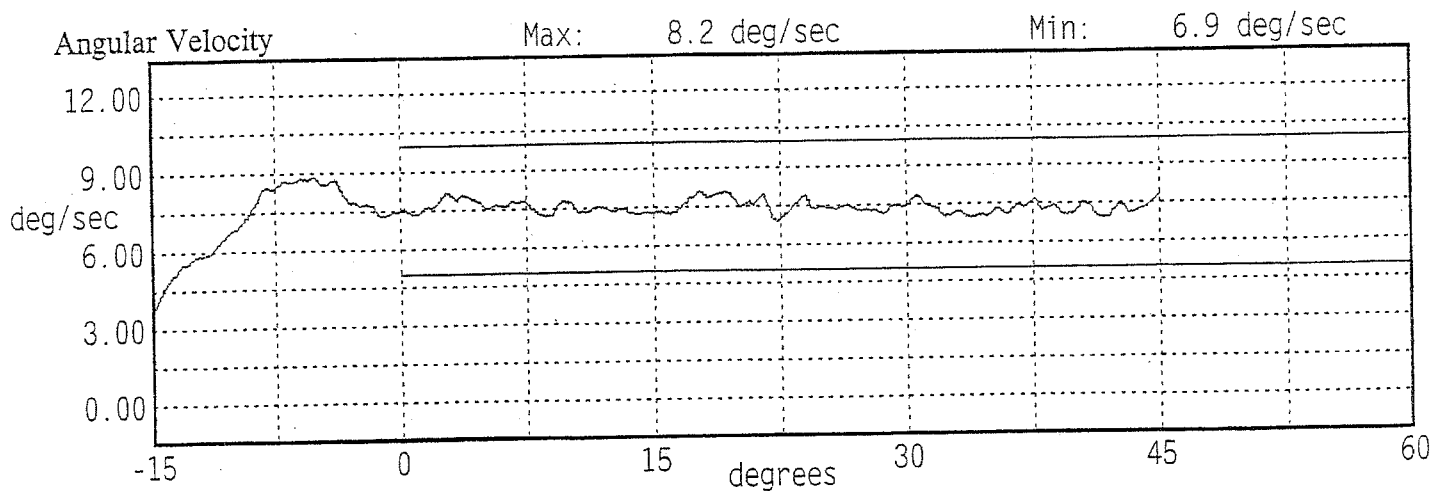
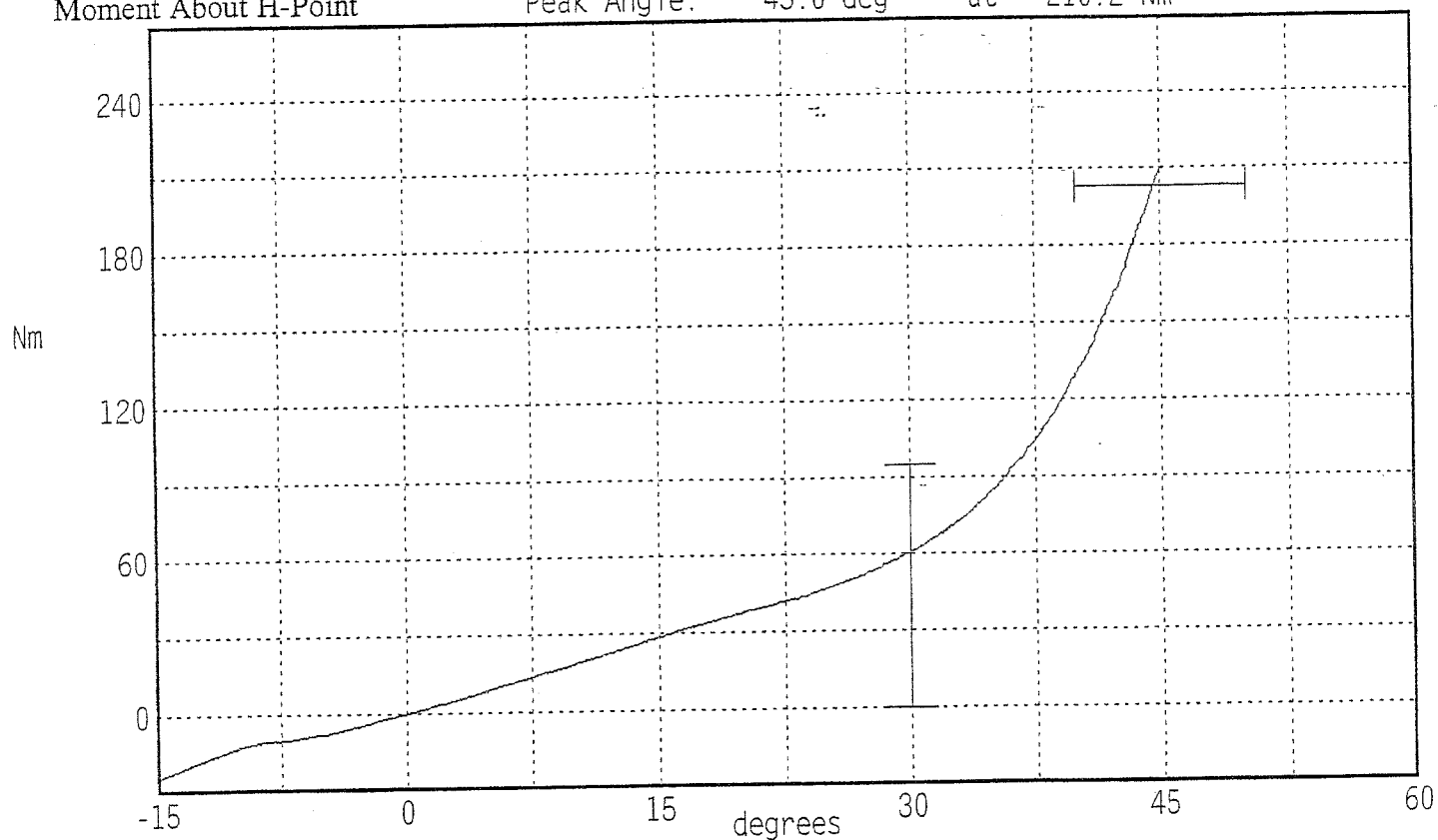
Hybrid III Hip Range of Motion

Serial Number: 168L
Test Number: 168C17
Comments:

Date: 09/23/2002
Time: 15:26

TEST PARAMETER	SPECIFICATION	TEST RESULTS		
Temperature	18.9 - 25.6	21.1	°C	Pass
Humidity	10 - 70	45	%	Pass
Moment at 30 deg	<= 94.9	60.9	Nm	Pass
Angle at 203 Nm	40.0 - 50.0	44.7	deg	Pass
Average Velocity	5.0 - 10.0	7.5	deg/sec	Pass

Moment About H-Point
Peak Moment: 210.2 Nm at 45.0 deg
Peak Angle: 45.0 deg at 210.2 Nm



Transportation Research Center Inc

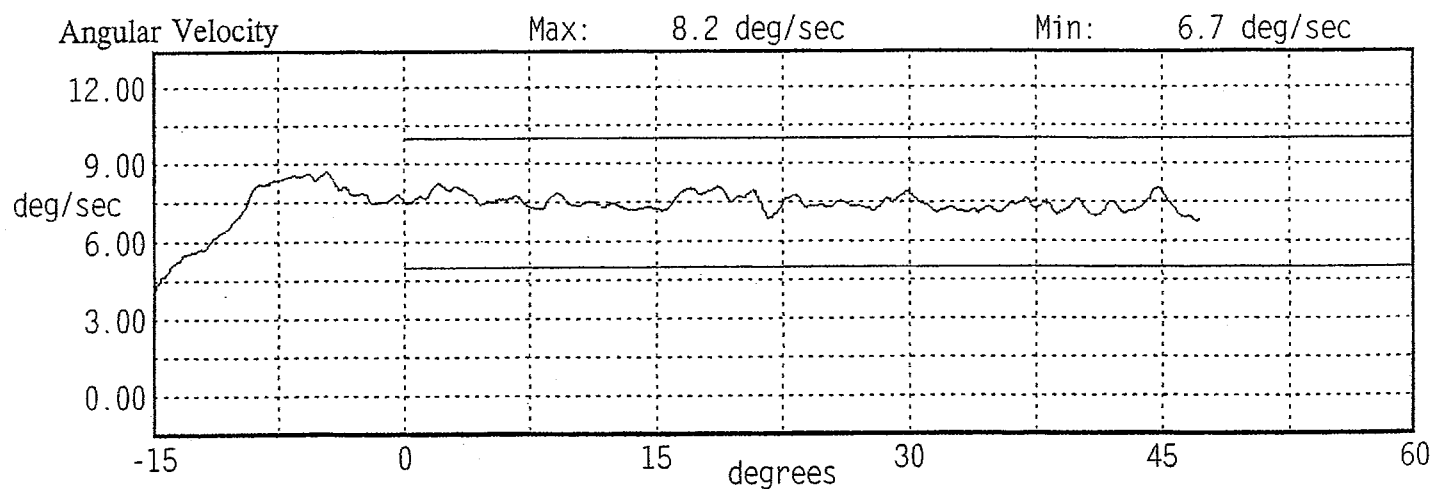
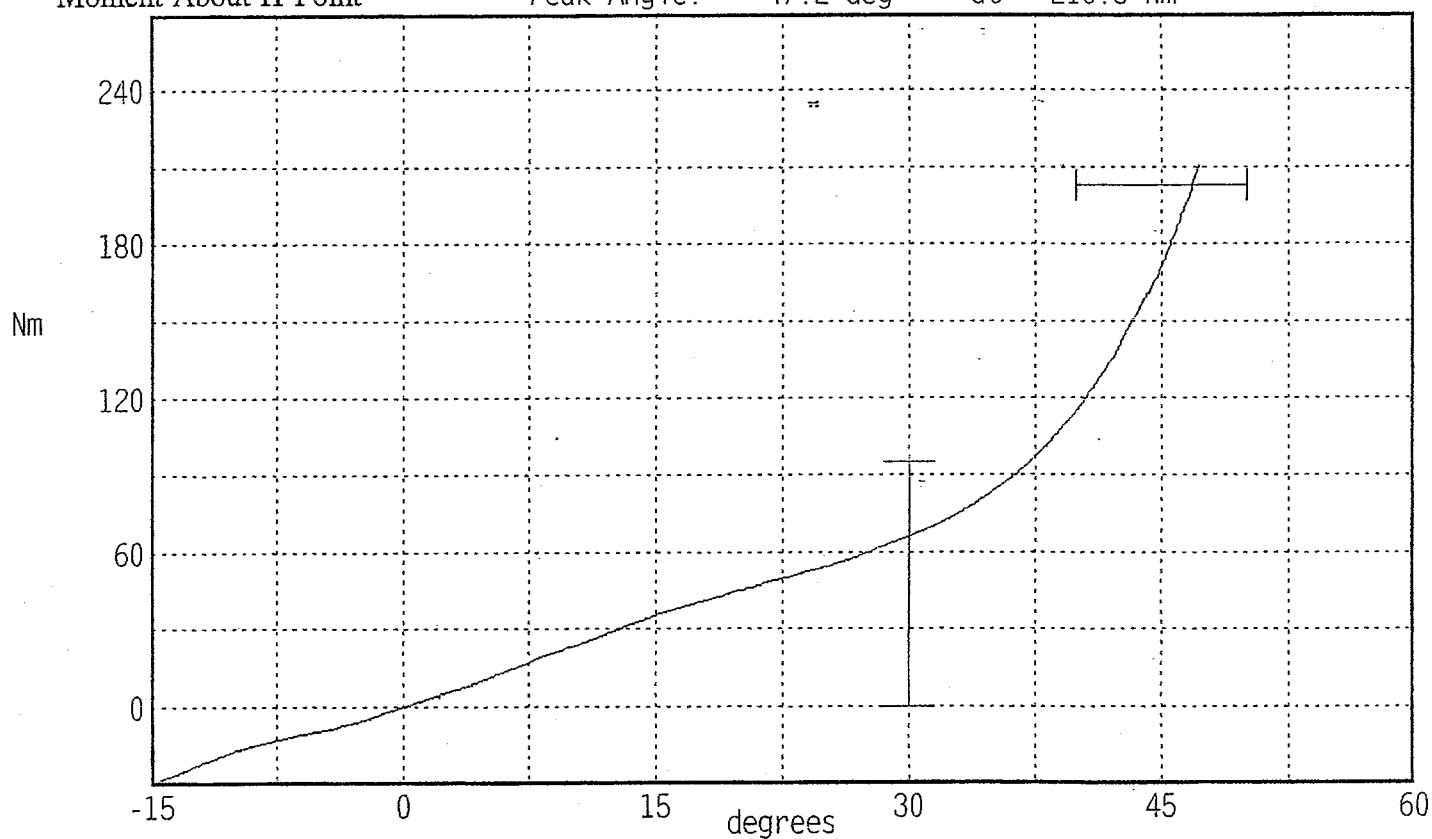
Hybrid III Hip Range of Motion

Serial Number: 168R
Test Number: 168C17
Comments:

Date: 09/23/2002
Time: 15:29

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	21.1 °C	Pass
Humidity	10 - 70	45 %	Pass
Moment at 30-deg	<= 94.9	66.4 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	46.9 deg	Pass
Average Velocity	5.0 - 10.0	7.4 deg/sec	Pass

Moment About H-Point
Peak Moment: 210.3 Nm at 47.2 deg
Peak Angle: 47.2 deg at 210.3 Nm



Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

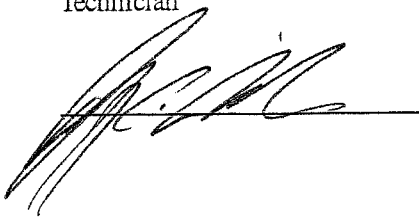
Test Date 09/24/2002

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	47 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.74 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1458 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-3282 N	No

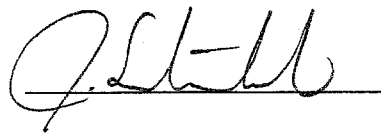
Comments:

Will Replace Left Knee Slider Prior To More Crash Testing.

Technician



Approved

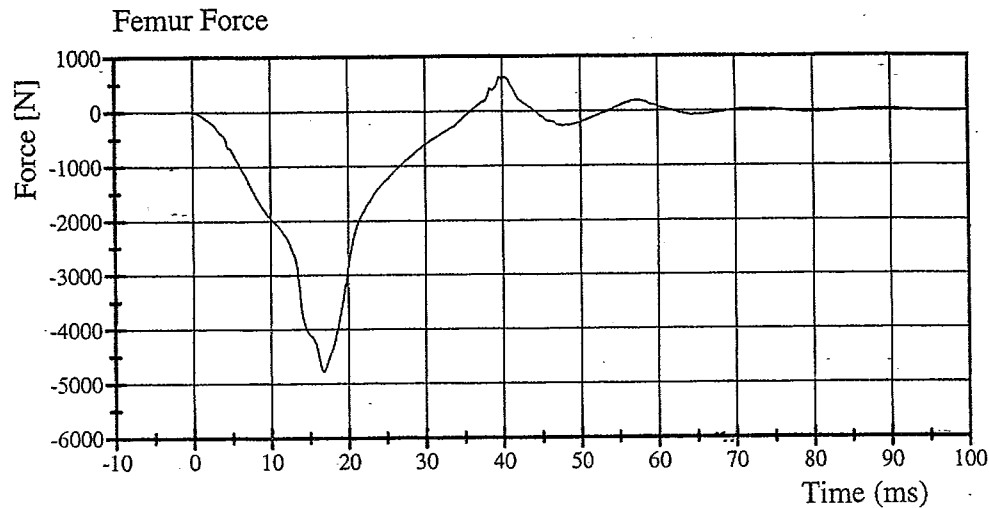


Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

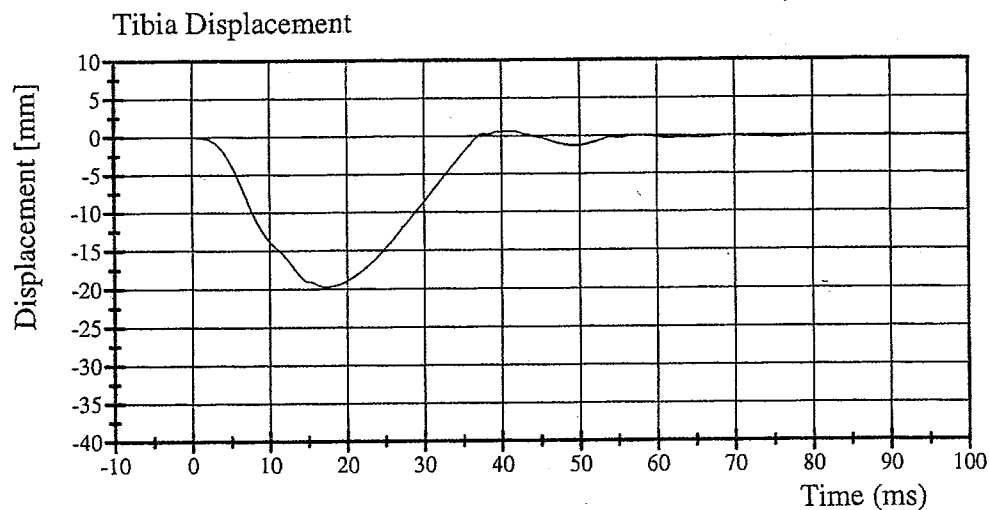
Test Date 09/24/2002



Filter Class: 600

Max: 621.3 N at 40.2 ms

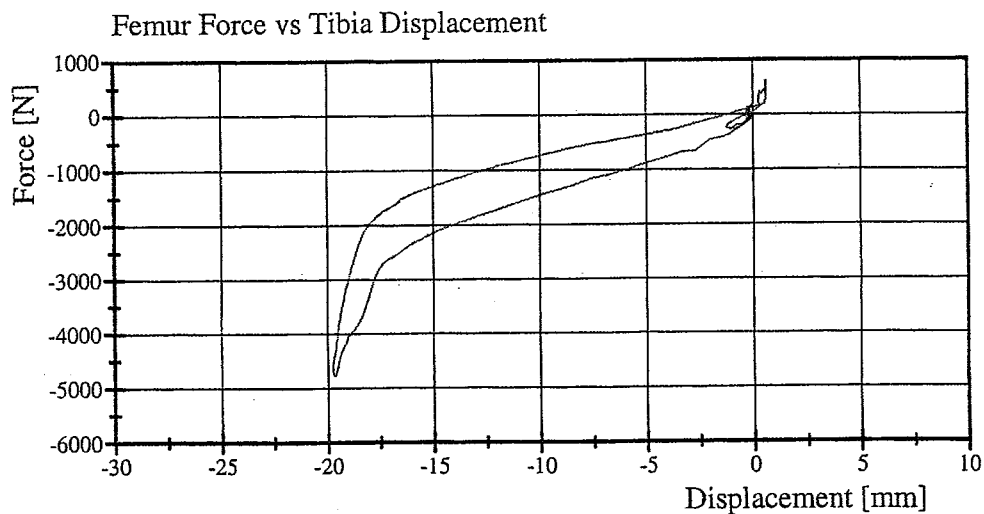
Min: -4774.5 N at 16.7 ms



Filter Class: 600

Max: 0.6 mm at 40.2 ms

Min: -19.8 mm at 17.2 ms



Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 4

Test Date 09/25/2002

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	43 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.70 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1724) N	-1586 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-3022 N	Yes

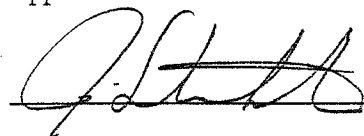
Comments:

Replaced Knee Slider With A New Knee Slider.

Technician



Approved



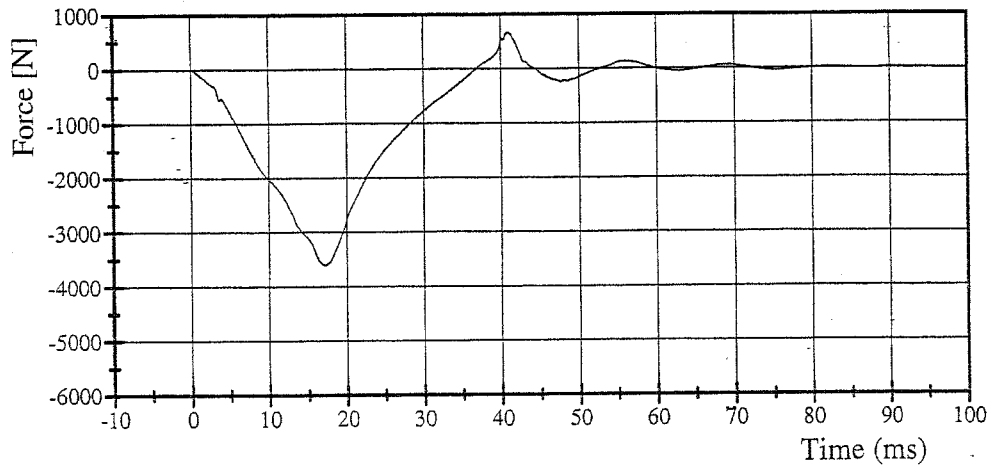
Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 4

Test Date 09/25/2002

Femur Force

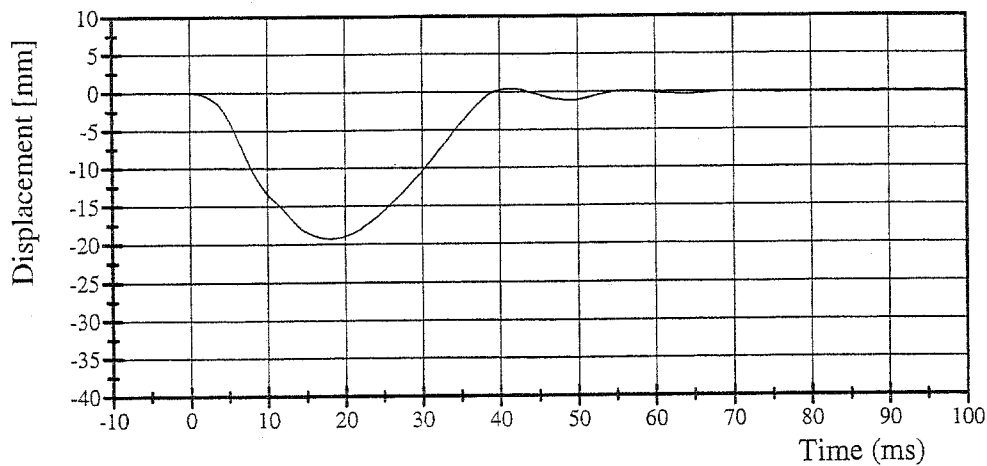


Filter Class: 600

Max: 657.0 N at 40.8 ms

Min: -3603.6 N at 17.2 ms

Tibia Displacement

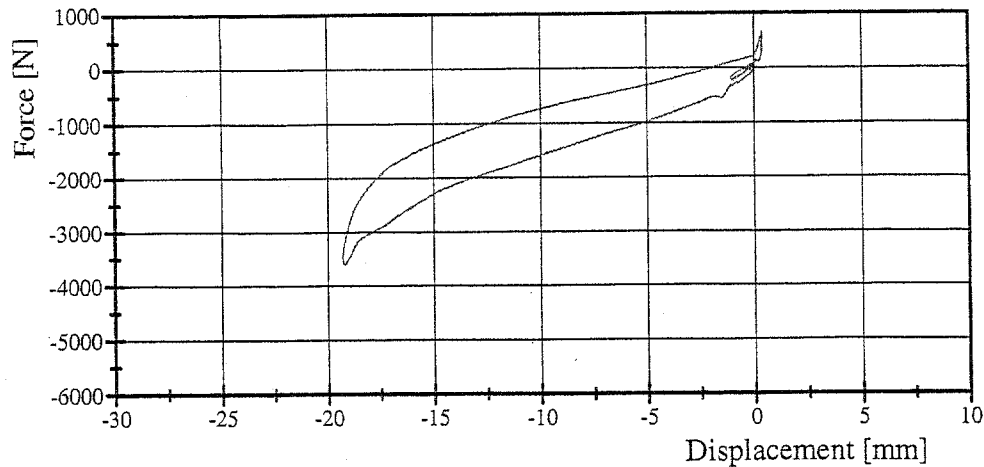


Filter Class: 600

Max: 0.4 mm at 41.5 ms

Min: -19.3 mm at 18.1 ms

Femur Force vs Tibia Displacement



Transportation Research Center Inc.

572E Right Knee Slider Test

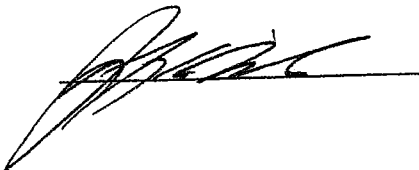
HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/24/2002

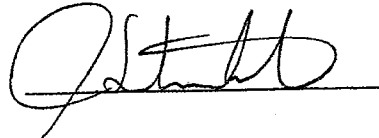
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	48 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.77 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1374 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-2353 N	Yes

Comments:

Technician



Approved



09.24.2002 13:41:29 1133

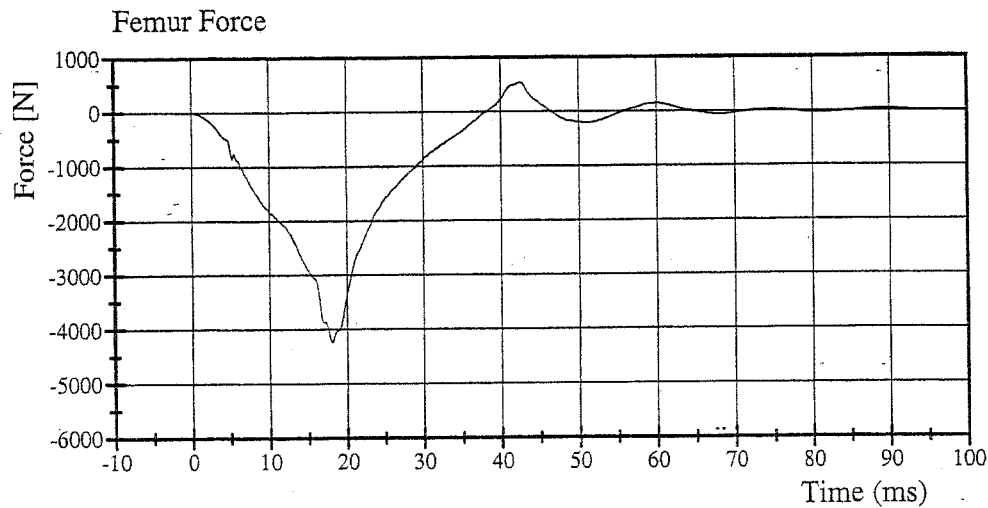


Transportation Research Center Inc.

572E Right Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

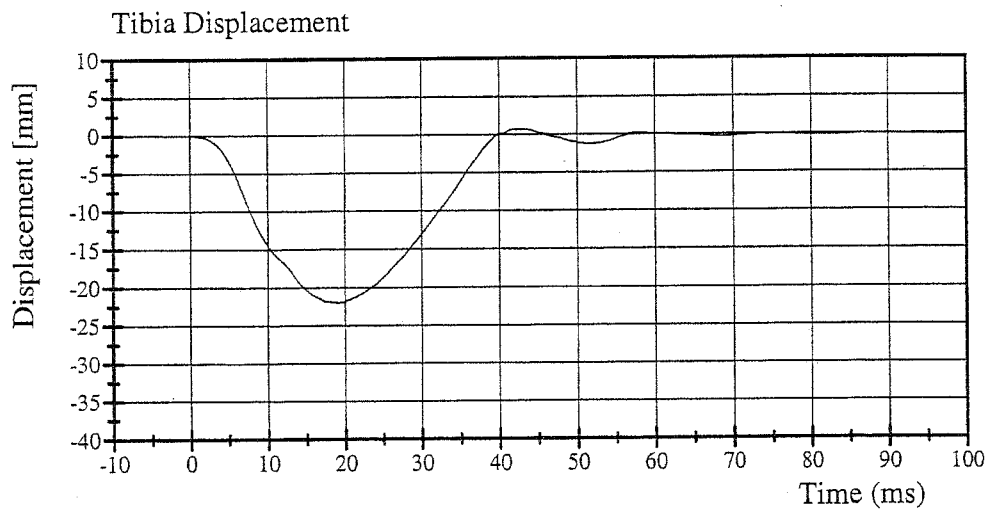
Test Date 09/24/2002



Filter Class: 600

Max: 536.1 N at 42.4 ms

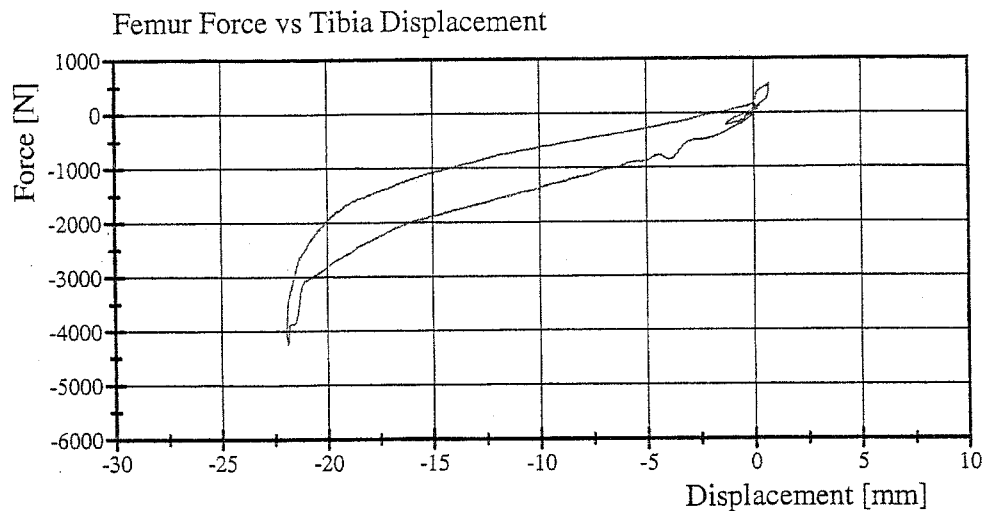
Min: -4236.3 N at 18.1 ms



Filter Class: 600

Max: 0.7 mm at 42.4 ms

Min: -22.0 mm at 18.9 ms



Transportation Research Center Inc.

572E Left Knee Test

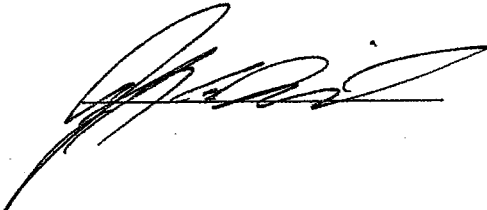
HHH 50th Male Serial No. 168 Calibration No. 17 -1

Test Date 09/23/2002

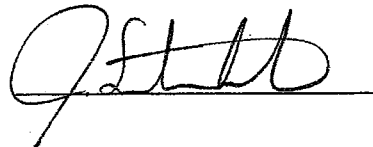
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	43 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.11 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5066 N	Yes

Comments:

Technician



Approved

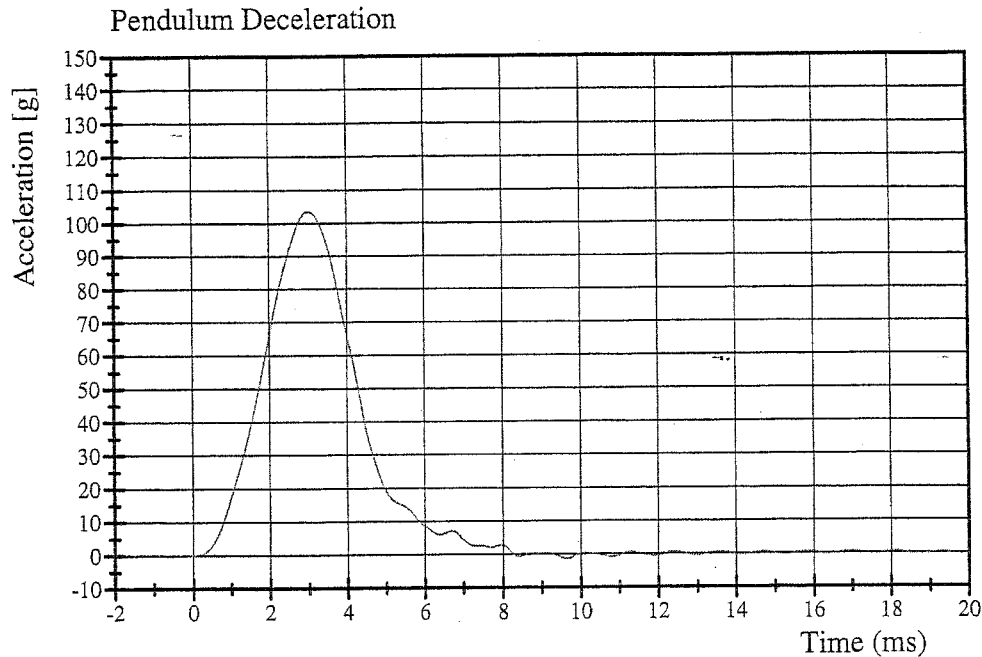


Transportation Research Center Inc.

572E Left Knee Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

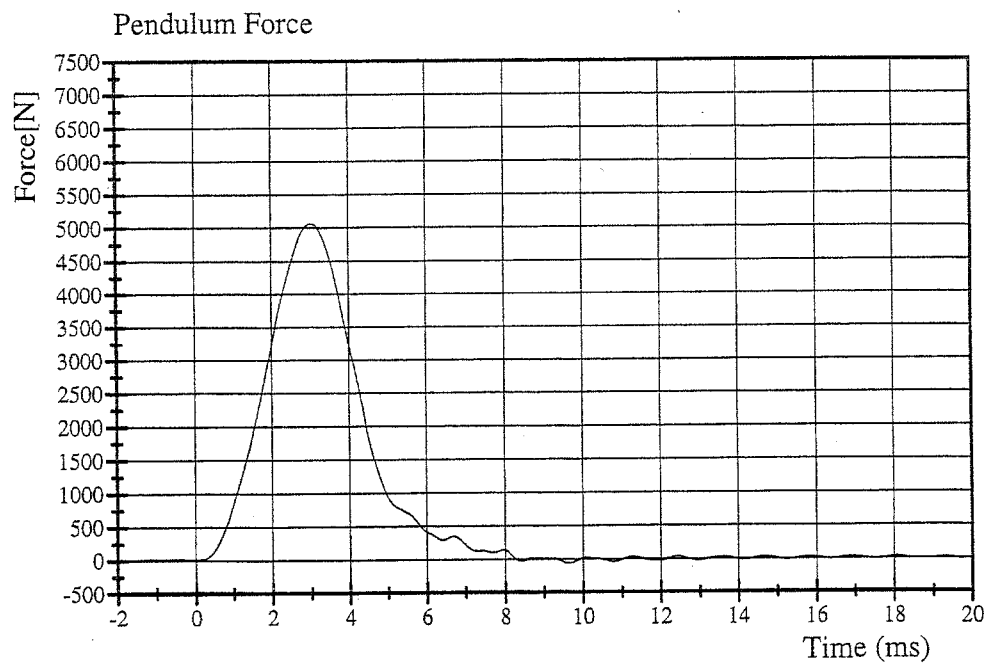
Test Date 09/23/2002



Filter Class: 600

Max: 103.5 g at 3.0 ms

Min: -1.3 g at 9.6 ms



Filter Class: 600

Max: 5065.7 N at 3.0 ms

Min: -61.3 N at 9.6 ms



Transportation Research Center Inc.

572E Right Knee Test

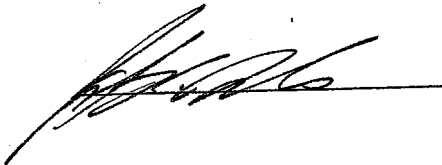
HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/23/2002

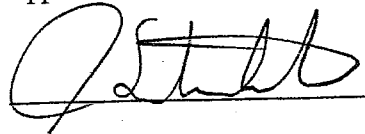
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	43 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.11 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5070-N	Yes

Comments:

Technician



Approved



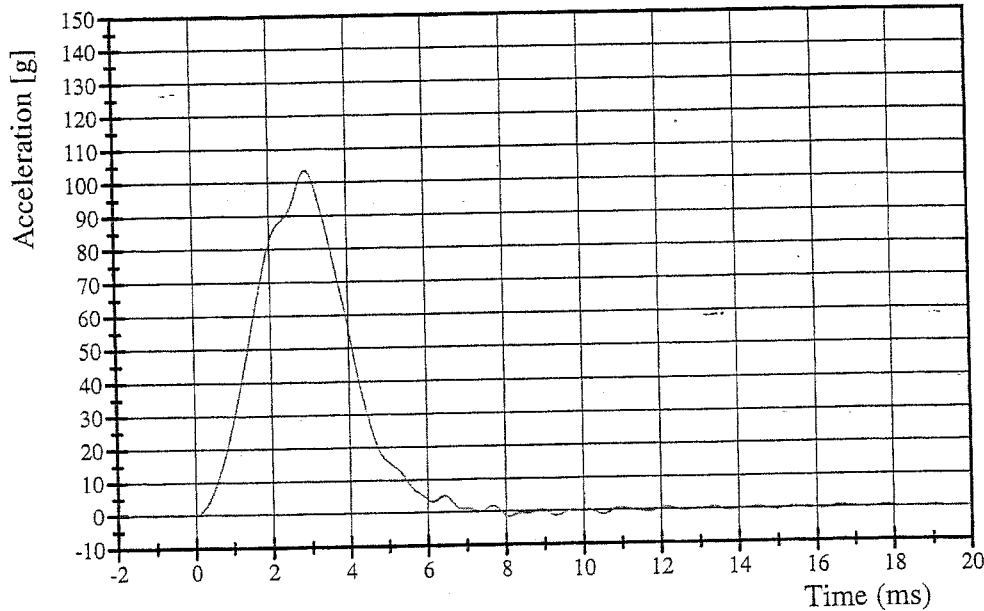
Transportation Research Center Inc.

572E Right Knee Test

HIII 50th Male Serial No. 168 Calibration No. 17 - 1

Test Date 09/23/2002

Pendulum Deceleration

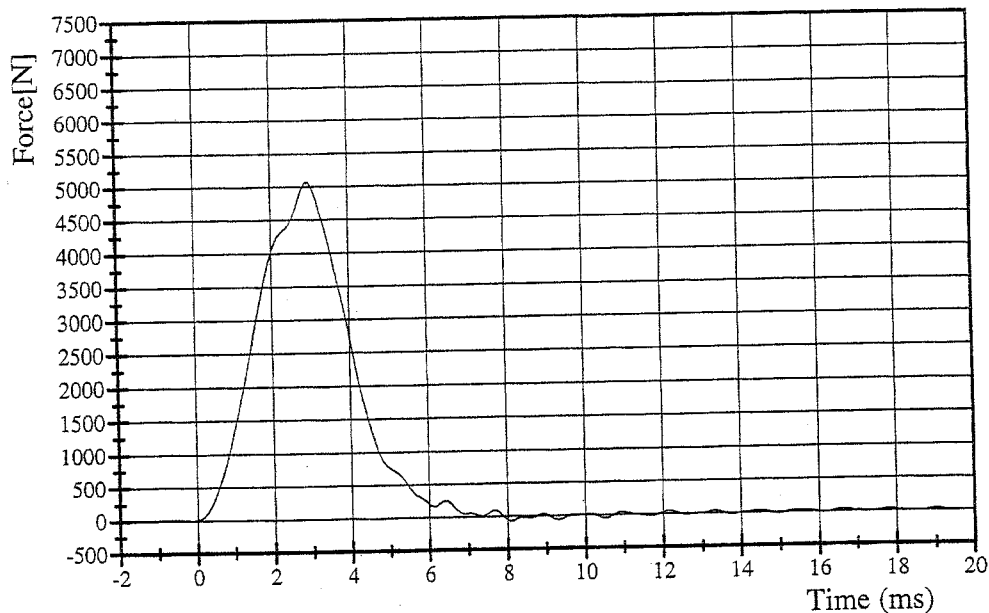


Filter Class: 600

Max: 103.6 g at 3.0 ms

Min: -1.6 g at 8.1 ms

Pendulum Force



Filter Class: 600

Max: 5070.4 N at 3.0 ms

Min: -76.7 N at 8.1 ms



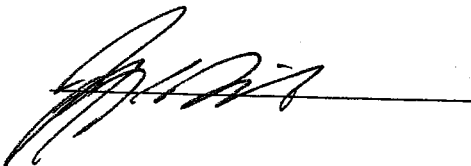
Pre-Test Dummy Configuration and Performance Verification Data

Passenger Dummy S/N: 169

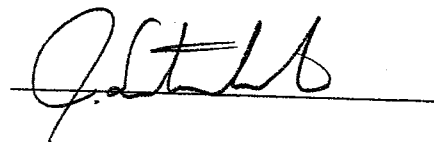
Transportation Research Center Inc.
572E HIII 50th Dummy
External Dimensions
Serial No. 169 Calibration No. 15

Test Parameter	Dimension	Specification	Results	Pass
Location For Chest Circumference	AA	429 - 434 mm	432 mm	Yes
Location For Waist Circumference	BB	226 - 231 mm	229 mm	Yes
Chest Circumference	Y	970 - 1001 mm	994 mm	Yes
Waist Circumference	Z	836 - 866 mm	862 mm	Yes
Chest Depth	O	213 - 229 mm	223 mm	Yes
H-Point Height	C	84 - 89 mm	86 mm	Yes
H-Point From Seatback	D	135 - 140 mm	136 mm	Yes
Skull Cap To Backline	H	41 - 46 mm	45 mm	Yes
Total Sitting Height	A	879 - 889 mm	882 mm	Yes
Thigh Clearance	F	140 - 155 mm	147 mm	Yes
Buttock Knee Length	K	579 - 605 mm	591 mm	Yes
Buttock Popliteal Length	N	452 - 478 mm	470 mm	Yes
Popliteal Height	L	429 - 455 mm	438 mm	Yes
Knee Pivot Height	M	485 - 500 mm	488 mm	Yes
Foot Length	P	252 - 267 mm	254 mm	Yes
Foot Breadth	W	91 - 107 mm	102 mm	Yes
Shoulder Pivot From Backline	E	84 - 94 mm	90 mm	Yes
Shoulder Breadth	V	422 - 437 mm	428 mm	Yes
Shoulder Pivot Height	B	506 - 521 mm	517 mm	Yes
Elbow Rest Height	J	191 - 211 mm	206 mm	Yes
Shoulder-Elbow Length	I	330 - 345 mm	342 mm	Yes
Back Of Elbow To Wrist Pivot	G	290 - 305 mm	298 mm	Yes

Technician



Approved




Transportation Research Center Inc.

572E Head Drop Test

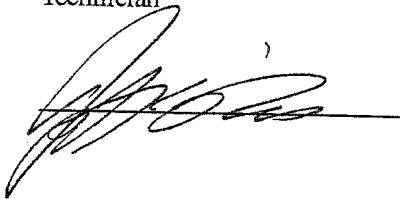
HIII 50th Male Serial No. 169 Calibration No. 15 - 2

Test Date 09/23/2002

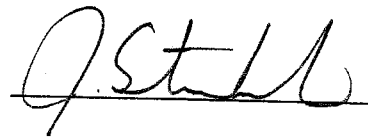
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	44 %	Yes
Peak Resultant Acceleration	225 - 275 g	260.2 g	Yes
Peak Lateral Acceleration	15 g Max ..	3.3 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Comments:

Technician



Approved

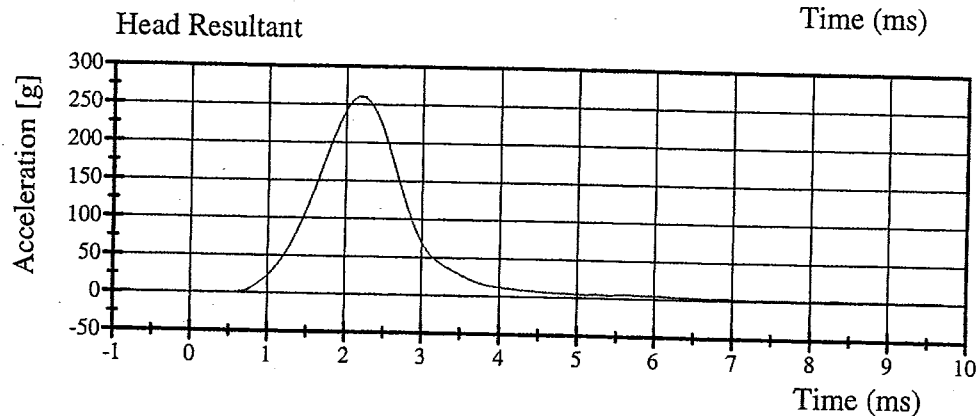
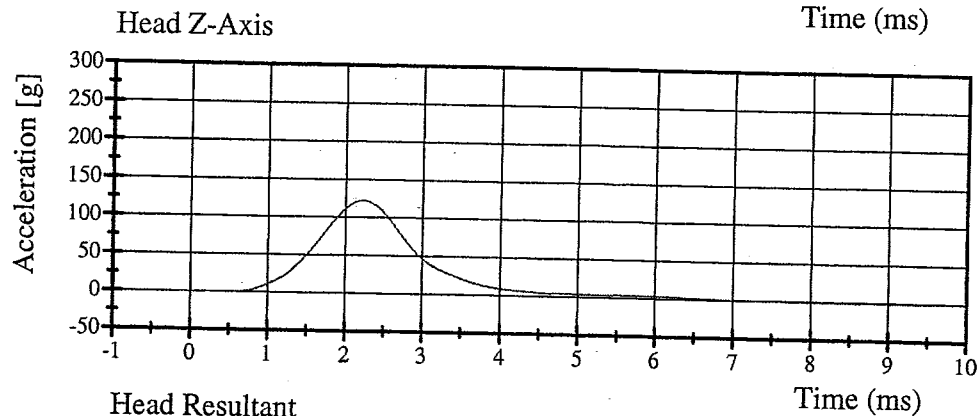
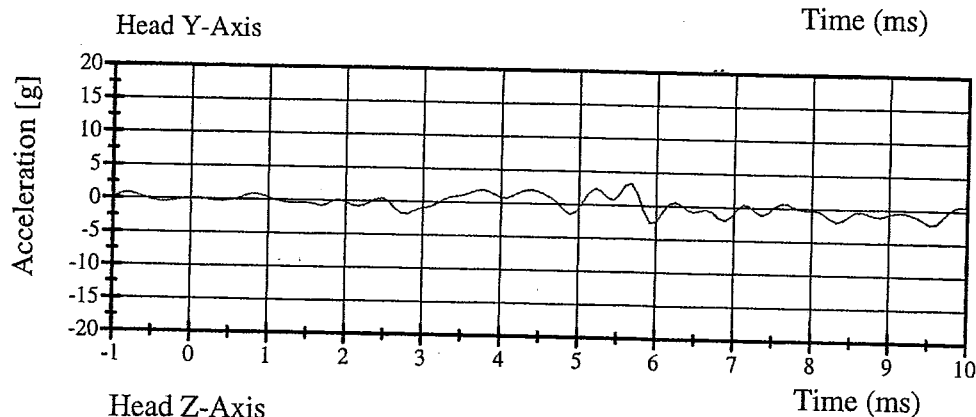
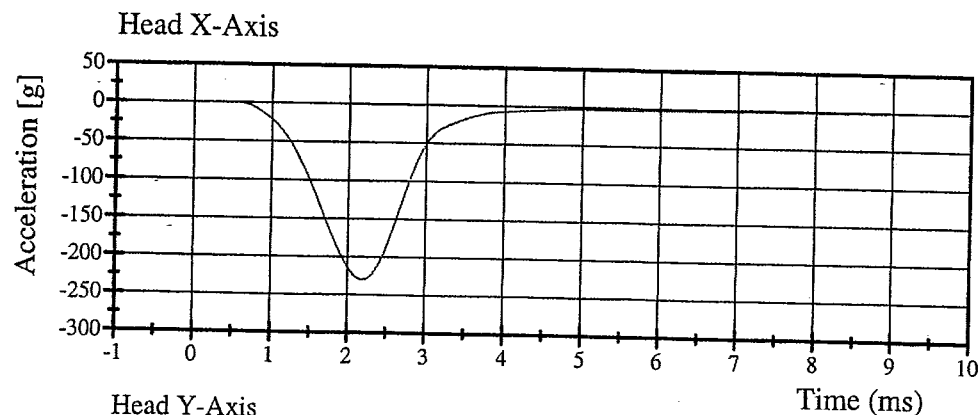


Transportation Research Center Inc.

572E Head Drop Test

HHH 50th Male Serial No. 169 Calibration No. 15 - 2

Test Date 09/23/2002



Transportation Research Center Inc.

572E Neck Flexion Test - 6 Channel Transducer

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

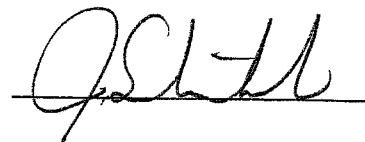
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	45 %	Yes
Impact Velocity	6.89 - 7.13 m/s	7.06 m/s	Yes
Pendulum Deceleration			
10 ms	22.50 - 27.50 g	24.32 g	Yes
20 ms	17.60 - 22.60 g	22.09 g	Yes
30 ms	12.50 - 18.50 g ..	16.90 g	Yes
Max Pendulum Deceleration	29.00 g	25.01 g	Yes
Max Pendulum Deceleration After 30 ms	29.00 g	16.88 g	Yes
Deceleration-Time Curve Decay Time To 5g	34 - 42 ms	38.32 ms	Yes
D Plane Rotation			
Max	64 - 78 °	71.42 °	Yes
Time	57 - 64 ms	57.44 ms	Yes
Moment About Occipital Condyle			
Max	88.2 - 108.4 N·m	96.14 N·m	Yes
Time	47 - 58 ms	51.44 ms	Yes
Rotation Angle-Time Curve Decay Time To Zero	113 - 128 ms	114.88 ms	Yes
Positive Moment-Time Curve Decay Time To Zero	97 - 107 ms	101.36 ms	Yes

Comments:

Technician



Approved



09.23.2002 09:04:38 461



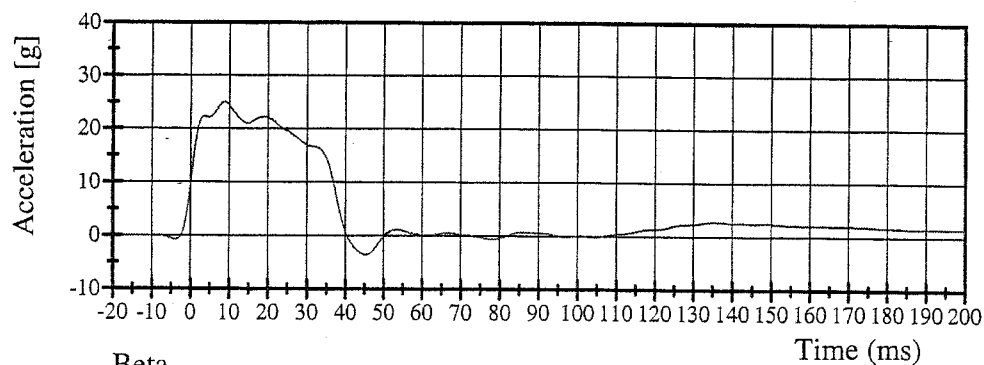
Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

Pendulum Deceleration

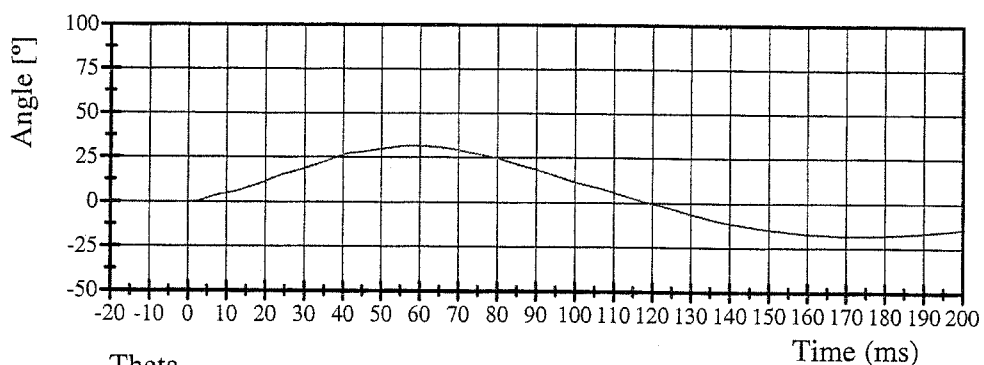


Filter Class: 60

Max: 25.0 g at 8.7 ms

Min: -3.6 g at 45.3 ms

Beta

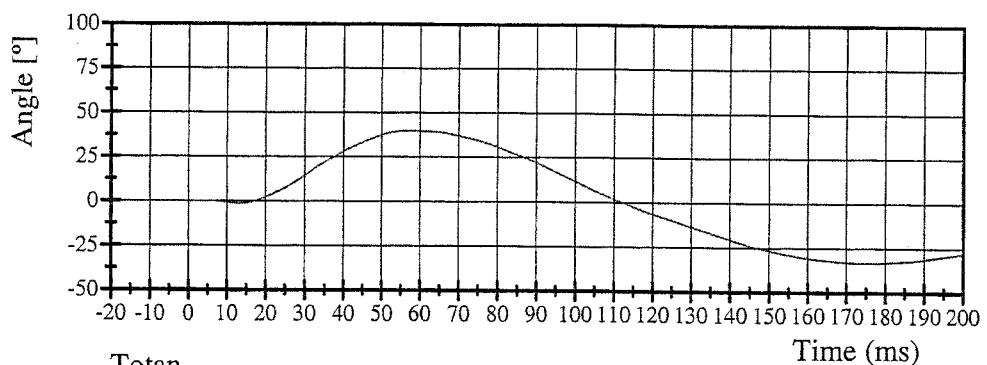


Filter Class: 60

Max: 31.6 ° at 58.0 ms

Min: -18.1 ° at 171.8 ms

Theta

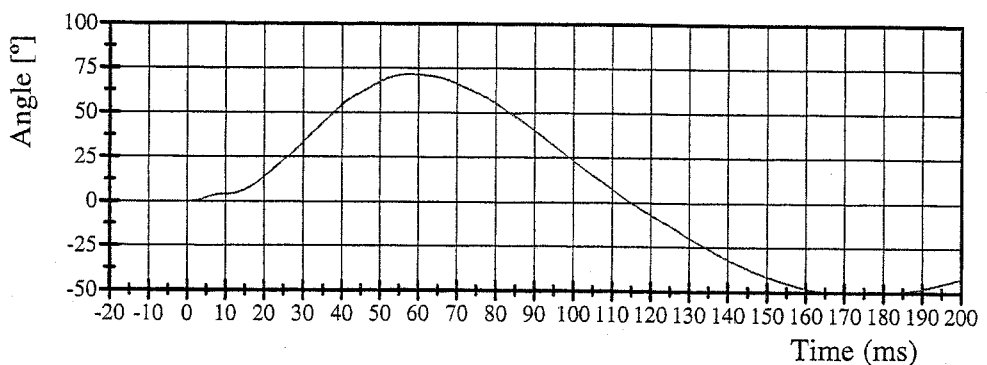


Filter Class: 60

Max: 39.8 ° at 56.7 ms

Min: -33.1 ° at 175.2 ms

Totan



Filter Class: 60

Max: 71.4 ° at 57.4 ms

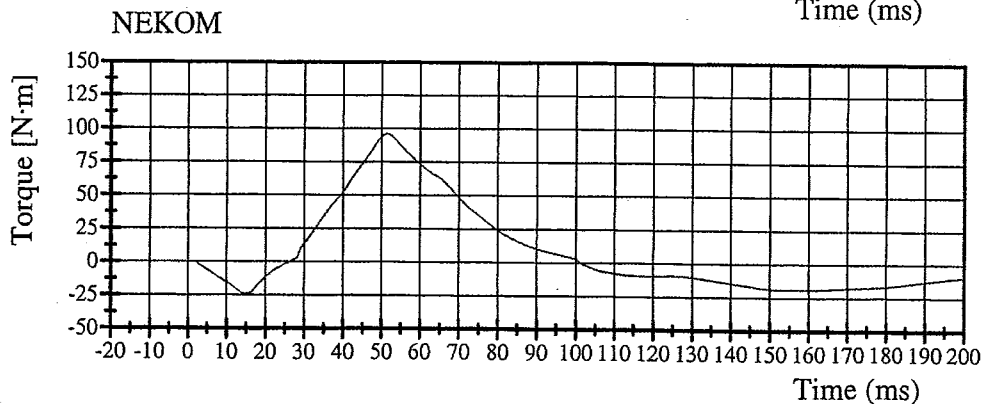
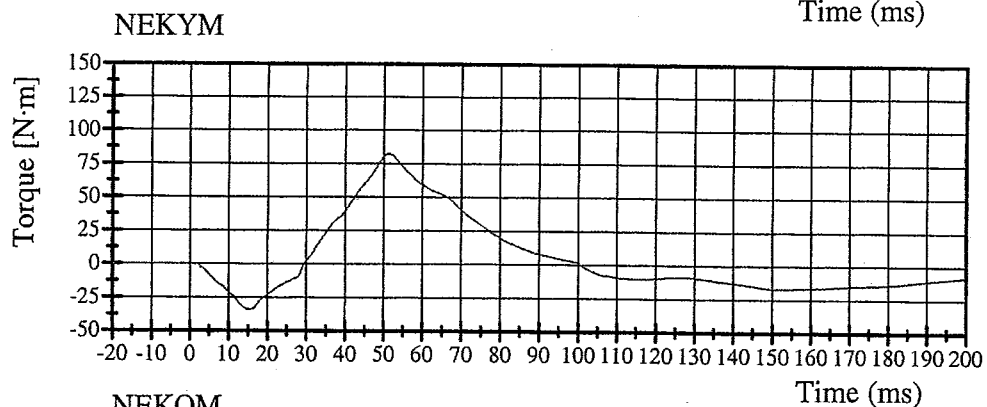
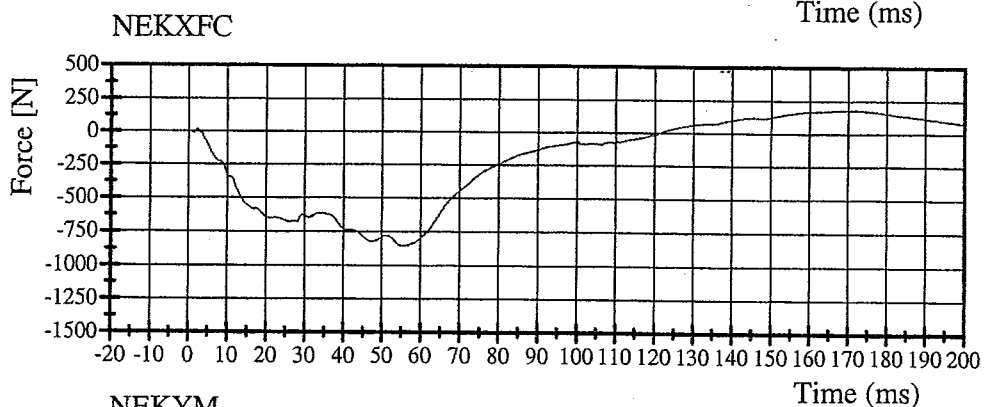
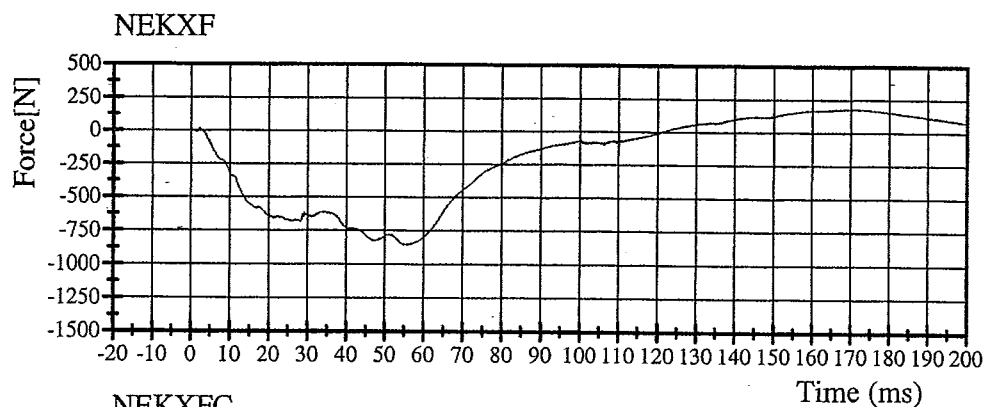
Min: -51.2 ° at 174.1 ms

Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002



Transportation Research Center Inc.

572E Neck Extension Test - 6 Channel Transducer

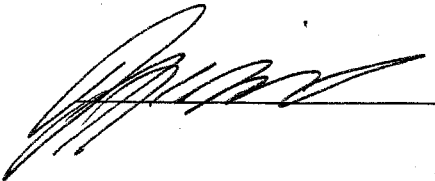
HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

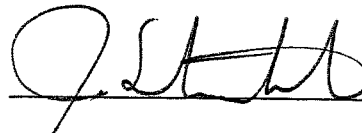
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	47 %	Yes
Impact Velocity	5.95 - 6.19 m/s	6.11 m/s	Yes
Pendulum Deceleration			
10 ms	17.20 - 21.20 g	18.68 g	Yes
20 ms	14.00 - 19.00 g	17.66 g	Yes
30 ms	11.00 - 16.00 g	15.96 g	Yes
Max Pendulum Deceleration	22.00 g	18.81 g	Yes
Max Pendulum Deceleration After 30 ms	22.00 g	15.93 g	Yes
Deceleration-Time Curve Decay Time To 5g	38 - 46 ms	41.76 ms	Yes
D Plane Rotation			
Max	81 - 106 °	97.95 °	Yes
Time	72 - 82 ms	74.88 ms	Yes
Moment About Occipital Condyle			
Min	-80.0 - (-52.9) N·m	-65.87 N·m	Yes
Time	65 - 79 ms	72.08 ms	Yes
Rotation Angle-Time Curve			
Decay Time To Zero	147 - 174 ms	155.52 ms	Yes
Positive Moment-Time Curve			
Decay Time To Zero	120 - 148 ms	143.68 ms	Yes

Comments:

Technician



Approved



09.23.2002 09:56:36 535



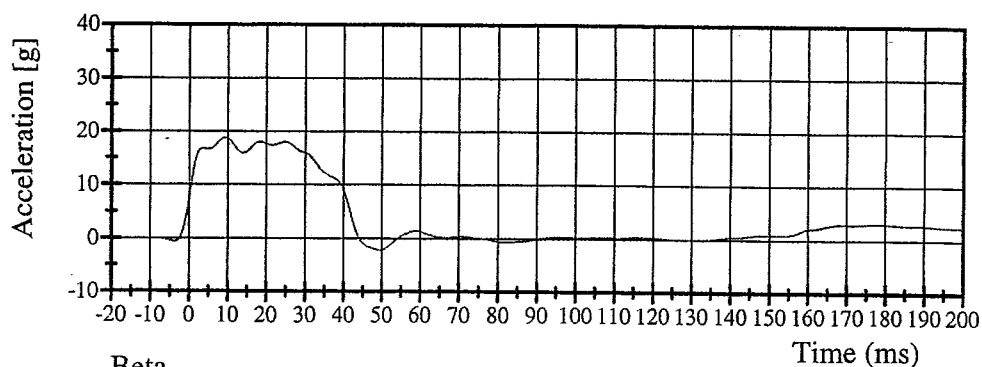
Transportation Research Center Inc.

572E Neck Extension Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

Pendulum Deceleration

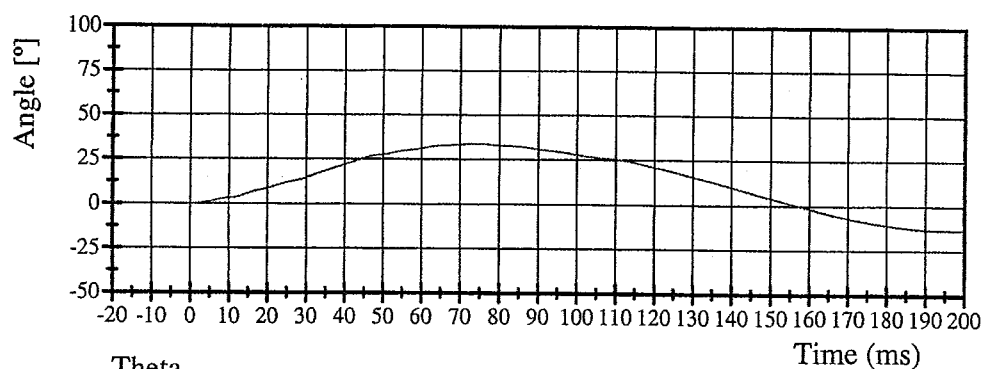


Filter Class: 60

Max: 18.8 g at 9.4 ms

Min: -2.2 g at 49.4 ms

Beta

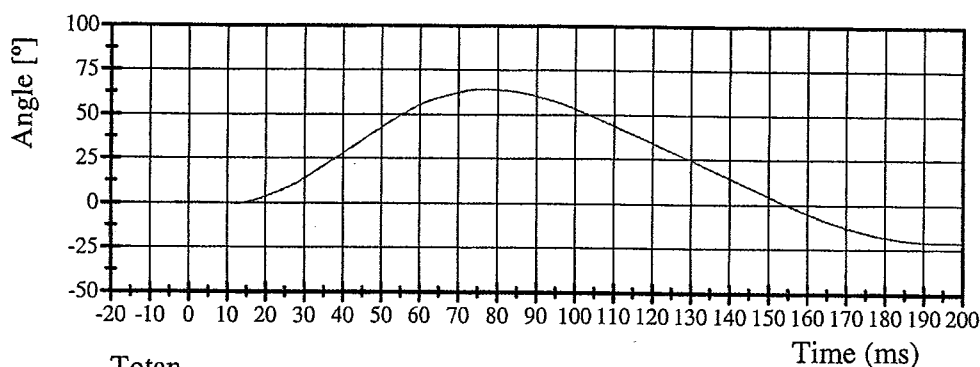


Filter Class: 60

Max: 33.9 ° at 73.8 ms

Min: -13.3 ° at 197.7 ms

Theta

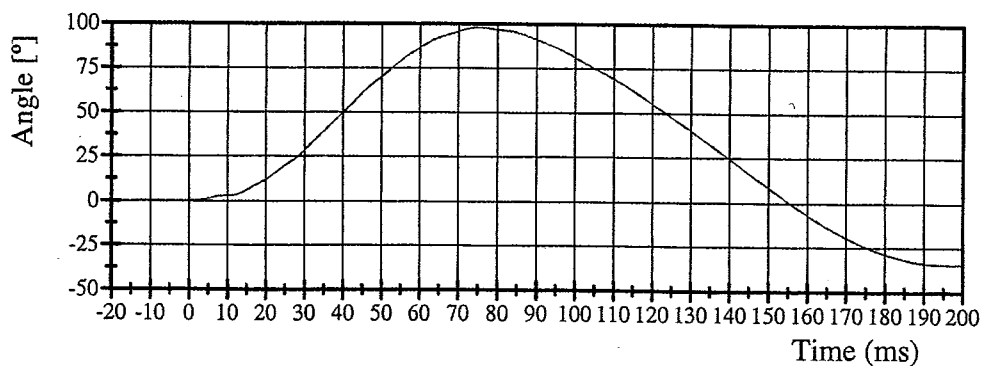


Filter Class: 60

Max: 64.2 ° at 75.8 ms

Min: -21.0 ° at 196.2 ms

Totan



Filter Class: 60

Max: 98.0 ° at 74.9 ms

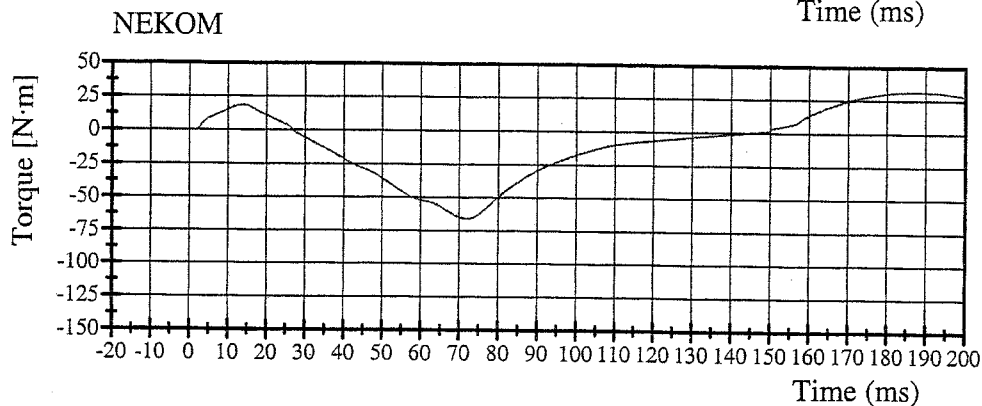
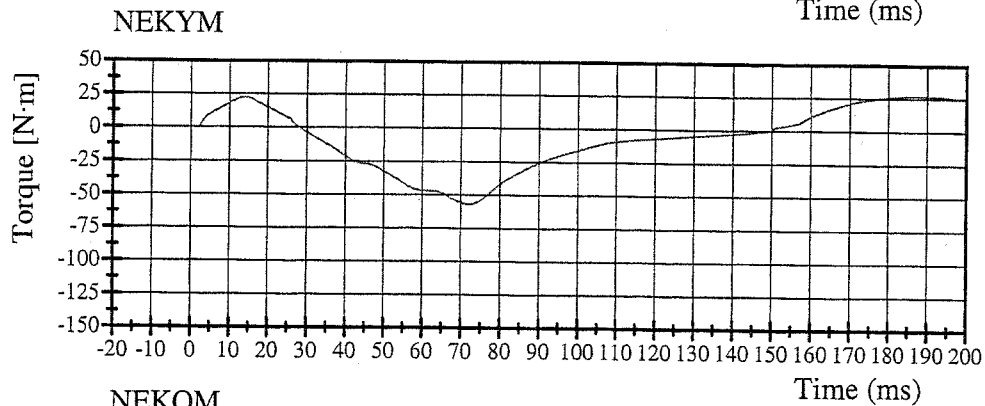
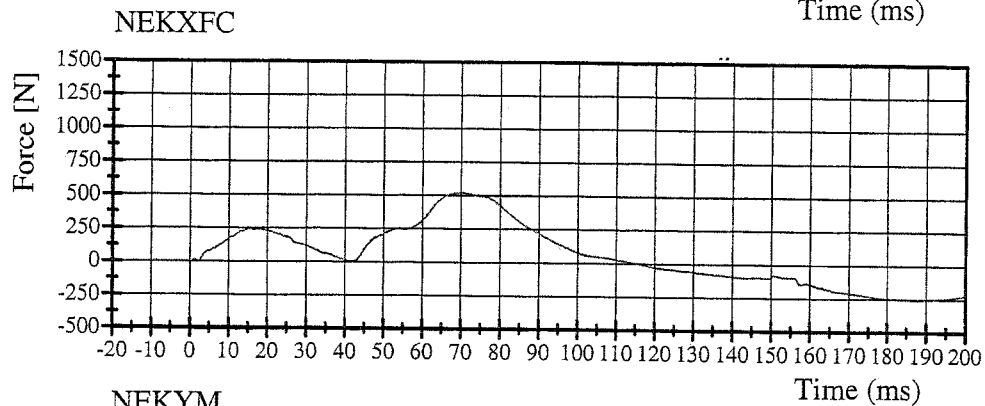
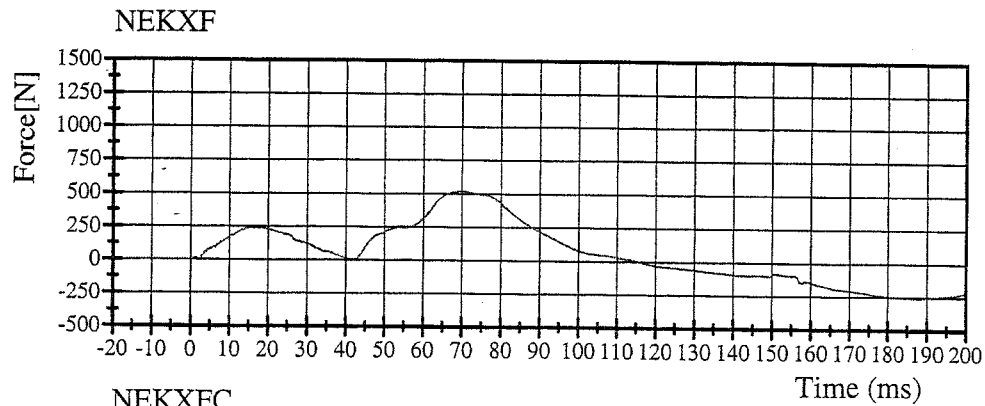
Min: -34.3 ° at 197.0 ms

Transportation Research Center Inc.

572E Neck Extension Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002



Transportation Research Center Inc.

572E Thorax Test

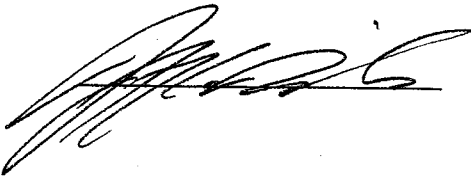
HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

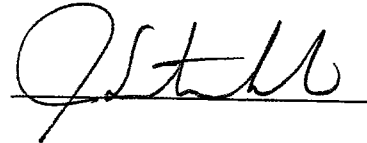
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	44 %	Yes
Pendulum Velocity	6.59 - 6.83 m/s	6.66 m/s	Yes
Maximum Chest Deflection	-72.6 - (-63.5) mm	-68.3 mm	Yes
Maximum Resistive Force	5159 - 5894 N	5504 N	Yes
Internal Hysteresis	69 - 85 %	72 %	Yes

Comments:

Technician



Approved



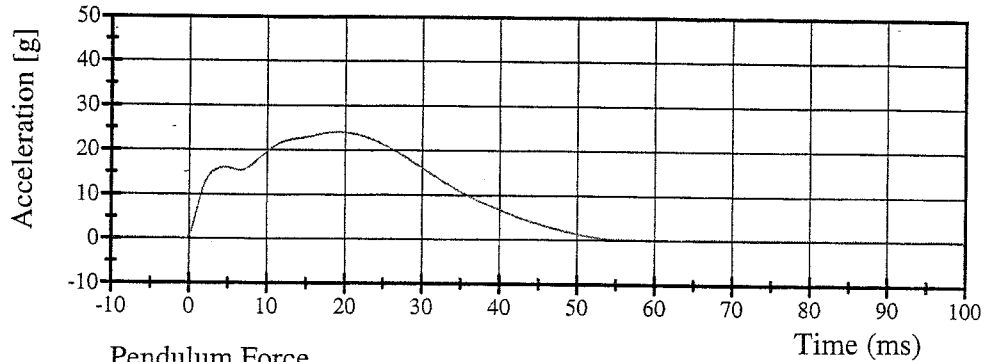
Transportation Research Center Inc.

572E Thorax Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

Pendulum Deceleration

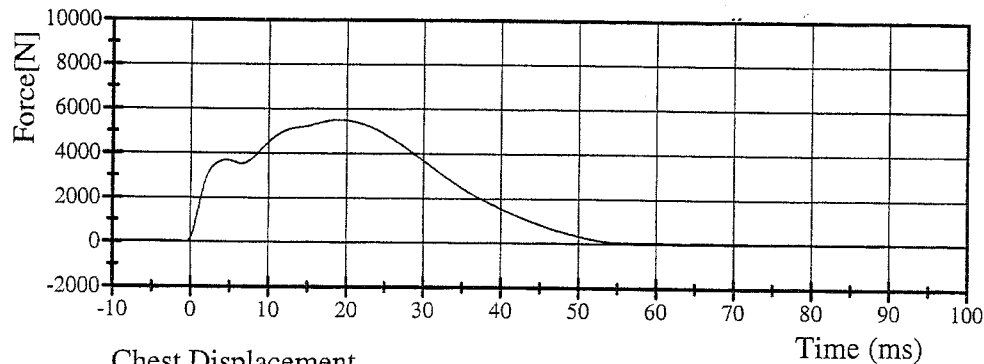


Filter Class: 180

Max: 24.0 g at 19.0 ms

Min: -0.0 g at -0.7 ms

Pendulum Force

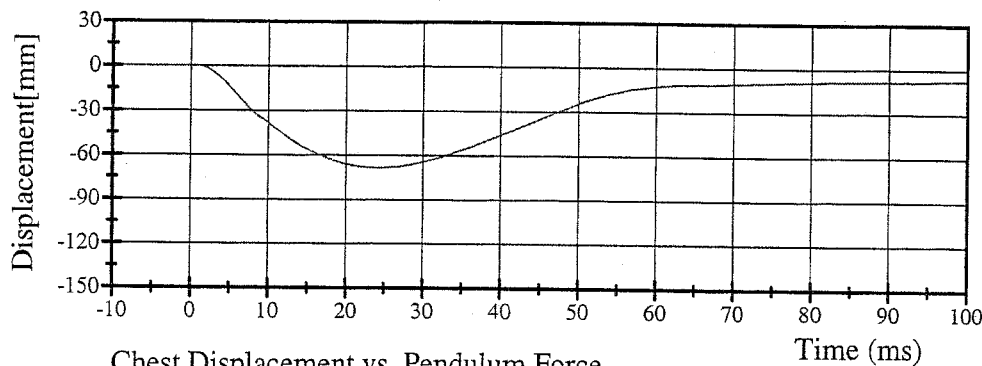


Filter Class: 180

Max: 5503.7 N at 19.0 ms

Min: -10.2 N at -0.7 ms

Chest Displacement

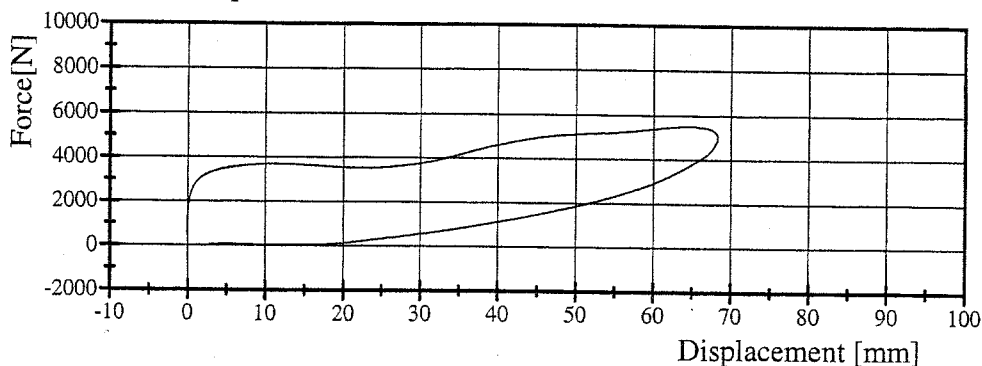


Filter Class: 180

Max: 0.1 mm at 0.6 ms

Min: -68.3 mm at 24.2 ms

Chest Displacement vs. Pendulum Force



Transportation Research Center Inc

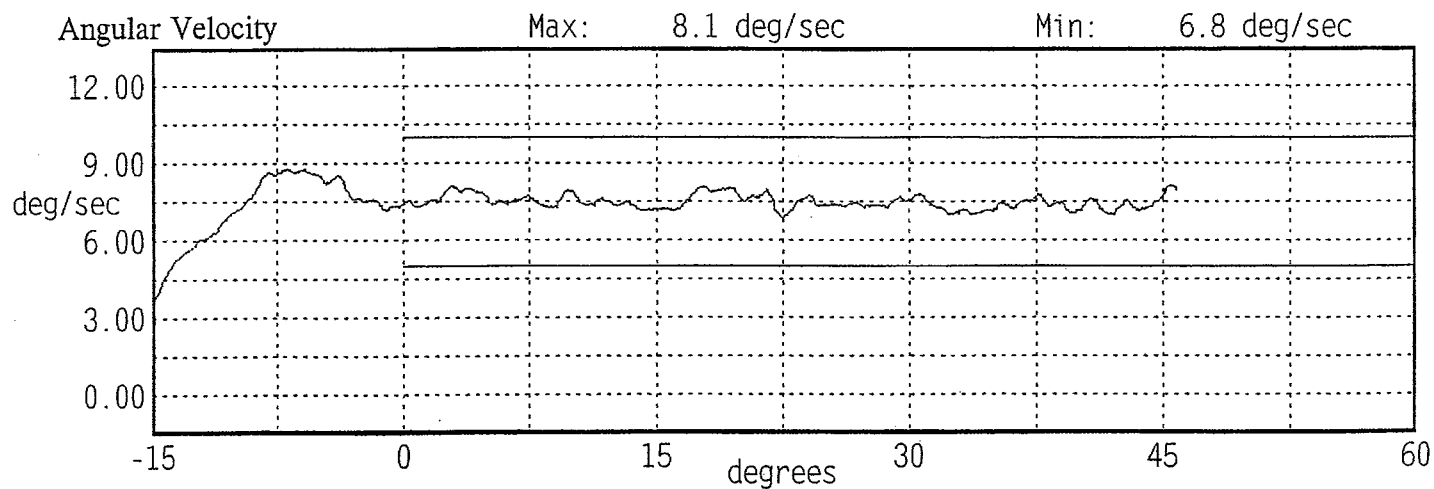
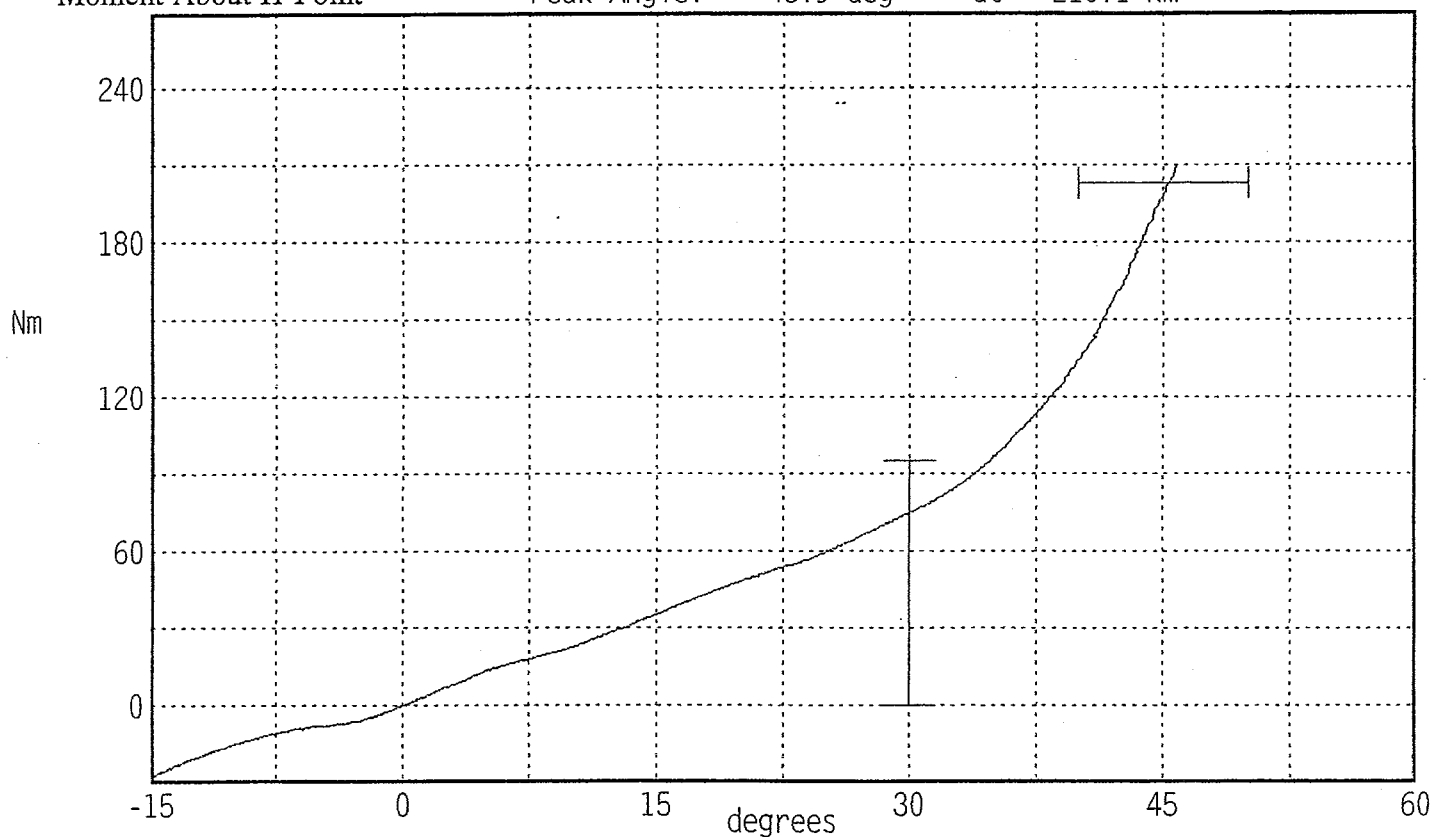
Hybrid III Hip Range of Motion

Serial Number: 169L
Test Number: 169C15
Comments:

Date: 09/23/2002
Time: 09:27

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	21.1 °C	Pass
Humidity	10 - 70	45 %	Pass
Moment at 30 deg	<= 94.9	74.8 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	45.4 deg	Pass
Average Velocity	5.0 - 10.0	7.5 deg/sec	Pass

Moment About H-Point
Peak Moment: 210.1 Nm at 45.9 deg
Peak Angle: 45.9 deg at 210.1 Nm



Transportation Research Center Inc

Hybrid III Hip Range of Motion

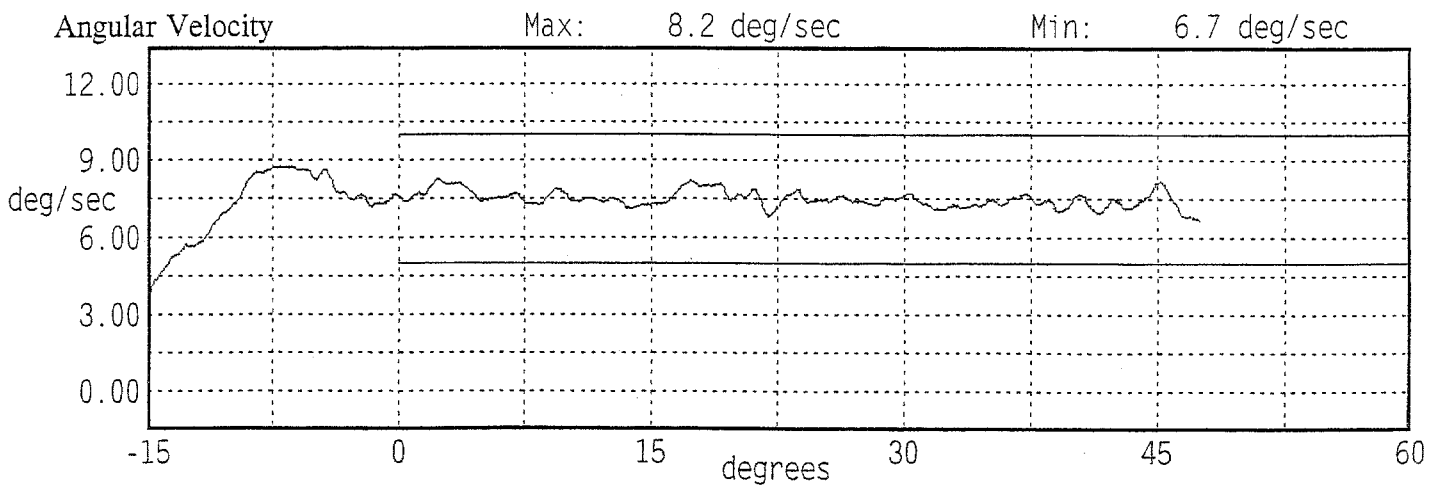
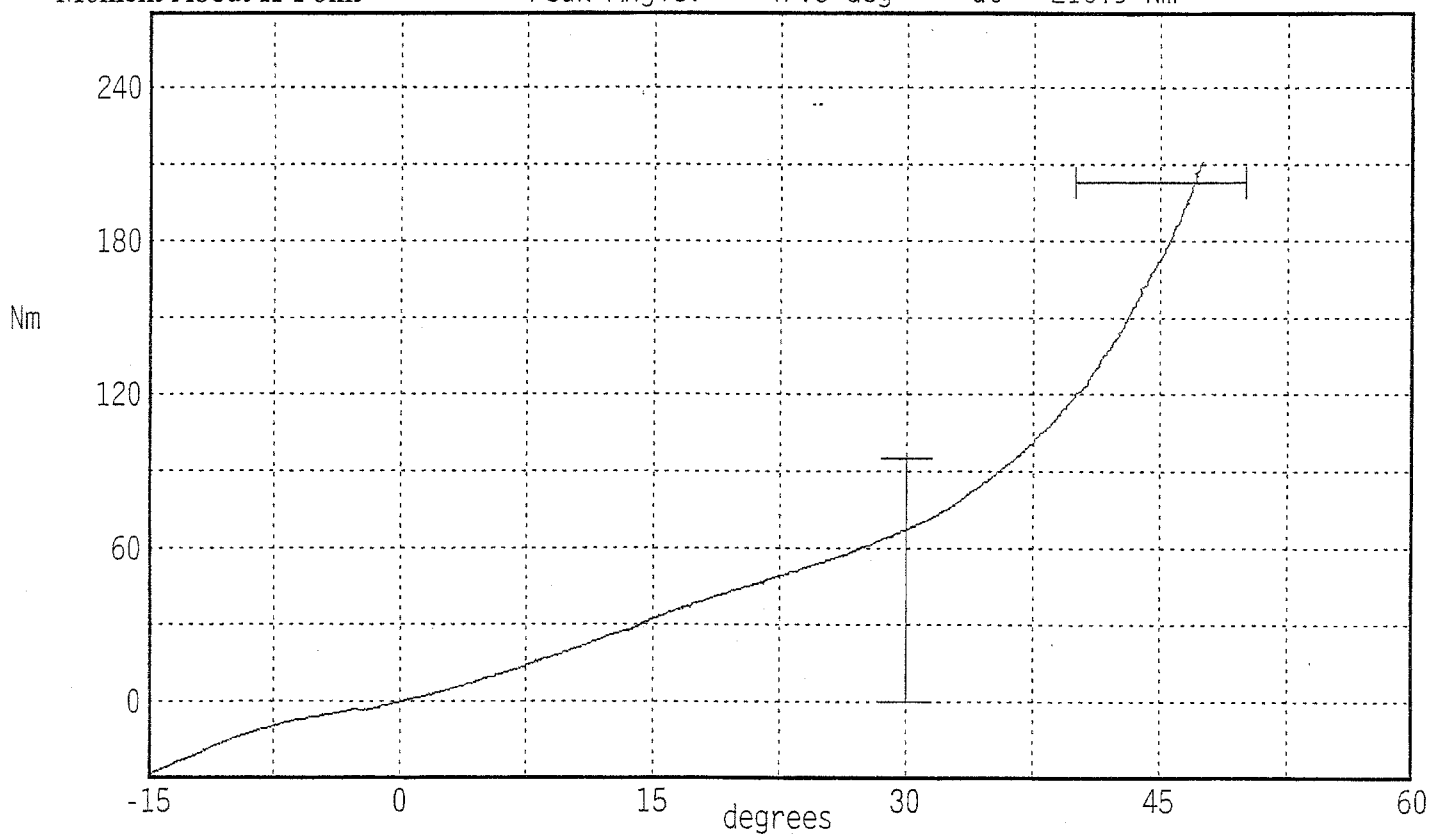
Serial Number: 169R
Test Number: 169C15

Date: 09/23/2002
Time: 09:20

Comments:

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	21.1 °C	Pass
Humidity	10 - 70	45 %	Pass
Moment at 30 deg	<= 94.9	67.3 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	47.1 deg	Pass
Average Velocity	5.0 - 10.0	7.5 deg/sec	Pass

Moment About H-Point
Peak Moment: 210.9 Nm at 47.5 deg
Peak Angle: 47.5 deg at 210.9 Nm



Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/25/2002

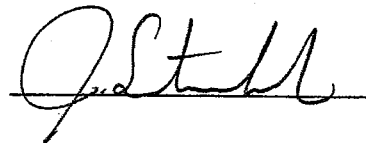
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	42 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.71 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1390 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-2916 N	Yes

Comments:

Technician



Approved

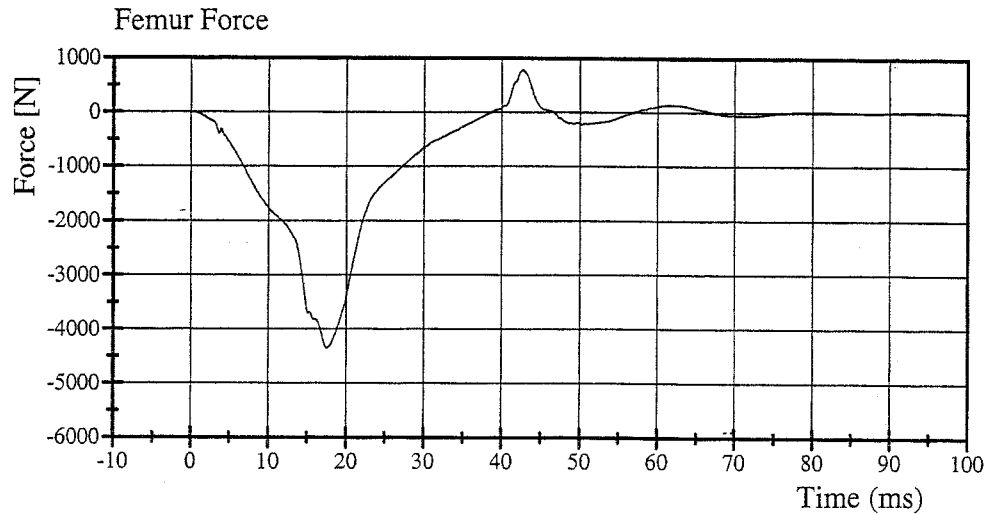


Transportation Research Center Inc.

572E Left Knee Slider Test

HIH 50th Male Serial No. 169 Calibration No. 15 - 1

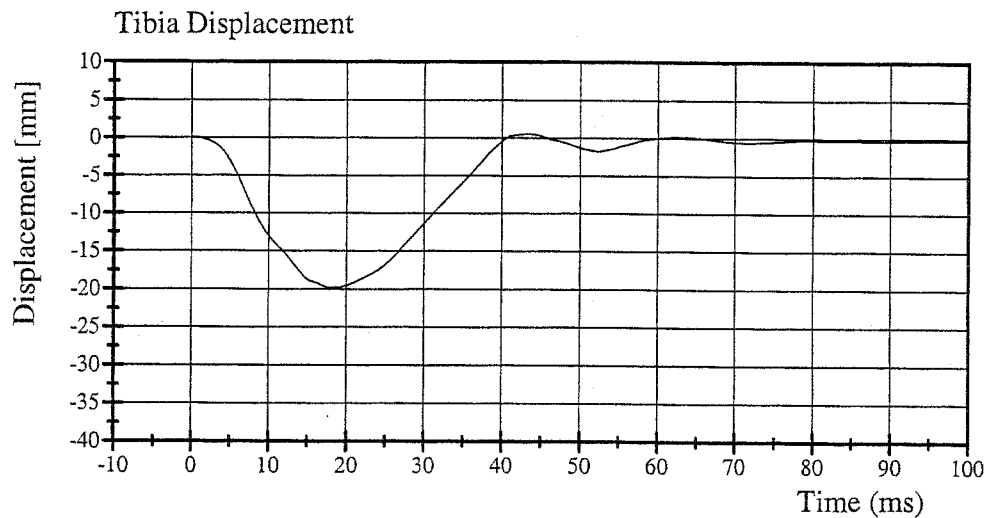
Test Date 09/25/2002



Filter Class: 600

Max: 781.0 N at 42.7 ms

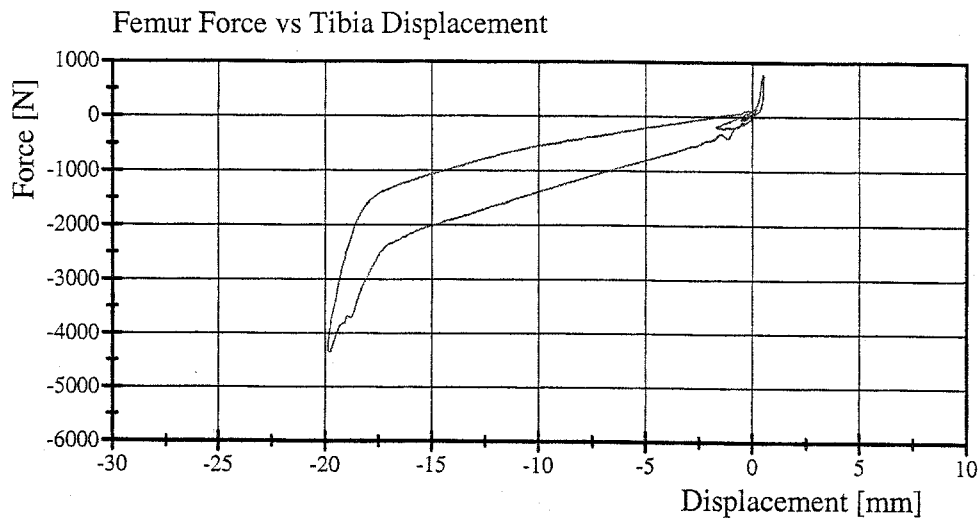
Min: -4354.1 N at 17.5 ms



Filter Class: 600

Max: 0.5 mm at 43.0 ms

Min: -19.9 mm at 18.1 ms



Transportation Research Center Inc.

572E Right Knee Slider Test

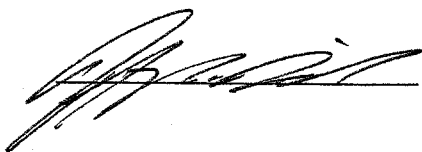
HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/25/2002

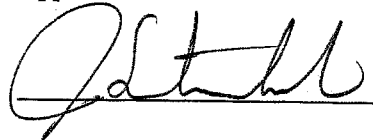
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	42 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.70 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1467 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-2644 N	Yes

Comments:

Technician



Approved

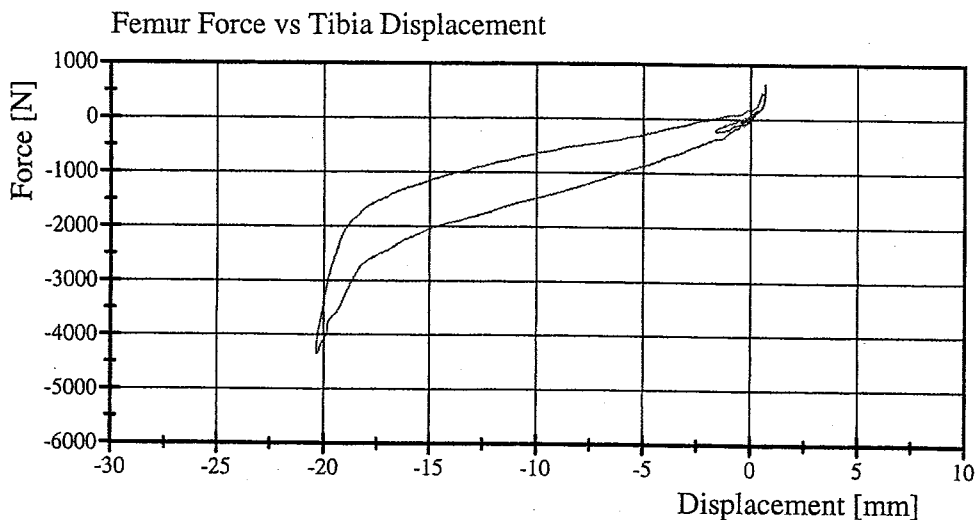
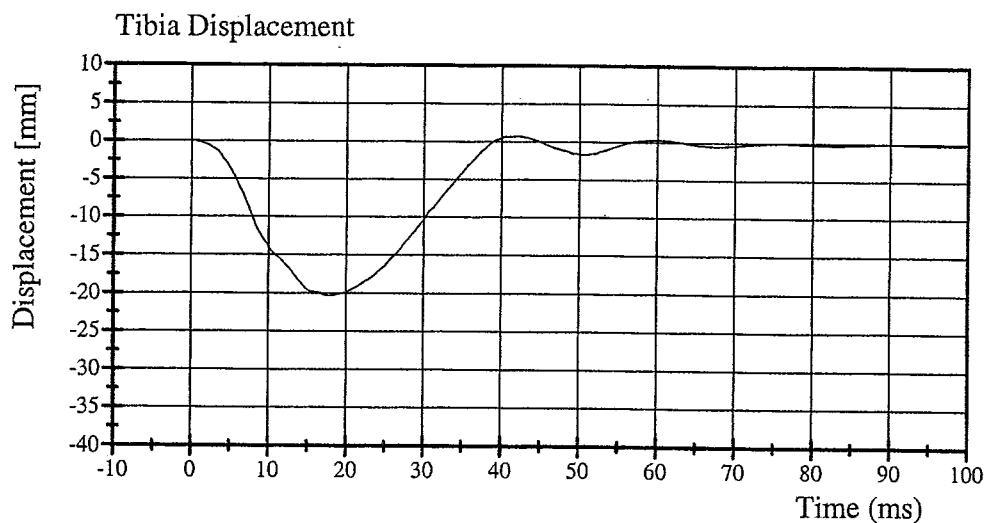
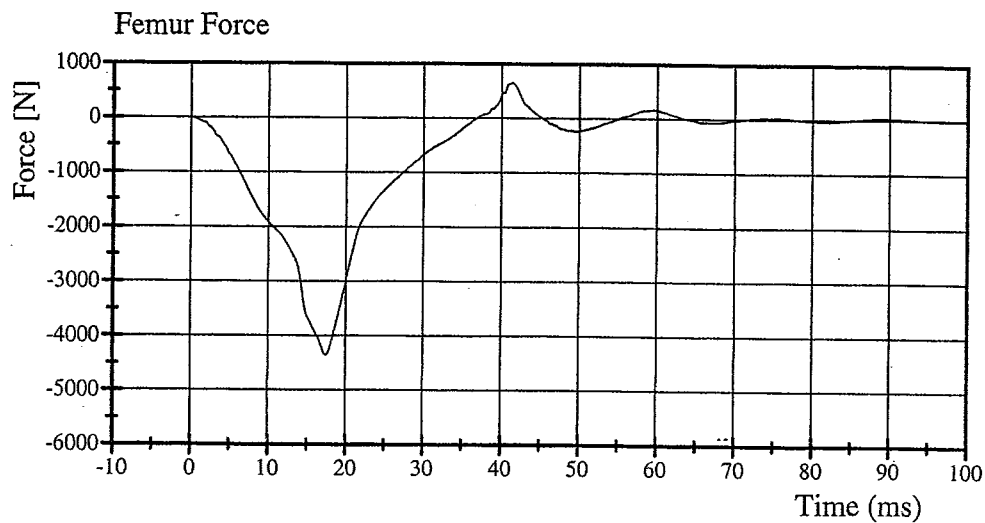


Transportation Research Center Inc.

572E Right Knee Slider Test

HHH 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/25/2002



Transportation Research Center Inc.

572E Left Knee Test

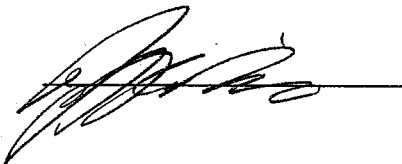
HIH 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

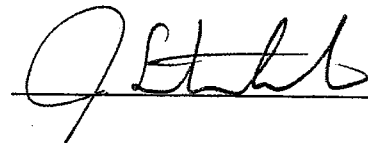
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	43 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.11 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5328 N	Yes

Comments:

Technician



Approved



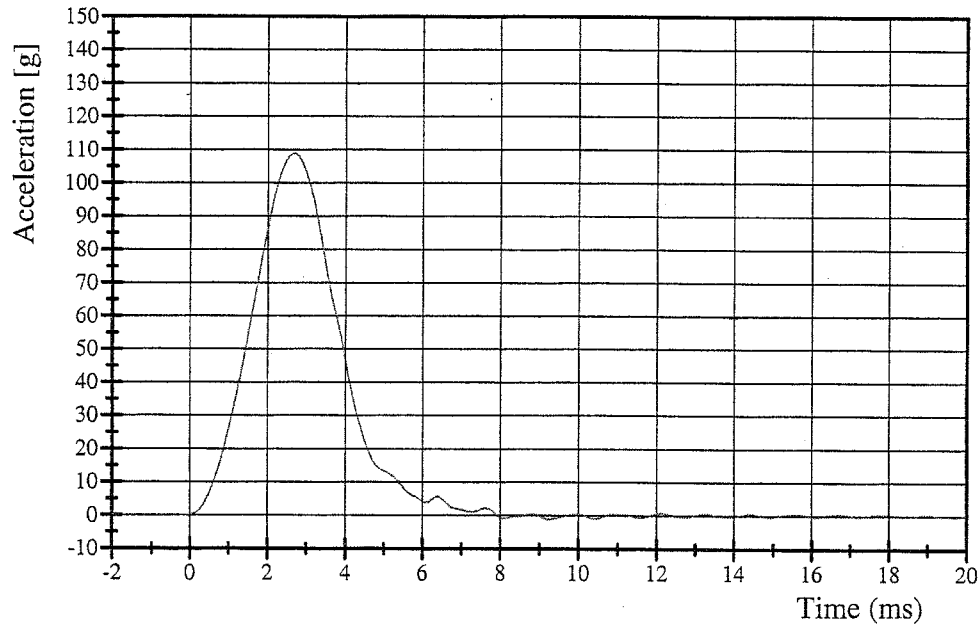
Transportation Research Center Inc.

572E Left Knee Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

Pendulum Deceleration

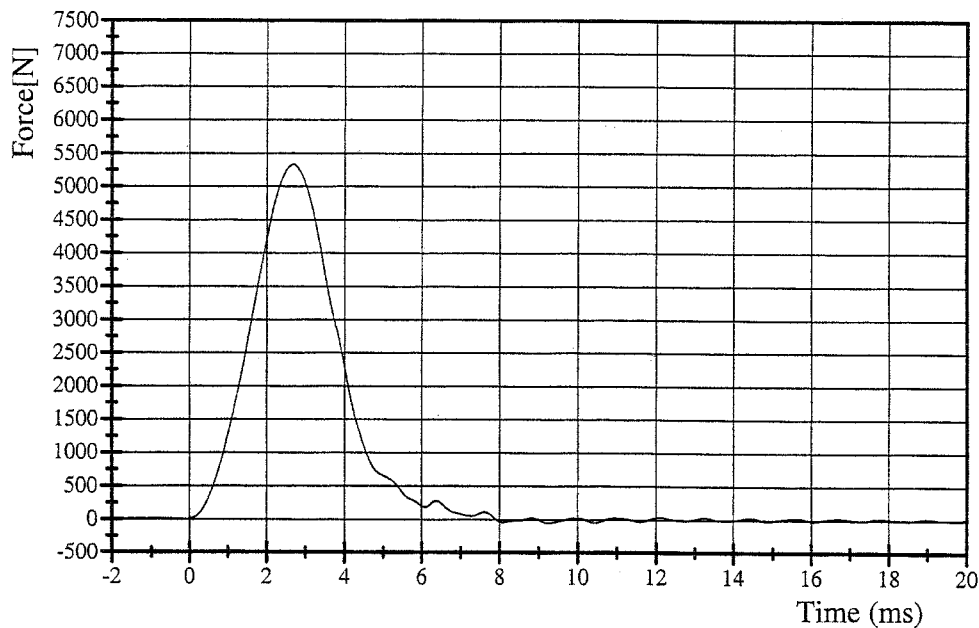


Filter Class: 600

Max: 108.9 g at 2.6 ms

Min: -1.1 g at 9.3 ms

Pendulum Force



Filter Class: 600

Max: 5328.1 N at 2.6 ms

Min: -52.9 N at 9.3 ms

Transportation Research Center Inc.

572E Right Knee Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

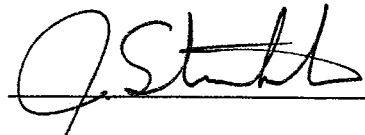
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	43 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.11 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5005 N	Yes

Comments:

Technician



Approved



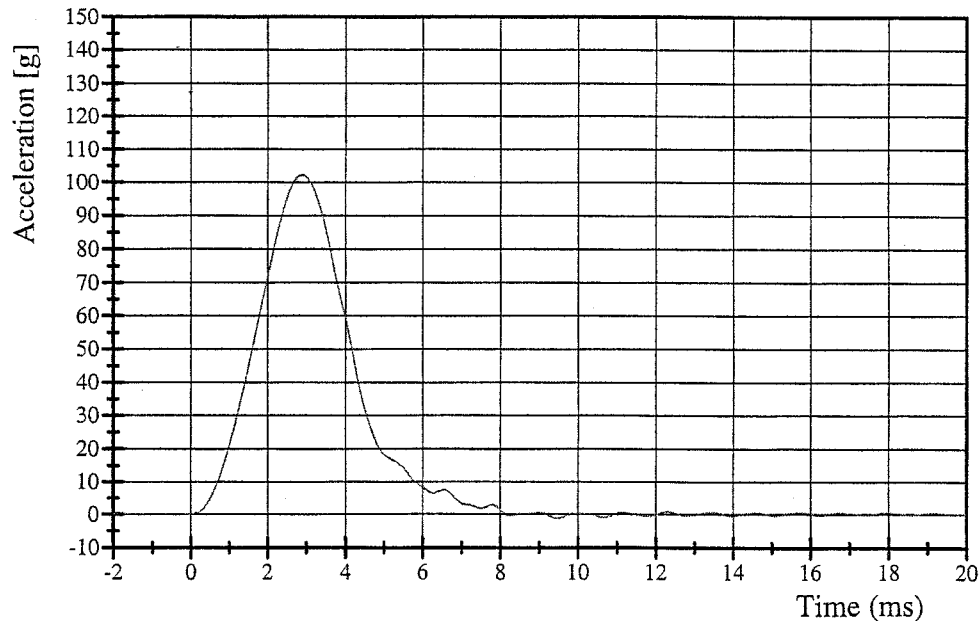
Transportation Research Center Inc.

572E Right Knee Test

HIII 50th Male Serial No. 169 Calibration No. 15 - 1

Test Date 09/23/2002

Pendulum Deceleration

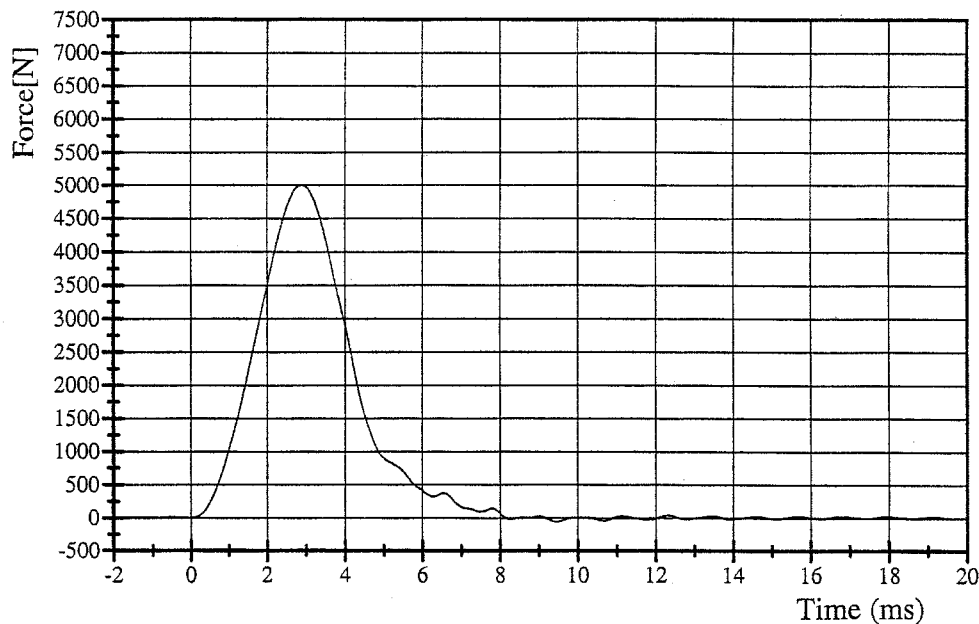


Filter Class: 600

Max: 102.3 g at 2.9 ms

Min: -1.2 g at 9.4 ms

Pendulum Force



Filter Class: 600

Max: 5005.4 N at 2.9 ms

Min: -60.8 N at 9.4 ms

Appendix D

Miscellaneous Test 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.

CERTIFICATE OF CONFORMITY

Certificate No. 10304
Serial No. CB 053

Product Description	EEVC Frontal Impact Barrier
Cellbond Part No.	70EEVCFI

	Test Results	GR No.	Blk No.
1	15982-89	PO62765-01	N/A
2	15852-59	PO58715-01	N/A

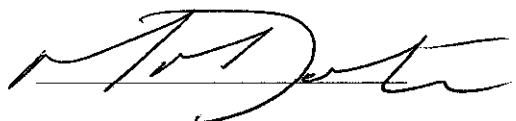
Declaration.

The above moving deformable barriers have been manufacture in accordance with the provisions of the European Parliament and Council No 96/79/EC Directive (ECE R94)

Additional Information...

For and on behalf of Cellbond Composites Ltd

Signed
Quality Manager




Cellbond Composites Ltd
5 Stukeley Business Centre
Blackstone Road
Huntingdon
Cambridgeshire
PE29 6EF
United Kingdom

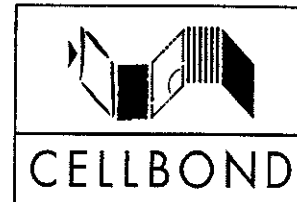
telephone
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facsimile
+44 (0) 1480 450181
email
sales@cellbond.com
website
www.cellbond.com

company registration
England 1944904

registered office
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Blackstone Road
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Cambridgeshire
PE29 6EF

Cellbond offices
United Kingdom
Germany
United States of America





EEVC DEFORMABLE FRONTAL BARRIER
ALUMINIUM HONEYCOMB CERTIFICATION
STATIC TEST RESULTS

MAIN BLOCK
Core: 1.8 3/4 3003

Required Crush Strength
0.308 MPa to 0.342 MPa

Test No: 15982-89

GR No: PO62765-01

Block No: N/A

	Crush Strength (MPa)			RESULT
	6.4 to 9.7 mm	9.7 to 13.2 mm	13.2 to 16.5 mm	
Sample* 1	0.3224	0.3254	0.3208	PASS
Sample 2	0.3232	0.3203	0.3276	PASS
Sample 3	0.3159	0.3104	0.3219	PASS
Sample 4	0.3362	0.3323	0.3332	PASS
Sample 5	0.3269	0.3340	0.3313	PASS
Sample 6	0.3243	0.3340	0.3295	PASS
Sample 7	0.3364	0.3369	0.3323	PASS
Sample 8	0.3183	0.3281	0.3128	PASS

Seven out of the eight samples must fulfil the crush strength
requirement in order to pass the block certification

*Sample size and location as per R94.

EEVC DEFORMABLE FRONTAL BARRIER
MAIN BLOCK

Honeycomb Type: 1.8 3/4 3003

Higher Acceptable Crush Strength Limit: 0.342 MPa

Lower Acceptable Crush Strength Limit: 0.308 MPa

Section 1: 6.4 - 9.7mm

Section 2: 9.7 - 13.2mm

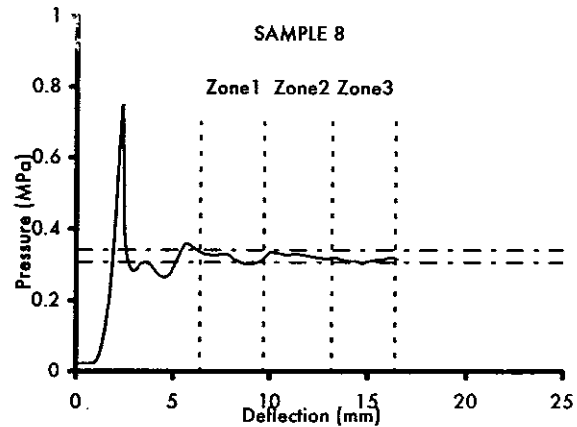
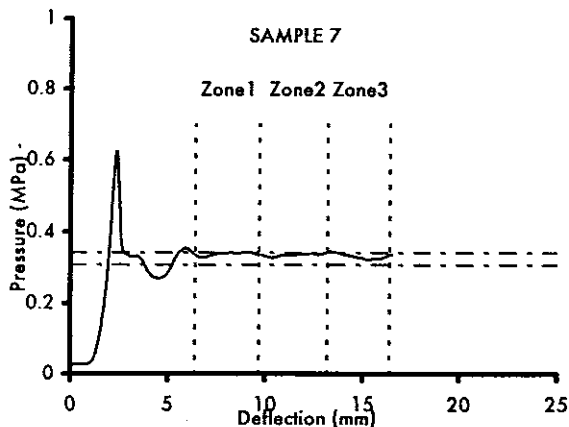
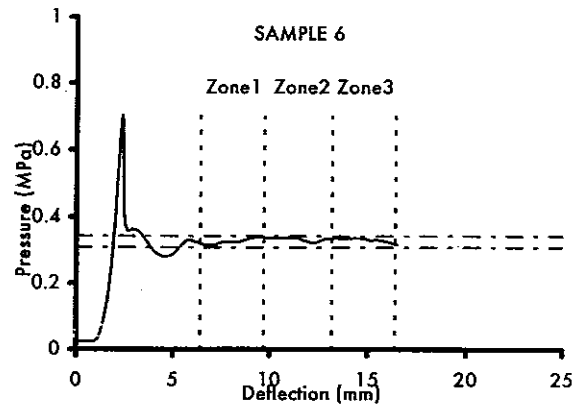
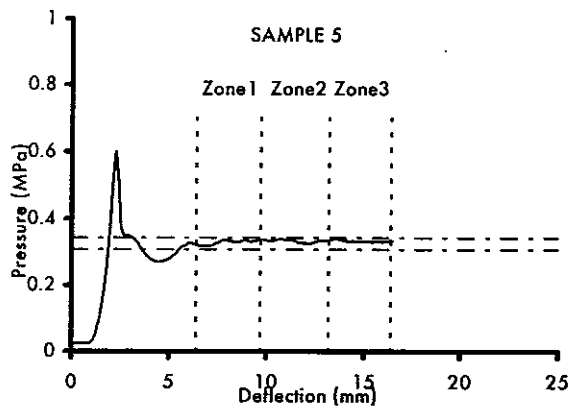
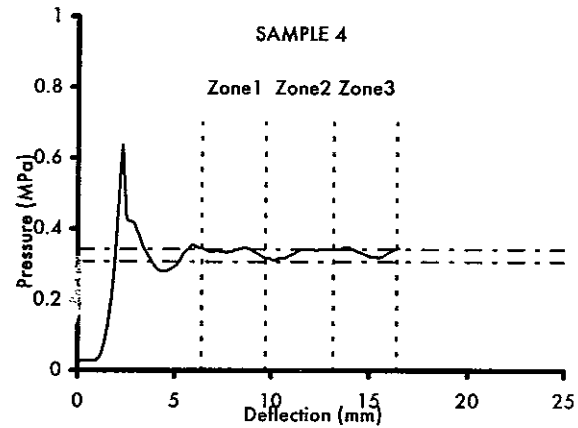
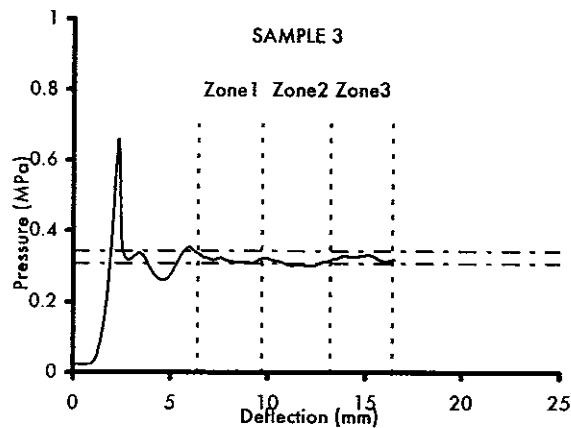
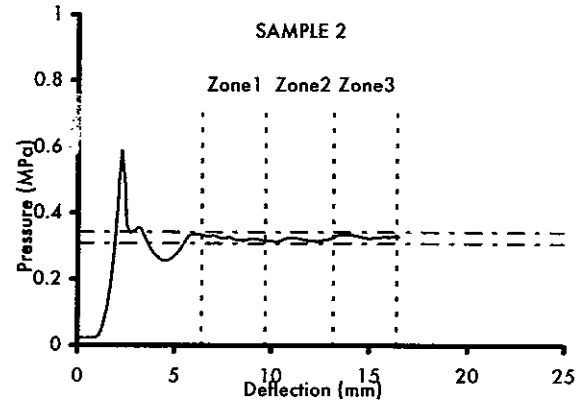
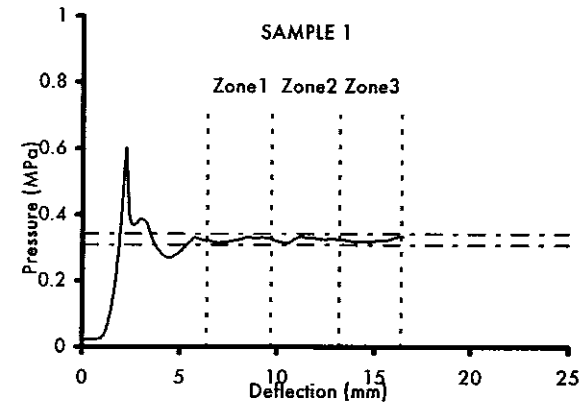
Section 3: 13.2 - 16.5mm

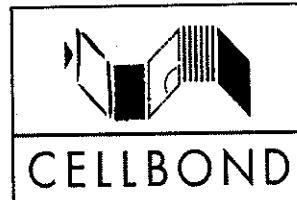
Speed: 6.35 mm/min

Test No: 15982-89

GR No: PO62765-01

Block No: N/A





EEVC DEFORMABLE FRONTAL BARRIER
ALUMINIUM HONEYCOMB CERTIFICATION
STATIC TEST RESULTS

BUMPER

Core: 5.2 1/4 3003

Required Crush Strength
1.540 MPa to 1.711 MPa

Test No: 15852-59

GR No: PO58715-01

Block No: NA

	Crush Strength (MPa)			RESULT
	6.4 to 9.7 mm	9.7 to 13.2 mm	13.2 to 16.5 mm	
Sample* 1	1.628	1.630	1.644	PASS
Sample 2	1.656	1.646	1.640	PASS
Sample 3	1.643	1.646	1.649	PASS
Sample 4	1.685	1.674	1.677	PASS
Sample 5	1.692	1.693	1.684	PASS
Sample 6	1.681	1.659	1.669	PASS
Sample 7	1.653	1.650	1.651	PASS
Sample 8	1.621	1.633	1.623	PASS

Seven out of the eight samples must fulfil the crush strength
requirement in order to pass the block certification

*Sample size and location as per R94.

RESULT: PASSED

EEVC DEFORMABLE FRONTAL BARRIER BUMPER

Honeycomb Type: 5.2 1/4 3003

Higher Acceptable Crush Strength Limit: 1.711 MPa

Lower Acceptable Crush Strength Limit: 1.540 MPa

Section 1: 6.4 - 9.7mm

Section 2: 9.7 - 13.2mm

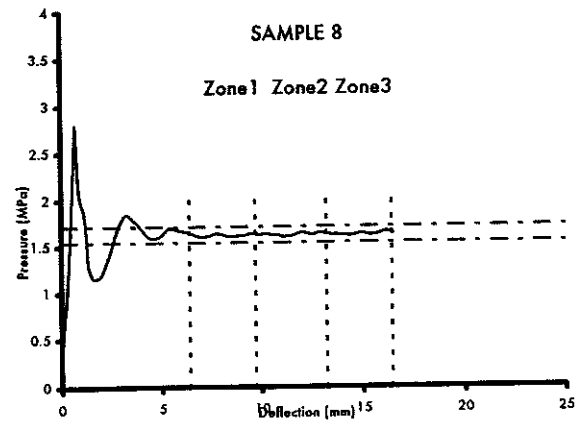
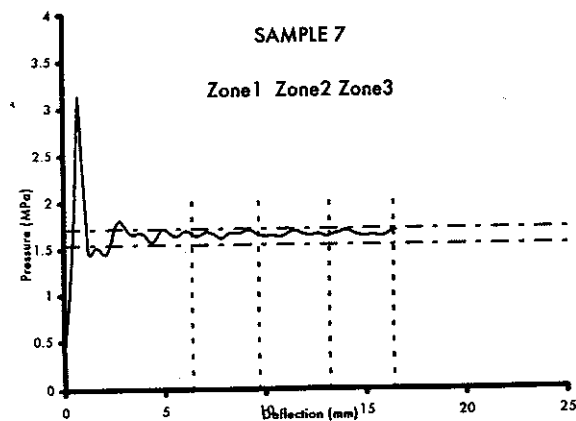
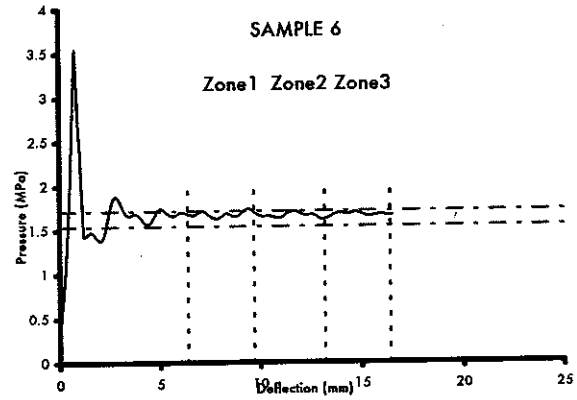
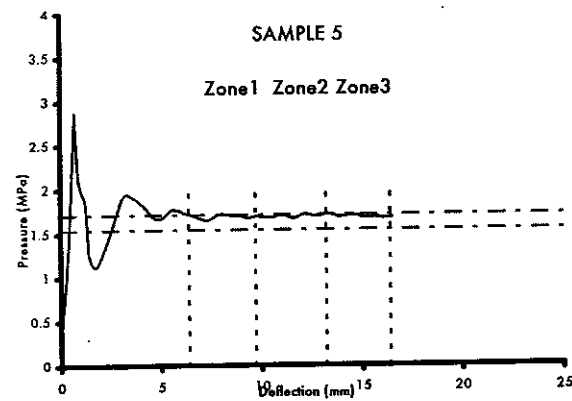
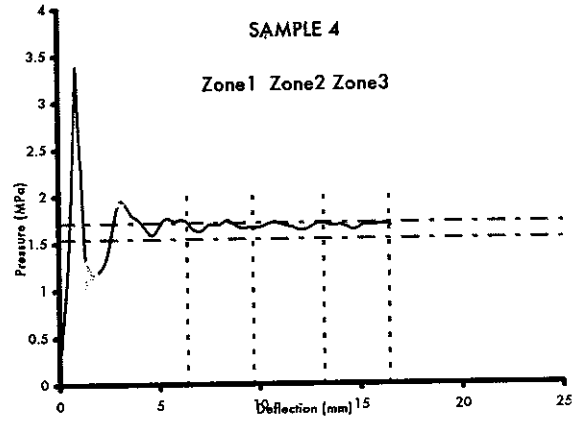
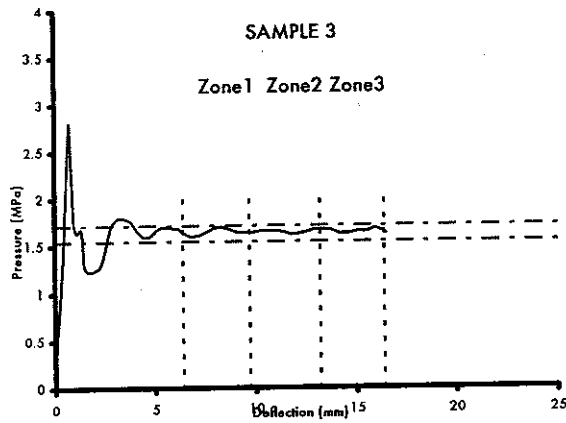
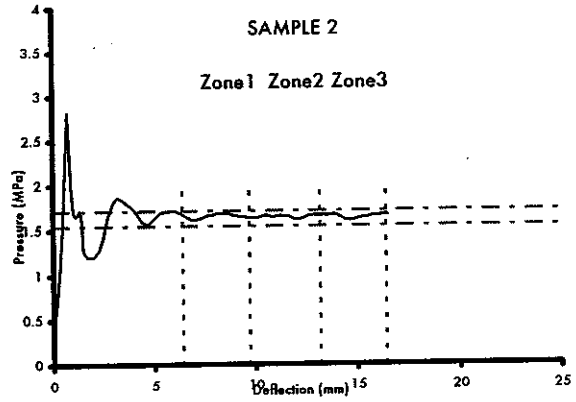
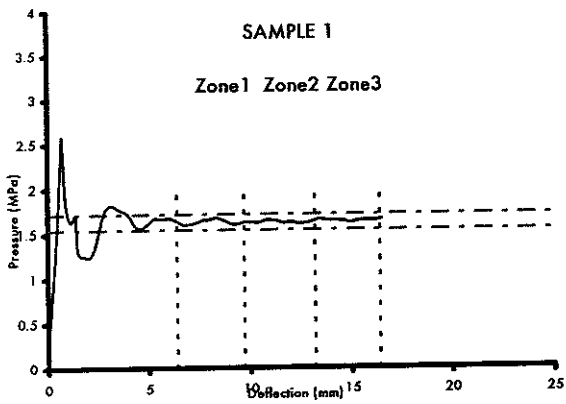
Section 3: 13.2 - 16.5mm

Speed: 6.35 mm/min

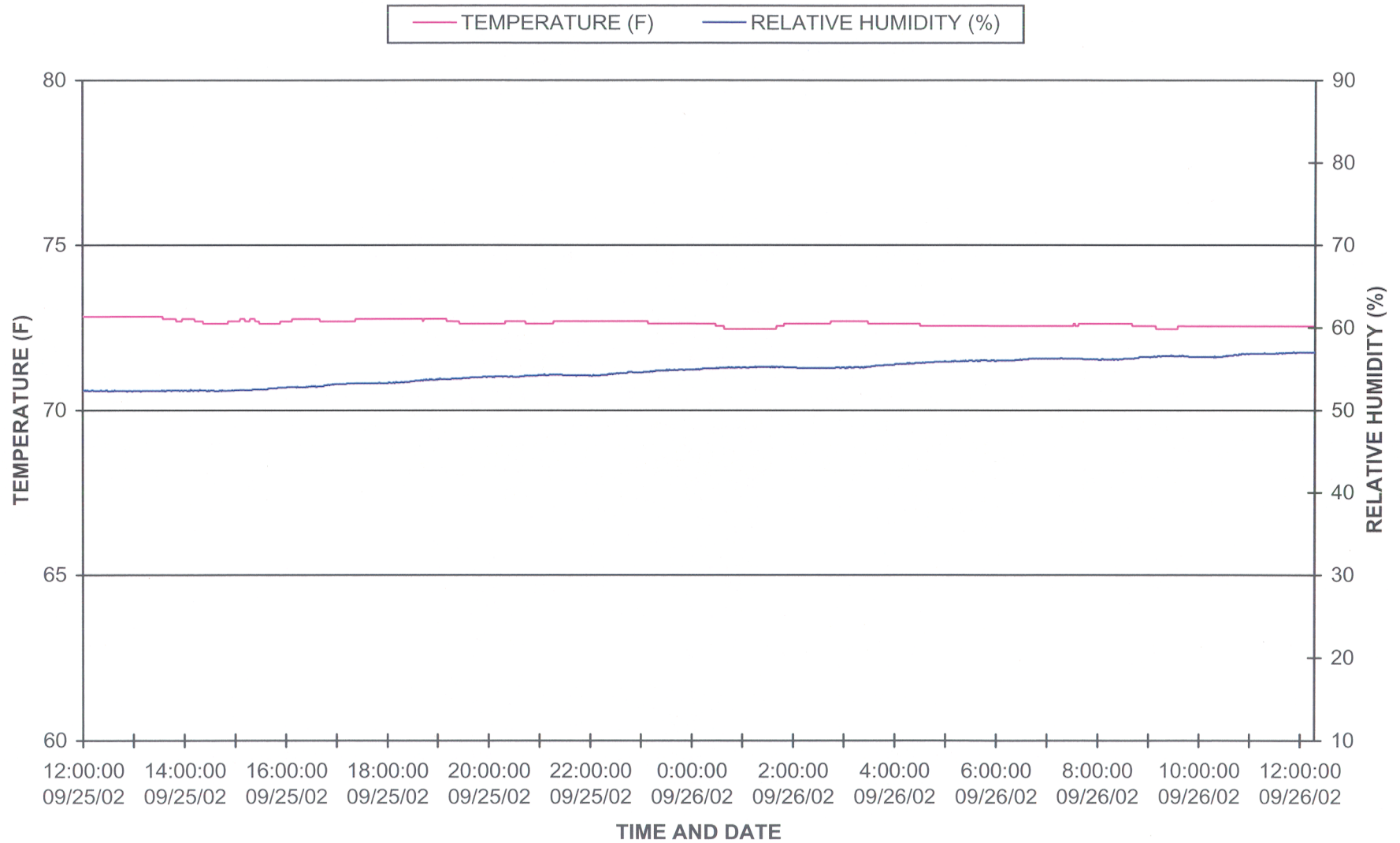
Test No: 15852-59

GR No: PO58715-01

Block No: NA



TEMPERATURE AND RELATIVE HUMIDITY CHART 020926-1



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

Name of Test 020926-1

System K3600

Name of DAU DAU0

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal.	Group	Mfg.	Model	
0000	EVENT	SYNC0	SYNC0		10.24	V	+ 4/15/2002	---	-1	TRC	Event
0001	6244-02-144-FZ	LCA1XF	Barr. L.C. A1 X-Axis Force		111096.52	N	- 2/20/2002	---	VRTC	Key	6244-02
0002	6244-02-125-FZ	LCA2XF	Barr. L.C. A2 X-Axis Force		111079.33	N	- 2/19/2002	---	VRTC	Key	6244-02
0003	6244-02-131-FZ	LCA3XF	Barr. L.C. A3 X-Axis Force		111135.42	N	- 2/5/2002	---	VRTC	Key	6244-02
0004	6244-02-106-FZ	LCA4XF	Barr. L.C. A4 X-Axis Force		111096.52	N	- 2/12/2002	---	VRTC	Key	6244-02
0005	6244-02-115-FZ	LCA5XF	Barr. L.C. A5 X-Axis Force		111114.84	N	- 2/5/2002	---	VRTC	Key	6244-02
0006	6244-02-122-FZ	LCA6XF	Barr. L.C. A6 X-Axis Force		111096.52	N	- 2/21/2002	---	VRTC	Key	6244-02
0007	6244-02-143-FZ	LCA7XF	Barr. L.C. A7 X-Axis Force		111096.52	N	- 2/5/2002	---	VRTC	Key	6244-02
0008	6244-02-119-FZ	LCB1XF	Barr. L.C. B1 X-Axis Force		111196.07	N	- 2/22/2002	---	VRTC	Key	6244-02
0009	6244-02-132-FZ	LCB2XF	Barr. L.C. B2 X-Axis Force		111278.56	N	- 2/20/2002	---	VRTC	Key	6244-02
0010	6244-02-113-FZ	LCB3XF	Barr. L.C. B3 X-Axis Force		111135.42	N	- 2/22/2002	---	VRTC	Key	6244-02
0011	6244-02-129-FZ	LCB4XF	Barr. L.C. B4 X-Axis Force		111096.52	N	- 2/21/2002	---	VRTC	Key	6244-02
0012	6244-02-123-FZ	LCB5XF	Barr. L.C. B5 X-Axis Force		111083.84	N	- 2/11/2002	---	VRTC	Key	6244-02
0013	6244-02-136-FZ	LCB6XF	Barr. L.C. B6 X-Axis Force		111083.84	N	- 1/24/2002	---	VRTC	Key	6244-02
0014	6244-02-116-FZ	LCB7XF	Barr. L.C. B7 X-Axis Force		111196.07	N	- 2/22/2002	---	VRTC	Key	6244-02
0015	6244-02-147-FZ	LCC1XF	Barr. L.C. C1 X-Axis Force		111196.07	N	- 2/22/2002	---	VRTC	Key	6244-02
0016	6244-02-137-FZ	LCC2XF	Barr. L.C. C2 X-Axis Force		111079.33	N	- 2/21/2002	---	VRTC	Key	6244-02
0017	6244-02-107-FZ	LCC3XF	Barr. L.C. C3 X-Axis Force		111289.22	N	- 2/12/2002	---	VRTC	Key	6244-02
0018	6244-02-126-FZ	LCC4XF	Barr. L.C. C4 X-Axis Force		111083.84	N	- 2/12/2002	---	VRTC	Key	6244-02
0019	6244-02-148-FZ	LCC5XF	Barr. L.C. C5 X-Axis Force		111096.52	N	- 2/19/2002	---	VRTC	Key	6244-02
0020	6244-02-124-FZ	LCC6XF	Barr. L.C. C6 X-Axis Force		111096.52	N	- 2/19/2002	---	VRTC	Key	6244-02
0021	6244-02-104-FZ	LCC7XF	Barr. L.C. C7 X-Axis Force		111096.52	N	- 2/12/2002	---	VRTC	Key	6244-02
0022	6244-02-138-FZ	LCD1XF	Barr. L.C. D1 X-Axis Force		111079.33	N	- 2/21/2002	---	VRTC	Key	6244-02
0023	6244-02-128-FZ	LCD2XF	Barr. L.C. D2 X-Axis Force		111196.07	N	- 1/7/2002	---	VRTC	Key	6244-02
0024	6244-02-102-FZ	LCD3XF	Barr. L.C. D3 X-Axis Force		111135.42	N	- 2/12/2002	---	VRTC	Key	6244-02
0025	6244-02-117-FZ	LCD4XF	Barr. L.C. D4 X-Axis Force		111079.33	N	- 2/19/2002	---	VRTC	Key	6244-02
0026	6244-02-127-FZ	LCD5XF	Barr. L.C. D5 X-Axis Force		111135.42	N	- 2/22/2002	---	VRTC	Key	6244-02
0027	6244-02-109-FZ	LCD6XF	Barr. L.C. D6 X-Axis Force		111083.84	N	- 2/12/2002	---	VRTC	Key	6244-02
0028	6244-02-162-FZ	LCD7XF	Barr. L.C. D7 X-Axis Force		111162.73	N	- 1/7/2002	---	VRTC	Key	6244-02
0029	6244-02-114-FZ	LCE1XF	Barr. L.C. E1 X-Axis Force		111079.33	N	- 2/19/2002	---	VRTC	Key	6244-02

Channel Report

0030	6244-02-145-FZ	LCE2XF	Barr. L.C. E2 X-Axis Force	111229.50	N	-	2/20/2002	---	VRTC	Key	6244-02
0031	6244-02-118-FZ	LCE3XF	Barr. L.C. E3 X-Axis Force	111135.42	N	-	2/19/2002	---	VRTC	Key	6244-02
0032	6244-02-120-FZ	LCE4XF	Barr. L.C. E4 X-Axis Force	111079.33	N	-	1/7/2002	---	VRTC	Key	6244-02
0033	6244-02-101-FZ	LCE5XF	Barr. L.C. E5 X-Axis Force	111083.84	N	-	2/12/2002	---	VRTC	Key	6244-02
0034	6244-02-112-FZ	LCE6XF	Barr. L.C. E6 X-Axis Force	111278.56	N	-	2/19/2002	---	VRTC	Key	6244-02
0035	6244-02-108-FZ	LCE7XF	Barr. L.C. E7 X-Axis Force	111096.52	N	-	2/12/2002	---	VRTC	Key	6244-02
0036	6244-02-164-FZ	LCF1XF	Barr. L.C. F1 X-Axis Force	111174.80	N	-	8/2/2002	OK	VRTC	Key	6244-02
0037	6244-02-135-FZ	LCF2XF	Barr. L.C. F2 X-Axis Force	111317.11	N	-	8/2/2002	OK	VRTC	Key	6244-02
0038	6244-02-165-FZ	LCF3XF	Barr. L.C. F3 X-Axis Force	111058.32	N	-	3/18/2002	---	VRTC	Key	6244-02
0039	6244-02-141-FZ	LCF4XF	Barr. L.C. F4 X-Axis Force	111196.07	N	-	2/19/2002	---	VRTC	Key	6244-02
0040	6244-02-130-FZ	LCF5XF	Barr. L.C. F5 X-Axis Force	111096.52	N	-	2/20/2002	---	VRTC	Key	6244-02
0041	6244-02-168-FZ	LCF6XF	Barr. L.C. F6 X-Axis Force	111114.84	N	-	1/7/2002	---	VRTC	Key	6244-02
0042	6244-02-149-FZ	LCF7XF	Barr. L.C. F7 X-Axis Force	111079.33	N	-	2/20/2002	---	VRTC	Key	6244-02
0043	6244-02-159-FZ	LCG1XF	Barr. L.C. G1 X-Axis Force	111170.00	N	-	8/2/2002	OK	VRTC	Key	6244-02
0044	6244-02-160-FZ	LCG2XF	Barr. L.C. G2 X-Axis Force	111250.17	N	-	8/2/2002	OK	VRTC	Key	6244-02
0045	6244-02-161-FZ	LCG3XF	Barr. L.C. G3 X-Axis Force	111215.54	N	-	8/2/2002	OK	VRTC	Key	6244-02
0046	6244-02-166-FZ	LCG4XF	Barr. L.C. G4 X-Axis Force	111327.00	N	-	8/2/2002	OK	VRTC	Key	6244-02
0047	6244-02-157-FZ	LCH1XF	Barr. L.C. H1 X-Axis Force	111160.32	N	-	8/2/2002	OK	VRTC	Key	6244-02
0048	6244-02-169-FZ	LCH2XF	Barr. L.C. H2 X-Axis Force	111115.56	N	-	8/2/2002	OK	VRTC	Key	6244-02
0049	6244-02-163-FZ	LCH3XF	Barr. L.C. H3 X-Axis Force	111220.15	N	-	8/2/2002	OK	VRTC	Key	6244-02
0050	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

Name of Test 020926-1

System K3600

Name of DAU DAU1

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal.	Group	Mfg.	Model
					10.24	V	+ 4/15/2002	OK -1	TRC	Event
1000	EVENT	SYNC1	SYNC1				- 5/24/2002	OK 168v	Endevco	7264-2KM5T
1001	J17649	HEDXG1	Head Accel X	Rwd	799.25070	g	- 5/24/2002	OK 168v	Endevco	7264-2000T
1002	AJ454	HEDYG1	Head Accel Y	Lft	796.76314	g	- 5/24/2002	OK 168v	Endevco	7264-2000T
1003	J14189	HEDZG1	Head Accel Z	Up	793.24502	g	- 1/25/2002	--- 168v	Endevco	7264C-2KLC-2-
1004	P17196	HEDXR1	Head Accel Red X S39	Rwd	797.85576	g	- 2/8/2002	OK 168v	Entran	EGE-73B6Q-200
1005	B02A25-N05	HEDYR1	Head Accel Red Y	Lft	800.20005	g	- 1/24/2002	OK 168v	Entran	EGE-73B6Q-200
1006	01G25-N09	HEDZR1	Head Accel Red Z	Up	796.43471	g	- 5/29/2002	OK 168v	Denton	1716A
1007	1716A-851-FX	NEKXF1	Neck Force X	Hd	8901.1428	N	+ 5/29/2002	OK 168v	Denton	1716A
1008	1716A-851-FY	NEKYF1	Neck Force Y	Hd	8900.8974	N	+ 5/29/2002	OK 168v	Denton	1716A
1009	1716A-851-FZ	NEKZF1	Neck Force Z	Hd	13337.786	N	+ 5/29/2002	OK 168v	Denton	1716A
1010	1716A-851-MX	NEKXM1	Neck Moment X	Rt Ear	282.57712	N-m	- 5/29/2002	OK 168v	Denton	1716A
1011	1716A-851-MY	NEKYM1	Neck Moment Y	Chn	282.47809	N-m	+ 5/29/2002	OK 168v	Denton	1716A
1012	1716A-851-MZ	NEKZM1	Neck Moment Z	Chn	282.53544	N-m	+ 5/29/2002	OK 168v	Endevco	7264-2000TZ
1013	J35921	CSTXG1	Chest Accel X	Fwd	401.13445	g	+ 5/24/2002	OK 168v	Endevco	7264-2000T
1014	AJ7F7	CSTYG1	Chest Accel Y	Lft	398.05636	g	- 5/24/2002	OK 168v	Endevco	7264-2000TZ
1015	J36723	CSTZG1	Chest Accel Z	Up	398.06564	g	- 4/25/2002	OK 168v	Entran	EGE-73BQE0-20
1016	99H30-Z14	CSTXR1	Chest Accel Red X	Rwd	401.60170	g	- 4/25/2002	OK 168v	Entran	EGE-73BQ-2000
1017	98H14-K05	CSTYR1	Chest Accel Red Y	Lft	399.65498	g	- 4/25/2002	OK 168v	Entran	EGE-73BQ-2000
1018	98H13-F03	CSTZR1	Chest Accel Red Z	Up	400.05782	g	- 4/25/2002	OK 168v	Servo	14CB1-2847
1019	14CB1-2847-168	CSTXD1	Chest Deflection X	Strmm	101.85558	mm	+ 6/5/2002	OK 168v	Endevco	7264-2000T
1020	ACCY2	PEVXG1	Pelvis Accel X	Rwd	400.90830	g	- 5/24/2002	OK 168v	Endevco	7264-2KM5T
1021	J27490	PEVYG1	Pelvis Accel Y	Lft	398.71663	g	- 5/24/2002	OK 168v	Endevco	7264-2KM5T
1022	J21963	PEVZG1	Pelvis Accel Z	Up	400.73572	g	- 5/24/2002	OK 168v	Denton	1914A
1023	1914A-362-FX	LFMXF1	Left Femur Force X	Knee	20035.751	N	- 5/24/2002	OK 168v	Denton	1914A
1024	1914A-362-FY	LFMYF1	Left Femur Force Y	Knee	20015.190	N	+ 5/24/2002	OK 168v	Denton	1914A
1025	1914A-362-FZ	LFMZF1	Left Femur Force Z	Knee	33334.982	N	+ 5/24/2002	OK 168v	Denton	1914A
1026	1914A-362-MX	LFMXM1	Left Femur Moment X	Knee	508.62541	N-m	- 5/24/2002	OK 168v	Denton	1914A
1027	1914A-362-MY	LFMYM1	Left Femur Moment Y	Knee	509.30827	N-m	+ 5/24/2002	OK 168v	Denton	1914A
1028	1914A-362-MZ	LFMZM1	Left Femur Moment Z	Tib	508.04911	N-m	+ 5/24/2002	OK 168v	Denton	1914A
1029	1914A-376-FX	RFMXF1	Right Femur Force X	Knee	20005.300	N	- 5/24/2002	OK 168v	Denton	1914A

Channel Report

1030	1914A-376-FY	RFMYF1	Right Femur Force Y	Knee	20010.348	N	+	5/24/2002	OK	168v	Denton	1914A
1031	1914A-376-FZ	RFMZFI	Right Femur Force Z	Knee	33337.253	N	+	5/24/2002	OK	168v	Denton	1914A
1032	1914A-376-MX	RFMXM1	Right Femur Moment X	Knee	508.76683	N-m	-	5/24/2002	OK	168v	Denton	1914A
1033	1914A-376-MY	RFMYM1	Right Femur Moment Y	Knee	508.69127	N-m	+	5/24/2002	OK	168v	Denton	1914A
1034	1914A-376-MZ	RFMZM1	Right Femur Moment Z	Tib	509.68327	N-m	+	5/24/2002	OK	168v	Denton	1914A
1035	150-0121VR-180	KNLXD1	Left Knee Displacement	Tib	43.559639	mm	-	6/13/2002	OK	168v	SpaceAge	150-0121VR
1036	4353J-79-FX	TBLXF1	Left Upper Tibia Force X	Tib	8898.2595	N	-	7/16/2002	OK	168v	Denton	4353J
1037	4353J-79-FZ	TBLZFI	Left Upper Tibia Force Z	Tib	8898.3465	N	+	7/16/2002	OK	168v	Denton	4353J
1038	4353J-79-MX	TBLXM1	Left Upper Tibia Moment X	Tib	281.76543	N-m	-	7/16/2002	OK	168v	Denton	4353J
1039	4353J-79-MY	TBLYM1	Left Upper Tibia Moment Y	Tib	281.73853	N-m	-	7/16/2002	OK	168v	Denton	4353J
1040	AMR49	TBLXG1	Left Tibia Accel X	Fwd	1197.4927	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1041	AAJ29	TBLYG1	Left Tibia Accel Y	Rt	1189.1490	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1042	4929J-77-FX	ANLXF1	Left Lower Tibia Force X	Ank	8886.9742	N	+	7/16/2002	OK	168v	Denton	4929J
1043	4929J-77-FY	ANLYFI	Left Lower Tibia Force Y	Ank	8899.2801	N	+	7/16/2002	OK	168v	Denton	4929J
1044	4929J-77-FZ	ANLZFI	Left Lower Tibia Force Z	Ank	8892.7873	N	+	7/16/2002	OK	168v	Denton	4929J
1045	4929J-77-MX	ANLXM1	Left Lower Tibia Moment X	Ank	282.19834	N-m	+	7/16/2002	OK	168v	Denton	4929J
1046	4929J-77-MY	ANLYM1	Left Lower Tibia Moment Y	Ank	281.82270	N-m	+	7/16/2002	OK	168v	Denton	4929J
1047	LX104X	FTLXD1	Left Foot Disp. X	Eversi	161.56516	°	+	7/17/2002	OK	168v	Contelec	PD210-4B
1048	LX104Y	FTLYD1	Left Foot Disp. Y	Dorsif	160.90509	°	+	7/17/2002	OK	168v	Contelec	PD210-4B
1049	LX104Z	FTLZD1	Left Foot Disp. Z	Exter	161.50910	°	-	7/17/2002	OK	168v	Contelec	PD210-4B
1050	AAKB1	FTLXG1	Left Foot Accel X	Fwd	1183.8697	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1051	AAKD0	FTLYG1	Left Foot Accel Y	Rt	1199.4283	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1052	J23759	FTLZG1	Left Foot Accel Z	Dn	1207.7608	g	+	8/6/2002	OK	168v	Endevco	7264-2KM5T
1053	150-0121VL-181	KNRXD1	Right Knee Displacement	Tib	44.603188	mm	-	6/13/2002	OK	168v	SpaceAge	150-0121VL
1054	4353J-75-FX	TBRXF1	Right Upper Tibia Force X	Tib	8902.5566	N	+	8/2/2002	OK	168v	Denton	4353J
1055	4353J-75-FZ	TBRZFI	Right Upper Tibia Force Z	Tib	8900.2563	N	+	8/2/2002	OK	168v	Denton	4353J
1056	4353J-75-MX	TBRXM1	Right Upper Tibia Moment X	Tib	282.08210	N-m	+	8/2/2002	OK	168v	Denton	4353J
1057	4353J-75-MY	TBRYM1	Right Upper Tibia Moment Y	Tib	282.18701	N-m	+	8/2/2002	OK	168v	Denton	4353J
1058	J36726	TBRXG1	Right Tibia Accel X	Fwd	1186.1736	g	+	8/7/2002	OK	168v	Endevco	7264-2000TZ
1059	AGWB1	TBRYG1	Right Tibia Accel Y	Rt	1214.1908	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1060	4929J-76-FX	ANRXFI	Right Lower Tibia Force X	Ank	8893.1394	N	+	7/16/2002	OK	168v	Denton	4929J
1061	4929J-76-FY	ANRYFI	Right Lower Tibia Force Y	Ank	8887.7150	N	+	7/16/2002	OK	168v	Denton	4929J
1062	4929J-76-FZ	ANRZFI	Right Lower Tibia Force Z	Ank	8893.2456	N	+	7/16/2002	OK	168v	Denton	4929J
1063	4929J-76-MX	ANRXM1	Right Lower Tibia Moment X	Ank	281.92254	N-m	+	7/16/2002	OK	168v	Denton	4929J
1064	4929J-76-MY	ANRYM1	Right Lower Tibia Moment Y	Ank	282.26397	N-m	+	7/16/2002	OK	168v	Denton	4929J

Channel Report

1065	PD210-4B-AK-03	FTRXD1	Right Foot Disp. X	Eversi	160.05001	°	-	7/18/2002	OK	168v	Contelec	PD210-4B
1066	PD210-4B-0225	FTRYD1	Right Foot Disp. Y	Dorsif	162.23581	°	+	7/18/2002	OK	168v	Contelec	PD210-4B
1067	PD210-4B-AK-03	FTRZD1	Right Foot Disp. Z	Intern	162.09713	°	-	7/18/2002	OK	168v	Contelec	PD210-4B
1068	AALD5	FTRXG1	Right Foot Accel X	Fwd	1204.1250	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1069	AAK48	FTRYG1	Right Foot Accel Y	Rt	1218.1774	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1070	ACB45	FTRZG1	Right Foot Accel Z	Dn	1189.1490	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1071	J20083	HEDXG2	Head Accel X	Rwd	795.77864	g	-	5/24/2002	OK	169v	Endevco	7264-2000T
1072	J19843	HEDYG2	Head Accel Y	Lft	802.00501	g	-	5/24/2002	OK	169v	Endevco	7264-2000T
1073	J20027	HEDZG2	Head Accel Z	Up	807.18266	g	-	5/24/2002	OK	169v	Endevco	7264-2KM5T
1074	1716A-782-FX	NEKXF2	Neck Force X	Hd	8899.3629	N	-	5/30/2002	OK	169v	Denton	1716A
1075	1716A-782-FY	NEKYF2	Neck Force Y	Hd	8891.4986	N	+	5/30/2002	OK	169v	Denton	1716A
1076	1716A-782-FZ	NEKZF2	Neck Force Z	Hd	13341.035	N	+	5/30/2002	OK	169v	Denton	1716A
1077	1716A-782-MX	NEKXM2	Neck Moment X	Rt Ear	282.33238	N-m	+	5/30/2002	OK	169v	Denton	1716A
1078	1716A-782-MY	NEKYM2	Neck Moment Y	Chn	282.59624	N-m	+	5/30/2002	OK	169v	Denton	1716A
1079	1716A-782-MZ	NEKZM2	Neck Moment Z	Chn	282.34136	N-m	+	5/30/2002	OK	169v	Denton	1716A
1080	J23757	CSTXG2	Chest Accel X	Fwd	401.74035	g	+	5/24/2002	OK	169v	Endevco	7264-2000T
1081	J21989	CSTYG2	Chest Accel Y	Lft	399.01804	g	-	5/24/2002	OK	169v	Endevco	7264-2KM5T
1082	J35747	CSTZG2	Chest Accel Z	Up	401.75768	g	-	5/24/2002	OK	169v	Endevco	7264-2000TZ
1083	14CB1-2847-169	CSTXD2	Chest Deflection X	Strnm	102.03095	mm	+	6/6/2002	OK	169v	Servo	14CB1-2847
1084	J36741	PEVXG2	Pelvis Accel X	Rwd	399.18759	g	-	5/24/2002	OK	169v	Endevco	7264-2000TZ
1085	J36605	PEVYG2	Pelvis Accel Y	Lft	398.45598	g	-	5/24/2002	OK	169v	Endevco	7264-2000TZ
1086	AAMD7	PEVZG2	Pelvis Accel Z	Up	401.89960	g	-	5/24/2002	OK	169v	Endevco	7264-2000LC
1087	1914-0261-FX	LFMXF2	Left Femur Force X	Knee	20043.875	N	-	5/24/2002	OK	169v	Denton	1914
1088	1914-0261-FY	LFMYF2	Left Femur Force Y	Knee	20037.545	N	+	5/24/2002	OK	169v	Denton	1914
1089	1914-0261-FZ	LFMZF2	Left Femur Force Z	Knee	33361.064	N	-	5/24/2002	OK	169v	Denton	1914
1090	1914-0261-MX	LFMXM2	Left Femur Moment X	Knee	508.75255	N-m	+	5/24/2002	OK	169v	Denton	1914
1091	1914-0261-MY	LFMYM2	Left Femur Moment Y	Knee	508.52406	N-m	+	5/24/2002	OK	169v	Denton	1914
1092	1914-0261-MZ	LFMZM2	Left Femur Moment Z	Tib	509.01555	N-m	+	5/24/2002	OK	169v	Denton	1914
1093	1914A-383-FX	RFXF2	Right Femur Force X	Knee	20039.527	N	-	5/24/2002	OK	169v	Denton	1914A
1094	1914A-383-FY	RFXF2	Right Femur Force Y	Knee	20017.163	N	+	5/24/2002	OK	169v	Denton	1914A
1095	1914A-383-FZ	RFXZF2	Right Femur Force Z	Knee	33365.199	N	+	5/24/2002	OK	169v	Denton	1914A
1096	1914A-383-MX	RFXXM2	Right Femur Moment X	Knee	508.55788	N-m	-	5/24/2002	OK	169v	Denton	1914A
1097	1914A-383-MY	RFXYM2	Right Femur Moment Y	Knee	509.40946	N-m	+	5/24/2002	OK	169v	Denton	1914A
1098	1914A-383-MZ	RFXZM2	Right Femur Moment Z	Tib	509.04461	N-m	+	5/24/2002	OK	169v	Denton	1914A
1099	J41114	VCXG1	VEHICLE CG X-AXIS	FWD	996.44820	g	+	4/3/2002	---	-1	Endevco	7264-2000TZ

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Channel Report

1100	4353J-78-FX	TBLXF2	Left Upper Tibia Force X	Tib	8902.4648	N	-	7/17/2002	OK	169v	Denton	4353J
1101	4353J-78-FZ	TBLZF2	Left Upper Tibia Force Z	Tib	8892.4095	N	+	7/17/2002	OK	169v	Denton	4353J
1102	4353J-78-MX	TBLXM2	Left Upper Tibia Moment X	Tib	282.04463	N-m	-	7/17/2002	OK	169v	Denton	4353J
1103	4353J-78-MY	TBLYM2	Left Upper Tibia Moment Y	Tib	282.22690	N-m	-	7/17/2002	OK	169v	Denton	4353J
1104	J27464	TBLXG2	Left Tibia Accel X	Fwd	1198.5018	g	+	8/6/2002	OK	169v	Endevco	7264-2KM5T
1105	J36743	TBLYG2	Left Tibia Accel Y	Rt	1184.2394	g	+	8/7/2002	OK	169v	Endevco	7264-2000TZ

Channel Report

Name of Test 020926-1

System MINIDAU

Name of DAU DAU6

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal.	Group	Mfg.	Model
6004	LX0019X	FTLXD2	Left Foot Disp. X	Invers	161.65284 °	-	7/23/2002	OK 169v	Contelec	PD210-4B
6005	LX0019Y	FTLYD2	Left Foot Disp. Y	Dorsif	161.76485 °	+	7/23/2002	OK 169v	Contelec	PD210-4B
6006	LX0019Z	FTLZD2	Left Foot Disp. Z	Intern	160.40718 °	+	7/23/2002	OK 169v	Contelec	PD210-4B
6007	J35987	FTLXG2	Left Foot Accel X	Fwd	1165.4374 g	+	8/7/2002	OK 169v	Endevco	7264-2000TZ
6008	J19865	FTLYG2	Left Foot Accel Y	Rt	1186.8335 g	+	8/7/2002	OK 169v	Endevco	7264-2KM5T
6009	J19338	FTLZG2	Left Foot Accel Z	Dn	1217.6560 g	+	8/6/2002	OK 169v	Endevco	7264-2KM5T
6010	150-0121VL-210	KNRXd2	Right Knee Displacement	Tib	40.937075 mm	-	6/13/2002	OK 169v	SpaceAge	150-0121VL
6011	4353J-77-FX	TBRXF2	Right Upper Tibia Force X	Tib	8907.8549 N	-	7/17/2002	OK 169v	Denton	4353J
6012	4353J-77-FZ	TBRZF2	Right Upper Tibia Force Z	Tib	8896.6112 N	+	7/17/2002	OK 169v	Denton	4353J
6013	4353J-77-MX	TBRXM2	Right Upper Tibia Moment X	Tib	281.81210 N·m	-	7/17/2002	OK 169v	Denton	4353J
6014	4353J-77-MY	TBRYM2	Right Upper Tibia Moment Y	Tib	282.37838 N·m	-	7/17/2002	OK 169v	Denton	4353J
6015	J36611	TBRXG2	Right Tibia Accel X	Fwd	1206.1816 g	+	8/7/2002	OK 169v	Endevco	7264-2000TZ
6016	J19227	TBRYG2	Right Tibia Accel Y	Rt	1209.3726 g	+	8/7/2002	OK 169v	Endevco	7264-2000T
6017	4929J-75-FX	ANRXF2	Right Lower Tibia Force X	Ank	8889.6424 N	+	7/17/2002	OK 169v	Denton	4929J
6018	4929J-75-FY	ANRYF2	Right Lower Tibia Force Y	Ank	8888.6113 N	+	7/17/2002	OK 169v	Denton	4929J
6019	4929J-75-FZ	ANRZF2	Right Lower Tibia Force Z	Ank	8893.3040 N	+	7/17/2002	OK 169v	Denton	4929J
6020	4929J-75-MX	ANRXM2	Right Lower Tibia Moment X	Ank	282.34979 N·m	+	7/17/2002	OK 169v	Denton	4929J
6021	4929J-75-MY	ANRYM2	Right Lower Tibia Moment Y	Ank	281.56380 N·m	+	7/17/2002	OK 169v	Denton	4929J
6022	LX0018X	FTRXD2	Right Foot Disp. X	Invers	163.40609 °	-	7/23/2002	OK 169v	Contelec	PD210-4B
6023	LX0018Y	FTRYD2	Right Foot Disp. Y	Dorsif	162.23699 °	+	7/23/2002	OK 169v	Contelec	PD210-4B
6026	AHRW5	FTRYG2	Right Foot Accel Y	Rt	1222.1028 g	+	8/6/2002	OK 169v	Endevco	7264-2000LC
6027	ACCT1	FTRZG2	Right Foot Accel Z	Dn	1194.6985 g	+	8/6/2002	OK 169v	Endevco	7264-2000LC
6028	J34078	LRXXG1	REAR SEAT X-MEMBER	FWD	992.67129 g	+	8/1/2002	OK -1	Endevco	7264-2000TZ
6029	J34630	LRXYG1	REAR SEAT Y-MEMBER	LT	1012.6782 g	-	8/1/2002	OK -1	Endevco	7264-2000TZ
6030	J36709	LRXZG1	REAR SEAT Z-MEMBER	UP	1015.3089 g	-	5/2/2002	OK -1	Endevco	7264-2000TZ
6031	J20387	RRXXG1	REAR SEAT X-MEMBER	FWD	999.10236 g	+	6/6/2002	OK -1	Endevco	7264-2000TZ
6032	J39062	RRXYG1	REAR SEAT Y-MEMBER	LT	1015.4499 g	-	7/15/2002	OK -1	Endevco	7264-2000TZ

Channel Report

Name of Test		System		Name of DAU								
020926-1		MINIDAU		DAU7								
Chan.#	Sensor #	Mnemonic	Description	Dir.	Range	Pol.	Cal.	Group	Mfg.	Model		
7001	J39618	RRXZG1	REAR SEAT Z-MEMBER	UP	999.25836	g	- 5/9/2002	OK -1	Endevco	7264-2000TZ		
7002	J36196	LTPXG1	DRIVERS LT. SIDE TOE PAN	RR	996.76829	g	- 5/1/2002	OK -1	Endevco	7264-2000TZ		
7003	J35571	LTPYG1	DRIVERS LT. SIDE TOE PAN	LT	988.05457	g	- 8/27/2002	OK -1	Endevco	7264-2000TZ		
7004	J15383	LTPZG1	DRIVERS LT. SIDE TOE PAN	UP	1000	g	- 8/27/2002	OK -1	Endevco	7264-2000TZ		
7005	J35767	RTPXG1	DRIVERS RT. SIDE TOE PAN	RR	996.57427	g	- 5/13/2002	OK -1	Endevco	7264-2000TZ		
7006	J40086	RTPYG1	DRIVERS RT. SIDE TOE PAN	LT	1012.6782	g	- 6/19/2002	OK -1	Endevco	7264-2000TZ		
7007	J29018	RTPZG1	DRIVERS RT. SIDE TOE PAN	UP	1013.4600	g	- 8/27/2002	OK -1	Endevco	7264-2000TZ		
7008	150-0121VR-171	KNLXD2	Left Knee Displacement	Tib	43.137585	mm	- 6/13/2002	OK 169v	SpaceAge	150-0121VR		
7009	J41113	VCGYG1	VEHICLE CG Y-AXIS	RT	994.56099	g	+ 4/3/2002	--- -1	Endevco	7264-2000TZ		
7010	J39033	VCGZG1	VEHICLE CG Z-AXIS	UP	1014.1827	g	- 7/17/2002	OK -1	Endevco	7264-2000TZ		
7011	J34438	RDKZG1	REAR DECK Z-AXIS	UP	1017.3869	g	- 8/1/2002	OK -1	Endevco	7264-2000TZ		
7012	A12889	TPDXD1	TOE PAN DISPLACEMENT	SPO3	1063.5768	mm	+ 7/18/2002	OK -1	Celeasco	PT-101-40A		
7013	ABFire	DABETA	DRIVER AIRBAG EVENT -		5.12	V	+ 8/20/2002	OK -1	FLUKE	Y8101A		
7014	ABFire	DABETB	DRIVER AIRBAG EVENT-		5.12	V	+ 8/20/2002	OK -1	FLUKE	Y8101A		
7015	ABFire	PABETA	PASSENGER AIRBAG EVENT		5.12	V	+ 8/20/2002	OK -1	FLUKE	Y8101A		
7016	ABFire	PABETB	PASSENGER AIRBAG EVENT		5.12	V	+ 8/20/2002	OK -1	FLUKE	Y8101A		
7017	807	SHBF1	DRIVER SHOULDER FORCE		15561.397	N	+ 4/3/2002	--- -1	Lebow	3419T		
7018	610	LPBF1	DRIVER LAP FORCE		15549.766	N	+ 4/3/2002	--- -1	Lebow	3419T		
7019	249	SHBF2	PASSENGER SHOULDER		15596.832	N	+ 8/9/2002	OK -1	Lebow	3419T		
7020	615	LPBF2	PASSENGER LAP FORCE		15592.182	N	+ 4/3/2002	--- -1	Lebow	3419T		
7021	4929J-78-FX	ANLXF2	Left Lower Tibia Force X	Ank	8906.4127	N	+ 7/16/2002	OK 169v	Denton	4929J		
7022	4929J-78-FY	ANLYF2	Left Lower Tibia Force Y	Ank	8887.8232	N	+ 7/16/2002	OK 169v	Denton	4929J		
7023	4929J-78-FZ	ANLZF2	Left Lower Tibia Force Z	Ank	8889.0720	N	+ 7/16/2002	OK 169v	Denton	4929J		
7024	4929J-78-MX	ANLXM2	Left Lower Tibia Moment X	Ank	282.55100	N-m	+ 7/16/2002	OK 169v	Denton	4929J		
7025	4929J-78-MY	ANLYM2	Left Lower Tibia Moment Y	Ank	281.77504	N-m	+ 7/16/2002	OK 169v	Denton	4929J		
7026	LX0018Z	FTRZD2	Right Foot Disp. Z	Exter	161.72990	°	+ 7/23/2002	OK 169v	Contelec	PD210-4B		
7027	AAKB4	FTRXG2	Right Foot Accel X	Fwd	1239.7094	g	+ 8/6/2002	OK 169v	Endevco	7264-2000LC		

Dummy 168v Type HIII 50TH Description VRTC - 168v HIII 50TH ICAL'd 1-24-02 (DKS 9-25-02)J211

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
HEDXG	Head Accel X	7264-2KM5T	J17649	Endevco	0.03203 g	2000	5/24/02	Rwd	1
HEDYG	Head Accel Y	7264-2000T	AJ454	Endevco	0.02856 g	2000	5/24/02	Lft	1
HEDZG	Head Accel Z	7264-2000T	J14189	Endevco	0.0331 g	2000	5/24/02	Up	1
HEDXR	Head Accel Red X S39	7264C-2KLC-2-	P17196	Endevco	0.02104 g	2000	1/25/02	Rwd	1
HEDYR	Head Accel Red Y	EGE-73B6Q-20	B02A25-N05	Entran	0.02064 g	2000	2/8/02	Lft	1
HEDZR	Head Accel Red Z	EGE-73B6Q-20	01G25-N09	Entran	0.01919 g	2000	1/24/02	Up	1
NEKXF	Neck Force X	1716A	1716A-851-FX	Denton	0.000193999 N	8896.4	5/29/02	Hd Fd,Cst Rr	1
NEKYF	Neck Force Y	1716A	1716A-851-FY	Denton	0.000188289 N	8896.4	5/29/02	Hd Lt,Cst Rt	0
NEKZF	Neck Force Z	1716A	1716A-851-FZ	Denton	0.000147643 N	13344.6	5/29/02	Hd Up,Cst Dn	0
NEKXM	Neck Moment X	1716A	1716A-851-MX	Denton	0.005989735 N·m	282.5	5/29/02	Rt Ear to Rt Shld	1
NEKYM	Neck Moment Y	1716A	1716A-851-MY	Denton	0.005981947 N·m	282.5	5/29/02	Chn to Strnm	0
NEKZM	Neck Moment Z	1716A	1716A-851-MZ	Denton	0.008568142 N·m	282.5	5/29/02	Chn to Lt Shld	0
CSTXG	Chest Accel X	7264-2000TZ	J35921	Endevco	0.03039 g	2000	5/24/02	Fwd	0
CSTYG	Chest Accel Y	7264-2000T	AJ7F7	Endevco	0.0343 g	2000	5/24/02	Lft	1
CSTZG	Chest Accel Z	7264-2000TZ	J36723	Endevco	0.02522 g	2000	5/24/02	Up	1
CSTXR	Chest Accel Red X	EGE-73BQE0-2	99H30-Z14	Entran	0.02073 g	2000	4/25/02	Rwd	1
CSTYR	Chest Accel Red Y	EGE-73BQ-200	98H14-K05	Entran	0.01743 g	2000	4/25/02	Lft	1
CSTZR	Chest Accel Red Z	EGE-73BQ-200	98H13-F03	Entran	0.02081 g	2000	4/25/02	Up	1
CSTXD	Chest Deflection X	14CB1-2847	14CB1-2847-168	Servo	1.11705 mm	100	6/5/02	Strnm Away Frm Spn	0
PEVXG	Pelvis Accel X	7264-2000T	ACCY2	Endevco	0.02365 g	2000	5/24/02	Rwd	1
PEVYG	Pelvis Accel Y	7264-2KM5T	J27490	Endevco	0.02214 g	2000	5/24/02	Lft	1
PEVZG	Pelvis Accel Z	7264-2KM5T	J21963	Endevco	0.0253 g	2000	5/24/02	Up	1
LFMXF	Left Femur Force X	1914A	1914A-362-FX	Denton	0.000143968 N	13344	5/24/02	Knee Dn,Fem Up	1
LFMYF	Left Femur Force Y	1914A	1914A-362-FY	Denton	0.000144523 N	13344	5/24/02	Knee Rt,Fem Lt	0
LFMZF	Left Femur Force Z	1914A	1914A-362-FZ	Denton	0.000059074 N	22240	5/24/02	Knee Fd,Pel Rr	0
LFMXM	Left Femur Moment X	1914A	1914A-362-MX	Denton	0.004464012 N·m	339	5/24/02	Knee Rt,Hld Fem	1

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
LFMYM	Left Femur Moment Y	1914A	1914A-362-MY	Denton	0.004409145 N·m	339	5/24/02	Knee Up,Hld Fem	0
LFMZM	Left Femur Moment Z	1914A	1914A-362-MZ	Denton	0.00790413 N·m	339	5/24/02	Tib Lt,Hld Pel	0
RFMXF	Right Femur Force X	1914A	1914A-376-FX	Denton	0.000146666 N	13344	5/24/02	Knee Dn,Fem Up	1
RFMYY	Right Femur Force Y	1914A	1914A-376-FY	Denton	0.000146629 N	13344	5/24/02	Knee Rt,Fem Lt	0
RFMZF	Right Femur Force Z	1914A	1914A-376-FZ	Denton	0.000059876 N	22240	5/24/02	Knee Fd,Pel Rr	0
RFMXM	Right Femur Moment X	1914A	1914A-376-MX	Denton	0.004443068 N·m	339	5/24/02	Knee Rt,Hld Fem	1
RFMYM	Right Femur Moment Y	1914A	1914A-376-MY	Denton	0.003790977 N·m	339	5/24/02	Knee Up,Hld Fem	0
RFMZM	Right Femur Moment Z	1914A	1914A-376-MZ	Denton	0.006787469 N·m	339	5/24/02	Tib Lt,Hld Pel	0
KNLXD	Left Knee Displacement	150-0121VR	150-0121VR-18026	SpaceAge	23.508 mm	40	6/13/02	Tib Rr,Hld Fem	1
TBLXF	Left Upper Tibia Force X	4353J	4353J-79-FX	Denton	0.000170487 N	11120.5	7/16/02	Tib Rr,Knee Fd	1
TBLZF	Left Upper Tibia Force Z	4353J	4353J-79-FZ	Denton	9.62187E-05 N	11120.5	7/16/02	Tib Dn,Knee Up	0
TBLXM	Left Upper Tibia Moment X	4353J	4353J-79-MX	Denton	0.007416793 N·m	395.4	7/16/02	Tib Rt,Hld Knee	1
TBLYM	Left Upper Tibia Moment Y	4353J	4353J-79-MY	Denton	0.007447901 N·m	395.4	7/16/02	Tib Rr,Hld Knee	1
TBLXG	Left Tibia Accel X	7264-2000LC	AMR49	Endevco	0.02036 g	2000	8/6/02	Fwd	0
TBLYG	Left Tibia Accel Y	7264-2000LC	AAJ29	Endevco	0.02691 g	2000	8/6/02	Rt	0
ANLXF	Left Lower Tibia Force X	4929J	4929J-77-FX	Denton	0.000172492 N	11120.5	7/16/02	Ank Fd,Knee Rr	0
ANLYF	Left Lower Tibia Force Y	4929J	4929J-77-FY	Denton	0.000172771 N	11120.5	7/16/02	Ank Rt,Knee Lt	0
ANLZF	Left Lower Tibia Force Z	4929J	4929J-77-FZ	Denton	9.59579E-05 N	11120.5	7/16/02	Ank Dn,Knee Up	0
ANLXM	Left Lower Tibia Moment X	4929J	4929J-77-MX	Denton	0.007497218 N·m	395.4	7/16/02	Ank Lt,Hld Knee	0
ANLYM	Left Lower Tibia Moment Y	4929J	4929J-77-MY	Denton	0.007430450 N·m	395.4	7/16/02	Ank Fd,Hld Knee	0
FTLXD	Left Foot Disp. X	PD210-4B	LX104X	Contelec	3.169 °	318	7/17/02	Eversion	0
FTLYD	Left Foot Disp. Y	PD210-4B	LX104Y	Contelec	3.182 °	318	7/17/02	Dorsiflexion	0
FTLZD	Left Foot Disp. Z	PD210-4B	LX104Z	Contelec	3.1701 °	318	7/17/02	External Rotation	1
FTLXG	Left Foot Accel X	7264-2000LC	AAKB1	Endevco	0.02703 g	2000	8/6/02	Fwd	0
FTLYG	Left Foot Accel Y	7264-2000LC	AAKD0	Endevco	0.02511 g	2000	8/6/02	Rt	0
FTLZG	Left Foot Accel Z	7264-2KM5T	J23759	Endevco	0.02735 g	2000	8/6/02	Dn	0
KNRXD	Right Knee Displacement	150-0121VL	150-0121VL-18123	SpaceAge	22.958 mm	40	6/13/02	Tib Rr,Hld Fem	1
TBRXF	Right Upper Tibia Force X	4353J	4353J-75-FX	Denton	0.000169651 N	11120.5	8/2/02	Tib Fd,Knee Rr	0

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
TBRZF	Right Upper Tibia Force Z	4353J	4353J-75-FZ	Denton	9.54004E-05 N	11120.5	8/2/02	Tib Dn,Knee Up	0
TBRXM	Right Upper Tibia Moment X	4353J	4353J-75-MX	Denton	0.007378351 N·m	395.4	8/2/02	Tib Lt,Hld Knee	0
TBRYM	Right Upper Tibia Moment Y	4353J	4353J-75-MY	Denton	0.007360647 N·m	395.4	8/2/02	Tib Fd,Hld Knee	0
TBRXG	Right Tibia Accel X	7264-2000TZ	J36726	Endevco	0.02398 g	2000	8/7/02	Fwd	0
TBRYG	Right Tibia Accel Y	7264-2000LC	AGWB1	Endevco	0.02008 g	2000	8/6/02	Rt	0
ANRXF	Right Lower Tibia Force X	4929J	4929J-76-FX	Denton	0.000171602 N	11120.5	7/16/02	Ank Fd,Knee Rr	0
ANRYF	Right Lower Tibia Force Y	4929J	4929J-76-FY	Denton	0.000172996 N	11120.5	7/16/02	Ank Rt,Knee Lt	0
ANRZF	Right Lower Tibia Force Z	4929J	4929J-76-FZ	Denton	9.56342E-05 N	11120.5	7/16/02	Ank Dn,Knee Up	0
ANRXM	Right Lower Tibia Moment X	4929J	4929J-76-MX	Denton	0.007504552 N·m	395.4	7/16/02	Ank Lt,Hld Knee	0
ANRYM	Right Lower Tibia Moment Y	4929J	4929J-76-MY	Denton	0.007480020 N·m	395.4	7/16/02	Ank Fd,Hld Knee	0
FTRXD	Right Foot Disp. X	PD210-4B	PD210-4B-AK-037	Contelec	3.199 °	318	7/18/02	Eversion	1
FTRYD	Right Foot Disp. Y	PD210-4B	PD210-4B-0225	Contelec	3.1559 °	318	7/18/02	Dorsiflexion	0
FTRZD	Right Foot Disp. Z	PD210-4B	PD210-4B-AK-039	Contelec	3.1586 °	318	7/18/02	Internal Rotation	1
FTRXG	Right Foot Accel X	7264-2000LC	AALD5	Endevco	0.02577 g	2000	8/6/02	Fwd	0
FTRYG	Right Foot Accel Y	7264-2000LC	AAK48	Endevco	0.02802 g	2000	8/6/02	Rt	0
FTRZG	Right Foot Accel Z	7264-2000LC	ACB45	Endevco	0.02691 g	2000	8/6/02	Dn	0

Dummy 169v Type HIII 50TH Description VRTC - 169v HIII 50TH ICAL'd 5-24-02 (DKS 8-22-02)J211

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
HEDXG	Head Accel X	7264-2000T	J20083	Endevco	0.02181 g	2000	5/24/02	Rwd	1
HEDYG	Head Accel Y	7264-2000T	J19843	Endevco	0.0224 g	2000	5/24/02	Lft	1
HEDZG	Head Accel Z	7264-2KM5T	J20027	Endevco	0.02589 g	2000	5/24/02	Up	1
NEKXF	Neck Force X	1716A	1716A-782-FX	Denton	0.000190504 N	8896	5/30/02	Hd Fd,Cst Rr	1
NEKYF	Neck Force Y	1716A	1716A-782-FY	Denton	0.000186052 N	8896	5/30/02	Hd Lt,Cst Rt	0
NEKZF	Neck Force Z	1716A	1716A-782-FZ	Denton	0.000096548 N	13344	5/30/02	Hd Up,Cst Dn	0
NEKXM	Neck Moment X	1716A	1716A-782-MX	Denton	0.005812389 N·m	282.5	5/30/02	Rt Ear to Rt Shld	1
NEKYM	Neck Moment Y	1716A	1716A-782-MY	Denton	0.005816283 N·m	282.5	5/30/02	Chn to Strnm	0
NEKZM	Neck Moment Z	1716A	1716A-782-MZ	Denton	0.008224071 N·m	282.5	5/30/02	Chn to Lt Shld	0
CSTXG	Chest Accel X	7264-2000T	J23757	Endevco	0.02801 g	2000	5/24/02	Fwd	0
CSTYG	Chest Accel Y	7264-2KM5T	J21989	Endevco	0.02333 g	2000	5/24/02	Lft	1
CSTZG	Chest Accel Z	7264-2000TZ	J35747	Endevco	0.02832 g	2000	5/24/02	Up	1
CSTXD	Chest Deflection X	14CB1-2847	14CB1-2847-169	Servo	1.11513 mm	100	6/6/02	Strnm Away Frm Spn	0
PEVXG	Pelvis Accel X	7264-2000TZ	J36741	Endevco	0.02311 g	2000	5/24/02	Rwd	1
PEVYG	Pelvis Accel Y	7264-2000TZ	J36605	Endevco	0.02677 g	2000	5/24/02	Lft	1
PEVZG	Pelvis Accel Z	7264-2000LC	AAMD7	Endevco	0.02682 g	2000	5/24/02	Up	1
LFMXF	Left Femur Force X	1914	1914-0261-FX	Denton	0.000144725 N	13344	5/24/02	Knee Dn,Fem Up	1
LFMYF	Left Femur Force Y	1914	1914-0261-FY	Denton	0.000145182 N	13344	5/24/02	Knee Rt,Fem Lt	0
LFMZG	Left Femur Force Z	1914	1914-0261-FZ	Denton	0.000053289 N	22240	5/24/02	Knee Fd,Pel Rr	0
LFMXM	Left Femur Moment X	1914	1914-0261-MX	Denton	0.004356637 N·m	339	5/24/02	Knee Rt,Hld Fem	1
LFMYM	Left Femur Moment Y	1914	1914-0261-MY	Denton	0.004435398 N·m	339	5/24/02	Knee Up,Hld Fem	0
LFMZM	Left Femur Moment Z	1914	1914-0261-MZ	Denton	0.007827729 N·m	339	5/24/02	Tib Lt,Hld Pel	0
RFMXF	Right Femur Force X	1914A	1914A-383-FX	Denton	0.000147685 N	13344	5/24/02	Knee Dn,Fem Up	1
RFMYF	Right Femur Force Y	1914A	1914A-383-FY	Denton	0.00014785 N	13344	5/24/02	Knee Rt,Fem Lt	0
RFMZG	Right Femur Force Z	1914A	1914A-383-FZ	Denton	0.00006006 N	22240	5/24/02	Knee Fd,Pel Rr	0
RFMXM	Right Femur Moment X	1914A	1914A-383-MX	Denton	0.004435103 N·m	339	5/24/02	Knee Rt,Hld Fem	1

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
RFBYM	Right Femur Moment Y	1914A	1914A-383-MY	Denton	0.004437463 N·m	339	5/24/02	Knee Up,Hld Fem	0
RFBZM	Right Femur Moment Z	1914A	1914A-383-MZ	Denton	0.008078761 N·m	339	5/24/02	Tib Lt,Hld Pel	0
KNLXD	Left Knee Displacement	150-0121VR	150-0121VR-17169	SpaceAge	23.738 mm	40	6/13/02	Tib Rr,Hld Fem	1
TBLXF	Left Upper Tibia Force X	4353J	4353J-78-FX	Denton	0.000171935 N	11120.5	7/17/02	Tib Rr,Knee Fd	1
TBLZF	Left Upper Tibia Force Z	4353J	4353J-78-FZ	Denton	9.56432E-05 N	11120.5	7/17/02	Tib Dn,Knee Up	0
TBLXM	Left Upper Tibia Moment X	4353J	4353J-78-MX	Denton	0.007485837 N·m	395.4	7/17/02	Tib Rt,Hld Knee	1
TBLYM	Left Upper Tibia Moment Y	4353J	4353J-78-MY	Denton	0.007496459 N·m	395.4	7/17/02	Tib Rr,Hld Knee	1
TBLXG	Left Tibia Accel X	7264-2KM5T	J27464	Endevco	0.02848 g	2000	8/6/02	Fwd	0
TBLYG	Left Tibia Accel Y	7264-2000TZ	J36743	Endevco	0.02337 g	2000	8/7/02	Rt	0
ANLXF	Left Lower Tibia Force X	4929J	4929J-78-FX	Denton	0.000171602 N	11120.5	7/16/02	Ank Fd,Knee Rr	0
ANLYF	Left Lower Tibia Force Y	4929J	4929J-78-FY	Denton	0.000171449 N	11120.5	7/16/02	Ank Rt,Knee Lt	0
ANLZF	Left Lower Tibia Force Z	4929J	4929J-78-FZ	Denton	0.000173490 N	11120.5	7/16/02	Ank Dn,Knee Up	0
ANLXM	Left Lower Tibia Moment X	4929J	4929J-78-MX	Denton	0.007487860 N·m	395.4	7/16/02	Ank Lt,Hld Knee	0
ANLYM	Left Lower Tibia Moment Y	4929J	4929J-78-MY	Denton	0.007416540 N·m	395.4	7/16/02	Ank Fd,Hld Knee	0
FTLXD	Left Foot Disp. X	PD210-4B	LX0019X	Contelec	3.167281 °	318	7/23/02	Inversion	1
FTLYD	Left Foot Disp. Y	PD210-4B	LX0019Y	Contelec	3.165088 °	318	7/23/02	Dorsiflexion	0
FTLZD	Left Foot Disp. Z	PD210-4B	LX0019Z	Contelec	3.191877 °	318	7/23/02	Internal Rotation	0
FTLYG	Left Foot Accel Y	7264-2KM5T	J19865	Endevco	0.02157 g	2000	8/7/02	Rt	0
FTLZG	Left Foot Accel Z	7264-2KM5T	J19338	Endevco	0.02336 g	2000	8/6/02	Dn	0
FTLXG	Left Foot Accel X	7264-2000TZ	J35987	Endevco	0.03661 g	2000	8/7/02	Fwd	0
KNRXd	Right Knee Displacement	150-0121VL	150-0121VL-21033	SpaceAge	22.74 mm	40	6/13/02	Tib Rr,Hld Fem	1
TBRXF	Right Upper Tibia Force X	4353J	4353J-77-FX	Denton	0.000174174 N	11120.5	7/17/02	Tib Rr,Knee Fd	1
TBRZF	Right Upper Tibia Force Z	4353J	4353J-77-FZ	Denton	9.65604E-05 N	11120.5	7/17/02	Tib Dn,Knee Up	0
TBRXM	Right Upper Tibia Moment X	4353J	4353J-77-MX	Denton	0.007570056 N·m	395.4	7/17/02	Tib Rt,Hld Knee	1
TBRYM	Right Upper Tibia Moment Y	4353J	4353J-77-MY	Denton	0.007618361 N·m	395.4	7/17/02	Tib Rr,Hld Knee	1
TBRXG	Right Tibia Accel X	7264-2000TZ	J36611	Endevco	0.02653 g	2000	8/7/02	Fwd	0
TBRYG	Right Tibia Accel Y	7264-2000T	J19227	Endevco	0.02352 g	2000	8/7/02	Rt	0
ANRFX	Right Lower Tibia Force X	4929J	4929J-75-FX	Denton	0.000171926 N	11120.5	7/17/02	Ank Fd,Knee Rr	0

Chsname	Location	Model	Name	Manufacturer	Sens./mV/V/U	Fullscale	Caldate	Pos Output	Flip
ANRYF	Right Lower Tibia Force Y	4929J	4929J-75-FY	Denton	0.000173499 N	11120.5	7/17/02	Ank Rt,Knee Lt	0
ANRZF	Right Lower Tibia Force Z	4929J	4929J-75-FZ	Denton	9.64345E-05 N	11120.5	7/17/02	Ank Dn,Knee Up	0
ANRXM	Right Lower Tibia Moment X	4929J	4929J-75-MX	Denton	0.00755564 N·m	395.4	7/17/02	Ank Lt,Hld Knee	0
ANRYM	Right Lower Tibia Moment Y	4929J	4929J-75-MY	Denton	0.007422104 N·m	395.4	7/17/02	Ank Fd,Hld Knee	0
FTRXD	Right Foot Disp. X	PD210-4B	LX0018X	Contelec	3.133298 °	318	7/23/02	Inversion	1
FTRYD	Right Foot Disp. Y	PD210-4B	LX0018Y	Contelec	3.155877 °	318	7/23/02	Dorsiflexion	0
FTRZD	Right Foot Disp. Z	PD210-4B	LX0018Z	Contelec	3.165772 °	318	7/23/02	External Rotation	0
FTRXG	Right Foot Accel X	7264-2000LC	AAKB4	Endevco	0.0295 g	2000	8/6/02	Fwd	0
FTRYG	Right Foot Accel Y	7264-2000LC	AHRW5	Endevco	0.01995 g	2000	8/6/02	Rt	0
FTRZG	Right Foot Accel Z	7264-2000LC	ACCT1	Endevco	0.01948 g	2000	8/6/02	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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28031 – Madrid – Spain

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.

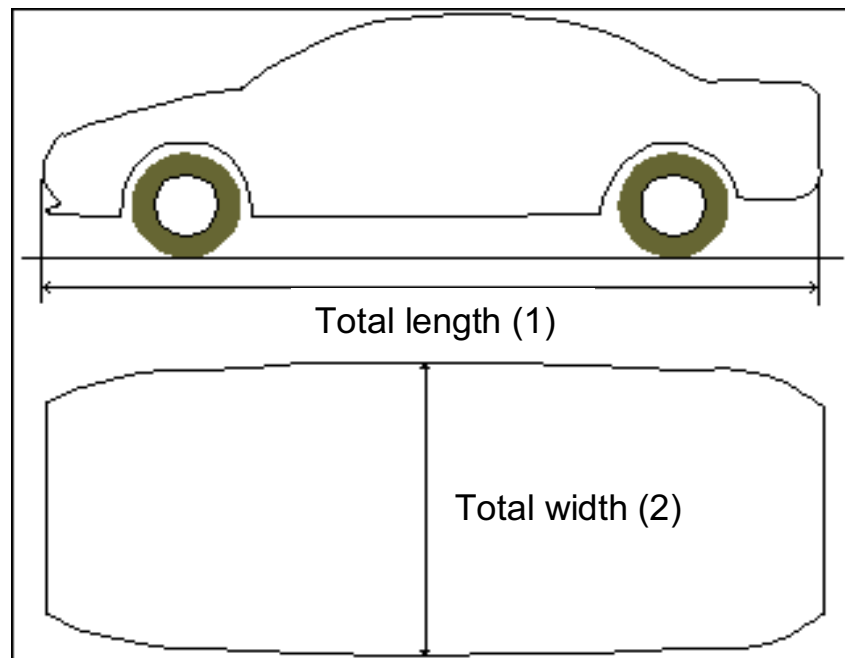


Figure 1.- Definition of the main resistant elements. General dimensions.

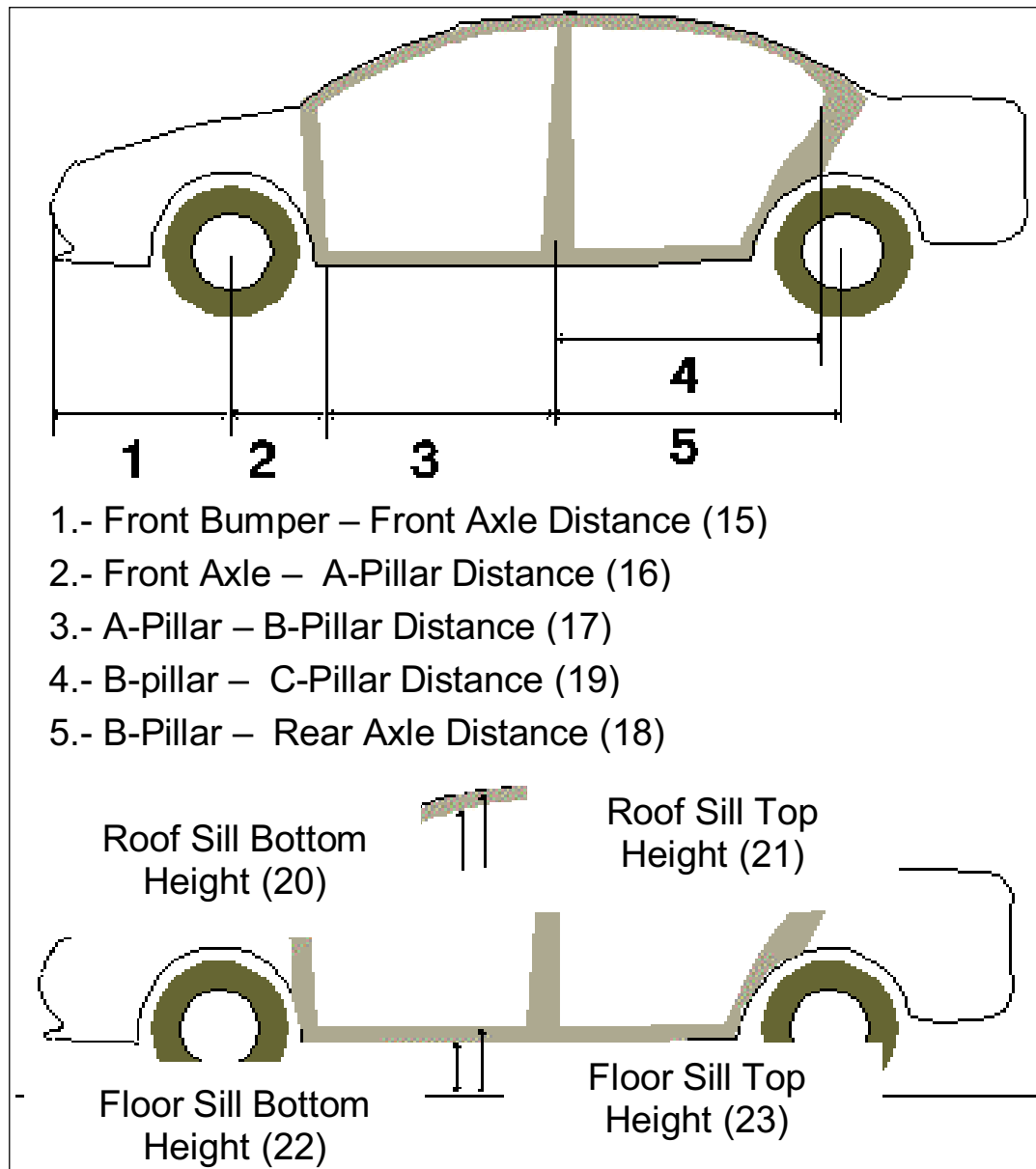


Figure 2.- Definition of the main resistant elements. Side elements.

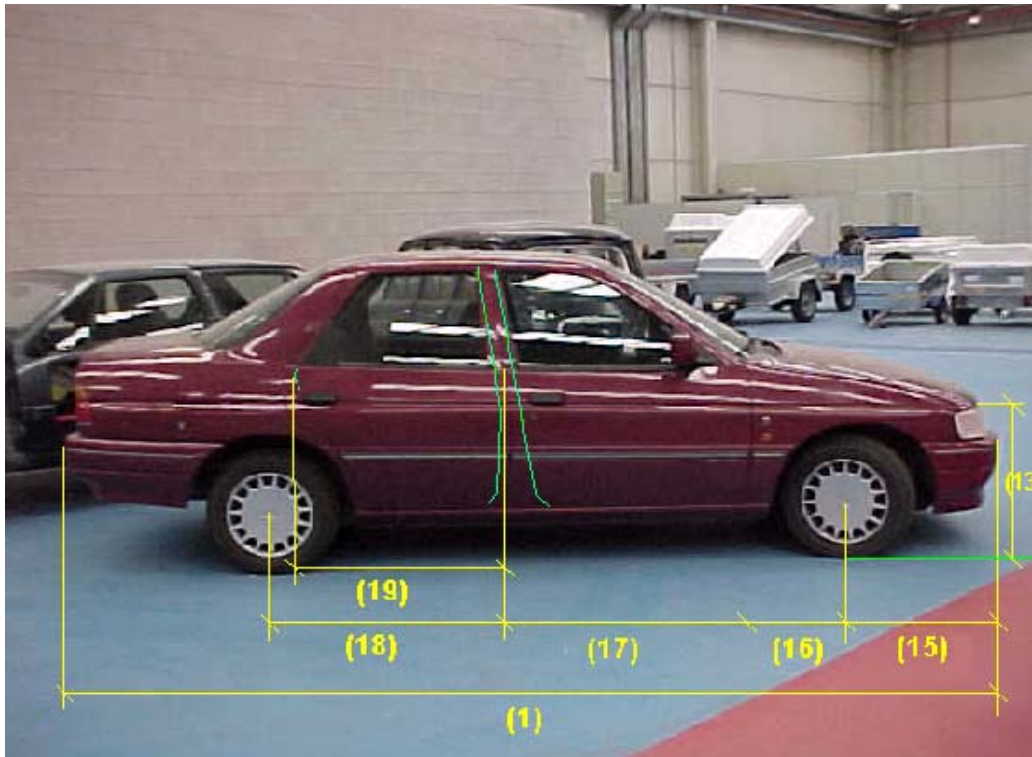


Figure 3.-
Measurements of
the side resistant
elements (outer).

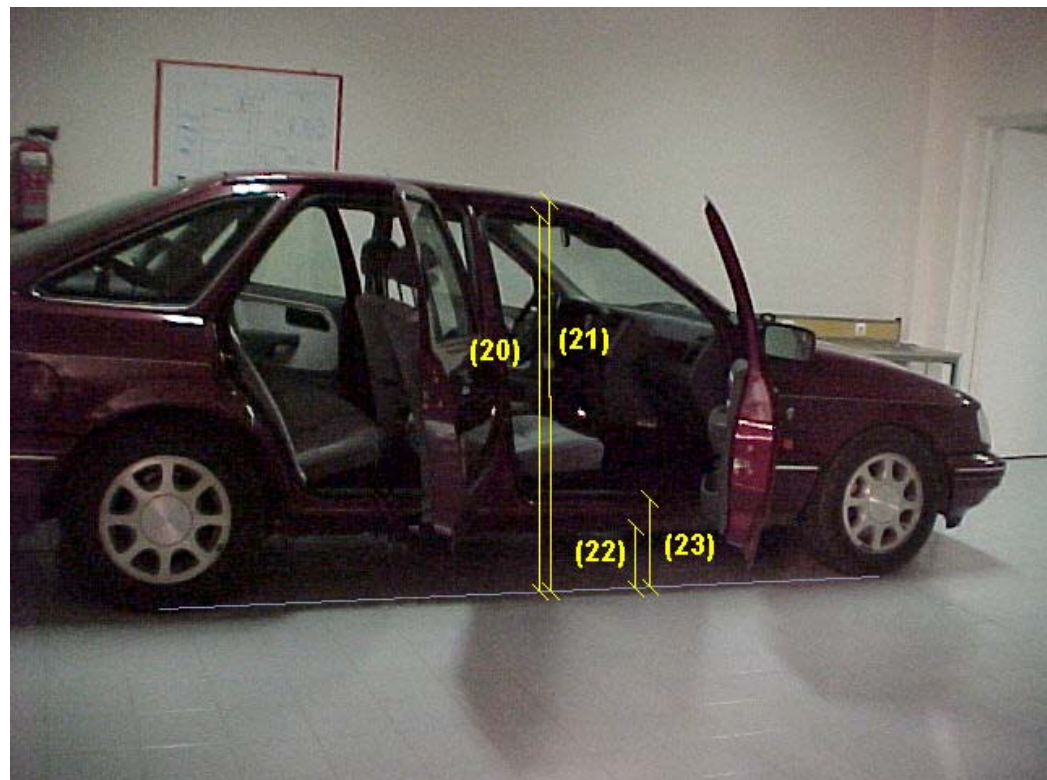


Figure 4.- Measurements
of the side resistant
elements (inner).

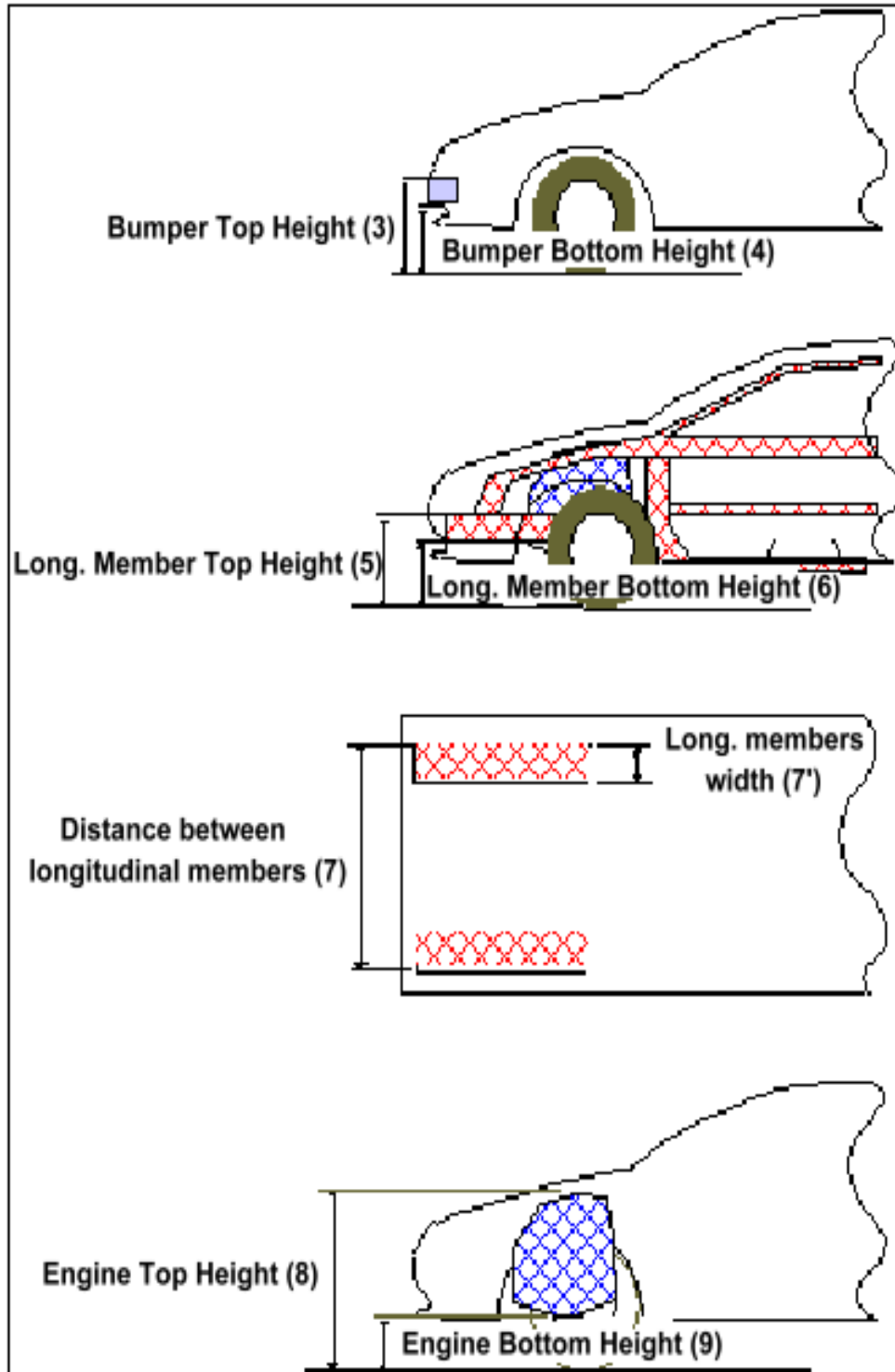


Figure 5.- Definition of the main resistant elements. Front elements.

Figure 6.-
Measurements of the
main resistant elements.
Front elements 1.

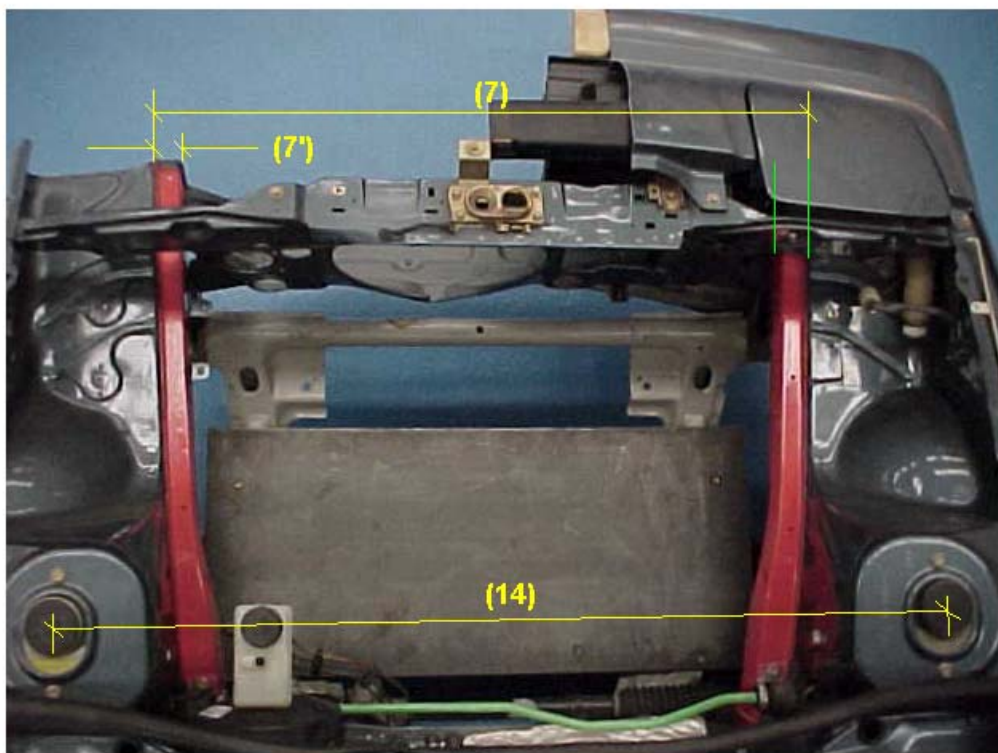
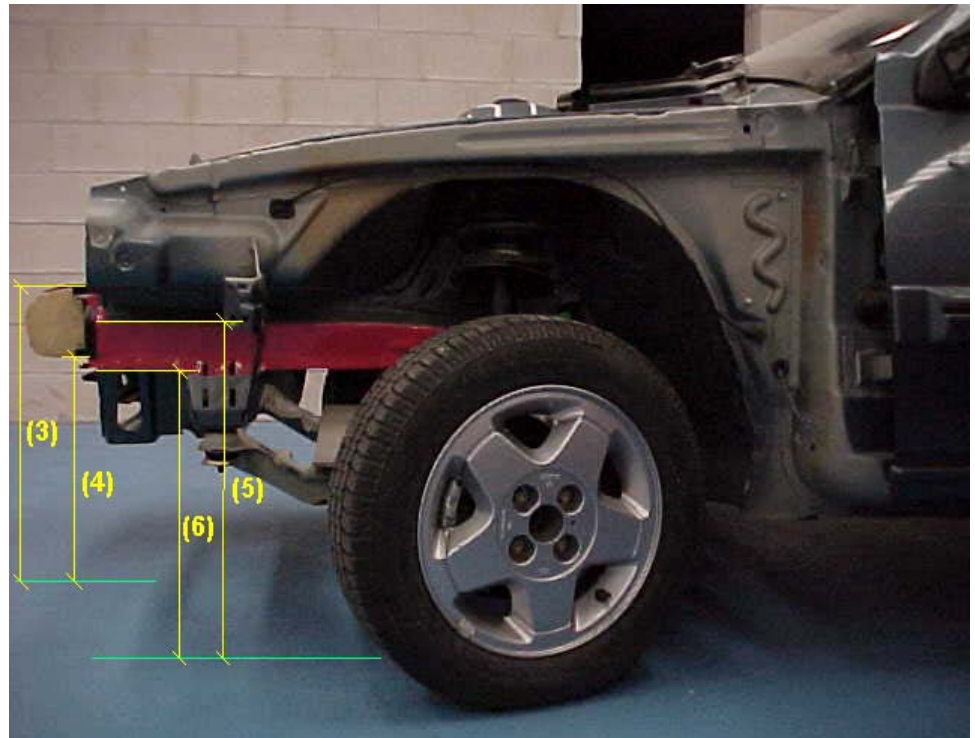


Figure 7.-
Measurements
of the main
resistant
elements. Front
elements 2.

Figure 8.-
Measurements of
the main resistant
elements. Front
elements 3.

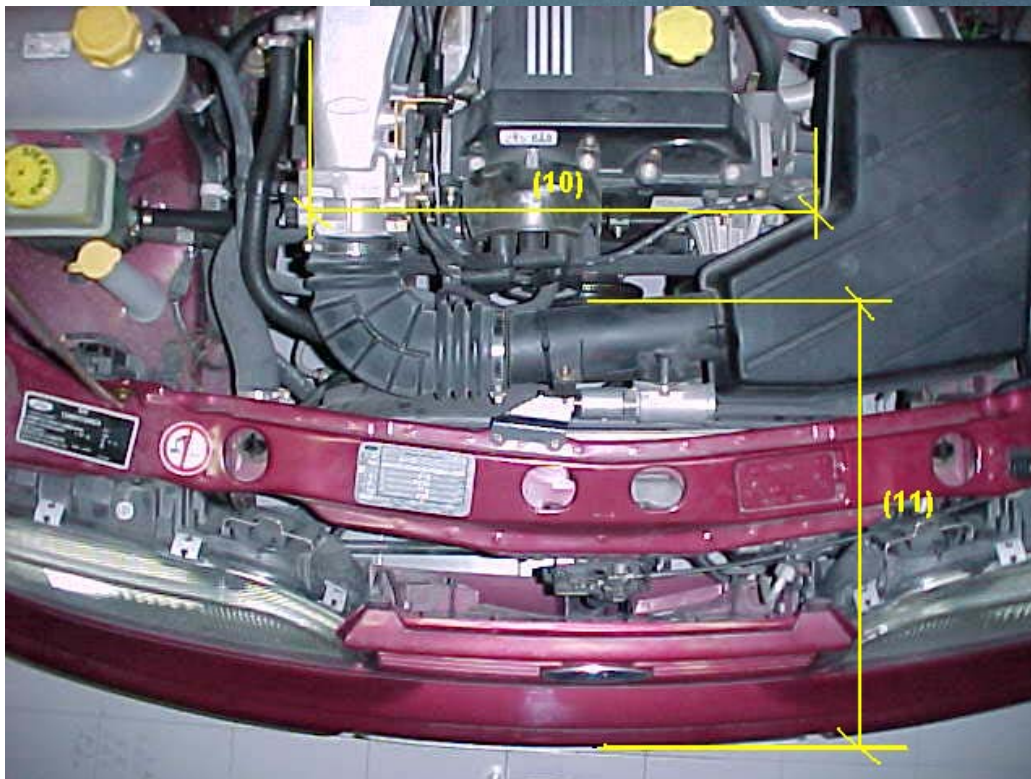
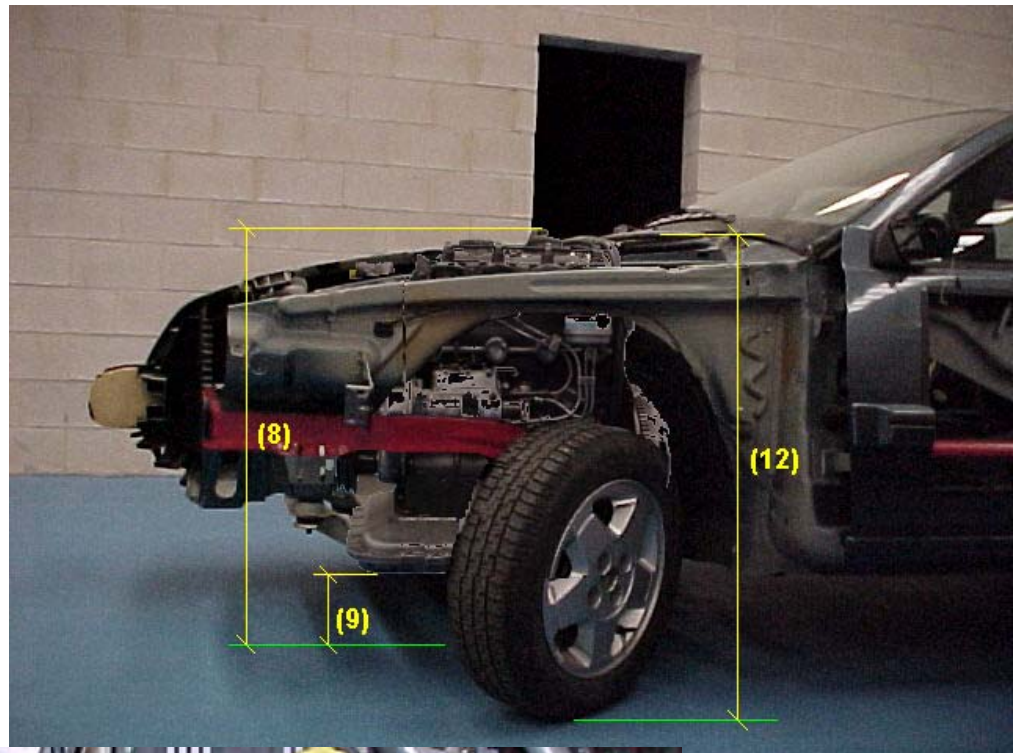


Figure 9.-
Definition of
the main
resistant
elements. Front
elements
(Longitudinal
engine).



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.

Appendix F

Vehicle Manufacturer's Information

→ Same info as 2002 per A. Prasad (VRTC)

TEST VEHICLE INFORMATION

Vehicle Model Year & Make: 2000 Dodge/Plymouth
Vehicle Model & Body Style: Neon Sedan

1. NOMINAL DESIGN RIDING POSITION --

For adjustable driver and passenger seat backs.
Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent if applicable. Indicate, if applicable, how the detents are numbered (Is the first detent "0" or "1"?). Indicate if the seat back angle is measured with the dummy in the seat.

Seat back angle for driver's seat = 22.5°

Measurement Instructions: "No dummy in seat."

See Attached Page 3 of 3

Seat back angle for front pass seat = 22.5°

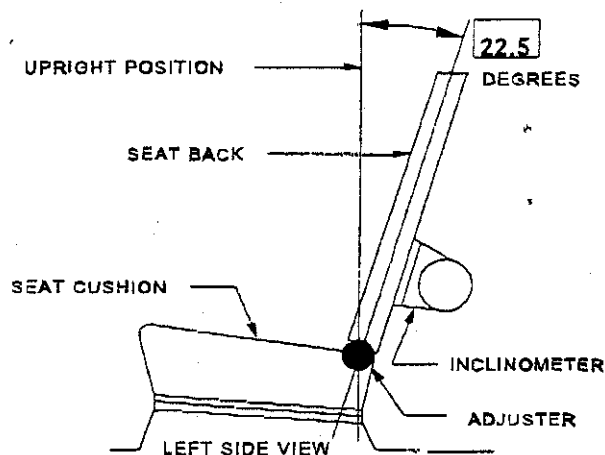
Measurement Instructions:

Same as drivers

Seat back angle for rear occupants seat = N/A

Measurement Instructions:

N/A



2. SEAT FORE & AFT POSITIONS --

Provide instructions for positioning the driver and front outboard passenger seat(s) in the center of fore and aft travel. For example, provide information to locate the detent in which the seat track is to be locked.

Positioning of the driver's seat:

Each seat track detent moves the seat 10mm. Total seat travel 220mm. At the mid-track setting, there will be approximately 25 mm of exposure of the lower track at the rear attachments to the floor crossmember.

Positioning of the passenger's seat (if applicable):

Same as driver's

Positioning of

the rear passenger's seat (left/right)(if applicable):

N/A

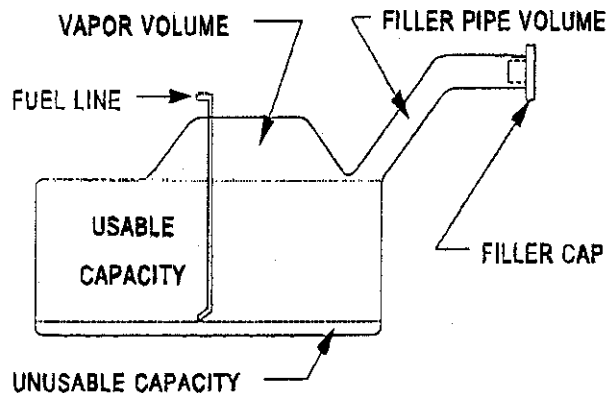
3. FUEL TANK CAPACITY DATA --

3.1 A. "Usable Capacity" of standard equipment fuel tank = 12.5 gallons.

B. "Usable Capacity" of optional equipment fuel tank = N/A gallons.

C. "Usable Capacity" of vehicle(s) used for certification testing to requirements of FMVSS 301 = 11.6 gallons.

Operational Instructions:



VEHICLE FUEL TANK ASSEMBLY

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 11.6 gallons

FORM NO. 1 Continued

TEST VEHICLE INFORMATION

- 3.3 Is vehicle equipped with electric fuel pump? ☒ YES ☐ NO
 If YES, does pump normally operate when vehicle's electrical system is activated? ☒ YES ☐ NO

4. ADJUSTABLE UPPER ANCHORAGE POSITION:

1. Push the adjustable turning loop(ATL) all the way up.
2. Pull down on the ATL to engage in the first notch.
3. The position for the 50th percentile SID will be two notches further down.

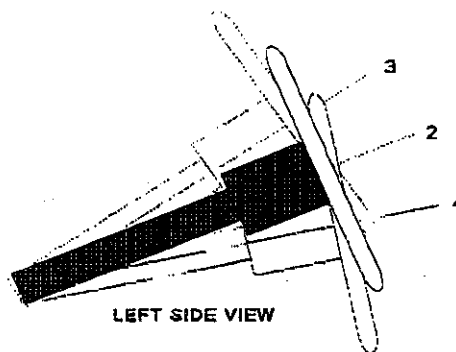
5. STEERING COLUMN ADJUSTMENTS --

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions.

If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine the geometric center.

Operational Instructions:

1. With the steering column in the full down position, place a digital level across the steering wheel (top to bottom) in the side view and record the angle.
2. With the steering column in the full up position, place a digital level across the steering wheel (top to bottom) in the side view and record the angle.
3. The steering column mid-point location will be at the mid-point of the two angles measured in steps 1 and 2.



LEFT SIDE VIEW

STEERING COLUMN ASSEMBLY

2000 Model Year Neon Seat Back Setup Procedure

1. Remove the seatback recliner plastic side shield by removing the two retaining screws.
2. Lift the recliner handle and rotate the seatback to the full upright position.
3. Insert a 6mm pin in the gage hole provided at the front of the recliner.
4. Lift the recliner handle and recline the seatback until the sector gear assembly makes contact with the pin; this sets the seat to 18 degrees.
5. Remove the pin and recline the seat an additional **3 notches** (each notch reclines the seatback 1.5 degrees); this sets the seatback to the design angle of 22.5 degrees.
6. Reinstall the seatback recliner plastic side shield.

Note: At 4 notches reclined, the gage hole will be entirely covered by the sector gear assembly.