

**Vehicle Research and Test Center
2002 Dodge Neon into
Fixed 40% Right Offset Deformable Barrier
Load Cell Barrier at 56.0 km/h
TRC Inc. Test Number: 021008**

**Prepared By:
Transportation Research Center Inc.
10820 State Route 347
East Liberty, OH 43319**

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**Prepared For:
Vehicle Research and Test Center
P. O. Box 37
East Liberty, OH 43319**

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Section 1.0

Purpose and Test Procedure

Purpose

This 56.1 km/h (34.8 mph) fixed 40% right 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% right 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% right 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 right so that the left edge of the face was 170 millimeters right of the vehicle centerline. The bottom edge of the barrier face was 202 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 front single stage 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 passenger 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 nine (9) high-speed motion picture cameras. The pre- and post-test conditions were recorded by one (1) real-time motion picture camera.

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

Section 2.0

Fixed 40% Right Offset Deformable Load Cell Barrier Test Summary

Test Results Summary

This fixed 40% right offset load cell barrier test was conducted by TRC Inc. on October 8, 2002.

The test vehicle, a 2002 Dodge Neon 4-door sedan, was equipped with a 2.0-liter transverse engine, automatic transmission, power steering, power brakes and single stage front airbags. The vehicle's test weight was 1419.2 kg. The vehicle's impact speed was 56.1 km/h. The vehicle impacted 5 mm to the right of the 40% offset target line.

The driver's 36 millisecond Head Injury Criteria (HIC) was 534. The driver's 15 millisecond HIC was 373. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 39.6 g. The driver's maximum chest deflection was 34 mm. The driver's left and right femur maximum axial compressive forces were 879 N and 1787 N, respectively. The driver dummy's upper neck injury calculations were: neck tension-flexion (NTF), 0.33; neck tension-extension (NTE), 0.19; neck compression-flexion (NCF), 0.01 and neck compression-extension (NCE), 0.08. The driver dummy's peak upper neck tension force was 1899 N and peak neck compression force was 23 N.

The right front passenger's 36 millisecond HIC was 624. The passenger's 15 millisecond HIC was 526. The passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 33.9 g. The passenger's maximum chest deflection was 20 mm. The passenger's left and right femur maximum axial compressive forces were 1239 N and 2949 N, respectively. The right front passenger's upper neck injury calculations were: NTF, 0.18; NTE, 0.29; NCF, 0.05 and NCE, 0.11. The right front passenger dummy's peak upper neck tension force was 836 N and peak neck compression force was 57 N.

There was 96% windshield periphery retention. There was no penetration through the windshield.

Data Acquisition Explanations

The driver's head Z-axis acceleration data channel, HEDZG1, recorded no valid data after approximately 134 milliseconds. The cable was found to be damaged and was repaired. The driver's calculated head resultant acceleration data channel, HEDRG1, was also affected. The peak head injury criteria, HIC, occurred prior to the data anomaly.

The vehicle's left side rear seat crossmember Z-axis acceleration channel, LRXZG1, recorded no valid data throughout the event. The left side rear seat crossmember resultant acceleration data channel, LRXRG1, was also affected.

The driver side airbag inductive pickup data channel, DABET1, did not record the airbag fire time.

Table 1 Crash Test Summary

Test mode:	Fixed 40% right offset load cell barrier		
Test date:	10/08/02		
Test time:	1443		
Ambient temperature:	21° C		
Vehicle year/make/ model/body style:	2002/Dodge/Neon/4-door sedan		
Vehicle test weight:	1419.2 kg		
Impact angle ¹ :	0°		
Impact velocity ² :	56.1 km/h		
Maximum static crush ³ :	524 mm		
Average rebound:	N/A		
Number of data channels:	207		
Number of cameras:	High-speed	9	Real-time 1
<u>Dummies:</u>	<u>Driver #169</u>		<u>Passenger #168</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 (12 th of 23 notches)		
Passenger:	Mid (12 th of 23 notches)		
<u>Seat back position for test:</u>			
Driver:	22.9°		
Passenger:	22.6°		
<u>Head restraint position for test:</u>			
Driver:	Full up		
Passenger:	Full up		
Steering column position:	Mid: 67.2° (range 64.1 degrees to 70.4 degrees)		

¹ With respect to tow track centerline.

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

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

Table 2 General Test and Vehicle Parameter Data

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

VIN: 1B3ES26C52D567041

Model year: 2002

Body style: Sedan

Color: Maroon

Engine data:

 Cylinders: 4

 Displacement 2.0 liters

 Cylinder placement: straight

 Engine placement: transverse

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

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

Date vehicle received:

Odometer reading: 12149

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	No	Telescoping steering wheel	No
Tinted glass	Yes	Air conditioning	Yes
Radio	Yes	Anti-skid brake	No
Clock	Yes	Rear window defroster	Yes
Other	None	Power door locks	No

Certification data from vehicle's label:

Vehicle manufactured by: DaimlerChrysler Corporation

Date of manufacture: 12/01

VIN: 1B3ES26C52D567041

GVWR: 3663 lbs. (1662 kg)

GAWR: Front: 2020 lbs. (917 kg)

 Rear: 1693 lbs. (768 kg)

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

Tires on vehicle (mfr., line, size): Goodyear, Integrity, P175/70R14

Tire pressure with maximum capacity vehicle load:

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

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

Type of seats:

Front Bucket
Rear Bench

Maximum width: 1703 mm

Wheelbase: 2666 mm

Location of "Recommended Tire Pressure" label:

The label was located on driver's door.

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

Recommended tire size: P175/70R14 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: 865 lbs. (392 kg)

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

Test vehicle attitude:

Delivered attitude: LF 672 mm; RF 669 mm; LR 684 mm; RR 688 mm
Fully loaded attitude: LF 655 mm; RF 650 mm; LR 652 mm; RR 653 mm
Pre-test attitude: LF 648 mm; RF 648 mm; LR 645 mm; RR 642 mm
Post-test attitude: LF 648 mm; RF 622 mm; LR 680 mm; RR 595 mm

Table 2 General Test and Vehicle Parameter Data Cont'd

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

Right front	389.5 kg	Right rear	216.0 kg
Left front	392.0 kg	Left rear	224.0 kg
Total front weight	781.5 kg	(64.0 % of total vehicle weight)	
Total rear weight	440.0 kg	(36.0 % of total vehicle weight)	
Total delivered weight	1221.5 kg		

Calculation of test vehicle's target test weight:

Total Delivered Weight (UDW) =	1221.5 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 =	1425.5 kg

Weight of test vehicle with required dummies and 45.7 kg of cargo weight:

Right front	417.8 kg	Right rear	289.4 kg
Left front	422.8 kg	Left rear	289.2 kg
Total front weight	840.6 kg	(59.2% of total vehicle weight)	
Total rear weight	578.6 kg	(40.8% of total vehicle weight)	
Total test weight	1419.2 kg	(0.4% under target test weight)	

Weight of ballast secured in vehicle: None

Components removed to meet target test weight: Rear seat and rear interior trim, trunk lid, speakers, door glass, rear bumper fascia and exhaust.

Location of Vehicle's CG: 1087 mm rearward of front wheel centerline

Fuel System Data:

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

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

Table 3 Post-Impact Data

Test number: 021008
Test date: 10/08/02
Test time: 1443
Test type: Fixed 40% right 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

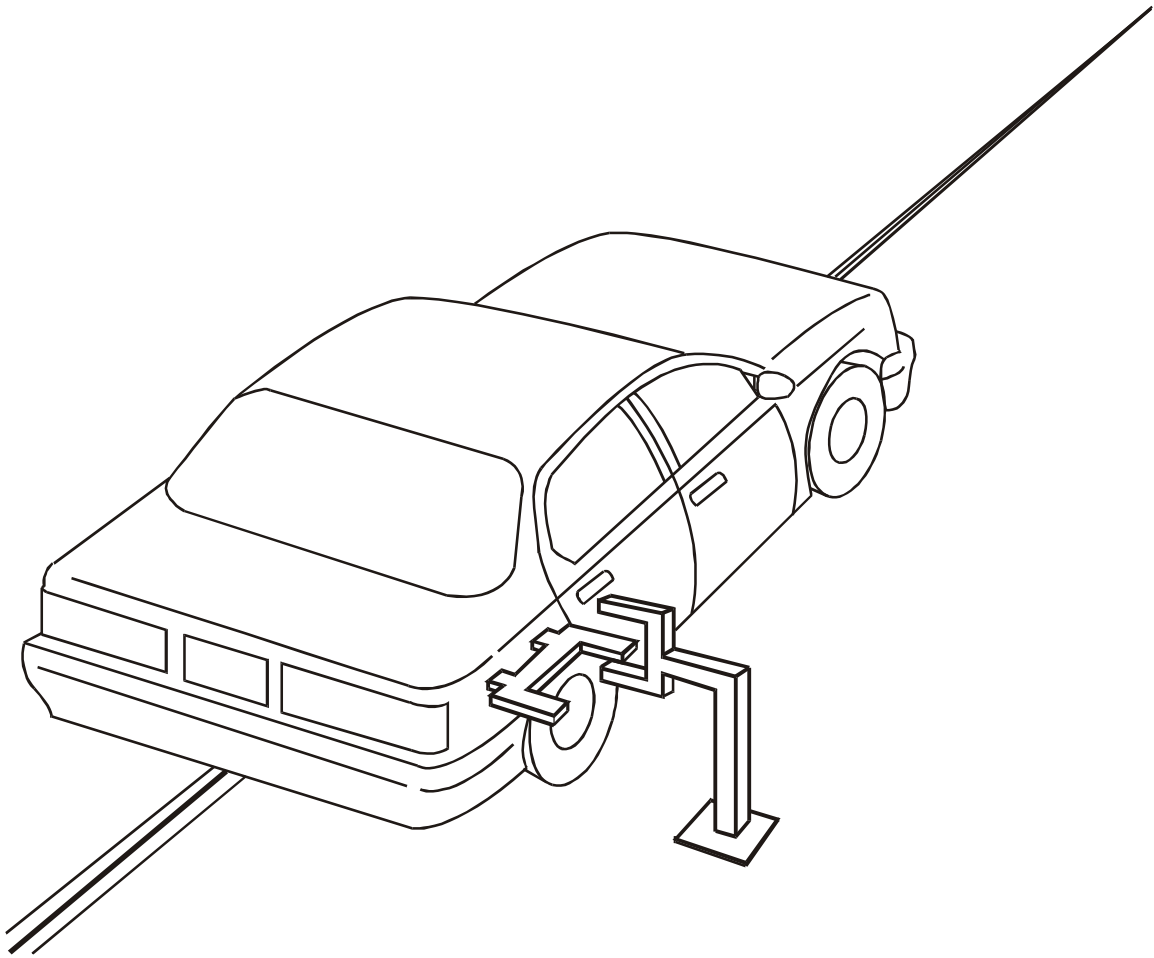
Barrier impact velocity:

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: 170 mm right of vehicle centerline
Impact point variance: 5 mm right
Actual offset: 175 mm right of vehicle centerline

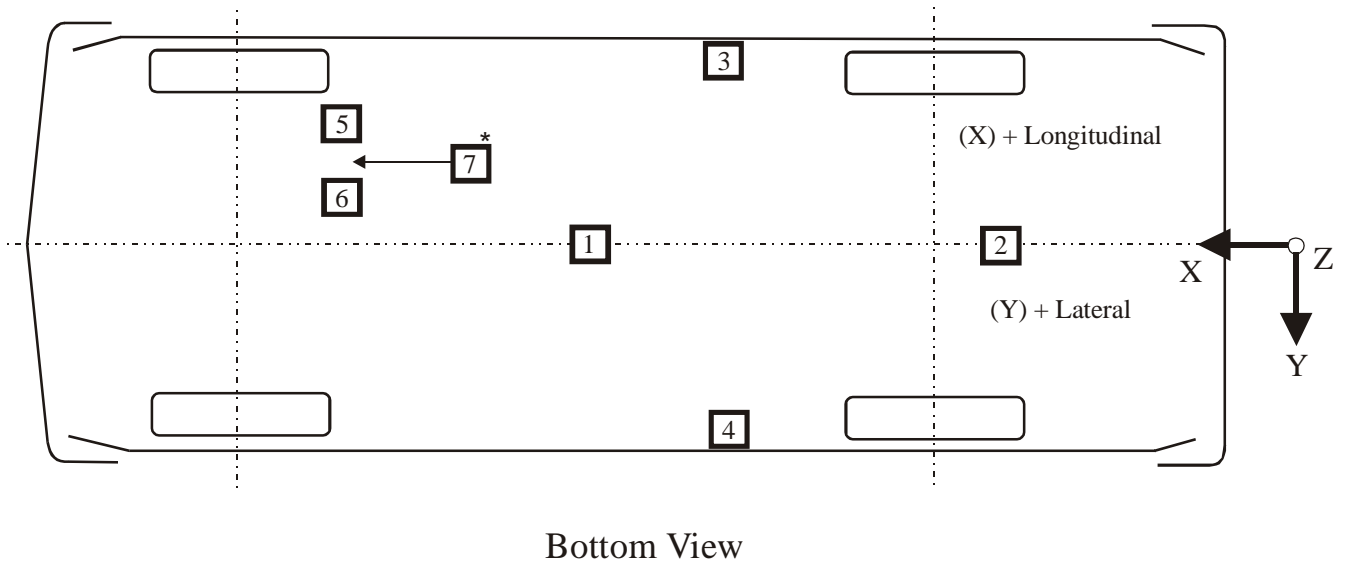
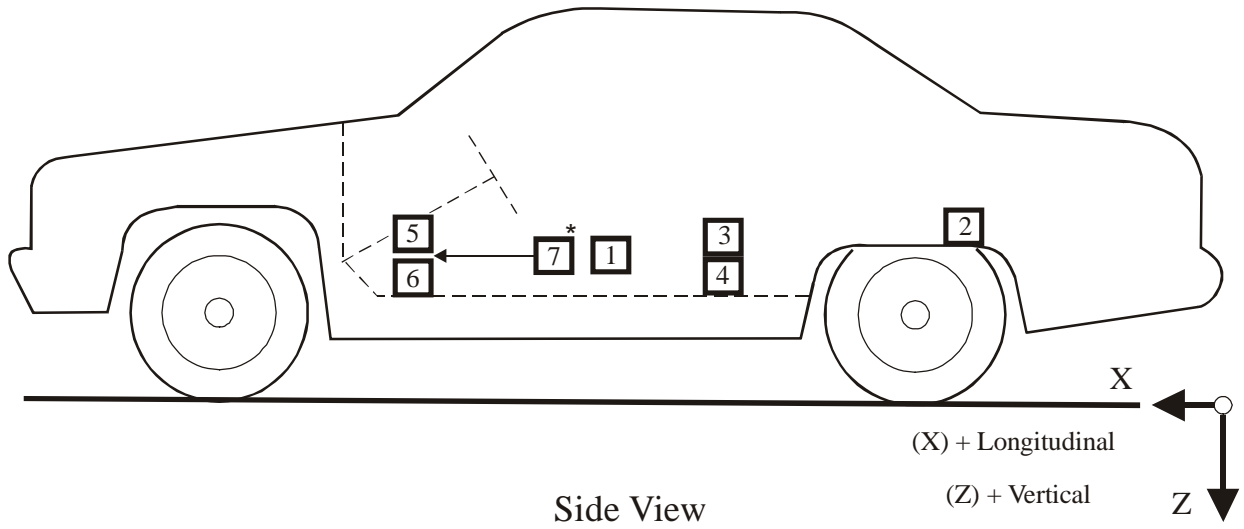
Figure 1 Impact Velocity Measurement System



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 Data Summary

TEST NUMBER: 021008 No. LOCATION	X	Y	Z	POSITIVE DIRECTION		NEGATIVE DIRECTION	
1 VEHICLE CENTER OF GRAVITY	2464 mm	0 mm	-358 mm				
LONGITUDINAL				2.5 g	@ 229.0 ms	35.4 g	@ 90.3 ms
LATERAL				19.7 g	@ 87.2 ms	20.4 g	@ 75.9 ms
VERTICAL				19.7 g	@ 78.2 ms	37.5 g	@ 87.0 ms
RESULTANT				46.8 g	@ 87.0 ms		
2 REAR DECK VERTICAL	182 mm	0 mm	NA	13.6 g	@ 121.6 ms	12.3 g	@ 96.6 ms
3 LEFT REAR SEAT CROSSMEMBER	1696 mm	-616 mm	NA				
LONGITUDINAL				1.6 g	@ 178.3 ms	20.7 g	@ 70.2 ms
LATERAL				5.9 g	@ 123.8 ms	8.3 g	@ 65.4 ms
VERTICAL ¹				---	---	---	---
RESULTANT ¹				---	---		
4 RIGHT REAR SEAT CROSSMEMBER	1682 mm	615 mm	NA				
LONGITUDINAL				2.2 g	@ 195.2 ms	26.1 g	@ 80.8 ms
LATERAL				5.8 g	@ 123.8 ms	8.5 g	@ 65.0 ms
VERTICAL				7.9 g	@ 52.2 ms	10.1 g	@ 86.5 ms
RESULTANT				26.5 g	@ 83.8 ms		
5 DRIVERS LEFT SIDE TOE PAN	3187 mm	-440 mm	NA				
LONGITUDINAL				3.3 g	@ 8.5 ms	21.8 g	@ 91.6 ms
LATERAL				8.9 g	@ 115.5 ms	17.5 g	@ 71.8 ms
VERTICAL				13.8 g	@ 53.7 ms	3.7 g	@ 8.0 ms
RESULTANT				29.8 g	@ 71.2 ms		

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

TEST NUMBER: 021008 No. LOCATION	X	Y	Z	POSITIVE DIRECTION	NEGATIVE DIRECTION
6 DRIVERS RIGHT SIDE TOE PAN	3170 mm	-245 mm	NA		
LONGITUDINAL				0.9 g @ 179.0 ms	32.1 g @ 70.5 ms
LATERAL				10.7 g @ 94.0 ms	15.5 g @ 71.0 ms
VERTICAL				17.5 g @ 75.4 ms	26.9 g @ 281.8 ms
RESULTANT				36.3 g @ 70.7 ms	
7 DRIVERS TOE PAN DISPLACEMENT	NA	NA	NA		
LONGITUDINAL				0.2 mm @ 0.2 ms	14.1 mm @ 132.3 ms
8 DRIVER SEAT BELT LOAD CELLS	NA	NA	NA		
LAP BELT				5913.6 N @ 82.1 ms	4.7 N @ 308.2 ms
SHOULDER BELT				4010.3 N @ 109.0 ms	2.0 N @ 263.1 ms
9 PASSENGER SEAT BELT LOAD CELLS	NA	NA	NA		
LAP BELT				3557.2 N @ 74.3 ms	6.9 N @ 0.0 ms
SHOULDER BELT				3754.2 N @ 114.9 ms	31.4 N @ 224.0 ms

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

¹ See DATA ACQUISITION EXPLANATIONS

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	-59.1 g	10.1 g	49.0 g ²	62.7 g ²	-39.2 g	-12.3 g	8.3 g	40.5 g
Passenger	-77.9 g	-26.2 g	32.8 g	83.0 g	-33.8 g	-7.1 g	12.3 g	34.3 g

	<u>Maximum Femur Compressive Force</u>	
	Left Femur	Right Femur
Driver	879 N	1787 N
Passenger	1239 N	2949 N

	<u>Head Injury Criteria³</u>		
	36 millisecond		
	HIC	Start Time t ₁	End Time t ₂
Driver	534	88.9 ms	120.0 ms
Passenger	624	99.2 ms	135.2 ms

	15 millisecond		
	HIC	Start Time t ₁	End Time t ₂
	Driver	373	92.8 ms
Passenger	526	117.3 ms	132.3 ms

	<u>Chest Maximum Resultant Acceleration⁴</u>		
	Acceleration	Start Time t ₁	End Time t ₂
Driver	39.6 g	105.7 ms	110.5 ms
Passenger	33.9 g	117.0 ms	120.0 ms

Table 5 Dummy Injury Criteria Data, Cont'd.

Maximum Chest Deflection

Driver	34 mm
Passenger	20 mm

Neck Injury Calculations (Nij)³

	NTF	NTE	NCF	NCE
Driver	0.33	0.19	0.01	0.08
Passenger	0.18	0.29	0.05	0.11

Upper Neck Axial Force

	Tension	Compression
Driver	1899 N	23 N
Passenger	836 N	57 N

Tibia Index

	Upper Tibia	Lower Tibia
Driver-left	0.44	0.34
Driver-right	0.31	0.29
Passenger-left	0.72	0.65
Passenger-right	0.43	0.47

¹ See Report Sign Convention in Appendix D.

² See Data Acquisition Explanations.

³ As defined in FMVSS No. 208.

⁴ 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, head restraint	Airbag, inside roof near door
Chest	Airbag	Airbag
Abdomen	None	None
Left knee	Knee bolster	Knee bolster
Right knee	Knee bolster	Knee bolster

Door opening:

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

Seat movement:

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

Glazing damage:

Windshield cracked all over. Heaviest damage concentrated in passenger upper corner and all along the lower part of windshield.

Other notable impact effects: None

Figure 3 FMVSS 212 Test Data

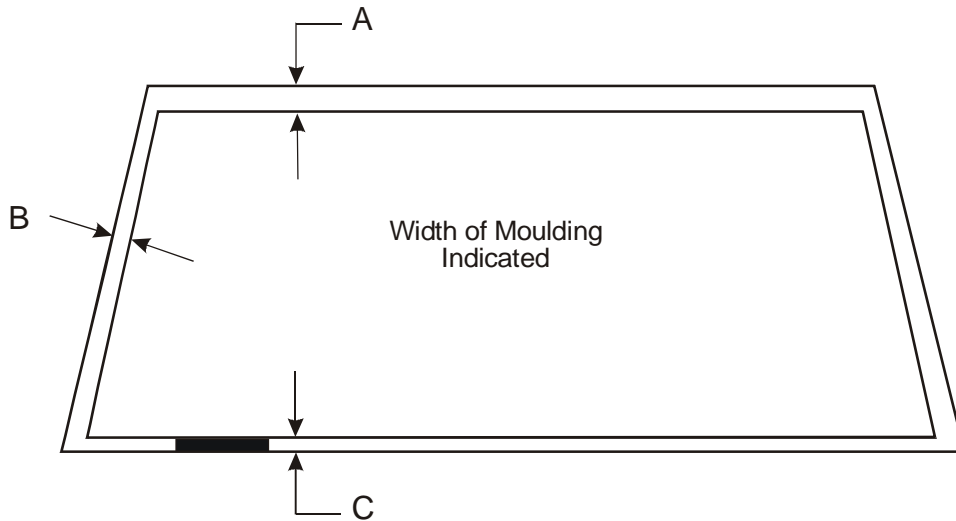
Details of windshield mounting such as retention method, trim type, etc.: adhesive, plastic trim

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	2060 mm	21900 mm	92%
Left side	2060 mm	2060 mm	100%
Total	4120 mm	3960 mm	96%

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



Front view of windshield¹

Loss of windshield retention lengths: 160 mm

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

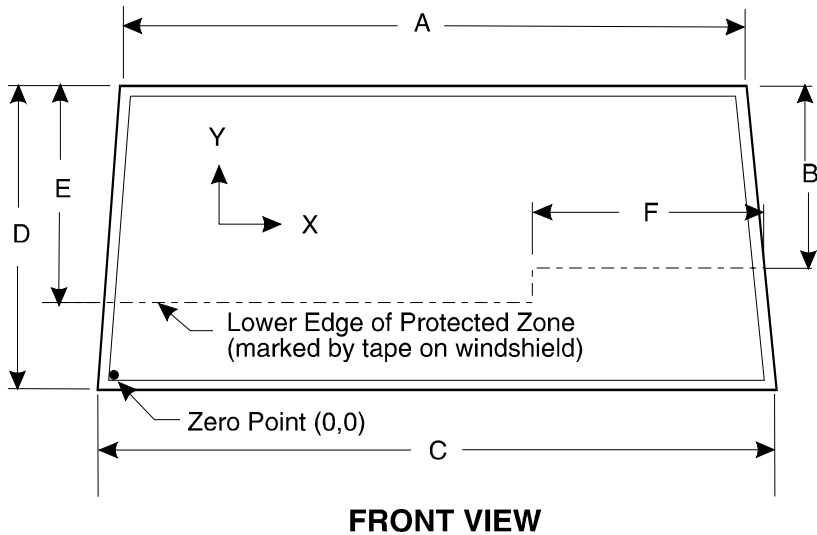
Figure 4 FMVSS 219 (partial) Test Data

Protected zone lower edge requirement:

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

Windshield measurements:

- A = 1087 mm
- B = 421 mm
- C = 1485 mm
- D = 760 mm
- E = 528 mm
- F = 655 mm



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

Areas of windshield template penetration greater than 6 mm: None

Coordinates	
X	Y

- 1.
- 2.
- 3.

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

- | | | |
|----|------|------|
| 1. | None | None |
| 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 rightward and the head was rotated to the right. The dummy then rebounded into the seat with the neck extending slightly. The head contacted the head restraint and the dummy came to rest seated upright in the driver's seat.

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 neck flexed forward as the dummy contacted the airbag and then extended rearward on rebound. The head contacted the inner roof near the top of the passenger door. The dummy came to rest seated upright in the passenger seat.

Figure 5 Dummy Measurement Locations for Front Seat Occupants

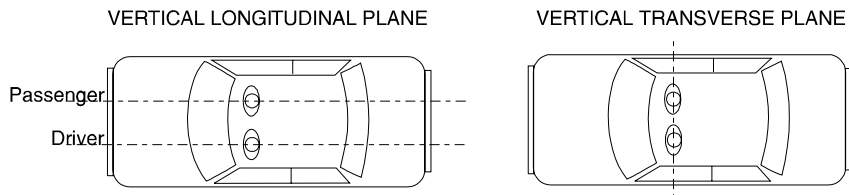
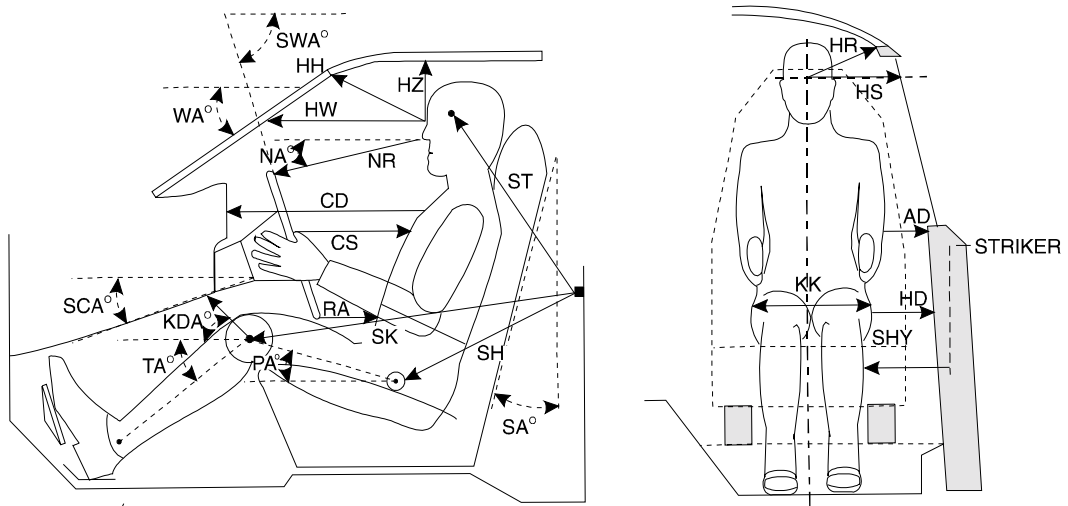


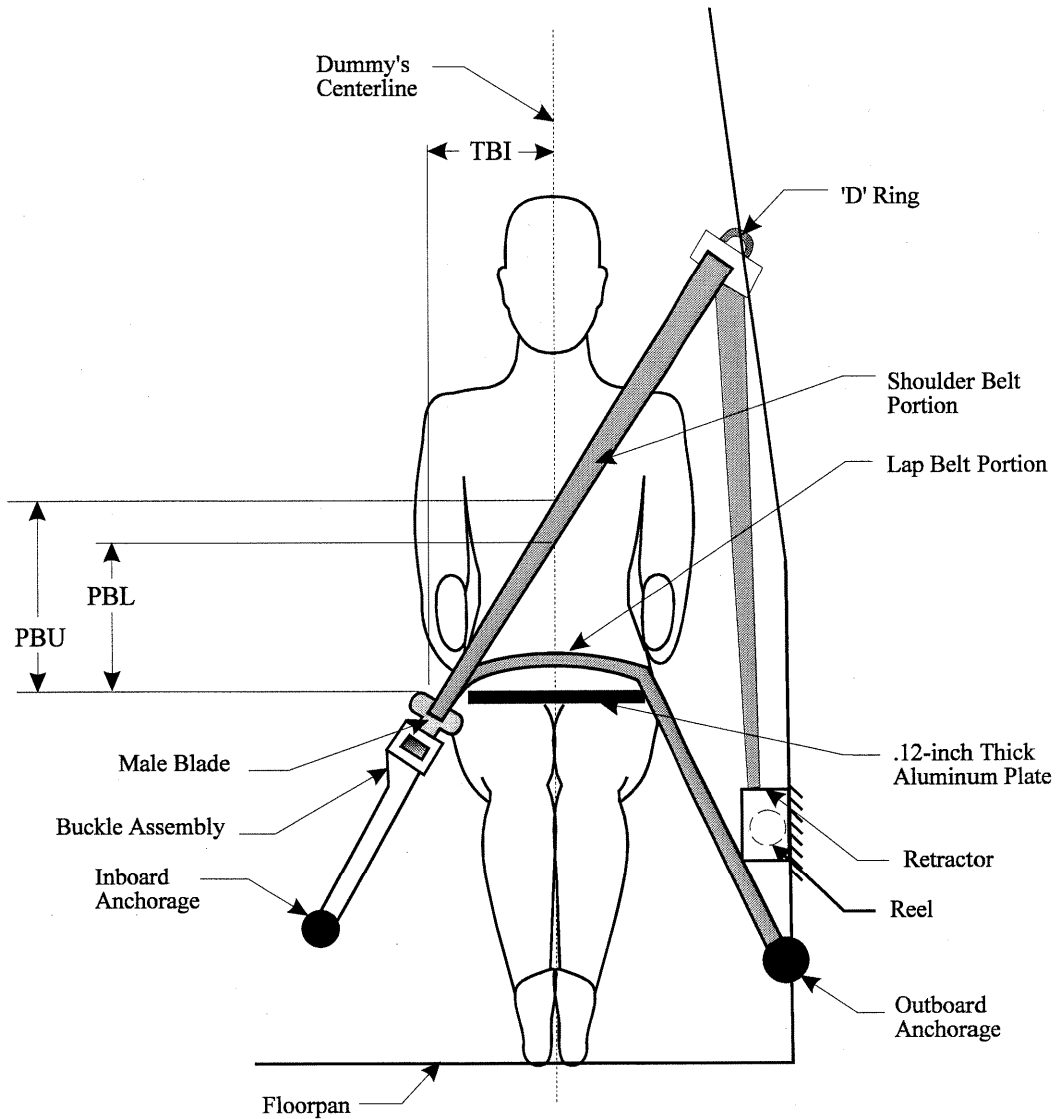
Table 7 Dummy Measurement Data For Front Seat Occupants

Designation	Type of Measurement	Driver (Serial # 169)	Passenger (Serial # 168)
WA	Windshield angle	24.5°	N/A
SWA	Steering wheel angle	67.2°	N/A
SCA	Steering column angle	24.0°	N/A
SA	Seat back angle	22.9°	22.6°
HZ	Head to roof	170 mm	170 mm
HH	Head to header	343 mm	325 mm
HW	Head to windshield	611 mm	598 mm
HR	Head to side header	205 mm	200 mm
NR	Nose to rim	392 mm	N/A
NA	Nose to rim angle	10.9°	N/A
CD	Chest to dash	498 mm	486 mm
CS	Steering wheel to chest	287 mm	N/A
RA	Rim to abdomen	188 mm	N/A
KDL	Left knee to dash	162 mm	165 mm
KDR	Right knee to dash	157 mm	160 mm
KDA	Outboard knee to dash angle	62.5°	62.2°
PA	Pelvic angle	23.0°	22.1°
TA	Tibia angle	44.1°	45.5°
KK	Knee to knee	330 mm	270 mm
ST ¹	Striker to head	535 mm	528 mm
	Striker to head angle	-85.6°	-82.4°
SK ¹	Striker to knee	561 mm	565 mm
	Striker to knee angle	-3.6°	-2.3°
SH ¹	Striker to H-point	231 mm	223 mm
	Striker to H-point angle	31.4°	32.1°
SHY	Striker to H-point (Y dir.)	230 mm	220 mm
HS	Head to side window	235 mm	230 mm
HD	H-point to door	136 mm	116 mm
AD	Arm to door	100 mm	93 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	308 mm	294 mm
PBL - Top surface of aluminum plate to belt lower edge	230 mm	200 mm
TBI - Dummy centerline to intersection of upper torso belt and lap belt	210 mm	208 mm

Table 8 Vehicle Structural Measurements^{1,2}

	Elements	Pre-Test
1	Total Length	4367
2	Total Width	1703
3	Bumper Top Height	501
4	Bumper Bottom Height	360
5	Longitudinal Member Top Height	478
6	Longitudinal Member Bottom Height	376
7	Distance Between Longitudinal Members	1060
7'	Longitudinal Member Width	80
8	Engine Top Height	757
9	Engine Bottom Height	76
10	Engine and Gearbox Width	800
11	Front Bumper - Engine Distance	360
12	Front Shock Absorber Fixing Height	808
13	Bonnet Leading Edge Height	1087
14	Front Shock Absorber Fixing Width	605
15	Front Bumper - Front Axle Distance	805
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	1174
21	Roof Sill Top Height	1254
22	Floor Sill Bottom Height	147
23	Floor Sill Top Height	309

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, total width, 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

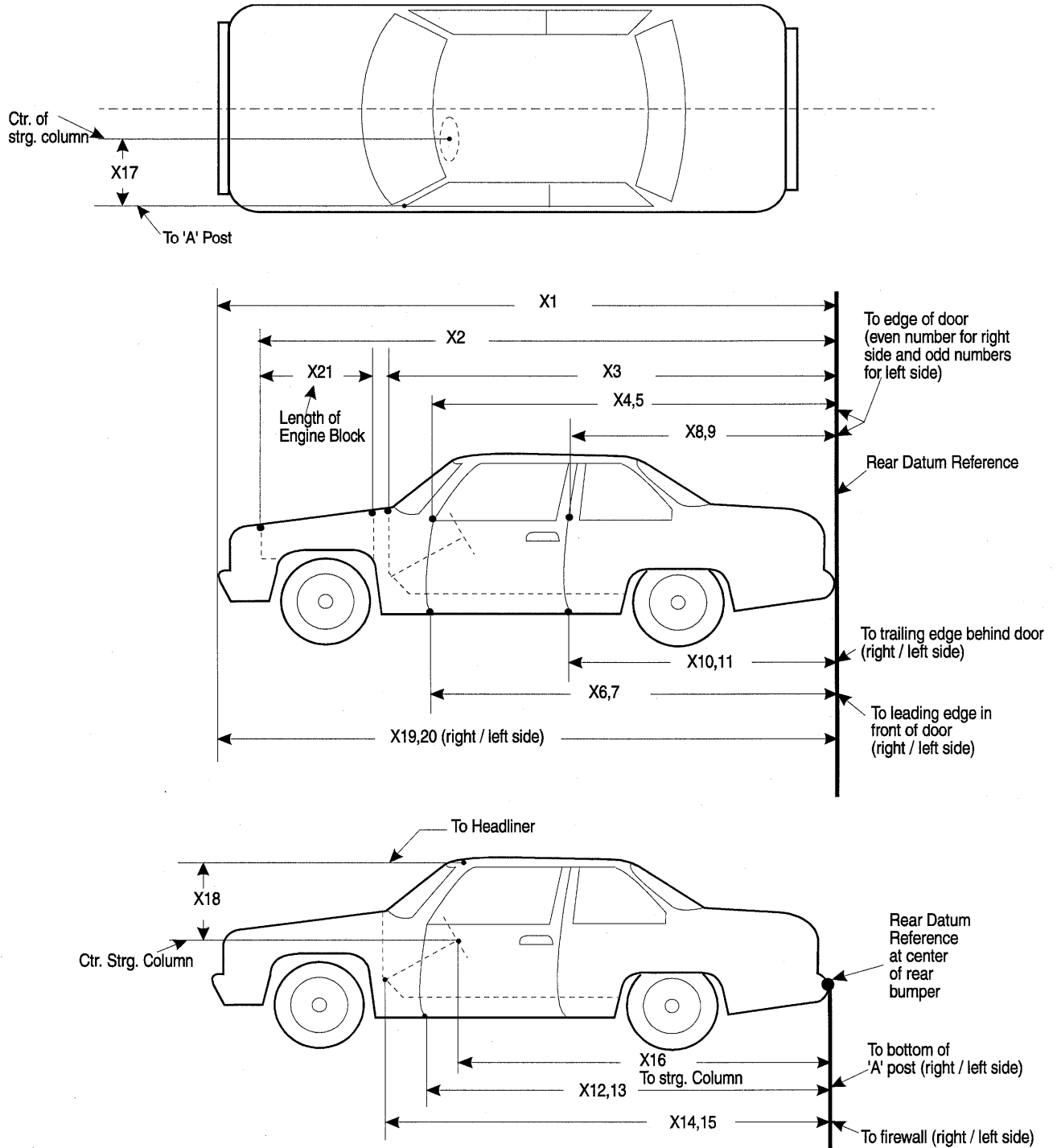


Table 9 Impacted Vehicle Measurements

Test number: 021008

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

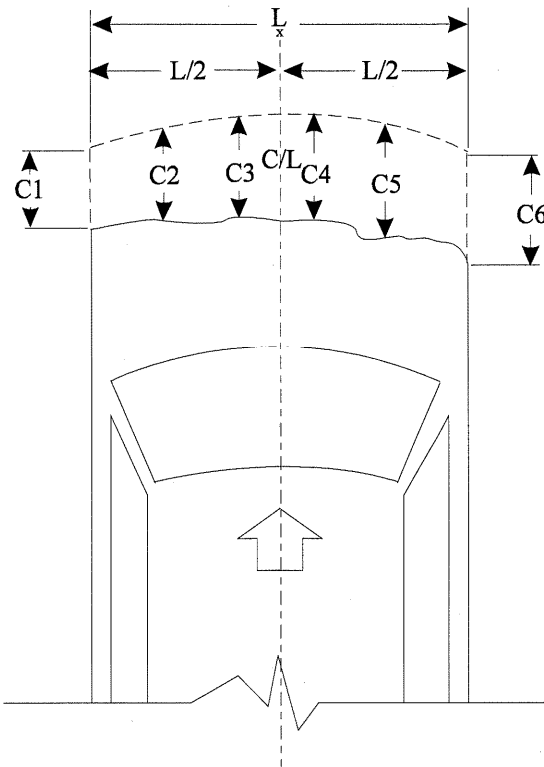
No.	Type of measurement	Pre-Test	Post-Test	Difference
X1	Total Length of Vehicle at Centerline	4367	3982 ^{1,2}	385 ^{1,2}
X2	Rear Surface of Vehicle to Front of Engine Block	3788	3631	157
X3	Rear Surface of Vehicle to Firewall	3469	3372	97
X4	Rear Surface of Veh. to Upper Leading Edge of Right Door	3122	3024	98
X5	Rear Surface of Veh. to Upper Leading Edge of Left Door	3120	3117	3
X6	Rear Surface of Veh. to Lower Leading Edge of Right Door	3070	3016	54
X7	Rear Surface of Veh. to Lower Leading Edge of Left Door	3074	3066	8
X8	Rear Surface of Veh. to Upper Trailing Edge of Right Door	2030	1959	71
X9	Rear Surface of Veh. to Upper Trailing Edge of Left Door	2032	2028	4
X10	Rear Surface of Veh. to Lower Trailing Edge of Right Door	2031	1999	32
X11	Rear Surface of Veh. to Lower Trailing Edge of Left Door	2034	2027	7
X12	Rear Surface of Veh. to Bottom of " A " Post on Right Side	3030	2929	101
X13	Rear Surface of Veh. to Bottom of " A " Post on Left Side	3037	3040	-3
X14	Rear Surface of Vehicle to Firewall - Right Side	3392	3185	207
X15	Rear Surface of Vehicle to Firewall - Left Side	3389	3382	7
X16	Rear Surface of Vehicle to Steering Wheel Center	2577	2576	1
X17	Center of Steering Column to " A " Post	265	173	92
X18	Center of Steering Column to Headliner	430	370	60
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4231	N/A ¹	N/A ¹
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4229	N/A ¹	N/A ¹
X21	Length of Engine Block	550	550	0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	2877	2798	79
CD	Rear Surface of Vehicle to Center of Dash Panel	2808	2765	43
LD	Rear Surface of Vehicle to Left Side of Dash Panel	2892	2890	2

All distance measurements are in millimeters.

¹ The front bumper fascia separated from the vehicle during impact.

² Post-test measurements included here were taken without bumper fascia attached. The calculated difference is also affected.

Figure 8 Vehicle Crush



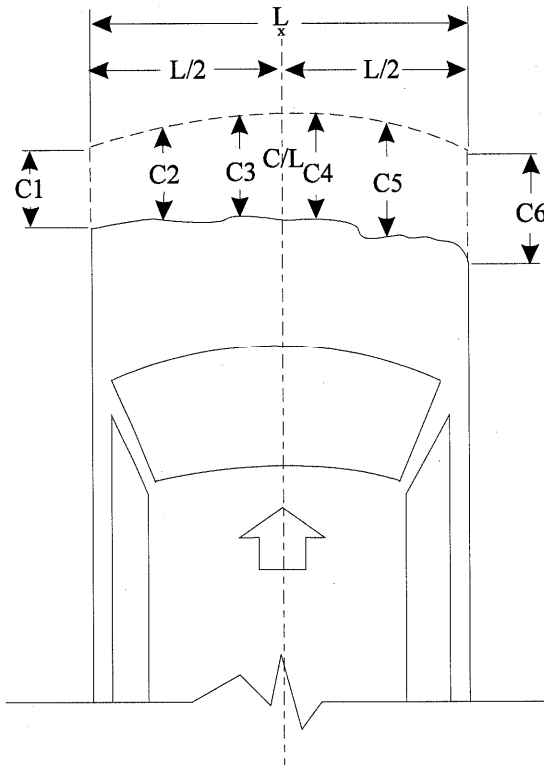
Notes: L is pre-test length of contact surface.
 C1 through C6 are spaced equally apart.
 CL is vehicle centerline.

Vehicle: 2002 Dodge Neon
 Measured with bumper fascia:

Location	Pre-test	Post-test	Difference
L	1321 mm		
C1	4229 mm	N/A ¹ mm	N/A ¹ mm
C2	4312 mm	N/A ¹ mm	N/A ¹ mm
C3	4362 mm	N/A ¹ mm	N/A ¹ mm
C4	4366 mm	N/A ¹ mm	N/A ¹ mm
C5	4312 mm	N/A ¹ mm	N/A ¹ mm
C6	4231 mm	N/A ¹ mm	N/A ¹ mm
CL	4367 mm	N/A ¹ mm	N/A ¹ mm

¹ The front bumper fascia separated from the vehicle during impact.

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	1105 mm		
C1 ¹	4245 mm	4232 mm	13 mm
C2	4295 mm	4155 mm	140 mm
C3	4322 mm	4046 mm	276 mm
C4	4325 mm	3897 mm	428 mm
C5	4303 mm	3805 mm	498 mm
C6 ¹	4250 mm	3726 mm	524 mm
CL	4327 mm	3982 mm	345 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	4239 mm	78 mm	4352 mm	4357 mm	4318 mm	4227 mm
	Y	-645 mm	-390 mm	-125 mm	135 mm	400 mm	655 mm
	Z	-386 mm	-380 mm	-380 mm	-380 mm	-380 mm	-385 mm
Top of Front Bumper	X	4230 mm	4314 mm	4348 mm	4351 mm	4317 mm	4222 mm
	Y	-655 mm	-393 mm	-130 mm	131 mm	398 mm	660 mm
	Z	-505 mm	-510 mm	-505 mm	-500 mm	-505 mm	-505 mm
Center of Grille	X	4163 mm	4254 mm	4303 mm	4312 mm	4257 mm	4163 mm
	Y	-655 mm	-390 mm	-125 mm	135 mm	400 mm	660 mm
	Z	-585 mm	-555 mm	-560 mm	-555 mm	-560 mm	-580 mm
Front of Hood	X	4032 mm	4248 mm	4292 mm	4295 mm	4250 mm	4024 mm
	Y	-630 mm	-380 mm	-128 mm	135 mm	400 mm	635 mm
	Z	-715 mm	-615 mm	-610 mm	-615 mm	-625 mm	-725 mm

		Post-Test Profile ¹					
		Vehicle Left			Vehicle Right		
		Point 1	Point 2	Point 3	Point 4	Point 5	Point 6
Bottom of Front Bumper	X	N/A	N/A	N/A	N/A	N/A	N/A
	Y	N/A	N/A	N/A	N/A	N/A	N/A
	Z	N/A	N/A	N/A	N/A	N/A	N/A
Top of Front Bumper	X	N/A	N/A	N/A	N/A	N/A	N/A
	Y	N/A	N/A	N/A	N/A	N/A	N/A
	Z	N/A	N/A	N/A	N/A	N/A	N/A
Center of Grille	X	4175 mm	4156 mm	N/A	N/A	3781 mm	N/A
	Y	-510 mm	-254 mm	N/A	N/A	565 mm	N/A
	Z	-542 mm	-521 mm	N/A	N/A	-470 mm	N/A
Front of Hood	X	3985 mm	4090 mm	4002 mm	3869 mm	3795 mm	3568 mm
	Y	-473 mm	-190 mm	-65 mm	303 mm	567 mm	770 mm
	Z	-837 mm	-662 mm	-588 mm	-527 mm	-544 mm	-678 mm

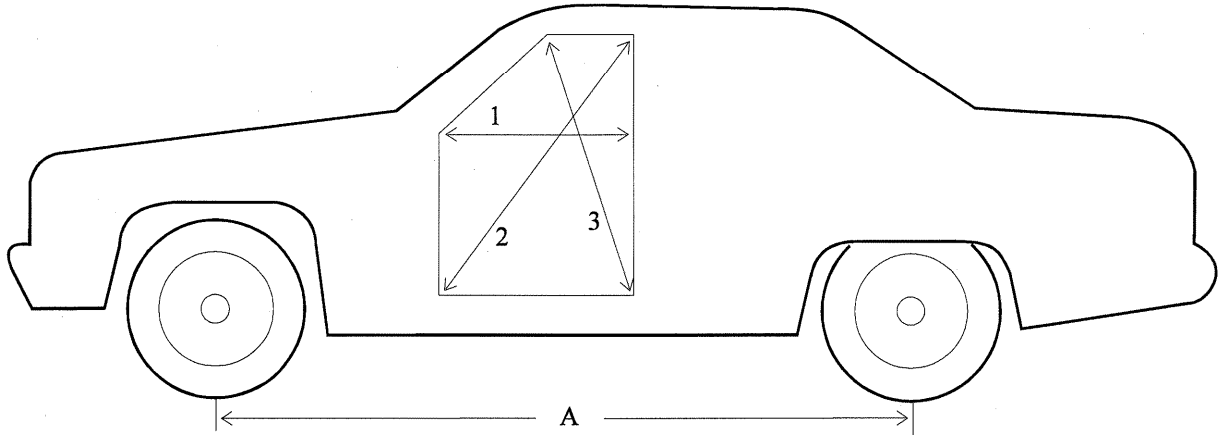
		Difference ¹					
		Vehicle Left			Vehicle Right		
		Point 1	Point 2	Point 3	Point 4	Point 5	Point 6
Bottom of Front Bumper	X	N/A	N/A	N/A	N/A	N/A	N/A
	Y	N/A	N/A	N/A	N/A	N/A	N/A
	Z	N/A	N/A	N/A	N/A	N/A	N/A
Top of Front Bumper	X	N/A	N/A	N/A	N/A	N/A	N/A
	Y	N/A	N/A	N/A	N/A	N/A	N/A
	Z	N/A	N/A	N/A	N/A	N/A	N/A
Center of Grille	X	-12 mm	98 mm	N/A	N/A	476 mm	N/A
	Y	-145 mm	-136 mm	N/A	N/A	-165 mm	N/A
	Z	-43 mm	-34 mm	N/A	N/A	90 mm	N/A
Front of Hood	X	47 mm	158 mm	290 mm	426 mm	455 mm	456 mm
	Y	-157 mm	-190 mm	-63 mm	-168 mm	-167 mm	-135 mm
	Z	122 mm	47 mm	-22 mm	-88 mm	-81 mm	-47 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.

¹ Bumper fascia separated during impact; several grille measurement points were obscured in vehicle crush.

Figure 9 Vehicle Intrusion Measurements

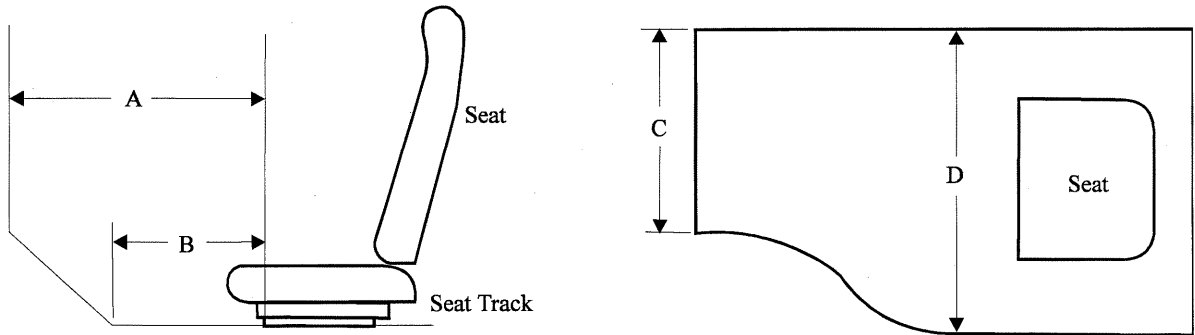
Door Opening Width



Units (mm)	Left			Right		
Measurement	1	2	3	1	2	3
Pre-Test	966 mm	1473 mm	1000 mm	970 mm	1481 mm	960 mm
Post-Test	964 mm	1470 mm	1005 mm	871 mm	1443 mm	1073 mm
Difference	2 mm	3 mm	-5 mm	99 mm	38 mm	-113 mm

Units (mm)	A = Wheelbase Left	A = Wheelbase Right
Pre-Test	2666 mm	2666 mm
Post-Test	2725 mm	2443 mm
Difference	-59 mm	223 mm

Figure 10 Vehicle Intrusion Measurements
Static Footwell Deformation



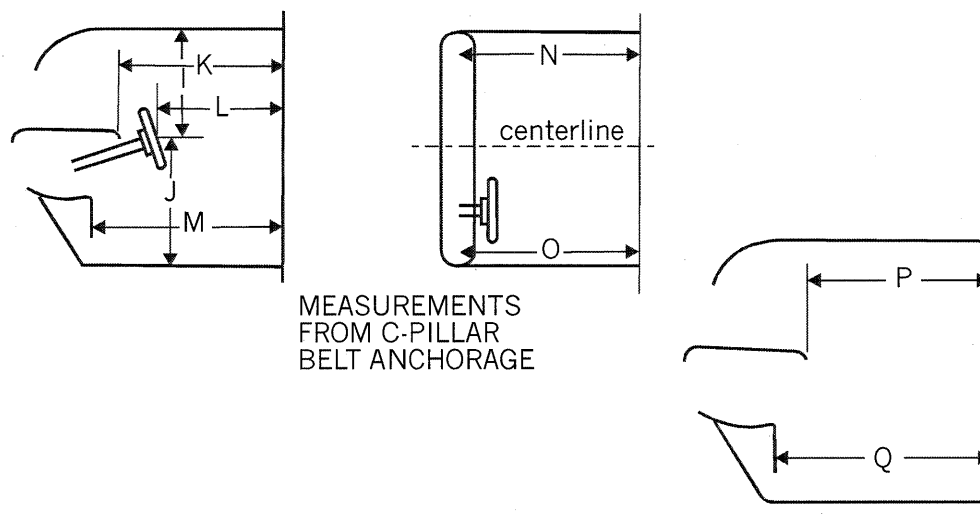
Driver's Side

Measurement	Pre-Test	Post-Test	Difference
A	835 mm	827 mm	8 mm
B	595 mm	596 mm	-1 mm
C	427 mm	430 mm	-3 mm
D	466 mm	473 mm	-7 mm

Passenger's Side

Measurement	Pre-Test	Post-Test	Difference
A	837 mm	661 mm	176 mm
B	593 mm	553 mm	40 mm
C	455 mm	430 mm	25 mm
D	445 mm	462 mm	-17 mm

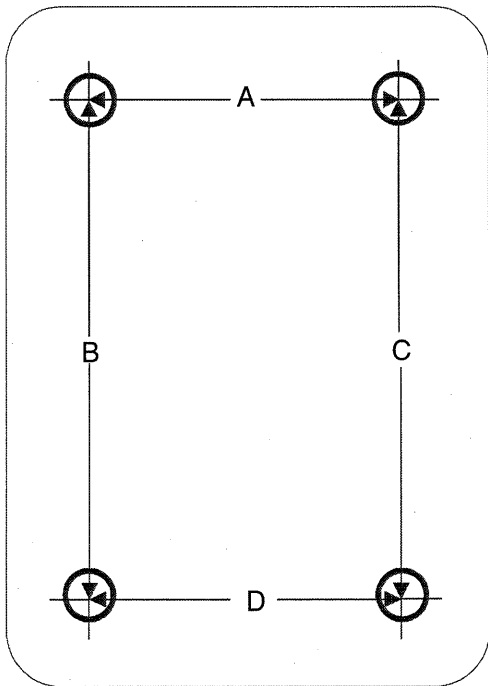
Figure 11 Vehicle Intrusion Measurements
Static Passenger Compartment Intrusion



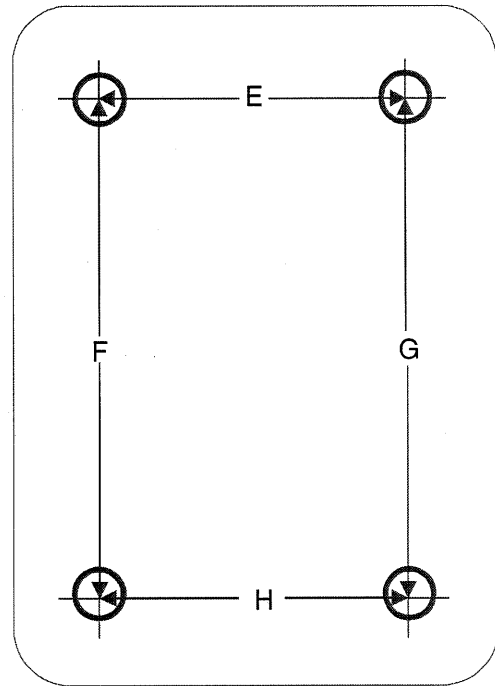
Measurement	Pre-Test	Post-Test	Difference
I	430 mm	370 mm	60 mm
J	615 mm	730 mm	-115 mm
K (driver's side)	1617 mm	1625 mm	-8 mm
L	1312 mm	1308 mm	4 mm
M (driver's side)	1735 mm	1734 mm	1 mm
N (passenger's side)	1530 mm	1442 mm	88 mm
O (driver's side)	1527 mm	1532 mm	-5 mm
P (passenger's side)	1615 mm	1550 mm	65 mm
Q (passenger's side)	1745 mm	1629 mm	116 mm

Figure 12 Floorboard Deformation

DRIVERS SIDE

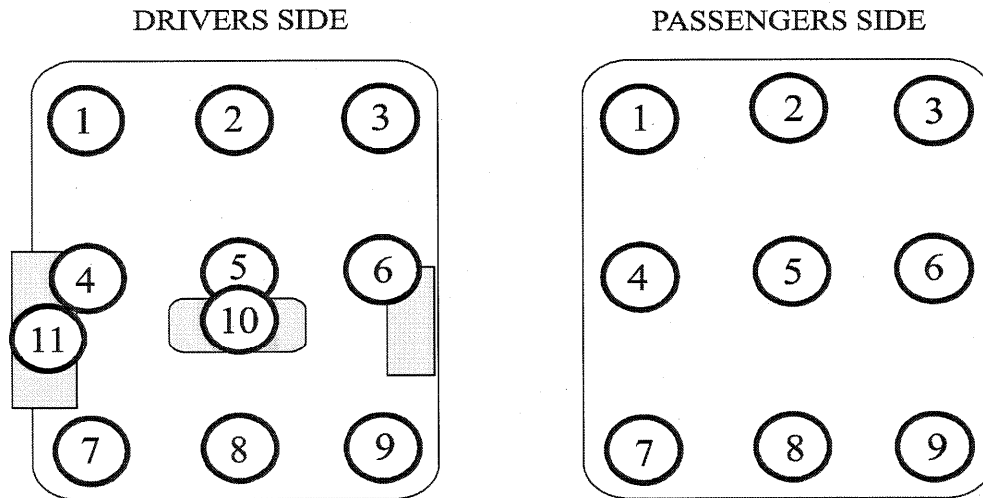


PASSENGERS SIDE



Measurement	Pre-Test	Post-Test	Difference
A	427 mm	430 mm	-3 mm
B	540 mm	540 mm	0 mm
C	546 mm	541 mm	5 mm
D	466 mm	473 mm	-7 mm
E	455 mm	430 mm	25 mm
F	555 mm	505 mm	50 mm
G	585 mm	556 mm	29 mm
H	445 mm	462 mm	-17 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	3238	-430	-320	3233	-427	-302	5	-3	-18
2	3221	-309	-323	3220	-306	-279	1	-3	-44
3	3220	-175	-335	3201	-176	-285	19	1	-50
4	3157	-430	-255	3154	-429	-252	3	-1	-3
5	3137	-317	-253	3135	-316	-241	2	-1	-12
6	3135	-175	-259	3120	-175	-217	15	0	-42
7	3084	-430	-225	3084	-430	-202	0	0	-23
8	3077	-317	-217	3070	-317	-182	7	0	-35
9	3076	-168	-213	3070	-170	-168	6	2	-45
10	3075	-317	-395	3066	-317	-393	9	0	-2
11	3153	-580	-387	3150	-577	-390	3	-3	3

Passenger's Side Toeboard Measurements in Millimeters

Toeboard Location	Pre-Test			Post-Test			Difference		
	X	Y	Z	X	Y	Z	X	Y	Z
1	3216	204	-335	3122	220	-325	94	-16	-10
2	3213	317	-325	3051	283	-326	162	34	1
3	3200	436	-330	3060	396	-305	140	40	-25
4	3140	206	-277	3070	214	-243	70	-8	-34
5	3143	319	-287	3003	279	-260	140	40	-27
6	3136	445	-300	2995	408	-274	141	37	-26
7	3057	205	-220	3016	212	-171	41	-7	-49
8	3066	310	-234	2967	284	-181	99	26	-53
9	3065	443	-217	2983	419	-194	82	24	-23

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	2800	-503	-655
Driver Right Knee	2790	-243	-643
Passenger Left Knee	2809	253	-640
Passenger Right Knee	2826	482	-635

Post-Test	X	Y	Z
Driver Left Knee	2800	-495	-664
Driver Right Knee	2765	-246	-642
Passenger Left Knee	2735	254	-631
Passenger Right Knee	2725	486	-624

Difference	X	Y	Z
Driver Left Knee	0	-8	9
Driver Right Knee	25	3	-1
Passenger Left Knee	74	-1	-9
Passenger Right Knee	101	-4	-11

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
Driver Side Floor Pan Deformation Data**

IIHS Measurement Location Data (in millimeters)

Meas. Loc.*	X-Axis Measurement			Y-Axis Measurement			Z-Axis Measurement		
	Pre	Post	Difference	Pre	Post	Difference	Pre	Post	Difference
1	2577	2576	1	-365	-385	20	-812	-835	23
2	2815	2797	18	-518	-510	-8	-655	-665	10
3	2807	2777	30	-208	-206	-2	-640	-640	0
4	3075	3066	9	-317	-317	0	-395	-393	-2
5	3157	3154	3	-430	-429	-1	-255	-252	-3
6	3137	3135	2	-317	-316	-1	-253	-241	-12
7	3135	3120	15	-175	-175	0	-259	-217	-42
8	3153	3150	3	-580	-577	-3	-387	-390	3
17	3082	3008	74	-768	-736	-32	-795	-796	1
18	392	1982	-1590	-770	-740	-30	-800	-810	10

Driver Side Floor Pan Deformation Measurement Data (in millimeters)

Meas. Loc.**	X-Axis Measurement			Y-Axis Measurement			Z-Axis Measurement		
	Pre	Post	Difference	Pre	Post	Difference	Pre	Post	Difference
P0	2464	2462	2	-564	-548	-16	-265	-260	-5
P1	3025	3025	0	-509	-508	-1	-192	-193	1
P2	3040	3030	10	-399	-408	9	-185	-189	4
P3	3025	3020	5	-206	-214	8	-183	-163	-20
P4	2812	2812	0	-597	-597	0	-195	-195	0
P5	2812	2815	-3	-401	-400	-1	-195	-177	-18
P6	2803	2815	-12	-200	-197	-3	-200	-141	-59
P7	2556	2555	1	-595	-593	-2	-190	-190	0
P8	2537	2537	0	-395	-395	0	-193	-170	-23
P9	2525	2523	2	-181	-182	1	-205	-177	-28

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 Toeapan Left - Taken 15 cm to the left of the brake pedal center on the same vertical plane on the vehicle toeapan.
- 6 Toeapan Center - Taken directly behind the brake pedal center on the same vertical plane on the vehicle.
- 7 Toeapan Right - Taken 15 cm to the right of the brake pedal center on the same vertical plane on the vehicle toeapan.
- 8 Left Footrest - Taken 25 cm to the left of the brake pedal center on the same vertical plane on the vehicle toeapan.
- 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.

Table 13 Passenger Side Floor Pan Deformation Data

Passenger Side Floor Pan Deformation Measurement Data (in millimeters)

Meas. Loc.**	X-Axis Measurement			Y-Axis Measurement			Z-Axis Measurement		
	Pre	Post	Difference	Pre	Post	Difference	Pre	Post	Difference
P0	2463	2459	4	539	541	-2	-258	-157	-101
P1	3033	2987	46	192	195	-3	-200	-147	-53
P2	3041	2983	58	392	366	26	-200	-135	-65
P3	3036	3013	23	582	587	-5	-200	-151	-49
P4	2768	2754	14	178	203	-25	-200	-105	-95
P5	2819	2783	36	383	396	-13	-187	-72	-115
P6	2815	2788	27	600	609	-9	-195	-112	-83
P7	2533	2537	-4	150	173	-23	-210	-92	-118
P8	2550	2528	22	388	409	-21	-210	-87	-123
P9	2544	2532	12	588	615	-27	-230	-127	-103

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

** 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

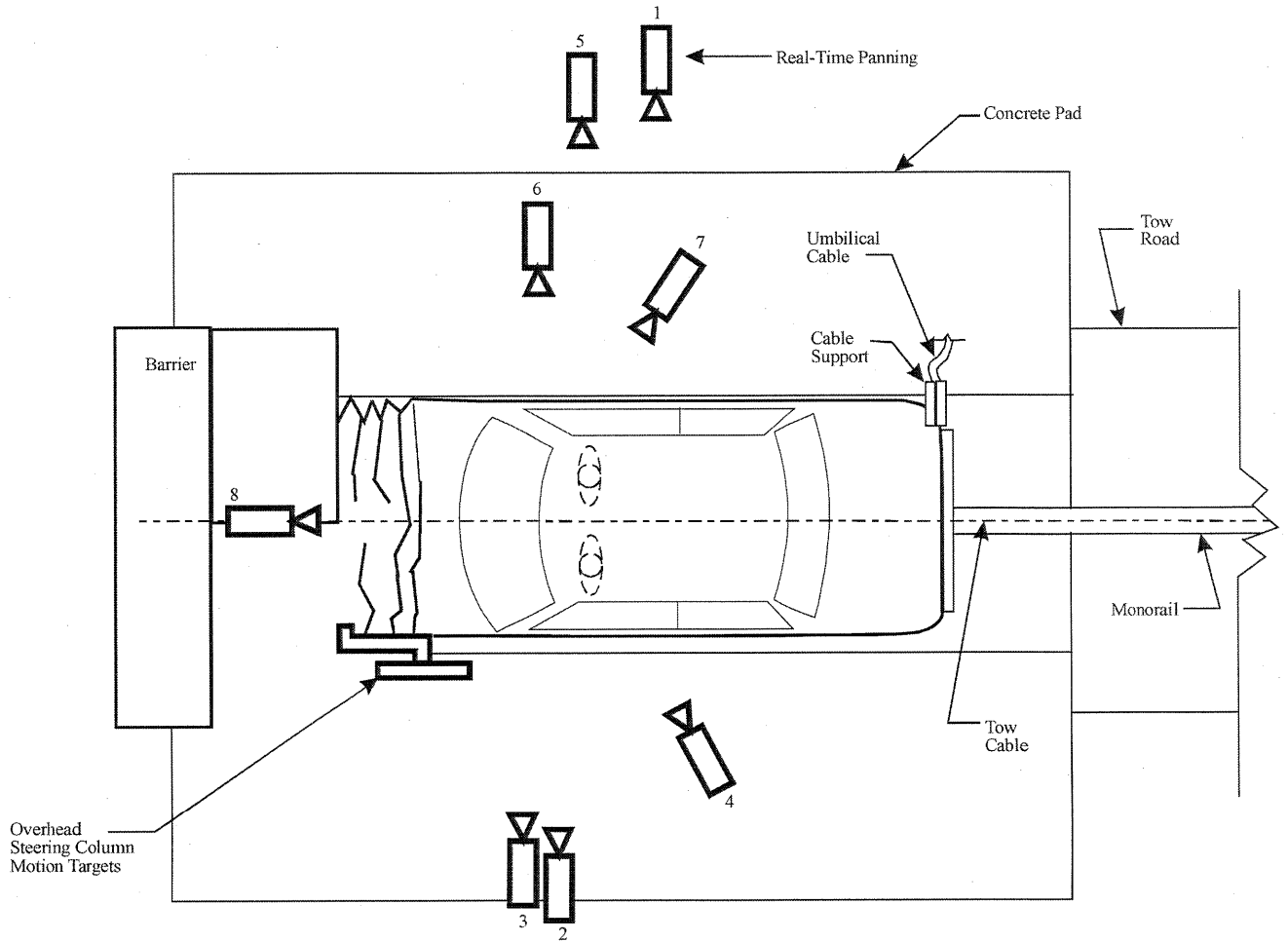


Figure 14 Camera Positions, Cont'd.

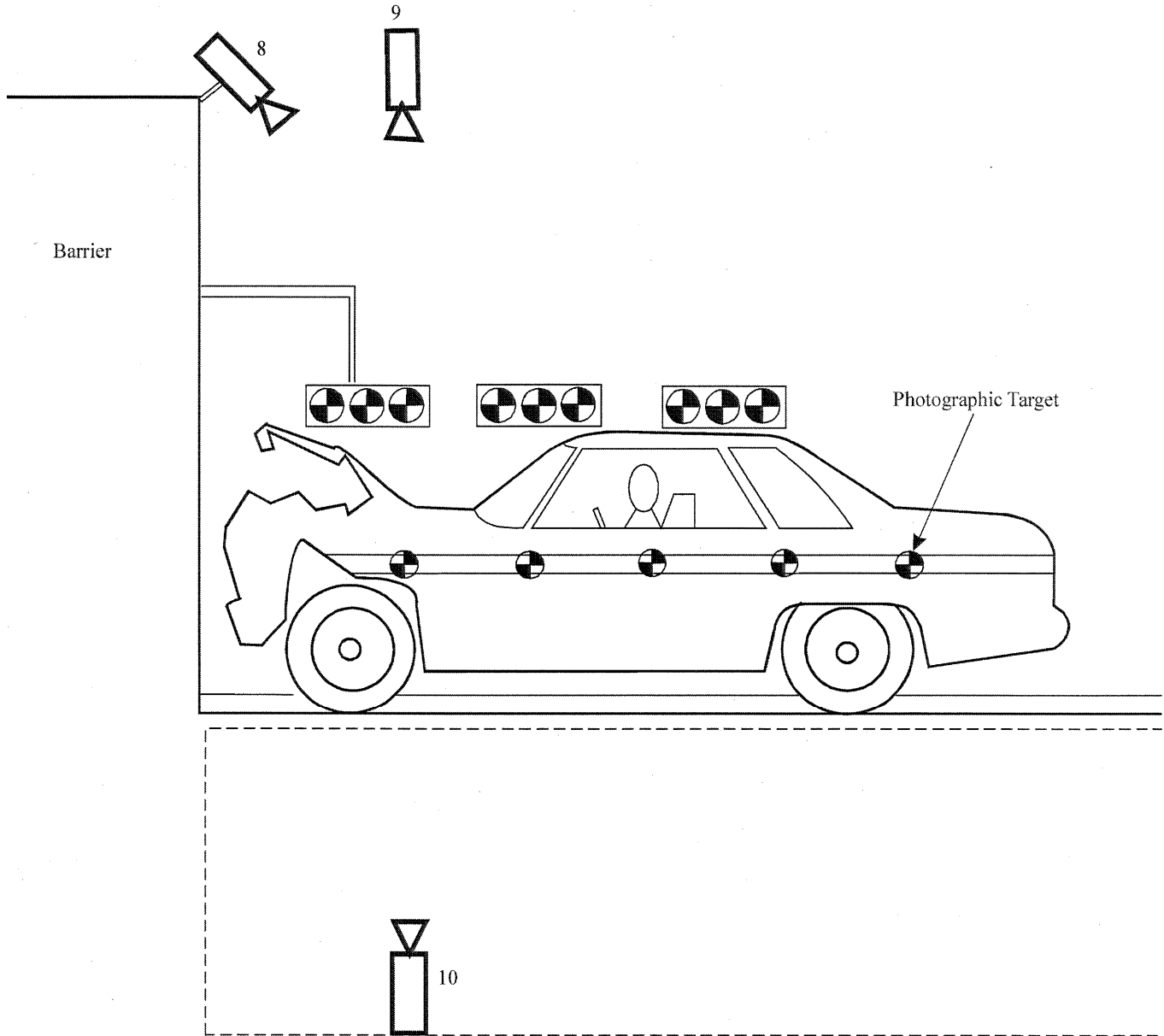
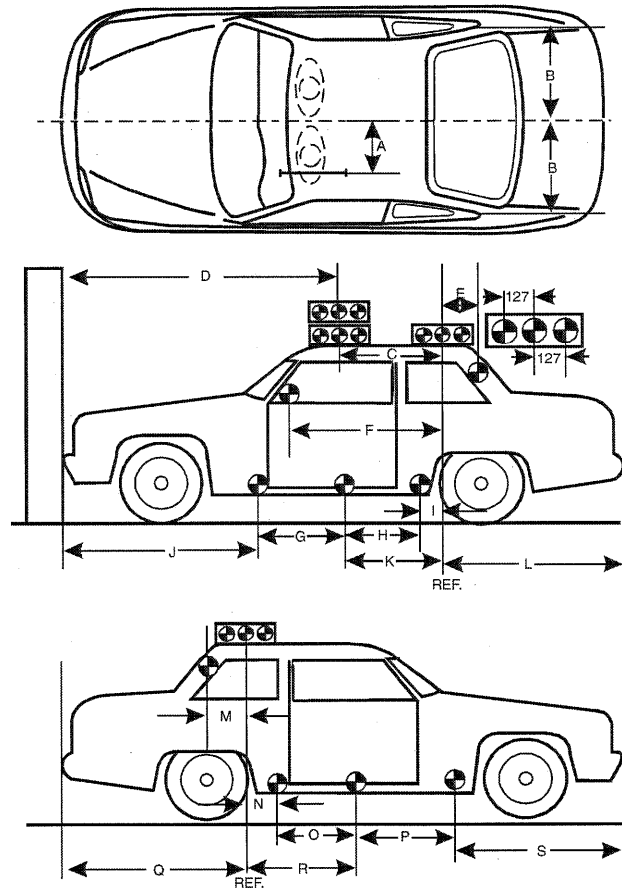


Table 14 Camera Information

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

Figure 15 Vehicle Reference Photo Target Locations



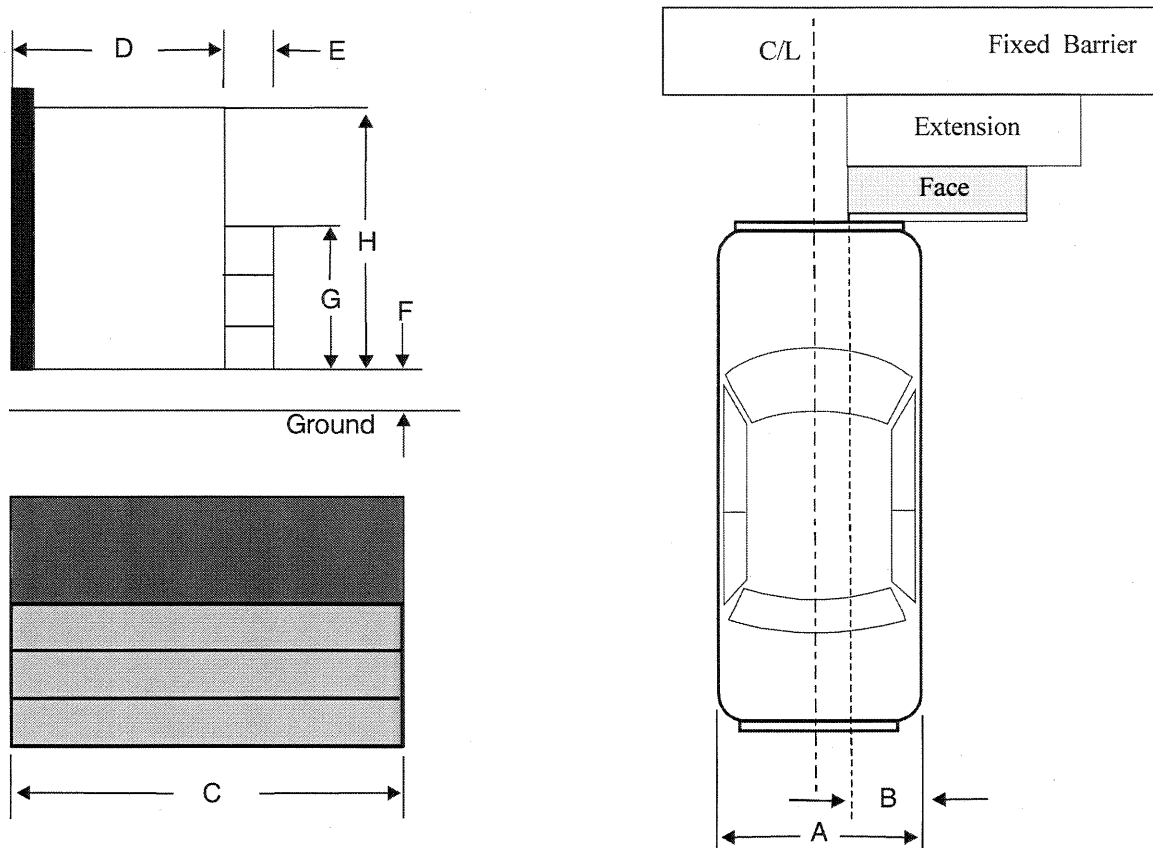
Measurement	Pre-Test
A	Left 330 mm Right 330 mm
B	Left 570 mm Right 550 mm
C	Left 610 mm Right 610 mm
D	1581 mm
E	278 mm
F	1197 mm
G	926 mm
H	918 mm
I	-302 mm
J	1221 mm
K	616 mm
L	1604 mm
M	279 mm
N	-296 mm
O	917 mm
P	913 mm
Q	1603 mm
R	622 mm
S	1229 mm

Figure 16 Offset Barrier and Vehicle Orientation

Vehicle: 2002 Dodge Neon

Barrier Manufacturer: Cellbond

Serial Number: CB 059



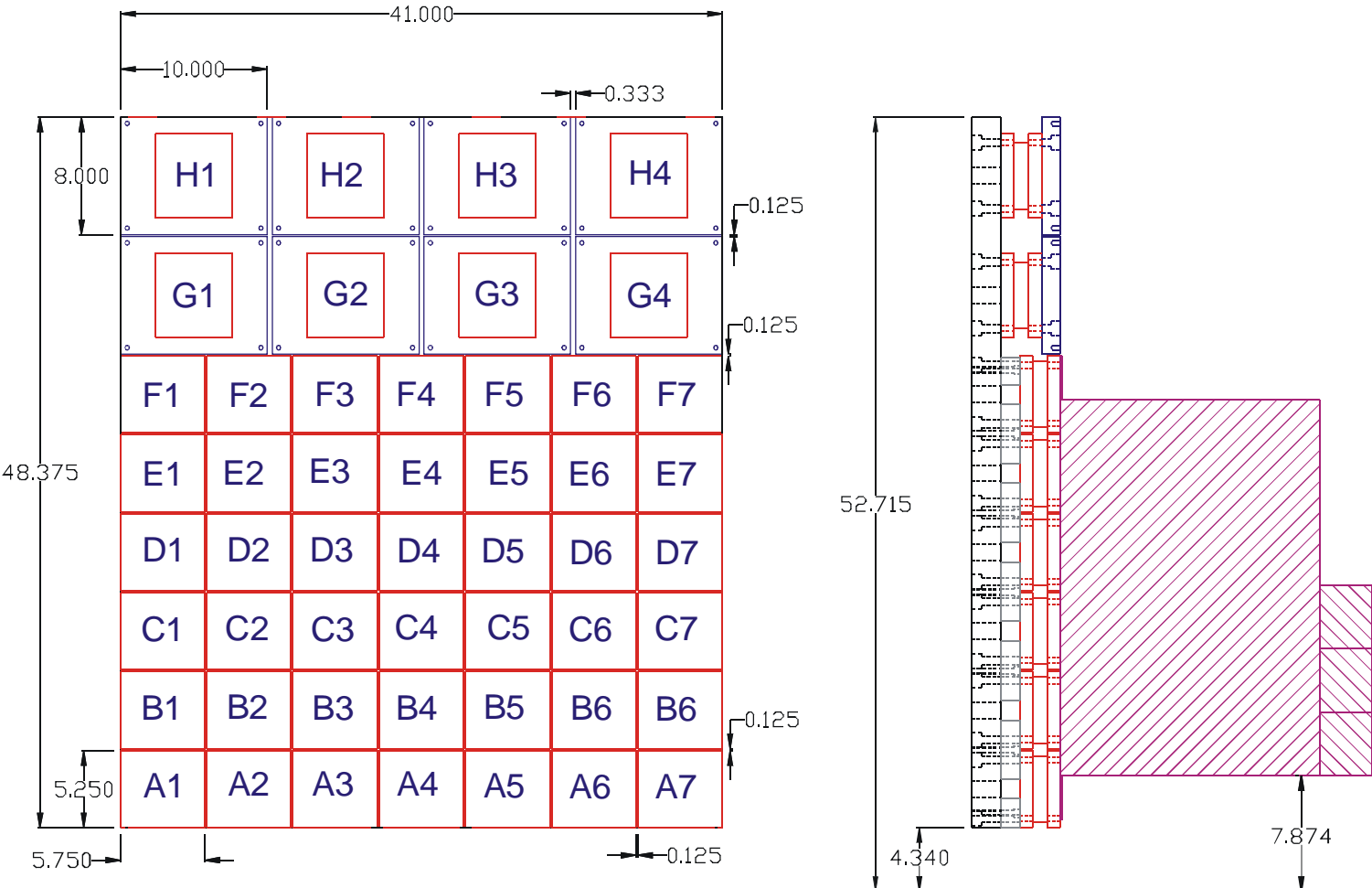
A	Total Vehicle Width	<u>1703</u>	mm
B	40% Overlap Distance	<u>681</u>	mm
C	Deformable Face Width	<u>1000</u>	mm
D	Single Stage Honeycomb Depth	<u>450</u>	mm
E	Bumper Element Depth	<u>90</u>	mm
F	Lower Edge Height From Ground	<u>202</u>	mm
G*	Bumper Element Height	<u>330</u>	mm
H	Deformable Barrier Honeycomb Height	<u>659</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

FRONT VIEW

SIDE VIEW



GROUND

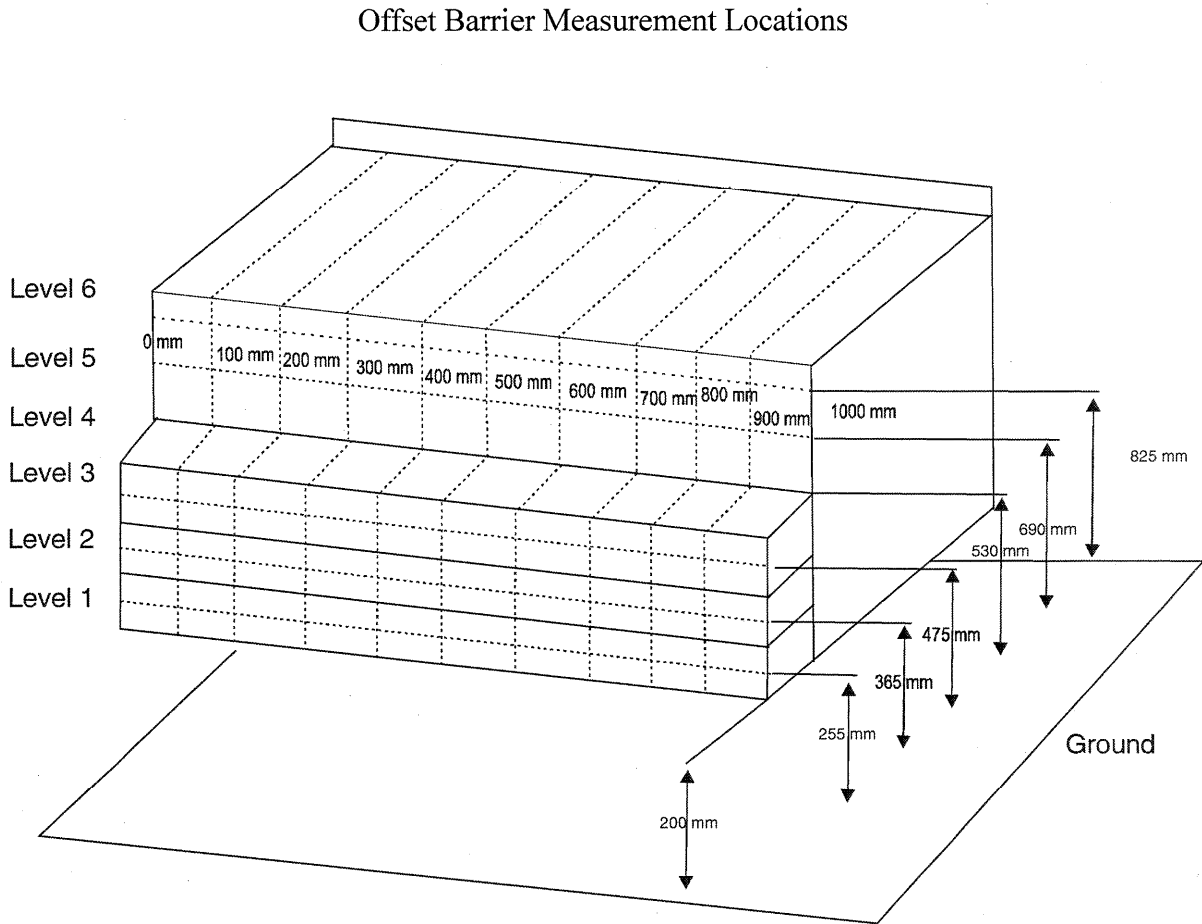
All measurements are in inches.

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

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Figure 18 Offset Barrier Deformation Measurement Locations



Height of levels at centerline:

Level 6 - Top stack	827 mm
Level 5 - Mid stack	693 mm
Level 4 - Stack at top of bumper	551 mm
Level 3 - Bumper top	477 mm
Level 2 - Bumper mid	367 mm
Level 1 - Bumper low	258 mm

Table 15 Deformable Barrier Face Profile

Level 6 Top Stack

Pre-Test			
Index	Xmm	Ymm	Zmm
1	454.1	-42.7	627.0
2	454.7	55.8	627.2
3	455.0	155.5	627.6
4	455.1	255.7	627.3
5	454.8	356.0	627.1
6	455.2	455.5	626.6
7	455.3	556.7	626.2
8	455.3	656.5	626.4
9	455.4	756.4	626.9
10	455.5	856.3	626.8
11	455.4	954.6	626.8

Post-Test			
Index	Xmm	Ymm	Zmm
1	127.7	16.0	457.6
2	177.8	100.0	461.0
3	231.7	184.3	459.5
4	286.0	267.2	458.8
5	343.9	346.6	448.4
6	332.4	441.8	466.8
7	412.1	523.3	458.0
8	442.4	614.6	464.1
9	465.8	710.8	472.6
10	477.7	809.7	480.0
11	498.8	905.7	486.0

Difference			
Index	Xmm	Ymm	Zmm
1	326.3	-58.7	169.4
2	276.9	-44.3	166.1
3	223.3	-28.8	168.1
4	169.0	-11.4	168.4
5	110.9	9.3	178.6
6	122.8	13.7	159.8
7	43.2	33.4	168.2
8	12.9	41.8	162.2
9	-10.3	45.6	154.3
10	-22.2	46.7	146.8
11	-43.4	49.0	140.8

Level 5 Mid Stack

Pre-Test			
Index	Xmm	Ymm	Zmm
12	454.3	-42.7	492.8
13	455.5	55.7	492.9
14	455.1	156.1	492.7
15	455.2	256.2	492.4
16	455.2	355.7	492.9
17	455.5	456.1	492.5
18	455.2	555.5	492.5
19	455.6	654.8	491.8
20	455.2	756.0	492.2
21	455.5	855.2	491.7
22	455.8	954.1	491.5

Post-Test			
Index	Xmm	Ymm	Zmm
12	112.7	143.5	353.6
13	153.2	234.6	364.6
14	206.3	318.6	363.8
15	277.5	382.8	339.7
16	328.9	465.1	332.7
17	392.9	539.0	330.2
18	392.9	539.0	330.4
19	442.2	623.9	330.4
20	459.5	722.4	338.6
21	465.1	821.2	346.4
22	486.7	917.7	353.3

Difference			
Index	Xmm	Ymm	Zmm
12	341.6	-186.2	139.2
13	302.3	-178.9	128.3
14	248.8	-162.5	128.9
15	177.7	-126.5	152.7
16	126.3	-109.3	160.2
17	62.5	-82.9	162.3
18	62.3	16.6	162.1
19	13.4	30.9	161.4
20	-4.2	33.6	153.6
21	-9.6	34.0	145.2
22	-31.0	36.4	138.2

Table 15 Deformable Barrier Face Profile Cont'd.

Level 4 Stack Top of Bumper

Pre-Test			
Index	Xmm	Ymm	Zmm
23	454.6	-43.0	350.7
24	455.9	55.2	350.0
25	456.1	153.9	349.9
26	455.3	254.2	349.6
27	455.7	354.3	350.0
28	456.3	455.7	350.7
29	455.6	554.3	350.6
30	455.5	654.6	350.8
31	455.4	754.5	350.6
32	456.5	855.2	349.9
33	455.6	954.3	350.9

Post-Test			
Index	Xmm	Ymm	Zmm
23	77.5	111.6	272.7
24	N/A	N/A	N/A
25	N/A	N/A	N/A
26	128.0	366.2	254.8
27	192.5	438.3	251.0
28	268.4	510.2	235.0
29	325.3	583.0	231.4
30	379.2	669.2	223.5
31	440.7	741.5	213.8
32	474.1	832.6	206.9
33	474.8	929.1	212.7

Difference			
Index	Xmm	Ymm	Zmm
23	377.1	-154.7	78.0
24	N/A	N/A	N/A
25	N/A	N/A	N/A
26	327.3	-112.1	94.8
27	263.3	-84.0	98.9
28	187.9	-54.6	115.8
29	130.3	-28.7	119.3
30	76.2	-14.6	127.3
31	14.7	13.1	136.8
32	-17.7	22.5	142.9
33	-19.2	25.1	138.2

Level 3 Bumper Top

Pre-Test			
Index	Xmm	Ymm	Zmm
34	545.5	-44.9	278.3
35	545.9	53.4	278.2
36	546.1	153.5	277.7
37	546.3	253.0	277.6
38	546.3	353.0	277.2
39	546.3	453.3	277.1
40	546.5	552.1	277.3
41	546.7	652.3	276.7
42	547.1	751.5	276.5
43	546.7	852.0	276.5
44	546.3	951.5	276.3

Post-Test			
Index	Xmm	Ymm	Zmm
34	30.6	67.8	228.0
35	69.1	154.3	215.7
36	108.0	245.1	205.0
37	154.9	331.7	196.5
38	231.0	396.3	190.4
39	307.6	459.3	184.4
40	371.9	534.7	176.1
41	422.2	618.0	166.0
42	492.4	679.8	157.5
43	552.0	759.9	146.5
44	611.1	838.7	135.2

Difference			
Index	Xmm	Ymm	Zmm
34	514.9	-112.8	50.3
35	476.8	-100.9	62.5
36	438.0	-91.6	72.7
37	391.3	-78.7	81.1
38	315.4	-43.3	86.8
39	238.6	-6.1	92.7
40	174.7	17.4	101.1
41	124.5	34.3	110.6
42	54.7	71.7	119.0
43	-5.3	92.1	130.0
44	-64.8	112.8	141.1

Table 15 Deformable Barrier Face Profile Cont'd.

Level 2 Bumper Top

Pre-Test			
Index	Xmm	Ymm	Zmm
45	545.7	-46.7	168.8
46	545.9	52.8	168.0
47	545.9	152.7	168.2
48	546.5	252.0	168.0
49	546.5	352.7	167.7
50	546.6	451.8	167.3
51	547.0	551.9	167.1
52	546.8	652.4	166.7
53	546.9	752.7	166.8
54	547.0	851.8	166.6
55	546.8	951.0	167.1

Post-Test			
Index	Xmm	Ymm	Zmm
45	26.2	53.6	128.3
46	71.0	140.5	117.5
47	112.3	229.9	106.3
48	162.9	313.5	92.6
49	243.2	374.0	87.5
50	314.7	441.0	78.7
51	379.3	517.2	68.9
52	422.2	602.0	54.7
53	486.8	673.7	45.6
54	544.4	754.2	35.9
55	601.9	836.3	25.3

Difference			
Index	Xmm	Ymm	Zmm
45	519.6	-100.3	40.4
46	474.9	-87.6	50.6
47	433.6	-77.2	62.0
48	383.6	-61.5	75.5
49	303.3	-21.4	80.2
50	232.0	10.8	88.6
51	167.7	34.8	98.2
52	124.7	50.4	112.0
53	60.2	79.0	121.2
54	2.6	97.6	130.8
55	-55.1	114.6	141.8

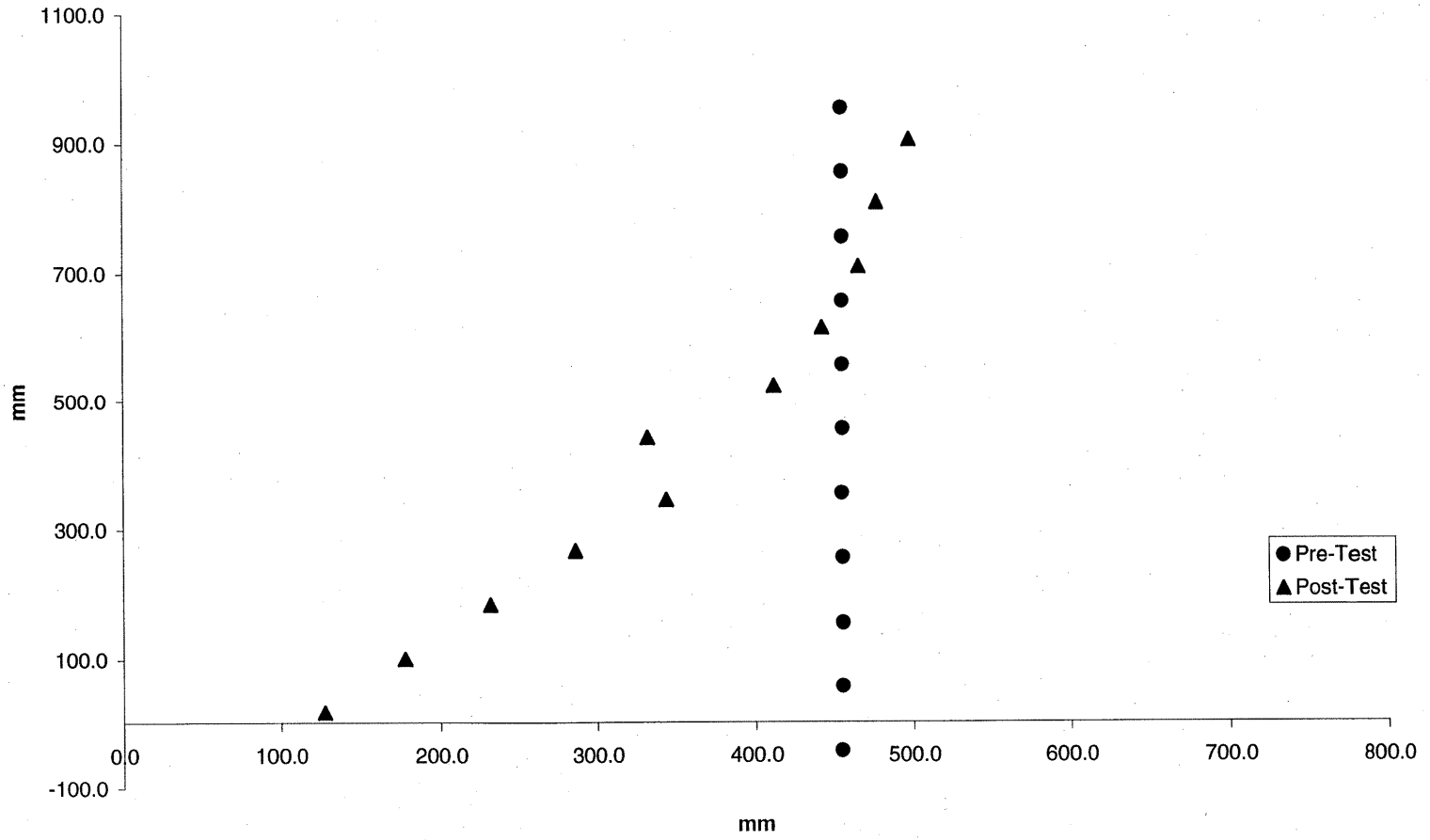
Level 1 Bumper Low

Pre-Test			
Index	Xmm	Ymm	Zmm
56	546.1	-47.2	60.1
57	545.4	51.2	58.9
58	545.5	151.7	58.8
59	545.9	251.5	59.1
60	546.5	351.0	57.8
61	546.6	451.2	57.6
62	547.1	551.2	57.5
63	547.2	651.2	57.7
64	546.9	751.3	56.7
65	546.9	851.3	57.0
66	546.5	950.6	56.6

Post-Test			
Index	Xmm	Ymm	Zmm
56	95.4	1.1	65.8
57	126.2	92.4	44.1
58	157.1	185.9	23.0
59	205.5	271.0	8.6
60	264.6	345.0	-6.6
61	327.1	421.2	-23.0
62	387.0	500.7	-37.5
63	430.7	589.2	-50.7
64	476.8	676.4	-66.1
65	531.8	758.5	-81.2
66	585.0	840.5	-96.6

Difference			
Index	Xmm	Ymm	Zmm
56	450.7	-48.3	-5.6
57	419.2	-41.3	14.8
58	388.4	-34.2	35.8
59	340.4	-19.5	50.6
60	281.9	6.0	64.4
61	219.5	29.9	80.6
62	160.2	50.6	95.0
63	116.5	62.0	108.4
64	70.1	74.9	122.8
65	15.1	92.8	138.2
66	-38.5	110.1	153.2

Figure 19 Deformable Barrier Face Profile 1-11 Level 6



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Figure 19 Deformable Barrier Face Profile 12-22 Level 5

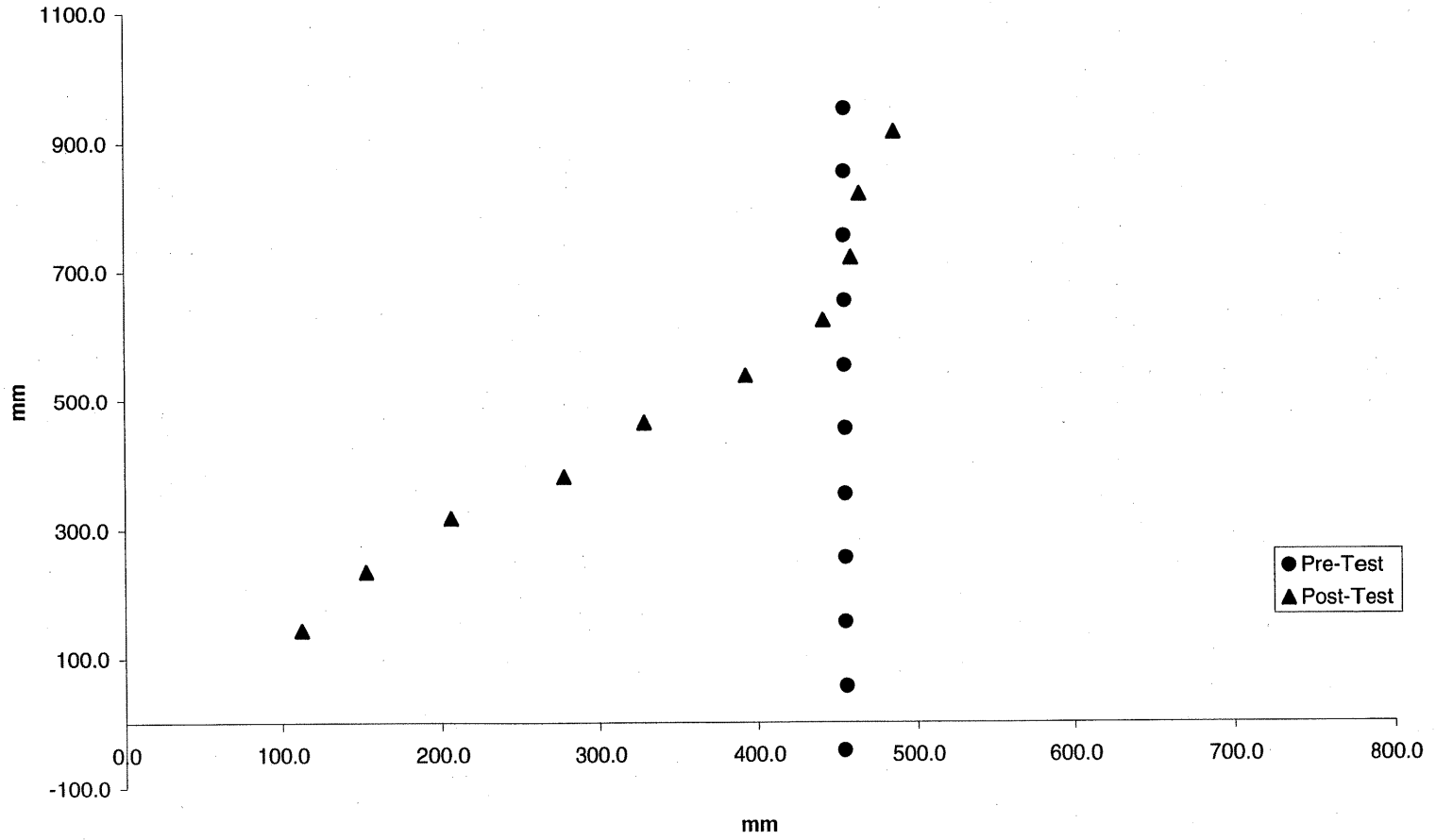


Figure 19 Deformable Barrier Face Profile 23-33 Level 4

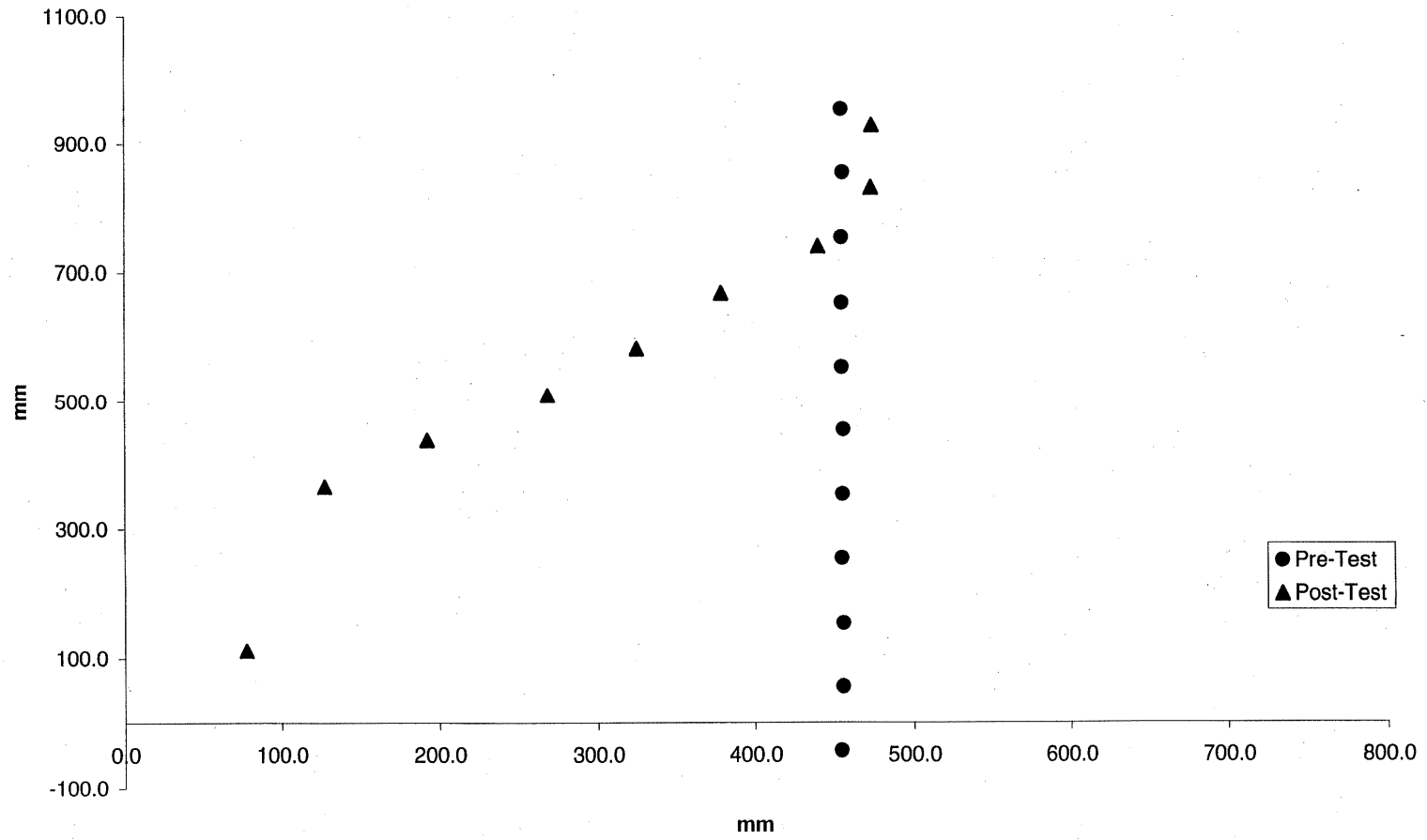


Figure 19 Deformable Barrier Face Profile 34-44 Level 3

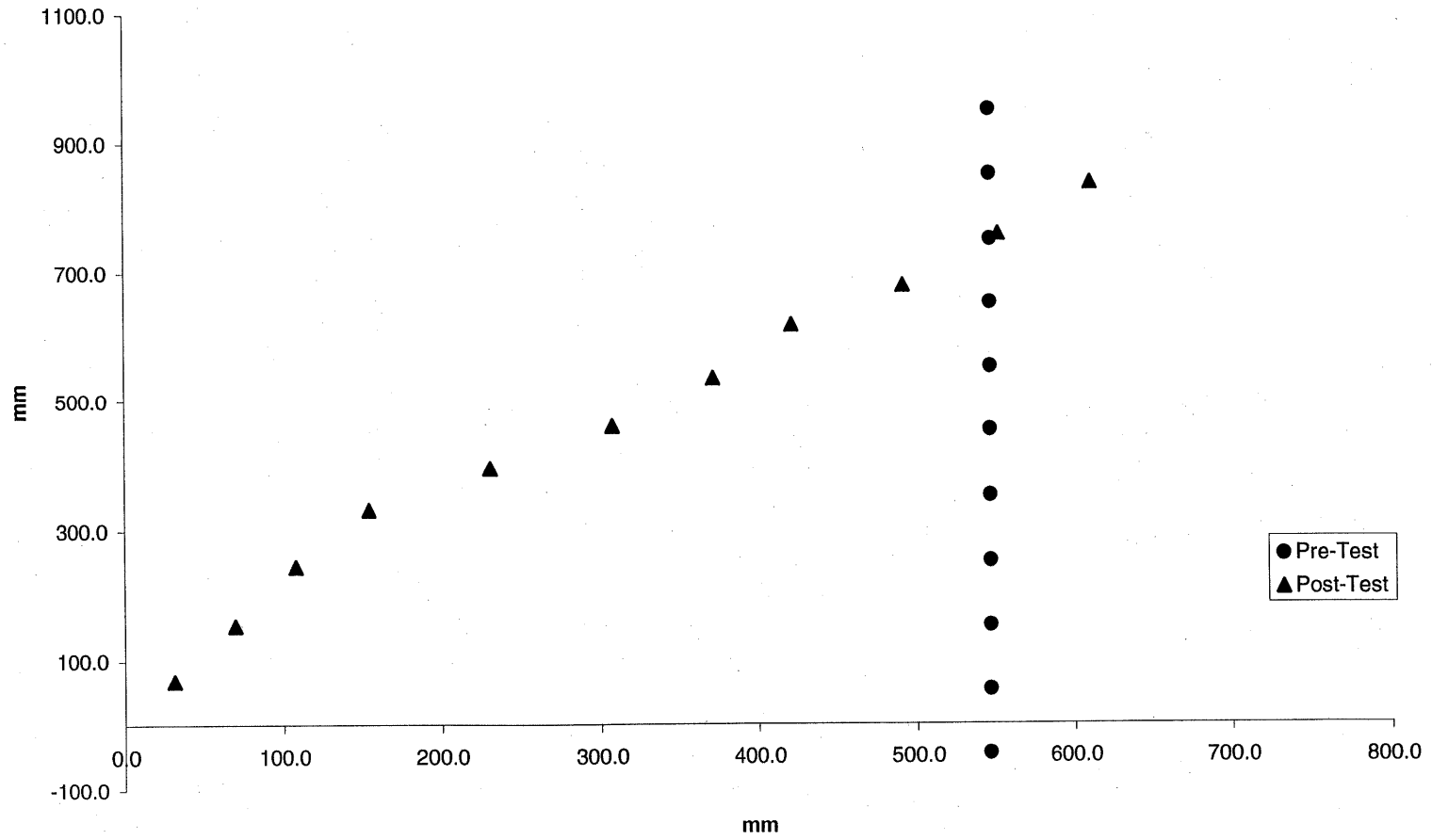


Figure 19 Deformable Barrier Face Profile 45-55 Level 2

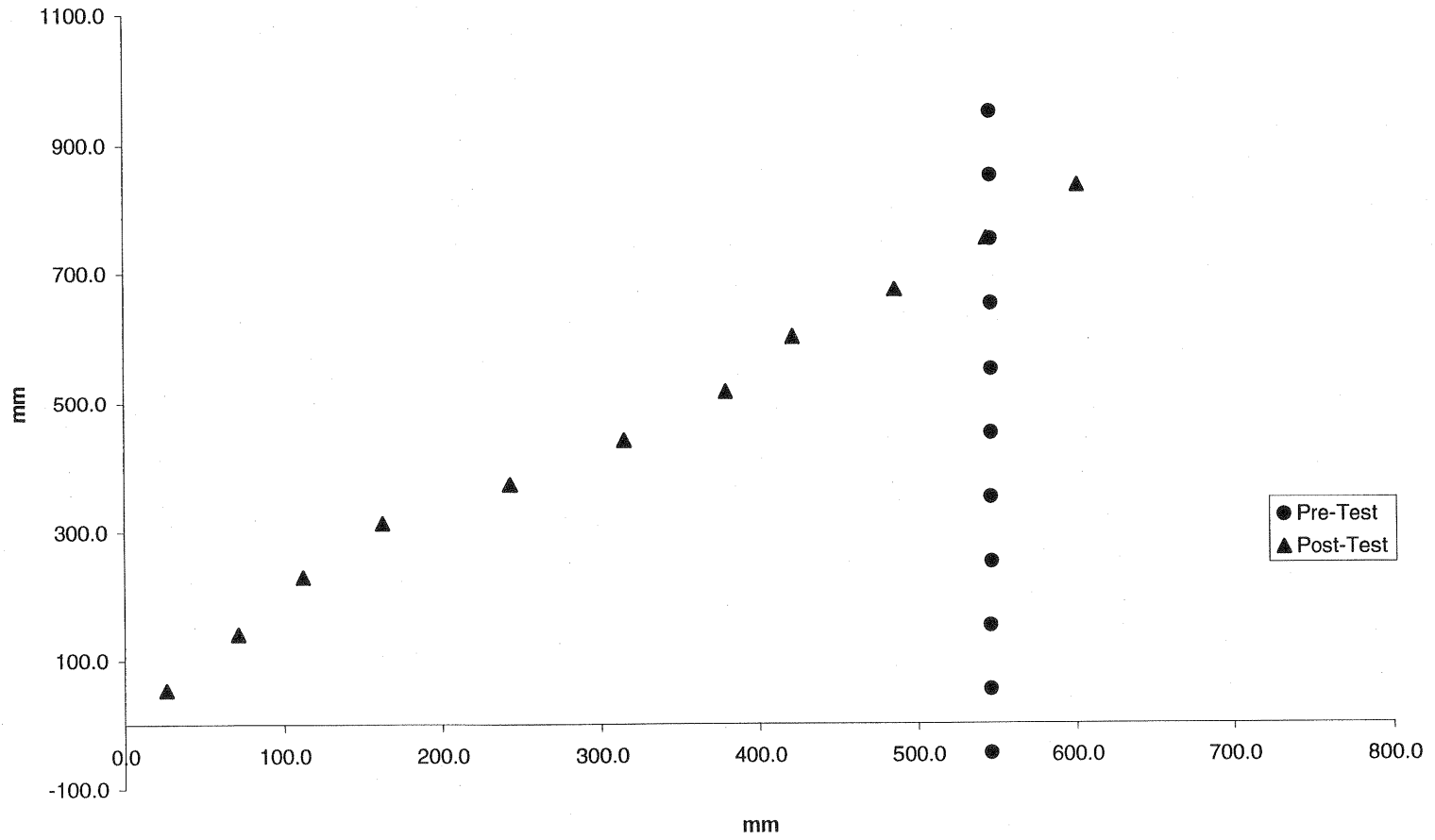
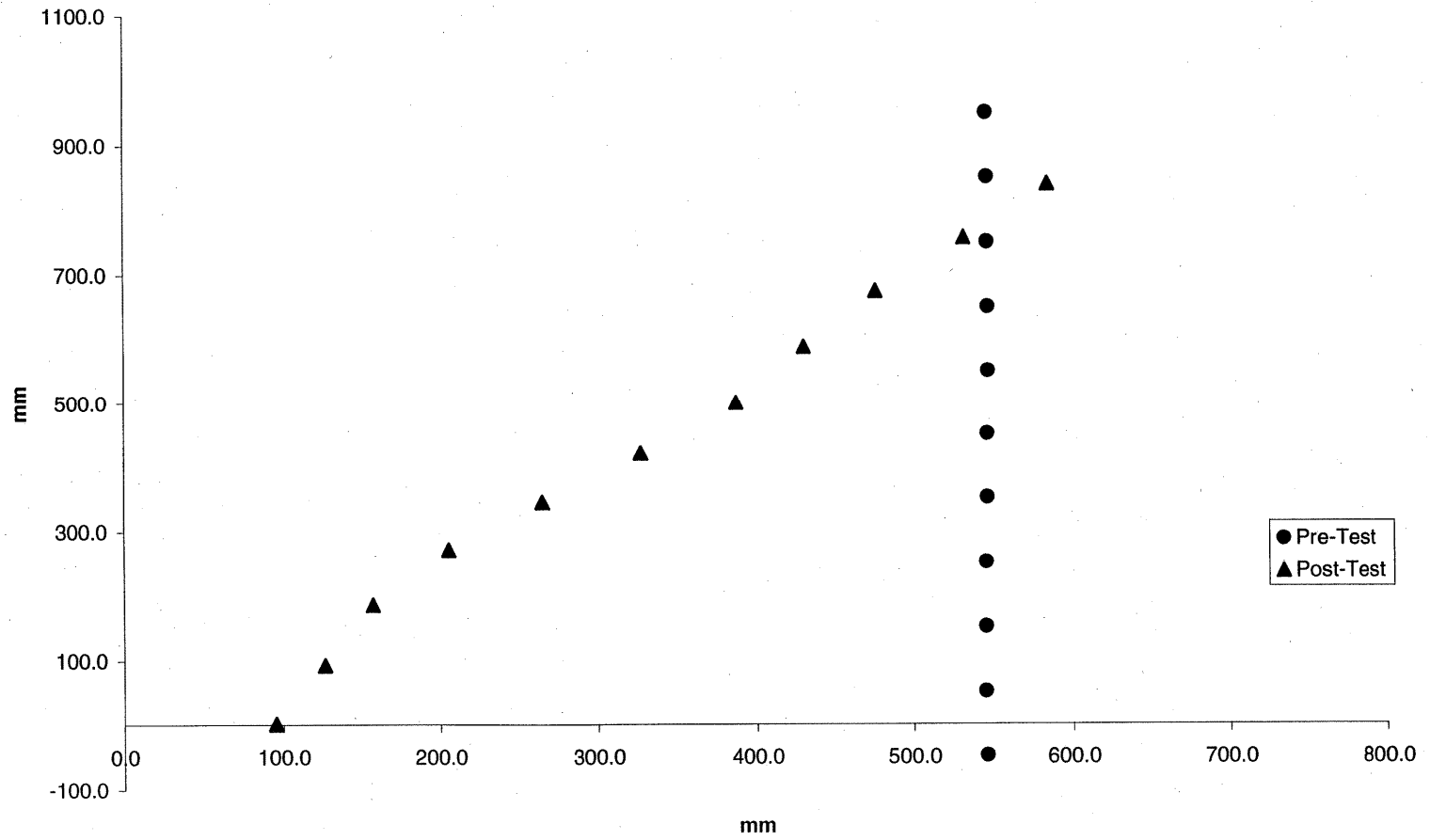


Figure 19 Deformable Barrier Face Profile 56-66 Level 1



Appendix A

Photographs



Figure A-1 Pre-Test Front View



Figure A-2 Post-Test Front - View 1



Figure A-3 Post-Test Front - View 2



Figure A-4 Pre-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

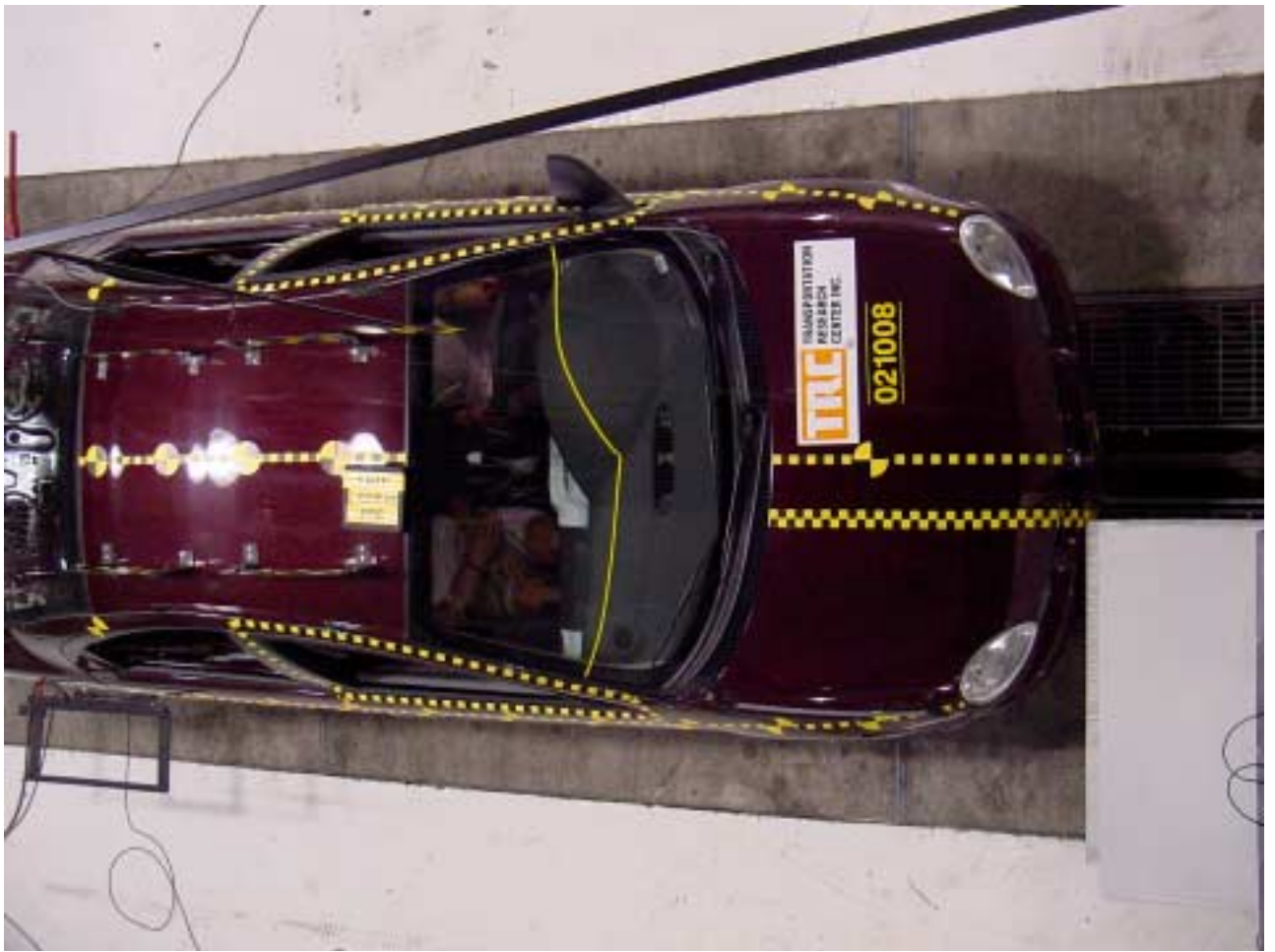


Figure A-17 Pre-Test Overhead View



Figure A-18 Post-Test Overhead View



Figure A-19 Pre-Test Front Underbody View

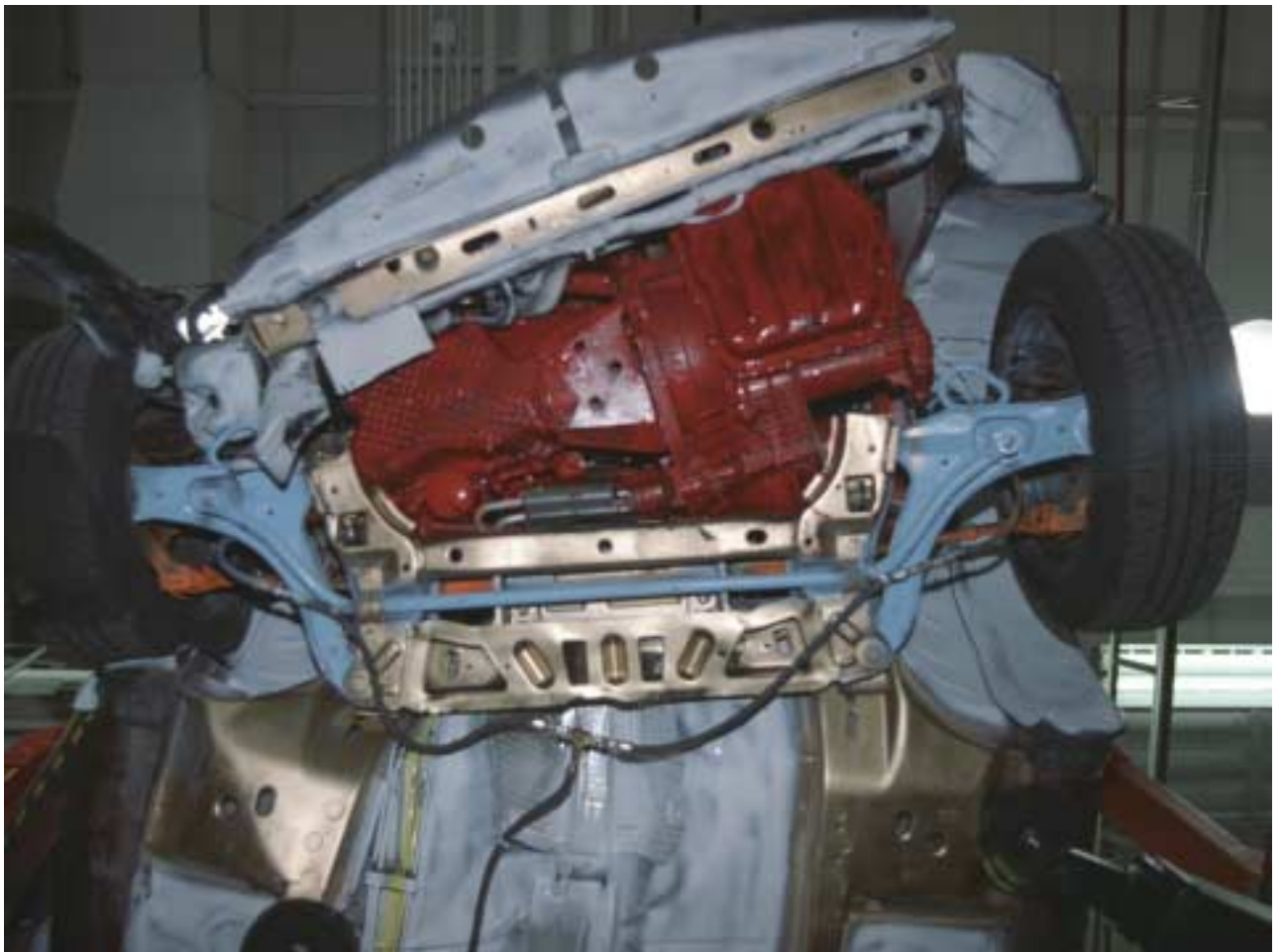


Figure A-20 Post-Test Front Underbody View

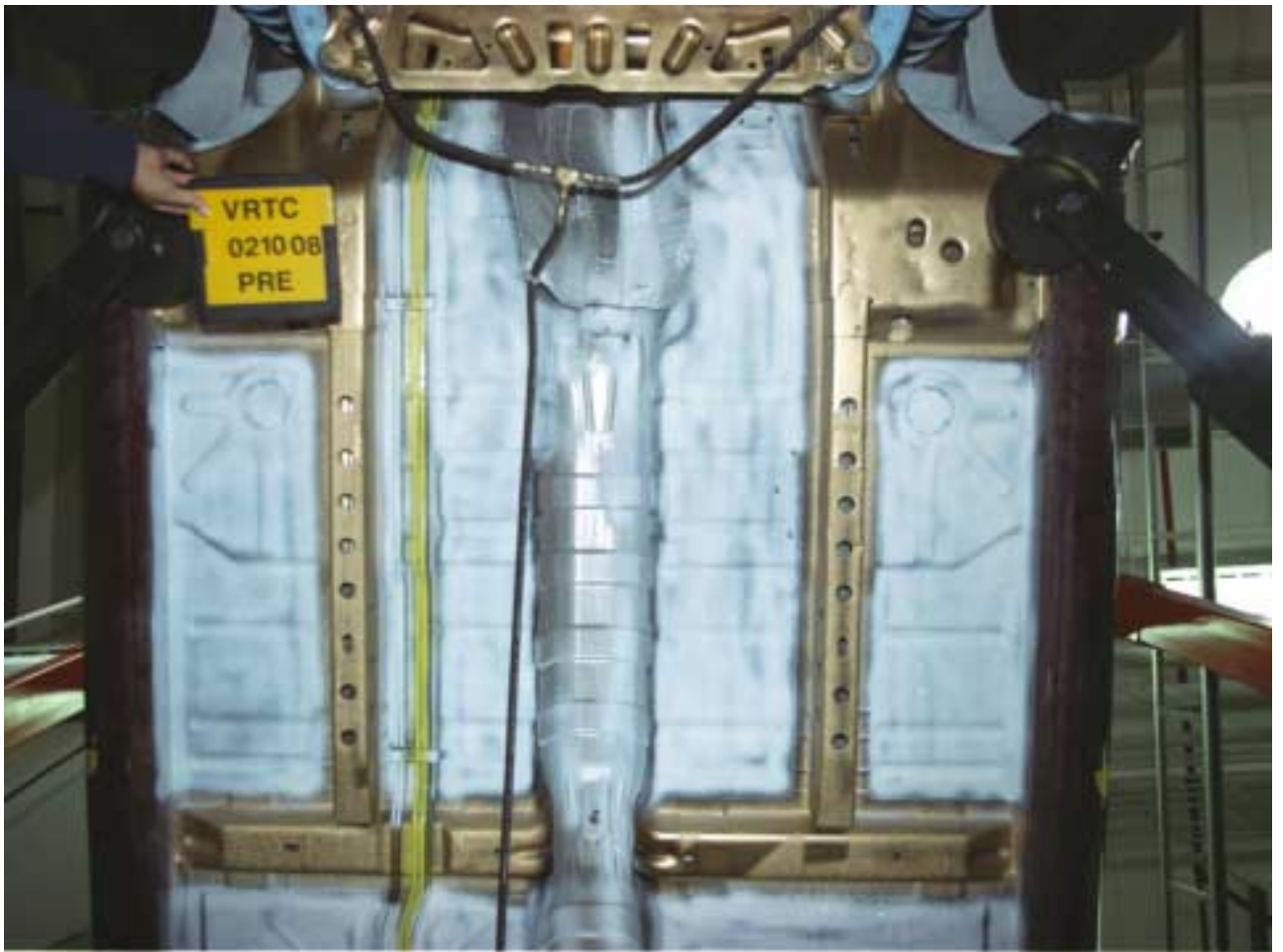


Figure A-21 Pre-Test Front Mid Underbody View



Figure A-22 Post-Test Front Mid Underbody View

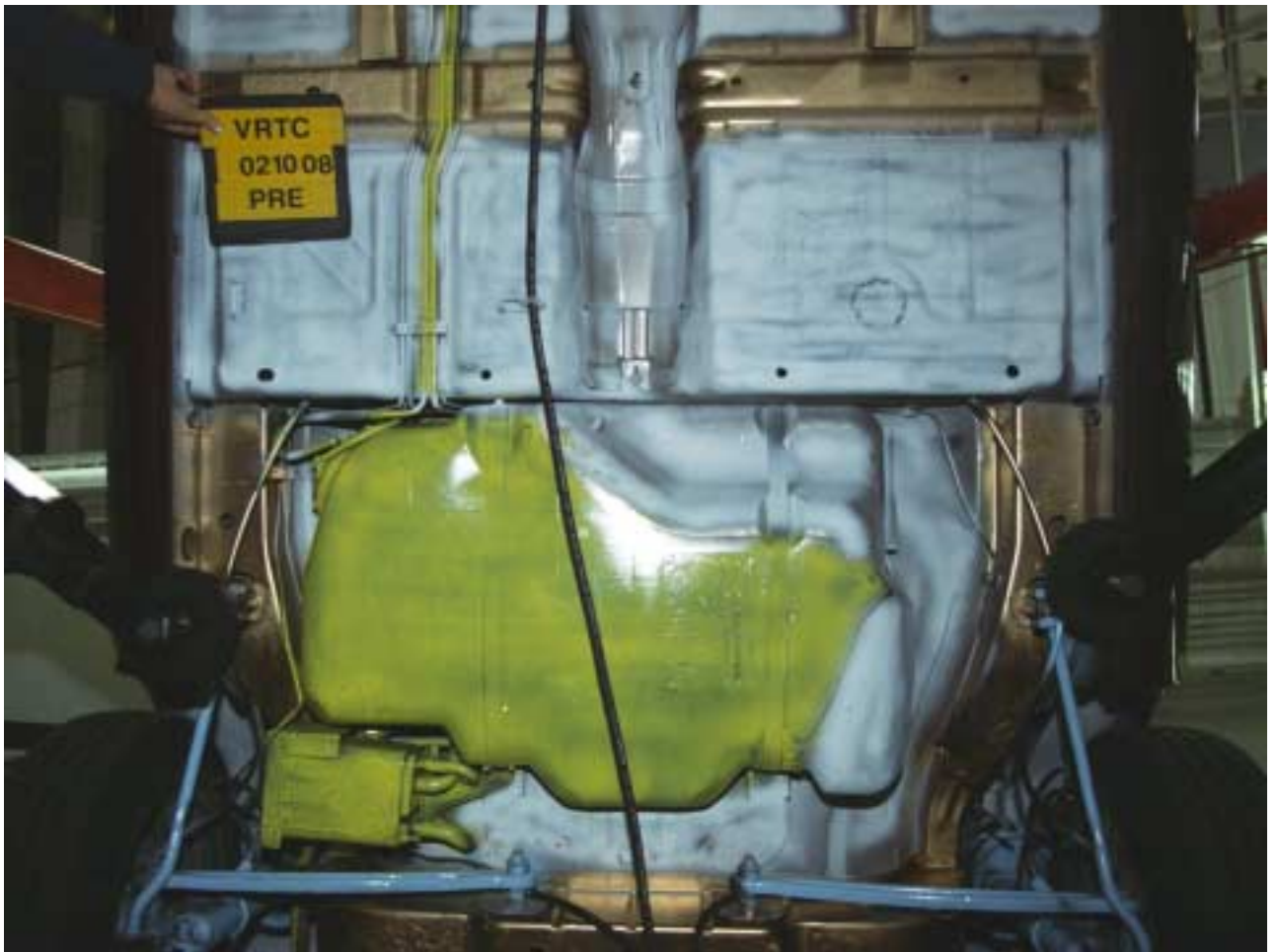


Figure A-23 Pre-Test Rear Mid Underbody View

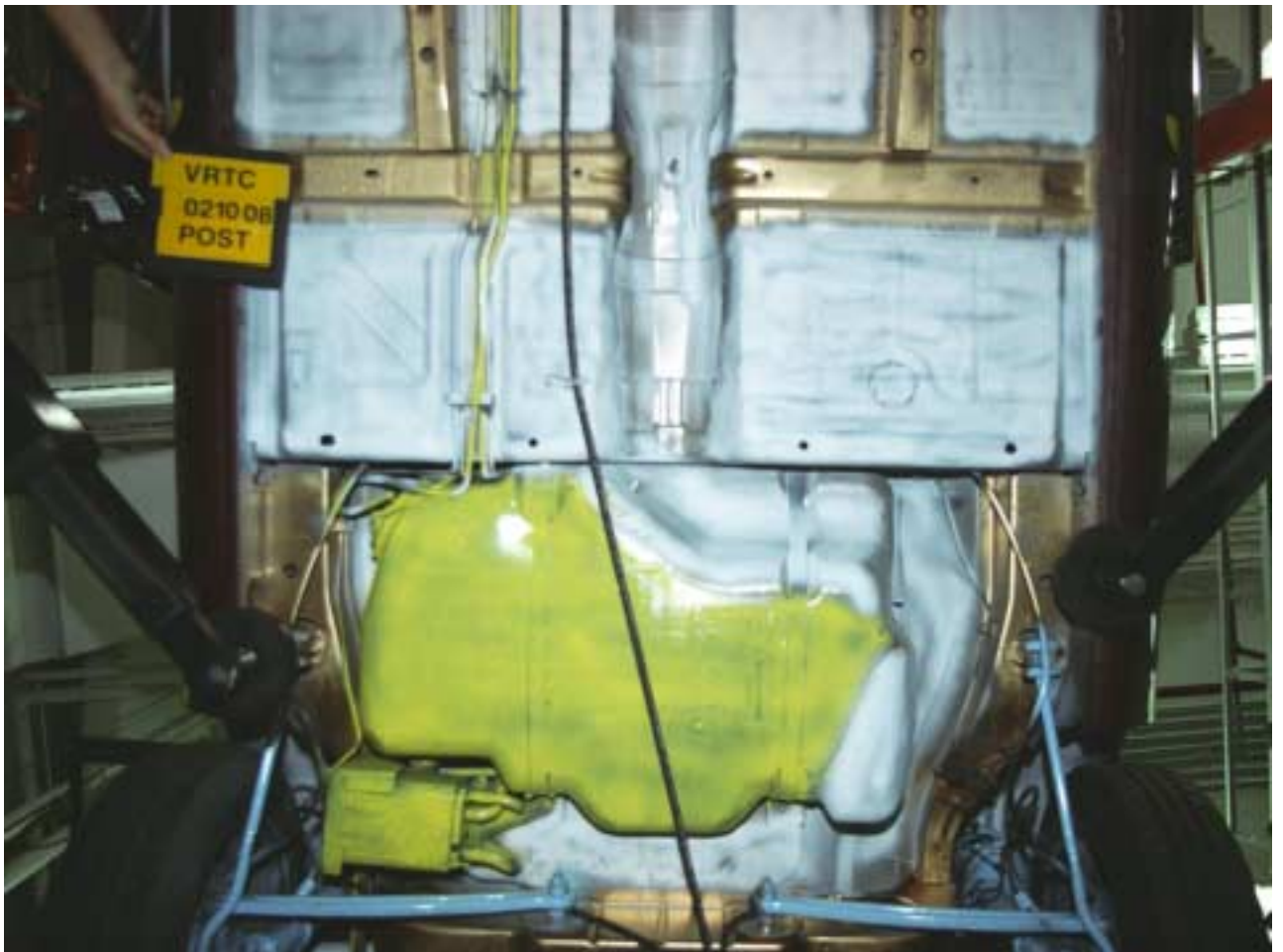


Figure A-24 Post-Test Rear Mid Underbody View

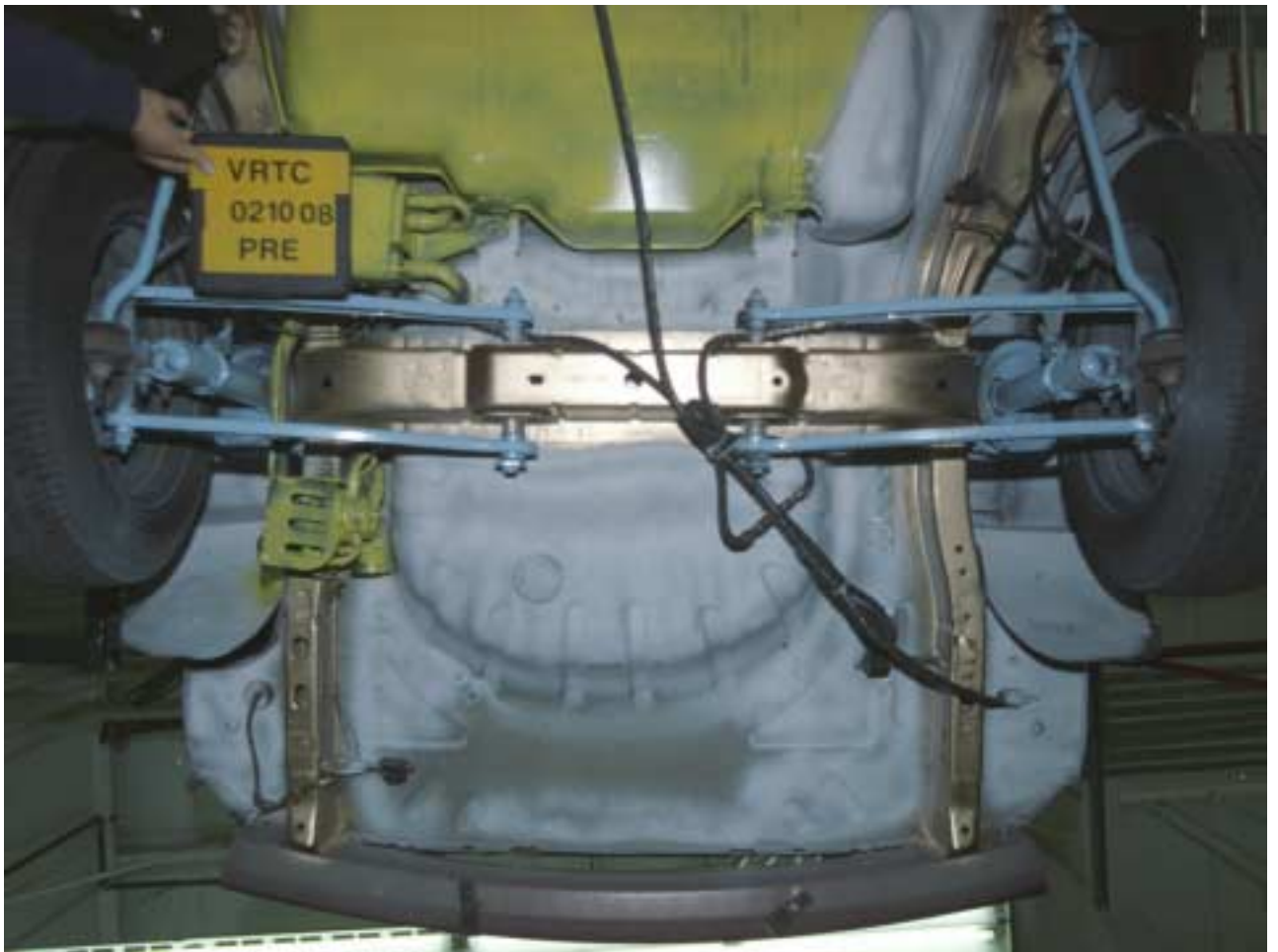


Figure A-25 Pre-Test Rear Underbody View



Figure A-26 Post-Test Rear Underbody View



Figure A-27 Pre-Test Engine Compartment View

Intentionally Left Blank



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

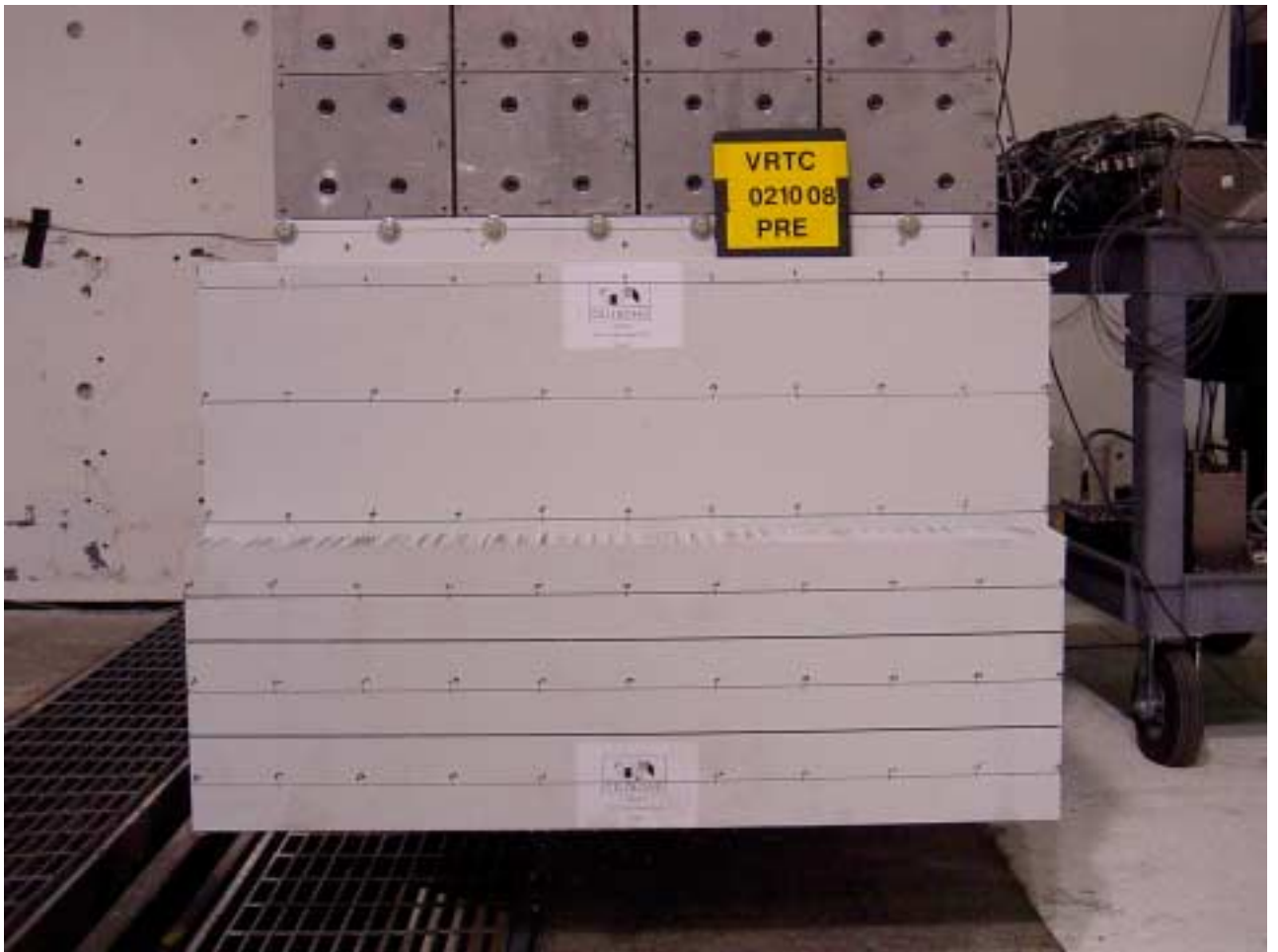


Figure A-34 Pre-Test Front Barrier Face View



Figure A-35 Post-Test Front Barrier Face View

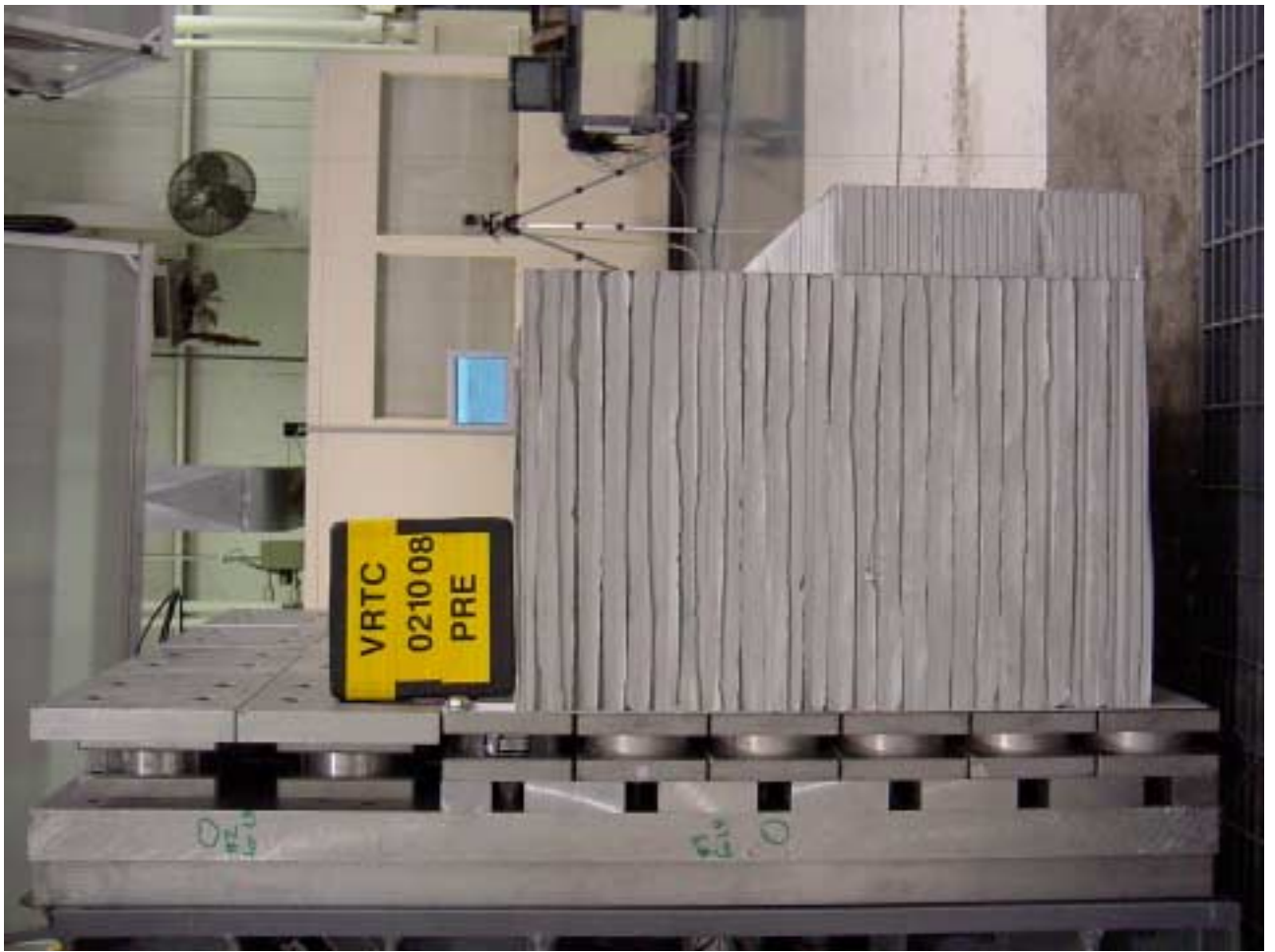


Figure A-36 Pre-Test Left Side Barrier Face View

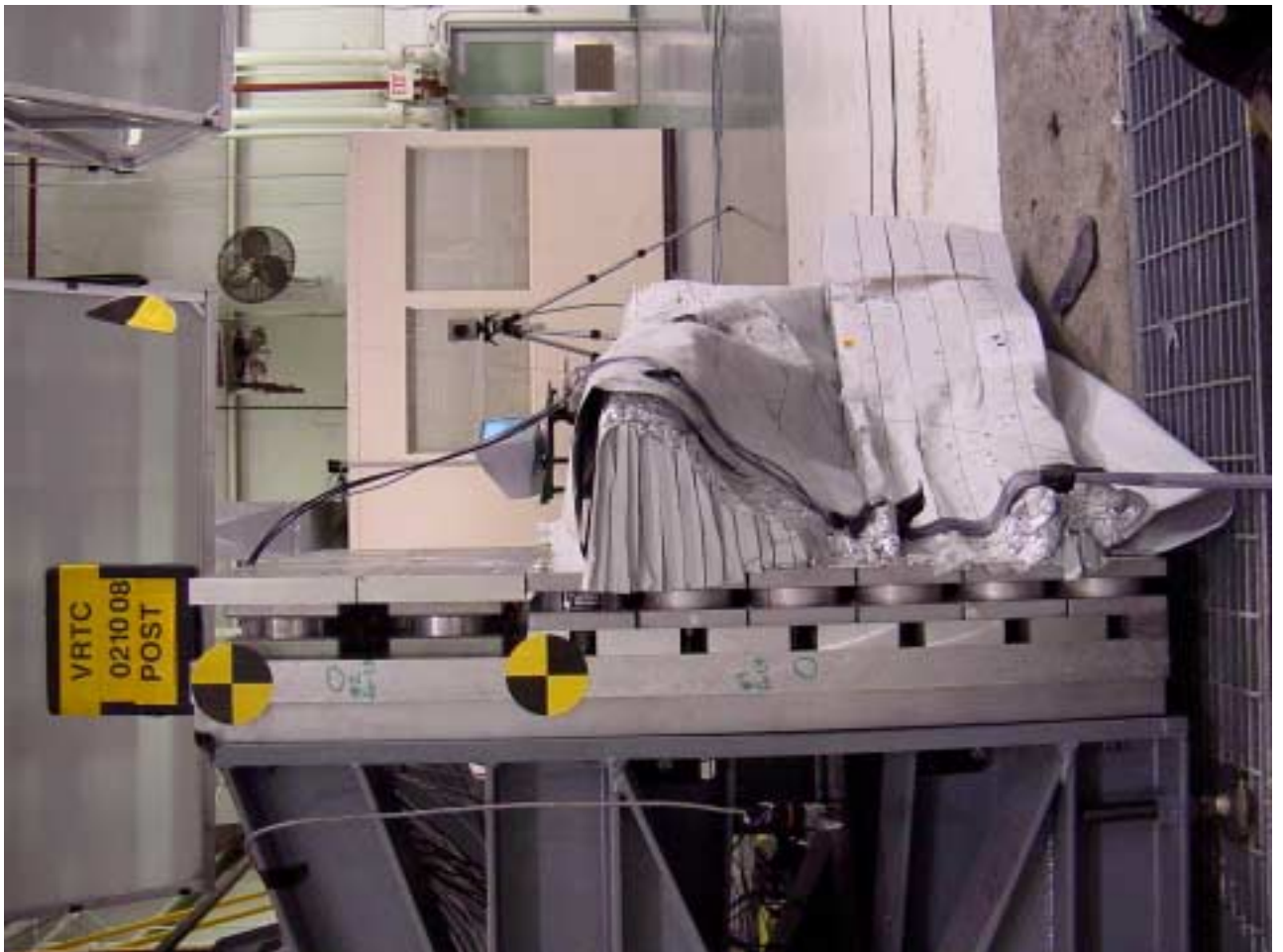


Figure A-37 Post-Test Left Side Barrier Face View

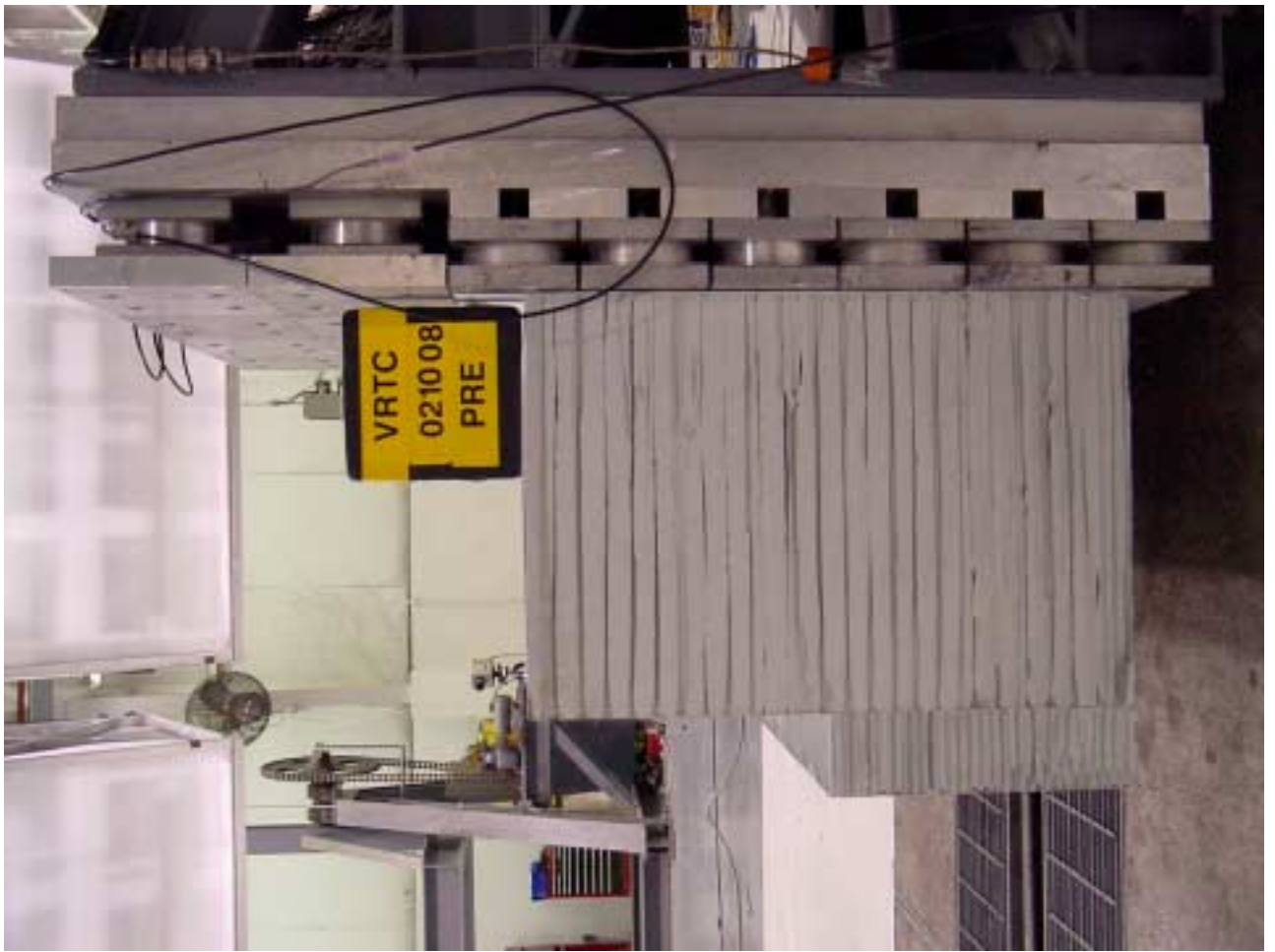


Figure A-38 Pre-Test Right Side Barrier Face View

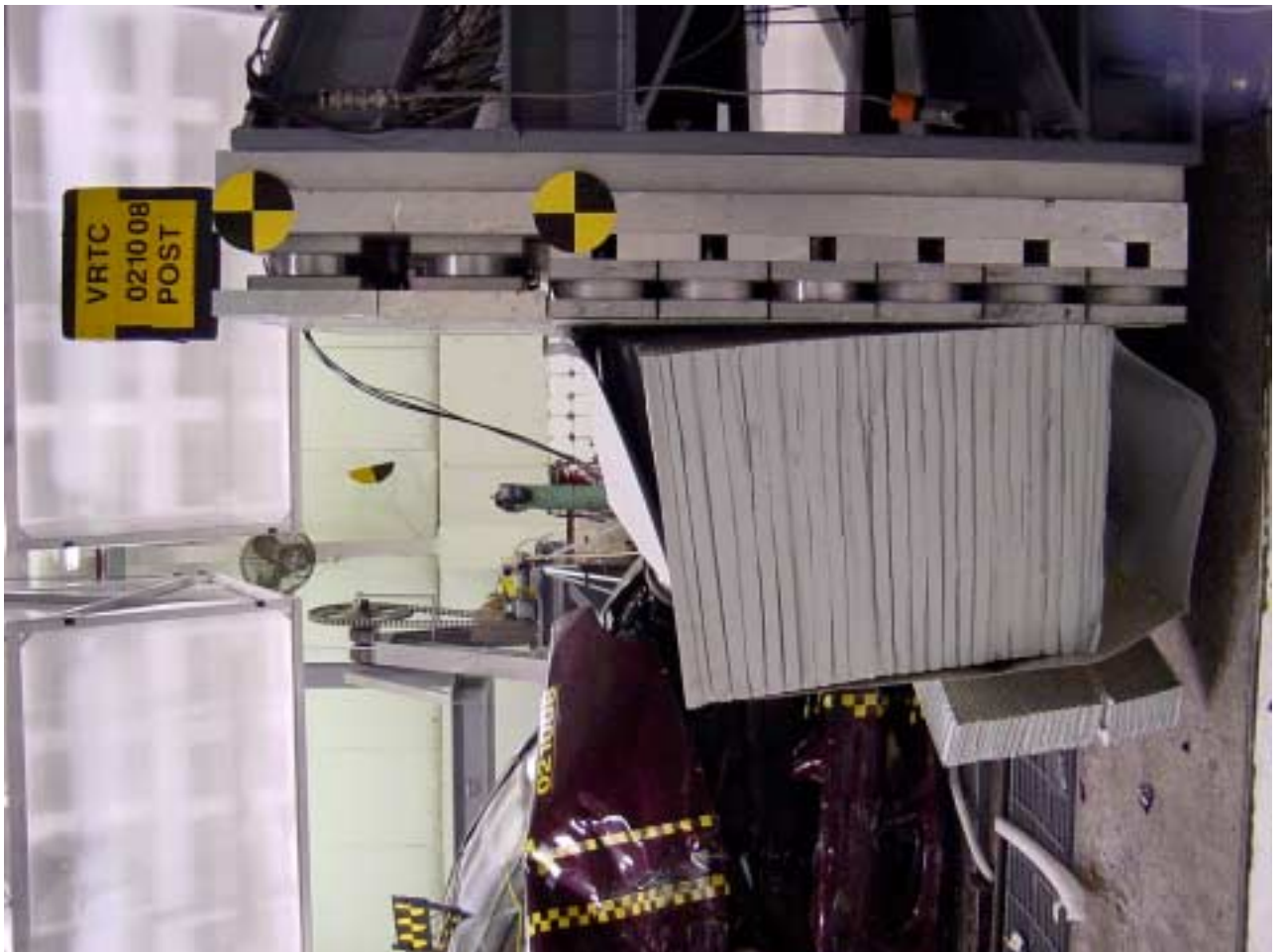


Figure A-39 Post-Test Right Side Barrier Face View



Figure A-40 Pre-Test Overhead Barrier Face View



Figure A-41 Post-Test Overhead Barrier Face View

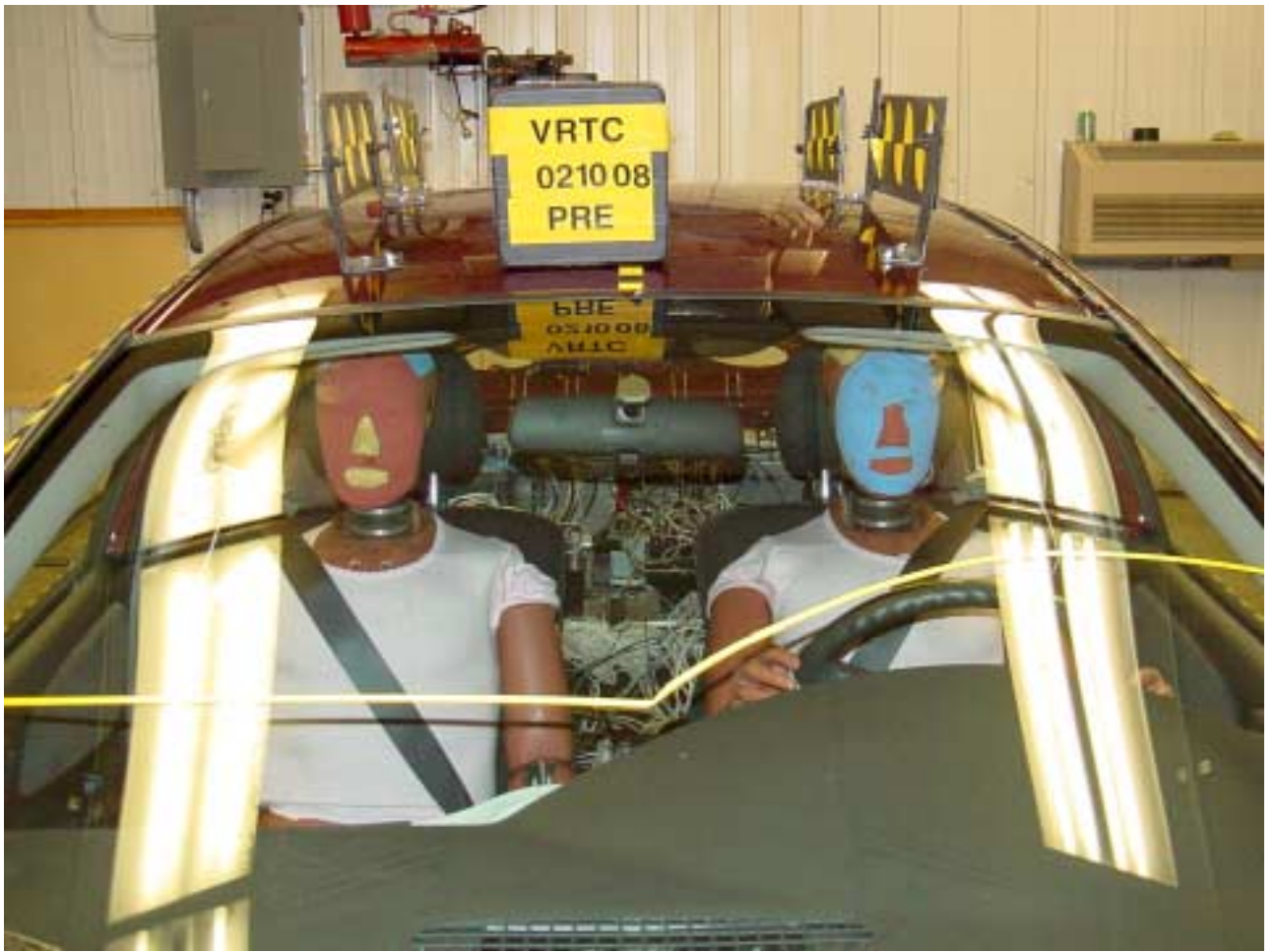


Figure A-42 Pre-Test Driver and Passenger Dummies Front View



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



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 Dummy Head Contact - View 3

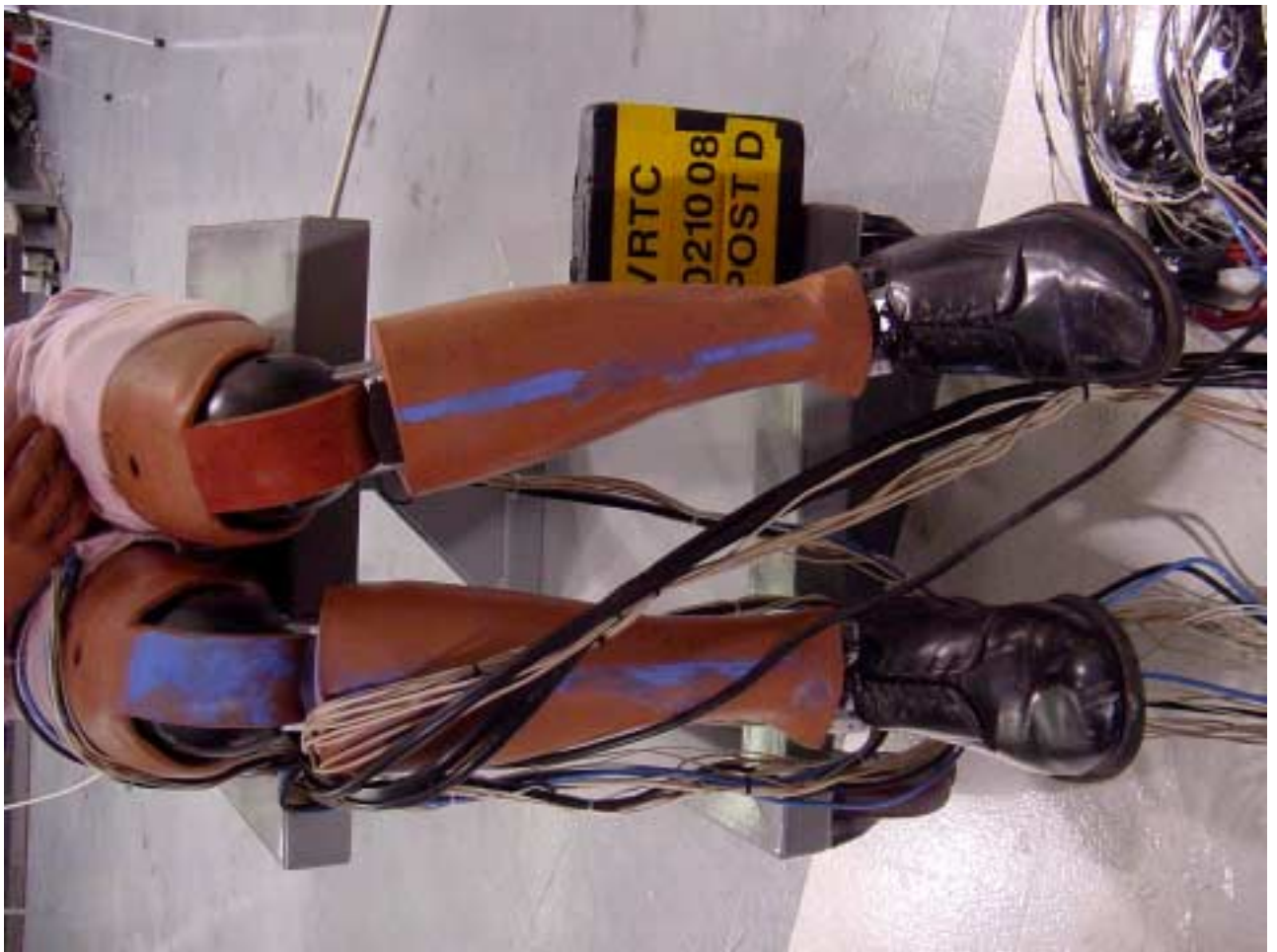


Figure A-64 Post-Test Driver Knee Contact - View 1



Figure A-65 Post-Test Driver Knee Contact - View 2



Figure A-66 Post-Test Driver Toeboard View



Figure A-67 Post-Test Passenger Dummy Overall View



Figure A-68 Post-Test Passenger Dummy Head Contact - View 1



Figure A-69 Post-Test Passenger Dummy Head Contact - View 2



Figure A-70 Post-Test Passenger Dummy Head Contact - View 3



Figure A-71 Post-Test Passenger Dummy Head Contact - View 4



Figure A-72 Post-Test Passenger Dummy Knee Contact - View 1



Figure A-73 Post-Test Passenger Dummy Knee Contact - View 2



Figure A-74 Post-Test Passenger Floorpan - View 1



Figure A-75 Post-Test Passenger Floorpan - View 2



Figure A-76 Post-Test Passenger Toepan View



Figure A-77 Post-Test Passenger Side Damage View



Figure A-78 Pre-Test Vehicle Certification Label View



Figure A-79 Pre-Test Tire Load Label View



Figure A-80 Post-Test Windshield Retention Loss View

Appendix B

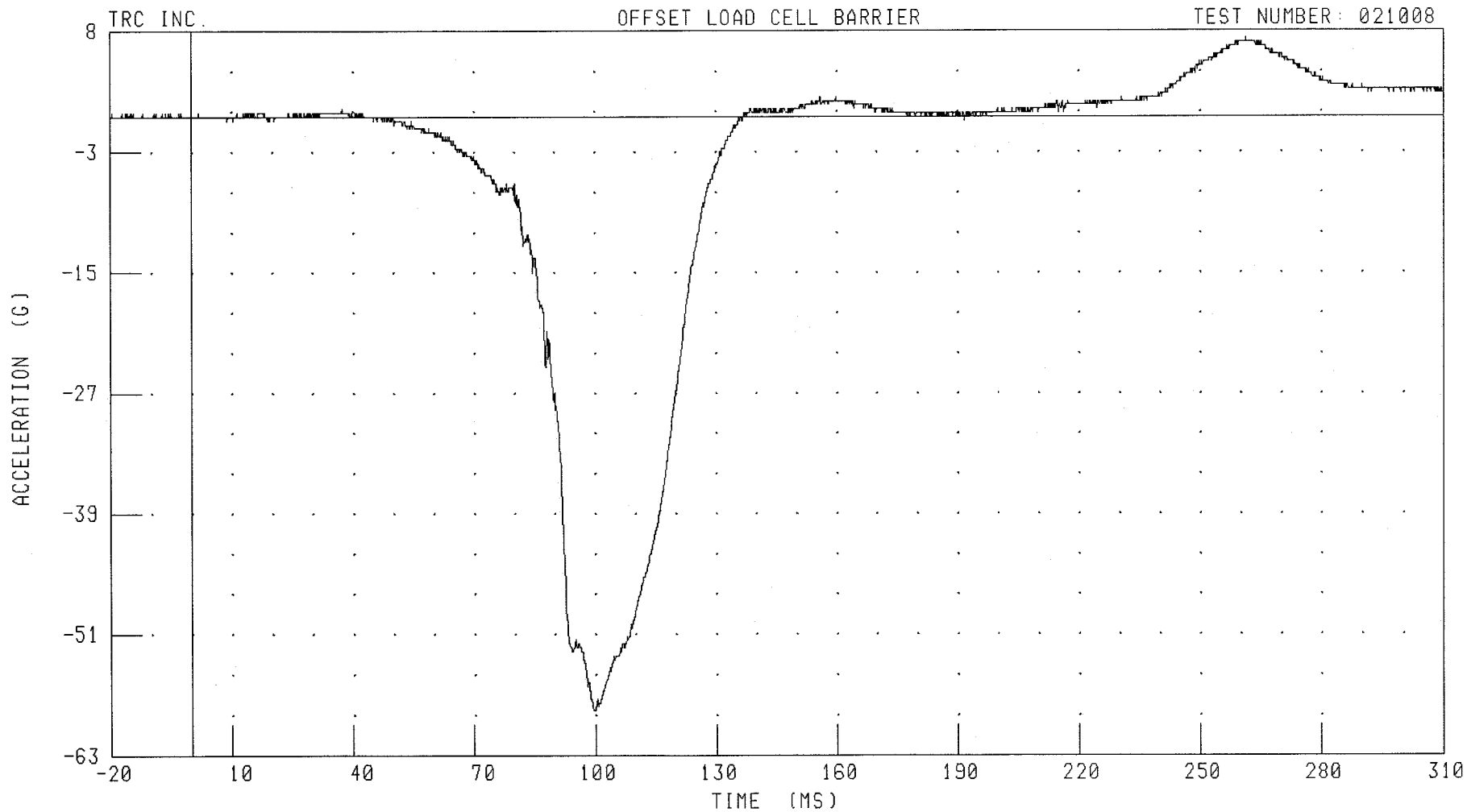
Data Plots

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

DRIVER HEAD X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: HEDXG1 FILTER: CH. CLASS 1000

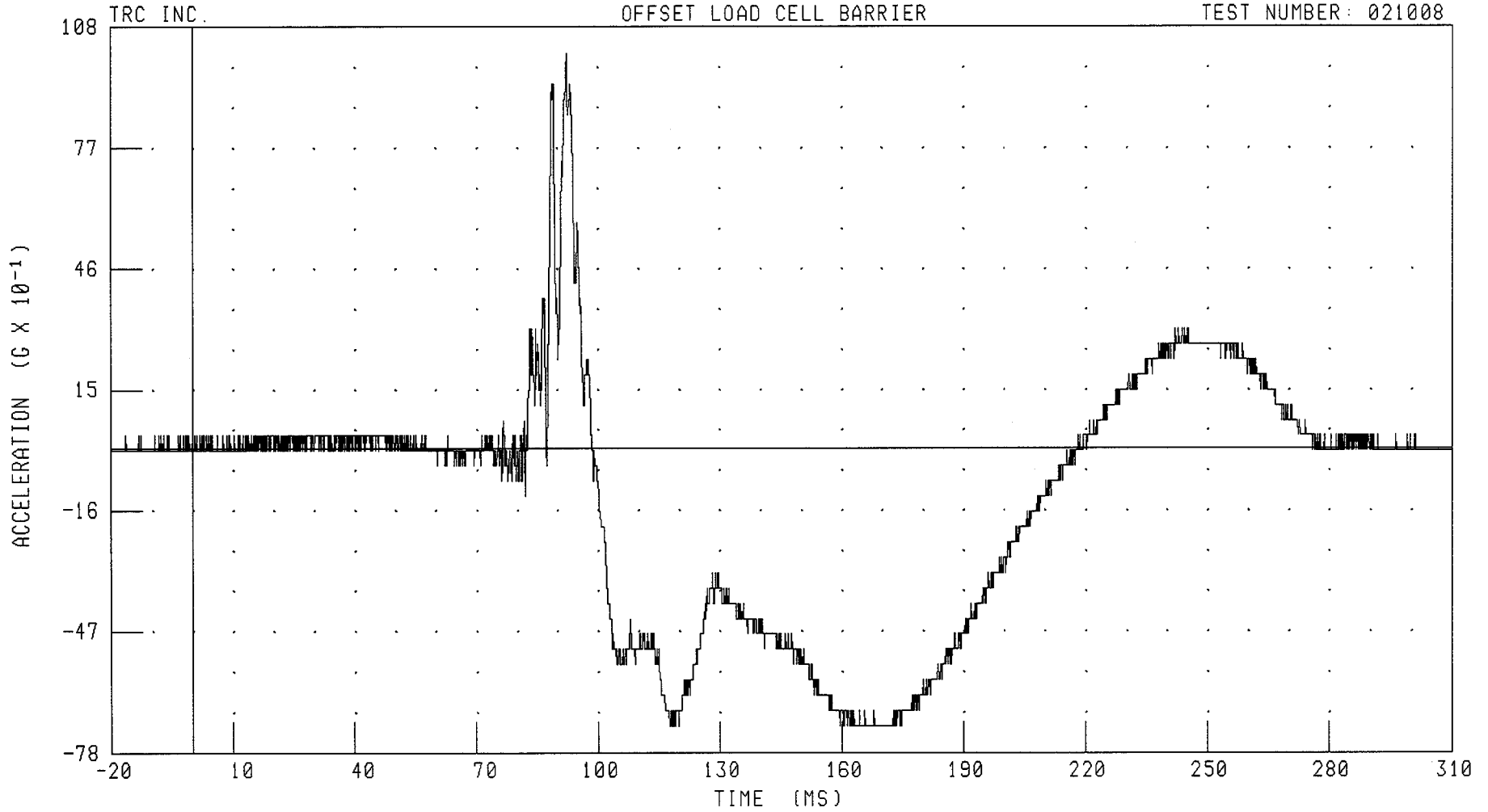
PEAK DATA: 7.76 G @ 261.36 MS; -59.07 G @ 99.52 MS

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

DRIVER HEAD Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



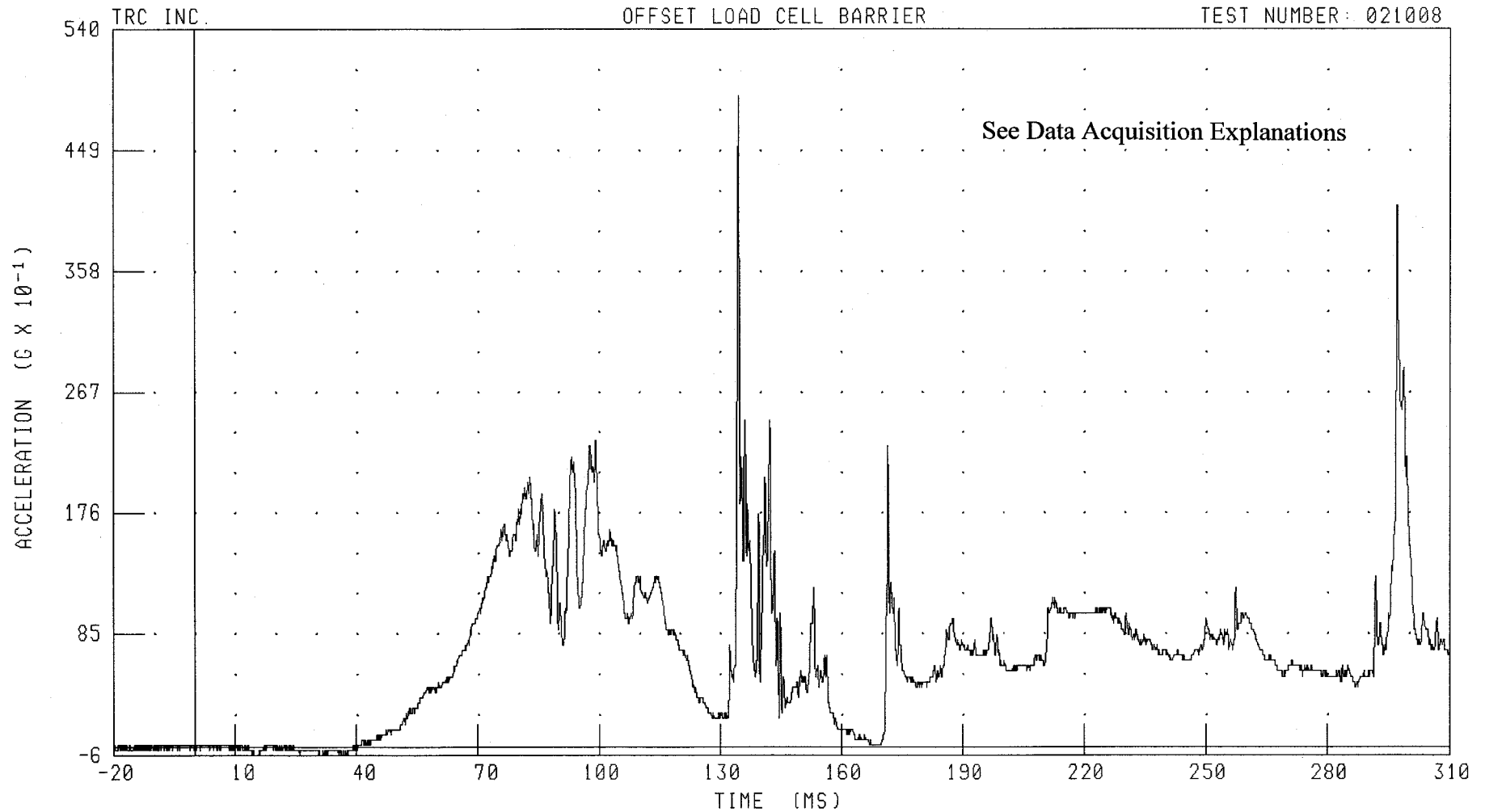
CHANNEL: HEDYG1 FILTER: CH. CLASS 1000

PEAK DATA: 10.11 G @ 92.40 MS; -7.12 G @ 117.52 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: HEDZG1

FILTER: CH. CLASS 1000

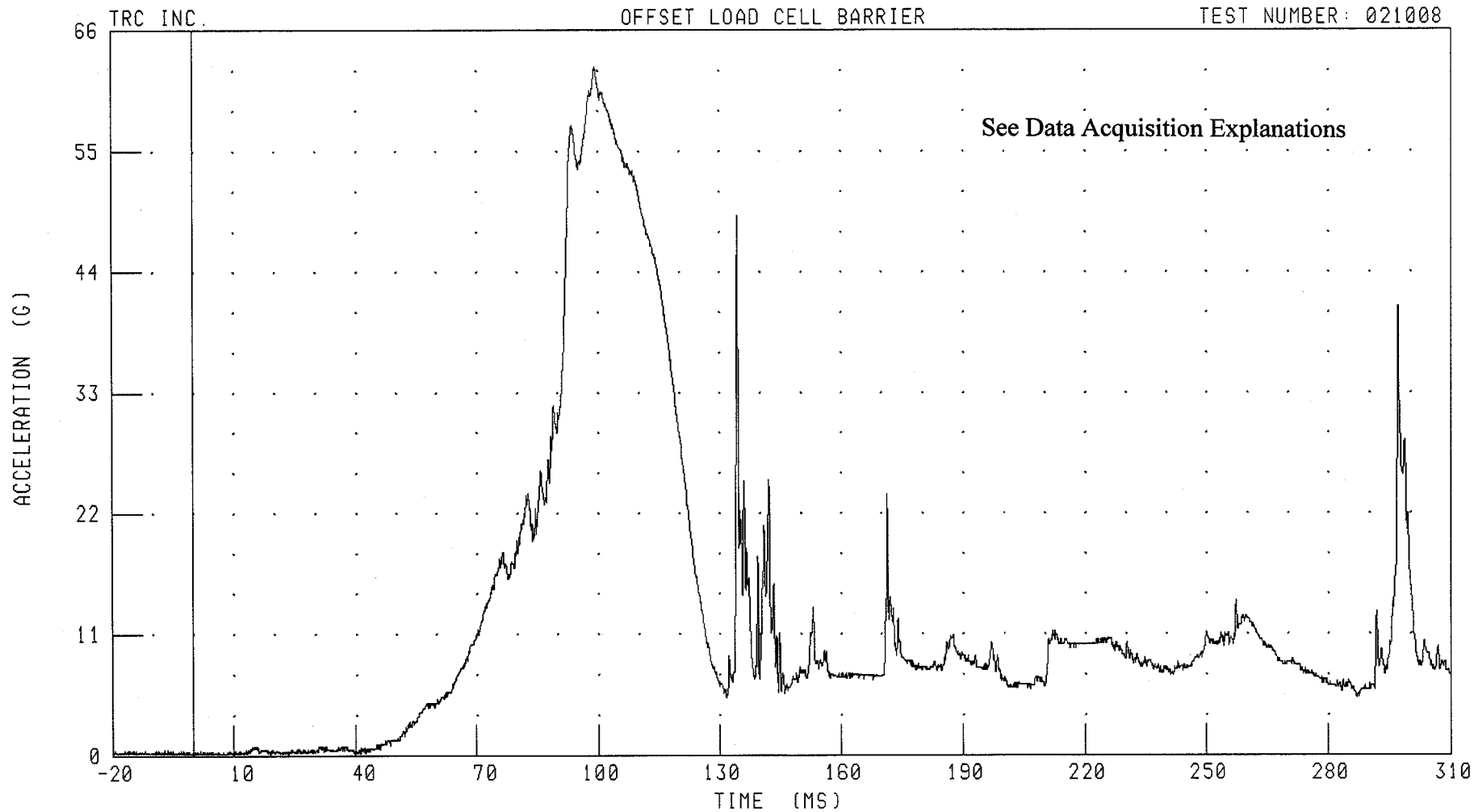
PEAK DATA: 49.03 G @ 134.64 MS, -0.63 G @ 14.08 MS

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

DRIVER HEAD RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: HEDRG1 FILTER: CH. CLASS 1000

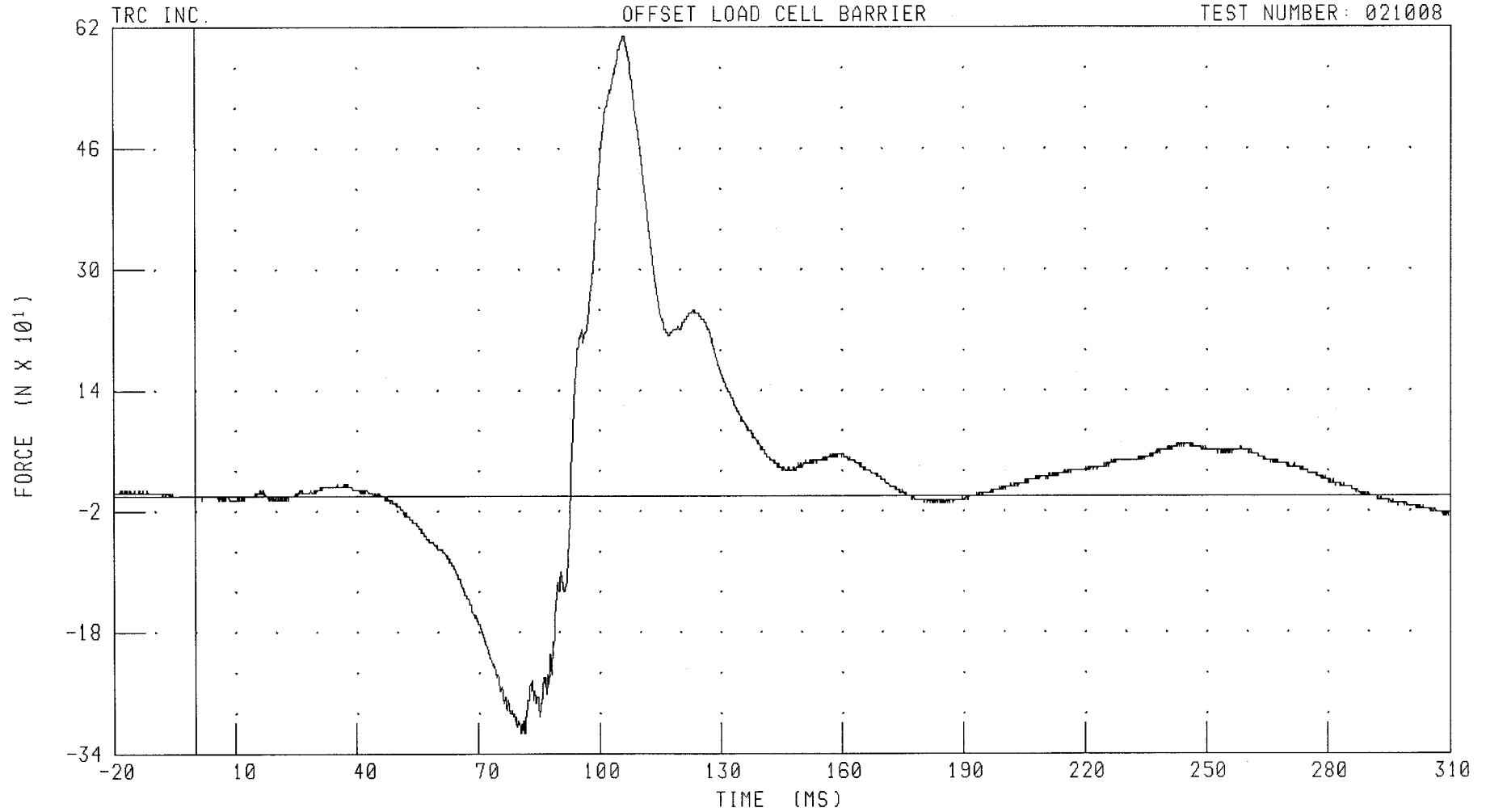
PEAK DATA: 62.67 G @ 99.28 MS; 0.17 G @ -19.84 MS

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

DRIVER NECK X-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKXF1 FILTER: CH. CLASS 1000

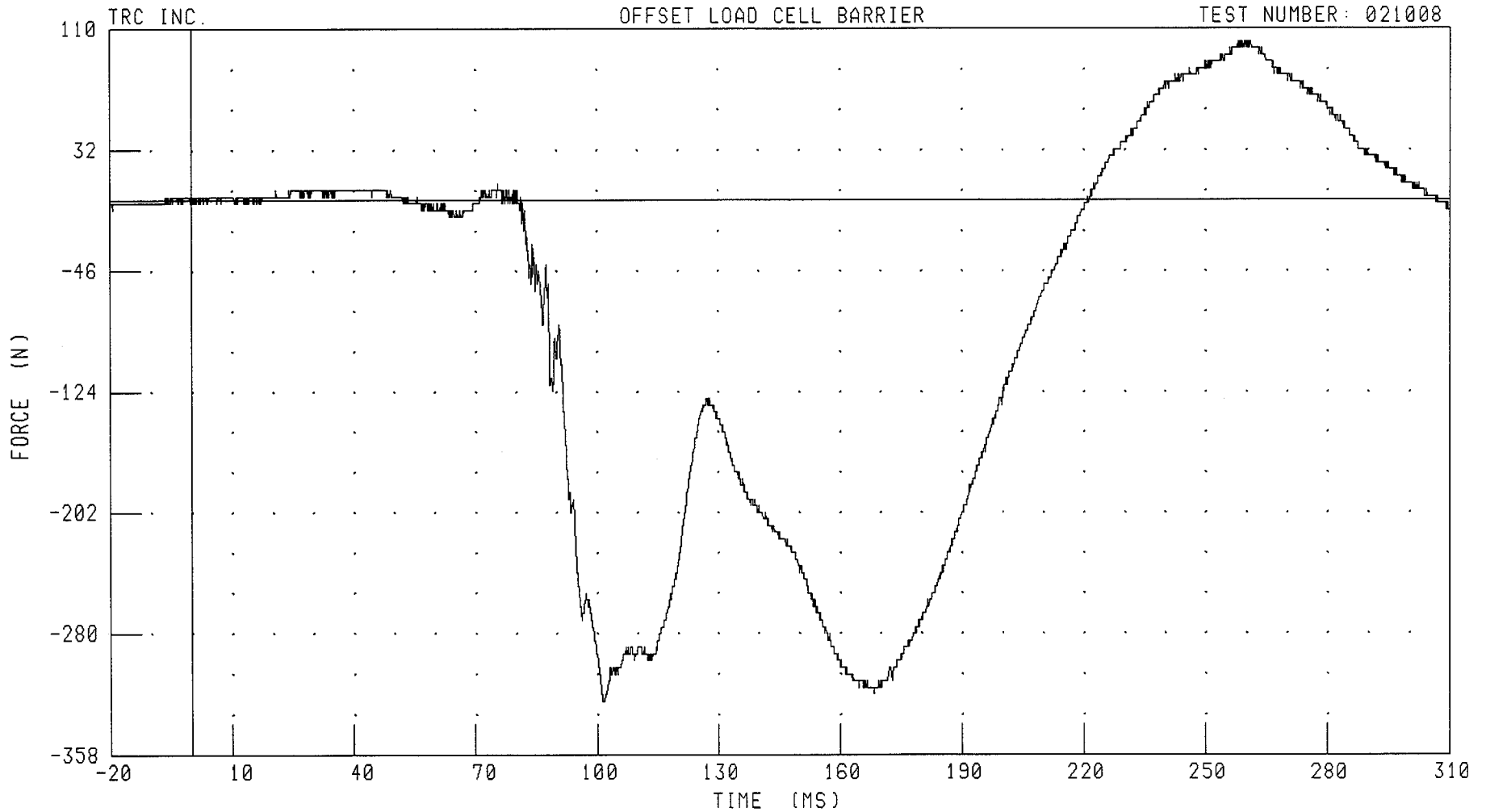
PEAK DATA: 607.69 N @ 105.92 MS; -313.53 N @ 80.40 MS

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

DRIVER NECK Y-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKYF1 FILTER: CH. CLASS 1000

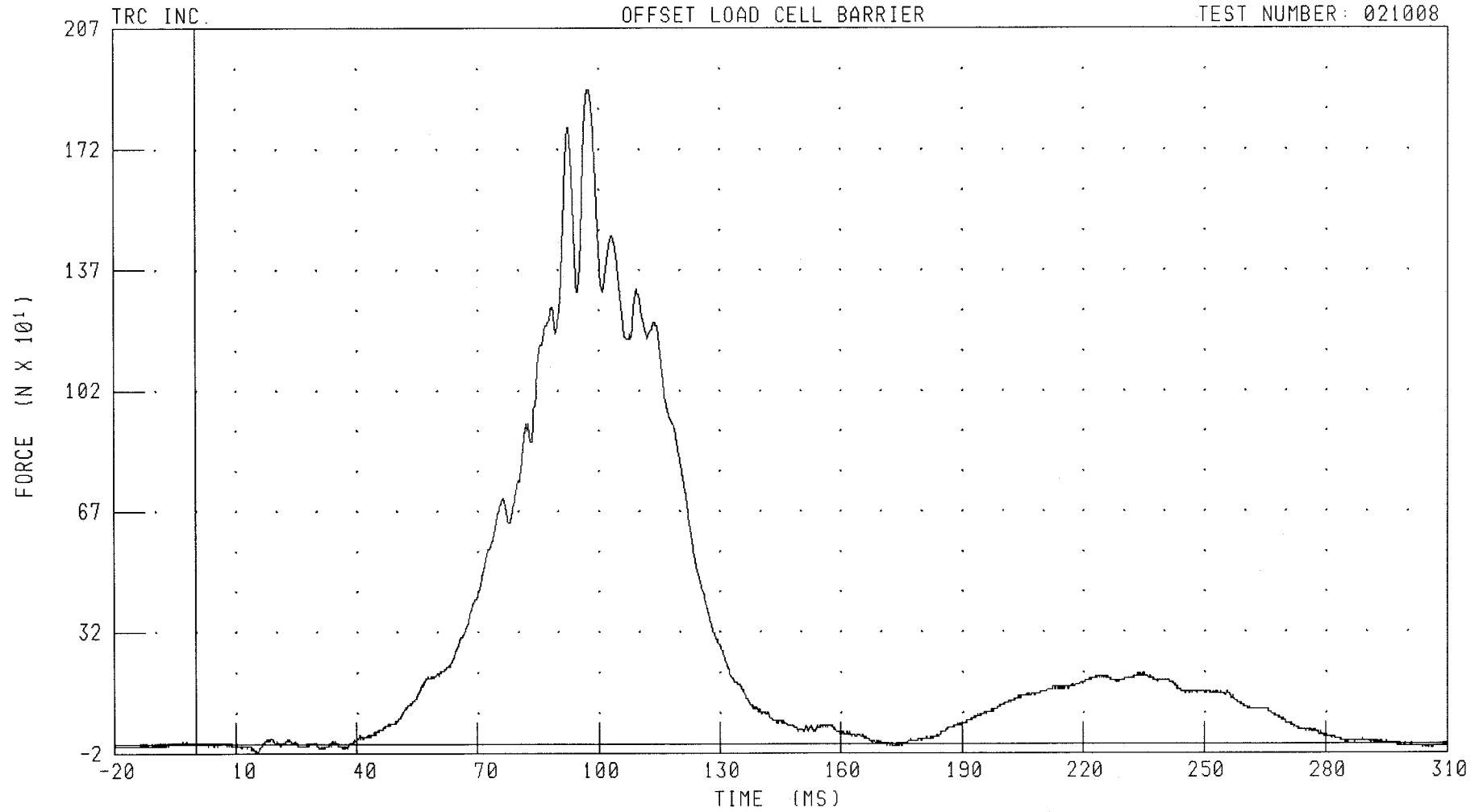
PEAK DATA: 101.84 N @ 258.00 MS; -323.63 N @ 101.44 MS

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

DRIVER NECK Z-AXIS AXIAL FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKZF1 FILTER: CH. CLASS 1000

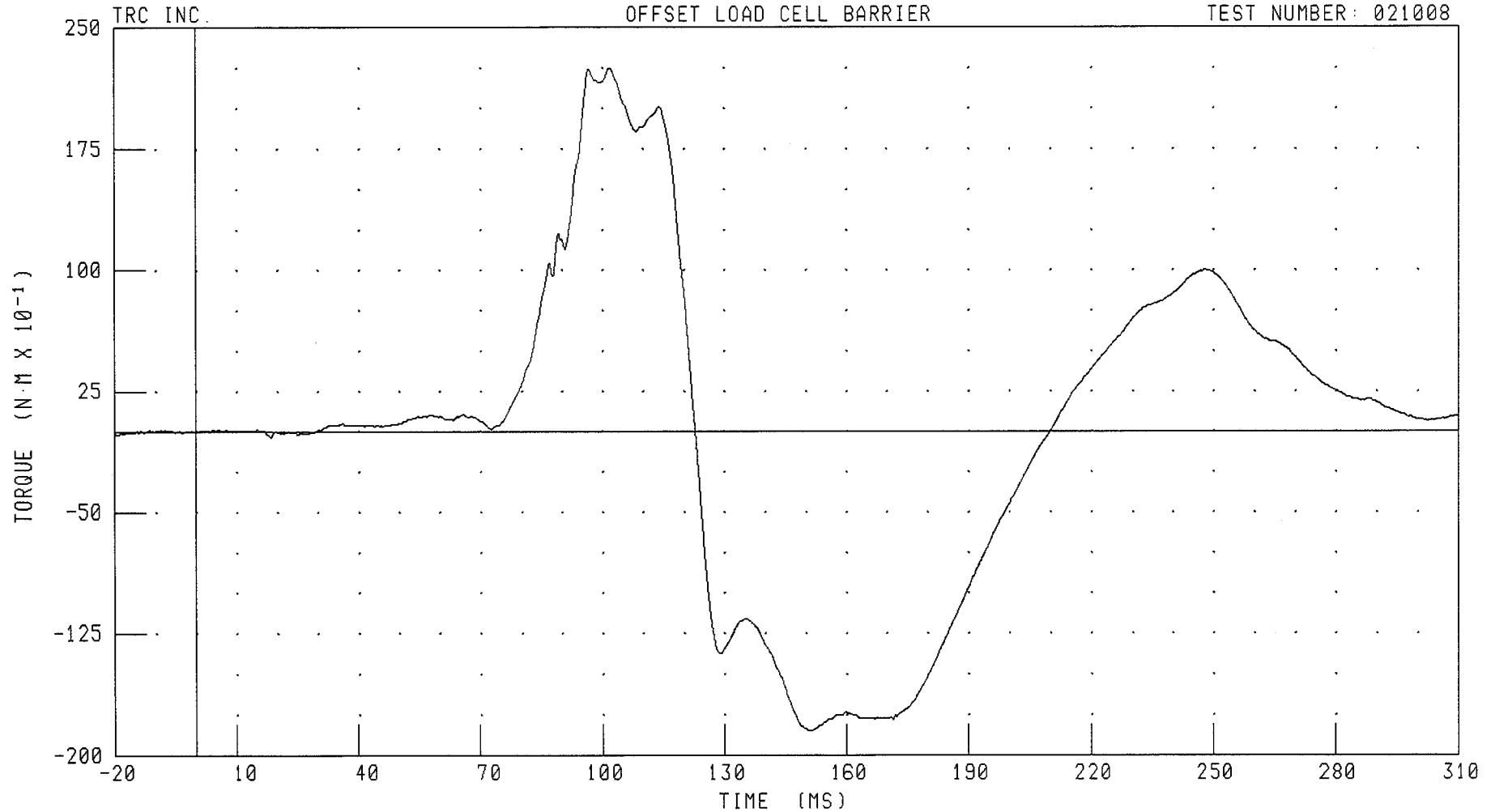
PEAK DATA: 1898.57 N @ 97.36 MS; -23.12 N @ 14.80 MS

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

DRIVER NECK MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKXMI

FILTER: CH. CLASS 600

TIME (MS)

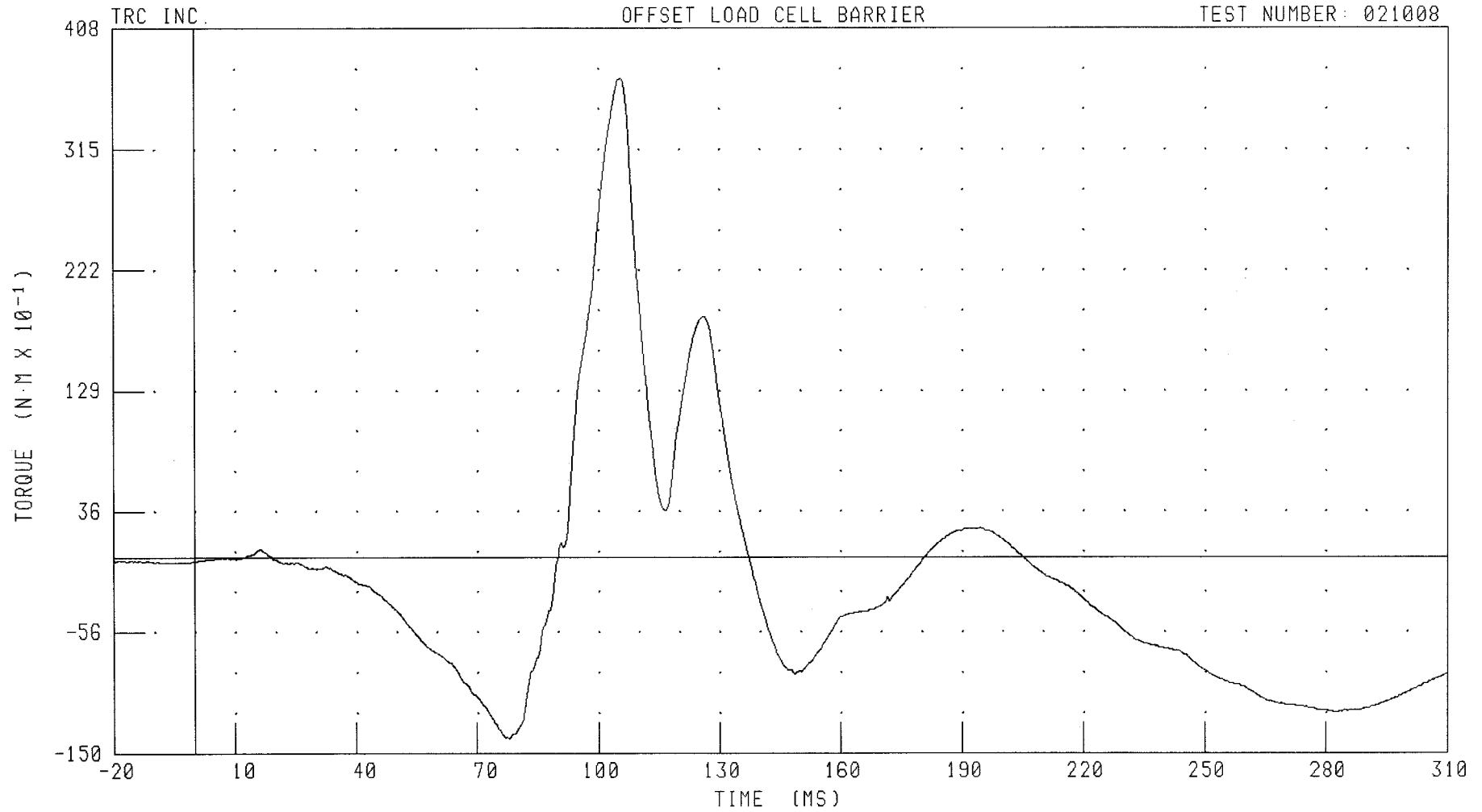
PEAK DATA: 22.47 N·M @ 101.84 MS; -18.49 N·M @ 150.72 MS

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

DRIVER NECK MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKYM1 FILTER: CH. CLASS 600

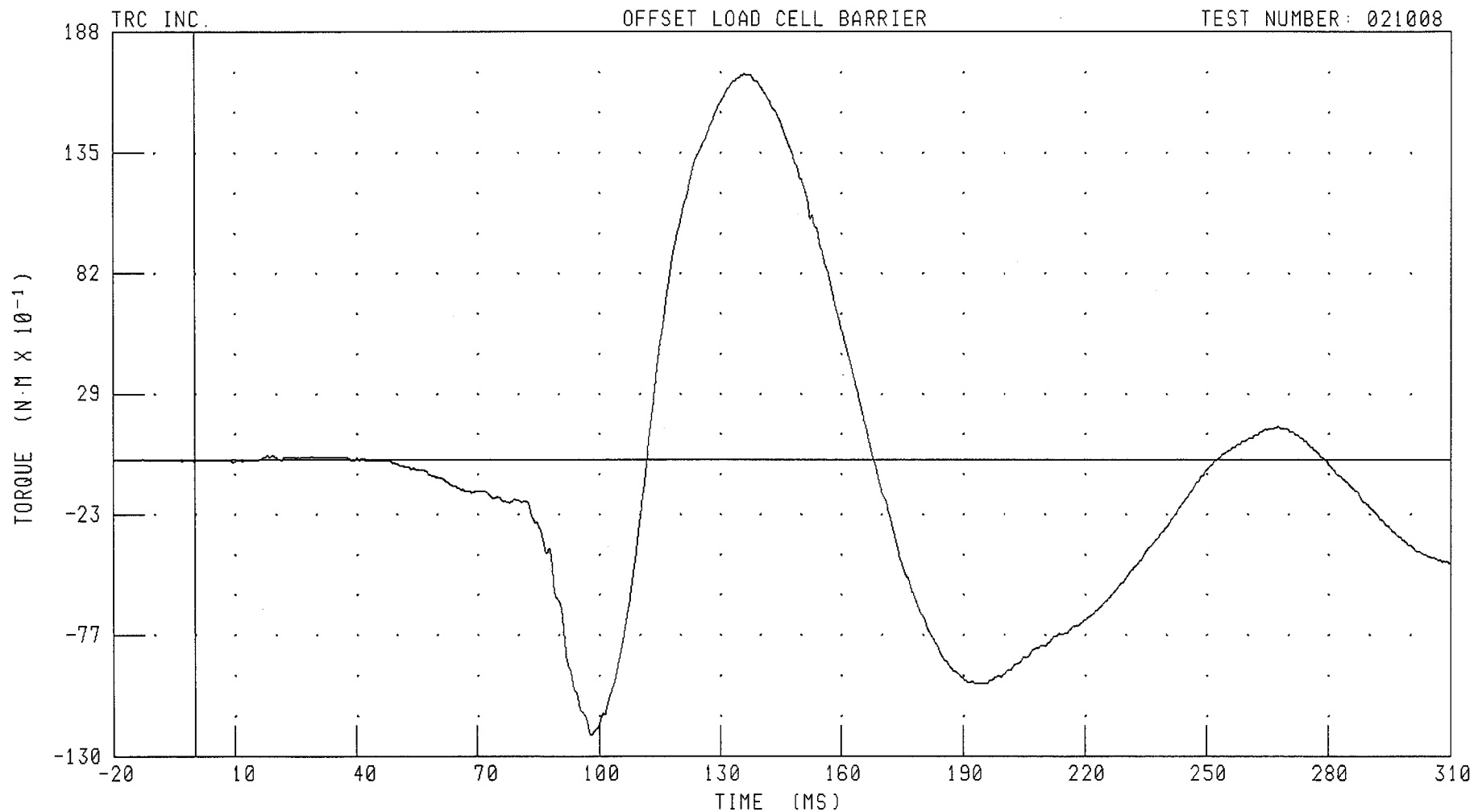
PEAK DATA: 36.94 N·M @ 105.60 MS; -13.87 N·M @ 78.00 MS

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

DRIVER NECK MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKZM1

FILTER: CH. CLASS 600

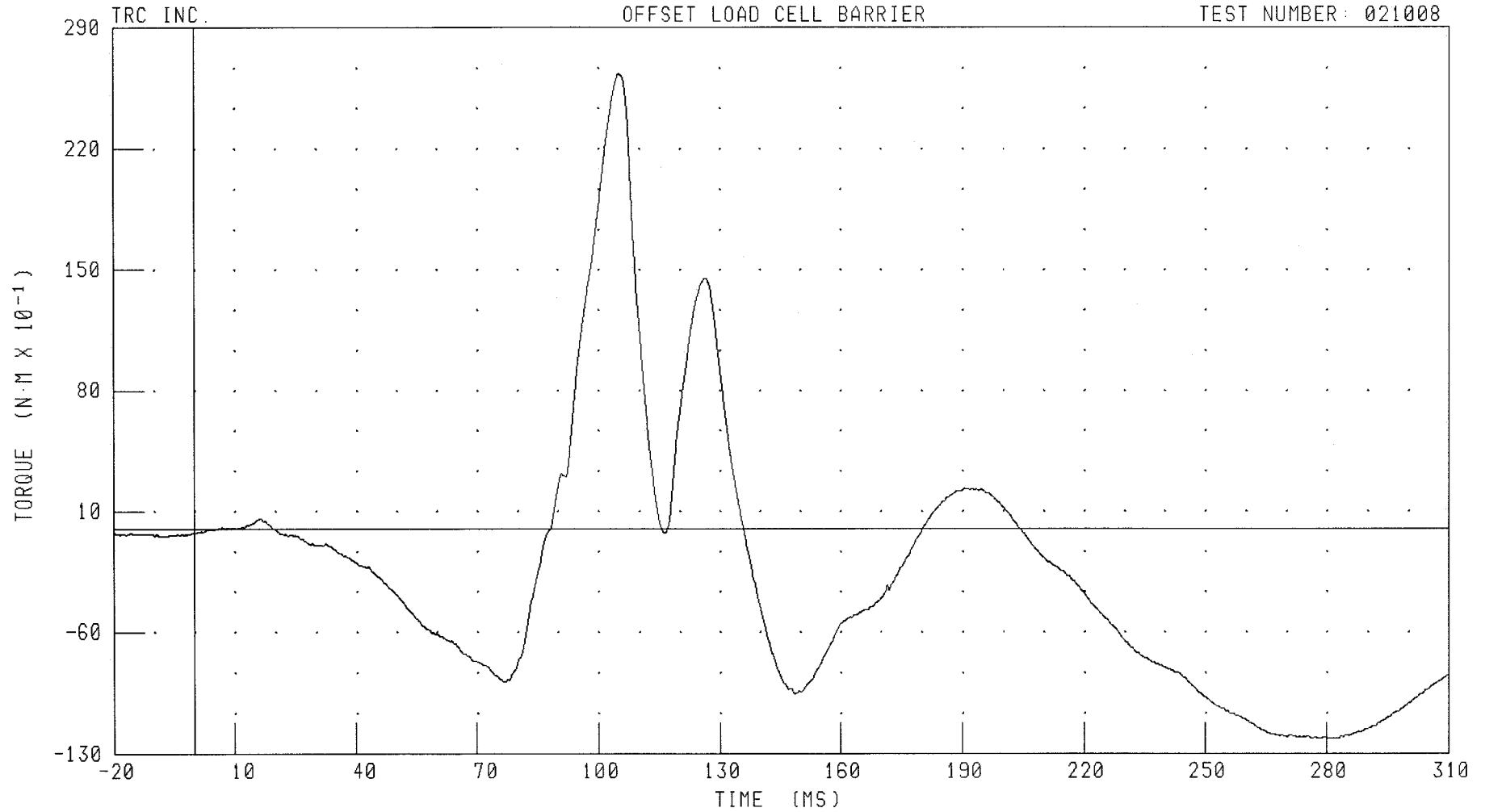
PEAK DATA: 16.99 N·M @ 135.92 MS; -12.07 N·M @ 98.08 MS

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

DRIVER NECK OCCIPITAL CONDYLE MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKOM1 FILTER: CH. CLASS 600

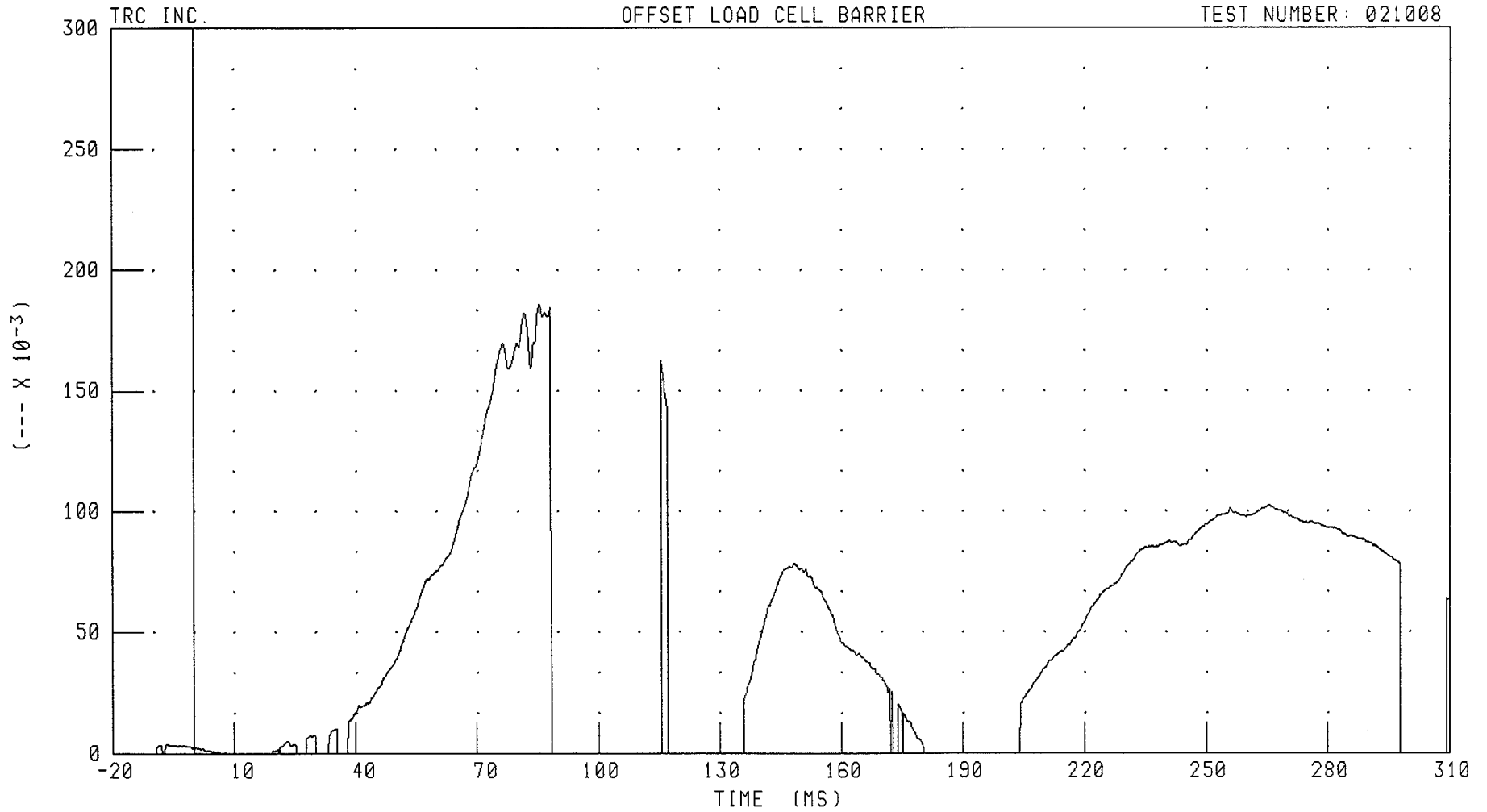
PEAK DATA: 26.34 N·M @ 105.04 MS; -12.14 N·M @ 278.00 MS

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

DRIVER NIJ TENSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



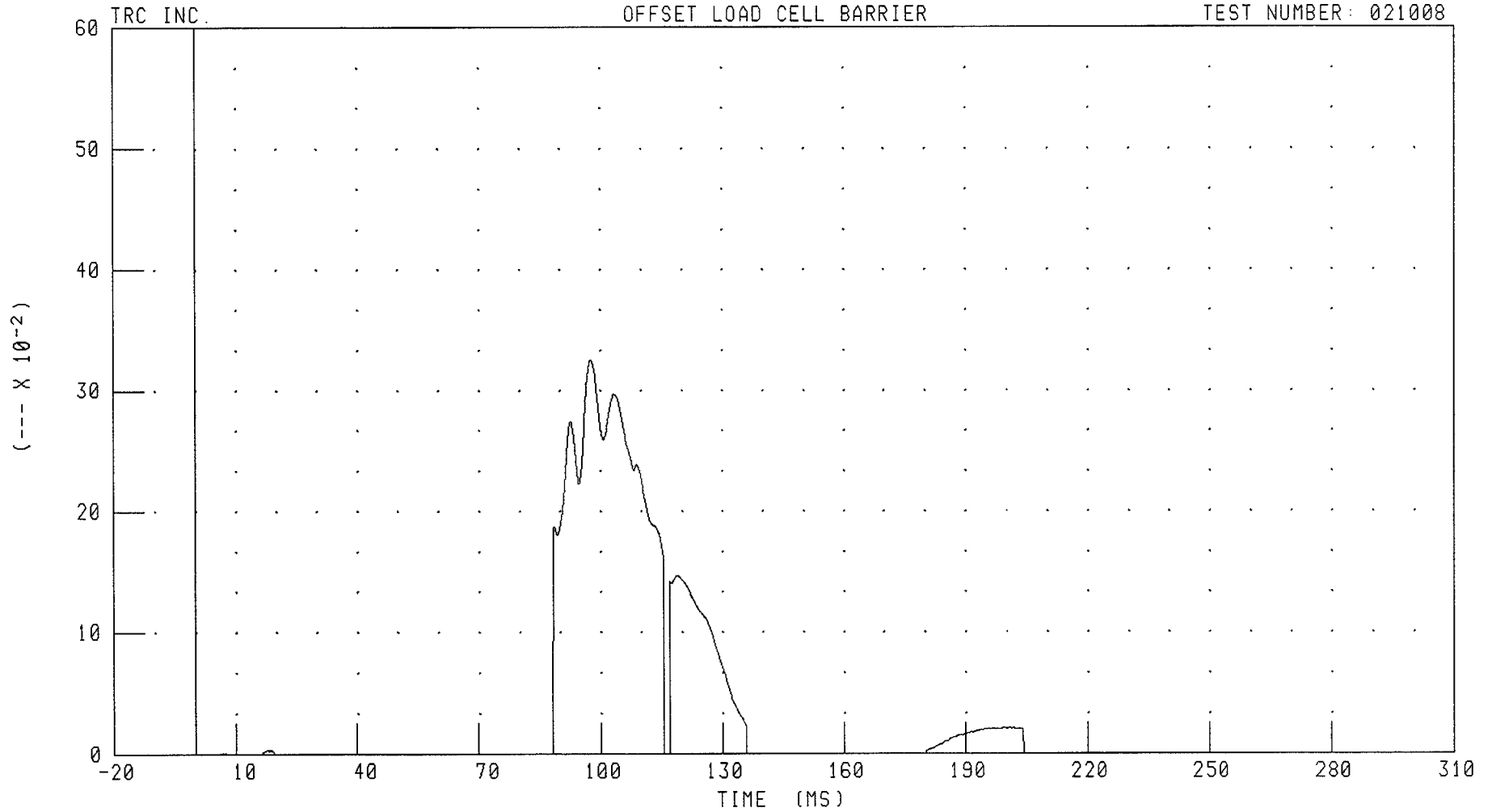
CHANNEL: NTE1

FILTER: CH. CLASS 600

PEAK DATA: 0.19 --- @ 85.52 MS; 0.00 --- @ -20.00 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
DRIVER NIJ TENSION/FLEXION
OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NTF1

FILTER: CH. CLASS 600

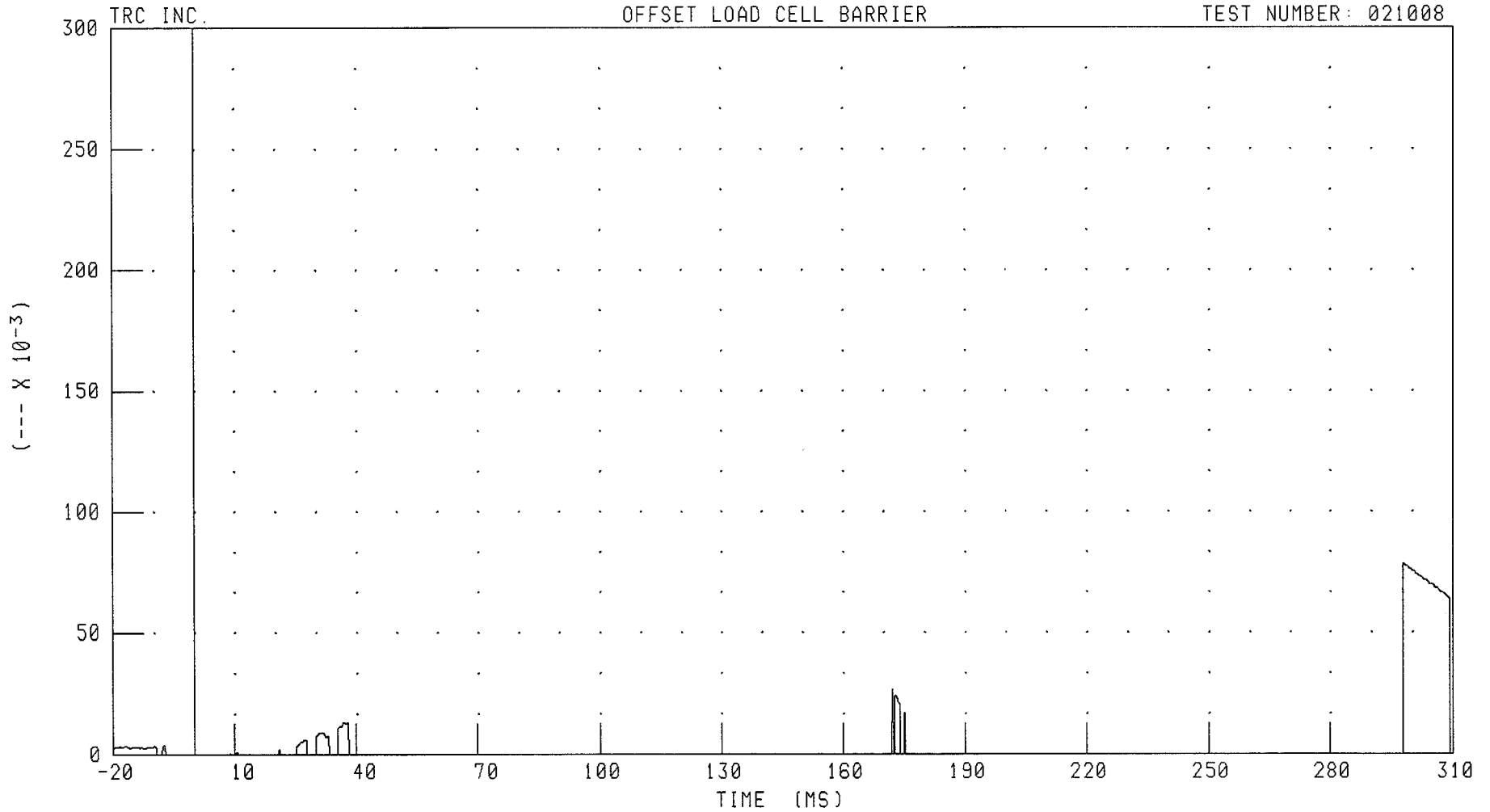
PEAK DATA: 0.33 --- @ 97.76 MS; 0.00 --- @ -20.00 MS

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

DRIVER NIJ COMPRESSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NCE1

FILTER: CH. CLASS 600

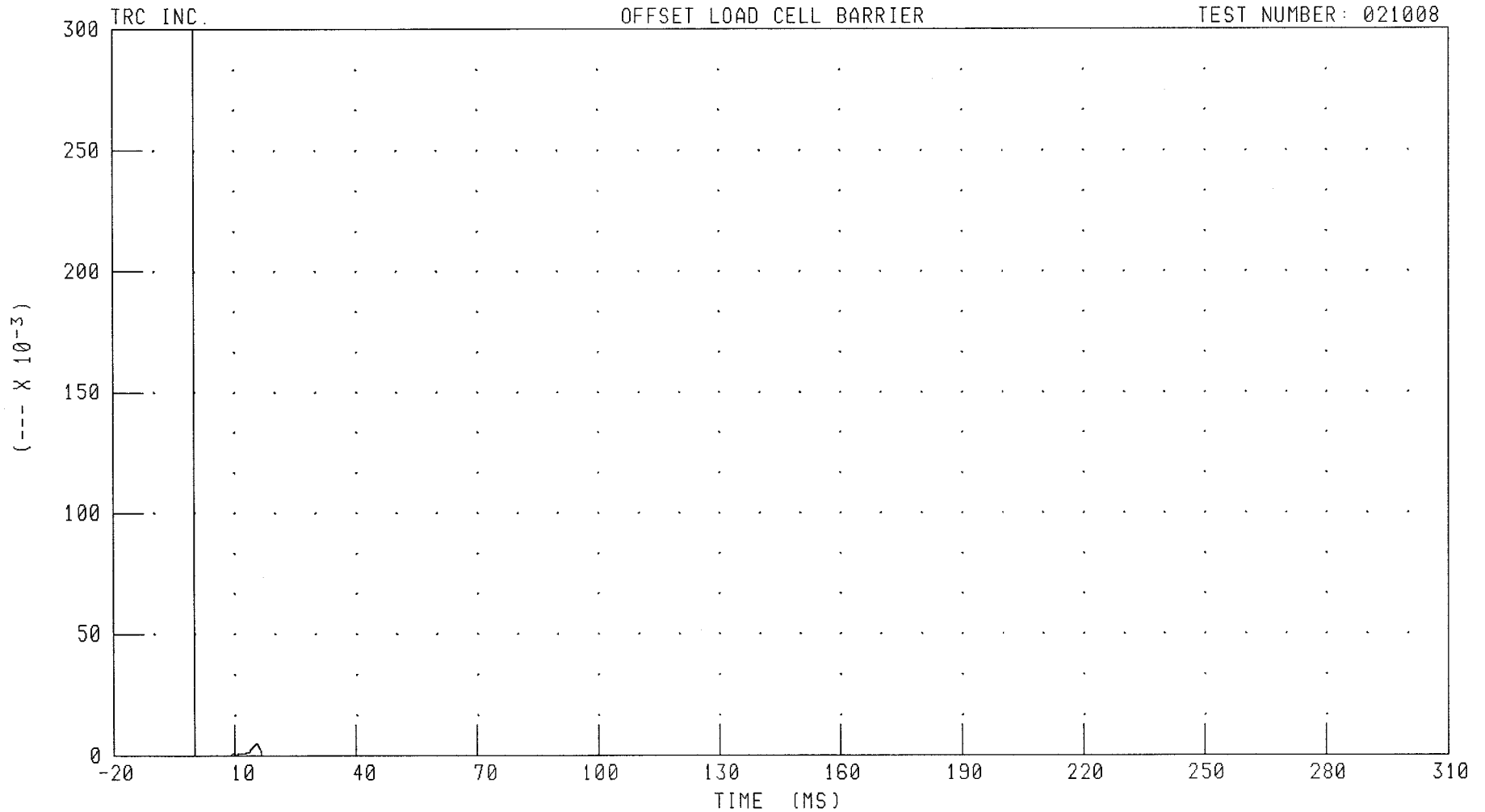
PEAK DATA: 0.08 --- @ 297.76 MS; 0.00 --- @ -9.36 MS

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

DRIVER NIJ COMPRESSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NCF1

FILTER: CH. CLASS 600

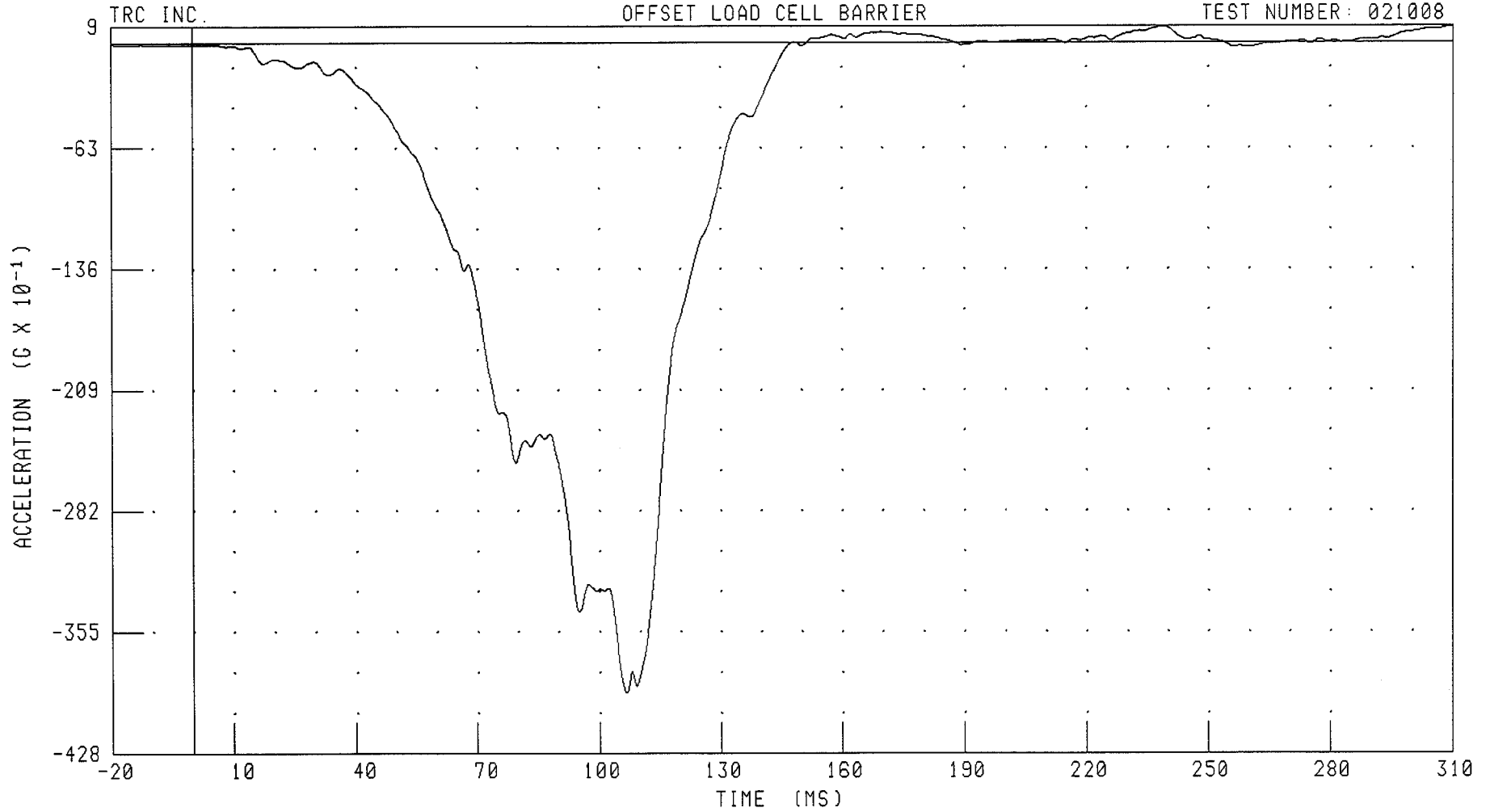
PEAK DATA: 0.01 --- @ 15.44 MS; 0.00 --- @ -20.00 MS

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

DRIVER CHEST X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: CSTXG1

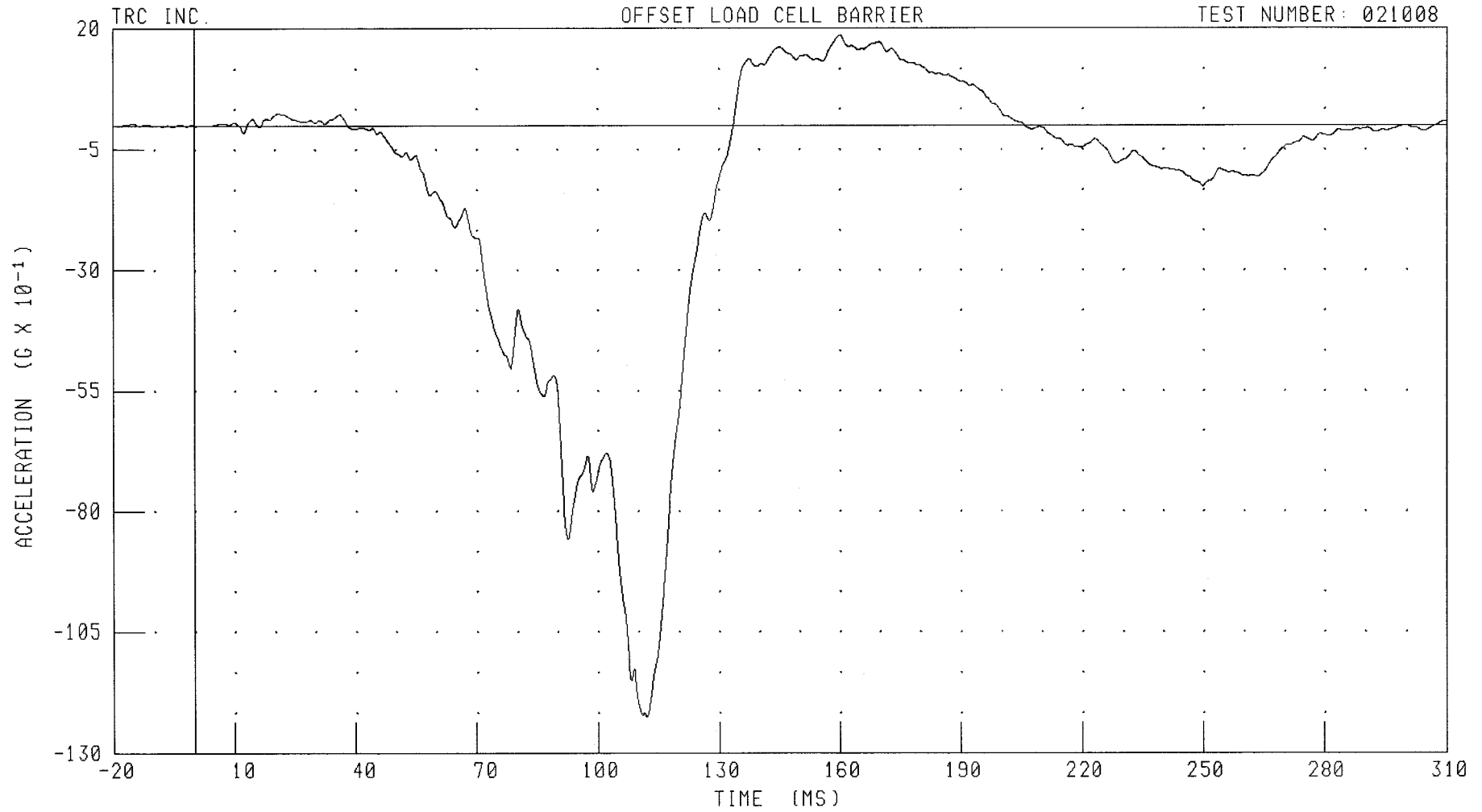
FILTER: CH. CLASS 180

PEAK DATA: 0.98 G @ 309.52 MS; -39.19 G @ 106.80 MS

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

DRIVER CHEST Y-AXIS ACCELERATION

TEST NUMBER: 021008



CHANNEL: CSTYG1

FILTER: CH. CLASS 180

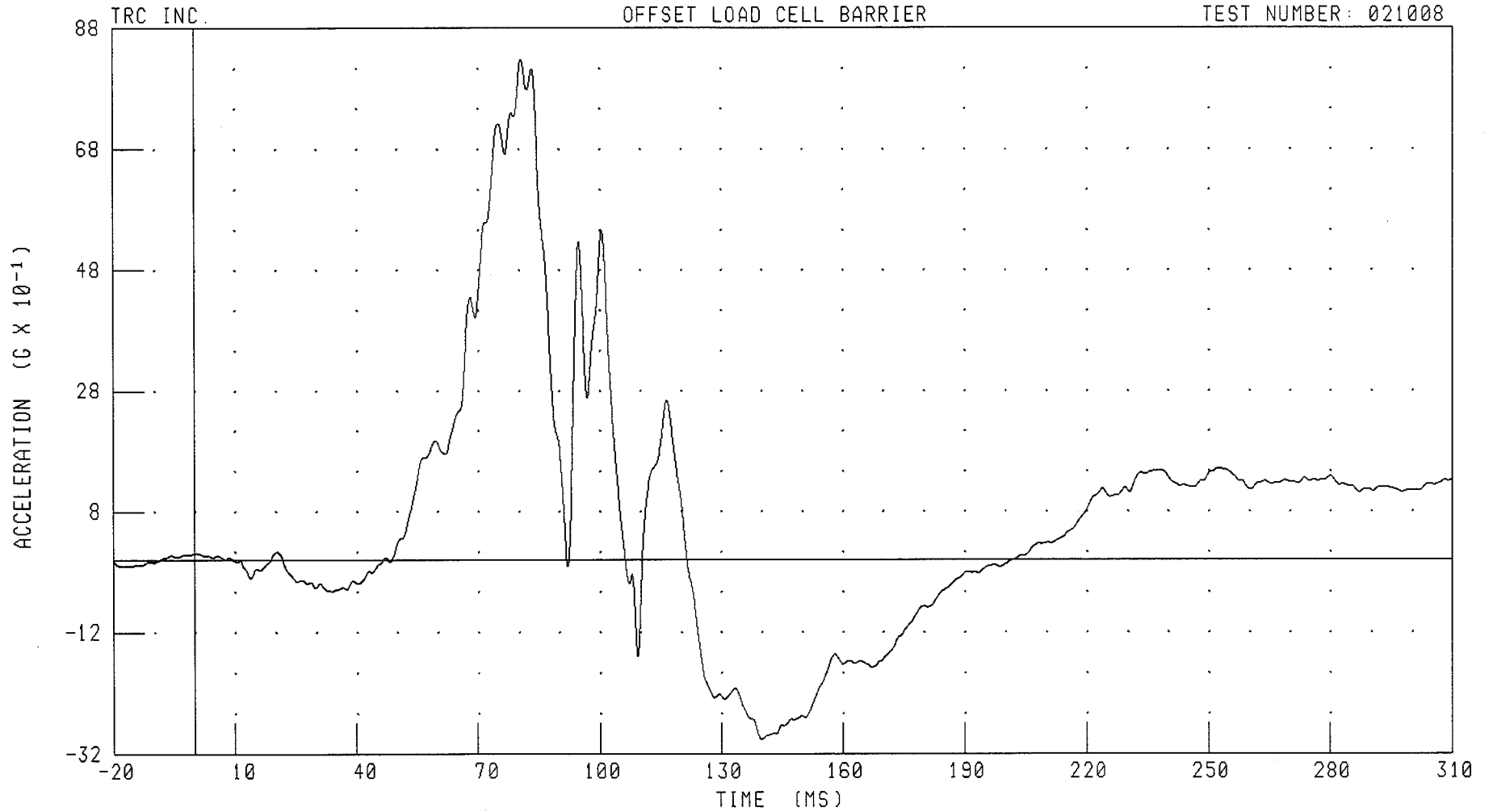
PEAK DATA: 1.86 G @ 160.24 MS; -12.25 G @ 112.08 MS

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

DRIVER CHEST Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



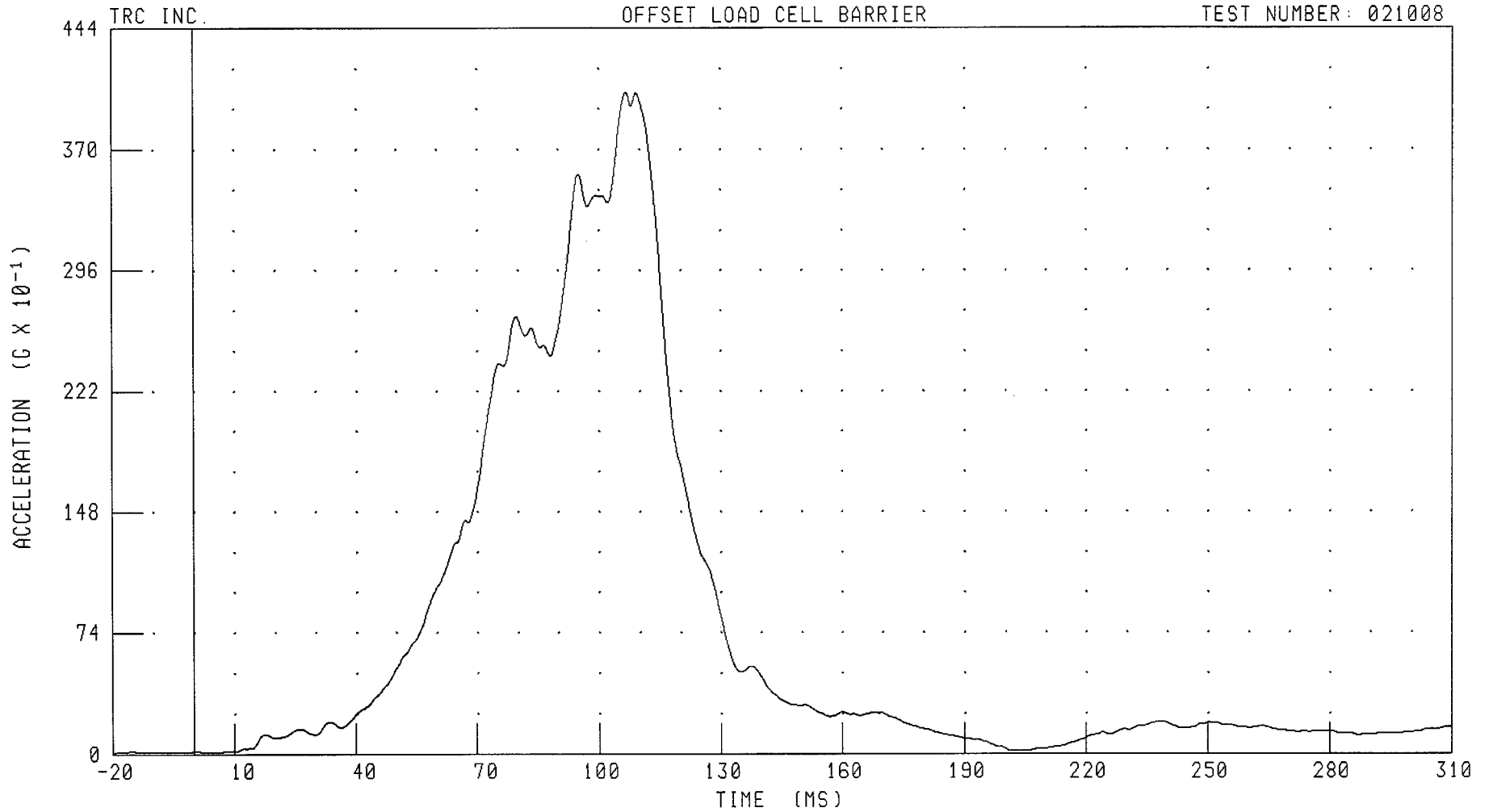
CHANNEL: CSTZG1 FILTER: CH. CLASS 180

PEAK DATA: 8.29 G @ 80.72 MS; -2.96 G @ 140.00 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: CSTRG1

FILTER: CH. CLASS 180

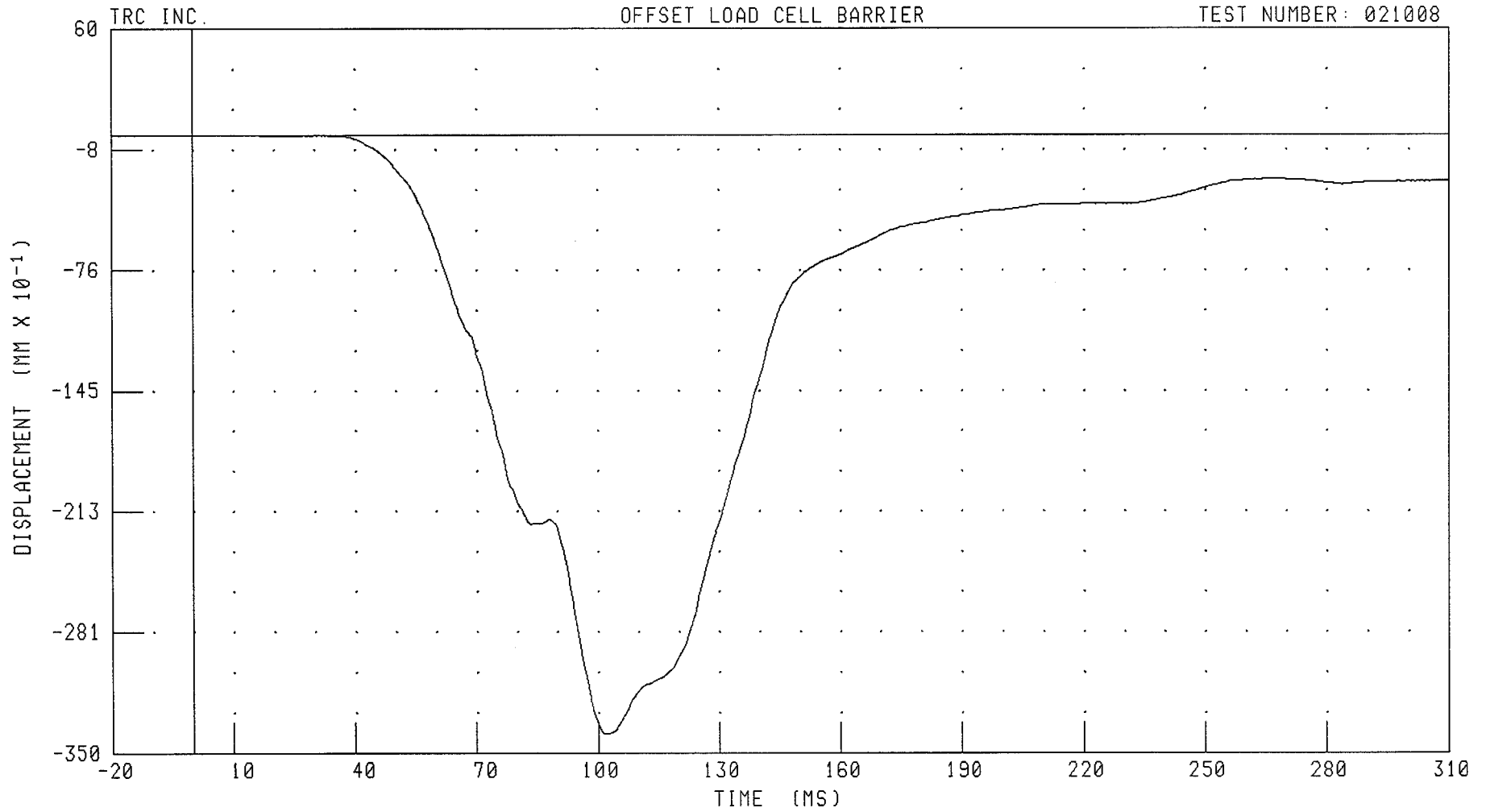
PEAK DATA: 40.47 G @ 106.80 MS; 0.01 G @ -20.00 MS

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

DRIVER CHEST DEFLECTION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: CSTXD1

FILTER: CH. CLASS 600

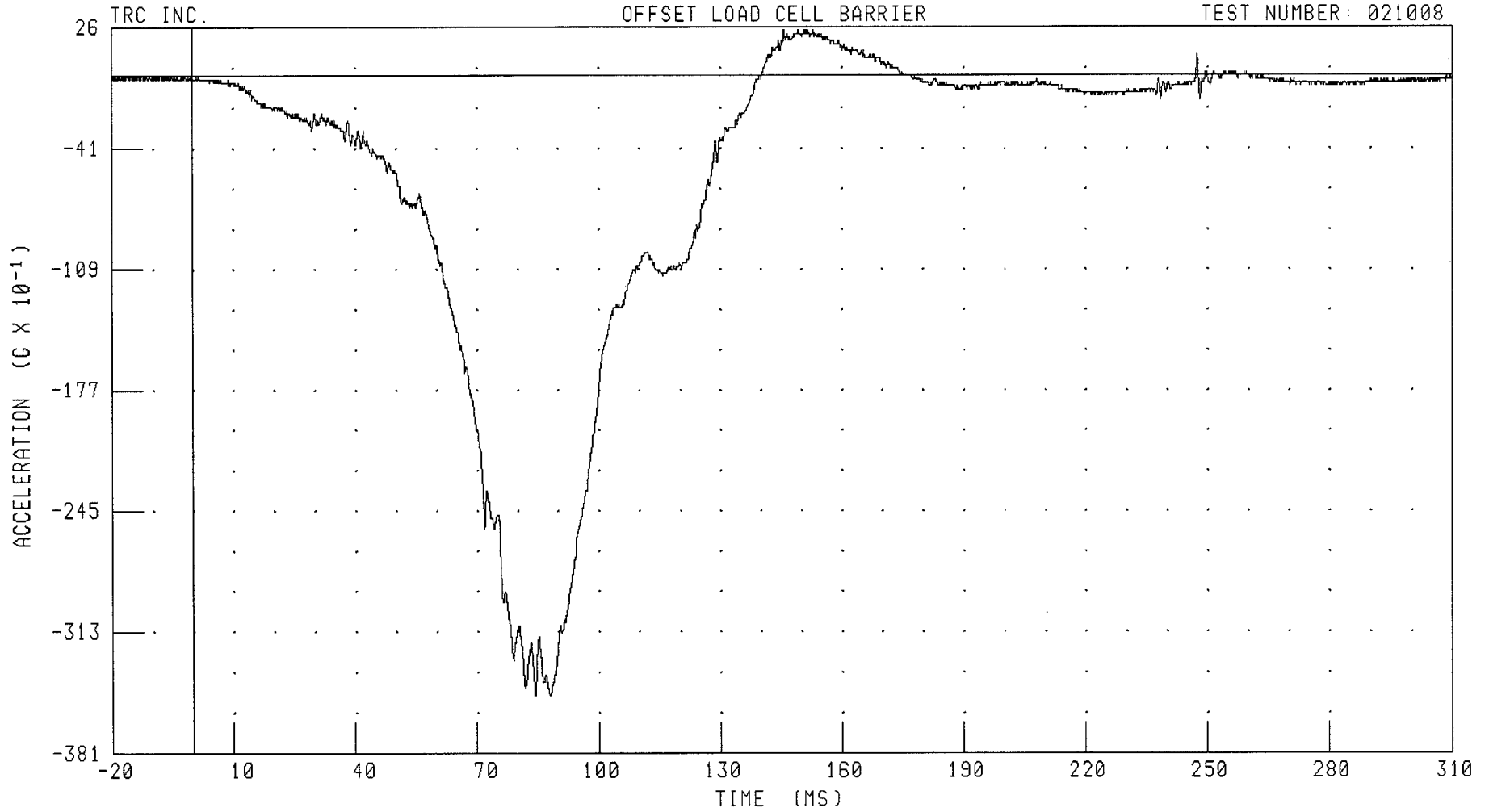
PEAK DATA: 0.02 MM @ -18.24 MS; -33.92 MM @ 101.92 MS

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

DRIVER PELVIS X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: PEVXG1 FILTER: CH. CLASS 1000

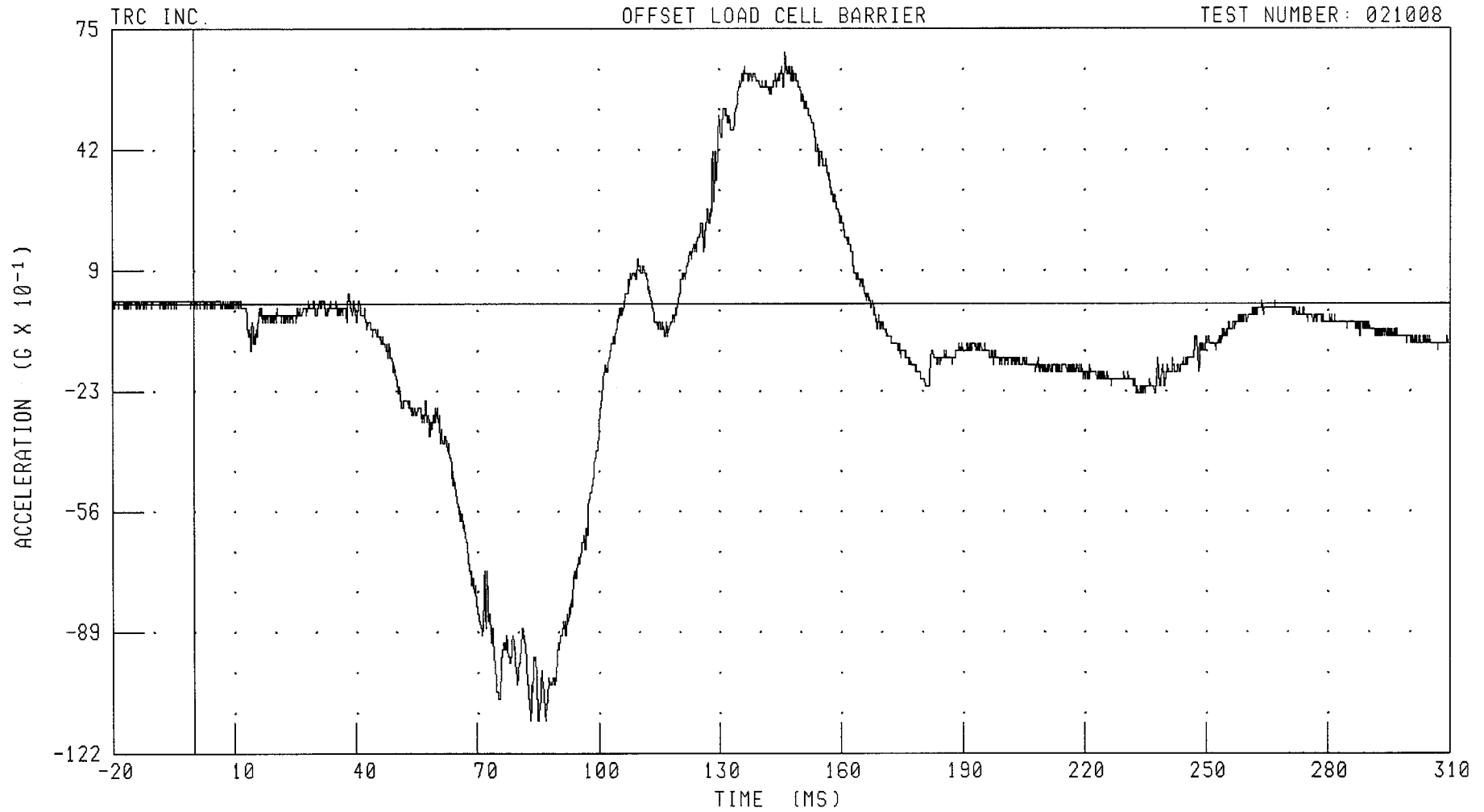
PEAK DATA: 2.53 G @ 145.92 MS; -34.89 G @ 84.16 MS

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

DRIVER PELVIS Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: PEVYG1 FILTER: CH. CLASS 1000

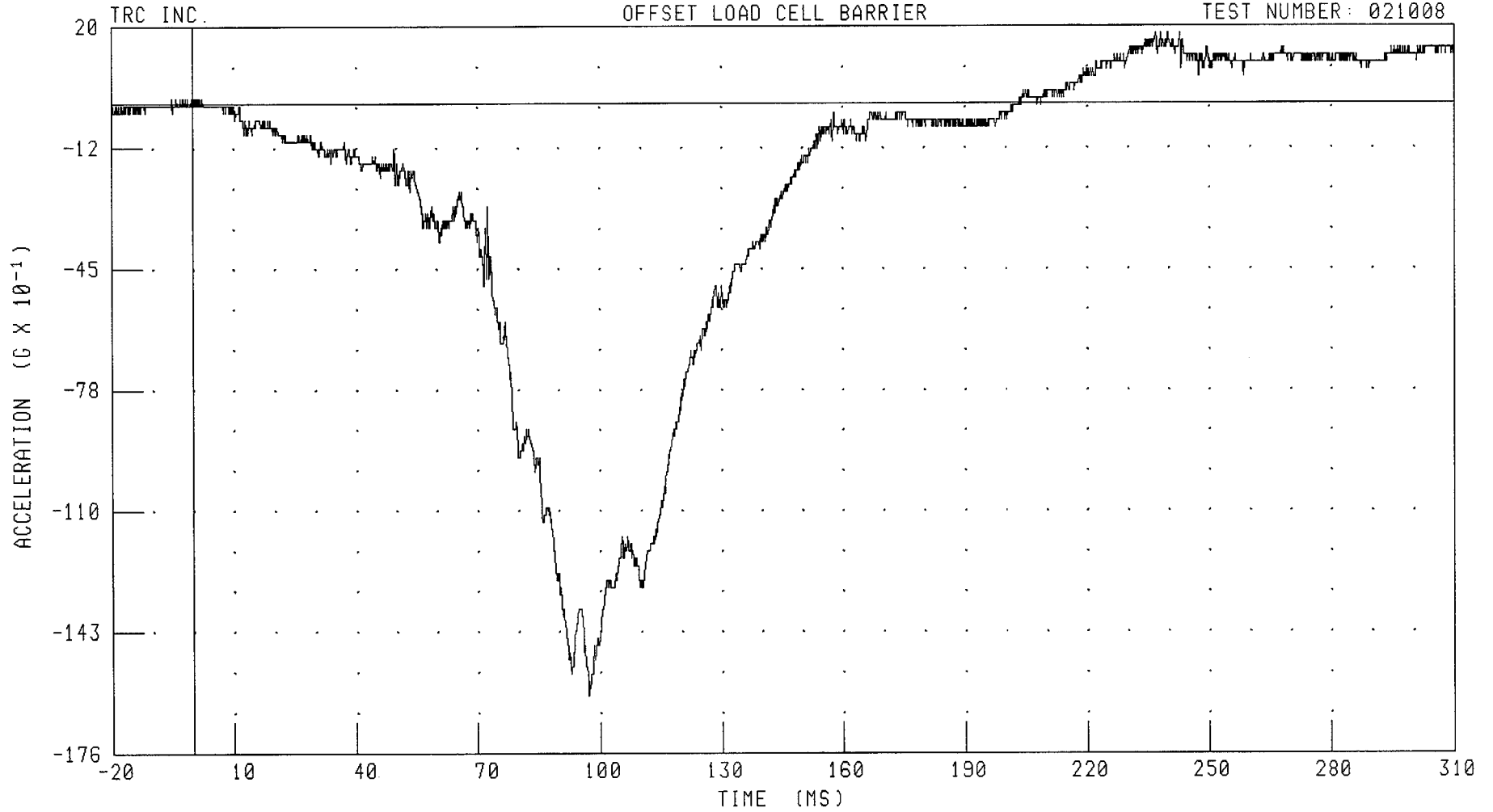
PEAK DATA: 6.87 G @ 146.40 MS; -11.41 G @ 83.04 MS

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

DRIVER PELVIS Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: PEVZG1 FILTER: CH. CLASS 1000

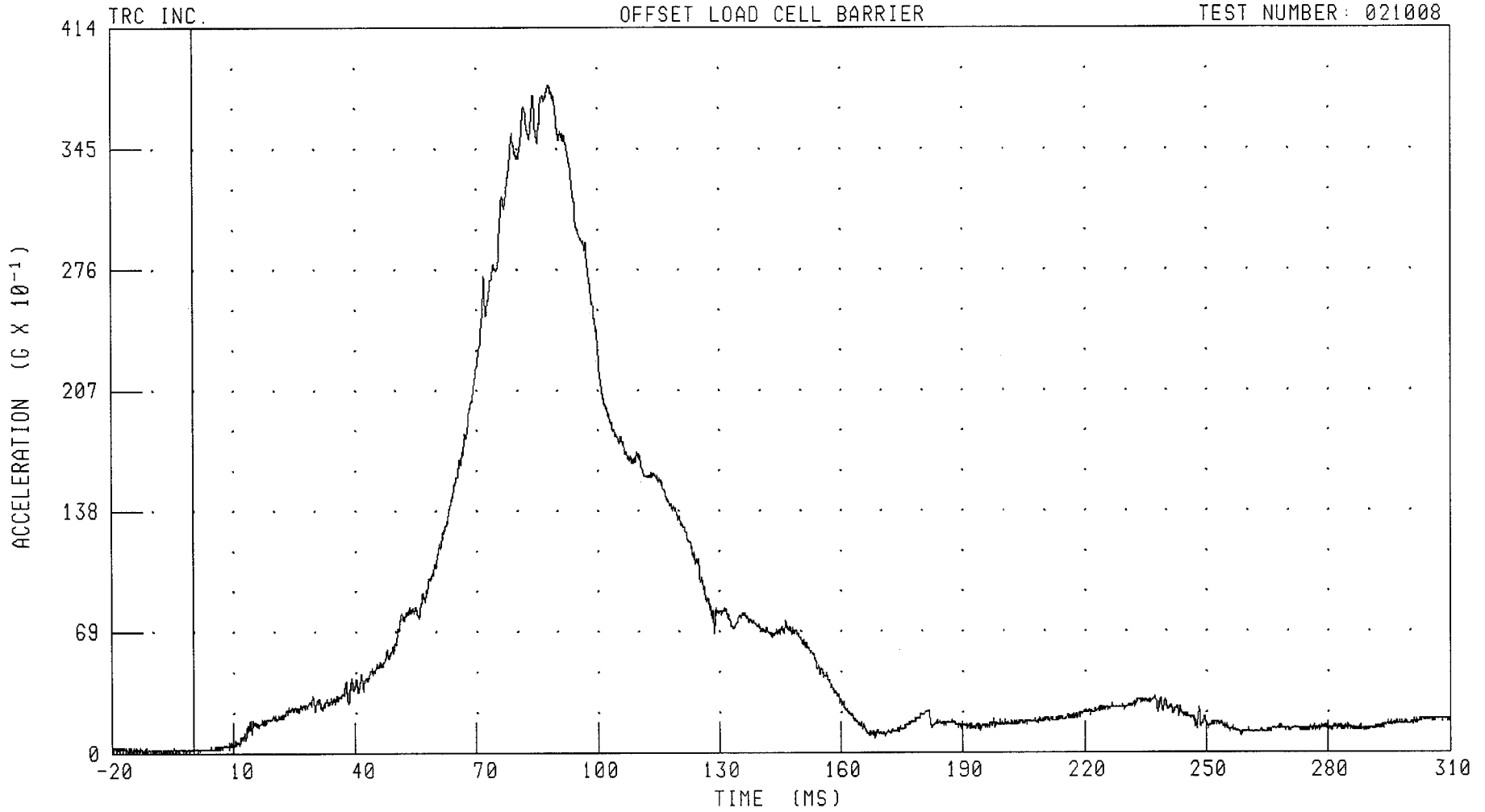
PEAK DATA: 1.92 G @ 236.96 MS; -16.14 G @ 97.12 MS

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

DRIVER PELVIS RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: PEVRG1 FILTER: CH. CLASS 1000

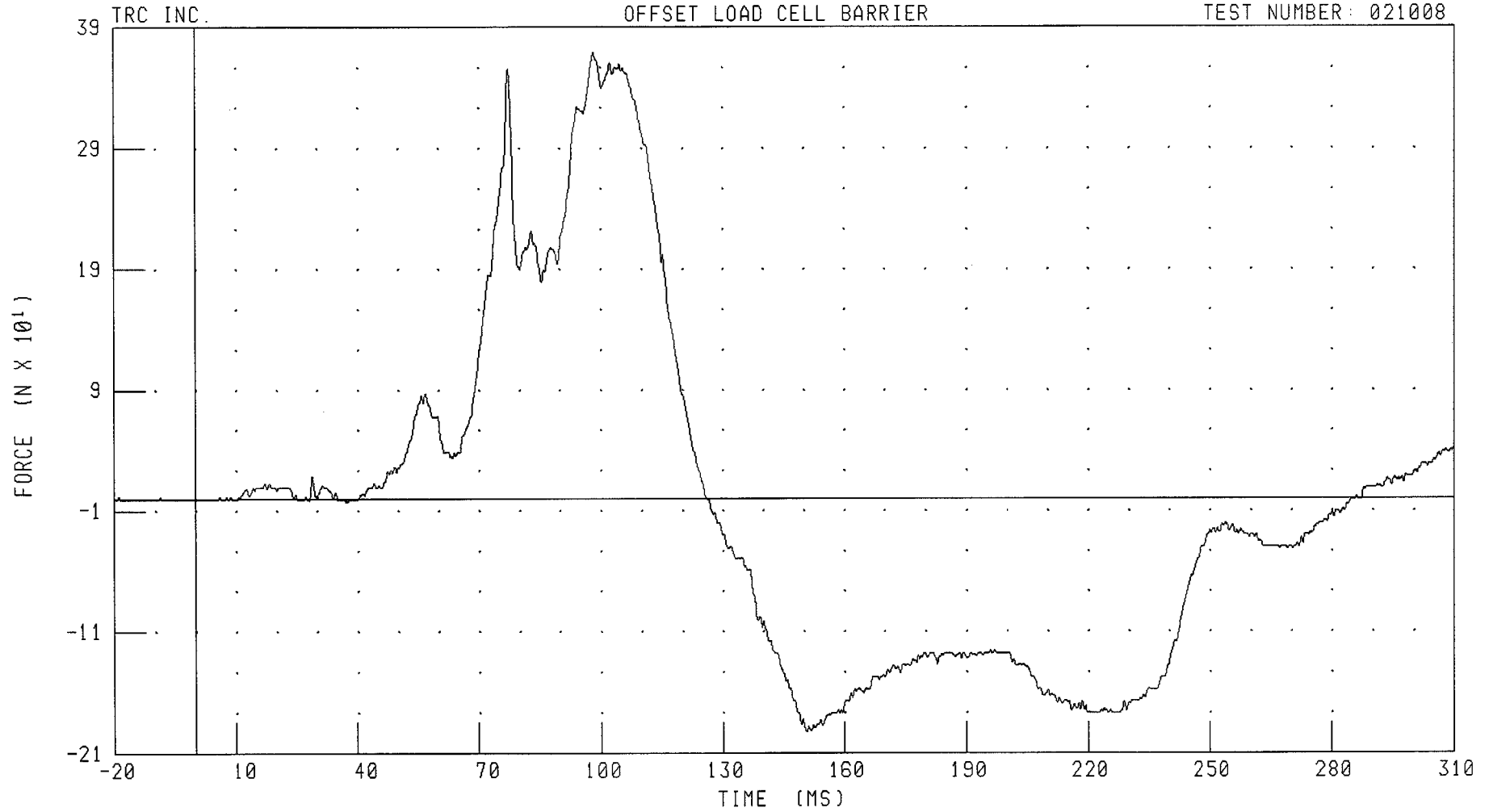
PEAK DATA: 38.17 G @ 87.92 MS; 0.08 G @ -19.76 MS

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

DRIVER LEFT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMXF1 FILTER: CH. CLASS 600

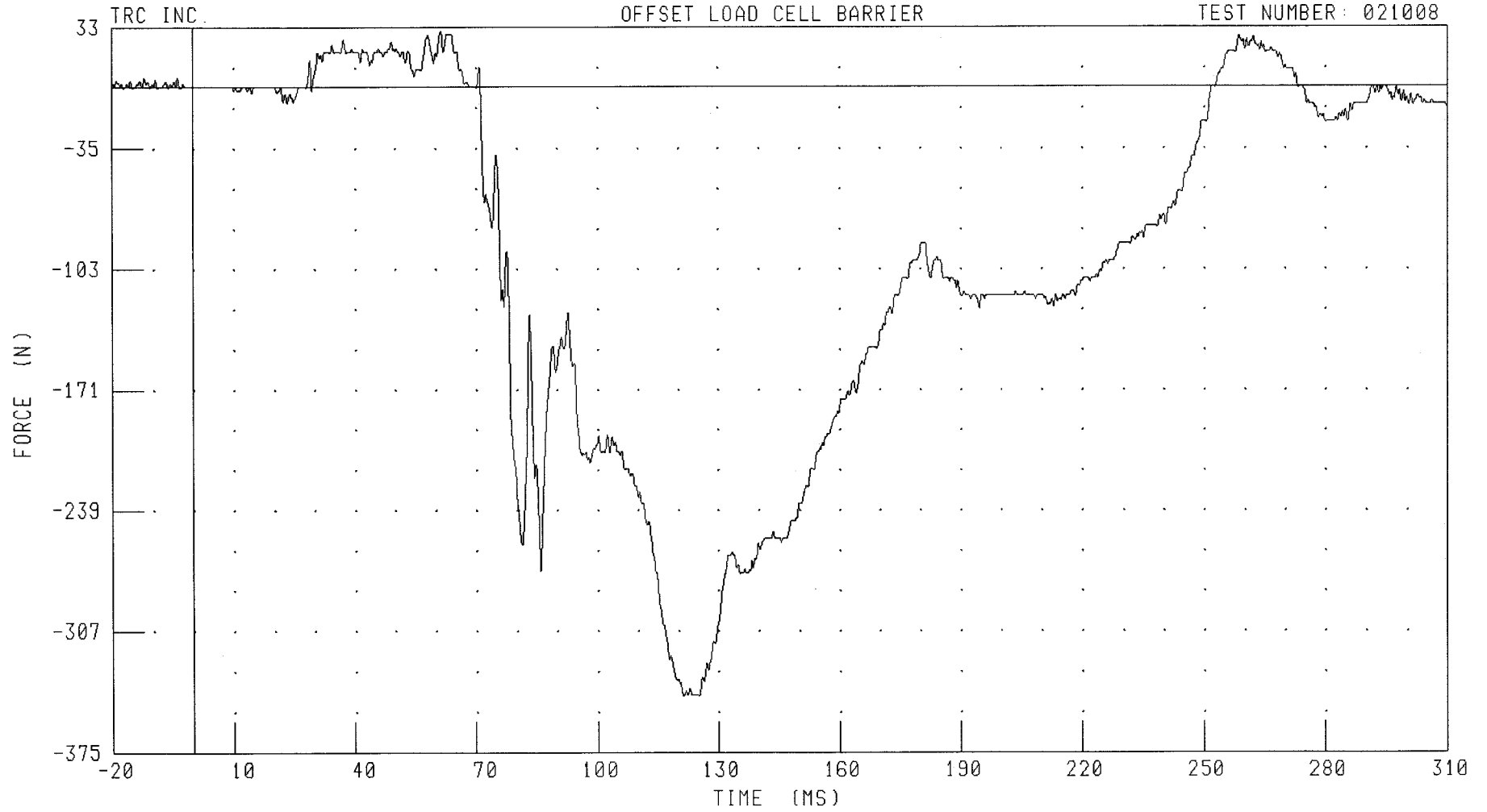
PEAK DATA: 369.26 N @ 98.40 MS; -192.26 N @ 150.72 MS

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

DRIVER LEFT FEMUR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMYF1 FILTER: CH. CLASS 600

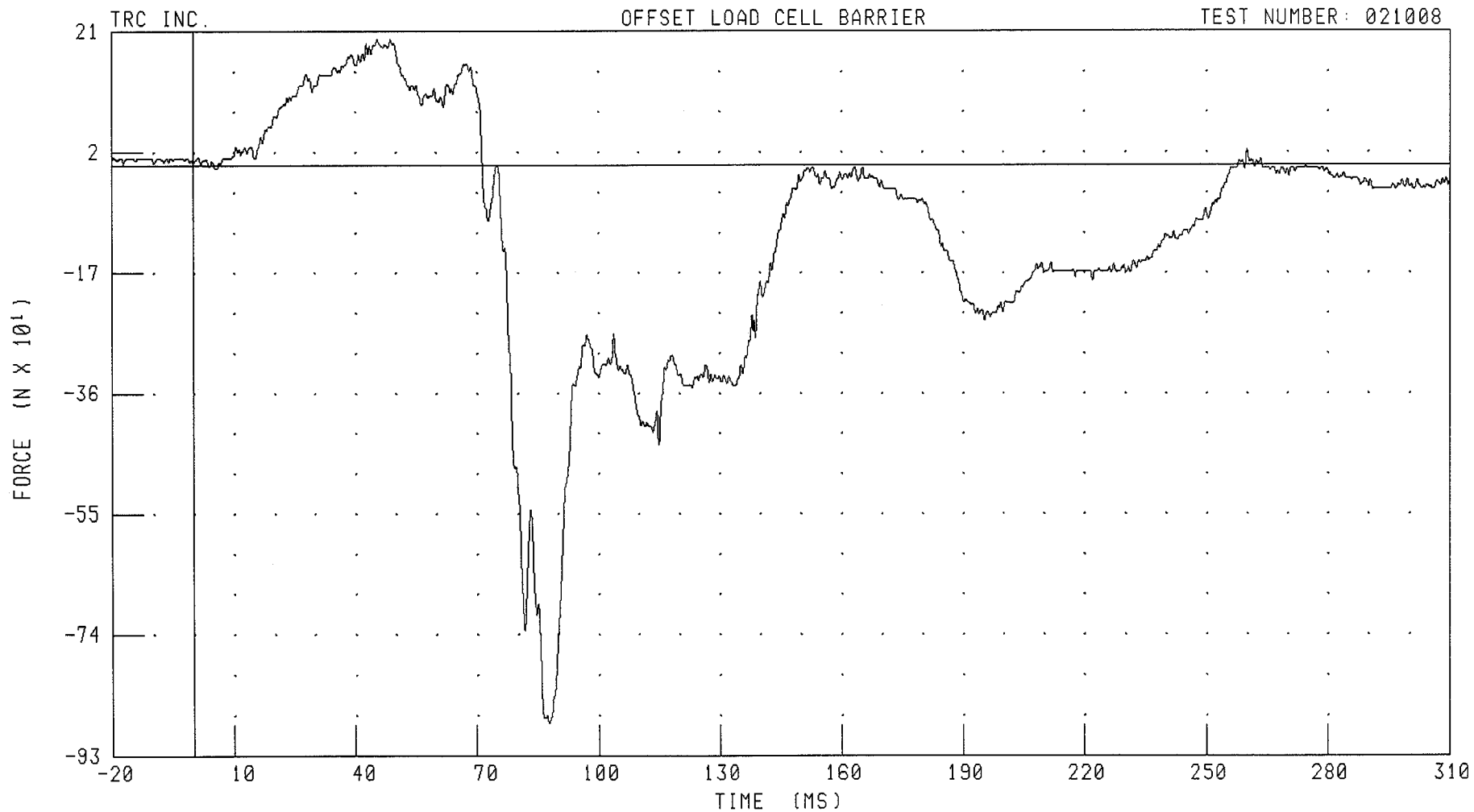
PEAK DATA: 30.88 N @ 61.52 MS; -343.23 N @ 125.28 MS

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

DRIVER LEFT FEMUR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMZF1 FILTER: CH. CLASS 600

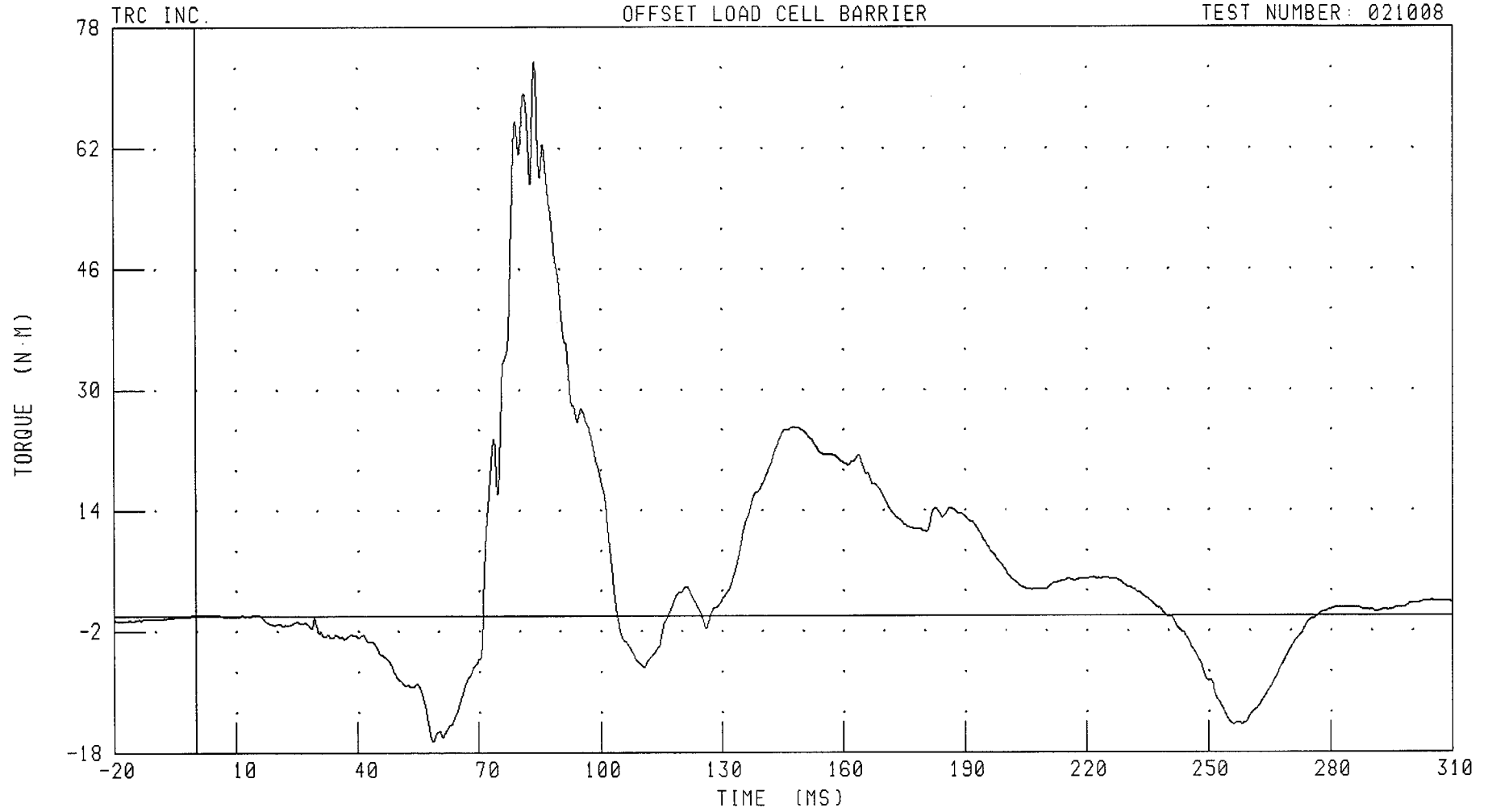
PEAK DATA: 197.01 N @ 45.60 MS; -878.76 N @ 87.76 MS

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

DRIVER LEFT FEMUR MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMXM1 FILTER: CH. CLASS 600

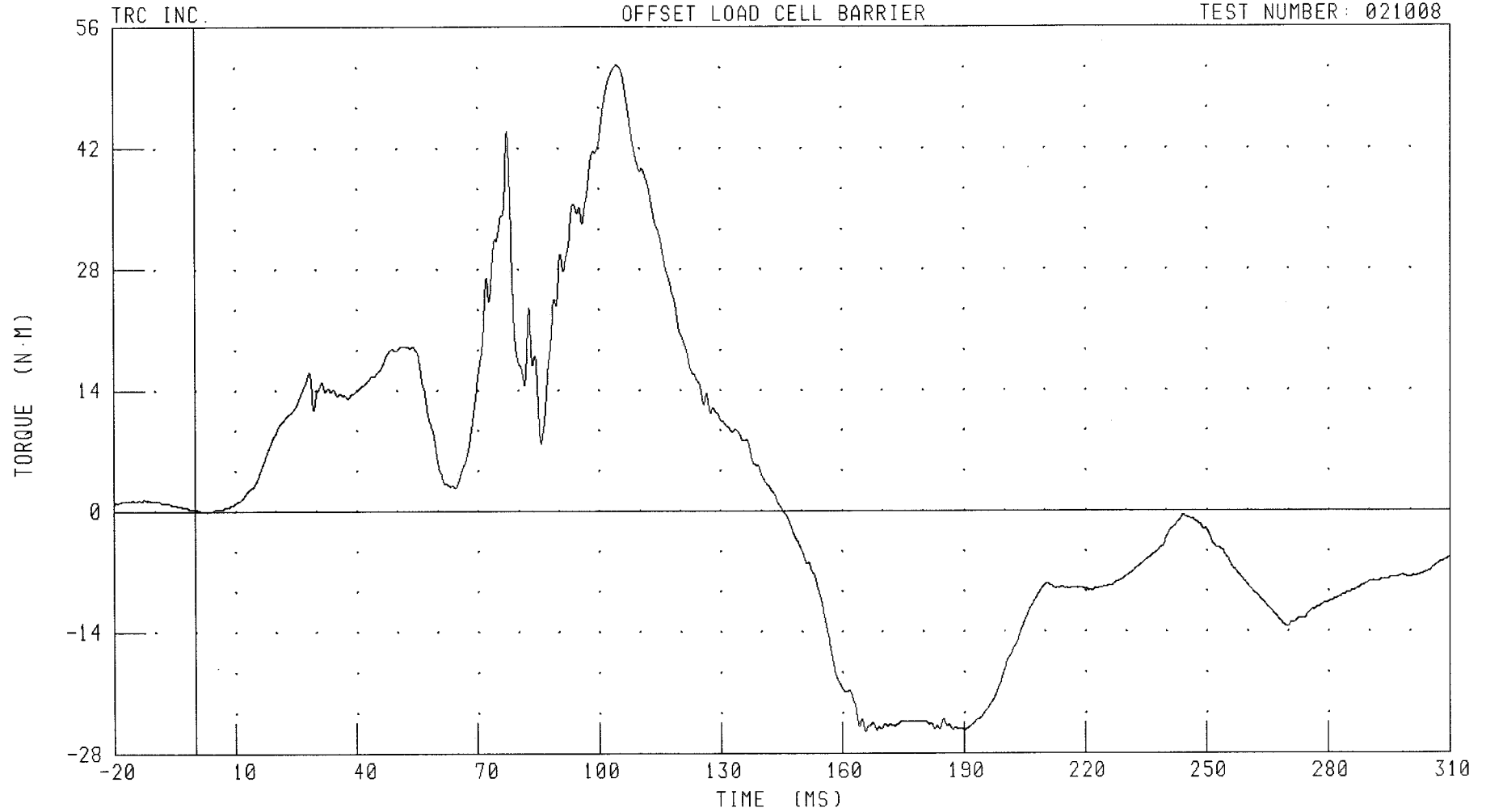
PEAK DATA: 73.47 N·M @ 84.00 MS; -16.58 N·M @ 58.56 MS

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

DRIVER LEFT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMYM1

FILTER: CH. CLASS 600

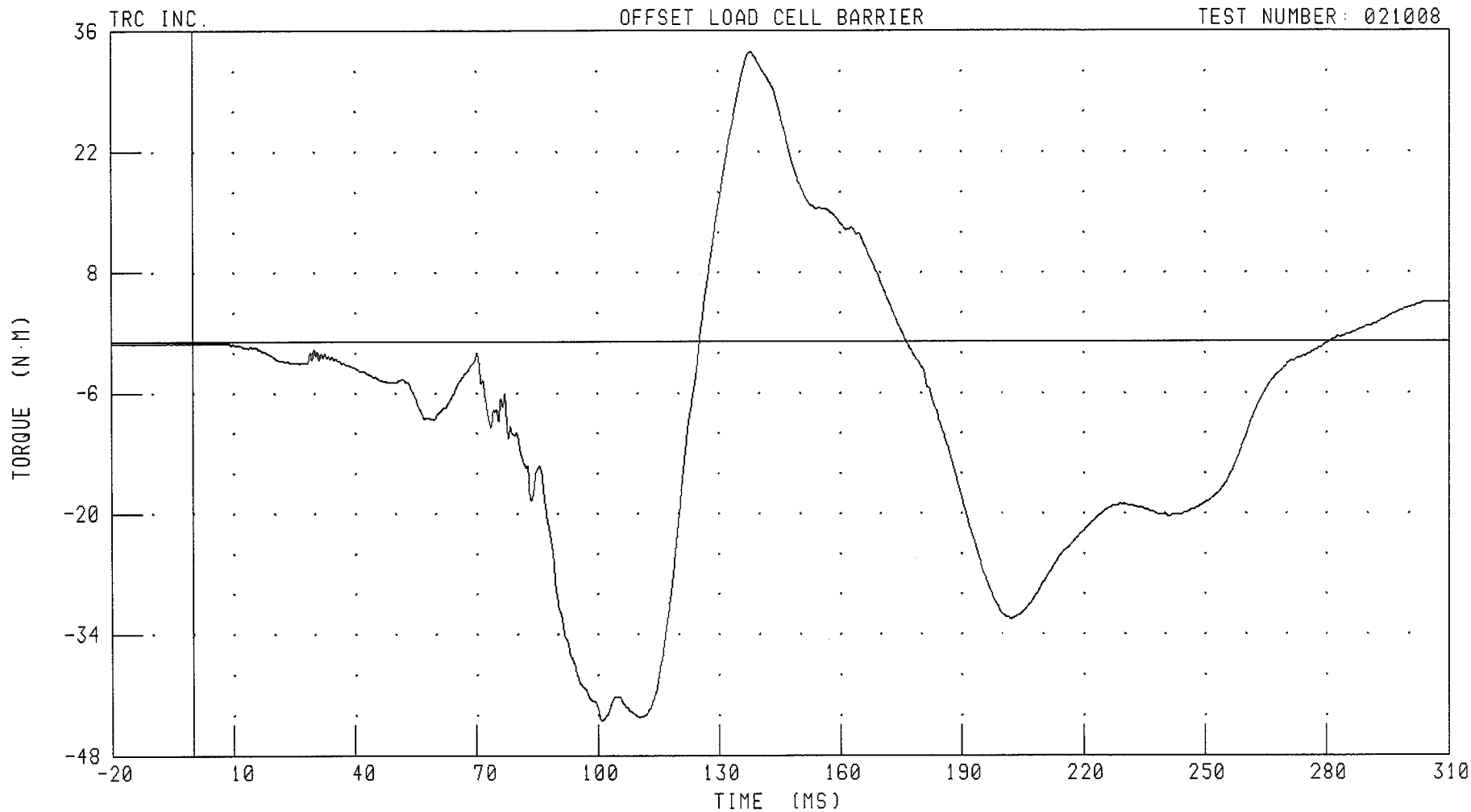
PEAK DATA: 51.61 N·M @ 104.56 MS; -25.51 N·M @ 165.92 MS

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

DRIVER LEFT FEMUR MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMZM1 FILTER: CH. CLASS 600

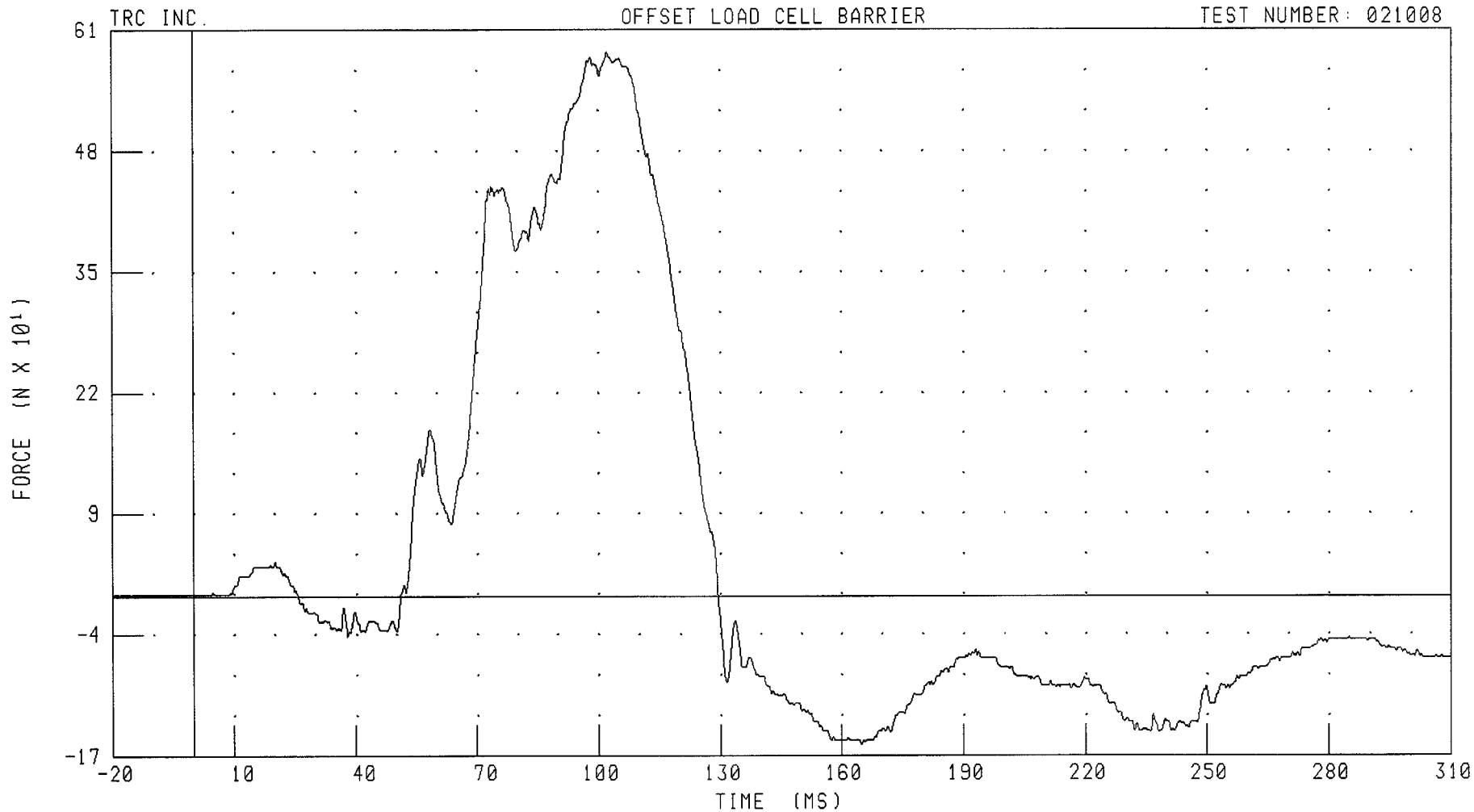
PEAK DATA: 33.54 N·M @ 138.32 MS; -43.99 N·M @ 101.12 MS

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

DRIVER RIGHT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMXF1

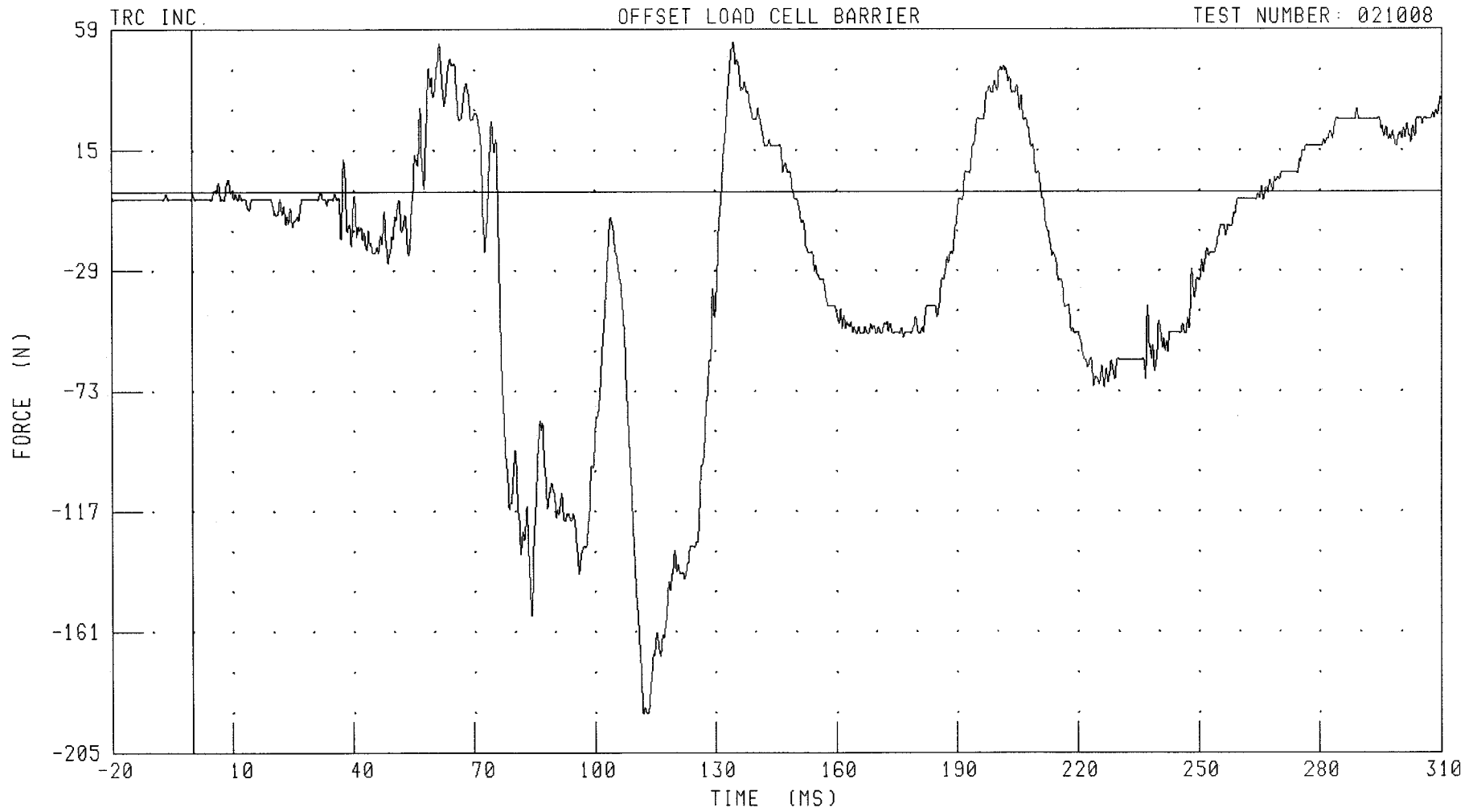
FILTER: CH. CLASS 600

PEAK DATA: 586.21 N @ 102.40 MS; -157.85 N @ 164.96 MS

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

DRIVER RIGHT FEMUR Y-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: RFMYF1 FILTER: CH. CLASS 600

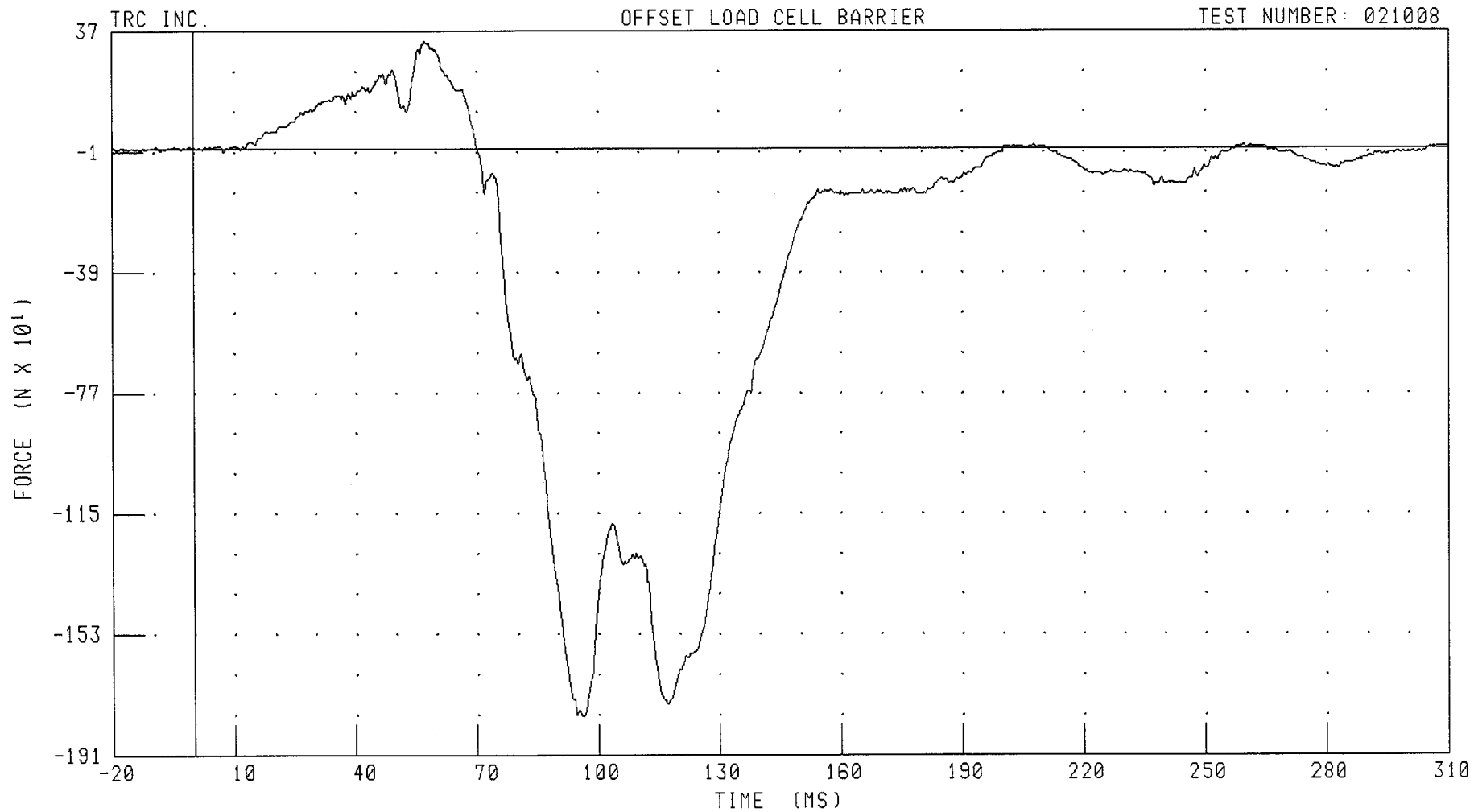
PEAK DATA: 54.23 N @ 134.80 MS; -191.00 N @ 111.92 MS

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

DRIVER RIGHT FEMUR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMZFI FILTER: CH. CLASS 600

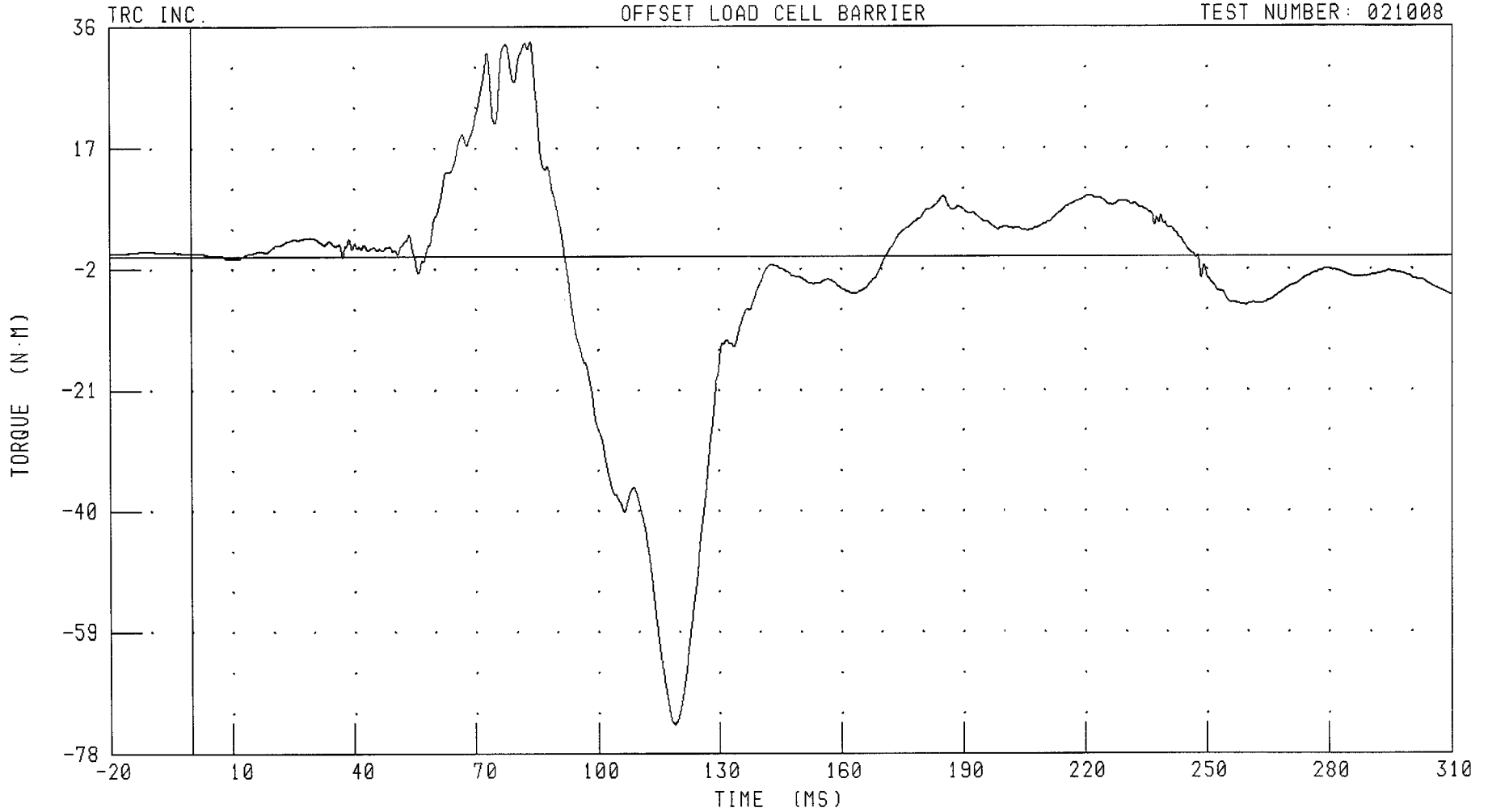
PEAK DATA: 339.60 N @ 57.36 MS; -1787.13 N @ 96.56 MS

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

DRIVER RIGHT FEMUR MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMXM1 FILTER: CH. CLASS 600

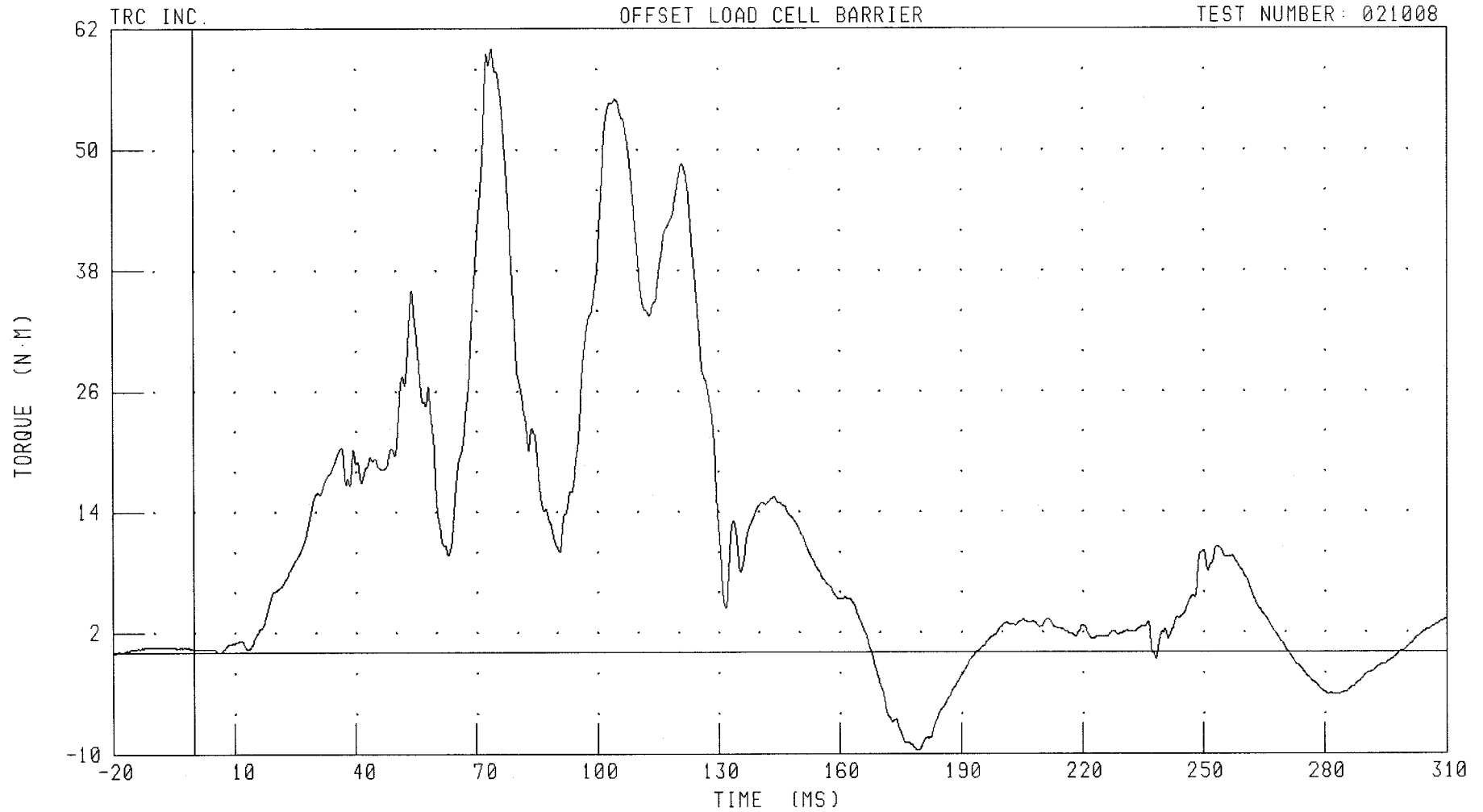
PEAK DATA: 33.61 N·M @ 83.60 MS; -73.45 N·M @ 118.96 MS

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

DRIVER RIGHT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMYM1

FILTER: CH. CLASS 600

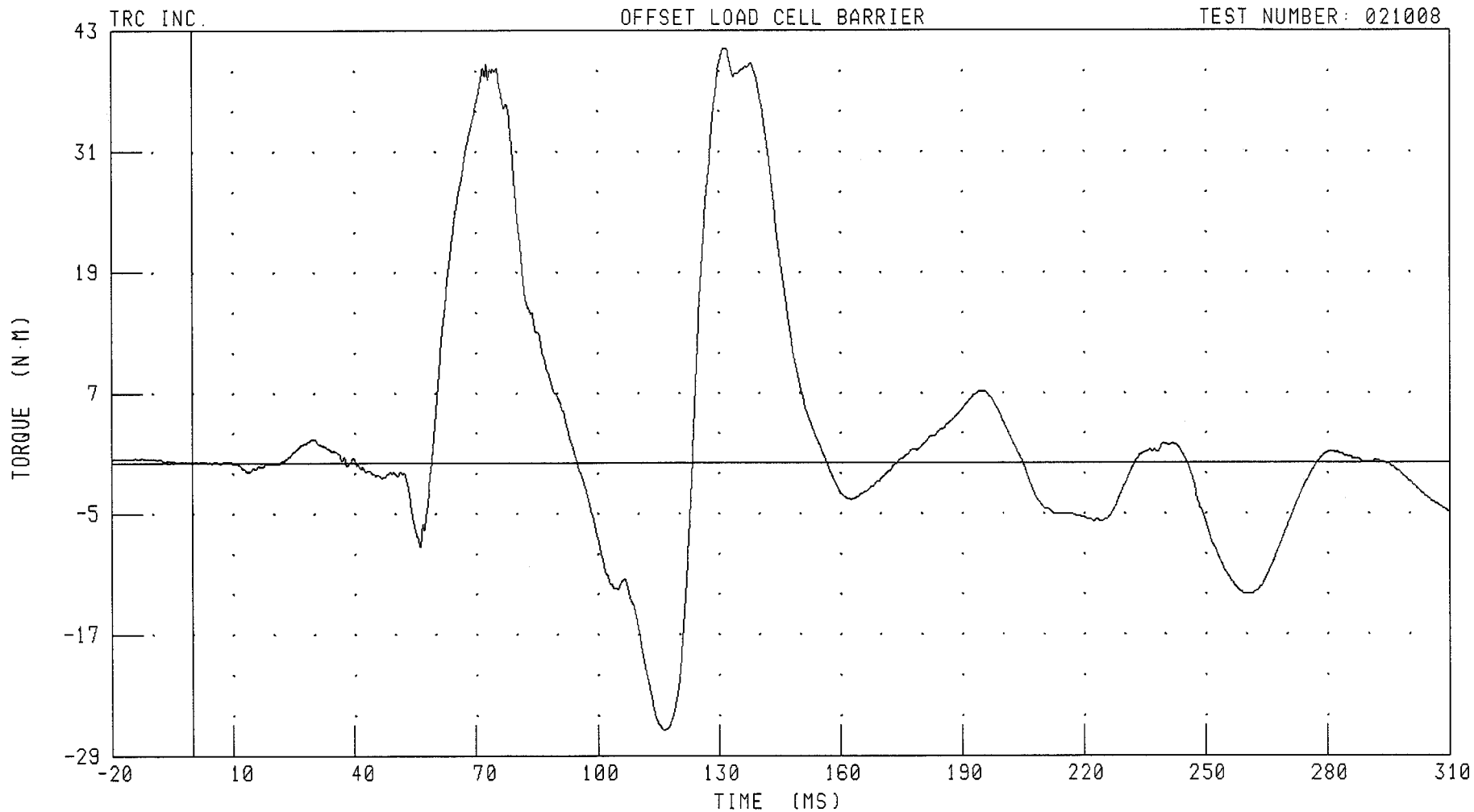
PEAK DATA: 60.01 N·M @ 74.00 MS; -9.62 N·M @ 179.60 MS

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

DRIVER RIGHT FEMUR MOMENT ABOUT Z AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMZM1

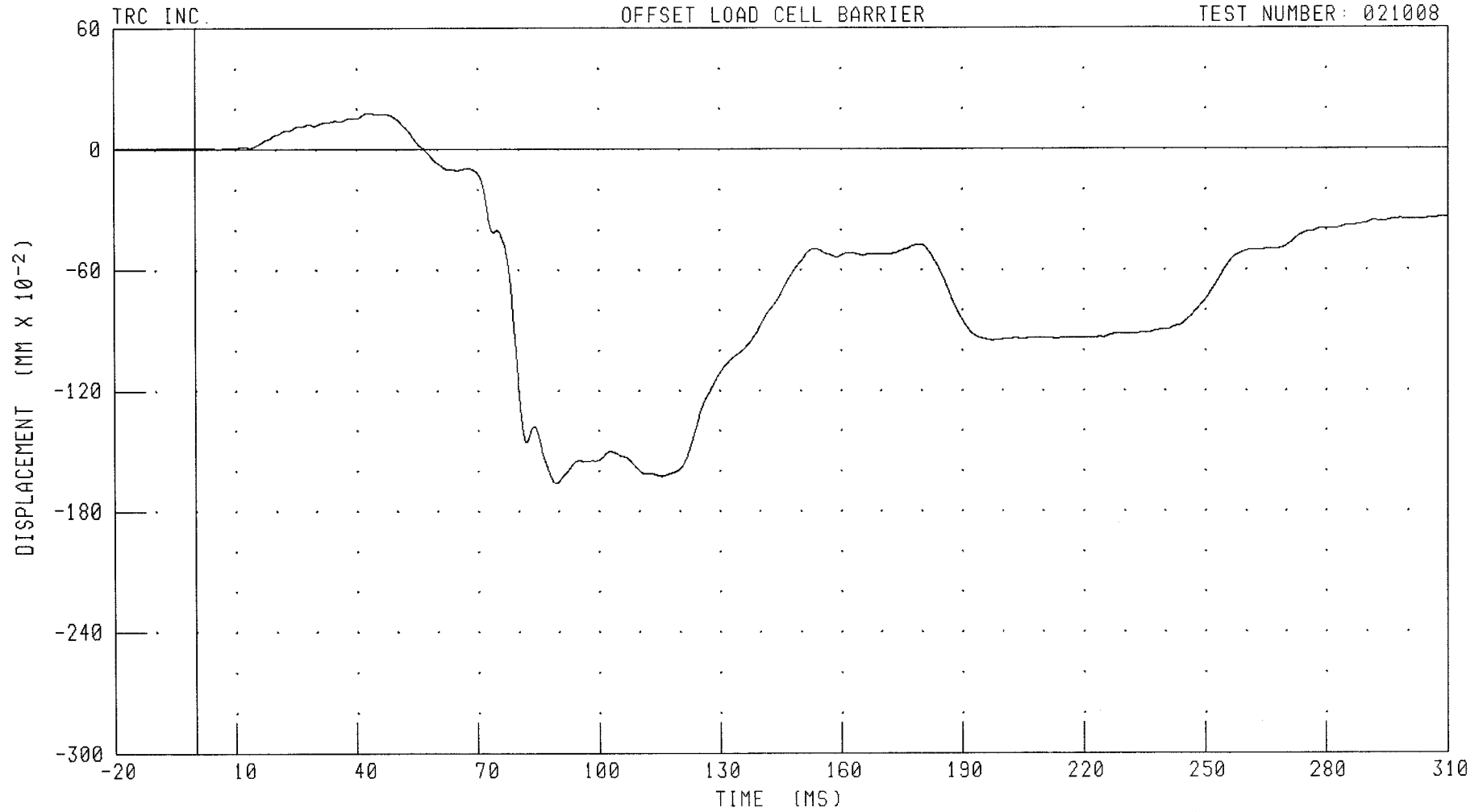
FILTER: CH. CLASS 600

PEAK DATA: 41.22 N·M @ 131.84 MS; -26.47 N·M @ 116.32 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



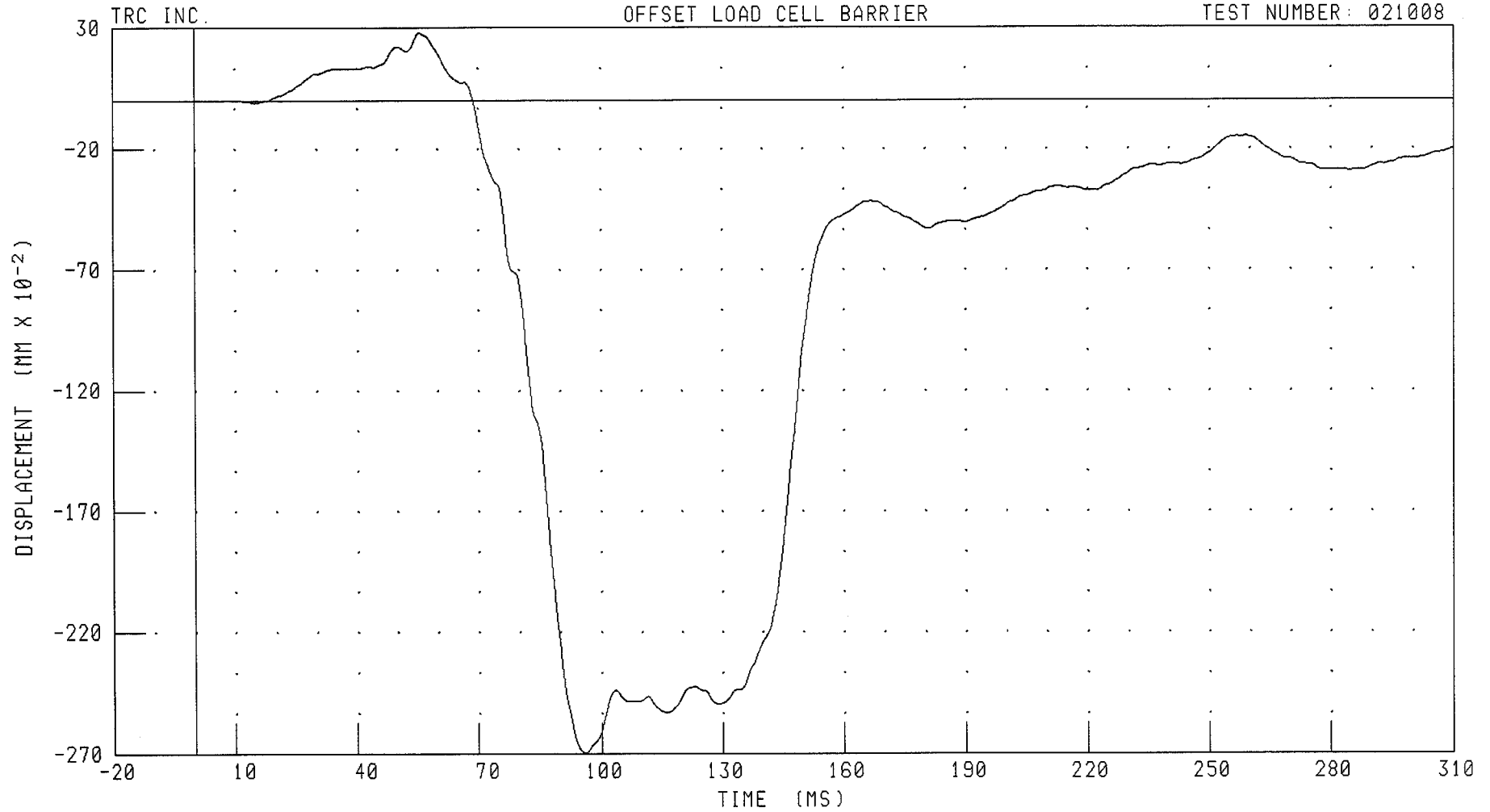
CHANNEL: KNLXD1 FILTER: CH. CLASS 180

PEAK DATA: 0.18 MM @ 43.20 MS; -1.66 MM @ 89.44 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: KNRXD1 FILTER: CH. CLASS 180

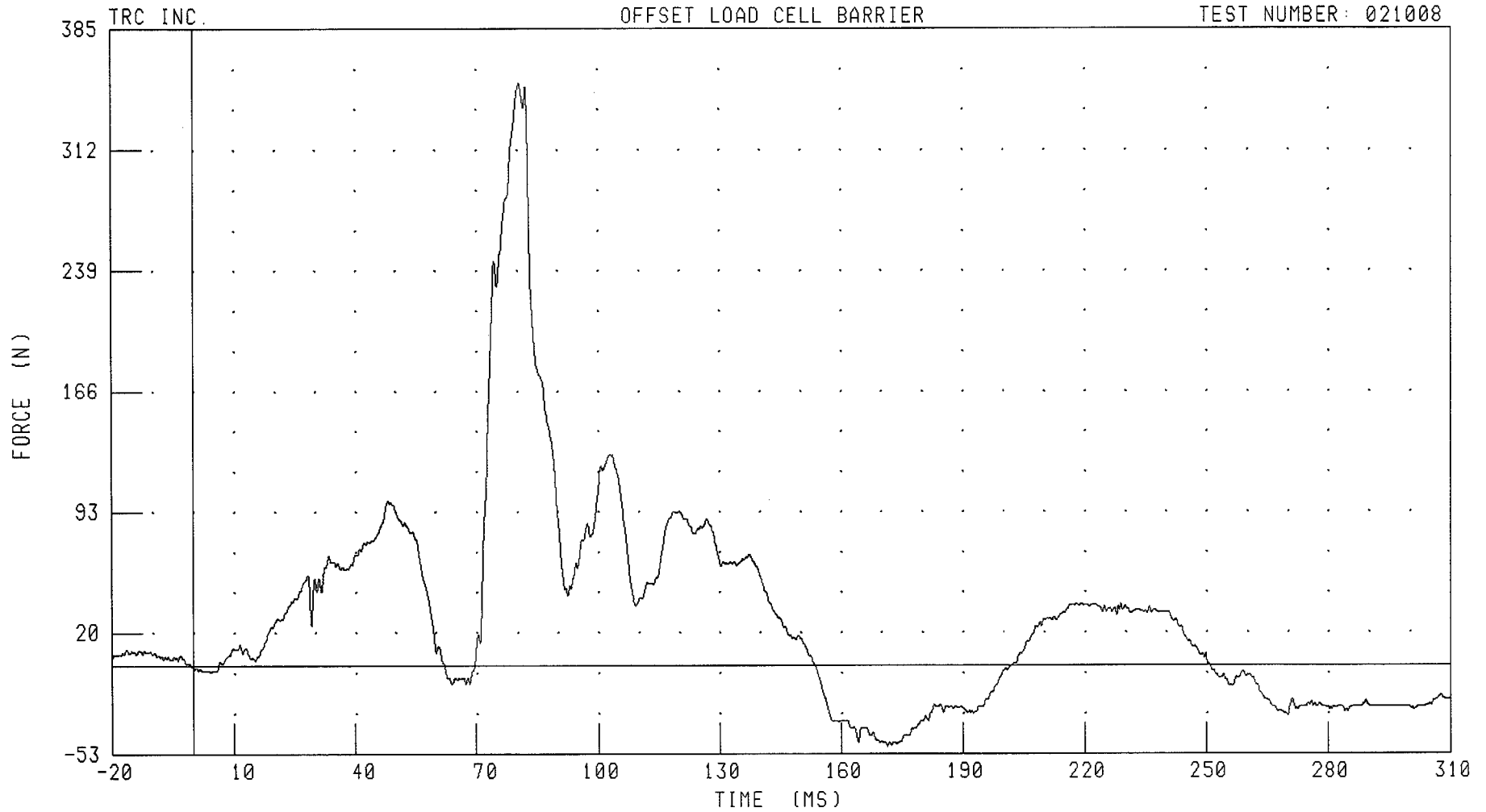
PEAK DATA: 0.28 MM @ 55.60 MS; -2.70 MM @ 95.92 MS

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

DRIVER LEFT UPPER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBLXF1 FILTER: CH. CLASS 600

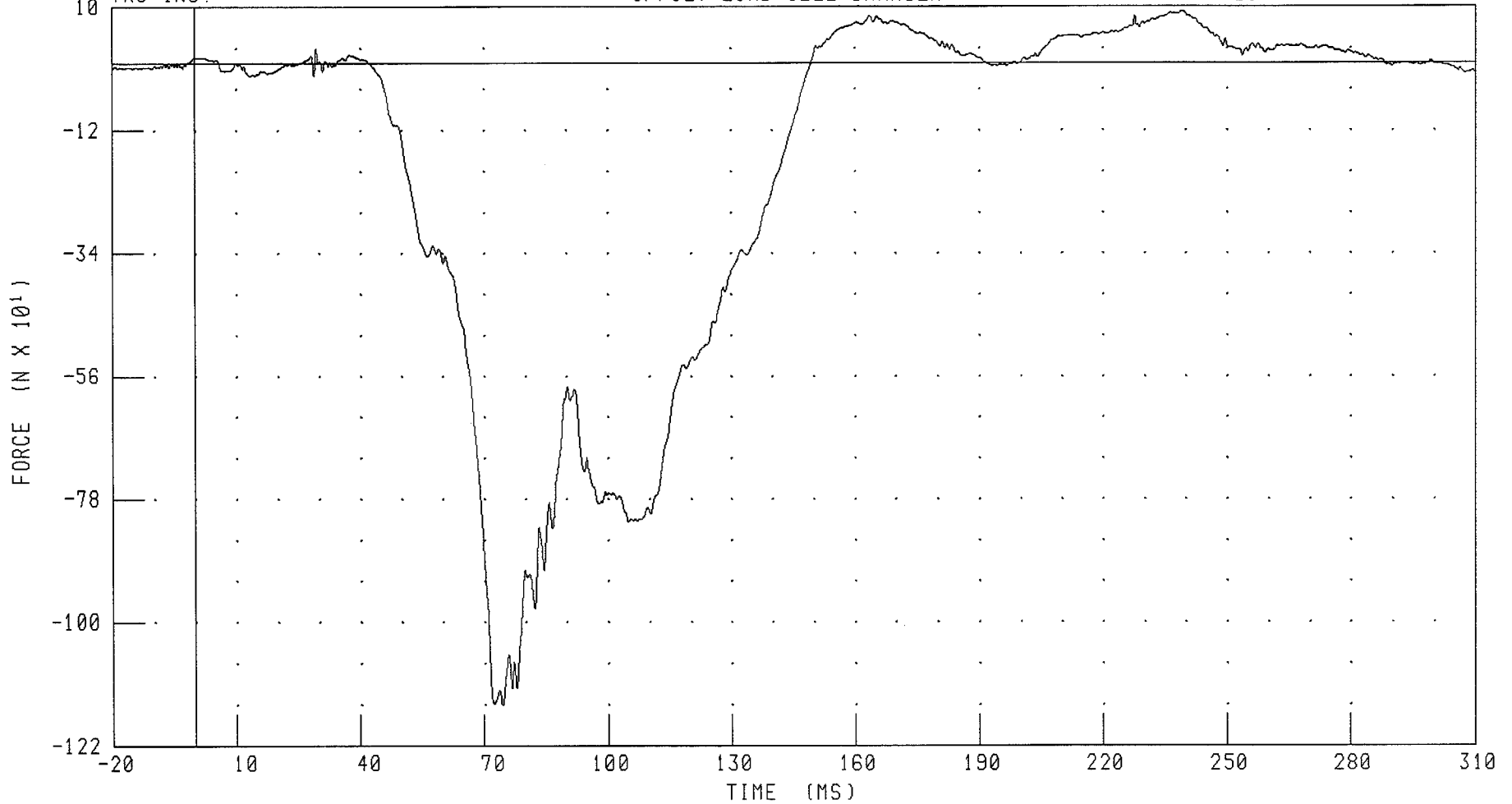
PEAK DATA: 352.20 N @ 80.64 MS; -48.62 N @ 171.52 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



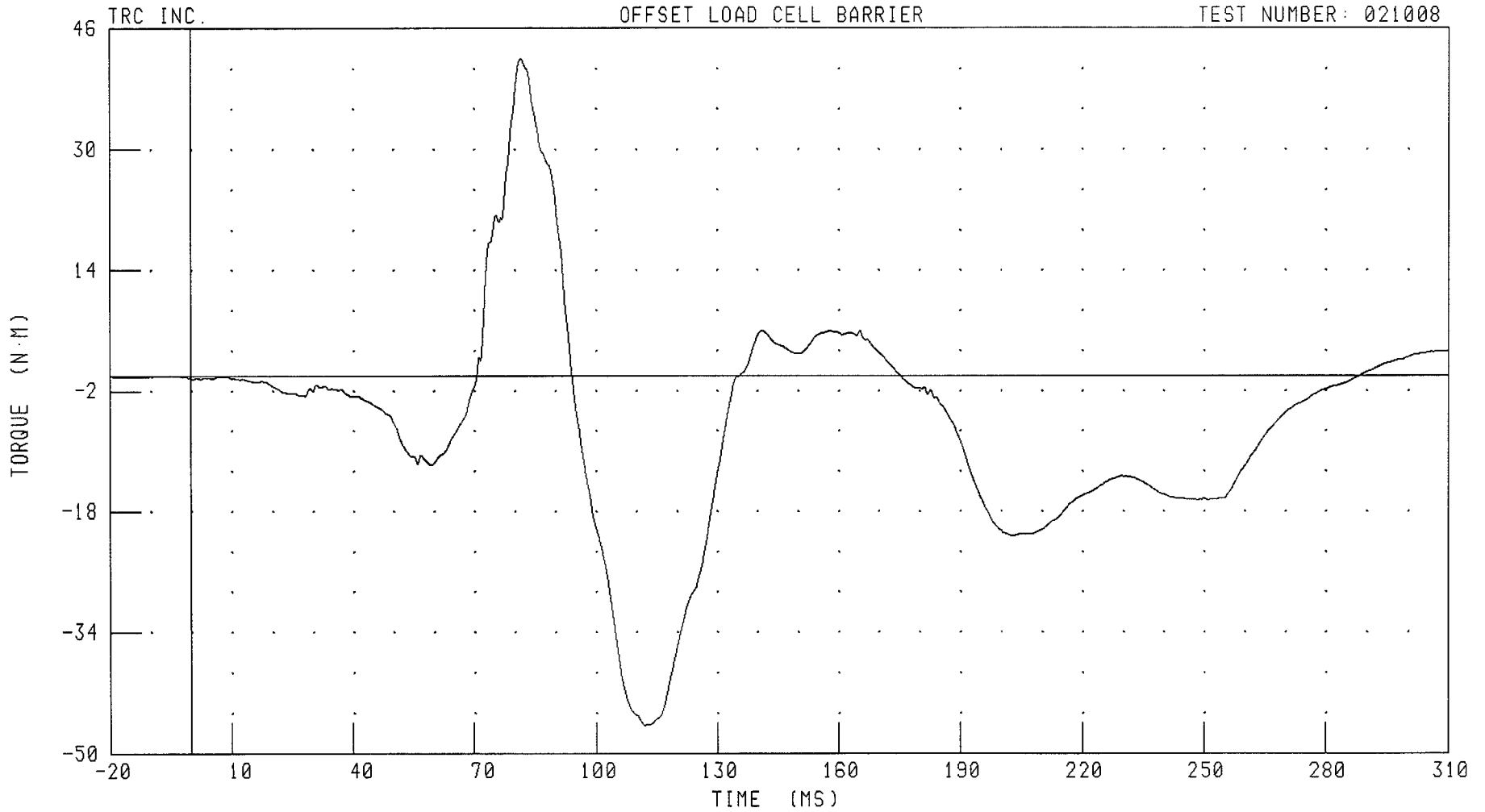
CHANNEL: TBLZF1 FILTER: CH. CLASS 600

PEAK DATA: 91.53 N @ 239.20 MS; -1148.19 N @ 74.56 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

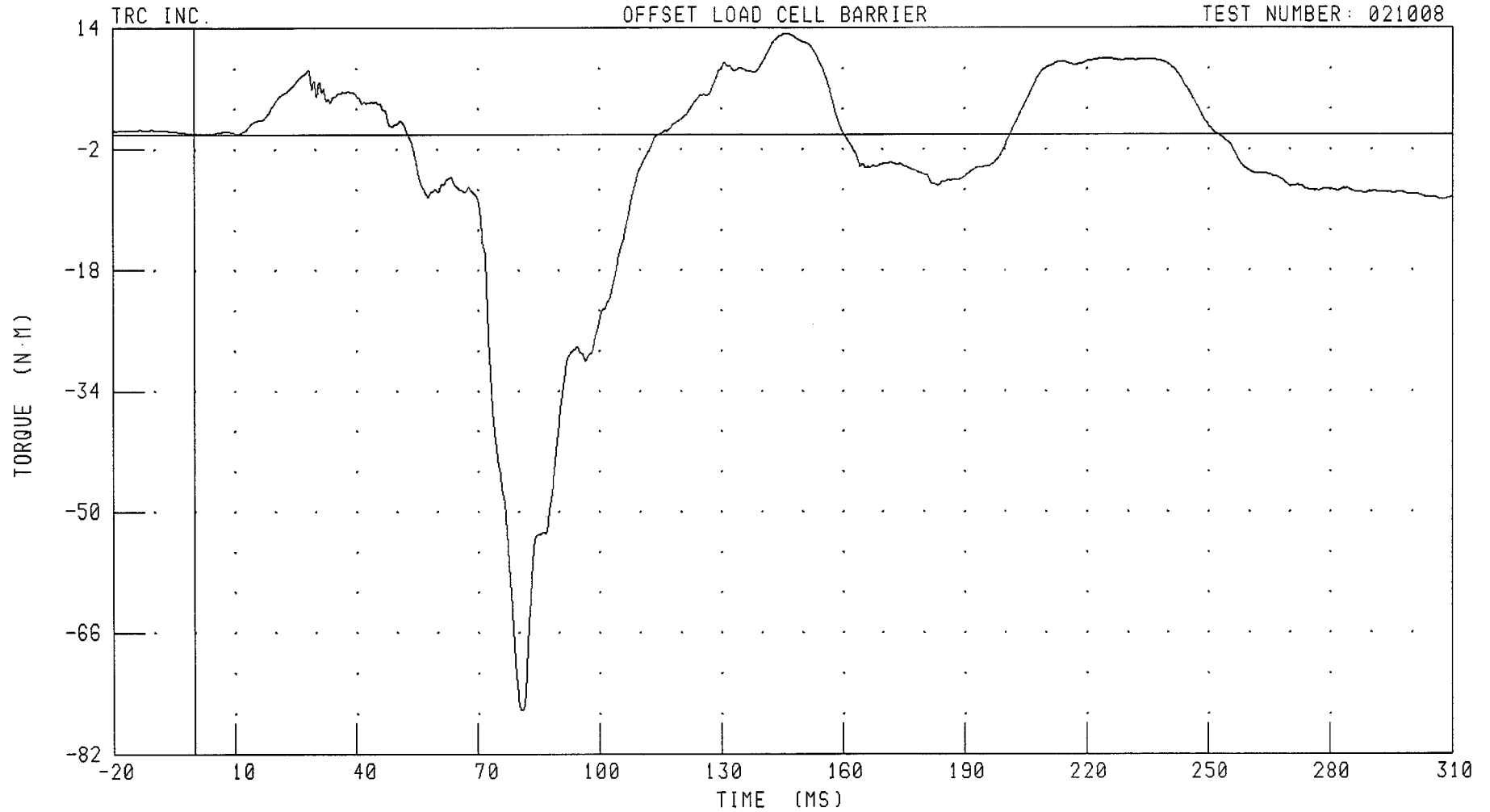


CHANNEL: TBLXM1 FILTER: CH. CLASS 600

PEAK DATA: 42.03 N·M @ 81.68 MS; -46.33 N·M @ 112.08 MS

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

TEST NUMBER: 021008



CHANNEL: TBLYM1 FILTER: CH. CLASS 600

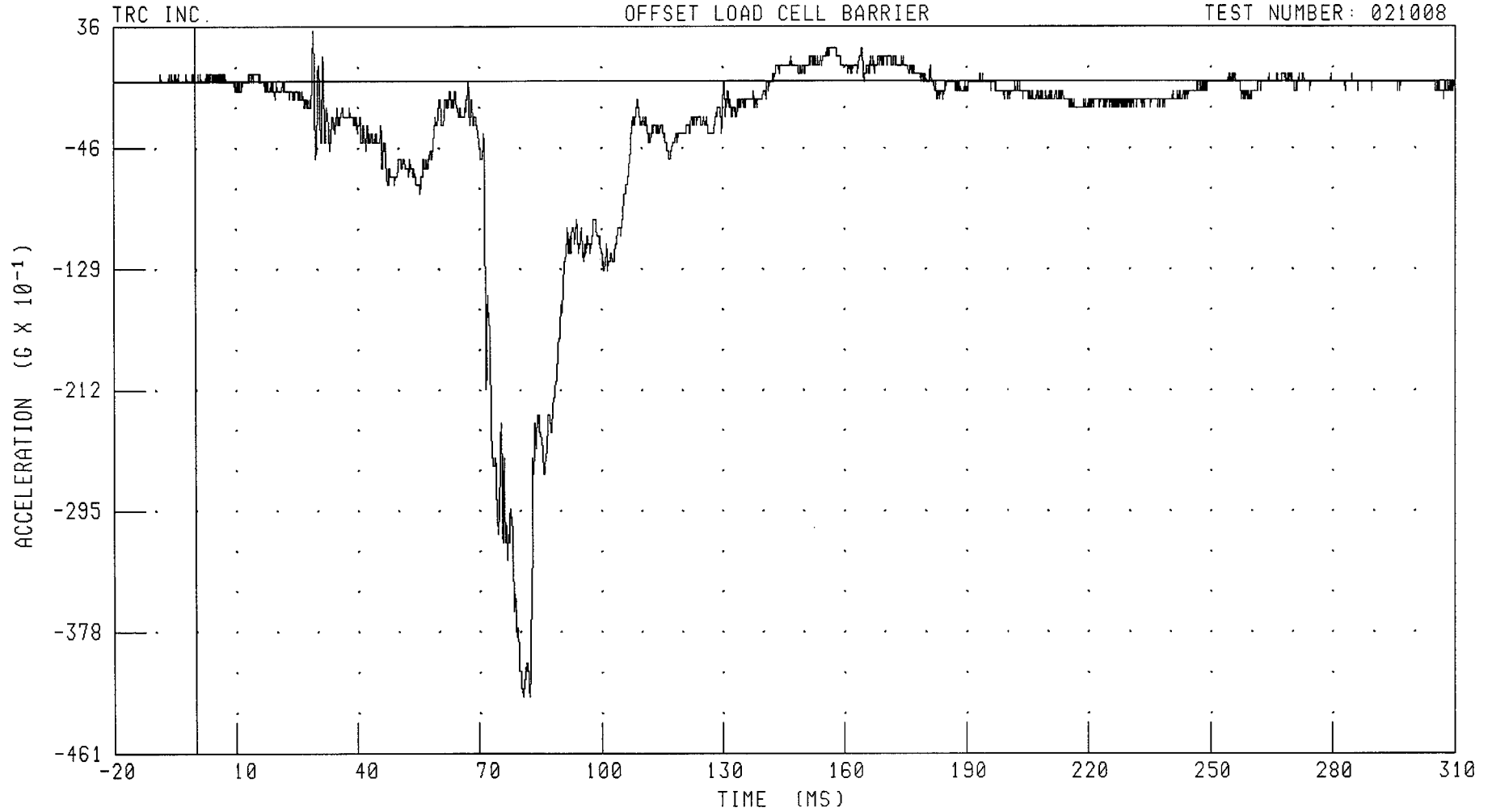
PEAK DATA: 13.23 N·M @ 145.76 MS; -76.24 N·M @ 80.80 MS

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

DRIVER LEFT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBLXG1 FILTER: CH. CLASS 1000

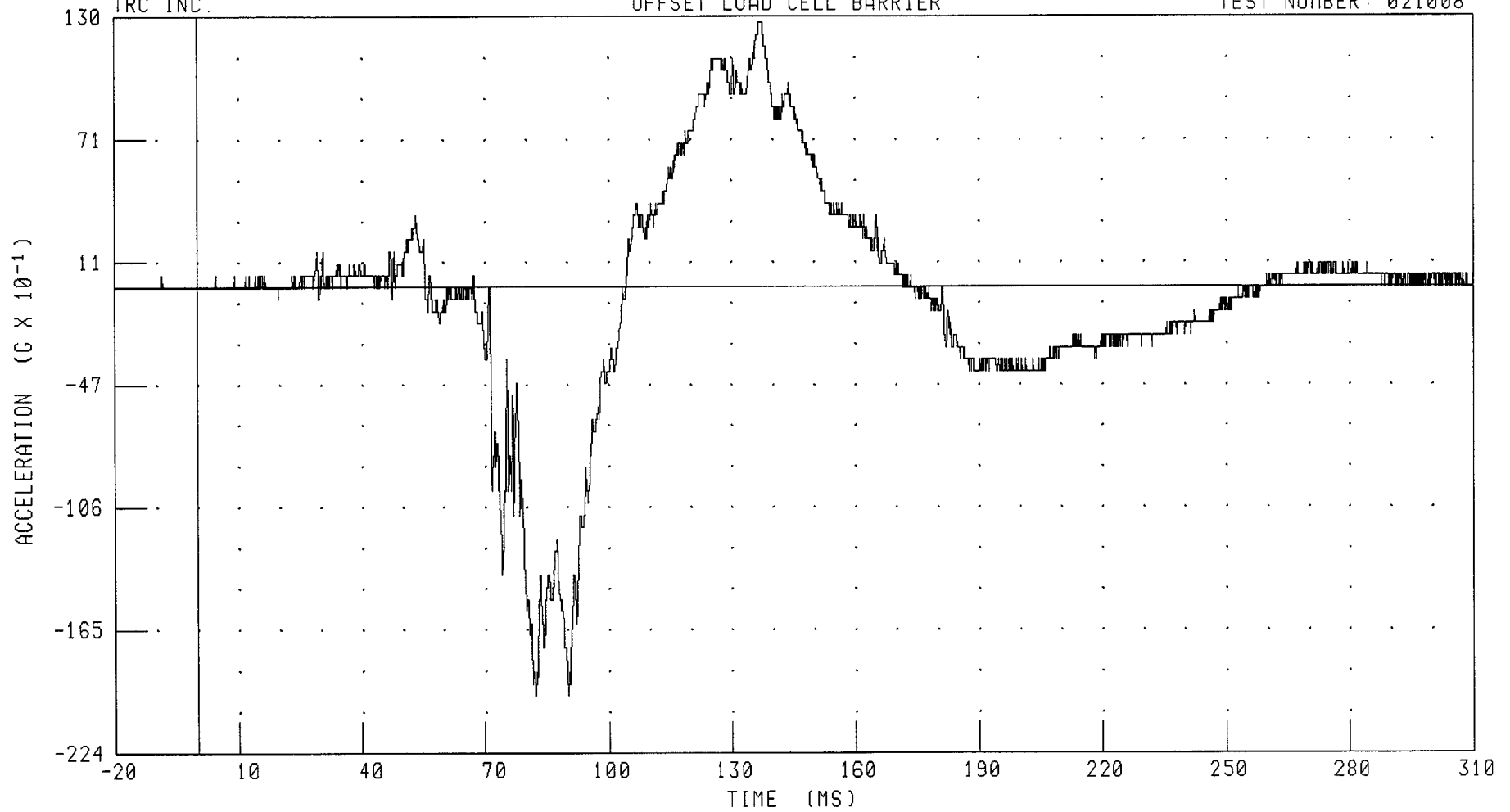
PEAK DATA: 3.41 G @ 29.20 MS; -42.23 G @ 80.72 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBLYG1 FILTER: CH. CLASS 1000

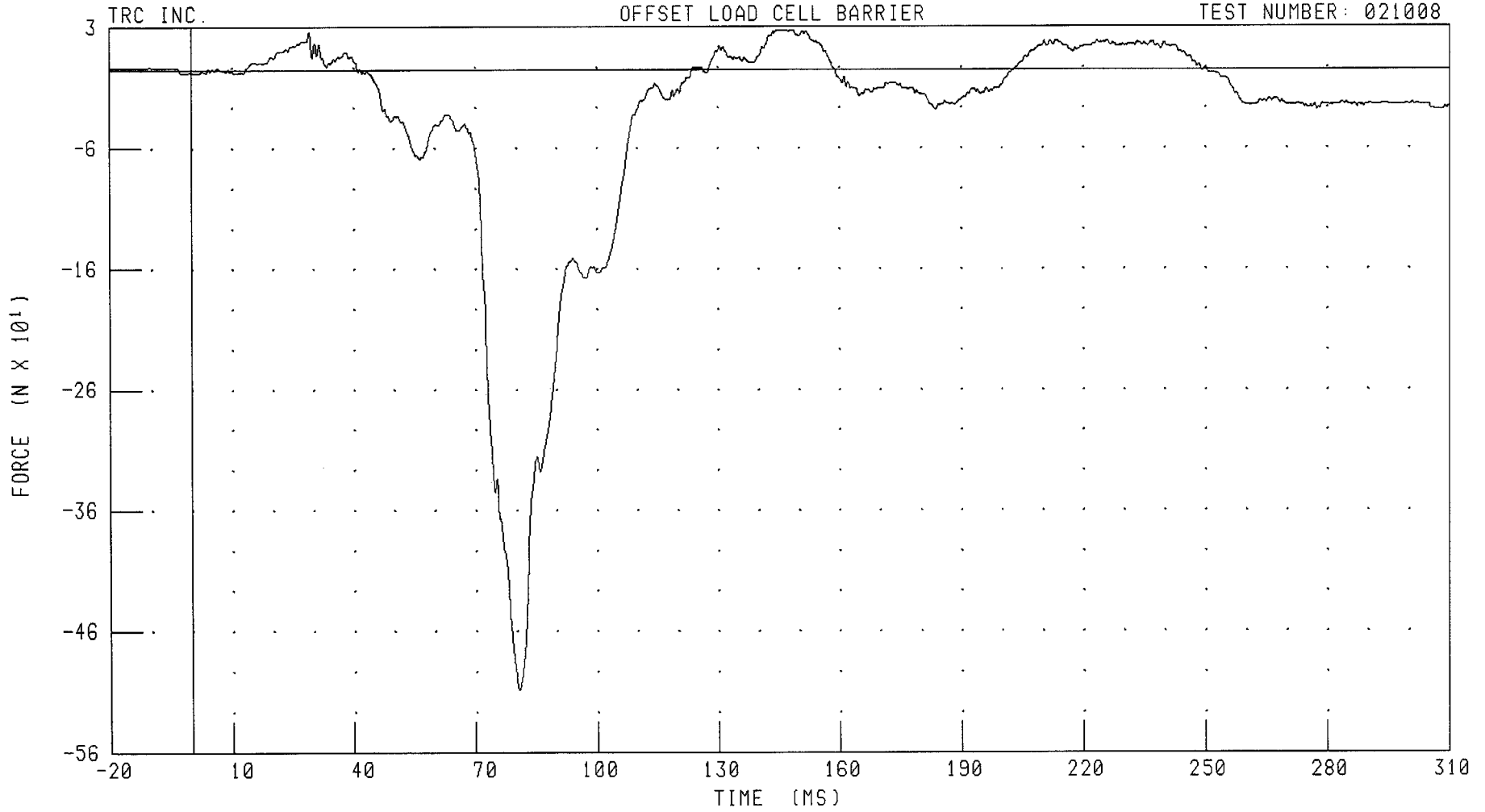
PEAK DATA: 12.71 G @ 136.64 MS; -19.67 G @ 82.08 MS

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

DRIVER LEFT LOWER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANLXF1 FILTER: CH. CLASS 600

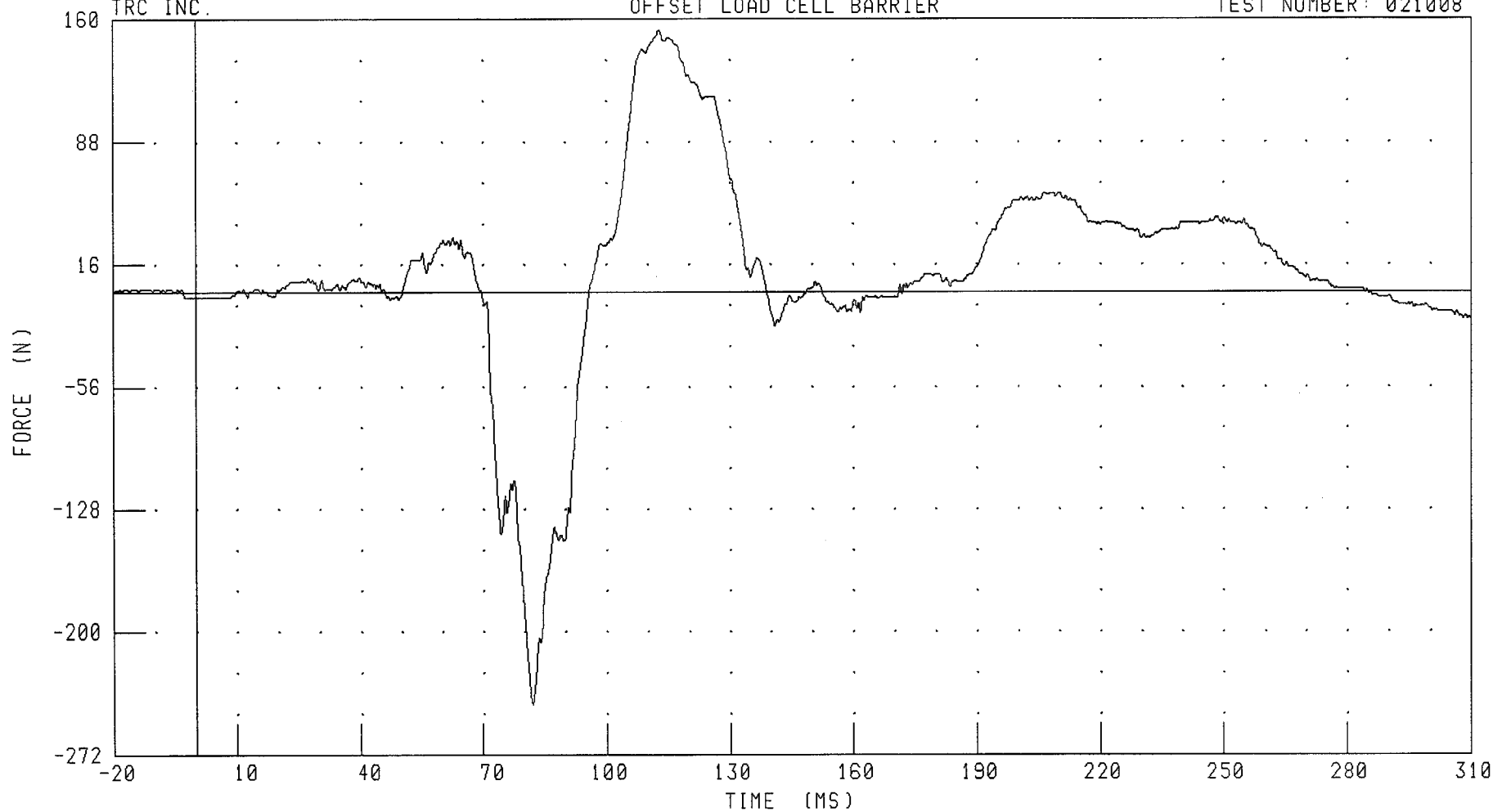
PEAK DATA: 32.08 N @ 148.80 MS; -513.83 N @ 80.72 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANLYF1 FILTER: CH. CLASS 600

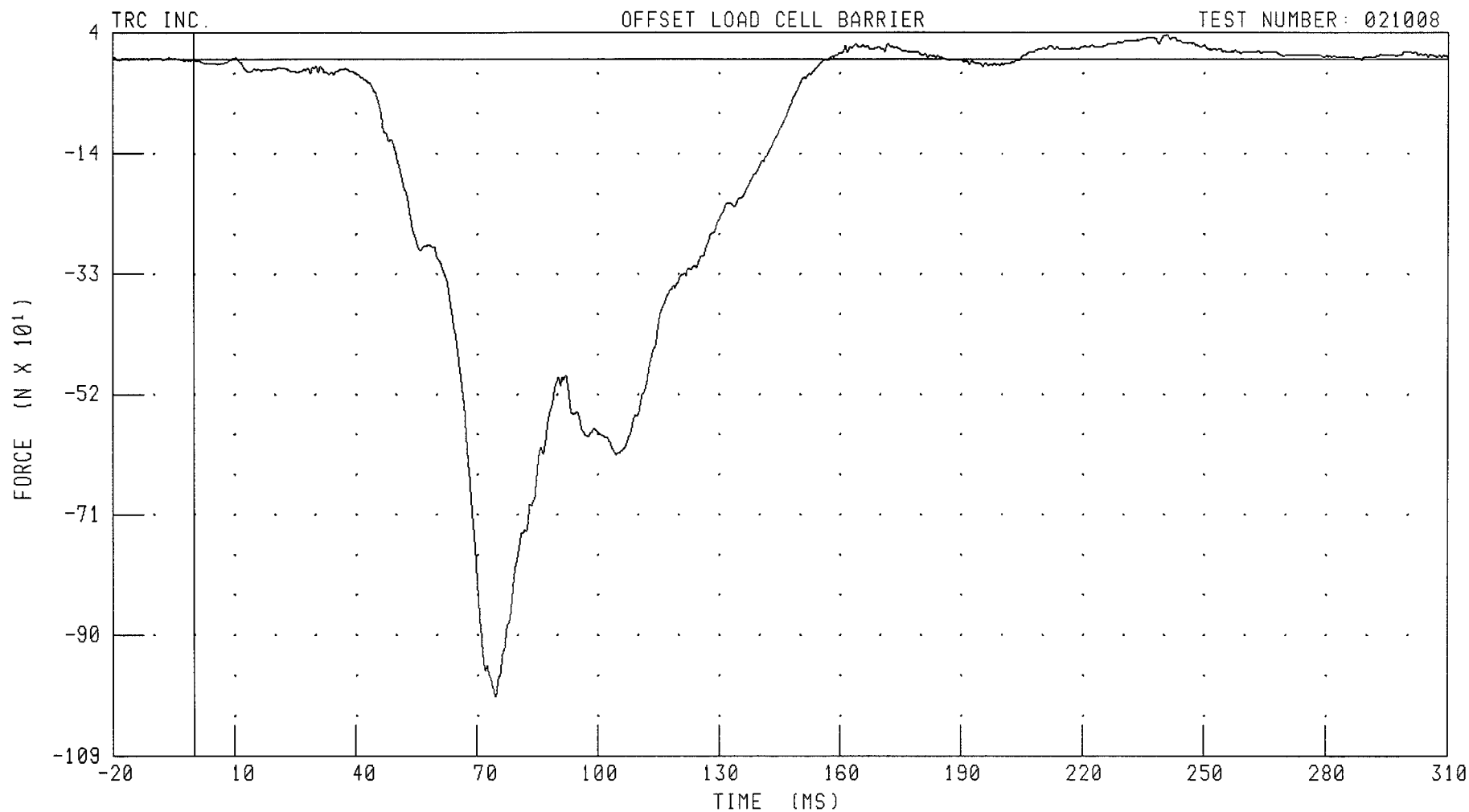
PEAK DATA: 153.45 N @ 112.80 MS; -242.57 N @ 82.08 MS

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

DRIVER LEFT LOWER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANLZF1 FILTER: CH. CLASS 600

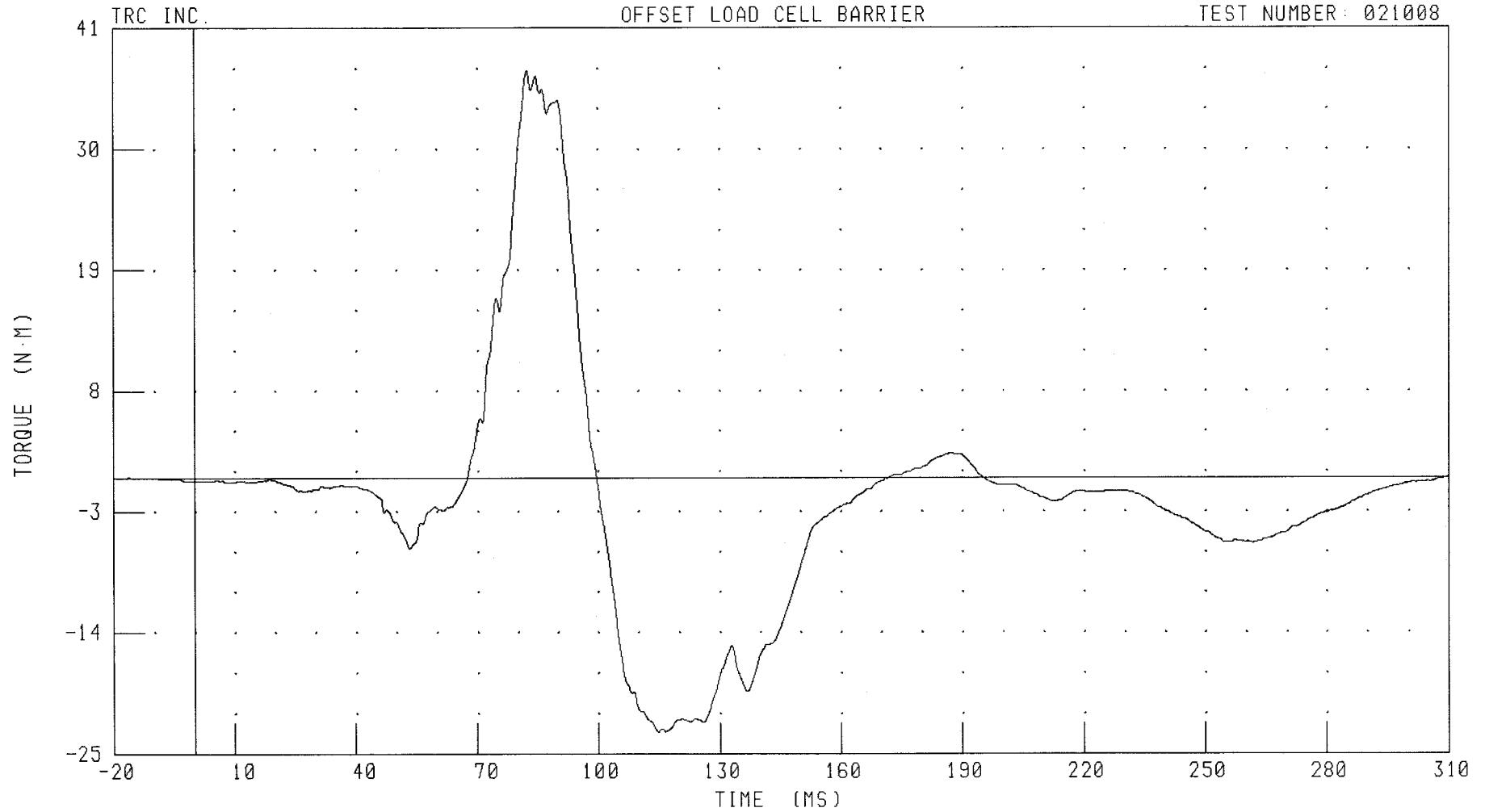
PEAK DATA: 37.98 N @ 240.80 MS; -1006.54 N @ 74.64 MS

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

DRIVER LEFT LOWER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



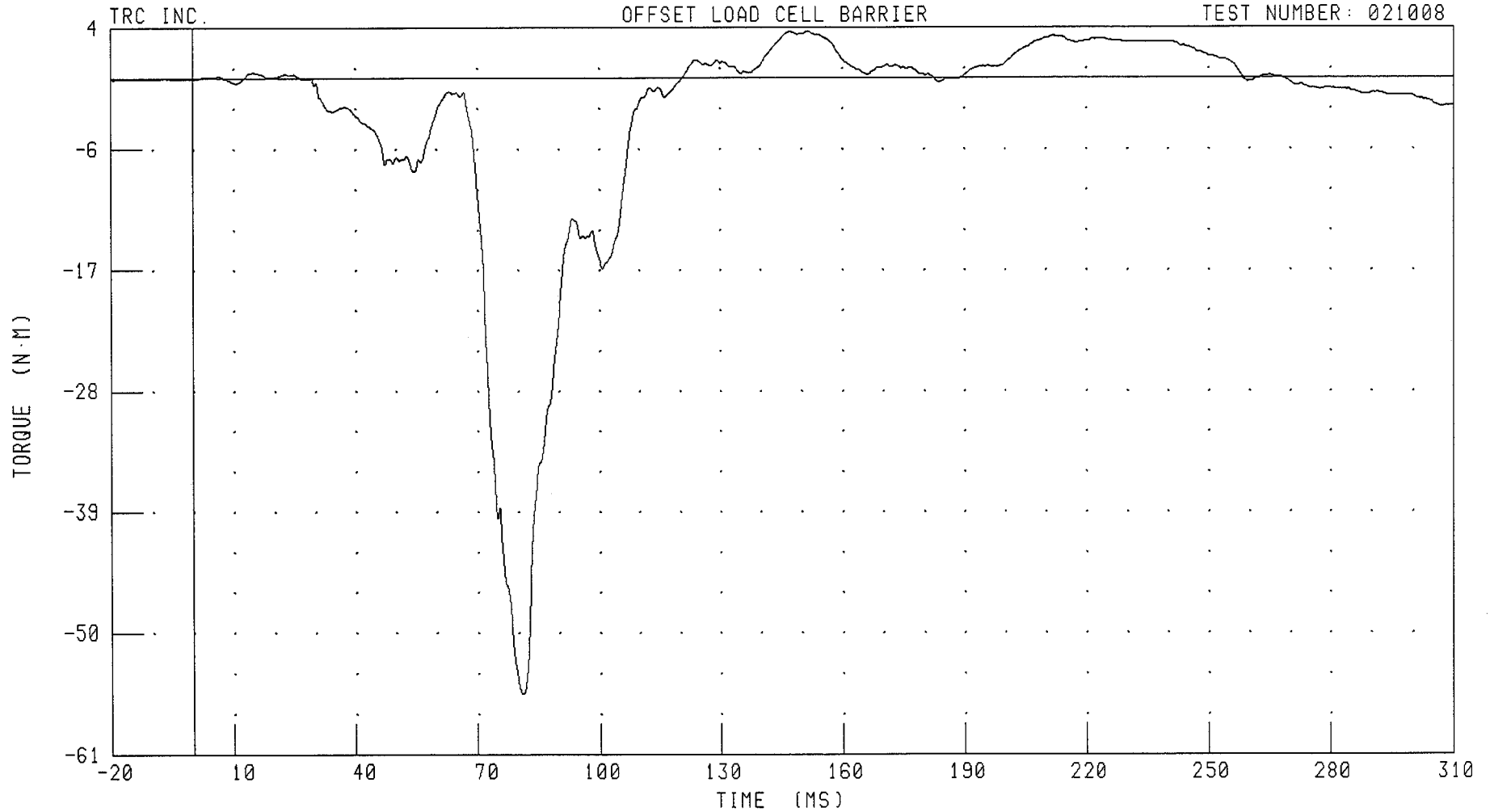
CHANNEL: ANLXM1

FILTER: CH. CLASS 600

PEAK DATA: 37.13 N·M @ 82.40 MS; -23.05 N·M @ 114.88 MS

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

TEST NUMBER: 021008



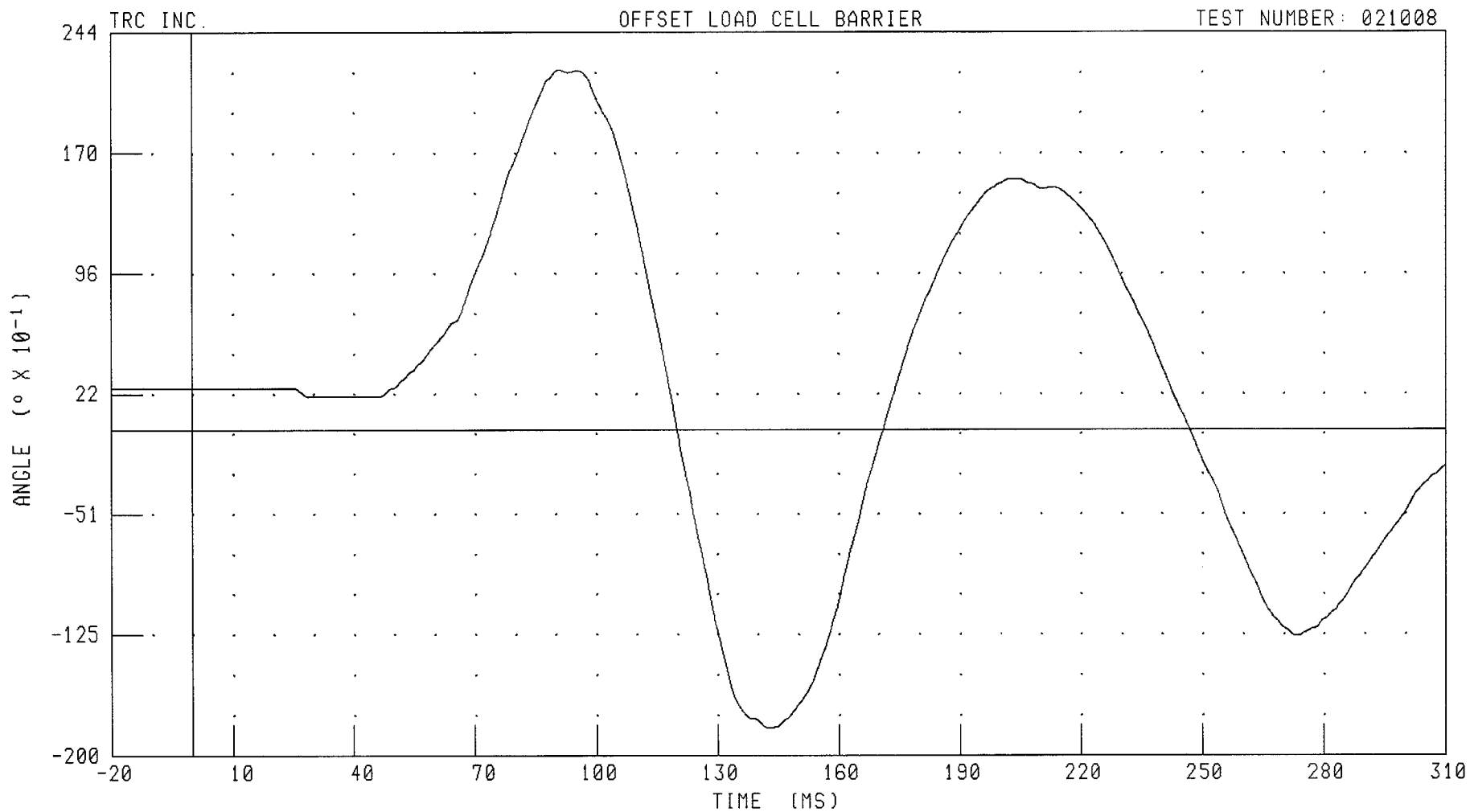
CHANNEL: ANLYM1 FILTER: CH. CLASS 600

PEAK DATA: 4.15 N·M @ 151.92 MS; -56.02 N·M @ 80.96 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



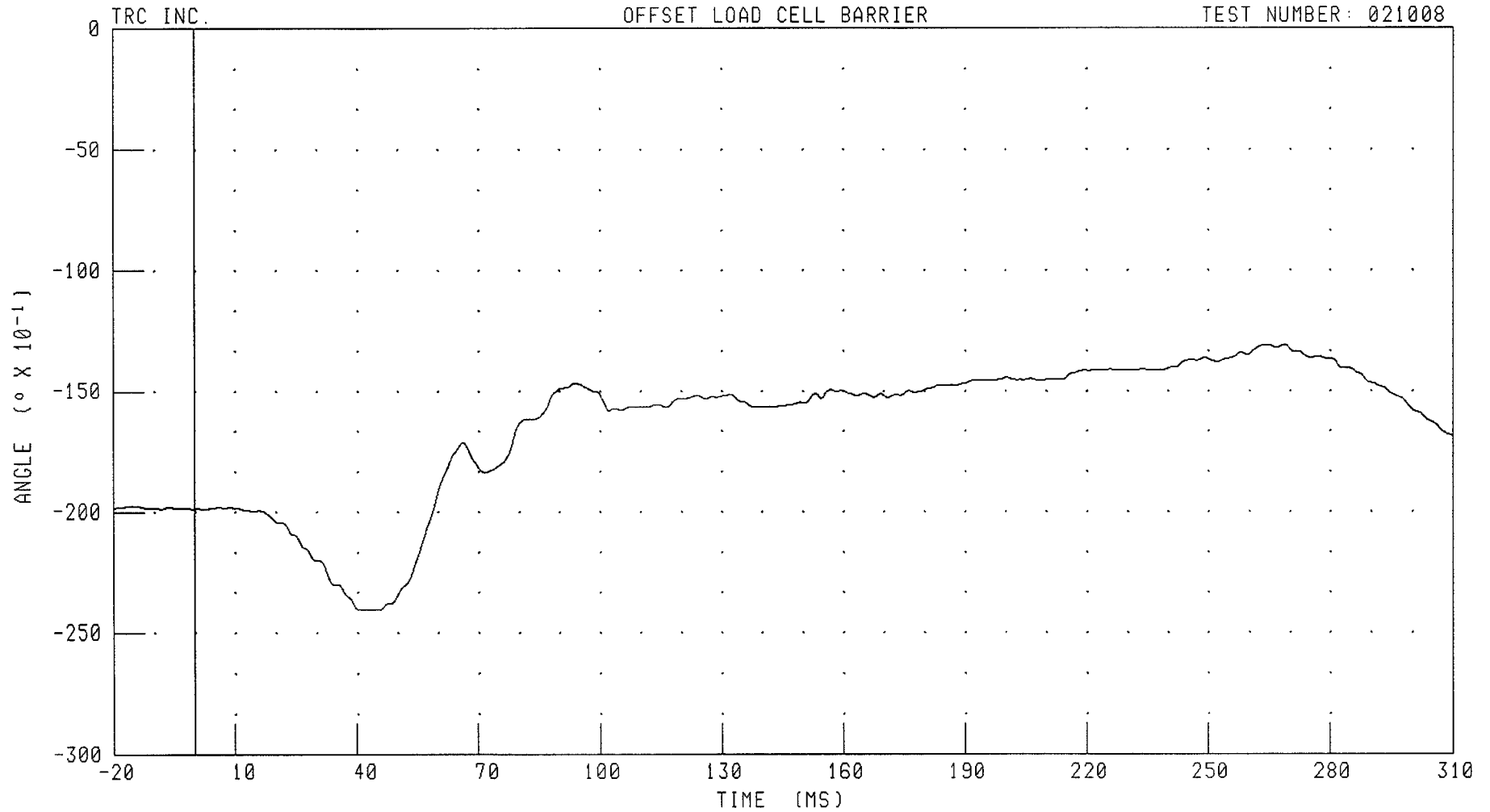
CHANNEL: FTLXD1 FILTER: CH. CLASS 180

PEAK DATA: 22.08 $^{\circ}$ @ 90.88 MS; -18.30 $^{\circ}$ @ 142.48 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



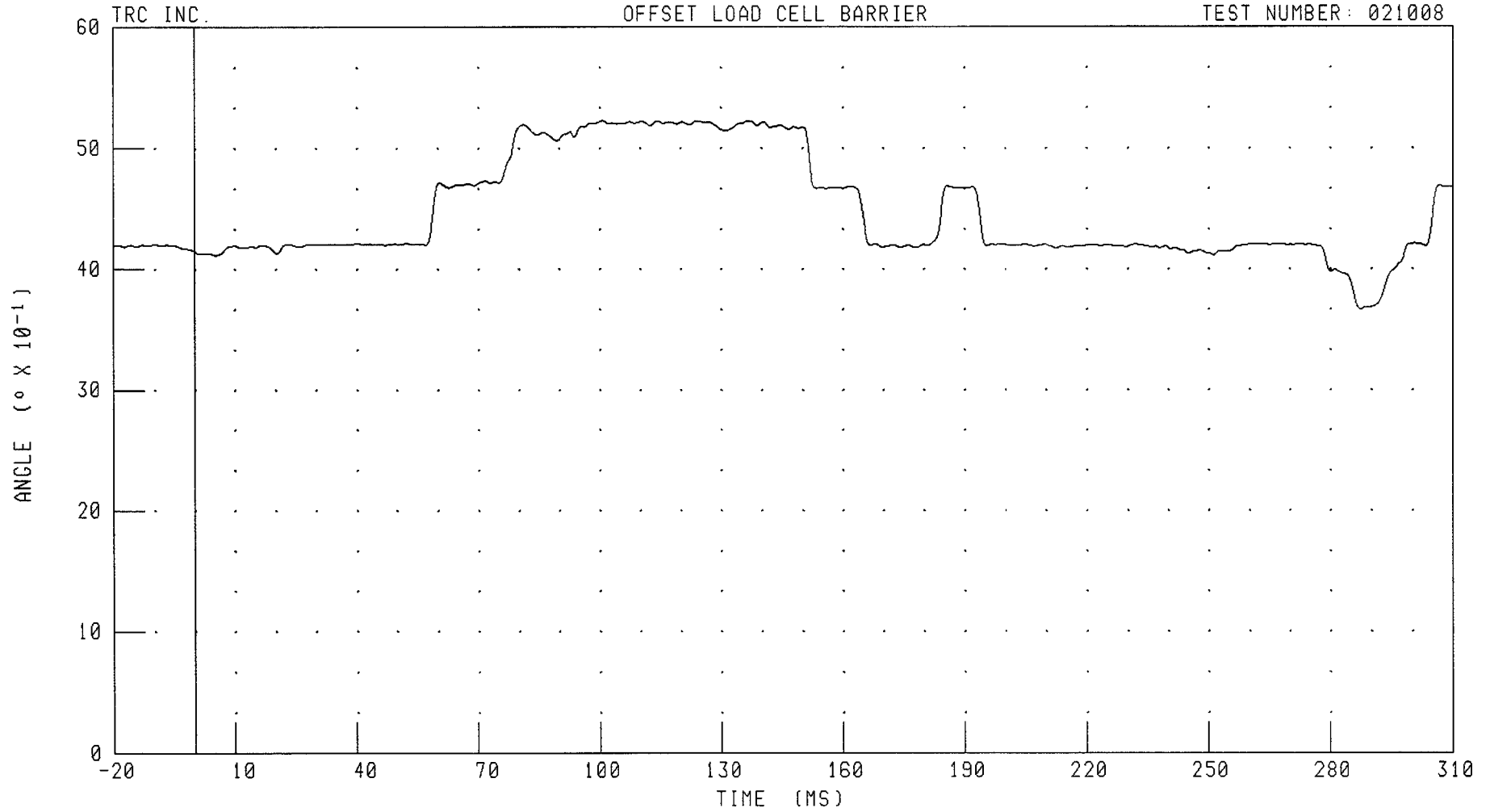
CHANNEL: FTLYD1 FILTER: CH. CLASS 180

PEAK DATA: -13.09 ° @ 268.96 MS; -24.04 ° @ 40.80 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLZD1 FILTER: CH. CLASS 180

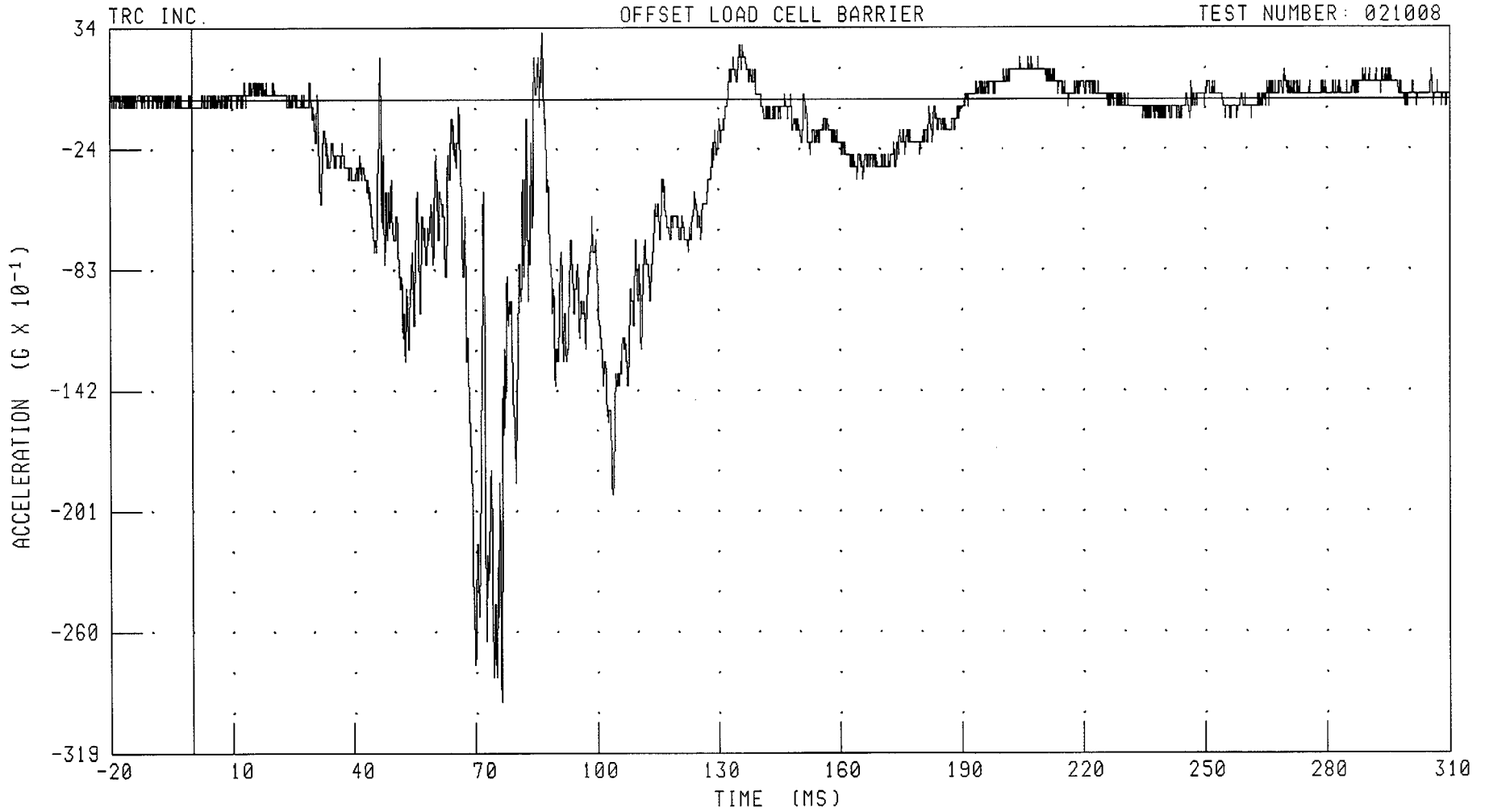
PEAK DATA: 5.23 ° @ 100.88 MS; 3.67 ° @ 287.44 MS

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

DRIVER LEFT FOOT X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLXG1 FILTER: CH. CLASS 1000

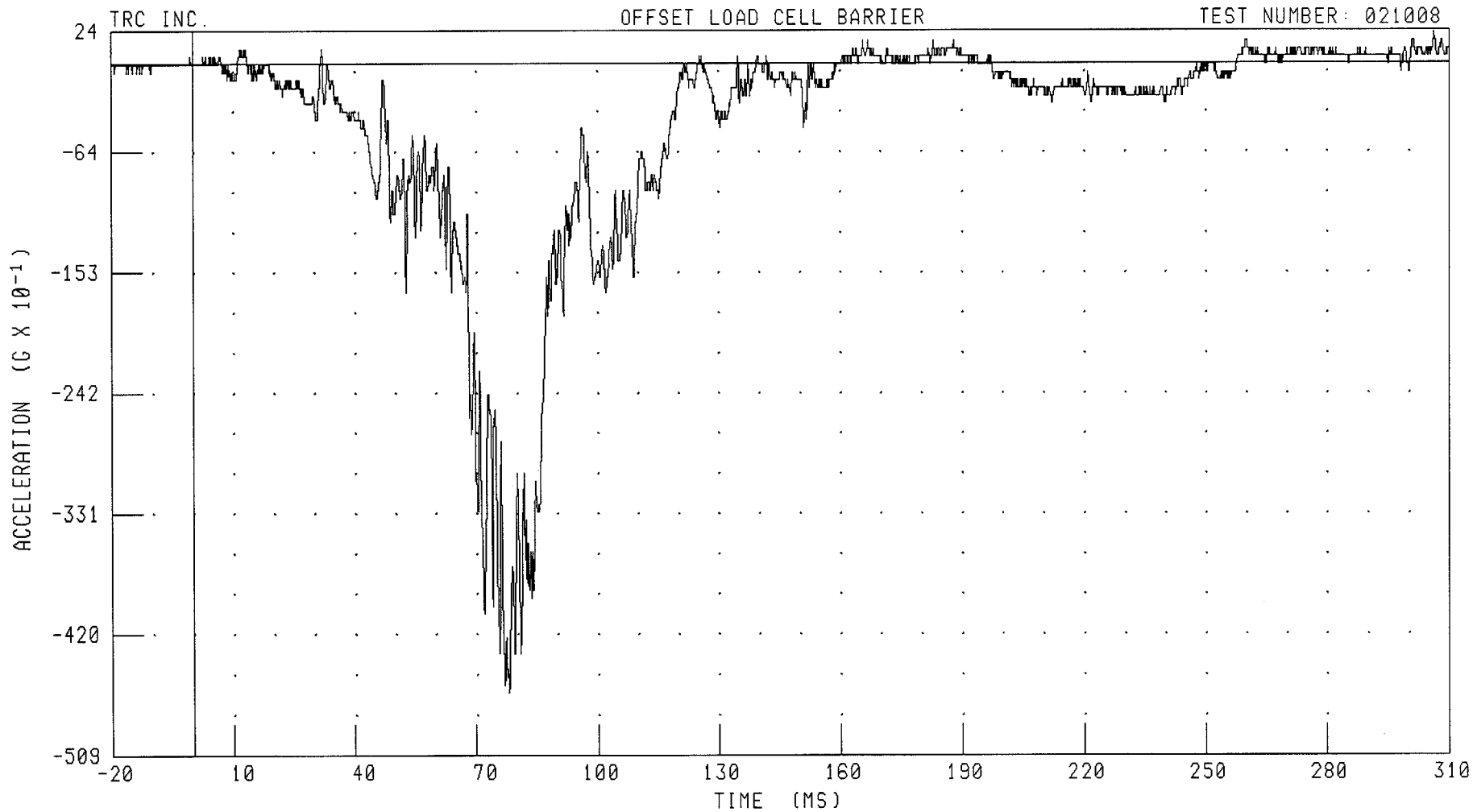
PEAK DATA: 3.25 G @ 86.56 MS; -29.41 G @ 76.40 MS

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

DRIVER LEFT FOOT Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLYG1 FILTER: CH. CLASS 1000

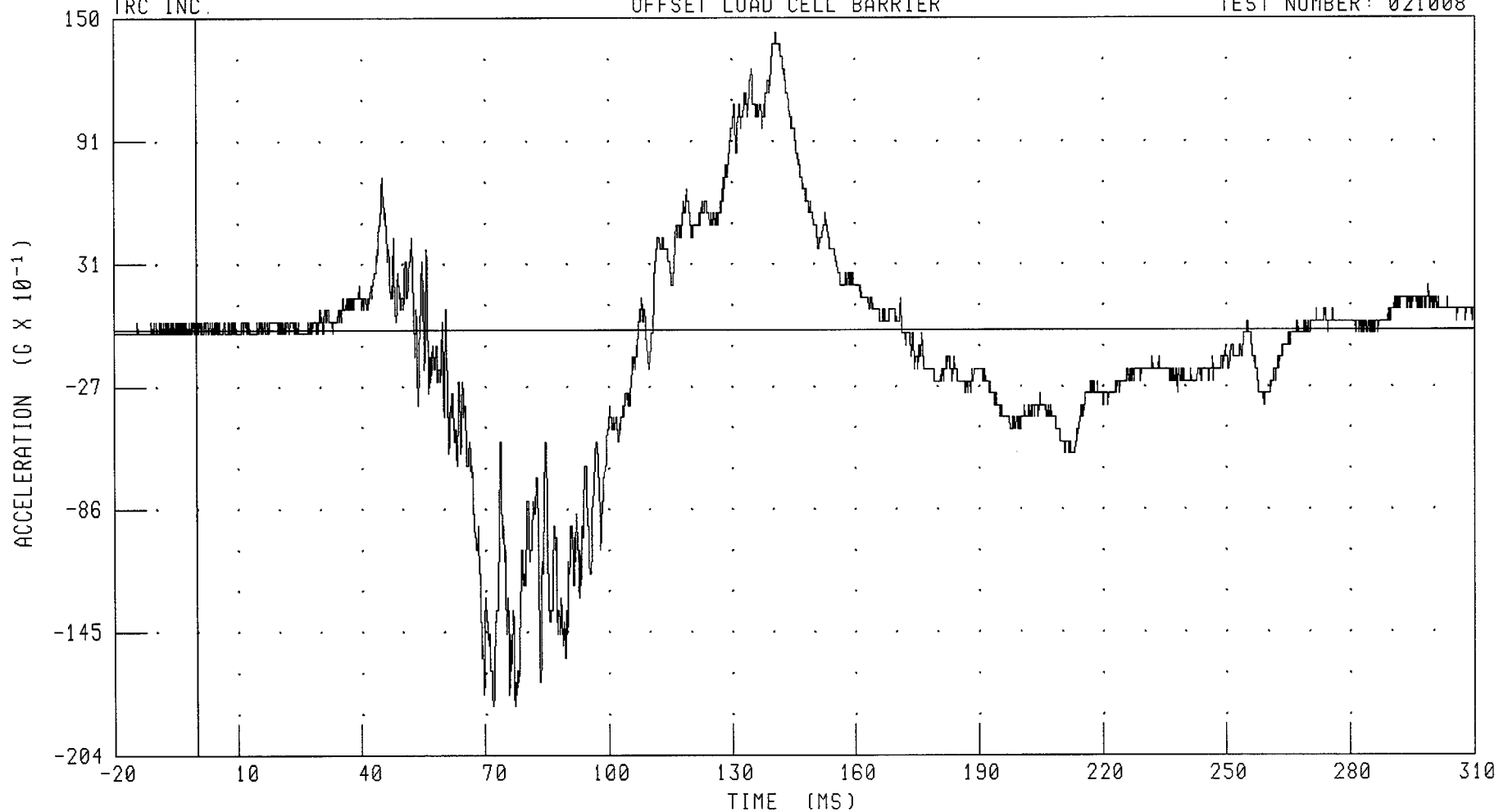
PEAK DATA: 2.24 G @ 306.16 MS; -46.43 G @ 78.08 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLZG1 FILTER: CH. CLASS 1000

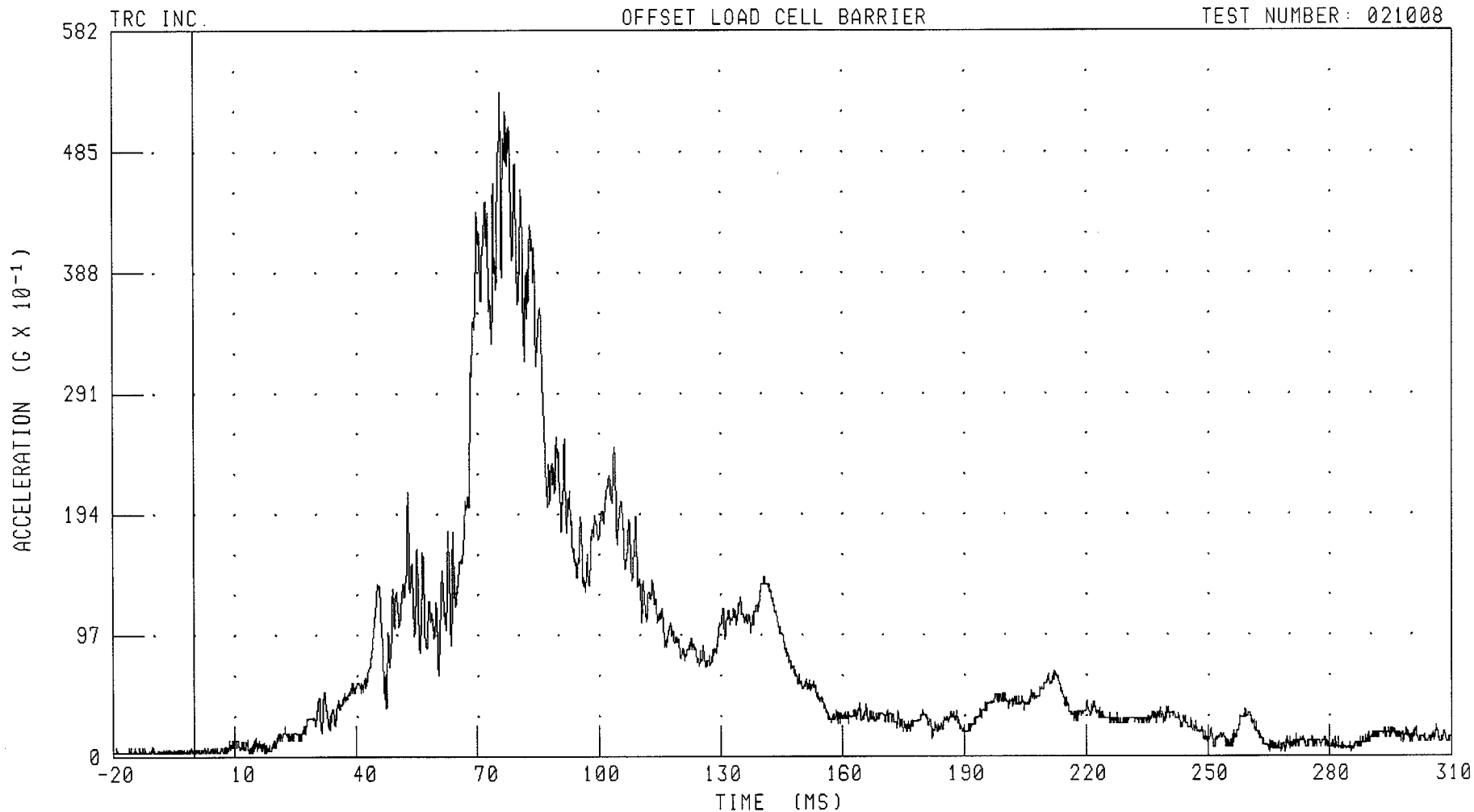
PEAK DATA: 14.32 G @ 140.72 MS; -18.07 G @ 71.84 MS

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

DRIVER LEFT FOOT RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLRG1 FILTER: CH. CLASS 1000

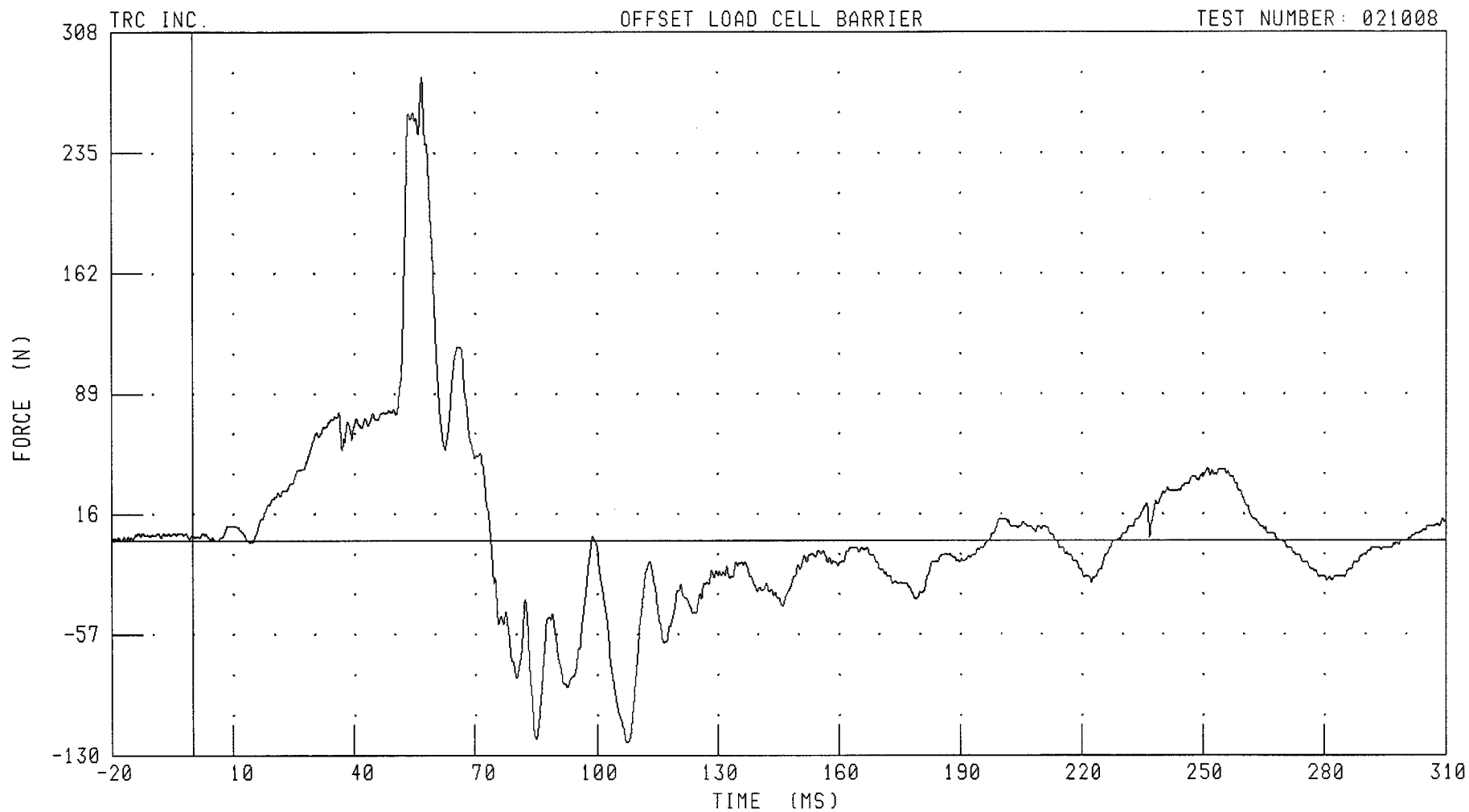
PEAK DATA: 53.29 G @ 75.76 MS; 0.32 G @ -20.00 MS

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

DRIVER RIGHT UPPER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBRXF1 FILTER: CH. CLASS 600

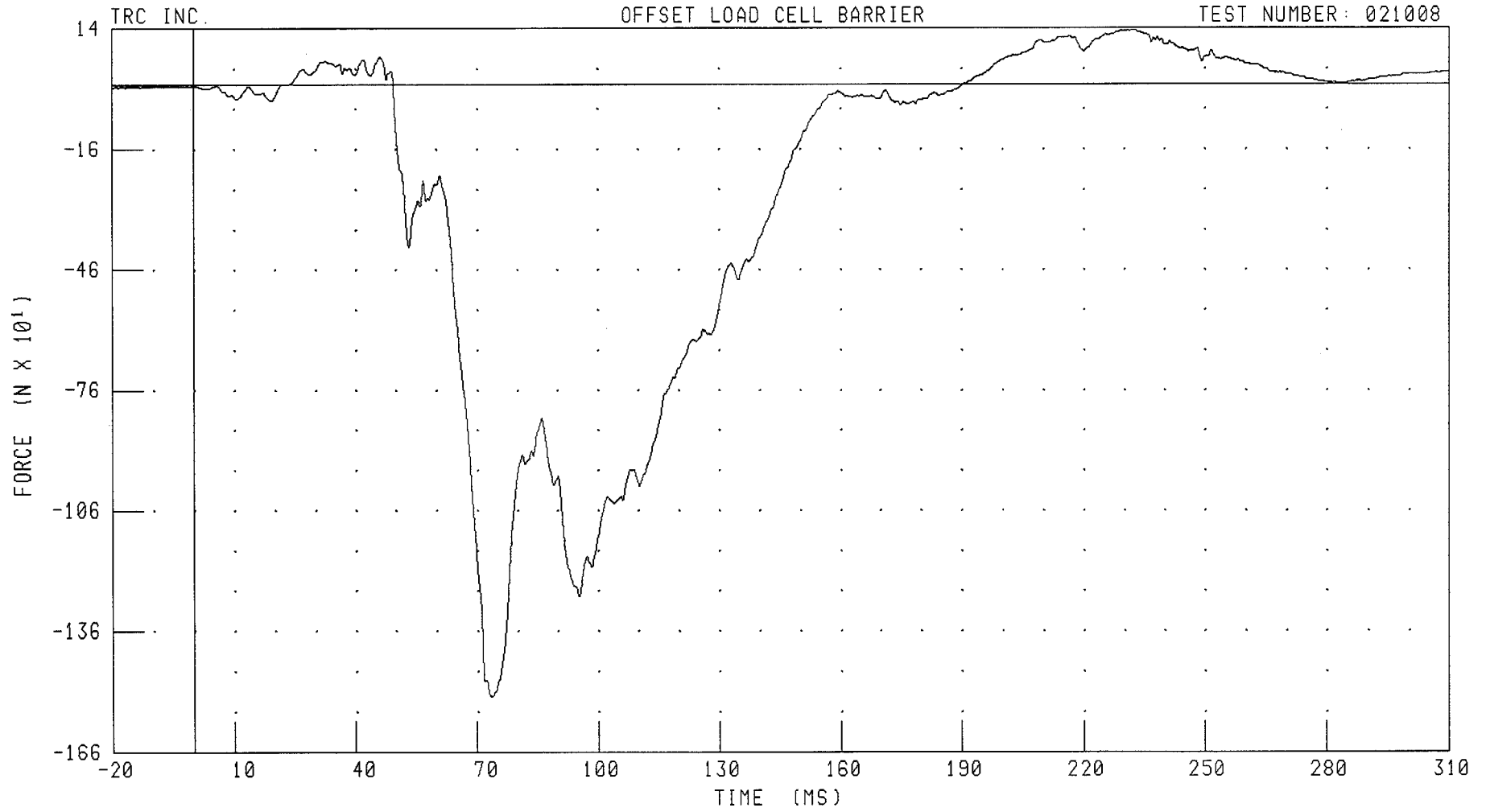
PEAK DATA: 280.92 N @ 56.96 MS; -122.20 N @ 107.44 MS

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

DRIVER RIGHT UPPER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



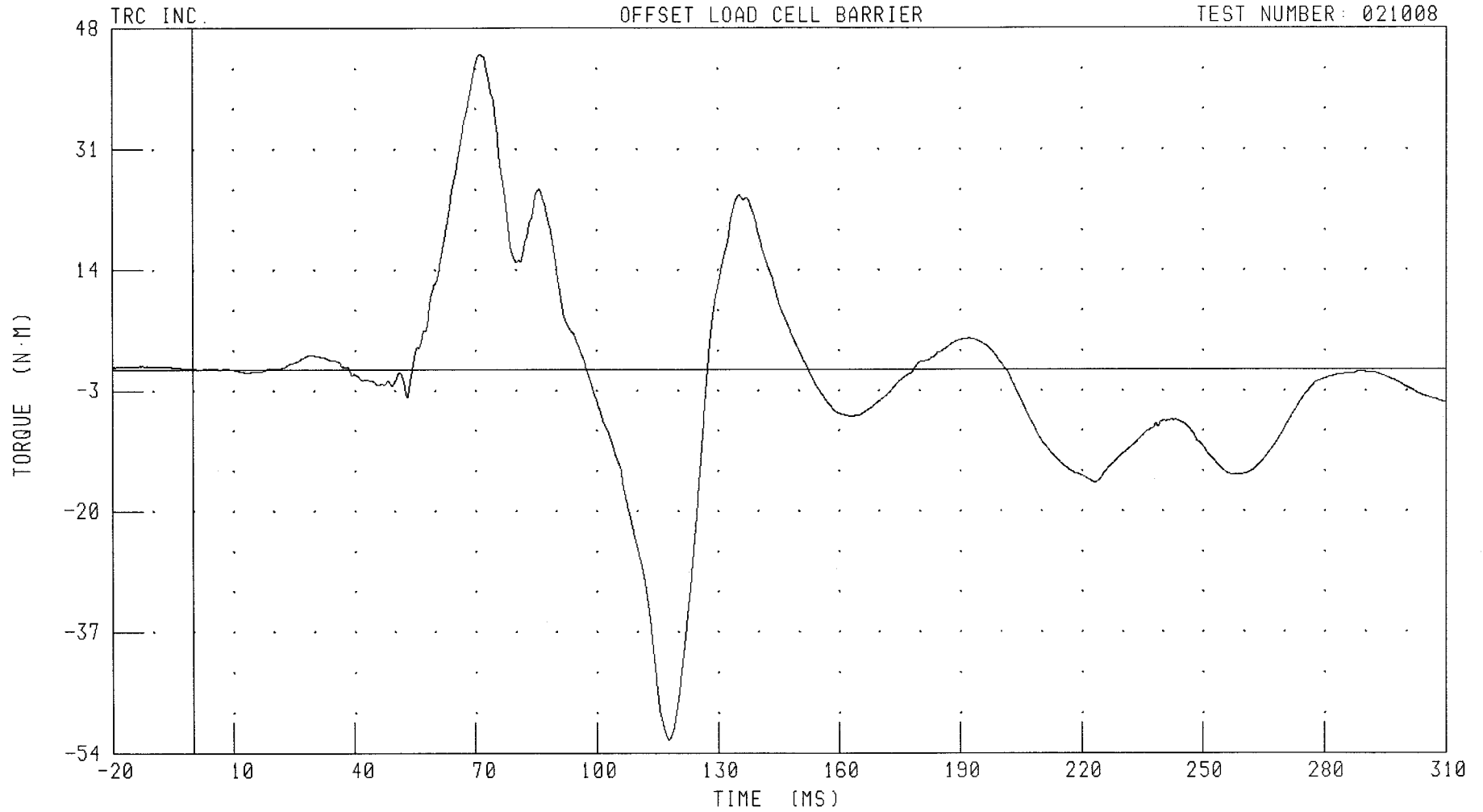
CHANNEL: TBRZF1 FILTER: CH. CLASS 600

PEAK DATA: 135.11 N @ 232.80 MS; -152.31 N @ 73.68 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



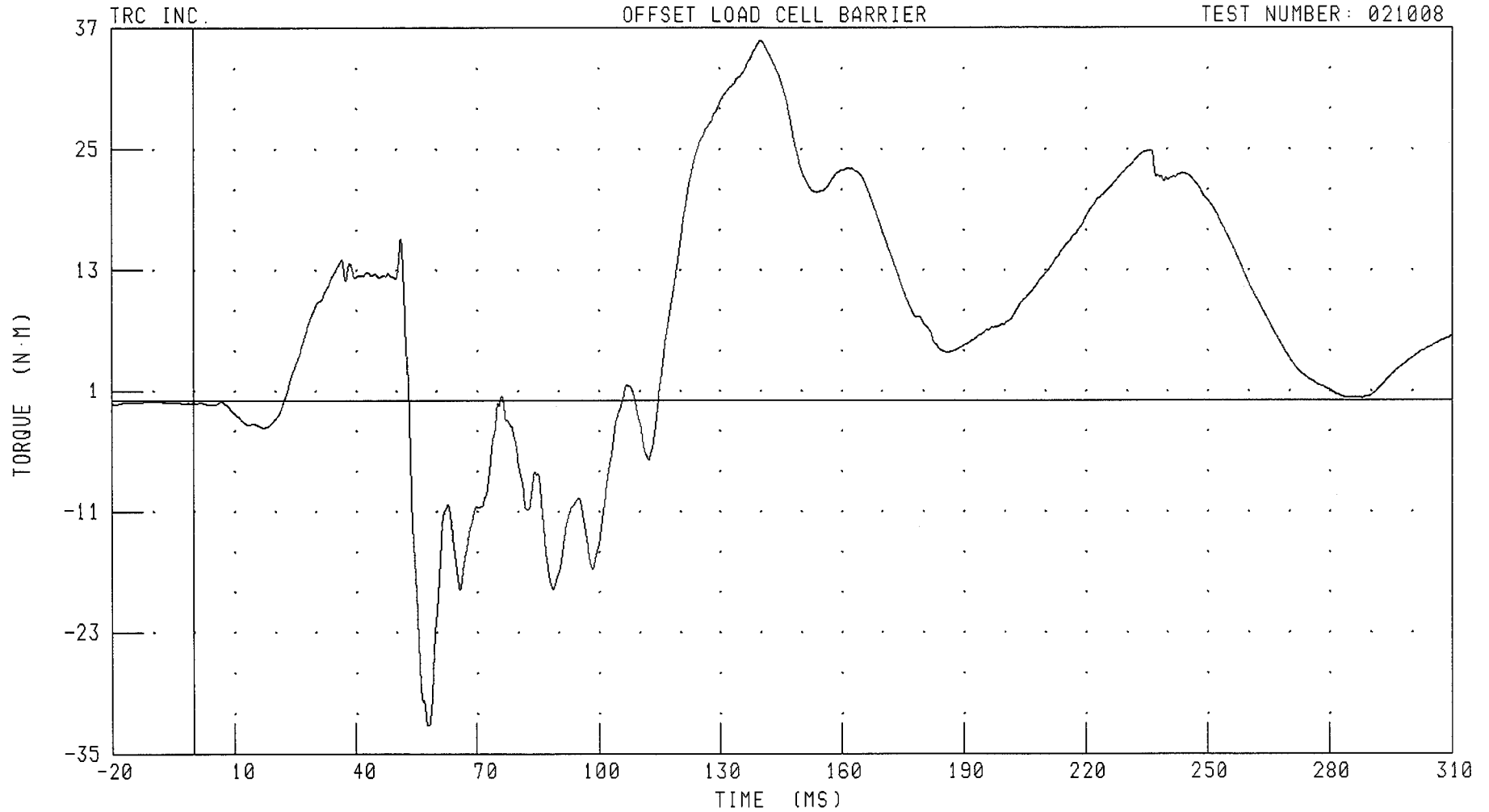
CHANNEL: TBRXM1 FILTER: CH. CLASS 600

PEAK DATA: 44.32 N·M @ 71.52 MS; -52.15 N·M @ 117.84 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBRYM1

FILTER: CH. CLASS 600

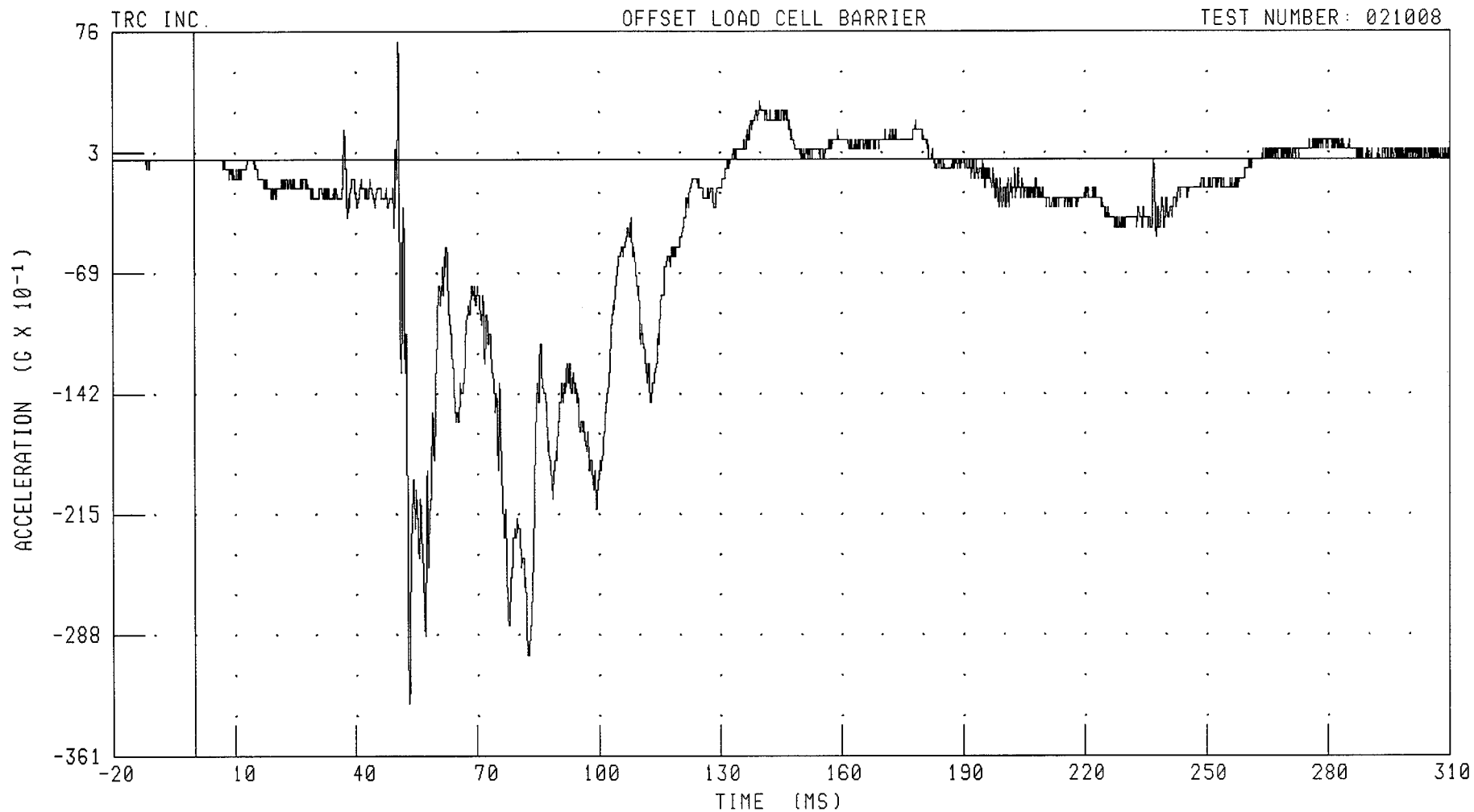
PEAK DATA: 35.69 N·M @ 140.00 MS; -32.21 N·M @ 58.08 MS

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

DRIVER RIGHT TIBIA X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



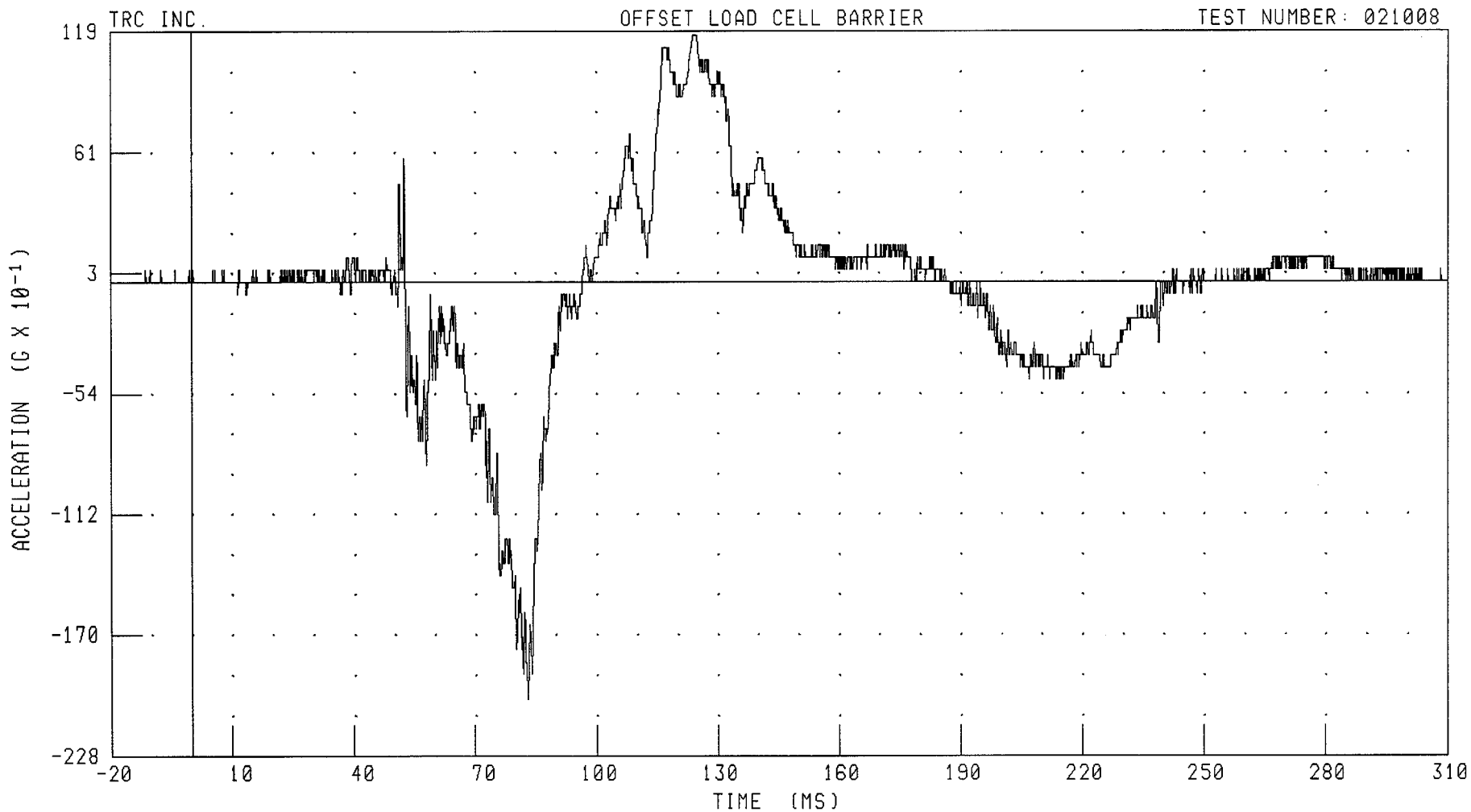
CHANNEL: TBRXG1 FILTER: CH. CLASS 1000

PEAK DATA: 7.07 G @ 50.64 MS; -32.98 G @ 53.12 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBRYG1 FILTER: CH. CLASS 1000

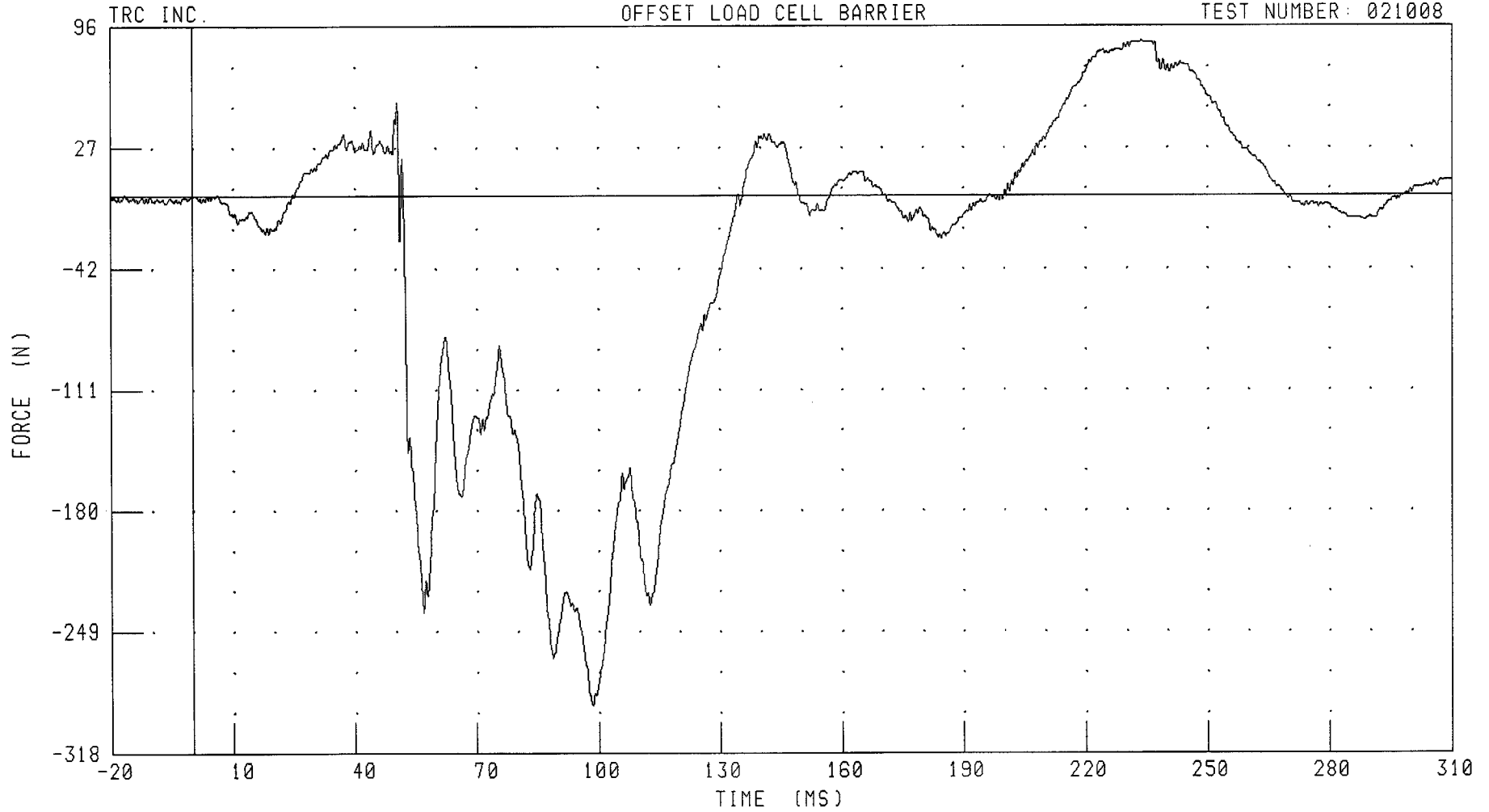
PEAK DATA: 11.80 G @ 123.92 MS; -20.08 G @ 83.12 MS

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

DRIVER RIGHT LOWER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANRXF1 FILTER: CH. CLASS 600

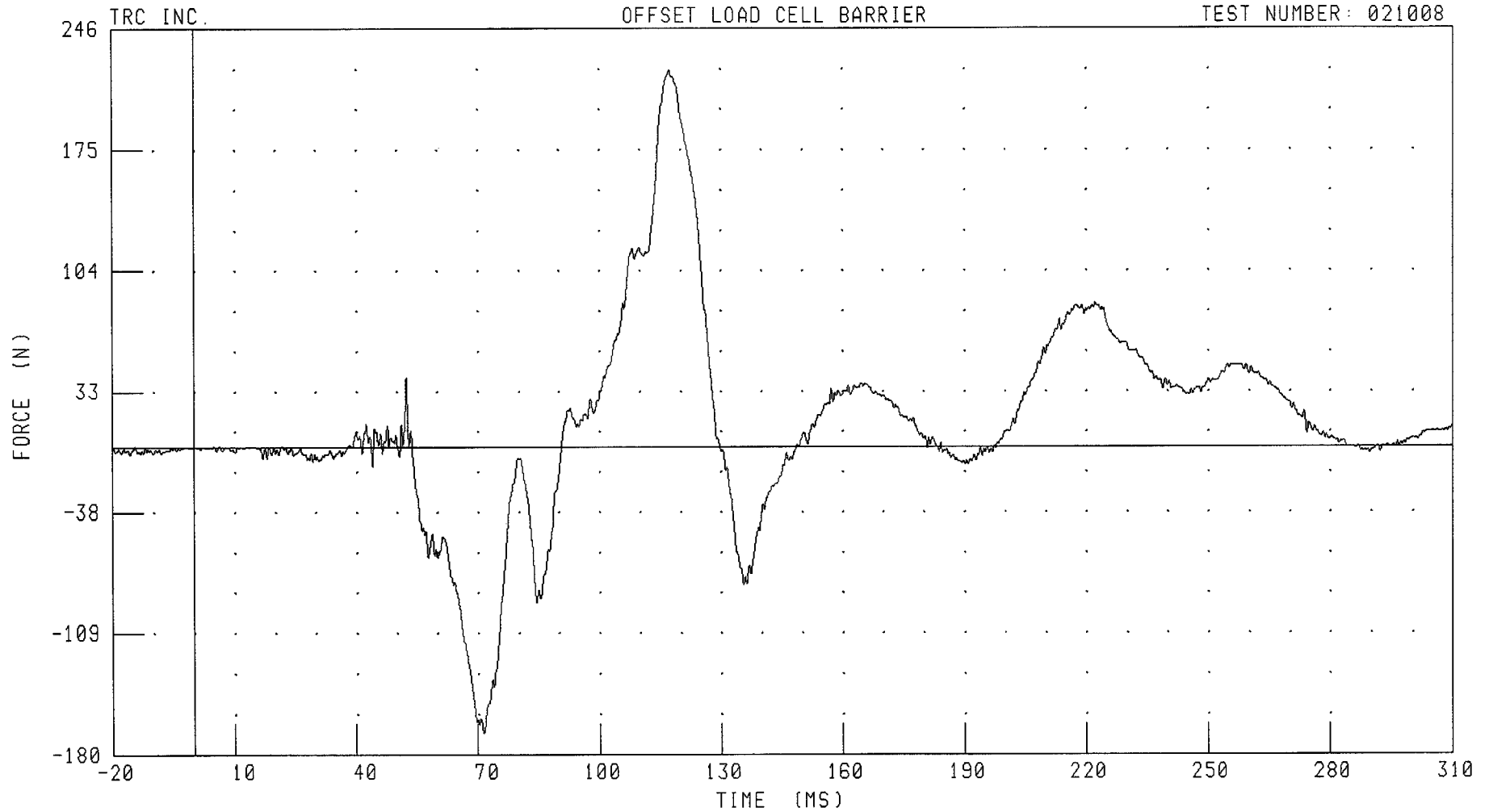
PEAK DATA: 87.71 N @ 233.84 MS; -291.20 N @ 98.56 MS

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

DRIVER RIGHT LOWER TIBIA Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANRYF1 FILTER: CH. CLASS 600

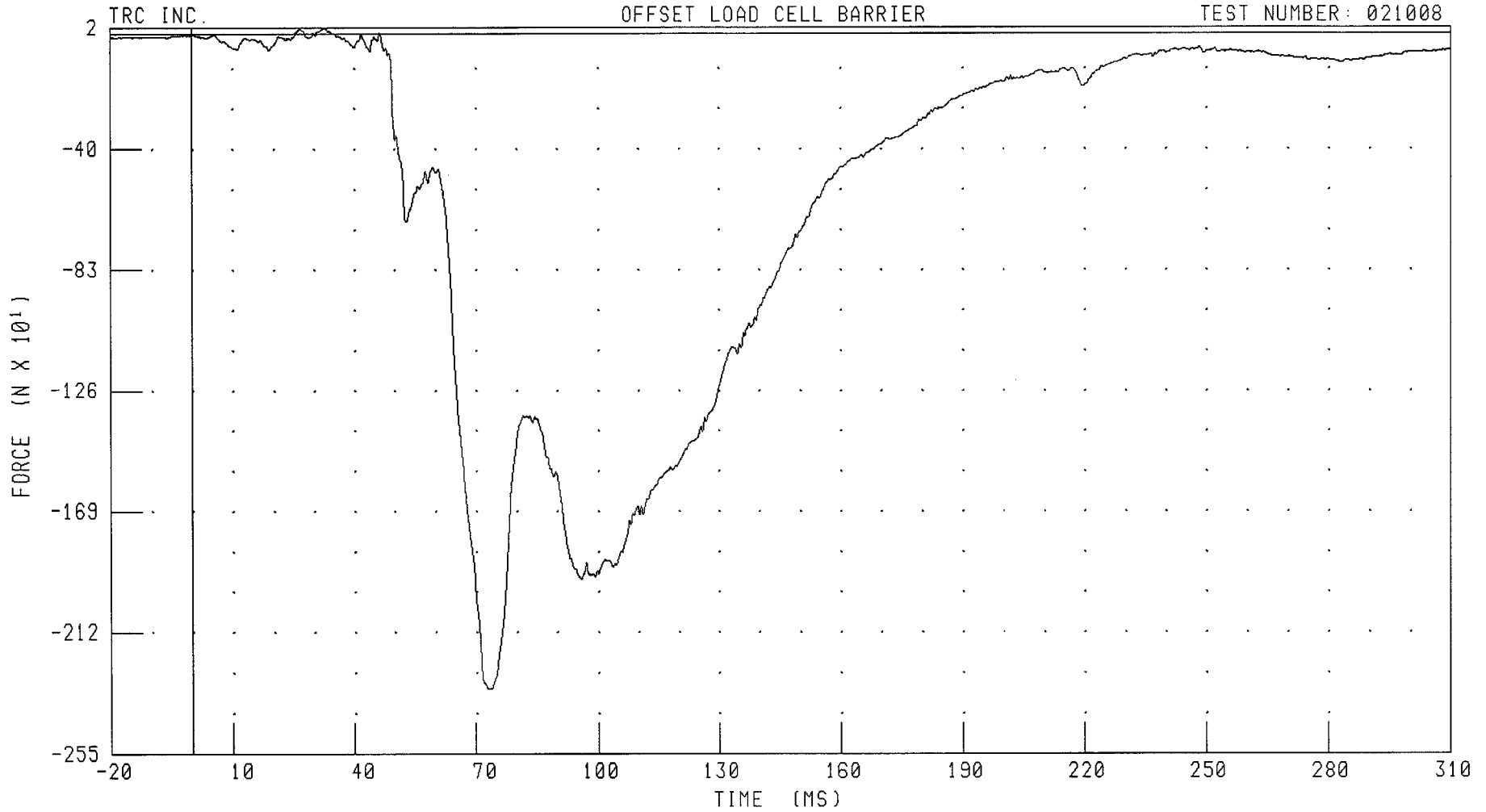
PEAK DATA: 221.67 N @ 117.44 MS; -167.36 N @ 71.52 MS

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

DRIVER RIGHT LOWER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



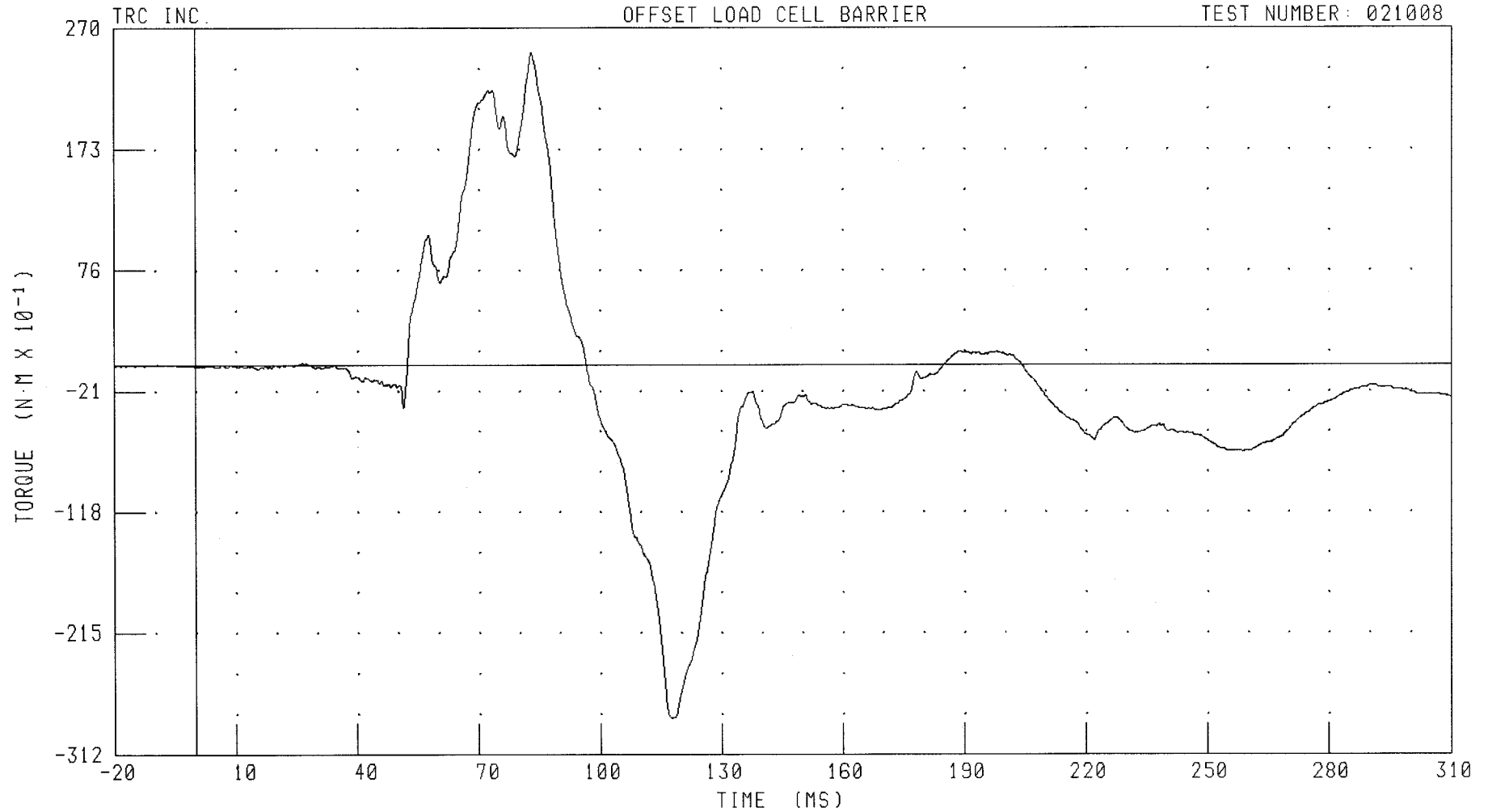
CHANNEL: ANRZF1 FILTER: CH. CLASS 600

PEAK DATA: 20.74 N @ 26.64 MS; -2330.45 N @ 73.28 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



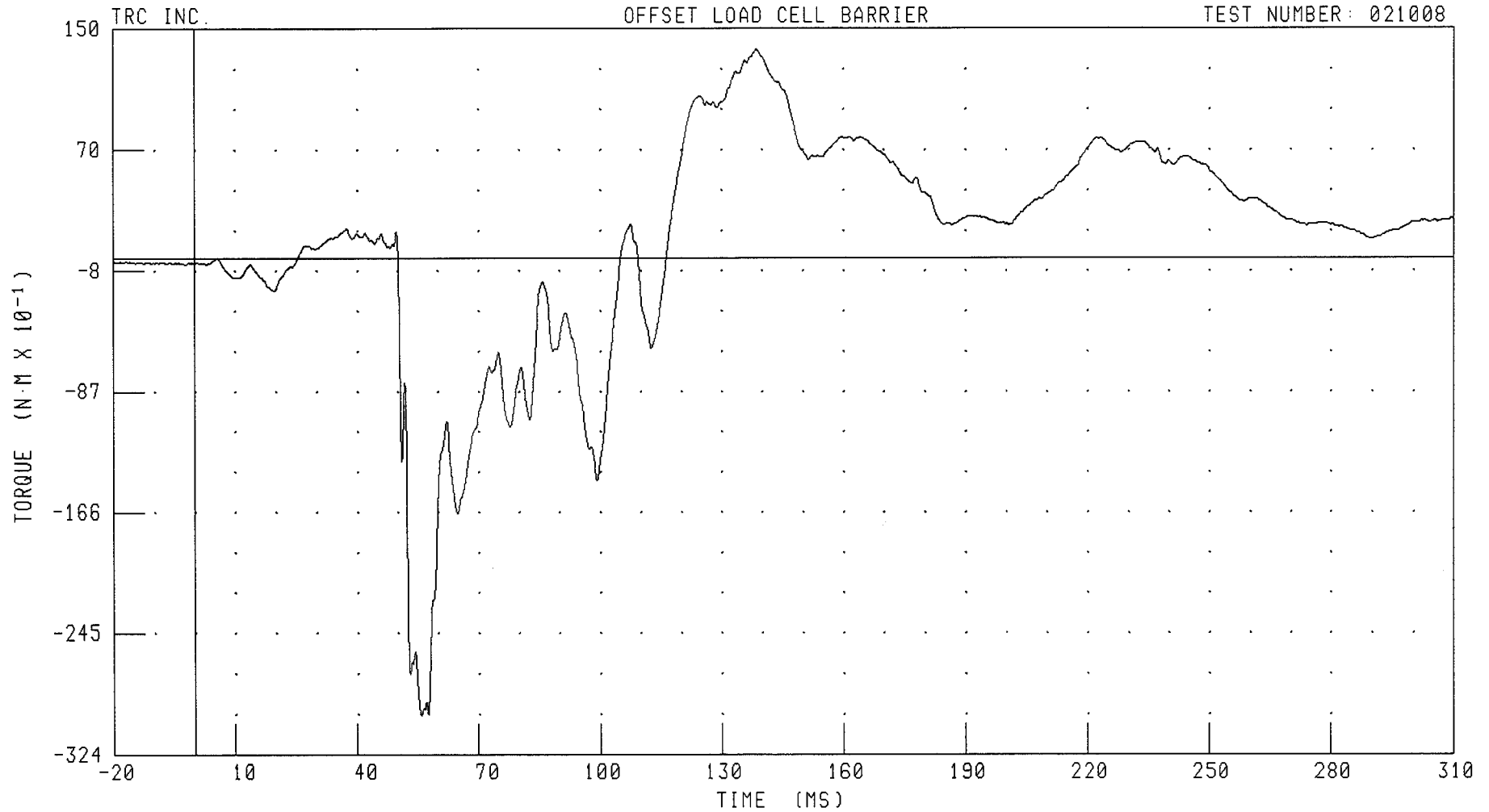
CHANNEL: ANRXM1 FILTER: CH. CLASS 600

PEAK DATA: 25.08 N·M @ 83.28 MS; -28.31 N·M @ 117.84 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



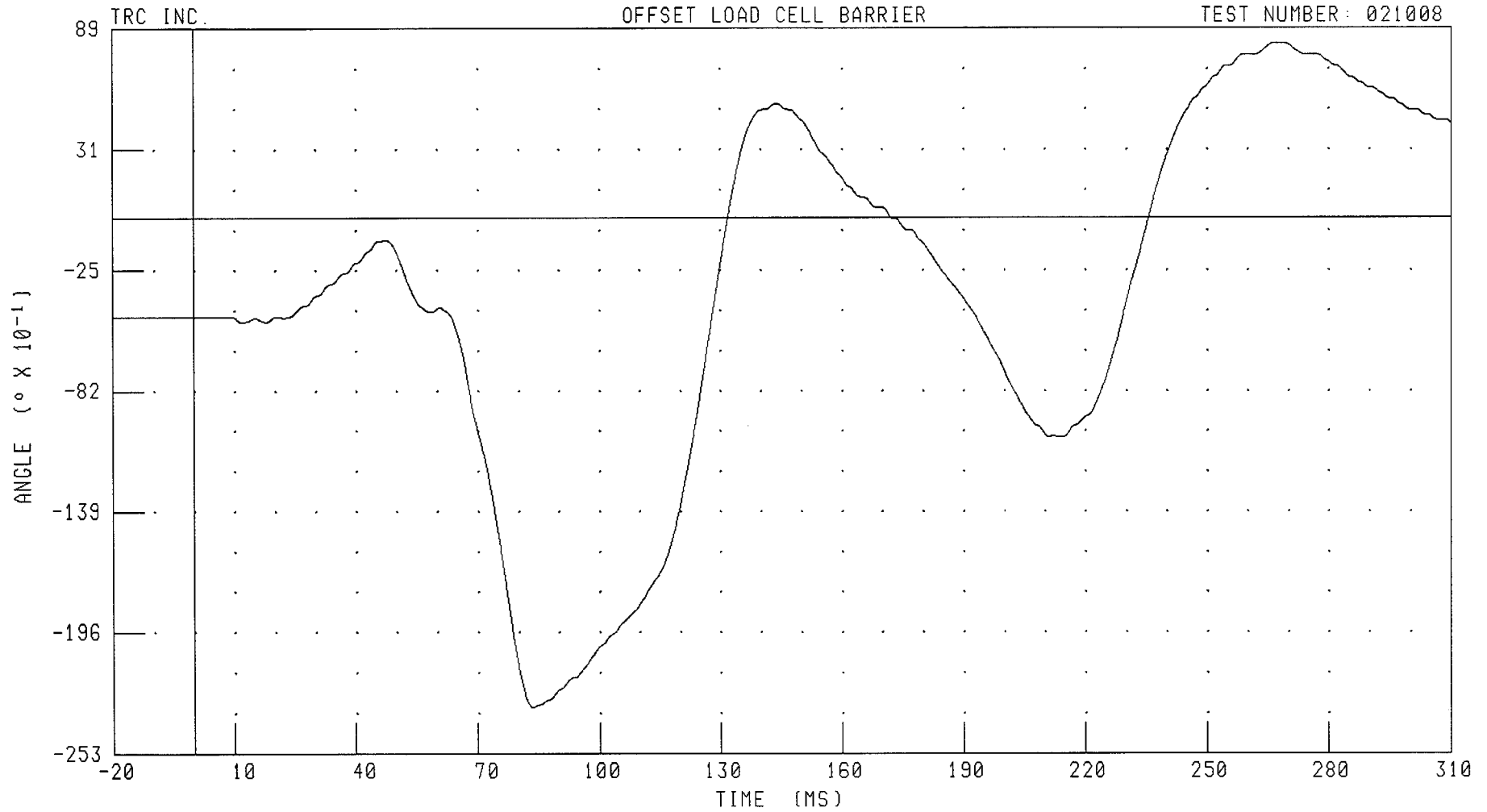
CHANNEL: ANRYM1 FILTER: CH. CLASS 600

PEAK DATA: 13.66 N·M @ 138.64 MS; -29.85 N·M @ 55.92 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



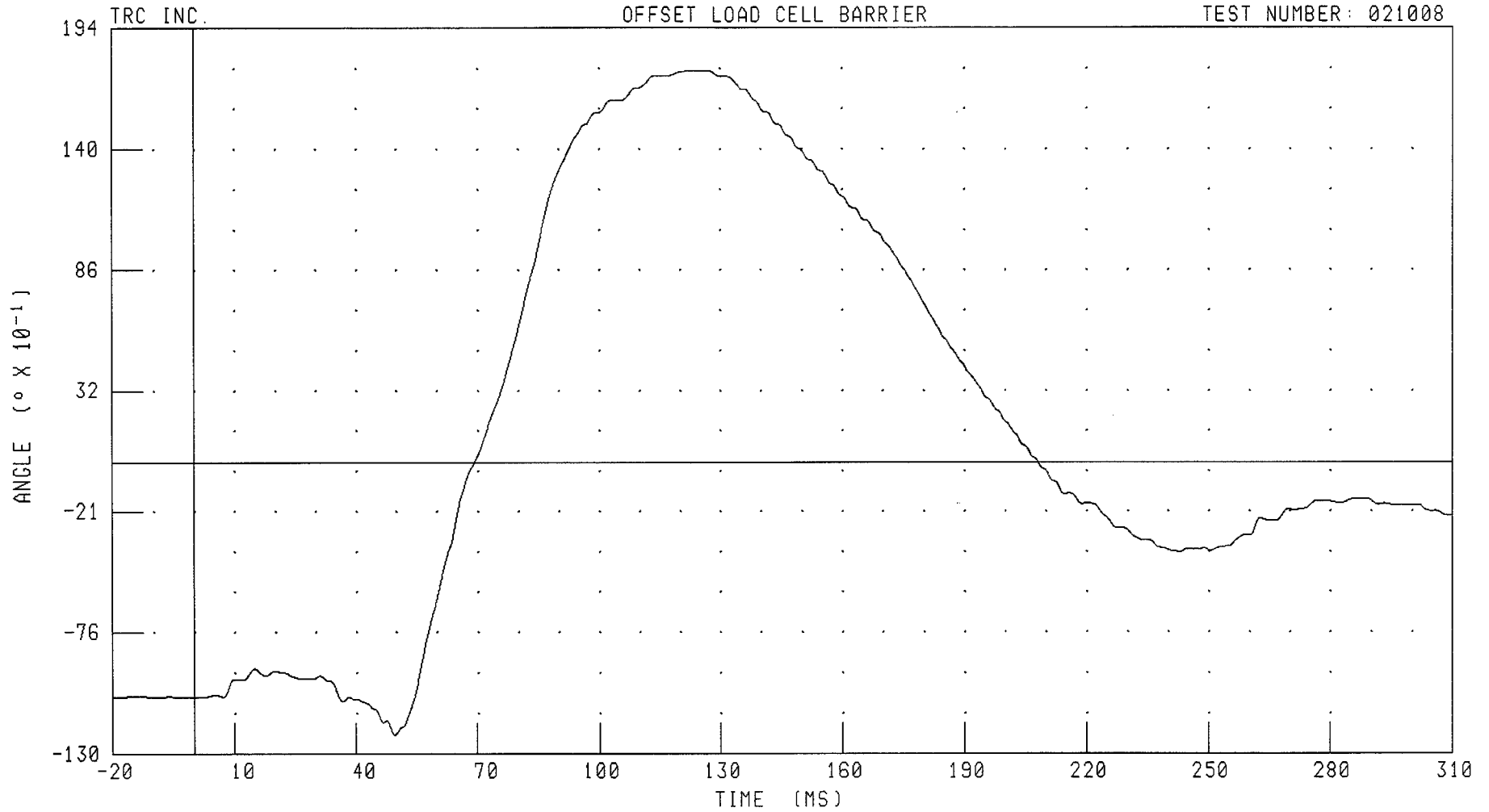
CHANNEL: FTRXD1 FILTER: CH. CLASS 180

PEAK DATA: 8.18 ° @ 266.88 MS; -23.13 ° @ 83.52 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRYD1 FILTER: CH. CLASS 180

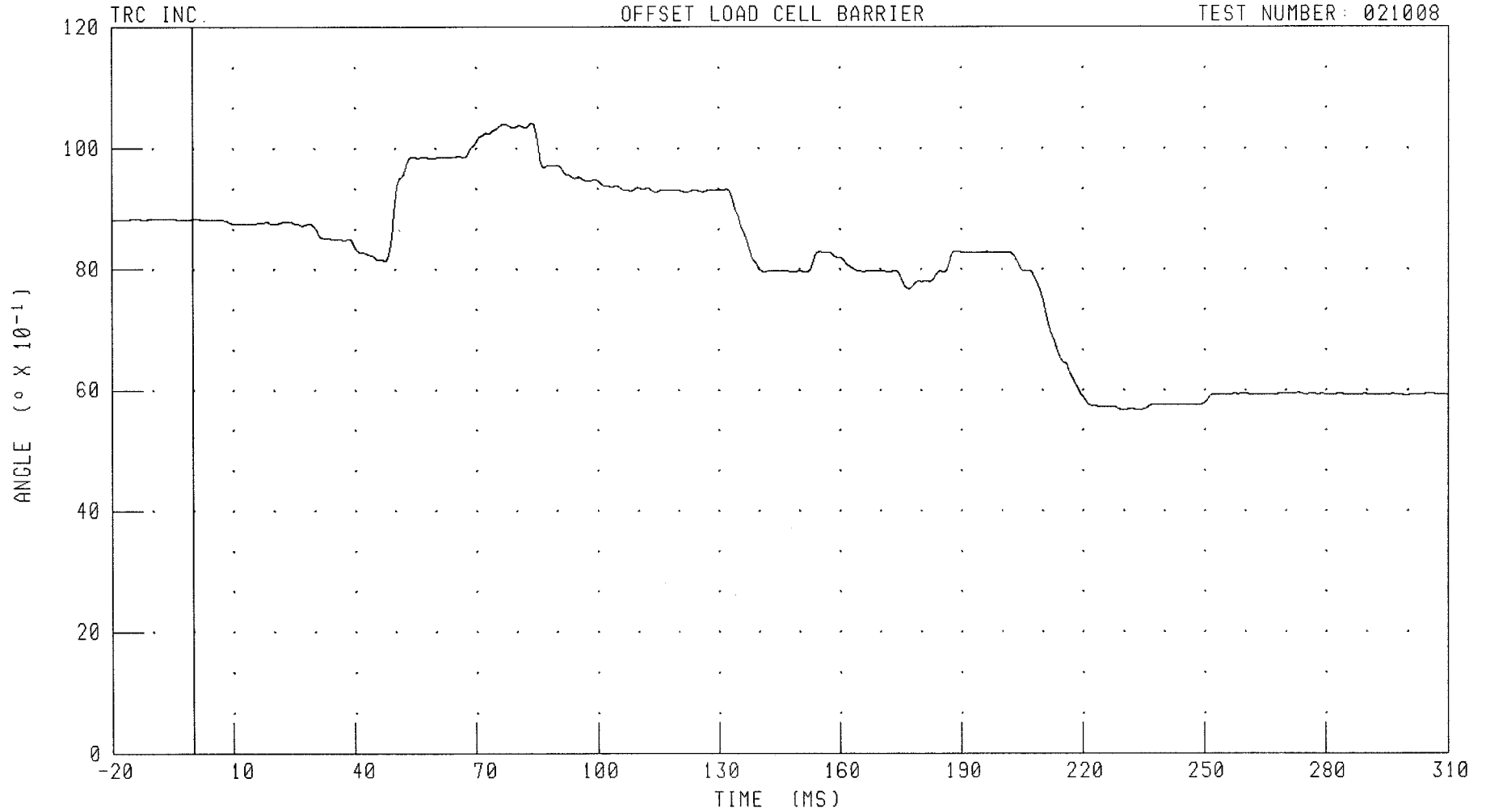
PEAK DATA: 17.49 $^{\circ}$ @ 127.12 MS; -12.17 $^{\circ}$ @ 49.60 MS

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

DRIVER RIGHT FOOT TO ANKLE Z-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRZD1

FILTER: CH. CLASS 180

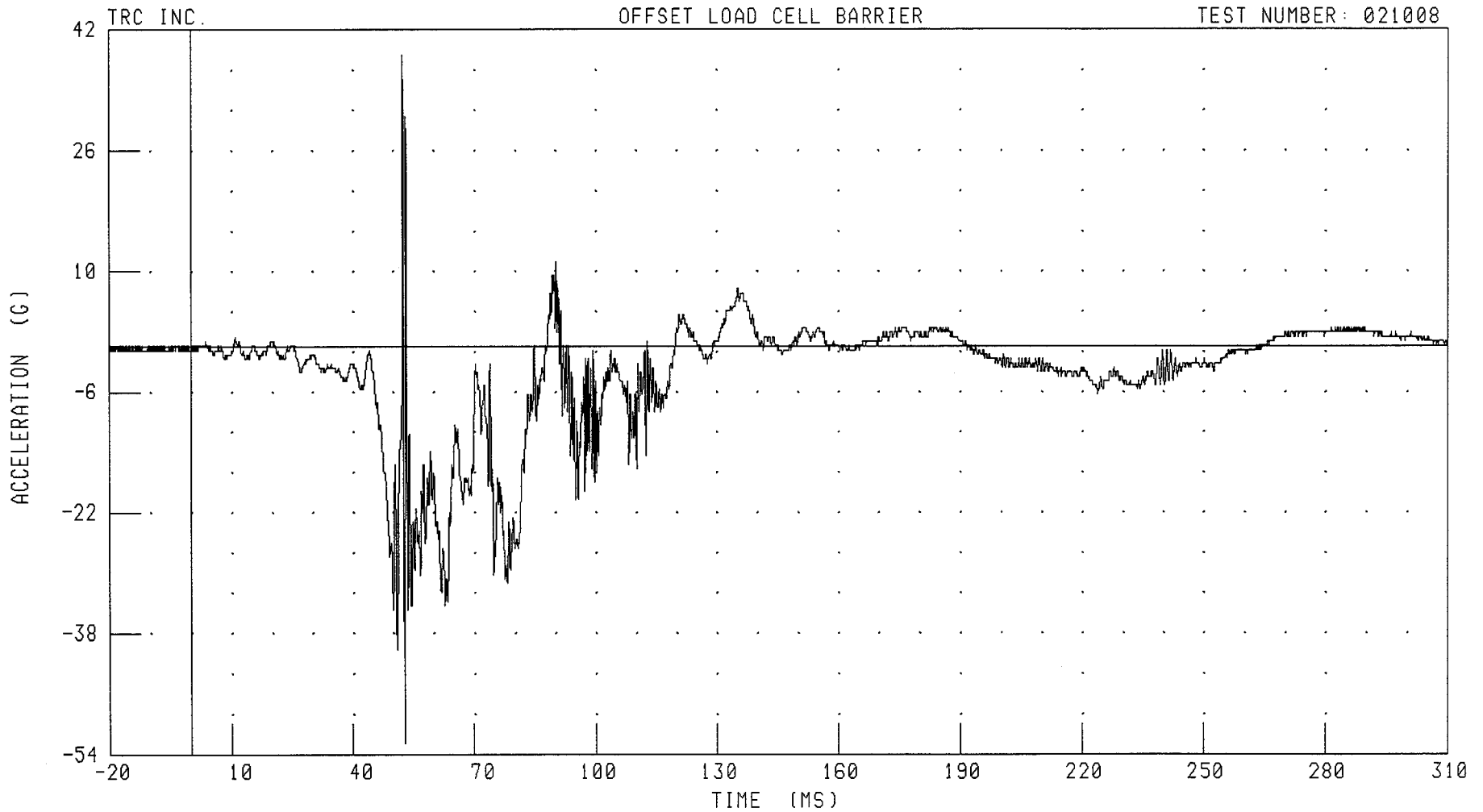
PEAK DATA: 10.41 ° @ 84.00 MS; 5.67 ° @ 229.92 MS

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

DRIVER RIGHT FOOT X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRXG1 FILTER: CH. CLASS 1000

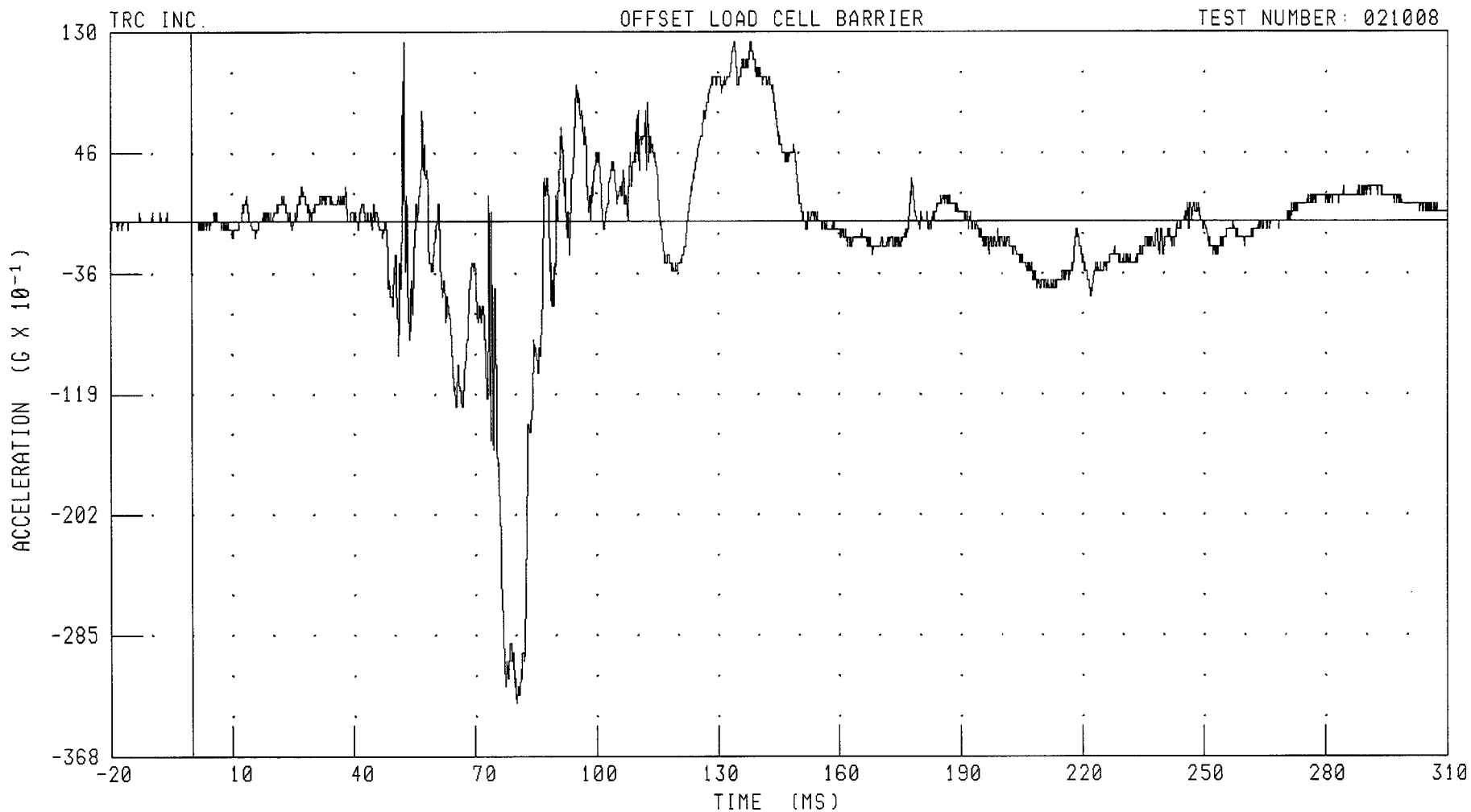
PEAK DATA: 38.70 G @ 52.48 MS; -52.47 G @ 52.88 MS

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

DRIVER RIGHT FOOT Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRYG1 FILTER: CH. CLASS 1000

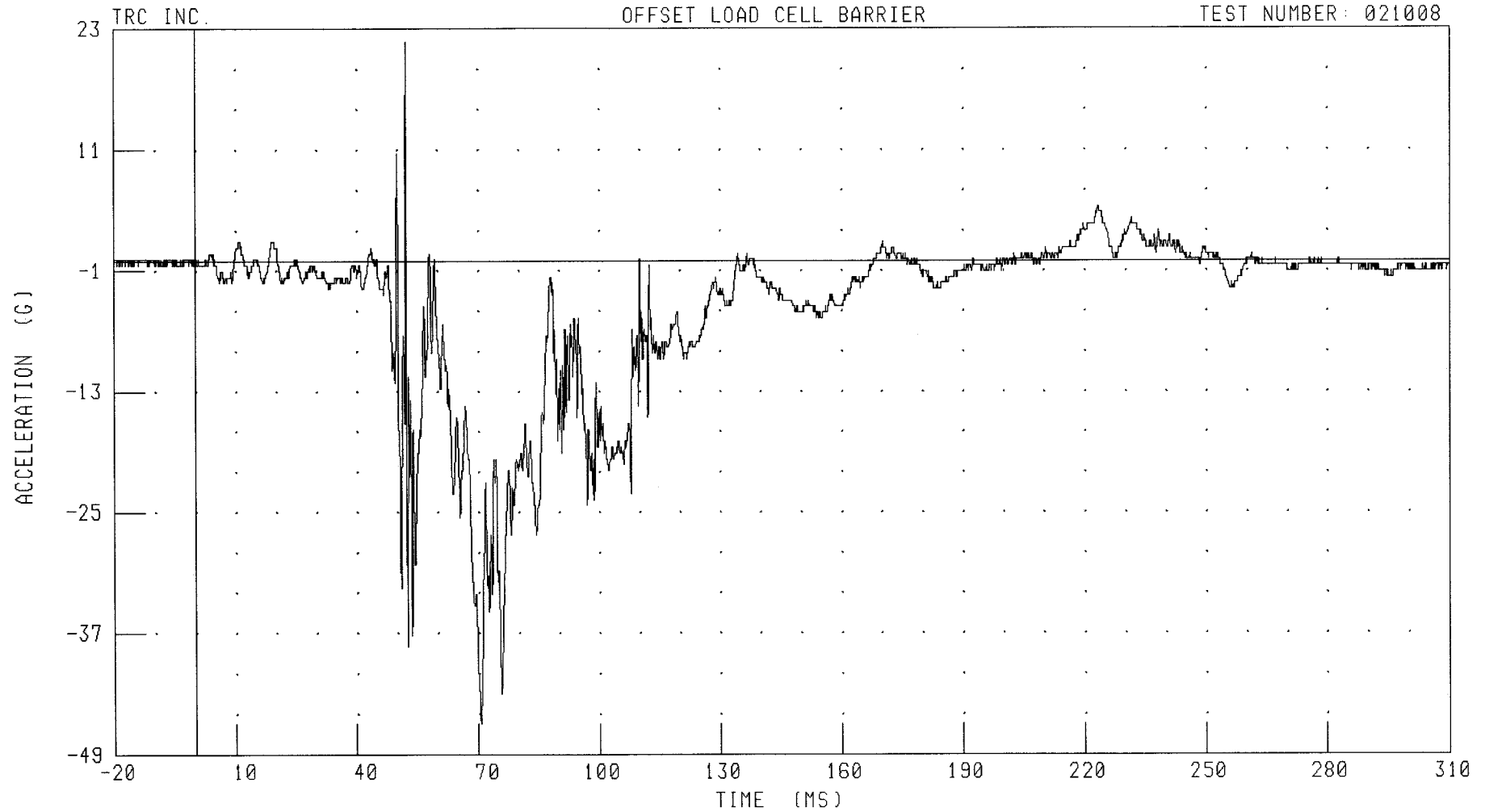
PEAK DATA: 12.28 G @ 52.56 MS; -33.18 G @ 80.24 MS

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

DRIVER RIGHT FOOT Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



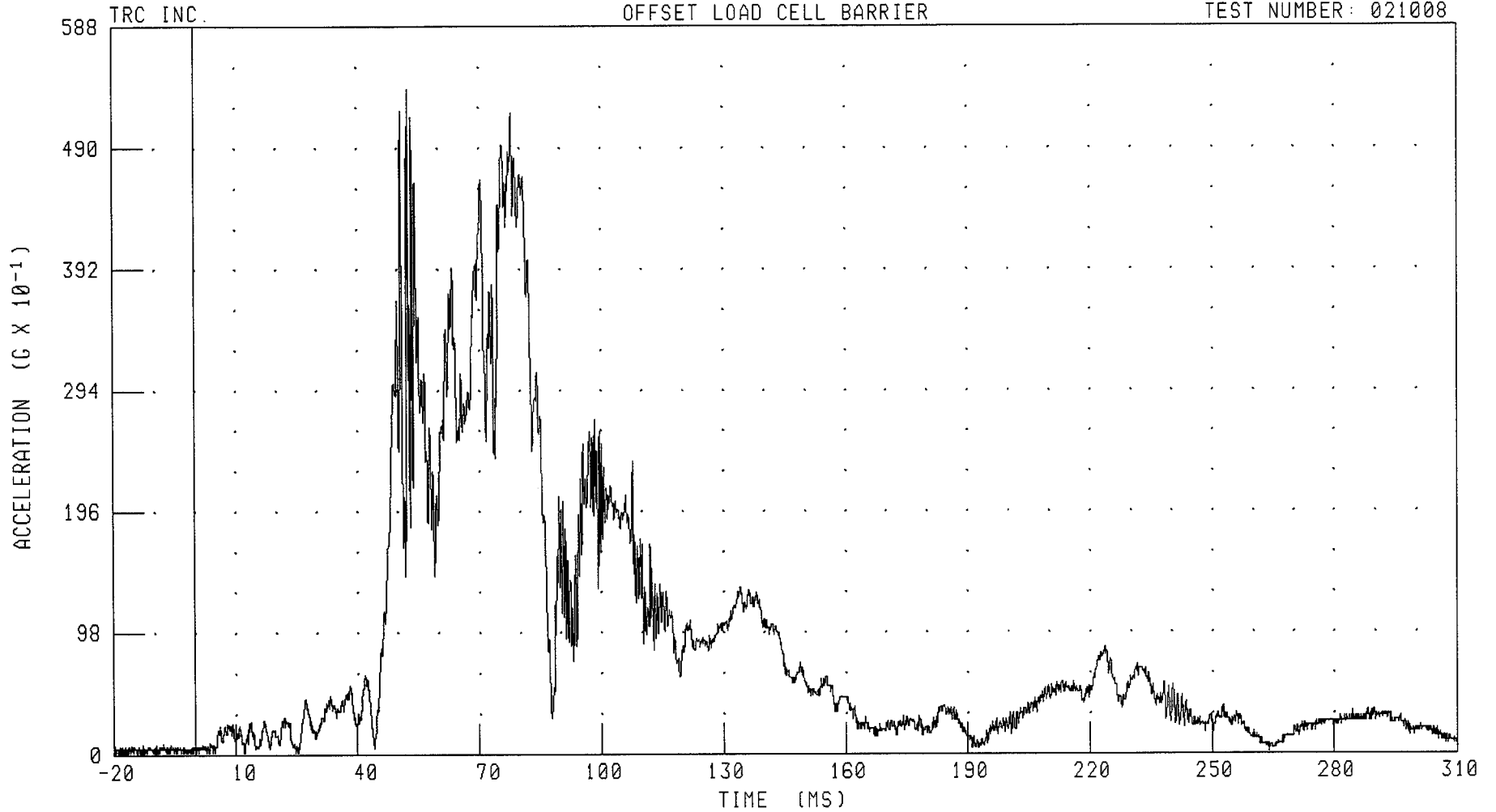
CHANNEL: FTRZG1 FILTER: CH. CLASS 1000

PEAK DATA: 21.71 G @ 52.24 MS; -45.95 G @ 70.56 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



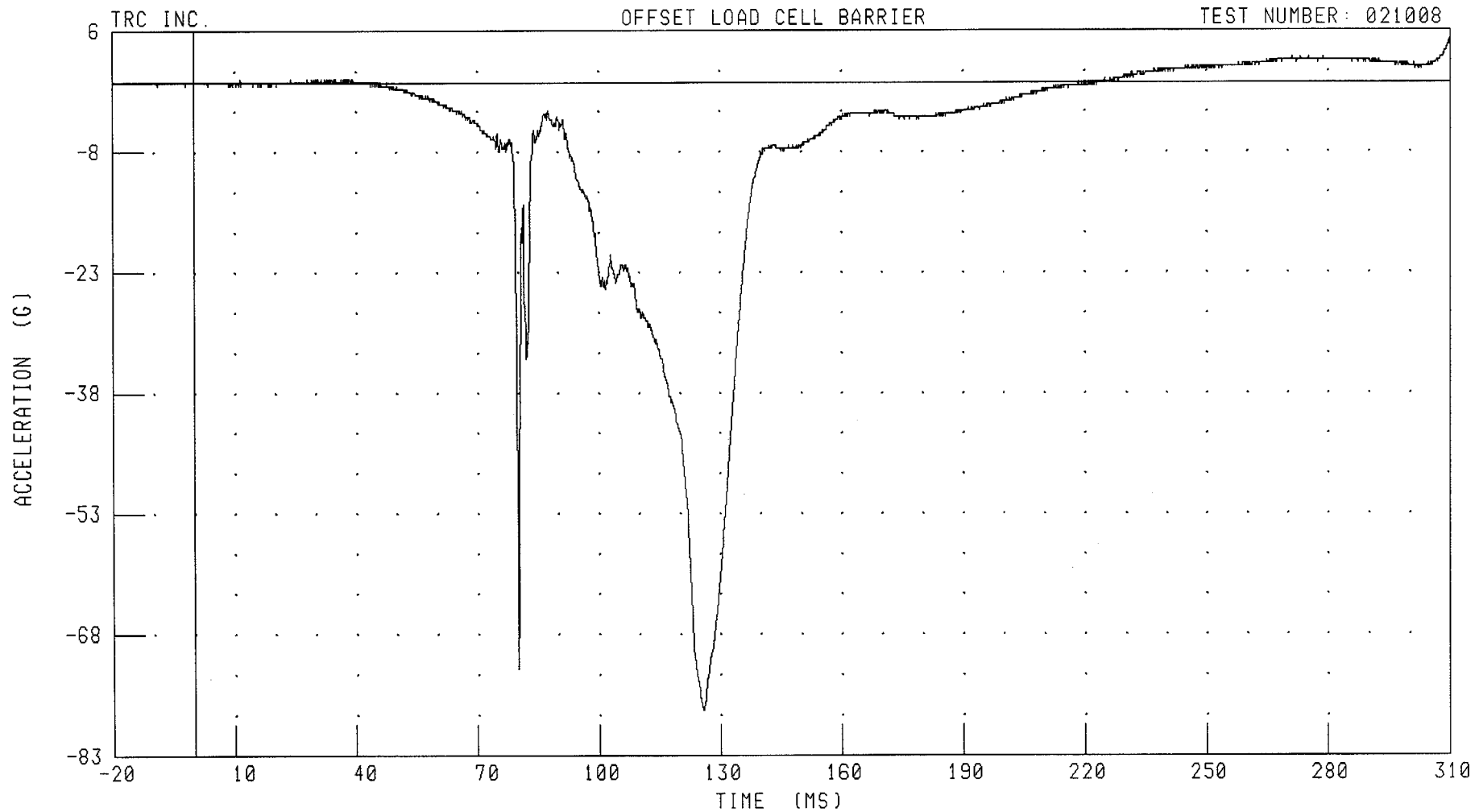
CHANNEL: FTRRG1 FILTER: CH. CLASS 1000

PEAK DATA: 53.77 G @ 52.88 MS; 0.19 G @ -19.76 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



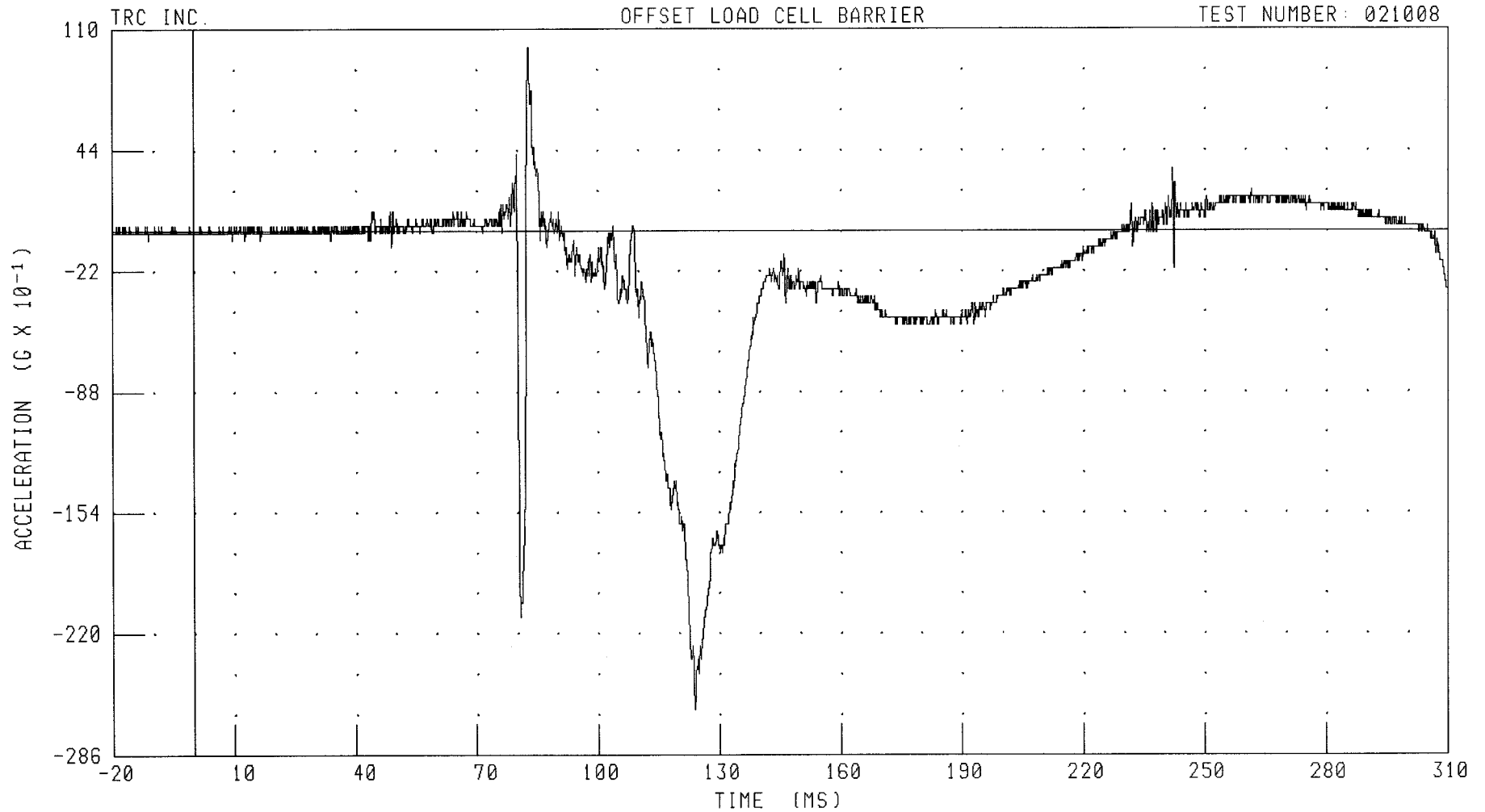
CHANNEL: HEDXG2 FILTER: CH. CLASS 1000

PEAK DATA: 5.97 G @ 310.00 MS; -77.93 G @ 125.76 MS

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

PASSENGER HEAD Y-AXIS ACCELERATION

TEST NUMBER: 021008



CHANNEL: HEDYG2 FILTER: CH. CLASS 1000

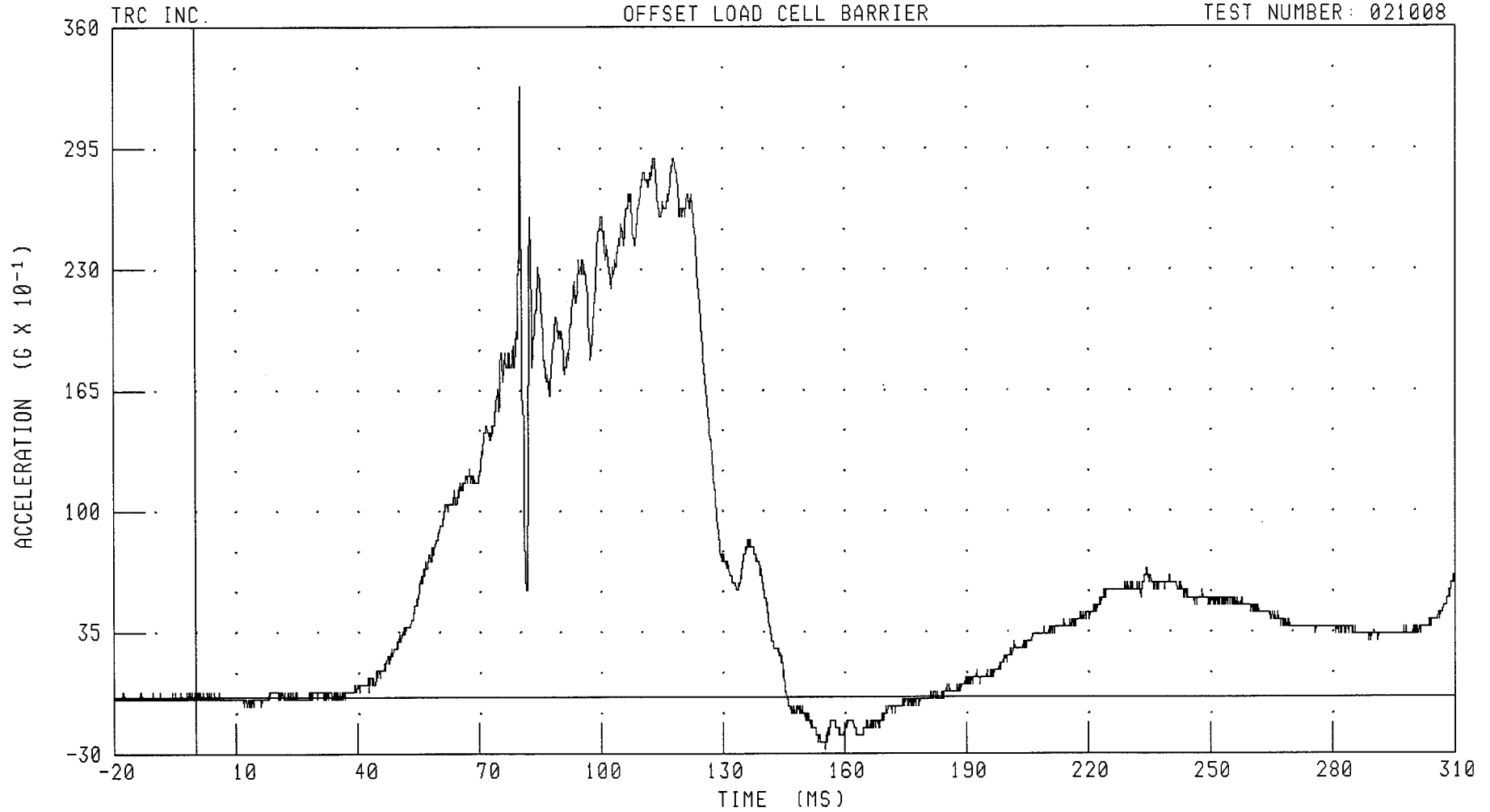
PEAK DATA: 10.02 G @ 82.88 MS, -26.16 G @ 124.00 MS

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

PASSENGER HEAD Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: HEDZG2 FILTER: CH. CLASS 1000

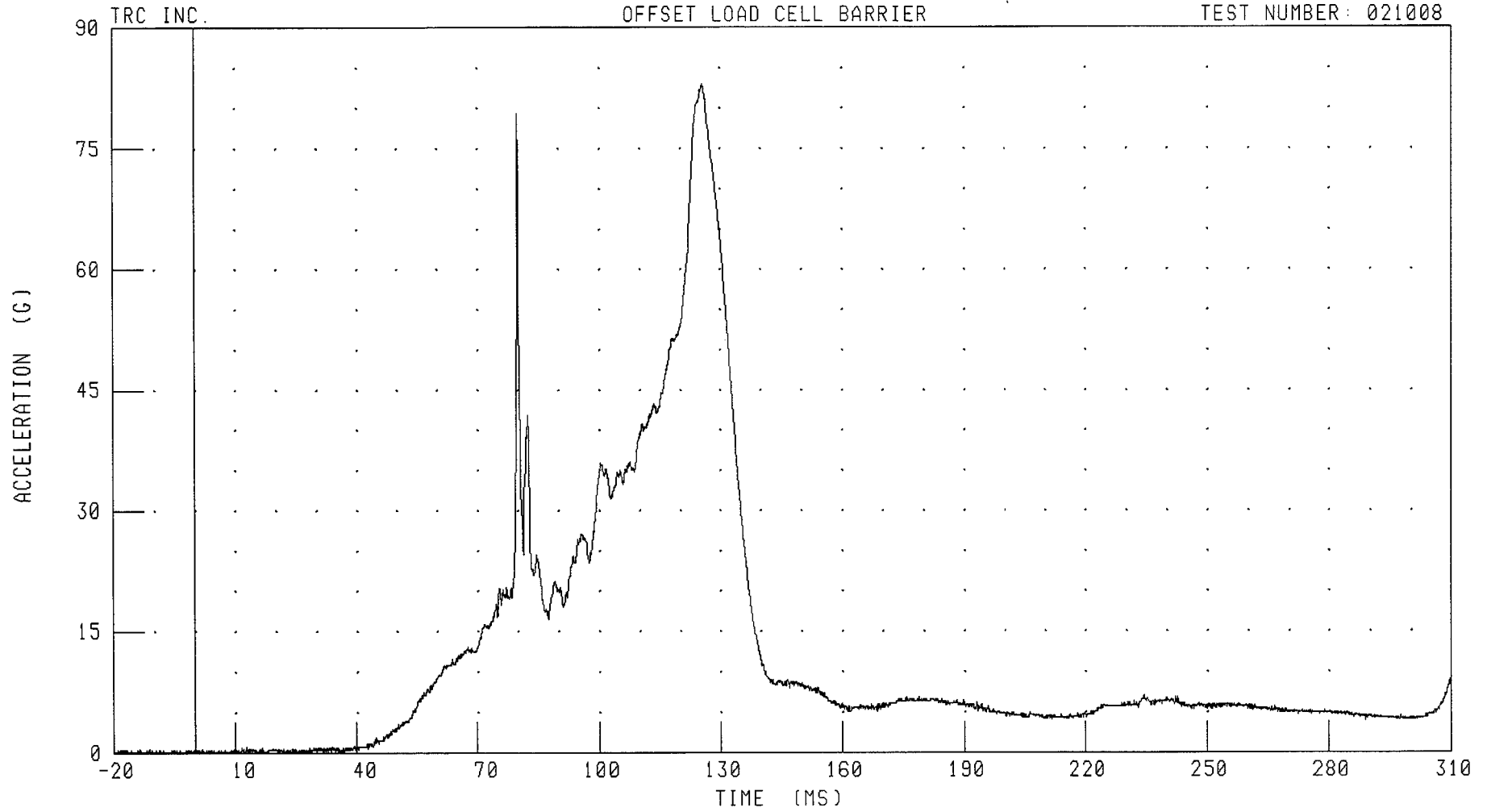
PEAK DATA: 32.83 G @ 80.24 MS; -2.80 G @ 155.20 MS

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

PASSENGER HEAD RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: HEDRG2 FILTER: CH. CLASS 1000

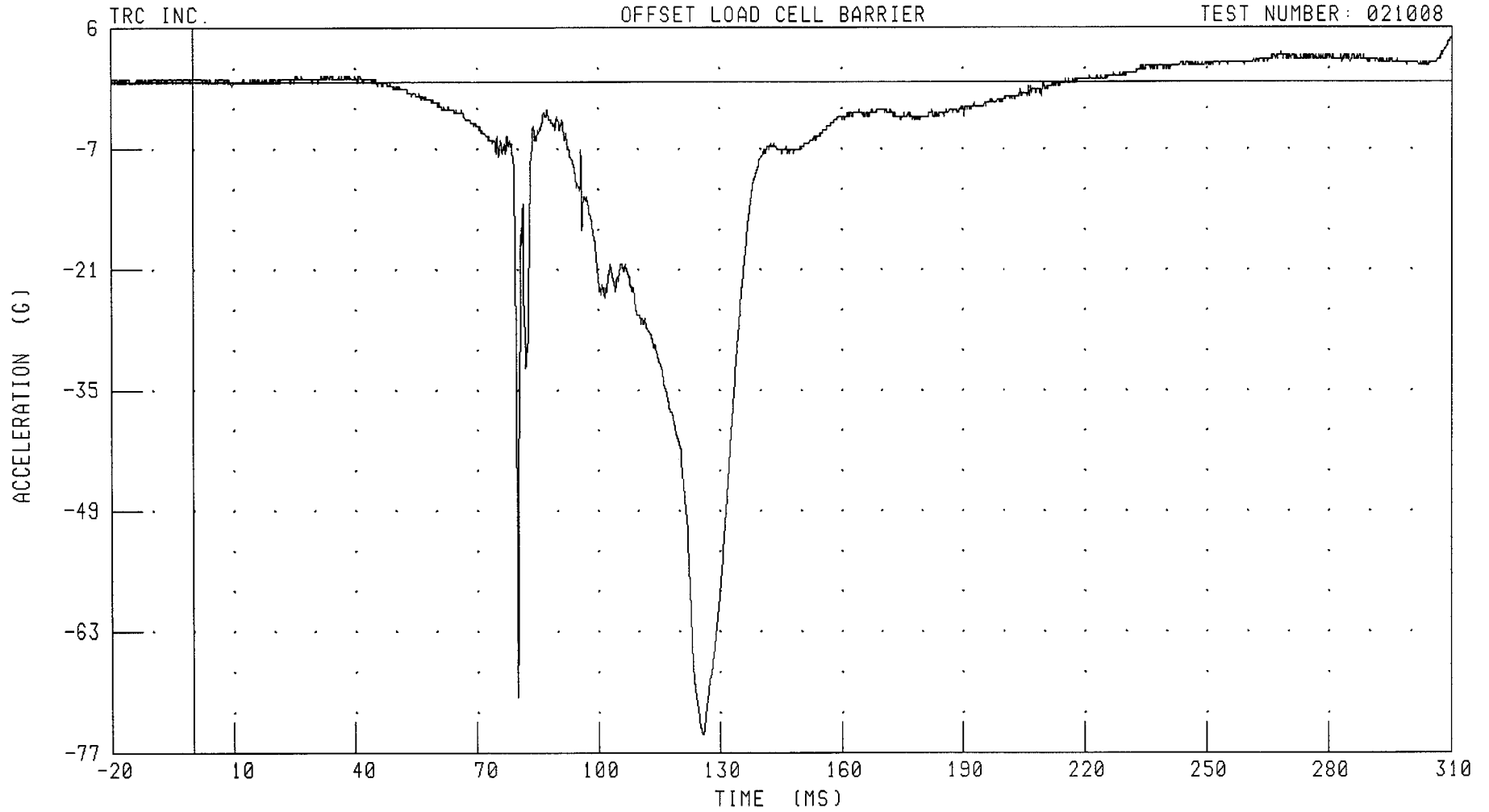
PEAK DATA: 82.99 G @ 125.76 MS; 0.18 G @ -20.00 MS

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

PASSENGER HEAD X-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



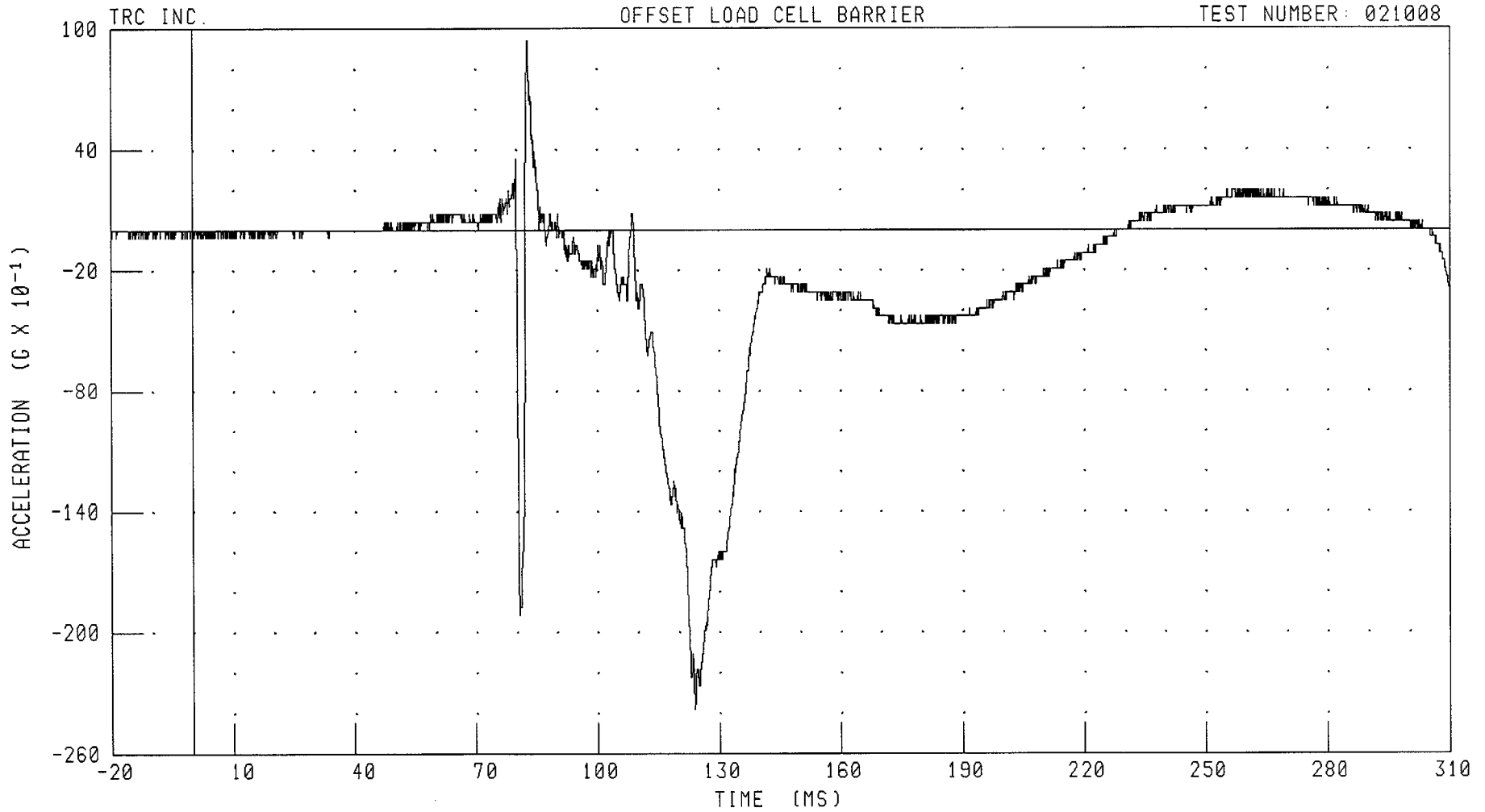
CHANNEL: HEDXR2 FILTER: CH. CLASS 1000

PEAK DATA: 5.70 G @ 310.00 MS; -75.72 G @ 125.68 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



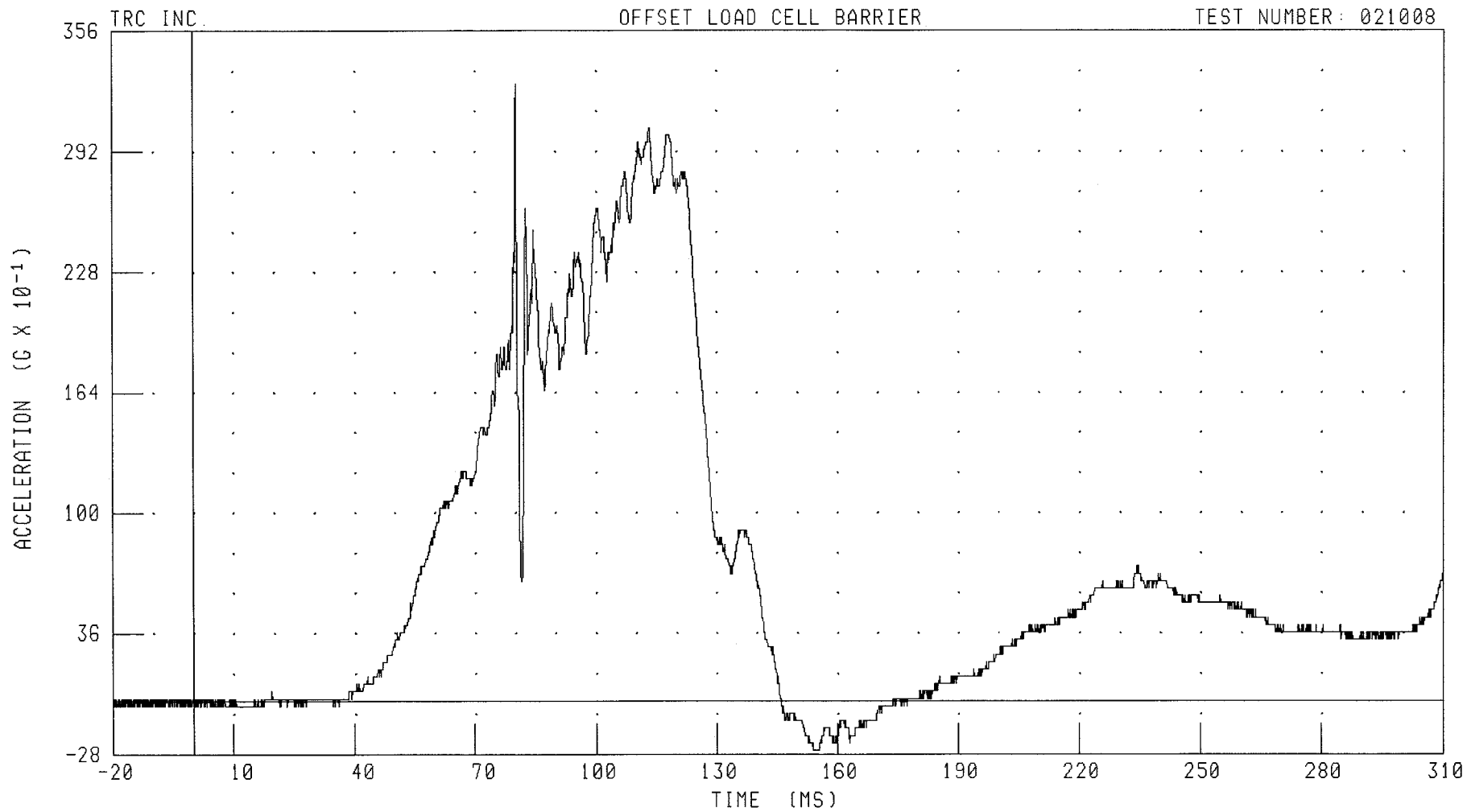
CHANNEL: HEDYR2 FILTER: CH. CLASS 1000

PEAK DATA: 9.40 G @ 82.88 MS; -23.81 G @ 124.00 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



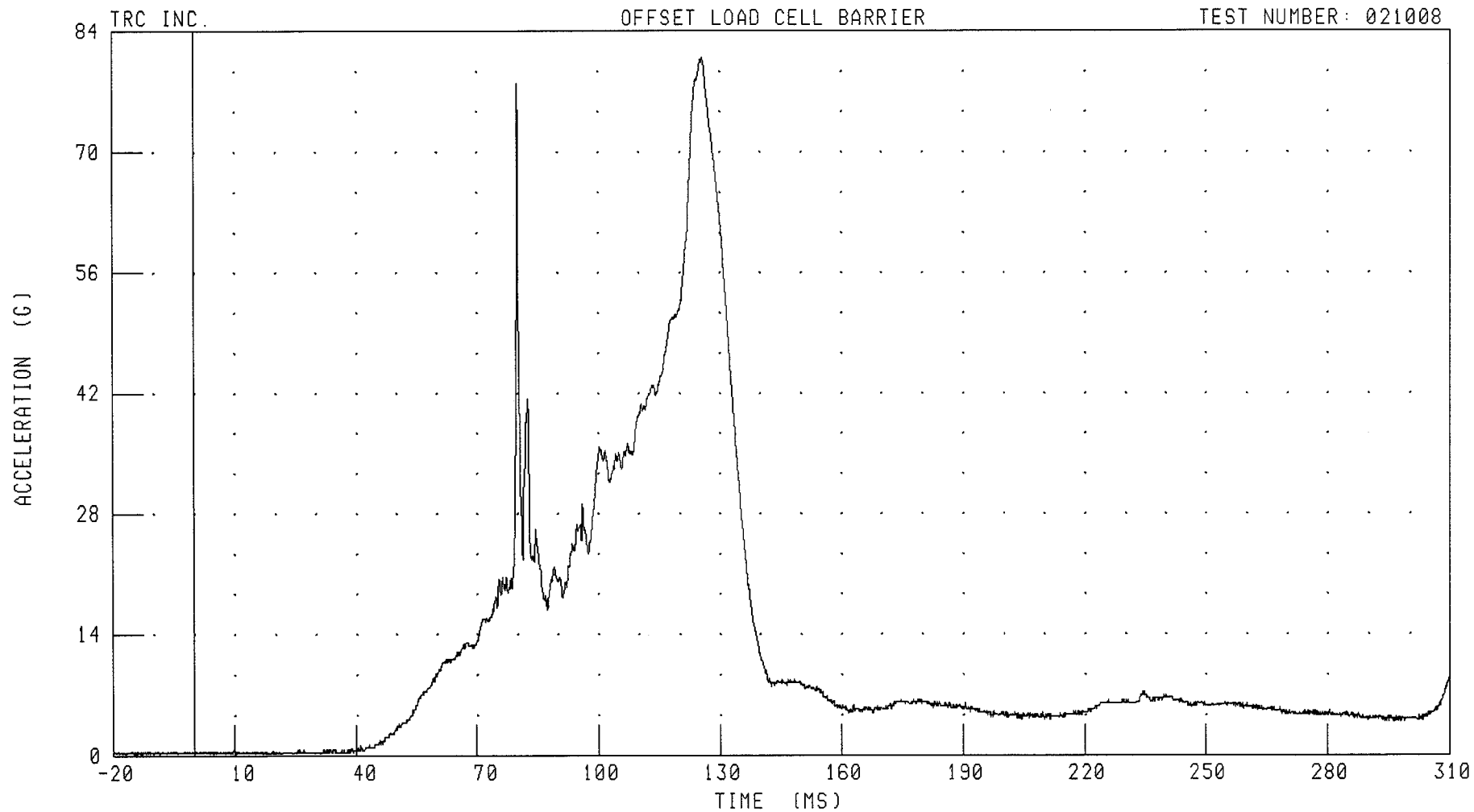
CHANNEL: HEDZR2 FILTER: CH. CLASS 1000

PEAK DATA: 32.81 G @ 80.24 MS; -2.58 G @ 153.84 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: HEDRR2 FILTER: CH. CLASS 1000

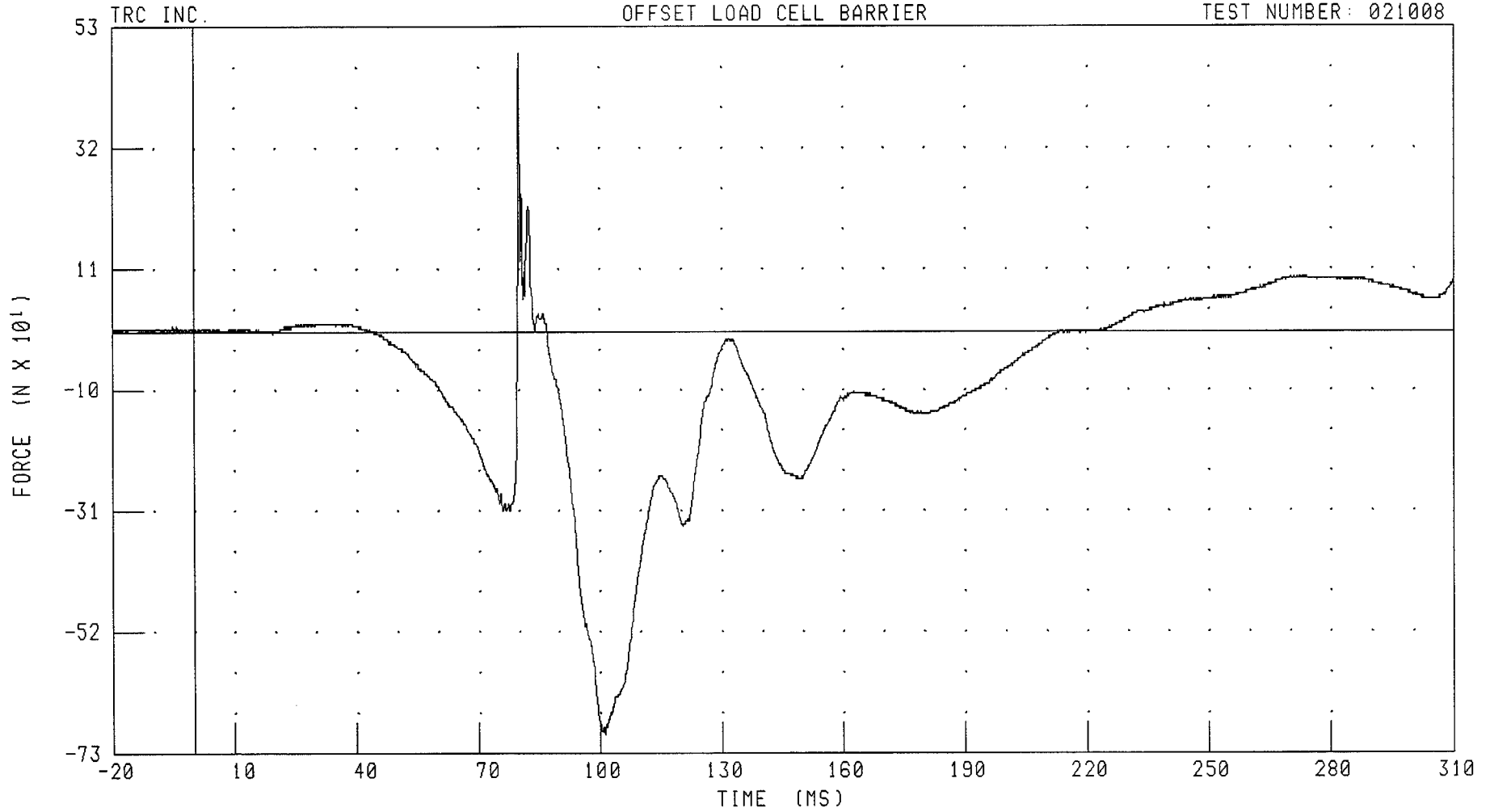
PEAK DATA: 80.92 G @ 125.68 MS; 0.20 G @ -19.92 MS

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

PASSENGER NECK X-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKXF2 FILTER: CH. CLASS 1000

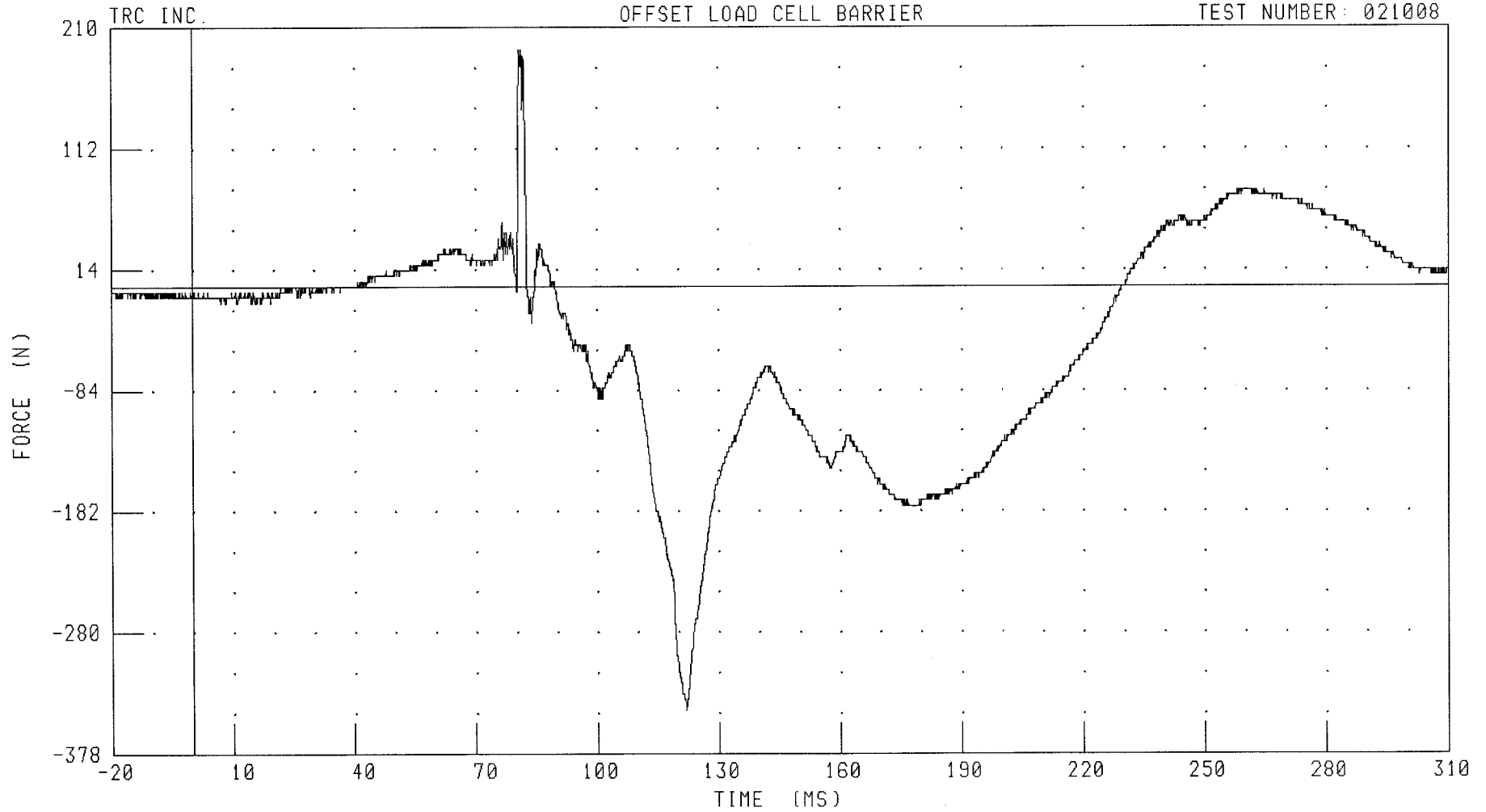
PEAK DATA: 484.24 N @ 80.24 MS; -697.94 N @ 101.28 MS

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

PASSENGER NECK Y-AXIS SHEAR FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKYF2 FILTER: CH. CLASS 1000

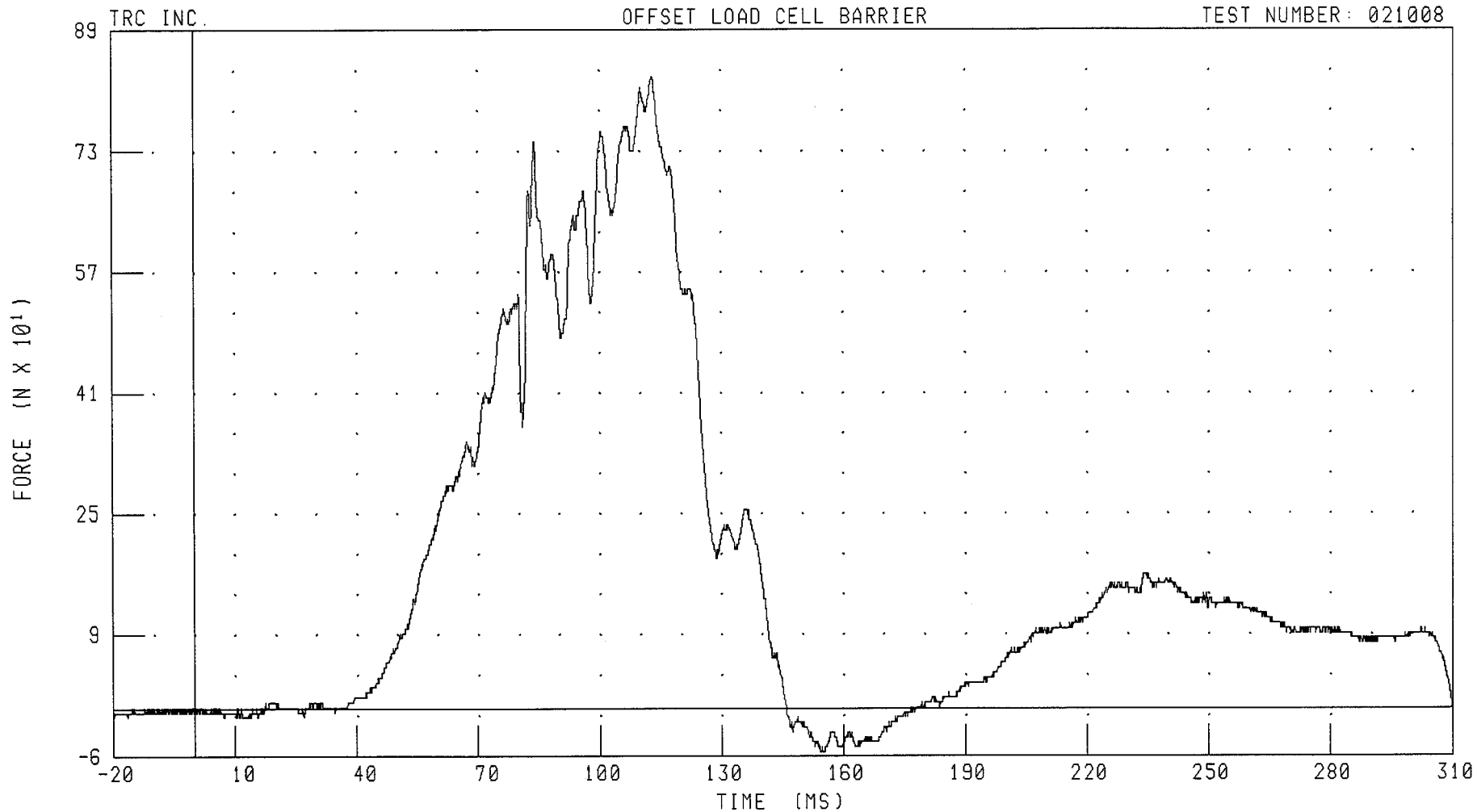
PEAK DATA: 191.65 N @ 80.80 MS; -342.92 N @ 122.00 MS

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

PASSENGER NECK Z-AXIS AXIAL FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKZF2 FILTER: CH. CLASS 1000

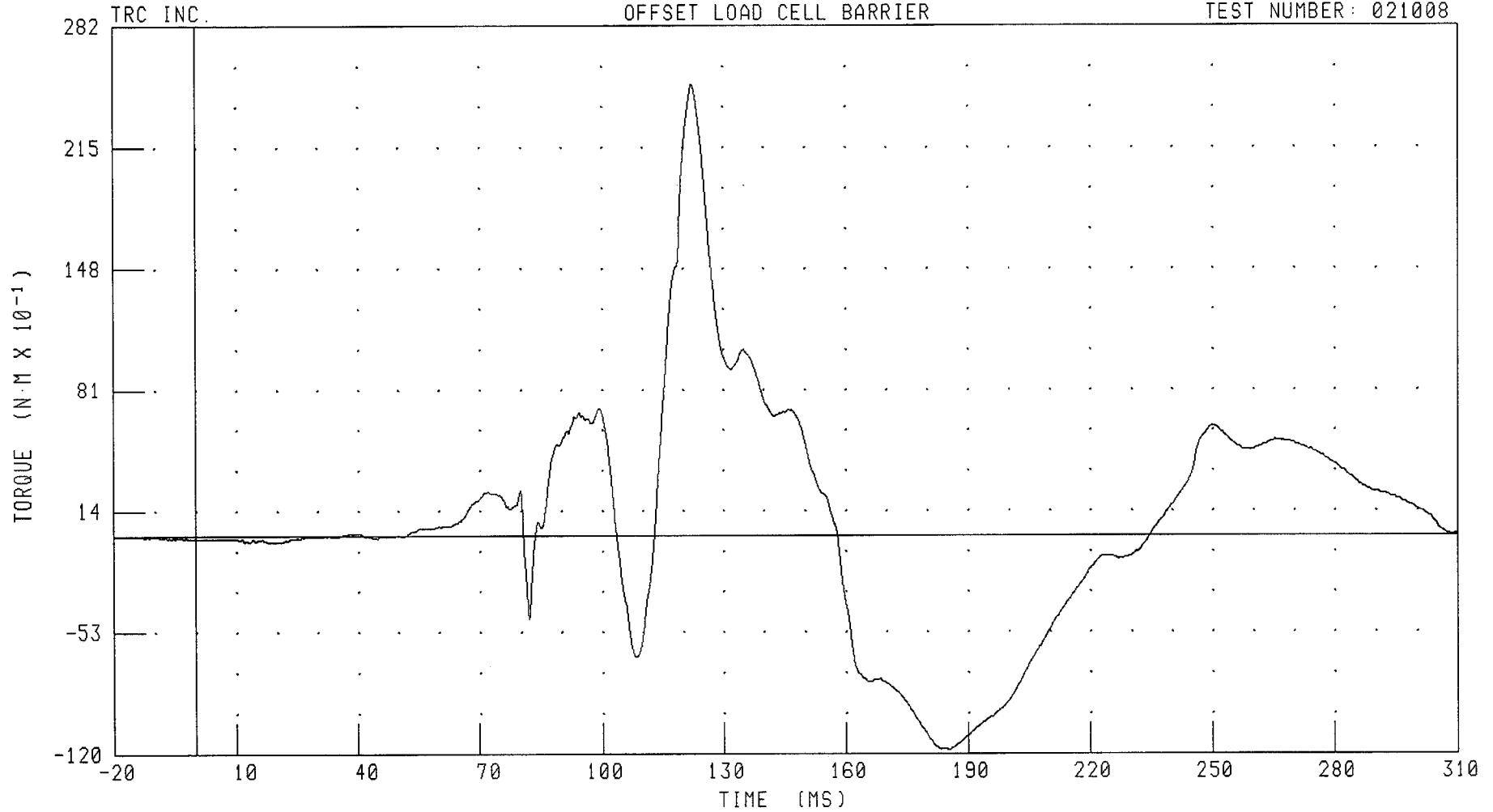
PEAK DATA: 835.55 N @ 112.96 MS; -56.68 N @ 154.16 MS

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

PASSENGER NECK MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKXM2 FILTER: CH. CLASS 600

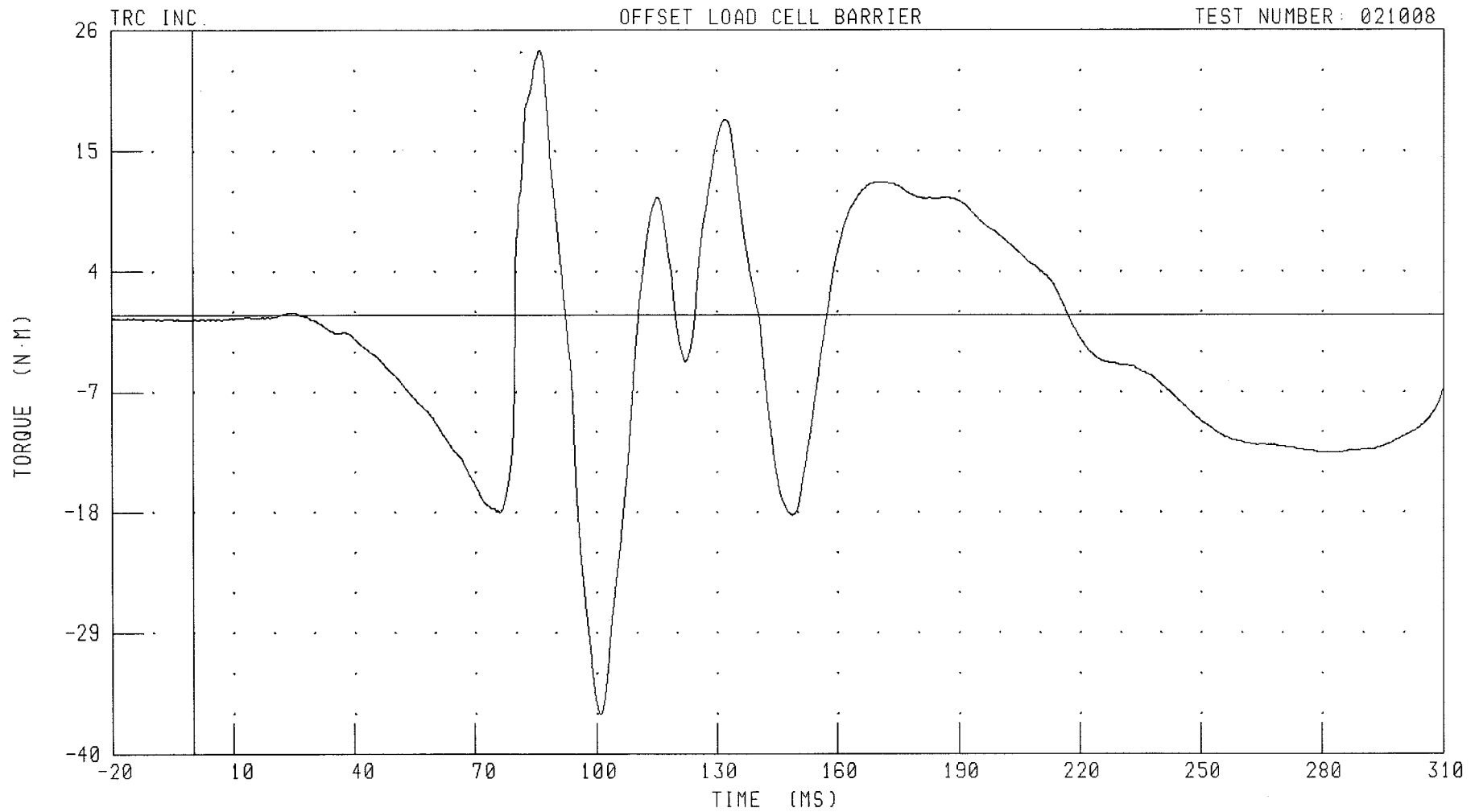
PEAK DATA: 24.97 N·M @ 122.40 MS; -11.78 N·M @ 185.28 MS

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

PASSENGER NECK MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



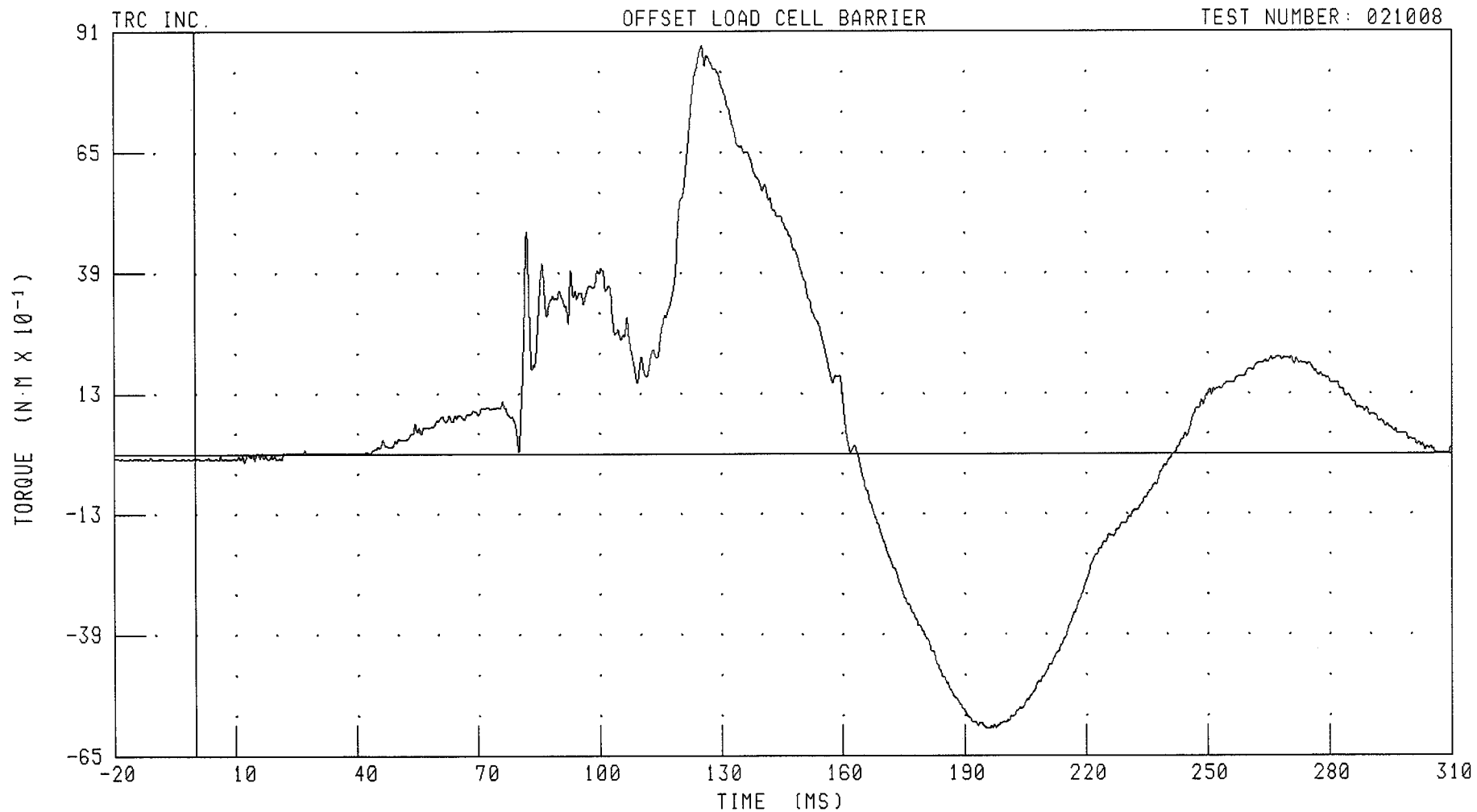
CHANNEL: NEYM2 FILTER: CH. CLASS 600

PEAK DATA: 24.13 N·M @ 86.24 MS; -36.39 N·M @ 100.96 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



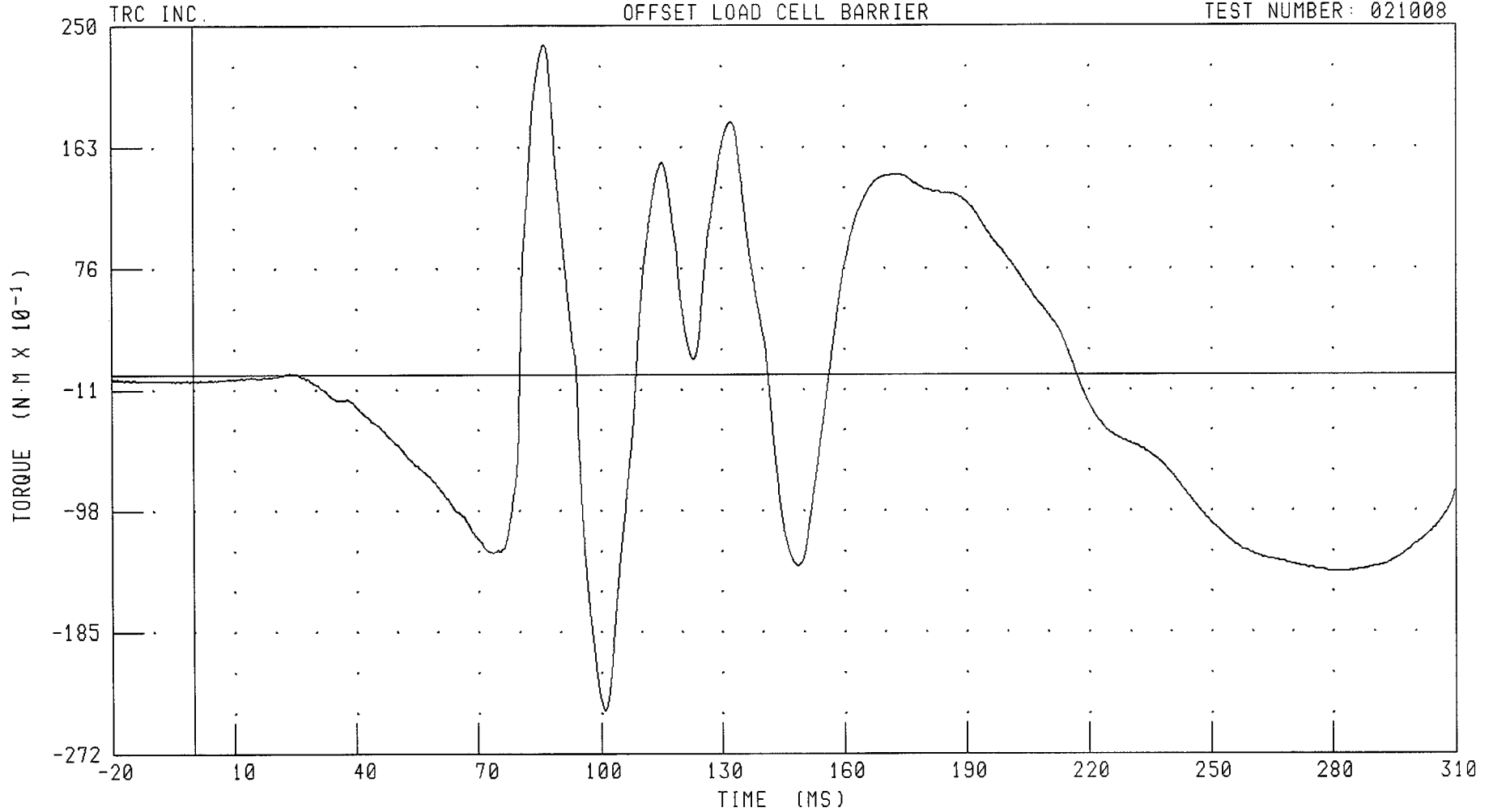
CHANNEL: NEKZM2 FILTER: CH. CLASS 600

PEAK DATA: 8.80 N·M @ 125.52 MS; -5.92 N·M @ 196.00 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NEKOM2 FILTER: CH. CLASS 600

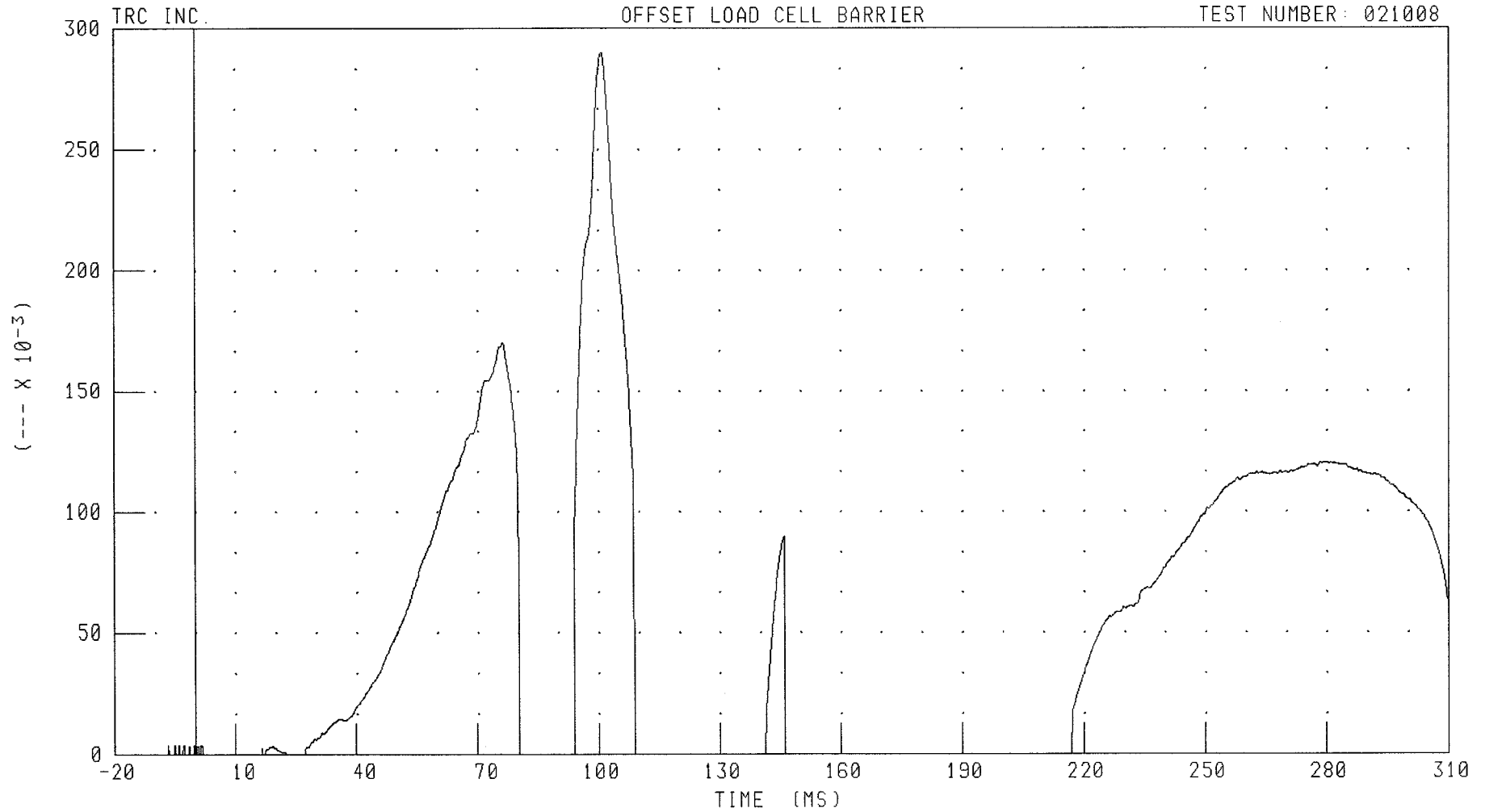
PEAK DATA: 23.60 N·M @ 86.40 MS; -24.13 N·M @ 100.96 MS

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

PASSENGER NIJ TENSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NTE2

FILTER: CH. CLASS 600

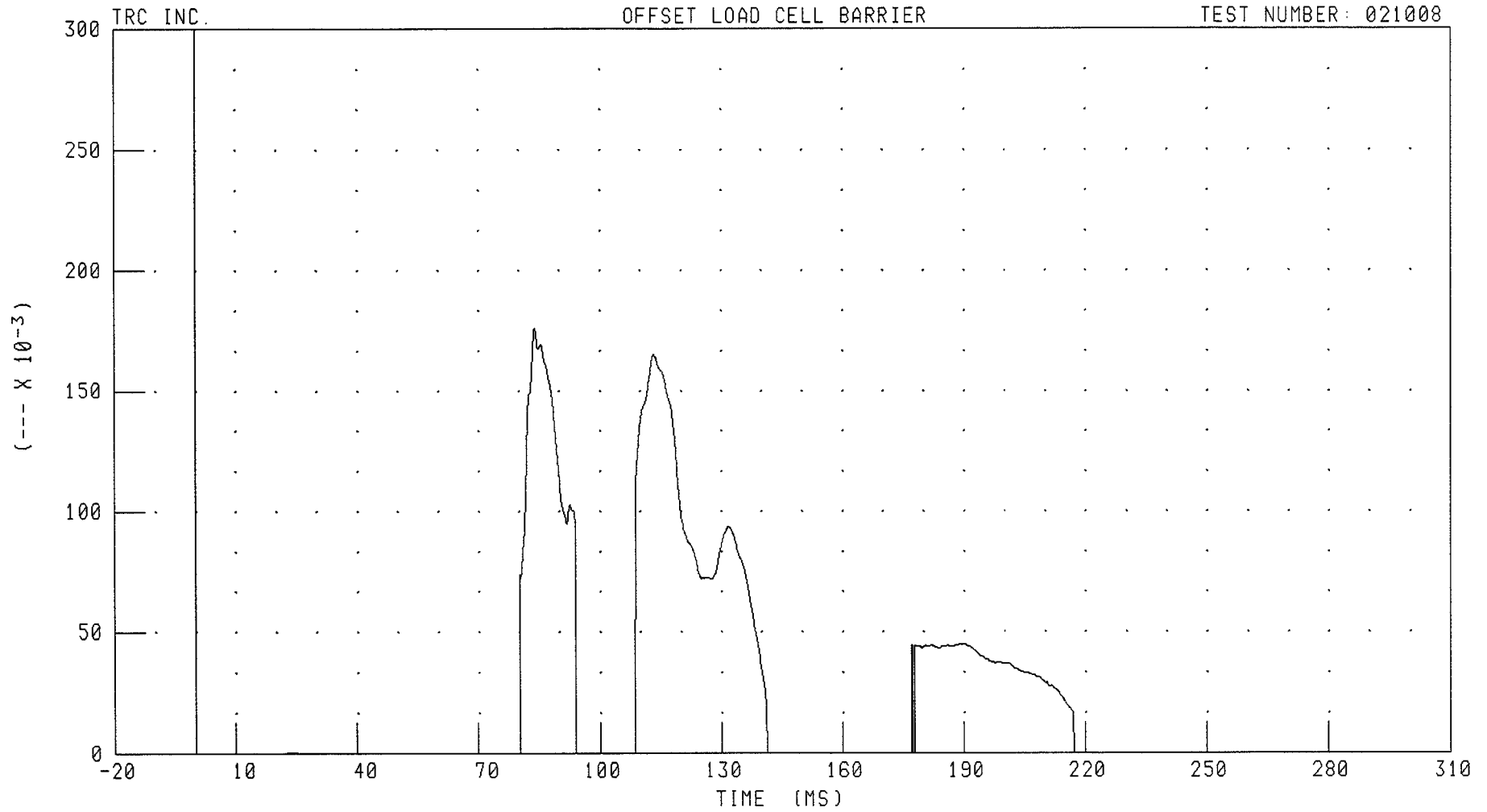
PEAK DATA: 0.29 --- @ 100.88 MS; 0.00 --- @ -20.00 MS

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

PASSENGER NIJ TENSION/FLEXION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NTF2

FILTER: CH. CLASS 600

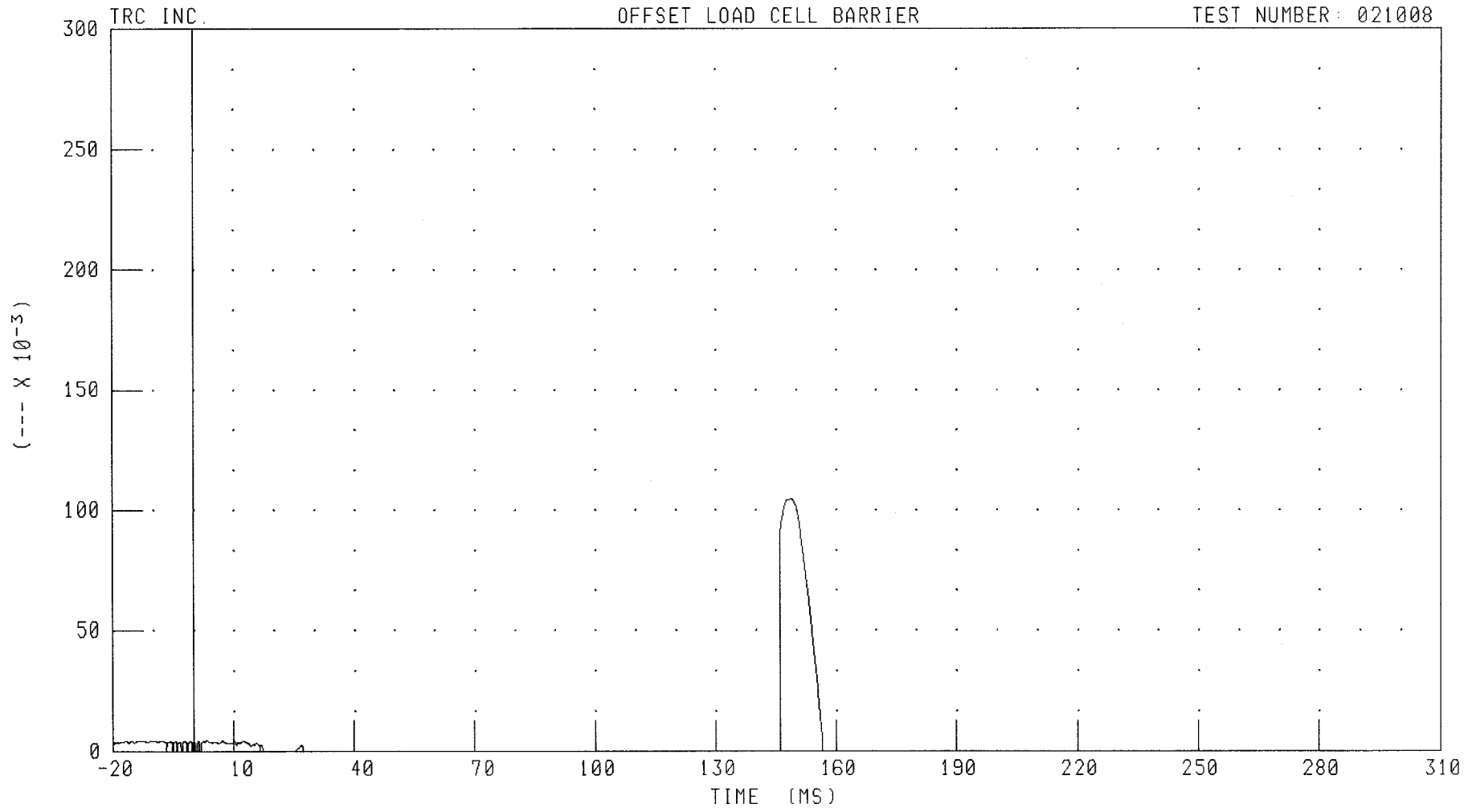
PEAK DATA: 0.18 --- @ 84.08 MS; 0.00 --- @ -20.00 MS

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

PASSENGER NIJ COMPRESSION/EXTENSION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NCE2

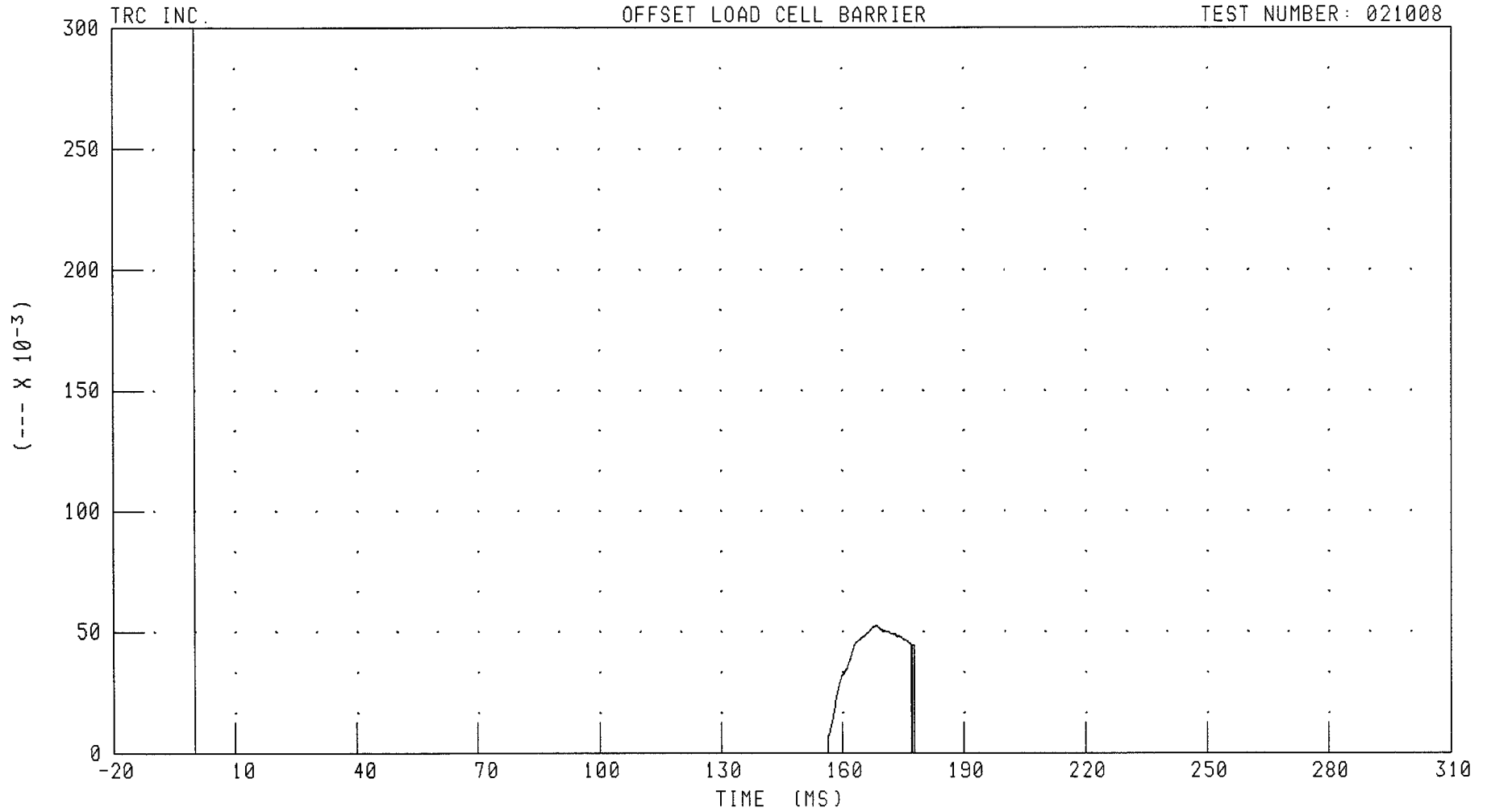
FILTER: CH. CLASS 600

PEAK DATA: 0.10 --- @ 148.80 MS; 0.00 --- @ -6.80 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: NCF2

FILTER: CH. CLASS 600

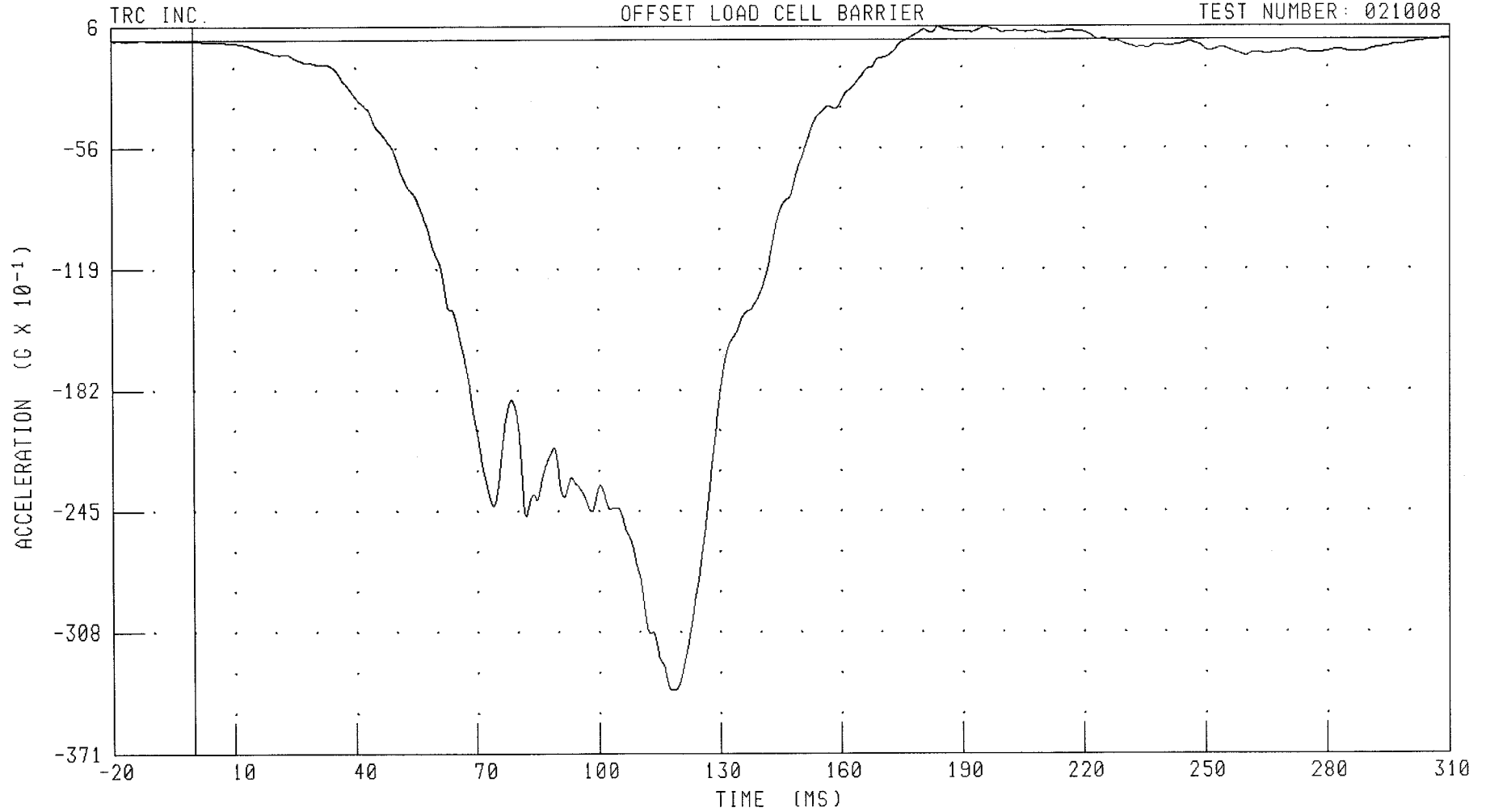
PEAK DATA: 0.05 --- @ 168.48 MS; 0.00 --- @ -20.00 MS

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

PASSENGER CHEST X-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

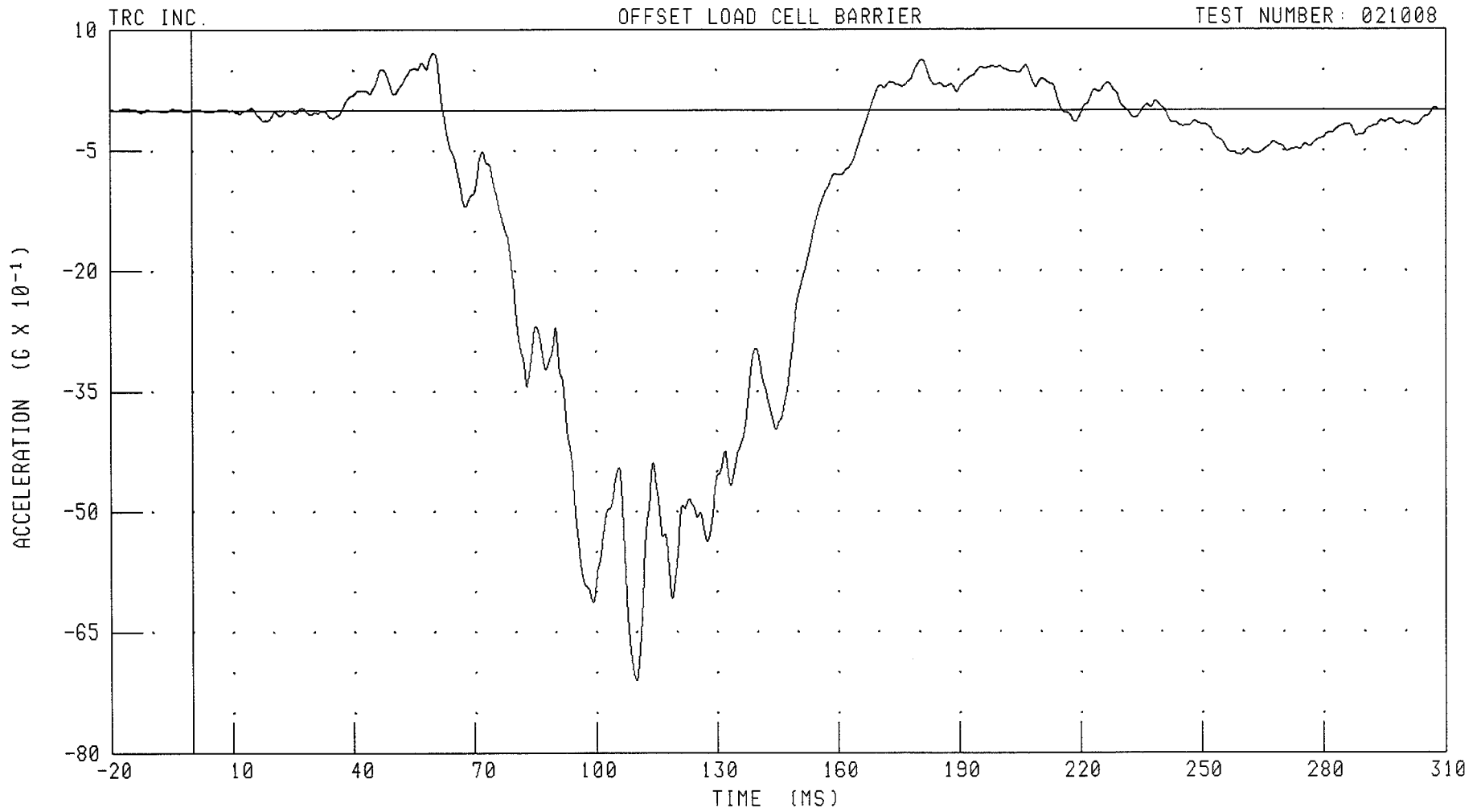
TEST NUMBER: 021008



CHANNEL: CSTXG2 FILTER: CH. CLASS 180

PEAK DATA: 0.69 G @ 184.48 MS, -33.80 G @ 117.84 MS

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



CHANNEL: CSTYG2

FILTER: CH. CLASS 180

PEAK DATA: 0.71 G @ 60.24 MS; -7.10 G @ 110.08 MS

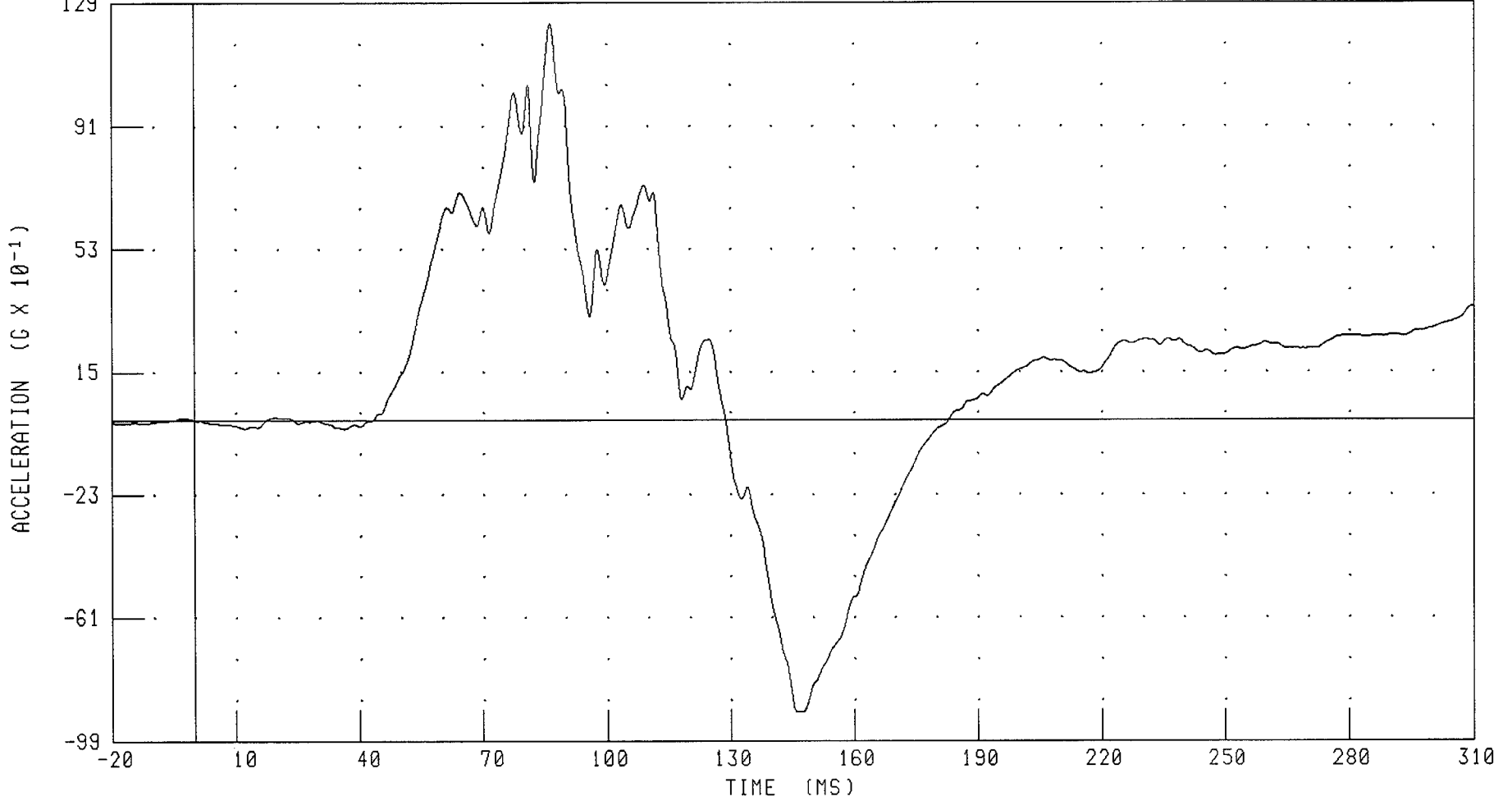
2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H

PASSENGER CHEST Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

TRC INC.



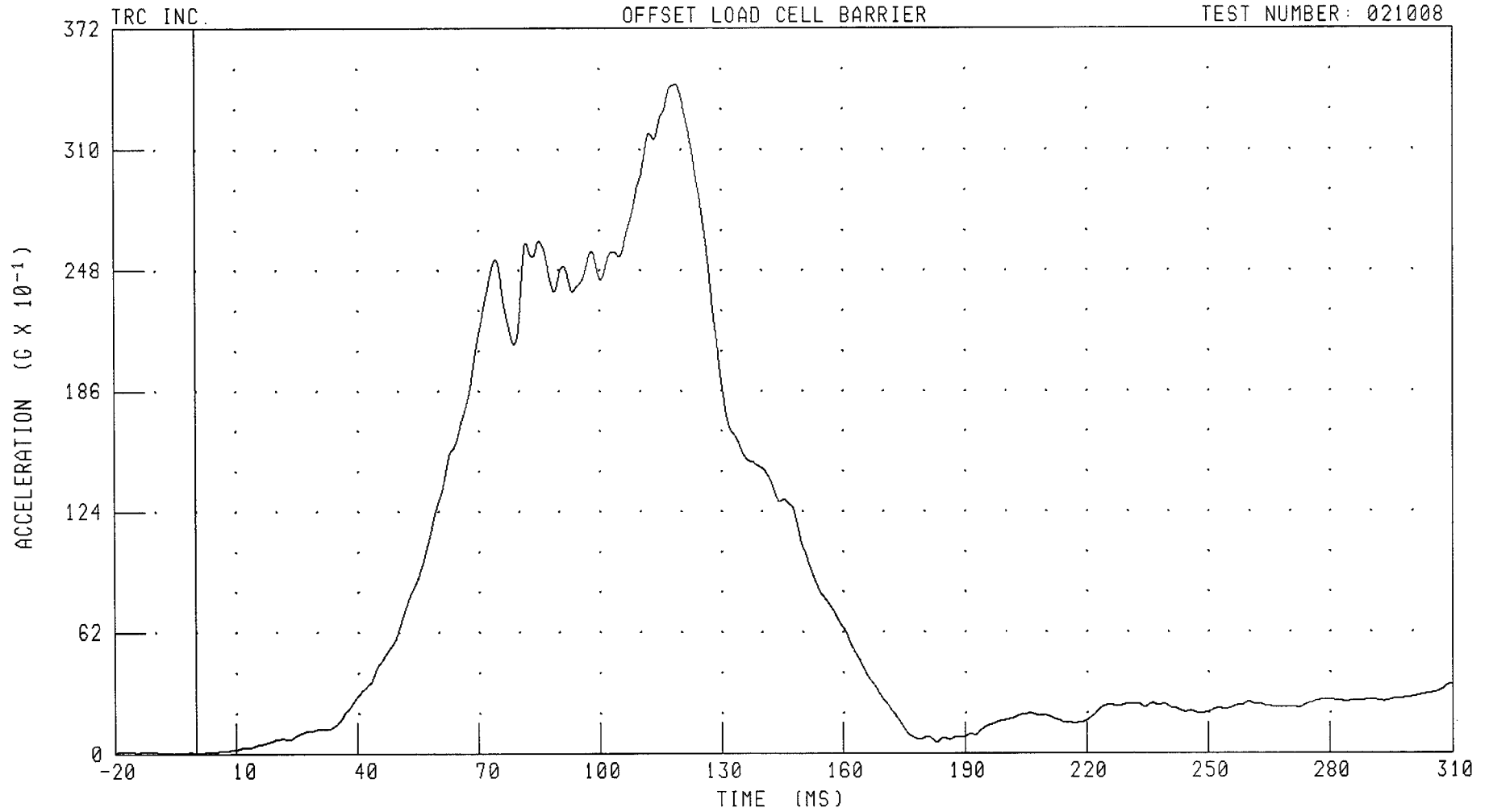
CHANNEL: CSTZG2 FILTER: CH. CLASS 180

PEAK DATA: 12.25 G @ 86.48 MS; -9.00 G @ 146.40 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: CSTRG2 FILTER: CH. CLASS 180

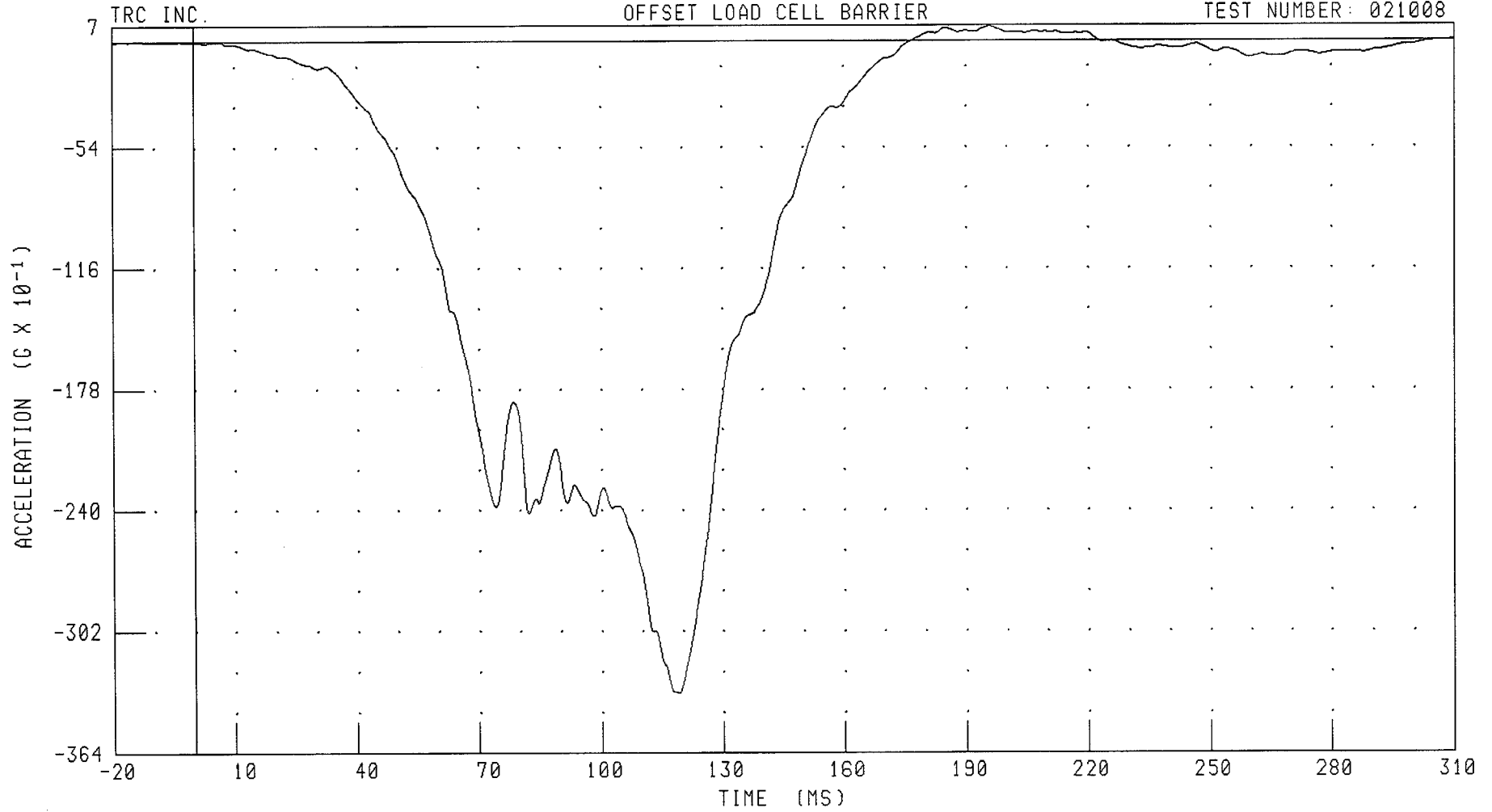
PEAK DATA: 34.35 G @ 119.04 MS; 0.01 G @ -20.00 MS

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

PASSENGER CHEST X-AXIS ACCELERATION REDUNDANT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



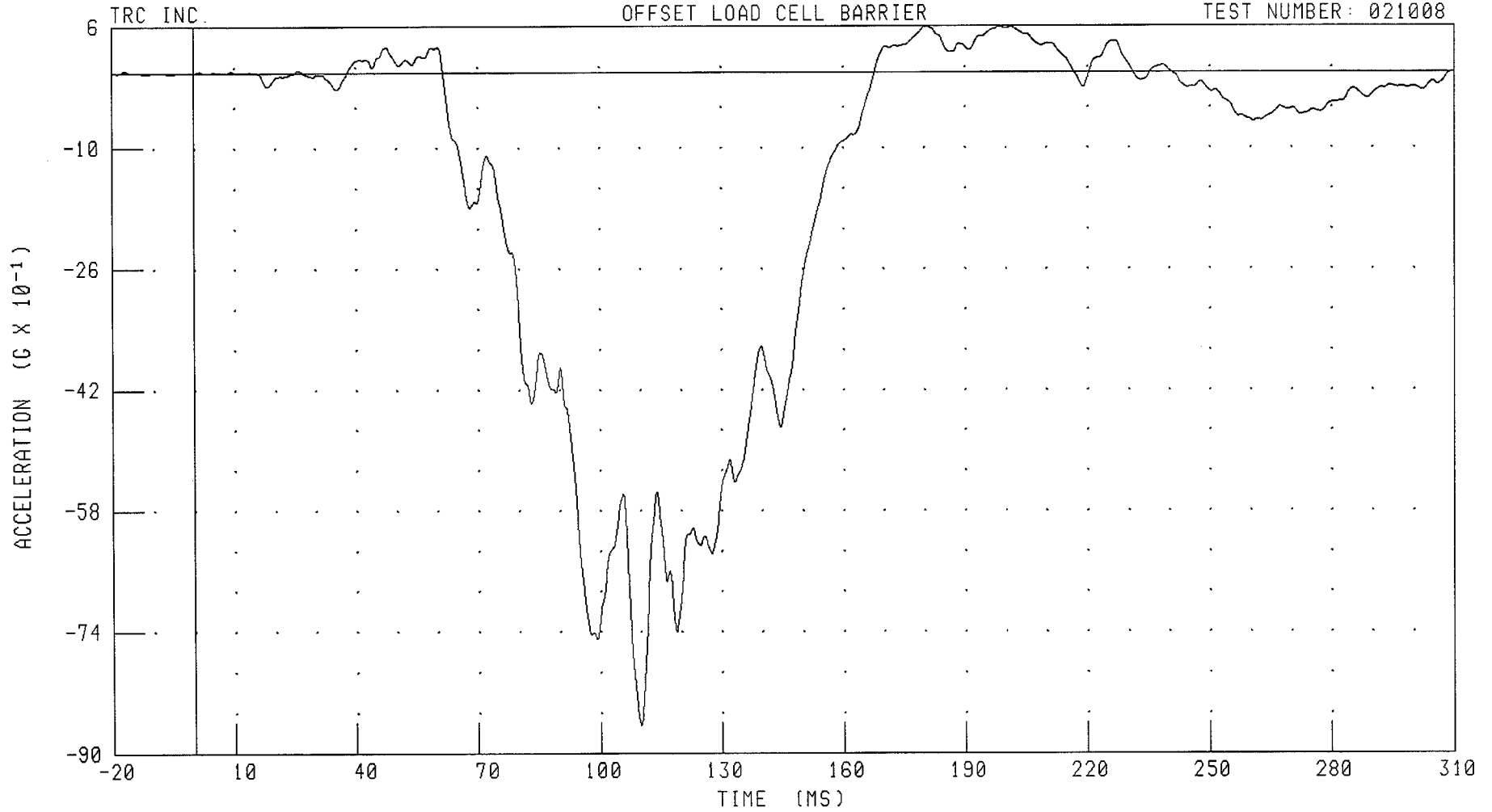
CHANNEL: CSTXR2 FILTER: CH. CLASS 180

PEAK DATA: 0.75 G @ 196.08 MS; -33.38 G @ 119.12 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



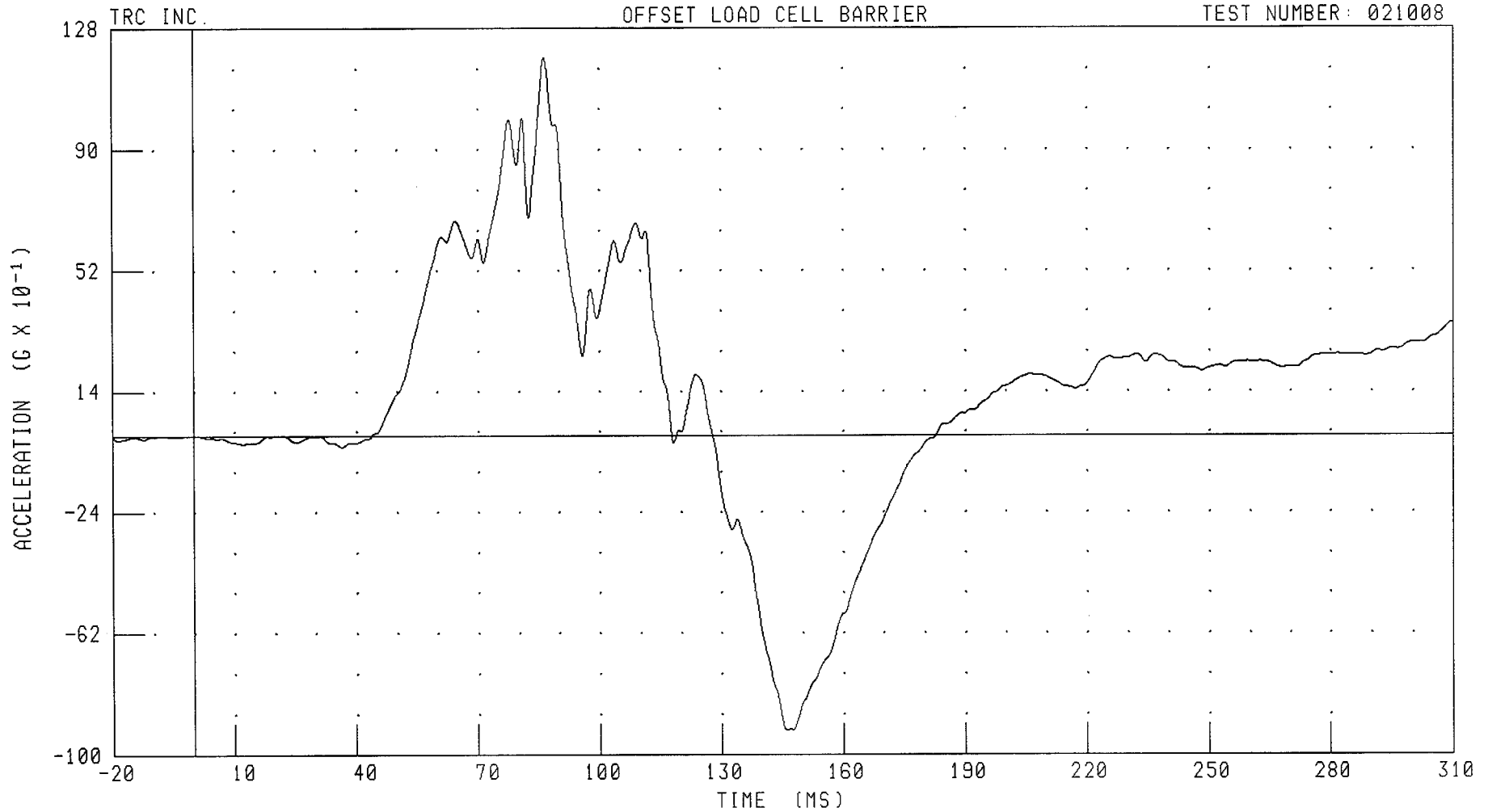
CHANNEL: CSTYR2 FILTER: CH. CLASS 180

PEAK DATA: 0.60 G @ 180.72 MS; -8.63 G @ 110.08 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



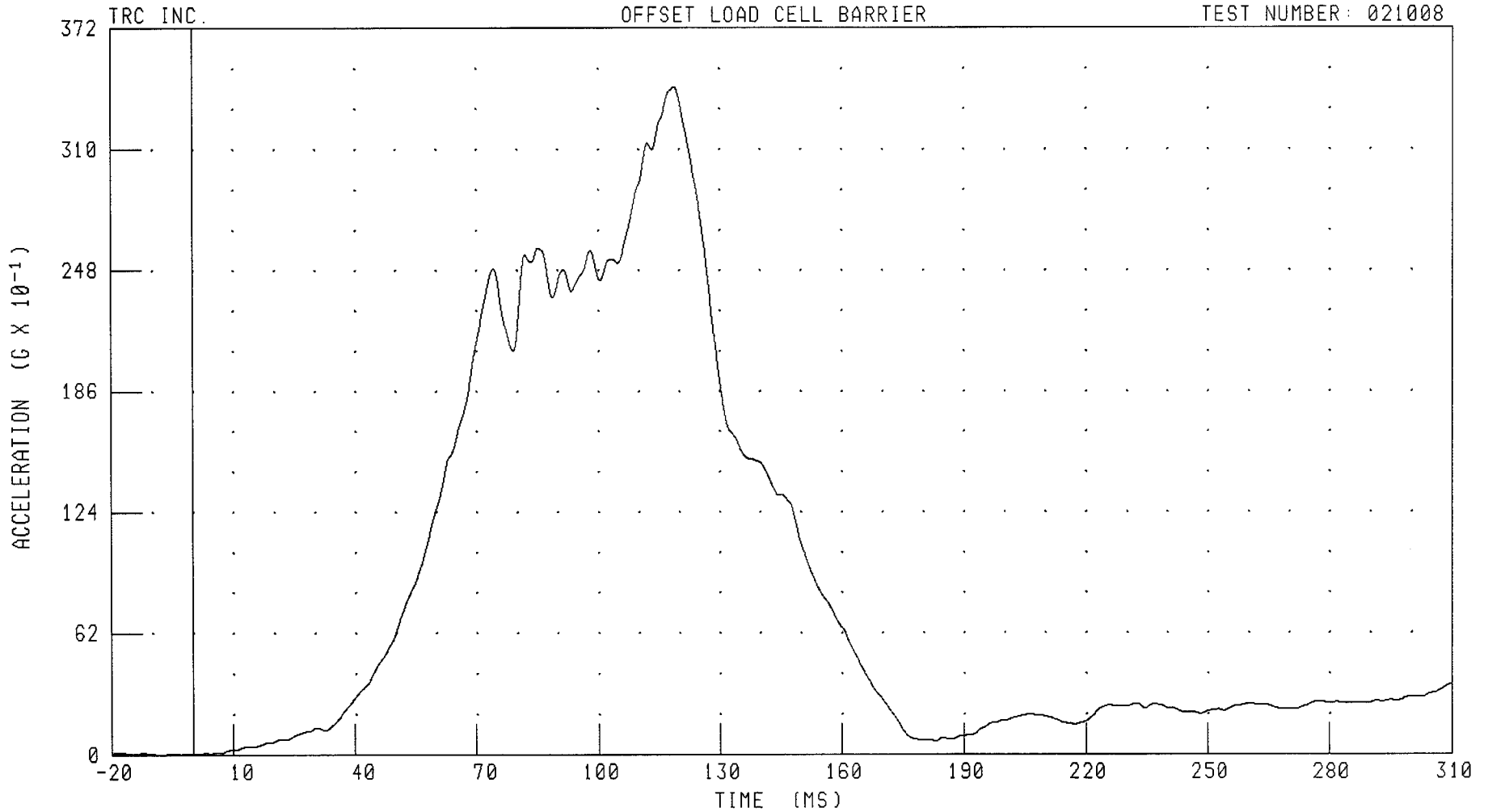
CHANNEL: CSTZR2 FILTER: CH. CLASS 100

PEAK DATA: 11.87 G @ 86.48 MS; -9.24 G @ 146.24 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: CSTRR2 FILTER: CH. CLASS 180

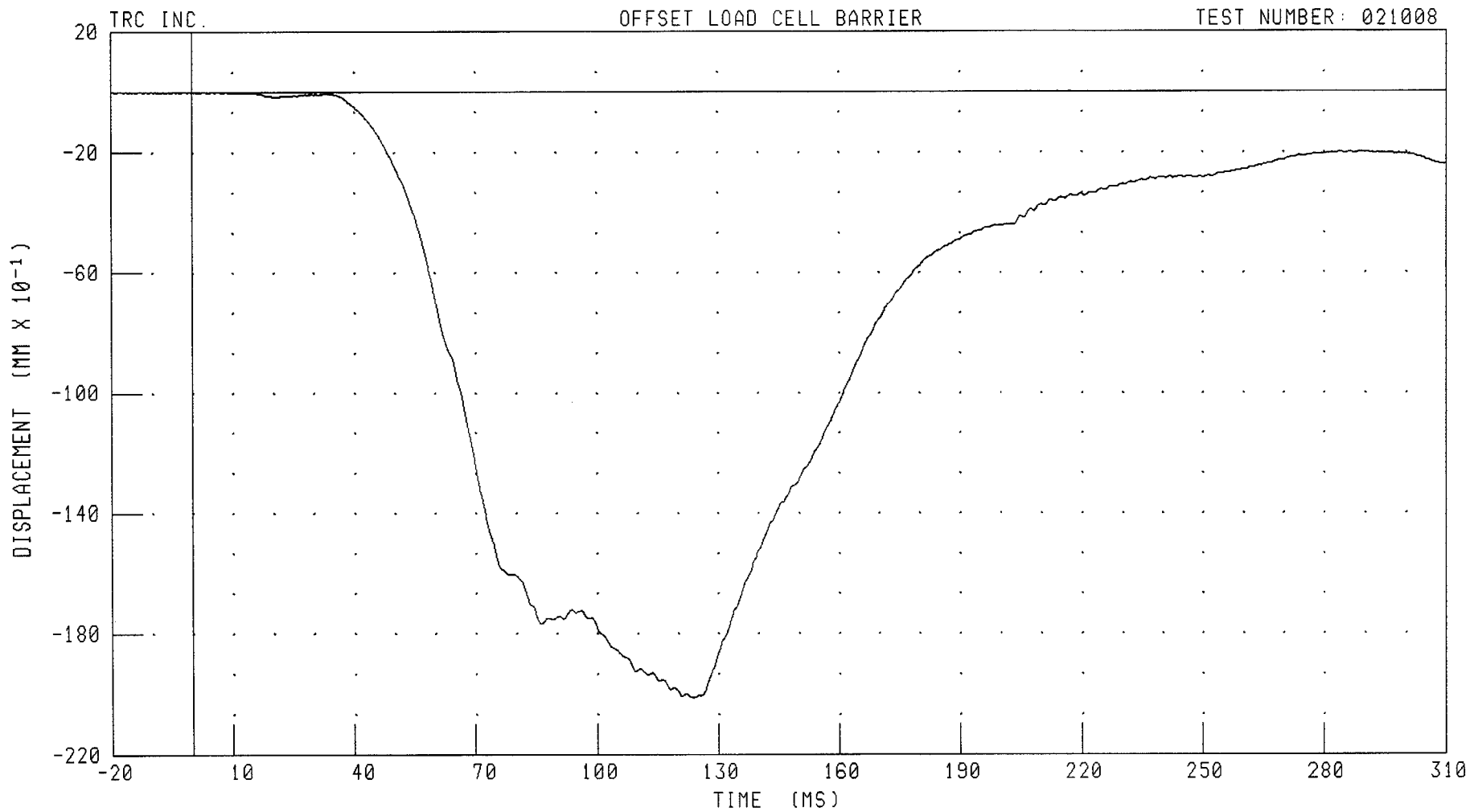
PEAK DATA: 34.19 G @ 119.04 MS; 0.01 G @ -20.00 MS

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

PASSENGER CHEST DEFLECTION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: CSTXD2

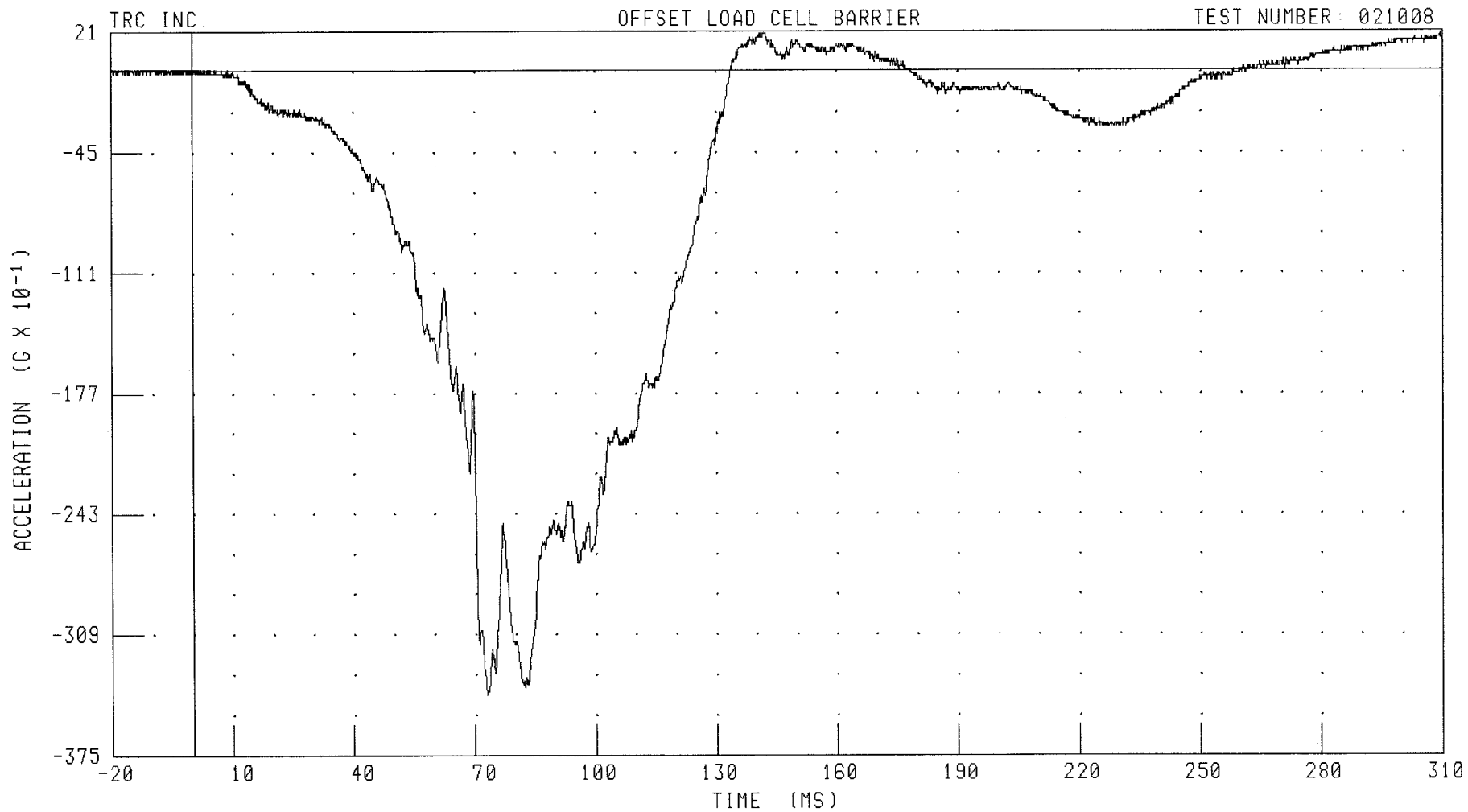
FILTER: CH. CLASS 600

PEAK DATA: 0.02 MM @ 5.12 MS; -20.13 MM @ 123.84 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: PEVXG2 FILTER: CH. CLASS 1000

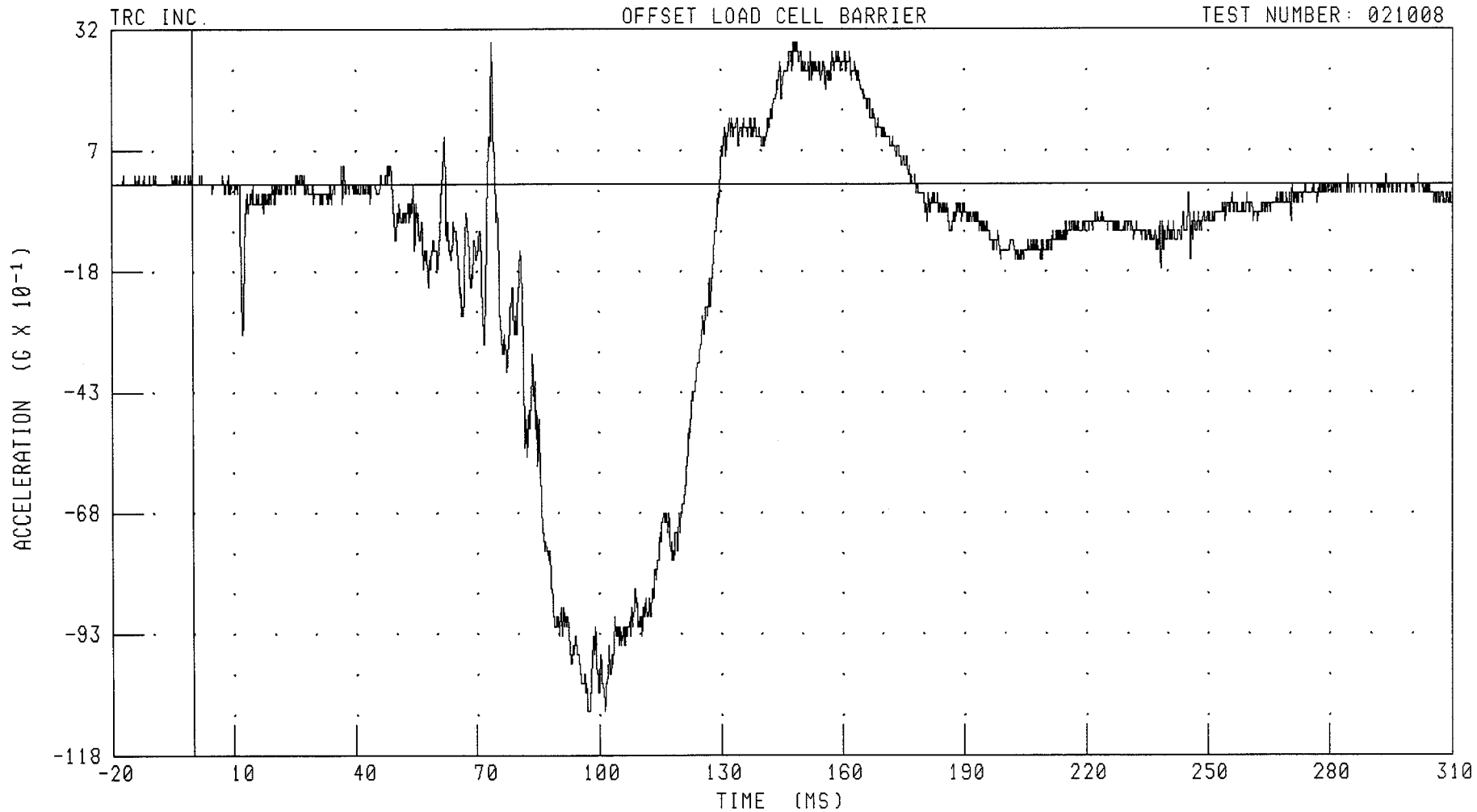
PEAK DATA: 1.99 G @ 140.88 MS; -34.22 G @ 72.96 MS

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

PASSENGER PELVIS Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



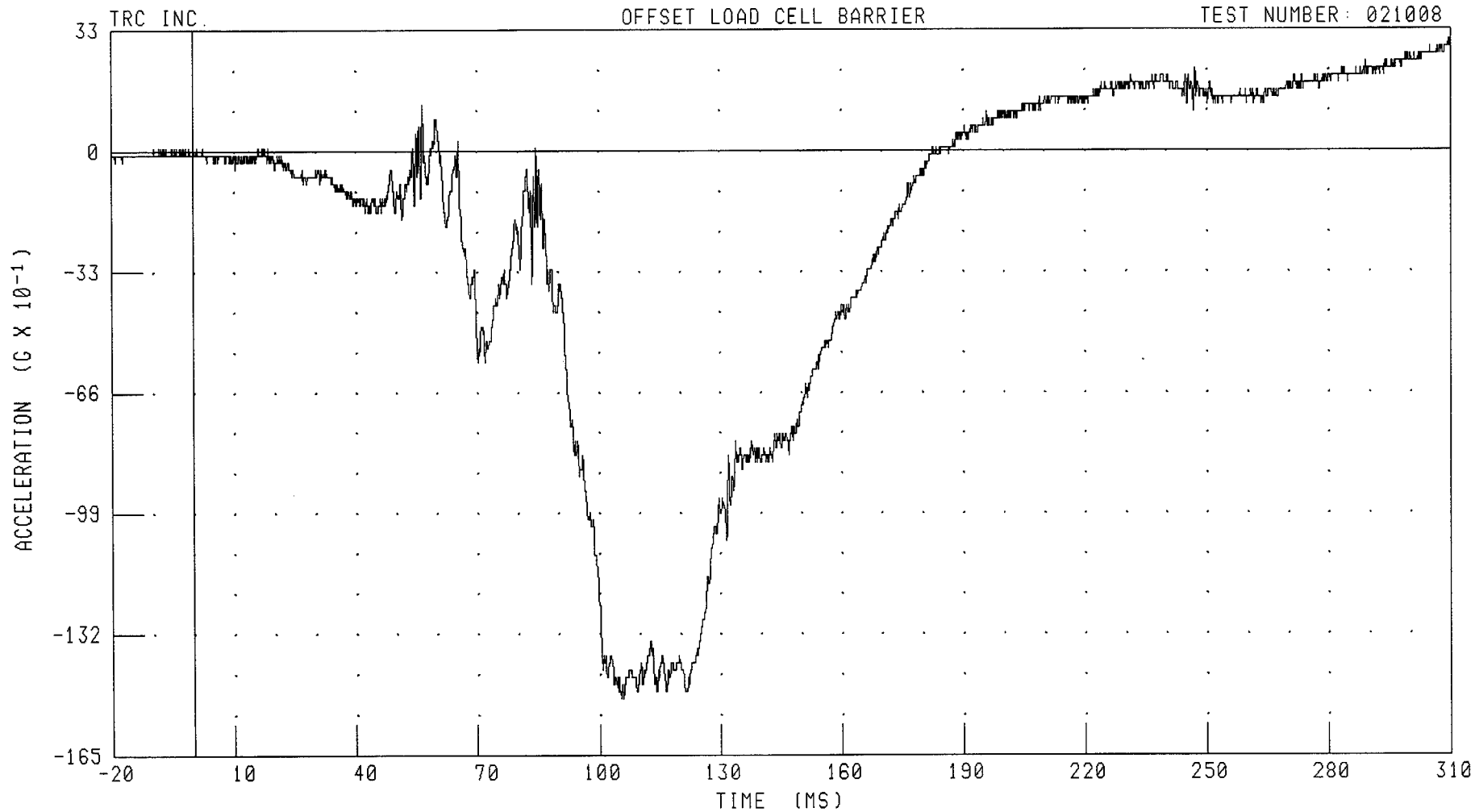
CHANNEL: PEVYG2 FILTER: CH. CLASS 1000

PEAK DATA: 2.92 G @ 73.92 MS; -10.90 G @ 97.12 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



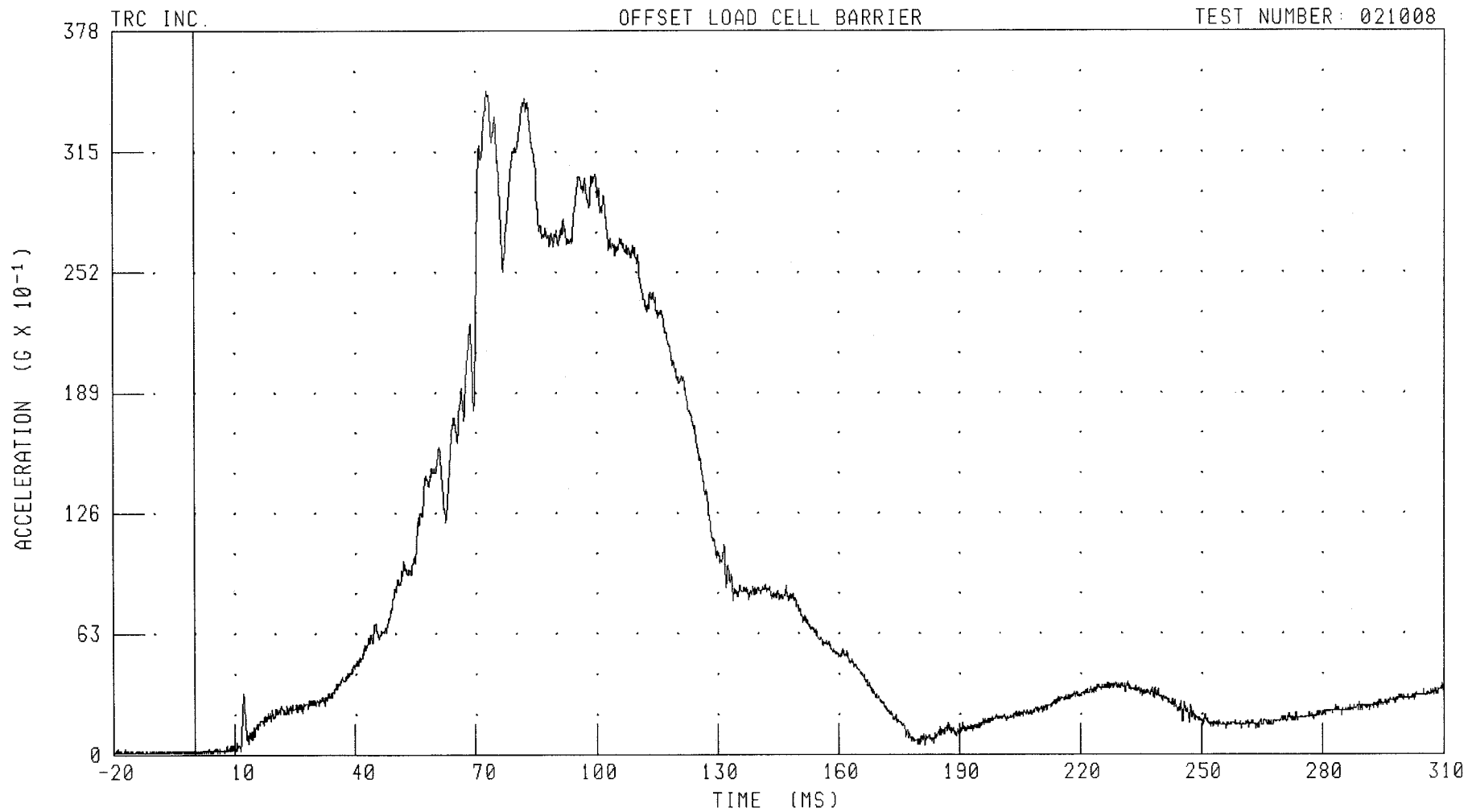
CHANNEL: PEVZG2 FILTER: CH. CLASS 1000

PEAK DATA: 3.04 G @ 310.00 MS; -14.96 G @ 105.36 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: PEVRG2 FILTER: CH. CLASS 1000

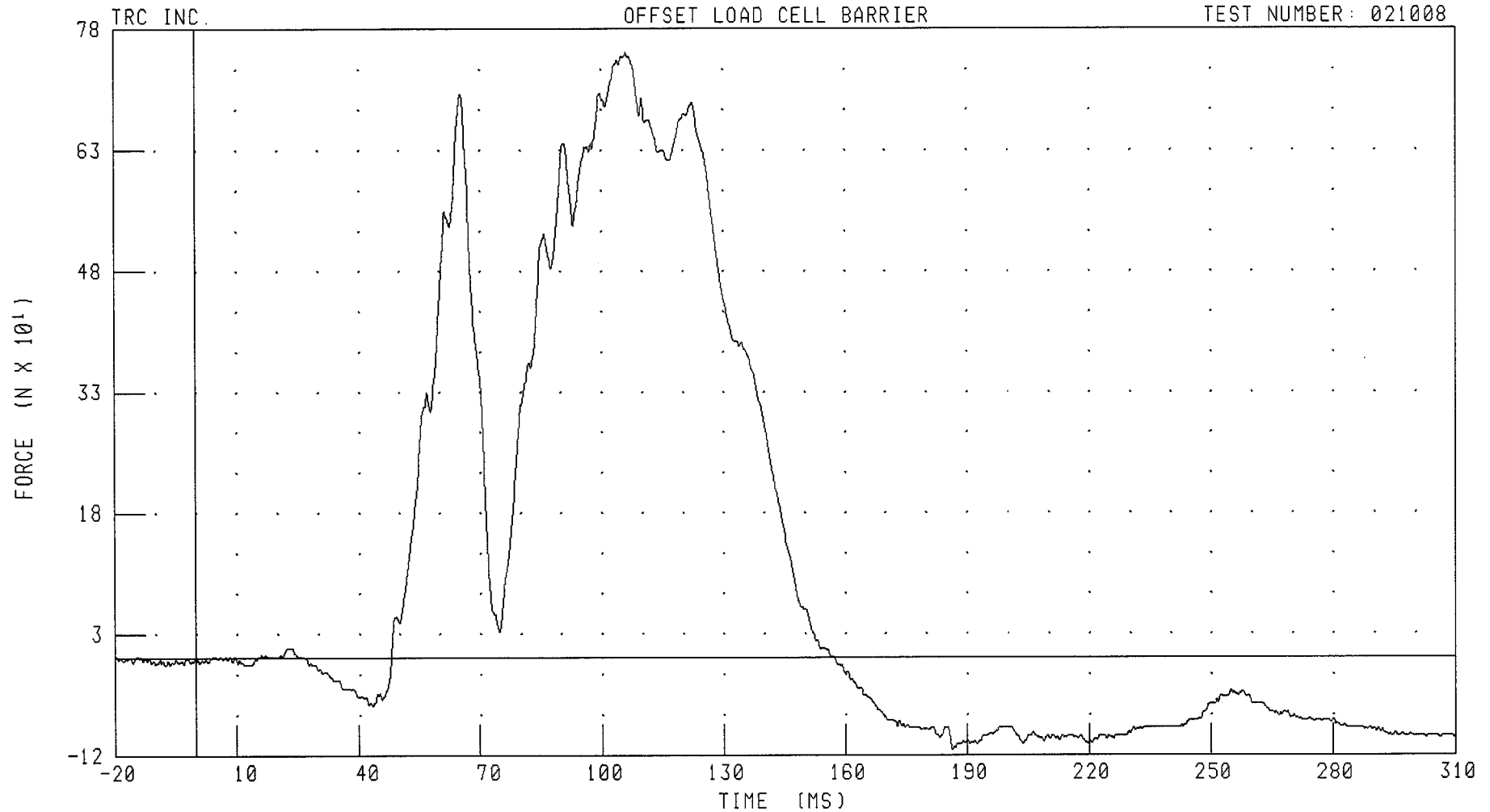
PEAK DATA: 34.64 G @ 72.96 MS; 0.10 G @ -19.84 MS

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

PASSENGER LEFT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMXF2 FILTER: CH. CLASS 600

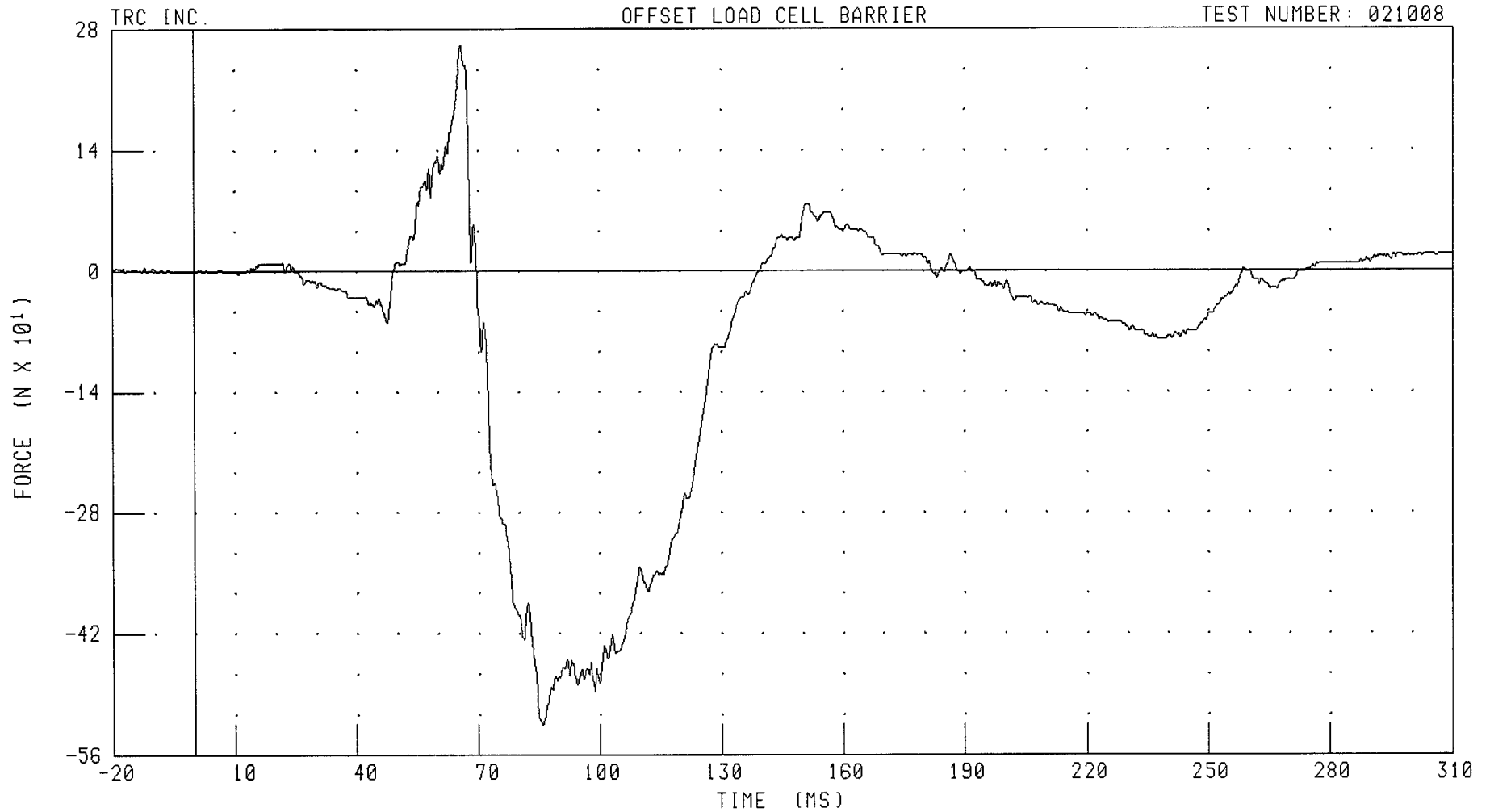
PEAK DATA: 751.06 N @ 106.24 MS; -114.32 N @ 186.48 MS

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

PASSENGER LEFT FEMUR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



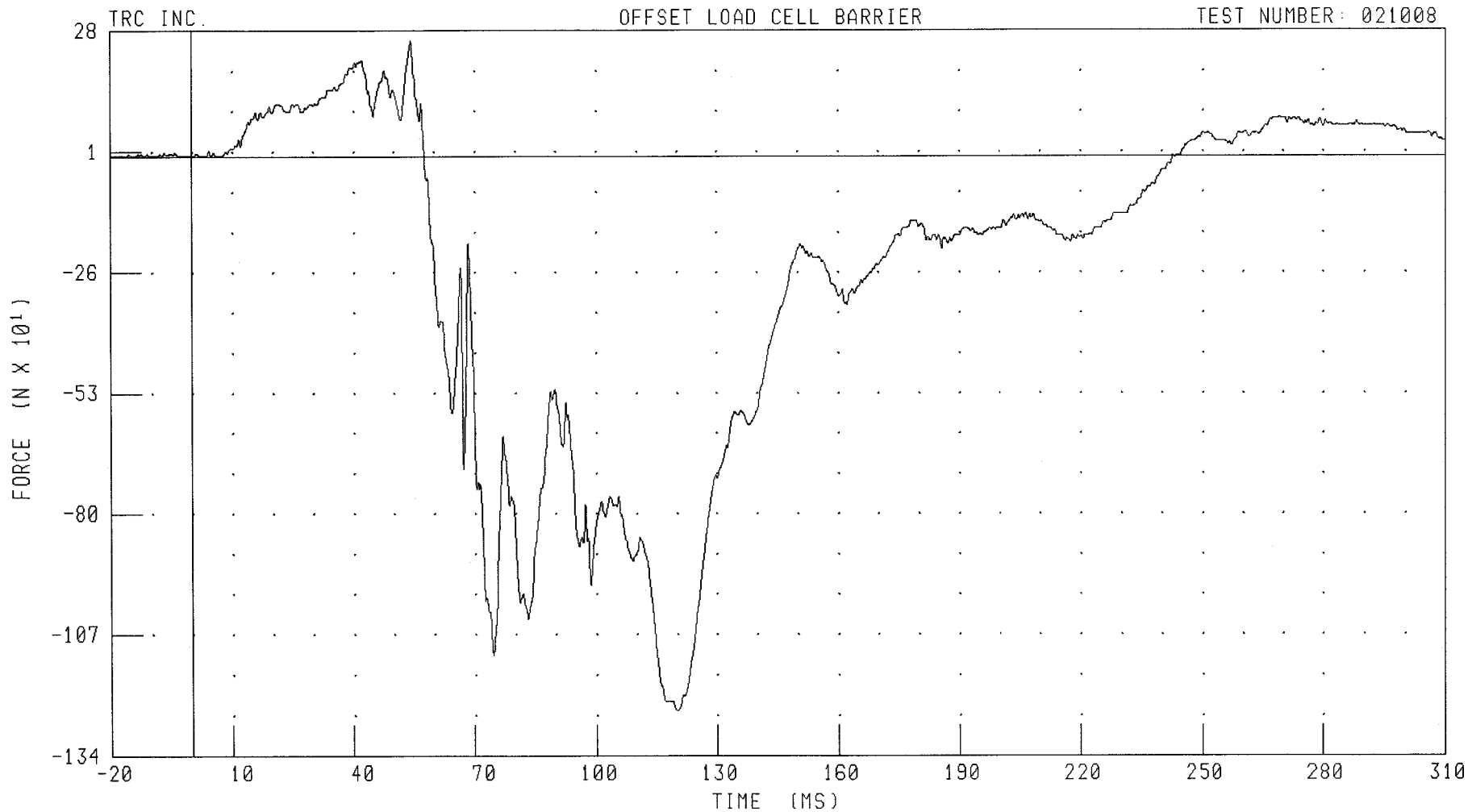
CHANNEL: LFMF2 FILTER: CH. CLASS 600

PEAK DATA: 261.41 N @ 65.92 MS; -526.27 N @ 85.92 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMZF2

FILTER: CH. CLASS 600

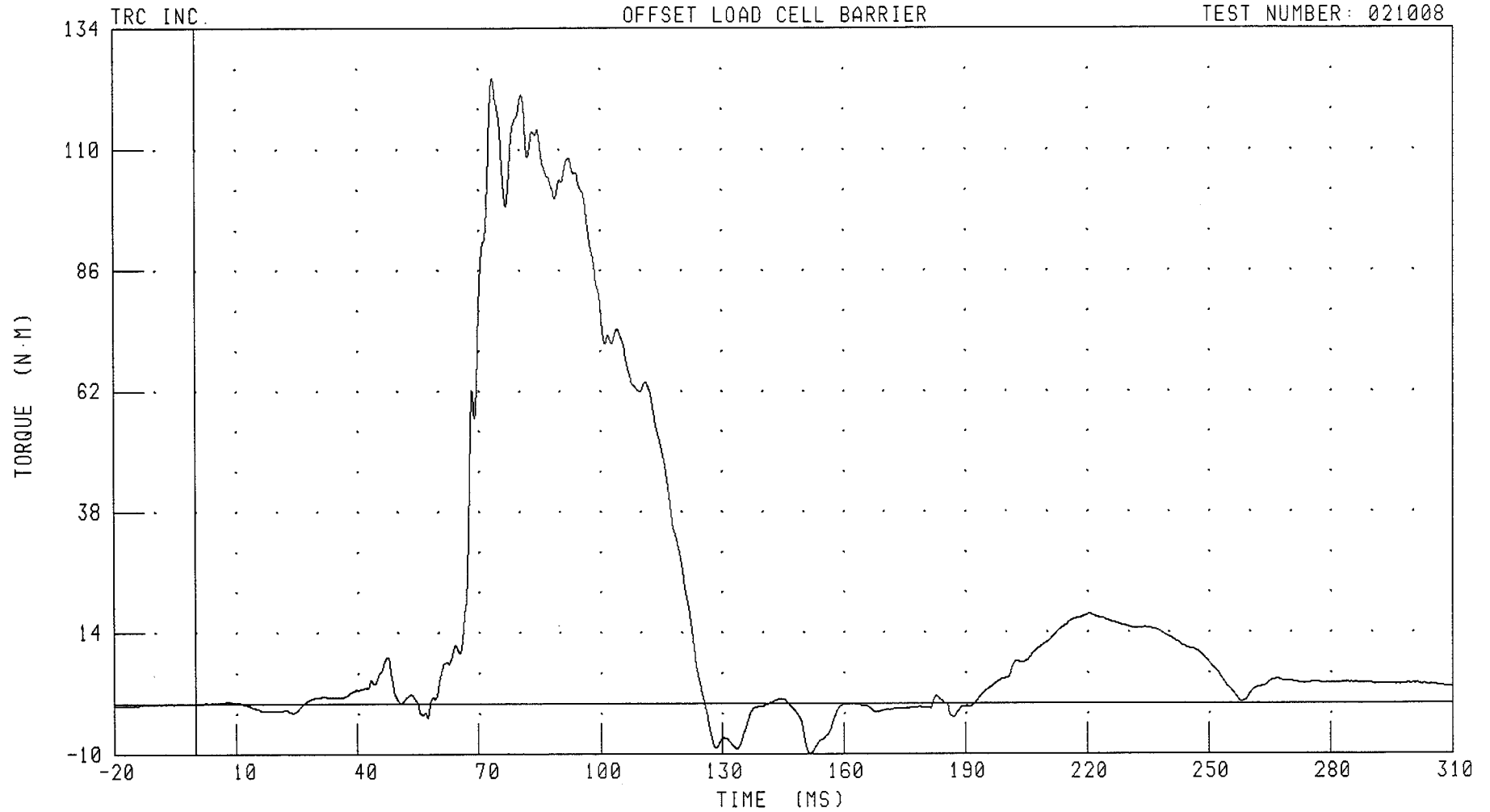
PEAK DATA: 256.69 N @ 54.48 MS; -1239.00 N @ 119.84 MS

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

PASSENGER LEFT FEMUR MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMX2 FILTER: CH. CLASS 600

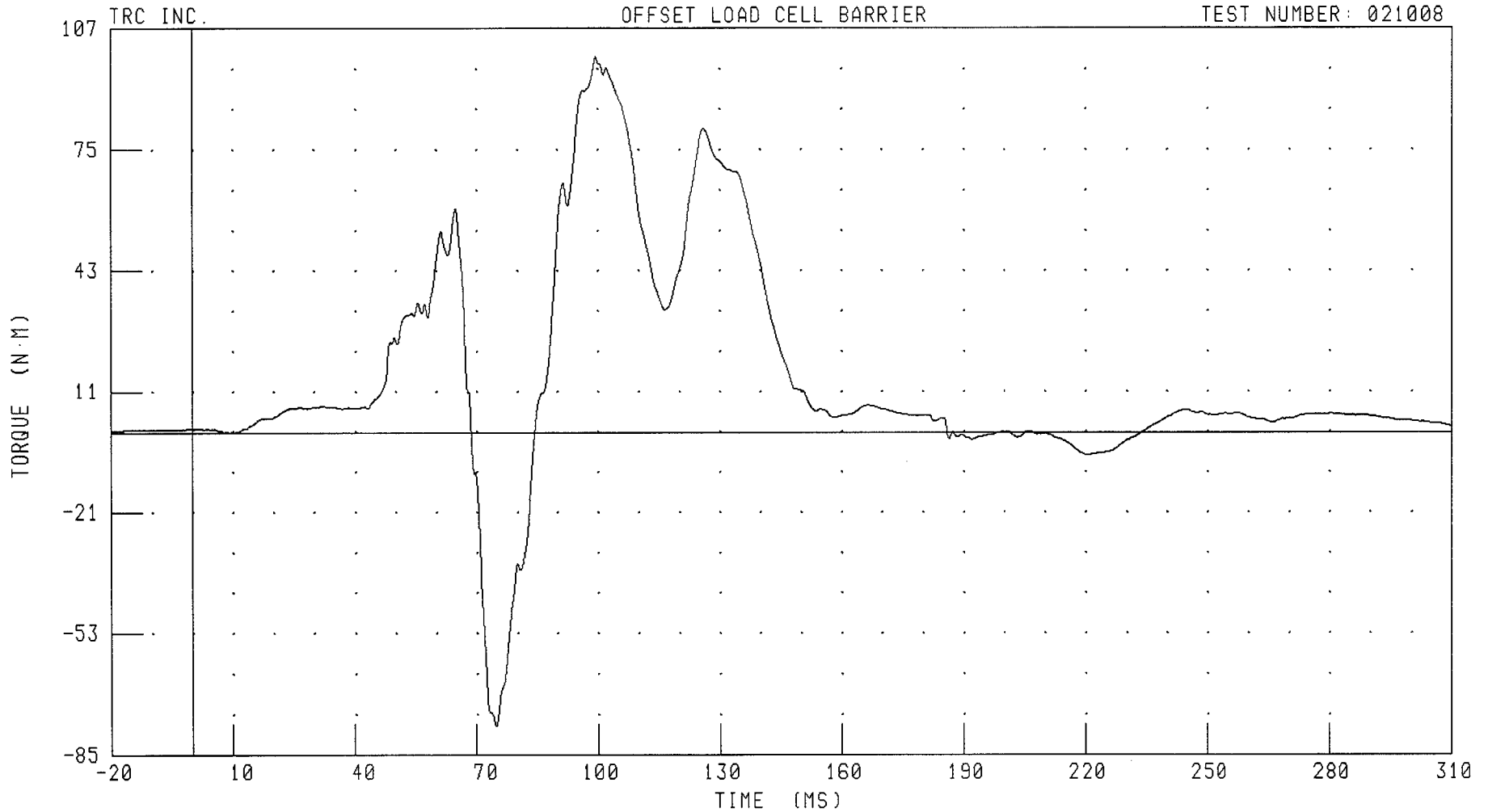
PEAK DATA: 124.12 N·M @ 73.60 MS; -9.99 N·M @ 151.68 MS

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

PASSENGER LEFT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



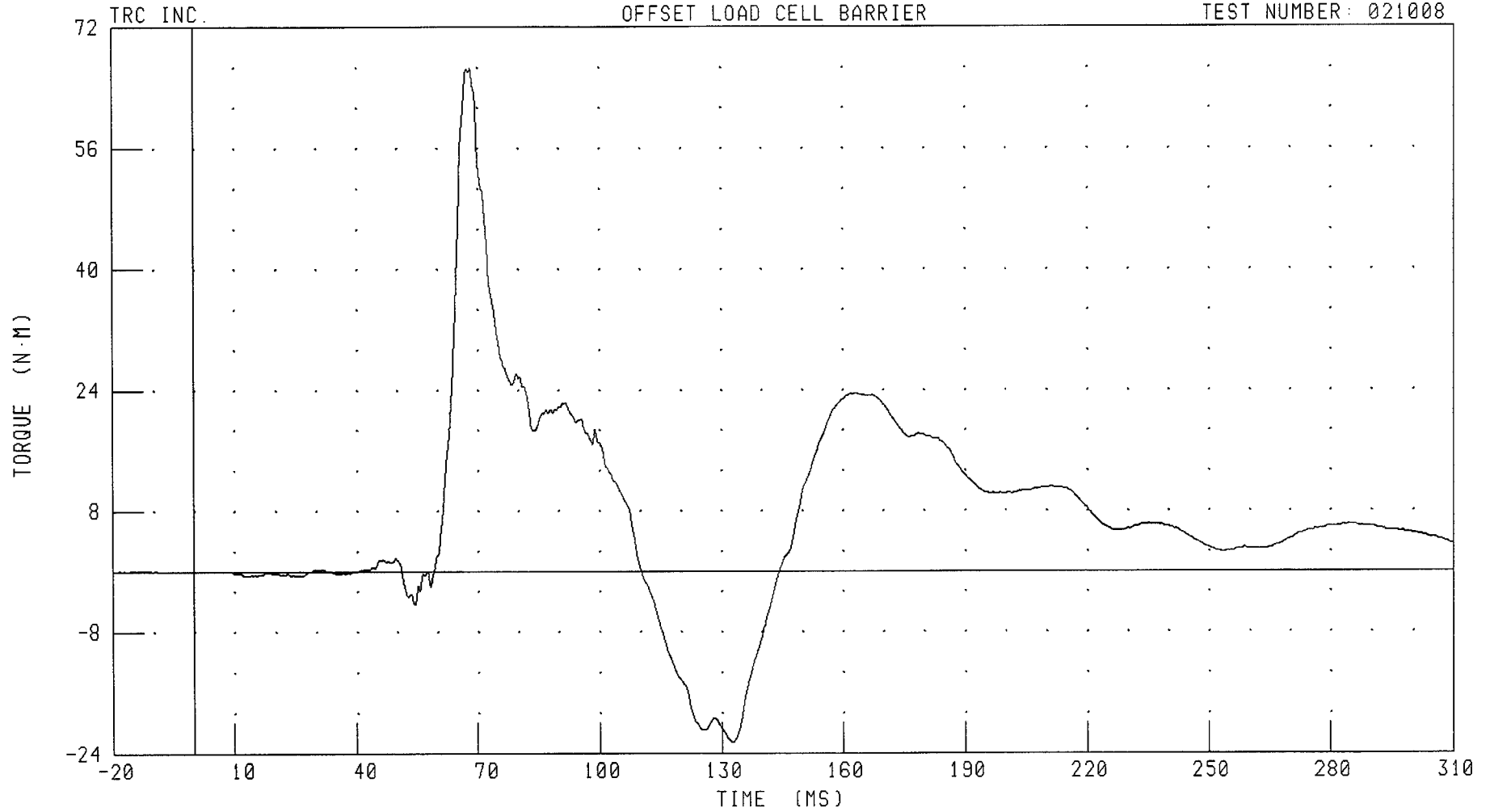
CHANNEL: LFM2 FILTER: CH. CLASS 600

PEAK DATA: 99.43 N·M @ 99.68 MS; -77.44 N·M @ 74.72 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LFMZM2 FILTER: CH. CLASS 600

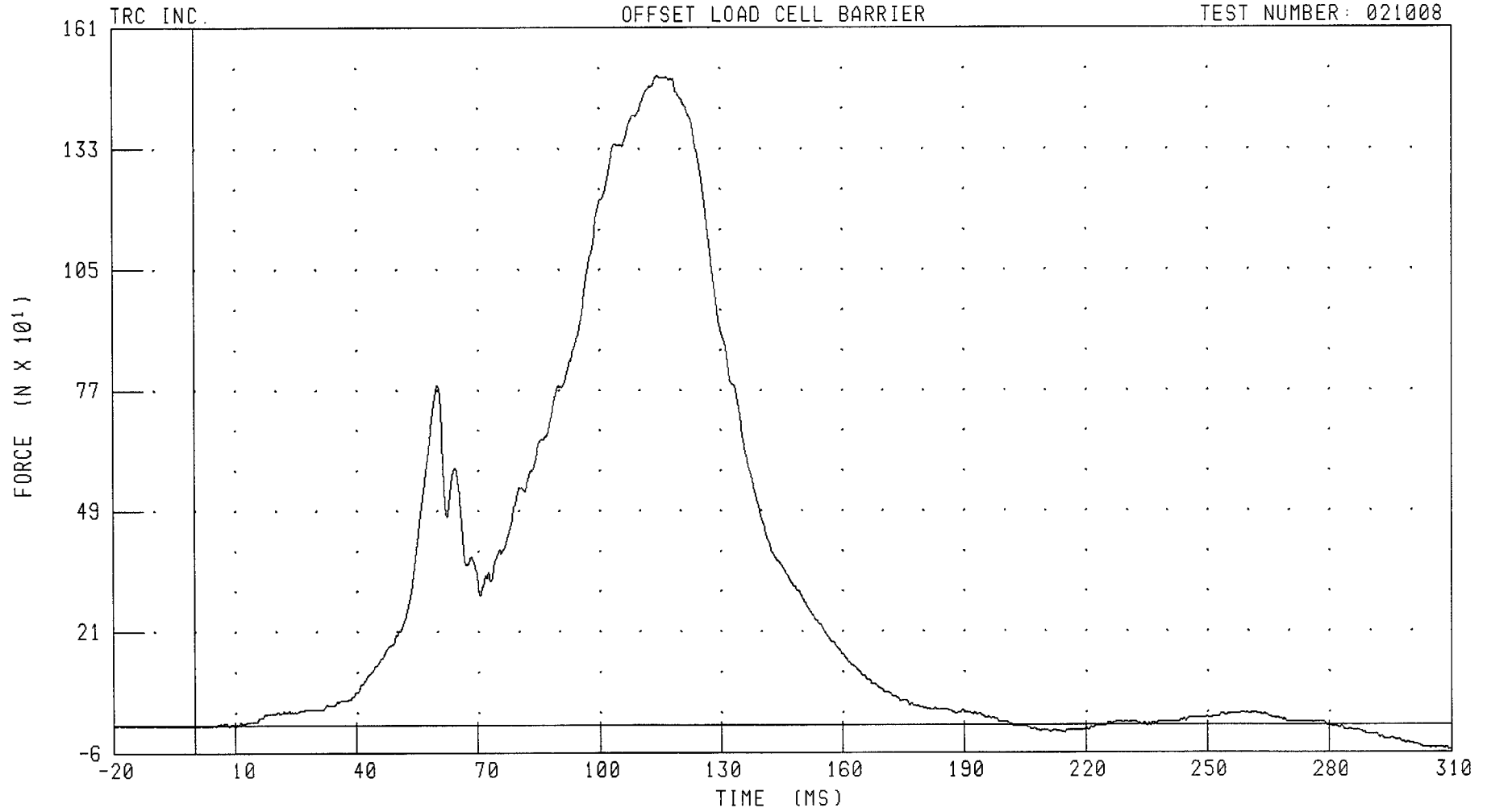
PEAK DATA: 66.56 N·M @ 68.40 MS; -22.58 N·M @ 132.64 MS

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

PASSENGER RIGHT FEMUR X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMXF2 FILTER: CH. CLASS 600

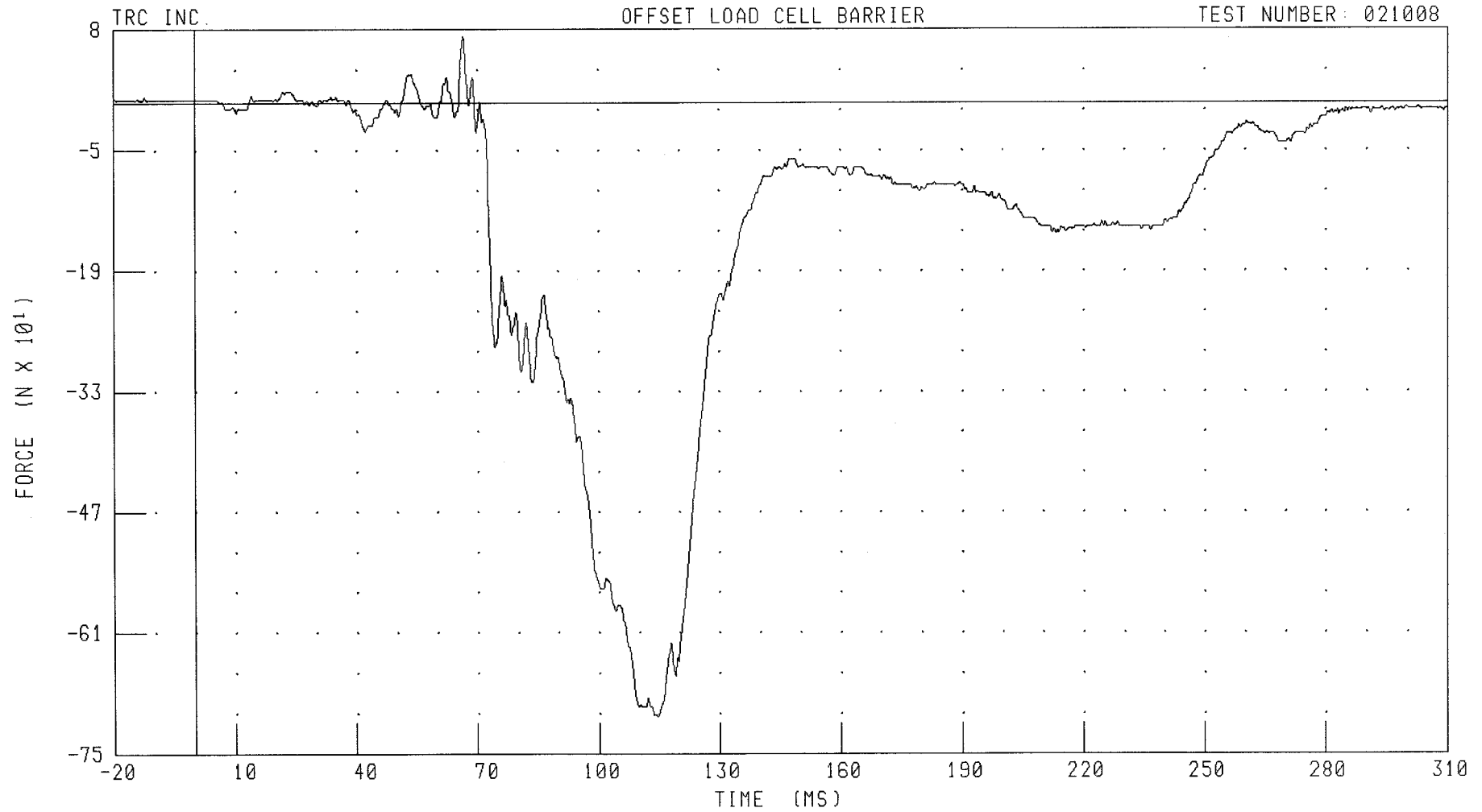
PEAK DATA: 1505.43 N @ 114.64 MS; -58.49 N @ 309.20 MS

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

PASSENGER RIGHT FEMUR Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMYF2 FILTER: CH. CLASS 600

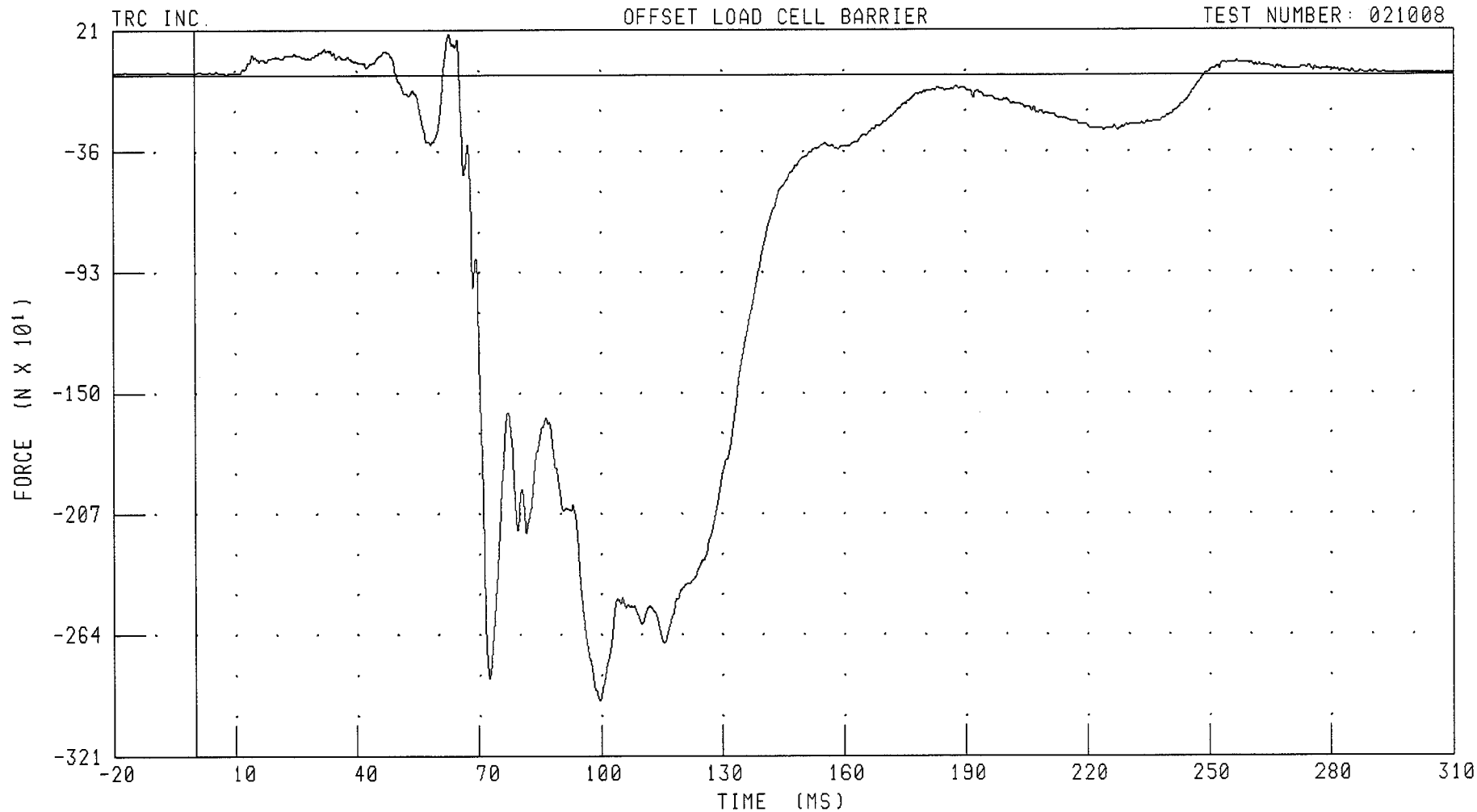
PEAK DATA: 77.31 N @ 66.64 MS; -712.53 N @ 114.56 MS

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

PASSENGER RIGHT FEMUR Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



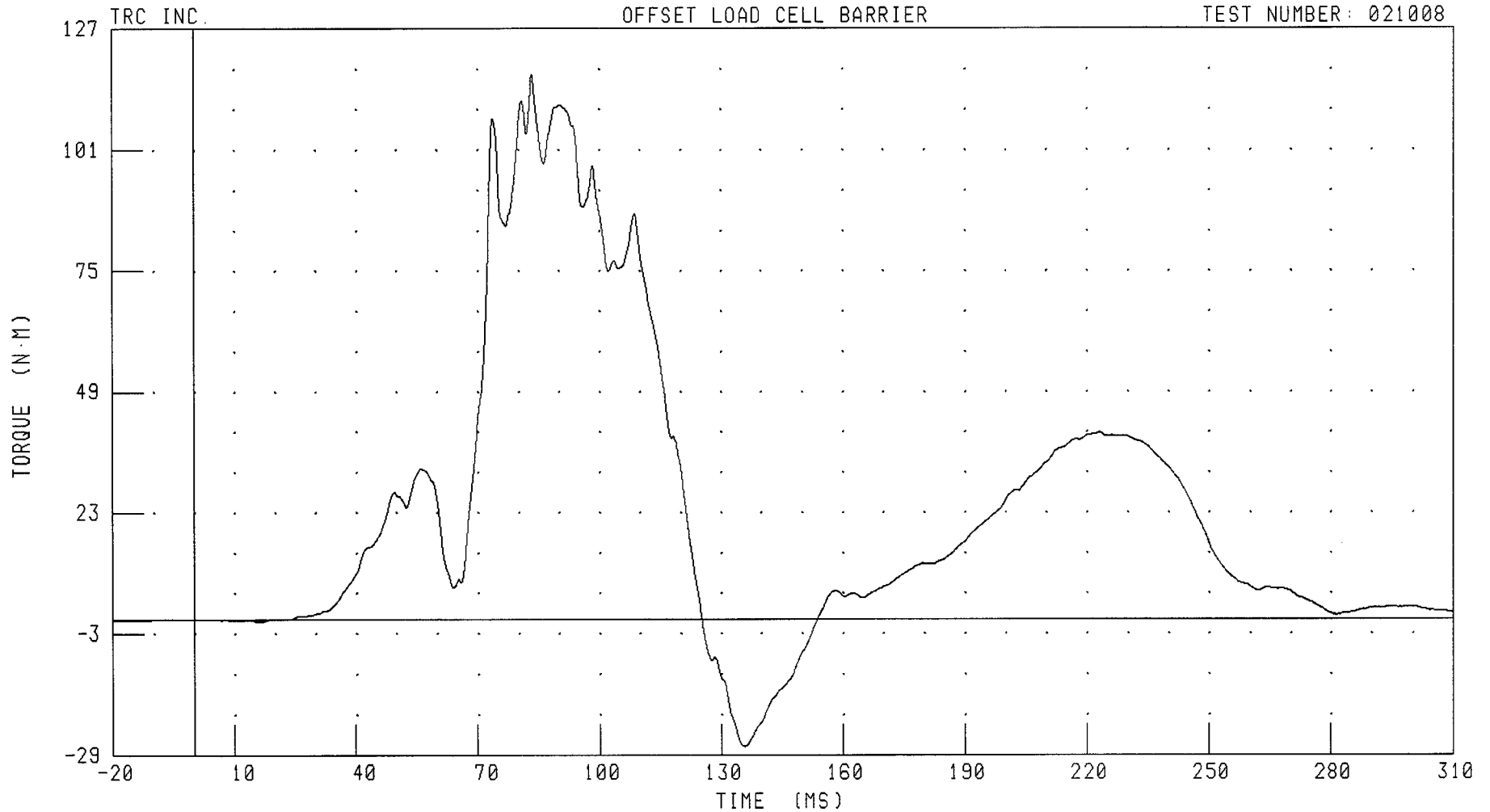
CHANNEL: RFMZ2 FILTER: CH. CLASS 600

PEAK DATA: 193.37 N @ 62.88 MS; -2949.29 N @ 99.76 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMXM2 FILTER: CH. CLASS 600

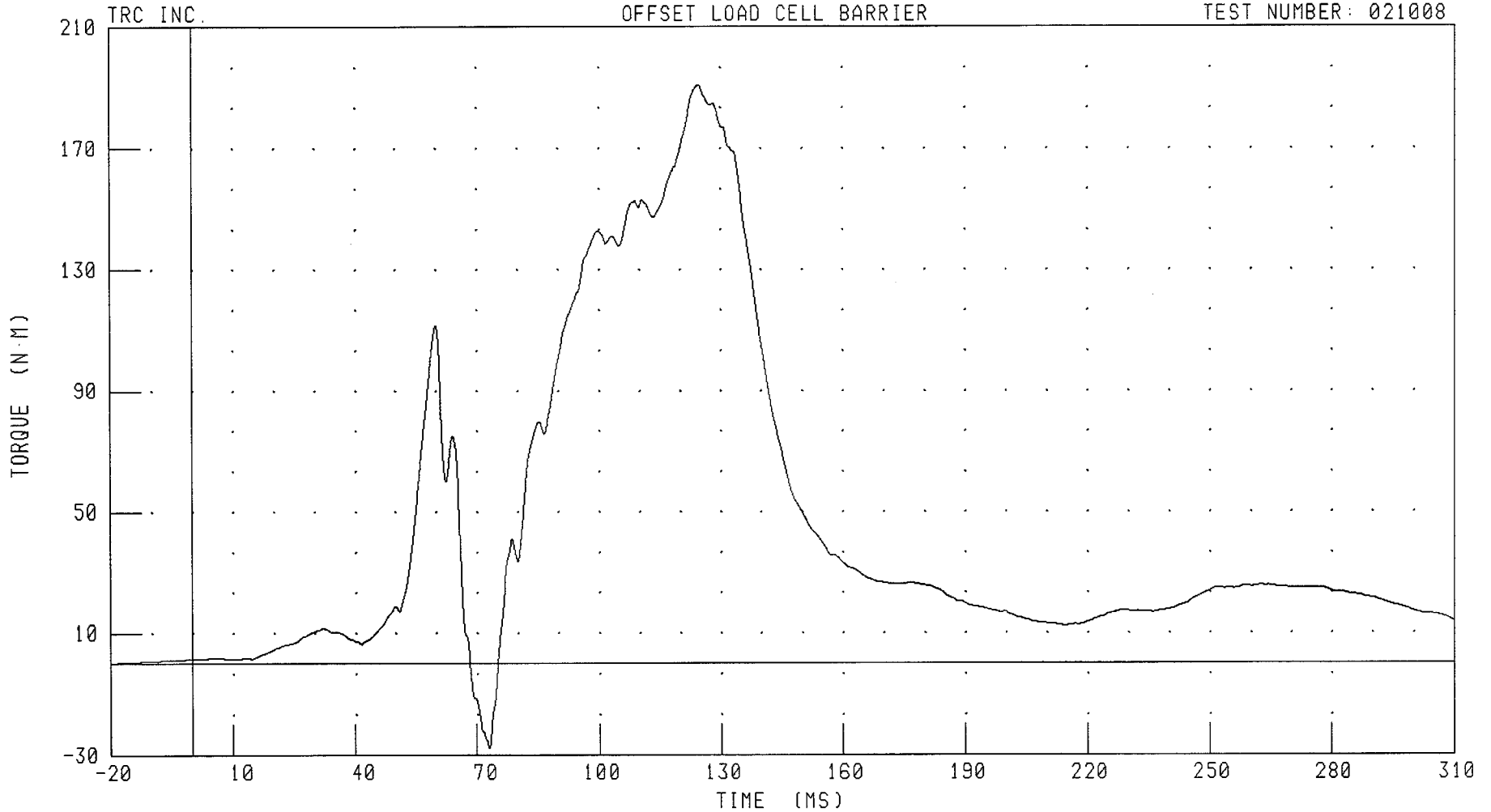
PEAK DATA: 117.19 N·M @ 83.44 MS; -27.16 N·M @ 135.84 MS

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

PASSENGER RIGHT FEMUR MOMENT ABOUT Y AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



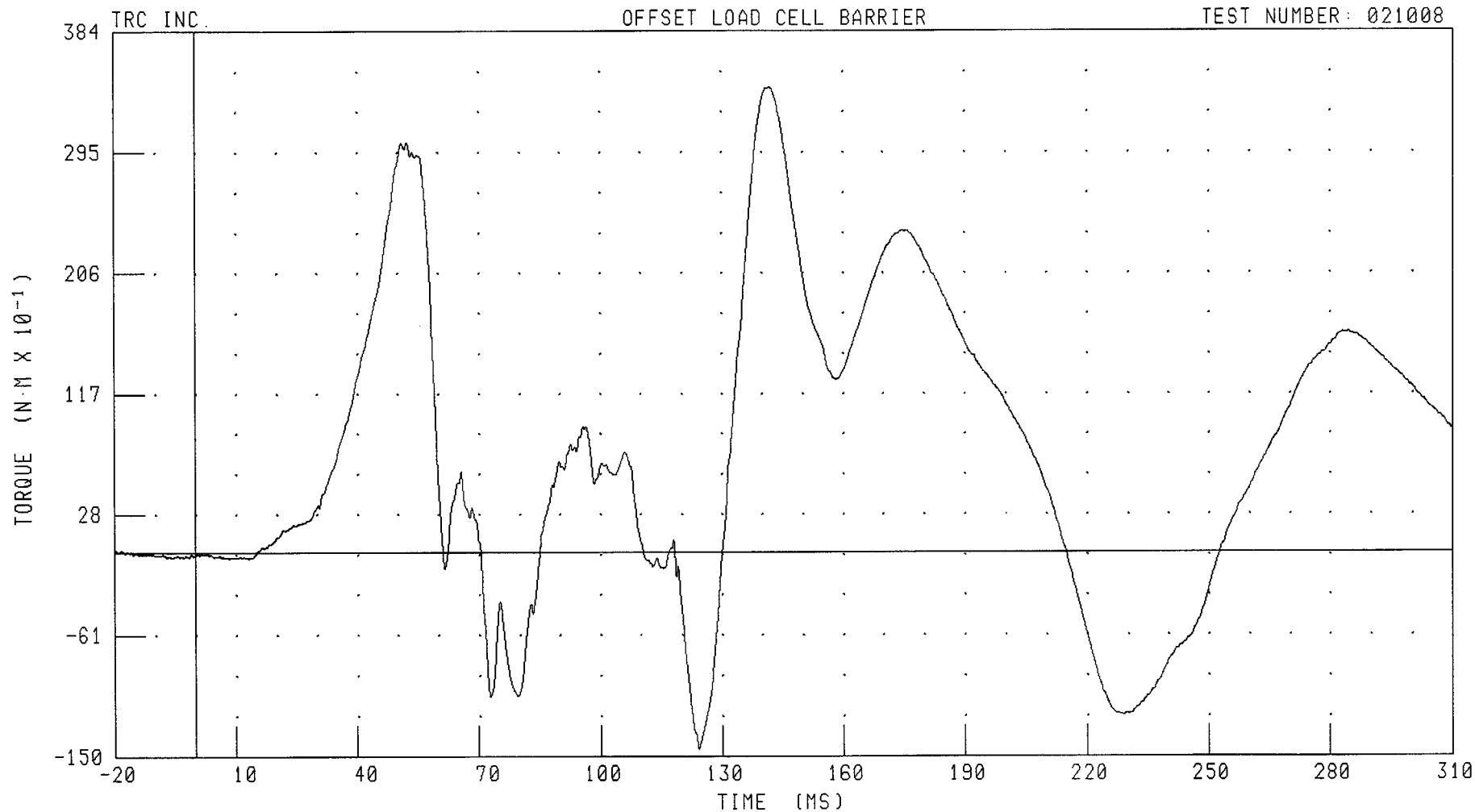
CHANNEL: RFMYM2 FILTER: CH. CLASS 600

PEAK DATA: 190.79 N·M @ 124.96 MS; -27.82 N·M @ 73.12 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RFMZM2

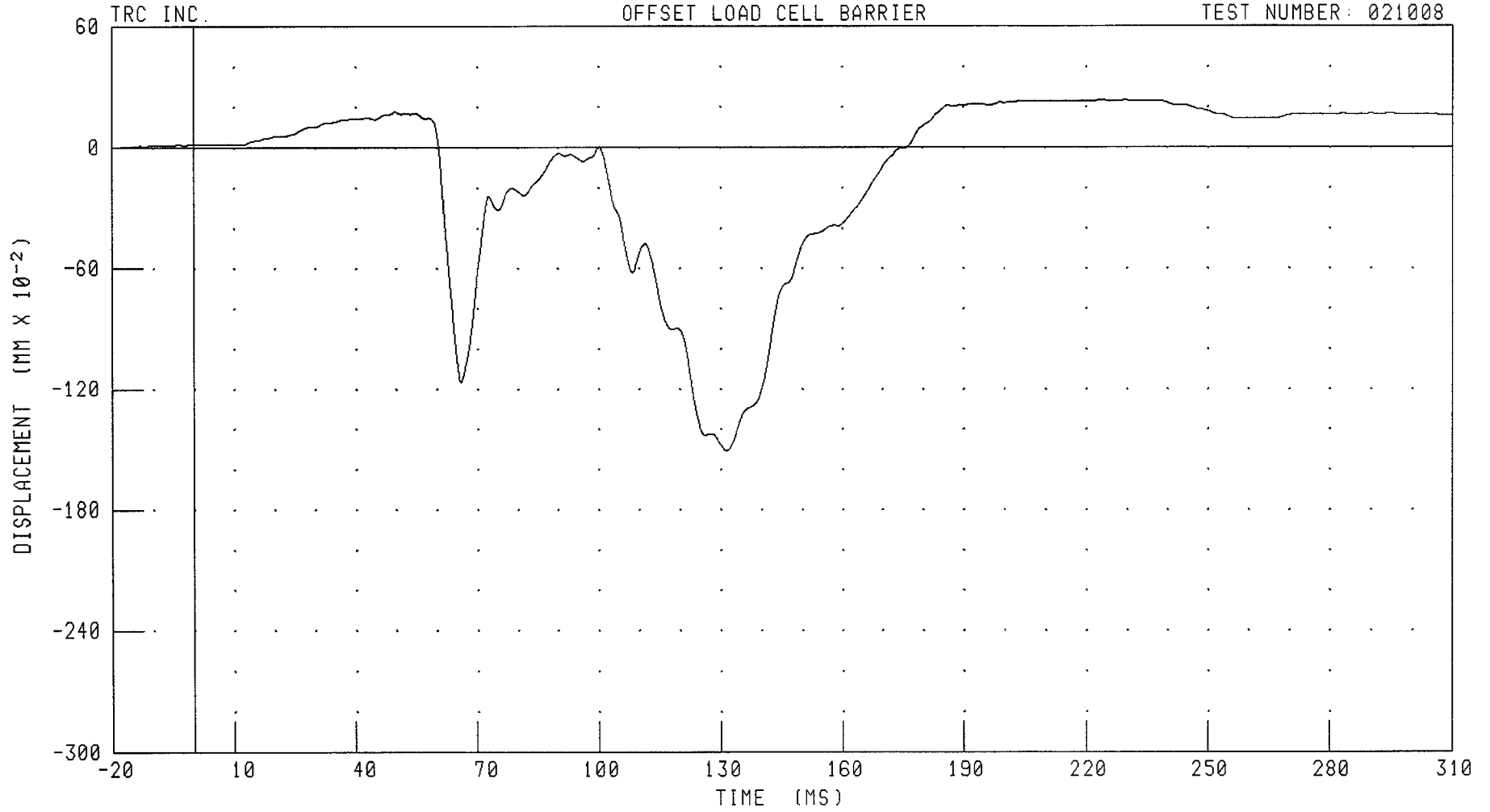
FILTER: CH. CLASS 600

PEAK DATA: 34.26 N·M @ 142.08 MS; -14.47 N·M @ 124.24 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: KNLXD2 FILTER: CH. CLASS 180

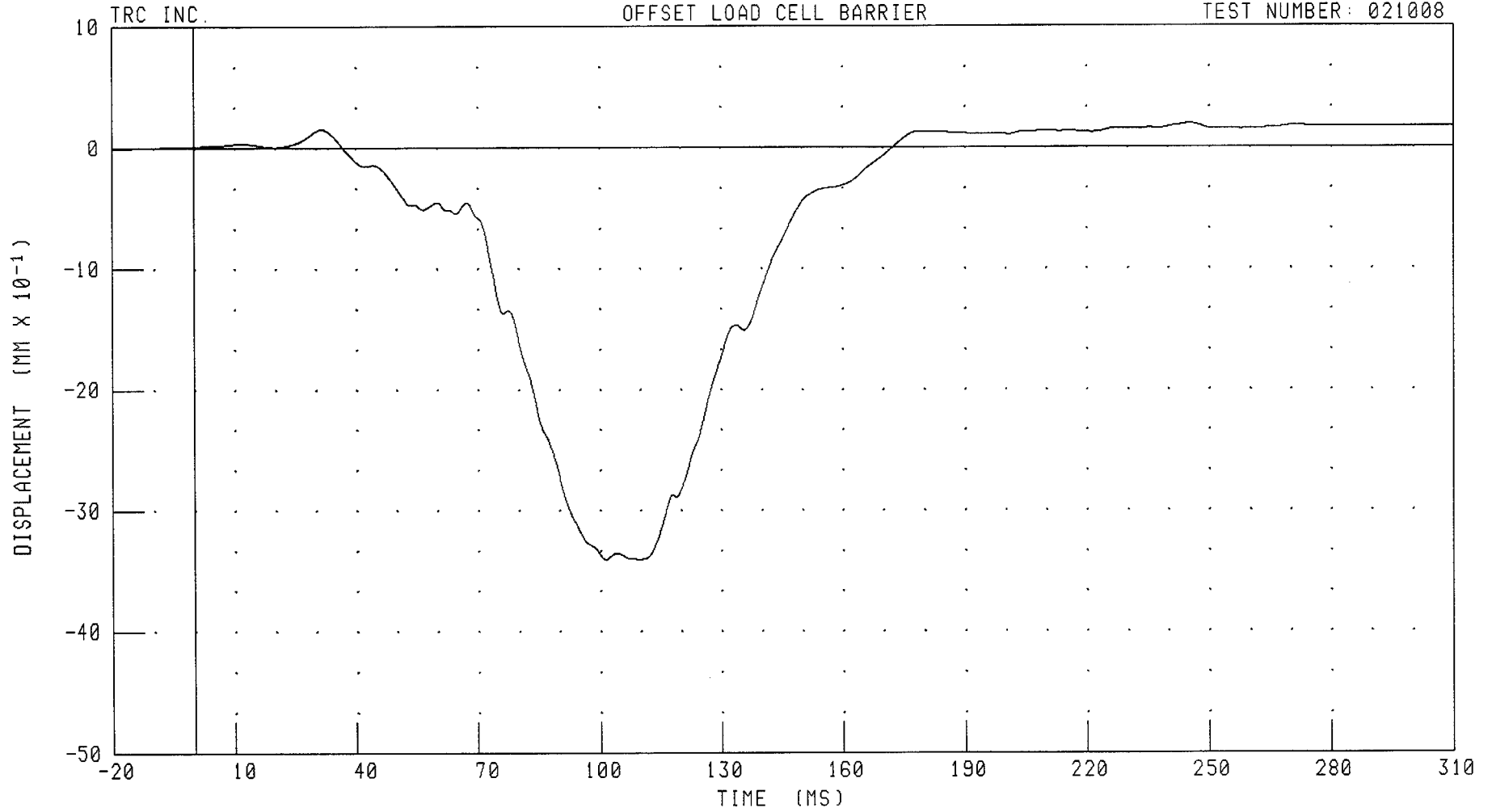
PEAK DATA: 0.23 MM @ 229.92 MS; -1.51 MM @ 131.52 MS

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

PASSENGER RIGHT TIBIA TO FEMUR DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: KNRXD2 FILTER: CH. CLASS 180

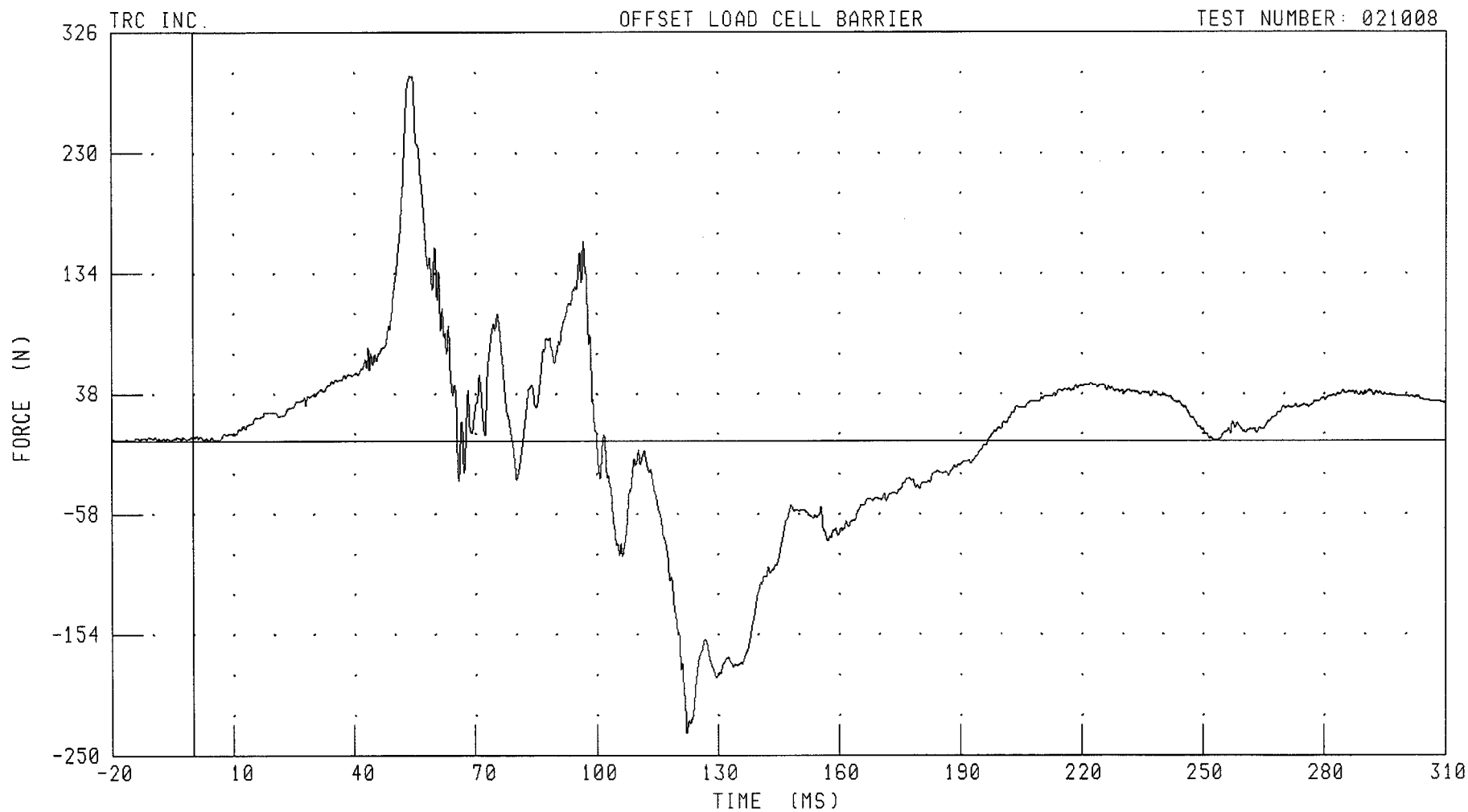
PEAK DATA: 0.20 MM @ 245.28 MS; -3.41 MM @ 101.52 MS

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

PASSENGER LEFT UPPER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBLXF2 FILTER: CH. CLASS 600

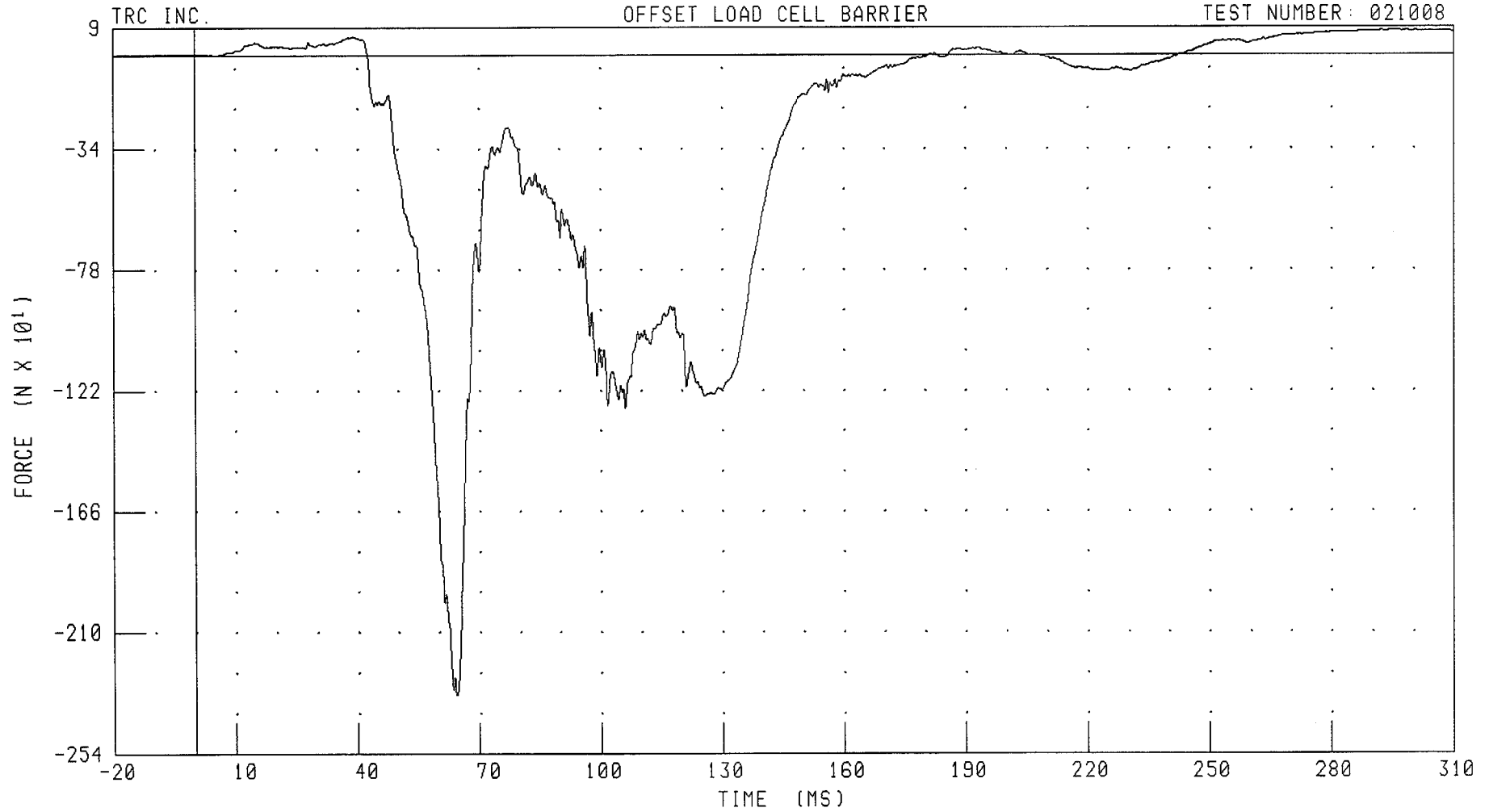
PEAK DATA: 291.37 N @ 54.08 MS; -232.29 N @ 122.40 MS

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

PASSENGER LEFT UPPER TIBIA Z-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



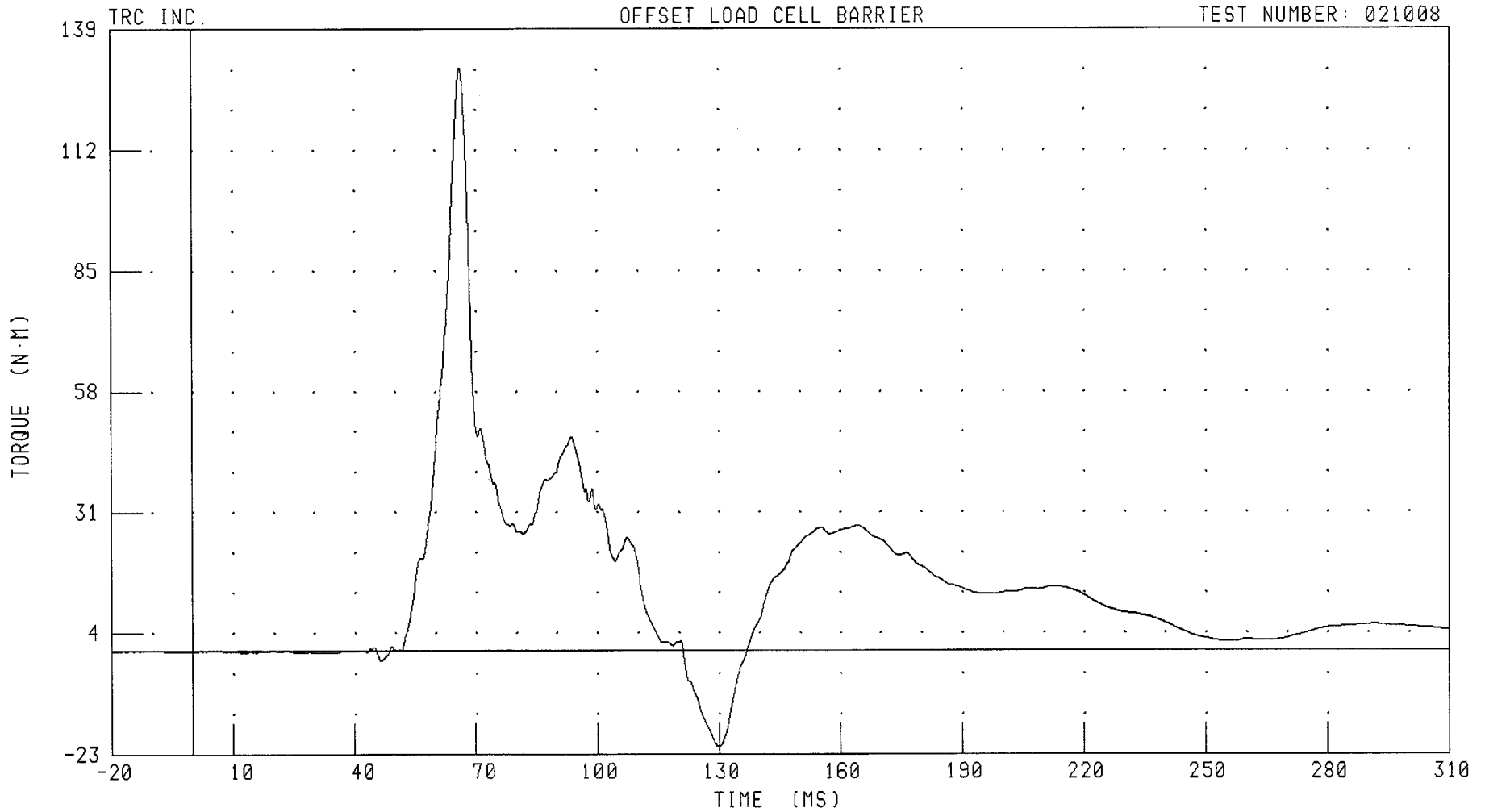
CHANNEL: TBLZF2 FILTER: CH. CLASS 600

PEAK DATA: 90.14 N @ 296.16 MS; -2330.59 N @ 64.40 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



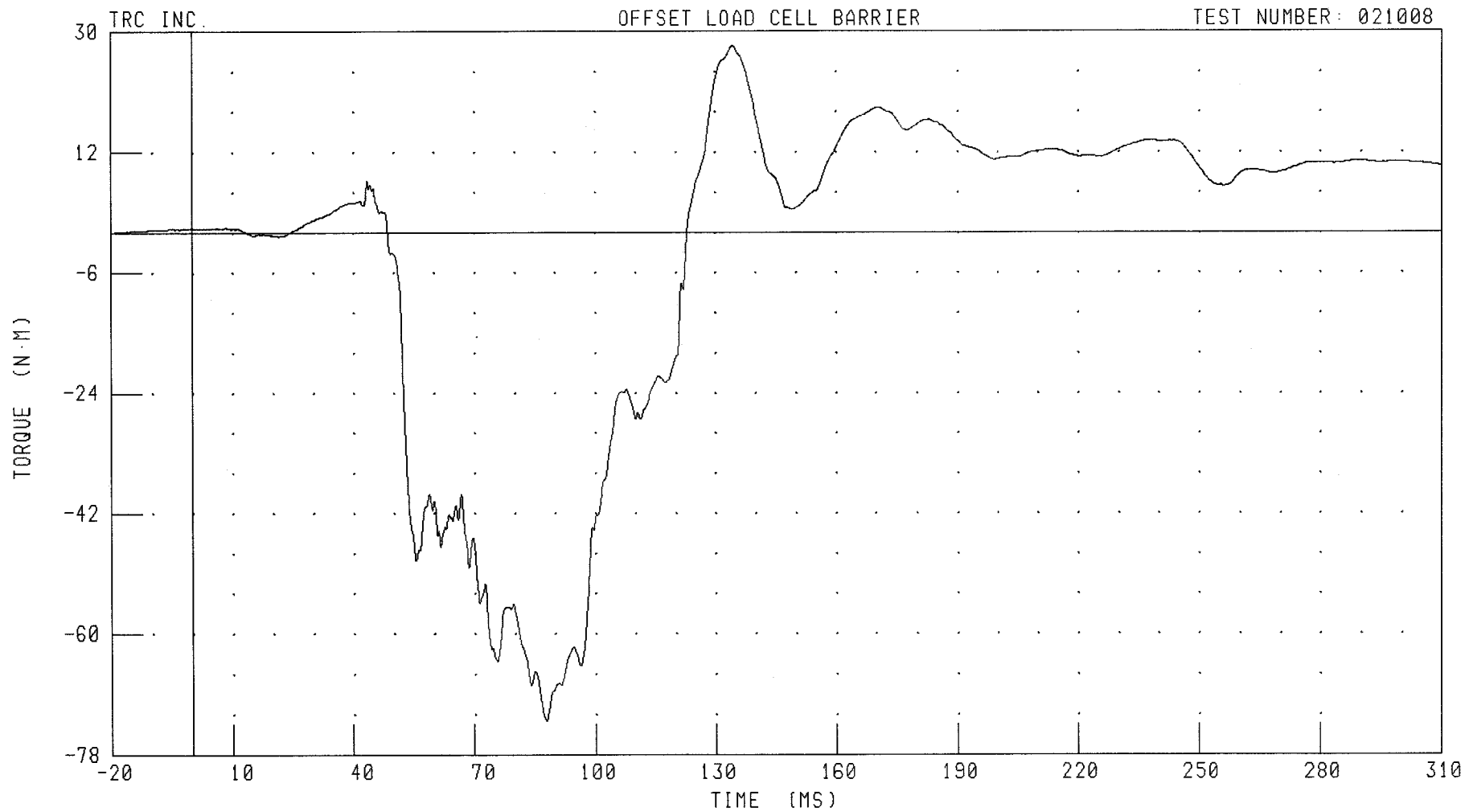
CHANNEL: TBLXM2 FILTER: CH. CLASS 600

PEAK DATA: 130.32 N·M @ 66.16 MS; -21.28 N·M @ 129.84 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBLYM2 FILTER: CH. CLASS 600

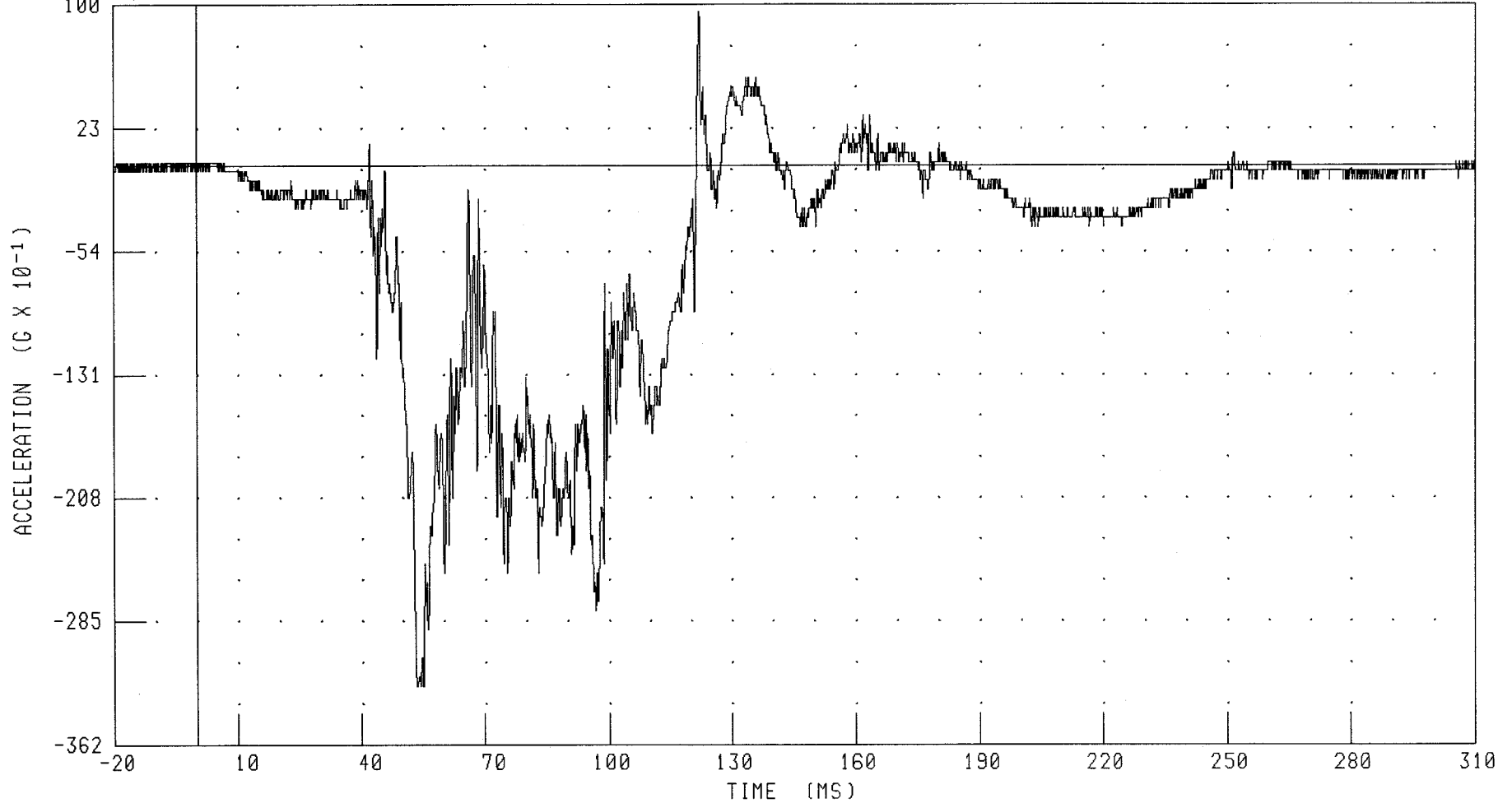
PEAK DATA: 27.85 N·M @ 134.48 MS; -72.96 N·M @ 87.84 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBLXG2 FILTER: CH. CLASS 1000

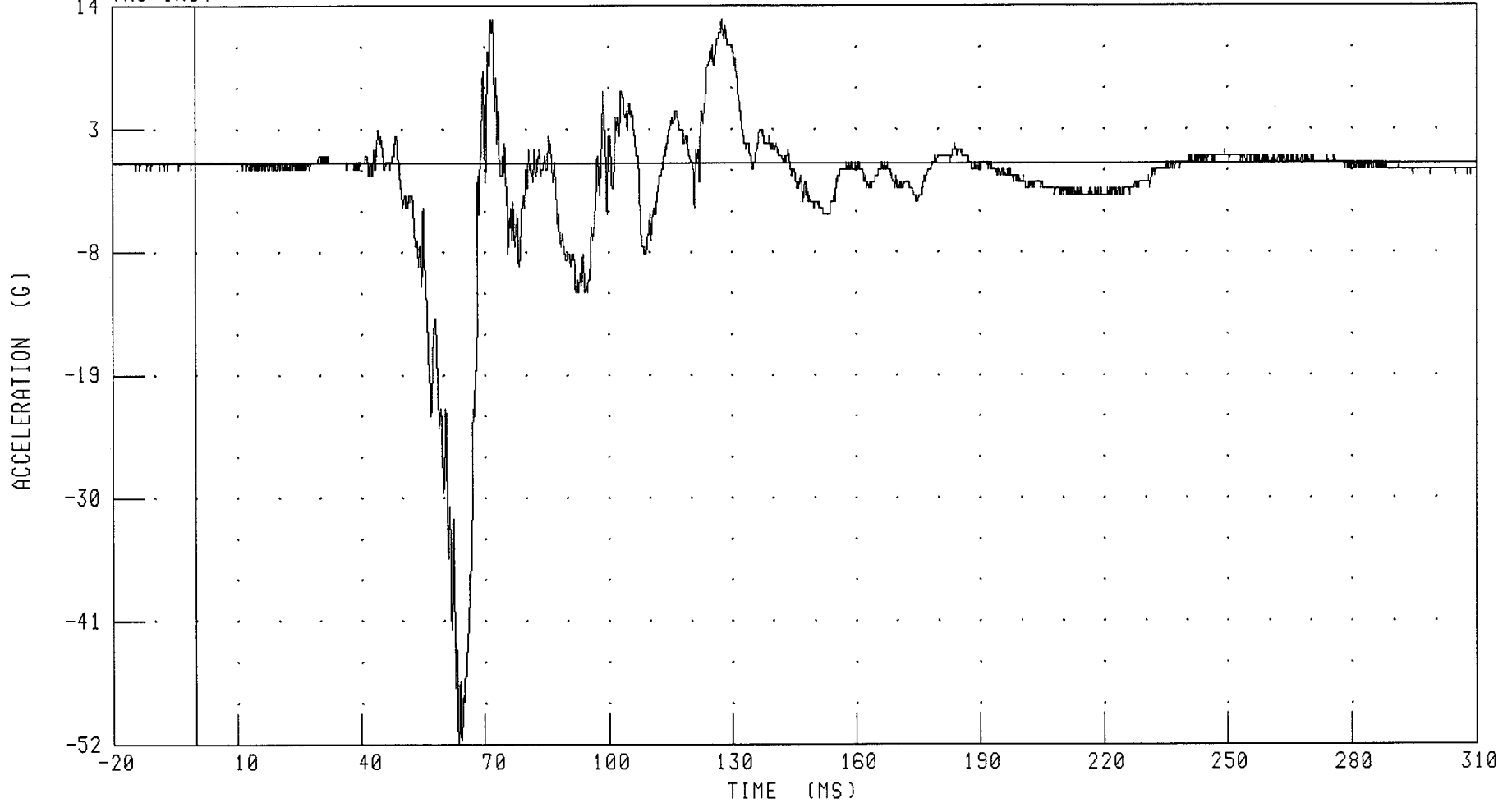
PEAK DATA: 9.56 G @ 122.32 MS; -32.54 G @ 53.28 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

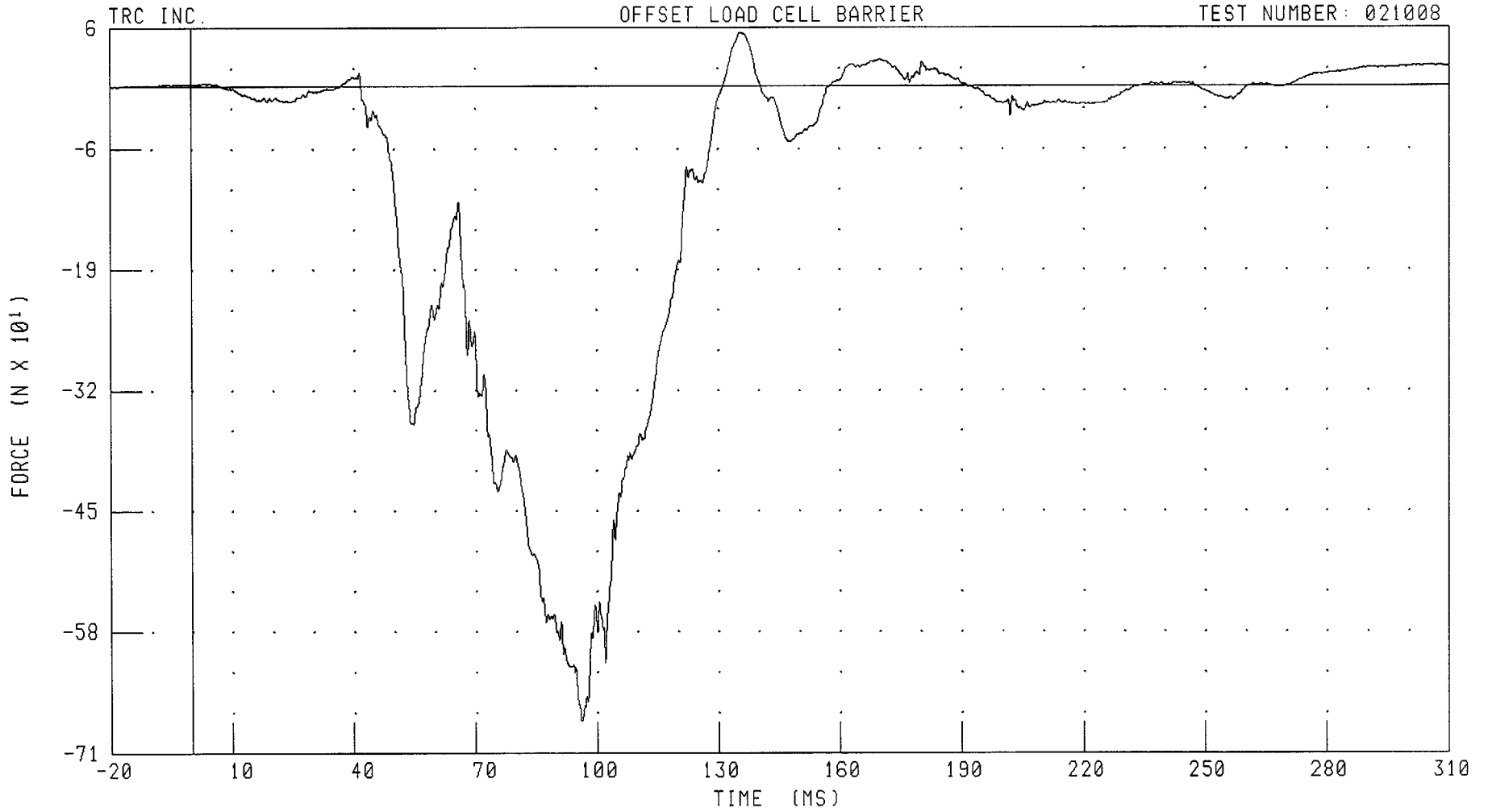


CHANNEL: TBLYG2 FILTER: CH. CLASS 1000

PEAK DATA: 12.79 G @ 71.68 MS; -52.24 G @ 63.52 MS

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

TEST NUMBER: 021008



CHANNEL: ANLXF2 FILTER: CH. CLASS 600

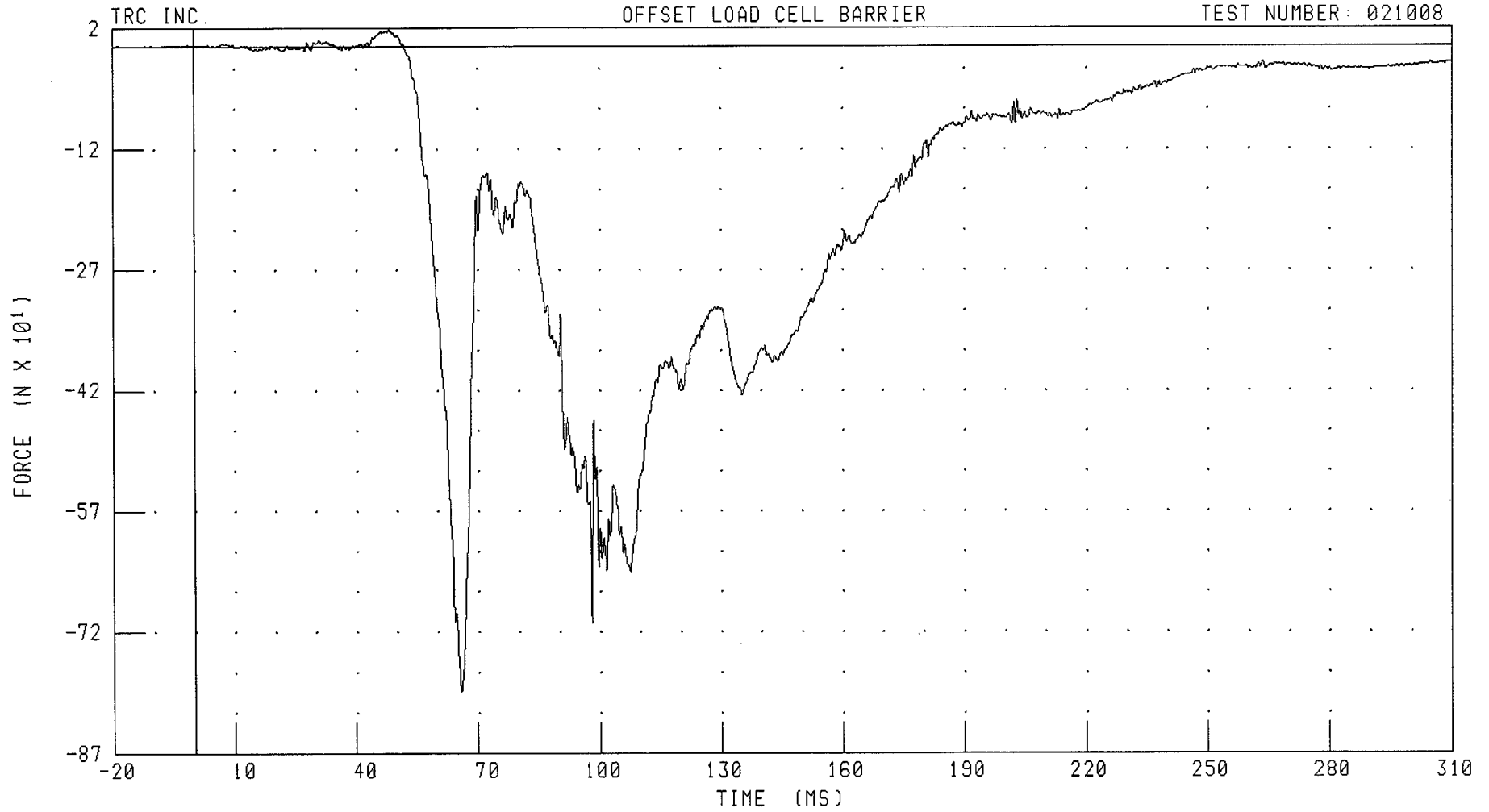
PEAK DATA: 58.14 N @ 135.92 MS; -683.30 N @ 96.32 MS

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

PASSENGER LEFT LOWER TIBIA Y-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANLYF2 FILTER: CH. CLASS 600

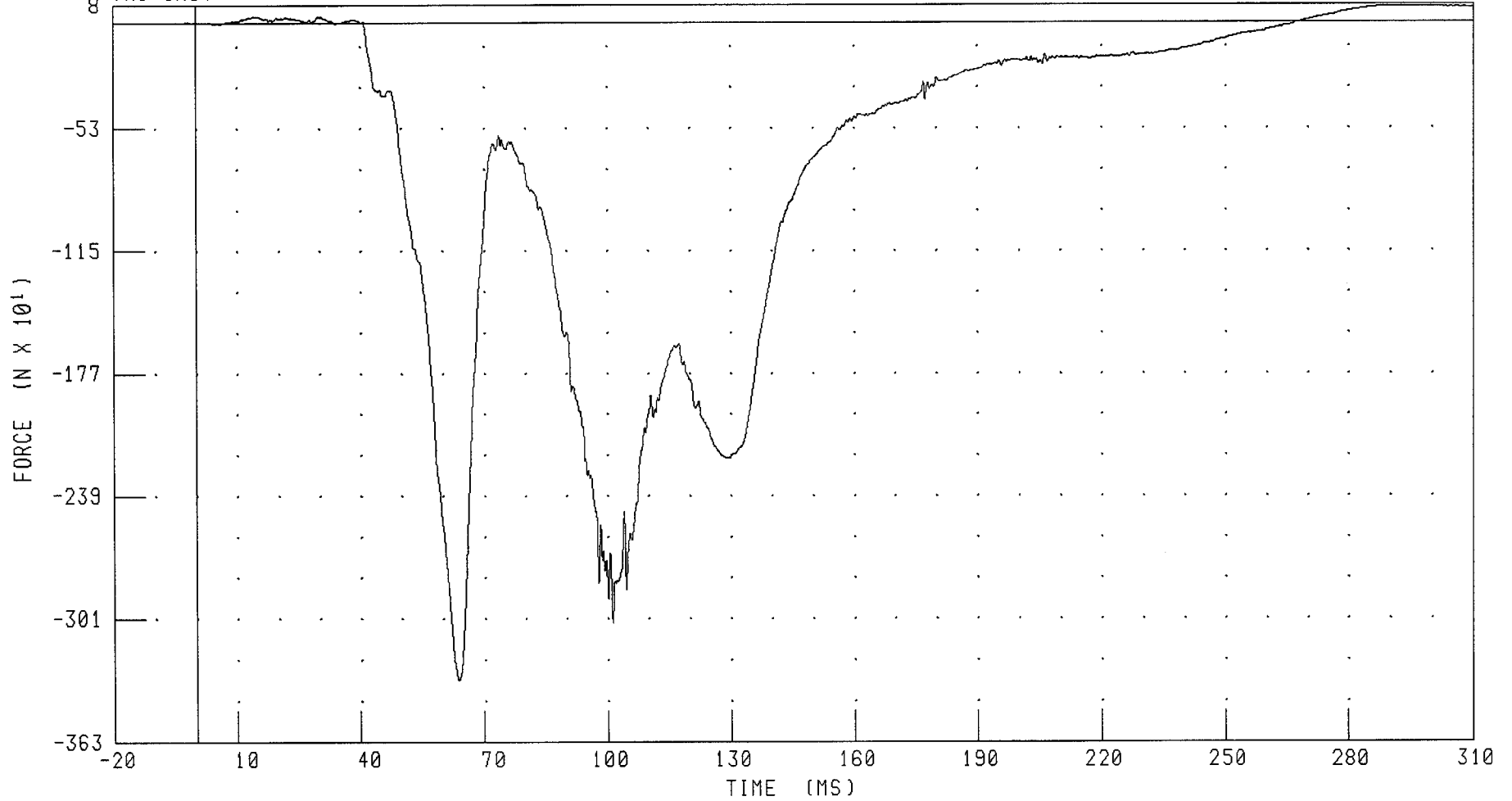
PEAK DATA: 20.17 N @ 48.32 MS; -802.29 N @ 65.92 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



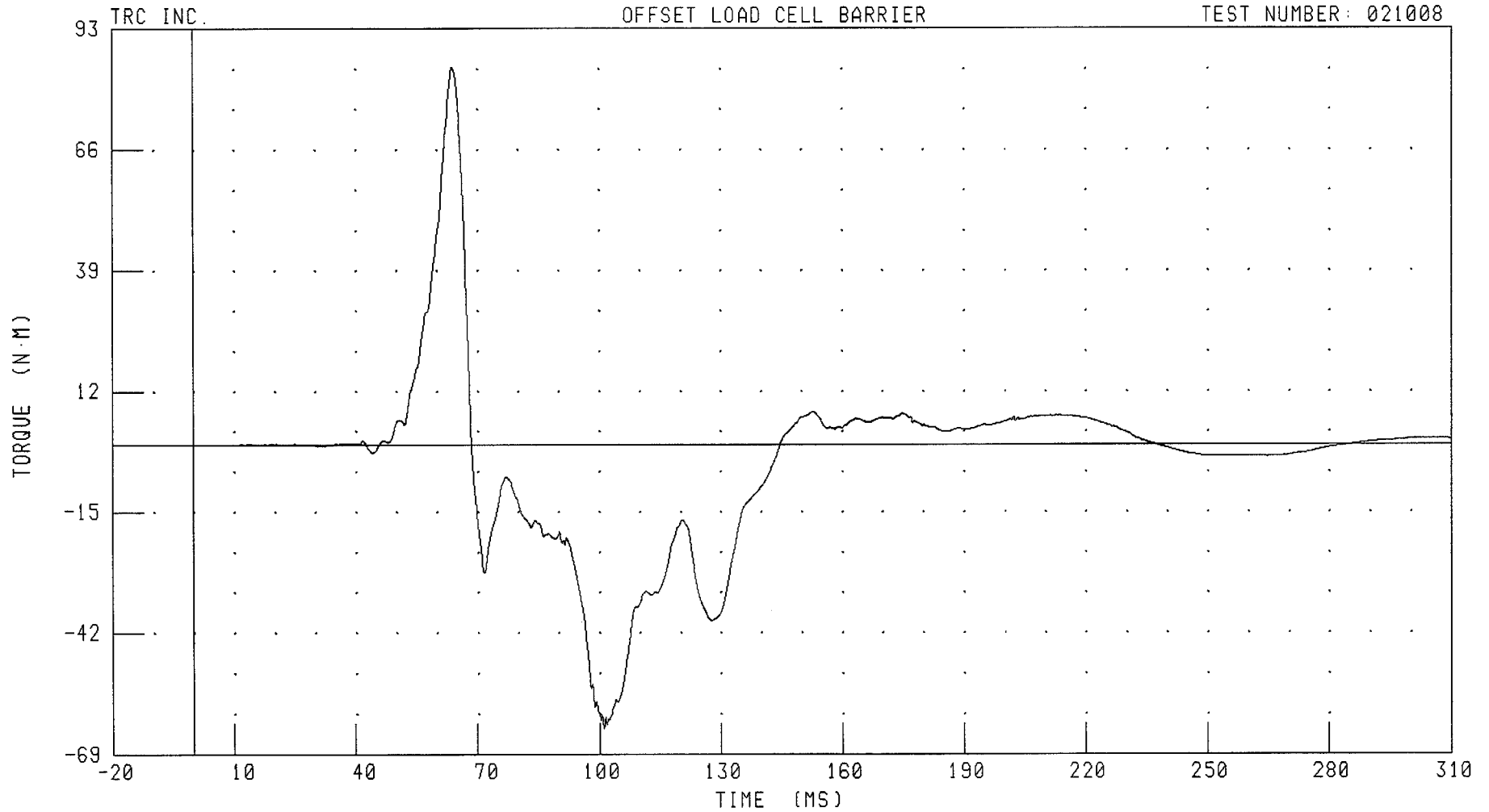
CHANNEL: ANLZF2 FILTER: CH. CLASS 600

PEAK DATA: 79.97 N @ 293.52 MS; -3323.25 N @ 63.68 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

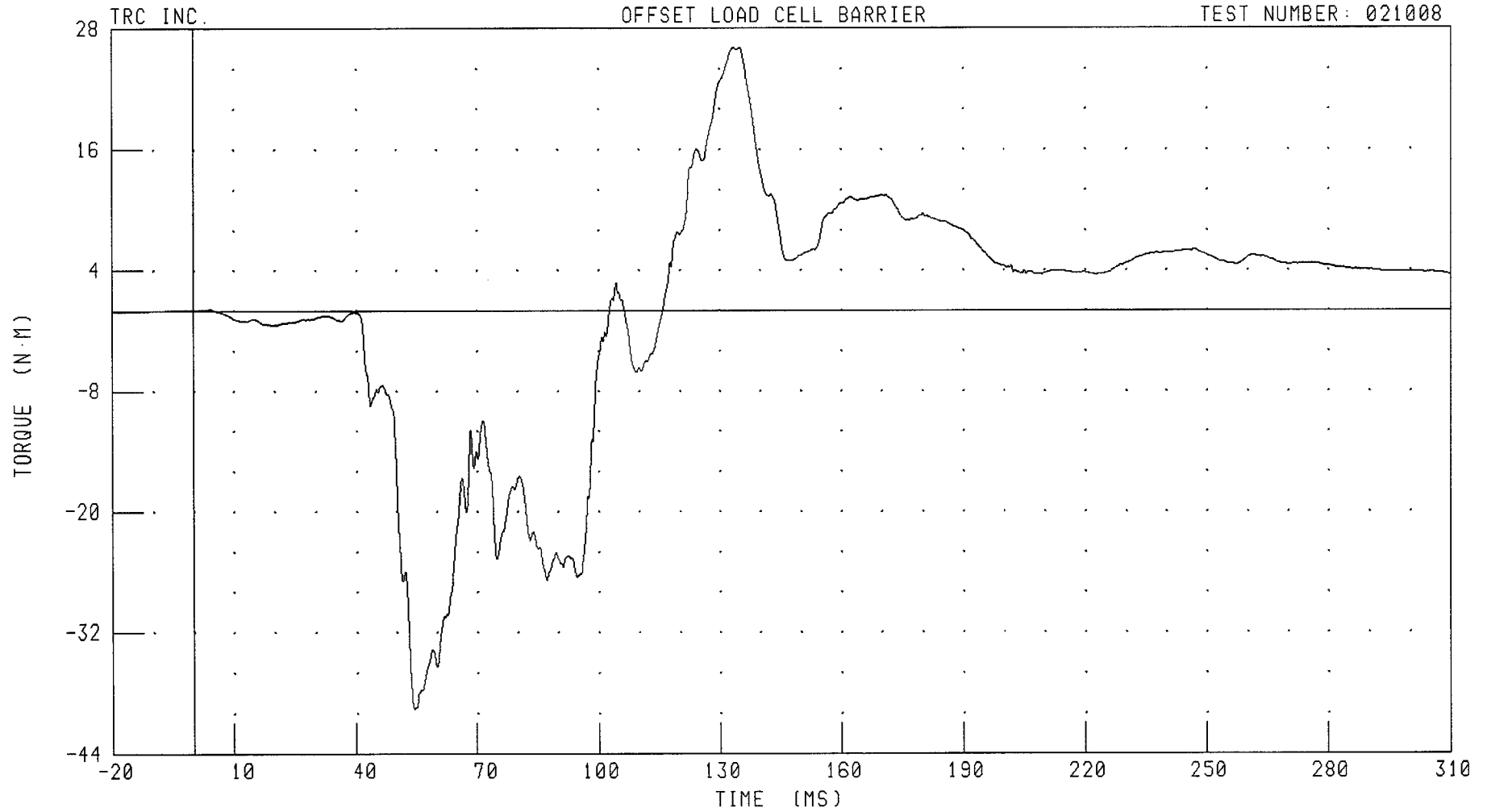


CHANNEL: ANLXM2 FILTER: CH. CLASS 600

PEAK DATA: 84.39 N·M @ 63.84 MS; -63.35 N·M @ 101.20 MS

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

TEST NUMBER: 021008



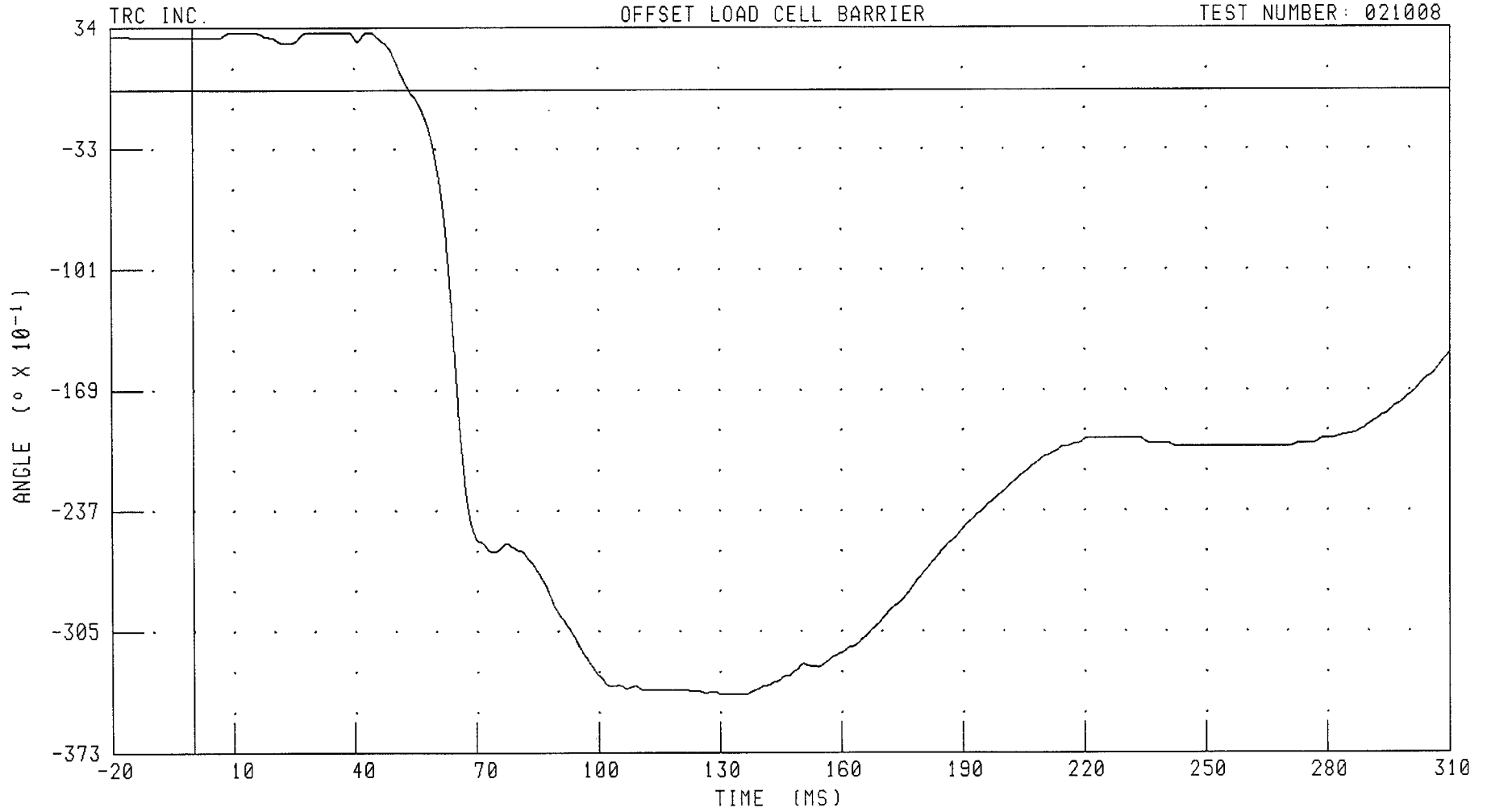
CHANNEL: ANLYM2 FILTER: CH. CLASS 600

PEAK DATA: 26.11 N·M @ 133.60 MS; -39.62 N·M @ 54.48 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



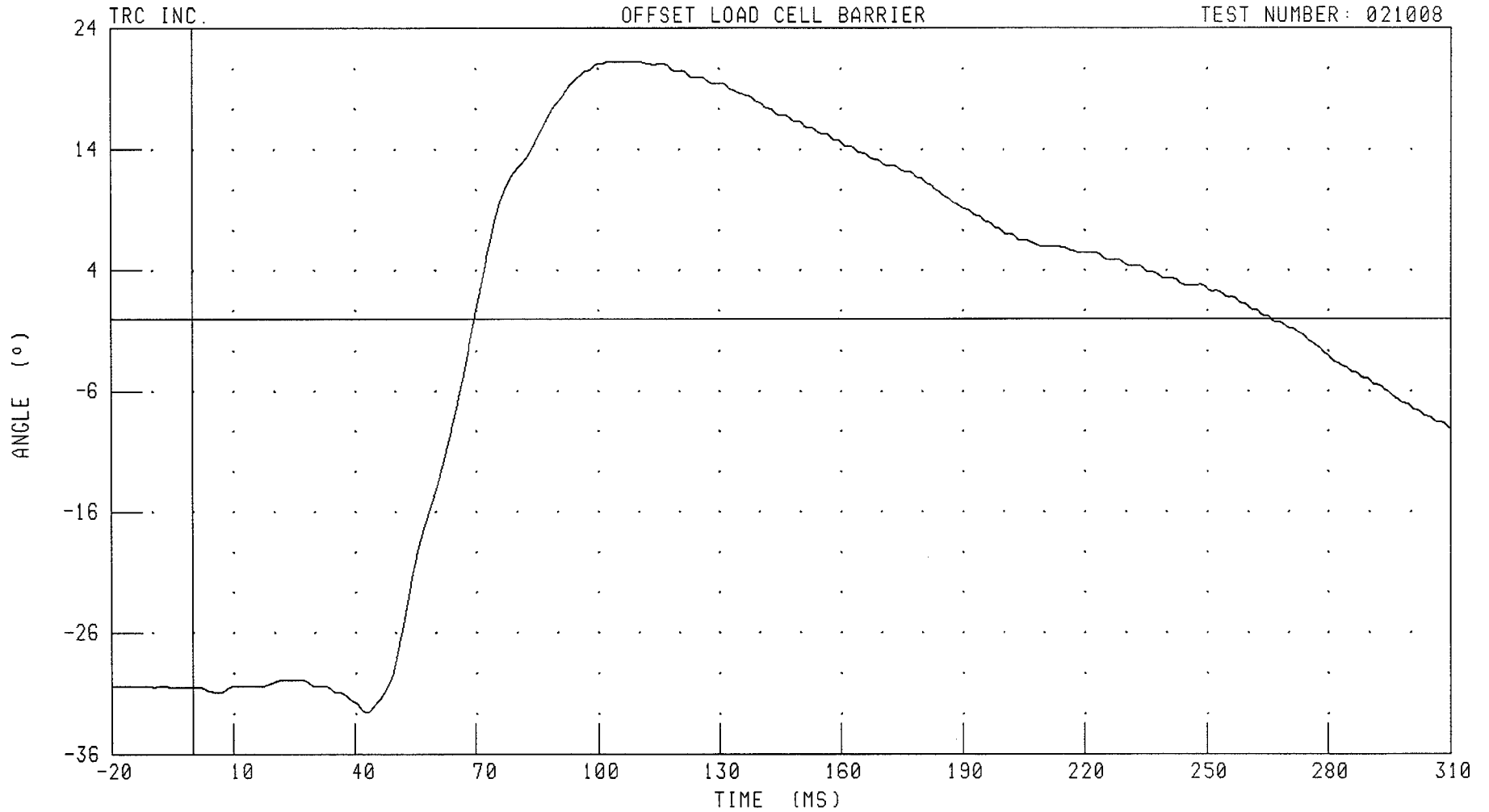
CHANNEL: FTLXD2 FILTER: CH. CLASS 180

PEAK DATA: 3.24 ° @ 43.84 MS; -34.05 ° @ 130.96 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLYD2

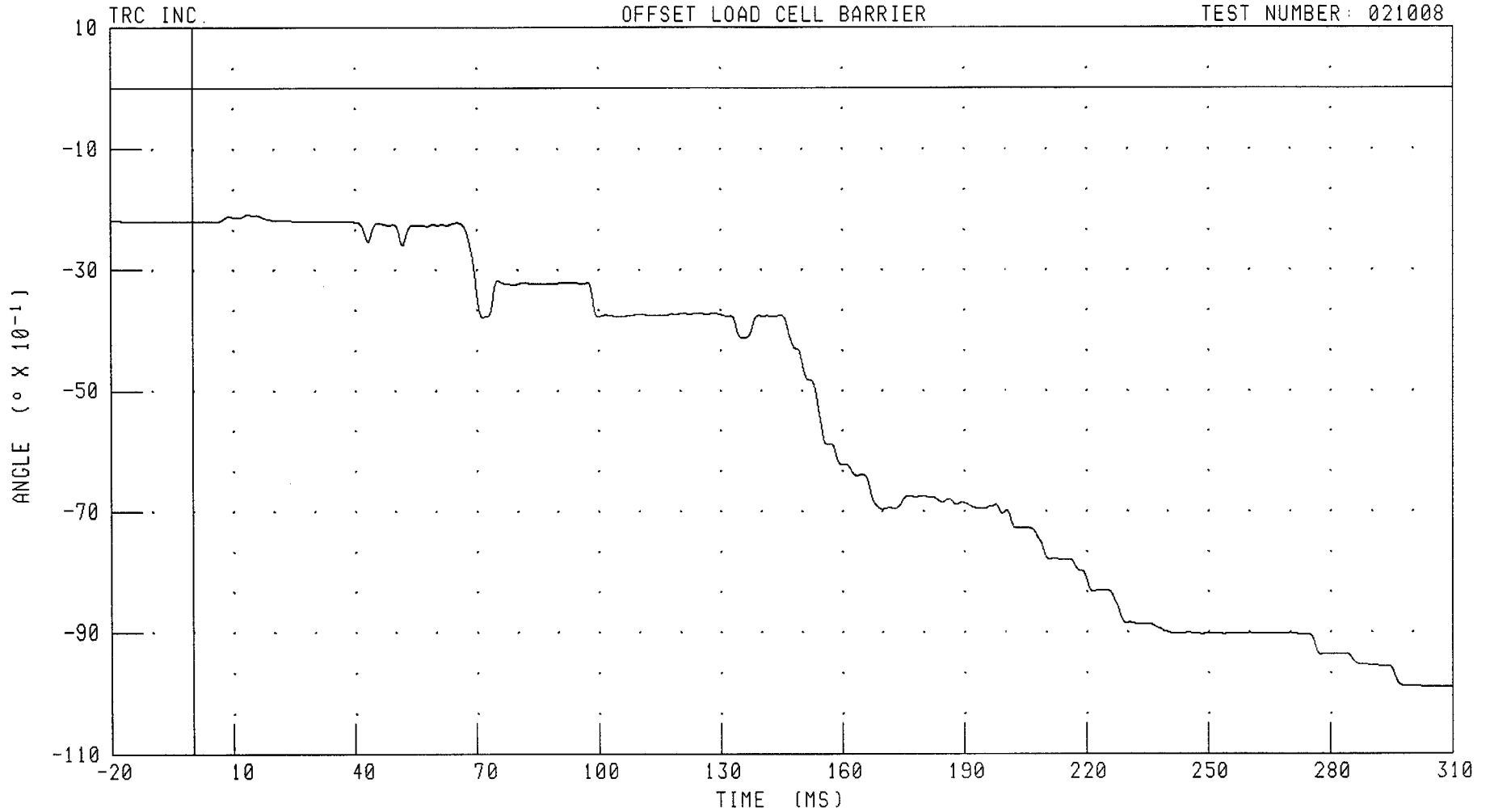
FILTER: CH. CLASS 180

PEAK DATA: 21.24 ° @ 106.24 MS; -32.57 ° @ 42.96 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLZD2 FILTER: CH. CLASS 180

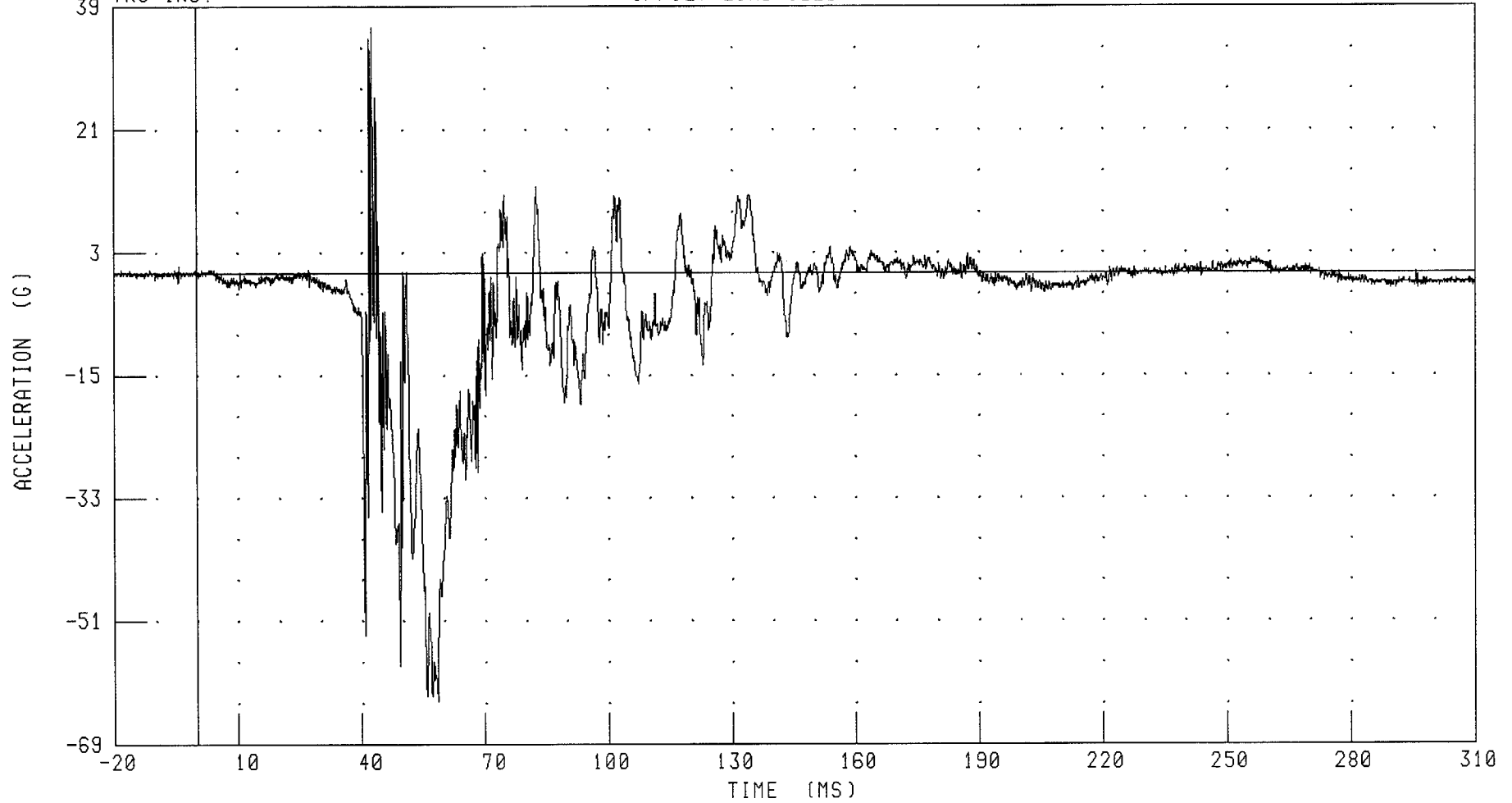
PEAK DATA: -2.08 ° @ 13.76 MS; -9.91 ° @ 308.16 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



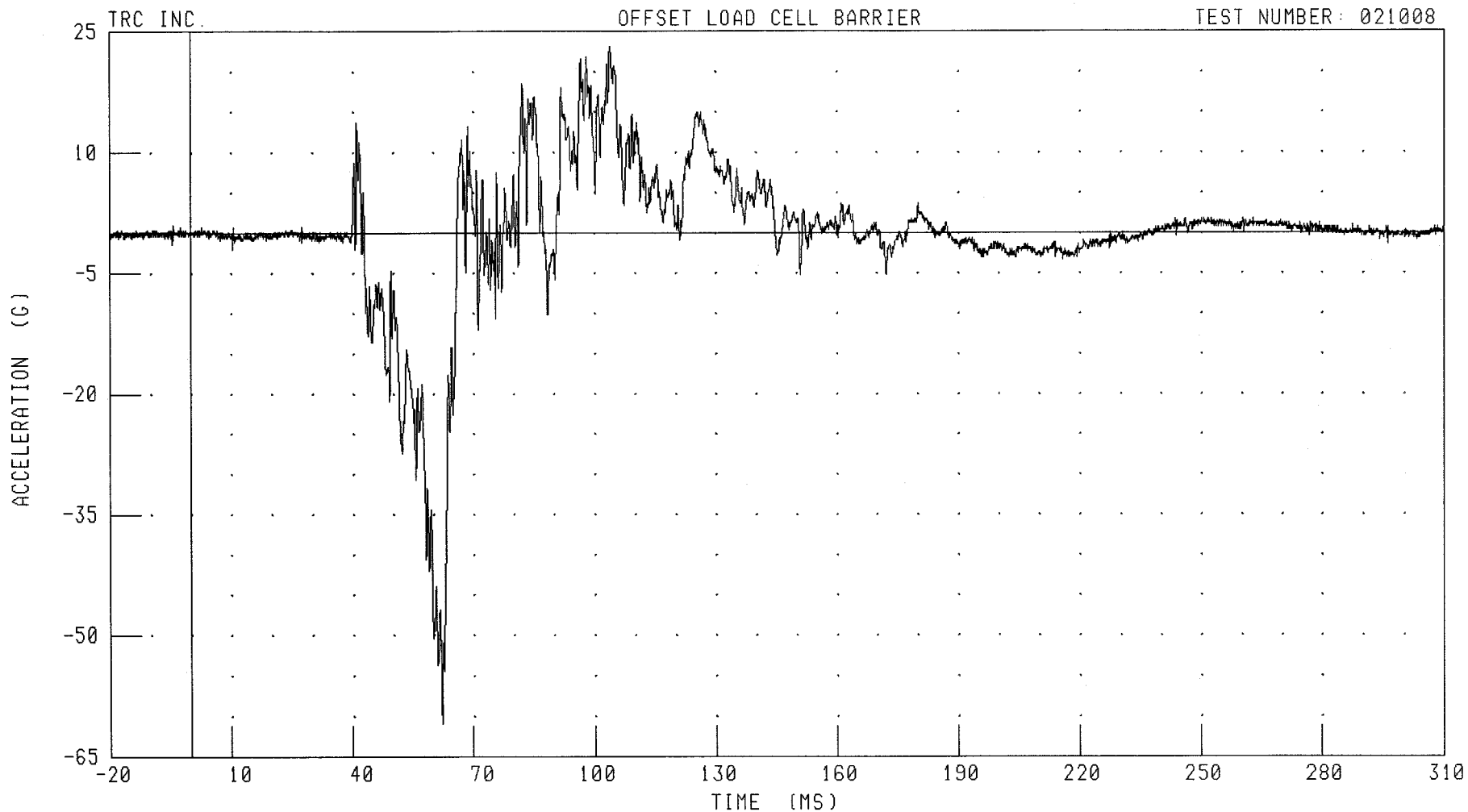
CHANNEL: FTLXG2 FILTER: CH. CLASS 1000

PEAK DATA: 36.01 G @ 42.72 MS; -62.81 G @ 58.40 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLYG2 FILTER: CH. CLASS 1000

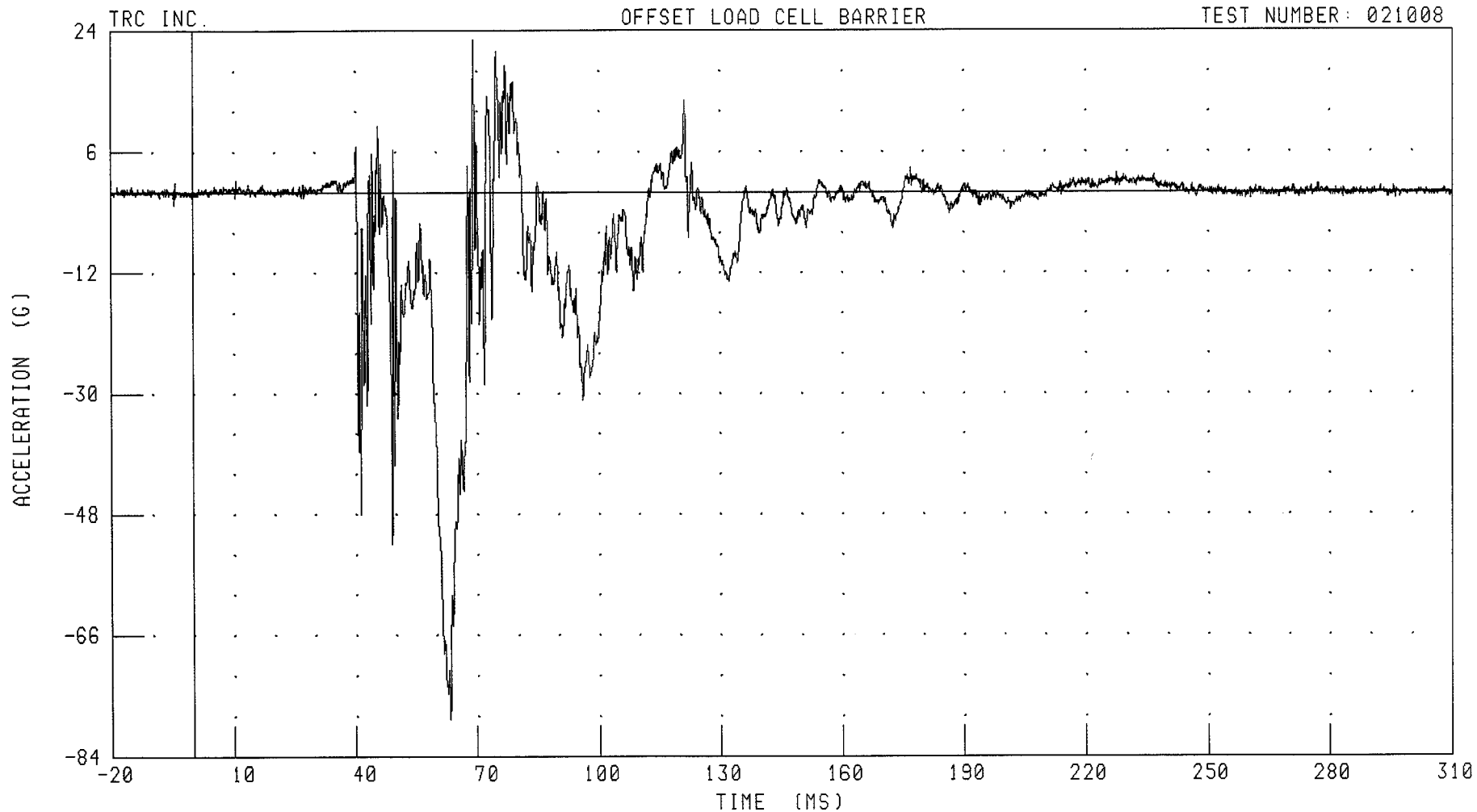
PEAK DATA: 23.17 G @ 103.84 MS, -60.97 G @ 62.16 MS

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

PASSENGER LEFT FOOT Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTLZG2 FILTER: CH. CLASS 1000

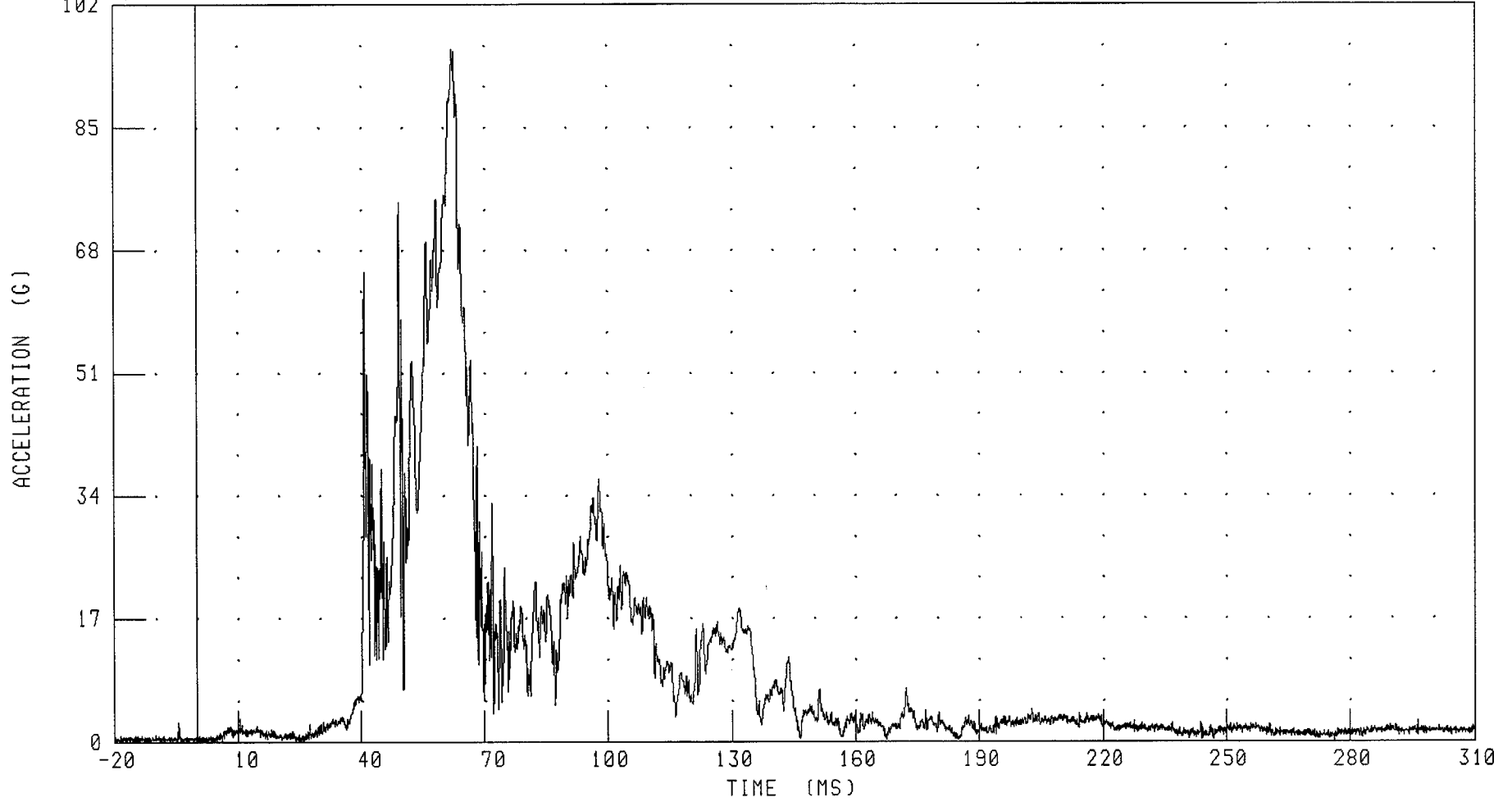
PEAK DATA: 22.66 G @ 69.36 MS; -78.54 G @ 63.36 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



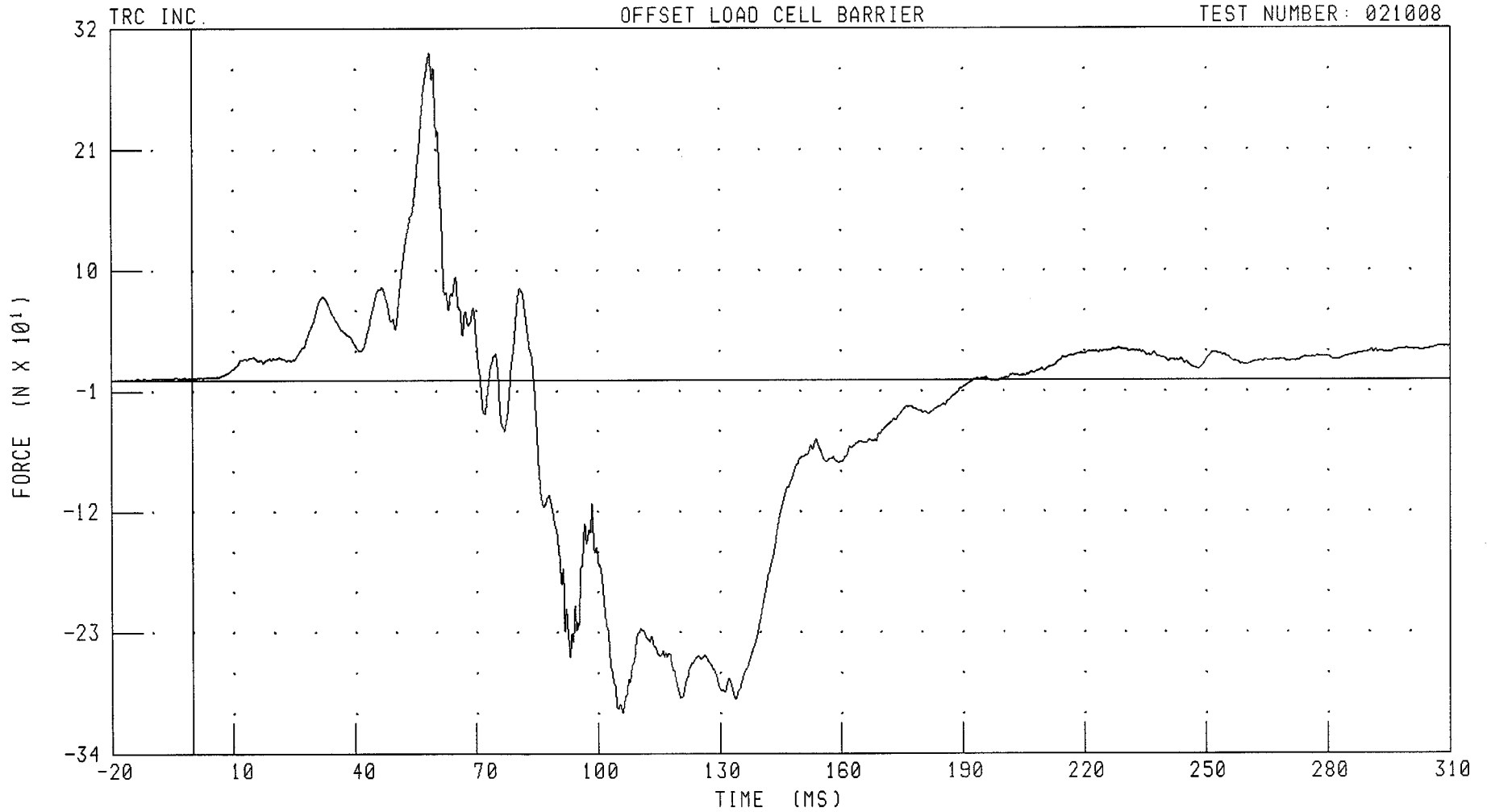
CHANNEL: FTLRG2 FILTER: CH. CLASS 1000

PEAK DATA: 95.82 G @ 62.24 MS; 0.13 G @ -19.60 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBRXF2 FILTER: CH. CLASS 600

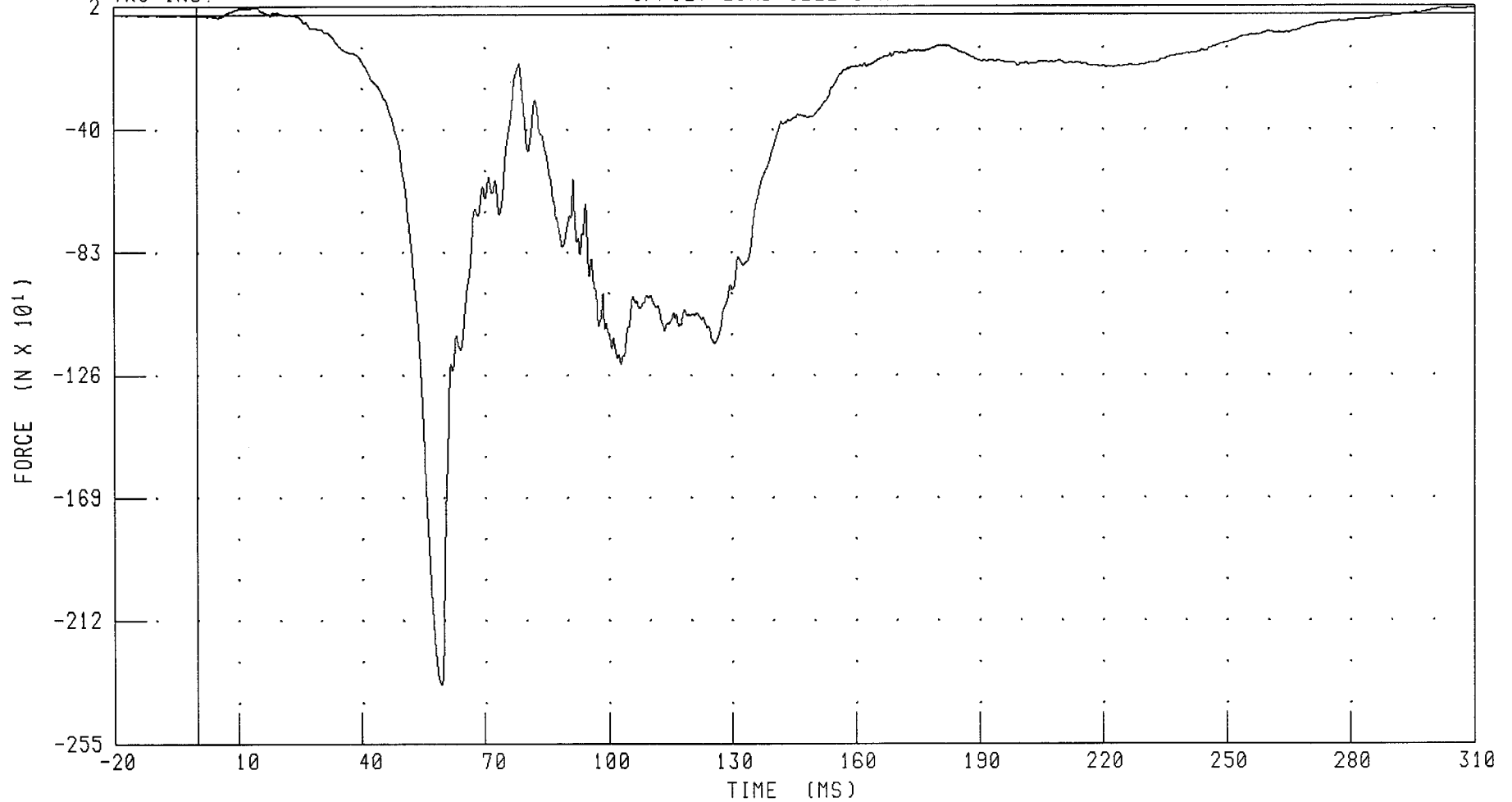
PEAK DATA: 298.21 N @ 58.56 MS; -302.79 N @ 106.08 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



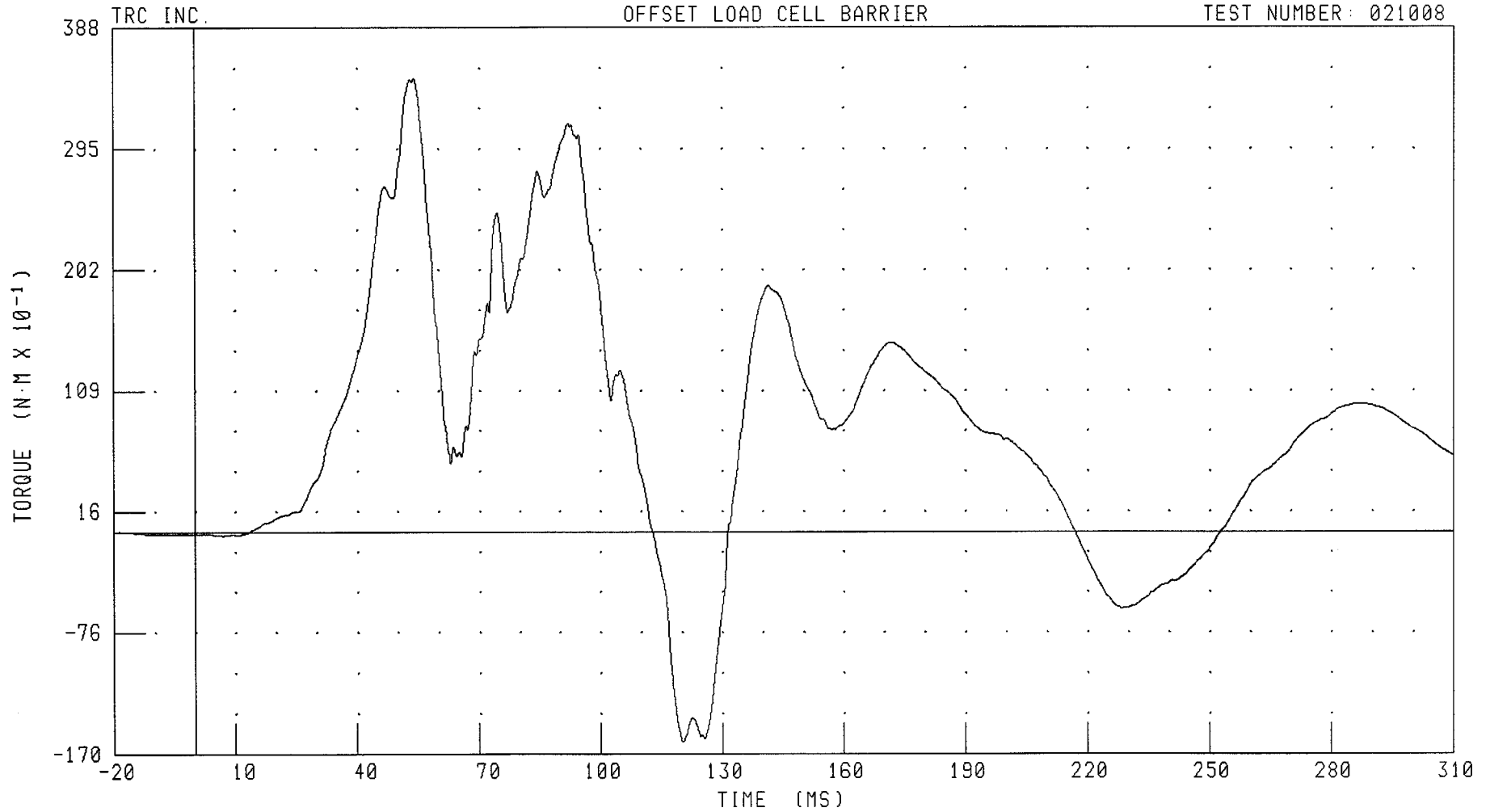
CHANNEL: TBRZF2 FILTER: CH. CLASS 600

PEAK DATA: 25.94 N @ 14.24 MS; -2343.69 N @ 59.28 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



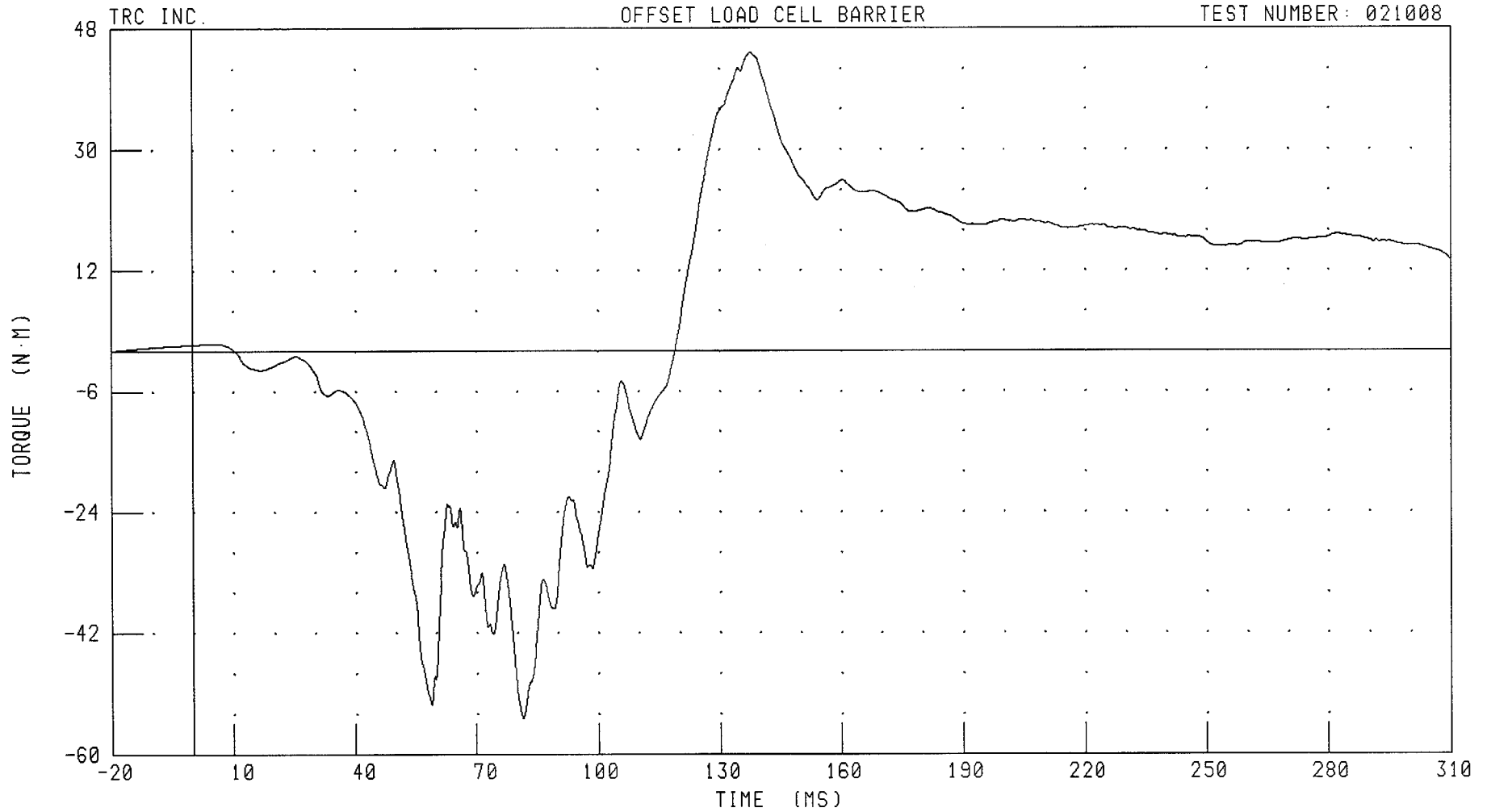
CHANNEL: TBRXM2 FILTER: CH. CLASS 600

PEAK DATA: 34.91 N·M @ 54.08 MS; -16.09 N·M @ 120.24 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBRYM2 FILTER: CH. CLASS 600

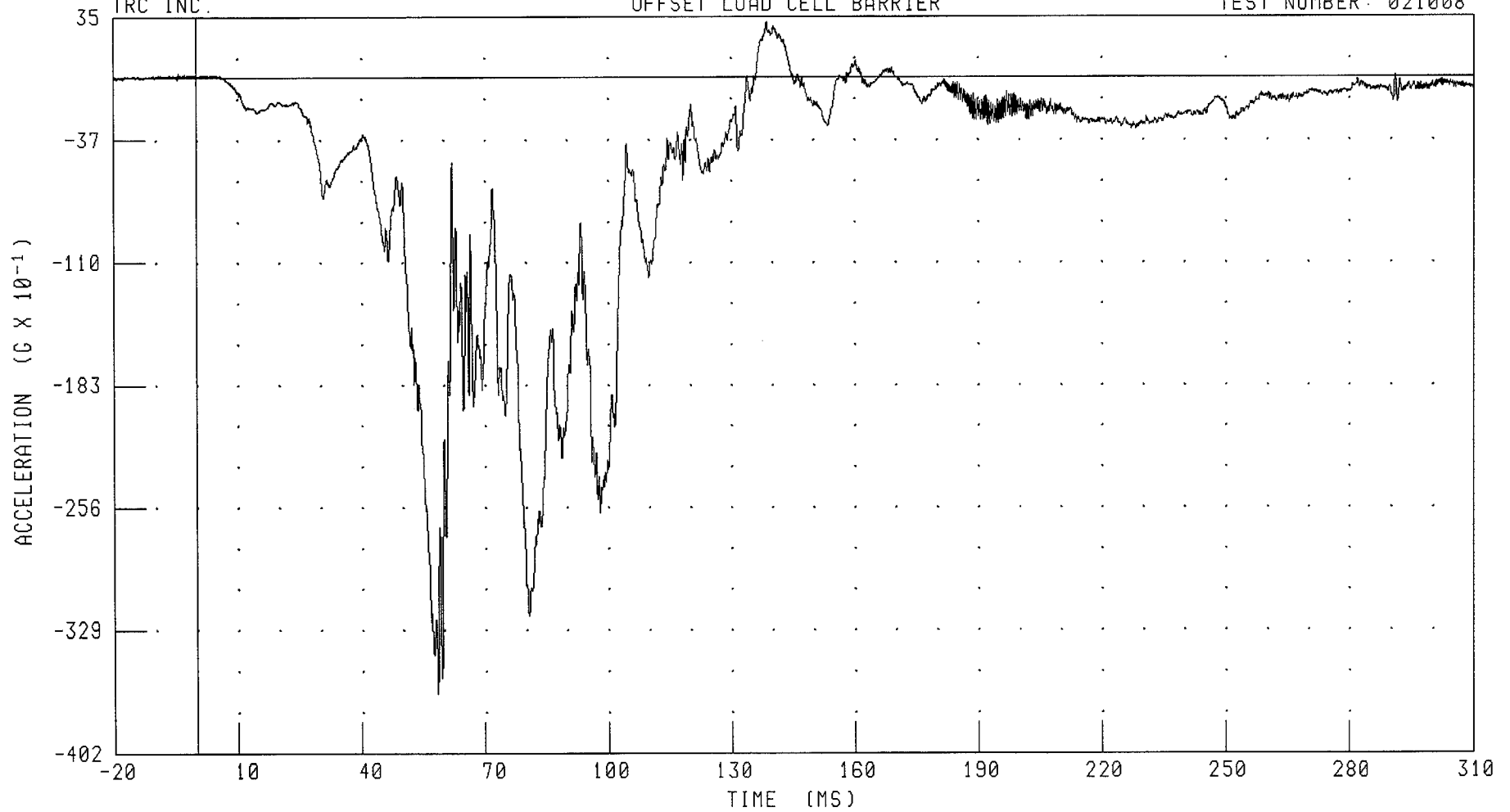
PEAK DATA: 44.39 N·M @ 137.84 MS; -54.65 N·M @ 81.44 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBRXC2 FILTER: CH. CLASS 1000

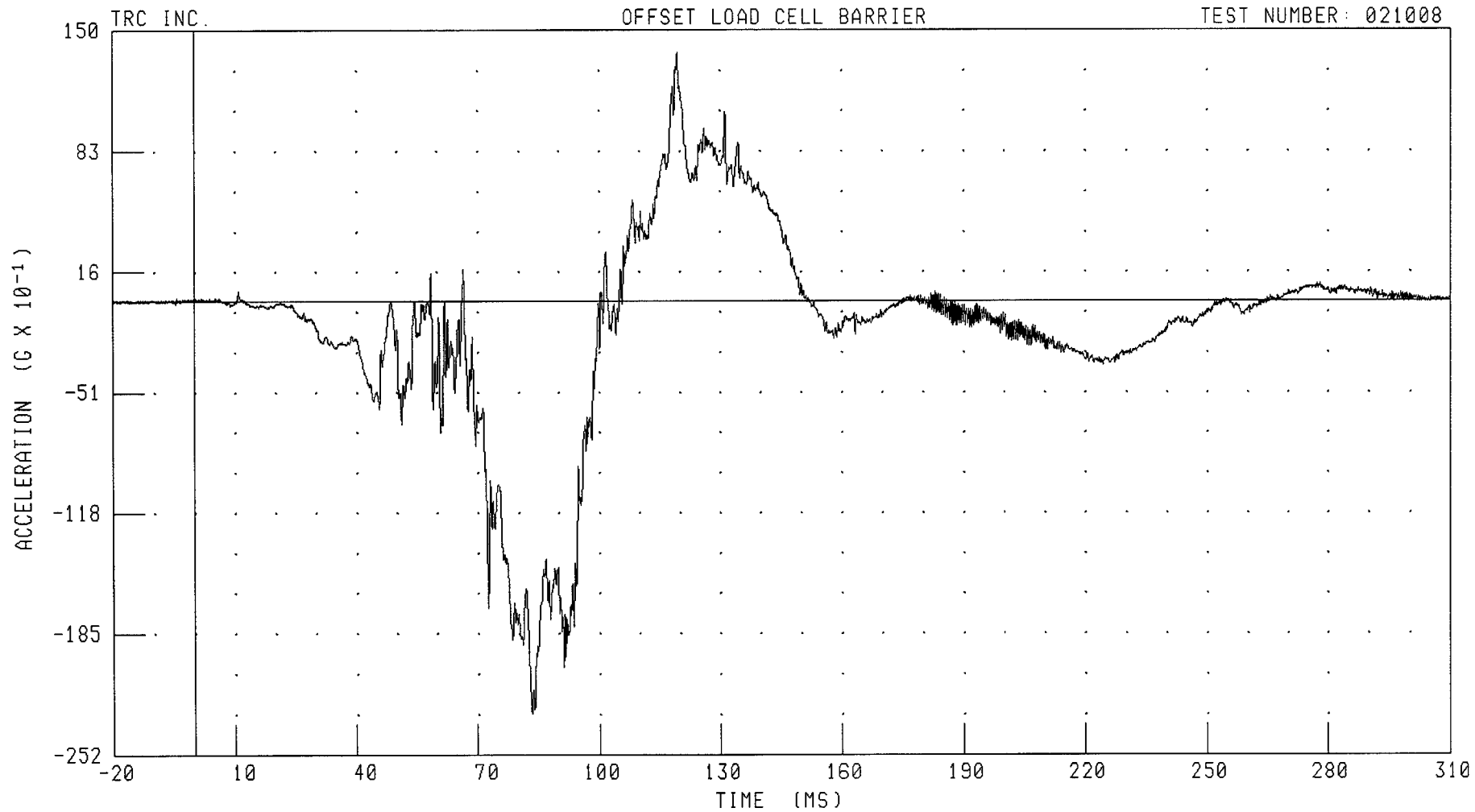
PEAK DATA: 3.30 G @ 138.88 MS; -36.70 G @ 58.48 MS

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

PASSENGER RIGHT TIBIA Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TBRYG2 FILTER: CH. CLASS 1000

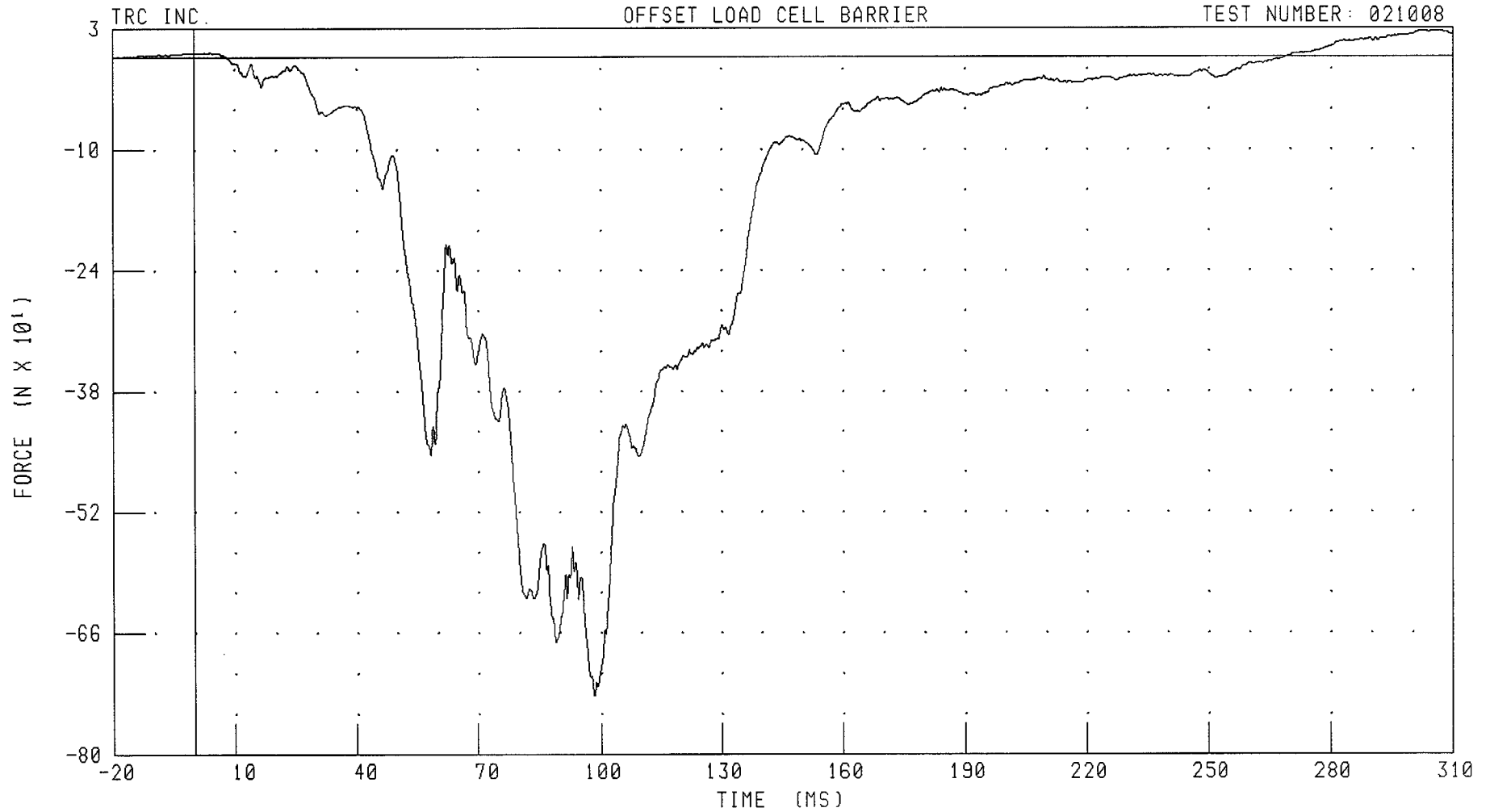
PEAK DATA: 13.76 G @ 119.60 MS; -22.92 G @ 83.28 MS

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

PASSENGER RIGHT LOWER TIBIA X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANRXF2

FILTER: CH. CLASS 600

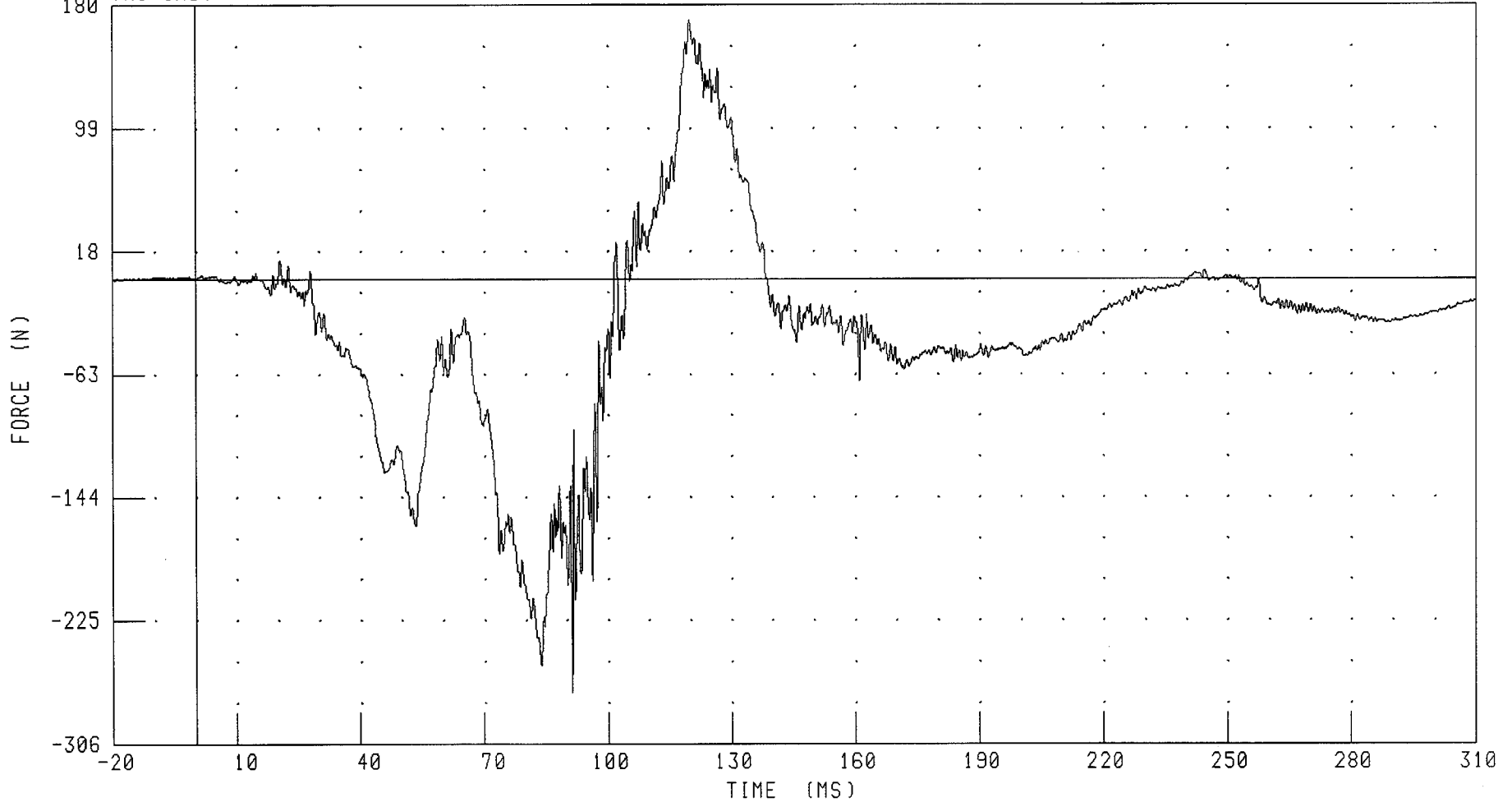
PEAK DATA: 30.01 N @ 305.60 MS; -739.47 N @ 98.48 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANRYF2 FILTER: CH. CLASS 600

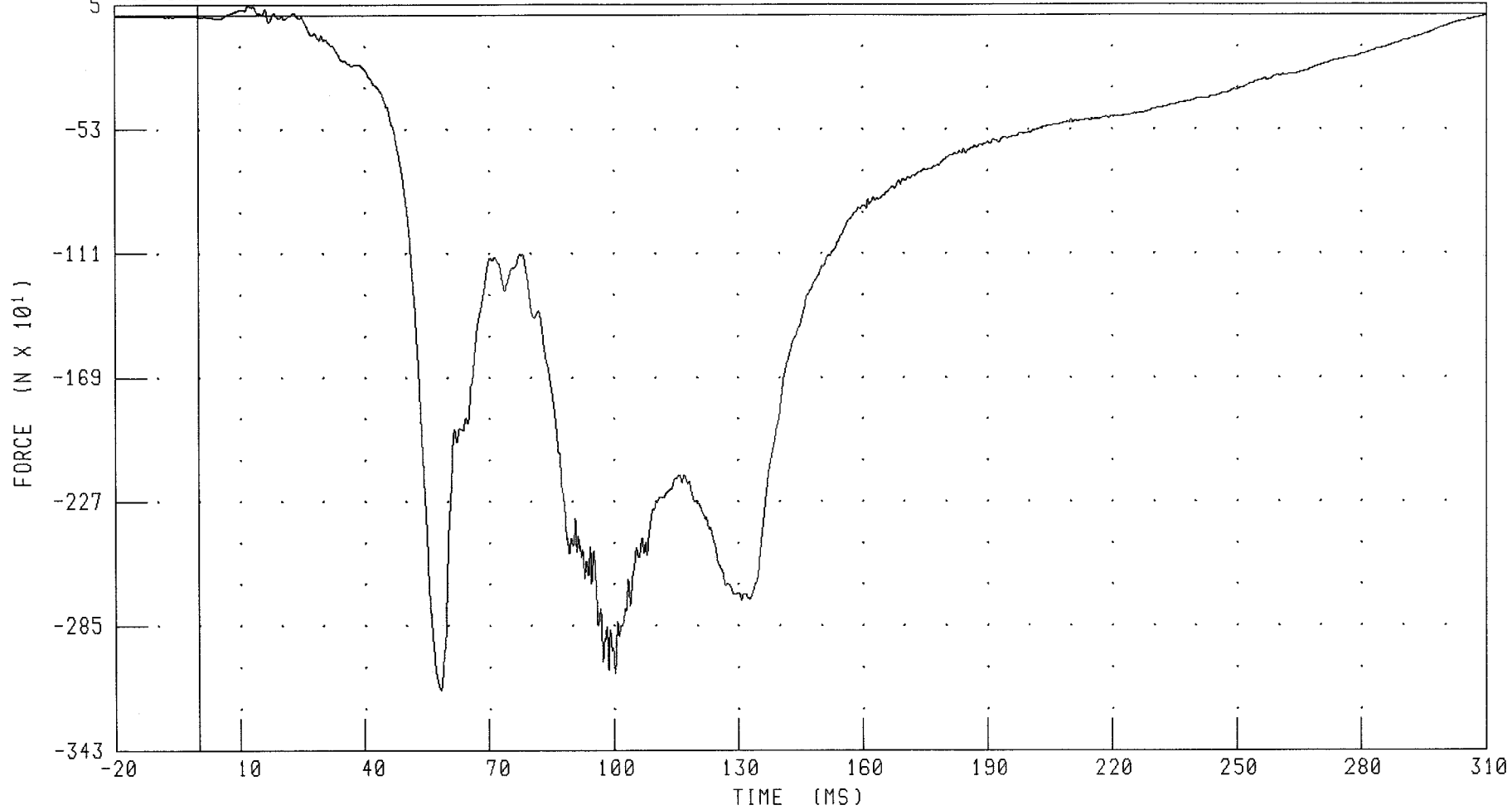
PEAK DATA: 169.72 N @ 119.92 MS; -272.33 N @ 91.28 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANRZF2 FILTER: CH. CLASS 600

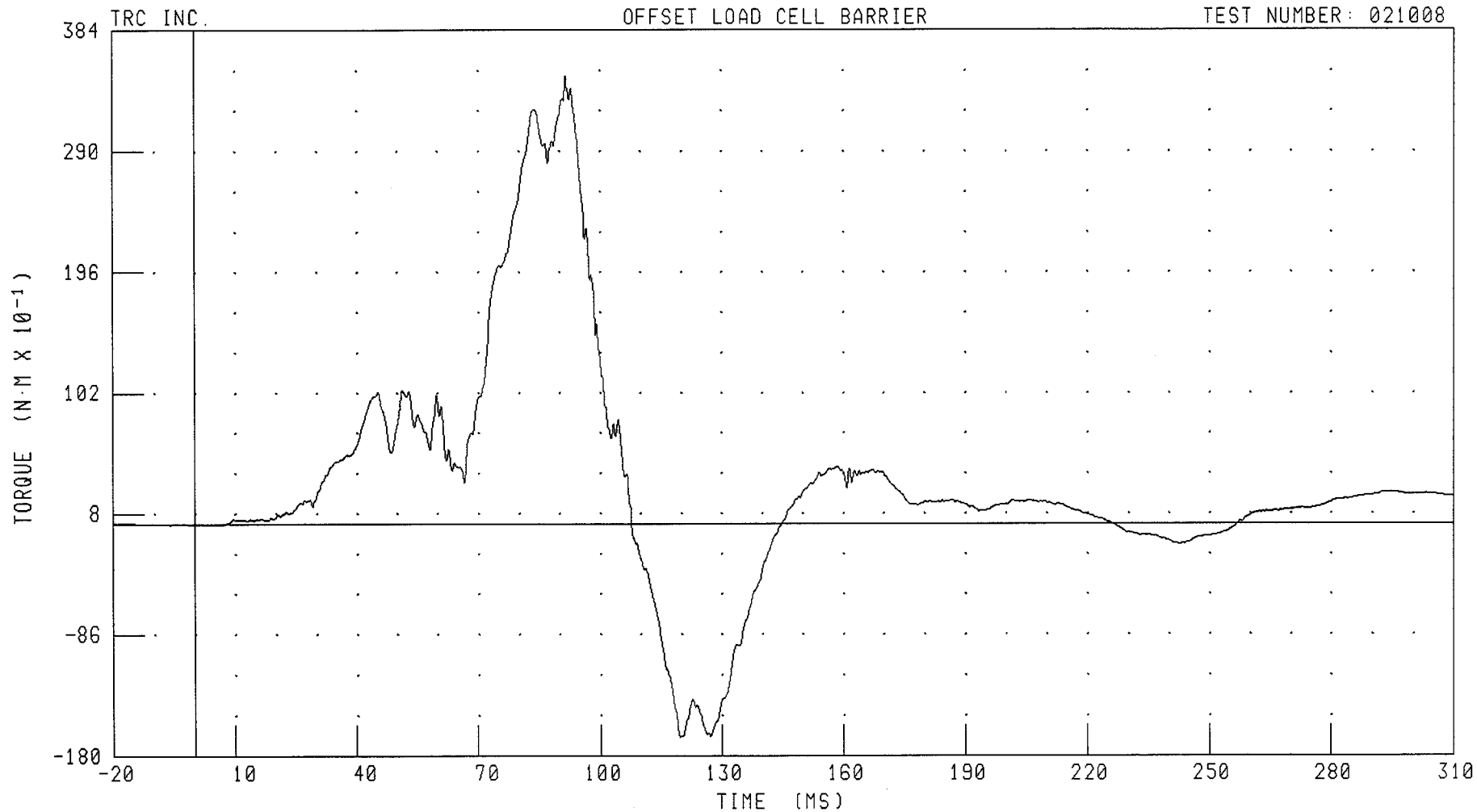
PEAK DATA: 46.19 N @ 12.08 MS; -3149.02 N @ 58.32 MS

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

PASSENGER RIGHT LOWER TIBIA MOMENT ABOUT X AXIS

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANRXM2

FILTER: CH. CLASS 600

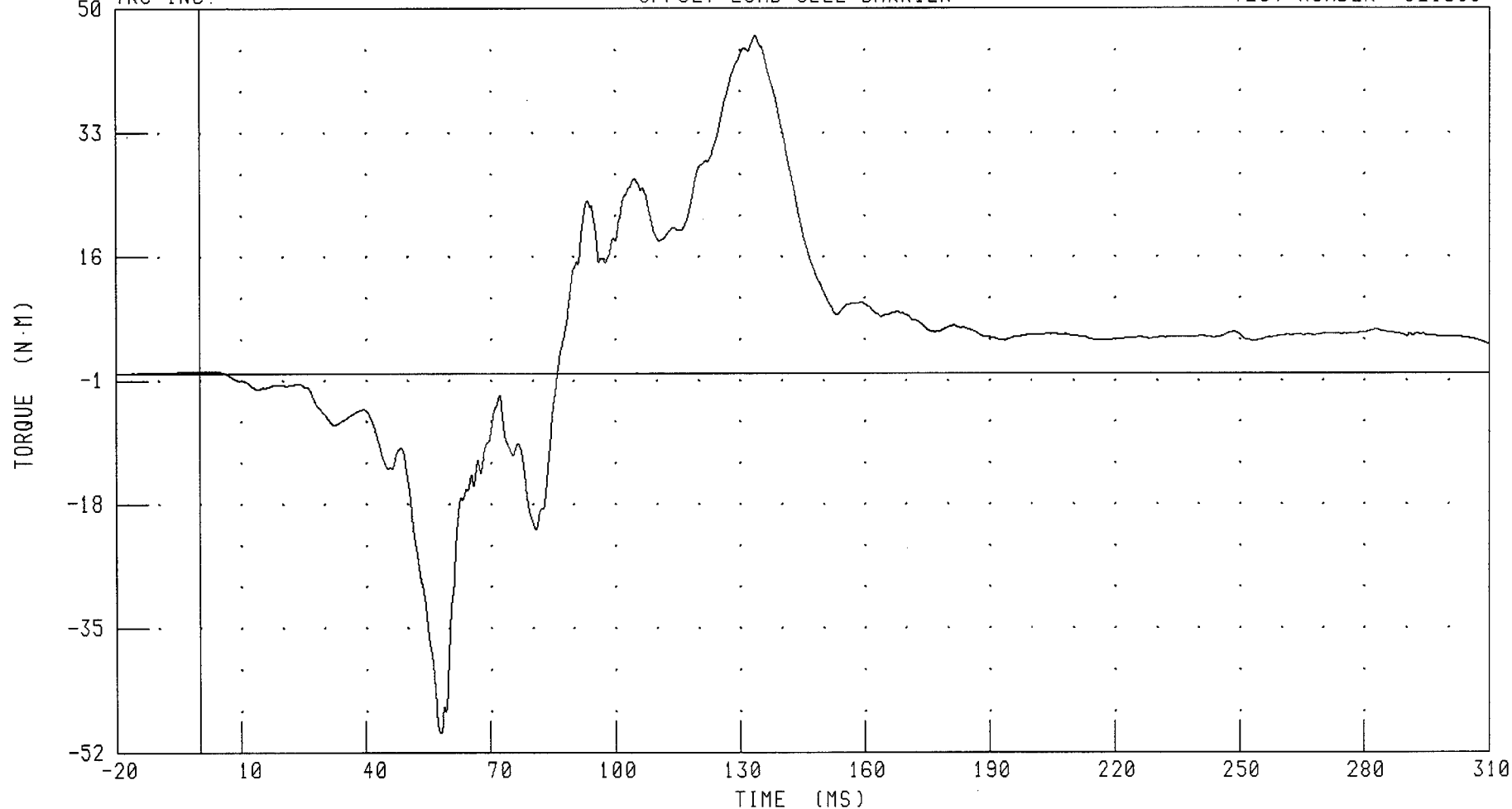
PEAK DATA: 34.86 N·M @ 91.60 MS; -16.54 N·M @ 119.76 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: ANRYM2

FILTER: CH. CLASS 600

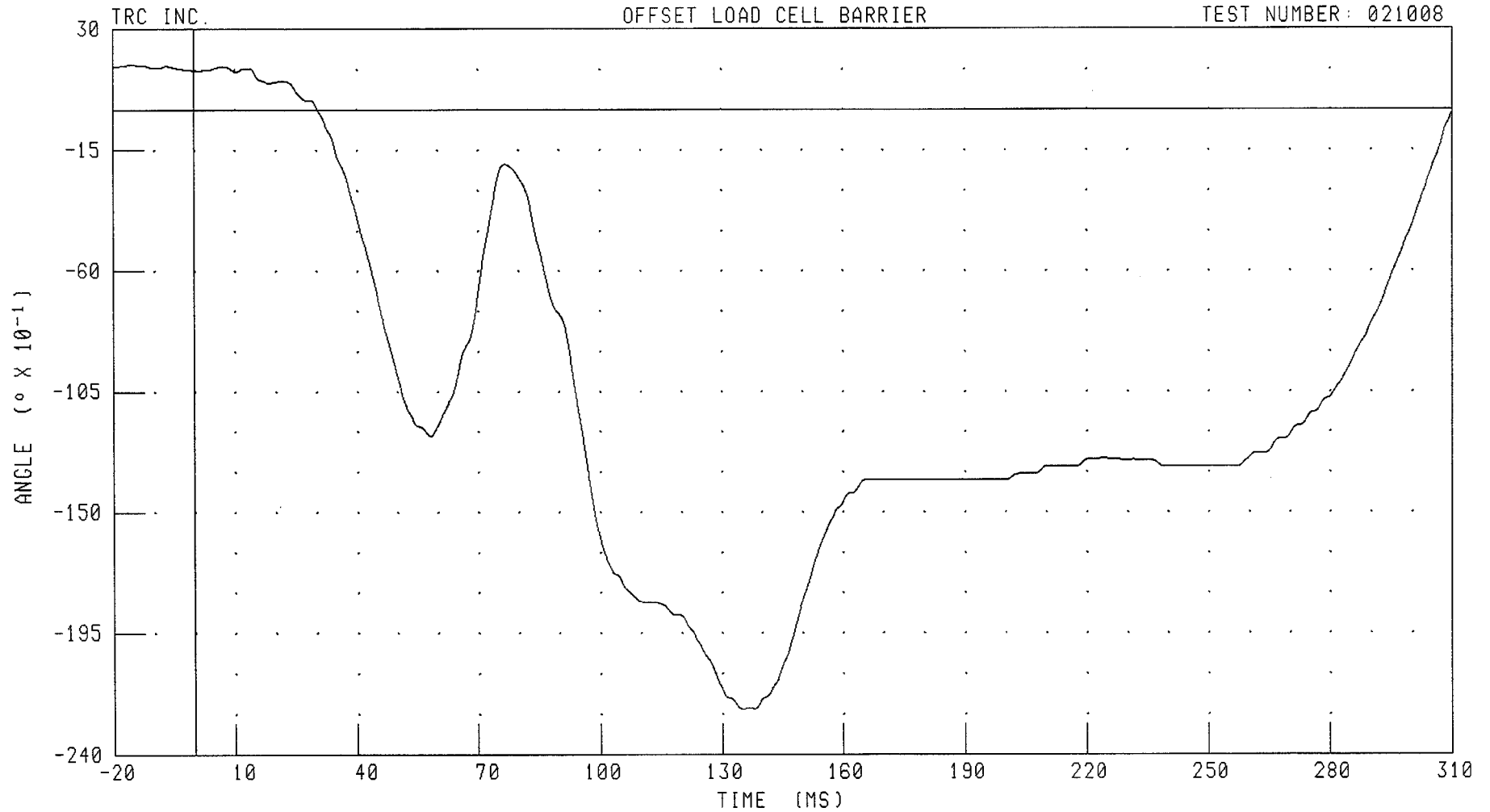
PEAK DATA: 46.27 N·M @ 133.84 MS; -49.35 N·M @ 57.92 MS

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

PASSENGER RIGHT FOOT TO ANKLE X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRXD2

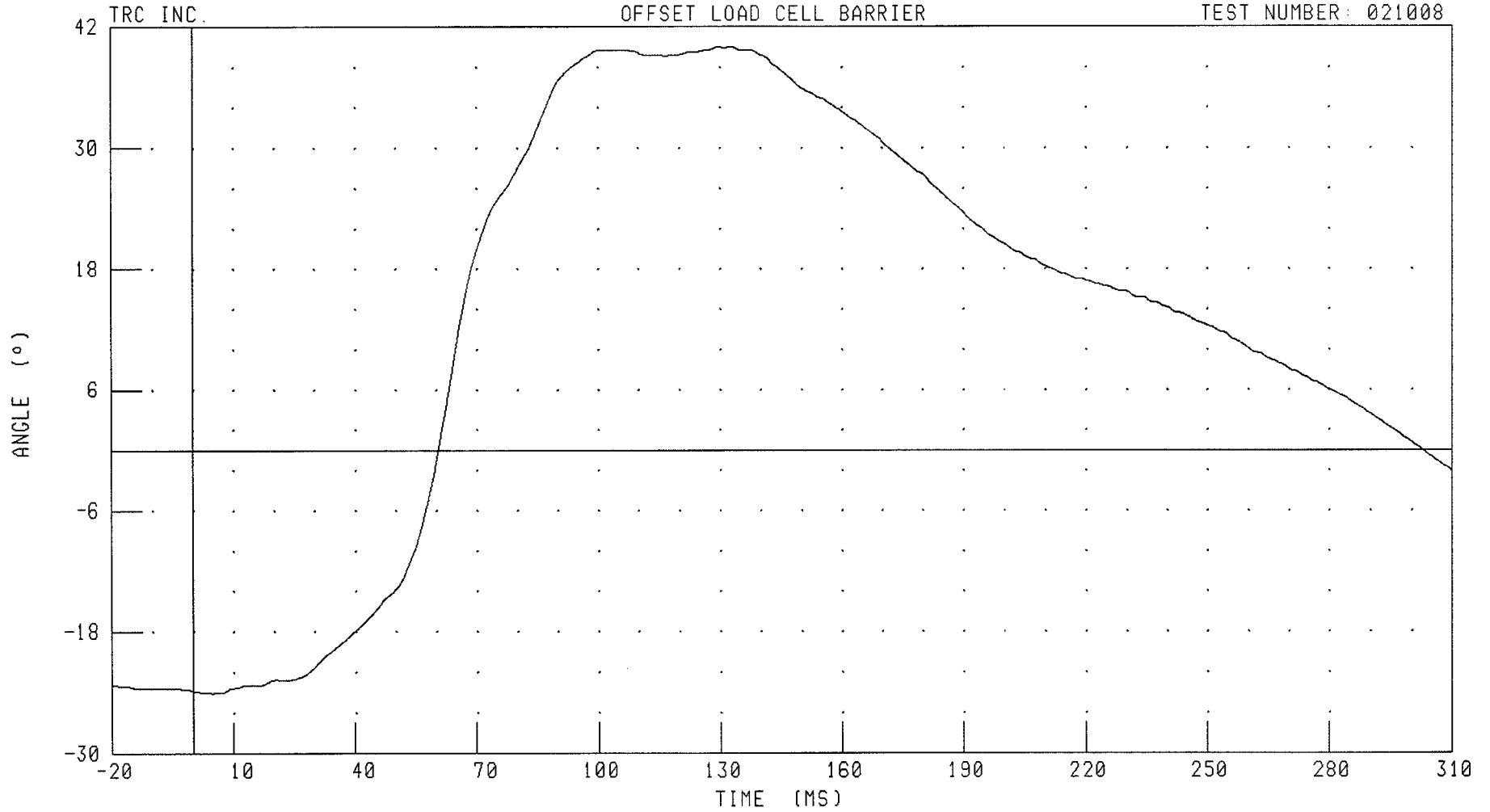
FILTER: CH. CLASS 180

PEAK DATA: 1.69 ° @ -15.44 MS; -22.32 ° @ 135.20 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRYD2

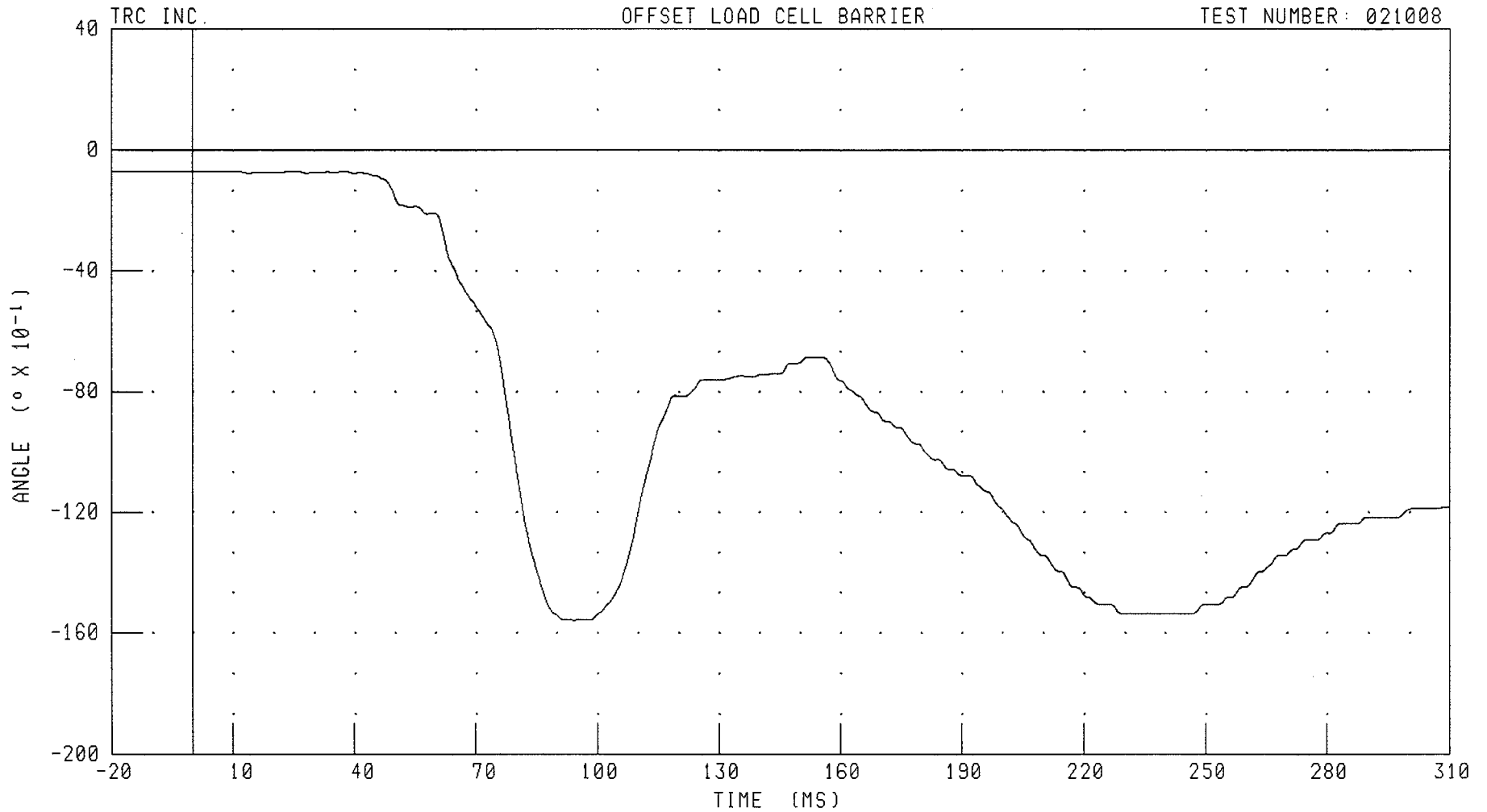
FILTER: CH. CLASS 180

PEAK DATA: 40.00 ° @ 129.68 MS; -24.07 ° @ 4.72 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRZD2

FILTER: CH. CLASS 180

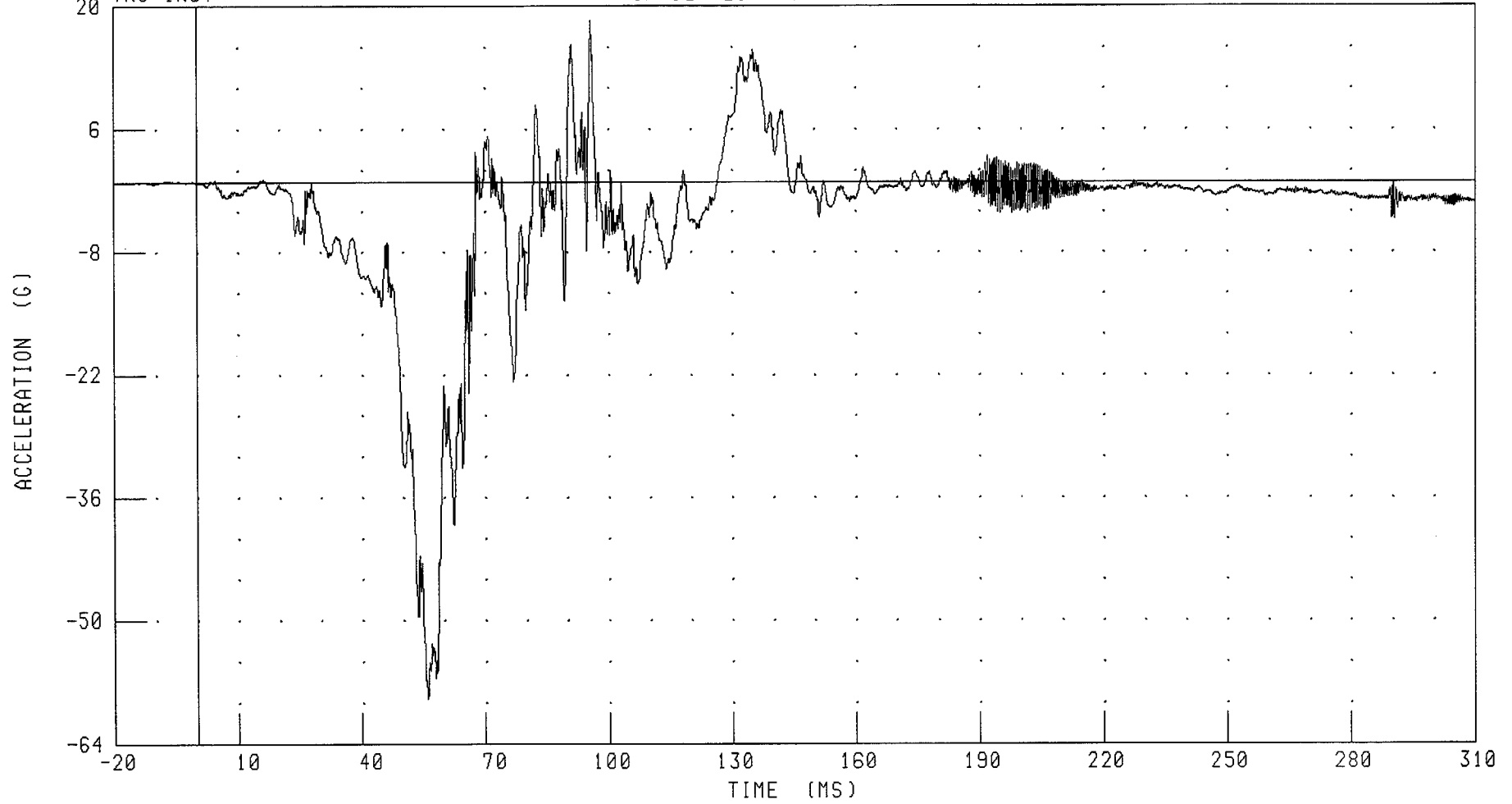
PEAK DATA: -0.70 ° @ 37.60 MS; -15.58 ° @ 94.32 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: FTRXC2 FILTER: CH. CLASS 1000

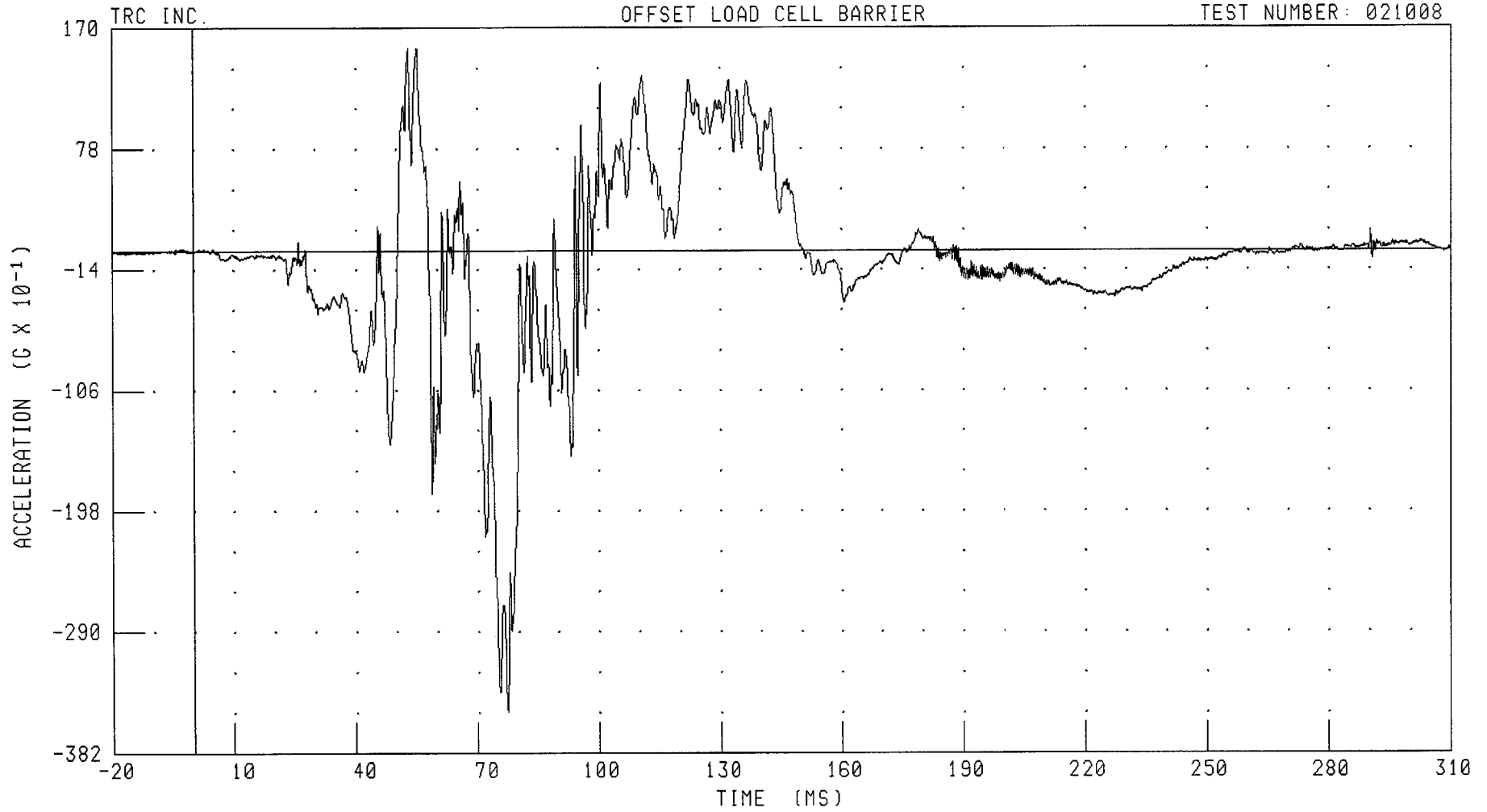
PEAK DATA: 18.42 G @ 95.76 MS; -58.92 G @ 56.00 MS

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

PASSENGER RIGHT FOOT Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



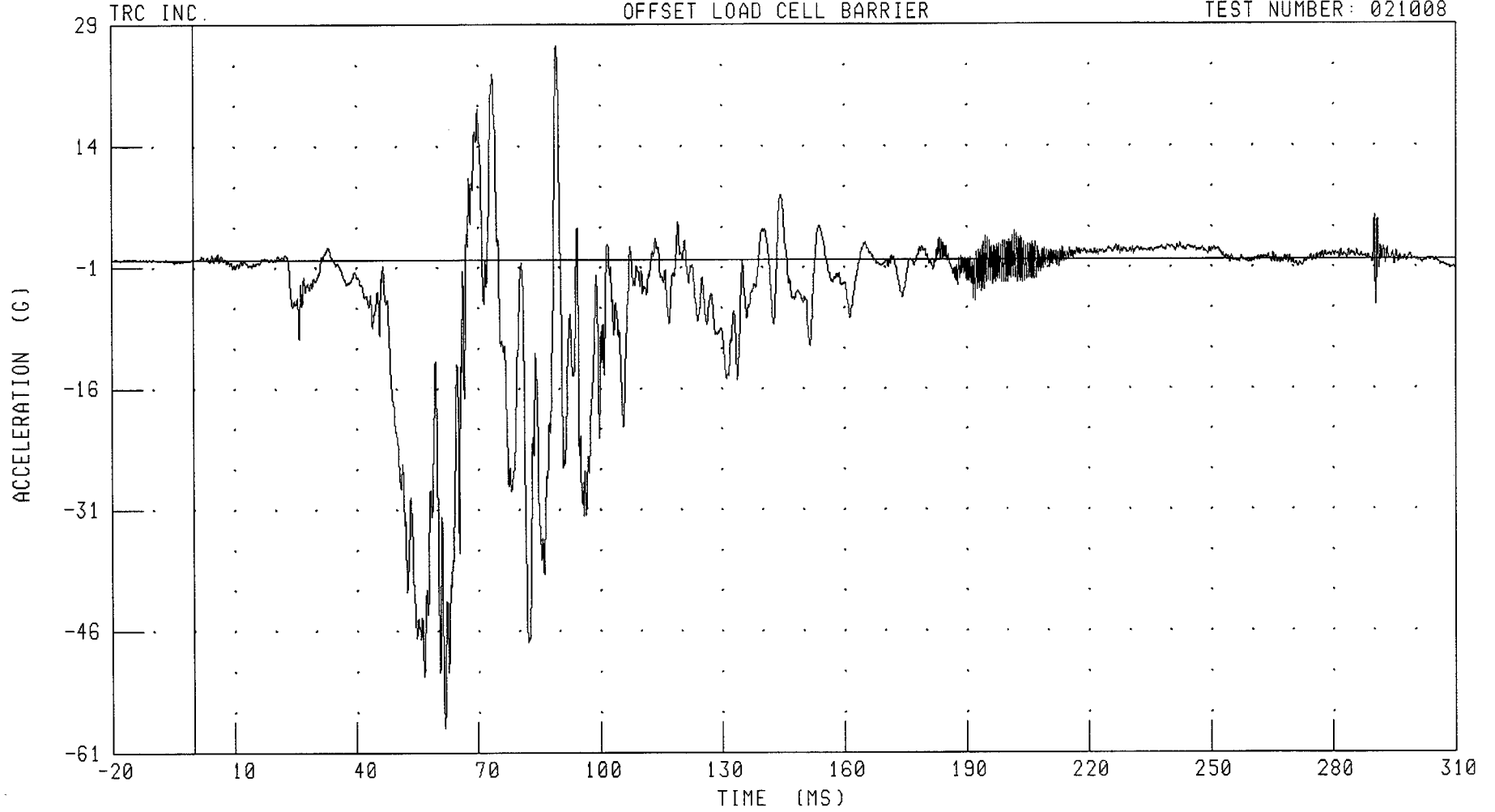
CHANNEL: FTRYG2 FILTER: CH. CLASS 1000

PEAK DATA: 15.49 G @ 55.20 MS; -35.06 G @ 77.44 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



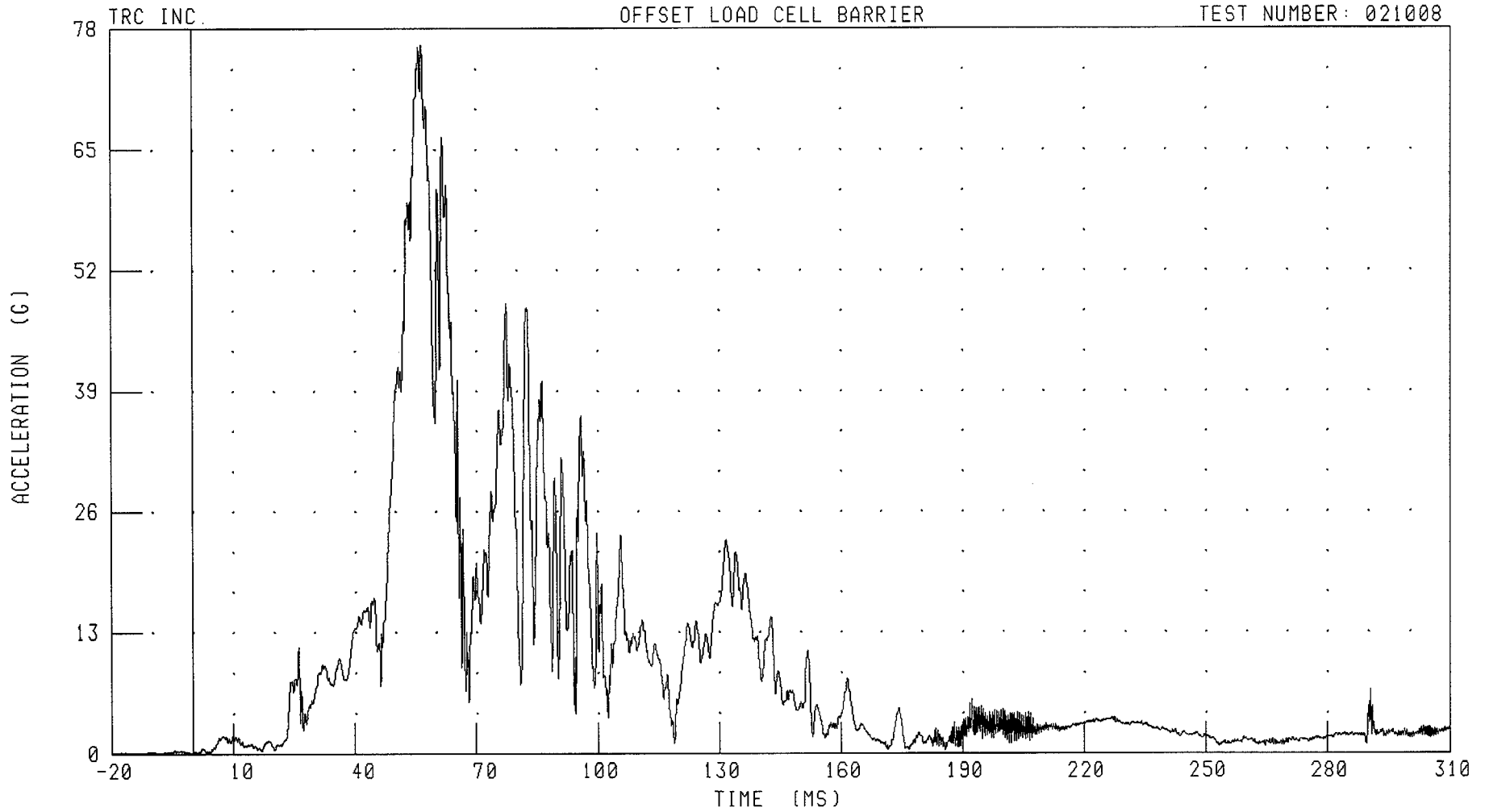
CHANNEL: FTRZG2 FILTER: CH. CLASS 1000

PEAK DATA: 26.37 G @ 89.36 MS; -57.93 G @ 61.76 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



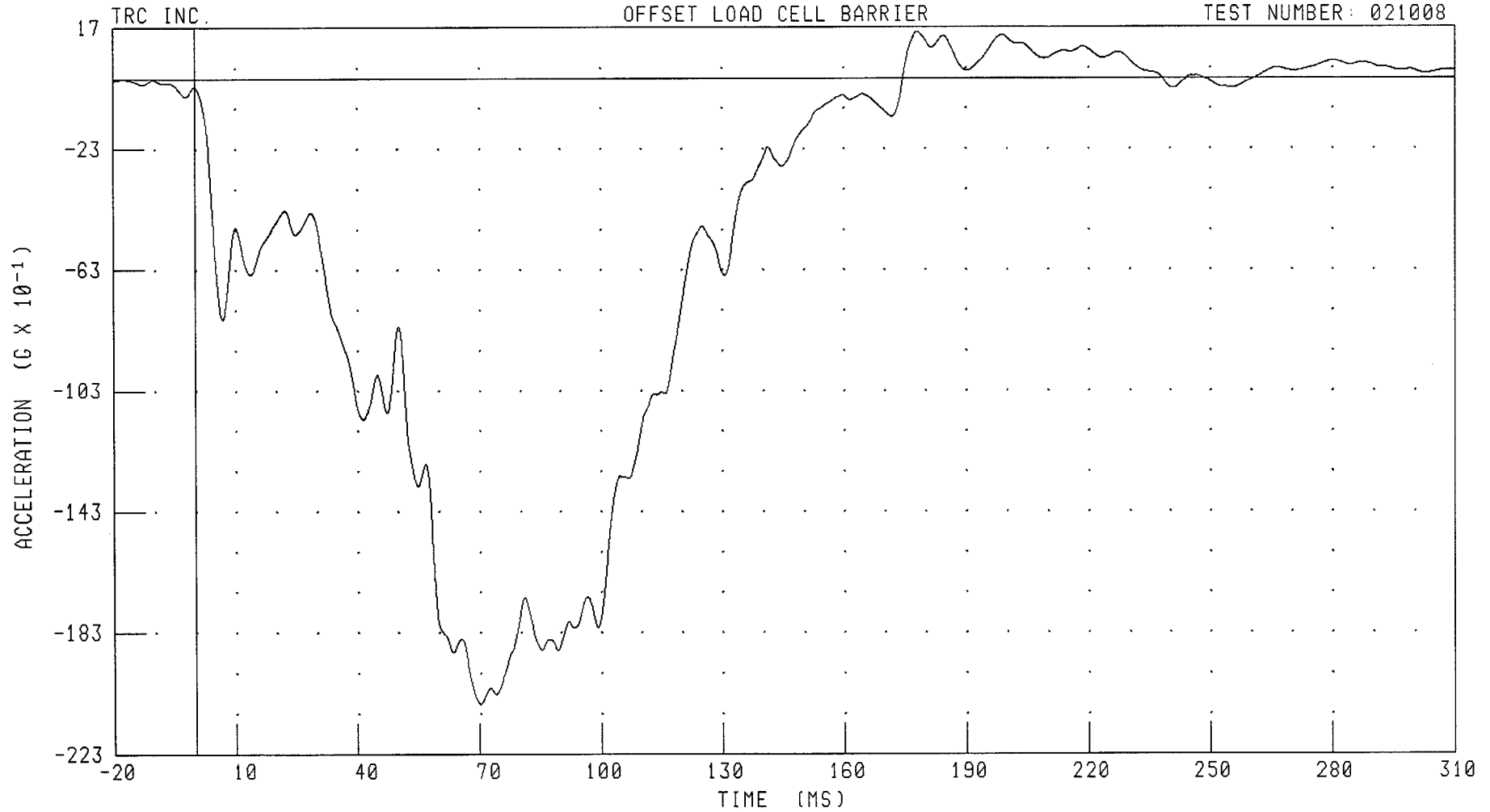
CHANNEL: FTRRG2 FILTER: CH. CLASS 1000

PEAK DATA: 76.29 G @ 56.64 MS; 0.04 G @ -12.96 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



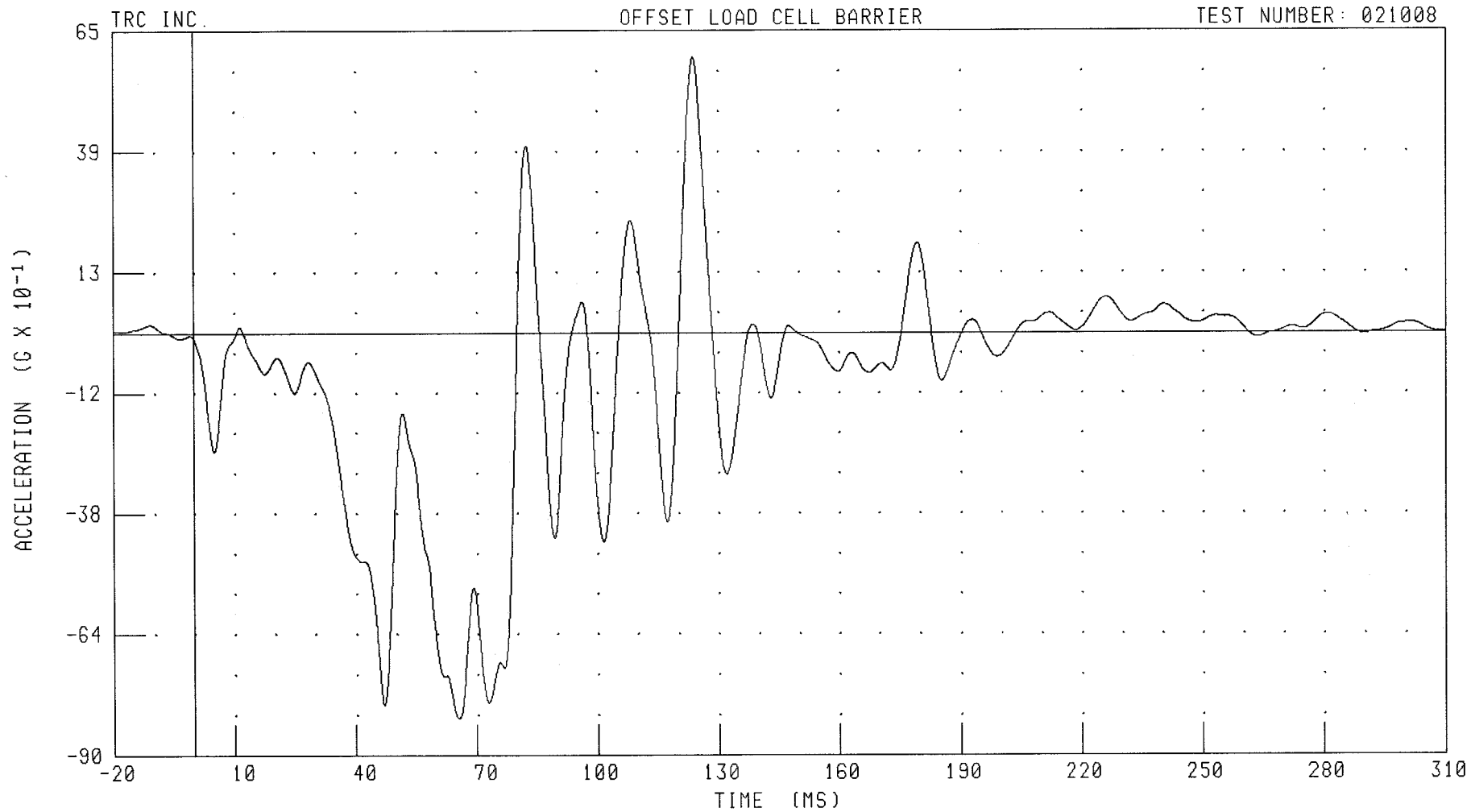
CHANNEL: LRXXG1 FILTER: CH. CLASS 60

PEAK DATA: 1.55 G @ 178.32 MS; -20.66 G @ 70.16 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LRXYG1

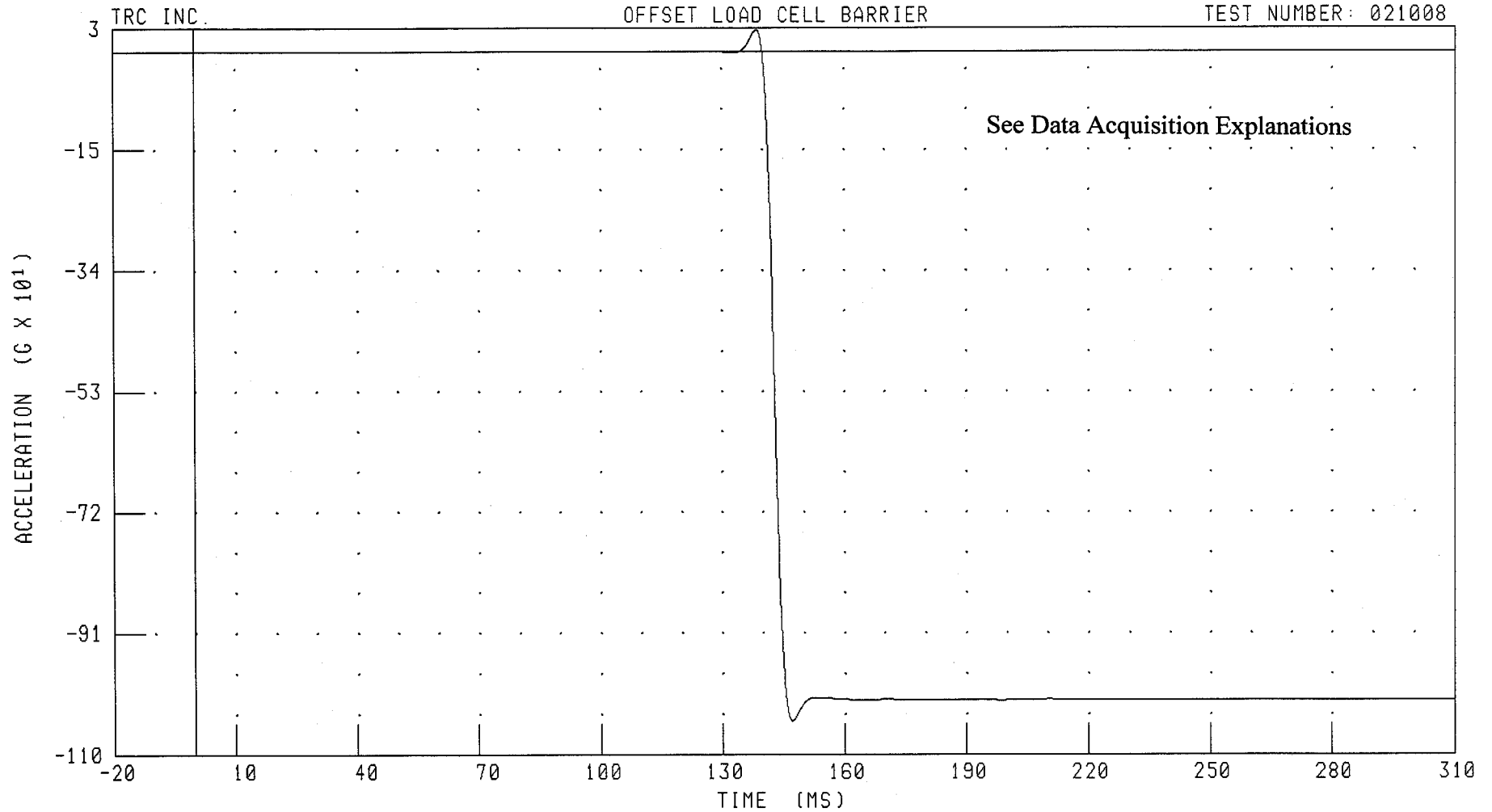
FILTER: CH. CLASS 60

PEAK DATA: 5.93 G @ 123.84 MS, -8.31 G @ 65.36 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LRXZG1

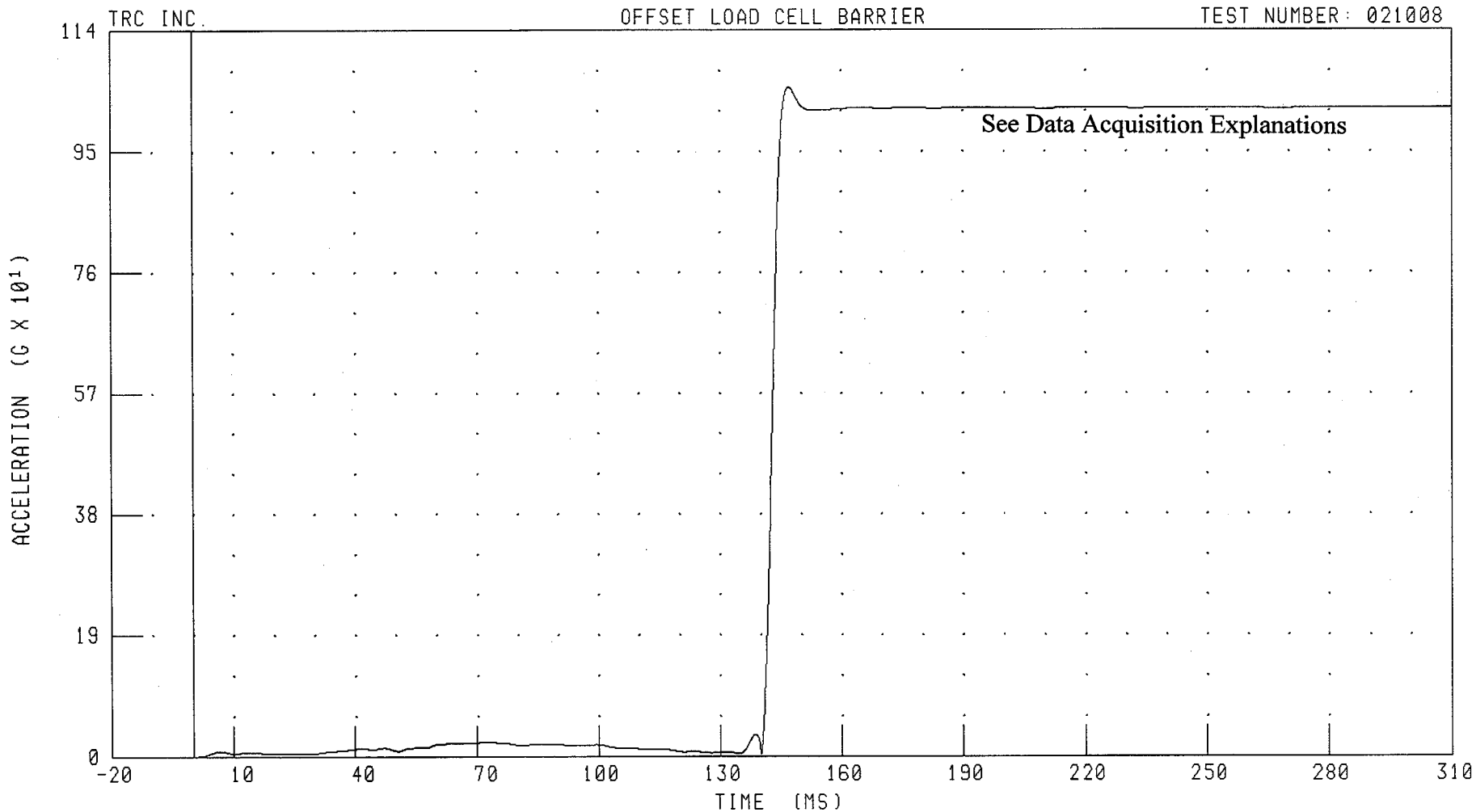
FILTER: CH. CLASS 60

PEAK DATA: 34.12 G @ 138.72 MS; -1051.03 G @ 147.20 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LRXRG1

FILTER: CH. CLASS 60

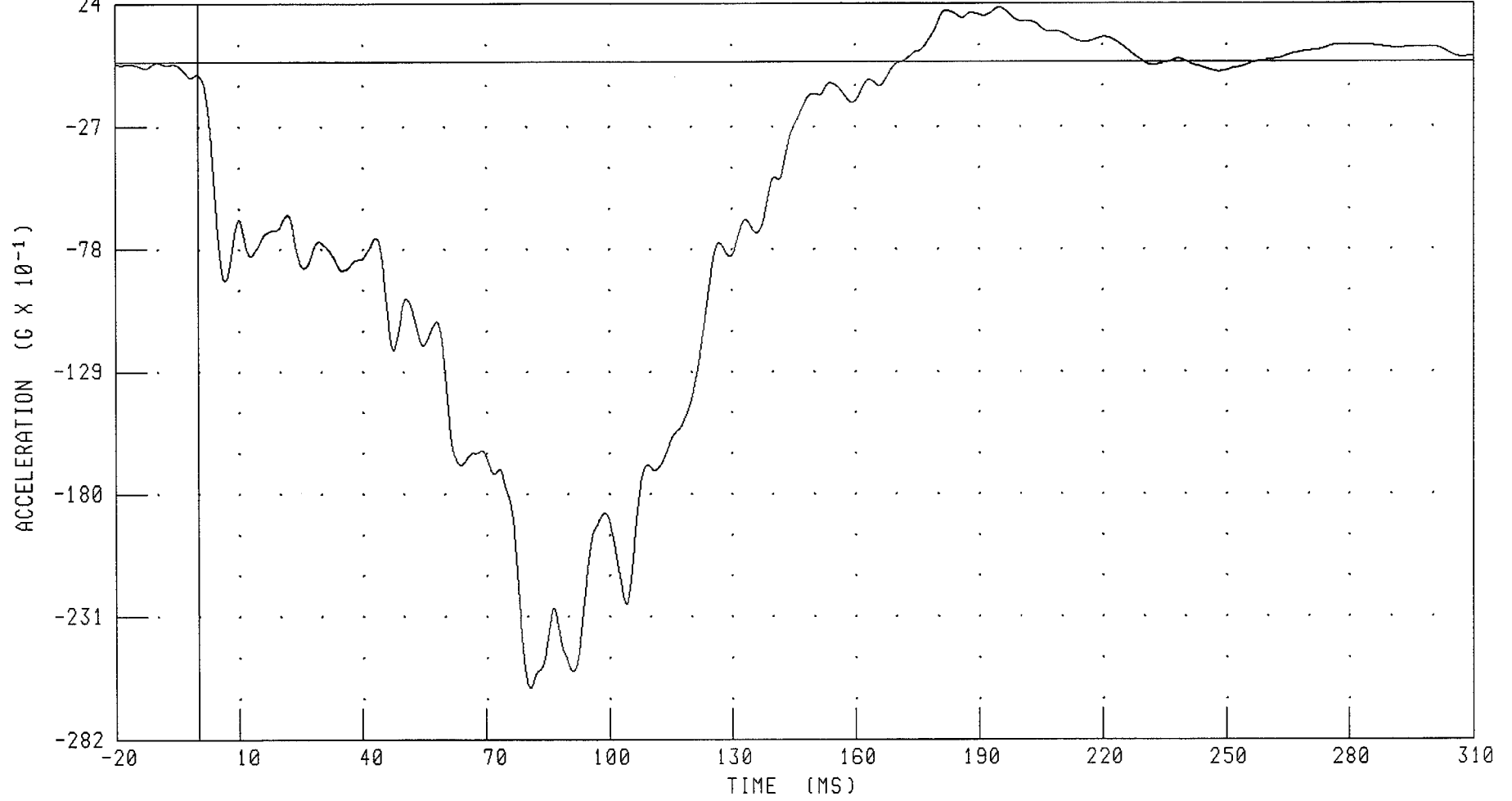
PEAK DATA: 1051.04 G @ 147.20 MS; 0.03 G @ -17.76 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RRXXG1

FILTER: CH. CLASS 60

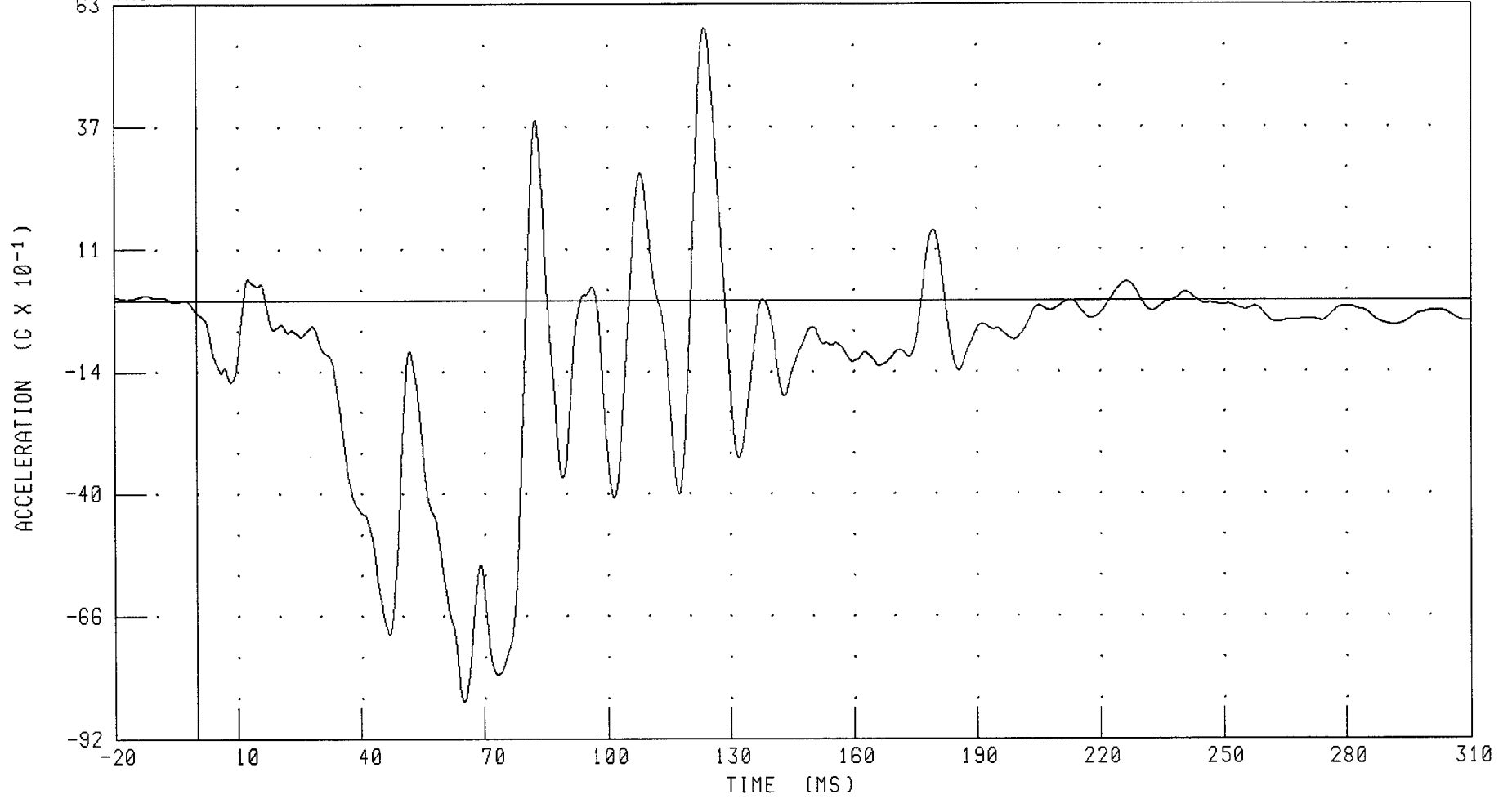
PEAK DATA: 2.24 G @ 195.20 MS; -26.06 G @ 80.80 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RRYG1

FILTER: CH. CLASS 60

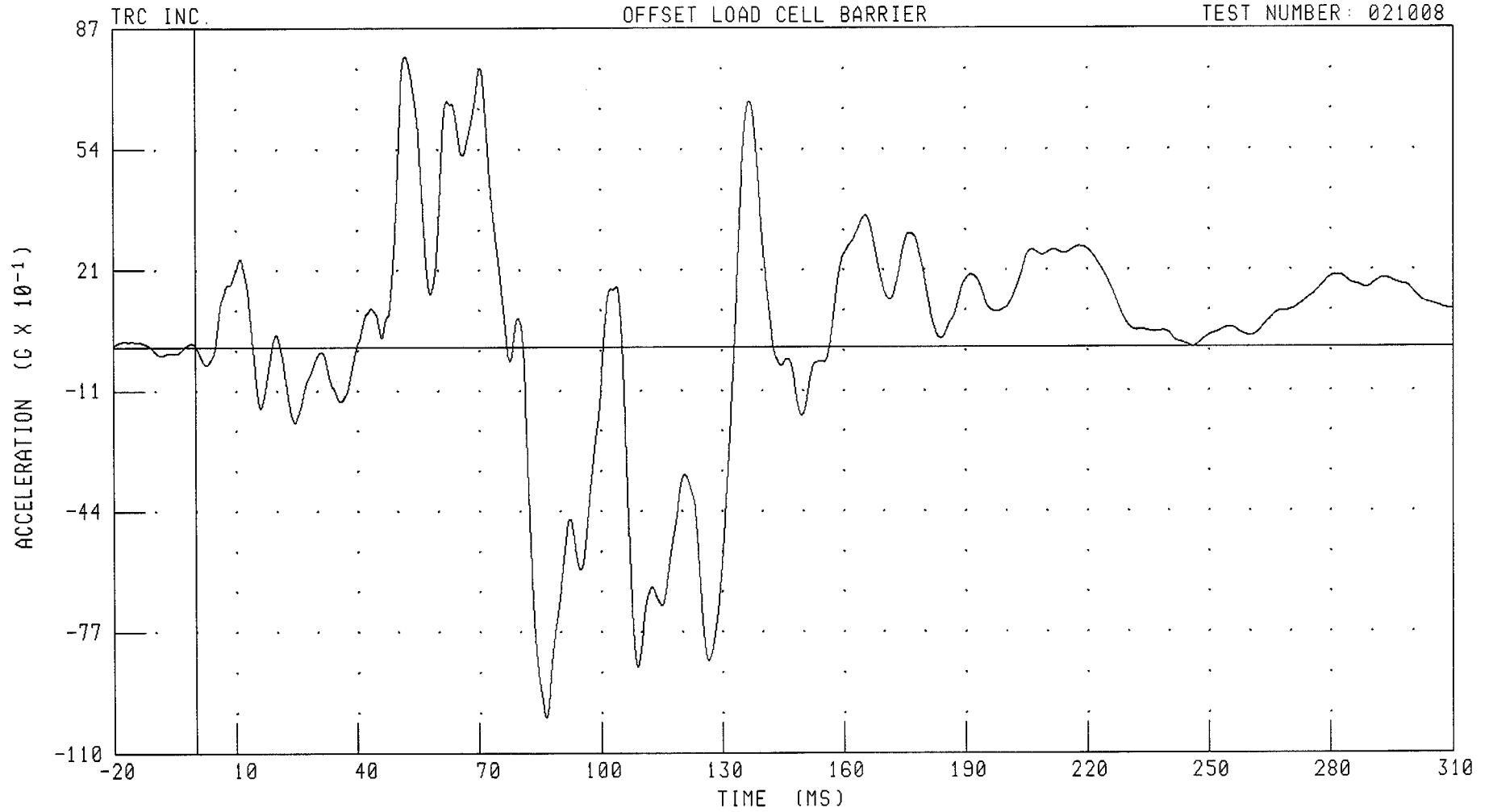
PEAK DATA: 5.79 G @ 123.84 MS; -8.51 G @ 64.96 MS

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

RIGHT REAR SEAT CROSSMEMBER Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RRZG1 FILTER: CH. CLASS 60

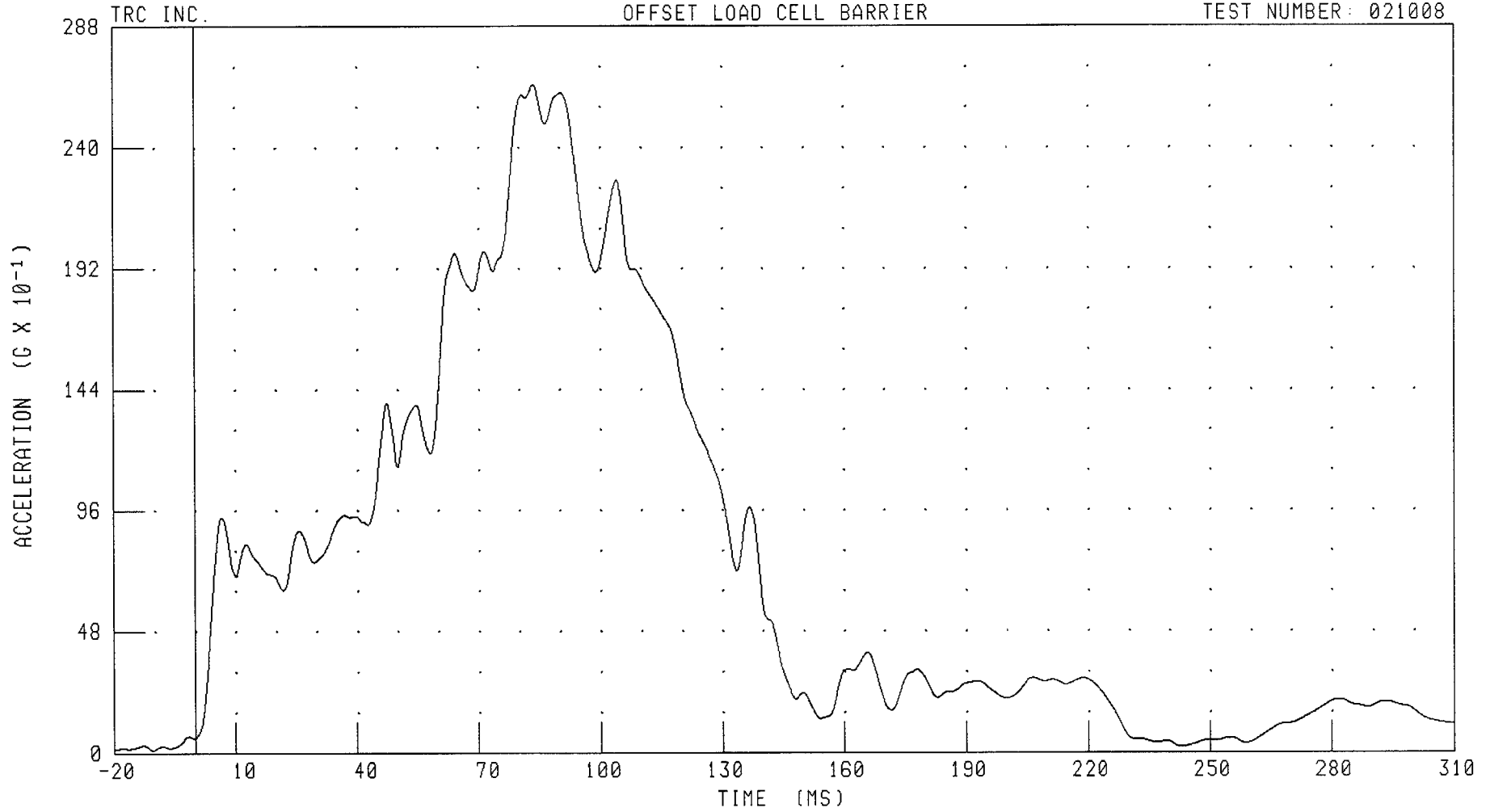
PEAK DATA: 7.94 G @ 52.24 MS; -10.13 G @ 86.48 MS

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

RIGHT REAR SEAT CROSSMEMBER RESULTANT ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



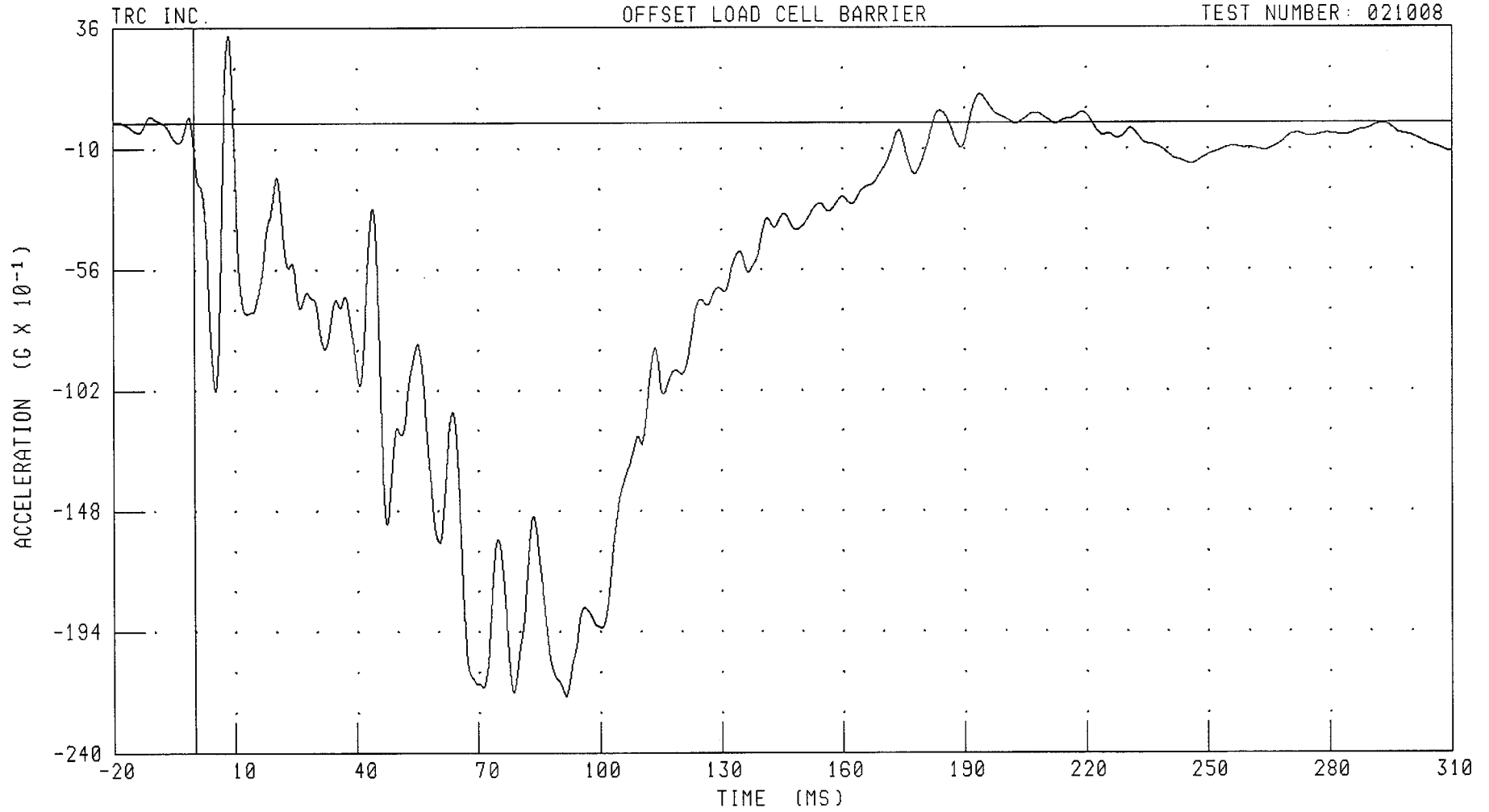
CHANNEL: RRXRG1 FILTER: CH. CLASS 60

PEAK DATA: 26.48 G @ 83.76 MS; 0.11 G @ -10.48 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LTPXG1 FILTER: CH. CLASS 60

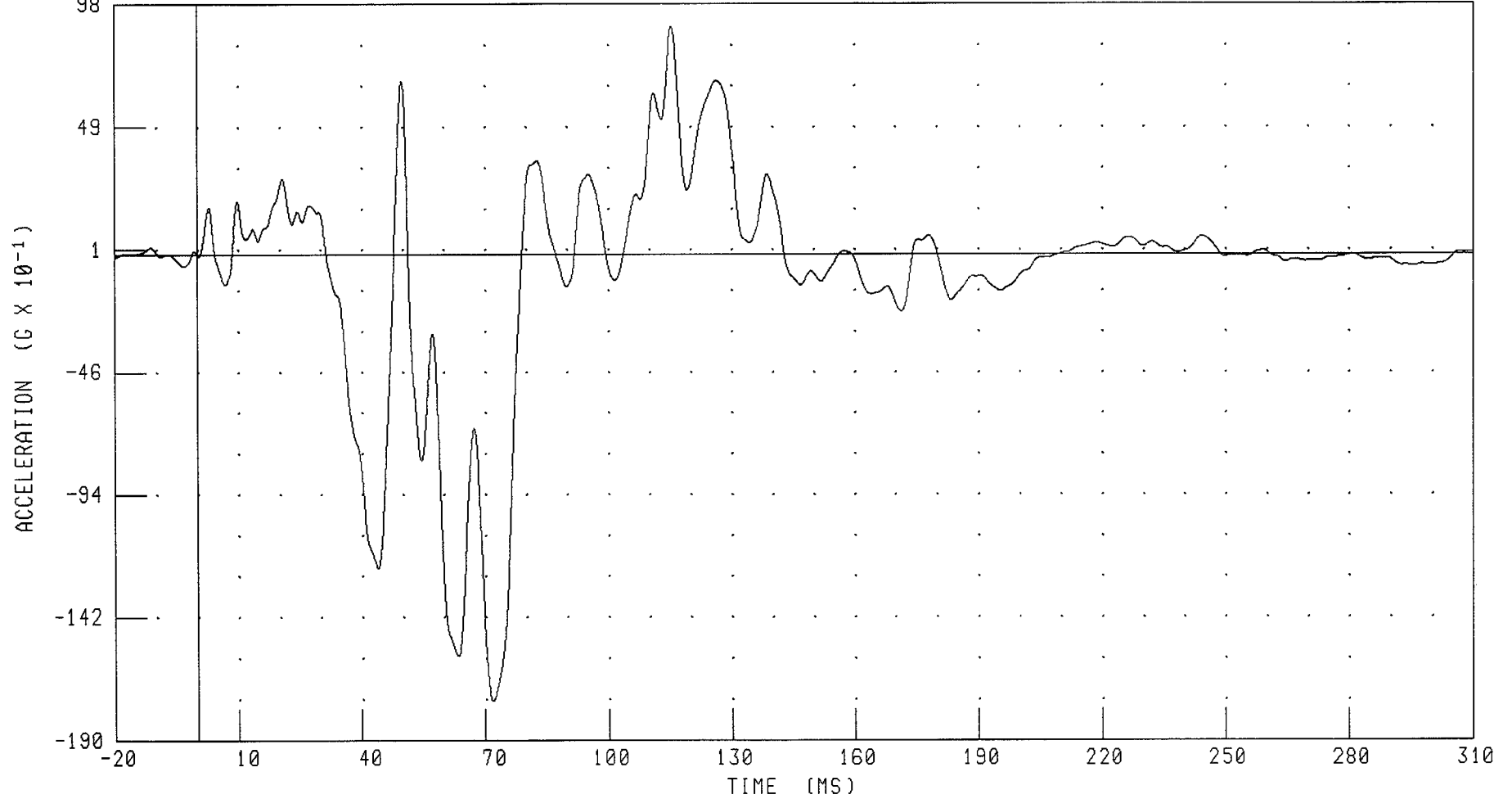
PEAK DATA: 3.30 G @ 8.48 MS; -21.85 G @ 91.60 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LTPYG1

FILTER: CH. CLASS 60

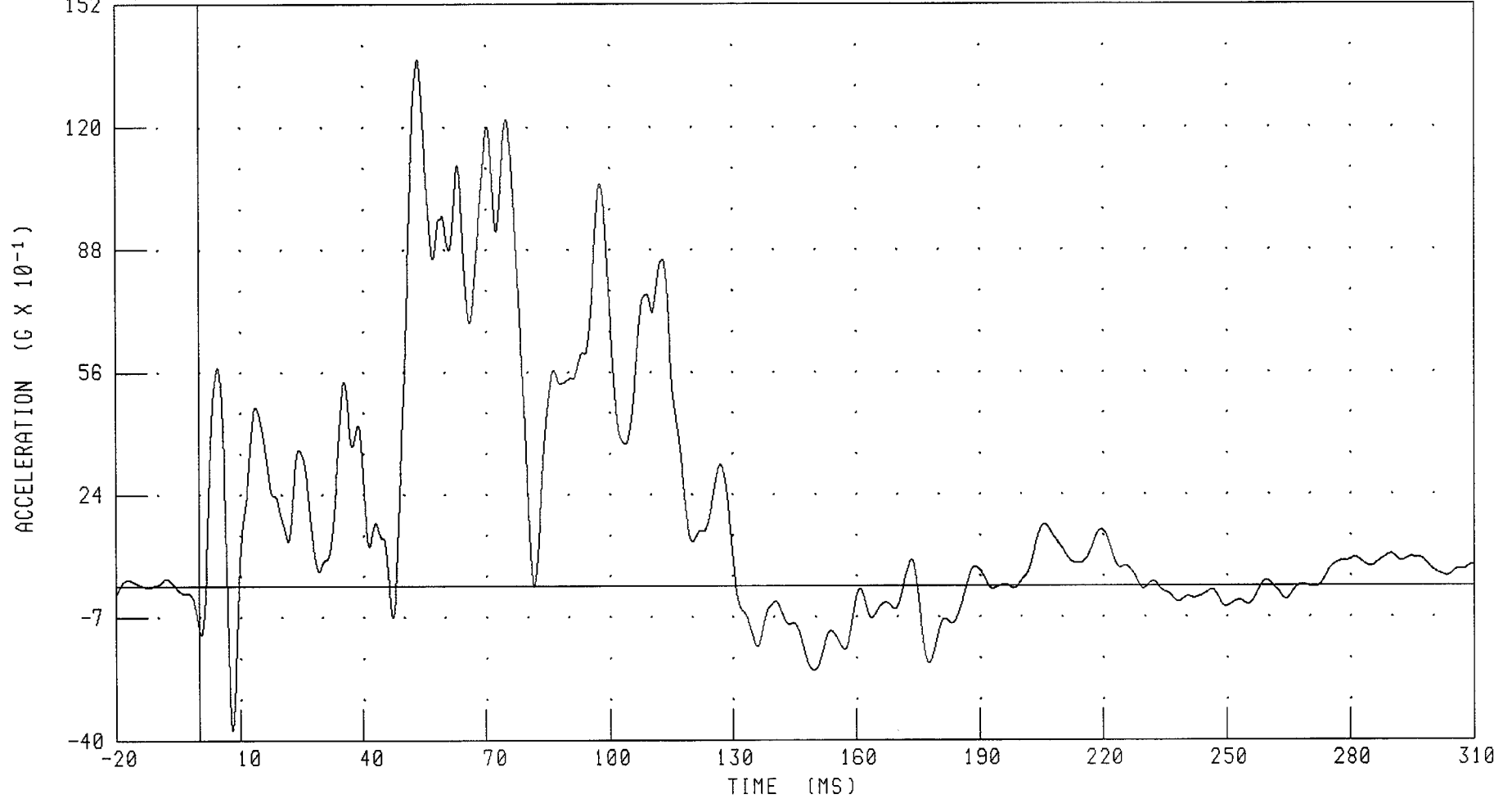
PEAK DATA: 8.92 G @ 115.52 MS; -17.48 G @ 71.84 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



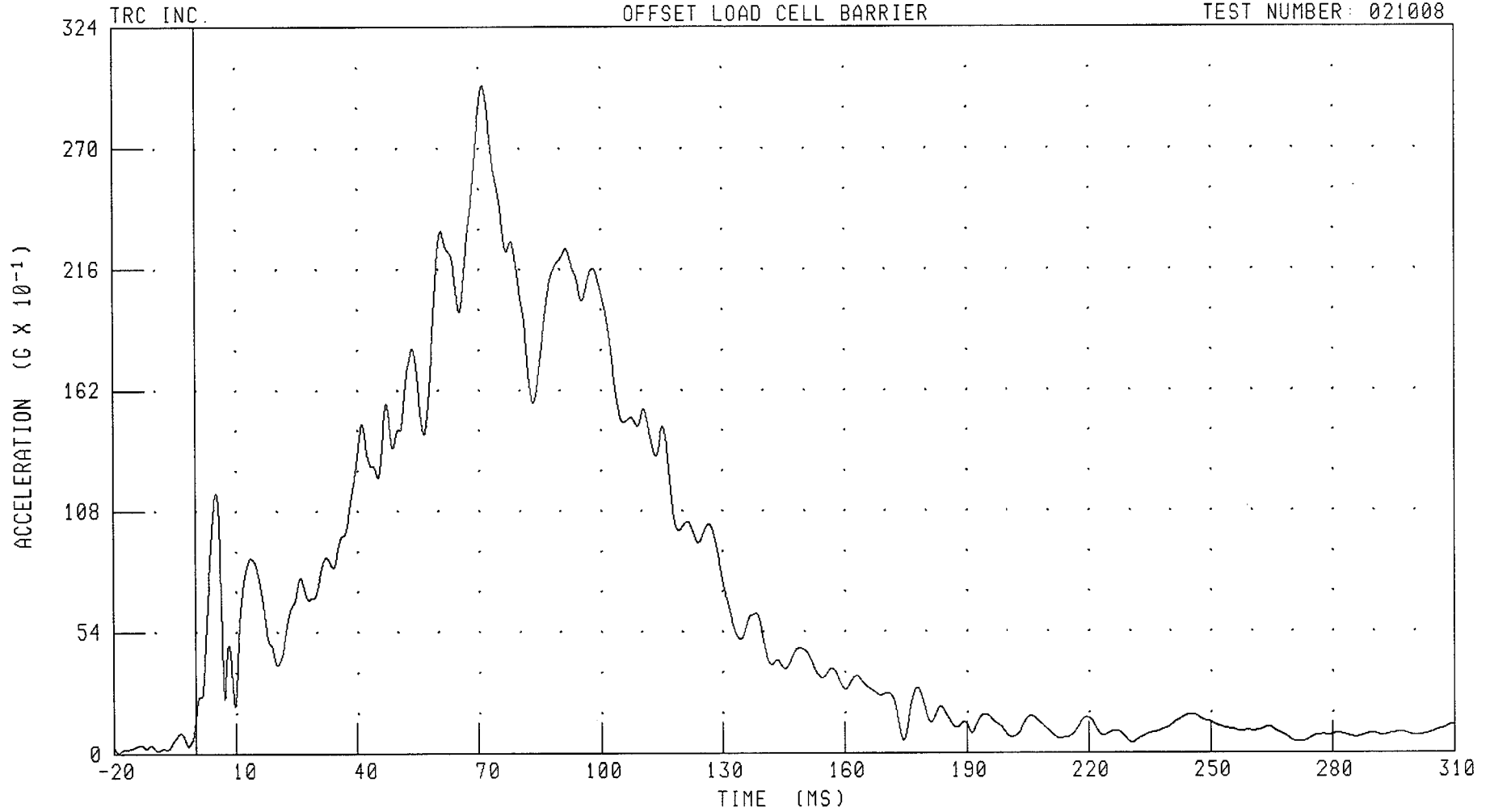
CHANNEL: LTPZG1 FILTER: CH. CLASS 60

PEAK DATA: 13.76 G @ 53.68 MS; -3.73 G @ 8.00 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



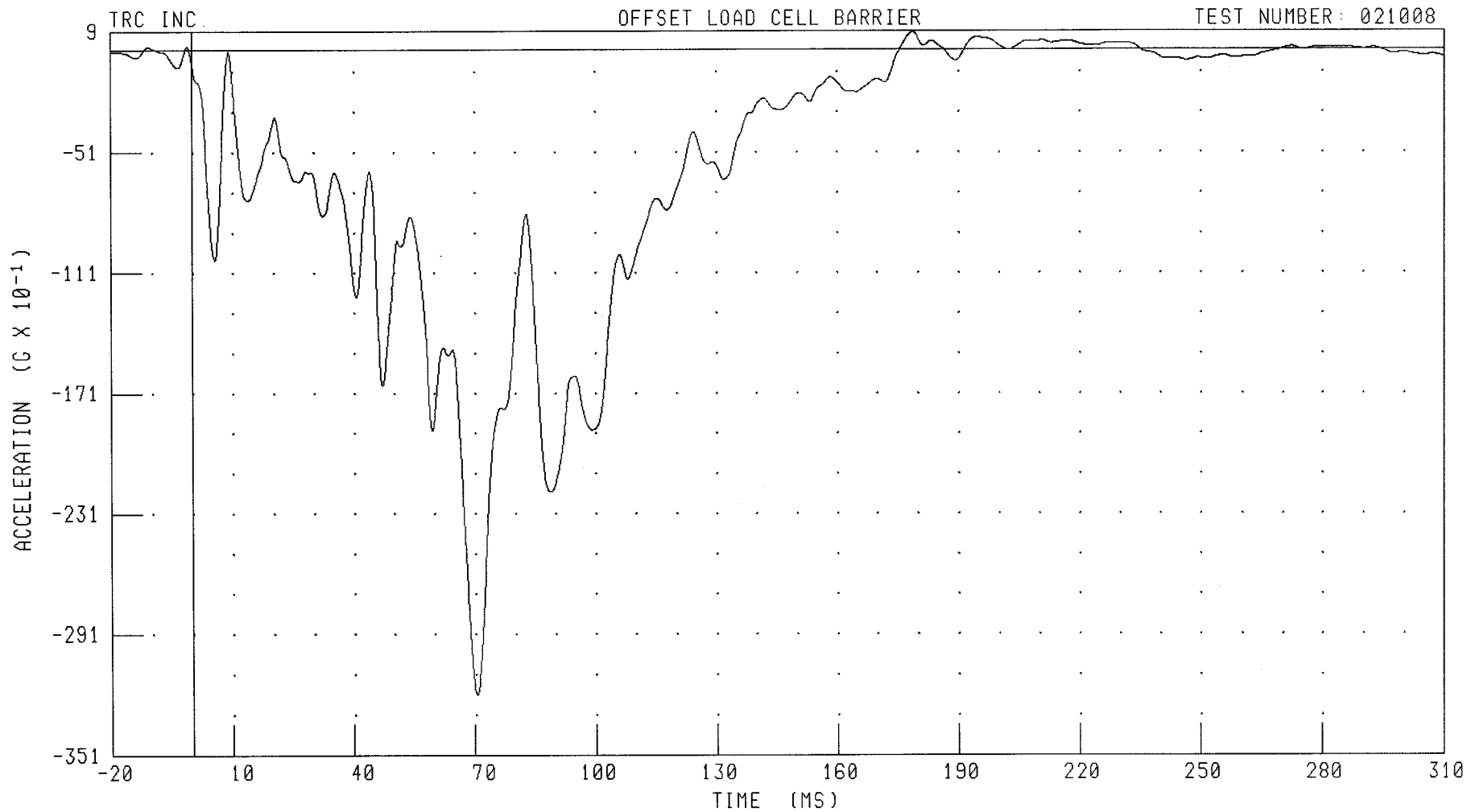
CHANNEL: LTPRG1 FILTER: CH. CLASS 60

PEAK DATA: 29.81 G @ 71.20 MS; 0.04 G @ -18.96 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RTPXC1

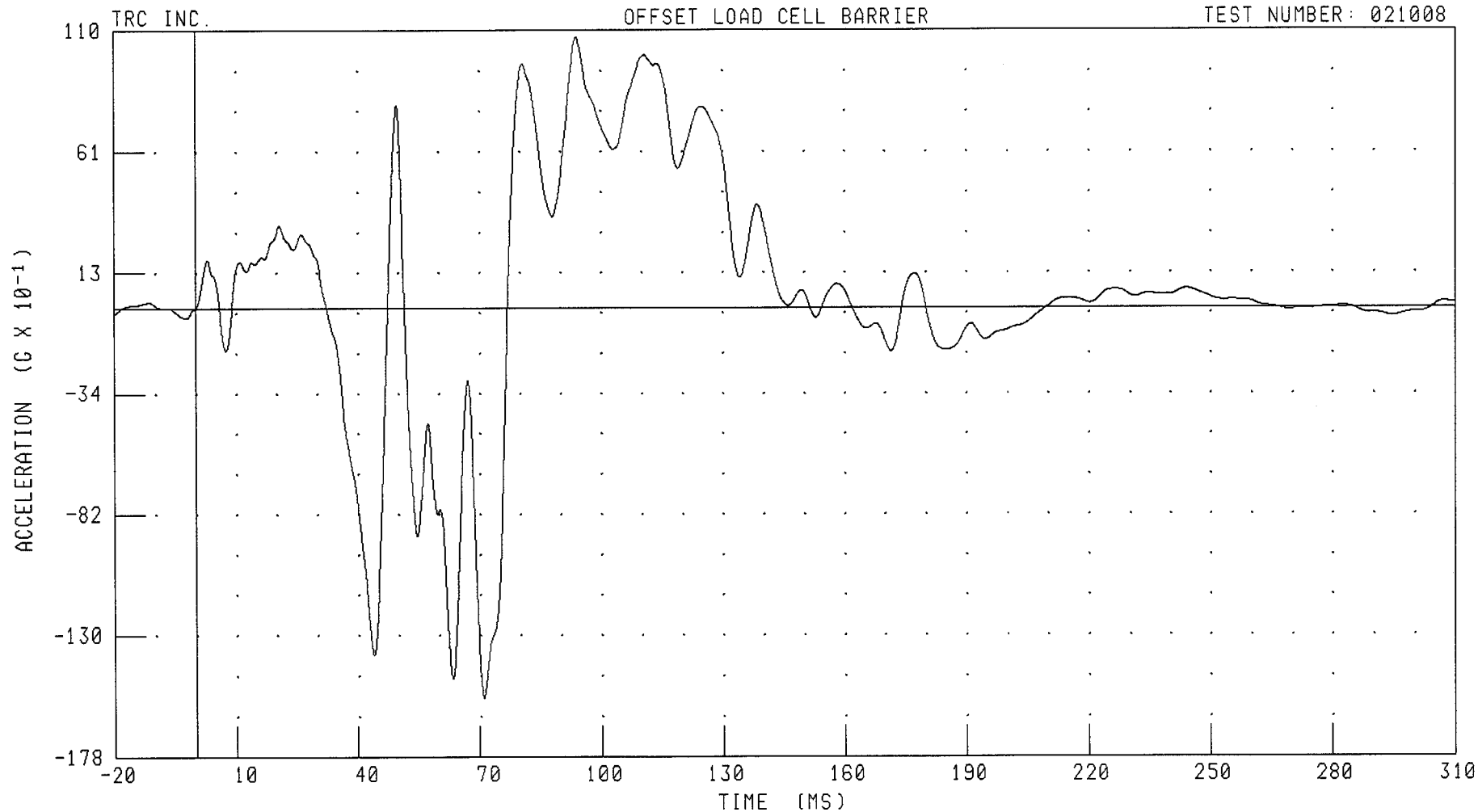
FILTER: CH. CLASS 60

PEAK DATA: 0.86 G @ 179.04 MS; -32.11 G @ 70.48 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RTPYG1

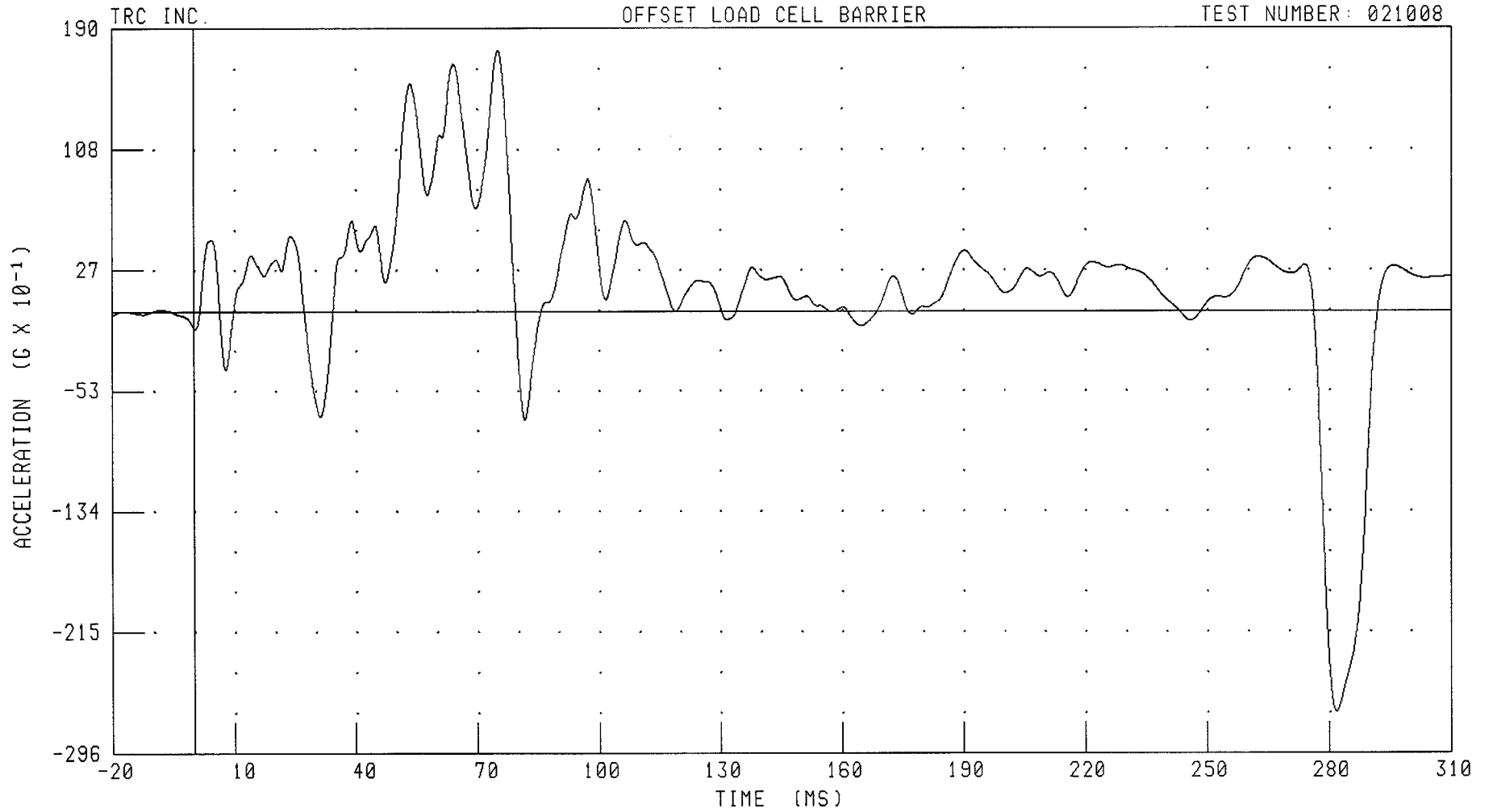
FILTER: CH. CLASS 60

PEAK DATA: 10.72 G @ 94.00 MS; -15.49 G @ 71.04 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RTPZG1 FILTER: CH. CLASS 60

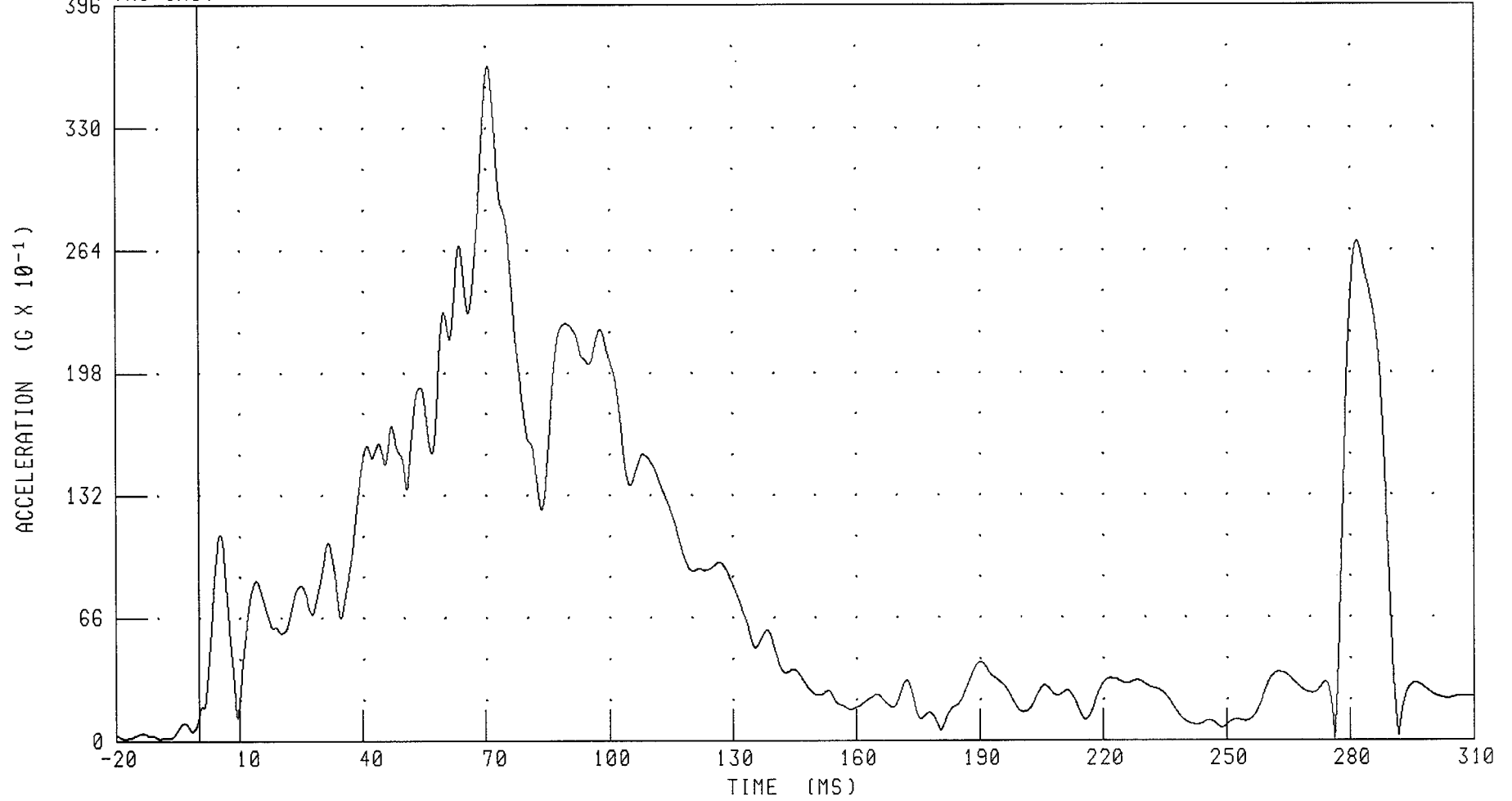
PEAK DATA: 17.51 G @ 75.36 MS; -26.87 G @ 281.76 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



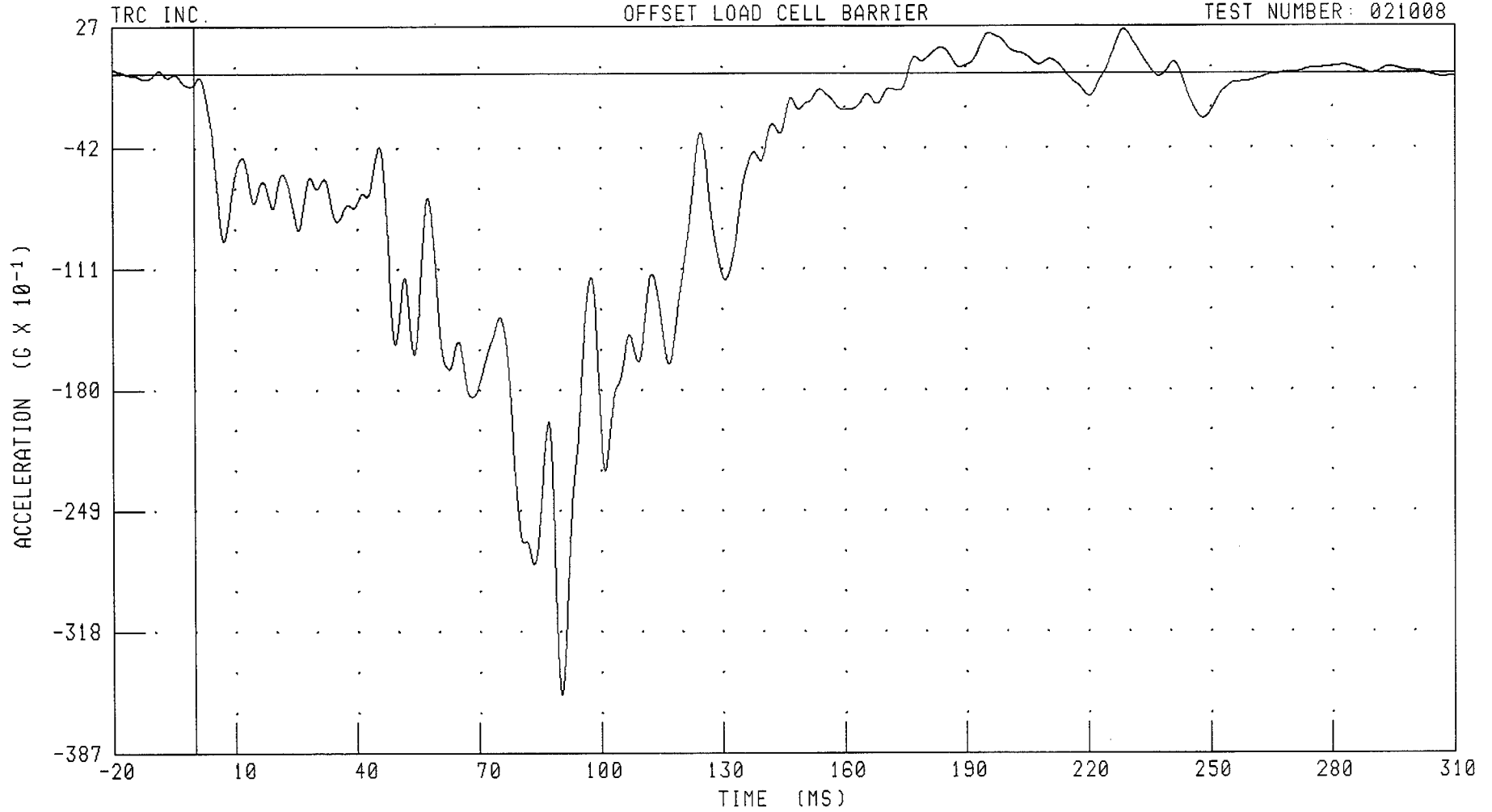
CHANNEL: RTPRG1 FILTER: CH. CLASS 60

PEAK DATA: 36.31 G @ 70.72 MS; 0.10 G @ -18.16 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGXG1 FILTER: CH. CLASS 60

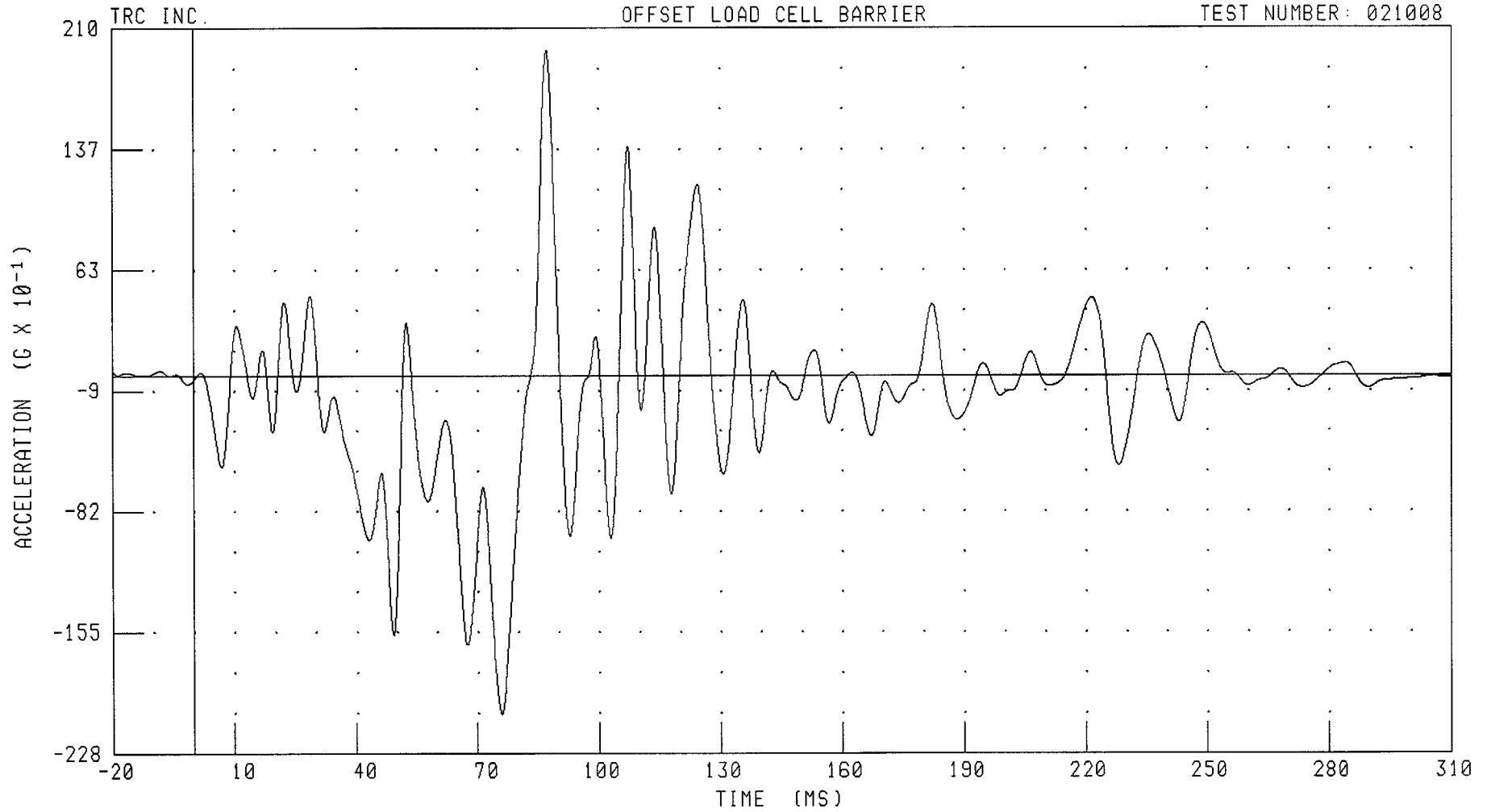
PEAK DATA: 2.52 G @ 228.96 MS; -35.38 G @ 90.32 MS

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

VEHICLE CENTER OF GRAVITY Y-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGYG1

FILTER: CH. CLASS 60

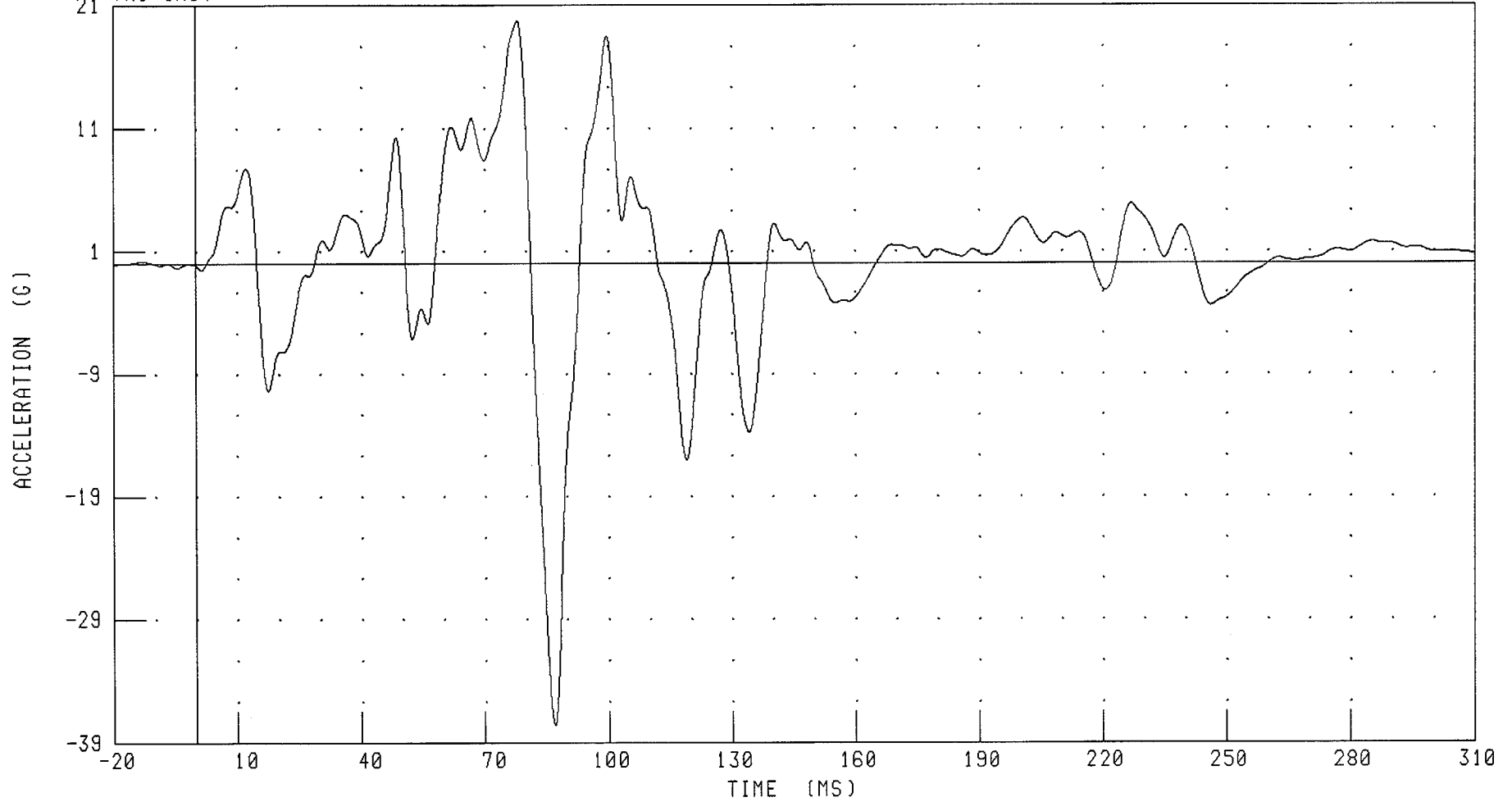
PEAK DATA: 19.65 G @ 87.20 MS; -20.43 G @ 75.92 MS

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

TRC INC.

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGZG1

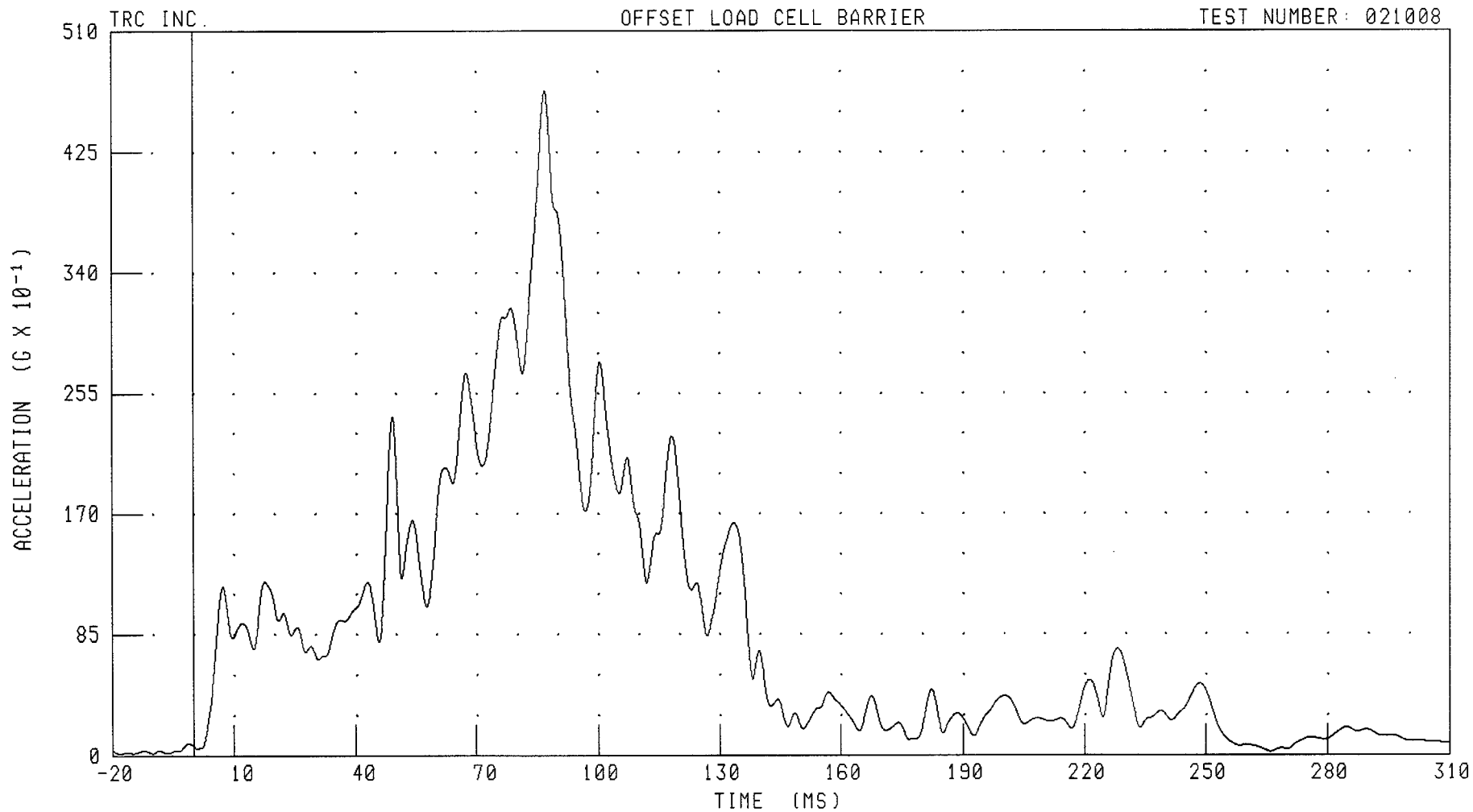
FILTER: CH. CLASS 60

PEAK DATA: 19.74 G @ 78.16 MS; -37.55 G @ 86.96 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGRG1

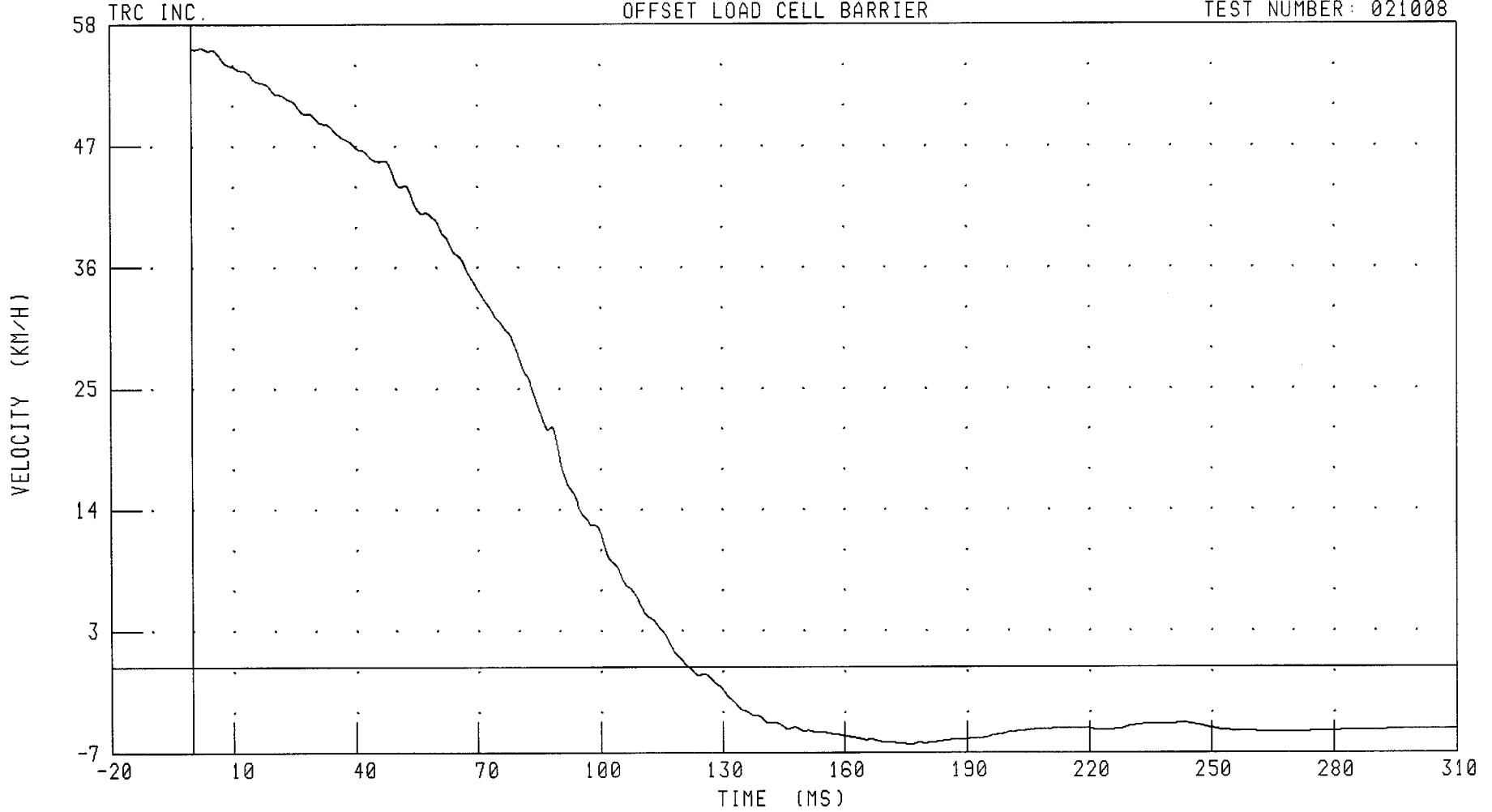
FILTER: CH. CLASS 60

PEAK DATA: 46.78 G @ 87.04 MS; 0.15 G @ -10.00 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



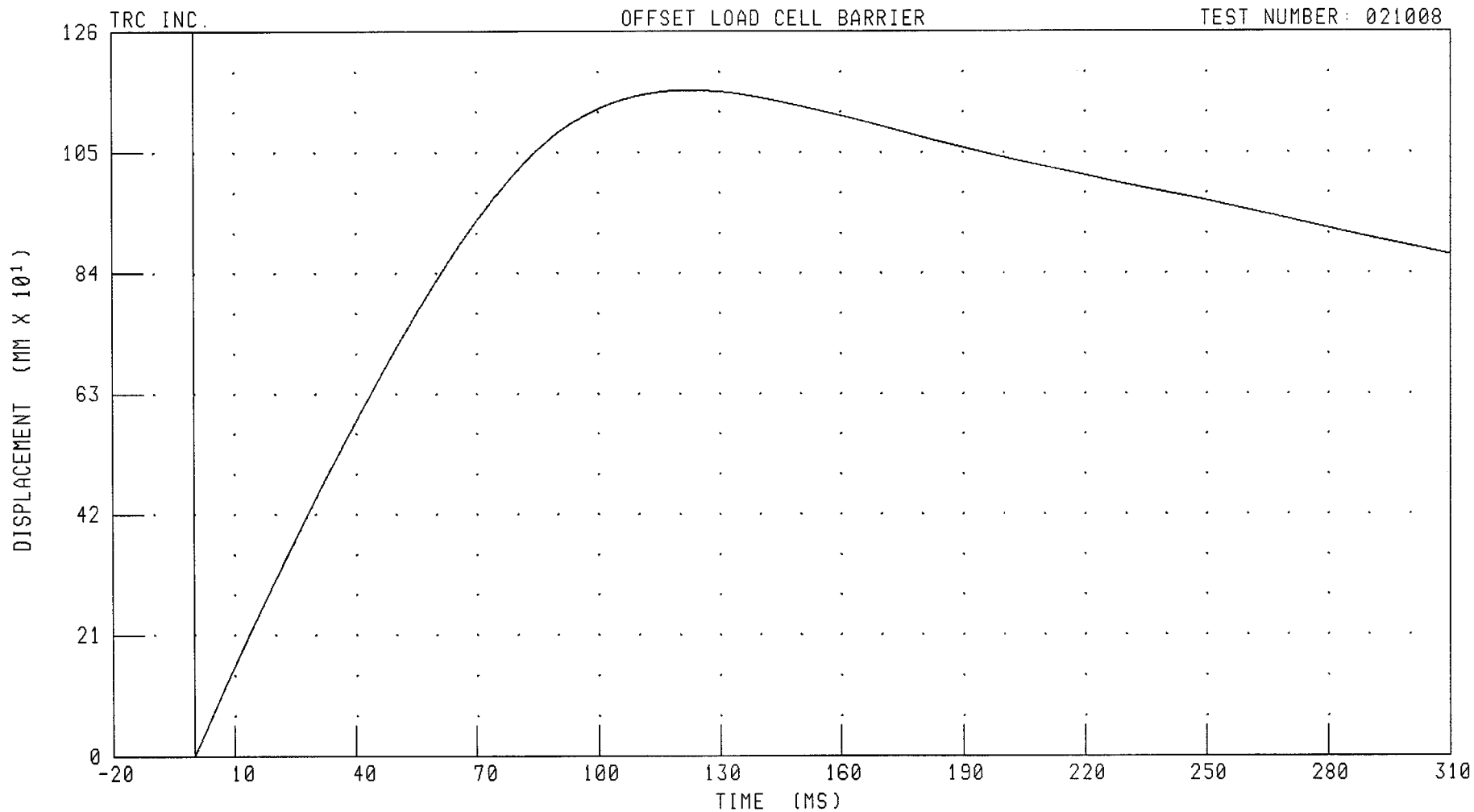
CHANNEL: VCGXV1 FILTER: CH. CLASS 180

PEAK DATA: 56.16 KM/H @ 2.40 MS; -7.00 KM/H @ 176.00 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



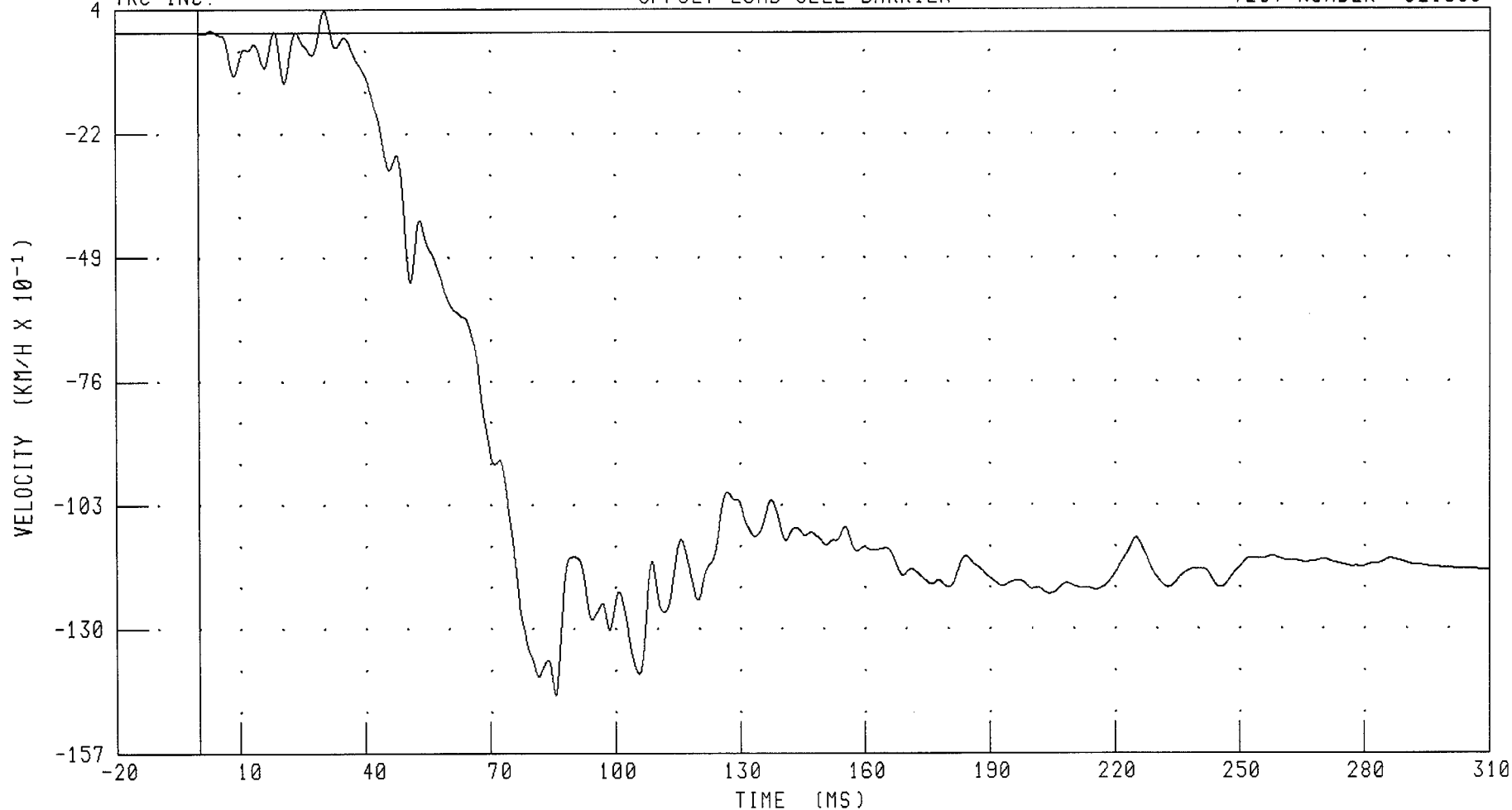
CHANNEL: VCGXD1 FILTER: CH. CLASS 180

PEAK DATA: 1157.49 MM @ 121.76 MS; 0.00 MM @ 0.00 MS

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

TRC INC. OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGYV1

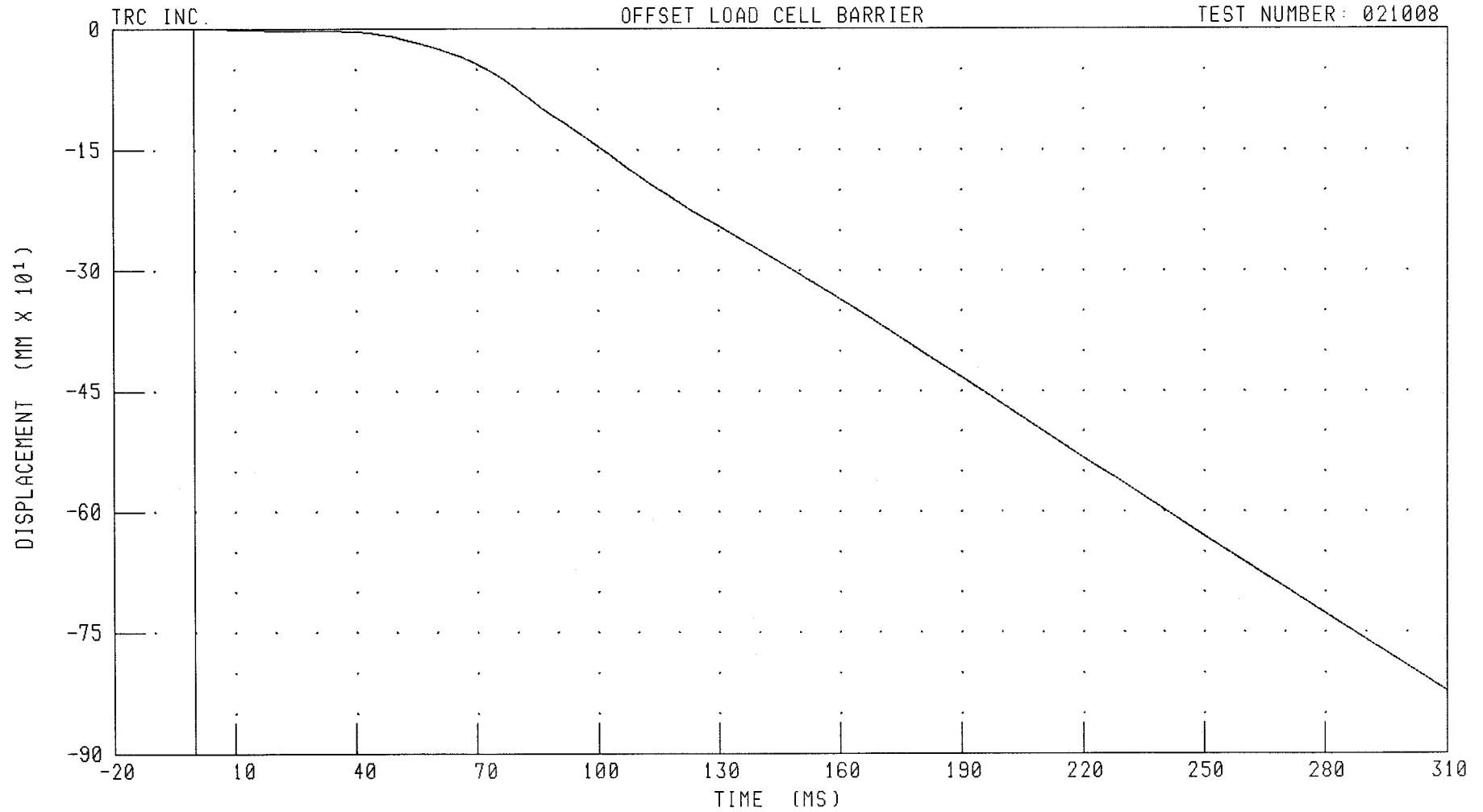
FILTER: CH. CLASS 180

PEAK DATA: 0.48 KM/H @ 30.40 MS; -14.44 KM/H @ 85.68 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGYD1 FILTER: CH. CLASS 180

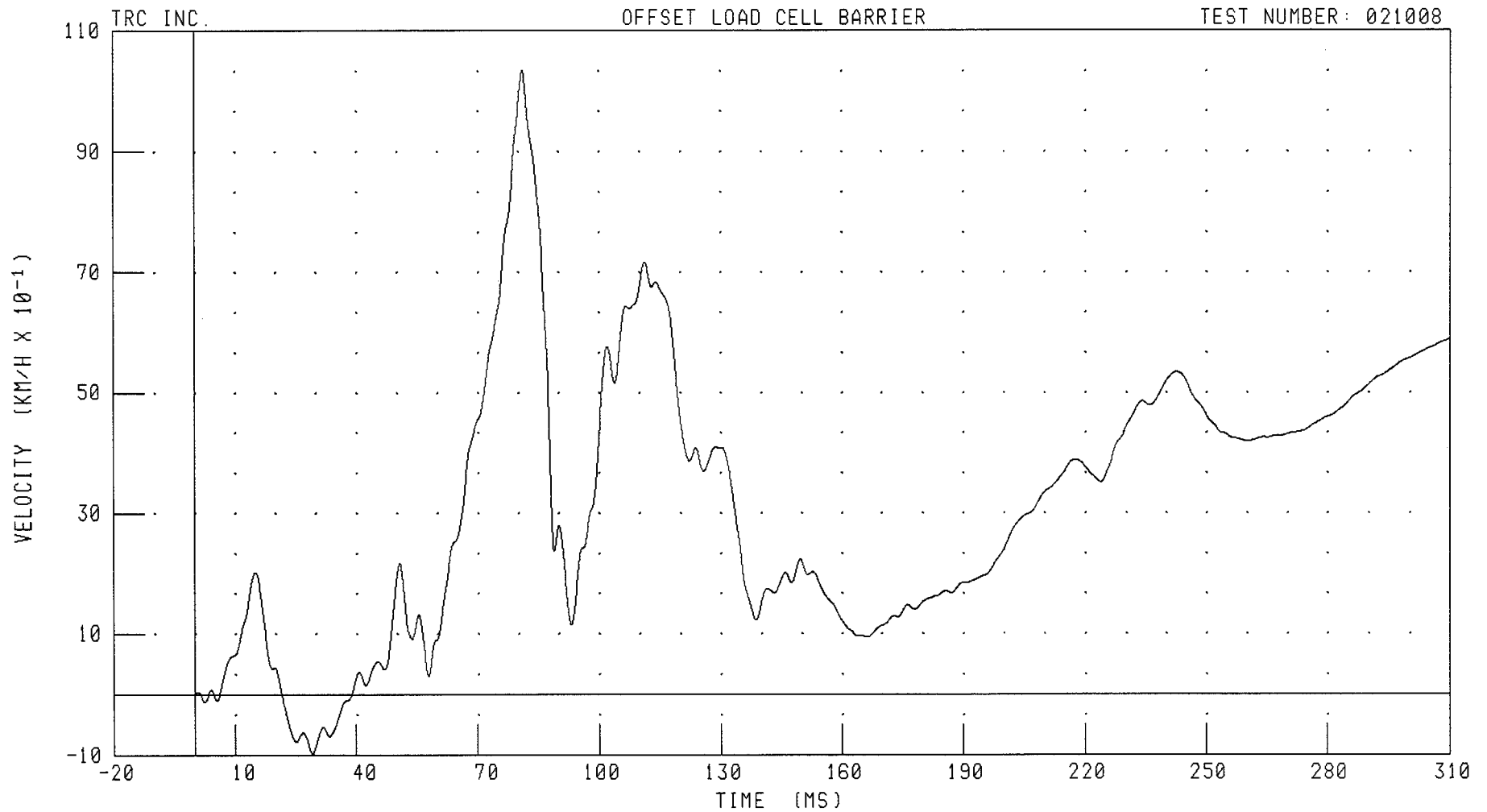
PEAK DATA: 0.00 MM @ 4.16 MS; -823.60 MM @ 310.00 MS

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

VEHICLE CENTER OF GRAVITY Z-AXIS VELOCITY

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGZV1 FILTER: CH. CLASS 180

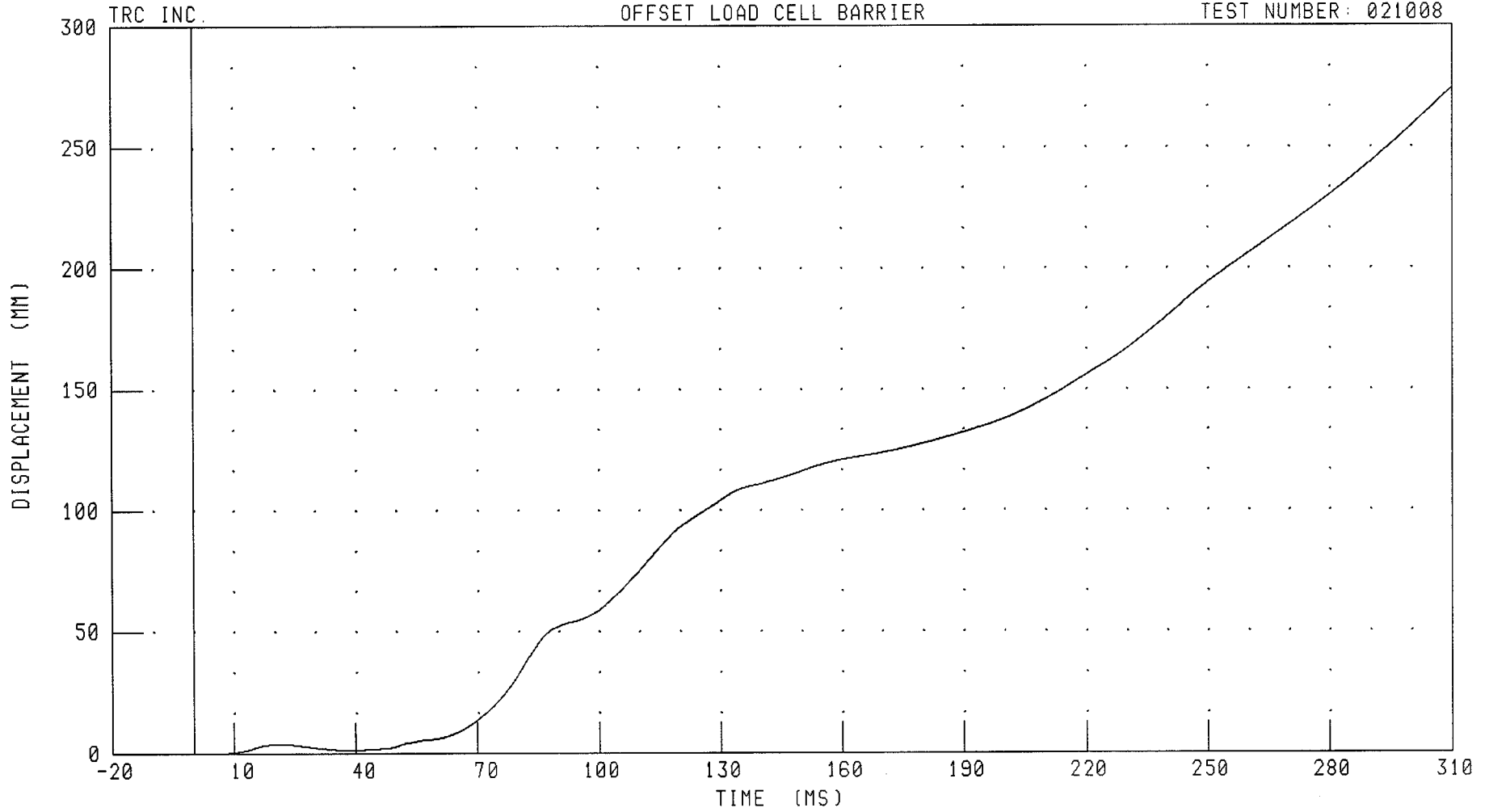
PEAK DATA: 10.34 KM/H @ 81.20 MS; -0.98 KM/H @ 29.12 MS

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

VEHICLE CENTER OF GRAVITY Z-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: VCGZD1

FILTER: CH. CLASS 180

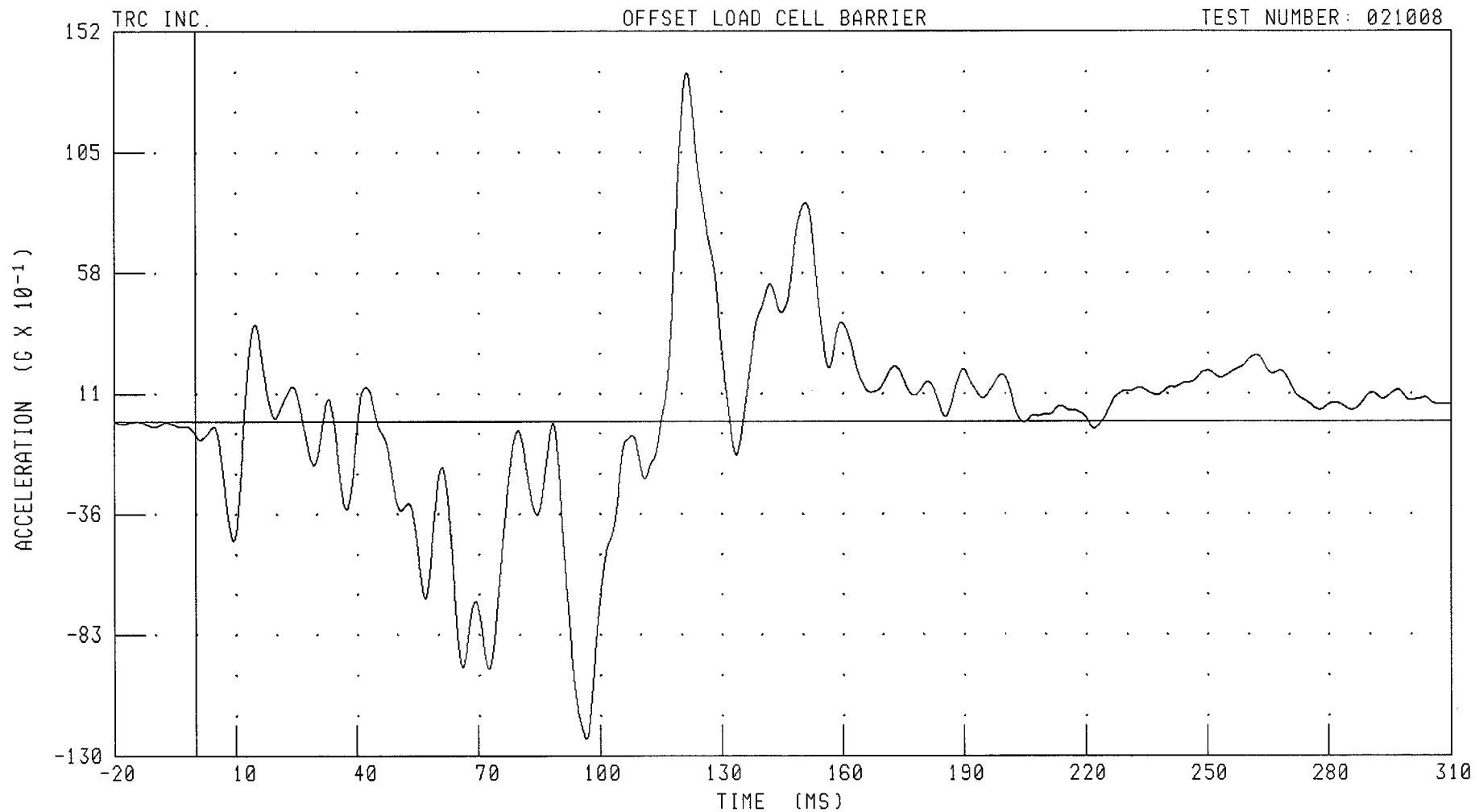
PEAK DATA: 274.40 MM @ 310.00 MS; -0.04 MM @ 6.16 MS

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

REAR DECK Z-AXIS ACCELERATION

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: RDKZG1

FILTER: CH. CLASS 60

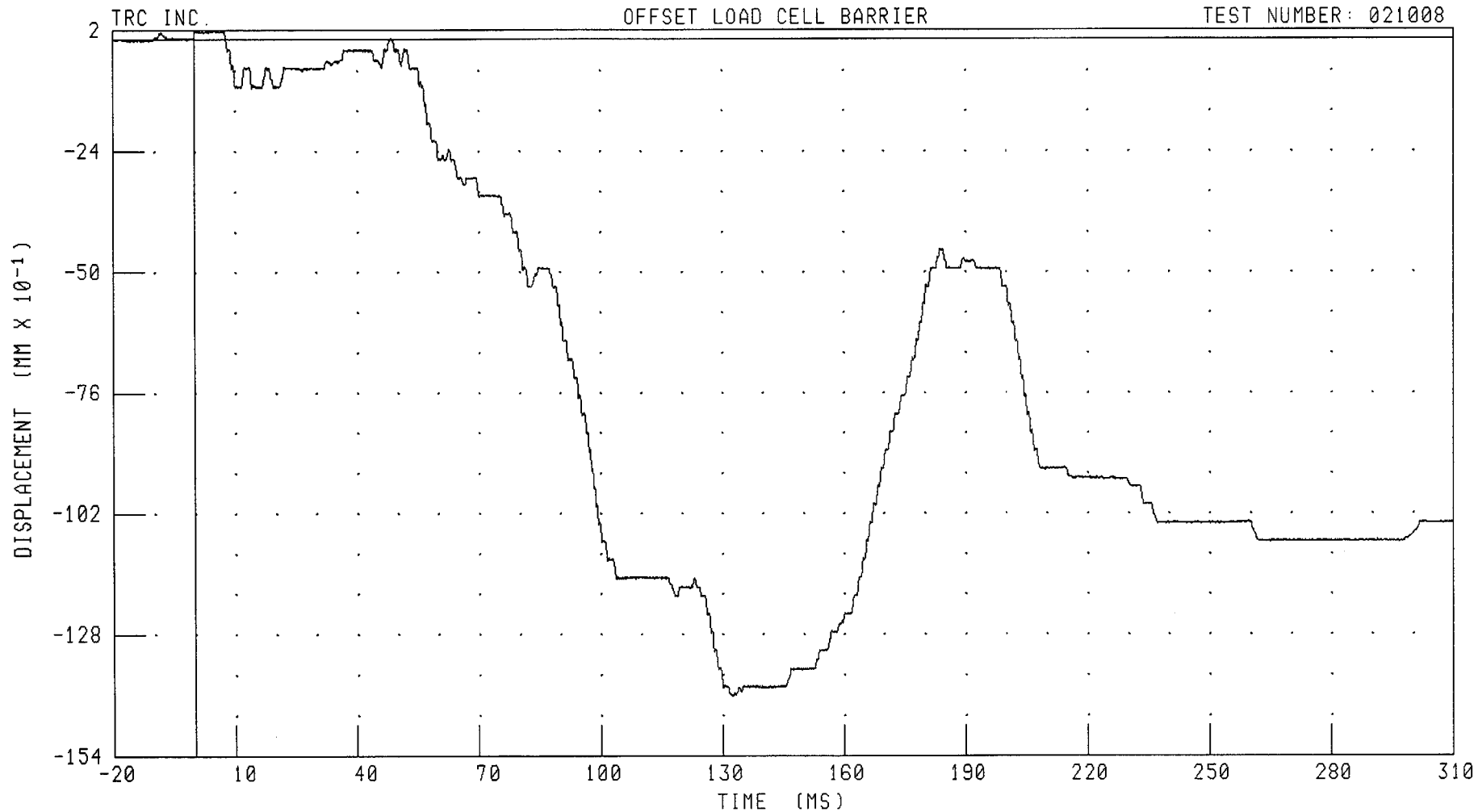
PEAK DATA: 13.58 G @ 121.60 MS; -12.34 G @ 96.56 MS

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

TOE PAN X-AXIS DISPLACEMENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: TPDxD1 FILTER: CH. CLASS 1000

PEAK DATA: 0.20 MM @ 0.24 MS; -14.12 MM @ 132.32 MS

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

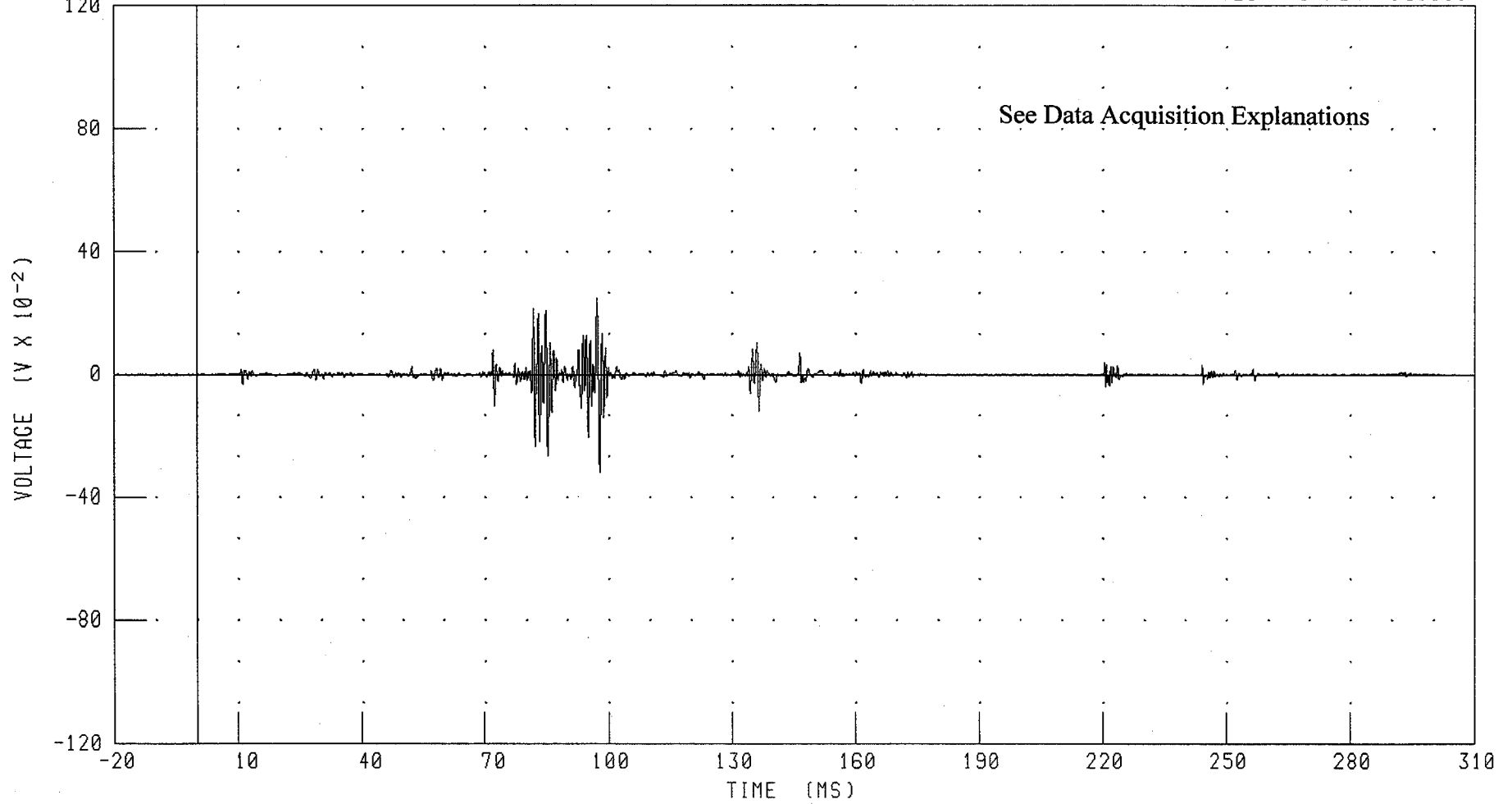
DRIVER AIRBAG EVENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

TRC INC.

See Data Acquisition Explanations



CHANNEL: DABETA FILTER: CH. CLASS 1000

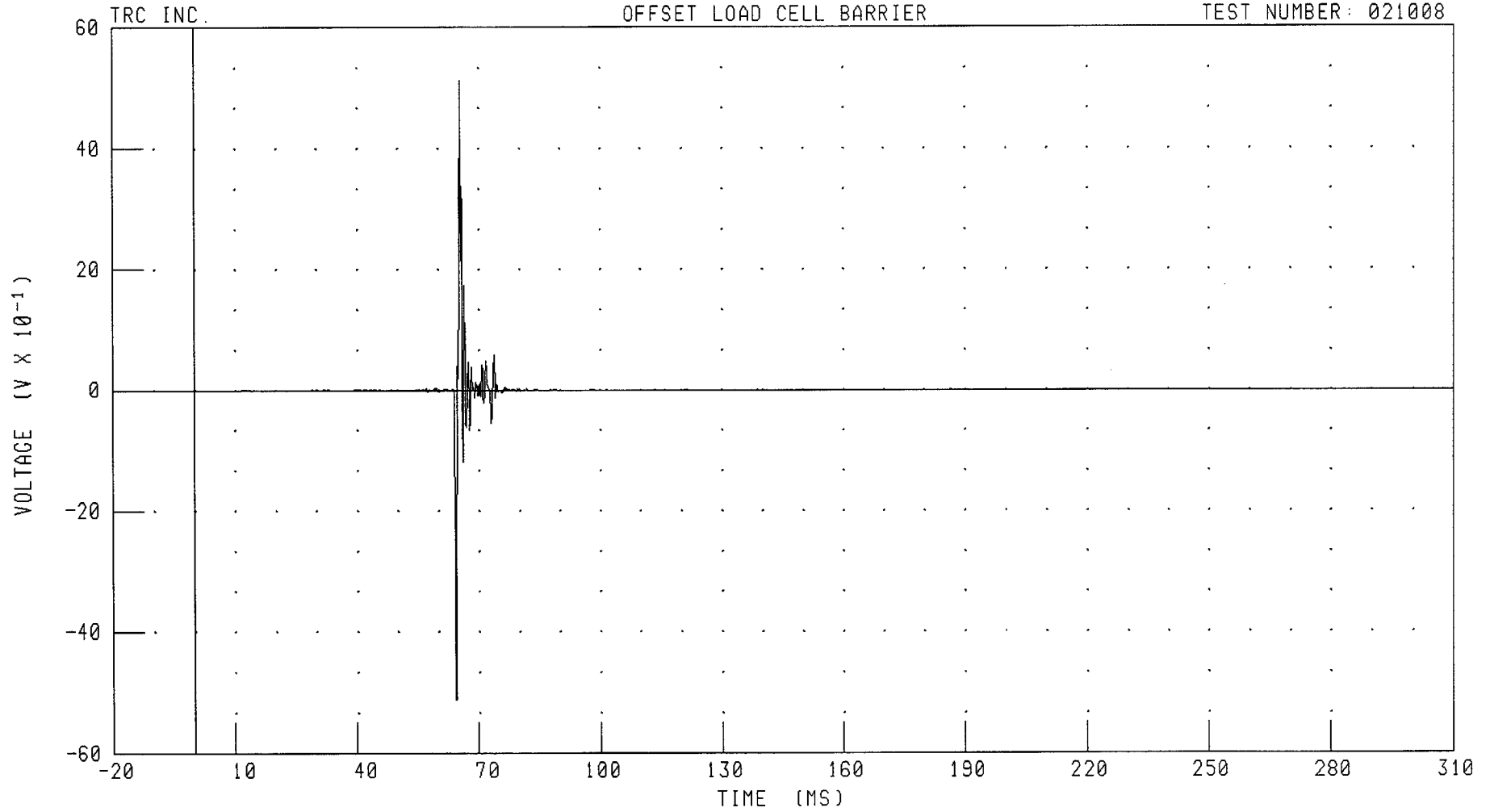
PEAK DATA: 0.25 V @ 97.28 MS; -0.32 V @ 98.00 MS

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

PASSENGER AIRBAG EVENT

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: PABETA FILTER: CH. CLASS 1000

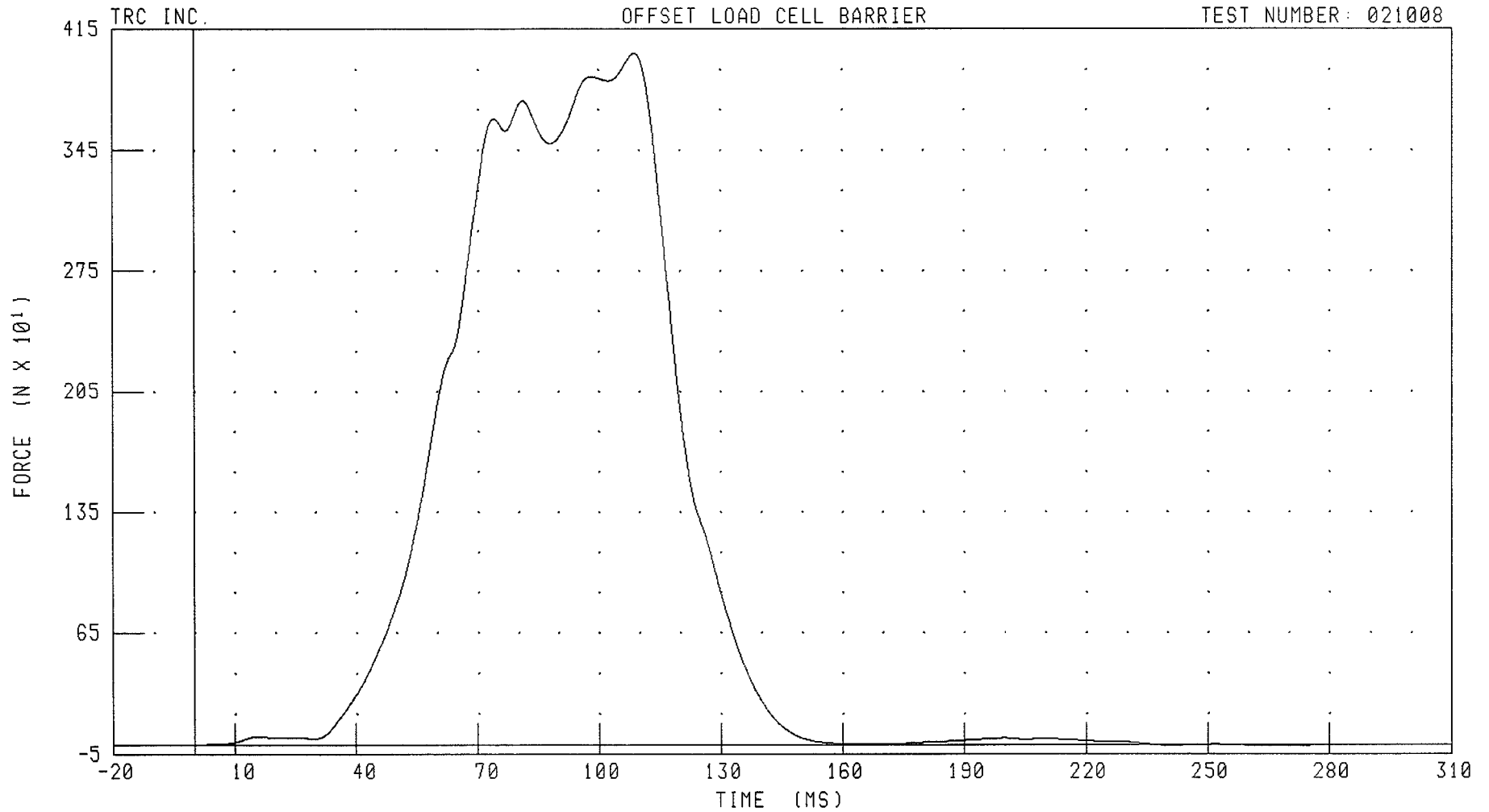
PEAK DATA: 5.12 V @ 65.52 MS; -5.12 V @ 64.40 MS

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

DRIVER SHOULDER BELT FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: SHBF1

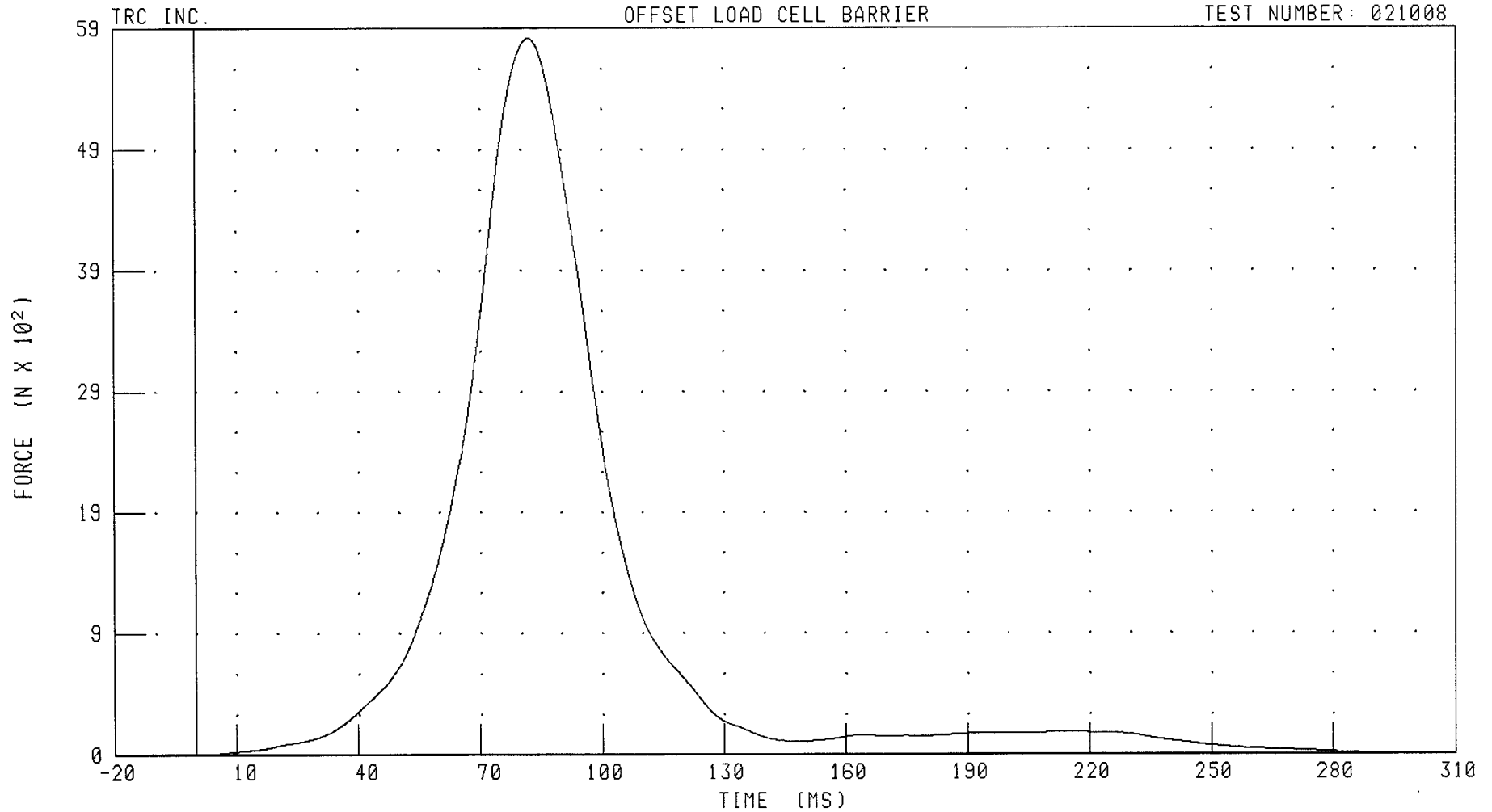
FILTER: CH. CLASS 60

PEAK DATA: 4010.32 N @ 108.96 MS; -2.03 N @ 263.12 MS

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

DRIVER LAP BELT FORCE
OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LPBF1

FILTER: CH. CLASS 60

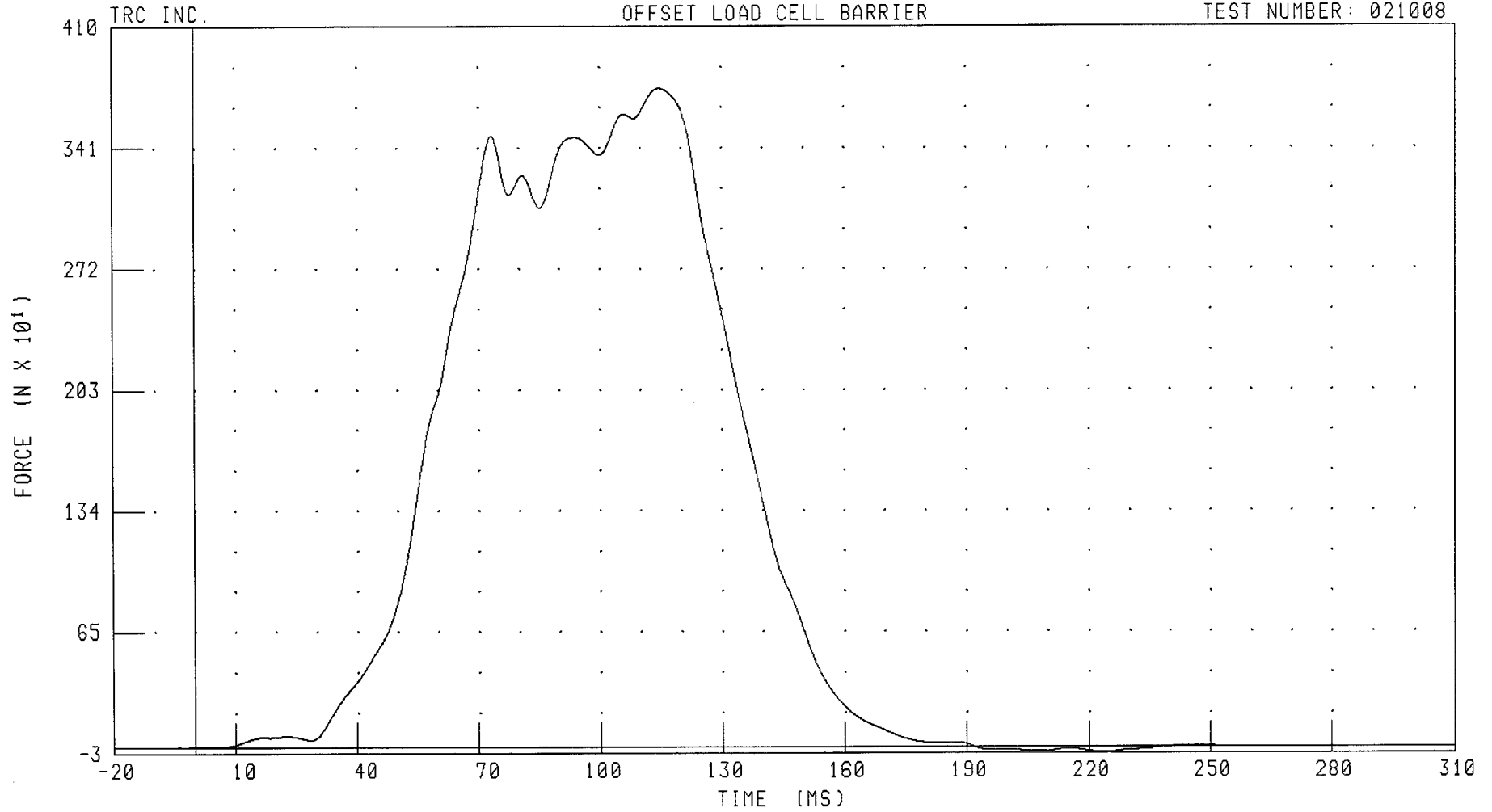
PEAK DATA: 5913.55 N @ 82.08 MS; -4.70 N @ 308.16 MS

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

PASSENGER SHOULDER BELT FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: SHBF2

FILTER: CH. CLASS 60

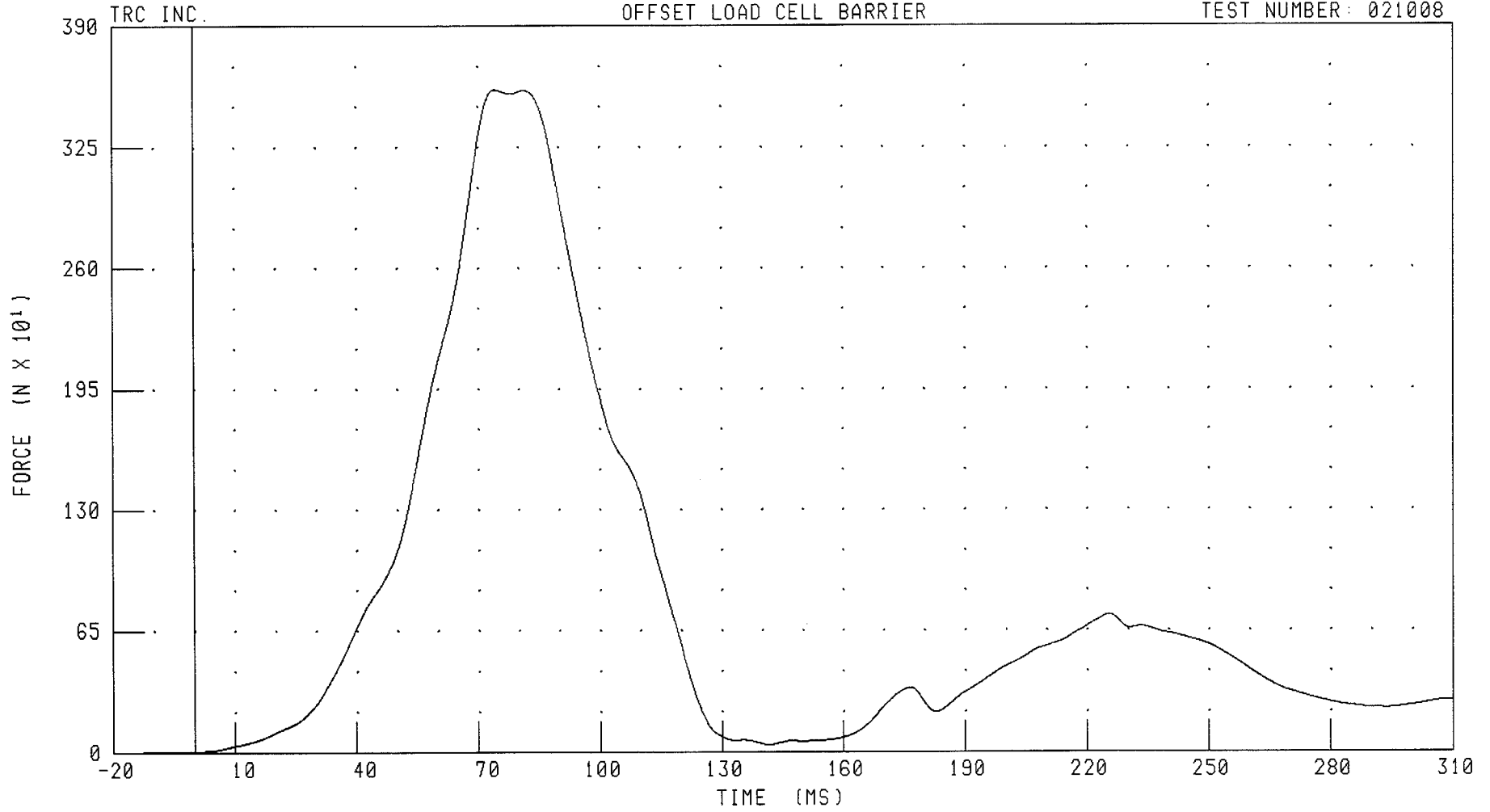
PEAK DATA: 3754.20 N @ 114.88 MS; -31.40 N @ 224.00 MS

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

PASSENGER LAP BELT FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LPBF2

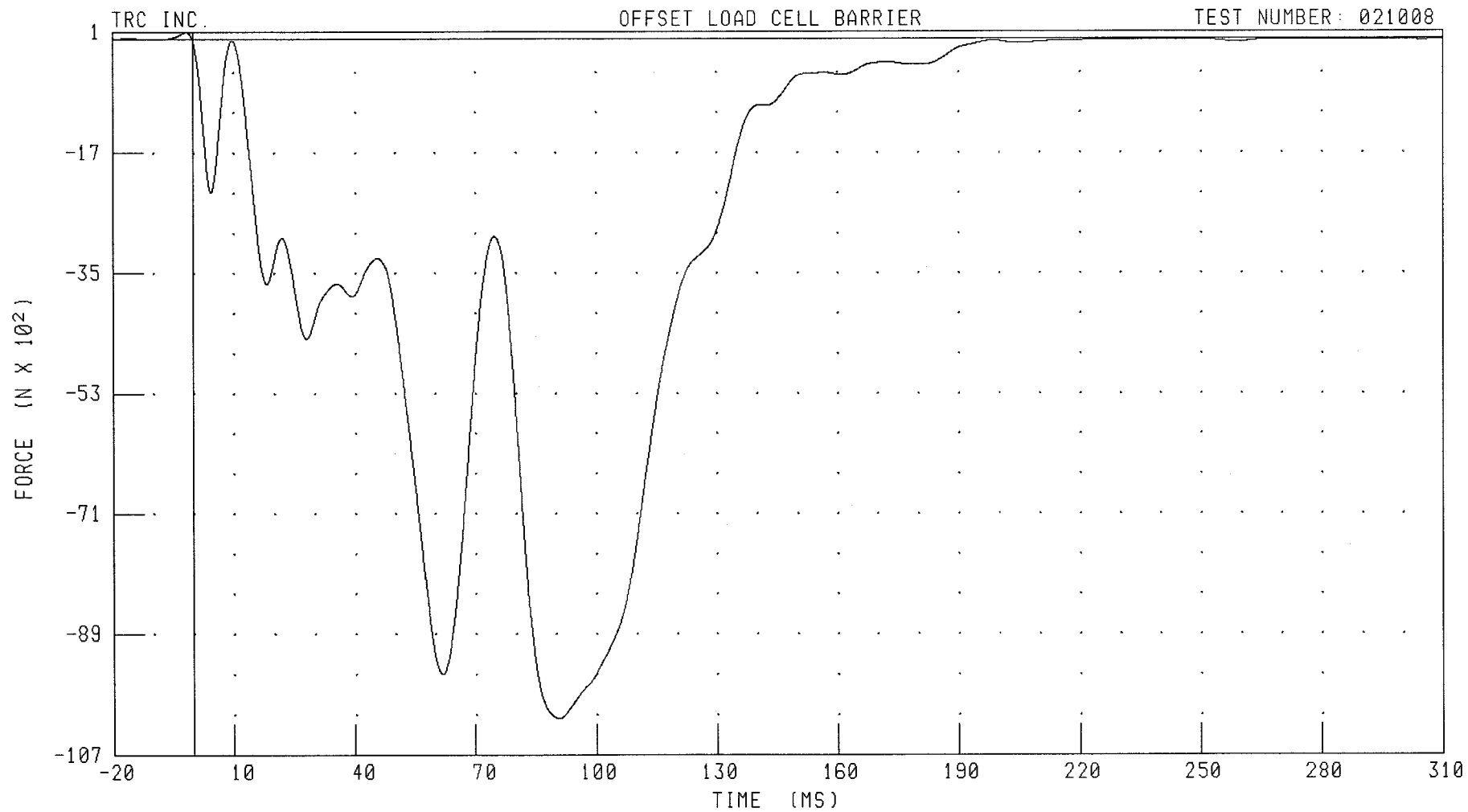
FILTER: CH. CLASS 60

PEAK DATA: 3557.23 N @ 74.32 MS; -0.07 N @ -18.96 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL A1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCA1XF FILTER: CH. CLASS 60

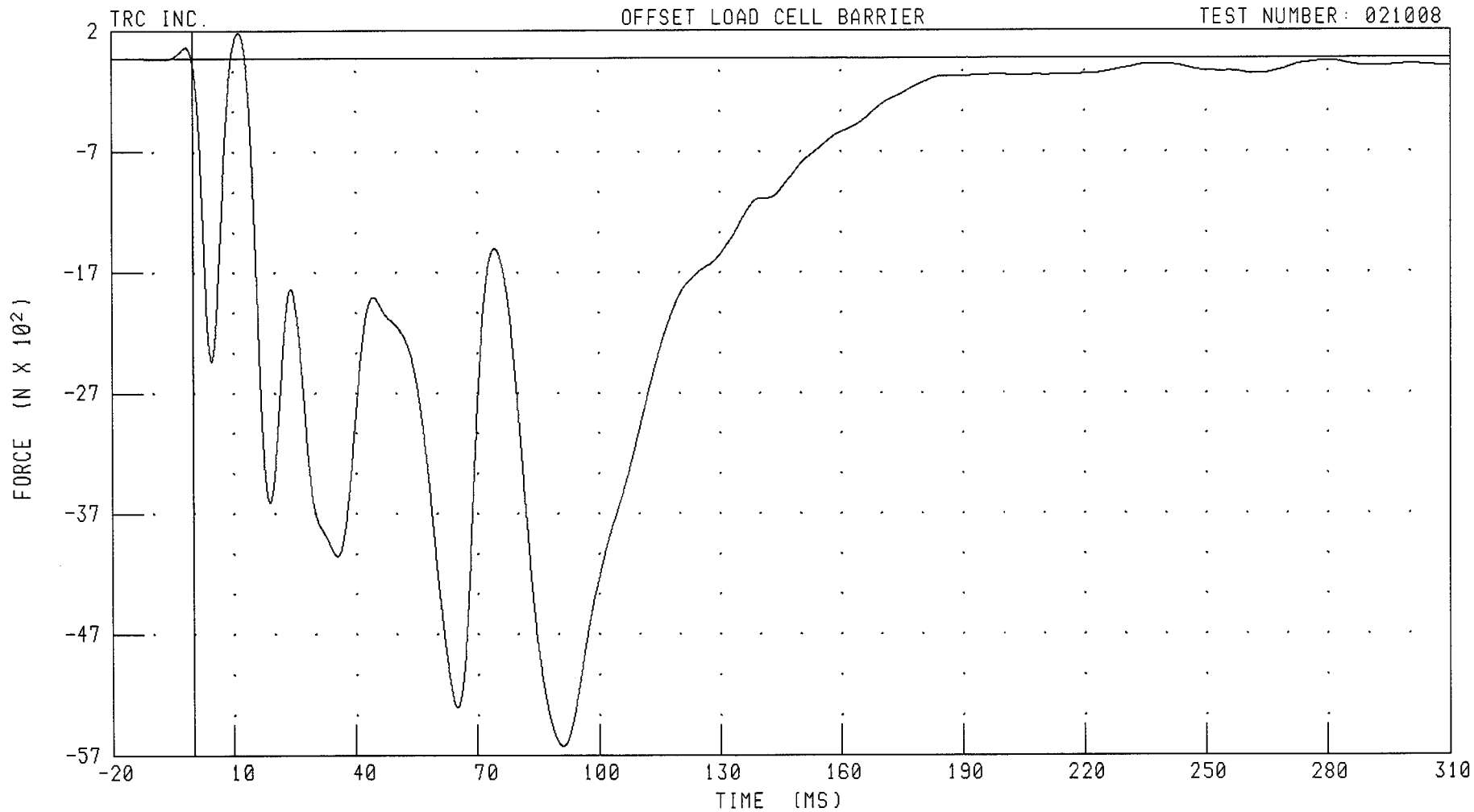
PEAK DATA: 97.84 N @ -1.68 MS; -10156.00 N @ 90.64 MS

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

BARRIER LOAD CELL A2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCA2XF

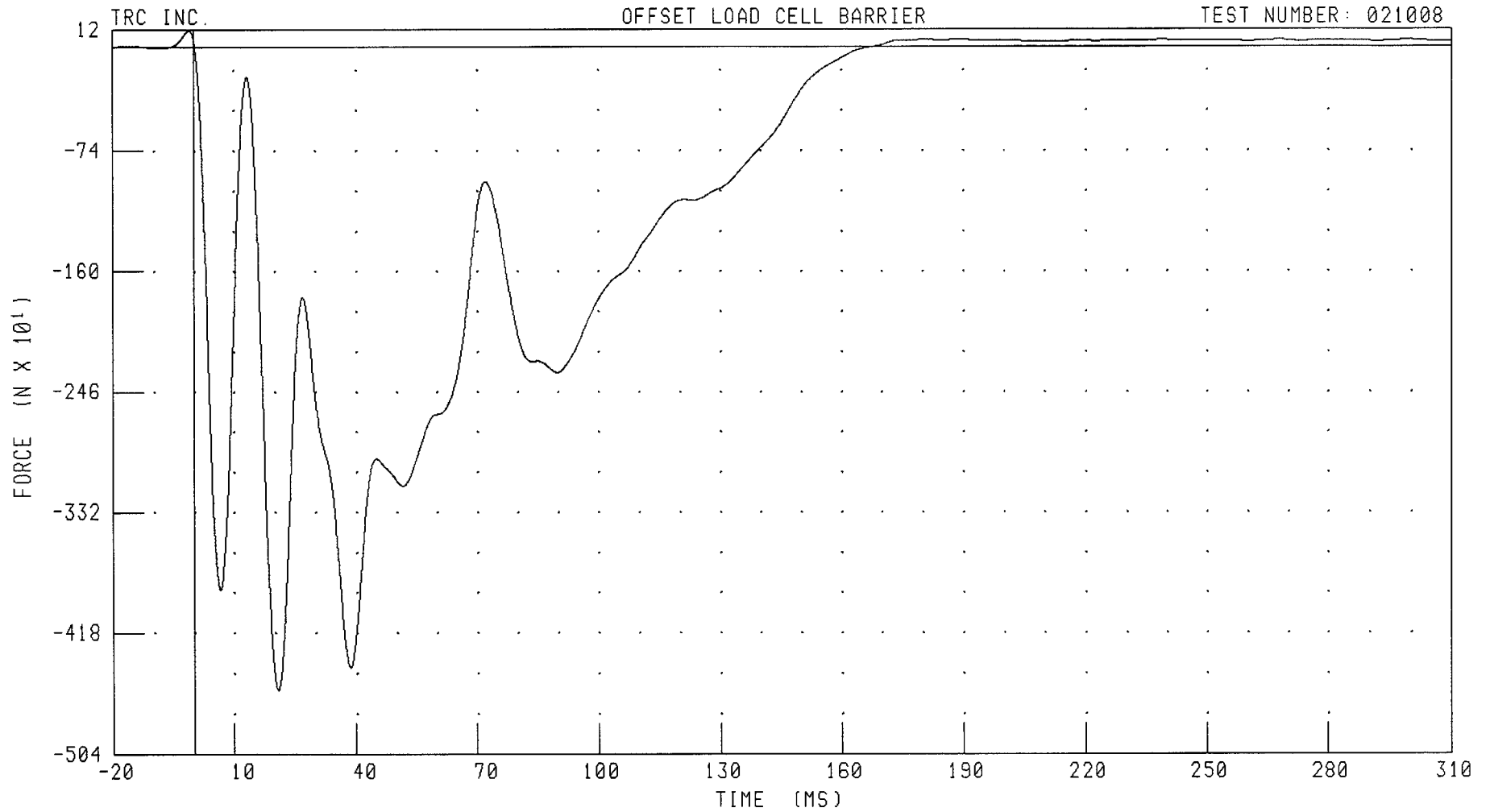
FILTER: CH. CLASS 60

PEAK DATA: 214.08 N @ 11.36 MS; -5693.98 N @ 91.12 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCA3XF FILTER: CH. CLASS 60

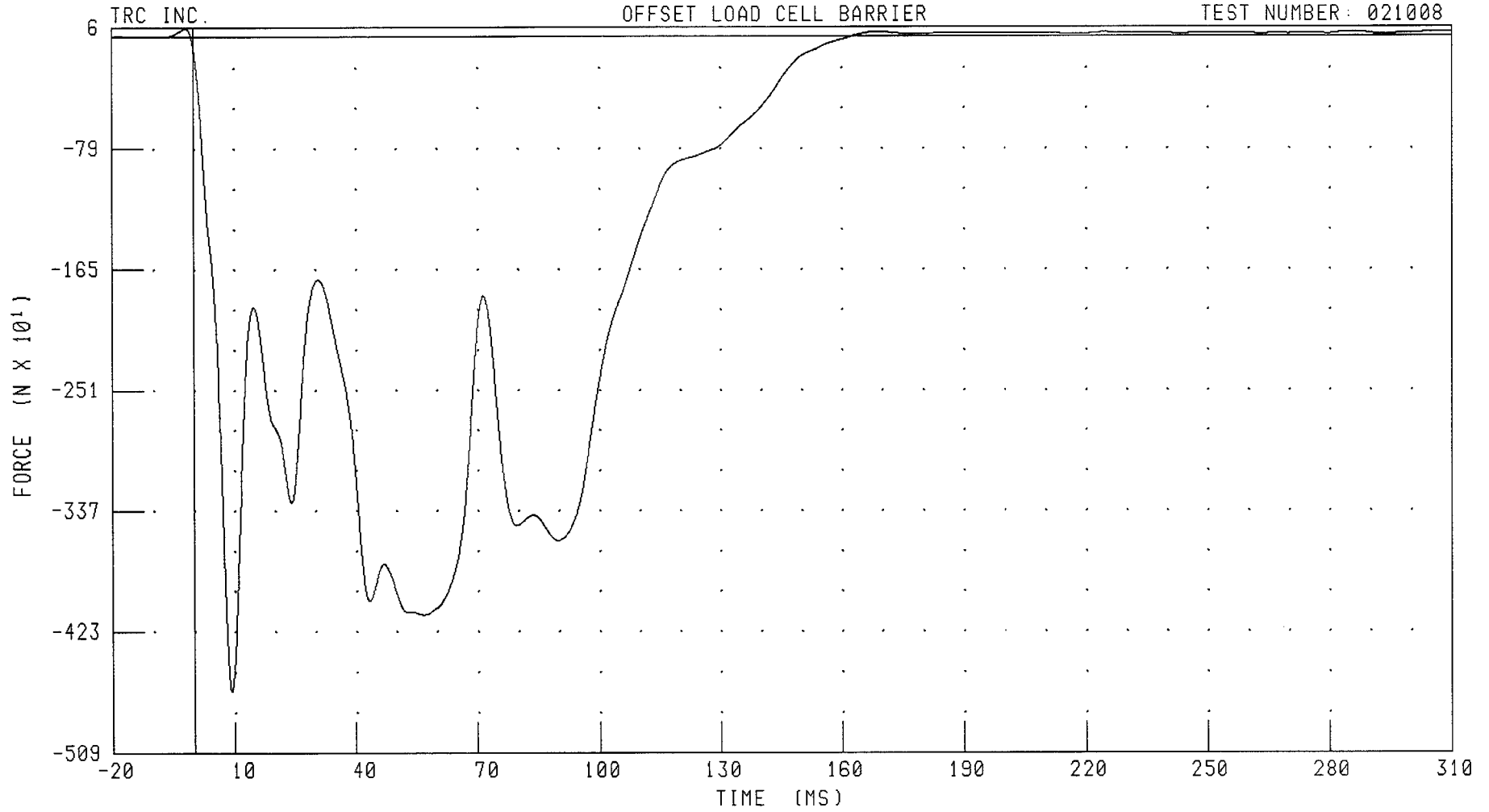
PEAK DATA: 114.36 N @ -1.12 MS; -4586.98 N @ 20.80 MS

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

BARRIER LOAD CELL A4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCA4XF FILTER: CH. CLASS 60

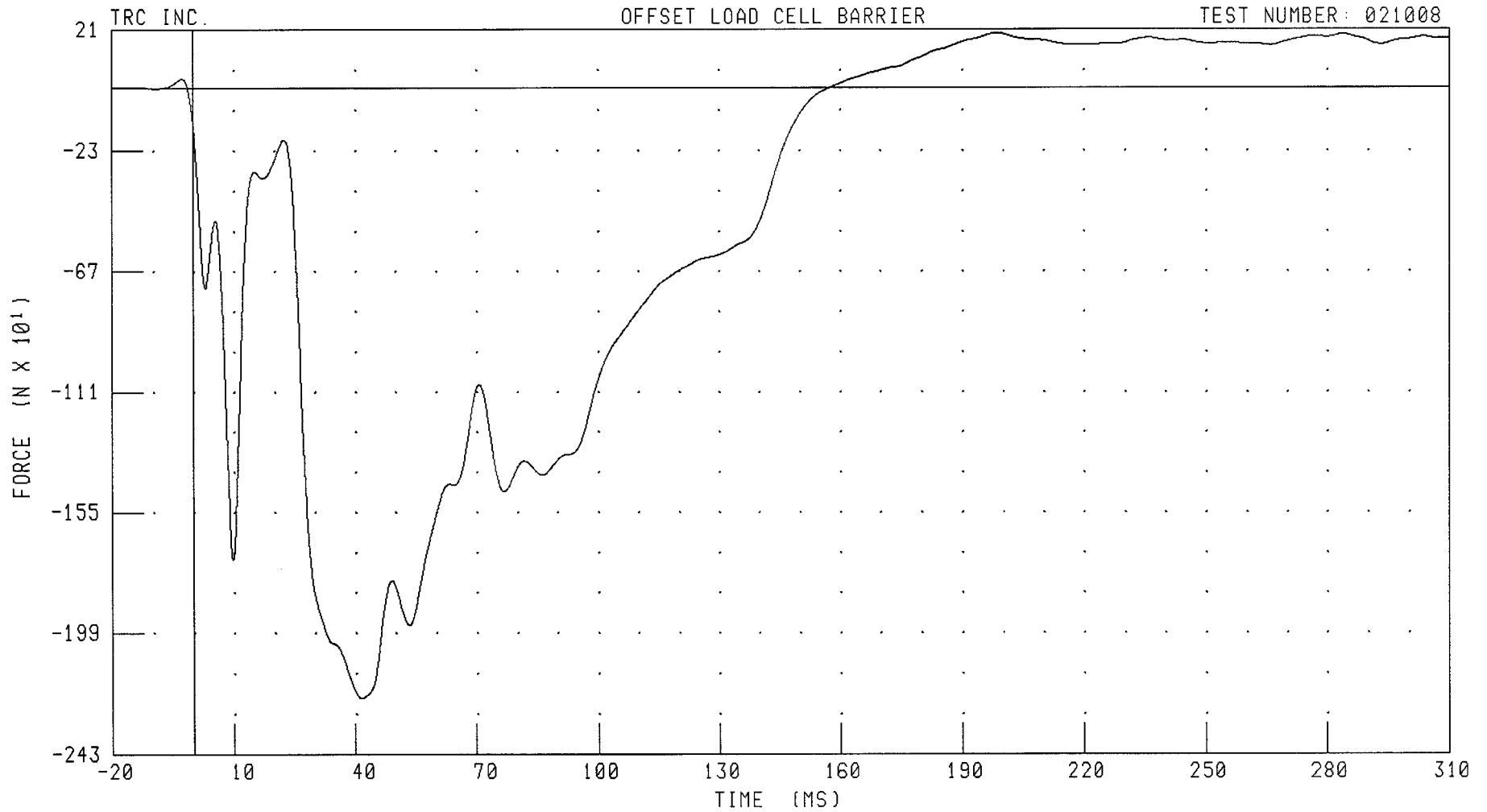
PEAK DATA: 55.87 N @ -2.00 MS; -4664.78 N @ 9.28 MS

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

BARRIER LOAD CELL A5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



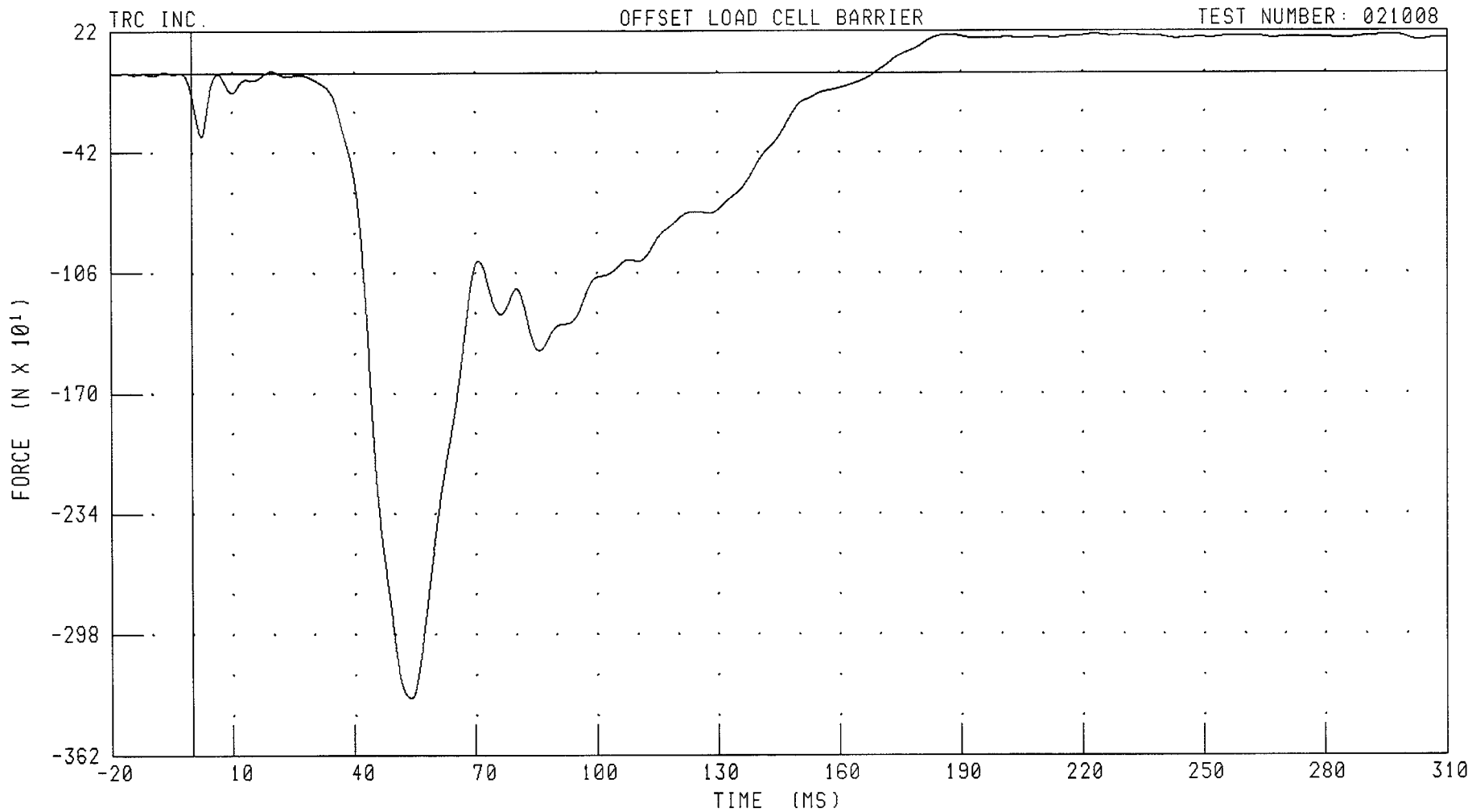
CHANNEL: LCA5XF FILTER: CH. CLASS 60

PEAK DATA: 197.26 N @ 198.56 MS; -2227.04 N @ 41.52 MS

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

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCA6XF FILTER: CH. CLASS 60

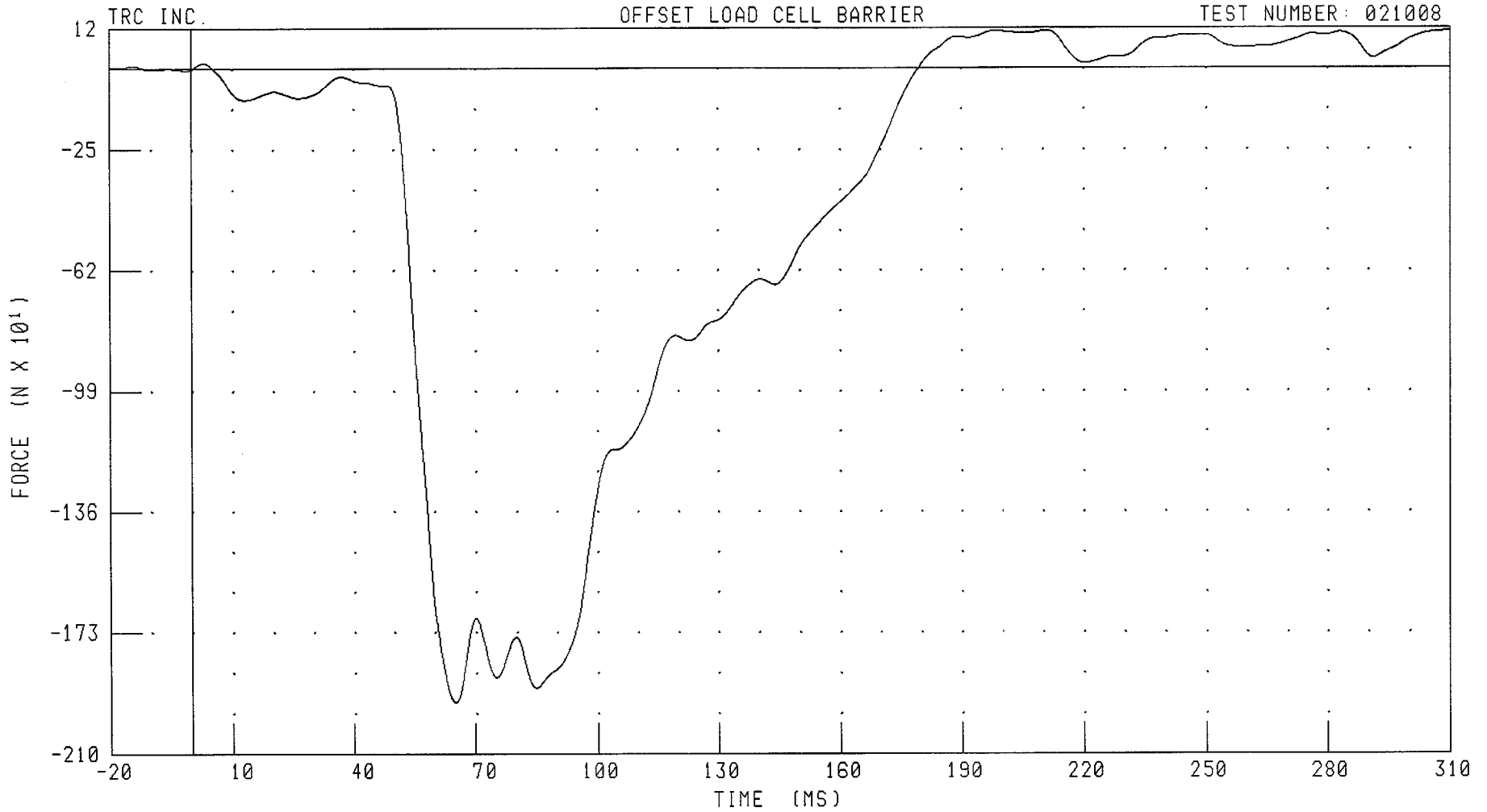
PEAK DATA: 203.63 N @ 223.12 MS; -3318.24 N @ 54.00 MS

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

BARRIER LOAD CELL A7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCA7XF FILTER: CH. CLASS 60

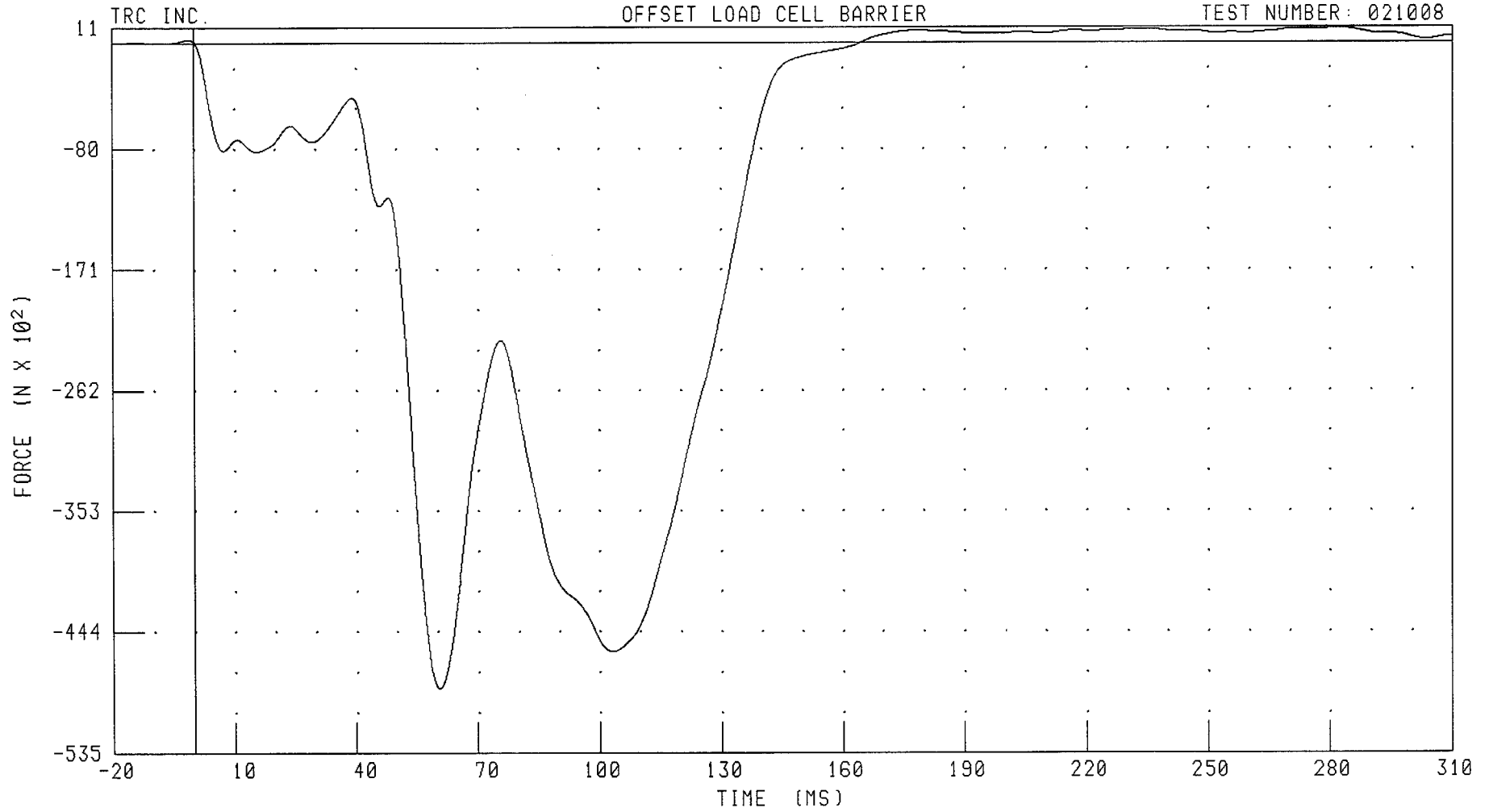
PEAK DATA: 112.81 N @ 211.12 MS; -194.28 N @ 65.04 MS

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

BARRIER LOAD CELL B1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCB1XF FILTER: CH. CLASS 60

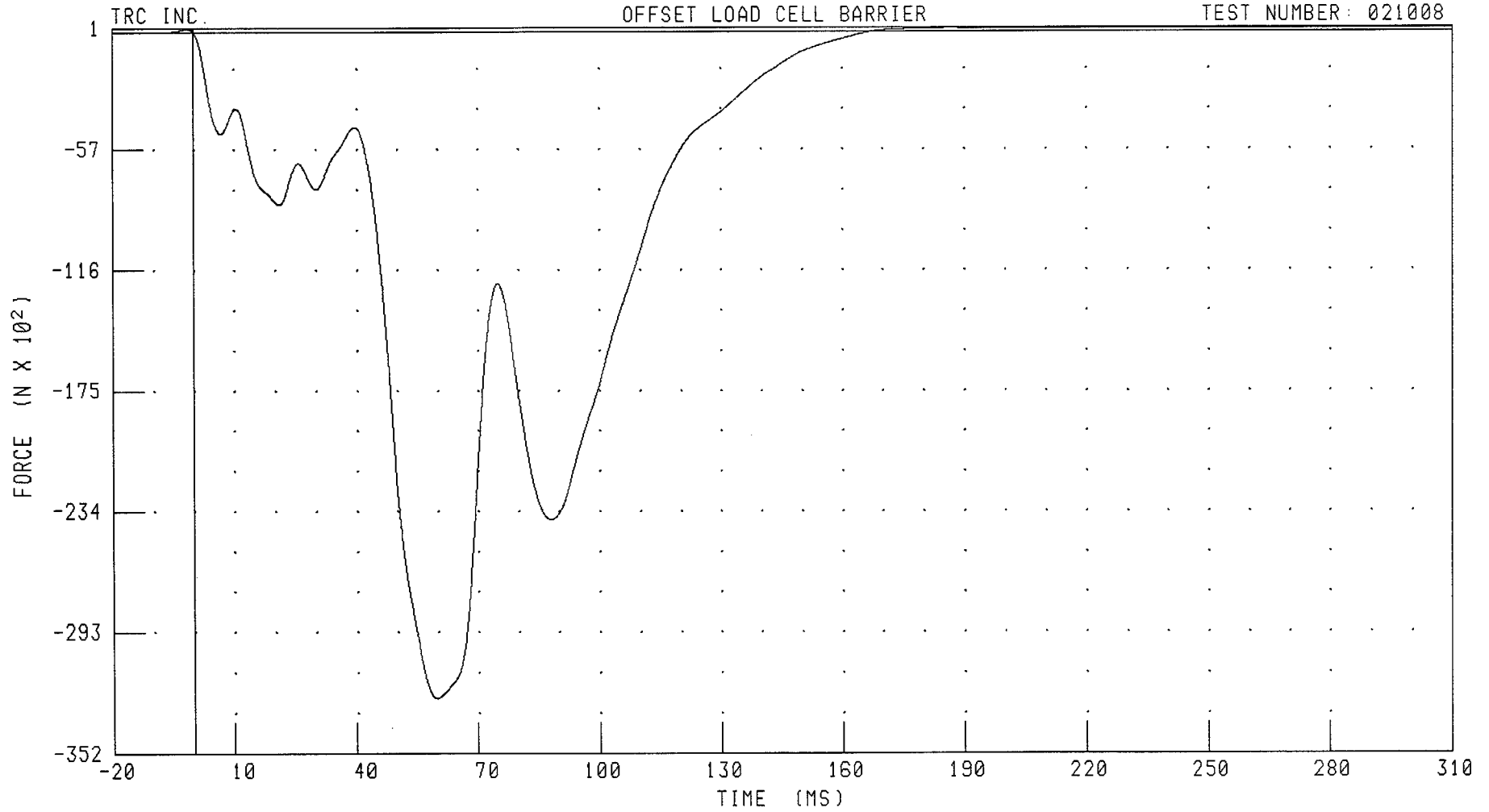
PEAK DATA: 1043.01 N @ 282.24 MS; -48666.30 N @ 60.48 MS

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

BARRIER LOAD CELL B2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCB2XF FILTER: CH. CLASS 60

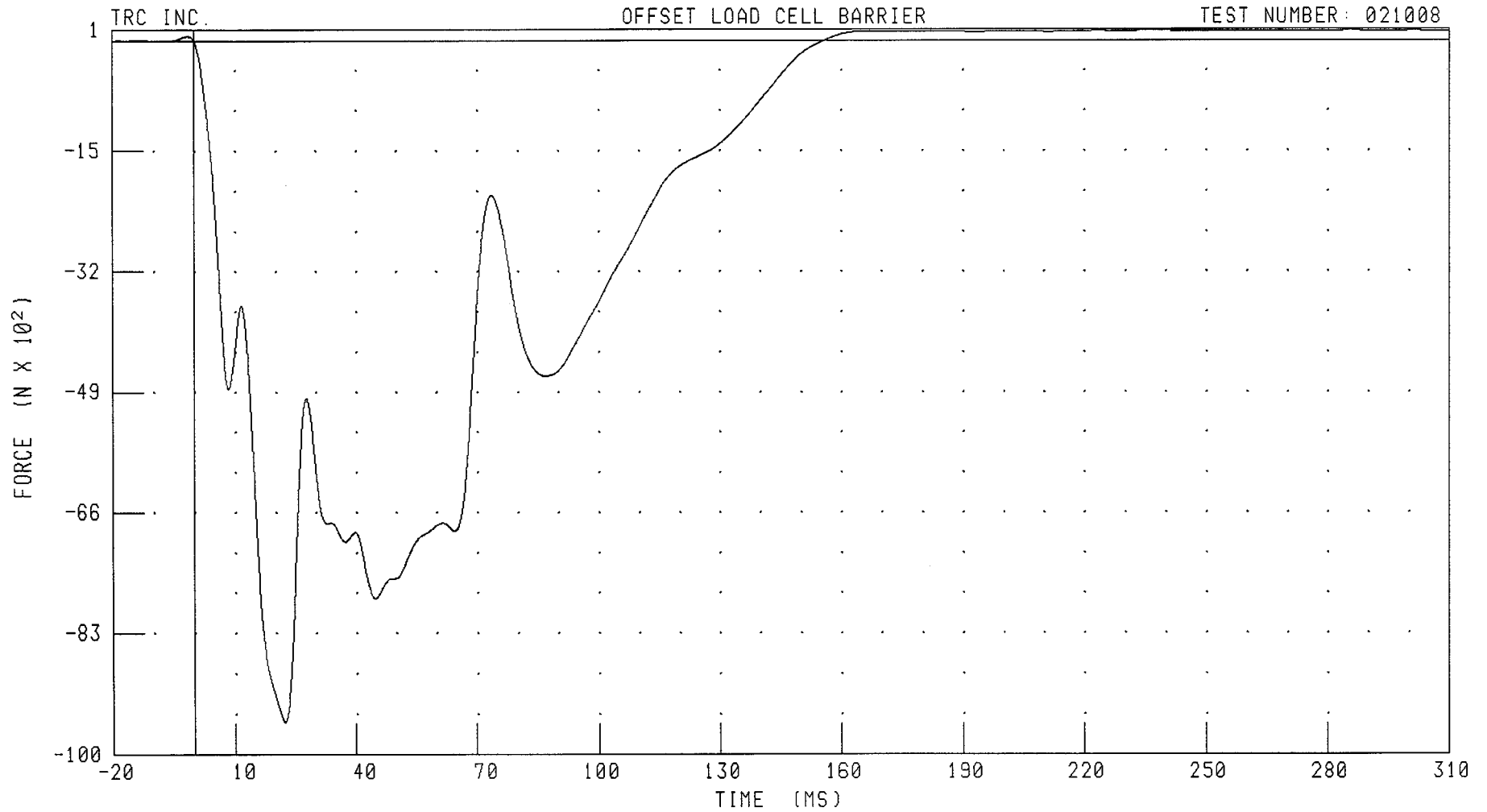
PEAK DATA: 160.57 N @ 186.96 MS; -32561.96 N @ 59.60 MS

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

BARRIER LOAD CELL B3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

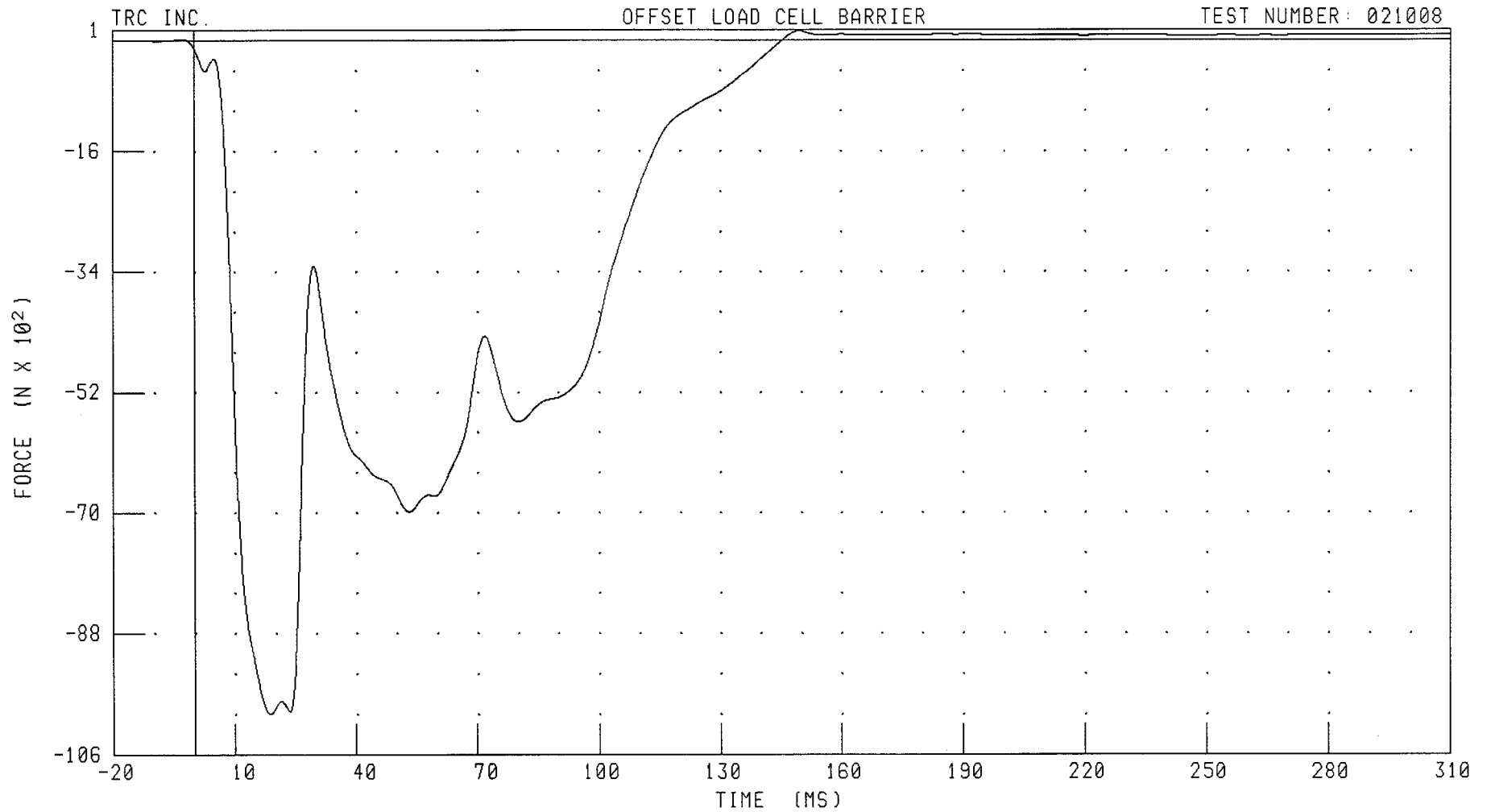


CHANNEL: LCB3XF FILTER: CH. CLASS 60

PEAK DATA: 136.38 N @ 237.76 MS; -9599.46 N @ 22.24 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL B4 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCB4XF FILTER: CH. CLASS 60

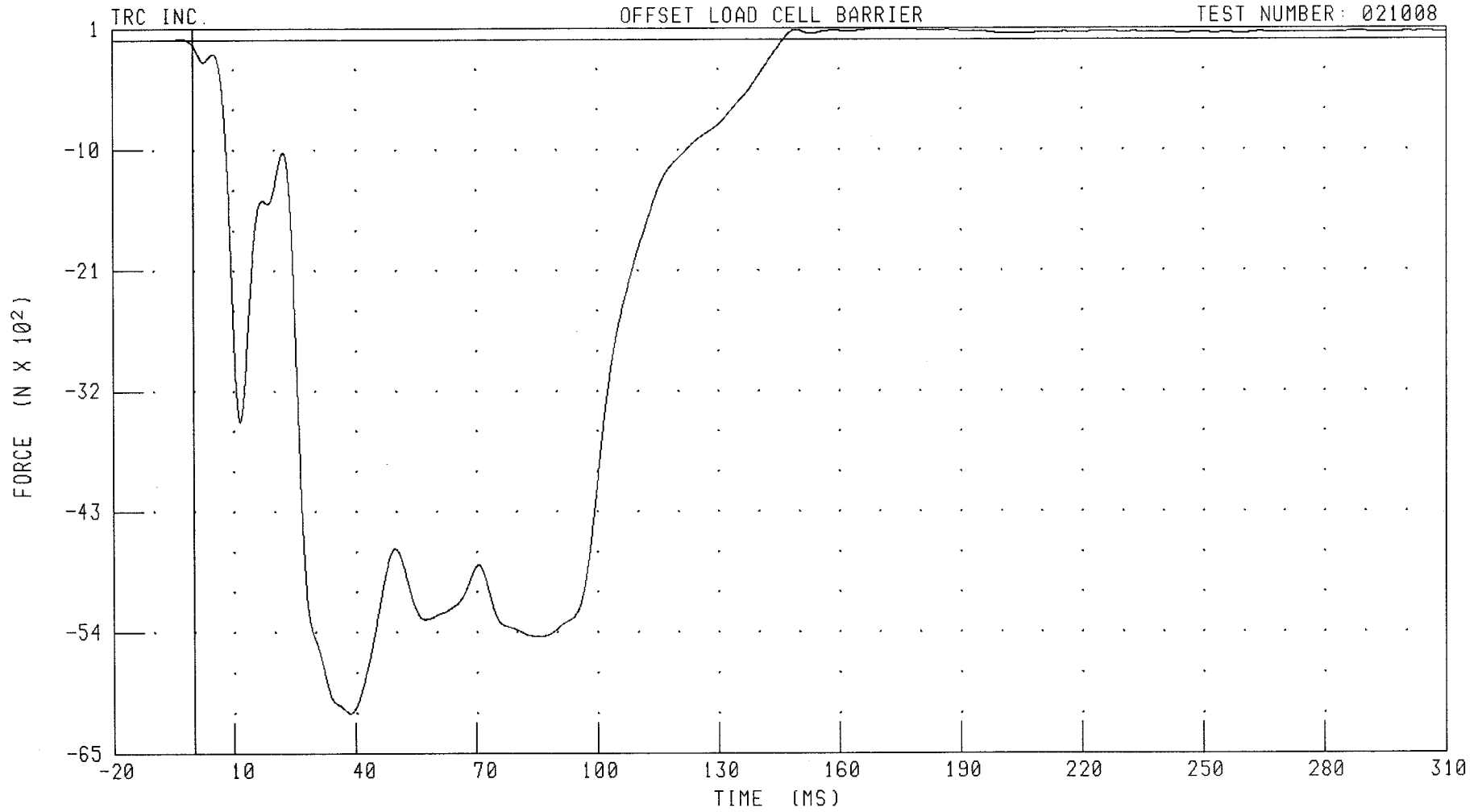
PEAK DATA: 138.46 N @ 149.76 MS; -10048.22 N @ 18.64 MS

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

BARRIER LOAD CELL B5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCB5XF

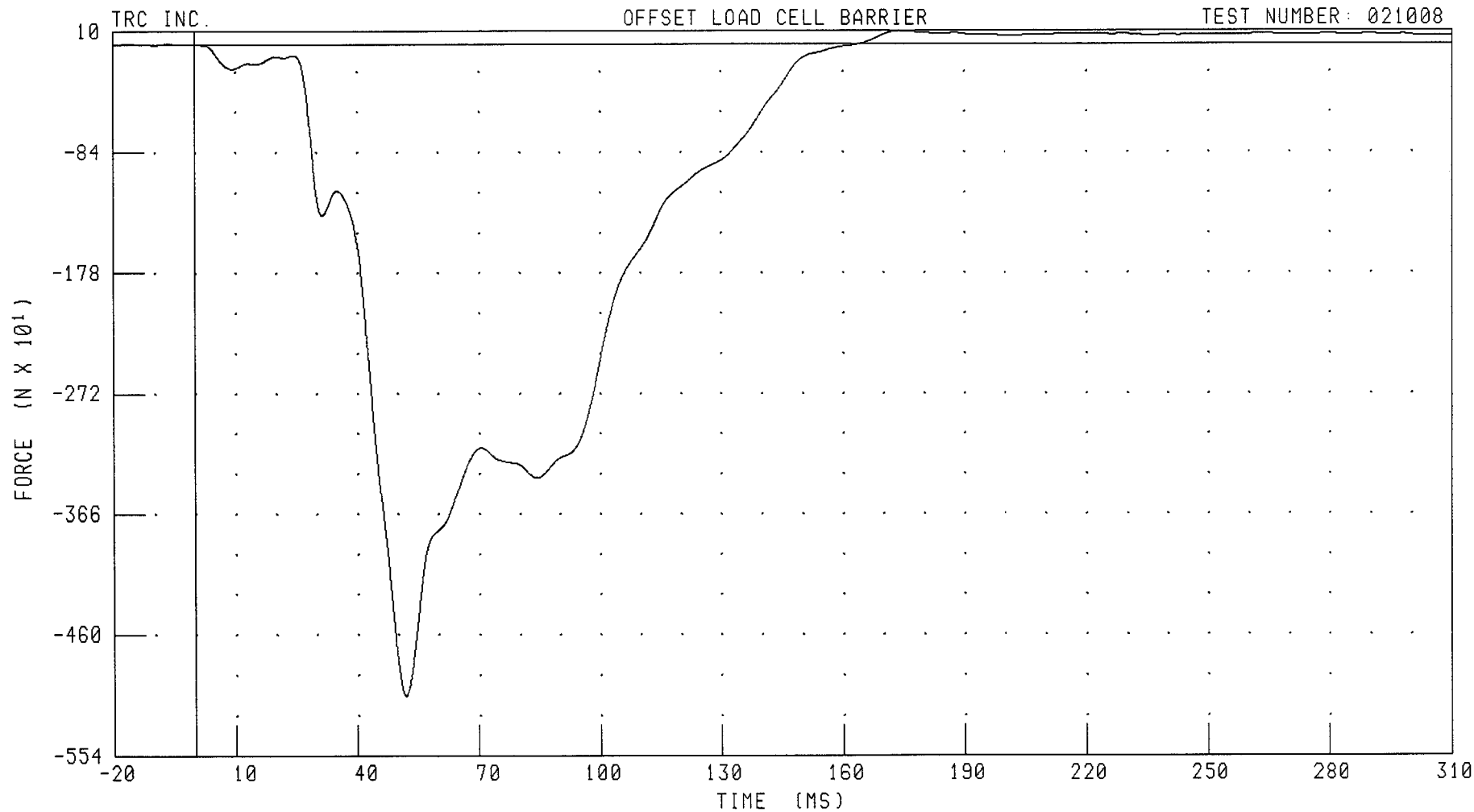
FILTER: CH. CLASS 60

PEAK DATA: 93.33 N @ 172.80 MS; -6136.44 N @ 38.56 MS

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

BARRIER LOAD CELL B6 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCB6XF FILTER: CH. CLASS 60

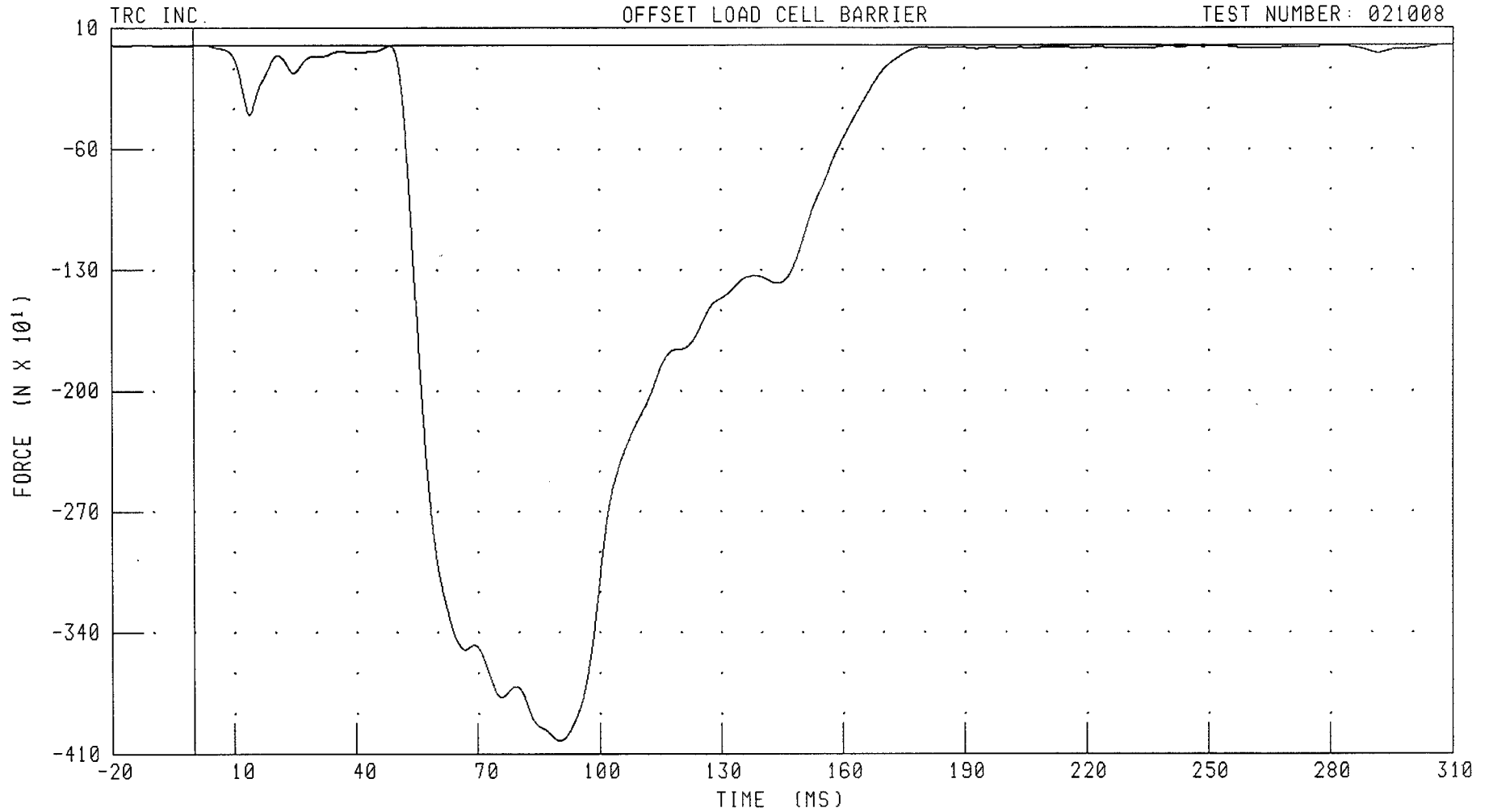
PEAK DATA: 98.06 N @ 173.92 MS; -5075.60 N @ 51.92 MS

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

BARRIER LOAD CELL B7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCB7XF

FILTER: CH. CLASS 60

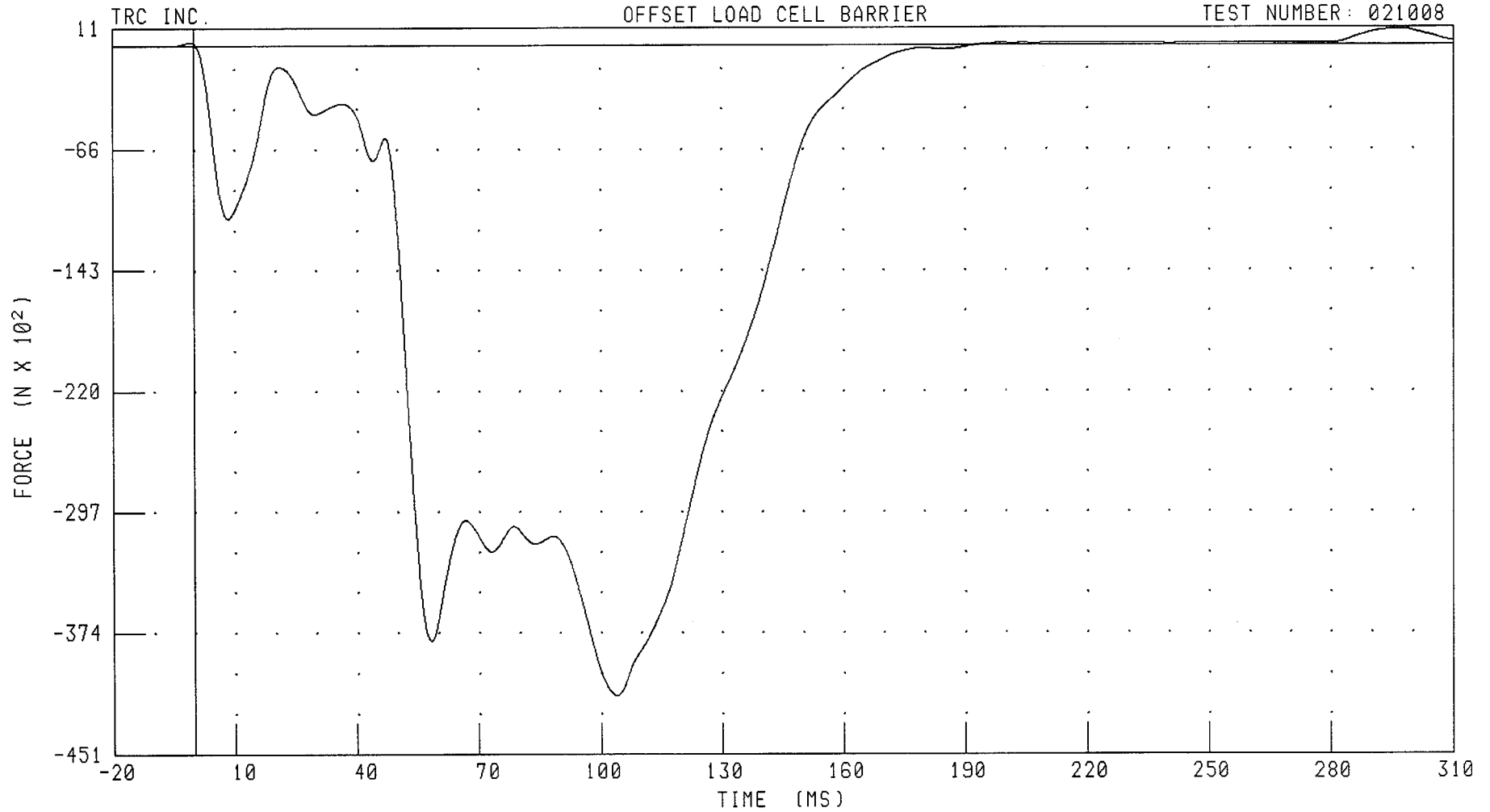
PEAK DATA: 2.21 N @ 308.08 MS; -4024.53 N @ 90.16 MS

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

BARRIER LOAD CELL C1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



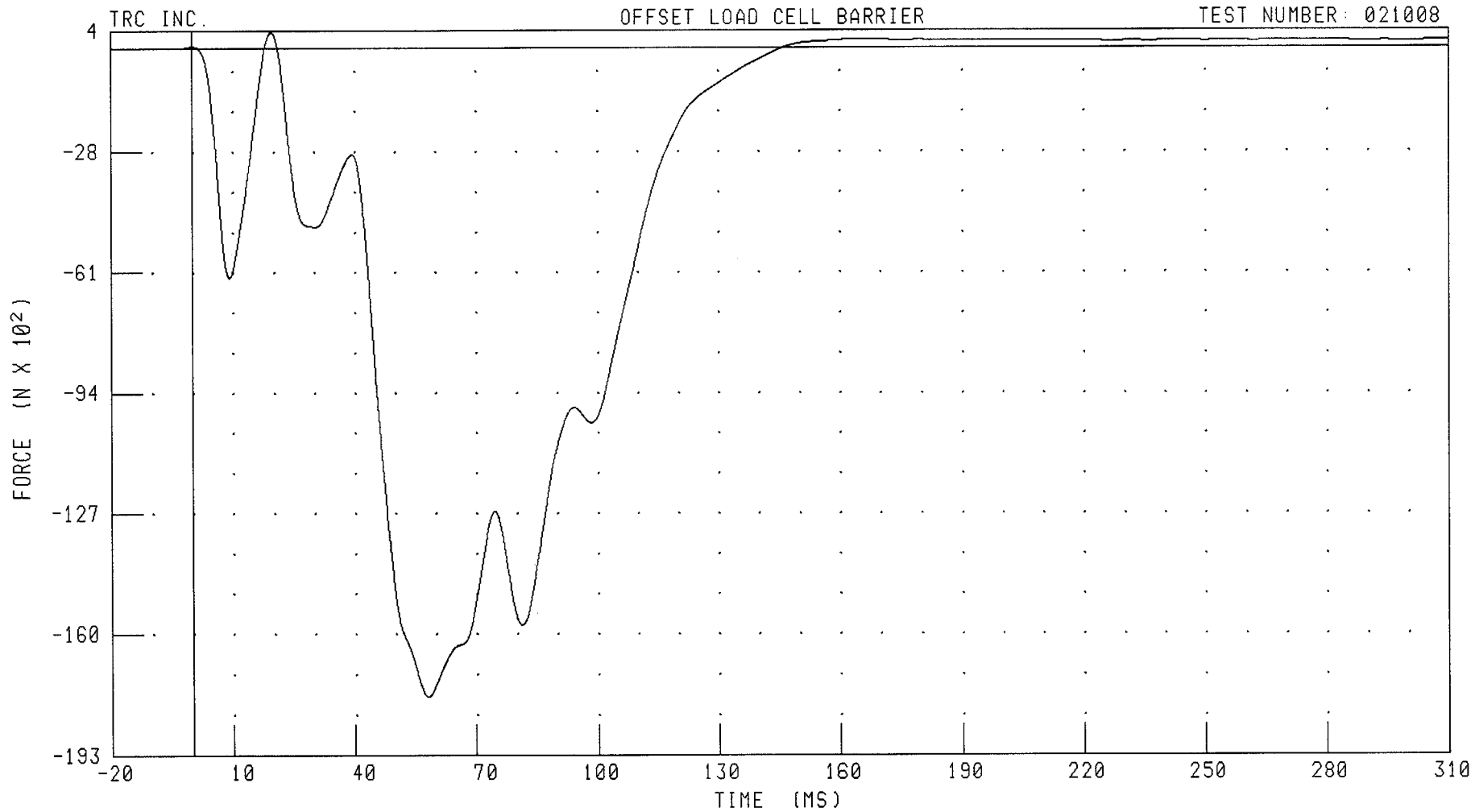
CHANNEL: LCC1XF FILTER: CH. CLASS 60

TIME (MS)

PEAK DATA: 1008.80 N @ 297.04 MS; -41404.04 N @ 104.00 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL C2 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCC2XF

FILTER: CH. CLASS 60

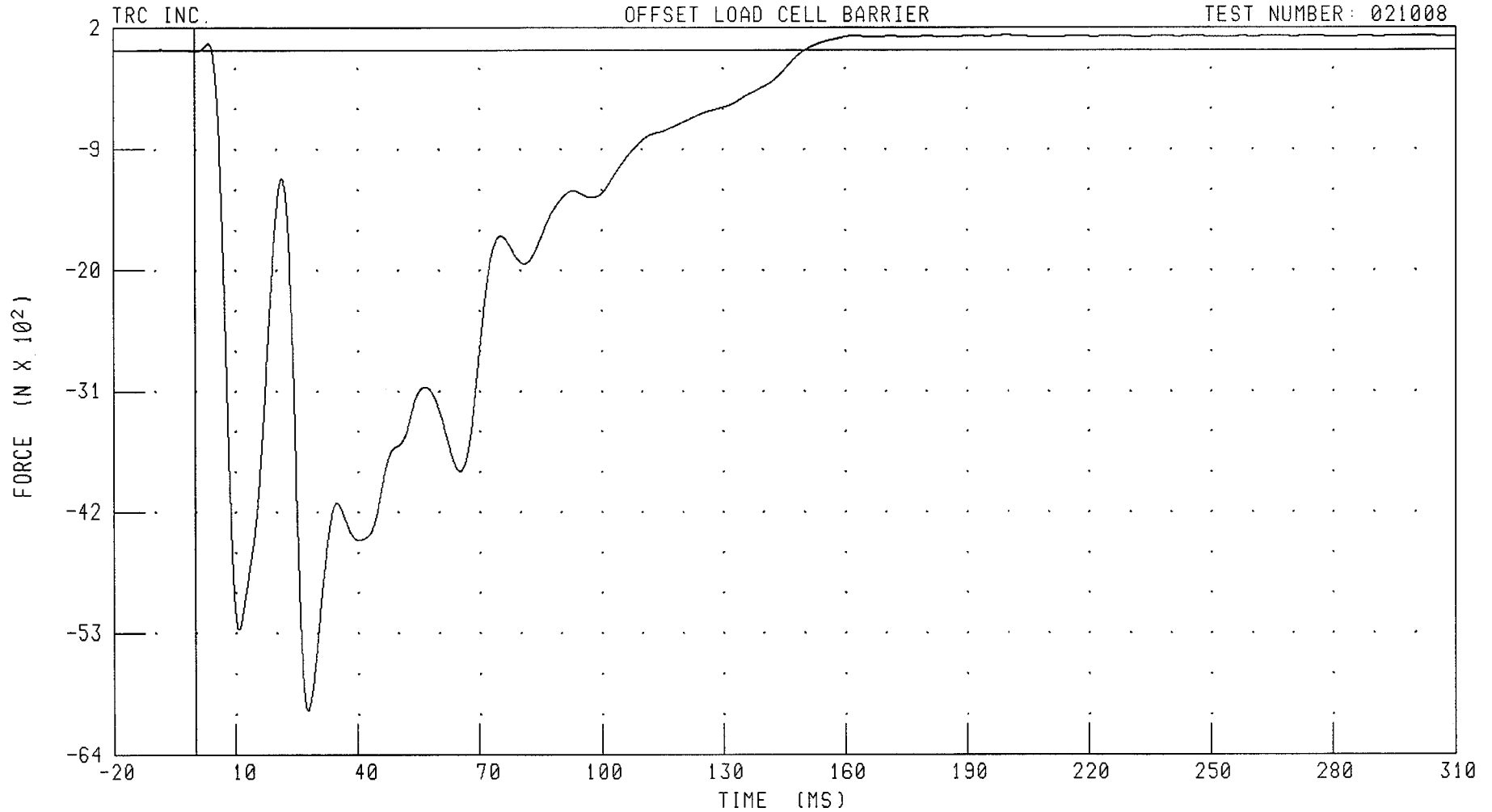
PEAK DATA: 441.83 N @ 19.52 MS; -17740.78 N @ 58.00 MS

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

BARRIER LOAD CELL C3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCC3XF

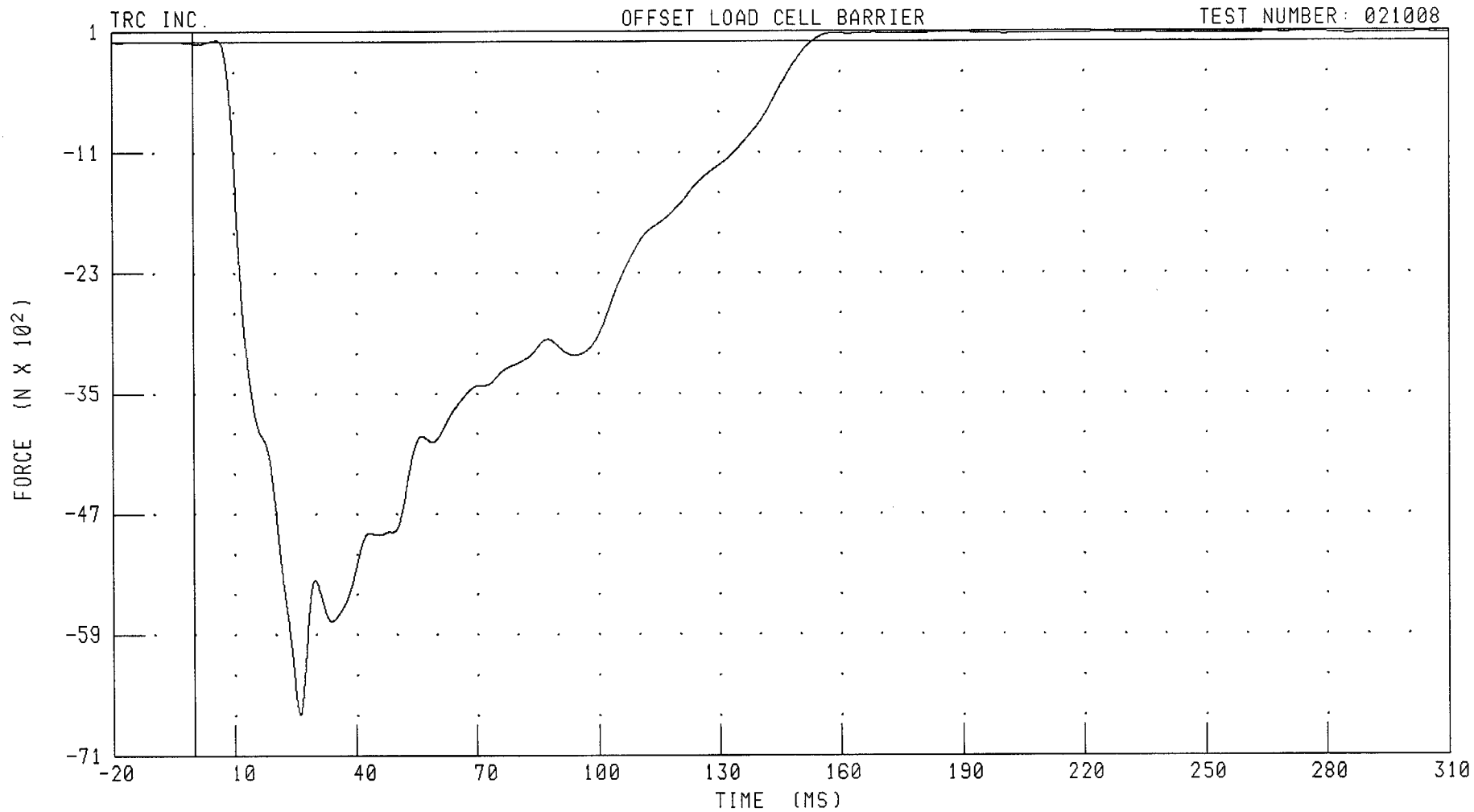
FILTER: CH. CLASS 60

PEAK DATA: 133.93 N @ 199.68 MS; -6001.16 N @ 27.68 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL C4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



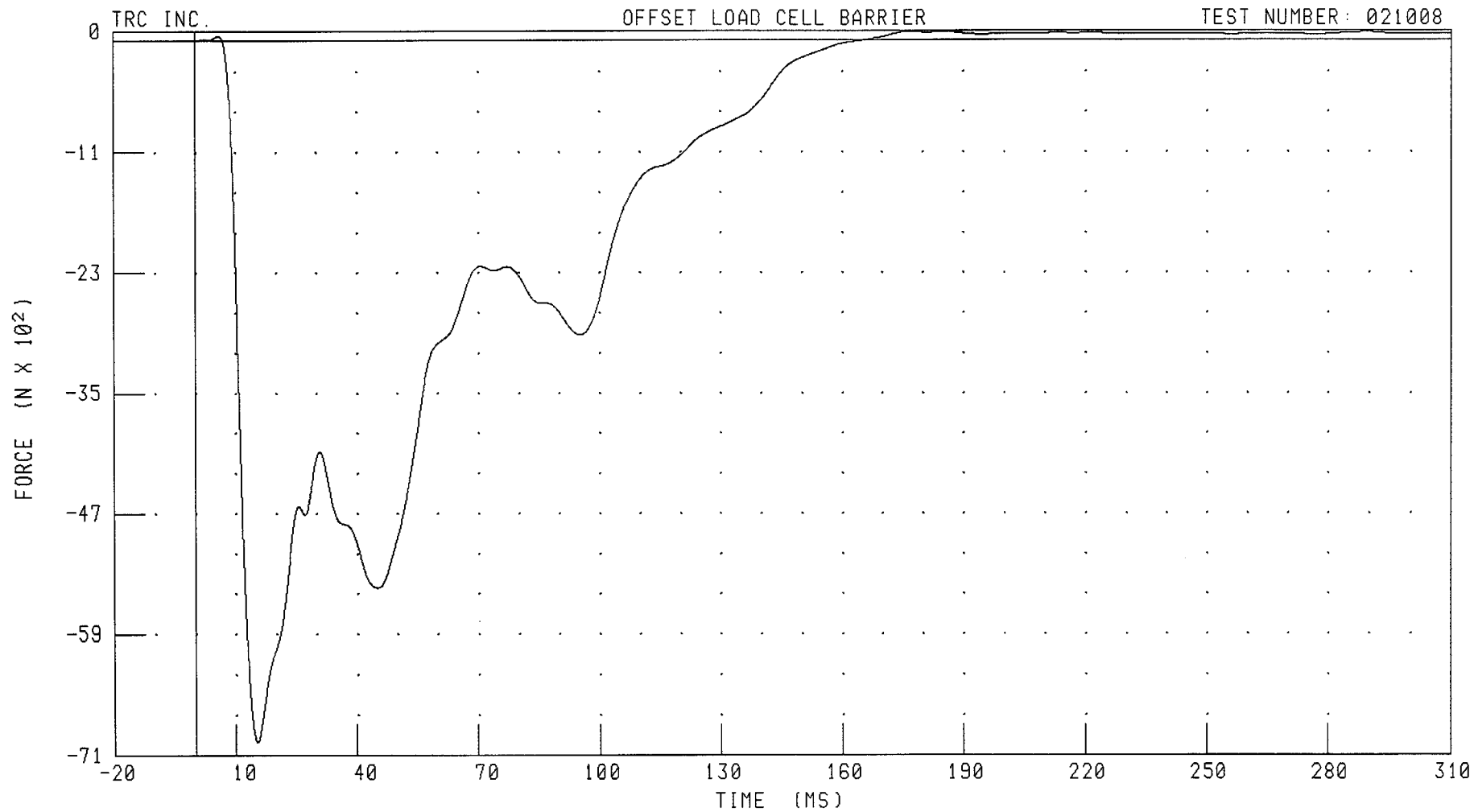
CHANNEL: LCC4XF

FILTER: CH. CLASS 60

PEAK DATA: 93.45 N @ 185.60 MS; -6694.19 N @ 26.08 MS

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

TEST NUMBER: 021008



CHANNEL: LCC5XF FILTER: CH. CLASS 60

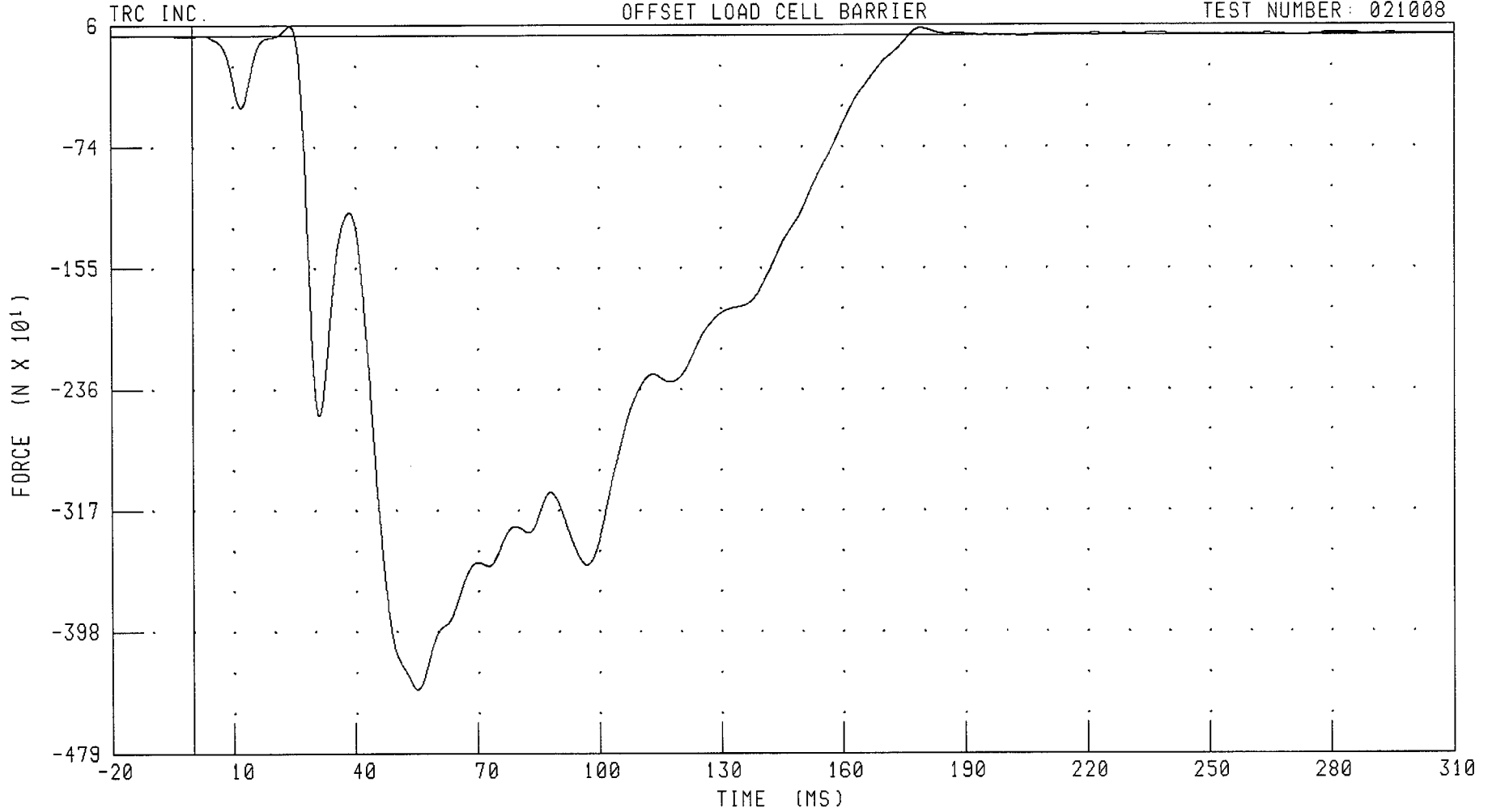
PEAK DATA: 80.05 N @ 177.20 MS; -6982.35 N @ 15.28 MS

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

BARRIER LOAD CELL C6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



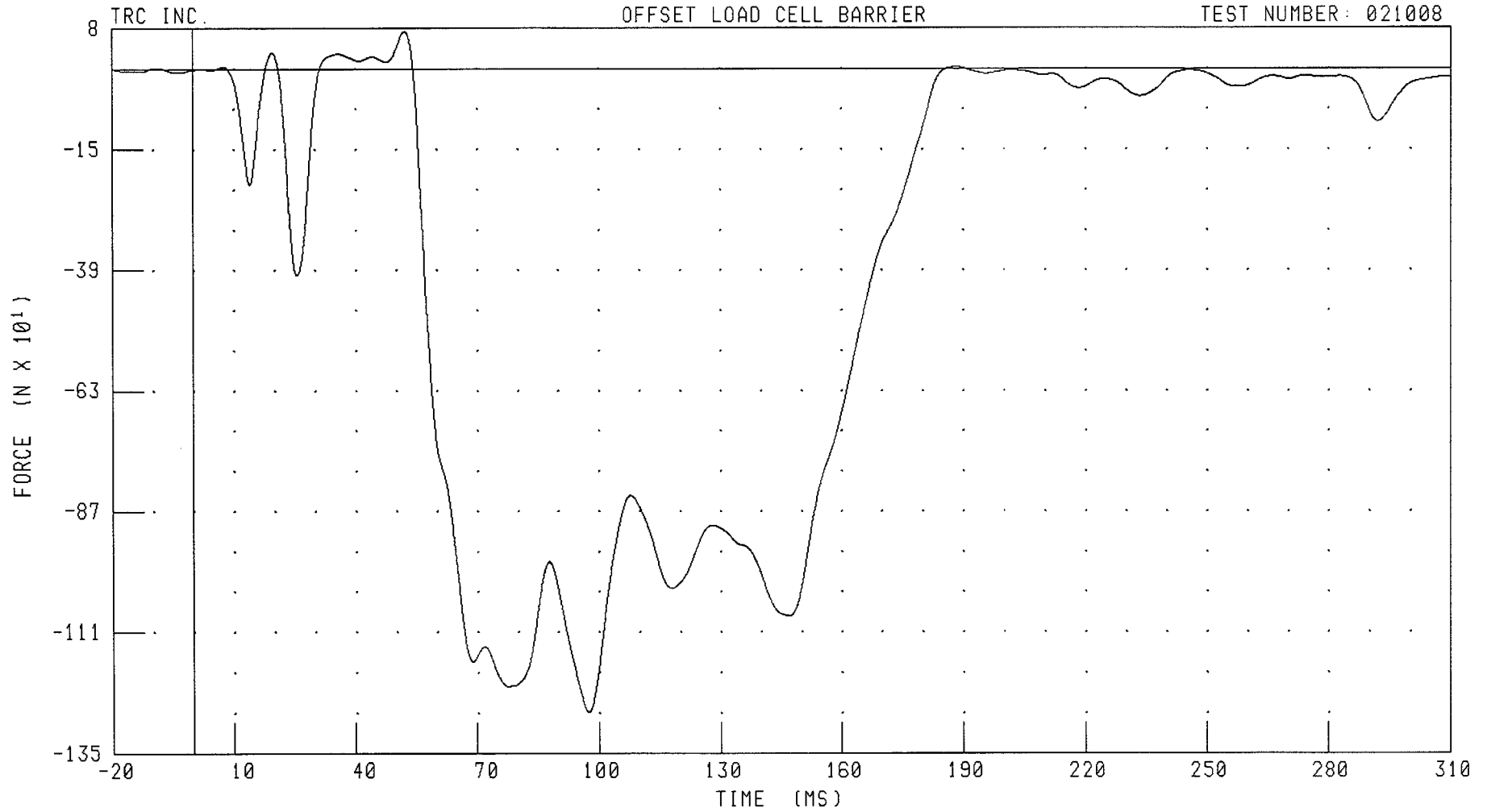
CHANNEL: LCC6XF FILTER: CH. CLASS 60

PEAK DATA: 62.75 N @ 24.16 MS; -4367.20 N @ 55.12 MS

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

BARRIER LOAD CELL C7 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCC7XF FILTER: CH. CLASS 60

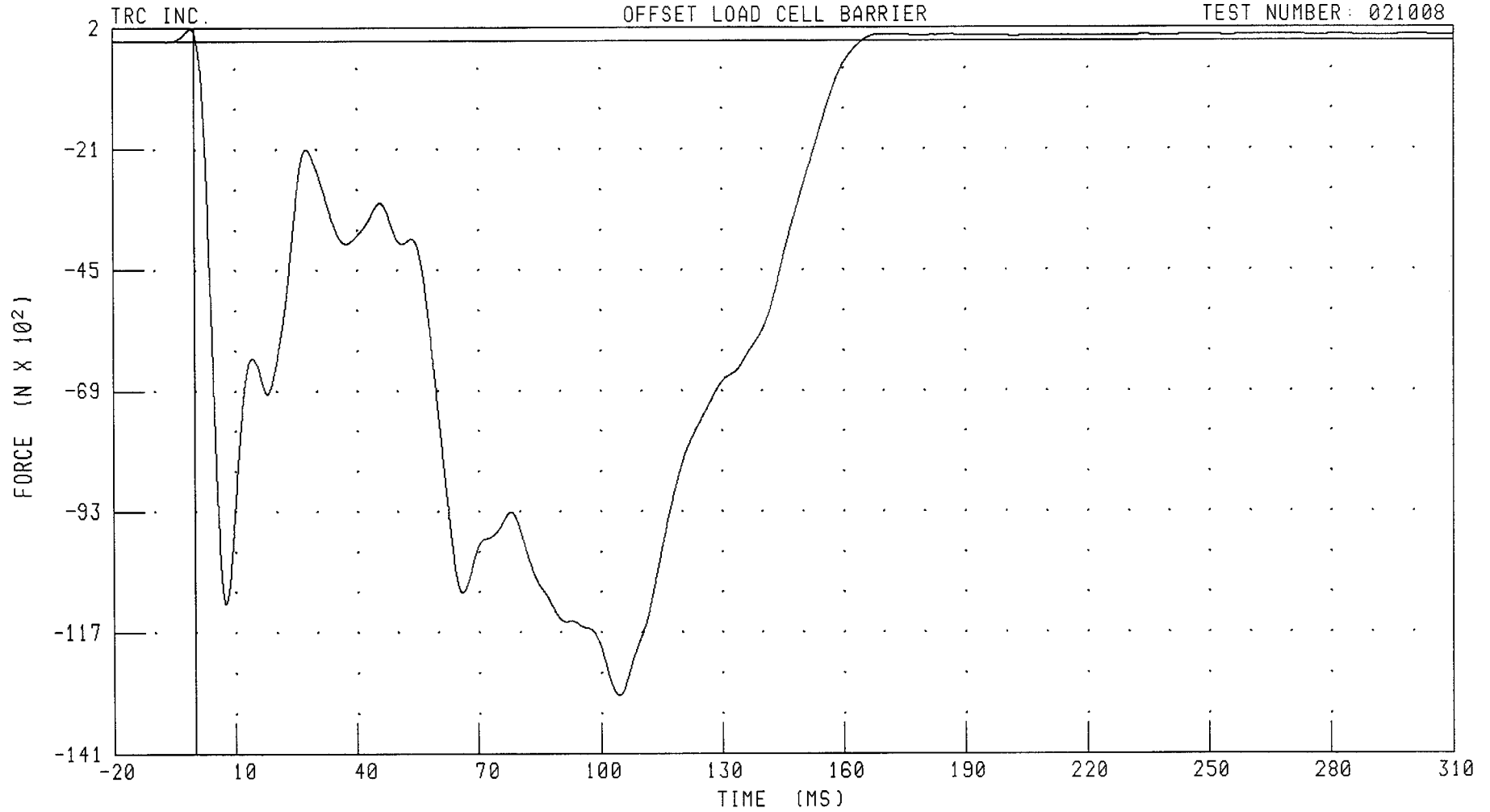
PEAK DATA: 74.45 N @ 52.24 MS; -1277.93 N @ 97.52 MS

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

BARRIER LOAD CELL D1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCD1XF FILTER: CH. CLASS 60

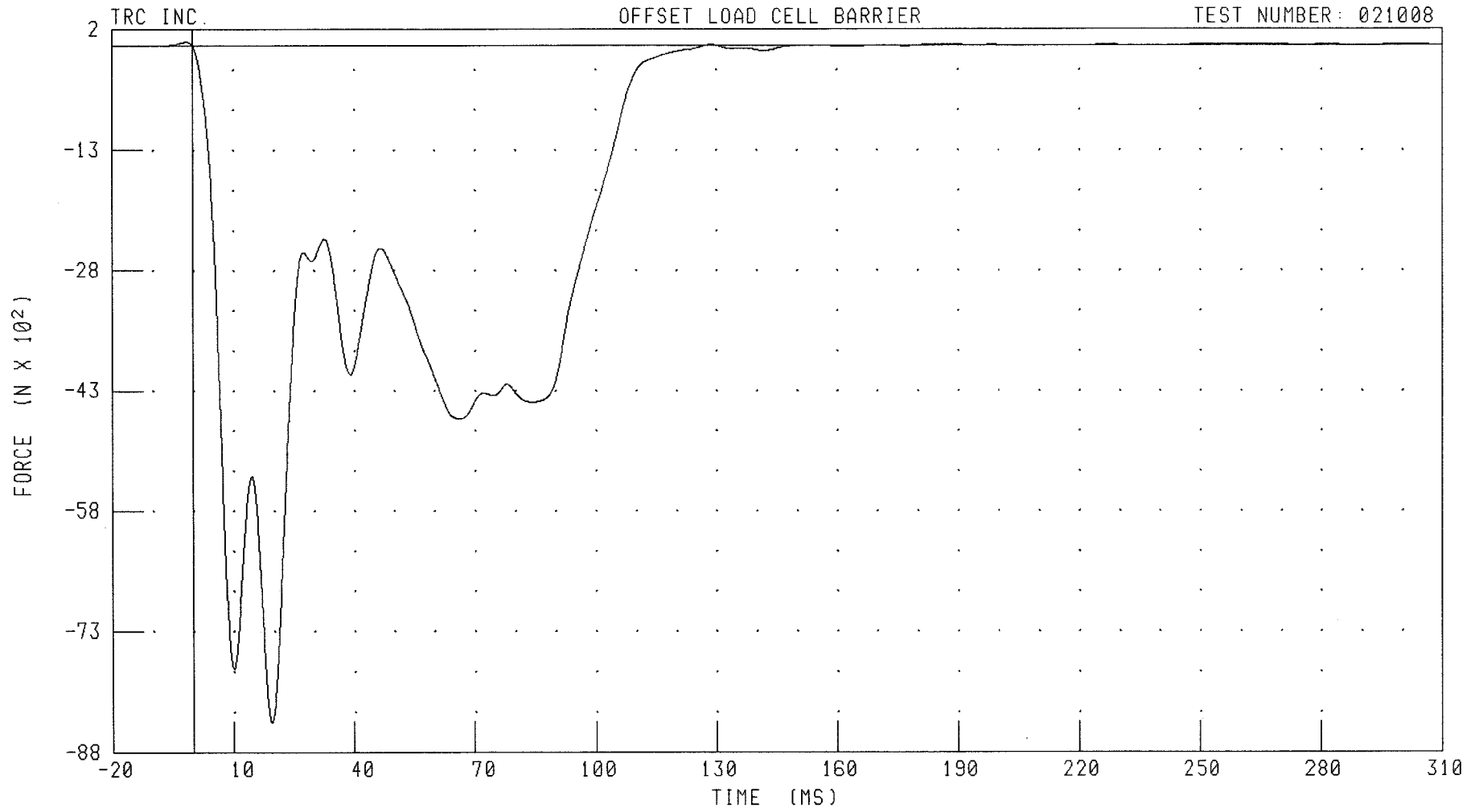
PEAK DATA: 243.13 N @ -0.88 MS; -12992.77 N @ 104.56 MS

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

BARRIER LOAD CELL D2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCD2XF

FILTER: CH. CLASS 60

TIME (MS)

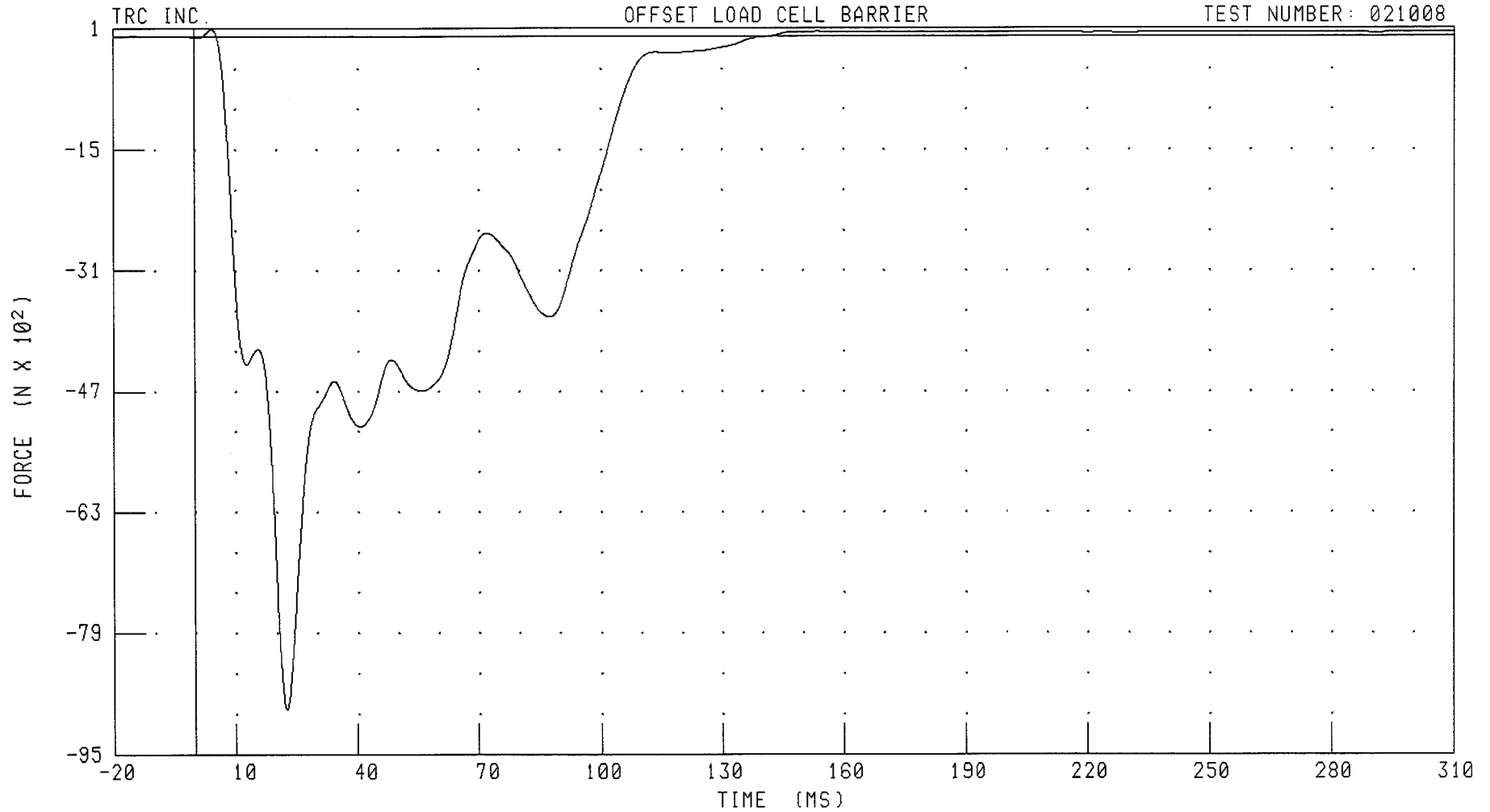
PEAK DATA: 47.13 N @ -1.52 MS; -8431.93 N @ 19.44 MS

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

BARRIER LOAD CELL D3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCD3XF

FILTER: CH. CLASS 60

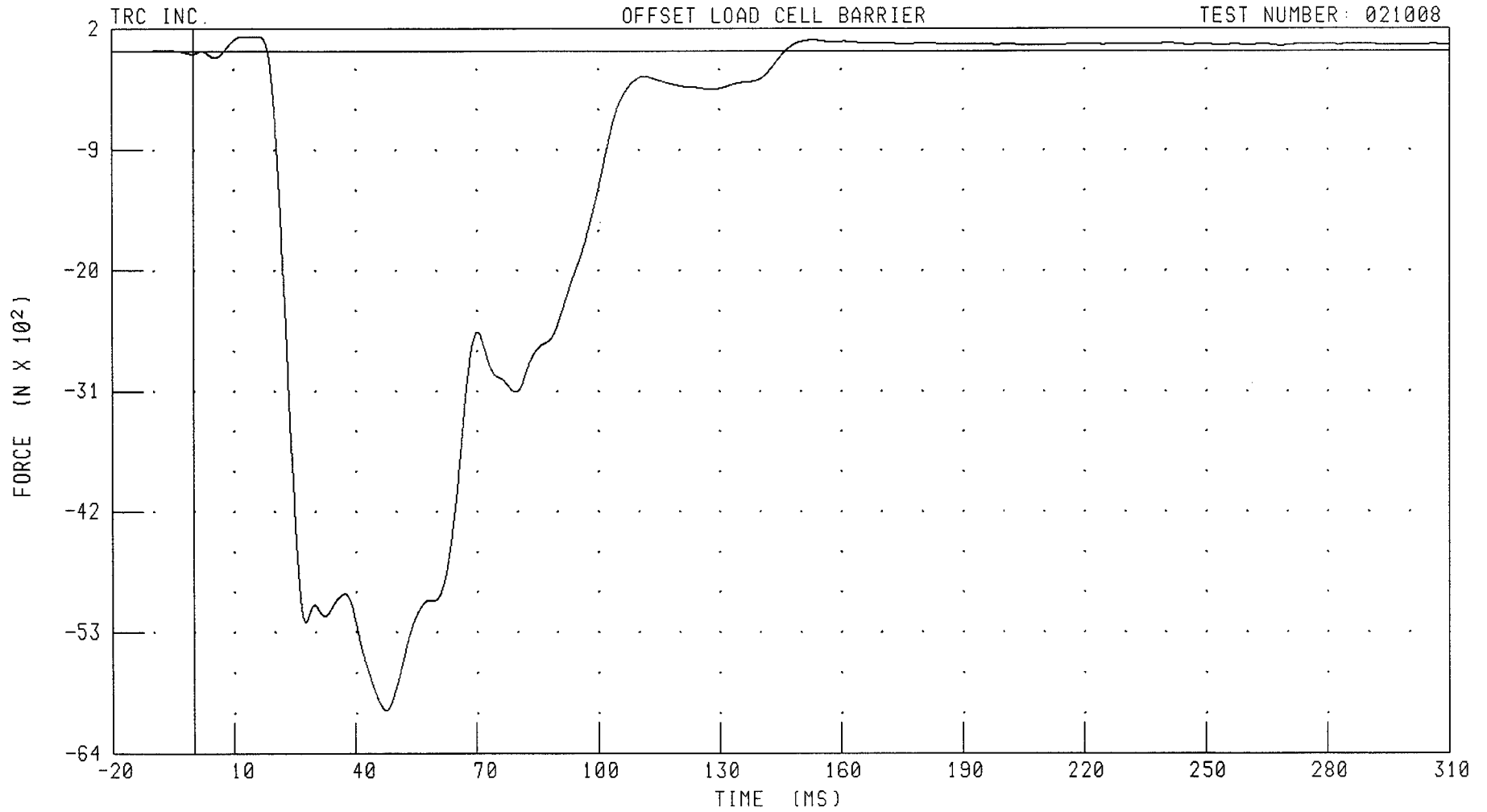
PEAK DATA: 91.75 N @ 4.32 MS; -8904.25 N @ 22.48 MS

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

BARRIER LOAD CELL D4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCD4XF

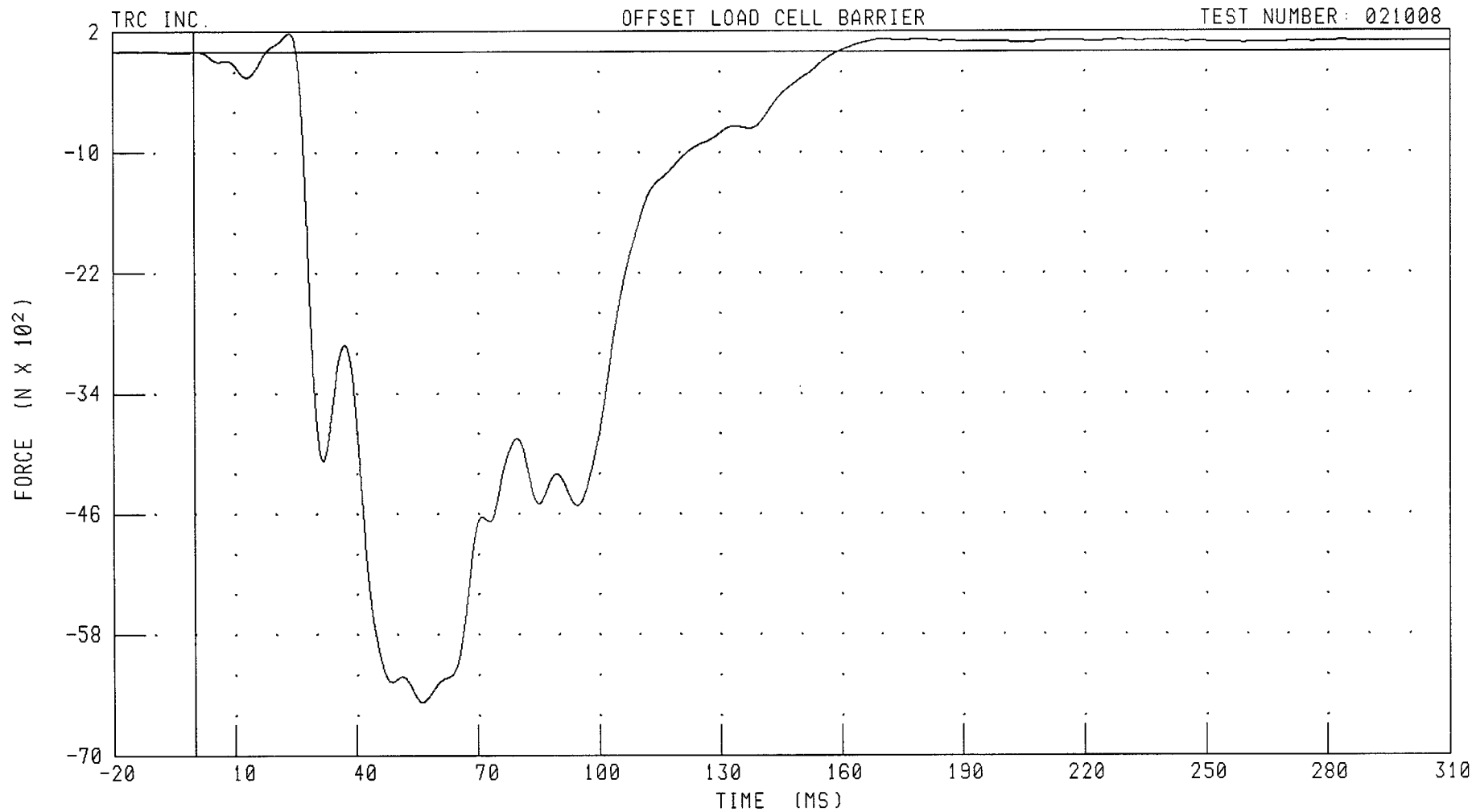
FILTER: CH. CLASS 60

PEAK DATA: 131.89 N @ 12.80 MS; -6011.22 N @ 47.52 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL D5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

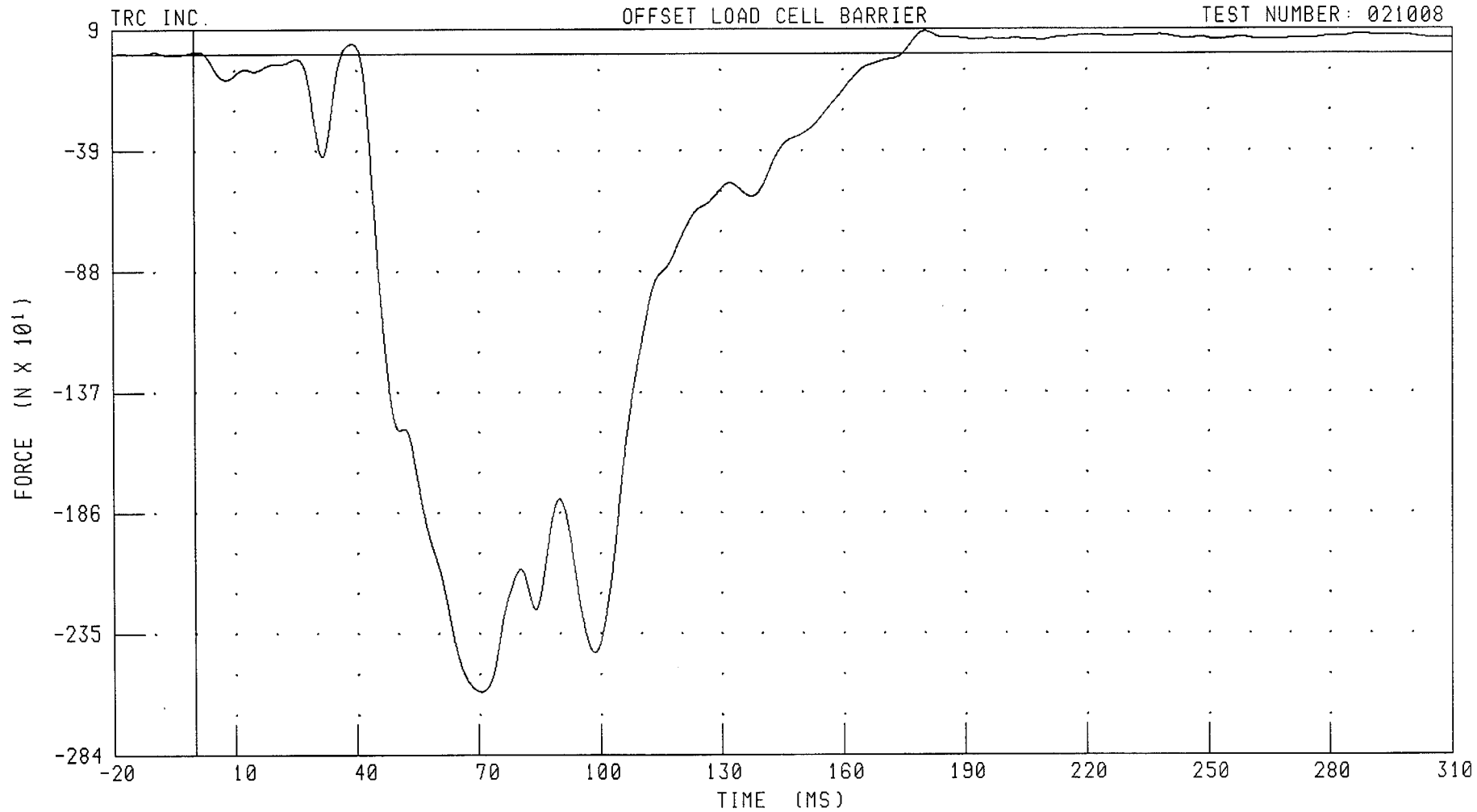


CHANNEL: LCD5XF FILTER: CH. CLASS 60

PEAK DATA: 184.34 N @ 23.60 MS; -6473.84 N @ 56.16 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL D6 X-AXIS FORCE

TEST NUMBER: 021008



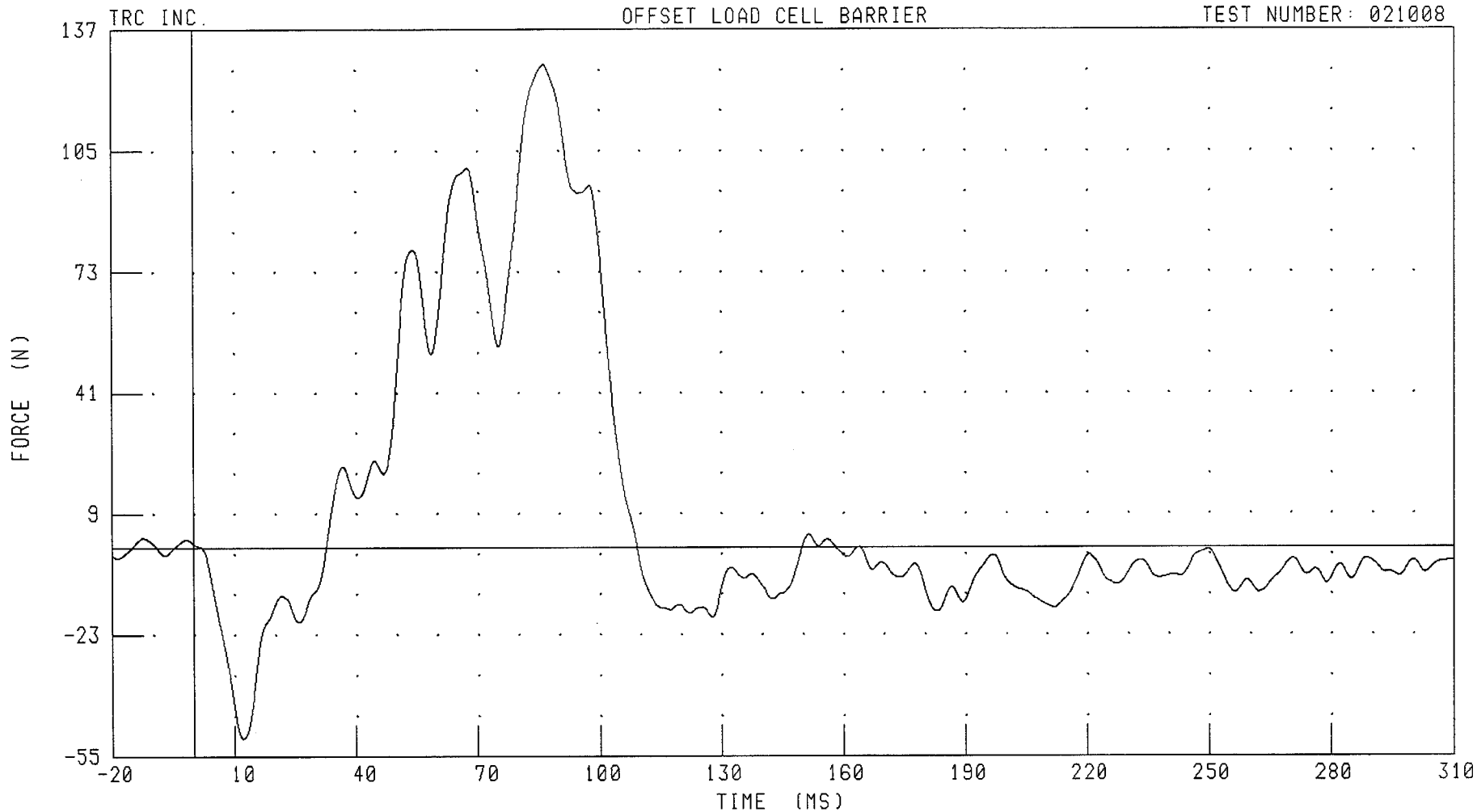
CHANNEL: LCD6XF FILTER: CH. CLASS 60

PEAK DATA: 89.55 N @ 180.48 MS; -2587.66 N @ 70.64 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL D7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCD7XF FILTER: CH. CLASS 60

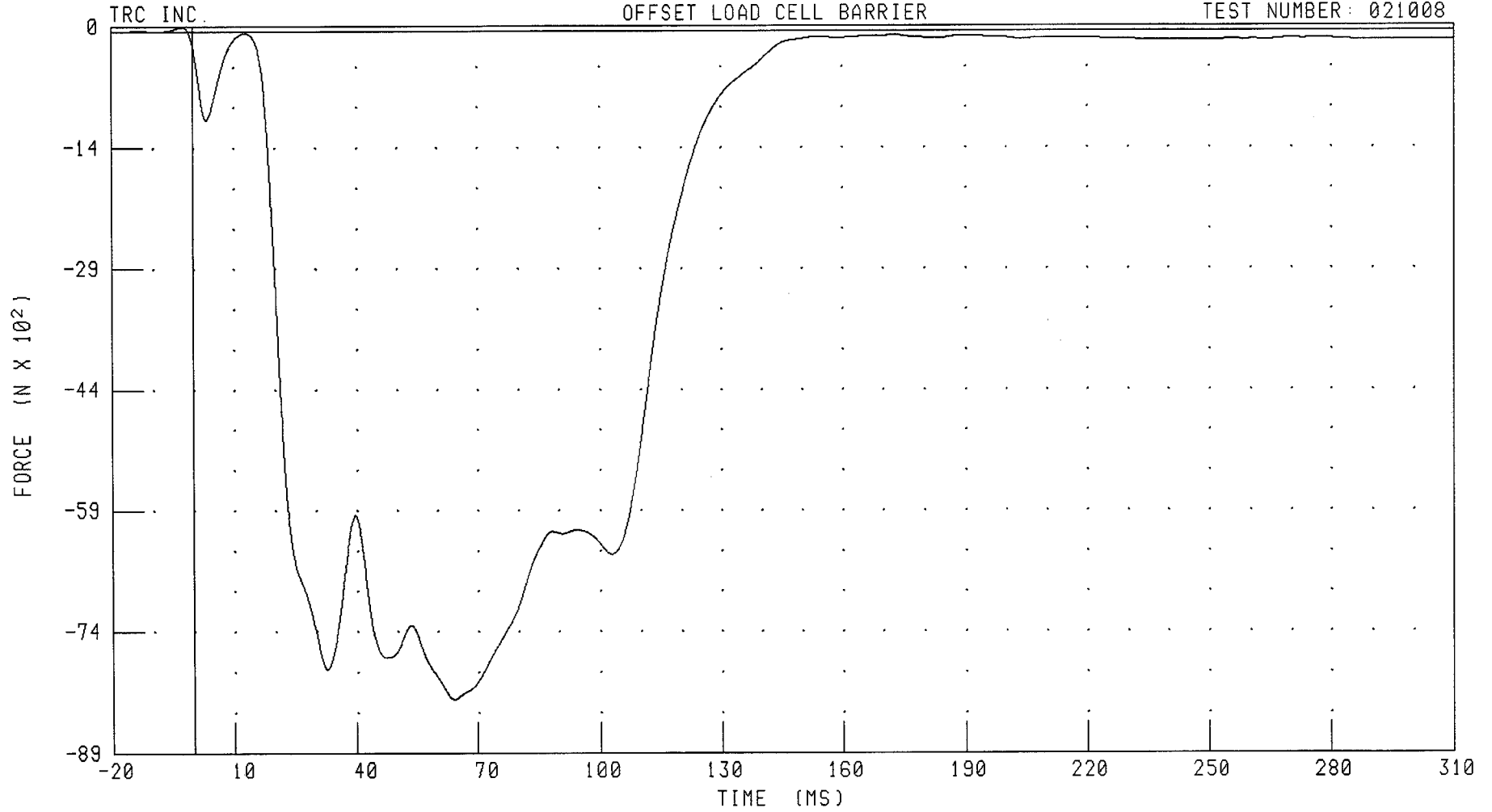
PEAK DATA: 127.79 N @ 86.48 MS; -50.32 N @ 12.00 MS

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

BARRIER LOAD CELL E1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCE1XF FILTER: CH. CLASS 60

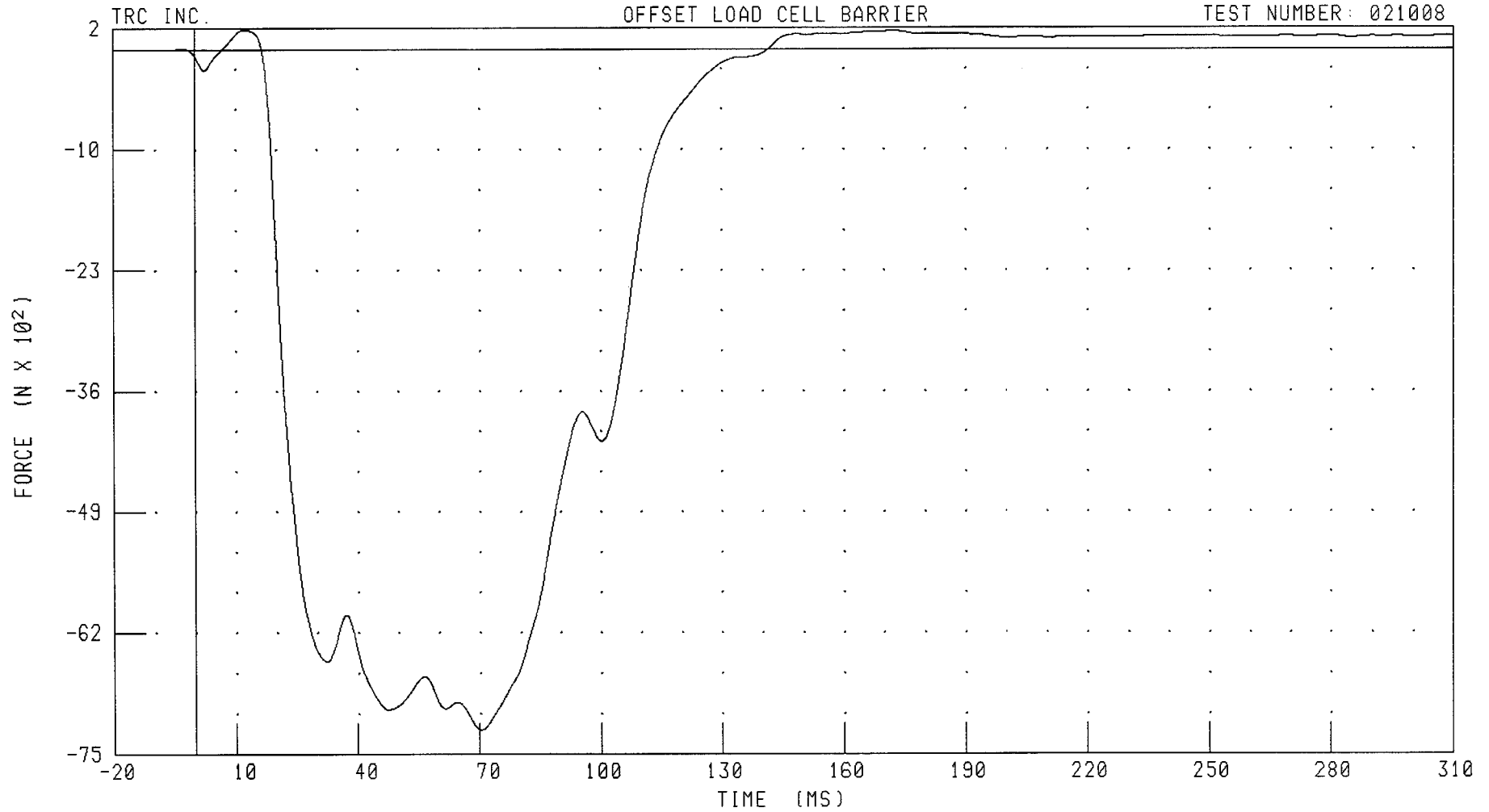
PEAK DATA: 51.60 N @ -2.64 MS; -8283.01 N @ 64.08 MS

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

BARRIER LOAD CELL E2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008

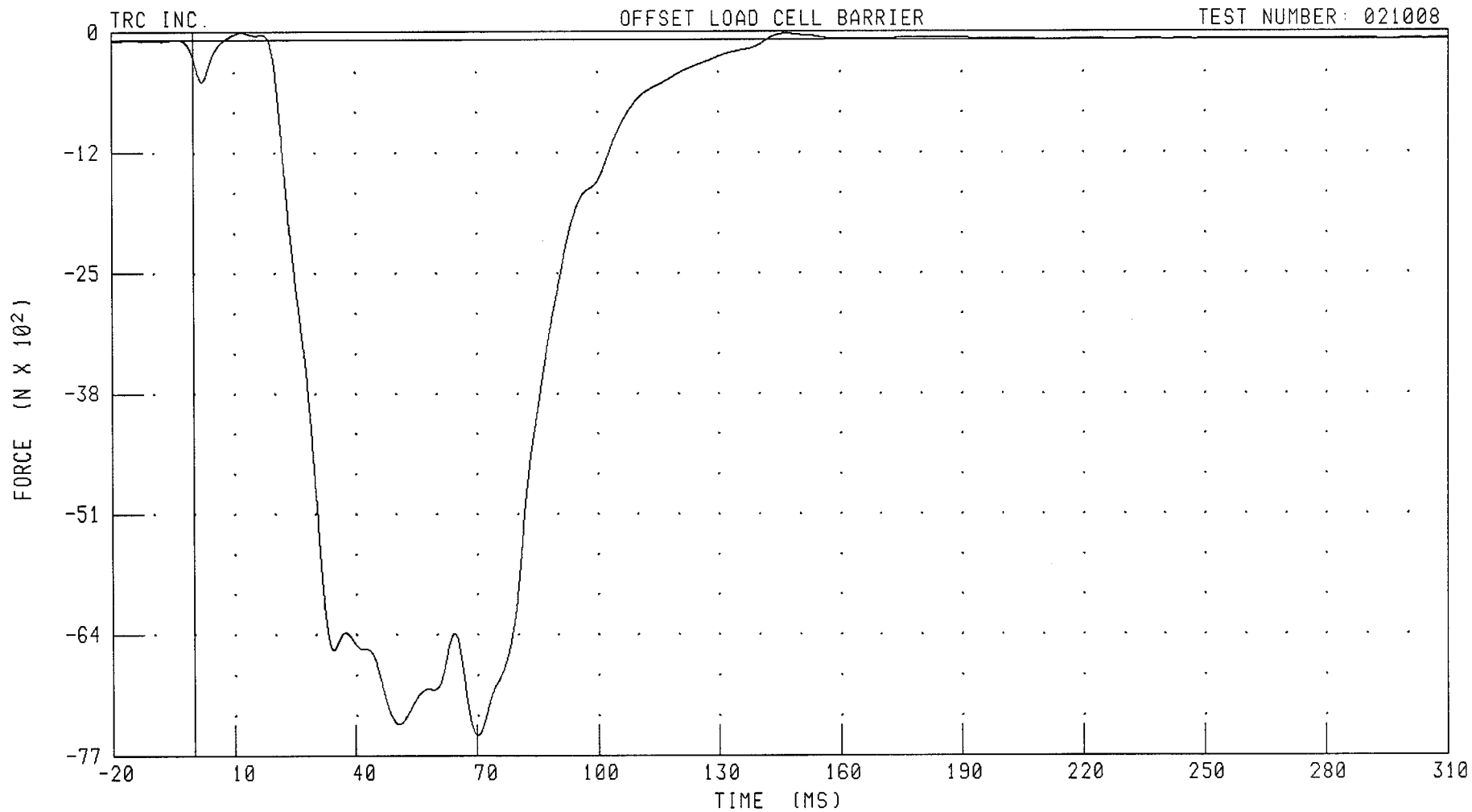


CHANNEL: LCE2XF FILTER: CH. CLASS 60

PEAK DATA: 215.27 N @ 12.40 MS; -7313.92 N @ 70.32 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL E3 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCE3XF FILTER: CH. CLASS 60

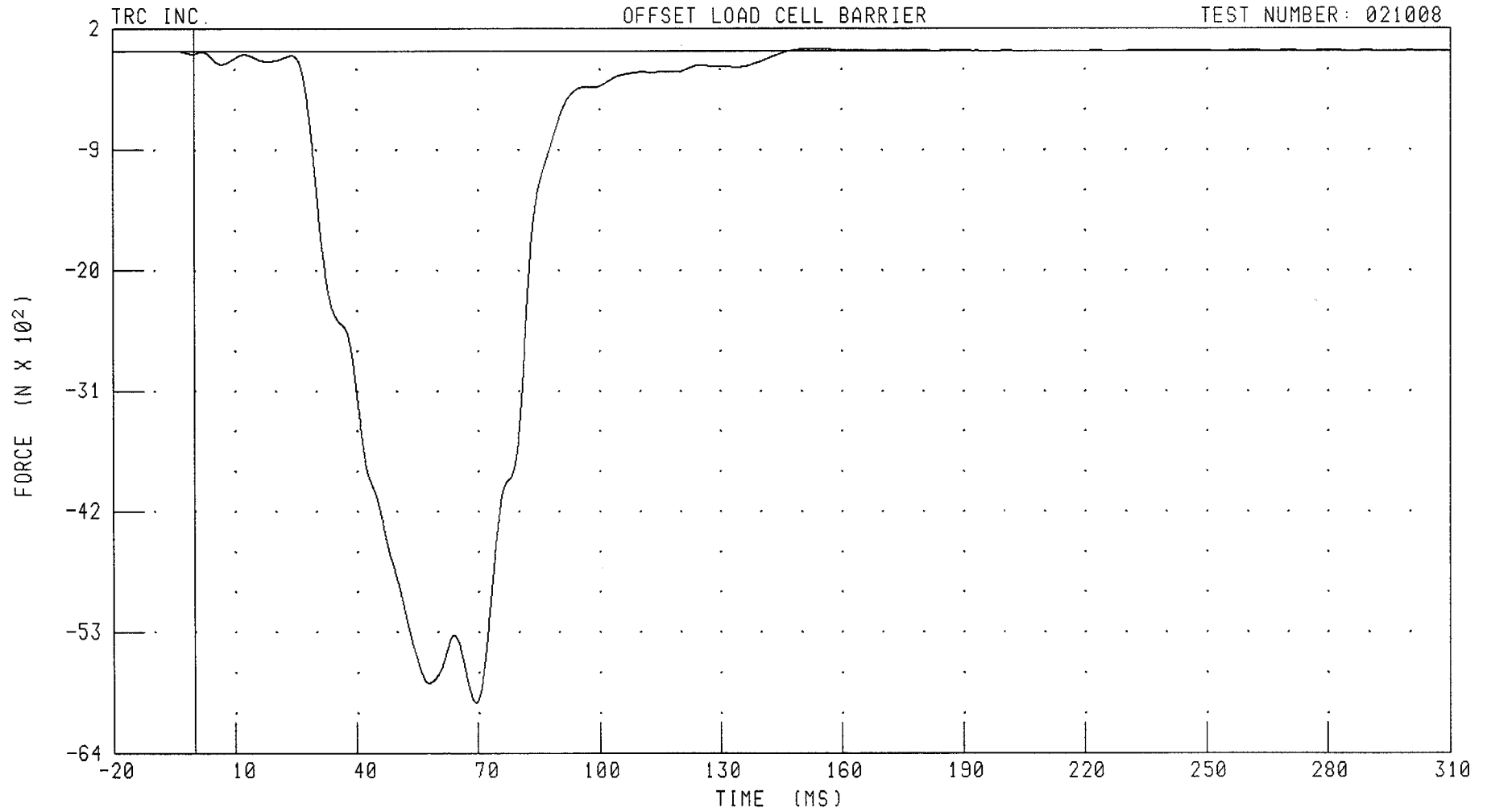
PEAK DATA: 80.45 N @ 11.92 MS; -7494.04 N @ 70.08 MS

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

BARRIER LOAD CELL E4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



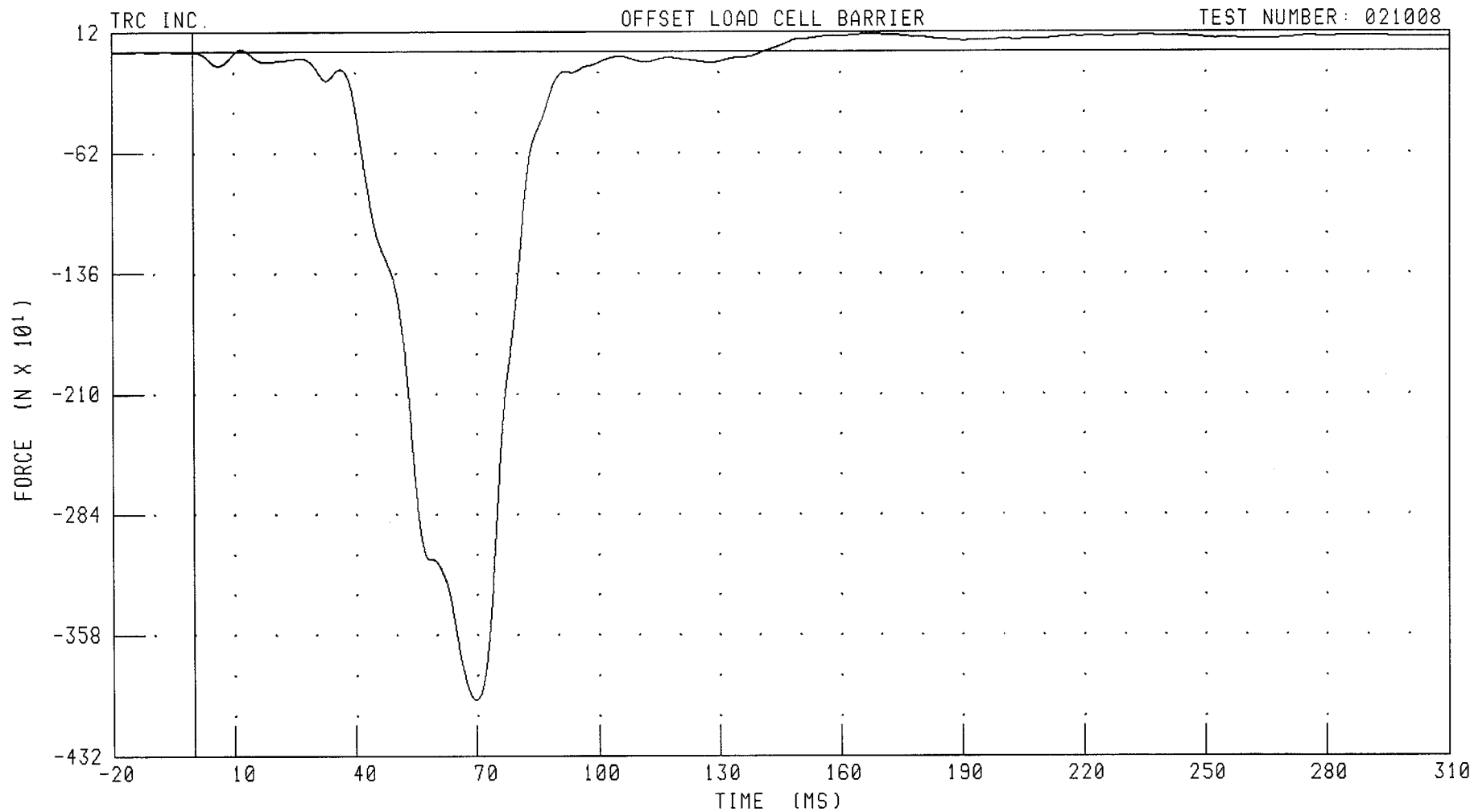
CHANNEL: LCE4XF FILTER: CH. CLASS 60

PEAK DATA: 16.91 N @ 154.40 MS; -5941.81 N @ 69.44 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL E5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCE5XF FILTER: CH. CLASS 60

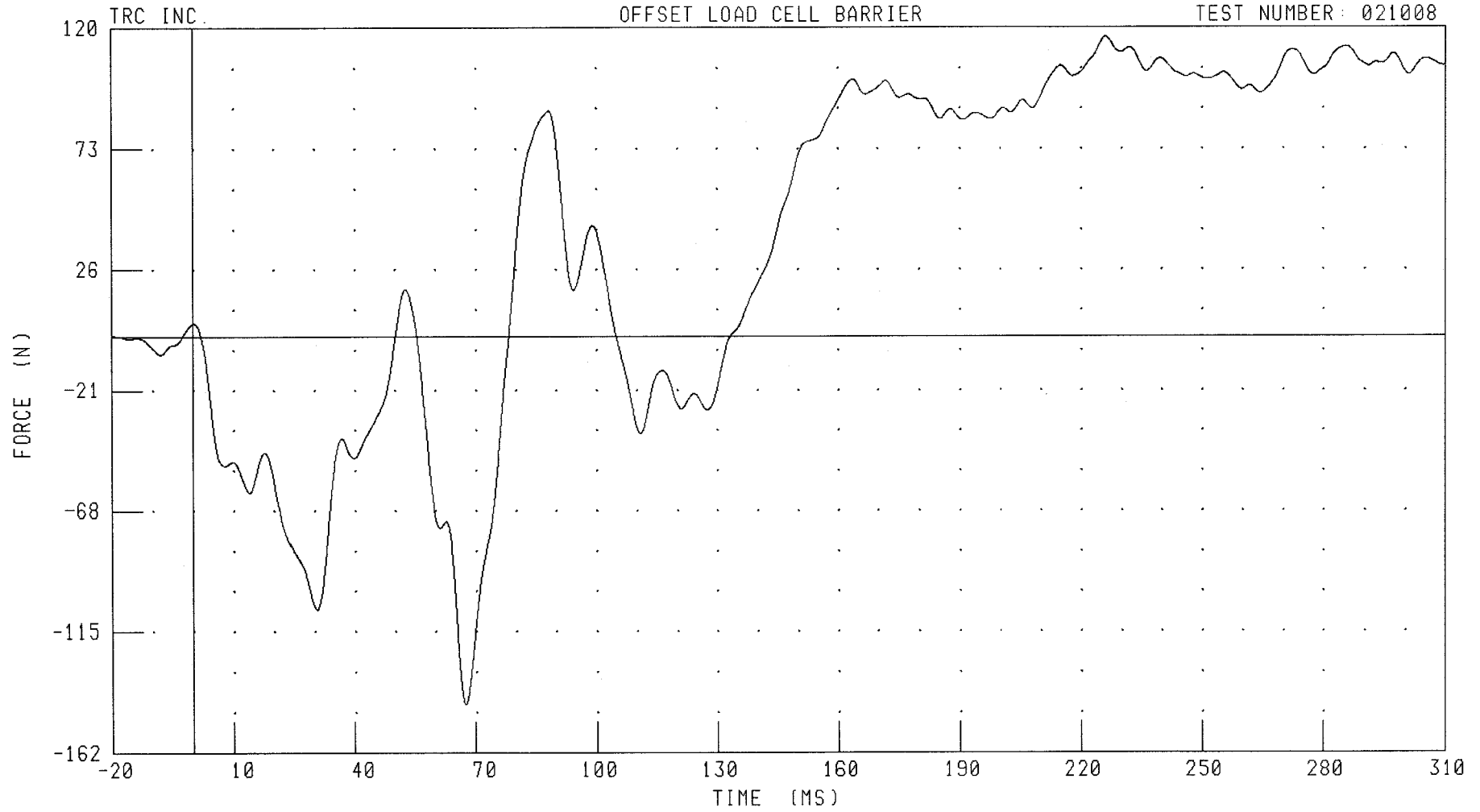
PEAK DATA: 109.49 N @ 168.00 MS; -3978.96 N @ 69.76 MS

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

BARRIER LOAD CELL E6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCE6XF FILTER: CH. CLASS 60

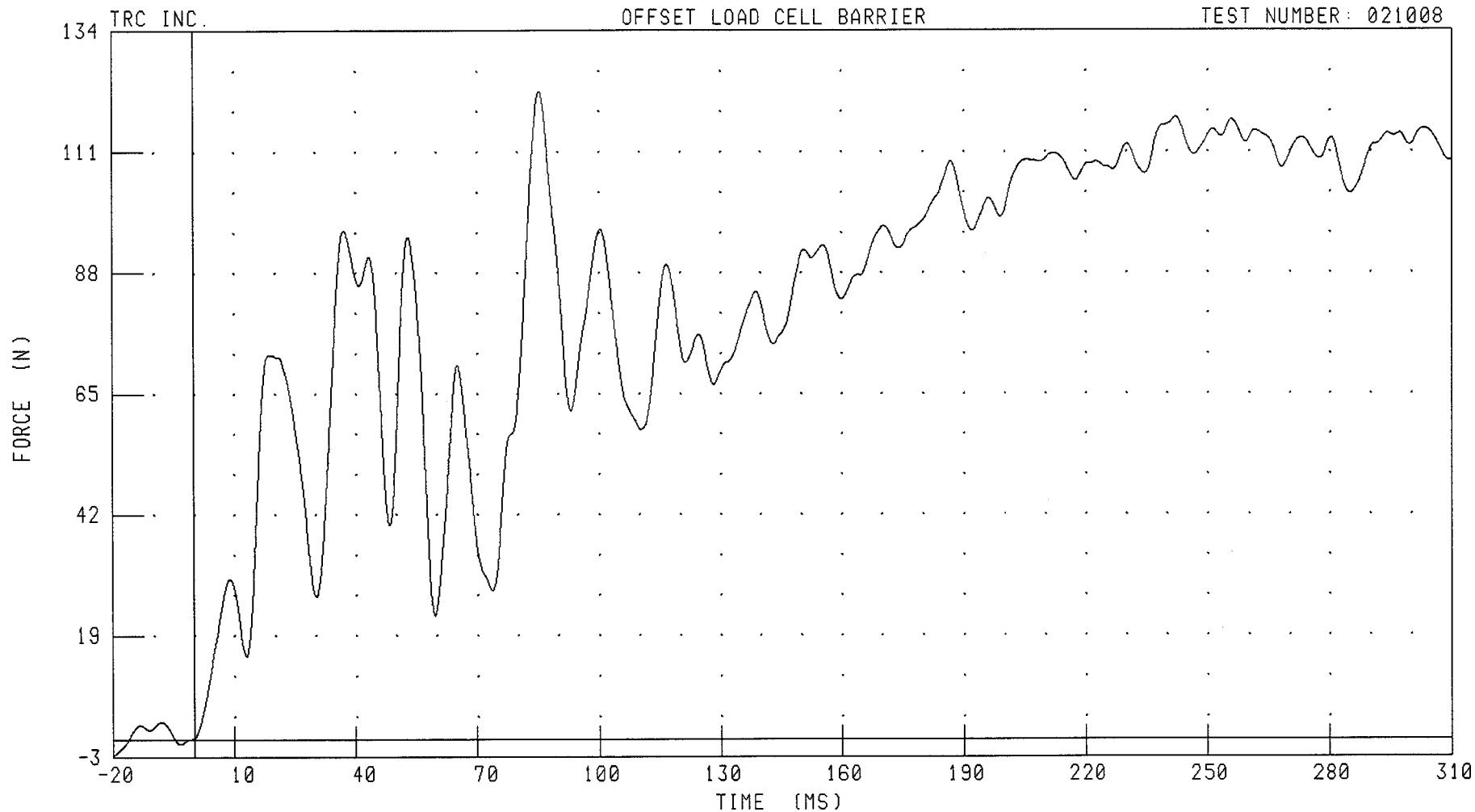
PEAK DATA: 116.43 N @ 226.32 MS; -143.42 N @ 67.52 MS

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

BARRIER LOAD CELL E7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCE7XF

FILTER: CH. CLASS 60

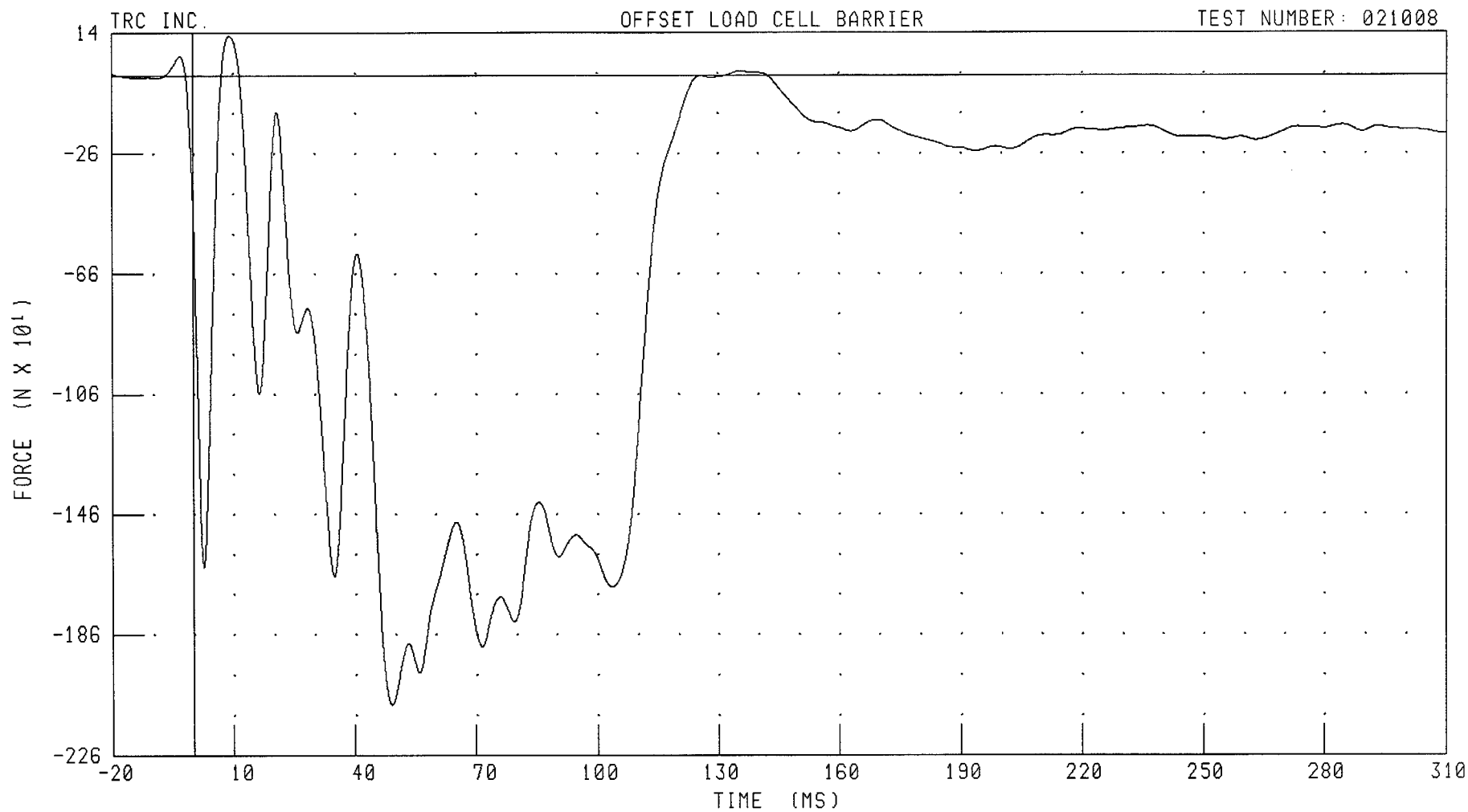
PEAK DATA: 123.08 N @ 85.52 MS; -3.05 N @ -20.00 MS

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

BARRIER LOAD CELL F1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCF1XF FILTER: CH. CLASS 60

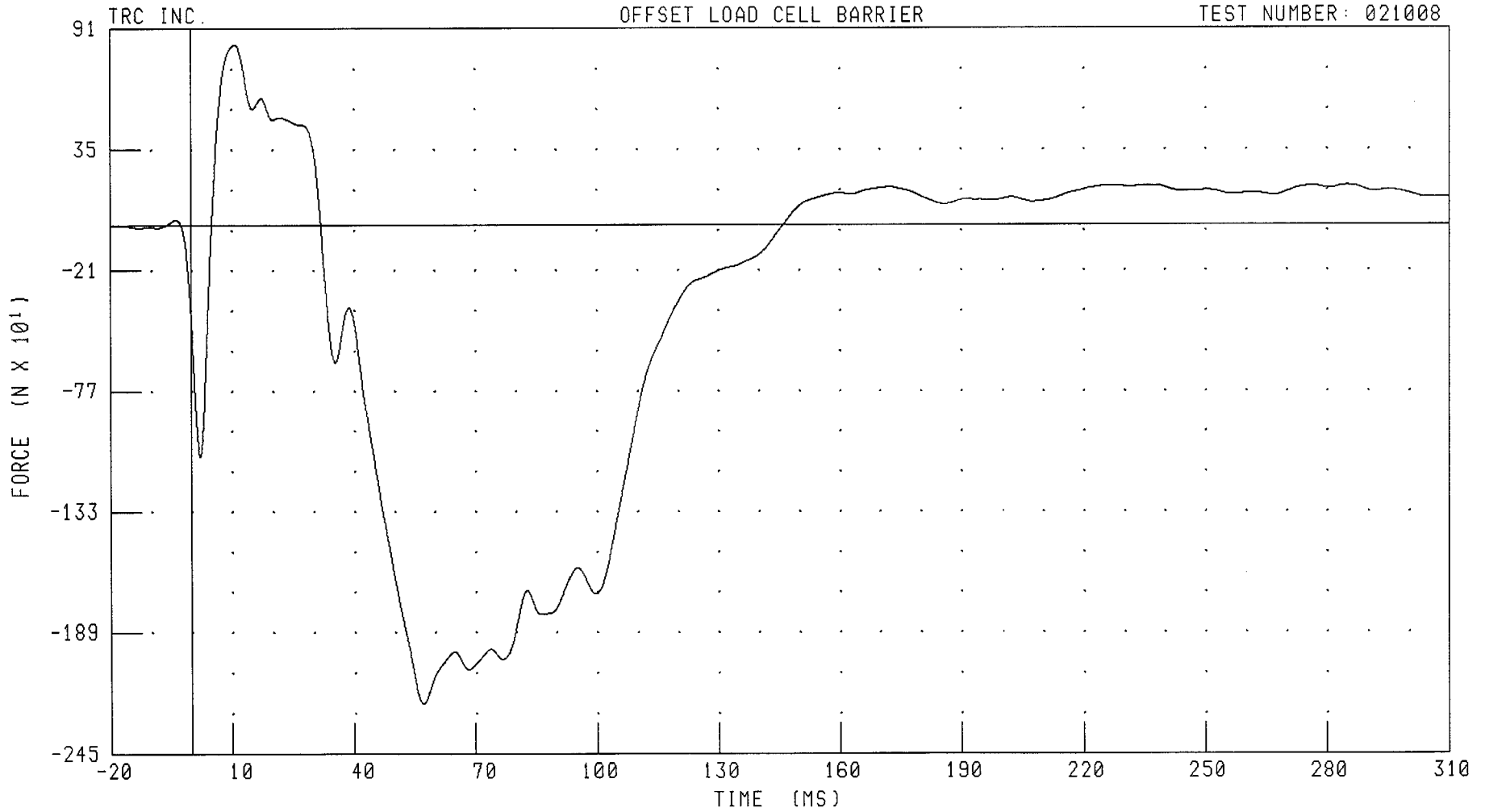
PEAK DATA: 129.70 N @ 9.12 MS; -209.95 N @ 49.04 MS

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

BARRIER LOAD CELL F2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



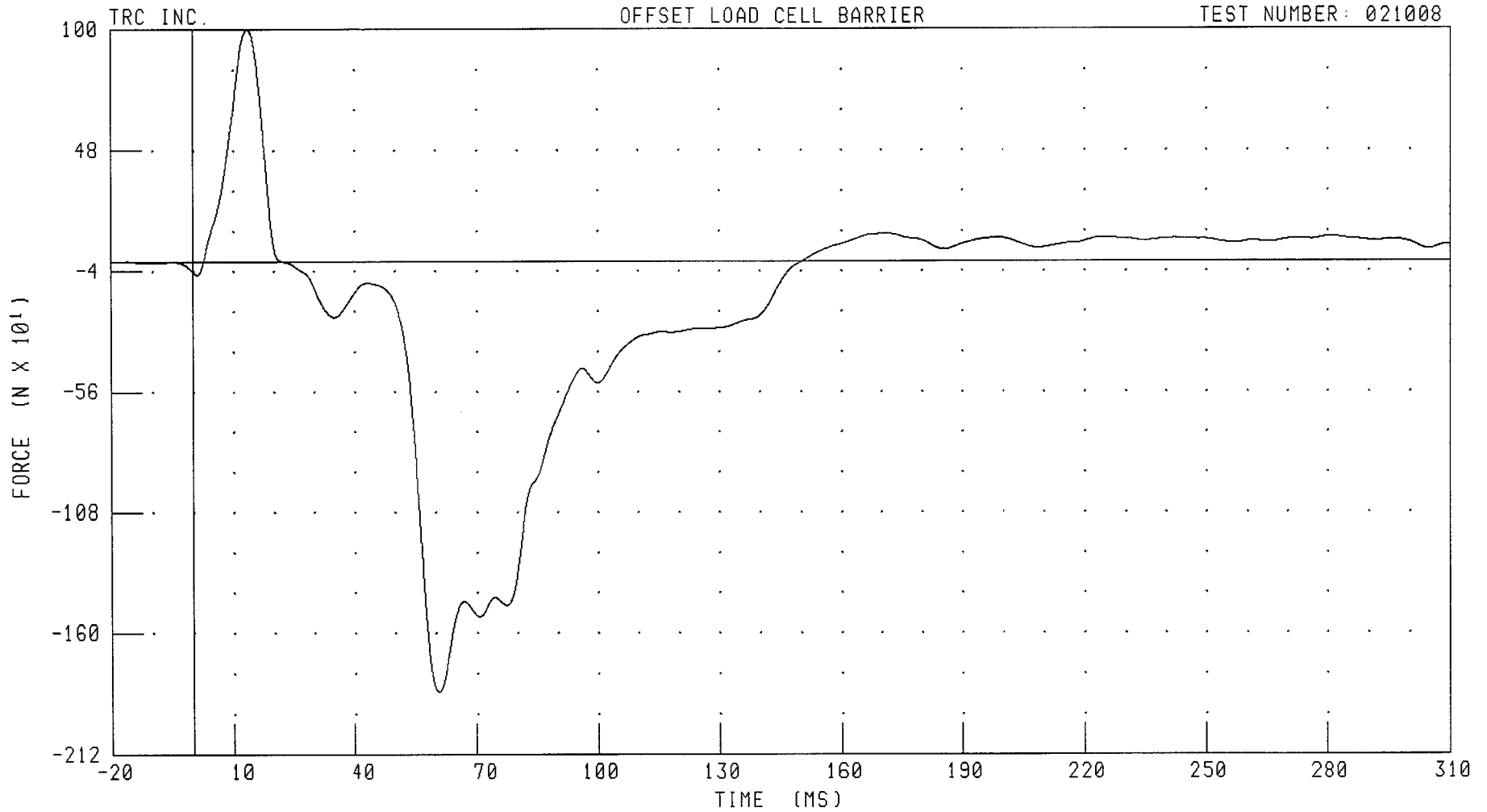
CHANNEL: LCF2XF FILTER: CH. CLASS 60

PEAK DATA: 836.12 N @ 10.80 MS; -2219.81 N @ 57.04 MS

2002 DODGE NEON INTO 40% RIGHT OFFSET LOAD CELL BARRIER AT 56 KM/H
BARRIER LOAD CELL F3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCF3XF FILTER: CH. CLASS 60

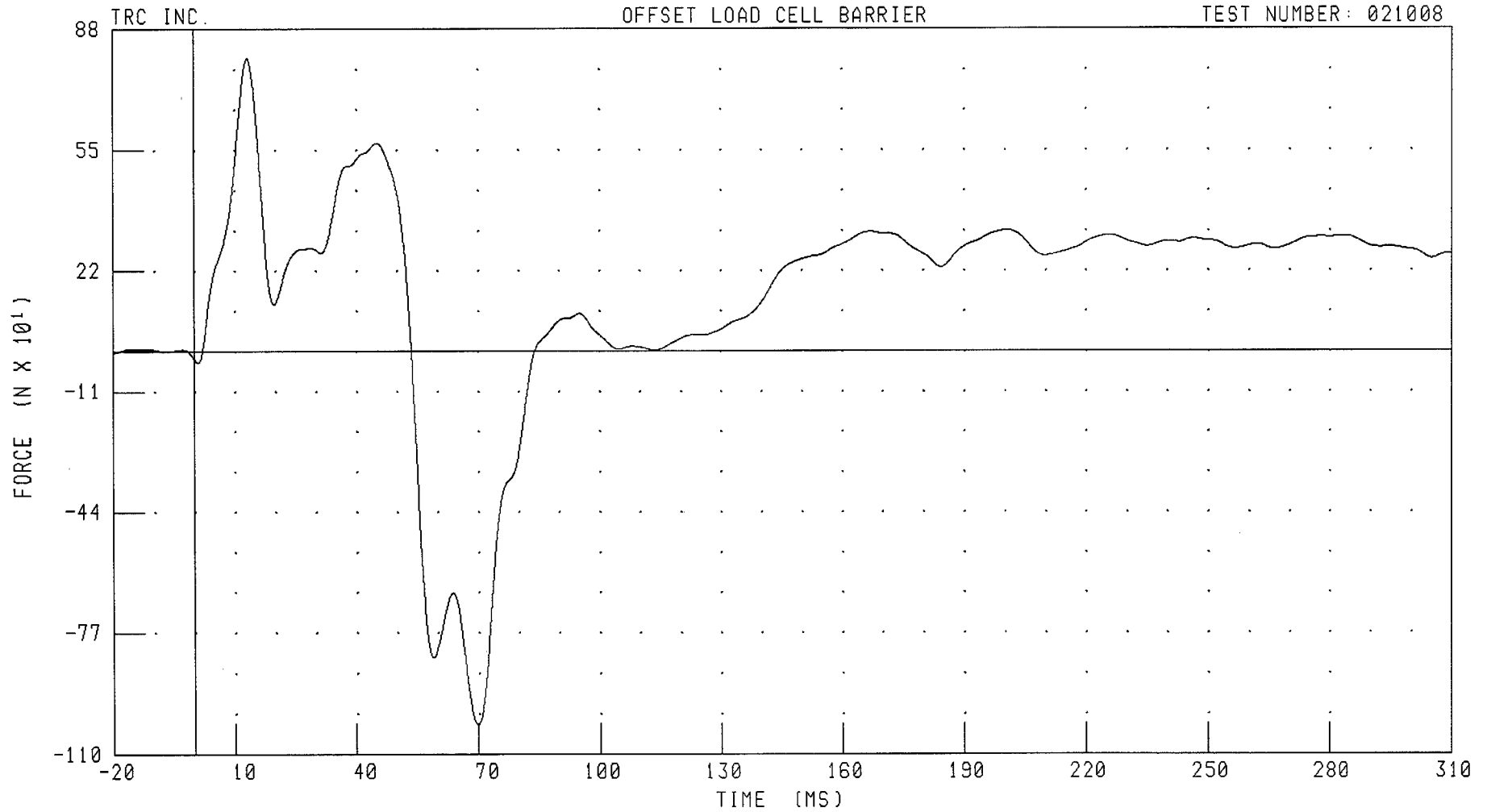
PEAK DATA: 999.80 N @ 13.60 MS; -1852.44 N @ 60.72 MS

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

BARRIER LOAD CELL F4 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCF4XF FILTER: CH. CLASS 60

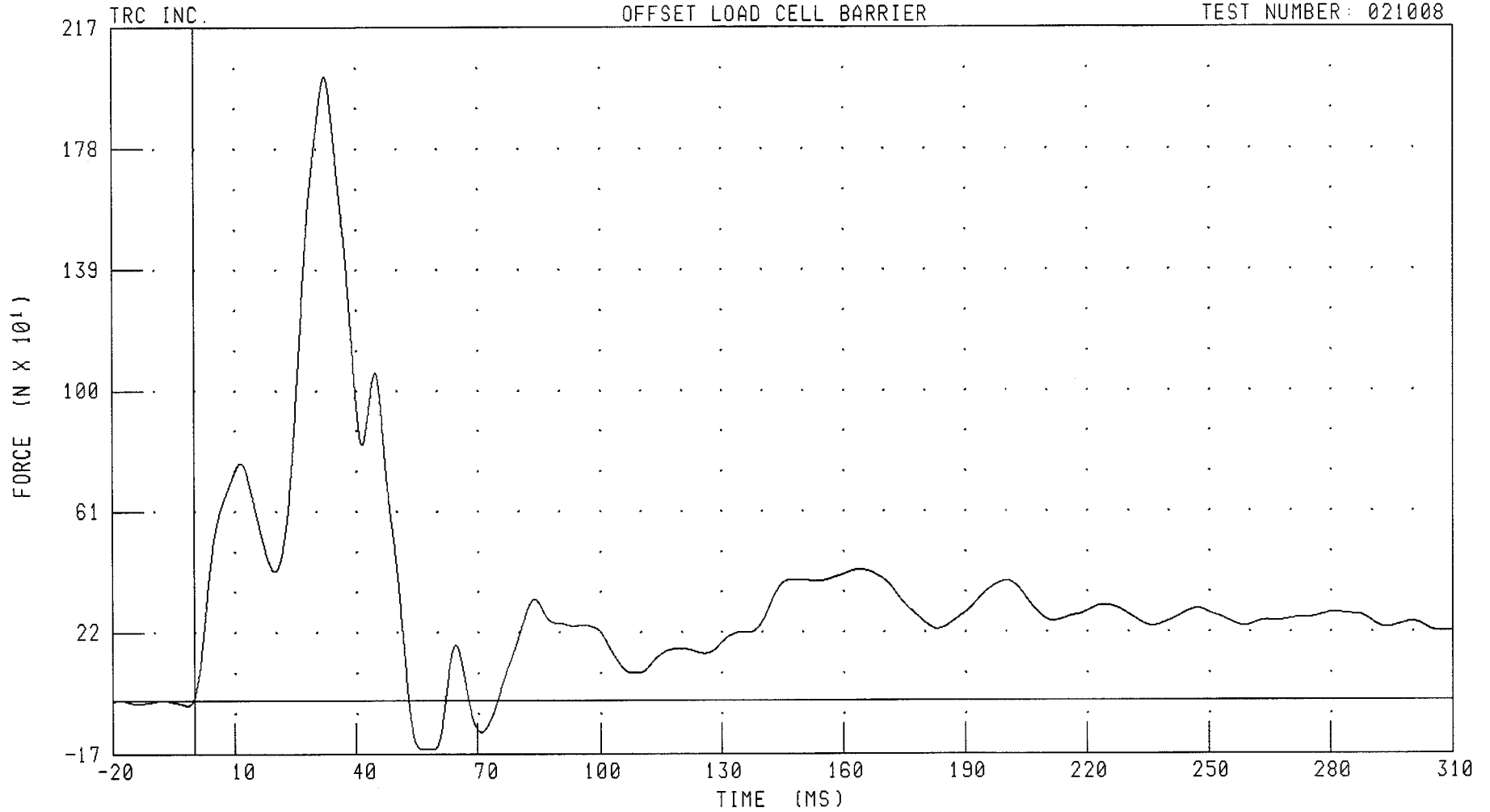
PEAK DATA: 801.56 N @ 13.20 MS; -1020.03 N @ 69.84 MS

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

BARRIER LOAD CELL F5 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCF5XF FILTER: CH. CLASS 60

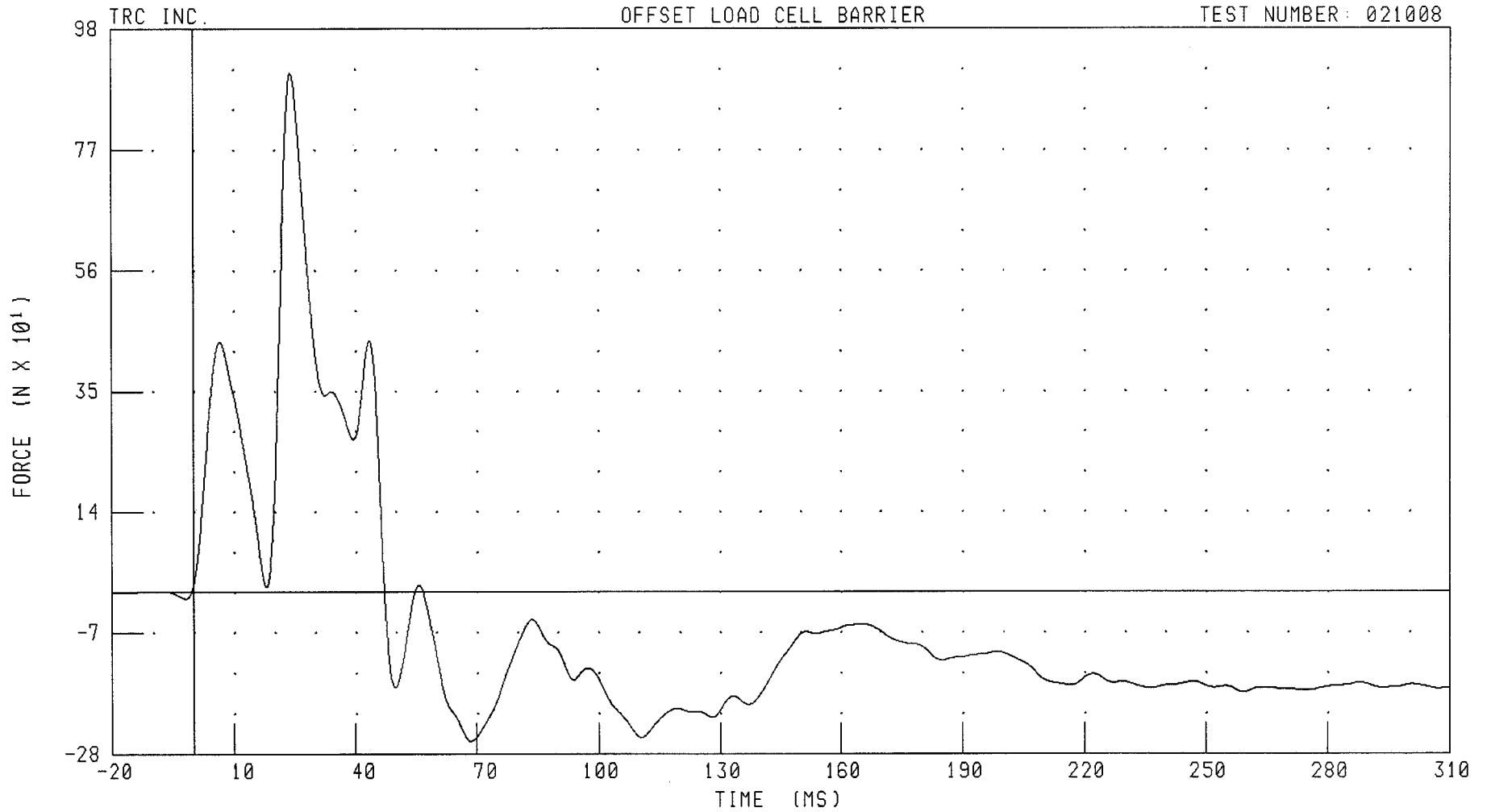
PEAK DATA: 2011.46 N @ 32.40 MS; -154.90 N @ 58.96 MS

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

BARRIER LOAD CELL F6 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCF6XF FILTER: CH. CLASS 60

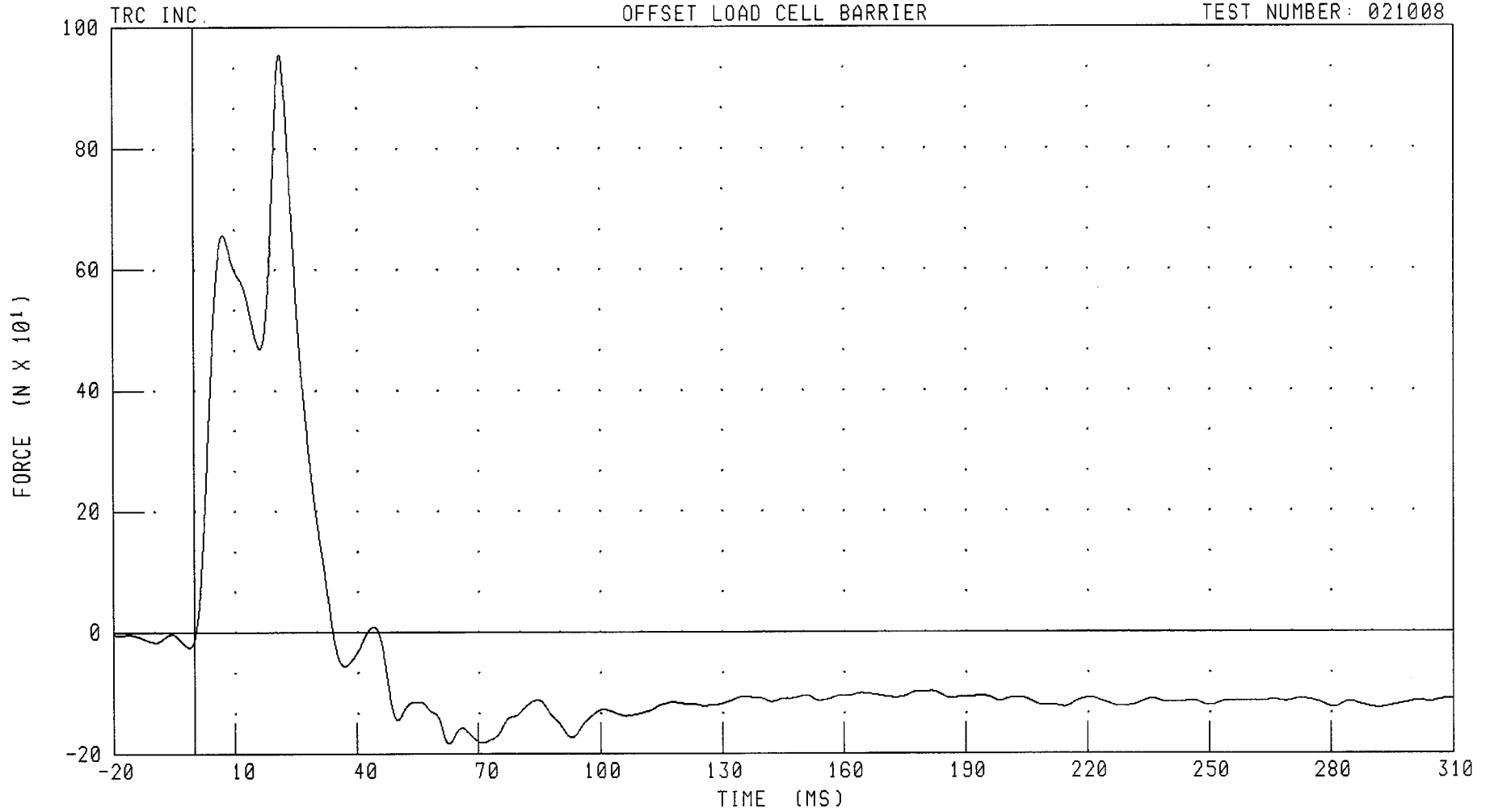
PEAK DATA: 903.18 N @ 24.00 MS; -258.30 N @ 68.40 MS

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

BARRIER LOAD CELL F7 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



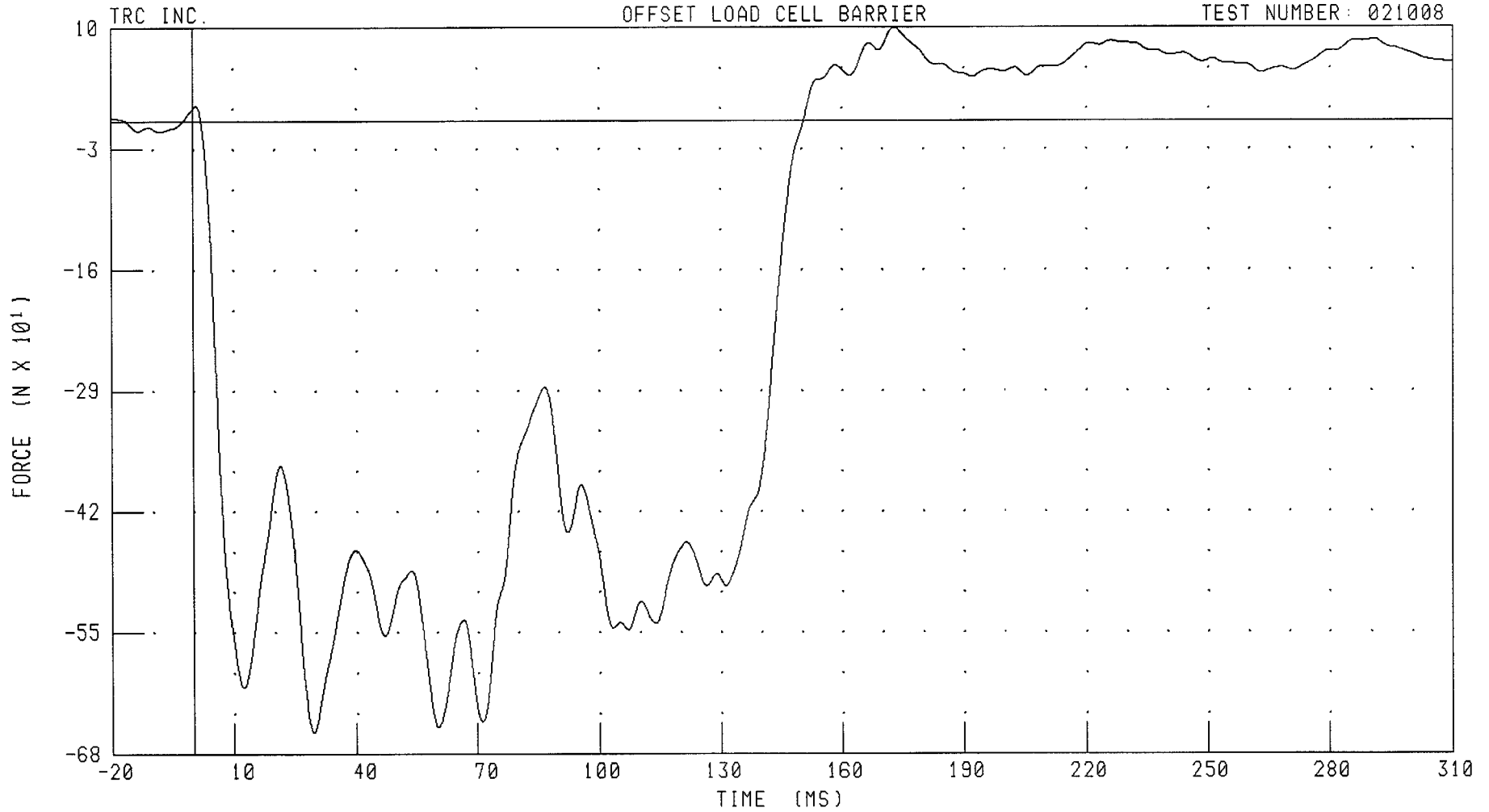
CHANNEL: LCF7XF FILTER: CH. CLASS 60

PEAK DATA: 954.87 N @ 21.36 MS; -183.84 N @ 62.64 MS

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

BARRIER LOAD CELL G1 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCG1XF FILTER: CH. CLASS 60

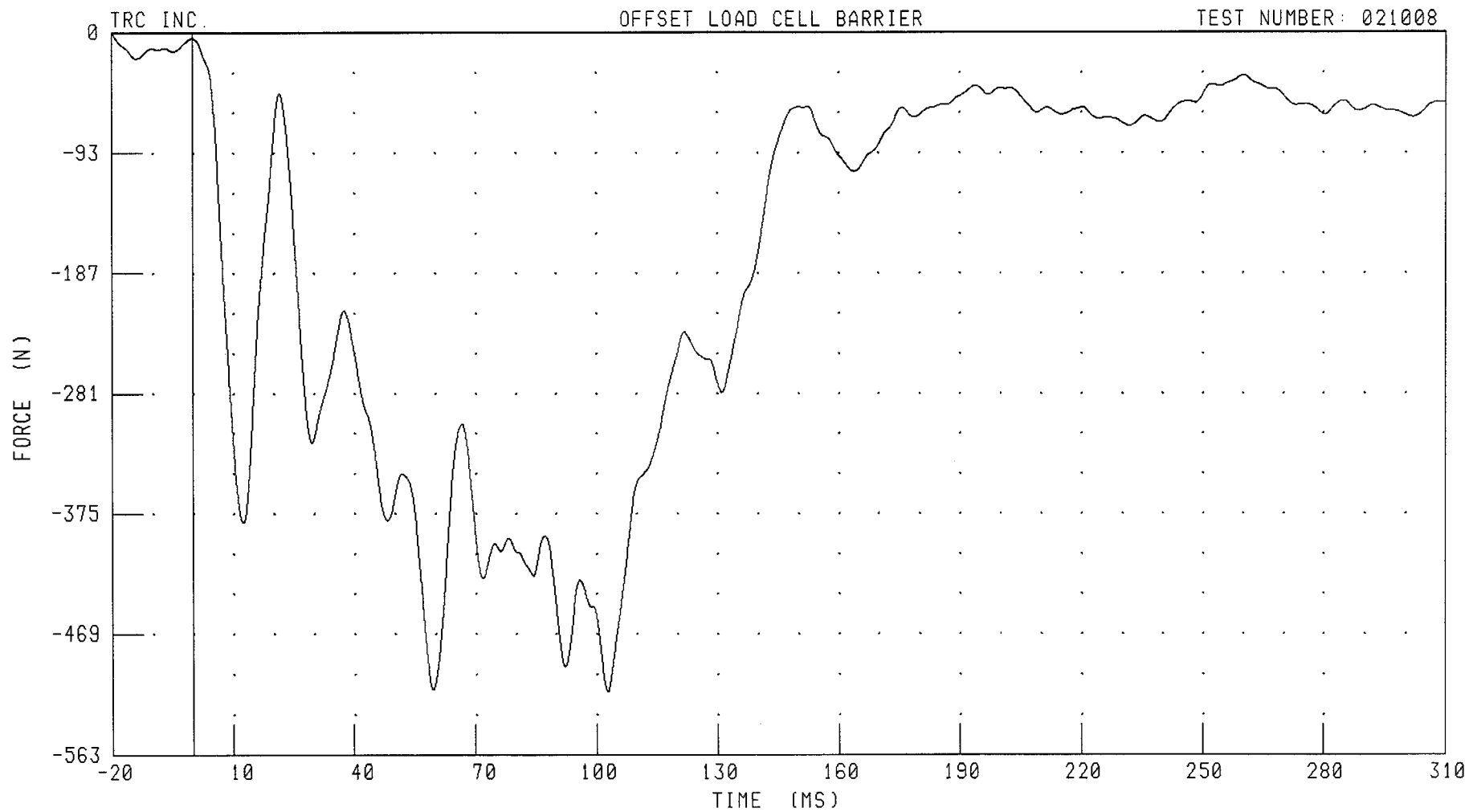
PEAK DATA: 99.71 N @ 173.20 MS; -657.54 N @ 29.44 MS

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

BARRIER LOAD CELL G2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCG2XF FILTER: CH. CLASS 60

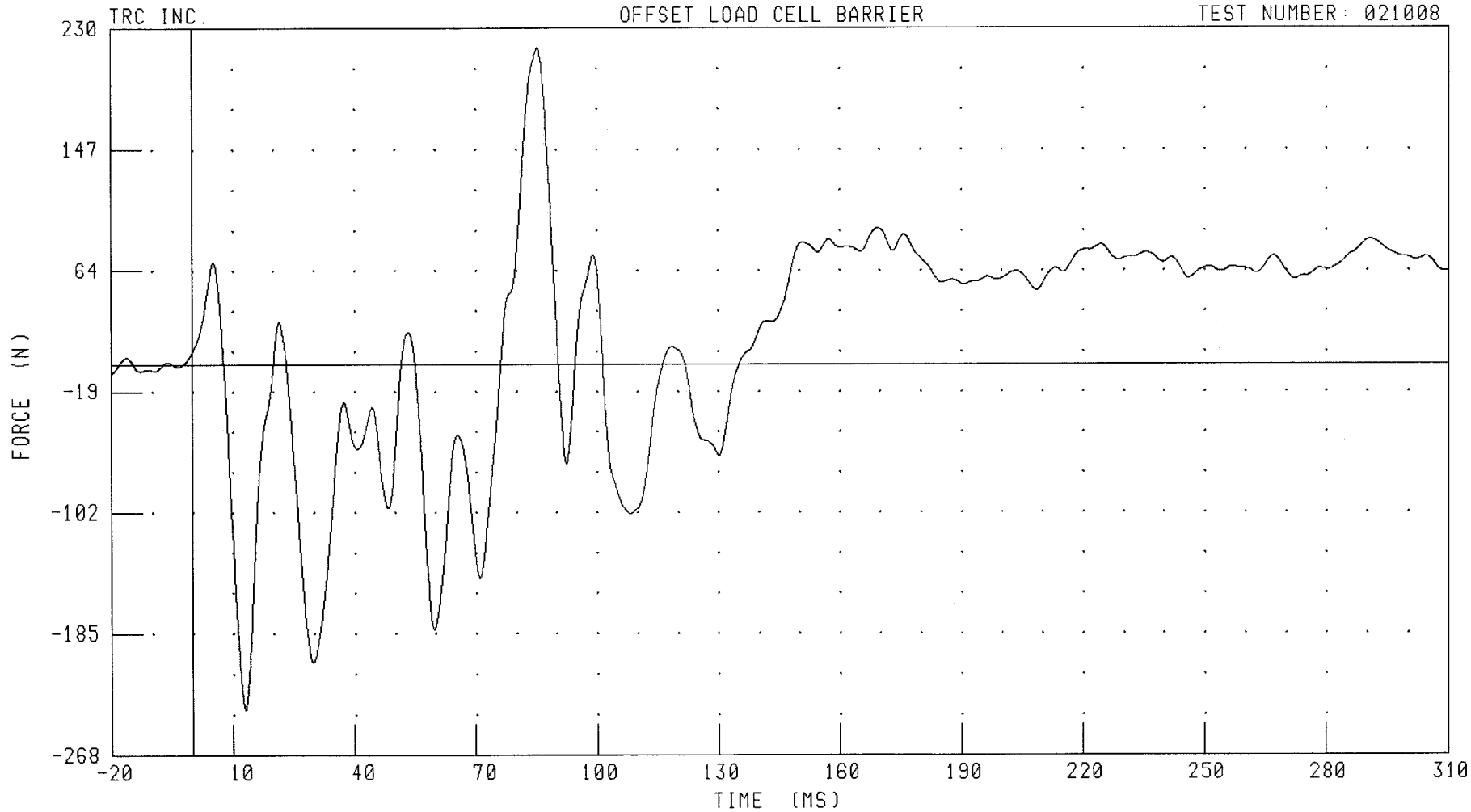
PEAK DATA: 0.37 N @ -20.00 MS; -514.60 N @ 102.88 MS

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

BARRIER LOAD CELL G3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCG3XF

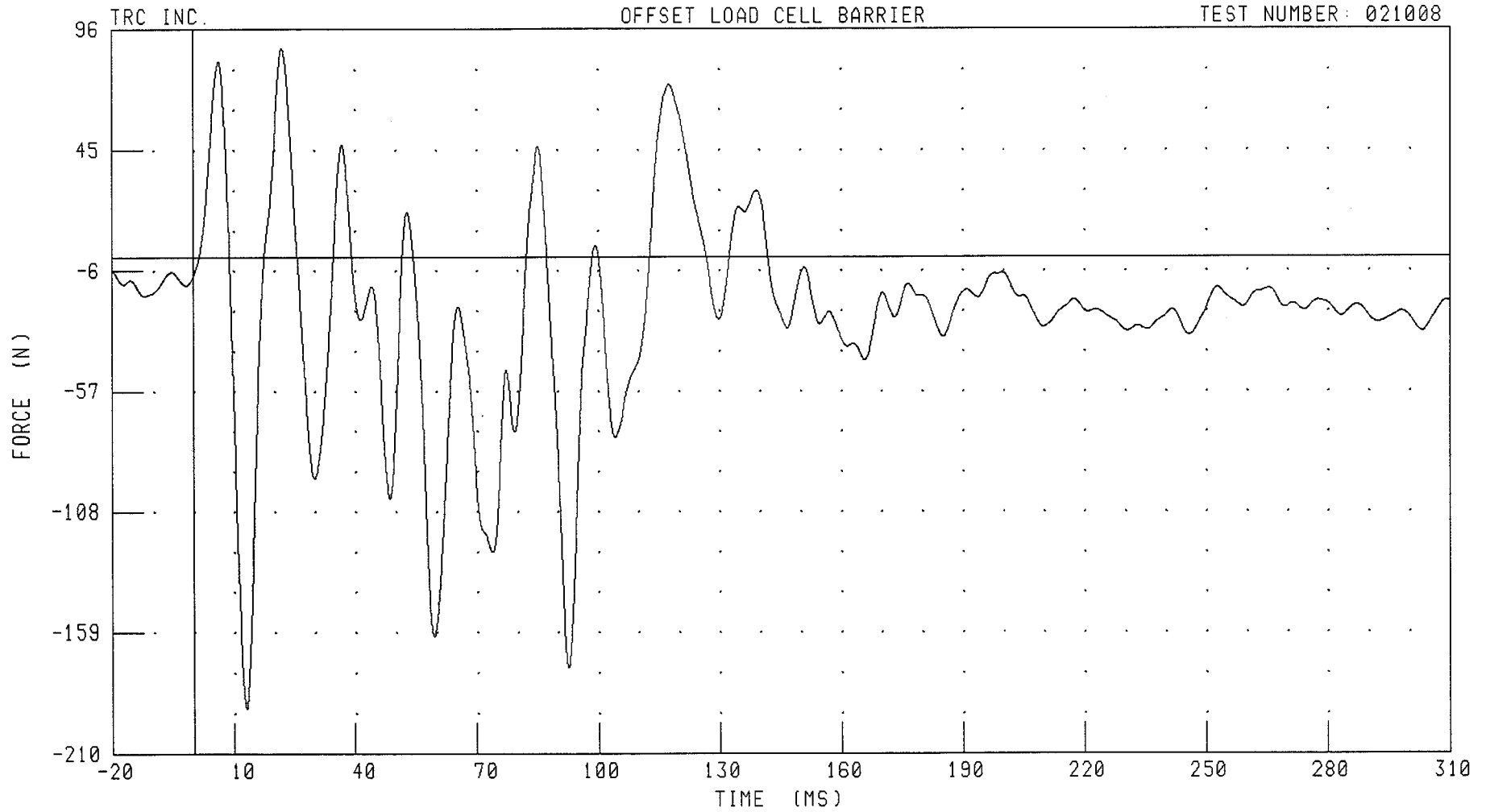
FILTER: CH. CLASS 60

PEAK DATA: 216.50 N @ 85.44 MS; -237.10 N @ 13.04 MS

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

BARRIER LOAD CELL G4 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCG4XF FILTER: CH. CLASS 60

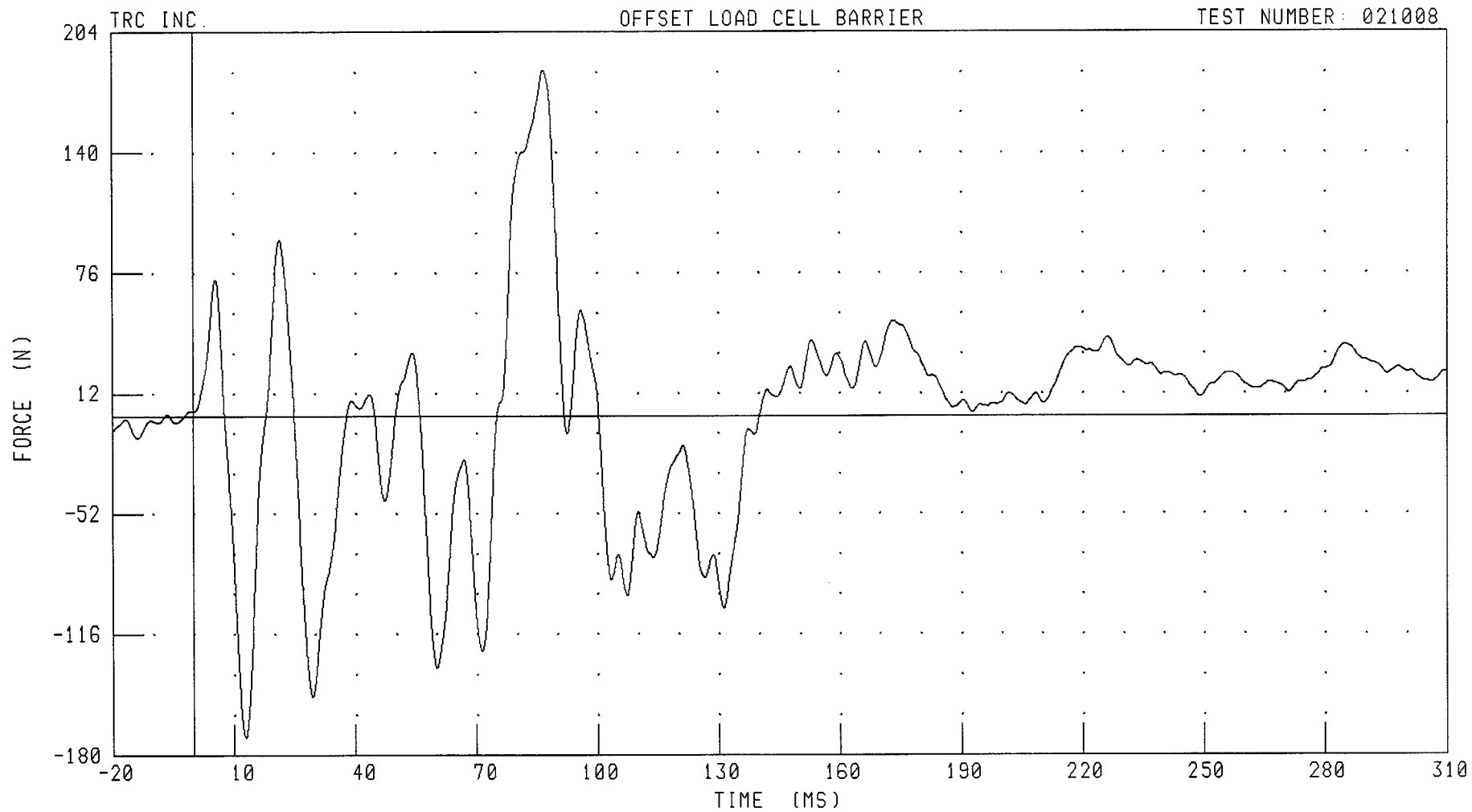
PEAK DATA: 88.01 N @ 22.00 MS; -191.24 N @ 13.04 MS

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

BARRIER LOAD CELL H1 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCH1XF FILTER: CH. CLASS 60

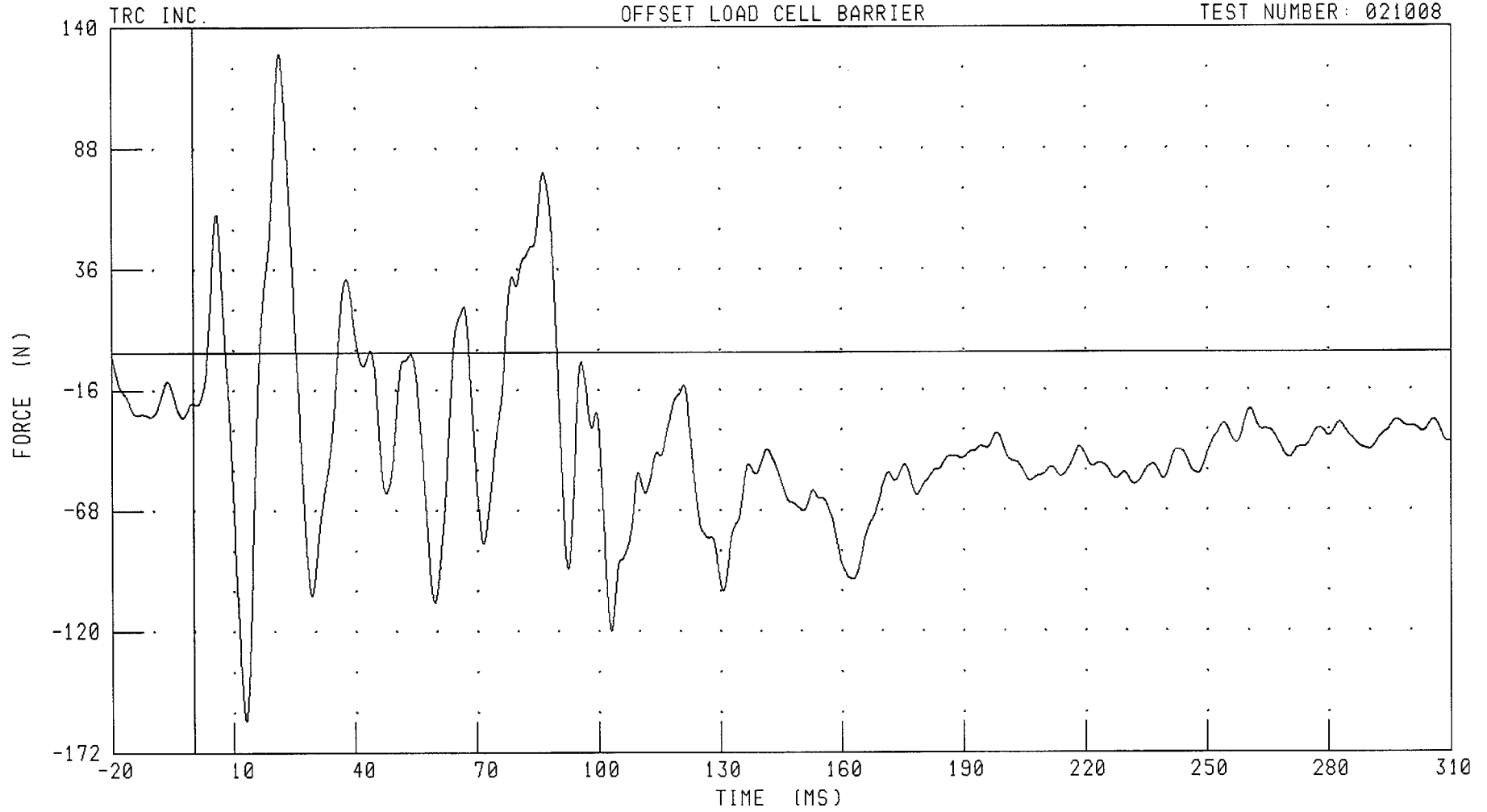
PEAK DATA: 183.64 N @ 86.80 MS; -170.71 N @ 12.88 MS

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

BARRIER LOAD CELL H2 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



CHANNEL: LCH2XF FILTER: CH. CLASS 60

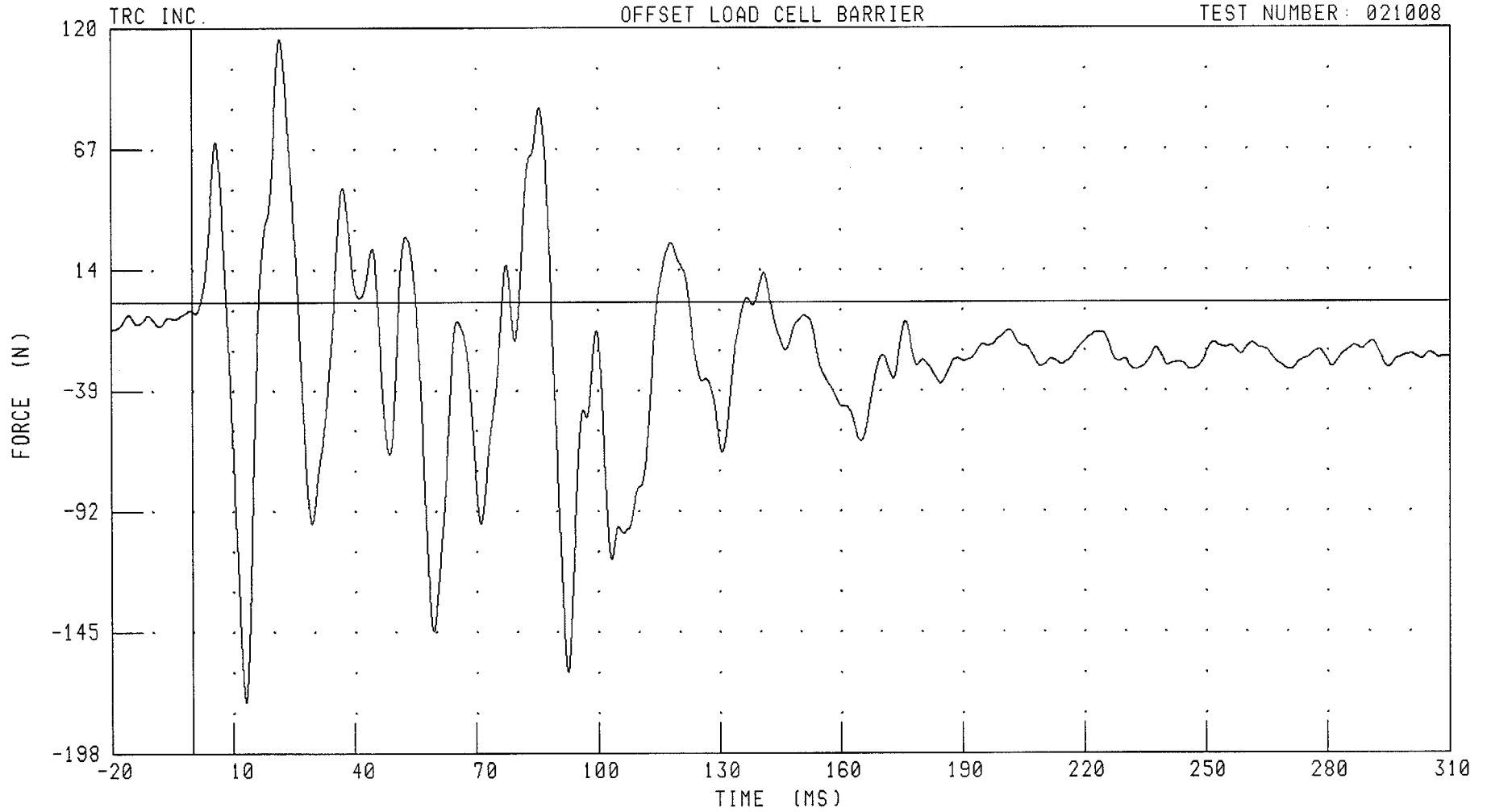
PEAK DATA: 128.51 N @ 21.52 MS; -158.28 N @ 12.96 MS

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

BARRIER LOAD CELL H3 X-AXIS FORCE

OFFSET LOAD CELL BARRIER

TEST NUMBER: 021008



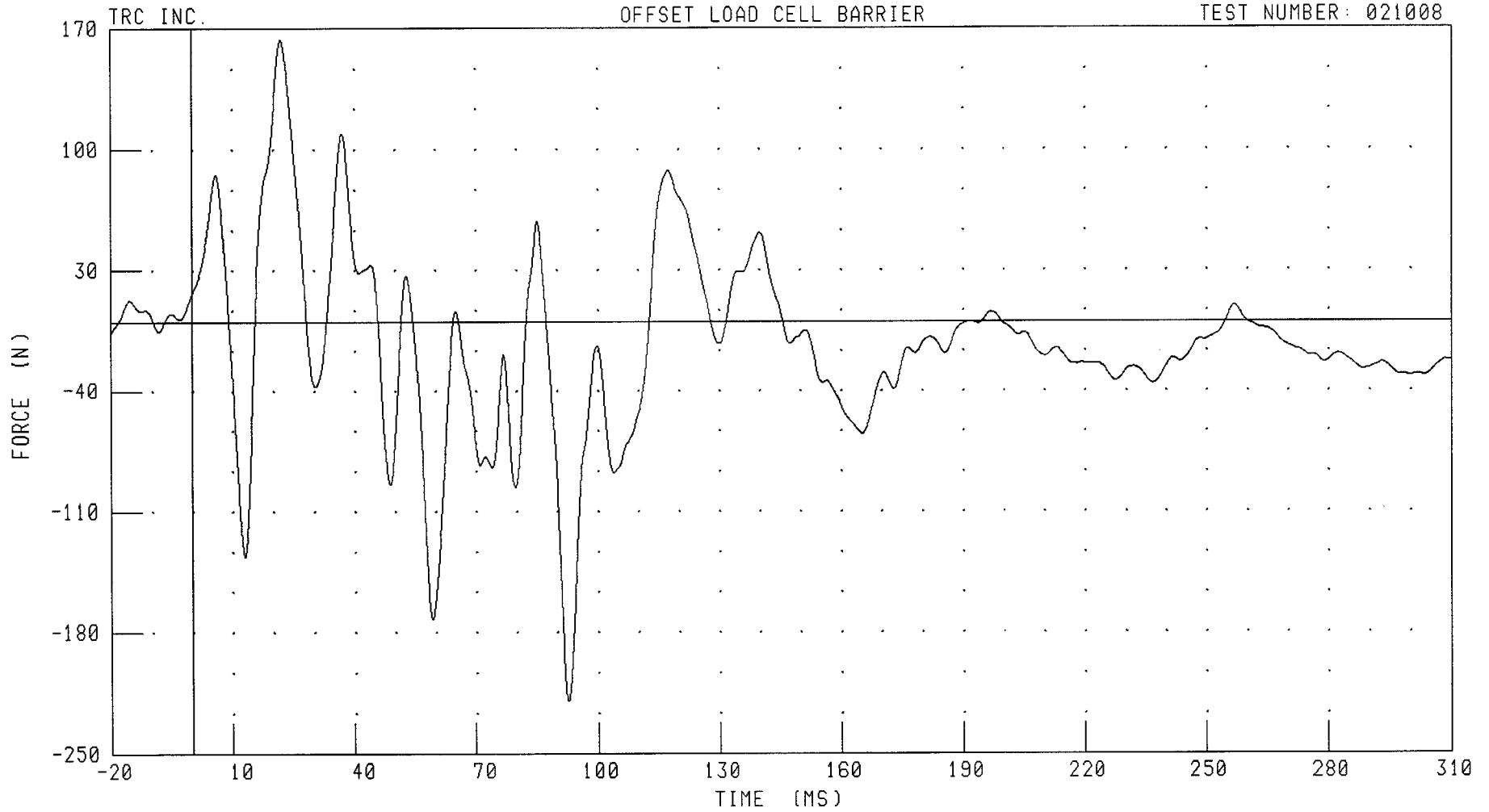
CHANNEL: LCH3XF FILTER: CH. CLASS 60

PEAK DATA: 115.19 N @ 21.76 MS; -175.75 N @ 13.12 MS

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

BARRIER LOAD CELL H4 X-AXIS FORCE

TEST NUMBER: 021008



CHANNEL: LCH4XF FILTER: CH. CLASS 60

PEAK DATA: 163.35 N @ 22.00 MS; -220.00 N @ 92.72 MS

Appendix C

Dummy Configuration and Performance Verification Data

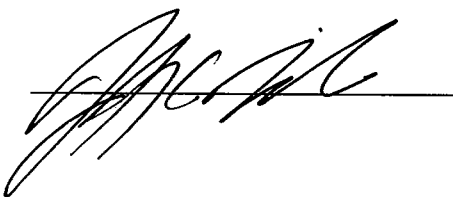
Pre-Test Dummy Configuration and Performance Verification Data

Driver Dummy S/N: 169

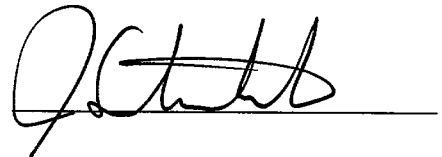
Transportation Research Center Inc.
572E HIII 50th Dummy
External Dimensions
Serial No. 169 Calibration No. 16

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	993 mm	Yes
Waist Circumference	Z	836 - 866 mm	860 mm	Yes
Chest Depth	O	213 - 229 mm	221 mm	Yes
H-Point Height	C	84 - 89 mm	87 mm	Yes
H-Point From Seatback	D	135 - 140 mm	136 mm	Yes
Skull Cap To Backline	H	41 - 46 mm	44 mm	Yes
Total Sitting Height	A	879 - 889 mm	883 mm	Yes
Thigh Clearance	F	140 - 155 mm	149 mm	Yes
Buttock Knee Length	K	579 - 605 mm	591 mm	Yes
Buttock Popliteal Length	N	452 - 478 mm	474 mm	Yes
Popliteal Height	L	429 - 455 mm	440 mm	Yes
Knee Pivot Height	M	485 - 500 mm	489 mm	Yes
Foot Length	P	252 - 267 mm	253 mm	Yes
Foot Breadth	W	91 - 107 mm	102 mm	Yes
Shoulder Pivot From Backline	E	84 - 94 mm	91 mm	Yes
Shoulder Breadth	V	422 - 437 mm	427 mm	Yes
Shoulder Pivot Height	B	506 - 521 mm	518 mm	Yes
Elbow Rest Height	J	191 - 211 mm	205 mm	Yes
Shoulder-Elbow Length	I	330 - 345 mm	344 mm	Yes
Back Of Elbow To Wrist Pivot	G	290 - 305 mm	295 mm	Yes

Technician



Approved




Transportation Research Center Inc.

572E Head Drop Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

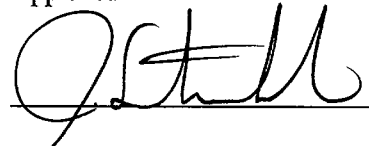
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	36 %	Yes
Peak Resultant Acceleration	225 - 275 g	262.9 g	Yes
Peak Lateral Acceleration	15 g Max	-8.0 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Comments:

Technician



Approved

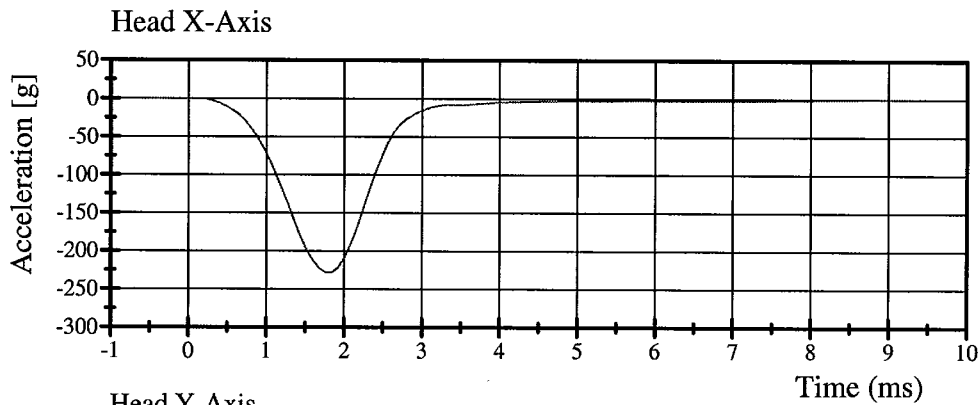


Transportation Research Center Inc.

572E Head Drop Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

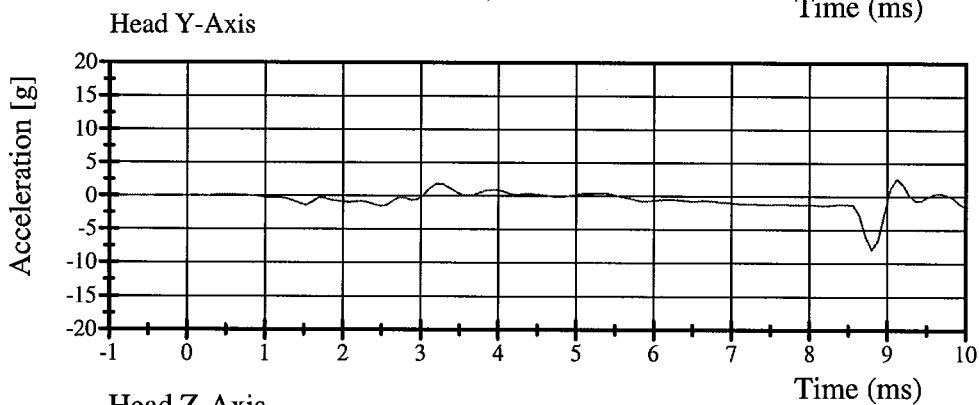
Test Date 10/07/2002



Filter Class: 1000

Max: 0.2 g at 10.0 ms

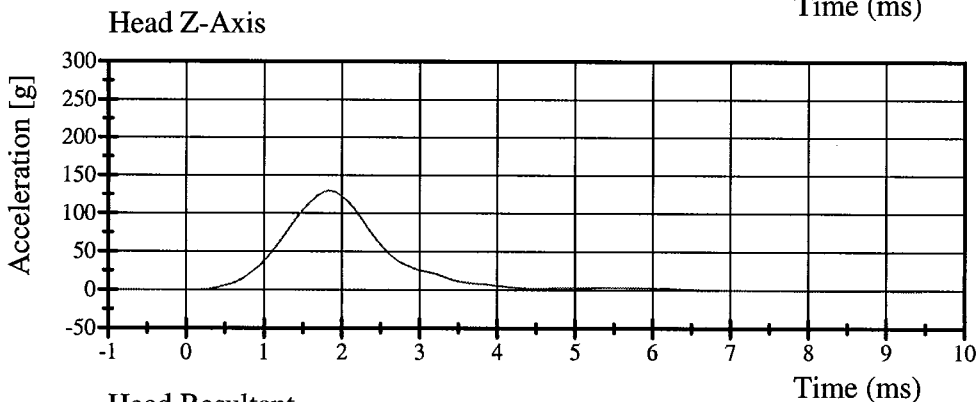
Min: -228.4 g at 1.8 ms



Filter Class: 1000

Max: 2.6 g at 9.1 ms

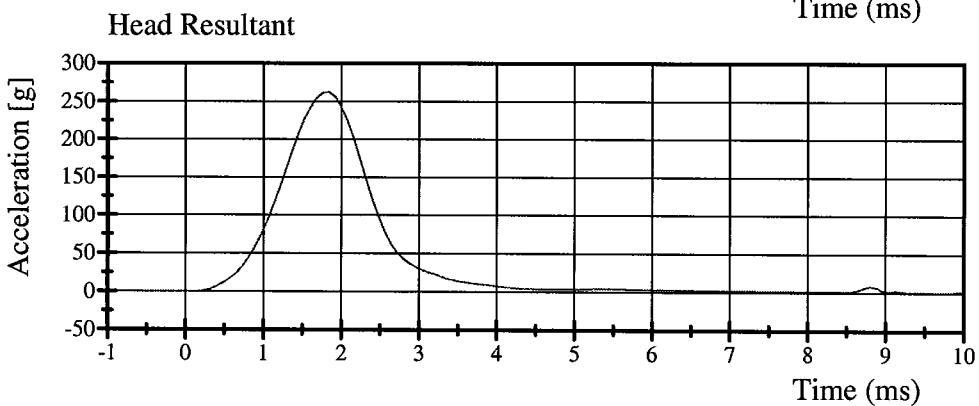
Min: -8.0 g at 8.8 ms



Filter Class: 1000

Max: 130.3 g at 1.8 ms

Min: -0.9 g at 8.8 ms



Filter Class: 1000

Max: 262.9 g at 1.8 ms

Min: 0.0 g at 8.2 ms



Transportation Research Center Inc.

572E Neck Flexion Test - 6 Channel Transducer

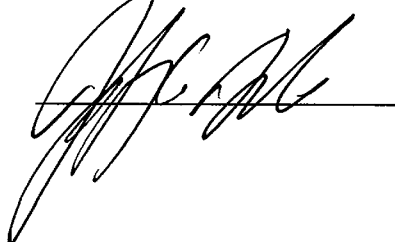
HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

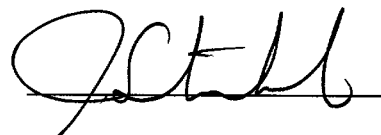
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	39 %	Yes
Impact Velocity	6.89 - 7.13 m/s	7.01 m/s	Yes
Pendulum Deceleration			
10 ms	22.50 - 27.50 g	23.62 g	Yes
20 ms	17.60 - 22.60 g	21.90 g	Yes
30 ms	12.50 - 18.50 g	16.52 g	Yes
Max Pendulum Deceleration	29.00 g	23.97 g	Yes
Max Pendulum Deceleration After 30 ms	29.00 g	16.45 g	Yes
Deceleration-Time Curve			
Decay Time To 5g	34 - 42 ms	40.72 ms	Yes
D Plane Rotation			
Max	64 - 78 °	71.74 °	Yes
Time	57 - 64 ms	58.88 ms	Yes
Moment About Occipital Condyle			
Max	88.2 - 108.4 N·m	93.48 N·m	Yes
Time	47 - 58 ms	53.36 ms	Yes
Rotation Angle-Time Curve			
Decay Time To Zero	113 - 128 ms	116.80 ms	Yes
Positive Moment-Time Curve			
Decay Time To Zero	97 - 107 ms	102.72 ms	Yes

Comments:

Technician



Approved



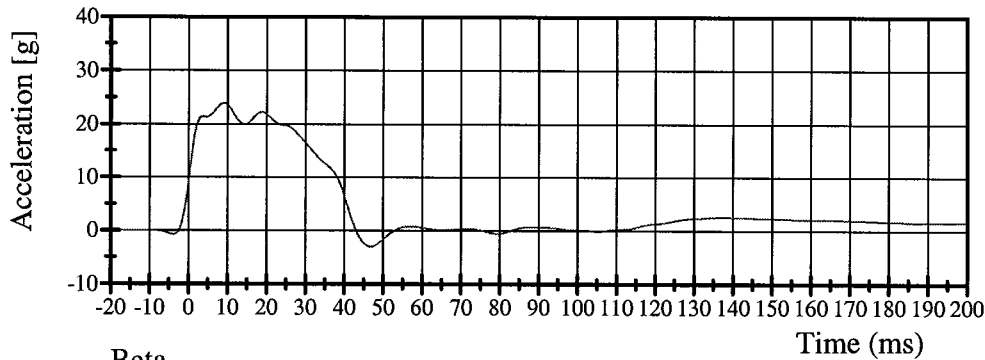
Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

Pendulum Deceleration

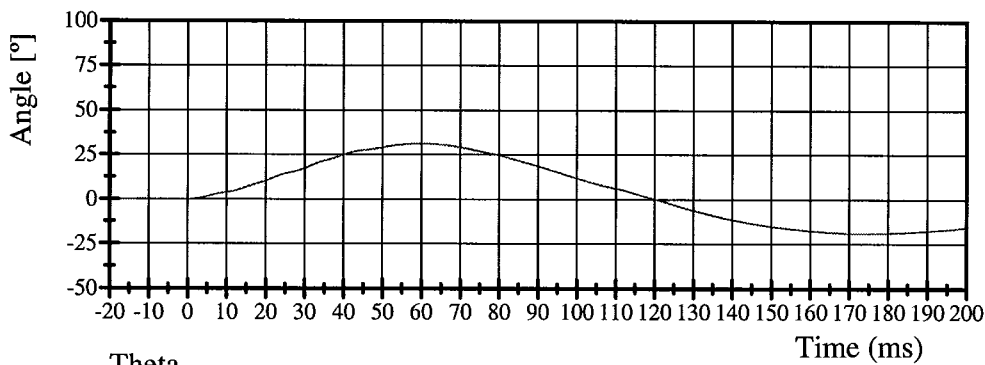


Filter Class: 60

Max: 24.0 g at 9.0 ms

Min: -3.0 g at 46.8 ms

Beta

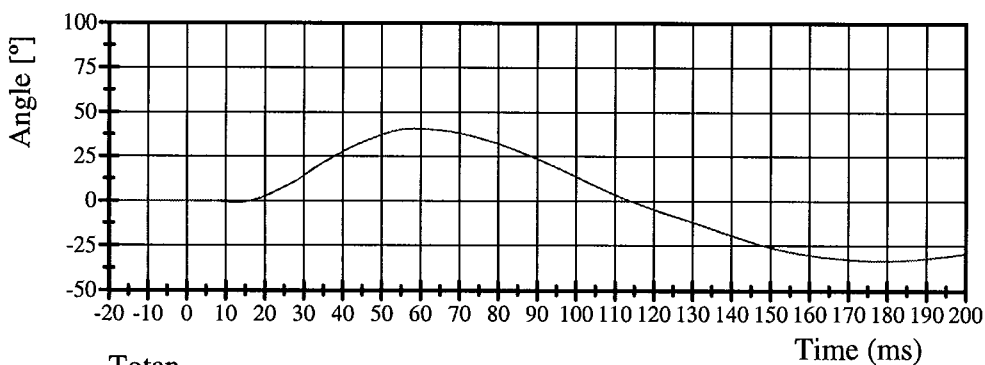


Filter Class: 60

Max: 31.1 ° at 59.8 ms

Min: -19.1 ° at 173.4 ms

Theta

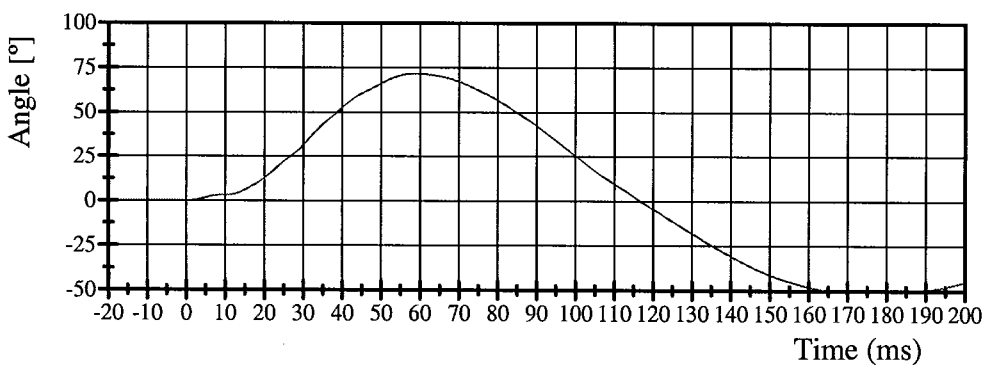


Filter Class: 60

Max: 40.6 ° at 58.3 ms

Min: -33.3 ° at 178.3 ms

Totan



Filter Class: 60

Max: 71.7 ° at 58.9 ms

Min: -52.2 ° at 176.8 ms

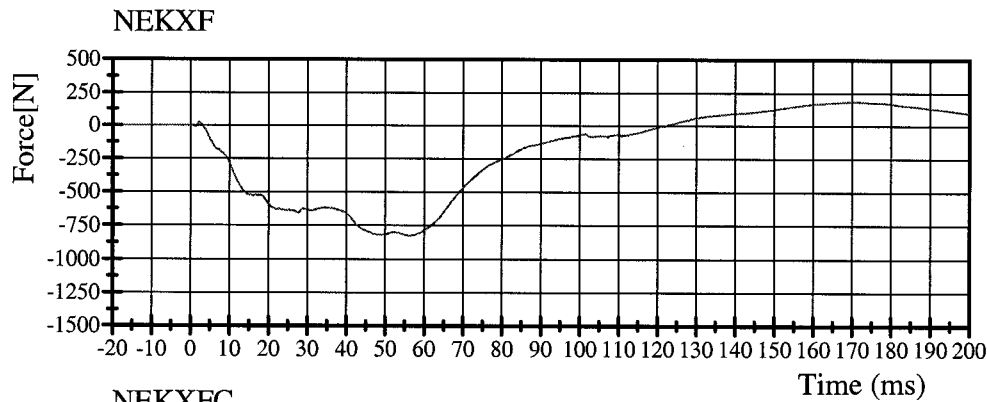


Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

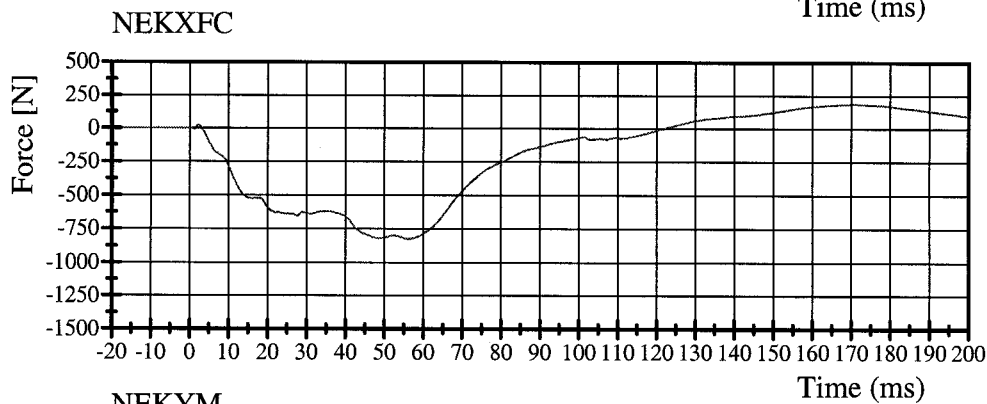
Test Date 10/07/2002



Filter Class: 1000

Max: 185.5 N at 170.4 ms

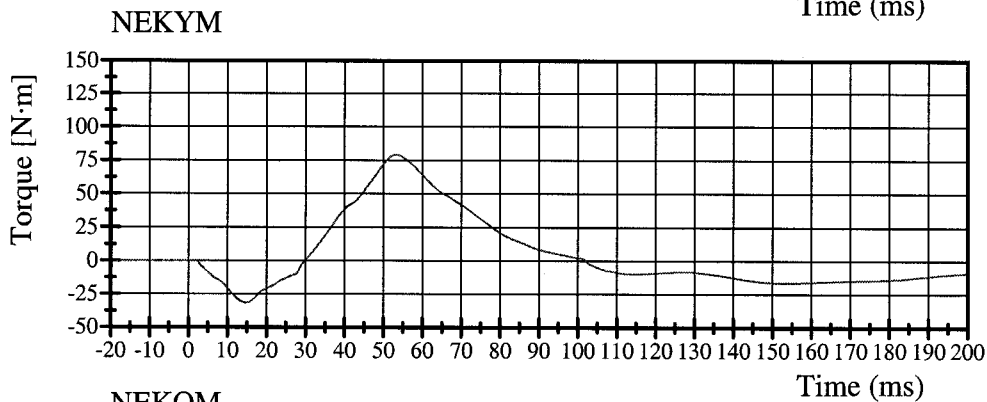
Min: -826.2 N at 56.3 ms



Filter Class: 600

Max: 185.1 N at 171.1 ms

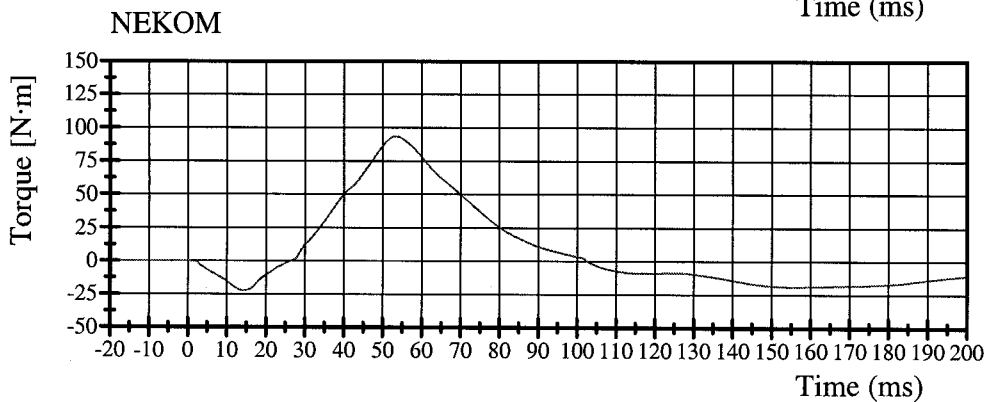
Min: -826.0 N at 56.3 ms



Filter Class: 600

Max: 79.3 N·m at 53.3 ms

Min: -31.6 N·m at 14.6 ms



Filter Class: 600

Max: 93.5 N·m at 53.4 ms

Min: -22.4 N·m at 14.4 ms

Transportation Research Center Inc.

572E Neck Extension Test - 6 Channel Transducer

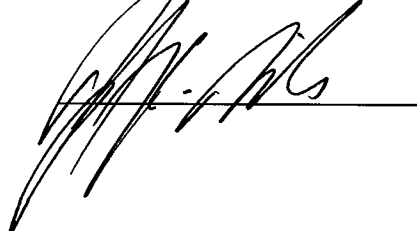
HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °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	17.47 g	Yes
20 ms	14.00 - 19.00 g	17.24 g	Yes
30 ms	11.00 - 16.00 g	14.57 g	Yes
Max Pendulum Deceleration	22.00 g	17.75 g	Yes
Max Pendulum Deceleration After 30 ms	22.00 g	14.56 g	Yes
Deceleration-Time Curve			
Decay Time To 5g	38 - 46 ms	44.08 ms	Yes
D Plane Rotation			
Max	81 - 106 °	99.77 °	Yes
Time	72 - 82 ms	78.32 ms	Yes
Moment About Occipital Condyle			
Min	-80.0 - (-52.9) N·m	-63.40 N·m	Yes
Time	65 - 79 ms	74.56 ms	Yes
Rotation Angle-Time Curve			
Decay Time To Zero	147 - 174 ms	157.52 ms	Yes
Positive Moment-Time Curve			
Decay Time To Zero	120 - 148 ms	147.20 ms	Yes

Comments:

Technician



Approved



10.07.2002 12:10:23 535



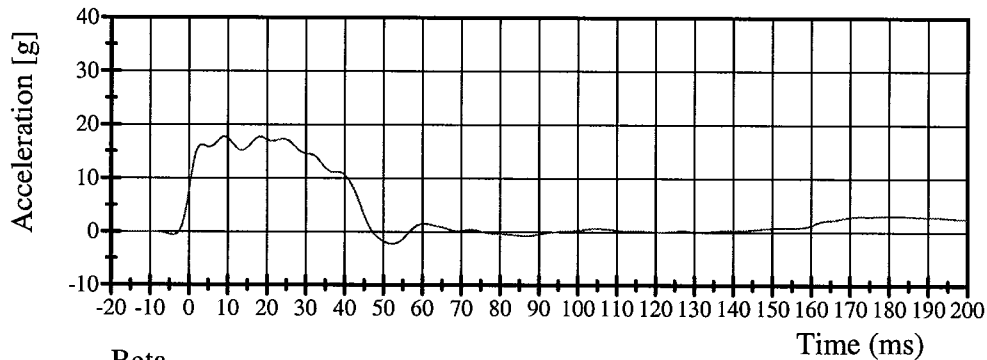
Transportation Research Center Inc.

572E Neck Extension Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

Pendulum Deceleration

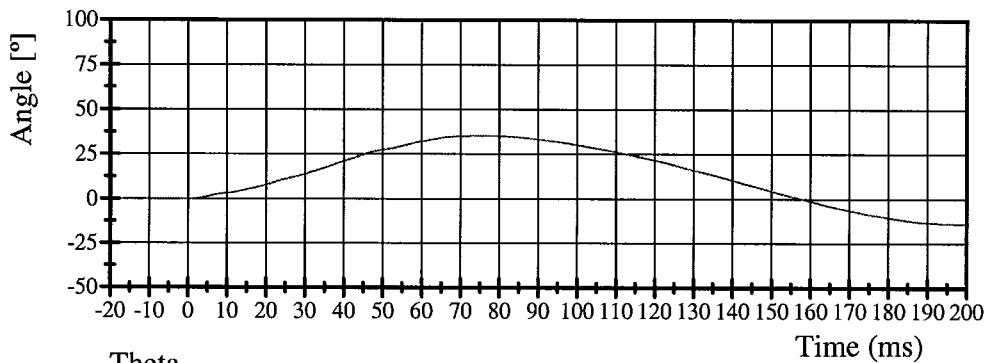


Filter Class: 60

Max: 17.7 g at 9.0 ms

Min: -2.3 g at 52.2 ms

Beta

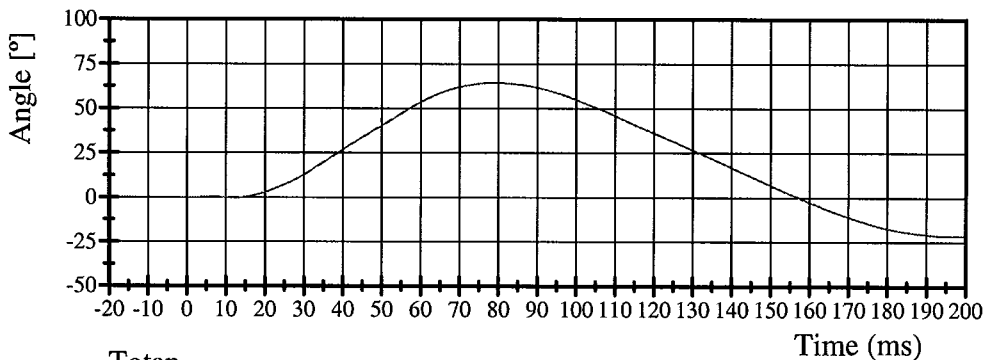


Filter Class: 60

Max: 35.3 ° at 77.0 ms

Min: -13.9 ° at 199.4 ms

Theta

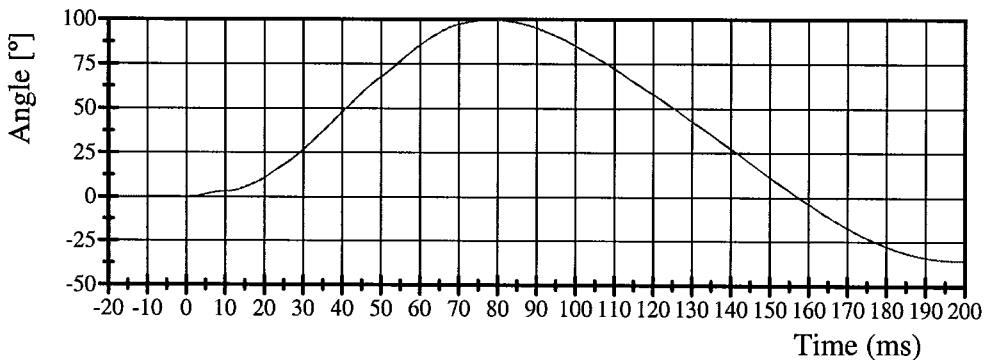


Filter Class: 60

Max: 64.5 ° at 78.8 ms

Min: -21.6 ° at 198.8 ms

Totan



Filter Class: 60

Max: 99.8 ° at 78.3 ms

Min: -35.4 ° at 199.1 ms

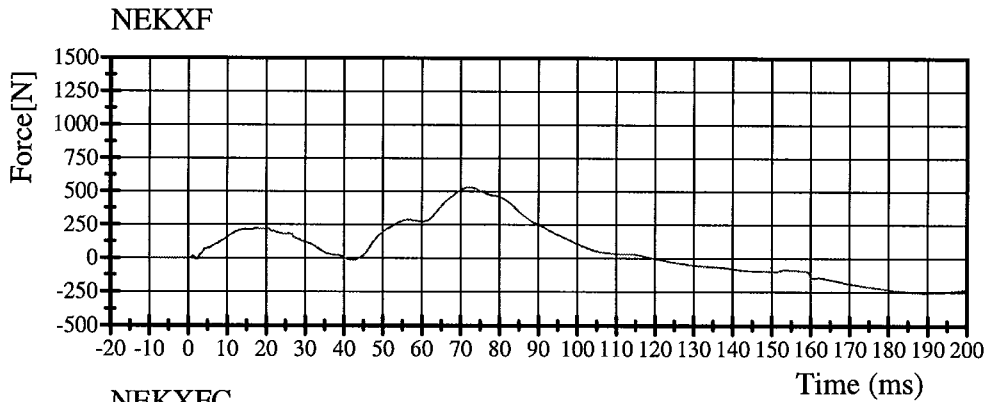


Transportation Research Center Inc.

572E Neck Extension Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

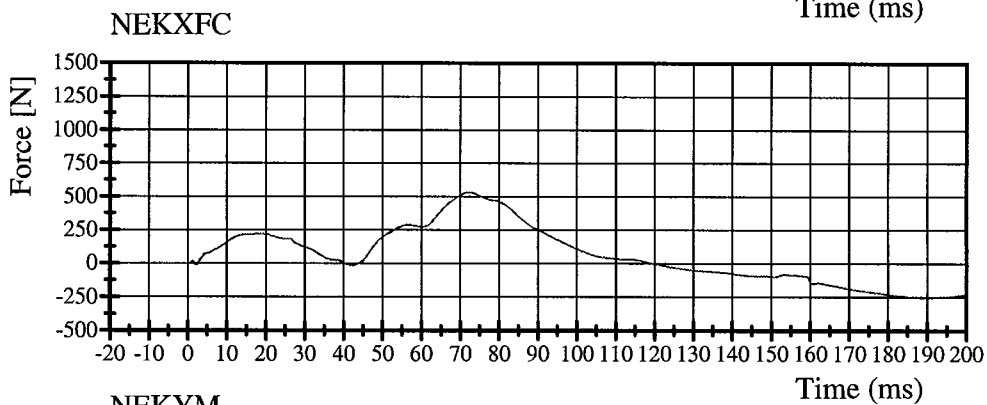
Test Date 10/07/2002



Filter Class: 1000

Max: 531.1 N at 72.2 ms

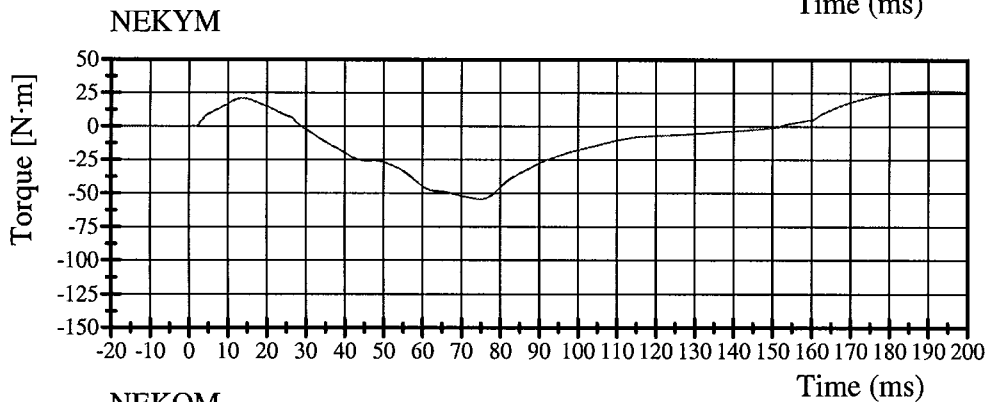
Min: -256.5 N at 189.9 ms



Filter Class: 600

Max: 530.5 N at 72.3 ms

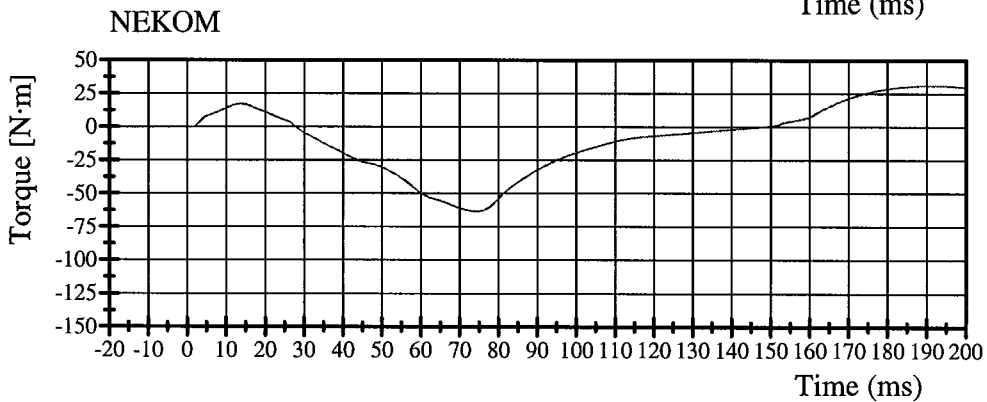
Min: -255.8 N at 190.0 ms



Filter Class: 600

Max: 26.8 N·m at 191.9 ms

Min: -54.4 N·m at 75.0 ms



Filter Class: 600

Max: 31.3 N·m at 191.2 ms

Min: -63.4 N·m at 74.6 ms



Transportation Research Center Inc.

572E Thorax Test

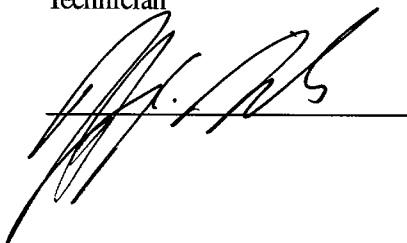
HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

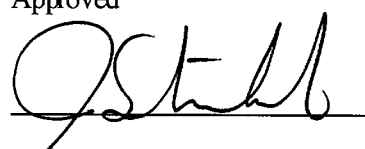
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	40 %	Yes
Pendulum Velocity	6.59 - 6.83 m/s	6.66 m/s	Yes
Maximum Chest Deflection	-72.6 - (-63.5) mm	-70.5 mm	Yes
Maximum Resistive Force	5159 - 5894 N	5646 N	Yes
Internal Hysteresis	69 - 85 %	71 %	Yes

Comments:

Technician



Approved



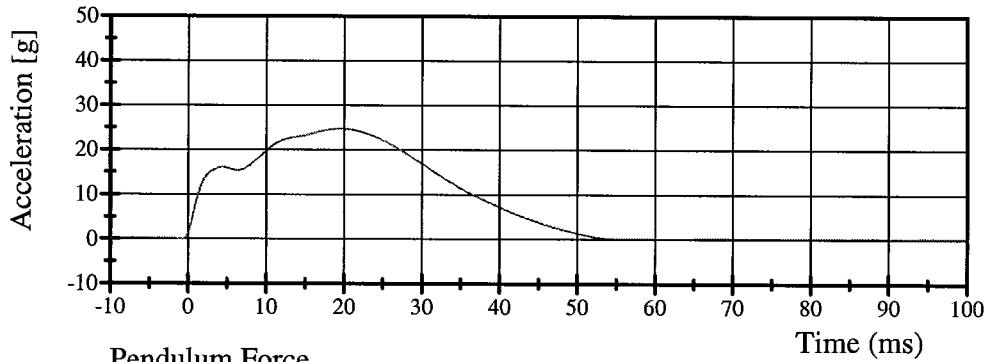
Transportation Research Center Inc.

572E Thorax Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

Pendulum Deceleration

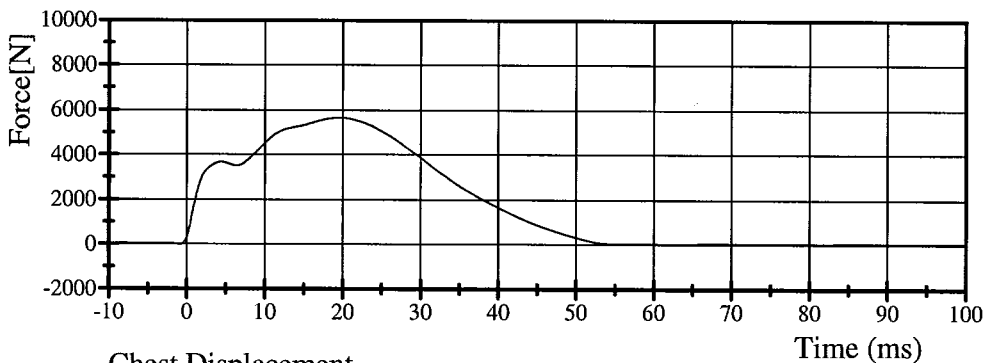


Filter Class: 180

Max: 24.6 g at 19.6 ms

Min: -0.1 g at -0.9 ms

Pendulum Force

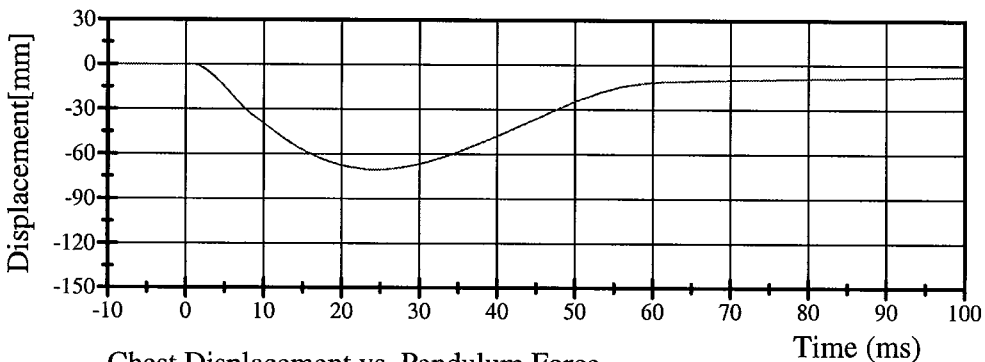


Filter Class: 180

Max: 5646.0 N at 19.6 ms

Min: -14.5 N at -0.9 ms

Chest Displacement

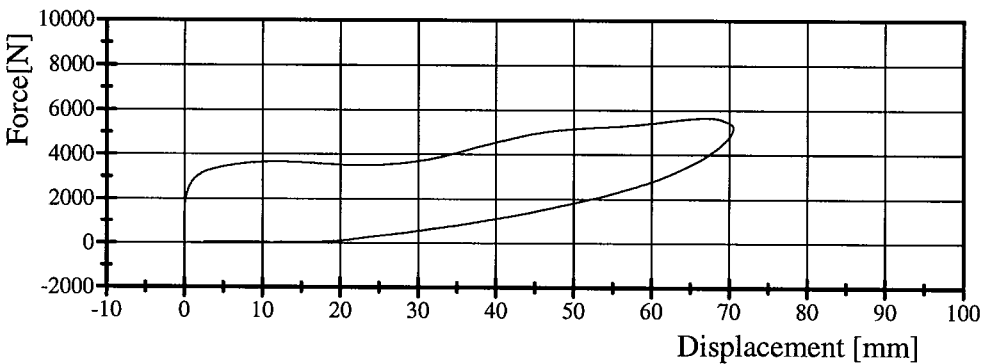


Filter Class: 180

Max: 0.1 mm at 0.3 ms

Min: -70.5 mm at 24.2 ms

Chest Displacement vs. Pendulum Force



Transportation Research Center Inc

Hybrid III Hip Range of Motion

Serial Number: 169C16

Date: 10/07/2002

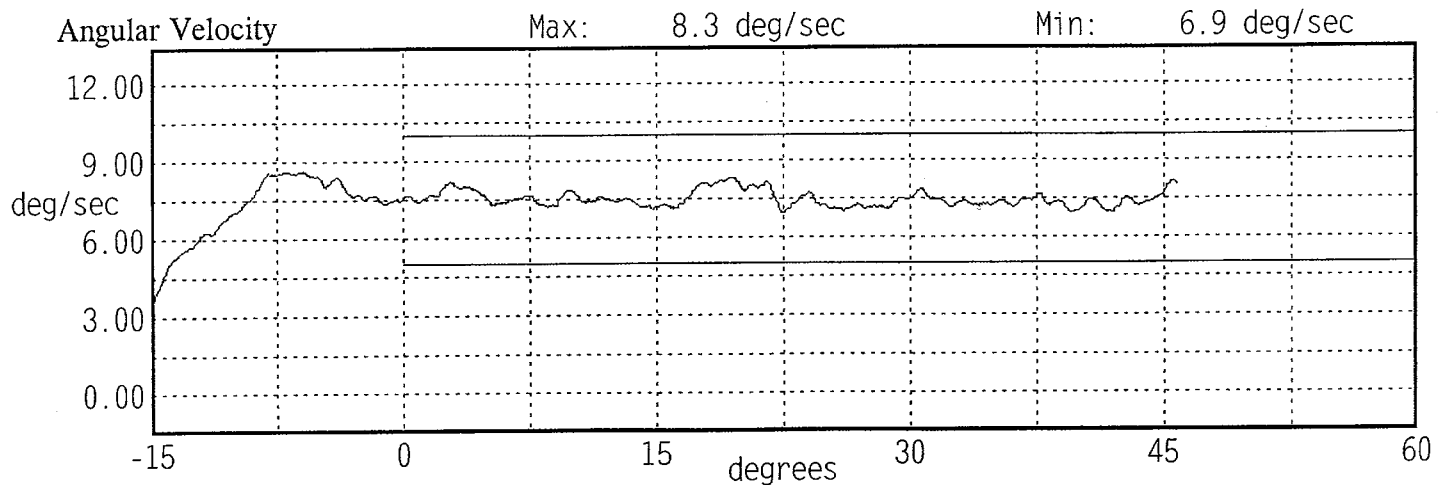
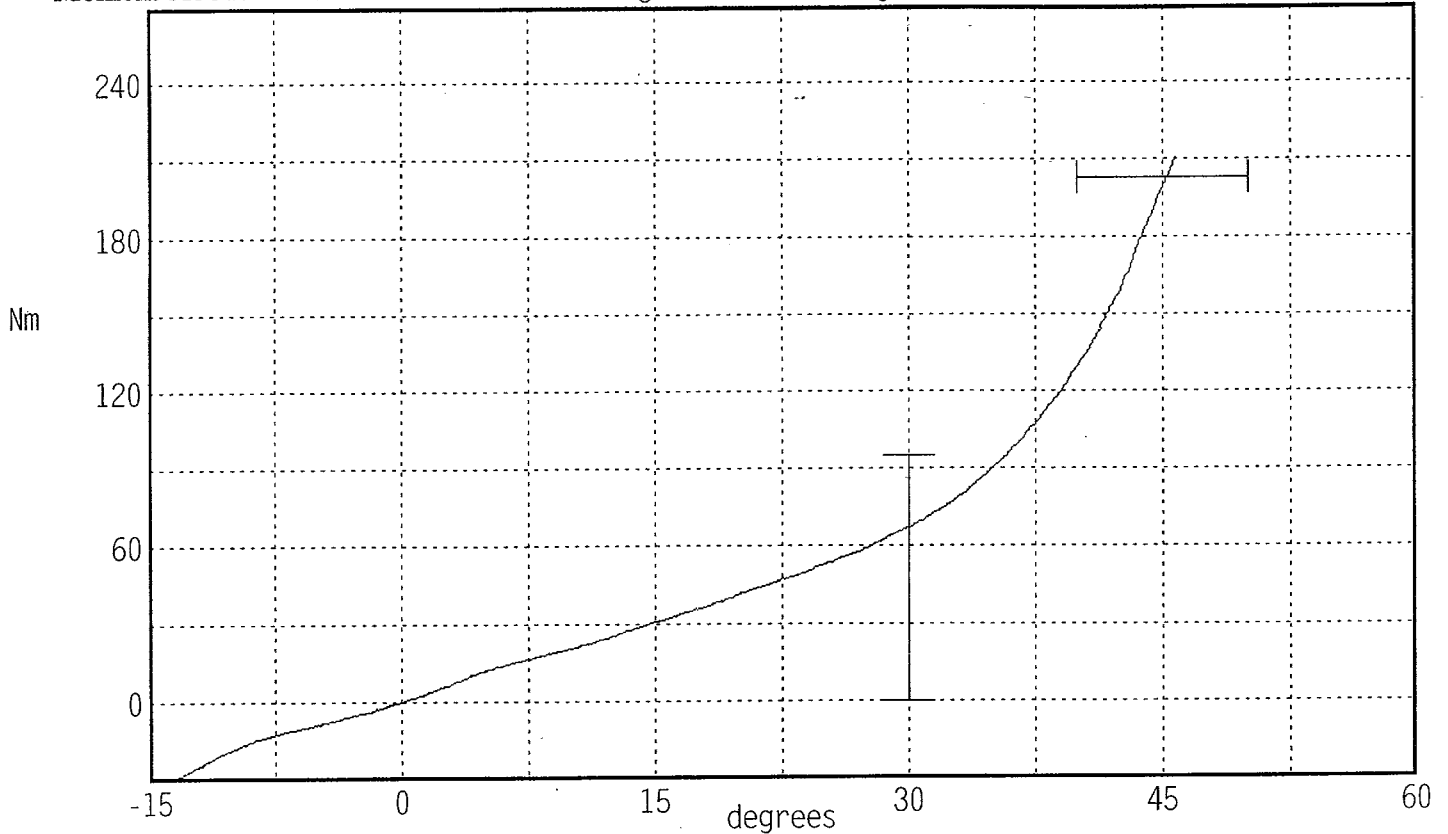
Test Number: 169L

Time: 09:55

Comments:

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	21.7 °C	Pass
Humidity	10 - 70	37 %	Pass
Moment at 30 deg	<= 94.9	67.3 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	45.3 deg	Pass
Average Velocity	5.0 - 10.0	7.5 deg/sec	Pass

Moment About H-Point
Peak Moment: 210.5 Nm at 45.7 deg
Peak Angle: 45.7 deg at 210.5 Nm



Transportation Research Center Inc

Hybrid III Hip Range of Motion

Serial Number: 169C16

Date: 10/07/2002

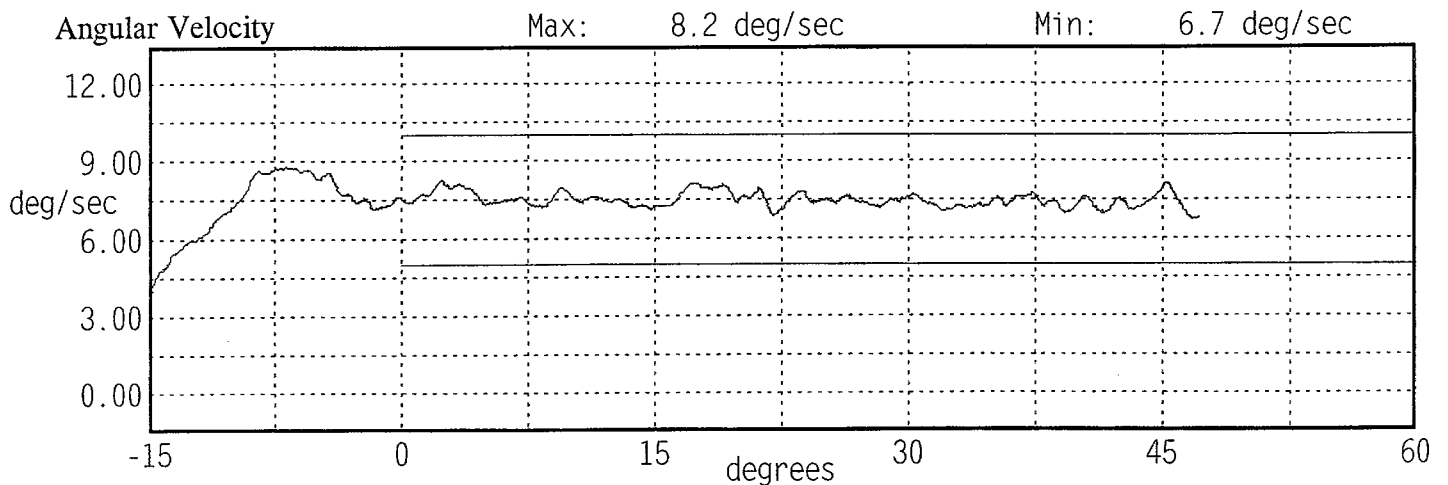
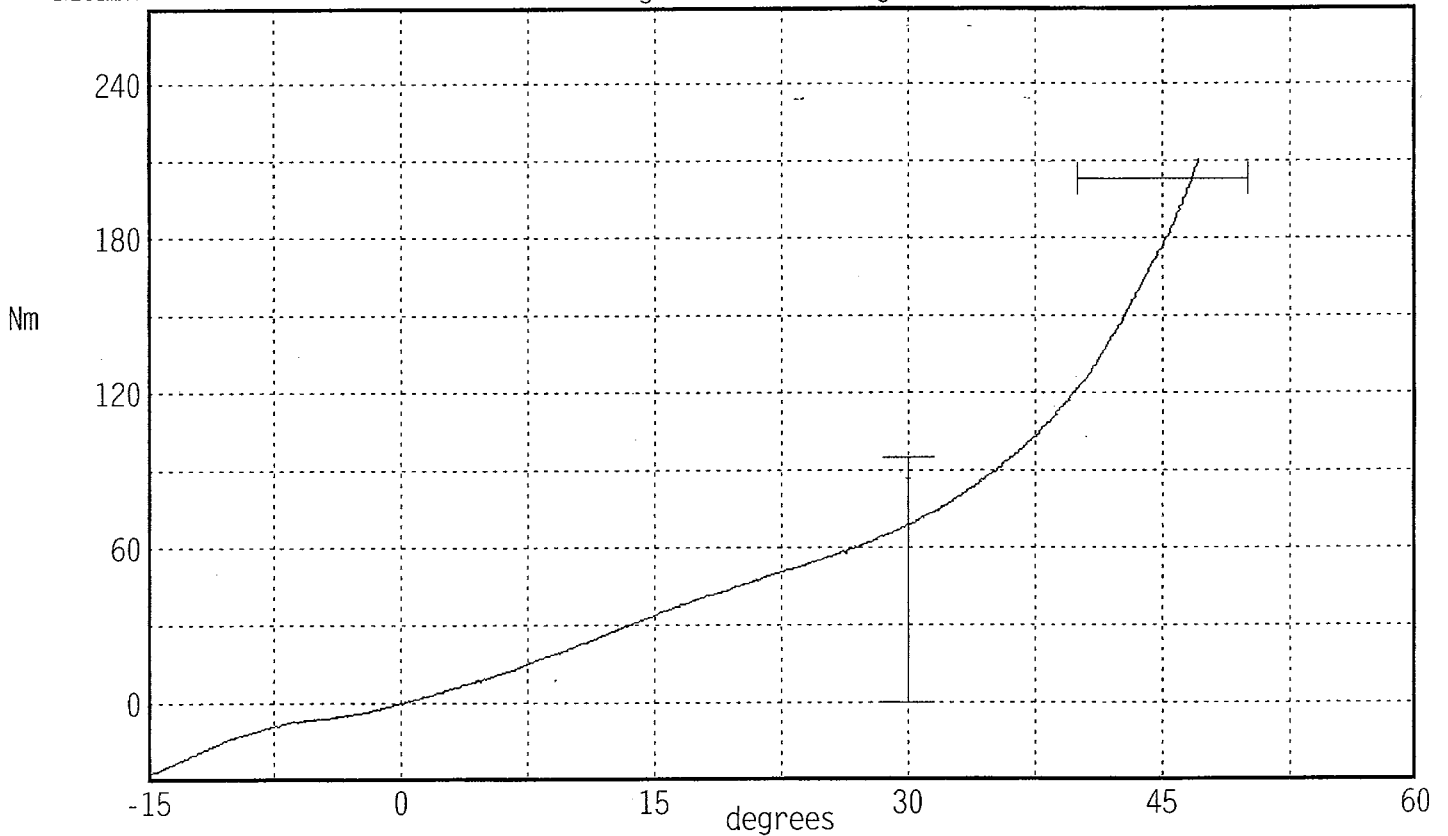
Test Number: 169R

Time: 09:41

Comments:

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	21.7 °C	Pass
Humidity	10 - 70	37 %	Pass
Moment at 30 deg	<= 94.9	68.9 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	46.7 deg	Pass
Average Velocity	5.0 - 10.0	7.5 deg/sec	Pass

Moment About H-Point
Peak Moment: 210.5 Nm at 47.1 deg
Peak Angle: 47.1 deg at 210.5 Nm



Transportation Research Center Inc.

572E Left Knee Slider Test

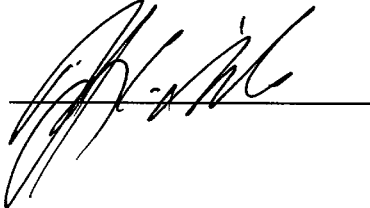
HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

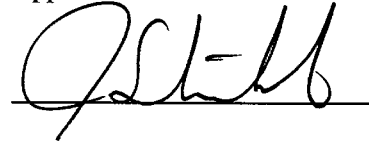
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	40 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.73 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1314 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-3088 N	Yes

Comments:

Technician



Approved

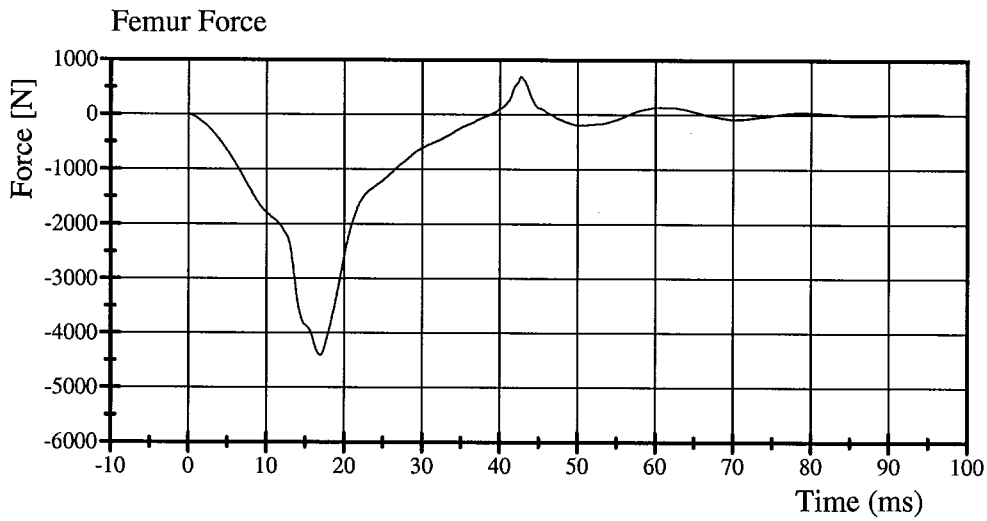


Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

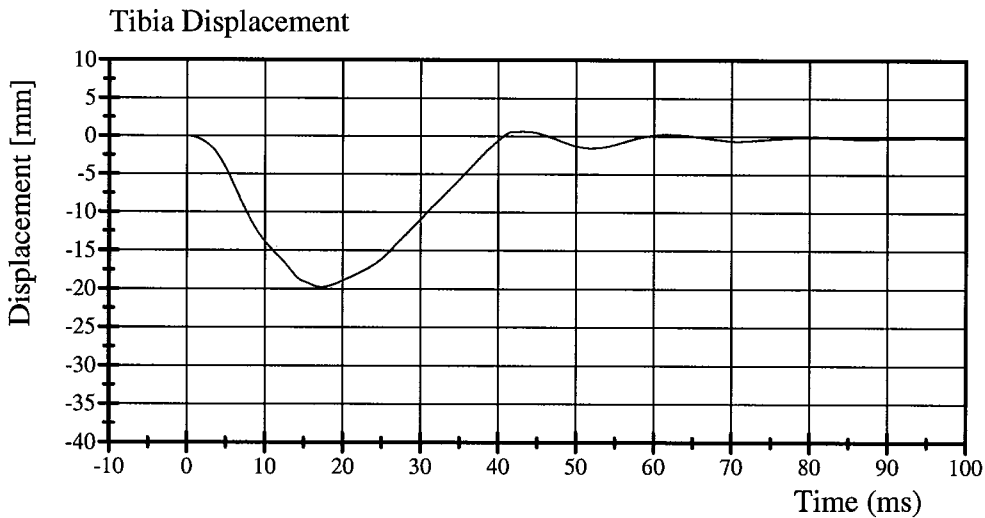
Test Date 10/07/2002



Filter Class: 600

Max: 696.1 N at 42.7 ms

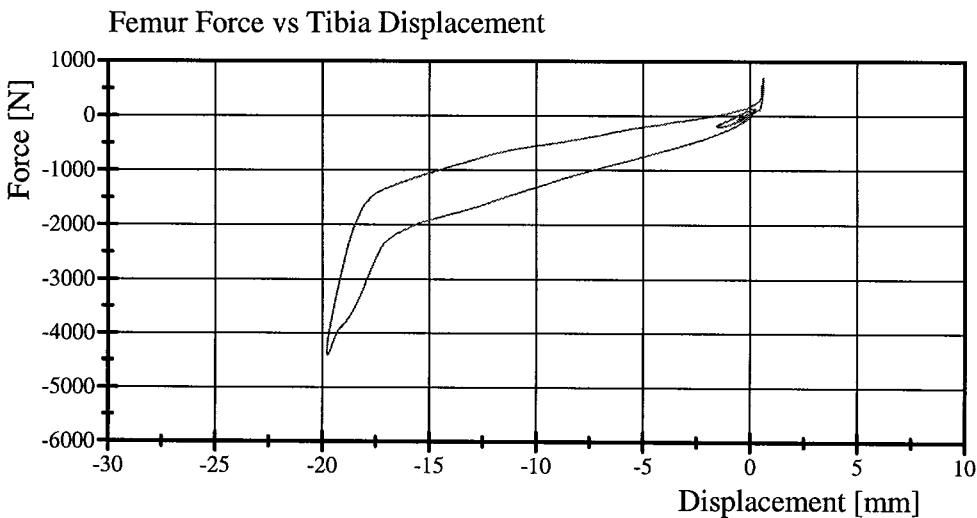
Min: -4410.2 N at 17.0 ms



Filter Class: 600

Max: 0.6 mm at 43.1 ms

Min: -19.8 mm at 17.2 ms



Transportation Research Center Inc.

572E Right Knee Slider Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

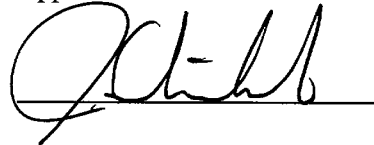
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	40 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.73 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1364 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-2445 N	Yes

Comments:

Technician



Approved

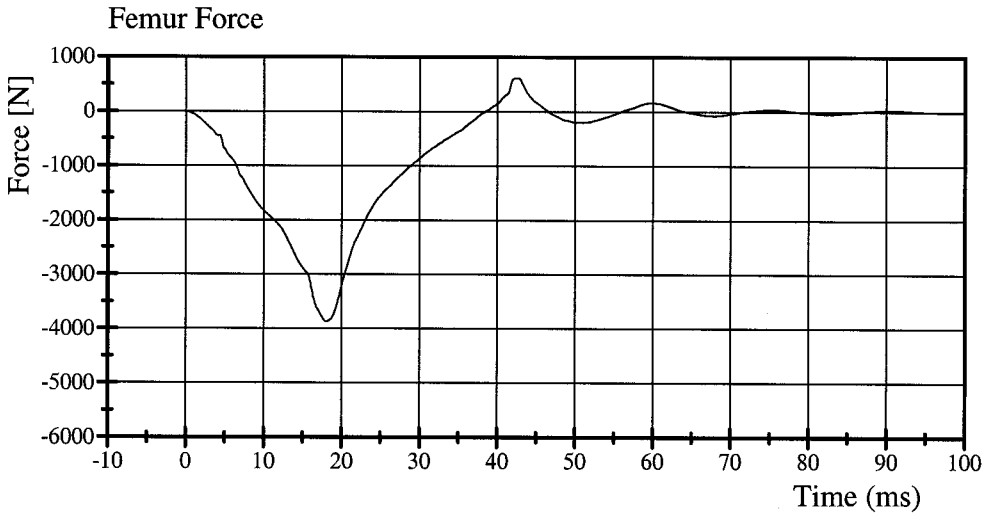


Transportation Research Center Inc.

572E Right Knee Slider Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

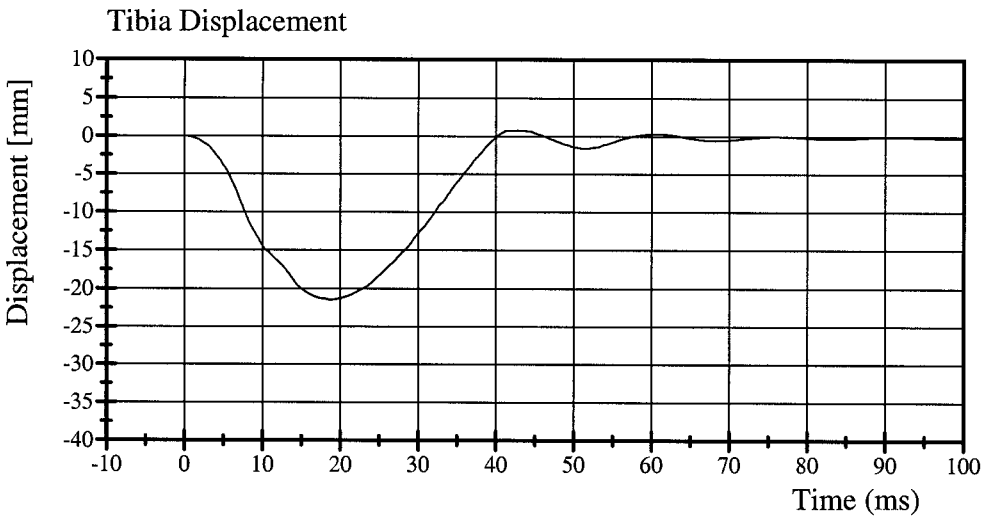
Test Date 10/07/2002



Filter Class: 600

Max: 617.4 N at 42.3 ms

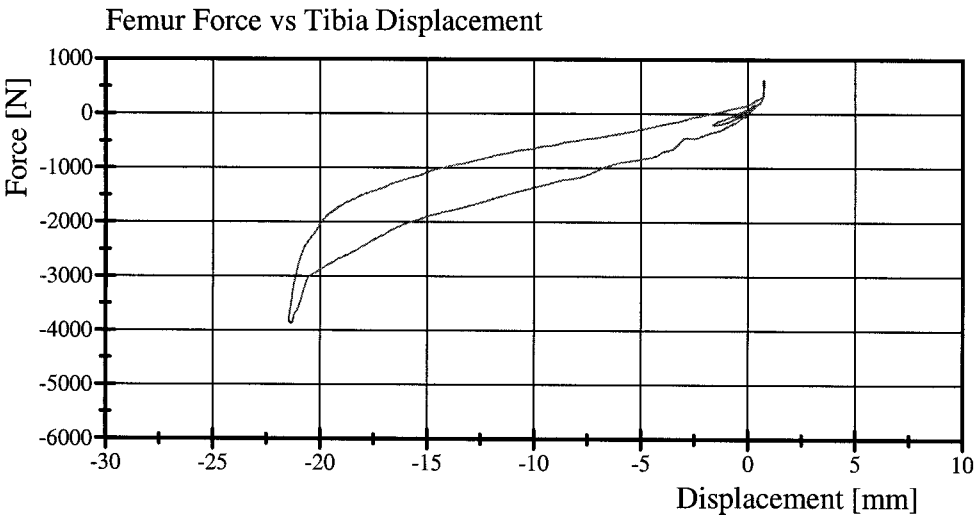
Min: -3870.3 N at 18.0 ms



Filter Class: 600

Max: 0.8 mm at 42.7 ms

Min: -21.5 mm at 18.7 ms



Transportation Research Center Inc.

572E Left Knee Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

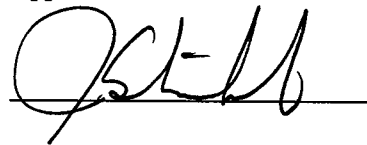
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	40 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.08 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5386 N	Yes

Comments:

Technician



Approved

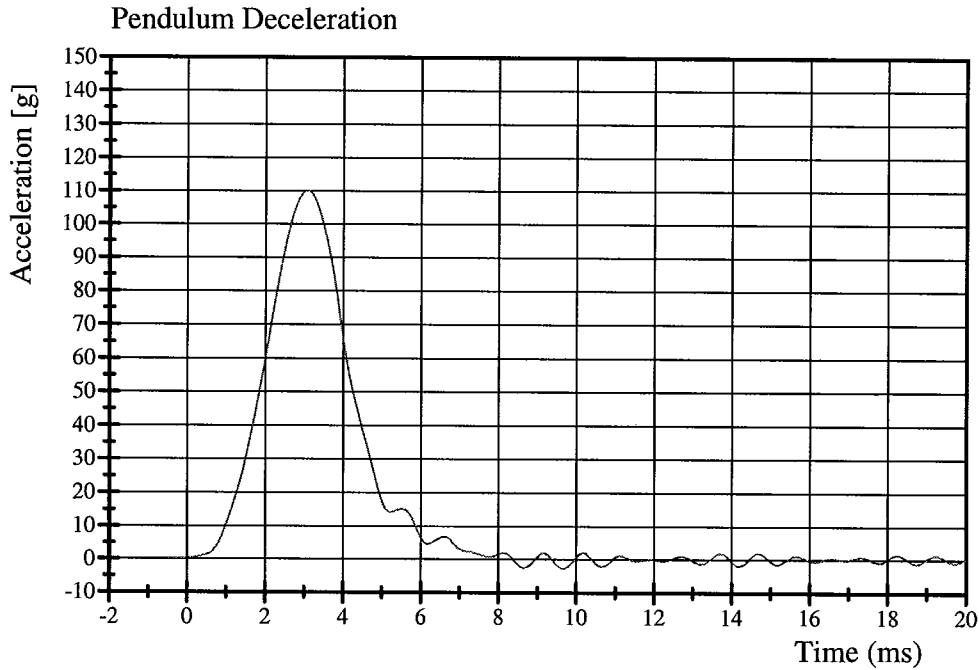


Transportation Research Center Inc.

572E Left Knee Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

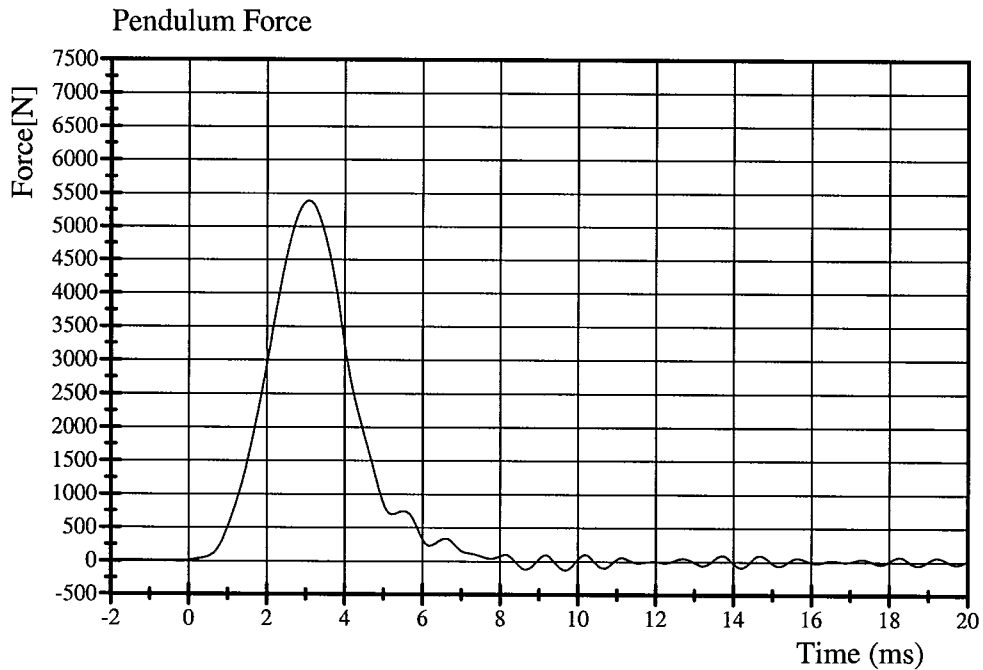
Test Date 10/07/2002



Filter Class: 600

Max: 110.1 g at 3.0 ms

Min: -2.7 g at 9.7 ms



Filter Class: 600

Max: 5386.4 N at 3.0 ms

Min: -133.9 N at 9.7 ms

Transportation Research Center Inc.

572E Right Knee Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

Test Date 10/07/2002

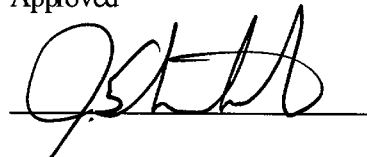
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	40 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.09 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5527 N	Yes

Comments:

Technician



Approved

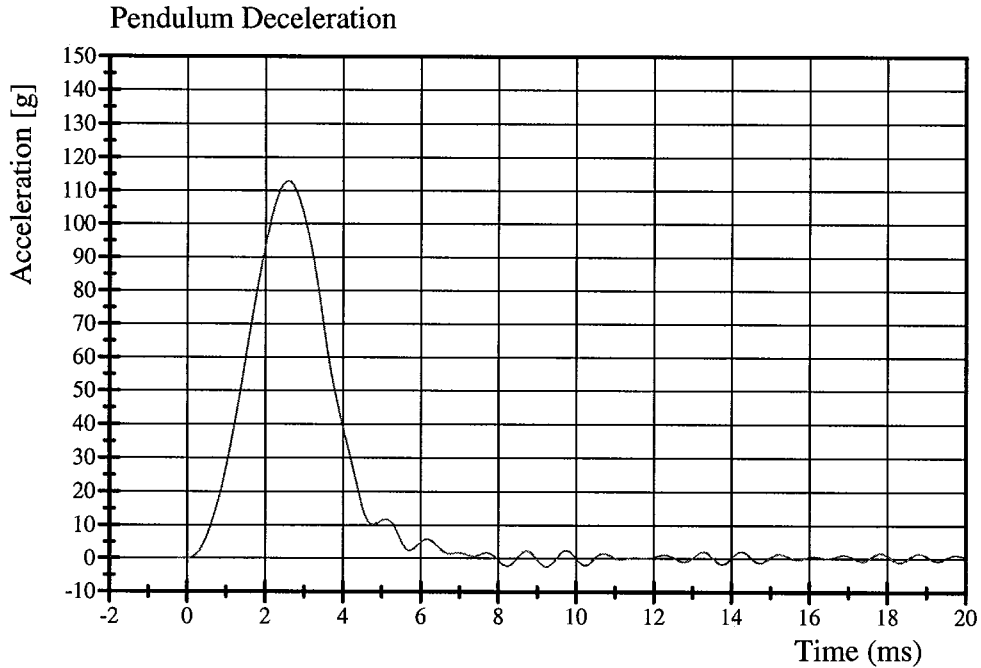


Transportation Research Center Inc.

572E Right Knee Test

HIII 50th Male Serial No. 169 Calibration No. 16 - 1

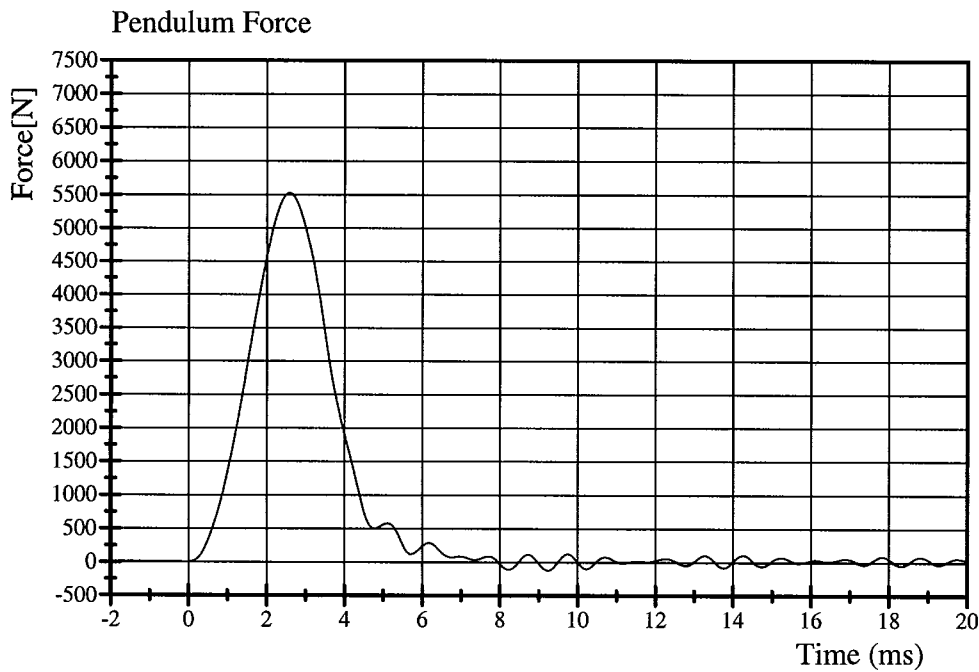
Test Date 10/07/2002



Filter Class: 600

Max: 113.0 g at 2.6 ms

Min: -2.4 g at 9.2 ms



Filter Class: 600

Max: 5527.3 N at 2.6 ms

Min: -119.8 N at 9.2 ms

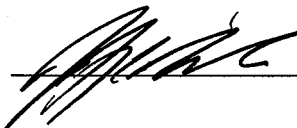
Pre-Test Dummy Configuration and Performance Verification Data

Passenger Dummy S/N: 168

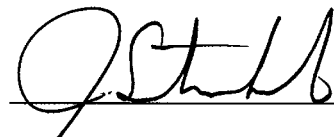
Transportation Research Center Inc.
572E HIII 50th Dummy
External Dimensions
Serial No. 168 Calibration No. 18

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	981 mm	Yes
Waist Circumference	Z	836 - 866 mm	853 mm	Yes
Chest Depth	O	213 - 229 mm	227 mm	Yes
H-Point Height	C	84 - 89 mm	86 mm	Yes
H-Point From Seatback	D	135 - 140 mm	138 mm	Yes
Skull Cap To Backline	H	41 - 46 mm	46 mm	Yes
Total Sitting Height	A	879 - 889 mm	882 mm	Yes
Thigh Clearance	F	140 - 155 mm	151 mm	Yes
Buttock Knee Length	K	579 - 605 mm	597 mm	Yes
Buttock Popliteal Length	N	452 - 478 mm	473 mm	Yes
Popliteal Height	L	429 - 455 mm	446 mm	Yes
Knee Pivot Height	M	485 - 500 mm	491 mm	Yes
Foot Length	P	252 - 267 mm	260 mm	Yes
Foot Breadth	W	91 - 107 mm	103 mm	Yes
Shoulder Pivot From Backline	E	84 - 94 mm	91 mm	Yes
Shoulder Breadth	V	422 - 437 mm	430 mm	Yes
Shoulder Pivot Height	B	506 - 521 mm	514 mm	Yes
Elbow Rest Height	J	191 - 211 mm	208 mm	Yes
Shoulder-Elbow Length	I	330 - 345 mm	340 mm	Yes
Back Of Elbow To Wrist Pivot	G	290 - 305 mm	299 mm	Yes

Technician



Approved




Transportation Research Center Inc.

572E Head Drop Test

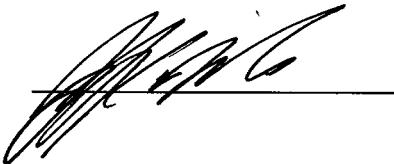
HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

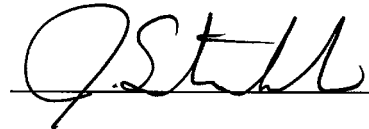
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	37 %	Yes
Peak Resultant Acceleration	225 - 275 g	266.8 g	Yes
Peak Lateral Acceleration	15 g Max	-5.2 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Comments:

Technician



Approved

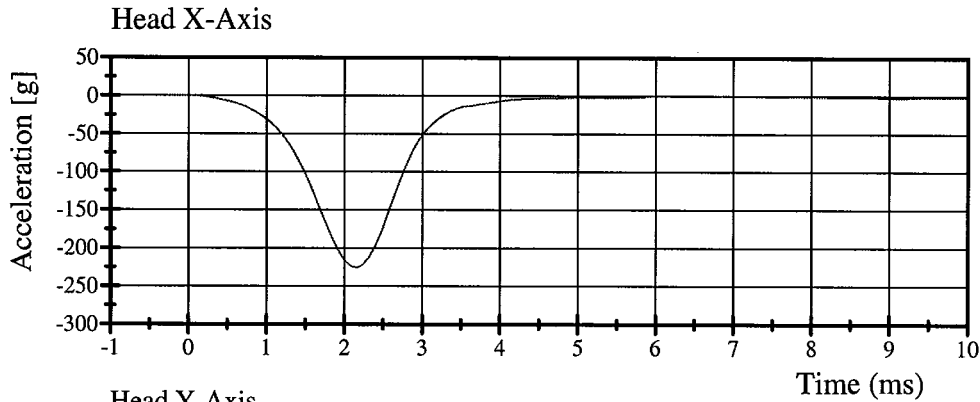


Transportation Research Center Inc.

572E Head Drop Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

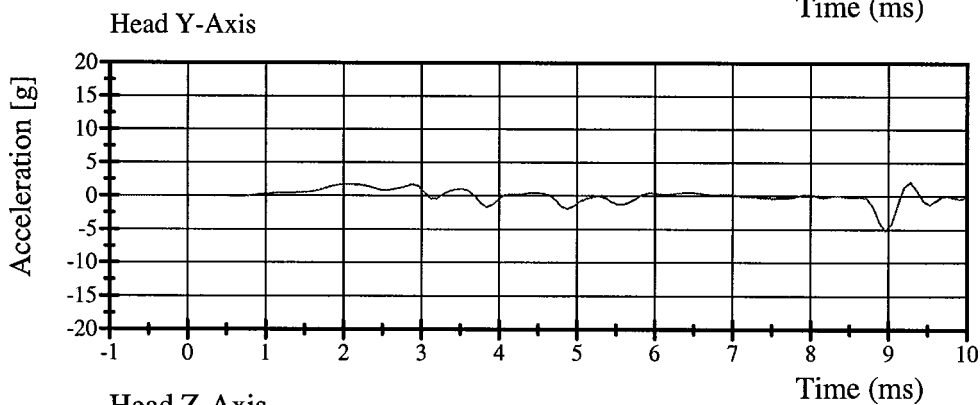
Test Date 10/07/2002



Filter Class: 1000

Max: 0.6 g at 6.4 ms

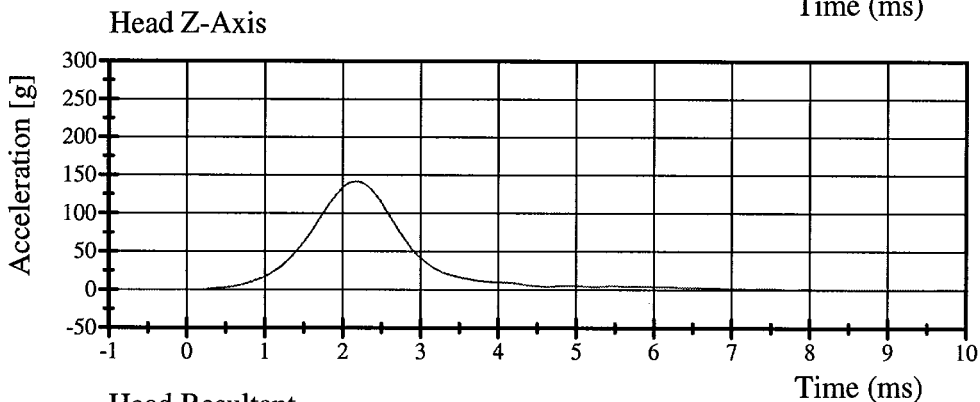
Min: -225.9 g at 2.2 ms



Filter Class: 1000

Max: 2.1 g at 9.3 ms

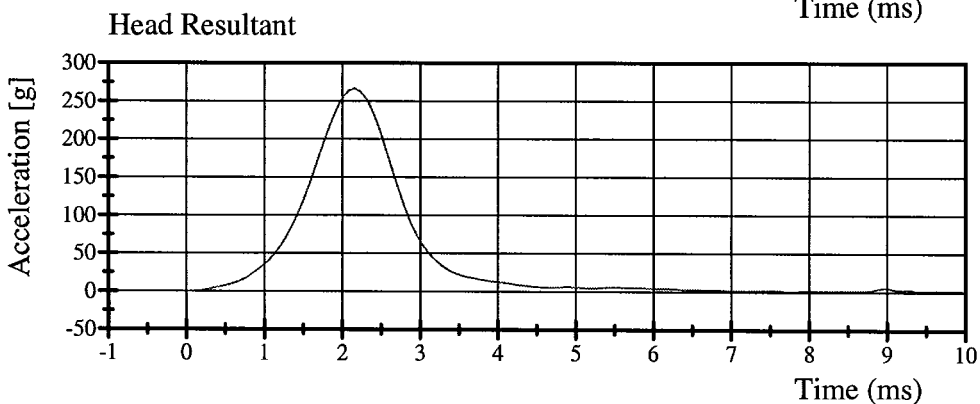
Min: -5.2 g at 9.0 ms



Filter Class: 1000

Max: 142.0 g at 2.2 ms

Min: 0.0 g at 0.0 ms



Filter Class: 1000

Max: 266.8 g at 2.2 ms

Min: 0.0 g at 0.5 ms

Transportation Research Center Inc.

572E Neck Flexion Test - 6 Channel Transducer

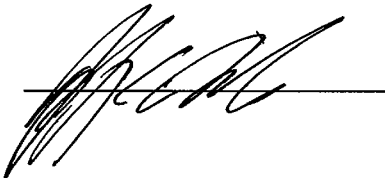
HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

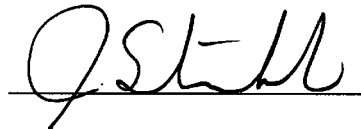
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	37 %	Yes
Impact Velocity	6.89 - 7.13 m/s	7.06 m/s	Yes
Pendulum Deceleration			
10 ms	22.50 - 27.50 g	24.04 g	Yes
20 ms	17.60 - 22.60 g	22.29 g	Yes
30 ms	12.50 - 18.50 g	17.34 g	Yes
Max Pendulum Deceleration	29.00 g	24.25 g	Yes
Max Pendulum Deceleration After 30 ms	29.00 g	17.26 g	Yes
Deceleration-Time Curve Decay Time To 5g	34 - 42 ms	39.20 ms	Yes
D Plane Rotation			
Max	64 - 78 °	71.25 °	Yes
Time	57 - 64 ms	57.04 ms	Yes
Moment About Occipital Condyle			
Max	88.2 - 108.4 N·m	102.33 N·m	Yes
Time	47 - 58 ms	52.00 ms	Yes
Rotation Angle-Time Curve Decay Time To Zero	113 - 128 ms	114.24 ms	Yes
Positive Moment-Time Curve Decay Time To Zero	97 - 107 ms	99.36 ms	Yes

Comments:

Technician



Approved



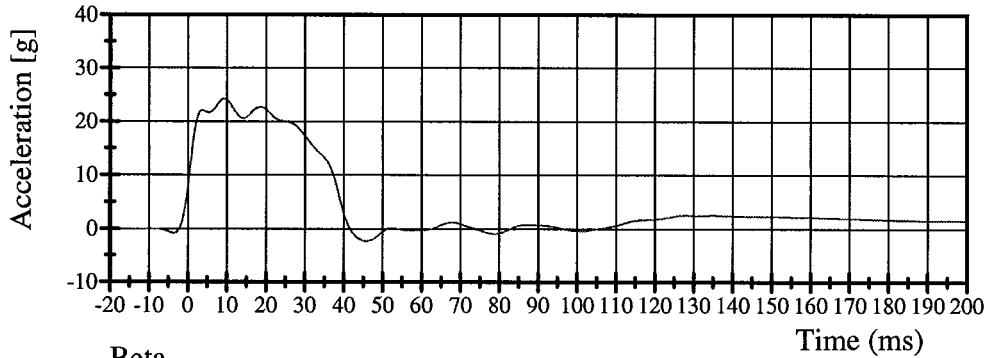
Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Pendulum Deceleration

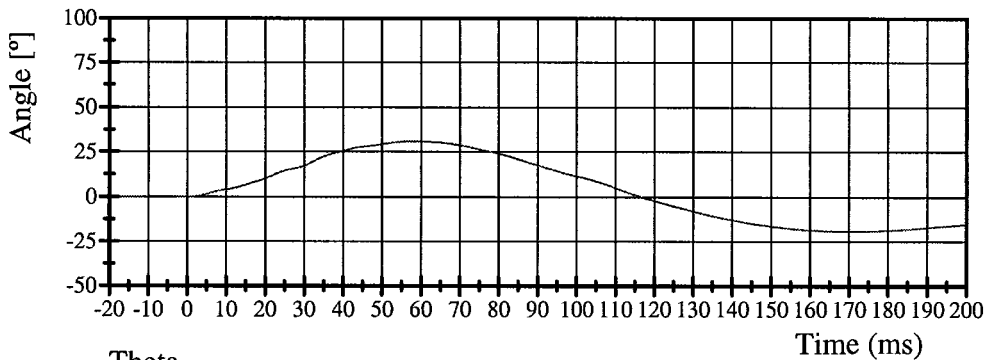


Filter Class: 60

Max: 24.2 g at 9.3 ms

Min: -2.3 g at 45.8 ms

Beta

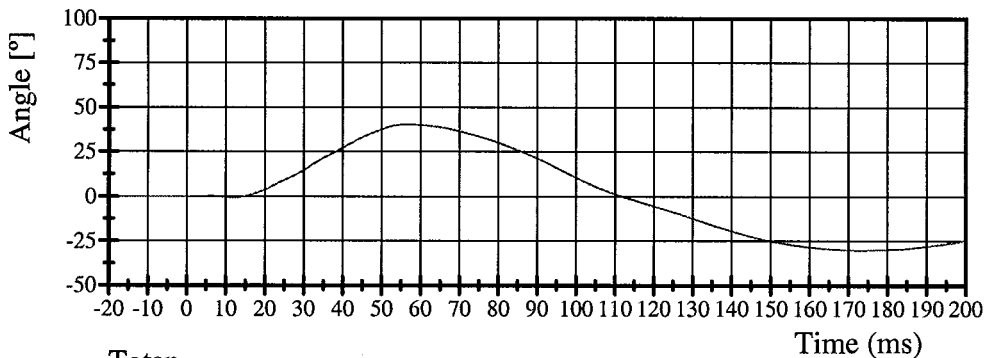


Filter Class: 60

Max: 30.9° at 58.4 ms

Min: -19.2° at 170.2 ms

Theta

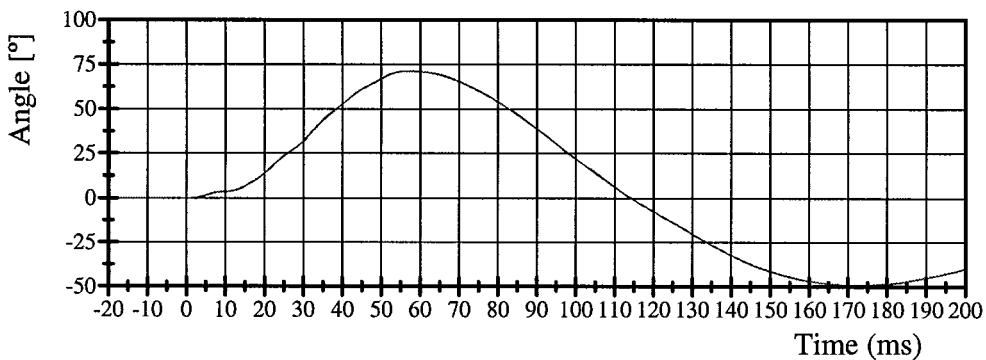


Filter Class: 60

Max: 40.4° at 56.6 ms

Min: -30.1° at 173.1 ms

Totan



Filter Class: 60

Max: 71.2° at 57.0 ms

Min: -49.3° at 172.0 ms

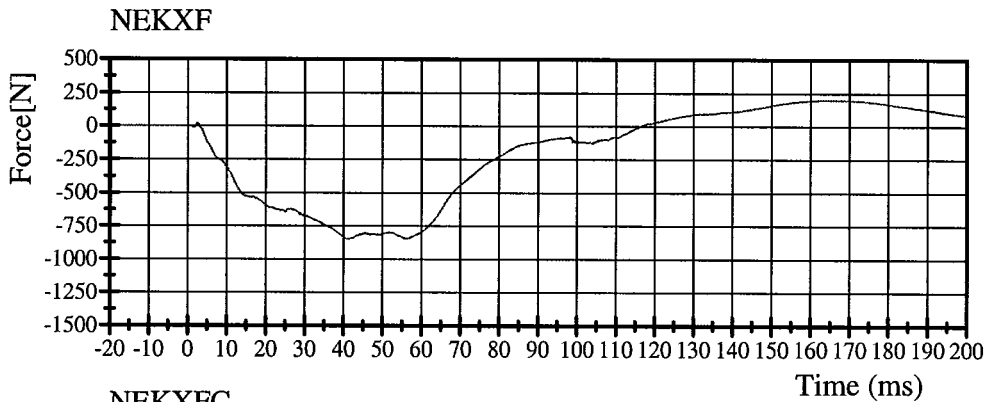


Transportation Research Center Inc.

572E Neck Flexion Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

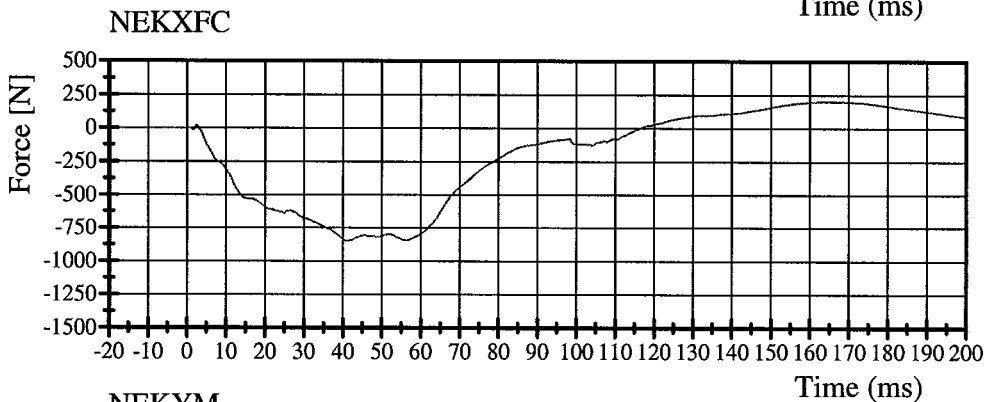
Test Date 10/07/2002



Filter Class: 1000

Max: 200.6 N at 166.4 ms

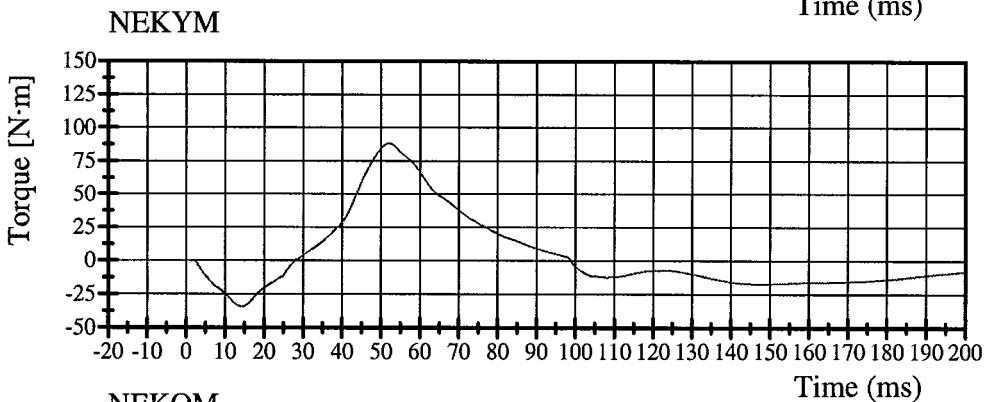
Min: -850.0 N at 41.0 ms



Filter Class: 600

Max: 200.0 N at 166.3 ms

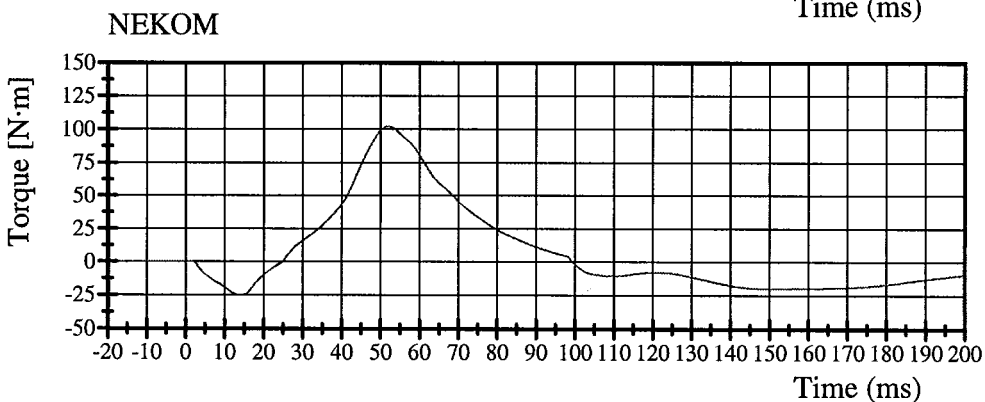
Min: -849.4 N at 41.1 ms



Filter Class: 600

Max: 88.2 N·m at 52.0 ms

Min: -34.5 N·m at 14.2 ms



Filter Class: 600

Max: 102.3 N·m at 52.0 ms

Min: -25.4 N·m at 14.0 ms



Transportation Research Center Inc.

572E Neck Extension Test - 6 Channel Transducer


HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

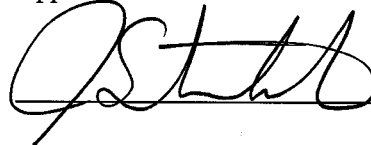
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	37 %	Yes
Impact Velocity	5.95 - 6.19 m/s	6.11 m/s	Yes
Pendulum Deceleration			
10 ms	17.20 - 21.20 g	19.09 g	Yes
20 ms	14.00 - 19.00 g	18.72 g	Yes
30 ms	11.00 - 16.00 g	15.10 g	Yes
Max Pendulum Deceleration	22.00 g	19.32 g	Yes
Max Pendulum Deceleration After 30 ms	22.00 g	15.06 g	Yes
Deceleration-Time Curve			
Decay Time To 5g	38 - 46 ms	41.04 ms	Yes
D Plane Rotation			
Max	81 - 106 °	95.79 °	Yes
Time	72 - 82 ms	74.64 ms	Yes
Moment About Occipital Condyle			
Min	-80.0 - (-52.9) N·m	-70.39 N·m	Yes
Time	65 - 79 ms	70.64 ms	Yes
Rotation Angle-Time Curve			
Decay Time To Zero	147 - 174 ms	151.44 ms	Yes
Positive Moment-Time Curve			
Decay Time To Zero	120 - 148 ms	141.12 ms	Yes

Comments:

Technician



Approved



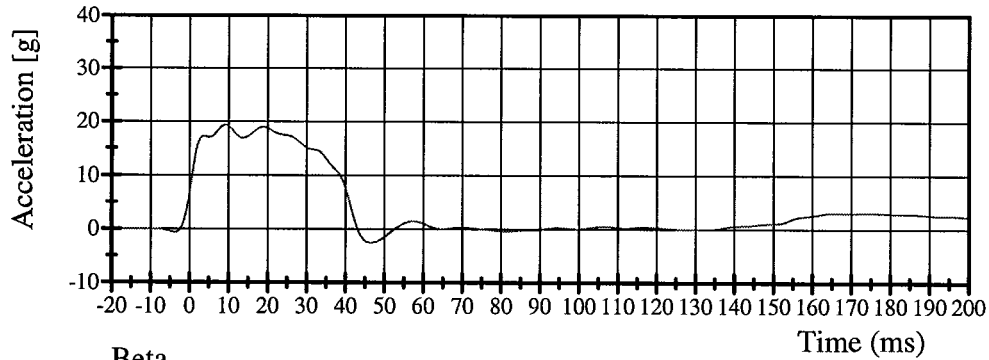
Transportation Research Center Inc.

572E Neck Extension Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Pendulum Deceleration

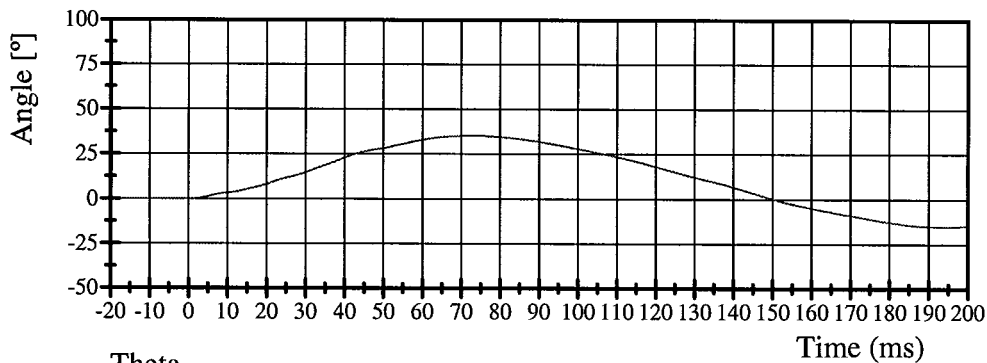


Filter Class: 60

Max: 19.3 g at 9.2 ms

Min: -2.6 g at 46.6 ms

Beta

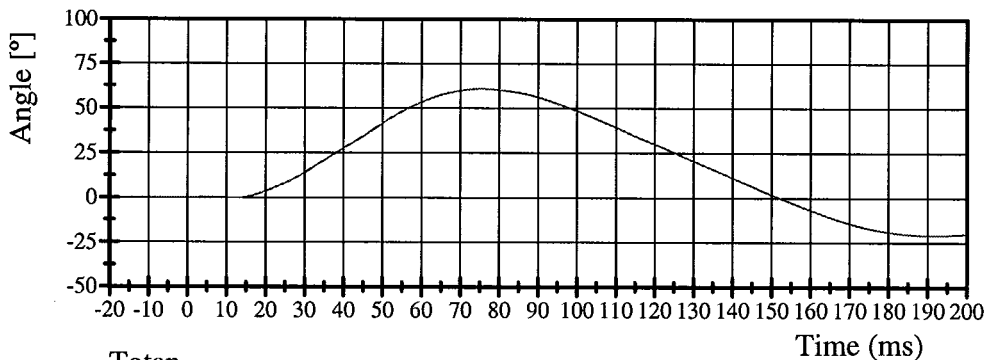


Filter Class: 60

Max: 35.1 ° at 73.4 ms

Min: -15.1 ° at 194.2 ms

Theta

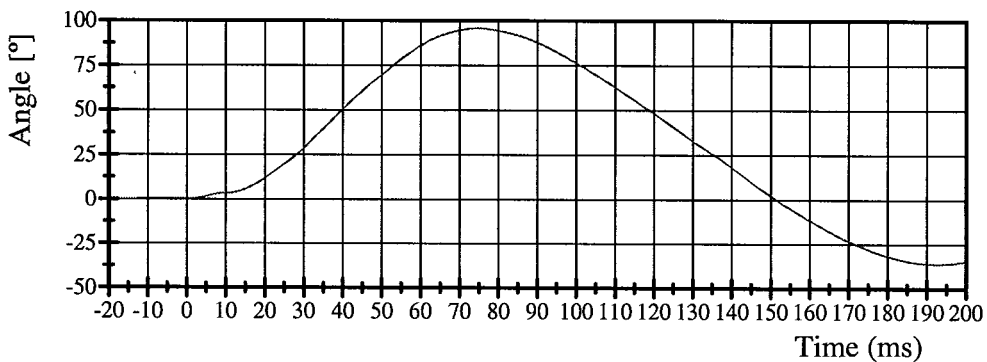


Filter Class: 60

Max: 60.7 ° at 75.3 ms

Min: -20.8 ° at 191.0 ms

Totan



Filter Class: 60

Max: 95.8 ° at 74.6 ms

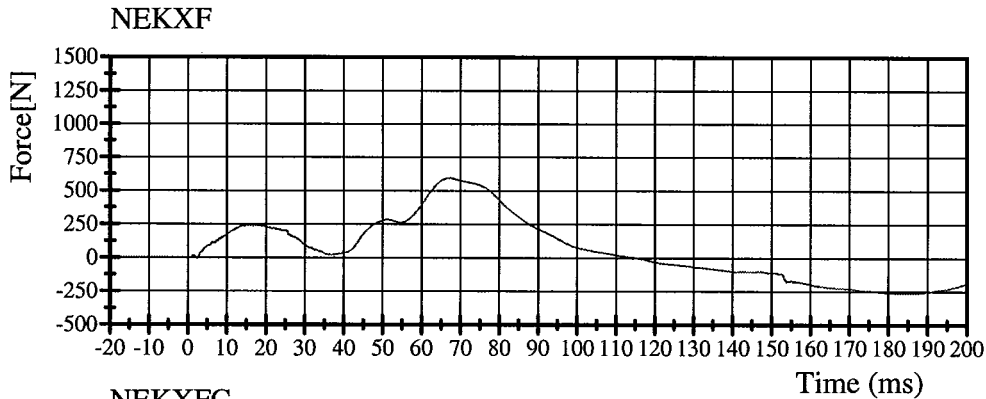
Min: -35.9 ° at 192.7 ms

Transportation Research Center Inc.

572E Neck Extension Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

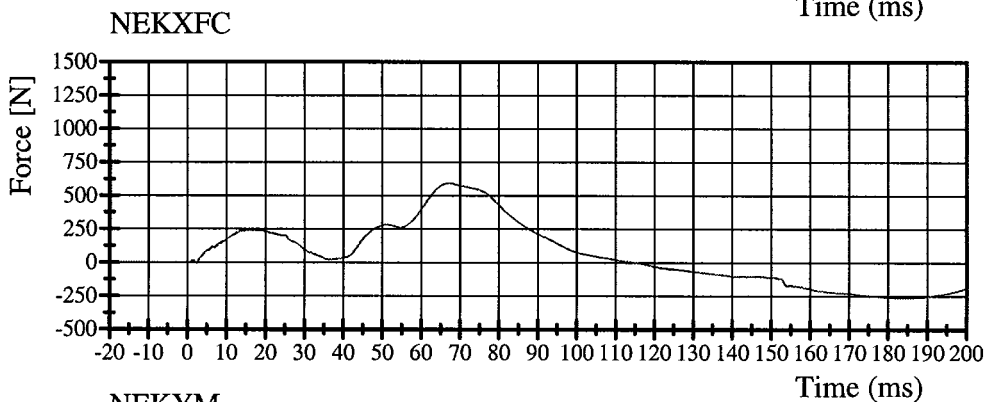
Test Date 10/07/2002



Filter Class: 1000

Max: 594.6 N at 67.1 ms

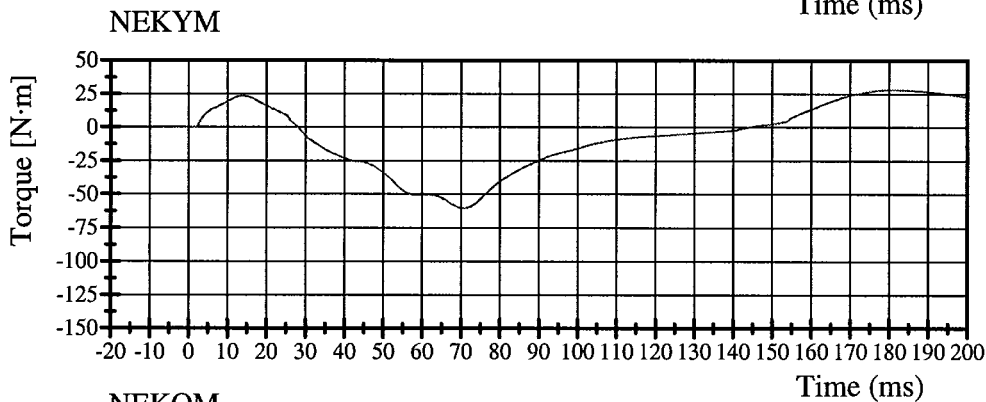
Min: -263.5 N at 183.6 ms



Filter Class: 600

Max: 593.8 N at 67.1 ms

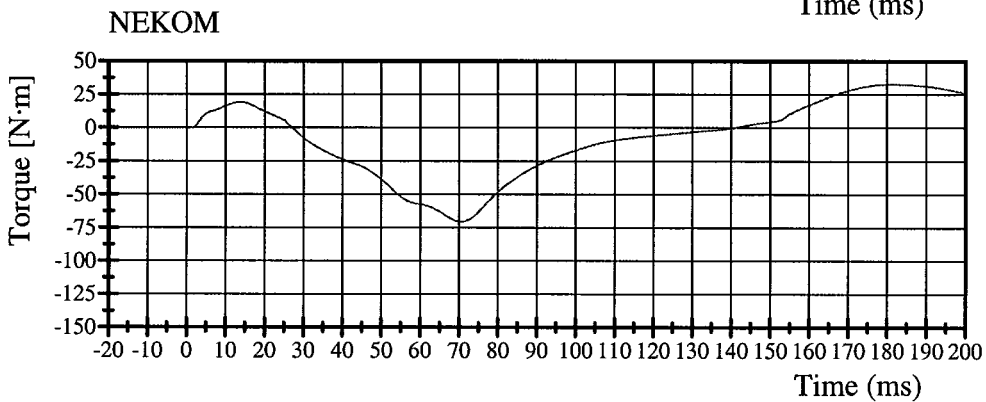
Min: -263.1 N at 184.4 ms



Filter Class: 600

Max: 28.3 N·m at 180.7 ms

Min: -60.3 N·m at 70.7 ms



Filter Class: 600

Max: 32.8 N·m at 180.7 ms

Min: -70.4 N·m at 70.6 ms



Transportation Research Center Inc.

572E Thorax Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	38 %	Yes
Pendulum Velocity	6.59 - 6.83 m/s	6.60 m/s	Yes
Maximum Chest Deflection	-72.6 - (-63.5) mm	-66.9 mm	Yes
Maximum Resistive Force	5159 - 5894 N	5782 N	Yes
Internal Hysteresis	69 - 85 %	71 %	Yes

Comments:

Technician



Approved



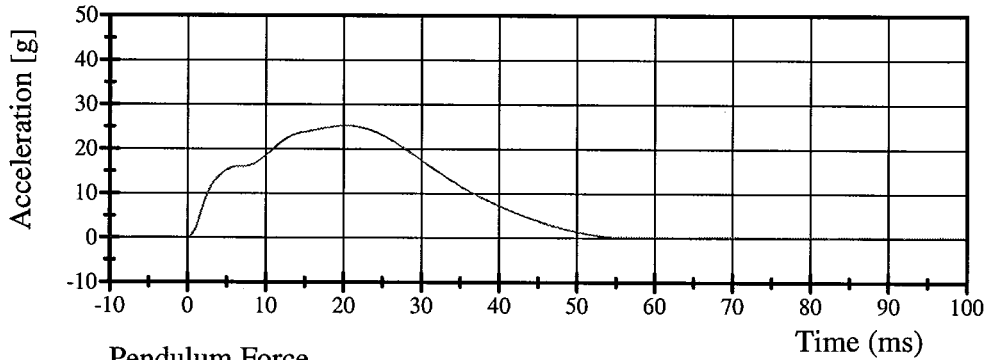
Transportation Research Center Inc.

572E Thorax Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Pendulum Deceleration

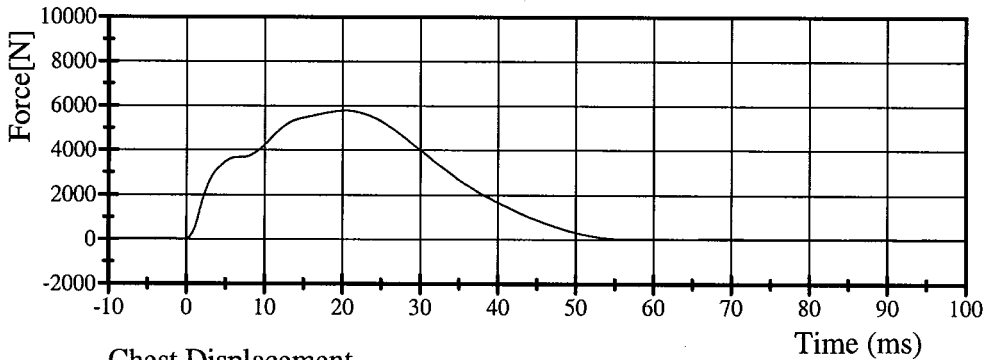


Filter Class: 180

Max: 25.2 g at 20.3 ms

Min: -0.2 g at 356.6 ms

Pendulum Force

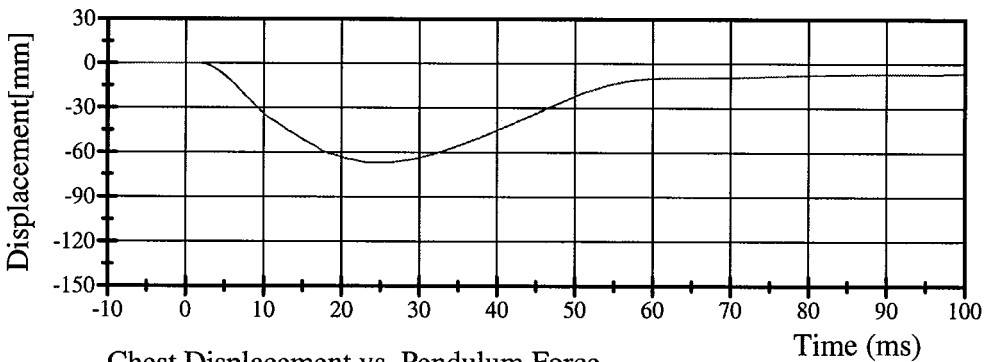


Filter Class: 180

Max: 5781.8 N at 20.3 ms

Min: -35.0 N at 356.6 ms

Chest Displacement

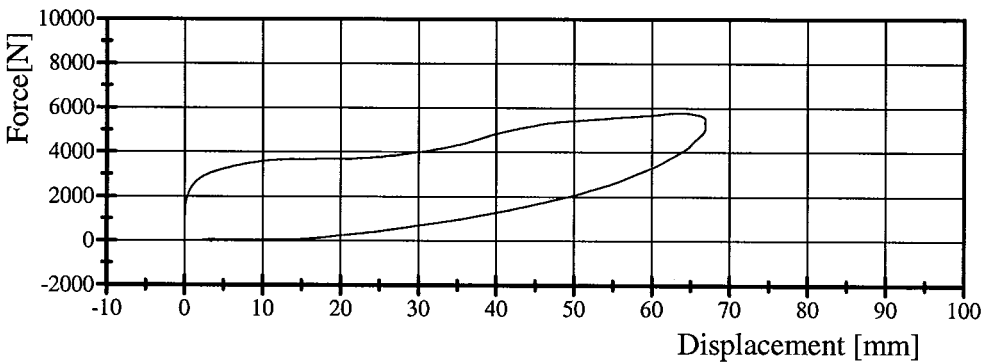


Filter Class: 180

Max: 0.0 mm at 1.0 ms

Min: -66.9 mm at 25.8 ms

Chest Displacement vs. Pendulum Force



Transportation Research Center Inc

Hybrid III Hip Range of Motion

Serial Number: 168C18

Date: 10/07/2002

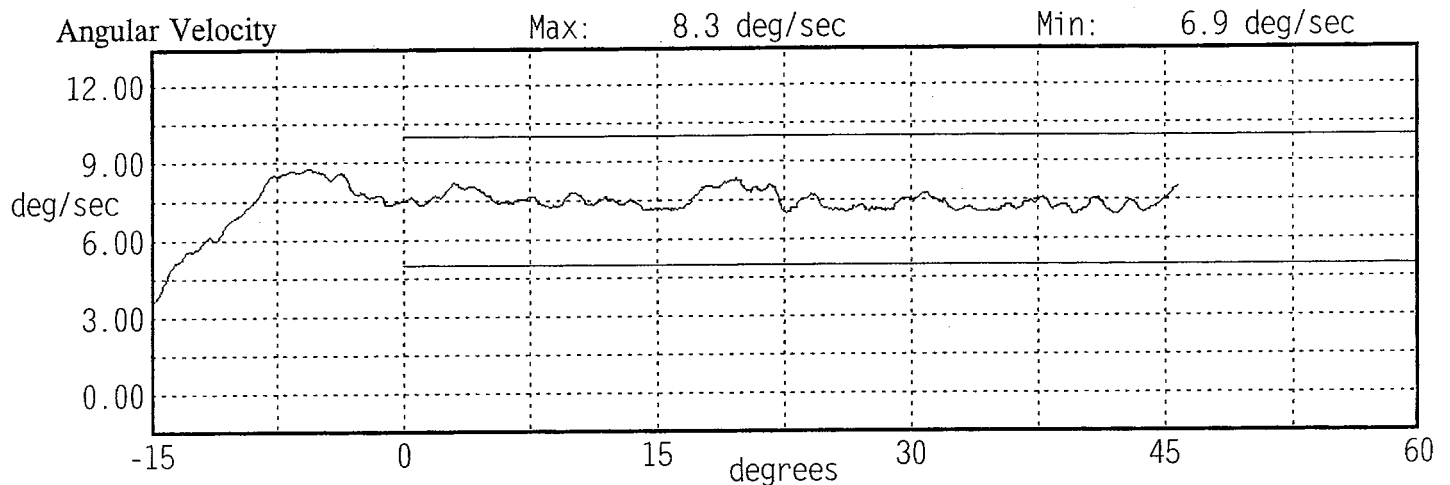
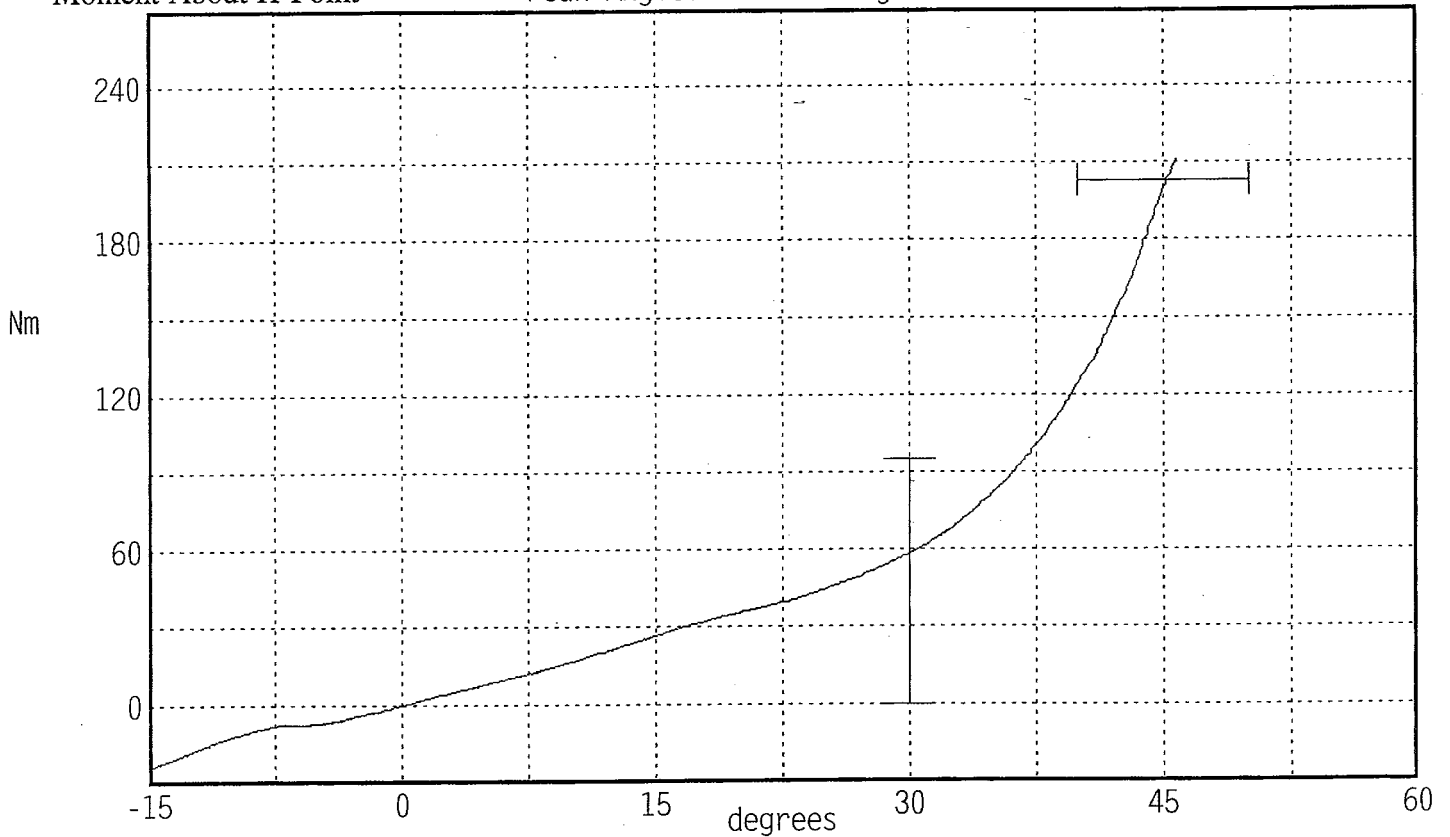
Test Number: 168L

Time: 16:00

Comments:

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	21.7 °C	Pass
Humidity	10 - 70	37 %	Pass
Moment at 30 deg	<= 94.9	58.8 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	45.3 deg	Pass
Average Velocity	5.0 - 10.0	7.4 deg/sec	Pass

Moment About H-Point
Peak Moment: 211.2 Nm at 45.8 deg
Peak Angle: 45.8 deg at 211.2 Nm



Transportation Research Center Inc

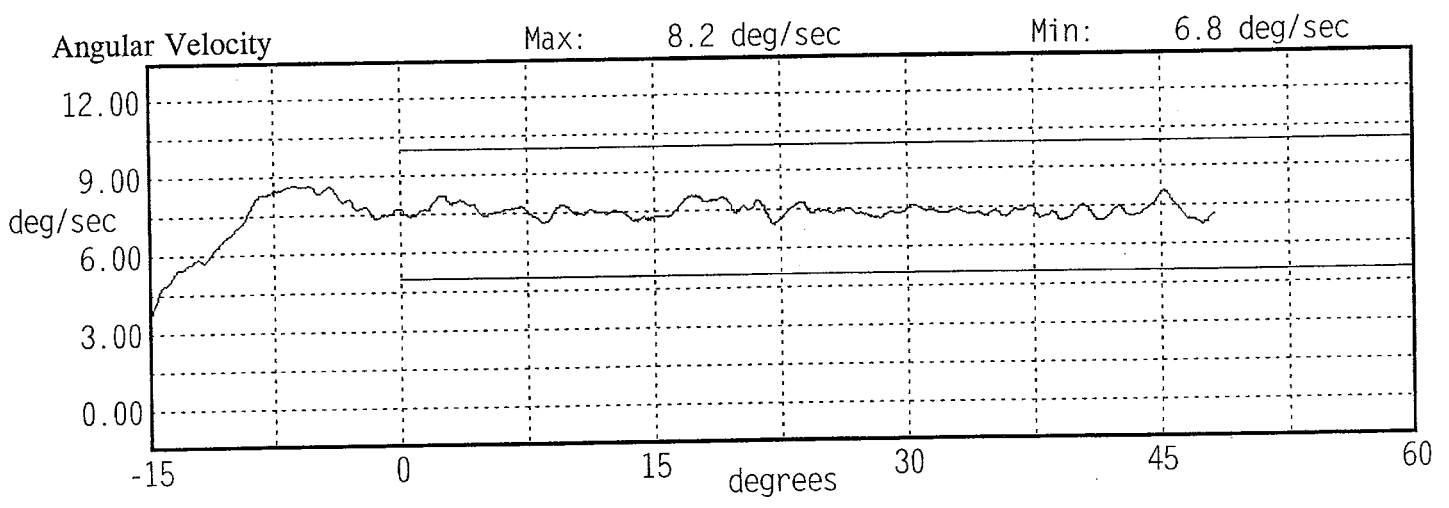
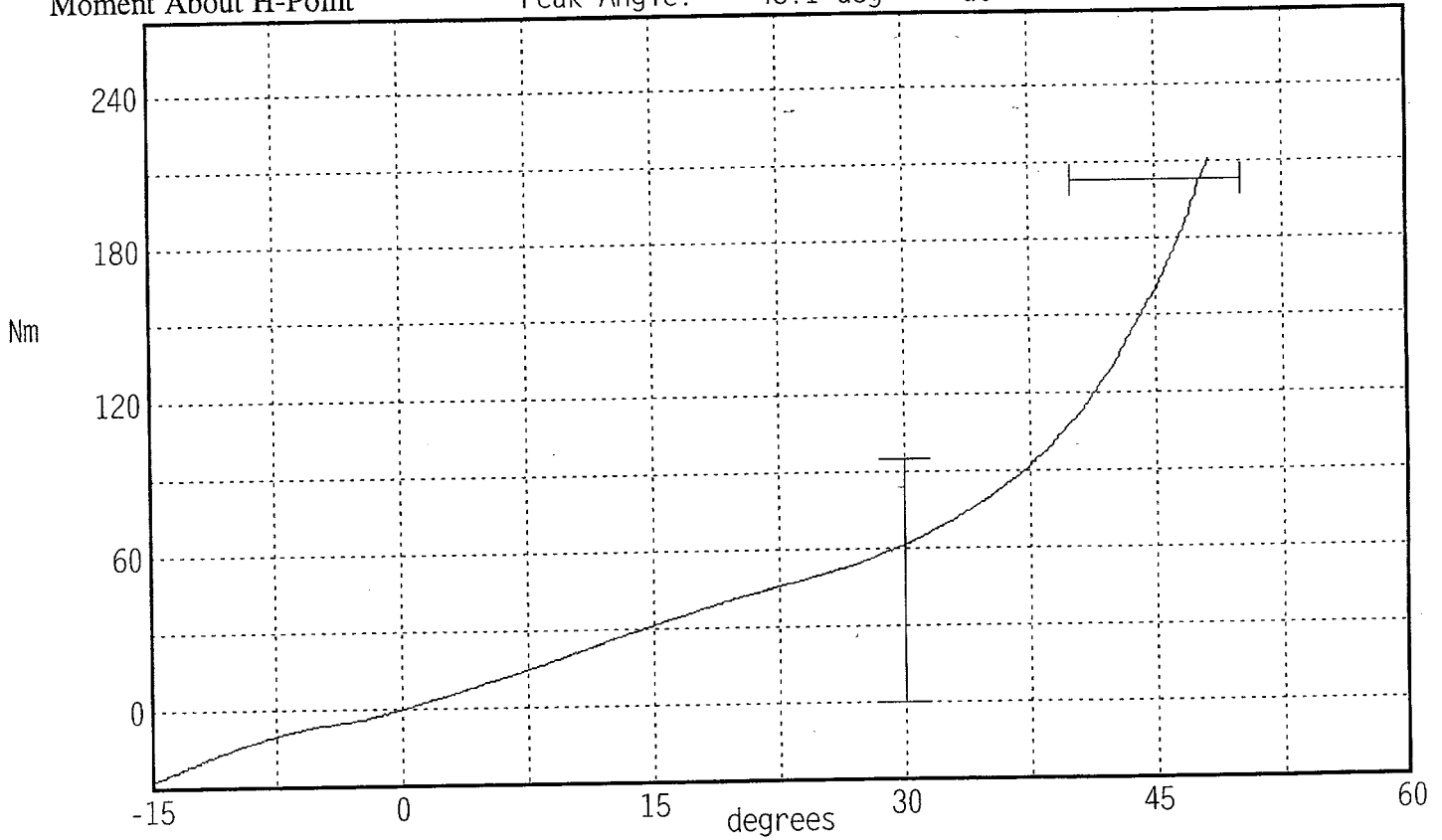
Hybrid III Hip Range of Motion

Serial Number: 168C18
Test Number: 168R
Comments:

Date: 10/07/2002
Time: 16:07

TEST PARAMETER	SPECIFICATION	TEST RESULTS	
Temperature	18.9 - 25.6	21.7 °C	Pass
Humidity	10 - 70	37 %	Pass
Moment at 30 deg	<= 94.9	61.8 Nm	Pass
Angle at 203 Nm	40.0 - 50.0	47.8 deg	Pass
Average Velocity	5.0 - 10.0	7.4 deg/sec	Pass

Moment About H-Point
Peak Moment: 210.9 Nm at 48.1 deg
Peak Angle: 48.1 deg at 210.9 Nm



Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.1 °C	Yes
Relative Humidity	10 - 70 %	38 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.72 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1664 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-3036 N	Yes

Comments:

Technician



Approved

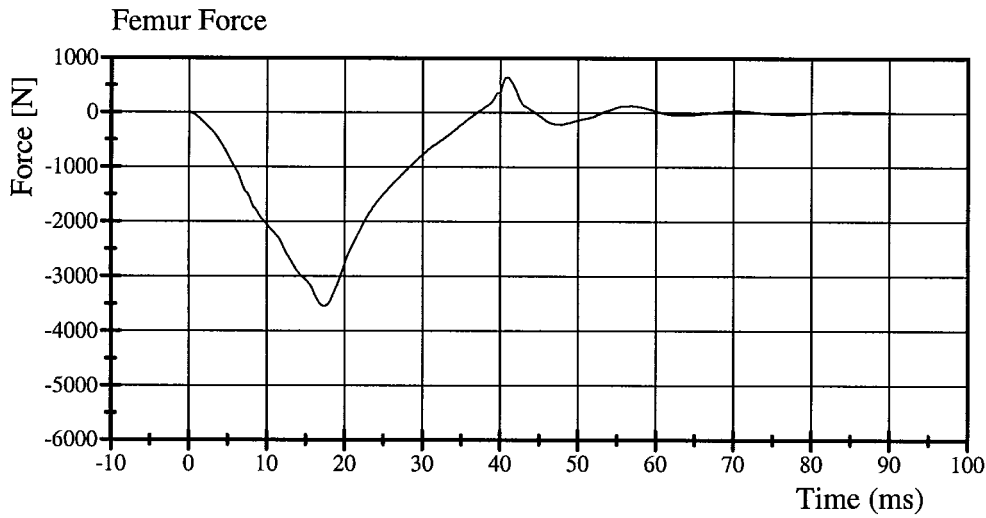


Transportation Research Center Inc.

572E Left Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

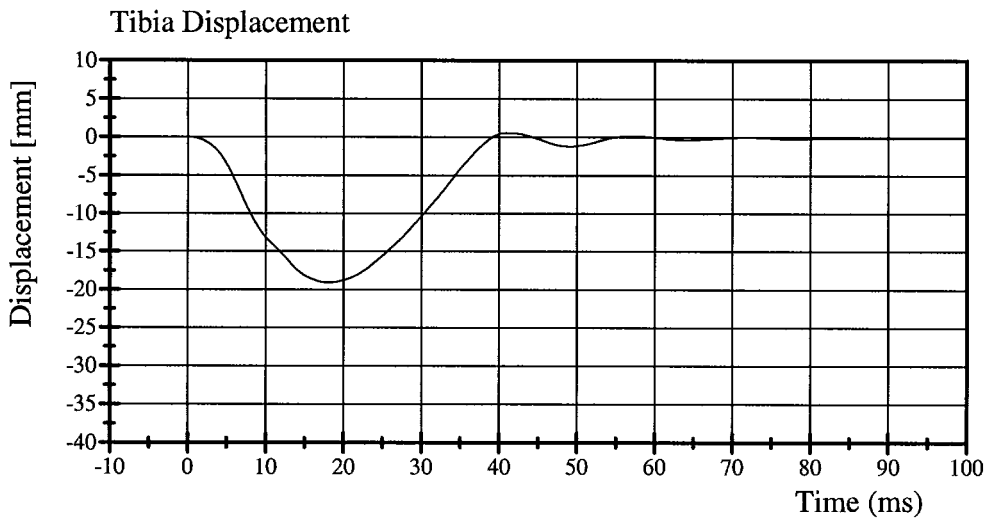
Test Date 10/07/2002



Filter Class: 600

Max: 643.0 N at 40.9 ms

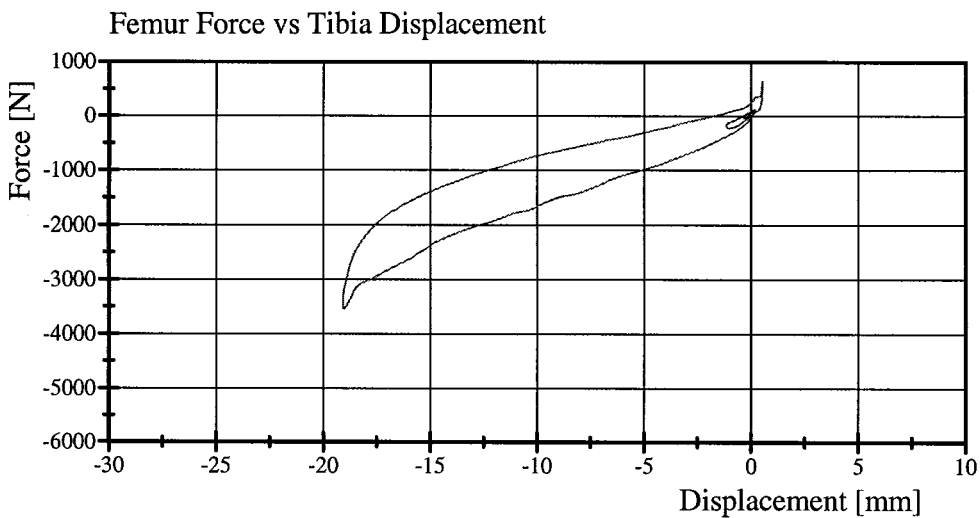
Min: -3539.4 N at 17.4 ms



Filter Class: 600

Max: 0.5 mm at 41.4 ms

Min: -19.1 mm at 18.2 ms



Transportation Research Center Inc.

572E Right Knee Slider Test

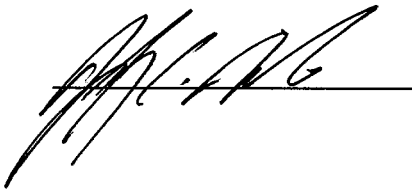
HHH 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	37 %	Yes
Pendulum Velocity	2.70 - 2.80 m/s	2.71 m/s	Yes
Force At 10 mm Displacement	-1259 - (-1721) N	-1336 N	Yes
Force At 18 mm Displacement	-2268 - (-3096) N	-2305 N	Yes

Comments:

Technician



Approved

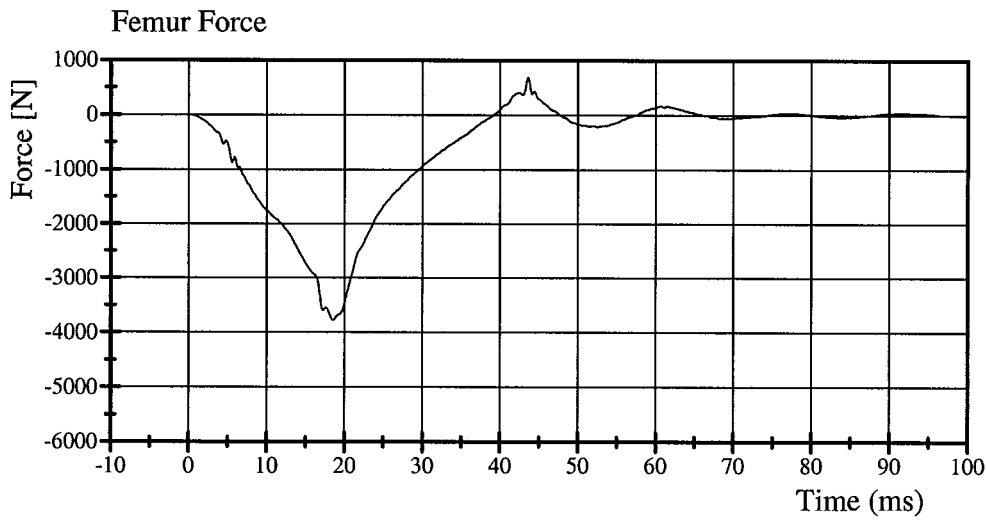


Transportation Research Center Inc.

572E Right Knee Slider Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

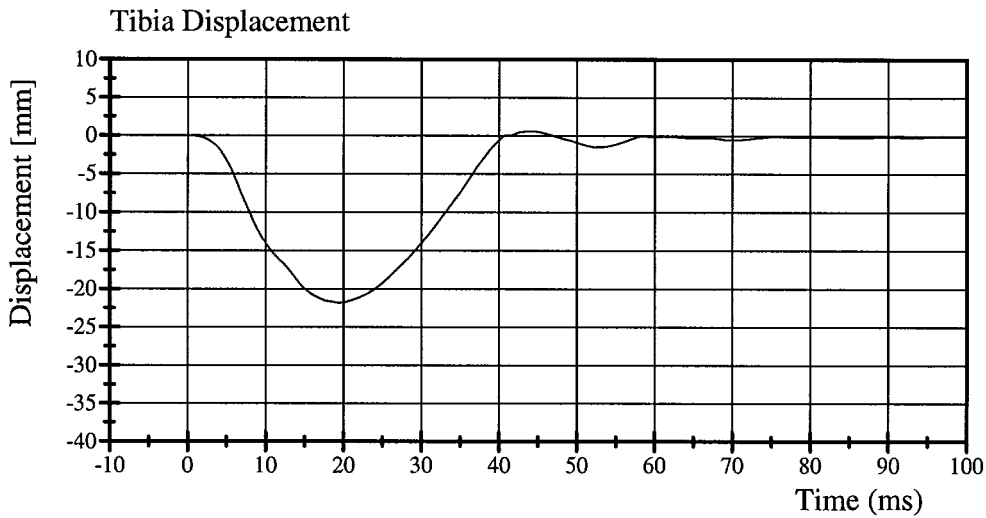
Test Date 10/07/2002



Filter Class: 600

Max: 694.6 N at 43.6 ms

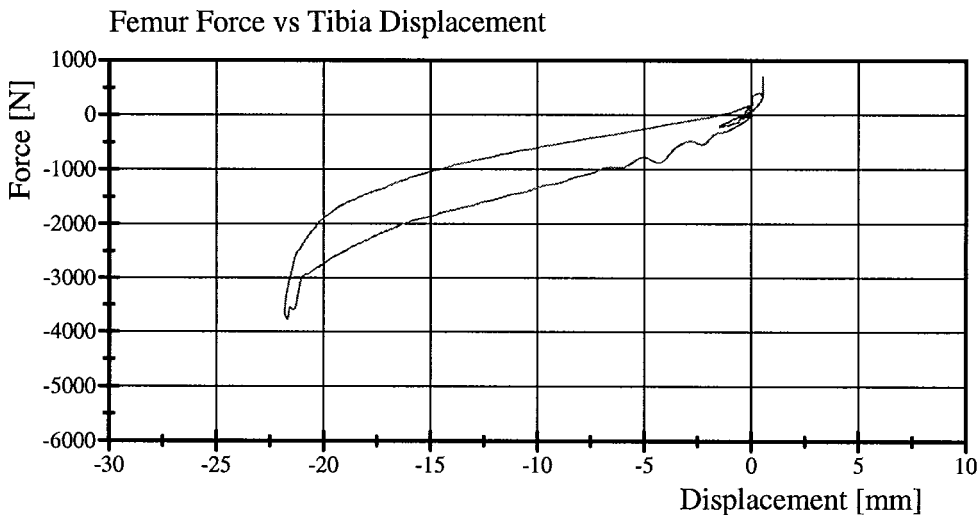
Min: -3772.7 N at 18.6 ms



Filter Class: 600

Max: 0.6 mm at 44.2 ms

Min: -21.8 mm at 19.4 ms



Transportation Research Center Inc.

572E Left Knee Test

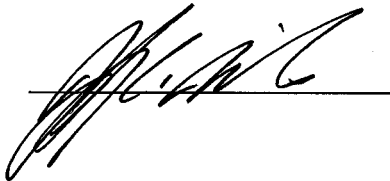
HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

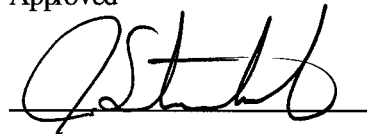
Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	38 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.10 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5181 N	Yes

Comments:

Technician



Approved



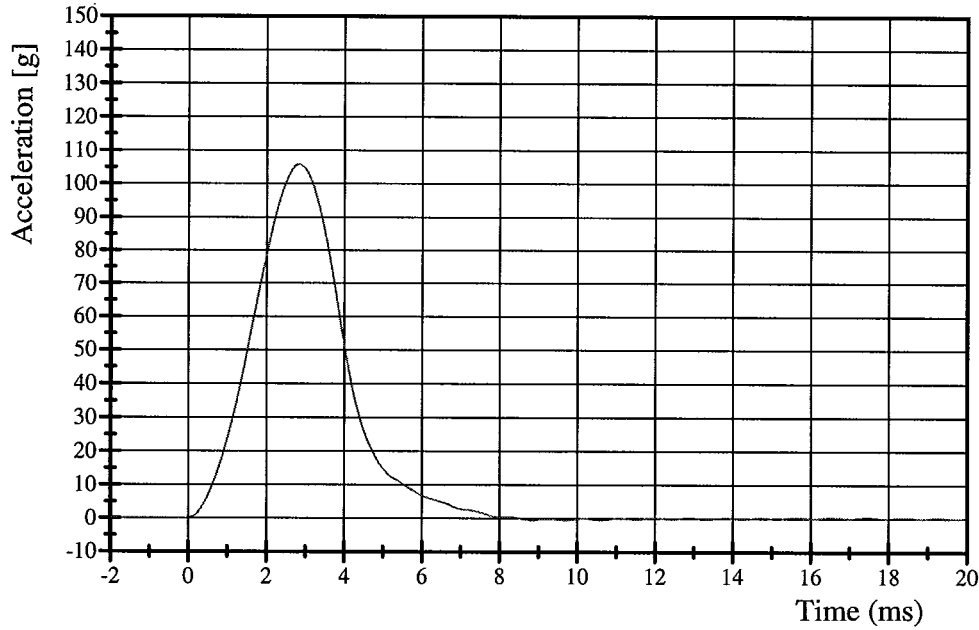
Transportation Research Center Inc.

572E Left Knee Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Pendulum Deceleration

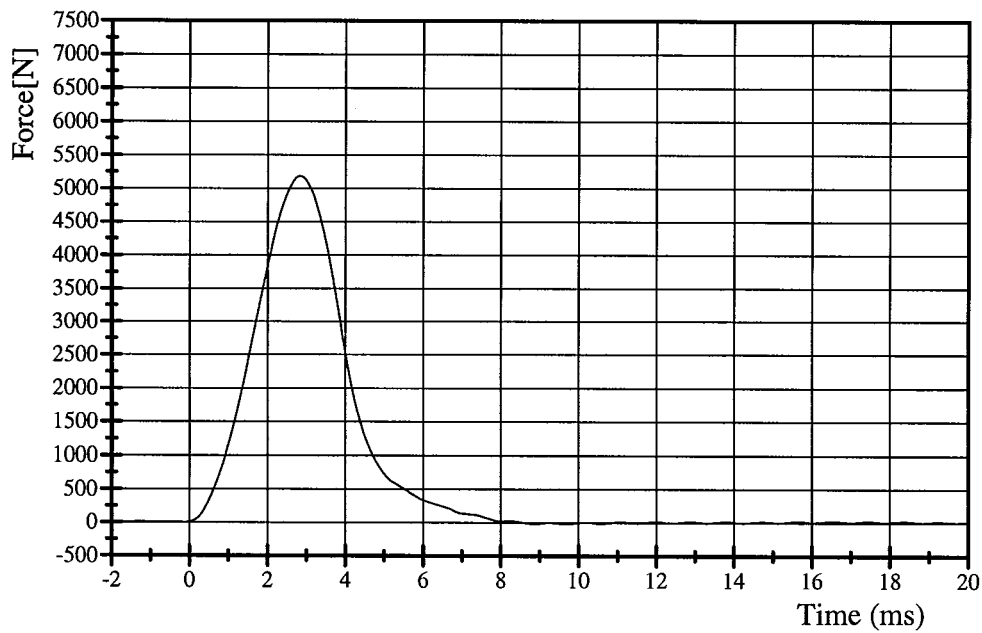


Filter Class: 600

Max: 105.9 g at 2.8 ms

Min: -0.5 g at 8.9 ms

Pendulum Force



Filter Class: 600

Max: 5180.8 N at 2.8 ms

Min: -23.8 N at 8.9 ms

Transportation Research Center Inc.

572E Right Knee Test

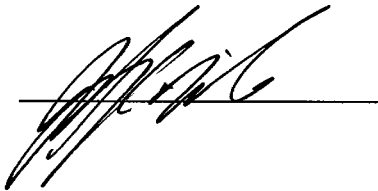
HIII 50th Male Serial No. 168 Calibration No. 18 - 1

Test Date 10/07/2002

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	37 %	Yes
Pendulum Velocity	2.08 - 2.13 m/s	2.13 m/s	Yes
Maximum Pendulum Force	4716 - 5782 N	5181 N	Yes

Comments:

Technician



Approved

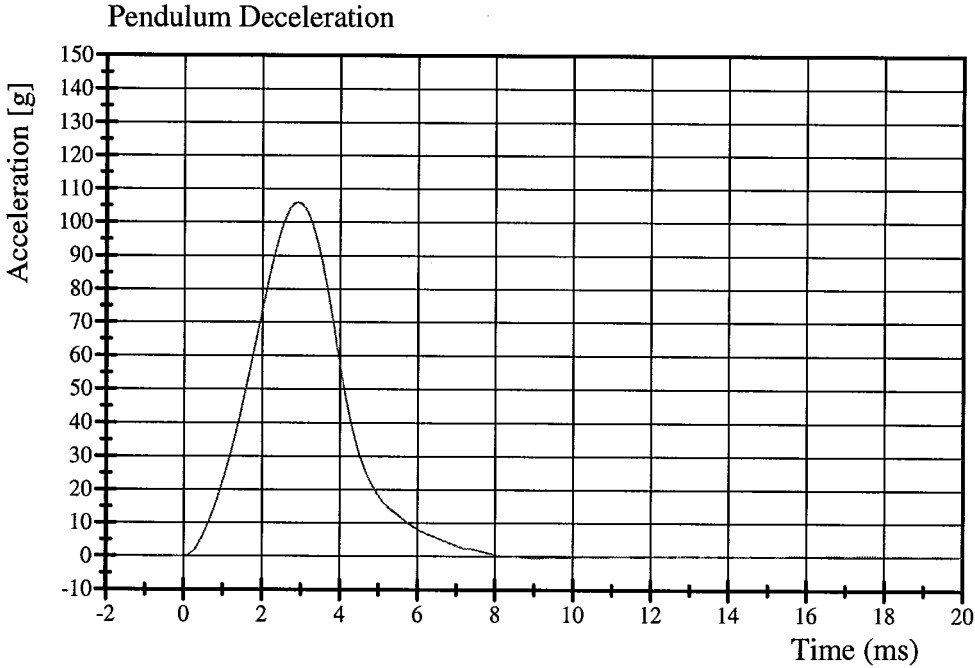


Transportation Research Center Inc.

572E Right Knee Test

HIII 50th Male Serial No. 168 Calibration No. 18 - 1

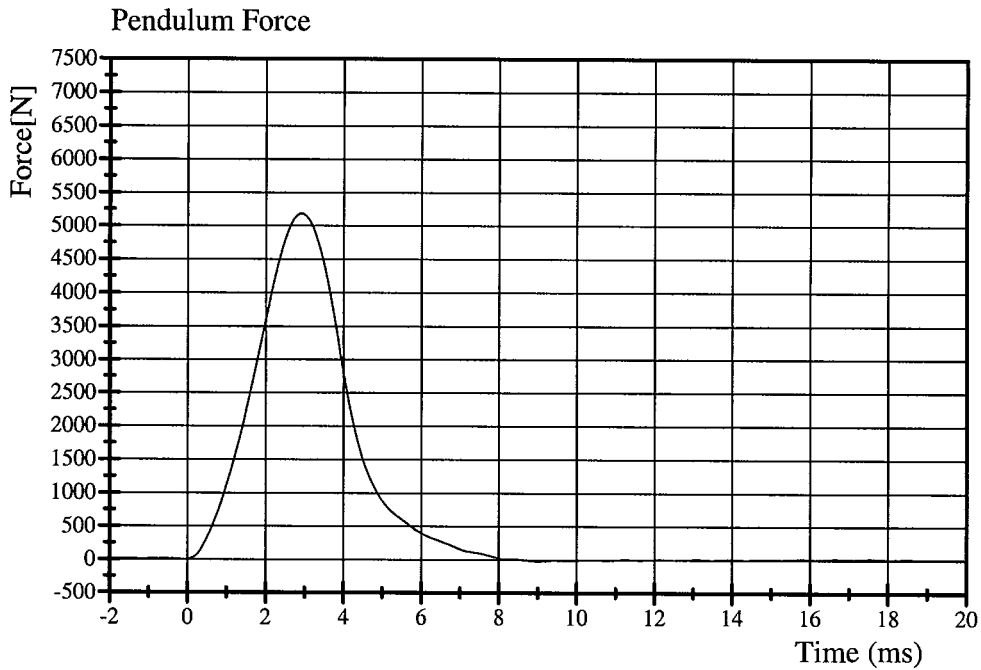
Test Date 10/07/2002



Filter Class: 600

Max: 105.9 g at 2.9 ms

Min: -0.6 g at 9.0 ms



Filter Class: 600

Max: 5181.1 N at 2.9 ms

Min: -27.6 N at 9.0 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. 10312
Serial No. CB 059

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

telephone
+44 (0) 1480 435302
facsimile
+44 (0) 1480 450181
email
sales@cellbond.com
website
www.cellbond.com

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

	Test Results	GR No.	Blk No.
1	16041-48	PO62762-01	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...

company registration
England 1944904
registered office
5 Stukeley Business Centre
Blackstone Road
Huntingdon
Cambridgeshire
PE29 6EF
Cellbond offices
United Kingdom
Germany
United States of America

For and on behalf of Cellbond Composites Ltd

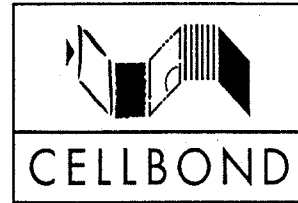
Signed
Quality Manager



ISO 9002
QS 9000



Aluminium ist wiederverwertbar
Aluminium is recyclable



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: 16041-48

GR No: P[O62762-01

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	0.3140	0.3262	0.3246	PASS
Sample 2	0.3372	0.3361	0.3227	PASS
Sample 3	0.3280	0.3294	0.3317	PASS
Sample 4	0.3275	0.3362	0.3316	PASS
Sample 5	0.3259	0.3199	0.3308	PASS
Sample 6	0.3266	0.3279	0.3311	PASS
Sample 7	0.3328	0.3384	0.3385	PASS
Sample 8	0.3221	0.3284	0.3298	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

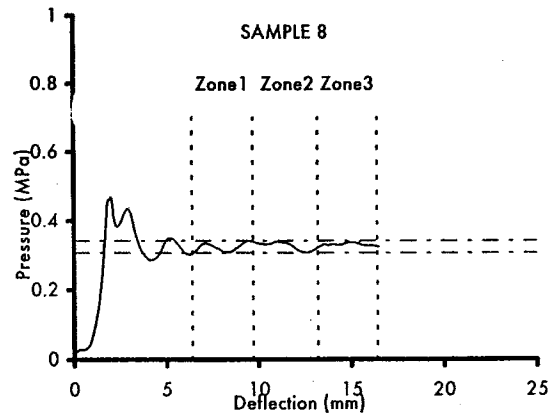
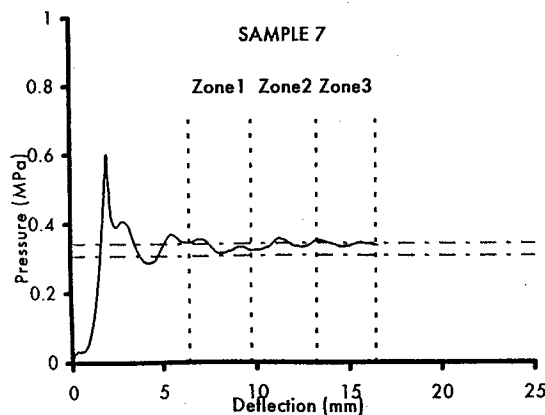
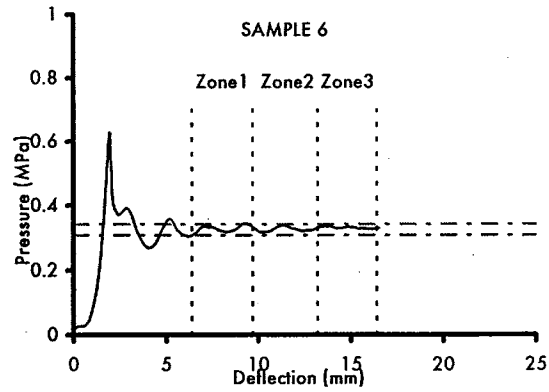
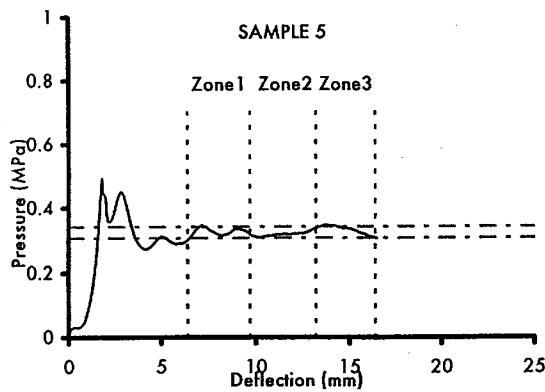
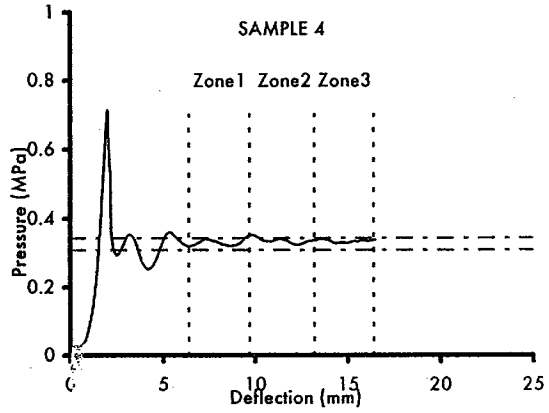
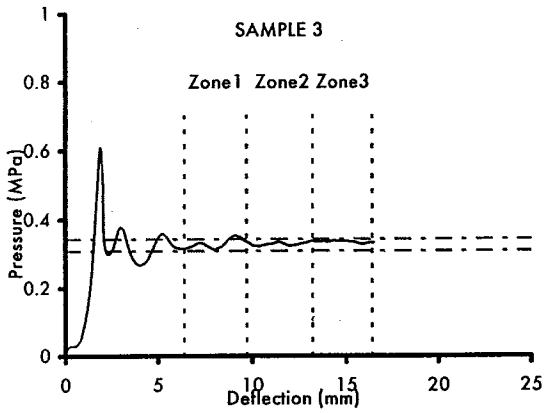
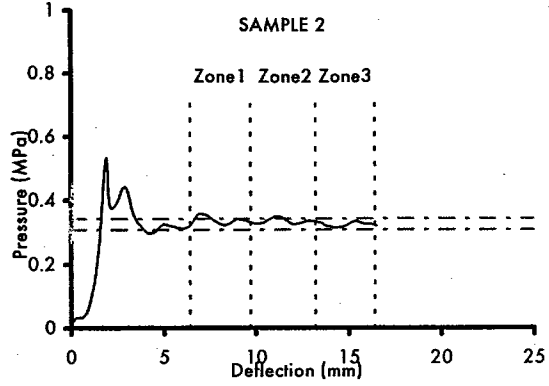
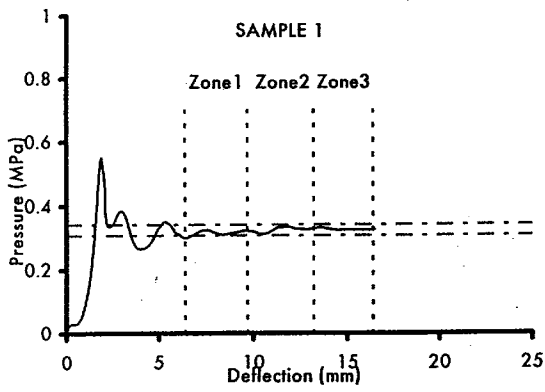
Honeycomb Type: 1.8 3/4 3003
Higher Acceptable Crush Strength Limit: 0.342 MPa
Lower Acceptable Crush Strength Limit: 0.308 MPa

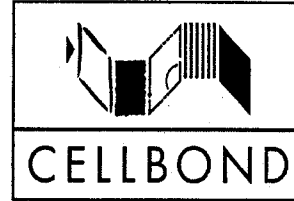
Section 1: 6.4 - 9.7mm
Section 2: 9.7 - 13.2mm
Section 3: 13.2 - 16.5mm
Speed: 6.35 mm/min

Test No: 16041-48

GR No: P[O62762-01

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

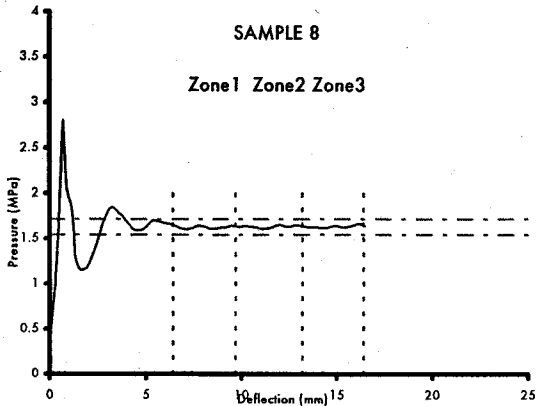
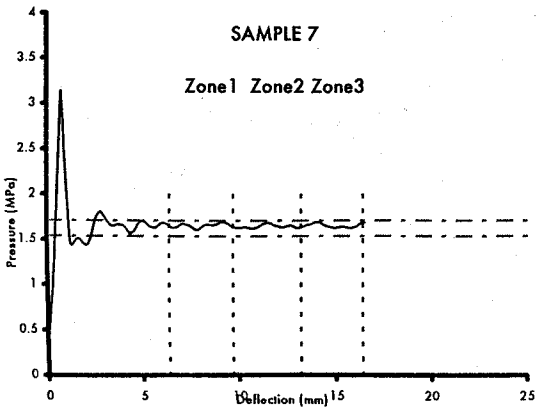
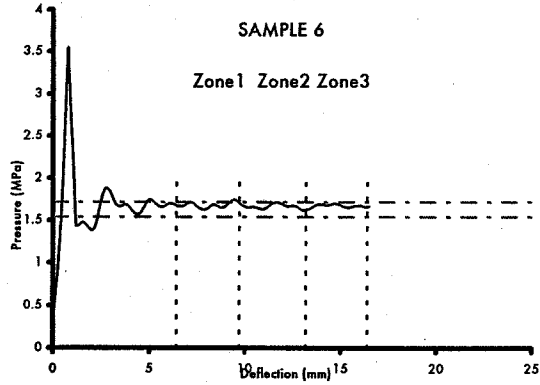
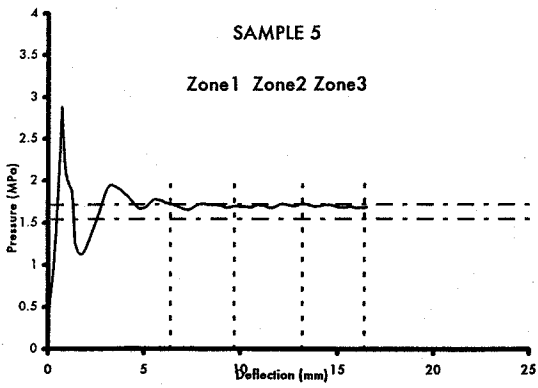
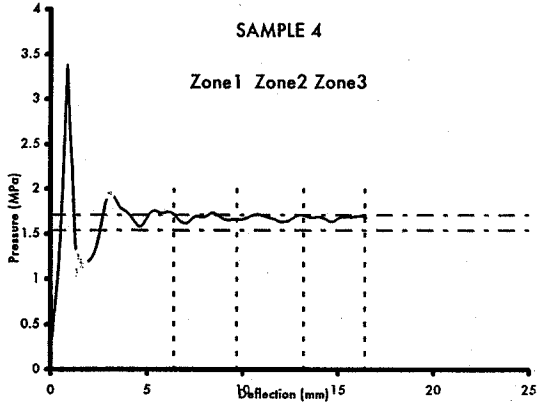
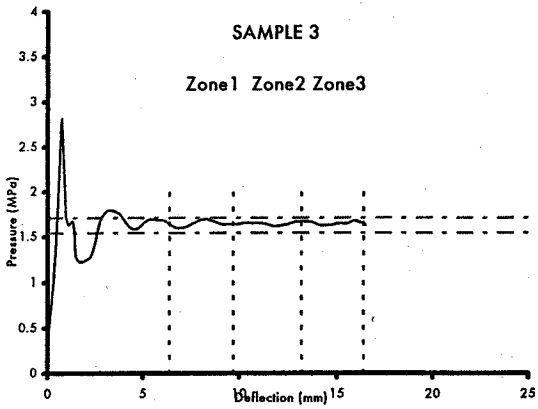
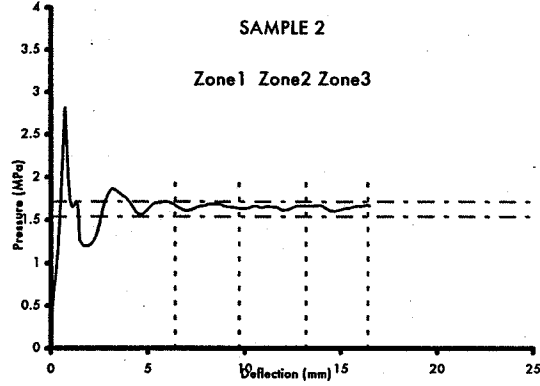
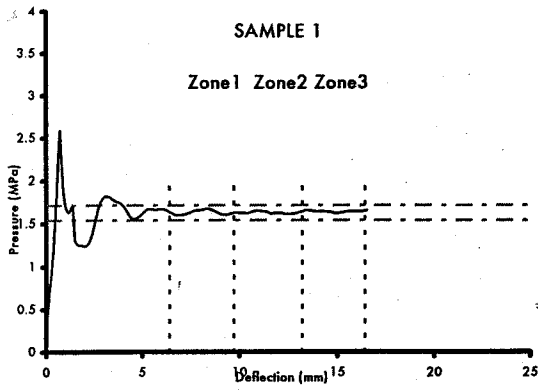
Honeycomb Type: 5.2 1/4 3003
Higher Acceptable Crush Strength Limit: 1.711 MPa
Lower Acceptable Crush Strength Limit: 1.540 MPa

Section 1: 6.4 - 9.7mm
Section 2: 9.7 - 13.2mm
Section 3: 13.2 - 16.5mm
Speed: 6.35 mm/min

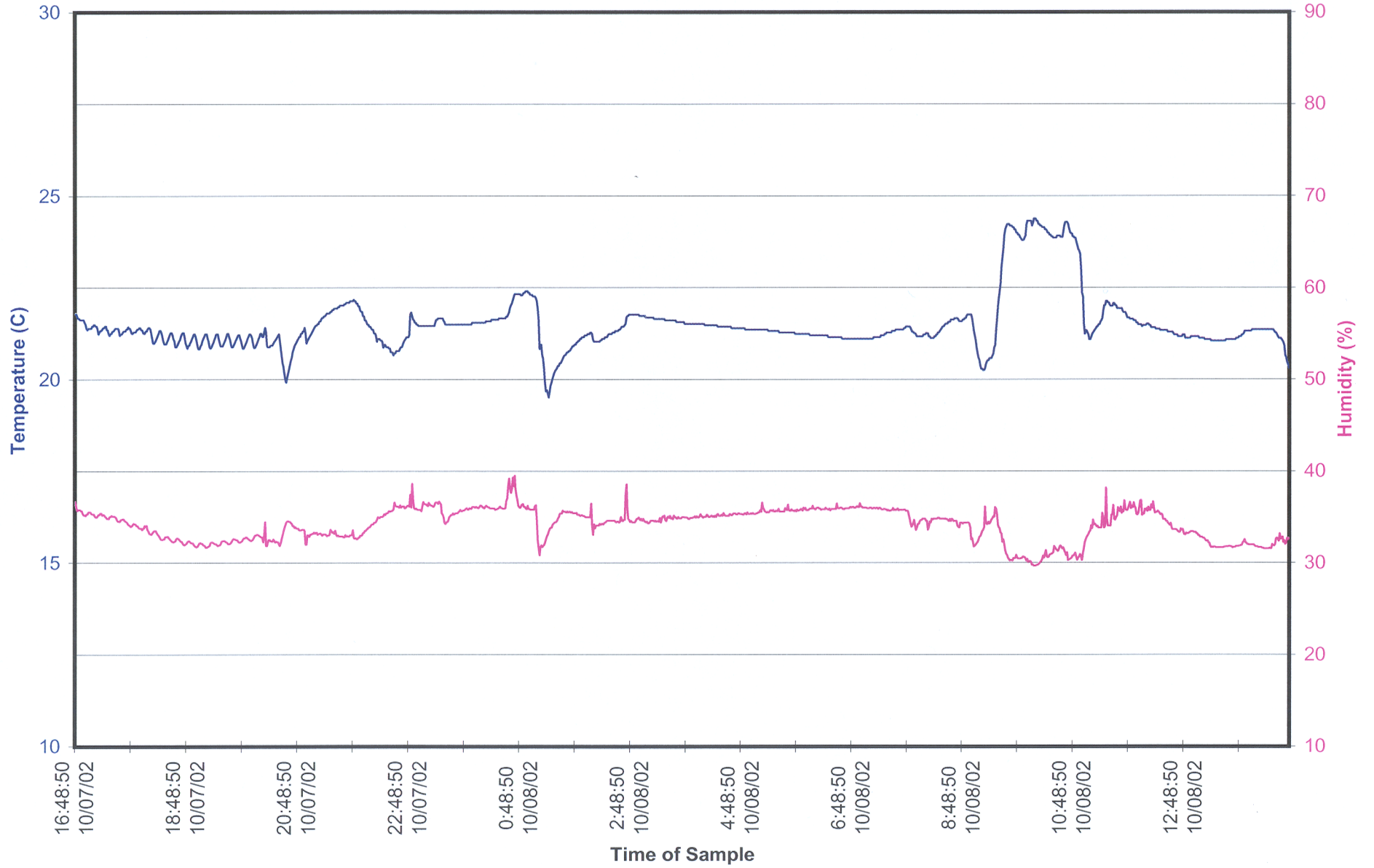
Test No: 15852-59

GR No: PO58715-01

Block No: NA



Fixed 40% Right Offset Deformable Barrier 021008



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

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Name of Test 021008

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

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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

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Name of Test 021008

System K3600

Name of DAU DAU1

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range		Pol.	Cal.	Group	Mfg.	Model	
1000	EVENT	SYNC1	SYNC1		10.24	V	+	4/15/2002	OK	-1	TRC	Event
1001	J20083	HEDXG1	Head Accel X	Rwd	795.77864	g	-	5/24/2002	OK	169v	Endevco	7264-2000T
1002	J19843	HEDYG1	Head Accel Y	Lft	802.00501	g	-	5/24/2002	OK	169v	Endevco	7264-2000T
1003	J20027	HEDZG1	Head Accel Z	Up	807.18266	g	-	5/24/2002	OK	169v	Endevco	7264-2KM5T
1004	1716A-782-FX	NEKXF1	Neck Force X	Hd	8899.3629	N	-	5/30/2002	OK	169v	Denton	1716A
1005	1716A-782-FY	NEKYF1	Neck Force Y	Hd	8891.4986	N	+	5/30/2002	OK	169v	Denton	1716A
1006	1716A-782-FZ	NEKZF1	Neck Force Z	Hd	13341.035	N	+	5/30/2002	OK	169v	Denton	1716A
1007	1716A-782-MX	NEKXM1	Neck Moment X	Rt Ear	282.33238	N·m	-	5/30/2002	OK	169v	Denton	1716A
1008	1716A-782-MY	NEKYM1	Neck Moment Y	Chn	282.59624	N·m	+	5/30/2002	OK	169v	Denton	1716A
1009	1716A-782-MZ	NEKZM1	Neck Moment Z	Chn	282.34136	N·m	+	5/30/2002	OK	169v	Denton	1716A
1010	J23757	CSTXG1	Chest Accel X	Fwd	401.74035	g	+	5/24/2002	OK	169v	Endevco	7264-2000T
1011	J21989	CSTYG1	Chest Accel Y	Lft	399.01804	g	-	5/24/2002	OK	169v	Endevco	7264-2KM5T
1012	J35747	CSTZG1	Chest Accel Z	Up	401.75768	g	-	5/24/2002	OK	169v	Endevco	7264-2000TZ
1013	14CB1-2847-169	CSTXD1	Chest Deflection X	Strnm	102.03095	mm	+	6/6/2002	OK	169v	Servo	14CB1-2847
1014	J36741	PEVXG1	Pelvis Accel X	Rwd	399.18759	g	-	5/24/2002	OK	169v	Endevco	7264-2000TZ
1015	J36605	PEVYG1	Pelvis Accel Y	Lft	398.45598	g	-	5/24/2002	OK	169v	Endevco	7264-2000TZ
1016	AAMD7	PEVZG1	Pelvis Accel Z	Up	401.89960	g	-	5/24/2002	OK	169v	Endevco	7264-2000LC
1017	1914-0261-FX	LFMXF1	Left Femur Force X	Knee	20043.875	N	-	5/24/2002	OK	169v	Denton	1914
1018	1914-0261-FY	LFMYF1	Left Femur Force Y	Knee	20037.545	N	+	5/24/2002	OK	169v	Denton	1914
1019	1914-0261-FZ	LFMZF1	Left Femur Force Z	Knee	33361.064	N	+	5/24/2002	OK	169v	Denton	1914
1020	1914-0261-MX	LFMXM1	Left Femur Moment X	Knee	508.75255	N·m	-	5/24/2002	OK	169v	Denton	1914
1021	1914-0261-MY	LFMYM1	Left Femur Moment Y	Knee	508.52406	N·m	+	5/24/2002	OK	169v	Denton	1914
1022	1914-0261-MZ	LFMZM1	Left Femur Moment Z	Tib	509.01555	N·m	+	5/24/2002	OK	169v	Denton	1914
1023	1914A-383-FX	RFMXF1	Right Femur Force X	Knee	20039.527	N	-	5/24/2002	OK	169v	Denton	1914A
1024	1914A-383-FY	RFMYF1	Right Femur Force Y	Knee	20017.163	N	+	5/24/2002	OK	169v	Denton	1914A
1025	1914A-383-FZ	RFMZF1	Right Femur Force Z	Knee	33365.199	N	+	5/24/2002	OK	169v	Denton	1914A
1026	1914A-383-MX	RFMXM1	Right Femur Moment X	Knee	508.55788	N·m	-	5/24/2002	OK	169v	Denton	1914A
1027	1914A-383-MY	RFMYM1	Right Femur Moment Y	Knee	509.40946	N·m	+	5/24/2002	OK	169v	Denton	1914A
1028	1914A-383-MZ	RFMZM1	Right Femur Moment Z	Tib	509.04461	N·m	+	5/24/2002	OK	169v	Denton	1914A
1029	150-0121VR-171	KNLXD1	Left Knee Displacement	Tib	43.137585	mm	-	6/13/2002	OK	169v	SpaceAge	150-0121VR

Channel Report

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1030	4353J-78-FX	TBLXF1	Left Upper Tibia Force X	Tib	8902.4648	N	-	7/17/2002	OK	169v	Denton	4353J
1031	4353J-78-FZ	TBLZF1	Left Upper Tibia Force Z	Tib	8892.4095	N	+	7/17/2002	OK	169v	Denton	4353J
1032	4353J-78-MX	TBLXM1	Left Upper Tibia Moment X	Tib	282.04463	N·m	-	7/17/2002	OK	169v	Denton	4353J
1033	4353J-78-MY	TBLYM1	Left Upper Tibia Moment Y	Tib	282.22690	N·m	-	7/17/2002	OK	169v	Denton	4353J
1034	J27464	TBLXG1	Left Tibia Accel X	Fwd	1198.5018	g	+	8/6/2002	OK	169v	Endevco	7264-2KM5T
1035	J36743	TBLYG1	Left Tibia Accel Y	Rt	1184.2394	g	+	8/7/2002	OK	169v	Endevco	7264-2000TZ
1036	4929J-78-FX	ANLXF1	Left Lower Tibia Force X	Ank	8893.1394	N	+	7/16/2002	OK	169v	Denton	4929J
1037	4929J-78-FY	ANLYF1	Left Lower Tibia Force Y	Ank	8901.0688	N	+	7/16/2002	OK	169v	Denton	4929J
1038	4929J-78-FZ	ANLZF1	Left Lower Tibia Force Z	Ank	8902.4794	N	+	7/16/2002	OK	169v	Denton	4929J
1039	4929J-78-MX	ANLXM1	Left Lower Tibia Moment X	Ank	281.96842	N·m	+	7/16/2002	OK	169v	Denton	4929J
1040	4929J-78-MY	ANLYM1	Left Lower Tibia Moment Y	Ank	281.77504	N·m	+	7/16/2002	OK	169v	Denton	4929J
1041	LX0019X	FTLXD1	Left Foot Disp. X	Invers	161.65284	°	-	7/23/2002	OK	169v	Contelec	PD210-4B
1042	LX0019Y	FTLYD1	Left Foot Disp. Y	Dorsif	161.76485	°	+	7/23/2002	OK	169v	Contelec	PD210-4B
1043	LX0019Z	FTLZD1	Left Foot Disp. Z	Intern	160.40718	°	+	7/23/2002	OK	169v	Contelec	PD210-4B
1044	J35987	FTLXG1	Left Foot Accel X	Fwd	1216.1086	g	+	8/7/2002	OK	169v	Endevco	7264-2000TZ
1045	J19865	FTLYG1	Left Foot Accel Y	Rt	1186.8335	g	+	8/7/2002	OK	169v	Endevco	7264-2KM5T
1046	J19338	FTLZG1	Left Foot Accel Z	Dn	1184.7463	g	+	8/6/2002	OK	169v	Endevco	7264-2KM5T
1047	150-0121VL-210	KNRXD1	Right Knee Displacement	Tib	45.030782	mm	-	6/13/2002	OK	169v	SpaceAge	150-0121VL
1048	4353J-77-FX	TBRXF1	Right Upper Tibia Force X	Tib	8894.3786	N	-	7/17/2002	OK	169v	Denton	4353J
1049	4353J-77-FZ	TBRZF1	Right Upper Tibia Force Z	Tib	8896.6112	N	+	7/17/2002	OK	169v	Denton	4353J
1050	4353J-77-MX	TBRXM1	Right Upper Tibia Moment X	Tib	281.81210	N·m	-	7/17/2002	OK	169v	Denton	4353J
1051	4353J-77-MY	TBRYM1	Right Upper Tibia Moment Y	Tib	281.78640	N·m	-	7/17/2002	OK	169v	Denton	4353J
1052	J36611	TBRXG1	Right Tibia Accel X	Fwd	1206.1816	g	+	8/7/2002	OK	169v	Endevco	7264-2000TZ
1053	J19227	TBRYG1	Right Tibia Accel Y	Rt	1209.3726	g	+	8/7/2002	OK	169v	Endevco	7264-2000T
1054	4929J-75-FX	ANRXF1	Right Lower Tibia Force X	Ank	8889.6424	N	+	7/17/2002	OK	169v	Denton	4929J
1055	4929J-75-FY	ANRYF1	Right Lower Tibia Force Y	Ank	8902.0180	N	+	7/17/2002	OK	169v	Denton	4929J
1056	4929J-75-FZ	ANRZF1	Right Lower Tibia Force Z	Ank	8893.3040	N	+	7/17/2002	OK	169v	Denton	4929J
1057	4929J-75-MX	ANRXM1	Right Lower Tibia Moment X	Ank	281.76278	N·m	+	7/17/2002	OK	169v	Denton	4929J
1058	4929J-75-MY	ANRYM1	Right Lower Tibia Moment Y	Ank	282.13960	N·m	+	7/17/2002	OK	169v	Denton	4929J
1059	LX0018X	FTRXD1	Right Foot Disp. X	Invers	163.40609	°	-	7/23/2002	OK	169v	Contelec	PD210-4B
1060	LX0018Y	FTRYD1	Right Foot Disp. Y	Dorsif	162.23699	°	+	7/23/2002	OK	169v	Contelec	PD210-4B
1061	LX0018Z	FTRZD1	Right Foot Disp. Z	Exter	161.72990	°	+	7/23/2002	OK	169v	Contelec	PD210-4B
1062	AAKB4	FTRXG1	Right Foot Accel X	Fwd	1196.9608	g	+	8/6/2002	OK	169v	Endevco	7264-2000LC
1063	AHRW5	FTRYG1	Right Foot Accel Y	Rt	1193.6818	g	+	8/6/2002	OK	169v	Endevco	7264-2000LC
1064	ACCT1	FTRZG1	Right Foot Accel Z	Dn	1194.6985	g	+	8/6/2002	OK	169v	Endevco	7264-2000LC

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1065	J17649	HEDXG2	Head Accel X	Rwd	799.25070	g	-	5/24/2002	OK	168v	Endevco	7264-2KM5T
1066	AJ454	HEDYG2	Head Accel Y	Lft	796.76314	g	-	5/24/2002	OK	168v	Endevco	7264-2000T
1067	J14189	HEDZG2	Head Accel Z	Up	793.24502	g	-	5/24/2002	OK	168v	Endevco	7264-2000T
1068	P17196	HEDXR2	Head Accel Red X S39	Rwd	797.85576	g	-	1/25/2002	---	168v	Endevco	7264C-2KLC-2-
1069	B02A25-N05	HEDYR2	Head Accel Red Y	Lft	800.20005	g	-	2/8/2002	OK	168v	Entran	EGE-73B6Q-200
1070	01G25-N09	HEDZR2	Head Accel Red Z	Up	796.43471	g	-	1/24/2002	OK	168v	Entran	EGE-73B6Q-200
1071	1716A-851-FX	NEKXF2	Neck Force X	Hd	8901.1428	N	-	5/29/2002	OK	168v	Denton	1716A
1072	1716A-851-FY	NEKYF2	Neck Force Y	Hd	8900.8974	N	+	5/29/2002	OK	168v	Denton	1716A
1073	1716A-851-FZ	NEKZF2	Neck Force Z	Hd	13337.786	N	+	5/29/2002	OK	168v	Denton	1716A
1074	1716A-851-MX	NEKXM2	Neck Moment X	Rt Ear	282.57712	N·m	-	5/29/2002	OK	168v	Denton	1716A
1075	1716A-851-MY	NEKYM2	Neck Moment Y	Chn	282.47809	N·m	+	5/29/2002	OK	168v	Denton	1716A
1076	1716A-851-MZ	NEKZM2	Neck Moment Z	Chn	282.53544	N·m	+	5/29/2002	OK	168v	Denton	1716A
1077	J35921	CSTXG2	Chest Accel X	Fwd	401.13445	g	+	5/24/2002	OK	168v	Endevco	7264-2000TZ
1078	AJ7F7	CSTYG2	Chest Accel Y	Lft	398.05636	g	-	5/24/2002	OK	168v	Endevco	7264-2000T
1079	J36723	CSTZG2	Chest Accel Z	Up	398.06564	g	-	5/24/2002	OK	168v	Endevco	7264-2000TZ
1080	99H30-Z14	CSTXR2	Chest Accel Red X	Rwd	401.60170	g	-	4/25/2002	OK	168v	Entran	EGE-73BQE0-20
1081	98H14-K05	CSTYR2	Chest Accel Red Y	Lft	399.65498	g	-	4/25/2002	OK	168v	Entran	EGE-73BQ-2000
1082	98H13-F03	CSTZR2	Chest Accel Red Z	Up	400.05782	g	-	4/25/2002	OK	168v	Entran	EGE-73BQ-2000
1083	14CB1-2847-168	CSTXD2	Chest Deflection X	Strnm	101.85558	mm	+	6/5/2002	OK	168v	Servo	14CB1-2847
1084	ACCY2	PEVXG2	Pelvis Accel X	Rwd	400.90830	g	-	5/24/2002	OK	168v	Endevco	7264-2000T
1085	J27490	PEVYG2	Pelvis Accel Y	Lft	398.71663	g	-	5/24/2002	OK	168v	Endevco	7264-2KM5T
1086	J21963	PEVZG2	Pelvis Accel Z	Up	400.73572	g	-	5/24/2002	OK	168v	Endevco	7264-2KM5T
1087	1914A-362-FX	LFMXF2	Left Femur Force X	Knee	20035.751	N	-	5/24/2002	OK	168v	Denton	1914A
1088	1914A-362-FY	LFMYF2	Left Femur Force Y	Knee	20015.190	N	+	5/24/2002	OK	168v	Denton	1914A
1089	1914A-362-FZ	LFMZF2	Left Femur Force Z	Knee	33334.982	N	+	5/24/2002	OK	168v	Denton	1914A
1090	1914A-362-MX	LFMXM2	Left Femur Moment X	Knee	508.62541	N·m	-	5/24/2002	OK	168v	Denton	1914A
1091	1914A-362-MY	LFMYM2	Left Femur Moment Y	Knee	509.30827	N·m	+	5/24/2002	OK	168v	Denton	1914A
1092	1914A-362-MZ	LFMZM2	Left Femur Moment Z	Tib	508.04911	N·m	+	5/24/2002	OK	168v	Denton	1914A
1093	1914A-376-FX	RFMXF2	Right Femur Force X	Knee	20005.300	N	-	5/24/2002	OK	168v	Denton	1914A
1094	1914A-376-FY	RFMYF2	Right Femur Force Y	Knee	20010.348	N	+	5/24/2002	OK	168v	Denton	1914A
1095	1914A-376-FZ	RFMZF2	Right Femur Force Z	Knee	33337.253	N	+	5/24/2002	OK	168v	Denton	1914A
1096	1914A-376-MX	RFMXM2	Right Femur Moment X	Knee	508.76683	N·m	-	5/24/2002	OK	168v	Denton	1914A
1097	1914A-376-MY	RFMYM2	Right Femur Moment Y	Knee	508.69127	N·m	+	5/24/2002	OK	168v	Denton	1914A
1098	1914A-376-MZ	RFMZM2	Right Femur Moment Z	Tib	509.68327	N·m	+	5/24/2002	OK	168v	Denton	1914A
1099	150-0121VR-180	KNLXD2	Left Knee Displacement	Tib	43.559639	mm	-	6/13/2002	OK	168v	SpaceAge	150-0121VR

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1100	4353J-79-FX	TBLXF2	Left Upper Tibia Force X	Tib	8898.2595	N	-	7/16/2002	OK	168v	Denton	4353J
1101	4353J-79-FZ	TBLZF2	Left Upper Tibia Force Z	Tib	8898.3465	N	+	7/16/2002	OK	168v	Denton	4353J
1102	4353J-79-MX	TBLXM2	Left Upper Tibia Moment X	Tib	281.76543	N·m	-	7/16/2002	OK	168v	Denton	4353J
1103	4353J-79-MY	TBLYM2	Left Upper Tibia Moment Y	Tib	281.73853	N·m	-	7/16/2002	OK	168v	Denton	4353J
1104	AMR49	TBLXG2	Left Tibia Accel X	Fwd	1197.4927	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1105	AAJ29	TBLYG2	Left Tibia Accel Y	Rt	1189.1490	g	+	8/6/2002	OK	168v	Endevco	7264-2000LC
1106	J39062	VCGXG1	VEHICLE CG X-AXIS	FWD	969.29309	g	+	7/15/2002	OK	-1	Endevco	7264-2000TZ

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Name of Test 021008

System MINIDAU

Name of DAU DAU7

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range		Pol.	Cal.	Group	Mfg.	Model
7001	4929J-77-FX	ANLXF2	Left Lower Tibia Force X	Ank	8886.9742	N	+	7/16/2002	OK 168v	Denton	4929J
7002	4929J-77-FY	ANLYF2	Left Lower Tibia Force Y	Ank	8899.2801	N	+	7/16/2002	OK 168v	Denton	4929J
7003	4929J-77-FZ	ANLZF2	Left Lower Tibia Force Z	Ank	8892.7873	N	+	7/16/2002	OK 168v	Denton	4929J
7004	4929J-77-MX	ANLXM2	Left Lower Tibia Moment X	Ank	282.19834	N·m	+	7/16/2002	OK 168v	Denton	4929J
7005	4929J-77-MY	ANLYM2	Left Lower Tibia Moment Y	Ank	282.40020	N·m	+	7/16/2002	OK -1	Denton	4929J
7006	LX104X	FTLXD2	Left Foot Disp. X	Eversi	161.56516	°	+	7/17/2002	OK 168v	Contelec	PD210-4B
7007	LX104Y	FTLYD2	Left Foot Disp. Y	Dorsif	160.90509	°	+	7/17/2002	OK 168v	Contelec	PD210-4B
7008	LX104Z	FTLZD2	Left Foot Disp. Z	Exter	161.50910	°	-	7/17/2002	OK 168v	Contelec	PD210-4B
7009	AAKB1	FTLXG2	Left Foot Accel X	Fwd	9019.9601	g	+	8/6/2002	OK 168v	Endevco	7264-2000LC
7010	AAKD0	FTLYG2	Left Foot Accel Y	Rt	8865.3403	g	+	8/6/2002	OK 168v	Endevco	7264-2000LC
7011	J23759	FTLZG2	Left Foot Accel Z	Dn	8914.4250	g	+	8/6/2002	OK 168v	Endevco	7264-2KM5T
7012	150-0121VL-181	KNRXD2	Right Knee Displacement	Tib	40.548353	mm	-	6/13/2002	OK 168v	SpaceAge	150-0121VL
7013	4353J-75-FX	TBRXF2	Right Upper Tibia Force X	Tib	8902.5566	N	+	8/2/2002	OK 168v	Denton	4353J
7014	4353J-75-FZ	TBRZF2	Right Upper Tibia Force Z	Tib	8900.2563	N	+	8/2/2002	OK 168v	Denton	4353J
7015	4353J-75-MX	TBRXM2	Right Upper Tibia Moment X	Tib	282.08210	N·m	+	8/2/2002	OK 168v	Denton	4353J
7016	4353J-75-MY	TBRYM2	Right Upper Tibia Moment Y	Tib	281.61578	N·m	+	8/2/2002	OK 168v	Denton	4353J
7017	J36726	TBRXG2	Right Tibia Accel X	Fwd	1186.1736	g	+	8/7/2002	OK 168v	Endevco	7264-2000TZ
7018	AGWB1	TBRYG2	Right Tibia Accel Y	Rt	1214.1908	g	+	8/6/2002	OK 168v	Endevco	7264-2000LC
7019	4929J-76-FX	ANRXF2	Right Lower Tibia Force X	Ank	8906.4127	N	+	7/16/2002	OK 168v	Denton	4929J
7020	4929J-76-FY	ANRYF2	Right Lower Tibia Force Y	Ank	8887.7150	N	+	7/16/2002	OK 168v	Denton	4929J
7021	4929J-76-FZ	ANRZF2	Right Lower Tibia Force Z	Ank	8893.2456	N	+	7/16/2002	OK 168v	Denton	4929J
7022	4929J-76-MX	ANRXM2	Right Lower Tibia Moment X	Ank	281.92254	N·m	+	7/16/2002	OK 168v	Denton	4929J
7023	4929J-76-MY	ANRYM2	Right Lower Tibia Moment Y	Ank	281.68318	N·m	+	7/16/2002	OK 168v	Denton	4929J
7024	PD210-4B-AK-03	FTRXD2	Right Foot Disp. X	Eversi	160.05001	°	-	7/18/2002	OK 168v	Contelec	PD210-4B
7025	PD210-4B-0225	FTRYD2	Right Foot Disp. Y	Dorsif	162.23581	°	+	7/18/2002	OK 168v	Contelec	PD210-4B
7026	PD210-4B-AK-03	FTRZD2	Right Foot Disp. Z	Intern	162.09713	°	-	7/18/2002	OK 168v	Contelec	PD210-4B
7027	AALD5	FTRXG2	Right Foot Accel X	Fwd	119.68713	g	+	8/6/2002	OK 168v	Endevco	7264-2000LC
7028	AAK48	FTRYG2	Right Foot Accel Y	Rt	1218.1774	g	+	8/6/2002	OK 168v	Endevco	7264-2000LC
7029	ACB45	FTRZG2	Right Foot Accel Z	Dn	1189.1490	g	+	8/6/2002	OK 168v	Endevco	7264-2000LC
7030	P22077	LRXXG1	REAR SEAT X-MEMBER	FWD	1008.1320	g	+	7/11/2002	OK -1	Endevco	7264C-2K-2-180

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7031	P23820	LRXYG1	REAR SEAT Y-MEMBER	LT	1008.5887	g	-	8/15/2002	OK	-1	Endevco	7264C-2K-2-180
7032	J40978	LRXZG1	REAR SEAT Z-MEMBER	UP	997.60341	g	-	10/4/2002	OK	-1	Endevco	7264-2000TZ

Channel Report

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Name of Test 021008

System MINIDAU

Name of DAU DAU8

Chan.#	Sensor #	Mnemonic	Description	Dir.	Range		Pol.	Cal.	Group	Mfg.	Model
8001	J29018	RRXXG1	REAR SEAT X-MEMBER	FWD	1013.4600	g	+	8/27/2002	OK -1	Endevco	7264-2000TZ
8002	J40086	RRXYG1	REAR SEAT Y-MEMBER	LT	1012.6782	g	-	6/19/2002	OK -1	Endevco	7264-2000TZ
8003	J35767	RRXZG1	REAR SEAT Z-MEMBER	UP	996.57427	g	-	5/13/2002	OK -1	Endevco	7264-2000TZ
8004	J35583	LTPXG1	DRIVERS LT. SIDE TOE PAN	RR	999.80472	g	-	9/4/2002	OK -1	Endevco	7264-2000TZ
8005	J36199	LTPYG1	DRIVERS LT. SIDE TOE PAN	LT	983.10291	g	-	9/4/2002	OK -1	Endevco	7264-2000TZ
8006	J36168	LTPZG1	DRIVERS LT. SIDE TOE PAN	UP	998.26473	g	-	9/4/2002	OK -1	Endevco	7264-2000TZ
8007	P23843	RTPXG1	DRIVERS RT. SIDE TOE PAN	RR	1017.1646	g	-	8/19/2002	OK -1	Endevco	7264C-2K-2-180
8008	P23842	RTPYG1	DRIVERS RT. SIDE TOE PAN	LT	983.63175	g	-	8/15/2002	OK -1	Endevco	7264C-2K-2-180
8009	J34758	RTPZG1	DRIVERS RT. SIDE TOE PAN	UP	991.07644	g	-	8/27/2002	OK -1	Endevco	7264-2000TZ
8010	J27503	VCGYG1	VEHICLE CG Y-AXIS	RT	1008.6285	g	+	7/30/2002	OK -1	Endevco	7264-2000TZ
8011	J39618	VCGZG1	VEHICLE CG Z-AXIS	UP	999.25836	g	-	5/9/2002	OK -1	Endevco	7264-2000TZ
8012	P23811	RDKZG1	REAR DECK Z-AXIS	UP	1004.7095	g	-	8/15/2002	OK -1	Endevco	7264C-2K-2-180
8013	A51807	TPDXD1	TOE PAN DISPLACEMENT	SP08	303.34042	mm	+	7/10/2002	OK -1	Celesco	PT-101-0050-11
8014	ABFire	DABETA	DRIVER AIRBAG EVENT -	8	5.12	V	+	8/20/2002	OK -1	FLUKE	Y8101A
8015	ABFire	PABETA	PASSENGER AIRBAG EVENT	3	5.12	V	+	8/20/2002	OK -1	FLUKE	Y8101A
8016	610	SHBF1	DRIVER SHOULDER FORCE		13346.129	N	+	10/7/2002	OK -1	Lebow	3419T
8017	615	LPBF1	DRIVER LAP FORCE		13352.950	N	+	10/7/2002	OK -1	Lebow	3419T
8018	249	SHBF2	PASSENGER SHOULDER		13343.956	N	+	8/9/2002	OK -1	Lebow	3419T
8019	674	LPBF2	PASSENGER LAP FORCE		13318.627	N	+	9/24/2002	OK -1	Lebow	3419T

Digital and System Channel Report

2002-10-16 13:25:35

Name of Test	021008	System	K3600	Name of DAU	DAU0	descriptio
enable	Channel	Short Name	Type	Data File	Module Type	
d						
Yes	0500	DIG0	dig0	DAT00500	KM3650 Sequencer	

bit position	bit	short	long	descriptio
MSB = bit 15	1	EVENT	EVENT	
bit 14	0			
bit 13	0			
bit 12	0			
bit 11	0			
bit 10	0			
bit 09	0			
bit 08	0			
bit 07	0			
bit 06	0			
bit 05	0			
bit 04	0			
bit 03	0			
bit 02	0			
bit 01	0			
LSB = bit 00	0			

Digital and System Channel Report

2002-10-16 13:25:35

Name of Test 021008

System K3600

Name of DAU DAU1 descriptio

enable Channel
d

Short Name

Type

Data File

Module Type

Yes 1500

DIG1

dig0

DAT11500

KM3650 Sequencer

bit position	bit	short	long	descriptio
MSB = bit 15	1	EVENT	EVENT	
bit 14	1	CAMERA	CAMERA START	
bit 13	0			
bit 12	0			
bit 11	0			
bit 10	0			
bit 09	0			
bit 08	0			
bit 07	0			
bit 06	0			
bit 05	0			
bit 04	0			
bit 03	0			
bit 02	0			
bit 01	0			
LSB = bit 00	0			

Appendix E

INSIA Report on Structural Measurements

STRUCTURAL SURVEY OF CARS. MEASUREMENT METHODOLOGY OF THE MAIN RESISTANT ELEMENTS IN THE CAR BODY

**APARICIO IZQUIERDO, FRANCISCO
PÁEZ AYUSO, FRANCISCO JAVIER**

**INSIA
Carretera de Valencia, km. 7
Campus Sur de la Universidad Politécnica de Madrid
28031 – MADRID – (SPAIN)**

March, 1999

REPORT DOCUMENTATION PAGE**Title:**

STRUCTURAL SURVEY OF CARS. MEASUREMENT METHODOLOGY OF THE MAIN RESISTANT ELEMENTS IN THE CAR BODY

Author(s):

Aparicio Izquierdo, Francisco
Páez Ayuso, Francisco Javier

Performing Organisation name and address:

INSIA – University Institute for Automobile Research
Carretera de Valencia, Km. 7 – Campus Sur de la Universidad Politécnica de Madrid
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.

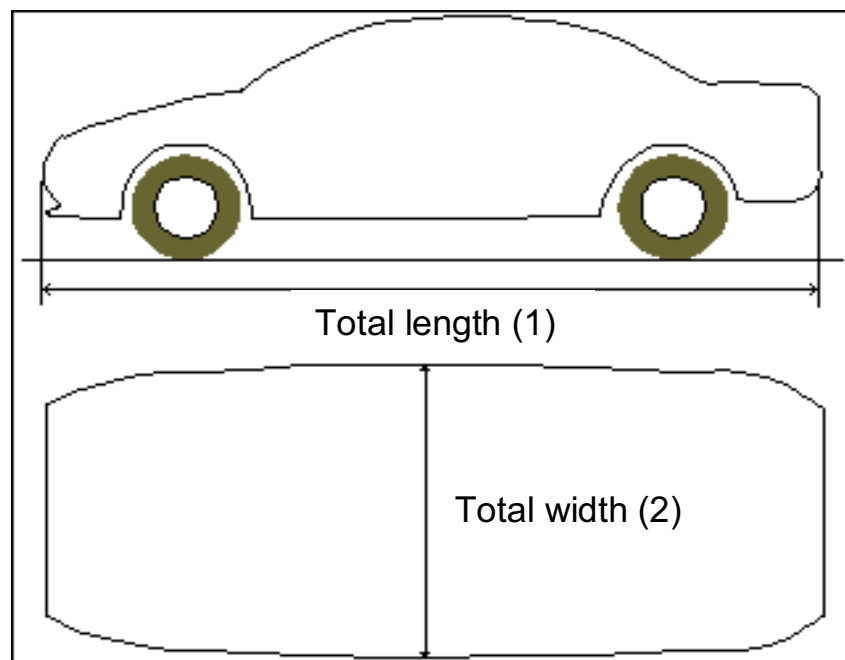


Figure 1.- Definition of the main resistant elements. General dimensions.

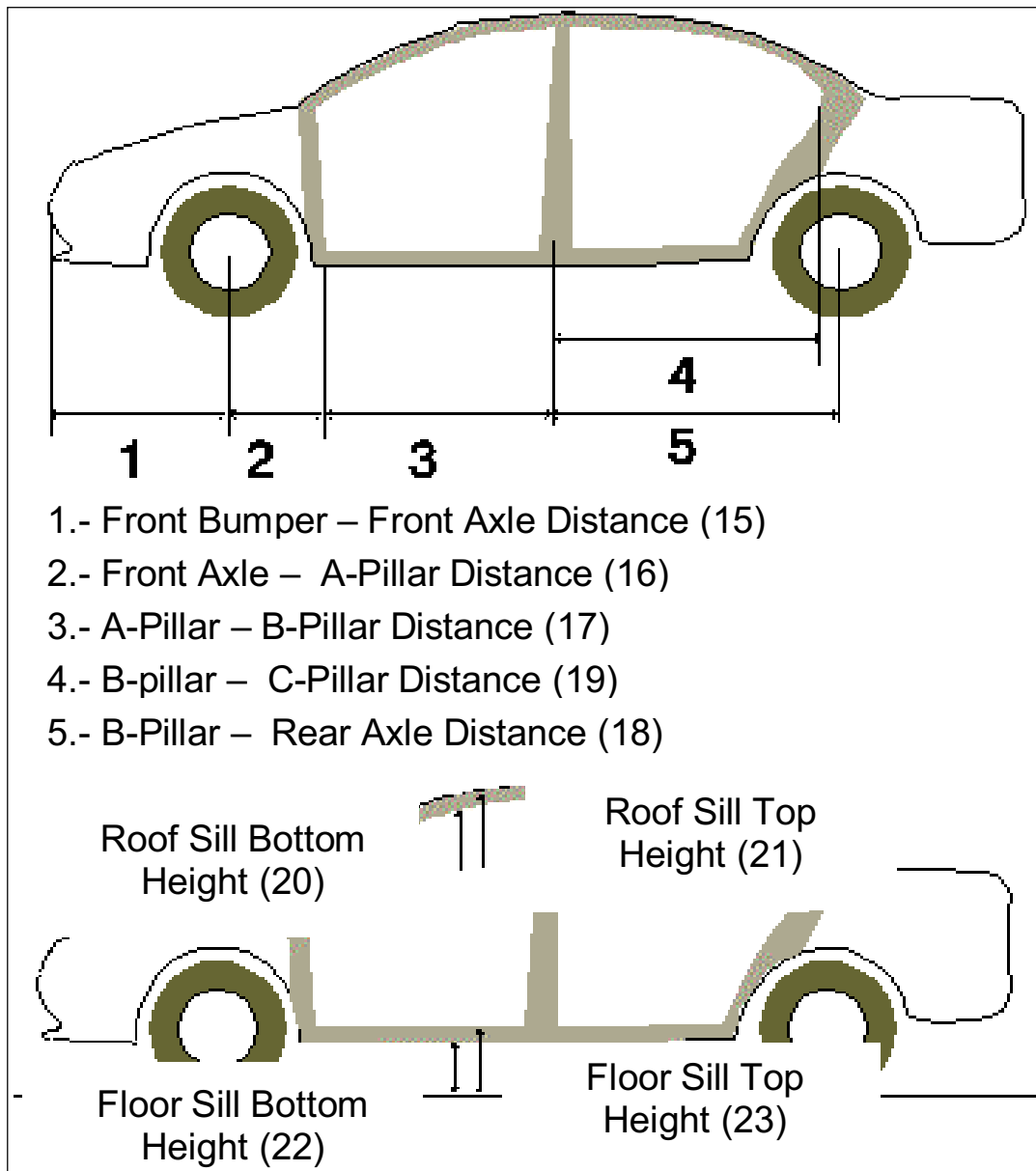


Figure 2.- Definition of the main resistant elements. Side elements.

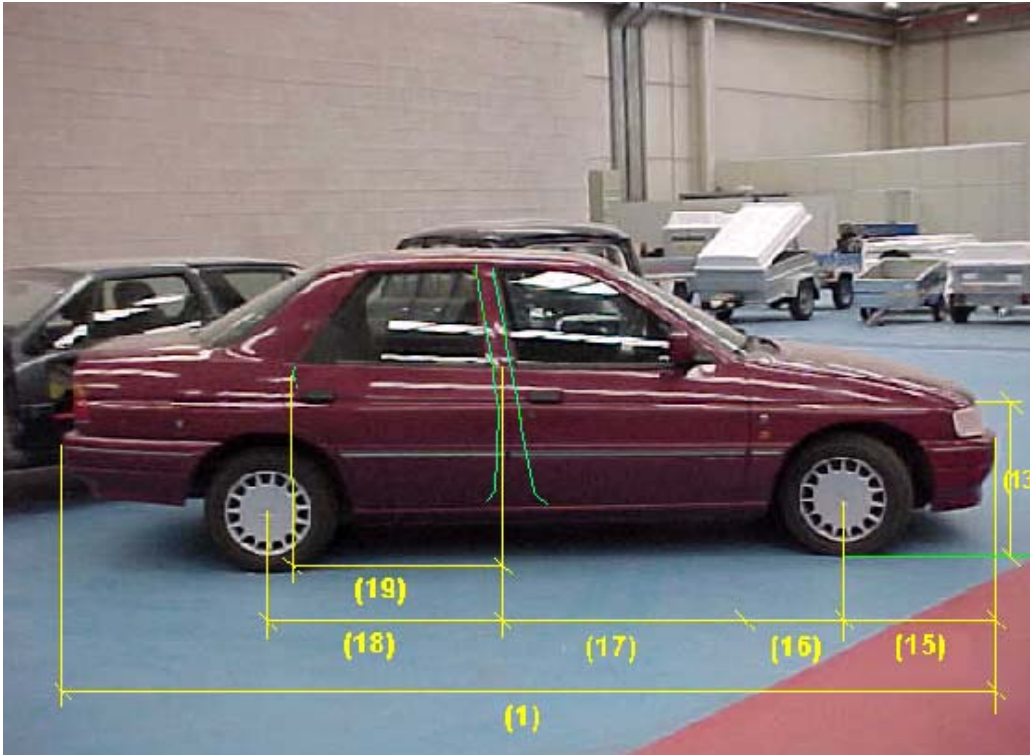
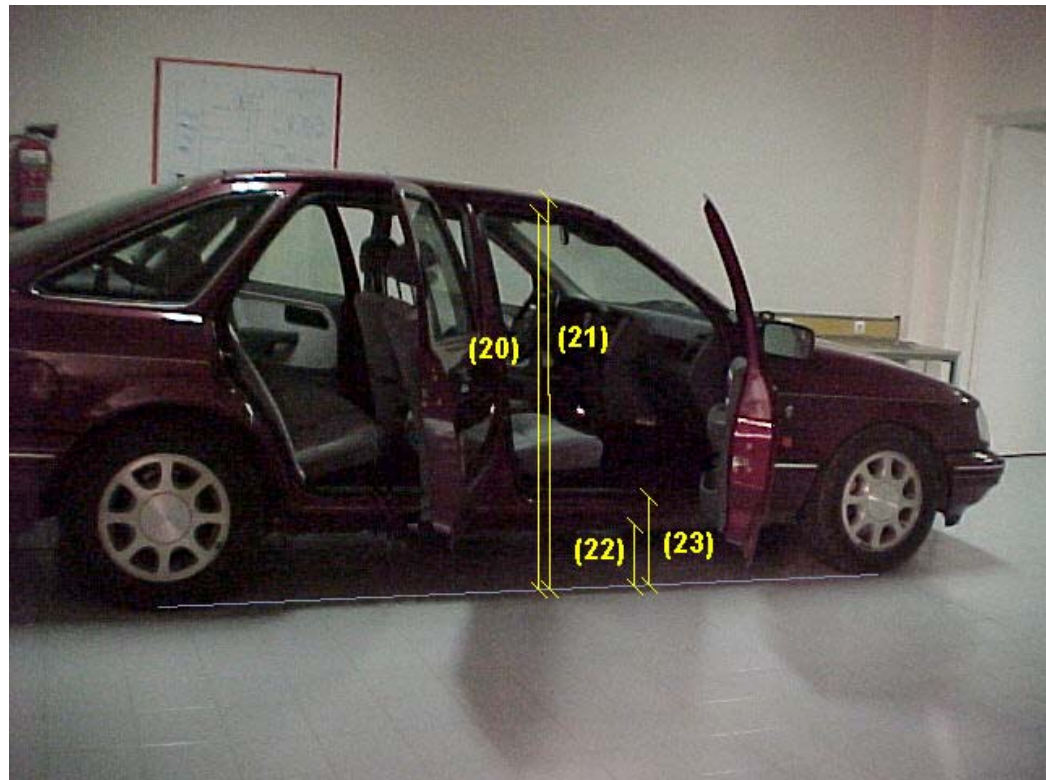


Figure 3.-
Measurements of
the side resistant
elements (outer).

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



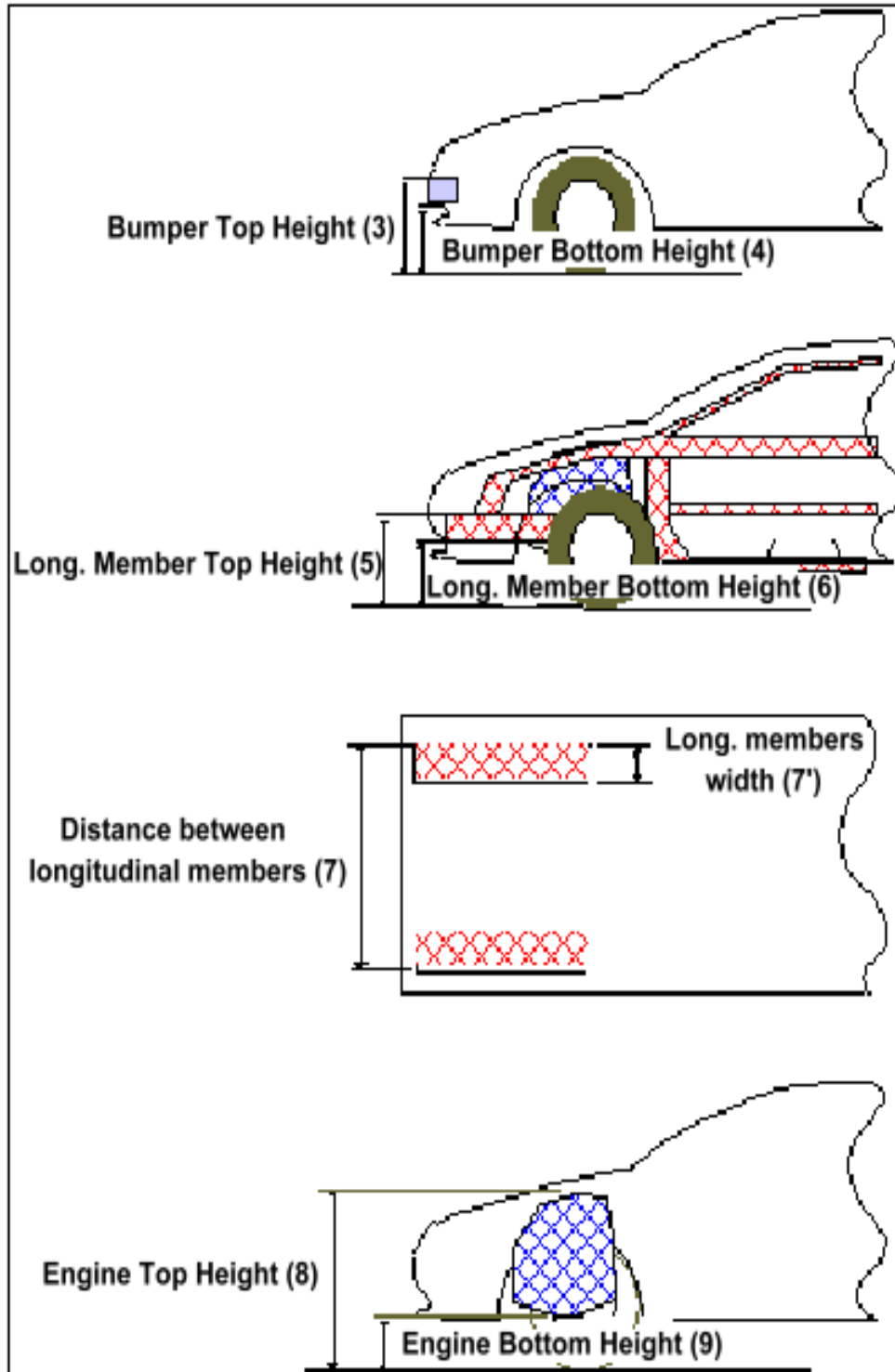


Figure 5.- Definition of the main resistant elements. Front elements.

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

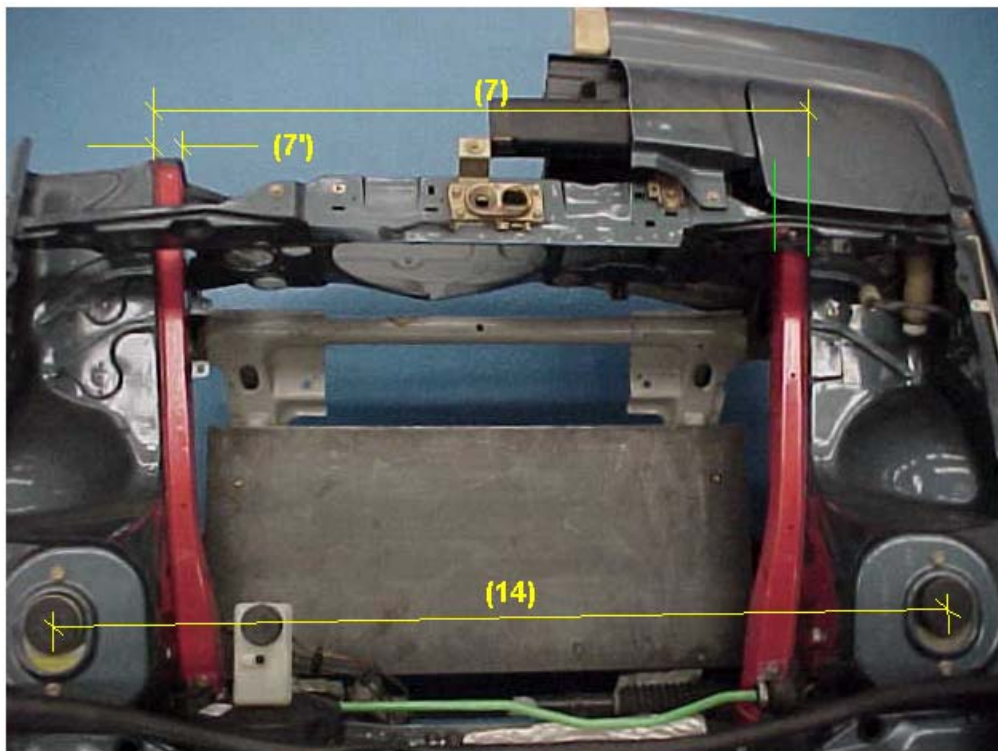
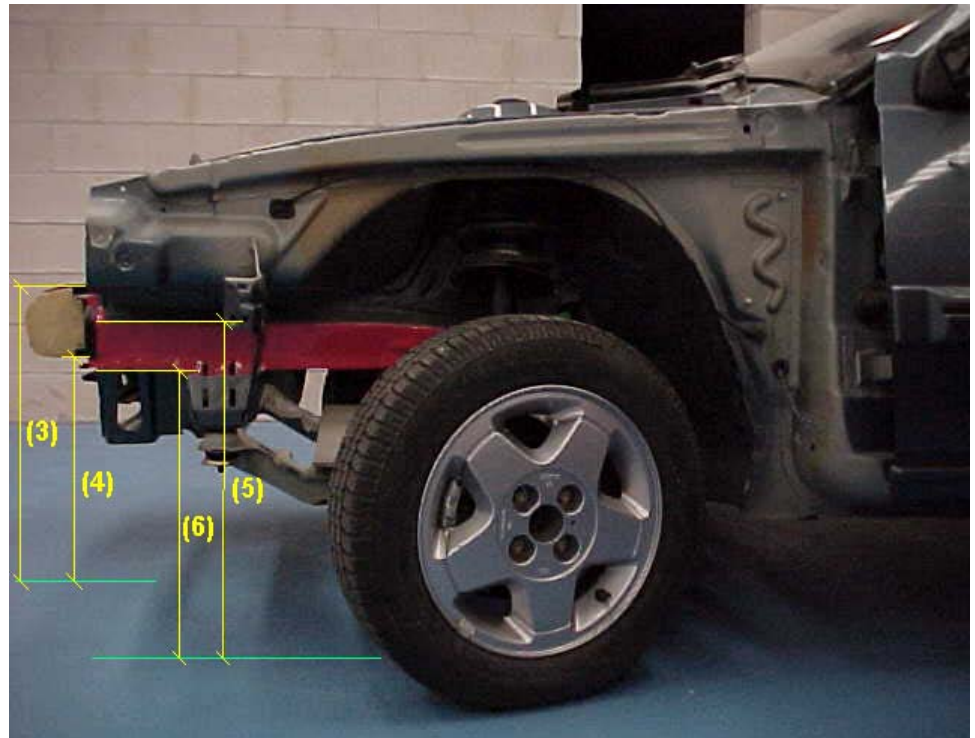


Figure 7.-
Measurements
of the main
resistant
elements. Front
elements 2.

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

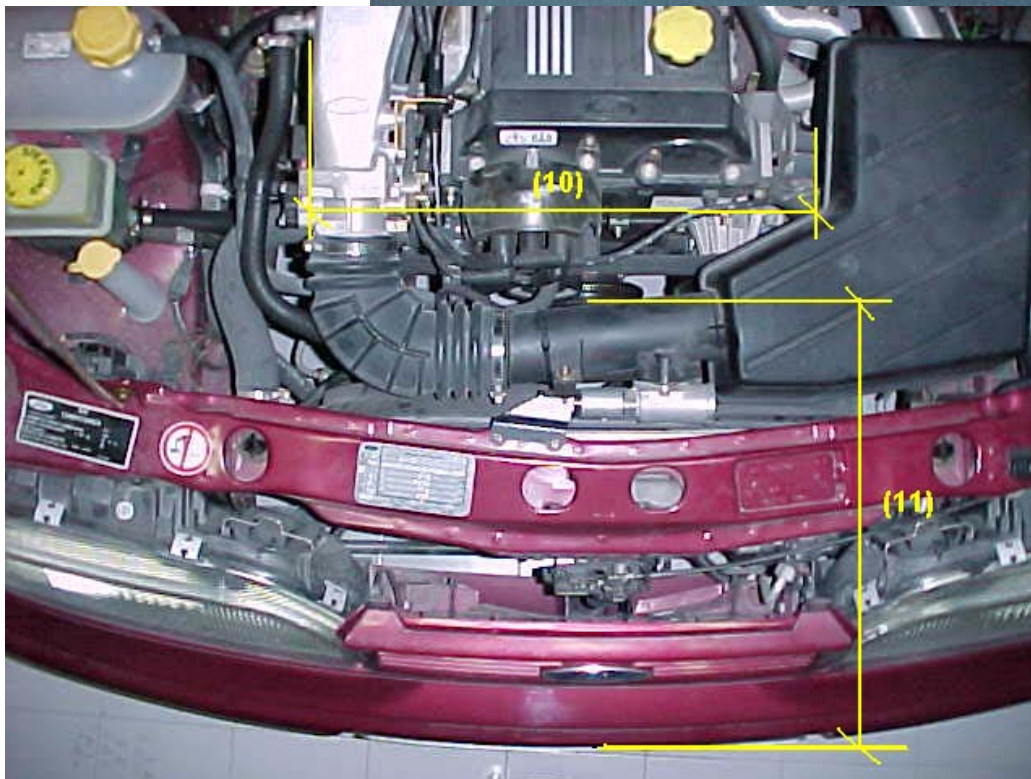
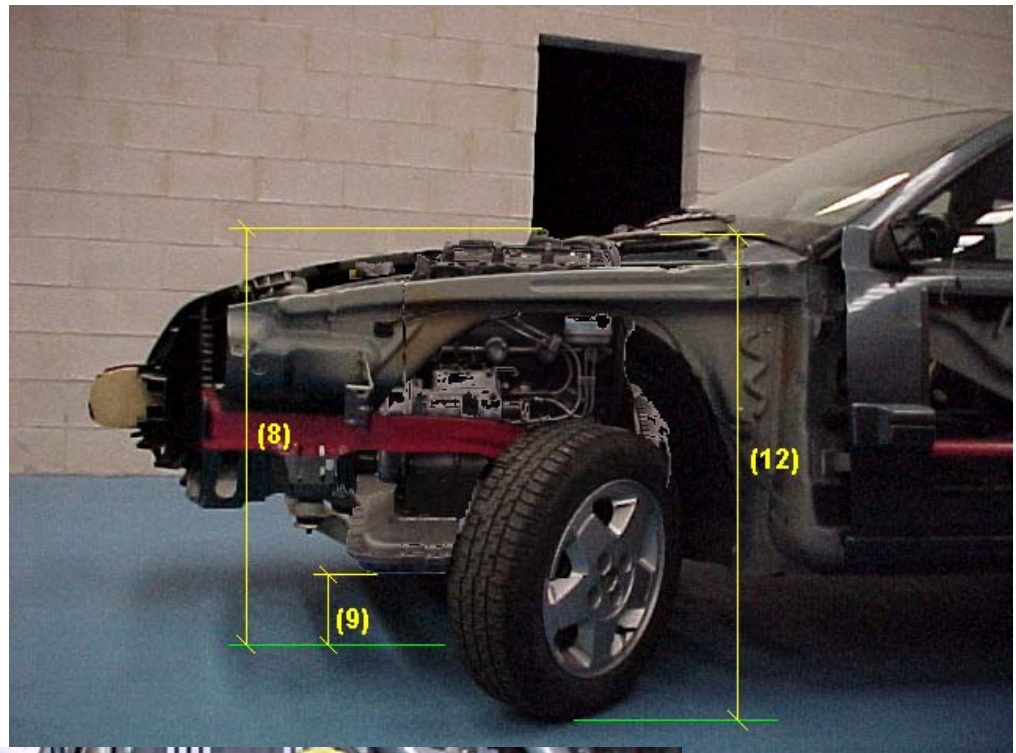


Figure 9.-
Definition of
the main
resistant
elements. Front
elements
(Longitudinal
engine).

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

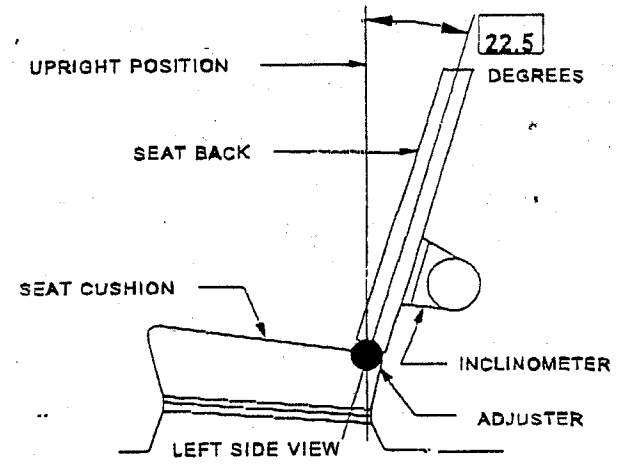
1. NOMINAL DESIGN RIDING POSITION --

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.

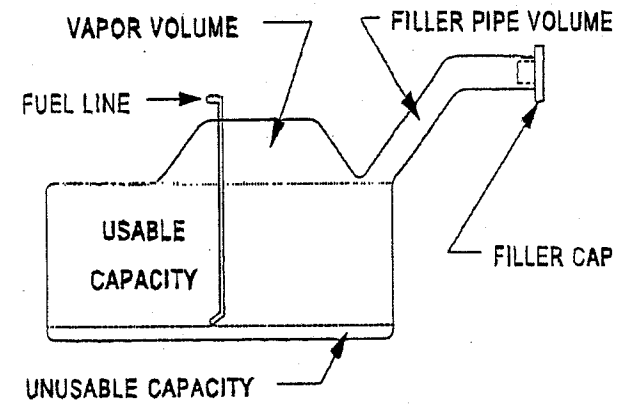
Positioning of the passenger's seat (if applicable):
Same as driver's Positioning of
the rear passenger's seat (left/right)(if applicable):
N/A

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:

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



VEHICLE FUEL TANK ASSEMBLY

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.

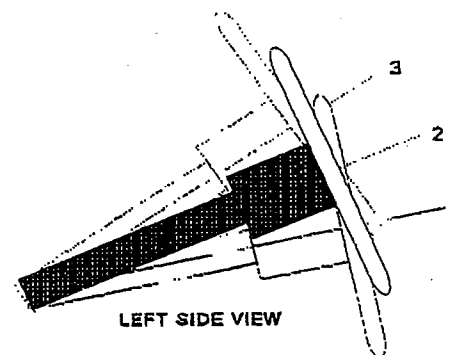
5. STEERING COLUMN ADJUSTMENTS --

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.