Insurance Institute for Highway Safety
Crashworthiness Evaluation

Crash Test Report
2002 Suzuki Aerio (CEF0217)

Vehicle identification number: JS2RA41S525103342
Body style: Small 4-door sedan
Engine/transmission: Transverse 2.0-liter 4-cylinder, 4-speed automatic, front-wheel drive

Standard crashworthiness features:

Driver and right front passenger front airbags
Dual-locking shoulder belts (front and rear outboard seating positions)
Shoulder belt upper anchorage height adjusters (front seating positions only)
Seat belt crash tensioners (front seating positions only)
Seat belt force-limiting mechanisms (front seating positions only)
Right front and both rear shoulder belt retractors are convertible from emergency to automatic locking for ease of child restraint use
LATCH system (rigid lower anchorages and top tether attachments) for child restraints (outboard rear seating positions)

Other standard safety features:

Daytime running lights

Optional safety features:

4-wheel antilock brakes

Vehicle specifications (provided by manufacturer):

Wheelbase:	248 cm
Overall length:	435 cm
Overall width:	169 cm
Curb weight:	1,195 kg

Vehicle specifications (measured):

Front bumper to firewall:	98 cm
Curb weight:	1,222 kg
Test weight:	1,330 kg (58% front, 42% rear)
Overall width:	172 cm

Nominal test parameters:

40.0 mi/h (64.4 km/h), 40% overlap, deformable barrier face with slotted bumper

Crash test date:

August 28, 2002

Figure 1
Precrash and Postcrash Side Views — 2002 Suzuki Aerio

Summary

A 2002 Suzuki Aerio was crash tested on August 28, 2002 into a fixed deformable barrier at 39.9 mi/h (64.3 km/h) and a 40 percent overlap on the driver side. A Hybrid III 50th percentile male dummy was positioned in the driver seat with the lap/shoulder belt fastened.

Measures of intrusion taken after the crash indicated the lower instrument panel in front of the dummy moved forward 0-1 cm. Resultant intrusion in the driver footwell measured 8 cm at the footrest and 11-13 cm at other places on the toepan. All doors remained closed during the crash. After the crash, the driver door and right front and right rear doors opened with ease. The left rear door required slight additional effort; however, this likely was due to the left rear quarter panel being pushed forward by a rebound impact of the car against a guard barrier.

The driver dummy was restrained by a three-point lap/shoulder belt and an airbag. During the crash, the belt crash tensioner activated and retracted 5 cm of shoulder belt webbing. A net amount of 7 cm of webbing (or a total of 12 cm including the tensioner-retracted length) spooled off the retractor, and the force limiter apparently contributed all 12 cm of webbing. The airbag contacted the dummy's face during deployment. The dummy's face loaded the fully inflated airbag and then rebounded rearward, upward, and slightly outboard until the head contacted the roof rail and grab handle. After the crash, the upper end of the steering column had moved downward 1 cm and forward 4 cm.

The maximum resultant head acceleration from the roof rail and grab handle contact was 45 g.

Test Conditions

This vehicle had been tested previously in the Institute's Low-Speed Crash Test Program and subjected to front and rear impacts at 5 mi/h (8 km/h) into a full-width flat barrier. All structural damage on the front was repaired prior to this test (see Appendix, Low-Speed Crash Test Damage Repair Estimate).

This test was conducted according to the procedures specified in the IIHS Offset Barrier Crash Test Protocol (Version IX). The Hybrid III dummy positioned in the driver seat was equipped with instrumented lower legs that included feet modified to include two accelerometers and to have a 45 degree dorsiflexion range with soft stops at all extremes of foot-ankle motion. All dummy seating parameters were set according to the procedures specified for Federal Motor Vehicle Safety Standard 208 compliance testing (49 *CFR* Part 571.208 § 11). The dummy's left foot was placed on the footrest.

Seat back, shoulder belt upper anchorage, and steering column adjustments were set according to the manufacturer's specifications for government crash testing. Other adjustments were set according to the procedure specified for Federal Motor Vehicle Safety Standard 208 compliance testing (49 *CFR* Part 571.208 § 7 and 8). After final positioning of the dummy, measurements from various parts of the dummy to a number of vehicle interior points were made. These

measurements and the seat back, shoulder belt upper anchorage, and steering column adjustments are described in the Appendix, Dummy Clearance Measurements.

Vehicle acceleration measurements were made by a triaxial arrangement of accelerometers mounted on the vehicle's longitudinal centerline and 63 cm behind its center of gravity (167 cm behind the front axle). The vehicle speed recorded just prior to impact was 39.9 mi/h (64.3 km/h), and the actual overlap was 40 percent.

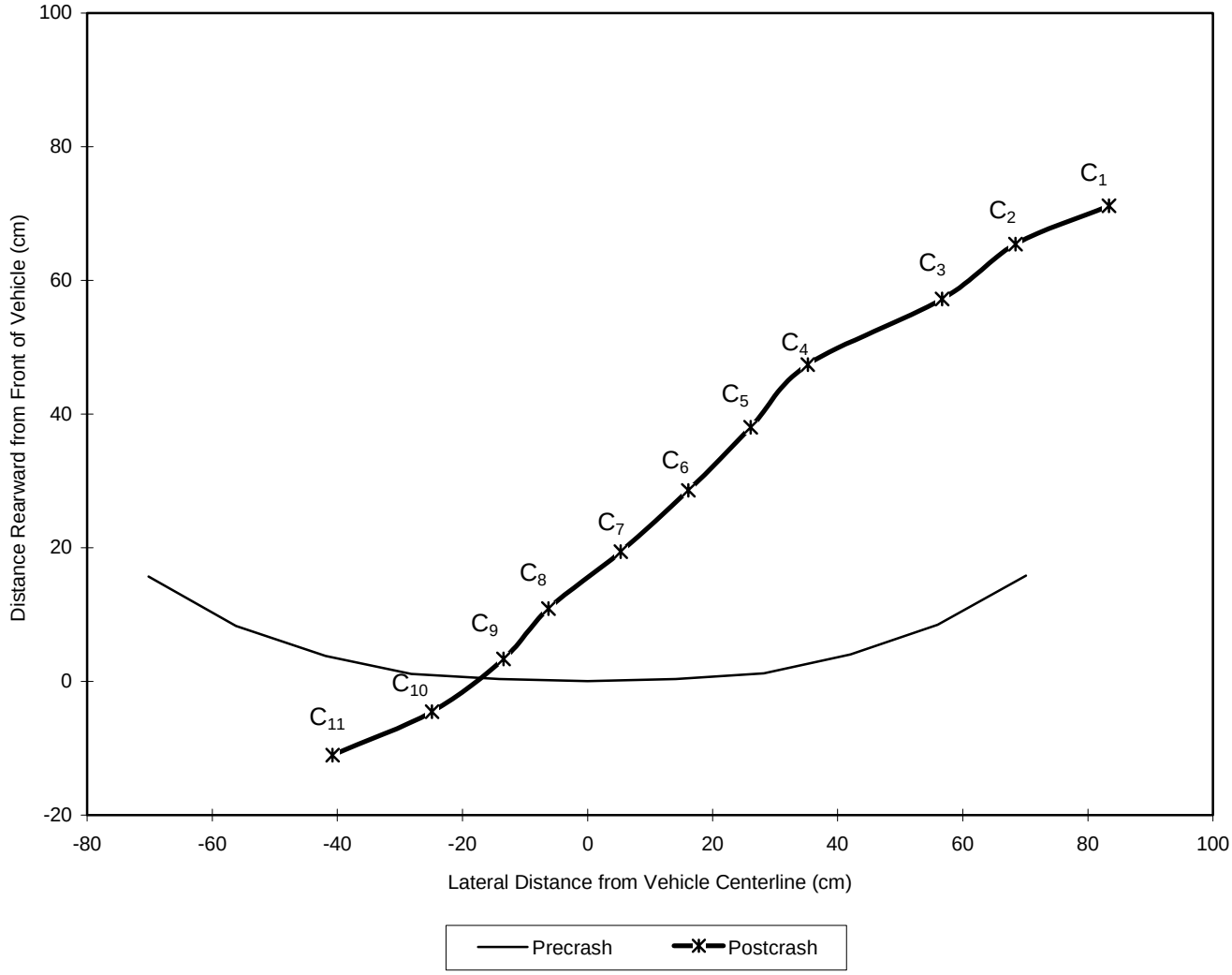
Structural Performance

All doors remained closed during the crash. After the crash, the driver door and right front and right rear doors opened with ease. The left rear door required slight additional effort but no tools to open; however, this likely was due to the left rear quarter panel being pushed forward by a rebound impact of the car against a guard barrier. The driver door aperture shortened less than 0.5 cm, as measured at the lower edge of the window.

No fuel system leaks were observed after the crash.

Figure 2 illustrates the precrash and postcrash contour measures of the front bumper cover profile and the resulting permanent crush.

Figure 2
Front Bumper Cover Crush Contour — 2002 Suzuki Aerio



	C_1	C_2	C_3	C_4	C_5	C_6	C_7	C_8	C_9	C_{10}	C_{11}
Postcrash Contour (cm)	75	65	57	47	38	29	19	11	3	–5	–11
Precrash Contour (cm)	16	9	4	1	0	0	0	1	4	8	16
Resulting Crush (cm)	55	56	53	46	38	29	19	10	–1	–13	–27

The bumper cover was torn completely off the vehicle during the crash. The postcrash contour represents the best attempt to fit the cover back onto the vehicle**.** The length of the reference line was 140 cm precrash and 124 cm postcrash.

Various measures of intrusion were made after the crash. These residual measures of intrusion typically are less than the maximum deformation that occurs during the crash. The coordinate reference system for these measures is described in the IIHS Offset Barrier Crash Test Protocol (Version IX). The measures of deformation shown in Table 1 have been adjusted to better reflect the displacement of the various target locations relative to the driver, based on the locations of the four driver seat-attachment bolts. The average displacement of the seat-attachment bolts relative to the reference system also is shown in Table 1.

Table 1
Residual Measurements of Intrusion Relative to Driver Seat — 2002 Suzuki Aerio

Selected Locations*	Longitudinal	Lateral	Vertical	Resultant
Steering column (cm)	4	0	–1	4
Left lower instrument panel (cm)	0	0	0	1
Right lower instrument panel (cm)	1	0	1	1
Brake pedal (cm)	–4	–1	3	5
Left toepan (cm)	–12	–2	4	13
Center toepan (cm)	–10	–2	4	11
Right toepan (cm)	–10	0	3	11
Footrest (cm)	–8	1	0	8
Average displacement of the four seat-attachment bolts relative to reference system (cm)	–1	0	0	n/a

* All measurements taken on driver side. From the driver's position, positive is forward, left, and up.

Restraint System Performance

Airbags

Driver: The uninflated driver airbag is approximately 62 cm in diameter, and the excursion of its center when inflated is limited by two tethers. The airbag is vented by two holes located at positions corresponding to 10 and 2 o'clock on the forward-facing surface of the airbag. Analysis of the high-speed film taken from camera position B indicated the airbag deployed at 36 ms into the crash and appeared to be fully inflated at 66 ms.

Passenger: The top-mounted passenger airbag deployed vertically and is untethered. The cylinder-shaped airbag is vented by two holes located at the lateral ends. Analysis of the high-speed film taken from camera position B indicated the passenger airbag deployed at 34 ms into the crash. The airbag did not contribute to windshield damage during deployment.

Seat Belts

The front seat belt inboard lower anchorage points are attached to and move with the seats. The front outboard lower anchorage points are bolted to the sills at the base of the B-pillars. During the crash, 5 cm of the driver's seat belt webbing was pulled by the belt crash tensioner into the retractor through the D-ring, as measured by a pull-string mounted between the webbing and B-pillar trim just above the D-ring. A net amount of 7 cm of webbing (or a total of 12 cm including the tensioner-retracted length) was pulled from the retractor through the D-ring, as measured by a second pull-string mounted between the retractor housing and the webbing beyond the retractor. Postcrash investigation of the force-limiting torsion bar within the retractor spool indicated it was twisted about 270 degrees from its precrash orientation. This measure, combined with the estimated diameter of the retractor spool and stowed webbing (49 mm), suggested the force limiter accounted for all of webbing pulled through the D-ring.

Seat

Postcrash examination of the driver seat rails indicated no discernible movement of the seat in its tracks during the crash. Deformation of the floor under the driver seat caused the seat to tip slightly outboard and pitch slightly forward.

Steering Column

The upper end of the steering column moved downward 1 cm and forward 4 cm relative to the driver seat.

Dummy Kinematics

Head, Neck, and Torso

Analysis of the high-speed film taken from camera position D indicated the airbag contacted the dummy's face during deployment at 50 ms and remained in contact with the face as it continued to inflate. The airbag was fully inflated and the dummy began loading the airbag at 66 ms. Paint transferred from the dummy's face indicated the nose loaded the airbag 3 cm below and 1 cm to the right of its center. After loading the airbag, the head rebounded rearward, upward, and slightly outboard. The top left center of the head contacted the roof rail and grab handle at 236 ms, according to the head acceleration data. The dummy then rebounded downward and inboard until the back of the head contacted the head restraint. Table 2 provides the timing of these events.

Table 2 Restraint System Performance and Dummy Kinematics — 2002 Suzuki Aerio	
Event	**Time (ms)**
Deployment of passenger front airbag	34
Deployment of driver front airbag	36
Airbag contacts face during deployment	50
Airbag fully inflated and face begins to load airbag	66
Head contacts roof rail and grab handle	236

Figure 3
Dummy and Vehicle Interior, Postcrash — 2002 Suzuki Aerio

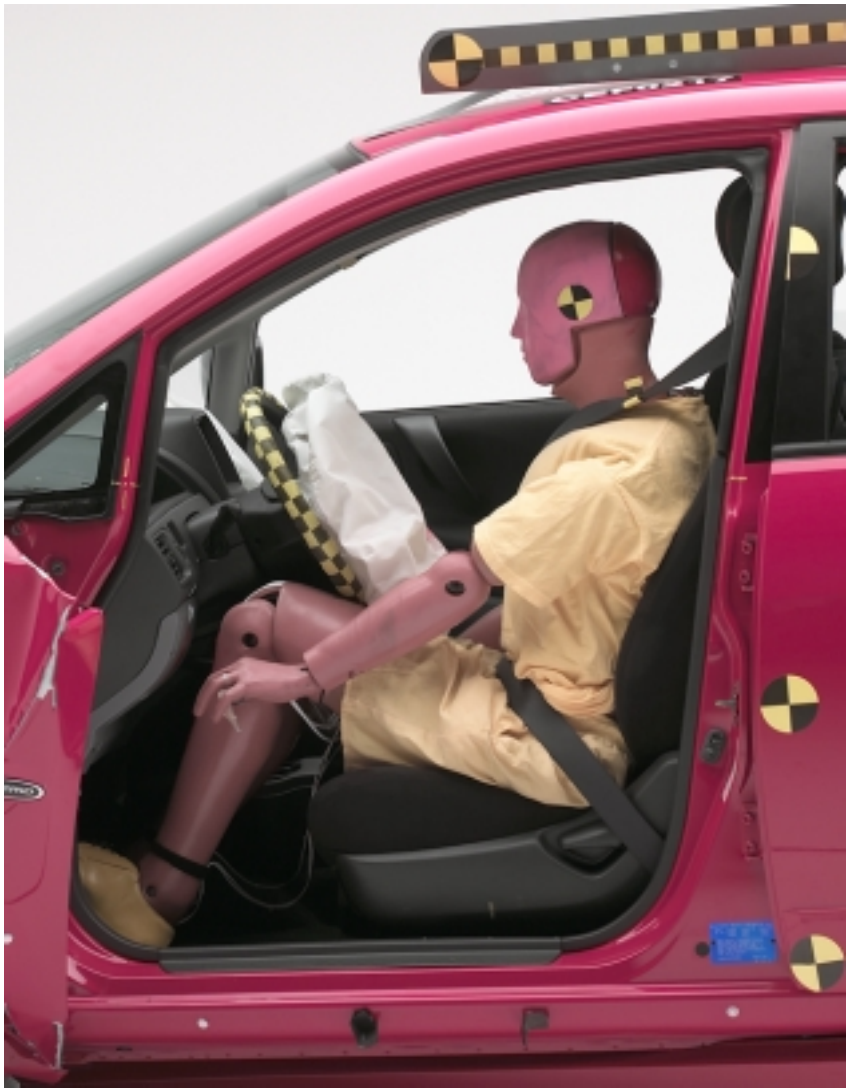


Figure 4
Dummy Left Knee/Shin Contacts, Postcrash — 2002 Suzuki Aerio

Figure 5
Dummy Right Knee/Shin Contacts, Postcrash — 2002 Suzuki Aerio

Figure 6
Dummy Feet Positions, Postcrash — 2002 Suzuki Aerio

Dummy Injury Measures

Head

The 3 ms clip of the maximum vector resultant head acceleration was recorded and the HICs were calculated during an interval that corresponds with the dummy's head excursion into the airbag. The maximum vector resultant head acceleration occurred during the head contact with the roof rail (45 g at 245 ms). Table 3 provides a summary of the maximum head injury measurements recorded during the crash.

Table 3
Head Injury Measurements — 2002 Suzuki Aerio

Measure	Published Tolerance Threshold	Result	Time (ms)
Vector resultant acceleration (g)	80	45	245
Vector resultant acceleration — 3 ms clip (g)	80	42	101-104
Head injury criterion (HIC)	1000	325	80-116
Head injury criterion — 15 ms interval (HIC-15)	700	170	93-108

Neck

Table 4 provides a summary of the maximum neck injury measurements recorded during the crash. None of the recorded neck force measures exceeded the magnitude-duration injury criteria (Figures A-13 to A-16).

Table 4
Neck Injury Measurements — 2002 Suzuki Aerio

Measure	Published Tolerance Threshold	Result	Time (ms)
A-P shear force (kN)	±3.1	–0.6	69
Axial compression force (kN)	4.0	2.5	249
Axial tension force (kN)	3.3	1.3	80
N_{ij} tension-extension	1.00	0.30	111
N_{ij} tension-flexion	1.00	0.31	80
N_{ij} compression-extension	1.00	0.43	266
N_{ij} compression-flexion	1.00	0.47	251
Flexion bending moment (Nm)		37	169
Extension bending moment (Nm)		31	268

Chest

Table 5 provides a summary of the maximum chest injury measurements recorded during the crash.

Table 5
Chest Injury Measurements — 2002 Suzuki Aerio

Measure	Published Tolerance Threshold	Result	Time (ms)
Vector resultant spine acceleration — 3 ms clip (g)	60	42	103-106
Rib compression (mm)	–50	–34	83
Viscous criteria (m/s)	1.0	0.4	82
Sternum deflection rate (m/s)	–8.2	–1.9	40

Legs and Feet

Table 6 provides a summary of the maximum leg and foot injury measurements recorded during the crash.

Table 6
Leg and Foot Injury Measurements — 2002 Suzuki Aerio

Measure	Published Tolerance Threshold	Left		Right	
		Result	Time (ms)	Result	Time (ms)
Femur axial force (kN)	–9.1*	–2.6	84	–1.7	92
Tibia-femur displacement (mm)	–15	–4	90	–1	102
Upper Tibia					
L-M moment (Nm)	±225	–20	160	59	87
A-P moment (Nm)	±225	79	87	–44	84
Vector resultant moment (Nm)	225	79	87	70	85
Index	1.00	0.37	87	0.36	84
Lower Tibia					
L-M moment (Nm)	±225**	–26	117	107	83
A-P moment (Nm)	±225**	83	87	35	94
Vector resultant moment (Nm)	225**	84	87	110	83
Axial force (kN)	–8.0**	–1.3	76	–2.3	82
Index	1.00	0.39	87	0.55	83
Foot					
A-P acceleration (g)	±150	–53	73	–52	85
I-S acceleration (g)	±150	–63	72	–41	82
Vector resultant acceleration (g)	150	81	72	59	82

* This critical value is for instantaneous loading. Femur loads are compared with magnitude-duration injury criteria in Figures A-24 and A-37.

** These published thresholds are for fractures of the tibia. Ankle and foot injuries have been associated with bending moments as low as 50-100 Nm, and heel fractures have been associated with axial forces as low as –6.0 kN.

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Appendix

Low-Speed Crash Test Damage Repair Estimate

Dummy Clearance Measurements

Graph Index — index to graphs of time plots of dummy and vehicle data

Manufacturer's window sticker

Low-Speed Crash Test Damage Repair Estimate

2002 Suzuki Aerio Small Four-Door Sedan: 5 mi/h Front into Barrier

Test Number: LF02019
VIN: JS2RA41S525103342
Mileage: 128
Features: Driver and passenger front airbags, air conditioning, automatic transmission, power mirrors, power door locks, power windows, heated back glass, tilt steering wheel, two-stage paint.

	Part		Labor	
Description	**Mfg. No**	**Price**	**Operation**	**Hours**
Bumper cover, front	71700548305PK	$309.26	Replace	1.1
Bumper cover, front			Refinish	3.7
Bumper reinforcement, front	5826054G10	143.81	Replace*	1.8
Paint and materials		74.00		
Total Parts		$527.07		
Total Labor		244.20		6.6
Grand Total		$771.27		

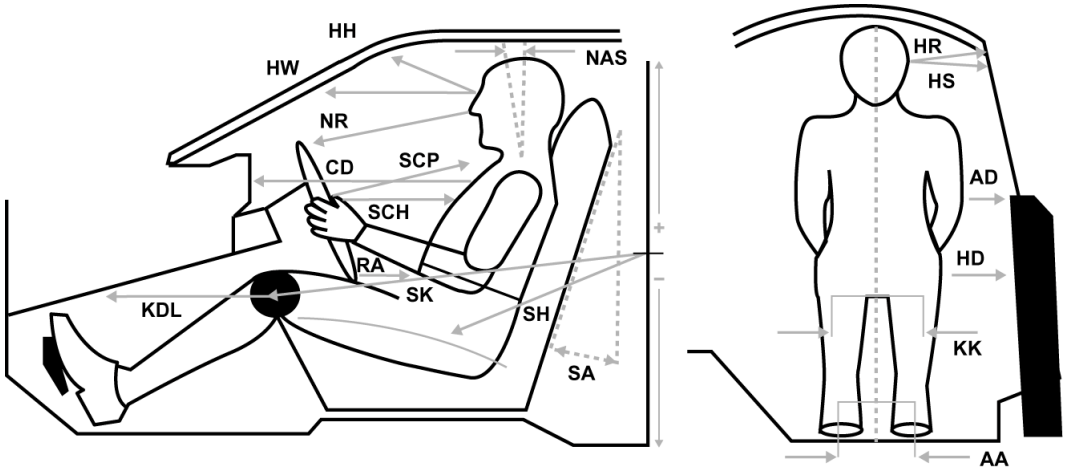
* This item was replaced as indicated before the 40 mi/h frontal offset test.

Dummy Clearance Measurements

Test Number: CEF0217
Vehicle Make/Model: Suzuki Aerio
Vehicle Model Year: 2002
Seat Type: Manually adjusted bucket seat (fore/aft and seat back angle)
Manufacturer's Specifications
Seat Back Information: Reclined to 5th position from upright
Upper Belt Anchorage: Set to 2nd of 3 positions (from top)
Steering Column Adjustment: Set to midpoint of tilt adjustment range

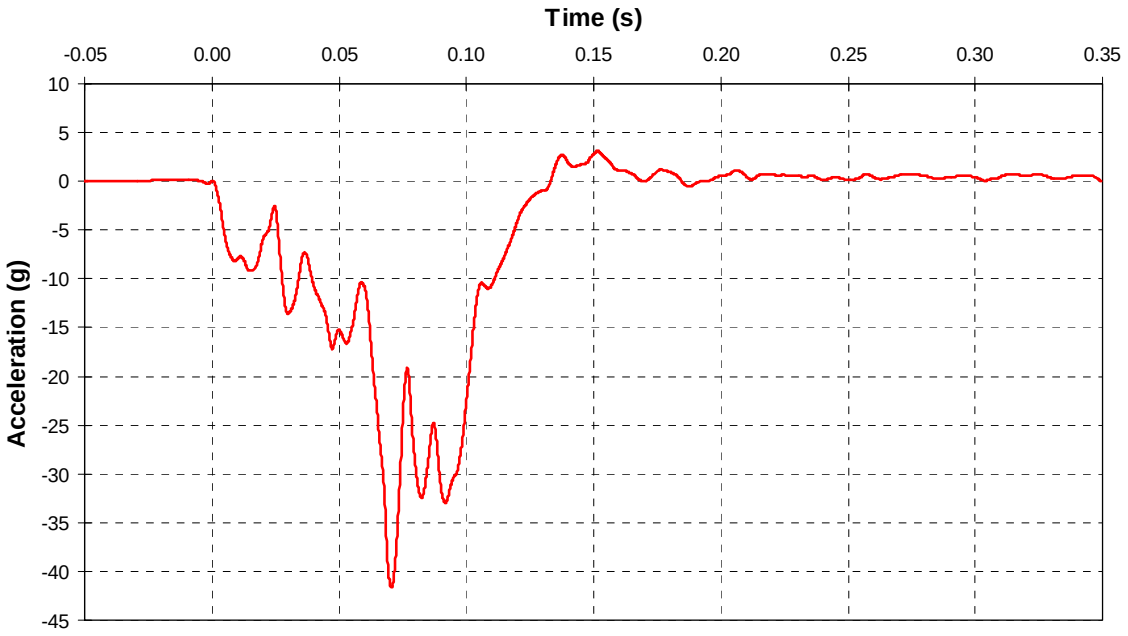
Location	Code	Measure	Location	Code	Measure
Head to header	HH	373	Neck angle, torso 90	NAT90	21.0°
Head to windshield	HW	614	Neck angle, seated	NAS	7.2°
Nose to rim	NR	400	Torso angle (NAT90 – NAS)	TA	13.8°
Chest to dash*	CD	1027	Striker to knee***	SK	568
Rim to abdomen	RA	200	Striker to knee angle***	SKA	1.1°
Knee to dash, left	KDL	281	Striker to H-point, horizontal	SHH	186
Knee to dash, right	KDR	230	Striker to H-point, vertical	SHV	–85
Steering wheel to chest, horizontal	SCH	310	Ankle to ankle	AA	331
Steering wheel to chest, perpendicular	SCP	403	Knee to knee	KK	344
Steering wheel to chest, reference	SCR	396	Arm to door	AD	20
Hub to chest, minimum	HCM	259	H-point to door	HD	123
Pelvic angle	PA	24.8°	Head to A-pillar	HA	559
Seat back angle**	SA	12.8°	Head to roof	HR	210
			Head to side window	HS	240

All distance measurements are in millimeters (mm).
* Chest was positioned above top of dash; therefore indicated value is for chest to windshield measurement.
** Indicated value is from vertical, as measured on head restraint post.
*** These measurements were made in a vertical plane containing the striker and parallel to the driver door sill.

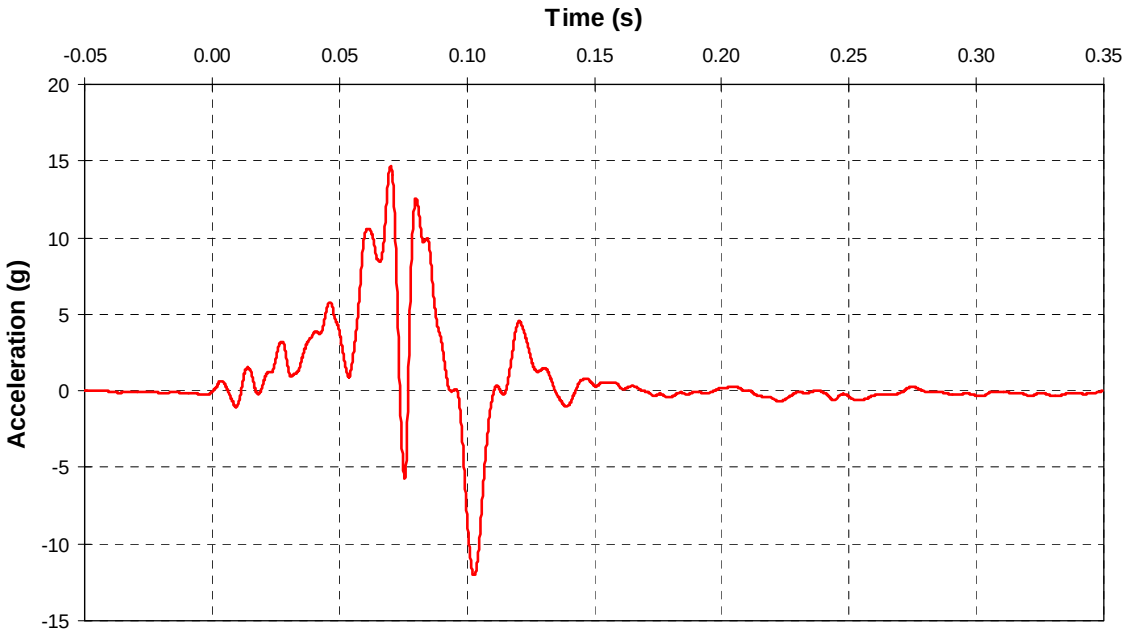


Graph Index

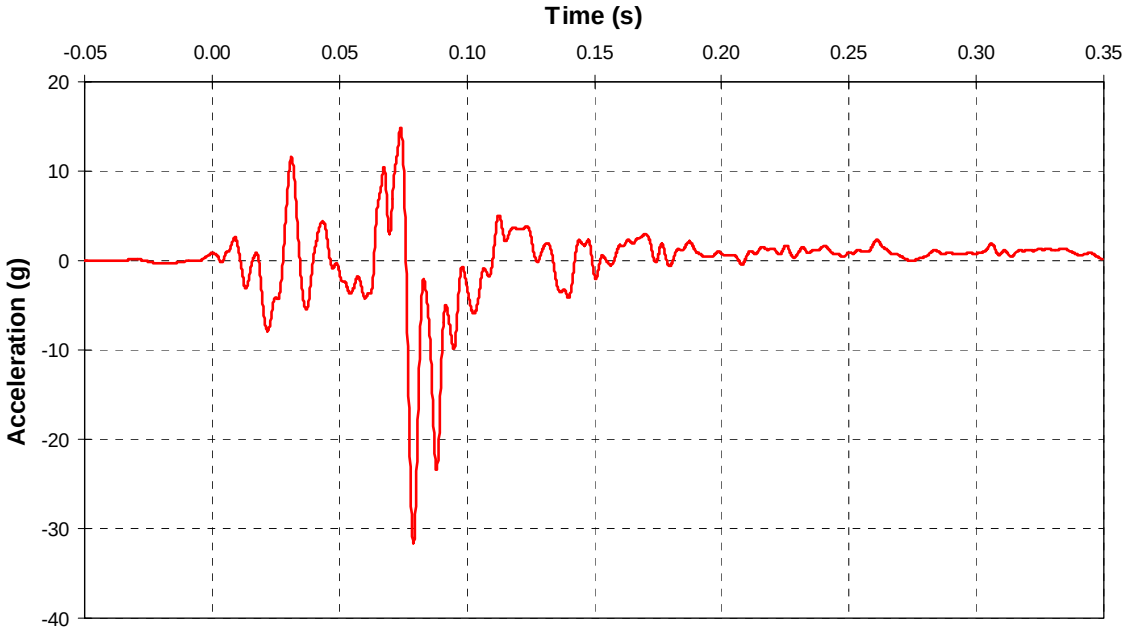
A- 1 CEF0217 2002 Suzuki Aerio Vehicle Longitudinal Acceleration



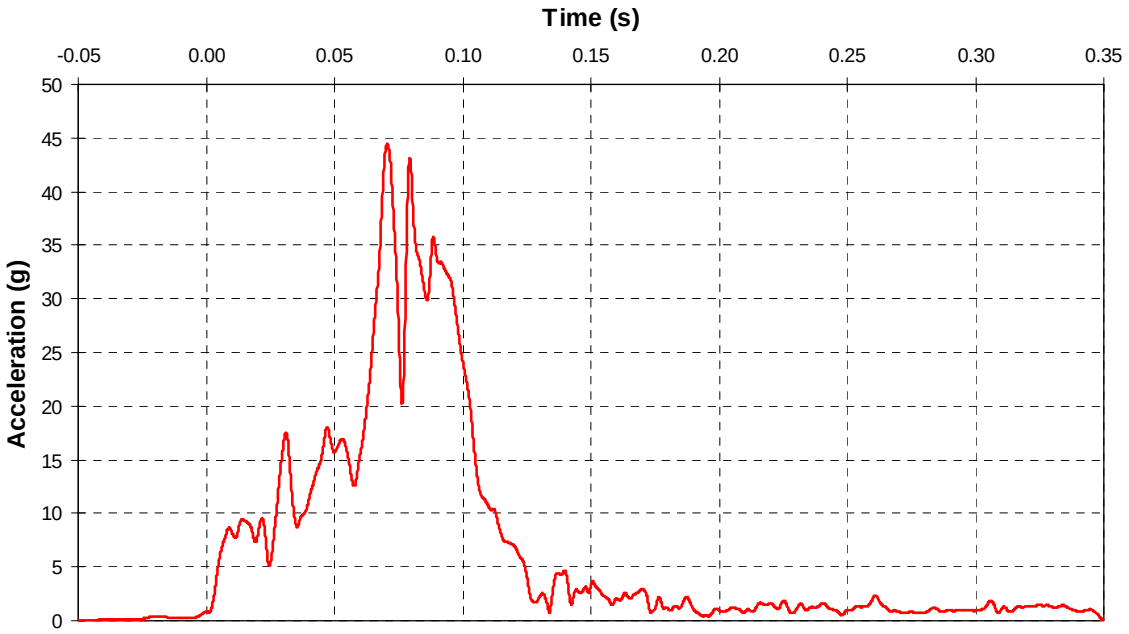
A- 2 CEF0217 2002 Suzuki Aerio Vehicle Lateral Acceleration



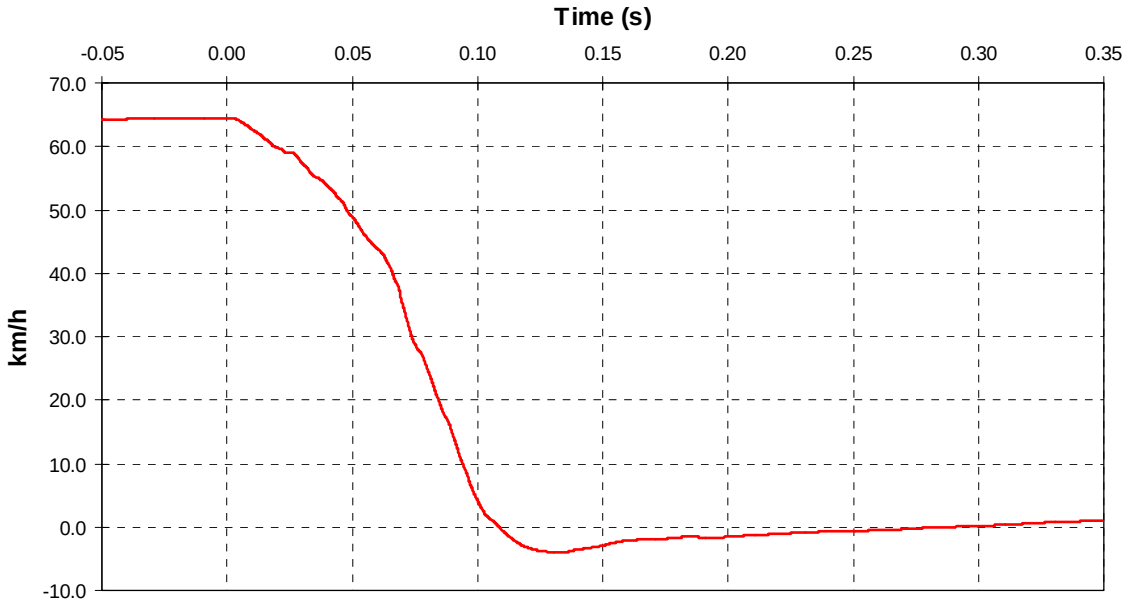
A- 3 CEF0217 2002 Suzuki Aerio Vehicle Vertical Acceleration



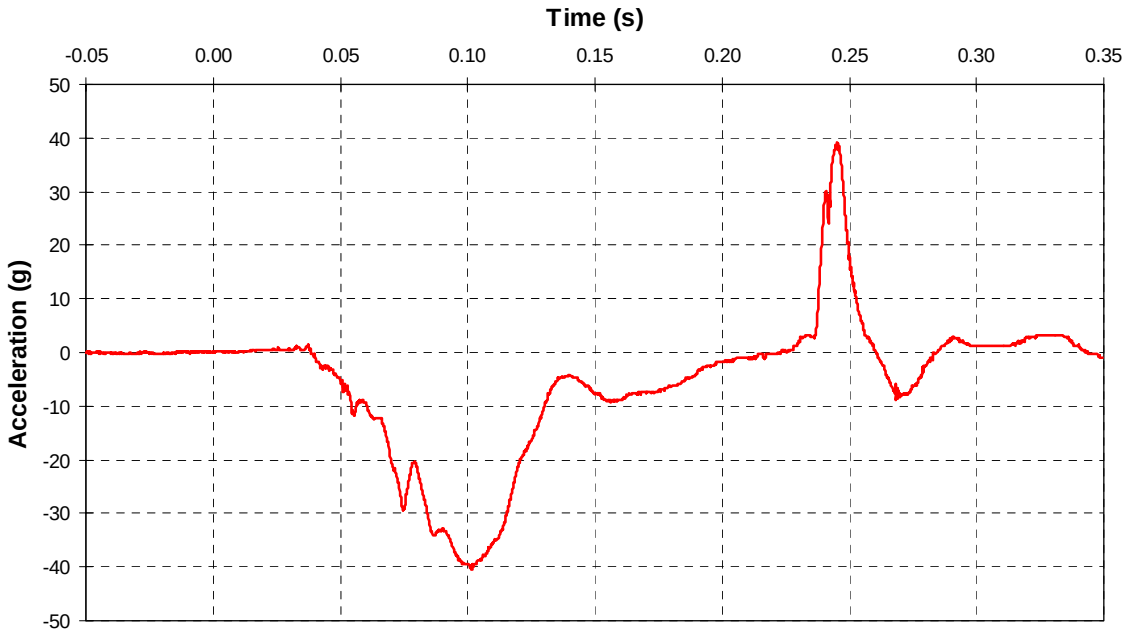
A- 4 CEF0217 2002 Suzuki Aerio Vehicle Vector Resultant Acceleration



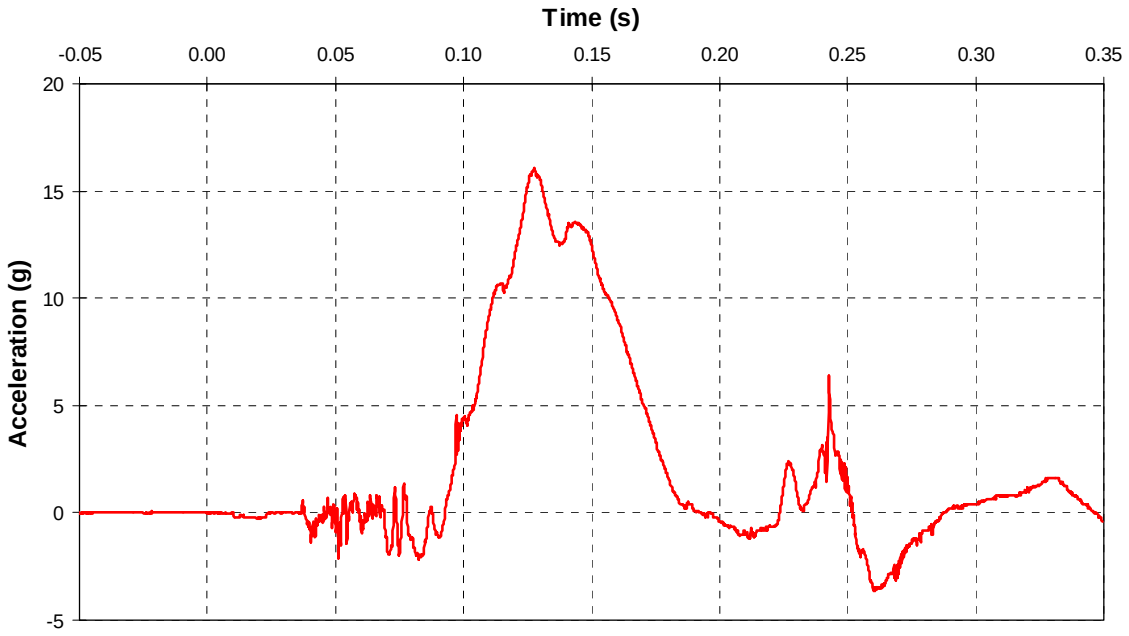
A- 5 CEF0217 2002 Suzuki Aerio Integration of Vehicle Longitudinal Acceleration



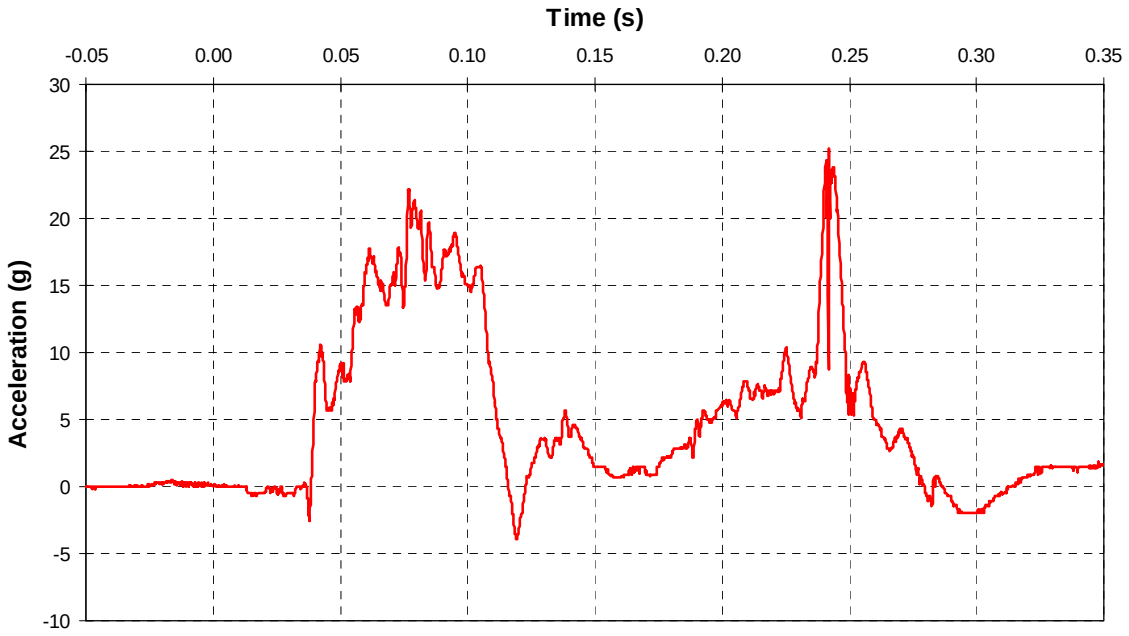
A- 6 CEF0217 2002 Suzuki Aerio Head A-P Acceleration



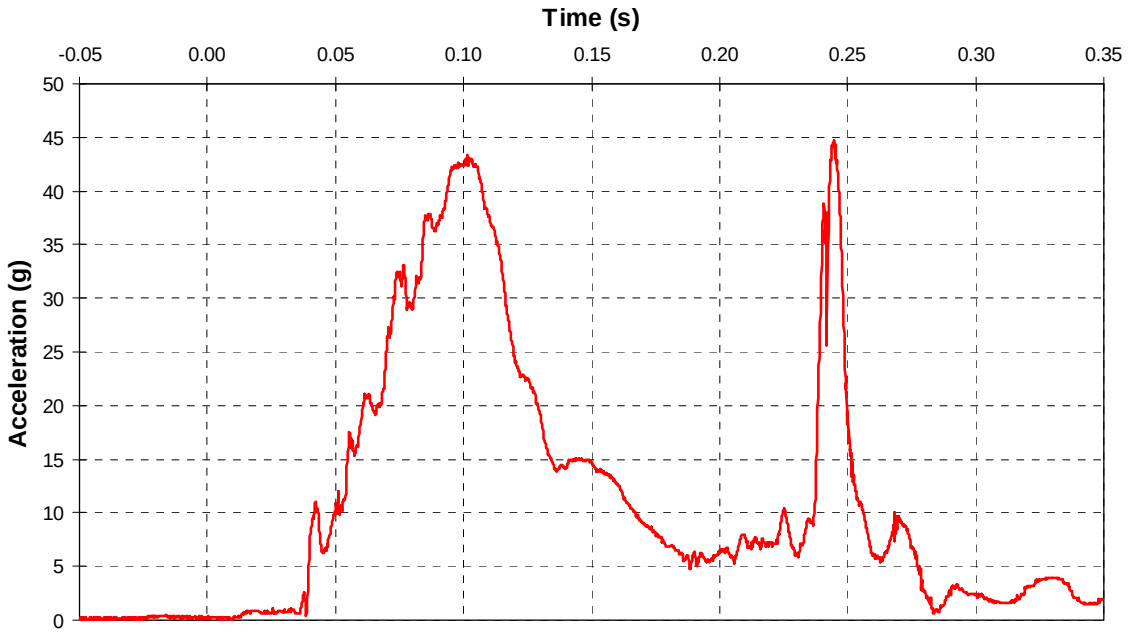
A- 7 CEF0217 2002 Suzuki Aerio Head L-M Acceleration



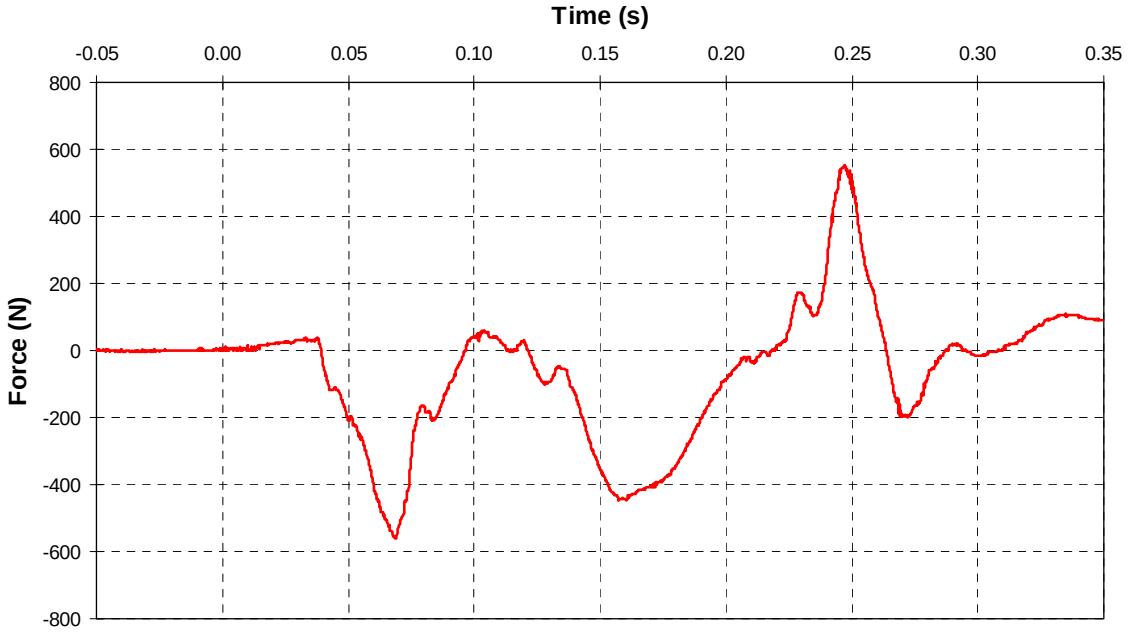
A- 8 CEF0217 2002 Suzuki Aerio Head I-S Acceleration



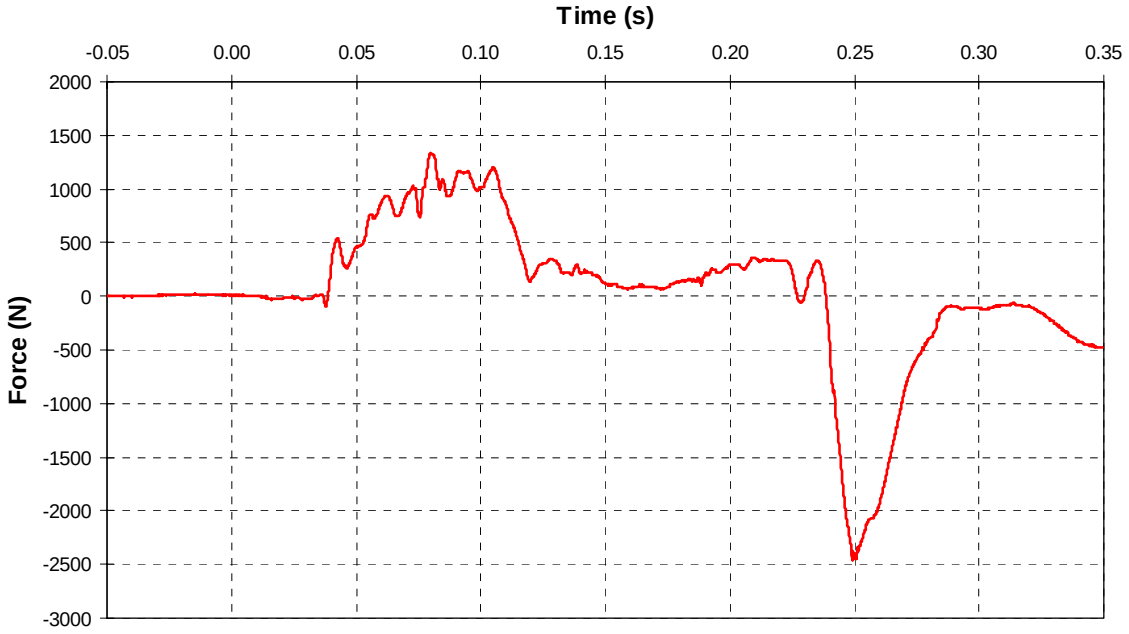
A- 9 CEF0217 2002 Suzuki Aerio Head Vector Resultant Acceleration



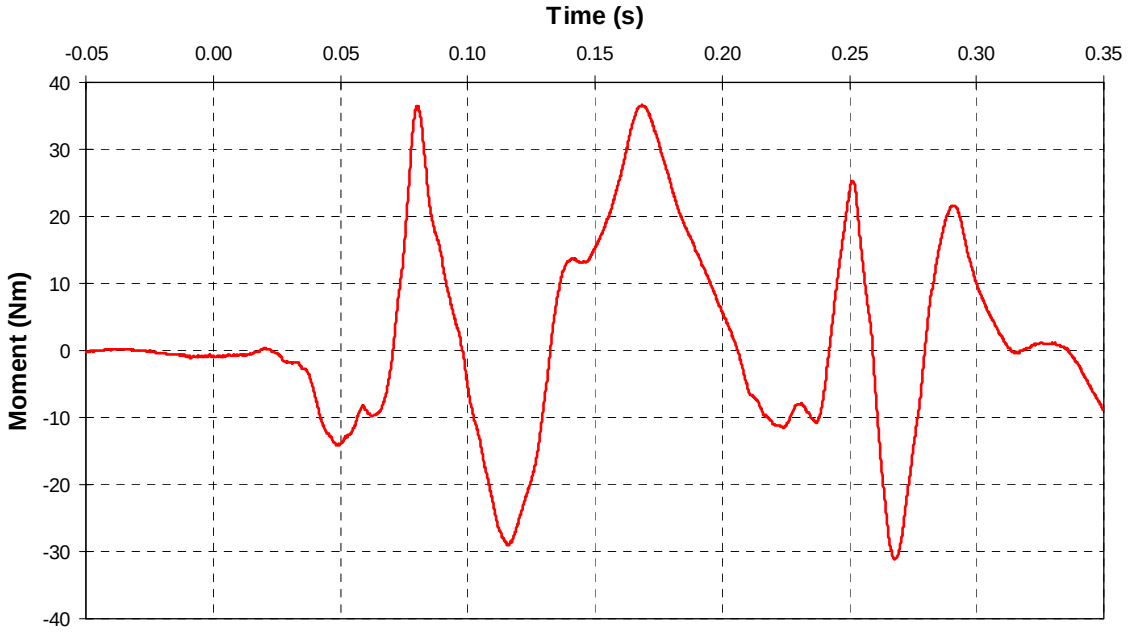
A- 10 CEF0217 2002 Suzuki Aerio Neck A-P Shear Force



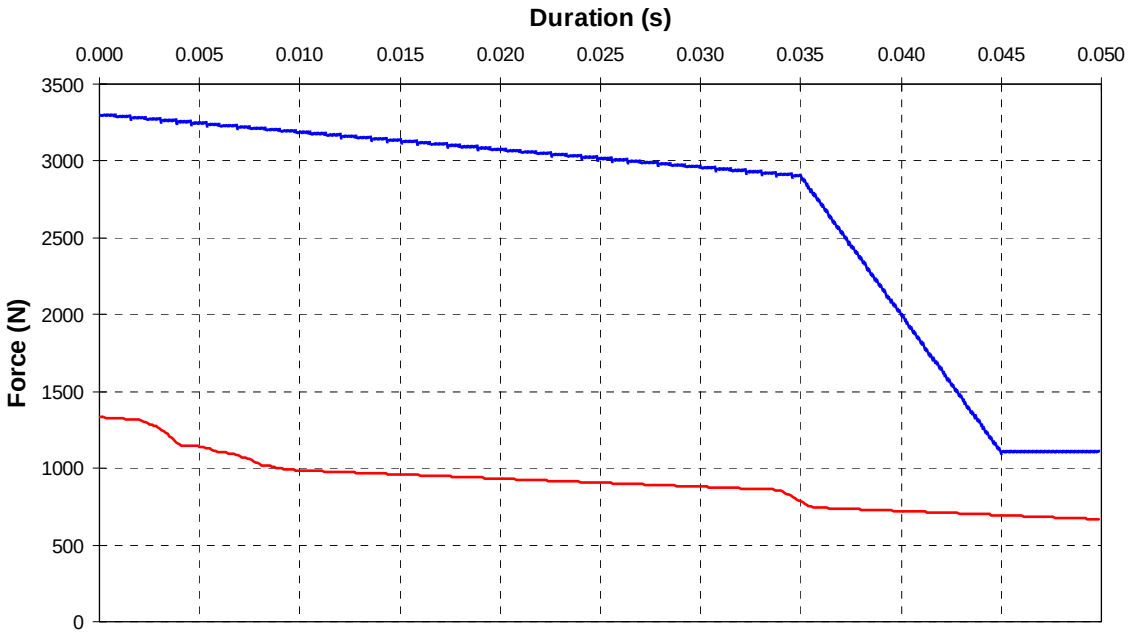
A- 11 CEF0217 2002 Suzuki Aerio Neck Axial Force



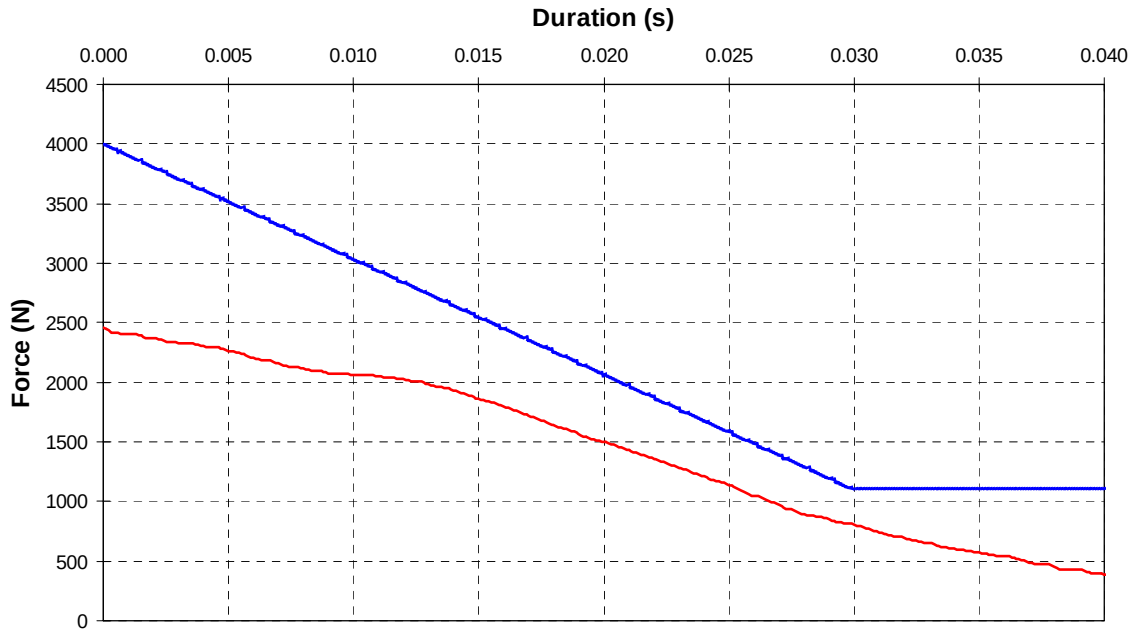
A- 12 CEF0217 2002 Suzuki Aerio Neck Occipital A-P Moment



A- 13 CEF0217 2002 Suzuki Aerio Neck Tension Analysis



A- 14 CEF0217 2002 Suzuki Aerio Neck Compression Analysis



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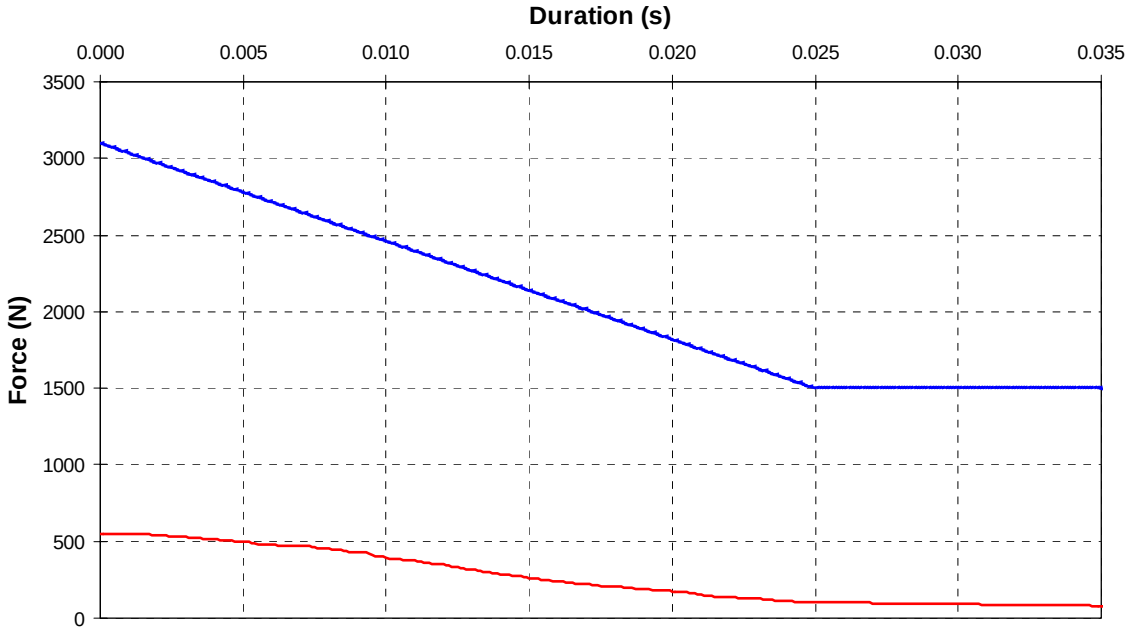

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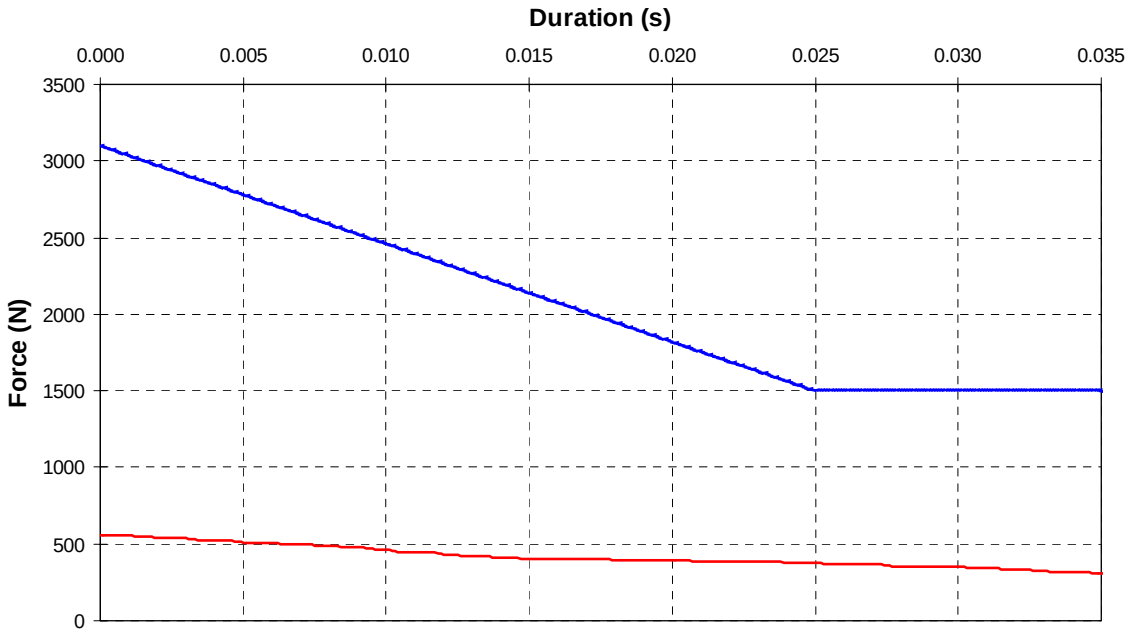
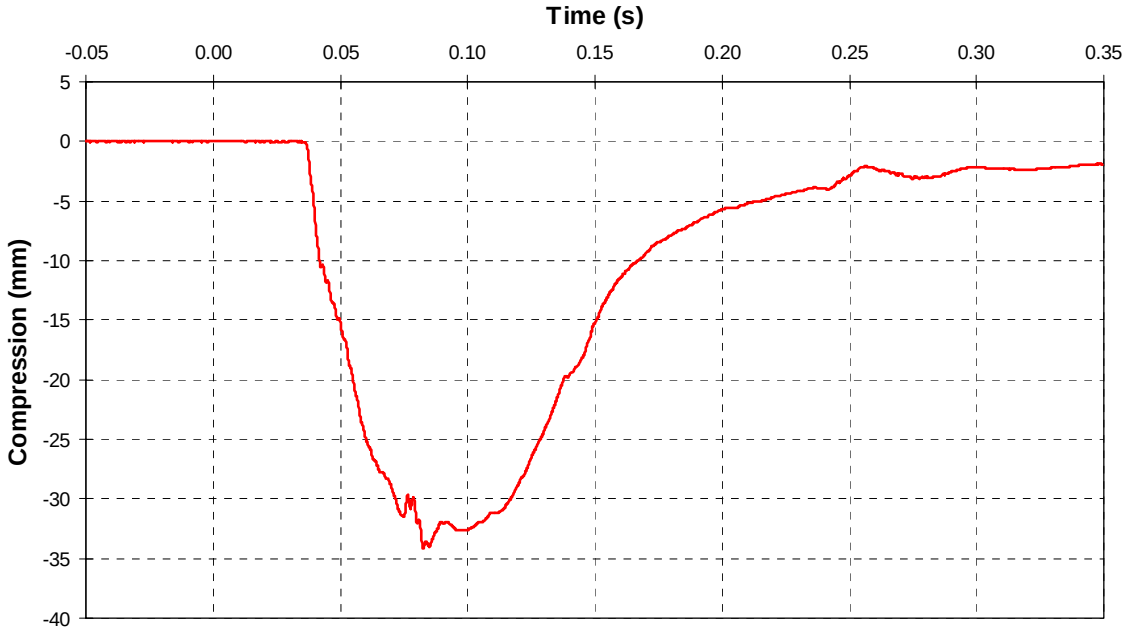
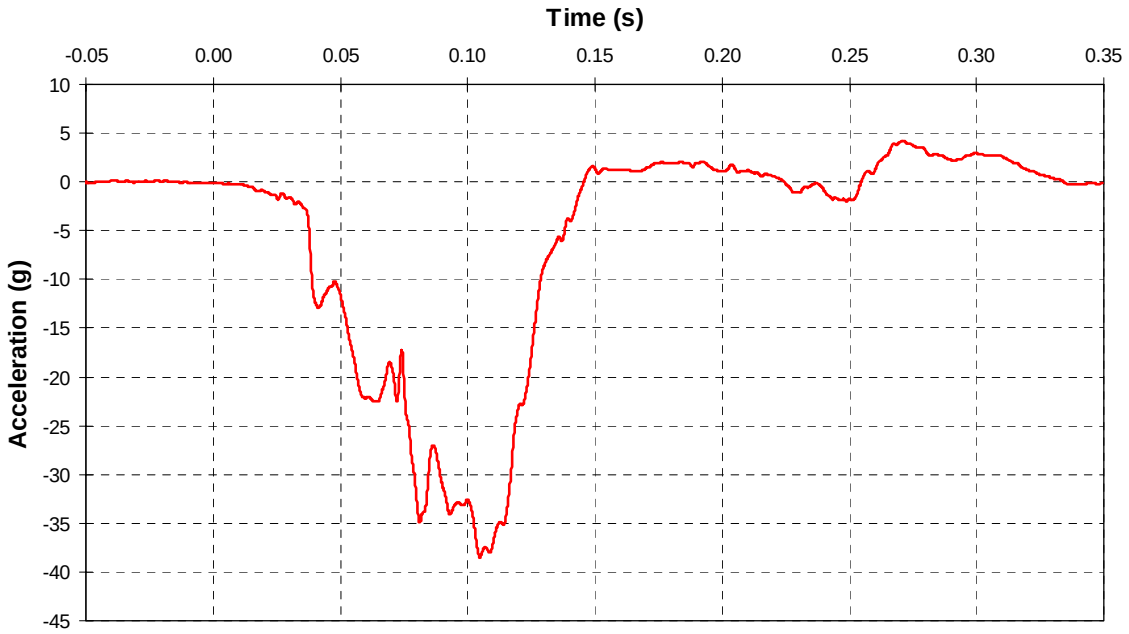


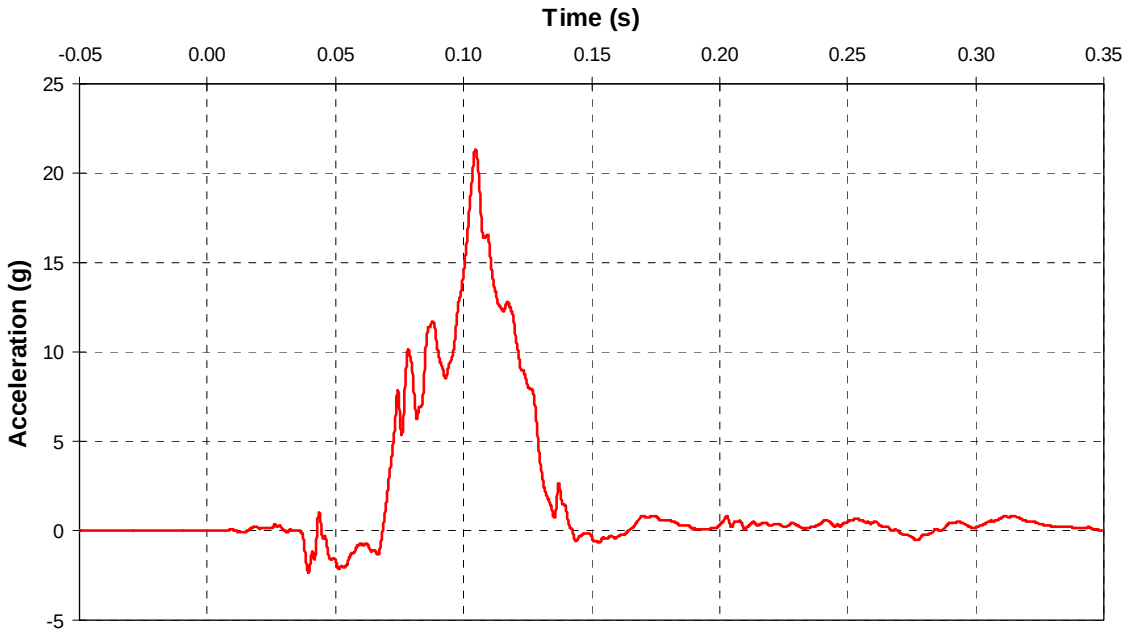
A- 17 CEF0217 2002 Suzuki Aerio Chest Compression



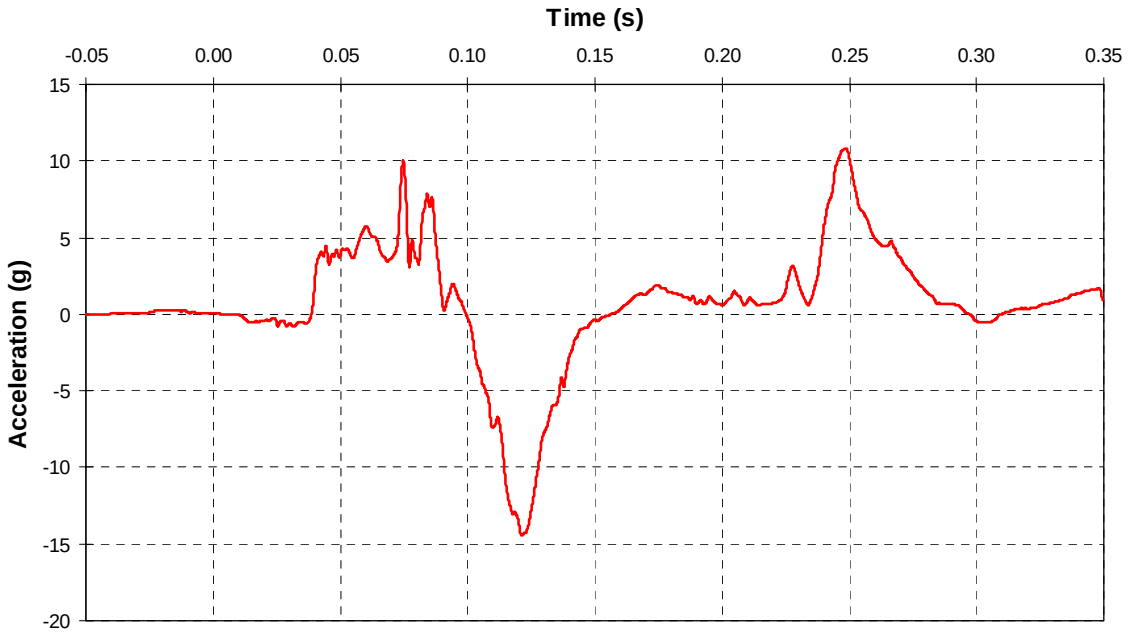
A- 18 CEF0217 2002 Suzuki Aerio Chest A-P Acceleration



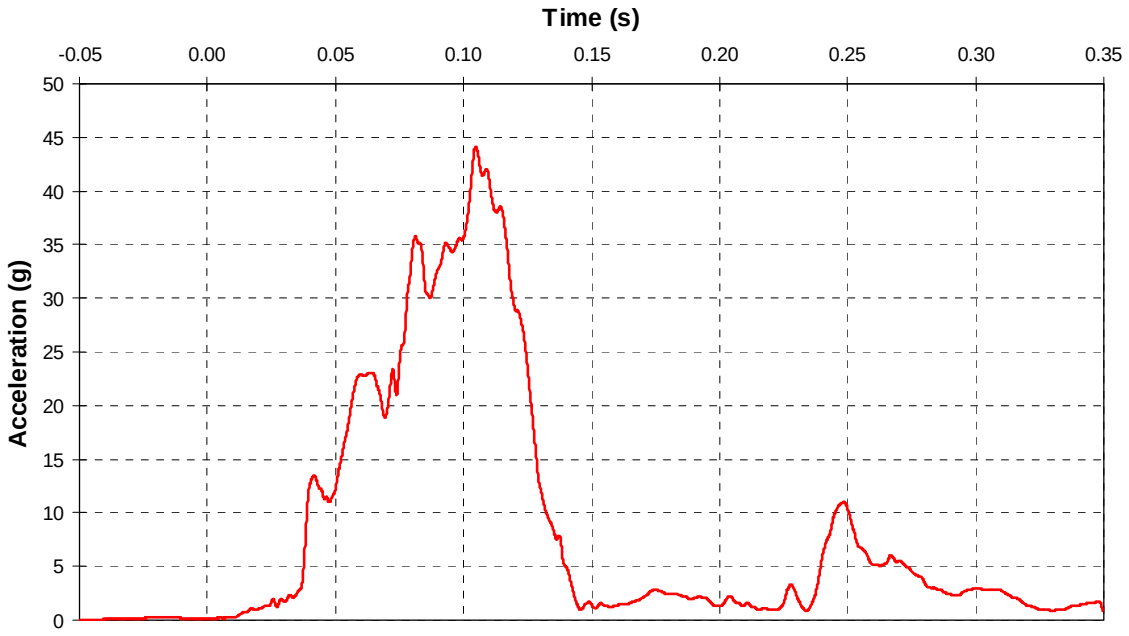
A- 19 CEF0217 2002 Suzuki Aerio Chest L-M Acceleration



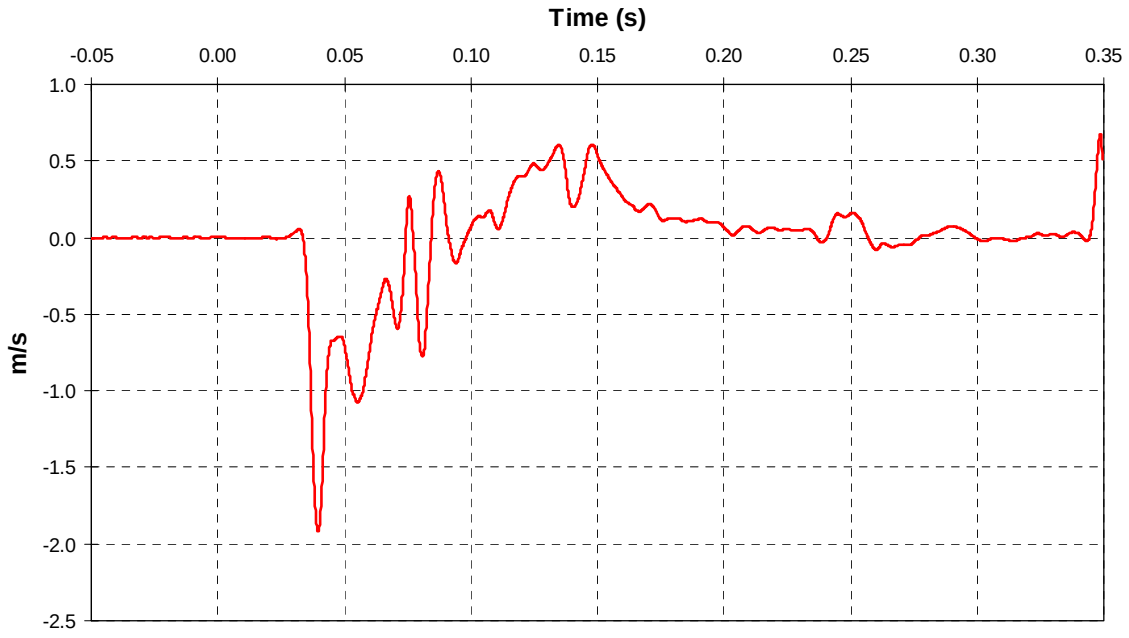
A- 20 CEF0217 2002 Suzuki Aerio Chest I-S Acceleration



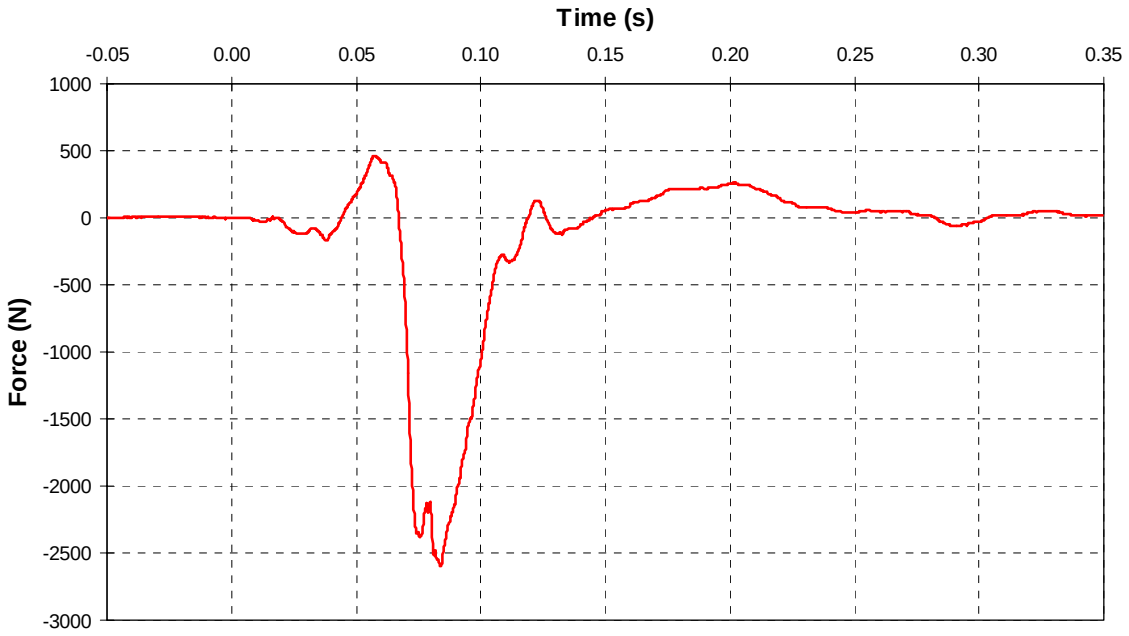
A- 21 CEF0217 2002 Suzuki Aerio Chest Vector Resultant Acceleration



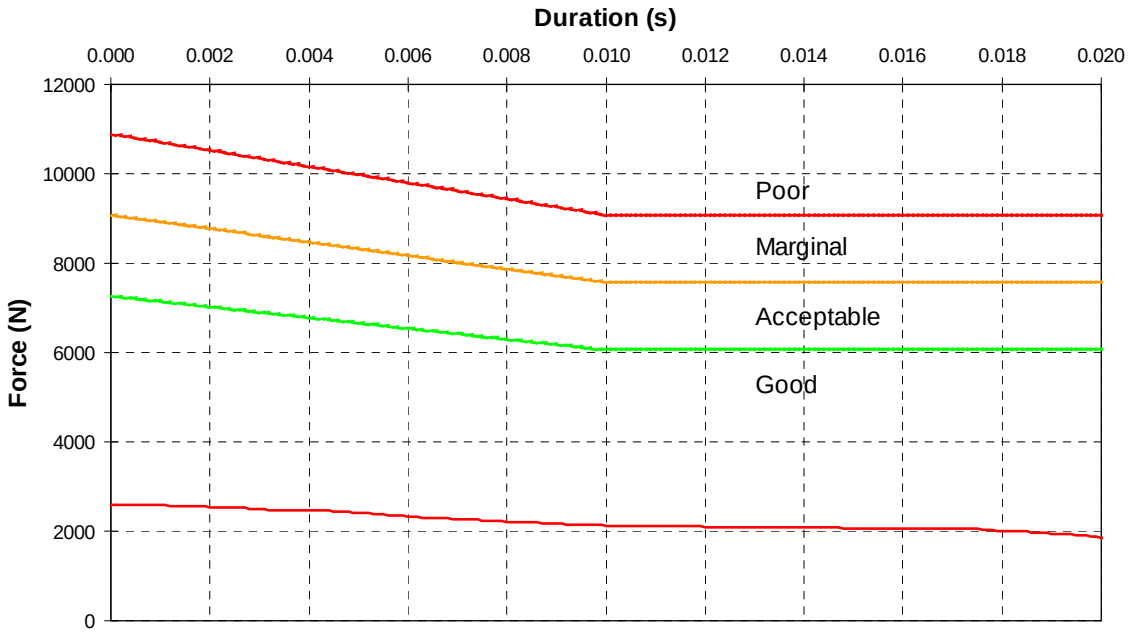
A- 22 CEF0217 2002 Suzuki Aerio Sternum Deflection Rate



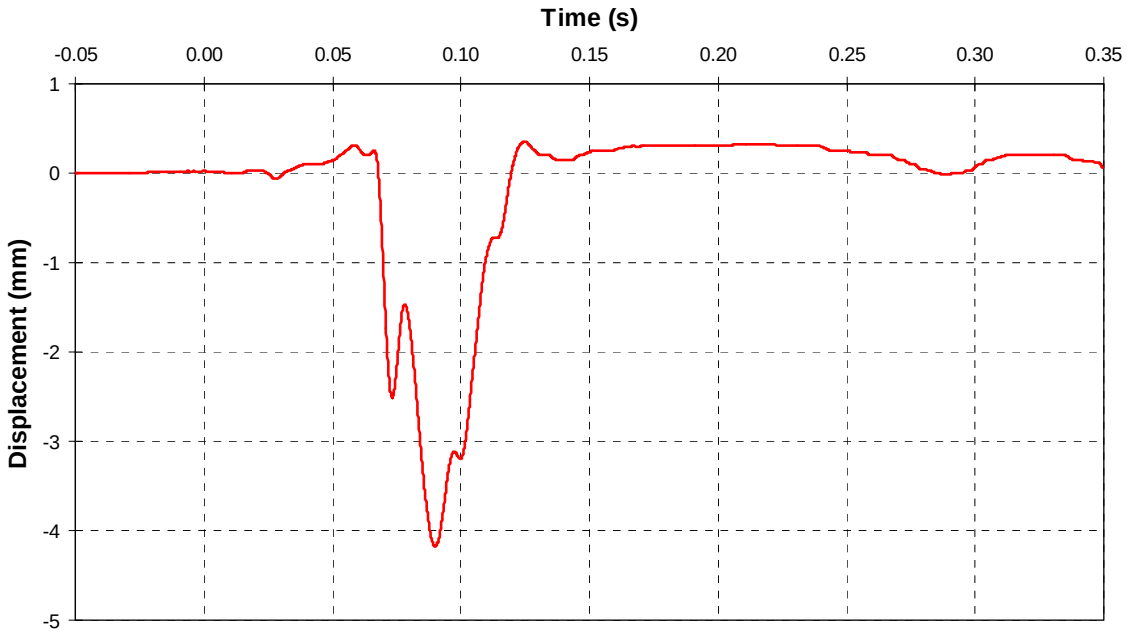
A- 23 CEF0217 2002 Suzuki Aerio Left Femur Axial Force



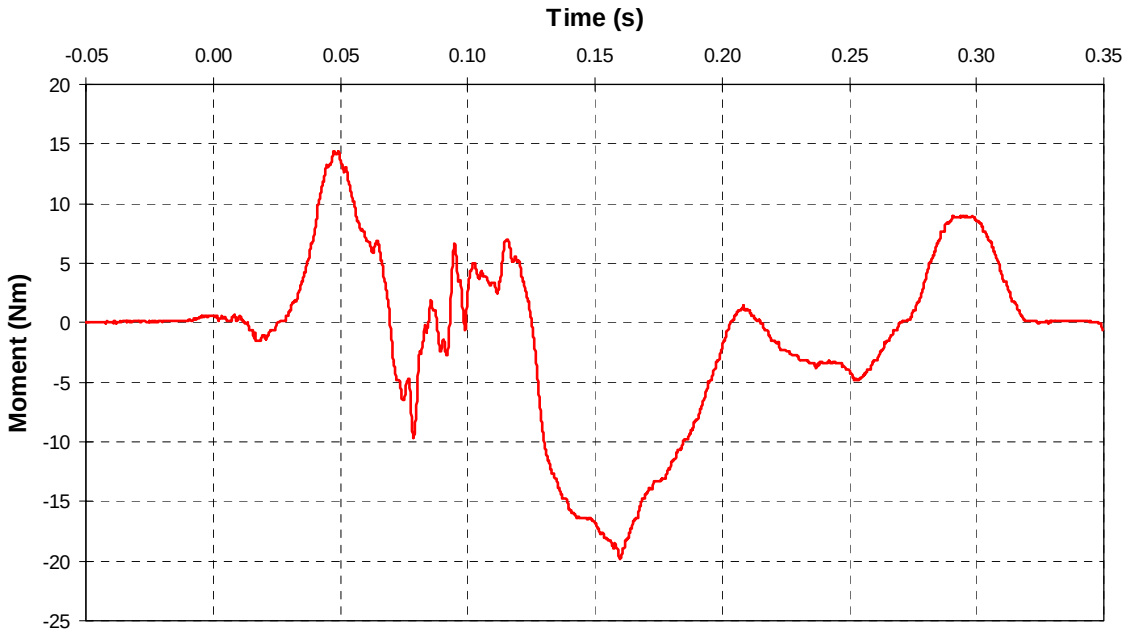
A- 24 CEF0217 2002 Suzuki Aerio Left Femur Axial Force Analysis



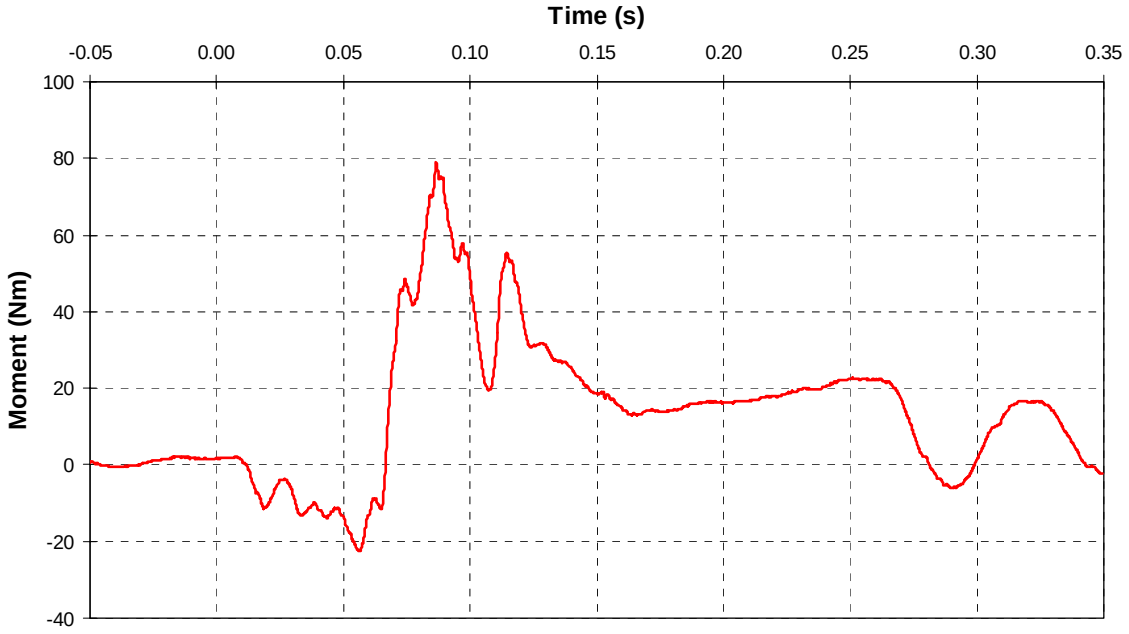
A- 25 CEF0217 2002 Suzuki Aerio Left Tibia-Femur Displacement



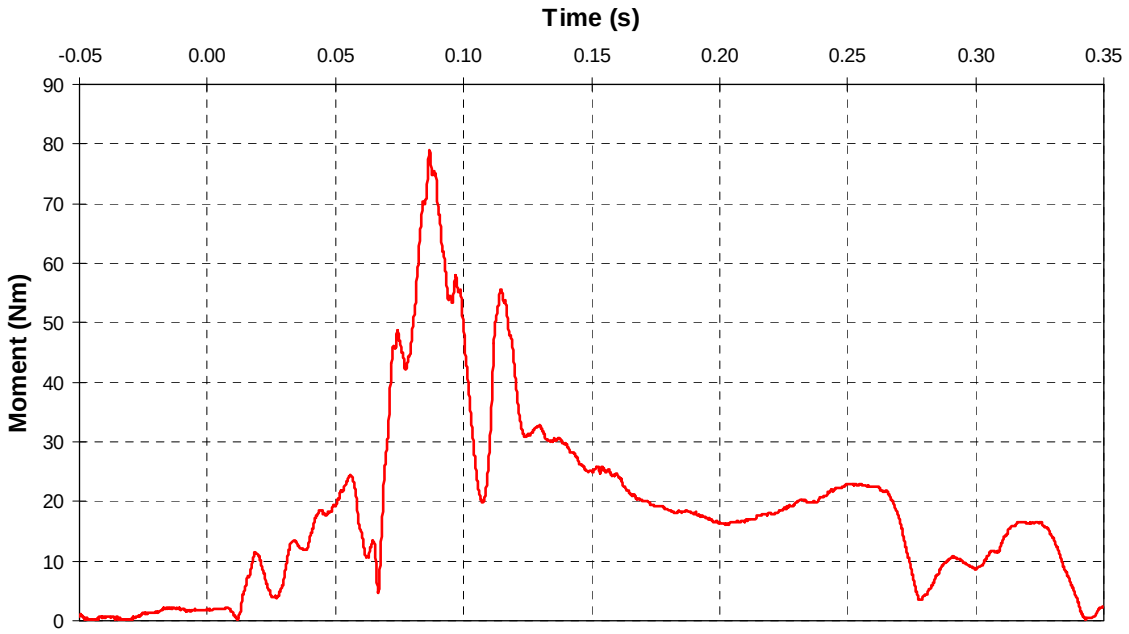
A- 26 CEF0217 2002 Suzuki Aerio Left Upper Tibia L-M Moment



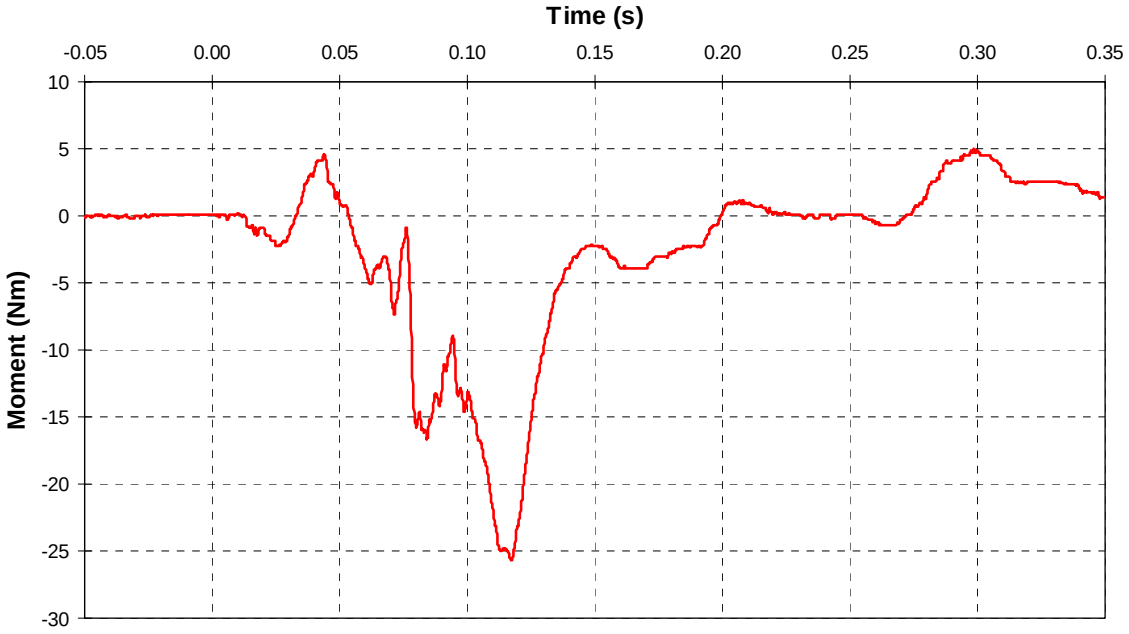
A- 27 CEF0217 2002 Suzuki Aerio Left Upper Tibia A-P Moment



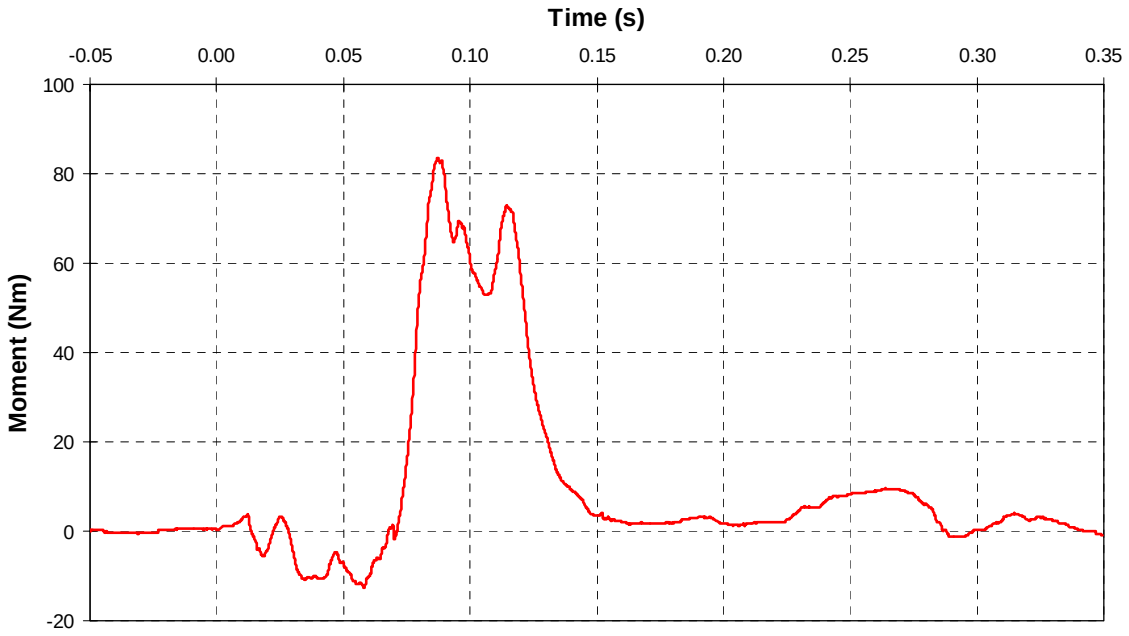
A- 28 CEF0217 2002 Suzuki Aerio Left Upper Tibia Vector Resultant Moment



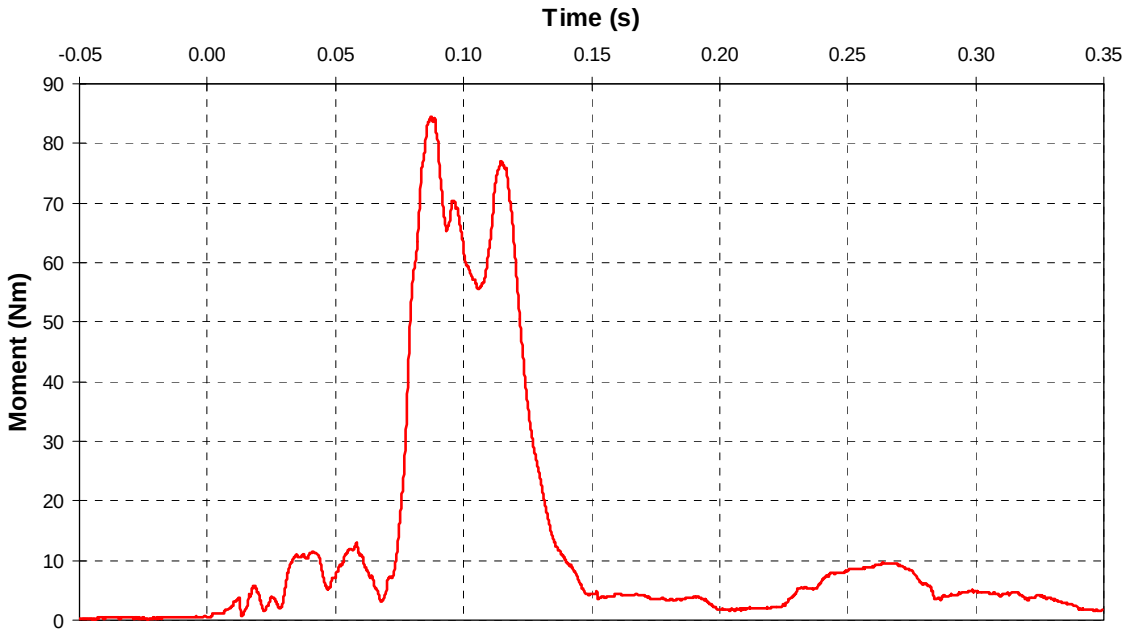
A- 29 CEF0217 2002 Suzuki Aerio Left Lower Tibia L-M Moment



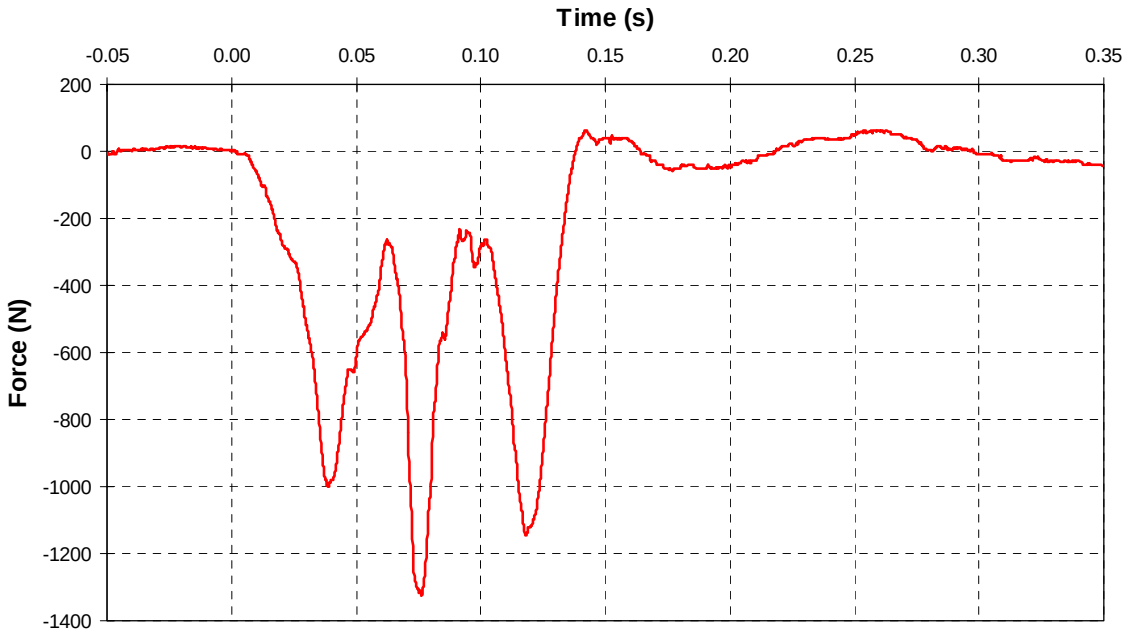
A- 30 CEF0217 2002 Suzuki Aerio Left Lower Tibia A-P Moment



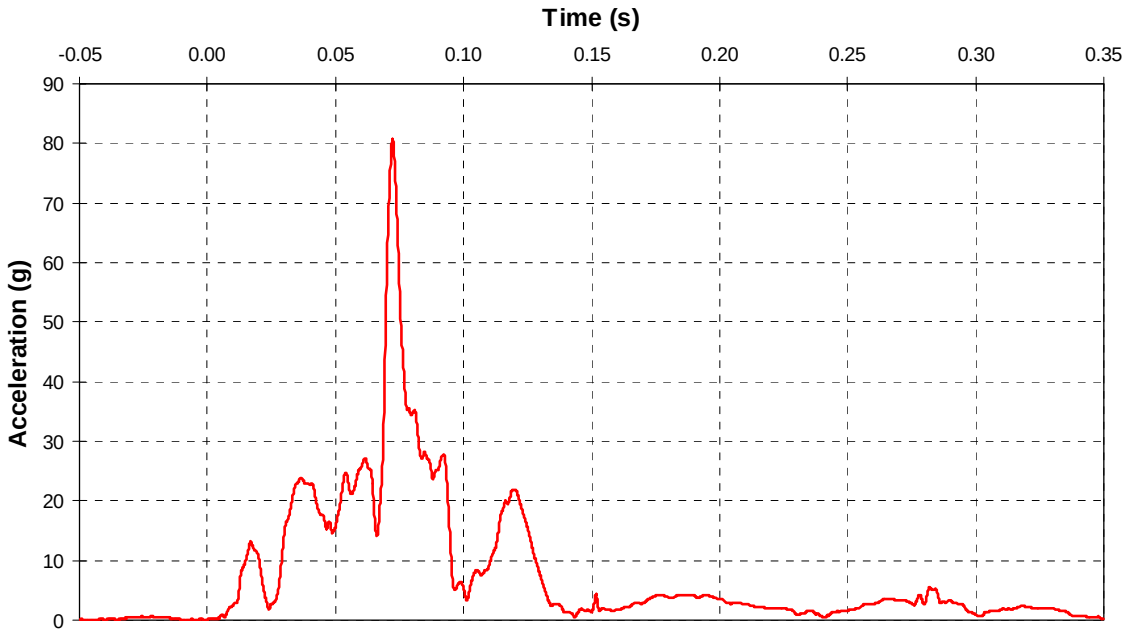
A- 31 CEF0217 2002 Suzuki Aerio Left Lower Tibia Vector Resultant Moment



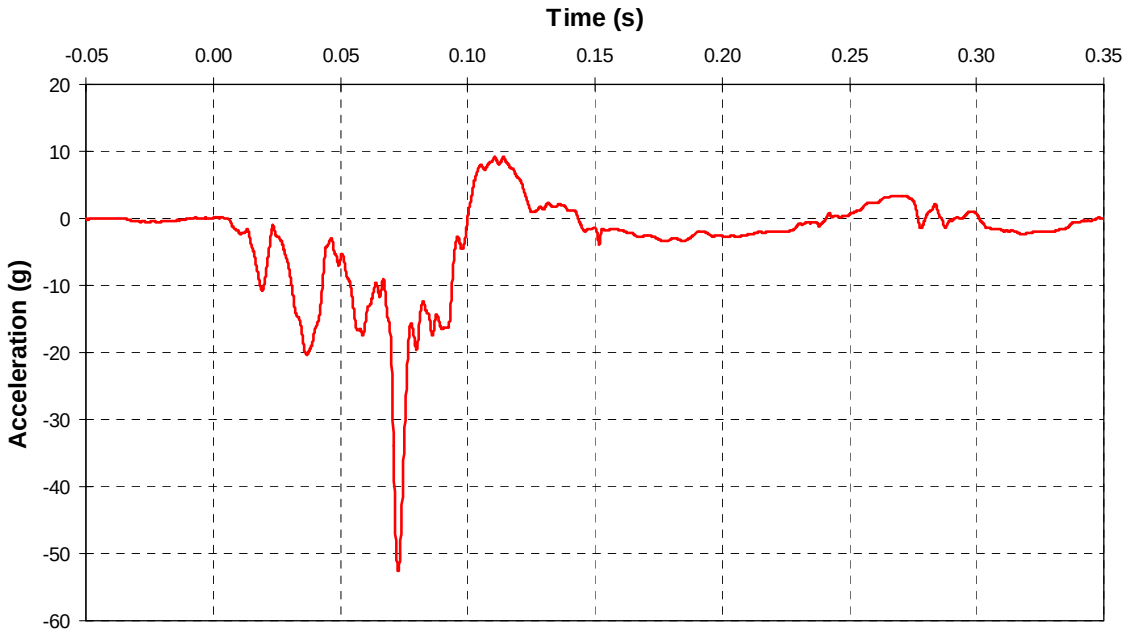
A- 32 CEF0217 2002 Suzuki Aerio Left Lower Tibia Axial Force



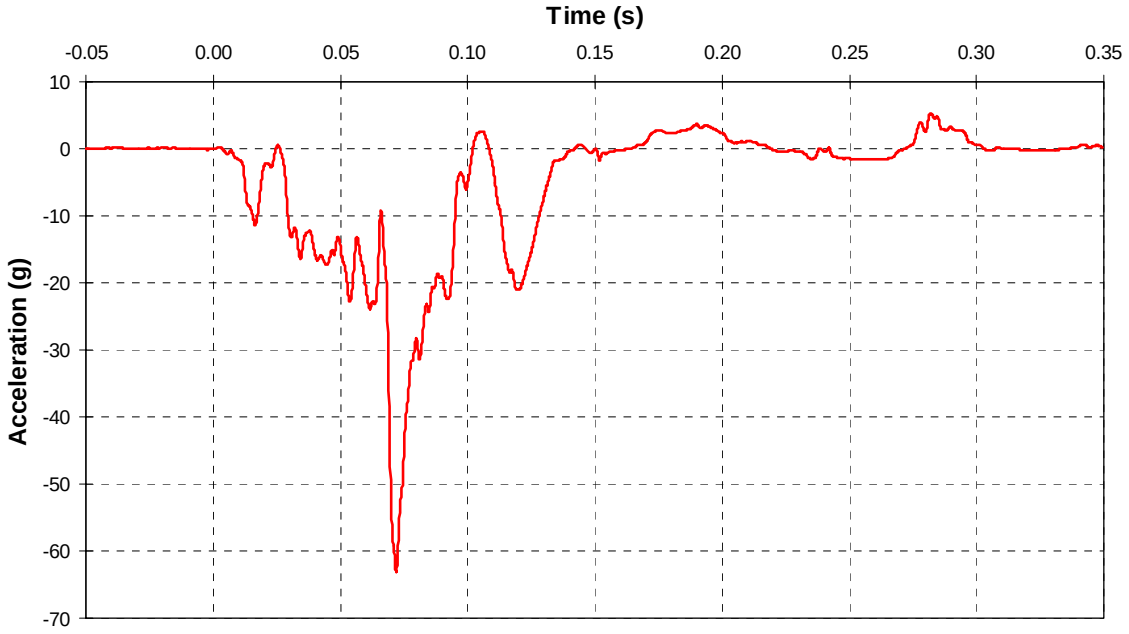
A- 33 CEF0217 2002 Suzuki Aerio Left Foot Vector Resultant Acceleration



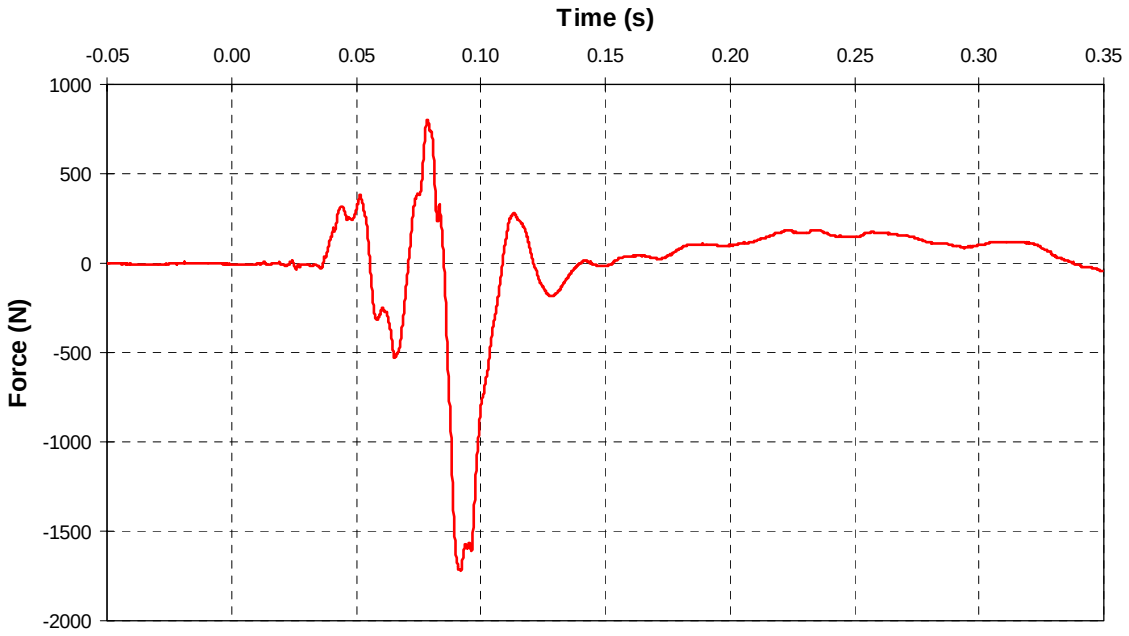
A- 34 CEF0217 2002 Suzuki Aerio Left Foot A-P Acceleration



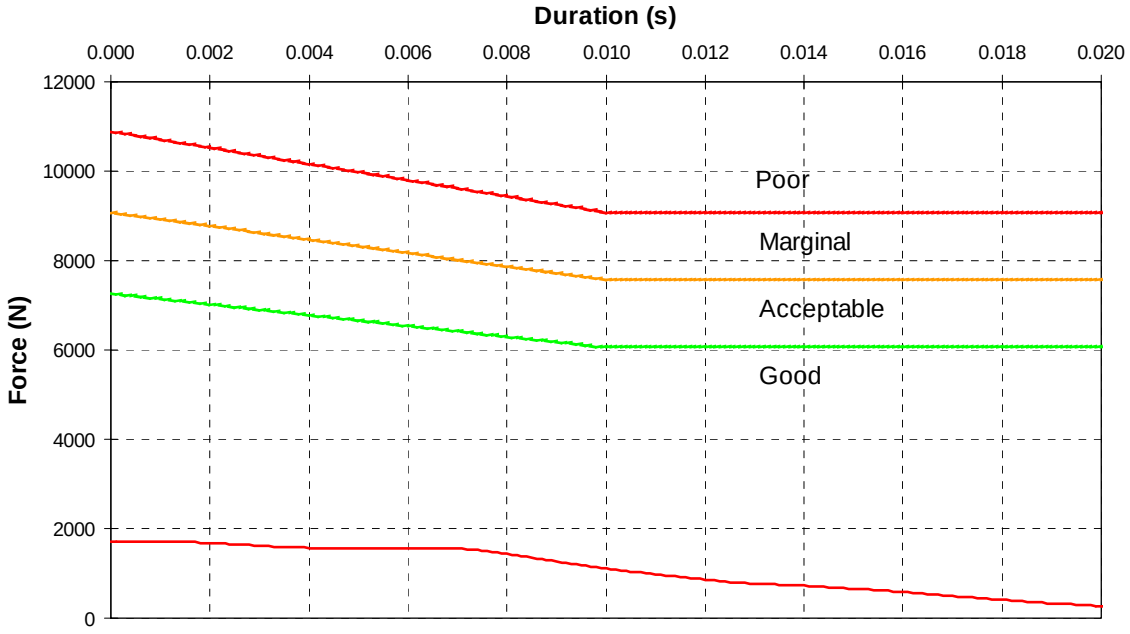
A- 35 CEF0217 2002 Suzuki Aerio Left Foot I-S Acceleration



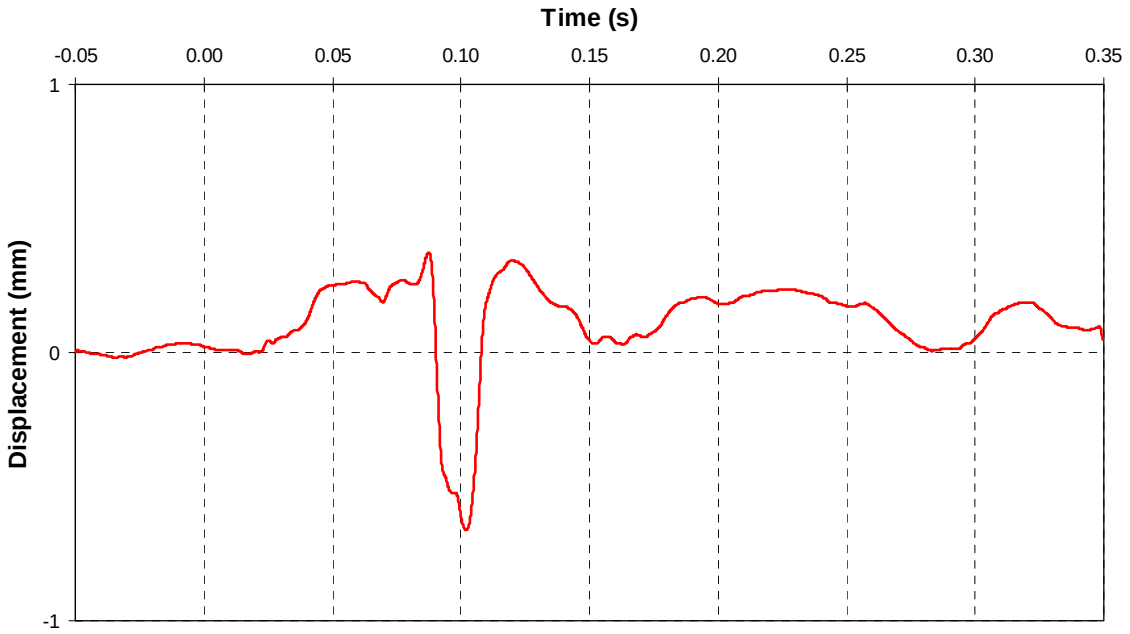
A- 36 CEF0217 2002 Suzuki Aerio Right Femur Axial Force



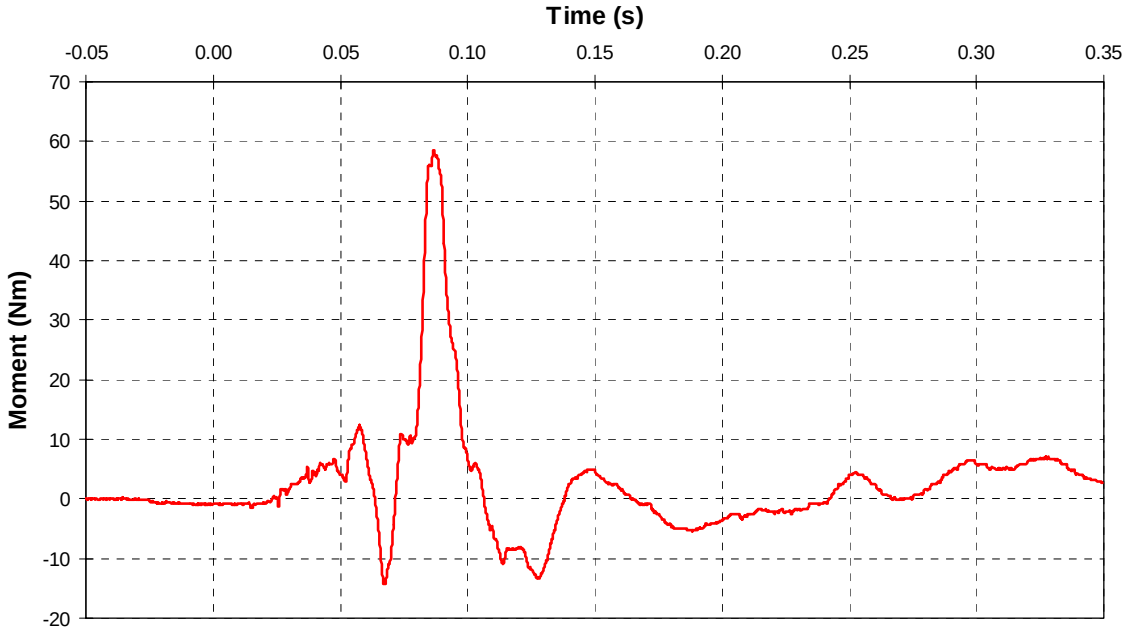
A- 37 CEF0217 2002 Suzuki Aerio Right Femur Axial Force Analysis



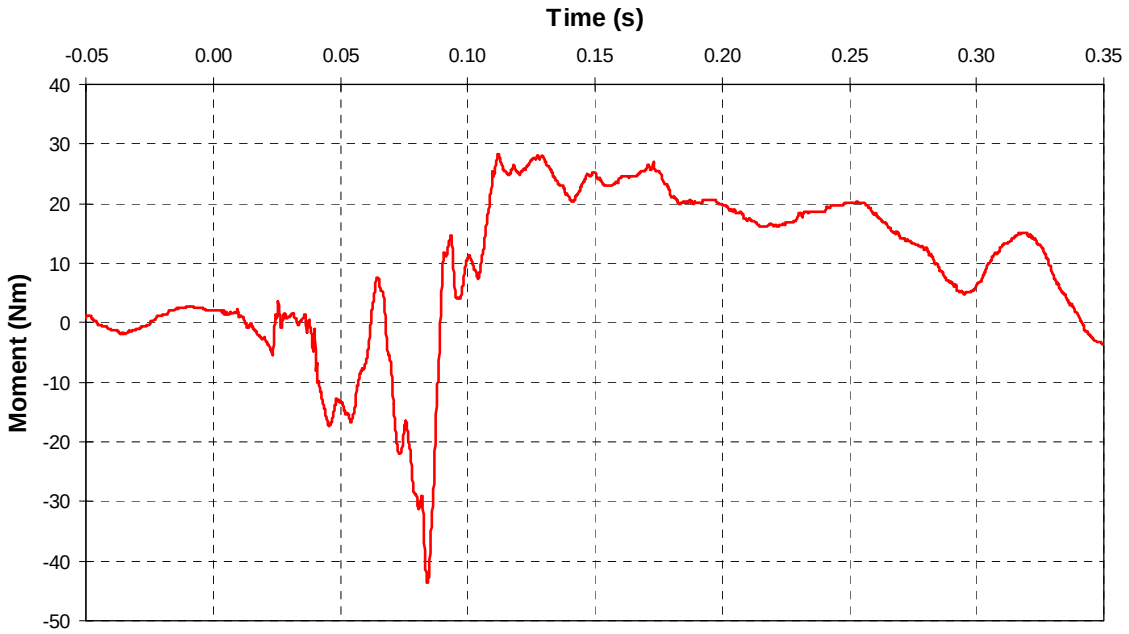
A- 38 CEF0217 2002 Suzuki Aerio Right Tibia-Femur Displacement



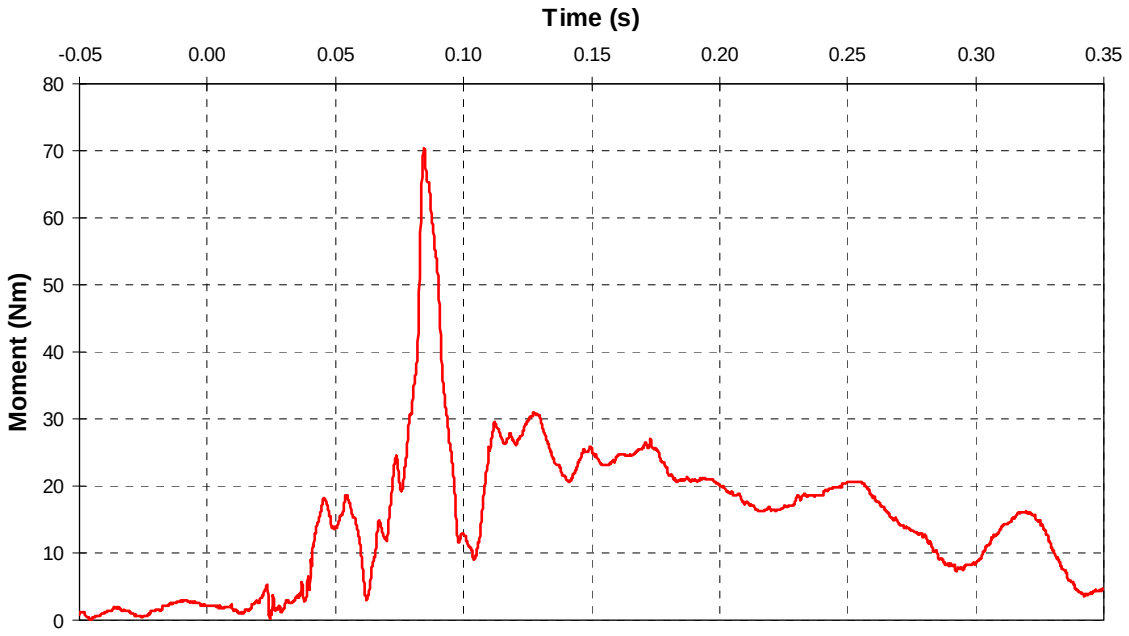
A- 39 CEF0217 2002 Suzuki Aerio Right Upper Tibia L-M Moment



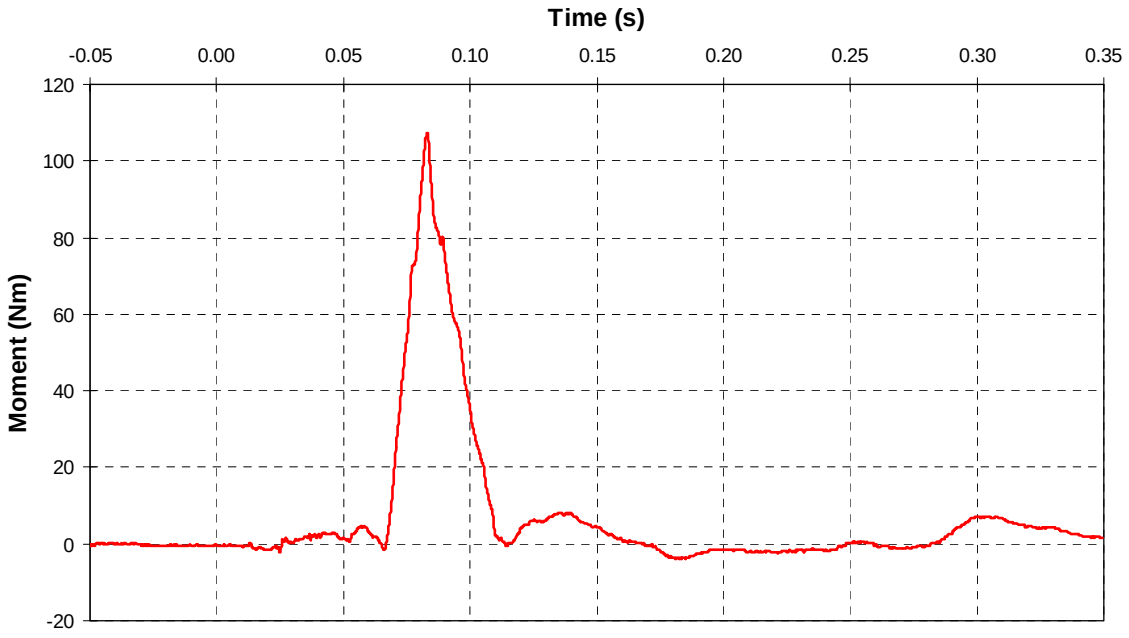
A- 40 CEF0217 2002 Suzuki Aerio Right Upper Tibia A-P Moment



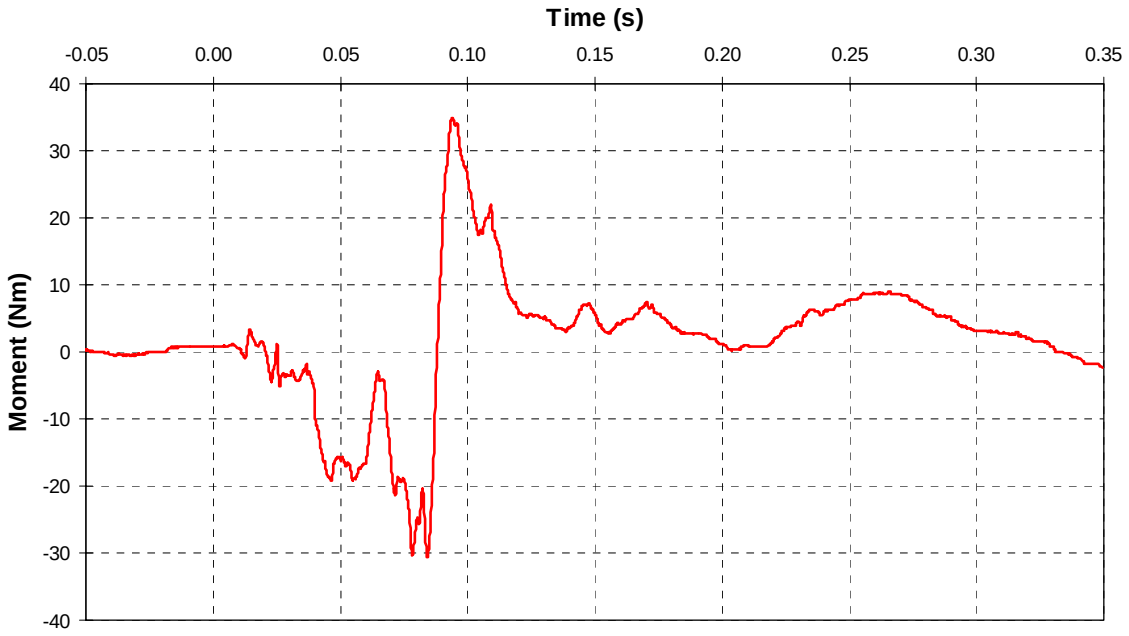
A- 41 CEF0217 2002 Suzuki Aerio Right Upper Tibia Vector Resultant Moment



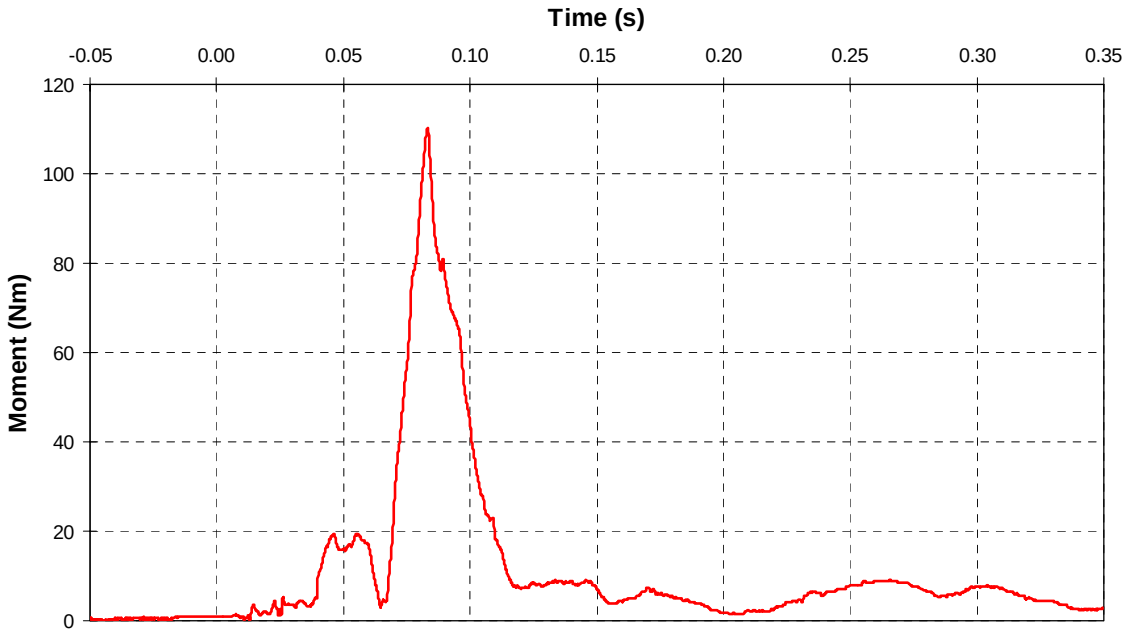
A- 42 CEF0217 2002 Suzuki Aerio Right Lower Tibia L-M Moment



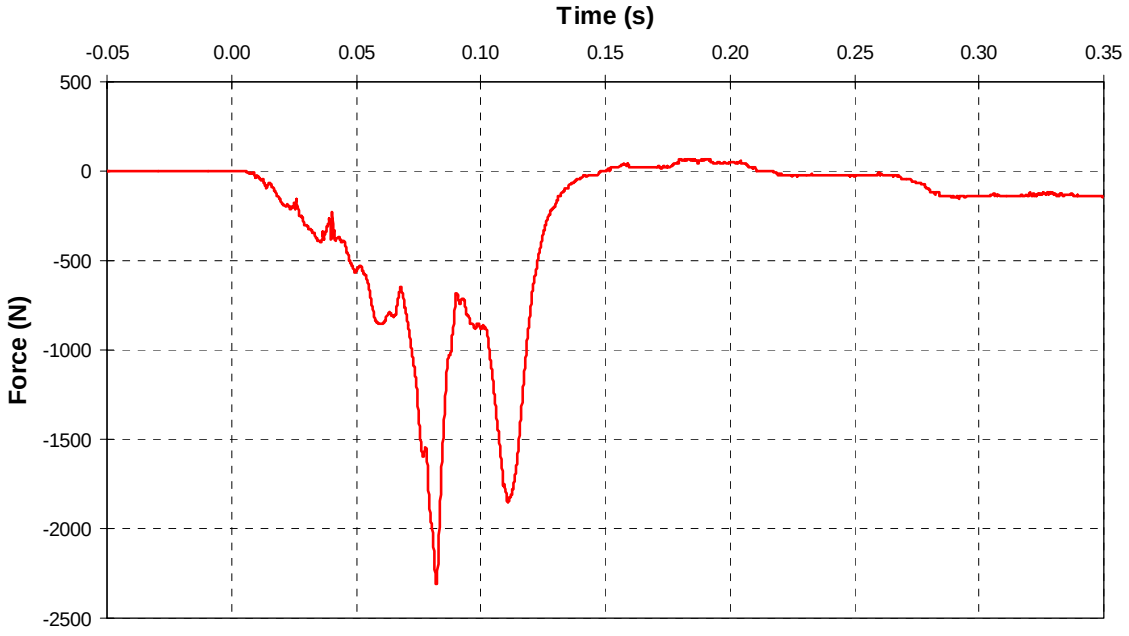
A- 43 CEF0217 2002 Suzuki Aerio Right Lower Tibia A-P Moment



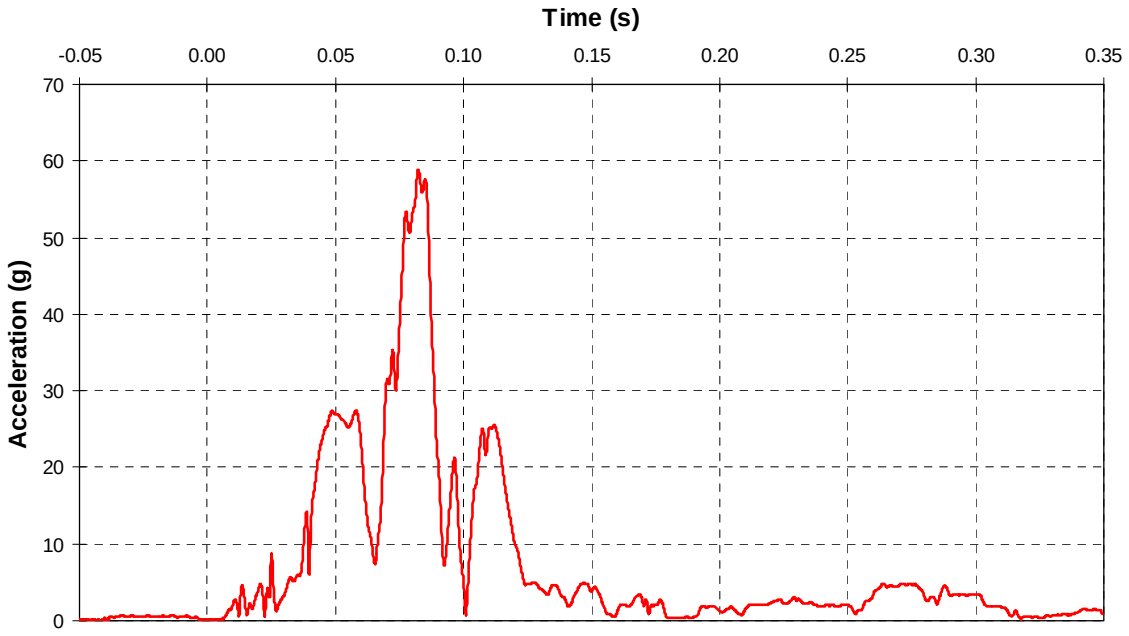
A- 44 CEF0217 2002 Suzuki Aerio Right Lower Tibia Vector Resultant Moment



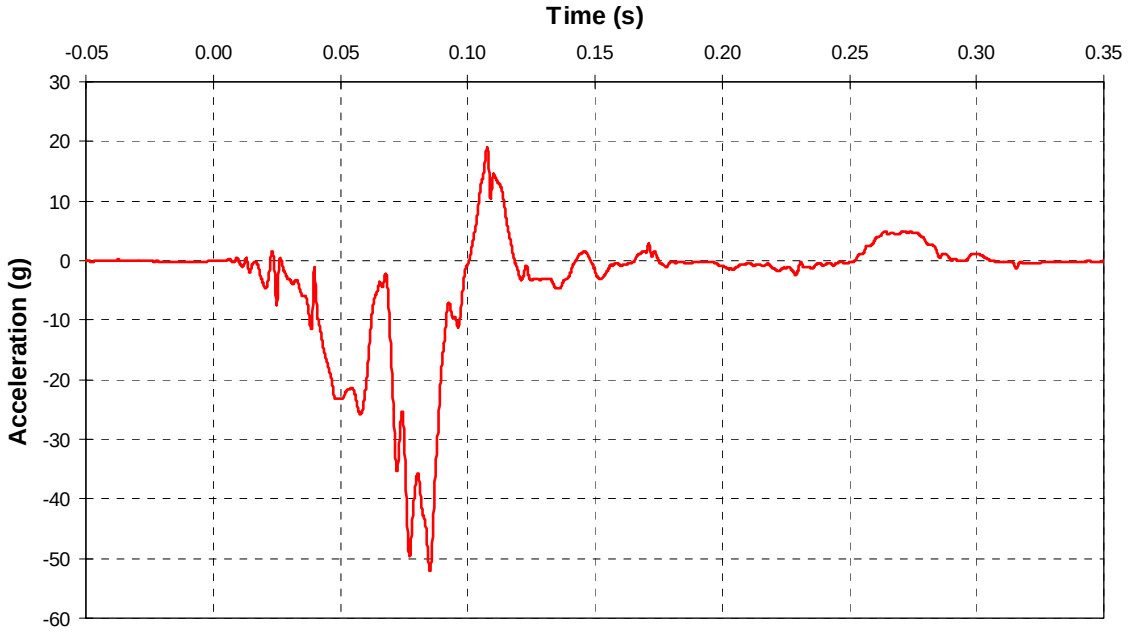
A- 45 CEF0217 2002 Suzuki Aerio Right Lower Tibia Axial Force



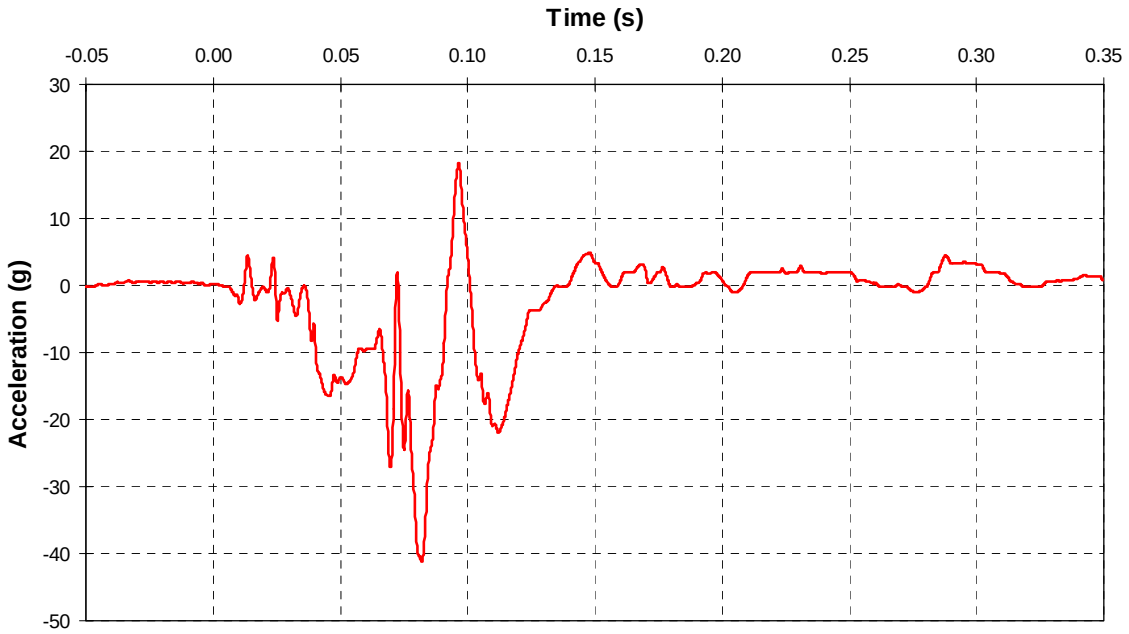
A- 46 CEF0217 2002 Suzuki Aerio Right Foot Vector Resultant Acceleration



A- 47 CEF0217 2002 Suzuki Aerio Right Foot A-P Acceleration



A- 48 CEF0217 2002 Suzuki Aerio Right Foot I-S Acceleration



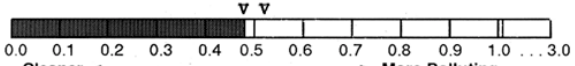
SUZUKI

VEHICLE NUMBER: **JS2RA41S525103342** MODEL: **STL84T2**
SPEC: **5BA33**
COLOR: **RACY RED**
AERIO S AT

CONSUMER INFORMATION

SMOG EMISSIONS INFORMATION

The Smog Index of this vehicle is **0.48** The Smog Index of the average new vehicle is **0.53**



Note: The Smog Index (SI) indicates the relative level of smog forming pollutants emitted by the vehicle. The lower the SI, the lower the vehicle's emissions.

PARTS CONTENT INFORMATION

FOR VEHICLES IN THIS CARLINE:
U.S./CANADIAN PARTS CONTENT: %
MAJOR SOURCES OF FOREIGN PARTS CONTENT:
JAPAN 100 %

FOR THIS VEHICLE:
FINAL ASSEMBLY POINT:
KOSAI, JAPAN
COUNTRY OF ORIGIN:
ENGINE PARTS: JAPAN
TRANSMISSION PARTS: JAPAN

NOTE: Parts content does not include final assembly, distribution or other non-parts costs.

Compare this vehicle to others in the **FREE FUEL ECONOMY GUIDE** available at the dealer.

CITY MPG		HIGHWAY MPG
26	Fuel Economy Information (DOE EPA)	**31**

ACTUAL MILEAGE will vary with options, driving conditions, driving habits and vehicle's condition. Results reported to EPA indicate that the majority of vehicles with these estimates will achieve between

22 and **30** mpg in the city and between
26 and **36** mpg on the highway

2002 AERIO
2.0 LITER, 4 CYL, 16-VALVES
MULTI-POINT FUEL INJECTION
4-SPEED AUTOMATIC TRANSMISSION
LOCK-UP TORQUE CONVERTER

Estimated Annual Fuel Cost
$803

FOR COMPARISON SHOPPING, all vehicles classified as **COMPACT CARS** have been issued mileage ratings ranging from

13 to **52** mpg city and
21 to **49** mpg highway

See www.fueleconomy.gov

STANDARD AND OPTIONAL EQUIPMENT

MECHANICAL
2.0L DOHC 16 VALVE I-4 ENGINE
141 HP @ 5700 RPM
135 FT/LBS @ 3000 RPM
ZERO MAINTENANCE TIMING CHAIN
DIRECT IGNITION SYSTEM
4-SPEED AUTOMATIC TRANSMISSION
POWER STEERING

INTERIOR
AIR CONDITIONING
AM-FM STEREO/CD WITH 6 SPKRS
DIGITAL GAUGES
TILT STEERING WHEEL
SPLIT FOLDING/RECLINING REAR SEATS

EXTERIOR
STEEL WHEELS W/COVER
185/60R14 RADIAL TIRES
POWER WINDOWS/MIRRORS
INTERMITTENT MULTI-SPD WIPERS
REAR WINDOW DEFROSTER

SAFETY
2ND GENERATION DUAL AIR BAGS
CHILD SEAT TETHER ANCHORS
REAR DOOR CHILD LOCKS
DAYTIME RUNNING LIGHTS
FRONT AND REAR CRUMPLE ZONES

FLOOR MATS	75.00

PORT OF ENTRY:
BALTIMORE

SO: 41468279 YS

TRANSPORTATION MODE:
TRUCK

CALIFORNIA EMISSIONS

MANUFACTURER'S SUGGESTED RETAIL PRICE	**$14,499.00**
TOTAL OPTION COST	$75.00
DESTINATION AND HANDLING	$500.00
TOTAL VEHICLE PRICE* (INCLUDES PRE-DELIVERY SERVICE)	**$15,074.00**

DEALER: 445010 DROP SHIP:
OURISMAN DODGE, INC.
OURISMAN DODGE/SUZUKI
5900 RICHMOND HWY
ALEXANDRIA VA 22303-1805

VIN: JS2RA41S525103342