

REPORT NUMBER TR-P25001-02-NC

**NEW CAR ASSESSMENT PROGRAM
FRONTAL BARRIER IMPACT TEST**

**DAIMLER CHRYSLER CORPORATION
2005 DODGE RAM 1500 2-DOOR TRUCK**

NHTSA NUMBER: M50306

**PREPARED BY:
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SEPTEMBER 14, 2004

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
RULEMAKING
OFFICE OF CRASHWORTHINESS STANDARDS
MAIL CODE: NVS-111
400 SEVENTH STREET, SW, ROOM 5311
WASHINGTON, D.C. 20590**

This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-01-D-02005.

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Technical Report Documentation Page

1. Report No. TR-P25001-02-NC		2. Government Accession No.		3. Recipients Catalog No.	
4. Title and Subtitle Final Report of New Car Assessment Program 2005 Dodge Ram 1500 2-Door Truck NHTSA No. M50306				5. Report Date September 14, 2004	
				6. Performing Organization Code KAR	
7. Authors Mr. Yednesh Parnaik, Project Engineer, Karco Mr. Frank Richardson, Program Manager, Karco				8. Performing Organization Report No. TR-P25001-02-NC	
9. Performing Organization Name and Address Karco Engineering, LLC 9270 Holly Rd. Adelanto, CA, 92301				10. Work Unit No.	
				11. Contract or Grant No. DTNH22-01-D-02005	
12. Sponsoring Agency Name and Address U. S. Department of Transportation National Highway Traffic Safety Administration Rulemaking Office of Crashworthiness Standards Mail Code NPS-111 400 Seventh Street, SW, Room 5311 Washington, D.C 20590				13. Type of Report and Period Covered Final Test Report Option Year 3	
				14. Sponsoring Agency Code DOT/NHTSA/NRM/OCS	
15. Supplementary Notes					
16. Abstract A 35 mph (56.3 km/h) frontal barrier impact was conducted on a 2005 Dodge Ram 1500 2-Door Truck at Karco Engineering, LLC on September 14, 2004. This test was conducted to obtain data indicant of FMVSS 208, 212, 219 (partial), 301, and footwell intrusion performance. The impact velocity was 56.46 km/h. The ambient temperature at the barrier face at the time of impact was 30.0 degrees Celcius. The vehicle's maximum post test static crush is 570 mm at the center of the vehicle. The test vehicle is equipped with a 3-point continuous belt system and second generation supplemental airbags in both front outboard seating positions. With respect to FMVSS 208 "Occupant Crash Protection", the occupant injury criteria summary is as follows:					
Measurement Description		Units	Threshold	Driver ATD	Passenger ATD
Head Injury Criteria (HIC ₃₆)		N/A	1000	270.9	381.8
Max. Chest Accel. (3 msec Clip)		G's	60	41.8	39.2
Left Femur Force		Newtons	10008	-1346.7	-3734.5
Right Femur Force		Newtons	10008	-3672.2	-350.3
17. Key Words 56.3 km/h NCAP Frontal Barrier Impact Test New Car Assessment Program (NCAP) 2005 Dodge Ram 1500 2-Door Truck NHTSA No. M50306				18. Distribution of Statement Copies of this report available from: NHTSA Technical Reference Division National Highway Traffic Safety Admin 400 Seventh St., SW, Room 5108 Washington, D.C. 20590	
19. Security Classification (this report) Unclassified		20. Security Classification (this page) Unclassified		21. No. of Pages 191	22. Price

Form DOT F1700.7 (8-72)

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SECTION 1

PURPOSE AND SUMMARY OF TEST M50306

1.1 PURPOSE

This 35 mph (56.3 km/h) frontal barrier impact test is part of the New Car Assessment Program (NCAP) sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-01-D-02005. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 30 mph (48.3 km/h) requirements.

This 56.3 km/h frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards (OCS) New Car Assessment Program (NCAP) Laboratory Indicant Test Procedure, dated December 1999. Data was obtained indicant of FMVSS 208 "Occupant Crash Protection"; FMVSS 212, "Windshield Retention"; FMVSS 219, "Windshield Zone Intrusion (Partial)"; and FMVSS 301 "Fuel System Integrity" performance. Procedures for receiving, inspection testing and reporting of test results are described in the test procedures and are not repeated in this report.

1.2 SUMMARY

A load cell barrier consisting of 36 load cells was impacted by a 2005 Dodge Ram 1500 2-Door Truck at a velocity of 56.46 km/h. The test was performed at Karco Engineering, LLC on September 14, 2004.

Three (3) real-time, five (5) high-speed digital video and fourteen (14) high-speed film cameras were used to document the frontal barrier impact event. Camera locations and other pertinent camera information can be found in Data Sheet number 15 (page number: 27) of this report.

Two Part 572E, 50th percentile male anthropomorphic test devices (ATDs), were placed in the driver and right-front passenger seating positions according to dummy placement instructions specified in the Laboratory Indicant Test Procedure.

Both ATDs were fully instrumented with head (primary and redundant), chest (primary and redundant) and pelvic triaxial accelerometers, chest displacement potentiometers, six-axis upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were also placed on the driver's and passenger's lap and shoulder belts to measure dummy torso and pelvic section loading. Also, shoulder belt spool-off was measured for the driver and passenger dummy. The driver (position 1) ATD (Serial No. 35) and the right-front passenger (position 2) ATD (Serial No. 34) were calibrated one test prior to this test.

One hundred and nine (109) channels of data were recorded using an on-board data acquisition system. Appendix A contains Pre and Post-Test Photographs, Appendix B contains the vehicle and dummy response data traces. Appendix C contains Load Cell Barrier information. Appendix D contains the Instrumentation Data Channel assignments, Appendix E contains the Dummy Calibration data and Appendix F contains the Nine Accelerometer Array Head Data.

There was 100 percent windshield retention and no intrusion into the protected zone of the windshield during the impact event. There was no Stoddard solvent leakage after the event or during any phase of the static rollover.

The maximum static crush of the vehicle was 570 mm and both the driver and the passenger side doors remained closed during the impact event and were operable after the impact.

The driver's visible contact points were as follows: The driver ATD head contacted the airbag, its chest and abdomen contacted the airbag, both knees contacted the knee bolster. The driver left knee also contacted the window crank.

The passenger's visible contact points were as follows: The passenger ATD head contacted the airbag, its chest and abdomen contacted the airbag and both knees contacted the glove box.

Occupant injury data is contained in table below.

OCCUPANT DATA SUMMARY

ATD Position	HIC ₃₆	Clip (g)	Chest Disp. (mm)	Left Femur (N)	Right Femur (N)	Belt Spool (mm)
Driver	270.9	41.8	-29.0	-1346.7	-3672.2	341.5
Passenger	381.8	39.2	-23.4	-3734.5	-350.3	208.7

SECTION 2
OCCUPANT AND VEHICLE INFORMATION/DATA SHEETS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

CONVERSION FACTORS USED IN THIS REPORT*

Quantity	Typical Application	Std Units	Metric Unit	Multiply By
Mass	Vehicle Weight	lb	kg	0.4536
Linear Velocity	Impact Velocity	mile/h	km/h	1.609
Length or Distance	Measurements	in	mm	25.4
Volume	Fuel Systems	gal	liter	3.785
Volume	Small Fluids	oz	mL	29.573
Pressure	Tire Pressures	lbf/in ²	kPa	7.0
Volume	Liquid	gal	liter	3.785
Temperature	General Use	°F	°C	$=(t_f - 32)/1.8$
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf/ft	Nm	1.355

* Based on the Recommended Practice in SAE J916, May 85

DATA SHEET NO. 1
CRASH TEST SUMMARY

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

PRIMARY IMPACT DATA

Measured Parameter	Units	Value
Velocity at Impact	km/h	56.46
Test Weight	kg	2321
Impact Angle	degrees	0
Average Rebound	mm	97
Maximum Static Crush	mm	570

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Front Door opening	Remained closed, opened w/o tools	Remained closed, opened w/o tools
Rear Door Opening	Remained closed, opened w/o tools	Remained closed, opened w/o tools
Seat Track Shift (mm)	0	0
Seat Back Failure	No	No

TEST DUMMY INFORMATION

Description	Driver	Passenger
Dummy Type/ Serial No.	50% Male Hybrid III No. 35	50% Male Hybrid III No. 34
Head Contact	Airbag, Headrest	Airbag, Headrest
Chest Contact	Airbag	Airbag
Abdomen Contact	Airbag	Airbag
Left Knee Contact	Knee Bolster	Glove Box
Right Knee Contact	Knee Bolster	Glove Box

MOVIE COVERAGE

High Speed	19
Real Time	3
Total	22

DATA CHANNELS

Driver ATD Sensors	46
Passenger ATD Sensors	46
Belt Assessment Sensors	8
Vehicle Structure Accelerometers	9
Rigid Barrier Load Cells	36
Total	145

DATA SHEET NO. 2
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	M50306	Anti-Lock Brakes	Yes
Make	Dodge	All Wheel Drive	No
Model	Ram 1500	Power Steering	Yes
Body Style	2-Door Truck	Driver Front Airbag	Yes
Vin No.	1D7HA16K35J500899	Driver Side Airbag	No
Color	Silver	Driver Head Airbag	No
Delivery Date	9/1/2004	Driver Curtain Airbag	No
Odometer	100	Pass. Airbag	Yes
Dealer	Ontario Power Dodge	Pass. Side Airbag	No
Transmission	4	Pass. Head Airbag	No
Final Drive	Rear	Pass. Curtain Airbag	No
Type/No. Cyl.	V6	Pre-Tensioners	Yes
Engine Disp. (L)	3.7	Load Limiters	Yes
Engine Placement	Longitudinal	Bucket Seats	No
Roof Rack	No	Air Cond.	Yes
Sunroof/T-Top	No	AM/FM Cassette	Yes
Tinted Glass	No	Tilt Steering	Yes
Traction Control	No	Automatic Door Locks	No
Power Brakes	Yes	Power Windows	No
Front Disc	Yes	Power Seats	No
Rear Disc	Yes	Other	None

Does Owners Manual provide instructions to turn off automatic door locks.

N/A

DATA FROM CERTIFICATION LABEL

Manufactured By	DaimlerChrysler Corporation	GVWR (kg)	2881
Date of Manufacture	Aug-04	GAWR Front (kg)	1679
		GAWR Rear (kg)	1770

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	N/A	N/A	
Number of Occupants	3	N/A	N/A	3
Capacity Weight (VCW) (kg)				807
Cargo Weight (RCLW) (kg)				136

DATA SHEET NO. 2...(CONTINUED)
GENERAL TEST AND VEHICLE PARAMETER DATA

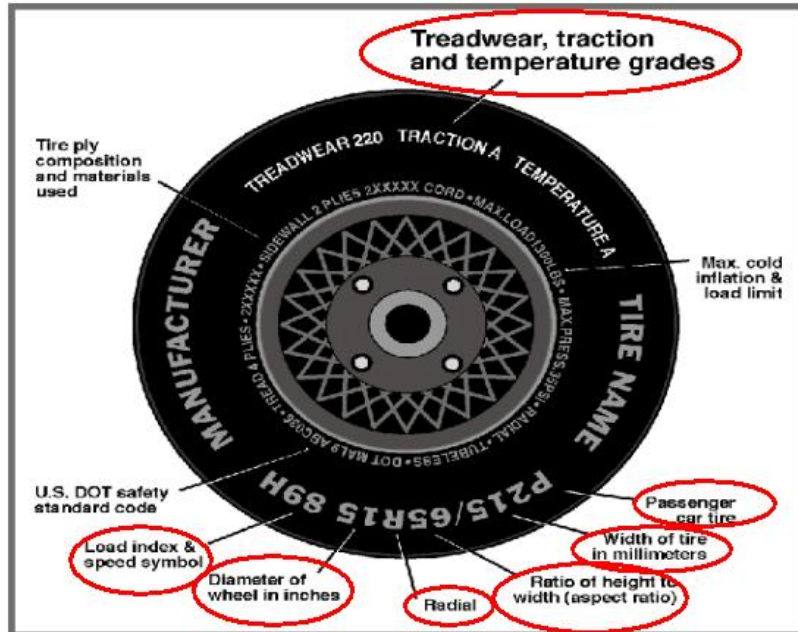
Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

Collect year, make, model, VIN, items circled in red, and tire manufacturer and tire name.



TIRE INFORMATION

Measured Parameter	Front	Rear
Max. Tire Pressure (kpa)	240	240
Cold Pressure (kpa)	240	240
Recommended Tire Size	P245/70R17	P245/70R17
Tire Size on Vehicle	P245/70R17	P245/70R17
Tire Manufacturer	Michelin	Michelin
Treadwear	420	420
Traction	A	A
Temperature Grades	A	A
Tire Plies Sidewall	2 Polyester	2 Polyester
Tire Plies Body	2 Polyester + 1 Polyamide + 2 Steel	2 Polyester + 1 Polyamide + 2 Steel
Load Index/Speed Symbol	1085	1085
Tire Material	Polyester + Polyamide + Steel	Polyester + Polyamide + Steel
DOT Safety Code Right	M3X6FNCX3004	M3X6FNCX3004
DOT Safety Code Left	M3X6FNCX3004	M3X6FNCX3004

DATA SHEET NO. 2...(CONTINUED)
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

TEST VEHICLE WEIGHTS

	Units	As Delivered Weights (UVW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	586	452		626	552	
Right	kg	562	442		606	537	
Ratio	%	56.2	43.8		53.1	46.9	
Totals	kg	1148	894	2041	1232	1089	2321

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value
Total Delivered Weight (UVW)	kg	2041
Weight of 2 P572 ATD's	kg	152
Rated Cargo/Luggage Wt. (RCLW)	kg	136
Calculated Vehicle Target Wt. (TVTW)	kg	2329

TEST VEHICLE ATTITUDE AND CG

	Units	LF	RF	LR	RR	CG (aft of front axle)
As Delivered	mm	886	893	976	973	1343
As Tested	mm	868	872	938	940	1439

Vehicle Wheel Base (mm) 3068

Weight of Ballast Secured in cargo area (kg) 0

Vehicle Components Removed Rear glass window and spare tire tools

* Ballast weight does not include cameras, instrumentation and brake abort system.

FUEL SYSTEM DATA

Fuel System Capacity From Owners Manual (L) 98.4

Usable Capacity Furnished by COTR (L) 90.5 to 92.5

Actual Test Volume with entire fuel System Filled (L) 91.5

Test Fluid Type: Stoddard Solvent

Kinematic Viscosity: as per ASTM Standard D484-71 Purple

Is Vehicle Fuel Pump Electric or Mechanical? Electric

If electric, does pump operate with ignition switch "On" & engine "OFF" Yes

Fuel System Particulars: None

DATA SHEET NO. 3
POST TEST IMPACT DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

SPEED TRAP DATA

Measured Parameter	Units	Requirement	Value
Trap No.1 Velocity (Primary)	km/h	55.51 to 57.12	56.46
Trap No. 1 Entry Distance	mm	<1524	1524
Trap No.1 Exit Distance	mm	<1524	305
Trap No.2 Velocity (Redun.)	km/h	55.51 to 57.12	56.28
Trap No.2 Entry Distance	mm	<1524	1524
Trap No.2 Exit Distance	mm	<1524	305

VEHICLE STATIC CRUSH

Measured Parameter	Units	Pre-Test	Post-Test	Difference
Left Side	mm	5065	4817	-248
Center	mm	5275	4705	-570
Right Side	mm	5065	4775	-290

VEHICLE REBOUND FROM BARRIER

Measured Parameter	Units	Value
Left Side	mm	70
Center	mm	106
Right Side	mm	115
Average	mm	97

DATA SHEET NO. 4
TEST VEHICLE INFORMATION

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

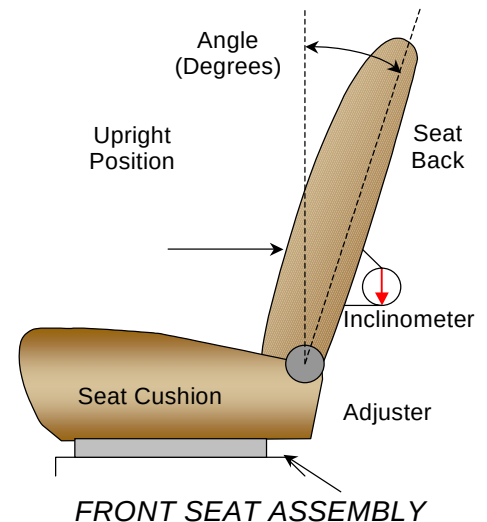
NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

NOMINAL DESIGN RIDING POSITION

The driver and passenger seat backs are positioned to the manufacturers designated angle. The procedure is as follows:
Seat back angle was measured at the flat surface of the seat back using a digital inclinometer.



SEAT BACK ANGLES

	Deg.
Driver w/seated Dummy	21.0
Passenger w/seated Dummy	21.0

SEAT FORE/AFT POSITIONS

The first or forward most position is counted as number one (1). The fore/aft position is set aft of the middle position for both the driver and passenger.

SEAT FORE/AFT POSITIONING

	Total Fore/Aft Travel	Placed in Position #
Driver Seat	24	13
Passenger Seat	24	13

SEAT BELT UPPER ANCHORAGE

Position number one (1) is the uppermost position.

SEAT BELT UPPER ANCHORAGE

	Total # of Positions	Placed in Position #
Driver Seat	4	3
Passenger Seat	4	3

DATA SHEET NO. 4...(CONTINUED)

TEST VEHICLE INFORMATION

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

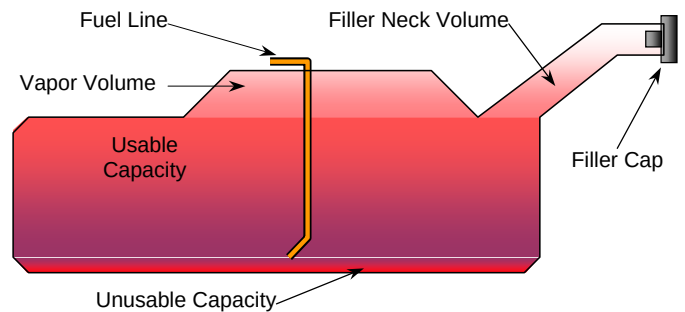
Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

FUEL TANK CAPACITY

	Liters
Usable Capacity of "Standard Tank"	98.4
Usable Capacity of "Optional" Tank	N/A
Usable Capacity used for FMVSS 301	90.5 to 92.5
Actual Amount of Solvent used	91.5
1/3 of Usable Capacity	N/A

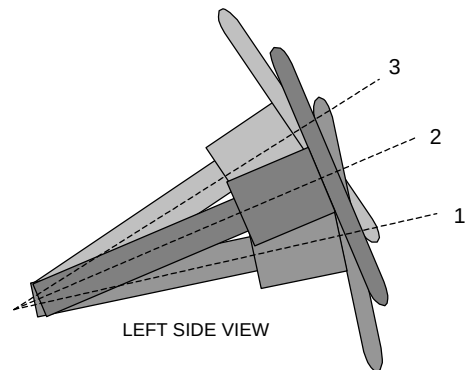
The test vehicle is equipped with an electric fuel pump. The fuel pump operates for approximately two seconds after the ignition is placed in the "ON" position, after which the fuel pump automatically shuts off. The fuel filler door is located on the right rear fender. The standard fuel tank occupies the area under the rear seat.



VEHICLE FUEL TANK ASSEMBLY

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when moved through its full range of motion. An aluminum plate is placed across the rim of the steering wheel, an inclinometer is placed on the plate and the angle is measured.



STEERING COLUMN ASSEMBLY

STEERING COLUMN POSITIONS

	Fore/Aft Positon (mm)	Degrees
Lowermost positon No. 1	N/A	14.9
Geometric center position No. 2	N/A	25.0
Uppermost position No. 3	N/A	35.3

DATA SHEET NO. 5
DUMMY POSITIONING IN VEHICLE

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

TEST DUMMY POSITION MEASUREMENTS

Code	Measurement Description	Driver		Passenger	
		Length (mm)	Angle (deg)	Length (mm)	Angle (deg)
WA	Windshield Angle		31.1		
SWA	Steering Wheel Angle		65.0		
SCA	Steering Column Angle		25.0		
SA	Seat Back Angle		21.0		21.0
HZ	Head to Roof (Z)	230	90.0	230	90.0
HH	Head to Header	400		410	
HW	Head to Windshield	665		700	
HR	Head to Side Header (Y)	245		260	
NR	Nose to Rim	410	17.3		
CD	Chest to Dash	555		610	
CS	Chest to Steering Hub	310			
RA	Rim to Abdomen	215			
KDL	Left Knee to Dash	180	7.1	185	
KDR	Right Knee to Dash	190		190	15.2
PA	Pelvic Angle		20.0		20.0
TA	Tibia Angle		53.6		56.5
KK	Knee to Knee (Y)	280		280	
SK	Striker to Knee	815	1.8	775	2.0
ST	Striker to Head	710	66.5	710	63.7
SH	Striker to H-Point	394	3.9	370	3.0
SHY	Striker to H-Point (Y)	275		240	
HS	Head to Side Window	392		355	
HD	H-Point to Door (Y)	160		155	
AD	Arm to Door (Y)	145		65	

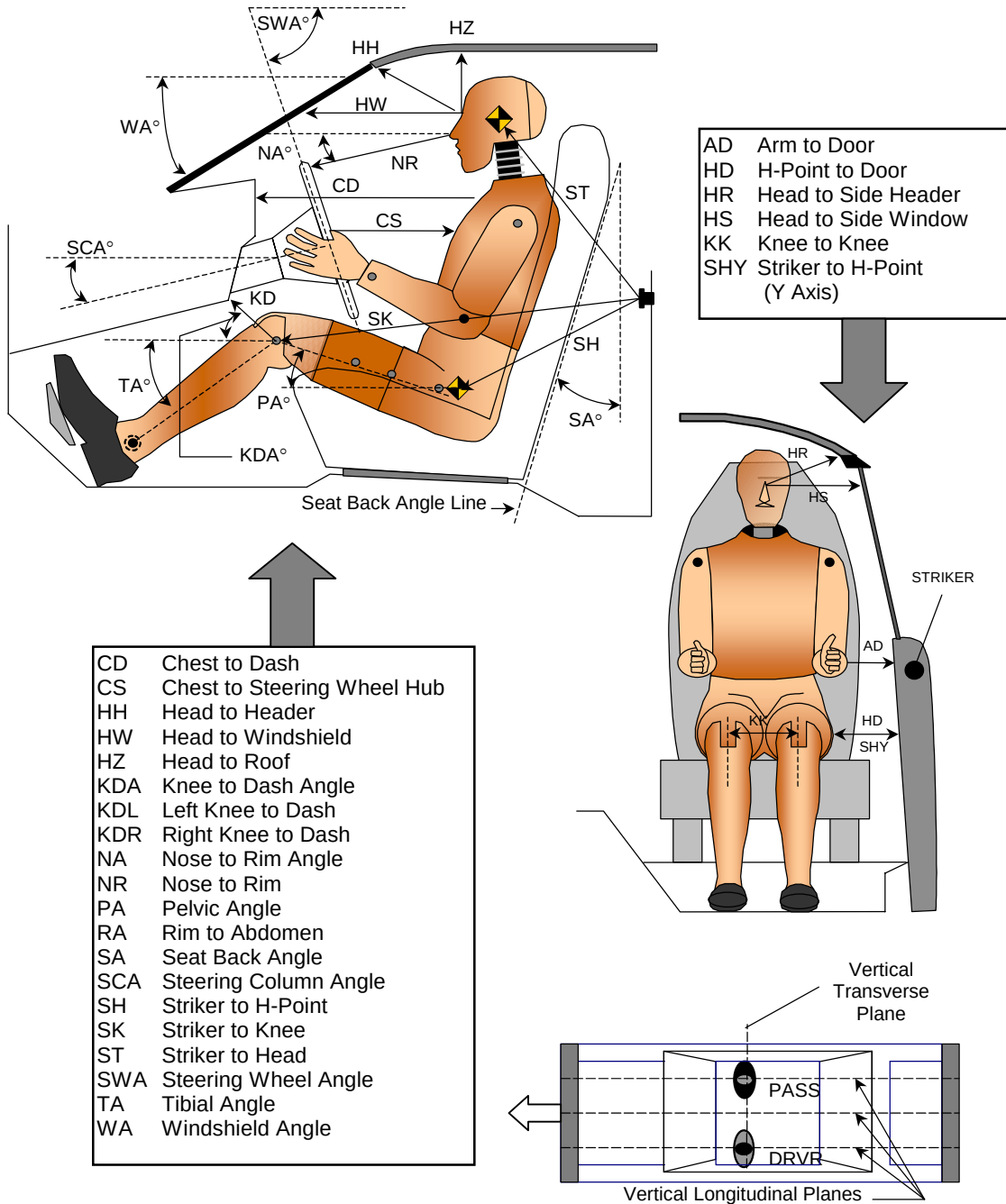
DATA SHEET NO. 5...(CONTINUED) **DUMMY POSITIONING IN VEHICLE**

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

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DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS

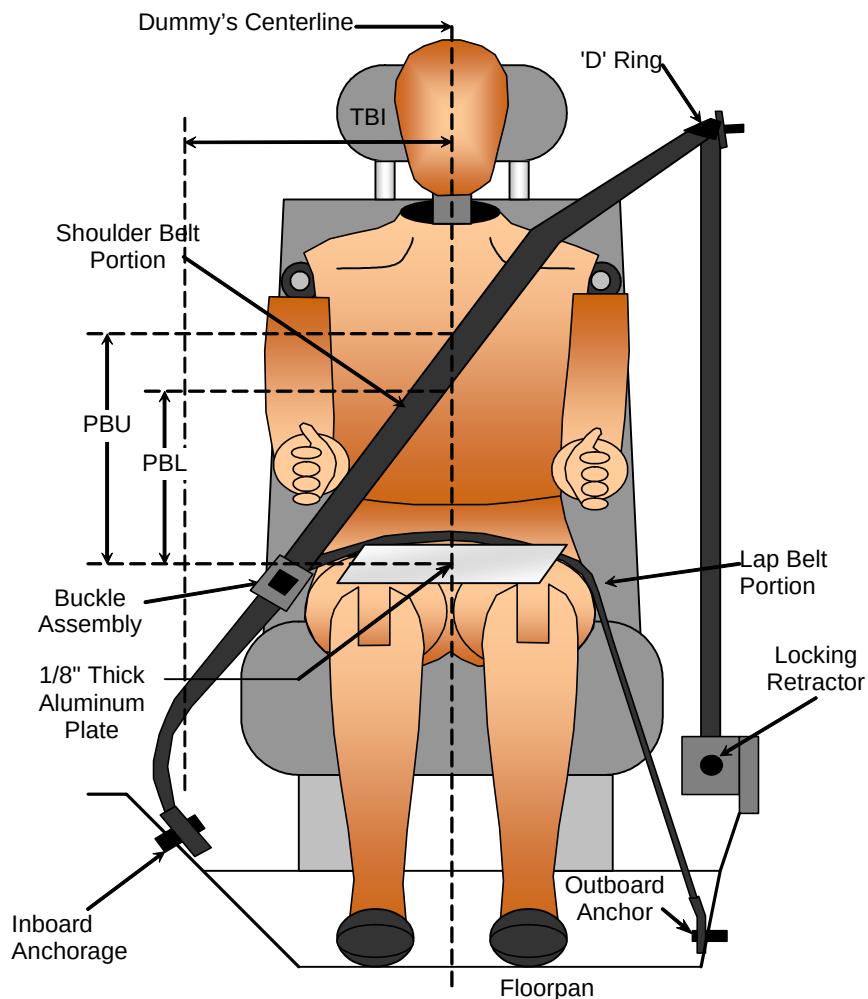
DATA SHEET NO. 6
SEAT BELT POSITIONING DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04



SEAT BELT POSITIONING MEASUREMENTS

Measured Parameter	Units	Driver	Passenger
TBI -Dummy C/L to Lap/Shoulder Belt Intersect	mm	240	195
PBU - Top Surface of reference to belt upper edge	mm	300	345
PBL - Top Surface of reference to belt lower edge	mm	220	260
Lap Belt Tension	Newtons	10	10
Shoulder Belt Tension	N/A	Retractor	Retractor

DATA SHEET NO. 7 - VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

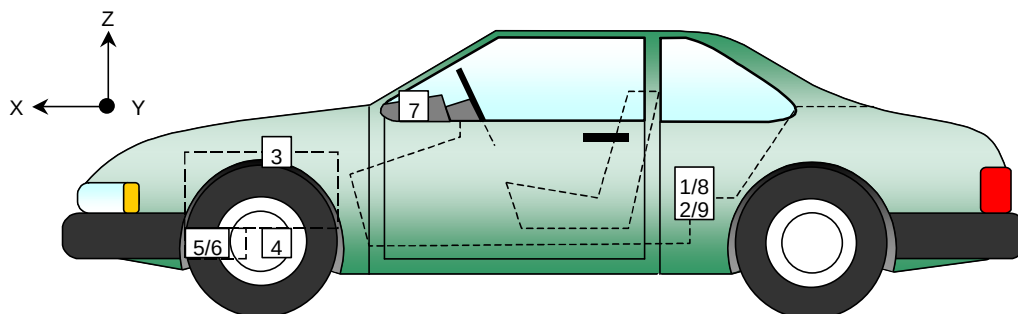
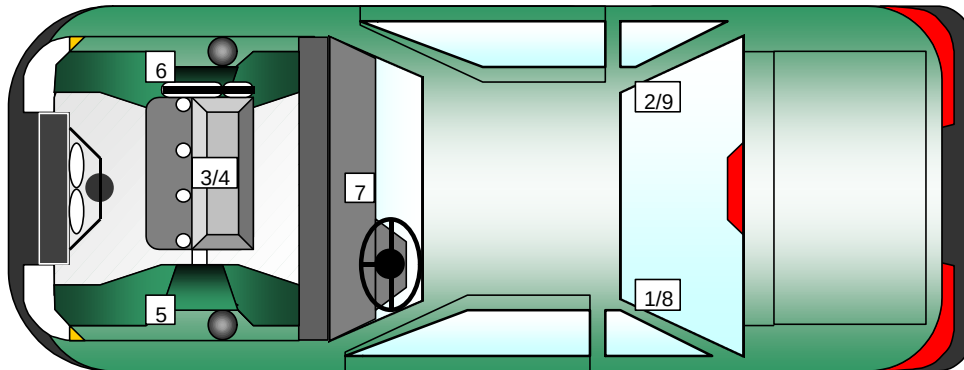
Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

VEHICLE ACCELEROMETER PEAK DATA AND PRE-TEST LOCATIONS

No.	Accelerometer Location	Measurements (mm)			Peak Values				
		X	Y	Z	Units	Max	Time	Min	Time
1	Left Rear X-Member	2712	-785	595	G's	3.2	127.2	-39.6	15.4
2	Right Rear X-Member	2712	785	595	G's	4.3	147.3	-40.2	63.5
3	Engine Top	4290	-220	950	G's	4.4	70.0	-40.7	37.0
4	Engine Bottom	4055	0	300	G's	5.8	133.9	-44.1	19.6
5	Left Brake Caliper	4110	-710	355	G's	17.4	81.0	-63.3	13.6
6	Right Brake Caliper	4110	710	355	G's	33.5	83.3	-83.7	42.1
7	Instrument Panel	3455	0	1400	G's	13.5	93.2	-61.1	70.3
8	Left Rear X-Member (Z-Axis)	2652	-785	595	G's	18.6	24.6	-11.2	96.4
9	Right Rear X-Member (Z-Axis)	2652	785	595	G's	17.1	24.0	-11.4	34.0

Reference Planes: X=From Rear Surface of Vehicle, Y=Vehicle Centerline, Z=Ground Plane



DATA SHEET NO. 8 - HYBRID III ATD INJURY CRITERIA AND SENSOR DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

HEAD PRIMARY PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	1.8	23.2	-36.4	71.5	2.1	20.4	-47.6	79.8
Head CG	Y	G's	4.4	49.0	-4.0	54.3	4.4	37.6	-12.0	82.3
Head CG	Z	G's	24.7	49.0	-2.3	22.5	23.8	72.9	-1.7	125.0
Head CG Resultant	N/A	G's	40.8	72.3			51.6	78.1		

CHEST PRIMARY PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	G's	4.0	151.3	-42.6	53.6	2.0	141.1	-43.4	72.5
Chest CG	Y	G's	2.5	99.8	-3.0	36.4	3.4	38.6	-6.6	77.5
Chest CG	Z	G's	16.5	43.1	-5.7	101.9	10.6	43.6	-7.3	105.6
Chest CG Resultant	N/A	G's	42.8	53.4			43.8	72.5		

FEMUR PEAK FORCES

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Femur	Z	Newtons	1226.0	42.9	-1346.7	52.1	837.5	44.3	-3734.5	65.2
Right Femur	Z	Newtons	950.5	42.0	-3672.2	53.3	1338.6	45.4	-350.3	67.4

SEAT BELT SENSOR PEAK VALUES

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Shoulder Belt Pullout	N/A	MM	341.5	100.1	0.0	6.8	208.7	96.5	-0.4	34.8
Shoulder Belt Stretch	N/A	MM/CM	0.0	0.0	0.0	0.0	0.00	0.0	0.00	0.0 ¹
Lap Belt Force	N/A	Newtons	8316.5	49.0	-53.1	121.2	9318.4	51.3	-16.9	164.6
Shoulder Belt Force	N/A	Newtons	4502.1	63.0	-22.9	14.8	4381.2	53.7	-12.2	162.0

1.) Not used with pre-tensioners

PRIMARY HEAD INJURY CRITERIA (HIC36)

Location	Driver				Passenger			
	HIC	T ¹	T ²	Avg G	HIC	T ¹	T ²	Avg G
Head CG Primary	270.9	52.1	88.1	35.5	381.8	58.4	94.4	40.7

PRIMARY CHEST CLIP (3MSEC)

Location	Driver			Passenger		
	CLIP	T ¹	T ²	CLIP	T ¹	T ²
Chest CG Primary	41.8	52.1	55.1	39.2	70.9	73.9

DATA SHEET NO. 8...(CONTINUED)

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

PELVIC PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Pelvis	X	G's	6.6	110.4	-56.0	51.3	7.8	116.1	-53.6	58.6
Pelvis	Y	G's	8.4	81.5	-11.6	53.3	12.7	53.6	-6.2	80.1
Pelvis	Z	G's	2.1	151.7	-24.6	53.4	1.1	142.2	-25.4	74.5
Pelvis Resultant	N/A	G's	60.9	53.0			57.2	58.6		

UPPER NECK PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Neck Force	X	Newtons	140.5	58.3	-637.8	133.4	307.8	72.0	-505.4	139.1
Neck Force	Y	Newtons	110.4	152.8	-97.7	40.0	153.1	69.9	-94.7	132.4
Neck Force	Z	Newtons	1427.2	52.8	-132.9	20.7	1510.3	76.1	-105.6	24.0
Neck Force Resultant	N/A	Newtons	1428.1	52.8			1532.6	76.1		
Neck Moment	X	N•m	9.6	57.1	-8.2	46.9	9.4	98.7	-16.2	69.7
Neck Moment	Y	N•m	49.1	130.0	-17.9	42.2	35.7	145.0	-19.5	59.0
Neck Moment	Z	N•m	6.5	117.6	-8.7	76.4	17.3	94.6	-8.1	148.9
Neck Moment Resultant	N/A	N•m	49.4	130.0			36.8	145.0		

FOOT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Foot Aft	X	G's	10.4	83.8	-57.7	70.7	35.5	86.8	-103.7	59.4
Left Foot Aft	Z	G's	12.7	140.4	-30.5	79.5	12.2	57.9	-22.1	87.5
Left Foot Fore	Z	G's	17.8	142.1	-48.7	71.0	45.7	57.7	-61.9	39.8
Right Foot Aft	X	G's	21.9	81.1	-122.8	45.3	21.7	80.2	-72.7	65.7
Right Foot Aft	Z	G's	8.0	132.1	-67.0	41.9	2.3	79.6	-28.8	72.2
Right Foot Fore	Z	G's	11.0	80.4	-102.7	42.5	13.6	46.5	-43.7	74.6

UPPER AND LOWER TIBIA PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Upper Moment	X	N•m	18.5	45.3	-25.8	88.5	27.6	142.4	-66.4	57.3
Left Upper Moment	Y	N•m	71.7	63.0	-39.4	45.2	132.4	64.2	-50.8	39.1
Right Upper Moment	X	N•m	28.0	46.9	-22.8	65.2	41.1	68.9	-15.2	47.1
Right Upper Moment	Y	N•m	20.6	32.6	-99.9	69.6	27.2	110.6	-51.9	46.4
Left Lower Moment	X	N•m	5.8	137.9	-7.3	82.3	11.7	142.8	-27.4	34.1
Left Lower Moment	Y	N•m	40.4	83.6	-15.6	45.7	57.7	65.2	-24.5	38.4
Left Lower Force	Z	Newtons	111.3	101.8	-1712.1	74.0	338.3	72.5	-1356.0	87.6
Right Lower Moment	X	N•m	7.9	103.7	-52.8	66.3	12.1	70.8	-8.3	47.7
Right Lower Moment	Y	N•m	29.7	79.9	-59.8	46.7	45.9	81.8	-18.0	48.5
Right Lower Force	Z	Newtons	172.4	106.5	-3143.4	71.2	235.5	105.9	-2049.7	70.4

DATA SHEET NO. 8...(CONTINUED)

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

CHEST PEAK DISPLACEMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	MM	0.0	10.8	-29.0	54.3	0.0	15.2	-23.4	83.1

HEAD REDUNDANT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	1.2	23.2	-36.6	71.6	2.4	17.9	-47.6	80.1
Head CG	Y	G's	4.5	49.7	-3.9	55.3	3.9	29.6	-12.3	82.4
Head CG	Z	G's	24.5	52.5	-2.5	22.4	23.4	73.0	-1.9	124.6
Head CG Resultant	N/A	G's	40.9	71.6			51.8	78.3		

CHEST REDUNDANT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	G's	4.1	151.3	-42.8	53.7	1.9	141.1	-43.6	72.6
Chest CG	Y	G's	2.5	101.3	-3.1	57.7	3.3	38.9	-6.8	77.5
Chest CG	Z	G's	16.1	43.0	-5.5	101.8	10.7	43.6	-7.4	105.8
Chest CG Resultant	N/A	G's	43.0	53.5			44.0	72.6		

REDUNDANT HEAD INJURY CRITERIA (HIC36)

Location	Driver				Passenger			
	HIC	T ¹	T ²	Avg G	HIC	T ¹	T ²	Avg G
Head CG Redundant	270.3	52.0	88.0	35.5	380.9	58.4	94.4	40.7

REDUNDANT CHEST CLIP (3MSEC)

Location	Driver			Passenger		
	CLIP	T ¹	T ²	CLIP	T ¹	T ²
Chest CG Redundant	42.2	52.2	55.2	39.5	71.0	74.0

DATA SHEET NO. 9
SEATBELT ASSESSMENT TEST DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

SEAT BELT POSITIONING MEASUREMENTS

Measurement Description	Units	Driver	Passenger
Retractor Reel to "D" ring	mm	700	700
Shoulder Belt length as measured on ATD	mm	940	960
Lap Belt length as measured on ATD	mm	950	930
Remainder of belt on reel	mm	690	840
Total belt length for continuous webbing systems	mm	3280	3430

SHOULDER BELT SPOOL-OFF DATA

Measurement Description	Units	Driver	Passenger
As determined mechanically	mm	165	250
As determined electronically	mm	342	209

BELT STRETCH DATA

Measurement Description	Units	Driver	Passenger
Electronically between belt load cell and "D" ring	mm/cm	*	*
Mechanically	mm/cm	*	*

* Not used with shoulder belt pre-tensioner systems

DATA SHEET NO. 10
SUMMARY OF FMVSS 212 DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

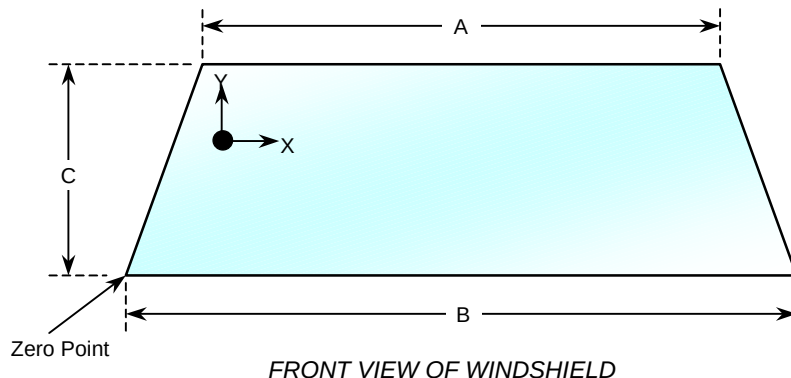
Windshield Mounting Details: Windshield glass is secured to the vehicle frame with a rubber type adhesive. No molding covers the windshield periphery at any point.

The standard requires that the posttest retention measurement be a minimum of 75 percent of the pretest total periphery measurement for vehicles not equipped with occupant passive restraints and 50 percent for each side of the windshield for vehicles that are equipped with occupant passive restraints.

Temperature of windshield molding during test: 22.0 °C

WINDSHIELD PERIPHERY MEASUREMENTS

Measurement	Pre-Test(mm)	Post-Test(mm)	% of Retention
Left Side	2355	2355	100
Right Side	2355	2355	100
Total	4710	4710	100



WINDSHIELD DIMENSIONS

Item	Units	Segment Length	Molding Width
A	mm	1406	0
B	mm	1734	0
C-Left	mm	785	30
C-Right	mm	785	30

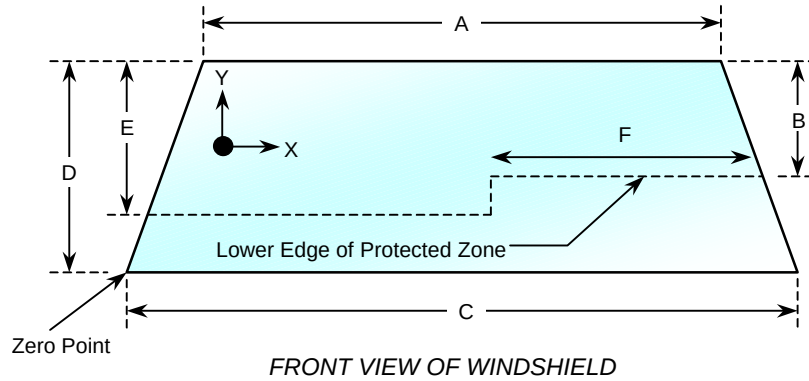
DATA SHEET NO. 11
WINDSHIELD ZONE INTRUSION FMVSS 219 DATA (PARTIAL)

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04



**WINDSHIELD AND
PROTECTED ZONE**

Item	Units	Value
A	mm	1406
B	mm	413
C	mm	1734
D	mm	785
E	mm	563
F	mm	658

AREA OF PROTECTED ZONE FAILURES

- A. Provide coordinates of the area that the protected zone was penetrated more than 0.25 in. by a vehicle component other than one that is normally in contact with the windshield.

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

- B. Provide coordinates of the area beneath the protected zone that the inner surface of the windshield was penetrated by a vehicle component.

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

DATA SHEET NO. 12
FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck NHTSA No.: M50306
Test Program: 2005 NHTSA 35mph NCAP Test Date: 9/14/04

Test Time: 12:45 PM Temperature: 30.0 Deg. C.

STODDARD SOLVENT SPILLAGE MEASUREMENTS

- A. From impact until vehicle motion ceases: 0.0 oz.
(Maximum Allowable = 1 ounce)
- B. For the 5-minute period after motion ceases: 0.0 oz.
(Maximum Allowable = 5 ounces)
- C. For the following 25 minutes: 0.0 oz.
(Maximum Allowable = 1 oz./minute)
- D. Spillage Location Details: No leakage occurred

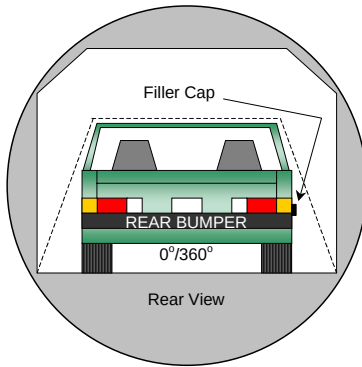
DATA SHEET NO. 13
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

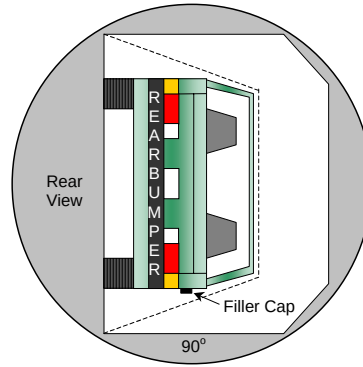
NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

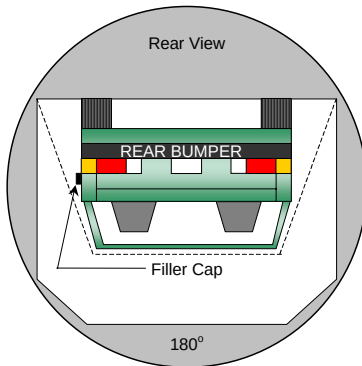
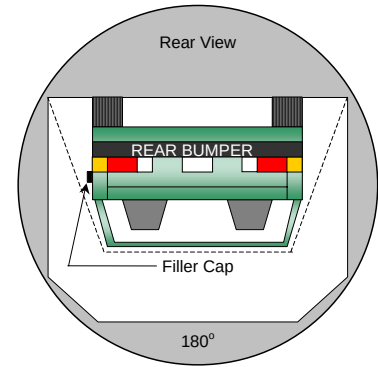
Test Date: 9/14/04



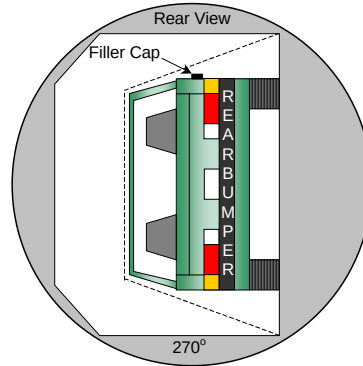
0° to 90°



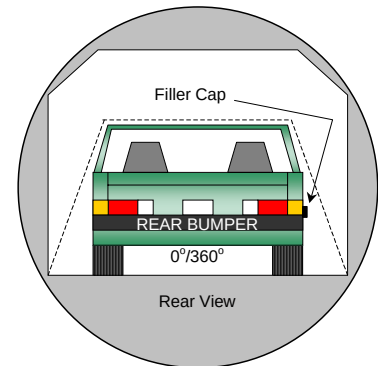
90° to 180°



180° to 270°



270° to 360°



1. The specified fixture rollover rate for each 90° of rotation is 60 to 120 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. No solvent leakage occurred during rollover.

DATA SHEET NO. 13...(CONTINUED)
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° to 90°	78	300	378
90° to 180°	80	300	380
180° to 270°	78	300	378
270° to 360°	87	300	387

FMVSS 301 SPILLAGE TABLE REQUIREMENT (oz.)

First 5 Minutes	5
Sixth Minute	1
Seventh Minute	1
Eighth Minute	1

ACTUAL TEST VEHICLE SOLVENT SPILLAGE TABLE (oz.)

Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° to 90°	0	0	0	0
90° to 180°	0	0	0	0
180° to 270°	0	0	0	0
270° to 360°	0	0	0	0

SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° to 90°	None
90° to 180°	None
180° to 270°	None
270° to 360°	None

DATA SHEET NO. 14
VEHICLE MEASUREMENTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

VEHICLE MEASUREMENT TABLE

No.	Measurement Description	Units	Pre-Test	Post-Test	Diff.
1	Total length of vehicle at centerline	mm	5275	4705	-570
2	RSOV to front of engine	mm	4492	4367	-125
3	RSOV to firewall centerline	mm	4130	4173	43
4	RSOV to leading edge of right door	mm	3794	3810	16
5	RSOV to leading edge of left door	mm	3794	3817	23
6	RSOV to lower leading edge of right door	mm	3731	3753	22
7	RSOV to lower leading edge of left door	mm	3736	3763	27
8	RSOV to upper trailing edge of right door	mm	2446	2468	22
9	RSOV to upper trailing edge of left door	mm	2447	2478	31
10	RSOV to lower trailing edge of right door	mm	2464	2485	21
11	RSOV to lower trailing edge of left door	mm	2467	2495	28
12	RSOV to bottom of right 'A' pillar	mm	3596	3623	27
13	RSOV to bottom of left 'A' pillar	mm	3602	3634	32
14	RSOV to firewall on right side	mm	4150	4160	10
15	RSOV to firewall on left side	mm	4120	4147	27
16	RSOV to steering column	mm	3170	3322	152
17	Center of steering column to left 'A' pillar	mm	392	540	148
18	Center of steering column to headlining	mm	495	340	-155
19	RSOV to right side of front bumper	mm	5065	4775	-290
20	RSOV to left side of front bumper	mm	5065	4817	-248
21	Length of engine block	mm	650	653	3
RD	RSOV to right side of dash panel	mm	3486	3524	38
CD	RSOV to center of dash panel	mm	3440	3464	24
LD	RSOV to left side of dash panel	mm	3465	3506	41

All measurements are in millimeters

DATA SHEET NO. 14...(CONTINUED)
VEHICLE STRUCTURAL MEASUREMENTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

VEHICLE STRUCTURAL MEASUREMENT TABLE

No.	Measurement Description	Units	Pre-Test	Post-Test	Diff.
1	Total length	mm	5275	4705	-570
2	Total width	mm	2070	2072	2
3	Bumper top height	mm	670	710	40
4	Bumper bottom height	mm	260	313	53
5	Longitudinal member top height	mm	595	650	55
6	Longitudinal member bottom height	mm	450	504	54
7	Distance between longitudinal members	mm	790	840	50
8	Longitudinal member width	mm	65	60	-5
9	Engine top height	mm	1185	985	-200
10	Engine bottom height	mm	326	413	87
11	Engine and gear box width	mm	710	708	-2
12	Front bumper to engine distance	mm	783	395	-388
13	Front shock absorber fixing width	mm	589	596	7
14	Bonnet leading edge height	mm	1155	1105	-50
15	Front shock absorber fixing width	mm	1170	1183	13
16	Front bumper to front axle distance	mm	1000	530	-470
17	Front axle to 'A' pillar distance	mm	488	515	27
18	'A' pillar to 'B' pillar distance	mm	1360	1340	-20
19	'B' pillar to rear axle distance	mm	1223	1225	2
20	'B' pillar to 'C' pillar distance	mm	N/A	N/A	N/A
21	Roof sill bottom height	mm	1680	1705	25
22	Roof sill top height	mm	1843	1805	-38
23	Floor sill bottom height	mm	385	335	-50
24	Floor sill top height	mm	513	466	-47

All measurements are in millimeters

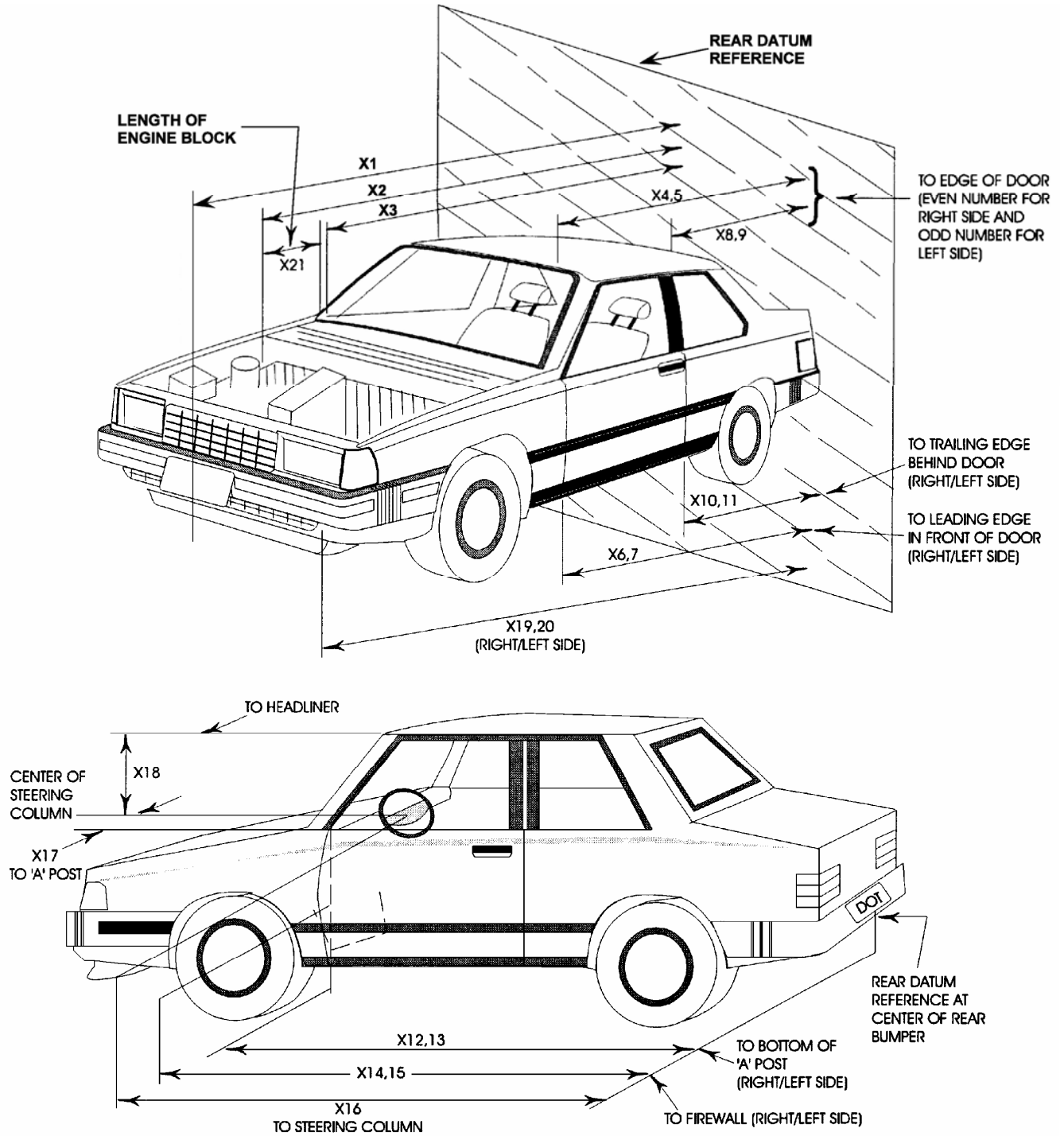
DATA SHEET NO. 14...(CONTINUED)
VEHICLE MEASUREMENTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04



DATA SHEET NO. 15
CAMERA LOCATIONS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

VEHICLE CAMERA MEASUREMENT TABLE

No.	Camera View	Location (mm)			Angle (deg.)	Film Plane to Head	Lens (mm)	Speed (fps)
		X	Y	Z				
1	Real Time Camera (Panning)	-12192	-6096	-1651	-10	N/A	Zoom	30
2	Real Time Camera (Still)	-1219	-8585	-1372	0	8186	Zoom	30
3	Real Time Camera (Still)	-1067	7976	-991	0	8629	Zoom	30
4	Overall Left Side	-2489	-8280	-1143	-4	7783	13	1010
5	Overall Left Side	-1883	-7671	-1143	-2	7204	10	1000
6	Left Side View	-1677	-7773	-1270	-4	7321	50	1000
7	Left Side View	-2134	-8230	-1449	-4	7733.0	35	1030
8	Driver and Interior View	-5257	-10897	-4648	-13	11176	75	1005
9	Driver and Interior View	-5360	-10846	-4648	-13	11154	Zoom	1000
10	Steering Column (Bottom)	-2134	-8230	-2997	-16	7867	19	1020
11	Steering Column (Top)	-2134	-8230	-3404	-20	7952	19	1005
12	Overall Right Side	-2083	8230	-1270	-6	8754	13	1010
13	Right Side View	-1577	10871	-1575	-4	11419	105	1000
14	Right Side Passenger View	-1677	10871	-1575	-4	11411	80	970
15	Passenger and Interior View	-6481	9144	-2997	-9	10641	50	900
16	Passenger and Interior View	-6477	9068	-2946	-9	10447	Zoom	1000
17	Right Side View	-2083	8230	-1575	-4	8750	28	990
18	Windshield View	-610	0	-5944	-90	N/A	13	1040
18	Driver Front View	610	-432	-2667	-40	N/A	13	1170
20	Passenger Front View	610	432	-2667	-40	N/A	13	760
21	Pit View of Engine	-914	0	1499	90	N/A	9	990
22	Pit View of Fuel Tank	-2438	0	1499	90	N/A	6	870

X = Barrier Face Y = Monorail Centerline Z = Ground DNR = Did Not Run NTM = No Timing Marks

DATA SHEET NO. 16
PHOTOGRAPHIC REFERENCE TARGET LOCATIONS

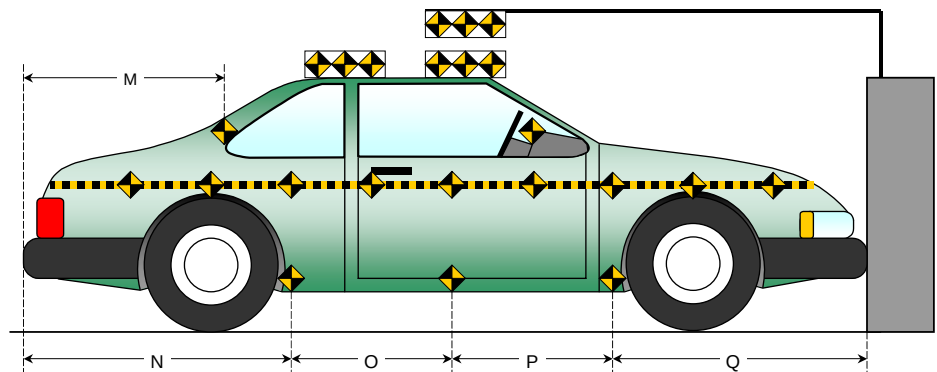
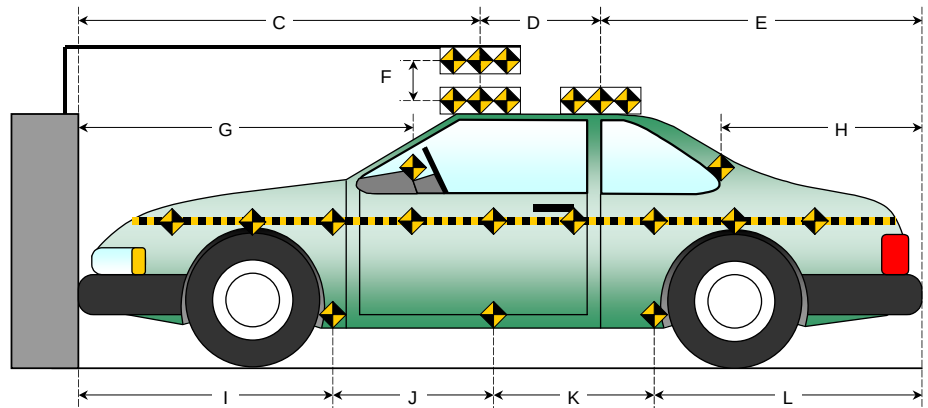
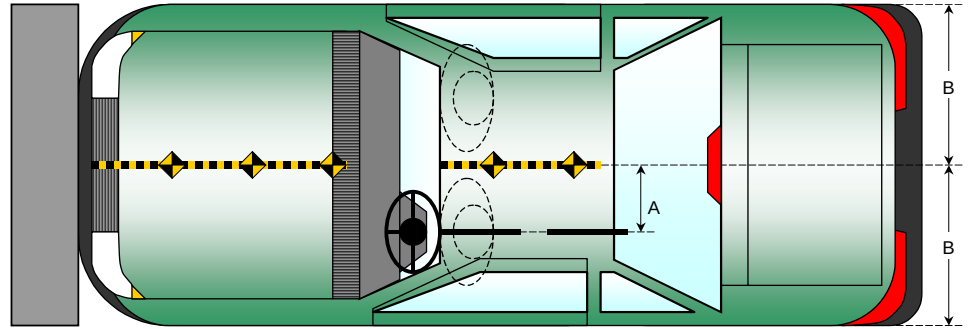
Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

All Dimensions in (mm)	
Item	Value
A	510
B	2070
C	2270
D	600
E	2380
F	155
G	1880
H	N/A
I	1570
J	970
K	970
L	1780
M	N/A
N	1780
O	977
P	977
Q	1567



DATA SHEET NO. 17
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

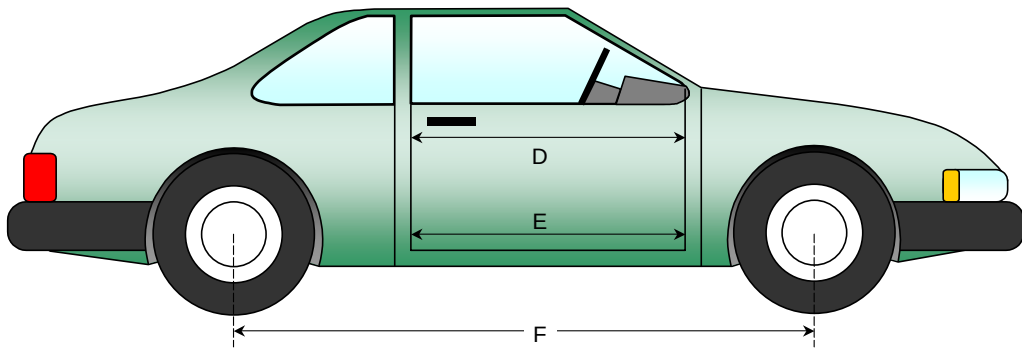
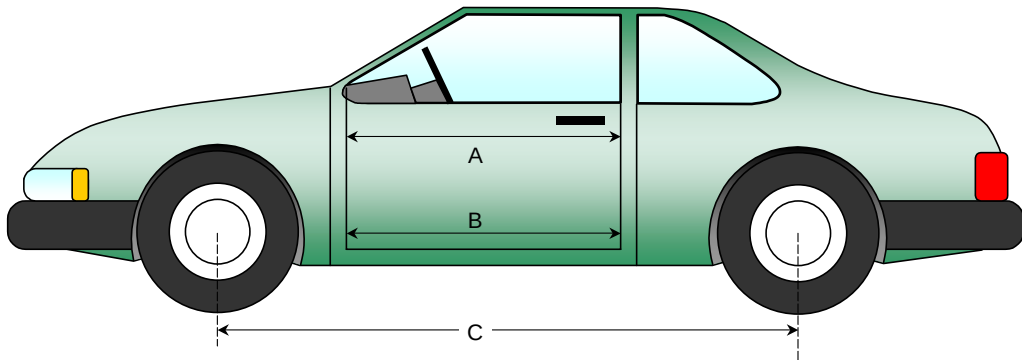
Test Date: 9/14/04

DOOR OPENING WIDTH TABLE

Item	Description	Units	Pre-Test	Post-Test	Diff.
A	Left Side Upper	mm	1129	1131	2
B	Left Side Lower	mm	1129	1128	-1
D	Right Side Upper	mm	1129	1128	-1
E	Right Side Lower	mm	1129	1128	-1

WHEELBASE MEASUREMENT TABLE

Item	Description	Units	Pre-Test	Post-Test	Diff.
C	Left Side Wheel Base	mm	3068	3045	-23
F	Right Side Wheel Base	mm	3068	3045	-23



DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

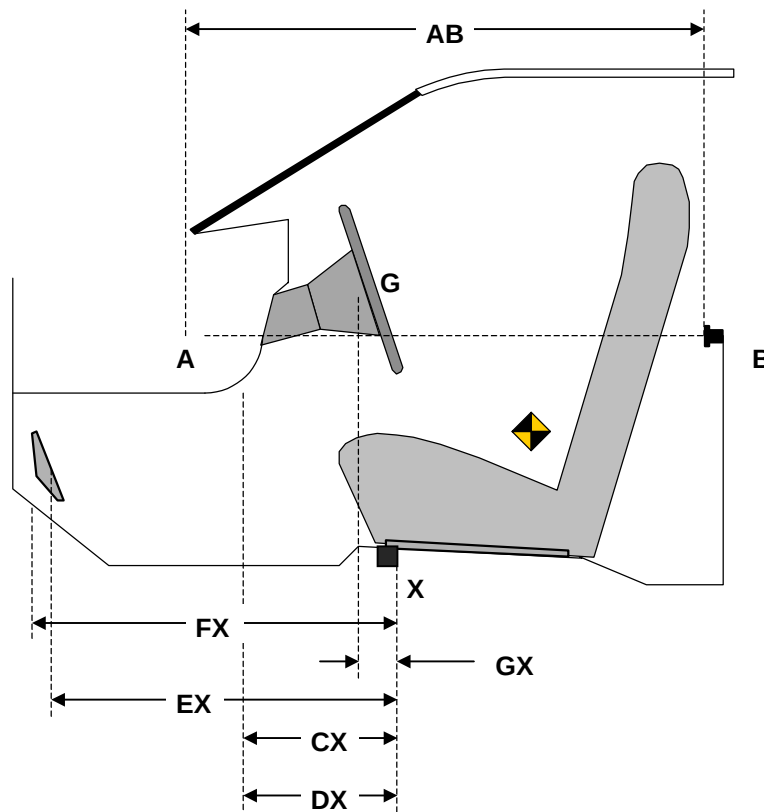
Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

DRIVER COMPARTMENT INTRUSION TABLE

Item	Description	Units	Pre-Test	Post-Test	Diff.
AB	Door Opening (Inside window jam)	mm	1129	1131	2
CX	Left Knee Bolster to X	mm	278	293	15
DX	Right Knee Bolster to X	mm	275	272	-3
EX	Brake Pedal to X	mm	520	534	14
FX	Foot Rest to X	mm	560	573	13
GX	Center of Steering Wheel Hub to X	mm	65	110	45

X = Left Front Seat Outboard Anchor Bolt Head



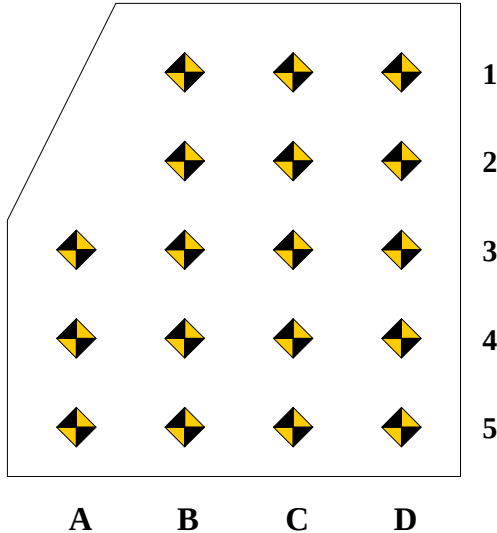
DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04



Measurement reference point for X and Z-axis is the forward outboard seat mounting bolt.

Columns A through D are evenly spaced.

Rows 1 and 2 are on the toe kick portion of the floor pan. Rows 3, 4 and 5 are located on the most level portion of the floor pan.

Row 3 will be at the intersection of the toe kick and the level sections of the floor pan.

DRIVER FLOOR PAN X-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1		606	609	615		608	611	616		2	2	1
2		519	527	531		524	529	534		5	2	3
3	419	423	428	433	418	426	432	440	0	3	4	7
4	325	327	332	337	327	327	335	336	2	0	3	0
5	234	236	240	242	233	234	237	242	-1	-2	-3	0

DRIVER FLOOR PAN Z-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1		15	15	13		-1	-5	-8		-16	-20	-21
2		63	61	60		44	43	42		-19	-18	-18
3	93	93	94	93	83	79	76	75	-10	-14	-18	-18
4	89	90.5	89	91	81	79	74	74	-8	-12	-15	-17
5	87	87.0	86	86	80	76	74	71	-7.01	-11	-12	-15

DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

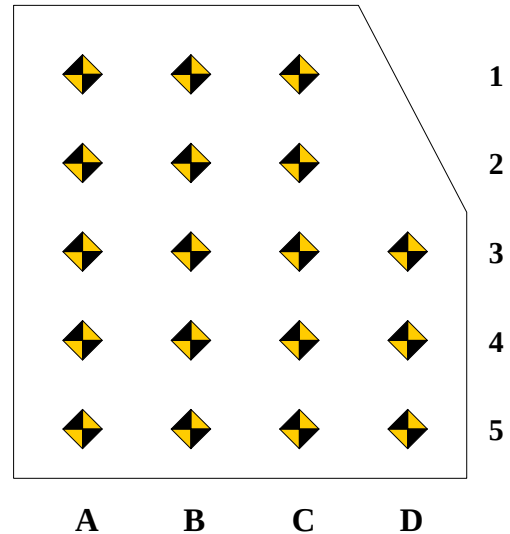
Test Date: 9/14/04

Measurement reference point for X and Z axis is the forward outboard seat mounting bolt.

Columns A through D are evenly spaced.

Rows 1 and 2 are on the toe kick portion of the floor pan. Rows 3, 4 and 5 are located on the most level portion of the floor pan.

Row 3 will be at the intersection of the toe kick and the level sections of the floor pan.



PASSENGER FLOOR PAN X-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1	604	611	616		610	614	614		6	2	-2	
2	518	525	530		524	527	529		6	3	-1	
3	422	424	432	437	431	431	433	432	9	7	1	-5
4	328	332	332	339	336	336	333	336	8	5	0	-3
5	233	239	241	244	243	243	241	240	11	5	0	-4

PASSENGER FLOOR PAN Z-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1	3	2	2		-8	-13	-13		-11	-16	-15	
2	50	49	47		43	35	32		-7	-13	-15	
3	94	93	94	101	83	79	80	85	-12	-13	-13	-15
4	92	91	90	104	81	79	79	90	-10	-12	-11	-14
5	87	88	88	95	80	77	78	82	-7	-11	-9	-13

DATA SHEET NO. 18
FIXED BARRIER LOAD CELL LOCATIONS

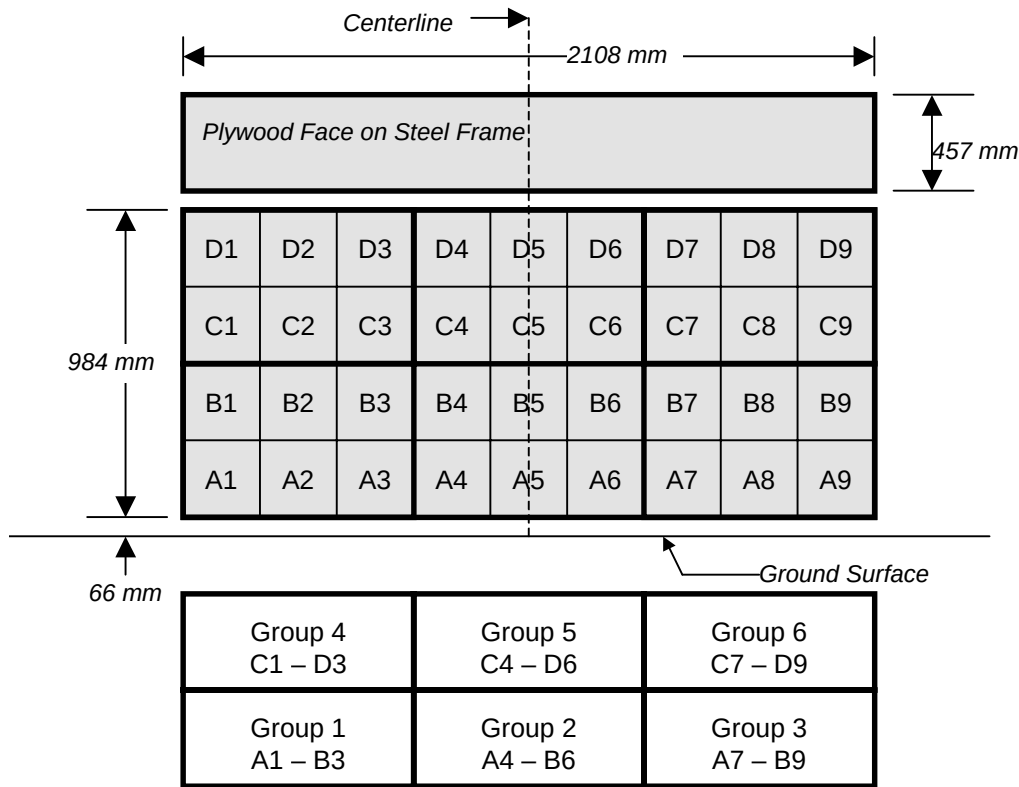
Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

36 Load Cell Rigid Barrier (NHTSA Standard)
Load Cell Locations on Fixed Barrier



6 Groups of 6 Load Cells Each

The Data is presented in Appendix C with the following requirements:

- 1.) Data from 36 individual load cells
- 2.) Sum data from 6 groupings shown above (6 cells/group)
- 3.) Total or sum of all 36 individual load cells
- 4.) Sum of all 36 individual load cells vs. vehicle dynamic crush

DATA SHEET NO. 19
POST-TEST AIRBAG DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

POST-TEST AIRBAG DATA

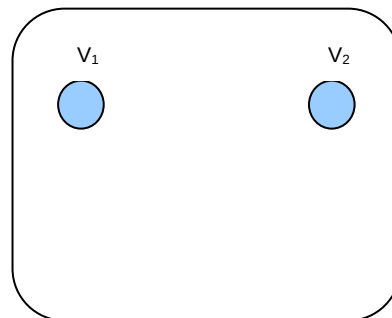
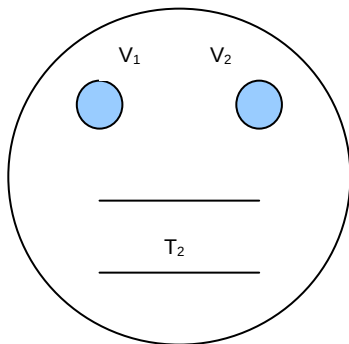
	DRIVER	PASSENGER
No. of vent holes	2	2
Size of vent holes (mm ²)	900	3025
Total vent area (mm ²)	1800	6050

Deflated Airbag Length and Width Dimensions or, If Round, Diameter (mm)		
Length	N/A	800
Width	N/A	710
Depth or Diameter	640	430

Tethering Information		
Is the airbag tethered?	YES	NO
Record length of tether (mm)	300	N/A

Airbag Manufacturing Information		
Manufacturer	Takata	Takata
Part No.	2403048AB	2400264 – AD
Gas Generator	PQXE29XDVRC TDRV1964A1406	P5JD13XDVAC TPAAW1894A0376

Sketch the airbag showing the location of the vent holes, how the bag is tethered, and where the bag is tethered. Also describe how the tethers are attached to the bag and the steering wheel:



DATA SHEET NO. 20
ACCIDENT INVESTIGATION DIVISION DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck NHTSA No.: M50306
 Test Program: 2005 NHTSA 35mph NCAP Test Date: 9/14/04

VEHICLE INFORMATION

VIN: 1D7HA16K35J500899 Wheel base (mm): 3068
 Vehicle Size Category: 2-Door Truck Test Weight (kg): 2321

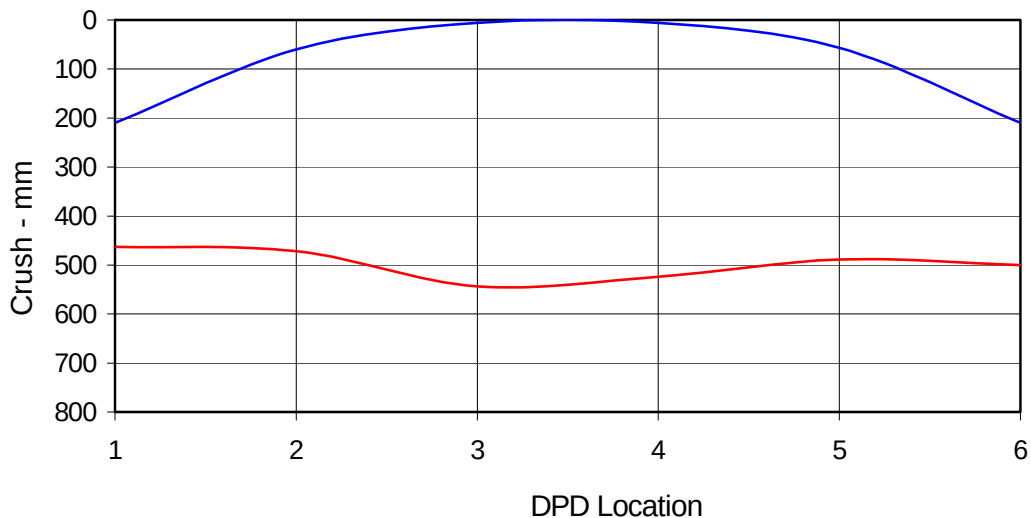
ACCELEROMETER DATA

Accelerometer Location: Left rear sill
 Cal. Procedure/Interval: 6 months / drop test
 Integration Algorithm: NHTSA Standard Linearity: Good
 Impact Velocity (km/h): 56.46
 Velocity Change (km/h): 61.85 Time of Separation (msec): 70.3

CRUSH PROFILE

Collision Deformation Classification: 12FDEW6 Midpoint of Damage: Vehicle Centerline
 Damage Region Length (mm): 1717 Impact Mode: Full Frontal

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush zone 1 at left side	mm	210	463	-253
C2	Crush zone 2 on left side	mm	60	472	-412
C3	Crush zone 3 on left side	mm	6	544	-538
C4	Crush zone 4 on right side	mm	6	524	-518
C5	Crush zone 5 on right side	mm	57	489	-432
C6	Crush zone 6 at right side	mm	210	500	-290



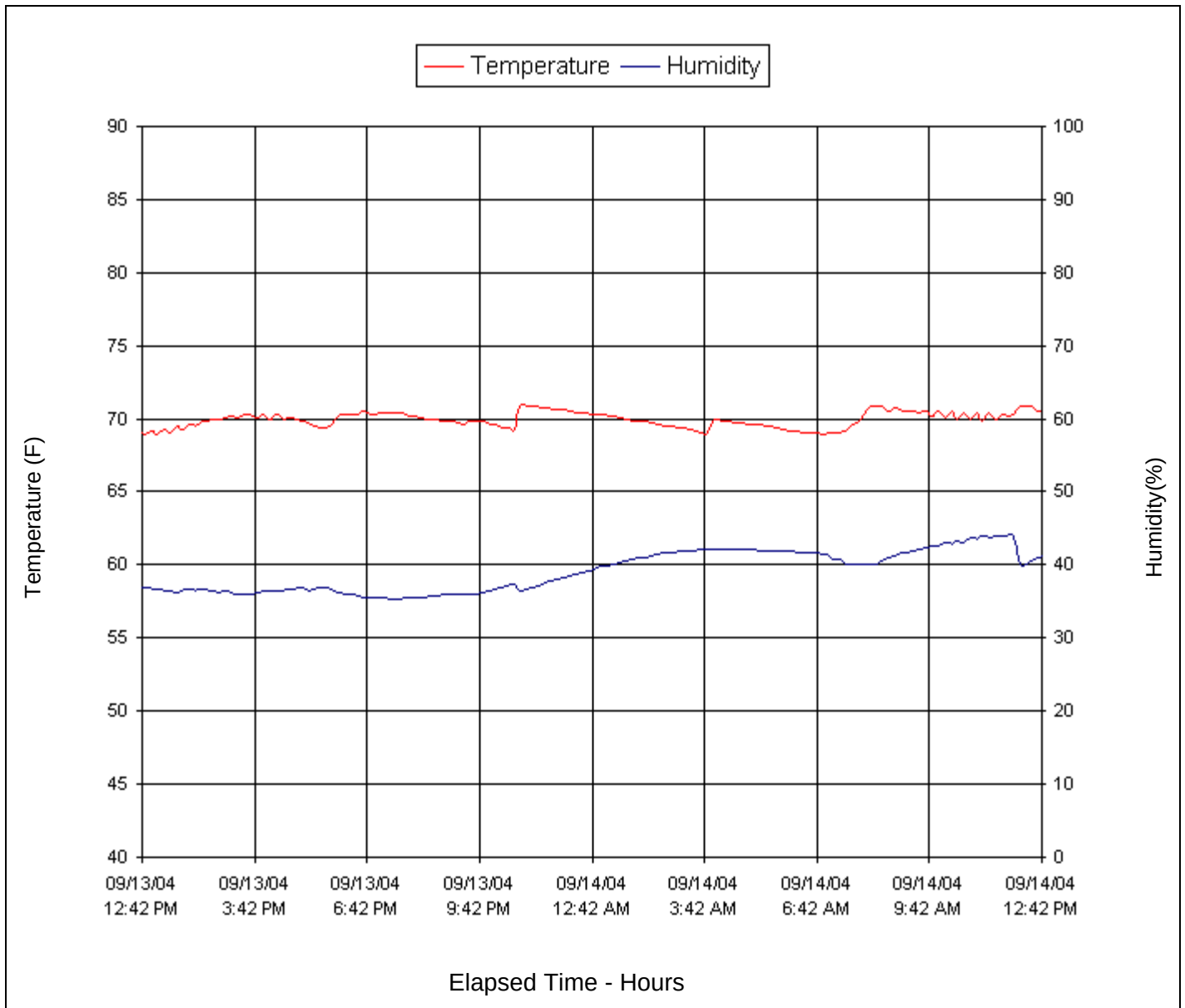
DATA SHEET NO. 21
DUMMY/VEHICLE TEMPERATURE STABILIZATION

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04



APPENDIX A
PHOTOGRAPHS

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52	Pre-Test Passenger Side Knee Bolster	A-52
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54	Pre-Test Passenger Side Floor Pan	A-54
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Figure A-1: Load Cell Location

MFD BY DAIMLERCHRYSLER CORPORATION DATE OF MFR 8-04 GVWR 2881 KG(06350 LB)

GAWR FRONT	WITH TIRES	RIMS AT	COLD
1679 KG(3700 LB)	P245/70R17	17X7.0	240 KPA(35 PSI)
GAWR REAR	WITH TIRES	RIMS AT	COLD
1770 KG(3900 LB)	P245/70R17	17X7.0	240 KPA(35 PSI)

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

VIN: 1D7HA16K35J500899 TYPE: TRUCK SINGLE X DUAL



MDH: 080213 137AA PNT:PS2 VEHICLE MADE IN U.S.A. TRM:P9DV 4648503

Figure A-2: Vehicle Certification Label



TIRE AND LOADING INFORMATION

SEATING CAPACITY – TOTAL **3** FRONT **3** REAR **0**

THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED
806 KG OR 1778 LB

TIRE	FRONT	REAR	SPARE
ORIGINAL TIRE SIZE	P245/70R17	P245/70R17	P245/70R17
COLD TIRE INFLATION PRESSURE	240 kPa, 35 PSI	240 kPa, 35 PSI	240 kPa, 35 PSI

SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION 

5J500899

Figure A-3: Vehicle Tire Label



Figure A-4: Right Front $\frac{3}{4}$ View, As Received



Figure A-5: Left Rear $\frac{3}{4}$ View, as Received



Figure A-6: Pre-Test Front View



Figure A-7: Post-Test Front View (Vehicle Moved)



Figure A-8: Pre-Test Left Side View



Figure A-9: Post-Test Left Side View



Figure A-10: Pre-Test Right Side View



Figure A-11: Post-Test Right Side View



Figure A-12: Pre-Test Right Front $\frac{3}{4}$ View



Figure A-13: Post-Test Right Front ¾ View (Vehicle Moved)





Figure A-15: Post-Test Left Rear $\frac{3}{4}$ View



Figure A-16: Left Rear $\frac{3}{4}$ View of Doors After Impact



Figure A-17: Right Rear ¾ View of Doors After Impact



Figure A-18: Pre-Test Windshield View



Figure A-19: Post-Test Windshield View



Figure A-20: Pre-Test Engine Compartment

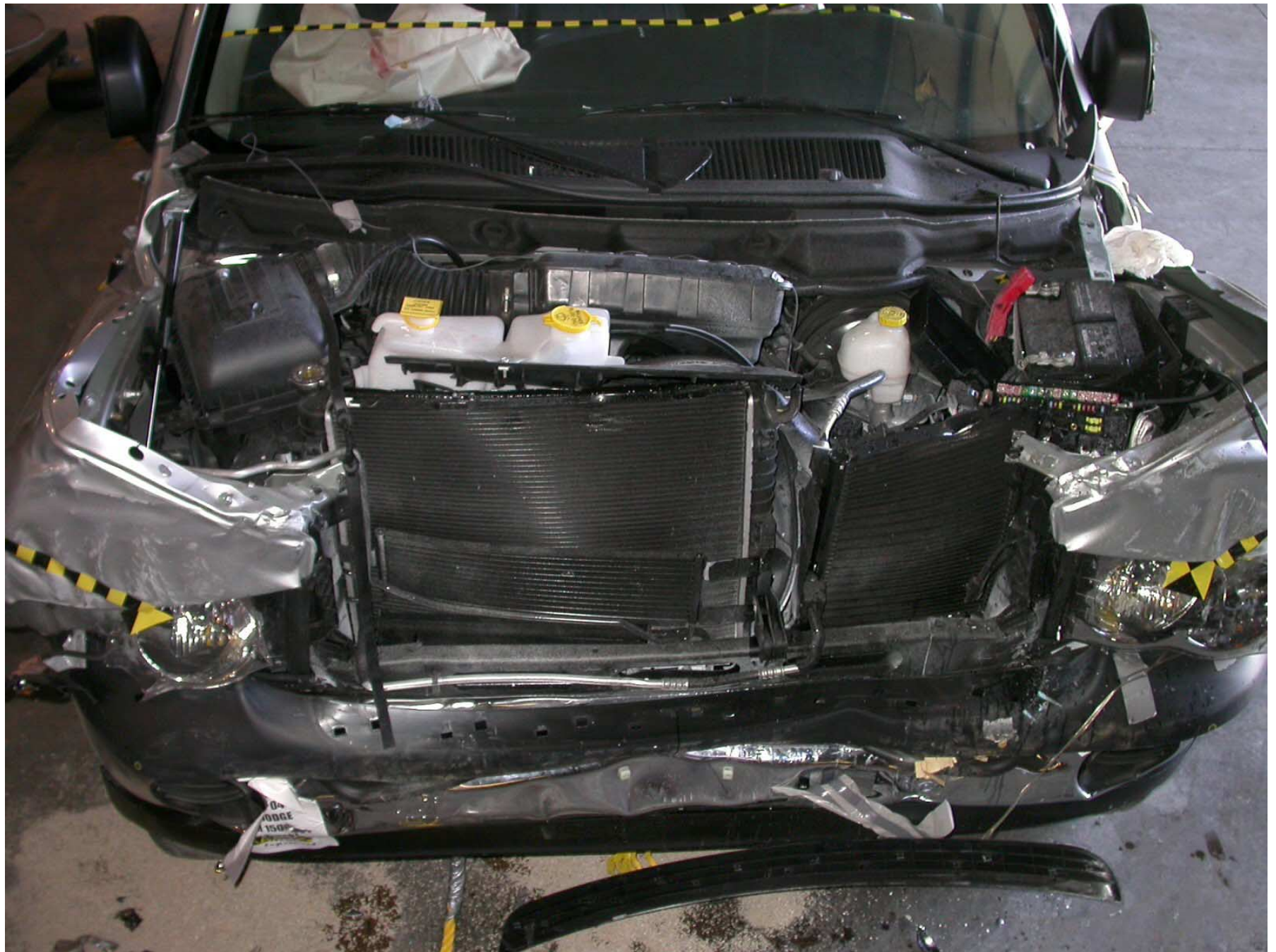


Figure A-21: Post-Test Engine Compartment (Vehicle Moved)



Figure A-22: Pre-Test Fuel Cap



Figure A-23: Post-Test Fuel Cap

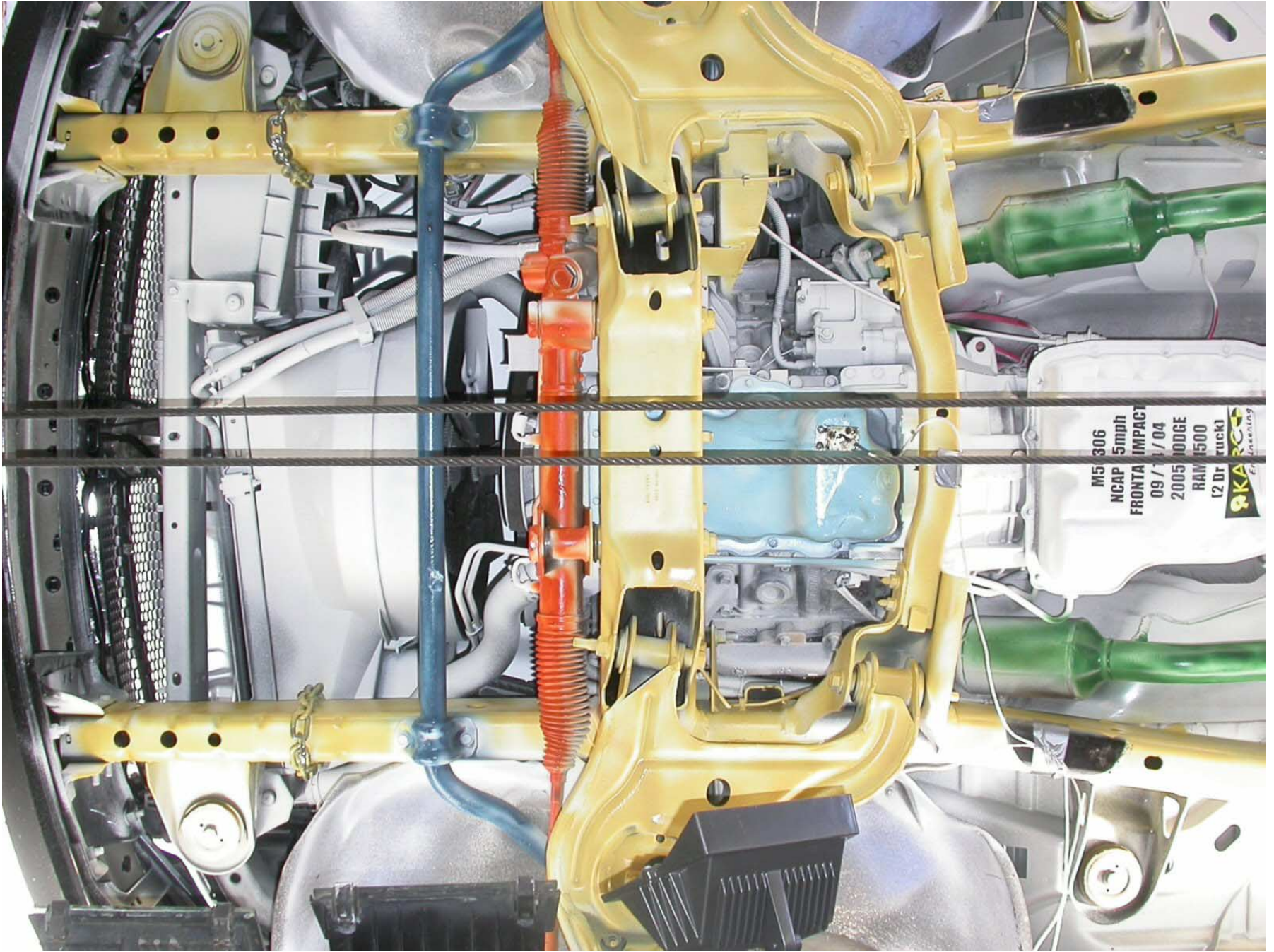


Figure A-24: Pre-Test Front Underbody View

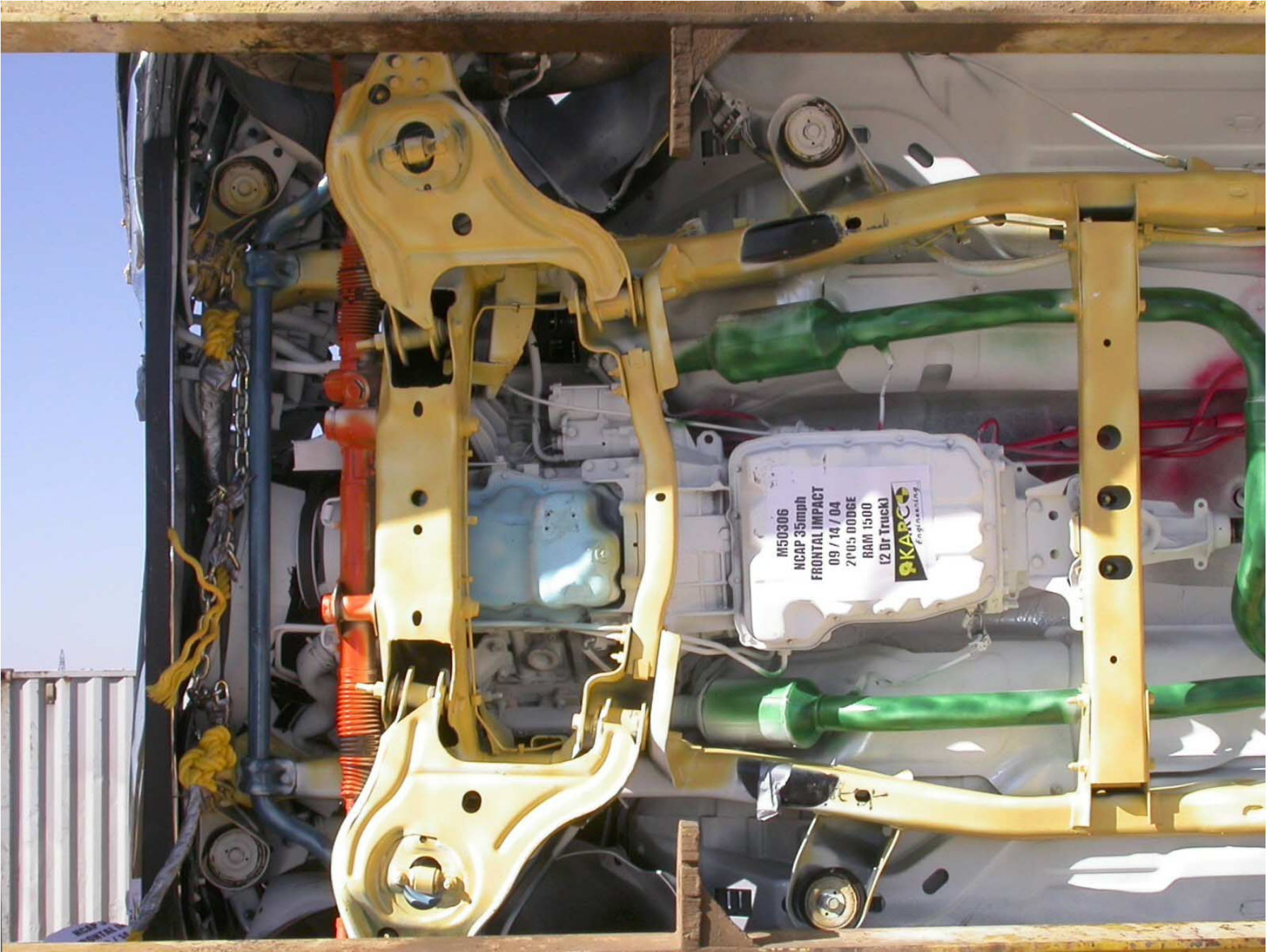


Figure A-25: Post-Test Front Underbody View

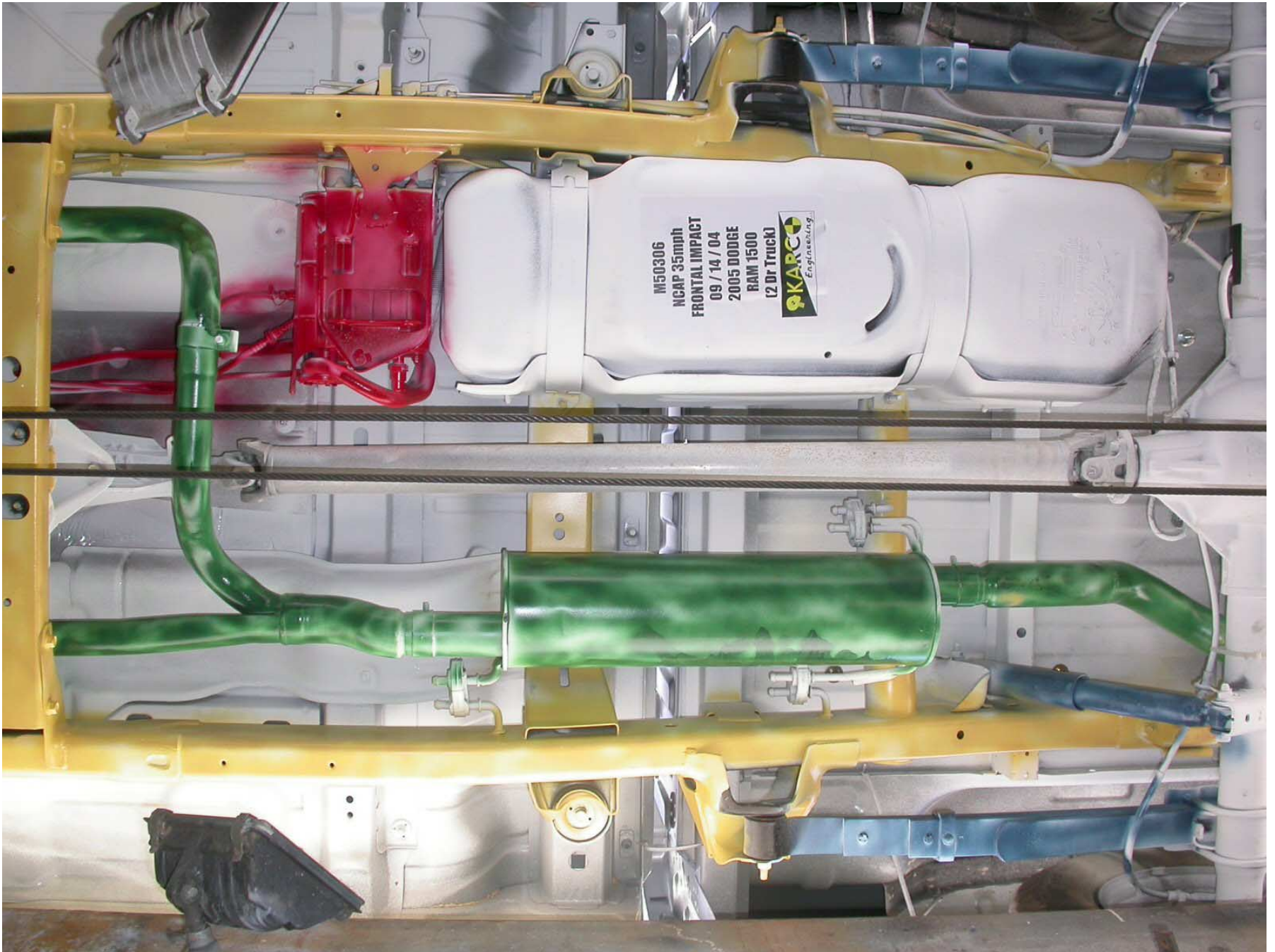


Figure A-26: Pre-Test Mid Underbody View

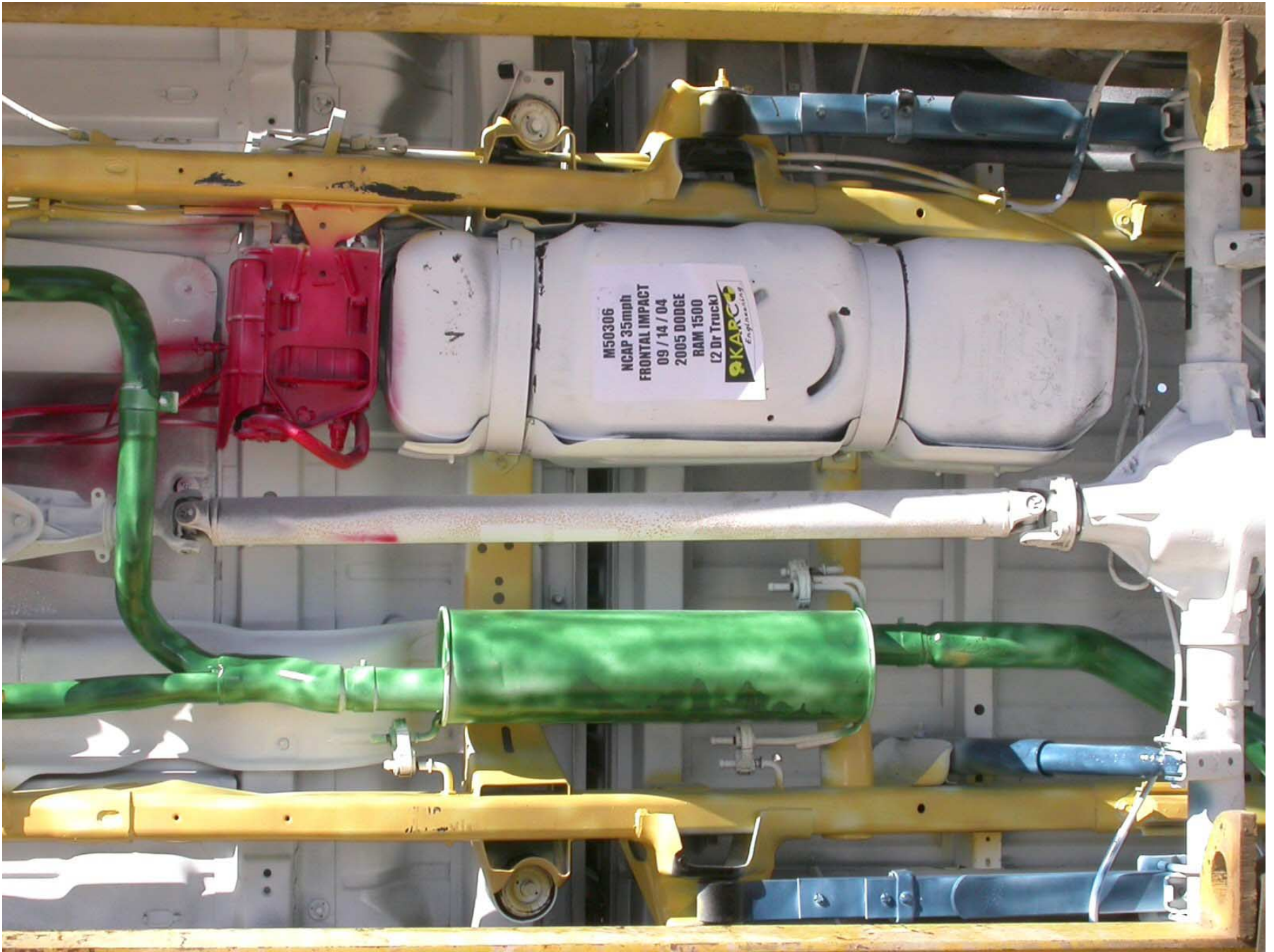


Figure A-27: Post-Test Mid Underbody View

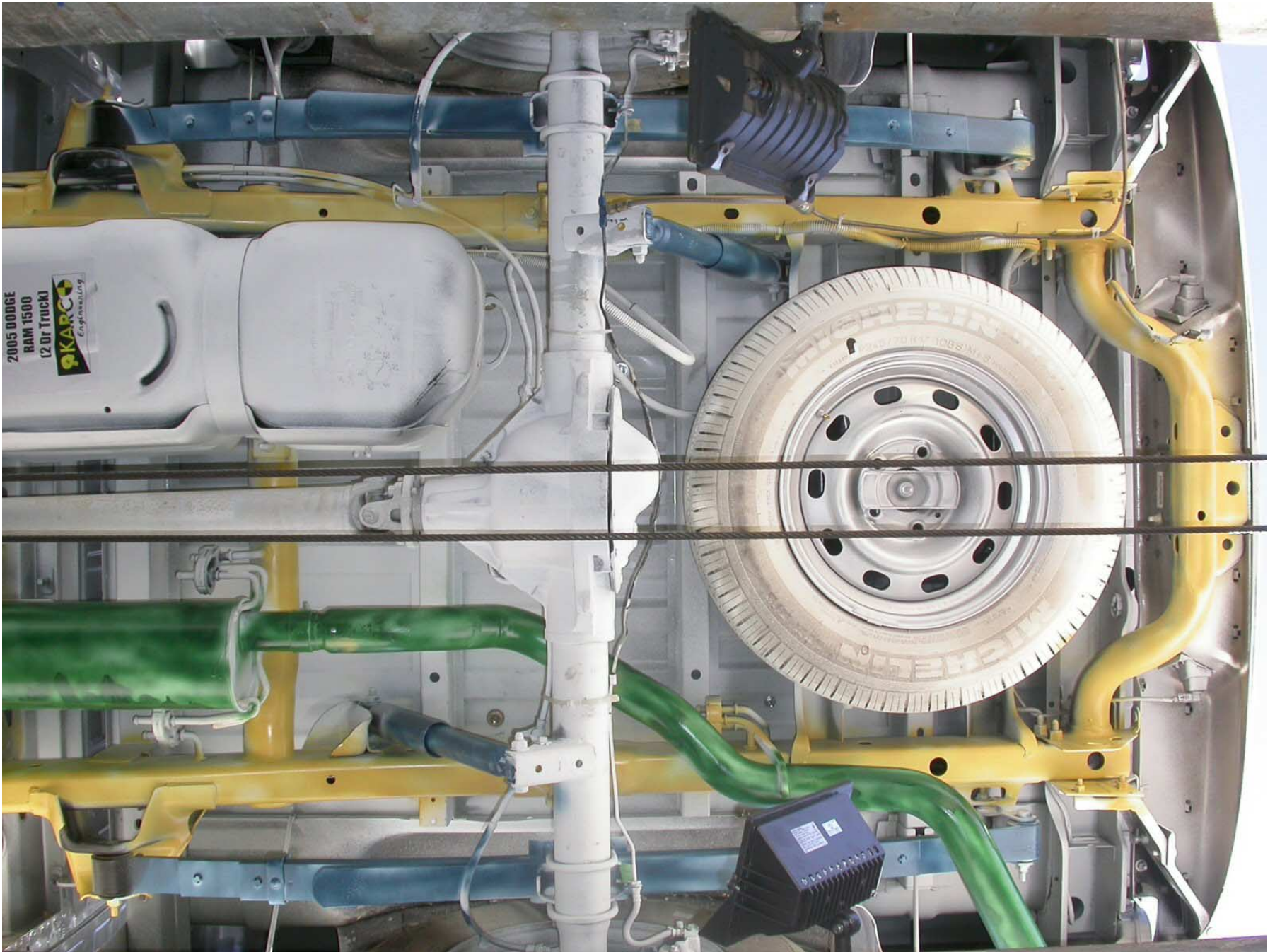


Figure A-28: Pre-Test Rear Underbody View

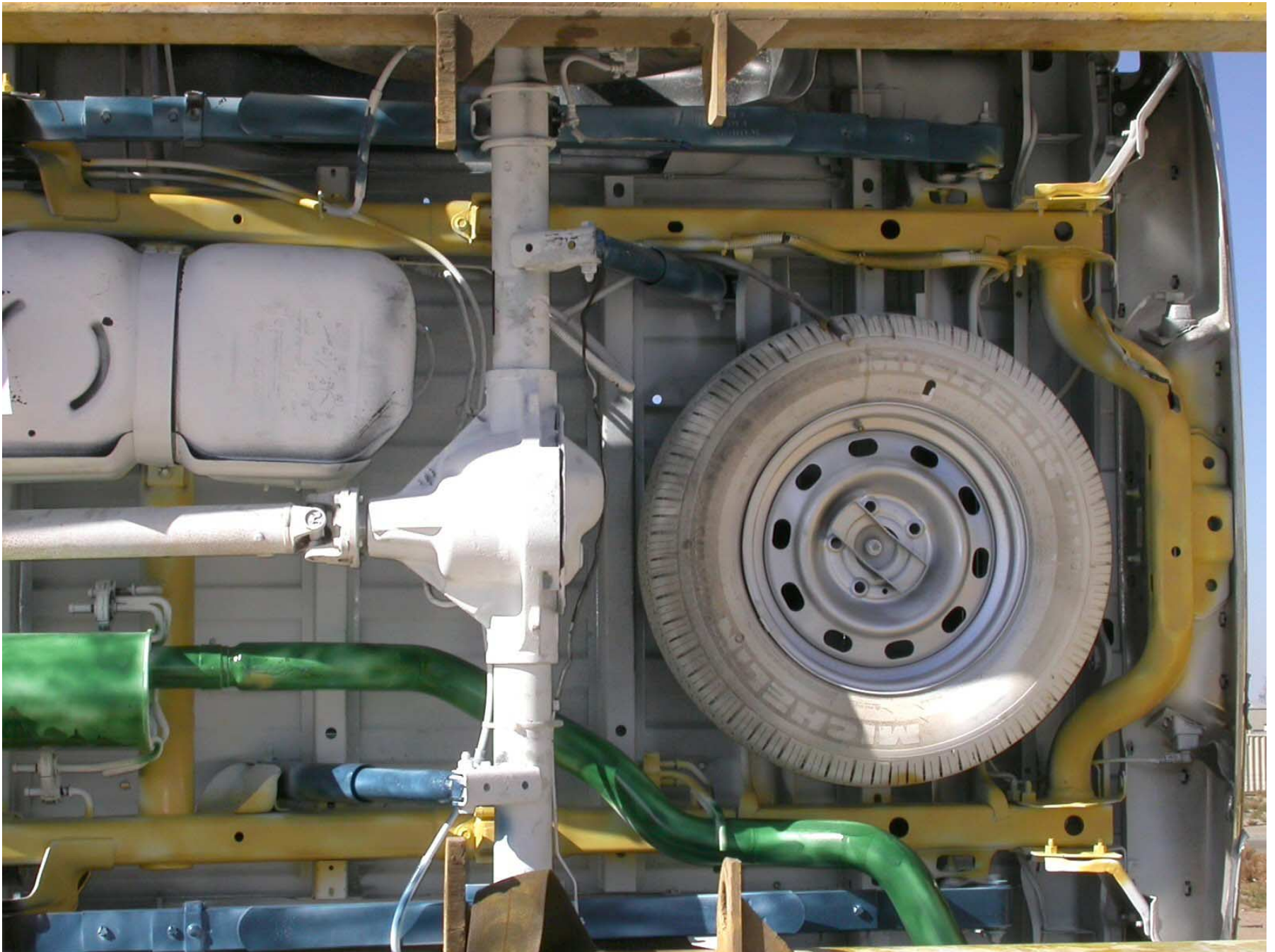


Figure A-29: Post-Test Rear Underbody View



Figure A-30: Pre-Test Driver Dummy Front View (Head Position)



Figure A-31: Post-Test Driver Dummy Front View (Head Position)



Figure A-32: Pre-Test Driver Dummy Through Window



Figure A-33: Post-Test Driver Dummy Through Window



Figure A-34: Pre-Test Driver Dummy (Door Open)



Figure A-35: Post-Test Driver Dummy (Door Open)



Figure A-36: Pre-Test Driver Dummy Feet



Figure A-37: Post-Test Driver Dummy Feet



Figure A-38: Pre-Test Driver Side Knee Bolster



Figure A-39: Post-Test Driver Side Knee Bolster



Figure A-40: Pre-Test Driver Side Floor Pan



Figure A-41: Post-Test Driver Side Floor Pan



Figure A-42: Post-Test Driver Dummy Head



Figure A-43: Post-Test Driver Dummy Contact to Air Bag



Figure A-44: Pre-Test Passenger Dummy Front View (Head Position)



Figure A-45: Post-Test Passenger Dummy Front View (Head Position)



Figure A-46: Pre-Test Passenger Dummy Through Window



Figure A-47: Post-Test Passenger Dummy Through Window



Figure A-48: Pre-Test Passenger Dummy (Door Open)



Figure A-49: Post-Test Passenger Dummy (Door Open)



Figure A-50: Pre-Test Passenger Dummy Feet



Figure A-51: Post-Test Passenger Dummy Feet



Figure A-52: Pre-Test Passenger Side Knee Bolster

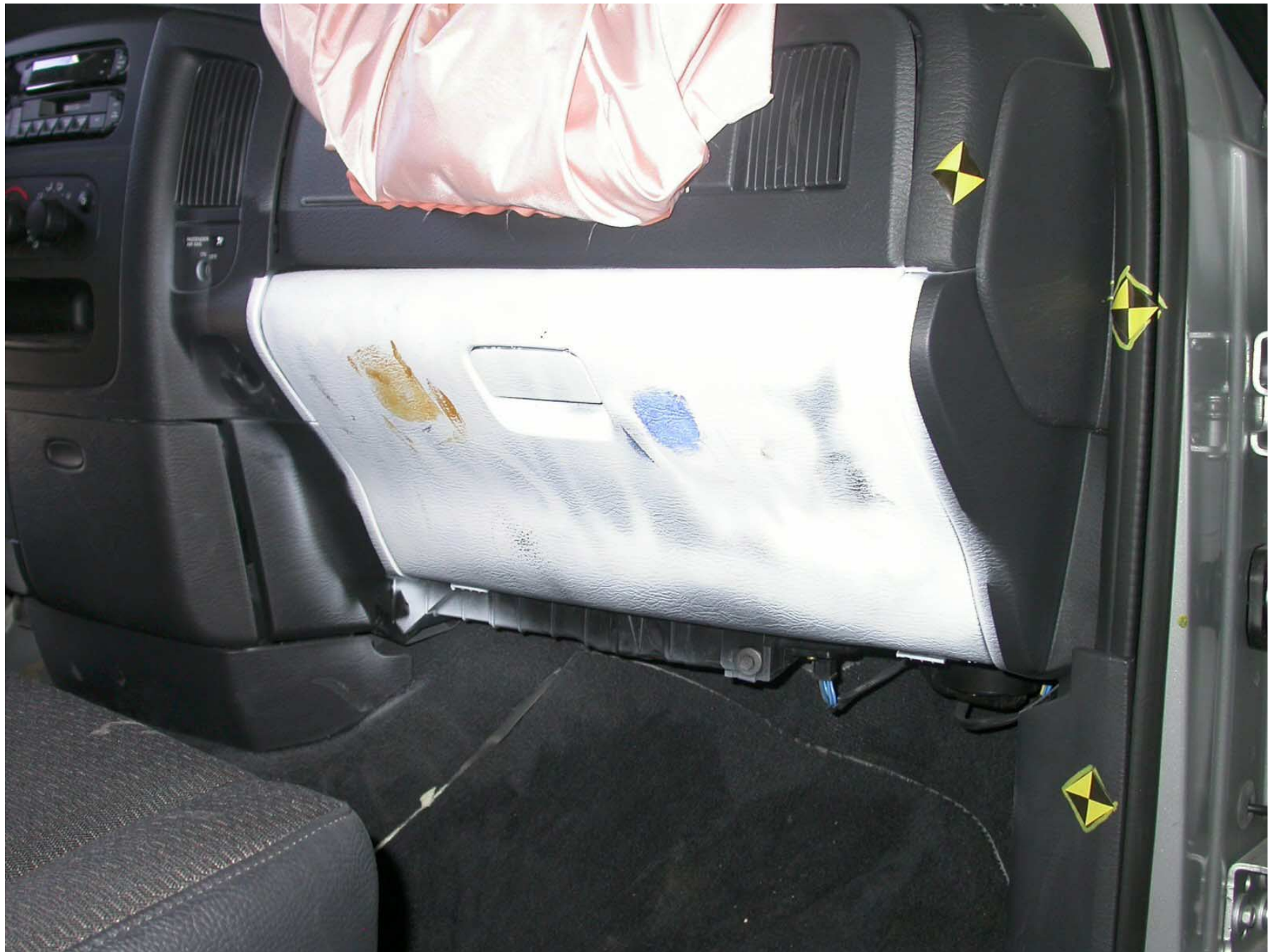


Figure A-53: Post-Test Passenger Side Knee Bolster



Figure A-54: Pre-Test Passenger Side Floor Pan



Figure A-55: Post-Test Passenger Side Floor Pan



Figure A-56: Post-Test Passenger Dummy Head



Figure A-57: Post-Test Passenger Dummy Contact to Air Bag



Figure A-58: Vehicle on Rollover Device (0°)



Figure A-59: Vehicle on Rollover Device (90°)



Figure A-60: Vehicle on Rollover Device (180°)

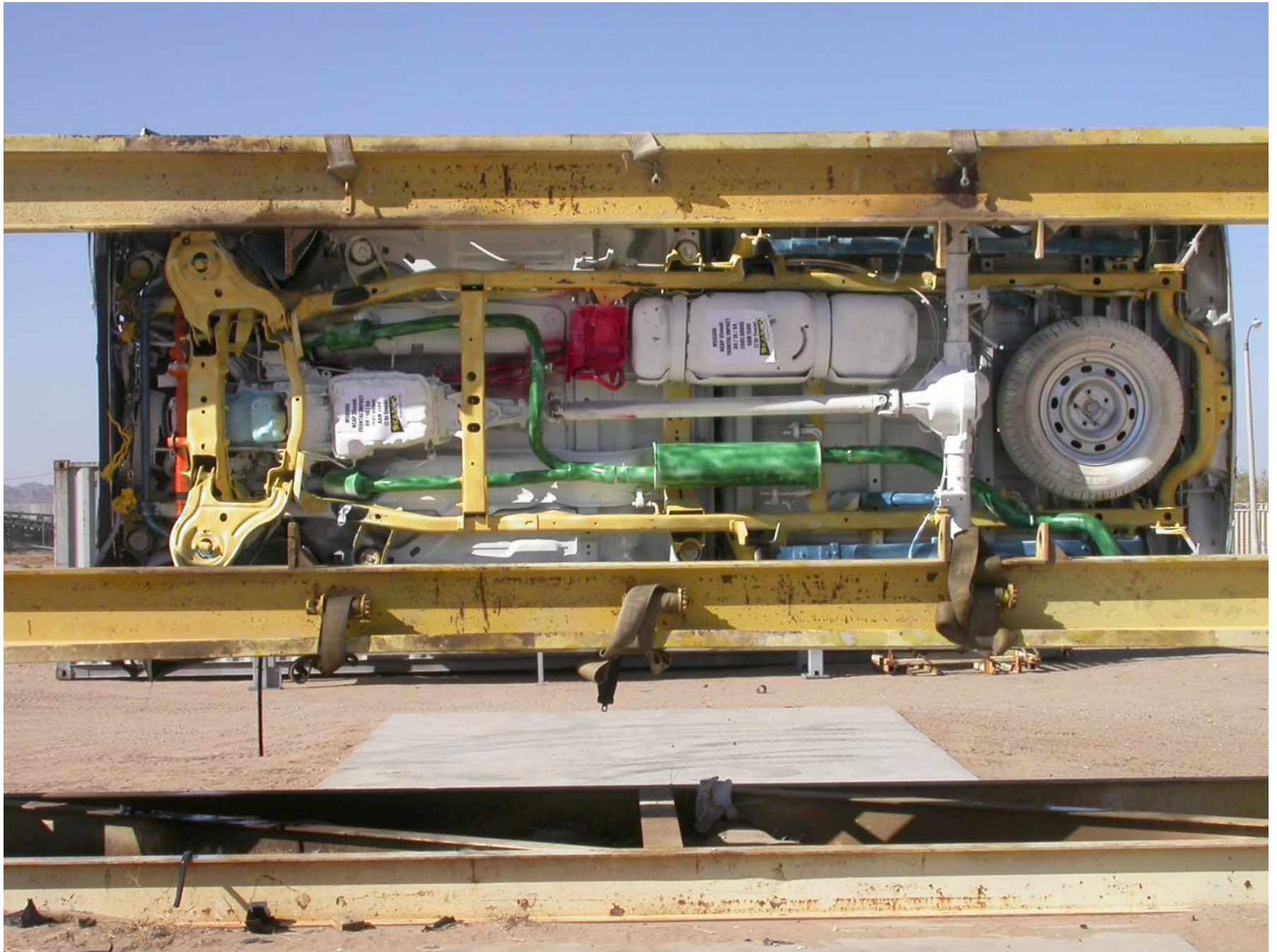


Figure A-61: Vehicle on Rollover Device (270°)



Figure A-62: Vehicle During Impact

APPENDIX B

DATA PLOTS

LIST OF DATA PLOTS

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	Driver Head Primary Y	B-1
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2	Driver Head Primary X Velocity	B-2
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	Driver Pelvis X Displacement
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15	Driver Left Upper Tibia Moment X
	Driver Left Upper Tibia Moment Y
	Driver Right Upper Tibia Moment X
	Driver Right Upper Tibia Moment Y
16	Driver Left Lower Tibia Moment X
	Driver Left Lower Tibia Moment Y
	Driver Left Lower Tibia Force Z
17	Driver Right Lower Tibia Moment X
	Driver Right Lower Tibia Moment Y
	Driver Right Lower Tibia Force Z
18	Driver Left Foot Aft X
	Driver Left Foot Aft Z
	Driver Left Foot Fore Z
19	Driver Right Foot Aft X
	Driver Right Foot Aft Z
	Driver Right Foot Fore Z
20	Driver Lap Belt Force
	Driver Shoulder Belt Force
	Driver Shoulder Belt Pullout
	Driver Shoulder Belt Elongation
21	Passenger Head Primary X
	Passenger Head Primary Y
	Passenger Head Primary Z
	Passenger Head Resultant Primary
22	Passenger Head Primary X Velocity
	Passenger Head Primary X Displacement

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25	Passenger Upper Neck Force X	B-25
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	Passenger Upper Neck Force Resultant	B-25
26	Passenger Upper Neck Moment X	B-26
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	Passenger Upper Neck Moment Resultant	B-26
27	Passenger Chest Primary X	B-27
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	Passenger Chest Resultant Primary	B-27
28	Passenger Chest Primary X Velocity	B-28
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32	Passenger Pelvis X	B-32
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	Passenger Pelvis Resultant	B-32
33	Passenger Pelvis X Velocity	B-33
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LIST OF DATA PLOTS...(Continued)

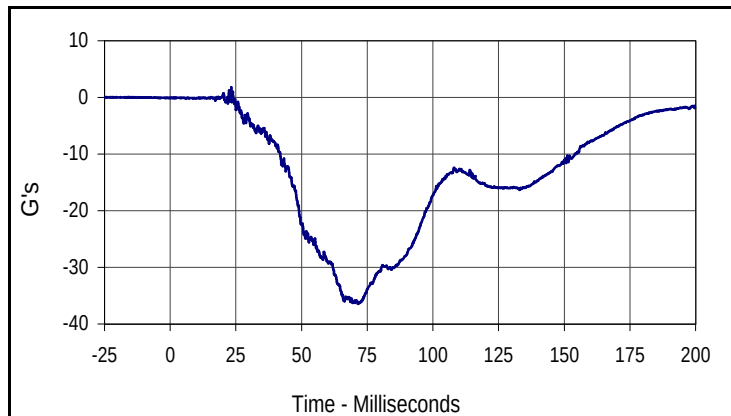
Data Plot	Page
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Passenger Left Upper Tibia Moment Y	B-35
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36 Passenger Left Lower Tibia Moment X	B-36
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37 Passenger Right Lower Tibia Moment X	B-37
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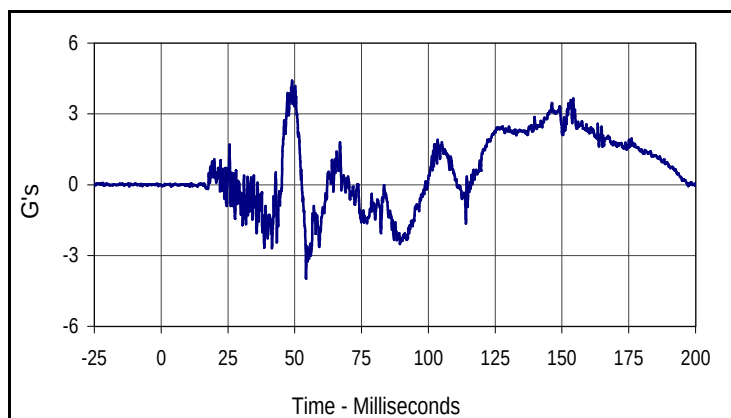
<u>Data Plot</u>	<u>Page</u>
45	Vehicle Left Brake Caliper X
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Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

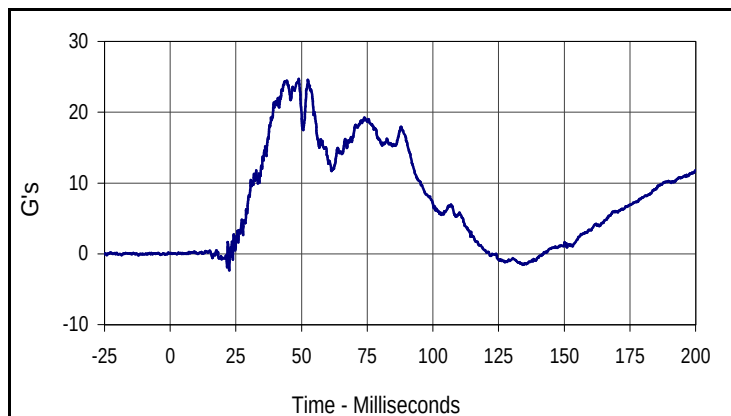
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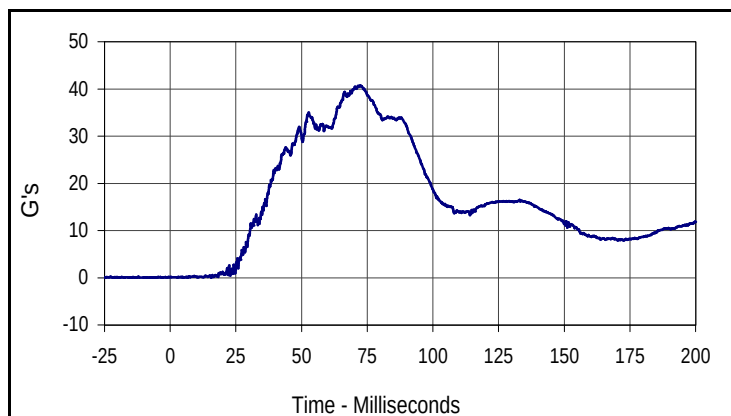
Curve Description			
Driver Head Primary X			
CURNO	Type	SAE Class	Units
001	FIL	1000	G's
Max	Time	Min	Time
1.8	23.2	-36.4	71.5



Curve Description			
Driver Head Primary Y			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
4.4	49.0	-4.0	54.3



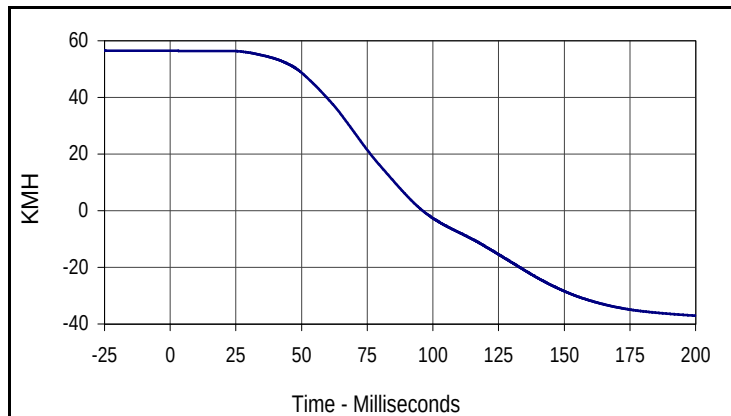
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Max	Time	Min	Time
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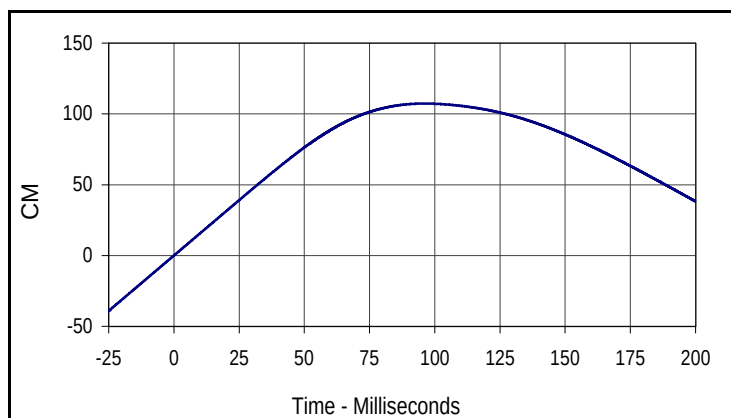
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Driver Head Resultant Primary			
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Max	Time	Min	Time
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Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



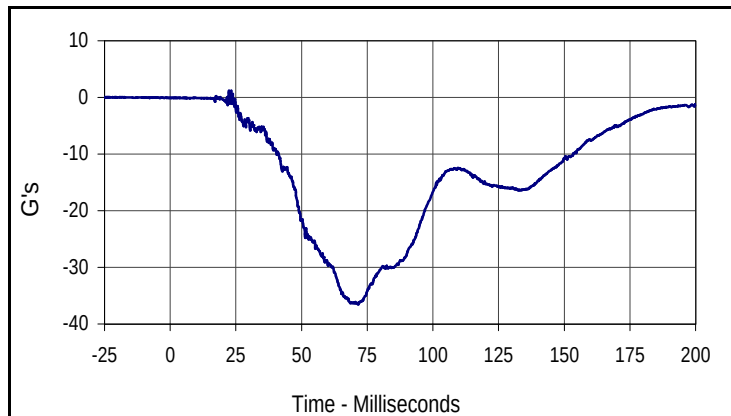
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Max	Time	Min	Time
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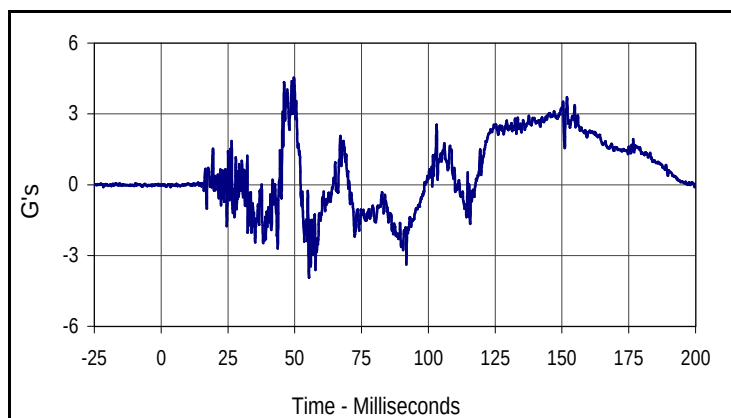
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Driver Head Primary X Displacement			
CURNO	Type	SAE Class	Units
001	IN2	180	CM
Max	Time	Min	Time
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Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

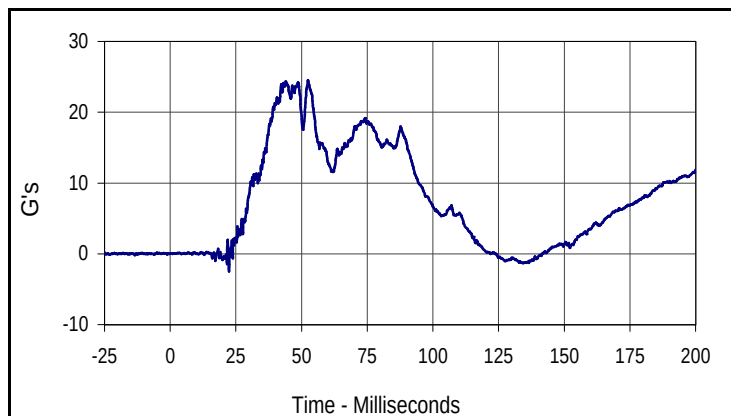
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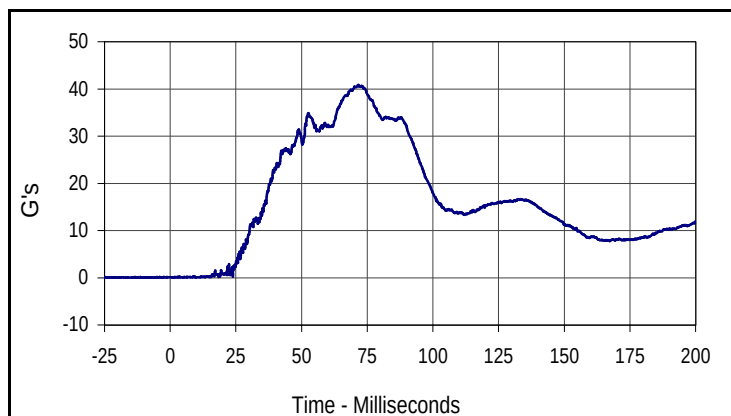
Curve Description			
Driver Head Redundant X			
CURNO	Type	SAE Class	Units
004	FIL	1000	G's
Max	Time	Min	Time
1.2	23.2	-36.6	71.6



Curve Description			
Driver Head Redundant Y			
CURNO	Type	SAE Class	Units
005	FIL	1000	G's
Max	Time	Min	Time
4.5	49.7	-3.9	55.3



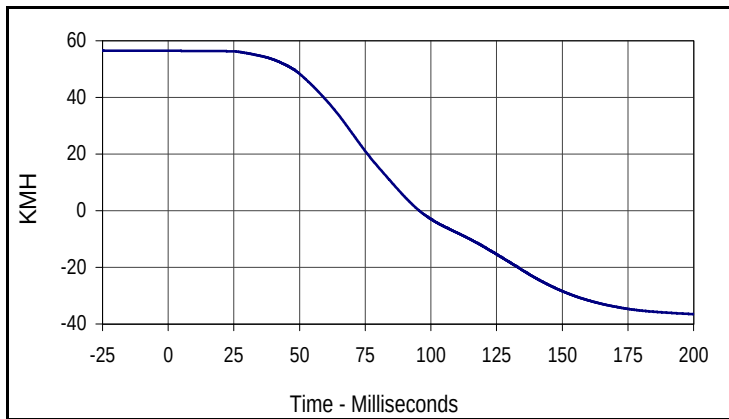
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006	FIL	1000	G's
Max	Time	Min	Time
24.5	52.5	-2.5	22.4



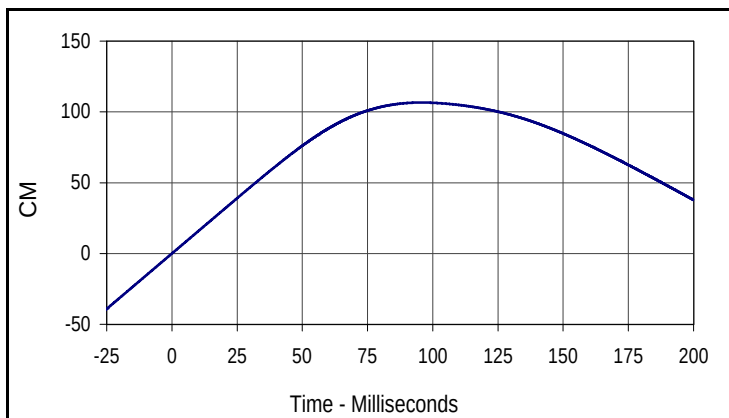
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Driver Head Resultant Redundant			
CURNO	Type	SAE Class	Units
004	RES	1000	G's
Max	Time	Min	Time
40.9	71.6	0.0	5.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



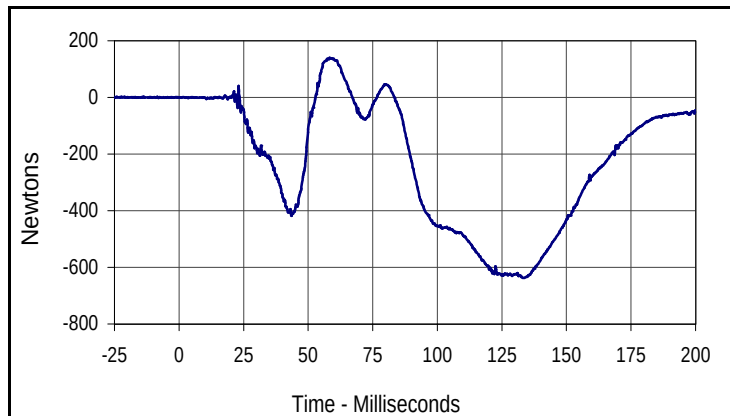
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004	IN1	180	KMH
Max	Time	Min	Time
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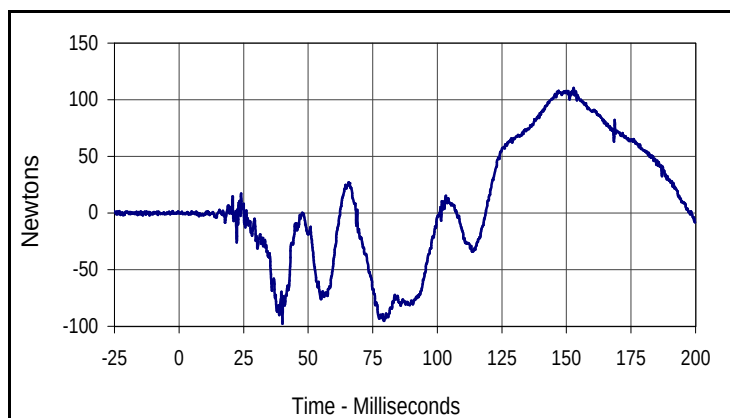
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Driver Head Redundant X Displacement			
CURNO	Type	SAE Class	Units
004	IN2	180	CM
Max	Time	Min	Time
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Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

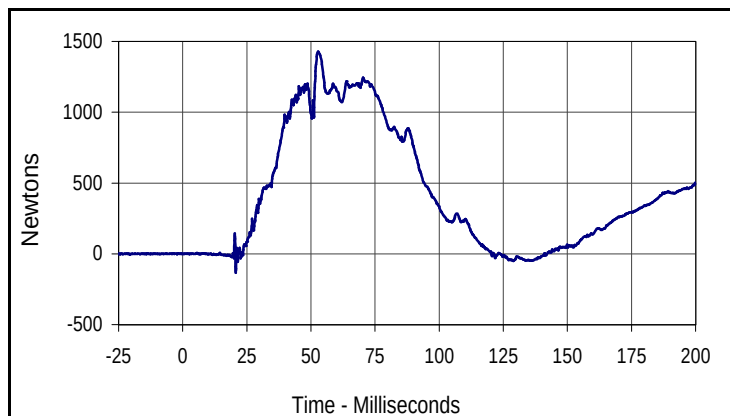
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 NHTSA No.: M50306



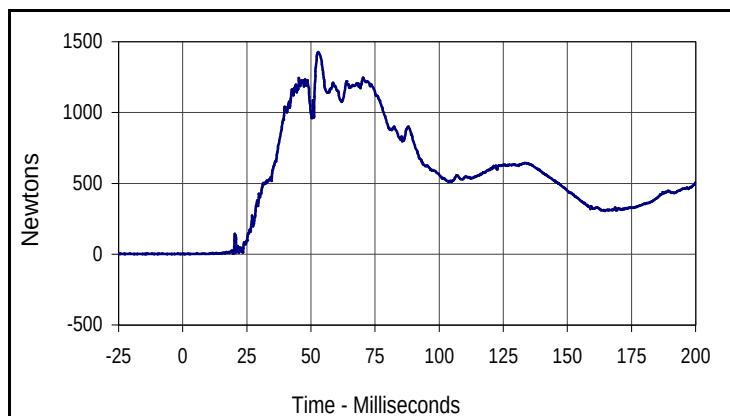
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Driver Upper Neck Force X			
CURNO	Type	SAE Class	Units
007	FIL	1000	Newtons
Max	Time	Min	Time
140.5	58.3	-637.8	133.4



Curve Description			
Driver Upper Neck Force Y			
CURNO	Type	SAE Class	Units
008	FIL	1000	Newtons
Max	Time	Min	Time
110.4	152.8	-97.7	40.0



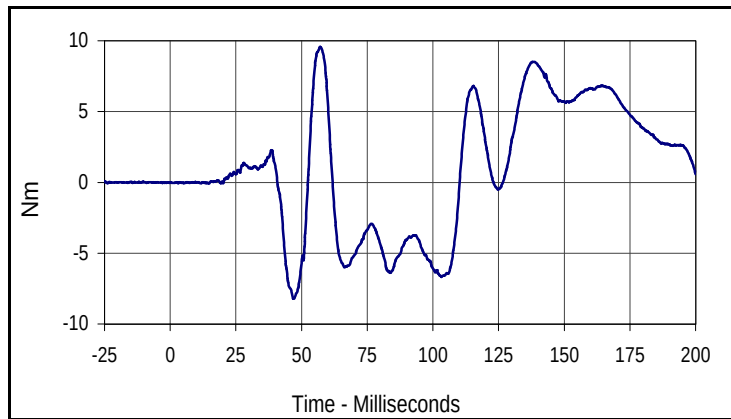
Curve Description			
Driver Upper Neck Force Z			
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009	FIL	1000	Newtons
Max	Time	Min	Time
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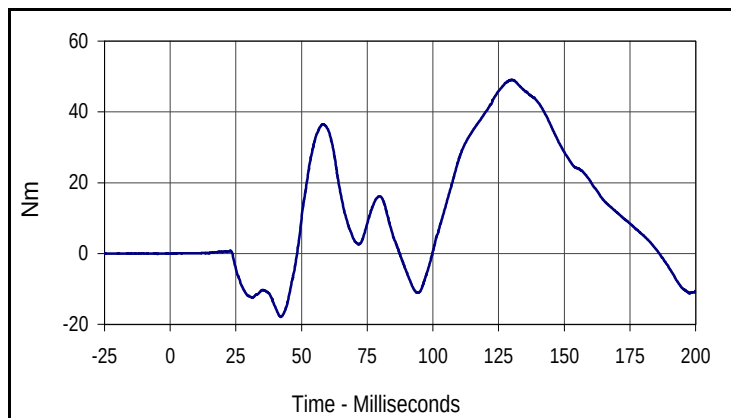
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Driver Upper Neck Force Res.			
CURNO	Type	SAE Class	Units
007	RES	1000	Newtons
Max	Time	Min	Time
1428.1	52.8	0.4	2.8

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

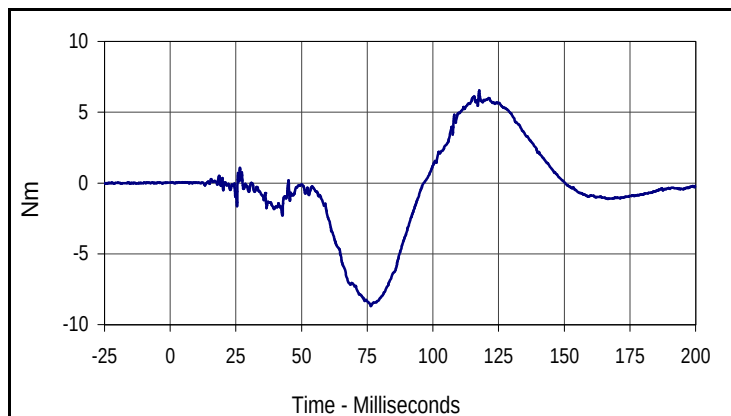
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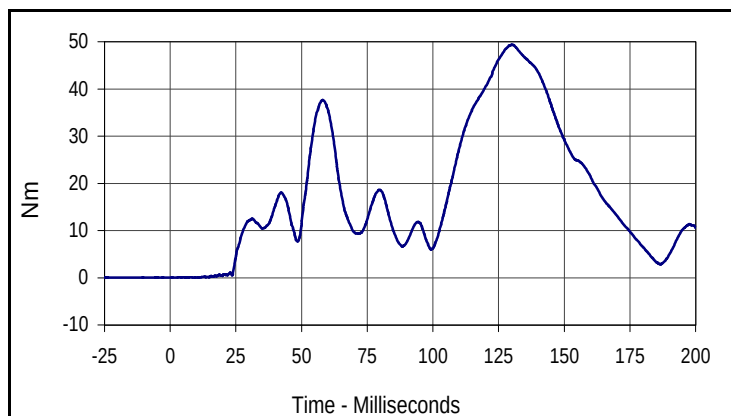
Curve Description			
Driver Upper Neck Moment X			
CURNO	Type	SAE Class	Units
010	FIL	600	Nm
Max	Time	Min	Time
9.6	57.1	-8.2	46.9



Curve Description			
Driver Upper Neck Moment Y			
CURNO	Type	SAE Class	Units
011	FIL	600	Nm
Max	Time	Min	Time
49.1	130.0	-17.9	42.2



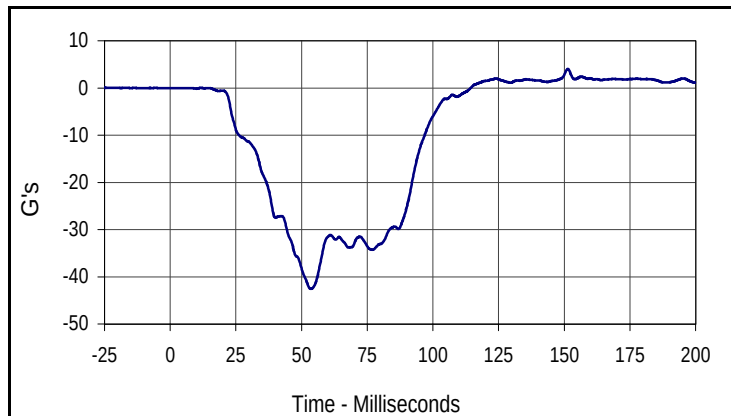
Curve Description			
Driver Upper Neck Moment Z			
CURNO	Type	SAE Class	Units
012	FIL	600	Nm
Max	Time	Min	Time
6.5	117.6	-8.7	76.4



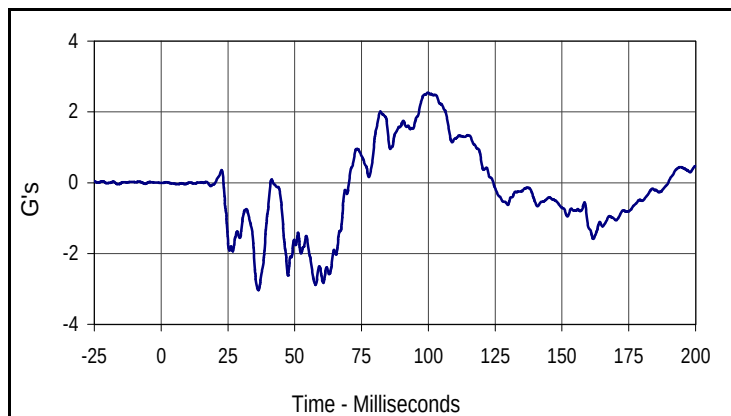
Curve Description			
Driver Upper Neck Moment Res.			
CURNO	Type	SAE Class	Units
010	RES	600	Nm
Max	Time	Min	Time
49.4	130.0	0.0	2.5

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

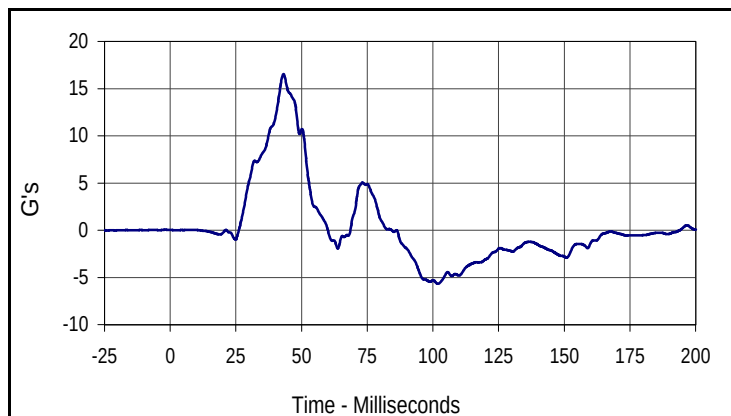
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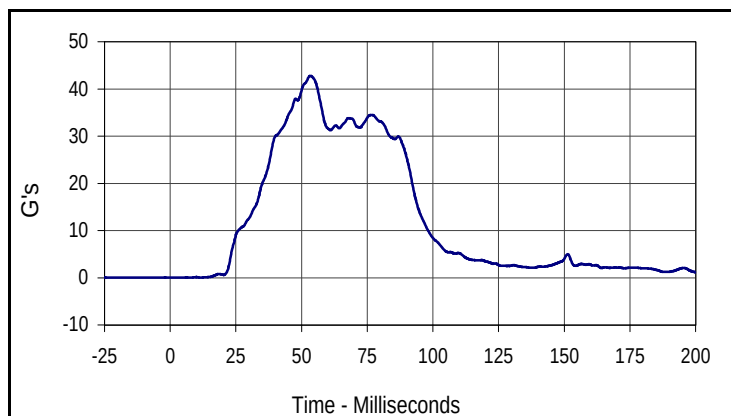
Curve Description			
Driver Chest Primary X			
CURNO	Type	SAE Class	Units
013	FIL	180	G's
Max	Time	Min	Time
4.0	151.3	-42.6	53.6



Curve Description			
Driver Chest Primary Y			
CURNO	Type	SAE Class	Units
014	FIL	180	G's
Max	Time	Min	Time
2.5	99.8	-3.0	36.4



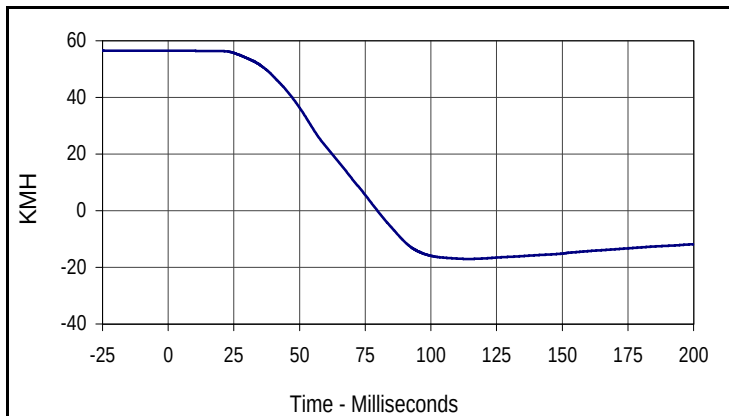
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Driver Chest Primary Z			
CURNO	Type	SAE Class	Units
015	FIL	180	G's
Max	Time	Min	Time
16.5	43.1	-5.7	101.9



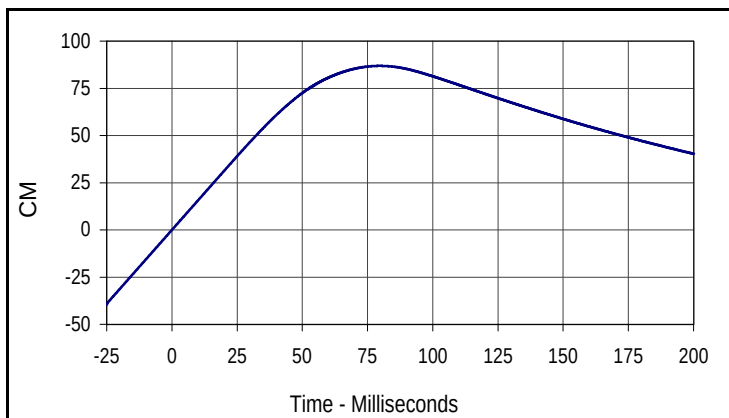
Curve Description			
Driver Chest Resultant Primary			
CURNO	Type	SAE Class	Units
013	RES	180	G's
Max	Time	Min	Time
42.8	53.4	0.0	11.2

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



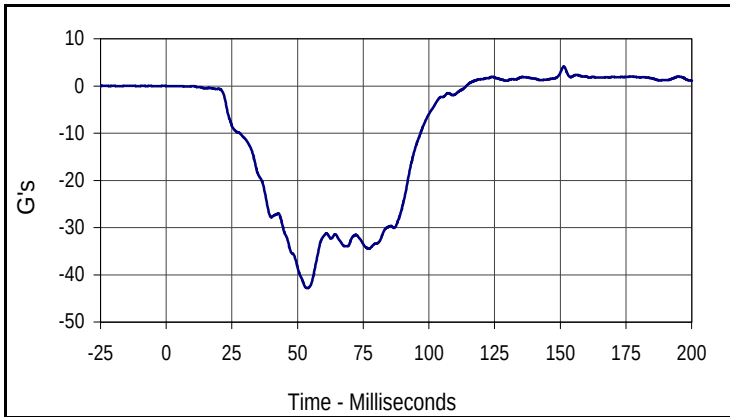
Curve Description			
Driver Chest Primary X Velocity			
CURNO	Type	SAE Class	Units
013	IN1	180	KMH
Max	Time	Min	Time
56.5	0.0	-17.0	114.4



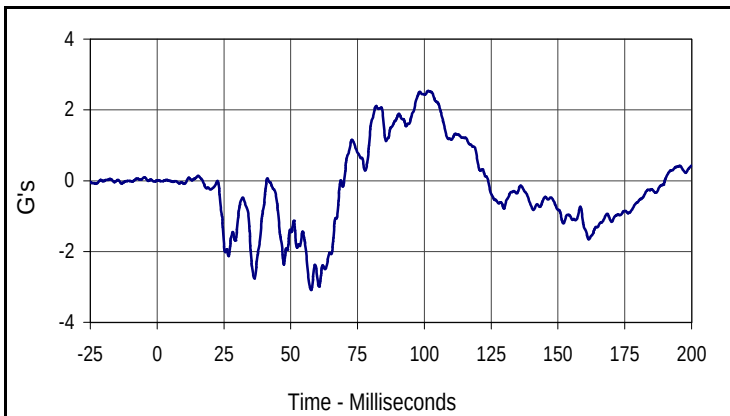
Curve Description			
Driver Chest Primary X Displacement			
CURNO	Type	SAE Class	Units
013	IN2	180	CM
Max	Time	Min	Time
86.9	79.6	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

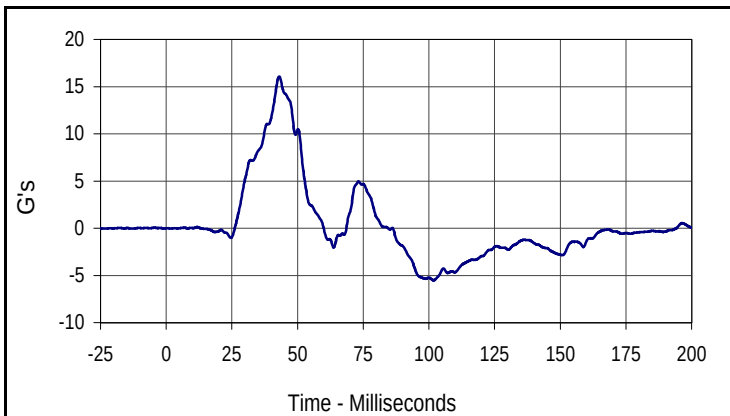
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 NHTSA No.: M50306



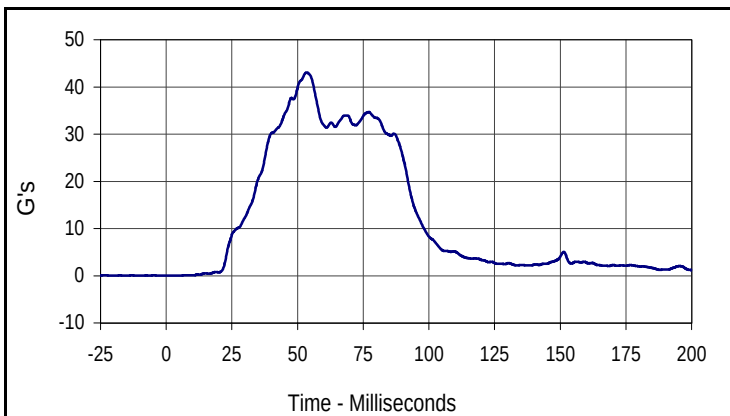
Curve Description			
Driver Chest Redundant X			
CURNO	Type	SAE Class	Units
016	FIL	180	G's
Max	Time	Min	Time
4.1	151.3	-42.8	53.7



Curve Description			
Driver Chest Redundant Y			
CURNO	Type	SAE Class	Units
017	FIL	180	G's
Max	Time	Min	Time
2.5	101.3	-3.1	57.7



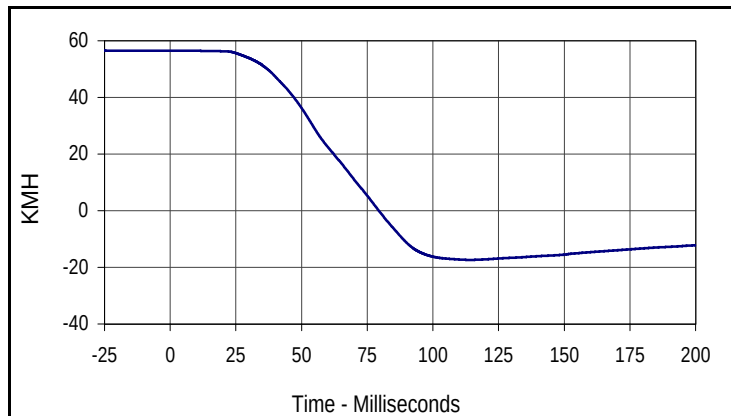
Curve Description			
Driver Chest Redundant Z			
CURNO	Type	SAE Class	Units
018	FIL	180	G's
Max	Time	Min	Time
16.1	43.0	-5.5	101.8



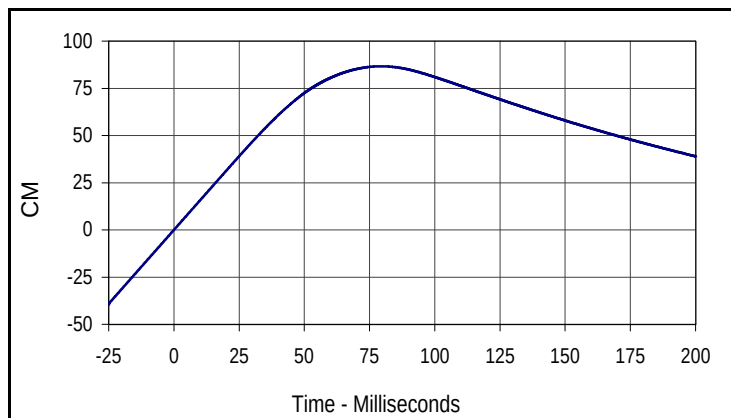
Curve Description			
Driver Chest Resultant Redundant			
CURNO	Type	SAE Class	Units
016	RES	180	G's
Max	Time	Min	Time
43.0	53.5	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



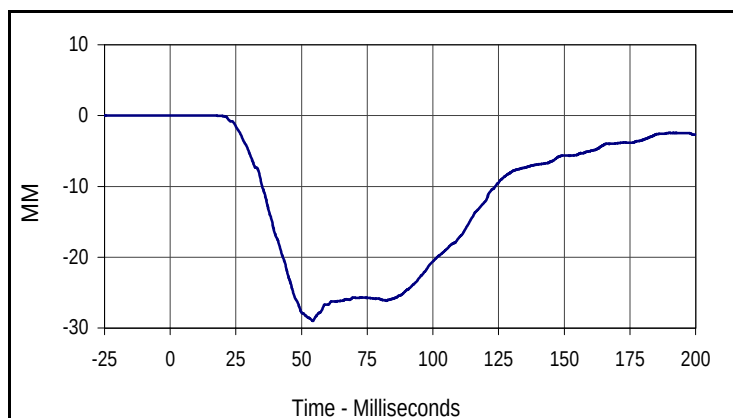
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Driver Chest Redundant X Velocity			
CURNO	Type	SAE Class	Units
016	IN1	180	KMH
Max	Time	Min	Time
56.5	0.0	-17.4	114.2



Curve Description			
Driver Chest Redundant X Displacement			
CURNO	Type	SAE Class	Units
016	IN2	180	CM
Max	Time	Min	Time
86.7	79.4	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

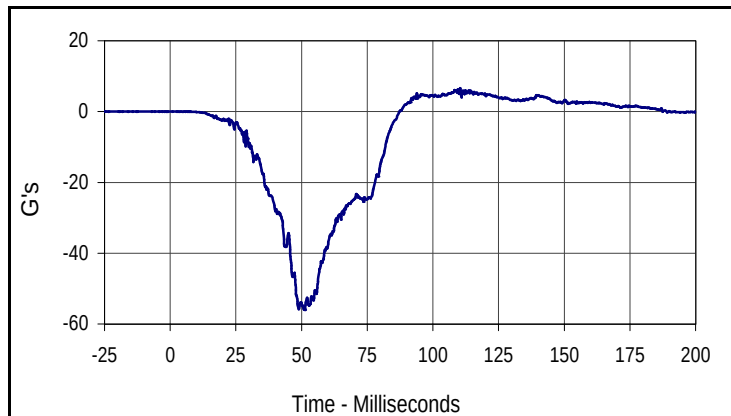
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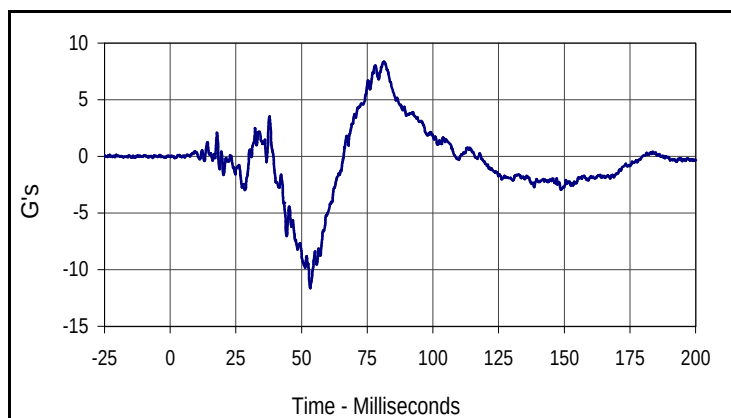
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Driver Chest Displacement			
CURNO	Type	SAE Class	Units
019	FIL	600	MM
Max	Time	Min	Time
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Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

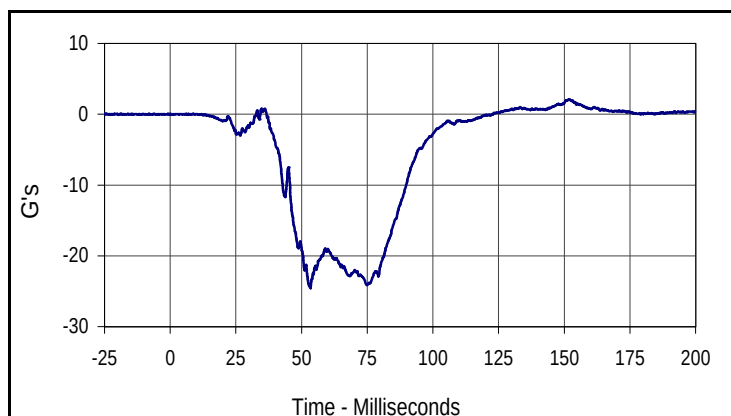
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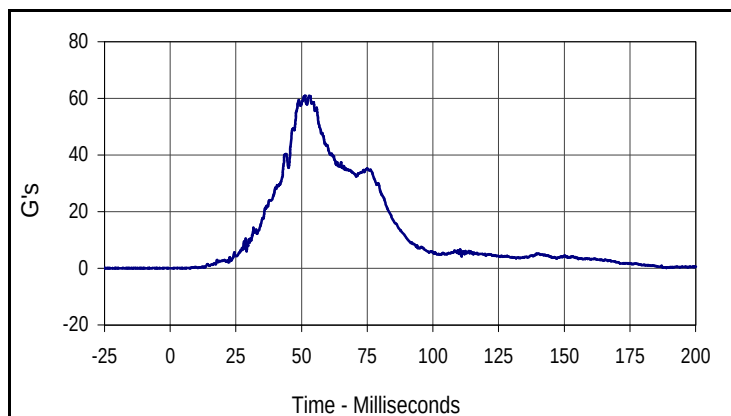
Curve Description			
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CURNO	Type	SAE Class	Units
020	FIL	1000	G's
Max	Time	Min	Time
6.6	110.4	-56.0	51.3



Curve Description			
Driver Pelvis Y			
CURNO	Type	SAE Class	Units
021	FIL	1000	G's
Max	Time	Min	Time
8.4	81.5	-11.6	53.3



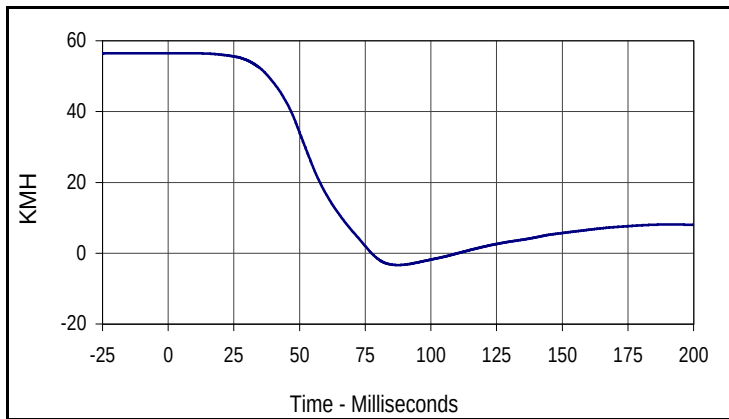
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Driver Pelvis Z			
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022	FIL	1000	G's
Max	Time	Min	Time
2.1	151.7	-24.6	53.4



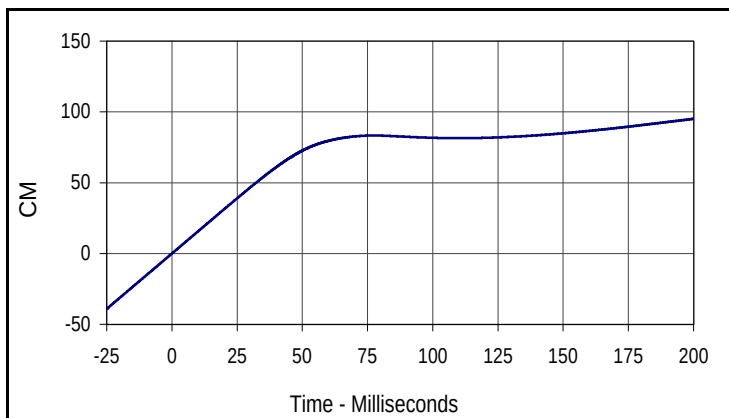
Curve Description			
Driver Pelvis Resultant			
CURNO	Type	SAE Class	Units
020	RES	1000	G's
Max	Time	Min	Time
60.9	53.0	0.0	5.4

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



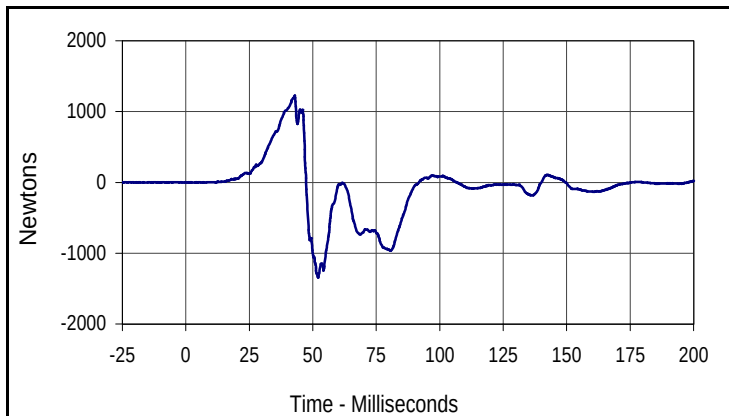
Curve Description			
Driver Pelvis X Velocity			
CURNO	Type	SAE Class	Units
020	IN1	180	KMH
Max	Time	Min	Time
56.5	1.3	-3.3	87.4



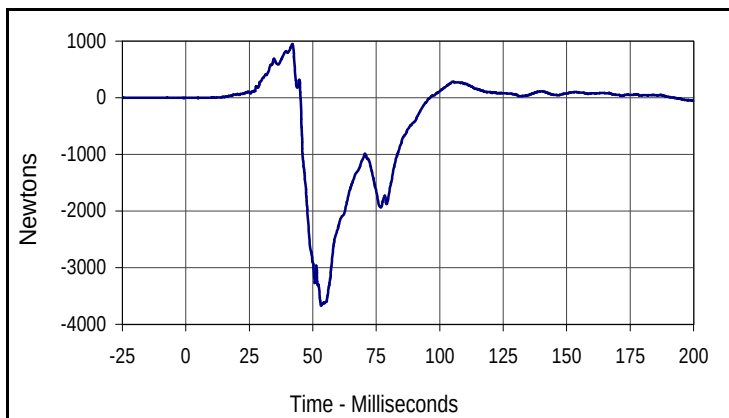
Curve Description			
Driver Pelvis X Displacement			
CURNO	Type	SAE Class	Units
020	IN2	180	CM
Max	Time	Min	Time
95.1	200.0	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



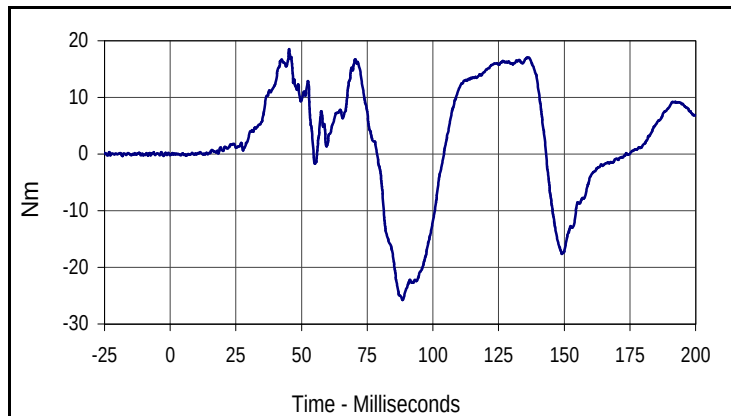
Curve Description			
Driver Left Femur Force			
CURNO	Type	SAE Class	Units
023	FIL	600	Newtons
Max	Time	Min	Time
1226.0	42.9	-1346.7	52.1



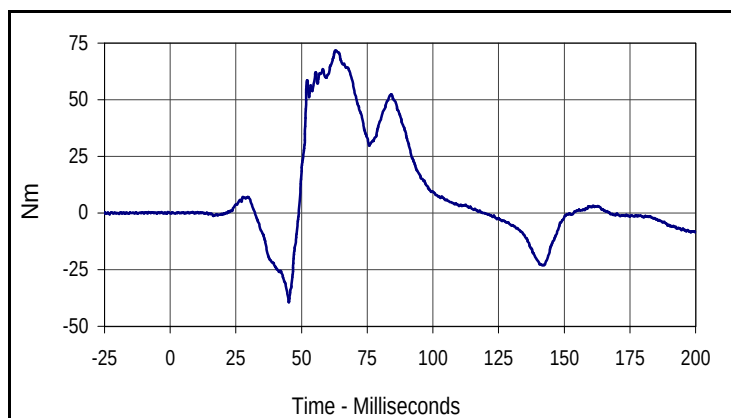
Curve Description			
Driver Right Femur Force			
CURNO	Type	SAE Class	Units
024	FIL	600	Newtons
Max	Time	Min	Time
950.5	42.0	-3672.2	53.3

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

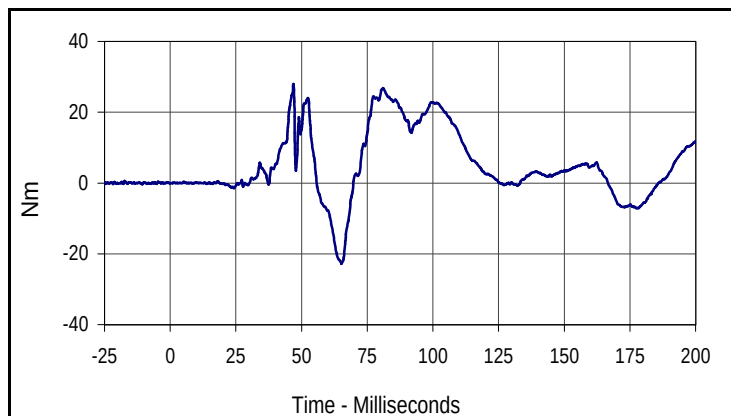
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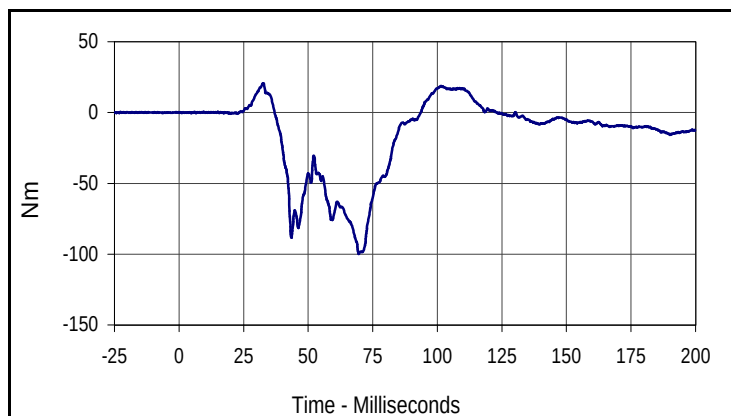
Curve Description			
Driver Left Upper Tibia Moment X			
CURNO	Type	SAE Class	Units
025	FIL	600	Nm
Max	Time	Min	Time
18.5	45.3	-25.8	88.5



Curve Description			
Driver Left Upper Tibia Moment Y			
CURNO	Type	SAE Class	Units
026	FIL	600	Nm
Max	Time	Min	Time
71.7	63.0	-39.4	45.2



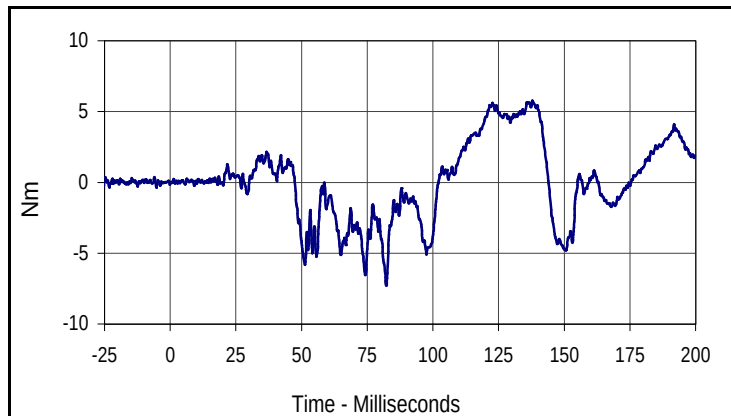
Curve Description			
Driver Right Upper Tibia Moment X			
CURNO	Type	SAE Class	Units
027	FIL	600	Nm
Max	Time	Min	Time
28.0	46.9	-22.8	65.2



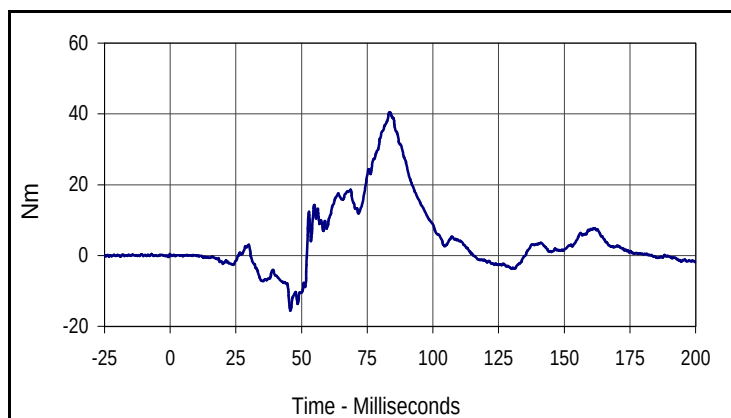
Curve Description			
Driver Right Upper Tibia Moment Y			
CURNO	Type	SAE Class	Units
028	FIL	600	Nm
Max	Time	Min	Time
20.6	32.6	-99.9	69.6

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

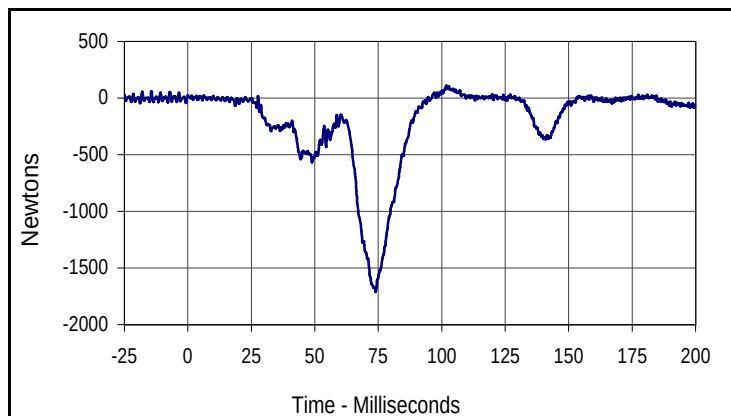
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Driver Left Lower Tibia Moment X			
CURNO	Type	SAE Class	Units
029	FIL	600	Nm
Max	Time	Min	Time
5.8	137.9	-7.3	82.3



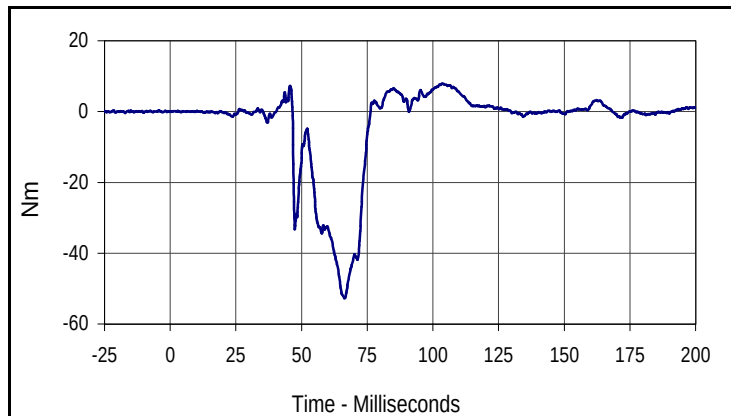
Curve Description			
Driver Left Lower Tibia Moment Y			
CURNO	Type	SAE Class	Units
030	FIL	600	Nm
Max	Time	Min	Time
40.4	83.6	-15.6	45.7



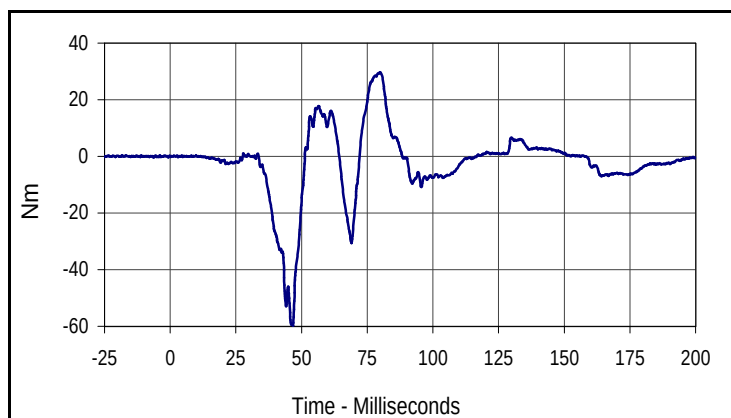
Curve Description			
Driver Left Lower Tibia Force Z			
CURNO	Type	SAE Class	Units
031	FIL	600	Newtons
Max	Time	Min	Time
111.3	101.8	-1712.1	74.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

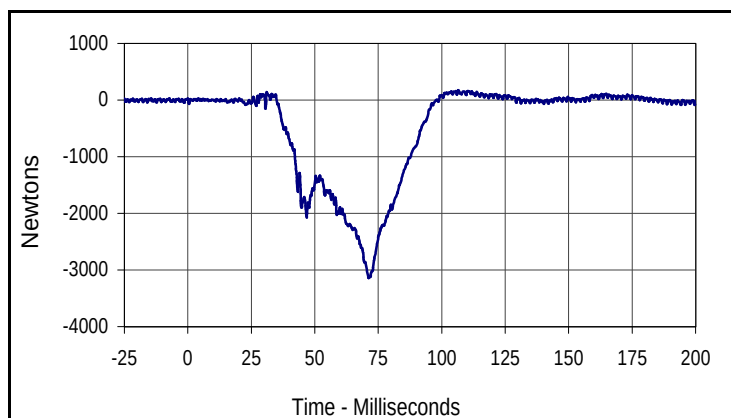
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Driver Right Lower Tibia Moment X			
CURNO	Type	SAE Class	Units
032	FIL	600	Nm
Max	Time	Min	Time
7.9	103.7	-52.8	66.3



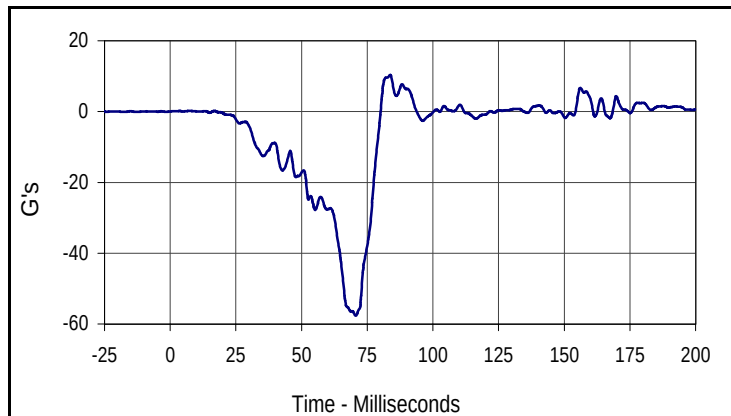
Curve Description			
Driver Right Lower Tibia Moment Y			
CURNO	Type	SAE Class	Units
033	FIL	600	Nm
Max	Time	Min	Time
29.7	79.9	-59.8	46.7



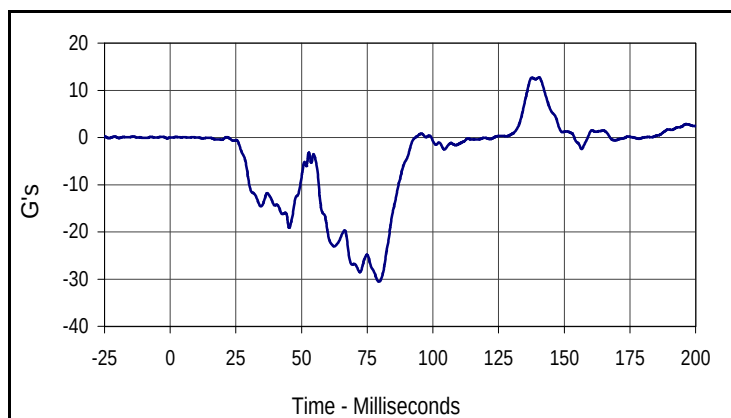
Curve Description			
Driver Right Lower Tibia Force Z			
CURNO	Type	SAE Class	Units
034	FIL	600	Newtons
Max	Time	Min	Time
172.4	106.5	-3143.4	71.2

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

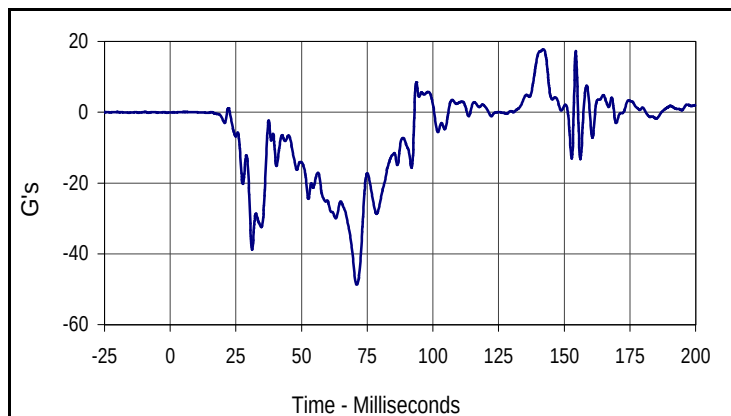
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Driver Left Foot Aft X			
CURNO	Type	SAE Class	Units
035	FIL	180	G's
Max	Time	Min	Time
10.4	83.8	-57.7	70.7



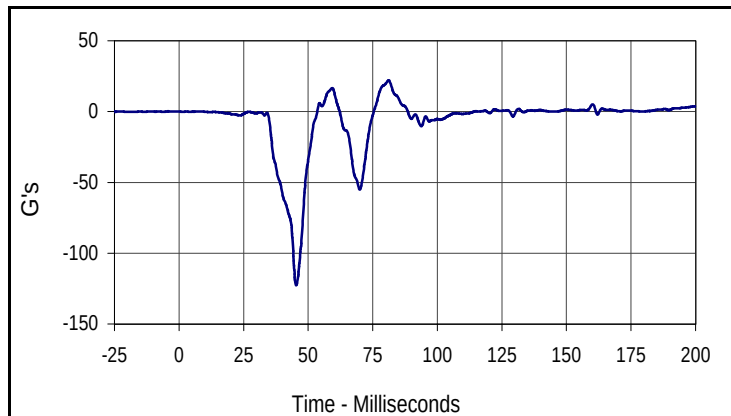
Curve Description			
Driver Left Foot Aft Z			
CURNO	Type	SAE Class	Units
036	FIL	180	G's
Max	Time	Min	Time
12.7	140.4	-30.5	79.5



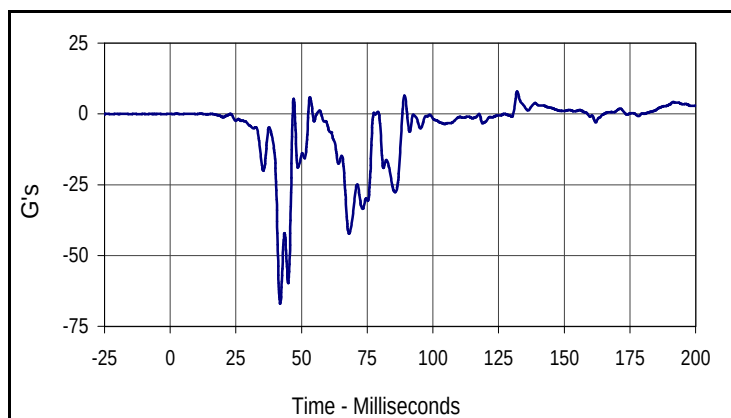
Curve Description			
Driver Left Foot Fore Z			
CURNO	Type	SAE Class	Units
037	FIL	180	G's
Max	Time	Min	Time
17.8	142.1	-48.7	71.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

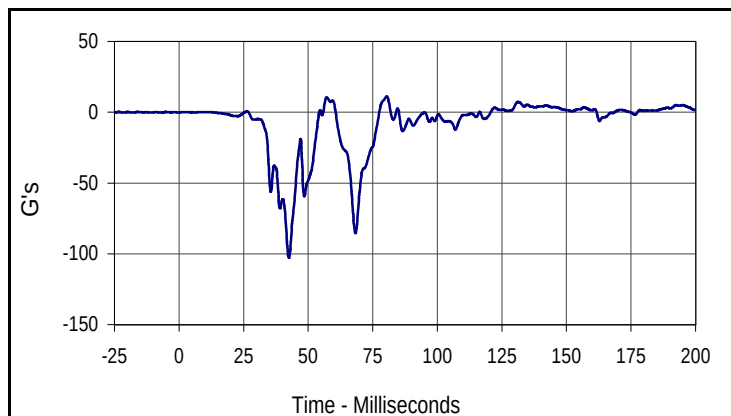
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Driver Right Foot Aft X			
CURNO	Type	SAE Class	Units
038	FIL	180	G's
Max	Time	Min	Time
21.9	81.1	-122.8	45.3



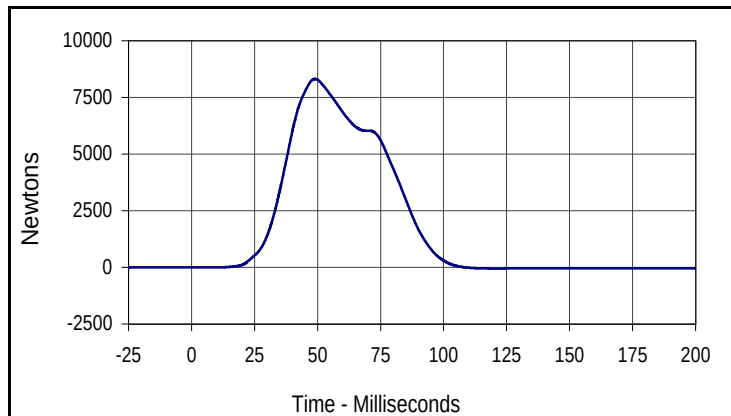
Curve Description			
Driver Right Foot Aft Z			
CURNO	Type	SAE Class	Units
039	FIL	180	G's
Max	Time	Min	Time
8.0	132.1	-67.0	41.9



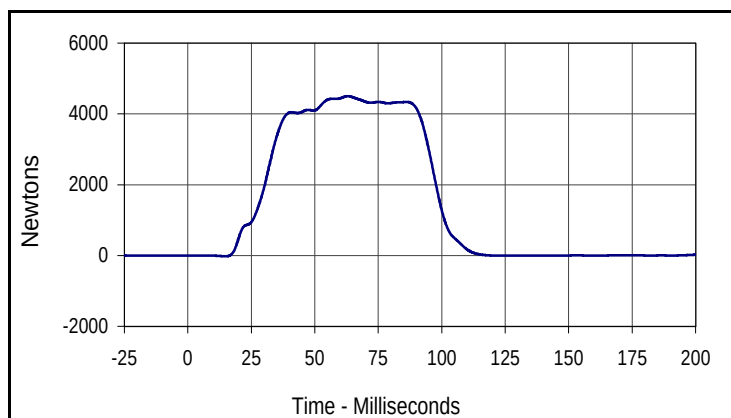
Curve Description			
Driver Right Foot Fore Z			
CURNO	Type	SAE Class	Units
040	FIL	180	G's
Max	Time	Min	Time
11.0	80.4	-102.7	42.5

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

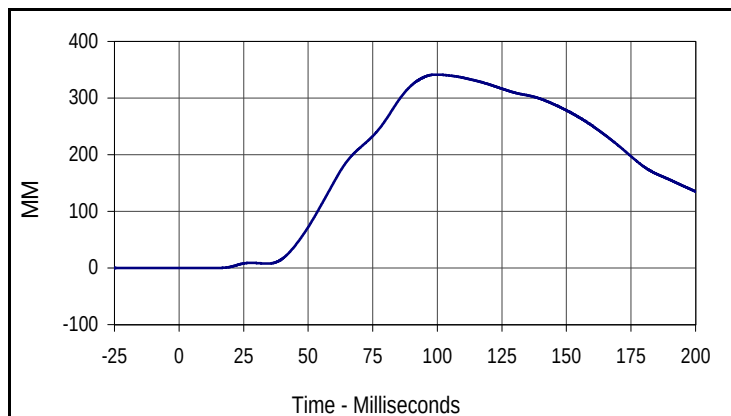
Test Date: 9/14/04
 NHTSA No.: M50306



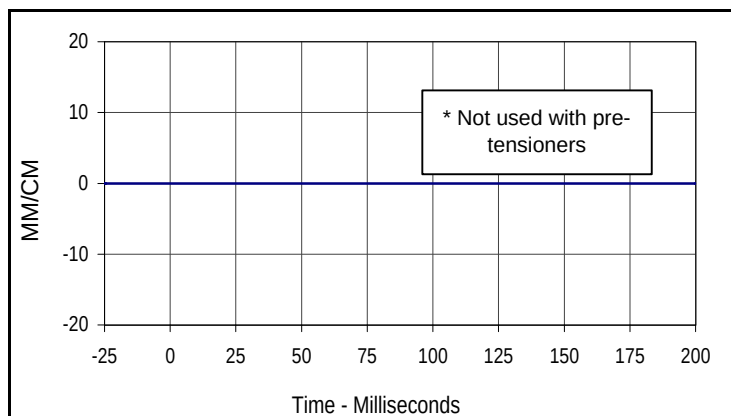
Curve Description			
Driver Lap Belt Force			
CURNO	Type	SAE Class	Units
041	FIL	60	Newtons
Max	Time	Min	Time
8316.5	49.0	-53.1	121.2



Curve Description			
Driver Shoulder Belt Force			
CURNO	Type	SAE Class	Units
042	FIL	60	Newtons
Max	Time	Min	Time
4502.1	63.0	-22.9	14.8



Curve Description			
Driver Shoulder Belt Pullout			
CURNO	Type	SAE Class	Units
043	FIL	60	MM
Max	Time	Min	Time
341.5	100.1	0.0	6.8

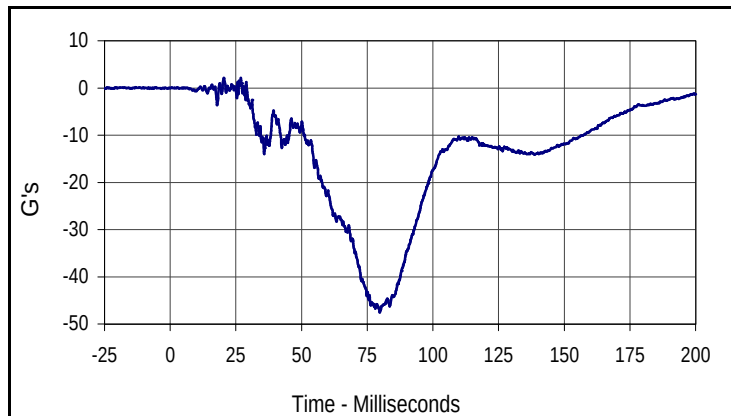


Curve Description			
Driver Shoulder Belt Elongation			
CURNO	Type	SAE Class	Units
044	FIL	60	MM/CM
Max	Time	Min	Time
0.0	0.0	0.0	0.0

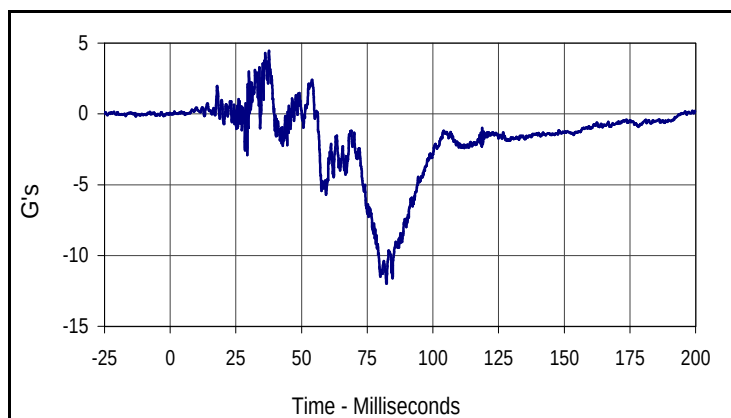
* Not used with pre-tensioners

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

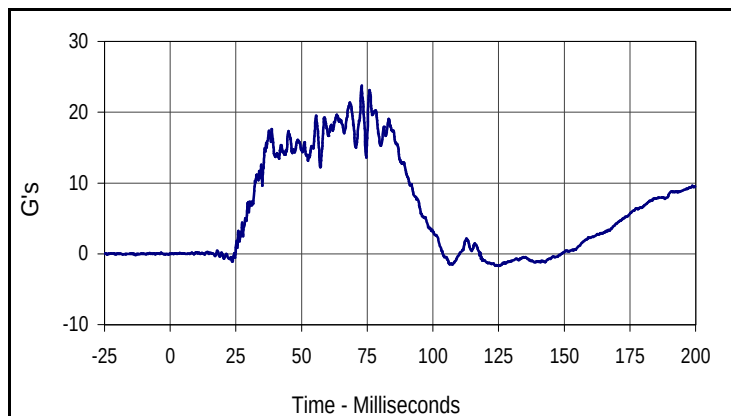
Test Date: 9/14/04
 NHTSA No.: M50306



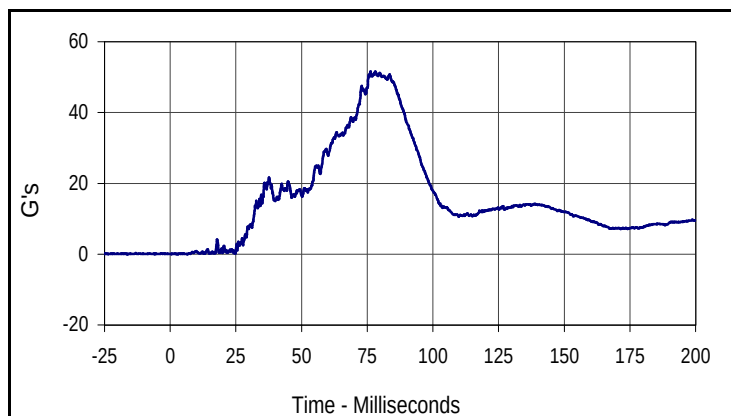
Curve Description			
Passenger Head Primary X			
CURNO	Type	SAE Class	Units
045	FIL	1000	G's
Max	Time	Min	Time
2.1	20.4	-47.6	79.8



Curve Description			
Passenger Head Primary Y			
CURNO	Type	SAE Class	Units
046	FIL	1000	G's
Max	Time	Min	Time
4.4	37.6	-12.0	82.3



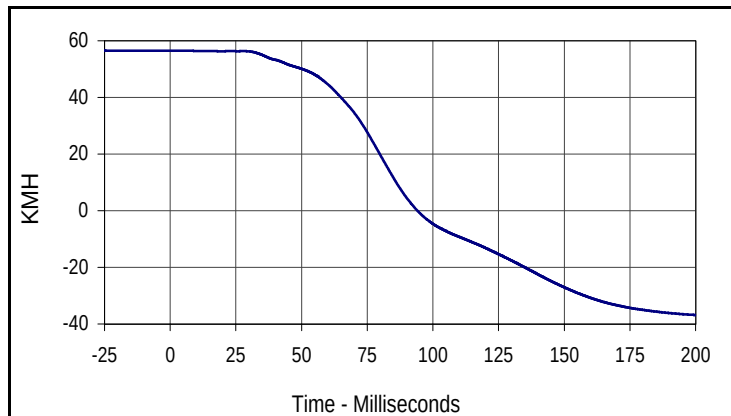
Curve Description			
Passenger Head Primary Z			
CURNO	Type	SAE Class	Units
047	FIL	1000	G's
Max	Time	Min	Time
23.8	72.9	-1.7	125.0



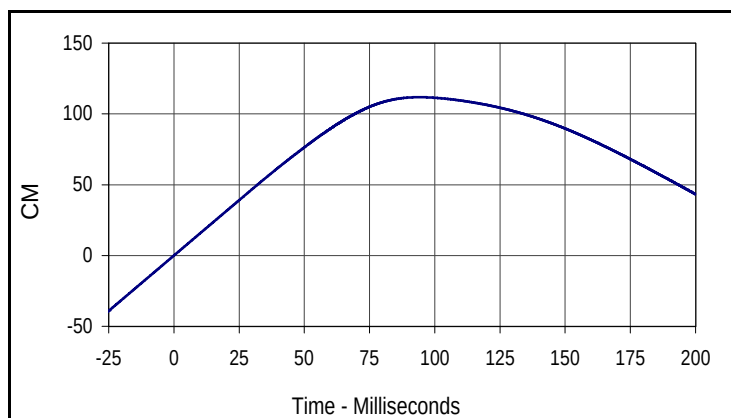
Curve Description			
Passenger Head Resultant Primary			
CURNO	Type	SAE Class	Units
045	RES	1000	G's
Max	Time	Min	Time
51.6	78.1	0.0	6.5

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



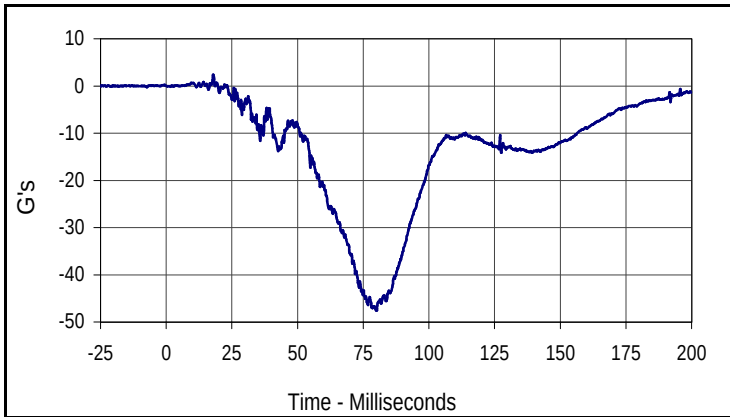
Curve Description			
Passenger Head Primary X Velocity			
CURNO	Type	SAE Class	Units
045	IN1	180	KMH
Max	Time	Min	Time
56.5	1.3	-36.8	200.0



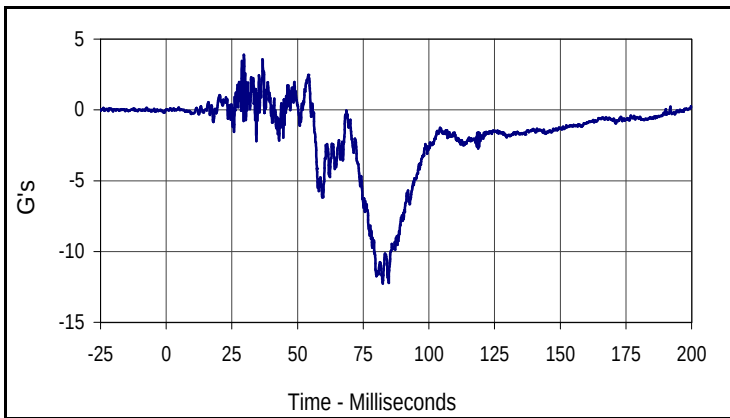
Curve Description			
Passenger Head Primary X Displacement			
CURNO	Type	SAE Class	Units
045	IN2	180	CM
Max	Time	Min	Time
111.8	94.1	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

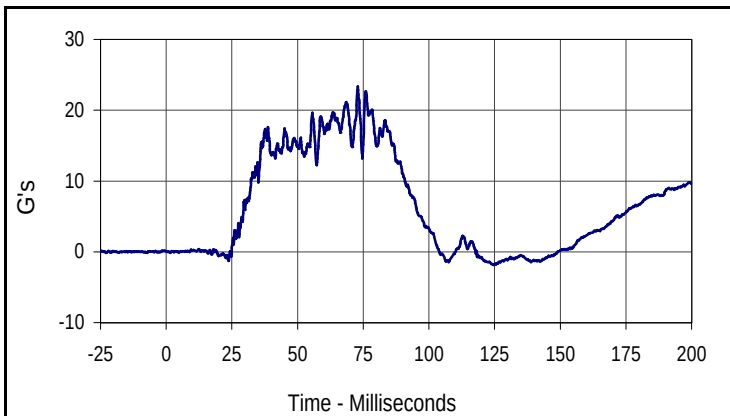
Test Date: 9/14/04
 NHTSA No.: M50306



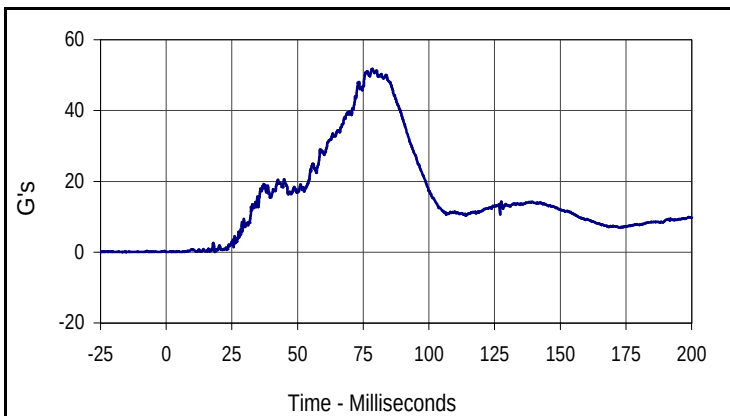
Curve Description			
Passenger Head Redundant X			
CURNO	Type	SAE Class	Units
048	FIL	1000	G's
Max	Time	Min	Time
2.4	17.9	-47.6	80.1



Curve Description			
Passenger Head Redundant Y			
CURNO	Type	SAE Class	Units
049	FIL	1000	G's
Max	Time	Min	Time
3.9	29.6	-12.3	82.4



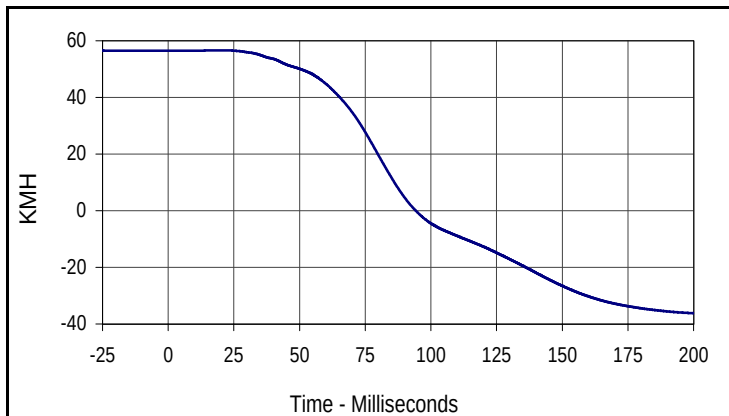
Curve Description			
Passenger Head Redundant Z			
CURNO	Type	SAE Class	Units
050	FIL	1000	G's
Max	Time	Min	Time
23.4	73.0	-1.9	124.6



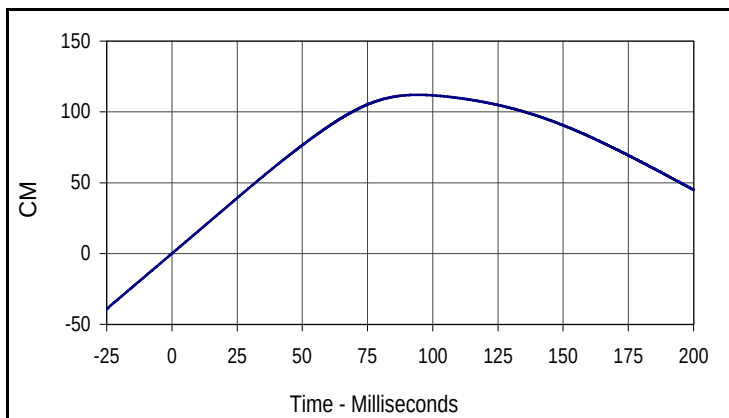
Curve Description			
Passenger Head Resultant Redundant			
CURNO	Type	SAE Class	Units
048	RES	1000	G's
Max	Time	Min	Time
51.8	78.3	0.0	2.4

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



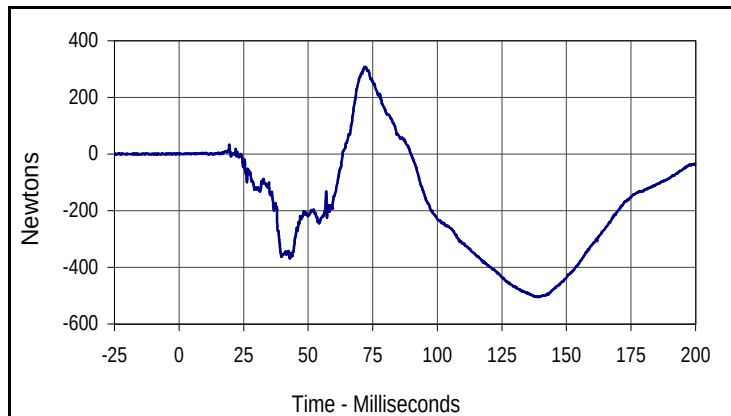
Curve Description			
Passenger Head Redundant X Velocity			
CURNO	Type	SAE Class	Units
048	IN1	180	KMH
Max	Time	Min	Time
56.6	19.5	-36.2	200.0



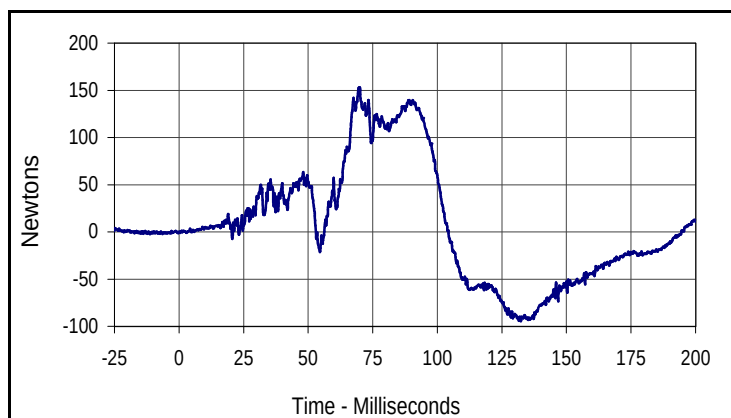
Curve Description			
Passenger Head Redundant X Displacement			
CURNO	Type	SAE Class	Units
048	IN2	180	CM
Max	Time	Min	Time
112.1	94.2	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

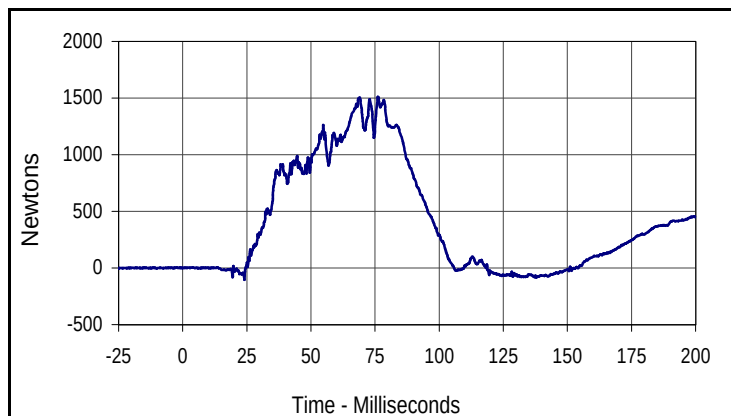
Test Date: 9/14/04
 NHTSA No.: M50306



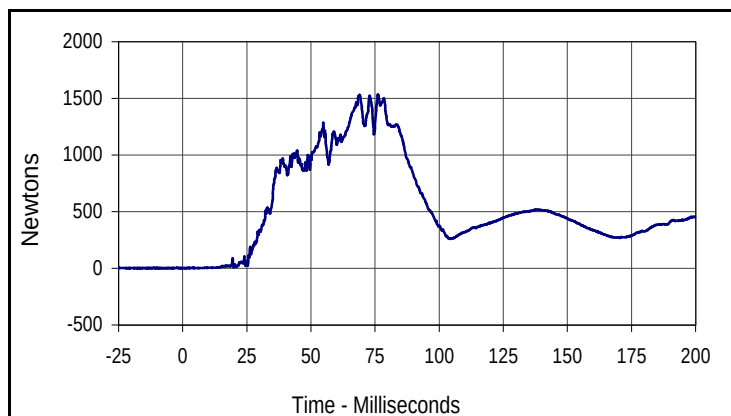
Curve Description			
Passenger Upper Neck Force X			
CURNO	Type	SAE Class	Units
051	FIL	1000	Newtons
Max	Time	Min	Time
307.8	72.0	-505.4	139.1



Curve Description			
Passenger Upper Neck Force Y			
CURNO	Type	SAE Class	Units
052	FIL	1000	Newtons
Max	Time	Min	Time
153.1	69.9	-94.7	132.4



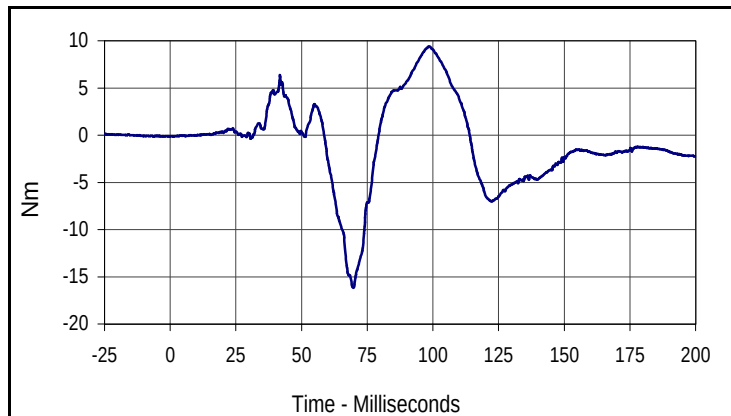
Curve Description			
Passenger Upper Neck Force Z			
CURNO	Type	SAE Class	Units
053	FIL	1000	Newtons
Max	Time	Min	Time
1510.3	76.1	-105.6	24.0



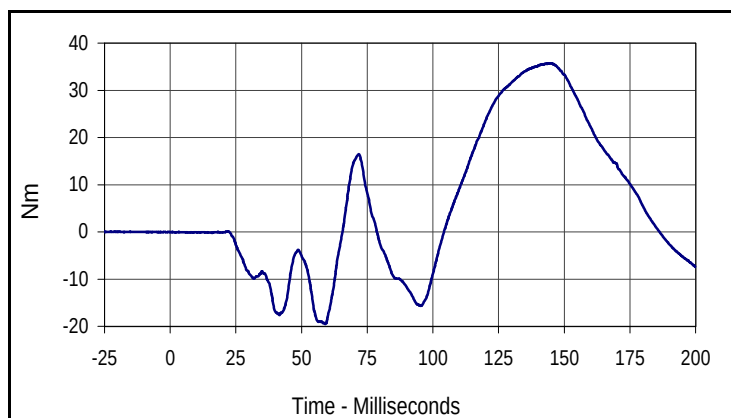
Curve Description			
Passenger Upper Neck Force Res.			
CURNO	Type	SAE Class	Units
051	RES	1000	Newtons
Max	Time	Min	Time
1532.6	76.1	0.3	4.6

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

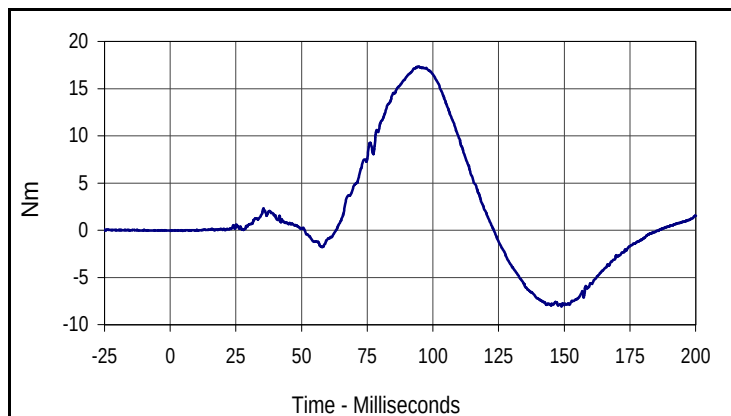
Test Date: 9/14/04
 NHTSA No.: M50306



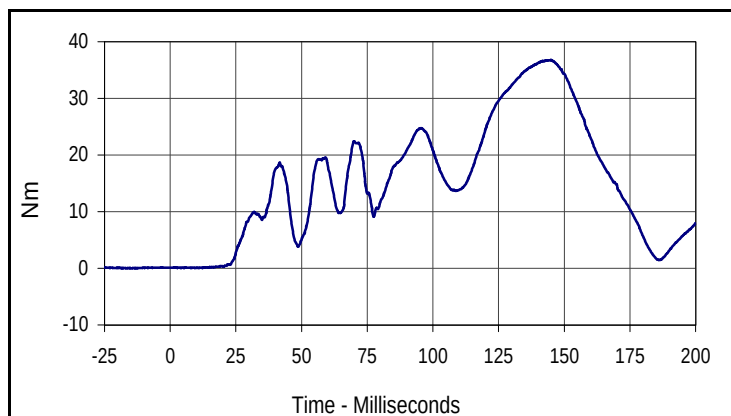
Curve Description			
Passenger Upper Neck Moment X			
CURNO	Type	SAE Class	Units
054	FIL	600	Nm
Max	Time	Min	Time
9.4	98.7	-16.2	69.7



Curve Description			
Passenger Upper Neck Moment Y			
CURNO	Type	SAE Class	Units
055	FIL	600	Nm
Max	Time	Min	Time
35.7	145.0	-19.5	59.0



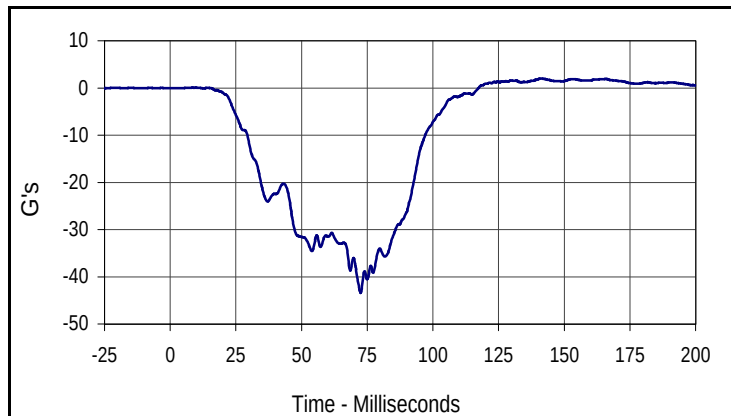
Curve Description			
Passenger Upper Neck Moment Z			
CURNO	Type	SAE Class	Units
056	FIL	600	Nm
Max	Time	Min	Time
17.3	94.6	-8.1	148.9



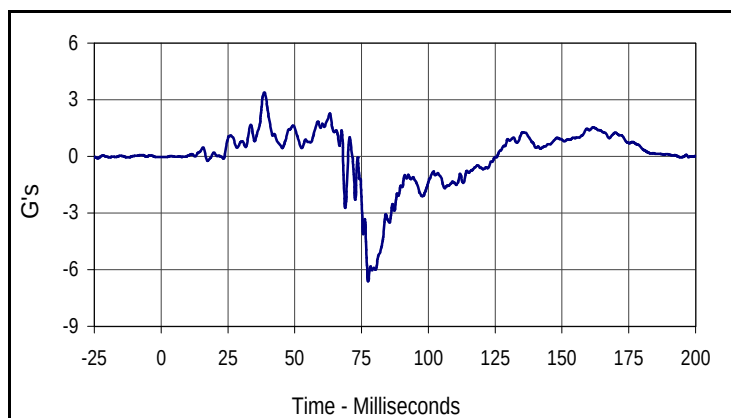
Curve Description			
Passenger Upper Neck Moment Res.			
CURNO	Type	SAE Class	Units
054	RES	600	Nm
Max	Time	Min	Time
36.8	145.0	0.0	10.9

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

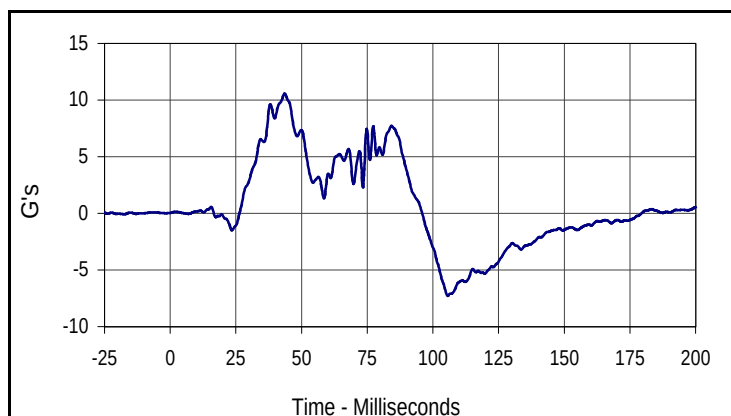
Test Date: 9/14/04
 NHTSA No.: M50306



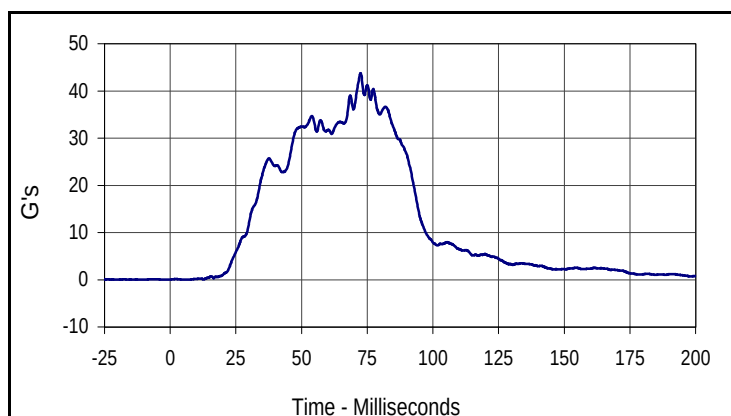
Curve Description			
Passenger Chest Primary X			
CURNO	Type	SAE Class	Units
057	FIL	180	G's
Max	Time	Min	Time
2.0	141.1	-43.4	72.5



Curve Description			
Passenger Chest Primary Y			
CURNO	Type	SAE Class	Units
058	FIL	180	G's
Max	Time	Min	Time
3.4	38.6	-6.6	77.5



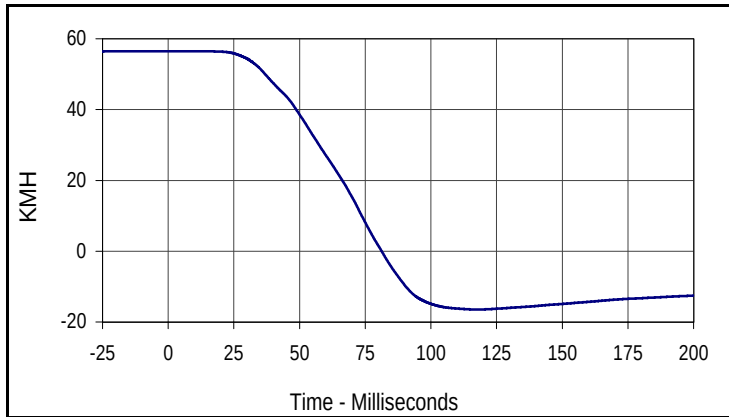
Curve Description			
Passenger Chest Primary Z			
CURNO	Type	SAE Class	Units
059	FIL	180	G's
Max	Time	Min	Time
10.6	43.6	-7.3	105.6



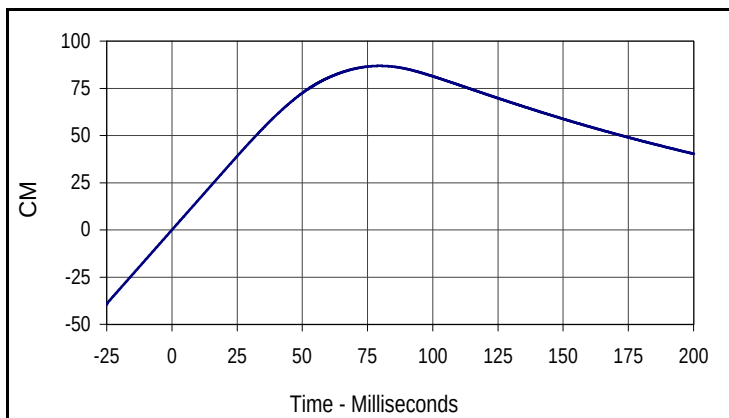
Curve Description			
Passenger Chest Resultant Primary			
CURNO	Type	SAE Class	Units
057	RES	180	G's
Max	Time	Min	Time
43.8	72.5	0.0	5.4

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



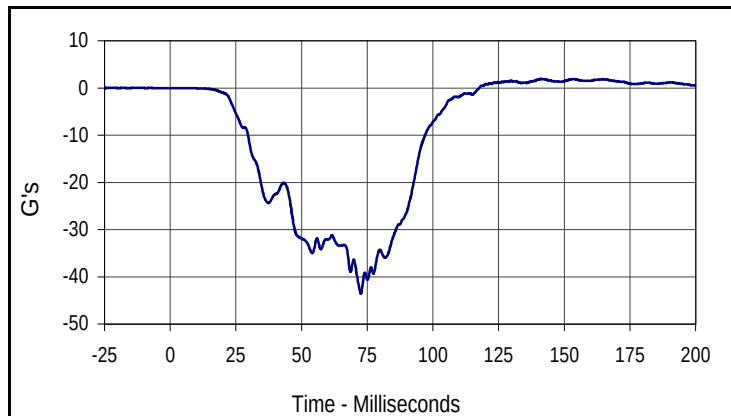
Curve Description			
Passenger Chest Primary X Velocity			
CURNO	Type	SAE Class	Units
057	IN1	180	KMH
Max	Time	Min	Time
56.5	11.7	-16.5	117.4



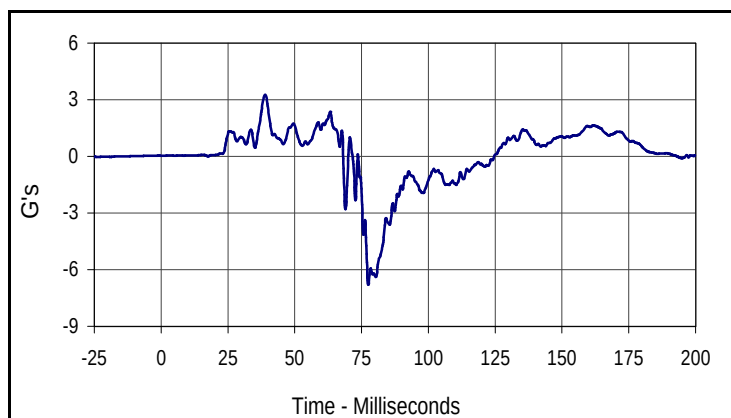
Curve Description			
Passenger Chest Primary X Displacement			
CURNO	Type	SAE Class	Units
057	IN2	180	CM
Max	Time	Min	Time
86.9	79.6	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

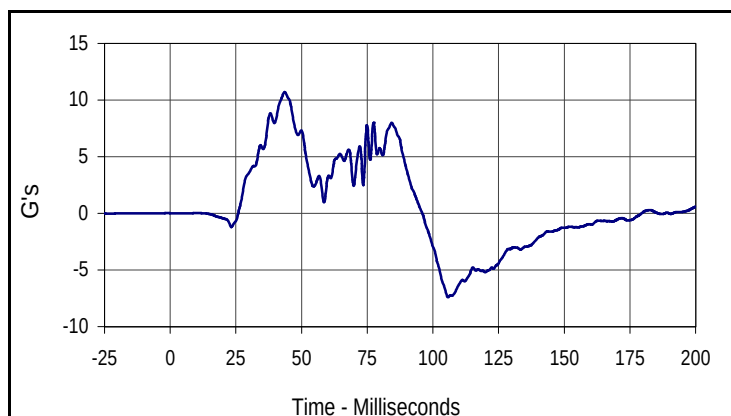
Test Date: 9/14/04
 NHTSA No.: M50306



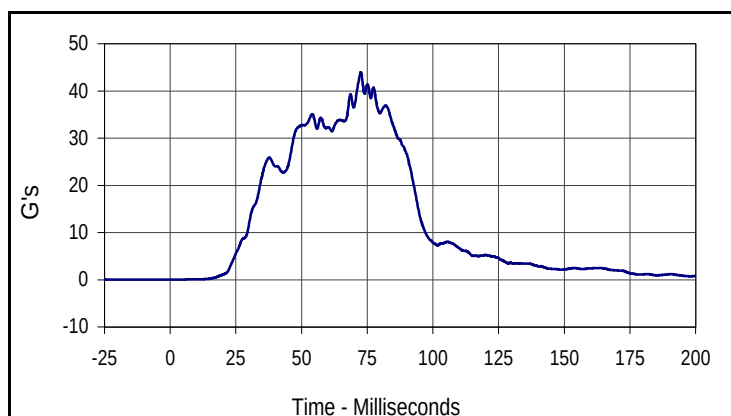
Curve Description			
Passenger Chest Redundant X			
CURNO	Type	SAE Class	Units
060	FIL	180	G's
Max	Time	Min	Time
1.9	141.1	-43.6	72.6



Curve Description			
Passenger Chest Redundant Y			
CURNO	Type	SAE Class	Units
061	FIL	180	G's
Max	Time	Min	Time
3.3	38.9	-6.8	77.5



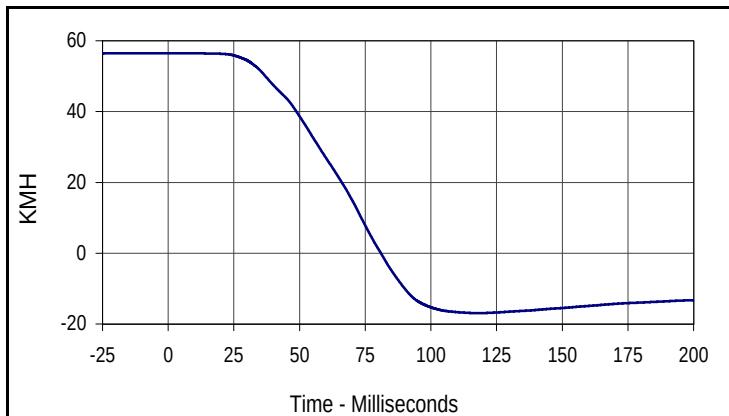
Curve Description			
Passenger Chest Redundant Z			
CURNO	Type	SAE Class	Units
062	FIL	180	G's
Max	Time	Min	Time
10.7	43.6	-7.4	105.8



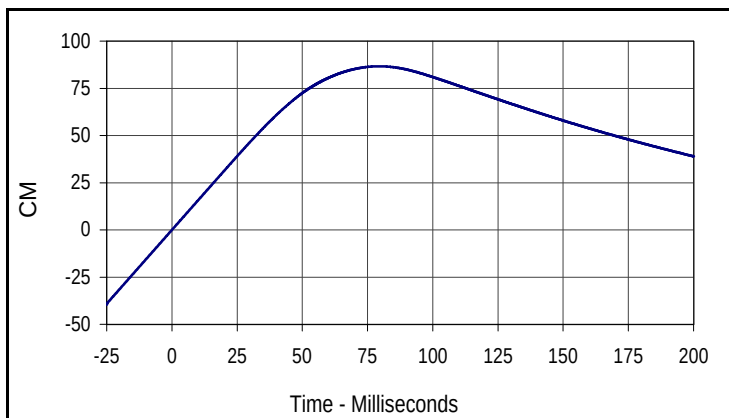
Curve Description			
Passenger Chest Resultant Redundant			
CURNO	Type	SAE Class	Units
060	RES	180	G's
Max	Time	Min	Time
44.0	72.6	0.0	1.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



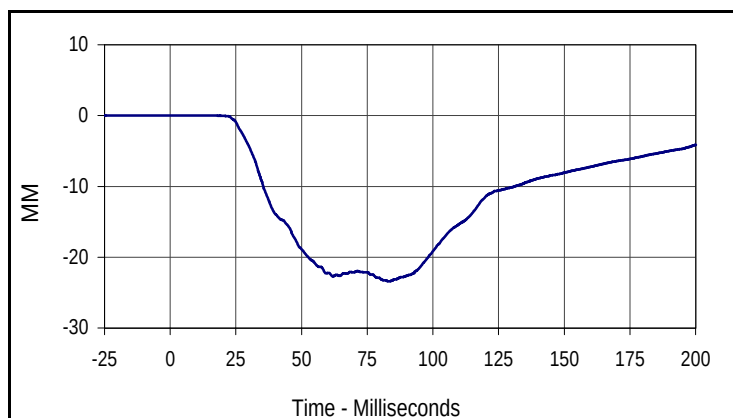
Curve Description			
Passenger Chest Redundant X Velocity			
CURNO	Type	SAE Class	Units
060	IN1	180	KMH
Max	Time	Min	Time
56.5	0.0	-17.0	117.6



Curve Description			
Passenger Chest Redundant X Displacement			
CURNO	Type	SAE Class	Units
060	IN2	180	CM
Max	Time	Min	Time
86.7	79.4	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

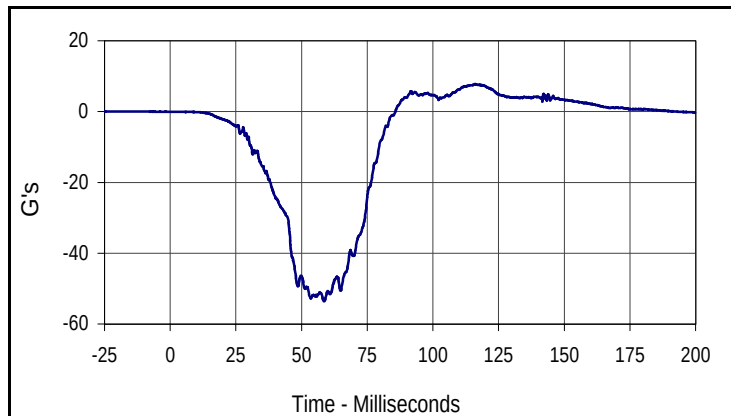
Test Date: 9/14/04
 NHTSA No.: M50306



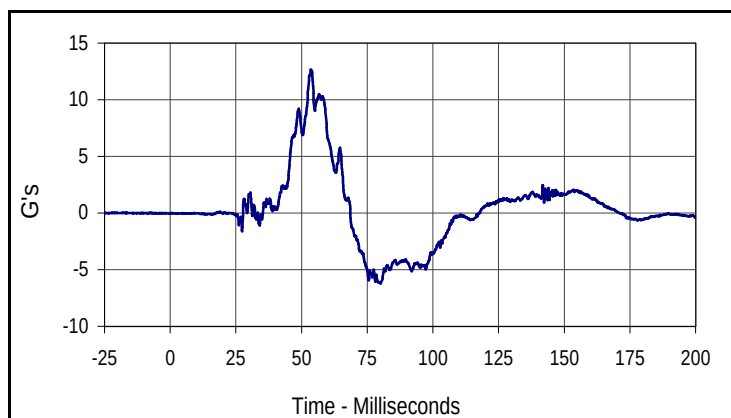
Curve Description			
Passenger Chest Displacement			
CURNO	Type	SAE Class	Units
063	FIL	600	MM
Max	Time	Min	Time
0.0	15.2	-23.4	83.1

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

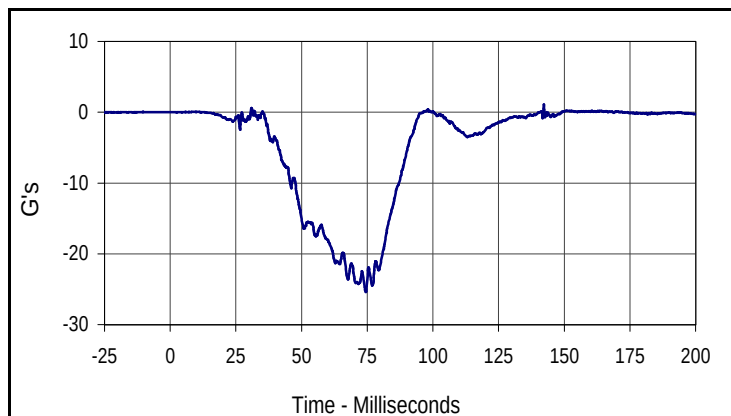
Test Date: 9/14/04
 NHTSA No.: M50306



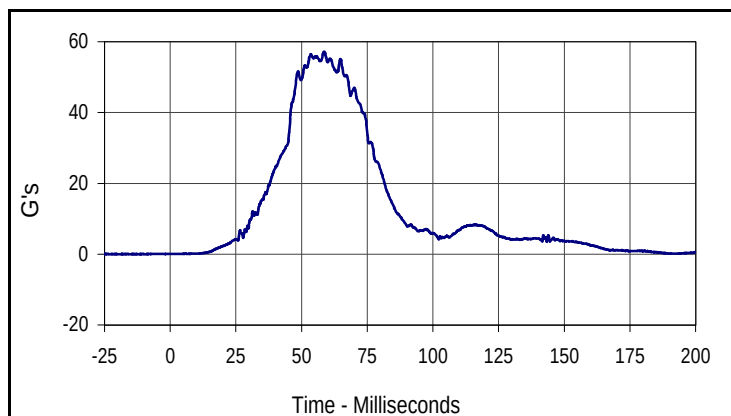
Curve Description			
Passenger Pelvis X			
CURNO	Type	SAE Class	Units
064	FIL	1000	G's
Max	Time	Min	Time
7.8	116.1	-53.6	58.6



Curve Description			
Passenger Pelvis Y			
CURNO	Type	SAE Class	Units
065	FIL	1000	G's
Max	Time	Min	Time
12.7	53.6	-6.2	80.1



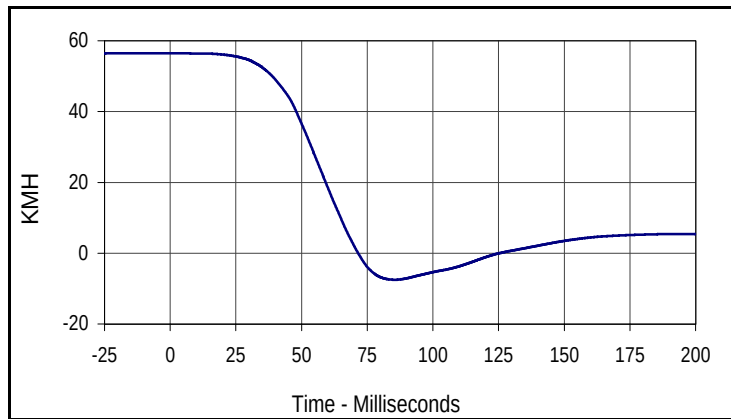
Curve Description			
Passenger Pelvis Z			
CURNO	Type	SAE Class	Units
066	FIL	1000	G's
Max	Time	Min	Time
1.1	142.2	-25.4	74.5



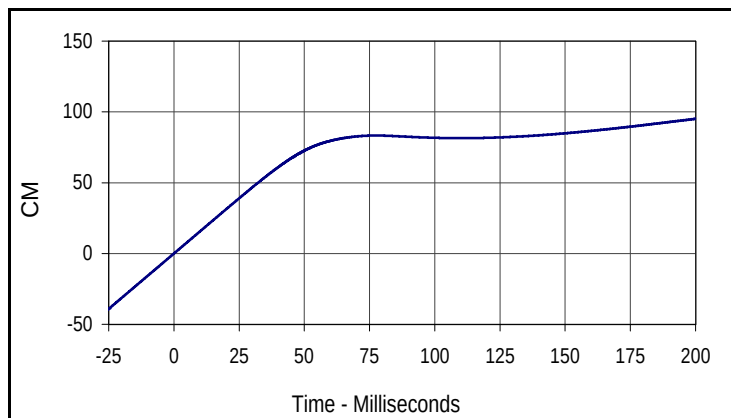
Curve Description			
Passenger Pelvis Resultant			
CURNO	Type	SAE Class	Units
064	RES	1000	G's
Max	Time	Min	Time
57.2	58.6	0.1	0.5

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



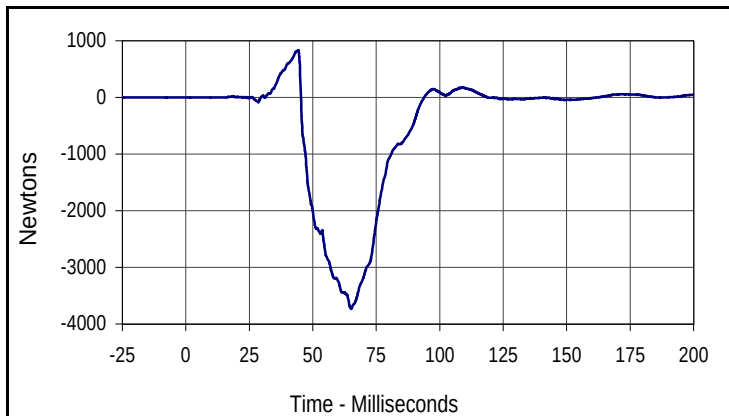
Curve Description			
Passenger Pelvis X Velocity			
CURNO	Type	SAE Class	Units
064	IN1	180	KMH
Max	Time	Min	Time
56.5	0.0	-7.5	85.7



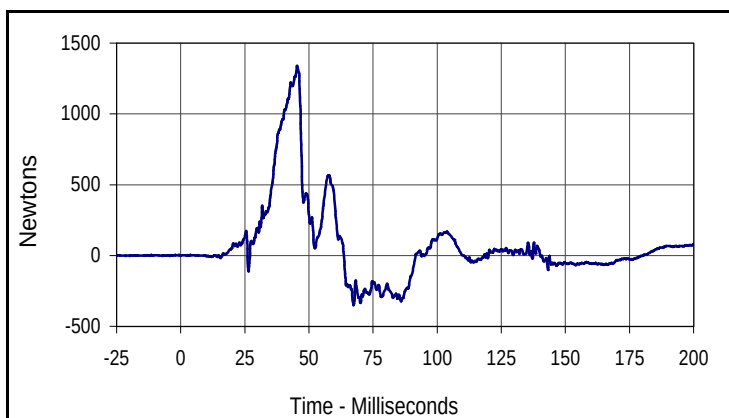
Curve Description			
Passenger Pelvis X Displacement			
CURNO	Type	SAE Class	Units
064	IN2	180	CM
Max	Time	Min	Time
95.1	200.0	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



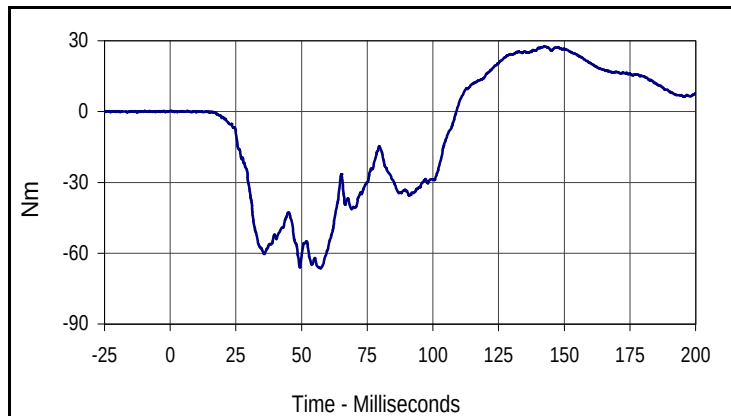
Curve Description			
Passenger Left Femur Force			
CURNO	Type	SAE Class	Units
067	FIL	600	Newtons
Max	Time	Min	Time
837.5	44.3	-3734.5	65.2



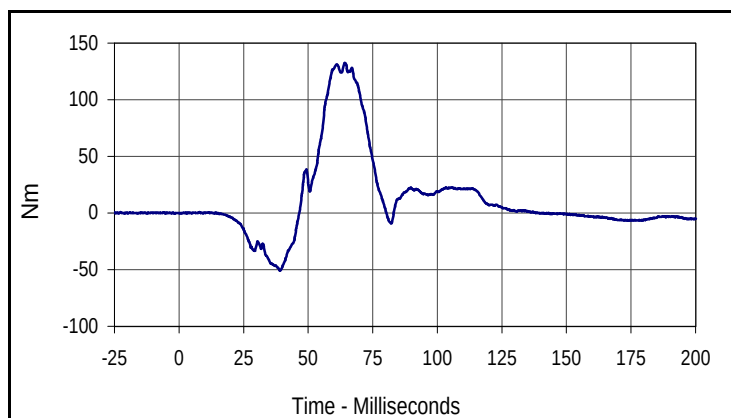
Curve Description			
Passenger Right Femur Force			
CURNO	Type	SAE Class	Units
068	FIL	600	Newtons
Max	Time	Min	Time
1338.6	45.4	-350.3	67.4

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

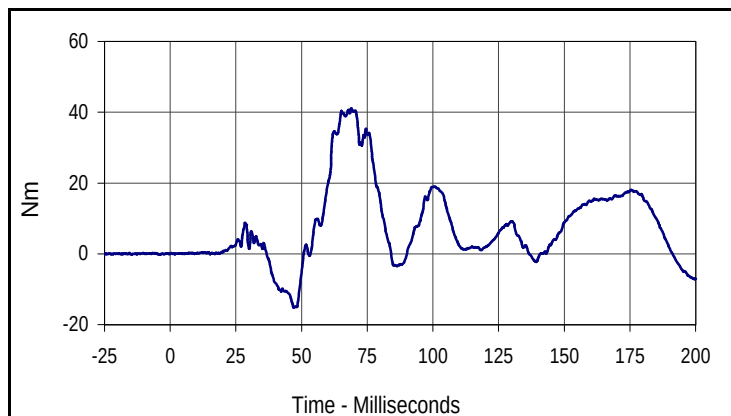
Test Date: 9/14/04
 NHTSA No.: M50306



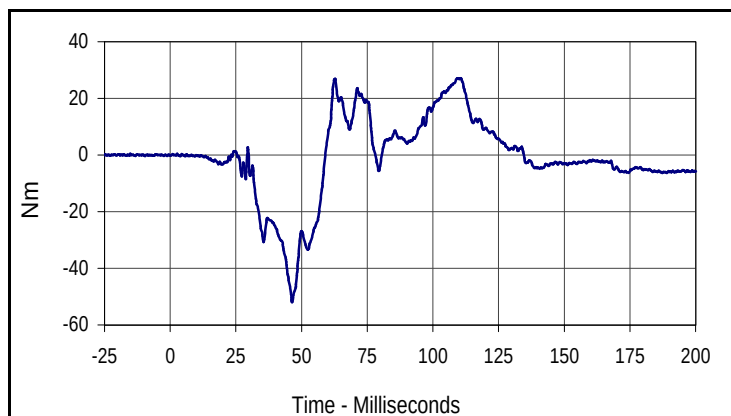
Curve Description			
Passenger Left Upper Tibia Moment X			
CURNO	Type	SAE Class	Units
069	FIL	600	Nm
Max	Time	Min	Time
27.6	142.4	-66.4	57.3



Curve Description			
Passenger Left Upper Tibia Moment Y			
CURNO	Type	SAE Class	Units
070	FIL	600	Nm
Max	Time	Min	Time
132.4	64.2	-50.8	39.1



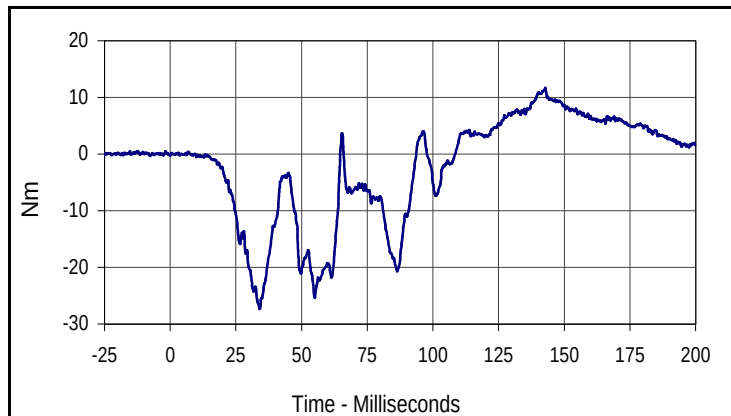
Curve Description			
Passenger Right Upper Tibia Moment X			
CURNO	Type	SAE Class	Units
071	FIL	600	Nm
Max	Time	Min	Time
41.1	68.9	-15.2	47.1



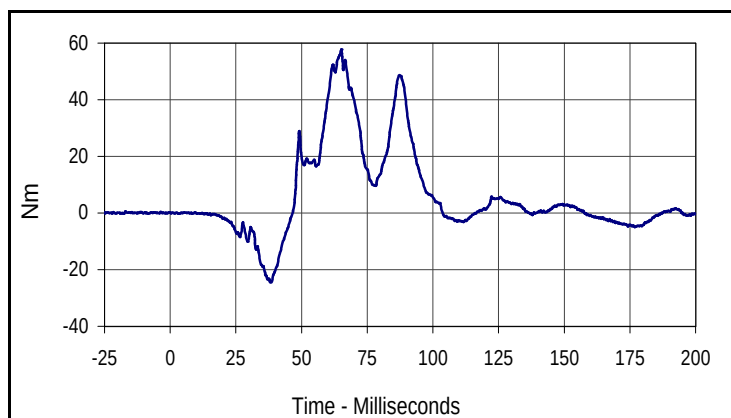
Curve Description			
Passenger Right Upper Tibia Moment Y			
CURNO	Type	SAE Class	Units
072	FIL	600	Nm
Max	Time	Min	Time
27.2	110.6	-51.9	46.4

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

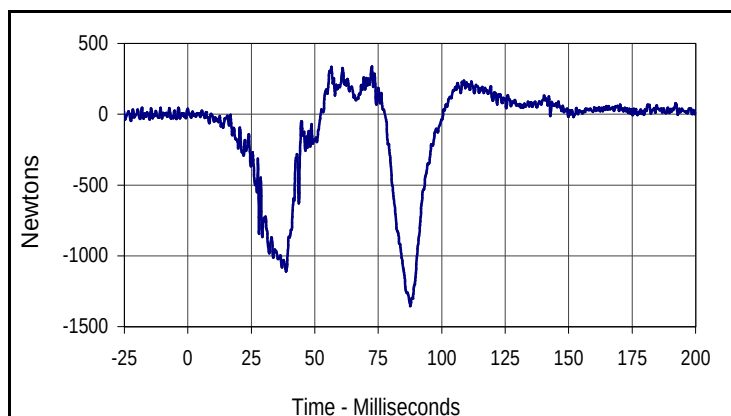
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Passenger Left Lower Tibia Moment X			
CURNO	Type	SAE Class	Units
073	FIL	600	Nm
Max	Time	Min	Time
11.7	142.8	-27.4	34.1



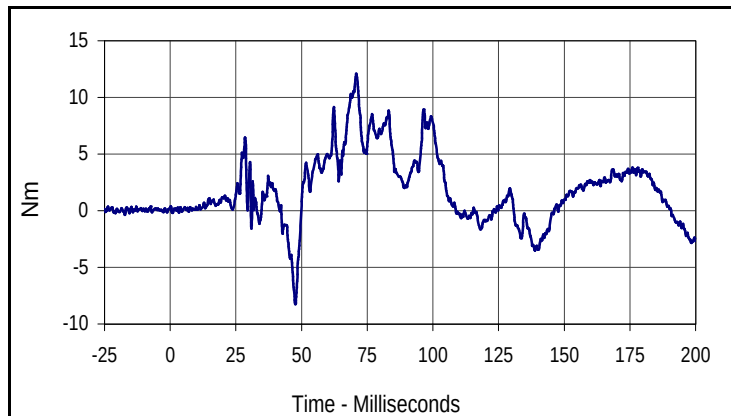
Curve Description			
Passenger Left Lower Tibia Moment Y			
CURNO	Type	SAE Class	Units
074	FIL	600	Nm
Max	Time	Min	Time
57.7	65.2	-24.5	38.4



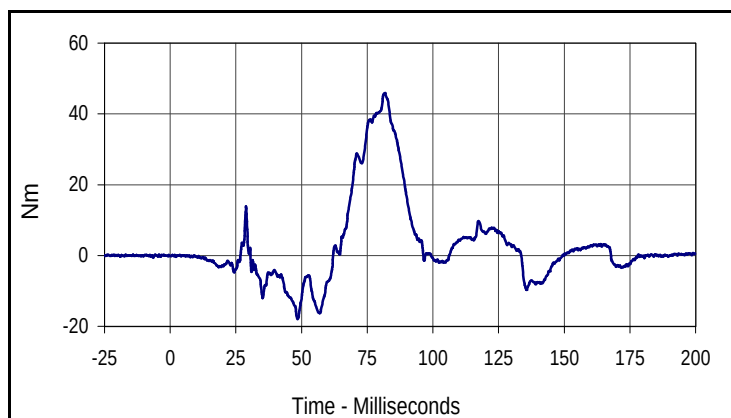
Curve Description			
Passenger Left Lower Tibia Force Z			
CURNO	Type	SAE Class	Units
075	FIL	600	Newtons
Max	Time	Min	Time
338.3	72.5	-1356.0	87.6

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

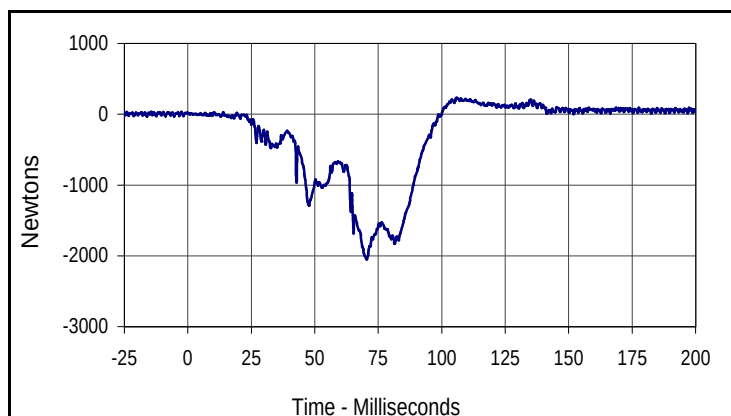
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Passenger Right Lower Tibia Moment X			
CURNO	Type	SAE Class	Units
076	FIL	600	Nm
Max	Time	Min	Time
12.1	70.8	-8.3	47.7



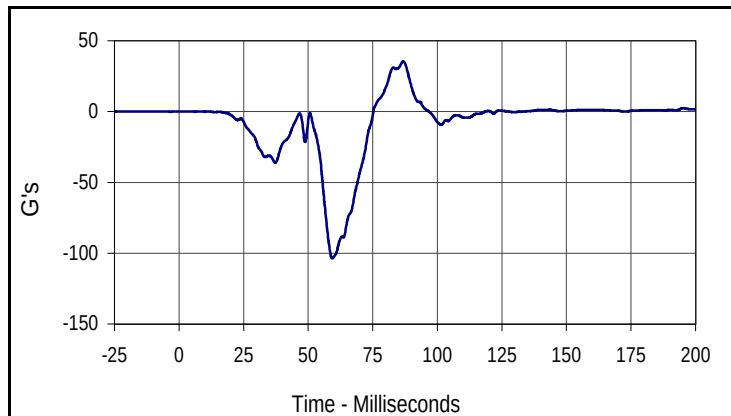
Curve Description			
Passenger Right Lower Tibia Moment Y			
CURNO	Type	SAE Class	Units
077	FIL	600	Nm
Max	Time	Min	Time
45.9	81.8	-18.0	48.5



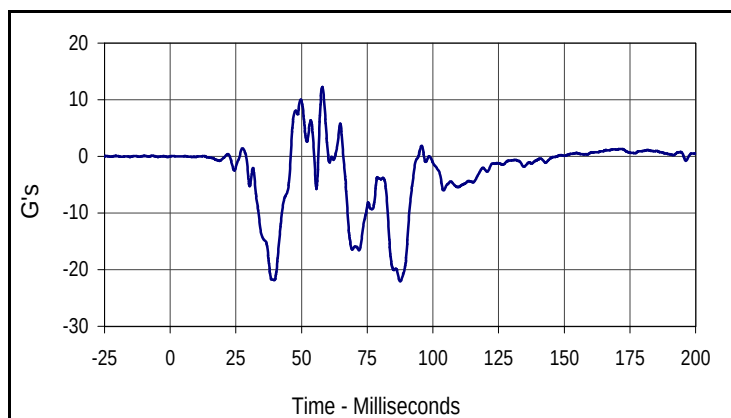
Curve Description			
Passenger Right lower Tibia Force Z			
CURNO	Type	SAE Class	Units
078	FIL	600	Newtons
Max	Time	Min	Time
235.5	105.9	-2049.7	70.4

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

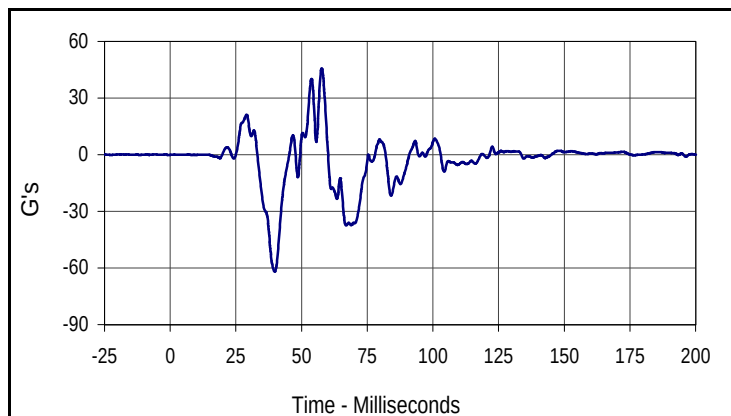
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Passenger Left Foot Aft X			
CURNO	Type	SAE Class	Units
079	FIL	180	G's
Max	Time	Min	Time
35.5	86.8	-103.7	59.4



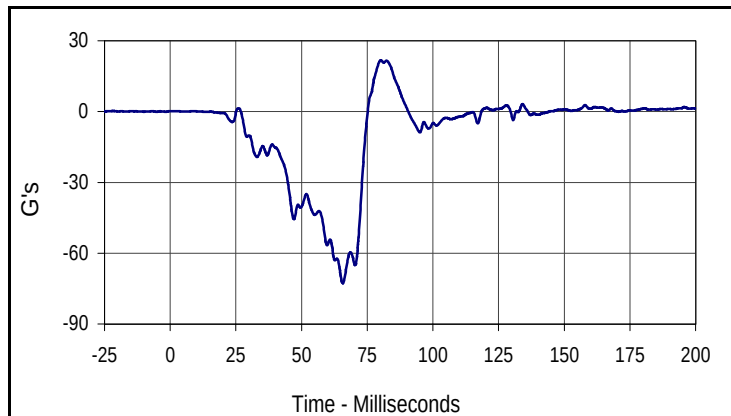
Curve Description			
Passenger Left Foot Aft Z			
CURNO	Type	SAE Class	Units
080	FIL	180	G's
Max	Time	Min	Time
12.2	57.9	-22.1	87.5



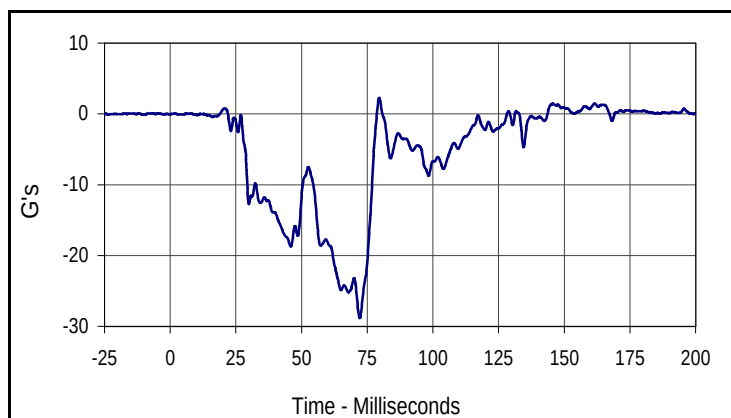
Curve Description			
Passenger Left Foot Fore Z			
CURNO	Type	SAE Class	Units
081	FIL	180	G's
Max	Time	Min	Time
45.7	57.7	-61.9	39.8

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

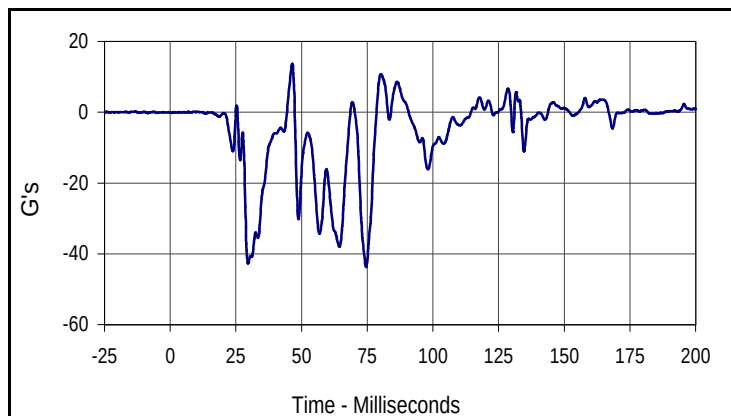
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Passenger Right Foot Aft X			
CURNO	Type	SAE Class	Units
082	FIL	180	G's
Max	Time	Min	Time
21.7	80.2	-72.7	65.7



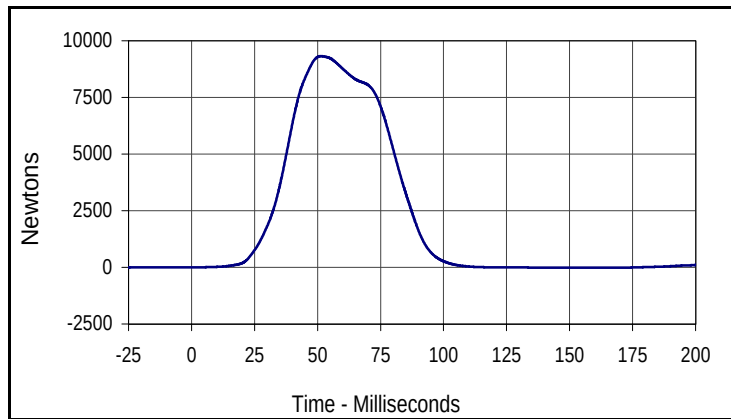
Curve Description			
Passenger Right Foot Aft Z			
CURNO	Type	SAE Class	Units
083	FIL	180	G's
Max	Time	Min	Time
2.3	79.6	-28.8	72.2



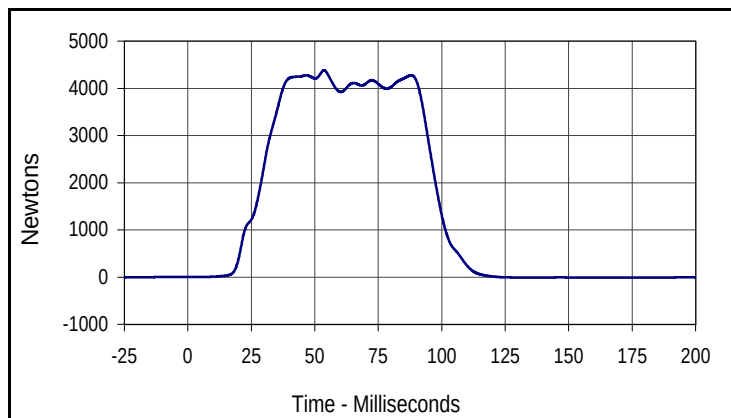
Curve Description			
Passenger Right Foot Fore Z			
CURNO	Type	SAE Class	Units
084	FIL	180	G's
Max	Time	Min	Time
13.6	46.5	-43.7	74.6

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

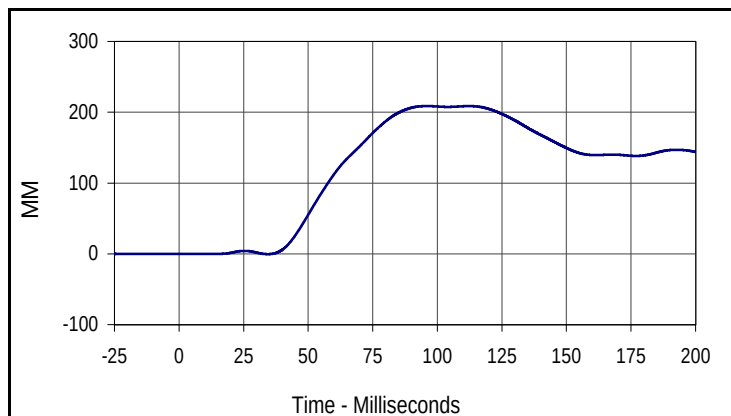
Test Date: 9/14/04
 NHTSA No.: M50306



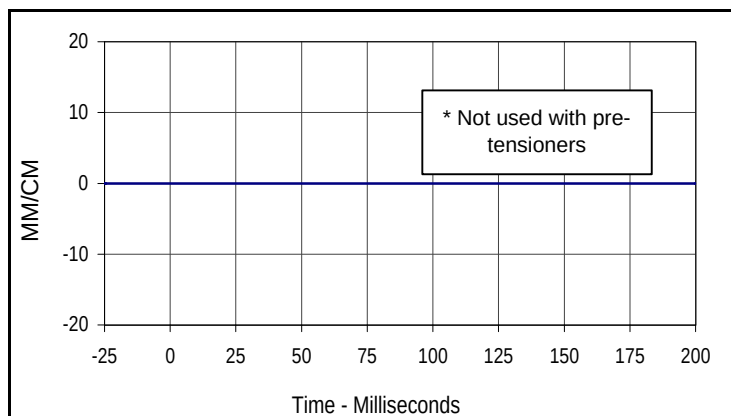
Curve Description			
Passenger Lap Belt Force			
CURNO	Type	SAE Class	Units
085	FIL	60	Newtons
Max	Time	Min	Time
9318.4	51.3	-16.9	164.6



Curve Description			
Passenger Shoulder Belt Force			
CURNO	Type	SAE Class	Units
086	FIL	60	Newtons
Max	Time	Min	Time
4381.2	53.7	-12.2	162.0



Curve Description			
Passenger Shoulder Belt Pullout			
CURNO	Type	SAE Class	Units
087	FIL	60	MM
Max	Time	Min	Time
208.7	96.5	-0.4	34.8

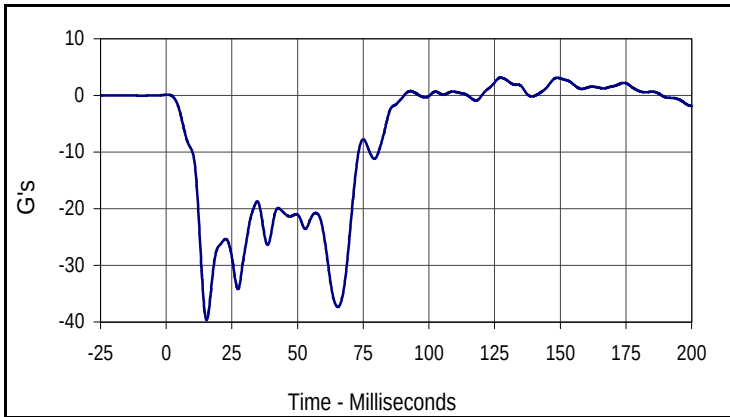


Curve Description			
Passenger Shoulder Belt Elongation			
CURNO	Type	SAE Class	Units
088	FIL	60	MM/CM
Max	Time	Min	Time
0.0	0.0	0.0	0.0

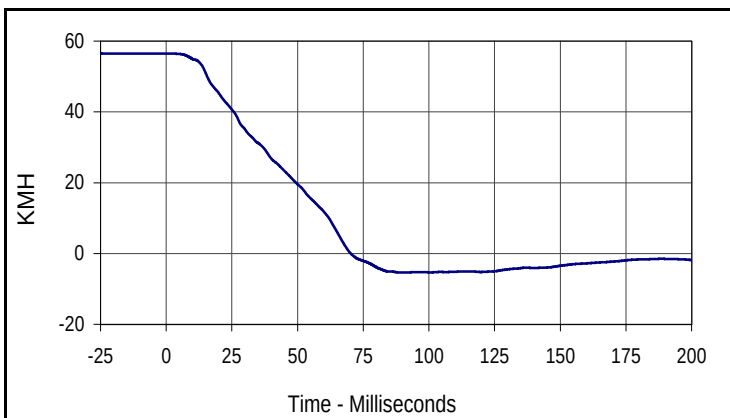
* Not used with pre-tensioners

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

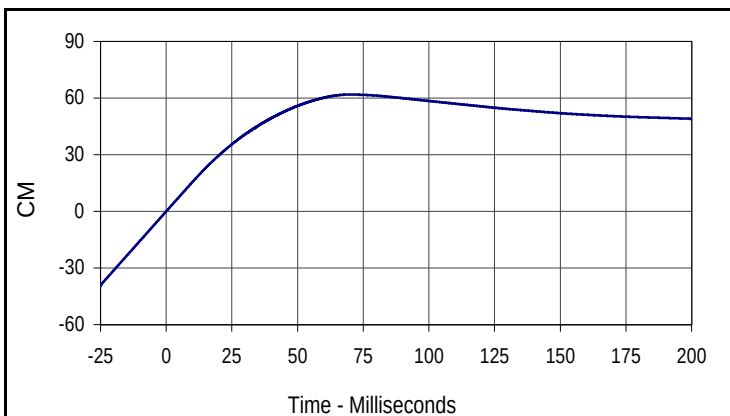
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Vehicle Left Rear X			
CURNO	Type	SAE Class	Units
089	FIL	60	G's
Max	Time	Min	Time
3.2	127.2	-39.6	15.4



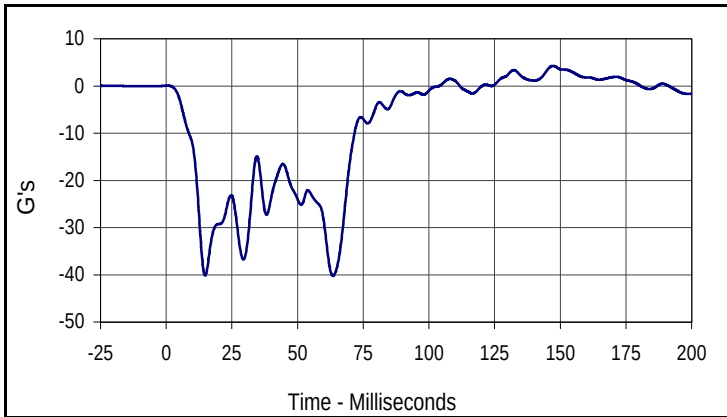
Curve Description			
Vehicle Left Rear X Velocity			
CURNO	Type	SAE Class	Units
089	IN1	180	KMH
Max	Time	Min	Time
56.5	1.6	-5.4	90.5



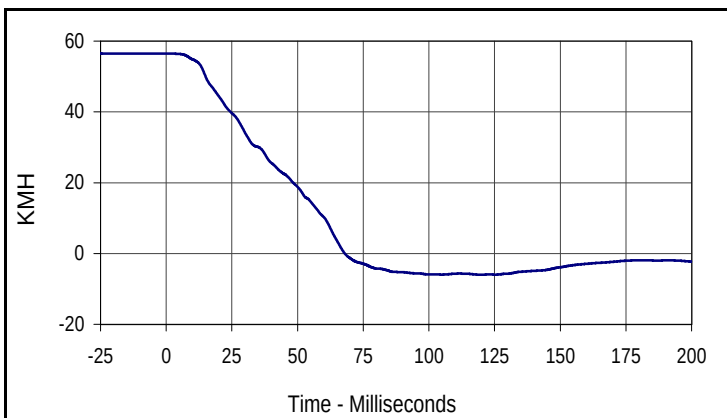
Curve Description			
Vehicle Left Rear X Displacement			
CURNO	Type	SAE Class	Units
089	IN2	180	CM
Max	Time	Min	Time
61.9	70.3	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

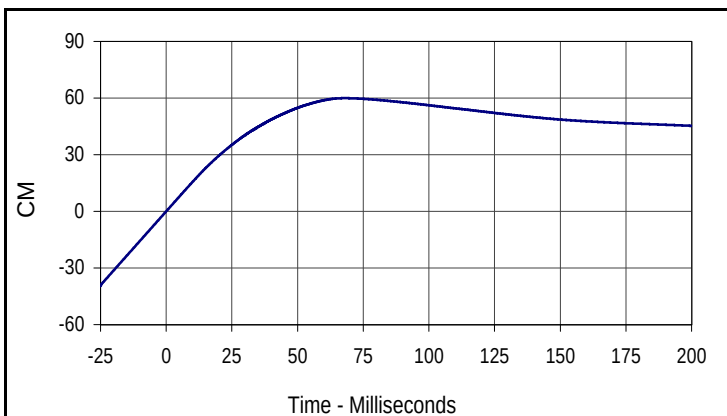
Test Date: 9/14/04
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Curve Description			
Vehicle Right Rear X			
CURNO	Type	SAE Class	Units
090	FIL	60	G's
Max	Time	Min	Time
4.3	147.3	-40.2	63.5



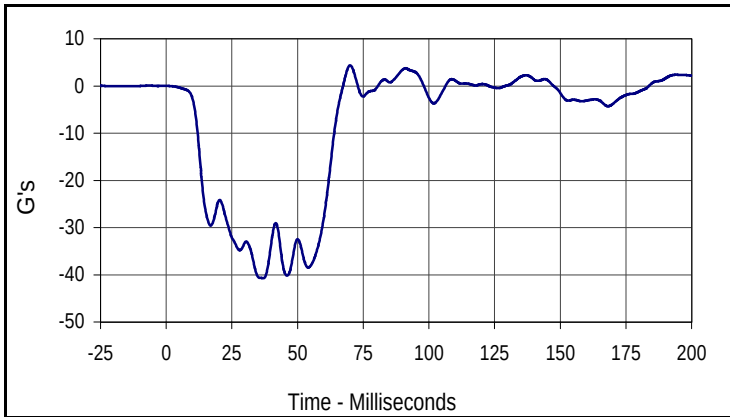
Curve Description			
Vehicle Right Rear X Velocity			
CURNO	Type	SAE Class	Units
090	IN1	180	KMH
Max	Time	Min	Time
56.5	0.0	-6.0	119.0



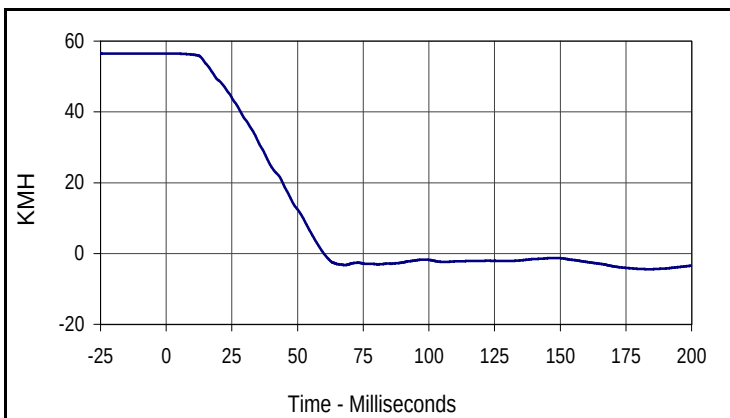
Curve Description			
Vehicle Right Rear X Displacement			
CURNO	Type	SAE Class	Units
090	IN2	180	CM
Max	Time	Min	Time
59.9	68.0	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

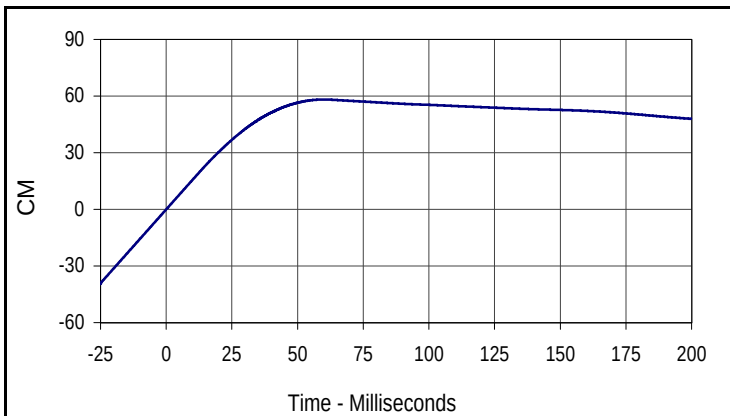
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Vehicle Engine Top X			
CURNO	Type	SAE Class	Units
091	FIL	60	G's
Max	Time	Min	Time
4.4	70.0	-40.7	37.0



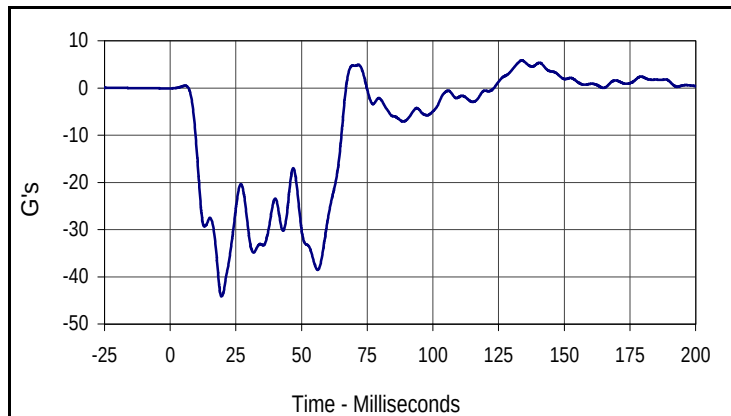
Curve Description			
Vehicle Engine Top X Velocity			
CURNO	Type	SAE Class	Units
091	IN1	180	KMH
Max	Time	Min	Time
56.4	1.0	-4.5	184.1



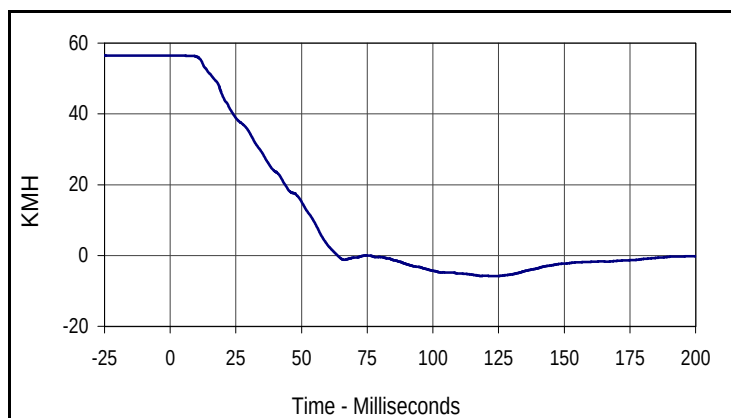
Curve Description			
Vehicle Engine Top X Displacement			
CURNO	Type	SAE Class	Units
091	IN2	180	CM
Max	Time	Min	Time
58.2	60.0	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

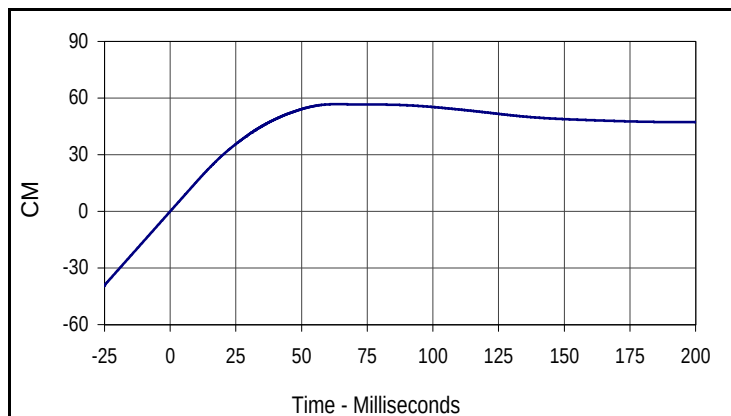
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Vehicle Engine Bottom X			
CURNO	Type	SAE Class	Units
092	FIL	60	G's
Max	Time	Min	Time
5.8	133.9	-44.1	19.6



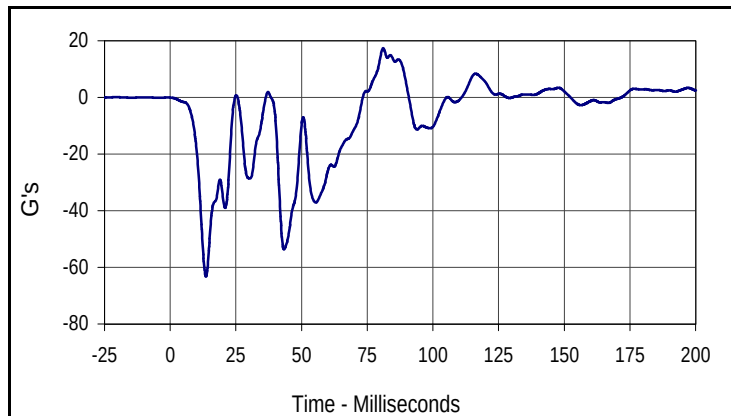
Curve Description			
Vehicle Engine Bottom X Velocity			
CURNO	Type	SAE Class	Units
092	IN1	180	KMH
Max	Time	Min	Time
56.5	0.0	-5.8	123.7



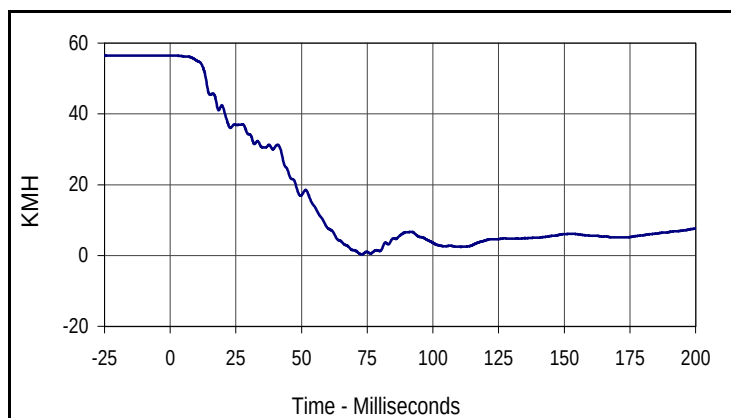
Curve Description			
Vehicle Engine Bottom X Displacement			
CURNO	Type	SAE Class	Units
092	IN2	180	CM
Max	Time	Min	Time
56.8	63.7	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

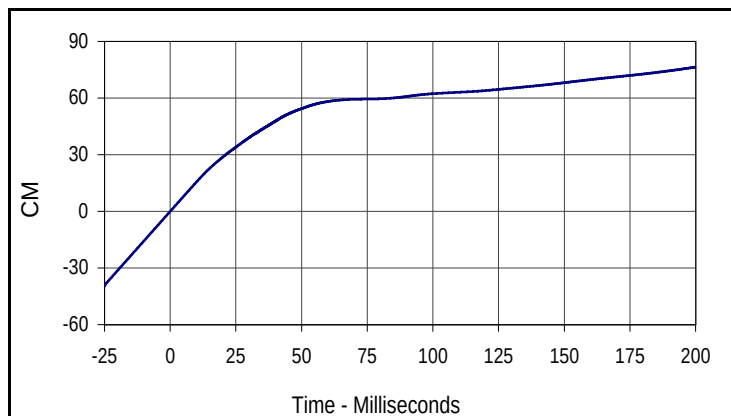
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Vehicle Left Brake Caliper X			
CURNO	Type	SAE Class	Units
093	FIL	60	G's
Max	Time	Min	Time
17.4	81.0	-63.3	13.6



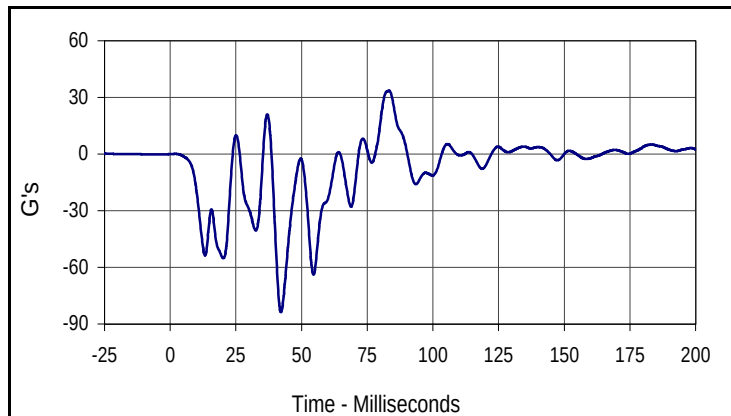
Curve Description			
Vehicle Left Brake Caliper X Velocity			
CURNO	Type	SAE Class	Units
093	IN1	180	KMH
Max	Time	Min	Time
56.4	0.0	0.3	72.9



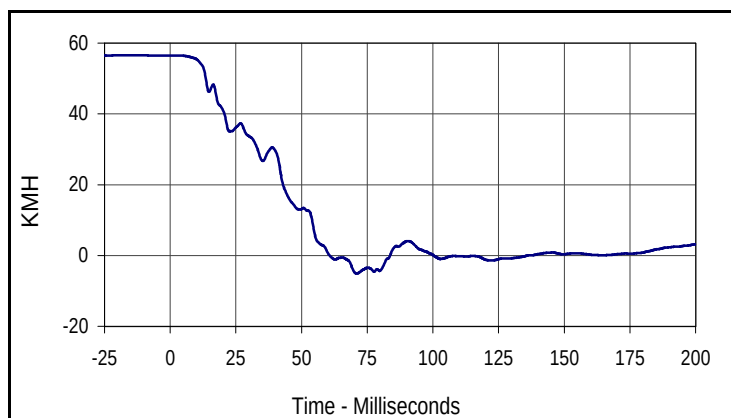
Curve Description			
Vehicle Left Brake Caliper X Displacement			
CURNO	Type	SAE Class	Units
093	IN2	180	CM
Max	Time	Min	Time
76.4	200.0	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

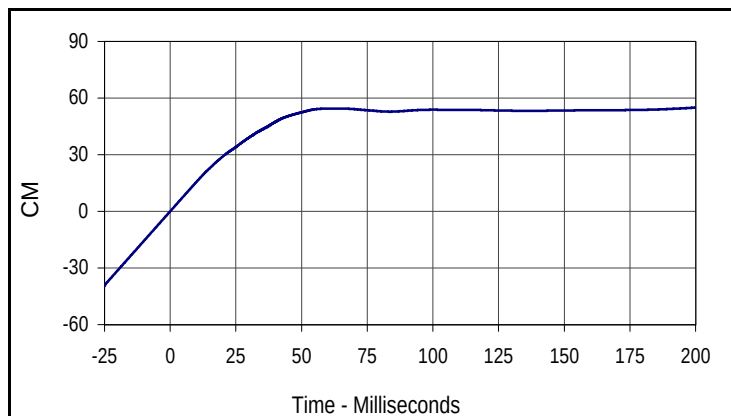
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Vehicle Right Brake Caliper X			
CURNO	Type	SAE Class	Units
094	FIL	60	G's
Max	Time	Min	Time
33.5	83.3	-83.7	42.1



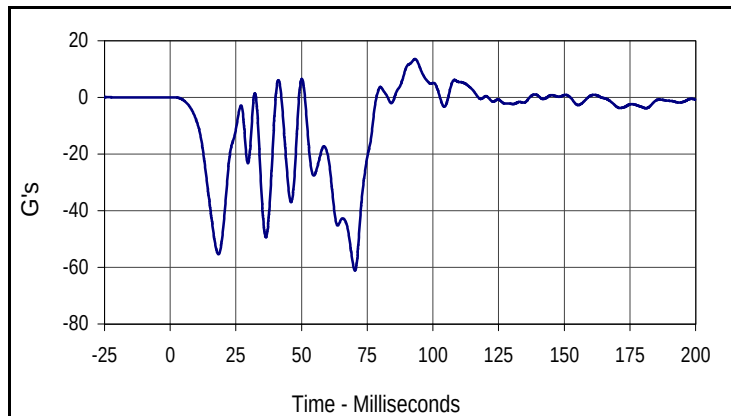
Curve Description			
Vehicle Right Brake Caliper X Velocity			
CURNO	Type	SAE Class	Units
094	IN1	180	KMH
Max	Time	Min	Time
56.5	4.0	-5.1	70.9



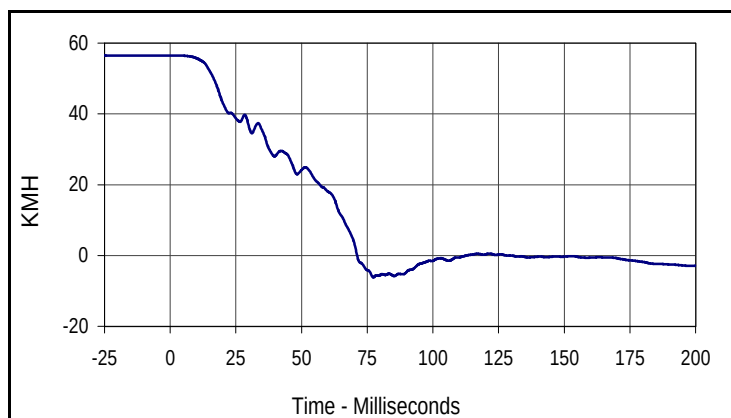
Curve Description			
Vehicle Right Brake Caliper X Displacement			
CURNO	Type	SAE Class	Units
094	IN2	180	CM
Max	Time	Min	Time
55.0	200.0	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

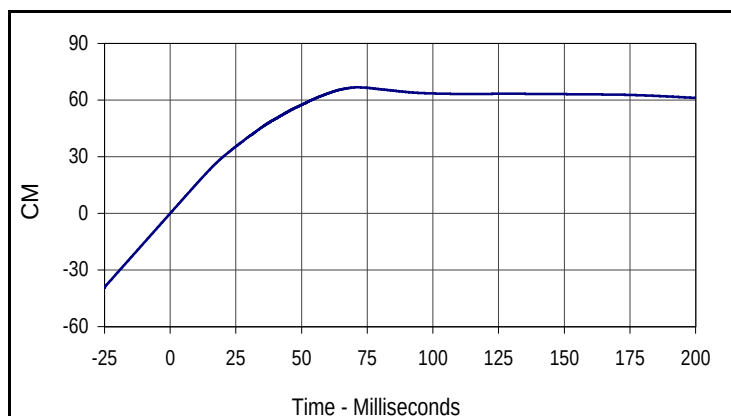
Test Date: 9/14/04
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Curve Description			
Vehicle Instrument Panel X			
CURNO	Type	SAE Class	Units
095	FIL	60	G's
Max	Time	Min	Time
13.5	93.2	-61.1	70.3



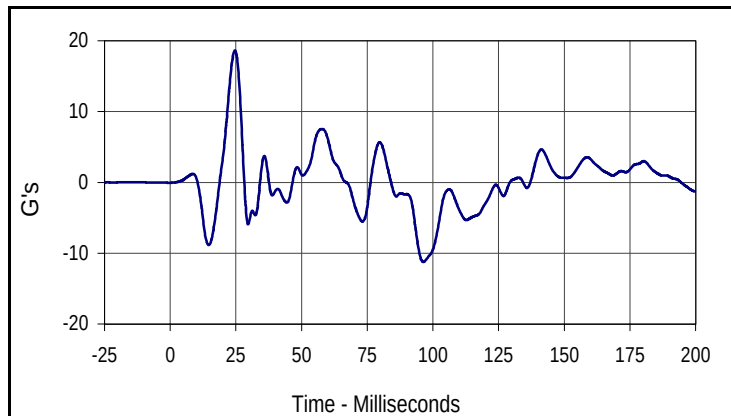
Curve Description			
Vehicle Instrument Panel X Velocity			
CURNO	Type	SAE Class	Units
095	IN1	180	KMH
Max	Time	Min	Time
56.5	0.0	-6.1	77.3



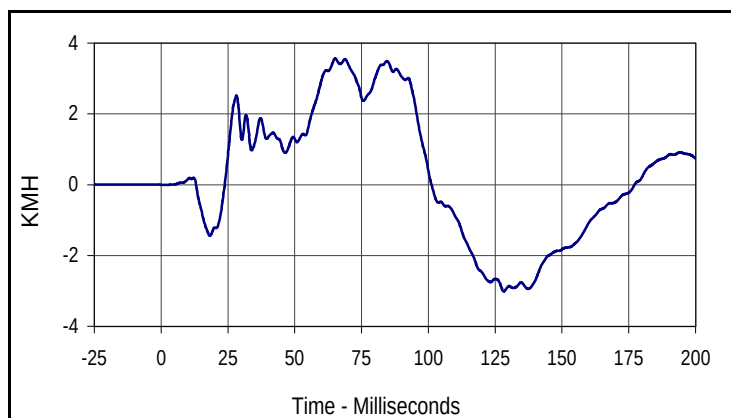
Curve Description			
Vehicle Instrument Panel X Displacement			
CURNO	Type	SAE Class	Units
095	IN2	180	CM
Max	Time	Min	Time
66.7	71.1	0.0	0.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

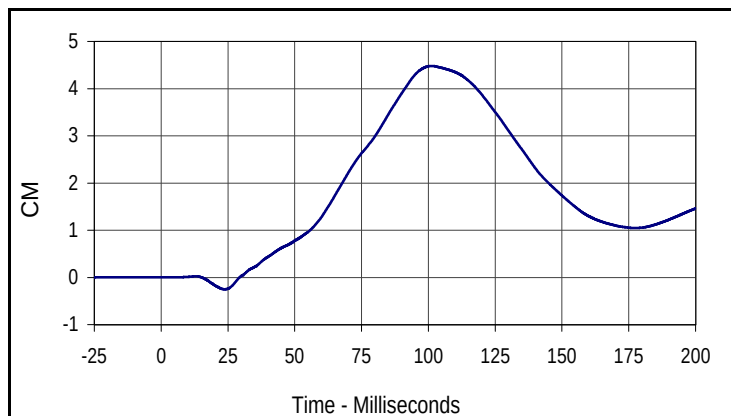
Test Date: 9/14/04
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Curve Description			
Vehicle Left Rear Z			
CURNO	Type	SAE Class	Units
096	FIL	60	G's
Max	Time	Min	Time
18.6	24.6	-11.2	96.4



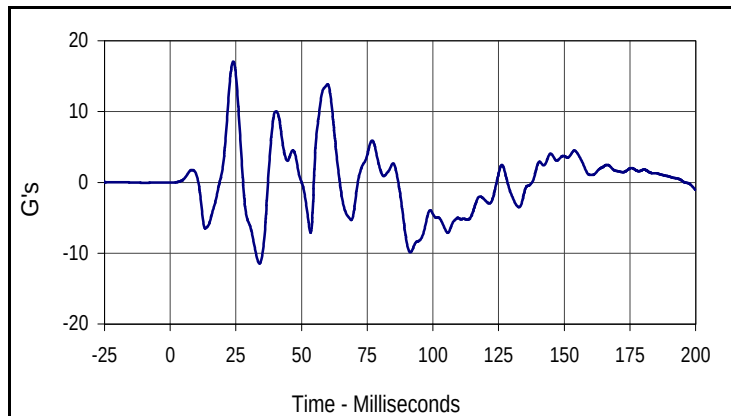
Curve Description			
Vehicle Left Rear Z Velocity			
CURNO	Type	SAE Class	Units
096	IN1	180	KMH
Max	Time	Min	Time
3.6	65.1	-3.0	128.2



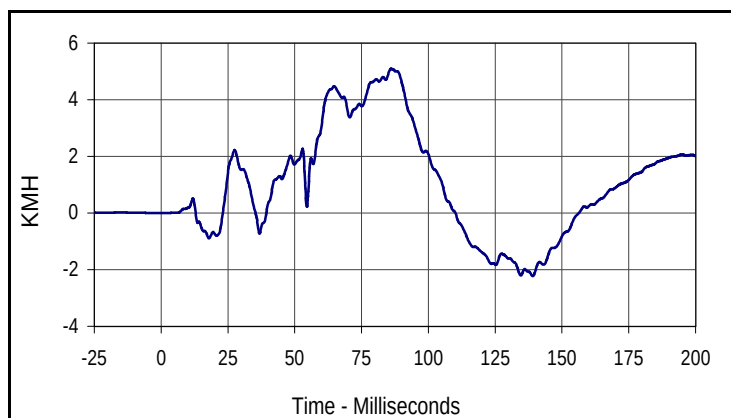
Curve Description			
Vehicle Left Rear Z Displacement			
CURNO	Type	SAE Class	Units
096	IN2	180	CM
Max	Time	Min	Time
4.5	101.2	-0.3	23.8

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

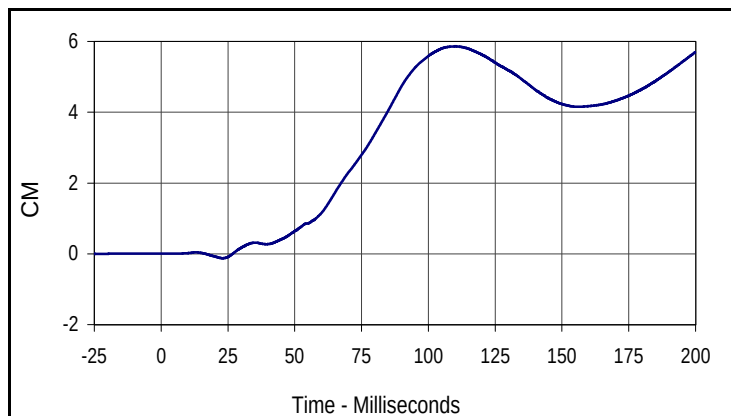
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Vehicle Right Rear Z			
CURNO	Type	SAE Class	Units
097	FIL	60	G's
Max	Time	Min	Time
17.1	24.0	-11.4	34.0



Curve Description			
Vehicle Right Rear Z Velocity			
CURNO	Type	SAE Class	Units
097	IN1	180	KMH
Max	Time	Min	Time
5.1	86.1	-2.2	139.1



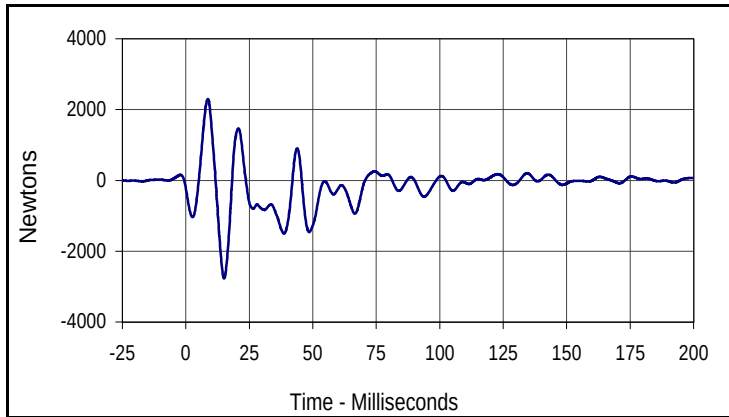
Curve Description			
Vehicle Right Rear Z Displacement			
CURNO	Type	SAE Class	Units
097	IN2	180	CM
Max	Time	Min	Time
5.9	110.1	-0.1	23.1

APPENDIX C

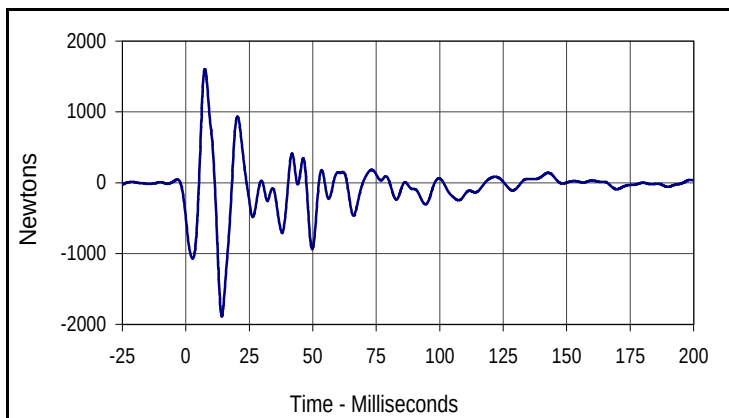
LOAD CELL BARRIER DATA PLOTS

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

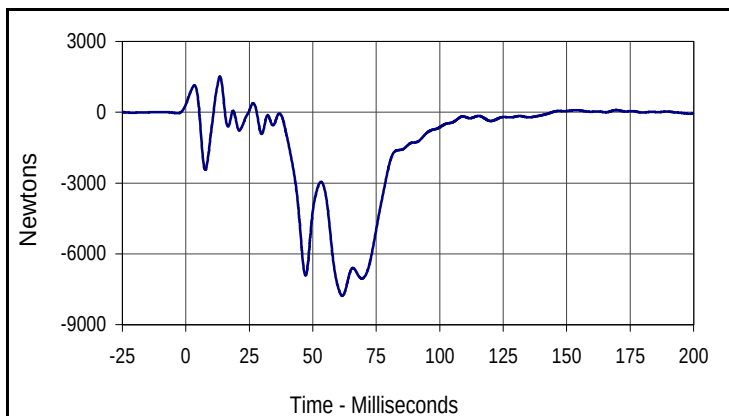
Test Date: 9/14/04
 NHTSA No.: M50306



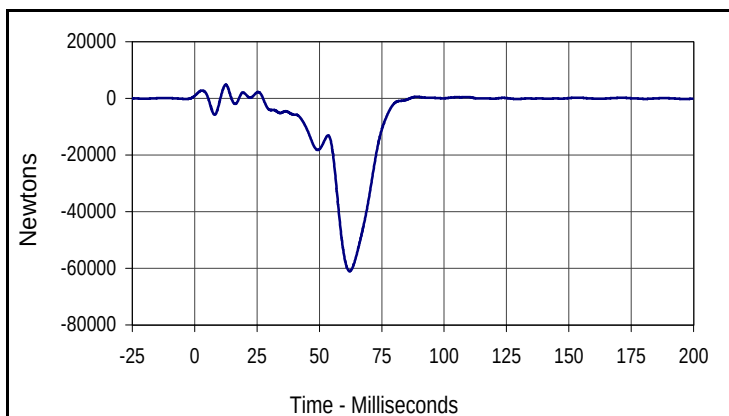
Curve Description			
Barrier Force A1			
CURNO	Type	SAE Class	Units
098	FIL	60	Newtons
Max	Time	Min	Time
2296.9	8.7	-2773.7	15.1



Curve Description			
Barrier Force B1			
CURNO	Type	SAE Class	Units
107	FIL	60	Newtons
Max	Time	Min	Time
1604.0	7.5	-1888.0	14.2



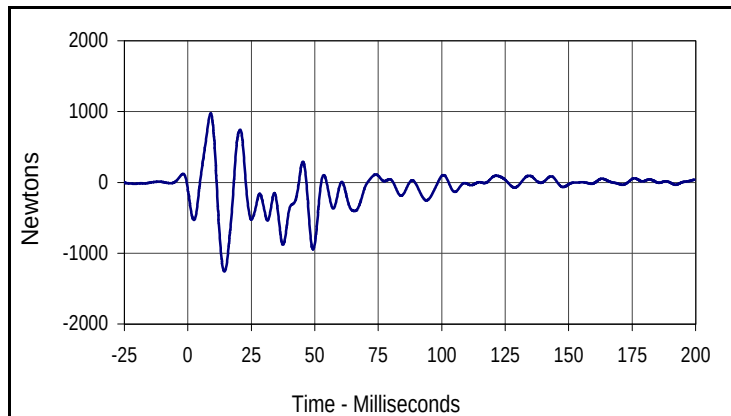
Curve Description			
Barrier Force C1			
CURNO	Type	SAE Class	Units
116	FIL	60	Newtons
Max	Time	Min	Time
1513.5	13.4	-7777.1	61.6



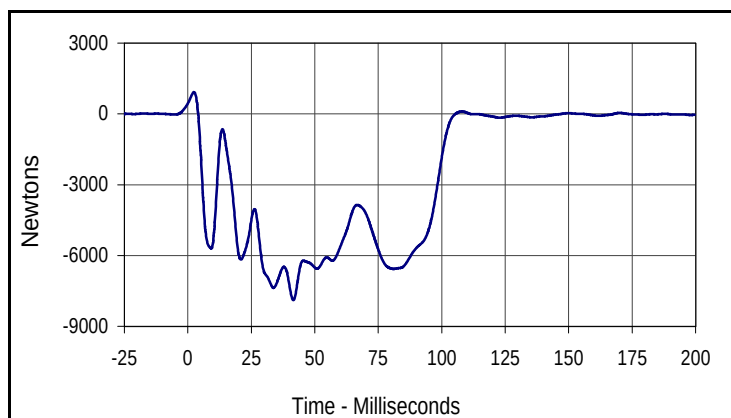
Curve Description			
Barrier Force D1			
CURNO	Type	SAE Class	Units
125	FIL	60	Newtons
Max	Time	Min	Time
4835.7	12.5	-61007.4	62.1

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

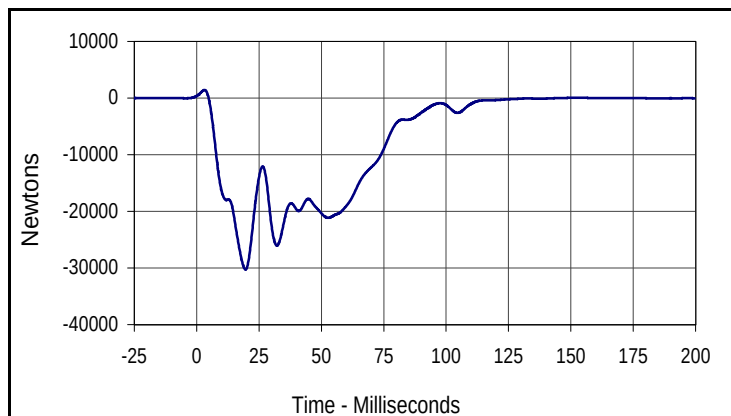
Test Date: 9/14/04
 NHTSA No.: M50306



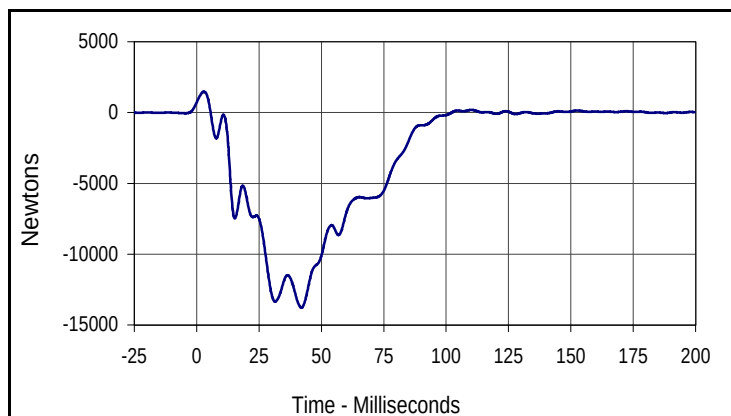
Curve Description			
Barrier Force A2			
CURNO	Type	SAE Class	Units
099	FIL	60	Newtons
Max	Time	Min	Time
971.8	9.0	-1259.9	14.4



Curve Description			
Barrier Force B2			
CURNO	Type	SAE Class	Units
108	FIL	60	Newtons
Max	Time	Min	Time
919.0	2.4	-7892.9	41.6



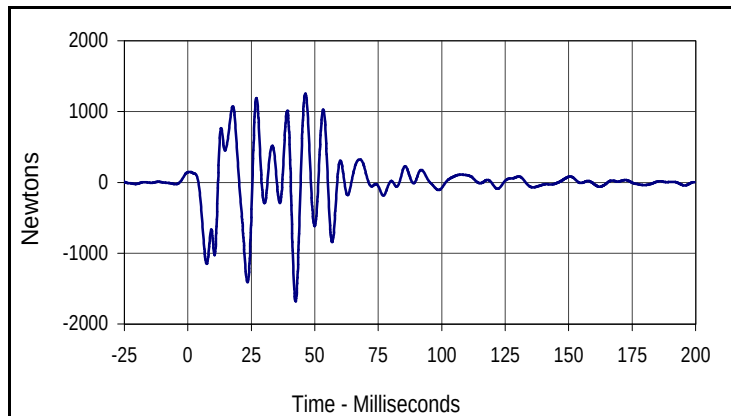
Curve Description			
Barrier Force C2			
CURNO	Type	SAE Class	Units
117	FIL	60	Newtons
Max	Time	Min	Time
1430.9	3.1	-30263.0	19.6



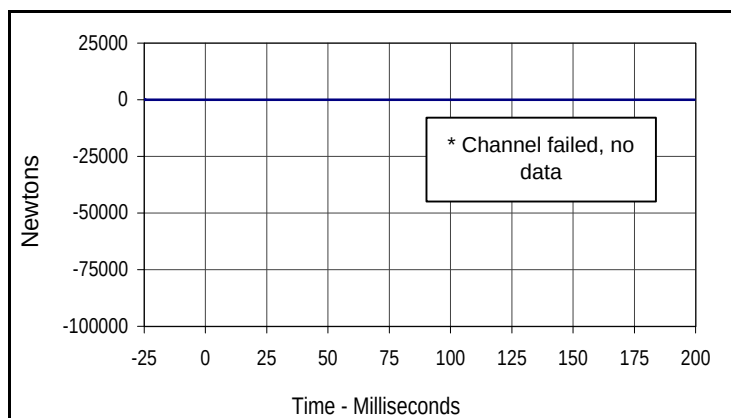
Curve Description			
Barrier Force D2			
CURNO	Type	SAE Class	Units
126	FIL	60	Newtons
Max	Time	Min	Time
1467.0	2.9	-13771.0	41.9

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306

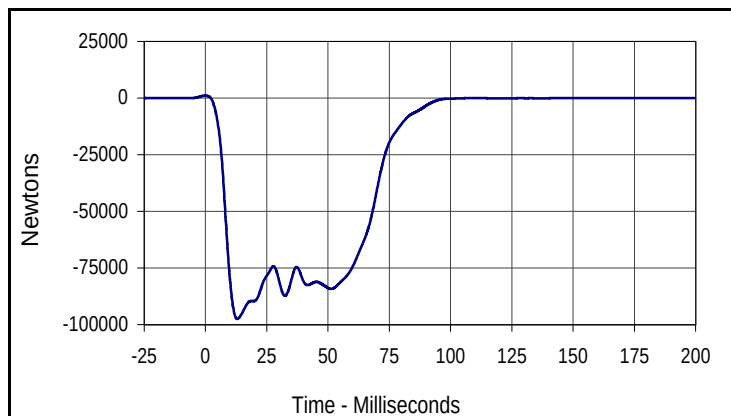


Curve Description			
Barrier Force A3			
CURNO	Type	SAE Class	Units
100	FIL	60	Newtons
Max	Time	Min	Time
1254.9	46.3	-1679.5	42.4

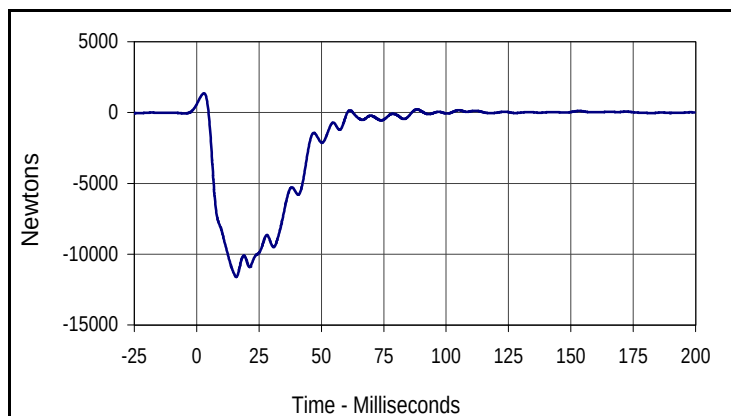


Curve Description			
Barrier Force B3			
CURNO	Type	SAE Class	Units
109	FIL	60	Newtons
Max	Time	Min	Time
0.0	0.0	0.0	0.0

* Channel failed, no data



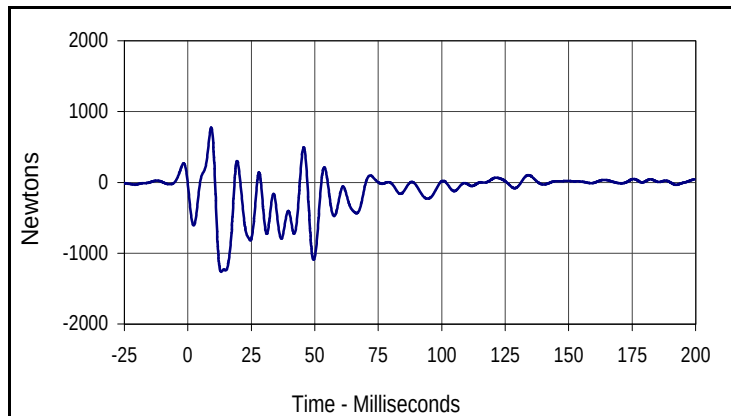
Curve Description			
Barrier Force C3			
CURNO	Type	SAE Class	Units
118	FIL	60	Newtons
Max	Time	Min	Time
1070.0	0.0	-97433.5	13.0



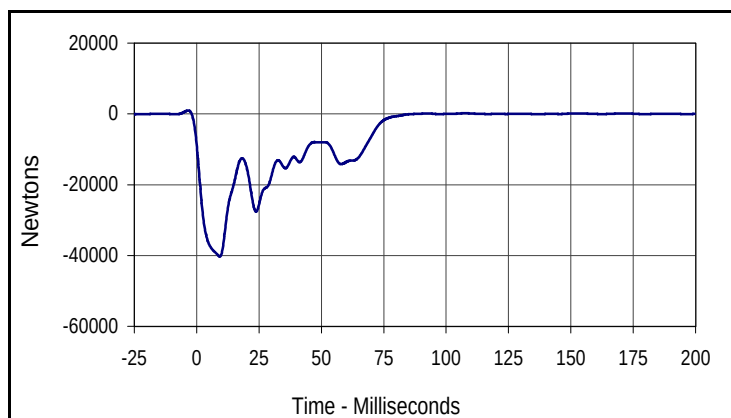
Curve Description			
Barrier Force D3			
CURNO	Type	SAE Class	Units
127	FIL	60	Newtons
Max	Time	Min	Time
1362.5	2.9	-11603.5	15.8

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

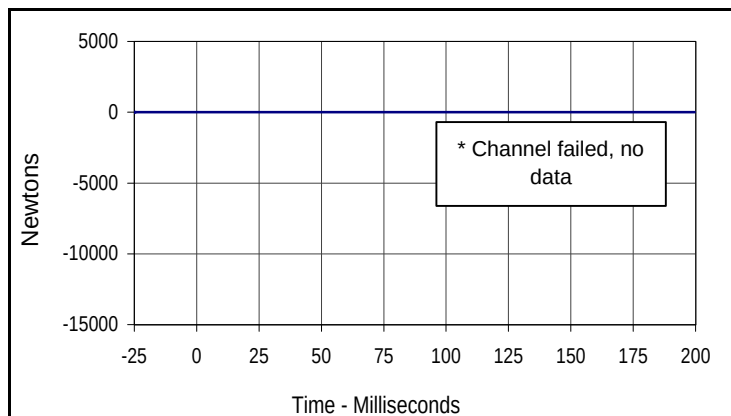
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Barrier Force A4			
CURNO	Type	SAE Class	Units
101	FIL	60	Newtons
Max	Time	Min	Time
773.9	9.2	-1261.2	13.1

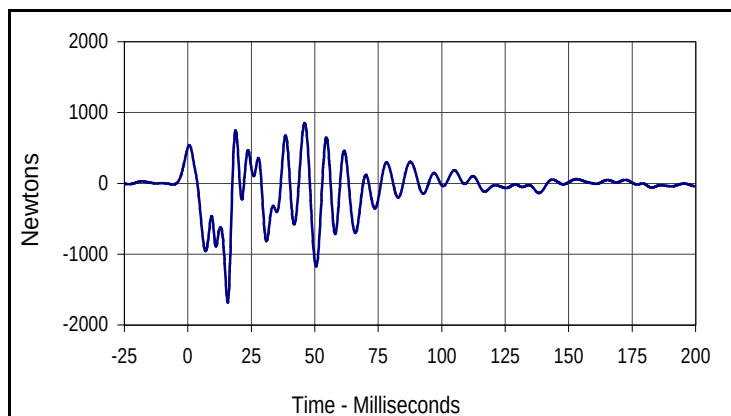


Curve Description			
Barrier Force B4			
CURNO	Type	SAE Class	Units
110	FIL	60	Newtons
Max	Time	Min	Time
177.3	107.5	-40266.5	9.3



Curve Description			
Barrier Force C4			
CURNO	Type	SAE Class	Units
119	FIL	60	Newtons
Max	Time	Min	Time
0.0	0.0	0.0	0.0

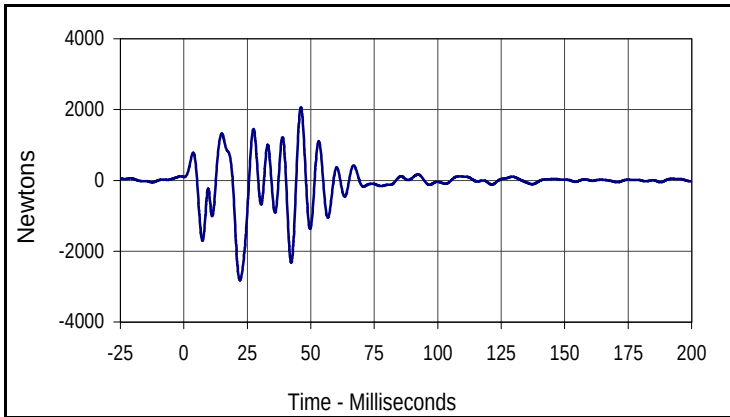
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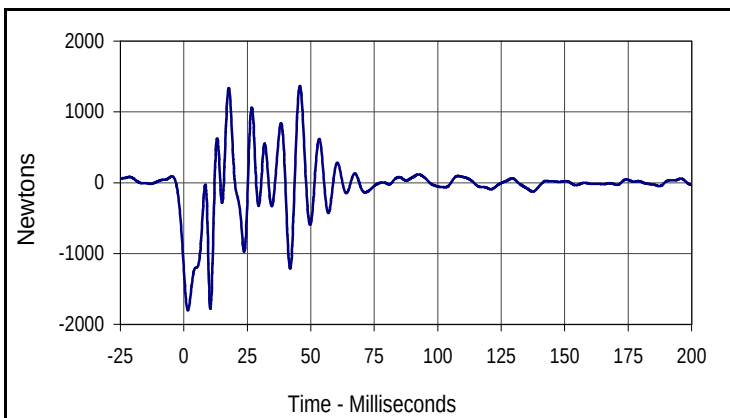
Curve Description			
Barrier Force D4			
CURNO	Type	SAE Class	Units
128	FIL	60	Newtons
Max	Time	Min	Time
850.9	46.0	-1683.1	15.7

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

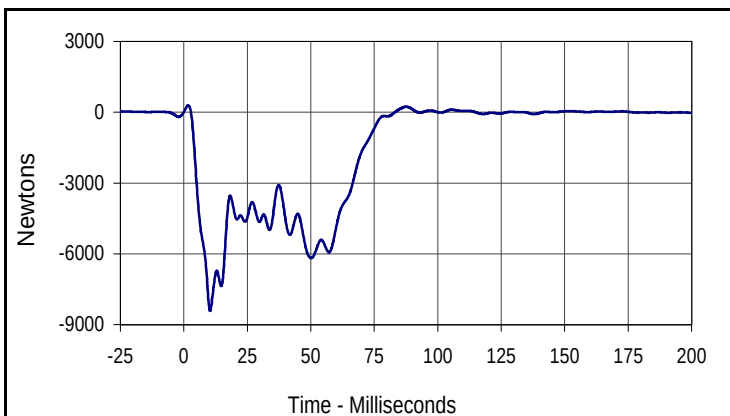
Test Date: 9/14/04
 NHTSA No.: M50306



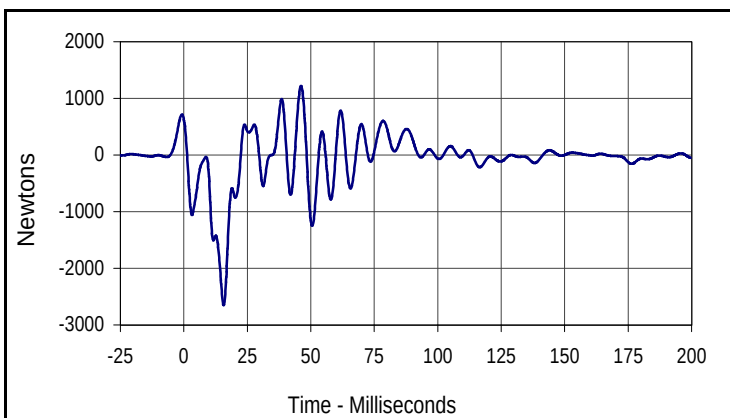
Curve Description			
Barrier Force A5			
CURNO	Type	SAE Class	Units
102	FIL	60	Newtons
Max	Time	Min	Time
2065.1	46.1	-2821.7	22.1



Curve Description			
Barrier Force B5			
CURNO	Type	SAE Class	Units
111	FIL	60	Newtons
Max	Time	Min	Time
1367.2	45.7	-1804.1	1.6



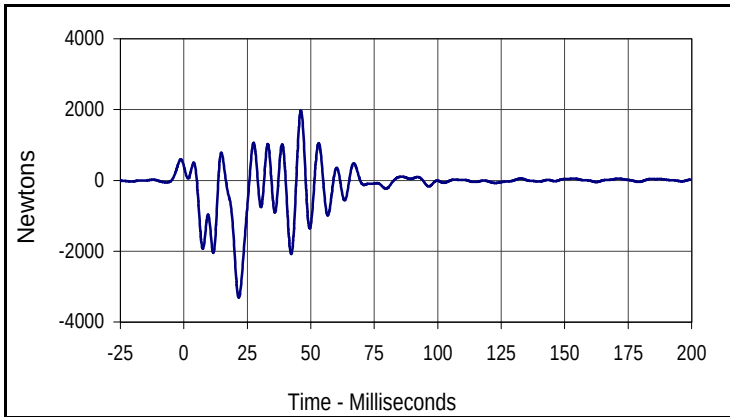
Curve Description			
Barrier Force C5			
CURNO	Type	SAE Class	Units
120	FIL	60	Newtons
Max	Time	Min	Time
291.1	1.7	-8414.7	10.3



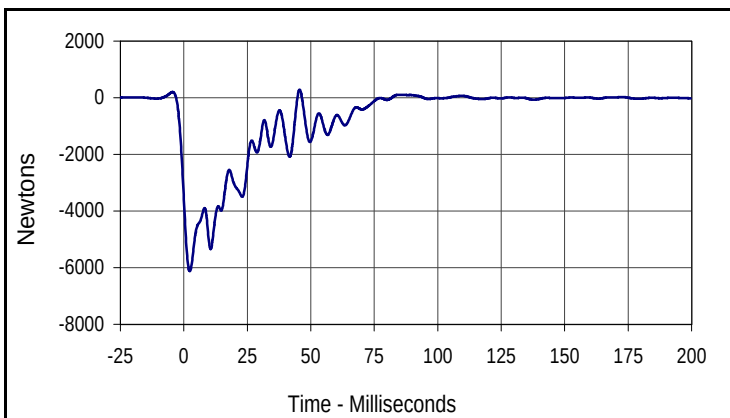
Curve Description			
Barrier Force D5			
CURNO	Type	SAE Class	Units
129	FIL	60	Newtons
Max	Time	Min	Time
1221.0	46.1	-2647.8	15.7

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

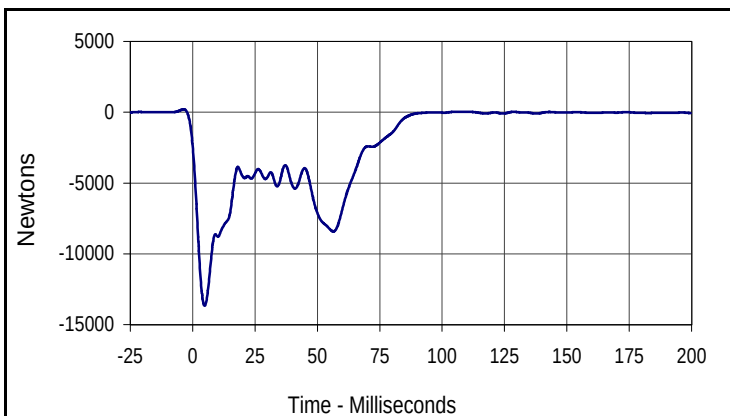
Test Date: 9/14/04
 NHTSA No.: M50306



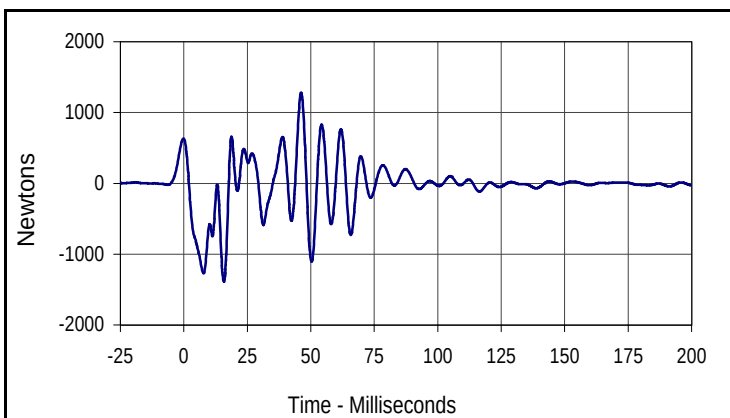
Curve Description			
Barrier Force A6			
CURNO	Type	SAE Class	Units
103	FIL	60	Newtons
Max	Time	Min	Time
1973.1	46.1	-3314.3	21.6



Curve Description			
Barrier Force B6			
CURNO	Type	SAE Class	Units
112	FIL	60	Newtons
Max	Time	Min	Time
286.3	45.6	-6124.8	2.3



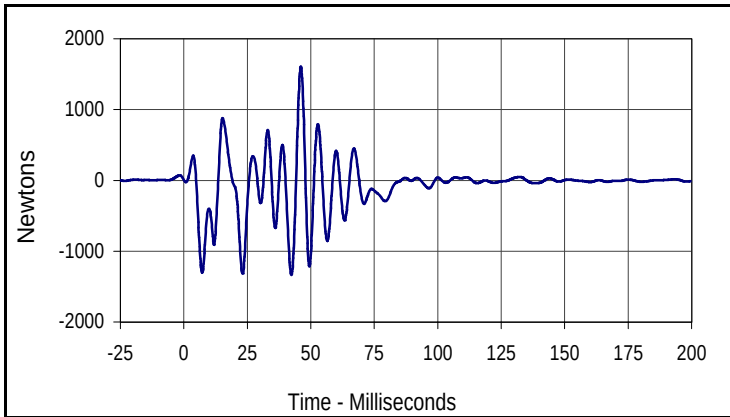
Curve Description			
Barrier Force C6			
CURNO	Type	SAE Class	Units
121	FIL	60	Newtons
Max	Time	Min	Time
32.6	105.6	-13677.0	4.8



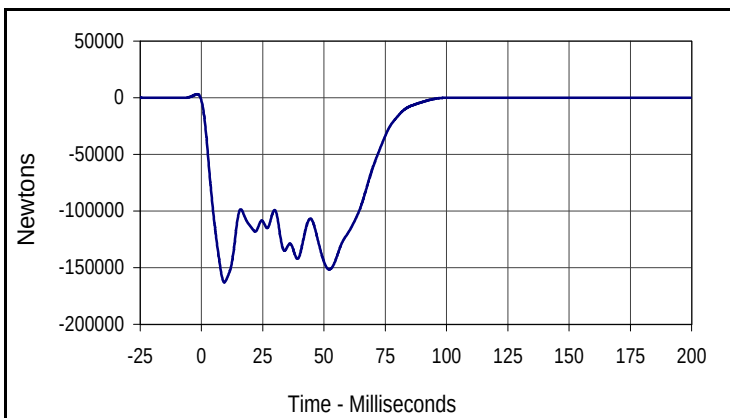
Curve Description			
Barrier Force D6			
CURNO	Type	SAE Class	Units
130	FIL	60	Newtons
Max	Time	Min	Time
1281.3	46.2	-1389.8	15.8

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

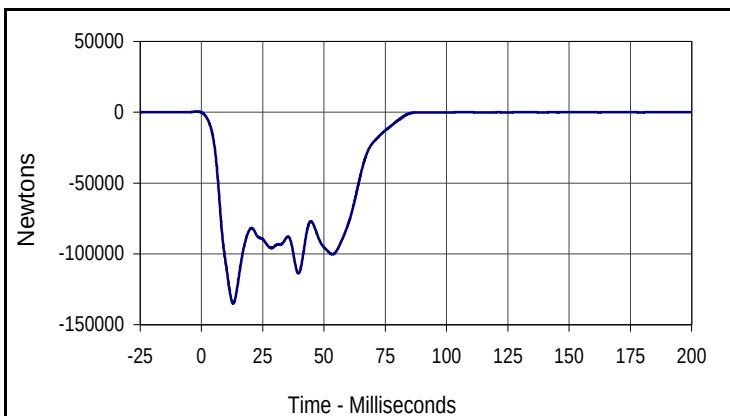
Test Date: 9/14/04
 NHTSA No.: M50306



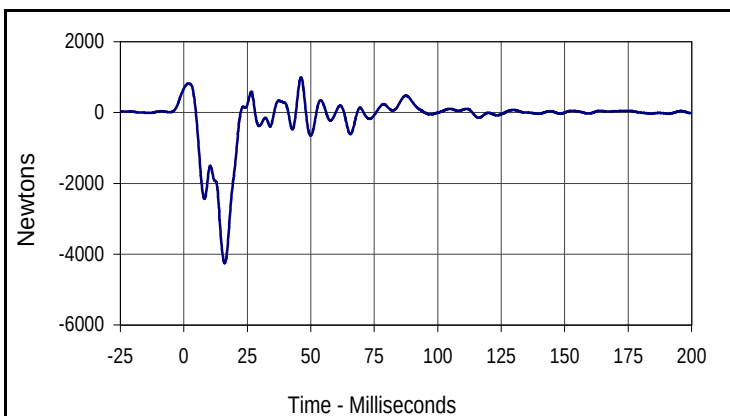
Curve Description			
Barrier Force A7			
CURNO	Type	SAE Class	Units
104	FIL	60	Newtons
Max	Time	Min	Time
1605.7	46.1	-1335.2	42.4



Curve Description			
Barrier Force B7			
CURNO	Type	SAE Class	Units
113	FIL	60	Newtons
Max	Time	Min	Time
52.0	128.8	-162869.7	9.3



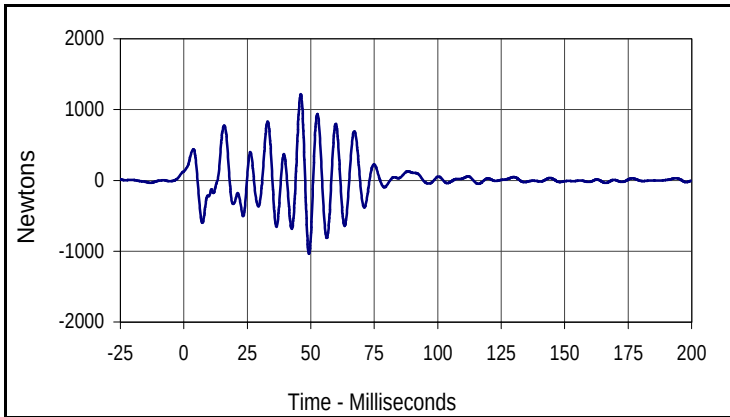
Curve Description			
Barrier Force C7			
CURNO	Type	SAE Class	Units
122	FIL	60	Newtons
Max	Time	Min	Time
46.6	153.8	-134986.3	12.9



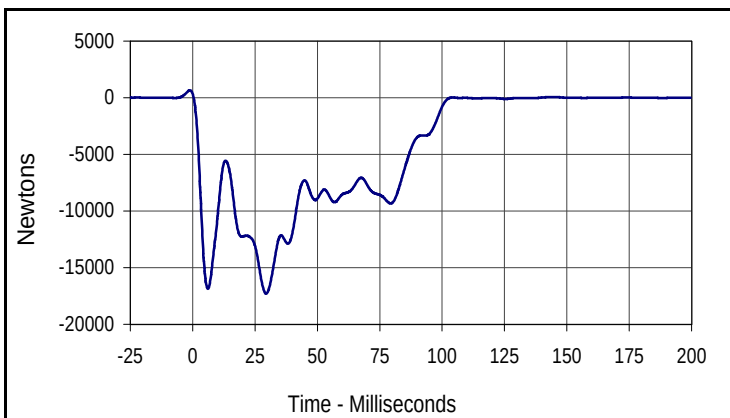
Curve Description			
Barrier Force D7			
CURNO	Type	SAE Class	Units
131	FIL	60	Newtons
Max	Time	Min	Time
996.7	46.2	-4253.0	16.1

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

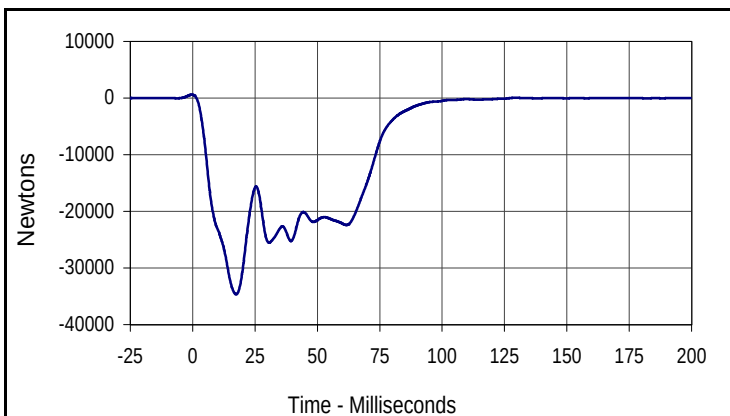
Test Date: 9/14/04
 NHTSA No.: M50306



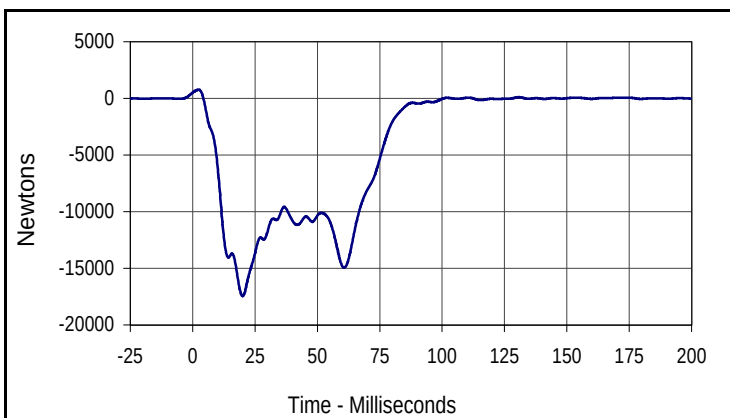
Curve Description			
Barrier Force A8			
CURNO	Type	SAE Class	Units
105	FIL	60	Newtons
Max	Time	Min	Time
1217.8	46.0	-1035.9	49.3



Curve Description			
Barrier Force B8			
CURNO	Type	SAE Class	Units
114	FIL	60	Newtons
Max	Time	Min	Time
342.7	0.0	-17288.0	29.4



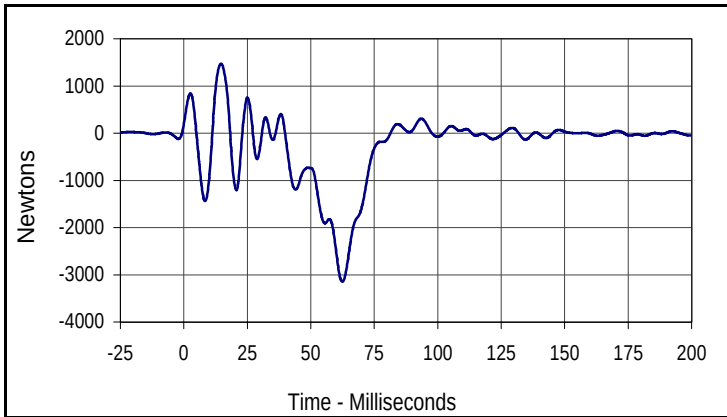
Curve Description			
Barrier Force C8			
CURNO	Type	SAE Class	Units
123	FIL	60	Newtons
Max	Time	Min	Time
587.2	0.0	-34639.7	17.4



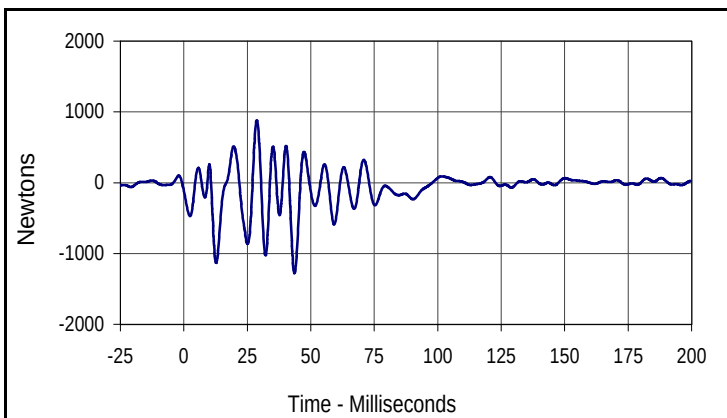
Curve Description			
Barrier Force D8			
CURNO	Type	SAE Class	Units
132	FIL	60	Newtons
Max	Time	Min	Time
764.7	2.4	-17452.1	20.1

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

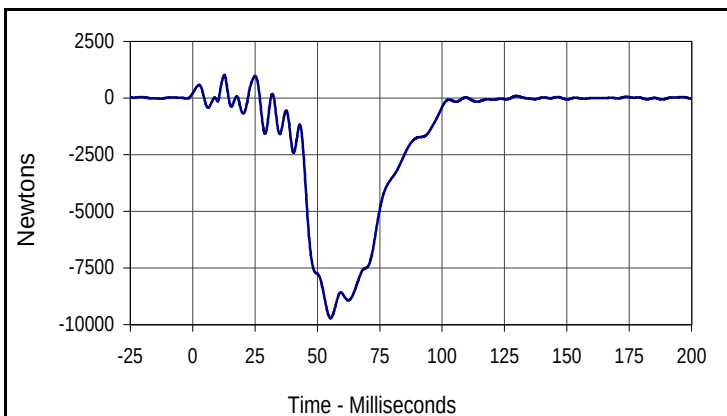
Test Date: 9/14/04
 NHTSA No.: M50306



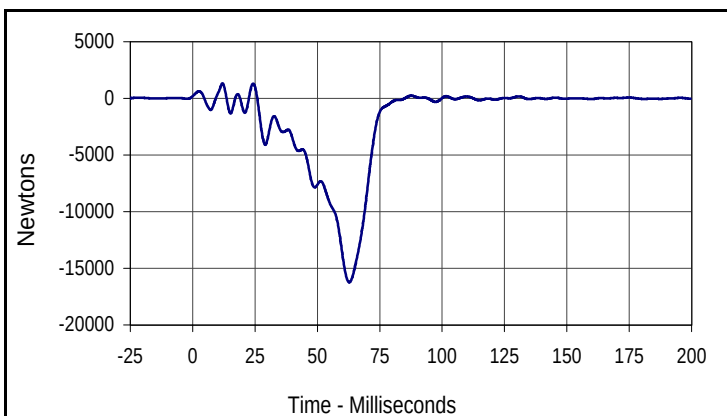
Curve Description			
Barrier Force A9			
CURNO	Type	SAE Class	Units
106	FIL	60	Newtons
Max	Time	Min	Time
1473.7	14.7	-3147.9	62.4



Curve Description			
Barrier Force B9			
CURNO	Type	SAE Class	Units
115	FIL	60	Newtons
Max	Time	Min	Time
879.6	28.7	-1279.0	43.6



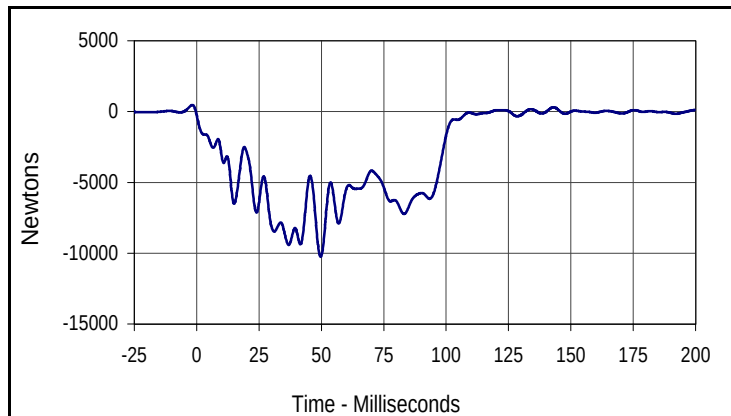
Curve Description			
Barrier Force C9			
CURNO	Type	SAE Class	Units
124	FIL	60	Newtons
Max	Time	Min	Time
1019.4	12.7	-9713.1	55.3



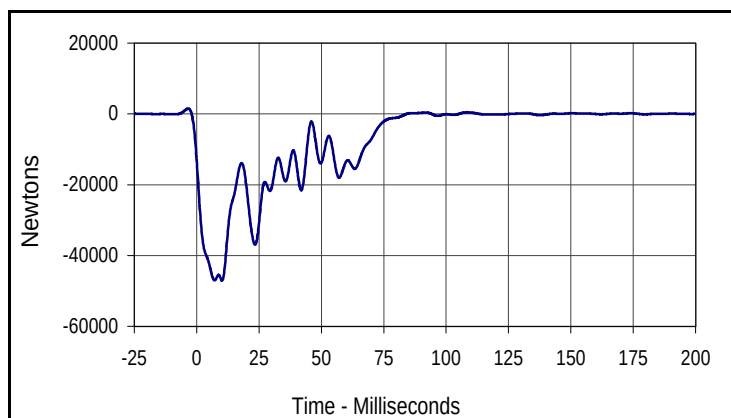
Curve Description			
Barrier Force D9			
CURNO	Type	SAE Class	Units
133	FIL	60	Newtons
Max	Time	Min	Time
1333.4	11.9	-16229.9	62.8

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

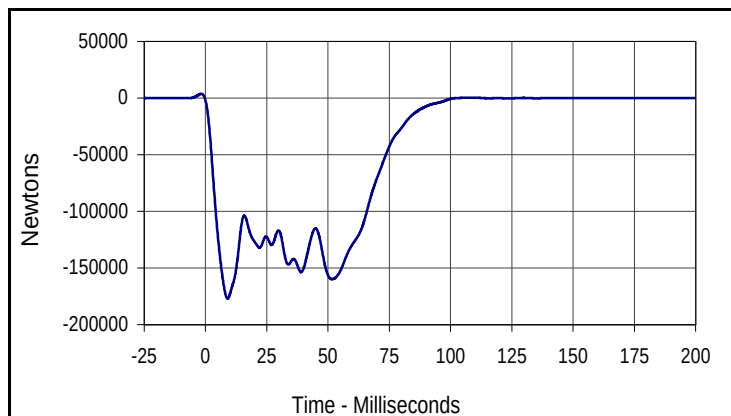
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Barrier Force Sum Group 1			
CURNO	Type	SAE Class	Units
001	SUM	60	Newtons
Max	Time	Min	Time
294.1	143.0	-10257.5	49.7



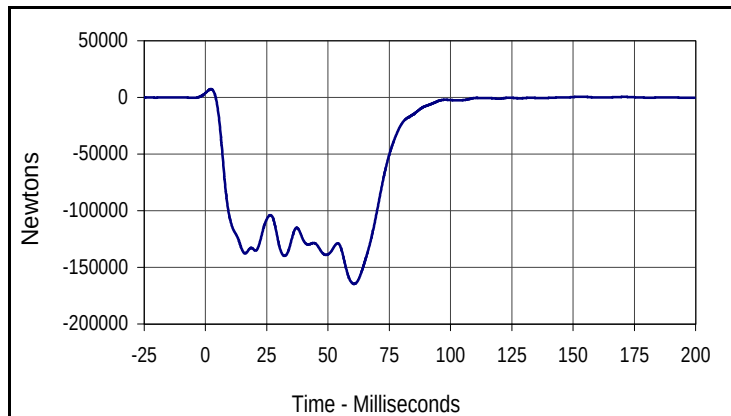
Curve Description			
Barrier Force Sum Group 2			
CURNO	Type	SAE Class	Units
002	SUM	60	Newtons
Max	Time	Min	Time
438.4	108.4	-47086.5	10.1



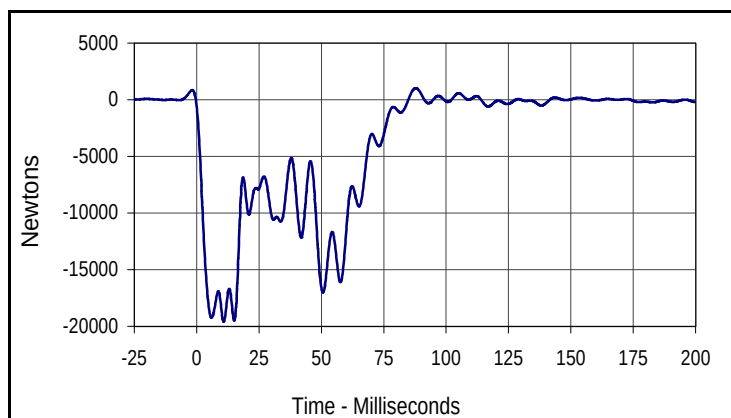
Curve Description			
Barrier Force Sum Group 3			
CURNO	Type	SAE Class	Units
003	SUM	60	Newtons
Max	Time	Min	Time
205.8	105.8	-177207.2	9.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

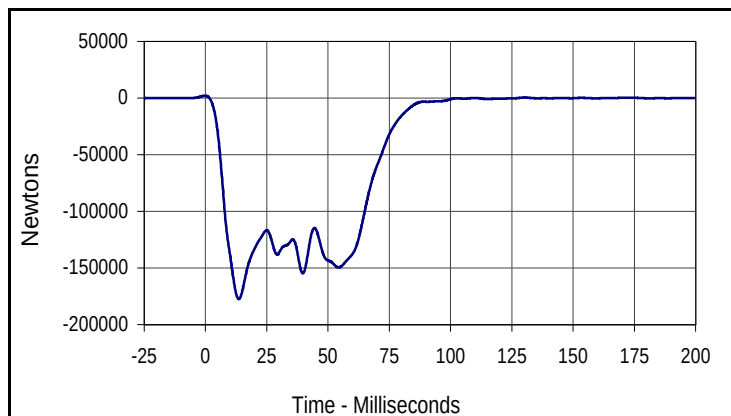
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Barrier Force Sum Group 4			
CURNO	Type	SAE Class	Units
004	SUM	60	Newtons
Max	Time	Min	Time
7359.7	2.2	-164624.1	60.6



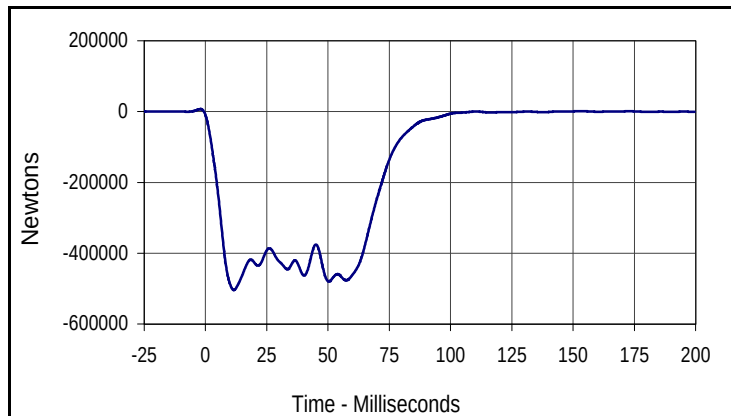
Curve Description			
Barrier Force Sum Group 5			
CURNO	Type	SAE Class	Units
005	SUM	60	Newtons
Max	Time	Min	Time
1020.7	87.8	-19583.8	10.8



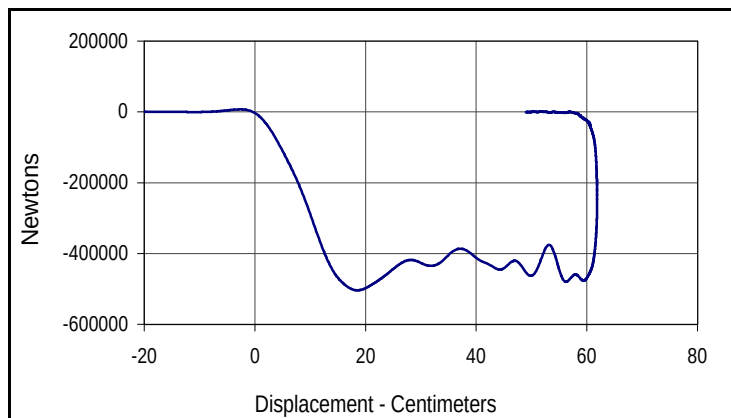
Curve Description			
Barrier Force Sum Group 6			
CURNO	Type	SAE Class	Units
006	SUM	60	Newtons
Max	Time	Min	Time
2009.2	0.0	-177350.6	13.6

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Barrier Force Total Sum			
CURNO	Type	SAE Class	Units
007	SUM	60	Newtons
Max	Time	Min	Time
1234.6	152.9	-504144.7	11.6



Curve Description			
Barrier Force Total Sum vs. Displ.			
CURNO	Type	SAE Class	Units
001	XVY	60	Newtons
Max	CM	Min	CM
1234.6	51.7	-504144.7	18.6

BARRIER LOAD CELL SUMMARY DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck

NHTSA No.: M50306

Test Program: 2005 NHTSA 35mph NCAP

Test Date: 9/14/04

Location	Units	Max	Time	Min	Time
Barrier Force A1	Newtons	2296.9	8.7	-2773.7	15.1
Barrier Force A2	Newtons	971.8	9.0	-1259.9	14.4
Barrier Force A3	Newtons	1254.9	46.3	-1679.5	42.4
Barrier Force A4	Newtons	773.9	9.2	-1261.2	13.1
Barrier Force A5	Newtons	2065.1	46.1	-2821.7	22.1
Barrier Force A6	Newtons	1973.1	46.1	-3314.3	21.6
Barrier Force A7	Newtons	1605.7	46.1	-1335.2	42.4
Barrier Force A8	Newtons	1217.8	46.0	-1035.9	49.3
Barrier Force A9	Newtons	1473.7	14.7	-3147.9	62.4
Barrier Force B1	Newtons	1604.0	7.5	-1888.0	14.2
Barrier Force B2	Newtons	919.0	2.4	-7892.9	41.6
Barrier Force B3	Newtons	0.0	0.0	0.0	0.0
Barrier Force B4	Newtons	177.3	107.5	-40266.5	9.3
Barrier Force B5	Newtons	1367.2	45.7	-1804.1	1.6
Barrier Force B6	Newtons	286.3	45.6	-6124.8	2.3
Barrier Force B7	Newtons	52.0	128.8	-162869.7	9.3
Barrier Force B8	Newtons	342.7	0.0	-17288.0	29.4
Barrier Force B9	Newtons	879.6	28.7	-1279.0	43.6
Barrier Force C1	Newtons	1513.5	13.4	-7777.1	61.6
Barrier Force C2	Newtons	1430.9	3.1	-30263.0	19.6
Barrier Force C3	Newtons	1070.0	0.0	-97433.5	13.0
Barrier Force C4	Newtons	0.0	0.0	0.0	0.0
Barrier Force C5	Newtons	291.1	1.7	-8414.7	10.3
Barrier Force C6	Newtons	32.6	105.6	-13677.0	4.8
Barrier Force C7	Newtons	46.6	153.8	-134986.3	12.9
Barrier Force C8	Newtons	587.2	0.0	-34639.7	17.4
Barrier Force C9	Newtons	1019.4	12.7	-9713.1	55.3
Barrier Force D1	Newtons	4835.7	12.5	-61007.4	62.1
Barrier Force D2	Newtons	1467.0	2.9	-13771.0	41.9
Barrier Force D3	Newtons	1362.5	2.9	-11603.5	15.8
Barrier Force D4	Newtons	850.9	46.0	-1683.1	15.7
Barrier Force D5	Newtons	1221.0	46.1	-2647.8	15.7
Barrier Force D6	Newtons	1281.3	46.2	-1389.8	15.8
Barrier Force D7	Newtons	996.7	46.2	-4253.0	16.1
Barrier Force D8	Newtons	764.7	2.4	-17452.1	20.1
Barrier Force D9	Newtons	1333.4	11.9	-16229.9	62.8
Barrier Force Sum Group 1	Newtons	294.1	143.0	-10257.5	49.7
Barrier Force Sum Group 2	Newtons	438.4	108.4	-47086.5	10.1
Barrier Force Sum Group 3	Newtons	205.8	105.8	-177207.2	9.0
Barrier Force Sum Group 4	Newtons	7359.7	2.2	-164624.1	60.6
Barrier Force Sum Group 5	Newtons	1020.7	87.8	-19583.8	10.8
Barrier Force Sum Group 6	Newtons	2009.2	0.0	-177350.6	13.6
Barrier Force Total Sum	Newtons	1234.6	152.9	-504144.7	11.6

1.) Channels failed, no data

APPENDIX D

INSTRUMENTATION DATA CHANNEL ASSIGNMENTS

2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Driver A.T.D. Serial Number 35
9/14/04
2005 Dodge Ram 1500 2-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
1	HEAD, PRIMARY	X	GPAC027	Accel., 1/2 bridge	Endevco	7264-2000	G
2	HEAD, PRIMARY	Y	GPAC002	Accel., 1/2 bridge	Endevco	7264-2000	G
3	HEAD, PRIMARY	Z	GPAC003	Accel., 1/2 bridge	Endevco	7264-2000	G
4	HEAD, REDUNDANT	X	GPAC032	Accel., 1/2 bridge	Endevco	7264-2000	G
5	HEAD, REDUNDANT	Y	GPAC021	Accel., 1/2 bridge	Endevco	7264-2000	G
6	HEAD, REDUNDANT	Z	GPAC026	Accel., 1/2 bridge	Endevco	7264-2000	G
7	NECK FORCE	X	GPUN01FX	Load cell, six axis neck	R. A. Denton	1716A	N
8	NECK FORCE	Y	GPUN01FY	Load cell, six axis neck	R. A. Denton	1716A	N
9	NECK FORCE	Z	GPUN01FZ	Load cell, six axis neck	R. A. Denton	1716A	N
10	NECK MOMENT	X	GPUN01MX	Load cell, six axis neck	R. A. Denton	1716A	Nm
11	NECK MOMENT	Y	GPUN01MY	Load cell, six axis neck	R. A. Denton	1716A	Nm
12	NECK MOMENT	Z	GPUN01MZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
13	CHEST, PRIMARY	X	GPAC005	Accel., 1/2 bridge	Endevco	7264-2000	G
14	CHEST, PRIMARY	Y	GPAC011	Accel., 1/2 bridge	Endevco	7264-2000	G
15	CHEST, PRIMARY	Z	GPAC010	Accel., 1/2 bridge	Endevco	7264-2000	G
16	CHEST, REDUNDANT	X	GPAC034	Accel., 1/2 bridge	Endevco	7264-2000	G
17	CHEST, REDUNDANT	Y	GPAC023	Accel., 1/2 bridge	Endevco	7264-2000	G
18	CHEST, REDUNDANT	Z	GPAC020	Accel., 1/2 bridge	Endevco	7264-2000	G
19	CHEST DISPLACEMENT	X	GPCP002	Rotary Pot Chest	Servo	14CBI	MM
20	PELVIS, PRIMARY	X	GPAC025	Accel., 1/2 bridge	Endevco	7264-2000	G
21	PELVIS, PRIMARY	Y	GPAC022	Accel., 1/2 bridge	Endevco	7264-2000	G
22	PELVIS, PRIMARY	Z	GPAC019	Accel., 1/2 bridge	Endevco	7264-2000	G
23	LEFT FEMUR FORCE	Z	KEFF003	Load cell, Femur	R.A. Denton	2121	N
24	RIGHT FEMUR FORCE	Z	KEFF004	Load cell, Femur	R.A. Denton	2121	N

2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Driver A.T.D. Serial Number 35
9/14/04
2005 Dodge Ram 1500 2-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
25	UP. TIBIA LEFT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
26	UP. TIBIA LEFT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
27	UP. TIBIA RIGHT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
28	UP. TIBIA RIGHT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
29	LWR. TIBIA LEFT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
30	LWR. TIBIA LEFT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
31	LWR. TIBIA LEFT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
32	LWR. TIBIA RIGHT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
33	LWR. TIBIA RIGHT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
34	LWR. TIBIA RIGHT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
35	FOOT LEFT, AFT	X	KEIC002X	Accel., Foot Triax	I.C. Sensor	3031-500	G
36	FOOT LEFT, AFT	Z	KEIC002Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
37	FOOT LEFT, FORE	Z	KEIC002Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
38	FOOT RIGHT, AFT	X	KEIC001X	Accel., Foot Triax	I.C. Sensor	3031-500	G
39	FOOT RIGHT, AFT	Z	KEIC001Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
40	FOOT RIGHT, FORE	Z	KEIC001Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
41	LAP BELT FORCE	X	BL134	Load cell, Seat belt	FGP	FN4060	N
42	SHOULDER BELT FORCE	X	BL135	Load cell, Seat belt	FGP	FN4060	N
43	SHOULDER BELT SPOOL	X	KEPP001	Pullout pot	Celesco	PTX101-0030	MM
44	SHOULDER BELT ELONG.	X	KEEP001	Linear pot., belt stretch	E.T.I.	LCP8-10 10K	MM/CM

2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Passenger A.T.D. Serial Number 34
9/14/04
2005 Dodge Ram 1500 2-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
45	HEAD, PRIMARY	X	KEAC039	Accel.,1/2 bridge	Endevco	7264-2000	G
46	HEAD, PRIMARY	Y	KEAC038	Accel.,1/2 bridge	Endevco	7264-2000	G
47	HEAD, PRIMARY	Z	KEAC027	Accel.,1/2 bridge	Endevco	7264-2000	G
48	HEAD, REDUNDANT	X	KEAC031	Accel.,1/2 bridge	Endevco	7264-2000	G
49	HEAD, REDUNDANT	Y	KEAC032	Accel.,1/2 bridge	Endevco	7264-2000	G
50	HEAD, REDUNDANT	Z	KEAC026	Accel.,1/2 bridge	Endevco	7264-2000	G
51	NECK FORCE	X	GPUN02FX	Load cell, six axis neck	R. A. Denton	1716A	N
52	NECK FORCE	Y	GPUN02FY	Load cell, six axis neck	R. A. Denton	1716A	N
53	NECK FORCE	Z	GPUN02FZ	Load cell, six axis neck	R. A. Denton	1716A	N
54	NECK MOMENT	X	GPUN02MX	Load cell, six axis neck	R. A. Denton	1716A	Nm
55	NECK MOMENT	Y	GPUN02MY	Load cell, six axis neck	R. A. Denton	1716A	Nm
56	NECK MOMENT	Z	GPUN02MZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
57	CHEST, PRIMARY	X	GPAC031	Accel., 1/2 bridge	Endevco	7264-2000	G
58	CHEST, PRIMARY	Y	GPAC024	Accel., 1/2 bridge	Endevco	7264-2000	G
59	CHEST, PRIMARY	Z	GPAC029	Accel., 1/2 bridge	Endevco	7264-2000	G
60	CHEST, REDUNDANT	X	KEAC023	Accel.,1/2 bridge	Endevco	7264-200	G
61	CHEST, REDUNDANT	Y	KEAC022	Accel.,1/2 bridge	Endevco	7264-200	G
62	CHEST, REDUNDANT	Z	KEAC024	Accel.,1/2 bridge	Endevco	7264-200	G
63	CHEST DISPLACEMENT	X	GPCP001	Rotary Pot Chest	Servo	14CBI	MM
64	PELVIS, PRIMARY	X	KEAC019	Accel.,1/2 bridge	Endevco	7264-200	G
65	PELVIS, PRIMARY	Y	KEAC020	Accel.,1/2 bridge	Endevco	7264-200	G
66	PELVIS, PRIMARY	Z	KEAC021	Accel.,1/2 bridge	Endevco	7264-200	G
67	LEFT FEMUR FORCE	Z	KEFF001	Load cell, Femur	R.A. Denton	2121	N
68	RIGHT FEMUR FORCE	Z	KEFF002	Load cell, Femur	R.A. Denton	2121	N

2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Passenger A.T.D. Serial Number 34
9/14/04
2005 Dodge Ram 1500 2-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
69	UP. TIBIA LEFT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
70	UP. TIBIA LEFT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
71	UP. TIBIA RIGHT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
72	UP. TIBIA RIGHT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
73	LWR. TIBIA LEFT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
74	LWR. TIBIA LEFT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
75	LWR. TIBIA LEFT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
76	LWR. TIBIA RIGHT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
77	LWR. TIBIA RIGHT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
78	LWR. TIBIA RIGHT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
79	FOOT LEFT, AFT	X	KEIC003X	Accel., Foot Triax	I.C. Sensor	3031-500	G
80	FOOT LEFT, AFT	Z	KEIC003Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
81	FOOT LEFT, FORE	Z	KEIC003Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
82	FOOT RIGHT, AFT	X	KEIC004X	Accel., Foot Triax	I.C. Sensor	3031-500	G
83	FOOT RIGHT, AFT	Z	KEIC004Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
84	FOOT RIGHT, FORE	Z	KEIC004Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
85	LAP BELT FORCE	X	BL168	Load cell, Seat belt	First Tech	IF-964	N
86	SHOULDER BELT FORCE	X	BL169	Load cell, Seat belt	First Tech	IF-964	N
87	SHOULDER BELT SPOOL	X	KEPP001	Pullout pot	Celesco	PTX101-0030	MM
88	SHOULDER BELT ELONG.	X	KEEP001	Linear pot., belt stretch	E.T.I.	LCP8-10 10K	MM/CM

**2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Vehicle Accelerometers
9/14/04
2005 Dodge Ram 1500 2-Door Truck**

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
89	LEFT REAR	X	KEVA002	Accel., Pre-Amp	I.C.S/Karco	3031-500	G
90	RIGHT REAR	X	KEVA006	Accel., Vehicle block	I.C. Sensor	3031-200	G
91	ENGINE TOP	X	KEVA009	Accel., Vehicle block	I.C. Sensor	3031-500	G
92	ENGINE BOTTOM	X	KEVA007	Accel., Vehicle block	I.C. Sensor	3031-500	G
93	LEFT BRAKE CALIPER	X	KEVA008	Accel., Vehicle block	I.C. Sensor	3031-500	G
94	RIGHT BRAKE CALIPER	X	KEVA012	Accel., Vehicle block	I.C. Sensor	3031-500	G
95	INSTRUMENT PANEL	X	KEVA011	Accel., Vehicle block	I.C. Sensor	3031-200	G
96	LEFT REAR	Z	KEVA001	Accel., Vehicle block	I.C. Sensor	3031-500	G
97	RIGHT REAR	Z	KEVA010	Accel., Vehicle block	I.C. Sensor	3031-200	G

**2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Rigid Load Cell Barrier
9/14/04
2005 Dodge Ram 1500 2-Door Truck**

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
98	BARRIER FORCE A1	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
99	BARRIER FORCE A2	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
100	BARRIER FORCE A3	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
101	BARRIER FORCE A4	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
102	BARRIER FORCE A5	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
103	BARRIER FORCE A6	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
104	BARRIER FORCE A7	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
105	BARRIER FORCE A8	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
106	BARRIER FORCE A9	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
107	BARRIER FORCE B1	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
108	BARRIER FORCE B2	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
109	BARRIER FORCE B3	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
110	BARRIER FORCE B4	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
111	BARRIER FORCE B5	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
112	BARRIER FORCE B6	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
113	BARRIER FORCE B7	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
114	BARRIER FORCE B8	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
115	BARRIER FORCE B9	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N

2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Rigid Load Cell Barrier
9/14/04
2005 Dodge Ram 1500 2-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
116	BARRIER FORCE C1	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
117	BARRIER FORCE C2	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
118	BARRIER FORCE C3	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
119	BARRIER FORCE C4	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
120	BARRIER FORCE C5	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
121	BARRIER FORCE C6	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
122	BARRIER FORCE C7	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
123	BARRIER FORCE C8	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
124	BARRIER FORCE C9	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
125	BARRIER FORCE D1	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
126	BARRIER FORCE D2	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
127	BARRIER FORCE D3	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
128	BARRIER FORCE D4	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
129	BARRIER FORCE D5	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
130	BARRIER FORCE D6	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
131	BARRIER FORCE D7	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
132	BARRIER FORCE D8	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N
133	BARRIER FORCE D9	X	BARRIER	Load Cell, LCB	Interface	1220-FS	N

**2005 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Nine Accelerometer Array Head
9/14/04
2005 Dodge Ram 1500 2-Door Truck**

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
134	DRIVER X-ARM	Y	GPAC012	Accel., 1/2 bridge	Endevco	7264-2000	G
135	DRIVER X-ARM	Z	GPAC001	Accel., 1/2 bridge	Endevco	7264-2000	G
136	DRIVER Y-ARM	X	GPAC036	Accel., 1/2 bridge	Endevco	7264-2000	G
137	DRIVER Y-ARM	Z	GPAC014	Accel., 1/2 bridge	Endevco	7264-2000	G
138	DRIVER Z-ARM	X	GPAC030	Accel., 1/2 bridge	Endevco	7264-2000	G
139	DRIVER Z-ARM	Y	GPAC037	Accel., 1/2 bridge	Endevco	7264-2000	G
140	PASS. X-ARM	Y	GPAC016	Accel., 1/2 bridge	Endevco	7264-2000	G
141	PASS. X-ARM	Z	GPAC015	Accel., 1/2 bridge	Endevco	7264-2000	G
142	PASS. Y-ARM	X	GPAC004	Accel., 1/2 bridge	Endevco	7264-2000	G
143	PASS. Y-ARM	Z	GPAC018	Accel., 1/2 bridge	Endevco	7264-2000	G
144	PASS. Z-ARM	X	GPAC006	Accel., 1/2 bridge	Endevco	7264-2000	G
145	PASS. Z-ARM	Y	GPAC007	Accel., 1/2 bridge	Endevco	7264-2000	G

APPENDIX E

DUMMY CALIBRATION DATA

Test Program: Hybrid III 50th Percentile Male Knee Impact Test

Test Date: 8/24/04

ATD Serial No.: 034

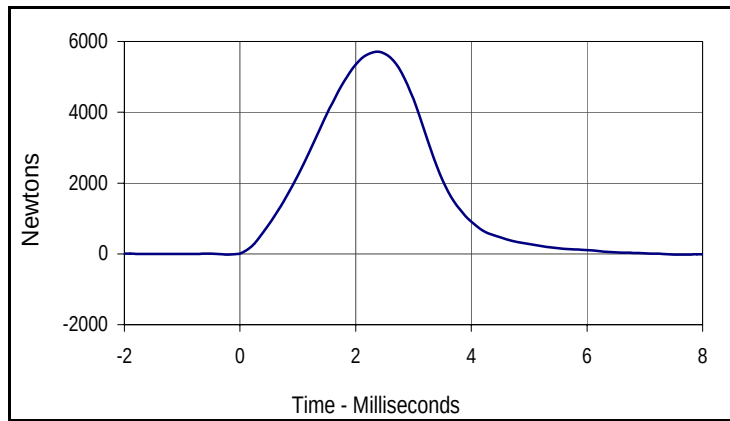
Test I.D.: LK08A , RK08A

**Left Knee**

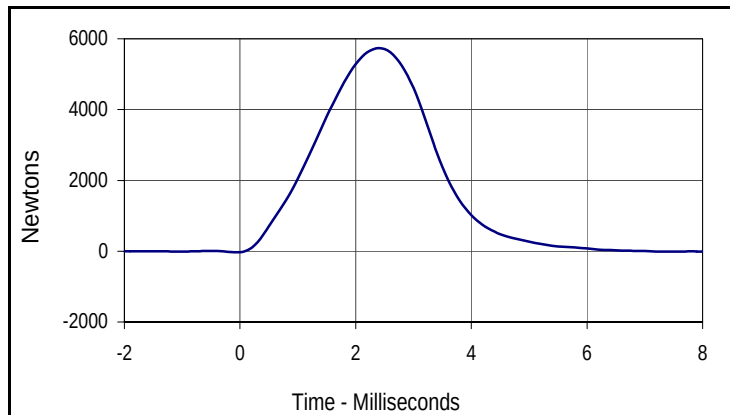
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Pendulum Velocity at T=0	m/sec	2.07 to 2.13	2.12	Pass
Peak Probe Force	Newtons	4715 to 5782	5707	Pass
Overall Test Results				Pass

Right Knee

Pendulum Velocity at T=0	m/sec	2.07 to 2.13	2.10	Pass
Peak Probe Force	Newtons	4715 to 5782	5736	Pass
Overall Test Results				Pass

**Curve Description****Left Knee Probe Force**

CURNO	Type	SAE Class	Units
001	FIL	600	Newtons
Max	Time	Min	Time
5706.8	2.4	-24.4	9.9

**Curve Description****Right Knee Probe Force**

CURNO	Type	SAE Class	Units
002	FIL	600	Newtons
Max	Time	Min	Time
5735.9	2.4	-29.0	-0.1

Test Program: Hybrid III 50th Percentile Male Head Drop Test

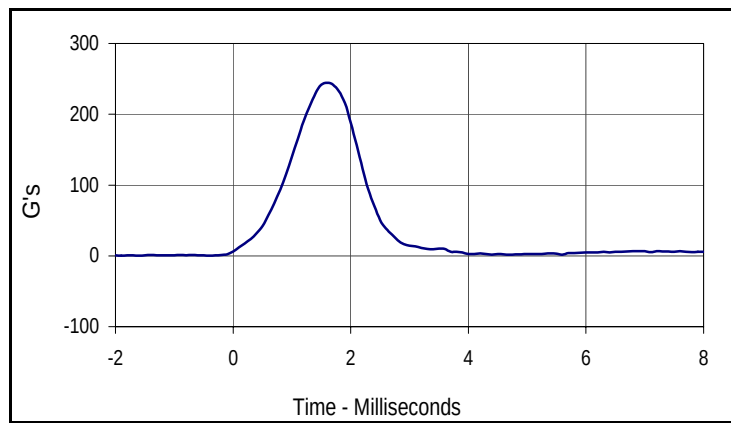
Test Date: 8/24/04

ATD Serial No.: 034

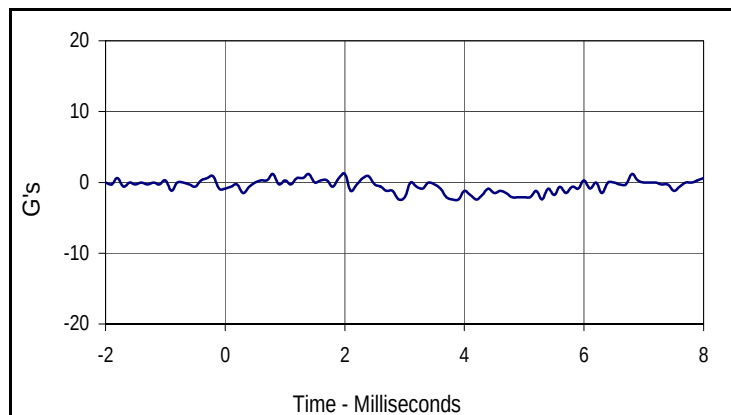
Test I.D.: HD08A



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	225.0 to 275.0	244.6	Pass
Peak Lateral Acceleration	G's	≤15.0	2.4	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
244.6	1.6	0.4	-1.6



Curve Description			
Head Y			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
1.2	0.8	-2.4	2.9

Test Program: Hybrid III 50th Percentile Male Thorax Impact Test

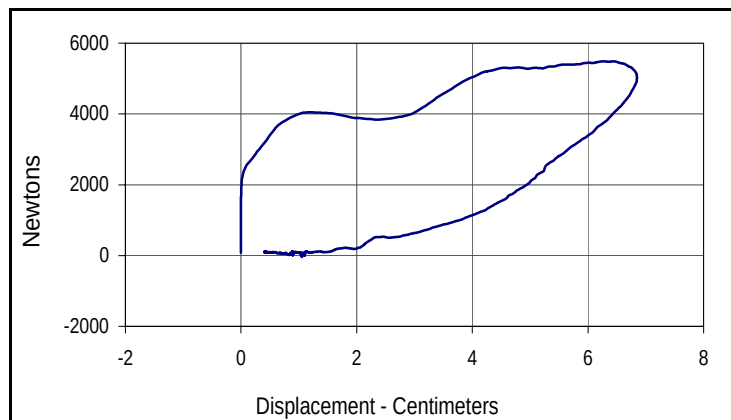
Test Date: 8/25/04

ATD Serial No.: 034

Test I.D.: CH08A



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	6.58 to 6.82	6.74	Pass
Peak Probe Force	Newtons	5159 to 5893	5486	Pass
Peak Sternum Displacement	CM	6.35 to 7.26	6.85	Pass
Internal Hysteresis	%	69 to 85	69.8	Pass
Overall Test Results			Pass	



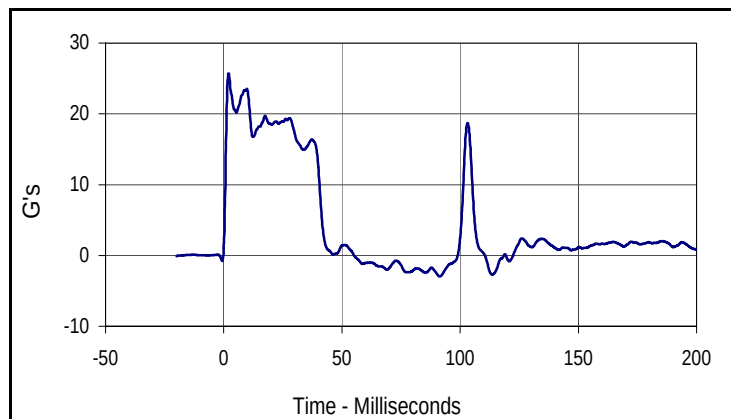
Curve Description			
Probe Force vs. Chest Displacement			
CURNO	Type	SAE Class	Hysteresis
001	FIL	600	69.8
Peak Probe Force		Peak Chest Displ.	
5486		6.85	

Test Program: Hybrid III 50th Percentile Male Neck Flexion Test
 ATD Serial No.: 034

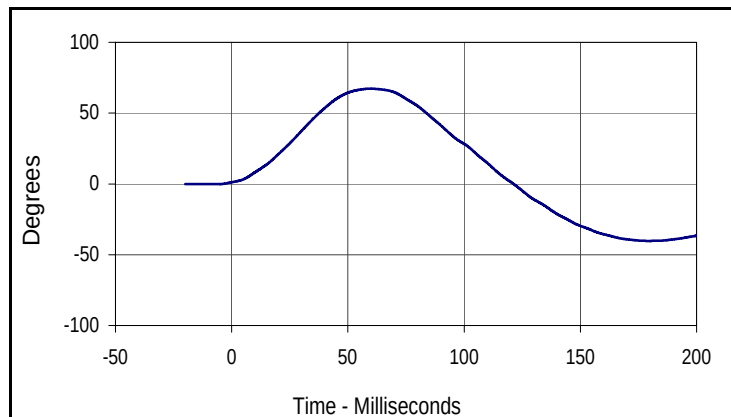
Test Date: 8/24/04
 Test I.D.: NF08A



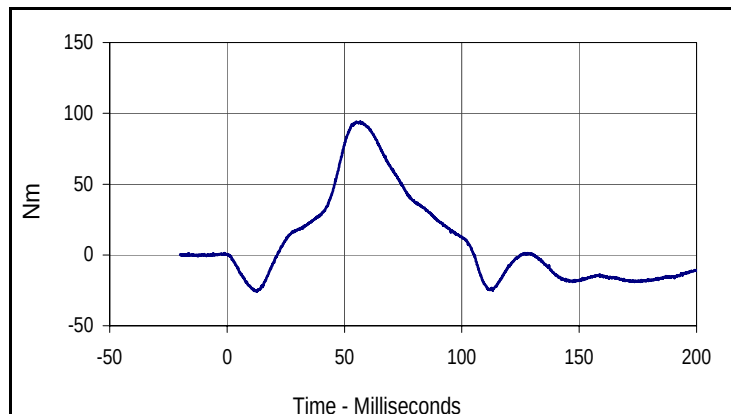
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	6.89 to 7.13	7.11	Pass
Pendulum Deceleration	10 Msec.	G's	22.5 to 27.5	23.4	Pass
	20 Msec.	G's	17.6 to 22.6	18.5	Pass
	30 Msec.	G's	12.5 to 18.5	17.2	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 29.0	18.7	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	34.0 to 42.0	41.6	Pass
Maximum "D" Plane Rotation	Max	Degrees	64.0 to 78.0	67.3	Pass
	Time	Msec.	57.0 to 64.0	59.7	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	113.0 to 128.0	121.3	Pass
Moment About Occ. Condyle	Max	Nm	84.1 to 108.5	94.3	Pass
	Time	Msec.	47.0 to 58.0	56.8	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	97.0 to 107.0	105.2	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Deceleration			
CURNO	Type	SAE Class	Units
001	FIL	180	G's
Max	Time	Min	Time
25.7	2.0	-3.0	91.4



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
67.3	59.7	-40.2	179.2



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	60	Nm
Max	Time	Min	Time
94.3	56.8	-25.7	12.6

Test Program: Hybrid III 50th Percentile Male Neck Extension Test

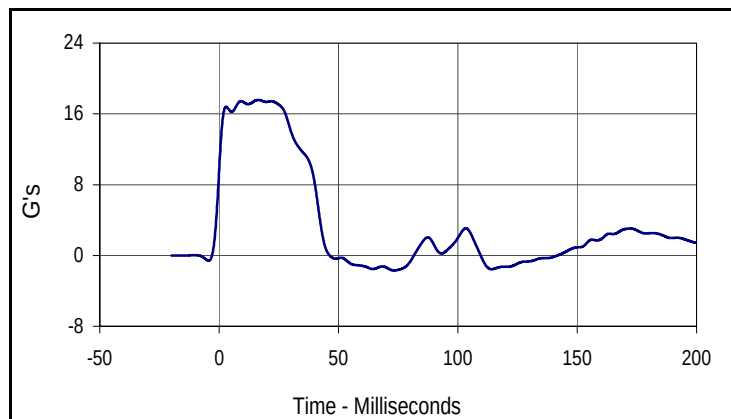
Test Date: 8/25/04

ATD Serial No.: 034

Test I.D.: NE08A



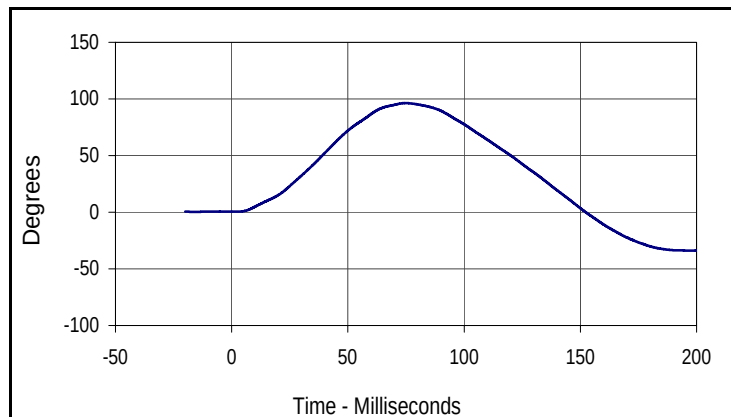
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	5.94 to 6.19	6.03	Pass
Pendulum Deceleration	10 Msec.	G's	17.2 to 21.2	17.4	Pass
	20 Msec.	G's	14.0 to 19.0	17.4	Pass
	30 Msec.	G's	11.0 to 16.0	14.1	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 22.0	14.1	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	38.0 to 46.0	41.8	Pass
Maximum "D" Plane Rotation	Max	Degrees	81.0 to 106.0	96.3	Pass
	Time	Msec.	72.0 to 82.0	74.8	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	147.0 to 174.0	152.3	Pass
Moment About Occ. Condyle	Max	Nm	-52.9 to- 79.9	-78.8	Pass
	Time	Msec.	65.0 to 79.0	68.1	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	120.0 to 148.0	140.3	Pass
Overall Test Results				Pass	



Curve Description

Pendulum Deceleration

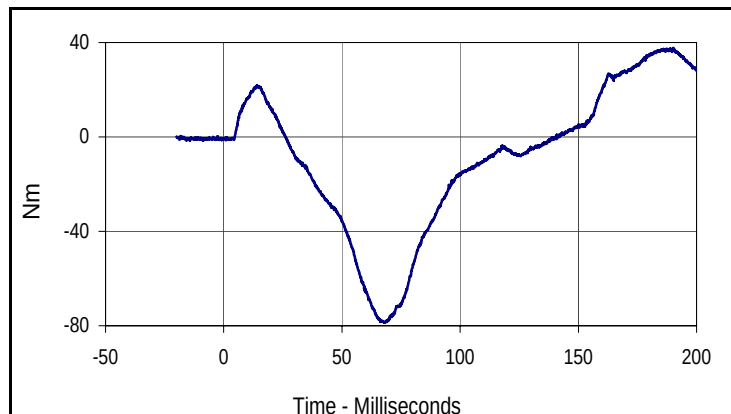
CURNO	Type	SAE Class	Units
001	FIL	60	G's
Max	Time	Min	Time
17.6	16.5	-1.7	73.3



Curve Description

"D" Plane Rotation

CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
96.3	74.8	-33.9	198.5



Curve Description

Moment About Occipital Condyle

CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
37.7	190.1	-78.8	68.1

Test Program: Hybrid III 50th Percentile Male External Measurements

Test Date: 8/25/04

ATD Serial No.: 034

Test I.D.: N/A



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
A - Total sitting height	mm	879 to 889	886	Pass
B - Shoulder pivot height	mm	505 to 521	520	Pass
C - "H" point height	mm	84 to 89	87	Pass
D - "H" point from seat back	mm	135 to 140	136	Pass
E - Shoulder pivot from back	mm	84 to 94	89	Pass
F - Thigh clearance	mm	140 to 155	145	Pass
G - Elbow back to wrist pivot	mm	290 to 305	301	Pass
H - Skull cap to back line	mm	41 to 46	44	Pass
I - Shoulder to elbow length	mm	330 to 345	339	Pass
J - Elbow rest height	mm	190 to 211	198	Pass
K - Buttock to knee length	mm	579 to 604	600	Pass
L - Popliteal length	mm	429 to 455	451	Pass
M - Knee pivot height	mm	485 to 500	490	Pass
N - Buttock popliteal length	mm	452 to 477	459	Pass
O - Chest depth	mm	213 to 229	225	Pass
P - Foot length	mm	251 to 267	265	Pass
V - Shoulder breadth	mm	422 to 437	425	Pass
W - Foot breadth	mm	91 to 107	100	Pass
Y - Chest circumference	mm	970 to 1001	990	Pass
Z - Waist circumference	mm	836 to 866	860	Pass
AA - Location for chest circumference	mm	429 to 434	430	Pass
BB - Location for waist circumference	mm	226 to 231	230	Pass
Overall Test Results				Pass

Test Program: Hybrid III 50th Percentile Male Knee Impact Test

Test Date: 8/24/04

ATD Serial No.: 035

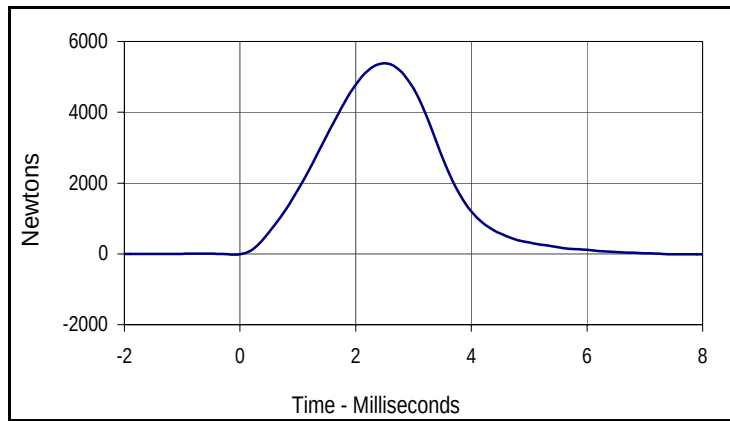
Test I.D.: LK08B , RK08B

**Left Knee**

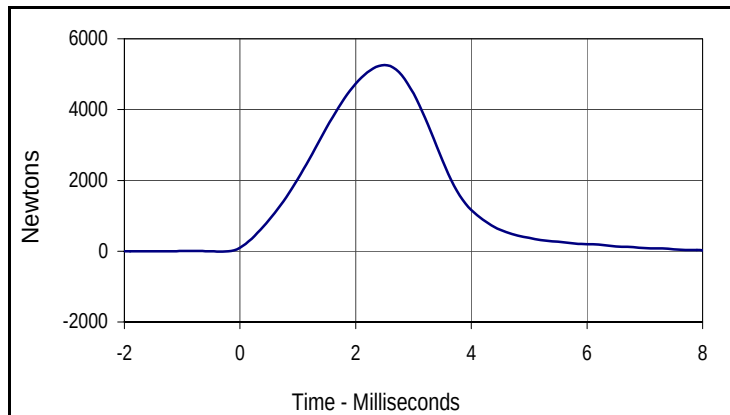
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Pendulum Velocity at T=0	m/sec	2.07 to 2.13	2.08	Pass
Peak Probe Force	Newtons	4715 to 5782	5383	Pass
Overall Test Results				Pass

Right Knee

Pendulum Velocity at T=0	m/sec	2.07 to 2.13	2.13	Pass
Peak Probe Force	Newtons	4715 to 5782	5260	Pass
Overall Test Results				Pass

**Curve Description****Left Knee Probe Force**

CURNO	Type	SAE Class	Units
001	FIL	600	Newtons
Max	Time	Min	Time
5383.4	2.5	-21.8	9.9

**Curve Description****Right Knee Probe Force**

CURNO	Type	SAE Class	Units
002	FIL	600	Newtons
Max	Time	Min	Time
5260.1	2.5	-24.1	9.2

Test Program: Hybrid III 50th Percentile Male Head Drop Test

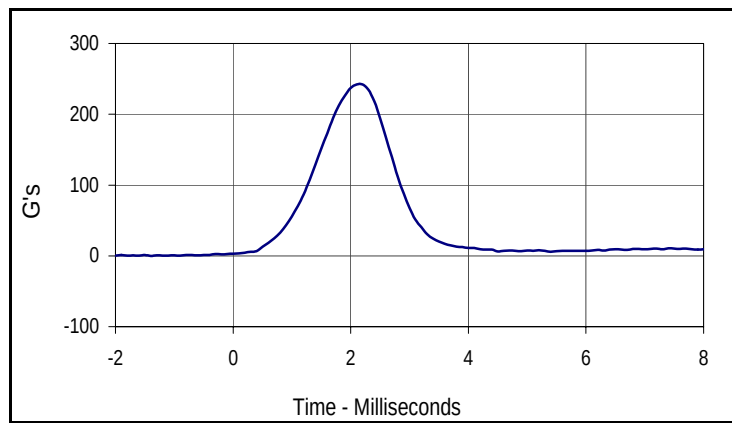
Test Date: 8/24/04

ATD Serial No.: 035

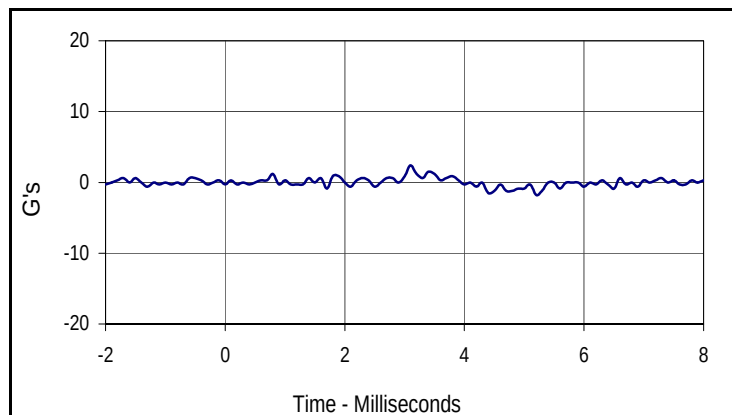
Test I.D.: HD08B



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	225.0 to 275.0	242.1	Pass
Peak Lateral Acceleration	G's	≤15.0	2.4	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
242.1	2.2	0.0	-1.4



Curve Description			
Head Y			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
2.4	3.1	-1.8	5.2

Test Program: Hybrid III 50th Percentile Male Thorax Impact Test

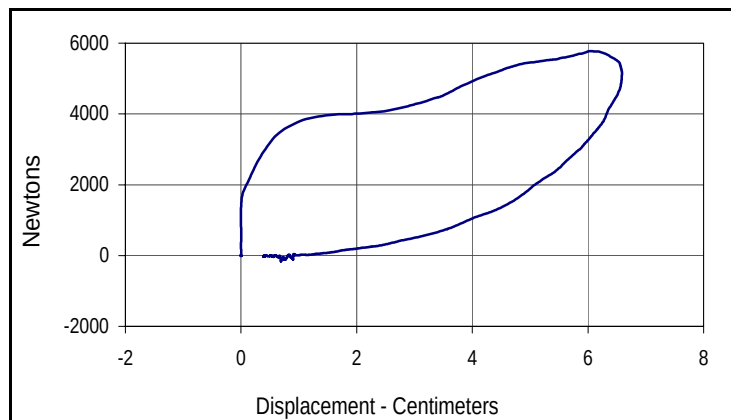
Test Date: 8/25/04

ATD Serial No.: 035

Test I.D.: CH08B



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	6.58 to 6.82	6.64	Pass
Peak Probe Force	Newtons	5159 to 5893	5773	Pass
Peak Sternum Displacement	CM	6.35 to 7.26	6.59	Pass
Internal Hysteresis	%	69 to 85	75.1	Pass
Overall Test Results			Pass	



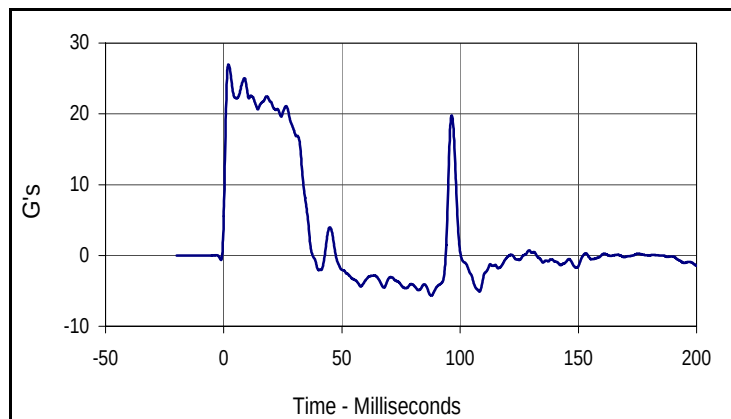
Curve Description			
Probe Force vs. Chest Displacement			
CURNO	Type	SAE Class	Hysteresis
001	FIL	600	75.1
Peak Probe Force		Peak Chest Displ.	
5773		6.59	

Test Program: Hybrid III 50th Percentile Male Neck Flexion Test
 ATD Serial No.: 035

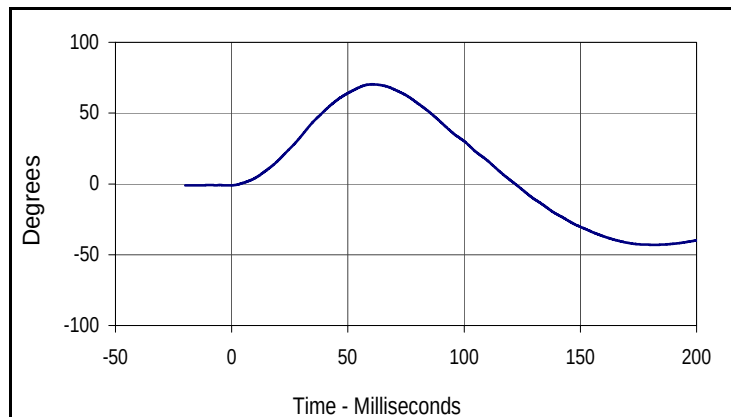
Test Date: 8/24/04
 Test I.D.: NF08A



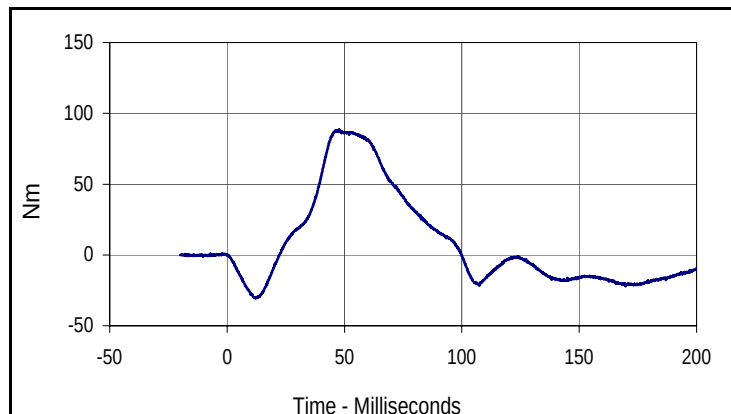
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	6.89 to 7.13	7.11	Pass
Pendulum Deceleration	10 Msec.	G's	22.5 to 27.5	23.0	Pass
	20 Msec.	G's	17.6 to 22.6	21.7	Pass
	30 Msec.	G's	12.5 to 18.5	17.3	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 29.0	19.8	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	34.0 to 42.0	35.7	Pass
Maximum "D" Plane Rotation	Max	Degrees	64.0 to 78.0	70.3	Pass
	Time	Msec.	57.0 to 64.0	60.3	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	113.0 to 128.0	122	Pass
Moment About Occ. Condyle	Max	Nm	84.1 to 108.5	88.6	Pass
	Time	Msec.	47.0 to 58.0	47.7	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	97.0 to 107.0	99.9	Pass
Overall Test Results				Pass	



Curve Description			
Pendulum Deceleration			
CURNO	Type	SAE Class	Units
001	FIL	180	G's
Max	Time	Min	Time
27.0	2.0	-5.7	87.8



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
70.3	60.3	-43.0	181.7



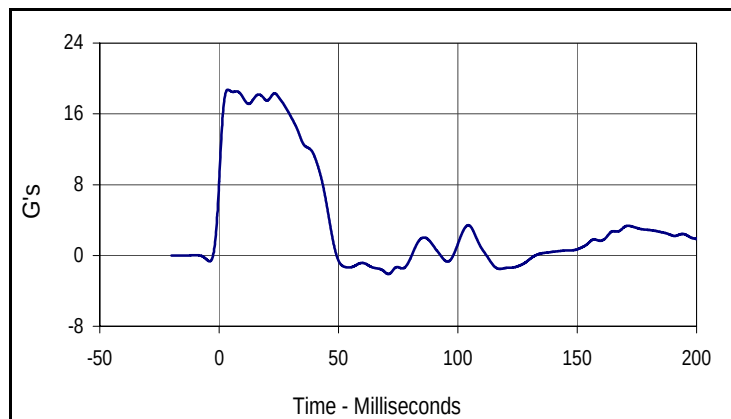
Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	60	Nm
Max	Time	Min	Time
88.6	47.7	-30.5	12.1

Test Program: Hybrid III 50th Percentile Male Neck Extension Test
 ATD Serial No.: 035

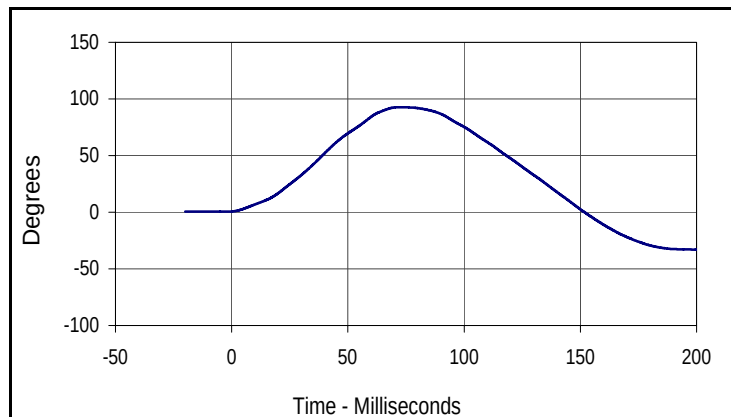
Test Date: 8/25/04
 Test I.D.: NE08B



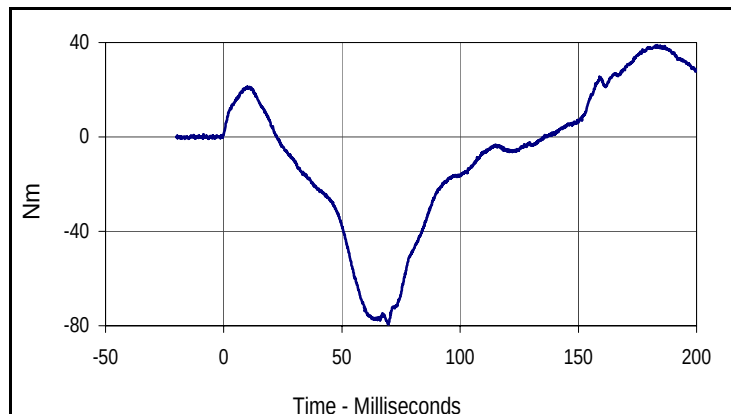
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	5.94 to 6.19	6.11	Pass
Pendulum Deceleration	10 Msec.	G's	17.2 to 21.2	17.8	Pass
	20 Msec.	G's	14.0 to 19.0	17.5	Pass
	30 Msec.	G's	11.0 to 16.0	15.7	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 22.0	15.7	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	38.0 to 46.0	45.6	Pass
Maximum "D" Plane Rotation	Max	Degrees	81.0 to 106.0	92.7	Pass
	Time	Msec.	72.0 to 82.0	72.7	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	147.0 to 174.0	151.8	Pass
Moment About Occ. Condyle	Max	Nm	-52.9 to- 79.9	-79.4	Pass
	Time	Msec.	65.0 to 79.0	69.6	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	120.0 to 148.0	136.2	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Deceleration			
CURNO	Type	SAE Class	Units
001	FIL	60	G's
Max	Time	Min	Time
18.7	3.6	-2.1	70.9



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
92.7	72.7	-33.0	199.8



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
38.9	183.4	-79.4	69.6

Test Program: Hybrid III 50th Percentile Male External Measurements

Test Date: 8/25/04

ATD Serial No.: 035

Test I.D.: N/A



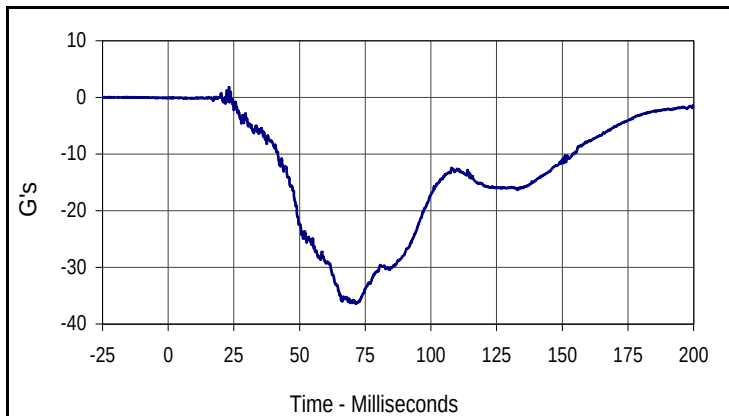
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
A - Total sitting height	mm	879 to 889	885	Pass
B - Shoulder pivot height	mm	505 to 521	515	Pass
C - "H" point height	mm	84 to 89	86	Pass
D - "H" point from seat back	mm	135 to 140	138	Pass
E - Shoulder pivot from back	mm	84 to 94	90	Pass
F - Thigh clearance	mm	140 to 155	150	Pass
G - Elbow back to wrist pivot	mm	290 to 305	295	Pass
H - Skull cap to back line	mm	41 to 46	44	Pass
I - Shoulder to elbow length	mm	330 to 345	341	Pass
J - Elbow rest height	mm	190 to 211	210	Pass
K - Buttock to knee length	mm	579 to 604	585	Pass
L - Popliteal length	mm	429 to 455	445	Pass
M - Knee pivot height	mm	485 to 500	495	Pass
N - Buttock popliteal length	mm	452 to 477	470	Pass
O - Chest depth	mm	213 to 229	225	Pass
P - Foot length	mm	251 to 267	255	Pass
V - Shoulder breadth	mm	422 to 437	430	Pass
W - Foot breadth	mm	91 to 107	105	Pass
Y - Chest circumference	mm	970 to 1001	1000	Pass
Z - Waist circumference	mm	836 to 866	865	Pass
AA - Location for chest circumference	mm	429 to 434	430	Pass
BB - Location for waist circumference	mm	226 to 231	228	Pass
Overall Test Results				Pass

APPENDIX F

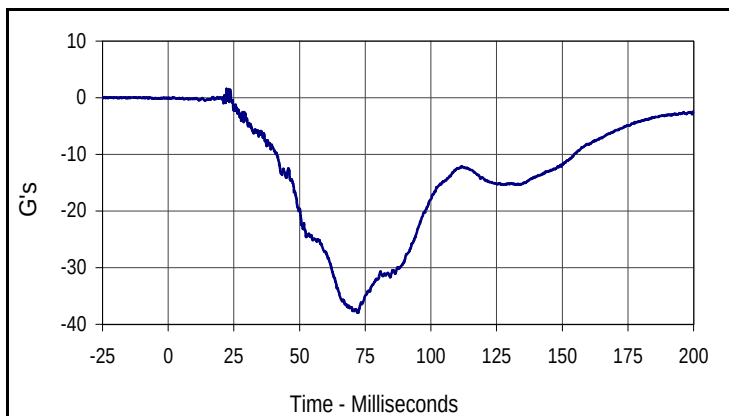
NINE ACCELEROMETER ARRAY HEAD DATA

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

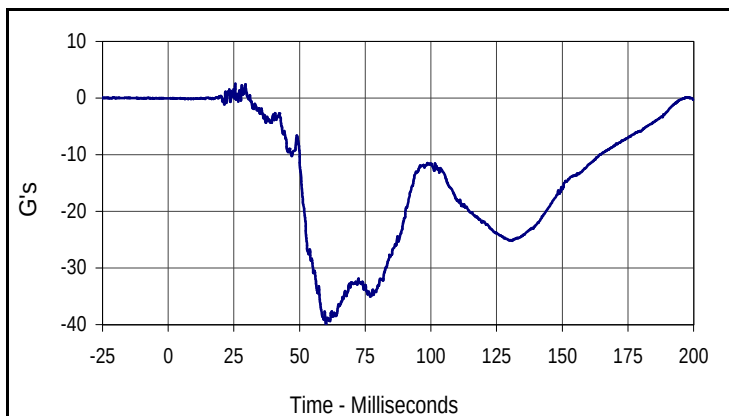
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Driver Head Primary X			
CURNO	Type	SAE Class	Units
001	FIL	1000	G's
Max	Time	Min	Time
1.8	23.1	-36.4	71.4



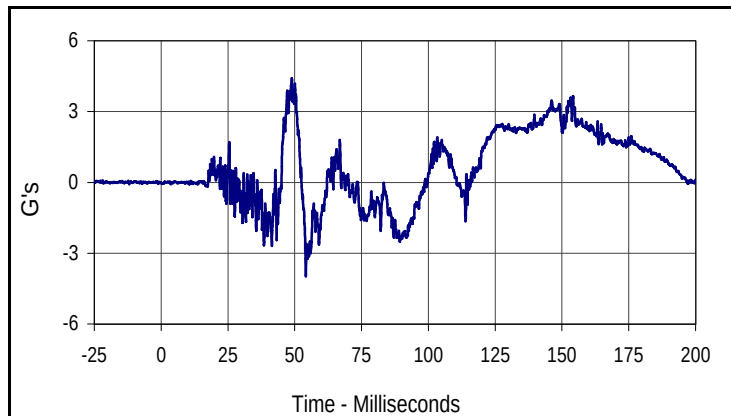
Curve Description			
Driver NAAH Yarm-X			
CURNO	Type	SAE Class	Units
136	FIL	1000	G's
Max	Time	Min	Time
1.6	22.2	-38.0	72.3



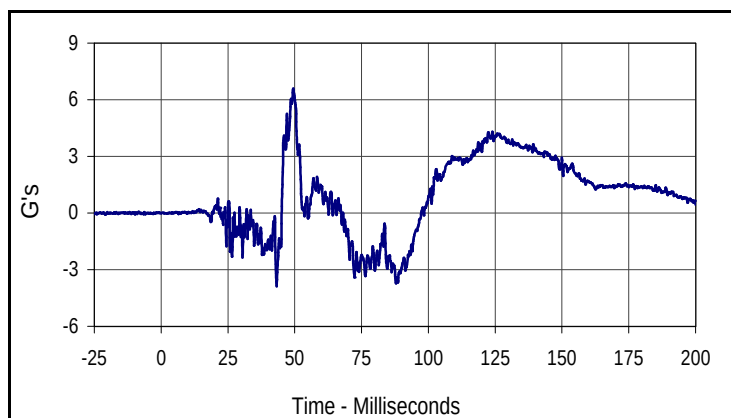
Curve Description			
Driver NAAH Zarm-X			
CURNO	Type	SAE Class	Units
138	FIL	1000	G's
Max	Time	Min	Time
2.5	25.5	-39.9	60.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

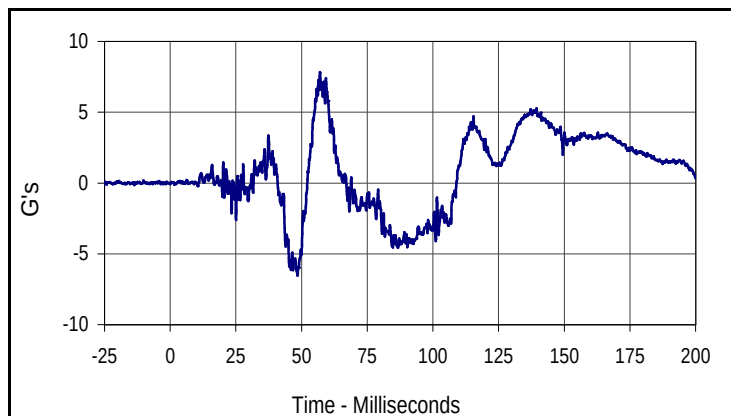
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Driver Head Primary Y			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
4.4	48.9	-4.0	54.2



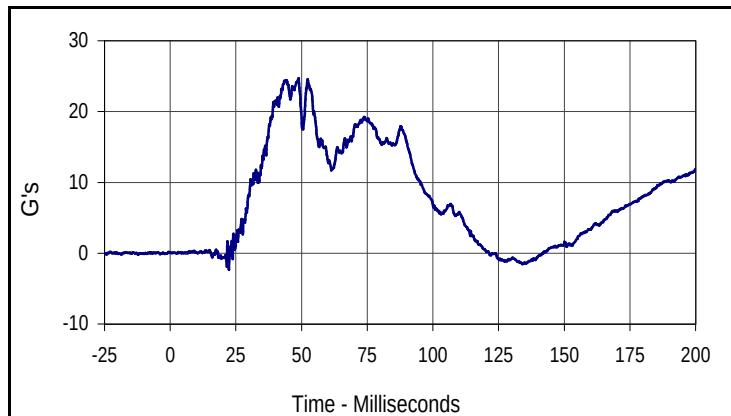
Curve Description			
Driver NAAH Xarm-Y			
CURNO	Type	SAE Class	Units
134	FIL	1000	G's
Max	Time	Min	Time
6.6	49.5	-3.9	43.2



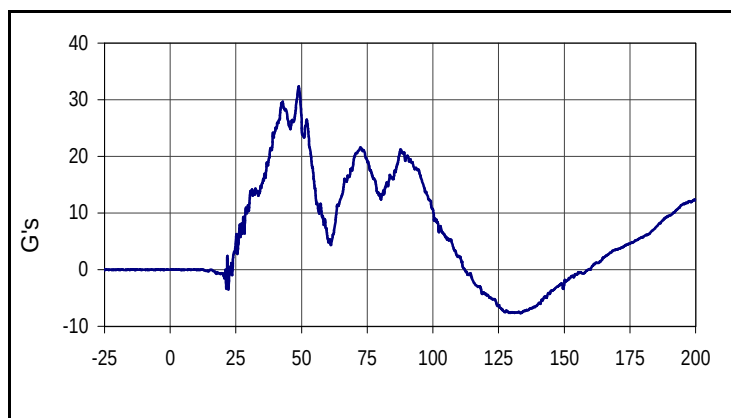
Curve Description			
Driver NAAH Zarm-Y			
CURNO	Type	SAE Class	Units
139	FIL	1000	G's
Max	Time	Min	Time
7.8	57.0	-6.5	48.5

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

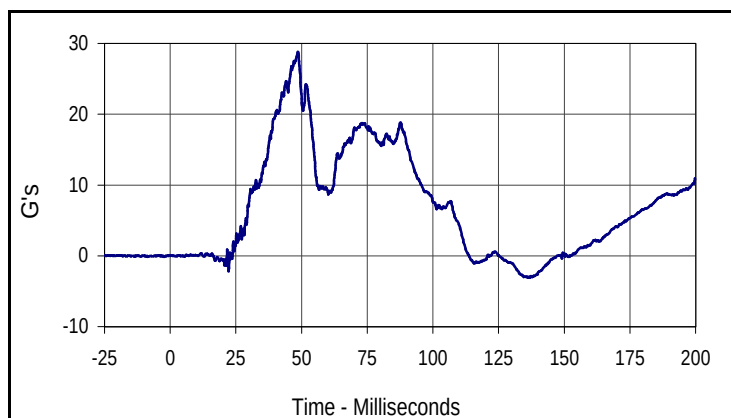
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Driver Head Primary Z			
CURNO	Type	SAE Class	Units
003	FIL	1000	G's
Max	Time	Min	Time
24.7	48.9	-2.3	22.4



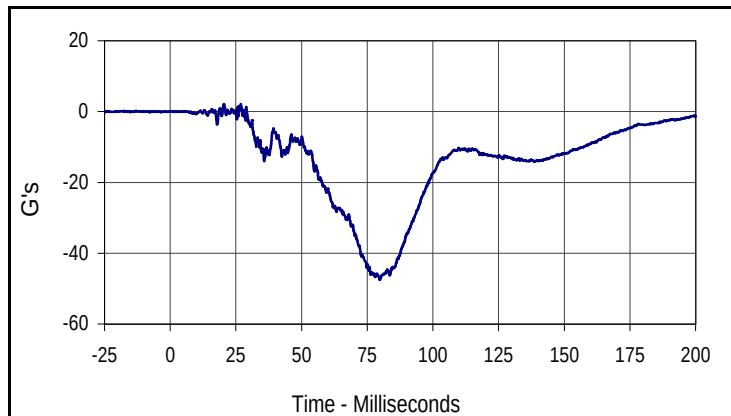
Curve Description			
Driver NAAH Xarm-Z			
CURNO	Type	SAE Class	Units
135	FIL	1000	G's
Max	Time	Min	Time
32.4	48.9	-7.7	133.4



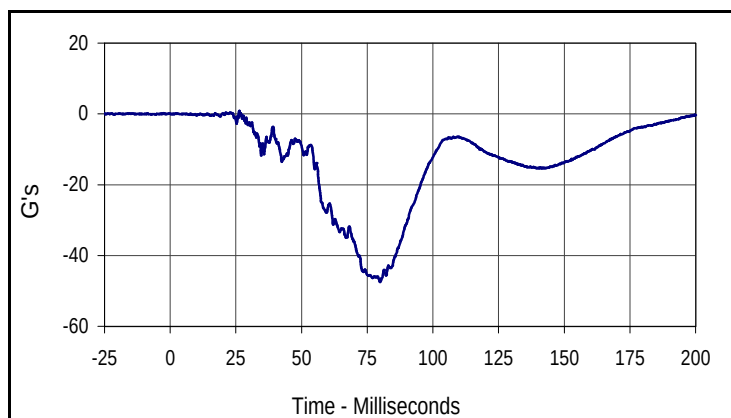
Curve Description			
Driver NAAH Yarm-Z			
CURNO	Type	SAE Class	Units
137	FIL	1000	G's
Max	Time	Min	Time
28.8	48.6	-3.1	136.9

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

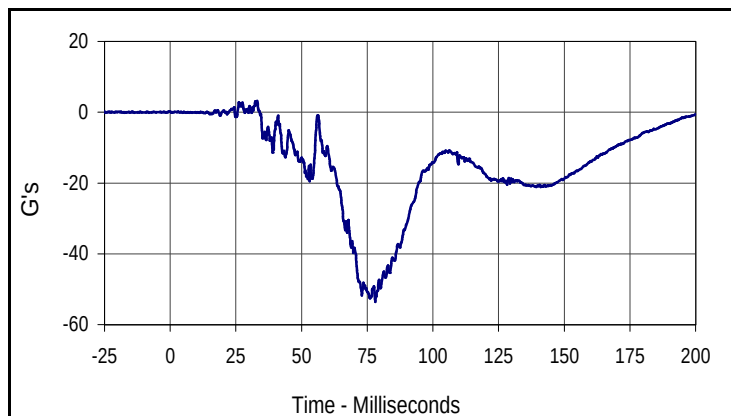
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Passenger Head Primary X			
CURNO	Type	SAE Class	Units
045	FIL	1000	G's
Max	Time	Min	Time
2.1	20.4	-47.6	79.8



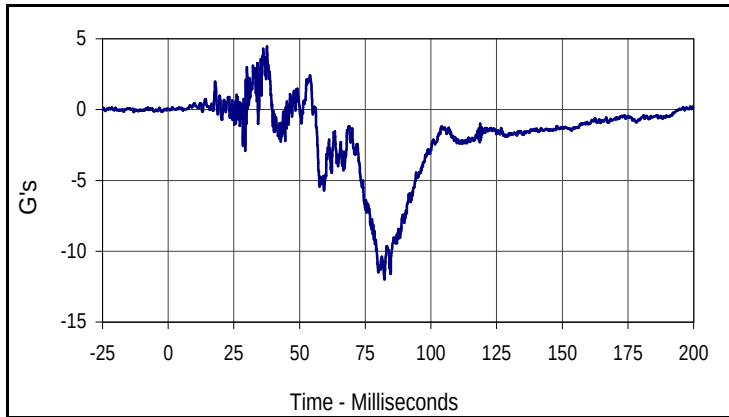
Curve Description			
Passenger NAAH Yarm-X			
CURNO	Type	SAE Class	Units
142	FIL	1000	G's
Max	Time	Min	Time
0.9	26.3	-47.5	79.9



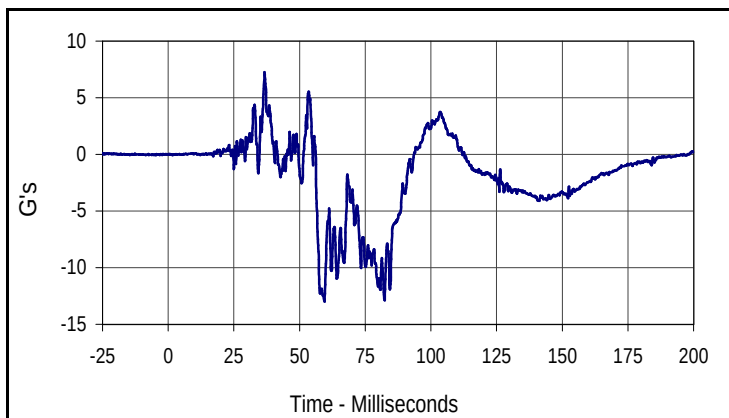
Curve Description			
Passenger NAAH Zarm-X			
CURNO	Type	SAE Class	Units
144	FIL	1000	G's
Max	Time	Min	Time
3.2	33.1	-53.6	78.0

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

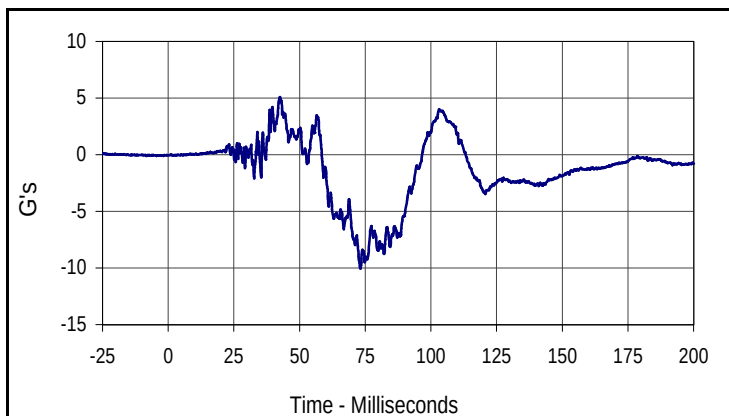
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Passenger Head Primary Y			
CURNO	Type	SAE Class	Units
046	FIL	1000	G's
Max	Time	Min	Time
4.4	37.6	-12.0	82.3



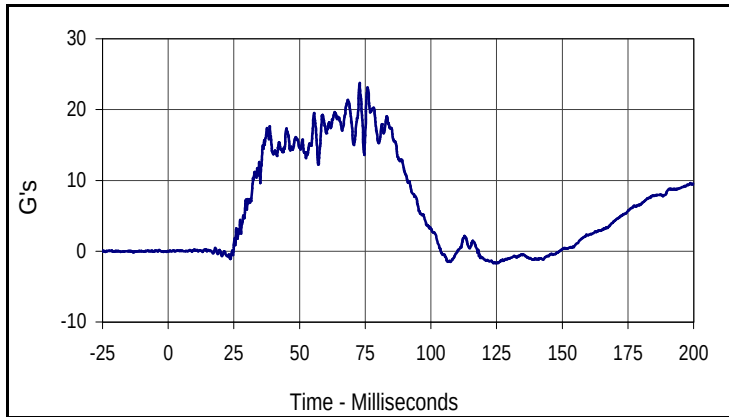
Curve Description			
Passenger NAAH Xarm-Y			
CURNO	Type	SAE Class	Units
140	FIL	1000	G's
Max	Time	Min	Time
7.2	36.7	-13.0	59.5



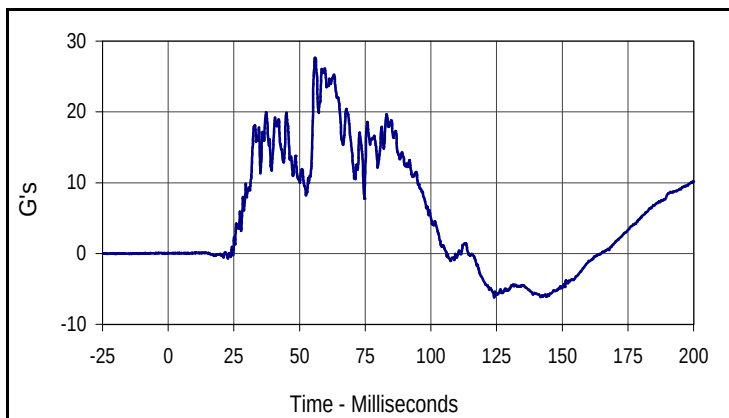
Curve Description			
Passenger NAAH Zarm-Y			
CURNO	Type	SAE Class	Units
145	FIL	1000	G's
Max	Time	Min	Time
5.1	42.6	-10.0	73.2

Test Vehicle: 2005 Dodge Ram 1500 2-Door Truck
 Test Program: 2005 NHTSA 35mph NCAP

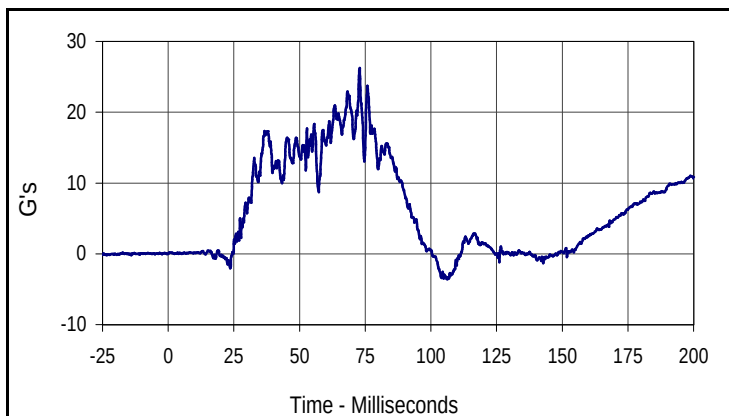
Test Date: 9/14/04
 NHTSA No.: M50306



Curve Description			
Passenger Head Primary Z			
CURNO	Type	SAE Class	Units
047	FIL	1000	G's
Max	Time	Min	Time
23.8	72.9	-1.7	125.0



Curve Description			
Passenger NAAH Xarm-Z			
CURNO	Type	SAE Class	Units
167	FIL	1000	G's
Max	Time	Min	Time
27.7	55.9	-6.2	124.1



Curve Description			
Passenger NAAH Yarm-Z			
CURNO	Type	SAE Class	Units
169	FIL	1000	G's
Max	Time	Min	Time
26.2	72.9	-3.6	106.3