

REPORT NUMBER TR-P25003-03-NC

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TEST**

**GENERAL MOTORS CORPORATION
2005 CHEVROLET COLORADO
2-DOOR TRUCK**

NHTSA NUMBER: M50107

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JANUARY 13, 2005

FINAL REPORT

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16. Abstract A 55/28 km/h 90 deg. Moving Deformable Barrier Side Impact NCAP Test was conducted on the subject 2005 Chevrolet Colorado 2-Door Truck in accordance with the specifications of the Office of Crash Worthiness Standards Test Procedures for the generation of consumer information on vehicle side crash protection. The test was conducted at KARCO Engineering, LLC in Adelanto, California, on January 13, 2005. The impact velocity of the Moving Deformable Barrier was 61.26 km/h (38.07 mph), and the outside ambient temperature at the struck (driver's) side of the vehicle was 11.1 deg. C. The target vehicle's maximum post-test static crush was 321 mm located at level 2. The test vehicle's occupant performance data is as follows: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 35%;">Measurement Description</th> <th style="width: 20%;">Driver SID/HIII</th> <th style="width: 20%;">Pass. SID/HIII</th> <th style="width: 25%;"></th> </tr> </thead> <tbody> <tr> <td>Left Upper Rib (LUR) G's</td> <td style="text-align: center;">46.1</td> <td></td> <td rowspan="5" style="background-color: #cccccc;"></td> </tr> <tr> <td>Left Lower Rib (LLR) G's</td> <td style="text-align: center;">48.0</td> <td></td> </tr> <tr> <td>Lower Spine (T₁₂) G's</td> <td style="text-align: center;">79.9</td> <td></td> </tr> <tr> <td>Thoracic Trauma Index (TTI) G's</td> <td style="text-align: center;">64.0</td> <td></td> </tr> <tr> <td>Pelvis (PEV) G's</td> <td style="text-align: center;">127.0</td> <td></td> </tr> </tbody> </table>				Measurement Description	Driver SID/HIII	Pass. SID/HIII		Left Upper Rib (LUR) G's	46.1			Left Lower Rib (LLR) G's	48.0		Lower Spine (T ₁₂) G's	79.9		Thoracic Trauma Index (TTI) G's	64.0		Pelvis (PEV) G's	127.0	
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17. Key Words New Car Assessment Program (NCAP) Side Impact Moving Deformable Barrier (MDB) Side Impact Dummy (SID/HIII)		18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Admin. NHTSA Technical Reference Division 400 Seventh St., SW, Room 5108 Washington, DC 20590																					
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SECTION 1

PURPOSE AND TEST PROCEDURE

1.1 PURPOSE

This Side Impact NCAP test is conducted as part of the FY' 2005 test program sponsored by the National Highway Traffic Safety Administration (NHTSA), under contract No. DTNH22-03-D-32005. The purpose of this test is to generate comparative side impact data on a 2005 Chevrolet Colorado 2-Door Truck manufactured by General Motors Corporation.

1.2 TEST PROCEDURE

The side impact test was conducted in accordance with the current National Highway Traffic Safety Administration (NHTSA), Office of Crashworthiness Standards (OCS), laboratory test procedure NCAP Side Impact Testing, dated November 2002. The procedures for receiving, inspection, testing, and reporting of test results are described in the test procedures and are not repeated in this report.

SECTION 2

SUMMARY OF SIDE IMPACT TEST

2.1 SUMMARY OF SIDE IMPACT NCAP TEST

A model year 2005 Chevrolet Colorado 2-Door Truck was impacted on the left (driver's) side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 61.26 km/h. The specified impact velocity range is from 61.14 to 62.75 km/h. The test (target) vehicle was stationary and positioned 63° to the line of forward motion. The weight of the vehicle as tested was 1710 kg and the test weight of the MDB was 1361 kg. The test was conducted at KARCO Engineering, LLC in Adelanto, California, on January 13, 2005.

SUPPLEMENTAL RESTRAINT INFORMATION

Restraint Type	Left Front Driver		Left Rear (Passenger)	
	Installed	Deployed	Installed	Deployed
Front Airbag	Yes	No		
Side Torso Airbag	No			
Head Airbag	No			
Curtain Airbag	No			

Three (3) real-time camera and nine (9) high-speed cameras were used to document the impact event. Camera locations and pertinent camera information are documented in the data sheets. Pre- and post-test photographs of the vehicle and SID/HIII can be found in Appendix A. One 50th percentile adult male Side Impact Dummy, Hybrid III (SID/HIII) was placed in the driver's designated seating position according to the test procedure. The Hybrid SID/HIII is instrumented with contact switches on the pelvis and thorax, six-axis neck load cells, and fourteen accelerometers in the following locations:

- Left Upper Rib (LUR) uni-axial accelerometer (Y-axis primary and redundant)
- Left Lower Rib (LLR) uni-axial accelerometer (Y-axis primary and redundant)
- Lower Thoracic Spine (T12) uni-axial accelerometer (Y-axis primary and redundant)
- Pelvic (PEV) section uni-axial accelerometer (Y-axis primary and redundant)
- Head Center of Gravity (CG) tri-axial accelerometers (X, Y, and Z axes primary and redundant)

The test vehicle was instrumented with eighteen (18) structural accelerometers and the MDB was instrumented with five (5) accelerometers and one (1) contact switch on the right bumper to compare left side to right side bumper impact timing. All data channels were recorded with the fully self contained on-board Data Acquisition System (DAS). The data was digitally sampled at 10,000 samples per second and processed per Appendix V of the Test Procedure.

2.2 GENERAL COMMENTS

The driver door remained latched, although it separated near top sill (Figure No. 57). The test vehicle sustained a maximum static crush of 321 mm at level 2, 750 mm rearward of the left vertical impact point. The driver SID/Hybrid III, Serial No. 275 was calibrated prior to this test. The SID/Hybrid III injury criteria is summarized as follows:

Measurement	Units	Driver	Passenger
Thoracic Trauma Index (TTI)	G's	64.0	
Peak Pelvic G's (PEV)	G's	127.0	

Tests summaries and post-test observations are presented in Section 3. Appendix A contains the still photograph prints. Appendix B contains the driver SID/HIII, vehicle, and MDB response data. Appendix C contains the SID/HIII Configuration and performance verification data. Appendix D contains test equipment list and calibration information.

SECTION 3

OCCUPANT AND VEHICLE INFORMATION SHEETS

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05

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	$=(tf - 32)/1.8$
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

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	M50107	Anti-Lock Brakes	Yes
Make	Chevrolet	All Wheel Drive	No
Model	Colorado	Power Steering	Yes
Body Style	2-Door Truck	Driver Front Airbag	Yes
Vin No.	1GCCS148758122036	Driver Side Torso Airbag	No
Color	Red	Driver Side Head Airbag	No
Delivery Date	1/10/2005	Driver Curtain Airbag	No
Odometer (miles)	214	Rear Pass. Airbag	
Dealer	Crest Chevrolet	Rear Pass. Side Airbag	
Transmission	5-Speed Manual	Rear Pass. Head Airbag	
Final Drive	Rear	Rear Pass. Curtain Airbag	
Type/No. Cyl.	4 Cylinder	Pre-Tensioners	Yes
Engine Disp. (L)	2.8	Load Limiters	Yes
Engine Placement	Longitudinal	Bench Seat	Yes
Roof Rack	No	Air Cond.	Yes
Sunroof/T-Top	No	AM/FM Cassette	Yes
Tinted Glass	No	Tilt Steering	No
Traction Control	No	Power Door Locks	No
Power Brakes	Yes	Power Windows	No
Front Disc	Yes	Power Seats	No
Rear Disc	No	Other	

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

No

DATA FROM CERTIFICATION LABEL

Manufactured By	General Motors Corporation	GVWR (kg)	2200
Date of Manufacture	July-04	GAWR Front (kg)	1149
		GAWR Rear (kg)	1314

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Split Bench			
Number of Occupants	3			3
Capacity Weight (VCW) (kg)				683
Cargo Weight (RCLW) (kg)				136

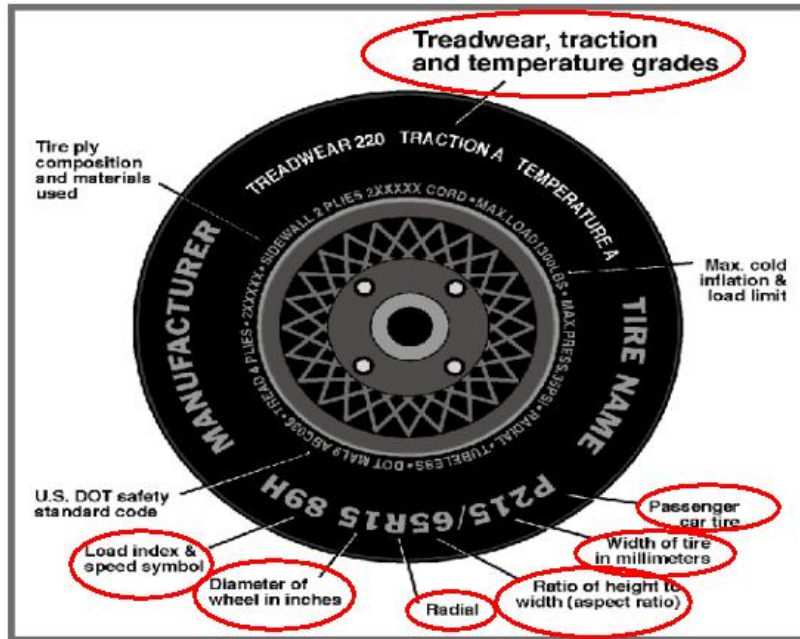
DATA SHEET NO. 1...(CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05

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)	300	300
Cold Pressure (kpa)	240	240
Recommended Tire Size	P205/75R15	P205/75R15
Tire Size on Vehicle	P205/75R15	P205/75R15
Tire Manufacturer	General	General
Treadwear	520	520
Traction	A	A
Temperature Grades	B	B
Tire Plies Sidewall	1-Ply Polyester	1-Ply Polyester
Tire Plies Body	1 Ply Polyester + 2 Steel	1 Ply Polyester + 2 Steel
Load Index/Speed Symbol	97S	97S
Tire Material	Polyester + Plies + Steel	Polyester + Plies + Steel
DOT Safety Code Right	ACUL-3LU	ACUL-3LU
DOT Safety Code Left	ACUL-3LU	ACUL-3LU

DATA SHEET NO. 1...(CONTINUED)**GENERAL TEST AND VEHICLE PARAMETER DATA**Test Vehicle: 2005 Chevrolet Colorado 2-Door TruckNHTSA No.: M50107Test Program: 55/28 km/h Side Impact NCAPTest Date: 1/13/05**TEST VEHICLE WEIGHTS**

	Units	As Delivered Weights (UVW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	442	339		473	406	
Right	kg	402	318		437	394	
Ratio	%	56.2	43.8	100%	53.2	46.8	100%
Totals	kg	844	657	1501	910	800	1710

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value
Total Delivered Weight (UVW)	kg	1501
Weight of One P572 ATD's	kg	81
Rated Cargo/Luggage Wt. (RCLW)	kg	136
Calculated Vehicle Target Wt. (TVTW)	kg	1718

TEST VEHICLE ATTITUDE AND CG

	Units	LF	RF	LR	RR	CG (aft of front axle)
As Delivered	mm	822	840	855	864	1237
As Tested	mm	808	828	825	835	1322
Fully Loaded	mm	814	840	830	835	

GENERAL TEST VEHICLE DATA

Measurement Description	Units	Value
Test Vehicle Wheel Base	mm	2825
Total Vehicle Length at Left Side	mm	3630
Total Vehicle Length at Centerline	mm	4885
Total Vehicle Length at Right Side	mm	3630
Weight of Ballast In Cargo Area	kg	106
Amount of Stoddard Solvent in Fuel Tank	Liters	68.6

TEST VEHICLE VERTICAL IMPACT LINE DATA

Measurement Description	Units	Value
Test Vehicle Wheel Base	mm	2825
Target Impact Point Aft of Front Axle	mm	473
Actual Impact Point Aft of Front Axle	mm	470

DATA SHEET NO. 1...(CONTINUED)

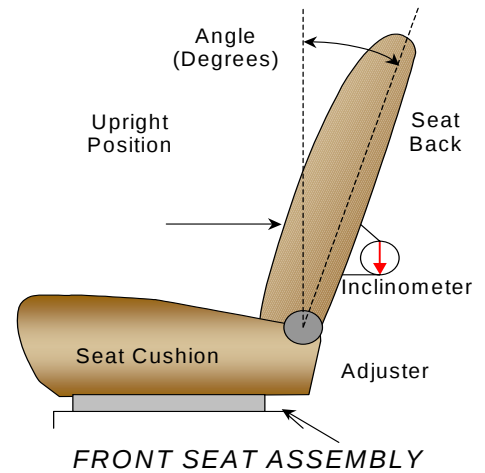
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05

NOMINAL DESIGN RIDING POSITION

The driver and passenger seat backs are positioned to the manufacturers designated angle. The procedure is as follows: A special application tool with pointed probes is inserted through the fabric to make contact with the rigid portion of the lower seat frame assembly, approximately 13 inches above the pivot point of the seat back. An inclinometer is placed against the flat surface of the tool and the seat back angle is measured directly from the dial face.



SEAT BACK ANGLES

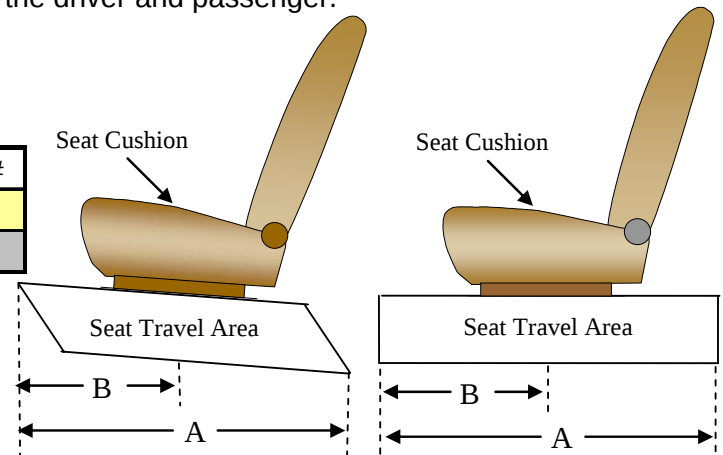
	Deg.
Driver w/seated Dummy	22.5
Rear w/seated Dummy	

SEAT FORE/AFT POSITIONS

The total seat travel was measured from forward most position to rearmost position, irrespective of vertical seat height in those positions. The seat was set at the longitudinal mid position with vertical adjustment at the lowest position obtainable for both the driver and passenger.

SEAT FORE/AFT POSITIONING

	Total Fore/Aft Travel	Placed in Position #
Driver Seat	24 Detents	13th Detent
Rear Seat		



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	2
Rear Seat		

DATA SHEET NO. 1...(CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

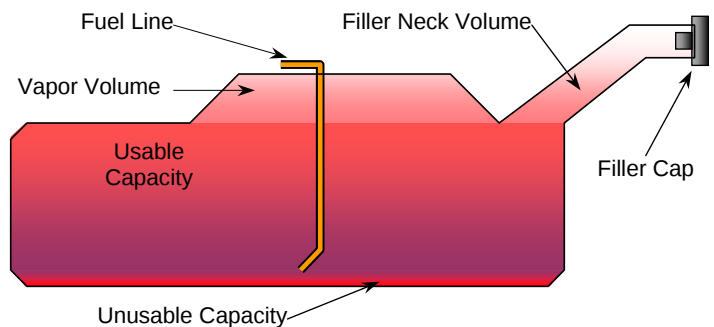
Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
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NHTSA No.: M50107
 Test Date: 1/13/05

FUEL TANK CAPACITY

	Liters
Usable Capacity of "Standard Tank"	73.8
Usable Capacity of "Optional" Tank	
Usable Capacity used for FMVSS 301	67.9 to 69.4
Actual Amount of Solvent used	68.6

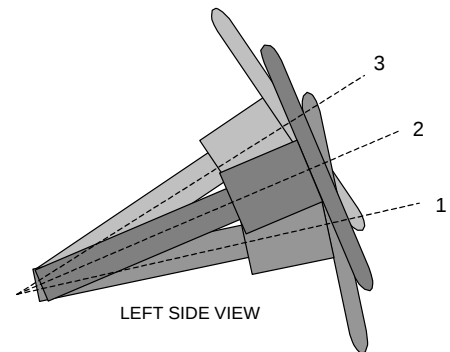
The test vehicle is equipped with an electric fuel pump. The fuel pump will operate for approximately three (3) seconds with the ignition in the "ON" position, after which the fuel pump automatically shuts off. The fuel filler door is located on the left rear fender.



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

	Degrees	Fore/Aft Position (mm)
Lowermost Position No.1		
Geometric Center Position No. 2	25.7	
Uppermost Position No.3		

DATA SHEET NO. 2**TEST VEHICLE SUMMARY OF RESULTS**Test Vehicle: 2005 Chevrolet Colorado 2-Door TruckNHTSA No.: M50107Test Program: 55/28 km/h Side Impact NCAPTest Date: 1/13/05**TEST VEHICLE WEIGHTS**

	Units	As Delivered Weights (UWW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	442	339		473	406	
Right	kg	402	318		437	394	
Ratio	%	56.2	43.8	100%	53.2	46.8	100%
Totals	kg	844	657	1501	910	800	1710

MAXIMUM EXTERIOR STATIC CRUSH

Level	Measured Parameter	Units	Maximum Crush	Above Ground
Level 1	Sill Top Height	mm	278	382
Level 2	Occupant H-Point	mm	321	698
Level 3	Mid Door	mm	290	726
Level 4	Window Sill	mm	203	1036
Level 5	Window top	mm	30	1546
N/A	Maximum Penetration	mm	321	

INSTRUMENTATION

Driver SID/Hybrid III Accelerometers	20
Vehicle Structure Accelerometers	18
MDB Accelerometers	5
Total number of Contact Switches	3
Total	46

CAMERA COVERAGE

Cameras	Standard	Additional
High Speed	6	1
Real Time	1	2
Total	7	3

DATA SHEET NO. 3**MOVING DEFORMABLE BARRIER (MDB) SUMMARY OF RESULTS**Test Vehicle: 2005 Chevrolet Colorado 2-Door TruckNHTSA No.: M50107Test Program: 55/28 km/h Side Impact NCAPTest Date: 1/13/05**MDB SPECIFICATIONS (mm)**

Measurement Description	Length
Overall Width of Framework Carriage	1252
Overall Length including Honeycomb Face	4115
Wheel Base of Framework Carriage	2590
C.G. location aft of Front Axle	1127

MDB WEIGHTS

	Units	Front Axle	Rear Axle	Total
Left	kg	384	308	
Right	kg	385	284	
Ratio	%	56.5	43.5	100%
Totals	kg	769	592	1361

SPEED AND IMPACT DATA

Measured Parameter	Units	Requirement	Value
Trap No. 1 Velocity (Primary)	km/h	61.1 to 62.7	61.26
Trap No. 2 Velocity (Redundant)	km/h	61.1 to 62.7	61.24
MDB CL to Target Vehicle CL	degrees	88.5 to 91.5	89.5

MAXIMUM STATIC CRUSH OF HONEYCOMB FACE (mm)

Vertical Location			From Centerline		Max. Crush
Row	Description	Height	Distance	Direction	
A	Center of Bumper	432	800	Right	142
B	Top of Bumper	533	800	Left	69
C	Mid Level	686	600	Left	116
D	Top of Stack	813	500	Left	130

MDB INSTRUMENTATION AND CAMERAS

Accelerometers	5
Contact Switches	1
High Speed Cameras	2

DATA SHEET NO. 4
POST-TEST OBSERVATIONS

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
Test Date: 1/13/05

TEST DUMMY INFORMATION AND CONTACT POINTS

Description	Front Seat SID/HIII	Rear Seat SID/HIII
Dummy Type / Serial No.	P572F, SID/HIII NO. 275	
Head Contact	Head Rest	
Upper Torso Contact	Door Panel	
Lower Torso Contact	Door Panel	
Left Knee Contact	None	
Right Knee Contact	None	

POST-TEST DOOR OPENING AND SEAT TRACK INFORMATION

Description	Front	Rear
Left Side Doors Opening	Remained Latched/Inoperable	
Right Side Doors Opening	Remained Closed/Latched Operable	
Seat Movement (mm)	0	
Seat Back Failure	No	

POST-TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Pillar Performance	Pillars Pushed Inward With No Apparent Failure
Sill Separation	No Apparent Visible Failure
Windshield Damage	Glazing Cracks on Struck Side Only
Window Damage	Struck Side Window Broke
Other Notable Effects	Left Front Door Separation Near Top Sill

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

Restraint Type	Left Front (Driver) Occupant Location 01		Left Rear (Passenger) Occupant Location 04	
	Installed	Operation	Installed	Operation
Front Airbag	Yes	No		
Side Airbag	No			
Head Airbag	No			
Curtain Airbag	No			
Seat Belt Pretensioner	Yes	No		
Seat Belt Load Limiter	Yes	No		

MDB LEFT EDGE IMPACT POINT DATA

Measured Parameter	Units	Requirement	Value
Horizontal Offset	mm	+/- 50	-3 (Left)
Vertical Offset	mm	+/- 20	4 (Above)

DATA SHEET NO. 5
SID/HIII INJURY CRITERIA AND SENSOR DATA

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05

THORAX AND PELVIS PEAK ACCELERATIONS, PRIMARY (FIR 100 Filtered)

Location	Axis	Units	Driver			
			Max	Time	Min	Time
Upper Rib (LUR)	Y	G's	46.1	51.9	-6.0	90.6
Lower Rib (LLR)	Y	G's	48.0	41.3	-5.1	110.0
Lower Spine (T ₁₂)	Y	G's	79.9	36.3	-7.4	114.4
Pelvis (PEV)	Y	G's	127.3	34.4	-11.4	46.3

THORACIC TRAUMA INDEX (TTI) AND PELVIC ACCELERATION, PRIMARY (FIR 100 Filtered)

Location	Driver			
	LLR	T ₁₂	TTI(g)	PEV(g)
Primary Rib, Spine, and Pelvis	48.047	79.902	64	127

THORAX AND PELVIS PEAK ACCELERATIONS, REDUNDANT (FIR 100 Filtered)

Location	Axis	Units	Driver			
			Max	Time	Min	Time
Upper Rib (LUR)	Y	G's	46.6	51.9	-6.2	90.6
Lower Rib (LLR)	Y	G's	48.4	41.9	-5.4	110.6
Lower Spine (T ₁₂)	Y	G's	80.2	36.3	-7.4	113.8
Pelvis (PEV)	Y	G's	126.7	34.4	-11.1	46.9

THORACIC TRAUMA INDEX (TTI) AND PELVIC ACCELERATION, REDUNDANT (FIR 100 Filtered)

Location	Driver			
	LLR	T ₁₂	TTI(g)	PEV(g)
Redundant Rib, Spine, and Pelvis	48.382	80.195	64	127

Positive Acceleration Polarities:

- Longitudinal (X) = Forward
- Lateral (Y) = Right
- Vertical (Z) = Down

DATA SHEET NO. 5...(CONTINUED)
SID/HIII INJURY CRITERIA AND SENSOR DATA

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05

HEAD PRIMARY PEAK ACCELERATIONS (SAE CLASS 1000 Filtered)

Location	Axis	Units	Driver			
			Max	Time	Min	Time
Head CG	X	G's	1.0	30.4	-30.8	71.2
Head CG	Y	G's	63.0	70.4	-84.2	71.2
Head CG	Z	G's	67.4	71.9	-7.9	48.1
Head CG Resultant	N/A	G's	94.8	71.3		

HEAD PRIMARY INJURY CRITERIA (SAE CLASS 1000 Filtered)

Location	Driver			
	HIC	T ¹	T ²	Avg G
Head CG	288.1	56.1	92.1	36.4

HEAD REDUNDANT PEAK ACCELERATIONS (SAE CLASS 1000 Filtered)

Location	Axis	Units	Driver			
			Max	Time	Min	Time
Head CG	X	G's	1.0	28.9	-32.0	71.3
Head CG	Y	G's	62.4	70.4	-82.3	71.3
Head CG	Z	G's	58.0	70.4	-7.7	48.2
Head CG Resultant	N/A	G's	99.8	71.3		

HEAD REDUNDANT INJURY CRITERIA (SAE CLASS 1000 Filtered)

Location	Driver			
	HIC	T ¹	T ²	Avg G
Head CG	286.6	56.0	92.0	36.3

UPPER NECK PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver			
			Max	Time	Min	Time
Neck Force	X	Newtons	44.9	30.7	-609.8	63.9
Neck Force	Y	Newtons	514.1	88.6	-352.4	40.2
Neck Force	Z	Newtons	2063.5	63.6	-264.3	48.4
Neck Force Resultant	N/A	Newtons	2189.1	63.6		
Neck Moment	X	N•m	38.5	84.7	-65.0	51.4
Neck Moment	Y	N•m	18.9	91.0	-30.8	61.5
Neck Moment	Z	N•m	22.4	93.9	-10.7	52.4
Neck Moment Resultant	N/A	N•m	69.1	51.5		

DATA SHEET NO. 6

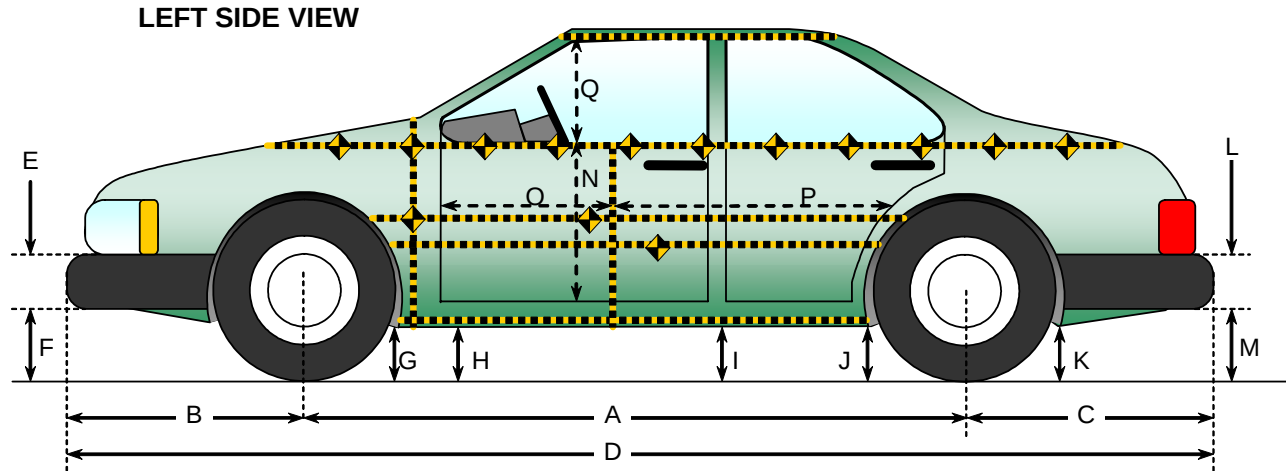
VEHICLE PRE-TEST AND POST-TEST MEASUREMENTS

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05



VEHICLE PRE AND POST-TEST MEASUREMENT INFORMATION

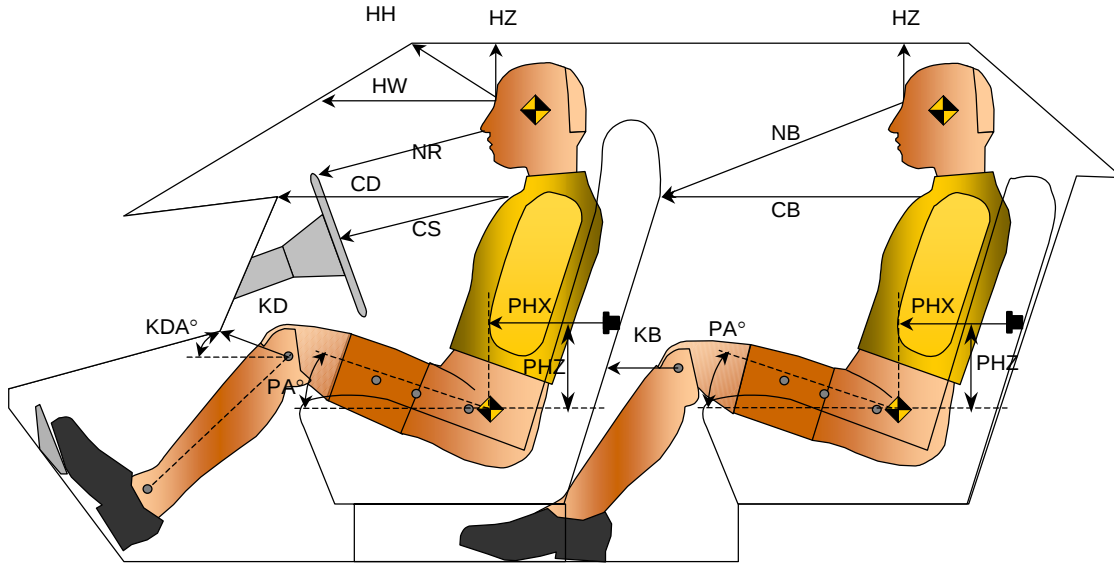
Code	Measurement Description	Pre-Test (mm)	Post-Test (mm)	Difference (mm)
A	Wheelbase	2825	2820	-5
B	Front Axle to FSOV	864	955	91
C	Rear Axle to RSOV	1199	1130	-69
D	Total Length at Centerline	4885	4882	-3
E	Front Bumper Thickness	353	353	0
F	Front Bumper Bottom to Ground	231	226	-5
G	Sill Height at Front Wheel Well	314	306	-8
H	Sill Height at Front Door Leading Edge	320	296	-24
I	Sill Height at "B" Pillar	343	356	13
J1	Sill Height at Rear Wheel Well	320	396	76
J2	Pinch Weld Height at Rear Wheel Well	341	456	115
K	Sill Height aft of Rear Wheel Well	377	466	89
L	Rear Bumper Thickness	163	163	0
M	Rear Bumper Bottom to Ground	401	491	90
N	Sill Height to Window Bottom Sill	686	670	-16
O	Front Door Leading Edge to Impact CL	775	760	-15
P	Rear Door Trailing Edge to Impact CL			
Q	Front Window Opening	435	425	-10
R	Right Side Length	3630	3750	120
S	Left Side Length	3630	3655	25
T	Vehicle Width at "B" Post	1712	1575	-137

DATA SHEET NO. 7

SID/HIII LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05



LONGITUDINAL CLEARANCE DIMENSION INFORMATION

Driver Code	Pass. Code	Measurement Description	Driver		Passenger	
			Length(mm)	Angle (Deg.)	Length(mm)	Angle (Deg.)
HH		Head to Header	460	7.0		
HW		Head to Windshield	646	0.0		
HZ	HZ	Head to Roof	165			
NR	NB	Nose to Rim/Back of Seat	495	21.2		
CD	CB	Chest to Dash/Back of Seat	610	2.1		
CS		Chest to Steering Wheel	360	5.1		
KDL	KBL	Left Knee to Dash/Seat Back	210	8.2		
KDR	KBR	Right Knee to Dash/Seat Back	215			
PA	PA	Pelvic Angle		15.8		
PHX	PHX	H-Point to Striker (X-Axis)	250	22.5		
PHZ	PHZ	H-Point to Striker (Z-Axis)	96			

* Correct pelvic angle was unobtainable, dummy was positioned according to the H-point location.

DATA SHEET NO. 8

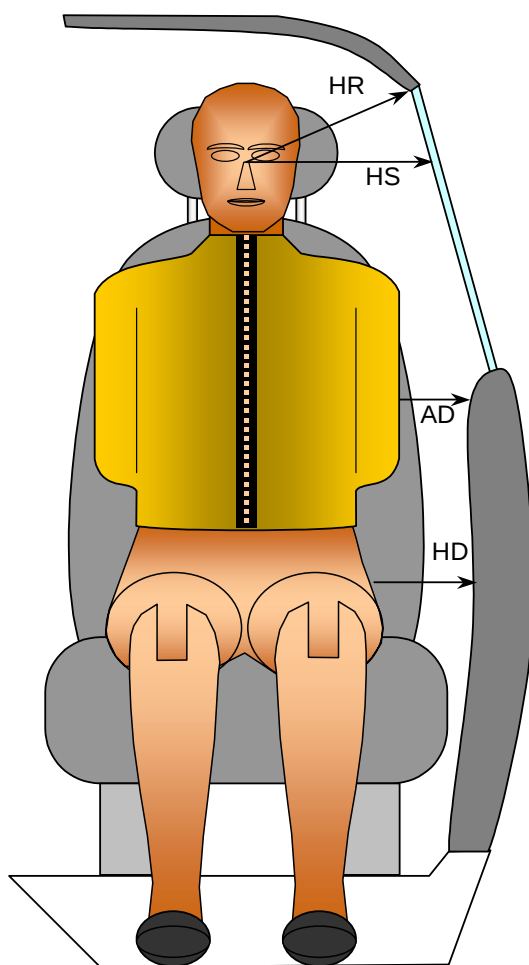
SID/HIII LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05



FRONT VIEW OF DUMMY

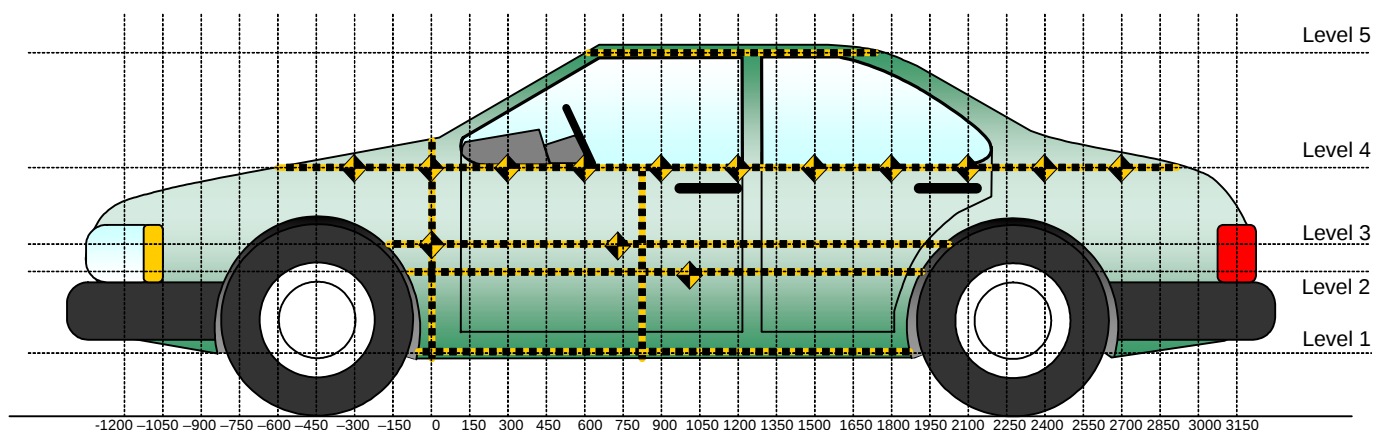
LATERAL CLEARANCE DIMENSION INFORMATION

Code	Measurement Description	Units	Driver	Passenger
HR	Head to Side Header	mm	243	
HS	Head to Side Window	mm	330	
AD	Arm to Door	mm	135	
HD	H-Point to Door	mm	165	

DATA SHEET NO. 9 **VEHICLE SIDE MEASUREMENTS**

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05



All Measurements Shown in mm

LEFT SIDE VIEW

Measurements are taken with vehicle in the as tested condition.
 Measurements taken 900 mm right of impact reference.
 All measurements below in mm.

Level	Measurement Description	Height Above Ground
1	Sill Top	382
2	Occupant H-Point	698
3	Mid Door	726
4	Window Sill	1036
5	Window Top	1546

DATA SHEET NO. 10
VEHICLE EXTERIOR CRUSH PROFILES

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05

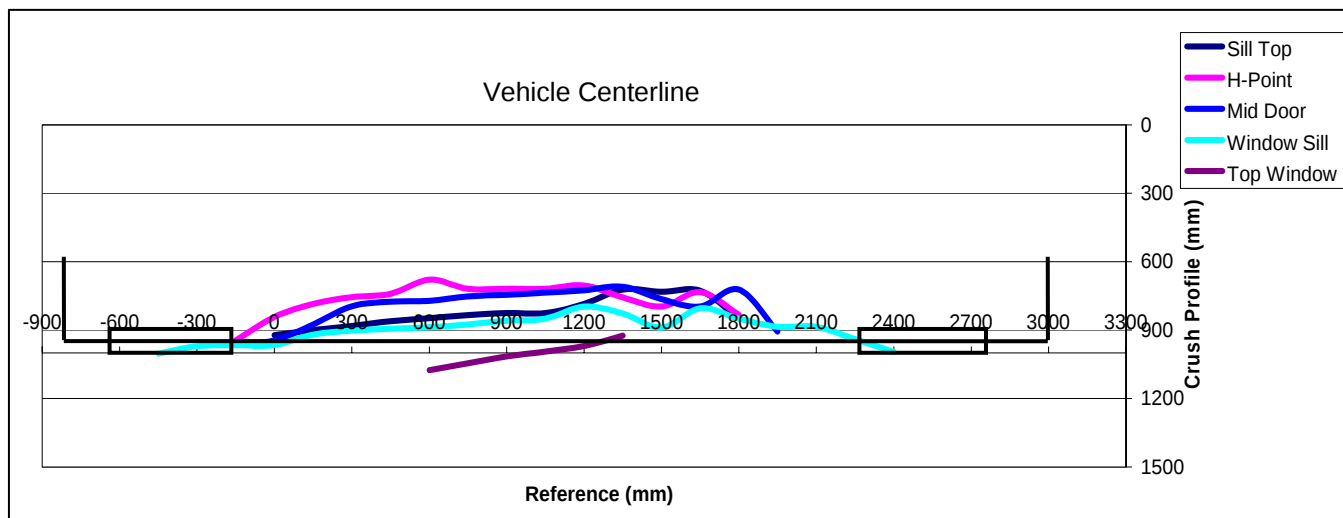
	Pre-Test					Post-Test					Difference				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
-900															
-750															
-600															
-450				709					706					-3	
-300				197					226					29	
-150			138	193				176	226				38	33	
0	181	157	151	191		259	211	206	226		78	54	55	35	
150	201	158	156	186		301	316	281	266		100	158	125	80	
300	198	156	152	183		316	371	356	281		118	215	204	98	
450	197	152	151	180		336	396	376	286		139	244	225	106	
600	194	152	148	176	371	346	411	376	288	296	152	259	228	112	-75
750	190	150	148	172	362	356	471	396	297	316	166	321	248	125	-46
900	192	150	147	170	362	366	431	401	311	346	174	281	254	141	-16
1050	192	150	146	166	370	366	431	411	316	376	174	281	265	150	6
1200	192	150	146	163	366	406	431	421	366	396	214	281	275	203	30
1350	193	150	146	164	370	471	446	436	336	446	278	296	290	172	76
1500	203	158	155	170		471	401	391	281		268	243	236	111	
1650	204	158	148	170		476	361	351	366		272	203	203	196	
1800	196	154	148	166		348	421	426	316		152	267	278	150	
1950		143	138	164			311	231	279			168	93	115	
2100				166					281					115	
2250				166					226					60	
2400				170					221					5	
2550															
2700															
2850															
3000															

Measurements are taken from fixed reference 1000 mm from vehicle centerline.

DATA SHEET NO. 10...(CONTINUED)
VEHICLE EXTERIOR CRUSH PROFILES

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05



	Units	Level 1	Level 2	Level 3	Level 4	Level 5
Maximum Crush	mm	278	321	290	203	30
Distance from Impact	mm	1350	750	1350	1200	1200

DATA SHEET NO. 11

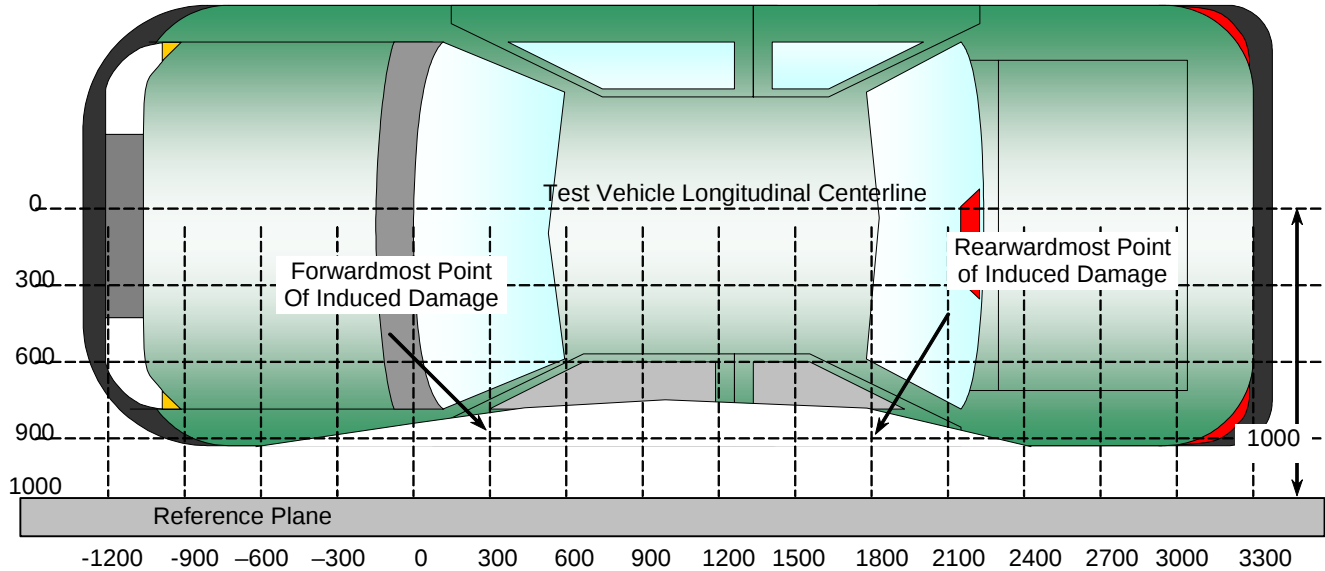
VEHICLE DAMAGE PROFILE DISTANCES

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05



All Dimensions Shown in millimeters

TOP VIEW

DAMAGE PROFILE DISTANCES

DPD	Distance From Impact Point in mm	Level	Pre-Test (mm)	Post-Test (mm)	Max. Static Crush (mm)
1	0	1	181	259	78
2	450	2	152	396	244
3	900	2	150	431	281
4	1350	2	150	446	296
5	1800	3	148	426	278
6	2250	4	166	226	60

DATA SHEET NO. 12

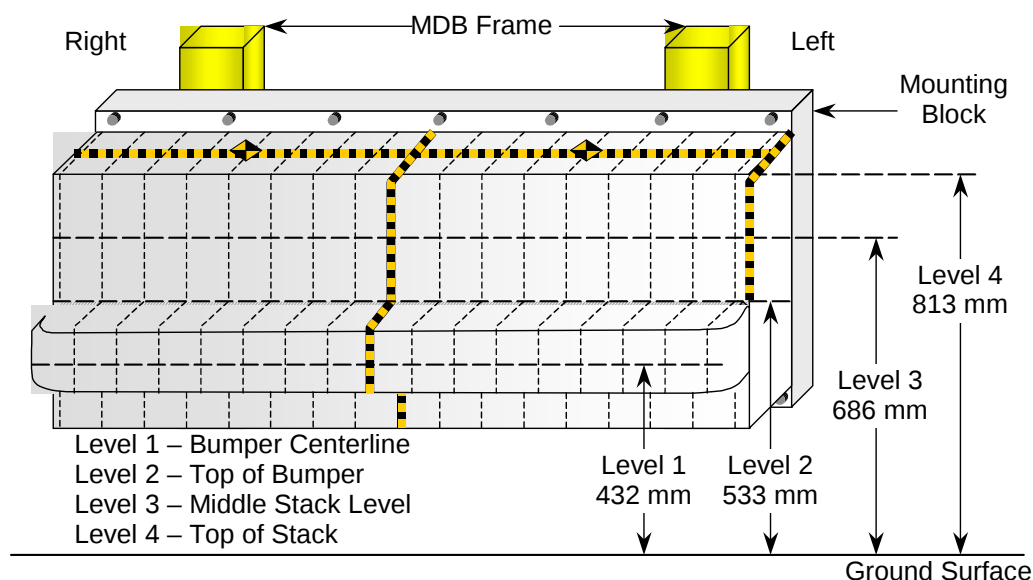
DEFORMABLE BARRIER HONEYCOMB FACE STATIC CRUSH

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05



DEFORMABLE BARRIER STATIC CRUSH

Stack Level	Distance Right of Center								C/L	Distance Left of Center							
	800	700	600	500	400	300	200	100		100	200	300	400	500	600	700	800
1	133	118	120	118	118	121	122	114	112	109	108	112	112	108	110	122	142
2	69	61	60	48	48	40	29	20	16	16	17	18	19	20	22	31	36
3	52	89	116	89	30	6	6	-1	-4	-5	-4	-4	-4	0	17	39	71
4	88	108	128	130	64	19	6	2	-3	-3	2	7	17	34	52	78	111

All Dimensions in mm

DATA SHEET NO. 13

VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

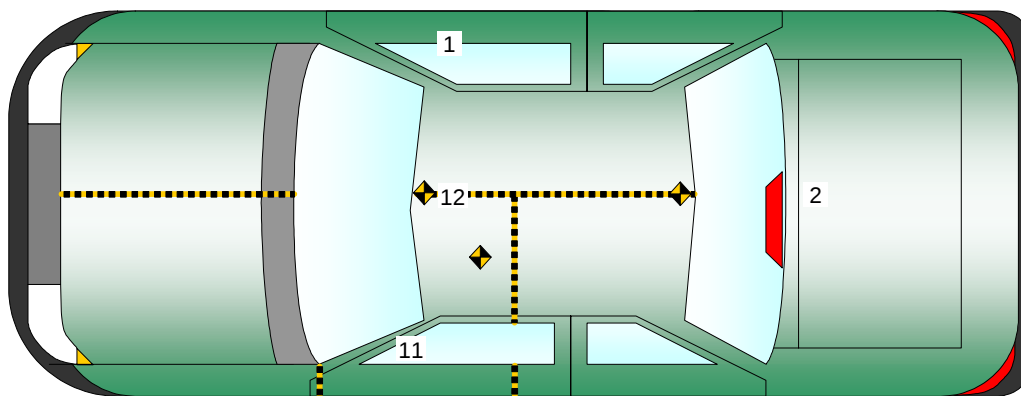
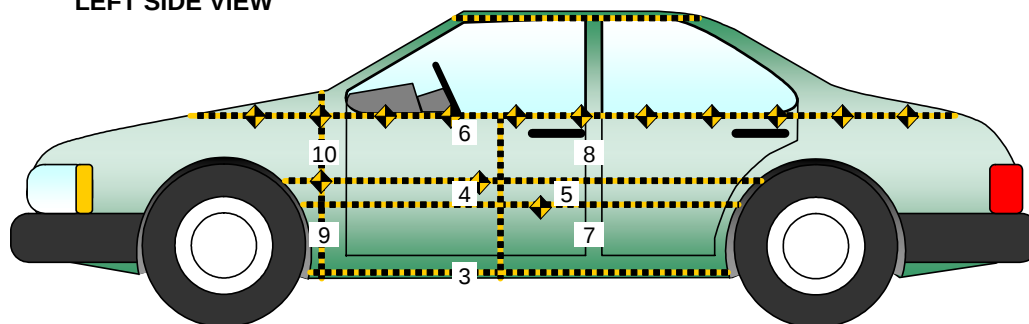
Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05

LEFT SIDE VIEW



No.	Locations
1	Right Sill at Front Seat
2	Rear Floorpan Above Axle
3	Left Sill at Front Door
4	Front Door Centerline
5	Front Door Mid-Rear
6	Front Door Upper Centerline

No.	Locations
7	B-Post Lower
8	B-Post Middle
9	A-Post Lower
10	A-Post Middle
11	Front Seat Track
12	Vehicle CG

DATA SHEET NO. 13...(CONTINUED)
VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05

VEHICLE ACCELEROMETER PEAK DATA AND PRE-TEST LOCATIONS

Loc. No.	Accelerometer Location	Measurements (mm)			Peak Values (G's)				
		X	Y	Z	Axis	Max	Time	Min	Time
1	Right Sill at Front Seat	2940	670	410	X	7.4	5.7	-13.3	35.6
					Y	31.3	7.2	-6.8	64.9
					Z	10.4	55.2	-15.2	19.5
					RES	33.0	7.2		
2	Rear Floorpan Above Axle	1199	300	670	X	10.1	12.2	-9.4	31.3
					Y	34.5	15.0	-6.3	114.7
					Z	19.7	37.2	-27.3	42.6
					RES	38.9	16.0		
3	Left Sill at Front Door	2610	-380	430	Y	78.4	11.1	-26.0	17.0
4	Front Door Centerline	3050	-750	740	Y	292.1	8.6	-214.0	18.2
5	Front Door Mid-Rear	2490	-750	790	Y	163.4	8.3	-103.8	14.0
6	Front Door Upper Centerline	2980	-750	900	Y	146.1	9.2	-82.5	22.1
7	B-Post Lower	2260	-695	540	Y	145.3	3.2	-178.5	13.4
8	B-Post Middle	2270	-700	900	Y	179.1	7.7	-83.4	12.5
9	A-Post Lower	3450	-812	670	Y	0.0	0.0	0.0	0.0 ¹
10	A-Post Middle	3450	-812	840	Y	0.0	0.0	0.0	0.0 ¹
11	Front Seat Track	2500	-540	500	Y	71.7	13.0	-31.1	19.2
12	Vehicle CG	2300	0	550	X	26.0	13.2	-18.5	3.9
					Y	43.5	4.3	-9.3	56.7
					Z	23.3	23.4	-43.5	12.4
					RES	56.2	3.7		

1.) Channels failed, no data

DATA SHEET NO. 14

MDB ACCELEROMETER LOCATION AND DATA SUMMARY

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05

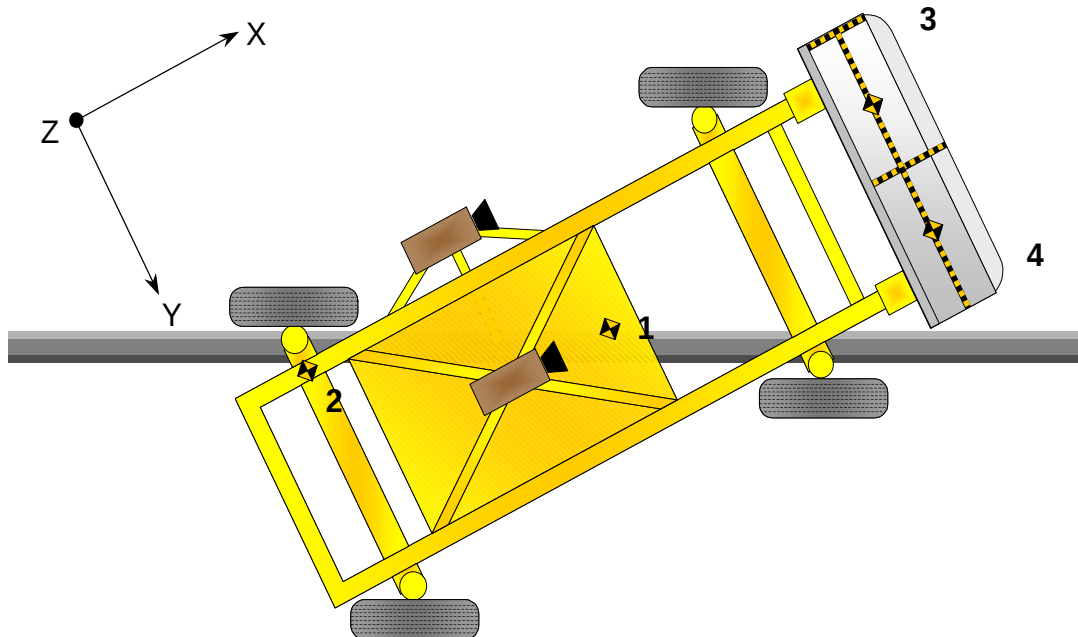
MDB ACCELEROMETER PEAK DATA AND LOCATIONS

Loc. No.	Accelerometer Location	Measurements (mm)			Peak Values (G's)				
		X	Y	Z	Axis	Max	Time	Min	Time
1	MDB CG	-1195	0	430	X	4.4	155.0	-23.4	32.9
					Y	2.5	130.8	-6.8	43.2
					Z	15.6	181.0	-19.0	194.2
					RES	24.3	32.7		
2	MDB Rear	-2642	-593	608	X	2.8	119.0	-21.3	32.0
					Y	3.3	118.9	-3.9	15.0

Reference Points X - MDB Front Axle Y - MDB Centerline Z - Ground Plane

MDB BUMPER CONTACT SWITCH DATA

Loc. No.	Contact Switch Location	Units	Peak and 50% Crossing Point			
			Max	Time	50%	Time
3	MDB Left Bumper (T=0)	% F.S.	100.0	0.0	50.0	0.0
4	MDB Right Bumper	% F.S.	99.7	16.6	50.0	-1.0



DATA SHEET NO. 15

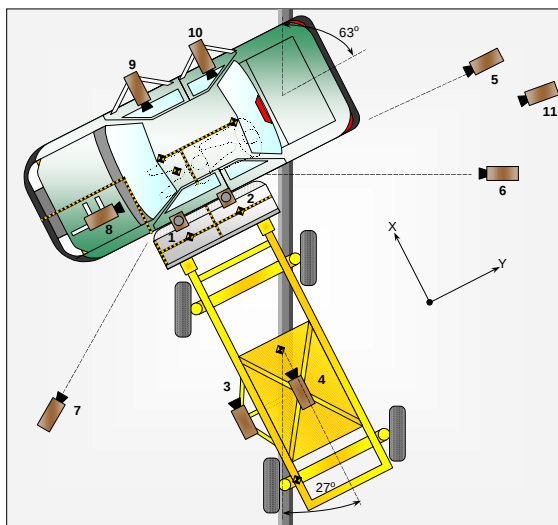
HIGH SPEED CAMERA LOCATIONS AND DATA

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05



No.	Camera View	Location (mm)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X	Y	Z			
1	High Speed Digital Video Overhead Overall	2286	1220	-5486	-90	12	1000
2	High Speed Digital Video Overhead Close Up	1676	609	-5486	-90	25	1000
3	High Speed Digital Film Impact Point	0	-2134	-1143	-7	13	DNR
4	High Speed Digital Film Side Overall	838	-3912	-1829	-11	13	DNR
5	High Speed Digital Video Rear	15545	228	-1371	-1	35	1000
6	High Speed Digital Video Left Front	-3550	-2666	-1473	-10	13	1000
7	High Speed Digital Video Driver Front	-356	305	-1143	-20	24	1000
8	High Speed Digital Video Driver Side	837	1219	-1016	-2	24	1000
9	Real Time Digital	22860	3658	-1727	-5		30

Additional Cameras

1	Real Time Digital	16459	-7100	-839	0		30
2	Real Time Digital	-4700	-2600	-1473	-1		30
3	High Speed Digital Video Left Front	-3475	-2575	-1421	-7	85	1000

X = Barrier Face Y = Monorail Centerline Z = Ground NTM: No Timing Marks DNR: Did No Record

DATA SHEET NO. 16

FMVSS 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05

Test Time: 1:13 PM

Temperature: 11.1 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 Details: No leakage occurred

DATA SHEET NO. 17

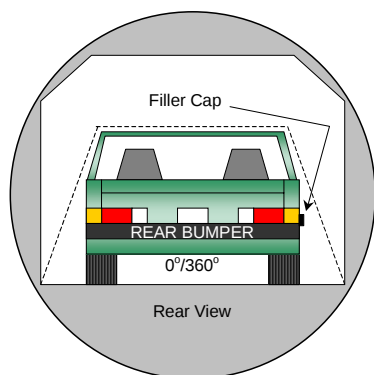
FMVSS 301 STATIC ROLLOVER DATA SHEET

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck

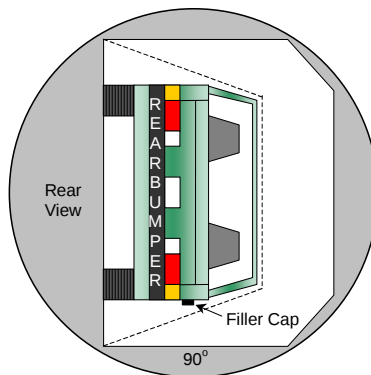
NHTSA No.: M50107

Test Program: 55/28 km/h Side Impact NCAP

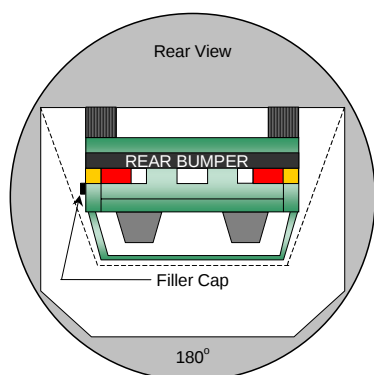
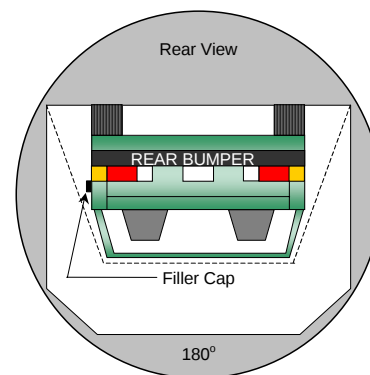
Test Date: 1/13/05



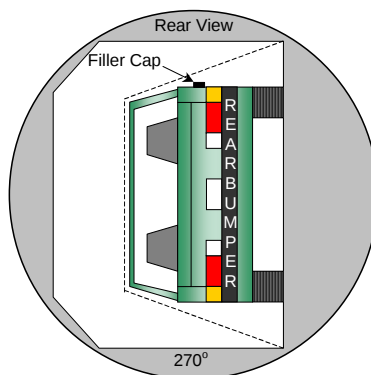
0° TO 90°



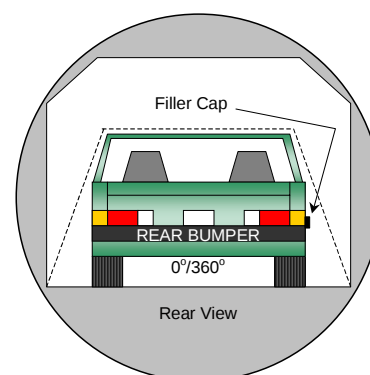
90° TO 180°



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. Details of Stoddard Solvent spillage locations.

No solvent leakage occurred during static rollover testing.

DATA SHEET NO. 17...(CONTINUED)
FMVSS 301 STATIC ROLLOVER DATA SHEET

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M50107
 Test Date: 1/13/05

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° to 90°	84	300	384
90° to 180°	77	300	377
180° to 270°	80	300	380
270° to 360°	78	300	378

FMVSS 301 SPILLAGE TABLE REQUIREMENT (oz.)

First 5 Minutes	5.0
Sixth Minute	1.0
Seventh Minute	1.0
Eighth Minute	1.0

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

APPENDIX A
PHOTOGRAPHS

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A-46	Pre-Test Top View of Deformable Barrier	A-46
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A-48	Pre-Test Right Side View of Deformable Barrier	A-48
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A-53	Vehicle on Rollover Device (90°)	A-53
A-54	Vehicle on Rollover Device (180°)	A-54
A-55	Vehicle on Rollover Device (270°)	A-55
A-56	Vehicle Impact	A-56
A-57	Post-Test Driver Door	A-57
A-58	Post-Test Fuel Cap	A-58



Figure A-1: Left Front $\frac{3}{4}$ View, as Received



Figure A-2: Right Rear $\frac{3}{4}$ View, as Received



GVWR
2200KG / 4850LB

MFD BY GENERAL MOTORS CORPORATION

GAWR FRT
1149KG / 2533LB

GAWR RR
1314KG / 2896LB

07/04

THIS VEHICLE CONFORMS TO ALL MODEL S15403
APPLICABLE FEDERAL MOTOR
VEHICLE SAFETY AND THEFT
PREVENTION STANDARDS IN
EFFECT ON THE DATE OF
MANUFACTURE SHOWN ABOVE.

1GCCS148758122036
TYPE: TRUCK

SPGC	TIRE SIZE		RIM	COLD TIRE PRESSURE	
FRT	P205/75R15	S	15X6J	240 KPA	35 PSI
RR	P205/75R15	S	15X6J	240 KPA	35 PSI
SPA	T155/90R16	M	16X4T	420 KPA	60 PSI



The co

P2

P2

T

Figure A-3: Manufacturer's Label

07/04

RESSURE
PSI
PSI
PSI



TIRE AND LOADING INFORMATION

SEATING CAPACITY | TOTAL 3 | FRONT 3 | CENTER 0 | REAR 0

The combined weight of occupants and cargo should never exceed 683 kg or 1506 lbs.

ORIGINAL TIRE SIZE	COLD TIRE INFLATION PRESSURE	
P205/75R15	FRONT	240 kPa, 35 PSI
P205/75R15	REAR	240 kPa, 35 PSI
T155/90R16	SPARE	420 kPa, 60 PSI

**SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION**

Figure A-4: Tire Placard



Figure A-5: Pre-Test Front View



Figure A-6: Post-Test Front View



Figure A-7: Pre-Test Left Front $\frac{3}{4}$ View



Figure A-8: Post-Test Left Front $\frac{3}{4}$ View



Figure A-9: Pre-Test Left Side View



Figure A-10: Post-Test Left Side View



Figure A-11: Pre-Test Left Rear $\frac{3}{4}$ View



Figure A-12: Post-Test Left Rear $\frac{3}{4}$ View (Vehicle Moved)



Figure A-13: Pre-Test Rear View



Figure A-14: Post-Test Rear View



Figure A-15: Pre-Test Right Rear $\frac{3}{4}$ View



Figure A-16: Post-Test Right Rear $\frac{3}{4}$ View



Figure A-17: Pre-Test Right Side View



Figure A-18: Post-Test Right Side View



Figure A-19: Pre-Test Right Front 3/4 View



Figure A-20: Post-Test Right Front $\frac{3}{4}$ View



Figure A-21: Pre-Test Overhead View



Figure A-22: Post-Test Overhead View



Figure A-23: Pre-Test Overhead Close-up View



Figure A-24: Post-Test Overhead Close-up View



Figure A-25: Pre-Test Left Impact Point

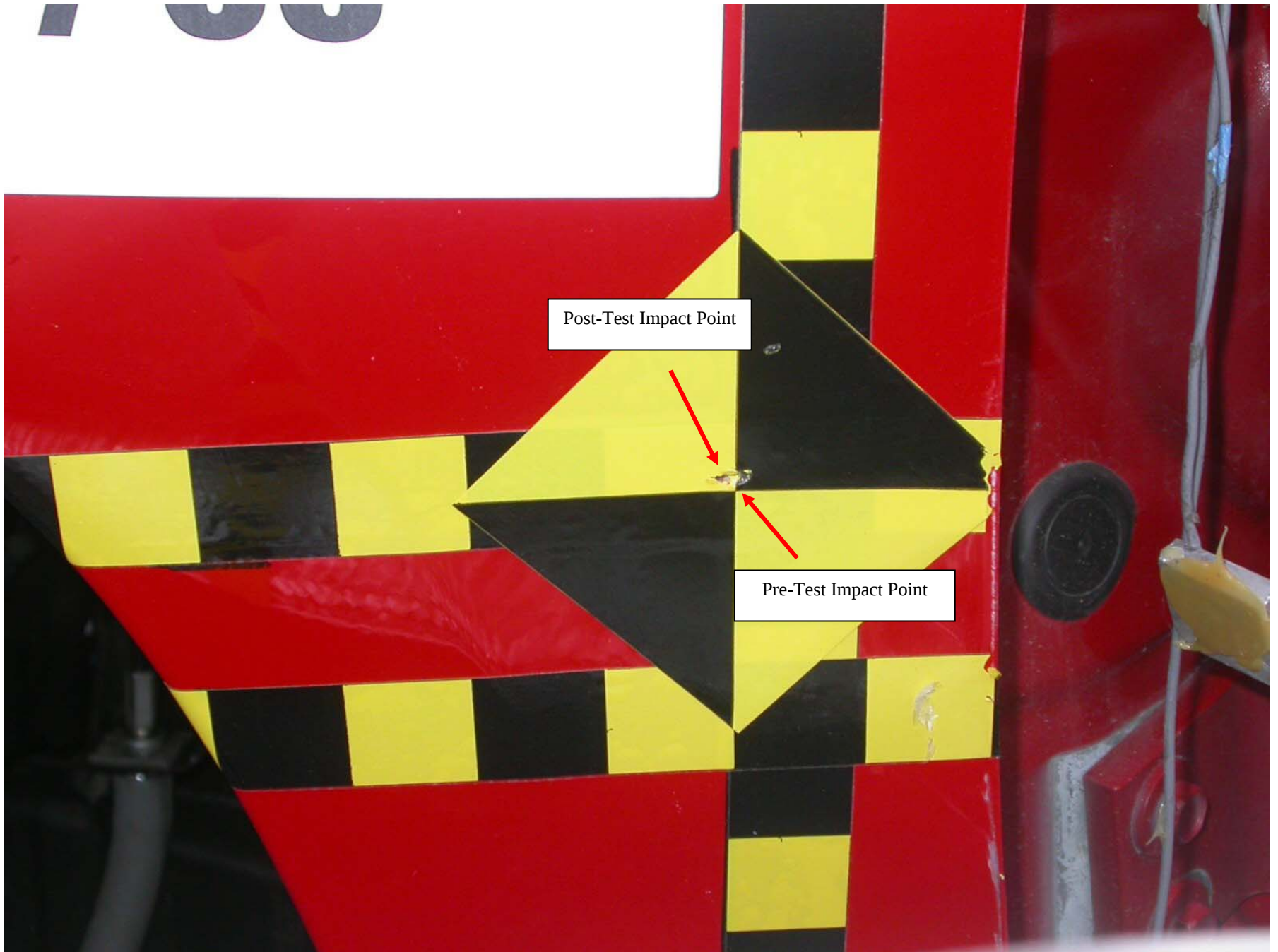


Figure A-26: Post-Test Left Impact Point

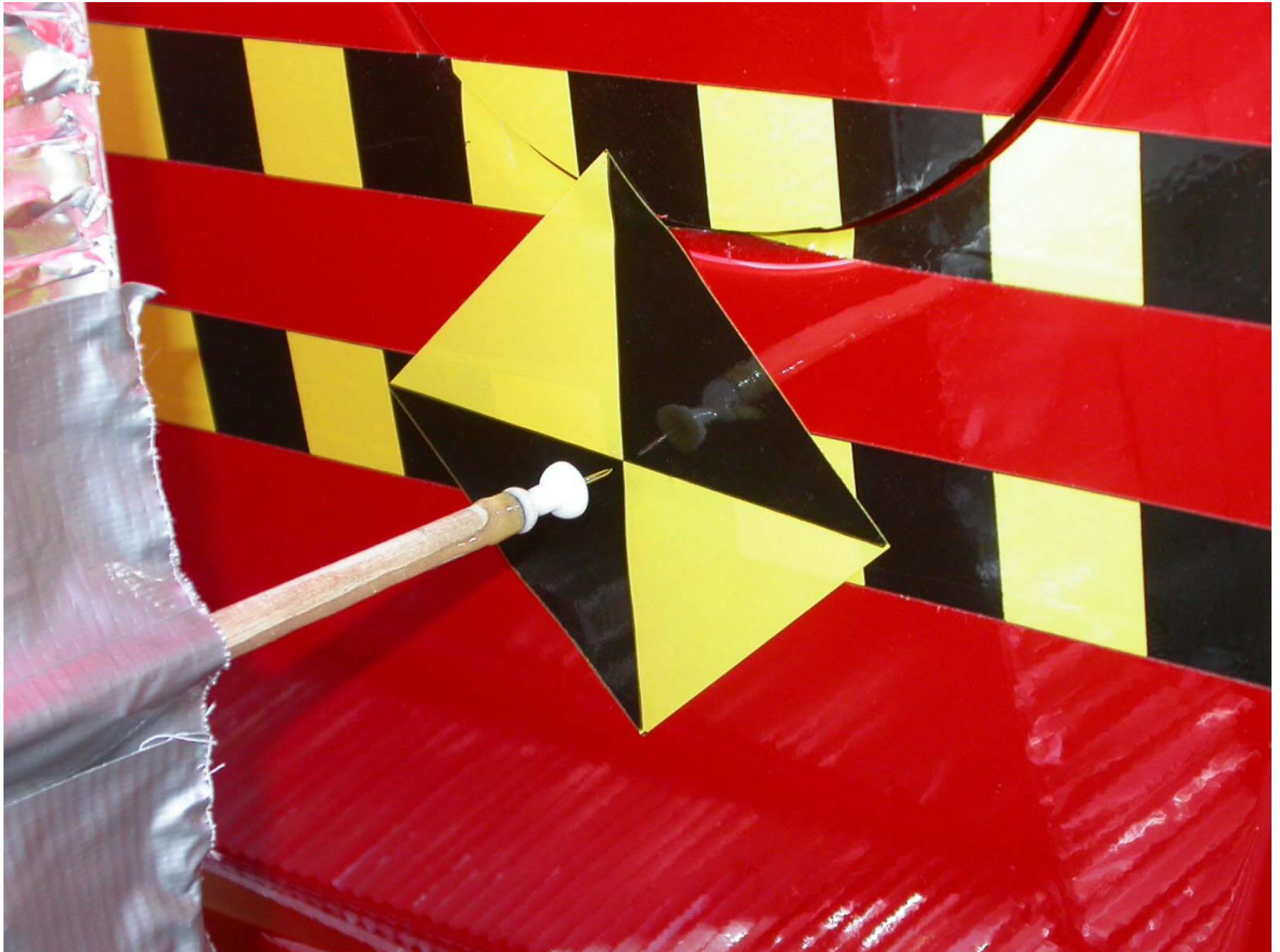


Figure A-27: Pre-Test Right Impact Point



Figure A-28: Post-Test Right Impact Point



Figure A-29: Pre-Test Front $\frac{3}{4}$ View of Left Side Door



Figure A-30: Post-Test Front ¾ View of Left Side Door



Figure A-31: Pre-Test Rear $\frac{3}{4}$ View of Left Side Door



Figure A-32: Post-Test Rear $\frac{3}{4}$ View of Left Side Door



Figure A-33: Pre-Test Left Front Door



Figure A-34: Post-Test Left Front Door



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

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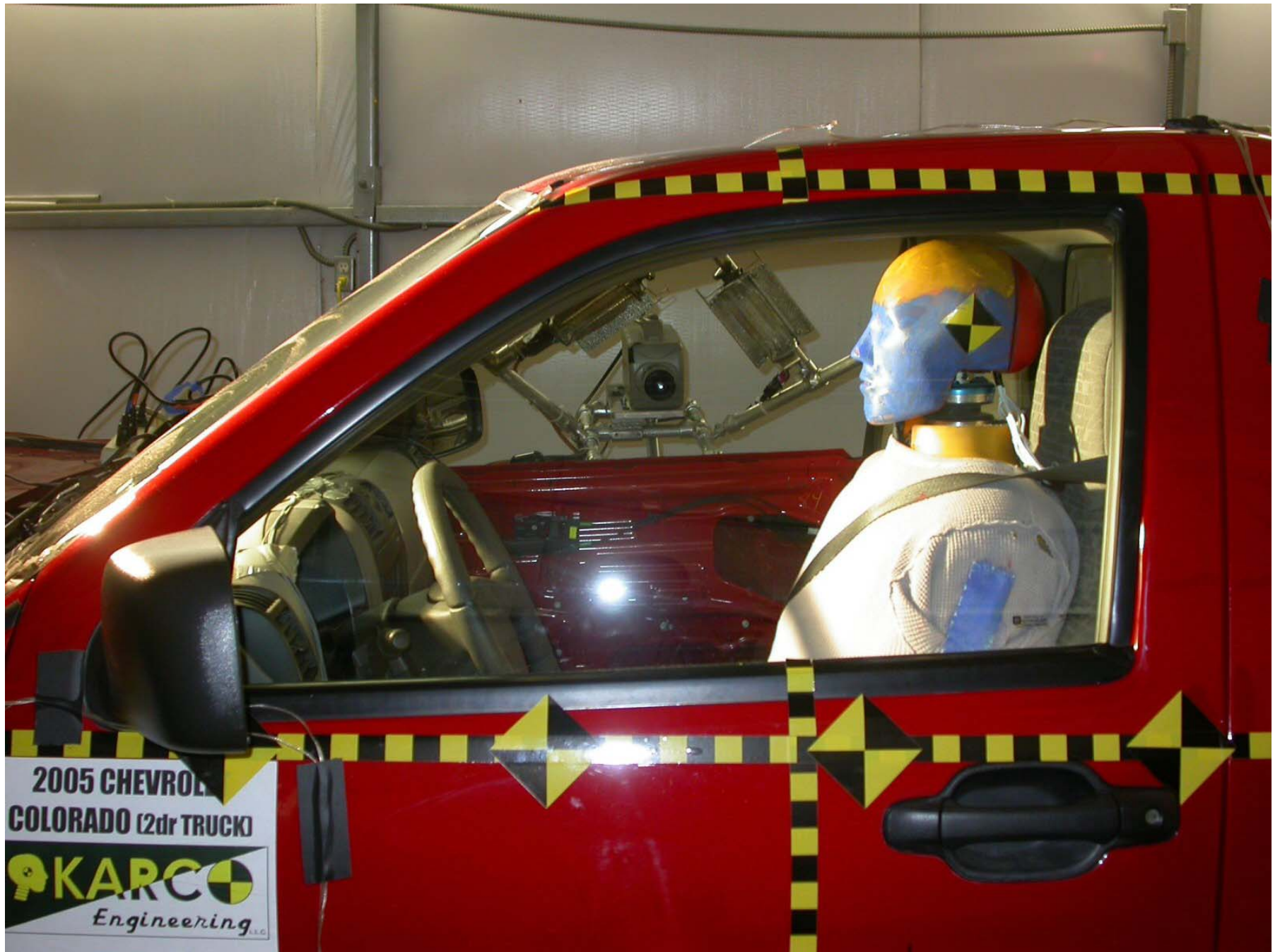


Figure A-36: Pre-Test Driver Dummy (Through Window)



Figure A-37: Post-Test Driver Dummy (Through Window)



Figure A-38: Pre-Test Driver Dummy Clearance From Door



Figure A-39: Post-Test Driver Dummy Clearance From Door



Figure A-40: Pre-Test Driver Dummy Right Side View



Figure A-41: Post-Test Driver Dummy Right Side View



Figure A-42: Pre-Test Front Door Panel (Interior)



Figure A-43: Post-Test Front Door Panel (Interior)



Figure A-44: Pre-Test Front View of Deformable Barrier



Figure A-45: Post-Test Front View of Deformable Barrier

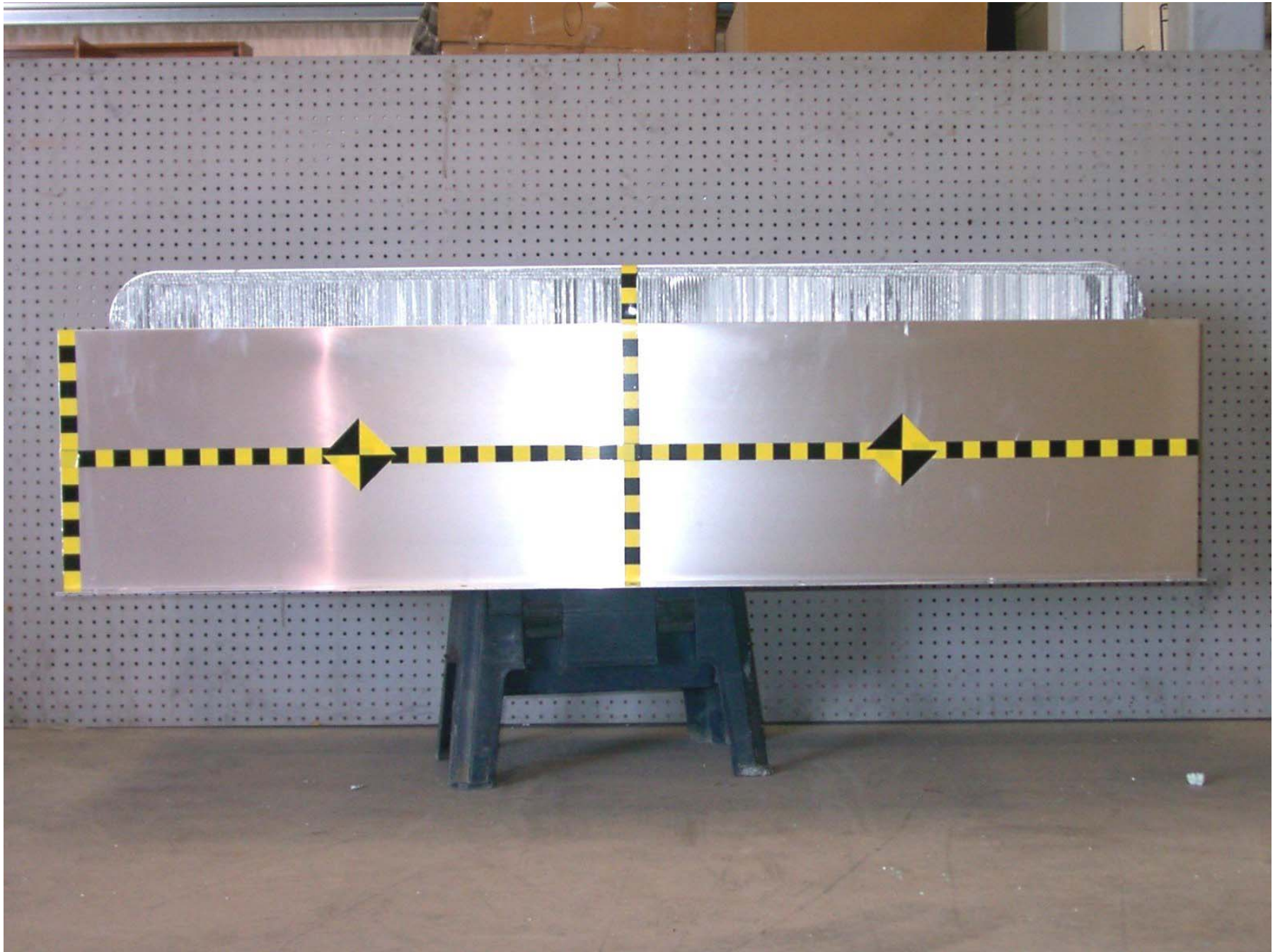


Figure A-46: Pre-Test Top View of Deformable Barrier



Figure A-47: Post-Test Top View of Deformable Barrier



Figure A-48: Pre-Test Right Side View of Deformable Barrier



Figure A-49: Post-Test Right Side View of Deformable Barrier



Figure A-50: Pre-Test Left Side View of Deformable Barrier



Figure A-51: Post-Test Left Side View of Deformable Barrier



Figure A-52: Vehicle on Rollover Device (0°)



Figure A-53: Vehicle on Rollover Device (90°)



Figure A-54: Vehicle on Rollover Device (180°)

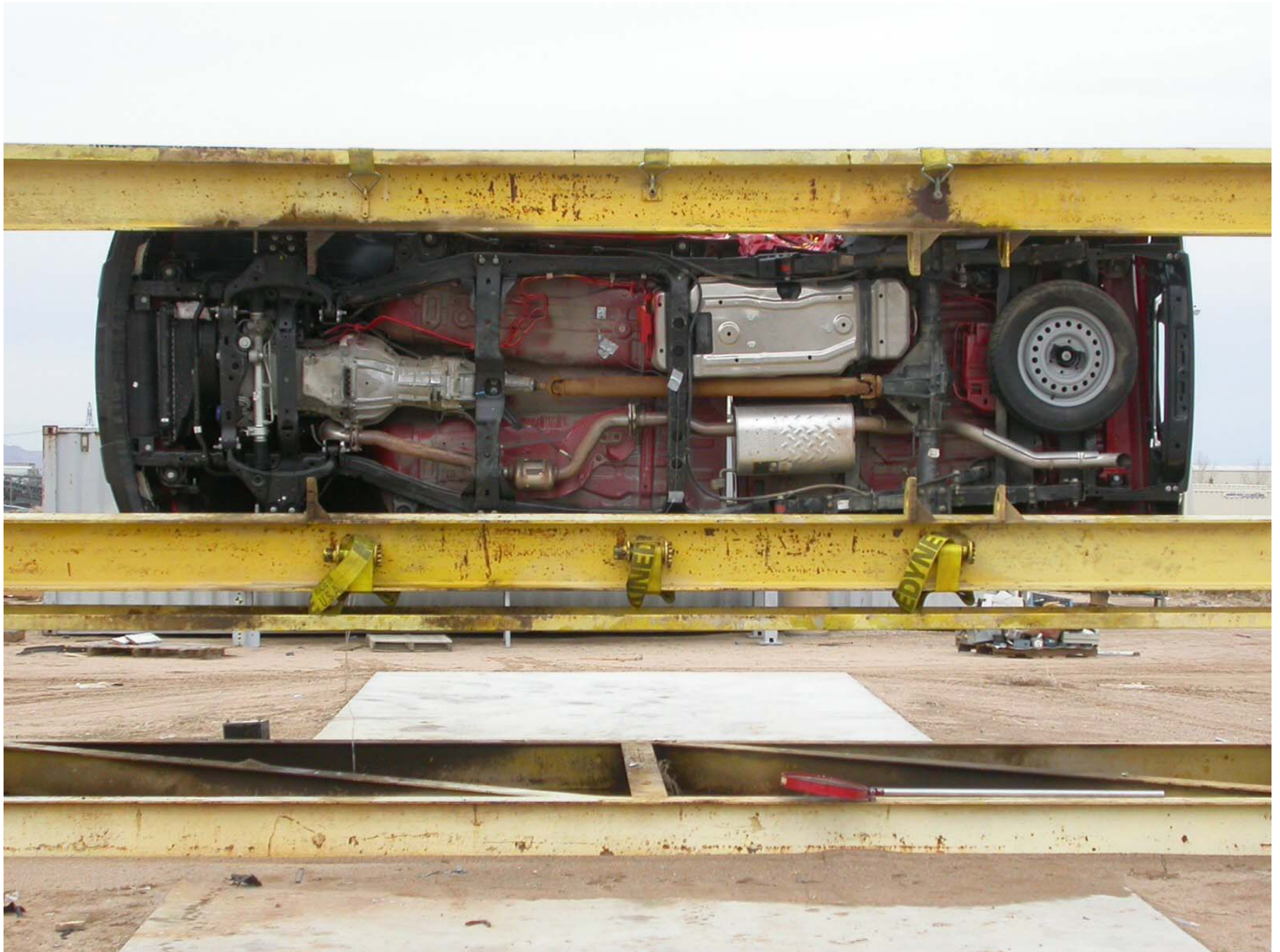


Figure A-55: Vehicle on Rollover Device (270°)



Figure A-56: Vehicle Impact



Figure A-57: Post-Test Driver Door



Figure A-58: Post-Test Fuel Cap

APPENDIX B

SID/HIII, VEHICLE AND MDB RESPONSE DATA

LIST OF DATA PLOTS

Data Plot		Page
B-1	Driver Head X Primary	B-1
	Driver Head Y Primary	B-1
	Driver Head Z Primary	B-1
	Driver Head Resultant Primary	B-1
B-2	Driver Head Primary X Velocity	B-2
	Driver Head Primary Y Velocity	B-2
	Driver Head Primary Z Velocity	B-2
B-3	Driver Head X Redundant	B-3
	Driver Head Y Redundant	B-3
	Driver Head Z Redundant	B-3
	Driver Head Resultant Redundant	B-3
B-4	Driver Head Redundant X Velocity	B-4
	Driver Head Redundant Y Velocity	B-4
	Driver Head Redundant Z Velocity	B-4
B-5	Driver Upper Neck Force X	B-5
	Driver Upper Neck Force Y	B-5
	Driver Upper Neck Force Z	B-5
	Driver Upper Neck Force Resultant	B-5
B-6	Driver Upper Neck Moment X	B-6
	Driver Upper Neck Moment Y	B-6
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	Driver Upper Neck Moment Resultant	B-6
B-7	Driver Upper Rib Primary Y	B-7
	Driver Lower Rib Primary Y	B-7
	Driver Lower Spine Primary Y	B-7
	Driver Pelvis Primary Y	B-7
B-8	Driver Upper Rib Primary Y Velocity	B-8
	Driver Lower Rib Primary Y Velocity	B-8
	Driver Lower Spine Primary Y Velocity	B-8
	Driver Pelvis Primary Y Velocity	B-8
B-9	Driver Upper Rib Redundant Y	B-9
	Driver Lower Rib Redundant Y	B-9
	Driver Lower Spine Redundant Y	B-9
	Driver Pelvis Redundant Y	B-9
B-10	Driver Upper Rib Redundant Y Velocity	B-10

LIST OF DATA PLOTS...(CONTINUED)

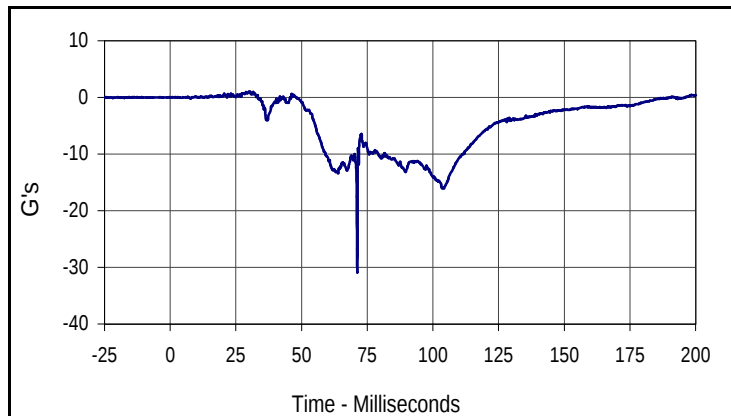
Data Plot	Page	
	Driver Lower Rib Redundant Y Velocity	B-10
	Driver Lower Spine Redundant Y Velocity	B-10
	Driver Pelvis Redundant Y Velocity	B-10
B-11	Driver Thorax Contact	B-11
	Driver Pelvis Contact	B-11
B-12	Vehicle Right Sill at Front Seat X	B-12
	Vehicle Right Sill at Front Seat Y	B-12
	Vehicle Right Sill at Front Seat Z	B-12
	Vehicle Right Sill Front Seat Resultant	B-12
B-13	Vehicle Right Sill at Front Seat X Velocity	B-13
	Vehicle Right Sill at Front Seat Y Velocity	B-13
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B-14	Vehicle Rear Floor Above Axle X	B-14
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	Vehicle Rear Floor Above Axle Resultant	B-14
B-15	Vehicle Rear Floor Above Axle X Velocity	B-15
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B-16	Vehicle Left Sill at Rear Door Y	B-16
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	Vehicle Left Sill at Rear Door Y Velocity	B-16
	Vehicle Left Sill at Rear Door CL Velocity	B-16
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	Vehicle Left Front Door Upper CL Y	B-17
	Vehicle Left Front Door Mid Rear Y Velocity	B-17
	Vehicle Left Front Door Upper CL Y Velocity	B-17
B-18	Vehicle B-Post Lower Y	B-18
	Vehicle B-Post Middle Y	B-18
	Vehicle B-Post Lower Y Velocity	B-18
	Vehicle B-Post Middle Y Velocity	B-18
B-19	Vehicle A-Post Lower Y	B-19
	Vehicle A-Post Middle Y	B-19
	Vehicle A-Post Lower Y Velocity	B-19
	Vehicle A-Post Middle Y Velocity	B-19

LIST OF DATA PLOTS...(CONTINUED)

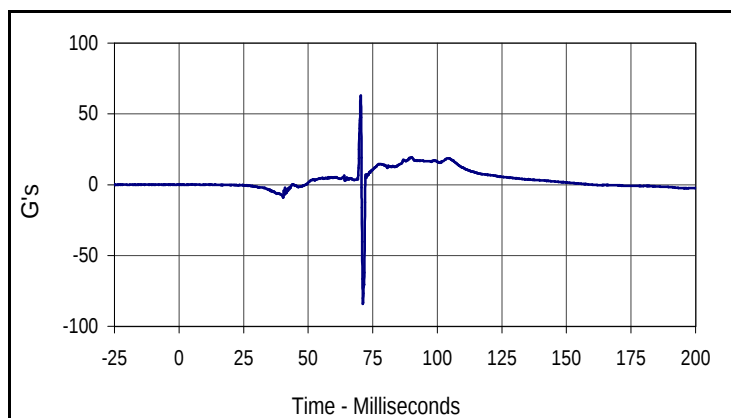
Data Plot	Page
B-20	Vehicle Left Front Seat Track
	Vehicle Left Front Seat Track Y Velocity
B-21	Vehicle CG X
	Vehicle CG Y
	Vehicle CG Z
	Vehicle CG Resultant
B-22	Vehicle CG X Velocity
	Vehicle CG Y Velocity
	Vehicle CG Z Velocity
B-23	Driver Upper Rib Primary Y
	Driver Lower Rib Primary Y
	Driver Lower Spine Primary Y
	Driver Pelvis Primary Y
B-24	Driver Upper Rib Redundant Y
	Driver Lower Rib Redundant Y
	Driver Lower Spine Redundant Y
	Driver Pelvis Redundant Y
B-25	MDB CG X
	MDB CG Y
	MDB CG Z
	MDB CG Resultant
B-26	MDB CG X Velocity
	MDB CG Y Velocity
	MDB CG Z Velocity
B-27	MDB Rear X
	MDB Rear Y
	MDB Rear X Velocity
	MDB Rear Y Velocity
B-28	MDB Right Bumper Contact

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

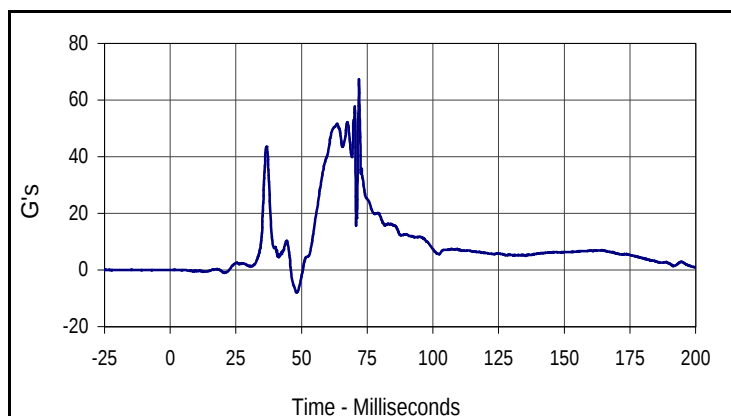
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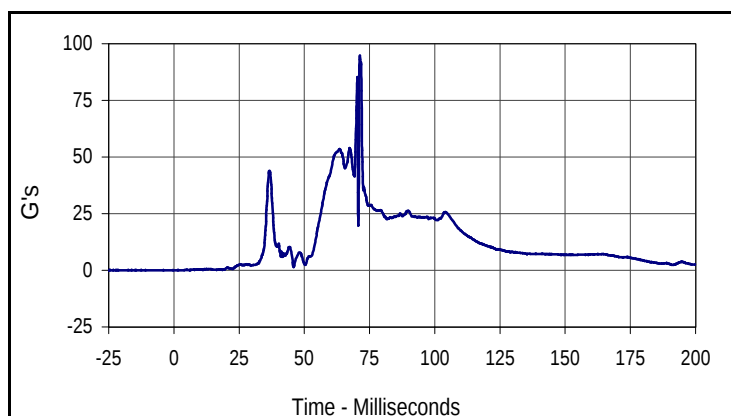
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002	FIL	1000	G's
Max	Time	Min	Time
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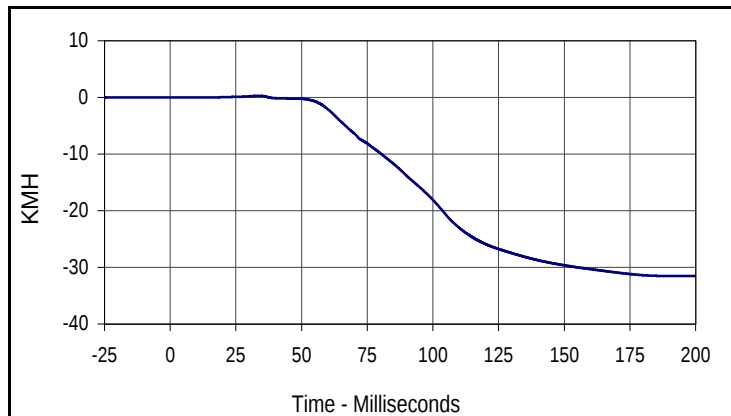
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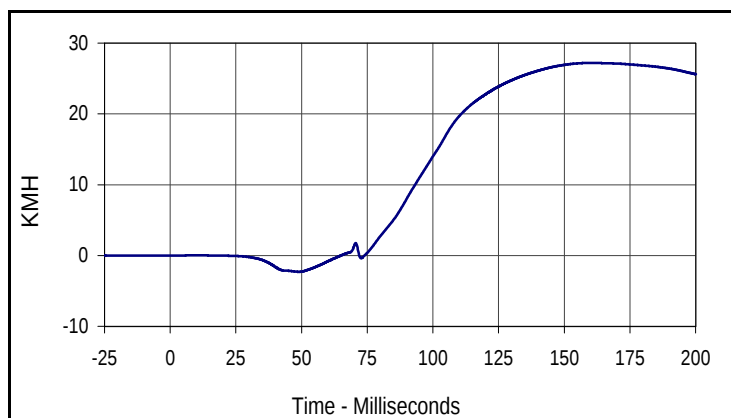
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Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

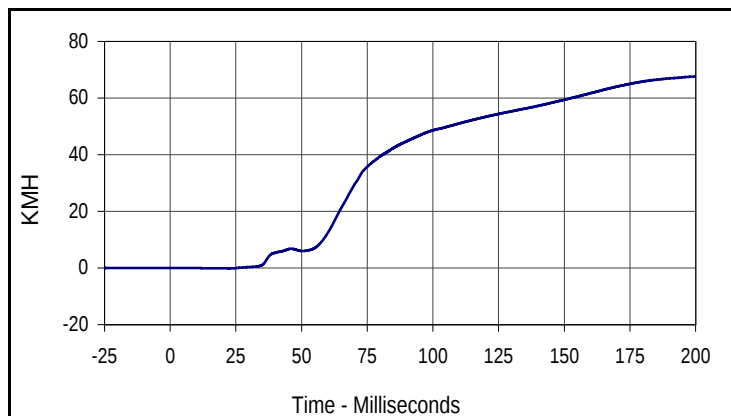
Test Date: 1/13/05
 NHTSA No.: M50107



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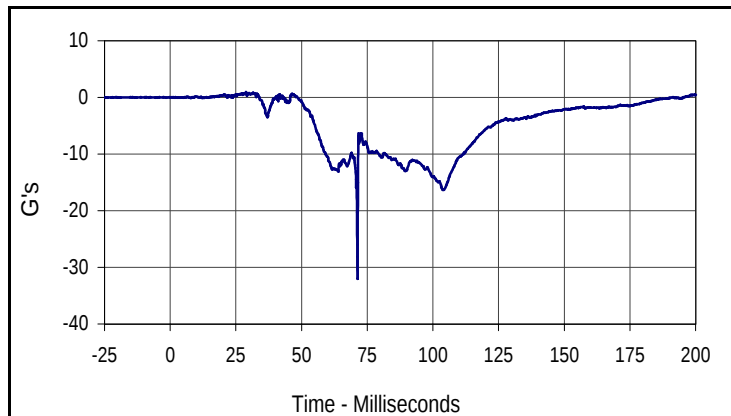
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002	IN1	180	KMH
Max	Time	Min	Time
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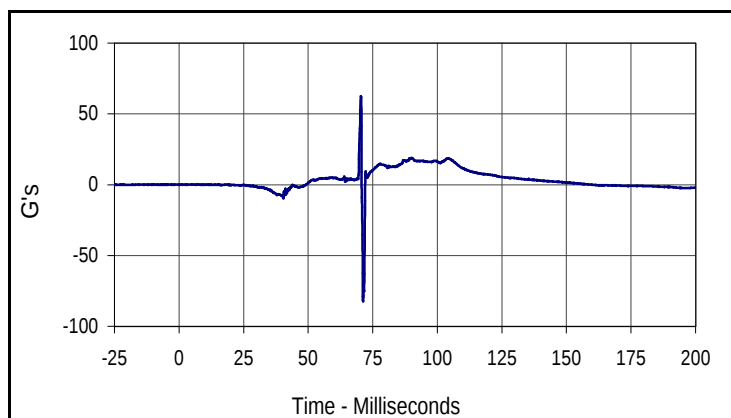
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Driver Head Primary Z Velocity			
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Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

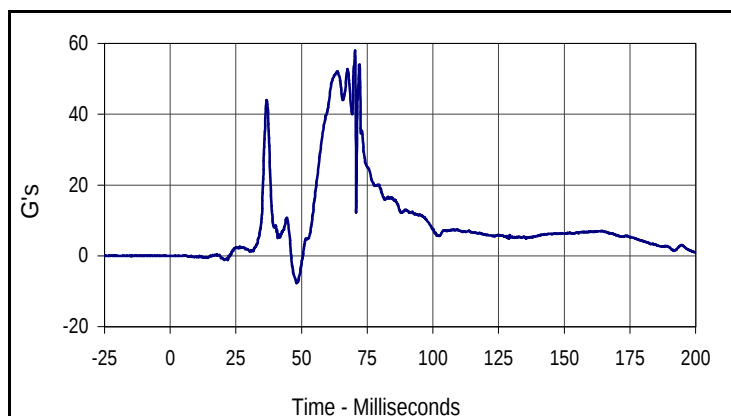
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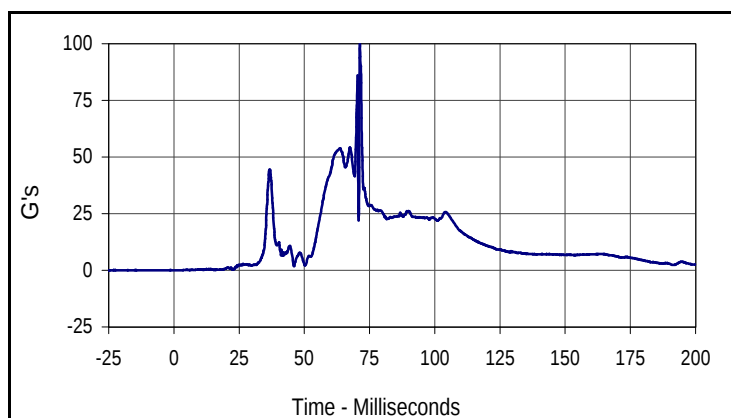
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Max	Time	Min	Time
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Curve Description			
Driver Head Y Redundant			
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005	FIL	1000	G's
Max	Time	Min	Time
62.4	70.4	-82.3	71.3



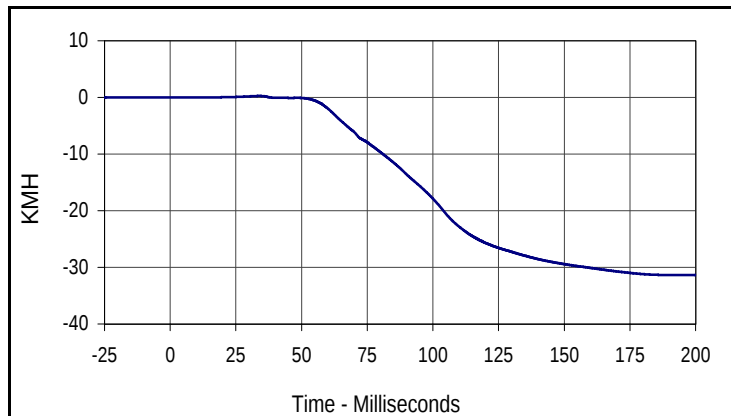
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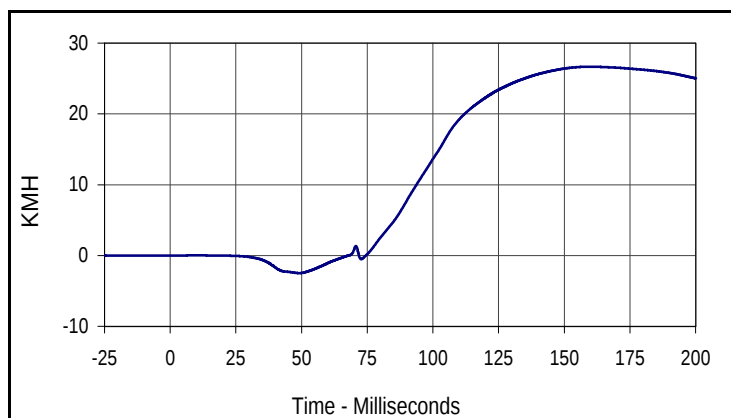
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Driver Head Resultant Redundant			
CURNO	Type	SAE Class	Units
004	RES	1000	G's
Max	Time	Min	Time
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Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

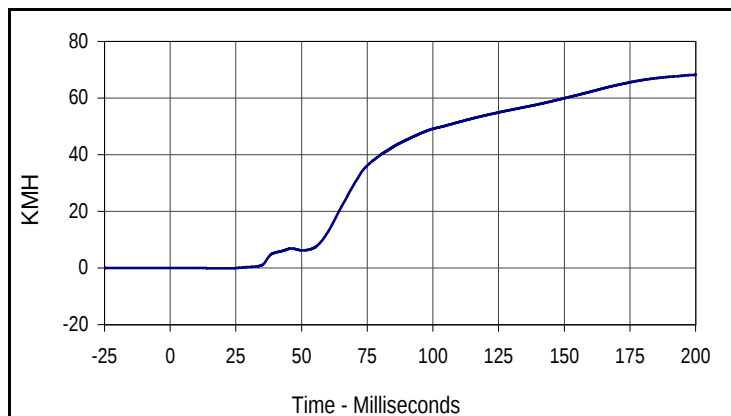
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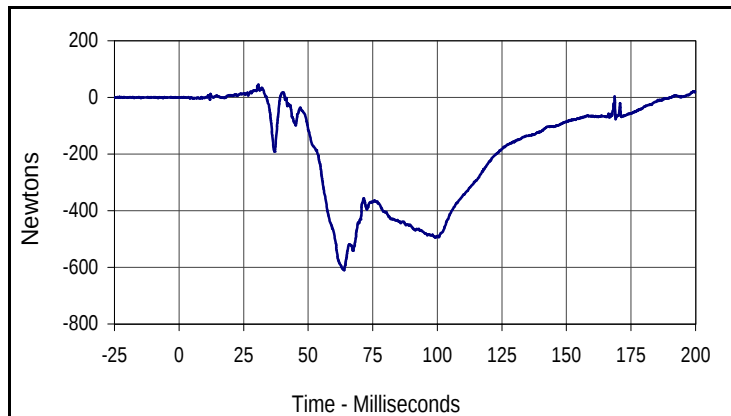
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Max	Time	Min	Time
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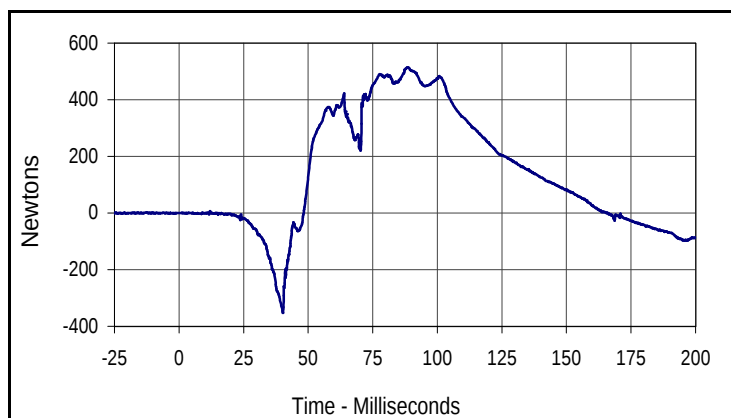
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Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

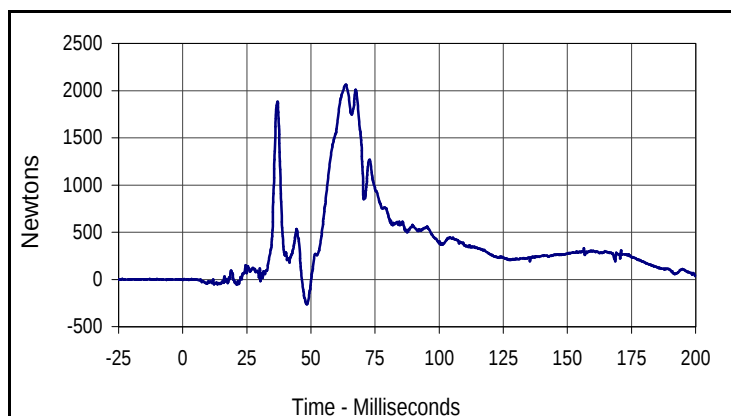
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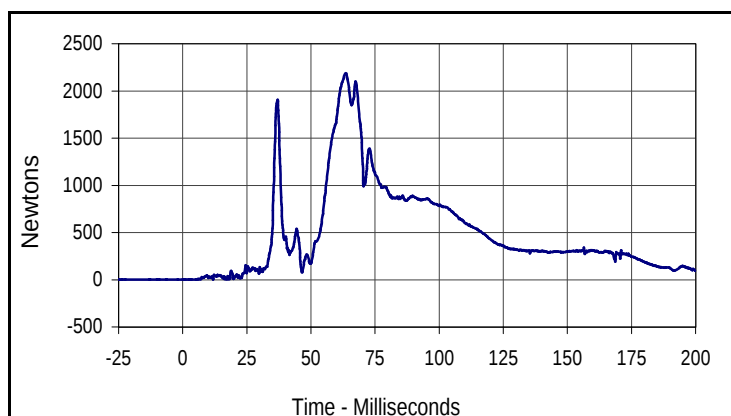
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Driver Upper Neck Force X			
CURNO	Type	SAE Class	Units
007	FIL	1000	Newtons
Max	Time	Min	Time
44.9	30.7	-609.8	63.9



Curve Description			
Driver Upper Neck Force Y			
CURNO	Type	SAE Class	Units
008	FIL	1000	Newtons
Max	Time	Min	Time
514.1	88.6	-352.4	40.2



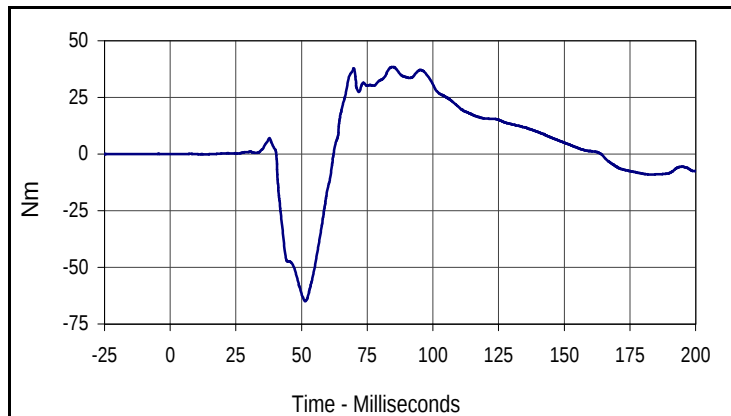
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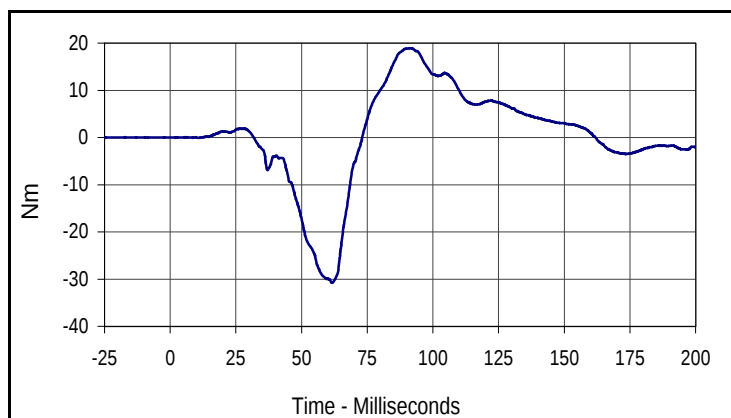
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Driver Upper Neck Force Resultant			
CURNO	Type	SAE Class	Units
007	RES	1000	Newtons
Max	Time	Min	Time
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Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

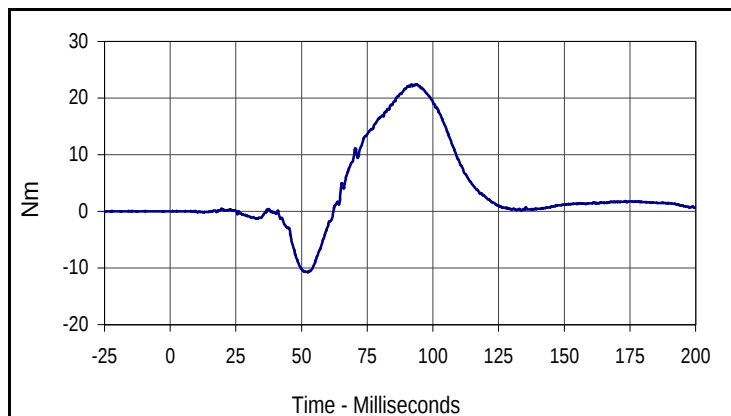
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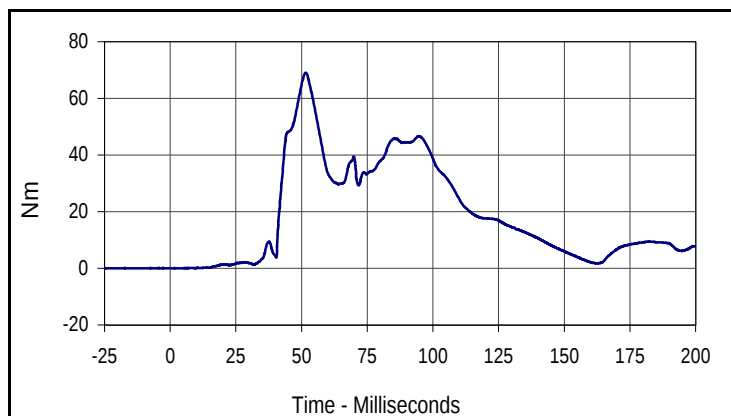
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CURNO	Type	SAE Class	Units
010	FIL	600	Nm
Max	Time	Min	Time
38.5	84.7	-65.0	51.4



Curve Description			
Driver Upper Neck Moment Y			
CURNO	Type	SAE Class	Units
011	FIL	600	Nm
Max	Time	Min	Time
18.9	91.0	-30.8	61.5



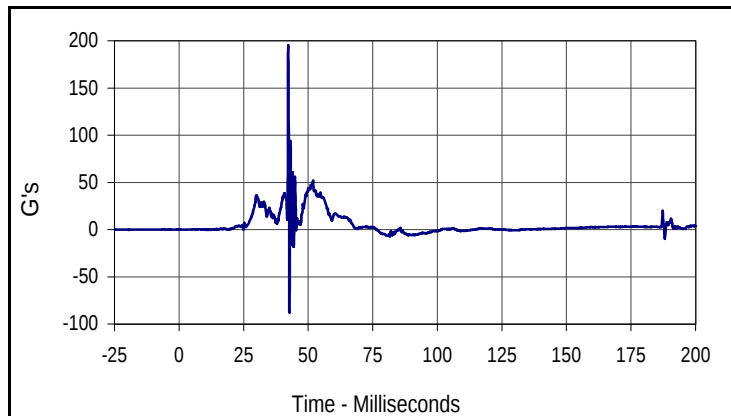
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Driver Upper Neck Moment Z			
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Max	Time	Min	Time
22.4	93.9	-10.7	52.4



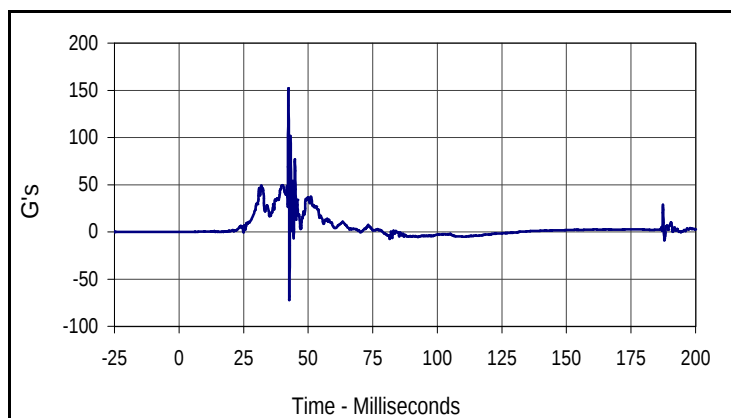
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Driver Upper Neck Moment Resultant			
CURNO	Type	SAE Class	Units
010	RES	600	Nm
Max	Time	Min	Time
69.1	51.5	0.0	3.8

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

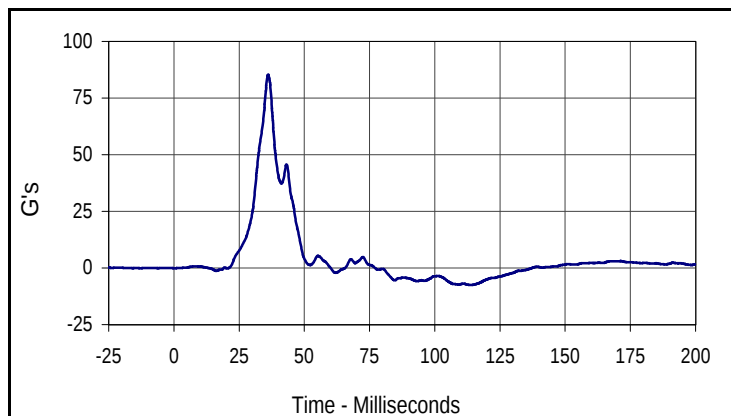
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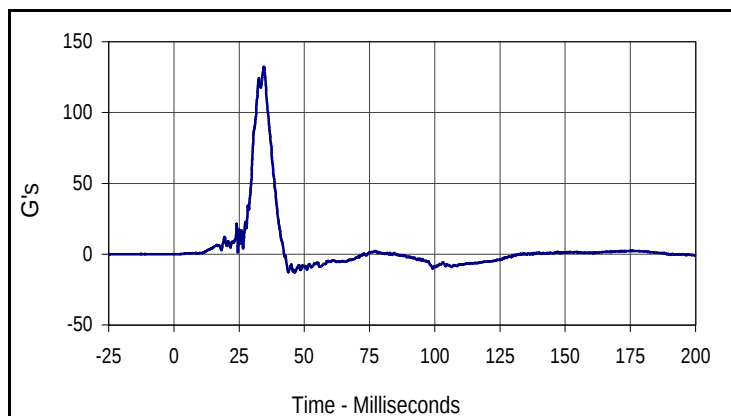
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Max	Time	Min	Time
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Curve Description			
Driver Lower Rib Primary Y			
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014	FIL	1000	G's
Max	Time	Min	Time
151.2	42.4	-71.7	42.7



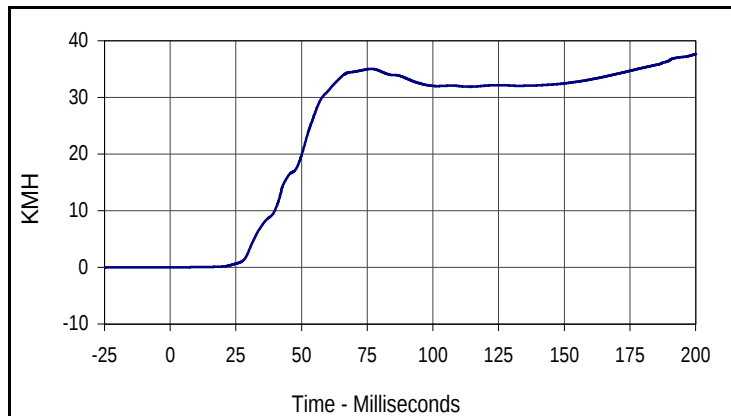
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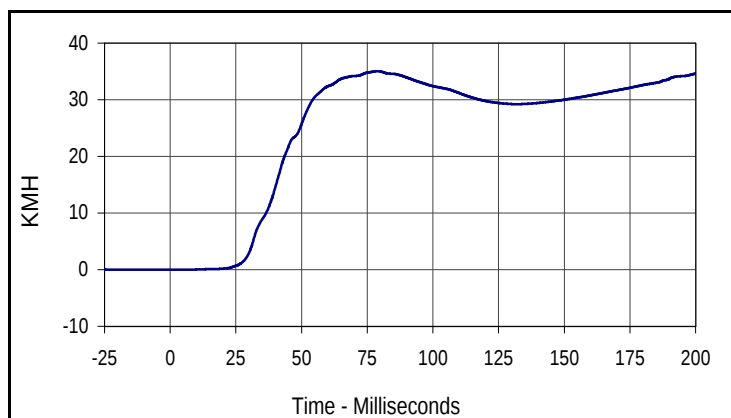
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Driver Pelvis Primary Y			
CURNO	Type	SAE Class	Units
016	FIL	1000	G's
Max	Time	Min	Time
132.4	34.5	-12.9	46.3

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

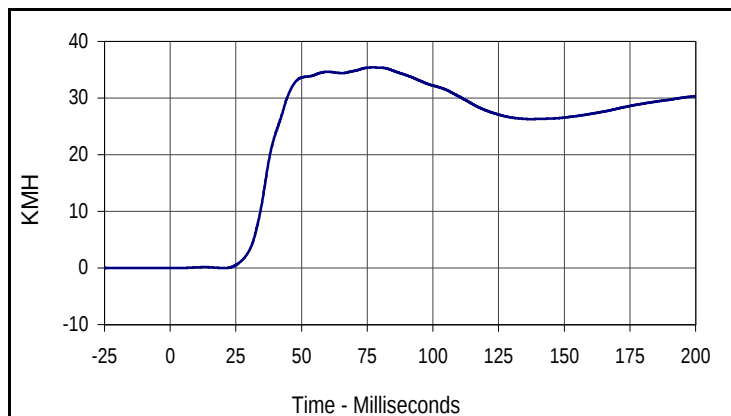
Test Date: 1/13/05
 NHTSA No.: M50107



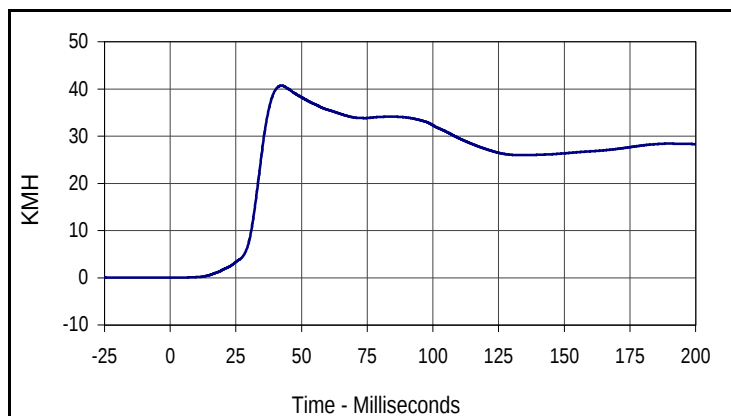
Curve Description			
Driver Upper Rib Primary Y Velocity			
CURNO	Type	SAE Class	Units
013	IN1	180	KMH
Max	Time	Min	Time
37.6	200.0	0.0	0.0



Curve Description			
Driver Lower Rib Primary Y Velocity			
CURNO	Type	SAE Class	Units
014	IN1	180	KMH
Max	Time	Min	Time
35.0	78.9	0.0	5.1



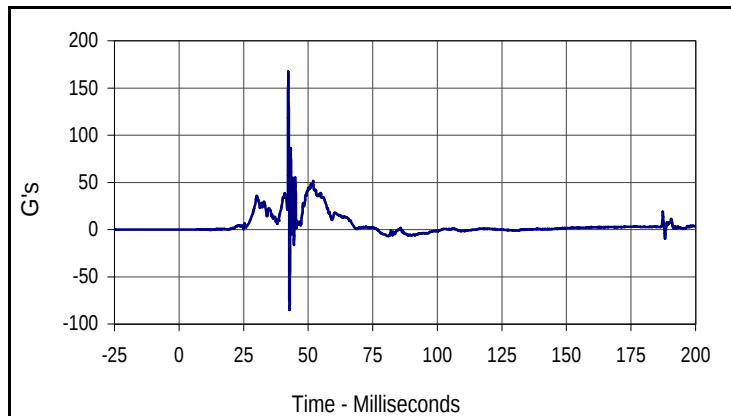
Curve Description			
Driver Lower Spine Primary Y Velocity			
CURNO	Type	SAE Class	Units
015	IN1	180	KMH
Max	Time	Min	Time
35.4	77.1	0.0	2.1



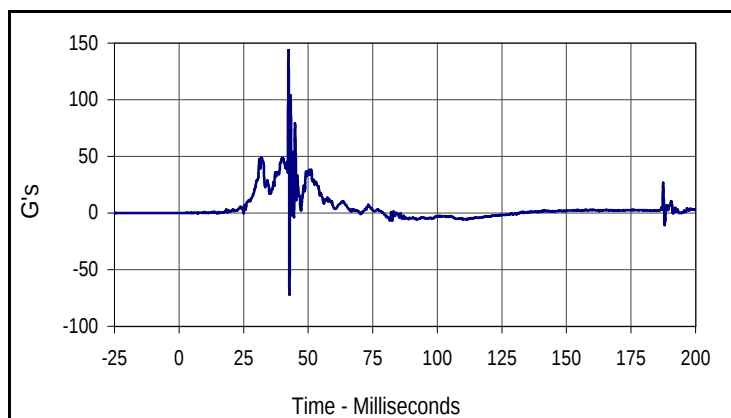
Curve Description			
Driver Pelvis Primary Y Velocity			
CURNO	Type	SAE Class	Units
016	IN1	180	KMH
Max	Time	Min	Time
40.7	42.4	0.0	0.0

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

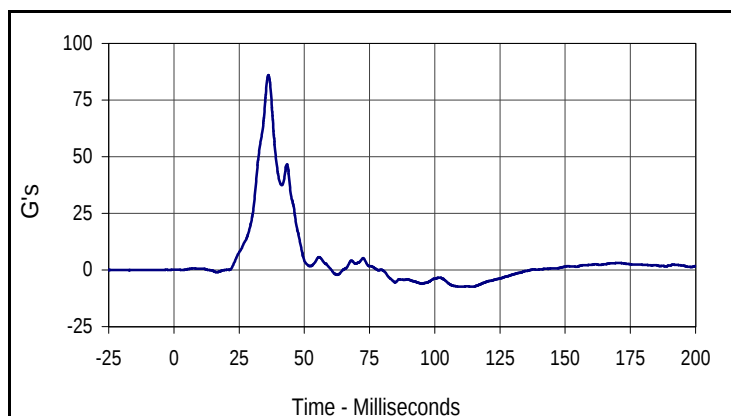
Test Date: 1/13/05
 NHTSA No.: M50107



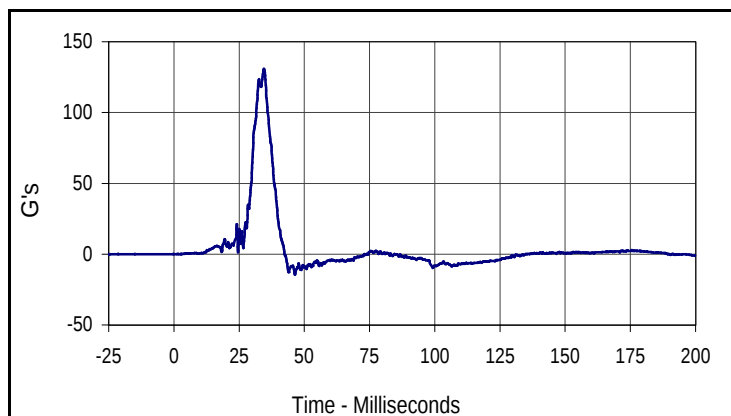
Curve Description			
Driver Upper Rib Redundant Y			
CURNO	Type	SAE Class	Units
017	FIL	1000	G's
Max	Time	Min	Time
167.0	42.3	-84.8	42.8



Curve Description			
Driver Lower Rib Redundant Y			
CURNO	Type	SAE Class	Units
018	FIL	1000	G's
Max	Time	Min	Time
143.6	42.4	-71.7	42.8



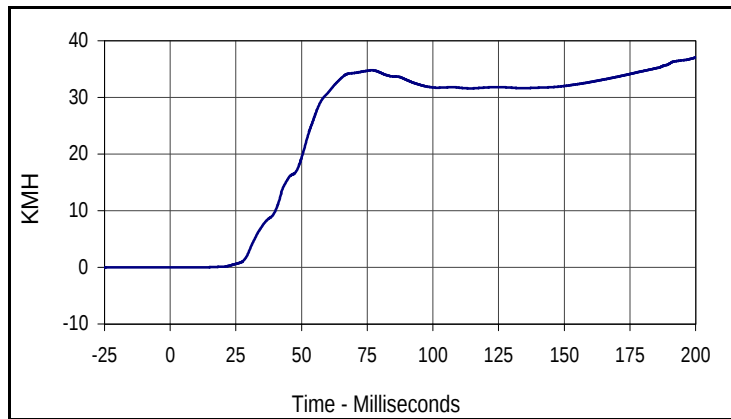
Curve Description			
Driver Lower Spine Redundant Y			
CURNO	Type	SAE Class	Units
019	FIL	180	G's
Max	Time	Min	Time
86.0	36.2	-7.4	114.4



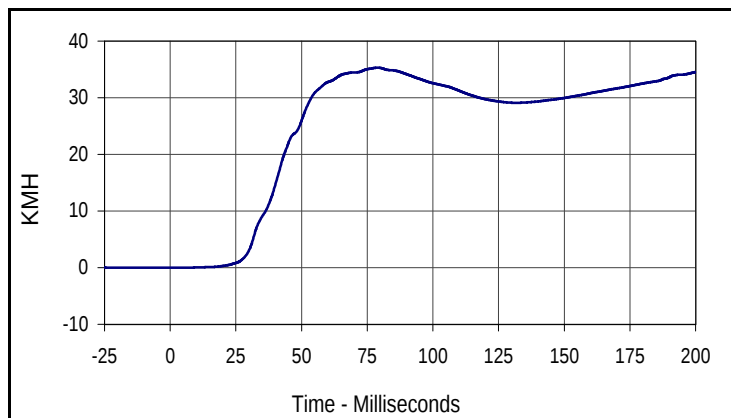
Curve Description			
Driver Pelvis Redundant Y			
CURNO	Type	SAE Class	Units
020	FIL	1000	G's
Max	Time	Min	Time
131.1	34.5	-14.4	46.4

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

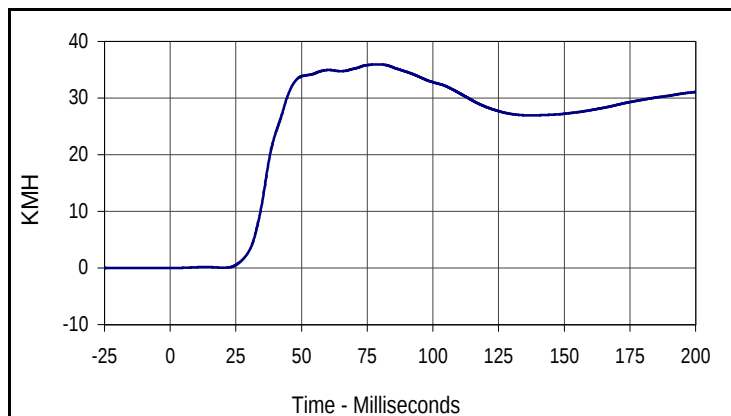
Test Date: 1/13/05
 NHTSA No.: M50107



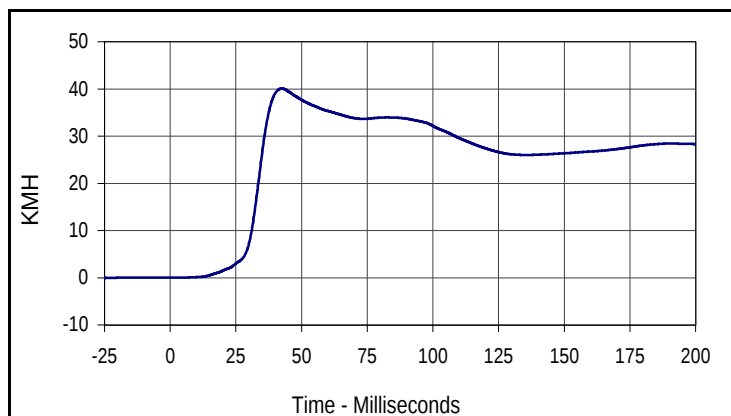
Curve Description			
Driver Upper Rib Redundant Y Velocity			
CURNO	Type	SAE Class	Units
017	IN1	180	KMH
Max	Time	Min	Time
37.1	200.0	0.0	3.3



Curve Description			
Driver Lower Rib Redundant Y Velocity			
CURNO	Type	SAE Class	Units
018	IN1	180	KMH
Max	Time	Min	Time
35.3	79.0	0.0	0.1



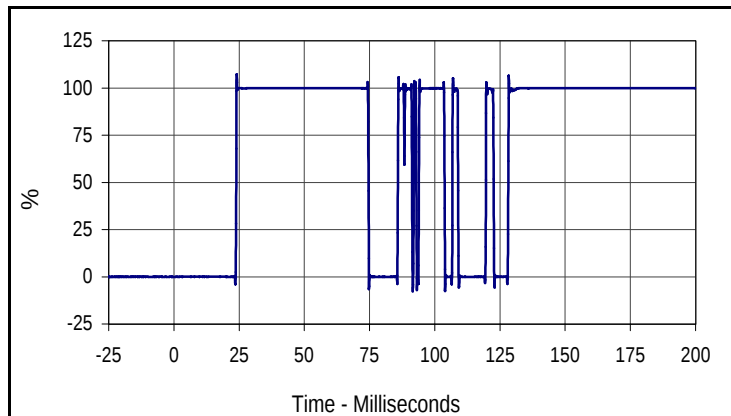
Curve Description			
Driver Lower Spine Redundant Y Velocity			
CURNO	Type	SAE Class	Units
019	IN1	180	KMH
Max	Time	Min	Time
35.9	79.9	0.0	0.0



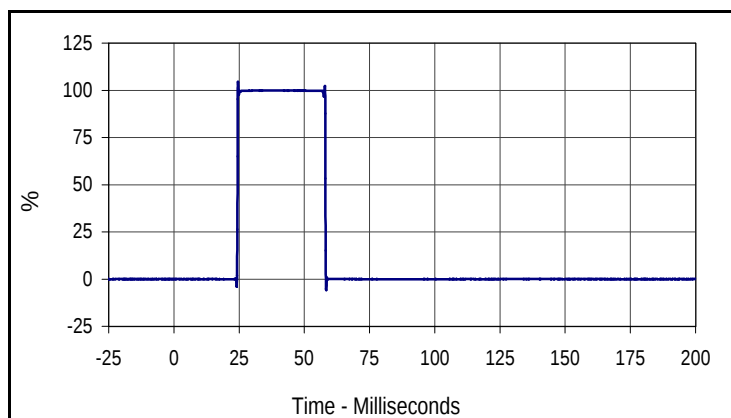
Curve Description			
Driver Pelvis Redundant Y Velocity			
CURNO	Type	SAE Class	Units
020	IN1	180	KMH
Max	Time	Min	Time
40.1	42.6	0.0	0.0

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05
 NHTSA No.: M50107



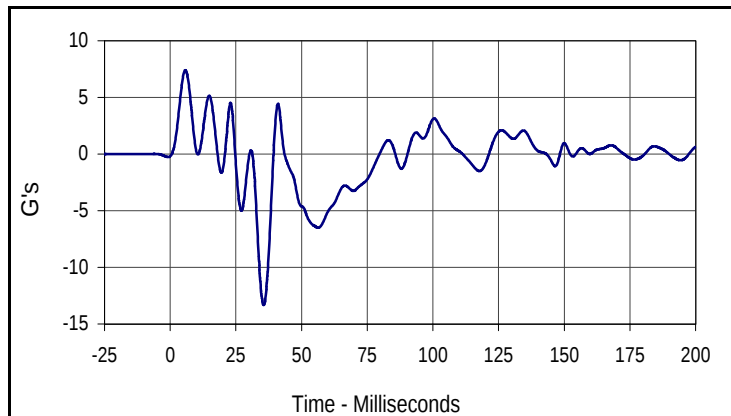
Curve Description			
Driver Thorax Contact			
CURNO	Type	SAE Class	Units
021	FIL	1000	%
Max	Time	Cross %	Time
107.1	24.1	50.0	23.9



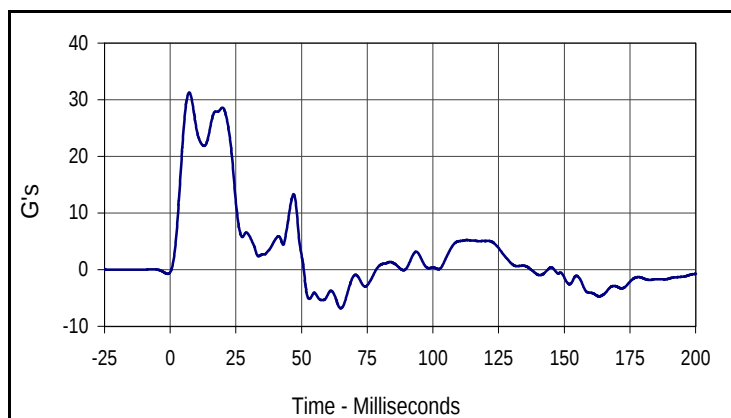
Curve Description			
Driver Pelvis Contact			
CURNO	Type	SAE Class	Units
022	FIL	1000	%
Max	Time	Cross %	Time
104.3	24.6	50.0	24.4

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

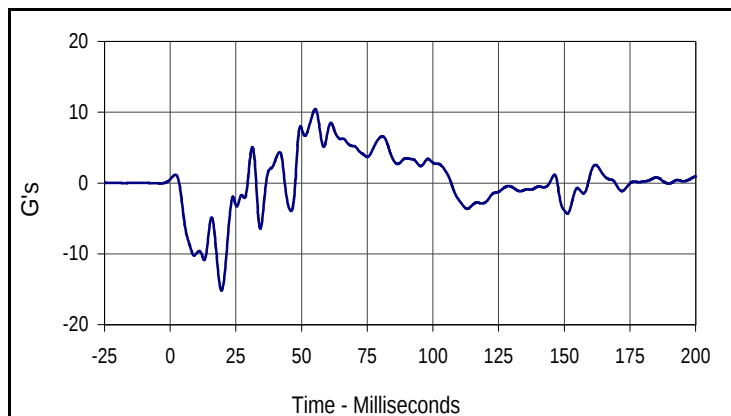
Test Date: 1/13/05
 NHTSA No.: M50107



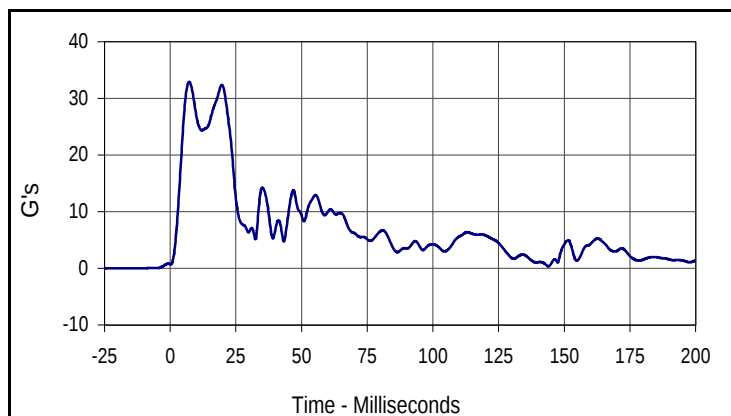
Curve Description			
Vehicle Right Sill at Front Seat X			
CURNO	Type	SAE Class	Units
023	FIL	60	G's
Max	Time	Min	Time
7.4	5.7	-13.3	35.6



Curve Description			
Vehicle Right Sill at Front Seat Y			
CURNO	Type	SAE Class	Units
024	FIL	60	G's
Max	Time	Min	Time
31.3	7.2	-6.8	64.9



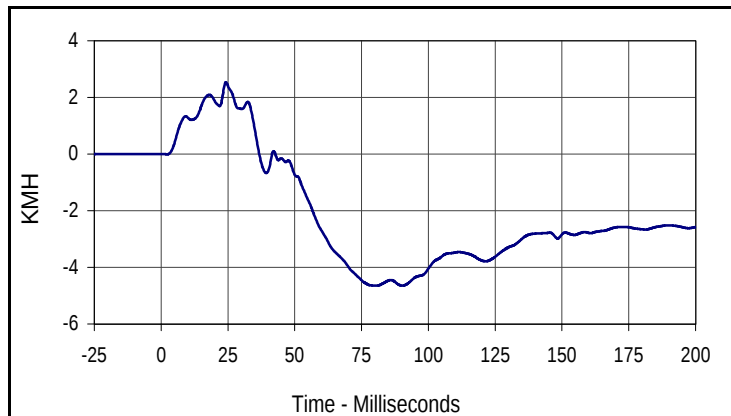
Curve Description			
Vehicle Right Sill at Front Seat Z			
CURNO	Type	SAE Class	Units
025	FIL	60	G's
Max	Time	Min	Time
10.4	55.2	-15.2	19.5



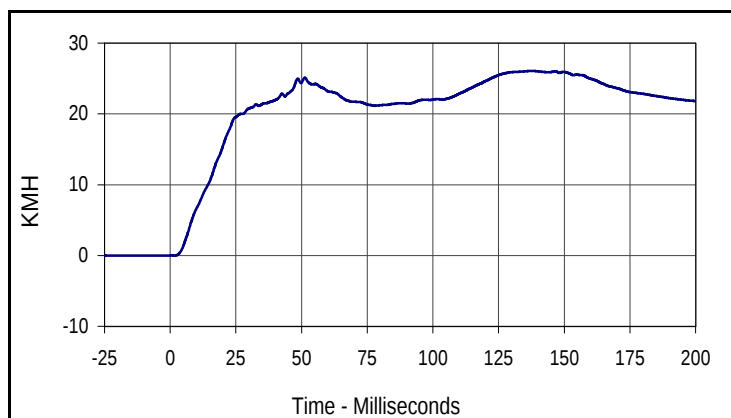
Curve Description			
Vehicle Right Sill Front Seat Resultant			
CURNO	Type	SAE Class	Units
023	RES	60	G's
Max	Time	Min	Time
33.0	7.2	0.3	144.0

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

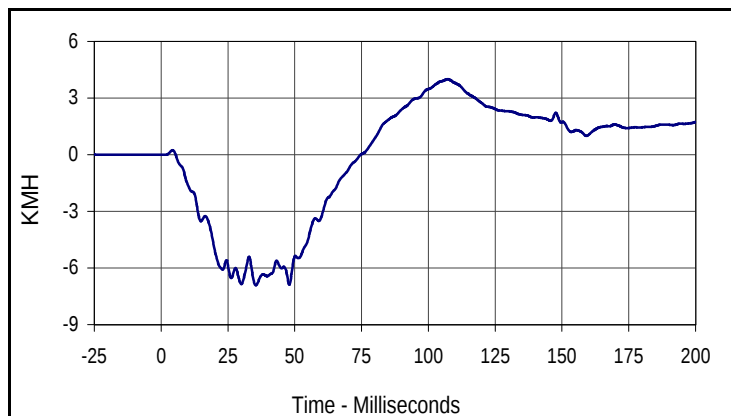
Test Date: 1/13/05
 NHTSA No.: M50107



Curve Description			
Vehicle Right Sill at Front Seat X Velocity			
CURNO	Type	SAE Class	Units
023	IN1	180	KMH
Max	Time	Min	Time
2.5	24.3	-4.6	80.3



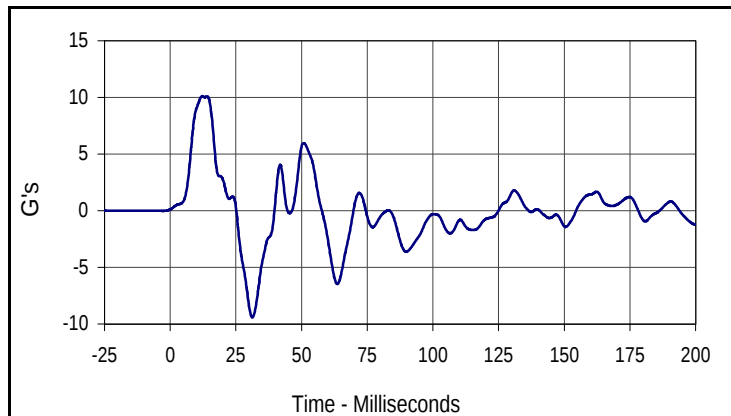
Curve Description			
Vehicle Right Sill at Front Seat Y Velocity			
CURNO	Type	SAE Class	Units
024	IN1	180	KMH
Max	Time	Min	Time
26.1	138.6	0.0	1.7



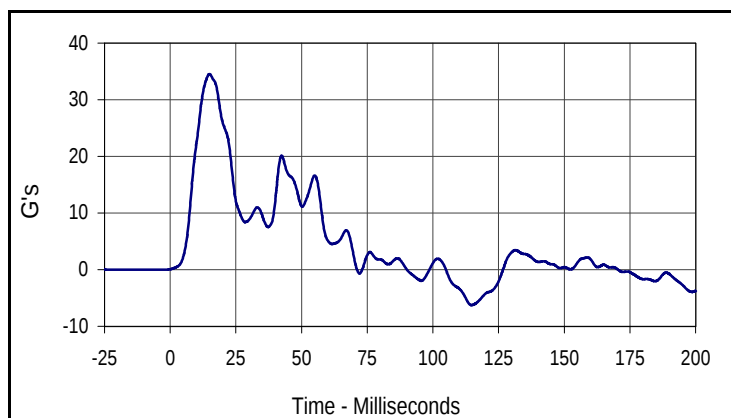
Curve Description			
Vehicle Right Sill at Front Seat Z Velocity			
CURNO	Type	SAE Class	Units
025	IN1	180	KMH
Max	Time	Min	Time
4.0	107.2	-6.9	35.4

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

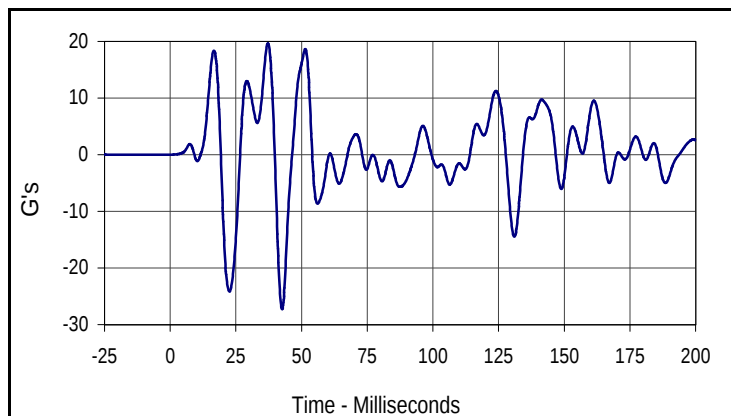
Test Date: 1/13/05
 NHTSA No.: M50107



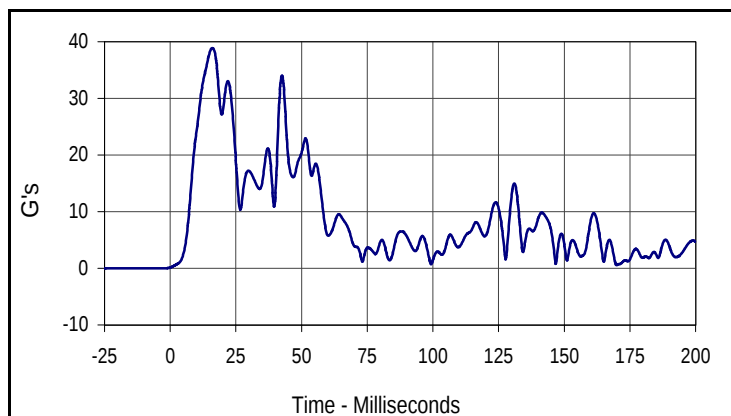
Curve Description			
Vehicle Rear Floor Above Axle X			
CURNO	Type	SAE Class	Units
026	FIL	60	G's
Max	Time	Min	Time
10.1	12.2	-9.4	31.3



Curve Description			
Vehicle Rear Floor Above Axle Y			
CURNO	Type	SAE Class	Units
027	FIL	60	G's
Max	Time	Min	Time
34.5	15.0	-6.3	114.7



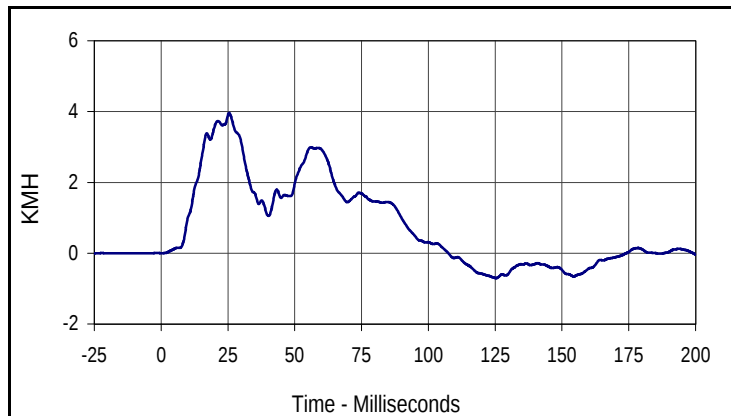
Curve Description			
Vehicle Rear Floor Above Axle Z			
CURNO	Type	SAE Class	Units
028	FIL	60	G's
Max	Time	Min	Time
19.7	37.2	-27.3	42.6



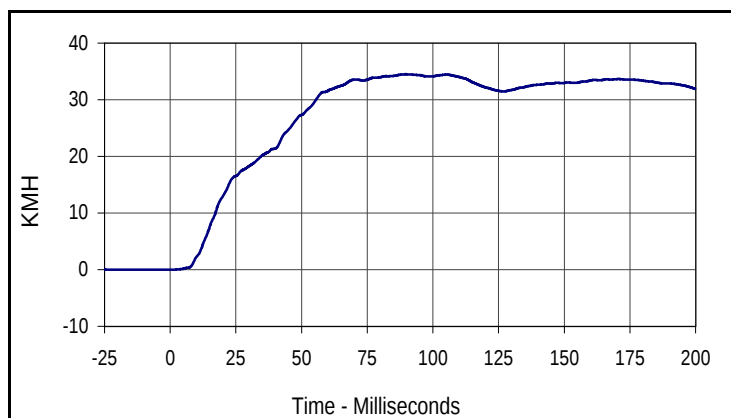
Curve Description			
Vehicle Rear Floor Above Axle Resultant			
CURNO	Type	SAE Class	Units
026	RES	60	G's
Max	Time	Min	Time
38.9	16.0	0.1	0.0

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

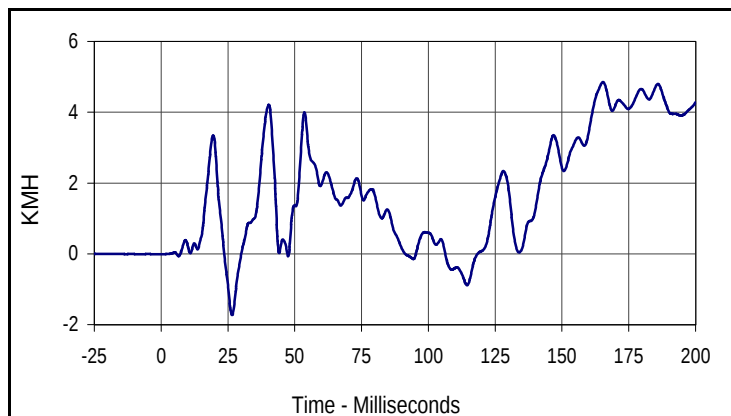
Test Date: 1/13/05
 NHTSA No.: M50107



Curve Description			
Vehicle Rear Floor above Axle X Velocity			
CURNO	Type	SAE Class	Units
026	IN1	180	KMH
Max	Time	Min	Time
4.0	25.4	-0.7	125.3



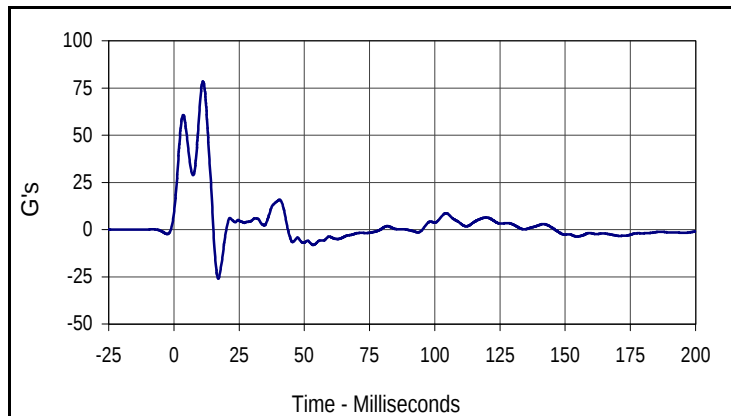
Curve Description			
Vehicle Rear Floor above Axle Y Velocity			
CURNO	Type	SAE Class	Units
027	IN1	180	KMH
Max	Time	Min	Time
34.5	89.8	0.0	0.0



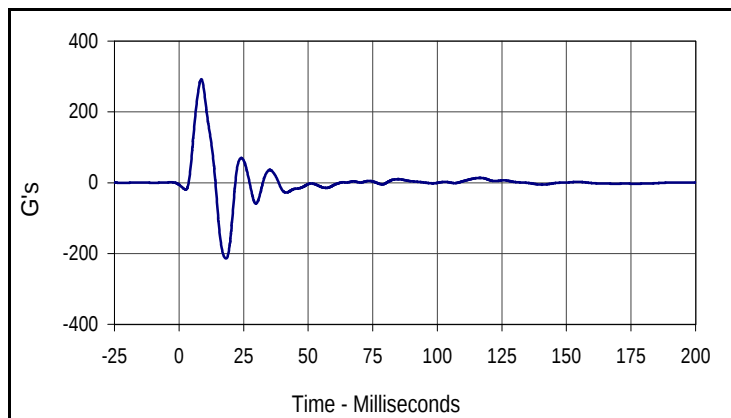
Curve Description			
Vehicle Rear Floor above Axle Z Velocity			
CURNO	Type	SAE Class	Units
028	IN1	180	KMH
Max	Time	Min	Time
4.9	165.3	-1.7	26.5

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

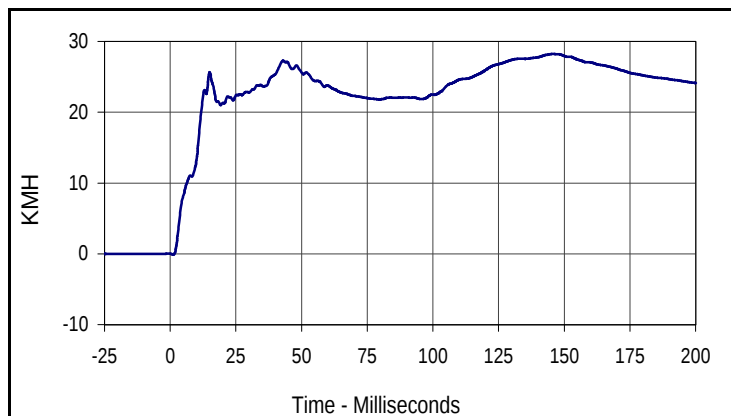
Test Date: 1/13/05
 NHTSA No.: M50107



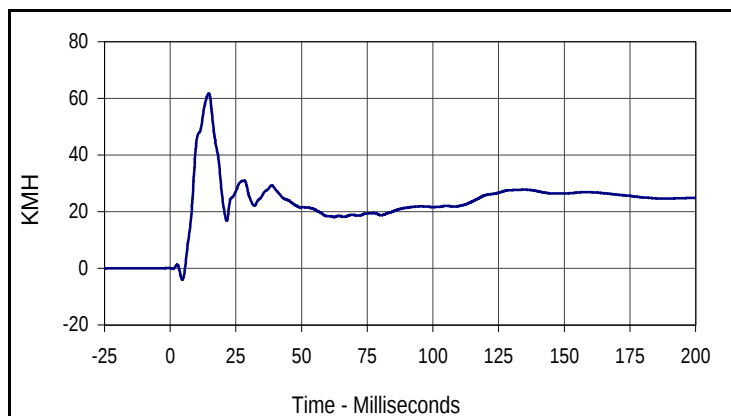
Curve Description			
Vehicle Left Sill at Front Door Y			
CURNO	Type	SAE Class	Units
029	FIL	60	G's
Max	Time	Min	Time
78.4	11.1	-26.0	17.0



Curve Description			
Vehicle Left Front Door CL Y			
CURNO	Type	SAE Class	Units
030	FIL	60	G's
Max	Time	Min	Time
292.1	8.6	-214.0	18.2



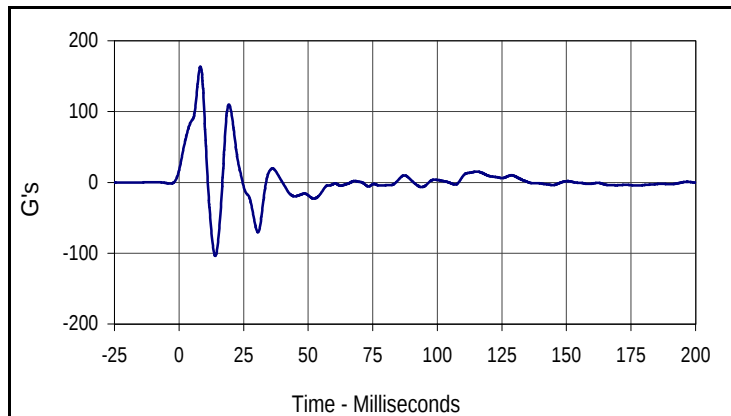
Curve Description			
Vehicle Left Sill at Front Door Y Velocity			
CURNO	Type	SAE Class	Units
029	IN1	180	KMH
Max	Time	Min	Time
28.2	145.9	-0.1	1.2



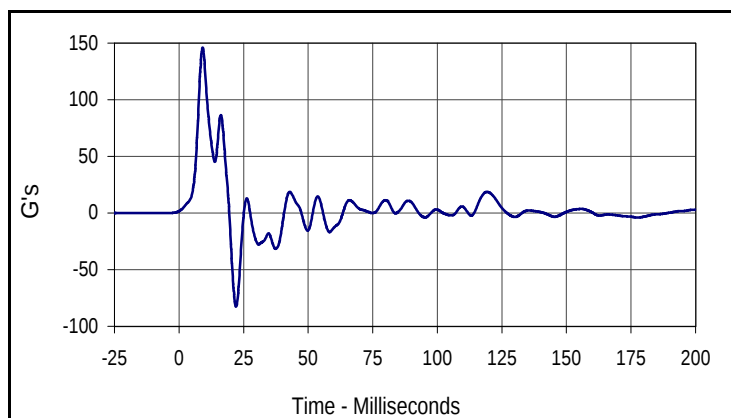
Curve Description			
Vehicle Left Front Door CL Y Velocity			
CURNO	Type	SAE Class	Units
030	IN1	180	KMH
Max	Time	Min	Time
61.8	14.7	-4.0	4.6

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

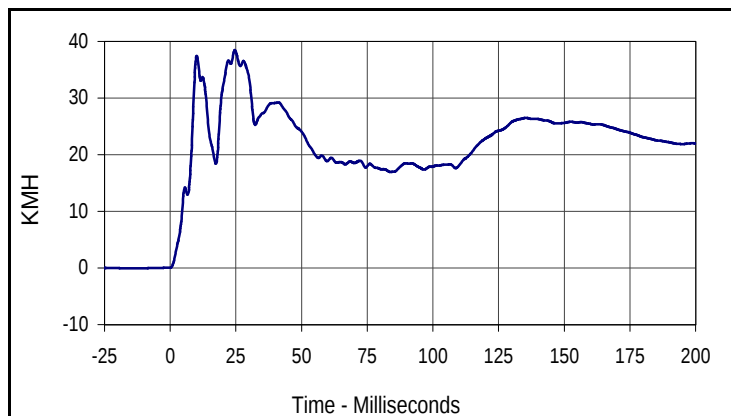
Test Date: 1/13/05
 NHTSA No.: M50107



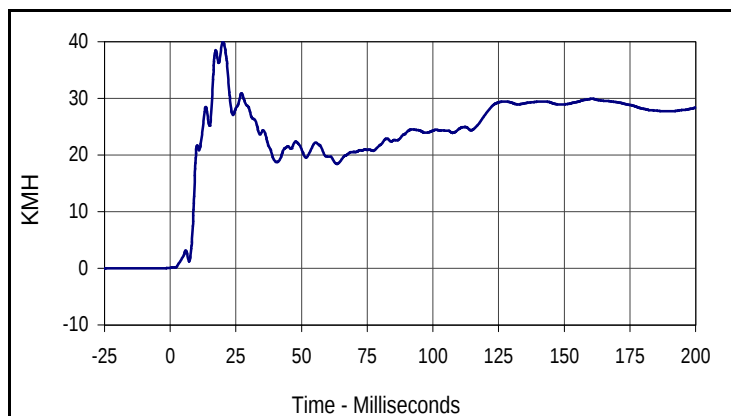
Curve Description			
Vehicle Left Front Door Mid Rear Y			
CURNO	Type	SAE Class	Units
031	FIL	60	G's
Max	Time	Min	Time
163.4	8.3	-103.8	14.0



Curve Description			
Vehicle Left Front Door Upper CL Y			
CURNO	Type	SAE Class	Units
032	FIL	60	G's
Max	Time	Min	Time
146.1	9.2	-82.5	22.1



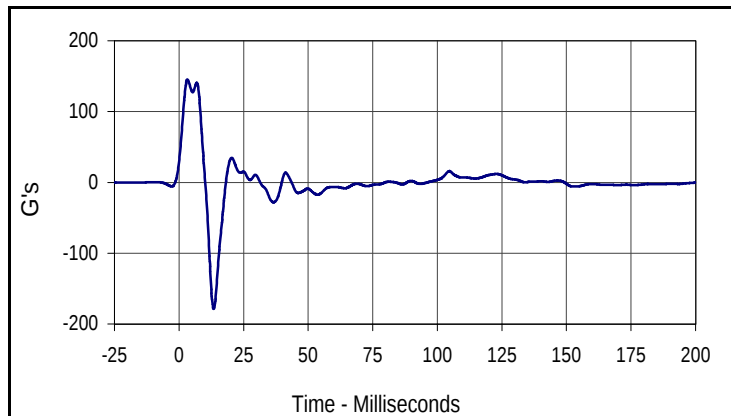
Curve Description			
Vehicle Left Front Door Mid Rear Y Velocity			
CURNO	Type	SAE Class	Units
031	IN1	180	KMH
Max	Time	Min	Time
38.5	24.6	0.1	0.0



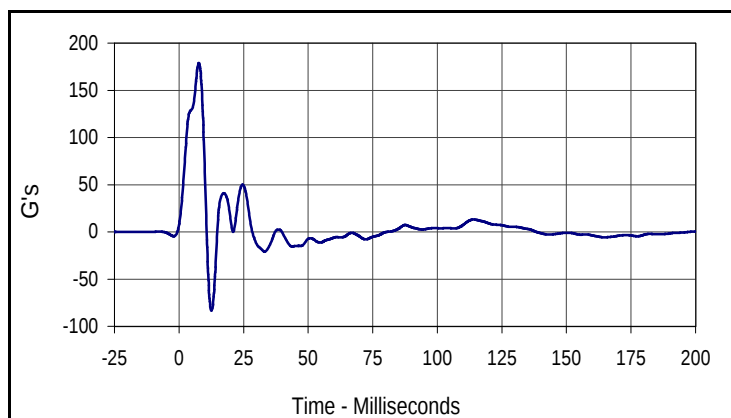
Curve Description			
Vehicle Left Front Door Upper CL Y Velocity			
CURNO	Type	SAE Class	Units
032	IN1	180	KMH
Max	Time	Min	Time
39.9	20.1	0.1	0.0

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
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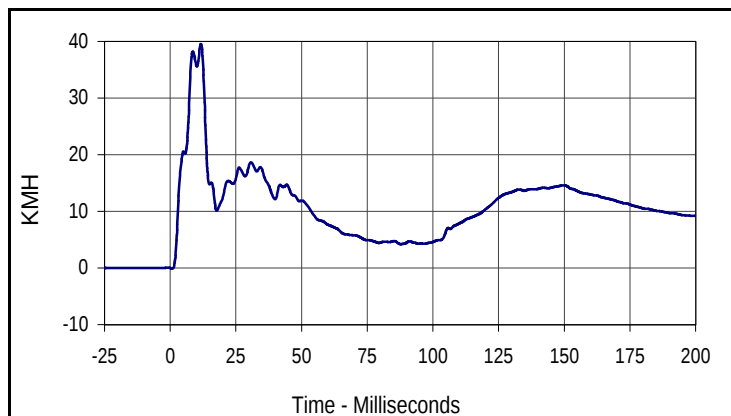
Test Date: 1/13/05
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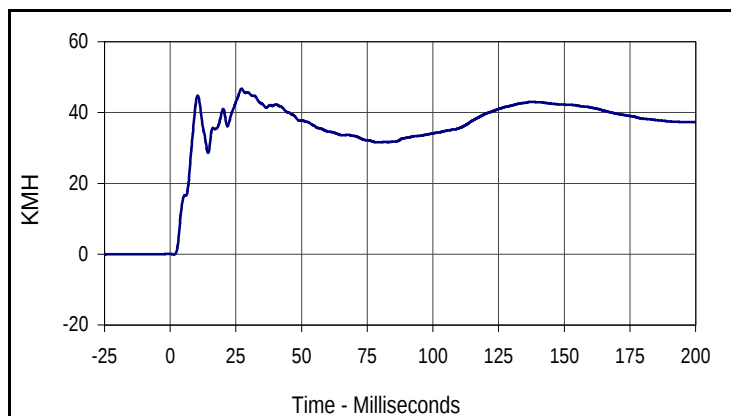
Curve Description			
Vehicle B-Post Lower Y			
CURNO	Type	SAE Class	Units
033	FIL	60	G's
Max	Time	Min	Time
145.3	3.2	-178.5	13.4



Curve Description			
Vehicle B-Post Middle Y			
CURNO	Type	SAE Class	Units
034	FIL	60	G's
Max	Time	Min	Time
179.1	7.7	-83.4	12.5



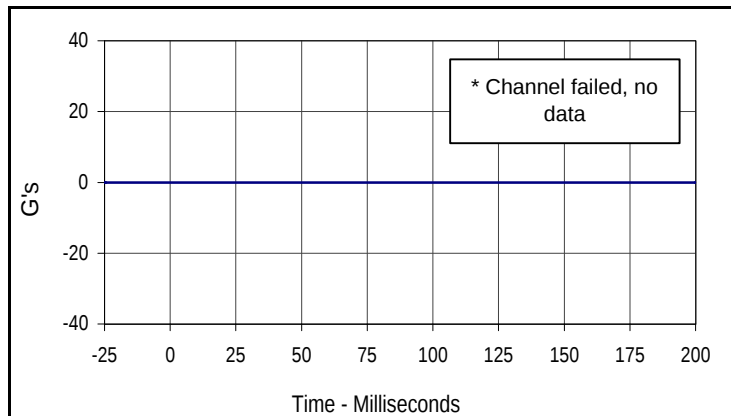
Curve Description			
Vehicle B-Post Lower Y Velocity			
CURNO	Type	SAE Class	Units
033	IN1	180	KMH
Max	Time	Min	Time
39.6	11.7	-0.1	0.8



Curve Description			
Vehicle B-Post Middle Y Velocity			
CURNO	Type	SAE Class	Units
034	IN1	180	KMH
Max	Time	Min	Time
46.7	27.1	-0.1	1.4

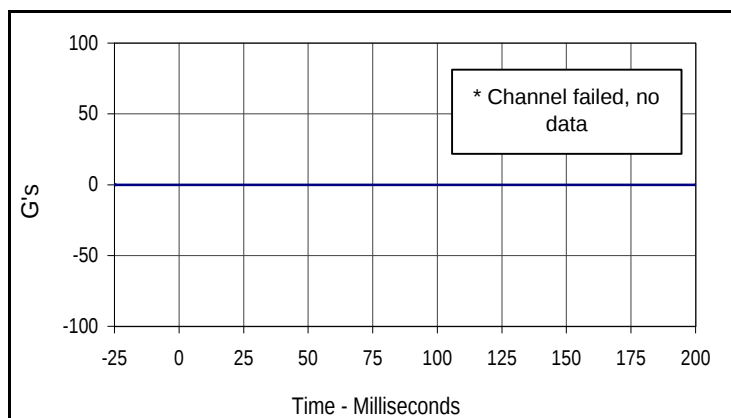
Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05
 NHTSA No.: M50107



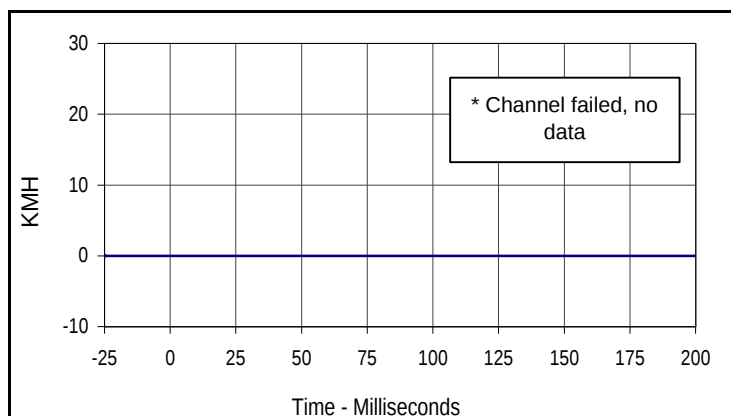
Curve Description			
Vehicle A-Post Lower Y			
CURNO	Type	SAE Class	Units
035	FIL	60	G's
Max	Time	Min	Time
0.0	0.0	0.0	0.0

* Channel failed, no data



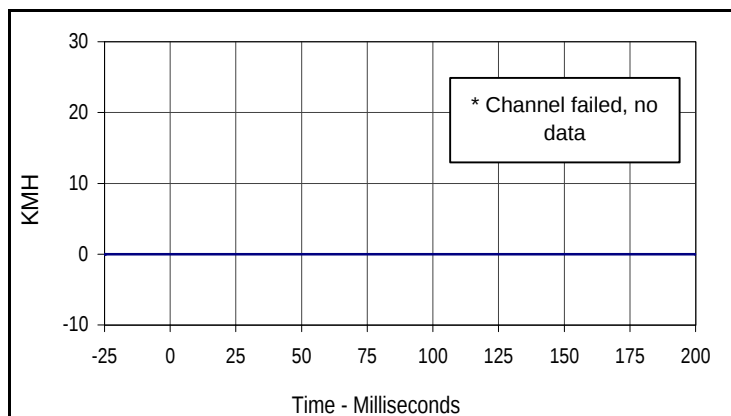
Curve Description			
Vehicle A-Post Middle Y			
CURNO	Type	SAE Class	Units
036	FIL	60	G's
Max	Time	Min	Time
0.0	0.0	0.0	0.0

* Channel failed, no data



Curve Description			
Vehicle A-Post Lower Y Velocity			
CURNO	Type	SAE Class	Units
035	IN1	180	KMH
Max	Time	Min	Time
0.0	0.0	0.0	0.0

* Channel failed, no data

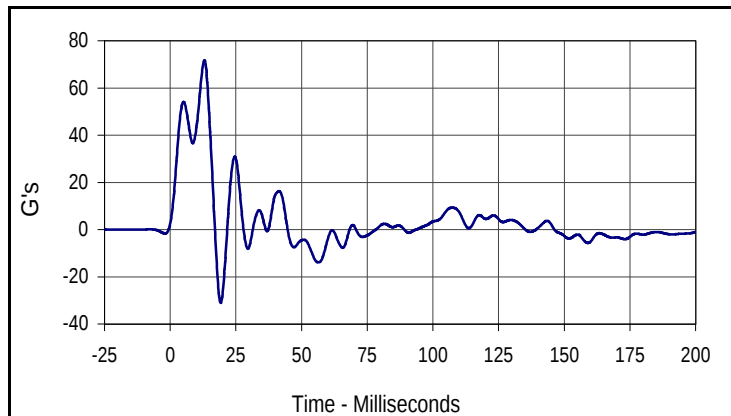


Curve Description			
Vehicle A-Post Middle Y Velocity			
CURNO	Type	SAE Class	Units
036	IN1	180	KMH
Max	Time	Min	Time
0.0	0.0	0.0	0.0

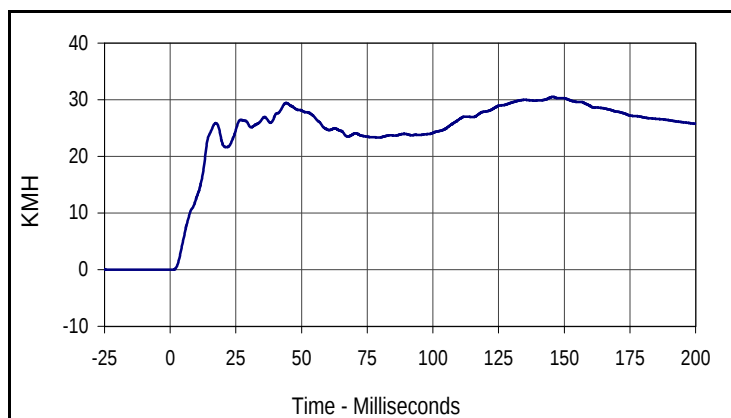
* Channel failed, no data

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05
 NHTSA No.: M50107



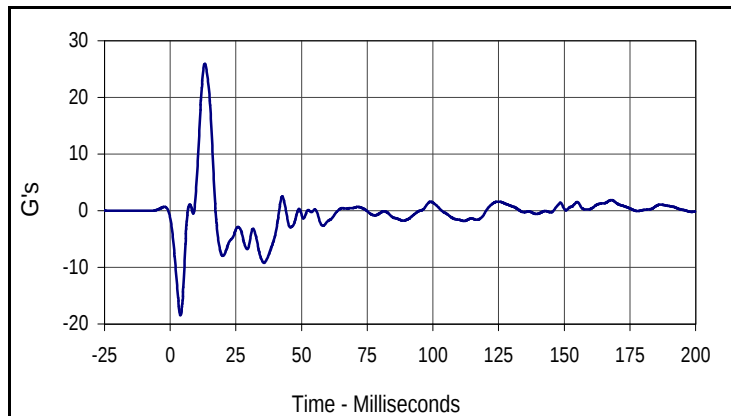
Curve Description			
Vehicle Left Front Seat Track			
CURNO	Type	SAE Class	Units
037	FIL	60	G's
Max	Time	Min	Time
71.7	13.0	-31.1	19.2



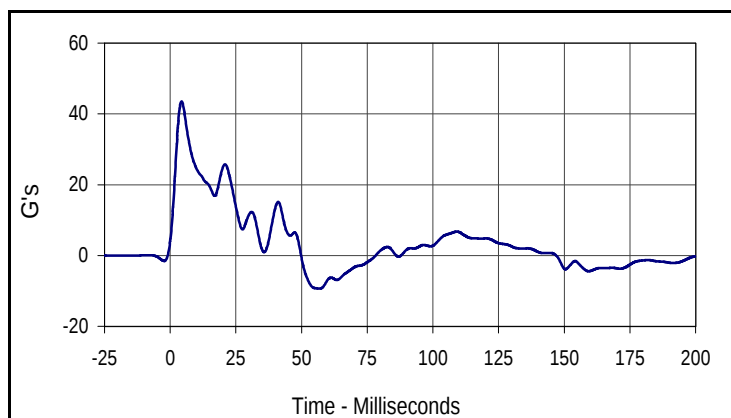
Curve Description			
Vehicle Left Front Seat Track Y Velocity			
CURNO	Type	SAE Class	Units
037	IN1	180	KMH
Max	Time	Min	Time
30.5	145.7	0.0	0.9

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

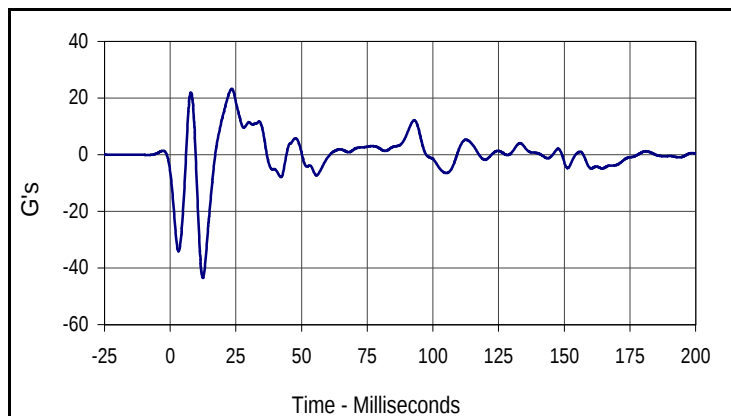
Test Date: 1/13/05
 NHTSA No.: M50107



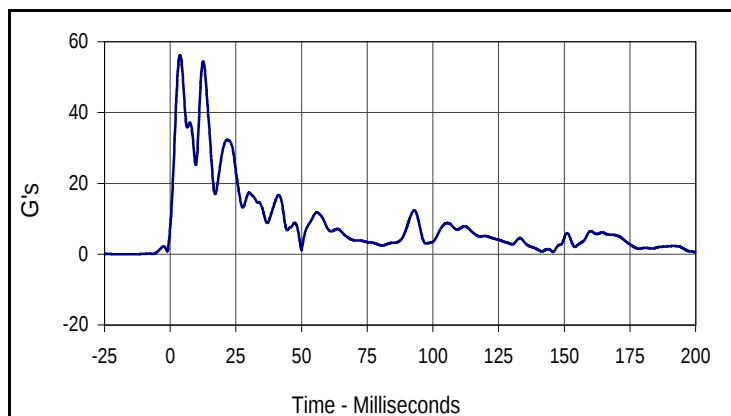
Curve Description			
Vehicle CG X			
CURNO	Type	SAE Class	Units
038	FIL	60	G's
Max	Time	Min	Time
26.0	13.2	-18.5	3.9



Curve Description			
Vehicle CG Y			
CURNO	Type	SAE Class	Units
039	FIL	60	G's
Max	Time	Min	Time
43.5	4.3	-9.3	56.7



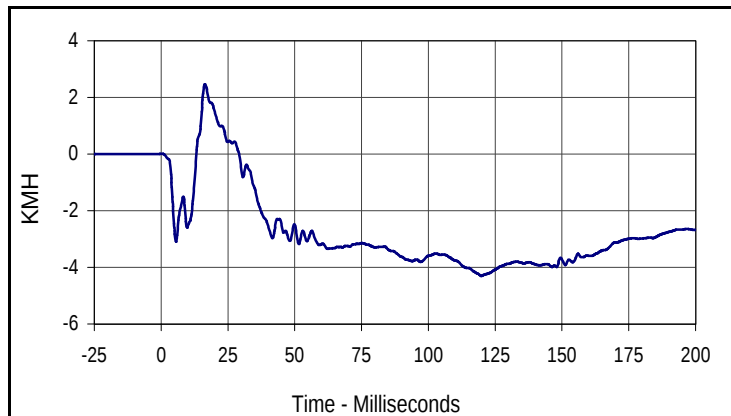
Curve Description			
Vehicle CG Z			
CURNO	Type	SAE Class	Units
040	FIL	60	G's
Max	Time	Min	Time
23.3	23.4	-43.5	12.4



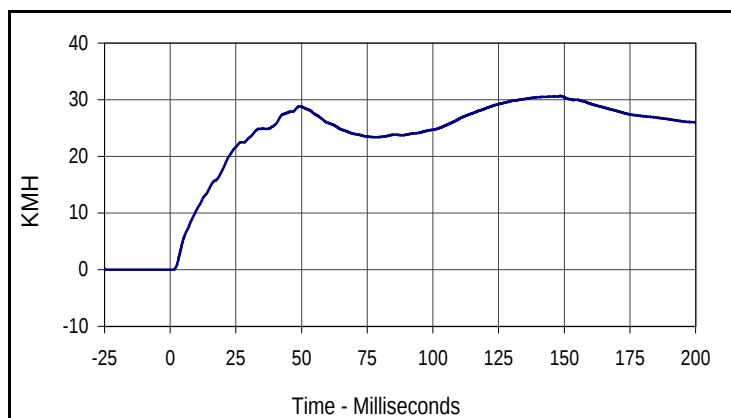
Curve Description			
Vehicle CG Resultant			
CURNO	Type	SAE Class	Units
038	RES	60	G's
Max	Time	Min	Time
56.2	3.7	0.5	200.0

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

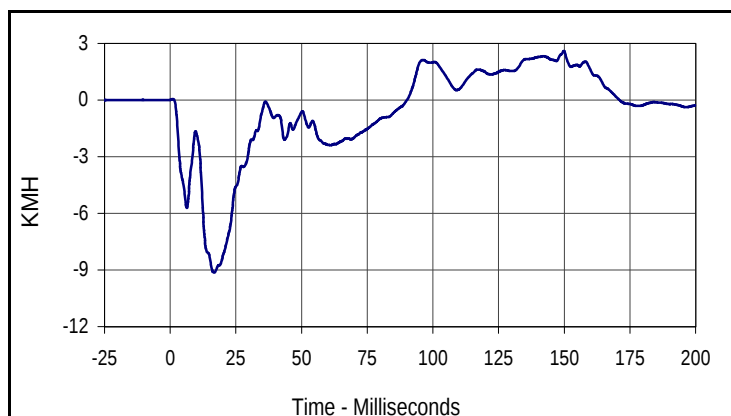
Test Date: 1/13/05
 NHTSA No.: M50107



Curve Description			
Vehicle CG X Velocity			
CURNO	Type	SAE Class	Units
038	IN1	180	KMH
Max	Time	Min	Time
2.5	16.4	-4.3	119.8



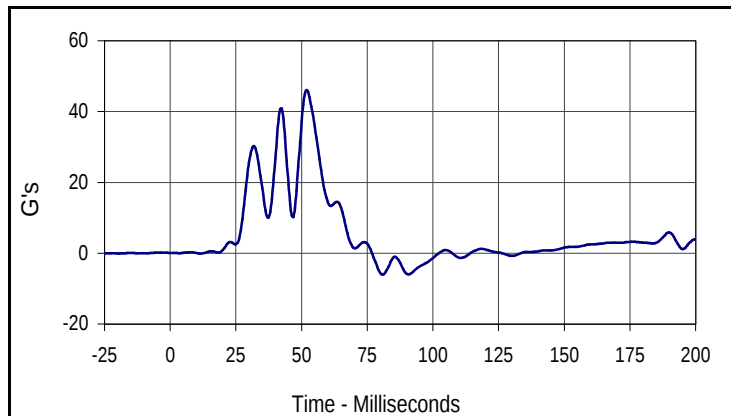
Curve Description			
Vehicle CG Y Velocity			
CURNO	Type	SAE Class	Units
039	IN1	180	KMH
Max	Time	Min	Time
30.7	148.5	0.0	1.0



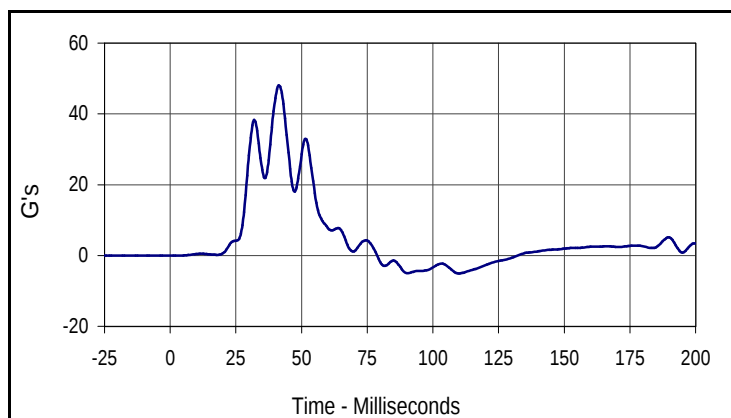
Curve Description			
Vehicle CG Z Velocity			
CURNO	Type	SAE Class	Units
040	IN1	180	KMH
Max	Time	Min	Time
2.6	149.9	-9.1	16.7

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

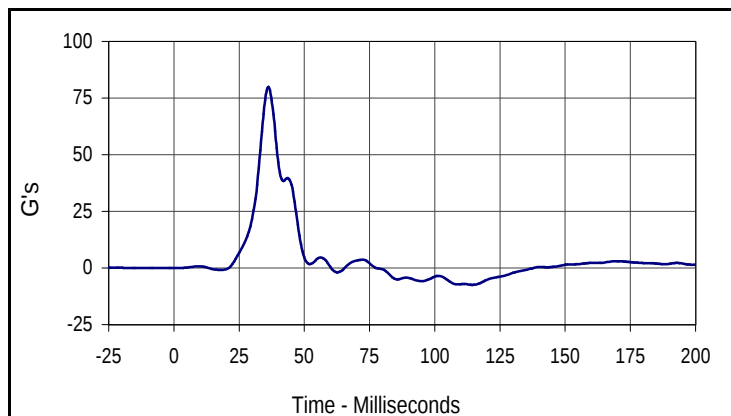
Test Date: 1/13/05
 NHTSA No.: M50107



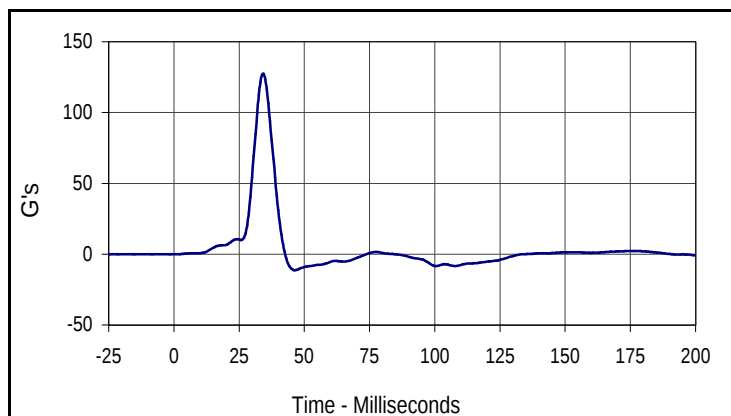
Curve Description			
Driver Upper Rib Primary Y			
CURNO	Type	SAE Class	Units
013	FIR	FIR100	G's
Max	Time	Min	Time
46.1	51.9	-6.0	90.6



Curve Description			
Driver Lower Rib Primary Y			
CURNO	Type	SAE Class	Units
014	FIR	FIR100	G's
Max	Time	Min	Time
48.0	41.3	-5.1	110.0



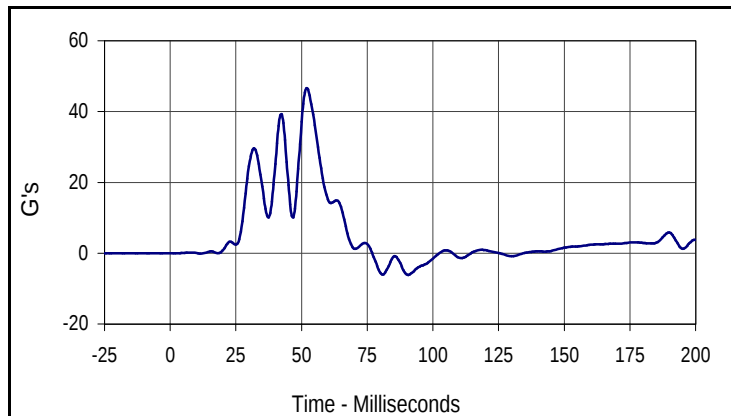
Curve Description			
Driver Lower Spine Primary Y			
CURNO	Type	SAE Class	Units
015	FIR	FIR100	G's
Max	Time	Min	Time
79.9	36.3	-7.4	114.4



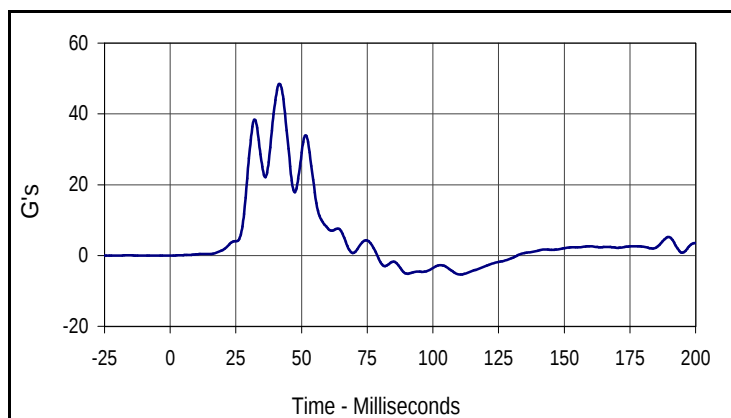
Curve Description			
Driver Pelvis Primary Y			
CURNO	Type	SAE Class	Units
016	FIR	FIR100	G's
Max	Time	Min	Time
127.3	34.4	-11.4	46.3

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

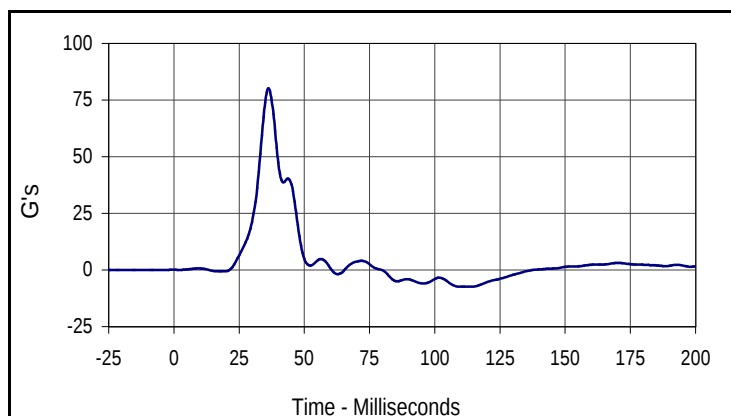
Test Date: 1/13/05
 NHTSA No.: M50107



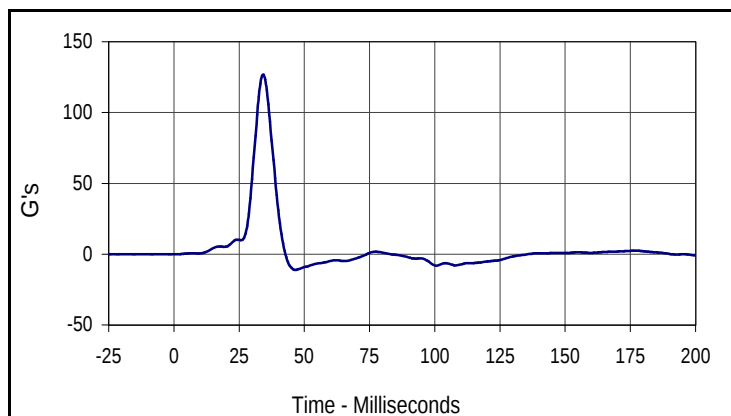
Curve Description			
Driver Upper Rib Redundant Y			
CURNO	Type	SAE Class	Units
017	FIR	FIR100	G's
Max	Time	Min	Time
46.6	51.9	-6.2	90.6



Curve Description			
Driver Lower Rib Redundant Y			
CURNO	Type	SAE Class	Units
018	FIR	FIR100	G's
Max	Time	Min	Time
48.4	41.9	-5.4	110.6



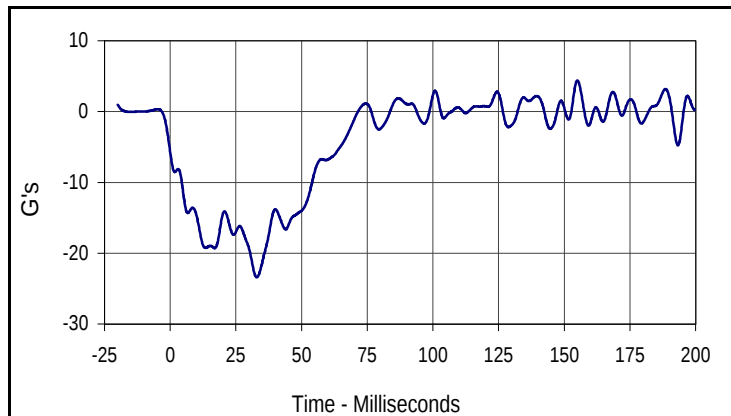
Curve Description			
Driver Lower Spine Redundant Y			
CURNO	Type	SAE Class	Units
019	FIR	FIR100	G's
Max	Time	Min	Time
80.2	36.3	-7.4	113.8



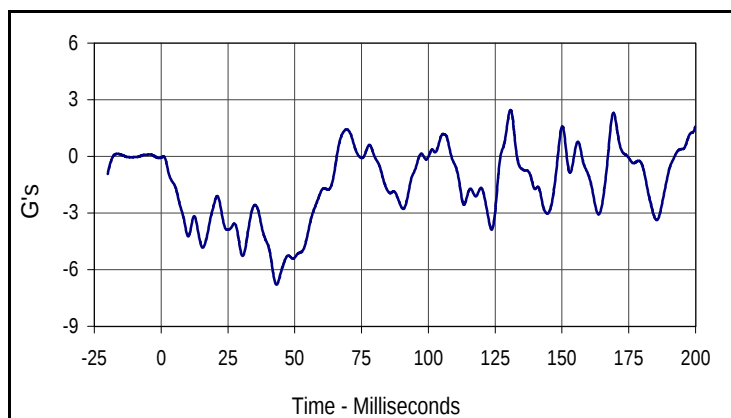
Curve Description			
Driver Pelvis Redundant Y			
CURNO	Type	SAE Class	Units
020	FIR	FIR100	G's
Max	Time	Min	Time
126.7	34.4	-11.1	46.9

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

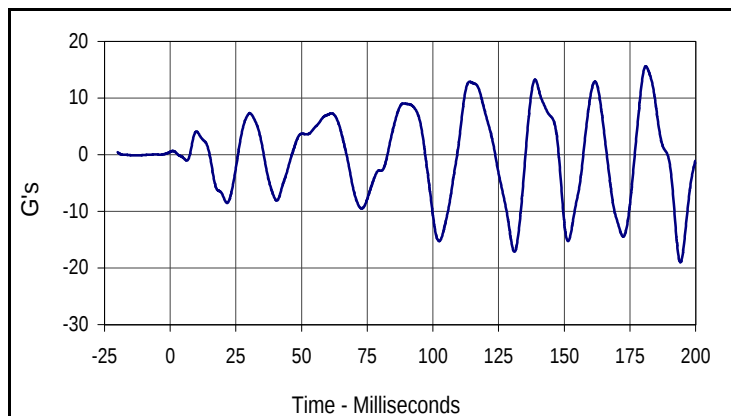
Test Date: 1/13/05
 NHTSA No.: M50107



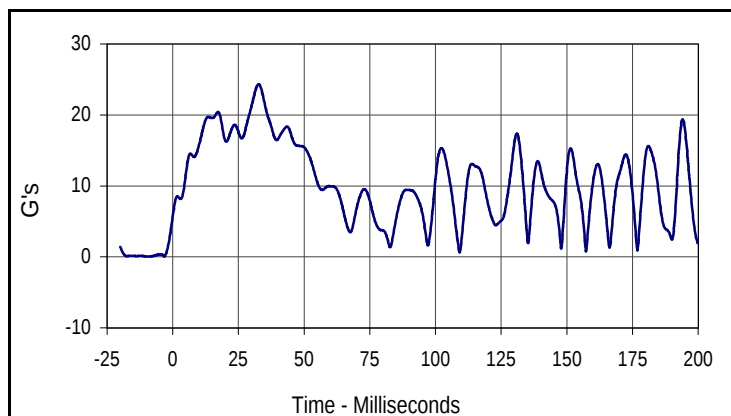
Curve Description			
MDB CG X			
CURNO	Type	SAE Class	Units
041	FIL	60	G's
Max	Time	Min	Time
4.4	155.0	-23.4	32.9



Curve Description			
MDB CG Y			
CURNO	Type	SAE Class	Units
042	FIL	60	G's
Max	Time	Min	Time
2.5	130.8	-6.8	43.2



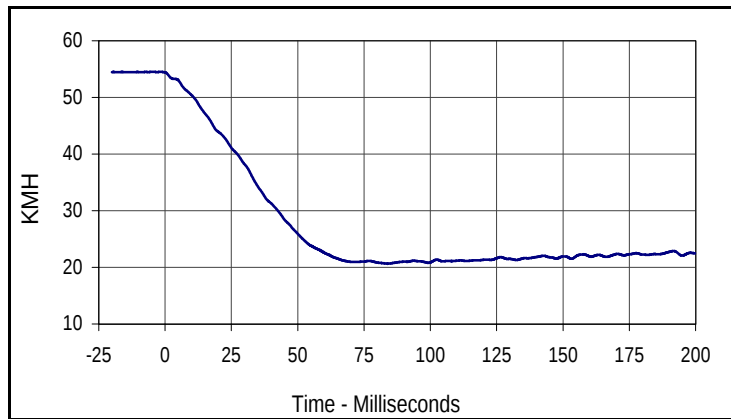
Curve Description			
MDB CG Z			
CURNO	Type	SAE Class	Units
043	FIL	60	G's
Max	Time	Min	Time
15.6	181.0	-19.0	194.2



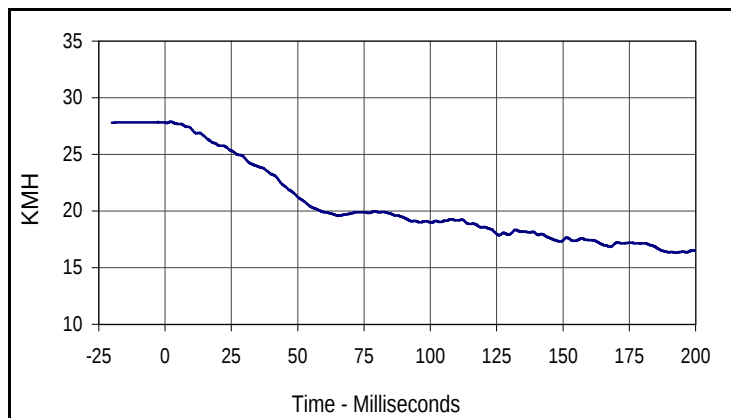
Curve Description			
MDB CG Resultant			
CURNO	Type	SAE Class	Units
041	RES	60	G's
Max	Time	Min	Time
24.3	32.7	0.6	109.2

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

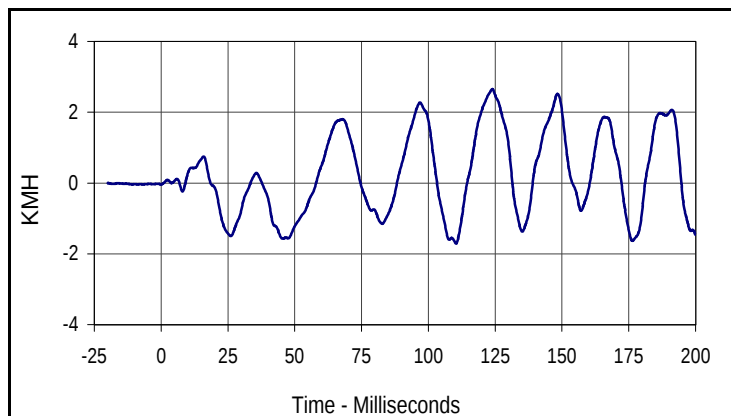
Test Date: 1/13/05
 NHTSA No.: M50107



Curve Description			
MDB CG X Velocity			
CURNO	Type	SAE Class	Units
041	IN1	180	KMH
Max	Time	Min	Time
54.4	0.0	20.6	83.8



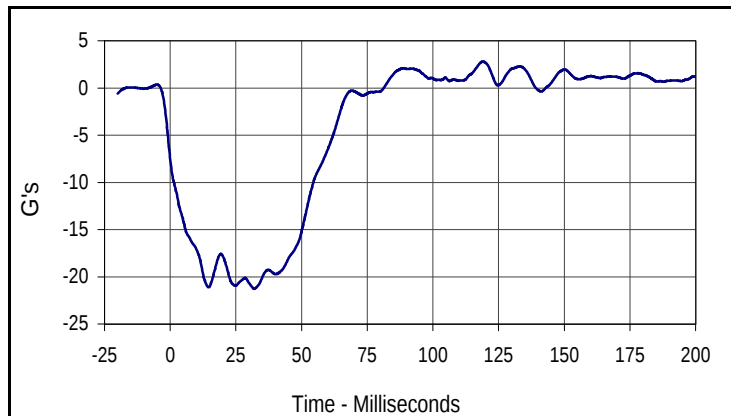
Curve Description			
MDB CG Y Velocity			
CURNO	Type	SAE Class	Units
042	IN1	180	KMH
Max	Time	Min	Time
27.9	2.2	16.3	192.4



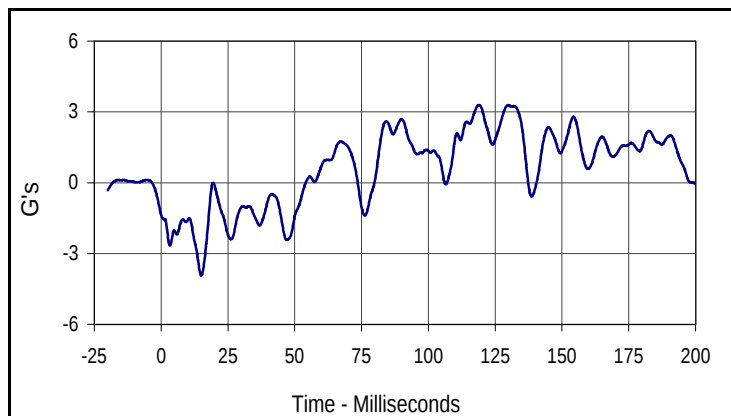
Curve Description			
MDB CG Z Velocity			
CURNO	Type	SAE Class	Units
043	IN1	180	KMH
Max	Time	Min	Time
2.7	123.9	-1.7	110.3

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

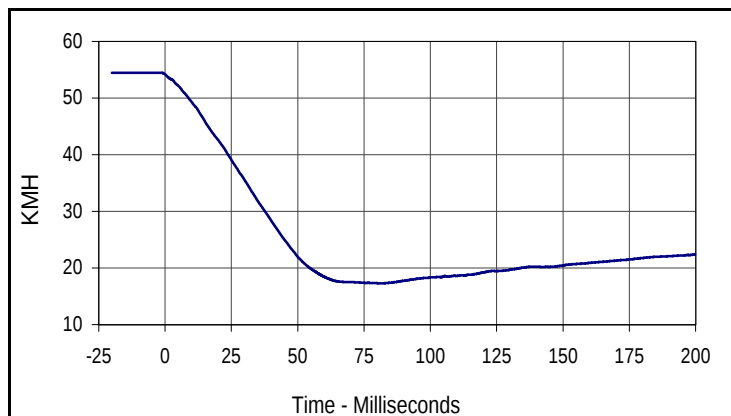
Test Date: 1/13/05
 NHTSA No.: M50107



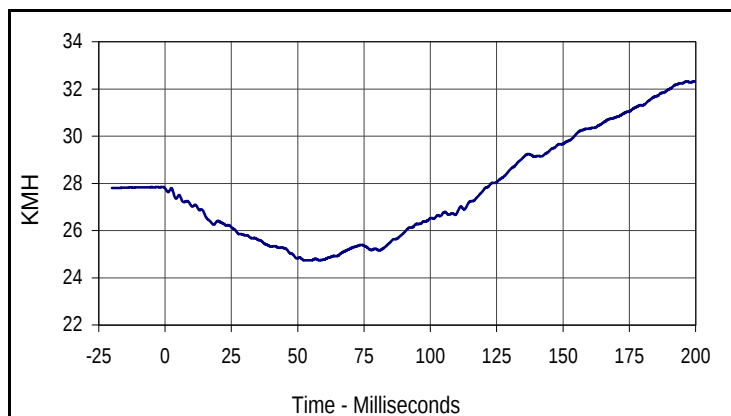
Curve Description			
MDB Rear X			
CURNO	Type	SAE Class	Units
044	FIL	60	G's
Max	Time	Min	Time
2.8	119.0	-21.3	32.0



Curve Description			
MDB Rear Y			
CURNO	Type	SAE Class	Units
045	FIL	60	G's
Max	Time	Min	Time
3.3	118.9	-3.9	15.0



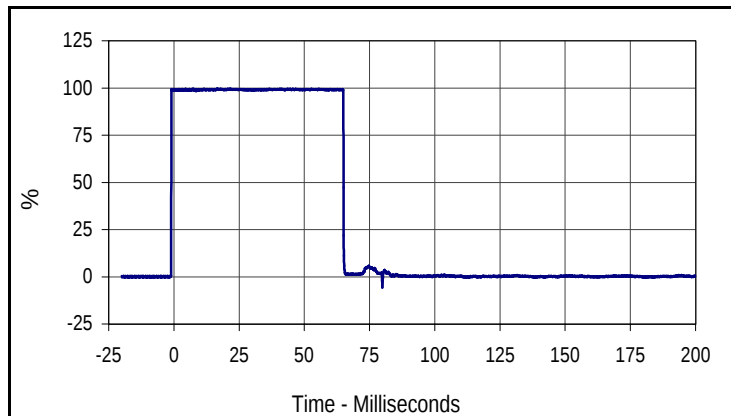
Curve Description			
MDB Rear X Velocity			
CURNO	Type	SAE Class	Units
044	IN1	180	KMH
Max	Time	Min	Time
54.2	0.0	17.3	81.2



Curve Description			
MDB Rear Y Velocity			
CURNO	Type	SAE Class	Units
045	IN1	180	KMH
Max	Time	Min	Time
32.3	196.7	24.7	52.7

Test Vehicle: 2005 Chevrolet Colorado 2-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

Test Date: 1/13/05
 NHTSA No.: M50107



Curve Description			
MDB Right Bumper Contact			
CURNO	Type	SAE Class	Units
046	FIL	1000	%
Max	Time	Cross %	Time
99.7	16.6	50.0	-1.0

APPENDIX C

SID/HIII CONFIGURATION AND PERFORMANCE VERIFICATION DATA

APPENDIX C
PRE-TEST SID / HIII CONFIGURATION AND PERFORMANCE VERIFICATION DATA

Test Program: SID / HIII External Measurements
 ATD Serial No.: 275

Test Date: 12/22/04
 Test I.D.: N/A



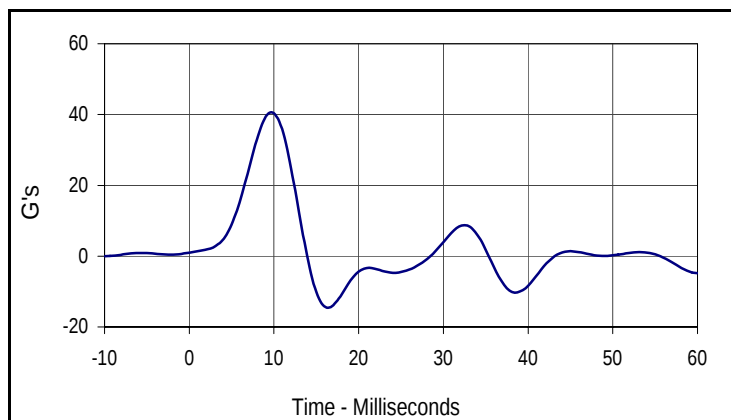
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	894	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	506	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	520	Pass
KV- Knee Pivot From Floor	mm	490 to 505	496	Pass
HW- Hip Width	mm	356 to 391	385	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 275

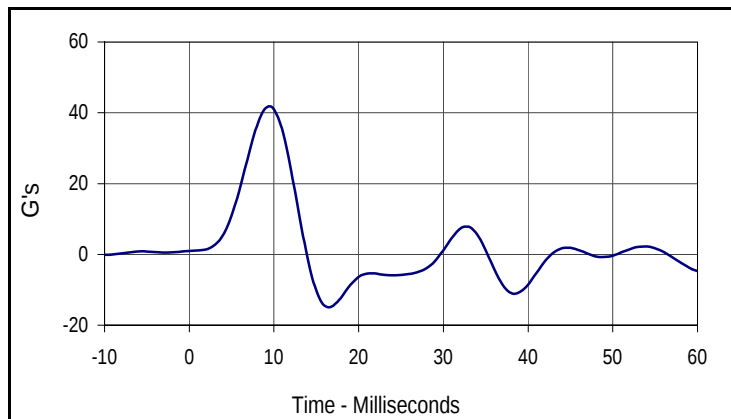
Test Date: 12/20/04
 Test I.D.: TH12G



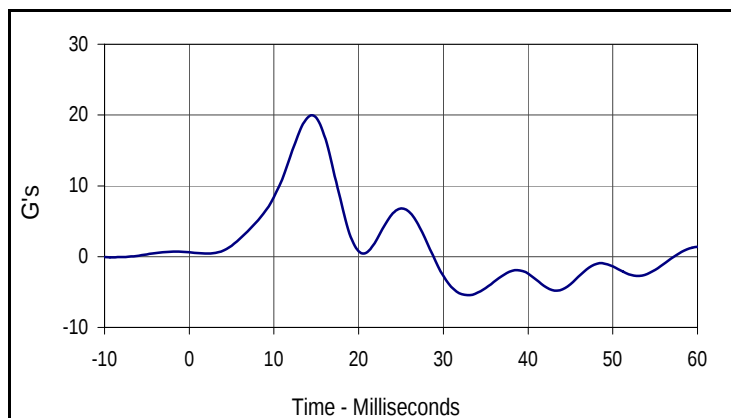
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.25	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	40.4	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	41.9	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	20.0	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
40.4	10.0	-14.6	16.3



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
41.9	9.4	-14.9	16.3



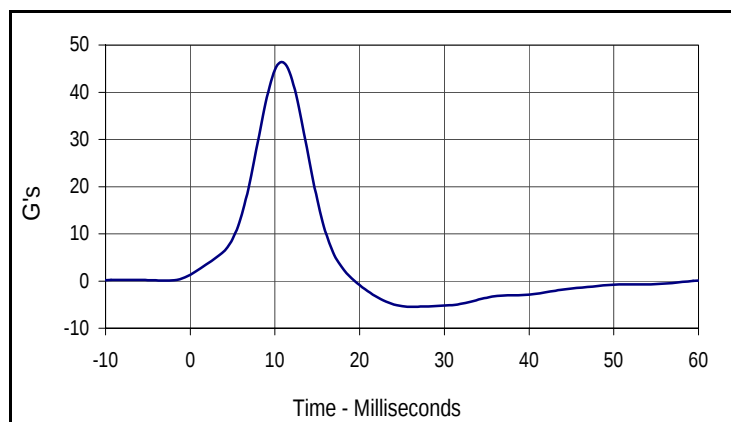
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
20.0	14.4	-5.4	33.1

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 275

Test Date: 12/21/04
 Test I.D.: PI12H



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
Probe Velocity	m/s	4.21 to 4.33	4.30	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	46.3	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	7.00	Pass
Overall Test Results				Pass



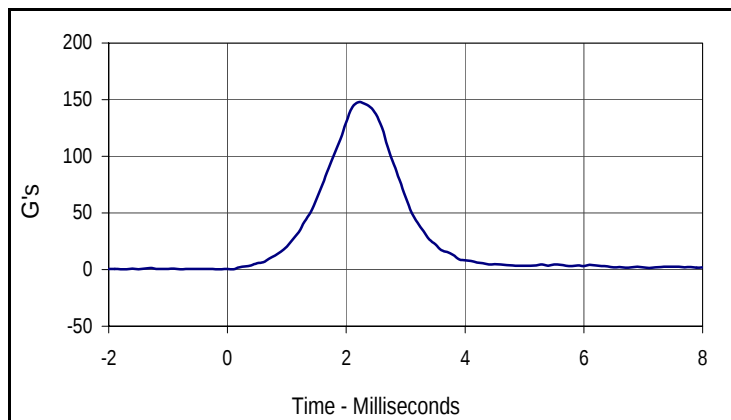
Curve Description			
Pelvis Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
46.3	10.6	-5.5	26.3

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 275

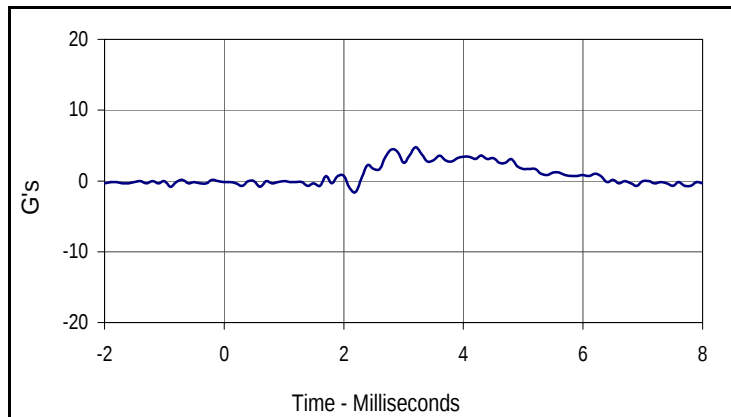
Test Date: 12/21/04
 Test I.D.: HD12K



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	120.0 to 150.0	147.8	Pass
Peak Longitudinal Acceleration	G's	≤15.0	4.8	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	3.1	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
147.8	2.2	0.3	-0.1



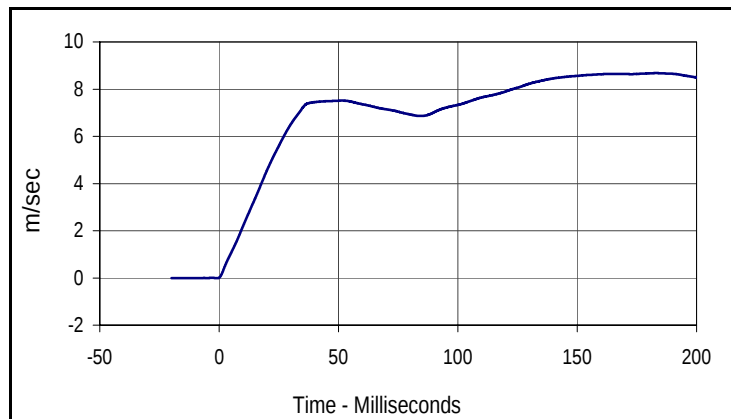
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
4.8	3.2	-1.5	2.2

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 275

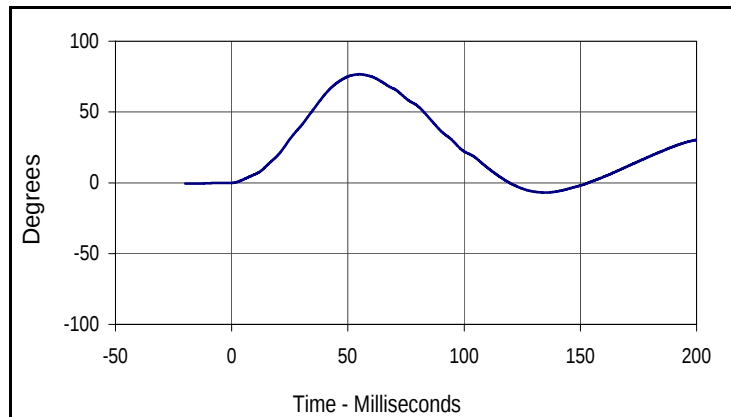
Test Date: 12/22/05
 Test I.D.: NB12L



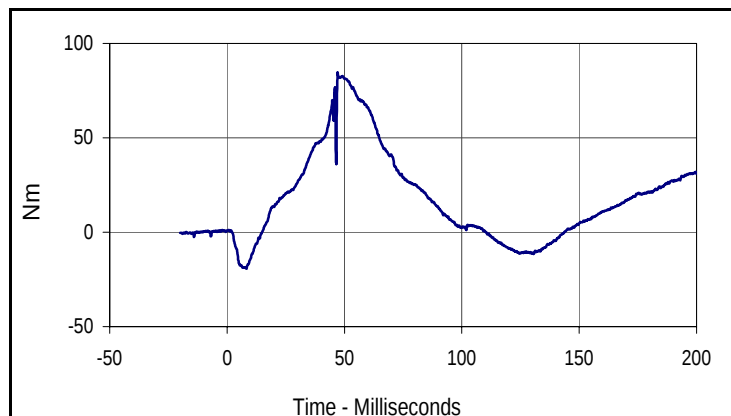
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	7.06	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.19	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.55	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.51	Pass
	40 to 70	m/sec	6.27 to 7.64	7.51	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	76.6	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	7.8	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	64.6	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	84.6	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	63.4	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
8.7	183.2	0.0	-0.6



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
76.6	54.9	-6.9	135.2



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
84.6	47.1	-19.4	8.2

APPENDIX C
POST-TEST SID / HIII CONFIGURATION AND PERFORMANCE VERIFICATION DATA

Test Program: SID / HIII External Measurements
 ATD Serial No.: 275

Test Date: 1/15/05
 Test I.D.: N/A



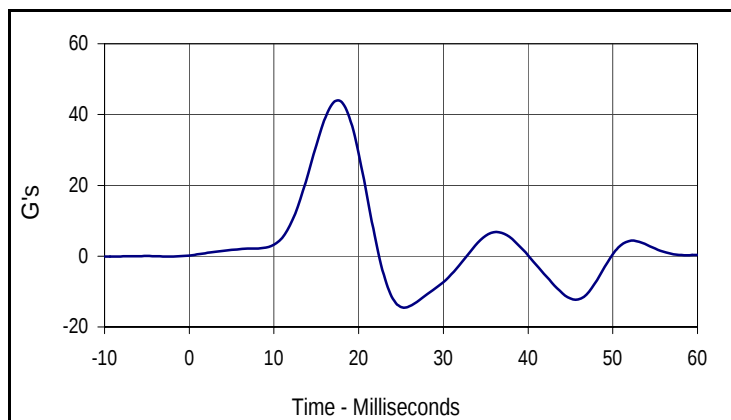
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	900	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	510	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	515	Pass
KV- Knee Pivot From Floor	mm	490 to 505	500	Pass
HW- Hip Width	mm	356 to 391	387	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 275

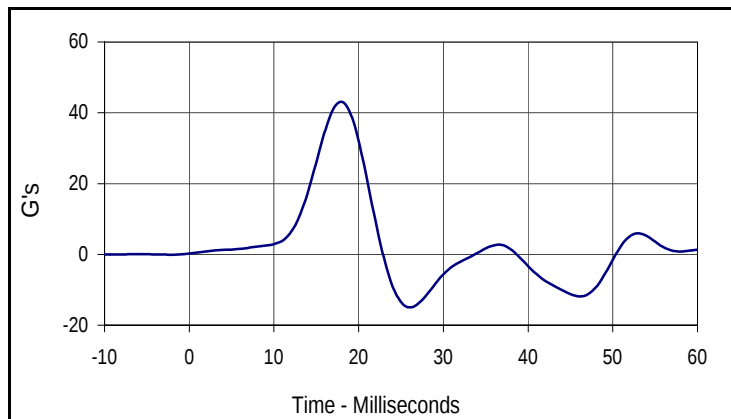
Test Date: 1/14/05
 Test I.D.: TH01C



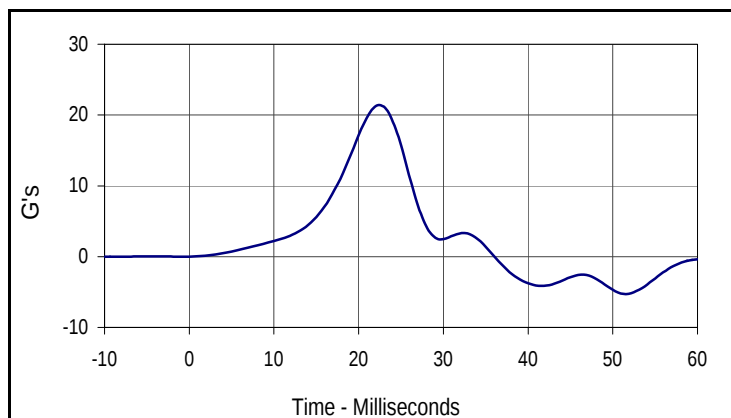
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.30	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	44.0	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	43.0	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	21.4	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
44.0	17.5	-14.5	25.6



Curve Description			
Lower Rib Primary Y			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
43.0	18.1	-14.9	26.3



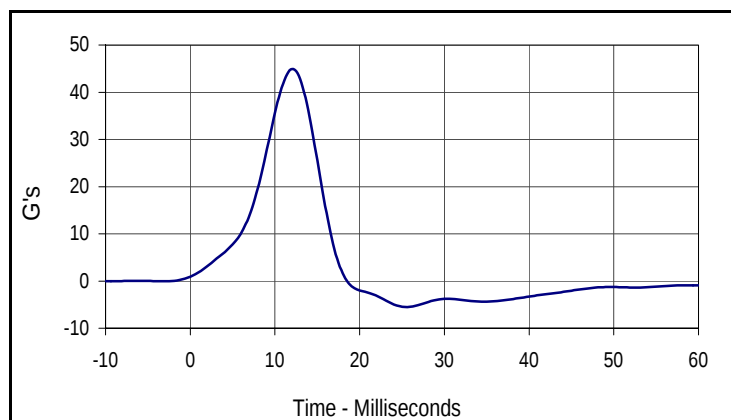
Curve Description			
Lower Spine Primary Y			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
21.4	22.5	-5.2	51.3

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 275

Test Date: 1/14/05
 Test I.D.: PI01A



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
Probe Velocity	m/s	4.21 to 4.33	4.26	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	44.8	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	7.00	Pass
Overall Test Results				Pass



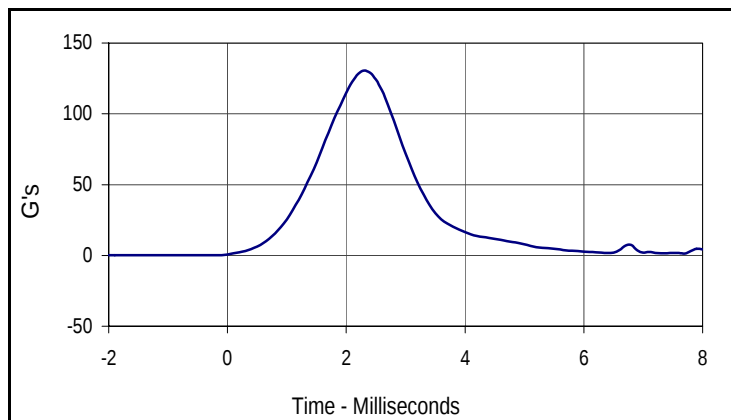
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
44.8	11.9	-5.5	25.6

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 275

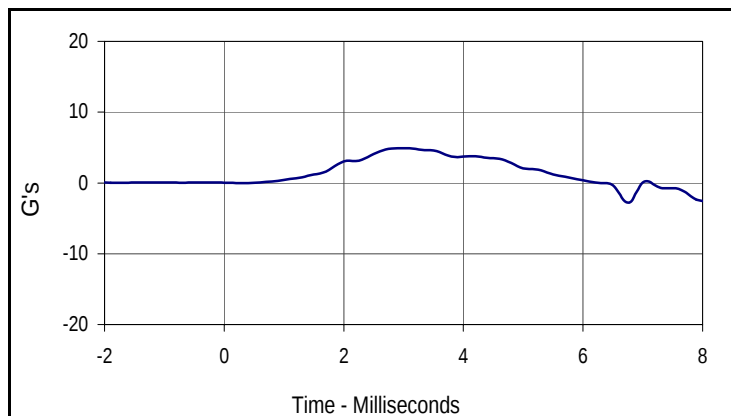
Test Date: 1/14/05
 Test I.D.: HD01A



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	120.0 to 150.0	130.6	Pass
Peak Longitudinal Acceleration	G's	≤15.0	4.9	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	6.1	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
130.6	2.3	0.1	-1.6



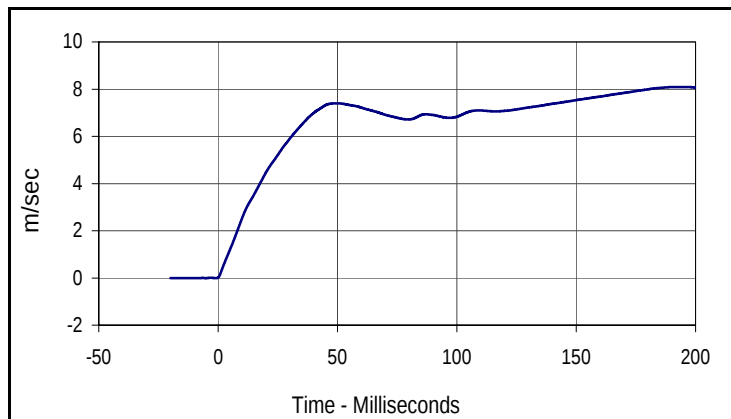
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
4.9	3.0	0.0	0.3

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 275

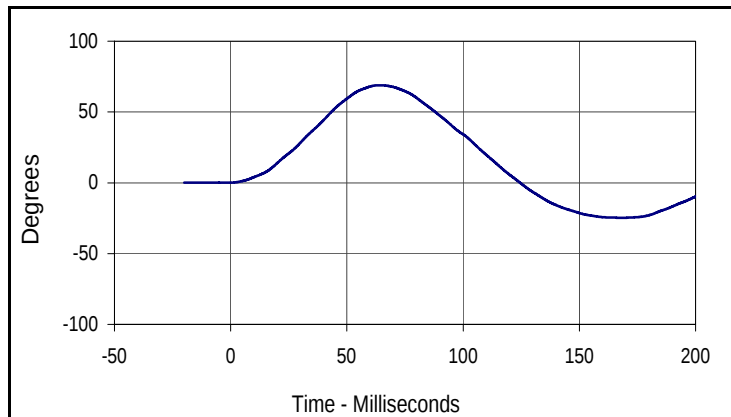
Test Date: 1/15/05
 Test I.D.: NB01A



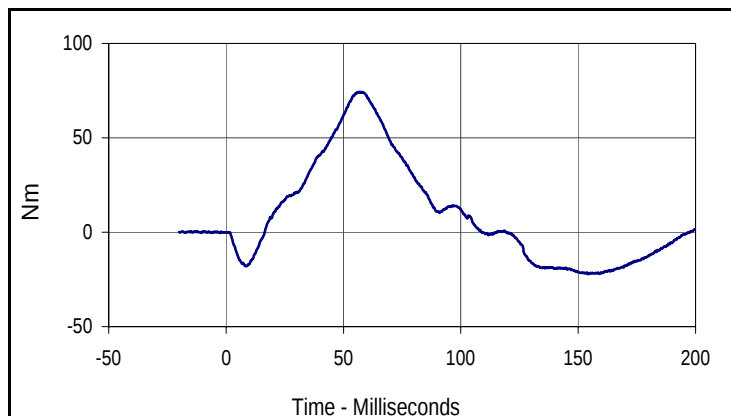
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	7.06	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.53	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.47	Pass
	30 Msec.	m/sec	5.73 to 7.01	5.90	Pass
	40 to 70	m/sec	6.27 to 7.64	7.40	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	68.9	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	7.1	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	60.5	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	74.3	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	51.8	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
8.1	192.1	0.0	-0.7



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
68.9	64.1	-24.7	168.4



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
74.3	57.0	-22.2	154.3

APPENDIX D

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

55/28 km/h Side Impact NCAP
Instrumentation Data Channel Assignments
Driver SID/HIII Serial Number 275
1/13/05
2005 Chevrolet Colorado 2-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
1	Head CG	X	GPAC072X	Accel., Full Bridge	Entran	2000JF	G
2	Head CG	Y	GPAC073Y	Accel., Full Bridge	Entran	2000JF	G
3	Head CG	Z	GPAC074Z	Accel., Full Bridge	Entran	2000JF	G
4	Head CG, Redundant	X	GPAC075X	Accel., Full Bridge	Entran	2000JF	G
5	Head CG, Redundant	Y	GPAC077Y	Accel., Full Bridge	Entran	2000JF	G
6	Head CG, Redundant	Z	GPAC078Z	Accel., Full Bridge	Entran	2000JF	G
7	Neck Force	X	275_NFX	Load cell, six axis neck	R. A. Denton	1716A	N
8	Neck Force	Y	275_NFY	Load cell, six axis neck	R. A. Denton	1716A	N
9	Neck Force	Z	275_NFZ	Load cell, six axis neck	R. A. Denton	1716A	N
10	Neck Moment	X	275_NMX	Load cell, six axis neck	R. A. Denton	1716A	Nm
11	Neck Moment	Y	275_NMY	Load cell, six axis neck	R. A. Denton	1716A	Nm
12	Neck Moment	Z	275_NMZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
13	Upper Rib Primary	Y	KEAC066X	Accel.,1/2 bridge	Endevco	7264-2000X	G
14	Lower Rib, Primary	Y	KEAC067Y	Accel.,1/2 bridge	Endevco	7264-2000Y	G
15	Lower Spine, Primary	Y	KEAC068Z	Accel.,1/2 bridge	Endevco	7264-2000Z	G
16	Pelvis, Primary	Y	KEAC079X	Accel.,1/2 bridge	Endevco	7264-2000X	G
17	Upper Rib Redundant	Y	KEAC073X	Accel.,1/2 bridge	Endevco	7264-2000X	G
18	Lower Rib, Redundant	Y	KEAC074Y	Accel.,1/2 bridge	Endevco	7264-2000Y	G
19	Lower Spine, Redundant	Y	KEAC075Z	Accel.,1/2 bridge	Endevco	7264-2000Z	G
20	Pelvis, Redundant	Y	KEAC081X	Accel.,1/2 bridge	Endevco	7264-2000X	G
21	Thorax Contact	Y	T0	Contact Switch	Tapeswitch	8 oz. Yellow	%
22	Pelvis Contact	Y	T0	Contact Switch	Tapeswitch	8 oz. Yellow	%

55/28 km/h Side Impact NCAP
Instrumentation Data Channel Assignments
Vehicle Accelerometers
1/13/05
2005 Chevrolet Colorado 2-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
23	Right at Sill Front Seat	X	KETX1A	Accel., Triax	I.C. Sensor	3031-200	G
24	Right at Sill Front Seat	Y	KETX1B	Accel., Triax	I.C. Sensor	3031-200	G
25	Right at Sill Front Seat	Z	KETX1C	Accel., Triax	I.C. Sensor	3031-200	G
26	Rear Floorpan Above Axle	X	KETX5A	Accel., Triax	I.C. Sensor	3031-500	G
27	Rear Floorpan Above Axle	Y	KETX5B	Accel., Triax	I.C. Sensor	3031-500	G
28	Rear Floorpan Above Axle	Z	KETX5C	Accel., Triax	I.C. Sensor	3031-500	G
29	Left Sill at Front Door	Y	KEVA010	Accel., Vehicle block	I.C. Sensor	3031-500	G
30	Left Front Door Centerline	Y	ICST004X	Accel., Triax	I.C. Sensor	3031-500	G
31	Left Front Door Mid-Rear	Y	ICST004Y	Accel., Triax	I.C. Sensor	3031-500	G
32	Left Front Door Upper Centerline	Y	ICST004Z	Accel., Triax	I.C. Sensor	3031-500	G
33	B-Post Lower	Y	KEBX2A	Accel., Biax	I.C. Sensor	3031-500	G
34	B-Post Middle	Y	KEBX2B	Accel., Biax	I.C. Sensor	3031-500	G
35	A-Post Lower	Y	KEBX1A	Accel., Biax	I.C. Sensor	3031-500	G
36	A-Post Middle	Y	KEBX1B	Accel., Biax	I.C. Sensor	3031-500	G
37	Front Seat Track	Y	KEIC008Y	Accel., Single Axis	I.C. Sensor	3031-500	G
38	Vehicle CG	X	KETX2A	Accel., Triax	I.C. Sensor	3031-200	G
39	Vehicle CG	Y	KETX2B	Accel., Triax	I.C. Sensor	3031-200	G
40	Vehicle CG	Z	KETX2C	Accel., Triax	I.C. Sensor	3031-200	G

**55/28 km/h Side Impact NCAP
Instrumentation Data Channel Assignments
Moving Deformable Barrier
1/13/05
2005 Chevrolet Colorado 2-Door Truck**

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
41	MDB CG	X	ICST001X	Accel., Triax	I.C. Sensor	3031-500	G
42	MDB CG	Y	ICST001Y	Accel., Triax	I.C. Sensor	3031-500	G
43	MDB CG	Z	ICST001Z	Accel., Triax	I.C. Sensor	3031-500	G
44	MDB Rear Centerline	X	ICST002X	Accel., Triax	I.C. Sensor	3031-500	G
45	MDB Rear Centerline	Y	ICST002Y	Accel., Triax	I.C. Sensor	3031-500	G
46	Right Bumper Contact	N/A	T0	Contact Switch	Tapeswitch	40 oz. Grey	%