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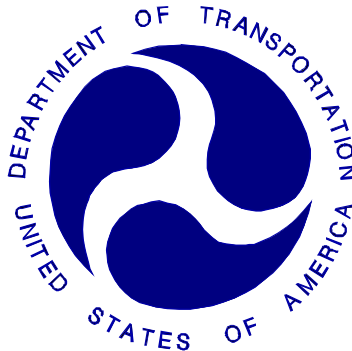
**NEW CAR ASSESSMENT PROGRAM (NCAP)
FRONTAL BARRIER IMPACT TEST**

GENERAL MOTORS CORPORATION
2005 CHEVROLET TRAILBLAZER
MPV

NHTSA NUMBER: M50111

GENERAL DYNAMICS TEST NUMBER: 8642-NCAP-56

GENERAL DYNAMICS
ADVANCED INFORMATION ENGINEERING SERVICES
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February 3, 2005

FINAL REPORT

PREPARED FOR:

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National Highway Traffic Safety Administration
Rulemaking
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16. Abstract A frontal load cell barrier test of a 2005 Chevrolet TrailBlazer MPV was performed at General Dynamics crash test facility in Buffalo, New York, on February 3, 2005. (Note: The test date displayed on the vehicle is incorrect). The impact velocity was 56.33 kph and the temperature at the barrier face was 21 °C. The maximum post-test vehicle crush was 548 mm. The test vehicle was equipped with 3-point restraint systems, knee bolsters, and airbags at both the driver and right outboard passenger seating positions. With respect to FMVSS 208 "Occupant Crash Protection - Injury Criteria" the driver appeared to comply with the head and femur requirements and exceed the chest requirements. The passenger appeared to comply with head, chest, and femur requirements.					
ATD Position	HIC	Clip (g's)	Chest Disp (mm)	Left Femur (N)	Right Femur (N)
Driver (061)	590	60.6	-45.3	-5313	-5597
Passenger (064)	647	45.6	-31.1	-4091	-2810
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TABLE OF CONTENTS

<u>Section</u>		<u>Page No.</u>
1	PURPOSE AND SUMMARY OF NCAP TEST	1-1
2	OCCUPANT AND VEHICLE INFORMATION	2-1
<u>Data Sheet</u>	<u>Description</u>	
1.	CRASH TEST SUMMARY	2-1
2.	GENERAL TEST AND VEHICLE PARAMETER DATA	2-2
3.	POST IMPACT DATA	2-4
4.	TEST VEHICLE INFORMATION	2-5
5.	DUMMY POSITIONING IN VEHICLE	2-7
6.	SEAT BELT POSITIONING DATA	2-9
7.	VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY	2-10
8.	DUMMY INJURY CRITERIA VALUES	2-12
9.	SEAT BELT PERFORMANCE DATA	2-16
10.	SUMMARY OF FMVSS 212 DATA	2-17
11.	WINDSHIELD ZONE INTRUSION FMVSS 219 DATA	2-18
12.	FMVSS 301 FUEL SYSTEM INTEGRITY DATA	2-19
13.	FMVSS 301 ROLLOVER DATA	2-20
14.	VEHICLE MEASUREMENTS	2-21
15.	CAMERA DATA	2-28
16.	REFERENCE PHOTO TARGETS	2-30
17.	LOAD CELL LOCATIONS ON FIXED BARRIER	2-31
18.	POST TEST AIR BAG DATA	2-32
19.	ACCIDENT INVESTIGATION DIVISION DATA	2-33
APPENDIX A	PHOTOGRAPHS	A-1
APPENDIX B	VEHICLE, LOAD CELL BARRIER AND DUMMY RESPONSE DATA	B-1
APPENDIX C	PART 572E DUMMY CONFIGURATION AND PERFORMANCE VERIFICATION TESTS	C-1
APPENDIX D	DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION	D-1

SECTION 1

PURPOSE AND SUMMARY OF TEST

1.1 PURPOSE

This 56.33 kph frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-01-D-32005. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 48.3 kph requirements.

The 56.33 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Indicant Test procedure.

1.2 TEST PROCEDURE

This 56.33 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards (OCS) New Car Assessment Program (NCAP) Laboratory Indicant Test Procedure, dated December 1999. Data was obtained indicant of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Retention"; FMVSS 219, "Windshield Zone Intrusion (Partial)"; and FMVSS 301 "Fuel System Integrity" performance. Procedures for receiving, inspection testing and reporting of test results are described in the test procedures and are not repeated in this report.

One real-time camera and 16 high-speed cameras were used to document the frontal barrier impact event. Camera locations and other pertinent camera information can be found in this report.

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

Both ATDs were fully instrumented with nine accelerometer array heads, chest and pelvis triaxial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were also installed on the driver's and passenger's lap belts to measure dummy torso and pelvic section loading. The driver (position 1) ATD (Serial No. 061) and the right-front passenger (position 2) ATD (Serial No.064) were calibrated previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C.

The vehicle, occupant, camera and measurement data are presented in Section 2. Appendix A contains the still photograph prints. The 194 channels of data were recorded on an on-board data acquisition system. Appendix B contains the vehicle, load cell barrier and dummy response data traces. Appendix C contains the dummy calibration data and Appendix D contains the transducer calibration dates.

1.3 SUMMARY OF FRONTAL BARRIER IMPACT TEST

A load cell barrier consisting of 36 load cells was impacted by a 2005 Chevrolet TrailBlazer MPV at a velocity of 56.33 kph. The test was performed at General Dynamics on February 3, 2005 (Note: The test date displayed on the vehicle is incorrect). Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The occupant data is summarized below.

	HIC	Clip (g)	Chest Disp. (mm)	Left Femur (N)	Right Femur (N)	Belt Spool (mm)	Belt Stretch (mm/50 mm)
Driver ATD	590	60.6	-45.3	-5313	-5597	0 §	0
Passenger ATD	647	45.6	-31.1	-4091	-2810	125 §	0

§ - Shoulder belt spool off beyond the initial belt position (prior to pretensioner activation).

AUTOMATIC DOOR LOCK SUMMARY

ADL Equipped Test Vehicle:	Yes
ADL Activation Status:	Yes (system cannot be deactivated)
Door Lock Condition:	Locked

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

The maximum vehicle static crush was 548 mm and both the driver and passenger side doors remained closed during the impact event and were operable after the impact.

The driver's visible contact points were as follows: The face to the upper center of the airbag, the back of the head to the outboard half of the head restraint, the chest to the airbag, and the left and right knees to the knee bolster. The passenger's visible contact points were as follows: The face to the left half of the airbag, the back of the head to the outboard half of the head restraint, the chest to the airbag, and the left and right knees to the glove compartment door.

The 2005 Chevrolet TrailBlazer MPV driver appeared to exceed the chest requirements of FMVSS 208. The vehicle and occupants appeared to meet the remaining requirements of FMVSS 208, FMVSS 212, FMVSS 219, and FMVSS 301. Data pertaining to these standards are presented in the data sheets.

SECTION 2

GENERAL TEST AND VEHICLE PARAMETER DATA

DATA SHEET NO. 1 CRASH TEST SUMMARY

Vehicle NHTSA No.:	M50111	Test Mode:	56.3 kph Frontal Barrier
Test Date:	February 3, 2005	Time:	13:07
		Temperature:	21 °C
Vehicle Make/Model/Body Style:	2005 Chevrolet TrailBlazer MPV		
Vehicle Test Weight:	2388.5	kg	
Vehicle/Barrier Impact Angle:	0	°	
Impact Velocity:	56.33	kph	
Maximum Static Crush:	548	mm	
Vehicle Rebound:	315	mm	
<u>DUMMIES:</u>		<u>DRIVER</u>	<u>PASSENGER</u>
Type:		572E	572E
Restraint System:		Seatbelt, Airbag, Knee Bolster	Seatbelt, Airbag, Knee Bolster
Number of Data Channels:	194		
Number of Cameras:	1	Real Time	
	16	High Speed	
<u>DOOR OPENING DATA:</u>	Closed and latched. Door had to be opened with a 12 inch pry bar. - Left Front		
	Closed, latched, and operable without tools. - Right Front		
Front Seat(s) Data:		<u>DRIVER</u>	<u>PASSENGER</u>
Seat Track Failure: (mm of shift)		0	0
Seat Back Failure:		None	None
<u>VISIBLE DUMMY CONTACT POINTS:</u>		<u>DRIVER</u>	<u>PASSENGER</u>
Head:		The face to the upper center of the airbag, the back of the head to the outboard half of the head restraint	The face to the left half of the airbag, the back of the head to the outboard half of the head restraint
Abdomen:		-	-
Chest:		The chest to the airbag	The chest to the airbag
Knees:		The left and right knees to the knee bolster	The left and right knees to the glove compartment door

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2005 Chevrolet TrailBlazer MPV

NHTSA No. : M50111 ; VIN: 1GNDT13S752212599 ; Color: Gray

Engine Data: 6 cylinders; - CID; 4.2 Liters; - cc

Placement: X Longitudinal or In-Line; - Transverse or Lateral

Transmission Data: 4 Speeds; - Manual; X Automatic; X Overdrive

Final Drive: - Rear Wheel Drive; - Front Wheel Drive; X Four Wheel Drive

Safety Belt Features – Driver X Pretensioner (Shoulder); X Load Limiter; - Adj. Anchorage

Safety Belt Features - Passenger X Pretensioner (Shoulder); X Load Limiter; - Adj. Anchorage

Major Options: X ADLs; X A/C; X Pwr.Strg.; X Pwr. Brakes

X Pwr. Windows; X Pwr. Door Locks; X Tilt Wheel

Date Received: 1/17/2005 ; Odometer Reading 72 km

Selling Dealer: Fuccillo Chevrolet, Inc

& Address: 1871 Whitehaven Road, Grand Island, New York, 14072-1803

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: General Motors Corporation

Date of Manufacture 11/04

GVWR: 2608 kg; GAWR: 1338 kg FRONT; 1452 kg REAR

DATA FROM TIRE PLACARD:

Recommended Tire Size: P245/65R17

* Recommended Cold Tire Pressure: 210 kpa FRONT; 240 kpa REAR

DATA FROM TIRE SIDEWALL:

Size of Tires on Test Vehicle: P245/65R17 ; Manufacturer: Continental Contitrac TR

Tire Pressure with Maximum Capacity Vehicle Load: Front: 300 kPa; Rear: 300 kPa

Treadwear: 520 ; Traction: A ; Temperature: B

VEHICLE CAPACITY DATA:

Type of Front Seats: X Bench; - Bucket; - Split Bench

Number of Occupants: 2 Front; 3 Rear; 5 Total

Vehicle Capacity Weight (VCW) = 516 kg

No. of Occupants x 68.04 kg = 340.2 kg

Rated Cargo/Luggage Weight (RCLW) = 175.8 kg **

*Tire pressure used for test

** Maximum RCLW of 136.1 kg was used for the target weight calculation.

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

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with maximum fluids)= UDW:

Right Front =	<u>556.0</u>	kg	Right Rear =	<u>478.0</u>	kg
Left Front =	<u>573.5</u>	kg	Left Rear =	<u>500.0</u>	kg
TOTAL FRONT =	<u>1129.5</u>	kg	TOTAL REAR =	<u>978.0</u>	kg
TOTAL DELIVERED WEIGHT =	<u>2107.5</u>	kg			
% of Total Front of Vehicle Weight =	<u>53.6</u>		% of Total Rear Weight =	<u>46.4</u>	%

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight (UDW) =	<u>2107.5</u>	kg
Rated Cargo/Luggage Weight (RCLW) =	<u>136.1</u>	kg
Weight of 2 p.572 Dummies @ 76 each =	<u>152</u>	kg
TARGET TEST WEIGHT =	<u>2395.6</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 129.0 KG OF CARGO WEIGHT:

Right Front =	<u>584.5</u>	kg	Right Rear =	<u>592.5</u>	kg
Left Front =	<u>603.5</u>	kg	Left Rear =	<u>608.0</u>	kg
TOTAL FRONT =	<u>1188.0</u>	kg	TOTAL REAR =	<u>1200.5</u>	kg
TOTAL TEST WEIGHT =	<u>2388.5</u>	kg			
% of Total Front Weight =	<u>49.7</u>	%	% of Total Rear Weight =	<u>50.3</u>	%
Weight of Ballast Secured in Vehicle Trunk Area =	<u>11</u>	kg			
Vehicle Components Removed for Weight Reduction:	<u>None</u>				

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED:	RF	<u>862</u>	LF	<u>855</u>	RR	<u>894</u>	LR	<u>894</u>
FULLY LOADED:	RF	<u>849</u>	LF	<u>844</u>	RR	<u>852</u>	LR	<u>853</u>
AS TESTED:	RF	<u>851</u>	LF	<u>848</u>	RR	<u>852</u>	LR	<u>856</u>
Vehicle's Wheel Base:		<u>2876</u>	mm					
Location of Vehicle's C.G.:		<u>1446</u>	mm rearward of front wheel center.					

FUEL SYSTEM DATA:

Fuel System Capacity From Owner's Manual =	<u>21.7</u>	liters
Usable Capacity Figure Furnished by COTR =	<u>21.4</u>	liters
Test Volume Range (92 to 94% of Usable Capacity) =	<u>19.69</u>	to <u>20.12</u> liters
ACTUAL TEST VOLUME=	<u>20.0</u>	liters (with entire fuel system filled)
Test Fluid Type:	<u>Stoddard Solution</u>	Spec. Grav. = <u>0.764</u>
Kinematic Viscosity =	<u>0.96</u>	centistokes; Color = <u>Orange</u>
Type of Fuel Pump: Electric-	<u>X</u>	Mechanical- <u>-</u>
Does Electric Pump operate with ignition switch "ON" & engine "OFF"	Yes- <u>X</u>	No- <u>-</u>
Details of Fuel System: Tank – Inboard of the left frame rail, forward of the rear axle; Lines – Along the vehicle underbody, inboard of the left frame rail; Filler Neck – Left rear quarter panel, aft of the rear axel.		

DATA SHEET NO. 3 POST IMPACT DATA

TYPE OF TEST:

Type of Test: Frontal Barrier Impact Angle: 0°
Test Date: February 3, 2005 Time: 13:07 Temperature: 21 °C
Vehicle NHTSA No.: M50111
Required Impact Velocity Range: 55.5 to 57.1 kph

BARRIER IMPACT VELOCITY: (Speed traps within 5 feet of impact plane.)

Trap No. 1 = 56.33 kph; Trap No. 2 = 56.33 kph
Distance from vehicle to barrier: (1) entering trap = 813 mm
(2) exiting trap = 305 mm

VEHICLE STATIC CRUSH: (mm) (For frontal and rear impacts only.)

Vehicle Length:

Pre-Test	Left = <u>4827</u> ; C/L = <u>4877</u> ; Right = <u>4829</u>
Post-Test	Left = <u>4308</u> ; C/L = <u>4360</u> ; Right = <u>4290</u>
Crush	Left = <u>519</u> ; C/L = <u>517</u> ; Right = <u>539</u>
AVERAGE	= <u>525</u> mm

VEHICLE REBOUND: (From rigid barrier only.)

Distance from front of test vehicle to impact point:

	Left = <u>345</u> ; C/L = <u>310</u> ; Right = <u>290</u>
AVERAGE	= <u>315</u> mm

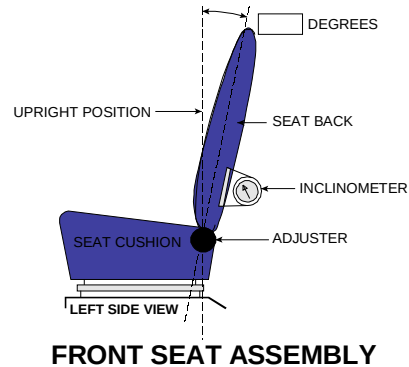
DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2005 Vehicle Model: Chevrolet TrailBlazer Body Style : MPV

1. NOMINAL DESIGN RIDING POSITION:

for adjustable driver and passenger seat backs.
Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent, if applicable.



Seat back angle for driver's seat: 18.5 degrees

Measurement instructions: With vehicle level and dummy placed in the seat, position the seat such that the outboard metal seat frame, approximately 9-10 inches above the seat back pivot point, is 18.5 degrees.

Seat back angle for passenger's seat: 18.5 degrees

Measurement instructions: With vehicle level and dummy placed in the seat, position the seat such that the outboard metal seat frame, approximately 9-10 inches above the seat back pivot point, is 18.5 degrees.

2. SEAT FORE AND AFT POSITIONING:

Positioning of the driver's seat: Position the seat at the center of its absolute fore/aft travel. Mid position can be verified by measuring the difference between the upper and inner seat track at the rear of the seat (70 mm).

Positioning of the passenger's seat: Position the seat at the center of its absolute fore/aft travel. Mid position can be verified by measuring the difference between the upper and inner seat track at the rear of the seat (70 mm).

3. FUEL TANK CAPACITY DATA:

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 21.7 liters

B. "Usable Capacity" of the optional equipment fuel tank is - liters

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 21.4 liters

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 20.0 liters

3.3 Is vehicle equipped with electric fuel pump? Yes- X ; No- -

If YES, explain the vehicle operating conditions under which the fuel pump will pump fuel.

The fuel pump operates briefly when the ignition key is turned to the "ON" position and the engine is not running.

The fuel pump operates continuously while the engine is running.

DATA SHEET NO. 4 TEST VEHICLE INFORMATION (cont.)

4. STEERING COLUMN ADJUSTMENTS:

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine the geometric center.

Operational Instructions: Position the steering column in detent #3, where the upper-most detent is defined as 0. In this detent, the steering column angle is 20 degrees from horizontal.

5. SEAT BELT UPPER ANCHORAGE:

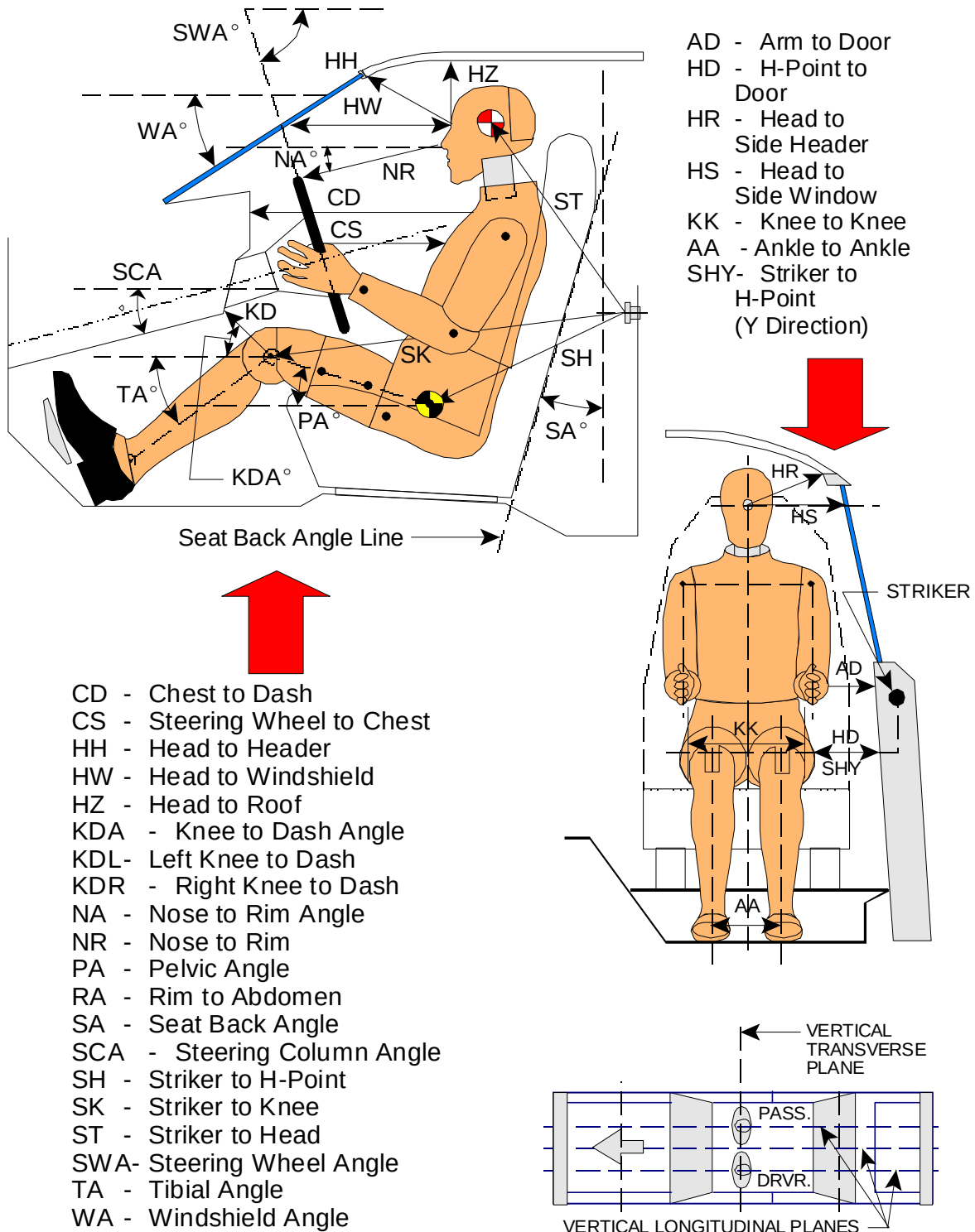
Nominal design riding position: Not applicable.

6. AUTOMATIC DOOR LOCKS: Is test vehicle equipped with ADLs? X Yes; - No;

Does vehicle owner's manual describe how to deactivate ADLs? - Yes; X No; - N/A

Comments: None

DATA SHEET NO. 5 FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE
DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



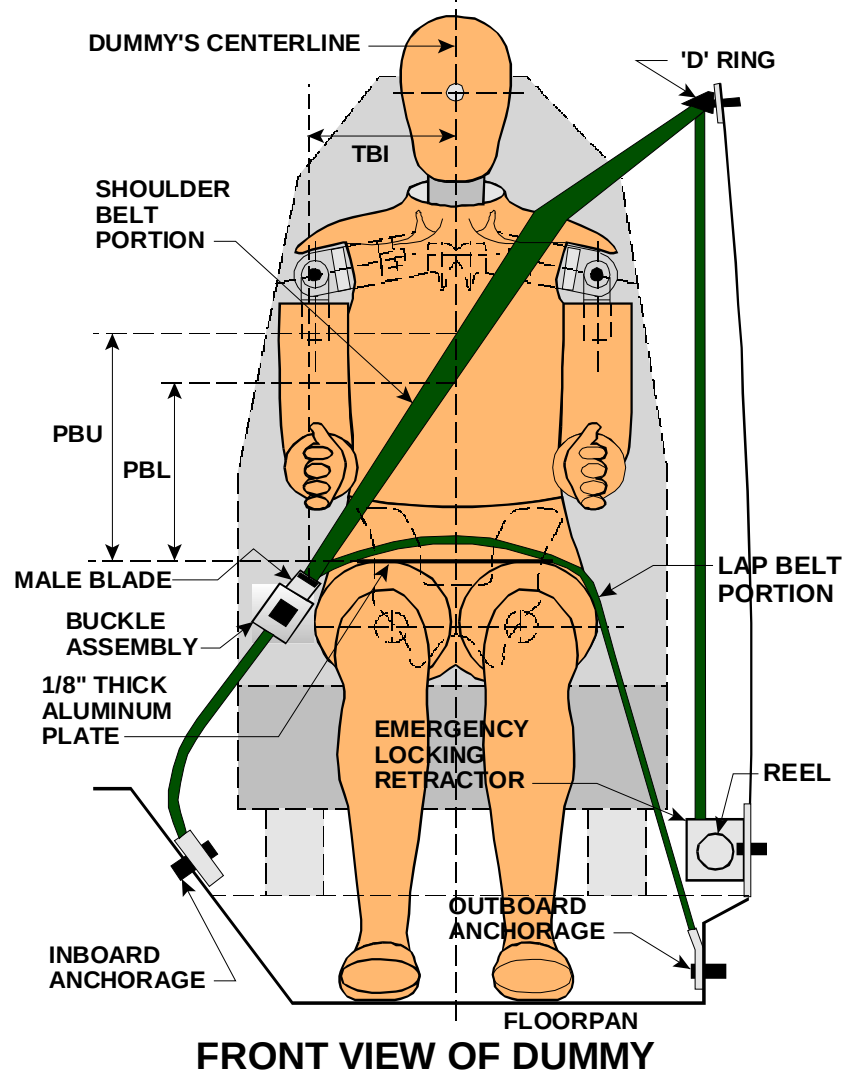
DATA SHEET NO. 5 FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE (cont.)

	DRIVER (Serial #061)			PASS. (Serial #064)		
WA ^o	35.8 deg.			N/A		
SWA ^o	70.0 deg.			N/A		
SCA ^o	20.0 deg.			N/A		
SA ^o	18.5 deg.			18.5 deg.		
HZ	232			226		
HH	477			489		
HW	739			723		
HR	273			239		
NR	402	Angle	11 deg.	N/A		
CD	592			548		
CS	306			N/A		
RA	195			N/A		
KDL	183	Angle (KDA)	35 deg.	175		
KDR	174			175	Angle (KDA)	30 deg.
PA ^o	24.2 deg.			24.5 deg.		
TA ^o	46.1 deg.			45.7 deg.		
KK	405			310		
AA	355			165		
ST	618	Angle	11 deg.	630	Angle	10 deg.
SK	668	Angle	85 deg.	663	Angle	85 deg.
SH	281	Angle	94 deg.	269	Angle	93 deg.
SHY	256			256		
HS	368			370		
HD	178			177		
AD	126			134		

Dimensions in millimeters

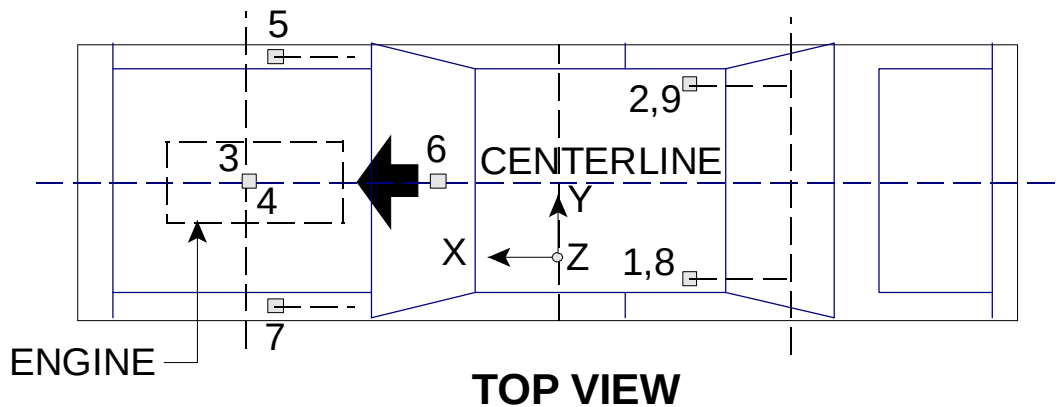
DATA SHEET NO. 6 SEAT BELT POSITIONING DATA

SEAT BELT POSITIONING DATA

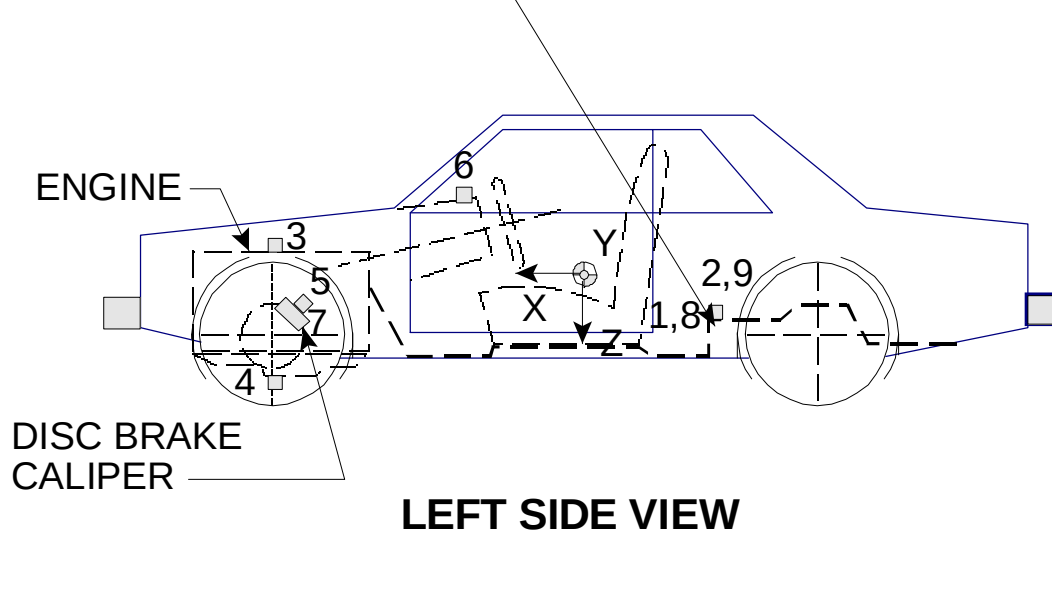


	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	362	370
PBL-- Top surface of alum. plate to belt lower edge	278	285
LAP BELT TENSION	10 N	10 N
SHOULDER BELT TENSION	Retractor	Retractor

VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY



REAR SEAT CUSHION
ASSY. FRONT ATTACHMENT
BRACKET SUPPORT



Note: Vehicle accelerometer location and data summary shown in DATA SHEET NO. 7

DATA SHEET NO. 7 VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY (cont.)

LOCATION		PRE-TEST LENGTH (mm)		
		X	Y	Z
1	Left Rear Seat Cross Member X	1682	-651	-349
2	Right Rear Seat Cross Member X	1682	651	-349
3	Top of Engine Block	4240	-245	-1060
4	Bottom of Engine	3427	77	-404
5	Disc Brake Caliper @ Right Side	3916	713	-462
6	Instrument Panel	3029	0	-935
7	Disc Brake Caliper @Left Side	3909	-708	-462
8	Left Rear Seat Cross Member Z	1682	-651	-349
9	Right Rear Seat Cross Member Z	1682	651	-349

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Left Rear Seat Cross Member X	2.6	111.2	-47.2	34.8
2	Right Rear Seat Cross Member X	4.4	114.3	-43.1	36.4
3	Top of Engine Block	30.0	52.3	-103.1	35.1
4	Bottom of Engine	25.9	52.5	-94.3	37.0
5	Disc Brake Caliper @ Right Side	68.6	51.8	-127.5	35.5
6	Instrument Panel	29.7	49.2	-68.0	30.5
7	Disc Brake Caliper @Left Side	30.9	27.9	-111.4	39.1
8	Left Rear Seat Cross Member Z	13.2	57.5	-20.0	27.1
9	Right Rear Seat Cross Member Z	14.2	66.0	-15.9	28.0

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES

Vehicle Year/Make/Model/Body Style: 2005 Chevrolet TrailBlazer MPV

NHTSA Test No.: M50111 Test Date: February 3, 2005

DESCRIPTION	Unit	MAXIMUM VALUE							
		Driver				Passenger			
		Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head 9 Array X Arm Y	g	5.8	53.5	-12.0	66.6	15.8	93.3	-5.1	57.3
Head 9 Array X Arm Z	g	34.7	53.4	-15.1	130.0	39.0	68.6	-10.4	131.8
Head 9 Array Y Arm X	g	19.8	198.9	-58.2	68.1	0.9	35.6	-52.3	81.6
Head 9 Array Y Arm Z	g	28.3	71.5	-5.2	130.8	31.9	88.9	-2.5	131.8
Head 9 Array Z Arm X	g	35.6	199.0	-64.2	69.3	4.4	198.7	-56.0	86.2
Head 9 Array Z Arm Y	g	11.4	59.3	-10.0	73.5	19.3	98.5	-7.9	60.3
Head X	g	21.0	199.9	-55.9	68.2	1.3	35.8	-53.2	81.8
Head Y	g	4.3	52.6	-6.1	79.0	15.5	92.6	-3.6	49.9
Head Z	g	26.9	53.0	-4.4	132.7	29.6	77.3	-1.4	19.1
Head Resultant	g	60.7	69.8	-	-	60.5	81.3	-	-
Redundant Head X	g	21.7	199.0	-55.4	68.3	3.8	184.5	-50.1	81.7
Redundant Head Y	g	4.4	52.6	-6.9	69.2	14.4	93.9	-3.9	49.9
Redundant Head Z	g	26.8	71.4	-4.7	131.7	30.1	76.9	-1.4	18.8
Redundant Head Resultant	g	60.6	69.2	-	-	58.3	81.7	-	-
Upper Neck Fx	N	558.7	64.1	-704.9	133.0	519.2	82.7	-859.9	136.7
Upper Neck Fy	N	161.2	52.5	-160.4	82.2	234.1	114.0	-149.5	65.1
Upper Neck Fz	N	2228.9	69.3	-114.6	128.6	1603.1	77.1	-798.5	36.4
Upper Neck F Resultant	N	2292.6	69.3	-	-	1649.6	77.1	-	-
Upper Neck Mx	N-m	16.0	59.2	-4.6	92.6	15.7	124.2	-11.8	58.3
Upper Neck My	N-m	57.3	128.1	-21.9	53.4	67.9	134.8	-26.7	63.7
Upper Neck Mz	N-m	10.1	82.7	-5.5	138.8	7.3	142.5	-16.4	102.3
Upper Neck M Resultant	N-m	57.5	128.2	-	-	68.4	133.8	-	-
Chest X	g	3.2	140.5	-63.0	62.5	2.4	144.4	-45.9	73.1
Chest Y	g	6.7	78.1	-4.3	54.4	4.6	56.0	-11.2	75.6
Chest Z	g	11.2	41.3	-11.6	110.2	13.6	78.5	-12.5	109.5
Chest Resultant	g	63.1	62.5	-	-	48.0	73.0	-	-

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)

Vehicle Year/Make/Model/Body Style: 2005 Chevrolet TrailBlazer MPV

NHTSA Test No.: M50111 Test Date: February 3, 2005

		MAXIMUM VALUE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Redundant Chest X	g	3.3	137.9	-62.3	62.9	2.4	144.4	-44.5	73.1
Redundant Chest Y	g	6.5	80.4	-4.1	54.4	4.8	55.9	-11.5	75.1
Redundant Chest Z	g	11.4	41.3	-11.7	108.4	13.2	78.5	-12.6	111.1
Redundant Chest Resultant	g	62.3	62.9	-	-	46.7	73.0	-	-
Chest Displacement	mm	0.0	-24.3	-45.3	69.8	0.0	-0.7	-31.1	79.4
Pelvic X	g	5.2	100.3	-89.2	44.8	7.6	98.7	-70.2	47.8
Pelvic Y	g	9.1	48.1	-7.1	51.4	5.0	40.2	-8.7	56.3
Pelvic Z	g	4.7	40.0	-24.4	65.1	5.0	30.4	-26.3	61.7
Pelvic Resultant	g	89.4	44.8	-	-	70.7	47.8	-	-
Left Femur	N	438.7	40.8	-5312.9	48.4	1783.7	36.3	-4090.8	48.4
Right Femur	N	1039.2	40.1	-5597.4	57.0	1000.5	39.6	-2810.1	48.6
Left Upper Tibia Mx	N-m	61.0	44.6	-15.3	142.1	6.7	147.7	-43.3	55.7
Left Upper Tibia My	N-m	100.4	42.0	-80.3	80.1	101.7	50.5	-44.6	43.1
Left Lower Tibia Fz	N	228.6	68.9	-2056.6	41.0	435.0	36.3	-4098.1	48.6
Left Lower Tibia Mx	N-m	82.7	46.2	-23.0	41.7	35.2	67.8	-28.8	55.3
Left Lower Tibia My	N-m	31.4	99.8	-49.6	42.7	34.7	86.3	-154.4	44.8
Right Upper Tibia Mx	N-m	16.4	59.2	-84.5	45.6	55.2	80.2	-9.8	42.8
Right Upper Tibia My	N-m	61.0	42.4	-68.7	43.8	26.7	73.2	-175.8	48.5
Right Lower Tibia Fz	N	142.8	35.6	-3732.7	43.9	612.0	47.1	-2180.0	55.4
Right Lower Tibia Mx	N-m	63.8	45.9	-64.1	57.4	20.9	98.0	-16.9	52.0
Right Lower Tibia My	N-m	124.7	59.5	-107.6	44.0	48.7	91.5	-18.0	51.7
Left Foot Aft Ax	g	19.9	29.5	-90.3	44.3	28.3	56.4	-209.6	48.1
Left Foot Aft Az	g	31.9	44.5	-68.9	45.2	40.3	42.7	-39.9	50.8
Left Foot Fore Az	g	54.5	44.7	-101.4	45.2	135.9	42.5	-132.5	47.2
Right Foot Aft Ax	g	28.0	58.0	-277.5	43.3	20.2	85.8	-176.7	50.9
Right Foot Aft Az	g	40.7	56.6	-145.7	44.5	19.1	73.7	-75.9	52.9
Right Foot Fore Az	g	135.0	56.5	-255.1	43.4	64.7	54.2	-176.0	49.0
Lap Belt Load	N	6868.5	52.9	-3.5	4.6	6822.2	53.3	-1.7	7.0

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)

Vehicle Year/Make/Model/Body Style: 2005 Chevrolet TrailBlazer MPV

NHTSA Test No.: M50111 Test Date: February 3, 2005

HEAD INJURY CRITERIA (HIC)				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	590	55.4	91.4	48.5
Position #2 - Passenger	647	65.5	101.5	50.3

** HIC is as defined in FMVSS 208. The maximum time interval from t₁ to t₂ is 36 milliseconds.

CLIP SUMMARY*				
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #1 - Driver	60.6	61.3	64.3	582.1
Position #2 - Passenger	45.6	72.1	76.6	478.0

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)
REDUNDANT DATA

Vehicle Year/Make/Model/Body Style: 2005 Chevrolet TrailBlazer MPV

NHTSA Test No.: M50111 Test Date: February 3, 2005

HEAD INJURY CRITERIA (HIC) REDUNDANT				
	HIC**	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #1 - Driver	586.0	55.4	91.3	48.4
Position #2 - Passenger	596.8	65.4	101.4	48.7

** HIC is as defined in FMVSS 208. The maximum time interval from t₁ to t₂ is 36 milliseconds.

CLIP SUMMARY* REDUNDANT				
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #1 - Driver	59.9	61.5	64.5	563.9
Position #2 - Passenger	44.4	72.2	76.6	452.9

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

DATA SHEET NO. 9 SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

BELT LENGTH DATA:

Belt length from trim panel exit
to bolt hole anchor point for
continuous webbing systems.

Driver

Passenger

1605

1610

Shoulder belt length as measured
on Part 572 Dummy.

905

910

Lap belt length as measured
on Part 572 Dummy.

700

700

SHOULDER BELT SPOOL-OFF DATA:

As determined mechanically*.

0

125

BELT STRETCH DATA:

Measured mechanically.

0 mm/M

0 mm/M

*Shoulder belt spool off beyond the initial belt position (prior to pretensioner activation).

Dimensions in millimeters

DATA SHEET NO.10 SUMMARY OF FMVSS 212 DATA

FMVSS NO. 212 - "WINDSHIELD MOUNTING" DATA

DETAILS OF WINDSHIELD MOUNTING SUCH AS RETENTION METHOD, TRIM TYPE, ETC.:

Windshield is bonded in place and covered with a 17 mm molding.

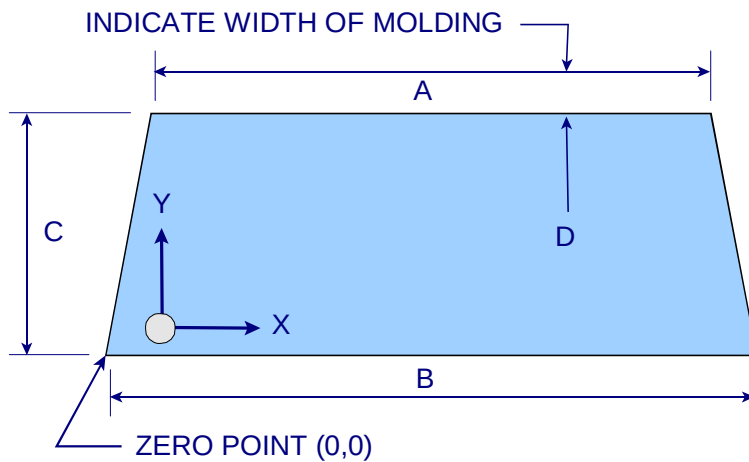
FMVSS 212 REQUIREMENTS:

The Post-Test periphery retention amount must be at least 75% of the Pre-Test periphery measurement for vehicles NOT equipped with automatic restraints, and 50% for each side of the windshield for vehicles equipped with automatic restraint systems for front occupants,

FMVSS 212 TEST DATA

	WINDSHIELD PERIPHERY		% OF RETENTION
	PRE-TEST (mm)	POST-TEST (mm)	
RIGHT SIDE	2111	2111	100.0%
LEFT SIDE	2111	2111	100.0%
TOTAL	4222	4222	100.0%

AREA OF RETENTION FAILURE: None



DIMENSIONS (mm)	
A	1255
B	1513
C	727
D	17

FRONT VIEW OF WINDSHIELD

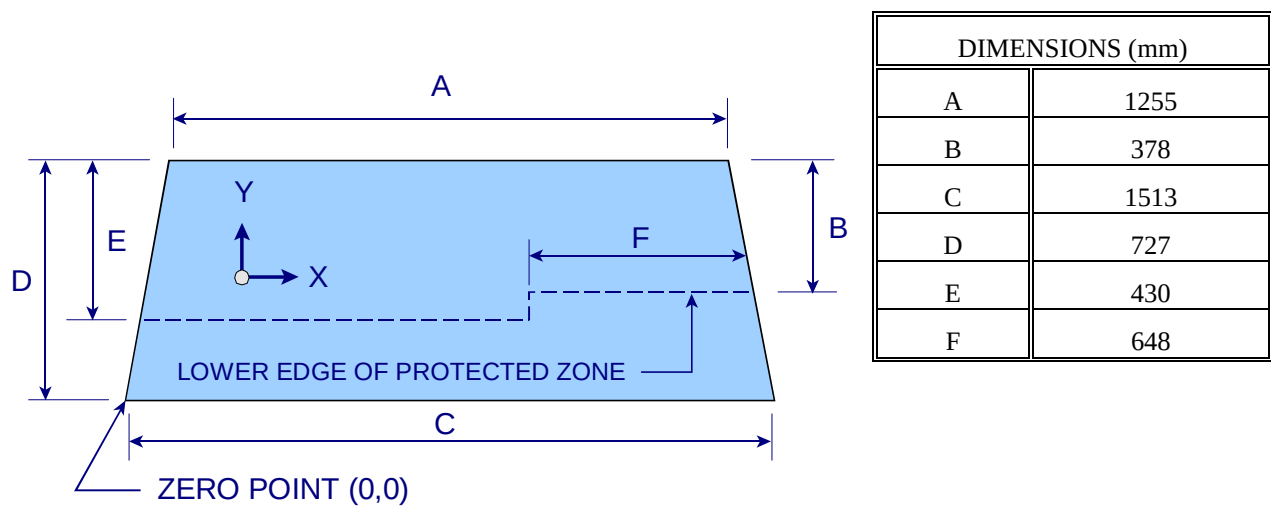
FAILURE DETAILS: None

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

PROTECTED ZONE LOWER EDGE REQUIREMENT:

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

FMVSS 219 TEST DATA:



FRONT VIEW OF WINDSHIELD

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm: None

(Show location of penetration on the above sketch)

COORDINATES		
	X	Y
1.	-	-
2.	-	-
3.	-	-
4.	-	-

DATA SHEET NO. 12 FMVSS NO. 301-75 "FUEL SYSTEM INTEGRITY" POST IMPACT TEST DATA

NHTSA TEST No.: M50111 TEST DATE: February 3, 2005

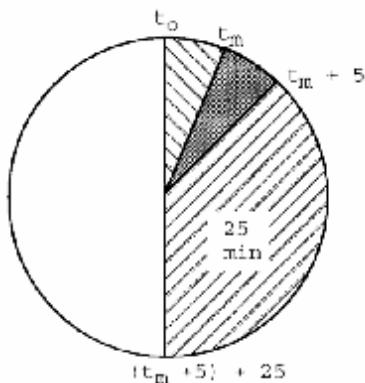
VEHICLE MAKE/MODEL: 2005 Chevrolet TrailBlazer MPV

The test vehicle was filled from 92% to 94% of the manufacture's "usable" capacity. The electric fuel pump was operating if it will operate without engine operation. Two Part 572 anthropomorphic test devices were located at each of the front designated seating positions.

=====

TEST VEHICLE IMPACT TYPE: X Frontal (56 kph)
- Oblique (48 kph) with _____ deg. barrier face first contacting _____
- (driver/passenger) side
- Rear Moving Barrier (48 kph)
- Lateral Moving Barrier (32 kph)

FUEL SPILLAGE MEASUREMENT:



1. From impact until vehicle motion ceases
2. For 5 minute period after vehicle motion ceases
3. For next 25 minutes

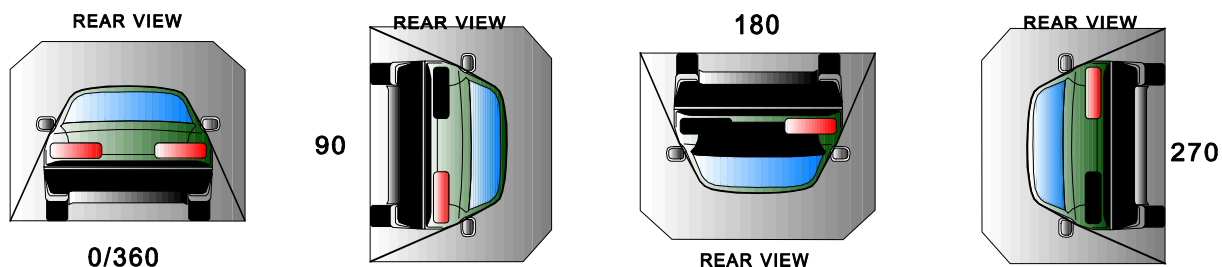
ACTUAL	MAX ALLOWED
0	28 g
0	141 g
0	28 g/min.

SOLVENT SPILLAGE DETAILS: None

DATA SHEET NO. 13 - ROLLOVER DATA

Vehicle: 2005 Chevrolet TrailBlazer MPV

NHTSA No.: M50111



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Stage	Rotation Time (spec. 1 -3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0° - 90°	1	minutes	2	seconds	5	minutes	6	minutes	2	seconds	7	minutes
90° - 180°	1	minutes	9	seconds	5	minutes	6	minutes	9	seconds	7	minutes
180°-270°	1	minutes	5	seconds	5	minutes	6	minutes	5	seconds	7	minutes
270°-360°	1	minutes	2	seconds	5	minutes	6	minutes	2	seconds	7	minutes

II. FMVSS 301 REQUIREMENTS: (Maximum allowable solvent spillage):

First 5 minutes from onset of rotation	6th min.	7th min.	8th min. (if required)
142 g	28 g	28 g	28 g

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

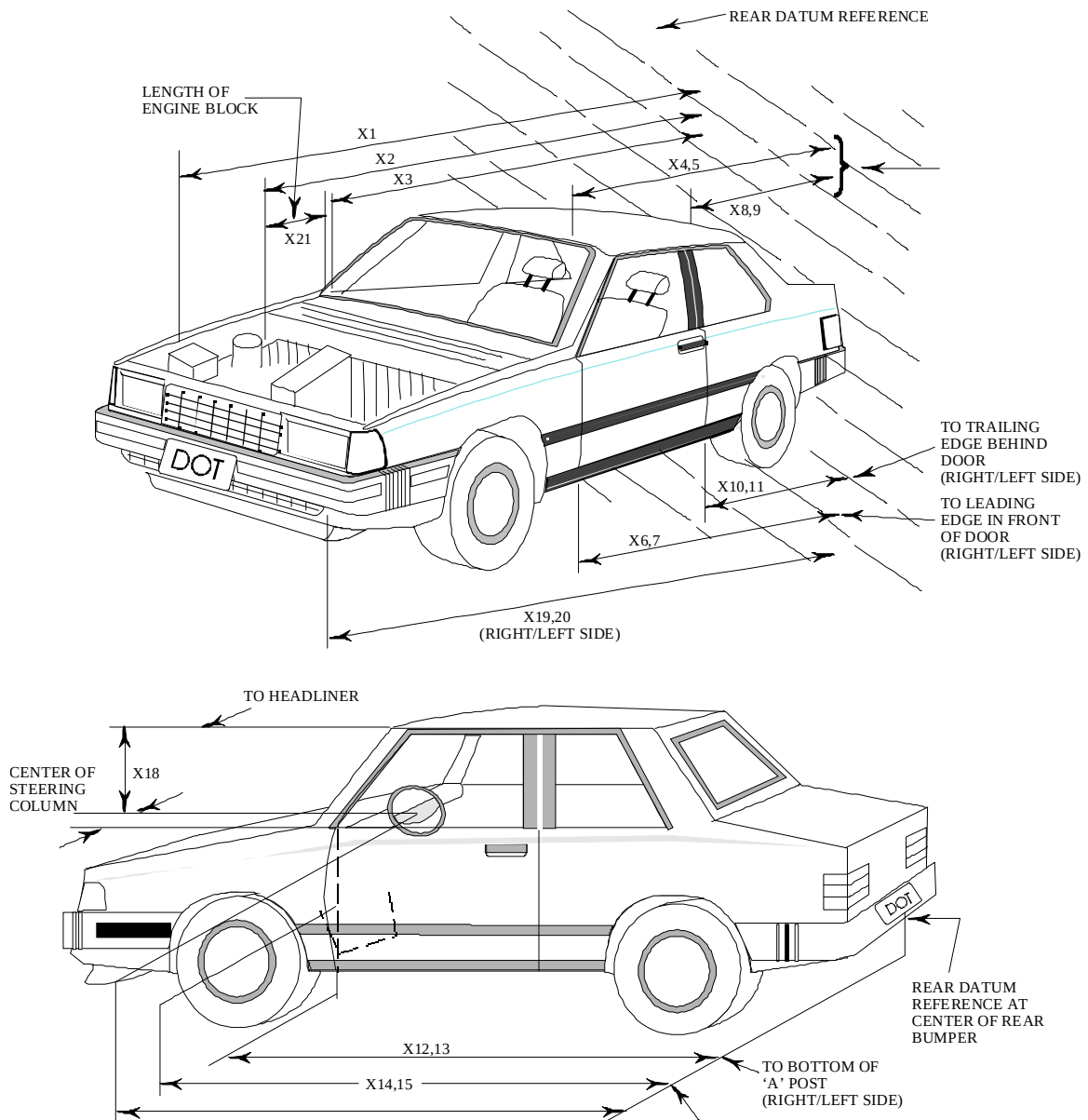
Rollover Stage	First 5 minutes from onset of rotation (g)	6th min. (g)	7th min. (g)	8th min. (if required) (g)
0° - 90°	0	0	0	N/A
90° - 180°	0	0	0	N/A
180°-270°	0	0	0	N/A
270°-360°	0	0	0	N/A

Note: Record spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

Rollover Stage	Spillage Location
0° - 90°	None
90° - 180°	None
180°-270°	None
270°-360°	None

DATA SHEET NO. 14 TEST VEHICLE MEASUREMENTS

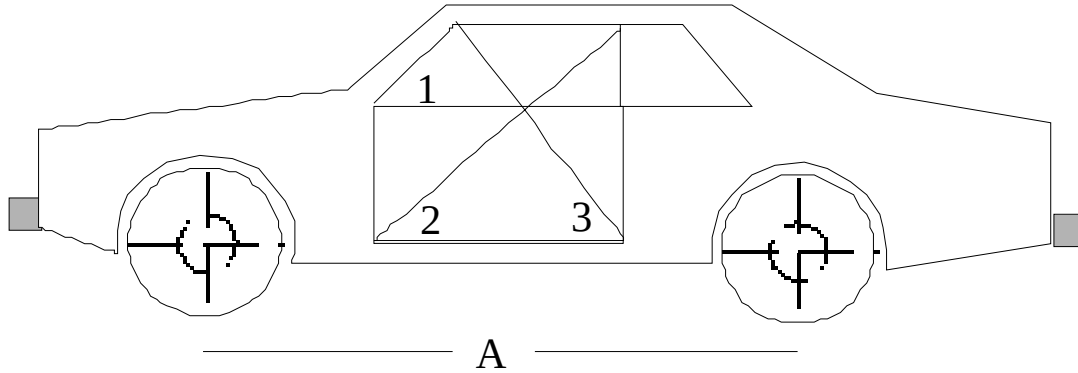


DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

No.		Pre-Test	Post-Test	Difference
X1	Total Length of Vehicle at Centerline	4877	4360	517
X2	Rear Surface of Vehicle to Front of Engine	4268	4130	138
X3	Rear Surface of Vehicle to Firewall	3776	3591	185
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	3386	3362	24
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	3385	3359	26
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	3345	3328	17
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	3345	3328	17
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	2195	2180	15
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	2195	2182	13
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	2213	2187	26
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	2213	2192	21
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	3387	3365	22
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	3397	3397	0
X14	Rear Surface of Vehicle to Firewall, Right Side	3723	3673	50
X15	Rear Surface of Vehicle to Firewall, Left Side	3720	3677	43
X16	Rear Surface of Vehicle to Steering Column	2840	2787	53
X17	Center of Steering Column to "A" Post	312	314	-2
X18	Center of Steering Column to Headliner	449	512	-63
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4829	4290	539
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4827	4308	519
X21	Length of Engine Block	475	475	0
RD	Rear Surface of Vehicle to Right Side of Dash Panel	3007	2976	31
CD	Rear Surface of Vehicle to Center of Dash Panel	3000	2935	65
LD	Rear Surface of Vehicle to Left Side of Dash Panel	3027	2950	77

All Dimensions in mm

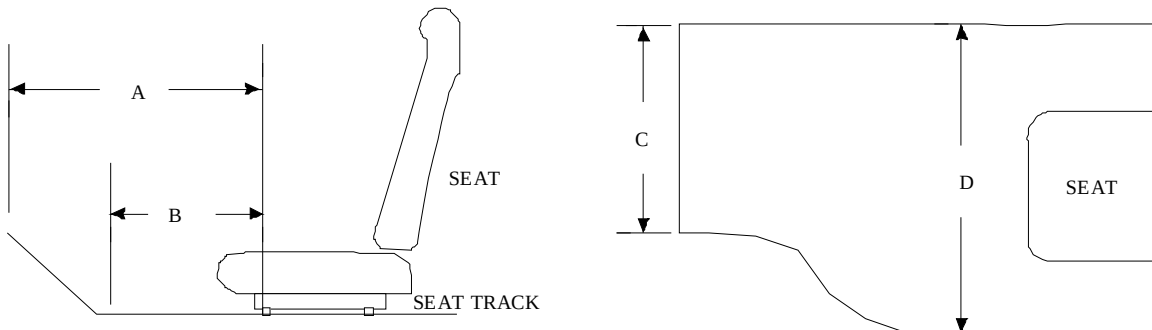
DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
 VEHICLE INTRUSION MEASUREMENTS
 DOOR OPENING WIDTH



UNITS (mm)	LEFT			RIGHT		
MEASUREMENT	1	2	3	1	2	3
BEFORE TEST	1073	1537	1239	1071	1539	1238
AFTER TEST	1057	1536	1283	1058	1536	1277
DIFFERENCE	16	1	-44	13	3	-39

UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	2876	2876
AFTER TEST	2800	2783
DIFFERENCE	76	93

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
 VEHICLE INTRUSION MEASUREMENTS
 STATIC FOOTWELL DEFORMATION



DRIVER

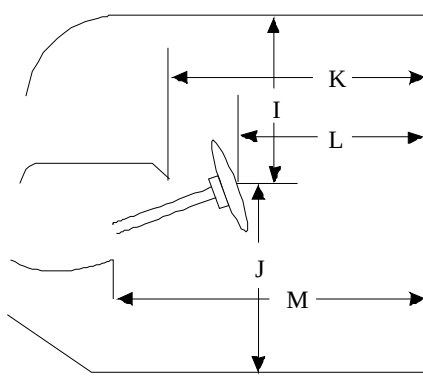
Measurement	Pre-Test	Post-Test	Difference
A	788	698	90
B	577	575	2
C	450	450	0
D	279	280	-1

PASSENGER

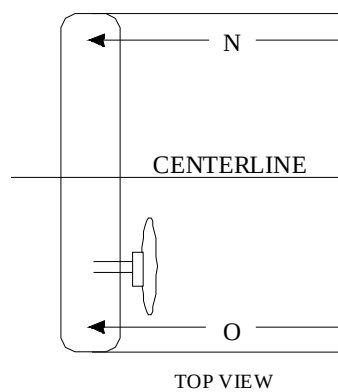
Measurement	Pre-Test	Post-Test	Difference
A	768	707	61
B	577	577	0
C	390	388	2
D	275	275	0

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
VEHICLE INTRUSION MEASUREMENTS
STATIC PASSENGER COMPARTMENT INTRUSION

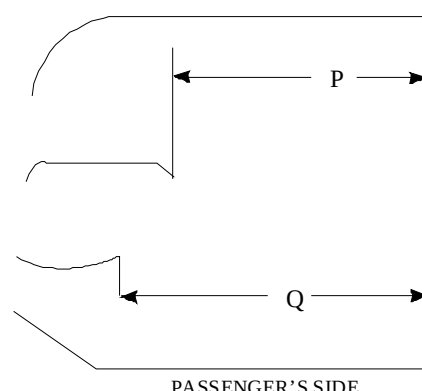


DRIVER'S SIDE



TOP VIEW

MEASUREMENTS
FROM C-PILLAR
BELT ANCHORAGE

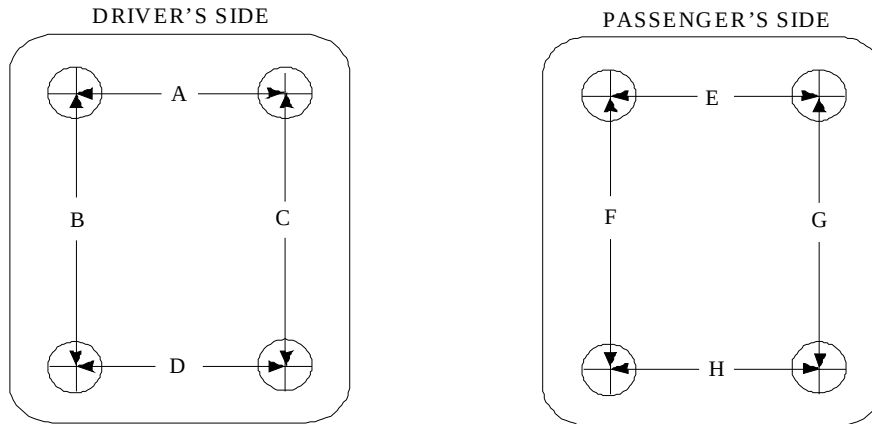


PASSENGER'S SIDE

Measurement	Pre-Test	Post-Test	Difference
I	449	512	-63
J	663	673	-10
K	1809	1720	89
L	1564	1512	52
M	1843	1810	33
N	1741	1713	28
O	1751	1675	76
P = K (PASS.)	1766	1706	60
Q = M (PASS.)	1862	1846	16

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
FLOORBOARD DEFORMATION

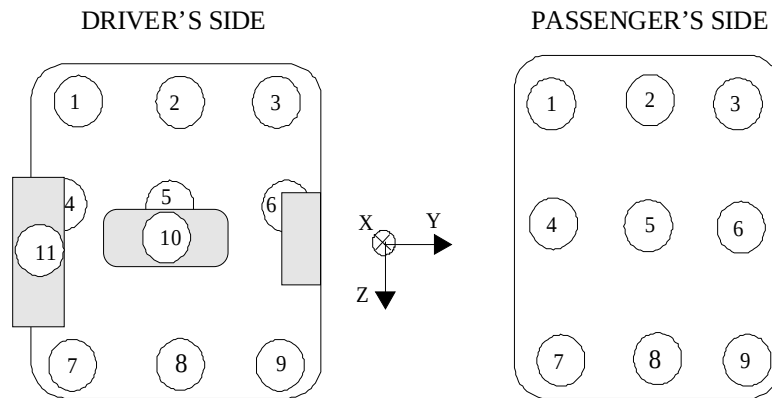


TOP VIEW THROUGH FLOOR PAN

Measurement	Pre-Test	Post-Test	Difference
A	450	450	0
B	314	313	1
C	311	300	11
D	279	280	-1
E	390	388	2
F	381	377	4
G	363	361	2
H	275	275	0

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)
TOE-PAN INTRUSION



Driver Side Toe-pan Measurements

Toe-pan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3557	3486	71	-757	-761	4
2	3579	3475	104	-743	-752	9
3	3551	3426	125	-763	-775	12
4	3518	3493	25	-622	-628	6
5	3499	3468	31	-620	-617	-3
6	3487	3424	63	-620	-644	24
7	3384	3373	11	-544	-535	-9
8	3368	3352	16	-542	-520	-22
9	3356	3310	46	-549	-560	11
10	3329	3161	168	-726	-824	98
11	3361	3345	16	-613	-610	-3

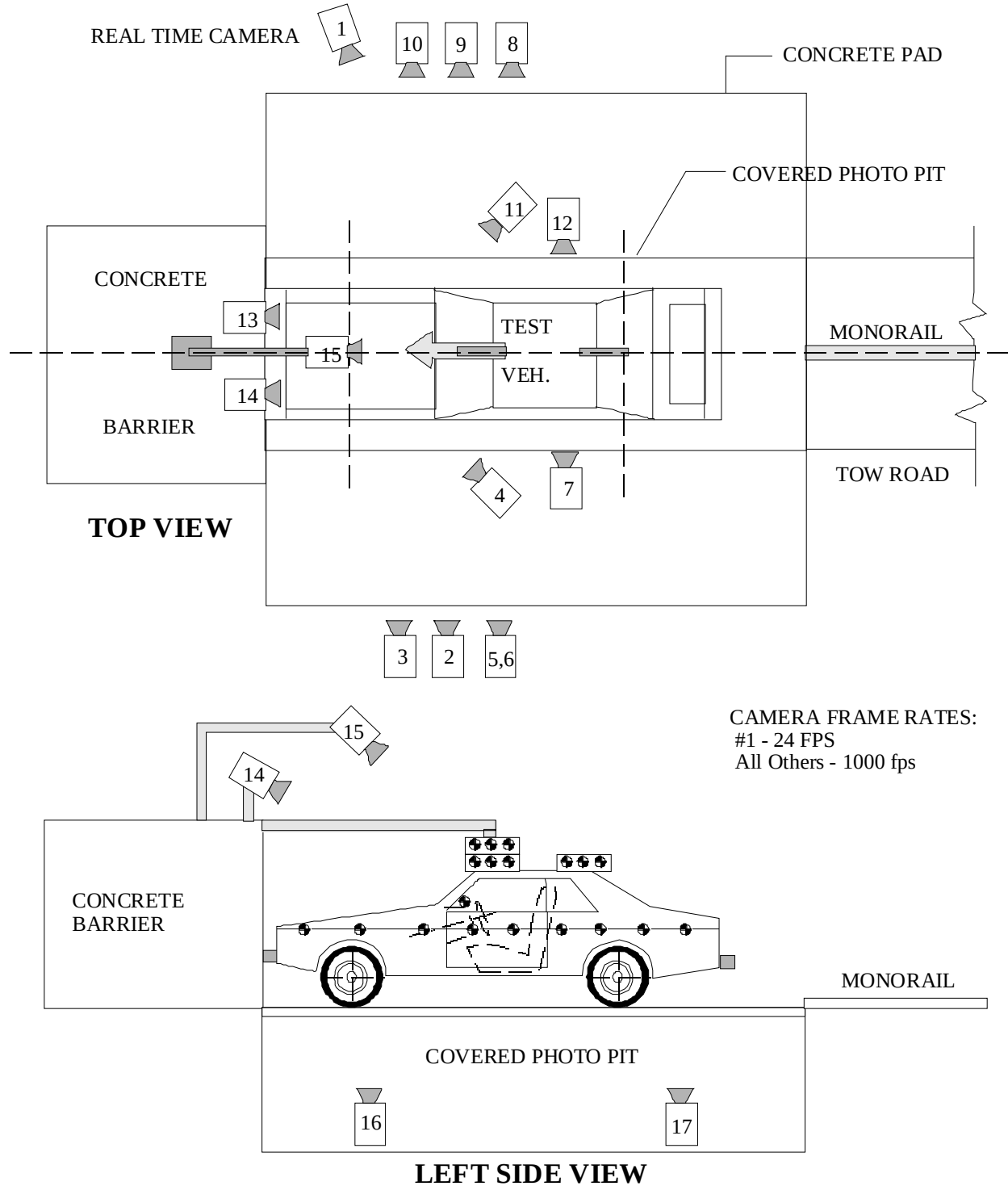
Passenger Side Toe-pan Measurements

Toe-pan Location	X Deformation (mm)			Z Deformation (mm)		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3558	3458	100	-745	-772	27
2	3557	3481	76	-745	-772	27
3	3551	3510	41	-763	-784	21
4	3506	3461	45	-616	-641	25
5	3502	3469	33	-615	-629	14
6	3497	3478	19	-616	-619	3
7	3374	3352	22	-541	-538	-3
8	3367	3351	16	-537	-531	-6
9	3370	3357	13	-540	-534	-6

Reference: SAE: X = Rear Bumper (Positive: forward); Z = Ground (Positive: down)

DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

NOTE: Camera information shown in DATA SHEET NO. 15.



DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS (cont.)

NHTSA Test No.: M50111 Vehicle: 2005 Chevrolet TrailBlazer MPV

CAMERA NO.	VIEW	CAMERA POSITIONS (mm)*			ANGLE (deg)**	FILM PLANE TO HEAD TARGET	LENS (mm)	SPEED (fps)
		X	Y	Z				
1	Real-Time Camera	-	-	-	-	-	-	24
2	Overall Left Side	7465	2110	1032	-3.3	7051	24	1000
3	Left Side View	9144	835	1068	-2.3	8730	25	1000
4	Driver and Interior View	7670	2523	2045	-6.7	-	35	500
5	Steering Column (Bottom)	7670	1695	1175	-2.7	7256	25	1000
6	Steering Column (Top)	7670	1695	1775	-7.1	7256	25	1000
7	Left CRS View	3320	3270	2310	-21.0	-	28	500
8	Overall Right Side	7620	1893	1100	-1.0	7903	24	500
9	Right Side View	8090	1198	1145	-2.0	8373	25	1000
10	Right Passenger View	8340	1728	1325	-1.8	8623	35	1000
11	Passenger and Interior View	7730	2833	1972	-7.4	-	35	500
12	Right CRS View	3300	3270	2330	-21.0	-	28	500
13	Passenger Front View	620	-92	1987	-30.0	-	13	500
14	Driver Front View	620	-92	1987	-27.8	-	13	500
15	Windshield View	0	-530	3374	-46.4	-	13	500
16	Pit View of Engine	0	615	-3048	90.0	-	13	500
17	Pit View of Fuel Tank	0	2695	-3048	90.0	-	13	500

*X = film plane to monorail centerline ** = referenced to horizontal plane

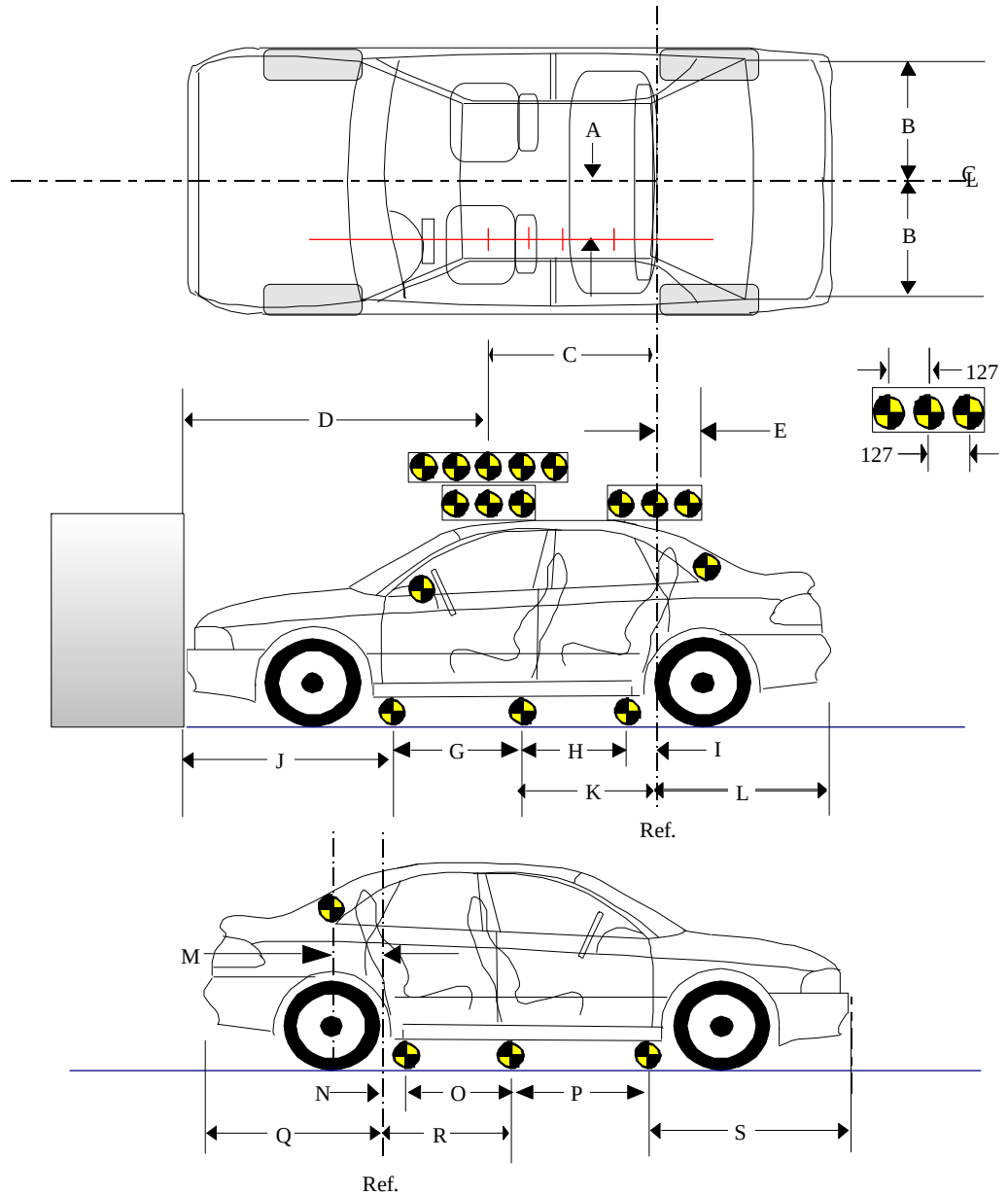
Y = film plane to impact location N.T. indicates No Timing

Z = film plane to ground

DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

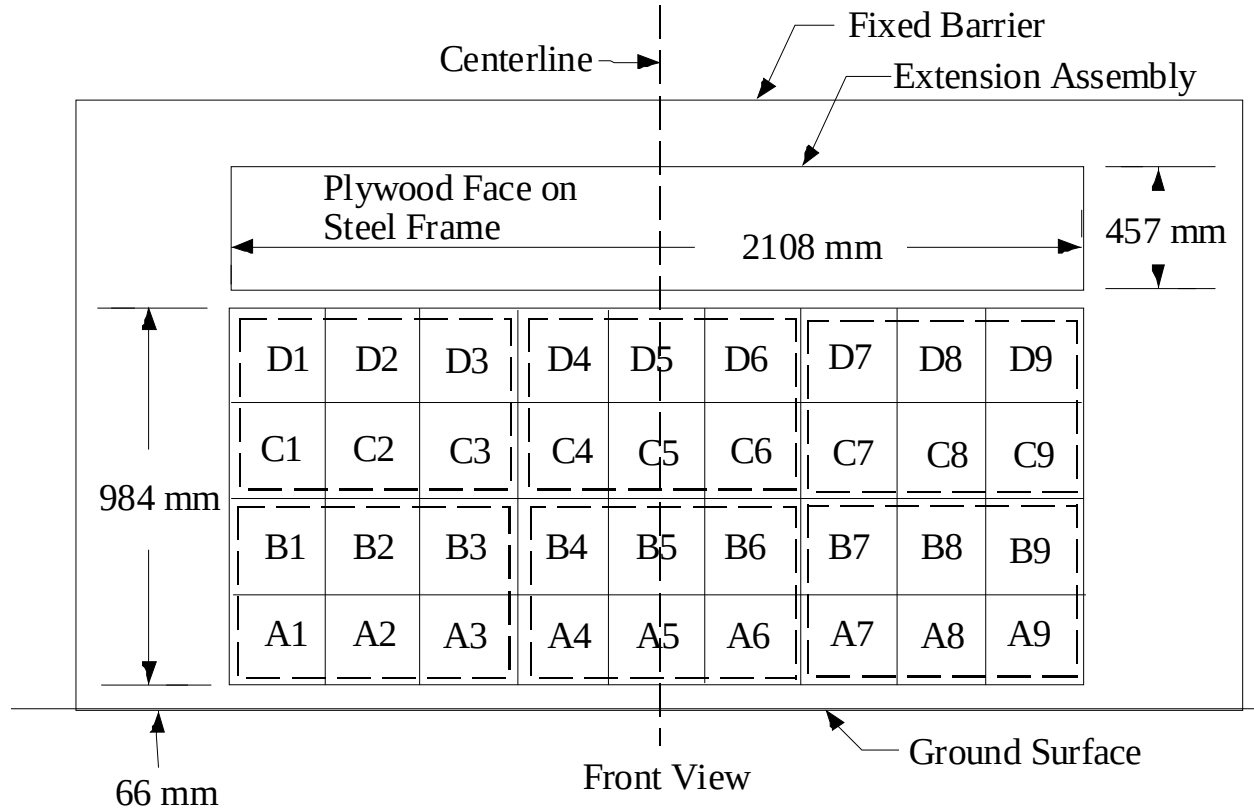
(Dimensions in millimeters)

A	359
B	697
C	910
D	2128
E	563
F	1175
G	910
H	918
I	139
J	1411
K	1057
L	1500
M	573
N	128
O	912
P	916
Q	1504
R	1040
S	1417



DATA SHEET NO. 17 LOAD CELL LOCATIONS ON FIXED BARRIER

36 Load Cells
 4 Rows
 9 Columns
 6 Groupings (6 cells/group)



6 GROUPS OF 6 LOAD CELLS EACH

Group 4 C1 thru D3	Group 5 C4 thru D6	Group 6 C7 thru D9
Group 1 A1 thru B3	Group 2 A4 thru B6	Group 3 A7 thru B9

The following data is presented in Appendix B:

- (1)Data from 36 individual load cells
- (2)Total or Sum of 36 individual load cells
- (3)Data from 6 Groupings shown above (6 cells/group)

DATA SHEET NO. 18 POST TEST AIR BAG DATA

NHTSA No.: M50111; Test Date: February 3, 2005; Technician: Lawrence Q. Valvo

Vehicle Model Year/Make/Model: 2005 Chevrolet TrailBlazer MPV

A. No. of vent holes: 2 -Driver 2 -Passenger

B. Size of vent holes: (mm²) 707 -Driver 962 -Passenger

C. Total vent area: (mm²) 1414 -Driver 1924 -Passenger

D. Deflated air bag length and width dimensions or, if round, diameter. (mm)

Driver: 620 -Height; 620 -Width; 160 -Depth

Passenger: 460 -Height; 520 -Width; 400 -Depth

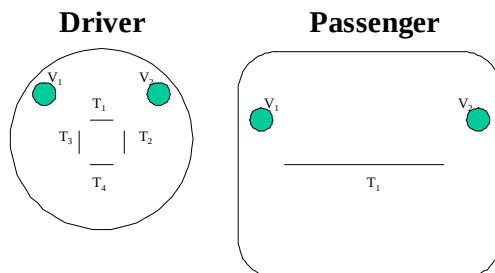
E. Is the air bag tethered?

Driver: X -Yes; - -No; If yes, record length of tether- 200

Passenger: X -Yes; - -No; If yes, record length of tether- 450

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

(Note: Not to scale; V_n = Vent hole_n, T_n = Tether_n).



F. Record part numbers and manufacturer name of the air bag and gas generator.

Driver: Air bag: GMTG 360 4 ARM 16887525

Generator: -

Passenger: Air bag: P605541300AA01 GFSR9XSACUL

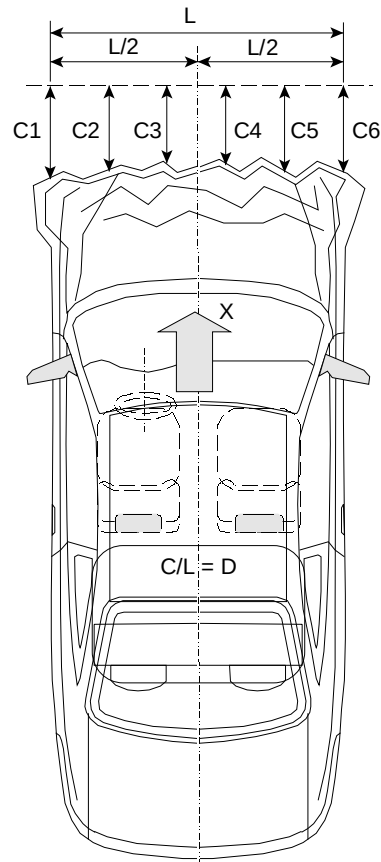
Generator: -

DATA SHEET NO. 19 ACCIDENT INVESTIGATION DIVISION DATA
FOR FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Chevrolet TrailBlazer MPV
 NHTSA Test No.: M50111 VIN: 1GNDT13S752212599
 Model Year: 2005 Build Date: 11/04 Test Date: February 3, 2005
 Vehicle Size Category: MPV Test Weight: 2388.5 kg
 Vehicle Wheelbase: 2876 mm; Front Overhang: 883 mm; Overall Width: 1897 mm
 Collision Deformation Classification (CDC) Code: 12FDEW3

Crush Depth Dimensions

	PRE (mm)	POST (mm)	DIFF (mm)
C1 =	4692	4332	360
C2 =	4837	4320	517
C3 =	4873	4358	515
C4 =	4873	4353	520
C5 =	4840	4292	548
C6 =	4701	4345	356



Midpoint of Damage: D = Vehicle Centerline (Longitudinal)

Length of Damaged Region: L1= 1620 mm
 L2= 810.0 mm
 L5= 324 mm

APPENDIX A

PHOTOGRAPHS

(Note: The test date displayed on the vehicle is incorrect, the actual test date was February 03, 2005)

TABLE OF PHOTOGRAPHS

(Note: The test date displayed on the vehicle is incorrect, the actual test date was February 03, 2005)

<u>Figure</u>	<u>Title</u>	<u>Page</u>
A-1	Load Cell Locations	A-4
A-2	Vehicle Placard	A-5
A-3	Tire Placard	A-6
A-4	Right Front, As Received	A-7
A-5	Left Rear, As Received	A-8
A-6	Pre-Test Front View	A-9
A-7	Post-Test Front View	A-10
A-8	Pre-Test Left Side View	A-11
A-9	Post-Test Left Side View	A-12
A-10	Pre-Test Right Side View	A-13
A-11	Post-Test Right Side View	A-14
A-12	Pre-Test Right Front Three-Quarter View	A-15
A-13	Post-Test Right Front Three-Quarter View	A-16
A-14	Pre-Test Left Rear Three-Quarter View	A-17
A-15	Post-Test Left Rear Three-Quarter View	A-18
A-16	Left Rear Three-Quarter View Of Doors After Impact	A-19
A-17	Right Rear Three-Quarter View Of Doors After Impact	A-20
A-18	Pre-Test Windshield View	A-21
A-19	Post-Test Windshield View	A-22
A-20	Pre-Test Engine Compartment View	A-23
A-21	Post-Test Engine Compartment View	A-24
A-22	Pre-Test Fuel Cap View	A-25
A-23	Post-Test Fuel Cap View	A-26
A-24	Pre-Test Front Underbody View	A-27
A-25	Post-Test Front Underbody View	A-28
A-26	Pre-Test Mid Underbody View	A-29
A-27	Post-Test Mid Underbody View	A-30
A-28	Pre-Test Rear Underbody View	A-31
A-29	Post-Test Rear Underbody View	A-32
A-30	Pre-Test Driver Head Location	A-33
A-31	Post-Test Driver Head Location	A-34
A-32	Pre-Test Driver Position View	A-35
A-33	Post-Test Driver Position View	A-36
A-34	Pre-Test Driver And Interior View	A-37
A-35	Post-Test Driver And Interior View	A-38
A-36	Pre-Test Driver Feet View	A-39
A-37	Post-Test Driver Feet View	A-40
A-38	Pre-Test Driver Knee Bolster View	A-41
A-39	Post-Test Driver Knee Bolster View	A-42
A-40	Pre-Test Driver Floor Pan View	A-43
A-41	Post-Test Driver Floor Pan View	A-44
A-42	Post-Test Driver Head View	A-45
A-43	Post-Test Driver Contact To Airbag	A-46

TABLE OF PHOTOGRAPHS (CONTINUED)

(Note: The test date printed on the vehicle placard was incorrect, the actual test date was February 03, 2005)

<u>Figure</u>	<u>Title</u>	<u>Page</u>
A-44	Pre-Test Passenger Head Location	A-47
A-45	Post-Test Passenger Head Location	A-48
A-46	Pre-Test Passenger Position View	A-49
A-47	Post-Test Passenger Position View	A-50
A-48	Pre-Test Passenger And Interior View	A-51
A-49	Post-Test Passenger And Interior View	A-52
A-50	Pre-Test Passenger Feet View	A-53
A-51	Post-Test Passenger Feet View	A-54
A-52	Pre-Test Passenger Knee Bolster View	A-55
A-53	Post-Test Passenger Knee Bolster View	A-56
A-54	Pre-Test Passenger Floor Pan View	A-57
A-55	Post-Test Passenger Floor Pan View	A-58
A-56	Post-Test Passenger Head View	A-59
A-57	Post-Test Passenger Contact To Airbag	A-60
A-58	Rollover View	A-61
A-59	Impact View	A-62



Figure A-1 LOAD CELL LOCATIONS



MFD BY GENERAL MOTORS CORP.

11/04

GVWR
2608KG(5750LB)

GAWR FRT
1338KG(2950LB)

GAWR RR
1452KG(3200LB)

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

1GNDT13S752212599

TYPE: M.P.V.

MODEL: T15506

TPMJ TIRE SIZE SPEED RTG

RIM

COLD TIRE PRESSURE

FRT P245/65R17 S

17X7J

210KPA(30PSI)

RR P245/65R17 S

17X7J

240KPA(35PSI)

SPA P245/65R17 S

17X7J

240KPA(35PSI)

SEE OWNER'S MANUAL  FOR MORE INFORMATION.

Figure A-2 VEHICLE CERTIFICATION PLACARD



TIRE AND LOADING INFORMATION -

SEATING CAPACITY | TOTAL 5 | FRONT 2 | CENTER 0 | REAR 3

The combined weight of occupants and cargo should never exceed **516 kg or 1138 lbs.**

ORIGINAL TIRE SIZE	COLD TIRE INFLATION PRESSURE	
P245/65R17	FRONT	210 kPa, 30 PSI
P245/65R17	REAR	240 kPa, 35 PSI
P245/65R17	SPARE	240 kPa, 35 PSI

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

Figure A-3 VEHICLE TIRE PLACARD



Figure A-4 RIGHT FRONT, AS RECEIVED



Figure A-5 LEFT REAR, AS RECEIVED



Figure A-6 PRE-TEST FRONT VIEW



Figure A-7 POST-TEST FRONT VIEW



Figure A-8 PRE-TEST LEFT SIDE VIEW



Figure A-9 POST-TEST LEFT SIDE VIEW



Figure A-10 PRE-TEST RIGHT SIDE VIEW



Figure A-11 POST-TEST RIGHT SIDE VIEW



Figure A-12 PRE-TEST RIGHT FRONT THREE-QUARTER VIEW



Figure A-13 POST-TEST RIGHT FRONT THREE-QUARTER VIEW



Figure A-14 PRE-TEST LEFT REAR THREE-QUARTER VIEW



Figure A-15 POST-TEST LEFT REAR THREE-QUARTER VIEW



Figure A-16 LEFT REAR THREE-QUARTER VIEW OF DOORS AFTER IMPACT



Figure A-17 RIGHT REAR THREE-QUARTER VIEW OF DOORS AFTER IMPACT



Figure A-18 PRE-TEST WINDSHIELD VIEW



Figure A-19 POST-TEST WINDSHIELDVIEW

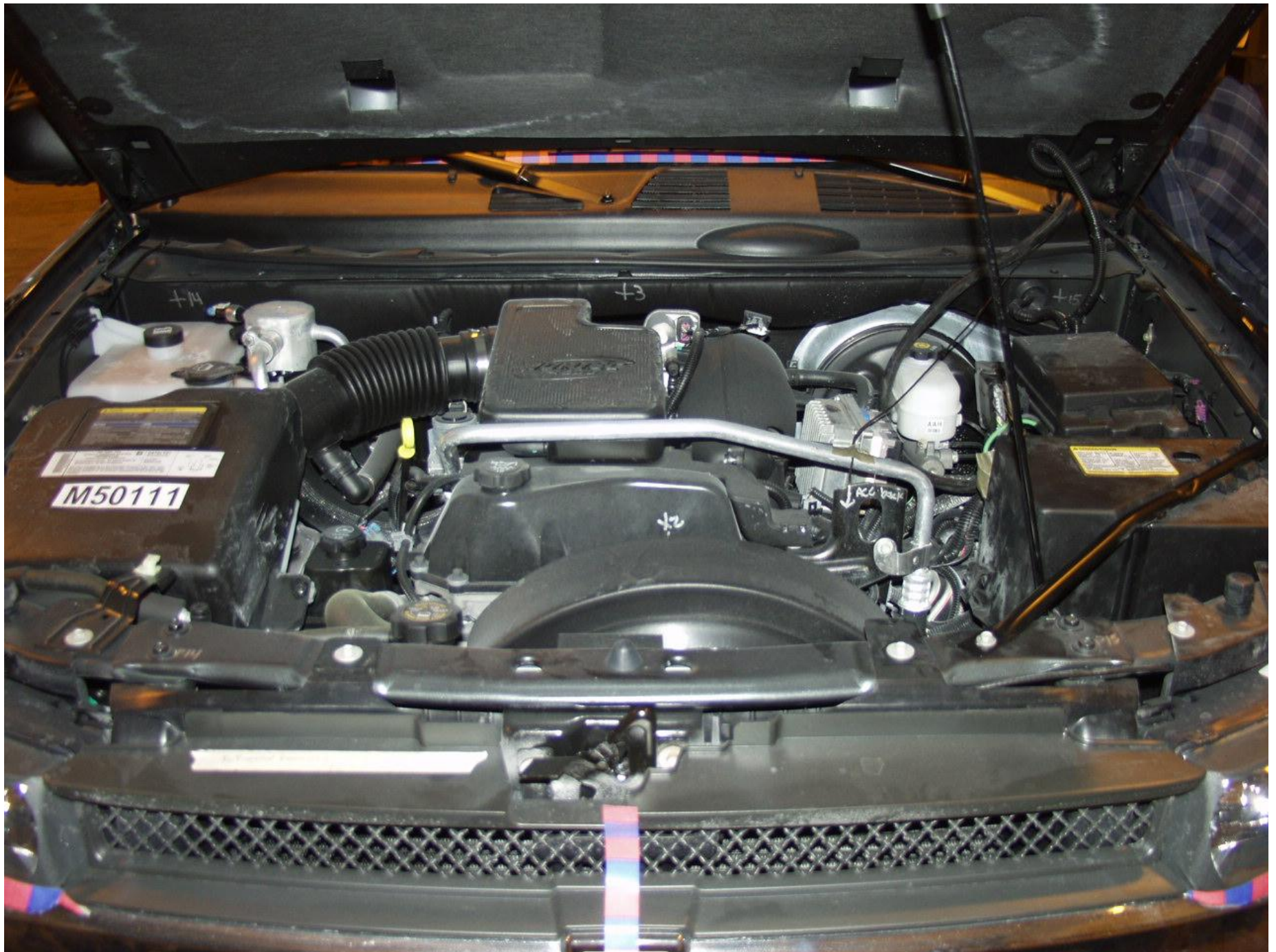


Figure A-20 PRE-TEST ENGINE COMPARTMENT VIEW



Figure A-21 POST-TEST ENGINE COMPARTMENT VIEW



Figure A-22 PRE-TEST FUEL CAP VIEW



Figure A-23 POST-TEST FUEL CAP VIEW



Figure A-24 PRE-TEST FRONT UNDERBODY VIEW



Figure A-25 POST-TEST FRONT UNDERBODY VIEW



Figure A-26 PRE-TEST MID UNDERBODY VIEW



Figure A-27 POST-TEST MID UNDERBODY VIEW



Figure A-28 PRE-TEST REAR UNDERBODY VIEW



Figure A-29 POST-TEST REAR UNDERBODY VIEW



Figure A-30 PRE-TEST DRIVER HEAD LOCATION



Figure A-31 POST-TEST DRIVER HEAD LOCATION



Figure A-32 PRE-TEST DRIVER POSITION VIEW



Figure A-33 POST-TEST DRIVER POSITION VIEW



Figure A-34 PRE-TEST DRIVER AND INTERIOR VIEW



Figure A-35 POST-TEST DRIVER AND INTERIOR VIEW



Figure A-36 PRE-TEST DRIVER FEET VIEW



Figure A-37 POST-TEST DRIVER FEET VIEW



Figure A-38 PRE-TEST DRIVER KNEE BOLSTER VIEW



Figure A-39 POST-TEST DRIVER KNEE BOLSTER VIEW



Figure A-40 PRE-TEST DRIVER FLOOR PAN VIEW



Figure A-41 POST-TEST DRIVER FLOOR PAN VIEW



Figure A-42 POST-TEST DRIVER HEAD VIEW



Figure A-43 POST-TEST DRIVER CONTACT TO AIRBAG



Figure A-44 PRE-TEST PASSENGER HEAD LOCATION



Figure A-45 POST-TEST PASSENGER HEAD LOCATION



Figure A-46 PRE-TEST PASSENGER POSITION VIEW



Figure A-47 POST-TEST PASSENGER POSITION VIEW



A-51

8642-NCAP-56

Figure A-48 PRE-TEST PASSENGER AND INTERIOR VIEW



Figure A-49 POST-TEST PASSENGER AND INTERIOR VIEW



Figure A-50 PRE- TEST PASSENGER FEET VIEW



Figure A-51 POST-TEST PASSENGER FEET VIEW



Figure A-52 PRE-TEST PASSENGER KNEE BOLSTER VIEW



Figure A-53 POST-TEST PASSENGER KNEE BOLSTER VIEW



Figure A-54 PRE-TEST PASSENGER FLOOR PAN VIEW



Figure A-55 POST-TEST PASSENGER FLOOR PAN VIEW



Figure A-56 POST-TEST PASSENGER HEAD VIEW



Figure A-57 POST-TEST PASSENGER CONTACT TO AIRBAG



Figure A-58 ROLLOVER VIEW



Figure A-59 IMPACT VIEW

APPENDIX B

DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA

**Hybrid III Dummy Sign Conventions
Load Cells and Special Transducers**

Transducer	SAE Sign Convention (positive unless noted)
Upper Neck Load Cell	Fx Head rearward Fy Head left Fz Neck in tension Mx Left ear to left shoulder My Chin to chest (flexion) Mz Chin to left shoulder (look left)
Chest Displacement Potentiometer	Compression is negative
Pelvic Load Cell (Lower Lumbar)	Fx Chest rearward Fy Chest left Fz Spine in tension
Femur Load Cell	Compression is negative
Upper Tibia Load Cell (right and left leg)	Mx Support tibia at ends, load left side center My Support tibia at ends, load front (shin) center
Lower Tibia Load Cell (right and left leg)	Fz Tibia in tension Mx Support tibia at ends, load left side center My Support tibia at ends, load front (shin) center

DATA CHANNEL FILTER CLASS SUMMARY

NHTSA TEST NO. M50111

DATA TYPE	SAE FILTER CLASS (Hz)
Dummy Head Accelerations	1000
Dummy Chest Accelerations	180
Dummy Chest Displacements	600
Dummy Femur Forces	600
Dummy Belt Loads	60
Dummy Belt Displacements	180
Dummy Neck Forces	1000
Dummy Neck Moments	600
Vehicle Accelerations	60
Vehicle Velocity Integrations	180
Vehicle Displacement Integrations	180
Load Cell Barrier Forces	60

Table of Data Plots

PLOT	PLOT NAME[UNITS, CHANNEL FILTER CLASS]	PAGE
1	V1P1 Head 9 Array X Arm Ay [g, CFC_1000]	B-8
2	V1P1 Head 9 Array X Arm Az [g, CFC_1000]	B-8
3	V1P1 Head 9 Array Y Arm Ax [g, CFC_1000]	B-8
4	V1P1 Head 9 Array Y Arm Az [g, CFC_1000]	B-8
5	V1P1 Head 9 Array Z Arm Ax [g, CFC_1000]	B-9
6	V1P1 Head 9 Array Z Arm Ay [g, CFC_1000]	B-9
7	V1P1 Head CG x [g, CFC_1000]	B-10
8	V1P1 Head CG y [g, CFC_1000]	B-10
9	V1P1 Head CG z [g, CFC_1000]	B-10
10	V1P1 Head CG Resultant [g, CFC_1000]	B-10
11	V1P1 Head CG Red x [g, CFC_1000]	B-11
12	V1P1 Head CG Red y [g, CFC_1000]	B-11
13	V1P1 Head CG Red z [g, CFC_1000]	B-11
14	V1P1 Head CG Red Resultant [g, CFC_1000]	B-11
15	V1P1 Upper Neck Fx [N, CFC_1000]	B-12
16	V1P1 Upper Neck Fy [N, CFC_1000]	B-12
17	V1P1 Upper Neck Fz [N, CFC_1000]	B-12
18	V1P1 Upper Neck F Resultant [N, CFC_1000]	B-12
19	V1P1 Upper Neck Mx [N-m, CFC_600]	B-13
20	V1P1 Upper Neck My [N-m, CFC_600]	B-13
21	V1P1 Upper Neck Mz [N-m, CFC_600]	B-13
22	V1P1 Upper Neck M Resultant [N-m, CFC_600]	B-13
23	V1P1 Chest x [g, CFC_180]	B-14
24	V1P1 Chest y [g, CFC_180]	B-14
25	V1P1 Chest z [g, CFC_180]	B-14
26	V1P1 Chest Resultant [g, CFC_180]	B-14
27	V1P1 Chest Red x [g, CFC_180]	B-15
28	V1P1 Chest Red y [g, CFC_180]	B-15
29	V1P1 Chest Red z [g, CFC_180]	B-15
30	V1P1 Chest Red Resultant [g, CFC_180]	B-15
31	V1P1 Chest Compression x [mm, CFC_600]	B-16
32	V1P1 Pelvic x [g, CFC_1000]	B-17
33	V1P1 Pelvic y [g, CFC_1000]	B-17
34	V1P1 Pelvic z [g, CFC_1000]	B-17
35	V1P1 Pelvic Resultant [g, CFC_1000]	B-17
36	V1P1 Left Femur z [N, CFC_600]	B-18
37	V1P1 Right Femur z [N, CFC_600]	B-18
38	V1P1 Left Upper Tibia Mx [N-m, CFC_600]	B-19
39	V1P1 Left Upper Tibia My [N-m, CFC_600]	B-19
40	V1P1 Left Lower Tibia Fz [N, CFC_600]	B-20
41	V1P1 Left Lower Tibia Mx [N-m, CFC_600]	B-20
42	V1P1 Left Lower Tibia My [N-m, CFC_600]	B-20
43	V1P1 Right Upper Tibia Mx [N-m, CFC_600]	B-21
44	V1P1 Right Upper Tibia My [N-m, CFC_600]	B-21
45	V1P1 Right Lower Tibia Fz [N, CFC_600]	B-22
46	V1P1 Right Lower Tibia Mx [N-m, CFC_600]	B-22

Table of Data Plots (Continued)

PLOT	PLOT NAME[UNITS, CHANNEL FILTER CLASS]	PAGE
47	V1P1 Right Lower Tibia My [N-m, CFC_600]	B-22
48	V1P1 Left Foot Aft x [g, CFC_600]	B-23
49	V1P1 Left Foot Aft z [g, CFC_600]	B-23
50	V1P1 Left Foot Fore z [g, CFC_600]	B-23
51	V1P1 Right Foot Aft x [g, CFC_600]	B-24
52	V1P1 Right Foot Aft z [g, CFC_600]	B-24
53	V1P1 Right Foot Fore z [g, CFC_600]	B-24
54	V1 Driver Lap Belt [N, CFC_60]	B-25
55	V1P2 Head 9 Array X Arm Ay [g, CFC_1000]	B-26
56	V1P2 Head 9 Array X Arm Az [g, CFC_1000]	B-26
57	V1P2 Head 9 Array Y Arm Ax [g, CFC_1000]	B-26
58	V1P2 Head 9 Array Y Arm Az [g, CFC_1000]	B-26
59	V1P2 Head 9 Array Z Arm Ax [g, CFC_1000]	B-27
60	V1P2 Head 9 Array Z Arm Ay [g, CFC_1000]	B-27
61	V1P2 Head CG x [g, CFC_1000]	B-28
62	V1P2 Head CG y [g, CFC_1000]	B-28
63	V1P2 Head CG z [g, CFC_1000]	B-28
64	V1P2 Head CG Resultant [g, CFC_1000]	B-28
65	V1P2 Head CG Red x [g, CFC_1000]	B-29
66	V1P2 Head CG Red y [g, CFC_1000]	B-29
67	V1P2 Head CG Red z [g, CFC_1000]	B-29
68	V1P2 Head CG Red Resultant [g, CFC_1000]	B-29
69	V1P2 Upper Neck Fx [N, CFC_1000]	B-30
70	V1P2 Upper Neck Fy [N, CFC_1000]	B-30
71	V1P2 Upper Neck Fz [N, CFC_1000]	B-30
72	V1P2 Upper Neck F Resultant [N, CFC_1000]	B-30
73	V1P2 Upper Neck Mx [N-m, CFC_600]	B-31
74	V1P2 Upper Neck My [N-m, CFC_600]	B-31
75	V1P2 Upper Neck Mz [N-m, CFC_600]	B-31
76	V1P2 Upper Neck M Resultant [N-m, CFC_600]	B-31
77	V1P2 Chest x [g, CFC_180]	B-32
78	V1P2 Chest y [g, CFC_180]	B-32
79	V1P2 Chest z [g, CFC_180]	B-32
80	V1P2 Chest Resultant [g, CFC_180]	B-32
81	V1P2 Chest Red x [g, CFC_180]	B-33
82	V1P2 Chest Red y [g, CFC_180]	B-33
83	V1P2 Chest Red z [g, CFC_180]	B-33
84	V1P2 Chest Red Resultant [g, CFC_180]	B-33
85	V1P2 Chest Compression x [mm, CFC_600]	B-34
86	V1P2 Pelvic x [g, CFC_1000]	B-35
87	V1P2 Pelvic y [g, CFC_1000]	B-35
88	V1P2 Pelvic z [g, CFC_1000]	B-35
89	V1P2 Pelvic Resultant [g, CFC_1000]	B-35
90	V1P2 Left Femur z [N, CFC_600]	B-36
91	V1P2 Right Femur z [N, CFC_600]	B-36
92	V1P2 Left Upper Tibia Mx [N-m, CFC_600]	B-37

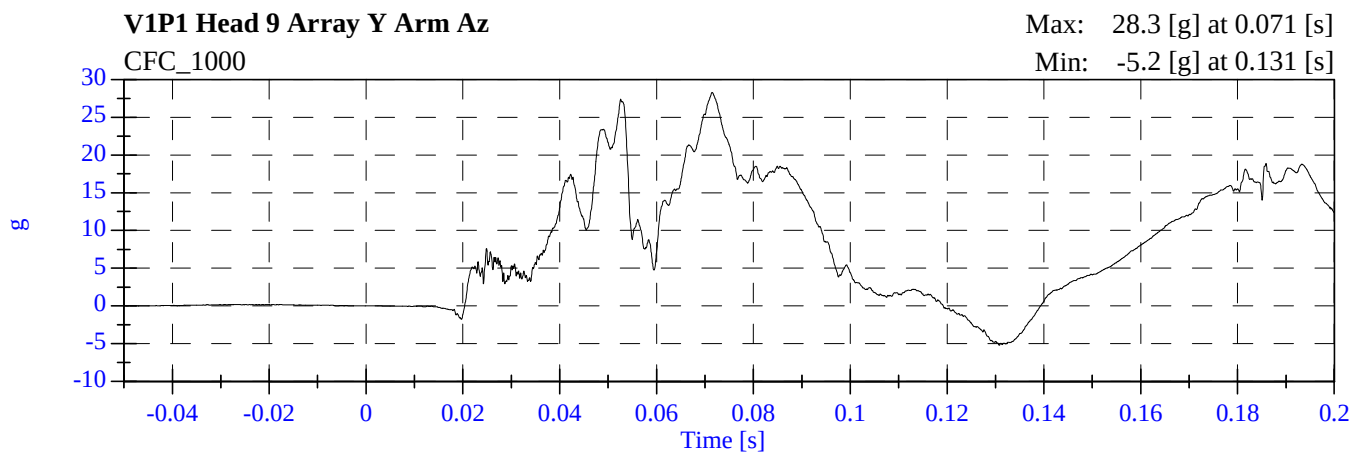
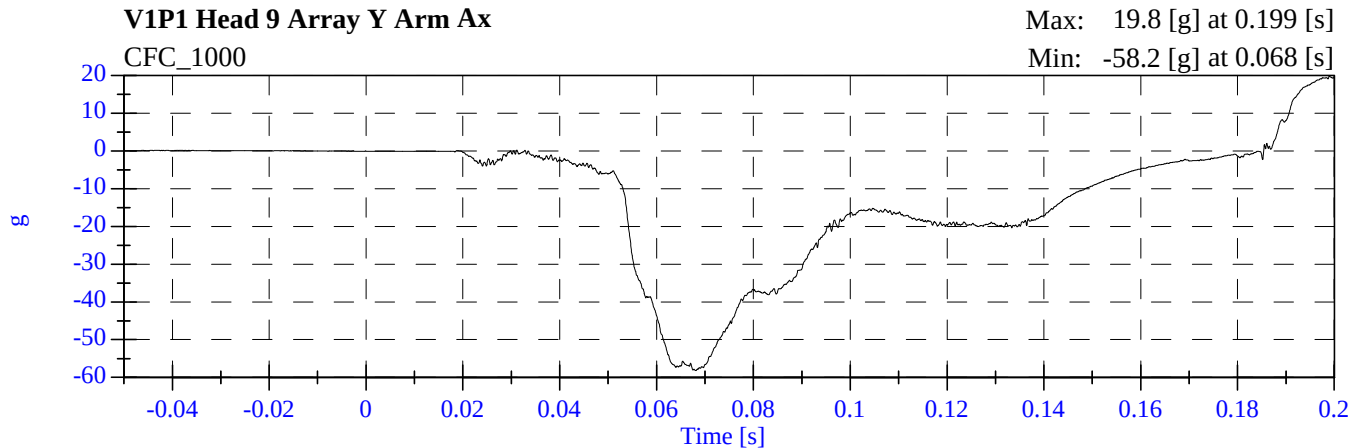
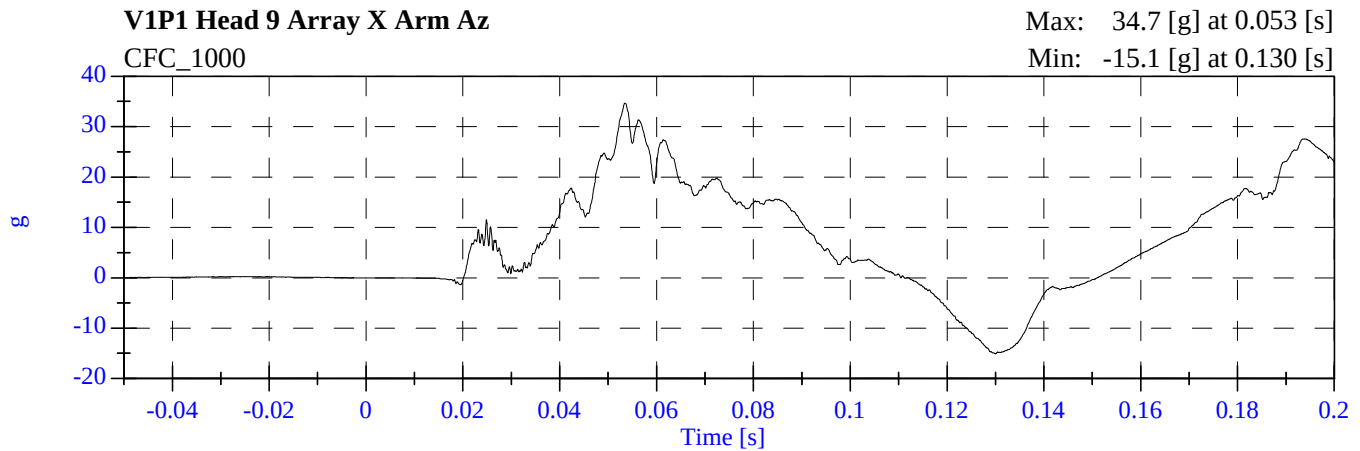
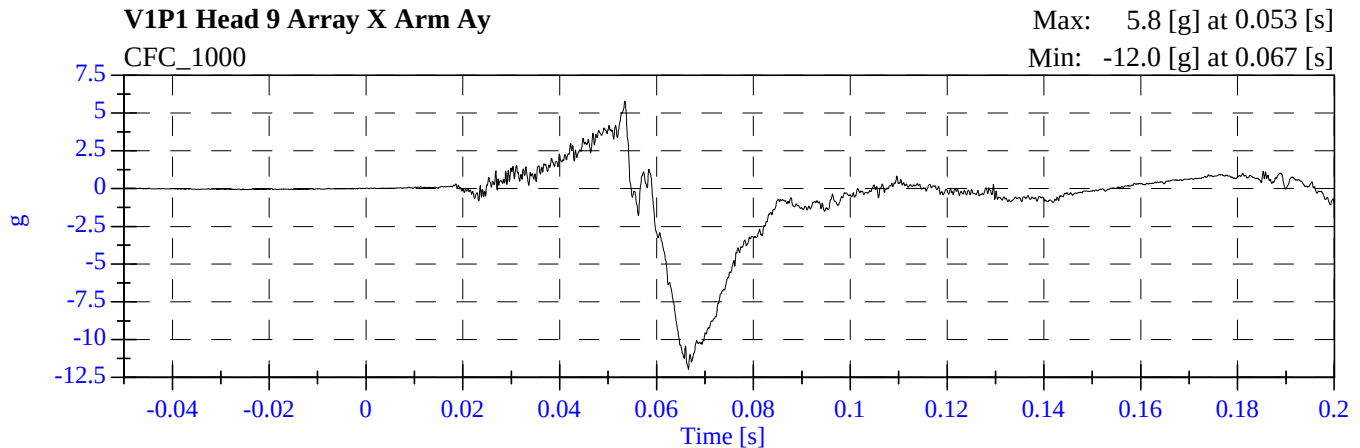
Table of Data Plots (Continued)

PLOT	PLOT NAME[UNITS, CHANNEL FILTER CLASS]	PAGE
93	V1P2 Left Upper Tibia My [N-m, CFC_600]	B-37
94	V1P2 Left Lower Tibia Fz [N, CFC_600]	B-38
95	V1P2 Left Lower Tibia Mx [N-m, CFC_600]	B-38
96	V1P2 Left Lower Tibia My [N-m, CFC_600]	B-38
97	V1P2 Right Upper Tibia Mx [N-m, CFC_600]	B-39
98	V1P2 Right Upper Tibia My [N-m, CFC_600]	B-39
99	V1P2 Right Lower Tibia Fz [N, CFC_600]	B-40
100	V1P2 Right Lower Tibia Mx [N-m, CFC_600]	B-40
101	V1P2 Right Lower Tibia My [N-m, CFC_600]	B-40
102	V1P2 Left Foot Aft x [g, CFC_600]	B-41
103	V1P2 Left Foot Aft z [g, CFC_600]	B-41
104	V1P2 Left Foot Fore z [g, CFC_600]	B-41
105	V1P2 Right Foot Aft x [g, CFC_600]	B-42
106	V1P2 Right Foot Aft z [g, CFC_600]	B-42
107	V1P2 Right Foot Fore z [g, CFC_600]	B-42
108	V1 RFP Lap Belt [N, CFC_60]	B-43
109	V1 Left Rear #1x [g, CFC_60]	B-44
110	V1 Left Rear #1x Velocity [kph, CFC_180]	B-44
111	V1 Left Rear #1x Displacement [mm, CFC_180]	B-44
112	V1 Right Rear #2x [g, CFC_60]	B-45
113	V1 Right Rear #2x Velocity [kph, CFC_180]	B-45
114	V1 Right Rear #2x Displacement [mm, CFC_180]	B-45
115	V1 Engine Top #3x [g, CFC_60]	B-46
116	V1 Engine Top #3x Velocity [kph, CFC_180]	B-46
117	V1 Engine Top #3x Displacement [mm, CFC_180]	B-46
118	V1 Engine Bottom #4x [g, CFC_60]	B-47
119	V1 Engine Bottom #4x Velocity [kph, CFC_180]	B-47
120	V1 Engine Bottom #4x Displacement [mm, CFC_180]	B-47
121	V1 Right Caliper #5x [g, CFC_60]	B-48
122	V1 Right Caliper #5x Velocity [kph, CFC_180]	B-48
123	V1 Right Caliper #5x Displacement [mm, CFC_180]	B-48
124	V1 Instrument Panel #6x [g, CFC_60]	B-49
125	V1 Instrument Panel #6x Velocity [kph, CFC_180]	B-49
126	V1 Instrument Panel #6x Displacement [mm, CFC_180]	B-49
127	V1 Left Caliper #7x [g, CFC_60]	B-50
128	V1 Left Caliper #7x Velocity [kph, CFC_180]	B-50
129	V1 Left Caliper #7x Displacement [mm, CFC_180]	B-50
130	V1 Left Rear #8z [g, CFC_60]	B-51
131	V1 Left Rear #8z Velocity [kph, CFC_180]	B-51
132	V1 Left Rear #8z Displacement [mm, CFC_180]	B-51
133	V1 Right Rear #9z [g, CFC_60]	B-52
134	V1 Right Rear #9z Velocity [kph, CFC_180]	B-52
135	V1 Right Rear #9z Displacement [mm, CFC_180]	B-52
136	Barrier Load Cell A1 Fx [N, CFC_60]	B-53
137	Barrier Load Cell A2 Fx [N, CFC_60]	B-53
138	Barrier Load Cell A3 Fx [N, CFC_60]	B-53

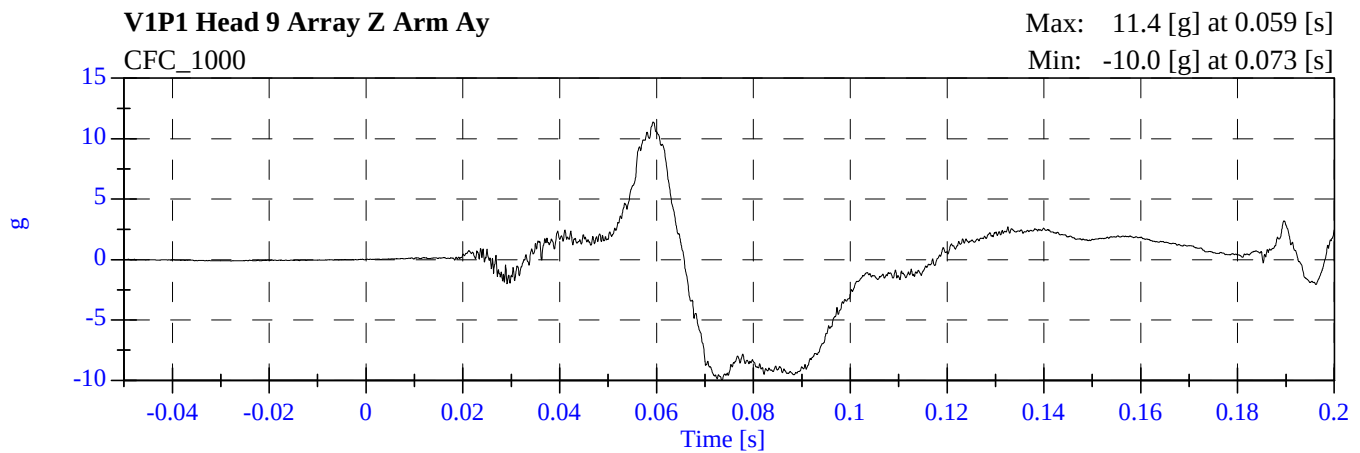
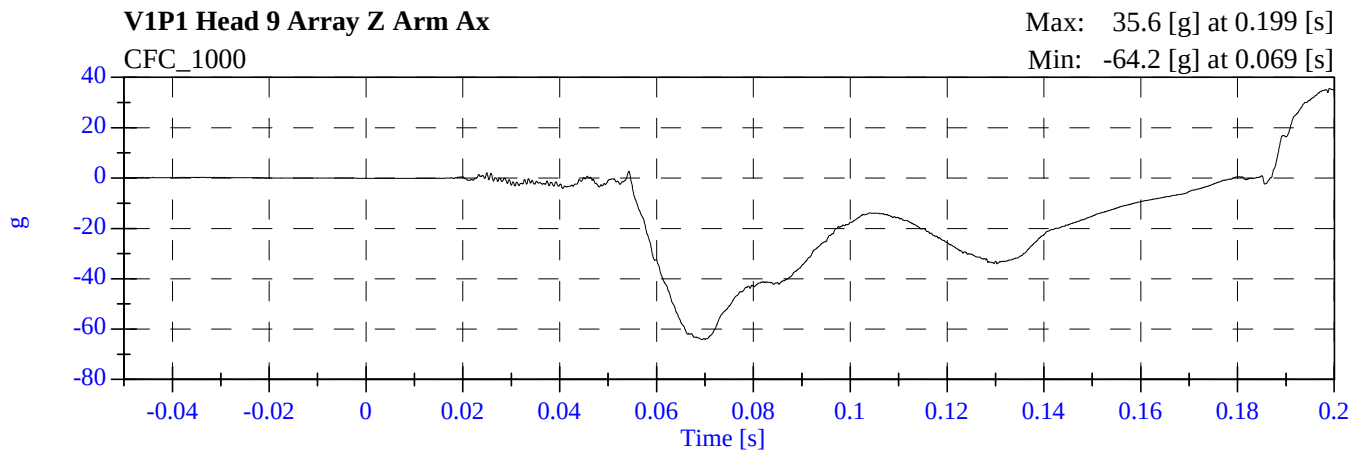
Table of Data Plots (Continued)

PLOT	PLOT NAME[UNITS, CHANNEL FILTER CLASS]	PAGE
139	Barrier Load Cell A4 Fx [N, CFC_60]	B-53
140	Barrier Load Cell A5 Fx [N, CFC_60]	B-54
141	Barrier Load Cell A6 Fx [N, CFC_60]	B-54
142	Barrier Load Cell A7 Fx [N, CFC_60]	B-54
143	Barrier Load Cell A8 Fx [N, CFC_60]	B-54
144	Barrier Load Cell A9 Fx [N, CFC_60]	B-55
145	Barrier Load Cell B1 Fx [N, CFC_60]	B-55
146	Barrier Load Cell B2 Fx [N, CFC_60]	B-55
147	Barrier Load Cell B3 Fx [N, CFC_60]	B-55
148	Barrier Load Cell B4 Fx [N, CFC_60]	B-56
149	Barrier Load Cell B5 Fx [N, CFC_60]	B-56
150	Barrier Load Cell B6 Fx [N, CFC_60]	B-56
151	Barrier Load Cell B7 Fx [N, CFC_60]	B-56
152	Barrier Load Cell B8 Fx [N, CFC_60]	B-57
153	Barrier Load Cell B9 Fx [N, CFC_60]	B-57
154	Barrier Load Cell C1 Fx [N, CFC_60]	B-57
155	Barrier Load Cell C2 Fx [N, CFC_60]	B-57
156	Barrier Load Cell C3 Fx [N, CFC_60]	B-58
157	Barrier Load Cell C4 Fx [N, CFC_60]	B-58
158	Barrier Load Cell C5 Fx [N, CFC_60]	B-58
159	Barrier Load Cell C6 Fx [N, CFC_60]	B-58
160	Barrier Load Cell C7 Fx [N, CFC_60]	B-59
161	Barrier Load Cell C8 Fx [N, CFC_60]	B-59
162	Barrier Load Cell C9 Fx [N, CFC_60]	B-59
163	Barrier Load Cell D1 Fx [N, CFC_60]	B-59
164	Barrier Load Cell D2 Fx [N, CFC_60]	B-60
165	Barrier Load Cell D3 Fx [N, CFC_60]	B-60
166	Barrier Load Cell D4 Fx [N, CFC_60]	B-60
167	Barrier Load Cell D5 Fx [N, CFC_60]	B-60
168	Barrier Load Cell D6 Fx [N, CFC_60]	B-61
169	Barrier Load Cell D7 Fx [N, CFC_60]	B-61
170	Barrier Load Cell D8 Fx [N, CFC_60]	B-61
171	Barrier Load Cell D9 Fx [N, CFC_60]	B-61
172	Group 1 Load Cell Sum (A1,A2,A3,B1,B2,B3) [N, CFC_60]	B-62
173	Group 2 Load Cell Sum (A4,A5,A6,B4,B5,B6) [N, CFC_60]	B-62
174	Group 3 Load Cell Sum (A7,A8,A9,B7,B8,B9) [N, CFC_60]	B-62
175	Group 4 Load Cell Sum (C1,C2,C3,D1,D2,D3) [N, CFC_60]	B-62
176	Group 5 Load Cell Sum (C4,C5,C6,D4,D5,D6) [N, CFC_60]	B-63
177	Group 6 Load Cell Sum (C7,C8,C9,D7,D8,D9) [N, CFC_60]	B-63
178	Total Load Cell Sum (All 6 Groups) [N, CFC_60]	B-64

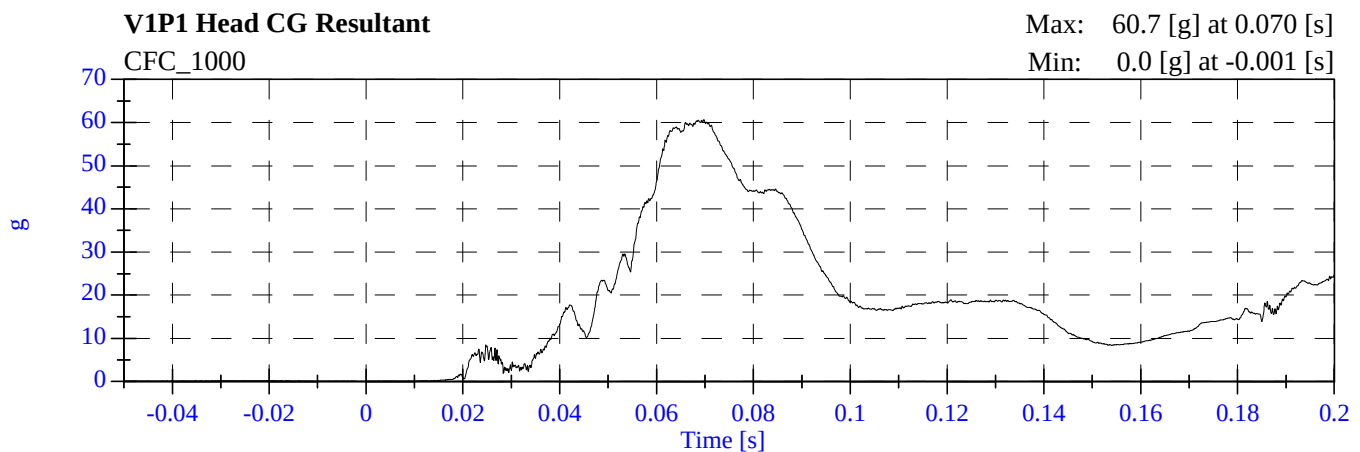
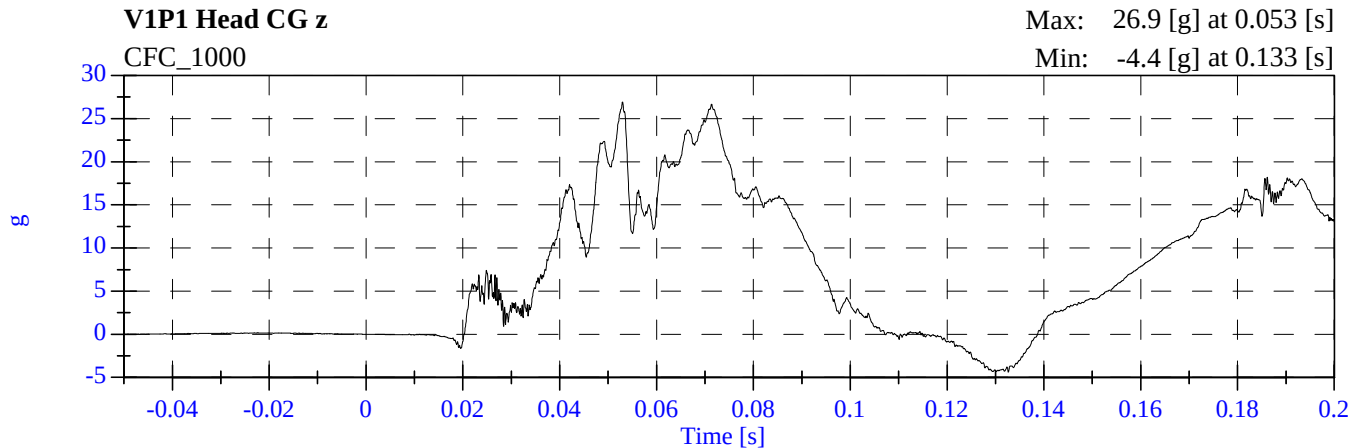
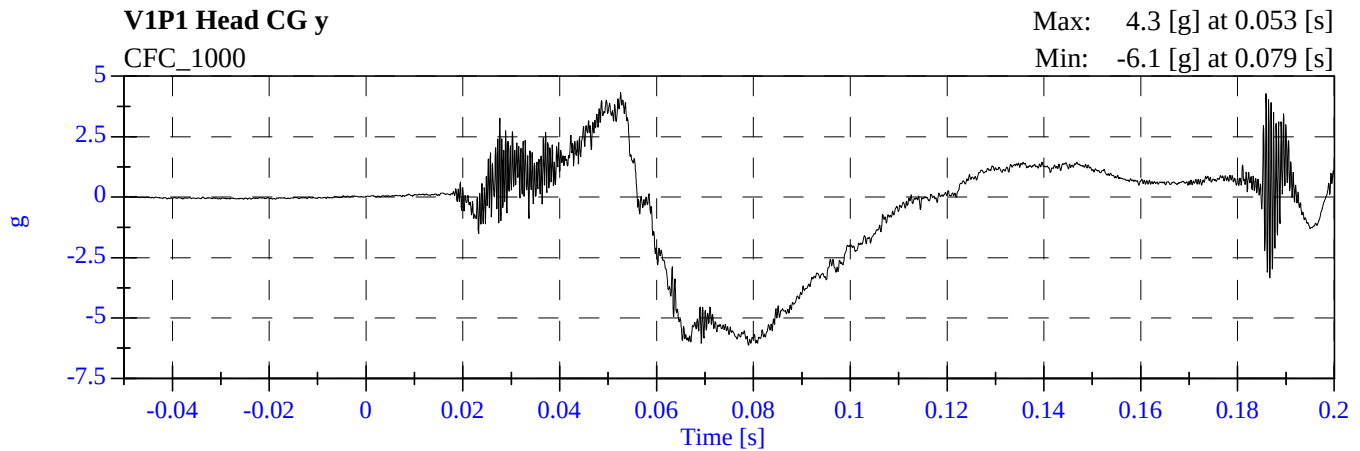
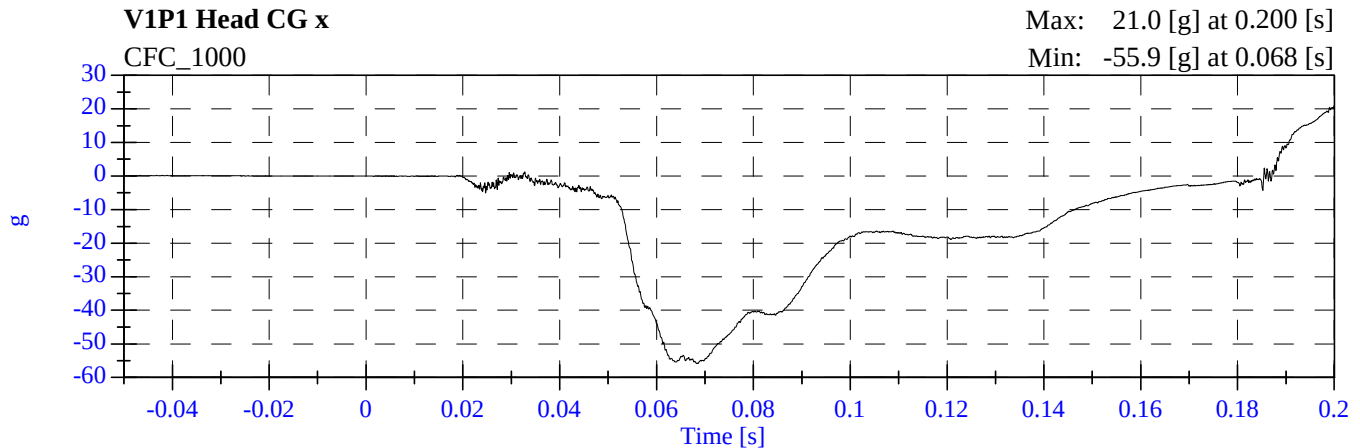
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



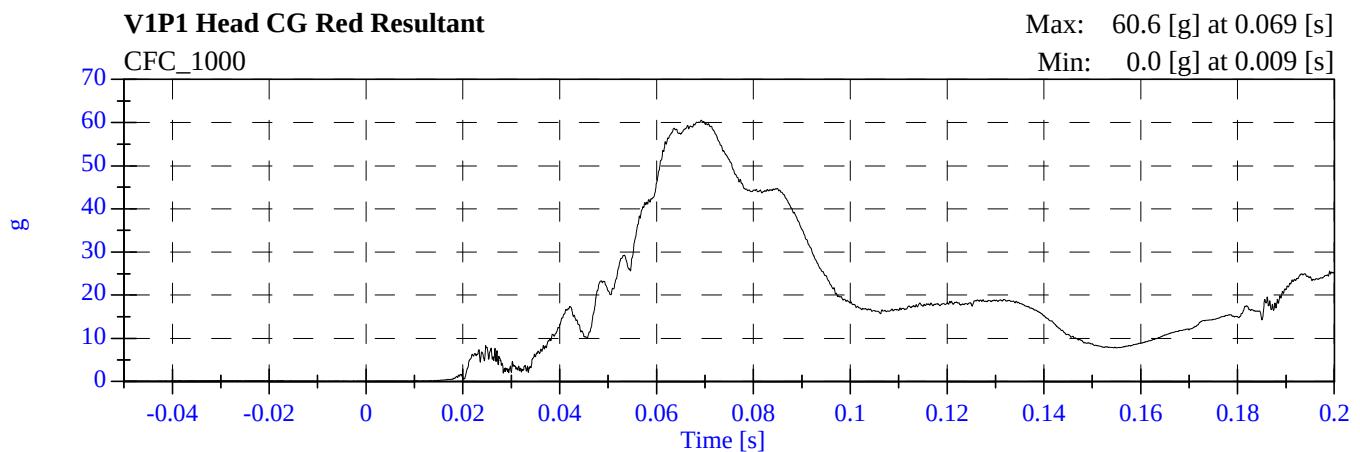
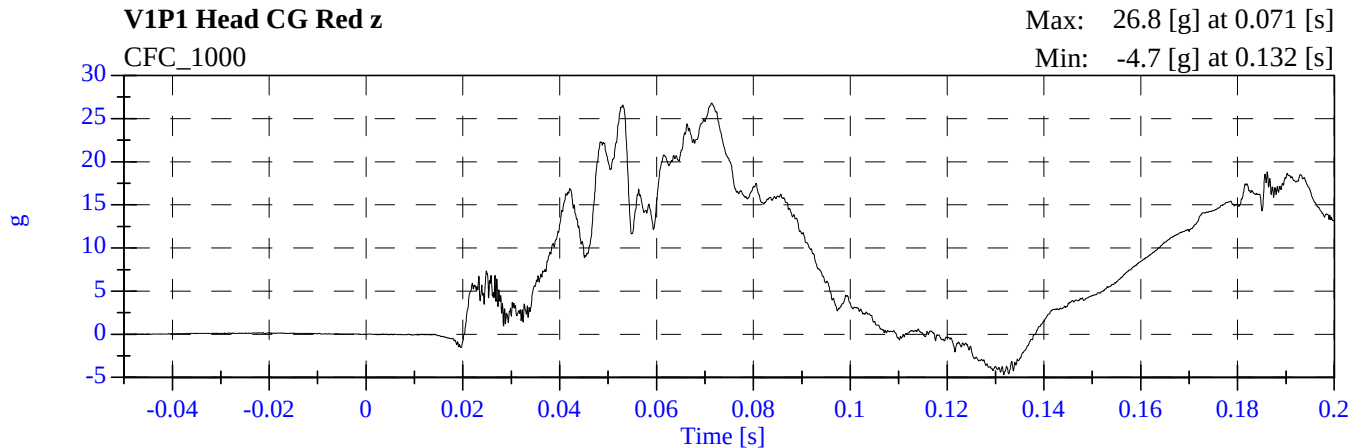
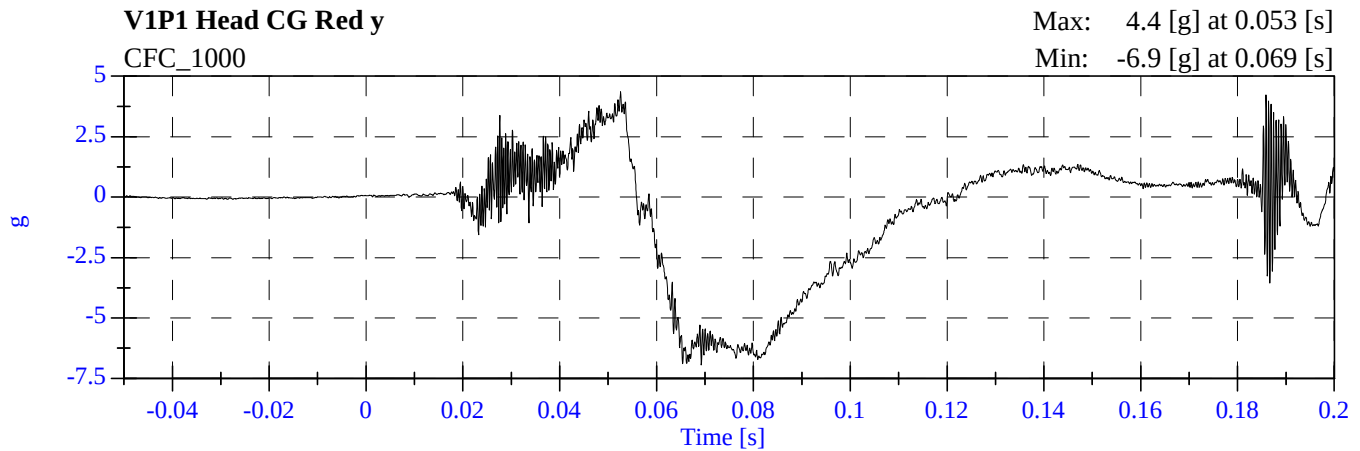
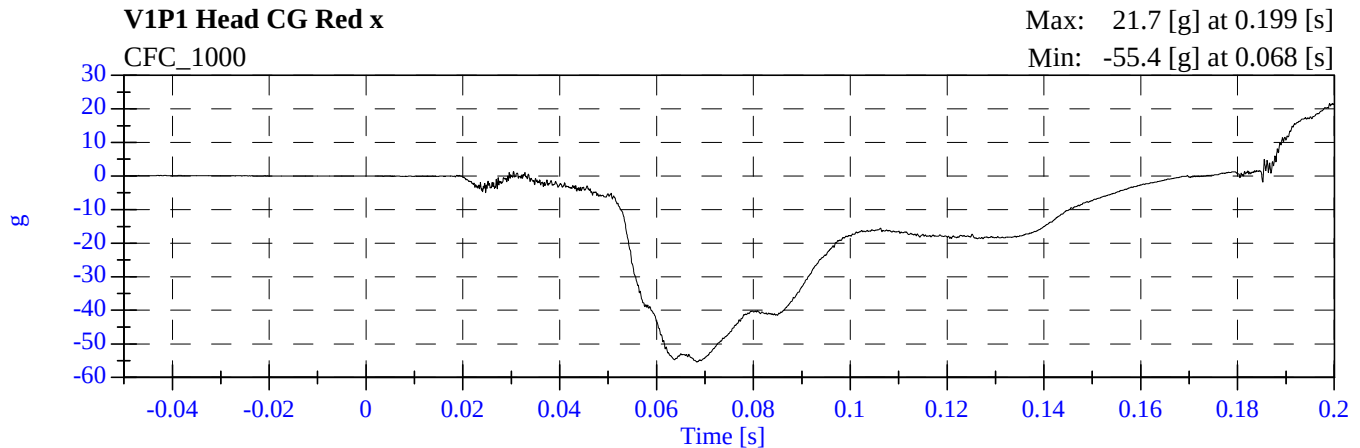
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



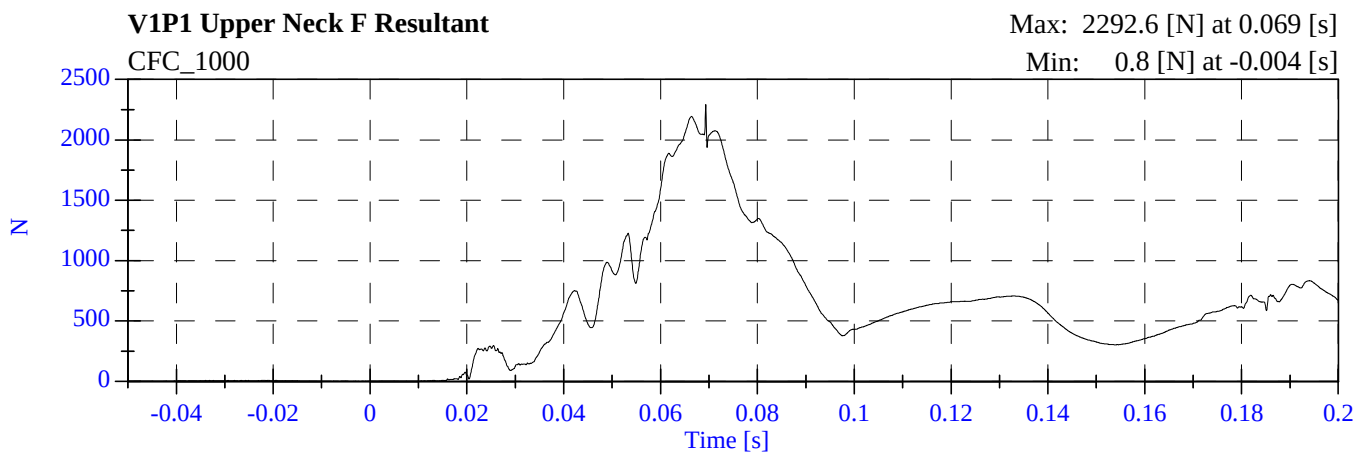
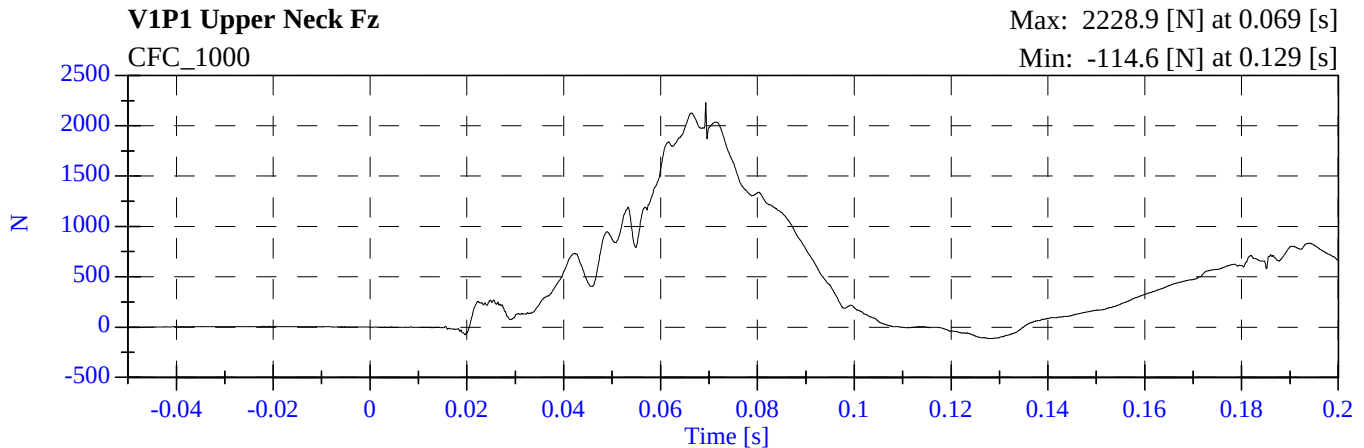
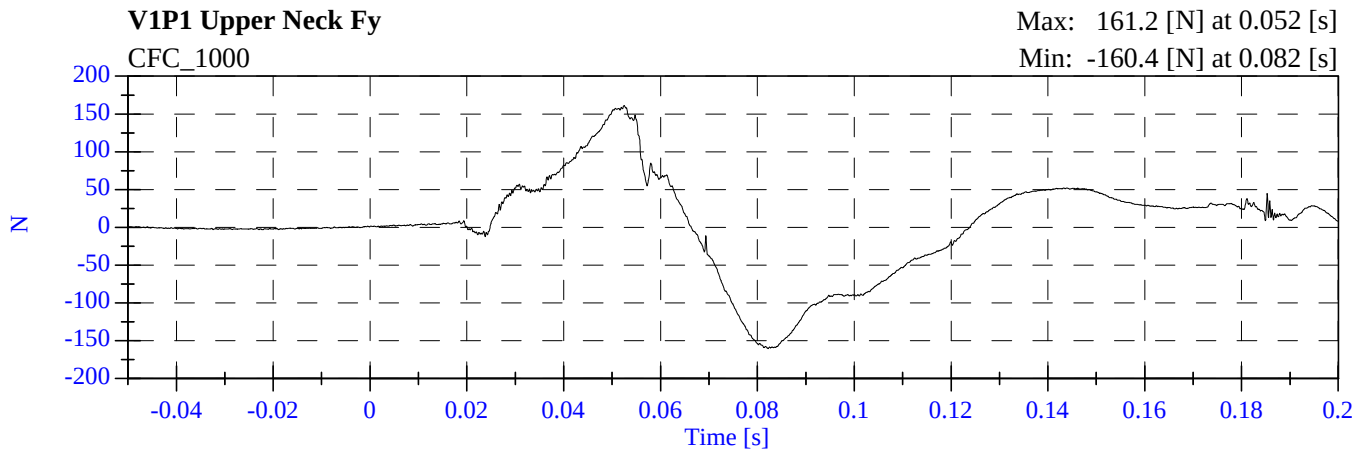
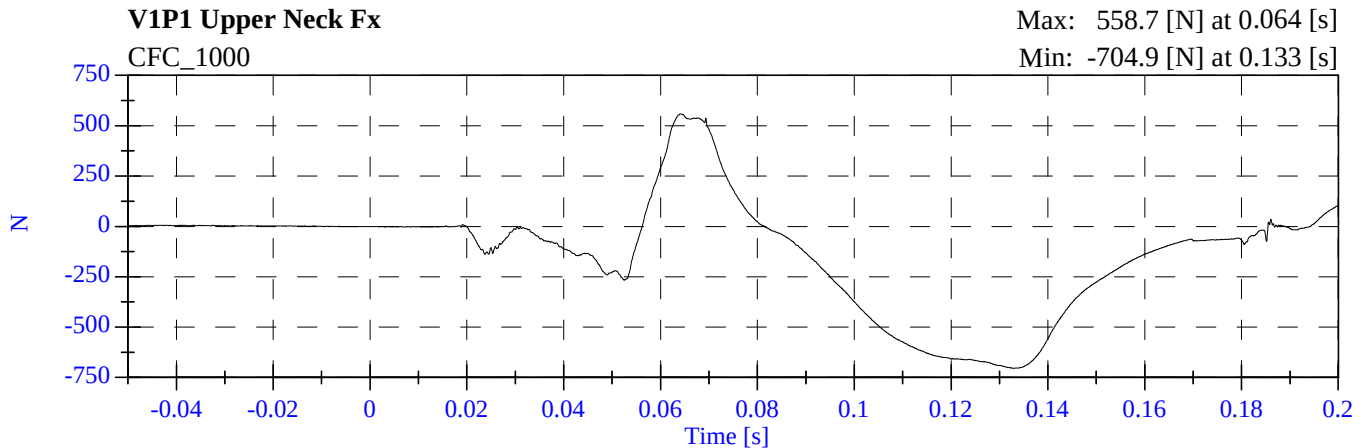
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



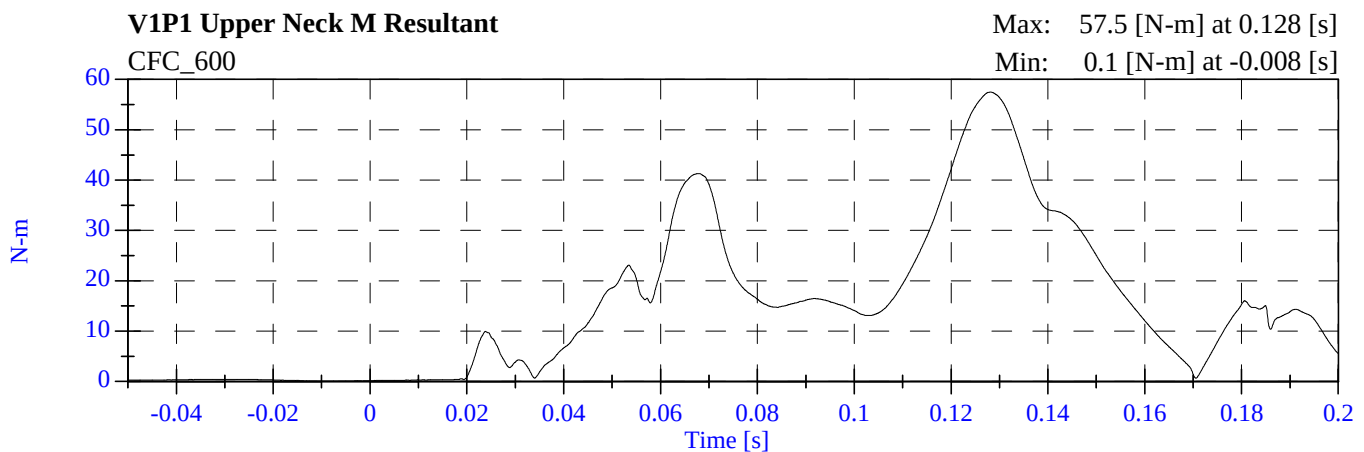
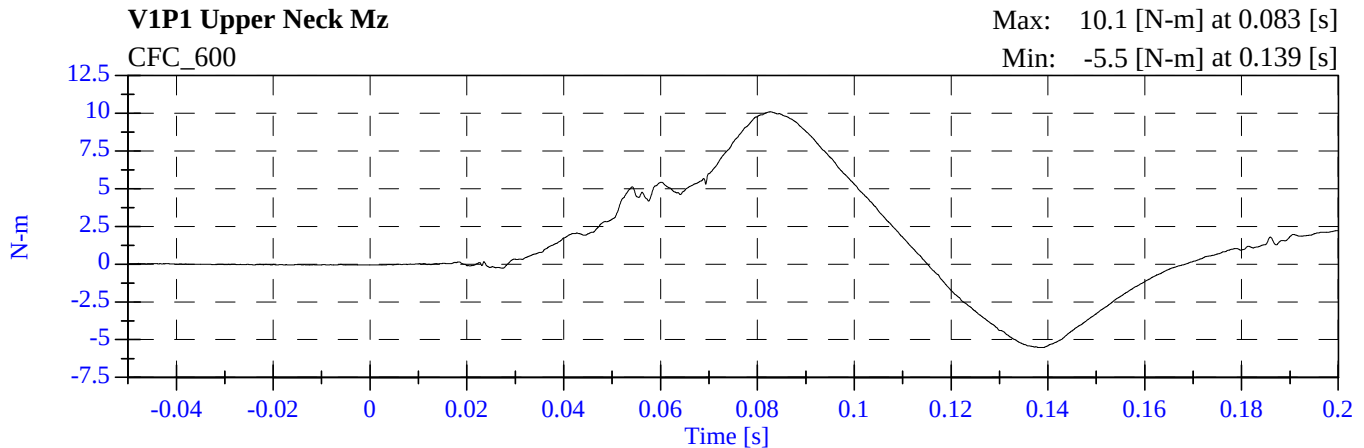
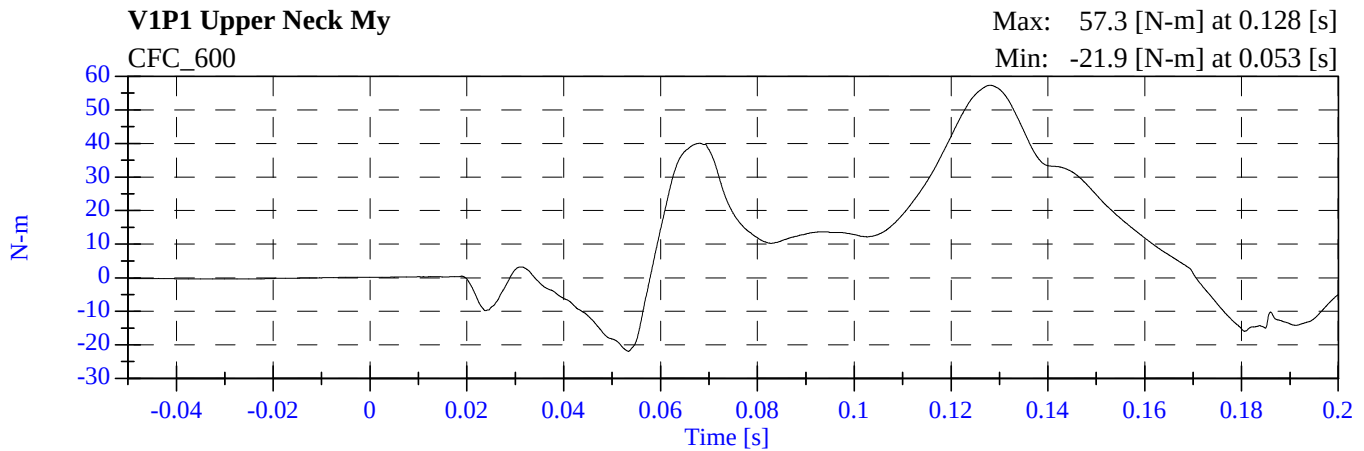
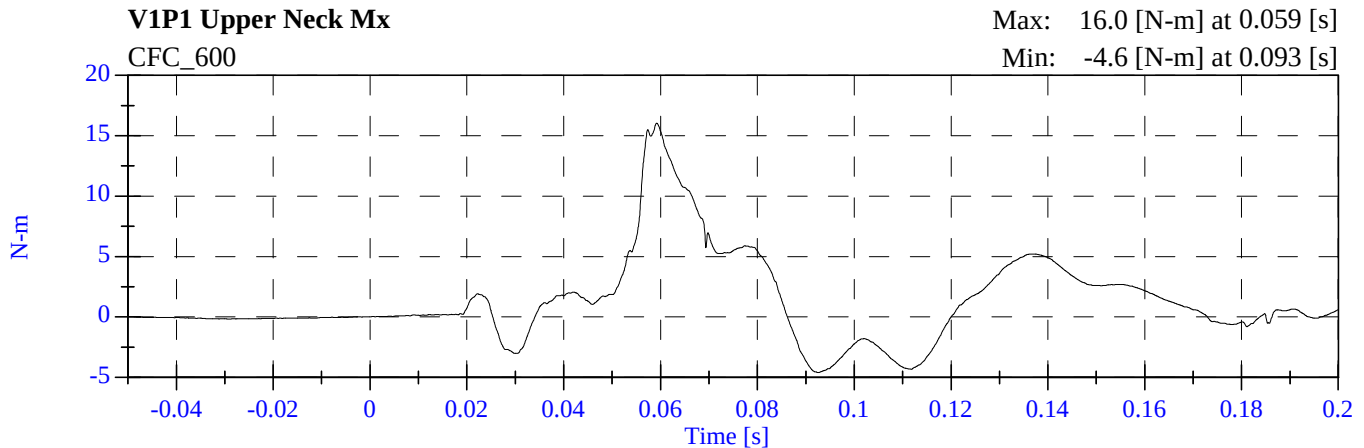
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



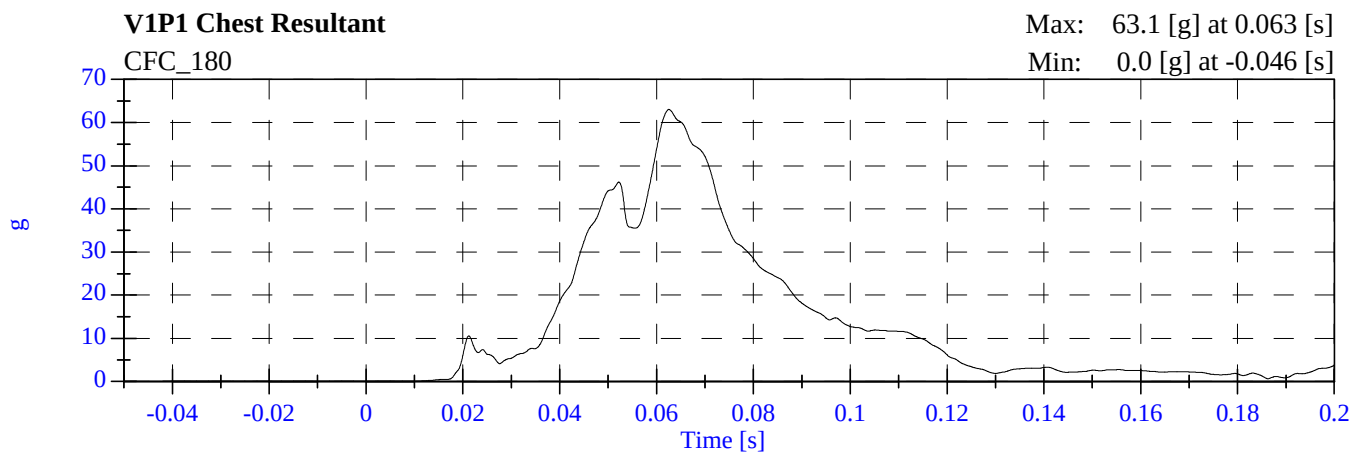
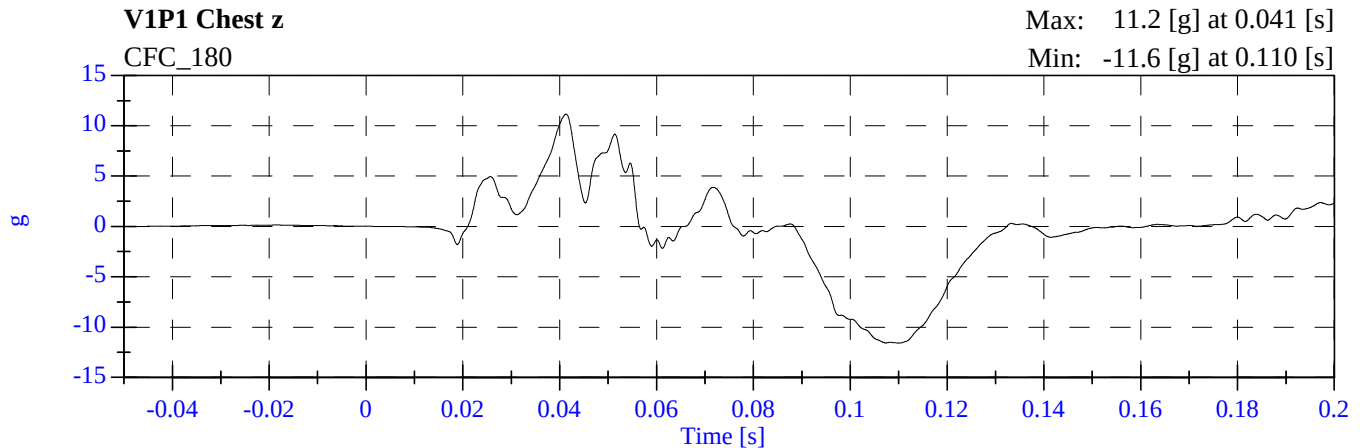
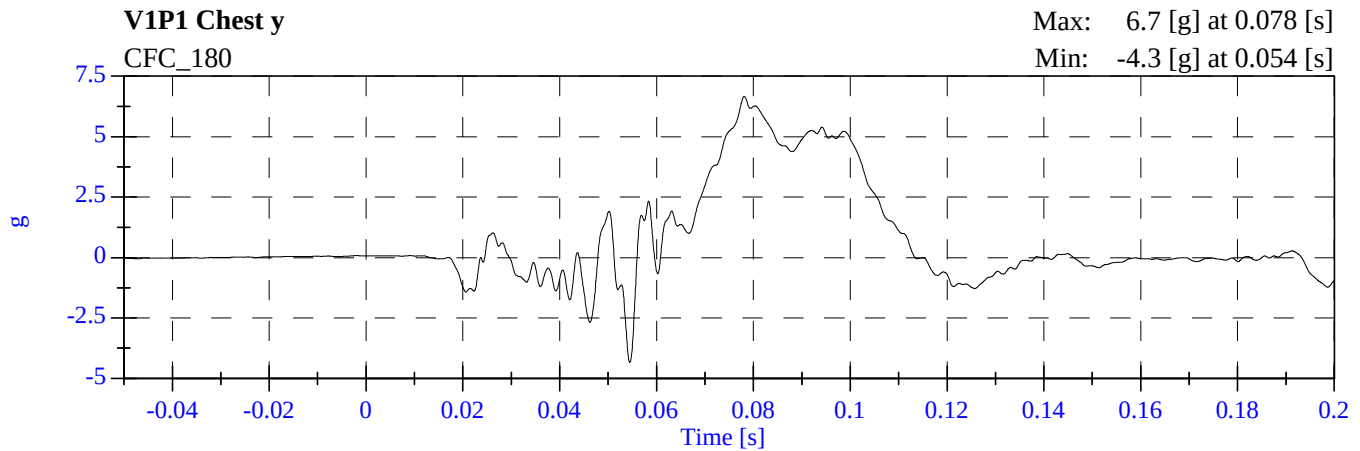
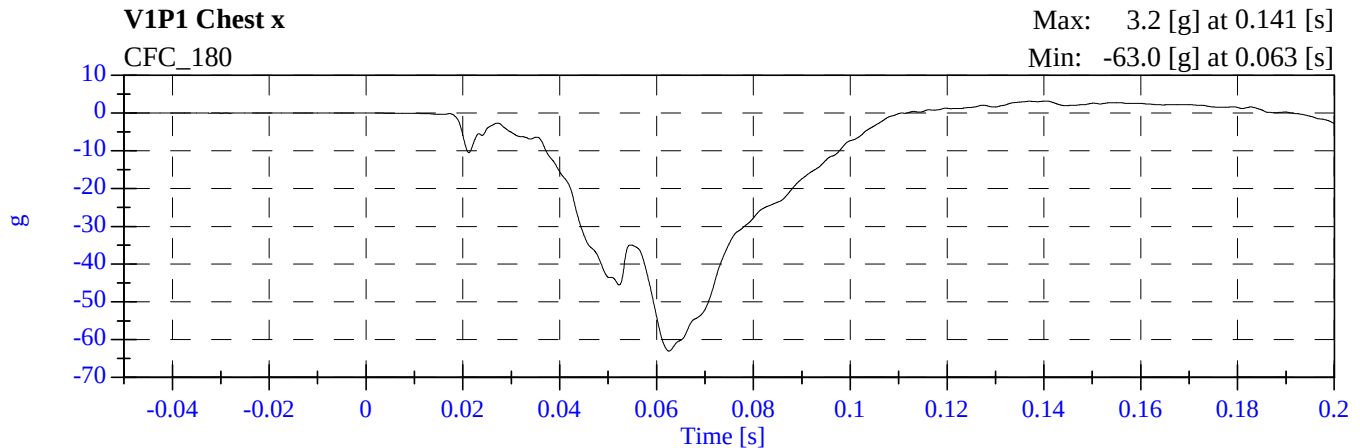
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



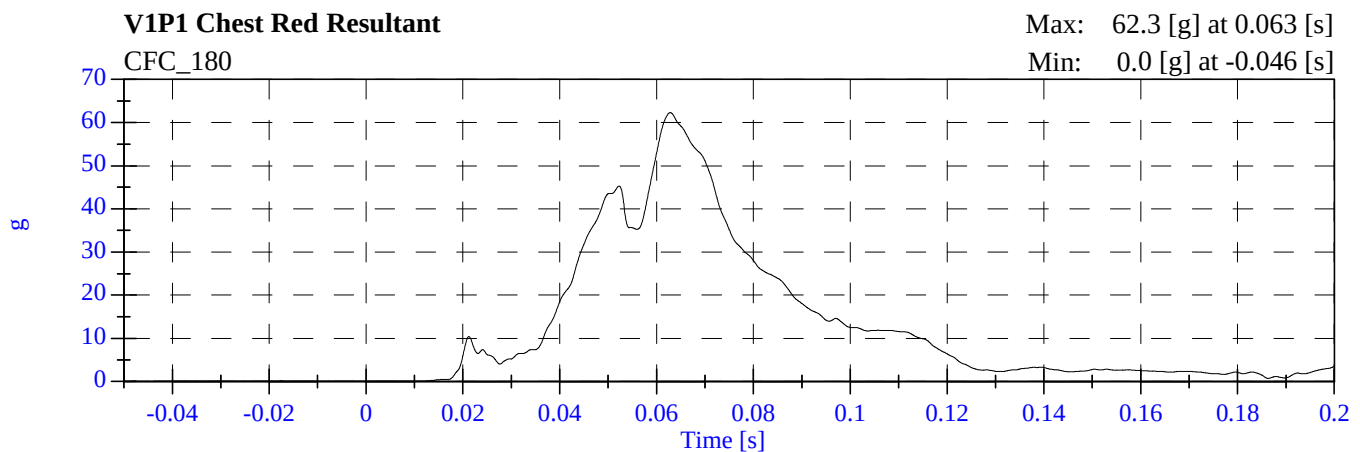
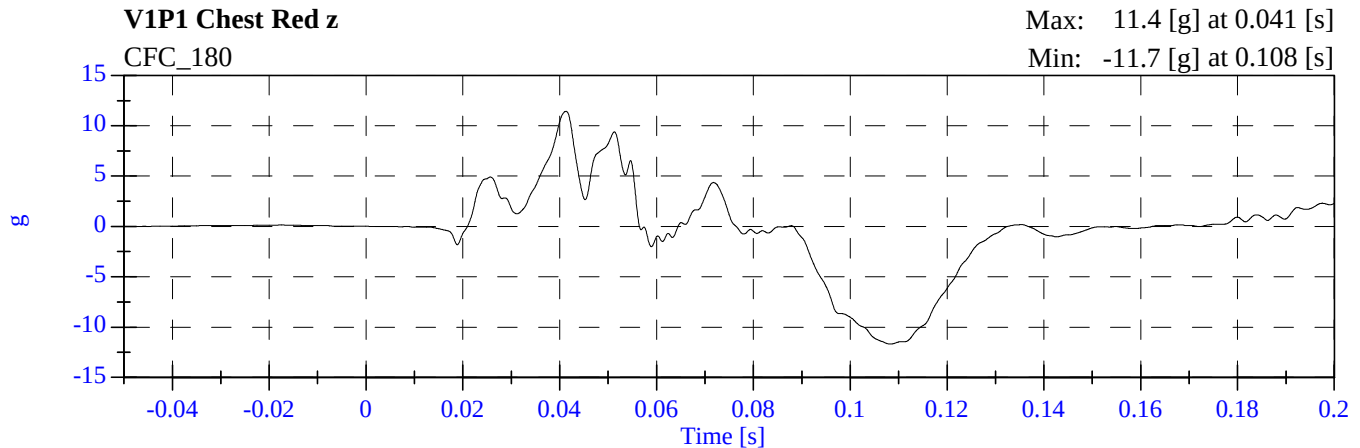
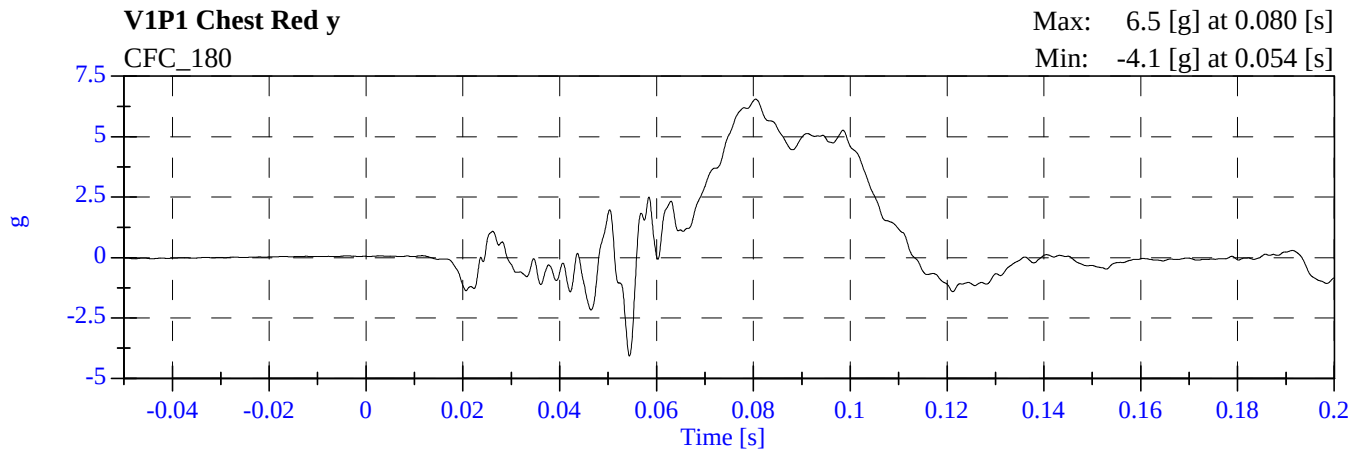
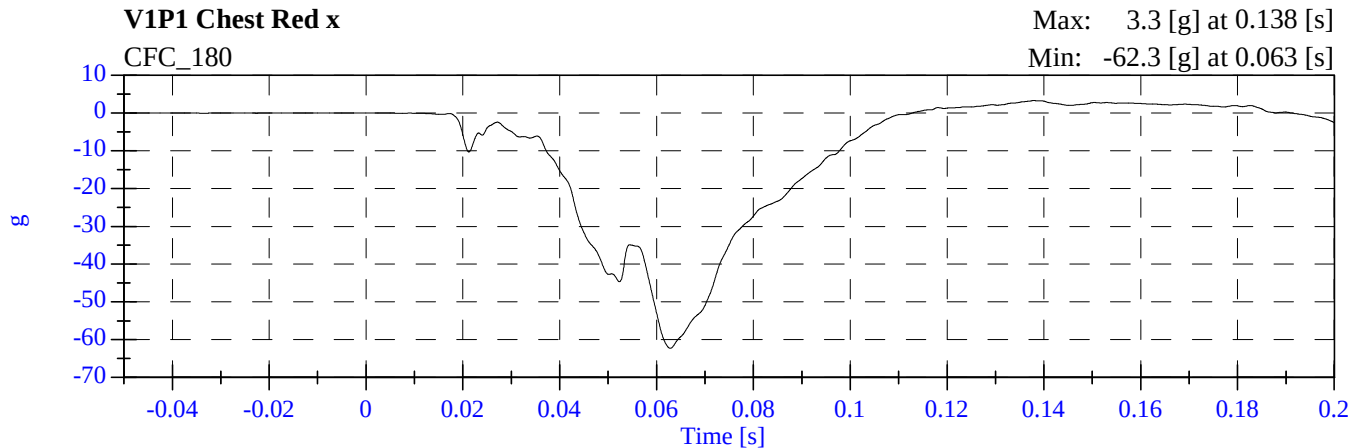
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



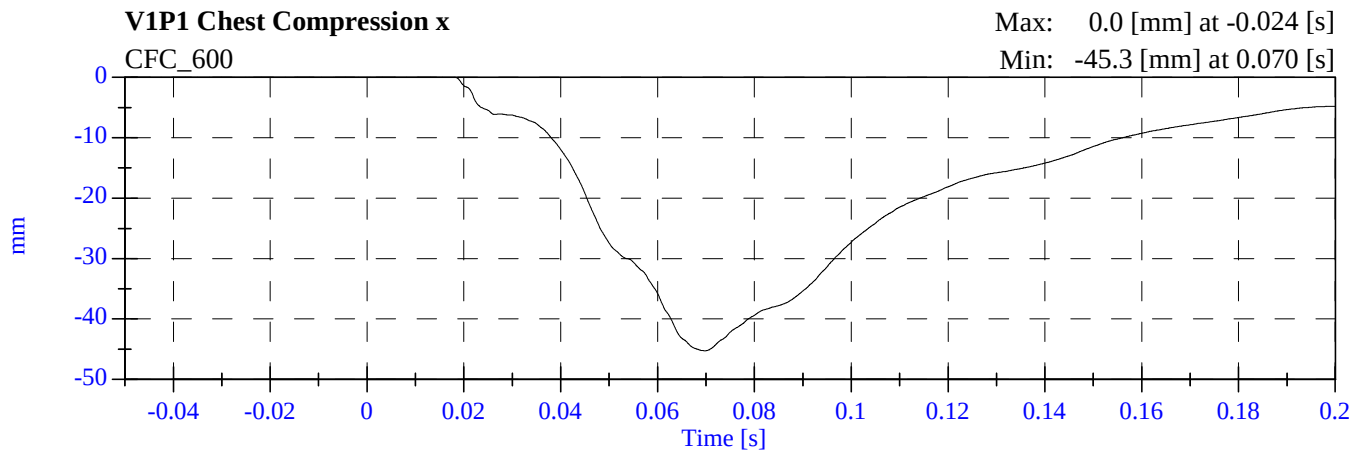
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



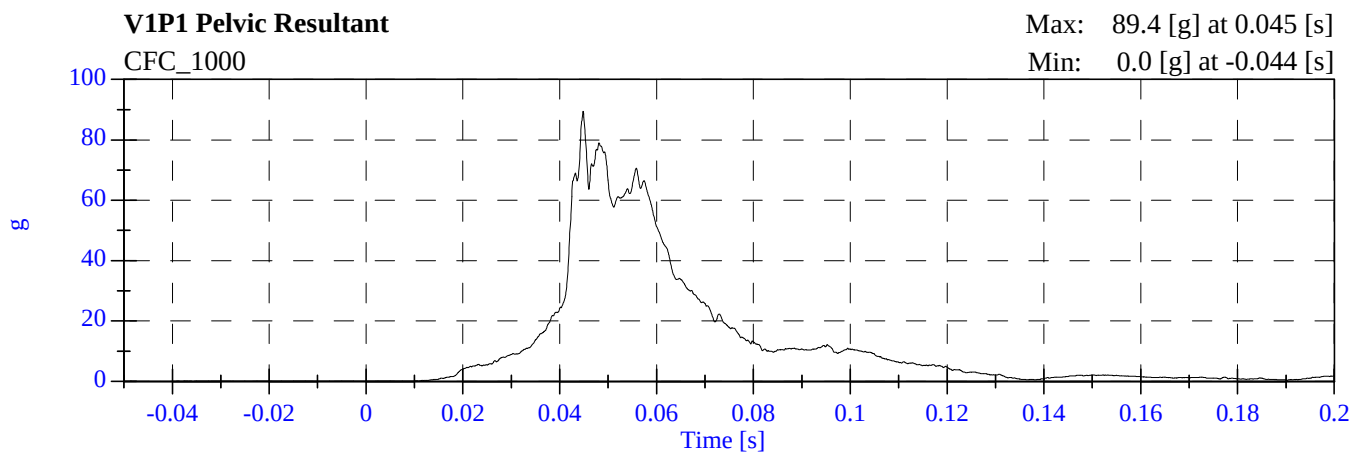
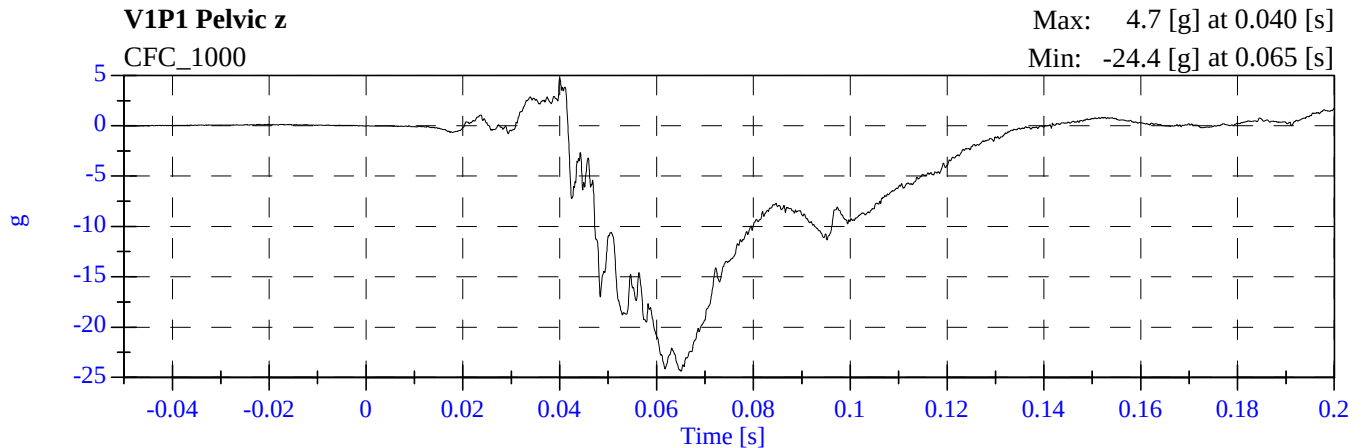
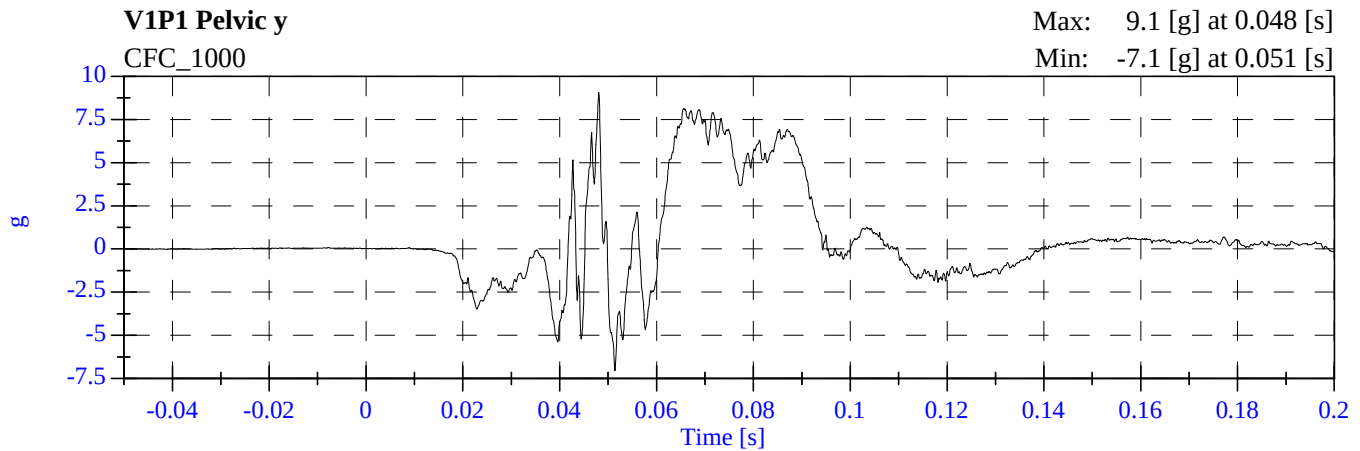
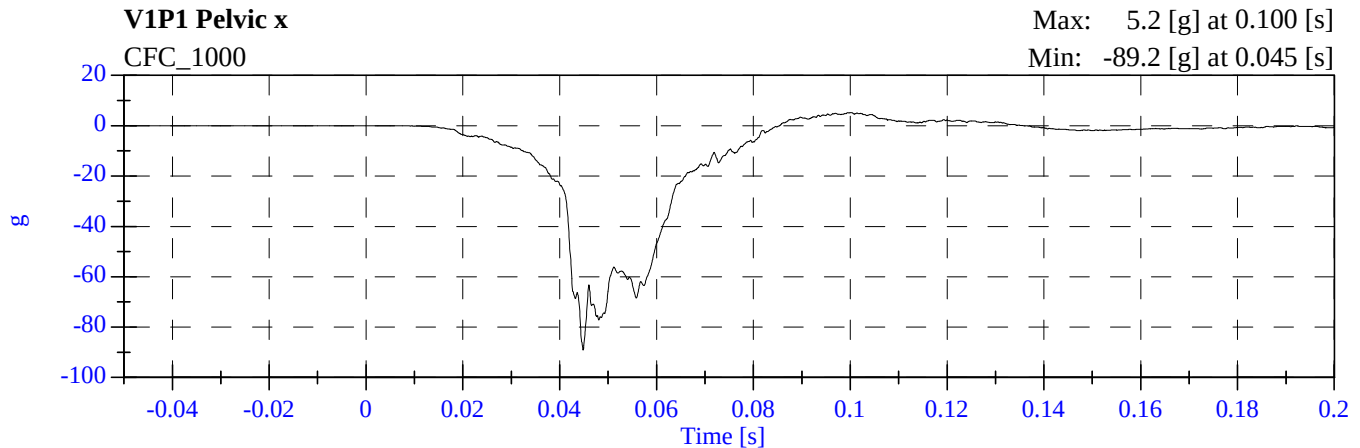
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



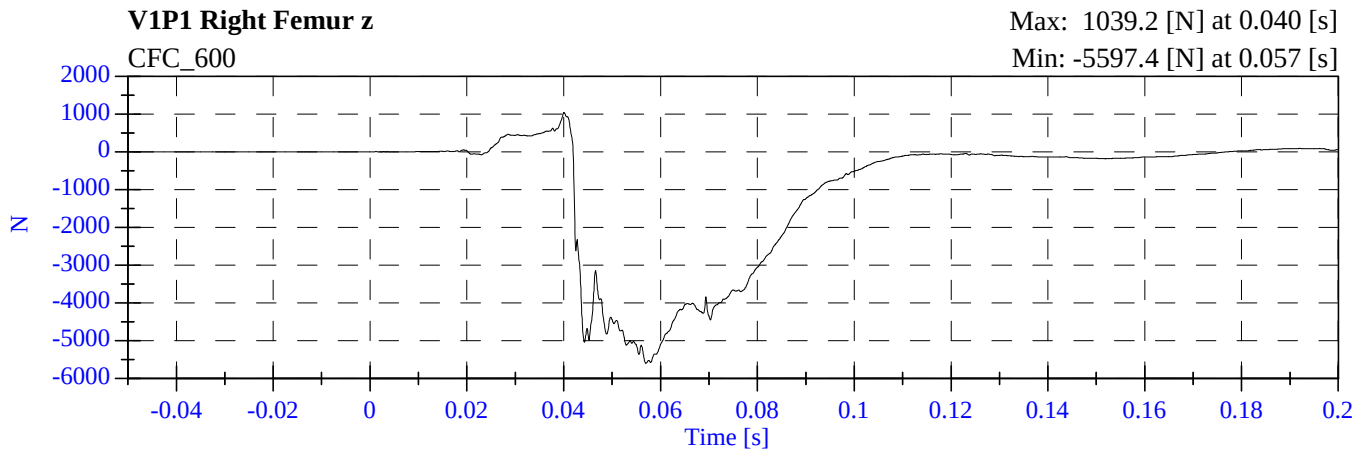
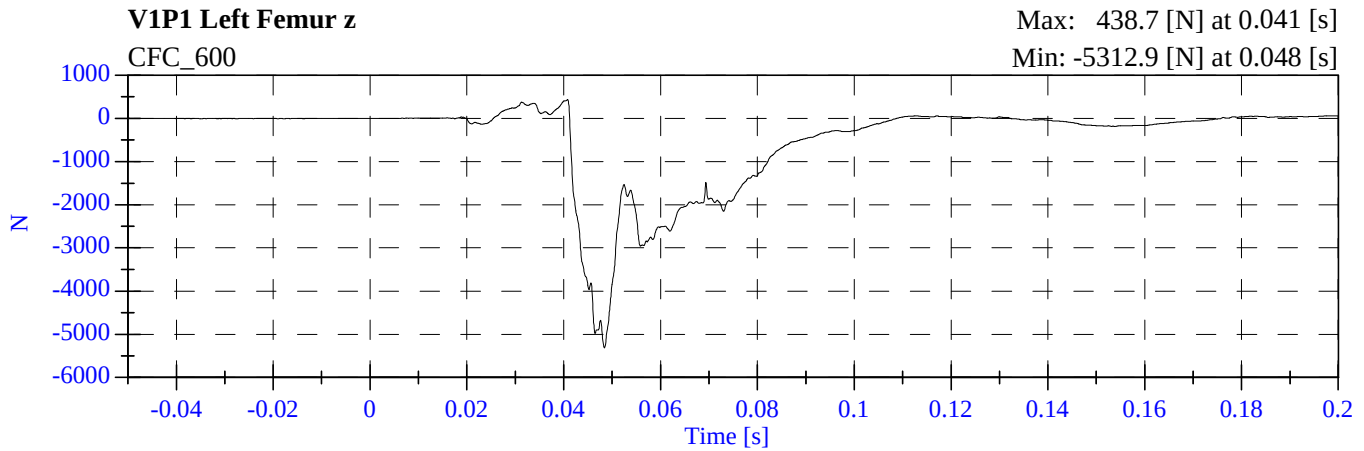
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



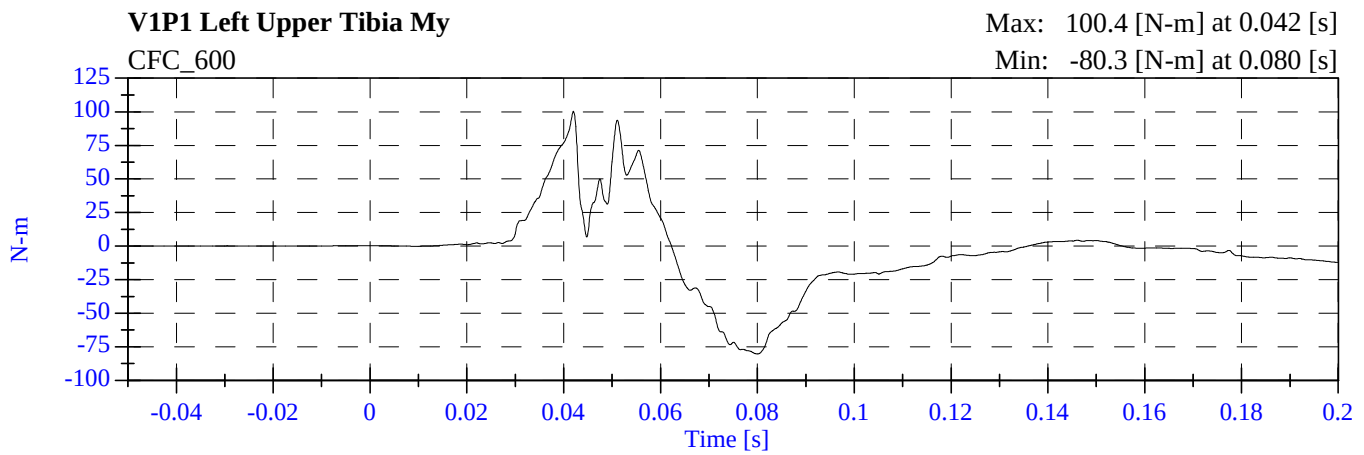
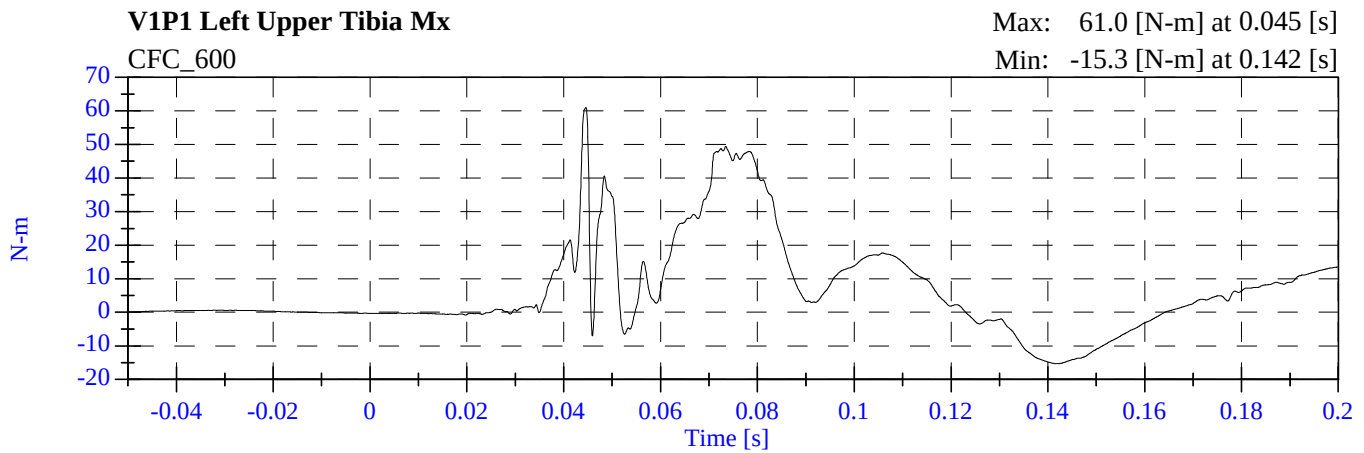
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



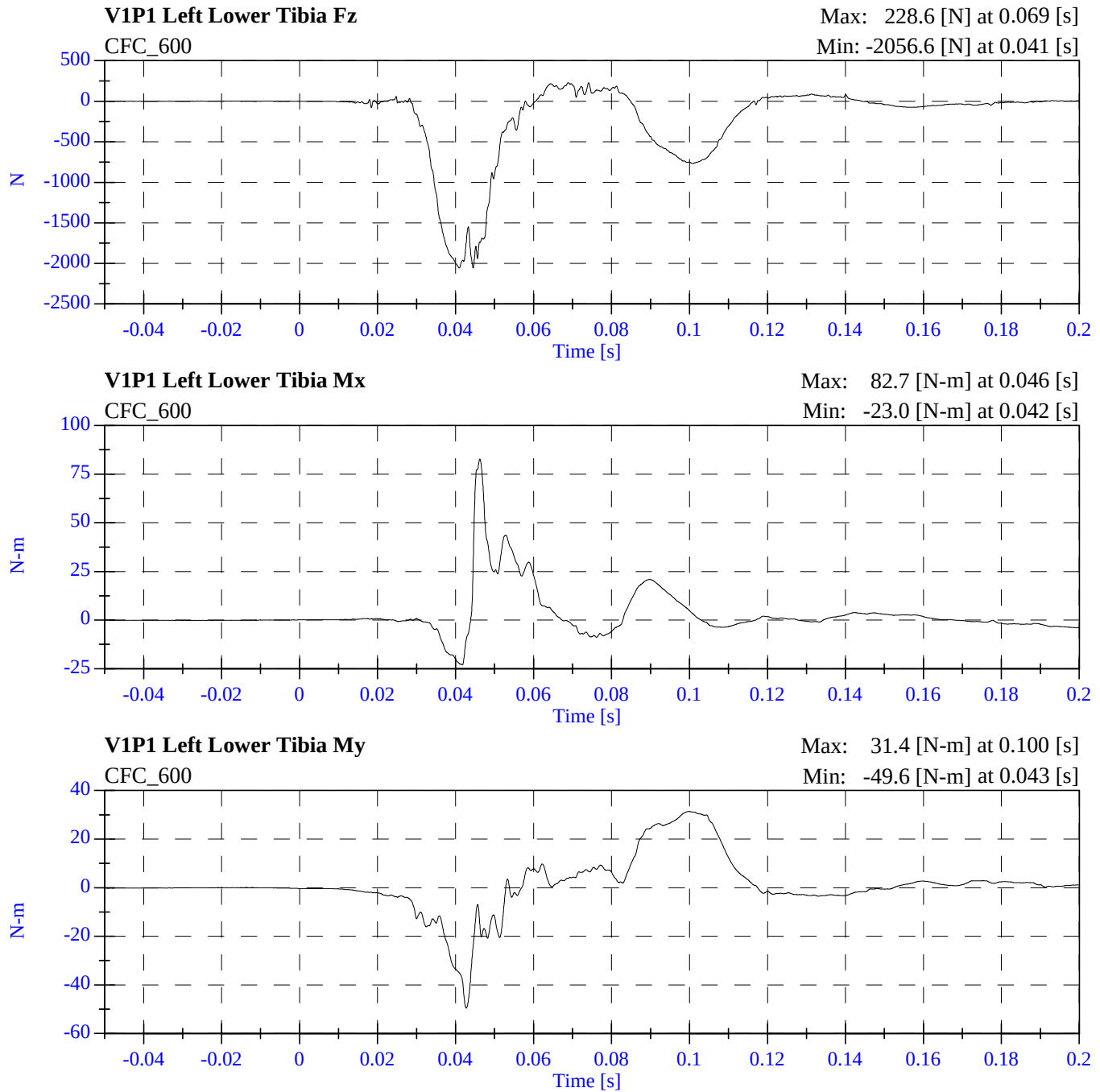
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



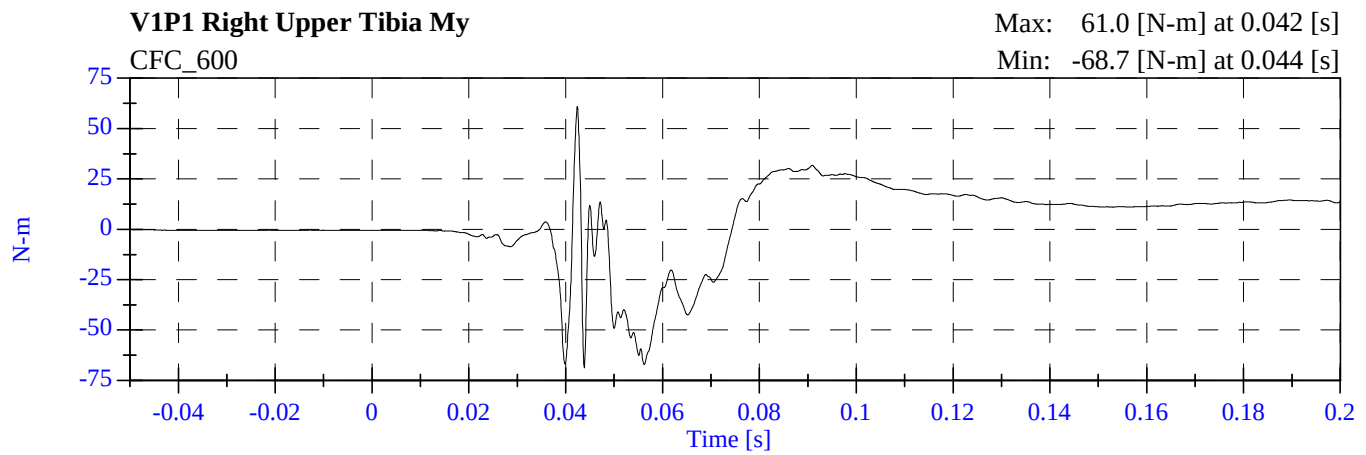
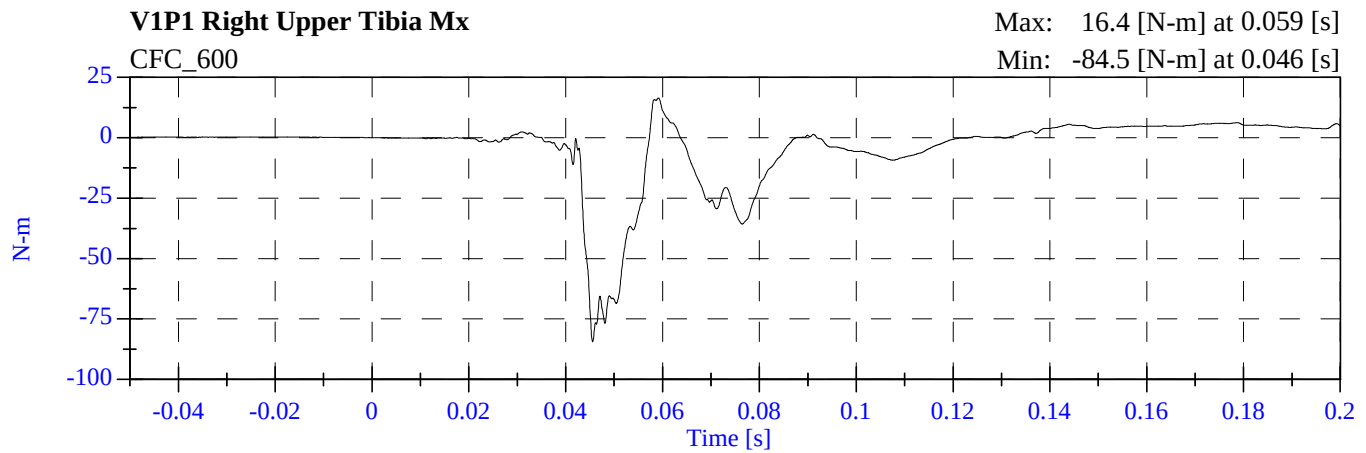
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



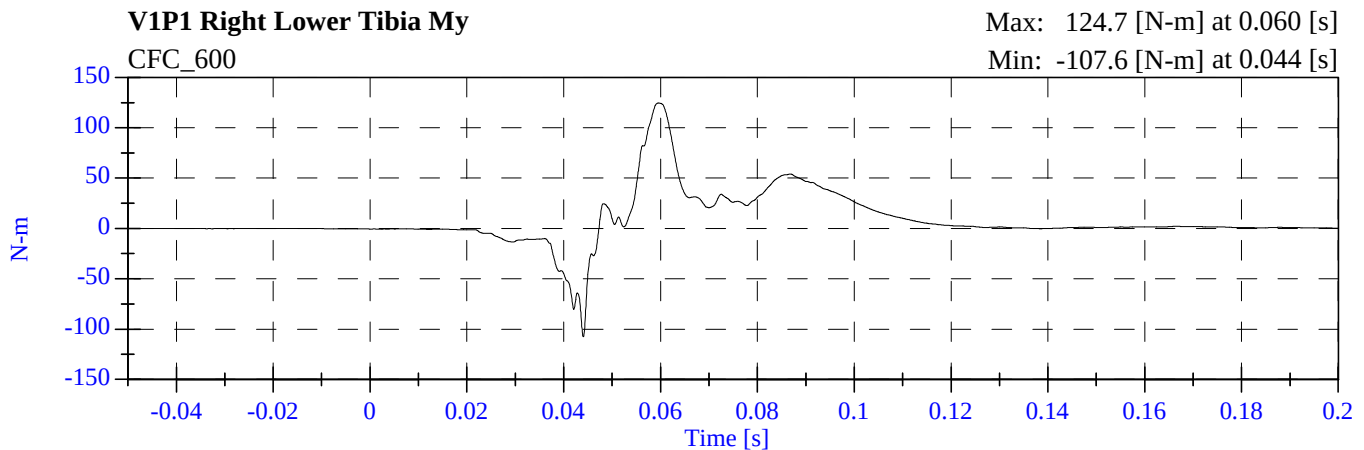
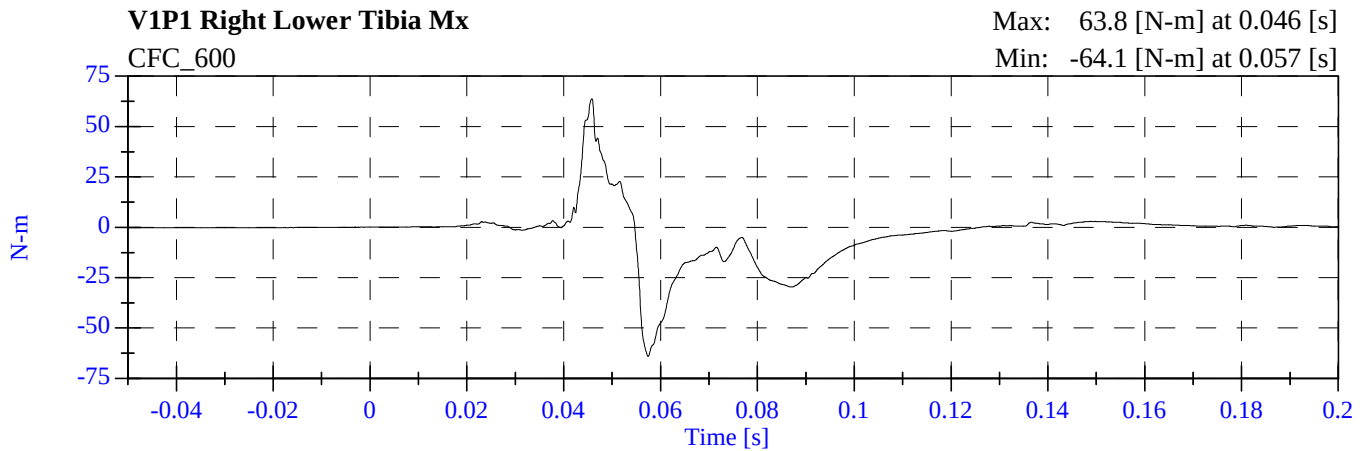
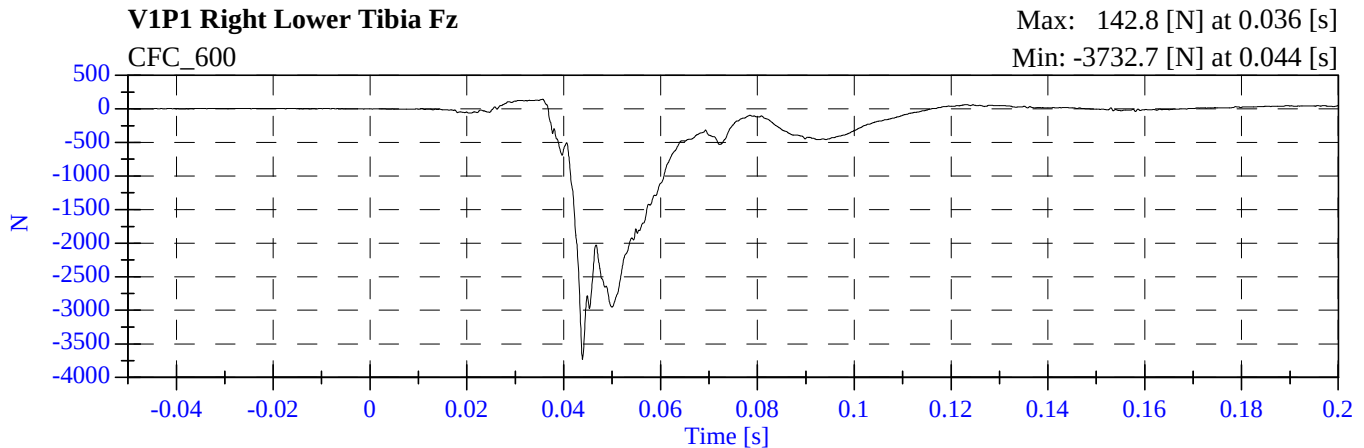
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



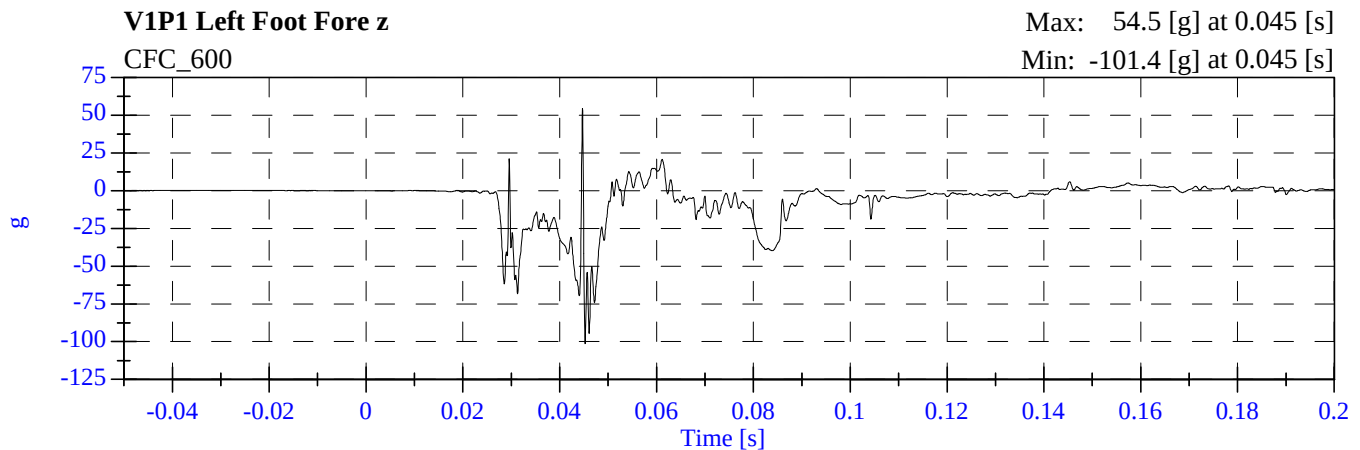
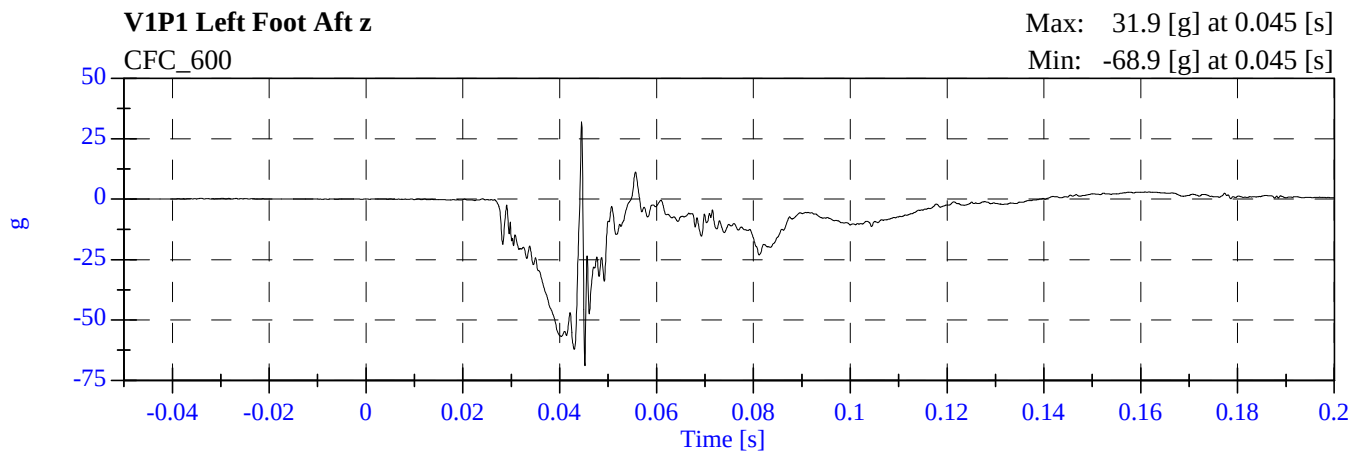
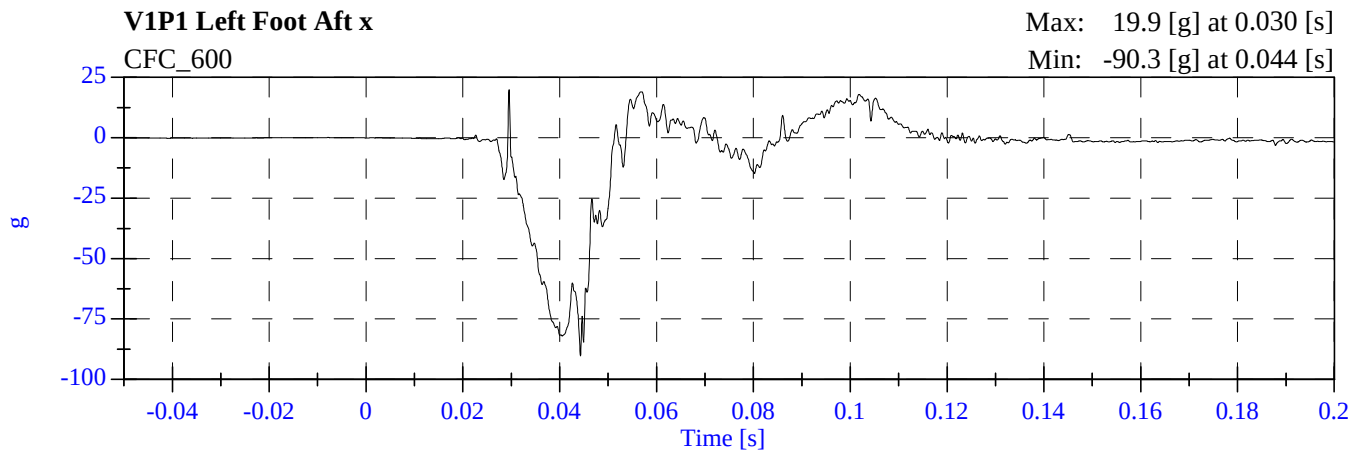
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



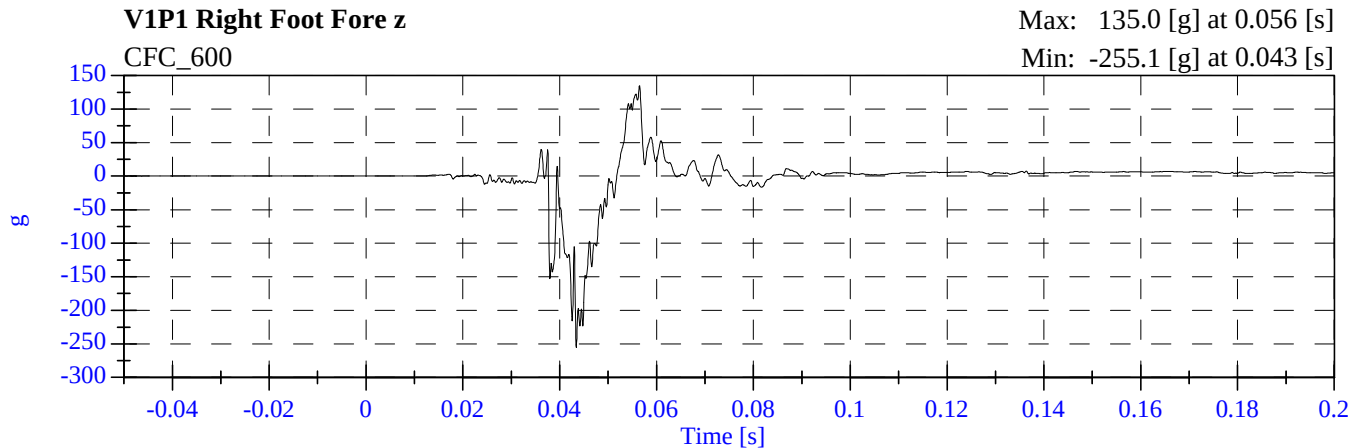
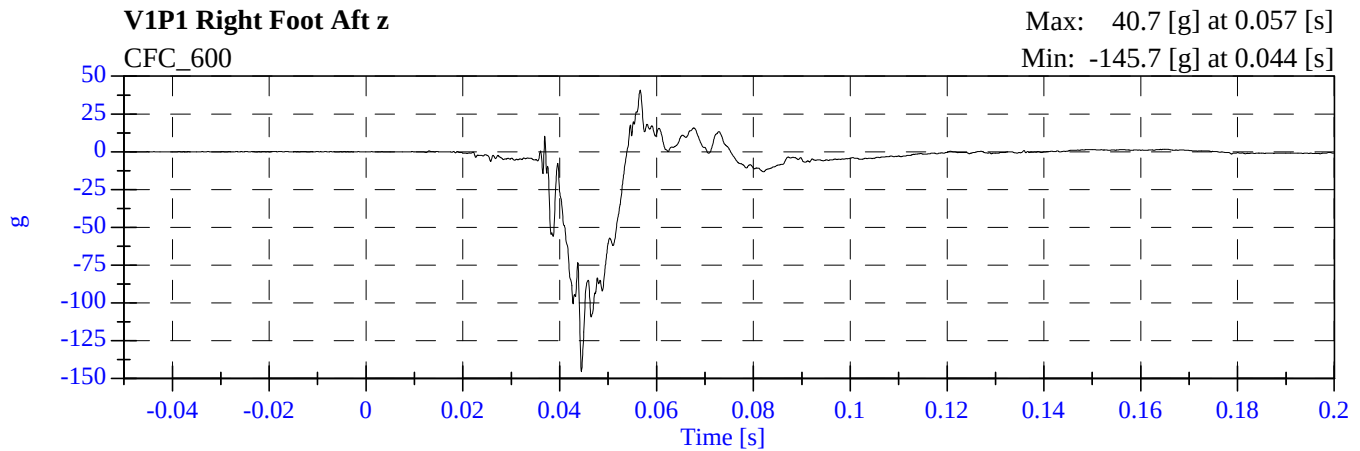
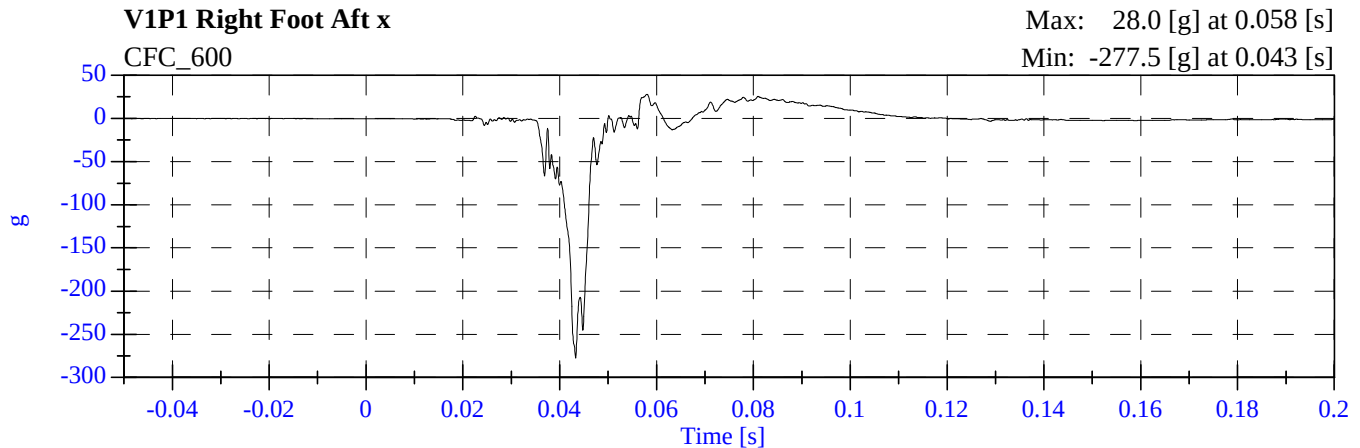
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



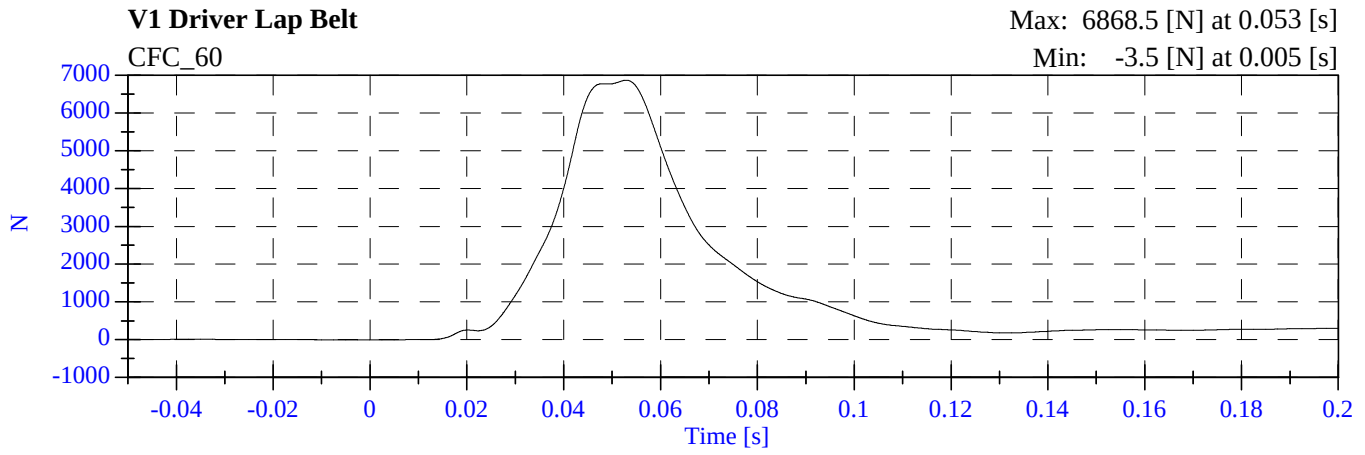
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



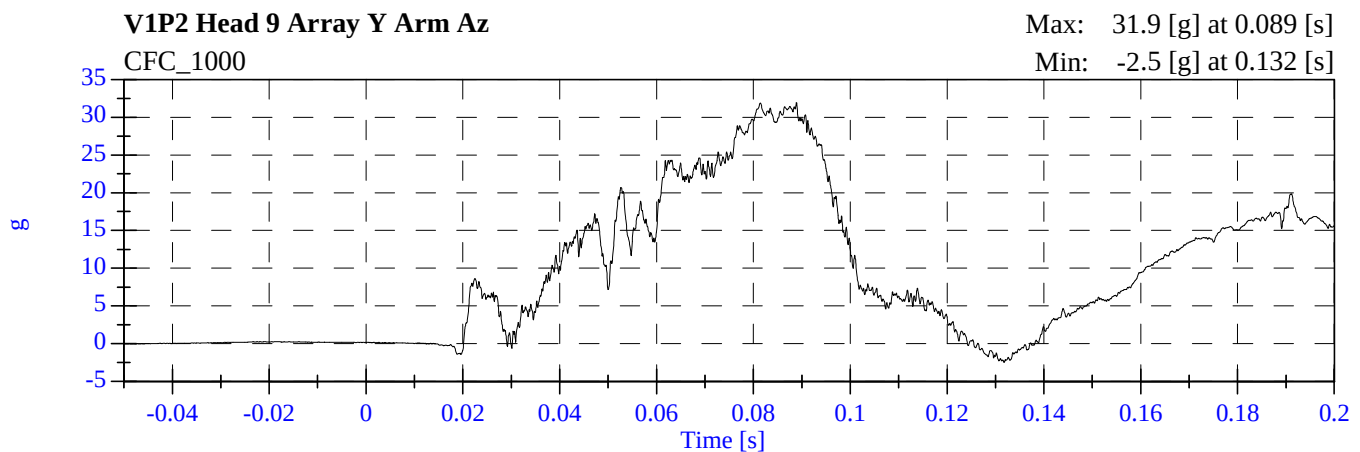
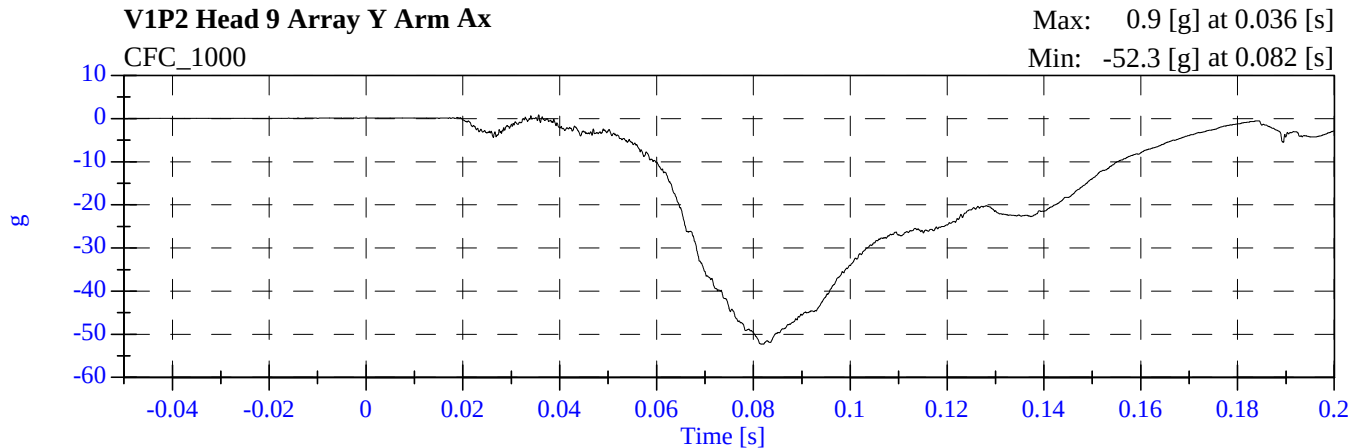
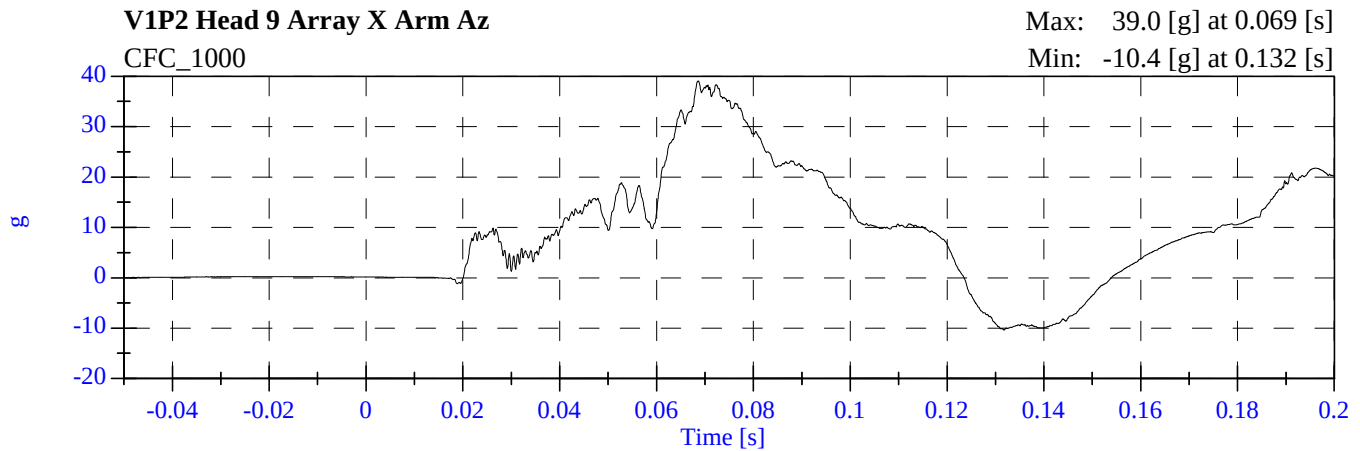
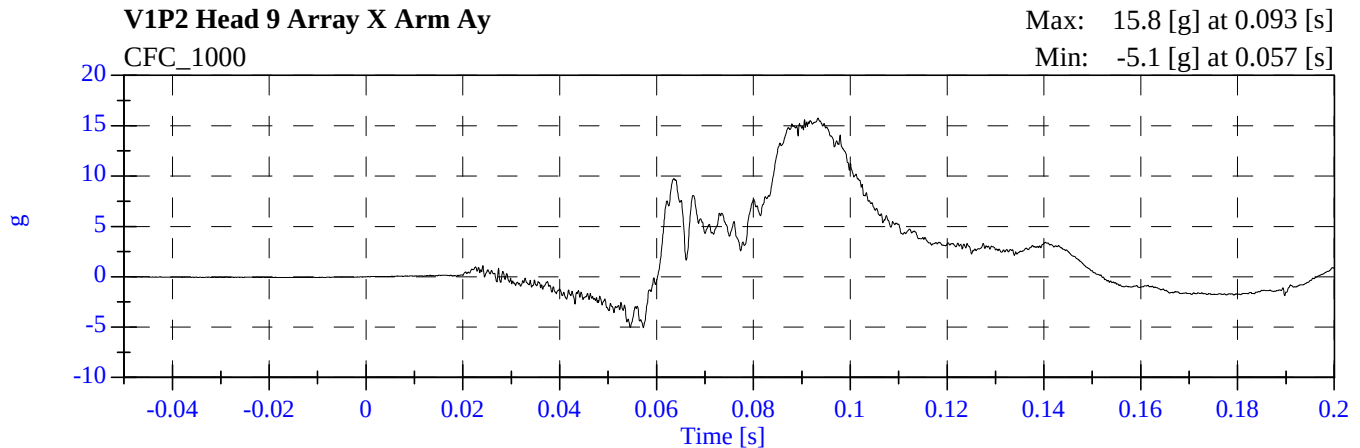
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



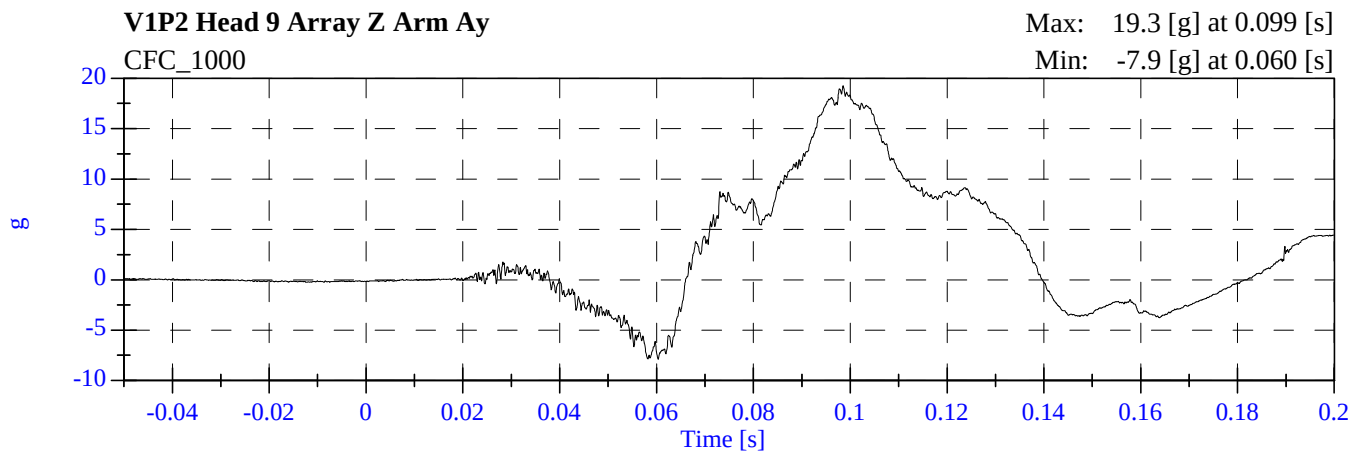
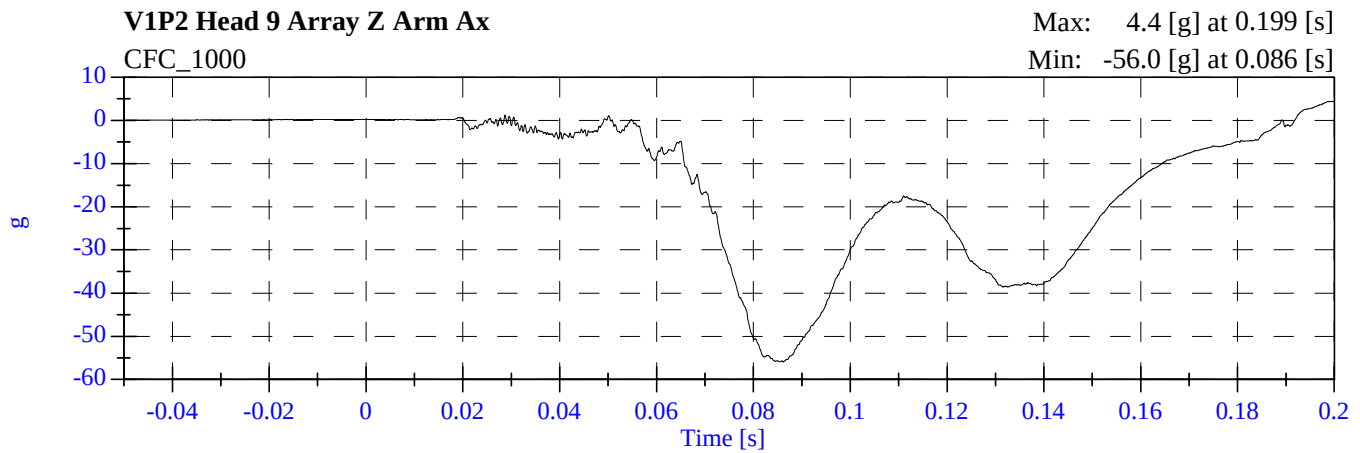
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



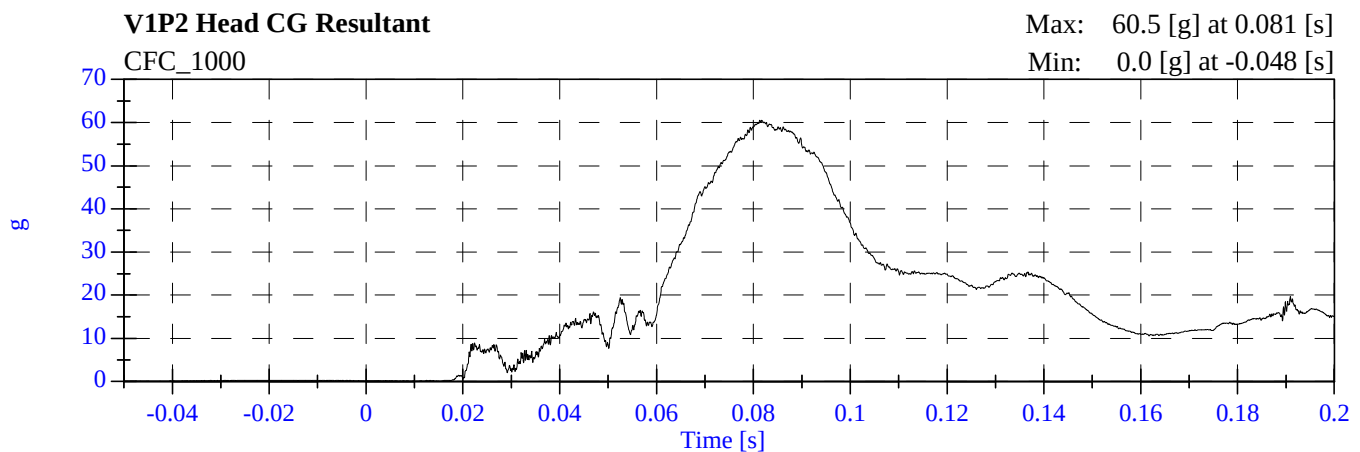
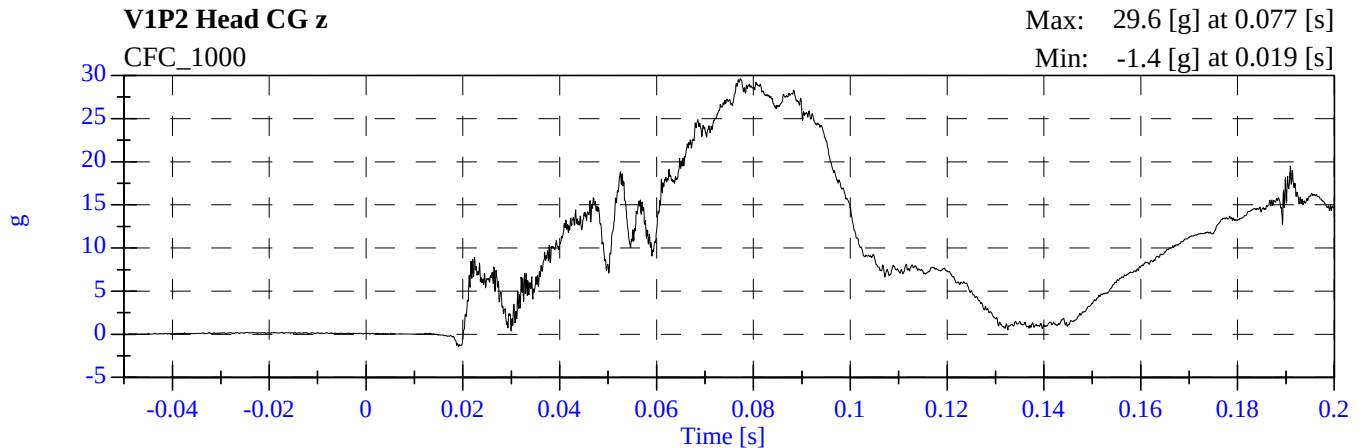
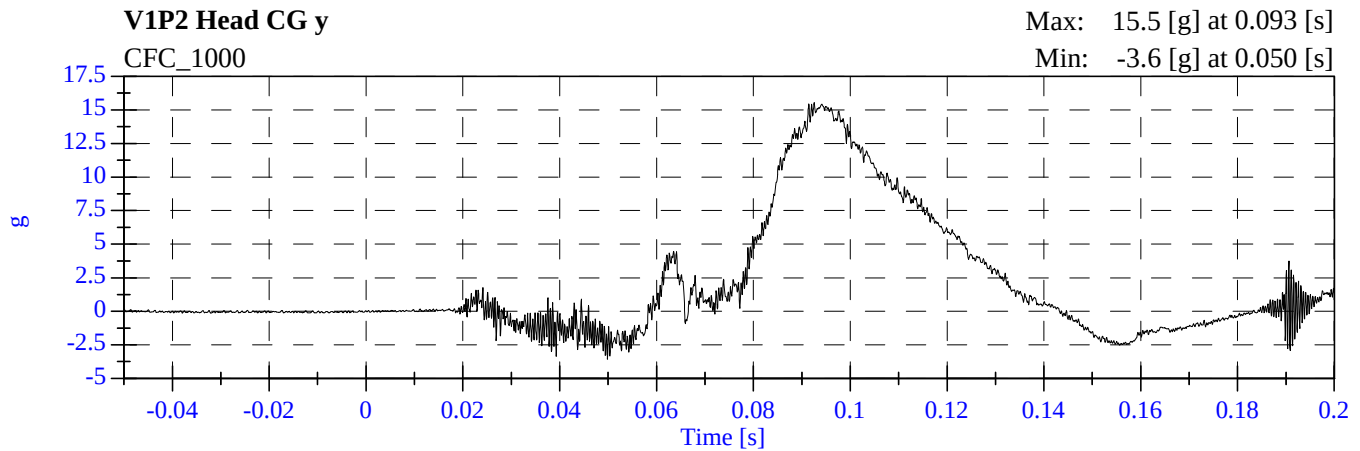
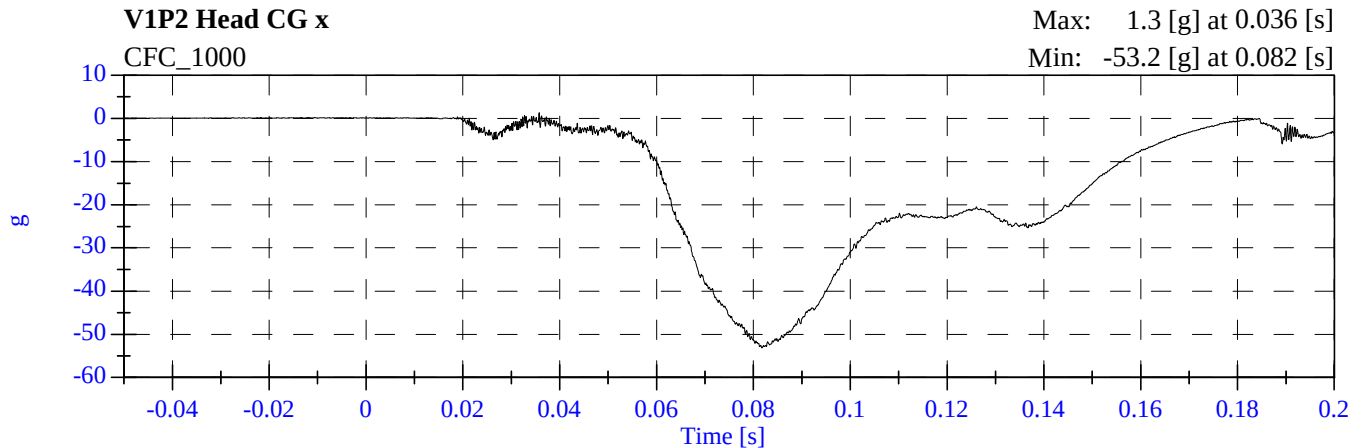
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



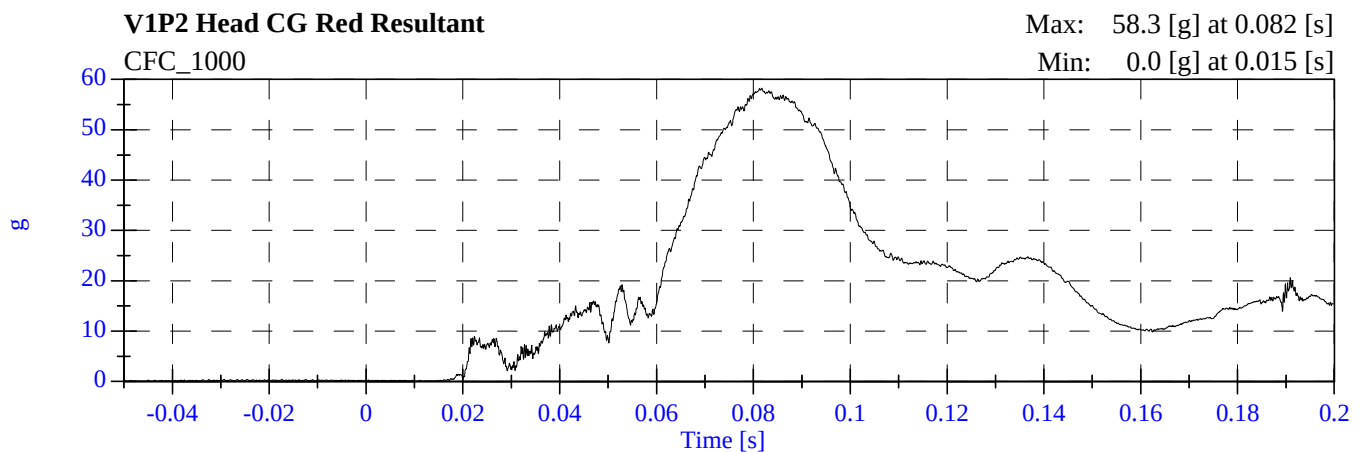
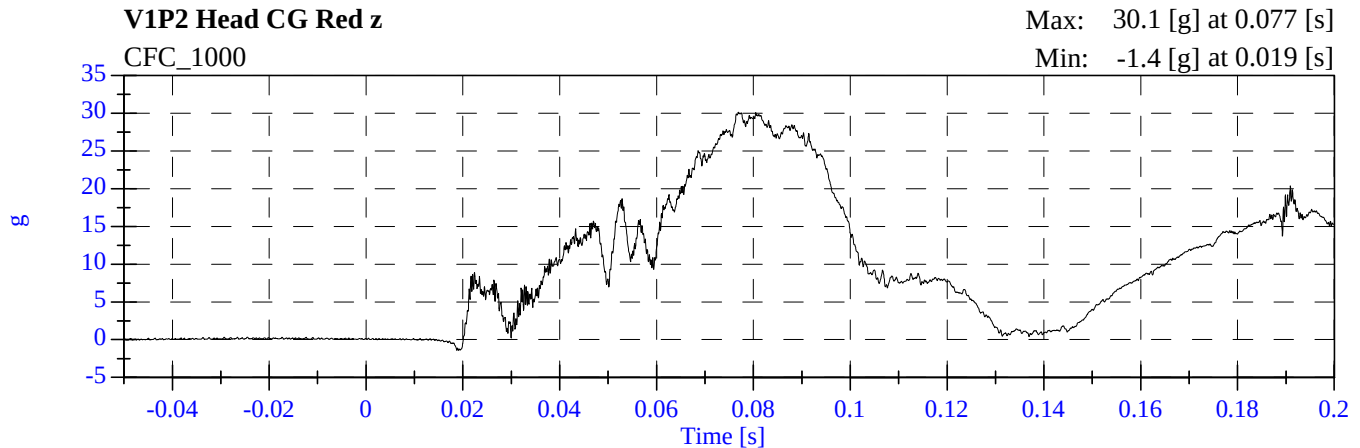
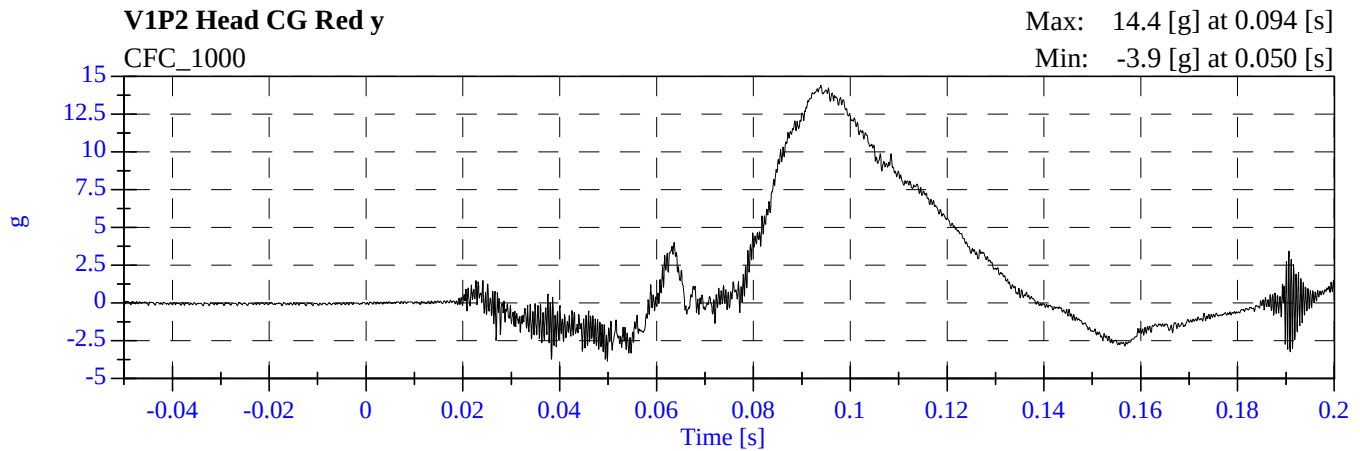
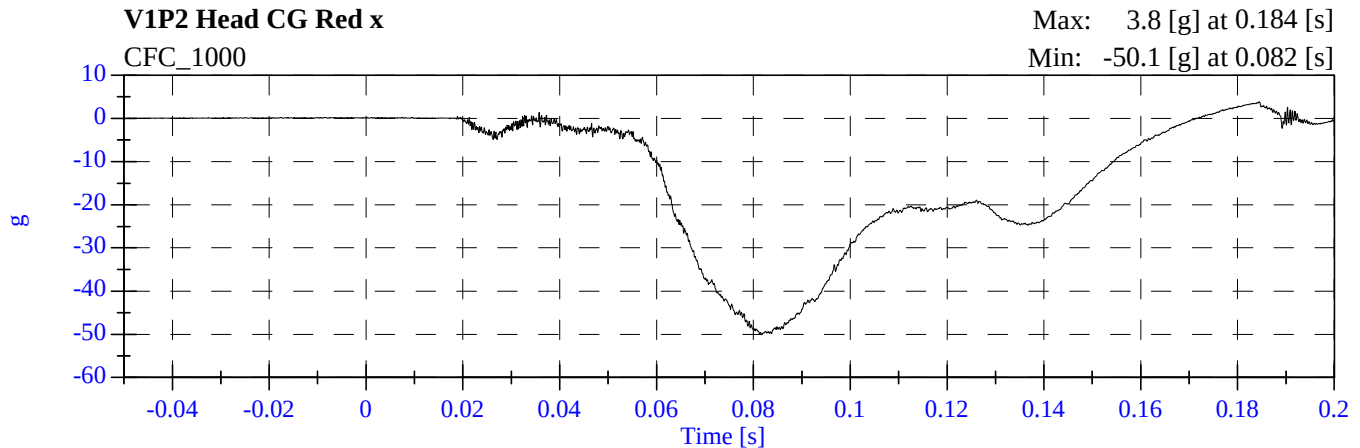
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



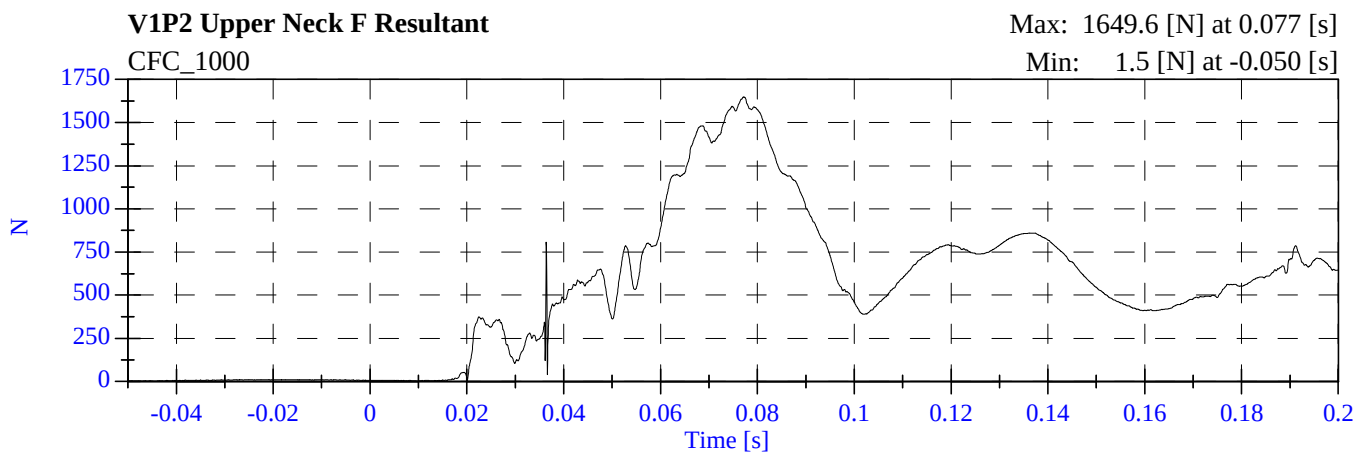
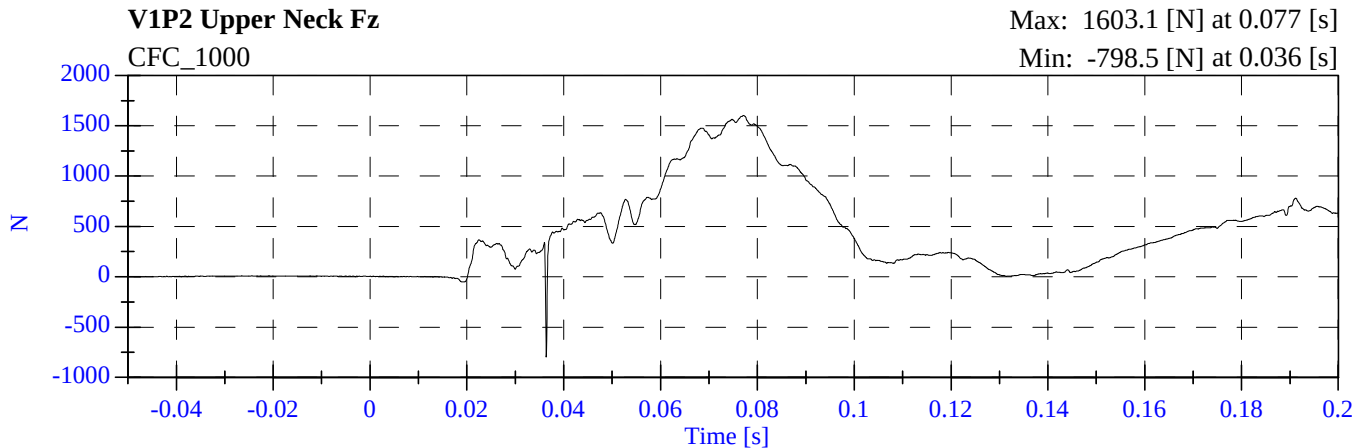
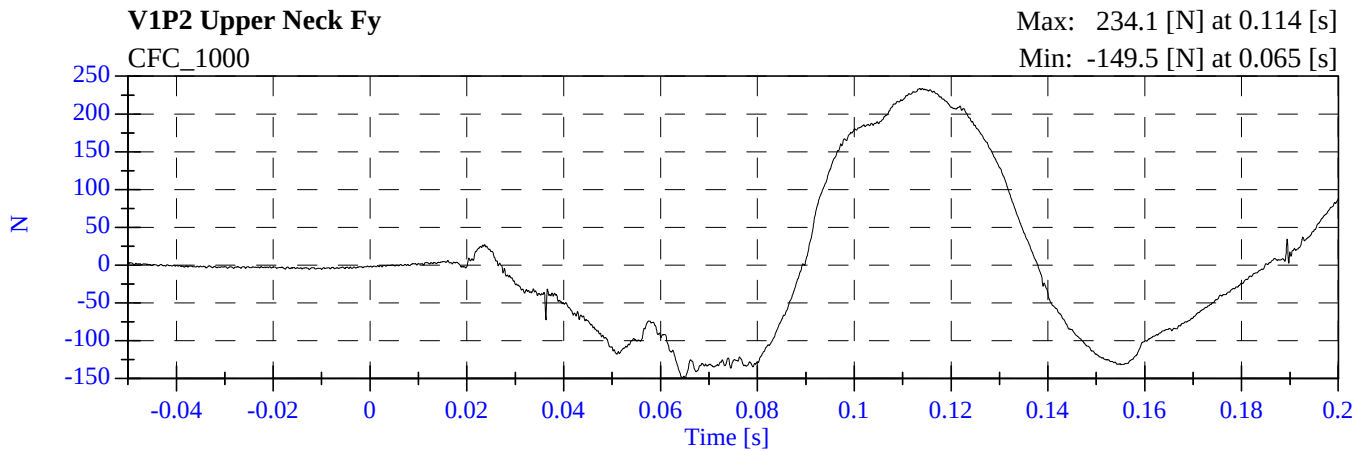
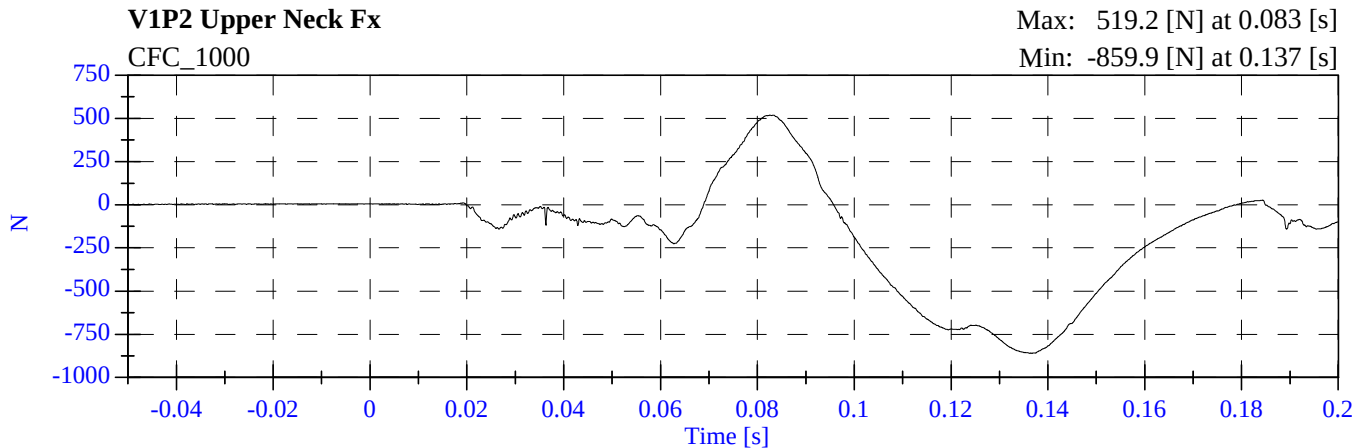
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



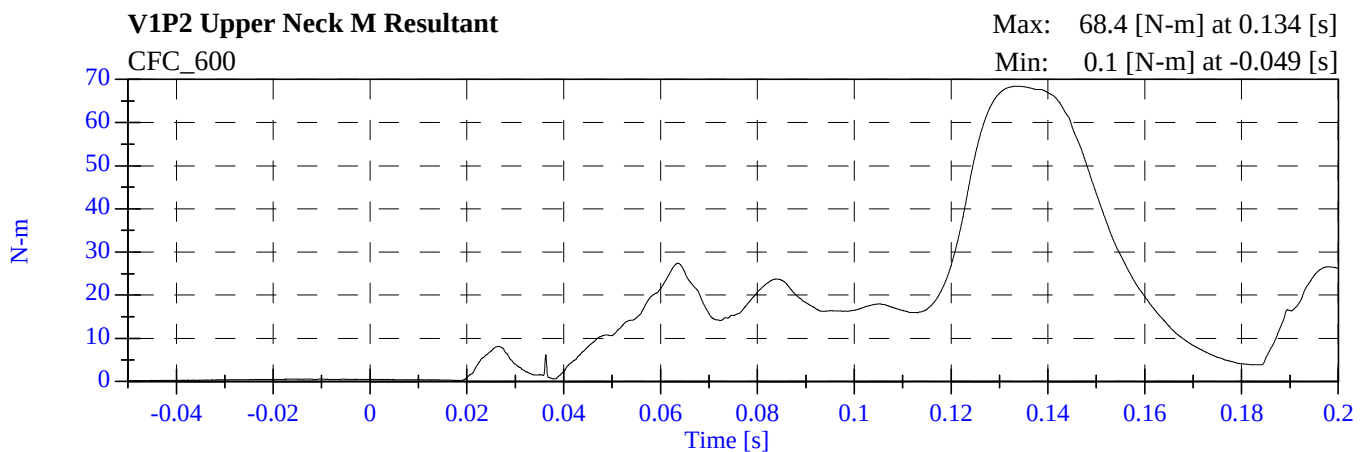
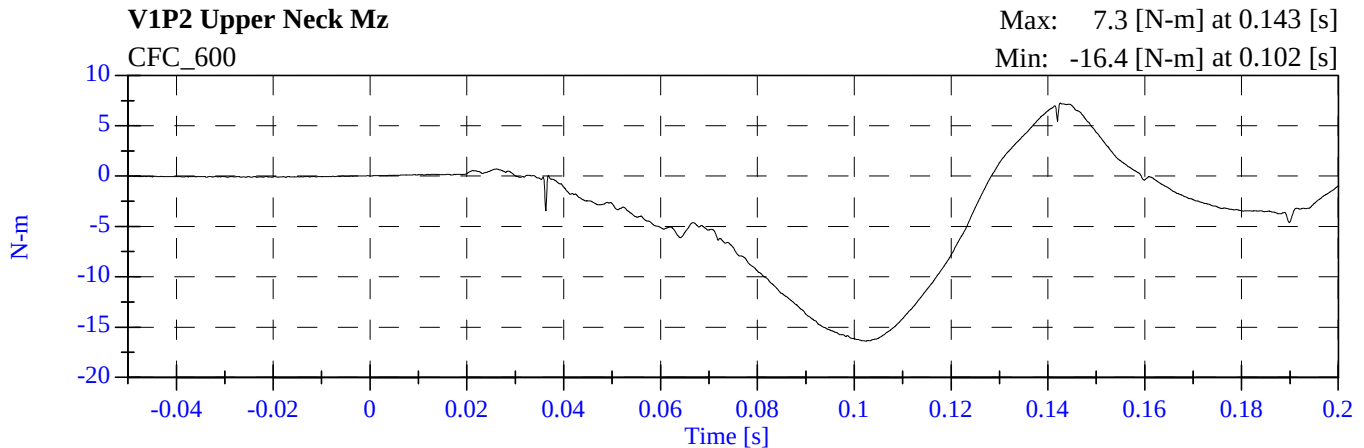
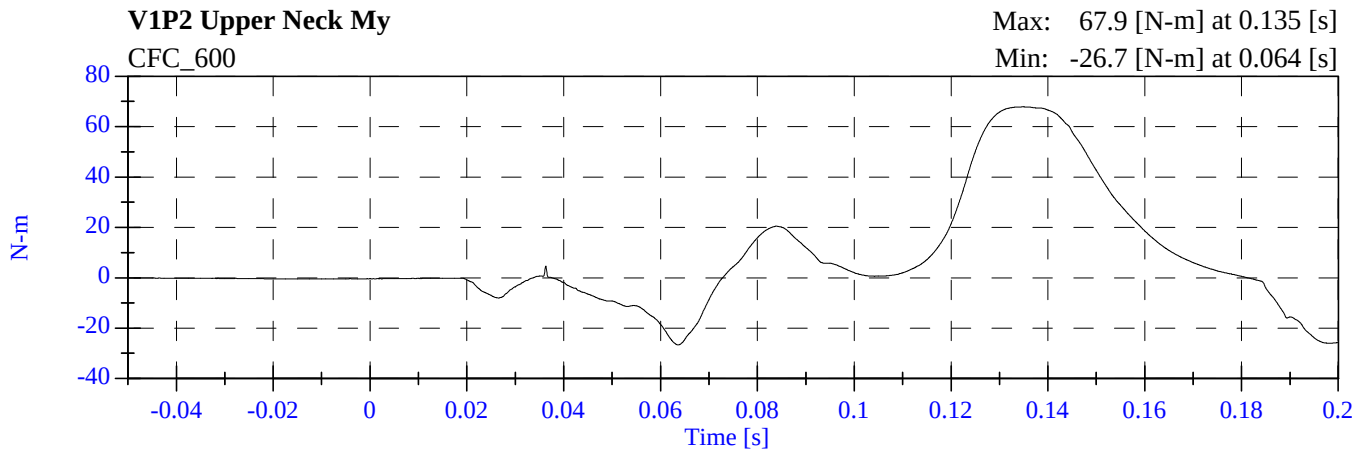
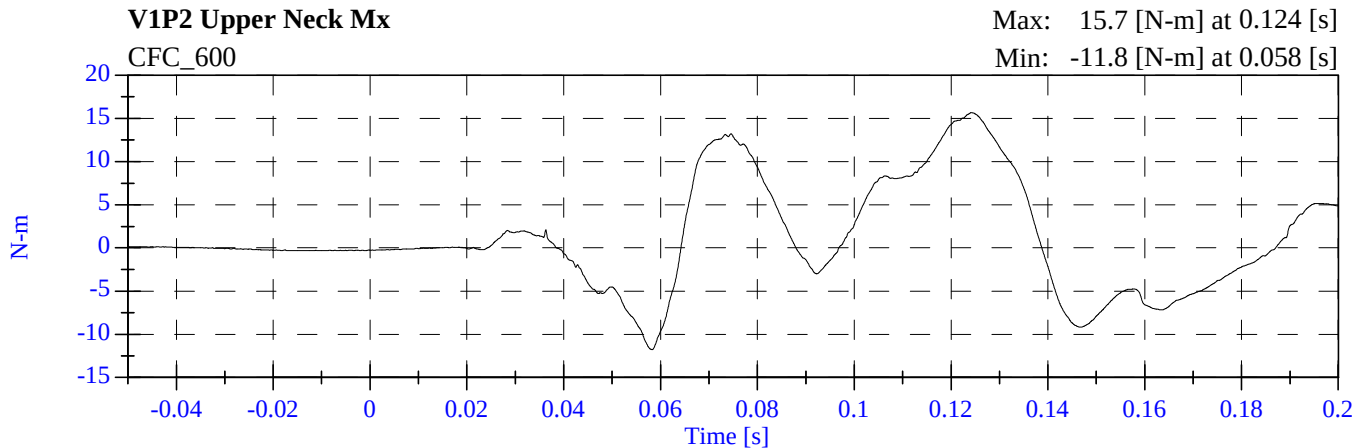
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



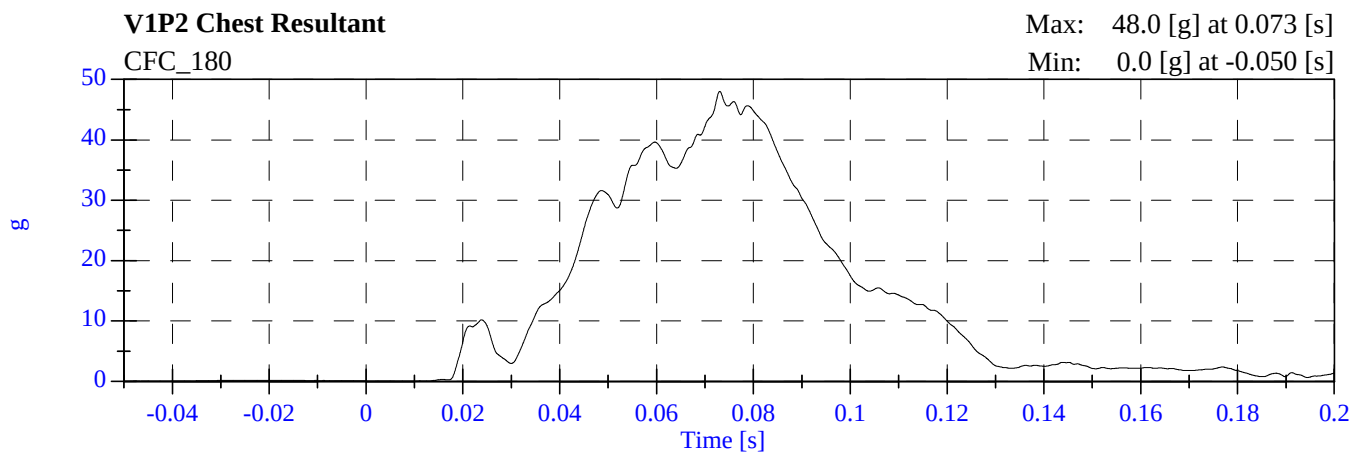
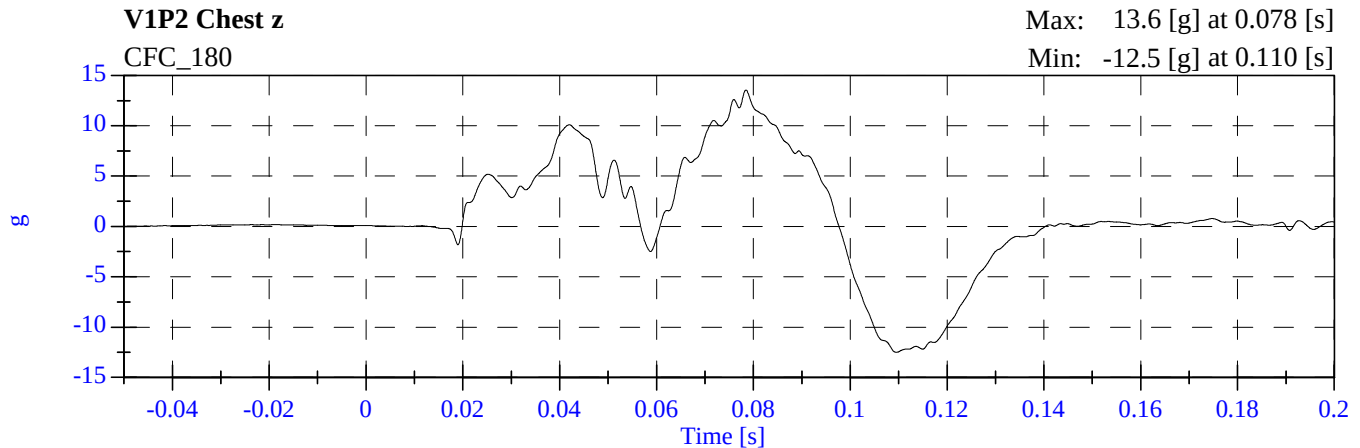
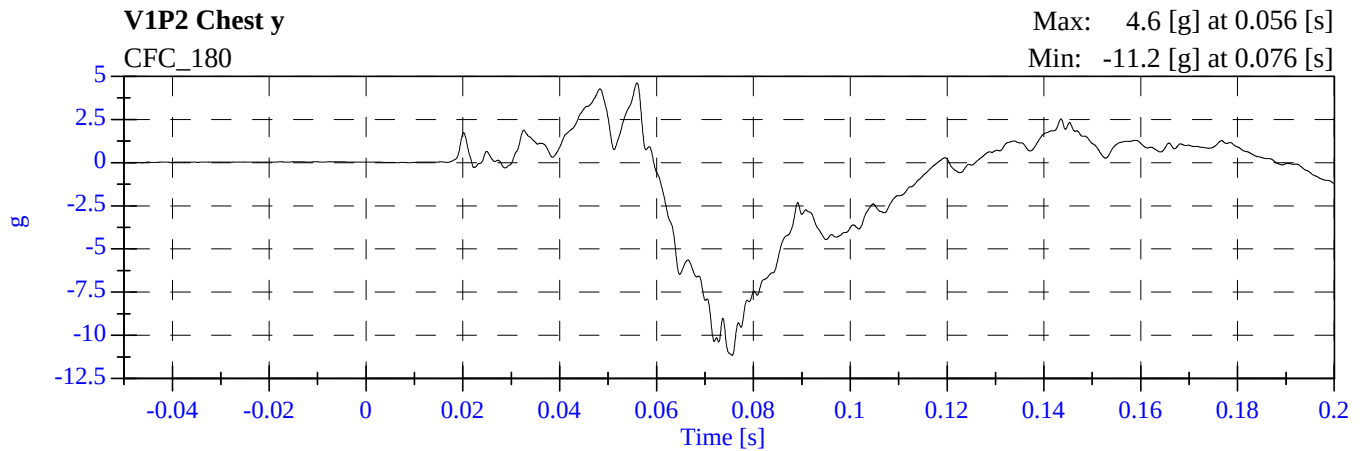
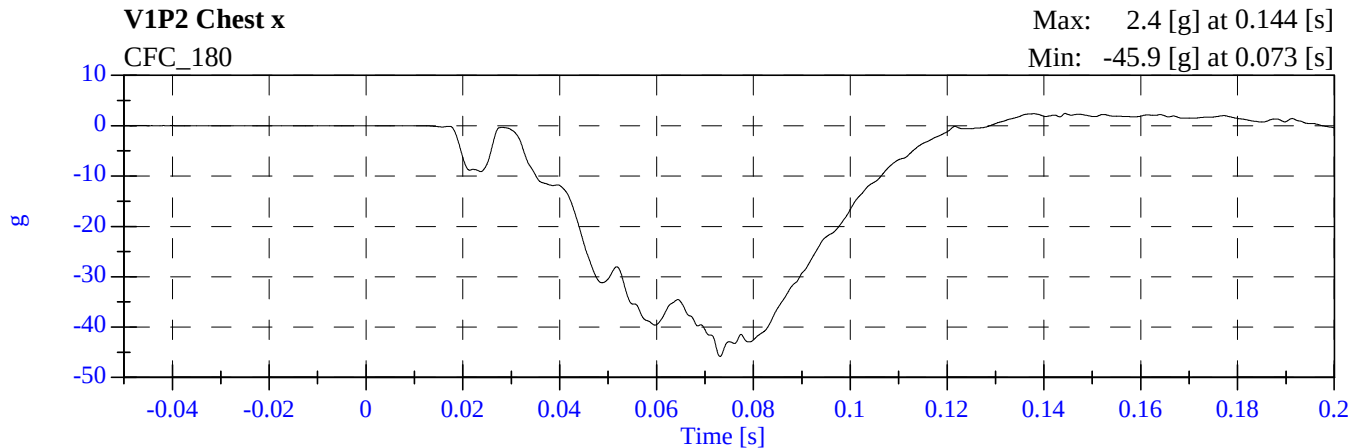
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



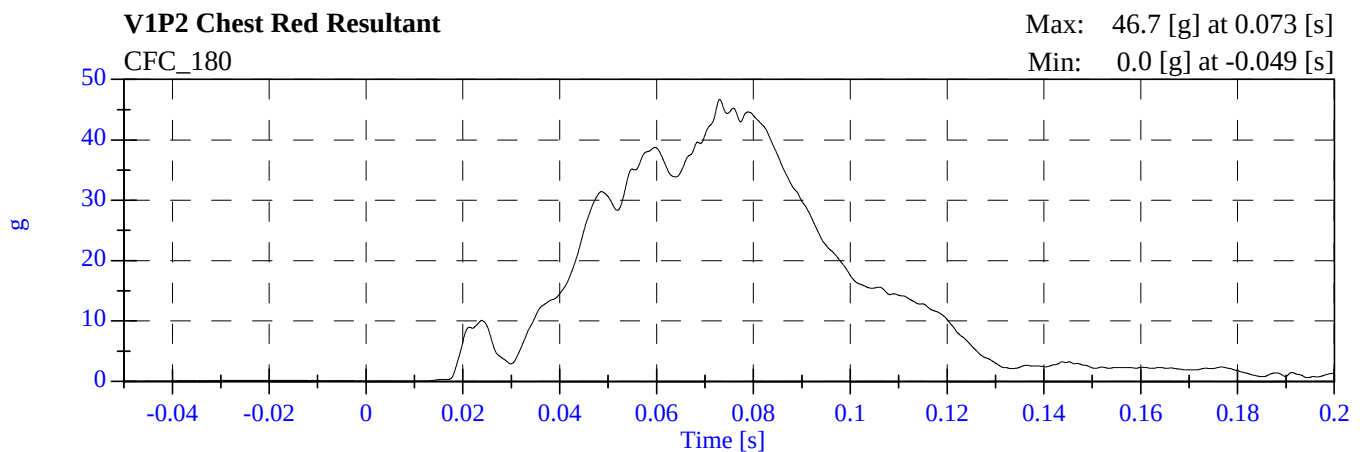
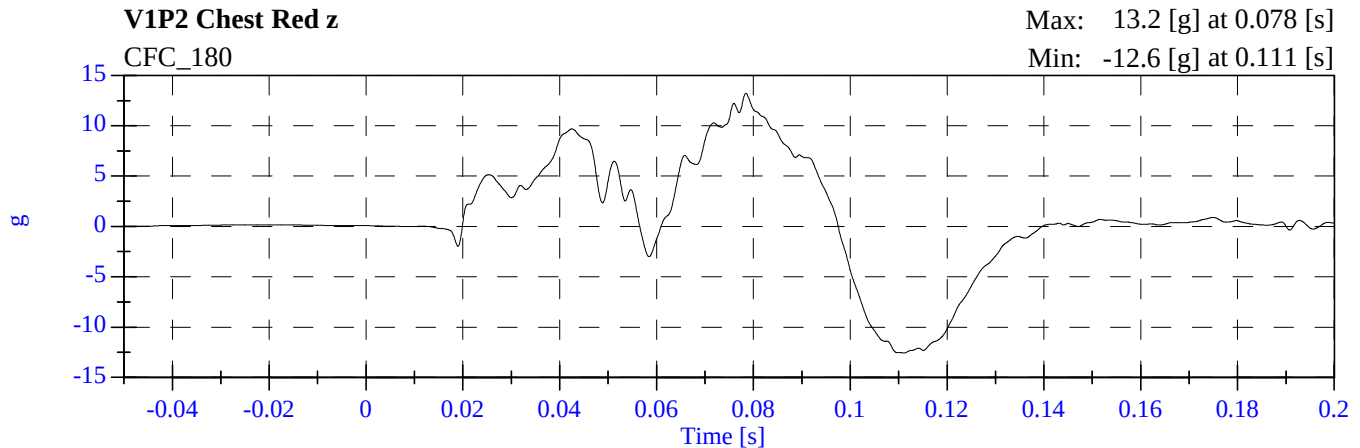
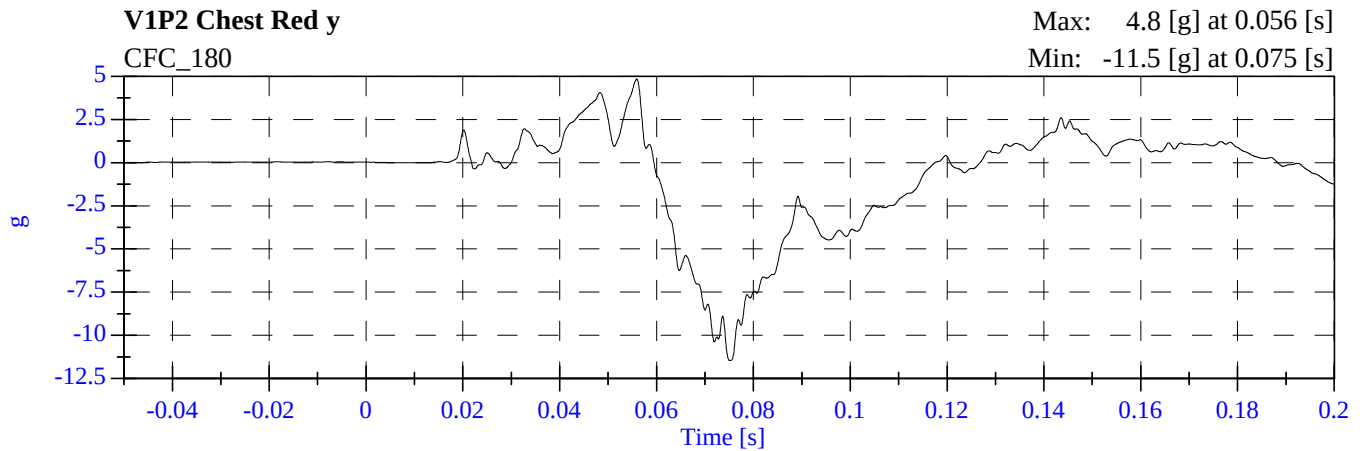
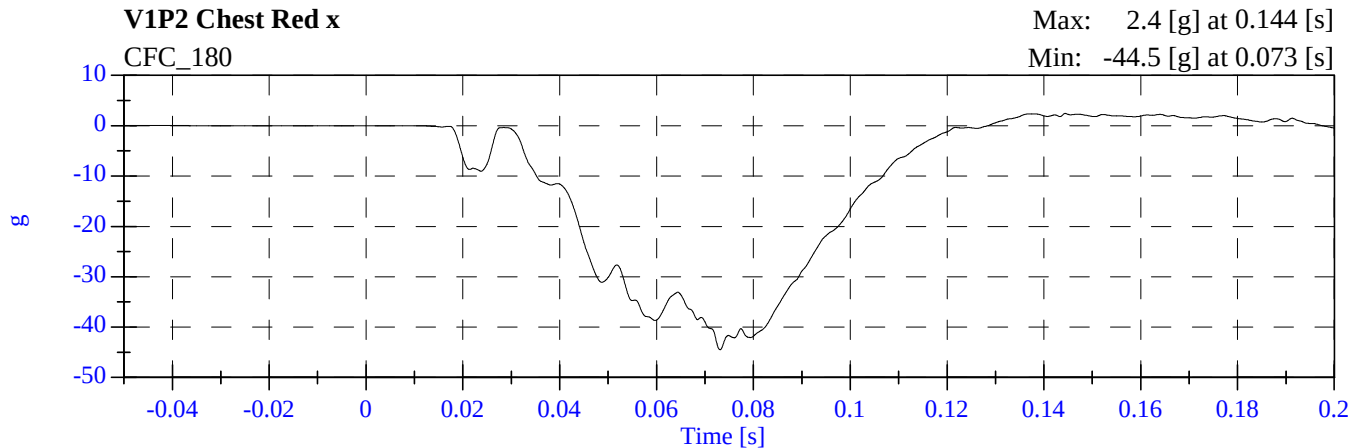
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



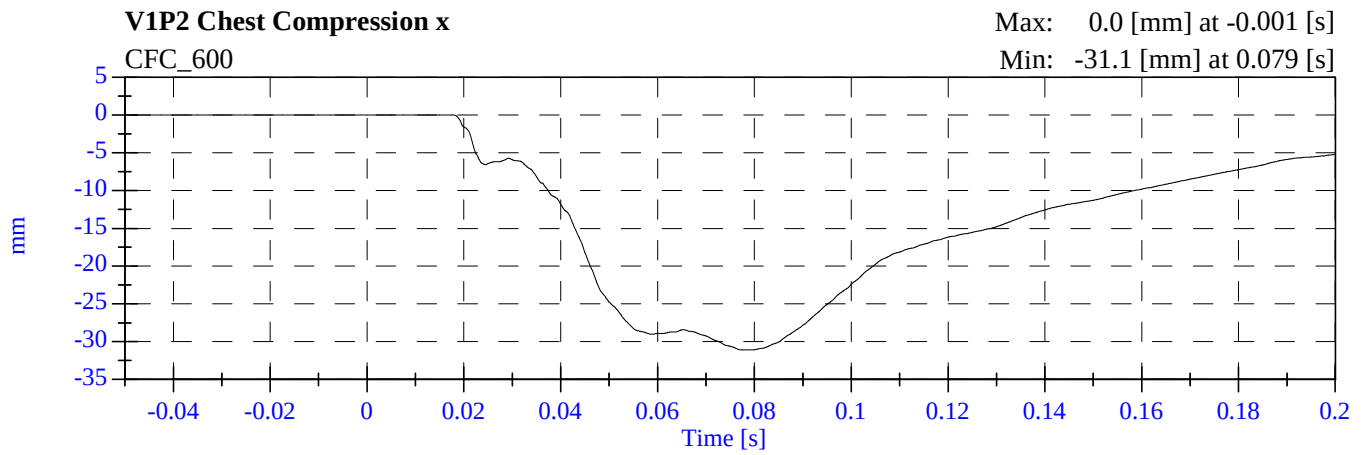
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



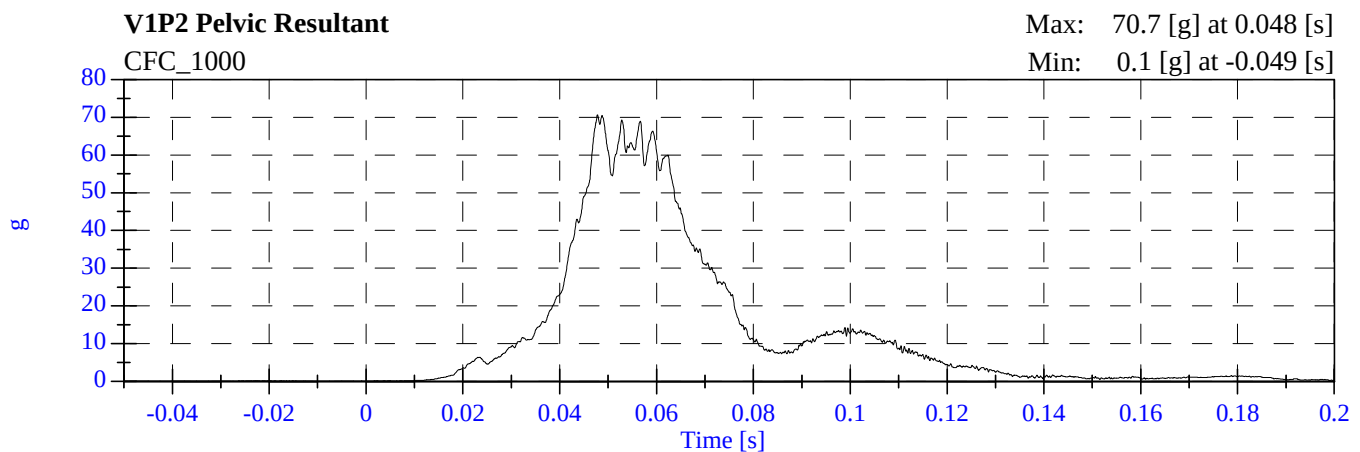
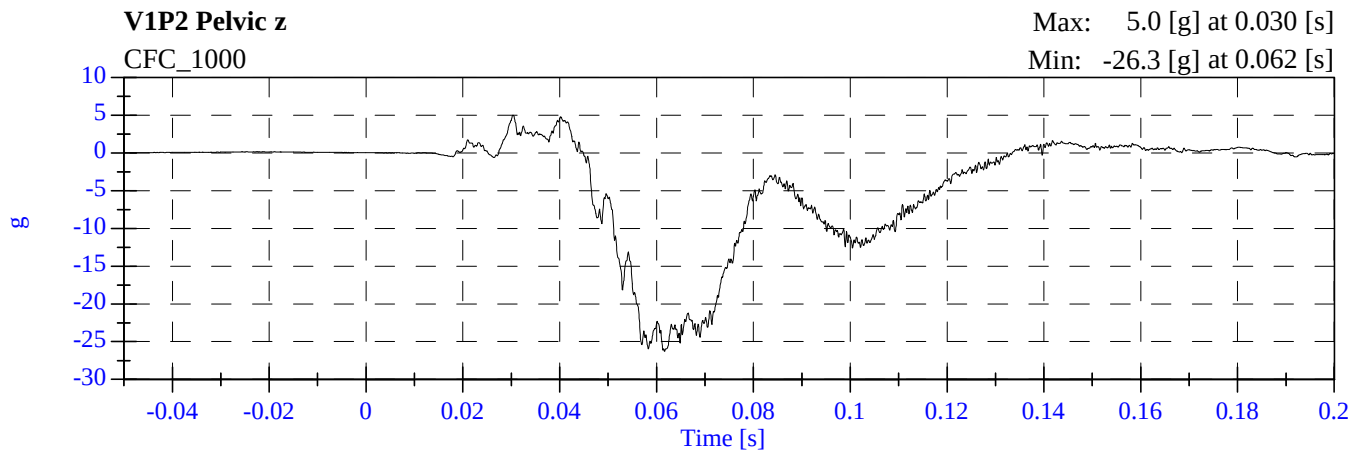
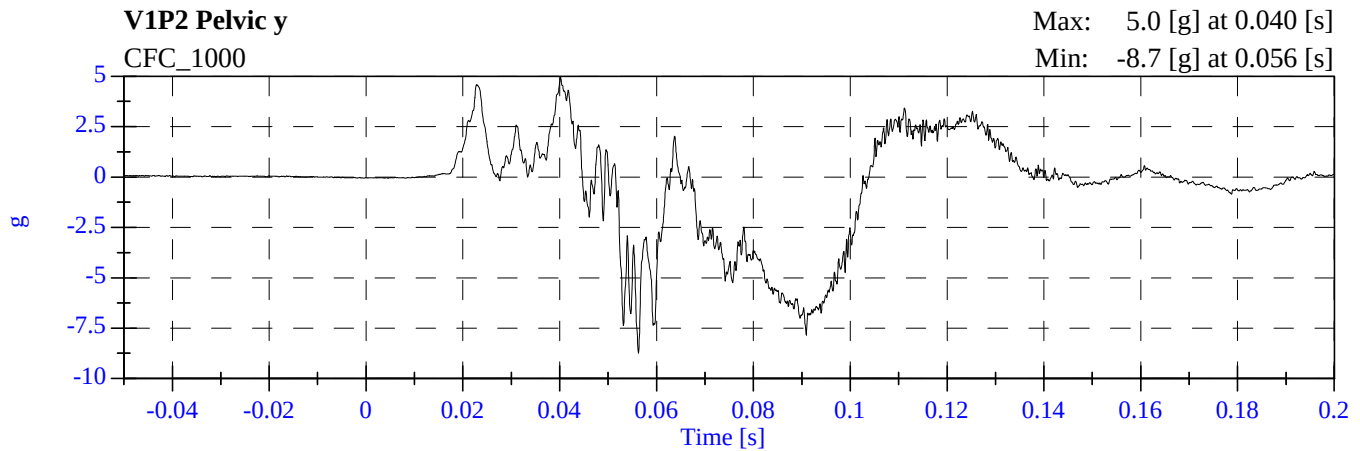
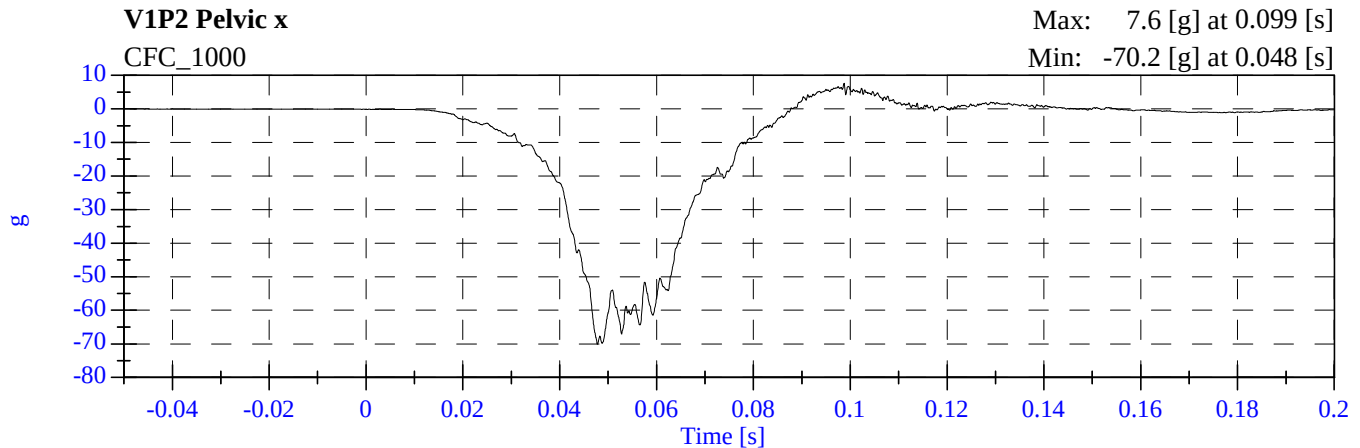
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



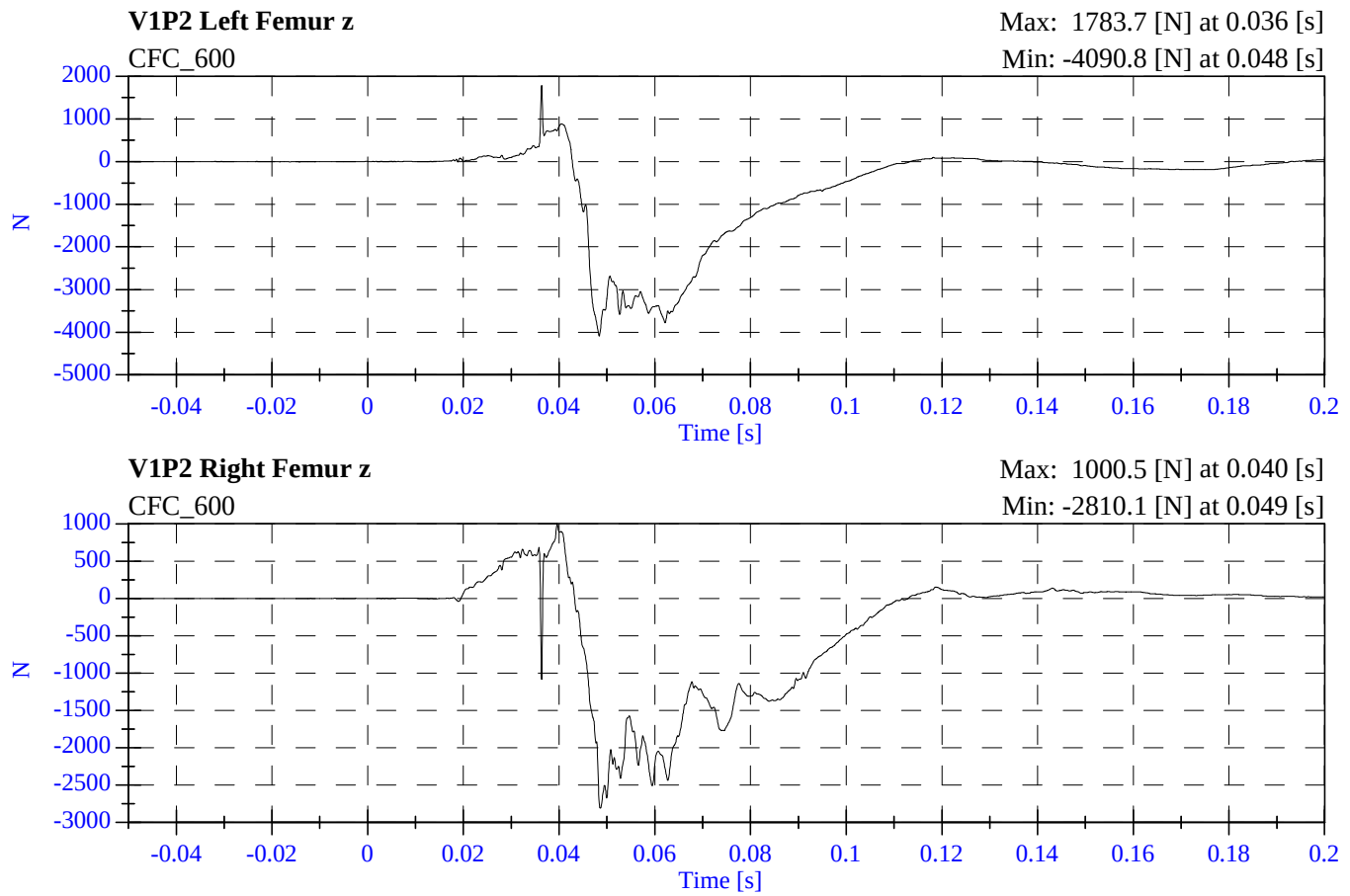
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



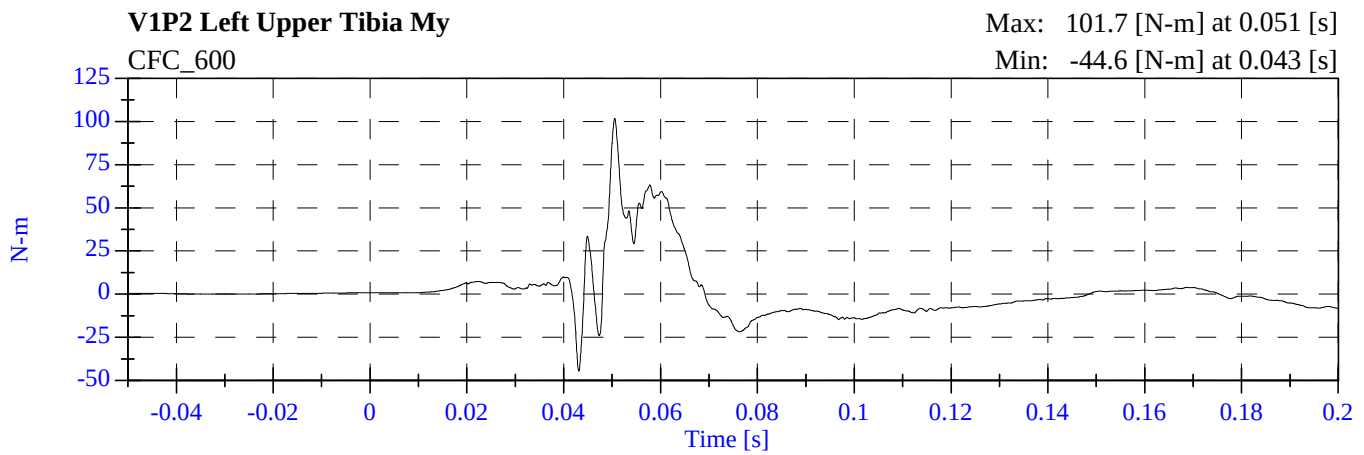
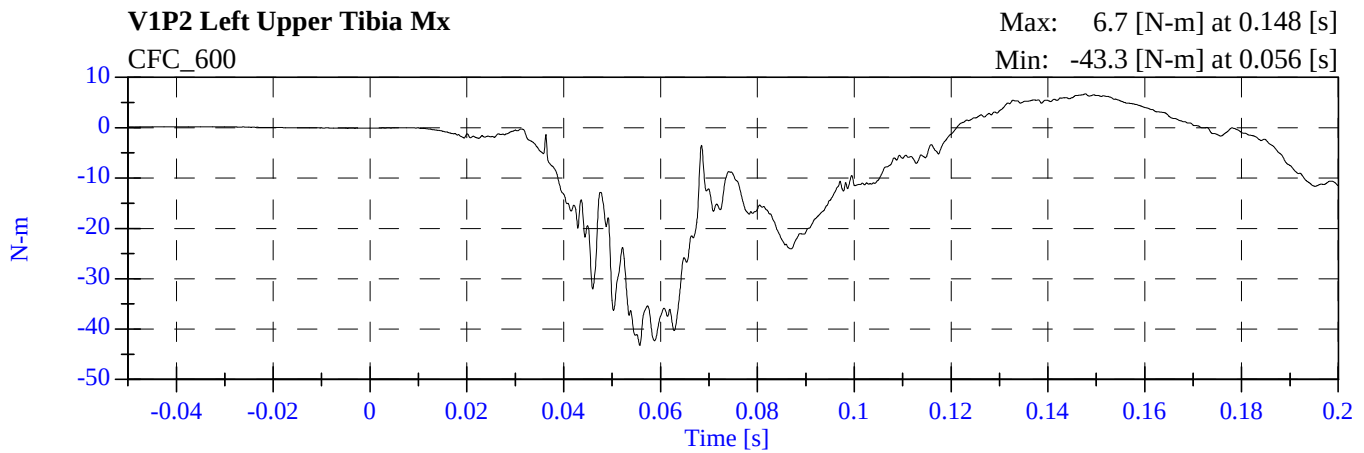
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



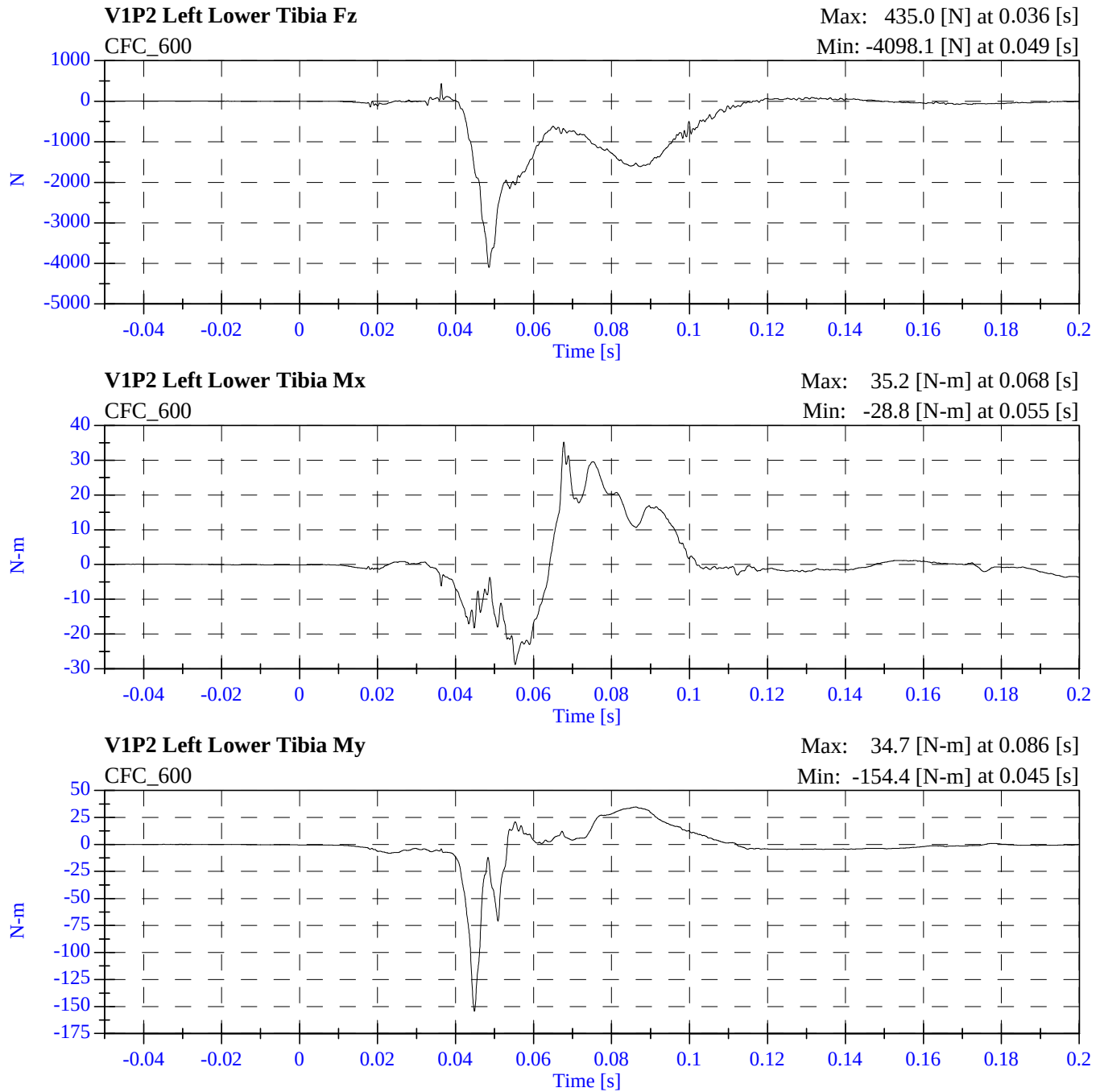
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



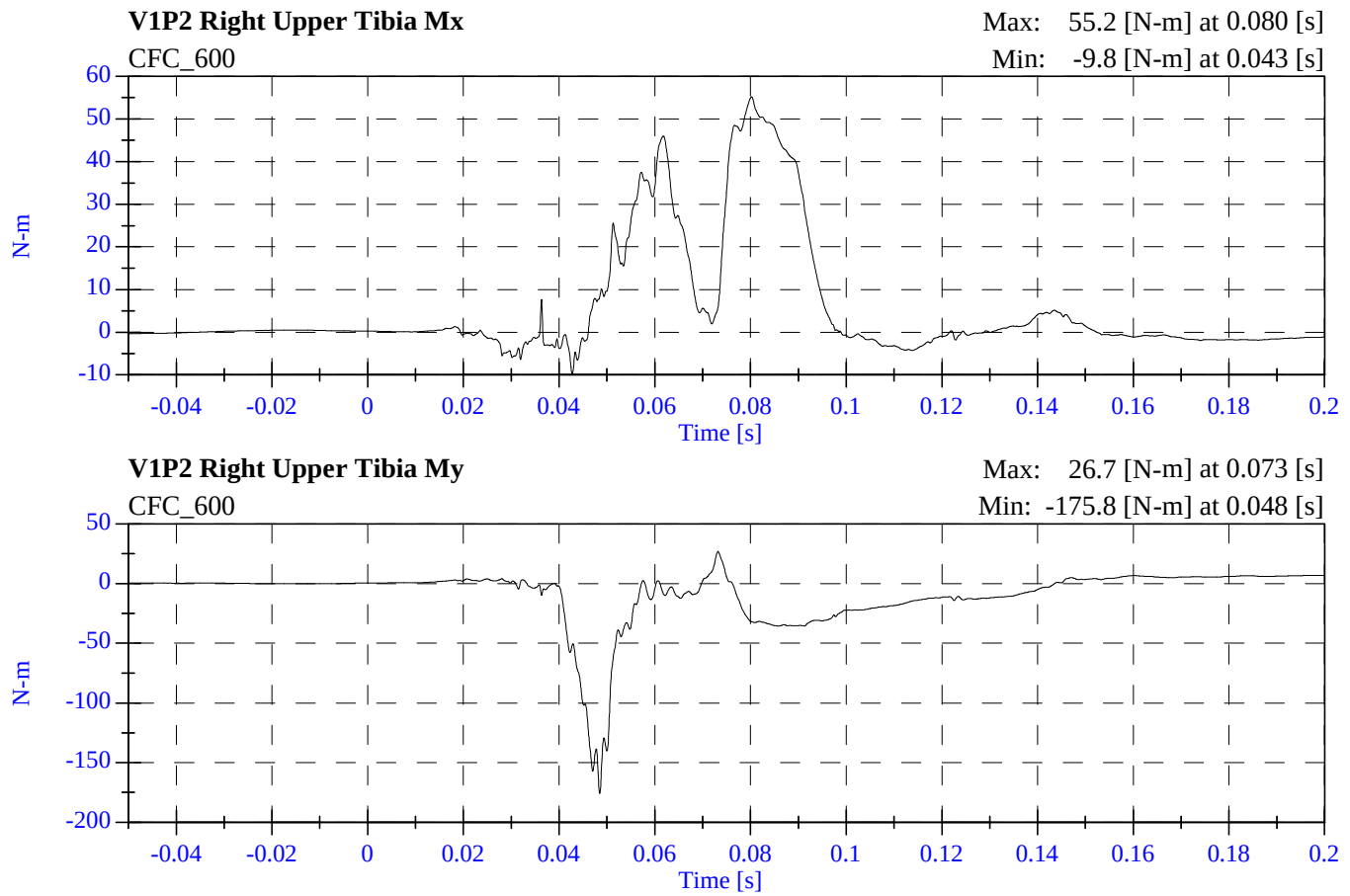
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



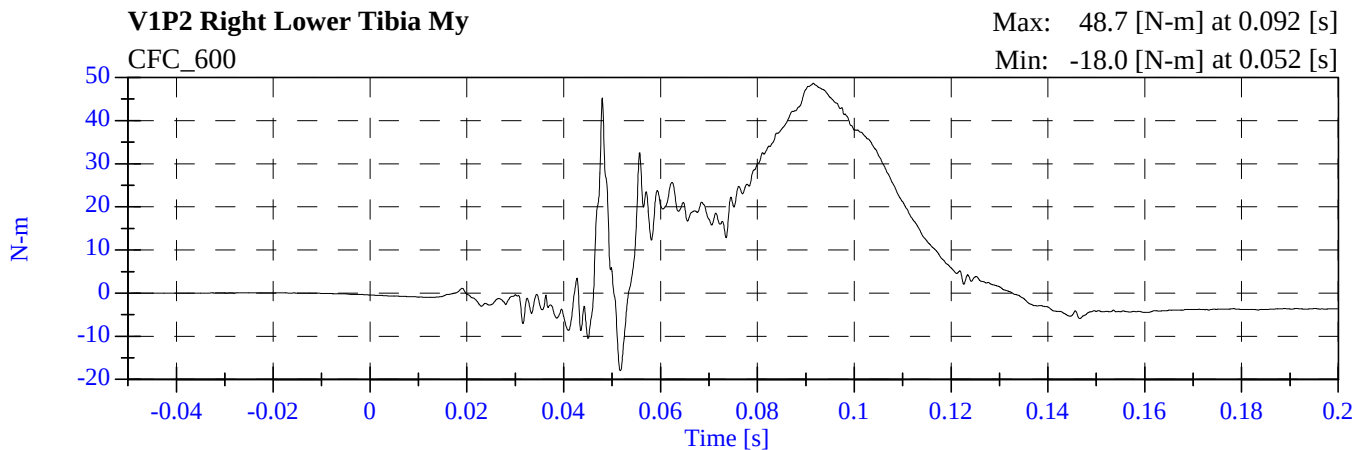
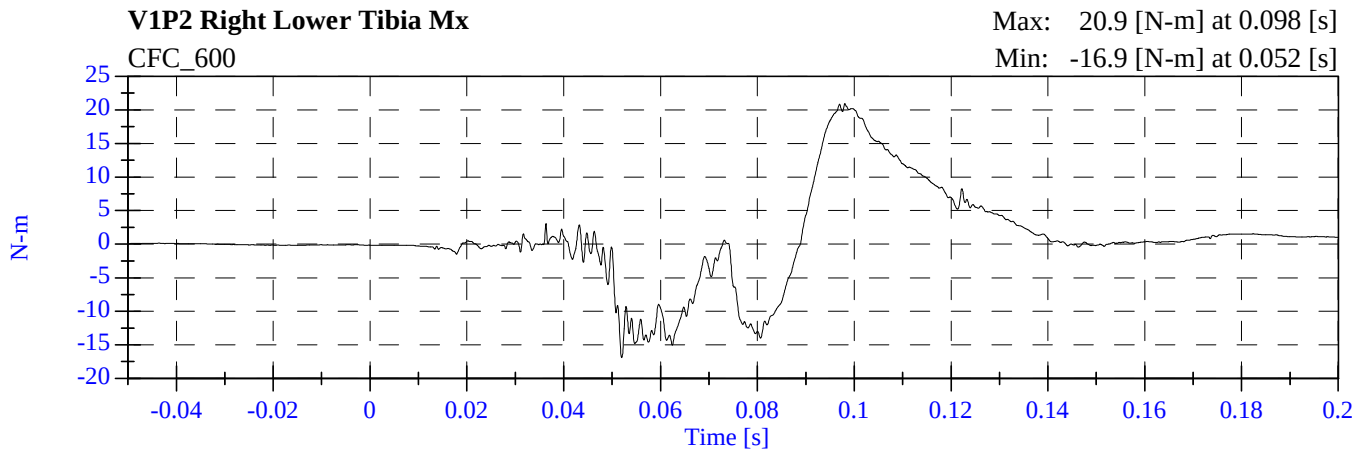
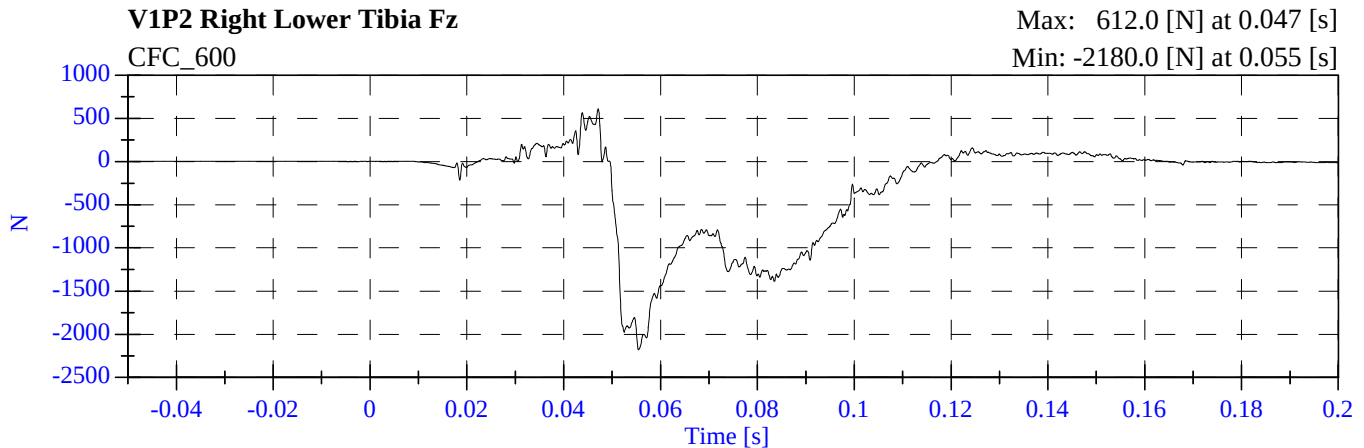
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



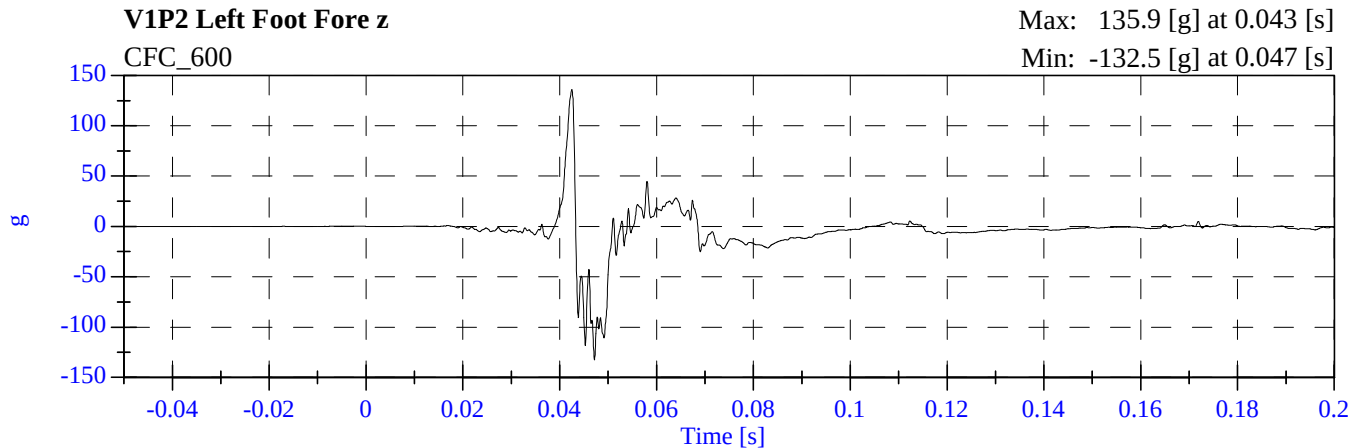
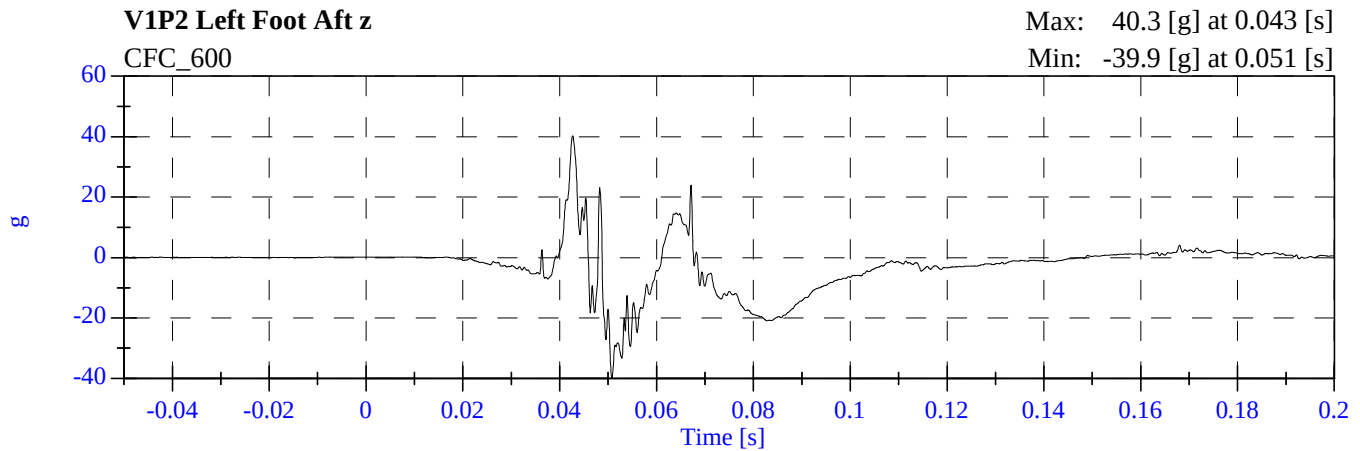
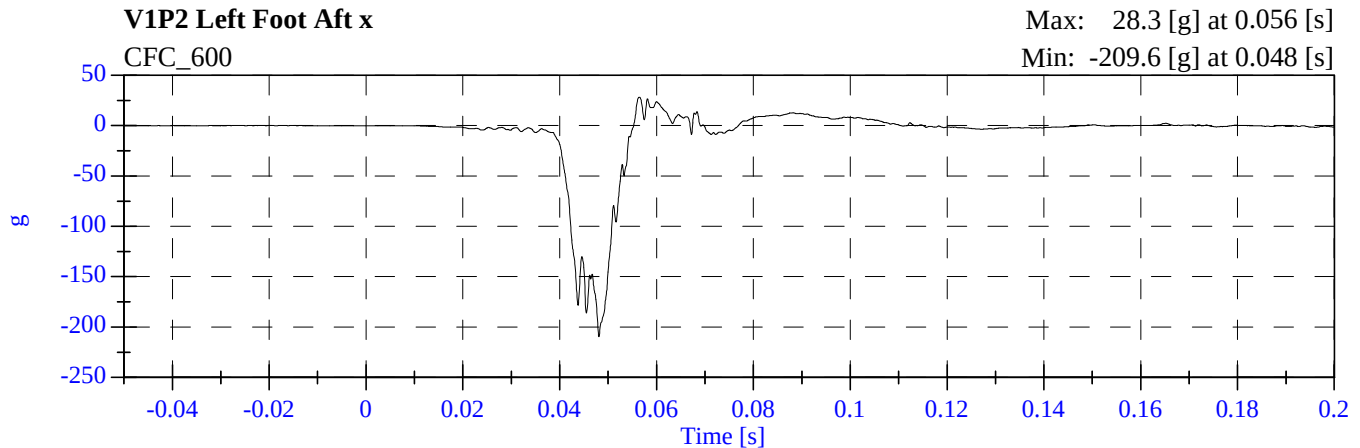
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



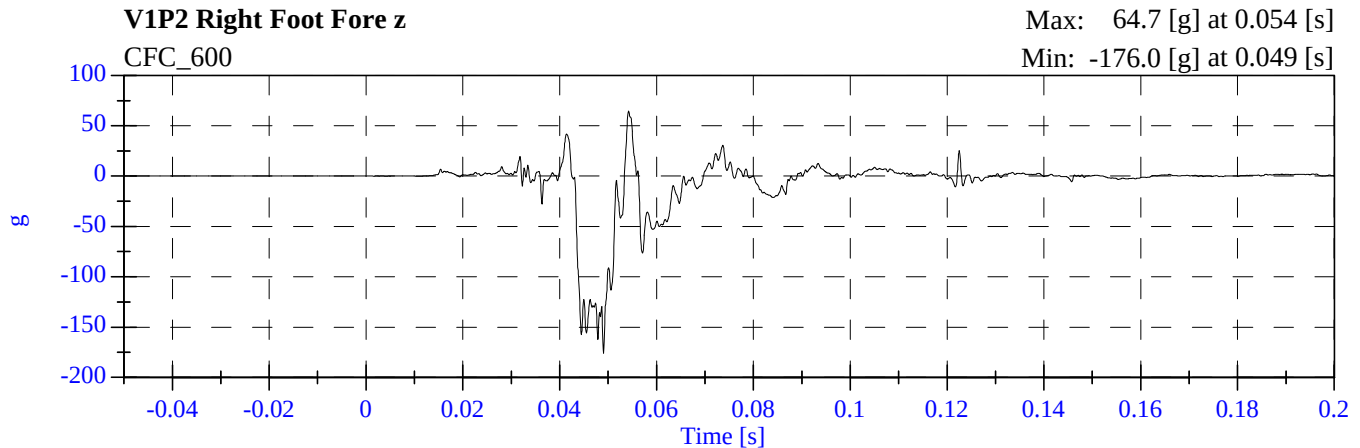
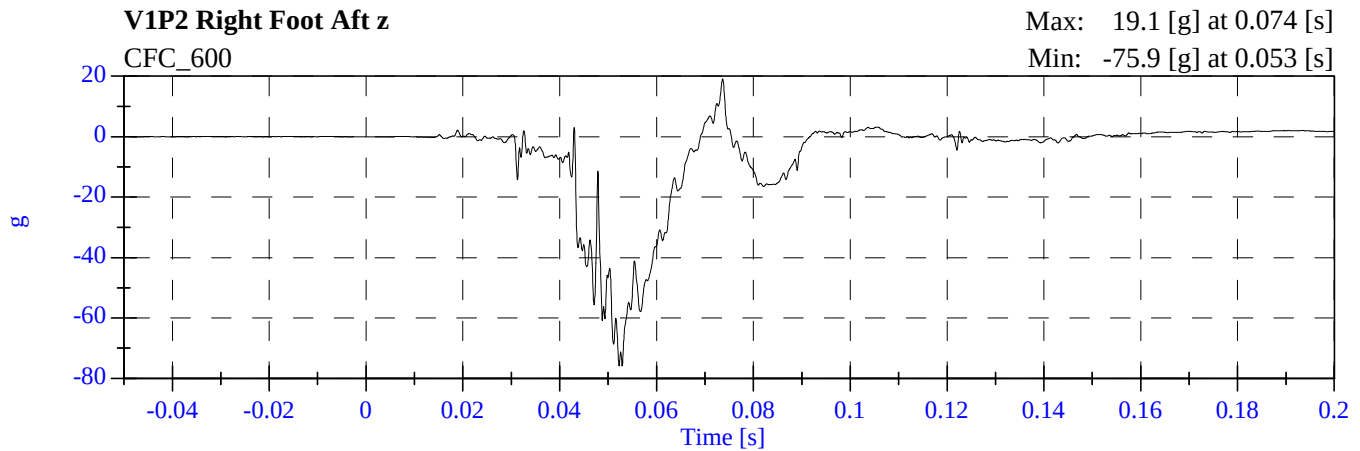
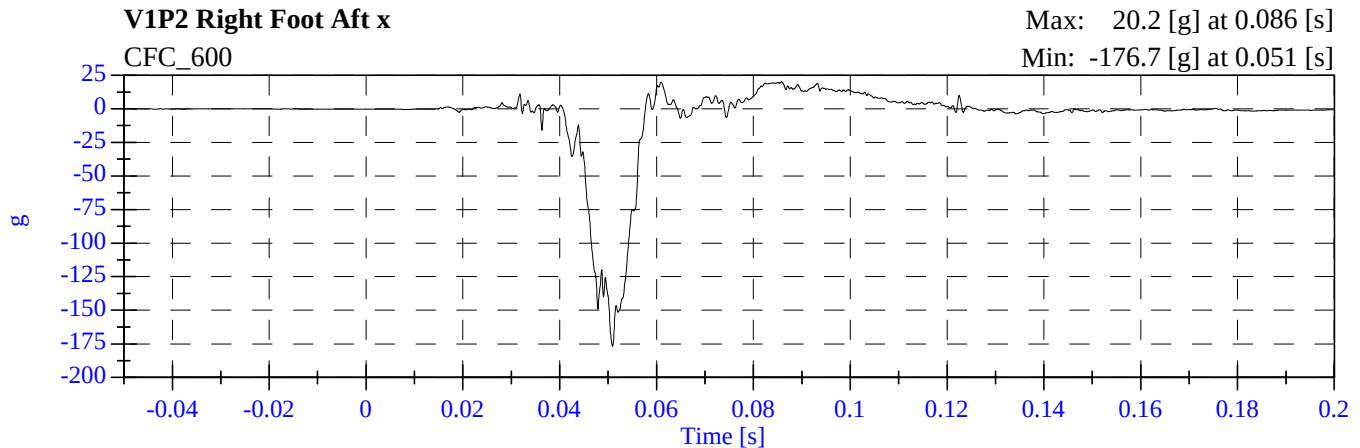
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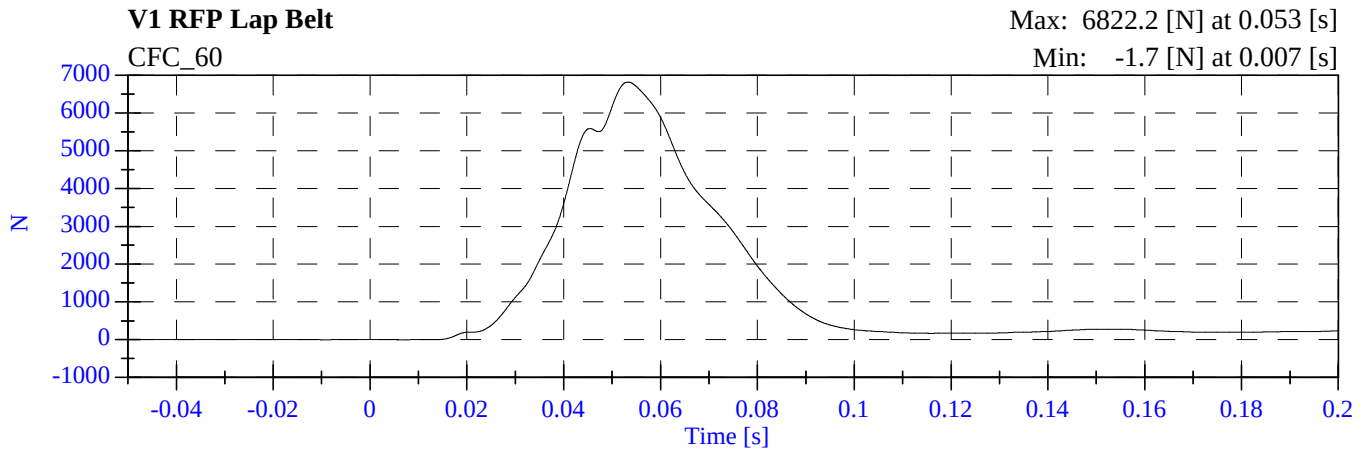
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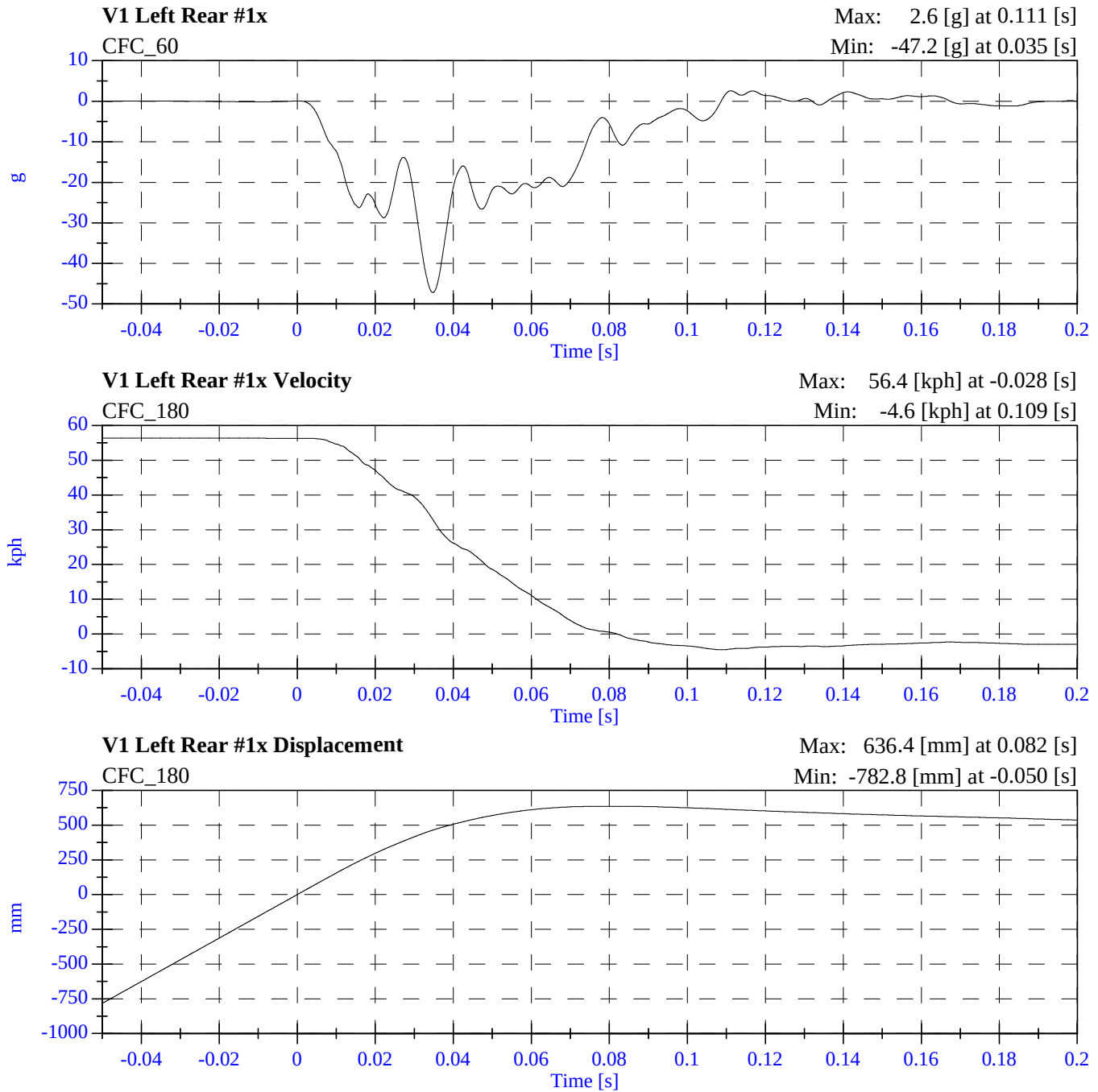
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



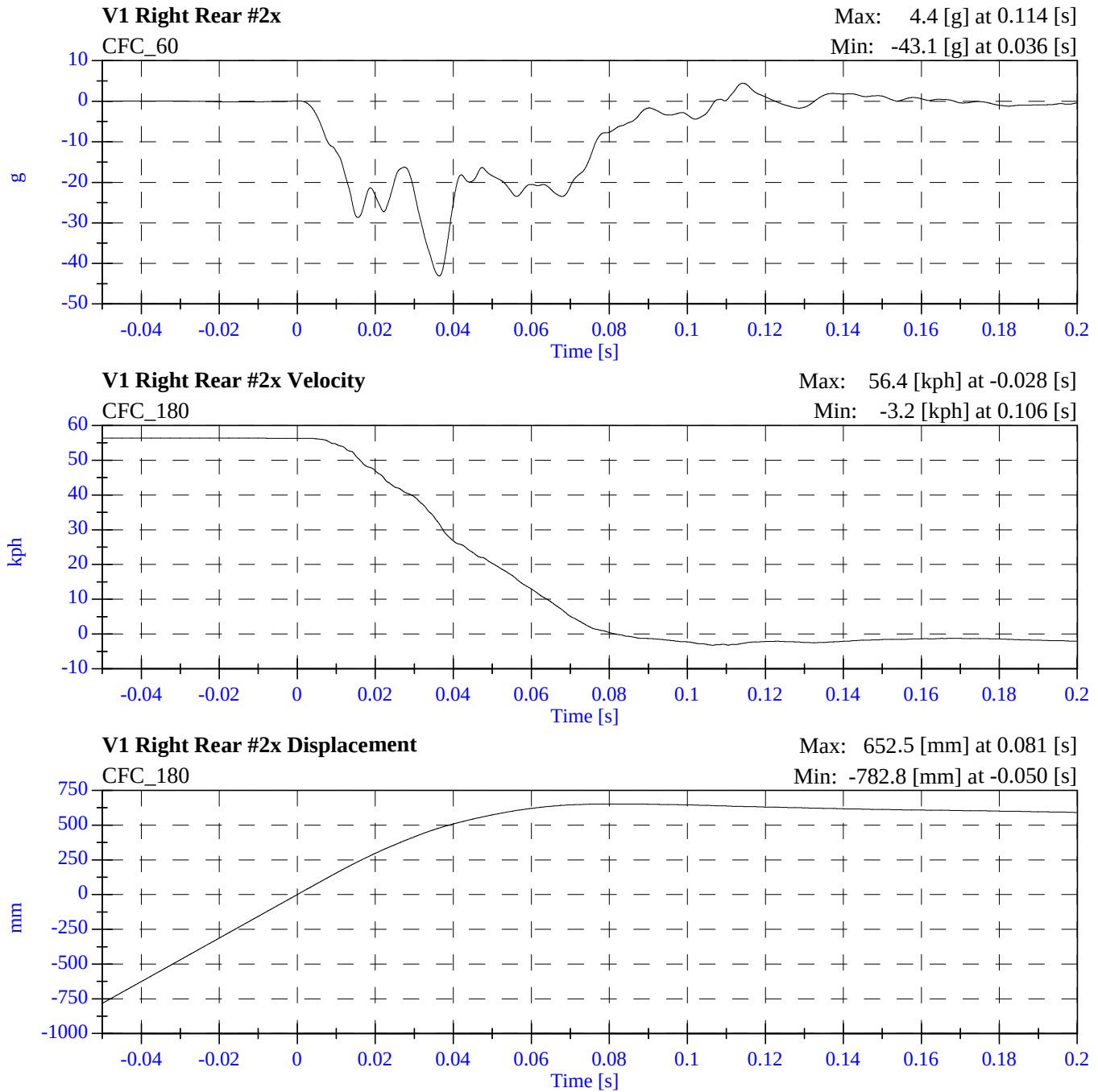
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



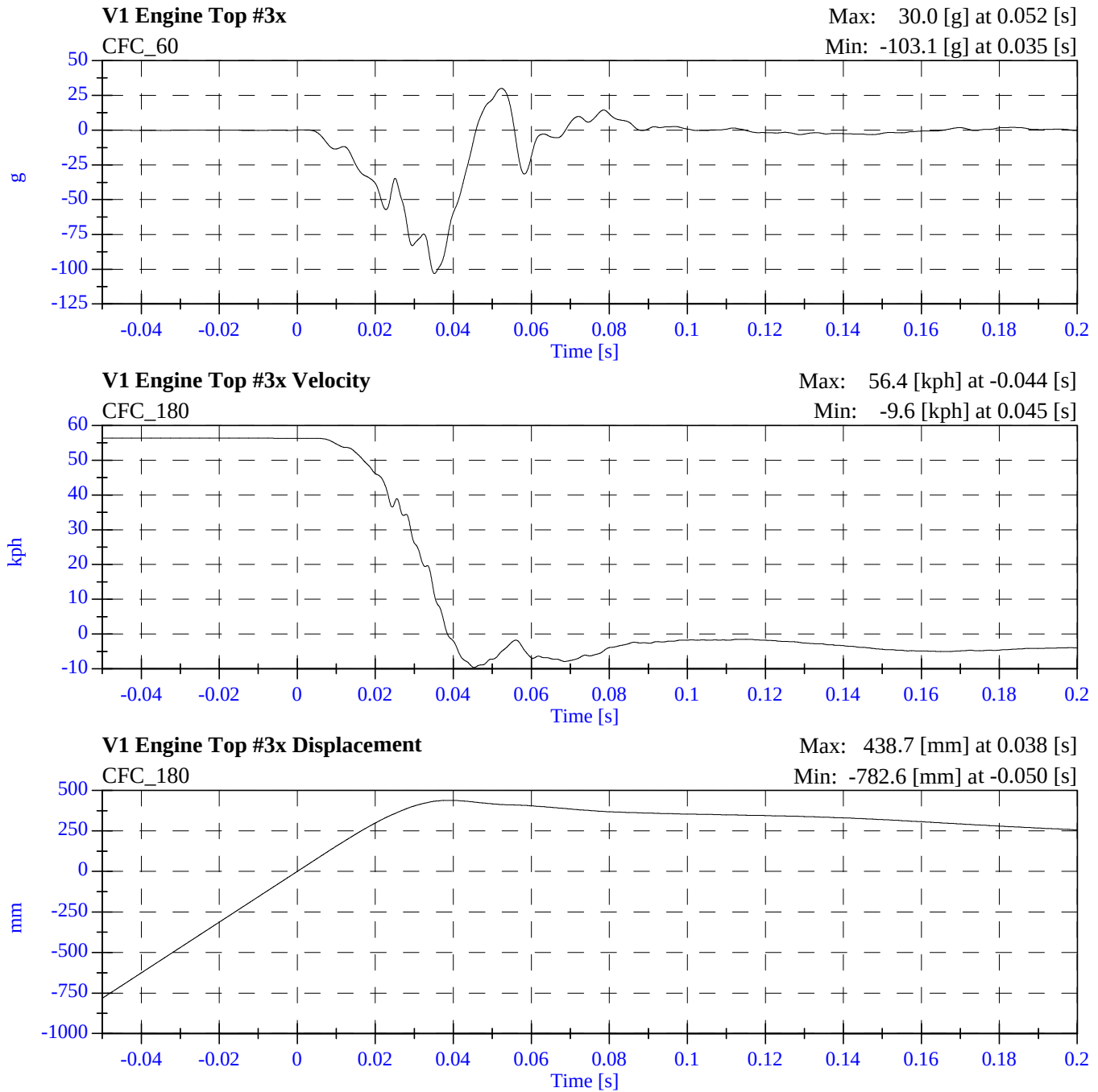
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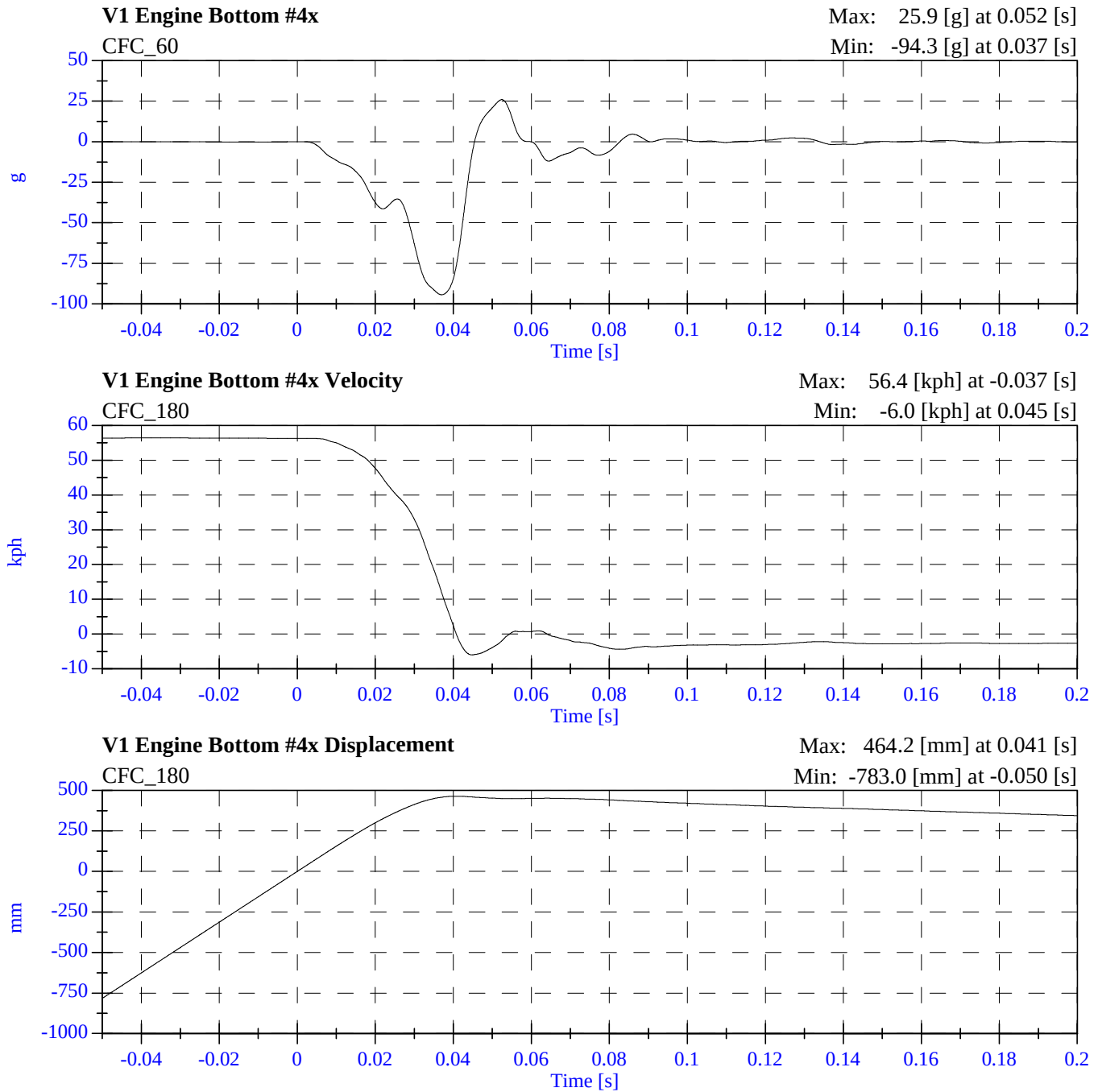
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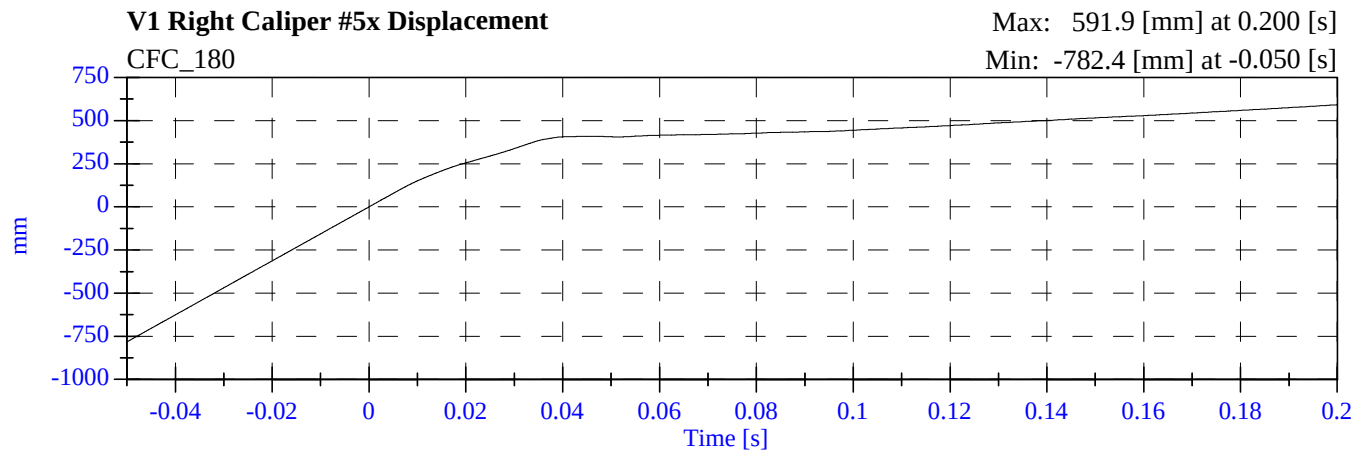
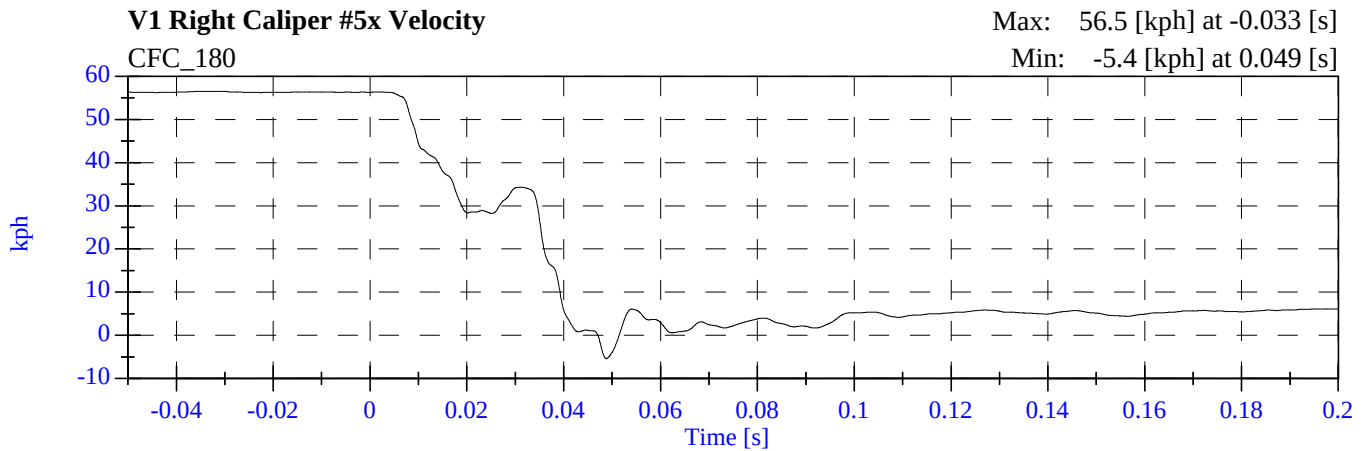
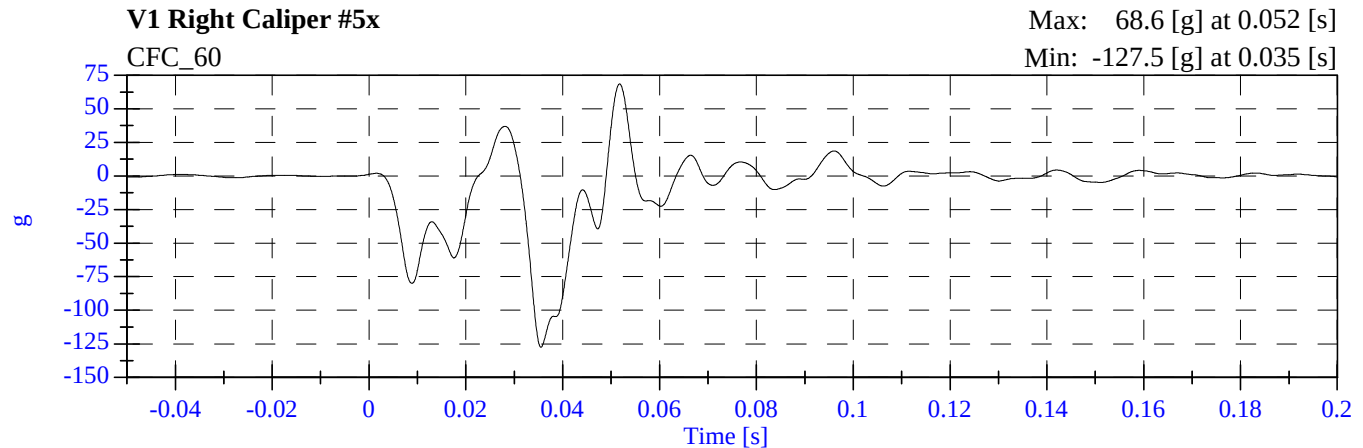
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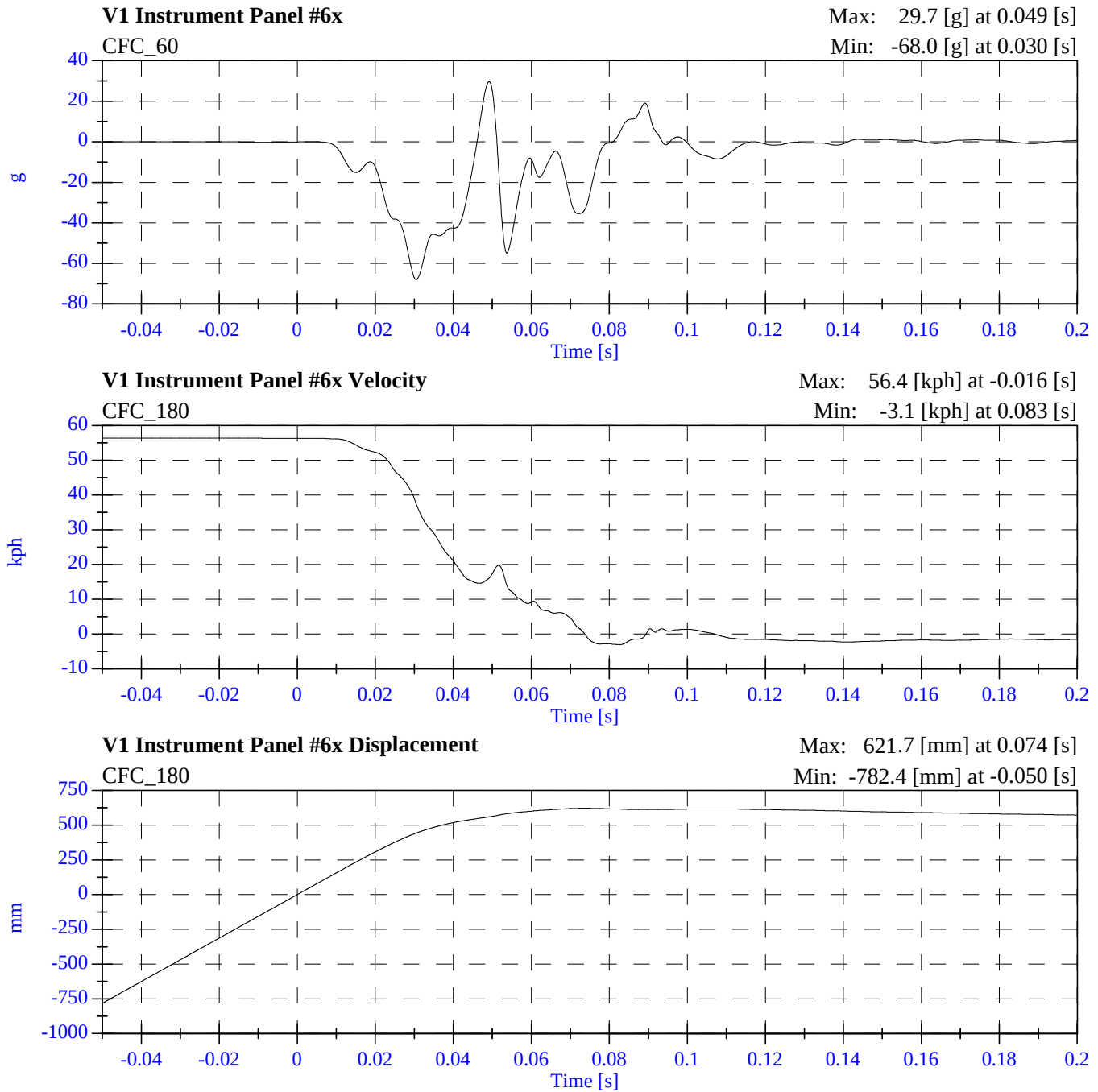
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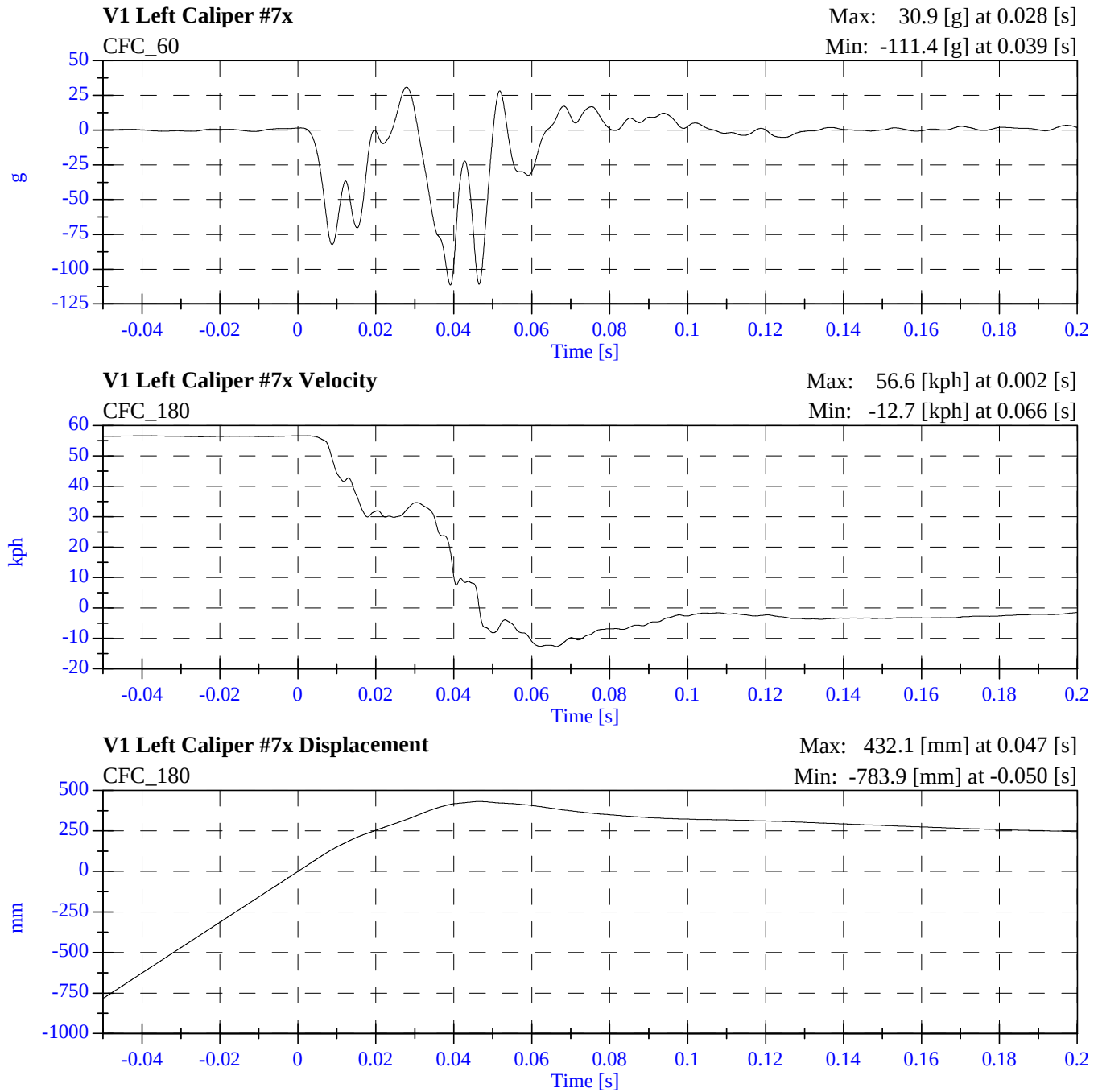
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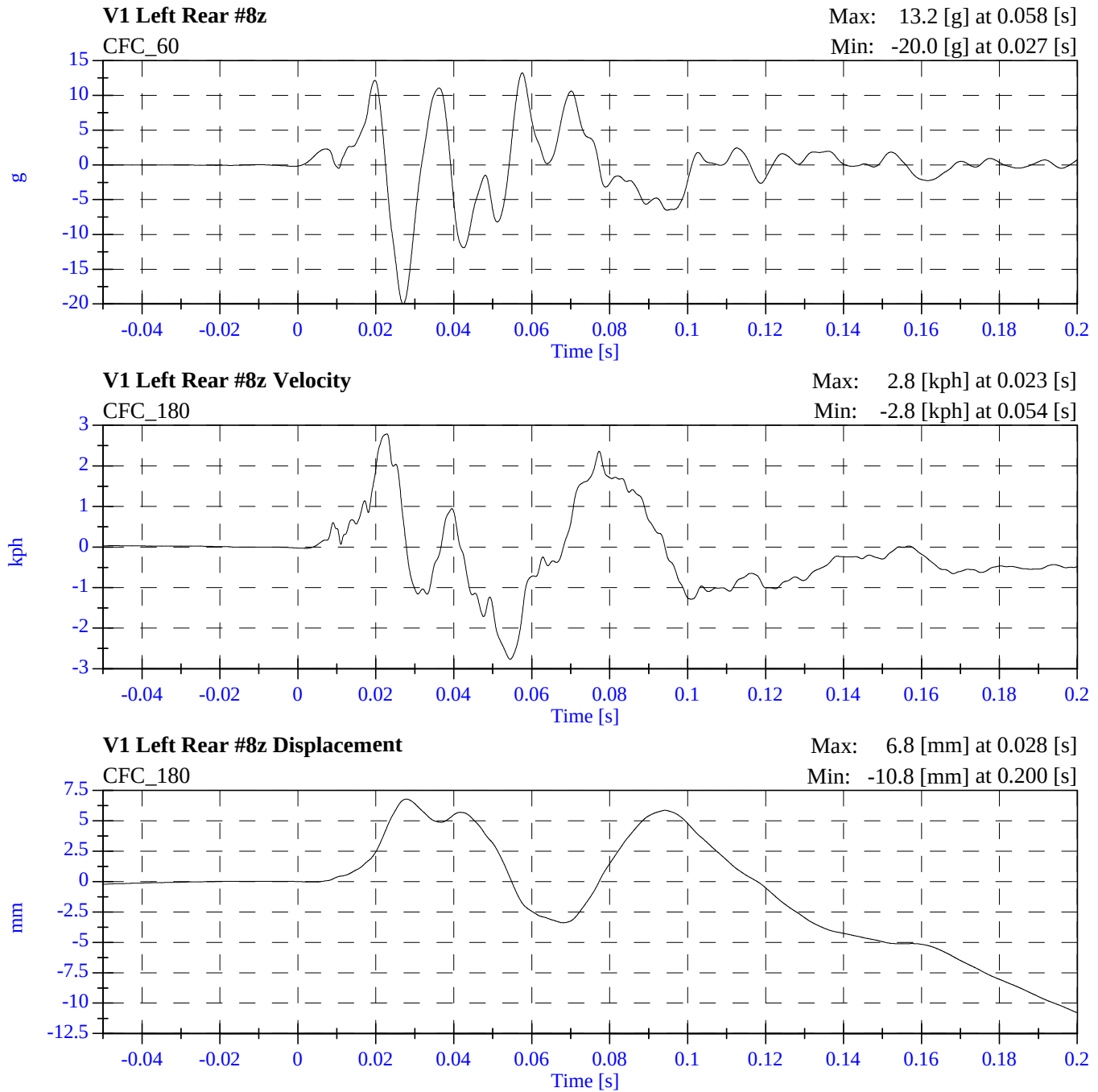
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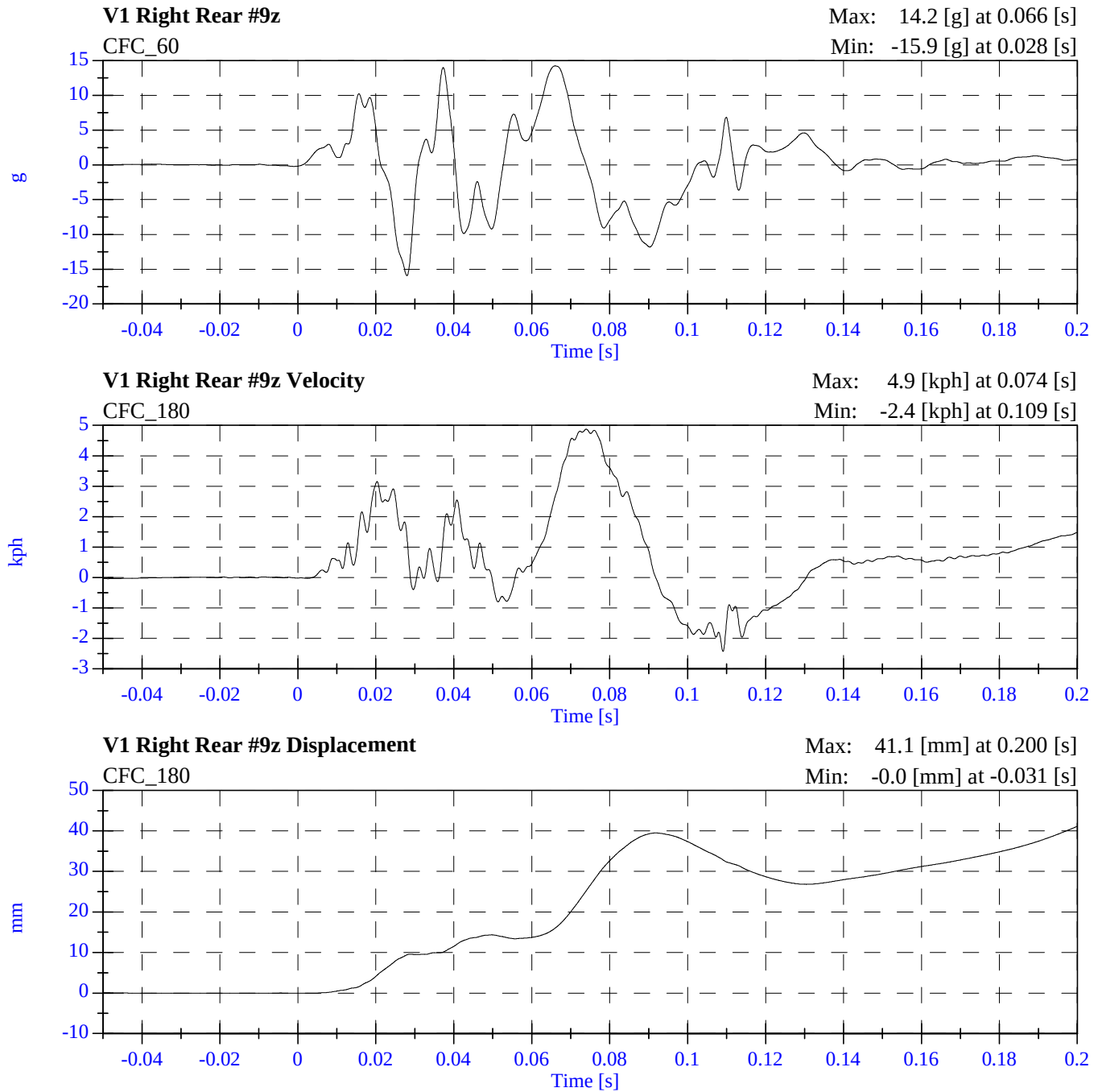
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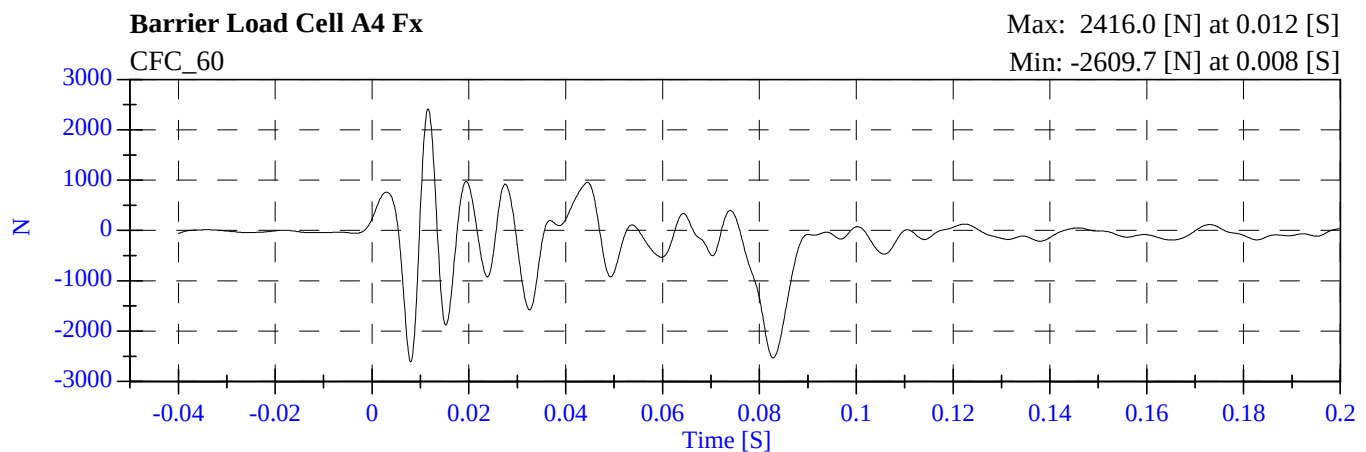
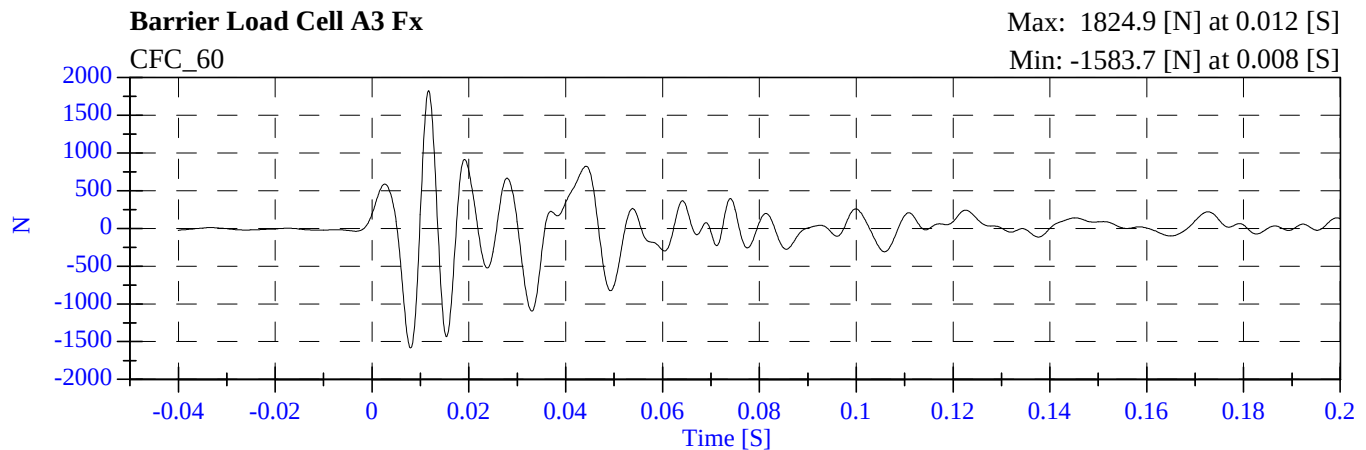
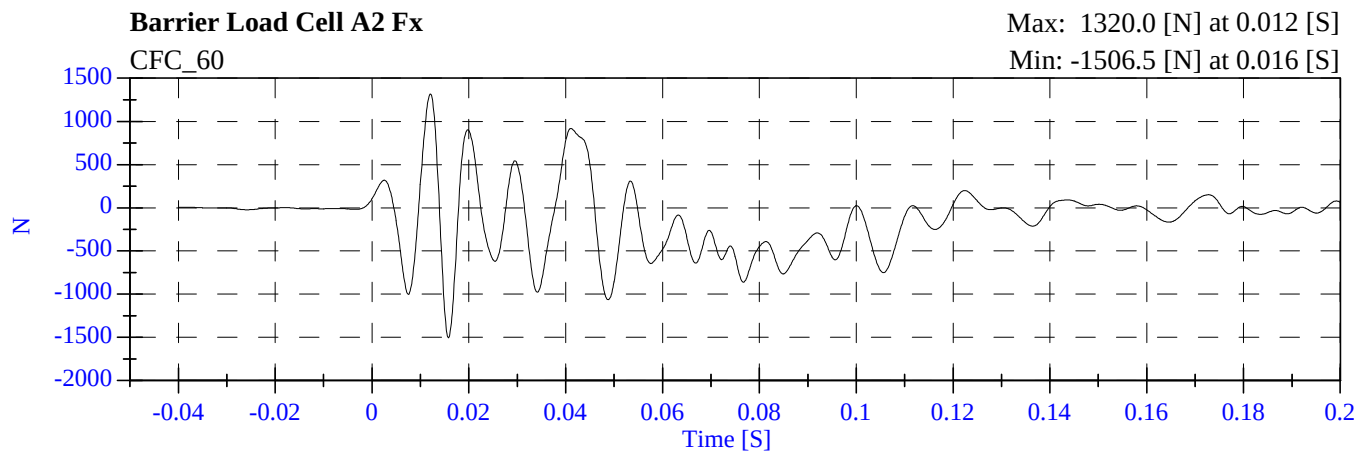
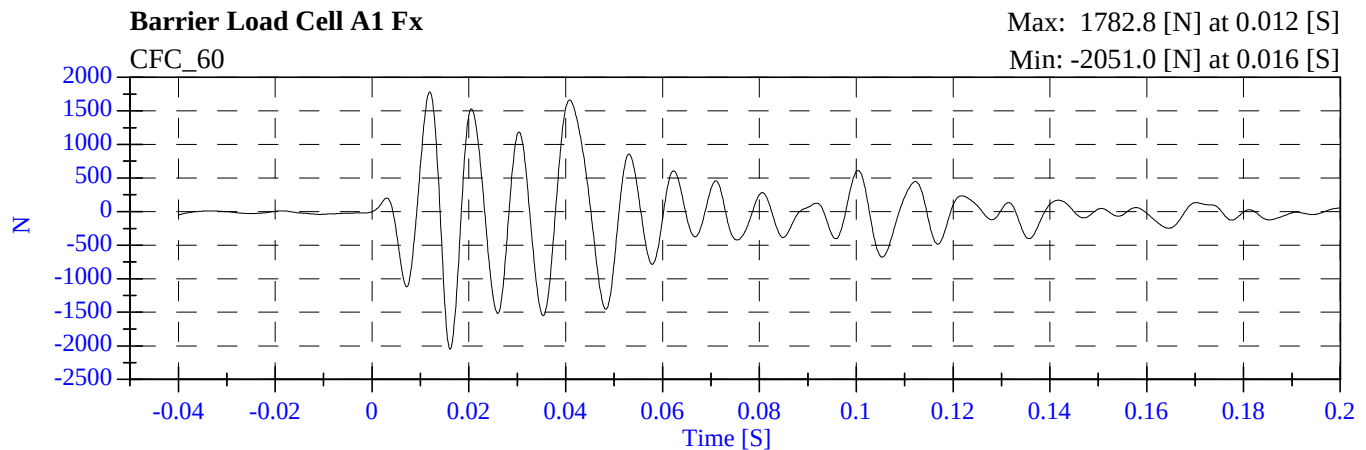
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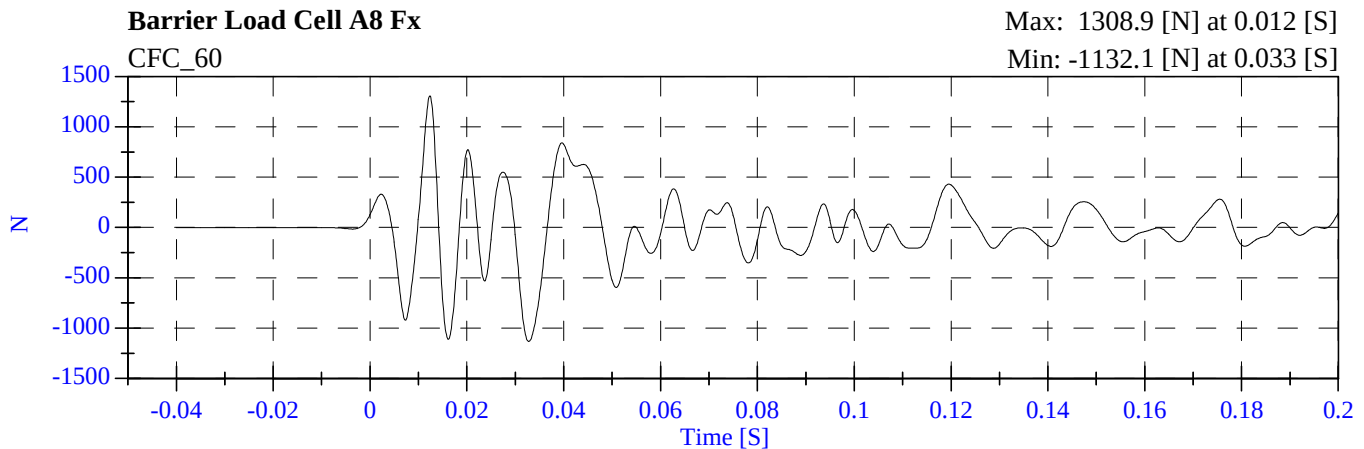
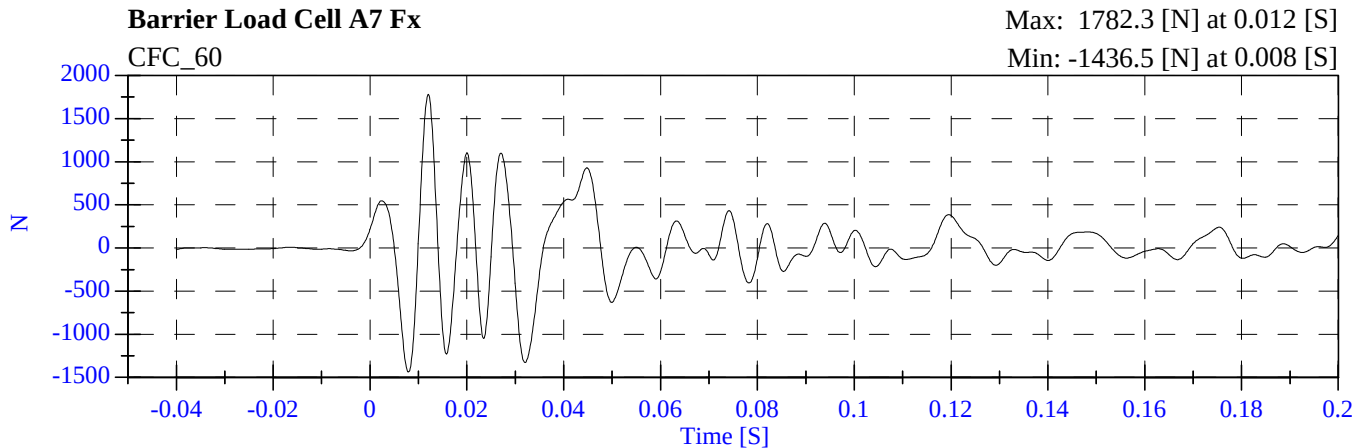
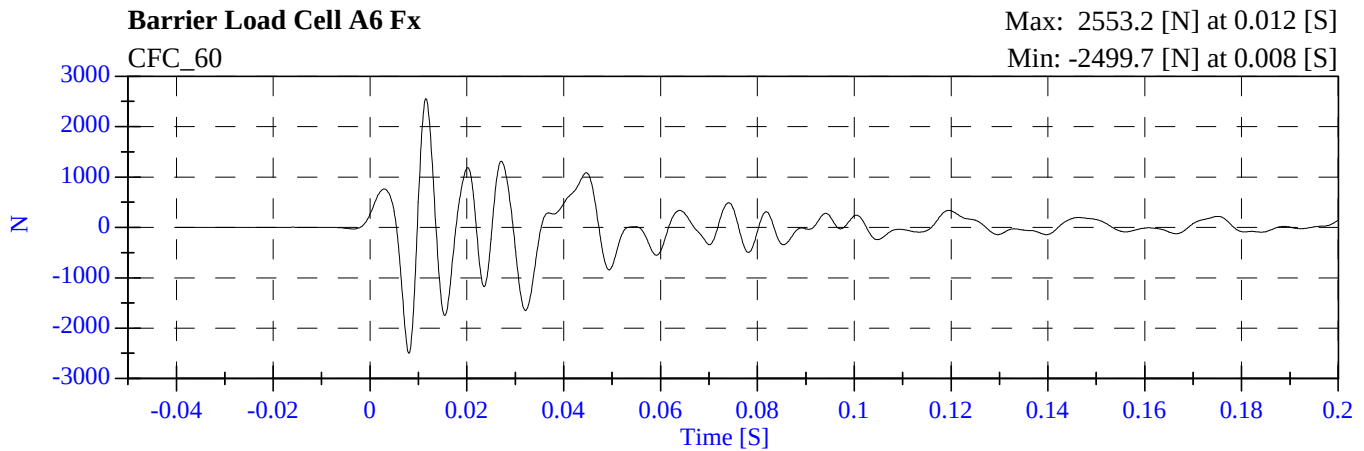
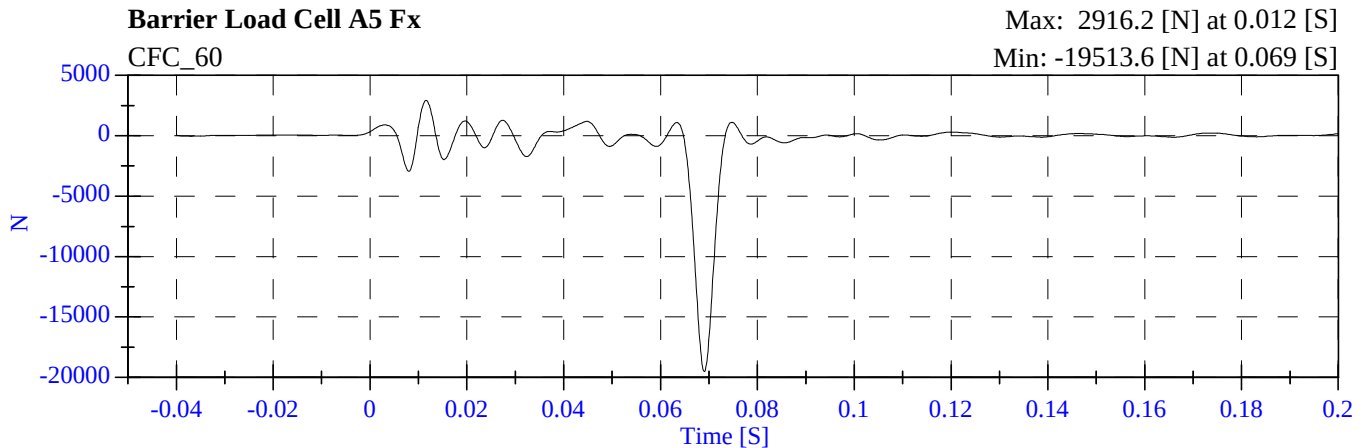
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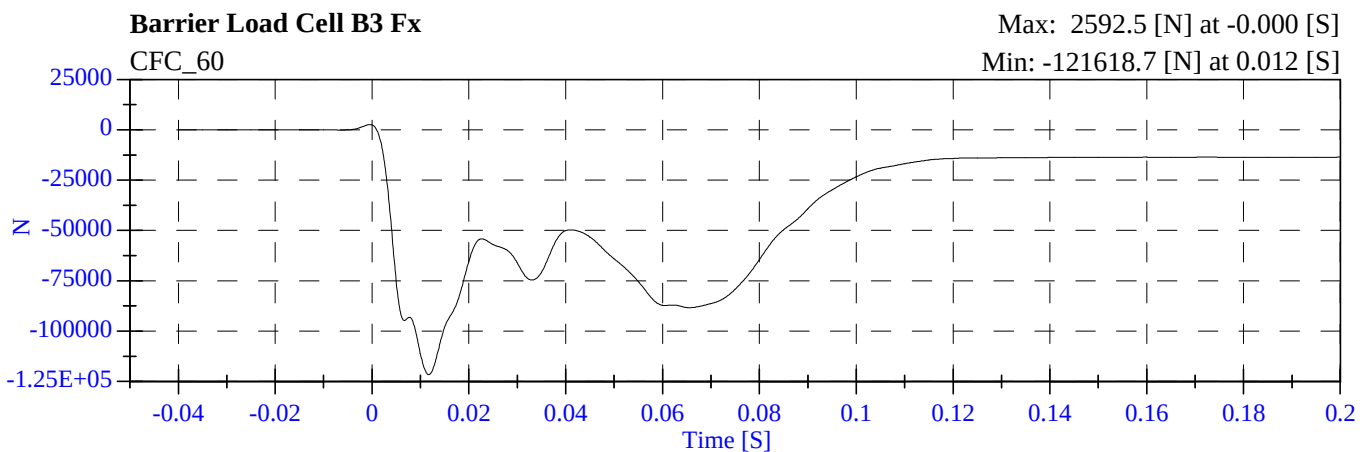
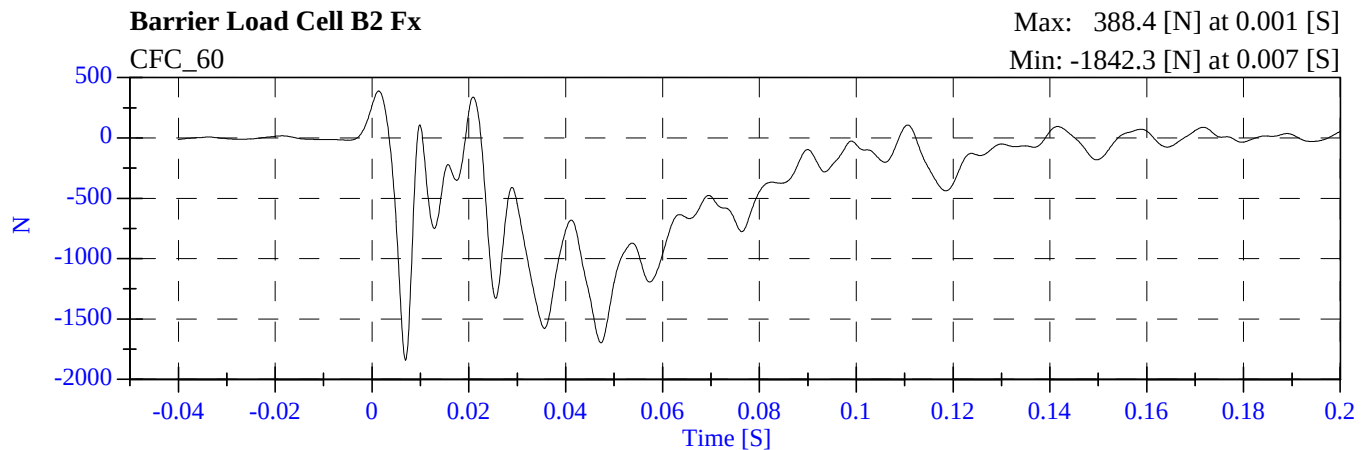
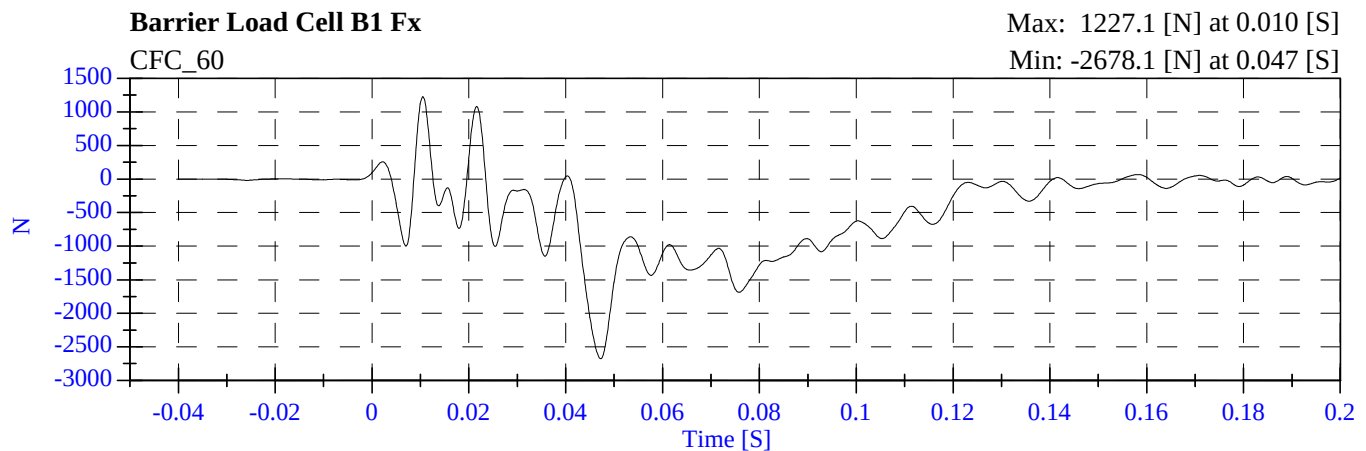
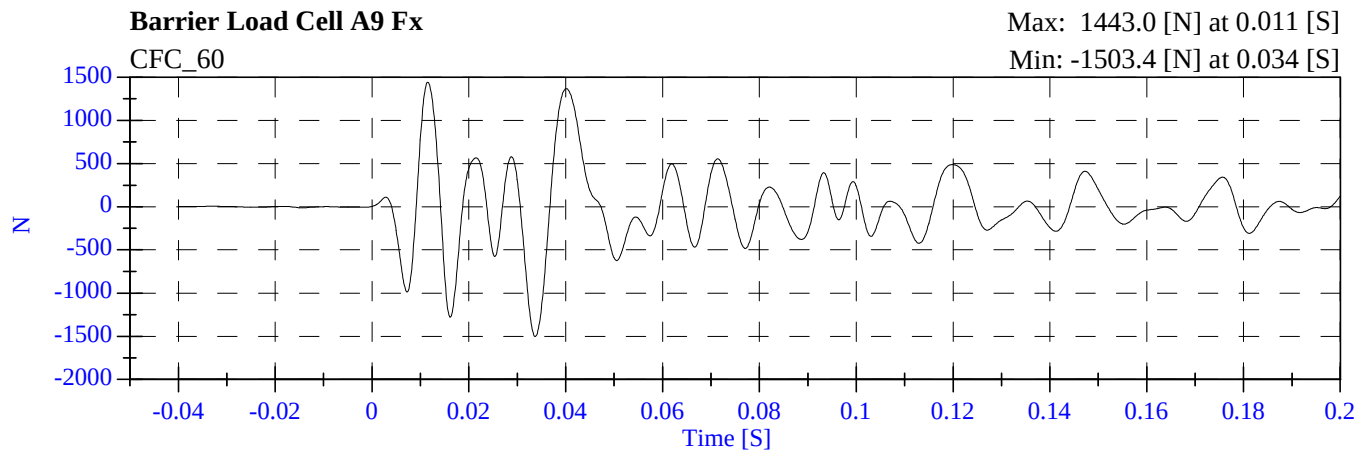
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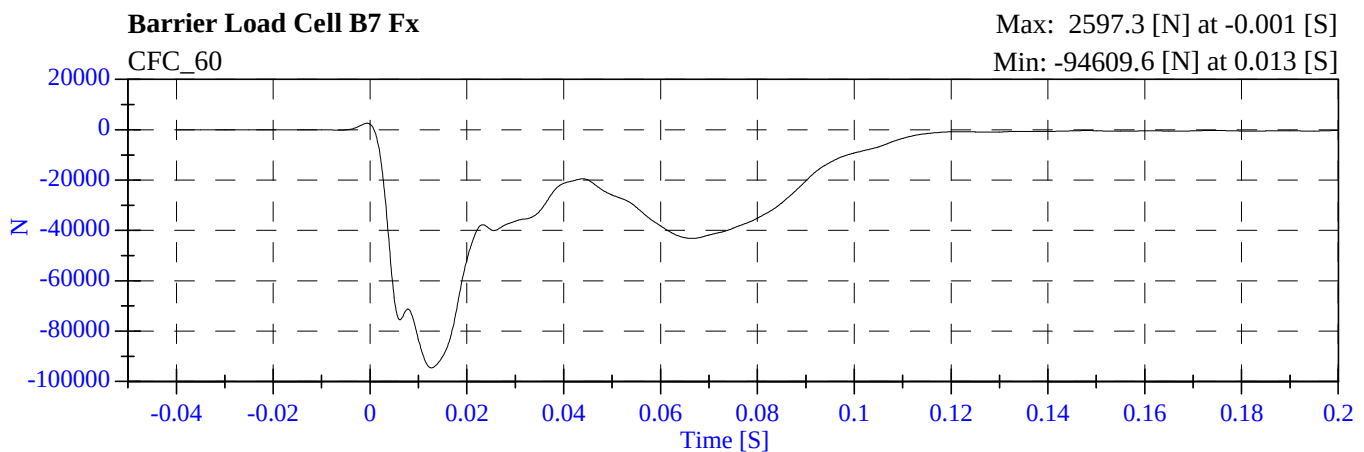
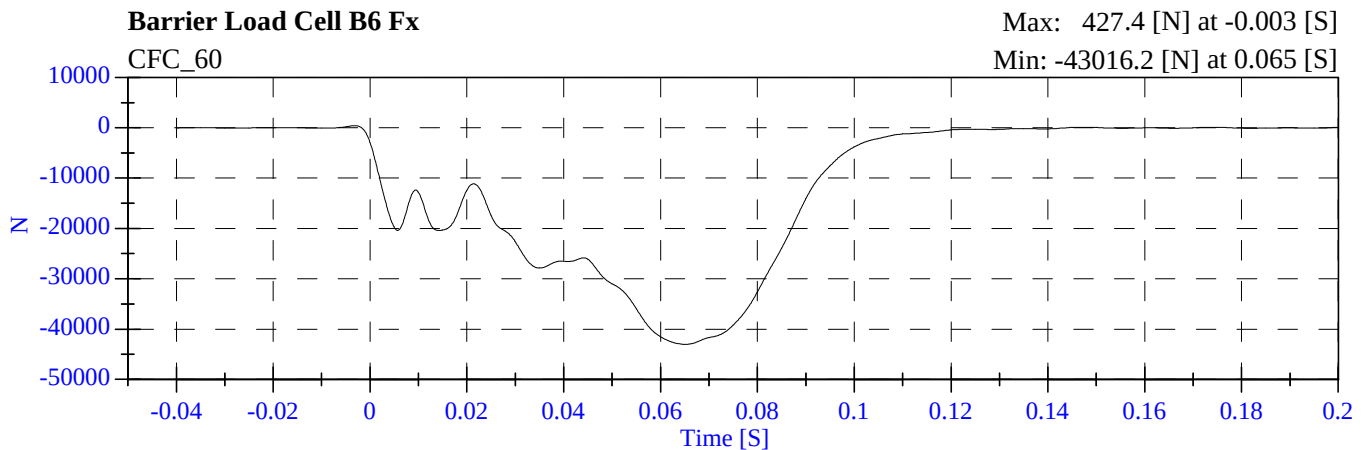
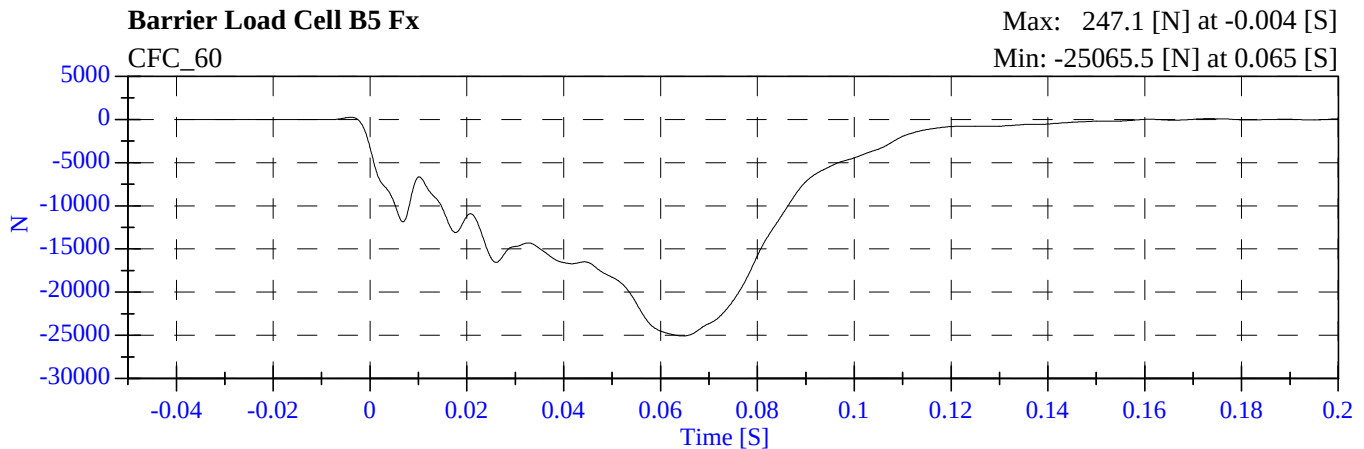
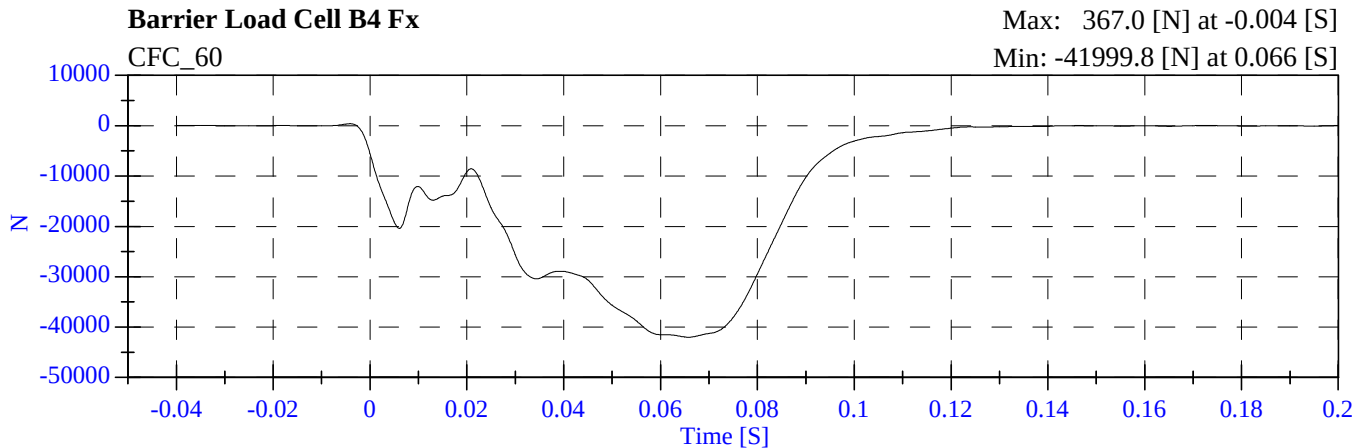
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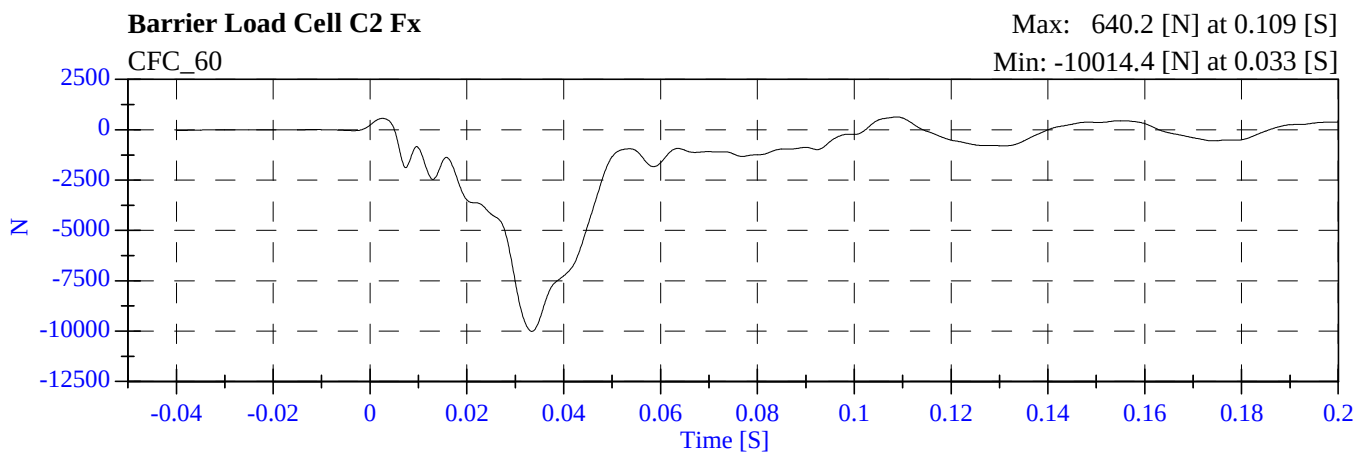
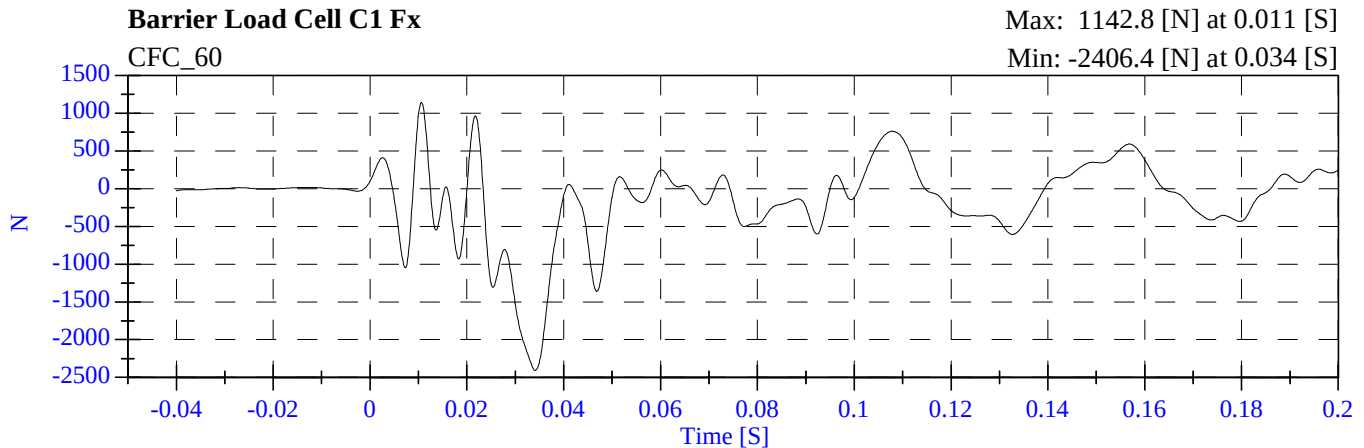
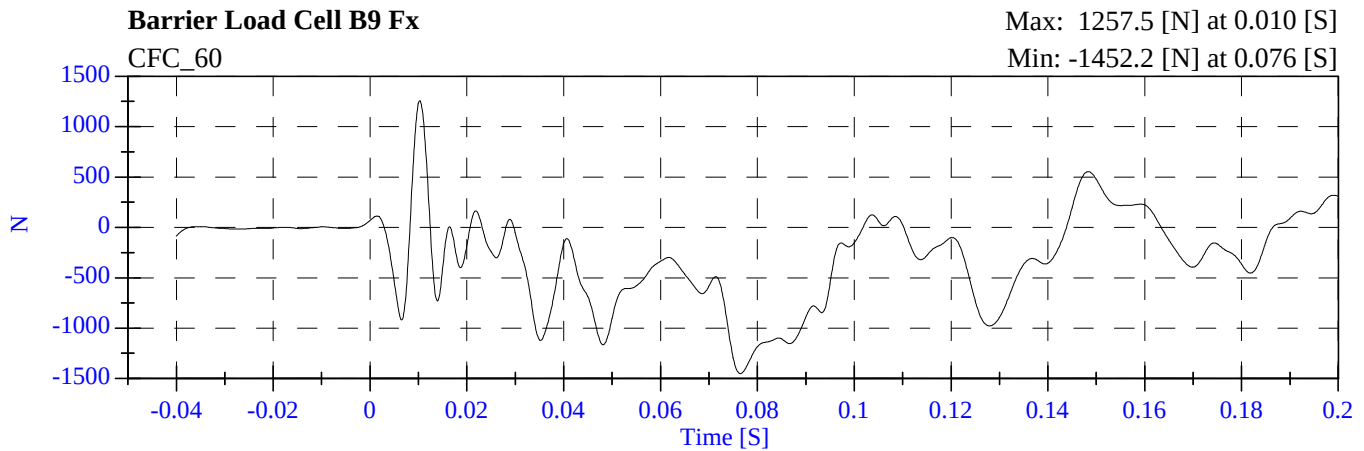
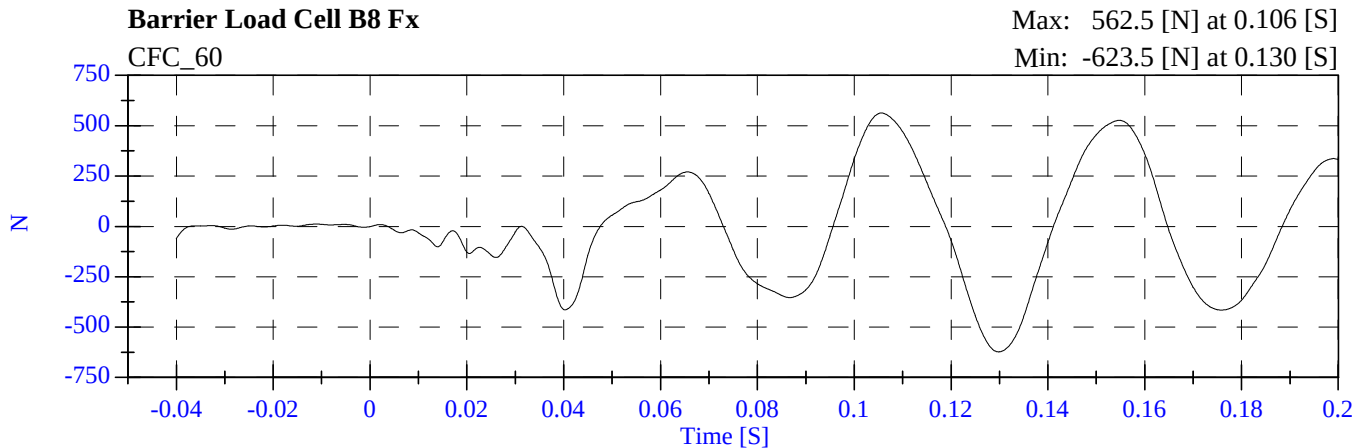
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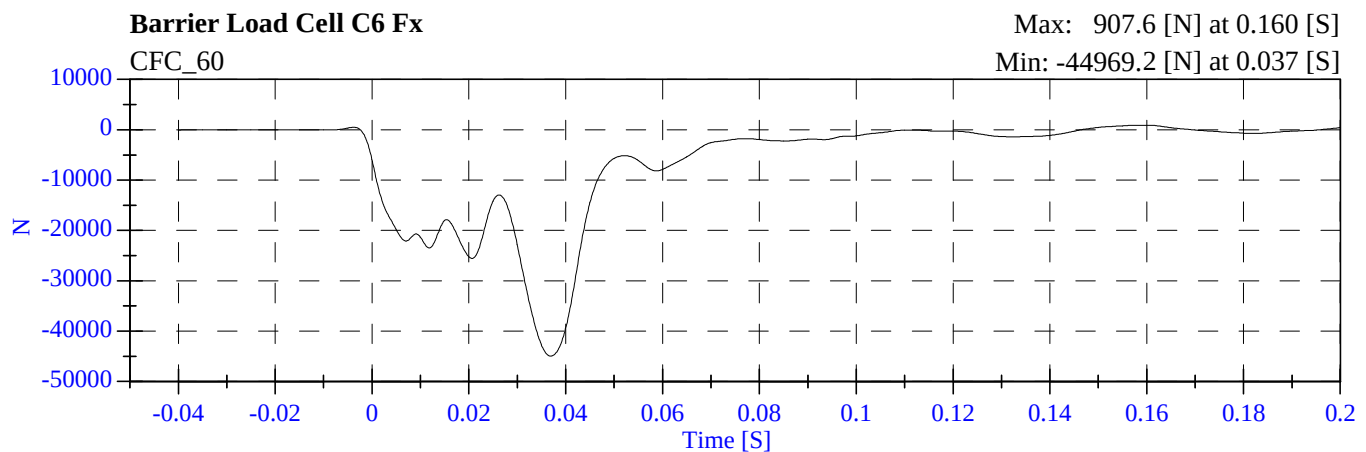
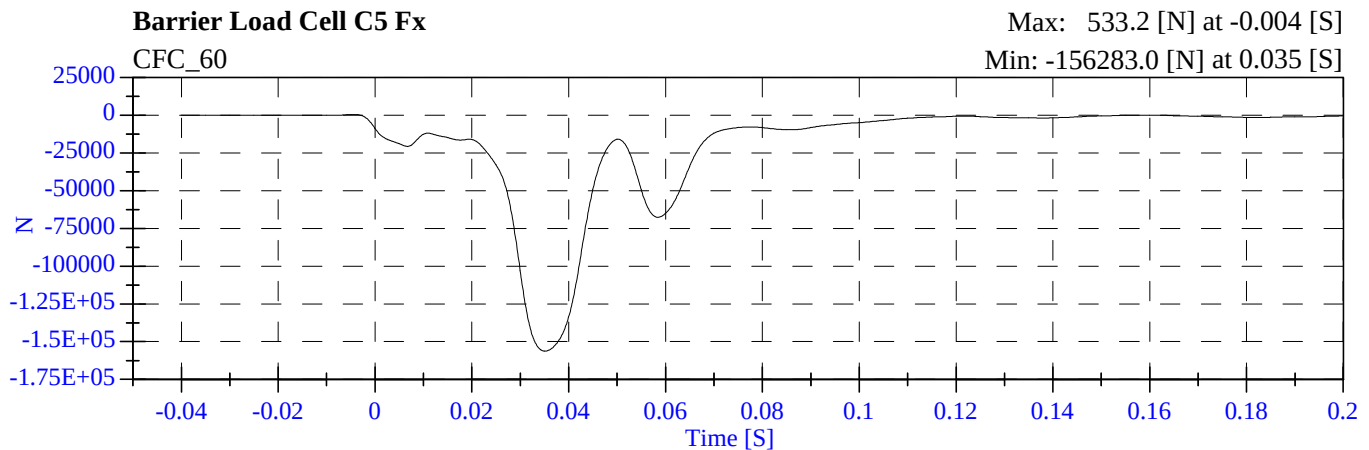
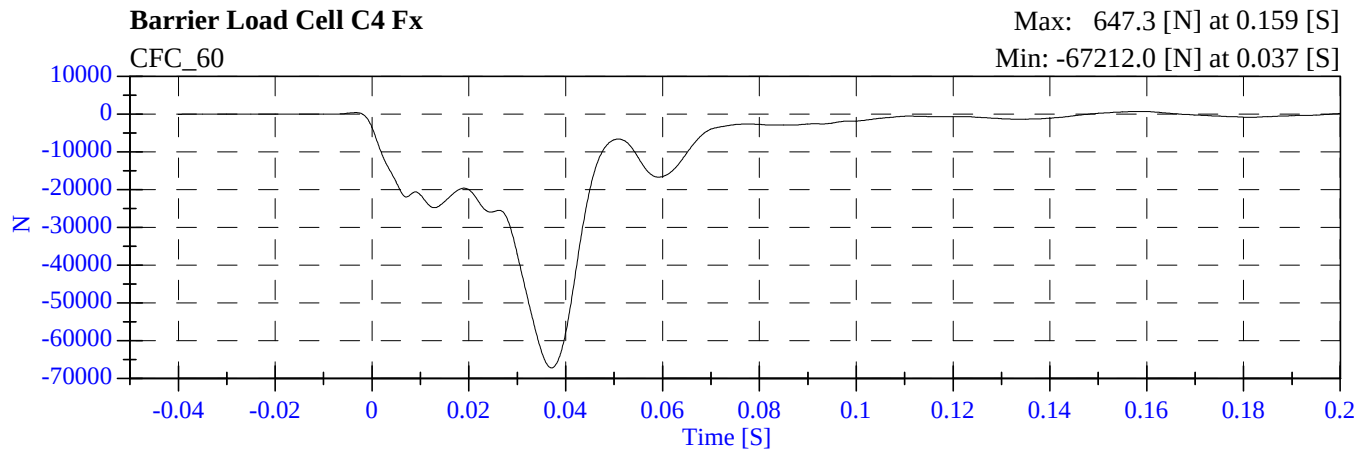
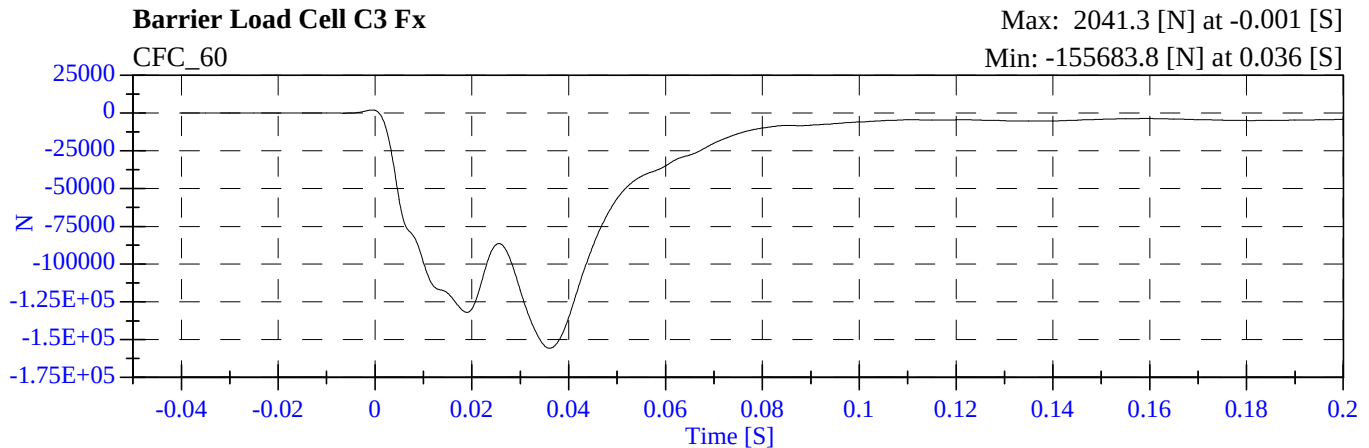
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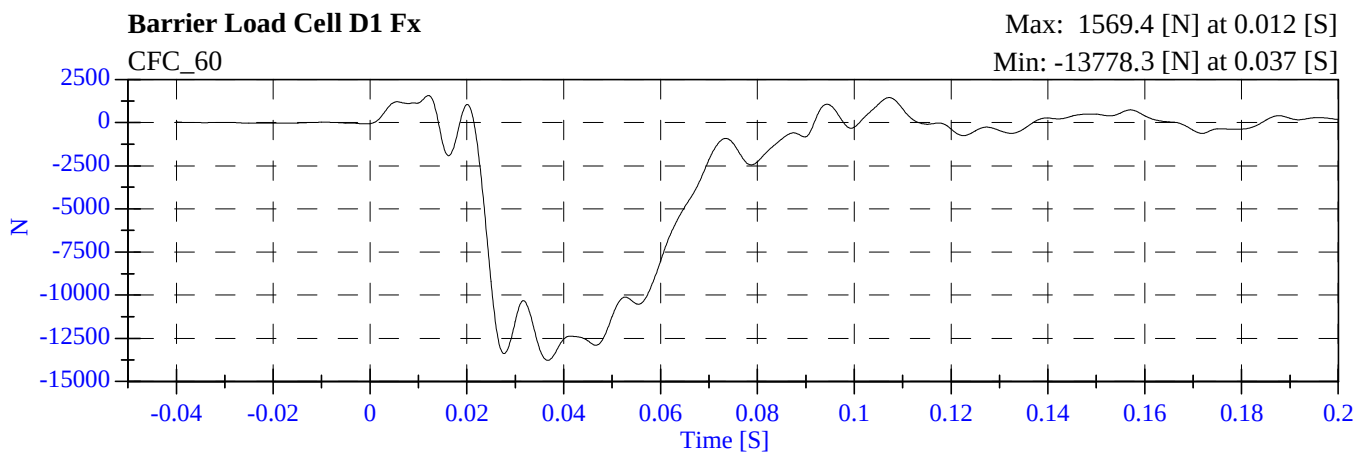
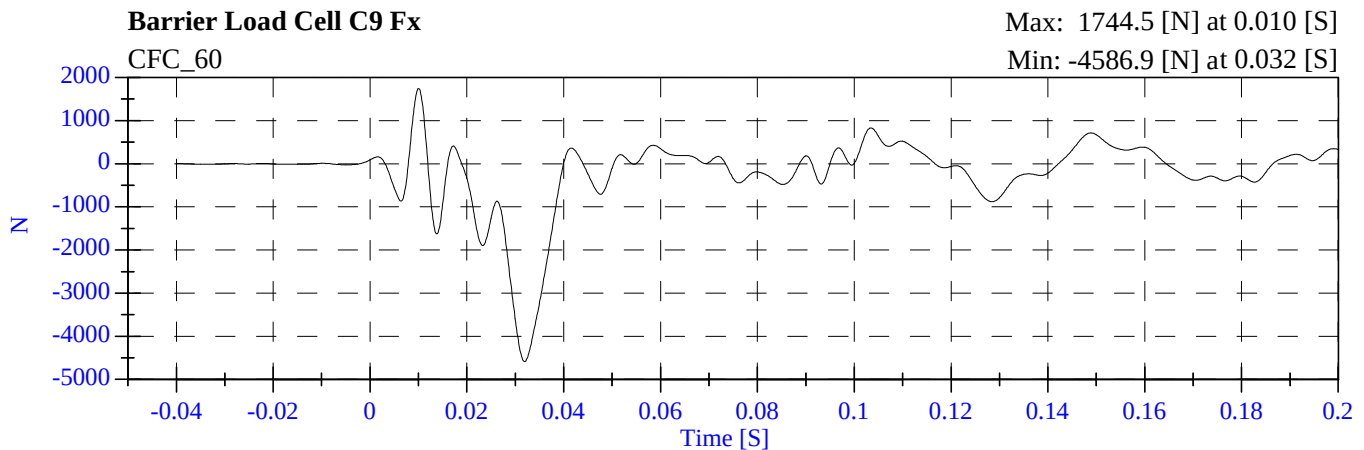
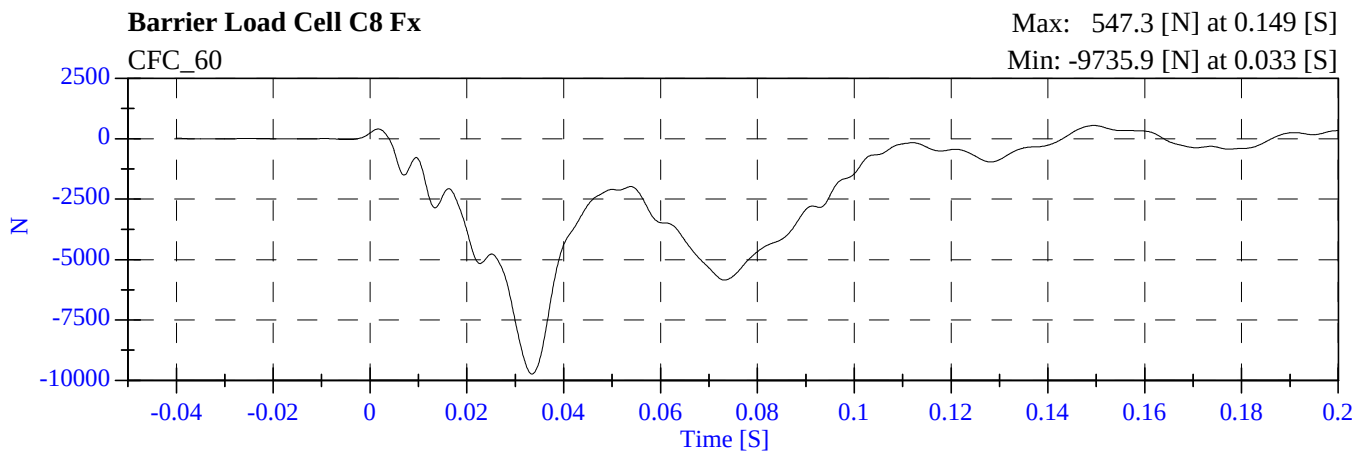
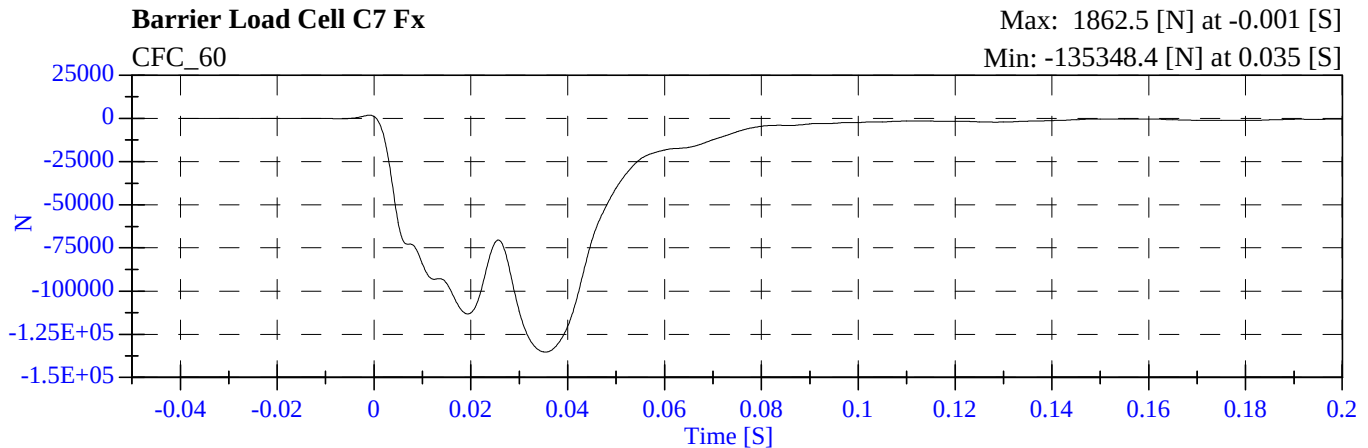
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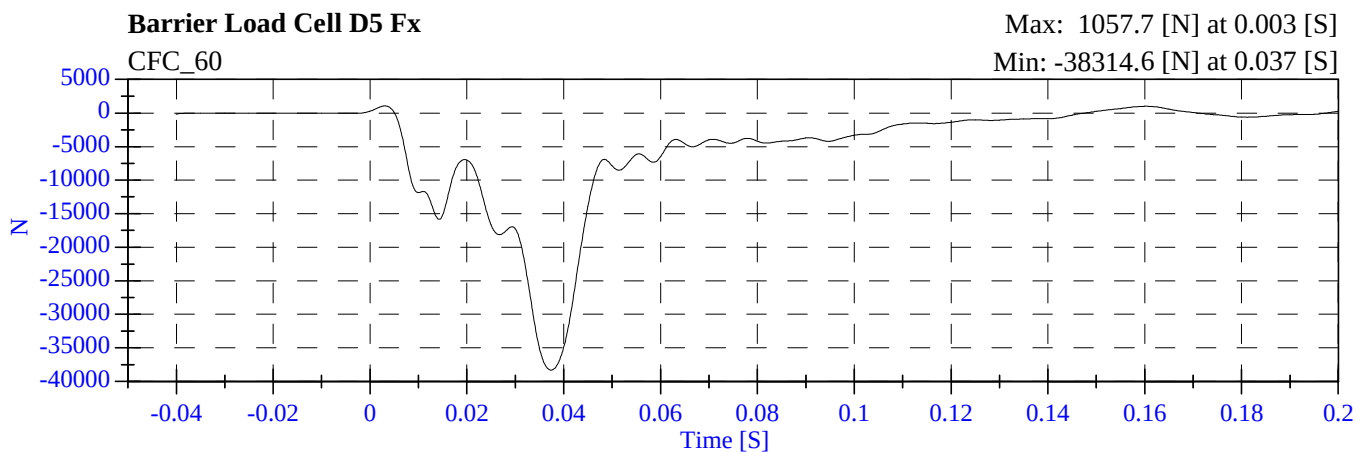
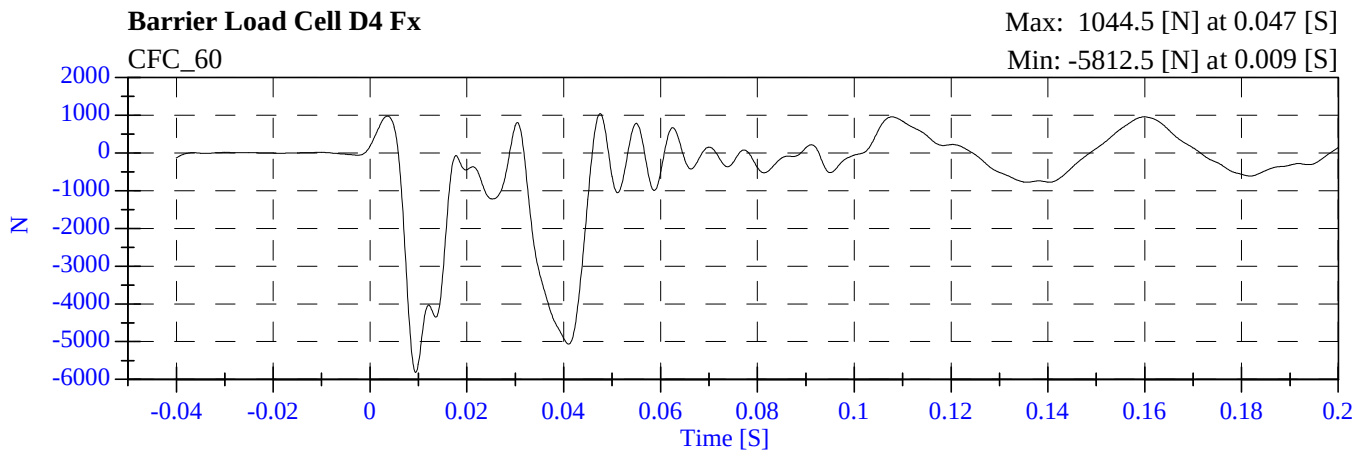
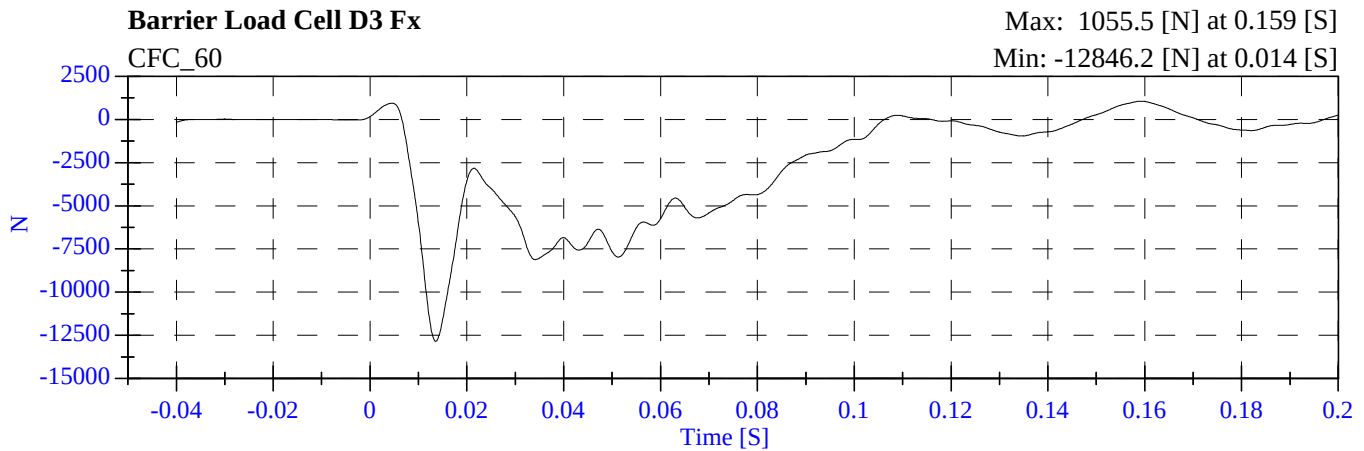
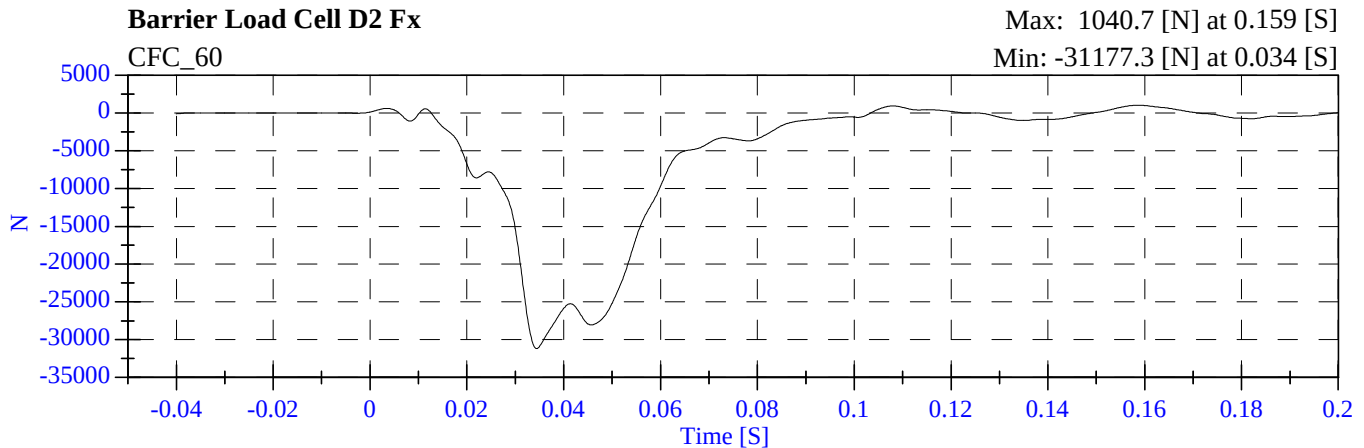
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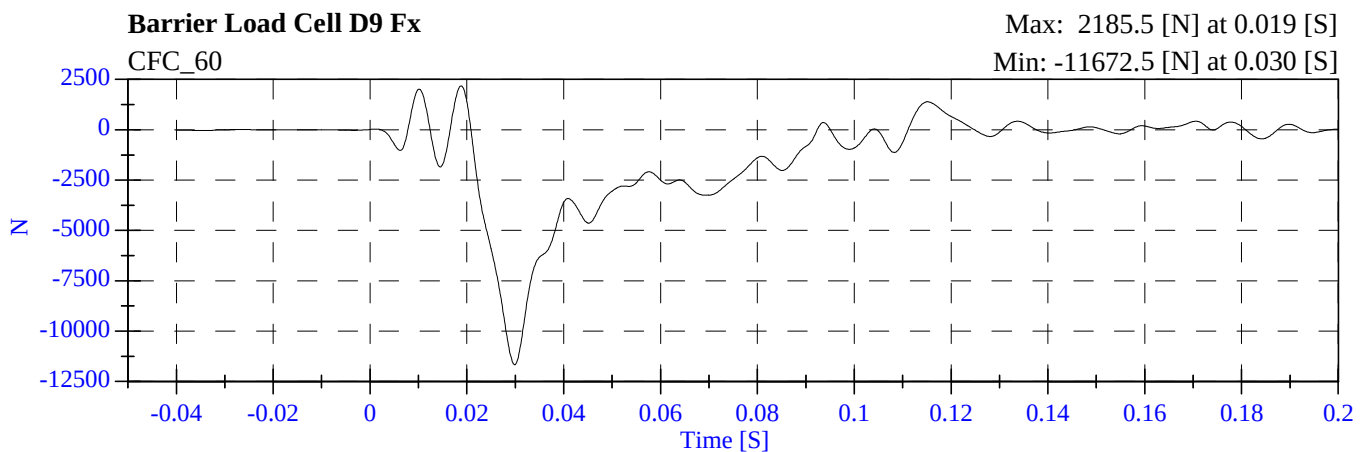
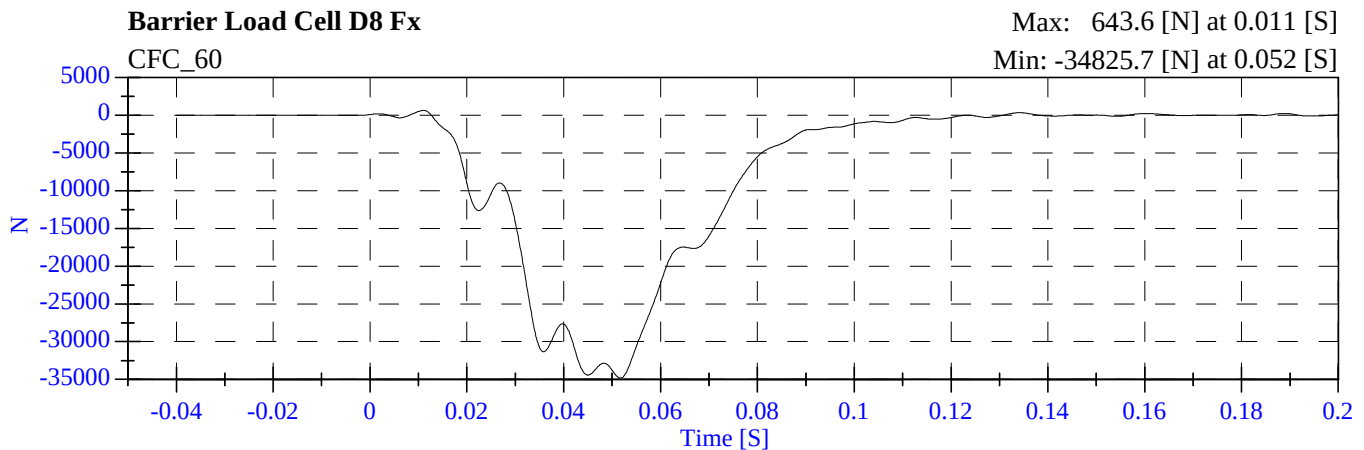
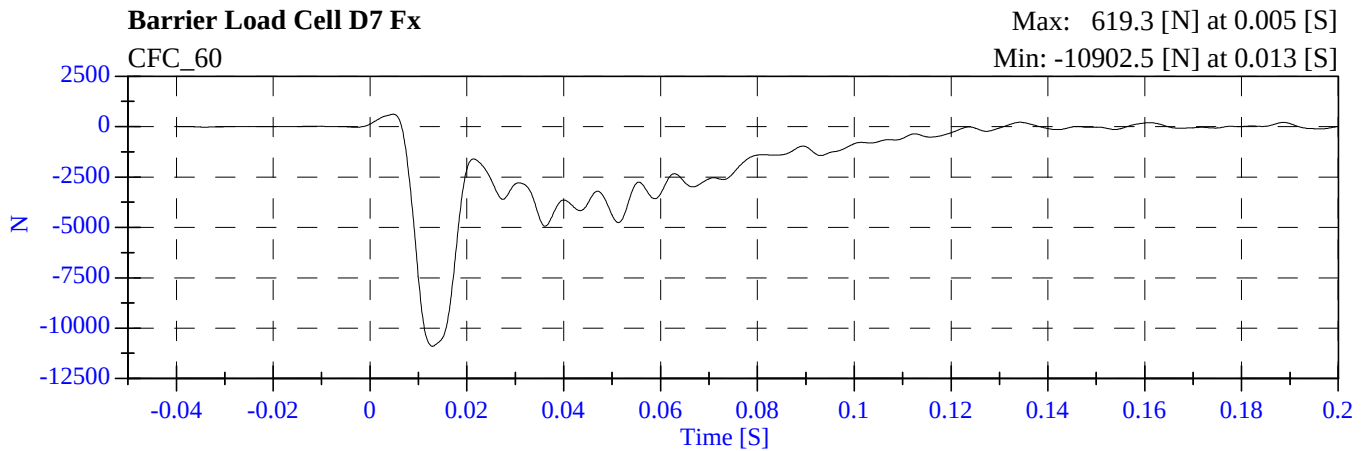
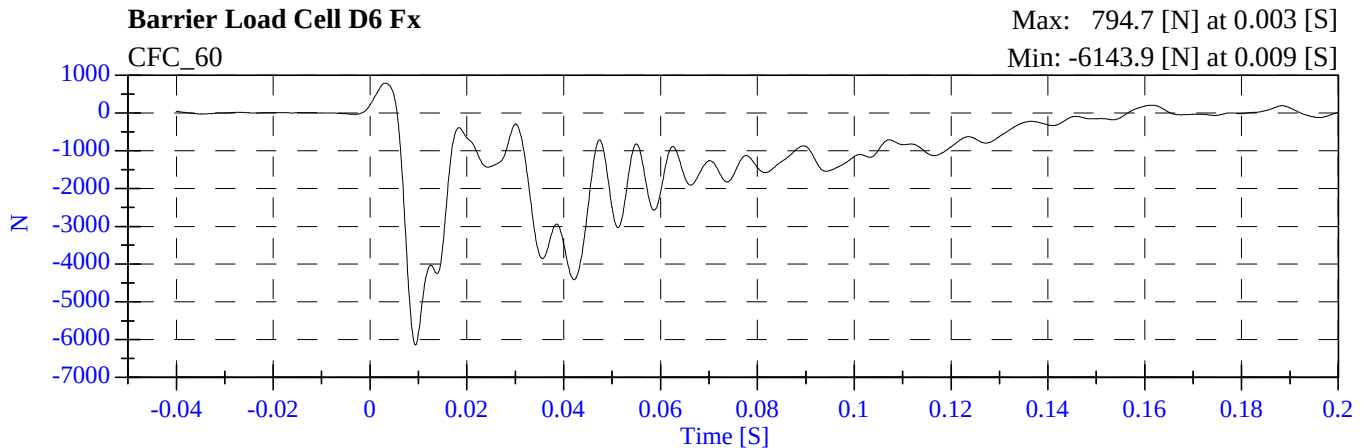
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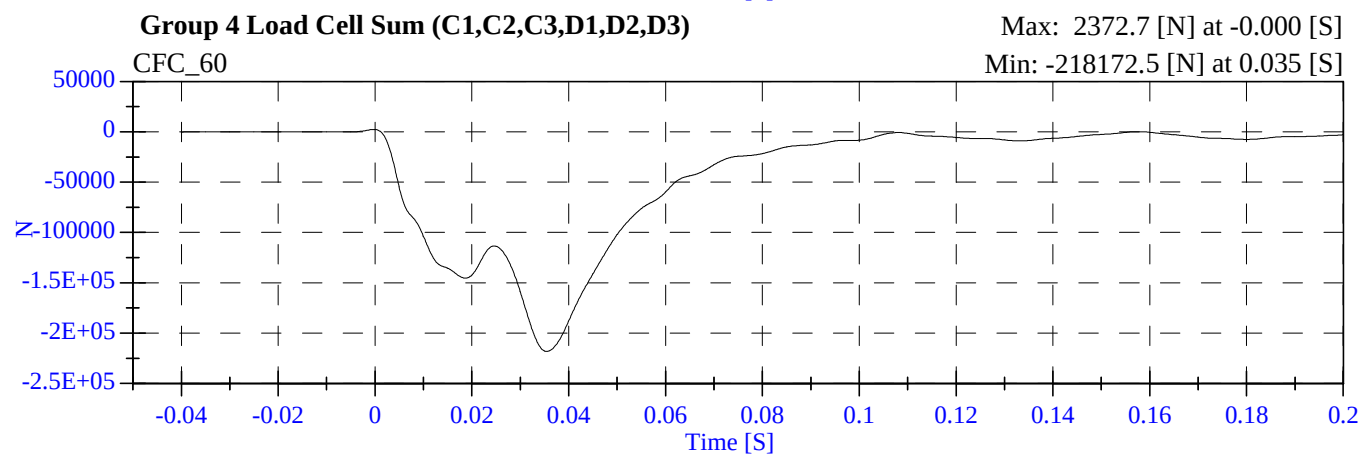
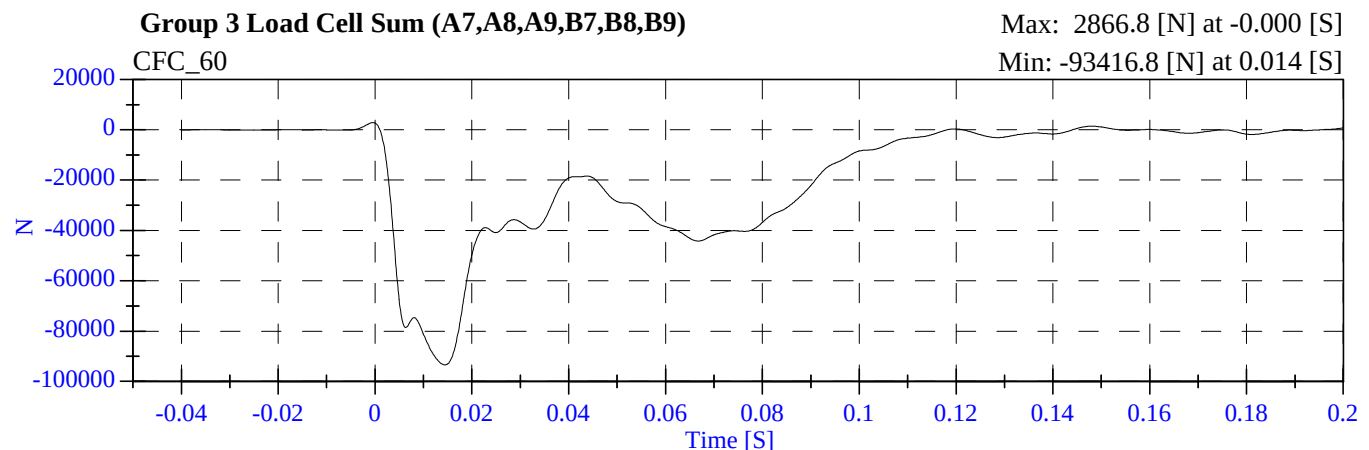
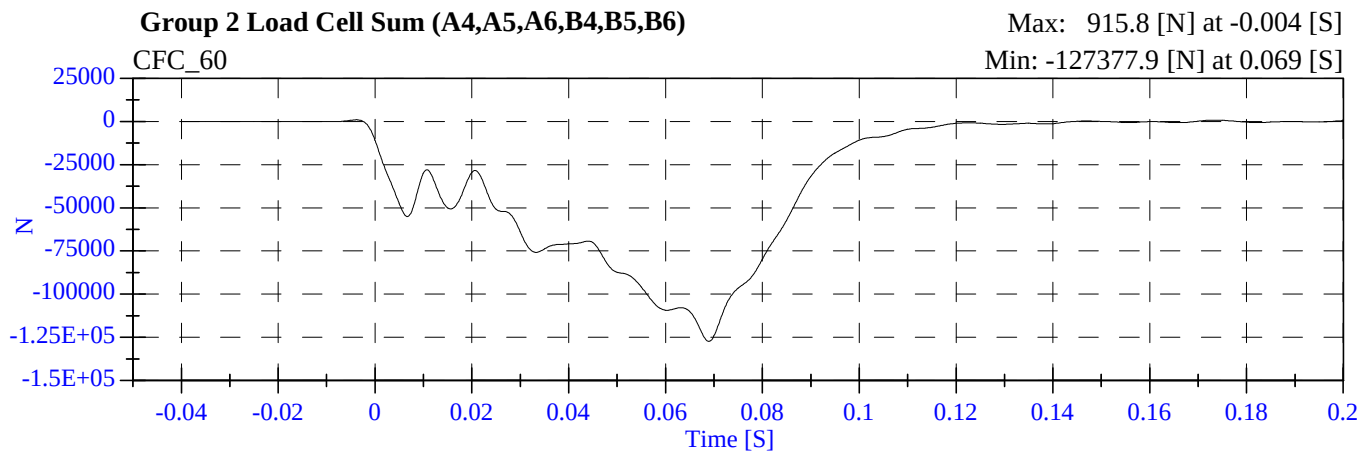
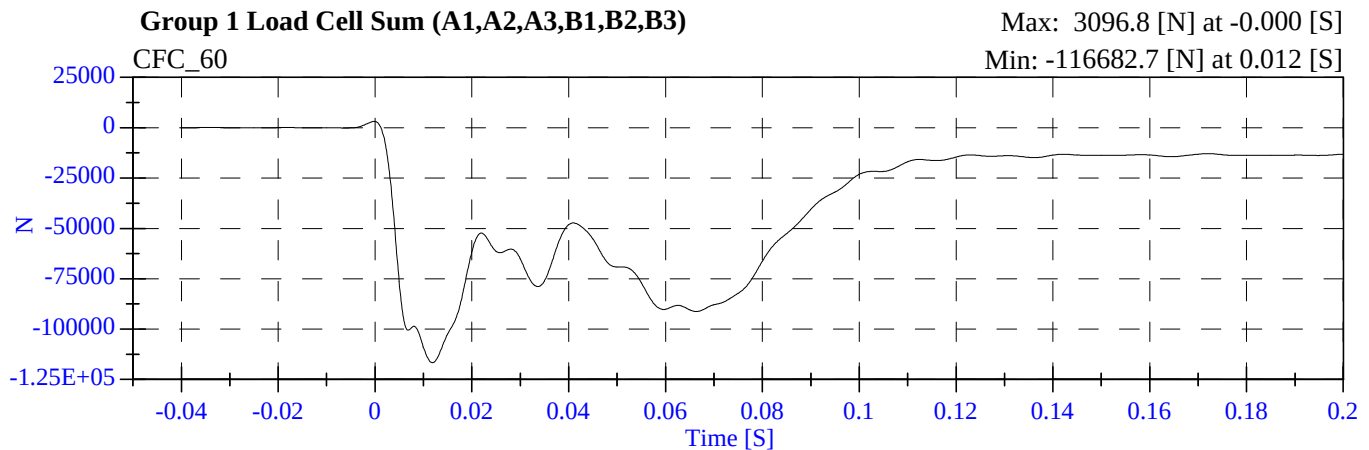
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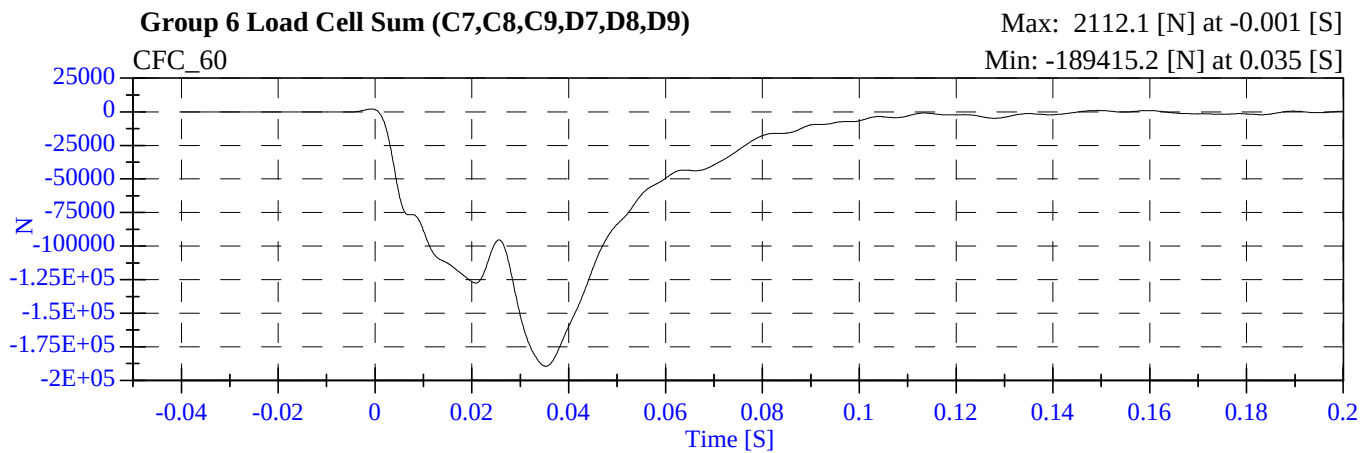
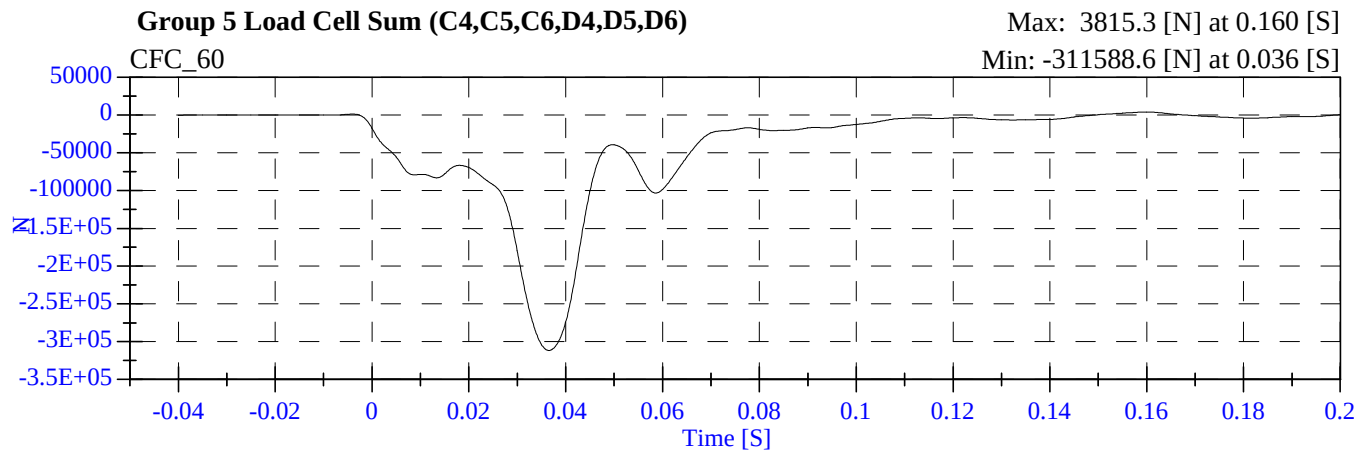
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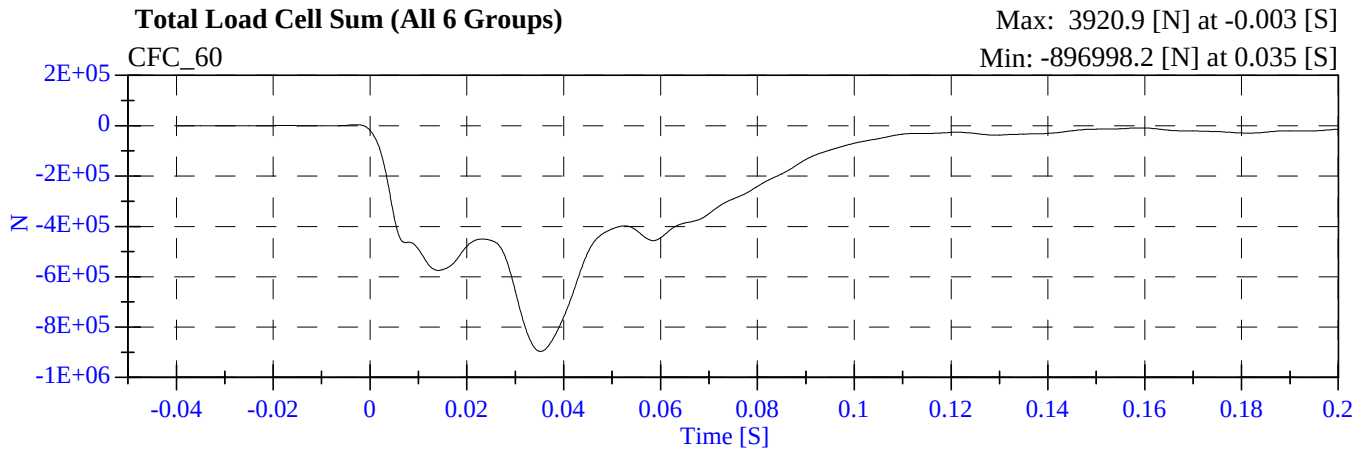
2005 NCAP Test 6 2005 Chevrolet Trailblazer M50111 - February 03, 2005



2005 NCAP Test 6 2005 Chevrolet Trailblazer M50111 - February 03, 2005



2005 NCAP Test 6 2005 Chevrolet Trailblazer M50111 - February 03, 2005



APPENDIX C

PART 572B/E DUMMY CONFIGURATION AND PERFORMANCE VERIFICATION DATA SHEETS

Appendix C contains the results from certification tests performed on the 50th percentile male anthropomorphic test devices utilized for this crash test. The results indicate that the dummies meet all of the performance requirements of the six standard tests as specified in 49 CFR Part 572, Federal Register, Volume 42, No. 25, dated February 7, 1977.

The tests were conducted at the Dummy Certification Test Facility of General Dynamics. A summary of the test results, and Part 572 specifications are included in this Appendix.

Dummy serial numbers and certification dates are:

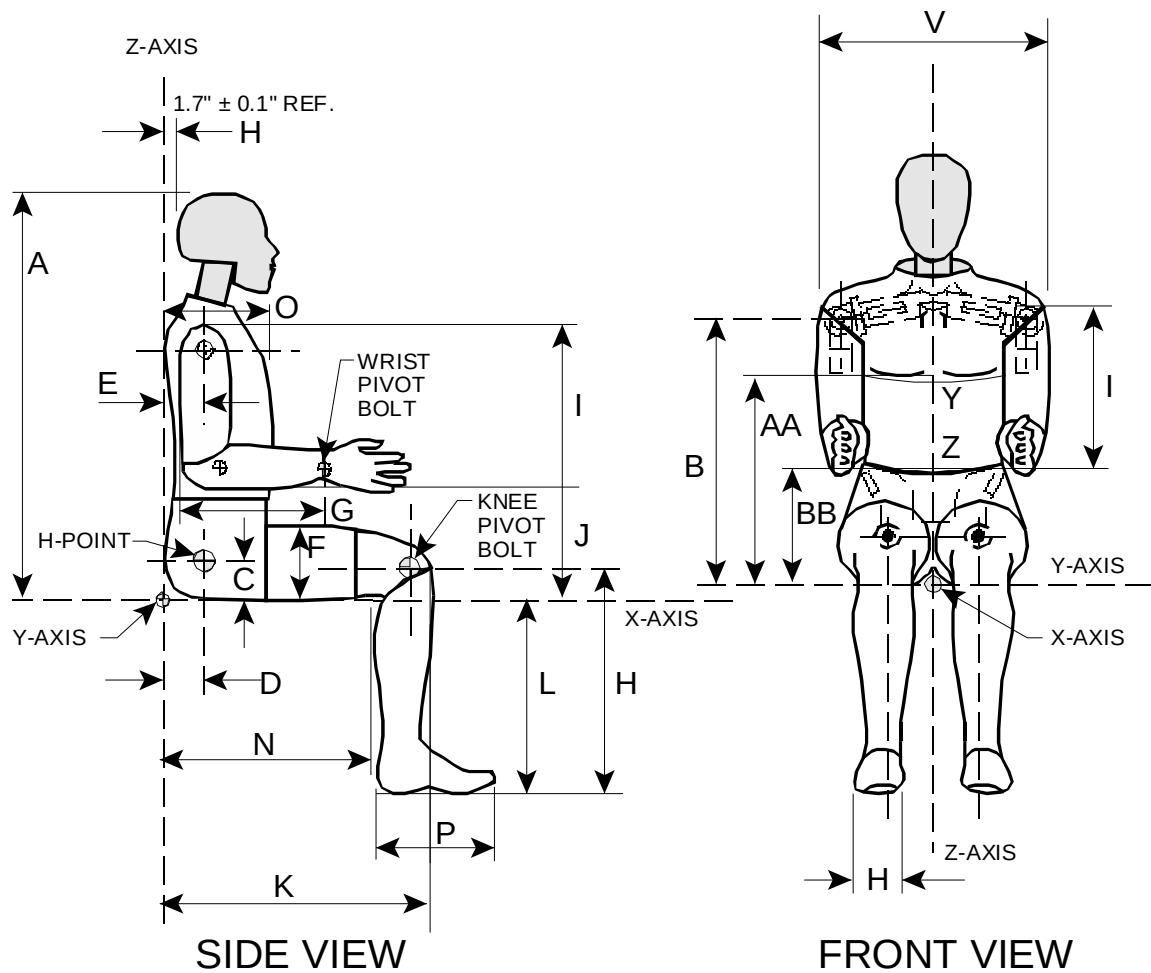
<u>Position No./Location</u>	<u>Serial No.</u>	<u>Completion Date</u>
#1/Driver	061	12/15/2004
#2/Right Front Passenger	064	12/15/2004

Electronic Test Equipment

The complement of signal conditioning, recording and display equipment, in conjunction with dummy certification testing, can be found in New Car Assessment and Standards Inducant Testing Final Report No. 6525-V-1.

DUMMY CONFIGURATION DIMENSIONS

EXTERNAL DIMENSIONS SPECIFICATIONS



NOTE: Figure is referenced to the erect seated position. The curved lumbar does not allow the Hybrid III to be positioned in a perfect erect attitude.
(REF: S572.31(A)(6))

PART 572E
HEAD DROP TEST

Dummy Serial Number 061
Sequential Test Number 1
Date 12/10/2004
Workfile 061H4 12-10-04

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	70.0
Relative Humidity	10% - 70%	40.0
Peak Resultant Acceleration	225-275 G's	241.76
Peak Lateral Acceleration	15 G's Max	10.31
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	061	
Sequential Test Number	1	
Date	12/14/2004	6 Axis Neck Transducer
Workfile	061NF 12-14-04	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.0
Relative Humidity		10% - 70%	37.0
Impact Velocity		22.60 - 23.40 Ft/s	23.00
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	22.71
	20 ms	17.60 - 22.60 G's	20.90
	30 ms	12.50 - 18.50 G's	17.66
Max Pendulum G's Above 30 ms		29 G's Max	17.66
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	38.00
D Plane Rotation	Max	64 - 78 Deg	68.28
	Time	57 - 64 ms	58.50
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	73.67
	Time	47 - 58 ms	51.30
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	116.10
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	98.50

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	061	
Sequential Test Number	1	
Date	12/14/2004	6 Axis Neck Transducer
Workfile	061NE6 12-14-04	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.00
Relative Humidity		10% - 70%	37.00
Impact Velocity		19.50 - 20.30 Ft/s	19.70
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.73
	20 ms	14.00 - 19.00 G's	18.41
	30 ms	11.00 - 16.00 G's	14.49
Max Pendulum G's Above 30 ms		22 G's Max	14.49
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	38.50
D Plane Rotation	Max	81 - 106 Deg	92.68
	Time	72 - 82 ms	74.90
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-53.05
	Time	65 - 79 ms	71.10
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	153.60
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	136.00

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 061
Sequential Test Number 1
Date 12/15/2004
Workfile 061T 12-15-04

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70.0
Relative Humidity	10% - 70%	33.00
Pendulum Velocity	21.6 - 22.4 Ft/s	22.37
Maximum Deflection	2.50 - 2.86 in	2.50
Maximum Resistive Force	1160 - 1325 Lbs	1257.94
Internal Hysteresis	69 - 85 %	76.44

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 061
Sequential Test Number 1
Date 12/15/2004
Workfile 061RF 12-15-04; 061LF 12-15-04

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	36.00
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1214.06
RIGHT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	36.00
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1261.07

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 061
Sequential Test Number 1
Date 12/15/2004

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70.00
Relative Humidity			37.00
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.2
Waist Circumference	Z	32.9 - 34.1 in	33.6
Chest Depth	O	8.4 - 9.0 in	8.4
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.7
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.5
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.1
Elbow Rest Height	J	7.5 - 8.3 in	7.8
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.4
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
HEAD DROP TEST

Dummy Serial Number 064
Sequential Test Number 1
Date 12/10/2004
Workfile 064 12-10-04

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	70.0
Relative Humidity	10% - 70%	40.00
Peak Resultant Acceleration	225-275 G's	249.35
Peak Lateral Acceleration	15 G's Max	3.78
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	064	
Sequential Test Number	1	
Date	12/14/2004	6 Axis Neck Transducer
Workfile	064NF7 12-14-04	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.00
Relative Humidity		10% - 70%	38.00
Impact Velocity		22.60 - 23.40 Ft/s	22.62
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	23.24
	20 ms	17.60 - 22.60 G's	21.84
	30 ms	12.50 - 18.50 G's	18.10
Max Pendulum G's Above 30 ms		29 G's Max	18.10
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	38.90
D Plane Rotation	Max	64 - 78 Deg	67.89
	Time	57 - 64 ms	57.40
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	70.95
	Time	47 - 58 ms	48.80
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	113.00
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	102.70

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	064	
Sequential Test Number	1	
Date	12/14/2004	6 Axis Neck Transducer
Workfile	064NE1 12-14-04	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70.00
Relative Humidity		10% - 70%	38.00
Impact Velocity		19.50 - 20.30 Ft/s	19.65
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	17.93
	20 ms	14.00 - 19.00 G's	17.15
	30 ms	11.00 - 16.00 G's	14.98
Max Pendulum G's Above 30 ms		22 G's Max	15.49
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	41.70
D Plane Rotation	Max	81 - 106 Deg	88.29
	Time	72 - 82 ms	76.80
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-41.21
	Time	65 - 79 ms	74.80
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	156.00
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	139.10

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number 064
Sequential Test Number 1
Date 12/15/2004
Workfile 064T 12-15-04

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70.0
Relative Humidity	10% - 70%	33.00
Pendulum Velocity	21.6 - 22.4 Ft/s	22.31
Maximum Deflection	2.50 - 2.86 in	2.57
Maximum Resistive Force	1160 - 1325 Lbs	1321.99
Internal Hysteresis	69 - 85 %	74.76

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number 064
Sequential Test Number 1
Date 12/15/2004
Workfile 064LF 12-15-04; 064RF 12-15-04

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	36.00
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1184.09
RIGHT KNEE		
Temperature	66 - 78 Deg F	70.0
Relative Humidity	10% - 70%	36.00
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1205.97

Remarks:

Laboratory Technician:

B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 064
Sequential Test Number 1
Date 12/15/2004

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70.00
Relative Humidity			37.00
Location for Chest Circumference	AA	16.9 - 17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.2
Waist Circumference	Z	32.9 - 34.1 in	34.0
Chest Depth	O	8.4 - 9.0 in	8.6
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.3
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.2
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.4
Elbow Rest Height	J	7.5 - 8.3 in	8.0
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.4
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician:

B. Swiecicki

APPENDIX D

DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION

INSTRUMENT CALIBRATION FOR DRIVER DUMMY
(Six Month Calibration Minimum)

DRIVER DUMMY (S/N 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Head 9 Array	X Arm Y	ENDEVCO	AC-P32295	1/19/2005	7/20/2005
	X Arm Z	ENDEVCO	AC-P32455	1/19/2005	7/20/2005
	Y Arm X	ENDEVCO	AC-P32227	1/19/2005	7/20/2005
	Y Arm Z	ENDEVCO	AC-P32139	1/19/2005	7/20/2005
	Z Arm X	ENDEVCO	AC-P32197	1/19/2005	7/20/2005
	Z Arm Y	ENDEVCO	AC-P32464	1/19/2005	7/20/2005
Head	X	ENDEVCO	AC-P32276	1/19/2005	7/20/2005
	Y	ENDEVCO	AC-P32146	1/19/2005	7/20/2005
	Z	ENDEVCO	AC-P32217	1/19/2005	7/20/2005
Head	X (R)	ENDEVCO	AC-P32289	1/19/2005	7/20/2005
	Y (R)	ENDEVCO	AC-P32225	1/19/2005	7/20/2005
	Z (R)	ENDEVCO	AC-P32453	1/19/2005	7/20/2005
Neck Load Cell	X	DENTON	LC-1633FX	8/5/2004	2/3/2005
	Y	DENTON	LC-1633FY	8/5/2004	2/3/2005
	Z	DENTON	LC-1633FZ	8/5/2004	2/3/2005
Neck Moment	X	DENTON	LC-1633MX	8/5/2004	2/3/2005
	Y	DENTON	LC-1633MY	8/5/2004	2/3/2005
	Z	DENTON	LC-1633MZ	8/5/2004	2/3/2005
Chest	X	ENDEVCO	AC-P16863	1/19/2005	7/20/2005
	Y	ENDEVCO	AC-P17283	1/19/2005	7/20/2005
	Z	ENDEVCO	AC-P23640	1/19/2005	7/20/2005
Chest	X (R)	ENDEVCO	AC-P17235	1/19/2005	7/20/2005
	Y (R)	ENDEVCO	AC-P17285	1/19/2005	7/20/2005
	Z (R)	ENDEVCO	AC-P14393	1/19/2005	7/20/2005
Chest Deflection	X	SERVO	DS-061	11/11/2004	5/12/2005
Pelvic	X	ENDEVCO	AC-P23939	9/8/2004	3/9/2005
	Y	ENDEVCO	AC-P23999	9/8/2004	3/9/2005
	Z	ENDEVCO	AC-P23993	9/8/2004	3/9/2005

INSTRUMENT CALIBRATION FOR DRIVER DUMMY
(Six Month Calibration Minimum)

DRIVER DUMMY (S/N 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell	Fz	GSE	LC-656	11/5/2004	5/6/2005
Right Femur Load Cell	Fz	GSE	LC-657	11/5/2004	5/6/2005
Left Upper Tibia	Mx	DENTON	LC-199MX	8/24/2004	2/22/2005
	My	DENTON	LC-199MY	8/24/2004	2/22/2005
Left Lower Tibia	Fz	DENTON	LC-128FZ	8/23/2004	2/21/2005
	Mx	DENTON	LC-128MX	8/23/2004	2/21/2005
	My	DENTON	LC-128MY	8/23/2004	2/21/2005
Right Upper Tibia	Mx	DENTON	LC-045MX	11/9/2004	5/10/2005
	My	DENTON	LC-045MY	11/9/2004	5/10/2005
Right Lower Tibia	Fz	DENTON	LC-125FZ	11/9/2004	5/10/2005
	Mx	DENTON	LC-125MX	11/9/2004	5/10/2005
	My	DENTON	LC-125MY	11/9/2004	5/10/2005
Left Foot Rear	X	ENDEVCO	AC-AJ8C0	11/8/2004	5/9/2005
	Z	ENDEVCO	AC-J19868	11/8/2004	5/9/2005
Left Foot Front	Z	ENDEVCO	AC-J34378	11/8/2004	5/9/2005
Right Foot Rear	X	ENTRAN	AC-01G18-F15	11/8/2004	5/9/2005
	Z	ENTRAN	AC-01G18-F14	11/8/2004	5/9/2005
Right Foot Front	Z	ENTRAN	AC-00L13-F04	11/8/2004	5/9/2005
Lap Belt Load Cell		LEBOW	LC-706	11/1/2004	5/2/2005

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY
(Six Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Head 9 Array	X Arm Y	ENDEVCO	AC-P17563	1/24/2005	7/25/2005
	X Arm Z	ENDEVCO	AC-P32218	1/24/2005	7/25/2005
	Y Arm X	ENDEVCO	AC-P14965	1/24/2005	7/25/2005
	Y Arm Z	ENDEVCO	AC-P18948	1/24/2005	7/25/2005
	Z Arm X	ENDEVCO	AC-P18785	1/24/2005	7/25/2005
	Z Arm Y	ENDEVCO	AC-P23926	1/24/2005	7/25/2005
Head	X	ENDEVCO	AC-P18524	1/24/2005	7/25/2005
	Y	ENDEVCO	AC-P18518	1/24/2005	7/25/2005
	Z	ENDEVCO	AC-P18533	1/24/2005	7/25/2005
Head	X (R)	ENDEVCO	AC-P18514	1/24/2005	7/25/2005
	Y (R)	ENDEVCO	AC-P18688	1/24/2005	7/25/2005
	Z (R)	ENDEVCO	AC-P18531	1/24/2005	7/25/2005
Neck Load Cell	X	DENTON	LC-1634FX	8/5/2004	2/3/2005
	Y	DENTON	LC-1634FY	8/5/2004	2/3/2005
	Z	DENTON	LC-1634FZ	8/5/2004	2/3/2005
Neck Moment	X	DENTON	LC-1634MX	8/5/2004	2/3/2005
	Y	DENTON	LC-1634MY	8/5/2004	2/3/2005
	Z	DENTON	LC-1634MZ	8/5/2004	2/3/2005
Chest	X	ENDEVCO	AC-P17141	1/24/2005	7/25/2005
	Y	ENDEVCO	AC-P16832	1/24/2005	7/25/2005
	Z	ENDEVCO	AC-P17152	1/24/2005	7/25/2005
Chest	X (R)	ENDEVCO	AC-P16286	1/24/2005	7/25/2005
	Y (R)	ENDEVCO	AC-P17242	1/24/2005	7/25/2005
	Z (R)	ENDEVCO	AC-P16591	1/24/2005	7/25/2005
Chest Deflection	X	SERVO	DS-064	11/11/2004	5/12/2005
Pelvic	X	ENDEVCO	AC-P12587	8/16/2004	2/14/2005
	Y	ENDEVCO	AC-P17236	8/16/2004	2/14/2005
	Z	ENDEVCO	AC-P16597	8/16/2004	2/14/2005

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY
(Six Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell	Fz	GSE	LC-653	11/5/2004	5/6/2005
Right Femur Load Cell	Fz	GSE	LC-654	11/5/2004	5/6/2005
Left Upper Tibia	Mx	DENTON	LC-264MX	8/23/2004	2/21/2005
	My	DENTON	LC-264MY	8/23/2004	2/21/2005
Left Lower Tibia	Fz	DENTON	LC-177FZ	8/23/2004	2/21/2005
	Mx	DENTON	LC-177MX	8/23/2004	2/21/2005
	My	DENTON	LC-177MY	8/23/2004	2/21/2005
Right Upper Tibia	Mx	DENTON	LC-265MX	8/10/2004	2/8/2005
	My	DENTON	LC-265MY	8/10/2004	2/8/2005
Right Lower Tibia	Fz	DENTON	LC-178FZ	8/14/2004	2/12/2005
	Mx	DENTON	LC-178MX	8/14/2004	2/12/2005
	My	DENTON	LC-178MY	8/14/2004	2/12/2005
Left Foot Rear	X	ENDEVCO	AC-P17912	10/27/2004	4/27/2005
	Z	ENTRAN	AC-01G18-F03	11/8/2004	5/9/2005
Left Foot Front	Z	ENTRAN	AC-01G18-F05	11/8/2004	5/9/2005
Right Foot Rear	X	ENDEVCO	AC-J36176	11/8/2004	5/9/2005
	Z	ENDEVCO	AC-J18662	11/8/2004	5/9/2005
Right Foot Front	Z	ENDEVCO	AC-J18059	11/8/2004	5/9/2005
Lap Belt Load Cell		LEBOW	LC-711	11/1/2004	5/2/2005

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS
(Six Month Calibration Minimum)

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember X	GS SENSORS	AC-9440-046	12/14/2004	6/14/2005
Right Rear Seat Crossmember X	GS SENSORS	AC-9440-032	12/14/2004	6/14/2005
Top of Engine	ICS	AC-FGP31	8/20/2004	2/18/2005
Bottom of Engine	ICS	AC-FGP12	8/27/2004	2/25/2005
Right Disc Brake Caliper	ICS	AC-FGP15	8/27/2004	2/25/2005
Instrument Panel	ICS	AC-FGP48	8/24/2004	2/22/2005
Left Disc Brake Caliper	ICS	AC-FGP43	8/27/2004	2/25/2005
Left Seat Rear Crossmember Z	GS SENSORS	AC-9440-023	12/14/2004	6/14/2005
Right Seat Rear Crossmember Z	GS SENSORS	AC-9440-017	12/14/2004	6/14/2005

REPORT NUMBER: CAL-05-06

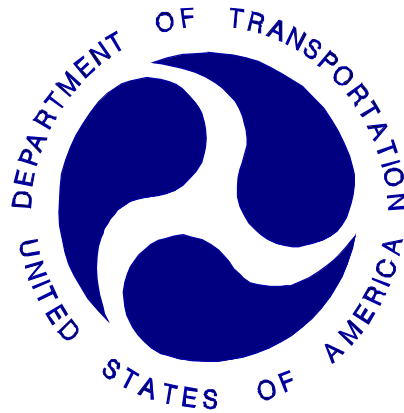
NEW CAR ASSESSMENT PROGRAM (NCAP)
FRONTAL BARRIER IMPACT TEST

EVENFLO TITAN V FORWARD FACING CONVERTIBLE WITH LATCH AND TOP TETHER
GRACO TURBOBOOSTER HIGHBACK BOOSTER

NHTSA NUMBER: M50111

GENERAL DYNAMICS REPORT NUMBER: 8642-NCAP-56

GENERAL DYNAMICS
TRANSPORTATION SCIENCES CENTER
P.O. BOX 400
BUFFALO, NEW YORK 14225



February 3, 2005

FINAL REPORT

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Rulemaking
Office of Crashworthiness Standards
Mail Code: NVS-111
400 Seventh Street, SW, Room No. 5313
Washington, DC 20590

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				14. Sponsoring Agency Code NVS-111	
15. Supplementary Notes					
16. Abstract This CRS test was performed in conjunction with a New Car Assessment Program (NCAP) load cell barrier test. An Evenflo Titan V Forward Facing Convertible CRS was secured in Position 3 (P3) with the LATCH system and top tether. A Graco TurboBooster Highback Booster was placed in Position 4 (P4). This test was conducted at the General Dynamics Crash Test Facility in Buffalo, New York, on February 3, 2005.					
ATD Position		HIC 15		HIC 36	
P3 (Right Rear) (040)		351.9		597.0	
P4 (Left Rear) (009)		590.5		860.4	
				Clip (3 ms)	
				44.5	
				51.1	
17. Key Words New Car Assessment Program (NCAP)				18. Distribution Statement	
				<u>Copies of this report are available from:</u> National Highway Traffic Safety Administration Technical Reference Division Room 5111 (NAD-52) 400 Seventh St., S.W. Washington, D.C. 20590 Telephone No. (202) 366-4946 ATTN: Robert Hornicle	
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TABLE OF CONTENTS

<u>Section</u>		<u>Page No.</u>
1	PURPOSE AND SUMMARY OF NCAP TEST	1-1
2	DATA SHEETS	2-1
	Data Sheet 1 – Crash Test Summary	2-1
	Data Sheet 2 – CRS Parameter Data	2-2
	Data Sheet 3 – CRS Dummy Positioning in Vehicle	2-3
	Data Sheet 4 – CRS Dummy Injury Criteria Values	2-4
	Data Sheet 5 – CRS Performance Data	2-7
	Data Sheet 6 – CRS Camera Data	2-9
3	PHOTOGRAPHS	3-1
4	CHILD DUMMY RESPONSE AND CRS DATA TRACES	4-1
5	CHILD DUMMY CALIBRATION INFORMATION	5-1
6	TEST EQUIPMENT LIST AND CALIBRATION INFORMATION	6-1

SECTION 1

PURPOSE AND SUMMARY OF TEST M50111

The purpose of this test was to obtain CRS performance data in a frontal impact NCAP condition. These data constitute part of the general consumer information collected by the New Car Assessment Program (NCAP).

The 56.33 kph NCAP frontal impact test was conducted in accordance with the Office of Crashworthiness Standards (OCS) NCAP Laboratory Test Procedure.

SUMMARY

Both child dummies were instrumented with head, chest, and pelvic triaxial accelerometers. In addition, chest displacement and upper six axial neck force and moment load cell sensors were utilized. Position 3 was equipped with left and right clavicle force transducers, lumbar spine force and moment transducers, left and right lower ASIS force transducers and left and right femur force transducers.

The right rear (Position 3) child dummy (serial no. 040) and left rear (Position 4) child dummy (serial no. 009) were calibrated previous to this test. Child dummy certification information is found in section 5.

The right rear child dummy's HIC (15 ms) was 351.9, the 36 ms HIC was 597.0 and the maximum chest deceleration over 3 ms was 44.5 g's. The left rear child dummy's HIC (15 ms) was 590.5, the 36 ms HIC was 860.4 and the maximum chest deceleration over 3 ms was 51.1 g's.

SECTION 2
DATA SHEET NO. 1
CRASH TEST SUMMARY

TEST DUMMY INFORMATION:

DESCRIPTION	Position #3 CRS	Position #4 CRS
ATD Type/Serial No.	Hybrid III 3C/040	Hybrid III 10C /009
Restraint System:	Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether	Graco TurboBooster

Number of Data Channels 55
Number of Cameras: 1 Real Time
2 High Speed

POST TEST DOOR OPENING

DESCRIPTION	FRONT	REAR
Left Side Doors	Closed and latched. Door had to be opened with a 12 inch pry bar.	Closed, Latched and Operable without tools
Right Side Doors	Closed, Latched and Operable without tools	Closed, Latched and Operable without tools
Hatch/Other Door	N/A	N/A

POST TEST SEAT DATA

LOCATION	SEAT MOVEMENT (mm)	SEAT BACK FAILURE
P1 (Left Front)	0	None
P2 (Right Front)	0	None
P3 (Right Rear)	0	None
P4 (Left Rear)	0	None

VISIBLE DUMMY CONTACT POINTS

	Position #3 CRS	Position #4 CRS
Head Contact:	The chin to the chest and the back of the head to the child restraint seat back	The chin to the chest and the back of the head to the child restraint seat back
Upper Torso Contact:	The chin to the chest	The chin to the chest; The left hand to the P1 seat back
Lower Torso Contact:	None	None
Left Knee Contact:	No knee contact; The left foot to the inboard half of the P2 seat back	The left foot to the outboard half of the P1 seatback
Right Knee Contact:	No knee contact; The right foot to the outboard half of the P2 seat back	The right foot to the inboard half of the P1 seatback

DATA SHEET NO. 2

CRS PARAMETER DATA

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Delivered Weight of Vehicle with Maximum Fluids = 2107.5 kg (A)

AS TESTED WEIGHT OF VEHICLE

(2 P572E + 1 P572P w/ CRS + 1 10 year old w/ CRS +CARGO + EQUIPMENT & INSTRUMENTATION):

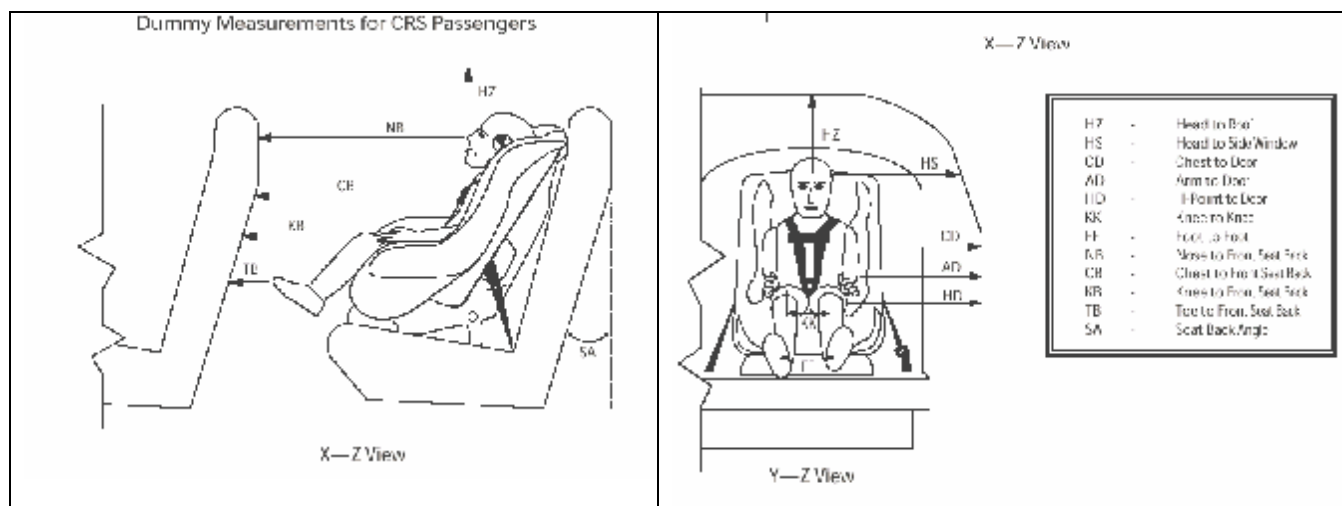
Left Front	=	<u>603.5</u>	kg	Left Rear	=	<u>608.0</u>	kg
Right Front	=	<u>584.5</u>	kg	Right Rear	=	<u>592.5</u>	kg
TOTAL FRONT	=	<u>1188.0</u>	kg	TOTAL REAR	=	<u>1200.5</u>	kg
TOTAL TEST WEIGHT =		<u>2388.5</u>	kg				

DATA SHEET NO. 3

CHILD DUMMY POSITIONING IN VEHICLE

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111



Measurement	(mm)	(mm)
	P3 CRS (040)	P4 CRS (009)
SA	20 °	20 °
HS	390	336
CD	384	385
AD	225	205
HD	285	247
HZ	357	182
NB	599	657
CB	532	585
KB	105	150
FF	85	190
KB – LEFT	350	290
KB – RIGHT	348	287
TB – LEFT	55	68
TB – RIGHT	54	78
Top Tether Anchor to CRS		
Angle †	-	N/A
Length	620 (along tether)	N/A
X	100	N/A
Y	0	N/A
Z	-480	N/A

All dimensions in mm (unless noted)

P3 – Right Rear Passenger (CRS #1)

P4 – Left Rear Passenger (CRS #2)

† Tether wraps around the top of the seat back and attaches to an anchor located on the cargo area floor.

DATA SHEET 4

CHILD DUMMY INJURY CRITERIA VALUES

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111

		MAXIMUM VALUE							
		Position #3				Position #4			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	53.7	199.9	-47.7	103.8	11.9	199.9	-30.1	97.5
Head Y	g	9.9	132.5	-55.5	103.6	4.0	123.6	-13.8	73.9
Head Z	g	67.0	86.3	-10.9	45.1	72.2	76.8	-0.6	19.5
Head Resultant	g	79.7	103.6	-	-	77.6	76.8	-	-
Upper Neck Fx	N	1.7	-50.0	-912.6	125.6	18.4	39.4	-905.7	81.4
Upper Neck Fy	N	178.1	72.8	-145.4	106.5	130.7	196.6	-111.4	23.4
Upper Neck Fz	N	1677.8	86.6	-274.2	46.5	2325.7	75.4	-126.2	17.7
Upper Neck F Resultant	N	1686.5	86.6	-	-	2470.8	75.4	-	-
Upper Neck Mx	N-m	12.2	78.2	-11.1	114.4	17.9	101.1	-19.2	83.2
Upper Neck My	N-m	9.8	79.9	-9.3	129.2	17.5	94.0	-46.0	60.3
Upper Neck Mz	N-m	3.9	102.7	-2.3	118.0	2.3	155.7	-9.3	83.4
Upper Neck M Resultant	N-m	15.6	79.4	-	-	46.2	60.2	-	-
Left Clavicle Fx	N	-	-	-	-	9.4	188.1	-3290.2	77.3
Left Clavicle Fz	N	-	-	-	-	573.3	82.0	-208.4	50.8
Right Clavicle Fx	N	-	-	-	-	161.9	53.7	-553.3	93.1
Right Clavicle Fz	N	-	-	-	-	120.7	63.8	-228.8	86.6
Chest X	g	3.6	176.4	-36.1	87.9	2.3	195.9	-48.1	55.9
Chest Y	g	8.4	59.8	-7.1	115.2	3.4	86.6	-19.8	57.1
Chest Z	g	40.4	85.8	-32.9	59.9	10.1	95.4	-11.6	68.1
Chest Resultant	g	49.4	85.5	-	-	52.2	56.0	-	-
Chest Displacement	g	0.1	21.3	-24.4	130.9	0.0	-11.1	-38.3	88.4
Lumbar Fx	N	-	-	-	-	1098.5	78.9	-220.1	199.3
Lumbar Fy	N	-	-	-	-	175.8	114.4	-596.6	58.2
Lumbar Fz	N	-	-	-	-	986.6	85.3	-378.2	113.4
Lumbar F Resultant	N	-	-	-	-	1456.6	82.1	-	-
Lumbar Mx	Nm	-	-	-	-	26.4	178.1	-74.9	65.7
Lumbar My	Nm	-	-	-	-	31.4	165.4	-72.0	76.3
Lumbar Mz	Nm	-	-	-	-	40.2	90.3	-2.5	35.5
Lumbar M Resultant	Nm	-	-	-	-	99.0	68.6	-	-

DATA SHEET 4

CHILD DUMMY INJURY CRITERIA VALUES (CONTINUED)

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111

		MAXIMUM VALUE							
		Position #3				Position #4			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	16.1	106.4	-45.5	66.3	15.2	106.5	-51.9	67.8
Pelvic Y	g	6.9	43.8	-13.8	102.2	13.4	95.5	-15.5	48.1
Pelvic Z	g	26.6	87.4	-31.9	55.4	4.6	96.7	-21.8	53.9
Pelvic Resultant	g	52.3	66.8	-	-	55.4	67.8	-	-
Left Lower ASIS Fx	N	-	-	-	-	2.7	15.3	-430.3	61.1
Left Upper ASIS Fx	N	-	-	-	-	124.1	145.1	-181.8	56.4
Right Lower ASIS Fx	N	-	-	-	-	1.0	11.0	-420.6	71.0
Right Upper ASIS Fx	N	-	-	-	-	105.0	109.6	-110.5	60.0
Left Femur Force	N	-	-	-	-	1135.5	55.8	-25.4	195.9
Right Femur Force	N	-	-	-	-	1357.1	60.0	-132.7	124.7
Latch Belt Load	N	†	-	†	-	-	-	-	-
Tether Belt Load	N	3767.3	68.9	-19.6	172.3	-	-	-	-
Lap Belt Load	N	-	-	-	-	5167.3	63.3	-1.7	-13.5
Shoulder Belt Load	N	-	-	-	-	7064.1	76.8	-5.4	199.9

† - Transducer Failed

DATA SHEET 4

CHILD DUMMY INJURY CRITERIA VALUES (CONTINUED)

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111

	HEAD INJURY CRITERIA (HIC)							
	HIC15				HIC36			
	HIC	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂	HIC	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #3 - Right	351.9	79.7	94.7	56.0 g	597.0	71.6	107.6	48.7 g
Position #4 - Left	590.5	71.7	86.7	68.9 g	860.4	57.3	92.0	57.2 g

	CLIP SUMMARY*			
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #3 - Right	44.5	87.3	90.3	490.7
Position #4 - Left	51.1	55.3	58.3	501.3

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

	FEMUR SUMMARY			
	Left Femur (N)	t ₁ (msec)	Right Femur (N)	t ₂ (msec)
Position #3 - Right	-	-	-	-
Position #4 - Left	-25.4	195.9	-132.7	124.7

DATA SHEET NO. 5

CRS PERFORMANCE DATA

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111

		MAXIMUM VALUE			
DESCRIPTION	Unit	Positive	Time (ms)	Negative	Time (ms)
P3 CRS X	g	9.3	190.1	-46.3	53.4
P3 CRS Y	g	10.5	74.4	-11.2	94.6
P3 CRS Z	g	24.1	70.3	-20.4	113.0
P3 CRS Resultant	g	50.0	53.3	-	-

DATA SHEET NO. 5

CRS PERFORMANCE DATA (CONTINUED)

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111

POSITION #3 CRS POST-TEST INSPECTION (Serial No. 3671439 P1 – 13OCT04)

LOCATION	DAMAGE	REMARKS
Upper Tether Strap	No	None
Upper Tether Buckle	No	None
Upper Tether Hook	No	None
Vehicle Upper Tether Anchor	No	None
Lower Anchor Strap	No	None
Lower Anchor Buckle	No	None
Lower Anchor Hooks	No	None
Vehicle Lower CRS Anchors	No	None
Five Point Harness Connections	No	None
Cracks on CRS	No	None
Fabric Tears on CRS	No	None
Vehicle Seat Structure	No	None
Vehicle Seat Fabric Tears	No	None
Child Dummy	No	None

POSITION #4 CRS POST-TEST INSPECTION (Serial No. 1008042008595 - 100804)

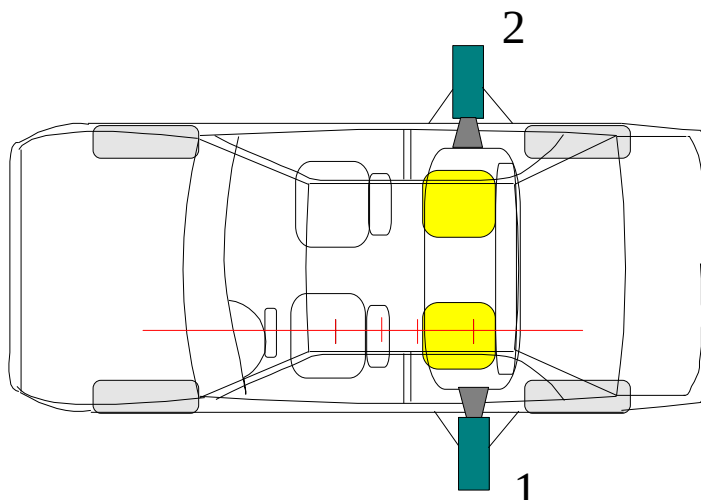
LOCATION	DAMAGE	REMARKS
Upper Tether Strap	NA	NA
Upper Tether Buckle	NA	NA
Upper Tether Hook	NA	NA
Vehicle Upper Tether Anchor	NA	NA
Lower Anchor Strap	NA	NA
Lower Anchor Buckle	NA	NA
Lower Anchor Hooks	NA	NA
Vehicle Lower CRS Anchors	NA	NA
Five Point Harness Connections	NA	NA
Cracks on CRS	No	None
Fabric Tears on CRS	No	None
Vehicle Seat Structure	No	None
Vehicle Seat Fabric Tears	No	None
Child Dummy	No	None

DATA SHEET NO. 6

CRS CAMERA DATA

CRS: Evenflo Titan V Forward Facing Convertible with LATCH and Top Tether / Graco TurboBooster

NHTSA No. M50111



Camera No.	View	Coordinates (millimeters)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left side CRS lateral view	3320	3270	2310	-21.0	28	500
2	Right side CRS lateral view	3300	3270	2330	-21.0	28	500

* Reference (from point of impact); all measurements accurate to within ± 6 mm.

X = + Forward

Y = + To Right

Z = + Down

SECTION 3

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

<u>Figure</u>	<u>Photograph Title</u>	<u>Page</u>
Figure 3- 1	CLOSE-UP VIEW OF POSITION 3 CRS LABEL	3- 3
Figure 3- 2	PRE-TEST FRONTAL VIEW OF POSITION 3 CRS	3- 4
Figure 3- 3	POST-TEST FRONTAL VIEW OF POSITION 3 CRS	3- 5
Figure 3- 4	PRE-TEST REAR VIEW OF POSITION 3 CRS	3- 6
Figure 3- 5	POST-TEST REAR VIEW OF POSITION 3 CRS	3- 7
Figure 3- 6	PRE-TEST LEFT SIDE VIEW OF POSITION 3 CRS	3- 8
Figure 3- 7	POST-TEST LEFT SIDE VIEW OF POSITION 3 CRS	3- 9
Figure 3- 8	PRE-TEST RIGHT SIDE VIEW OF POSITION 3 CRS	3- 10
Figure 3- 9	POST-TEST RIGHT SIDE VIEW OF POSITION 3 CRS	3- 11
Figure 3- 10	CLOSE-UP VIEW OF POSITION 4 CRS LABEL	3- 12
Figure 3- 11	PRE-TEST FRONTAL VIEW OF POSITION 4 CRS	3- 13
Figure 3- 12	POST-TEST FRONTAL VIEW OF POSITION 4 CRS	3- 14
Figure 3- 13	PRE-TEST REAR VIEW OF POSITION 4 CRS	3- 15
Figure 3- 14	POST-TEST REAR VIEW OF POSITION 4 CRS	3- 16
Figure 3- 15	PRE-TEST LEFT SIDE VIEW OF POSITION 4 CRS	3- 17
Figure 3- 16	POST-TEST LEFT SIDE VIEW OF POSITION 4 CRS	3- 18
Figure 3- 17	PRE-TEST RIGHT SIDE VIEW OF POSITION 4 CRS	3- 19
Figure 3- 18	POST-TEST RIGHT SIDE VIEW OF POSITION 4 CRS	3- 20
Figure 3- 19	PRE-TEST POSITION 3 LEFT SIDE VIEW	3- 21
Figure 3- 20	POST-TEST POSITION 3 LEFT SIDE VIEW	3- 22
Figure 3- 21	PRE-TEST POSITION 4 LEFT SIDE VIEW	3- 23
Figure 3- 22	POST-TEST POSITION 4 LEFT SIDE VIEW	3- 24
Figure 3- 23	PRE-TEST POSITION 3 RIGHT SIDE VIEW	3- 25
Figure 3- 24	POST-TEST POSITION 3 RIGHT SIDE VIEW	3- 26
Figure 3- 25	PRE-TEST POSITION 4 RIGHT SIDE VIEW	3- 27
Figure 3- 26	POST-TEST POSITION 4 RIGHT SIDE VIEW	3- 28
Figure 3- 27	PRE-TEST POSITION 3 FRONT VIEW	3- 29
Figure 3- 28	POST-TEST POSITION 3 FRONT VIEW	3- 30
Figure 3- 29	PRE-TEST POSITION 4 FRONT VIEW	3- 31
Figure 3- 30	POST-TEST POSITION 4 FRONT VIEW	3- 32



Figure 3-1 CLOSE-UP VIEW OF POSITION 3 CRS LABEL



Figure 3-2 PRE-TEST FRONTAL VIEW OF POSITION 3 CRS



Figure 3-3 POST-TEST FRONTAL VIEW OF POSITION 3 CRS



Figure 3-4 PRE-TEST REAR VIEW OF POSITION 3 CRS



Figure 3-5 POST-TEST REAR VIEW OF POSITION 3 CRS



Figure 3-6 PRE-TEST LEFT SIDE VIEW OF POSITION 3 CRS



Figure 3-7 POST-TEST LEFT SIDE VIEW OF POSITION 3 CRS



Figure 3-8 PRE-TEST RIGHT SIDE VIEW OF POSITION 3 CRS



Figure 3-9 POST-TEST RIGHT SIDE VIEW OF POSITION 3 CRS

está certificado para su uso en automóviles. Este asiento no
está certificado para su uso en aeronaves.

Los asientos infantiles podrán quedar sujetos a retiradas por razones de
seguridad. Debe registrar este asiento para recibir información sobre
retiradas. Envíe su nombre, dirección y el número de modelo y la fecha de
fabricación del asiento a Graco Children's Products Inc., 150 Oaklands Blvd.,
Exton, PA 19341 EE.UU. o llame al 1-800-345-4109.

Para información sobre retiradas, llame a la línea de información sobre
seguridad automotriz del gobierno de EE.UU. al 1-800-424-9393
(202-366-0123 en el Distrito de Columbia).

LAPB0095B

MODEL 8495STO NAME: TurboBooster
SERIAL JJ 1008042008595
Manufactured in 100804
GRACO CHILDREN'S PRODUCTS, INC.
EXTON, PA 19341 1-888-224-6549
Made in China

LAP20004B

Figure 3-10 CLOSE-UP VIEW OF POSITION 4 CRS LABEL



Figure 3-11 PRE-TEST FRONTAL VIEW OF POSITION 4 CRS



Figure 3-12 POST-TEST FRONTAL VIEW OF POSITION 4 CRS



Figure 3-13 PRE-TEST REAR VIEW OF POSITION 4 CRS



Figure 3-14 POST-TEST REAR VIEW OF POSITION 4 CRS



Figure 3-15 PRE-TEST LEFT SIDE VIEW OF POSITION 4 CRS



Figure 3-16 POST-TEST LEFT SIDE VIEW OF POSITION 4 CRS



Figure 3-17 PRE-TEST RIGHT SIDE VIEW OF POSITION 4 CRS



Figure 3-18 POST-TEST RIGHT SIDE VIEW OF POSITION 4 CRS



Figure 3-19 PRE-TEST POSITION 3 LEFT SIDE VIEW



Figure 3-20 POST-TEST POSITION 3 LEFT SIDE VIEW



Figure 3-21 PRE-TEST POSITION 4 LEFT SIDE VIEW



Figure 3-22 POST-TEST POSITION 4 LEFT SIDE VIEW



Figure 3-23 PRE-TEST POSITION 3 RIGHT SIDE VIEW



Figure 3-24 POST-TEST POSITION 3 RIGHT SIDE VIEW



Figure 3-25 PRE-TEST POSITION 4 RIGHT SIDE VIEW



Figure 3-26 POST-TEST POSITION 4 RIGHT SIDE VIEW



Figure 3-27 PRE-TEST POSITION 3 FRONT VIEW



Figure 3-28 POST-TEST POSITION 3 FRONT VIEW



Figure 3-29 PRE-TEST POSITION 4 FRONT VIEW



Figure 3-30 POST-TEST POSITION 4 FRONT VIEW

SECTION 4

CHILD DUMMY RESPONSE AND CRS DATA TRACES

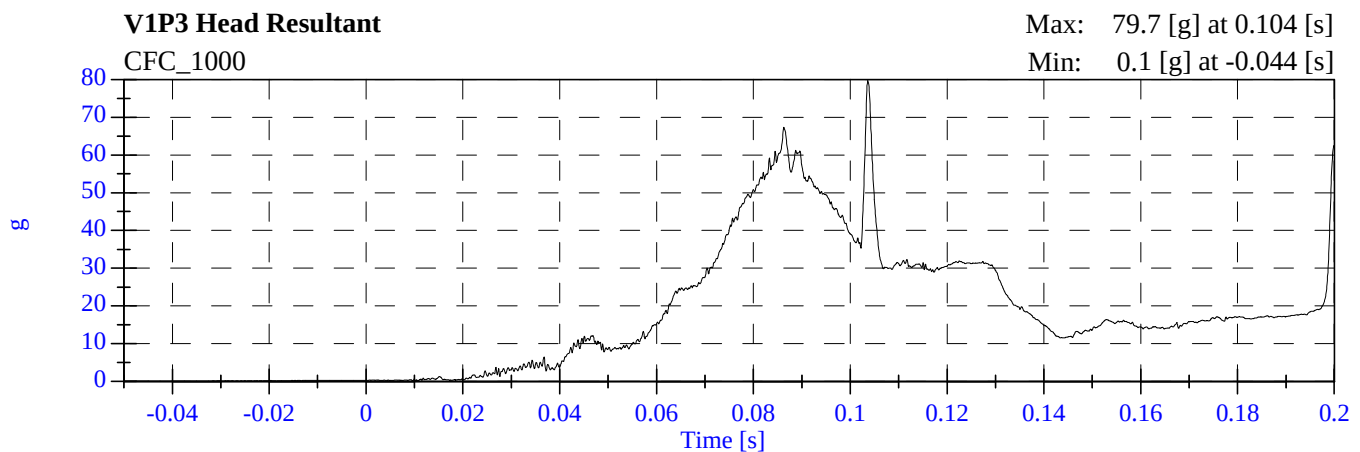
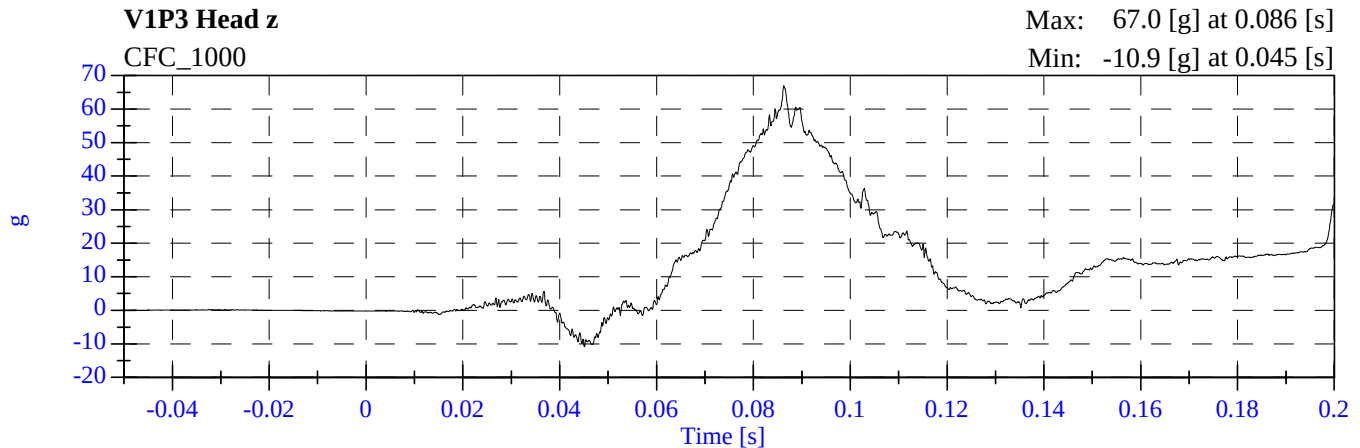
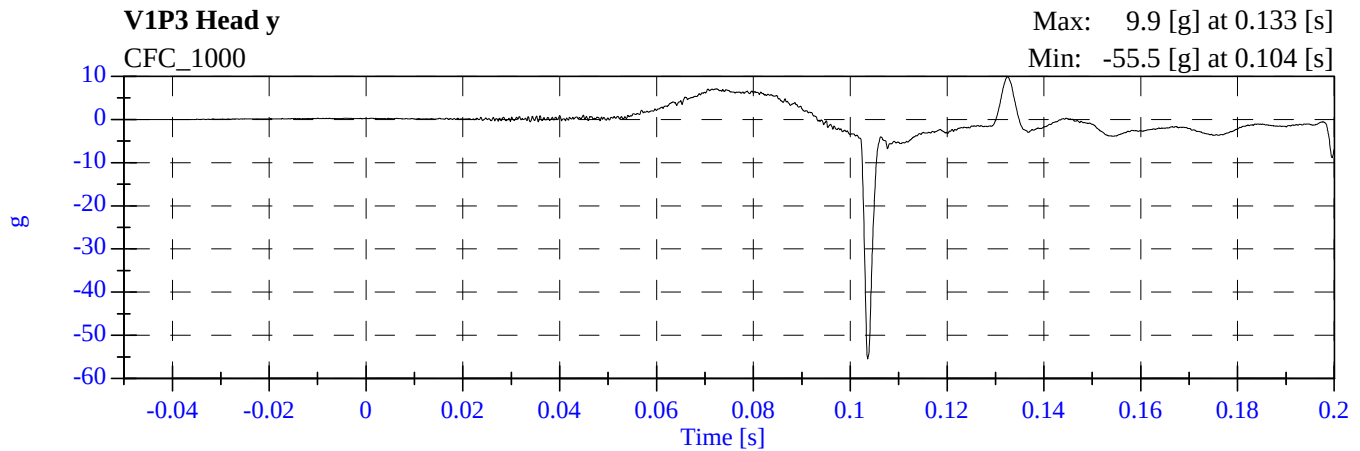
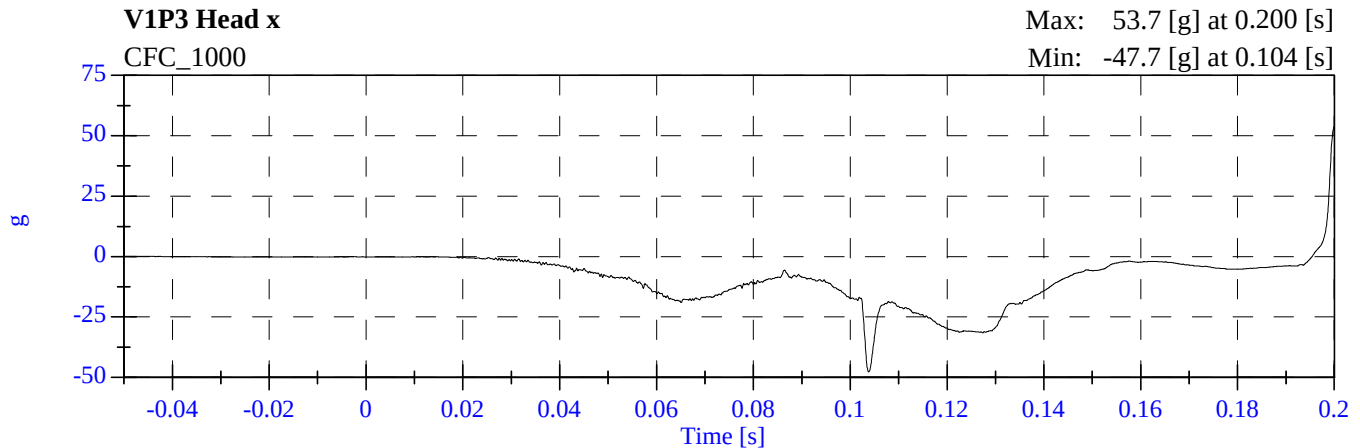
TABLE OF DATA PLOTS

PLOT	PLOT NAME[UNITS, CHANNEL FILTER CLASS]	PAGE
1	V1P3 Head x [g, CFC_1000]	4-4
2	V1P3 Head y [g, CFC_1000]	4-4
3	V1P3 Head z [g, CFC_1000]	4-4
4	V1P3 Head Resultant [g, CFC_1000]	4-4
5	V1P3 Upper Neck Fx [N, CFC_1000]	4-5
6	V1P3 Upper Neck Fy [N, CFC_1000]	4-5
7	V1P3 Upper Neck Fz [N, CFC_1000]	4-5
8	V1P3 Upper Neck F Resultant [N, CFC_1000]	4-5
9	V1P3 Upper Neck Mx [N-m, CFC_600]	4-6
10	V1P3 Upper Neck My [N-m, CFC_600]	4-6
11	V1P3 Upper Neck Mz [N-m, CFC_600]	4-6
12	V1P3 Upper Neck M Resultant [N-m, CFC_600]	4-6
13	V1P3 Chest x [g, CFC_180]	4-7
14	V1P3 Chest y [g, CFC_180]	4-7
15	V1P3 Chest z [g, CFC_180]	4-7
16	V1P3 Chest Resultant [g, CFC_180]	4-7
17	V1P3 Chest Compression [mm, CFC_600]	4-8
18	V1P3 Pelvic x [g, CFC_1000]	4-9
19	V1P3 Pelvic y [g, CFC_1000]	4-9
20	V1P3 Pelvic z [g, CFC_1000]	4-9
21	V1P3 Pelvic Resultant [g, CFC_1000]	4-9
22	V1P3 Latch Belt F [N, CFC_60]	4-10
23	V1P3 Tether Belt F [N, CFC_60]	4-10
24	V1P3 CRS x [g, CFC_60]	4-11
25	V1P3 CRS y [g, CFC_60]	4-11
26	V1P3 CRS z [g, CFC_60]	4-11
27	V1P3 CRS Resultant [g, CFC_60]	4-11
28	V1P3 CRS x Velocity [kph, CFC_180]	4-12
29	V1P3 CRS y Velocity [kph, CFC_180]	4-12
30	V1P3 CRS z Velocity [kph, CFC_180]	4-12
31	V1P3 CRS x Displacement [mm, CFC_180]	4-13
32	V1P3 CRS y Displacement [mm, CFC_180]	4-13
33	V1P3 CRS z Displacement [mm, CFC_180]	4-13
34	V1P4 Head x [g, CFC_1000]	4-14
35	V1P4 Head y [g, CFC_1000]	4-14
36	V1P4 Head z [g, CFC_1000]	4-14
37	V1P4 Head Resultant [g, CFC_1000]	4-14
38	V1P4 Upper Neck Fx [N, CFC_1000]	4-15
39	V1P4 Upper Neck Fy [N, CFC_1000]	4-15
40	V1P4 Upper Neck Fz [N, CFC_1000]	4-15
41	V1P4 Upper Neck F Resultant [N, CFC_1000]	4-15
42	V1P4 Upper Neck Mx [N-m, CFC_600]	4-16
43	V1P4 Upper Neck My [N-m, CFC_600]	4-16
44	V1P4 Upper Neck Mz [N-m, CFC_600]	4-16
45	V1P4 Upper Neck M Resultant [N-m, CFC_600]	4-16
46	V1P4 Left Clavicle Fx [N, CFC_1000]	4-17
47	V1P4 Left Clavicle Fz [N, CFC_1000]	4-17
48	V1P4 Right Clavicle Fx [N, CFC_1000]	4-17

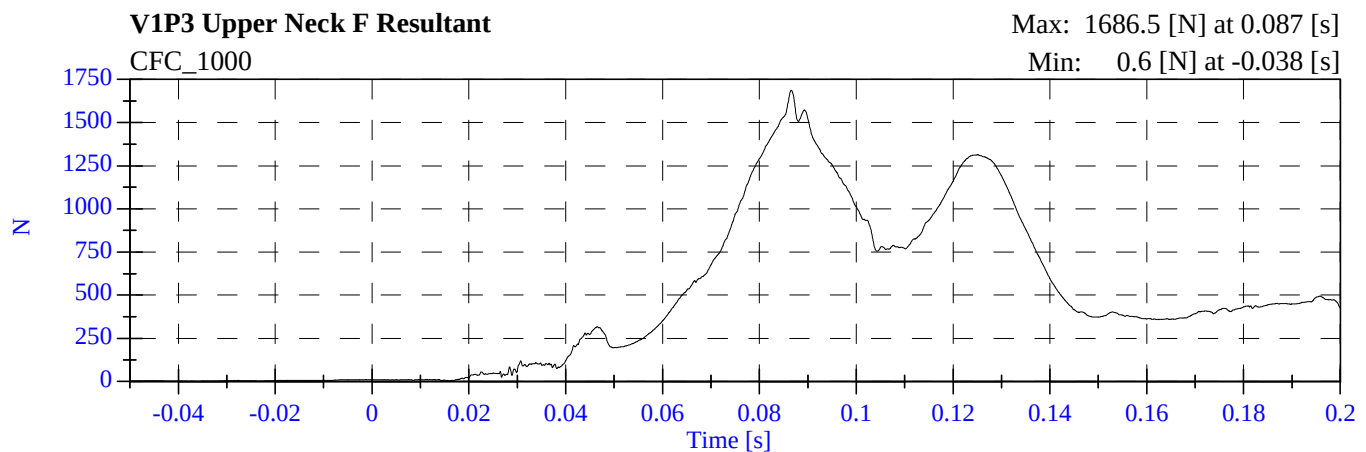
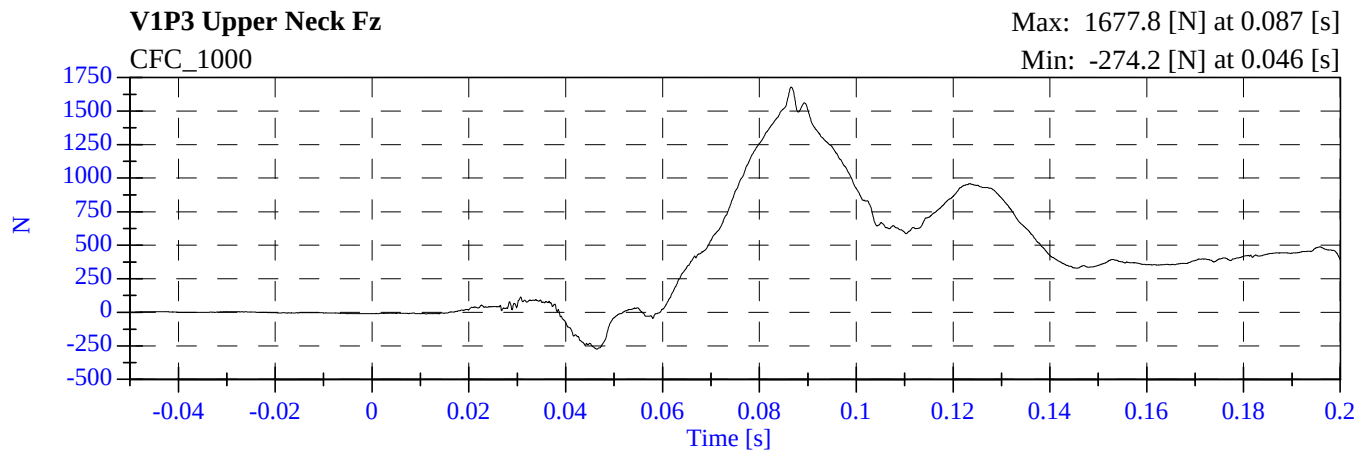
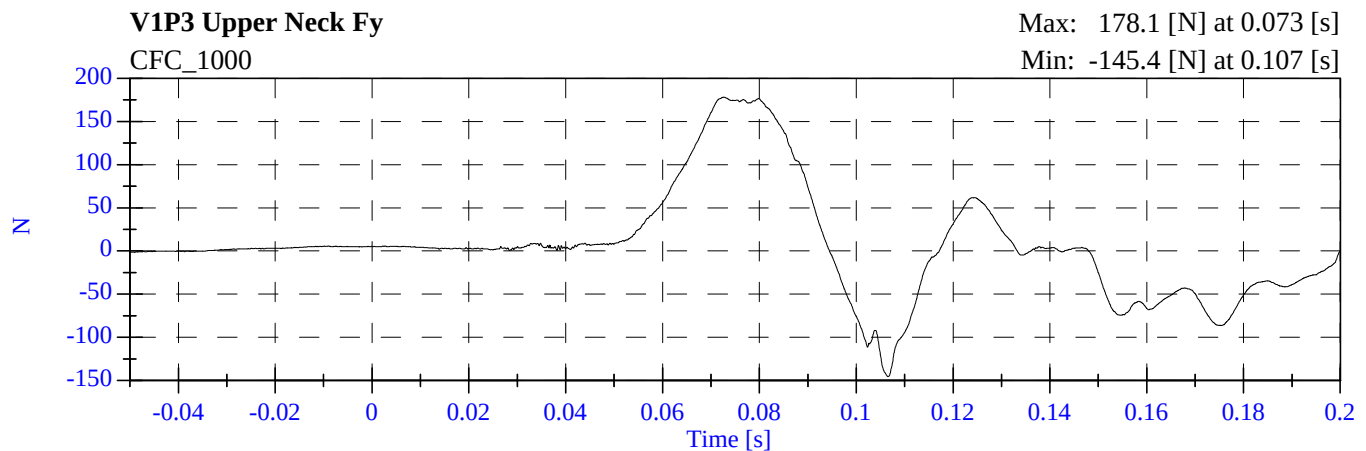
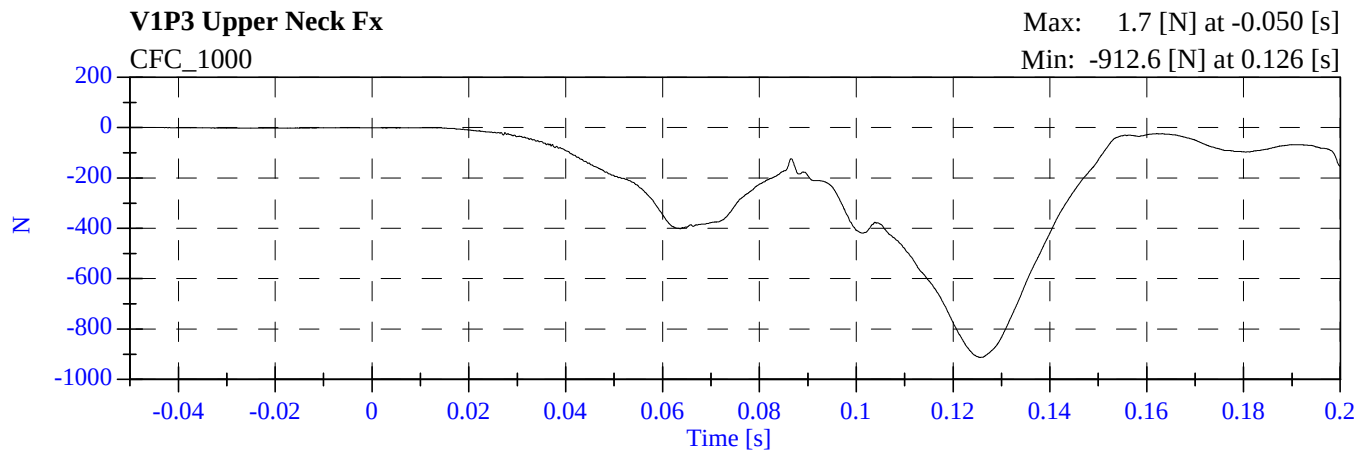
TABLE OF DATA PLOTS (Continued)

PLOT	PLOT NAME[UNITS, CHANNEL FILTER CLASS]	PAGE
49	V1P4 Right Clavicle Fz [N, CFC_1000]	4-17
50	V1P4 Chest x [g, CFC_180]	4-18
51	V1P4 Chest y [g, CFC_180]	4-18
52	V1P4 Chest z [g, CFC_180]	4-18
53	V1P4 Chest Resultant [g, CFC_180]	4-18
54	V1P4 Chest Displacement [mm, CFC_600]	4-19
55	V1P4 Lumbar Fx [N, CFC_1000]	4-20
56	V1P4 Lumbar Fy [N, CFC_1000]	4-20
57	V1P4 Lumbar Fz [N, CFC_1000]	4-20
58	V1P4 Lumbar F Resultant [N, CFC_1000]	4-20
59	V1P4 Lumbar Mx [N-m, CFC_1000]	4-21
60	V1P4 Lumbar My [N-m, CFC_1000]	4-21
61	V1P4 Lumbar Mz [N-m, CFC_1000]	4-21
62	V1P4 Lumbar M Resultant [N-m, CFC_1000]	4-21
63	V1P4 Pelvic x [g, CFC_1000]	4-22
64	V1P4 Pelvic y [g, CFC_1000]	4-22
65	V1P4 Pelvic z [g, CFC_1000]	4-22
66	V1P4 Pelvic Resultant [g, CFC_1000]	4-22
67	V1P4 Left Lower ASIS Fx [N, CFC_600]	4-23
68	V1P4 Left Upper ASIS Fx [N, CFC_600]	4-23
69	V1P4 Right Lower ASIS Fx [N, CFC_600]	4-23
70	V1P4 Right Upper ASIS Fx [N, CFC_600]	4-23
71	V1P4 Left Femur [N, CFC_600]	4-24
72	V1P4 Right Femur [N, CFC_600]	4-24
73	V1P4 Lap Belt F [N, CFC_60]	4-25
74	V1P4 Shoulder Belt F [N, CFC_60]	4-25

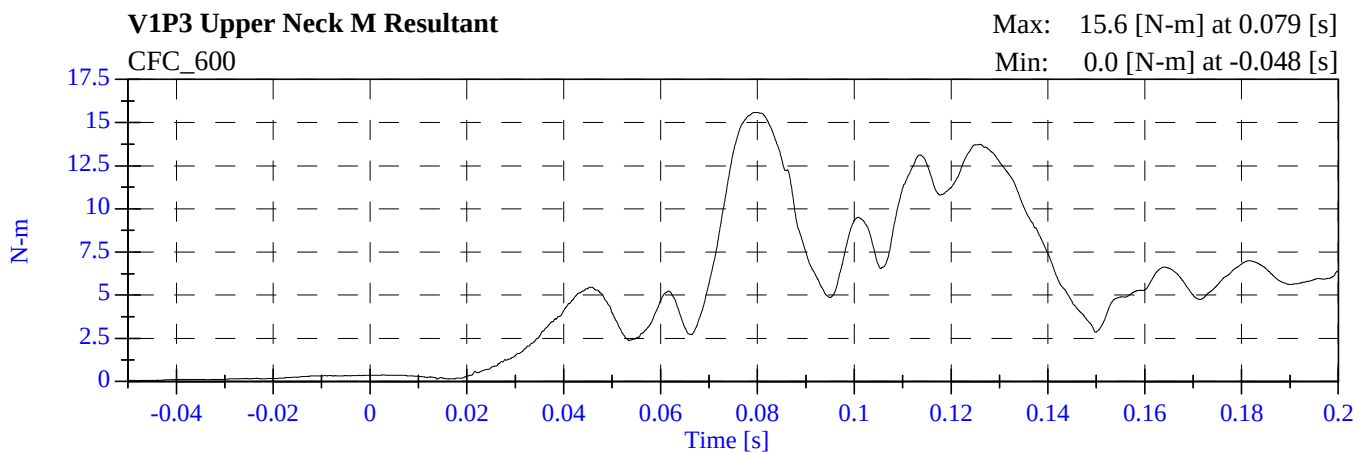
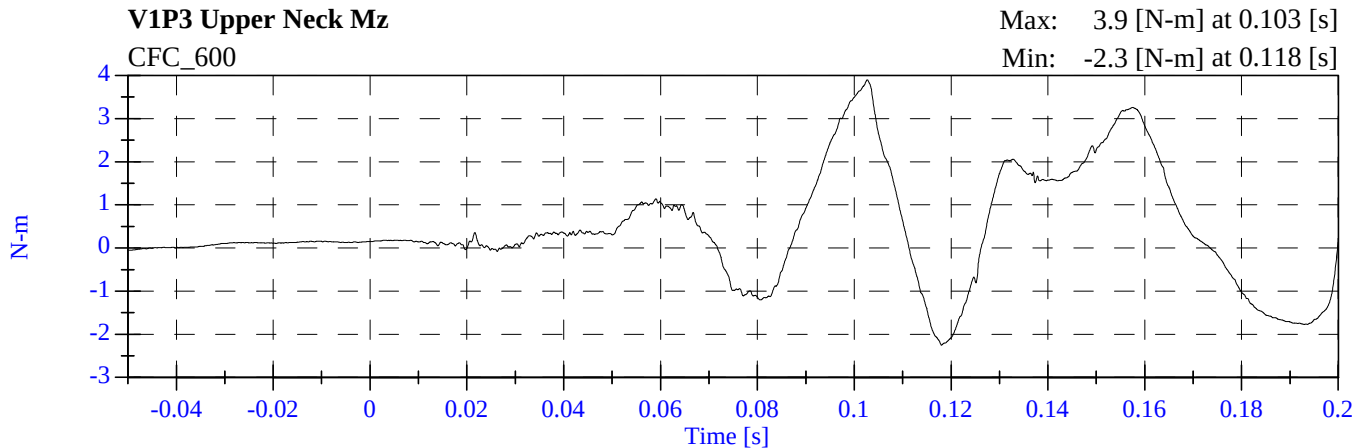
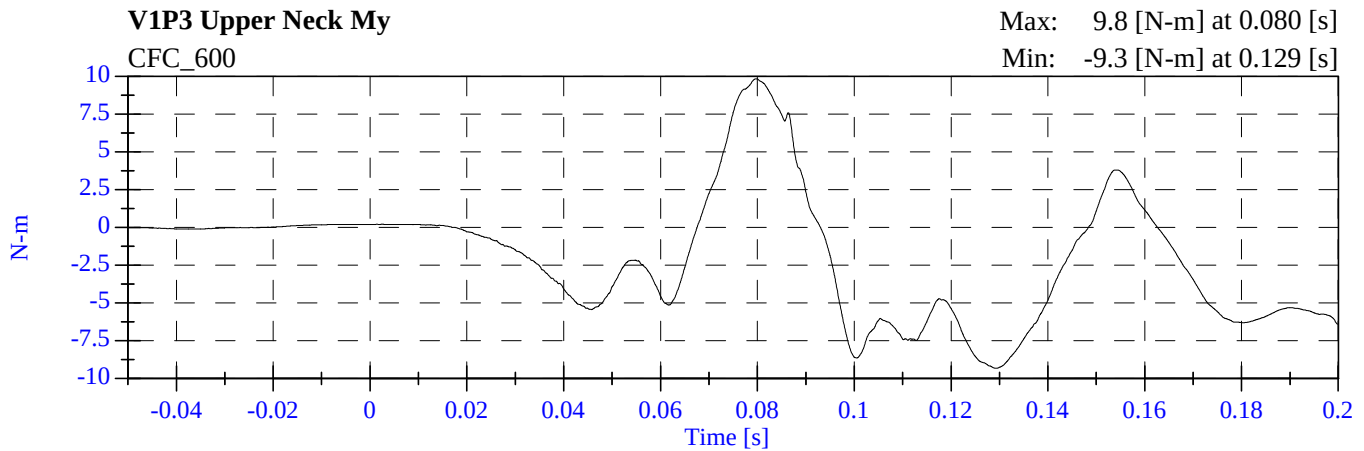
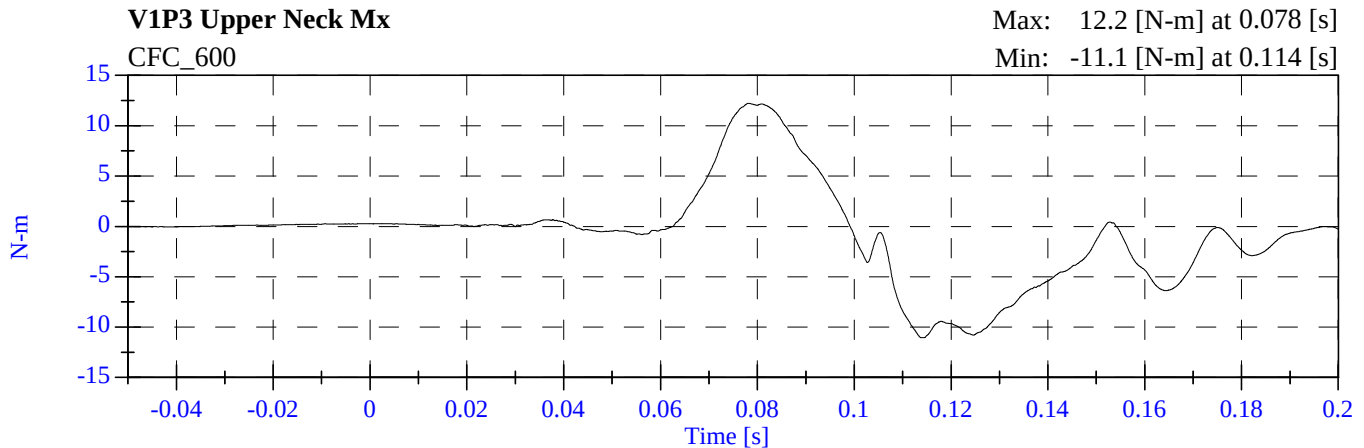
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



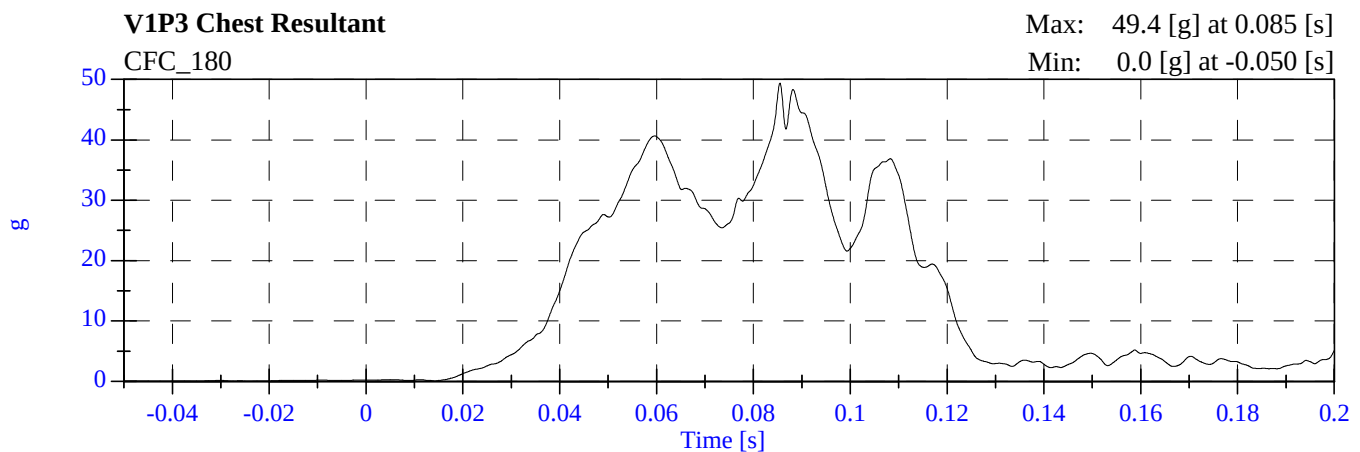
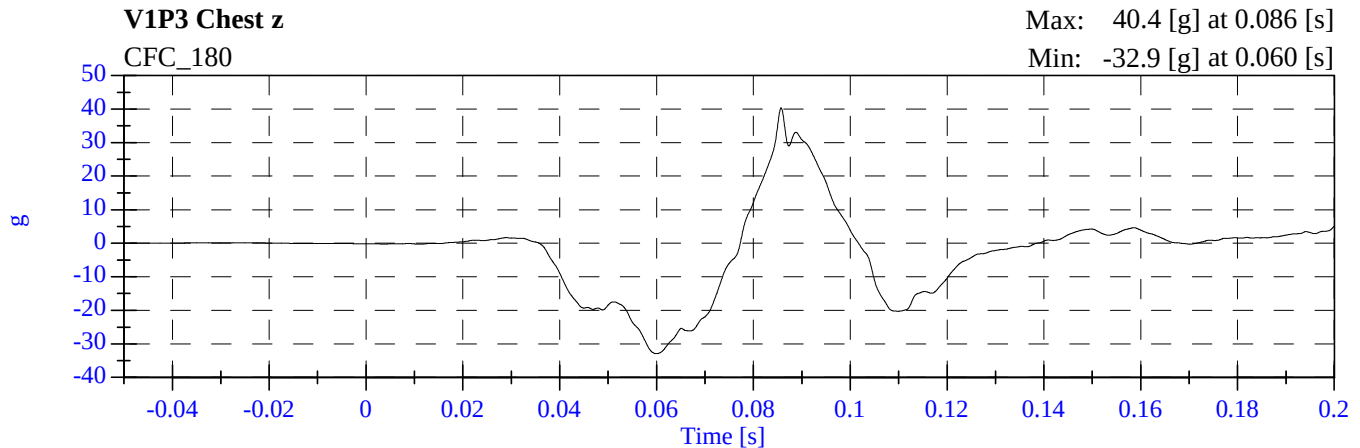
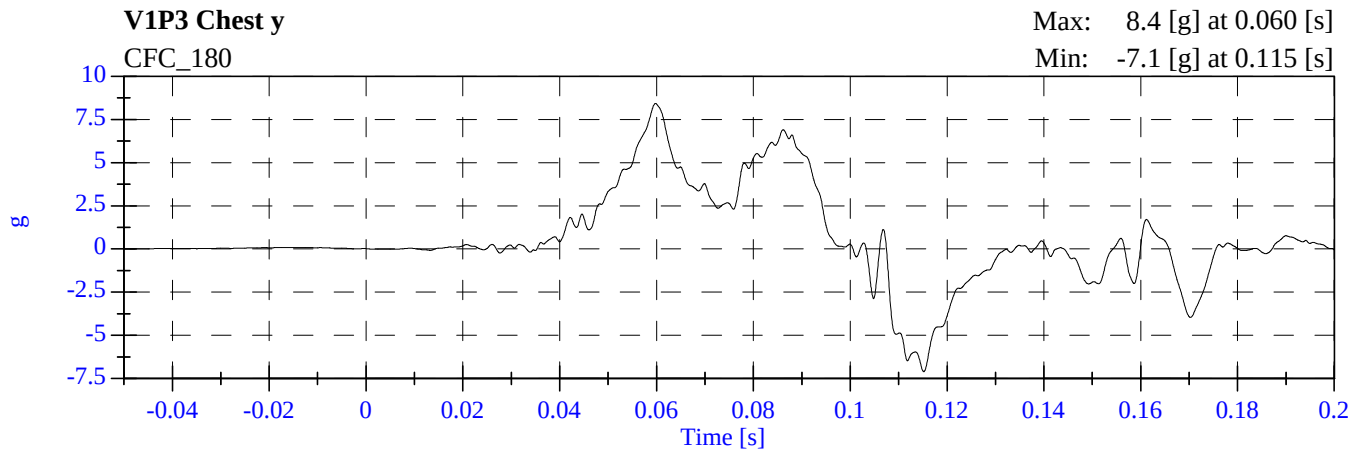
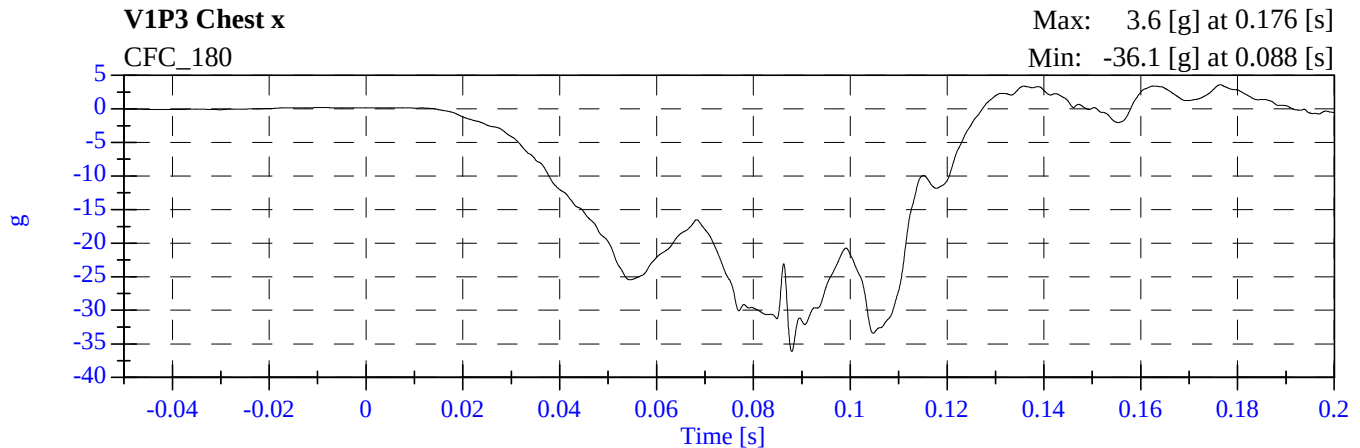
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



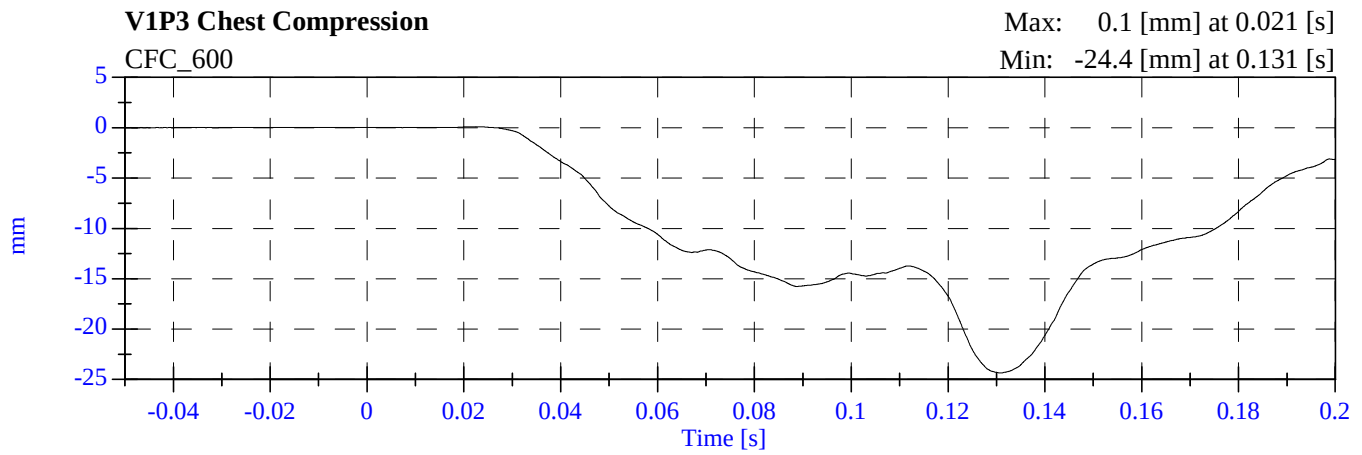
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



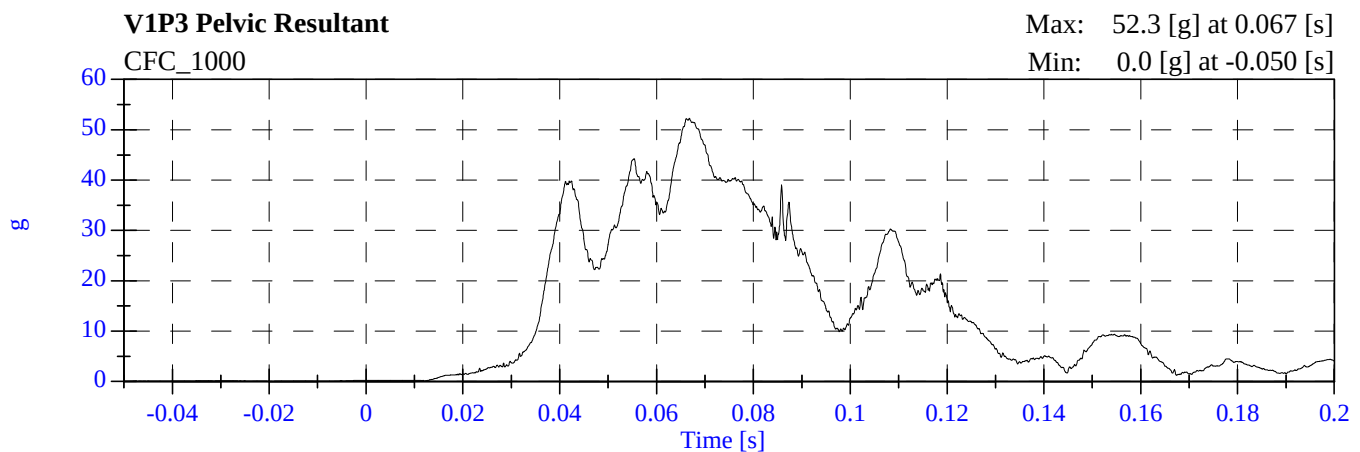
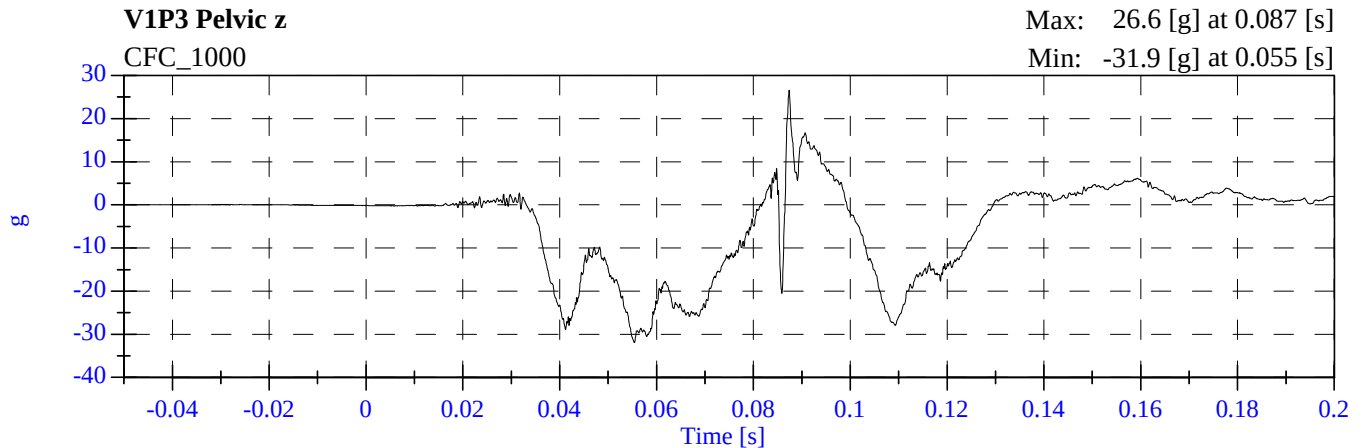
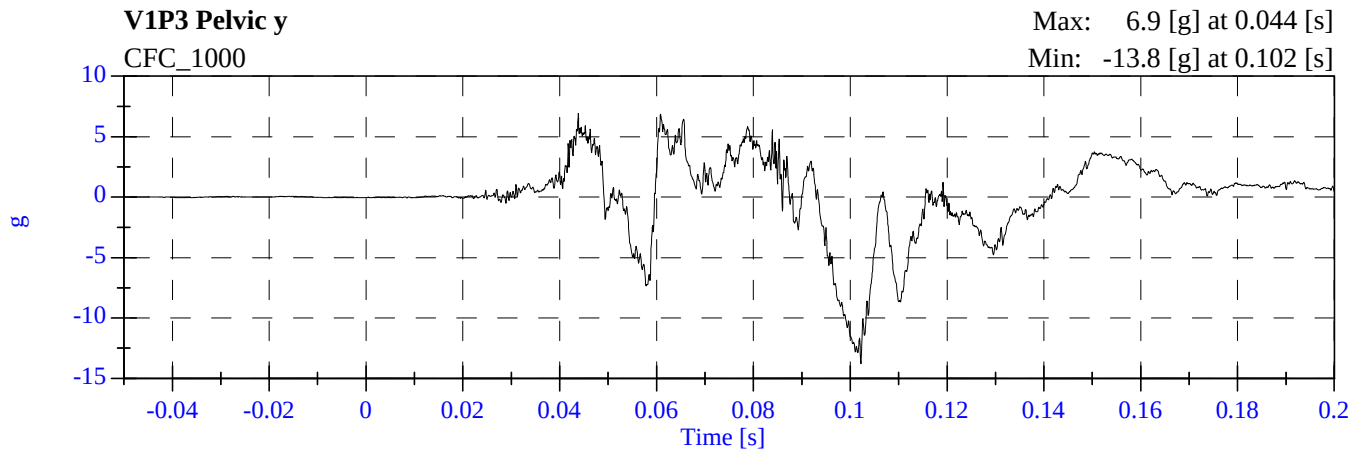
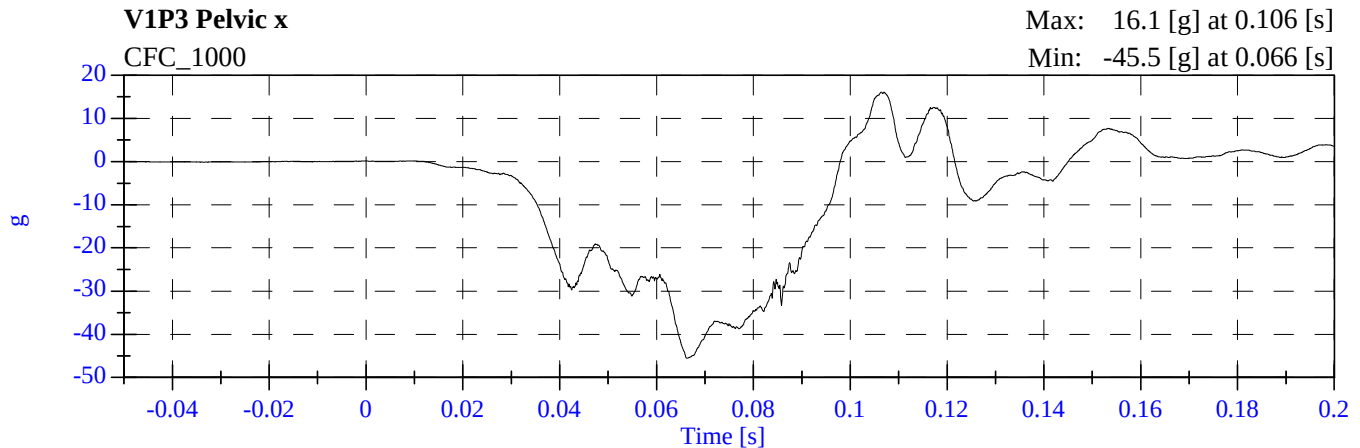
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



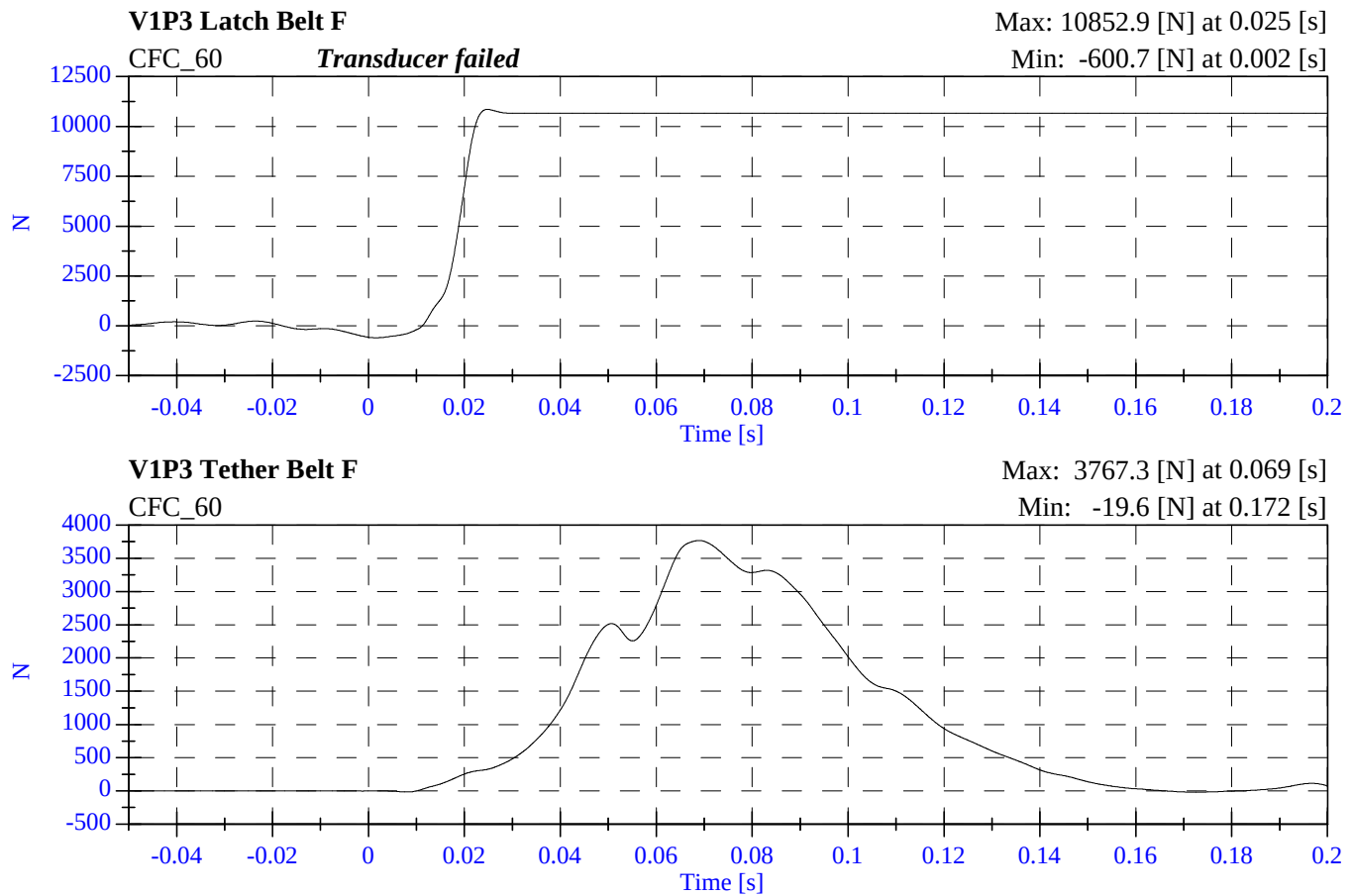
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



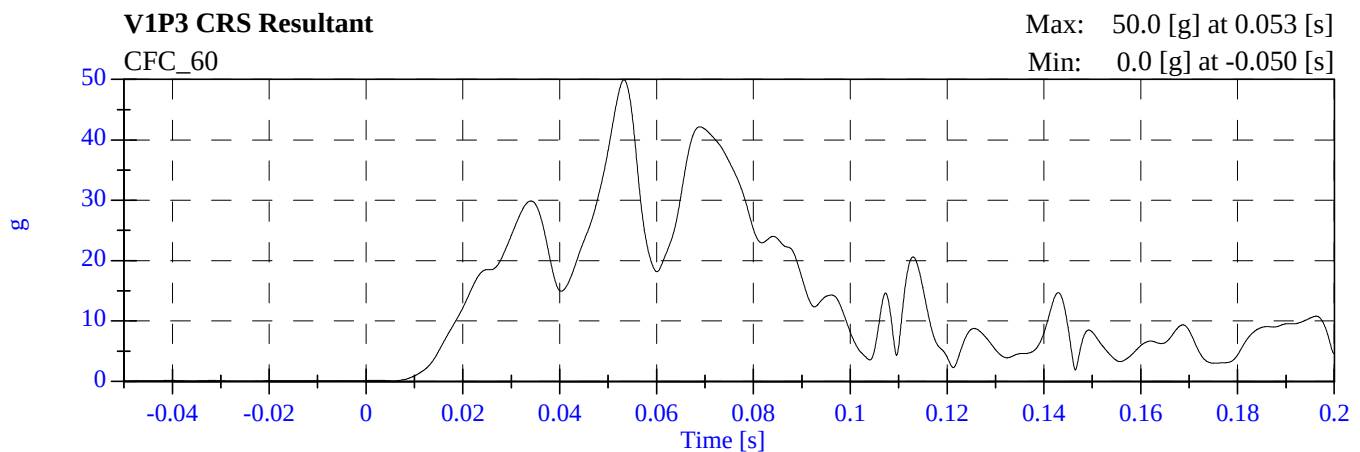
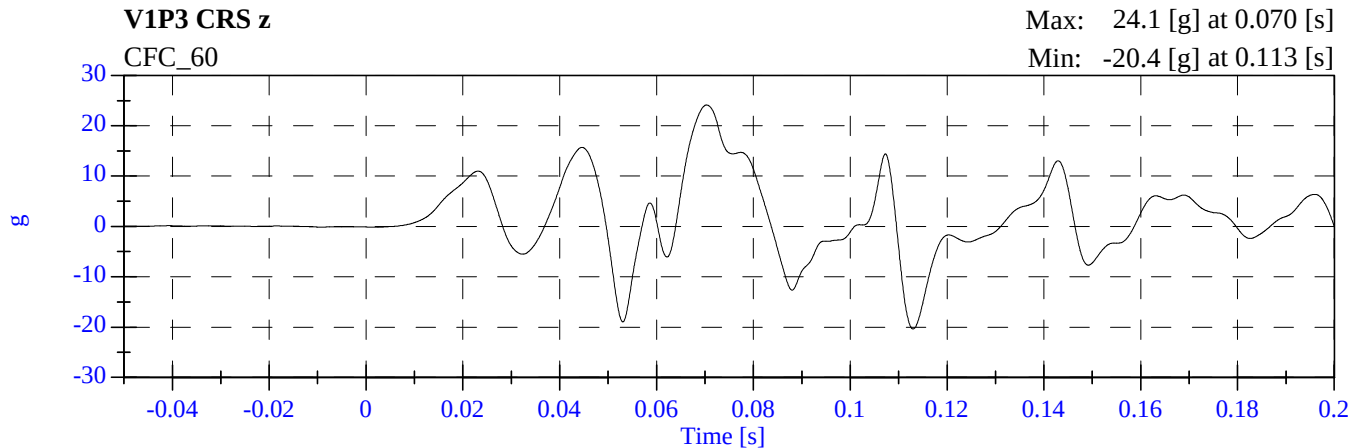
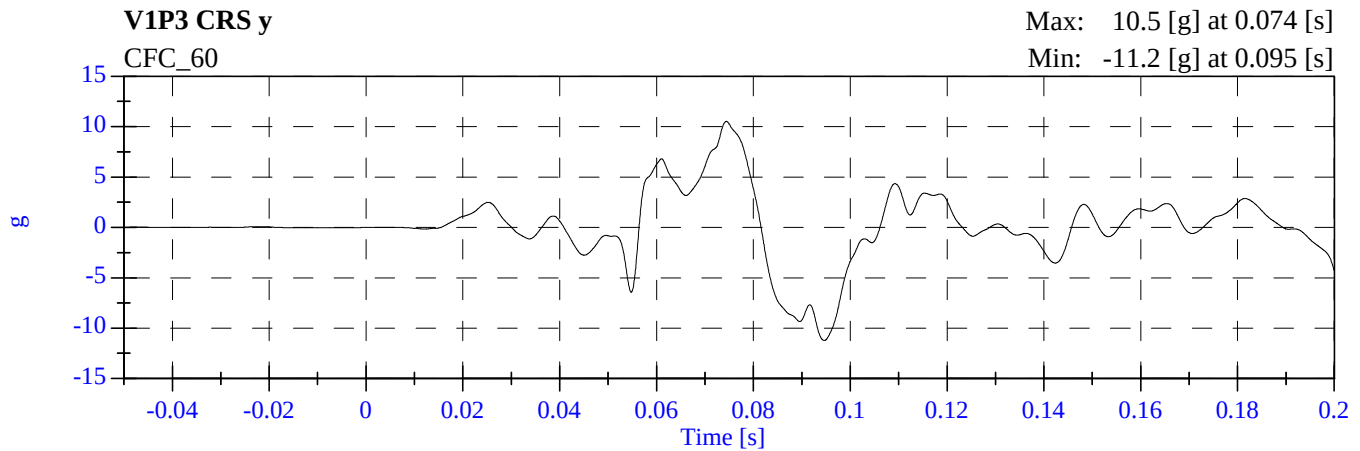
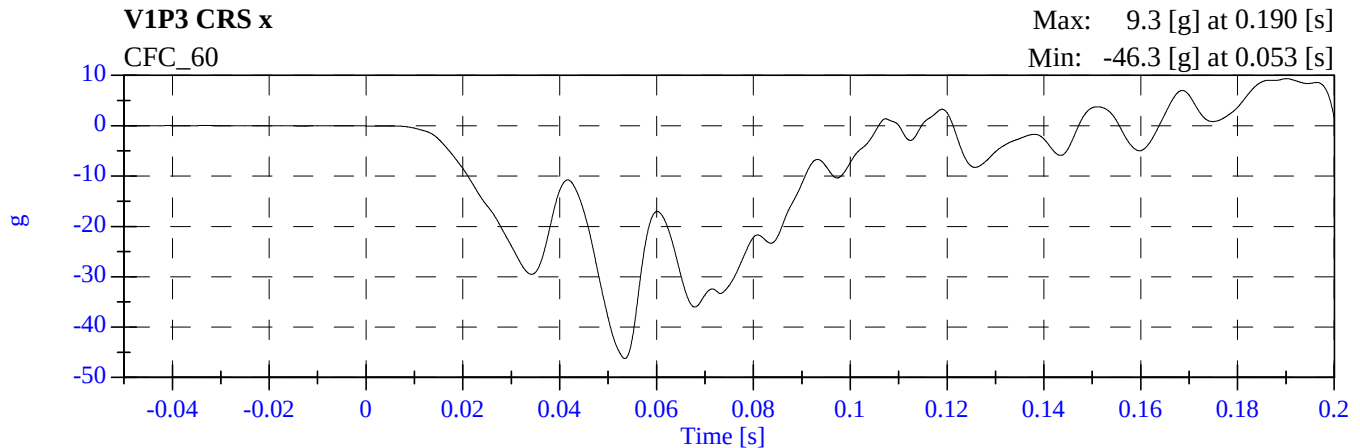
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



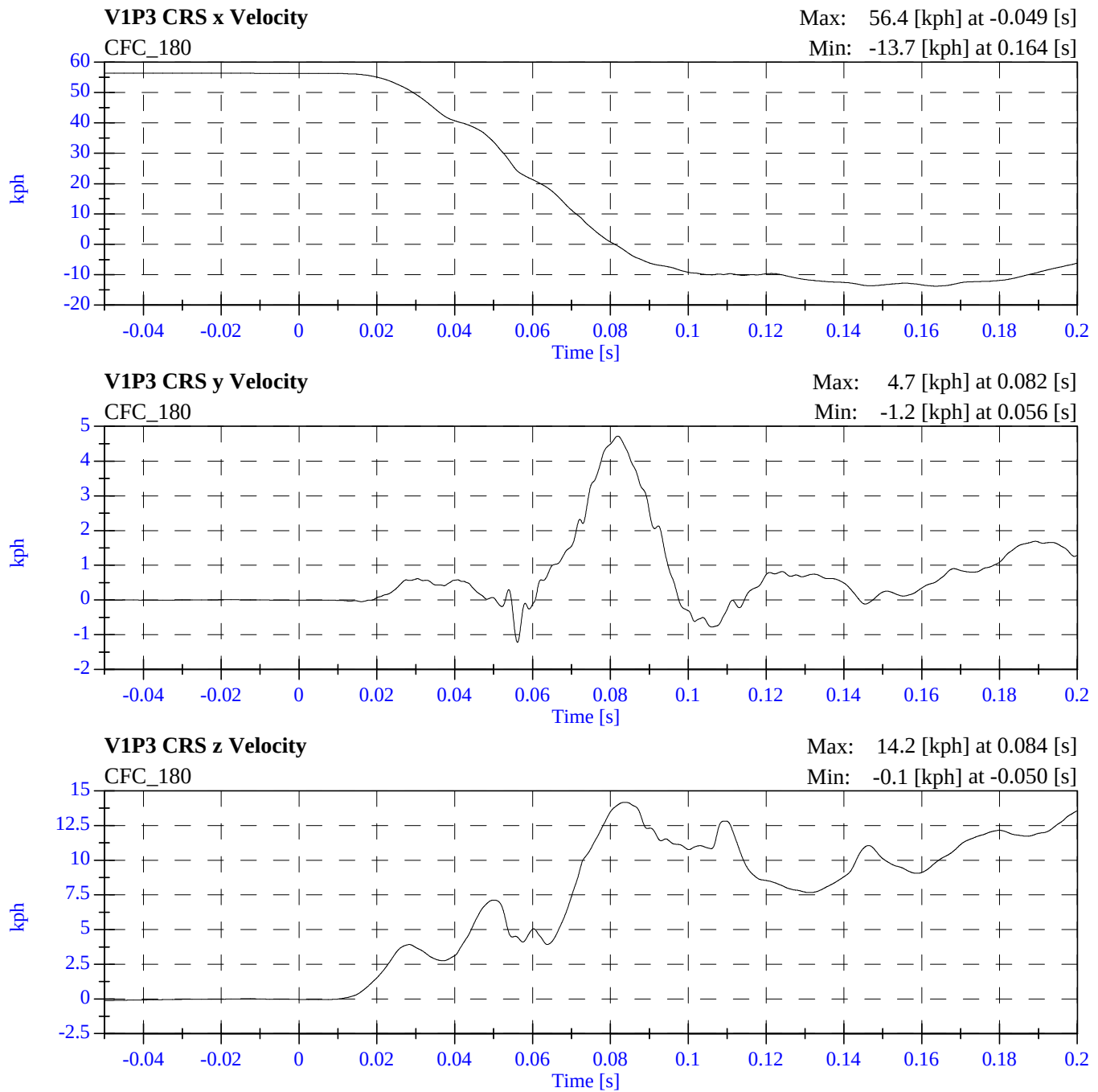
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



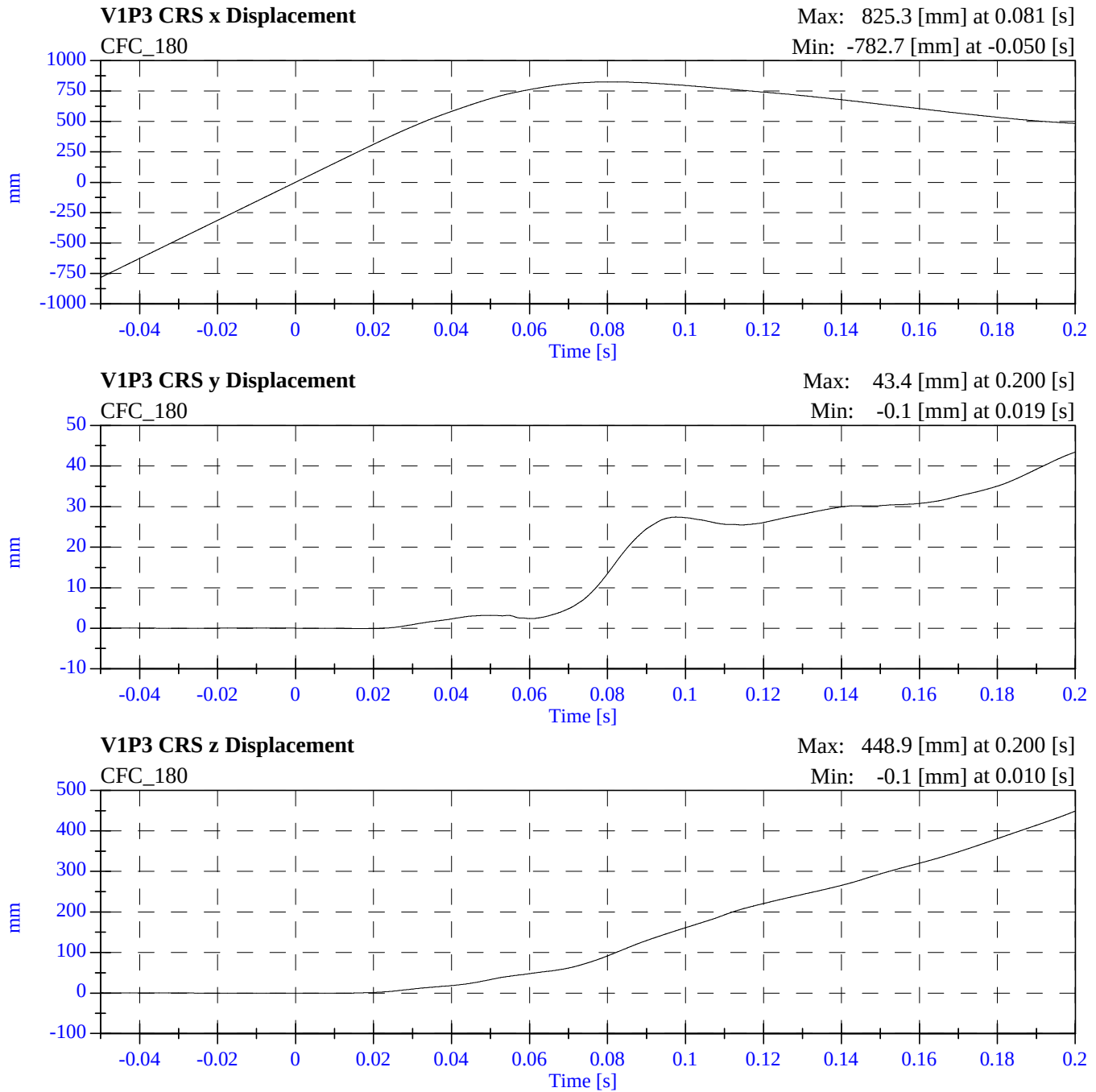
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



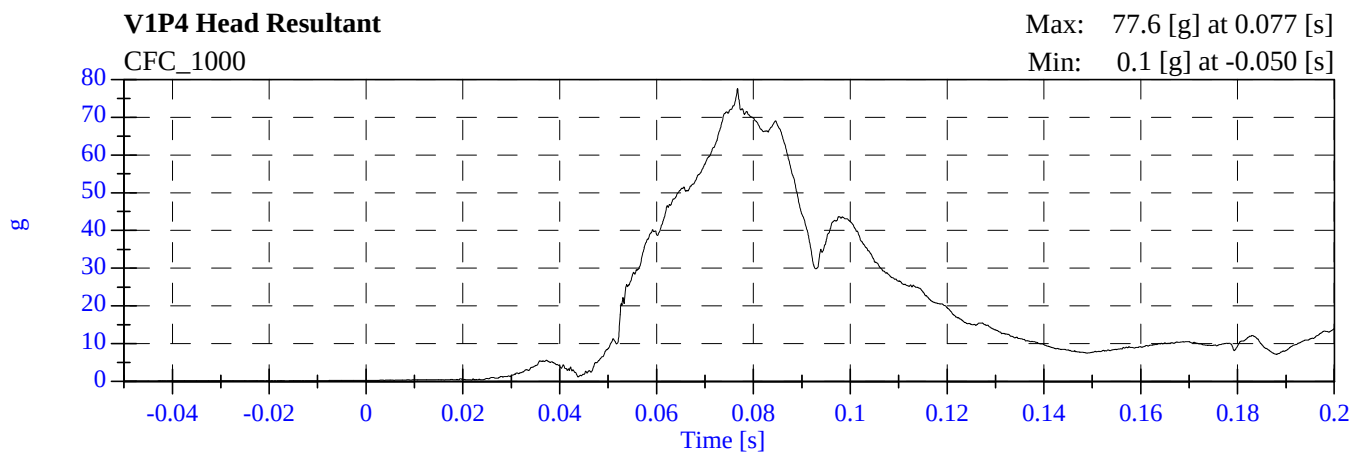
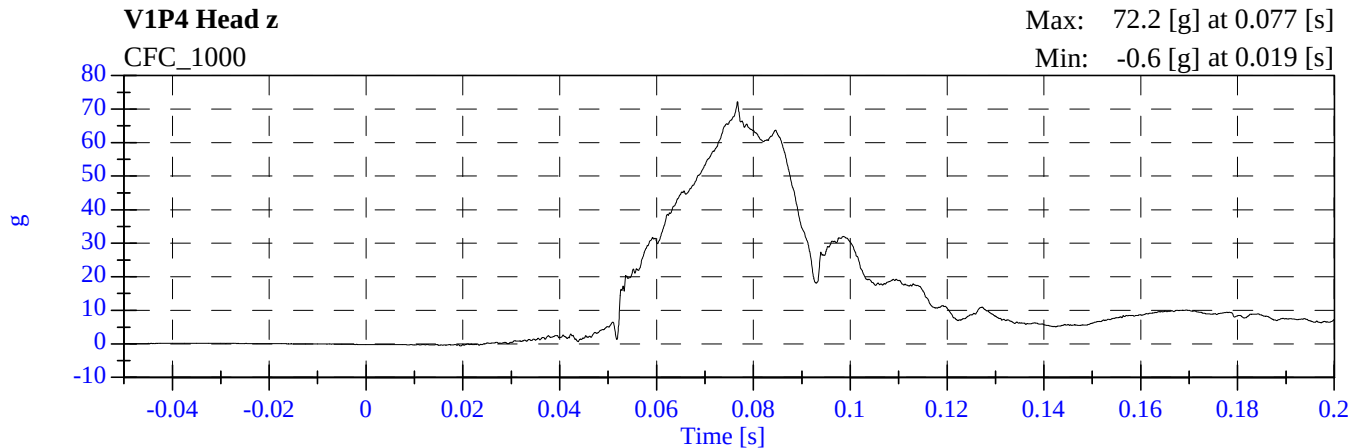
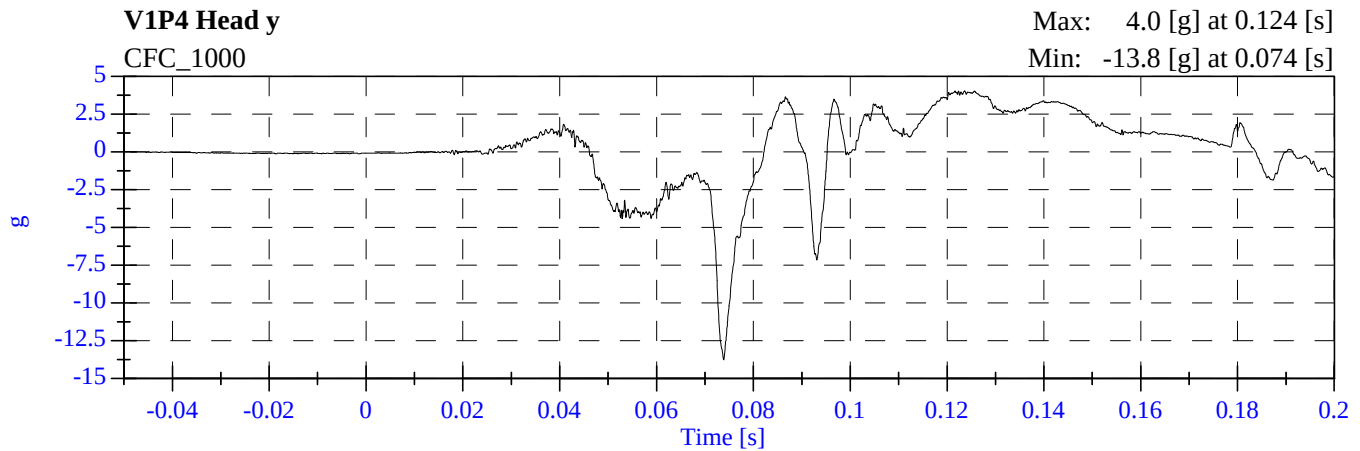
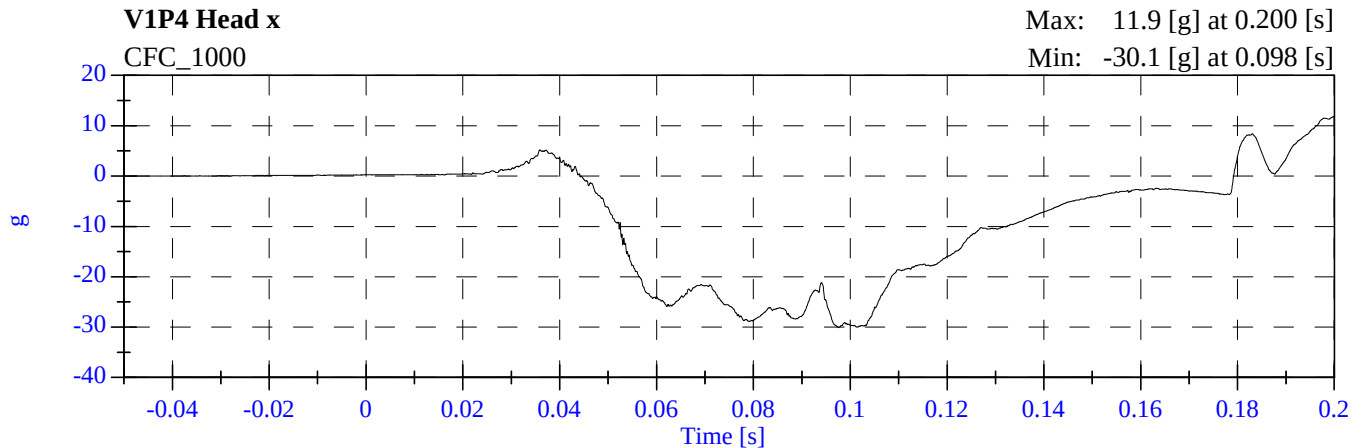
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



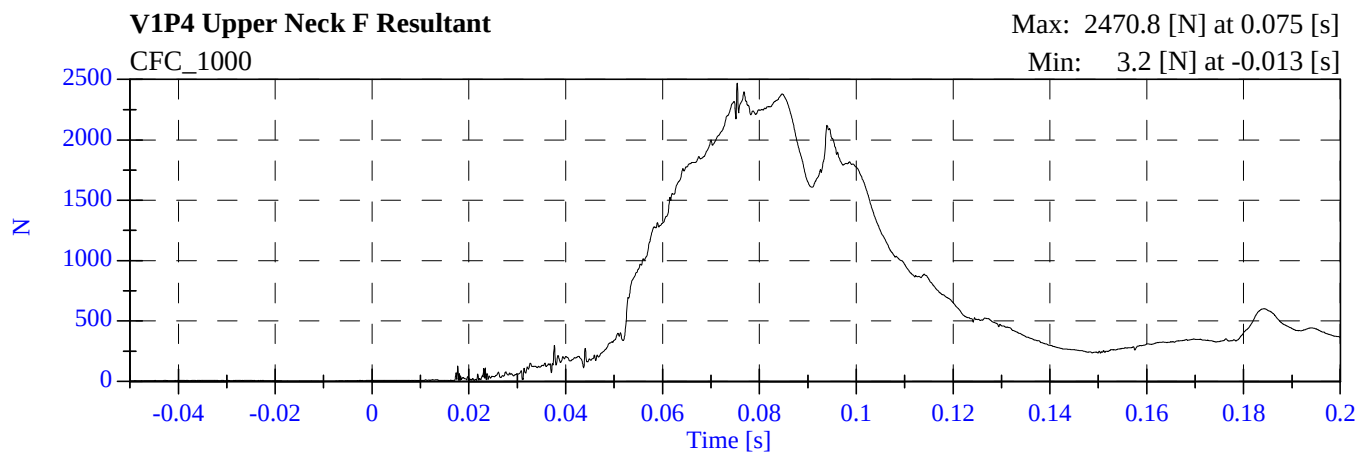
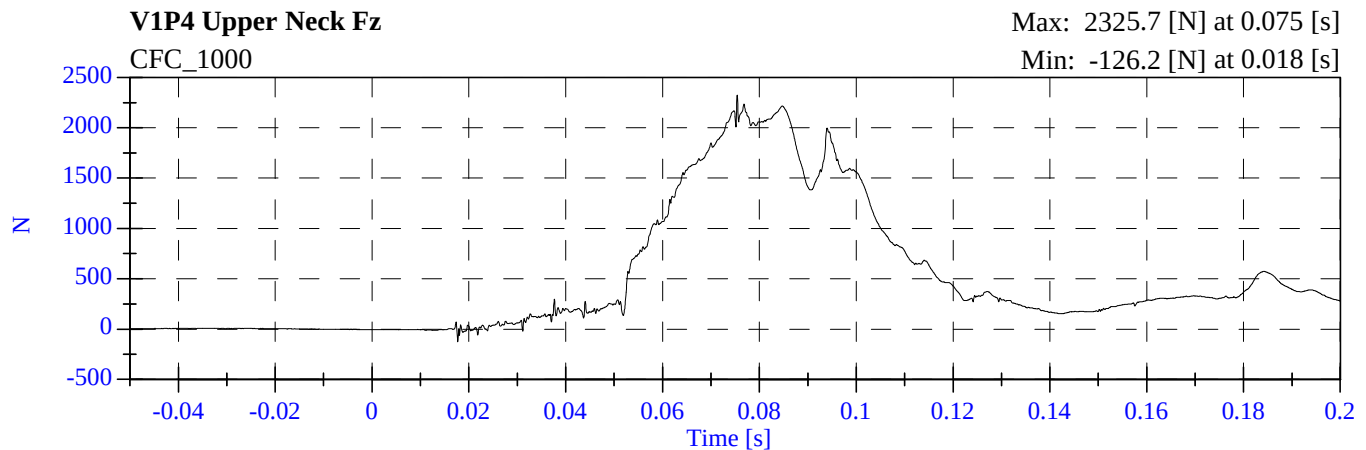
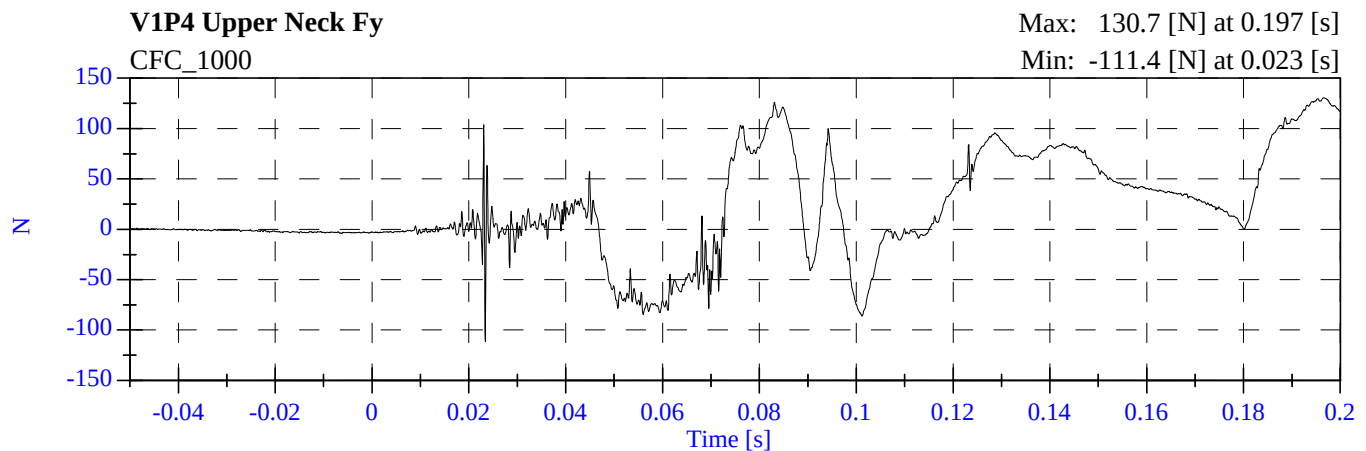
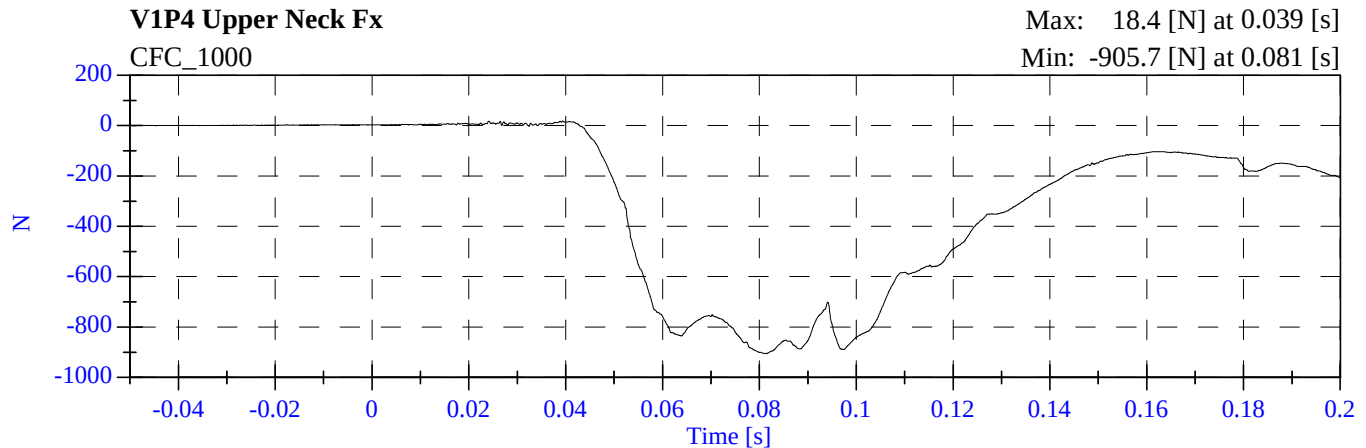
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005

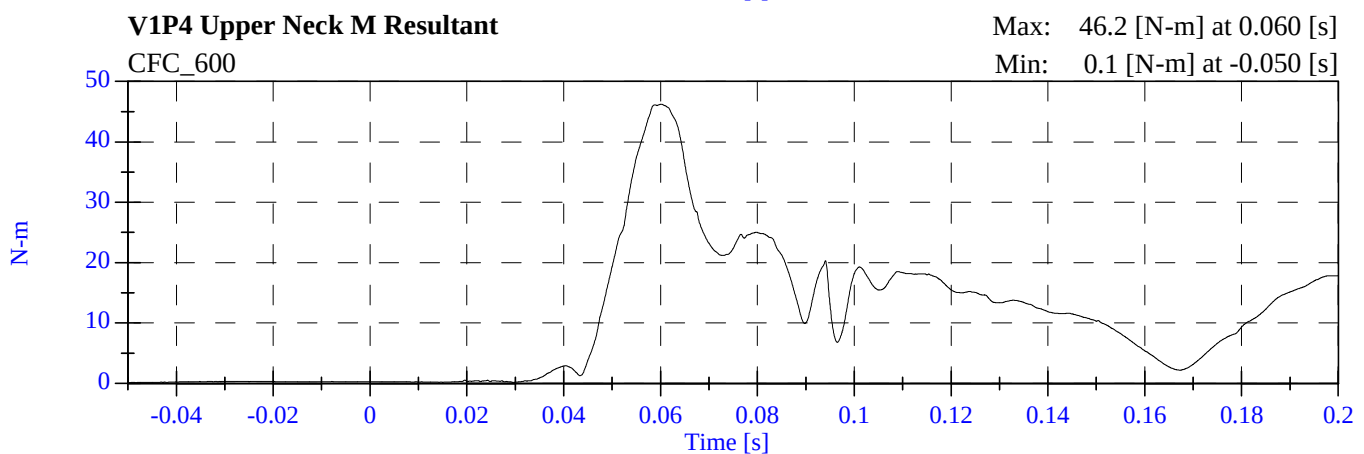
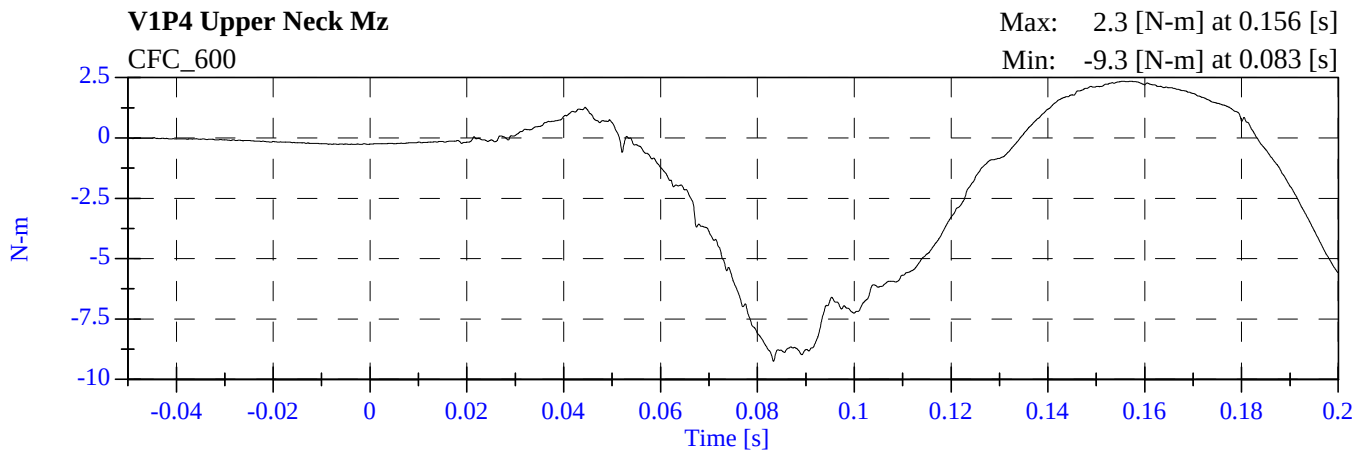
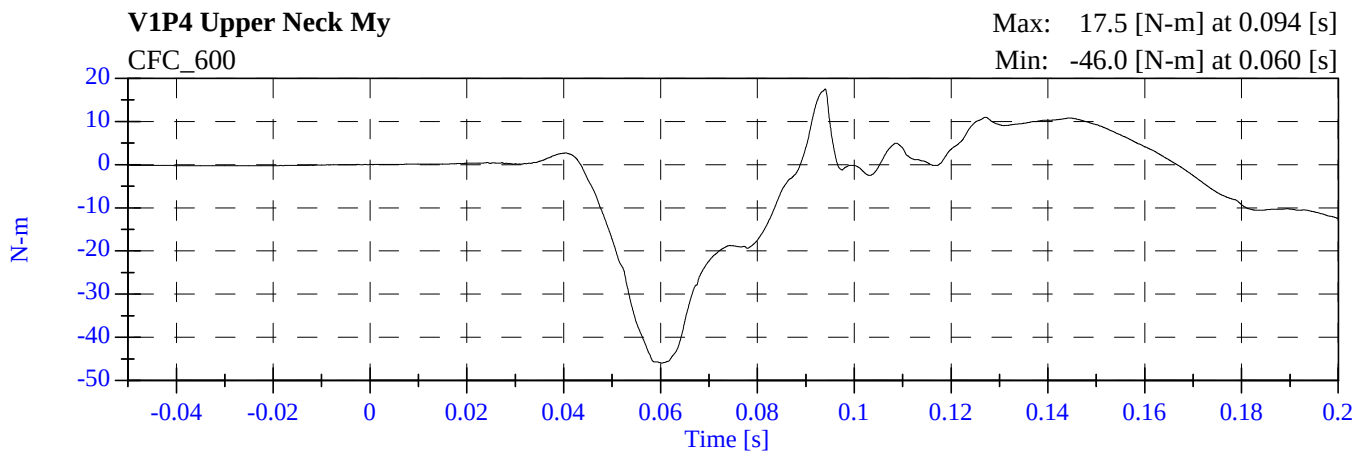
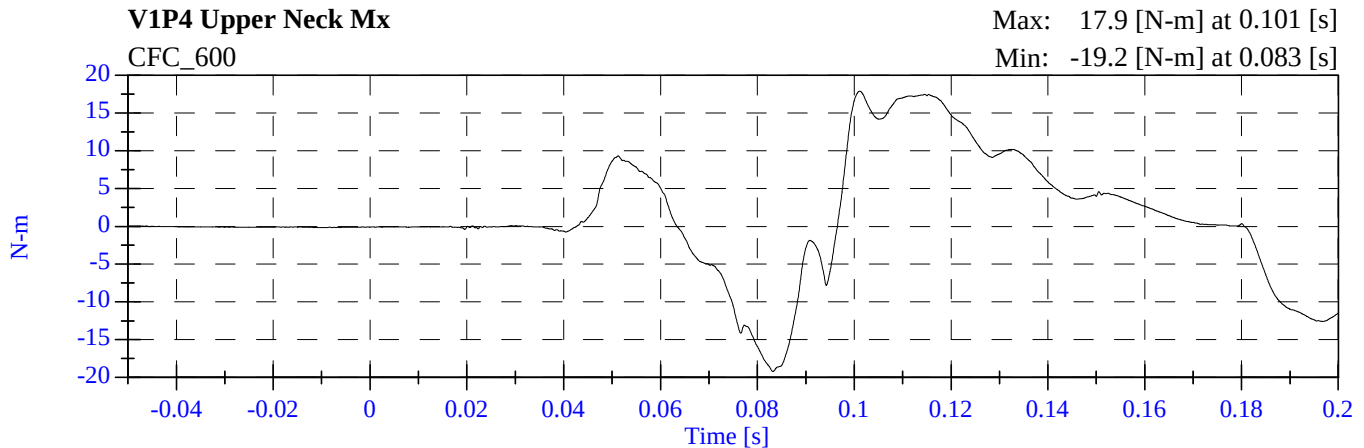


2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005

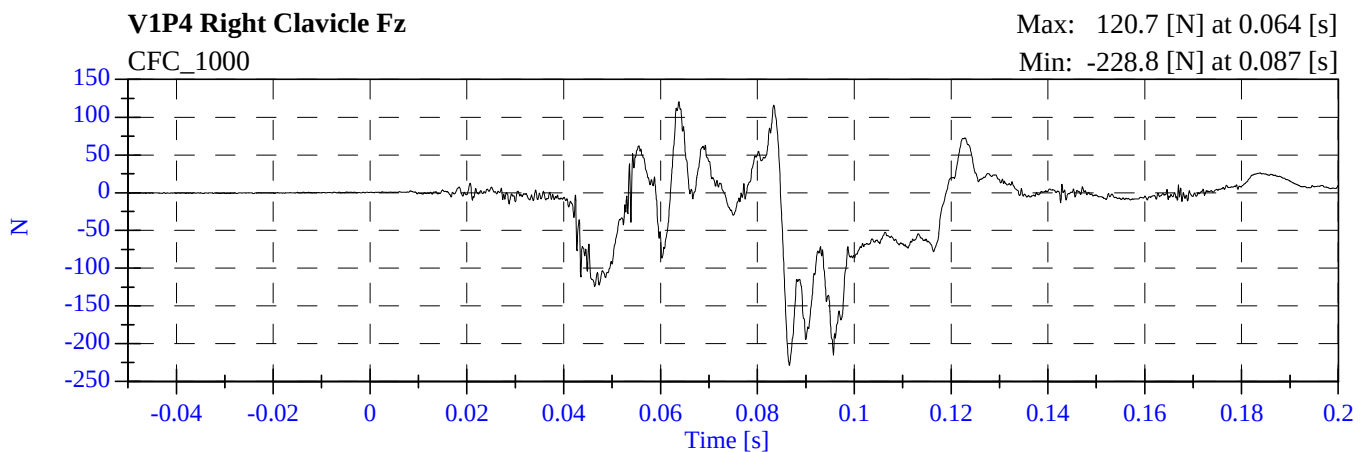
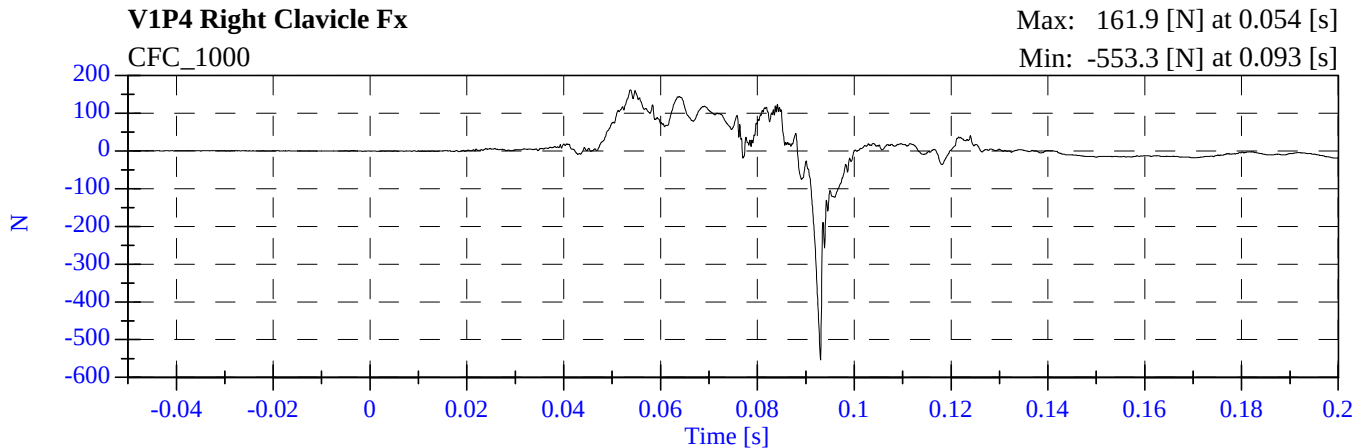
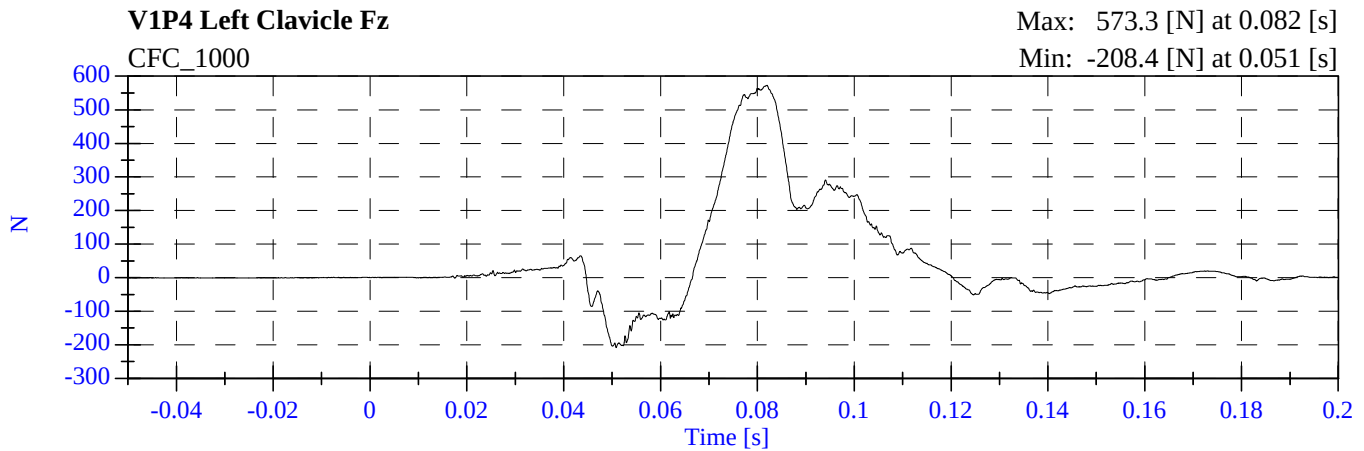
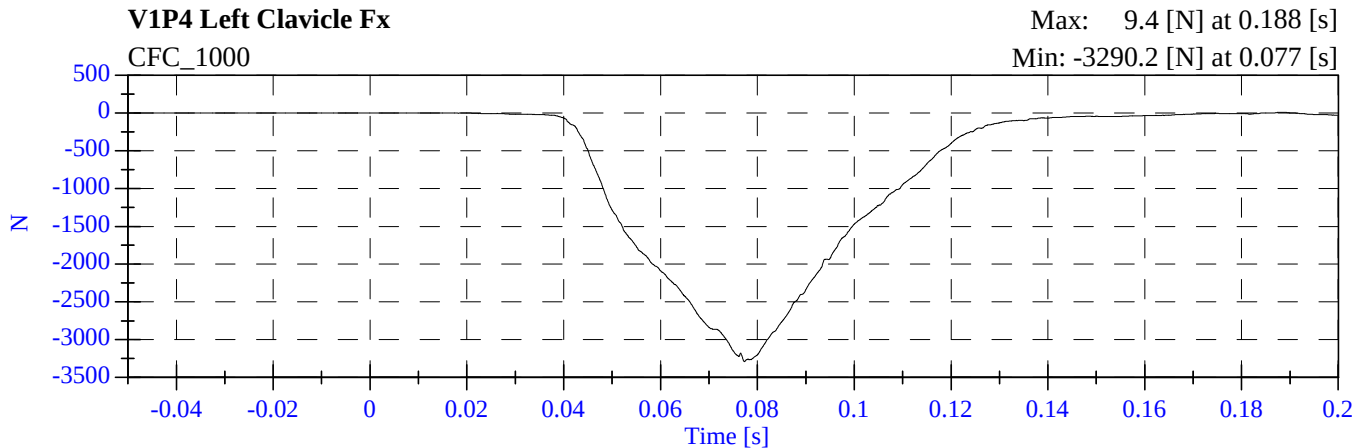


2005 NCAP Test 6 - 2005 Chevrolet Trailblazer

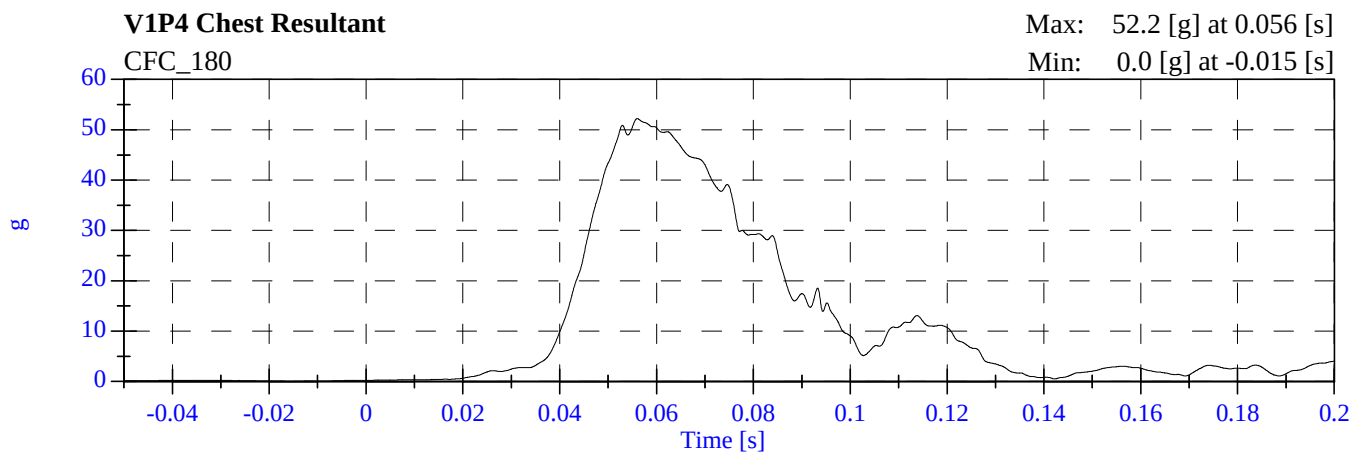
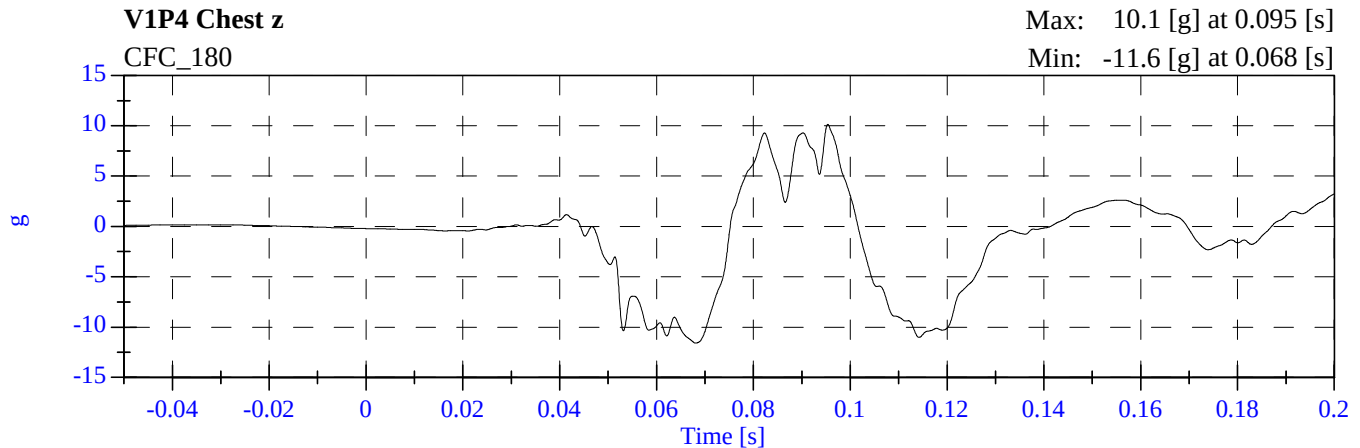
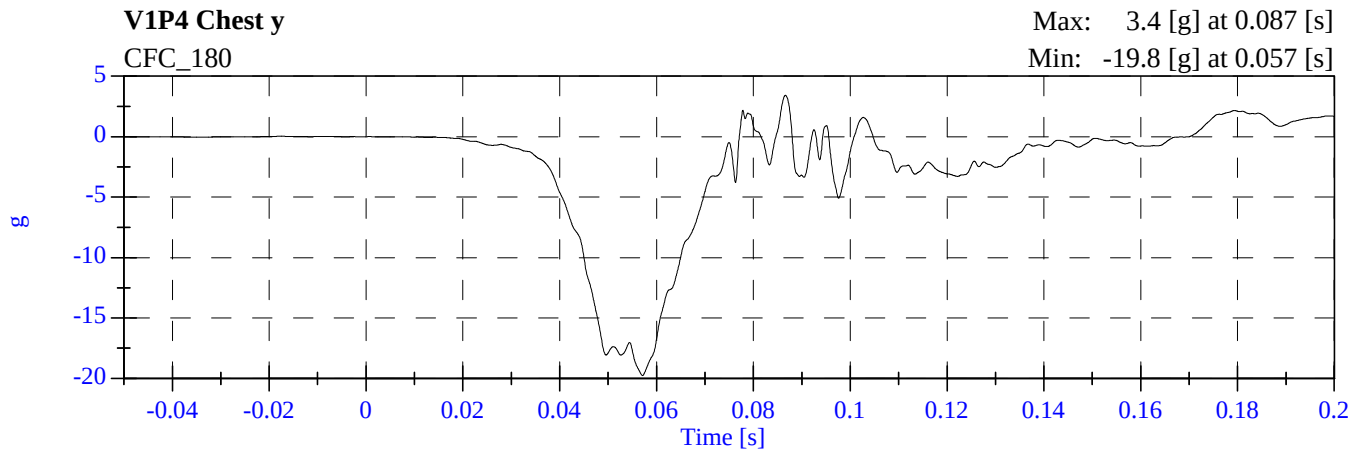
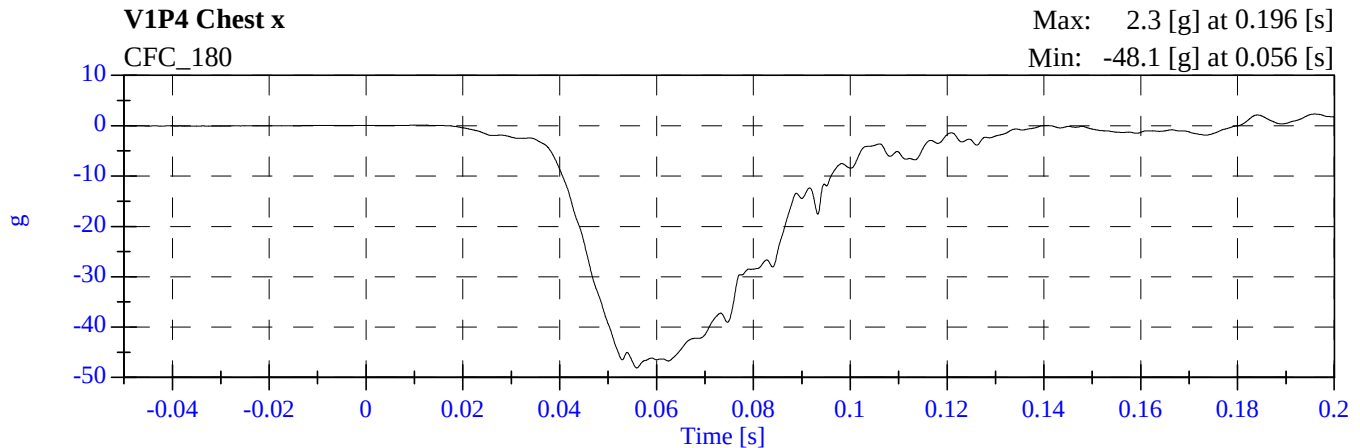
M50111 - February 03, 2005



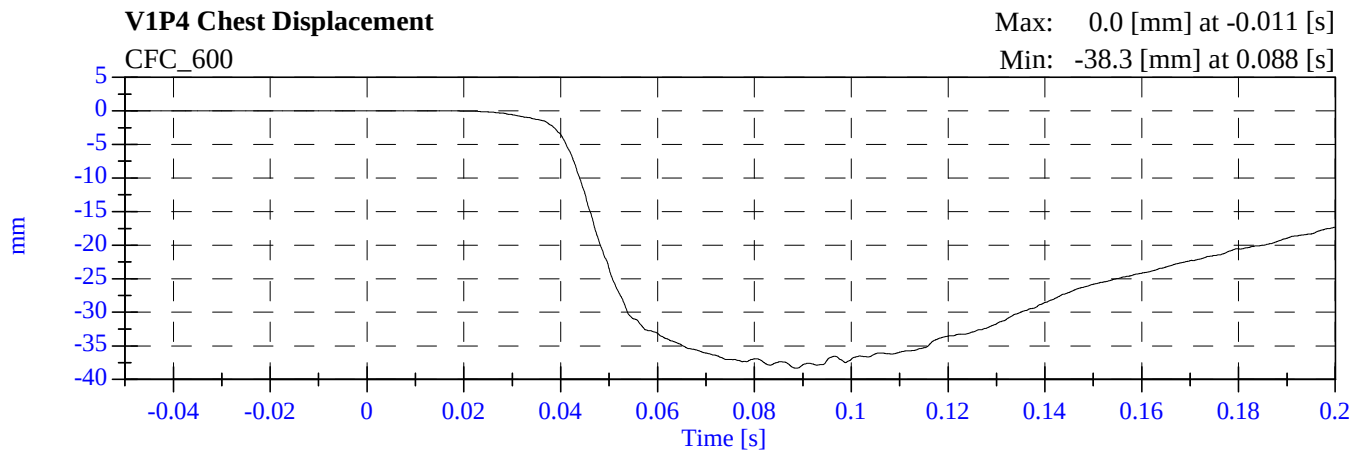
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



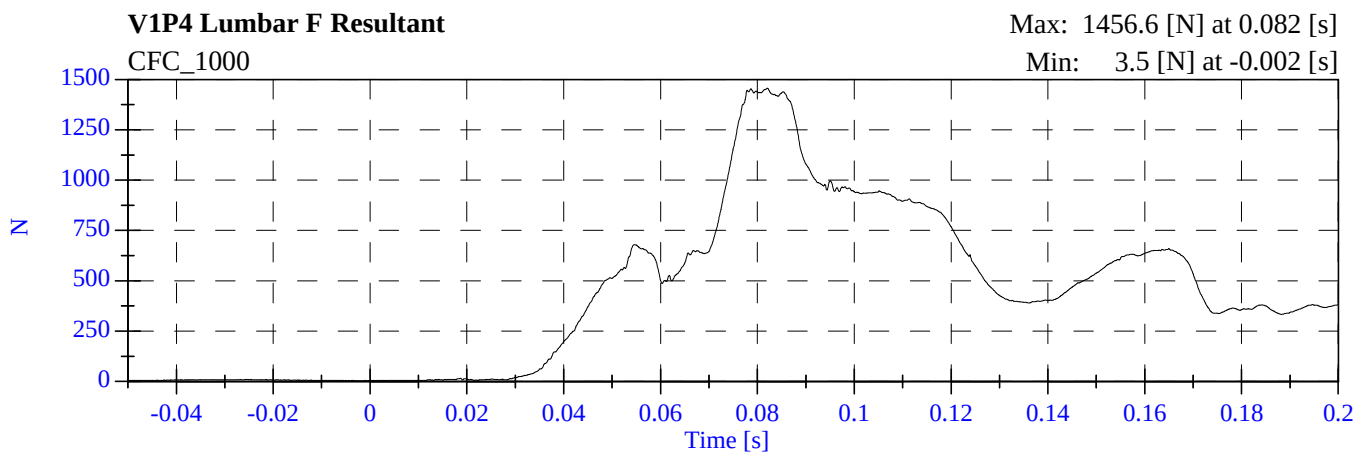
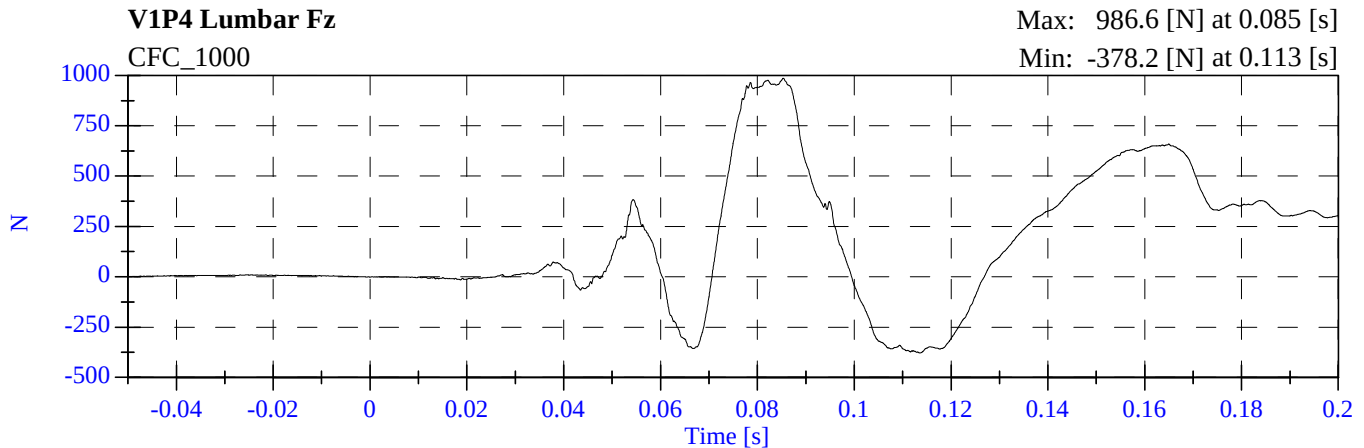
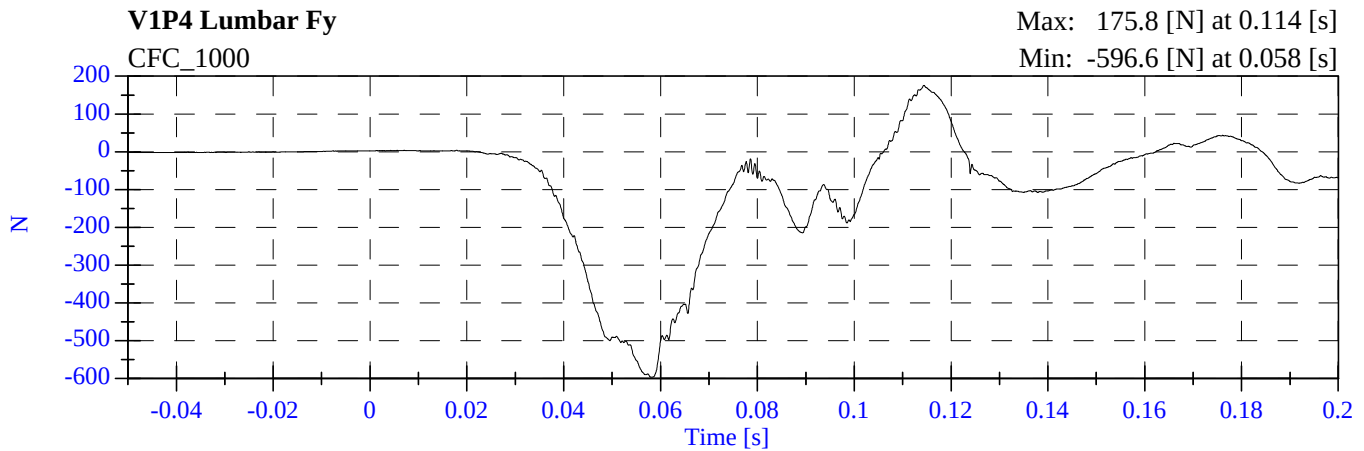
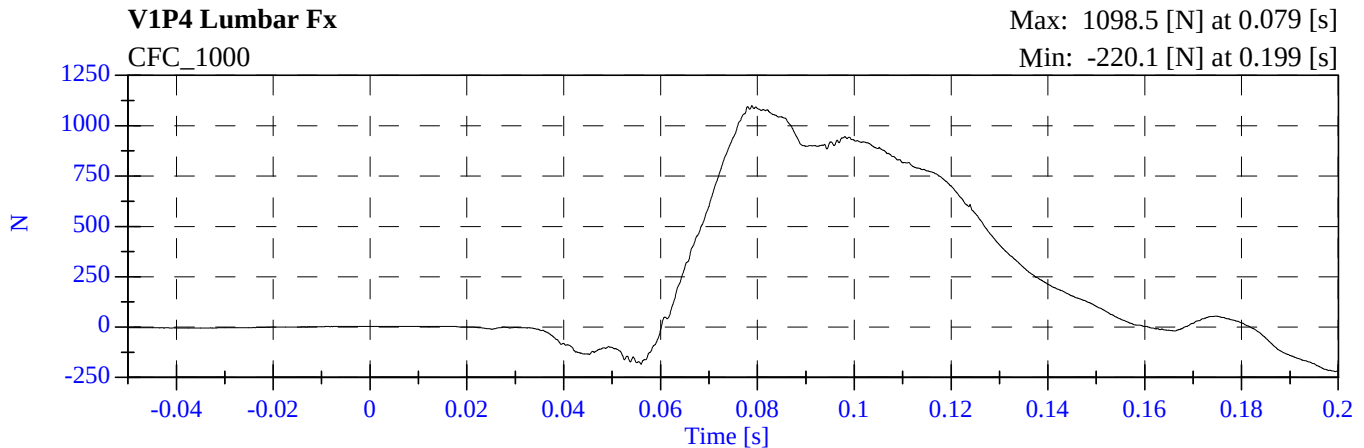
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



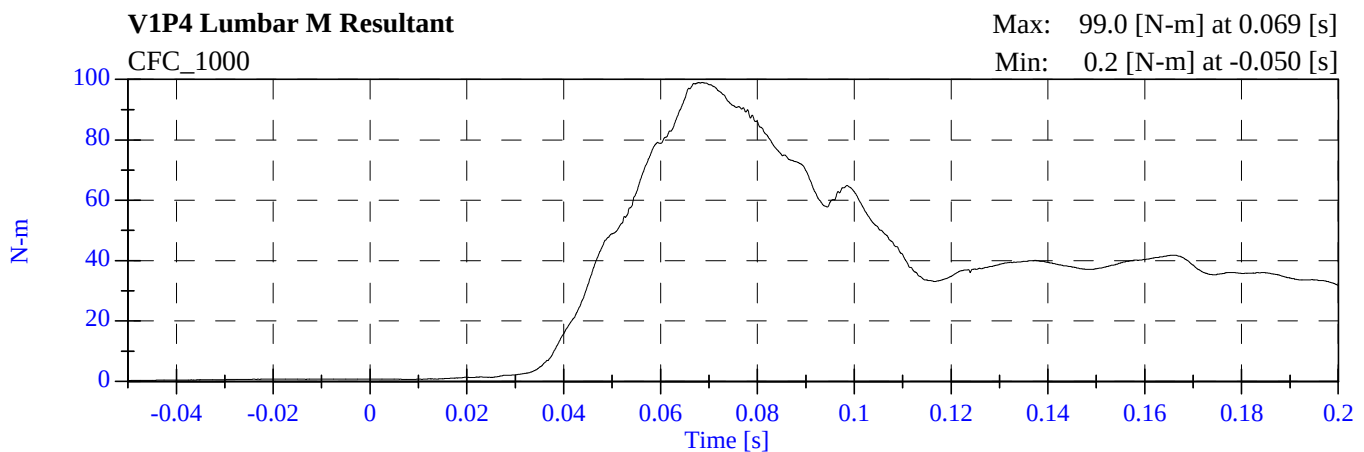
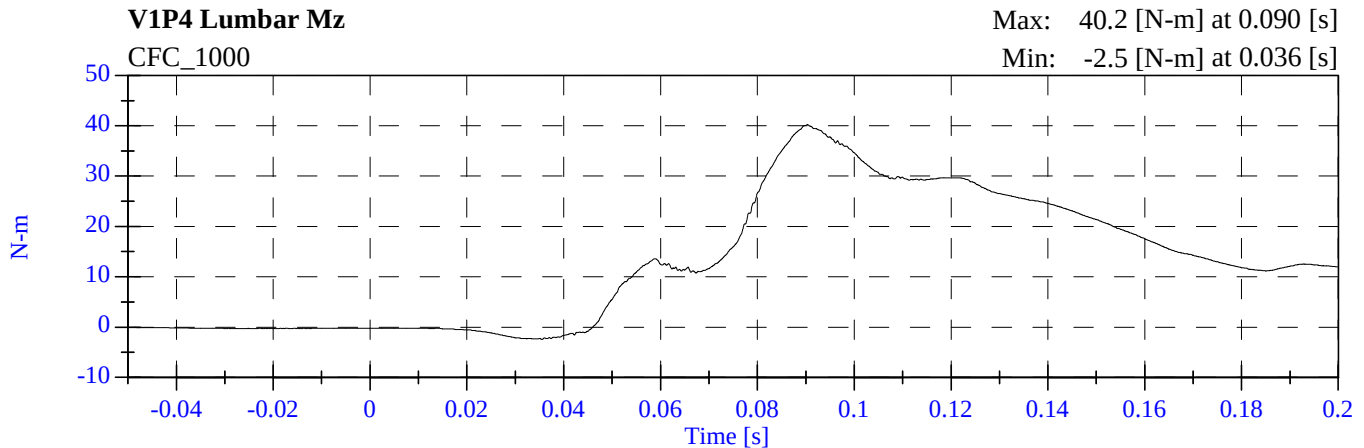
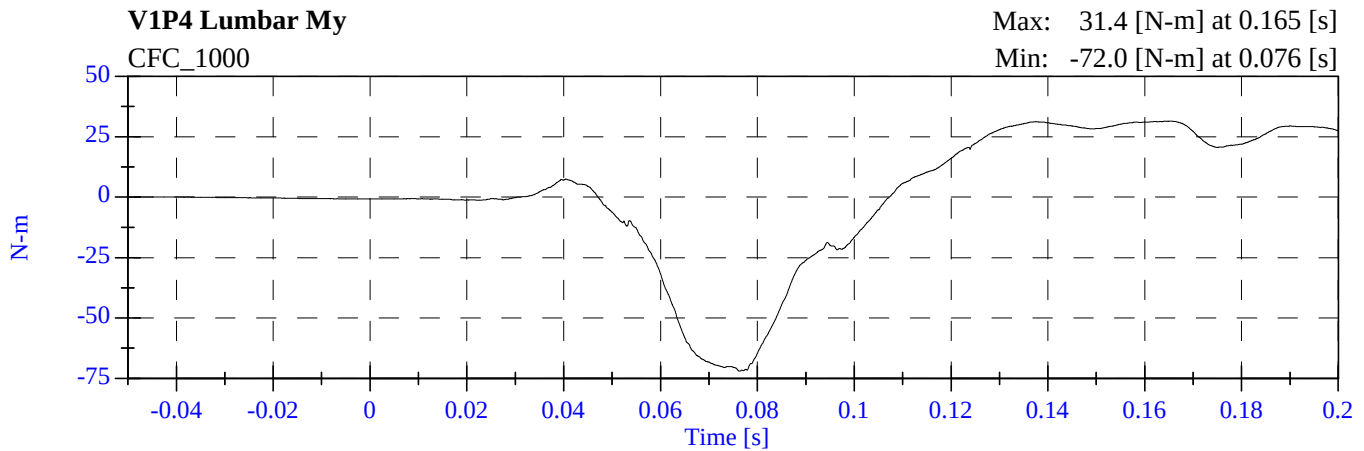
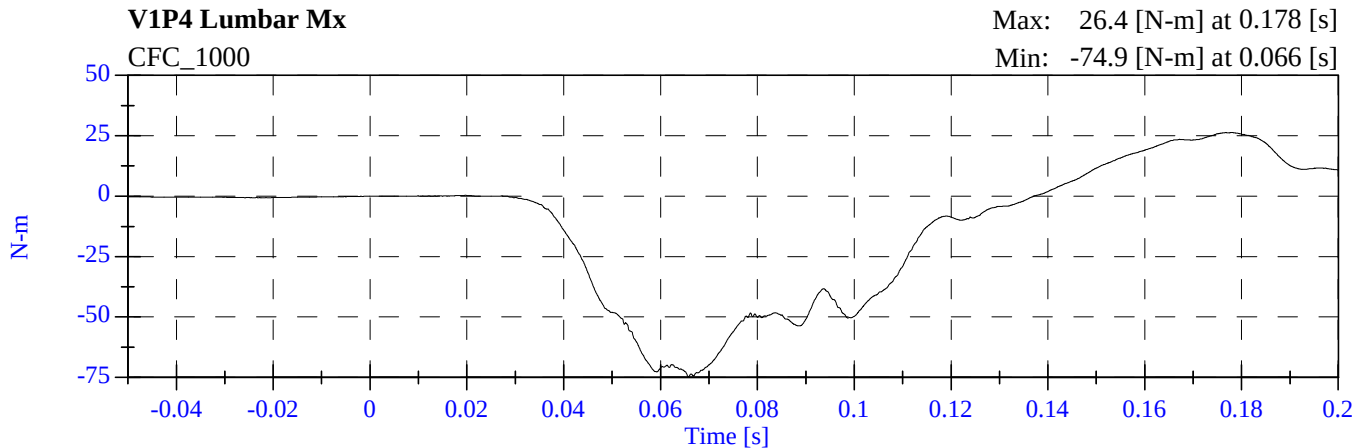
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



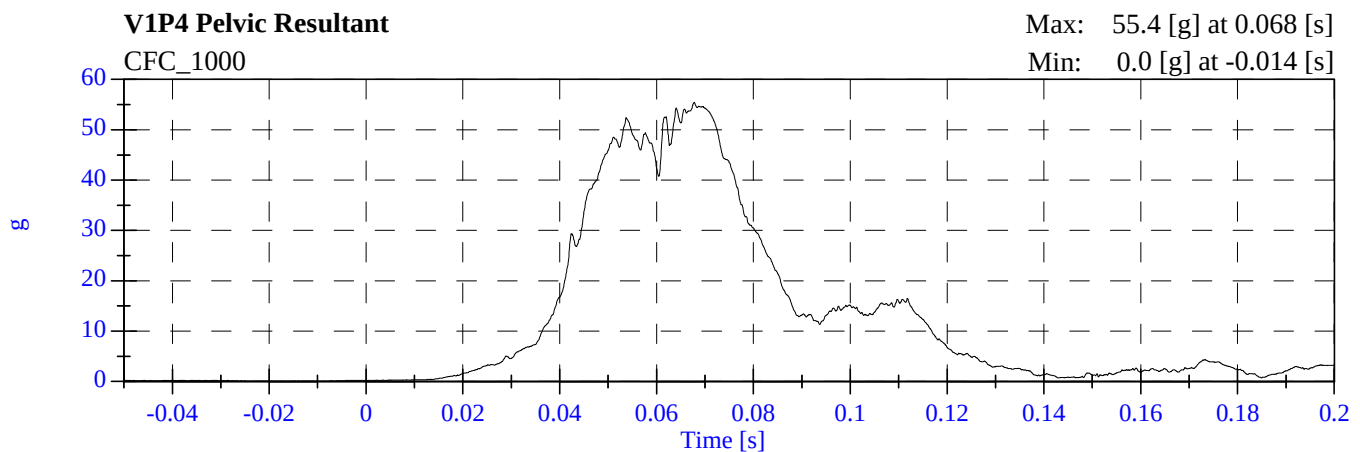
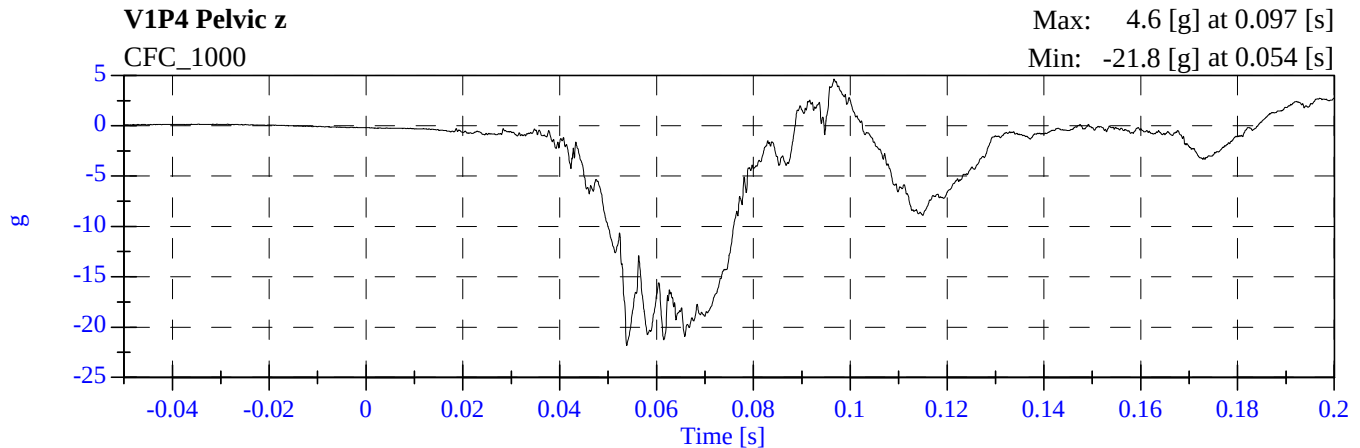
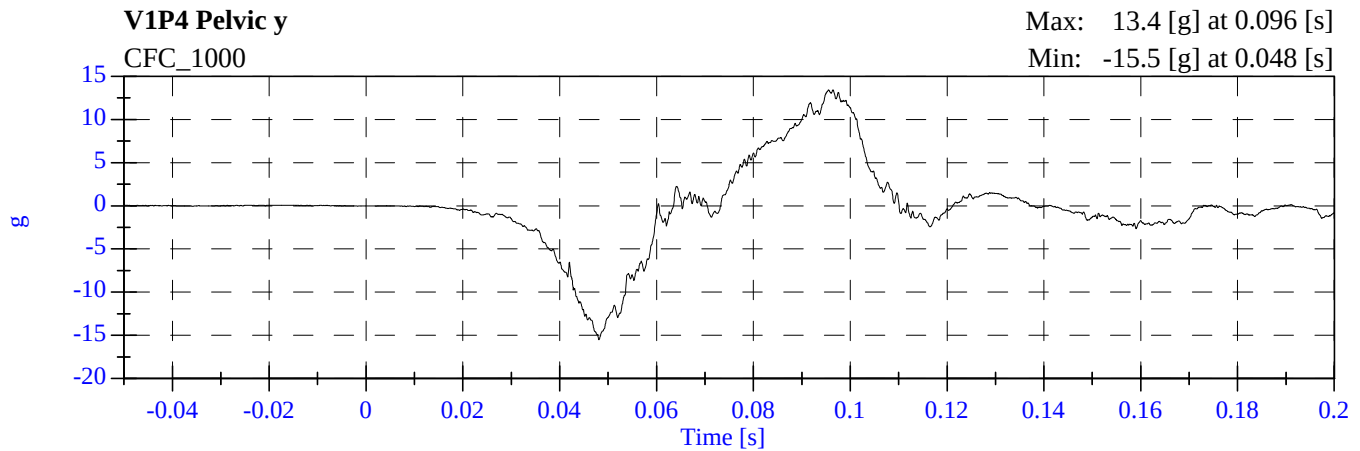
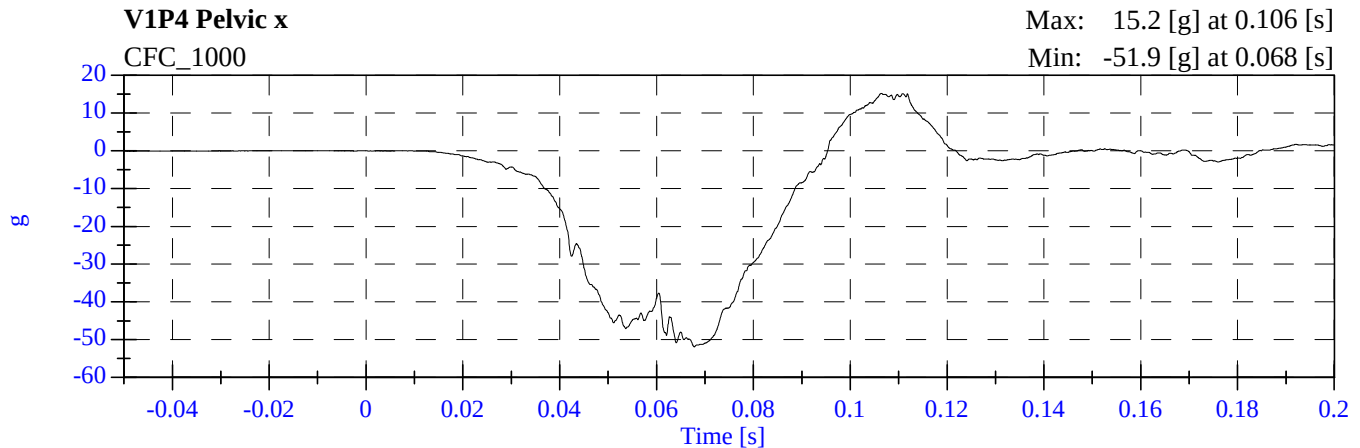
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



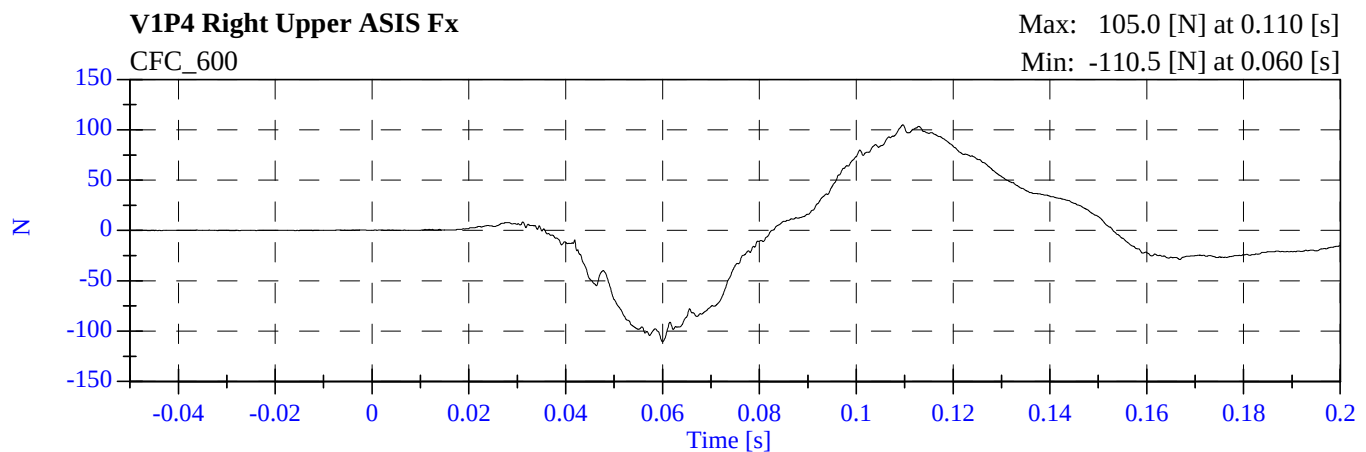
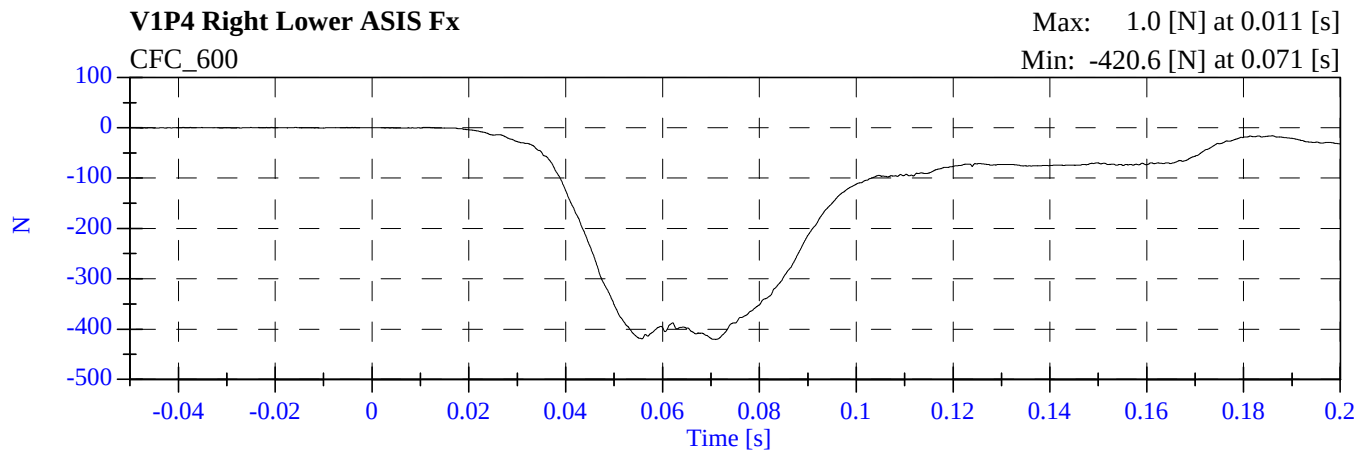
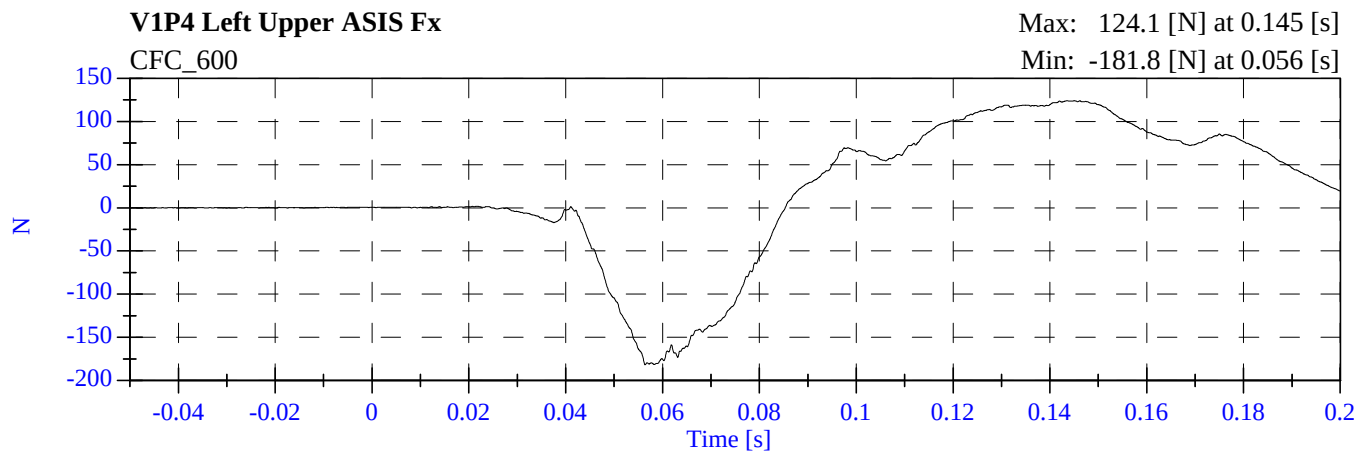
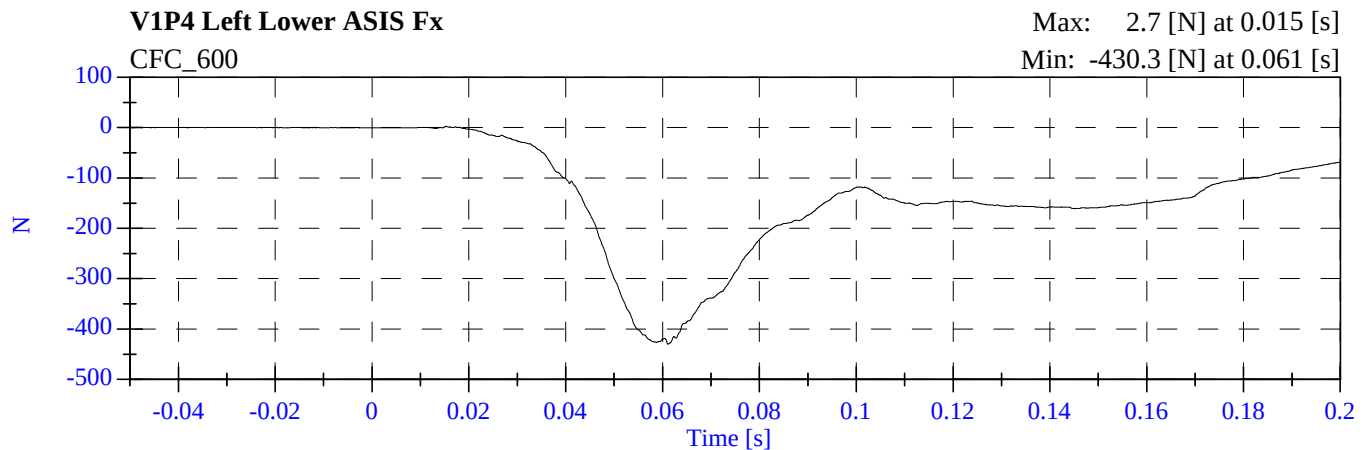
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



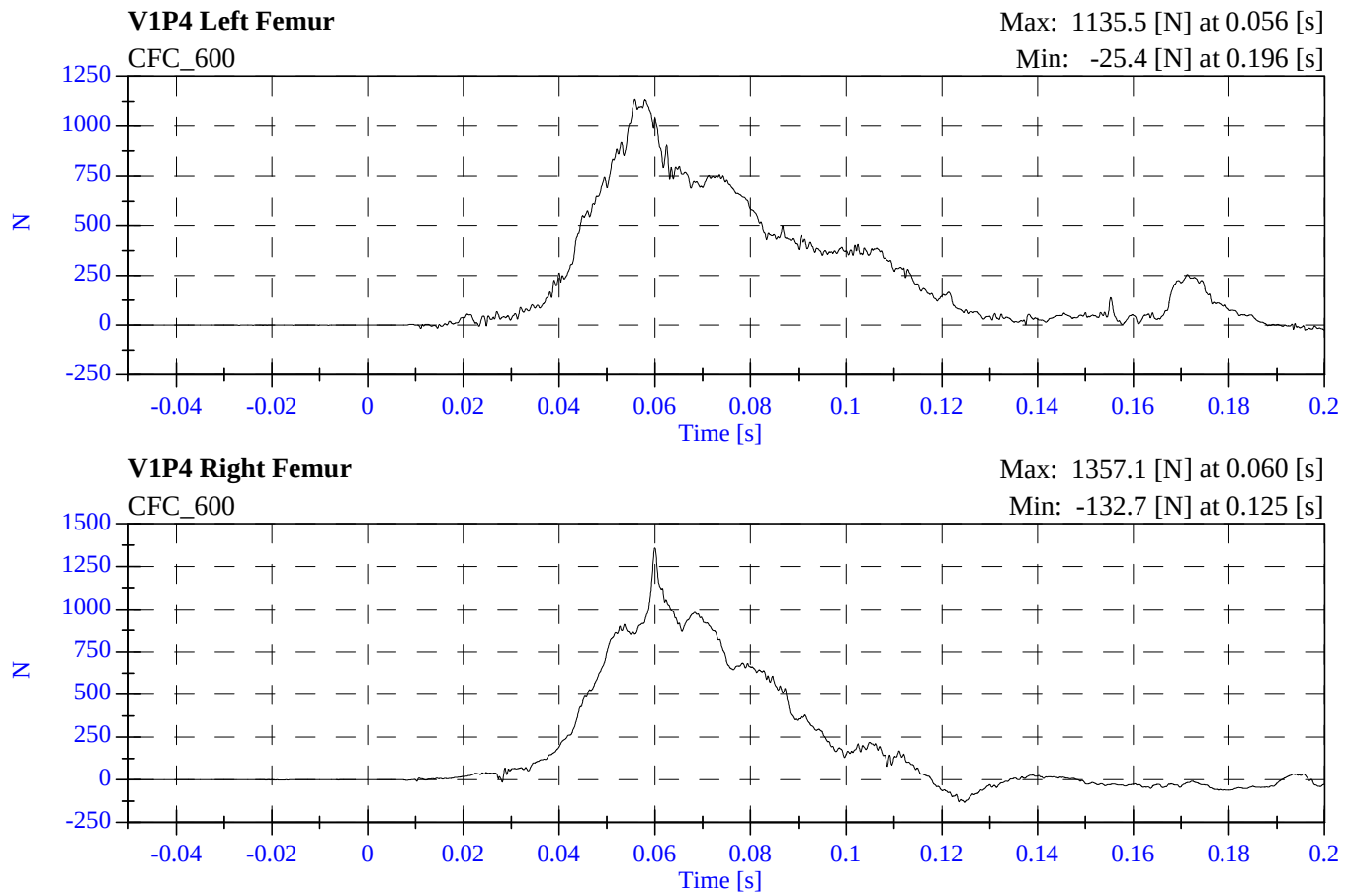
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



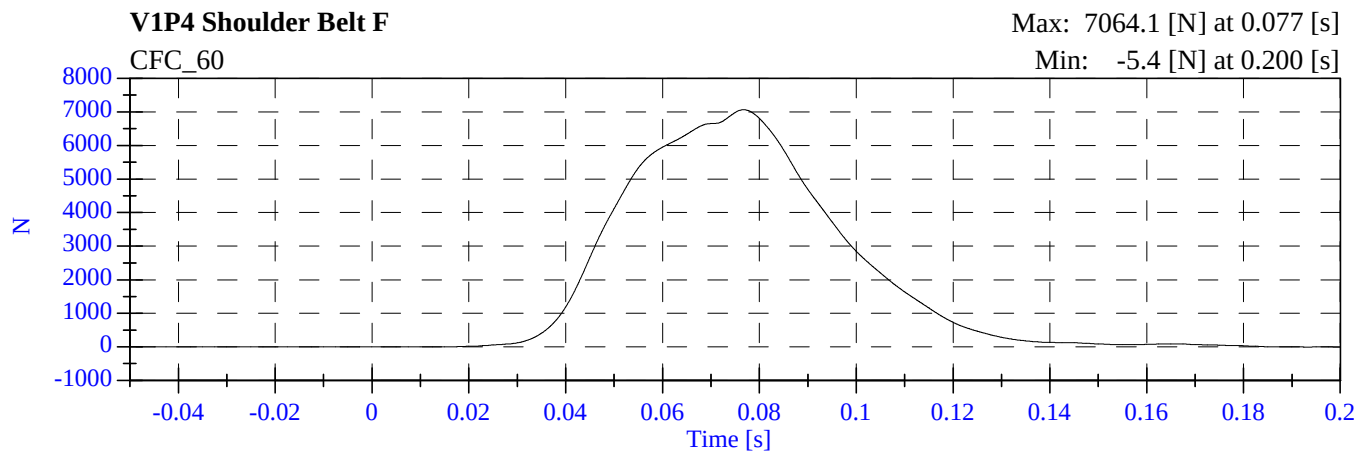
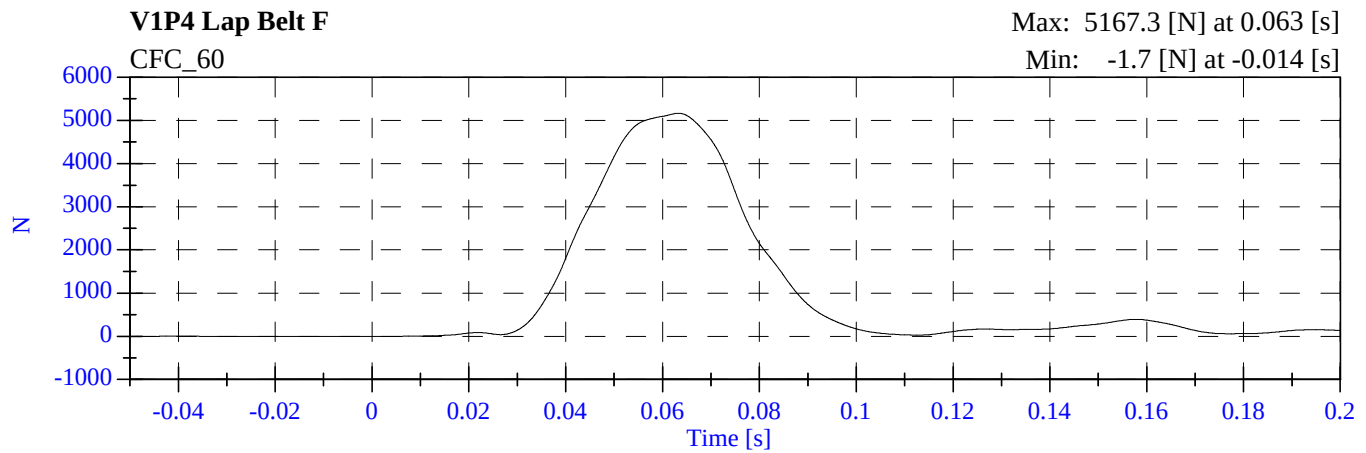
2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



2005 NCAP Test 6 - 2005 Chevrolet Trailblazer M50111 - February 03, 2005



SECTION 5

CHILD DUMMY CALIBRATION INFORMATION

**Transportation Research Center
Inc.**

ATD Calibration Report

for

VRTC

**HIII 3 Year Old Serial No. 040
Calibration No. 04**



Transportation Research Center Inc.
P.O. Box B-67
10820 St. Rt. 347
East Liberty, OH 43319-0367

Transportation Research Center Inc.
572P HIII 3 Year Old Dummy
External Dimensions
Serial No. 040 Calibration No. 04
08/06/04

Test Parameter	Dimension	Specification	Results	Pass
Total Sitting Height	A	538.5 - 553.7 mm	550 mm	Yes
Shoulder Pivot Height	B	307.3 - 322.6 mm	315 mm	Yes
Hip Pivot Height	C	33.0 - 43.2 mm	40 mm	Yes
Hip Pivot from Backline	D	56.9 - 67.1 mm	63 mm	Yes
Shoulder Pivot from Backline	E	58.4 - 68.6 mm	66 mm	Yes
Thigh Clearance	F	81.0 - 91.2 mm	85 mm	Yes
Back of Elbow to Finger Tip	G	247.4 - 262.6 mm	254 mm	Yes
Head Back to Backline	H	48.3 - 58.4 mm	53 mm	Yes
Shoulder to Elbow Length	I	185.0 - 200.7 mm	197 mm	Yes
Elbow Rest Height	J	133.6 - 148.8 mm	140 mm	Yes
Buttock to Knee Length	K	287.3 - 302.5 mm	295 mm	Yes
Popliteal Height	L	221.0 - 236.2 mm	226 mm	Yes
Knee to Floor Height	M	241.6 - 256.8 mm	251 mm	Yes
Buttock Popliteal Length	N	217.9 - 233.2 mm	224 mm	Yes
Chest Depth with Jacket	O	134.6 - 149.9 mm	143 mm	Yes
Foot Length	P	137.7 - 147.8 mm	140 mm	Yes
Stature	Q	932.2 - 957.6 mm	944 mm	Yes
Buttock to Knee Pivot Length	R	251.5 - 261.6 mm	254 mm	Yes
Head Breadth	S	128.3 - 143.5 mm	135 mm	Yes
Head Depth	T	167.4 - 182.6 mm	175 mm	Yes
Hip Breadth	U	200.7 - 215.9 mm	205 mm	Yes
Shoulder Breadth	V	236.5 - 251.7 mm	243 mm	Yes
Foot Breadth	W	53.6 - 63.8 mm	57 mm	Yes
Head Circumference	X	500.4 - 515.6 mm	502 mm	Yes
Chest Circumference with Jacket	Y	527.1 - 552.5 mm	543 mm	Yes
Waist Circumference	Z	527.1 - 552.5 mm	545 mm	Yes
Reference Location for Chest Circumference	AA	248.9 - 259.1 mm	254 mm	Yes
Reference Location for Waist Circumference	BB	160.0 - 170.2 mm	165 mm	Yes

Technician



Approved





Transportation Research Center Inc.

572P Head Drop Test

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 2

Test Date 08/05/2004

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.2 °C	Yes
Relative Humidity	10 - 70 %	53 %	Yes
Peak Resultant Acceleration	250 - 280 g	254.1 g	Yes
Peak Lateral Acceleration	15 g Max	-3.0 g	Yes
Is Acceleration Curve Unimodal?	Yes	Yes	Yes

Test meets specifications.

Comments:

Technician



Approved

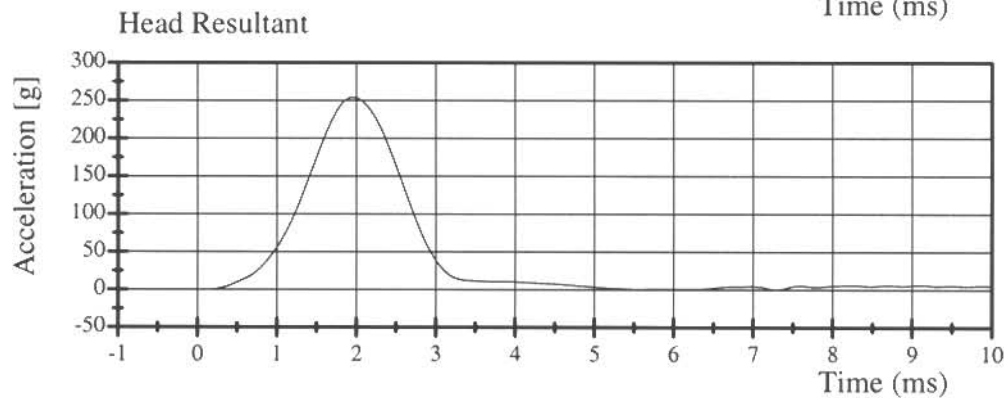
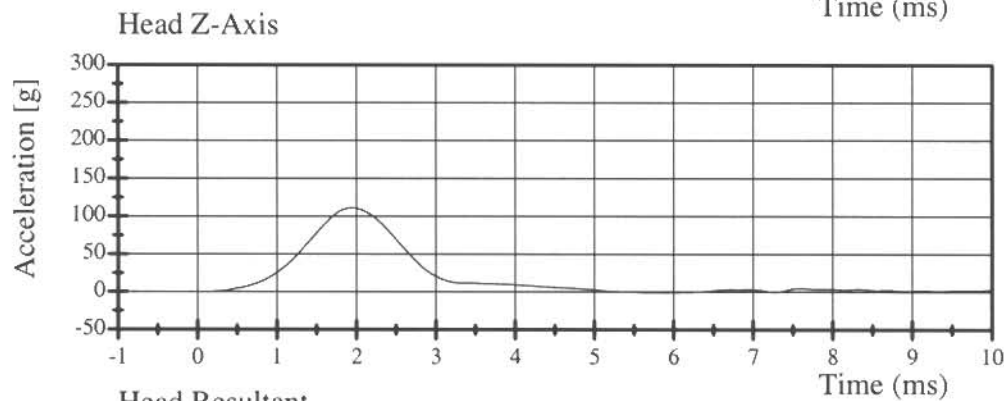
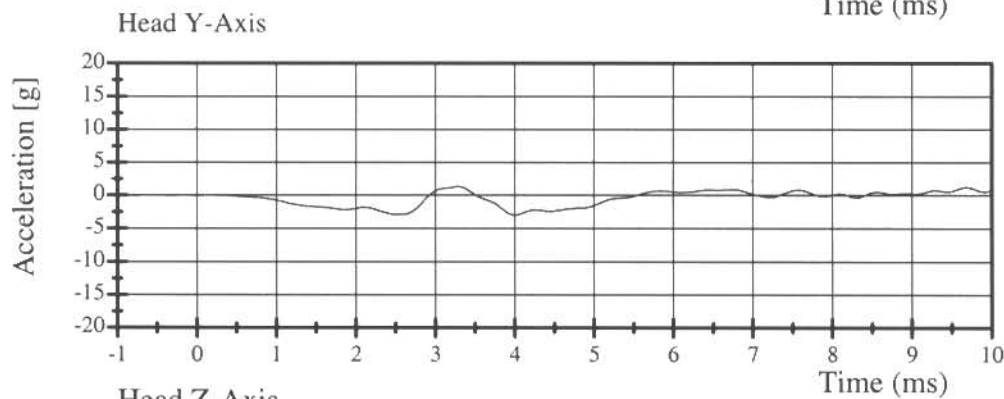
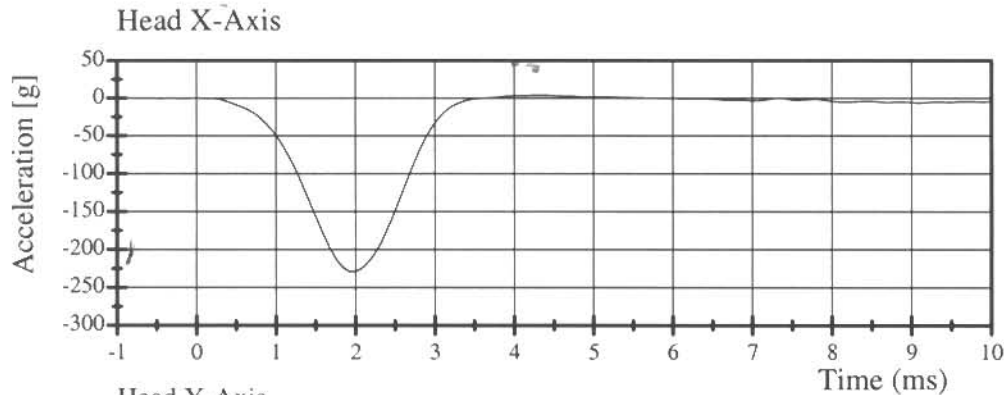


Transportation Research Center Inc.

572P Head Drop Test

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 2

Test Date 08/05/2004



Transportation Research Center Inc.

572P Neck Flexion Test - 6 Channel Transducer

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 1

Test Date 08/06/2004

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	20.9 °C	Yes
Relative Humidity	10 - 70 %	47 %	Yes
Impact Velocity	5.40 - 5.60 m/s	5.58 m/s	Yes
Integrated Pendulum Velocity			
10 ms	2.00 - 2.70 m/s	2.44 m/s	Yes
15 ms	3.00 - 4.00 m/s	3.50 m/s	Yes
20 ms	4.00 - 5.10 m/s	4.76 m/s	Yes
Peak D Plane Rotation	70 - 82 °	72.7 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	42.0 - 53.0 N·m	42.70 N·m	Yes
Positive Moment Decay Time To 10 N·m	60 - 80 ms	70.72 ms	Yes

Test meets specifications.

Comments:

Technician



Approved



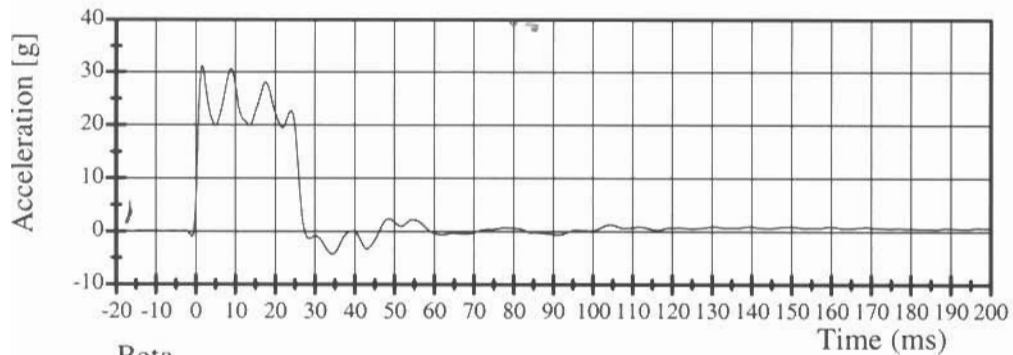
Transportation Research Center Inc.

572P Neck Flexion Test

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 1

Test Date 08/06/2004

Pendulum Deceleration

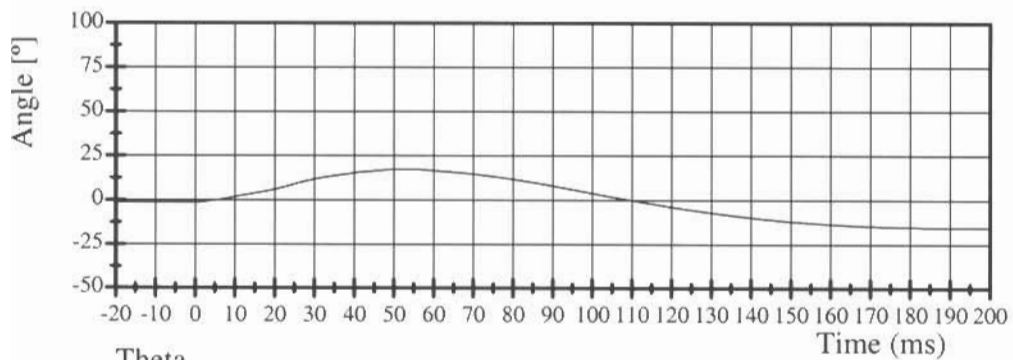


Filter Class: 180

Max: 31.2 g at 1.7 ms

Min: -4.3 g at 34.4 ms

Beta

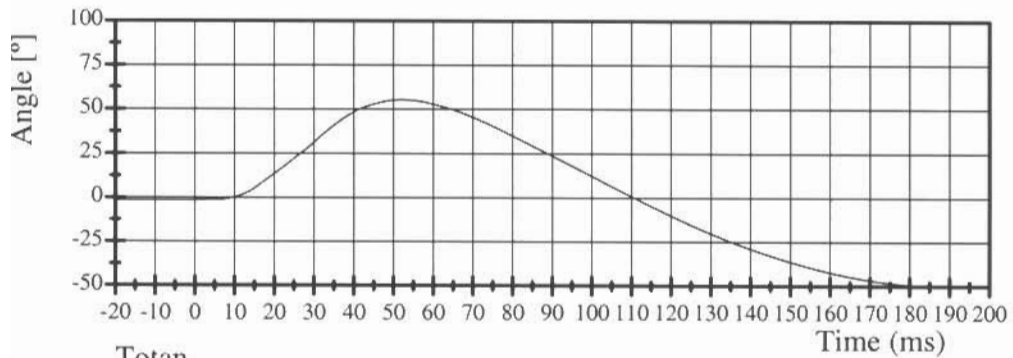


Filter Class: 60

Max: 17.4 ° at 52.0 ms

Min: -15.4 ° at 192.4 ms

Theta

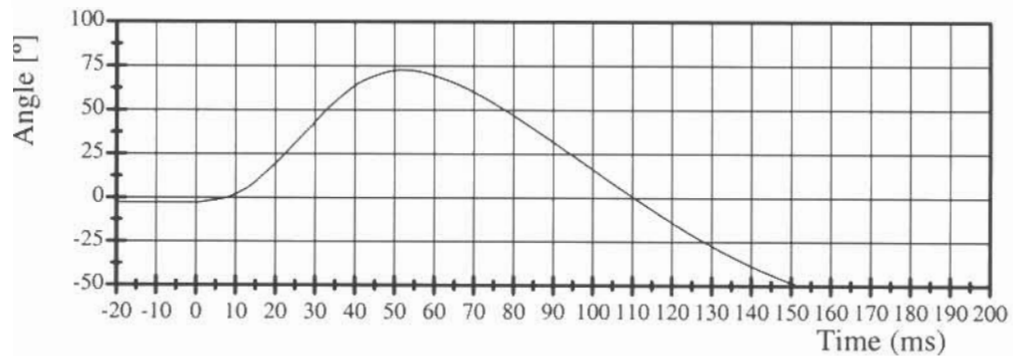


Filter Class: 60

Max: 55.3 ° at 52.0 ms

Min: -50.0 ° at 192.3 ms

Totan



Filter Class: 60

Max: 72.7 ° at 52.0 ms

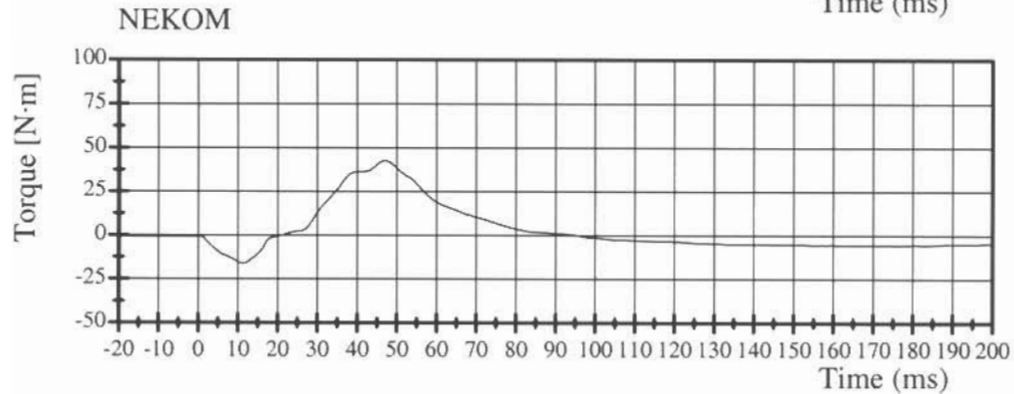
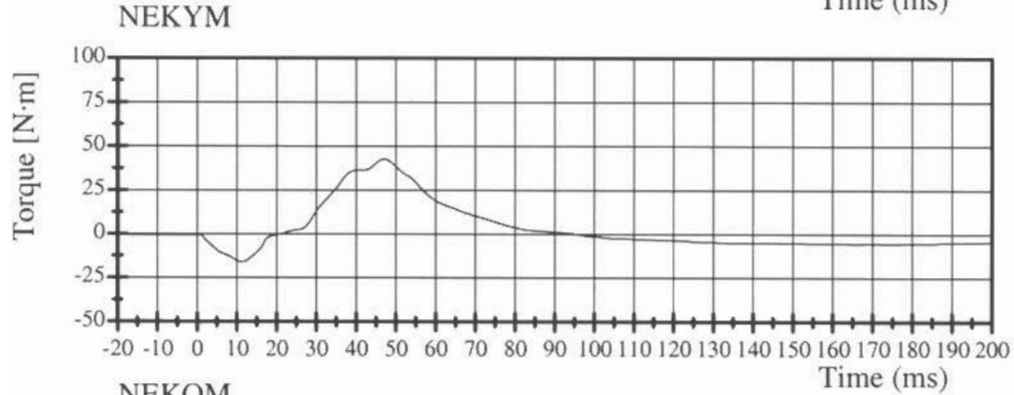
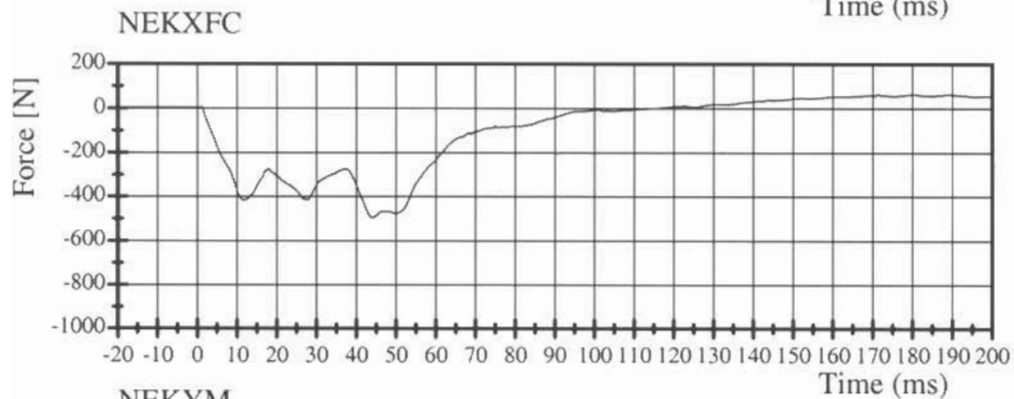
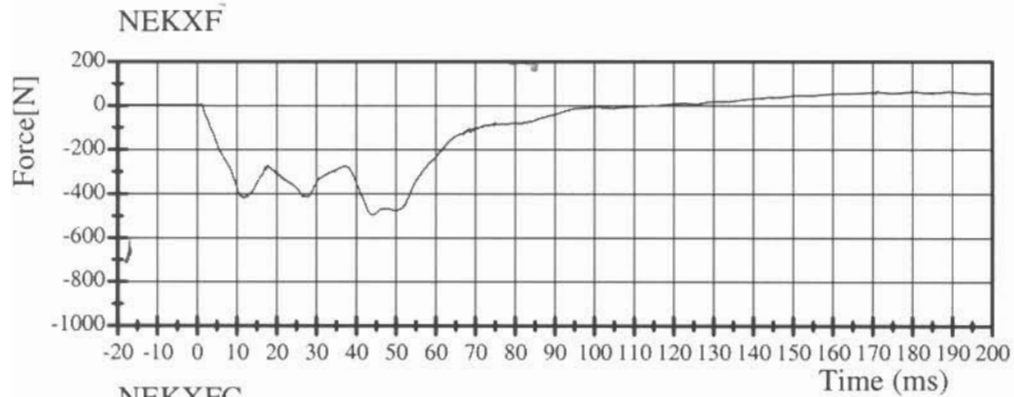
Min: -65.4 ° at 192.3 ms

Transportation Research Center Inc.

572P Neck Flexion Test

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 1

Test Date 08/06/2004



Transportation Research Center Inc.

572P Neck Extension Test - 6 Channel Transducer

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 3

Test Date 08/06/2004

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	20.8 °C	Yes
Relative Humidity	10 - 70 %	48 %	Yes
Impact Velocity	3.55 - 3.75 m/s	3.66 m/s	Yes
Integrated Pendulum Velocity			
10 ms	1.00 - 1.40 m/s	1.19 m/s	Yes
15 ms	1.90 - 2.50 m/s	2.10 m/s	Yes
20 ms	2.80 - 3.50 m/s	2.86 m/s	Yes
Peak D Plane Rotation	83 - 93 °	84.2 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	-53.3 - (-43.7) N·m	-44.22 N·m	Yes
Positive Moment Decay Time To -10 N·m	60 - 80 ms	70.80 ms	Yes

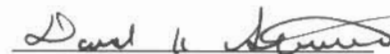
Test meets specifications.

Comments:

Technician



Approved



08.06.2004 10:06:41 1000

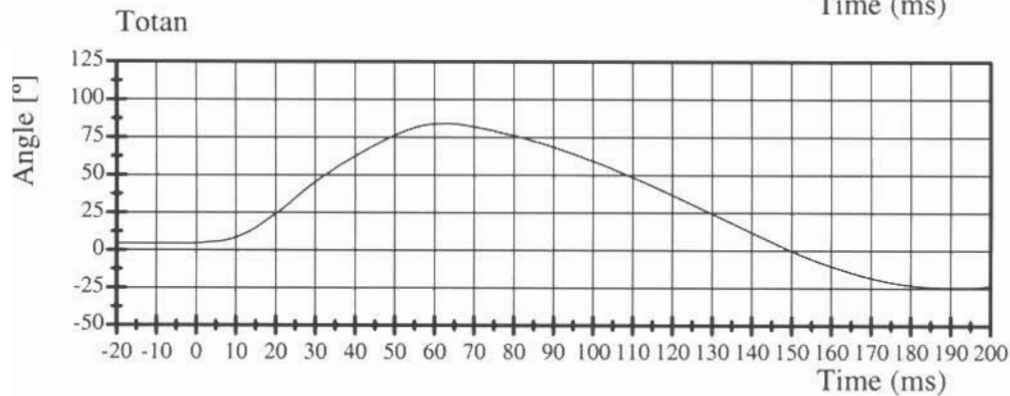
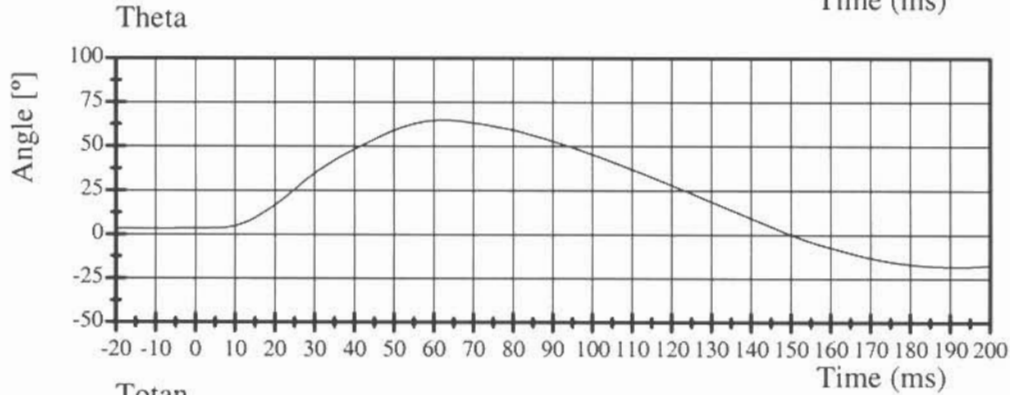
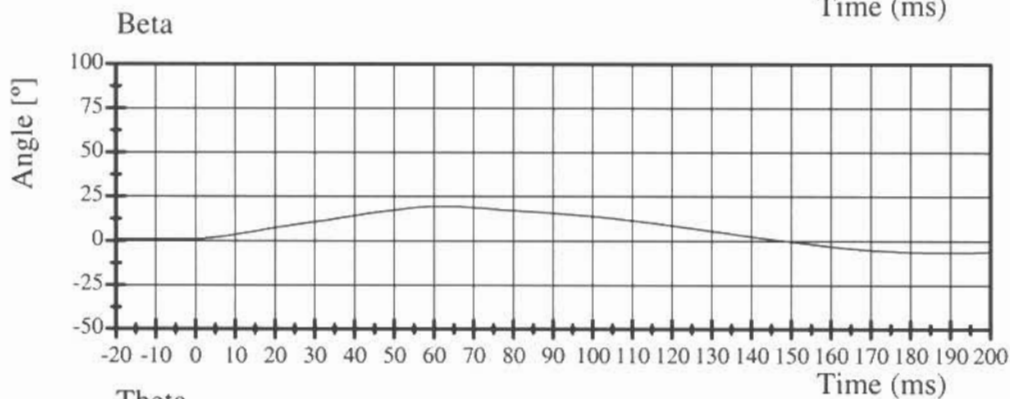
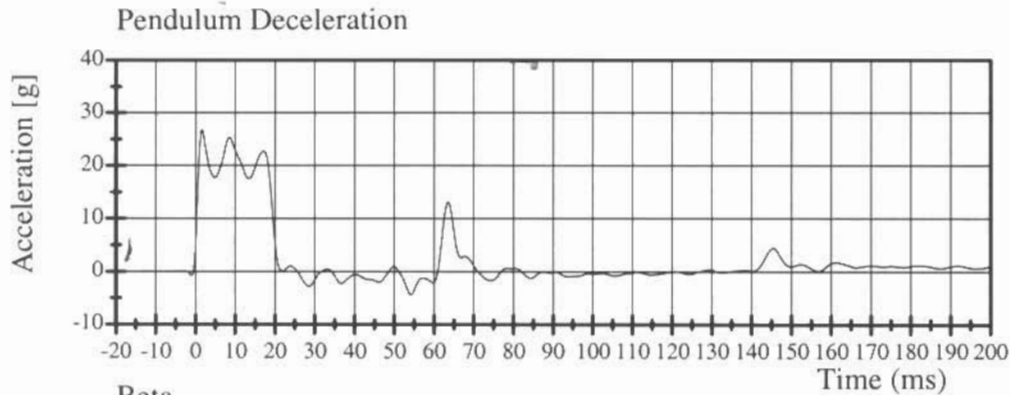


Transportation Research Center Inc.

572P Neck Extension Test

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 3

Test Date 08/06/2004

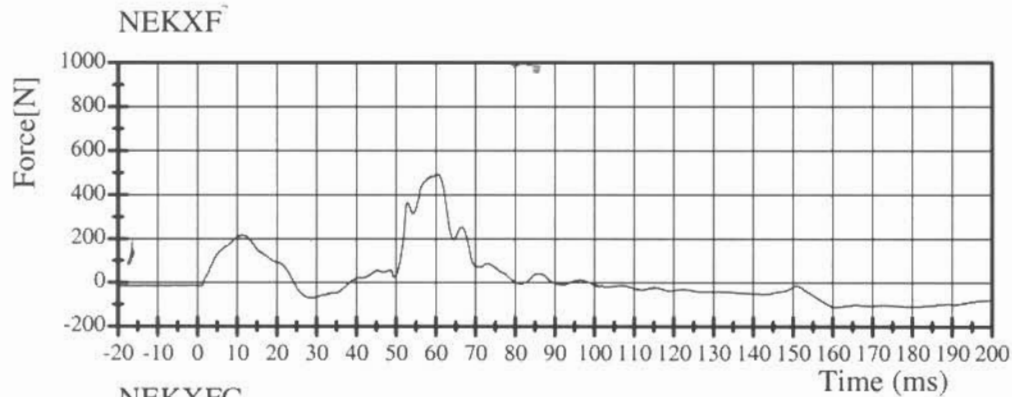


Transportation Research Center Inc.

572P Neck Extension Test

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 3

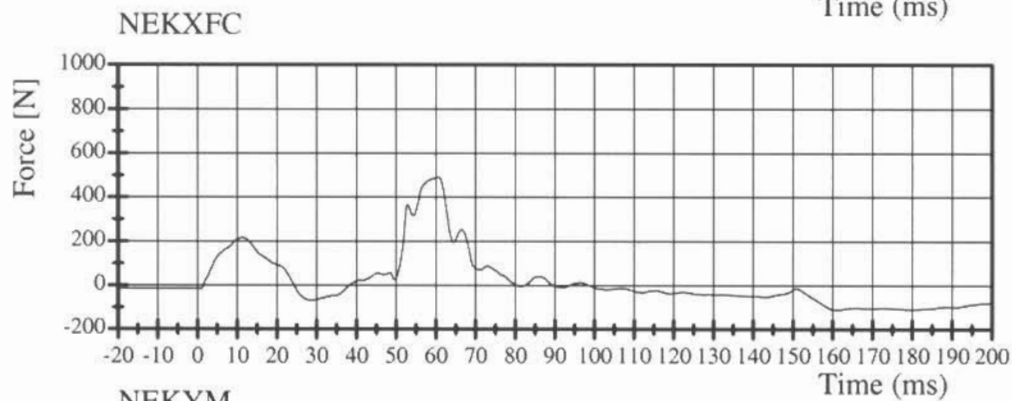
Test Date 08/06/2004



Filter Class: 1000

Max: 491.8 N at 60.8 ms

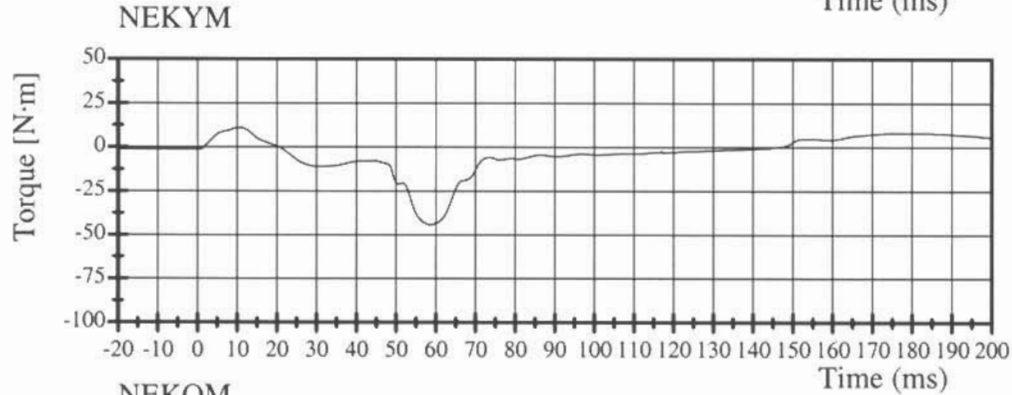
Min: -111.4 N at 161.0 ms



Filter Class: 600

Max: 491.8 N at 60.6 ms

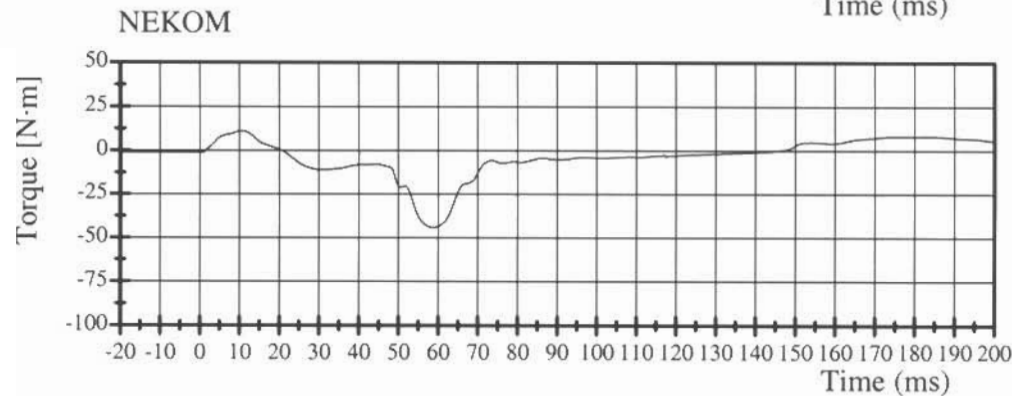
Min: -111.3 N at 161.0 ms



Filter Class: 600

Max: 11.1 N·m at 10.4 ms

Min: -44.2 N·m at 58.6 ms



Filter Class: 600

Max: 11.1 N·m at 10.4 ms

Min: -44.2 N·m at 58.6 ms

Transportation Research Center Inc.

572P Thorax Test

HIH 3 Year Old Serial No. 040 Calibration No. 04 - 1

Test Date 08/05/2004

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.7 °C	Yes
Relative Humidity	10 - 70 %	53 %	Yes
Pendulum Velocity	5.90 - 6.10 m/s	5.97 m/s	Yes
Maximum Chest Deflection	-38.0 - (-32.0) mm	-35.8 mm	Yes
Peak Impact Probe Force Within Compression Corridor	680 - 810 N	741 N	Yes
Internal Hysteresis	65 - 85 %	67 %	Yes
Maximum Force Between 12.5 mm & 32 mm Of Deflection	<= 910	758	Yes

Test meets specifications.

Comments:

Technician



Approved



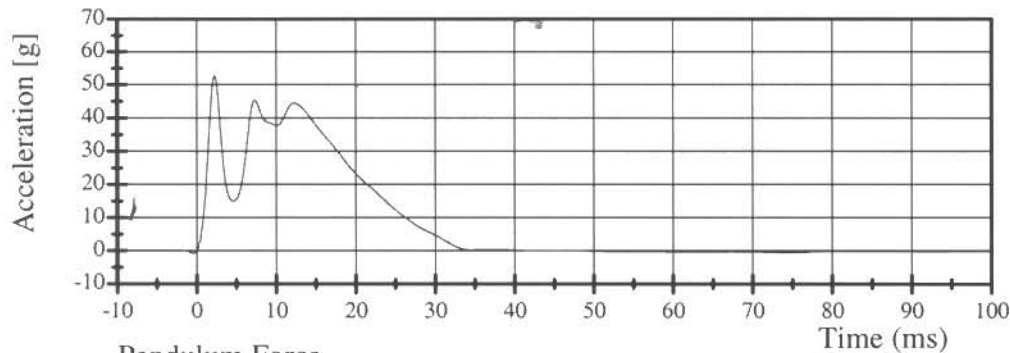
Transportation Research Center Inc.

572P Thorax Test

HIII 3 Year Old Serial No. 040 Calibration No. 04 - 1

Test Date 08/05/2004

Pendulum Deceleration

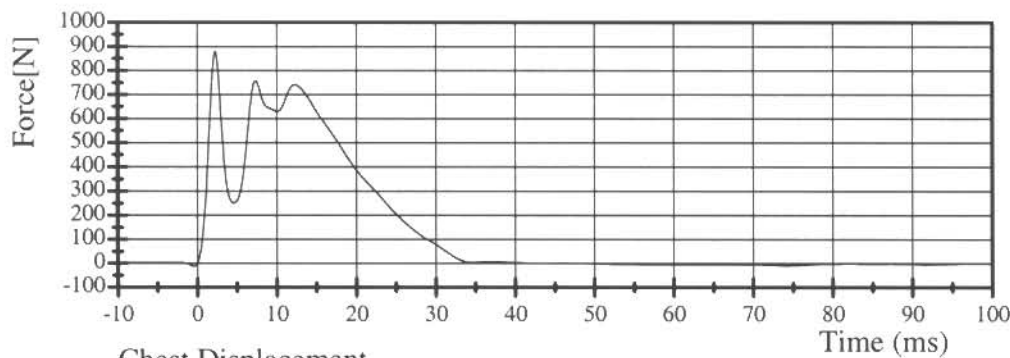


Filter Class: 180

Max: 52.8 g at 2.2 ms

Min: -0.7 g at -0.4 ms

Pendulum Force

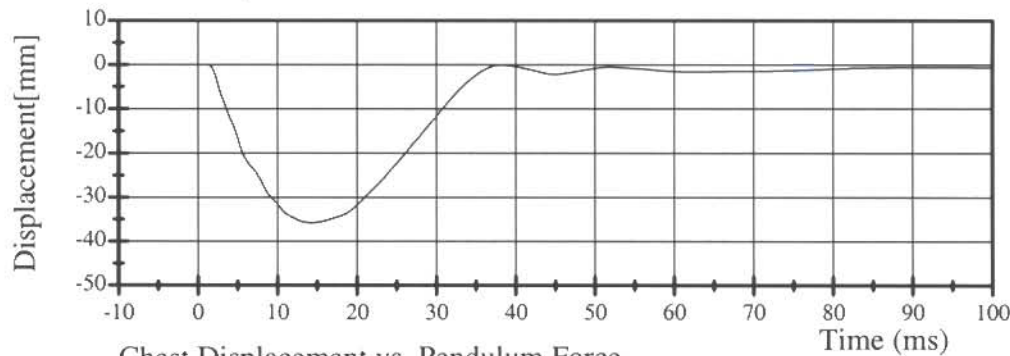


Filter Class: 180

Max: 880.2 N at 2.2 ms

Min: -11.7 N at -0.4 ms

Chest Displacement

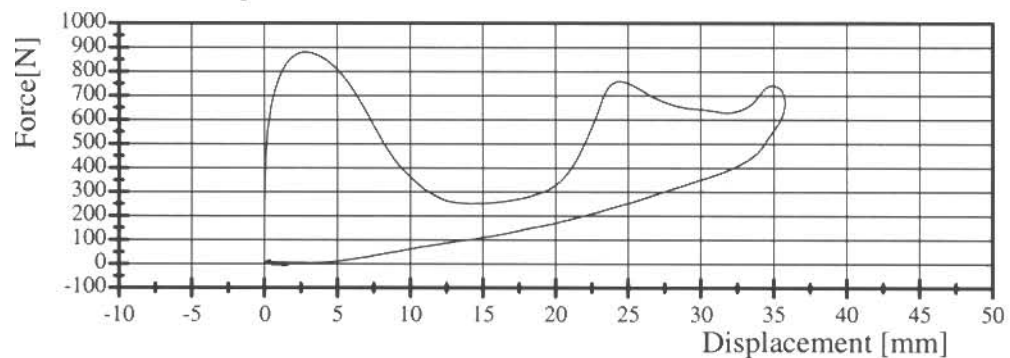


Filter Class: 600

Max: 0.0 mm at -80.0 ms

Min: -35.8 mm at 14.3 ms

Chest Displacement vs. Pendulum Force



TRANSPORTATION RESEARCH CENTER INC.

TORSO FLEXION TEST

HYBRID III THREE-YEAR-OLD

CAL DATE: 04-Aug-04

TRC, INC.

TEST NO: 040C04TF1

572 P SN 040 TORSO FLEX CAL 04

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	18.9 – 25.6 DEG. C	21.7 DEG. C
RELATIVE HUMIDITY	10 – 70 %	56 %
INITIAL ANGLE OF UNSUPPORTRED DUMMY	<= 15 DEG. REFERENCED TO VERTICAL	8.3 DEG.
MAXIMUM FORCE AT 45 DEG. DURING 10 SECOND PERIOD	130 – 180 N	165.3 N
RETURN ANGLE		5.4 °
DIFFERENCE BETWEEN RETURN ANGLE & INTIAL ANGLE	+/- 8 ° OF INTIAL ANGLE	2.9 °
RATE	0.5° - 1.5°/sec	1.06 °/sec

TEST MEETS SPECIFICATIONS

TECHNICIAN



Transportation Research Center Inc.

ATD Calibration Report

for

VRTC

**HIII 10 Year Old
Serial No. D009
Calibration No. 01**



Transportation Research Center Inc.
P.O. Box B-67
10820 St. Rt. 347
East Liberty, OH 43319-0367

Transportation Research Center Inc.
572N HHH 10 Year Old Dummy
External Dimensions
Serial No. D009 Calibration No. 01
Date: 8/02/04

Symbol	Description	Specification*	Results	Pass
		mm	mm	
A	Total Sitting Height	710.3 - 736.6	726	Yes
B	Shoulder Pivot Height	384.8 - 405.1	395	Yes
C	Hip Pivot Height	77.5 - 87.6	84	Yes
D	Hip Pivot from Backline	133.1 - 143.3	142	Yes
E	Shoulder Pivot from Backline	80.0 - 90.2	85	Yes
F	Thigh Clearance	105.4 - 120.6	112	Yes
G	Back of Elbow to Wrist Pivot	227.4 - 242.6	233	Yes
H	Head Back to Backline	45.8 - 50.8	48	Yes
I	Shoulder to Elbow Length	269.2 - 284.5	271	Yes
J	Elbow Rest Height	137.2 - 157.5	145	Yes
K	Buttock to Knee Length	463.6 - 483.9	475	Yes
L	Popliteal Height	321.3 - 341.6	335	Yes
M	Knee to Floor Height	370.4 - 388.6	380	Yes
N	Buttock Popliteal Height	367.0 - 387.4	375	Yes
O	Chest Depth without Jacket	157.5 - 172.7	163	Yes
P	Foot Length	188.0 - 203.2	194	Yes
Q	Standing Height (A-C+R-D+M)	1296.7 REF	1299	
R	Buttock to Knee Pivot Length	414.0 - 434.3	419	Yes
S	Head Breadth	137.1 - 147.3	142	Yes
T	Head Depth	177.8 - 188.0	182	Yes
U	Hip Breadth	256.6 - 271.8	264	Yes
V	Shoulder Breadth	307.4 - 322.6	315	Yes
W	Foot Breadth	68.6 - 83.8	75	Yes
X	Head Circumference	528.3 - 548.7	538	Yes
Y	Chest Circumference with Jacket	690.9 - 716.3	704	Yes
Z	Waist Circumference	696.0 - 721.4	706	Yes
AA	Reference Location for Chest Circumference	337.8 - 348.0	342	Yes
BB	Reference Location for Waist Circumference	* *	182	

* With specification revisions provided by VRTC 08/02/04

** Measured 1 cm below top rear surface of pelvis flesh, parallel to pelvis rim

Technician



Approved




Transportation Research Center Inc.

Head Drop Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 2

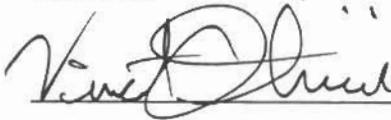
Test Date 07/26/2004

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.5 °C	22.0 °C	Yes
Relative Humidity	10 - 70 %	52 %	Yes
Peak Resultant Acceleration	240 - 295 g	246.4 g	Yes
Peak Lateral Acceleration	15 g Max	-1.7 g	Yes
Oscillations After Main Pulse	Less Than 10% of Peak Resultant Acceleration?	Yes	Yes

Test meets specifications.

Comments:

Technician



Approved



07.26.2004 11:13:55 609

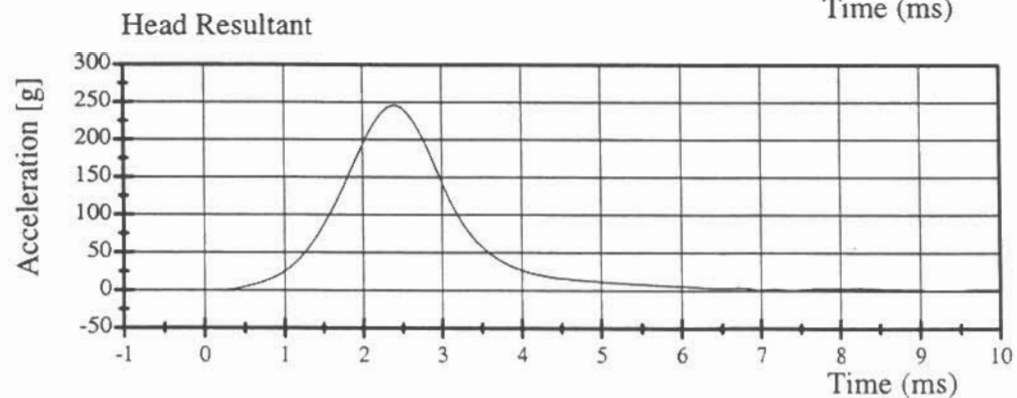
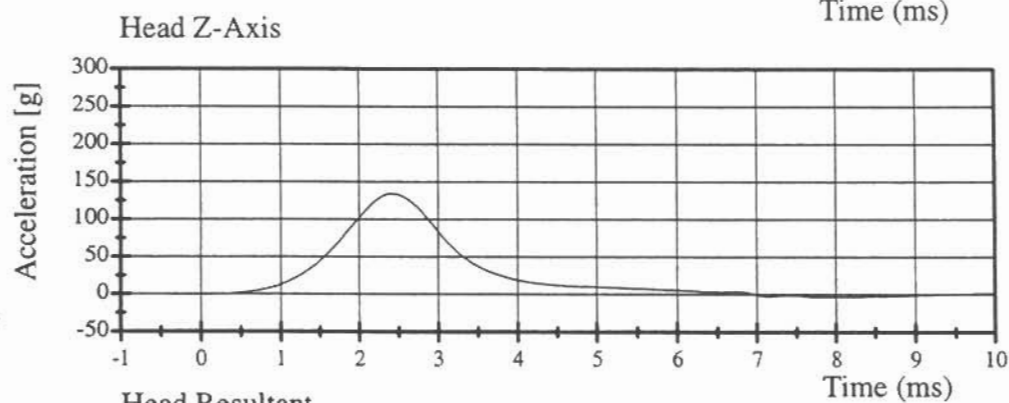
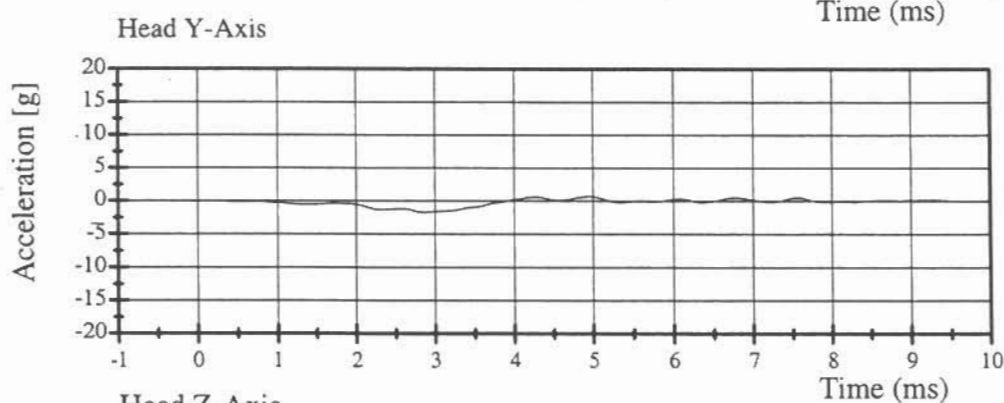
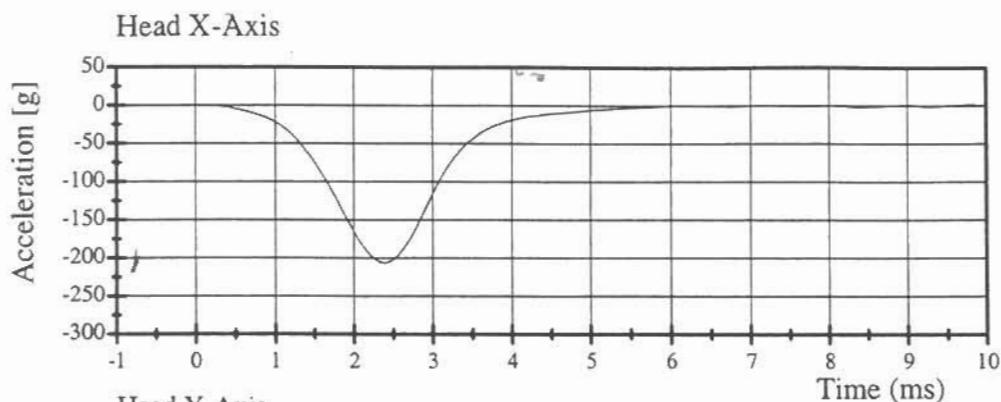


Transportation Research Center Inc.

Head Drop Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 2

Test Date 07/26/2004



Transportation Research Center Inc.

Neck Flexion Test - 6 Channel Transducer

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

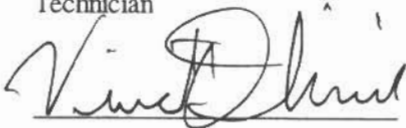
Test Date 07/29/2004

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.5 °C	Yes
Relative Humidity	10 - 70 %	50 %	Yes
Impact Velocity	5.98 - 6.22 m/s	6.11 m/s	Yes
Integrated Pendulum Velocity			
10 ms	1.64 - 2.04 m/s	1.90 m/s	Yes
20 ms	3.04 - 4.04 m/s	3.71 m/s	Yes
30 ms	4.45 - 5.65 m/s	5.35 m/s	Yes
Peak D Plane Rotation	74.0 - 88.0 °	78.4 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	51.0 - 65.0 N·m	52.85 N·m	Yes
Positive Moment Decay Time To 10 N·m	85 - 105 ms	95.84 ms	Yes

Test meets specifications.

Comments:

Technician



Approved



07.29.2004 13:28:39 593



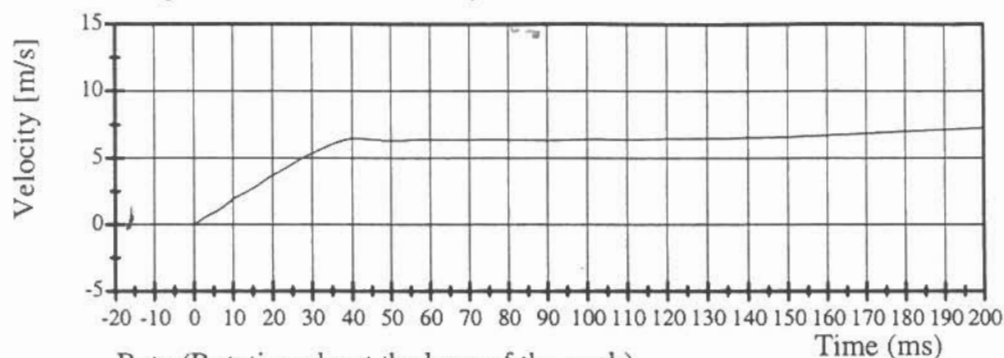
Transportation Research Center Inc.

Neck Flexion Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/29/2004

Integrated Pendulum Velocity

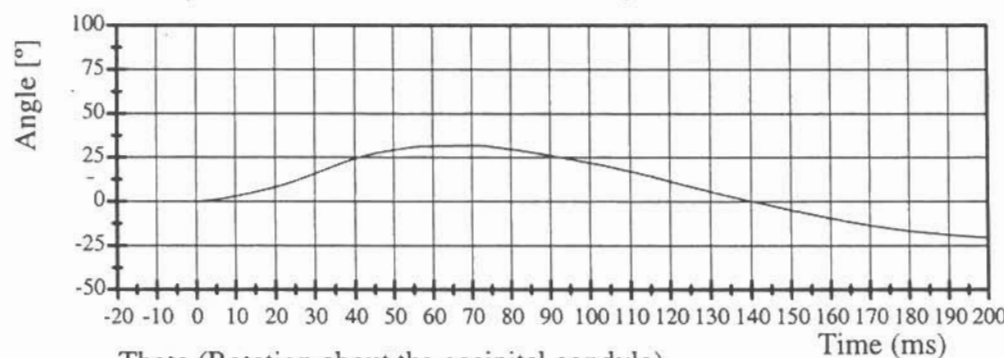


Filter Claßs: 180

Max: 7.95 m/s at 952.6 ms

Min: -0.00 m/s at -30.2 ms

Beta (Rotation about the base of the neck)

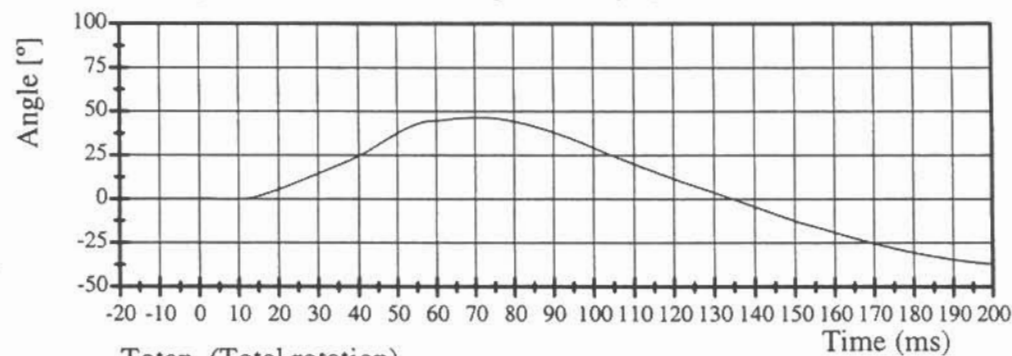


Filter Class: 60

Max: 32.0 ° at 68.8 ms

Min: -21.0 ° at 212.4 ms

Theta (Rotation about the occipital condyle)

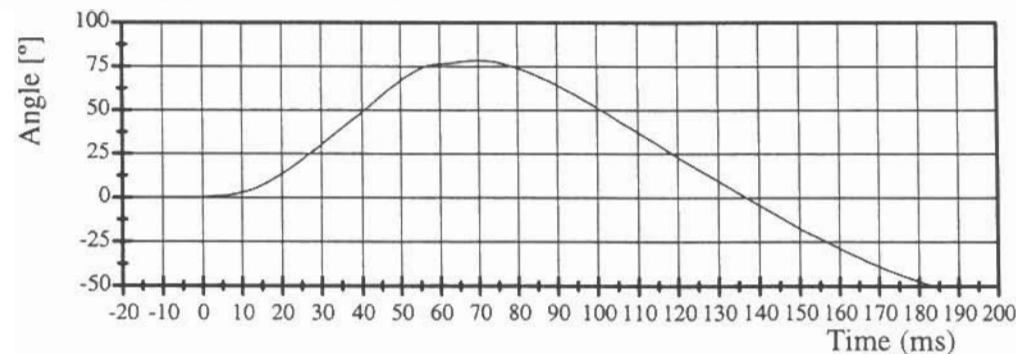


Filter Class: 60

Max: 46.4 ° at 71.0 ms

Min: -38.3 ° at 212.4 ms

Totan (Total rotation)



Filter Class: 60

Max: 78.4 ° at 69.7 ms

Min: -59.2 ° at 212.4 ms

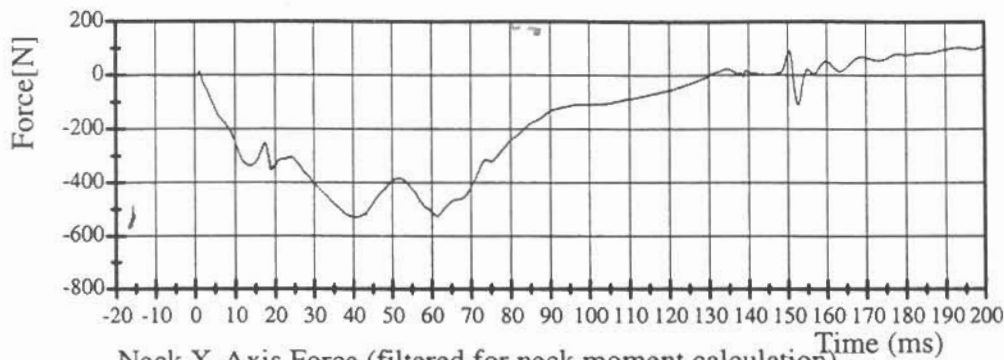
Transportation Research Center Inc.

Neck Flexion Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/29/2004

Neck X-Axis Force

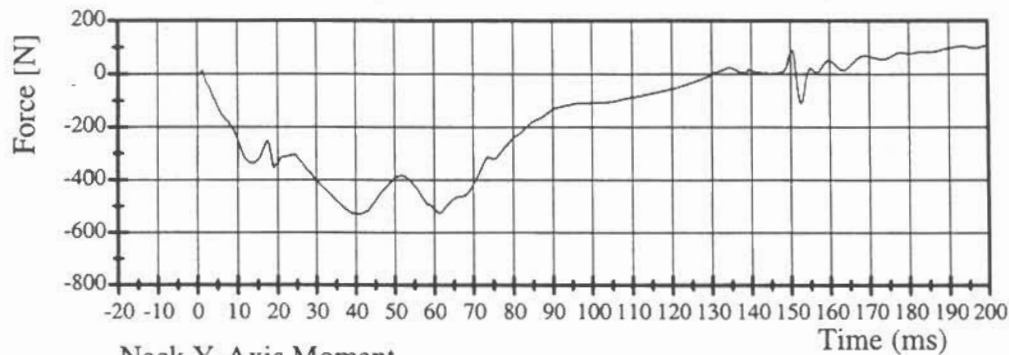


Filter Class: 1000

Max: 110.5 N at 201.4 ms

Min: -529.4 N at 40.5 ms

Neck X-Axis Force (filtered for neck moment calculation)

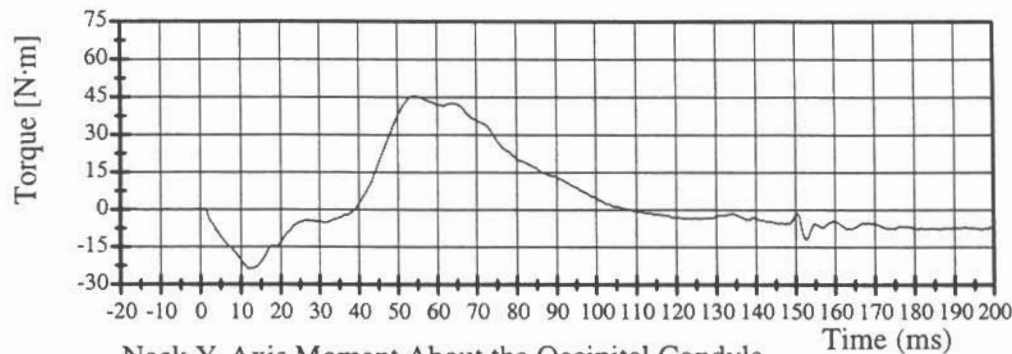


Filter Class: 600

Max: 110.2 N at 201.4 ms

Min: -529.2 N at 40.6 ms

Neck Y-Axis Moment

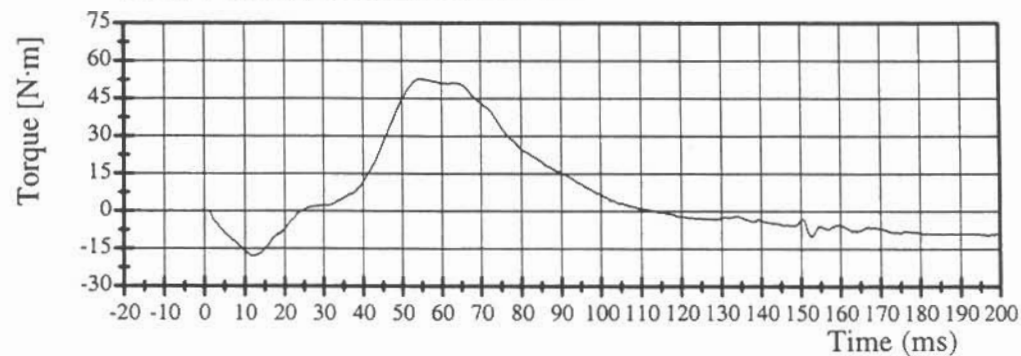


Filter Class: 600

Max: 45.5 N·m at 54.1 ms

Min: -23.6 N·m at 11.8 ms

Neck Y-Axis Moment About the Occipital Condyle



Filter Class: 600

Max: 52.9 N·m at 55.3 ms

Min: -18.0 N·m at 11.7 ms

Transportation Research Center Inc.

Neck Extension Test - 6 Channel Transducer

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/29/2004

Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.2 °C	Yes
Relative Humidity	10 - 70 %	48 %	Yes
Impact Velocity	4.91 - 5.15 m/s	5.01 m/s	Yes
Integrated Pendulum Velocity			
10 ms	1.49 - 1.89 m/s	1.62 m/s	Yes
20 ms	2.88 - 3.68 m/s	3.15 m/s	Yes
30 ms	4.20 - 5.20 m/s	4.60 m/s	Yes
Peak D Plane Rotation	98.5 - 113.5 °	104.2 °	Yes
Peak Moment About Occipital Condyles (During time interval rotation is within specified corridors)	(-47.0) - (-35.0) N·m	-40.40 N·m	Yes
Negative Moment Decay Time To -10 N·m	100 - 120 ms	107.36 ms	Yes

Test meets specifications.

Comments:

Technician

Vince Oliveri

Approved

V. J. Watter

07.29.2004 14:22:22 724



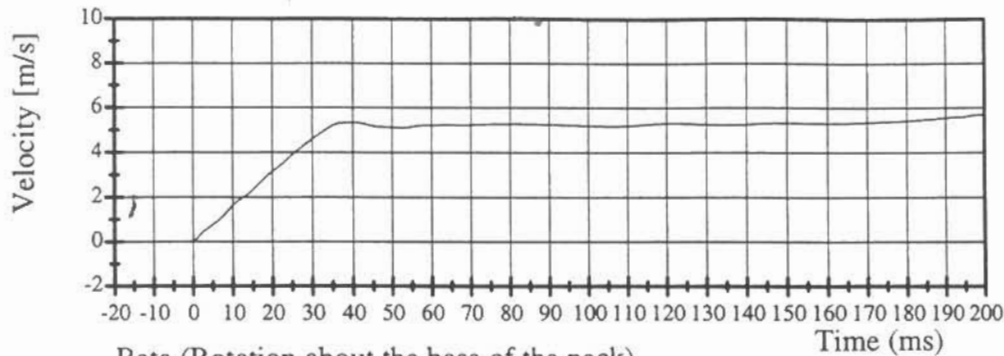
Transportation Research Center Inc.

Neck Extension Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/29/2004

Integrated Pendulum Velocity

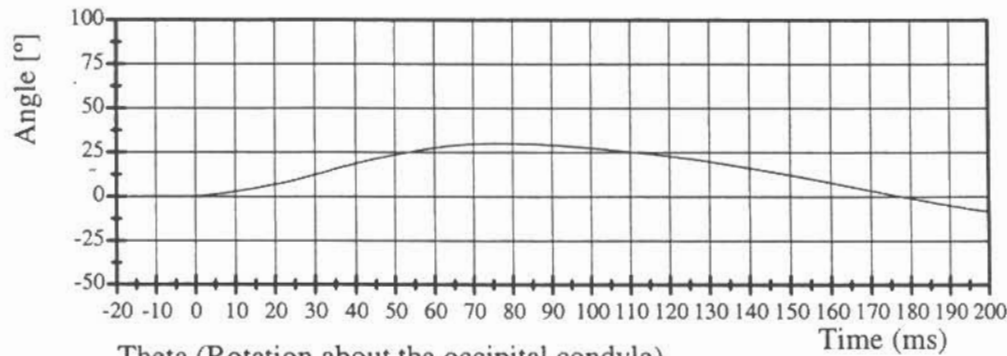


Filter Class: 180

Max: 6.7 m/s at 857.0 ms

Min: -0.0 m/s at -0.6 ms

Beta (Rotation about the base of the neck)

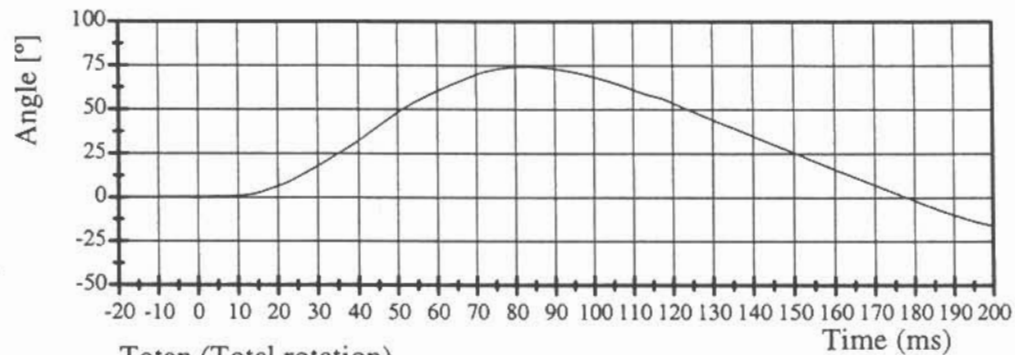


Filter Class: 60

Max: 30.0 ° at 73.8 ms

Min: -12.9 ° at 232.6 ms

Theta (Rotation about the occipital condyle)

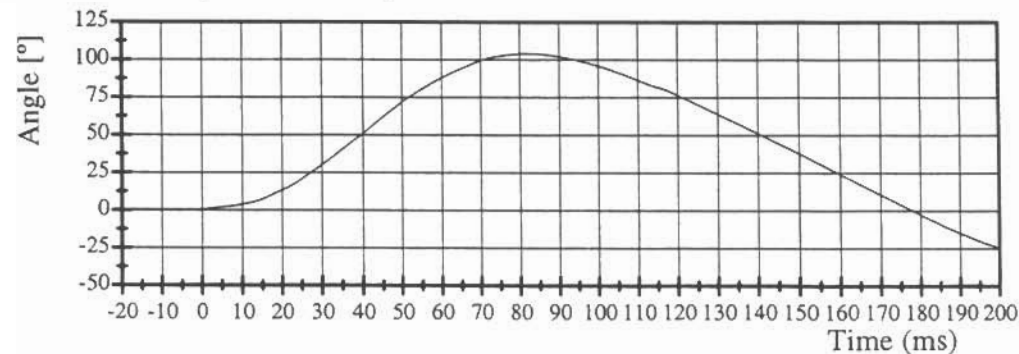


Filter Class: 60

Max: 74.3 ° at 82.9 ms

Min: -23.5 ° at 229.0 ms

Totan (Total rotation)



Filter Class: 60

Max: 104.2 ° at 82.5 ms

Min: -36.4 ° at 229.3 ms

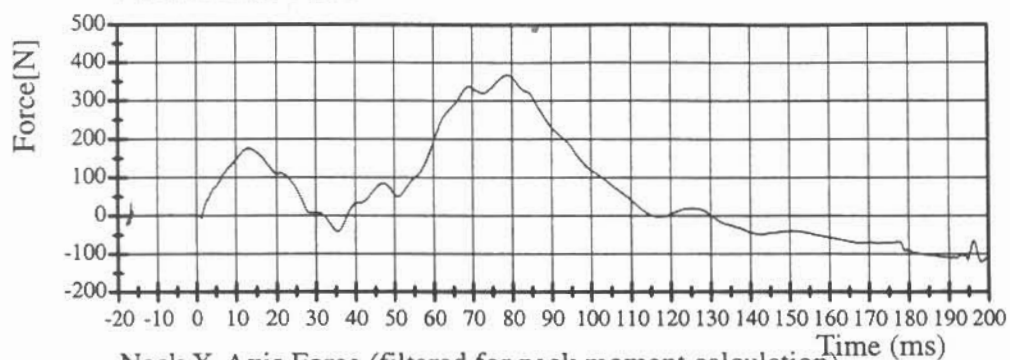
Transportation Research Center Inc.

Neck Extension Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/29/2004

Neck X-Axis Force

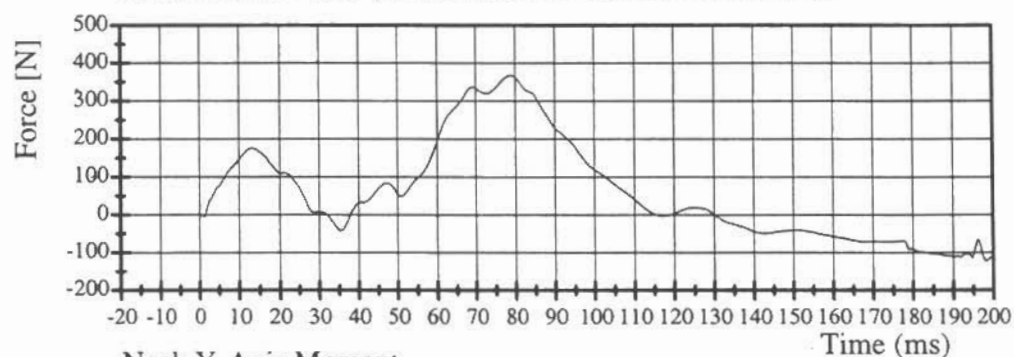


Filter Class: 1000

Max: 367.7 N at 78.9 ms

Min: -140.6 N at 211.0 ms

Neck X-Axis Force (filtered for neck moment calculation)

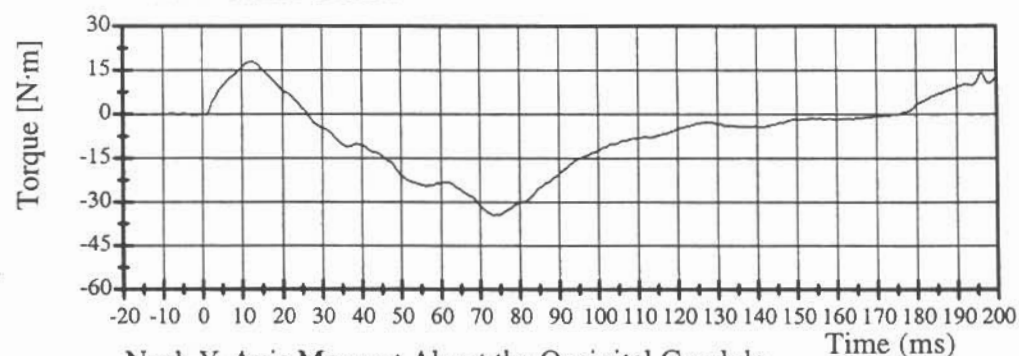


Filter Class: 600

Max: 367.4 N at 78.9 ms

Min: -140.3 N at 211.0 ms

Neck Y-Axis Moment

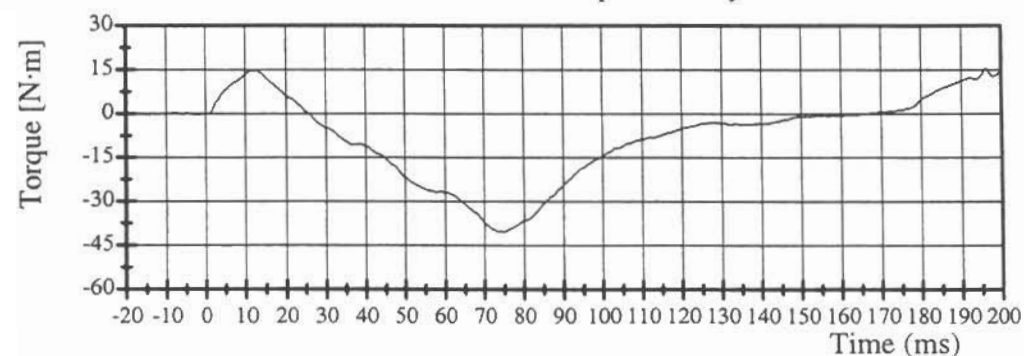


Filter Class: 600

Max: 17.9 N·m at 12.6 ms

Min: -34.6 N·m at 73.4 ms

Neck Y-Axis Moment About the Occipital Condyle



Filter Class: 600

Max: 16.8 N·m at 224.0 ms

Min: -40.4 N·m at 74.7 ms

Transportation Research Center Inc.

Thorax Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 8

Test Date 08/02/2004

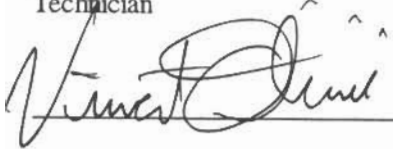
Test Parameter	Specification	Test Results	Pass
Temperature	20.6 - 22.2 °C	21.2 °C	Yes
Relative Humidity	10 - 70 %	52 %	Yes
Pendulum Velocity	5.88 - 6.12 m/s	5.88	Yes
Maximum Chest Deflection	-47.0 - (-39.0) mm	-42.5 mm	Yes
Peak Impact Probe Force Within Compression Corridor	1830 - 2330 N	2312 N	Yes
Internal Hysteresis	65 - 85 %	83.6 %	Yes

Test Meets Specifications.

Comments:

New rib stiffeners and replacement rib set # 22030024A installed.

Technician



Approved



08.02.2004 15:21:42 1166

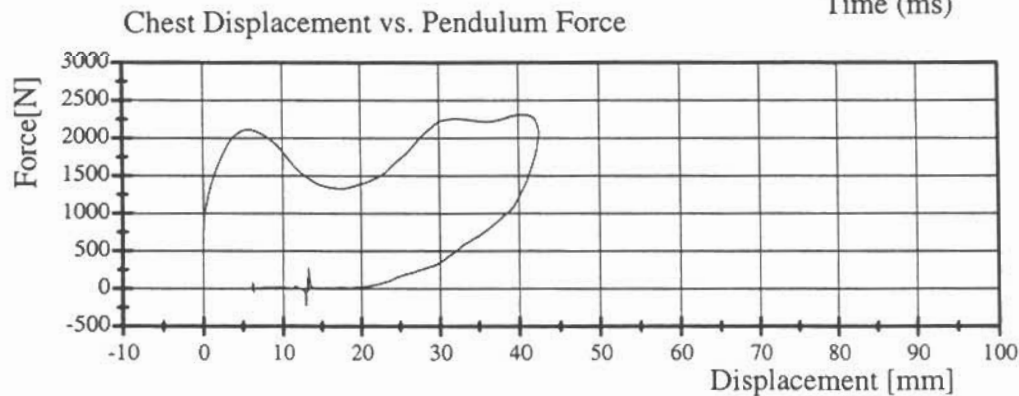
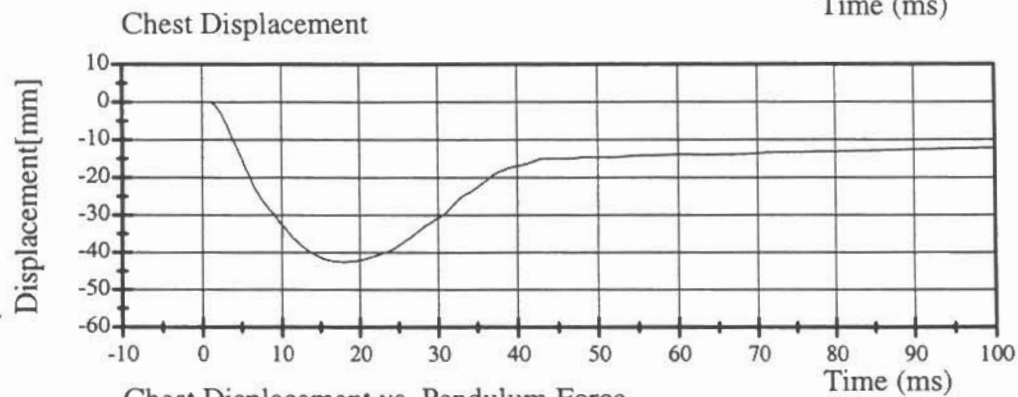
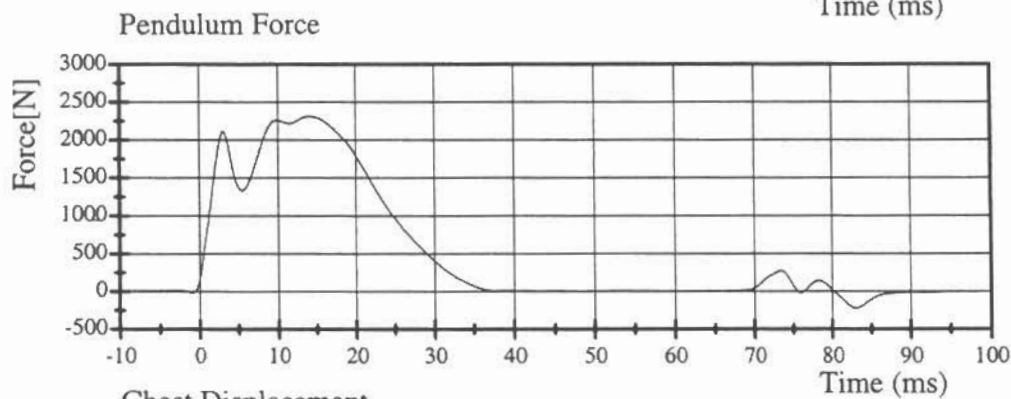
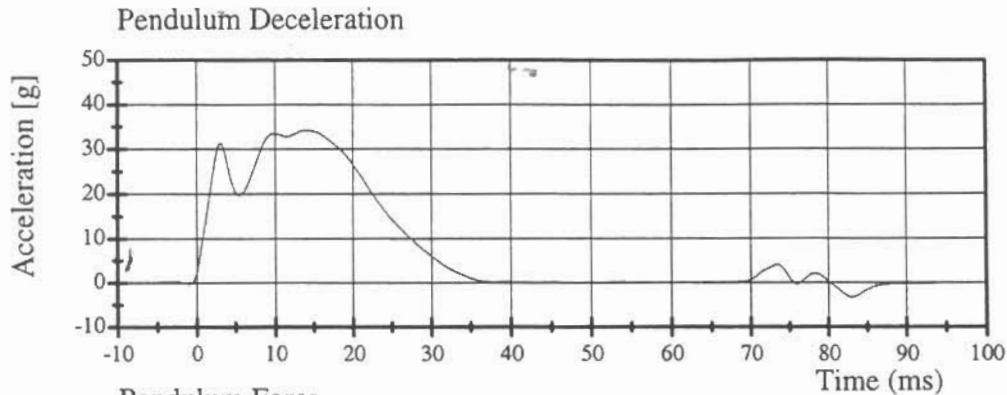


Transportation Research Center Inc.

Thorax Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 8

Test Date 08/02/2004



TRANSPORTATION RESEARCH CENTER INC.

TORSO FLEXION TEST

HYBRID III TEN YEAR-OLD

CAL DATE: 23-Jul-04

TRC, INC.

TEST NO: D009C01TF8

SND009 TORSO FLEX CAL 01

TEST PARAMETER	SPECIFICATION	TEST RESULTS
TEMPERATURE	20.6 – 22.2° C	21.7 ° C
RELATIVE HUMIDITY	10 – 70 %	50 %
INITIAL ANGLE OF UNSUPPORTRED DUMMY	<= 20° REFERENCED TO VERTICAL	15.0 °
MAXIMUM FORCE AT 35 DEG. DURING 10 SECOND PERIOD	180 - 240 N	232.3 N
RETURN ANGLE		19.6 °
DIFFERENCE BETWEEN RETURN ANGLE & INTIAL ANGLE	+/- 8 ° OF INTIAL ANGLE	4.6 °
RATE	0.5° - 1.5°/sec	1.00 °/sec

TEST MEETS SPECIFICATIONS

Comments:

TECHNICIAN



Transportation Research Center Inc.

Left Knee Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/30/2004

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.2 °C	Yes
Relative Humidity	10 - 70 %	55 %	Yes
Pendulum Velocity	2.07 - 2.13 m/s	2.09 m/s	Yes
Maximum Pendulum Force	2560 - 3140 N	2958 N	Yes

Test meets specifications.

Comments:

Technician



Approved



07.30.2004 15:10:53 1855



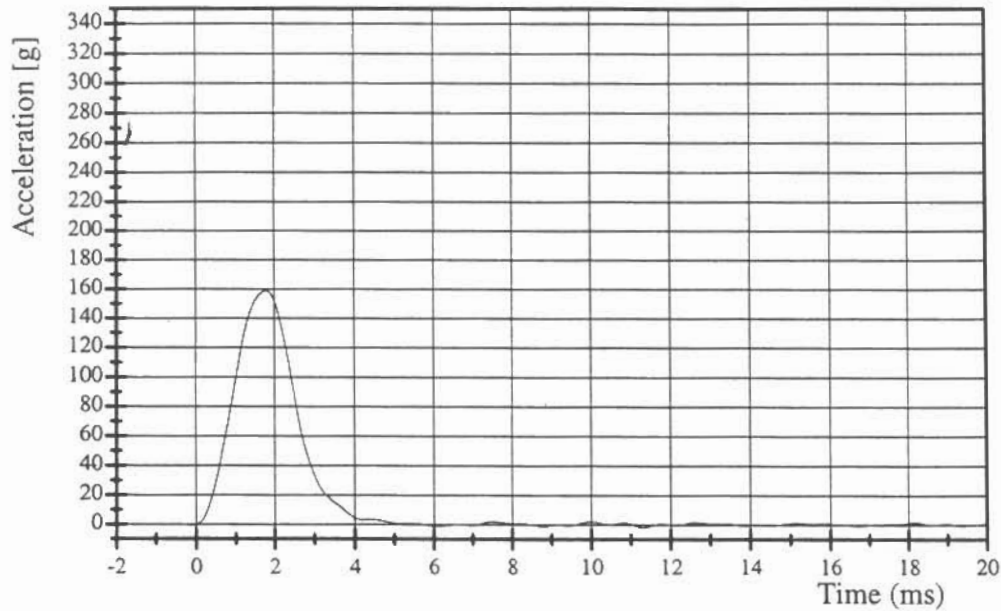
Transportation Research Center Inc.

Left Knee Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/30/2004

Pendulum Deceleration

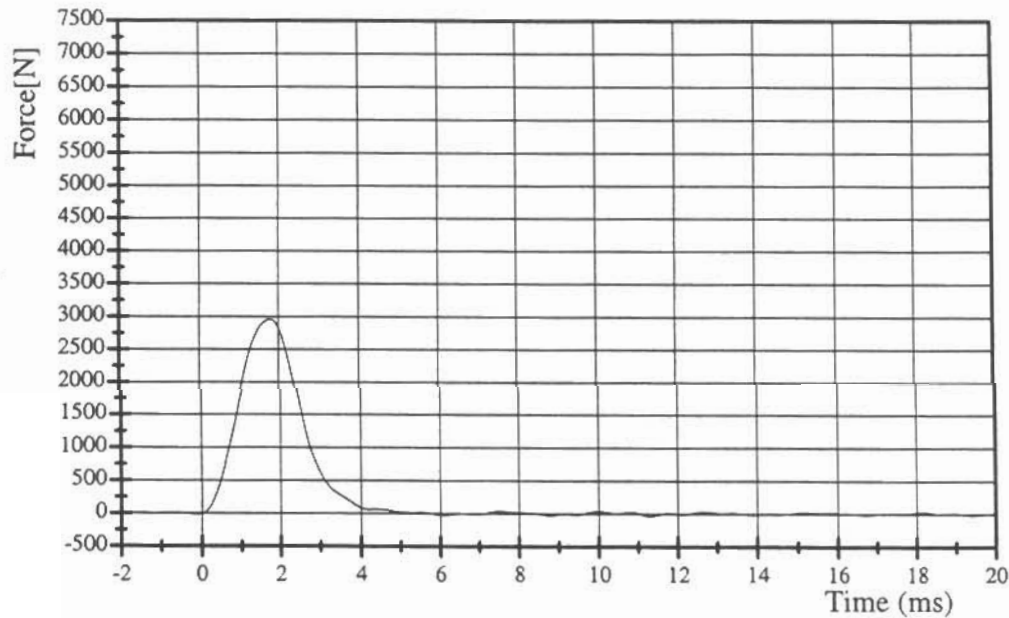


Filter Class: 600

Max: 158.8 g at 1.8 ms

Min: -1.9 g at 11.3 ms

Pendulum Force



Filter Class: 600

Max: 2958.4 N at 1.8 ms

Min: -34.8 N at 11.3 ms

Transportation Research Center Inc.

Right Knee Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/30/2004

Test Parameter	Specification	Test Results	Pass
Temperature	18.9 - 25.6 °C	21.3 °C	Yes
Relative Humidity	10 - 70 %	55 %	Yes
Pendulum Velocity	2.07 - 2.13 m/s	2.09 m/s	Yes
Maximum Pendulum Force	2560 - 3140 N	3022 N	Yes

Test meets specifications.

Comments:

Technician



Approved



07.30.2004 15:24:00 1854



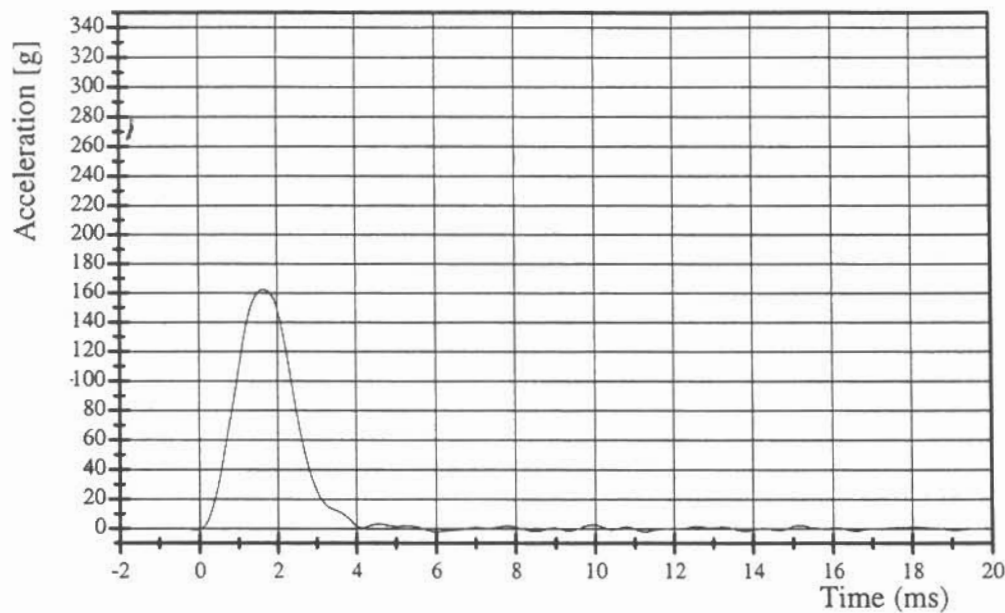
Transportation Research Center Inc.

Right Knee Test

HIII 10 Year Old Serial No. D009 Calibration No. 01 - 1

Test Date 07/30/2004

Pendulum Deceleration

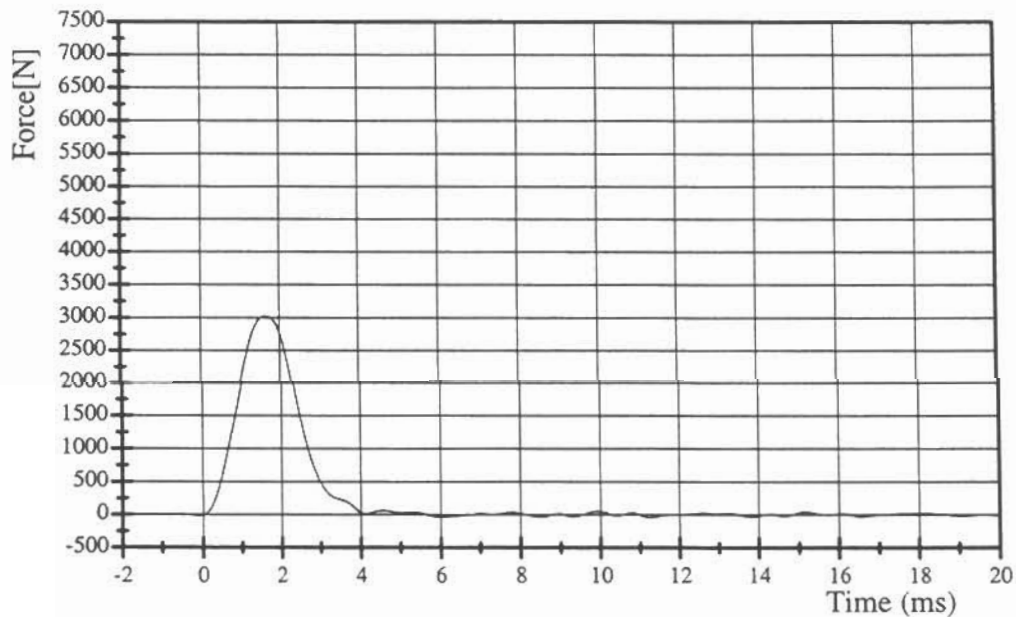


Filter Class: 600

Max: 162.2 g at 1.7 ms

Min: -2.2 g at 11.3 ms

Pendulum Force



Filter Class: 600

Max: 3022.0 N at 1.7 ms

Min: -40.4 N at 11.3 ms

SECTION 6

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

HYBRID III INSTRUMENTATION

	POSITION #3 (RIGHT) SERIAL NO.: 3671439 P1 – 13OCT04		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD AX	AC-J36611	ENDEVCO	1/25/2005
HEAD AY	AC-P35789	ENDEVCO	1/4/2005
HEAD AZ	AC-J27466	ENDEVCO	1/25/2005
UPPER NECK FX	LC-210FX	DENTON	8/2/2004
UPPER NECK FY	LC-210FY	DENTON	8/2/2004
UPPER NECK FZ	LC-210FZ	DENTON	8/2/2004
UPPER NECK MX	LC-210MX	DENTON	8/2/2004
UPPER NECK MY	LC-210MY	DENTON	8/2/2004
UPPER NECK MZ	LC-210MZ	DENTON	8/2/2004
CHEST AX	AC-J20047	ENDEVCO	1/25/2005
CHEST AY	AC-CC92H	ENDEVCO	1/25/2005
CHEST AZ	AC-J29006	ENDEVCO	1/25/2005
CHEST DISPLACEMENT X	DS-040	SERVO	8/2/2004
PELVIS AX	AC-01G18-F09	ENTRAN	1/25/2005
PELVIS AY	AC-J27525	ENDEVCO	1/25/2005
PELVIS AZ	AC-J17988	ENDEVCO	1/25/2005
LATCH BELT LOAD	LC-175	FIRST TECHNOLOGY	11/1/2004
TETHER BELT LOAD	LC-712	LEBOW	11/1/2004

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

HYBRID III INSTRUMENTATION

	POSITION #4 (LEFT) SERIAL NO.: JJ 1008042008595 - 100804		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD AX	AC-P16616	ENDEVCO	8/16/2004
HEAD AY	AC-P16628	ENDEVCO	8/16/2004
HEAD AZ	AC-P23178	ENDEVCO	8/16/2004
UPPER NECK FX	LC-1625FX	DENTON	7/20/2004
UPPER NECK FY	LC-1625FY	DENTON	7/20/2004
UPPER NECK FZ	LC-1625FZ	DENTON	7/20/2004
UPPER NECK MX	LC-1625MX	DENTON	7/20/2004
UPPER NECK MY	LC-1625MY	DENTON	7/20/2004
UPPER NECK MZ	LC-1625MZ	DENTON	7/20/2004
Left Clavicle Fx	LC-075LFX	DENTON	8/26/2004
Left Clavicle Fz	LC-075LFZ	DENTON	8/26/2004
Right Clavicle Fx	LC-075RFX	DENTON	8/26/2004
Right Clavicle Fz	LC-075RFZ	DENTON	8/26/2004
CHEST AX	AC-P32224	ENDEVCO	8/16/2004
CHEST AY	AC-P32204	ENDEVCO	8/16/2004
CHEST AZ	AC-P16625	ENDEVCO	8/16/2004
CHEST DISPLACEMENT X	DS-009	SERVO	7/21/2004
LUMBAR FX	LC-135FX	DENTON	8/26/2004
LUMBAR FY	LC-135FY	DENTON	8/26/2004
LUMBAR FZ	LC-135FZ	DENTON	8/26/2004
LUMBAR MX	LC-135MX	DENTON	8/26/2004
LUMBAR MY	LC-135MY	DENTON	8/26/2004
LUMBAR MZ	LC-135MZ	DENTON	8/26/2004
PELVIS AX	AC-P23940	ENDEVCO	8/16/2004
PELVIS AY	AC-P23804	ENDEVCO	11/12/2004
PELVIS AZ	AC-P18741	ENDEVCO	8/16/2004
LEFT LOWER ASIS FX	LC-089LLFX	DENTON	8/25/2004
LEFT UPPER ASIS FX	LC-089LUFx	DENTON	8/25/2004
RIGHT LOWER ASIS FX	LC-089RLFX	DENTON	8/25/2004
RIGHT UPPER ASIS FX	LC-089RUFx	DENTON	8/25/2004
LEFT FEMUR	LC-237	DENTON	7/21/2004
RIGHT FEMUR	LC-238	DENTON	7/21/2004
LAP BELT LOAD	LC-707	LEBOW	11/1/2004
SHOULDER BELT LOAD	LC-174	FIRST TECHNOLOGY	11/1/2004

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

CRS INSTRUMENTATION

	CRS Accelerometers		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
P3 CRS AX	AC-J30041	ENDEVCO	1/10/2005
P3 CRS AY	AC-J32185	ENDEVCO	11/4/2004
P3 CRS AZ	AC-J33843	ENDEVCO	9/8/2004