

REPORT NUMBER: 208-MGA-2005-004

**VEHICLE SAFETY COMPLIANCE TESTING
FOR
FMVSS 208, OCCUPANT CRASH PROTECTION
FMVSS 212, WINDSHIELD MOUNTING
FMVSS 219, WINDSHIELD INTRUSION (PARTIAL)
FMVSS 301, FUEL SYSTEM INTEGRITY**

**DaimlerChrysler Corp.
2005 Dodge Magnum MPV
NHTSA No.: C50304**

**PREPARED BY:
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Test Dates: January 3 - April 6, 2005

Report Date: June 3, 2005

FINAL REPORT

**PREPARED FOR:
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TABLE OF CONTENTS

<u>Section</u>	<u>Page No</u>
1 Purpose of Compliance Test	1
2 Tests Performed	2
3 Injury Result Summary	4
4 Discussion of Test (if applicable)	8
5 Test Data Sheets	9
 <u>Data Sheet</u>	
1 COTR Vehicle Work Order	10
2 Report of Vehicle Condition	14
3 Certification Label and Tire Placard Information	16
4 Rear Outboard Seating Position Seat Belts	17
5 Air Bag Labels	18
6 Readiness Indicator	31
7 Passenger Air Bag Manual Cut-Off Device	32
8 Lap Belt Lockability	36
9 Seat Belt Warning System	44
10 Belt Contact Force	46
11 Latch Plate Access	56
12 Seat Belt Retraction	64
13 Seat Belt Guides and Hardware	72
14 Marking of Reference Points for Various Test Positions & Points	82
15 Summary of Suppression Test Using 12-Month CRABI Dummy	89
16 Summary of Suppression Test Using Newborn Infant Dummy	96
23 Summary of Low Risk Deployment Using an Unbelted 3-Year-Old Dummy Position 1	97
24 Summary of Low Risk Deployment Using an Unbelted 3-Year-Old Dummy Position 2	98
25 Summary of Low Risk Deployment Using an Unbelted 6-Year-Old Dummy Position 1	99
26 Summary of Low Risk Deployment Using an Unbelted 6-Year-Old Dummy Position 2	100
27 Summary of Low Risk Deployment Using an Unbelted 5 th % Dummy Position 1	101
28 Summary of Low Risk Deployment Using an Unbelted 5 th % Dummy Position 2	102
30 Vehicle Weight, Fuel Tank, and Attitude Data	103

<u>Data Sheet</u>		<u>Page No</u>
31	Vehicle Accelerometer Locations and Measurements	107
32	Photographic Targets	110
33	Camera Locations	116
34	Dummy Positioning	118
35	Dummy Measurements	127
36	Crash Test	130
38	Accident Investigation Measurements	132
39	Windshield Mounting (FMVSS 212)	134
40	Windshield Zone Intrusion (FMVSS 219)	136
41	Fuel System Integrity (FMVSS 301)	138
 <u>Appendix</u>		
A	Crash Test Data	A-1
B	Low Risk Test Data	B-1
C	Crash Test Photographs	C-1
D	Low Risk Photographs	D-1
E	Suppression Photographs	E-1
F	Instrumentation Calibration	F-1
G	Notice of Test Failure (If Applicable)	G-1

SECTION 1
PURPOSE OF COMPLIANCE TEST

This Federal Motor Vehicle Safety Standard (FMVSS) 208 compliance test is part of a program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No. DTNH22-03-D-11002. The purpose of this test was to determine whether the subject vehicle, a 2005 Dodge Magnum, NHTSA No. C50304, meets certain performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219, "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity". The compliance test was conducted in accordance with OVSC Laboratory Test Procedure No. TP208-12 dated January 14, 2003.

SECTION 2 TESTS PERFORMED

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
Test Dates: 10/01/04-04/06/05

The following checked items indicate the tests that were performed:

- | | | |
|-------------------------------------|-----|---|
| ☒ | 1. | Rear outboard seating position seat belts (S4.1.1.2(b) & (S4.2.4)) |
| ☒ | 2. | Air bag labels (S4.5.1) |
| ☒ | 3. | Readiness indicator (S4.5.2) |
| ☒ | 4. | Passenger air bag manual cut-off device (S4.5.4) |
| ☒ | 5. | Lap belt lockability (S7.1.1.5) |
| ☒ | 6. | Seat belt warning system (S7.3) |
| ☒ | 7. | Seat belt contact force (S7.4.4) |
| ☒ | 8. | Seat belt latch plate access (S7.4.4) |
| ☒ | 9. | Seat belt retraction (S7.4.5) |
| ☒ | 10. | Seat belt guides and hardware (S7.4.6) |
| ☒ | 11. | Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) |
| ☒ | 12. | Suppression tests with newborn infant (Part 572, Subpart K) |
| ☐ | 13. | Suppression tests with 3-year-old dummy (Part 572, Subpart P) |
| ☐ | 14. | Suppression tests with 6-year-old dummy (Part 572, Subpart N) |
| ☒ | 15. | Test of reactivation of the passenger air bag system with an unbelted 5 th percentile female dummy |
| ☐ | 16. | Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) |
| ☒ | 17. | Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) |
| ☒ | 18. | Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) |
| ☒ | 19. | Low risk deployment test with 5 th female dummy (Part 572, Subpart O) |
| ☒ | 20. | Impact Tests |
| ☐ | | Frontal Oblique |
| ☐ | | Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a)) |
| ☐ | | Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1)) |
| ☐ | | Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a) (1) or S5.1.2(b)) |
| ☒ | | Frontal 0° |
| ☐ | | Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a)) |
| ☐ | | Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a)) |
| ☐ | | Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a)) |
| ☐ | | Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a)) |
| ☐ | | Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2)) |
| ☐ | | Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1)) |
| ☒ | | Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b)) |

☒	Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
☐	Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))
☐	Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))
☐	40% Offset 0° Belted 5 th male dummy driver and passenger (0 to 40 kmph) (S18.1)
☐	21. Sled Test: unbelted 50 th male dummy driver and passenger (S13)
☐	22. FMVSS 204 Indicant Test
☒	23. FMVSS 212 Indicant Test
☒	24. FMVSS 219 Indicant Test
☒	25. FMVSS 301 Frontal Indicant Test

For the crash tests, the vehicle was instrumented with 8 accelerometers. The accelerometer data from the vehicle and dummies were sampled at 10,000 samples per second and processed as specified in SAE J211/1 MAR95 and FMVSS 208, S4.13.

The dynamic tests were recorded using high speed film and high speed digital video.

The vehicle appears to meet the performance requirements to which it was tested.

SECTION 3

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
 Test Dates: 1/27 & 2/10/05

5th Percentile Female Low Risk Deployments

5th Percentile Female SN 516 Position 1 (Chin On Module) 1-27-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	5
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	34.2
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	13.9
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	16.9
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	269.0
Neck Tension	2070 N	690
Neck Compression	2520 N	73
Chest g	60 g	6
Chest Displacement	52 mm	3
Left Femur	6805 N	46
Right Femur	6805 N	74

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 275 ms

5th Percentile Female SN 505 Position 2 (Chin On Rim) 2-10-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	23
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	98.9
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	42.1
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	20.5
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	235.0
Neck Tension	2070 N	786
Neck Compression	2520 N	52
Chest g	60 g	16
Chest Displacement	52 mm	13
Left Femur	6805 N	111
Right Femur	6805 N	117

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 275 ms

SECTION 3 ...(continued)

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
Test Dates: 1/27 & 2/10/05

3-Year-Old Low Risk Deployments

3-Year-Old SN 032 Position 1 (Chest On Instrument Panel) 1-27-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	21
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	42.1
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	22.9
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	8.0
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	18.0
Neck Tension	1130 N	301
Neck Compression	1380 N	79
Chest g	55 g	14
Chest Displacement	34 mm	6

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 100 ms

3-Year-Old SN 032 Position 2 (Head On Instrument Panel) 2-10-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	22
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	60.9
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	13.3
Peak Nij (Nce)	1.0	0.4
Time (ms)	NA	30.7
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	17.2
Neck Tension	1130 N	176
Neck Compression	1380 N	668
Chest g	55 g	7
Chest Displacement	34 mm	0

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 100 ms

SECTION 3 ...(continued)

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
Test Dates: 2/23 & 3/9/05

6-Year-Old Low Risk Deployments

6-Year-Old SN 155 Position 1 (Chest On Instrument Panel) 2-23-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	8
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	39.3
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	35.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	8.0
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	75.1
Neck Tension	1490 N	365
Neck Compression	1820 N	42
Chest g	60 g	10
Chest Displacement	40 mm	7

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 100 ms

6-Year-Old SN 155 Position 2 (Head On Instrument Panel) 3-9-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	19
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	72.4
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	10.8
Peak Nij (Nce)	1.0	0.5
Time (ms)	NA	30.3
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	14.1
Neck Tension	1490 N	108
Neck Compression	1820 N	907
Chest g	60 g	7
Chest Displacement	40 mm	0

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 100 ms

SECTION 3...(continued)

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
Test Date: 4/6/05

40 kmph Frontal Crash

Impact Angle: Zero degrees

Belted Dummies: Yes X No
Speed Range: 0 to 40 kmph X 32 to 40 kmph
 0 to 48 kmph 0 to 56 kmph

Test Speed: 39.8 kmph Test Weight: 1968.5 kg

Driver Dummy: 5th female X 50th male
Passenger Dummy: 5th female X 50th male

50th Percentile Male Frontal Crash Test

Vehicles certified to S5.1.1(b)(1), S5.1.1(b)(2), S5.1.2(a)(2), or S5.1.2(b)

Injury Criteria	Max. Allowable Injury Assessment Values	Driver	Passenger
HIC15	700	60	145
N _{te}	1.0	0.2	0.1
N _{tf}	1.0	0.3	0.3
N _{ce}	1.0	0.0	0.0
N _{cf}	1.0	0.1	0.2
Neck Tension	4170 N	1689	917
Neck Compression	4000 N	470	494
Chest g	60 g	32	39
Chest Displacement	63 mm	22	8
Left Femur	10,000 N	6100	5624
Right Femur	10,000 N	7596	6023

SECTION 4

DISCUSSION OF TESTS

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
 Test Dates: 10/01/04-04/06/05

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

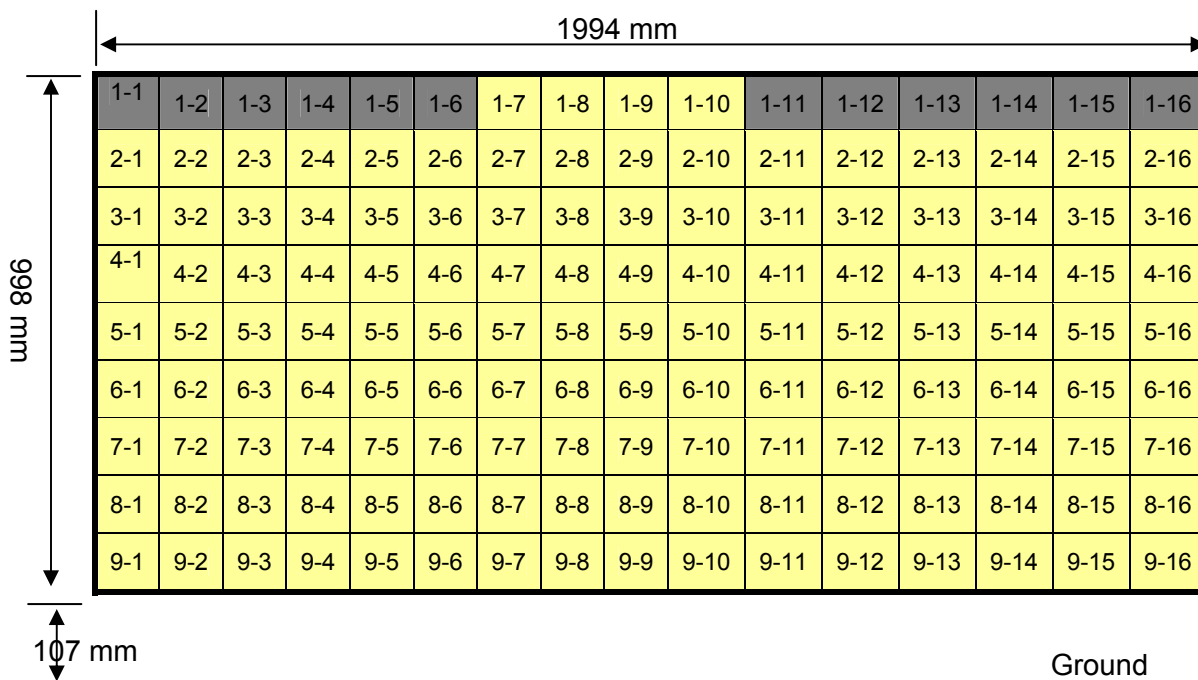
There was no valid data for the passenger Mz during the 3YO P1 Low Risk Deployment test.

The 5th female position 1 low risk deployment test performed on 1-27-05 had double images on the front and left high speed video views due to a camera malfunction. The 6-year-old position 2 low risk deployment test performed on 3-9-05 also lost the left high speed video view due to a camera malfunction.

There was no valid data for the Driver Mz during the frontal impact test.

An advanced load cell rigid barrier was used for the test. The details of the barrier are shown below. A photograph of the vehicle in relation to the load cell grid is included in Appendix A. Plots of the total force of all 9 rows and an overlay plot of the summed force from each row are included in Appendix B. The vehicle impacted the barrier 17mm higher than the initial target.

144 Load Cell Rigid Barrier Load Cell Locations on Fixed Barrier



Load Cells are 121 mm x 121 mm with a 7 mm gap between each load cell.

SECTION 5
TEST DATA SHEETS

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
Test Dates: 10/01/04-04/06/05

DATA SHEET 1

COTR VEHICLE WORK ORDER

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
 Test Dates: 10/01/04-04/06/05

COTR Signature: Charles R. Case

Test to be performed for this vehicle are checked below:

- | | |
|-------------------------------------|---|
| ☒ | 1. Rear Outboard Seating Position Seat Belts (S4.1.2(b)) & (S4.2.4) |
| ☒ | 2. Air Bag Labels (S4.5.1) |
| ☒ | 3. Readiness Indicator (S4.5.2) |
| ☒ | 4. Passenger Air Bag Manual Cut-off Device (S4.5.4) |
| ☒ | 5. Lap Belt Lockability (S7.1.1.5) |
| ☒ | 6. Seat Belt Warning System (S7.3) |
| ☒ | 7. Seat Belt Contact Force (S7.4.4) |
| ☒ | 8. Seat Belt Latch Plate Access (S7.4.4) |
| ☒ | 9. Seat Belt Retraction (S7.4.5) |
| ☒ | 10. Seat Belt Guides and Hardware (S7.4.6) |
| ☒ | 11. Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) using the following indicated child restraints. |

Section B

☒	Britax Handle with Care 191	☒	Full Rearward	☒	Mid Position	☒	Full Forward
	Century Assura 4553		Full Rearward		Mid Position		Full Forward
	Century Avanta SE 41530		Full Rearward		Mid Position		Full Forward
	Century Smart Fit 4543		Full Rearward		Mid Position		Full Forward
	Cosco Arriva 02727		Full Rearward		Mid Position		Full Forward
	Cosco Opus 35 02603		Full Rearward		Mid Position		Full Forward
	Evenflo Discovery Adjust Right 212		Full Rearward		Mid Position		Full Forward
☒	Evenflo First Choice 204	☒	Full Rearward	☒	Mid Position	☒	Full Forward
	Evenflo On My Way Position Right V 282		Full Rearward		Mid Position		Full Forward
☒	Graco Infant 8457	☒	Full Rearward	☒	Mid Position	☒	Full Forward

Section C

☒	Britax Roundabout 161	☒	Full Rearward	☒	Mid Position	☒	Full Forward
☒	Century Encore 4612	☒	Full Rearward	☒	Mid Position	☒	Full Forward
	Century STE 1000 4416		Full Rearward		Mid Position		Full Forward
	Cosco Olympian 02803		Full Rearward		Mid Position		Full Forward
	Cosco Touriva 02519		Full Rearward		Mid Position		Full Forward
	Evenflo Horizon V 425		Full Rearward		Mid Position		Full Forward
☒	Evenflo Medallion 254	☒	Full Rearward	☒	Mid Position	☒	Full Forward
☒	12. Suppression tests with newborn infant (Part 572, Subpart K) using the following indicated child restraints.						

Section A

☒	Cosco Dream Ride 02-719	☒	Full Rearward	☒	Mid Position	☒	Full Forward
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13. Suppression tests with 3-year-old dummy (Part 572, Subpart P) using the following indicated child restraints where a child restraint is required.

Section C

Britax Roundabout 161	Full Rearward	Mid Position	Full Forward
Century Encore 4612	Full Rearward	Mid Position	Full Forward
Century STE 1000 4416	Full Rearward	Mid Position	Full Forward
Cosco Olympian 02803	Full Rearward	Mid Position	Full Forward
Cosco Touriva 02519	Full Rearward	Mid Position	Full Forward
Evenflo Horizon V 425	Full Rearward	Mid Position	Full Forward
Evenflo Medallion 254	Full Rearward	Mid Position	Full Forward

Section D

Britax Roadster 9004	Full Rearward	Mid Position	Full Forward
Century Next Step 4920	Full Rearward	Mid Position	Full Forward
Cosco High Back Booster 02-442	Full Rearward	Mid Position	Full Forward
Evenflo Right Fit 245	Full Rearward	Mid Position	Full Forward

14. Suppression tests with representative 3-year-old child using the following indicated child restraints where a child restraint is required. (Appendix H, Data Sheet 16H and 17H)

Section C

Britax Roundabout 161	Full Rearward	Mid Position	Full Forward
Century Encore 4612	Full Rearward	Mid Position	Full Forward
Century STE 1000 4416	Full Rearward	Mid Position	Full Forward
Cosco Olympian 02803	Full Rearward	Mid Position	Full Forward
Cosco Touriva 02519	Full Rearward	Mid Position	Full Forward
Evenflo Horizon V 425	Full Rearward	Mid Position	Full Forward
Evenflo Medallion 254	Full Rearward	Mid Position	Full Forward

Section D

Britax Roadster 9004	Full Rearward	Mid Position	Full Forward
Century Next Step 4920	Full Rearward	Mid Position	Full Forward
Cosco High Back Booster 02-442	Full Rearward	Mid Position	Full Forward
Evenflo Right Fit 245	Full Rearward	Mid Position	Full Forward

15. Suppression tests with 3-year-old dummy (Part 572, Subpart P) in the following positions

Sitting on seat with back against seat back (S22.2.2.1)
Sitting on seat with back against reclined seat back (S22.2.2.2)
Sitting on seat with back not against seat back (S22.2.2.3)
Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
Standing on seat, facing forward (S22.2.2.5)
Kneeling on seat facing forward (S22.2.2.6)
Kneeling on seat facing rearward (S22.2.2.7)
Lying on seat (S22.2.2.8)

16. Suppression tests with representative 3-year-old child in the following positions

Sitting on seat with back against seat back (S22.2.2.1)
Sitting on seat with back against reclined seat back (S22.2.2.2)
Sitting on seat with back not against seat back (S22.2.2.3)
Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
Standing on seat, facing forward (S22.2.2.5)
Kneeling on seat facing forward (S22.2.2.6)
Kneeling on seat facing rearward (S22.2.2.7)
Lying on seat (S22.2.2.8)

☐	17.	Suppression tests with 6-year-old dummy (Part 572, Subpart N) using the following indicated child restraints where a child restraint is required.			
		Section D			
☐		Britax Roadster 9004	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Century Next Step 4920	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Cosco High Back Booster 02-442	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Evenflo Right Fit 245	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐	18.	Suppression tests with representative 6-year-old child using the following indicated child restraints where a child restraint is required.			
		Section D			
☐		Britax Roadster 9004	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Century Next Step 4920	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Cosco High Back Booster 02-442	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Evenflo Right Fit 245	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐	19.	Suppression tests with 6-year-old dummy (Part 572, Subpart N) in the following positions			
☐		Sitting on seat with back against seat back (S22.2.2.1)			
☐		Sitting on seat with back against reclined seat back (S22.2.2.2)			
☐		Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)			
☐		Sitting back in the seat and leaning on the right front passenger door (S24.2.3)			
☐	20.	Suppression tests with representative 6-year-old child in the following positions			
☐		Sitting on seat with back against seat back (S22.2.2.1)			
☐		Sitting on seat with back against reclined seat back (S22.2.2.2)			
☐		Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)			
☐		Sitting back in the seat and leaning on the right front passenger door (S24.2.3)			
☒	21.	Test of Reactivation of the Passenger Air Bag System with an Unbelted 5 th percentile female dummy (S20.3, 22.3, S24.3). Perform this test after the following suppression tests: After each restraint.			
☐	22.	Test of Reactivation of the passenger air bag system with a representative 5 th percentile female (S20.3, 22.3, S24.3). Perform this test after the following suppression tests:			
☐	23.	Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) using the following indicated child restraints.			
		Section B			
☐		Britax Handle with Care 191	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Century Assura 4553	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Century Avanta SE 41530	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Century Smart Fit 4543	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Cosco Arriva 02727	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Cosco Opus 35 02603	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Evenflo Discovery Adjust Right 212	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Evenflo First Choice 204	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Evenflo On My Way Position Right V 282	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☐		Graco Infant 8457	☐ Full Rearward	☐ Mid Position	☐ Full Forward

Section C

		Britax Roundabout 161		Full Rearward		Mid Position		Full Forward
		Century Encore 4612		Full Rearward		Mid Position		Full Forward
		Century STE 1000 4416		Full Rearward		Mid Position		Full Forward
		Cosco Olympian 02803		Full Rearward		Mid Position		Full Forward
		Cosco Touriva 02519		Full Rearward		Mid Position		Full Forward
		Evenflo Horizon V 425		Full Rearward		Mid Position		Full Forward
		Evenflo Medallion 254		Full Rearward		Mid Position		Full Forward
X	24.	Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) in the following positions						
		X	Position 1					
		X	Position 2					
X	25.	Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) in the following positions						
		X	Position 1					
		X	Position 2					
X	26.	Low risk deployment test with 5 th percentile female dummy (Part 572, Subpart O) in the following positions						
		X	Position 1					
		X	Position 2					
X	27.	Impact Tests						
			Frontal Oblique – Test Speed:					
			Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))					
			Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))					
			Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a) (1) or S5.1.2(b))					
		X	Frontal 0° - Test Speed: 39.8 kmph					
			Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))					
			Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))					
			Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a))					
			Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a))					
			Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))					
			Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1))					
		X	Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))					
		X	Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))					
			Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))					
			Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))					
			40% Offset 0° Belted 5 th male dummy driver and passenger (0 to 40 kmph) (S18.1) – Test Speed:					
	28.	Sled Test: Unbelted 50 th male dummy driver and passenger (S13)						
	29.	FMVSS 204 Indicant Test						
X	30.	FMVSS 212 Indicant Test						
X	31.	FMVSS 219 Indicant Test						
X	32.	FMVSS 301 Frontal Indicant Test						

DATA SHEET 2
REPORT OF VEHICLE CONDITION

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
Test Date: 10/01/04-04/06/05

CONTRACT NO. DTNH22- 03-D-11002 Date: 4/13/05
FROM (Lab and rep name): MGA Research Corporation
TO: NHTSA, OVSC (NVS-220)

PURPOSE: () Initial Receipt () Received via Transfer (X) Present vehicle condition

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2005 Dodge Magnum MPV
MANUFACTURE DATE: 7/04
NHTSA NO. C50304 GVWR: 2246 kg (4950 lbs)
BODY COLOR: GREY GAWR (Fr): 1266 kg (2790 lbs)
VIN: 2D4FV48V95H514955 GAWR (Rr): 1266 kg (2790 lbs)

ODOMETER READINGS: ARRIVAL (miles): 70 DATE: 9/08/04
COMPLETION (miles): 88 DATE: 4/6/05

PURCHASE PRICE: (\$) 27,435.00

DEALER'S NAME: Havill-Spoerl Motor Cars, 1121 S. Main St. Jefferson, WI 53549

- A. All options listed on window sticker are present on the test vehicle:
X Yes ___ No
- B. Tires and wheel rims are new and the same as listed: X Yes ___ No
- C. There are no dents or other interior or exterior flaws: X Yes ___ No
- D. The vehicle has been properly prepared and is in running condition:
X Yes ___ No
- E. Keyless remote is available and working: ___ Yes X No
- F. The glove box contains an owner's manual, warranty document, consumer information, and extra set of keys: X Yes ___ No
- G. Proper fuel filler cap is supplied on the test vehicle: X Yes ___ No
- H. Using permanent marker, identify vehicle with NHTSA number and FMVSS test type(s) on roof line above driver door or for school buses, place a placard with NHTSA number inside the windshield and to the exterior front and rear side of bus:
X Yes ___ No
- I. Place vehicle in storage area: X Yes ___ No
- J. Inspect the vehicle's interior and exterior, including all windows, seats, doors, etc. to confirm that each system is complete and functional per the manufacturer's specifications. Any damage, misadjustment, or other unusual condition that could influence the test program or test results shall be recorded. Report any abnormal condition to the NHTSA COTR before beginning any test:
X Vehicle OK ___ Conditions reported below

REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

LIST OF FMVSS TESTS PERFORMED BY THIS LAB: FMVSS 208, 212, 219, 301

VEHICLE: 2005 Dodge Magnum MPV NHTSA NO. C50304

REMARKS:

Equipment that is no longer on the test vehicle as noted on previous page:

Spare tire, jack, and tools

Explanation for equipment removal:

Components removed for instrumentation installation and to meet target weight.

Test Vehicle Condition:

25 mph frontal impact damage- front suspension & structure damaged, hood & front quarter panels damaged, radiator damaged, air bags & pretensioners deployed, Stoddard in fuel system

RECORDED BY: Jeff Lewandowski DATE: 4/13/2005

APPROVED BY: David Winkelbauer DATE: 4/13/2005

#####

RELEASE OF TEST VEHICLE

The vehicle described above is released from MGA to be delivered to:

Date: Time: Odometer:

Lab Rep's Signature:

Title:

Carrier/Customer Rep:

Date:

DATA SHEET 3**CERTIFICATION LABEL AND TIRE PLACARD INFORMATION**

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Nick Kosinski

NHTSA No.: C50304
Test Date: 4/6/05

Certification Label	
Manufacturer:	DaimlerChrysler Corp.
Date of Manufacture:	7/04
VIN:	2D4FV48V95H514955
Vehicle Certified As (Pass. Car/MPV/Truck/Bus):	MPV
Front Axle GVWR:	2246 kg (4950 lbs)
Rear Axle GVWR:	1266 kg (2790 lbs)
Total GVWR:	1266 kg (2790 lbs)

Tire Placard	
Not applicable, vehicle is not a passenger car and does not have a tire placard.	YES (MPV)
This is not a passenger car, but all or part of this information is still contained on a vehicle label and is reported here. (From Owner's Manual)	YES (MPV)
Vehicle Capacity Weight:	392 kg (865 lbs)
Designated Seating Capacity Front:	2
Designated Seating Capacity Rear:	3
Total Designated Seating Capacity:	5
Recommended Cold Tire Inflation Pressure Front:	210 kpa (30 psi)
Recommended Cold Tire Inflation Pressure Rear:	210 kpa (30 psi)
Recommended Tire Size:	P215/65R17

Signature:

Nick Kosinski

Date: 4/5/05

DATA SHEET 4

REAR OUTBOARD SEATING POSITION SEAT BELTS

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C50304
Test Date: 10/1/04

	Yes	No
Do all rear outboard seating positions have Type 2 seat belts?	X	

If NO, describe the seat belt installed, the seat location, and any other information about the seat that would explain why a Type 2 seat belt was not installed.

REMARKS:

Signature: Wayne Dahlke

Date: 10/1/04

DATA SHEET 5

AIR BAG LABELS (S4.5.1)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

☒	1.	Air bag maintenance label and owner's manual instructions: (S4.5.1(a))
☒	1.1	Does the manufacturer recommend periodic maintenance or replacement of the air bag?
		☐ Yes, go to 1.2
		☒ No – go to 2
☐	1.2	Does the vehicle have a label specifying air bag maintenance or replacement?
		☐ Yes – Pass
		☐ No – Fail
☐	1.3	Does the label contain one of the following?
		☐ Yes – Pass
		☐ No – Fail
		Check applicable schedule:
		___ Schedule on label specifies month and year (Record date_____)
		___ Schedule on label specified vehicle mileage (Record mileage_____)
		___ Schedule on label specifies interval measured from date on certification label (Record interval_____)
☐	1.4	Is the label permanently affixed within the passenger compartment such that it cannot be removed without destroying or defacing the label or the sunvisor?
		☐ Yes – Pass
		☐ No – Fail
☐	1.5	Is the label lettered in English?
		☐ Yes – Pass
		☐ No – Fail
☐	1.6	Is the label in block capitals and numerals?
		☐ Yes – Pass
		☐ No – Fail
☐	1.7	Are the letters and numerals at least 3/32 inches high?
		☐ Yes – Pass
		☐ No – Fail
☐	1.8	Does the owner's manual set forth the recommended schedule for maintenance or replacement?
☒	2.	Does the owner's manual: (S4.5.1(f))
☒	2.1	Include a description of the vehicle's air bag system in an easily understandable format?
		☒ Yes – Pass
		☐ No – Fail
☒	2.2	Include a statement that the vehicle is equipped with an air bag and a lap/shoulder belt at the front outboard seating position?
		☒ Yes – Pass
		☐ No – Fail

☒	2.3	Include a statement that the air bag is a supplement restraint at the front outboard seating position?	☒ Yes – Pass ☐ No – Fail
☒	2.4	Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash?	☒ Yes – Pass ☐ No – Fail
☒	2.5	Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to ensure maximum safety protection for those occupants?	☒ Yes – Pass ☐ No – Fail
☒	2.6	Explain that no objects should be placed over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate?	☒ Yes – Pass ☐ No – Fail
☒	2.7	Is the vehicle certified to meet the requirements of S14.5, S15, S17, S19, S21, S23, and S25? (Obtain answer from COTR) (S4.5.1(f)(2))	☒ Yes – (Go to 2.7.1) ☐ No – (Go to 3.)
☒	2.7.1	Explain the proper functioning of the advanced air bag system? (S4.5.1(f)(2))	☒ Yes – Pass ☐ No – Fail
☒	2.7.2	Provide a summary of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2))	☒ Yes – Pass ☐ No – Fail
☒	2.7.3	Present and explain the main components of the advanced passenger air bag system? (S4.5.1(f)(2)(i))	☒ Yes – Pass ☐ No – Fail
☒	2.7.4	Explain how the components function together as part of the advanced passenger air bag system? (S4.5.1(f)(2)(ii))	☒ Yes – Pass ☐ No – Fail
☒	2.7.5	Contain the basic requirements for proper operation, including an explanation of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2)(iii))	☒ Yes – Pass ☐ No – Fail
☒	2.7.6	Is the vehicle certified to the requirements of S19.2, S21.2, or 23.2 (automatic suppression)?	☒ Yes, continue with 2.7.6 ☐ No, go to 2.7.7

☒	2.7.6.1	Contain a complete description of the passenger air bag suppression system installed in the vehicle, including a discussion of any suppression zone? (S4.5.1(f)(2)(iv))
	☒	Yes – Pass
	☐	No – Fail
☒	2.7.6.2	Discuss the telltale light, specifying its location in the vehicle and explaining when the light is illuminated?
	☒	Yes – Pass
	☐	No – Fail
☒	2.7.7	Explain the interaction of the advanced passenger air bag system with other vehicle components, such as seat belts, seats or other components? (S4.5.1(f)(2)(v))
	☒	Yes – Pass
	☐	No – Fail
☒	2.7.8	Summarize the expected outcomes when child restraint systems, children and small teenagers or adults are both properly and improperly positioned in the passenger seat, including cautionary advice against improper placement of child restraint systems? (S4.5.1(f)(2)(vi))
	☒	Yes – Pass
	☐	No – Fail
☒	2.7.9	Provide information on how to contact the vehicle manufacturer concerning modifications for persons with disabilities that may affect the advanced air bag system? (S4.5.1(f)(2)(vii))
	☒	Yes – Pass
	☐	No – Fail
☒	3.	Sun Visor Air Bag Warning Label (S4.5.1(b)) Check only one of the following:
	☐	The vehicle is not certified to meet the requirements of S19, S21, and S23 (Obtain answer from COTR) (S4.5.1(b)(1)) Go to 3.1 and skip 3.2 and 3.3
	☐	The vehicle is certified to meet the requirements of S19, S21, and S23 before 9/1/03. (Obtain answer from COTR) (S4.5.1(b)(2)) Go to 3.2 and skip 3.1 and 3.3
	☒	The vehicle is certified to meet the requirements of S19, S21, and S23 on 9/1/03 or later. (Obtain answer from COTR) (S4.5.1(b)(3)) Go to 3.3 and skip 3.1 and 3.2
☐	3.1	Vehicles not certified to meet the requirements of S19, S21, and S23.
☐	3.1.1	Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing it? (S4.5.1(b)(1))
	☐	Driver Side, Yes – Pass
	☐	Driver Side, No – Fail
	☐	Passenger Side, Yes – Pass
	☐	Passenger Side, No – Fail



3.1.2

Does the label conform in content to the label shown in either Figure 6A or 6B (Figure 6b is for vehicles with passenger air bag on-off switches), as appropriate, at each front outboard seating position? (S4.5.1(b)(1)) (Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(b)(1)(iv))



Figure 6a. Sun Visor Label Visible When Visor is in Down Position.



Figure 6b. Sun Visor Label Visible When Visor is in Down Position.



- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail



3.1.3

Is the label heading area yellow with the word "WARNING" and the alert symbol in black? (S4.5.1(b)(1)(i))

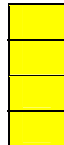


- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail



3.1.4

Is the message area white with black text? (S4.5.1(b)(1)(ii))



- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail

☐	3.1.5	Is the message area at least 30 cm ² ? (S4.5.1(b)(1)(ii)) Driver Side: Length_____, Width_____ Passenger Side: Length_____, Width_____ Actual message area _____ cm ² ☐ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☐ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail
☐	3.1.6	Is the pictogram black with a red circle and slash on a white background? (S4.5.1(b)(2)(iii)) ☐ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☐ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail
☐	3.1.7	Is the pictogram at least 30 mm in diameter? (S4.5.1(b)(2)(iii)) Actual diameter _____ mm ☐ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☐ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail
☐	3.2	Vehicles certified to meet the requirements of S19, S21, and S23 before 9/1/03.
☐	3.2.1	Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(b)(2)) ☐ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☐ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail

- 3.2.2 Does the label conform in content to the label shown in either Figure 8 or 11 at each front outboard seating position? (S4.5.1(b)(2)) (Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(b)(2)(iv)) Vehicles without back seats or the back seat is too small to accommodate a rear-facing child restraint may omit the statement "Never put a rear-facing child seat in the front."(S4.5.1(b)(2)(v))

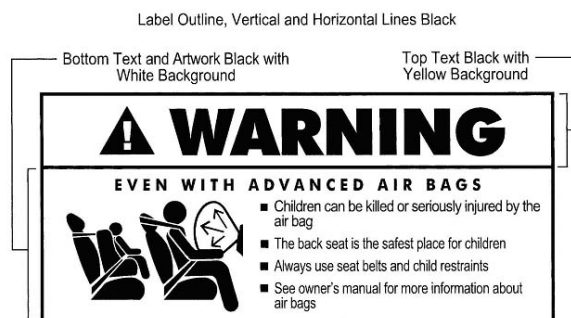


Figure 8. Sun Visor Label Visible when Visor is in Down Position.



Figure 11. Sun Visor Label Visible when Visor is in Down Position.

- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail
- 3.2.3 Is the label heading area yellow with the word "WARNING" and the alert symbol in black? (S4.5.1(b)(2)(i))
- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail
- 3.2.4 Is the message area white with black text? (S4.5.1(b)(2)(ii))
- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail

☐	3.2.5	Is the message area at least 30 cm ² ? (S4.5.1(b)(2)(ii)) Driver Side: Length_____, Width_____ Passenger Side: Length_____, Width_____ Actual message area _____ cm ²
		☐ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☐ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail
☐	3.2.6	Is the pictogram black on a white background? (S4.5.1(b)(2)(iii))
		☐ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☐ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail
☐	3.2.7	Is the pictogram at least 30 mm (1.2 inches) in length? (S4.5.1(b)(2)(iii)) Driver Side: Length_____ Passenger Side: Length_____
		☐ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☐ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail
☒	3.3	Vehicles certified to meet the requirements of S19, S21, and S23 on 9/1/03 and later. (S4.5.1(b)(3))
☒	3.3.1	Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(b)(3))
		☒ Driver Side, Yes – Pass ☐ Driver Side, No – Fail ☒ Passenger Side, Yes – Pass ☐ Passenger Side, No – Fail

X

3.3.2

Does the label conform in content to the label shown in either Figure 11 at each front outboard seating position? (S4.5.1(b)(2)) (Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(b)(3)(iv)) Vehicles without back seats or the back seat is too small to accommodate a rear-facing child restraint may omit the statement "Never put a rear-facing child seat in the front." (S4.5.1(b)(3)(v))

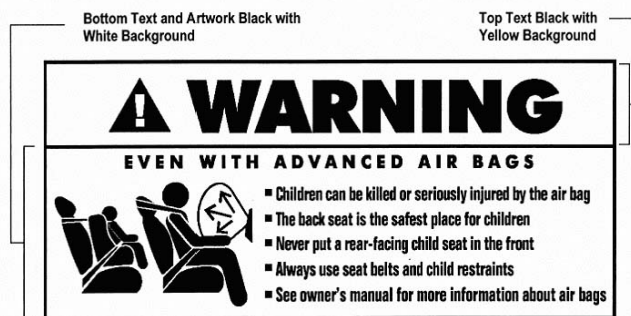


Figure 11. Sun Visor Label Visible when Visor is in Down Position.

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

X

3.3.3

Is the label heading area yellow with the word "WARNING" and the alert symbol in black? (S4.5.1(b)(3)(i))

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

X

3.3.4

Is the message area white with black text? (S4.5.1(b)(3)(ii))

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

X

3.3.5

Is the message area at least 30 cm²? (S4.5.1(b)(3)(ii))

Driver Side: Length 11.5 cm , Width 4.5 cm

Passenger Side: Length 11.5 cm, Width 4.5 cm

Driver Actual message area 51.75 cm²

Passenger Actual message area 51.75 cm²

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

X

3.3.6

Is the pictogram black on a white background? (S4.5.1(b)(3)(iii))

X

Driver Side, Yes – Pass

Driver Side, No – Fail

X

Passenger Side, Yes – Pass

Passenger Side, No – Fail

X	3.3.7	Is the pictogram at least 30 mm (1.2 inches) in length? (S4.5.1(b)(3)(iii)) Driver Side: Length <u>45 mm</u> Passenger Side: Length <u>45 mm</u>
	X	Driver Side, Yes – Pass
		Driver Side, No – Fail
	X	Passenger Side, Yes – Pass
		Passenger Side, No – Fail
X	3.4	Is the same side of the sun visor that contains the air bag warning label free of other information with the exception of the air bag maintenance label and/or the rollover-warning label? (S4.5.1(b)(5)(i))
	X	Driver Side, Yes – Pass
		Driver Side, No – Fail
	X	Passenger Side, Yes – Pass
		Passenger Side, No – Fail
X	3.5	Is the sun visor free of other information about air bags or the need to wear seat belts with the exception of the air bag alert label and/or the rollover-warning label? (S4.5.1(b)(5)(ii))
	X	Driver Side, Yes – Pass
		Driver Side, No – Fail
	X	Passenger Side, Yes – Pass
		Passenger Side, No – Fail
X	3.6	Does the driver side visor contain a rollover-warning label on the same side of the visor as the air bag warning label?
		<u> </u> Yes, go to 3.6.1
		<u> X </u> No, go to 4 (skipping 3.6.1 through 3.6.3)
	3.6.1	Are both the rollover-warning label and the air bag warning label surrounded by a continuous solid-lined border?
		<u> </u> Yes, go to 3.6.2 and skip 3.6.3
		<u> </u> No, go to 3.6.3 and skip 3.6.2
	3.6.2	Is the shortest distance from the border of the rollover label to the border of the air bag warning label at least 1 cm? (575.105 (d)(1)(iv)(B))
		<u> </u> actual distance
	3.6.3	Is the shortest distance from any of the lettering or graphics on the rollover-warning label to any of the lettering or graphics of the air bag warning label at least 3 cm? (575.105 (d)(1)(iv)(A))
		<u> </u> actual distance
		<u> </u> Yes-Pass <u> </u> No-FAIL

☒ 4. Air Bag Alert Label (S4.5.1(c) (A "Rollover Warning Label" or "Rollover Alert Label" may be on the same side of the driver's sun visor as the "Air Bag Alert Label." 575.105(d))

☒ 4.1 Is the sun visor warning label visible when the sun visor is in the stowed position?

☒ If yes for driver and passenger, go to 5.

☒ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☒ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

☐ 4.2 Is the air bag alert label permanently affixed (including permanent marking on the visor material or molding into the visor material) to the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(c))

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

☐ 4.3 Is the air bag alert label visible when the visor is in the stowed position? (S4.5.1(c))

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

☐ 4.4 Does the label conform in content to the label shown in Figure 6C? (S4.5.1(c))

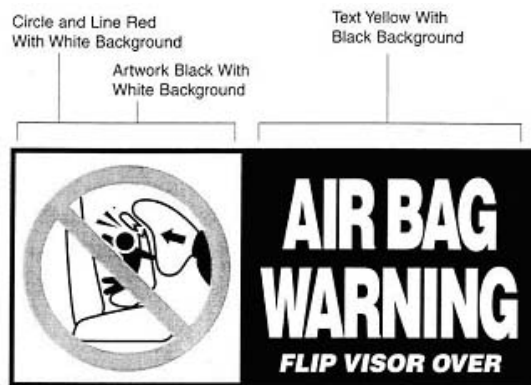


Figure 6c. Sun Visor Label Visible When Visor is in Up Position.

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

☐ 4.5 Is the message area black with yellow text? (S4.5.1(c)(1))

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

☐	4.6	Is the message area at least 20 cm ² ? (S4.5.1(c)(1))
		Driver Side: Length_____, Width_____
		Passenger Side: Length_____, Width_____
		Actual message area _____ cm ²
	☐	Driver Side, Yes – Pass
	☐	Driver Side, No – Fail
	☐	Passenger Side, Yes – Pass
	☐	Passenger Side, No – Fail
☐	4.7	Is the pictogram black with a red circle and slash on a white background? (S4.5.1(c)(2))
	☐	Driver Side, Yes – Pass
	☐	Driver Side, No – Fail
	☐	Passenger Side, Yes – Pass
	☐	Passenger Side, No – Fail
☐	4.8	Is the pictogram at least 20 mm in diameter? (S4.5.1(c)(2))
		Driver Side Diameter_____mm
		Passenger Side Diameter_____mm
	☐	Driver Side, Yes – Pass
	☐	Driver Side, No – Fail
	☐	Passenger Side, Yes – Pass
	☐	Passenger Side, No – Fail
☒	5.	Label on the Dashboard
☒	5.1	Is the vehicle certified to meet the requirements of S19, S21, and S23? (Obtain answer from COTR) (S4.5.1(3)(2))
	☒	Yes, go to 5.1.1 and skip 5.2
	☐	No, go to 5.2, skipping 5.1.1 through 5.1.6
☒	5.1.1	Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(2))
	☒	Yes – Pass
	☐	No - Fail
☒	5.1.2	Is the label clearly visible from all front seating positions? (S4.5.1(e)(2))
	☒	Yes – Pass
	☐	No - Fail

- ☒ 5.1.3 Does the label conform in content to the label shown in Figure 9? (S4.5.1(e)(2))
Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(e)(2)(iii))



Figure 9. Removable Label on Dash.

- ☒ Yes – Pass
☐ No - Fail
- ☒ 5.1.4 Is the heading area yellow with black text? (S4.5.1(e)(2)(i))
☒ Yes – Pass
☐ No - Fail
- ☒ 5.1.5 Is the message white with black text? (S4.5.1(e)(2)(ii))
☒ Yes – Pass
☐ No - Fail
- ☒ 5.1.6 Is the message area at least 30 cm²? (S4.5.1(e)(2)(ii))
Length 9.5 cm , Width 3.7 cm
Actual message area 35.15 cm²
☒ Yes – Pass
☐ No - Fail
- ☐ 5.2 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(1))
☐ Yes – Pass
☐ No - Fail
- ☐ 5.2.1 Is the label clearly visible from all front seating positions? (S4.5.1(e)(1))
☐ Yes – Pass
☐ No - Fail

- ☐ 5.2.2 Does the label conform in content to the label shown in Figure 7? (S4.5.1(e)(1)(iii))
Vehicles without back seats may omit the statement: "The back seat is the safest place for children." (S4.5.1(e)(2)(iii))

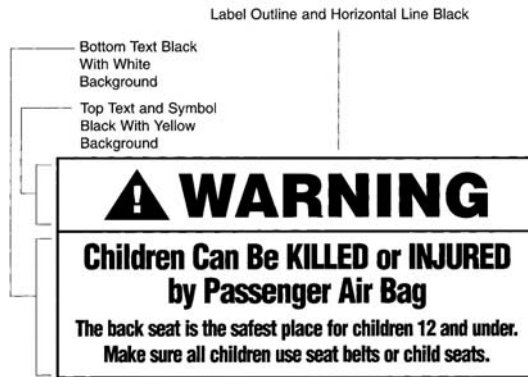


Figure 7. Removable Label on Dash.

- ☐ Yes – Pass
☐ No - Fail
- ☐ 5.2.3 Is the heading area yellow with the word "WARNING" and the alert symbol in black? (S4.5.1(e)(1)(i))
☐ Yes – Pass
☐ No - Fail
- ☐ 5.2.4 Is the message white with black text? (S4.5.1(e)(1)(ii))
☐ Yes – Pass
☐ No - Fail
- ☐ 5.2.5 Is the message area at least 30 cm²? (S4.5.1(e)(1)(ii))
Length _____, Width _____
Actual message area _____ cm²
☐ Yes – Pass
☐ No - Fail

I certify that I have read and performed each instruction.

Signature: Wayne Zable

Date: 10/1/04

DATA SHEET 6

FMVSS 208 READINESS INDICATOR (S4.5.2)

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C50304
Test Date: 10/1/04

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement. (11/8/94 legal interpretation to Lawrence F. Hennegerger on behalf of Breed)

- ☒ 1. Is the system totally mechanical? If Yes, this data sheet is complete.
☐ Yes
☒ No
- ☒ 2. Describe the location of the readiness indicator: Right side of instrument cluster
- ☒ 3. Is the readiness indicator clearly visible to the driver?
☒ Yes – Pass
☐ No - Fail
- ☒ 4. Is a list of the elements in the occupant restraint system, being monitored by the readiness indicator, provided on a label or in the owner's manual?
☒ Yes – Pass
☐ No - Fail
- ☒ 5. Does the vehicle have an on-off switch for the passenger air bag?
☐ If Yes, go to 6
☒ If No, this form is complete.
- ☐ 6. Is the air bag readiness indicator off when the passenger air bag switch is in the off position?
☐ Yes – Pass
☐ No - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Dahlke

Date: 10/1/04

DATA SHEET 7

PASSENGER AIR BAG MANUAL CUT-OFF DEVICE (S4.5.4)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

- | | | |
|-------------------------------------|-----|--|
| ☒ | 1. | Is the vehicle equipped with an on-off switch that deactivates the air bag installed at the right front outboard seating position? |
| | | ☐ Yes, go to 2 |
| | | ☒ No, this sheet is complete |
| ☐ | 2. | Does the vehicle have any forward-facing rear designated seating positions? (S4.5.4(a)) |
| | | ☐ Yes, go to 3 |
| | | ☐ No, go to 4 |
| ☐ | 3. | Verification of the lack of room for a child restraint in the rear seat behind the driver's seat. (S4.5.4(b)) |
| ☐ | 3.1 | Position the seat's adjustable lumbar supports to that the lumbar support is in its lowest, retracted or deflated adjustment position (S8.1.3) |
| | | ☐ N/A, no lumbar adjustment |
| ☐ | 3.2 | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.02) |
| | | ☐ N/A, no additional support adjustment |
| ☐ | 3.3 | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1) |
| | | ☐ N/A, no independent fore-aft seat cushion adjustment |
| ☐ | 3.4 | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position (S16.2.10.3.1) |
| | | ☐ N/A, no independent seat cushion height adjustment |
| ☐ | 3.5 | Put the seat in its full rearward position. (S16.2.10.3.1) |
| | | ☐ N/A, the seat does not have a fore-aft adjustment |
| ☐ | 3.6 | If the seat height is adjustable, put it in the full down position. (S16.2.10.3.1) |
| | | ☐ N/A, no seat height adjustment |
| ☐ | 3.7 | Draw a horizontal reference line on the side of the seat cushion. |
| ☐ | 3.8 | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward. |
| | | ☐ N/A – the seat does not have a fore-aft adjustment. |
| ☐ | 3.9 | Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position. (S8.1.2) |
| | | ☐ N/A – the seat does not have fore-aft adjustment. |
| | | ☐ Mid position |

☐		If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat:
☐	3.10	If seat adjustments, other than fore-aft, are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal.
☐		☐ N/A – No adjustments
☐		Angle of reference line as tested:
☐	3.11	The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
☐		☐ N/A – No seat back angle adjustment
☐		Manufacturers design seat back angle:
☐		Tested seat back angle:
☐	3.12	Is the driver seat a bucket seat?
☐		☐ Yes, go to 3.12.1 and skip 3.12.2
☐		☐ No, go to 3.12.2 and skip 3.12.1
☐	3.12.1	Bucket Seats:
☐	3.12.1.1	Locate and mark a vertical Plane B through the longitudinal centerline of the seat driver's seat cushion. (S22.2.1.3) The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle.
☐		Record the width of the seat:
☐		Record the distance from the edge of the seat to Plane B:
☐	3.12.1.2	Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion behind the driver's seat. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the driver's seat.
☐		Distance (mm):
☐		☐ Less than 720 mm – Pass
☐		☐ More then 720 mm – Fail
☐		Go to 4
☐	3.12.2	Bench seats (including split bench seats):
☐	3.12.2.1	Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline.
☐	3.12.2.2	Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the front seat.
☐		Distance (mm):
☐		☐ Less than 720 mm – Pass
☐		☐ More then 720 mm – Fail
☐		Go to 4
☐	4.	Does the device turn the air bag on and off using the vehicle's ignition key? (S4.5.4.2)
☐		☐ Yes – Pass
☐		☐ No – Fail

☐	5.	Is the on-off device separate from the ignition switch? (S4.5.4.2)
		☐ Yes – Pass
		☐ No – Fail
☐	6.	Is there a telltale light that comes on when the passenger air bag is turned off? (S4.5.4.2)
		☐ Yes – Pass
		☐ No – Fail
☐	7.	Telltale light (S4.5.4.3)
☐	7.1	Is the light yellow? S4.5.4.3(a))
		☐ Yes – Pass
		☐ No – Fail
☐	7.2	Are the words “PASSENGER AIR BAG OFF” (S4.5.4.3(b))
☐	7.2.1	on the telltale?
		☐ Yes – Pass, go to 7.3
		☐ No – go to 7.2.2
☐	7.2.2	within 25 mm of the telltale?
☐		Measurement from the edge of the telltale light (mm):
		☐ Yes – Pass
		☐ No – Fail
☐	7.3	Does the telltale remain illuminated while the air bag is turned off? (S4.5.4.3c)) (Leave the air bag off for 5 minutes.)
		☐ Yes – Pass
		☐ No – Fail
☐	7.4	Is the telltale illuminated while the air bag is turned on? (S4.5.4.3(d))
		☐ Yes – Fail
		☐ No – Pass
☐	7.5	Is the telltale combined with the air bag readiness indicator? (S4.5.4.3(e))
		☐ Yes – Fail
		☐ No – Pass
☐	8.	Owner’s Manual
☐	8.1	Does the owner’s manual contain complete instructions on the operation of the on-off switch? (S4.5.4.4(a))
		☐ Yes – Pass
		☐ No – Fail

☐ 8.2 Does the owner's manual contain a statement that the on-off switch should only be used when a member of one of the following risk groups is occupying the right front passenger seating position? (S4.5.4.4(b))

Infants: there is no back seat
the rear seat is too small to accommodate a child restraint
there is a medical condition that must be monitored constantly
Children: there is no back seat
aged: space is not always available in the rear seat
1 to 12: there is a medical condition that must be monitored constantly
Medical: medical risk causes special risk for passenger
condition: greater risk for harm than with the air bag on

☐ Yes – Pass

☐ No – Fail

☐ 8.3 Does the owner's manual contain a warning about the safety consequences of using the on-off switch at other times?

☐ Yes – Pass

☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C50304
Test Date: 10/1/04

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Front Passenger
------------------------------	-----------------

☐		N/A – no retractor is at this position	
☐		N/A – the retractor is an automatic locking retractor ONLY	
☒	1.	Record test fore-aft seat position: Full Aft (S7.1.1.5(c)(1)) (Any position is acceptable)	
☒	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))	
		☒ Yes – Pass	
		☐ No – Fail	
☒	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))	
		☒ Yes – Pass	
		☐ No – Fail	
☒	4.	Buckle the seat belt. (S7.1.1.5(c)(1))	
☒	5.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
☒	6.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))	
☒	7.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?	
		☐ Yes, go to 7.1	
		☒ No, go to 8	
☐	7.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))	
		☐ Yes – Pass	
		☐ No – Fail	
☒	8.	Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))	

- ☒ 9. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ Measured distance between A and B (inches): 60.0
- ☒ 10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 11. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- ☒ Measured force application angle (Spec. 5-15 degrees): 9.6
- ☒ 12. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- ☒ Measured distance between A and B (inches): 28.25
- ☒ 13. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- ☒ Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 30 lb/sec
- ☒ Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 28.25 inches
- ☒ 14. Subtract the measurement in 13 from the measurement in 12. Is the difference 2 inches or less? (S7.1.1.5(c)(7))
- ☒ 13 - 12 = 0 inches
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 15. Subtract the measurement in 9 from the measurement in 13. Is the difference 3 inches or more? (S7.1.1.5(c)(8))
- ☒ 9 - 13 = 31.75
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Gahl

Date: 10/1/04

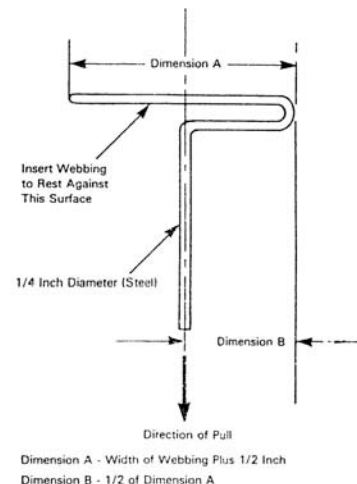


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C50304
Test Date: 10/1/04

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Left Rear Passenger
------------------------------	---------------------

☐		N/A – no retractor is at this position	
☐		N/A – the retractor is an automatic locking retractor ONLY	
☒	1.	Record test fore-aft seat position: Not Adjustable (S7.1.1.5(c)(1)) (Any position is acceptable)	
☒	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))	
		☒ Yes – Pass	
		☐ No – Fail	
☒	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))	
		☒ Yes – Pass	
		☐ No – Fail	
☒	4.	Buckle the seat belt. (S7.1.1.5(c)(1))	
☒	5.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
☒	6.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))	
☒	7.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?	
		☐ Yes, go to 7.1	
		☒ No, go to 8	
☐	7.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))	
		☐ Yes – Pass	
		☐ No – Fail	
☒	8.	Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))	

- ☒ 9. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ Measured distance between A and B (inches): 64.25
- ☒ 10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 11. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- ☒ Measured force application angle (Spec. 5-15 degrees): 9.6
- ☒ 12. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- ☒ Measured distance between A and B (inches): 28.5
- ☒ 13. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- ☒ Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 30
- ☒ Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 28.5
- ☒ 14. Subtract the measurement in 13 from the measurement in 12. Is the difference 2 inches or less? (S7.1.1.5(c)(7))
- ☒ $13 - 12 = 0$ inches
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 15. Subtract the measurement in 9 from the measurement in 13. Is the difference 3 inches or more? (S7.1.1.5(c)(8))
- ☒ $9 - 13 = 35.75$ inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

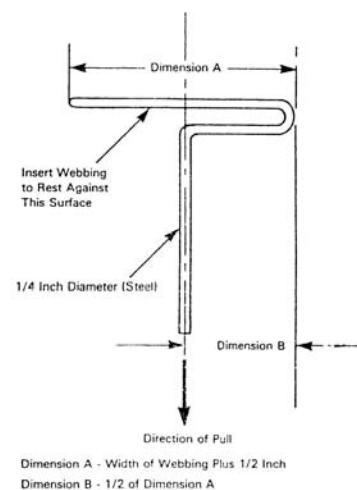


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C50304
Test Date: 10/1/04

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Center Rear Passenger
------------------------------	-----------------------

☐		N/A – no retractor is at this position	
☐		N/A – the retractor is an automatic locking retractor ONLY	
☒	1.	Record test fore-aft seat position: Not Adjustable (S7.1.1.5(c)(1)) (Any position is acceptable)	
☒	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))	
☒		Yes – Pass	
☐		No – Fail	
☒	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))	
☒		Yes – Pass	
☐		No – Fail	
☒	4.	Buckle the seat belt. (S7.1.1.5(c)(1))	
☒	5.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
☒	6.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))	
☒	7.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?	
☒		Yes, go to 7.1	
☐		No, go to 8	
☒	7.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))	
☒		Yes – Pass	
☐		No – Fail	
☒	8.	Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))	

- ☒ 9. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ Measured distance between A and B (inches): 71.5
- ☒ 10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 11. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- ☒ Measured force application angle (Spec. 5-15 degrees): 8.9
- ☒ 12. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- ☒ Measured distance between A and B (inches): 21
- ☒ 13. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- ☒ Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 30
- ☒ Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 22.875
- ☒ 14. Subtract the measurement in 13 from the measurement in 12. Is the difference 2 inches or less? (S7.1.1.5(c)(7))
- ☒ 13 - 12 = 1.875 inches
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 15. Subtract the measurement in 9 from the measurement in 13. Is the difference 3 inches or more? (S7.1.1.5(c)(8))
- ☒ 9 - 13 = 48.625 inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

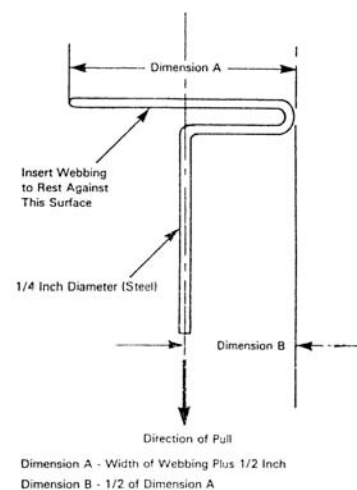


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

**Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)**

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C50304
Test Date: 10/1/04

Complete one of these forms for **each** designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver's seat (S7.1.1.5(a), **and** that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION:	Right Rear Passenger
------------------------------	-----------------------------

☐		N/A – no retractor is at this position
☐		N/A – the retractor is an automatic locking retractor ONLY
☒	1.	Record test fore-aft seat position: Not Adjustable (S7.1.1.5(c)(1)) (Any position is acceptable)
☒	2.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5 (a))
		☒ Yes – Pass
		☐ No – Fail
☒	3.	Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5 (a))
		☒ Yes – Pass
		☐ No – Fail
☒	4.	Buckle the seat belt. (S7.1.1.5(c)(1))
☒	5.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
☒	6.	Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
☒	7.	Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?
		☐ Yes, go to 7.1
		☒ No, go to 8
☐	7.1	Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))
		☐ Yes – Pass
		☐ No – Fail
☒	8.	Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))

- ☒ 9. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- ☒ Measured distance between A and B (inches): 62.75
- ☒ 10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 11. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- ☒ Measured force application angle (Spec. 5-15 degrees): 12.2
- ☒ 12. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- ☒ Measured distance between A and B (inches): 24.5
- ☒ 13. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- ☒ Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 30
- ☒ Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 24.5
- ☒ 14. Subtract the measurement in 13 from the measurement in 12. Is the difference 2 inches or less? (S7.1.1.5(c)(7))
- ☒ 13 - 12 = 0 inches
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 15. Subtract the measurement in 9 from the measurement in 13. Is the difference 3 inches or more? (S7.1.1.5(c)(8))
- ☒ 9 - 13 = 38.25 inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

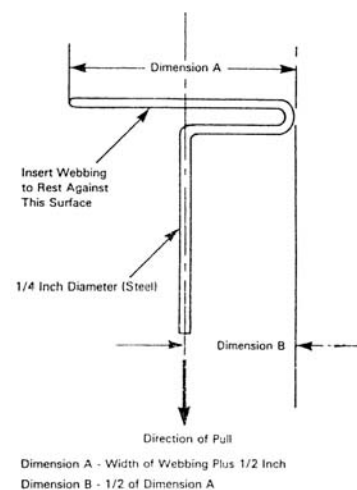


Figure 5. - Webbing Tension Pull Device

DATA SHEET 9

FMVSS 208 SEAT BELT WARNING SYSTEM CHECK (S7.3)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

- | | | |
|----------|-----|---|
| X | 1. | The occupant is in the driver's seat. |
| X | 2. | The seat belt is in the stowed position. |
| X | 3. | The key is in the "on" or "start" position. |
| X | 4. | The time duration of the audible signal beginning with key "on" or "start" is |
| X | | Seconds: 6.0 |
| X | 5. | The occupant is in the driver's seat. |
| X | 6. | The seat belt is in the stowed position. |
| X | 7. | The key is in the "on" or "start" position. |
| X | 8. | The time duration of the warning light beginning with key "on" or "start" is |
| X | | Seconds: Stays On |
| X | 9. | The occupant is in the driver's seat. |
| X | 10. | The seat belt is in the latched position and with at least 4 inches of belt webbing extended. |
| X | 11. | The key is in the "on" or "start" position. |
| X | 12. | The time duration of the audible signal beginning with key "on" or "start" is |
| X | | Seconds: 0.0 |
| X | 13. | The occupant is in the driver's seat. |
| X | 14. | The seat belt is in the latched position and with at least 4 inches of belt webbing extended. |
| X | 15. | The key is in the "on" or "start" position. |
| X | 16. | The time duration of the warning light beginning with key "on" or "start" is |
| X | | Seconds: 6.0 |
| X | 17. | Complete the following table with the data from 4, 8, 12, and 16 to determine which option is used. |

		Warning light	Warning light specification	Audible signal	Audible signal specification*
S7.3 (a)(1)	Belt latched & key on or start	Item 16: 6		Item 12: 0	0 seconds**
	Belt stowed & key on or start	Item 8: Stays On	60 seconds minimum	Item 4: 6	4 to 8 seconds
S7.3 (a)(2)	Belt latched & key on or start	Item 16: 6	4 to 8 seconds	Item 12: 0	0 seconds**
	Belt stowed & key on or start	Item 8: Stays On	4 to 8 seconds	Item 4: 6	4 to 8 seconds

* 49 USCS @ 30124 does NOT allow an audible signal to operate for more than 8 seconds.

** 0 seconds means the light or audible signal are NOT permitted to operate under these conditions.
 See 7/12/00 interpretation to Patrick Raheer of Hogan and Hartson

- ☒ 18. The seat belt warning system meets the requirements of (manufacturers may comply with either section)
- | | |
|-------------------------------------|--|
| ☒ | S7.3 (a)(1) |
| ☐ | S7.3 (a)(2) |
| ☐ | FAIL – does not meet the requirements of either option |
- ☒ 19. Note wording of visual warning: (S7.3(a)(1) and S7.3(a)(2))
- | | |
|-------------------------------------|---|
| ☐ | Fasten seat belts |
| ☐ | Fasten belts |
| ☒ | Symbol 101 |
| ☐ | FAIL – does not used any of the above working or symbol |

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Gahl

Date: 10/1/04

DATA SHEET 10 **BELT CONTACT FORCE (S7.4.3)**

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Left Front Driver
------------------------------	-------------------

- | | | | | |
|----------|----|--|--------------------------|--|
| X | 1. | Does the vehicle incorporate a webbing tension-relieving device? | ☐ | Yes, this form is complete |
| | | | X | No, continue with this check sheet |
| X | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) | ☐ | N/A, no lumbar adjustment |
| X | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) | X | N/A, no additional support adjustment |
| X | 4. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) | X | N/A, no independent fore-aft seat cushion adjustment |
| X | 5. | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1) | X | N/A, no independent seat cushion height adjustment |
| X | 6. | Put the seat in its full rearward position. (S16.2.10.3.1) | ☐ | N/A, the seat does not have a fore-aft adjustment |
| X | 7. | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1) | ☐ | N/A, no seat height adjustment |
| X | 8. | Draw a horizontal reference line on the side of the seat cushion. | | |
| X | 9. | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward. | | |
| | | | ☐ | N/A, the seat does not have a fore-aft adjustment |

- ☒ 10. Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2)
- ☒ Mid position
If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat:
- ☒ 11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
- ☐ N/A, no adjustments
Reference line angle as tested: Zero
- ☒ 12. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
- ☐ N/A, no seat back angle adjustment
- ☒ Manufacturer's design seat back angle: 14 on Head Rest Post
- ☒ Tested seat back angle: 14 on Head Rest Post
- ☒ 13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.
- ☒ 14. Fasten the seat belt latch.
- ☒ 15. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 16. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): 0.38
- ☒ 0.0 to 0.7 pounds – Pass
- ☐ Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature:

Wayne Gahl

Date:

10/1/04

DATA SHEET 10 **BELT CONTACT FORCE (S7.4.3)**

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Front Passenger
------------------------------	-----------------------

- | | | |
|----------|----|--|
| X | 1. | Does the vehicle incorporate a webbing tension-relieving device?
<div style="margin-left: 20px;"> ☐ Yes, this form is complete
 ☒ No, continue with this check sheet </div> |
| X | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
<div style="margin-left: 20px;"> ☐ N/A, no lumbar adjustment </div> |
| X | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
<div style="margin-left: 20px;"> ☒ N/A, no additional support adjustment </div> |
| X | 4. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
<div style="margin-left: 20px;"> ☒ N/A, no independent fore-aft seat cushion adjustment </div> |
| X | 5. | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)
<div style="margin-left: 20px;"> ☐ N/A, no independent seat cushion height adjustment </div> |
| X | 6. | Put the seat in its full rearward position. (S16.2.10.3.1)
<div style="margin-left: 20px;"> ☐ N/A, the seat does not have a fore-aft adjustment </div> |
| X | 7. | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)
<div style="margin-left: 20px;"> ☐ N/A, no seat height adjustment </div> |
| X | 8. | Draw a horizontal reference line on the side of the seat cushion. |
| X | 9. | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward.
<div style="margin-left: 20px;"> ☐ N/A, the seat does not have a fore-aft adjustment </div> |

- ☒ 10. Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2)
- ☒ Mid position
If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat:
- ☒ 11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
- ☒ N/A, no adjustments
Reference line angle as tested: Zero
- ☒ 12. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
- ☐ N/A, no seat back angle adjustment
Manufacturer's design seat back angle: 14 on Head Rest Post
Tested seat back angle: 14 on Head Rest Post
- ☒ 13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.
- ☒ 14. Fasten the seat belt latch.
- ☒ 15. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 16. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): 0.2
- ☒ 0.0 to 0.7 pounds - Pass
☐ Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 10 **BELT CONTACT FORCE (S7.4.3)**

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Left Rear Passenger
------------------------------	---------------------

- | | | |
|----------|-----|--|
| X | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | ☐ Yes, this form is complete |
| | | X No, continue with this check sheet |
| X | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | X N/A, no lumbar adjustment |
| X | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | X N/A, no additional support adjustment |
| X | 4. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | X N/A, no independent fore-aft seat cushion adjustment |
| X | 5. | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1) |
| | | X N/A, no independent seat cushion height adjustment |
| X | 6. | Put the seat in its full rearward position. (S16.2.10.3.1) |
| | | X N/A, the seat does not have a fore-aft adjustment |
| X | 7. | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1) |
| | | X N/A, no seat height adjustment |
| X | 8. | Draw a horizontal reference line on the side of the seat cushion. |
| X | 9. | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward. |
| | | X N/A, the seat does not have a fore-aft adjustment |
| X | 10. | Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2) |
| | | ☐ Mid position |
| | | If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat: Not adjustable |

- ☒ 11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
- ☒ N/A, no adjustments
Reference line angle as tested: N/A
- ☒ 12. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
- ☒ N/A, no seat back angle adjustment
Manufacturer's design seat back angle:
Tested seat back angle:
- ☒ 13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.
- ☒ 14. Fasten the seat belt latch.
- ☒ 15. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 16. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): 0.44
- ☒ 0.0 to 0.7 pounds - Pass
- ☐ Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 10 **BELT CONTACT FORCE (S7.4.3)**

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Center Rear Passenger
------------------------------	-----------------------

- | | | |
|----------|-----|--|
| X | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | ☐ Yes, this form is complete |
| | | X No, continue with this check sheet |
| X | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | X N/A, no lumbar adjustment |
| X | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | X N/A, no additional support adjustment |
| X | 4. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | X N/A, no independent fore-aft seat cushion adjustment |
| X | 5. | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1) |
| | | X N/A, no independent seat cushion height adjustment |
| X | 6. | Put the seat in its full rearward position. (S16.2.10.3.1) |
| | | X N/A, the seat does not have a fore-aft adjustment |
| X | 7. | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1) |
| | | X N/A, no seat height adjustment |
| X | 8. | Draw a horizontal reference line on the side of the seat cushion. |
| X | 9. | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward. |
| | | X N/A, the seat does not have a fore-aft adjustment |
| X | 10. | Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2) |
| | | ☐ Mid position |
| | | If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat: Not adjustable |

- ☒ 11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
- ☒ N/A, no adjustments
Reference line angle as tested: N/A
- ☒ 12. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
- ☒ N/A, no seat back angle adjustment
Manufacturer's design seat back angle:
Tested seat back angle:
- ☒
☒
☒ 13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.
- ☒ 14. Fasten the seat belt latch.
- ☒ 15. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 16. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): 0.32
- ☒ 0.0 to 0.7 pounds – Pass
☐ Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Rear Passenger
------------------------------	----------------------

- | | | |
|----------|-----|--|
| X | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | ☐ Yes, this form is complete |
| | | X No, continue with this check sheet |
| X | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | X N/A, no lumbar adjustment |
| X | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | X N/A, no additional support adjustment |
| X | 4. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | X N/A, no independent fore-aft seat cushion adjustment |
| X | 5. | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1) |
| | | X N/A, no independent seat cushion height adjustment |
| X | 6. | Put the seat in its full rearward position. (S16.2.10.3.1) |
| | | X N/A, the seat does not have a fore-aft adjustment |
| X | 7. | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1) |
| | | X N/A, no seat height adjustment |
| X | 8. | Draw a horizontal reference line on the side of the seat cushion. |
| X | 9. | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward. |
| | | X N/A, the seat does not have a fore-aft adjustment |
| X | 10. | Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2) |
| | | ☐ Mid position |
| | | If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat: Not adjustable |

- ☒ 11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
- ☒ N/A, no adjustments
Reference line angle as tested: N/A
- ☒ 12. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
- ☒ N/A, no seat back angle adjustment
Manufacturer's design seat back angle:
Tested seat back angle:
- ☒
☒
☒ 13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.
- ☒ 14. Fasten the seat belt latch.
- ☒ 15. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 16. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): 0.56
- ☒ 0.0 to 0.7 pounds – Pass
☐ Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 11

LATCH PLATE ACCESS (S7.4.4)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Left Front Driver
------------------------------	-------------------

- | | | |
|--|-----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (8.1.3) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> N/A, no lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no independent fore-aft seat cushion adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> N/A, no independent seat cushion height adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 5. | Put the seat in its full rearward position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> N/A, the seat does not have a fore-aft adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 6. | If the seat height is adjustable, put it in the full down position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> N/A, no seat height adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 7. | Draw a horizontal reference line on the side of the seat cushion |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 8. | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> N/A, the seat does not have a fore-aft adjustment. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 9. | Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the forward most fore-aft position for this test. (S10.7) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 10. | If seat adjustments, other than fore-aft, are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> N/A, no adjustments |

☒		Reference line angle as tested: Zero
☒	11.	The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
☒		N/A, no seat back angle adjustment
☒		Manufacturer's design seat back angle: 14 on Head Rest Post
☒		Tested seat back angle: 14 on Head Rest Post
☒	12.	Position the test dummy using the procedures in Appendix A. (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position. Note on the Appendix A positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy.) Include the positioning check sheet with this form.
☒	13.	Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50 th percentile adult male occupant.
☒	14.	Attach the inboard reach string to the base of the head following the instructions on Figure 3.
☒	15.	Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
☒	16.	Place the latch plate in the stowed position.
☒	17.	Extend inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate an arc of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
☒		Yes – Pass
☐		No
☒	18.	Extend outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate an arc of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
☒		Yes – Pass
☐		No
☒	19.	Is the latch plate within the inboard (item 17) or outboard (item 18) reach envelope?
☒		Yes – Pass
☐		No – Fail
☒	20.	Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
☒		Yes – Pass
☐		No – Fail

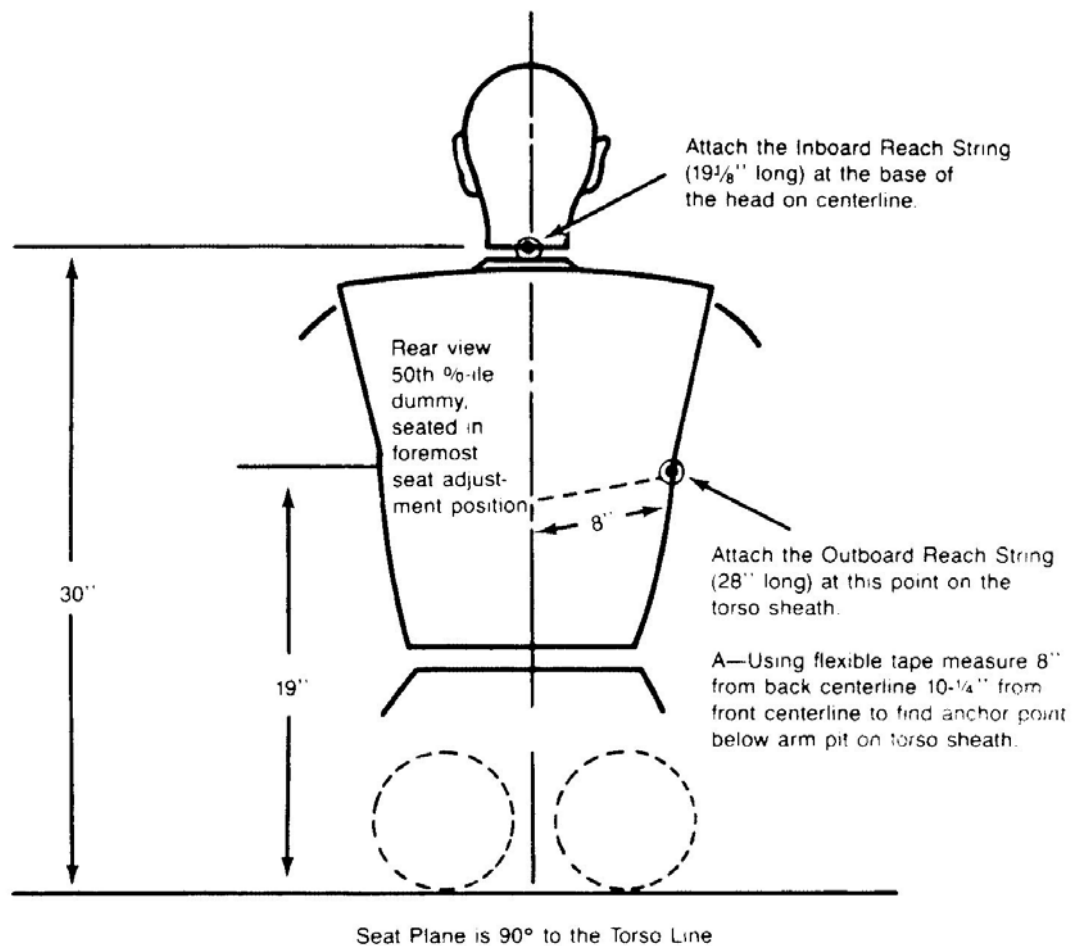


Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

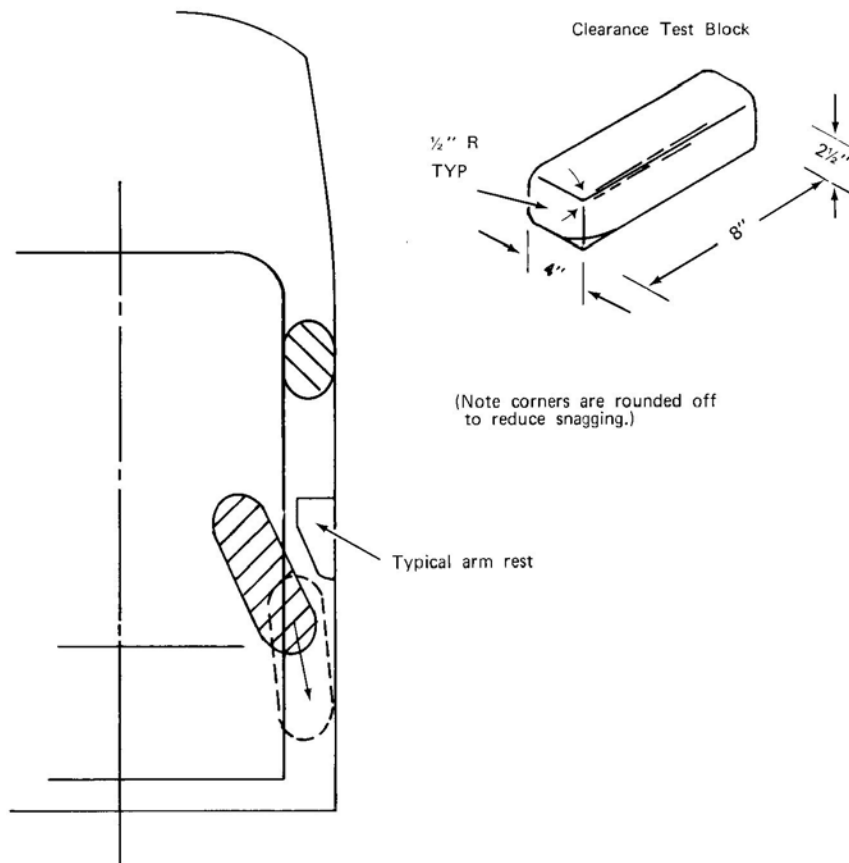


Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 11

LATCH PLATE ACCESS (S7.4.4)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Front Passenger
------------------------------	-----------------------

- | | | |
|--|-----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (8.1.3) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> N/A, no lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> N/A, no independent fore-aft seat cushion adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> N/A, no independent seat cushion height adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 5. | Put the seat in its full rearward position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> N/A, the seat does not have a fore-aft adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 6. | If the seat height is adjustable, put it in the full down position. (S16.2.10.3.1) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> N/A, no seat height adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 7. | Draw a horizontal reference line on the side of the seat cushion |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 8. | Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> N/A, the seat does not have a fore-aft adjustment. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 9. | Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the forward most fore-aft position for this test. (S10.7) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 10. | If seat adjustments, other than fore-aft, are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"> </div> N/A, no adjustments |

☒		Reference line angle as tested: Zero
☒	11.	The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
☐		N/A, no seat back angle adjustment
☒		Manufacturer's design seat back angle: 14 on Head Rest Post
☒		Tested seat back angle: 14 on Head Rest Post
☒	12.	Position the test dummy using the procedures in Appendix A. (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position. Note on the Appendix A positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy.) Include the positioning check sheet with this form.
☒	13.	Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50 th percentile adult male occupant.
☒	14.	Attach the inboard reach string to the base of the head following the instructions on Figure 3.
☒	15.	Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
☒	16.	Place the latch plate in the stowed position.
☒	17.	Extend inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate an arc of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
☒		Yes – Pass
☐		No
☒	18.	Extend outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate an arc of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
☒		Yes – Pass
☐		No
☒	19.	Is the latch plate within the inboard (item 17) or outboard (item 18) reach envelope?
☒		Yes – Pass
☐		No – Fail
☒	20.	Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
☒		Yes – Pass
☐		No – Fail

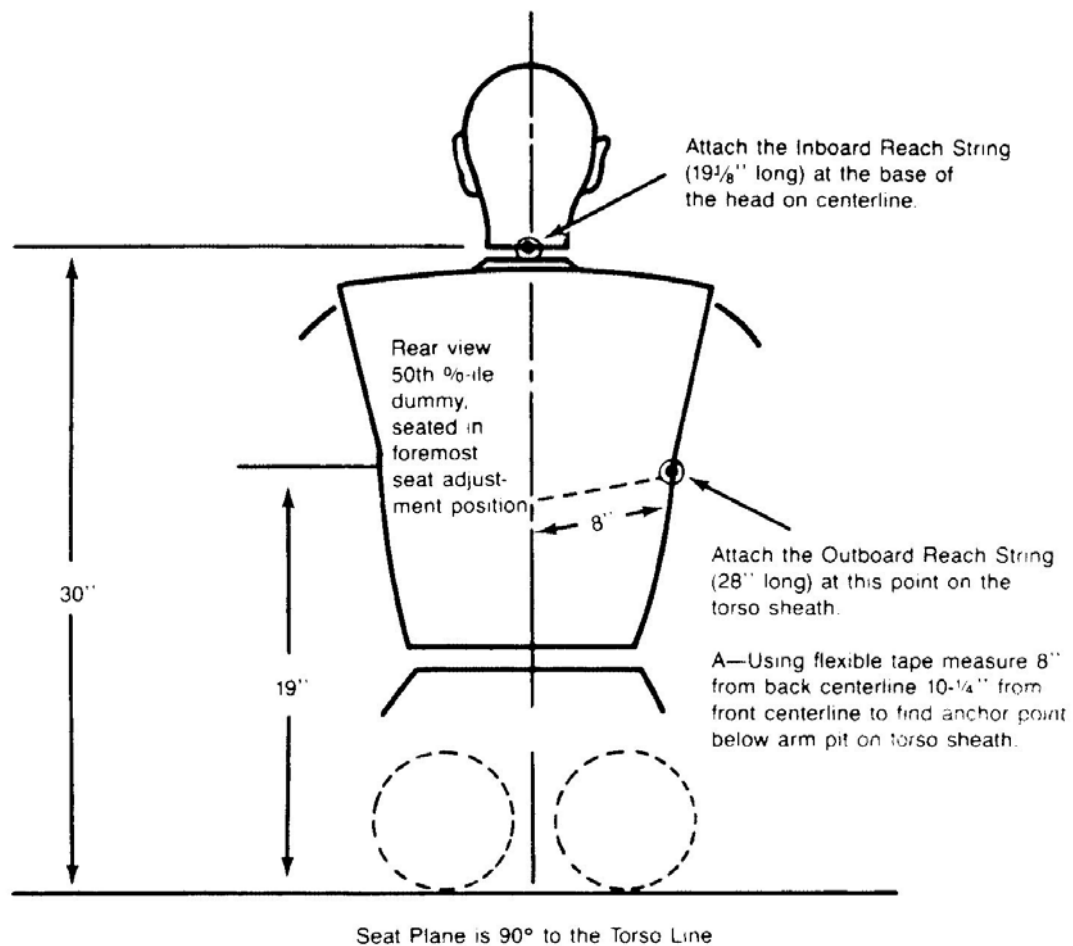


Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

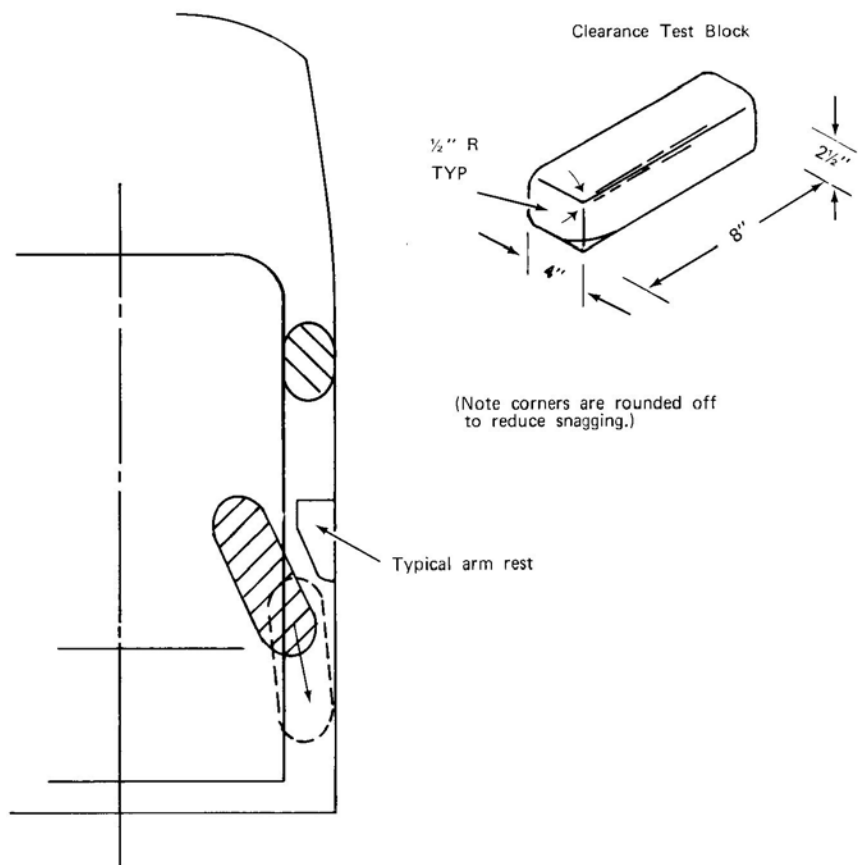


Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 12

SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 1/04/05

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Left Front Driver
GVWR:	2246 kg

- ☒ 1. Is the vehicle a passenger car or walk-in van-type vehicle?

☐ Yes, this form is complete
☒ No
- ☒ 2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)

☐ N/A, no lumbar adjustment
- ☒ 3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)

☒ N/A, no additional support adjustment
- ☒ 4. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position.) (S16.2.10.3.1)

☒ N/A, no independent fore-aft seat cushion adjustment
- ☒ 5. If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)

☐ N/A, no independent seat cushion height adjustment
- ☒ 6. Put the seat in its full rearward position.

☐ N/A, the seat does not have a fore-aft adjustment
- ☒ 7. If the seat height is adjustable, put it in the full down position. (S8.1.2)

☐ N/A, no seat adjustment
- ☒ 8. Draw a horizontal line on the side of the seat cushion.
- ☒ 9. Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward.

☐ N/A, the seat does not have a fore-aft adjustment.
- ☒ 10. Using only the controls that change the seat in the fore-aft direction, place the seat in the middle fore-aft position. (S8.1.2)

☒ If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat:

- ☒ 11. If seat adjustments, other than fore-aft, are present and the reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2)
- ☐ N/A – no seat adjustment
- ☒ Reference angle as tested: Zero
- ☒ 12. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S8.1.3)
- ☐ N/A – no seat back angle adjustment
- ☒ Manufacturer's design seat back angle: 14 on Head Rest Post
- ☒ Tested seat back angle: 14 on Head Rest Post
- ☒ 13. If adjustable, set the head restraint at the full up and full forward position. (S8.1.3) Any adjustment of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible.
- ☐ N/A – no head restraint adjustment
- ☒ 14. Place any adjustable seat belt anchorages at the vehicle manufacturer's nominal design position for a 50th percentile adult male occupant (S8.1.3)
- ☐ N/A – no adjustable upper seat belt anchorage
- ☒ Manufacturer's specified anchorage position: 3 of 5 (Middle)
- ☒ Tested anchorage position: 3 of 5 (Middle)
- ☒ 15. Is the driver seat a bucket seat?
- ☒ Yes, go to 15.1 and skip 15.2.
- ☐ No, go to 15.2 and skip 15.1
- ☒ 15.1 Bucket seats - Locate and mark a vertical Plane B through the longitudinal centerline of the seat. The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle.
- ☒ Record the width of the seat: 510 mm
- ☒ Record the distance from the edge of the seat to Plane B. 255 mm
- ☐ 15.2 Bench seats (including split bench seats):
- ☐ Driver seat: Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline.
- ☐ Passenger seat: Locate and mark a vertical longitudinal Plane B on the seat that is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel.
- ☐ Distance from the vehicle centerline to the center of the steering wheel:
- ☐ Distance from the vehicle centerline to Plane B:
- ☒ 16. Stow outboard armrests that are capable of being stowed. (S7.4.5)
- ☒ 17. Remove the arms of a Subpart E dummy and place it in the seat such that the midsagittal plane is coincident with Plane B and the upper torso rests against the seat back. (S10.4.1.1 & S10.4.1.2)
- ☒ 18. Rest the thighs on the seat cushion

X	19. Position the H-point of the dummy within 0.5 inch of the vertical dimension and 0.5 inch of the horizontal dimension of a point 0.25 inch below the H-point determined by using the equipment and procedures specified in SAE J826 (APR 1980). (S10.4.2.1) Then measure the pelvic angle with respect to the horizontal using the pelvic angle gage. Adjust the dummy position until these three measurements are within the specifications. (S10.4.2.1 and S10.4.2.2) <table border="1" style="margin-left: 20px; border-collapse: collapse;"> <tr> <td style="background-color: yellow; text-align: center;">0.235 inches</td> <td>Horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)</td> </tr> <tr> <td style="background-color: yellow; text-align: center;">0.078 inches</td> <td>Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)</td> </tr> <tr> <td style="background-color: yellow; text-align: center;">23.8 degrees</td> <td>Pelvic angle (20° to 25°)</td> </tr> <tr> <td style="background-color: yellow;"></td> <td>Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)</td> </tr> <tr> <td style="background-color: yellow;"></td> <td>Pelvic angle (20° to 25°) (S10.4.2.2)</td> </tr> </table>	0.235 inches	Horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)	0.078 inches	Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)	23.8 degrees	Pelvic angle (20° to 25°)		Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)		Pelvic angle (20° to 25°) (S10.4.2.2)
0.235 inches	Horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)										
0.078 inches	Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)										
23.8 degrees	Pelvic angle (20° to 25°)										
	Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)										
	Pelvic angle (20° to 25°) (S10.4.2.2)										
X	20. Set the distance between the outboard knee clevis flange surfaces at 10.6 inches.										
X	Measured distance (10.6 inches) (S10.5): 10.4										
X	21. To the extent practicable keep the thighs and the legs in a vertical plane (S10.5) and rest the thighs on the seat cushion while resting the feet on the floorpan or toe board.										
X	22. Fasten the seat belt around the dummy.										
X	23. Remove all slack from the lap belt portion. (S10.9)										
X	24. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)										
X	25. Apply a 2 to 4 pound tension load to the lap belt. (S10.9)										
X	Pound load applied: 4										
X	26. Is the belt system equipped with a tension relieving device?										
	__ Yes, continue __ No, go to 27										
	26.1 Introduce the maximum amount of slack into the upper torso bet that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9). Go to 25.										
X	27. Check the statement that applies to this test vehicle:										
X	27.1 Check the statement that applies to this test vehicle: The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.										
	Pass										
27.2	The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.										
	Pass										
27.3	Neither 27.1 or 27.2 apply										
	Fail										
X	28. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?										
	Yes – Pass No – Fail										

- ☒ 29. If this test vehicle has an open body (without doors) and has a belt system with a tension-relieving device, does the belt system fully retract when the tension-relieving device is deactivated?

- ☒ N/A
☐ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 1/04/05

DATA SHEET 12

SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 1/04/05

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Front Passenger
GVWR:	2246 kg

- ☒ 1. Is the vehicle a passenger car or walk-in van-type vehicle?

☐ Yes, this form is complete
☒ No
- ☒ 2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)

☐ N/A, no lumbar adjustment
- ☒ 3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)

☒ N/A, no additional support adjustment
- ☒ 4. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)

☒ N/A, no independent fore-aft seat cushion adjustment
- ☒ 5. If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)

☐ N/A, no independent seat cushion height adjustment
- ☒ 6. Put the seat in its full rearward position.

☐ N/A, the seat does not have a fore-aft adjustment
- ☒ 7. If the seat height is adjustable, put it in the full down position. (S8.1.2)

☐ N/A, no seat adjustment
- ☒ 8. Draw a horizontal line on the side of the seat cushion.
- ☒ 9. Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the mid-point), and R for full rearward.

☐ N/A, the seat does not have a fore-aft adjustment.
- ☒ 10. Using only the controls that change the seat in the fore-aft direction, place the seat in the middle fore-aft position. (S8.1.2)

☒ If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat:

- ☒ 11. If seat adjustments, other than fore-aft, are present and the reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2)
- ☐ N/A – no seat adjustment
- ☒ Reference angle as tested: Zero
- ☒ 12. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S8.1.3)
- ☐ N/A – no seat back angle adjustment
- ☒ Manufacturer's design seat back angle: 14 on Head Rest Post
- ☒ Tested seat back angle: 14 on Head Rest Post
- ☒ 13. If adjustable, set the head restraint at the full up and full forward position. (S8.1.3) Any adjustment of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible.
- ☐ N/A – no head restraint adjustment
- ☒ 14. Place any adjustable seat belt anchorages at the vehicle manufacturer's nominal design position for a 50th percentile adult male occupant (S8.1.3)
- ☐ N/A – no adjustable upper seat belt anchorage
- ☒ Manufacturer's specified anchorage position: 3 of 5 (Middle)
- ☒ Tested anchorage position: 3 of 5 (Middle)
- ☒ 15. Is the driver seat a bucket seat?
- ☒ Yes, go to 15.1 and skip 15.2.
- ☐ No, go to 15.2 and skip 15.1
- ☒ 15.1 Bucket seats - Locate and mark a vertical Plane B through the longitudinal centerline of the seat. The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle.
- ☒ Record the width of the seat: 510 mm
- ☒ Record the distance from the edge of the seat to Plane B. 255 mm
- ☐ 15.2 Bench seats (including split bench seats):
- ☐ Driver seat: Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline.
- ☐ Passenger seat: Locate and mark a vertical longitudinal Plane B on the seat that is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel.
- ☐ Distance from the vehicle centerline to the center of the steering wheel:
- ☐ Distance from the vehicle centerline to Plane B:
- ☒ 16. Stow outboard armrests that are capable of being stowed. (S7.4.5)
- ☒ 17. Remove the arms of a Subpart E dummy and place it in the seat such that the midsagittal plane is coincident with Plane B and the upper torso rests against the seat back. (S10.4.1.1 & S10.4.1.2)
- ☒ 18. Rest the thighs on the seat cushion

X	19. Position the H-point of the dummy within 0.5 inch of the vertical dimension and 0.5 inch of the horizontal dimension of a point 0.25 inch below the H-point determined by using the equipment and procedures specified in SAE J826 (APR 1980). (S10.4.2.1) Then measure the pelvic angle with respect to the horizontal using the pelvic angle gage. Adjust the dummy position until these three measurements are within the specifications. (S10.4.2.1 and S10.4.2.2) <table border="1" style="margin-left: 20px; border-collapse: collapse;"> <tr> <td style="background-color: yellow; text-align: center;">0.315 inches</td> <td>Horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)</td> </tr> <tr> <td style="background-color: yellow; text-align: center;">0.157 inches</td> <td>Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)</td> </tr> <tr> <td style="background-color: yellow; text-align: center;">24.2 degrees</td> <td>Pelvic angle (20° to 25°)</td> </tr> <tr> <td style="background-color: yellow;"></td> <td>Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)</td> </tr> <tr> <td style="background-color: yellow;"></td> <td>Pelvic angle (20° to 25°) (S10.4.2.2)</td> </tr> </table>	0.315 inches	Horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)	0.157 inches	Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)	24.2 degrees	Pelvic angle (20° to 25°)		Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)		Pelvic angle (20° to 25°) (S10.4.2.2)
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24.2 degrees	Pelvic angle (20° to 25°)										
	Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)										
	Pelvic angle (20° to 25°) (S10.4.2.2)										
X	20. Set the distance between the outboard knee clevis flange surfaces at 10.6 inches.										
X	Measured distance (10.6 inches) (S10.5): 10.5										
X	21. To the extent practicable keep the thighs and the legs in a vertical plane (S10.5) and rest the thighs on the seat cushion while resting the feet on the floorpan or toe board.										
X	22. Fasten the seat belt around the dummy.										
X	23. Remove all slack from the lap belt portion. (S10.9)										
X	24. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)										
X	25. Apply a 2 to 4 pound tension load to the lap belt. (S10.9)										
X	Pound load applied: 3										
X	26. Is the belt system equipped with a tension relieving device?										
	___ Yes, continue										
	X ___ No, go to 27										
	26.1 Introduce the maximum amount of slack into the upper torso bet that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9). Go to 25.										
X	27. Check the statement that applies to this test vehicle:										
X	27.1 Check the statement that applies to this test vehicle: The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.										
	Pass										
27.2	The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.										
	X Pass										
27.3	Neither 27.1 or 27.2 apply										
	Fail										
X	28. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?										
	X Yes – Pass										
	No – Fail										

- ☒ 29. If this test vehicle has an open body (without doors) and has a belt system with a tension-relieving device, does the belt system fully retract when the tension-relieving device is deactivated?

☒ N/A
☐ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature:

Wayne Zuhl

Date:

1/04/05

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Left Front Driver
------------------------------	-------------------

- | | | |
|----------|----|--|
| X | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b)) |
| | | ☐ Yes, this form is complete |
| | | X No, go to 2 |
| X | 2. | Is the seat removable? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | X No, go to 3 |
| X | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | X No, go to 4 |
| X | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) |
| | | ☐ Yes, go to 5 |
| | | X No, this form is complete |
| | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) |
| | | ☐ Yes – Pass |
| | | ☐ No – Fail |
| | | Identify the part(s) on top or above the seat. |
| | | ☐ Seat belt latch plate |
| | | ☐ Buckle |
| | | ☐ Seat belt webbing |
| | 6. | Are the remaining two seat belt parts accessible under normal conditions? |
| | | ☐ Yes – Pass |
| | | ☐ No – Fail |
| | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) |
| | | ☐ Yes – Pass |
| | | ☐ No – Fail |

- ☐ 8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Front Passenger
------------------------------	-----------------------

- | | | |
|--|----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 2 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 2. | Is the seat removable? (S7.4.6.1(b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 3 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, this form is complete |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, go to 4 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;">X</div> | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes, go to 5 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;">X</div> No, this form is complete |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;"></div> | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |
| | | Identify the part(s) on top or above the seat. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Seat belt latch plate |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Buckle |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Seat belt webbing |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;"></div> | 6. | Are the remaining two seat belt parts accessible under normal conditions? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; margin: 0 auto;"></div> | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 20px; display: inline-block;"></div> No – Fail |

- ☐ 8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Left Rear Passenger
------------------------------	---------------------

- | | | |
|----------|----|--|
| X | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 2 |
| X | 2. | Is the seat removable? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 3 |
| X | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 4 |
| X | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) |
| | | ☒ Yes, go to 5 |
| | | ☐ No, this form is complete |
| X | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| | | Identify the part(s) on top or above the seat. |
| | | ☐ Seat belt latch plate |
| | | ☒ Buckle |
| | | ☐ Seat belt webbing |
| X | 6. | Are the remaining two seat belt parts accessible under normal conditions? |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| X | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |

- ☒ 8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
- ☐ Yes – Pass
☐ No – Fail
☒ N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Z. Ahl

Date: 10/1/04

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Center Rear Passenger
------------------------------	-----------------------

- | | | |
|----------|----|--|
| X | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 2 |
| X | 2. | Is the seat removable? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 3 |
| X | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 4 |
| X | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) |
| | | ☒ Yes, go to 5 |
| | | ☐ No, this form is complete |
| X | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| | | Identify the part(s) on top or above the seat. |
| | | ☒ Seat belt latch plate |
| | | ☒ Buckle |
| | | ☒ Seat belt webbing |
| X | 6. | Are the remaining two seat belt parts accessible under normal conditions? |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |

- | | | |
|---|-----|---|
| <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;"></div> No – Fail |
| <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> | 8. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2) |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;"></div> No – Fail |
| <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> | 9. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2) |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;"></div> No – Fail |
| <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> | 10. | Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2) |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;"></div> Yes – Pass |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;"></div> No – Fail |
| | | <div style="background-color: yellow; border: 1px solid black; display: inline-block; padding: 2px 5px;">X</div> N/A – Rear seat |

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Gahl

Date: 10/1/04

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: C50304
 Test Date: 10/1/04

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION:	Right Rear Passenger
------------------------------	----------------------

- | | | |
|----------|----|--|
| X | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 2 |
| X | 2. | Is the seat removable? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 3 |
| X | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) |
| | | ☐ Yes, this form is complete |
| | | ☒ No, go to 4 |
| X | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) |
| | | ☒ Yes, go to 5 |
| | | ☐ No, this form is complete |
| X | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| | | Identify the part(s) on top or above the seat. |
| | | ☐ Seat belt latch plate |
| | | ☒ Buckle |
| | | ☐ Seat belt webbing |
| X | 6. | Are the remaining two seat belt parts accessible under normal conditions? |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| X | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |

- ☒ 8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
- ☒ Yes – Pass
☐ No – Fail
- ☒ 10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
- ☐ Yes – Pass
☐ No – Fail
☒ N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Zuhl

Date: 10/1/04

DATA SHEET 14

MARKING OF REFERENCE POINTS FOR VARIOUS TEST POSITIONS AND POINTS

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Eric Peschman

NHTSA No.: C50304
 Test Date: 4/6/05

1. Driver Designated Seating Position:

- | | | |
|----------|------|--|
| X | 1.1 | Position the seat's adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1) |
| | | N/A – No lumbar adjustment |
| X | 1.2 | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position (S16.2.10.2) |
| | | X N/A – No additional support adjustment |
| X | 1.3 | Mark a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. |
| X | 1.4 | Draw a line (seat cushion reference line) through the seat cushion reference point. |
| X | 1.5 | Using only the controls that primarily move the seat in the fore-aft direction, move the seat cushion reference point to the rearmost position. |
| X | 1.6 | If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position (S16.2.10.3) |
| | | X N/A – No independent fore-aft seat cushion adjustment |
| X | 1.7 | Using any part of any control, other than the parts just used for fore-aft positioning, determine the range of angles of the seat cushion reference line and set the seat cushion reference line at the mid-angle. |
| X | | Maximum Angle: (Fwd Up) 6.9 Degrees |
| X | | Minimum Angle: (Fwd Up) 4.5 Degrees |
| X | | Mid-angle: (Fwd Up) 1.2 Degrees |
| X | 1.8 | If the seat and/or seat cushion height is adjustable, use any part of any control other than those which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.7. |
| | | N/A – No seat height adjustment |
| X | 1.9 | Using only the controls that primarily move the seat in the fore-aft direction, verify the seat is in the rearmost position. |
| X | 1.10 | Using only the controls that primarily move the seat in the fore-aft direction, mark for future reference the fore-aft seat positions. Mark each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and mark each detent. For power seats, mark only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. |
| X | 1.11 | Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position. |

- ☒ 1.12 Using any controls, other than the controls that primarily move the seat and/or seat cushion in the fore-aft direction, find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.7.
- ☒ 1.13 Using only the controls that primarily move the seat and/or seat cushion in the fore-aft direction, place the seat in the mid-fore-aft position.
- ☒ 1.14 Using any controls, other than the controls that primarily move the seat in the fore-aft direction, find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.7.
- ☒ 1.15 Using only the controls that change the seat in the fore-aft direction, place the seat in the foremost position.
- ☒ 1.16 Using any controls, other than the controls that primarily move the seat in the fore-aft direction, find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.7.
- ☒ 1.17 Visually mark for future reference the seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
- ☐ N/A – No seat back angle adjustment
- ☒ Manufacturer's design seat back angle: 14° On Head Rest Post
- ☒ 1.18 Is the seat a bucket seat?
- ☒ Yes, go to 1.18.1 and skip 1.18.2
- ☐ No, go to 1.18.2 and skip 1.18.1
- 1.18.1 Bucket seats:
- ☒ Locate and mark for future reference the longitudinal centerline of the seat cushion. The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle. (S16.3.1.10)
- ☒ Record the width of the seat cushion: 510 mm
- ☒ One half the width of the seat cushion is: 255 mm
- ☒ Record the distance from the edge of the seat cushion to the seat mark: 255 mm
- 1.18.2 Bench seats:
- ☐ Locate and mark for future reference the longitudinal line on the seat cushion that marks the longitudinal vertical plane through the centerline of the steering wheel.
2. Passenger Designated Seating Position
- ☒ 2.1 Is the seat adjustable independent of the driver seating position?
- ☒ Yes, go to 2.2
- ☐ No, go to 2.18
- ☒ 2.2 Position the seat's adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions (S16.2.10.1, S20.1.9.1, S22.1.7.1)
- ☐ N/A – No lumbar adjustment
- ☒ 2.3 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S22.1.7.2)
- ☒ N/A – No additional support adjustment

X	2.4	Mark a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion.
X	2.5	Draw a line (seat cushion reference line) through the seat cushion reference point.
X	2.6	Using only the controls that primarily move the seat in the fore-aft direction, move the seat cushion reference point to the rearmost position.
X	2.7	If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position (S16.2.10.3, S20.1.9.3, S22.1.7.3)
X		N/A – No independent fore-aft seat cushion adjustment.
X	2.8	Using any part of the control, other than the parts just used for fore-aft positioning, determine the range of angles of the seat cushion reference line and set the seat cushion reference line at the mid-angle.
X		Maximum Angle: (Fwd Down) 10.4 Degrees
X		Minimum Angle: (Fwd Down) 5.3 Degrees
X		Mid-angle: (Fwd Down) 7.85 Degrees
X	2.9	If the seat and/or seat cushion height is adjustable, use any part of any control other than those which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-range angle.
		N/A – No seat height adjustment
X	2.10	Using only the controls that primarily move the seat and/or seat cushion in the fore-aft direction, verify the seat is in the rearmost position.
X	2.11	Using only the controls that primarily move the seat in the fore-aft direction, mark for future reference the fore-aft seat positions. Mark each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and mark each detent. For power seats, mark only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.
X	2.12	Using only the controls that primarily move the seat in the fore-aft direction, place the seat in the rearmost position.
X	2.13	Using any controls, other than the controls that primarily move the seat in the fore-aft direction, find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 2.8.
		N/A – No seat height adjustment Go to 2.18
X	2.14	Using only the controls that primarily move the seat in the fore-aft direction, place the seat in the mid-fore-aft position.
X	2.15	Using any controls, other than the controls that primarily move the seat in the fore-aft direction, find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 2.8.
X	2.16	Using only the controls that change the seat in the fore-aft direction, place the seat in the foremost position.

- ☒ 2.17 Using any controls, other than the controls that primarily move the seat in the fore-aft direction, find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 2.8.
- ☒ 2.18 Visually mark for future reference the seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
- ☐ N/A – No seat back angle adjustment
- ☐ N/A – The seat back angle adjustment is controlled by the setting of the driver seat back angle.
- ☒ Manufacturer's design seat back angle: 14° On Head Rest Post
- ☒ Actual seat back angle: 14° On Head Rest Post
- ☒ 2.19 Is the seat a bucket seat?
- ☒ Yes, go to 2.19.1 and skip 2.19.2
- ☐ No, go to 2.19.2 and skip 2.19.1
- 2.19.1 Bucket seats:
- ☒ Locate and mark for future reference the longitudinal centerline of the seat cushion. (S20.2.1.3, S22.2.1.3) The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle. (S20.1.10)
- ☒ Record the width of the seat cushion: 510 mm
- ☒ One half the width of the seat cushion is: 255 mm
- ☒ Record the distance from the edge of the seat cushion to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.) 255 mm
- 2.19.2 Bench seats:
- ☐ Locate and mark for future reference the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S20.2.1.3, S22.2.1.3)
- ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel:
- ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.)
- ☒ 3. Head Restraints
- ☐ N/A, vehicle contains automatic head restraints
- ☐ N/A, there is no head restraint adjustment
- ☒ 3.1 Left outboard
- ☒ 3.1.1 Adjust the head restraint to its lowest position. (S16.3.4.2)
- ☒ 3.1.2 Any adjustment of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. **Mark** the foremost position.
- ☒ 3.1.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and **mark** a horizontal plane through the midpoint of this distance.

☒		Vertical height of head restraint (mm): 210
☒		Mid-point height (mm): 105
☒	3.2	Right outboard
☒	3.2.1	Adjust the head restraint to its lowest position. (S16.3.4.2)
☒	3.2.2	Any adjustment of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. Mark the foremost position.
☒	3.2.3	Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and mark a horizontal plane through the midpoint of this distance.
☒		Vertical height of head restraint (mm): 210
☒		Mid-point height (mm): 105
☒	4.	Steering Wheel
☒	4.1	Is the steering wheel adjustable up and down and/or in and out?
☒		Yes, go to 4.2
☐		No, this form is complete
☒	4.2	Find and mark for future reference each up and down position. Label three of the positions with the following: H for highest, M for mid-position (if there is no mid-position, label the next lowest adjustment position), and L for lowest.
☐		N/A, steering wheel is not adjustable up and down
☒	4.3	Find and mark for future references each in and out position. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the next rearmost adjustment position), and R for rearmost.
☒		N/A, steering wheel is not adjustable in and out
☒	5.	Driver Low Risk Deployment
☐		N/A, no low risk deployment tests scheduled
☒	5.1	Position the steering wheel so the front wheels are in the straight-ahead position. (S26.2.1)
☒	5.2	Position any adjustable parts of the steering controls to the mid-position as determined in item 3 above. If a mid-position adjustment is not achievable, position the controls to the next lowest detent position. (S26.2.1)
☒	5.3	Locate the vertical plane parallel to the vehicle longitudinal centerline through the geometric center of the opening through which the driver air bag deploys into the occupant compartment. This is referred to as "Plane E". (Check determination method below.) (S26.2.6)
☒		Plane E determined using manufacturer's information supplied by the COTR. (Found in Appendix D on page D-80) OR
☐		Plane E determined by test lab personnel and approved by the COTR. (Include supporting documentation in the test report.)

	Ey (mm)
"Plane E" Measurement::	
Measured:	
Specified:	
Verify Measured Equals Specified +/- 6mm:	

☒	5.4	Locate the horizontal plane through the highest point of the air bag module cover. This is referred to as "Plane F." (Check determination method below.) (S26.2.6)
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- ☒ Plane F determined using manufacturer's information supplied by the COTR .
(Found in Appendix D on page D-80) OR
- ☐ Plane F determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

	Fz (mm)
"Plane F" Measurement::	
Measured:	
Specified:	
Verify Measured Equals Specified +/- 6mm:	

- ☒ 6. Passenger Low Risk Deployment – Planes C and D

☐ N/A, no low risk deployment tests scheduled

- ☒ 6.1 Locate the horizontal plane through the geometric center of the opening through which the right front air bag deploys into the occupant compartment. This is referred to as "Plane C." (Check location method below.) (S22.4.1.3)

- ☒ Plane C located using manufacturer's information supplied by the COTR.
(Found in Appendix D on pages D-81 and D-82) OR
- ☐ Plane C located by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

	Cz (mm)
"Plane C" Measurement::	
Measured:	
Specified:	
Verify Measured Equals Specified +/- 6mm:	

- ☒ 6.2 Locate the vertical plane parallel to the vehicle longitudinal centerline through the geometric center of the opening through which the right front air bag deploys into the occupant compartment. This is referred to as "Plane D." (Check determination method below.) (S22.4.1.2)

- ☒ Plane D determined using manufacturer's information supplied by the COTR.
(Found in Appendix D on pages D-81 and D-82) OR
- ☐ Plane D determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

	Dy (mm)
"Plane D" Measurement:	
Measured:	
Specified:	
Verify Measured Equals Specified +/- 6mm:	

- ☐ 6.3 **Mark** the intersection of Planes C and D on the instrument panel.

- ☒ 7. 5th Female Dummy
Mark a point on the chin of the dummy 40 mm below the center of the mouth. (Chin Point) (S26.2.6)

- ☒ 8. 6-Year-Old Dummy
Locate and **mark** a point on the front of the dummy's chest jacket on the midsagittal plane which is 139 mm (5.5 in) $\pm$ 3 mm ($\pm$ 0.1 in) along the surface of the skin down from the top of the skin at the neck line. Designate this point as "Point 1." (S24.4.1.1)

- ☒ "Point 1" measurement (mm): 139

X

9. 3-Year-Old Dummy

Locate and **mark** a point on the front of the dummy's chest jacket on the midsagittal plane which is 114 mm (4.5 in) $\pm$ 3 mm ($\pm$ 0.1 in) along the surface of the skin down from the top of the skin at the neck line. Designate this point as "Point 1." (S22.4.1.1)

X

"Point 1" measurement (mm +/- 3 mm): 114

REMARKS:

I certify that I have read and performed each instruction.

Signature:

Eva L. [Signature]

Date: 4/6/05

DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

NHTSA No.:	C50304	TEST DATE:	1-3-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	082

CHILD RESTRAINT NAME:	Britax
CHILD RESTRAINT MODEL:	Handle With Care 191
DATE OF MANUFACTURE:	5-26-2000

Base: __On __Off X N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 14.0° On Head Rest Post

Tested seat back angle: 14.0° On Head Rest Post

Manufacturer's specified anchorage position: Middle

Tested anchorage position: Middle

Blanket and visor combinations were not used

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Handle Down	Handle Up
Belted Rear Facing	Forward	N/A	Won't Fit	N/A
	Middle	132	Suppressed	N/A
	Rearward	131	Suppressed	N/A
Unbelted Rear Facing	Forward	N/A	Won't Fit	N/A
	Middle	N/A	Suppressed	N/A
	Rearward	N/A	Suppressed	N/A
Unbelted Forward Facing	Forward	N/A	Won't Fit	N/A
	Middle	N/A	Suppressed	N/A
	Rearward	N/A	Suppressed	N/A

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

NHTSA No.:	C50304	TEST DATE:	1-3-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	082

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	First Choice 204
DATE OF MANUFACTURE:	6-20-2000

Base: __On __Off X N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 14.0° On Head Rest Post

Tested seat back angle: 14.0° On Head Rest Post

Manufacturer's specified anchorage position: Middle

Tested anchorage position: Middle

Blanket and visor combinations were not used

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Handle Down	Handle Up
Belted Rear Facing	Forward	N/A	N/A	Won't Fit
	Middle 140 *	128	N/A	Suppressed
	Rearward	130	Suppressed	N/A
Unbelted Rear Facing	Forward	N/A	N/A	Won't Fit
	Middle 150 *	N/A	N/A	Suppressed
	Rearward	N/A	N/A	Suppressed
Unbelted Forward Facing	Forward	N/A	N/A	Won't Fit
	Middle	N/A	N/A	Suppressed
	Rearward	N/A	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in this Middle Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (0 = Full Forward; 210 = Full Rearward; 210mm total Seat Slide travel)

DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

NHTSA No.:	C50304	TEST DATE:	1-3-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	082

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Infant 8457
DATE OF MANUFACTURE:	8-31-2000

Base: ☒ On ☐ Off ☐ N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 14.0° On Head Rest Post
 Tested seat back angle: 14.0° On Head Rest Post
 Manufacturer's specified anchorage position: Middle
 Tested anchorage position: Middle

Blanket and visor combinations were not used

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Handle Down	Handle Up
Belted Rear Facing	Forward	N/A	N/A	Won't Fit
	Middle 120 *	130	N/A	Suppressed
	Rearward	132	Suppressed	N/A
Unbelted Rear Facing	Forward	N/A	N/A	Won't Fit
	Middle 125 *	N/A	N/A	Suppressed
	Rearward	N/A	Suppressed	N/A
Unbelted Forward Facing	Forward	N/A	N/A	Won't Fit
	Middle	N/A	N/A	Suppressed
	Rearward	N/A	N/A	Suppressed

* The CRS would not fit in this Middle Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (0 = Full Forward; 210 = Full Rearward; 210mm total Seat Slide travel)

DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

NHTSA No.:	C50304	TEST DATE:	1-3-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	082

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Infant 8457
DATE OF MANUFACTURE:	8-31-2000

Base: ☐ On ☒ Off ☐ N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 14.0° On Head Rest Post

Tested seat back angle: 14.0° On Head Rest Post

Manufacturer's specified anchorage position: Middle

Tested anchorage position: Middle

Blanket and visor combinations were not used

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Handle Down	Handle Up
Belted Rear Facing	Forward	N/A	N/A	Won't Fit
	Middle	130	N/A	Suppressed
	Rearward	131	N/A	Suppressed
Unbelted Rear Facing	Forward	N/A	N/A	Won't Fit
	Middle 140 *	N/A	N/A	Suppressed
	Rearward	N/A	N/A	Suppressed
Unbelted Forward Facing	Forward 90 *	N/A	N/A	Suppressed
	Middle	N/A	N/A	Suppressed
	Rearward	N/A	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in these Forward and Middle Seat Slide positions. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (0 = Full Forward; 210 = Full Rearward; 210mm total Seat Slide travel)

DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

NHTSA No.:	C50304	TEST DATE:	1-3-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	082

CHILD RESTRAINT NAME:	Britax
CHILD RESTRAINT MODEL:	Roundabout 161
DATE OF MANUFACTURE:	7-21-2000

Base: __On __Off X N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 14.0° On Head Rest Post
 Tested seat back angle: 14.0° On Head Rest Post
 Manufacturer's specified anchorage position: Middle
 Tested anchorage position: Middle

Blanket combinations were not used

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	No Blanket
Belted Forward Facing	Forward 25 *	130	Suppressed
	Middle	127	Suppressed
	Rearward	131	Suppressed
Unbelted Forward Facing	Forward 35 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward 25 *	133	Suppressed
	Middle	127	Suppressed
	Rearward	132	Suppressed
Unbelted Rear Facing	Forward 40 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (0 = Full Forward; 210 = Full Rearward; 210mm total Seat Slide travel)

DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

NHTSA No.:	C50304	TEST DATE:	1-3-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	082

CHILD RESTRAINT NAME:	Century
CHILD RESTRAINT MODEL:	Encore 4612
DATE OF MANUFACTURE:	8-16-2000

Base: ☐ On ☐ Off ☒ N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 14.0° On Head Rest Post
 Tested seat back angle: 14.0° On Head Rest Post
 Manufacturer's specified anchorage position: Middle
 Tested anchorage position: Middle

Blanket combinations were not used

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	No Blanket
Belted Forward Facing	Forward	133	Suppressed
	Middle	130	Suppressed
	Rearward	129	Suppressed
Unbelted Forward Facing	Forward 15 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward 35 *	133	Suppressed
	Middle	131	Suppressed
	Rearward	129	Suppressed
Unbelted Rear Facing	Forward 65 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (0 = Full Forward; 210 = Full Rearward; 210mm total Seat Slide travel)

DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

NHTSA No.:	C50304	TEST DATE:	1-3-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	082

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	Medallion 254
DATE OF MANUFACTURE:	6-1-2000

Base: ☐ On ☐ Off ☒ N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 14.0° On Head Rest Post
 Tested seat back angle: 14.0° On Head Rest Post
 Manufacturer's specified anchorage position: Middle
 Tested anchorage position: Middle

Blanket combinations were not used

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	No Blanket
Belted Forward Facing	Forward 25 *	132	Suppressed
	Middle	130	Suppressed
	Rearward	131	Suppressed
Unbelted Forward Facing	Forward 30 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward 45 *	127	Suppressed
	Middle	129	Suppressed
	Rearward	133	Suppressed
Unbelted Rear Facing	Forward 80 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (0 = Full Forward; 210 = Full Rearward; 210mm total Seat Slide travel)

DATA SHEET 16 SUMMARY

Suppression Test Using Newborn Infant Dummy (Part 572, Subpart K) Section A Car Bed

NHTSA No.:	C50304	TEST DATE:	1-21-05
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	Newborn Infant	DUMMY SERIAL NO.:	003

CAR BED NAME:	Cosco
CAR BED MODEL:	Dream Ride 02-719
DATE OF MANUFACTURE:	6-16-2000

Base: __On __Off X N/A-Constraint does not have a removable base
(A car bed with a removable base shall be treated as two separate models, i.e. this form and test procedure will be completed with the base on and then repeated on a new form with the base off.

Manufacturer's design seat back angle: 14.0° On Head Rest Post
Tested seat back angle: 14.0° On Head Rest Post
Manufacturer's specified anchorage position: Middle
Tested anchorage position: Middle

Blanket and visor combinations were not used.

Test Summary

Seat Belt	Seat Slide	Lateral	Fore/Aft
Belted	Forward	Suppressed	Suppressed
	Middle	Suppressed	Suppressed
	Rearward	Suppressed	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

DATA SHEET 23 SUMMARY

Low Risk Deployment Tests Using an Unbelted 3-Year-Old
Dummy (Part 572, Subpart P) (S22)
Position 1 – Chest On Instrument Panel (S22.4.2)

NHTSA No.:	C50304	TEST DATE:	1-27-05
LABORATORY:	MGA	TECHNICIANS:	AH/BR
DUMMY TYPE:	3-Year-Old	DUMMY SERIAL NO.:	032

Manufacturer's design seat back angle: 14.0° On Head Rest Post
Tested seat back angle: 14.2° On Head Rest Post
Tested seat position: Full Aft

Height from floor pan to heel: 149 mm
Thorax cavity angle: 0.1°
Thigh angle: 43.0°
Point 1 height: 1 mm Above AB Module

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	150.0	150.2

3-Year-Old SN 032 Position 1 (Chest on Instrument Panel) 1-27-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	21
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	42.1
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	22.9
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	8.0
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	18.0
Neck Tension	1130 N	301
Neck Compression	1380 N	79
Chest g	55 g	14
Chest Displacement	34 mm	6

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

DATA SHEET 24 SUMMARY

Low Risk Deployment Tests Using an Unbelted 3-Year-Old
Dummy (Part 572, Subpart P) (S22)
Position 2 – Head On Instrument Panel (S22.4.3)

NHTSA No.:	C50304	TEST DATE:	2-10-05
LABORATORY:	MGA	TECHNICIANS:	AH/BR
DUMMY TYPE:	3-Year-Old	DUMMY SERIAL NO.:	032

Manufacturer's design seat back angle: 14.0° On Head Rest Post
 Tested seat back angle: 14.0° On Head Rest Post
 Tested seat position: Full Forward

Thorax cavity angle: 0.2°
 Thigh angle: 12.3°
 Point 1 height: 244 mm Below AB Module

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	150.0	150.3

3-Year-Old SN 032 Position 2 (Head on Instrument Panel) 2-10-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	22
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	60.9
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	13.3
Peak Nij (Nce)	1.0	0.4
Time (ms)	NA	30.7
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	17.2
Neck Tension	1130 N	176
Neck Compression	1380 N	668
Chest g	55 g	7
Chest Displacement	34 mm	0

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

DATA SHEET 25 SUMMARY

Low Risk Deployment Tests Using an Unbelted 6-Year-Old
Dummy (Part 572, Subpart P) (S24)
Position 1 – Chest On Instrument Panel (S24.4.2)

NHTSA No.:	C50304	TEST DATE:	2-23-05
LABORATORY:	MGA	TECHNICIANS:	AH/BR
DUMMY TYPE:	6-Year-Old	DUMMY SERIAL NO.:	155

Manufacturer's design seat back angle: 14.0° On Head Rest Post
Tested seat back angle: 14.0° On Head Rest Post
Tested seat position: Full Aft

Thorax cavity angle: 6.1°
Point 1 height: 17 mm Below AB Module

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	150.0	150.2

6-Year-Old SN 155 Position 1 (Chest on Instrument Panel) 2-23-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	8
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	39.3
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	35.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	8.0
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	75.1
Neck Tension	1490 N	365
Neck Compression	1820 N	42
Chest g	60 g	10
Chest Displacement	40 mm	7

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

DATA SHEET 26 SUMMARY

Low Risk Deployment Tests Using an Unbelted 6-Year-Old
Dummy (Part 572, Subpart N) (S24)
Position 2 – Head On Instrument Panel (S24.4.3)

NHTSA No.:	C50304	TEST DATE:	3-9-05
LABORATORY:	MGA	TECHNICIANS:	AH/BR
DUMMY TYPE:	6-Year-Old	DUMMY SERIAL NO.:	155

Manufacturer's design seat back angle: 14.0° On Head Rest Post
Tested seat back angle: 14.0° On Head Rest Post
Tested seat position: Full Forward

Thorax cavity angle: 21.2°
Thigh angle: 0.4°

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	150.0	150.3

6-Year-Old SN 155 Position 2 (Head on Instrument Panel) 3-9-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	19
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	72.4
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	10.8
Peak Nij (Nce)	1.0	0.5
Time (ms)	NA	30.3
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	14.1
Neck Tension	1490 N	108
Neck Compression	1820 N	907
Chest g	60 g	7
Chest Displacement	40 mm	0

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

DATA SHEET 27 SUMMARY

Low Risk Deployment Tests Using an Unbelted 5th Percentile Female
Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

NHTSA No.:	C50304	TEST DATE:	1-27-05
LABORATORY:	MGA	TECHNICIANS:	AH/BR
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	516

Manufacturer's design seat back angle: 14.0° On Head Rest Post
 Tested seat back angle: 14.0° On Head Rest Post
 Tested seat position: Full Aft

Tested steering wheel angle: 21.0°
 Thorax cavity angle: 27.4°
 Chin Point height: 1 mm Above Module

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	150.0	150.2

5th Percentile Female SN 516 Position 1 (Chin On Module) 1-27-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	5
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	34.2
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	13.9
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	16.9
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	269.0
Neck Tension	2070 N	690
Neck Compression	2520 N	73
Chest g	60 g	6
Chest Displacement	52 mm	3
Left Femur	6805 N	46
Right Femur	6805 N	74

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment
 designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
 Second stage fire time of 150 ms; Injuries calculated on 0 ms to 275 ms

DATA SHEET 28 SUMMARY

Low Risk Deployment Tests Using an Unbelted 5th Percentile Female
Dummy (Part 572, Subpart O) (S26)
Position 2 - Chin On Rim (S26.3)

NHTSA No.:	C50304	TEST DATE:	2-10-05
LABORATORY:	MGA	TECHNICIANS:	AH/BR
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	505

Manufacturer's design seat back angle: 14.0° On Head Rest Post
 Tested seat back angle: 14.0° On Head Rest Post
 Tested seat position: Full Aft

 Tested steering wheel angle: 18.2°*
 Thorax cavity angle: 24.5°
 Chin Point height: 16mm Below Minus10mm Rim Target

*The dummy contacted the windshield with the steering wheel at mid position. The steering controls were adjusted to lower the upper steering wheel rim the necessary amount to bring the Chin Point coincident with the upper steering wheel rim. The rear thorax cavity was adjusted along with the steering wheel angle.

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	150.0	150.2

5th Percentile Female SN 505 Position 2 (Chin On Rim) 2-10-05

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	23
Peak Nij (Nte)	1.0	0.3
Time (ms)	NA	98.9
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	42.1
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	20.5
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	235.0
Neck Tension	2070 N	786
Neck Compression	2520 N	52
Chest g	60 g	16
Chest Displacement	52 mm	13
Left Femur	6805 N	111
Right Femur	6805 N	117

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
Second stage fire time of 150 ms; Injuries calculated on 0 ms to 275 ms

DATA SHEET 30 **VEHICLE WEIGHT, FUEL TANK, AND ATTITUDE DATA**

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C50304
 Test Date: 4/6/05

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	☒ 32 to 40 kmph	☐ 0 to 48 kmph	☐ 0 to 56 kmph
DRIVER DUMMY:	☐ 5 TH female	☒ 50 th Male	
PASSENGER DUMMY:	☐ 5 TH female	☒ 50 th Male	

- | | | |
|-------------------------------------|-----|---|
| ☒ | 1. | Fill the transmission with transmission fluid to the satisfactory range. |
| ☒ | 2. | Drain fuel from vehicle |
| ☒ | 3. | Run the engine until fuel remaining in the fuel delivery system is used and the engine stops. |
| ☒ | 4. | Record the useable fuel tank capacity supplied by the COTR |
| ☒ | | Useable Fuel Tank Capacity supplied by COTR: 68.1 liters (18.0 gallons) |
| ☒ | 5. | Record the fuel tank capacity supplied in the owner's manual. |
| ☒ | | Useable Fuel Tank Capacity in owner's manual: 68.1 liters (18.0 gallons) |
| ☒ | 6. | Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, "Standard Specifications for Hydrocarbon Dry-cleaning Solvents," or gasoline, fill the fuel tank. |
| ☒ | | Amount In Tank: 68.1 liters (18.0 gallons) |
| ☒ | 7. | Fill the coolant system to capacity. |
| ☒ | 8. | Fill the engine with motor oil to the Max. mark on the dip stick. |
| ☒ | 9. | Fill the brake reservoir with brake fluid to its normal level. |
| ☒ | 10. | Fill the windshield washer reservoir to capacity. |
| ☒ | 11. | Inflate the tires to the tire pressure on the tire placard. If no tire placard is available, inflate the tires to the recommended pressure in the owner's manual. |

Tire placard pressure:	RF:	30 psi	LF:	30 psi	RR:	30 psi	LR:	30 psi
Owner's manual pressure:	RF:	30 psi	LF:	30 psi	RR:	30 psi	LR:	30 psi
Actual inflated pressure:	RF:	30 psi	LF:	30 psi	RR:	30 psi	LR:	30 psi

- | | | |
|-------------------------------------|-----|--|
| ☒ | 12. | Record the vehicle weight at each wheel to determine the unloaded vehicle weight (UVW), i.e. "as delivered" weight). |
|-------------------------------------|-----|--|

Right Front (kg):	421.4	Right Rear (kg):	451.8
Left Front (kg):	435.0	Left Rear (kg):	459.0
Total Front (kg):	856.4	Total Rear (kg):	910.8
% Total Weight:	48.5	% Total Weight:	51.5
UVW = TOTAL FRONT PLUS TOTAL REAR (KG):		1767.2	

- | | | |
|-------------------------------------|------|---|
| ☒ | 13. | UVW Test Vehicle Attitude: (All dimensions in millimeters) |
| ☒ | 13.1 | Mark a point on the vehicle above the center of each wheel. |
| ☒ | 13.2 | Place the vehicle on a level surface. |

- ☒ 13.3 Measure perpendicular to the level surface to the 4 points marked on the body and record the measurements

RF:	778	LF:	781	RR:	774	LR:	781
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- ☒ 14. Calculate the Rated Cargo and Luggage Weight (RCLW).
- ☒ 14.1 Does the vehicle have the vehicle capacity weight (VCW) on the certification label or tire placard?

- ☒ Yes, go to 14.3
- ☐ No, go to 14.2

- ☐ 14.2 VCW = Gross Vehicle Weight – UVW

VCW = __

- ☒ 14.3 VCW = 392 kg (865 lb)

- ☒ 14.4 Does the certification or tire placard contain the Designated Seating Capacity (DSC)?

- ☒ Yes, go to 14.6
- ☐ No, go to 14.5 and skip 14.6

- ☐ 14.5 DSC = Total number of seat belt assemblies = __

- ☒ 14.6 DSC = 5

- ☒ 14.7 RCLW = VCW – (68 kg x DSC) = 392 kg - (68 kg x 5) = 52 kg

- ☒ 14.8 Is the vehicle certified as a truck, MPV or bus (see the certification label on the door jamb)?

- ☒ Yes, if the calculated RCLW is greater than 136 kg, use 136 kg as the RCLW. (S8.1.1)
- ☐ No, use the RCLW calculated in 14.7

- ☒ 15. Fully Loaded Weight (100% fuel fill)

- ☒ 15.1 Place the appropriate test dummy in both front outboard seating positions.

Driver: __ 5th female ☒ 50th male
 Passenger: __ 5th female ☒ 50th male

- ☒ 15.2 Load the vehicle with the RCLW from 14.7 or 14.8 whichever is applicable.

- ☒ 15.3 Place the RCLW in the cargo area. Center the load over the longitudinal centerline of the vehicle. (S8.1.1 (d))

- ☒ 15.4 Record the vehicle weight at each wheel to determine the Fully Loaded Weight.

Right Front (kg):	489.4	Right Rear (kg):	488.1
Left Front (kg):	501.2	Left Rear (kg):	494.0
Total Front (kg):	990.6	Total Rear (kg):	982.1
% Total Weight:	50.2	% Total Weight:	49.8
% GVW	56.4	% GVW	56.4
Fully Loaded Weight = Total Front Plus Total Rear (kg):		1972.7	

- ☒ 16. Fully Loaded Test Vehicle Attitude: (All dimensions in millimeters)

- ☒ 16.1 Place the vehicle on a level surface.

- ☒ 16.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13.1 above) and record the measurements
- | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|
| RF: | 766 | LF: | 769 | RR: | 754 | LR: | 760 |
|-----|-----|-----|-----|-----|-----|-----|-----|
- ☒ 17. Drain the fuel system
- ☒ 18. Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, "Standard Specifications for Hydrocarbon Dry-cleaning Solvents," fill the fuel tank to 94 percent of useable capacity.
- ☒ Fuel tank capacity x .94 = 68.1 liters (18.0 gallons) x .94 = 64.0 liters (16.9 gallons)
- ☒ Amount added 64.0 liters (16.9 gallons) 94%
- ☒ 19. Crank the engine to fill the fuel delivery system with Stoddard solvent
- ☒ 20. Calculate the test weight range.
- ☒ 20.1 Calculated Weight = UVW (see 12 above) + RCLW (see 14 above) + 2x(dummy weight)
- 1975.2 kg = 1767.2 kg + 52.0 kg + 156.0 kg
- ☒ 20.2 Test Weight Range = Calculated Weight (- 4.5 kg, - 9 kg.)
 Max. Test Weight = Calculated Test Weight - 4.5 kg = 1970.7 kg
 Min. Test Weight = Calculated Test Weight - 9 kg = 1966.2 kg
- ☒ 21. Remove the RCLW from the cargo area.
- ☒ 22. Drain transmission fluid, engine coolant, motor oil, and windshield washer fluid from the test vehicle so that Stoddard solvent leakage from the fuel system will be evident.
- ☒ 23. Vehicle Components Removed For Weight Reduction:
Spare, Jack, and Tools.
- ☒ 24. Secure the equipment and ballast in the load carrying area and distribute it, as nearly as possible, to obtain the proportion of axle weight indicated by the gross axle weight ratings and center it over the longitudinal centerline of the vehicle.
- ☒ 25. If necessary, add ballast to achieve the actual test weight.
- ☐ N/A
- ☒ Weight of Ballast: 49.4 kg behind front seats
- ☒ 26. Ballast, including test equipment, must be contained so that it will not shift during the impact event or interfere with data collection or interfere with high-speed film recordings or affect the structural integrity of the vehicle or do anything else to affect test results. Care must be taken to assure that any attachment hardware added to the vehicle is not in the vicinity of the fuel tank or lines.
- ☒ 27. Record the vehicle weight at each wheel to determine the actual test weight.
- | | | | |
|---|-------|------------------|--------|
| Right Front (kg): | 501.7 | Right Rear (kg): | 491.2 |
| Left Front (kg): | 497.1 | Left Rear (kg): | 478.5 |
| Total Front (kg): | 998.8 | Total Rear (kg): | 969.7 |
| % Total Weight: | 50.8 | % Total Weight: | 49.2 |
| % GVW | 56.4 | % GVW | 56.4 |
| (% GVW = Axle GVW divided by Vehicle GVW) | | | |
| TOTAL FRONT PLUS TOTAL REAR (kg): | | | 1968.5 |
- ☒ 28. Is the test weight between the Max. Weight and the Min. Weight (See 20.2)?
- ☒ Yes
- ☐ No, explain why not.

- ☒ 29. Test Weight Vehicle Attitude: (all dimensions in millimeters)
- ☒ 29.1 Place the vehicle on a level surface
- ☒ 29.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13 above) and record the measurements

RF:	766	LF:	766	RR:	762	LR:	764
-----	-----	-----	-----	-----	-----	-----	-----

- ☒ 30. Summary of test attitude
- ☒ 30.1 AS DELIVERED:

RF:	778	LF:	781	RR:	774	LR:	781
-----	-----	-----	-----	-----	-----	-----	-----

AS TESTED:

RF:	766	LF:	766	RR:	762	LR:	764
-----	-----	-----	-----	-----	-----	-----	-----

FULLY LOADED:

RF:	766	LF:	766	RR:	754	LR:	760
-----	-----	-----	-----	-----	-----	-----	-----

- ☒ 30.2 Is the "as tested" test attitude equal to or between the "fully loaded" and "as delivered" attitude?
- ☒ Yes
- ☐ No, explain why not.

REMARKS:

I certify that I have read and performed each instruction.

Signature: *Rich Gorsinski*

Date: 4/5/05

DATA SHEET 31

VEHICLE ACCELEROMETER LOCATION AND MEASUREMENT

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C50304
 Test Date: 4/6/05

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	X 32 to 40 kmph	0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	5 TH female	X 50 th Male	
PASSENGER DUMMY:	5 TH female	X 50 th Male	

- X

 1. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the left front outboard seating position intersects the left rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.
- X

 2. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the right front outboard seating position intersects the right rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.
- X

 3. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect at the top of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- X

 4. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect the bottom of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- X

 5. Install an accelerometer on the right front brake caliper to record x-direction accelerations. Record the location on the following chart.
- X

 6. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the top of the instrument panel. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- X

 7. Install an accelerometer on the left front brake caliper to record x-direction accelerations. Record the location on the following chart.
- X

 8. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the floor of the trunk. Install an accelerometer on the trunk floor at this intersection to record z-direction accelerations. Record the location on the following chart.

REMARKS:

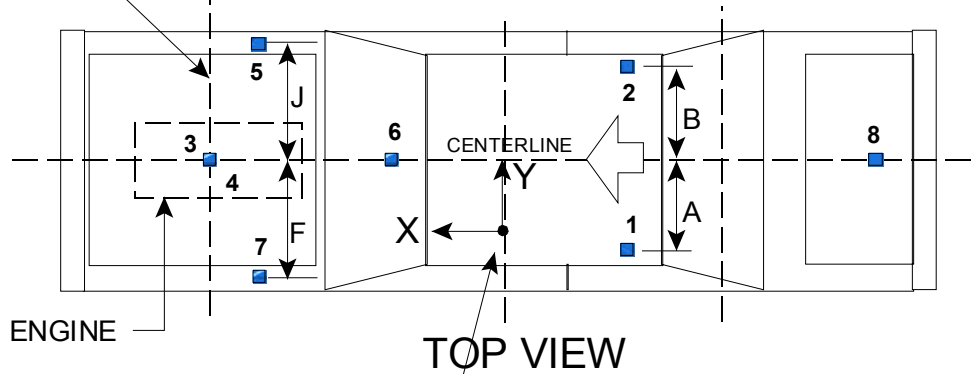
I certify that I have read and performed each instruction.

Signature: *Nick Kosinski*

Date: 4/5/05

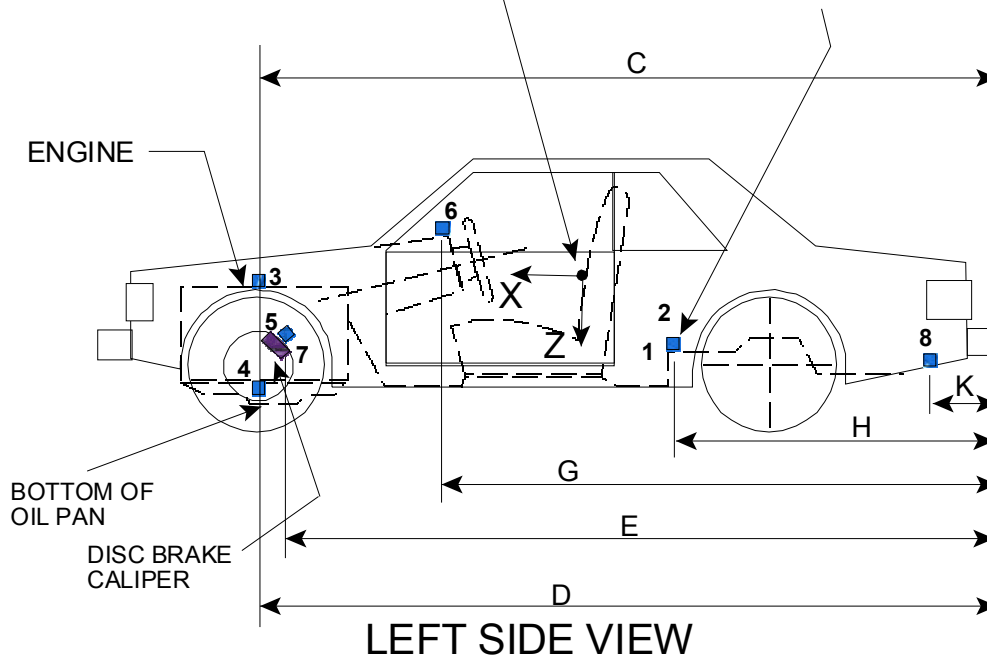
VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

CENTERLINE OF
FRONT WHEELS



ACCELEROMETER
COORDINATE SYSTEM
(POSITIVE DIRECTION SHOWN)

REAR SEAT CUSHION
ASSY. FRONT ATTACHMENT
BRACKET SUPPORT



Dimensions Corresponding To The Letters "A" Through "K" (Excluding "I") Are
Recorded In The Table On The Following Page.
Accelerometers Corresponding To The Numbers 1 Through 8 Are Specified On The
Preceding Page.

DATA SHEET 31
VEHICLE ACCELEROMETER LOCATION AND MEASUREMENTS

<u>DIMENSION</u>	<u>LENGTH (mm)</u>	
<u>PRETEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	416	
<u>B</u> (RH Rear Seat Xmbr)	416	
<u>C</u> (Engine Top)	3993	
<u>D</u> (Engine Bottom)	4304	
<u>E</u> (Caliper)	Right Side 3900	Left Side 3900
<u>F</u> (Left Caliper)	675	
<u>G</u> (IP)	3373	
<u>H</u> (Seat)	1904	
<u>J</u> (Right Caliper)	675	
<u>K</u> (Trunk)	937	
<u>POST TEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	416	
<u>B</u> (RH Rear Seat Xmbr)	416	
<u>C</u> (Engine Top)	3977	
<u>D</u> (Engine Bottom)	4776	
<u>E</u> (Caliper)	Right Side 3864	Left Side 3871
<u>F</u> (Left Caliper)	675	
<u>G</u> (IP)	3764	
<u>H</u> (Seat)	1904	
<u>J</u> (Right Caliper)	675	
<u>K</u> (Trunk)	937	

DATA SHEET 32

PHOTOGRAPHIC TARGETS

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C50304
 Test Date: 4/6/05

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u> </u> 5 TH female	<u>X</u> 50 th Male	
PASSENGER DUMMY:	<u> </u> 5 TH female	<u>X</u> 50 th Male	

- | | | |
|-------------------------------------|------|--|
| ☒ | 1. | FMVSS 208 vehicle targeting requirements (See Figures 28A and 28B) |
| ☒ | 1.1 | Targets A1 and A2 are on flat rectangular panels. |
| ☒ | 1.2 | Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the front on the outboard sides of A1 and A2. The center of each circular target is 100 mm from the one next to it. |
| ☒ | | Distance between targets (mm): 100 mm |
| ☒ | 1.3 | Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the back on the outboard sides of on A1 and A2. The center of each circular target is 100 mm from the one next to it. |
| ☒ | | Distance between targets (mm): 100 mm |
| ☒ | 1.4 | The distance between the first circular target at the front of A1 and A2 and the last circular target at the back of A1 and A2 is at least 915 mm. |
| ☒ | | Distance between the first and last circular targets (mm): 915 mm |
| ☒ | 1.5 | Firmly fix target A1 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. |
| ☒ | 1.6 | Firmly fix target A2 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy. |
| ☒ | 1.7 | Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the driver door. The centers of each circular target are at least 610 mm apart. |
| ☒ | | Distance between targets (mm): 611 mm |
| ☒ | 1.8 | Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the passenger door. The centers of each circular target are at least 610 mm apart. |
| ☒ | | Distance between targets (mm): 611 mm |
| ☒ | 1.9 | Place tape with squares having alternating colors on the top portion of the steering wheel. |
| ☒ | 1.10 | Chalk the bottom portion of the steering wheel |
| ☒ | 1.11 | Is this an offset test? |
| | | ☐ Yes, continue with this section |
| | | ☒ No, go to 2. |
| | 1.12 | Measure the width of the vehicle. |
| | | Vehicle width (mm): |

☐	1.13	Find the centerline of the vehicle. ($\frac{1}{2}$ of the vehicle width)
☐	1.14	Find the line parallel to the centerline of the vehicle and 0.1 x vehicle width from the centerline of the vehicle.
☐	1.15	Apply 25 mm wide tape with alternating black and yellow squares parallel to and on each side of the line found in 1.14. The edge of each tape shall be 50 mm from the line found in 1.14. The tape shall extend from the bottom of the bumper to the front edge of the windshield. (Figure 28D)
☒	2.	Barrier Targeting
☒	2.1	Fix two stationary targets D1 and D2 to the barrier as shown in the Figure 28A. One target is in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. The other is in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy
☒	2.2	Targets D1 and D2 are on a rectangular panel.
☒	2.3	Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted on the sides of the rectangular panel away from the longitudinal centerline of the vehicle. The center of each circular target is 100 mm from the one next to it.
☒		Distance between circular targets on D1 (mm): 100 mm
☒		Distance between circular targets on D2 (mm): 100 mm
☒	3.	FMVSS 208 Dummy Targeting Requirements
☒	3.1	Place a circular target with black and yellow quadrants on both sides of the driver dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).
☒	3.2	Place a circular target with black and yellow quadrants on both sides of the passenger dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).
☒	3.3	Place a circular target with black and yellow quadrants on the outboard shoulder of the driver dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.
☒	3.4	Place a circular target with black and yellow quadrants on the outboard shoulder of the passenger dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.
☒	4.	FMVSS 204 Targeting Requirements
☒	4.1	Is an FMVSS 204 indicant test ordered on the "COTR Vehicle Work Order?"
☐		Yes, continue with this form.
☒		No, this form is complete.
☐	4.2	Resection panel (Figure 28C)
☐	4.2.1	The panel deviates no more than 6 mm from perfect flatness when suspended vertically
☐	4.2.2	The 8 targets on the panel are circular targets at least 90 mm in diameter and with black and yellow quadrants.
☐	4.2.3	The center of each of the 4 outer targets are placed within 1 mm of the corners of a square measuring 914 mm on each side.
☐	4.2.4	Locate another square with 228 mm sides and with the center of this square coincident with the center of the 914 mm square.
☐	4.2.5	The center of the 4 inner targets are placed at the midpoints of each of the 228 mm sides.

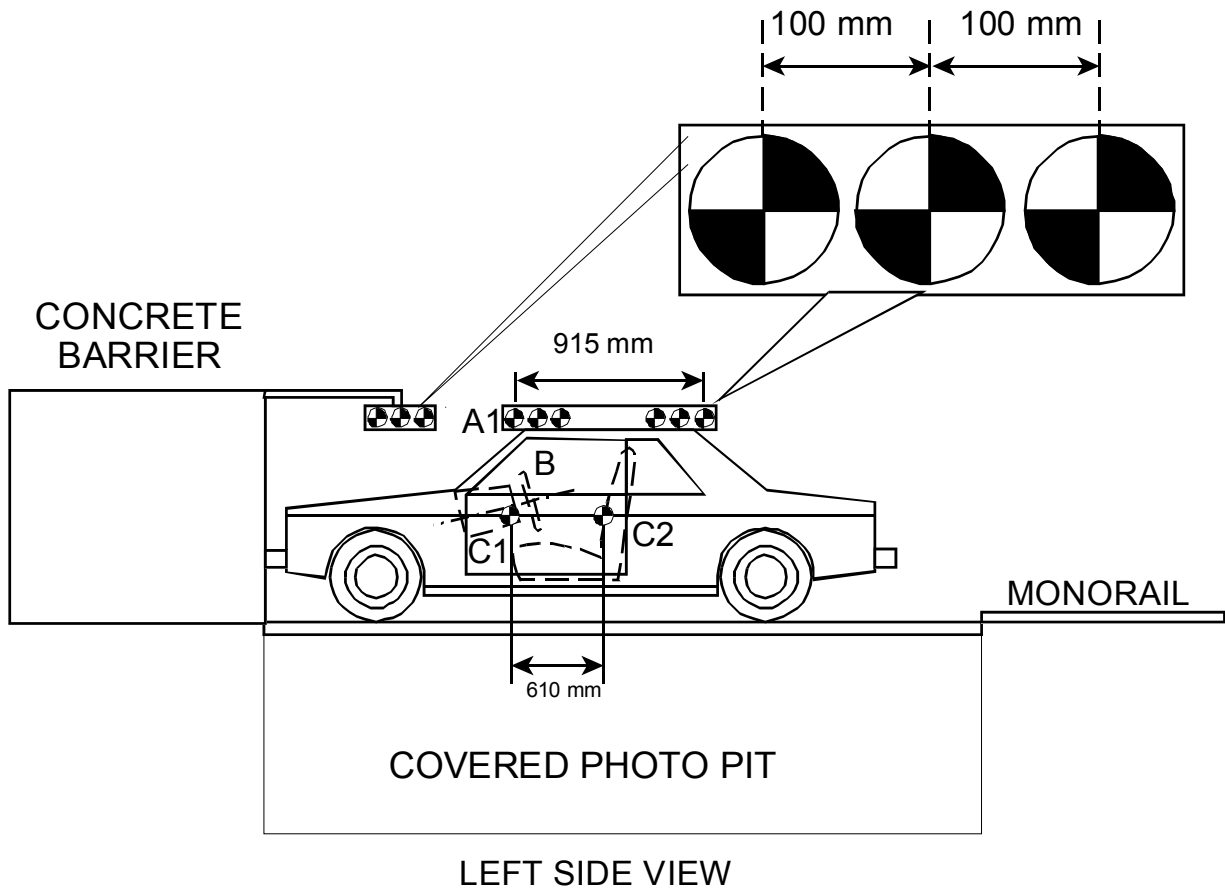
-  4.3 Place a circular target at least 90 mm in diameter and with black and yellow quadrants on a material (cardboard, metal, etc.) that can be taped to the top of the steering column.
-  4.4 Tape the target from 4.3 to the top of the steering column in a manner that does not interfere with the movement of the steering column in a crash

I certify that I have read and performed each instruction.

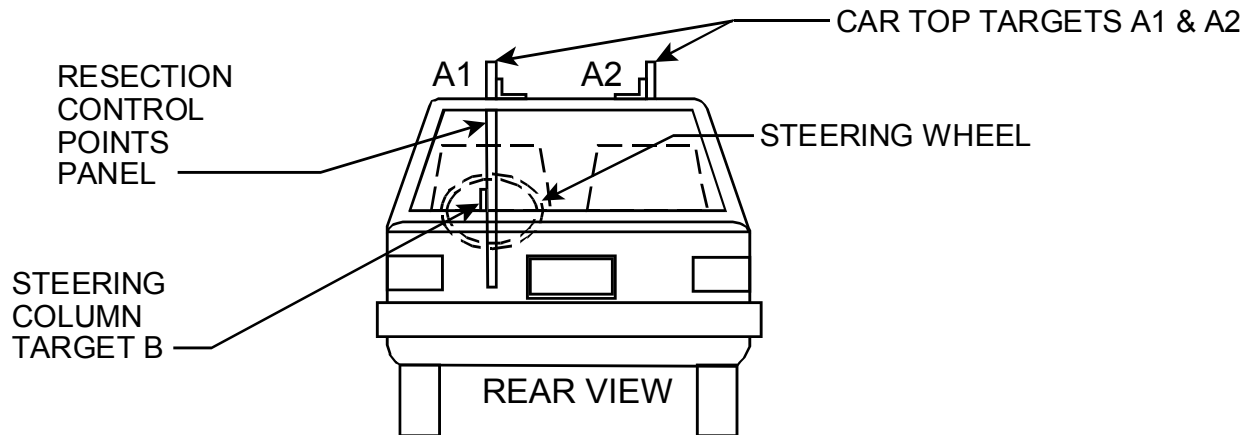
Signature: 

Date: 4/6/05

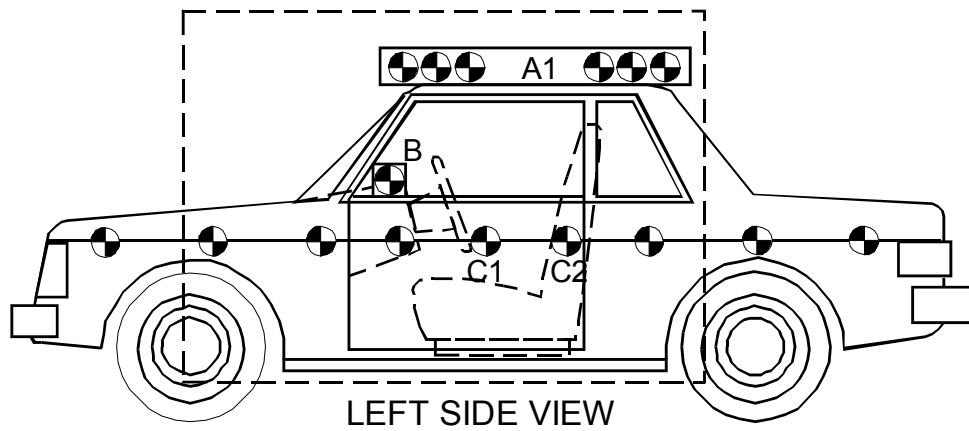
REFERENCE PHOTO TARGETS



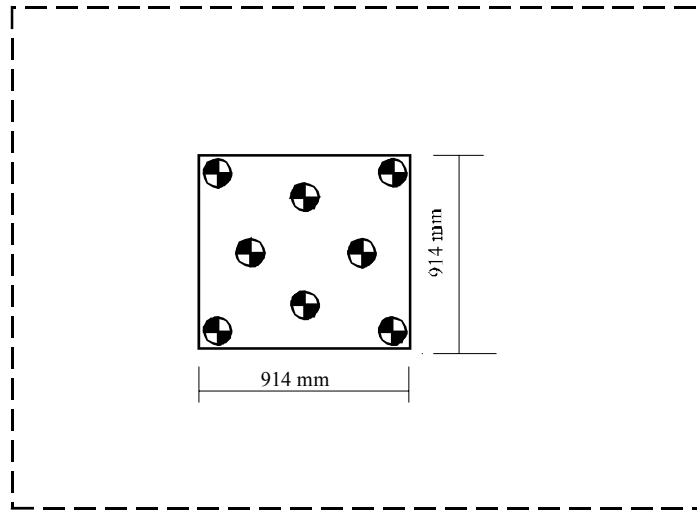
RESECTION PANEL TARGETING ALIGNMENT



TEST RUN STEERING COLUMN CAMERA VIEW OF TYPICAL TIME ZERO VEHICLE POSITION



PRE-RUN STEERING COLUMN HIGH SPEED CAMERA VIEW



LEFT SIDE VIEW

DATA SHEET 33
CAMERA LOCATIONS

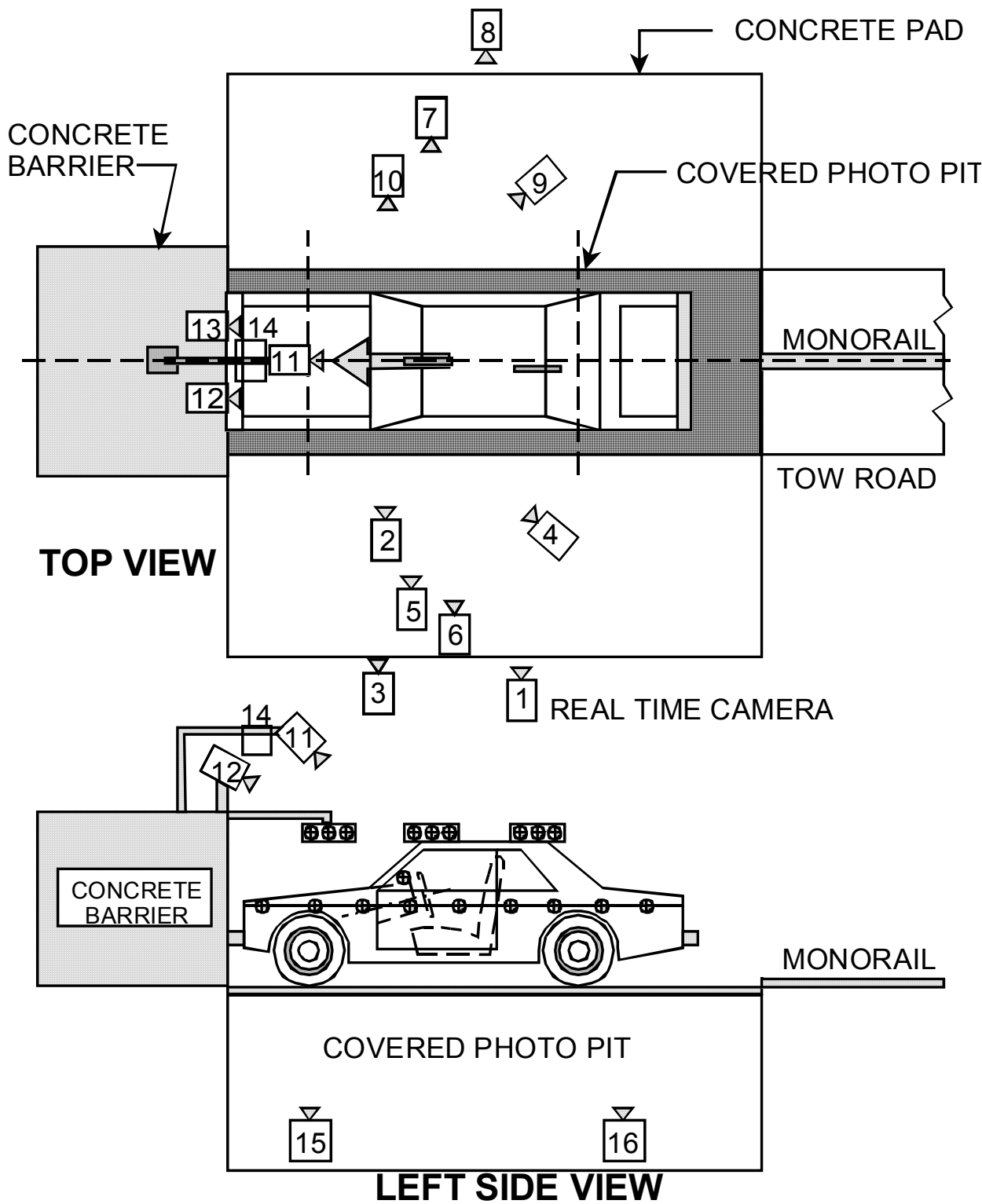
Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
Test Date: 4/6/05
Time: 11:20 am

CAMERA NO.	VIEW	CAMERA POSITIONS (mm) *			LENS (mm)	SPEED (fps)
		X	Y	Z		
1	Real Time Left Side View	N/A	N/A	N/A		24
2	Left Side View (Barrier face to front seat backs)	1270	-7400	1365	25	1000
3	Left Side View (Driver)	1710	-8280	1365	50	1000
4	Left Side View (B-post aimed toward center of steering wheel)	6805	-5300	2260	50	1000
5	Left Side View (Steering Column)	2060	-6990	1565	19	1000
6	Left Side View (Steering Column)	2045	-7030	1065	19	1000
7	Right Side View (Overall)	2390	6740	1510	19	1000
8	Right Side View (Passenger)	1655	8710	1400	50	1000
9	Right Side View (Angle)	6345	5235	2200	50	1000
10	Right Side View (Front door)	1090	6635	1410	19	1000
11	Front View Windshield	-535	0	2730	19	1000
12	Front View Driver	-235	-375	2170	25	1000
13	Front View Passenger	-160	510	2095	24	1000
14	Overhead Barrier Impact View	595	0	5050	14	1000
15	Pit Camera Engine View	1450	0	-3150	24	1000
16	Pit Camera Fuel Tank View	3690	0	-3150	24	1000

*
X - film plane to barrier face
Y - film plane to monorail centerline
Z - film plane to ground

CAMERA POSITIONS FOR FMVSS 208



DATA SHEET 34

APPENDIX F DUMMY POSITIONING PROCEDURES FOR DRIVER TEST DUMMY CONFORMING TO SUBPART E OF PART 572

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C50304
Test Date: 4/6/05

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	5 TH female	<u>X</u> 50 th Male	
PASSENGER DUMMY:	5 TH female	<u>X</u> 50 th Male	

- X 1. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
___ N/A – No lumbar adjustment
- X 2. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S20.1.8.2)
X N/A – No additional support adjustment
- X 3. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S20.1.9.3)
X N/A – No independent fore-aft seat cushion adjustment
- X 4. Use the seat markings determined during the completion of Data Sheet 14 to set the mid-fore-aft position, full down height position and the seat cushion angle. (S8.1.2)
- X 5. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
___ N/A – No seat back angle adjustment
Manufacturer's design seat back angle 14° on Seat Back
Tested seat back angle 14° on Seat Back
- X 6. If adjustable, set the head restraint at the full up and full forward position. Any adjustment of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. (S8.1.3)
___ N/A – No head restraint adjustment
- X 7. Place any adjustable seat belt anchorages at the vehicle manufacturer's nominal design position for a 50th percentile adult male occupant (S8.1.3)
___ N/A – No adjustable upper seat belt anchorage
Manufacturer's specified anchorage position. Middle
Tested anchorage position Middle (Unbelted Test)
- X 8. Place the adjustable accelerator pedal in the full forward position.
X N/A – the accelerator pedal is not adjustable.

- ☒ 9. Set the steering wheel hub at the geometric center of the full range of driving positions including any telescoping positions as determined in data sheet 14.
- ☒ 10. Place the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion markings as determined in item 1.18 of Data Sheet 14 and the upper torso rests against the seat back. (S10.4.1.1 & S10.4.1.2)
- ☒ 11. Rest the thighs on the seat cushion. (S10.5)
- ☒ 12. Position the H-point of the dummy within 0.5 inch of the vertical dimension and 0.5 inch of the horizontal dimension of a point 0.25 inch below the H-point determined by using the equipment and procedures specified in SAE J826 (APR 1980). (S10.4.2.1) Then measure the pelvic angle with respect to the horizontal using the pelvic angle gage.

Adjust the dummy position until these three measurements are within the specifications.
(S10.4.2.1 and S10.4.2.2)

.078 horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.)
(S10.4.2.1)

.078 vertical inches from the point 0.25 below the determined H-point (0.5 inch max.)
(S10.4.2.1)

23.0° pelvic angle (20° to 25°)

- ☒ 13. Is the head level within $\pm 0.5^\circ$? (S10.1)

☒ Yes, go to 14

☐ No, go to 13.1

- ☐ 13.1 Adjust the position of the H-point. (S10.1)

- ☐ 13.2 Is the head level within $\pm 0.5^\circ$? (S10.1)

☐ Yes, record the following, then go to 15. ☐ No, go to 13.3

☐ horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.)
(S10.4.2.1)

☐ vertical inches from the point 0.25 below the determined H-point (0.5 inch max.)
(S10.4.2.1)

☐ pelvic angle (20° to 25°) (S10.4.2.2)

- ☐ 13.3 Adjust the pelvic angle. (S10.1)

- ☐ 13.4 Is the head level within $\pm 0.5^\circ$? (S10.1)

☐ Yes, record the following, then go to 14. ☐ No, go to 13.5

☐ horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.)
(S10.4.2.1)

☐ vertical inches from the point 0.25 below the determined H-point (0.5 inch max.)
(S10.4.2.1)

☐ pelvic angle (20° to 25°) (S10.4.2.2)

- ☐ 13.5 Adjust the neck bracket of the dummy the minimum amount necessary from the non-adjusted "0" setting until the head is level within $\pm 0.5^\circ$. (S10.1)
Record the following, then go to 14
☐ horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)
☐ vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)
☐ pelvic angle (20° to 25°) (S10.4.2.2)
- ☒ 14. Set the distance between the outboard knee clevis flange surfaces at 10.6 inches.
10.6"measured distance (10.6 inches) (S10.5)
- ☒ 15. Can the right foot be placed on the accelerator?
☒ Yes, go to 15.1 and skip 15.2
☐ No, go to 15.2
- ☒ 15.1. To the extent practicable keep the right thigh and the leg in a vertical plane (S10.5) while resting the foot on the undepressed accelerator pedal with the rearmost point of the heel on the floor pan in the plane of the pedal. (S10.6.1.1)
- ☐ 15.2 Initially set the foot perpendicular to the leg and then place it as far forward as possible in the direction of the pedal centerline with the rearmost point of the heel resting on the floor pan. (S10.6.1.1)
- ☐ 15.2.1 Move the adjustable pedal to its most rearward position or until the right foot is flat on the pedal, whichever occurs first. (S10.6.1.1)
☐ N/A – the accelerator pedal is not adjustable
- ☒ 16. Does the vehicle have a foot rest?
☒ Yes, go to 16.1
☐ No, go to 16.2
- ☒ 16.1 With the left thigh and leg in a vertical plane, place the foot on the foot rest with the heel resting on the floor pan. (S10.6.1.2)
- ☒ 16.1.1 Is the left foot elevated above the right foot?
☒ Yes, go to 16.1.2 and position the foot off the foot rest
☐ No, go to 17
- ☒ 16.1.2 Check the ONLY one of the following that applies
- ☐ The foot reaches the toeboard without adjusting the foot or leg. To the extent practicable keep the left thigh and the leg in a vertical longitudinal plane (S10.5) and place the foot on the toeboard, skip 16.1.3 (S10.6.1.2)
- ☐ The foot reaches the toeboard but contacts the brake or clutch pedal and must be rotated to avoid pedal contact. To the extent practicable keep the left thigh and the leg in a vertical longitudinal plane (S10.5) and place the foot on the toeboard. The foot was rotated about the leg to avoid pedal contact, skip 16.1.3 (S10.6.1.2)

☐ The foot reaches the toeboard but contacts the brake or clutch pedal and the foot and leg must be rotated to avoid pedal contact. To the extent practicable keep the left thigh and the leg in a vertical longitudinal plane (S10.5) and place the foot on the toeboard. The foot was rotated about the leg and the leg was rotated outboard about the hip the minimum distance necessary to avoid pedal contact, skip 16.1.3 (S10.6.1.2)

☒ N/A – the foot does not reach the toeboard, go to 16.1.3

☒ 16.1.3 Check the ONLY one of the following that applies

☐ The foot did not contact the brake or clutch pedal. To the extent practicable keep the left thigh and the leg in a vertical longitudinal plane (S10.5). Set the foot perpendicular to the leg and place it as far forward as possible with the heel resting on the floor pan. (S10.6.1.2)

☒ The foot did contact the brake or clutch pedal and the foot was rotated to avoid contact. To the extent practicable keep the left thigh and the leg in a vertical longitudinal plane (S10.5). Set the foot perpendicular to the leg and place it as far forward as possible with the heel resting on the floor pan and rotate the foot the minimum amount to avoid pedal contact. (S10.6.1.2)

☐ The foot did contact the brake or clutch pedal and the foot was rotated about the leg and the leg was rotated outboard about the hip the minimum distance necessary to avoid pedal contact. Set the foot perpendicular to the leg and place it as far forward as possible with the heel resting on the floor pan and rotate the foot about the leg and the thigh and leg outboard about the hip the minimum distance necessary to avoid pedal contact. (S10.6.1.2)

☒ 17. Place the right upper arm adjacent to the torso with the centerline as close to a vertical plane as possible. (S10.2.1)

☒ 18. Is the driver seat belt used for this test?

☐ Yes, continue

☒ No, go to 19

☐ 18.1 Fasten the seat belt around the dummy.

☐ 18.2 Remove all slack from the lap belt portion. (S10.9)

☐ 18.3 Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)

☐ 18.4 Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
_____pound load applied

☐ 18.5 Is the belt system equipped with a tension-relieving device?

☐ Yes, continue

☐ No, go to 19

☐ 18.6 Introduce the maximum amount of slack into the upper torso bet that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9).

- X 19. Place the left upper arm adjacent to the torso with the centerline as close to a vertical plane as possible. (S10.2.1)
- X 20. Place the right hand with the palm in contact with the steering wheel at the rim's horizontal centerline and with the thumb over the steering wheel. (S10.3.1)
- X 21. Place the left hand with the palm in contact with the steering wheel at the rim's horizontal centerline and with the thumb over the steering wheel. (S10.3.1)
- X 22. Tape the thumb of each hand to the steering wheel by using masking tape with a width of 0.25 inch. The length of the tape shall only be enough to go around the thumb and steering wheel one time.

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 4/6/05

APPENDIX F
DUMMY POSITIONING PROCEDURES FOR PASSENGER TEST DUMMY CONFORMING
TO SUBPART E OF PART 572

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	☒ 32 to 40 kmph	☐ 0 to 48 kmph	☐ 0 to 56 kmph
DRIVER DUMMY:	☐ 5 TH female	☒ 50 th Male	
PASSENGER DUMMY:	☐ 5 TH female	☒ 50 th Male	

- X 1. The seat is a bench seat for which the adjustments have already been made for the driver and there are no independent adjustments that can be made for the passenger. Go to 7.
X N/A- the passenger seat adjusts independently of the driver seat.
- X 2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
X N/A – No lumbar adjustment
- X 3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S20.1.8.2)
X N/A – No additional support adjustment
- X 4. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S20.1.9.3)
X N/A – No independent fore-aft seat cushion adjustment
- X 5. Use the seat markings determined during the completion of Data Sheet 14 to set the mid-fore-aft position, full down height position and the seat cushion angle. (S8.1.2)
- X 6. The seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1 (b) and S8.1.3)
 N/A – No seat back angle adjustment
Manufacturer's design seat back angle 14° on Seat Back
Tested seat back angle 13.3° on Seat Back
- X 7. If adjustable, set the head restraint at the full up and full forward position. Any adjustment of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. (S8.1.3)
 N/A – No head restraint adjustment
- X 8. Place any adjustable seat belt anchorages at the vehicle manufacturer's nominal design position for a 50th percentile adult male occupant (S8.1.3)
 N/A – No adjustable upper seat belt anchorage
Manufacturer's specified anchorage position. Middle
Tested anchorage position Middle (Unbelted Test)
 N/A - the seat does not have a fore-aft adjustment

☒ 9. Place the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion markings as determined in item 2.19 of Data Sheet 14 and the upper torso rests against the seat back. (S10.4.1.1 & S10.4.1.2)

☒ 10. Rest the thighs on the seat cushion. (S10.5)

☒ 11. Position the H-point of the dummy within 0.5 inch of the vertical dimension and 0.5 inch of the horizontal dimension of a point 0.25 inch below the H-point determined by using the equipment and procedures specified in SAE J826 (APR 1980). (S10.4.2.1) Then measure the pelvic angle with respect to the horizontal using the pelvic angle gage.

Adjust the dummy position until these three measurements are within the specifications. (S10.4.2.1 and S10.4.2.2)

.039 horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

.157 vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

24.2° pelvic angle (20° to 25°)

☒ 12. Is the head level within $\pm 0.5^\circ$? (S10.1)

☒ Yes, go to 13

☐ No, go to 12.1

☐ 12.1 Adjust the position of the H-point. (S10.1 and S10.4.2.1)

☐ 12.2 Is the head level within $\pm 0.5^\circ$? (S10.1)

☐ Yes, record the following, then go to 13. ☐ No, go to 12.3

☐ horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

☐ vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

☐ pelvic angle (20° to 25°) (S10.4.2.2)

☐ 12.3 Adjust the pelvic angle. (S10.1)

☐ 12.4 Is the head level within $\pm 0.5^\circ$? (S10.1)

☐ Yes, record the following, then go to 13. ☐ No, go to 12.5

☐ horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

☐ vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

☐ pelvic angle (20° to 25°) (S10.4.2.2)

☐ 12.5 Adjust the neck bracket of the dummy the minimum amount necessary from the non-adjusted "0" setting until the head is level within $\pm 0.5^\circ$. (S10.1)

Record the following, then go to 13

☐ horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

☐ vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)

☐ pelvic angle (20° to 25°) (S10.4.2.2)

☒ 13. Set the distance between the outboard knee clevis flange surfaces at 10.6 inches.
10.3" measured distance (10.6 inches) (S10.5)

☒ 14. Check the only one of the following that applies:

☐ To the extent practicable keep the left thigh and leg in a vertical plane and the right thigh and leg in a vertical plane, place the feet on the toeboard with the heels resting on the floor pan as close as possible to the intersection of the floor pan and toeboard.

☒ The feet cannot be placed flat on the toeboard. To the extent practicable keep the left thigh and leg in a vertical plane and the right thigh and leg in a vertical plane, set the feet perpendicular to the legs and place them as far forward as possible with the heels resting on the floor pan.

☐ The vehicle has a wheelhouse projection. To the extent practicable keep the left thigh and leg in a vertical plane and the right thigh and leg in a vertical plane, set the feet perpendicular to the legs and place them as far forward as possible with the heels resting on the floor pan. Do not set the feet on the wheelhouse projection.

☐ The vehicle has a wheelhouse projection and the feet cannot be placed on the toeboard. To the extent practicable keep the left thigh and leg in a vertical plane and the right thigh and leg in a vertical plane, set the feet perpendicular to the legs and place them as far forward as possible with the heel resting on the floor pan. . Do not set the feet on the wheelhouse projection.

☒ 15. Place the left upper arm in contact with the seat back and side of the torso. (S10.2.2)

☒ 16. Is the passenger seat belt used for this test?

☐ Yes, continue

☒ No, go to 17

☐ 16.1 Fasten the seat belt around the dummy.

☐ 16.2 Remove all slack from the lap belt portion. (S10.9)

☐ 16.3 Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)

☐ 16.4 Apply a 2 to 4 pound tension load to the lap belt. (S10.9)

☐ pound load applied

☐ 16.5 Is the belt system equipped with a tension relieving device?

☐ Yes, continue

☐ No, go to 17

☐ 16.6 Introduce the maximum amount of slack into the upper torso bet that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9). Go to 17.

☒ 17. Place the right upper arm in contact with the seat back and side of the torso. (S10.2.2)

- X 18. Place the left hand palm in contact with the outside of the left thigh and the little finger in contact with the seat cushion. (S10.3.2)
- X 19. Place the right hand palm in contact with the outside of the right thigh and the little finger in contact with the seat cushion. (S10.3.2)

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne J. Ahl Date: 4/6/05

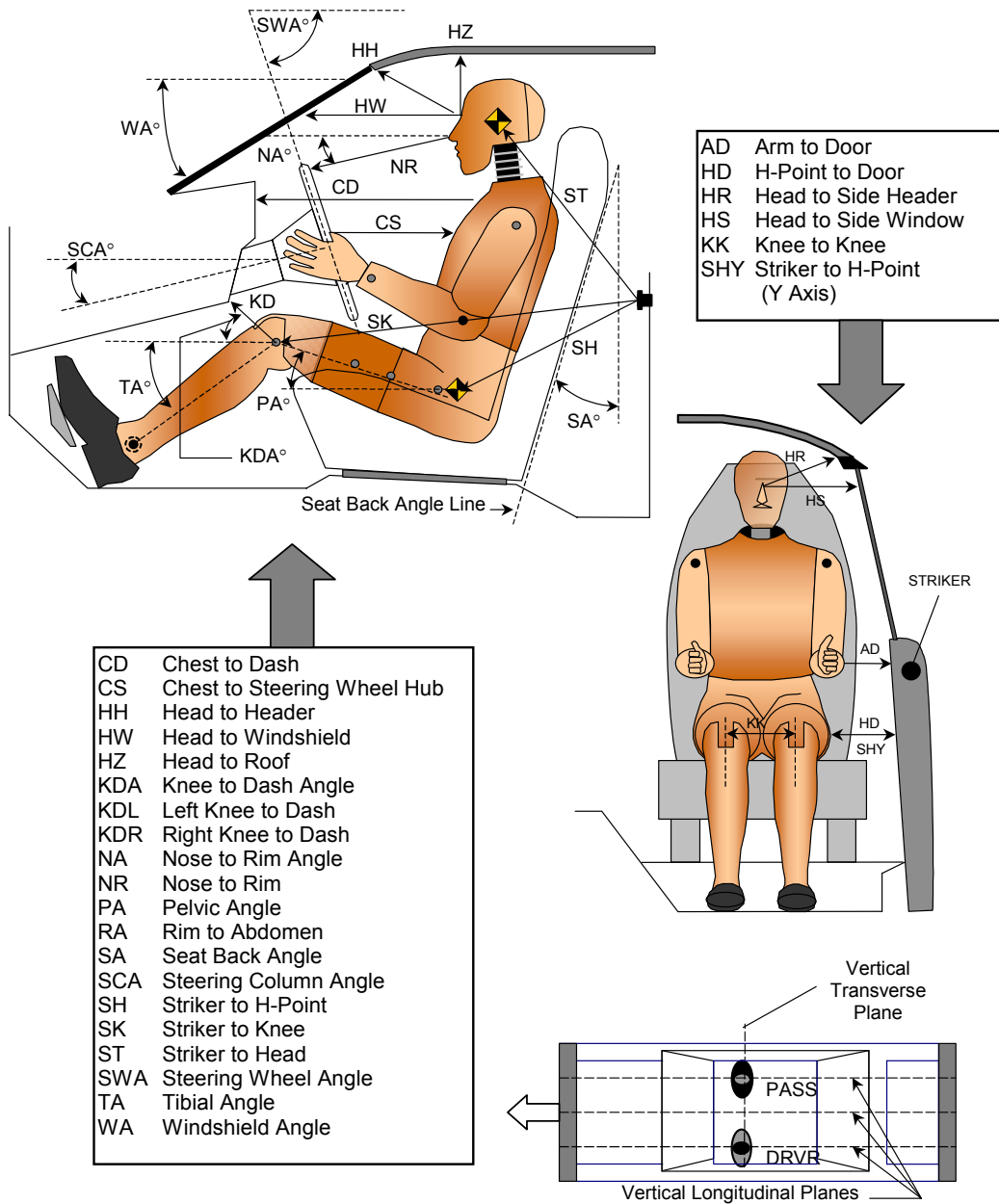
DATA SHEET 35

DUMMY MEASUREMENTS

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Eric Peschman

NHTSA No.: C50304
 Test Date: 4/6/05

DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS



DATA SHEET 35
DUMMY MEASUREMENTS

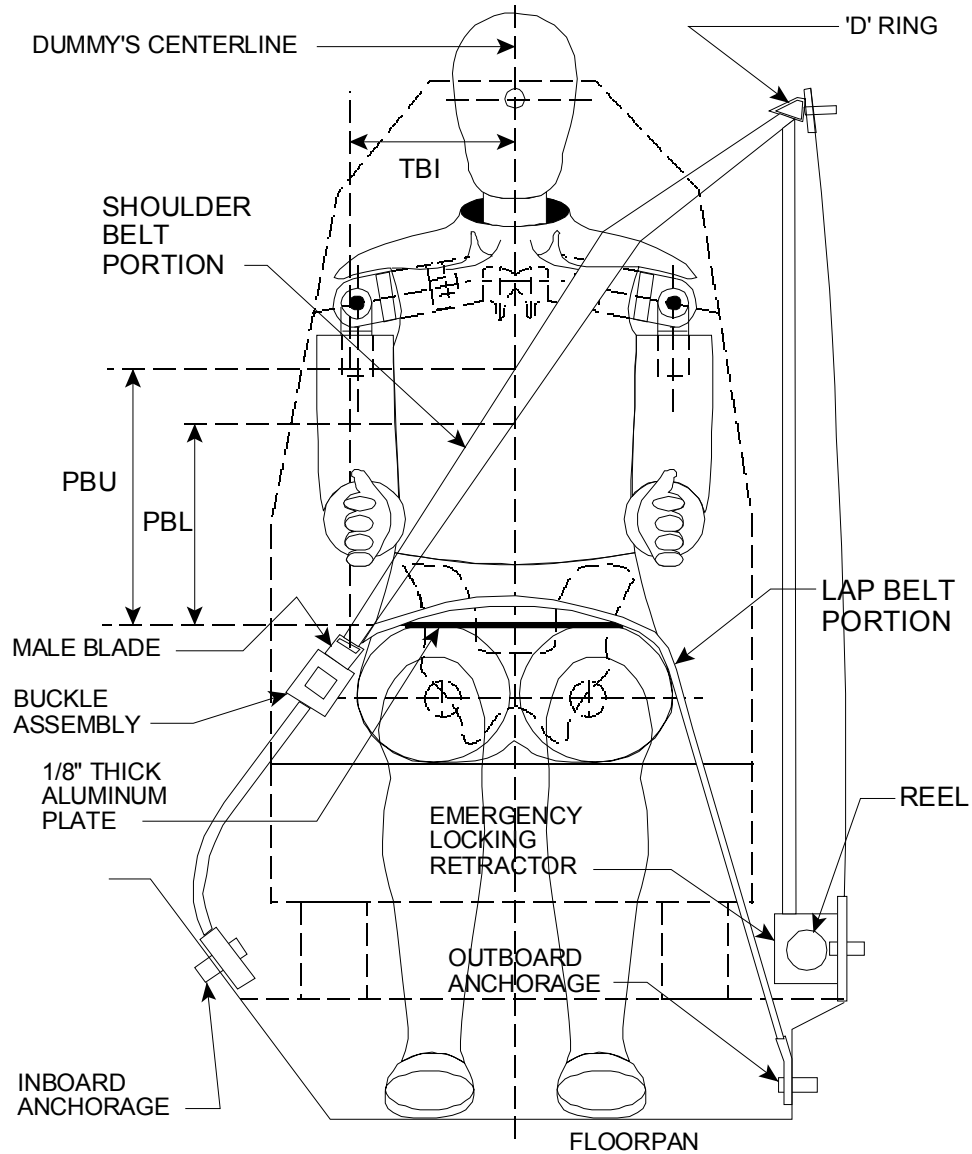
Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C50304
Test Date: 4/6/05

TEST DUMMY POSITION MEASUREMENTS

Code	Measurement Description	Driver SN 403		Passenger SN 401	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA	Windshield Angle		30.4		
SWA	Steering Wheel Angle		69.0		
SCA	Steering Column Angle		23.0		
SA	Seat Back Angle		14.0		13.3
HZ	Head to Roof (Z)	204		201	
HH	Head to Header	574		555	
HW	Head to Windshield	784		744	
HR	Head to Side Header (Y)	191		181	
NR	Nose to Rim	392	5.9		
CD	Chest to Dash	558		500	
CS	Chest to Steering Hub	329			
RA	Rim to Abdomen	197			
KDL	Left Knee to Dash	185	23.1	143	
KDR	Right Knee to Dash	196		141	31.8
PA	Pelvic Angle		23.0		24.2
TA	Tibia Angle		47.5		44.0
KK	Knee to Knee (Y)	289		265	
SK	Striker to Knee	544	92.5	602	91.7
ST	Striker to Head	523	3.6	527	5.0
SH	Striker to H-Point	220	127.9	263	119.1
SHY	Striker to H-Point (Y)	294		272	
HS	Head to Side Window	342		321	
HD	H-Point to Door (Y)	157		142	
AD	Arm to Door (Y)	127		135	
AA	Ankle to Ankle	251		232	

SEAT BELT POSITIONING DATA



FRONT VIEW OF DUMMY

SEAT BELT POSITIONING MEASUREMENTS

Measurement Description	Units	Driver	Passenger
PBU - Top surface of reference to belt upper edge	mm	N/A	N/A
PBL - To surface of reference to belt lower edge	mm	N/A	N/A

DATA SHEET 36

CRASH TEST

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Eric Peschman

NHTSA No.: C50304
 Test Date: 4/6/04

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	<u>X</u> 32 to 40 kmph	<u> </u> 0 to 48 kmph	<u> </u> 0 to 56 kmph
DRIVER DUMMY:	<u> </u> 5 TH female	<u>X</u> 50 th Male	
PASSENGER DUMMY:	<u> </u> 5 TH female	<u>X</u> 50 th Male	

- | | |
|----------|---|
| X | 1. Vehicle underbody painted |
| X | 2. The speed measuring devices are in place and functioning. |
| X | 3. The speed measuring devices are <u>1.0</u> m from the barrier (spec. 1.5m) and <u>30</u> cm from the barrier (spec. is 30 cm) |
| X | 4. Convertible top is in the closed position. |
| X | X N/A, not a convertible |
| X | 5. Instrumentation and wires are placed so the motion of the dummies during impact is not affected. |
| X | 6. Tires inflated to pressure on tire placard or if it does not have a tire placard because it is not a passenger car, then inflated to the tire pressure specified in the owner information. |

<u>210</u> kpa front left tire	<u>210</u> kpa specified on tire placard or in owner information
<u>210</u> kpa front right tire	<u>210</u> kpa specified on tire placard or in owner information
<u>210</u> kpa rear left tire	<u>210</u> kpa specified on tire placard or in owner information
<u>210</u> kpa rear right tire	<u>210</u> kpa specified on tire placard or in owner information

- | | |
|----------|---|
| X | 7. Time zero contacts on barrier in place. |
| X | 8. Pre test zero and shunt calibration adjustments performed and recorded |
| X | 9. Dummy temperature meets requirements of section 12.2 of the test procedure. |
| X | 10. Vehicle hood closed and latched |
| X | 11. Transmission placed in neutral |
| X | 12. Parking brake off |
| X | 13. Ignition in the ON position |
| X | 14. Doors closed and latched but not locked |
| X | 15. Posttest zero and shunt calibration checks performed and recorded |
| X | 16. Actual test speed <u>39.8</u> kmph |
| X | 17. Vehicle rebound from the barrier <u>326</u> cm |
| X | 18. Describe whether the doors open after the test and what method is used to open the doors. |
- | | |
|----------|---|
| X | Left Front Door: Door remained closed and latched; Door opened without tools |
| X | Right Front Door: Door remained closed and latched; Door opened without tools |
| X | Left Rear Door: Door remained closed and latched; Door opened without tools |
| X | Right Rear Door: Door remained closed and latched; Door opened without tools |

- ☒ 19. Describe the contact points of the dummy with the interior of the vehicle.
- ☒ Driver Dummy: Head to Air Bag and Headliner/Visor; Chest and Abdomen to Air Bag and Steering Wheel; Knees to Knee Bolster
- ☒ Passenger Dummy: Head to Air Bag and Headliner/Visor; Chest and Abdomen to Air Bag; Knees to Glove Box

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 4/6/05

DATA SHEET NO. 38

ACCIDENT INVESTIGATION DIVISION DATA

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C50304
 Test Date: 4/6/05

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	☒ 32 to 40 kmph	☐ 0 to 48 kmph	☐ 0 to 56 kmph
DRIVER DUMMY:	☐ 5 TH female	☒ 50 th Male	
PASSENGER DUMMY:	☐ 5 TH female	☒ 50 th Male	

Vehicle Year/Make/Model/Body Style:	2005 Dodge Magnum MPV
VIN:	2D4FV48V95H514955
Wheelbase:	3052 mm
Build Date:	7/04
Vehicle Size Category:	5
Test Weight:	1968.5 kg
Front Overhang:	893 mm
Overall Width:	1891 mm
Overall Length Center:	4960 mm

Accelerometer Data	
Location:	As per measurements on Data Sheet 31
Linearity:	>99.9%

Integration Algorithm:	Trapezoidal
Vehicle Impact Speed:	39.8 kmph
Time of Separation:	94.1 ms
Velocity Change:	42.2 kmph

CRUSH PROFILE

Collision Deformation Classification: 12FDEW6
Midpoint of Damage: Vehicle Longitudinal Centerline
Damage Region Length (mm): 1520
Impact Mode: Frontal Barrier

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush zone 1 at left side	mm	4790	4723	67
C2	Crush zone 2 at left side	mm	4892	4805	87
C3	Crush zone 3 at left side	mm	4945	4857	88
C4	Crush zone 4 at right side	mm	4942	4862	80
C5	Crush zone 5 at right side	mm	4889	4809	80
C6	Crush zone 6 at right side	mm	4793	4730	63
L	Width	mm	4960	4872	88
N/A	Crush at vehicle centerline	mm	1520	1517	3

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 4/6/05

DATA SHEET 39 **WINDSHIELD MOUNTING (FMVSS 212)**

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C50304
 Test Date: 4/6/05

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	X 32 to 40 kmph	0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	5 TH female	X 50 th Male	
PASSENGER DUMMY:	5 TH female	X 50 th Male	

1. Pre-Crash
 - ☒ 1.1 Describe from visual inspection how the windshield is mounted and describe any trim material.

 Retained with glue
 Rubber trim
 - ☒ 1.2 Mark the longitudinal centerline of the windshield
 - ☒ 1.3 Measure pre-crash A, B, and C for the left side and record in the chart below.
 - ☒ 1.4 Measure pre-crash C, D, and E for the right side and record in the chart below.
 - ☒ 1.5 Measure from the edge of the retainer or molding to the edge of the windshield.
 Dimension G (mm): 15
2. Post Crash
 - ☒ 2.1 Can a single thickness of copier type paper (as small a piece as necessary) slide between the windshield and the vehicle body?

☒ No – Pass. Skip to the table of measurements, complete it by repeating the pre-crash measurements in the post crash column, and calculate the retention percentage, which will be 100%.
☐ Yes, go to 2.2
 - ☐ 2.2 Visibly mark the beginning and end of the portions of the periphery where the paper slides between the windshield and the vehicle body.
 - ☐ 2.3 Measure and record post-crash A, B, C, D, E, and F such that the measurements do not include any of the parts of the windshield where the paper slides between the windshield and the vehicle body.
 - ☐ 2.4 Calculate and record the percent retention for the right and left side of the windshield.
 - ☐ 2.5 Is total right side percent retention less than 75%?

☐ Yes, Fail
☐ No, Pass
 - ☐ 2.6 Is total left side percent retention less than 75%?

☐ Yes, Fail
☐ No, Pass

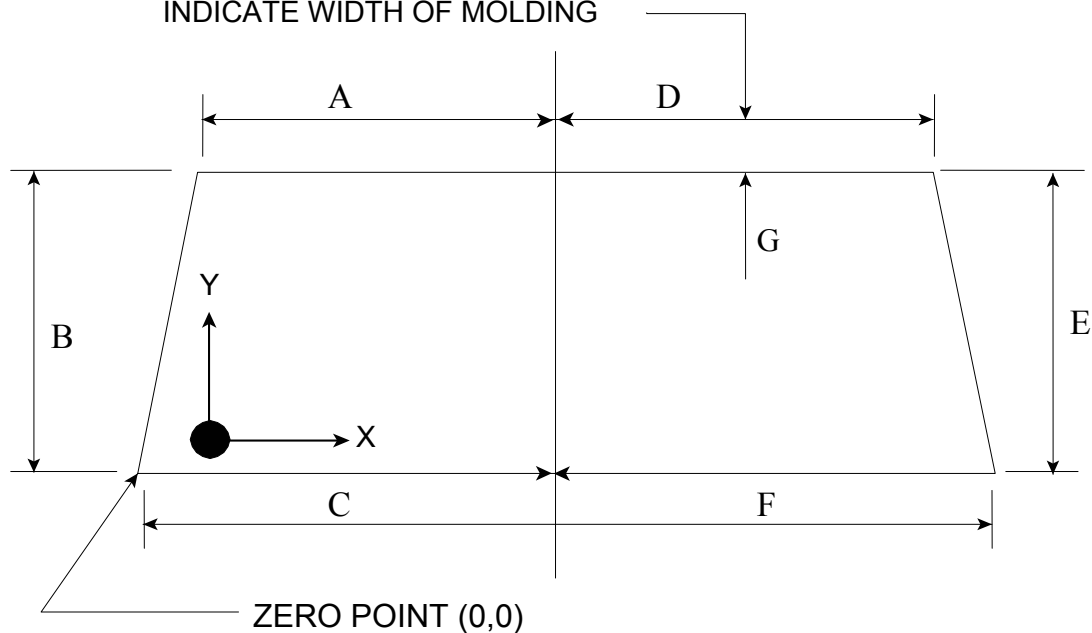
WINDSHIELD RETENTION MEASUREMENTS

	Dimension	Pre-Crash (mm)	Post-Crash (mm)	Percent Retention (Post-Test ÷ Pre-Crash)
Left Side	A	651.5	651.5	100%
	B	734	734	100%
	C	821	821	100%
	Total	2206.5	2206.5	100%
Right Side	D	651.5	651.5	100%
	E	734	734	100%
	F	821	821	100%
	Total	2206.5	2206.5	100%

Indicate area of mounting failure. NONE

FRONT VIEW OF WINDSHIELD

INDICATE WIDTH OF MOLDING



REMARKS:

I certify that I have read and performed each instruction.

Signature: *Nick Kosinski*

Date: 4/6/05

DATA SHEET 40
WINDSHIELD ZONE INTRUSION (FMVSS 219)

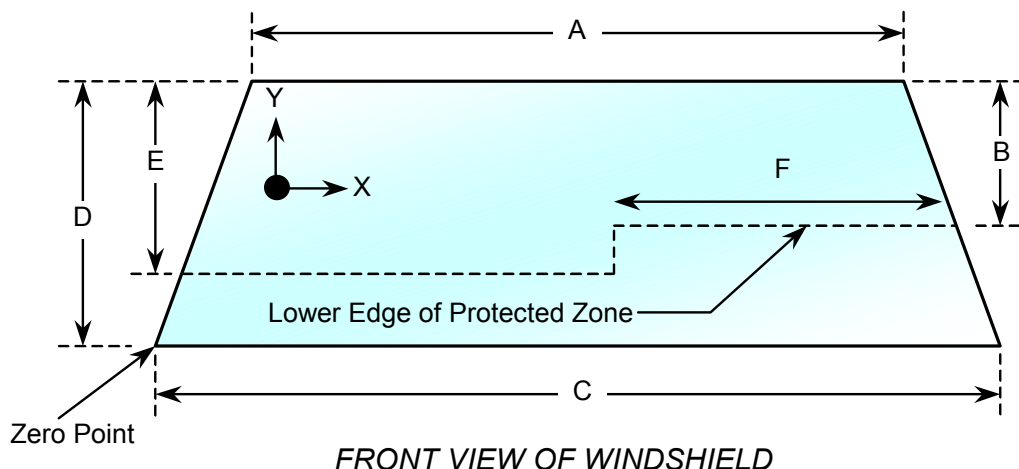
Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C50304
 Test Date: 4/6/05

IMPACT ANGLE:	Zero Degrees		
BELTED DUMMIES (YES/NO):	No		
TEST SPEED:	☒ 32 to 40 kmph	☐ 0 to 48 kmph	☐ 0 to 56 kmph
DRIVER DUMMY:	☐ 5 TH female	☒ 50 th Male	
PASSENGER DUMMY:	☐ 5 TH female	☒ 50 th Male	

- ☒ 1. Place a 165 mm diameter rigid sphere, with a mass of 6.8 kg on the instrument panel so that it is simultaneously touching the instrument panel and the windshield. (571.219 S6.1(a))
- ☒ 2. Roll the sphere from one side of the windshield to the other while marking on the windshield where the sphere contacts the windshield. (571.219 S6.1(b))
- ☒ 3. From the outermost contactable points on the windshield draw a horizontal line to the edges of the windshield. (571.219 S6.1(b))
- ☒ 4. Draw a line on the inner surface of the windshield that is 13 mm below the line determined in items 2 and 3
- ☒ 5. After the crash test, record any points where a part of the exterior of the vehicle has marked, penetrated, or broken the windshield.

Provide all dimensions necessary to reproduce the protected area.



WINDSHIELD DIMENSIONS

Item	Units	Value
A	mm	1303
B	mm	391
C	mm	1642
D	mm	734
E	mm	423
F	mm	547

AREA OF PROTECTED ZONE FAILURES:

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

X	Y
NONE	

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

X	Y
NONE	

REMARKS:

I certify that I have read and performed each instruction.

Signature:

Mike Kozinski

Date:

4/6/05

DATA SHEET 41
FUEL SYSTEM INTEGRITY (FMVSS 301)

Test Vehicle: 2005 Dodge Magnum
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C50304
Test Date: 4/6/05

TYPE OF IMPACT:	25 mph Unbelted Flat Frontal
-----------------	------------------------------

Stoddard Solvent Spillage Measurements

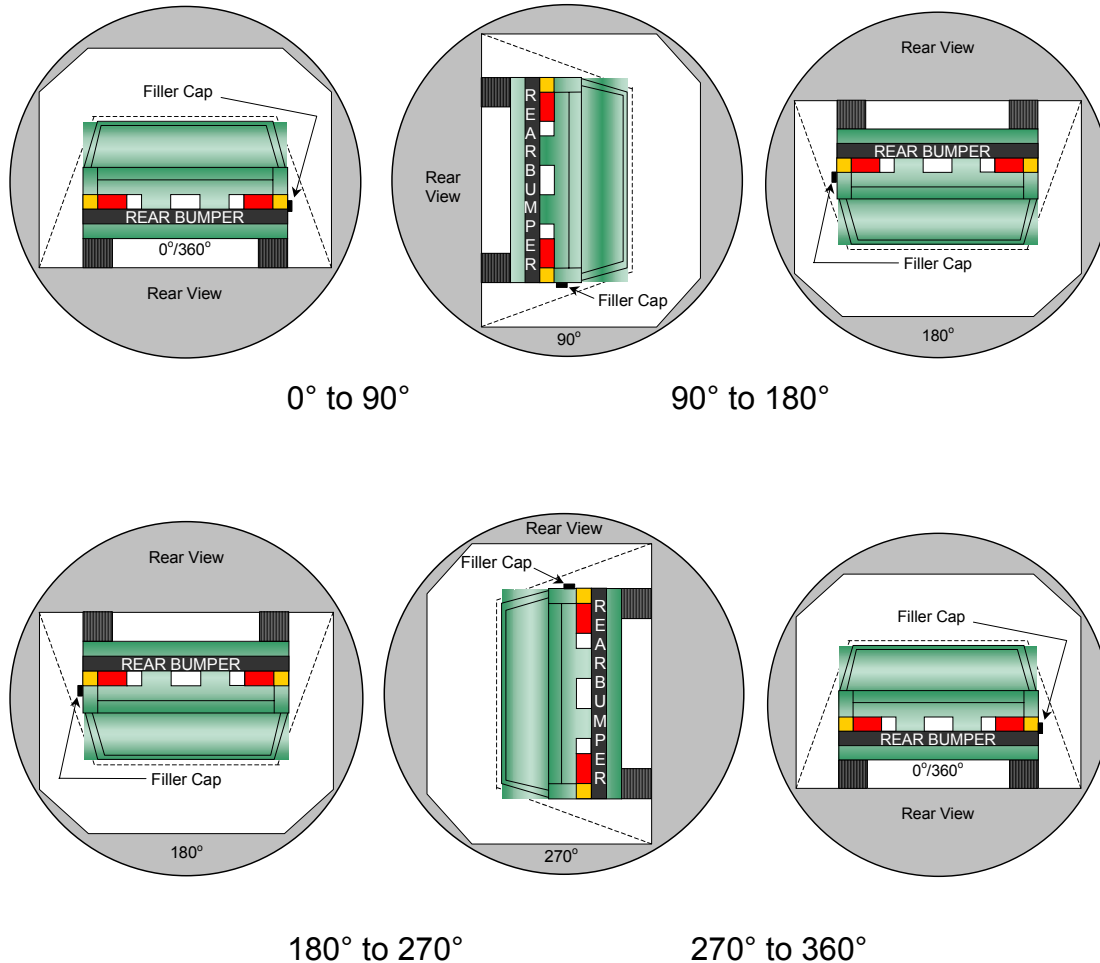
- A. From impact until vehicle motion ceases: 0.0 grams
(Maximum Allowable = 28 grams)
- B. For the 5 minute period after motion ceases: 0.0 grams
(Maximum Allowable = 142 grams)
- C. For the following 25 minutes: 0.0 grams
(Maximum Allowable = 28 grams/minute)
- D. Spillage: NONE

REMARKS: NO SPILLAGE

DATA SHEET NO. 41
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2005 Dodge Magnum
 Test Program: FMVSS 208 Compliance

NHTSA No.: C50304
 Test Date: 4/6/05



1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. Details of Stoddard Solvent spillage locations: None

Test Phase	Rotation Time (sec.)	Hold Time (sec.)	Spillage (grams)
0° to 90°	166	300	0.0
90° to 180°	151	300	0.0
180° to 270°	145	300	0.0
270° to 360°	159	300	0.0

APPENDIX A
CRASH TEST DATA

TABLE OF DATA PLOTS

		<u>Page No.</u>
Figure No. 1.	Driver Head X Acceleration vs. Time	A-1
Figure No. 2.	Driver Head Y Acceleration vs. Time	A-1
Figure No. 3.	Driver Head Z Acceleration vs. Time	A-1
Figure No. 4.	Driver Head Resultant Acceleration vs. Time	A-1
Figure No. 5.	Driver Head X Velocity vs. Time	A-2
Figure No. 6.	Driver Head Y Velocity vs. Time	A-2
Figure No. 7.	Driver Head Z Velocity vs. Time	A-2
Figure No. 8.	Driver Neck Force X vs. Time	A-3
Figure No. 9.	Driver Neck Force Y vs. Time	A-3
Figure No. 10.	Driver Neck Force Z vs. Time	A-3
Figure No. 11.	Driver Neck Force Resultant vs. Time	A-3
Figure No. 12.	Driver Neck Moment X vs. Time	A-4
Figure No. 13.	Driver Neck Moment Y vs. Time	A-4
Figure No. 14.	Driver Neck Moment Z vs. Time	A-4
Figure No. 15.	Driver Neck Moment Resultant vs. Time	A-4
Figure No. 16.	Driver Chest X Acceleration vs. Time	A-5
Figure No. 17.	Driver Chest Y Acceleration vs. Time	A-5
Figure No. 18.	Driver Chest Z Acceleration vs. Time	A-5
Figure No. 19.	Driver Chest Resultant Acceleration vs. Time	A-5
Figure No. 20.	Driver Chest X Velocity vs. Time	A-6
Figure No. 21.	Driver Chest Y Velocity vs. Time	A-6
Figure No. 22.	Driver Chest Z Velocity vs. Time	A-6
Figure No. 23.	Driver Chest Displacement vs. Time	A-6
Figure No. 24.	Driver Left Femur Force vs. Time	A-7
Figure No. 25.	Driver Right Femur Force vs. Time	A-7
Figure No. 26.	Passenger Head X Acceleration vs. Time	A-8
Figure No. 27.	Passenger Head Y Acceleration vs. Time	A-8
Figure No. 28.	Passenger Head Z Acceleration vs. Time	A-8
Figure No. 29.	Passenger Head Resultant Acceleration vs. Time	A-8

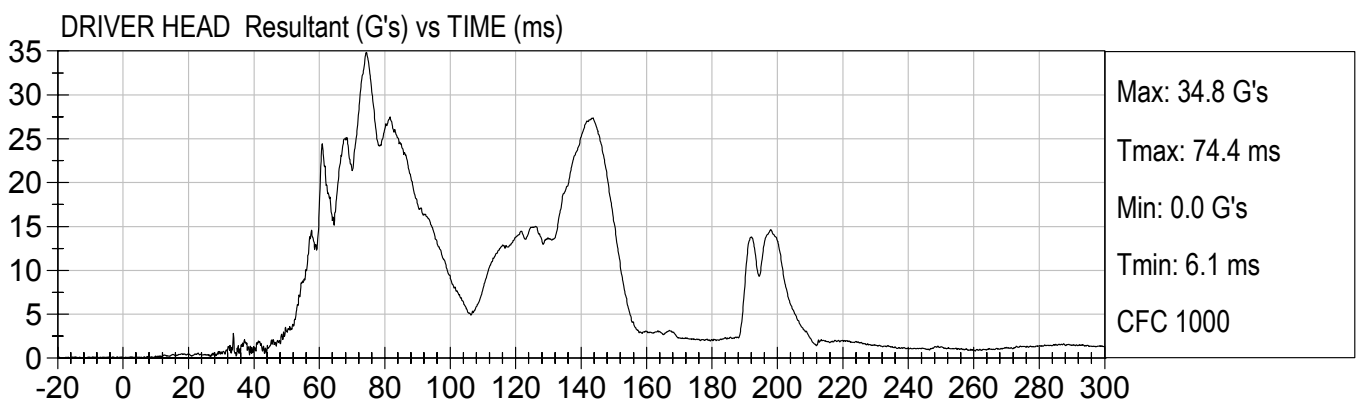
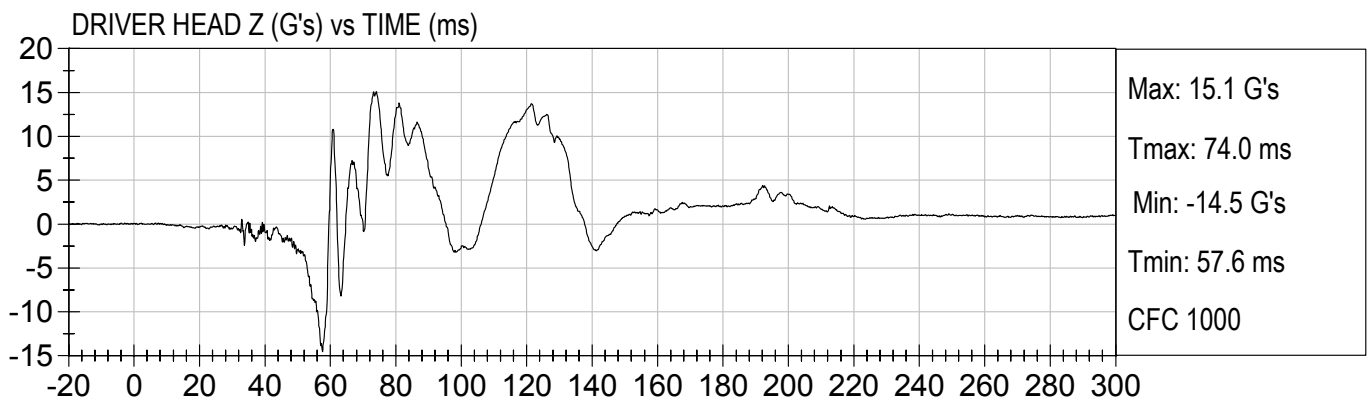
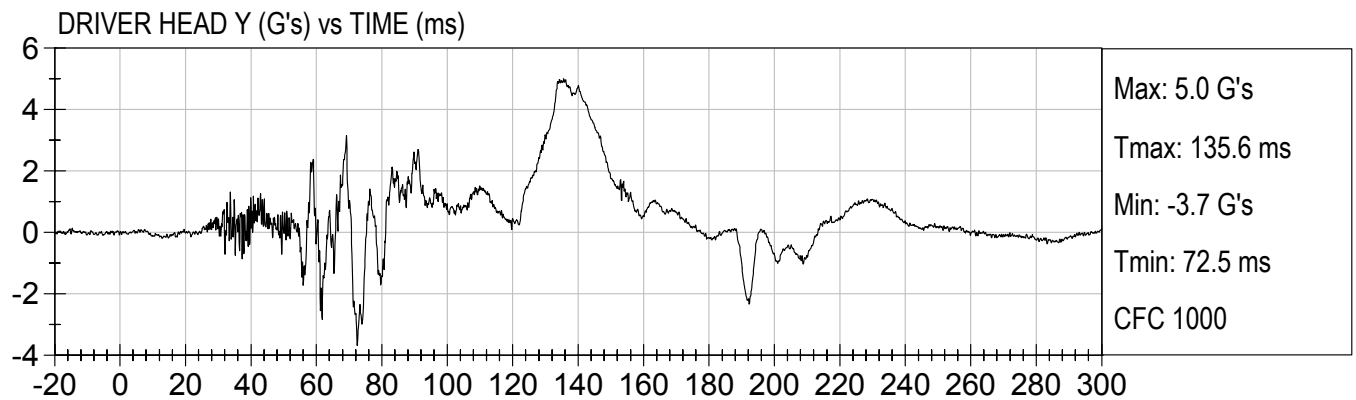
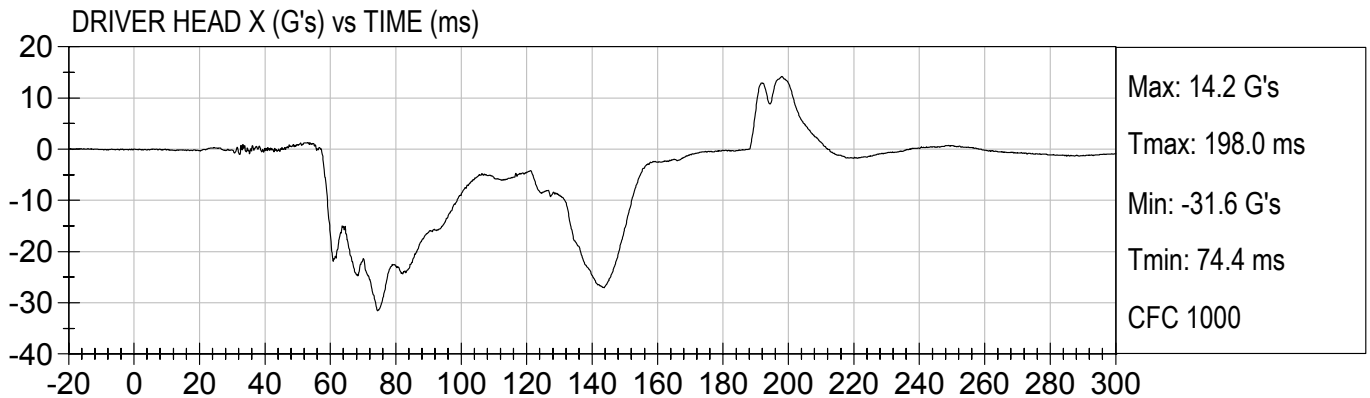
		<u>Page No.</u>
Figure No. 30.	Passenger Head X Velocity vs. Time	A-9
Figure No. 31.	Passenger Head Y Velocity vs. Time	A-9
Figure No. 32.	Passenger Head Z Velocity vs. Time	A-9
Figure No. 33.	Passenger Neck Force X vs. Time	A-10
Figure No. 34.	Passenger Neck Force Y vs. Time	A-10
Figure No. 35.	Passenger Neck Force Z vs. Time	A-10
Figure No. 36.	Passenger Neck Force Resultant vs. Time	A-10
Figure No. 37.	Passenger Neck Moment X vs. Time	A-11
Figure No. 38.	Passenger Neck Moment Y vs. Time	A-11
Figure No. 39.	Passenger Neck Moment Z vs. Time	A-11
Figure No. 40.	Passenger Neck Moment Resultant vs. Time	A-11
Figure No. 41.	Passenger Chest X Acceleration vs. Time	A-12
Figure No. 42.	Passenger Chest Y Acceleration vs. Time	A-12
Figure No. 43.	Passenger Chest Z Acceleration vs. Time	A-12
Figure No. 44.	Passenger Chest Resultant Acceleration vs. Time	A-12
Figure No. 45.	Passenger Chest X Velocity vs. Time	A-13
Figure No. 46.	Passenger Chest Y Velocity vs. Time	A-13
Figure No. 47.	Passenger Chest Z Velocity vs. Time	A-13
Figure No. 48.	Passenger Chest Displacement vs. Time	A-13
Figure No. 49.	Passenger Left Femur Force vs. Time	A-14
Figure No. 50.	Passenger Right Femur Force vs. Time	A-14
Figure No. 51.	Driver Nij (N_{TF}) vs. Time	A-15
Figure No. 52.	Driver Nij (N_{TE}) vs. Time	A-15
Figure No. 53.	Driver Nij (N_{CF}) vs. Time	A-15
Figure No. 54.	Driver Nij (N_{CE}) vs. Time	A-15
Figure No. 55.	Passenger Nij (N_{TF}) vs. Time	A-16
Figure No. 56.	Passenger Nij (N_{TE}) vs. Time	A-16
Figure No. 57.	Passenger Nij (N_{CF}) vs. Time	A-16
Figure No. 58.	Passenger Nij (N_{CE}) vs. Time	A-16
Figure No. 59.	Driver Occipital Condyle Moment vs. Time	A-17

		<u>Page No.</u>
Figure No. 60.	Passenger Occipital Condyle Moment vs. Time	A-17
Figure No. 61.	Left Rear Seat Crossmember X Acceleration vs. Time	A-18
Figure No. 62.	Left Rear Seat Crossmember X Velocity vs. Time	A-18
Figure No. 63.	Right Rear Seat Crossmember X Acceleration vs. Time	A-18
Figure No. 64.	Right Rear Seat Crossmember X Velocity vs. Time	A-18
Figure No. 65.	Top of Engine X Acceleration vs. Time	A-19
Figure No. 66.	Top of Engine X Velocity vs. Time	A-19
Figure No. 67.	Bottom of Engine X Acceleration vs. Time	A-19
Figure No. 68.	Bottom of Engine X Velocity vs. Time	A-19
Figure No. 69.	Left Brake Caliper X Acceleration vs. Time	A-20
Figure No. 70.	Left Brake Caliper X Velocity vs. Time	A-20
Figure No. 71.	Right Brake Caliper X Acceleration vs. Time	A-20
Figure No. 72.	Right Brake Caliper X Velocity vs. Time	A-20
Figure No. 73.	Instrument Panel X Acceleration vs. Time	A-21
Figure No. 74.	Instrument Panel X Velocity vs. Time	A-21
Figure No. 75.	Trunk Z Acceleration vs. Time	A-21
Figure No. 76.	Trunk Z Velocity vs. Time	A-21
Figure No. 77.	Barrier Sum Row 1 vs. Time	A-22
Figure No. 78.	Barrier Sum Row 2 vs. Time	A-22
Figure No. 79.	Barrier Sum Row 3 vs. Time	A-22
Figure No. 80.	Barrier Sum Row 4 vs. Time	A-22
Figure No. 81.	Barrier Sum Row 5 vs. Time	A-23
Figure No. 82.	Barrier Sum Row 6 vs. Time	A-23
Figure No. 83.	Barrier Sum Row 7 vs. Time	A-23
Figure No. 84.	Barrier Sum Row 8 vs. Time	A-23
Figure No. 85.	Barrier Sum Row 9 vs. Time	A-24
Figure No. 86.	Barrier Total Force vs. Time	A-24
Figure No. 87.	Barrier Rows 1 to 9 vs. Time	A-25
Figure No. 88.	Barrier Total Force vs. Time	A-25



25MPH FRONTAL UNBELTED
2005 DODGE MAGNUM (C50304)

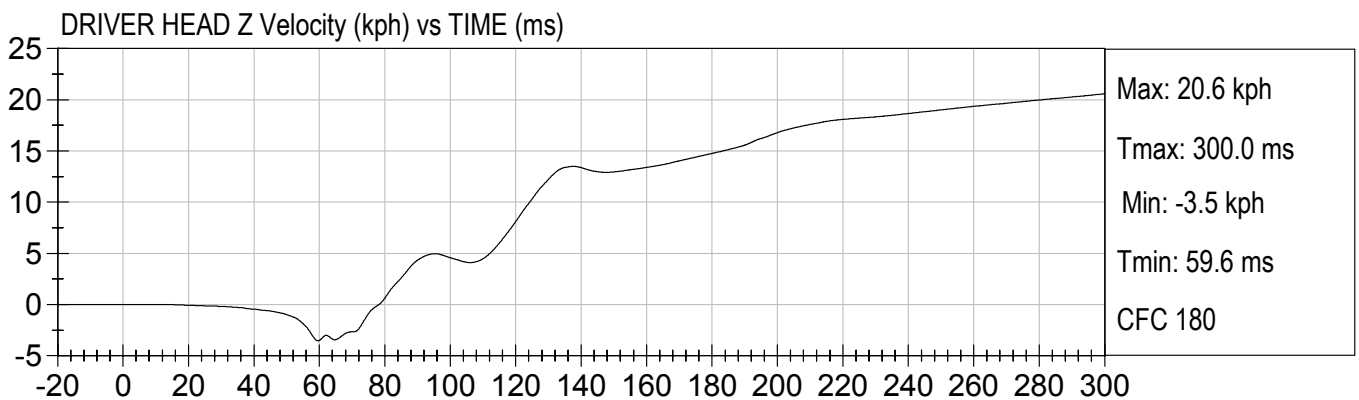
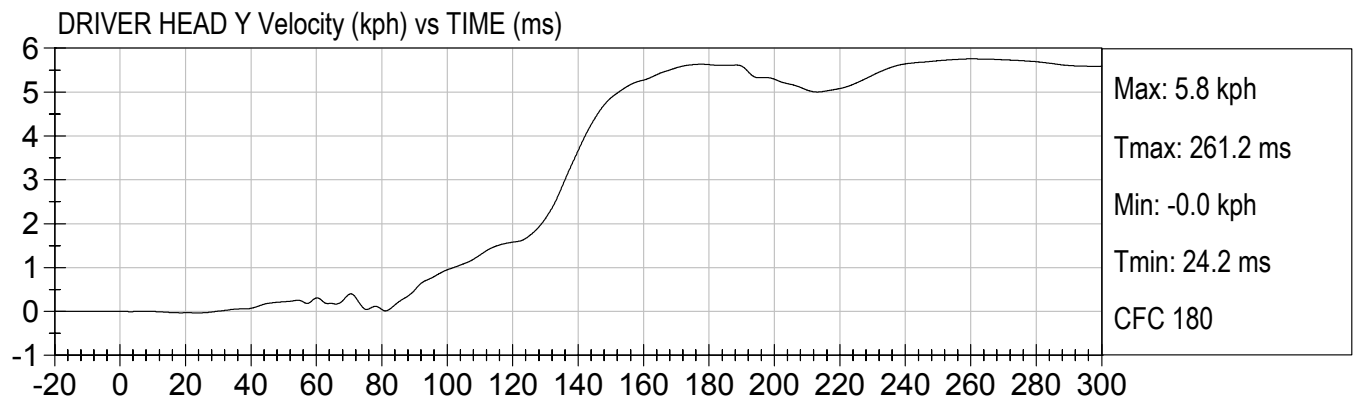
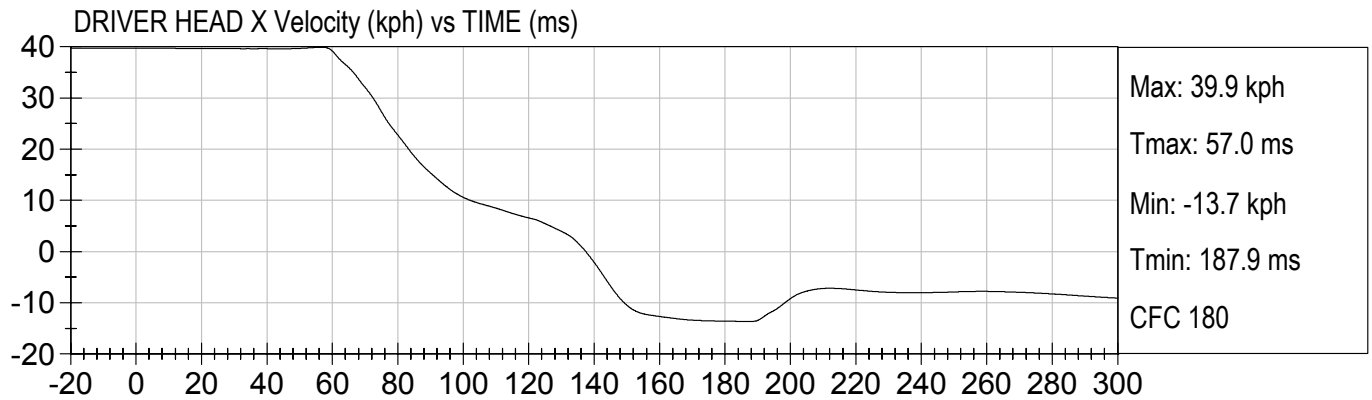
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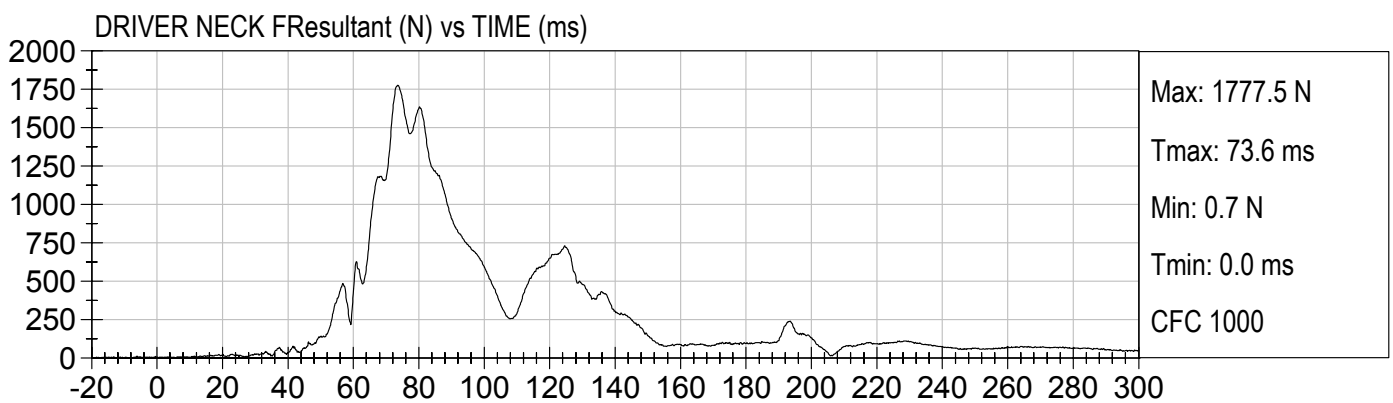
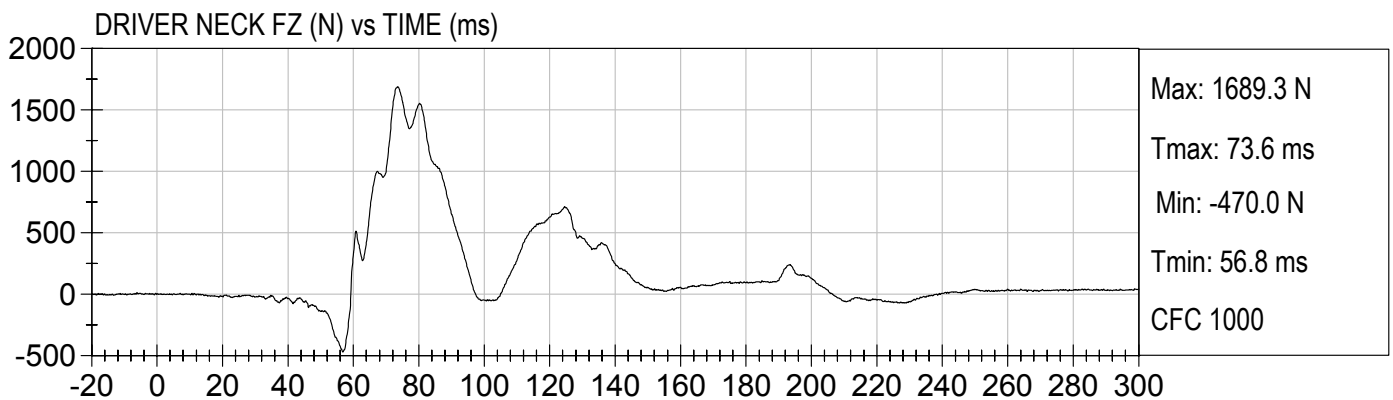
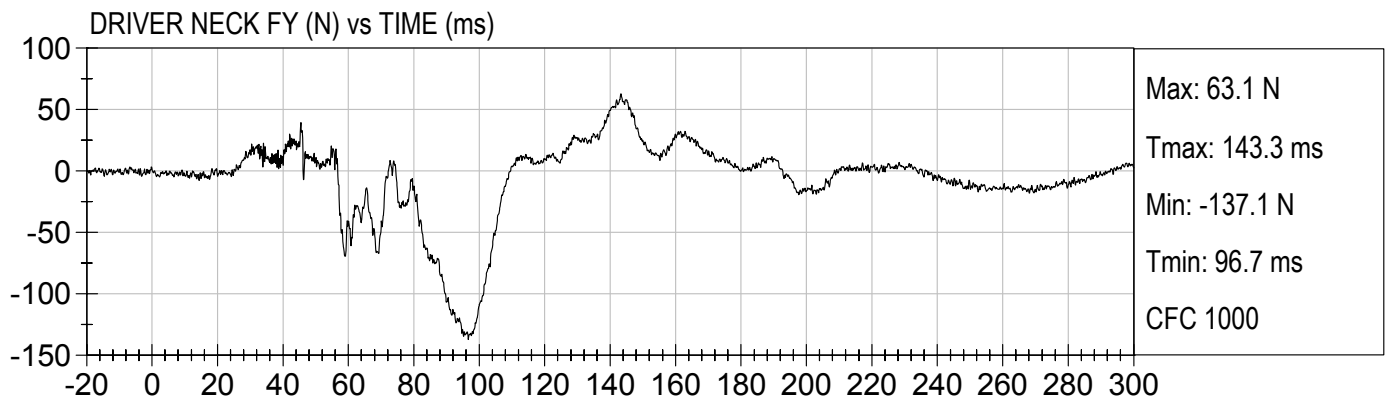
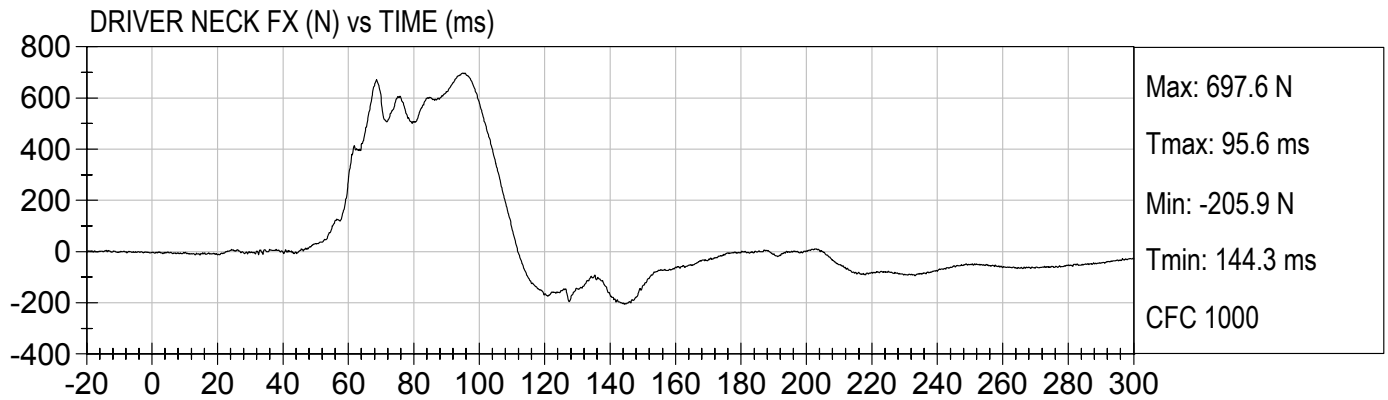
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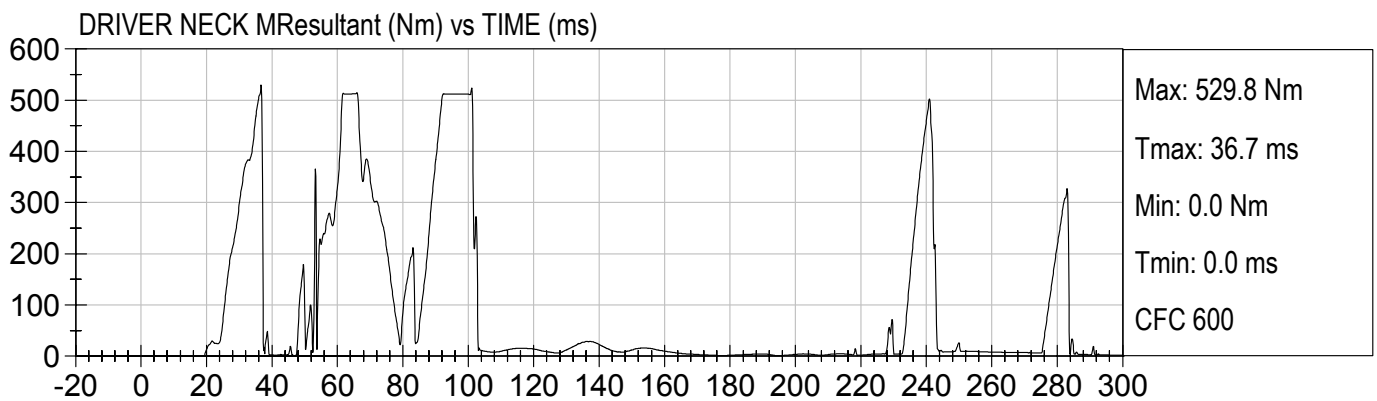
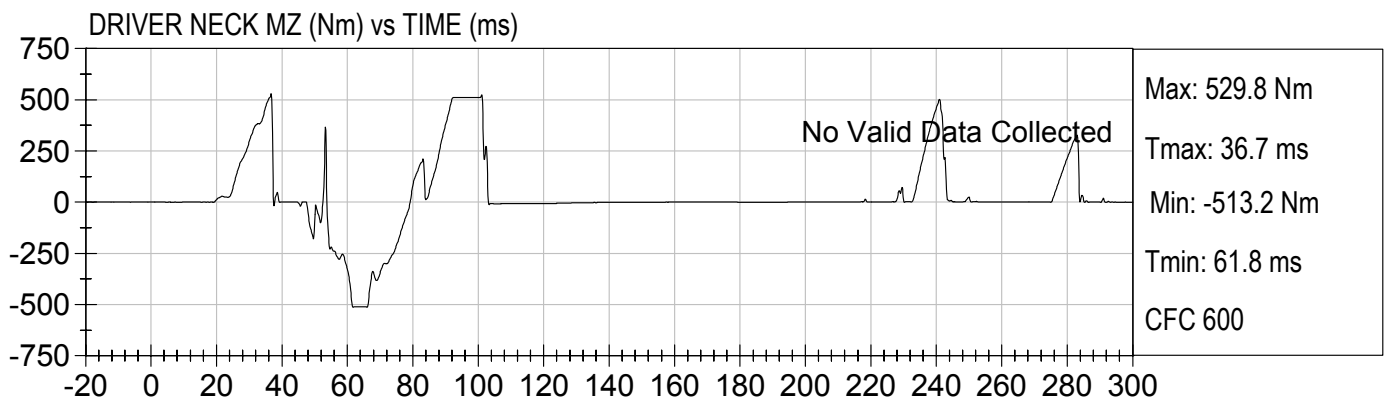
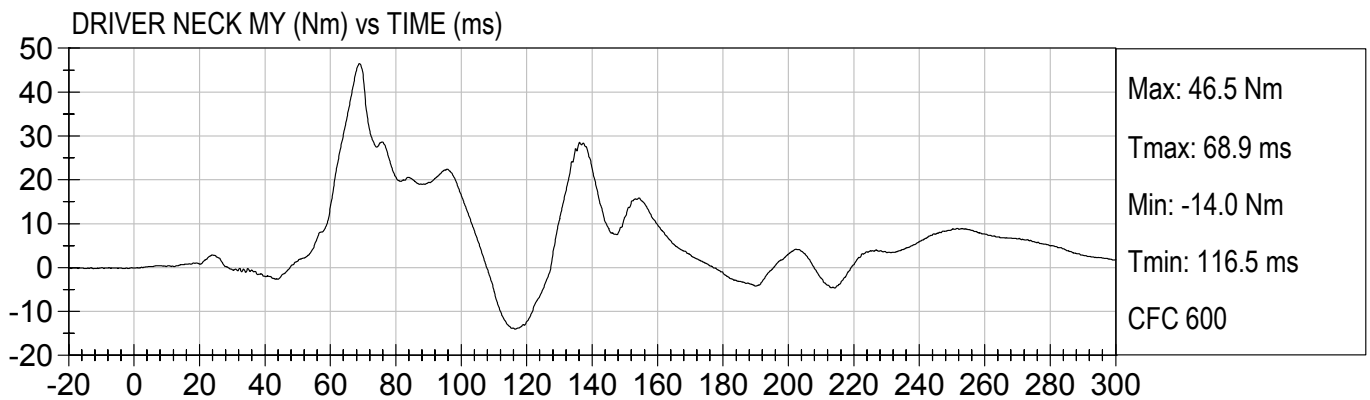
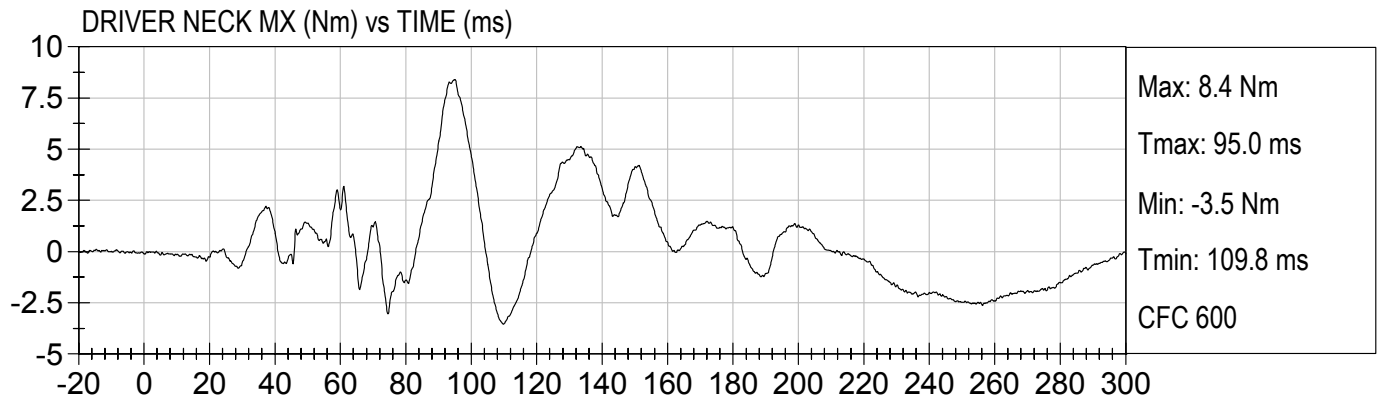
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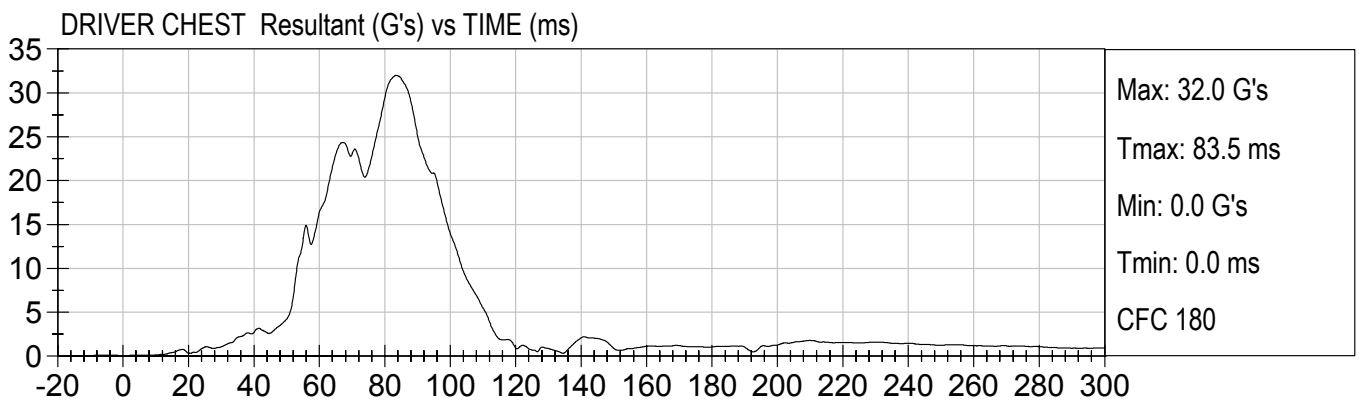
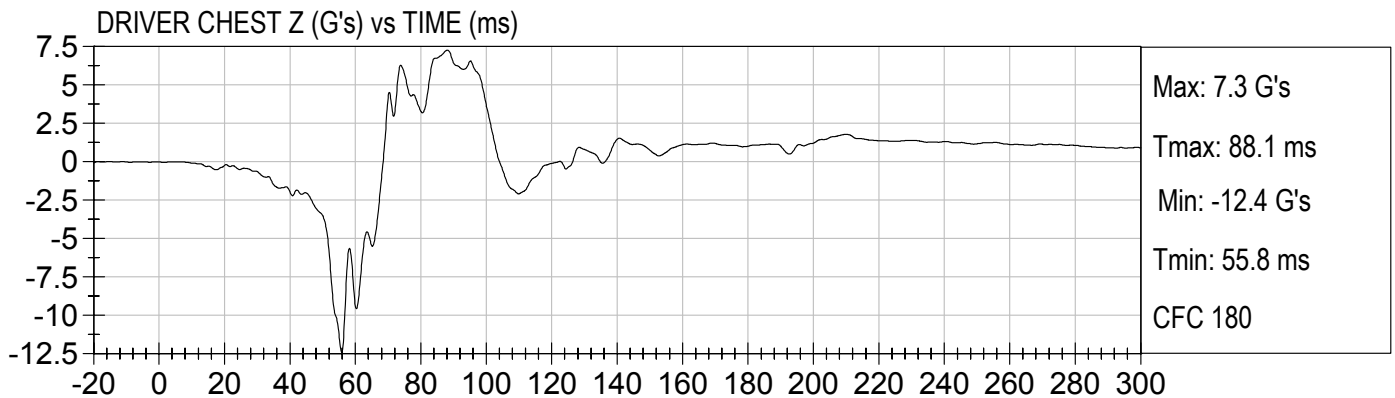
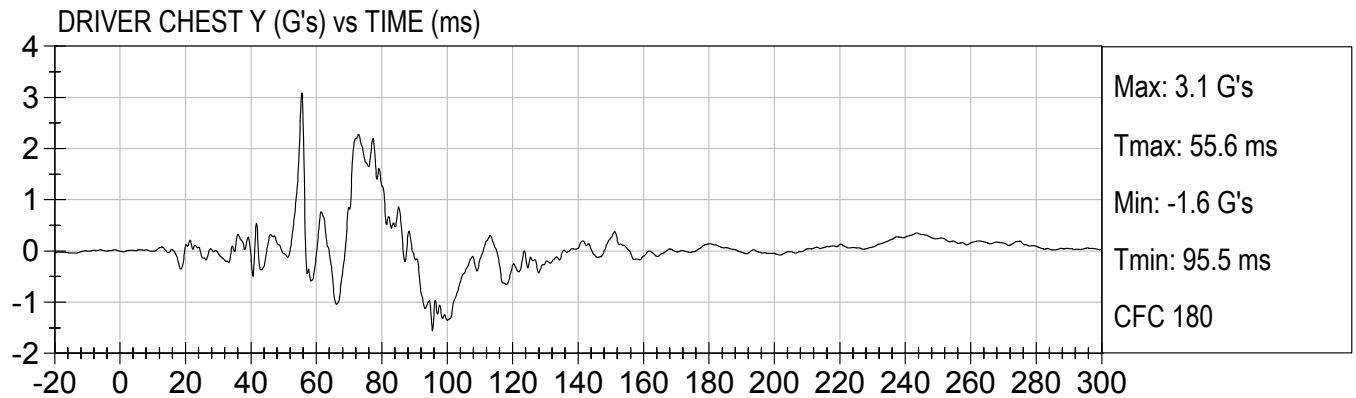
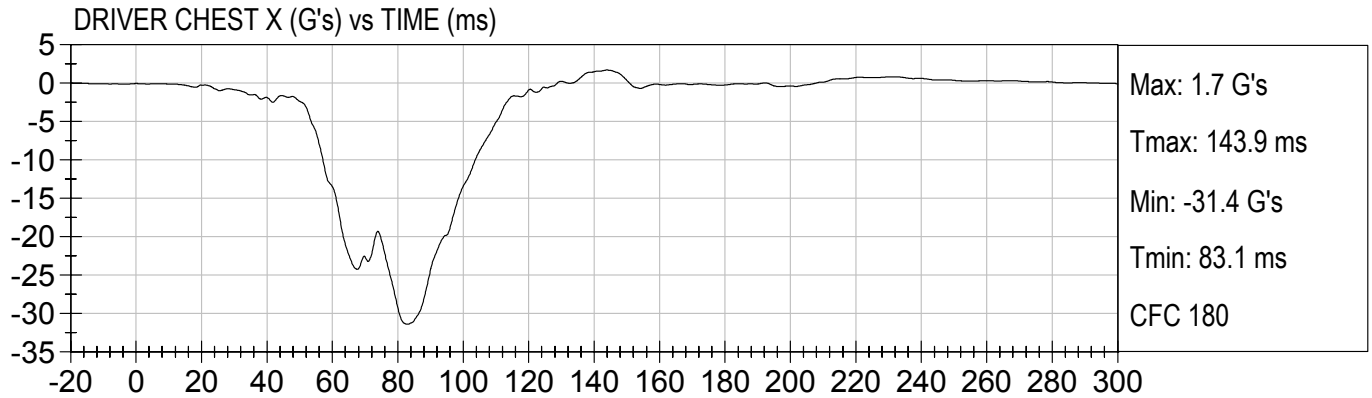
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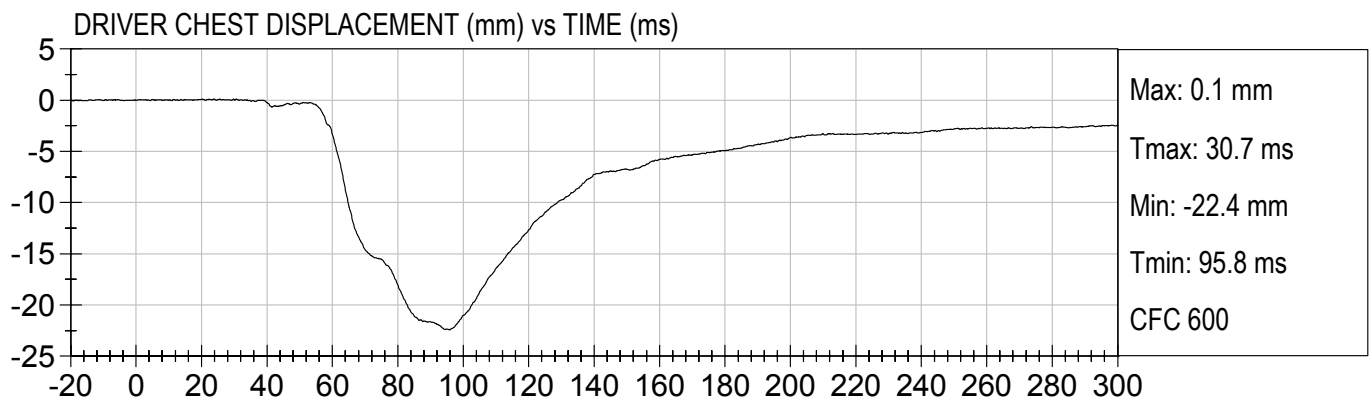
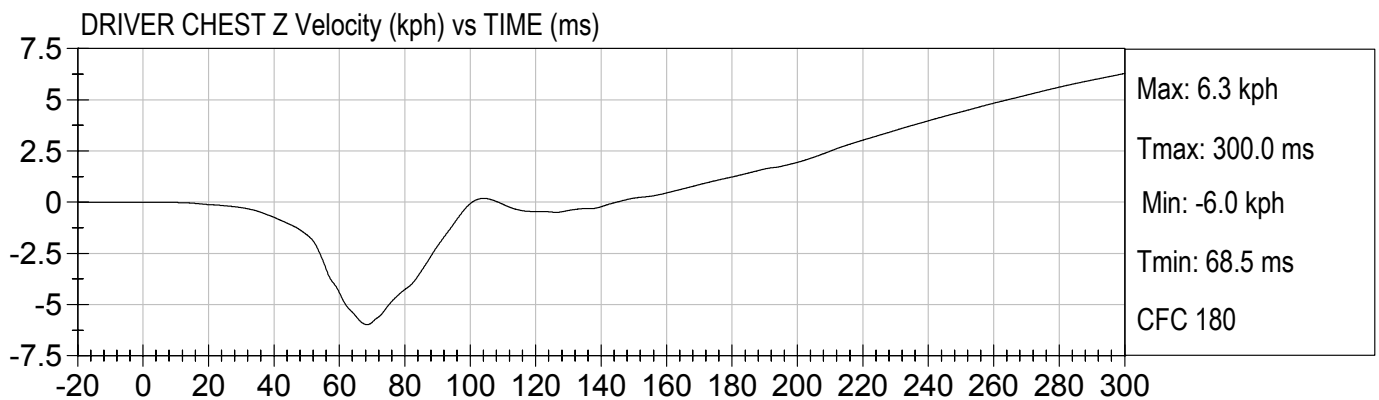
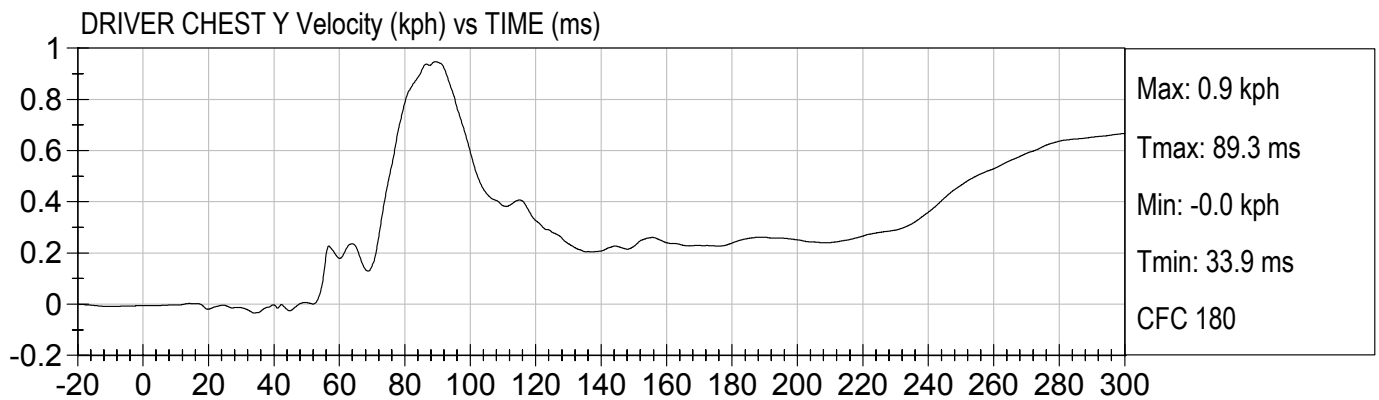
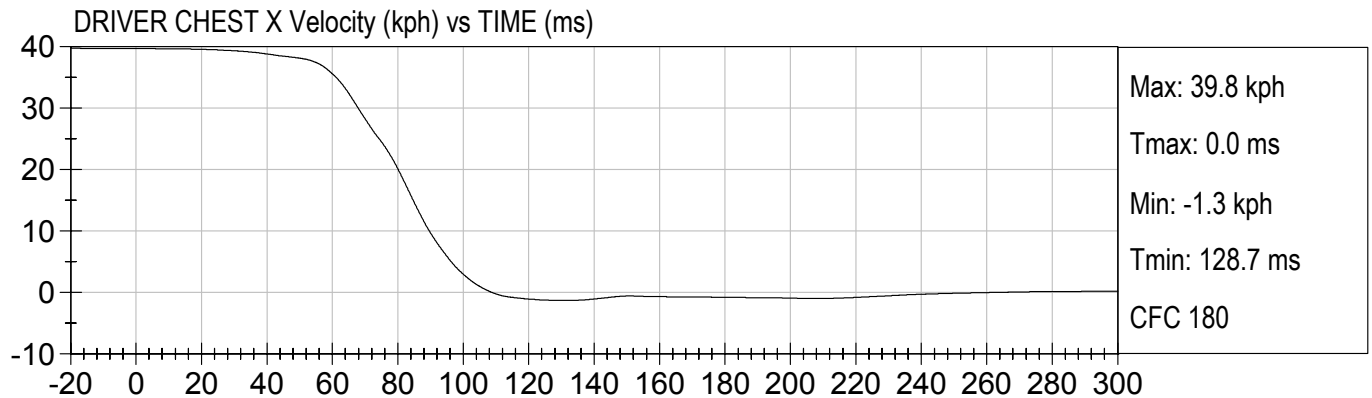




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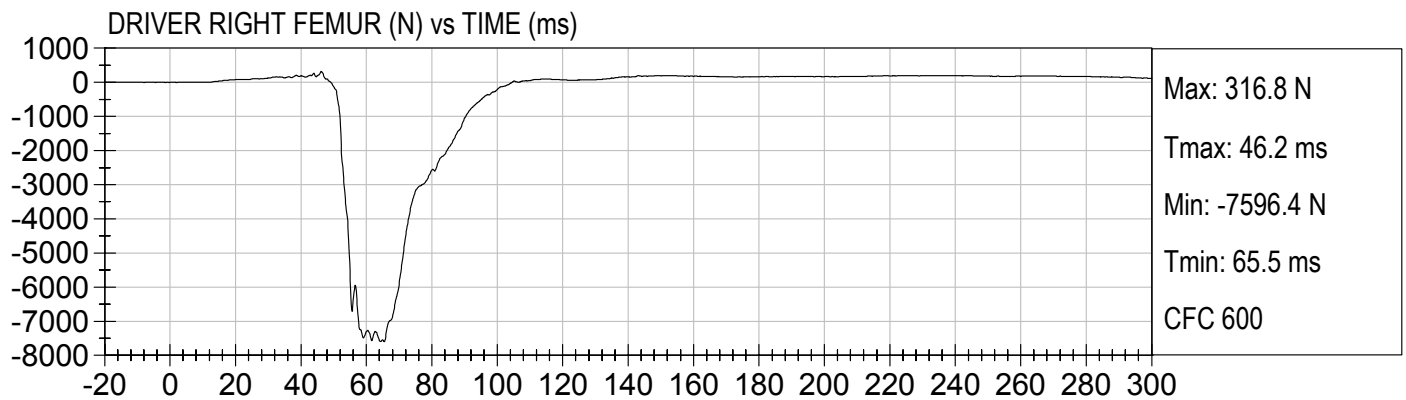
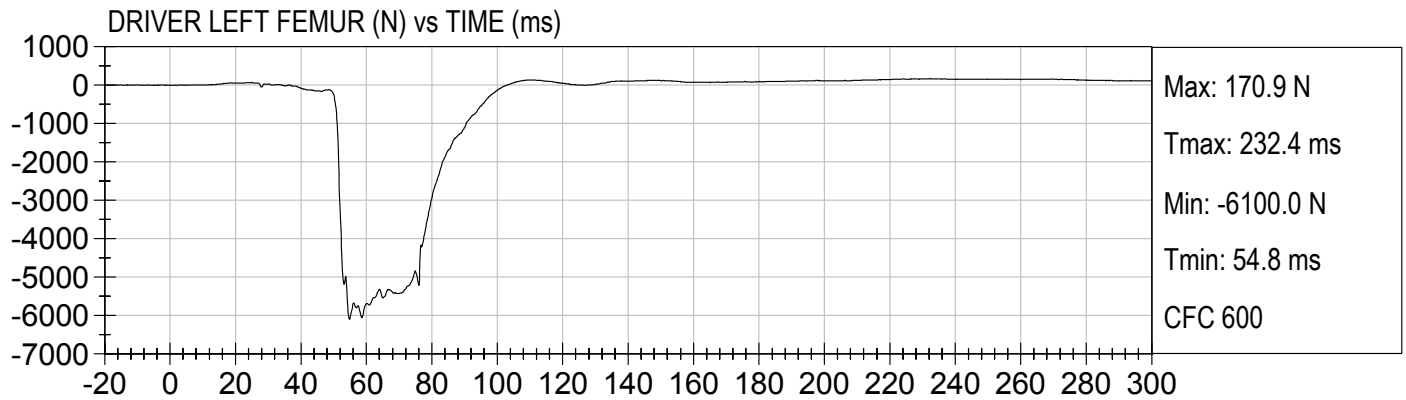






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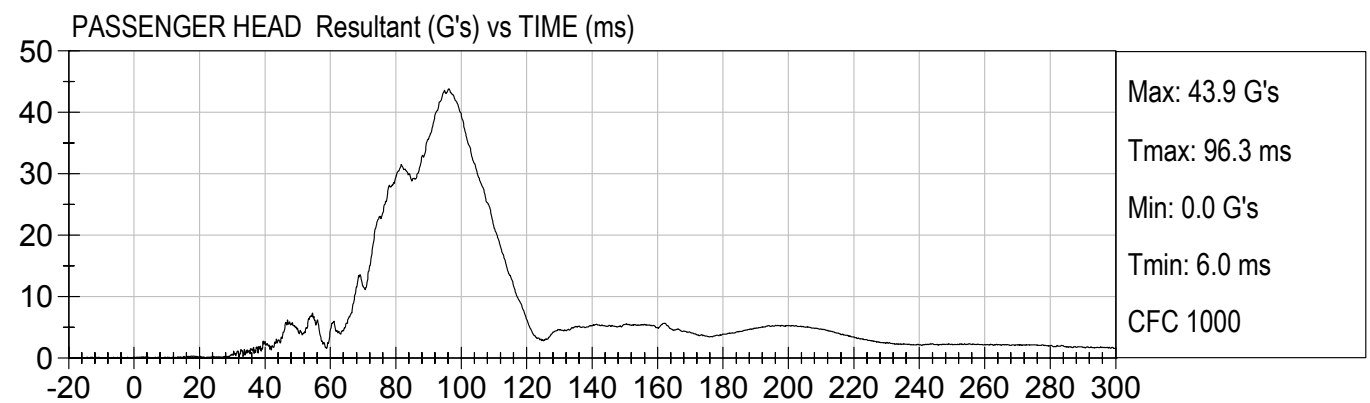
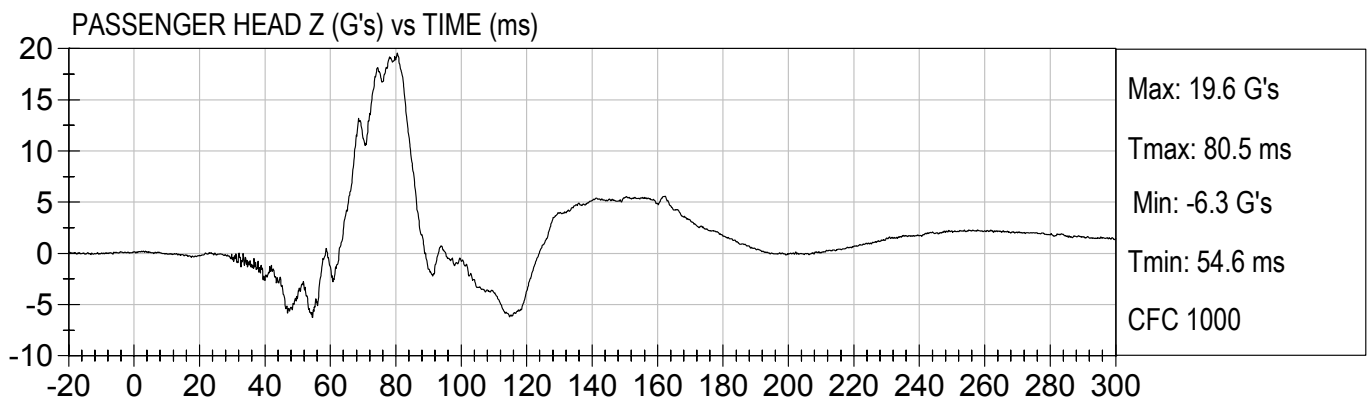
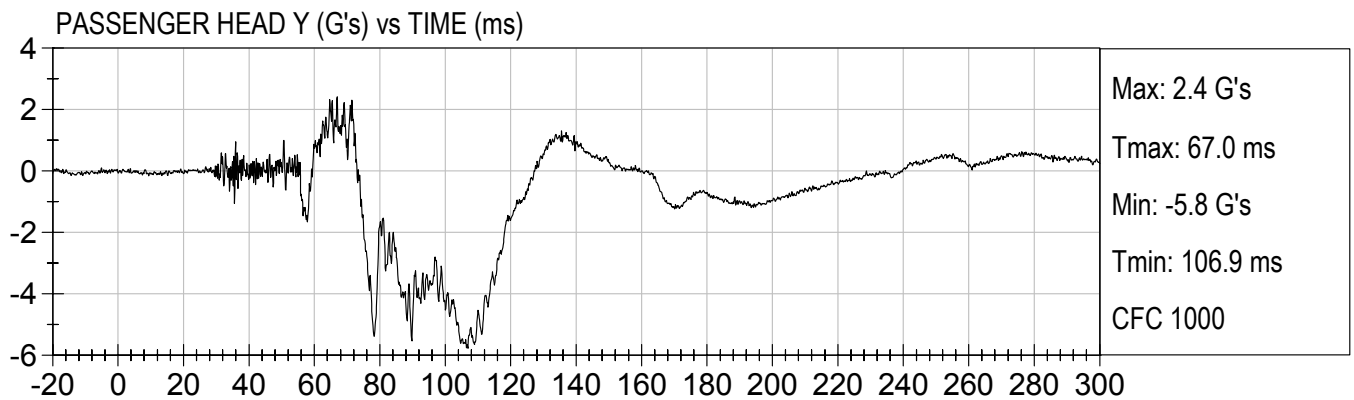
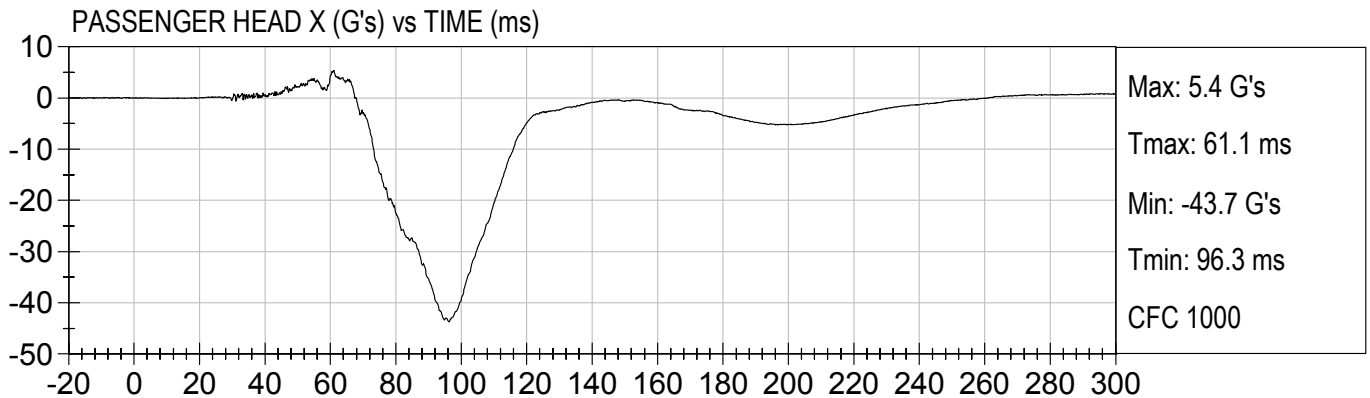
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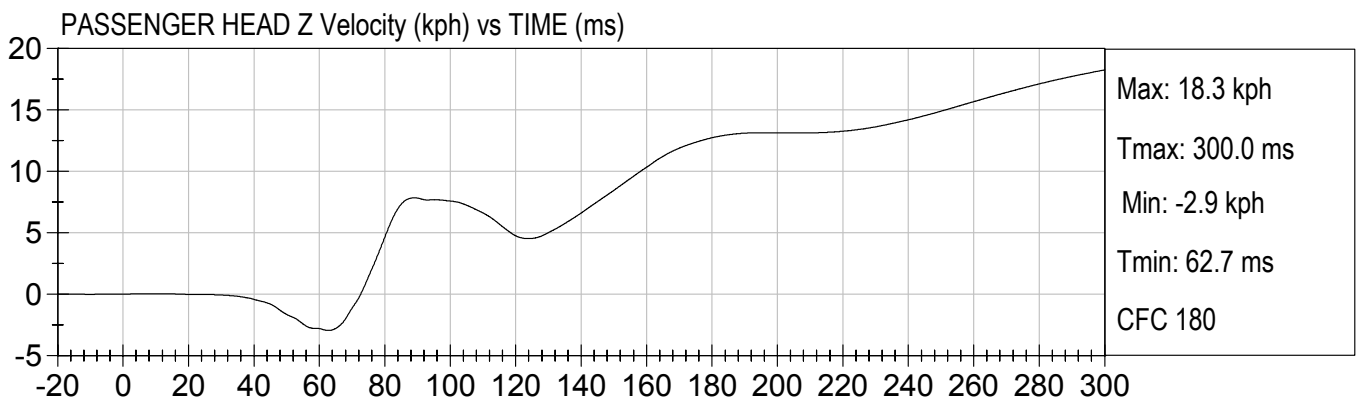
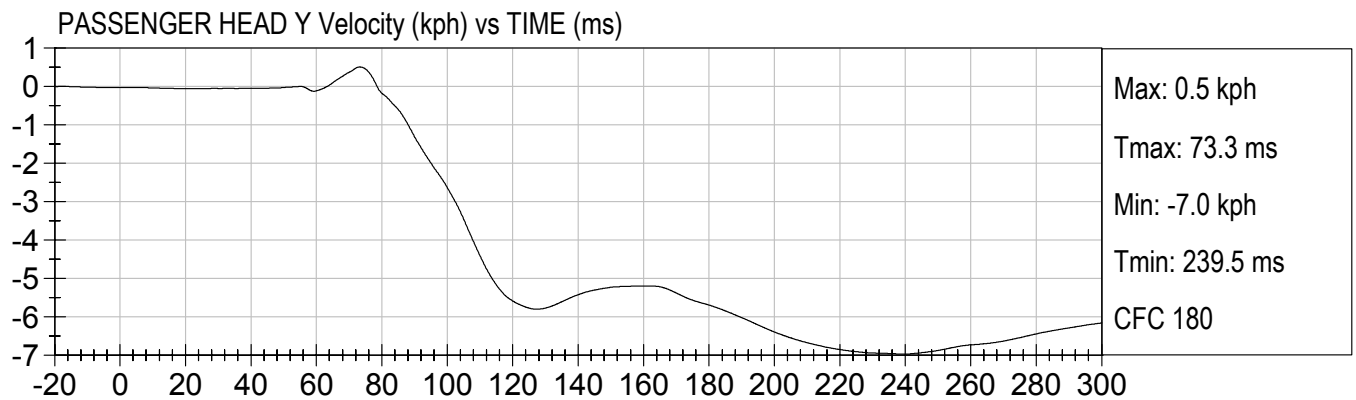
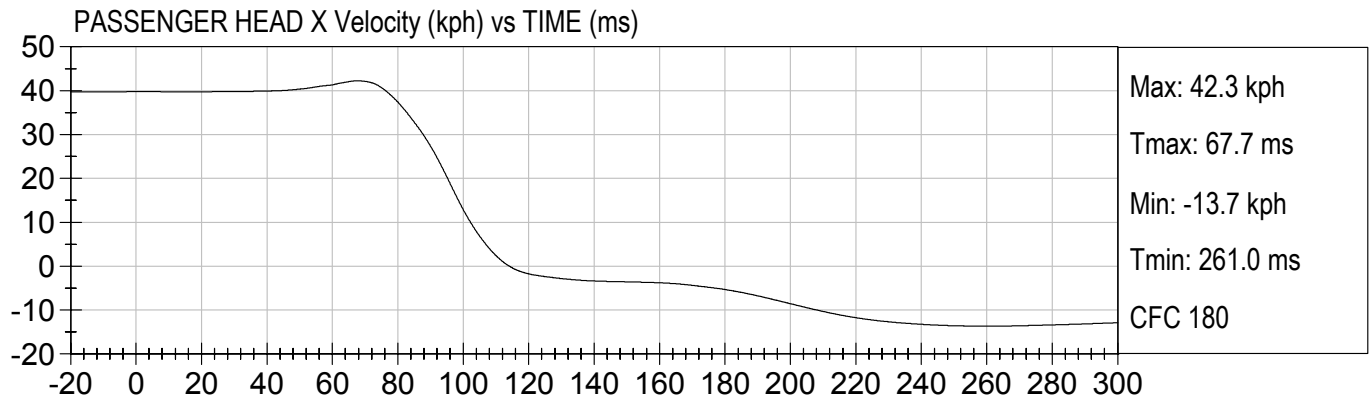
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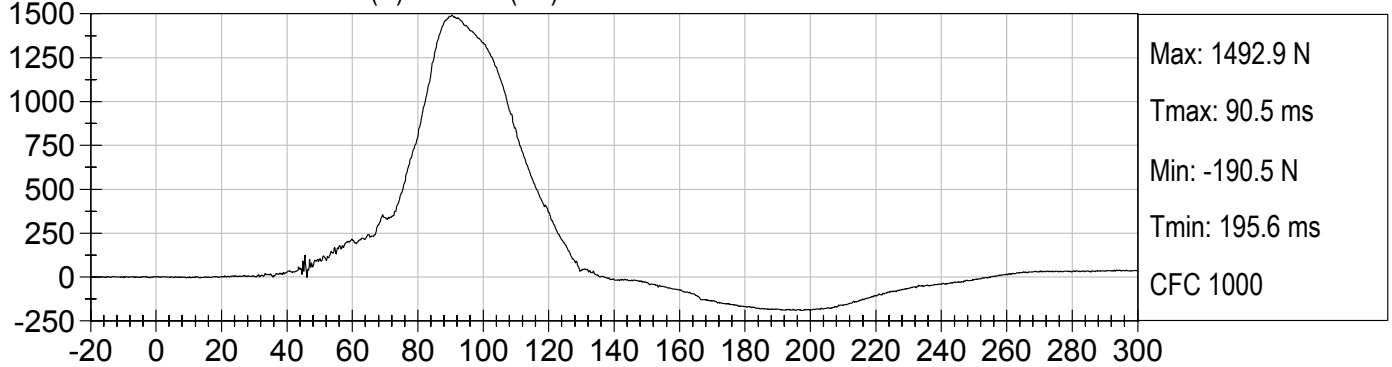




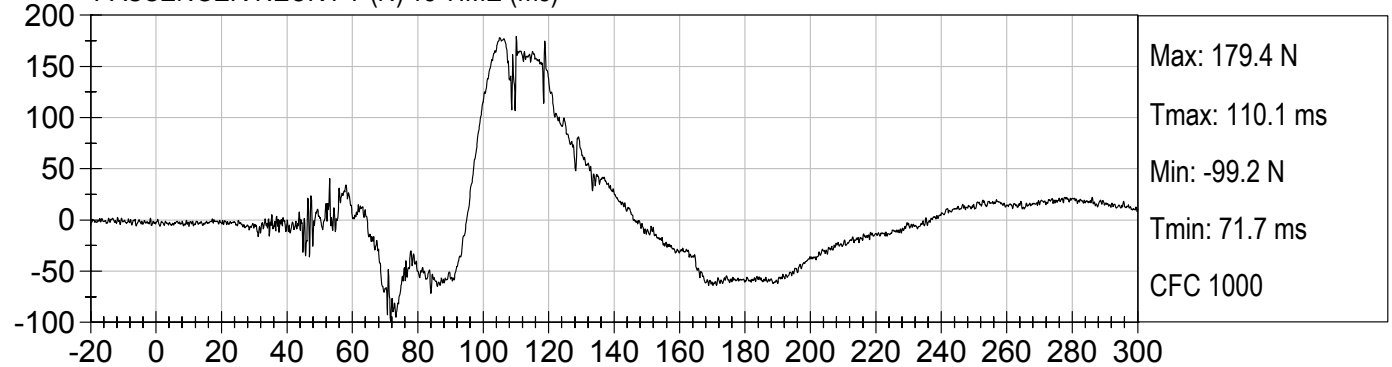
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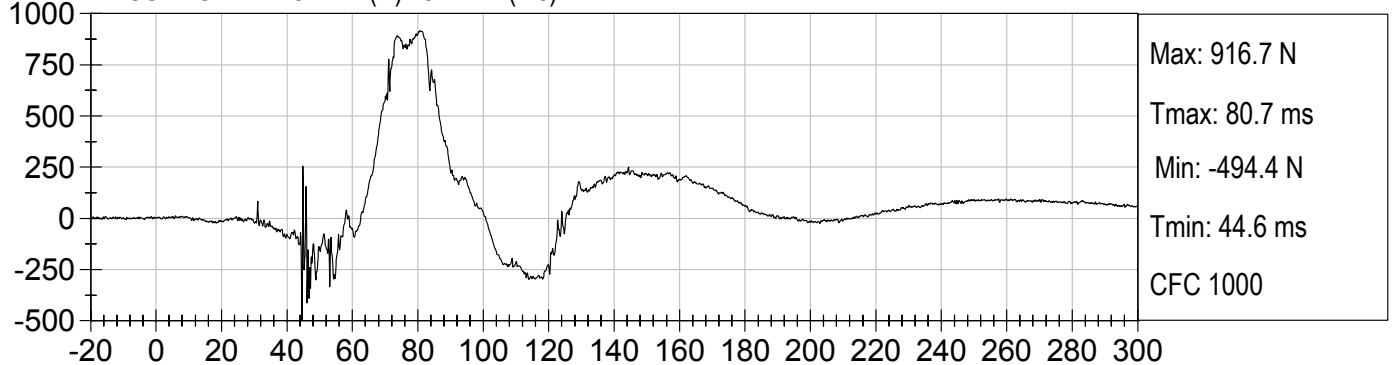
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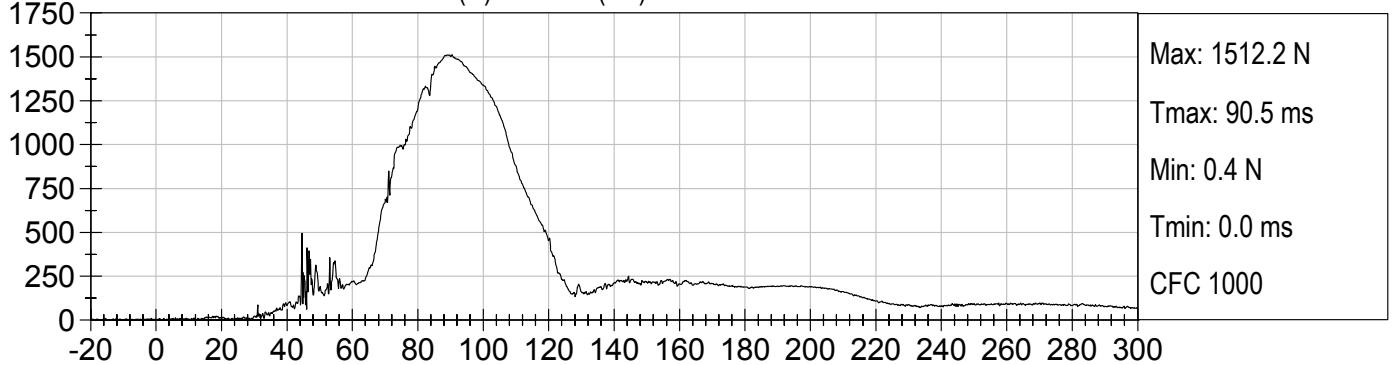
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PASSENGER NECK FZ (N) vs TIME (ms)



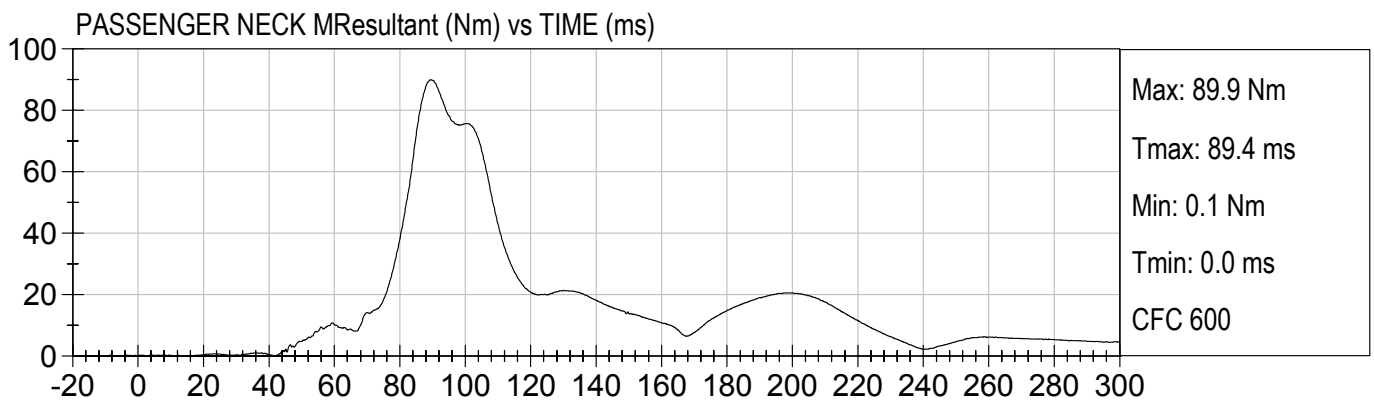
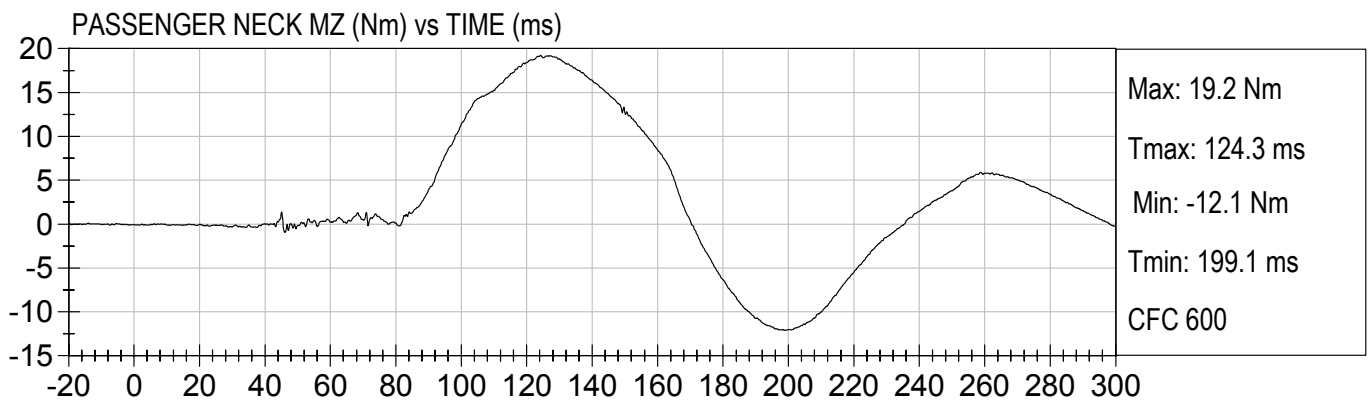
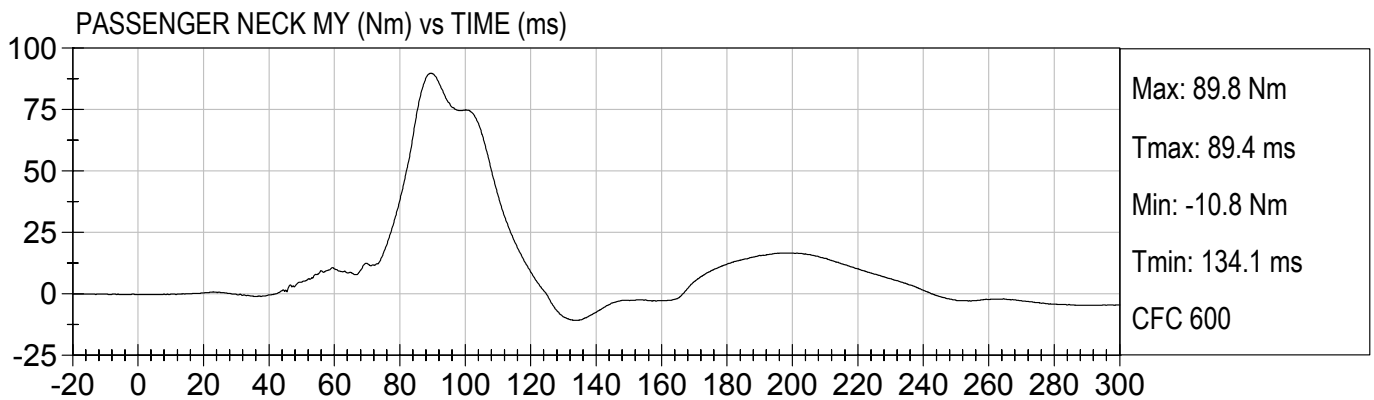
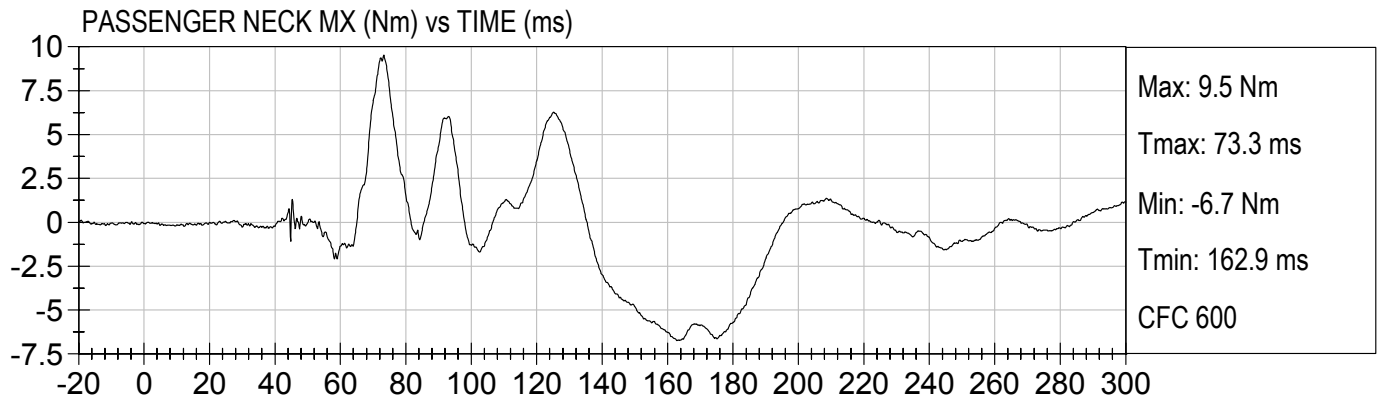
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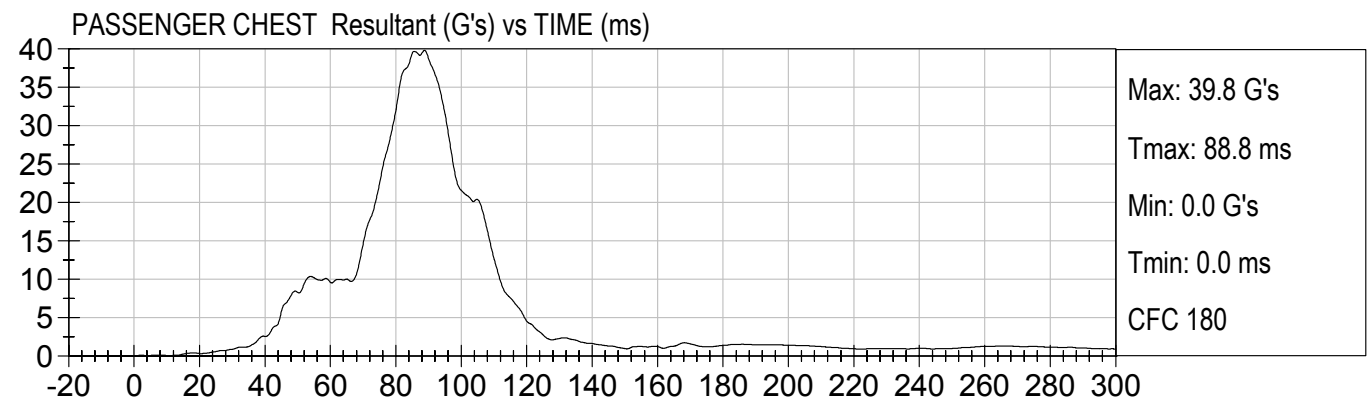
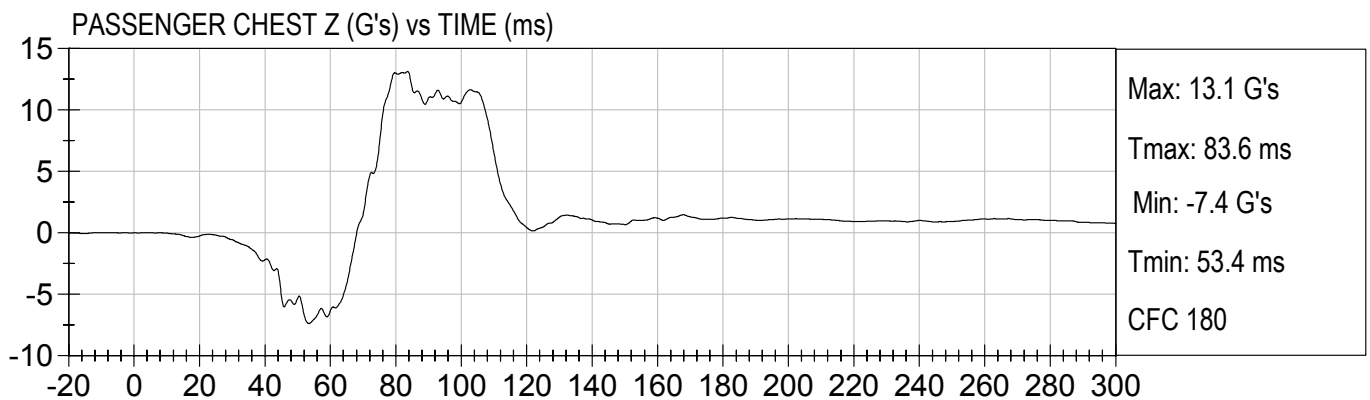
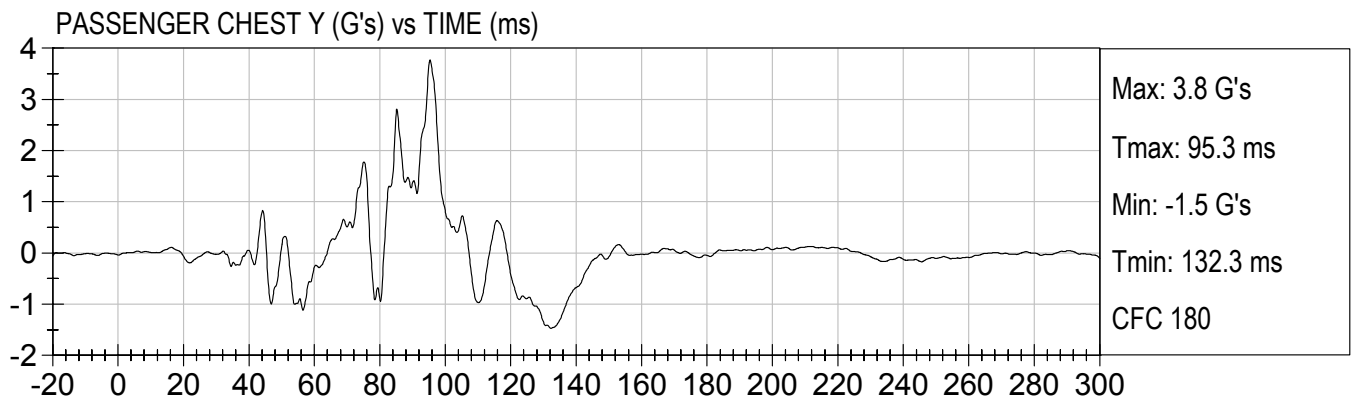
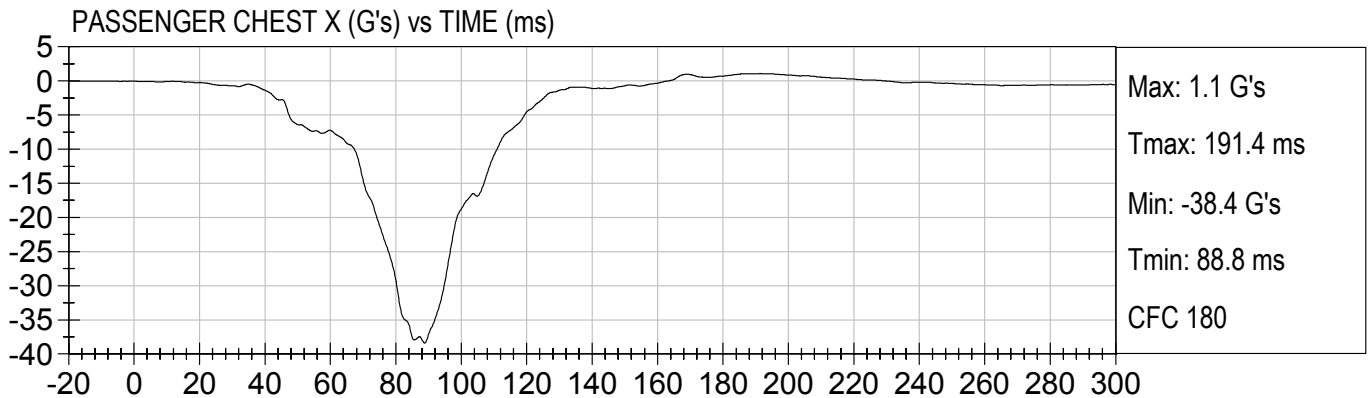
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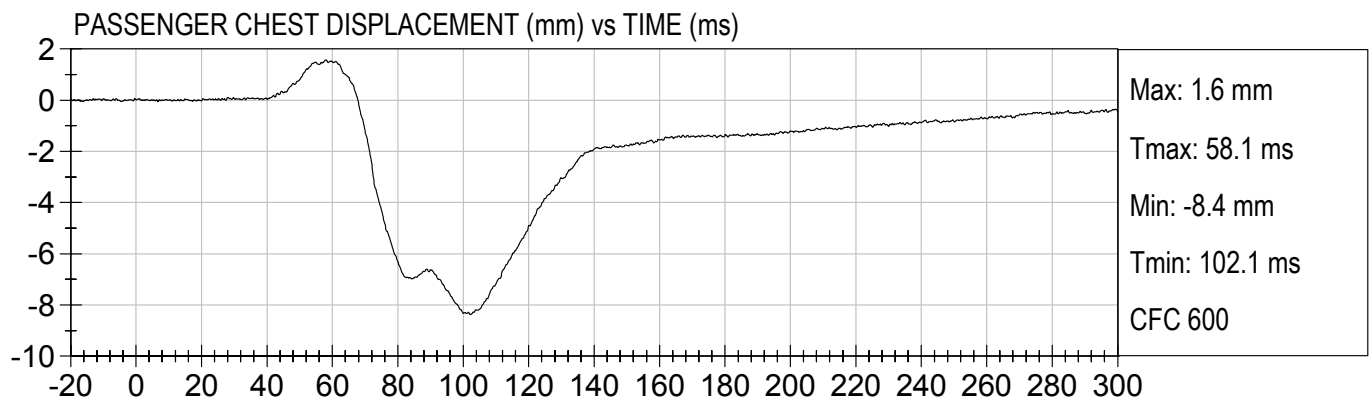
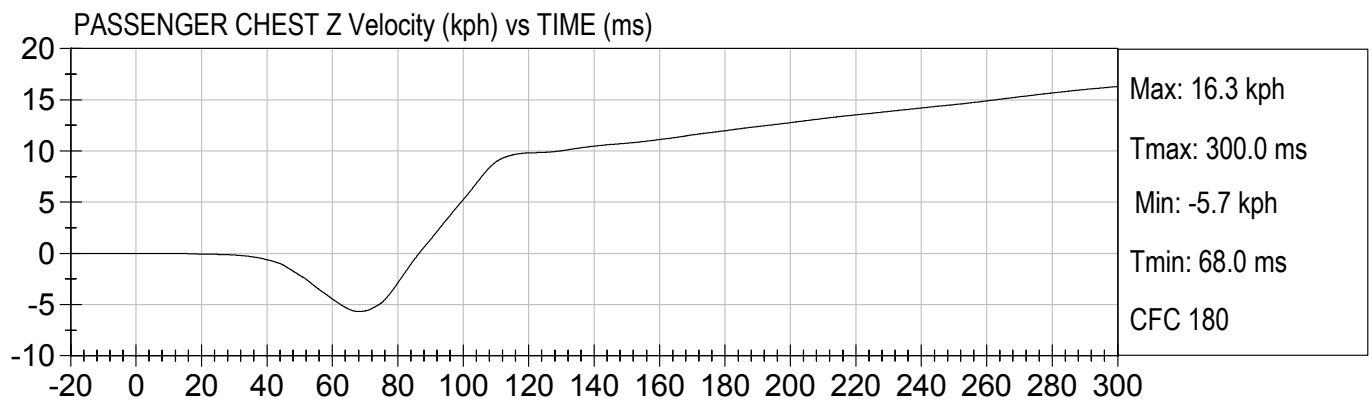
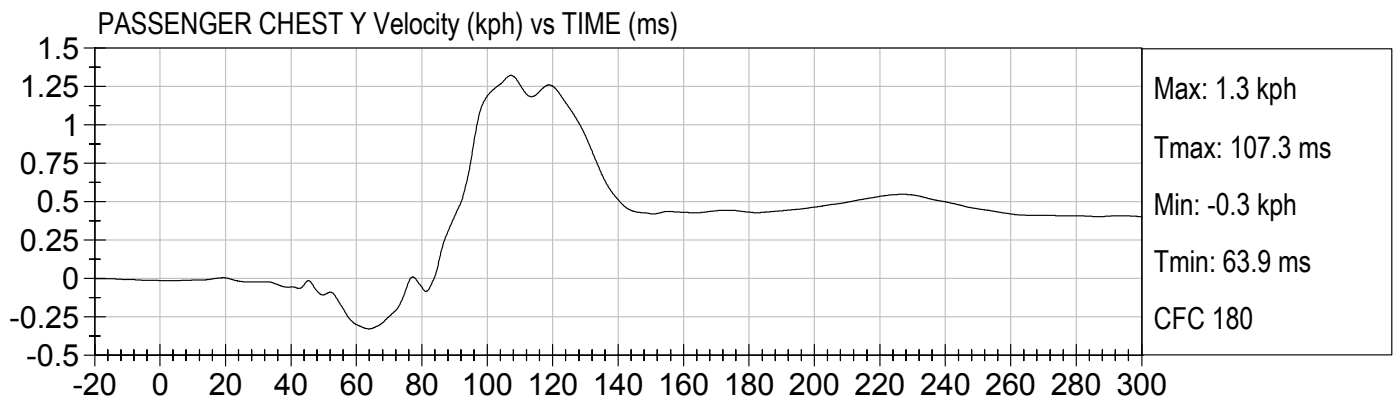
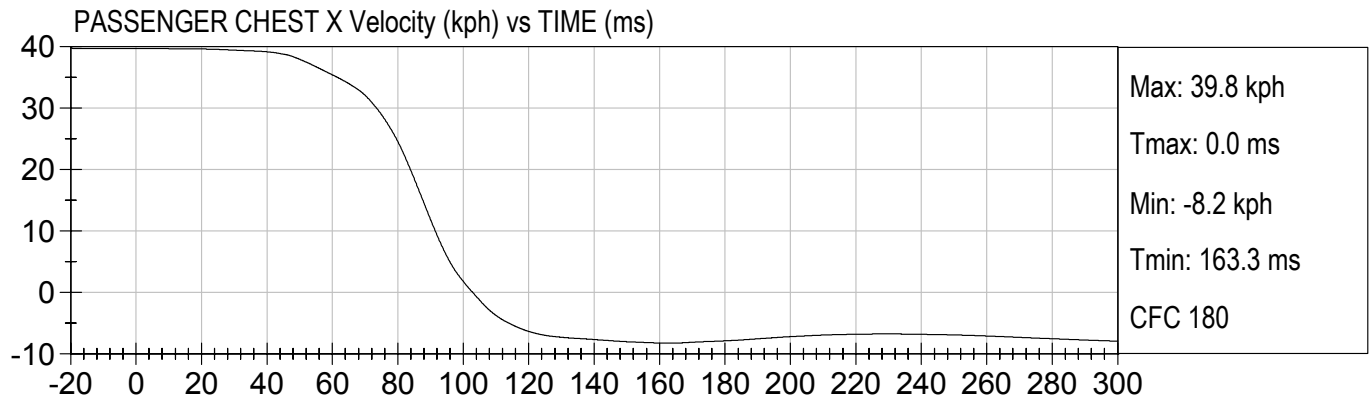
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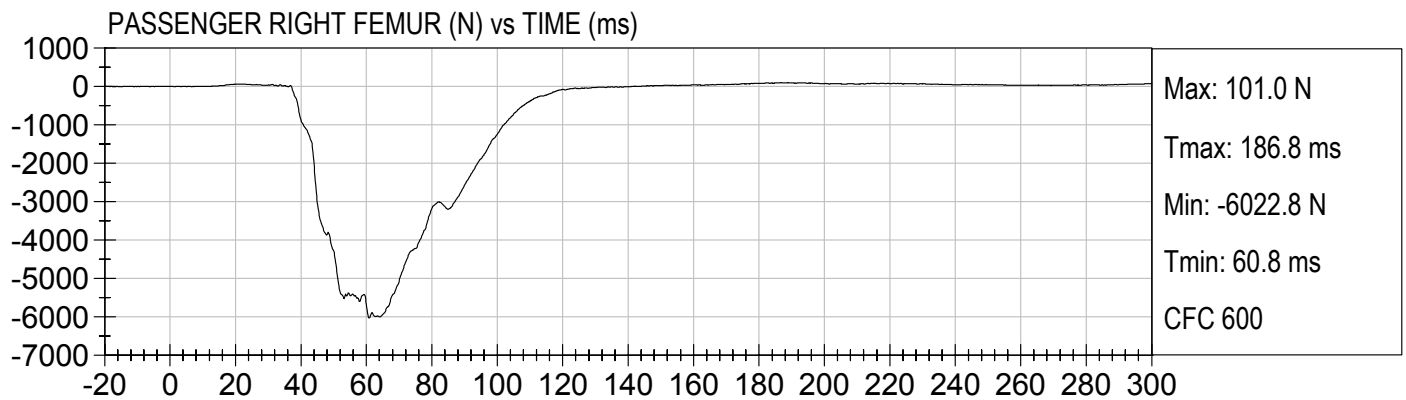
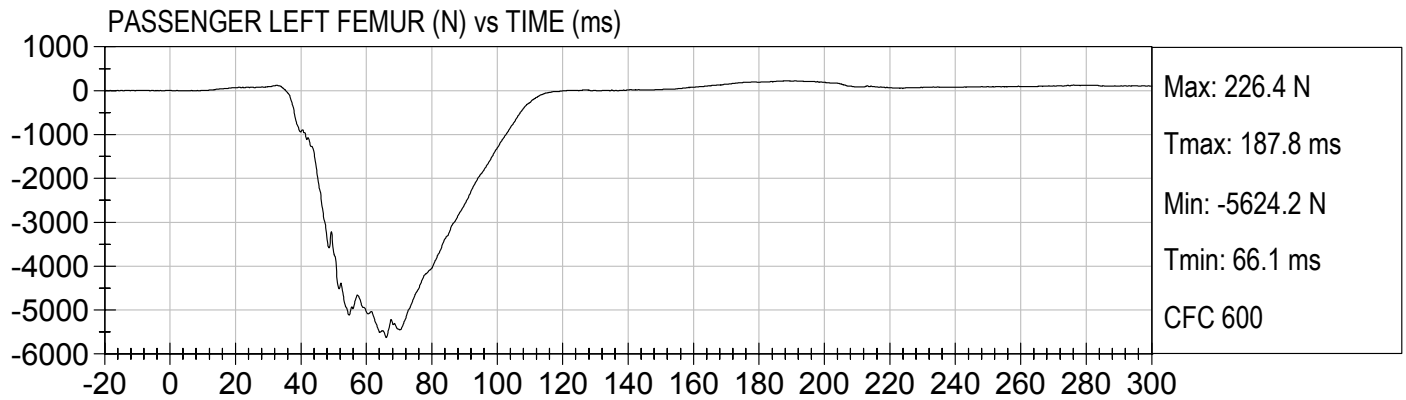
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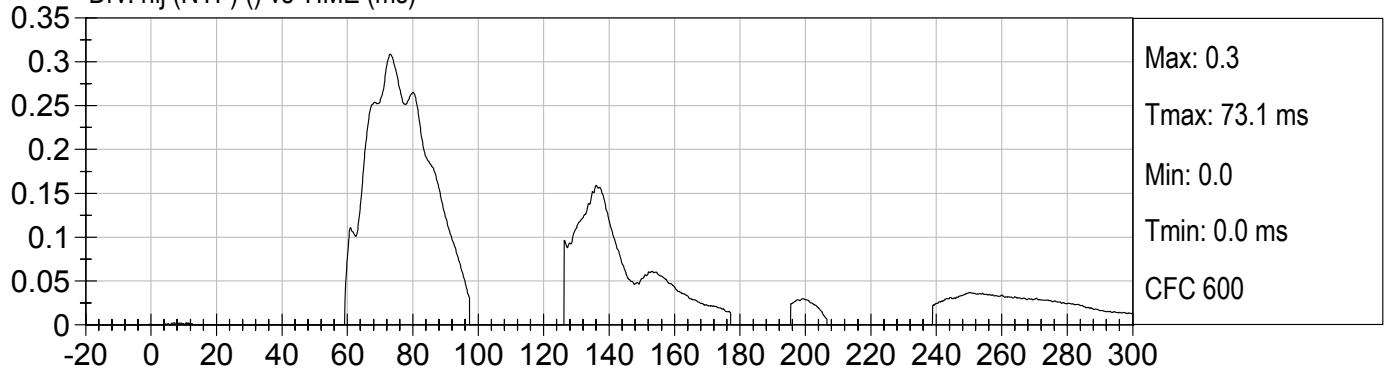




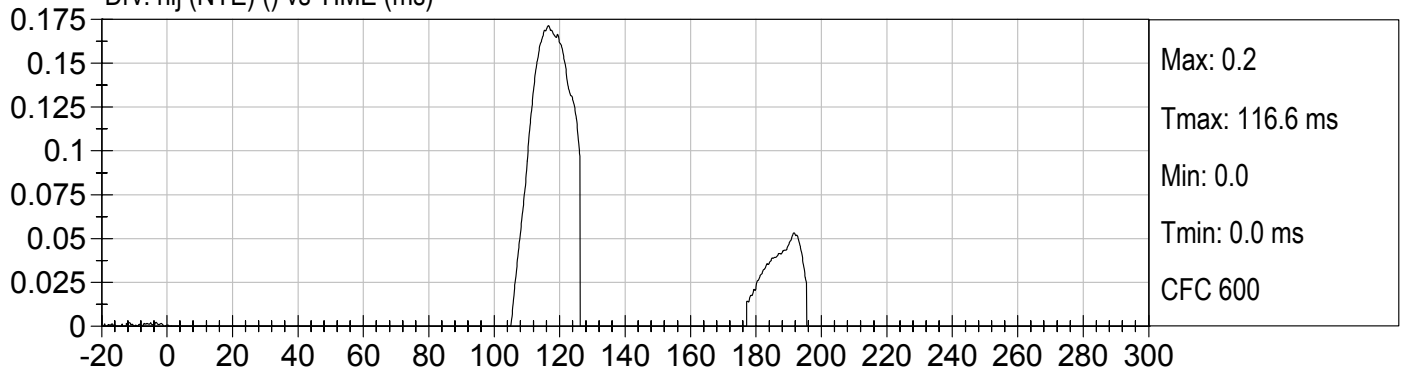
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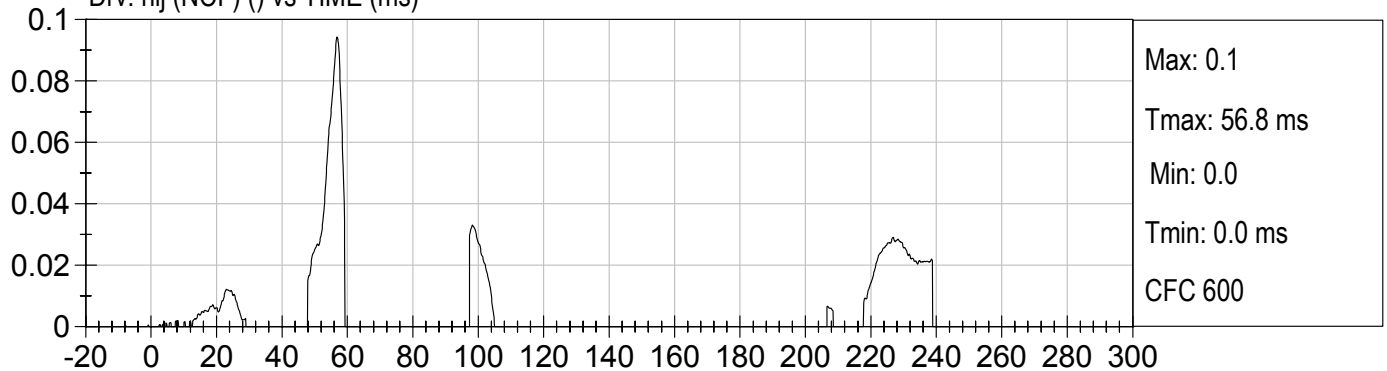
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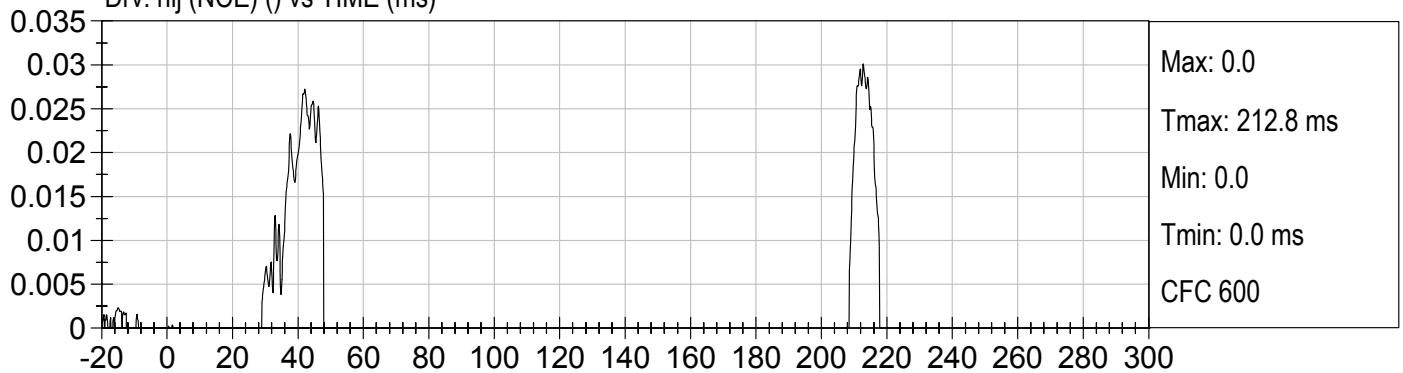
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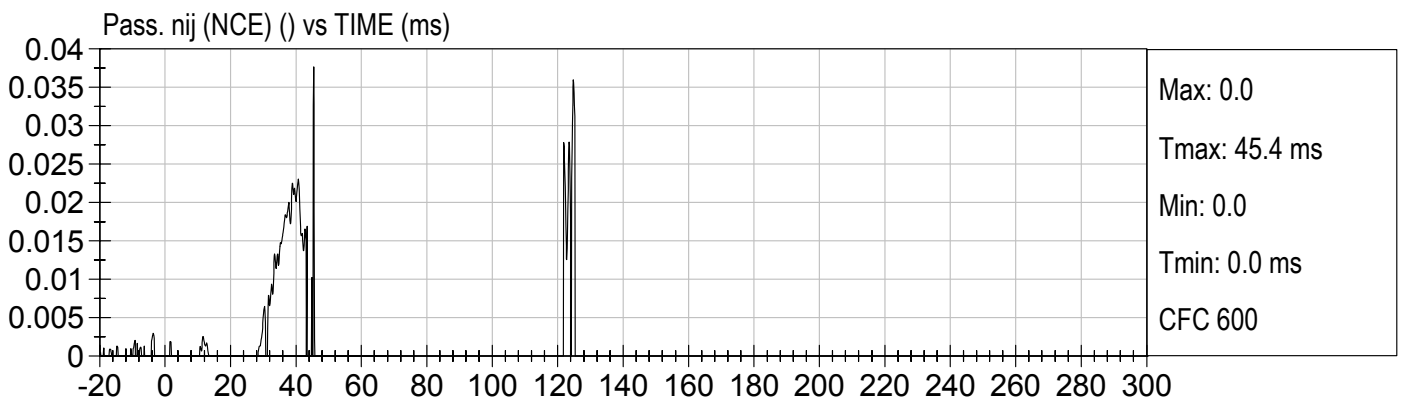
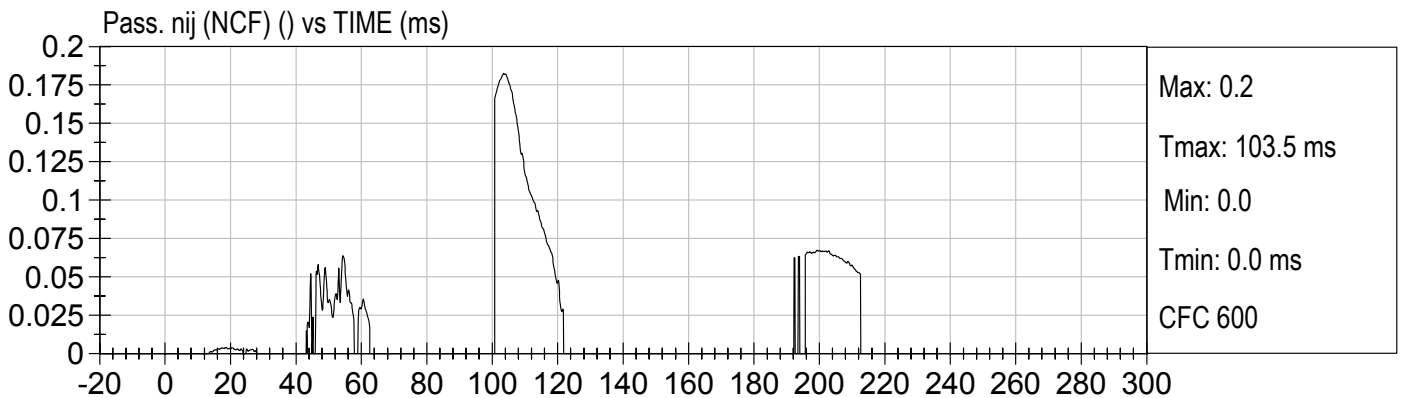
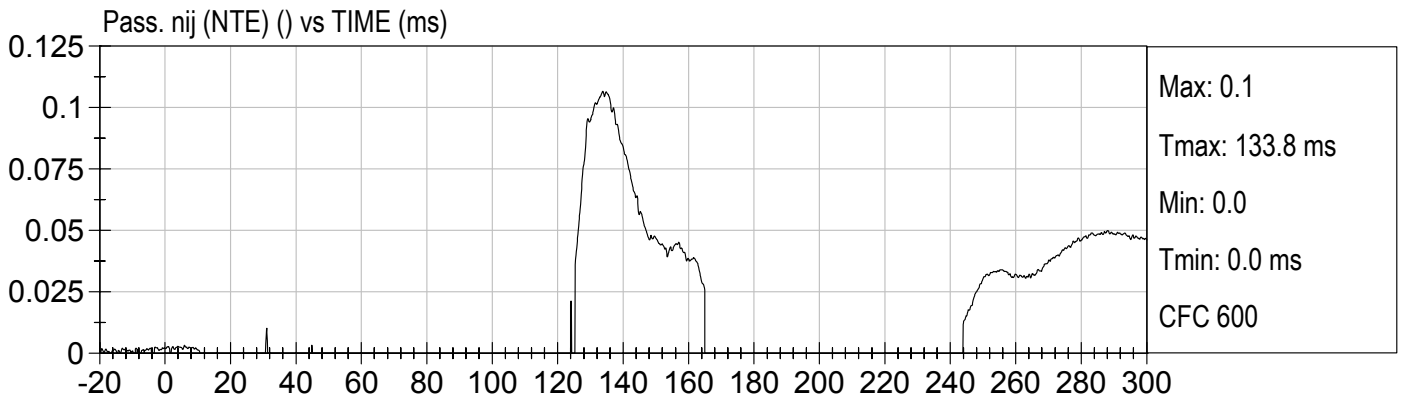
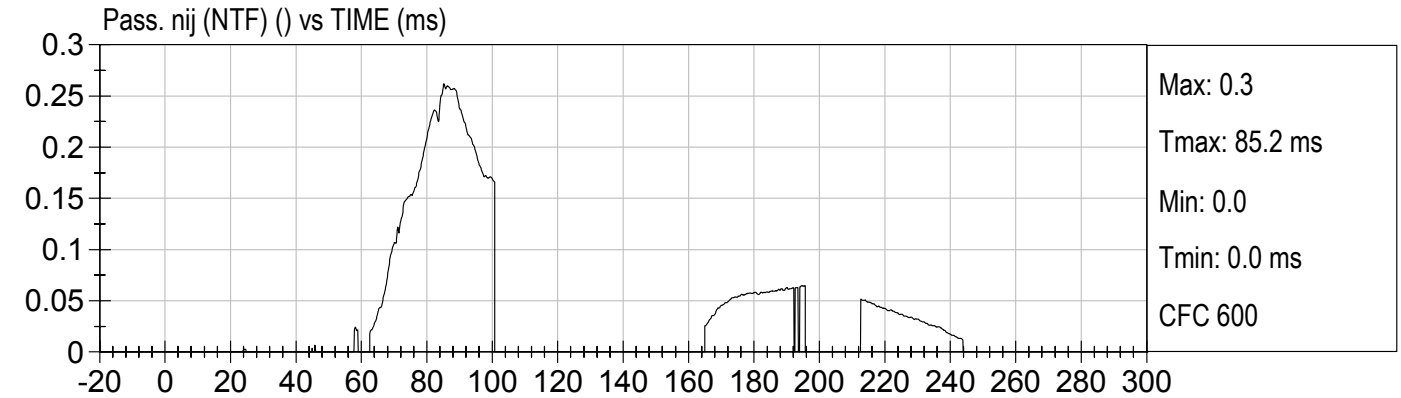
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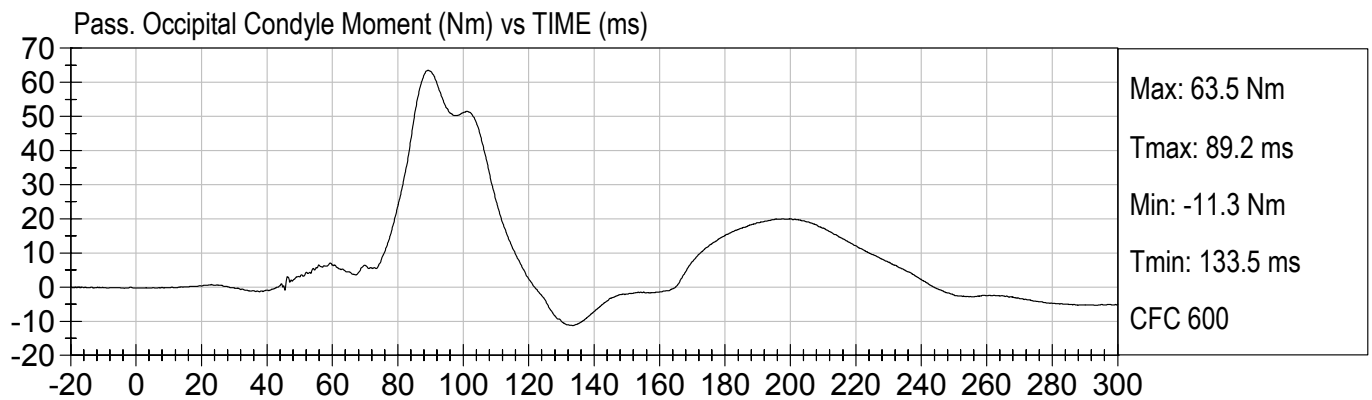
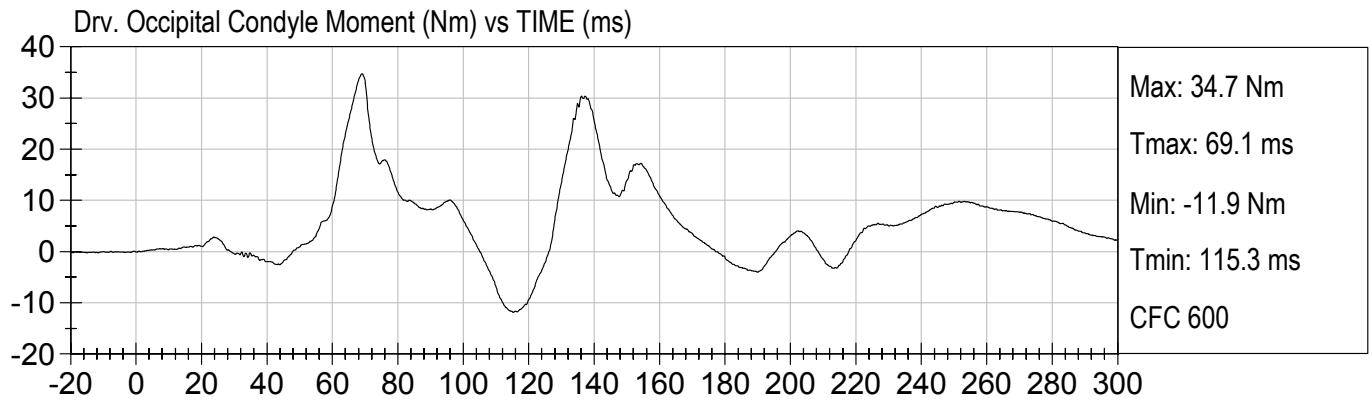
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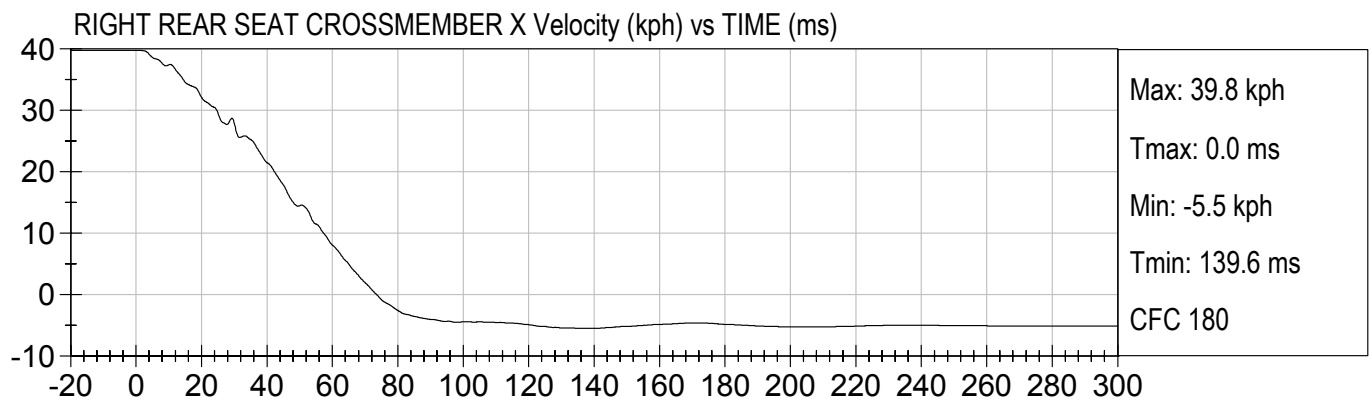
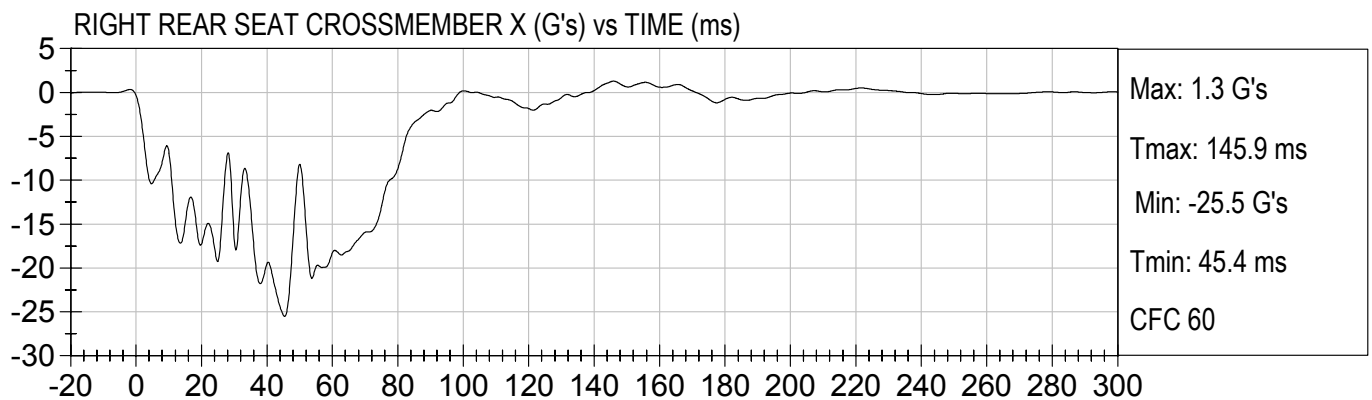
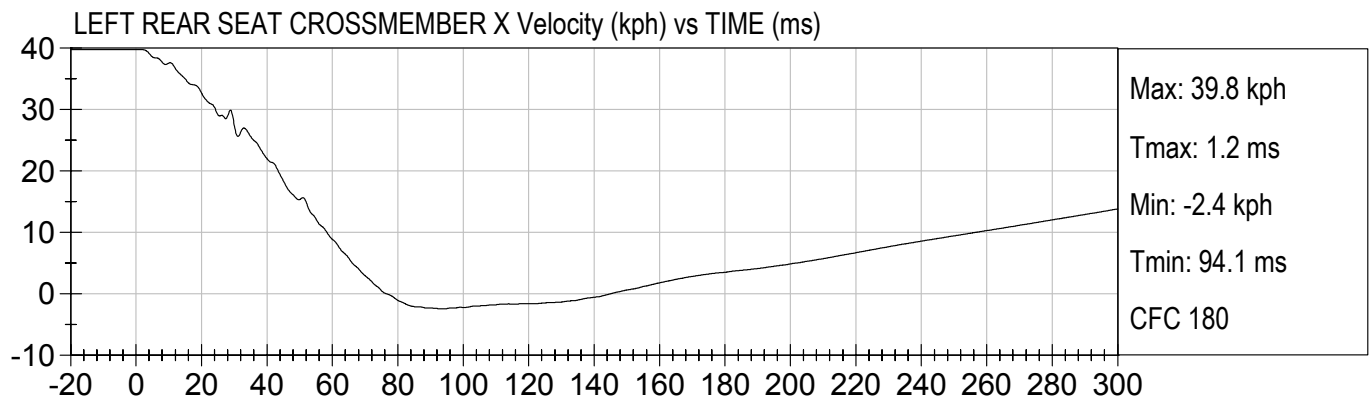
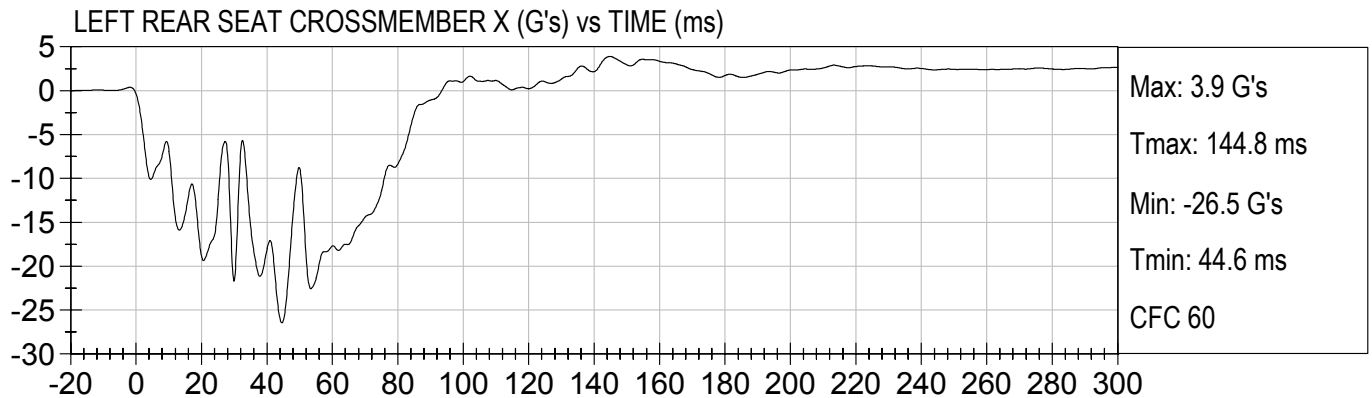


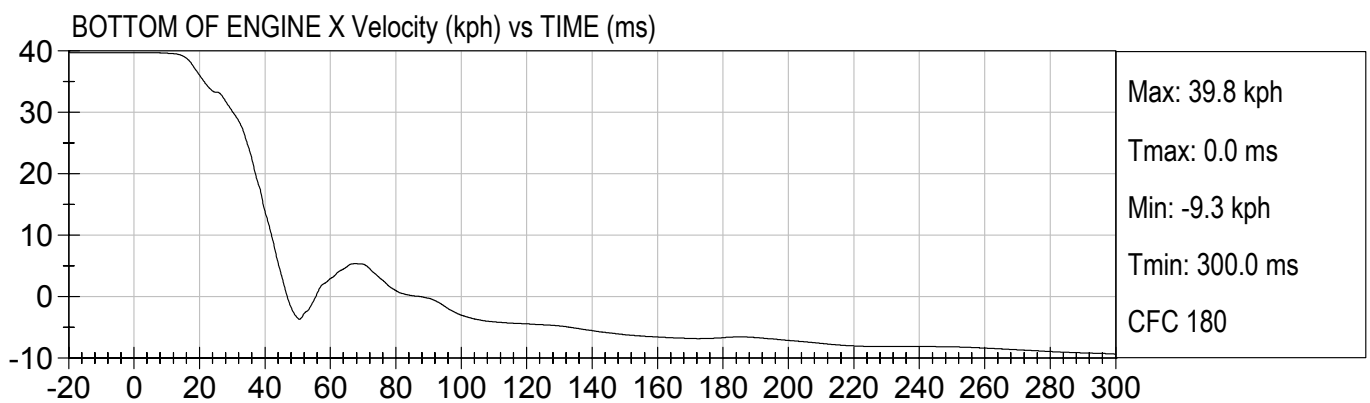
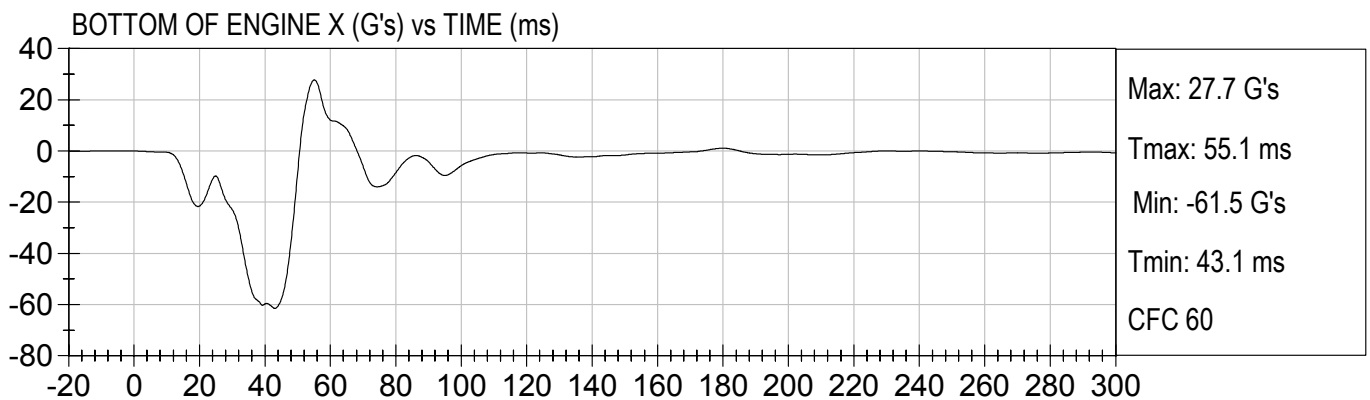
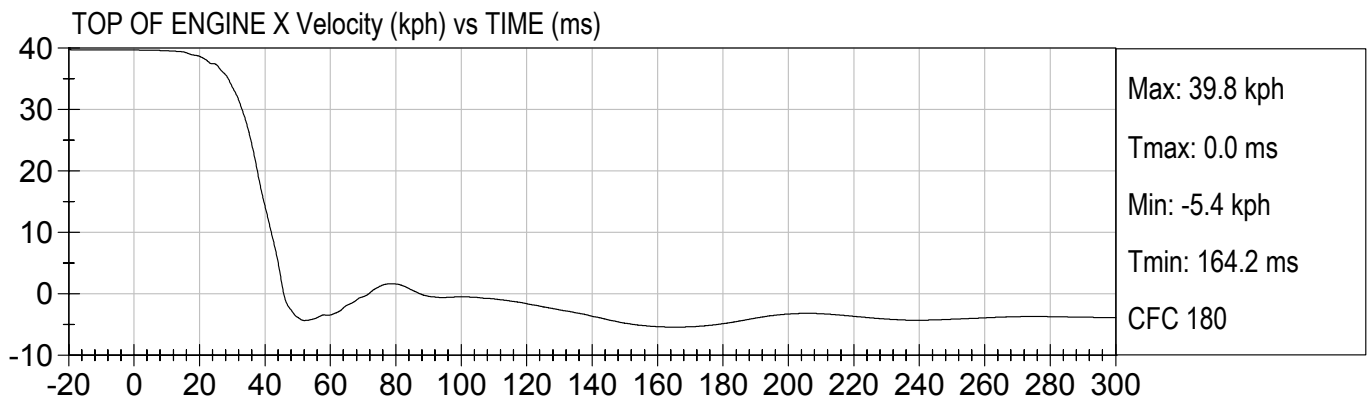
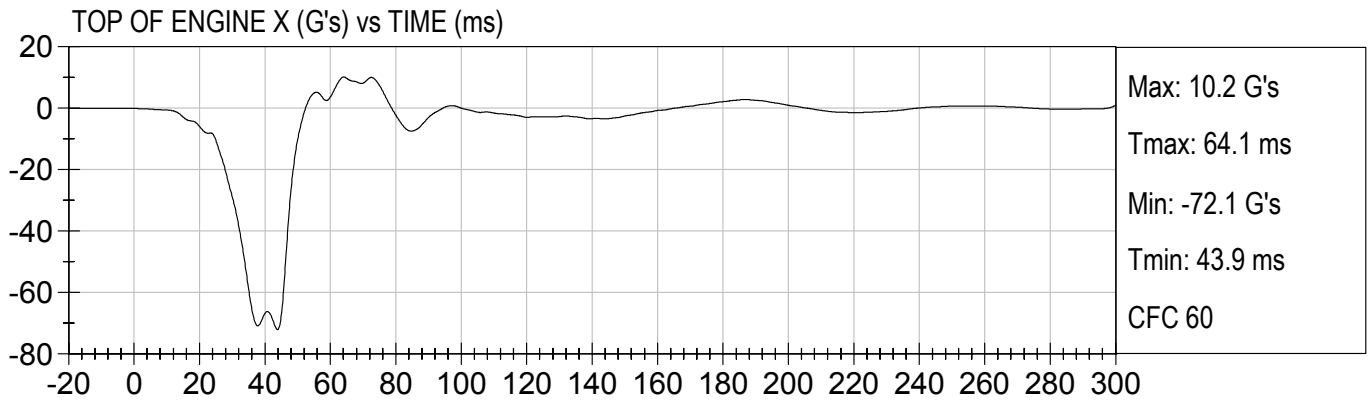


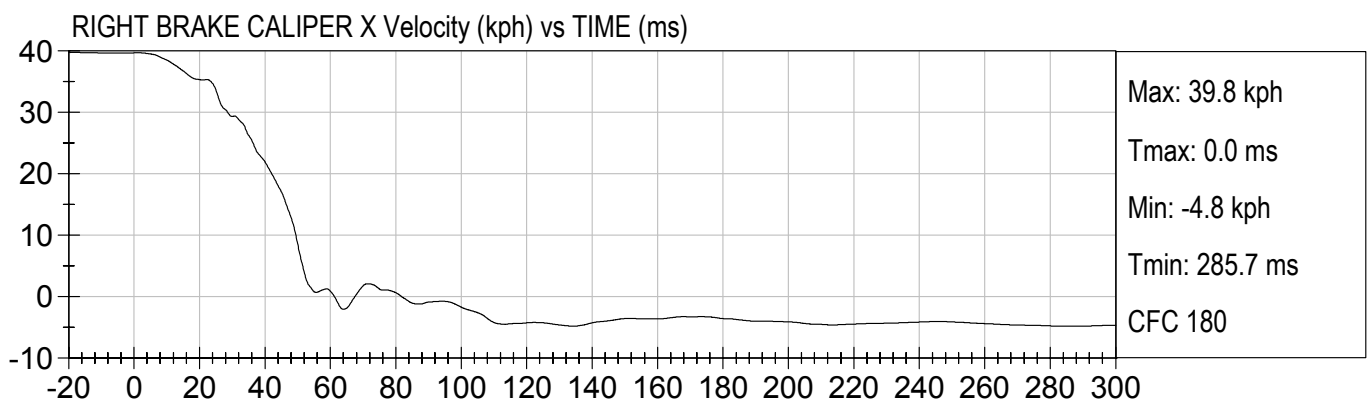
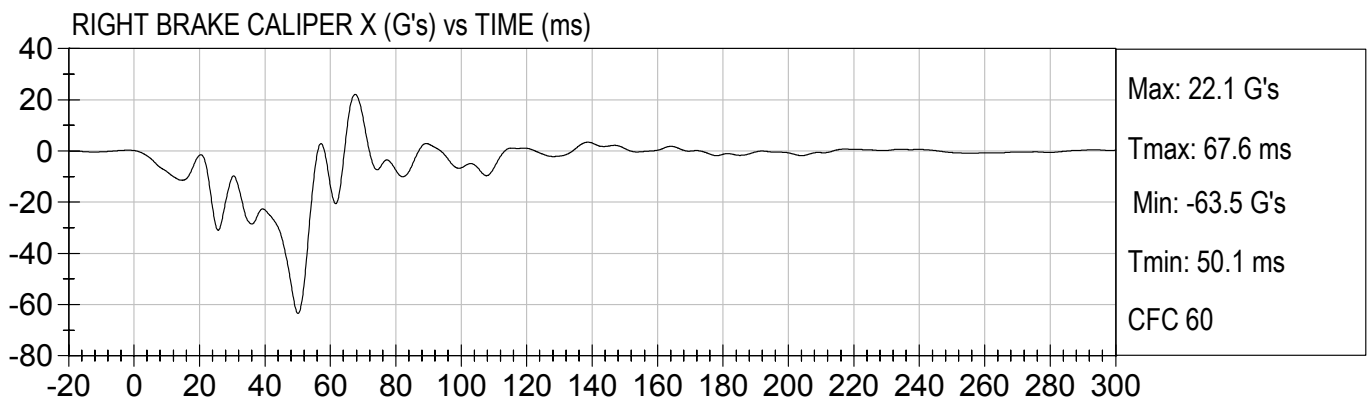
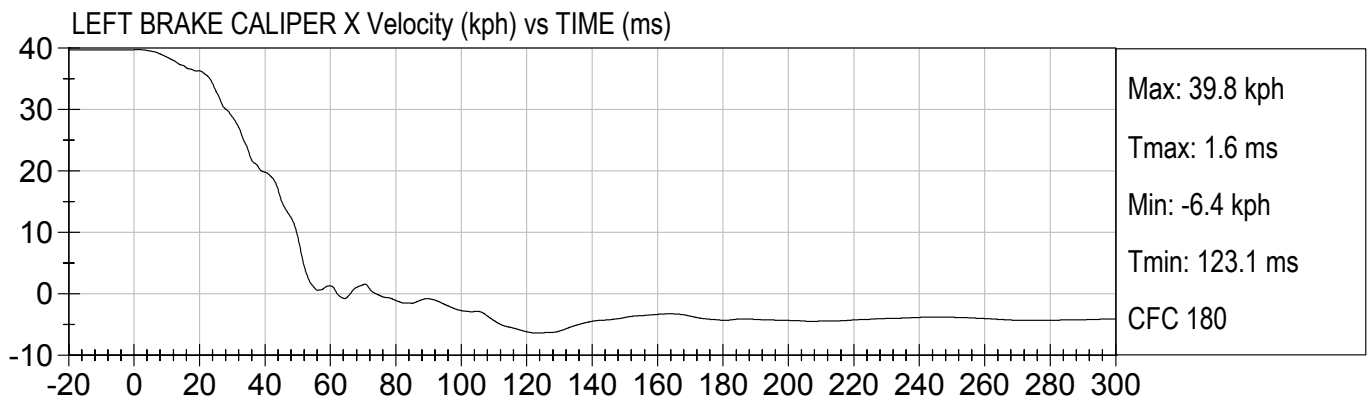
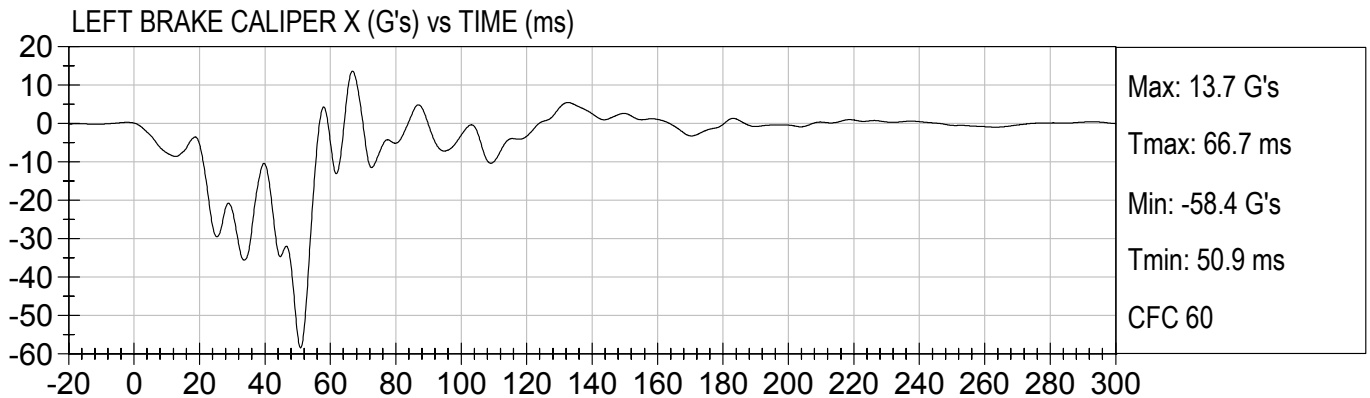
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2005 DODGE MAGNUM (C50304)

Test Date: 04/06/05
Speed: 24.7 mph (39.8 km/h)





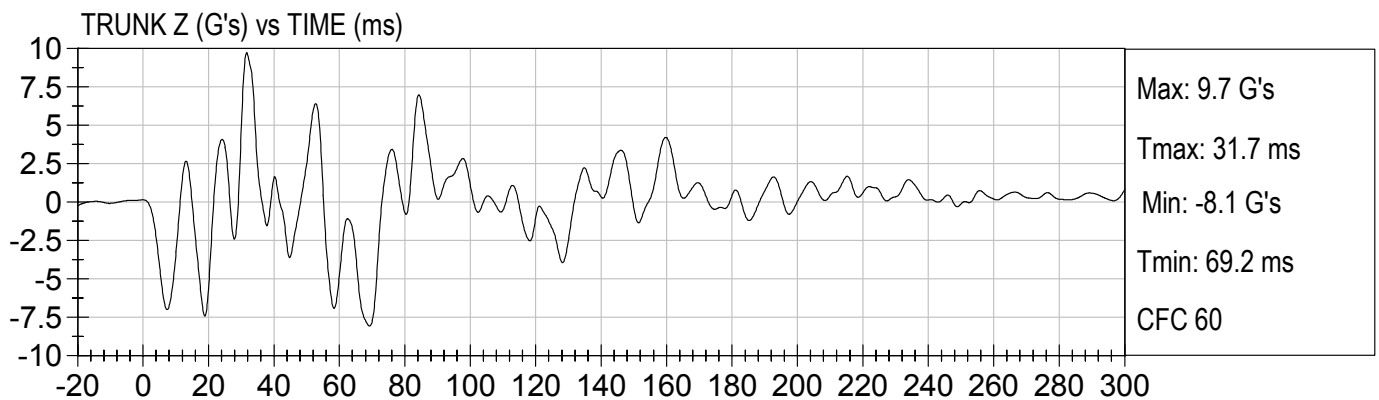
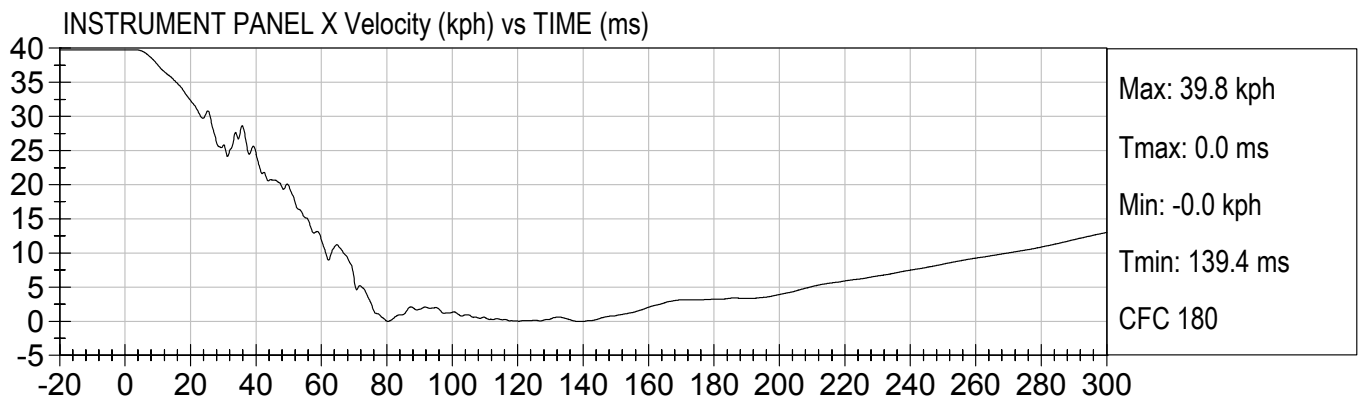
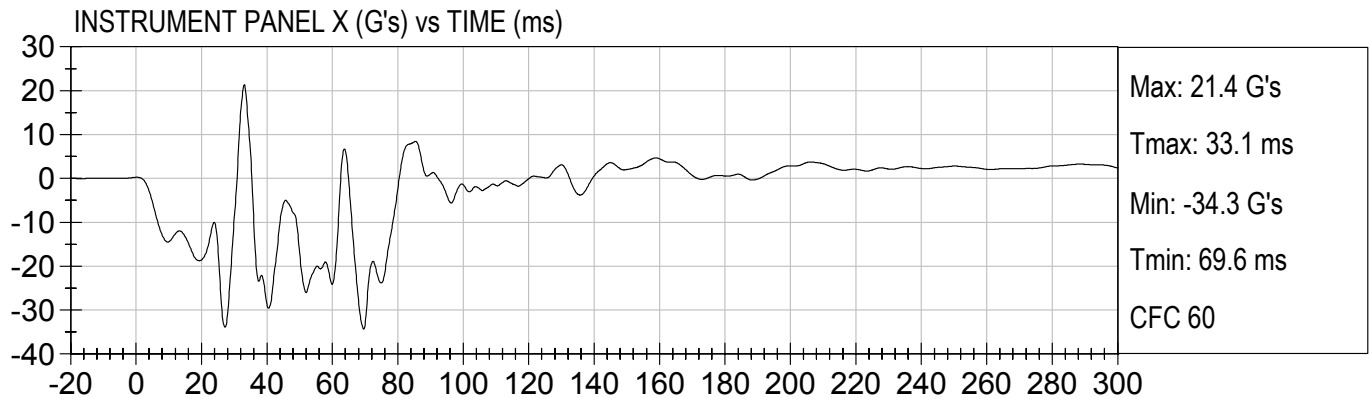






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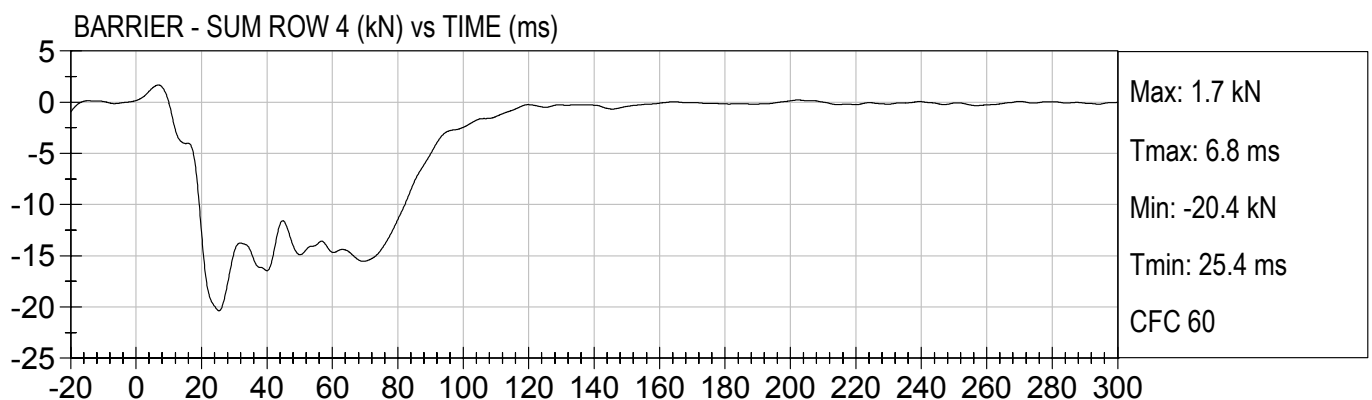
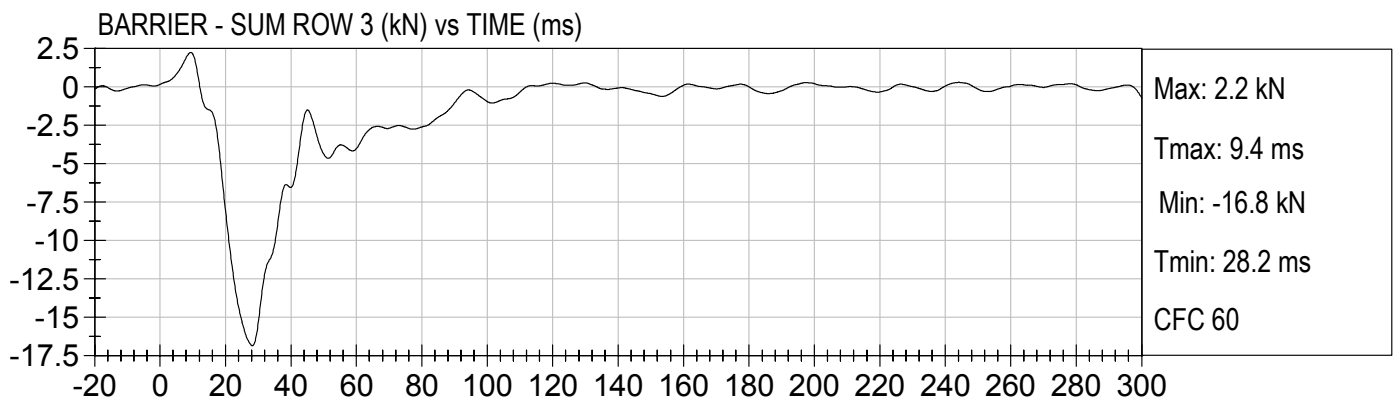
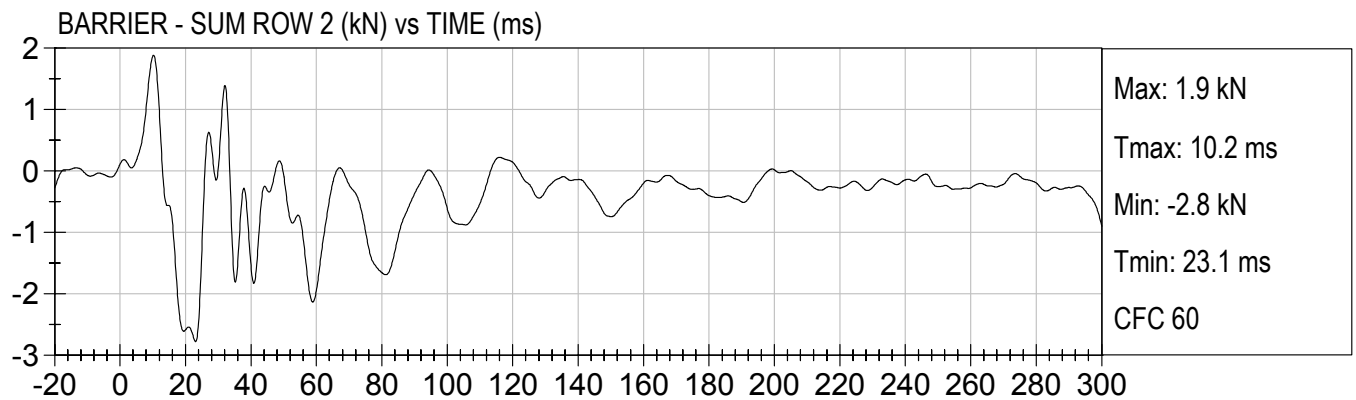
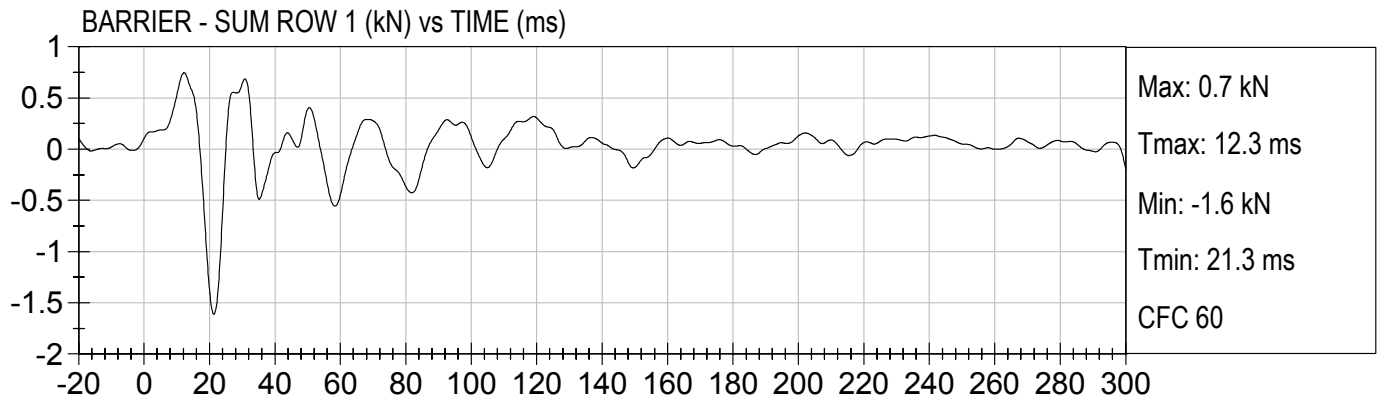
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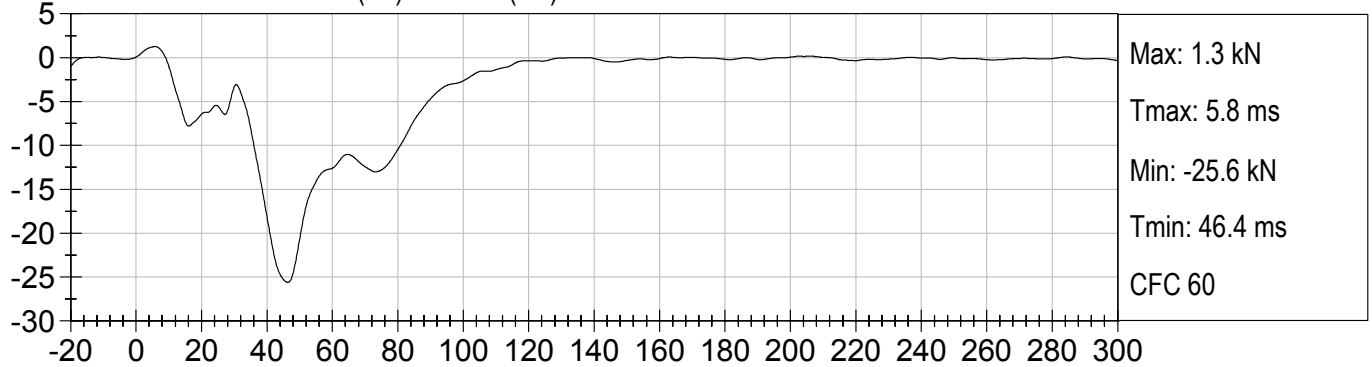
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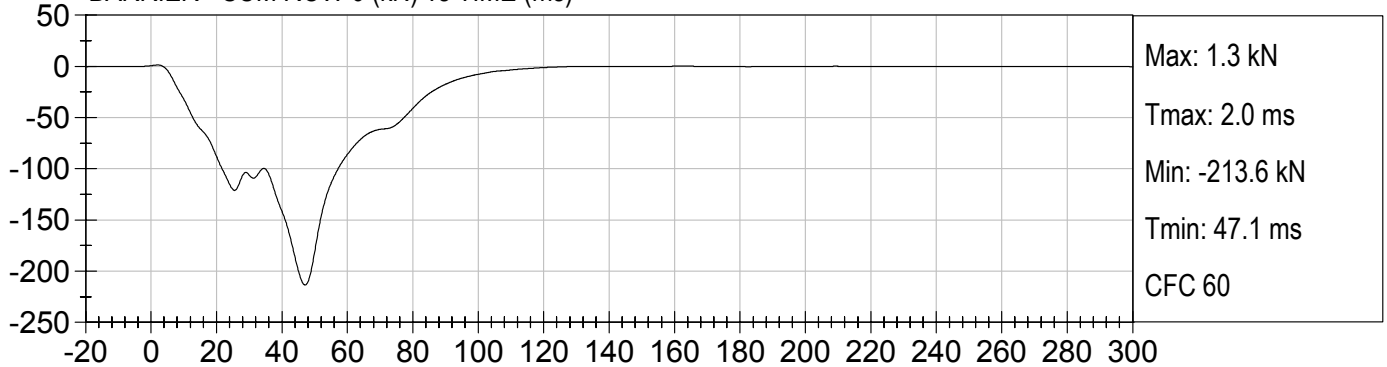




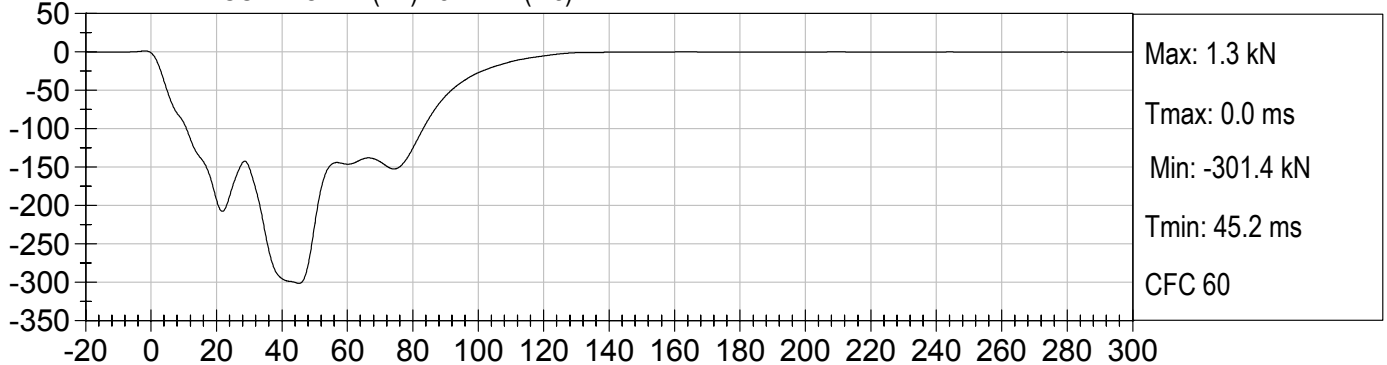
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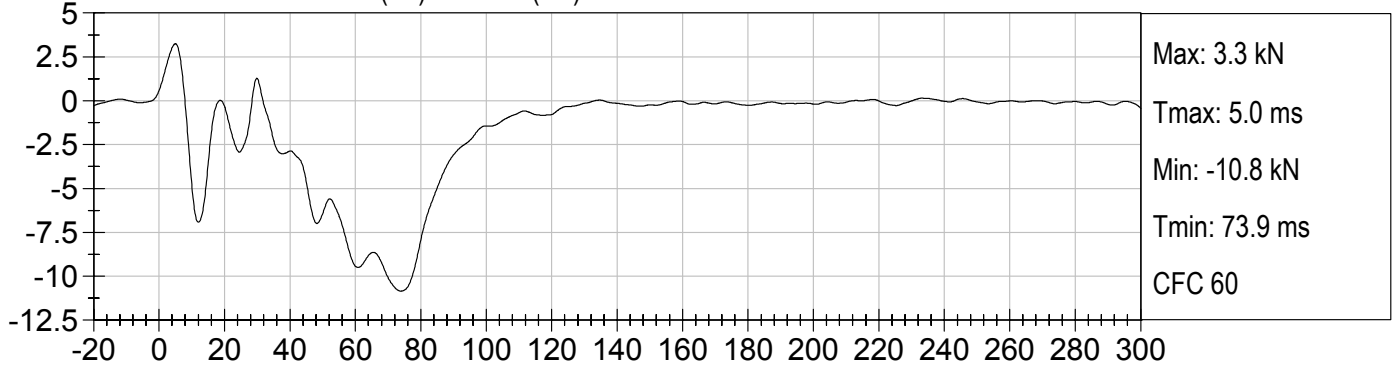
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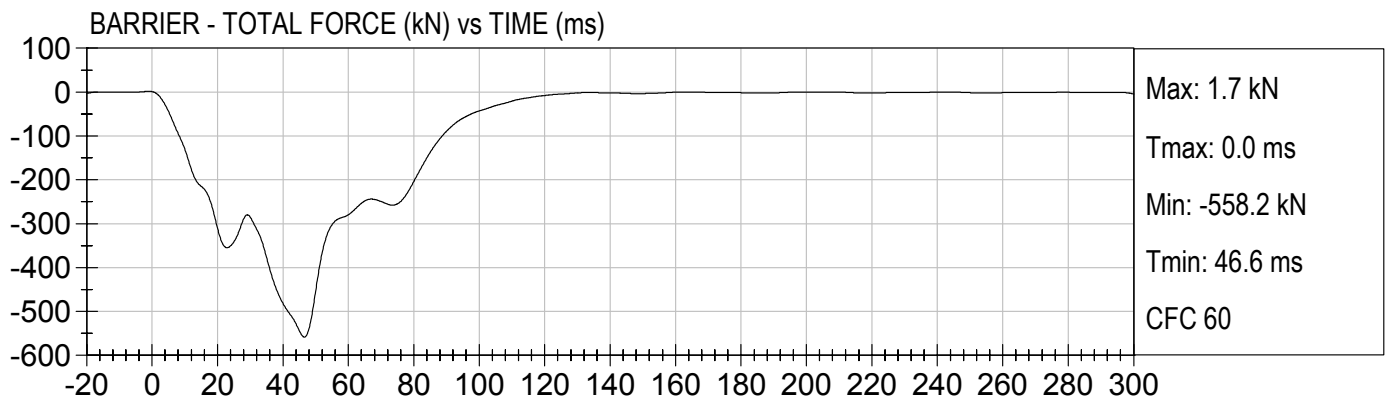
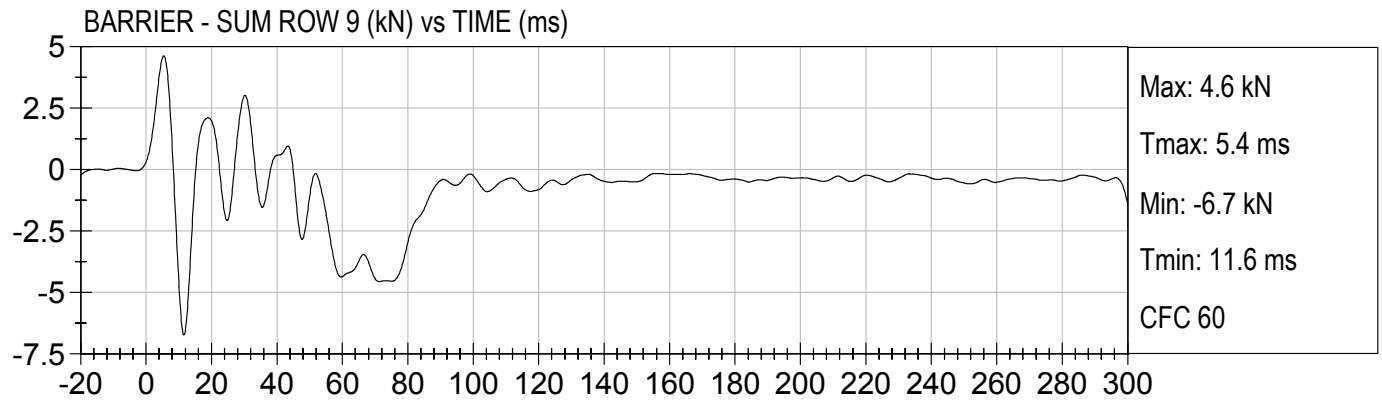
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25MPH FRONTAL UNBELTED
2005 DODGE MAGNUM (C50304)

Test Date: 04/06/05
Speed: 24.7 mph (39.8 km/h)

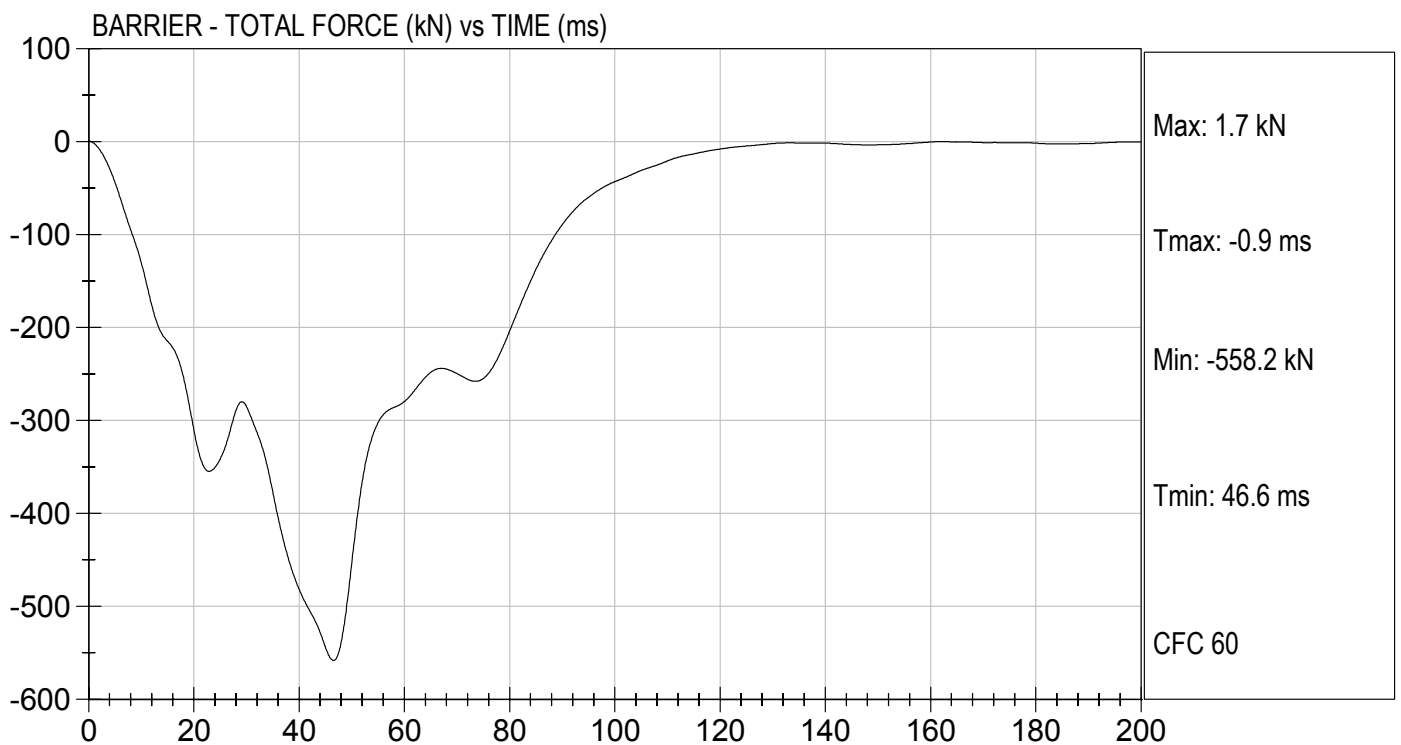
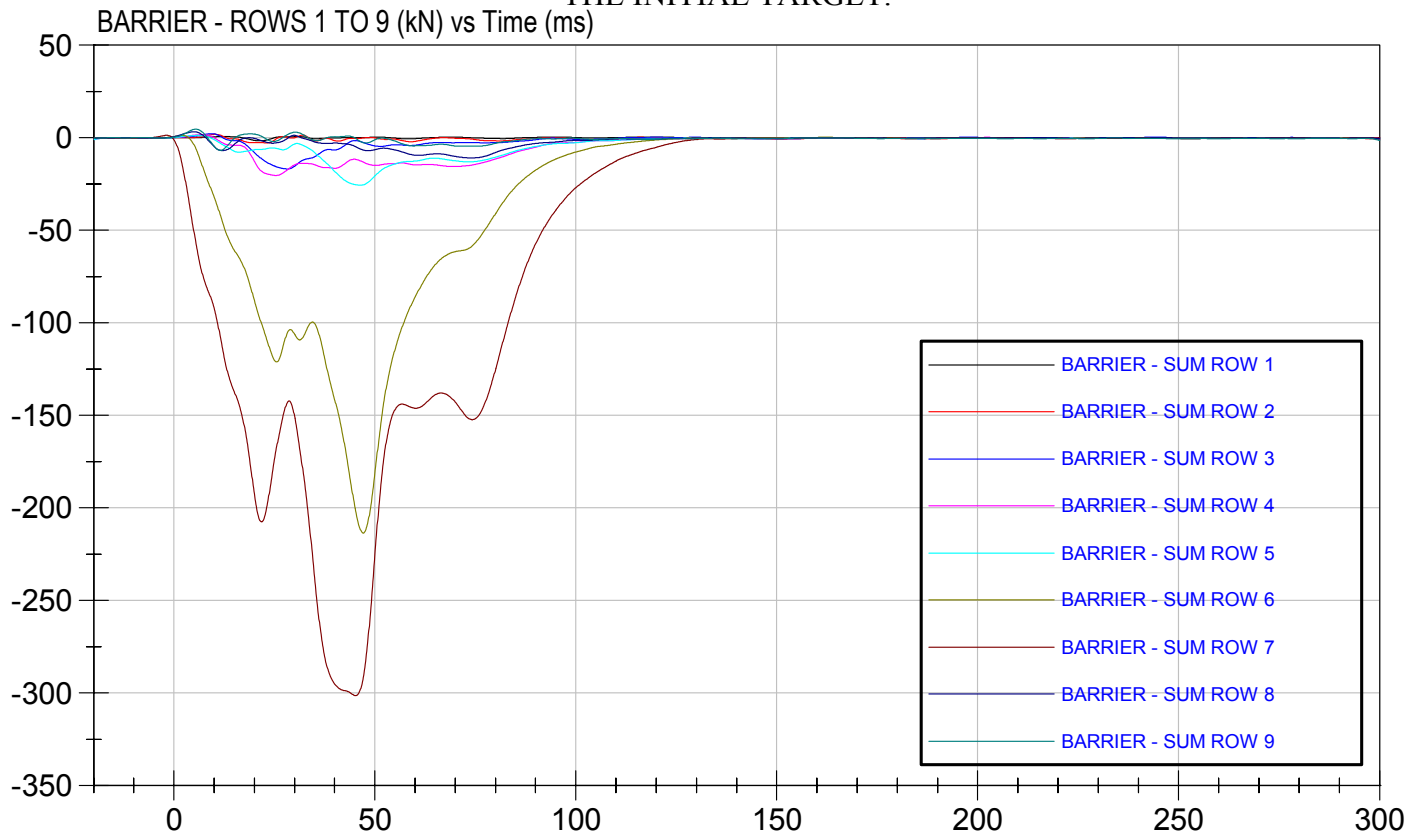




25MPH FRONTAL UNBELTED
2005 DODGE MAGNUM (C50304)

Test Date: 04/06/05
Speed: 24.7 mph (39.8 km/h)

THE VEHICLE IMPACTED THE BARRIER 17mm HIGHER THAN
THE INITIAL TARGET.



APPENDIX B
LOW RISK TEST DATA

TABLE OF DATA PLOTS

		<u>Page No.</u>
Figure No. 1.	5 th Fem. P1 Driver Head X Acceleration vs. Time	B-1
Figure No. 2.	5 th Fem. P1 Driver Head Y Acceleration vs. Time	B-1
Figure No. 3.	5 th Fem. P1 Driver Head Z Acceleration vs. Time	B-1
Figure No. 4.	5 th Fem. P1 Driver Head Resultant Acceleration vs. Time	B-1
Figure No. 5.	5 th Fem. P1 Driver Head X Velocity vs. Time	B-2
Figure No. 6.	5 th Fem. P1 Driver Head Y Velocity vs. Time	B-2
Figure No. 7.	5 th Fem. P1 Driver Head Z Velocity vs. Time	B-2
Figure No. 8.	5 th Fem. P1 Driver Neck Force X vs. Time	B-3
Figure No. 9.	5 th Fem. P1 Driver Neck Force Y vs. Time	B-3
Figure No. 10.	5 th Fem. P1 Driver Neck Force Z vs. Time	B-3
Figure No. 11.	5 th Fem. P1 Driver Neck Force Resultant vs. Time	B-3
Figure No. 12.	5 th Fem. P1 Driver Neck Moment X vs. Time	B-4
Figure No. 13.	5 th Fem. P1 Driver Neck Moment Y vs. Time	B-4
Figure No. 14.	5 th Fem. P1 Driver Neck Moment Z vs. Time	B-4
Figure No. 15.	5 th Fem. P1 Driver Occipital Condyle Moment vs. Time	B-4
Figure No. 16.	5 th Fem. P1 Driver Chest X Acceleration vs. Time	B-5
Figure No. 17.	5 th Fem. P1 Driver Chest Y Acceleration vs. Time	B-5
Figure No. 18.	5 th Fem. P1 Driver Chest Z Acceleration vs. Time	B-5
Figure No. 19.	5 th Fem. P1 Driver Chest Resultant Acceleration vs. Time	B-5
Figure No. 20.	5 th Fem. P1 Driver Chest X Velocity vs. Time	B-6
Figure No. 21.	5 th Fem. P1 Driver Chest Y Velocity vs. Time	B-6
Figure No. 22.	5 th Fem. P1 Driver Chest Z Velocity vs. Time	B-6
Figure No. 23.	5 th Fem. P1 Driver Chest Displacement vs. Time	B-6
Figure No. 24.	5 th Fem. P1 Driver Left Femur Force vs. Time	B-7
Figure No. 25.	5 th Fem. P1 Driver Right Femur Force vs. Time	B-7
Figure No. 26.	Fire Voltage #1 Voltage vs. Time	B-8
Figure No. 27.	Fire Current #1 Voltage vs. Time	B-8
Figure No. 28.	Fire Voltage #2 Voltage vs. Time	B-8
Figure No. 29.	Fire Current #2 Voltage vs. Time	B-8

		<u>Page No.</u>
Figure No. 30.	5 th Fem. P1 Driver Nij (N_{TF}) vs. Time	B-9
Figure No. 31.	5 th Fem. P1 Driver Nij (N_{TE}) vs. Time	B-9
Figure No. 32.	5 th Fem. P1 Driver Nij (N_{CF}) vs. Time	B-9
Figure No. 33.	5 th Fem. P1 Driver Nij (N_{CE}) vs. Time	B-9
Figure No. 34.	5 th Fem. P2 Driver Head X Acceleration vs. Time	B-10
Figure No. 35.	5 th Fem. P2 Driver Head Y Acceleration vs. Time	B-10
Figure No. 36.	5 th Fem. P2 Driver Head Z Acceleration vs. Time	B-10
Figure No. 37.	5 th Fem. P2 Driver Head Resultant Acceleration vs. Time	B-10
Figure No. 38.	5 th Fem. P2 Driver Head X Velocity vs. Time	B-11
Figure No. 39.	5 th Fem. P2 Driver Head Y Velocity vs. Time	B-11
Figure No. 40.	5 th Fem. P2 Driver Head Z Velocity vs. Time	B-11
Figure No. 41.	5 th Fem. P2 Driver Neck Force X vs. Time	B-12
Figure No. 42.	5 th Fem. P2 Driver Neck Force Y vs. Time	B-12
Figure No. 43.	5 th Fem. P2 Driver Neck Force Z vs. Time	B-12
Figure No. 44.	5 th Fem. P2 Driver Neck Force Resultant vs. Time	B-12
Figure No. 45.	5 th Fem. P2 Driver Neck Moment X vs. Time	B-13
Figure No. 46.	5 th Fem. P2 Driver Neck Moment Y vs. Time	B-13
Figure No. 47.	5 th Fem. P2 Driver Neck Moment Z vs. Time	B-13
Figure No. 48.	5 th Fem. P2 Driver Occipital Condyle Moment vs. Time	B-13
Figure No. 49.	5 th Fem. P2 Driver Chest X Acceleration vs. Time	B-14
Figure No. 50.	5 th Fem. P2 Driver Chest Y Acceleration vs. Time	B-14
Figure No. 51.	5 th Fem. P2 Driver Chest Z Acceleration vs. Time	B-14
Figure No. 52.	5 th Fem. P2 Driver Chest Resultant Acceleration vs. Time	B-14
Figure No. 53.	5 th Fem. P2 Driver Chest X Velocity vs. Time	B-15
Figure No. 54.	5 th Fem. P2 Driver Chest Y Velocity vs. Time	B-15
Figure No. 55.	5 th Fem. P2 Driver Chest Z Velocity vs. Time	B-15
Figure No. 56.	5 th Fem. P2 Driver Chest Displacement vs. Time	B-15
Figure No. 57.	5 th Fem. P2 Driver Left Femur Force vs. Time	B-16
Figure No. 58.	5 th Fem. P2 Driver Right Femur Force vs. Time	B-16
Figure No. 59.	Fire Voltage #1 Voltage vs. Time	B-17

	<u>Page No.</u>
Figure No. 60. Fire Current #1 Voltage vs. Time	B-17
Figure No. 61. Fire Voltage #2 Voltage vs. Time	B-17
Figure No. 62. Fire Current #2 Voltage vs. Time	B-17
Figure No. 63. 5 th Fem. P2 Driver Nij (N_{TF}) vs. Time	B-18
Figure No. 64. 5 th Fem. P2 Driver Nij (N_{TE}) vs. Time	B-18
Figure No. 65. 5 th Fem. P2 Driver Nij (N_{CF}) vs. Time	B-18
Figure No. 66. 5 th Fem. P2 Driver Nij (N_{CE}) vs. Time	B-18
Figure No. 67. 3 Year Old P1 Passenger Head X Acceleration vs. Time	B-19
Figure No. 68. 3 Year Old P1 Passenger Head Y Acceleration vs. Time	B-19
Figure No. 69. 3 Year Old P1 Passenger Head Z Acceleration vs. Time	B-19
Figure No. 70. 3 Year Old P1 Passenger Head Resultant Acceleration vs. Time	B-19
Figure No. 71. 3 Year Old P1 Passenger Head X Velocity vs. Time	B-20
Figure No. 72. 3 Year Old P1 Passenger Head Y Velocity vs. Time	B-20
Figure No. 73. 3 Year Old P1 Passenger Head Z Velocity vs. Time	B-20
Figure No. 74. 3 Year Old P1 Passenger Neck Force X vs. Time	B-21
Figure No. 75. 3 Year Old P1 Passenger Neck Force Y vs. Time	B-21
Figure No. 76. 3 Year Old P1 Passenger Neck Force Z vs. Time	B-21
Figure No. 77. 3 Year Old P1 Passenger Neck Force Resultant vs. Time	B-21
Figure No. 78. 3 Year Old P1 Passenger Neck Moment X vs. Time	B-22
Figure No. 79. 3 Year Old P1 Passenger Neck Moment Y vs. Time	B-22
Figure No. 80. 3 Year Old P1 Passenger Neck Moment Z vs. Time	B-22
Figure No. 81. 3 Year Old P1 Passenger Occipital Condyle Moment vs. Time	B-22
Figure No. 82. 3 Year Old P1 Passenger Chest X Acceleration vs. Time	B-23
Figure No. 83. 3 Year Old P1 Passenger Chest Y Acceleration vs. Time	B-23
Figure No. 84. 3 Year Old P1 Passenger Chest Z Acceleration vs. Time	B-23
Figure No. 85. 3 Year Old P1 Passenger Chest Resultant Acceleration vs. Time	B-23
Figure No. 86. 3 Year Old P1 Passenger Chest X Velocity vs. Time	B-24
Figure No. 87. 3 Year Old P1 Passenger Chest Y Velocity vs. Time	B-24
Figure No. 88. 3 Year Old P1 Passenger Chest Z Velocity vs. Time	B-24
Figure No. 89. 3 Year Old P1 Passenger Chest Displacement vs. Time	B-24

	<u>Page No.</u>
Figure No. 90. Fire Voltage #1 Voltage vs. Time	B-25
Figure No. 91. Fire Current #1 Voltage vs. Time	B-25
Figure No. 92. Fire Voltage #2 Voltage vs. Time	B-25
Figure No. 93. Fire Current #2 Voltage vs. Time	B-25
Figure No. 94. 3 Year Old P1 Passenger Nij (N_{TF}) vs. Time	B-26
Figure No. 95. 3 Year Old P1 Passenger Nij (N_{TE}) vs. Time	B-26
Figure No. 96. 3 Year Old P1 Passenger Nij (N_{CF}) vs. Time	B-26
Figure No. 97. 3 Year Old P1 Passenger Nij (N_{CE}) vs. Time	B-26
Figure No. 98. 3 Year Old P2 Passenger Head X Acceleration vs. Time	B-27
Figure No. 99. 3 Year Old P2 Passenger Head Y Acceleration vs. Time	B-27
Figure No. 100. 3 Year Old P2 Passenger Head Z Acceleration vs. Time	B-27
Figure No. 101. 3 Year Old P2 Passenger Head Resultant Acceleration vs. Time	B-27
Figure No. 102. 3 Year Old P2 Passenger Head X Velocity vs. Time	B-28
Figure No. 103. 3 Year Old P2 Passenger Head Y Velocity vs. Time	B-28
Figure No. 104. 3 Year Old P2 Passenger Head Z Velocity vs. Time	B-28
Figure No. 105. 3 Year Old P2 Passenger Neck Force X vs. Time	B-29
Figure No. 106. 3 Year Old P2 Passenger Neck Force Y vs. Time	B-29
Figure No. 107. 3 Year Old P2 Passenger Neck Force Z vs. Time	B-29
Figure No. 108. 3 Year Old P2 Passenger Neck Force Resultant vs. Time	B-29
Figure No. 109. 3 Year Old P2 Passenger Neck Moment X vs. Time	B-30
Figure No. 110. 3 Year Old P2 Passenger Neck Moment Y vs. Time	B-30
Figure No. 111. 3 Year Old P2 Passenger Neck Moment Z vs. Time	B-30
Figure No. 112. 3 Year Old P2 Passenger Occipital Condyle Moment vs. Time	B-30
Figure No. 113. 3 Year Old P2 Passenger Chest X Acceleration vs. Time	B-31
Figure No. 114. 3 Year Old P2 Passenger Chest Y Acceleration vs. Time	B-31
Figure No. 115. 3 Year Old P2 Passenger Chest Z Acceleration vs. Time	B-31
Figure No. 116. 3 Year Old P2 Passenger Chest Resultant Acceleration vs. Time	B-31
Figure No. 117. 3 Year Old P2 Passenger Chest X Velocity vs. Time	B-32
Figure No. 118. 3 Year Old P2 Passenger Chest Y Velocity vs. Time	B-32
Figure No. 119. 3 Year Old P2 Passenger Chest Z Velocity vs. Time	B-32

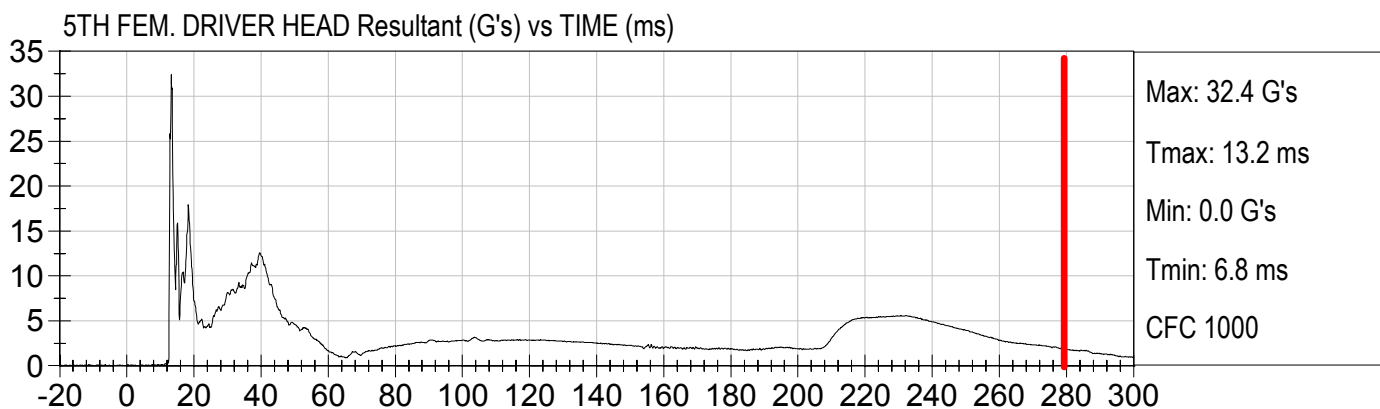
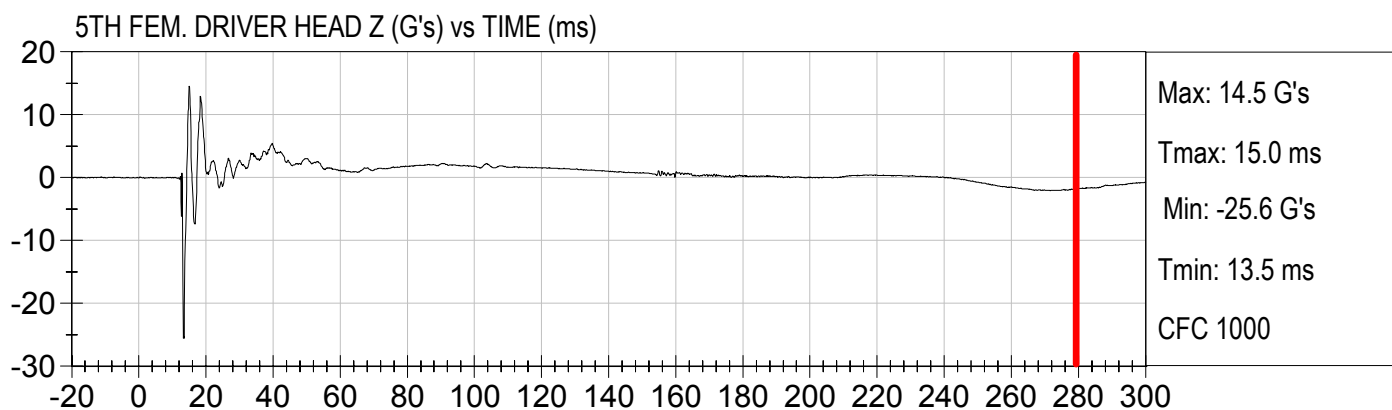
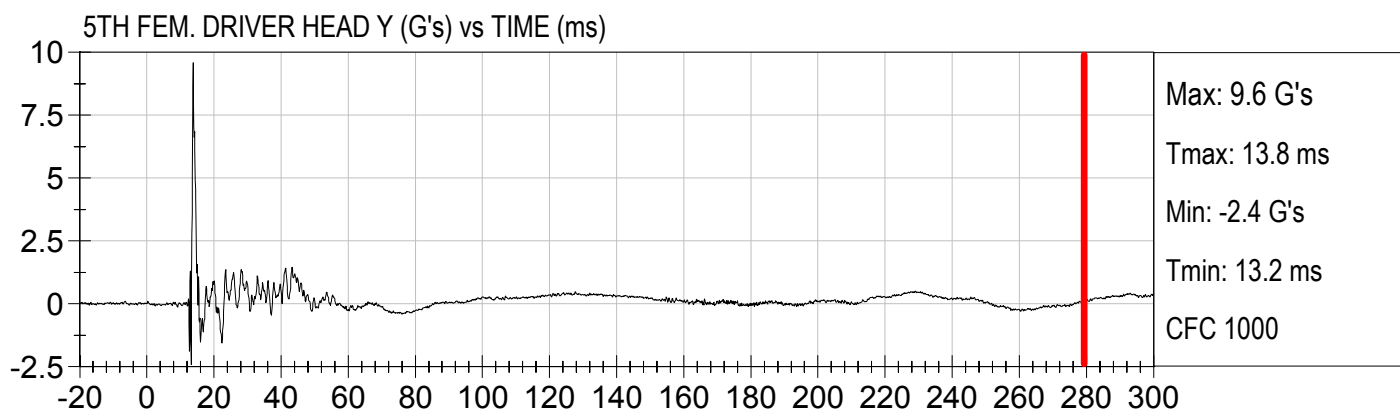
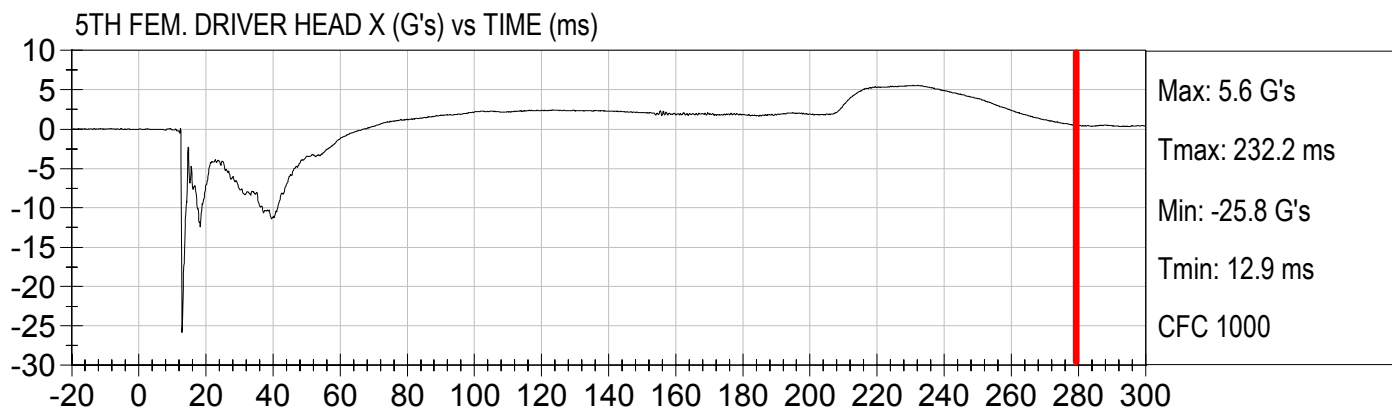
		<u>Page No.</u>
Figure No. 120.	3 Year Old P2 Passenger Chest Displacement vs. Time	B-32
Figure No. 121.	Fire Voltage #1 Voltage vs. Time	B-33
Figure No. 122.	Fire Current #1 Voltage vs. Time	B-33
Figure No. 123.	Fire Voltage #2 Voltage vs. Time	B-33
Figure No. 124.	Fire Current #2 Voltage vs. Time	B-33
Figure No. 125.	3 Year Old P2 Passenger Nij (N_{TF}) vs. Time	B-34
Figure No. 126.	3 Year Old P2 Passenger Nij (N_{TE}) vs. Time	B-34
Figure No. 127.	3 Year Old P2 Passenger Nij (N_{CF}) vs. Time	B-34
Figure No. 128.	3 Year Old P2 Passenger Nij (N_{CE}) vs. Time	B-34
Figure No. 129.	6 Year Old P1 Passenger Head X Acceleration vs. Time	B-35
Figure No. 130.	6 Year Old P1 Passenger Head Y Acceleration vs. Time	B-35
Figure No. 131.	6 Year Old P1 Passenger Head Z Acceleration vs. Time	B-35
Figure No. 132.	6 Year Old P1 Passenger Head Resultant Acceleration vs. Time	B-35
Figure No. 133.	6 Year Old P1 Passenger Head X Velocity vs. Time	B-36
Figure No. 134.	6 Year Old P1 Passenger Head Y Velocity vs. Time	B-36
Figure No. 135.	6 Year Old P1 Passenger Head Z Velocity vs. Time	B-36
Figure No. 136.	6 Year Old P1 Passenger Neck Force X vs. Time	B-37
Figure No. 137.	6 Year Old P1 Passenger Neck Force Y vs. Time	B-37
Figure No. 138.	6 Year Old P1 Passenger Neck Force Z vs. Time	B-37
Figure No. 139.	6 Year Old P1 Passenger Neck Force Resultant vs. Time	B-37
Figure No. 140.	6 Year Old P1 Passenger Neck Moment X vs. Time	B-38
Figure No. 141.	6 Year Old P1 Passenger Neck Moment Y vs. Time	B-38
Figure No. 142.	6 Year Old P1 Passenger Neck Moment Z vs. Time	B-38
Figure No. 143.	6 Year Old P1 Passenger Occipital Condyle Moment vs. Time	B-38
Figure No. 144.	6 Year Old P1 Passenger Chest X Acceleration vs. Time	B-39
Figure No. 145.	6 Year Old P1 Passenger Chest Y Acceleration vs. Time	B-39
Figure No. 146.	6 Year Old P1 Passenger Chest Z Acceleration vs. Time	B-39
Figure No. 147.	6 Year Old P1 Passenger Chest Resultant Acceleration vs. Time	B-39
Figure No. 148.	6 Year Old P1 Passenger Chest X Velocity vs. Time	B-40
Figure No. 149.	6 Year Old P1 Passenger Chest Y Velocity vs. Time	B-40

Figure No. 150.	6 Year Old P1 Passenger Chest Z Velocity vs. Time	B-40
Figure No. 151.	6 Year Old P1 Passenger Chest Displacement vs. Time	B-40
Figure No. 152.	Fire Voltage #1 Voltage vs. Time	B-41
Figure No. 153.	Fire Current #1 Voltage vs. Time	B-41
Figure No. 154.	Fire Voltage #2 Voltage vs. Time	B-41
Figure No. 155.	Fire Current #2 Voltage vs. Time	B-41
Figure No. 156.	6 Year Old P1 Passenger Nij (N_{TF}) vs. Time	B-42
Figure No. 157.	6 Year Old P1 Passenger Nij (N_{TE}) vs. Time	B-42
Figure No. 158.	6 Year Old P1 Passenger Nij (N_{CF}) vs. Time	B-42
Figure No. 159.	6 Year Old P1 Passenger Nij (N_{CE}) vs. Time	B-42
Figure No. 160.	6 Year Old P2 Passenger Head X Acceleration vs. Time	B-43
Figure No. 161.	6 Year Old P2 Passenger Head Y Acceleration vs. Time	B-43
Figure No. 162.	6 Year Old P2 Passenger Head Z Acceleration vs. Time	B-43
Figure No. 163.	6 Year Old P2 Passenger Head Resultant Acceleration vs. Time	B-43
Figure No. 164.	6 Year Old P2 Passenger Head X Velocity vs. Time	B-44
Figure No. 165.	6 Year Old P2 Passenger Head Y Velocity vs. Time	B-44
Figure No. 166.	6 Year Old P2 Passenger Head Z Velocity vs. Time	B-44
Figure No. 167.	6 Year Old P2 Passenger Neck Force X vs. Time	B-45
Figure No. 168.	6 Year Old P2 Passenger Neck Force Y vs. Time	B-45
Figure No. 169.	6 Year Old P2 Passenger Neck Force Z vs. Time	B-45
Figure No. 170.	6 Year Old P2 Passenger Neck Force Resultant vs. Time	B-45
Figure No. 171.	6 Year Old P2 Passenger Neck Moment X vs. Time	B-46
Figure No. 172.	6 Year Old P2 Passenger Neck Moment Y vs. Time	B-46
Figure No. 173.	6 Year Old P2 Passenger Neck Moment Z vs. Time	B-46
Figure No. 174.	6 Year Old P2 Passenger Occipital Condyle Moment vs. Time	B-46
Figure No. 175.	6 Year Old P2 Passenger Chest X Acceleration vs. Time	B-47
Figure No. 176.	6 Year Old P2 Passenger Chest Y Acceleration vs. Time	B-47
Figure No. 177.	6 Year Old P2 Passenger Chest Z Acceleration vs. Time	B-47
Figure No. 178.	6 Year Old P2 Passenger Chest Resultant Acceleration vs. Time	B-47
Figure No. 179.	6 Year Old P2 Passenger Chest X Velocity vs. Time	B-48

		<u>Page No.</u>
Figure No. 180.	6 Year Old P2 Passenger Chest Y Velocity vs. Time	B-48
Figure No. 181.	6 Year Old P2 Passenger Chest Z Velocity vs. Time	B-48
Figure No. 182.	6 Year Old P2 Passenger Chest Displacement vs. Time	B-48
Figure No. 183.	Fire Voltage #1 Voltage vs. Time	B-49
Figure No. 184.	Fire Current #1 Voltage vs. Time	B-49
Figure No. 185.	Fire Voltage #2 Voltage vs. Time	B-49
Figure No. 186.	Fire Current #2 Voltage vs. Time	B-49
Figure No. 187.	6 Year Old P2 Passenger Nij (N_{TF}) vs. Time	B-50
Figure No. 188.	6 Year Old P2 Passenger Nij (N_{TE}) vs. Time	B-50
Figure No. 189.	6 Year Old P2 Passenger Nij (N_{CF}) vs. Time	B-50
Figure No. 190.	6 Year Old P2 Passenger Nij (N_{CE}) vs. Time	B-50

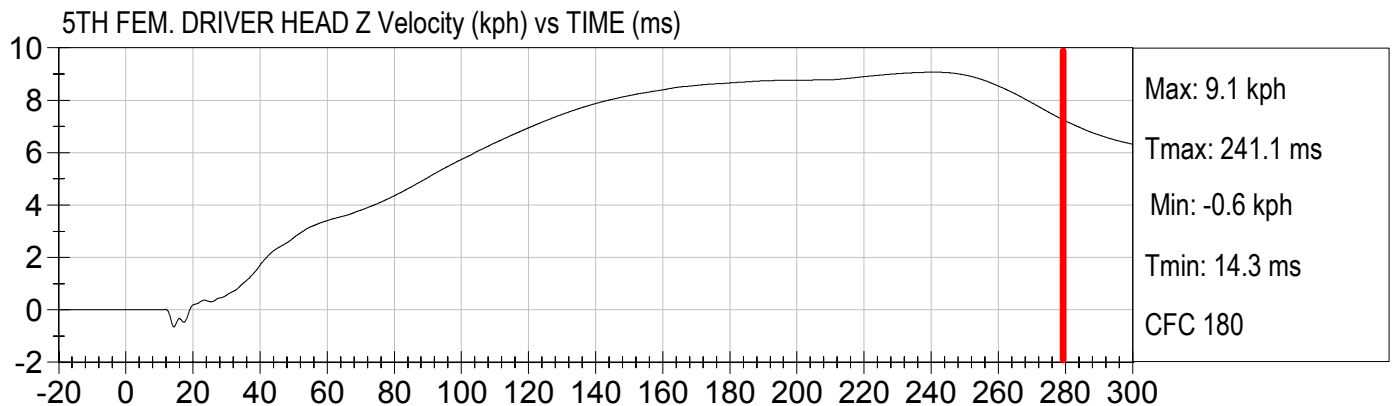
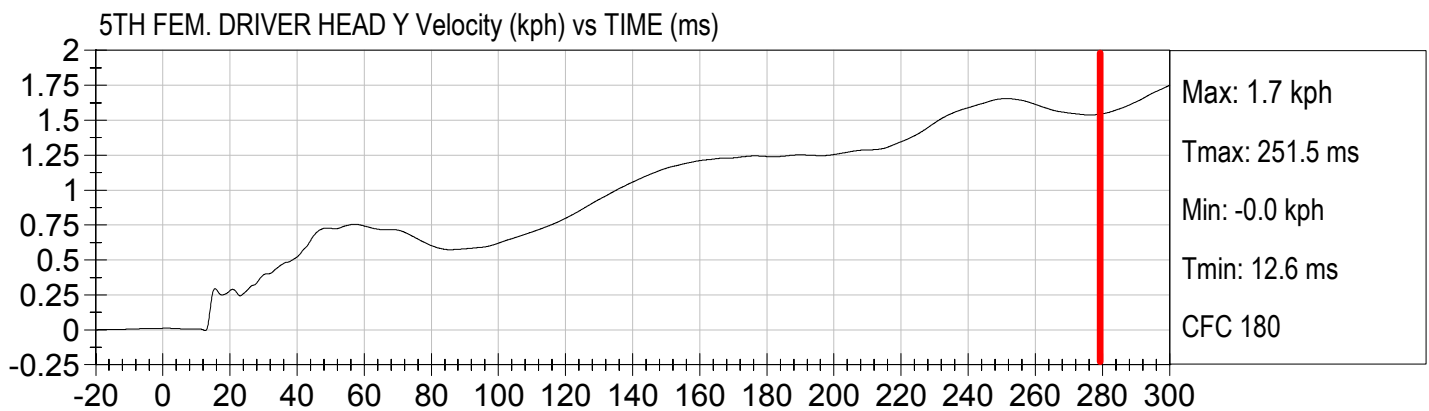
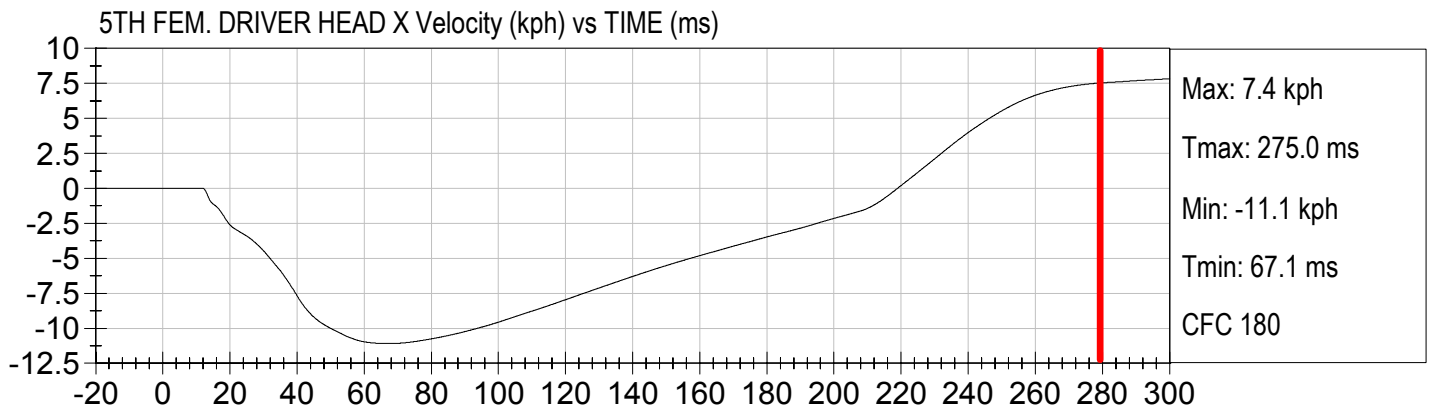


Injury Values Calculated between 0ms and 275ms



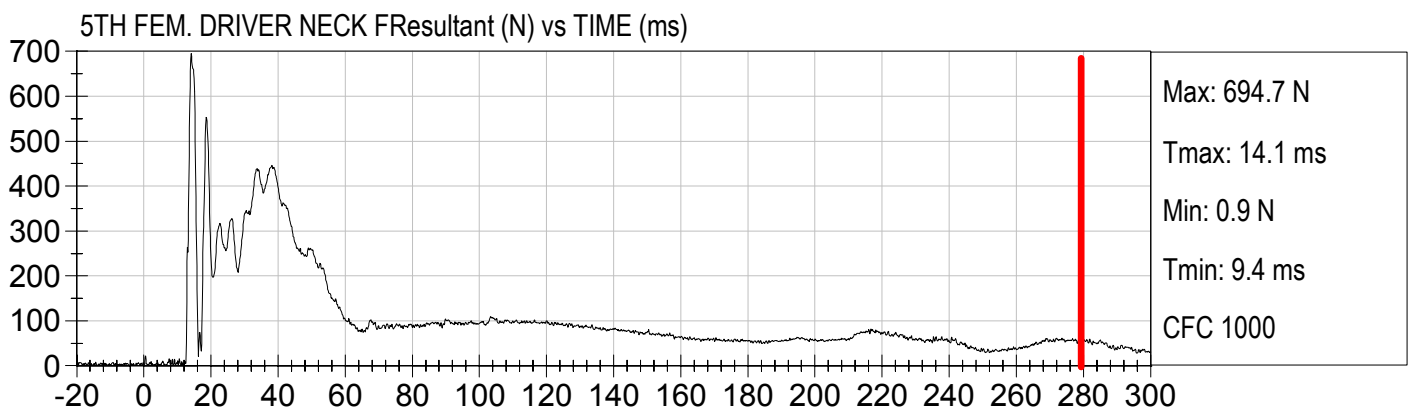
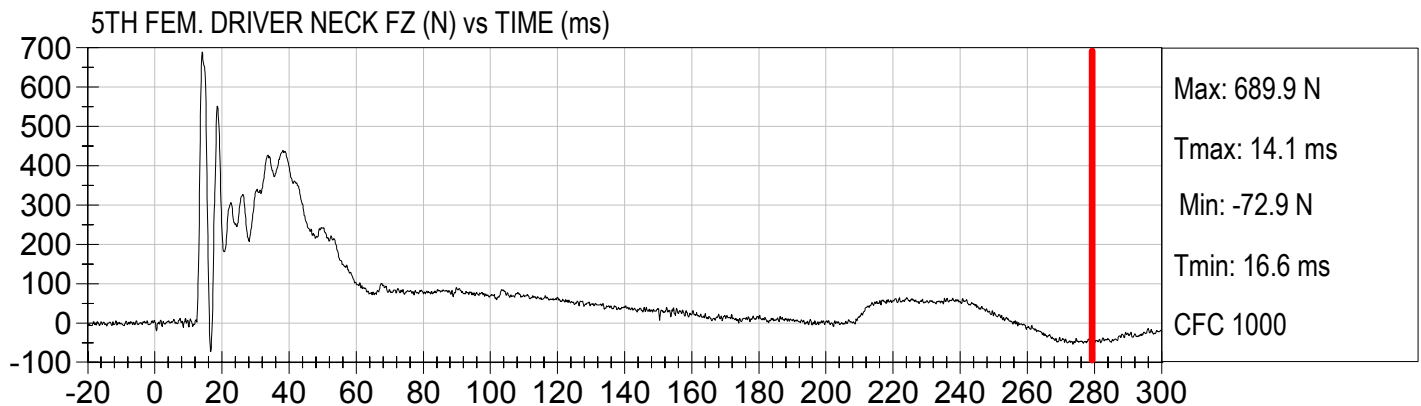
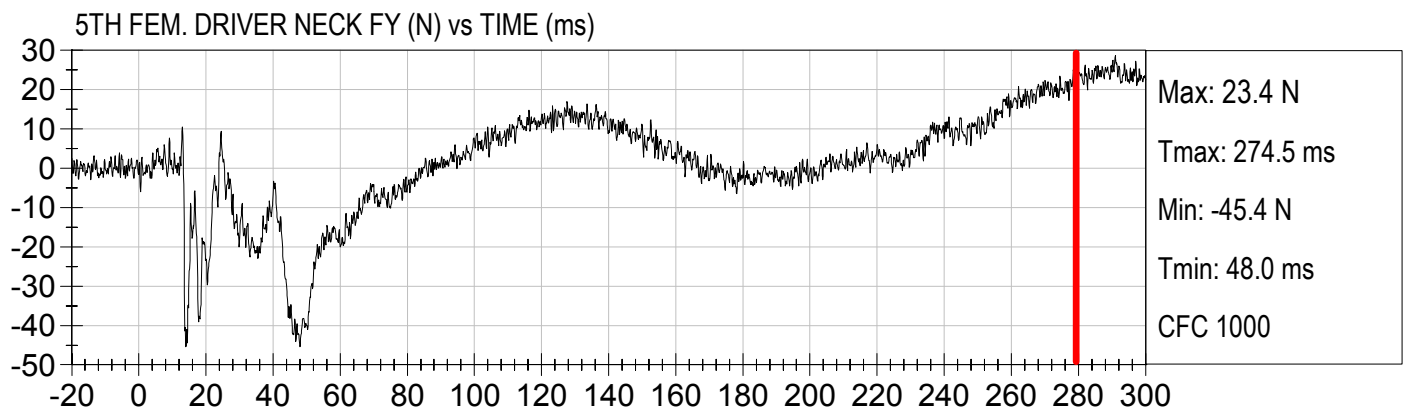
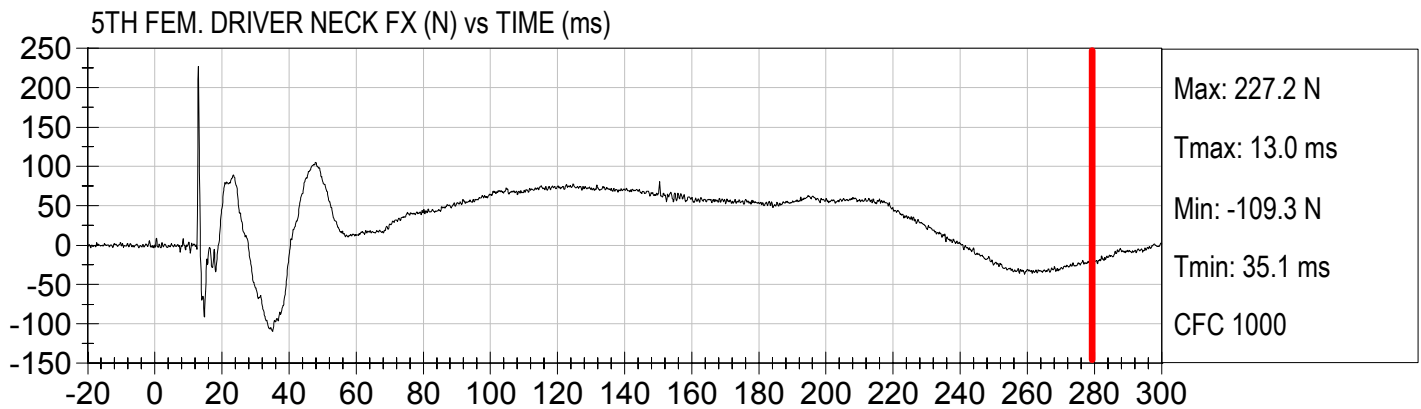


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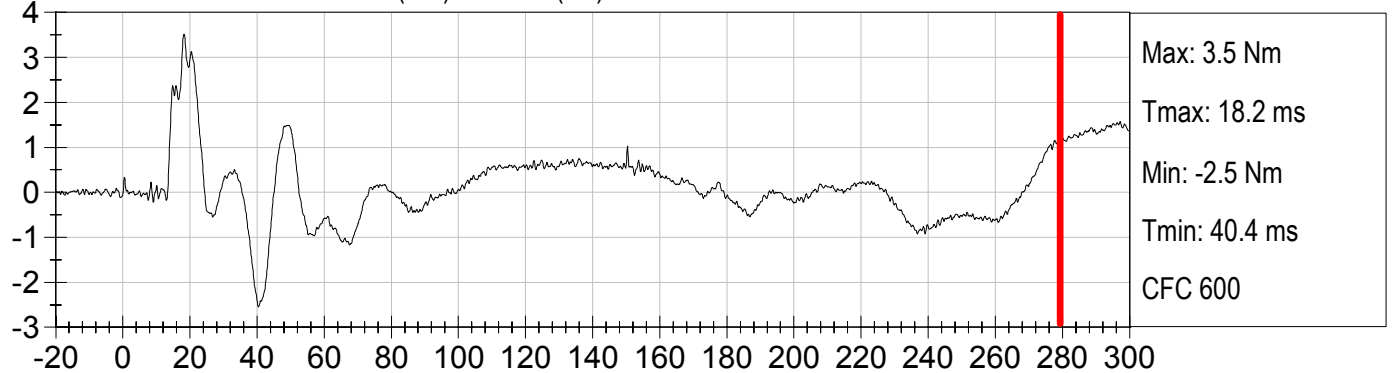
Injury Values Calculated between 0ms and 275ms



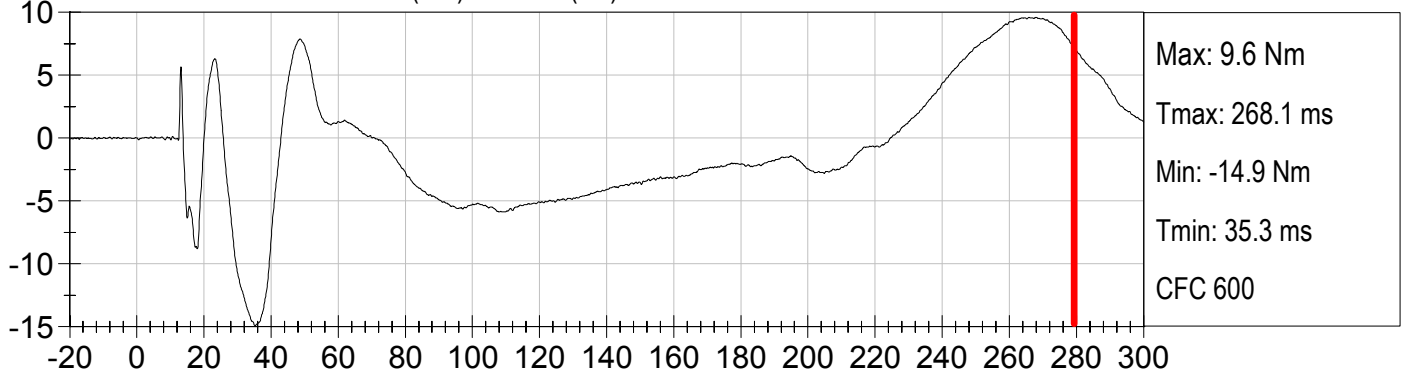


Injury Values Calculated between 0ms and 275ms

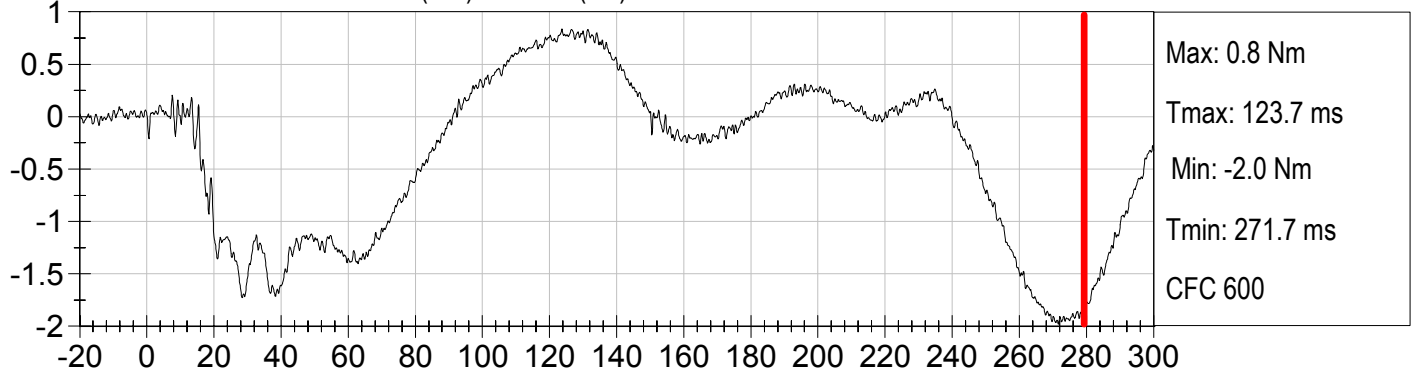
5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)



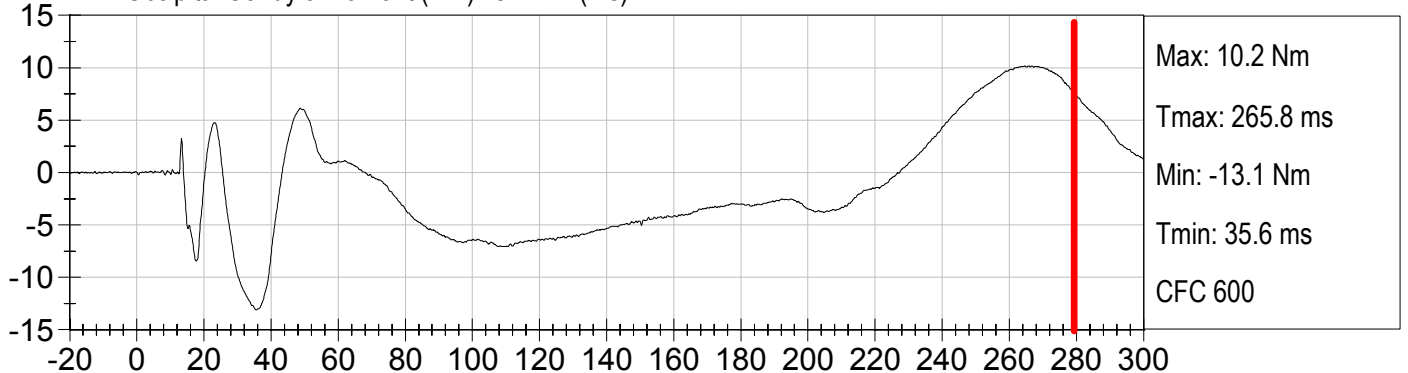
5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)



5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)



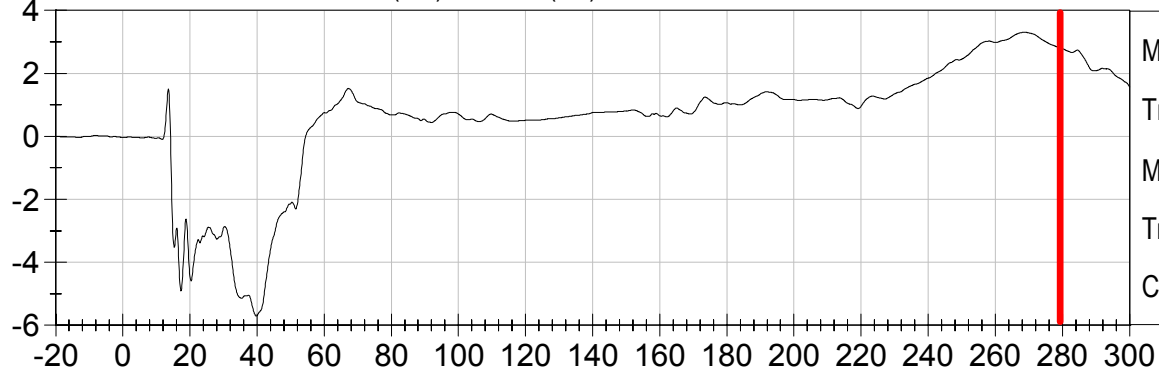
Drv. Occipital Condyle Moment (Nm) vs TIME (ms)



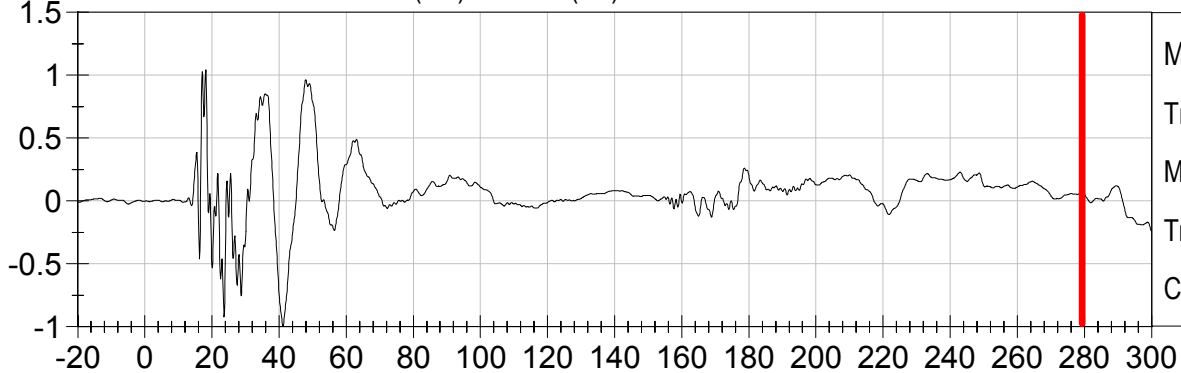


Injury Values Calculated between 0ms and 275ms

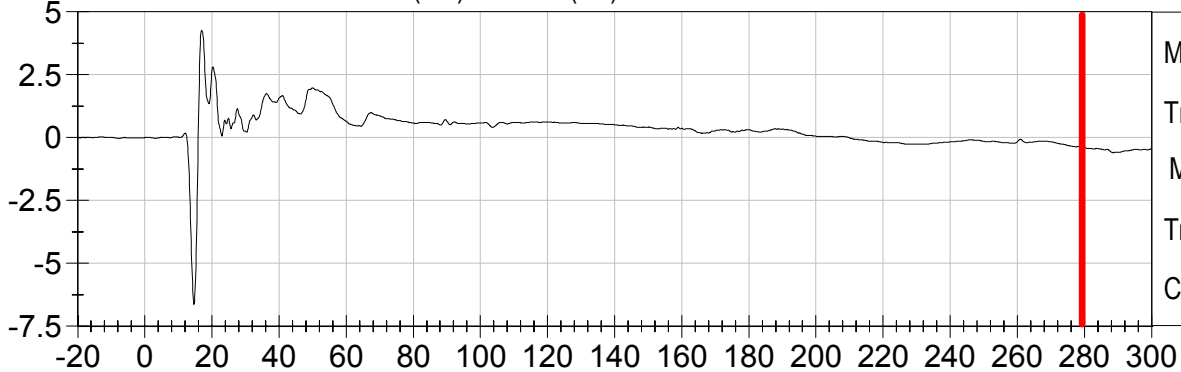
5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)



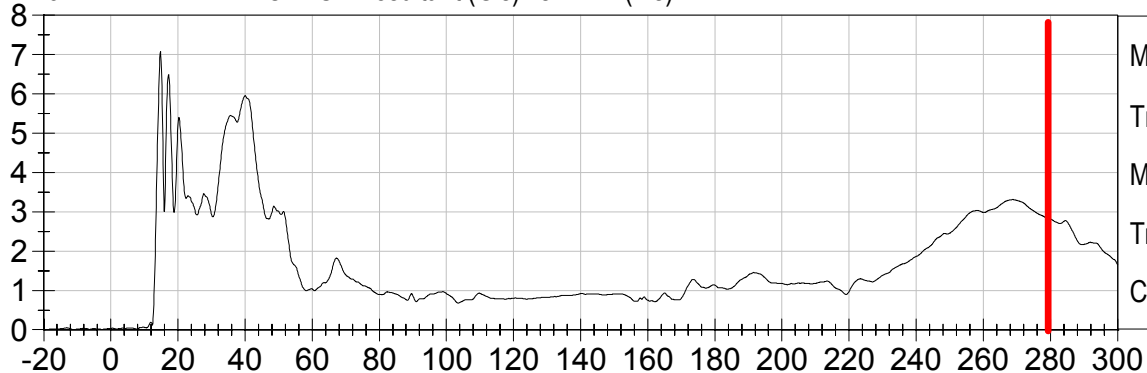
5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)



5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)

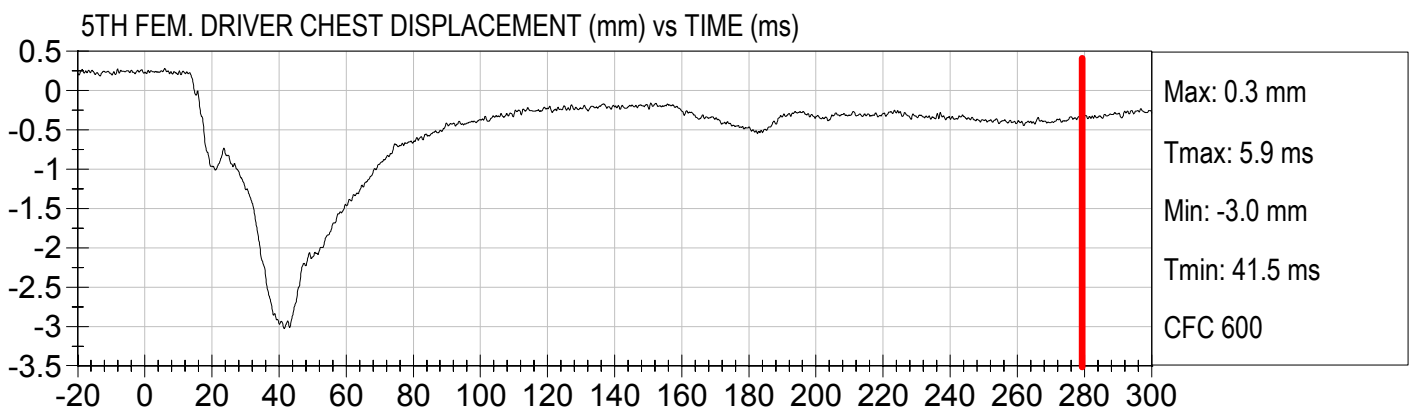
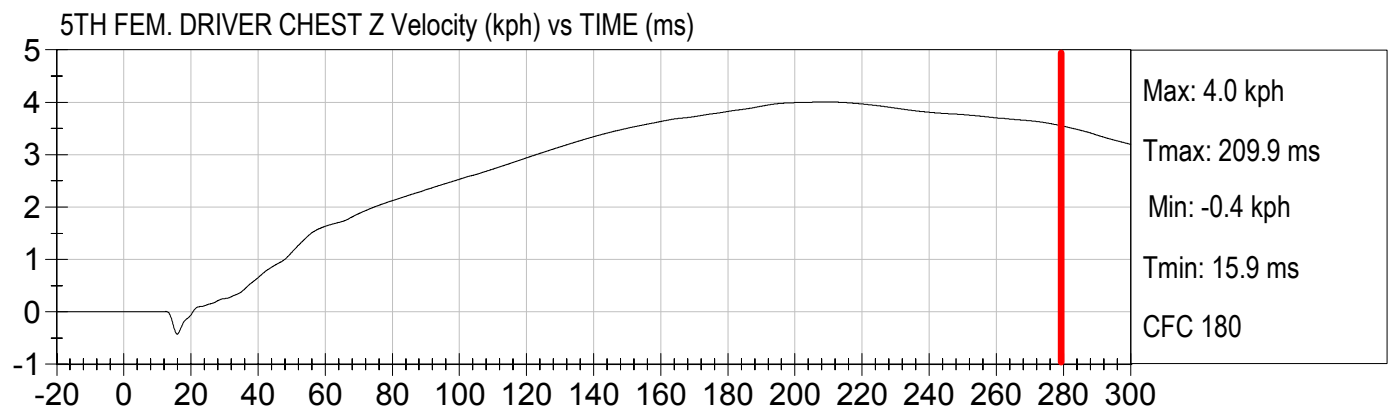
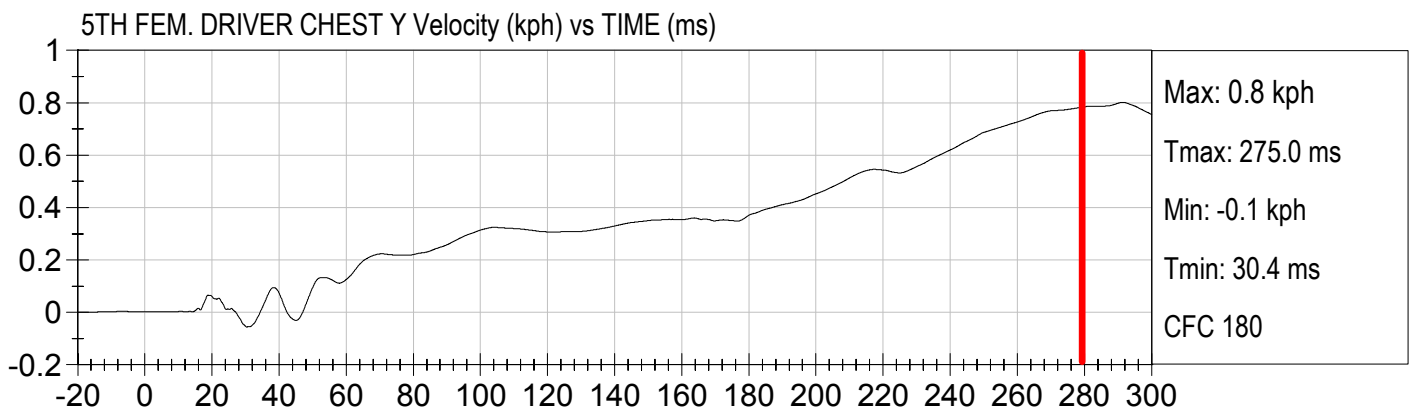
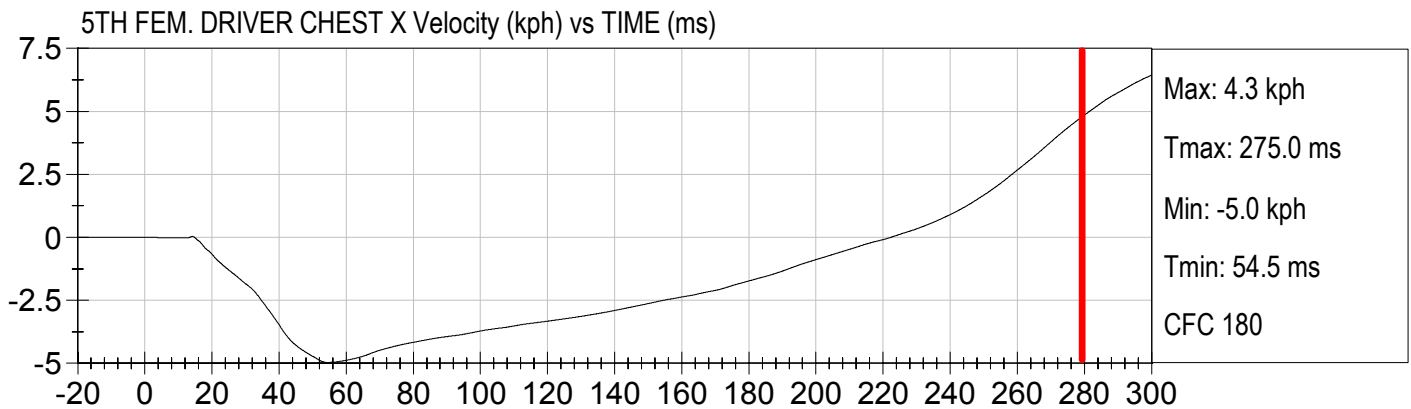


5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)



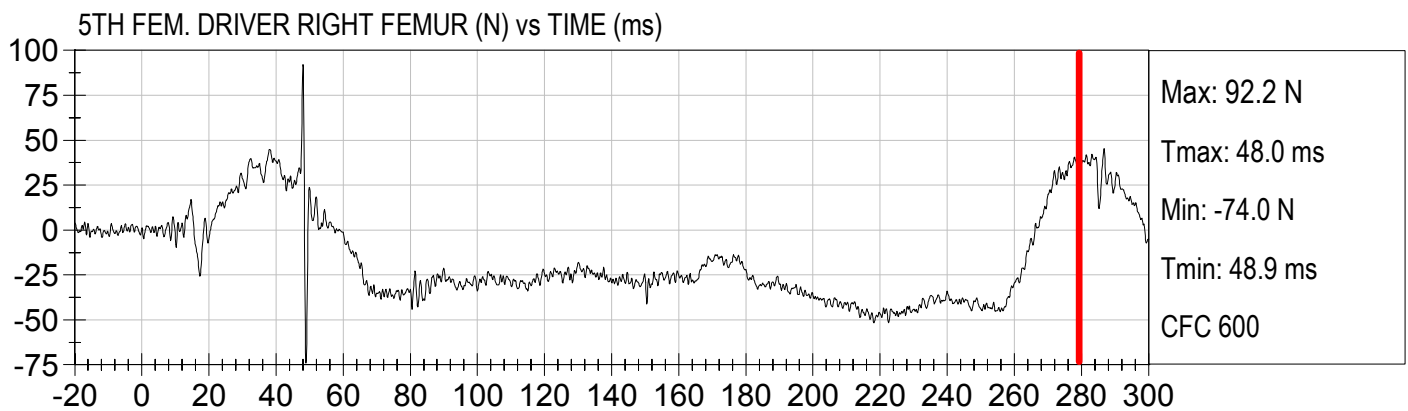
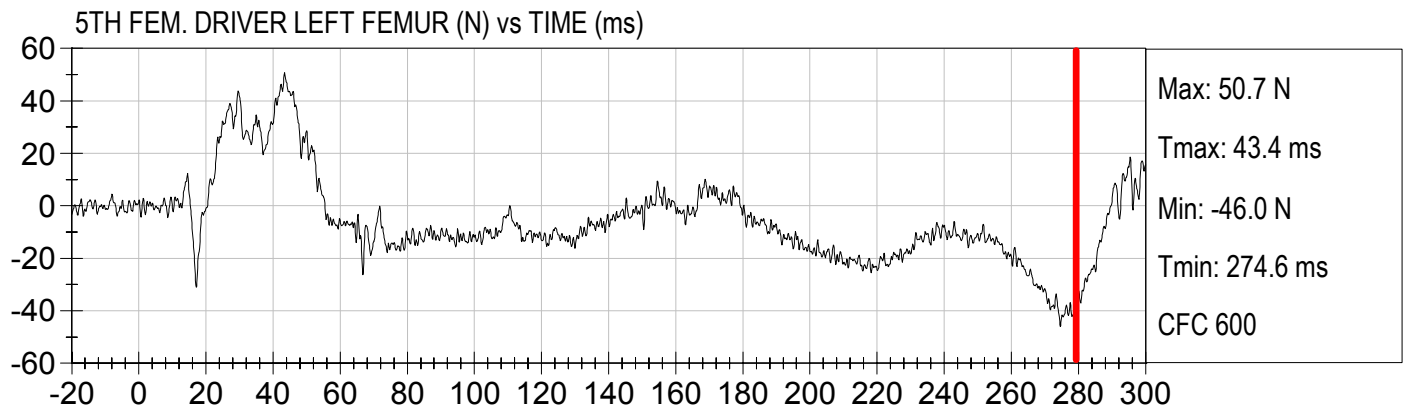


Injury Values Calculated between 0ms and 275ms



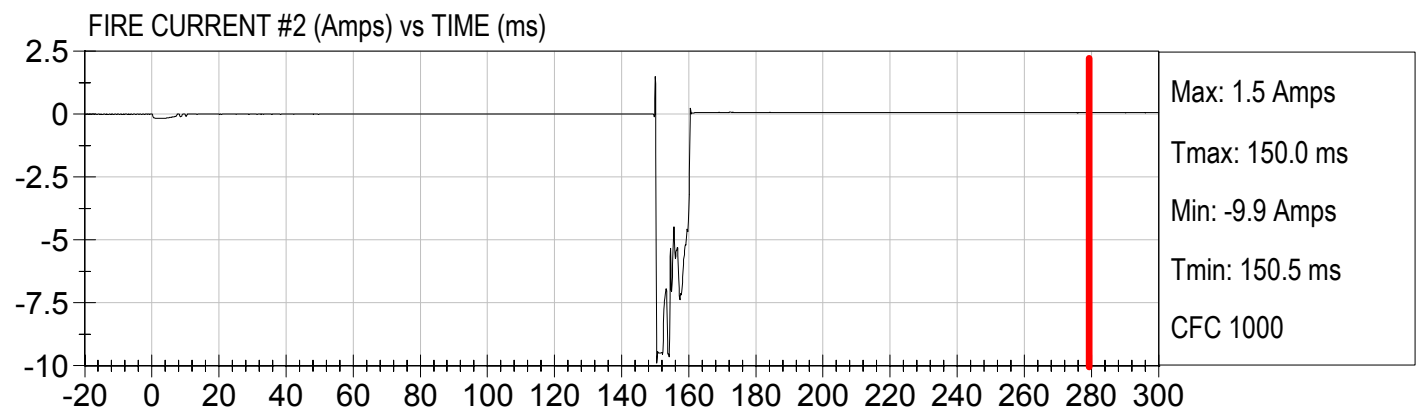
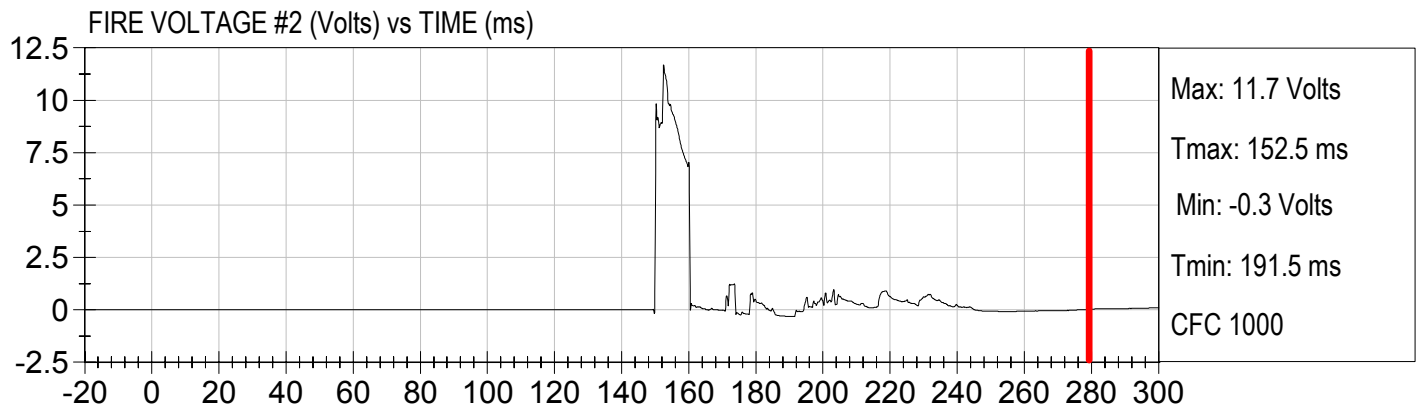
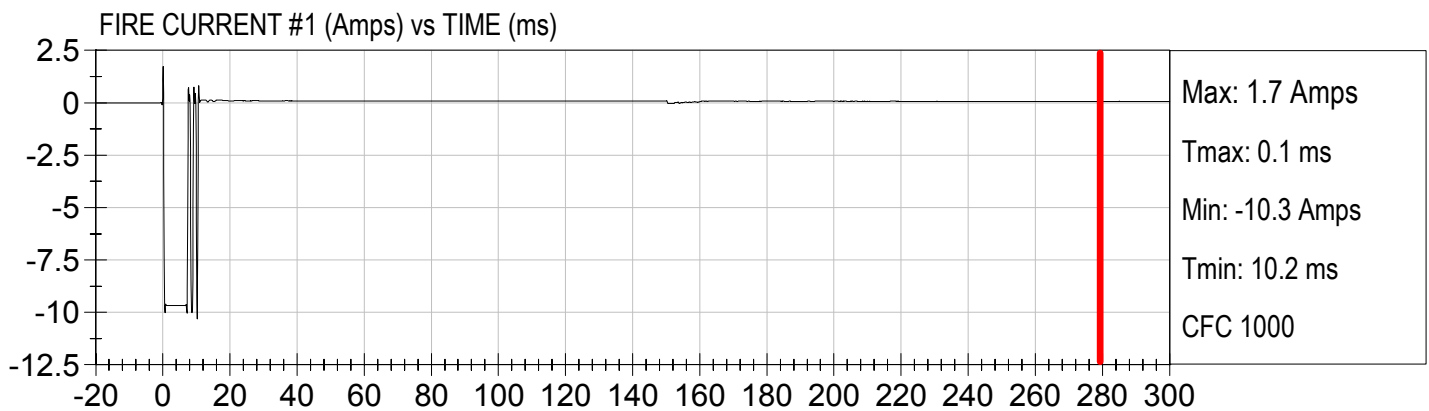
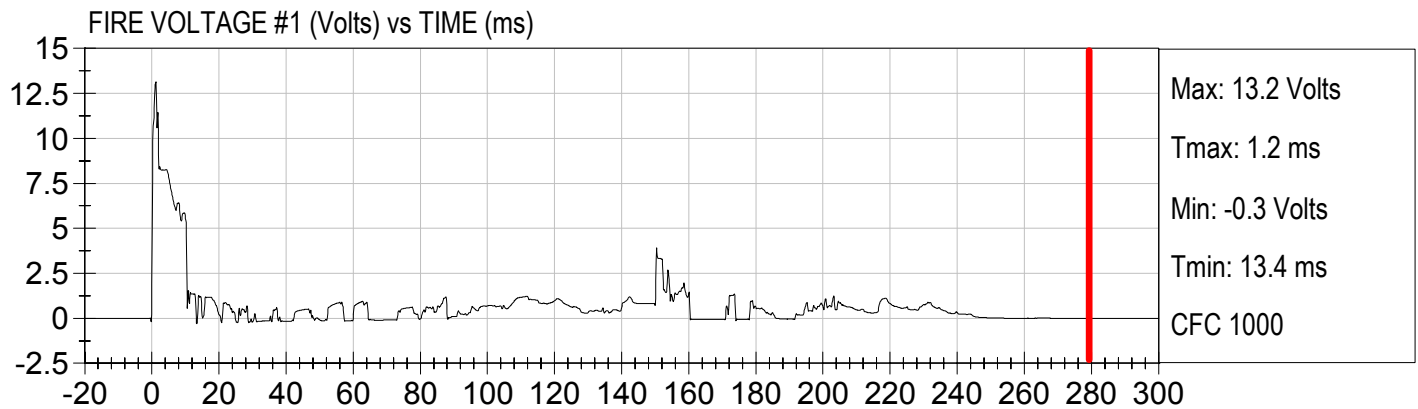


Injury Values Calculated between 0ms and 275ms



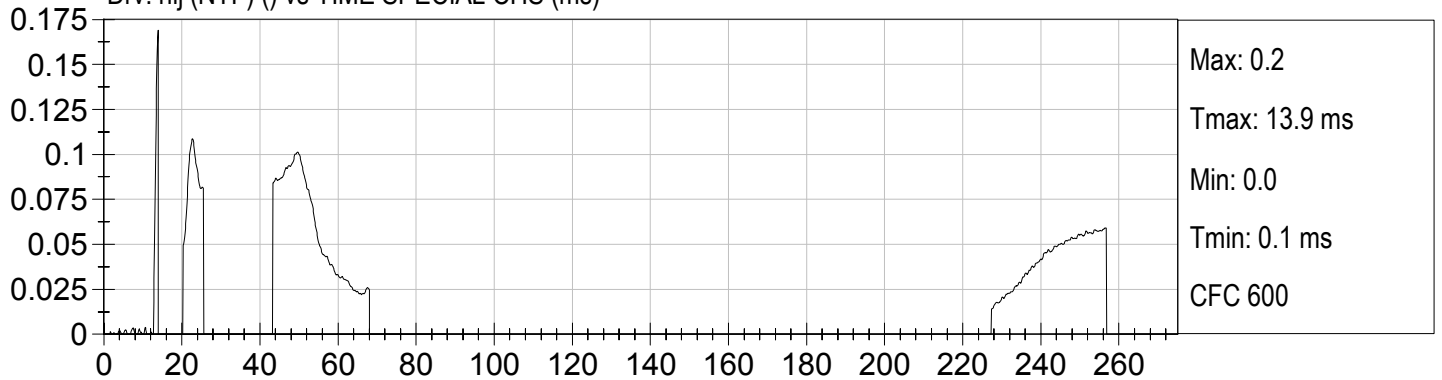


Injury Values Calculated between 0ms and 275ms

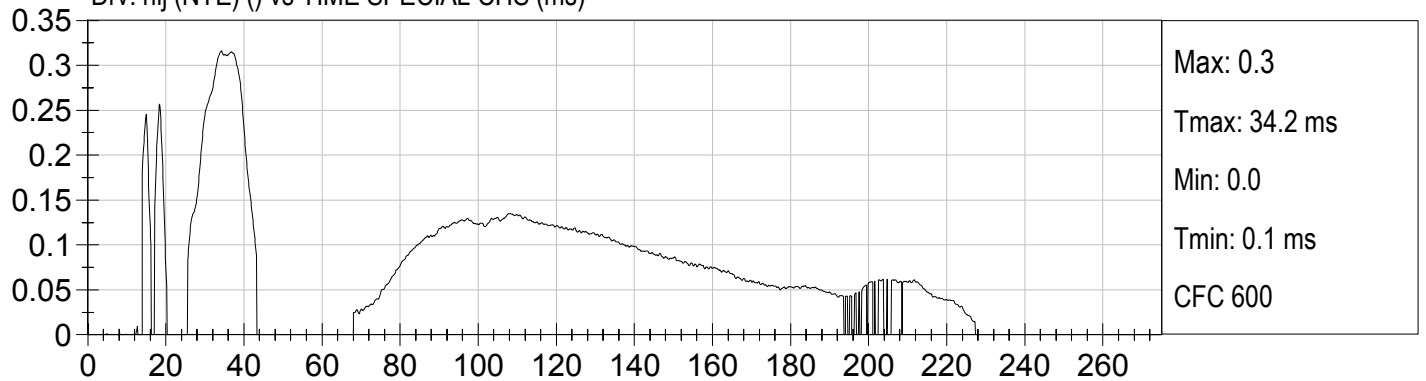




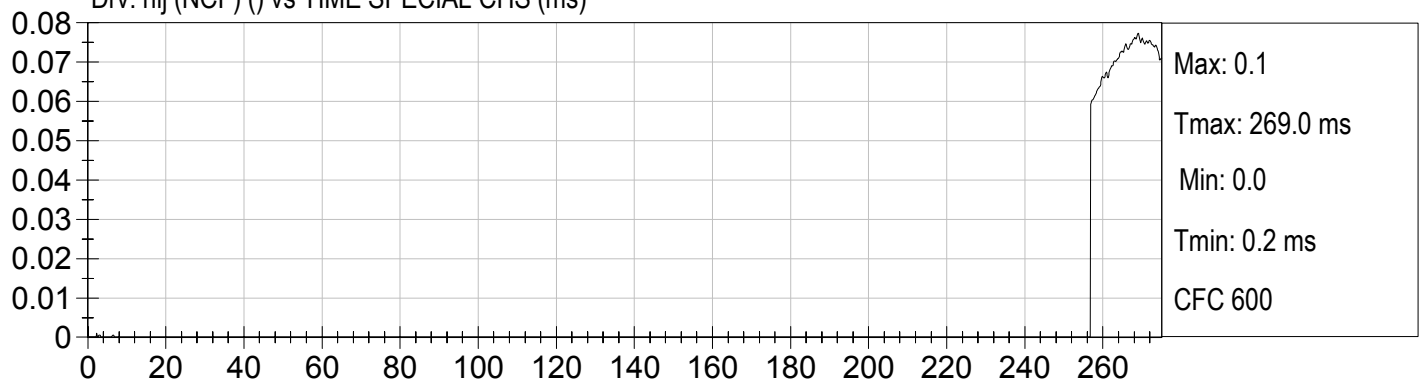
Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)



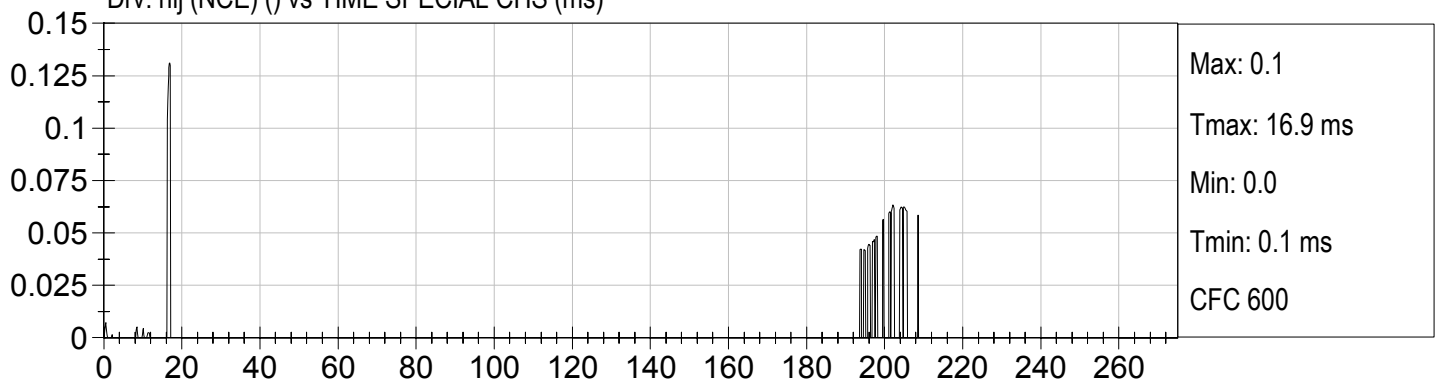
Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)



Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)

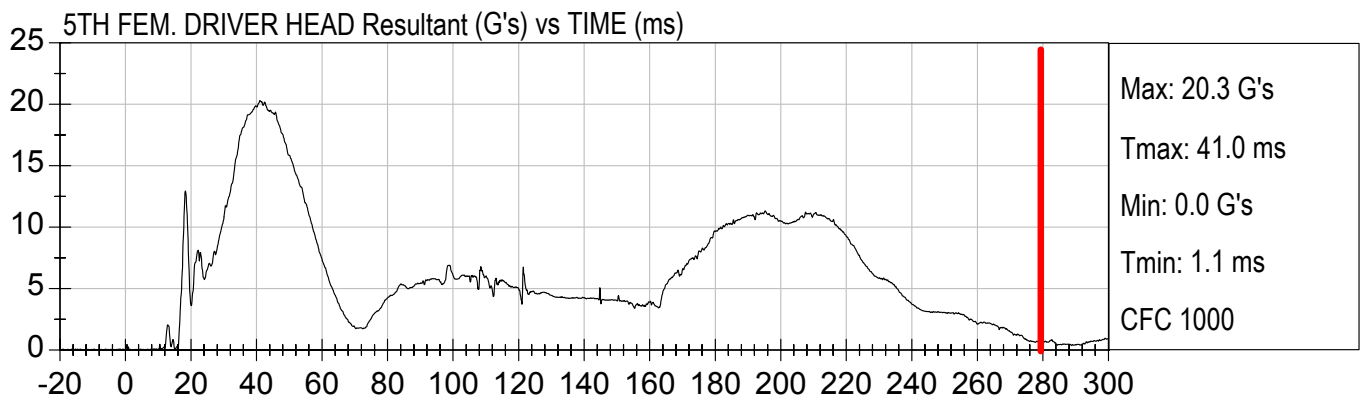
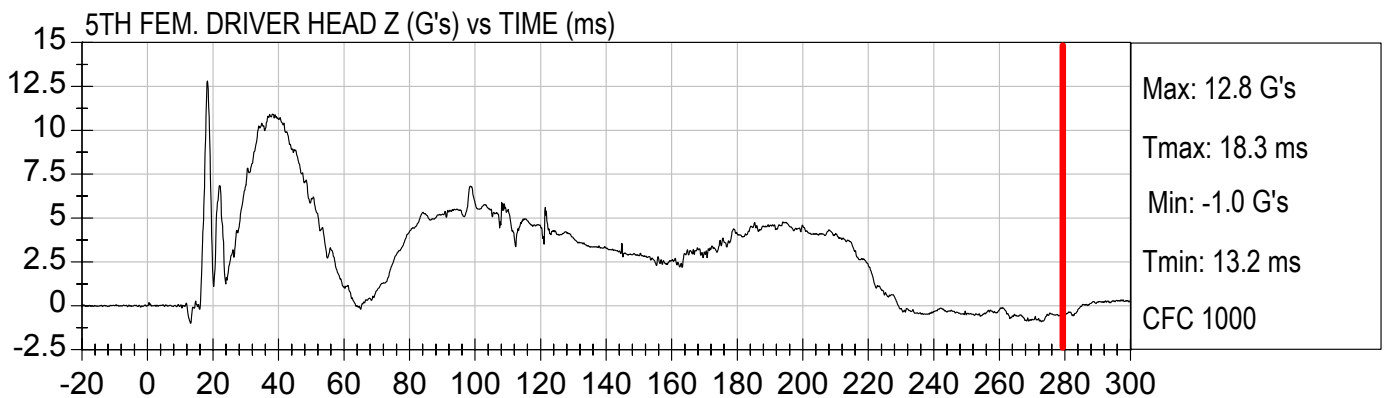
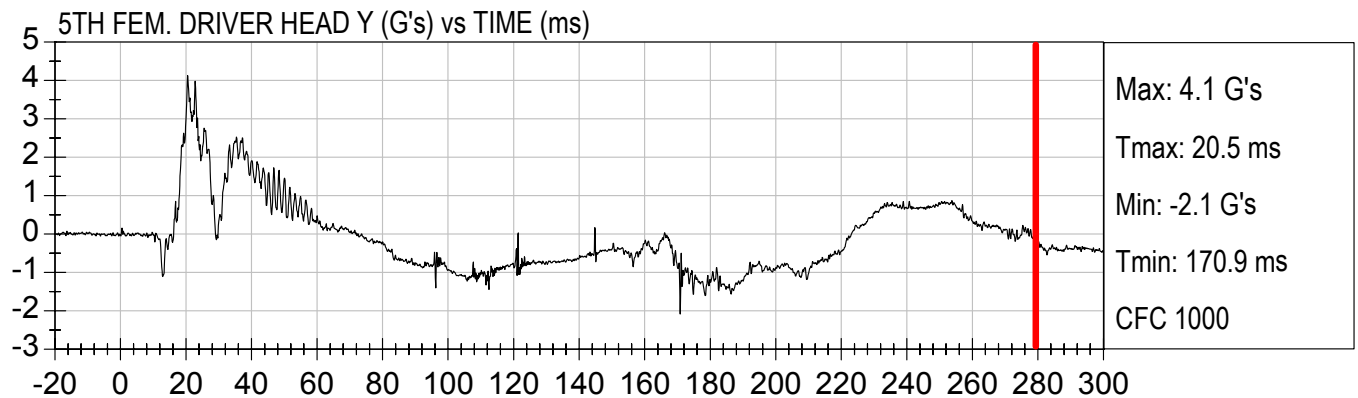
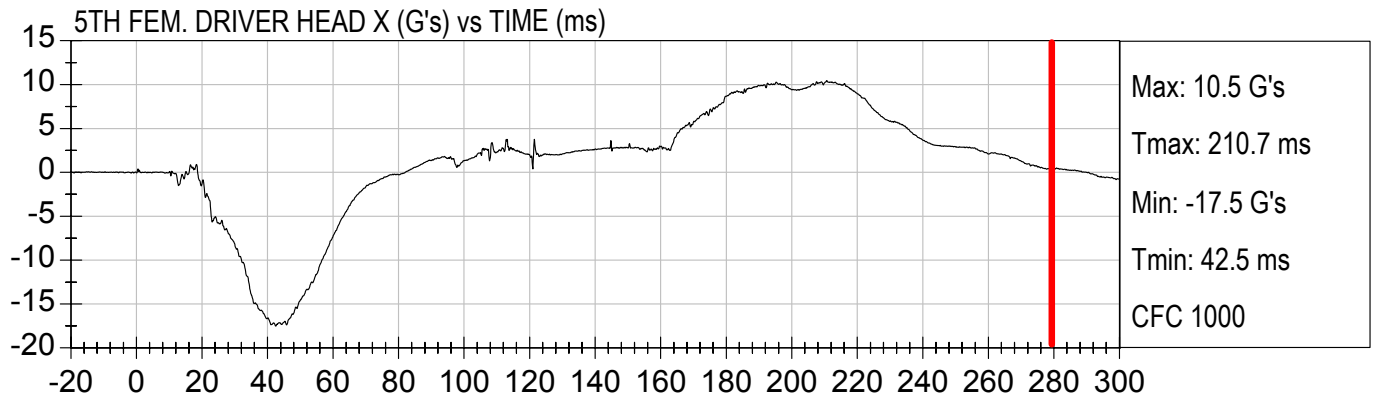


Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)



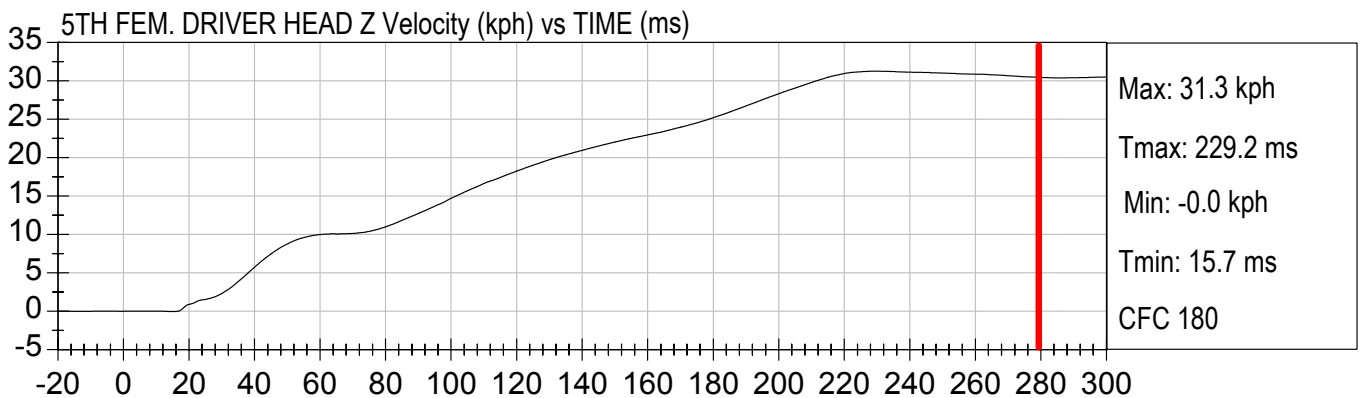
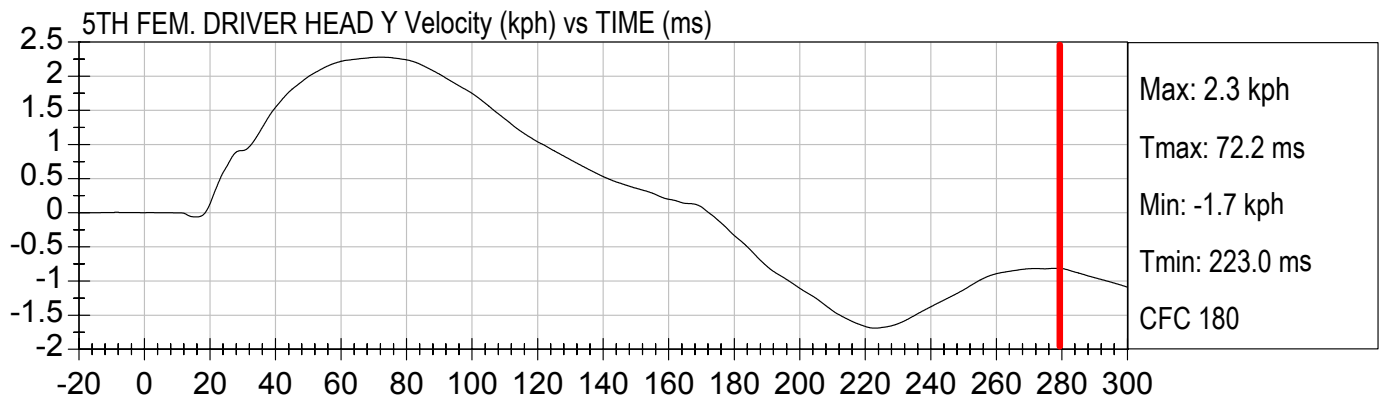
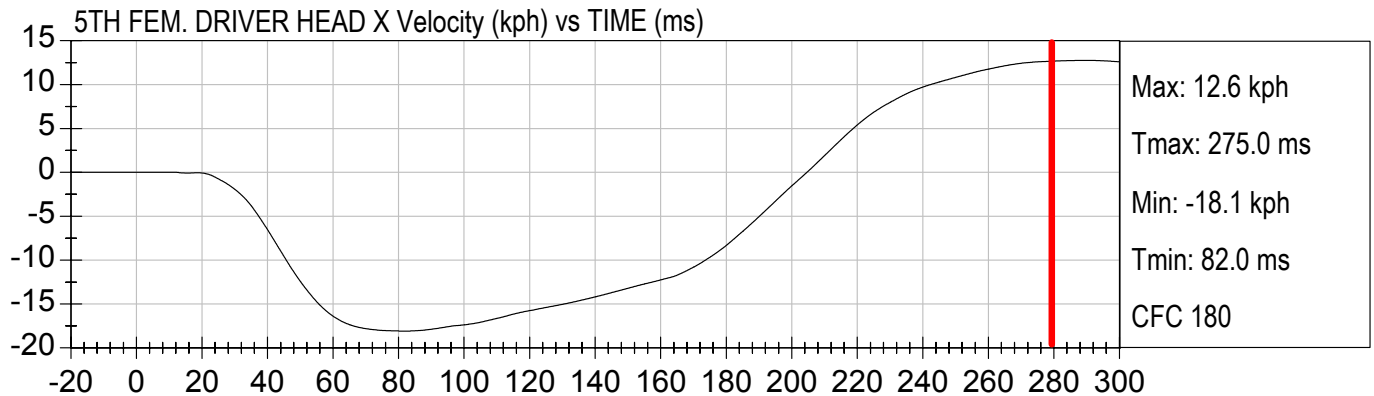


Injury Values Calculated between 0ms and 275ms



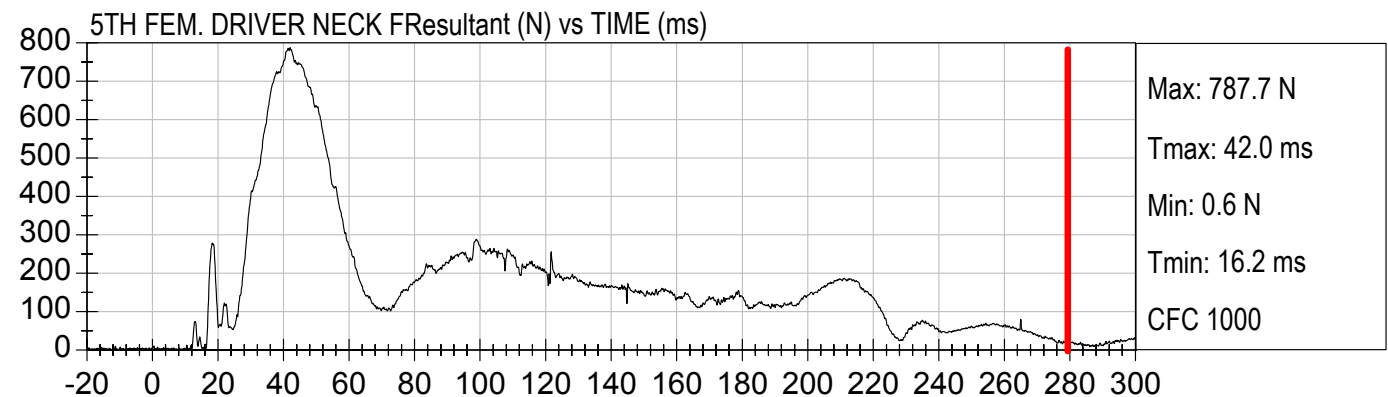
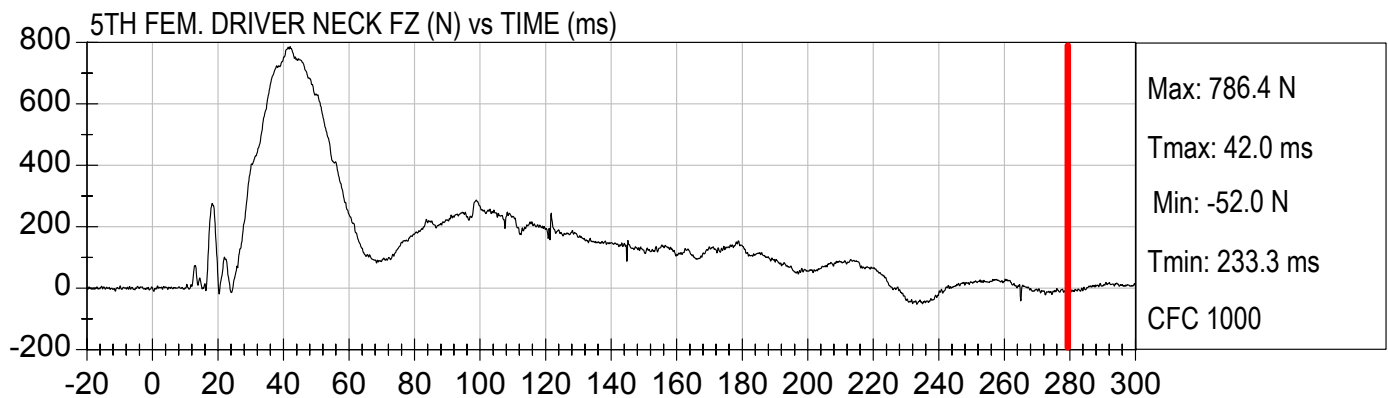
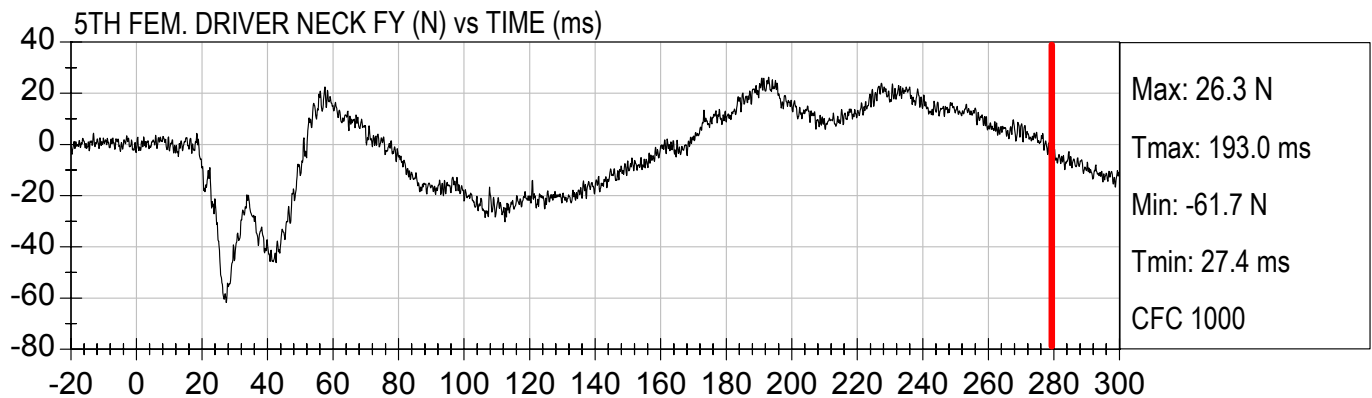
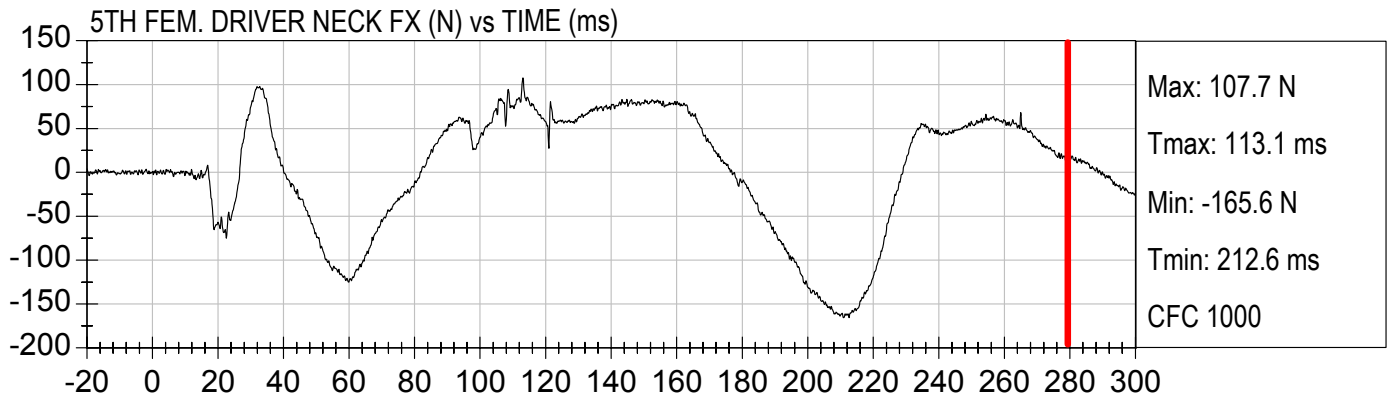


Injury Values Calculated between 0ms and 275ms





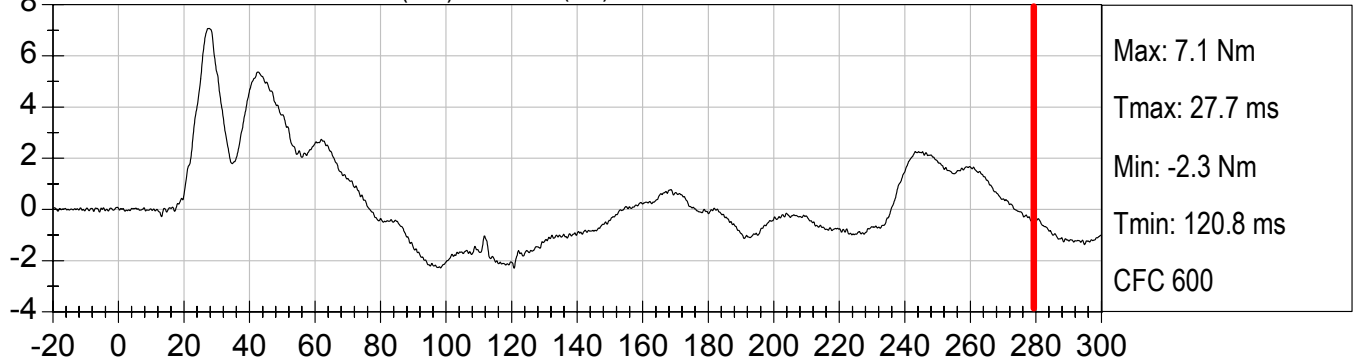
Injury Values Calculated between 0ms and 275ms



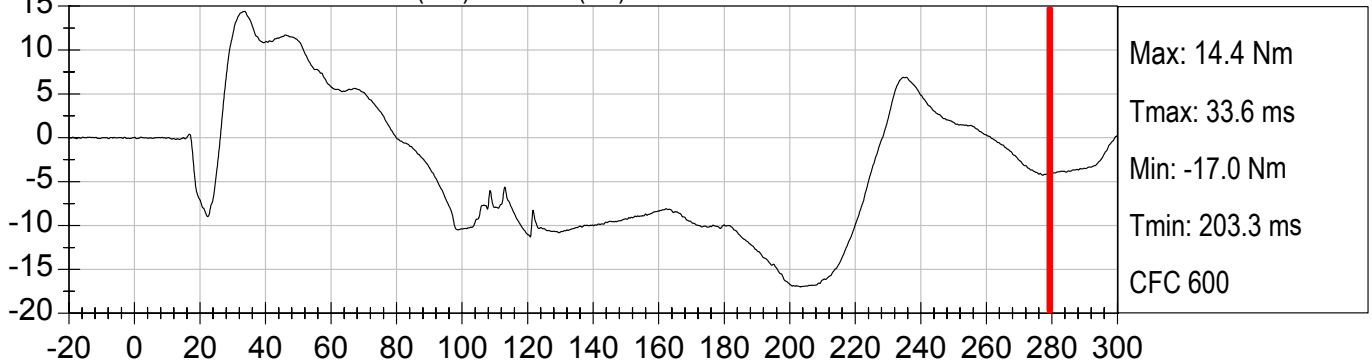


Injury Values Calculated between 0ms and 275ms

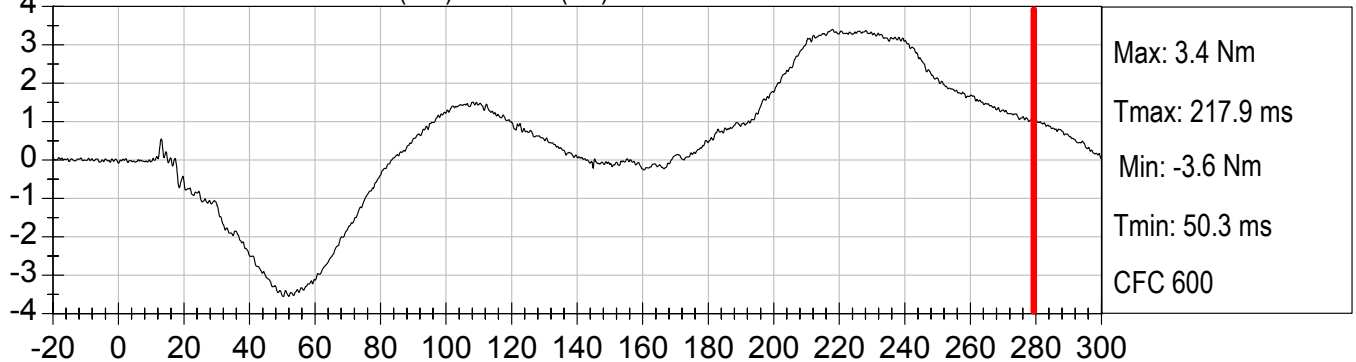
5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)



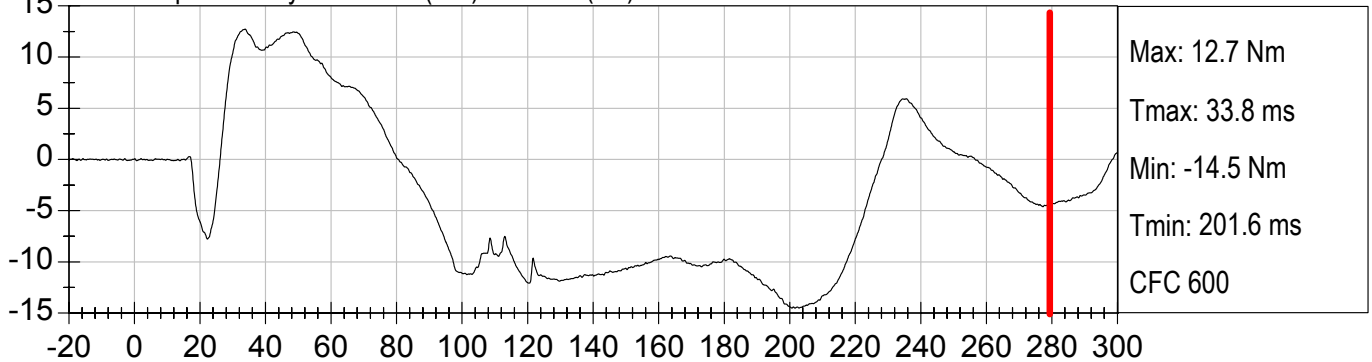
5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)



5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)

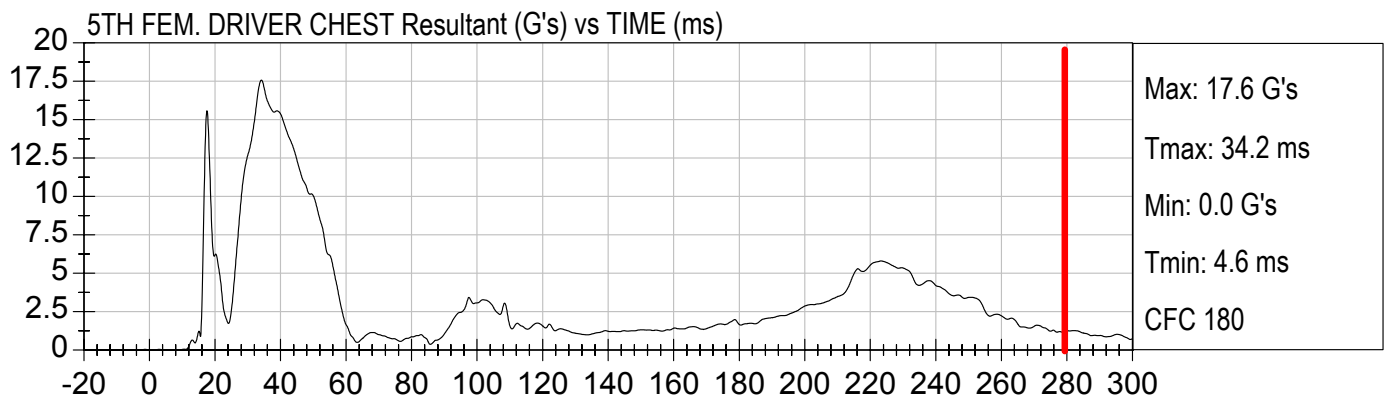
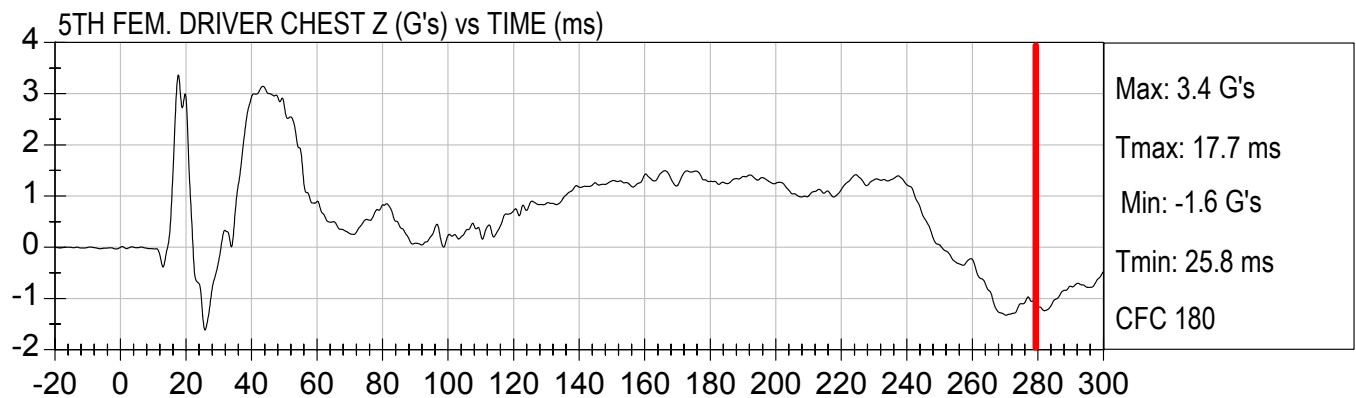
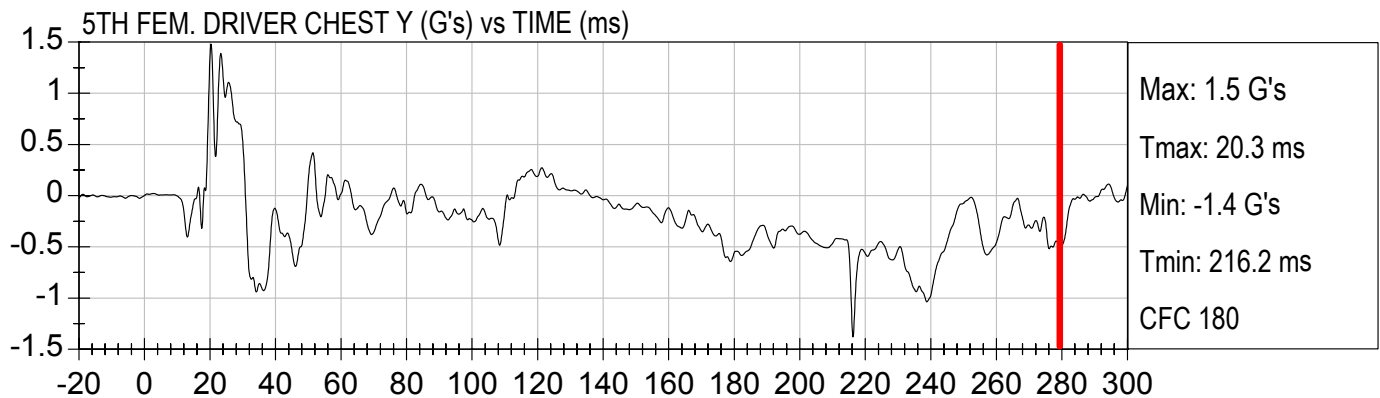
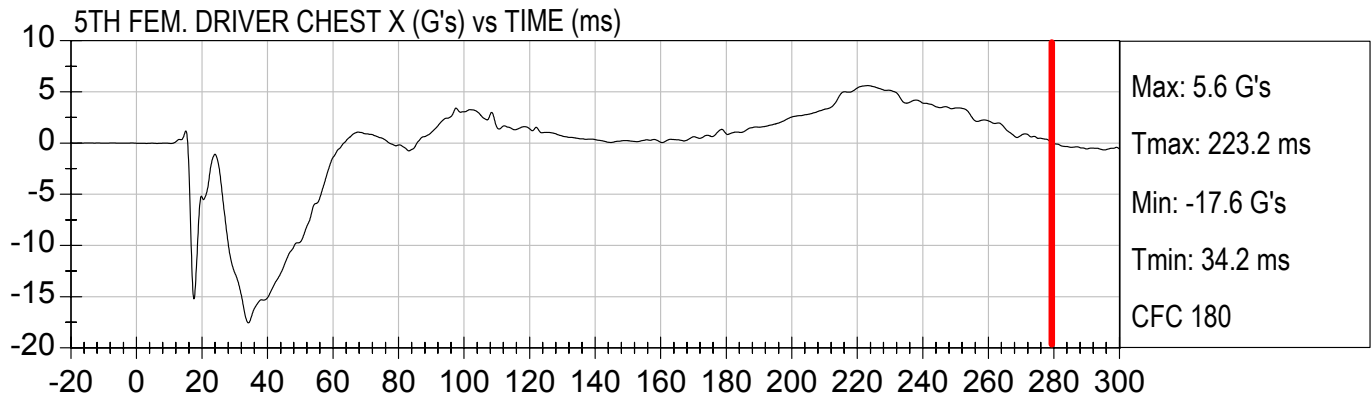


Drv. Occipital Condyle Moment (Nm) vs TIME (ms)



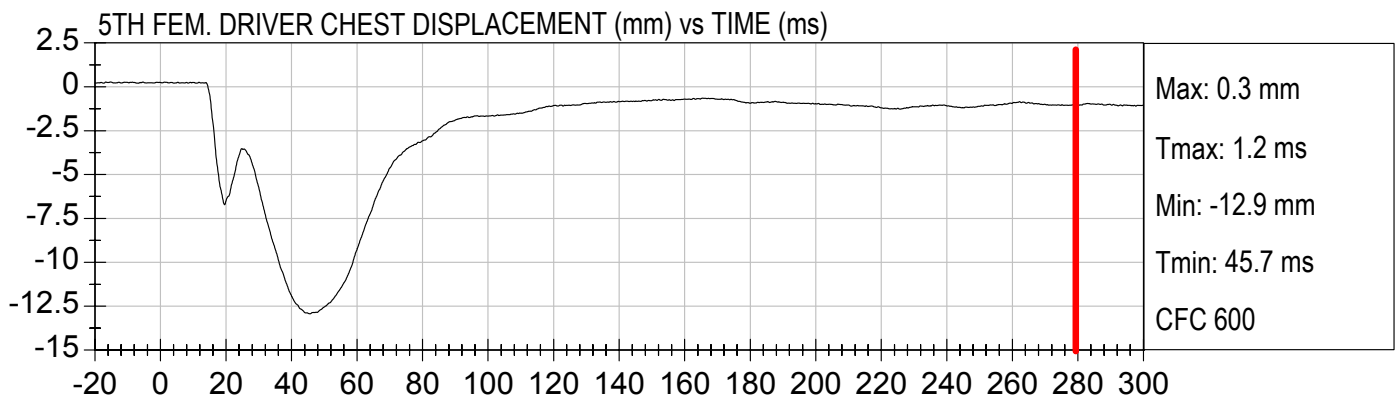
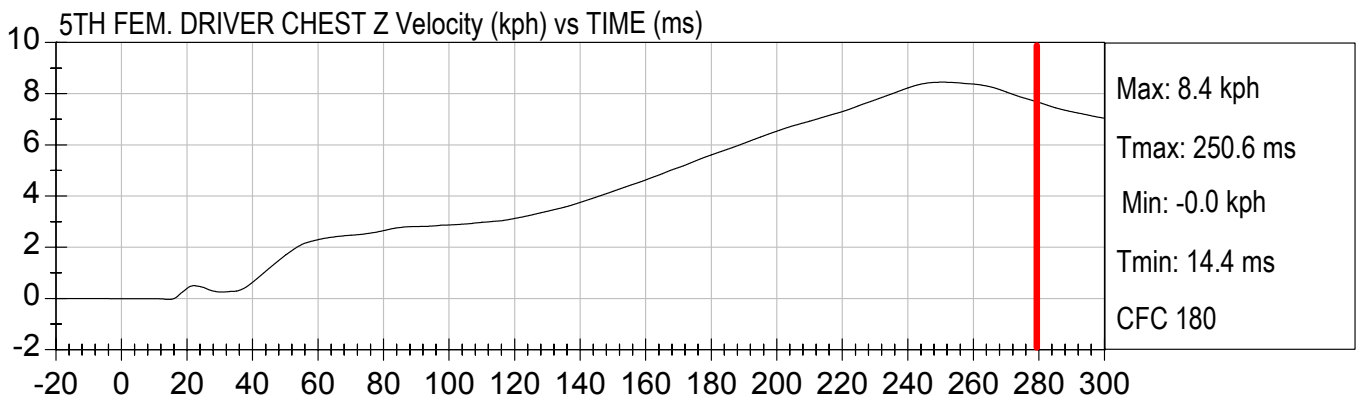
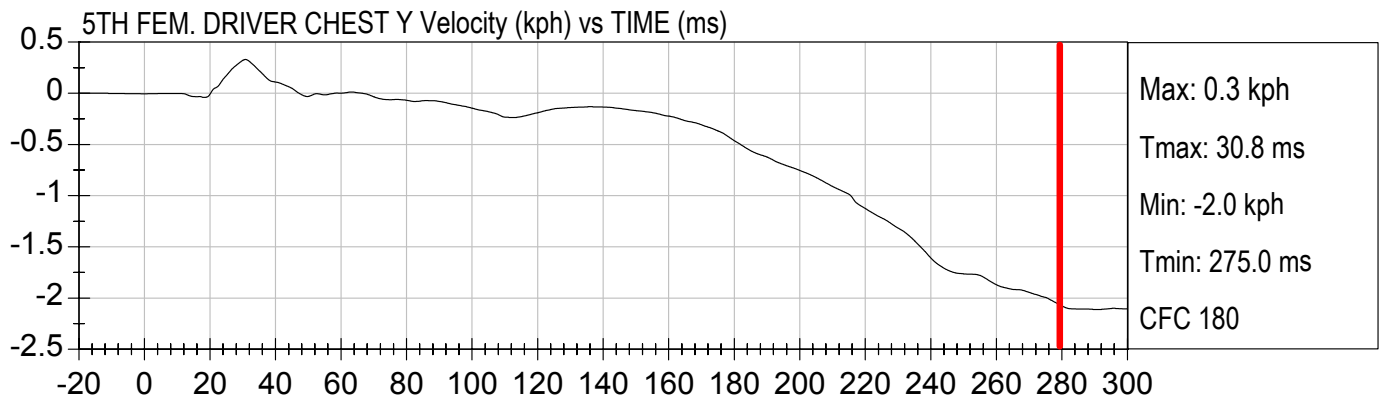
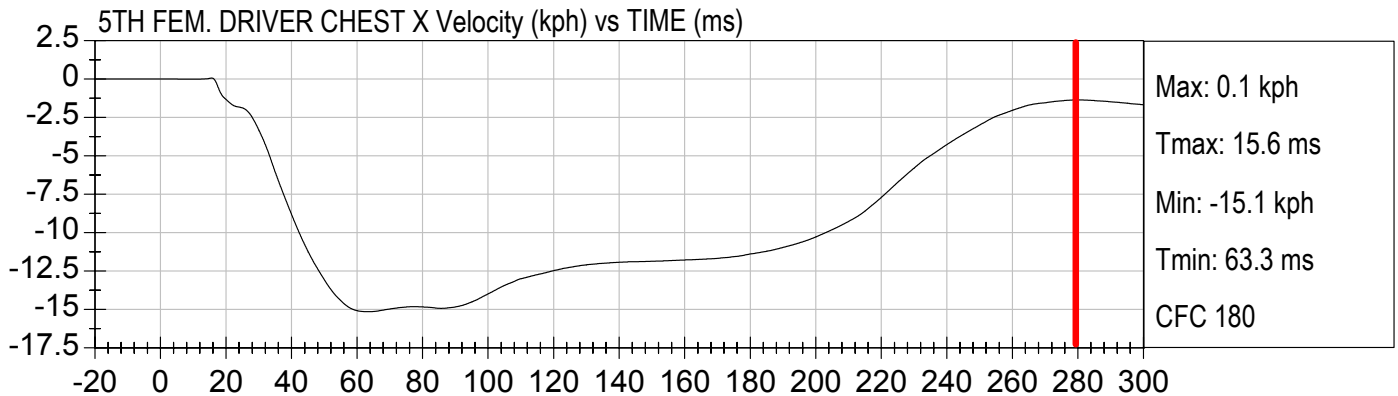


Injury Values Calculated between 0ms and 275ms



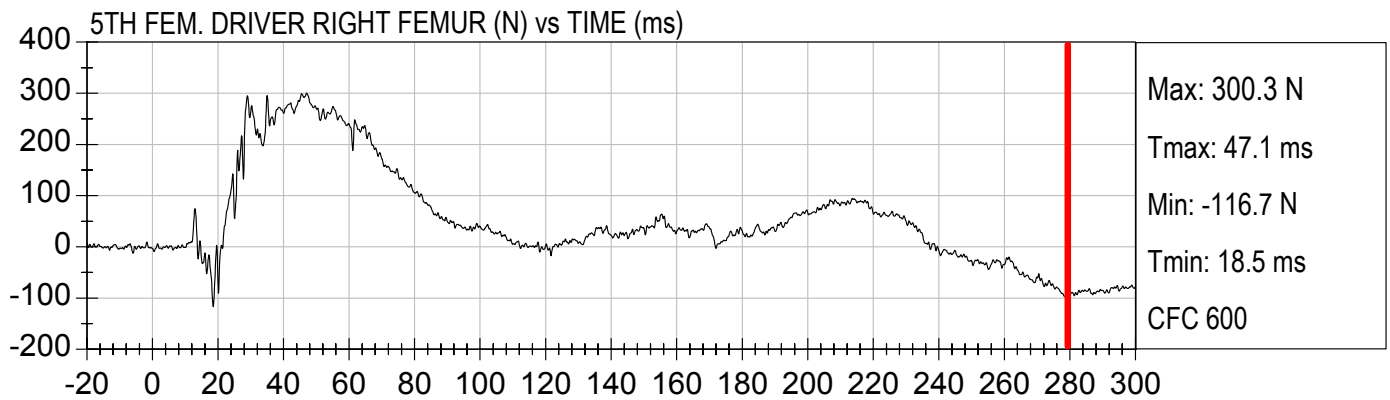
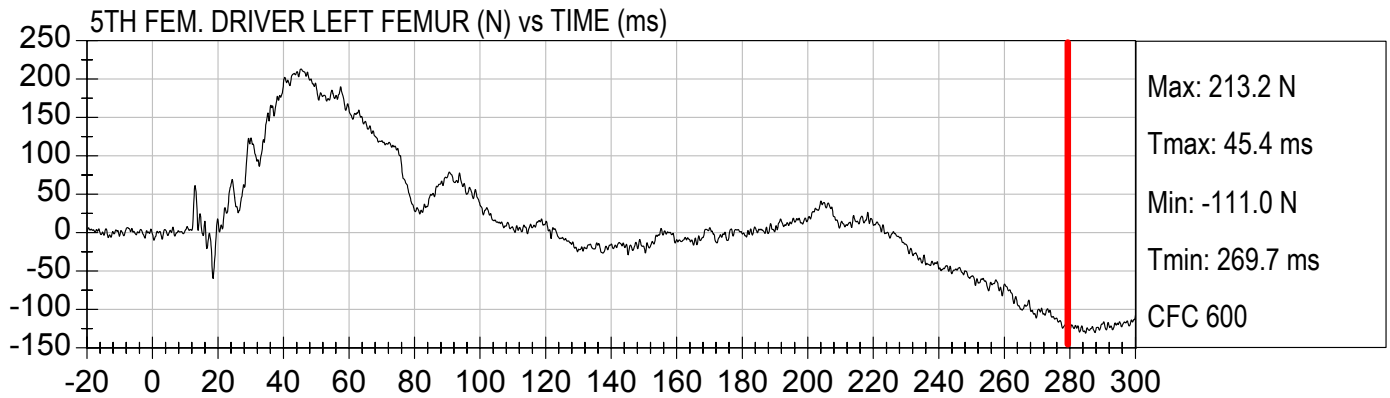


Injury Values Calculated between 0ms and 275ms





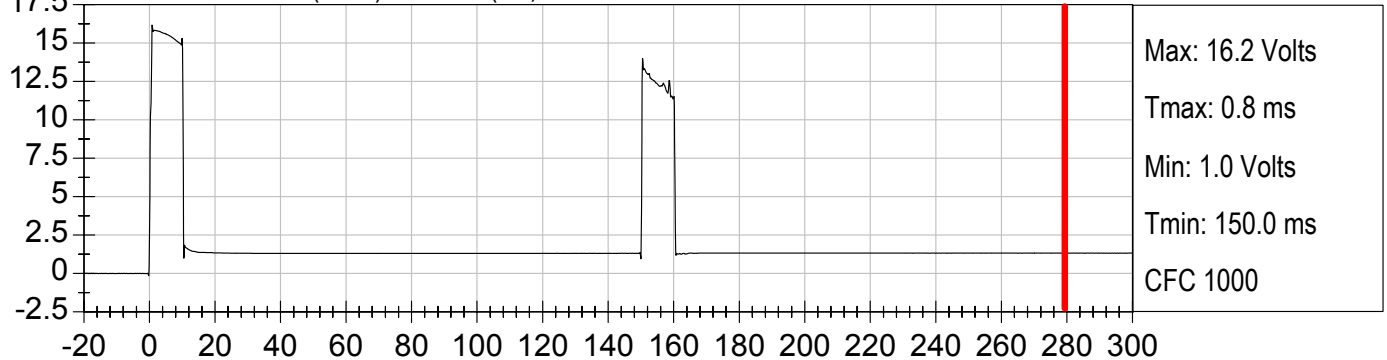
Injury Values Calculated between 0ms and 275ms



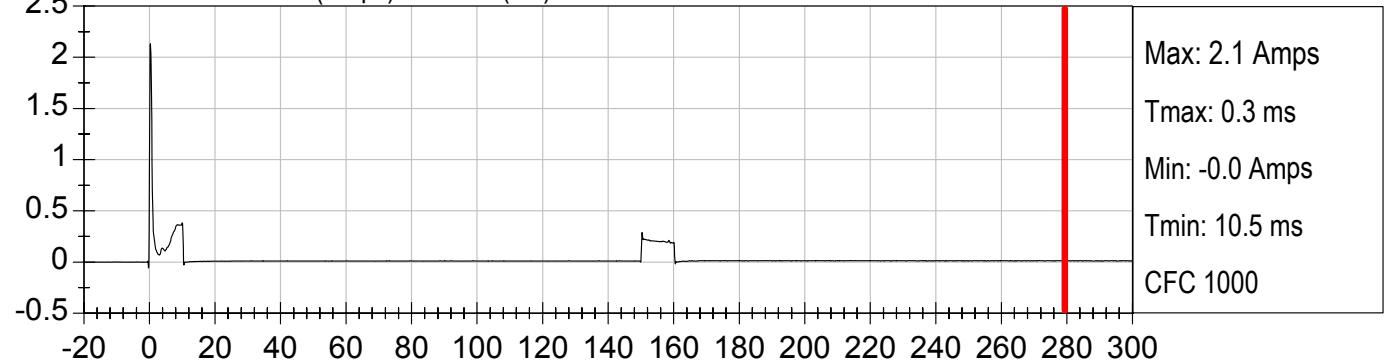


Injury Values Calculated between 0ms and 275ms

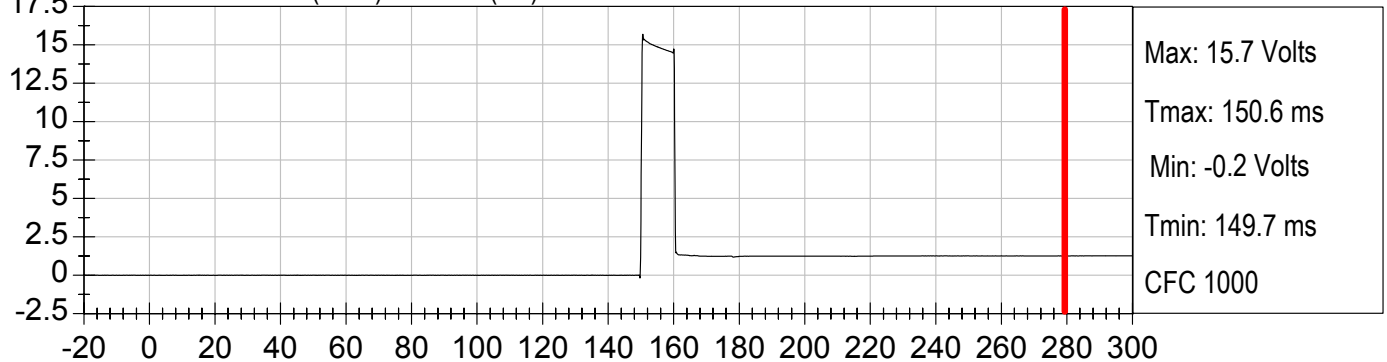
FIRE VOLTAGE #1 (Volts) vs TIME (ms)



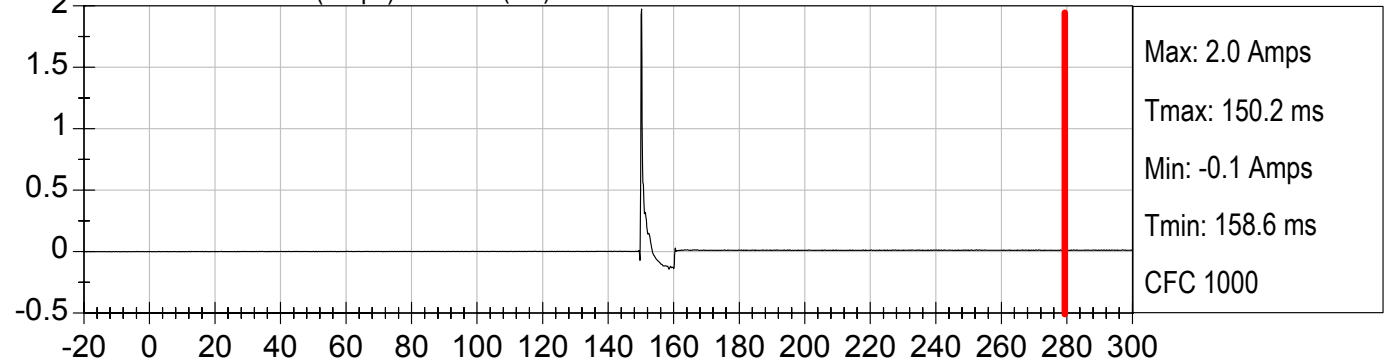
FIRE CURRENT #1 (Amps) vs TIME (ms)

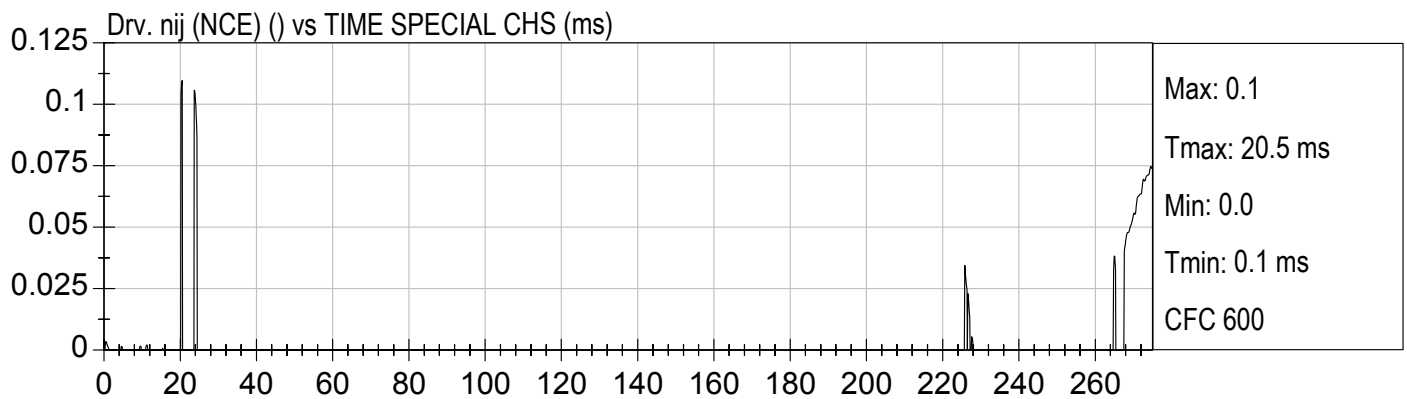
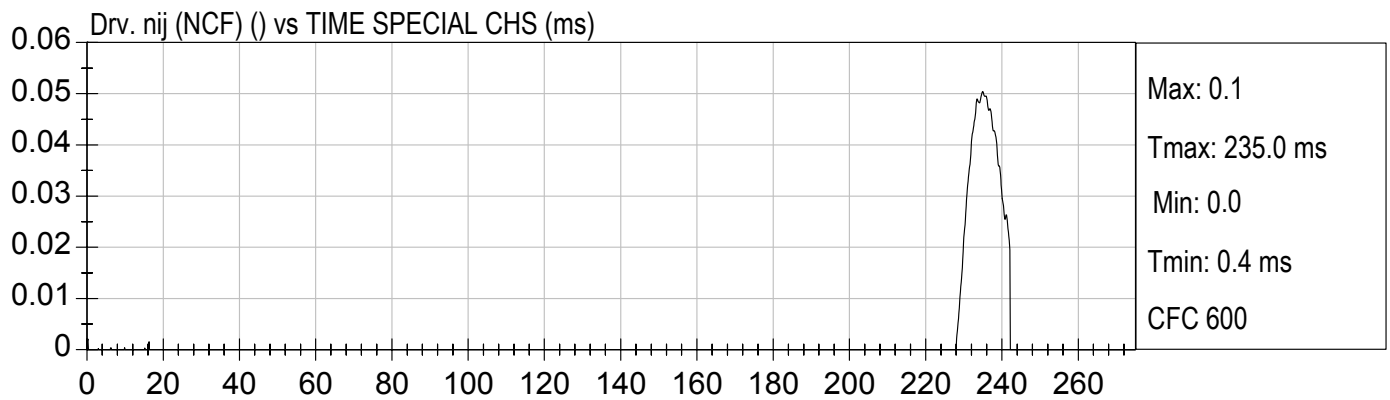
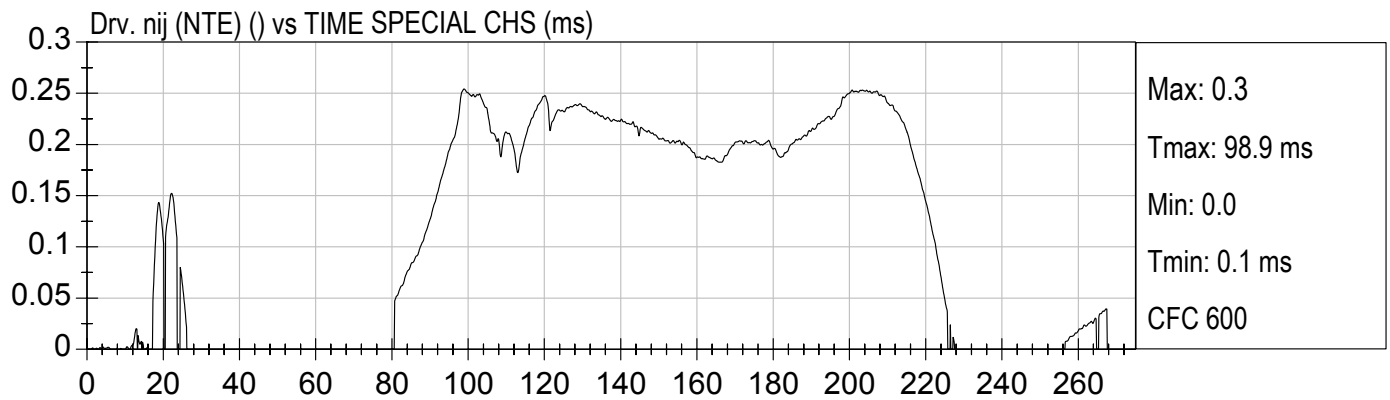
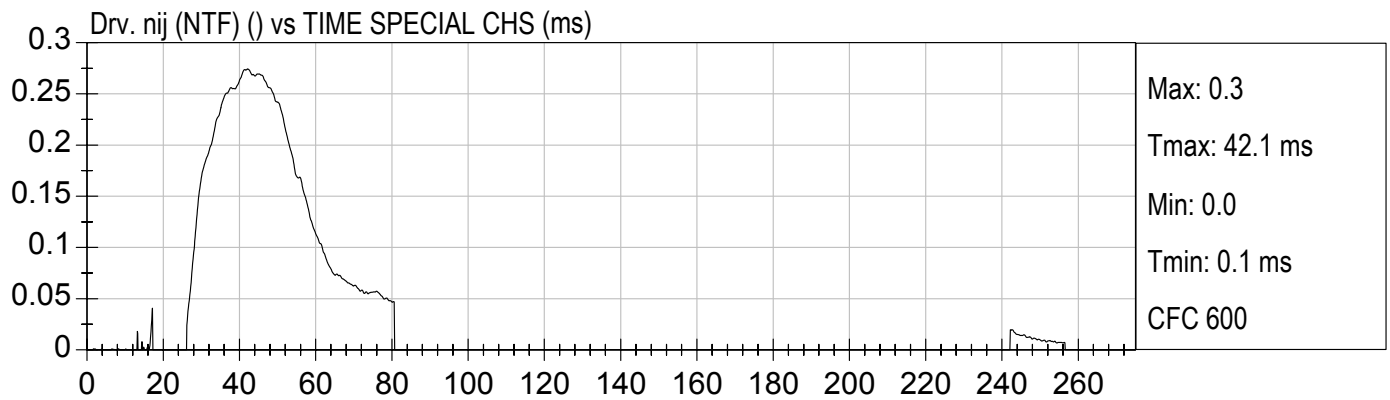


FIRE VOLTAGE #2 (Volts) vs TIME (ms)



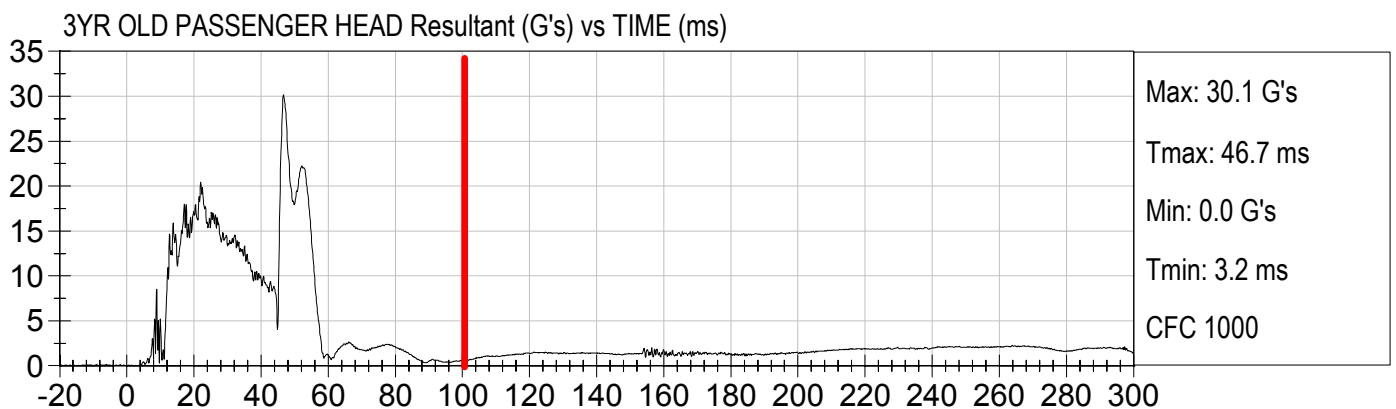
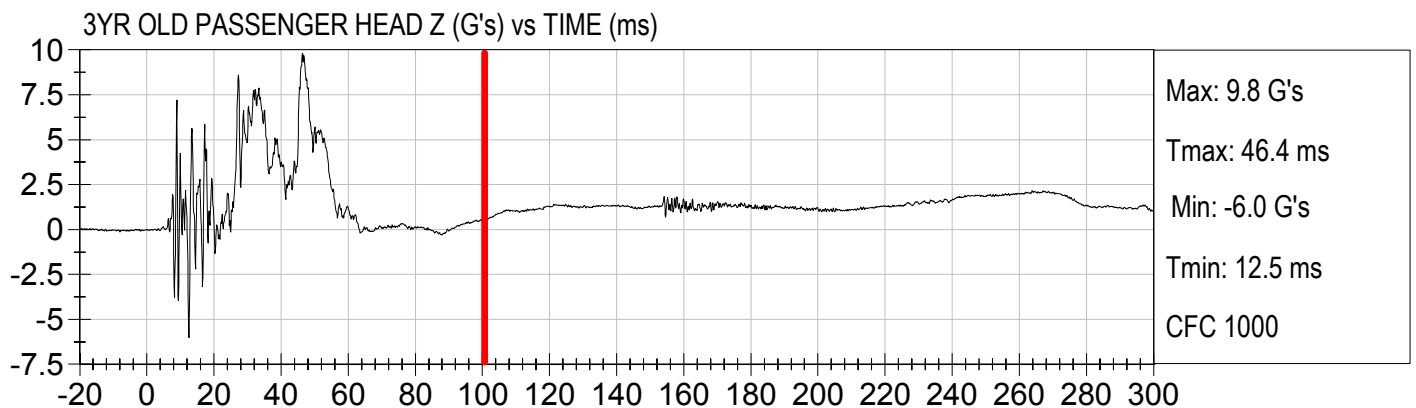
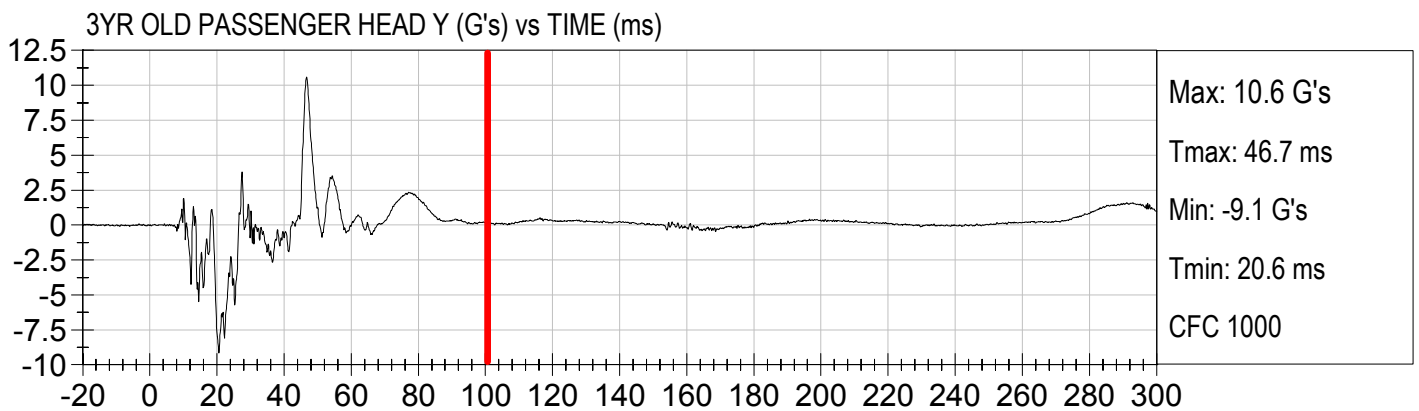
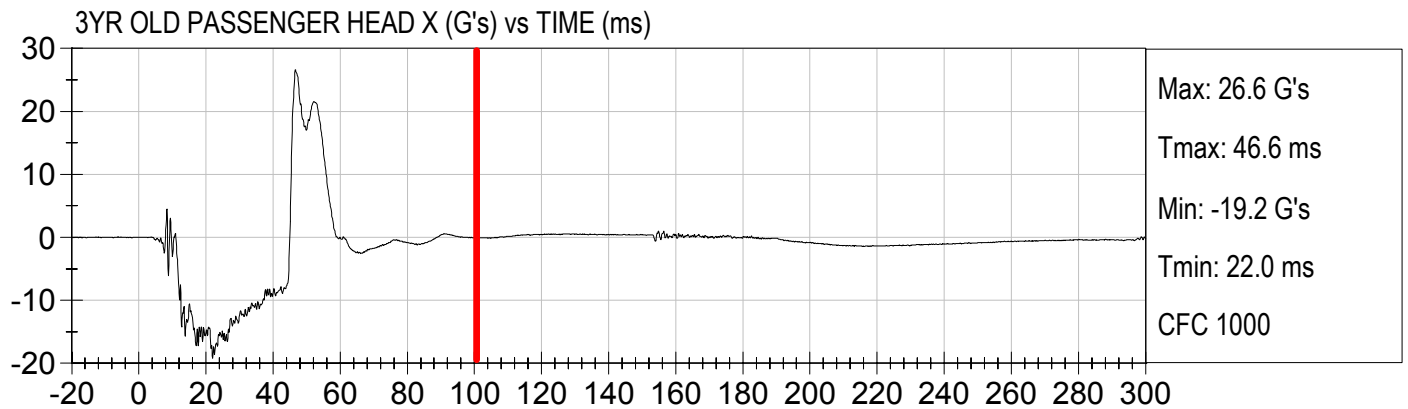
FIRE CURRENT #2 (Amps) vs TIME (ms)







Injury Values Calculated between 0ms and 100ms

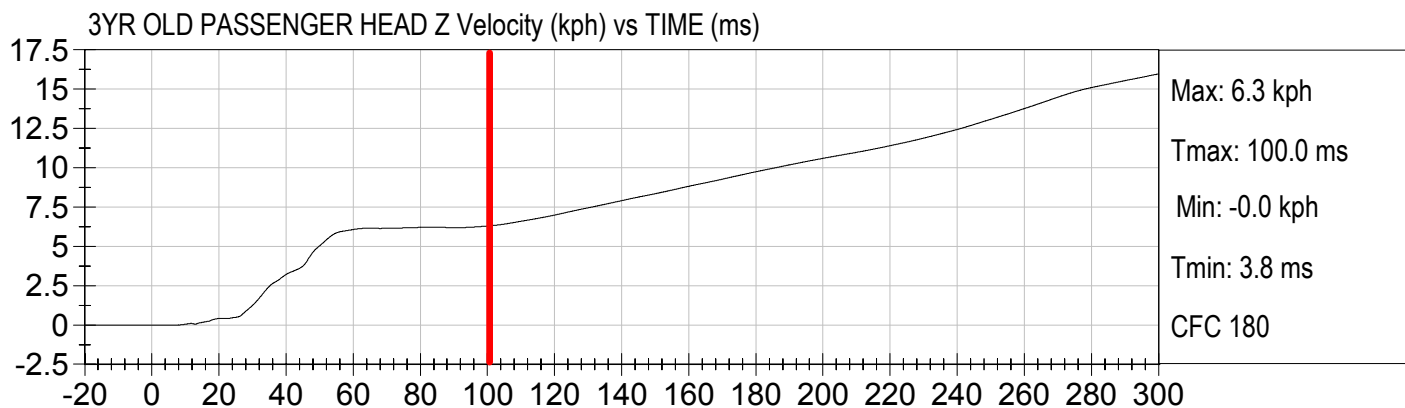
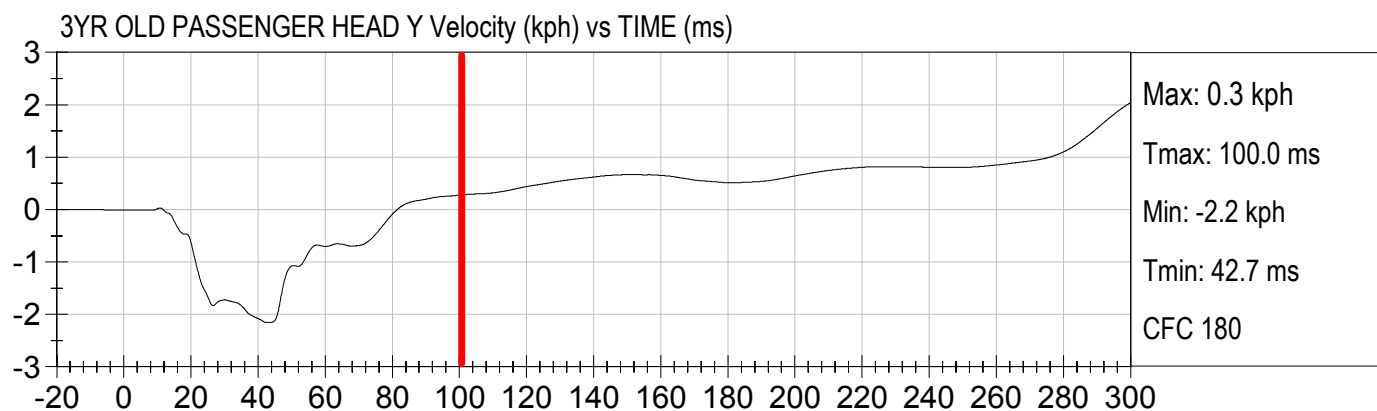
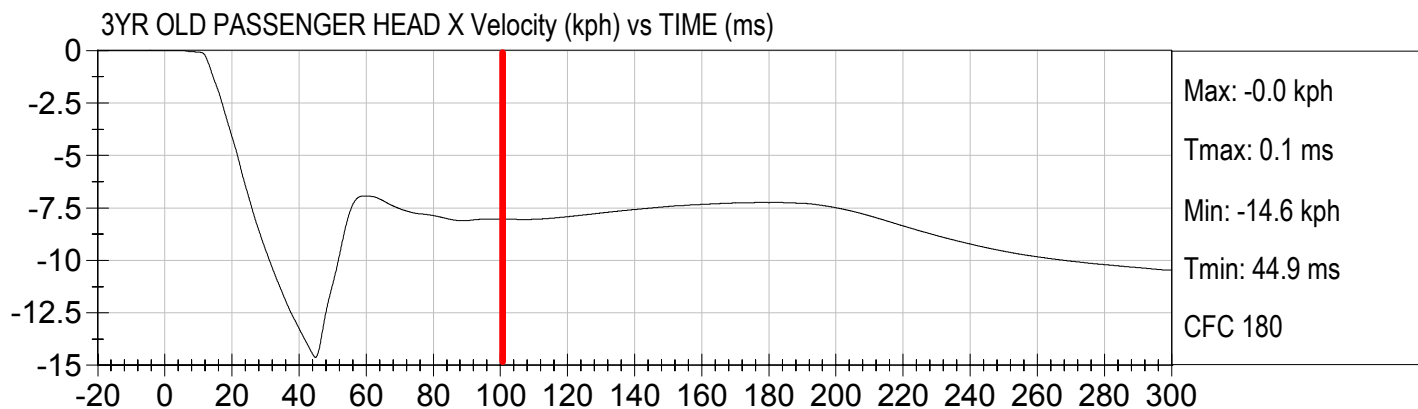




LOW RISK DEPLOYMENT
2005 DODGE MAGNUM (C50304) (3YO P1)

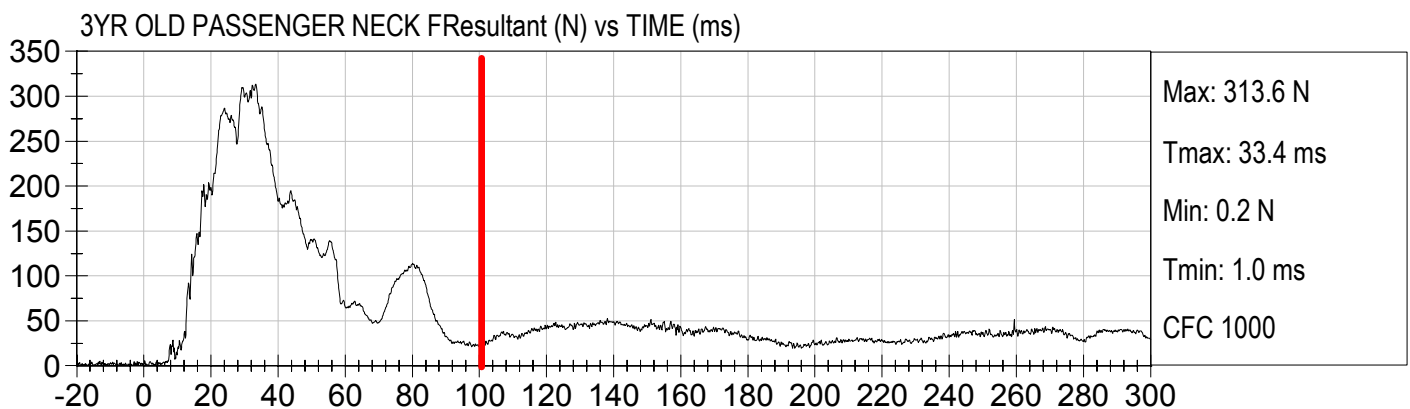
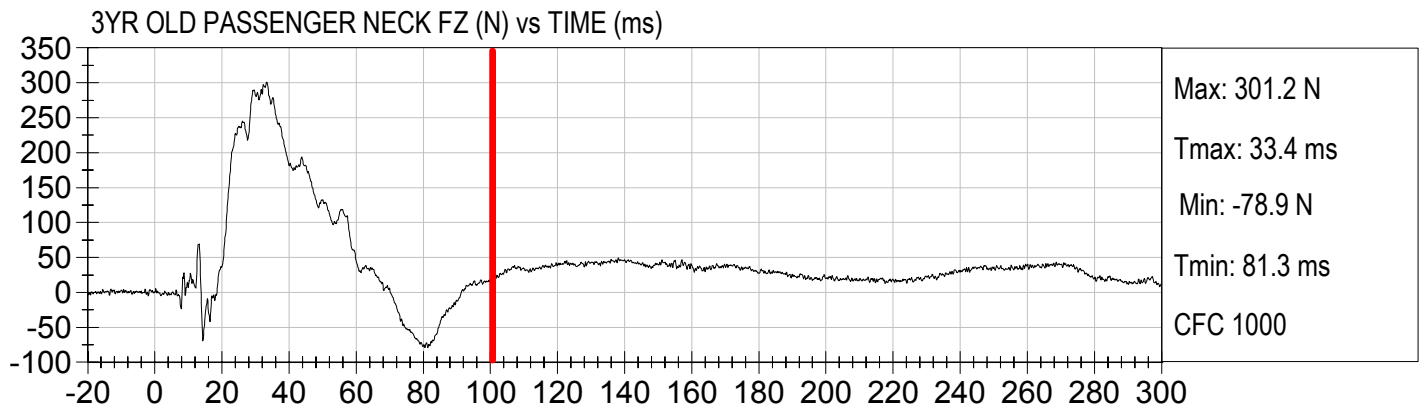
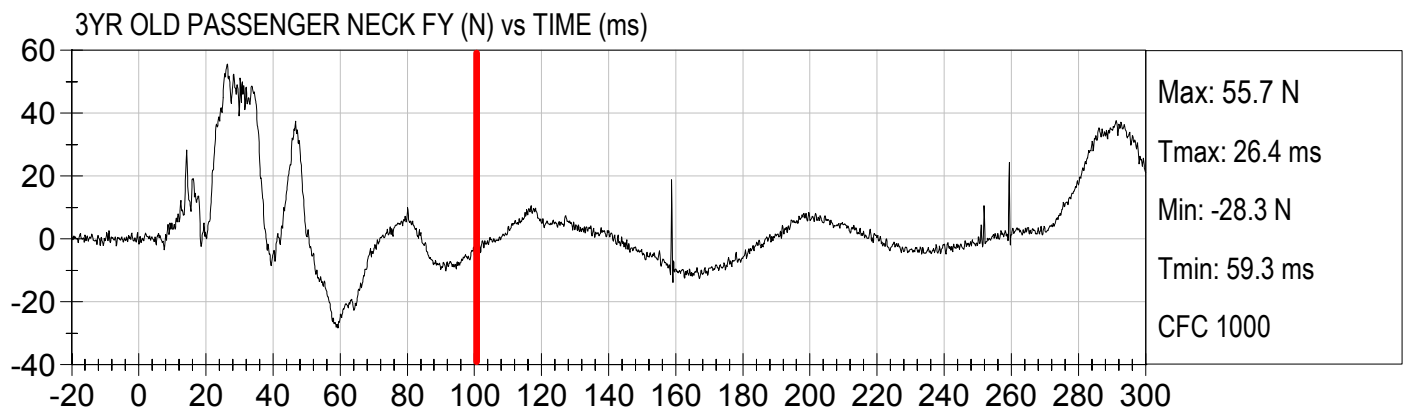
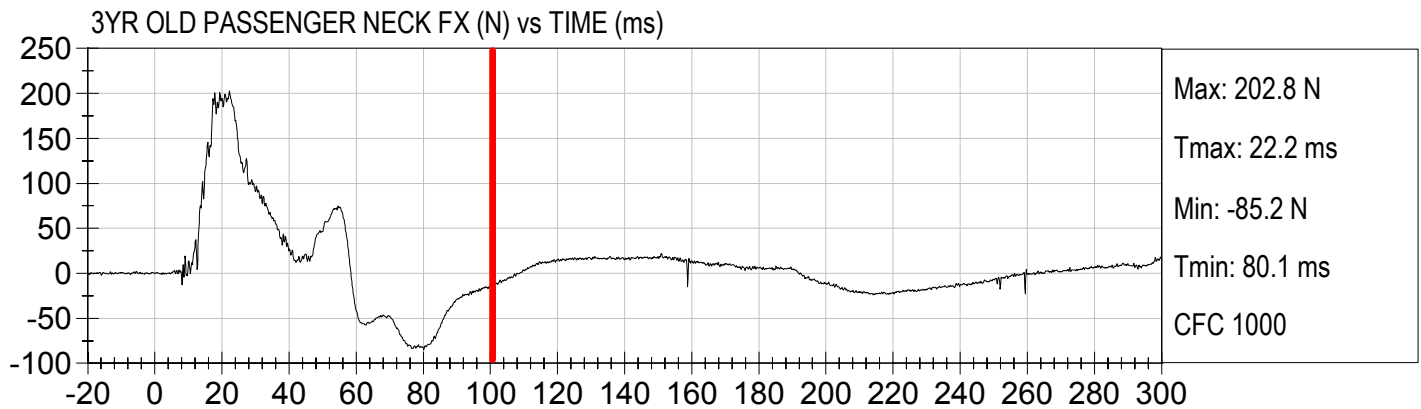
Test Date: 01/27/05
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms





Injury Values Calculated between 0ms and 100ms



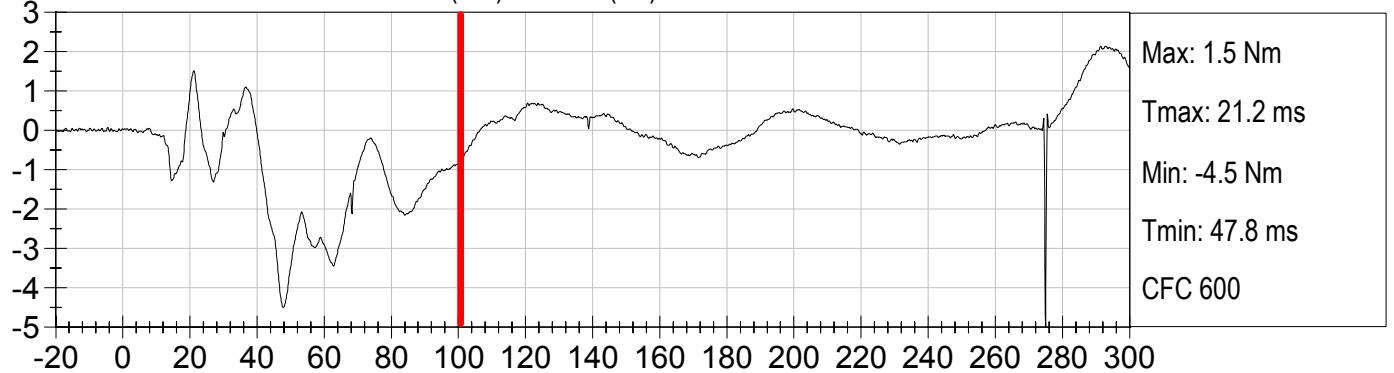


LOW RISK DEPLOYMENT
2005 DODGE MAGNUM (C50304) (3YO P1)

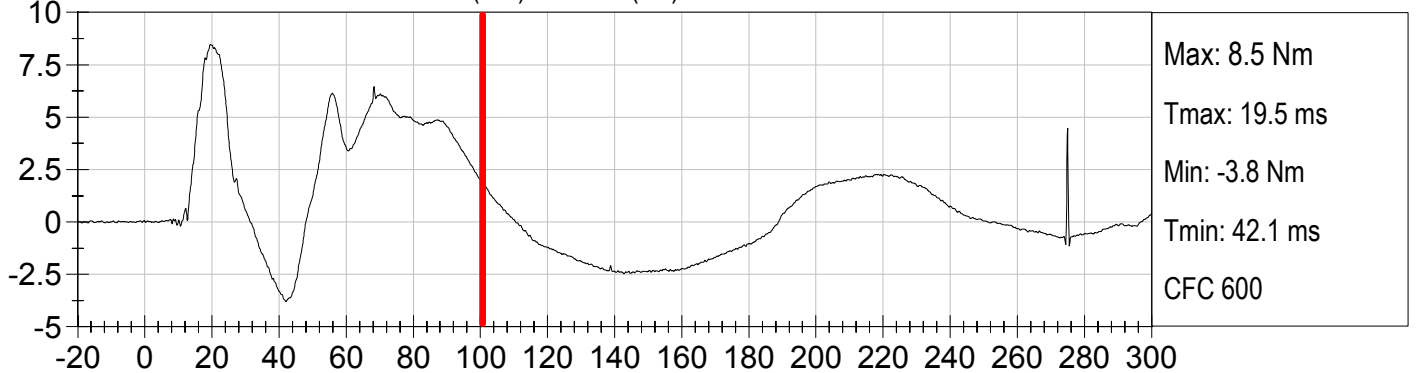
Test Date: 01/27/05
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

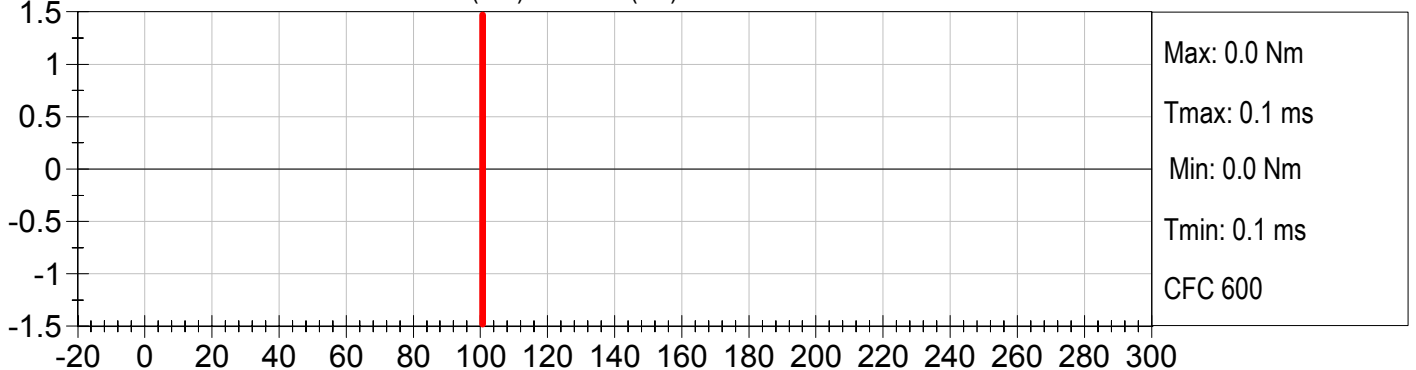
3YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)



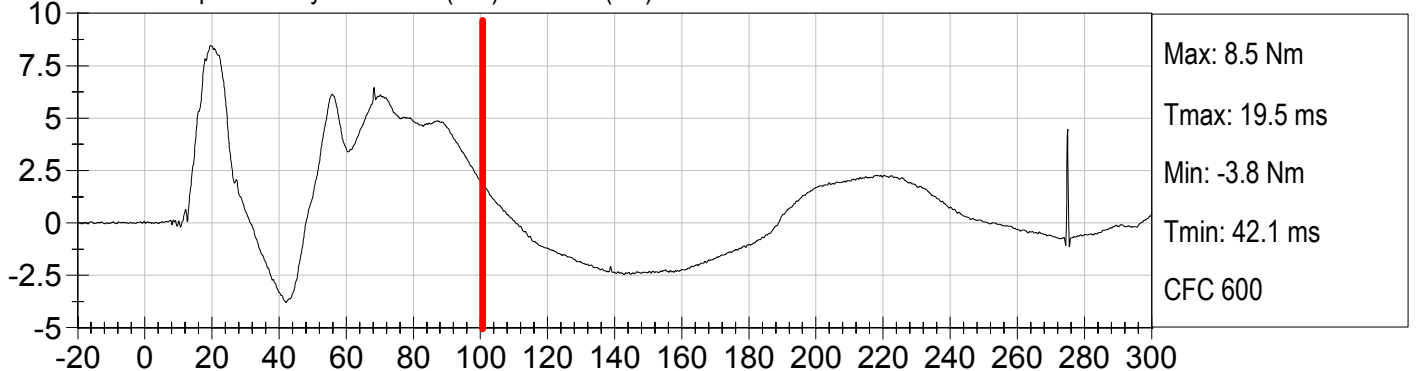
3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)



3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

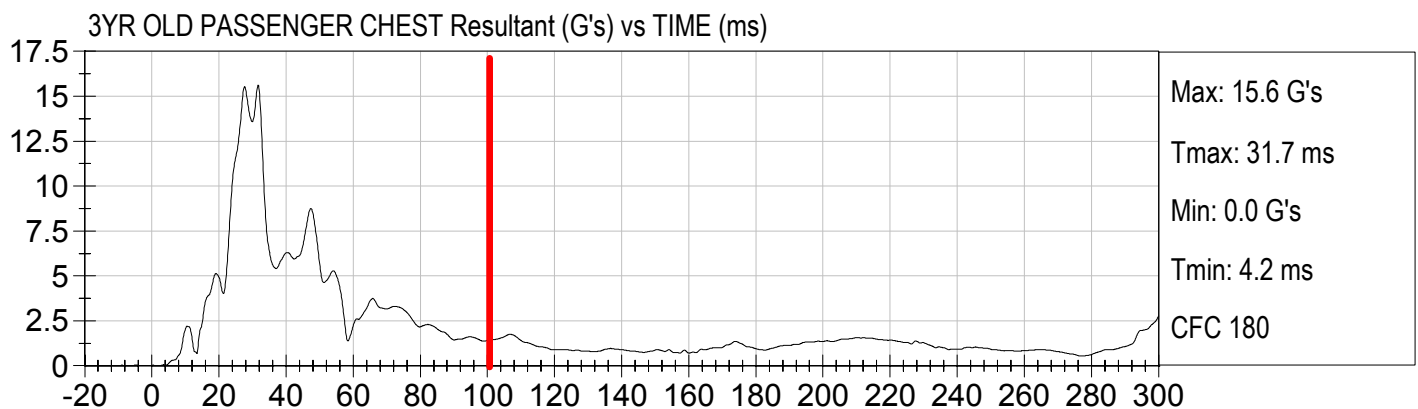
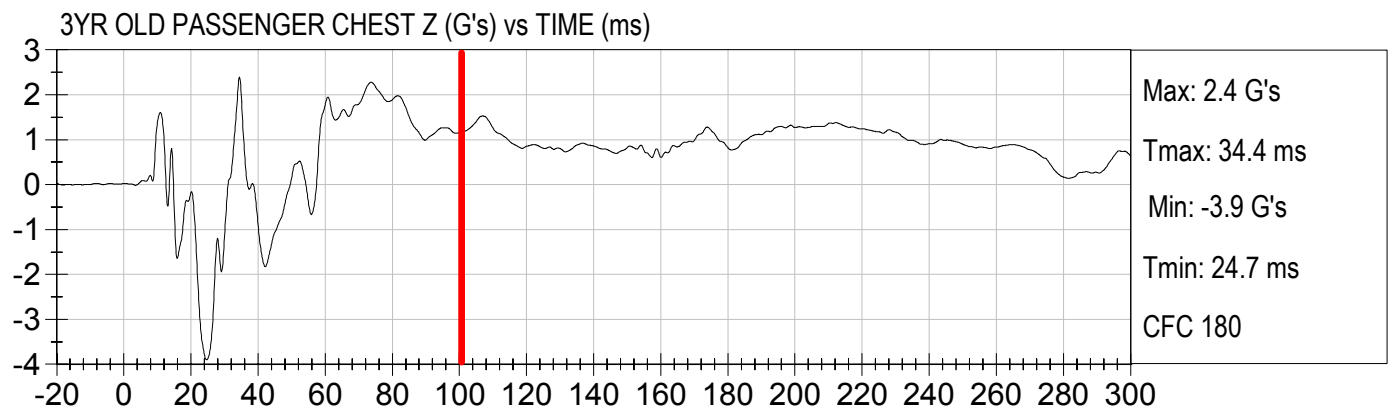
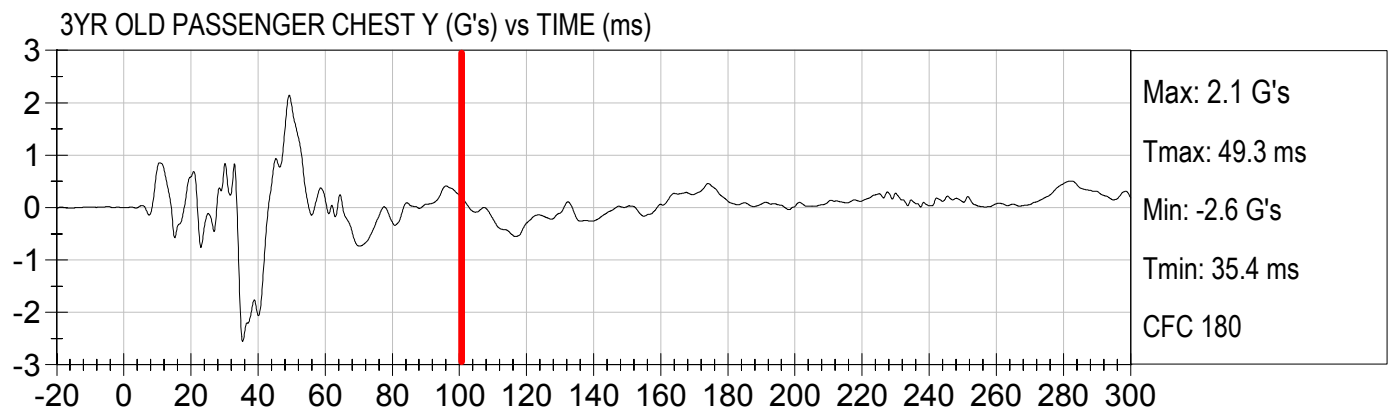
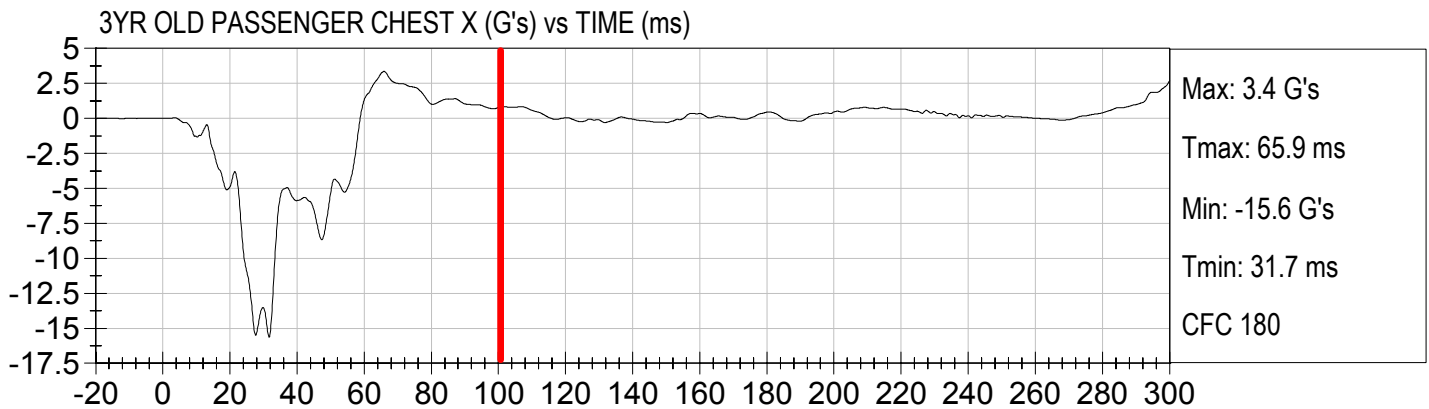


Pass. Occipital Condyle Moment (Nm) vs TIME (ms)



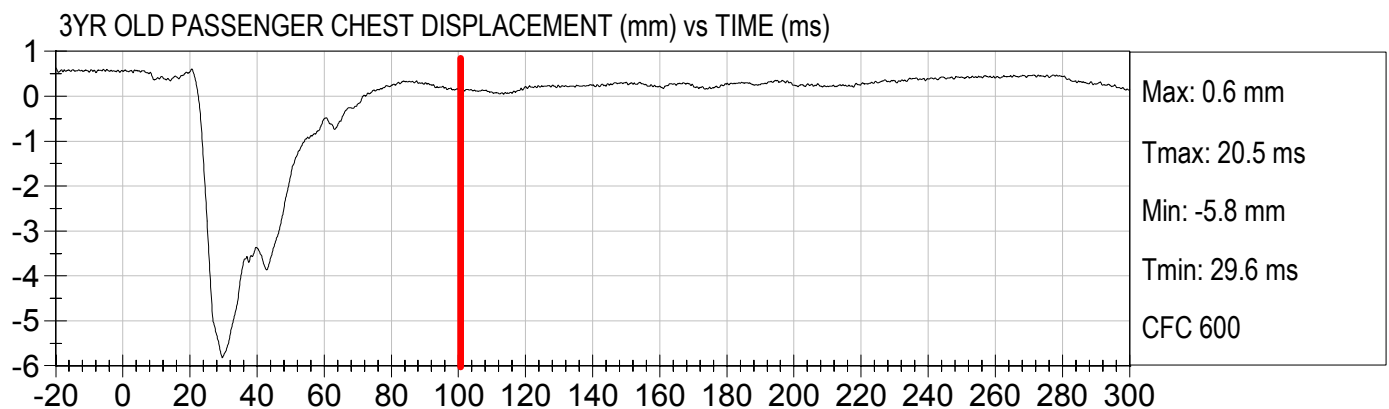
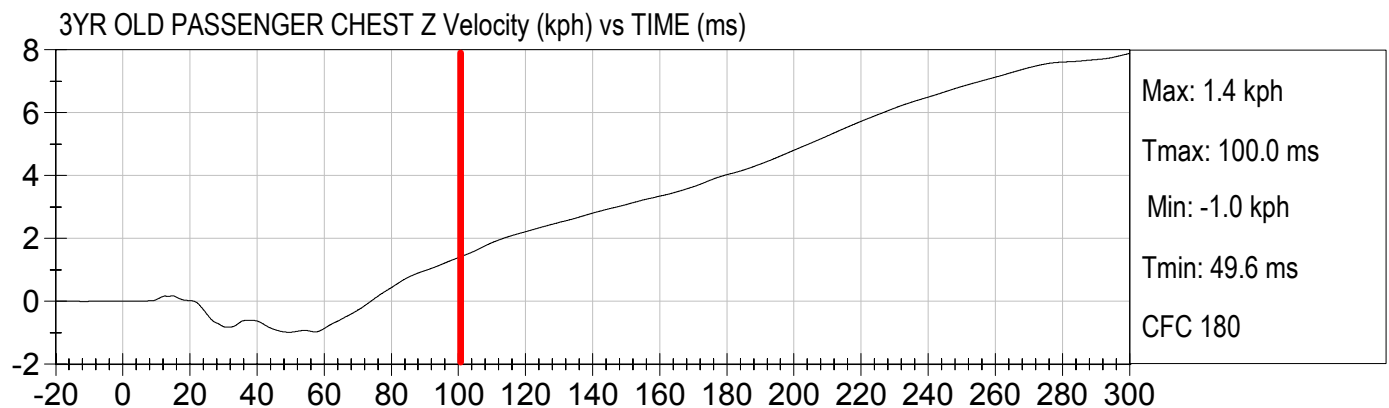
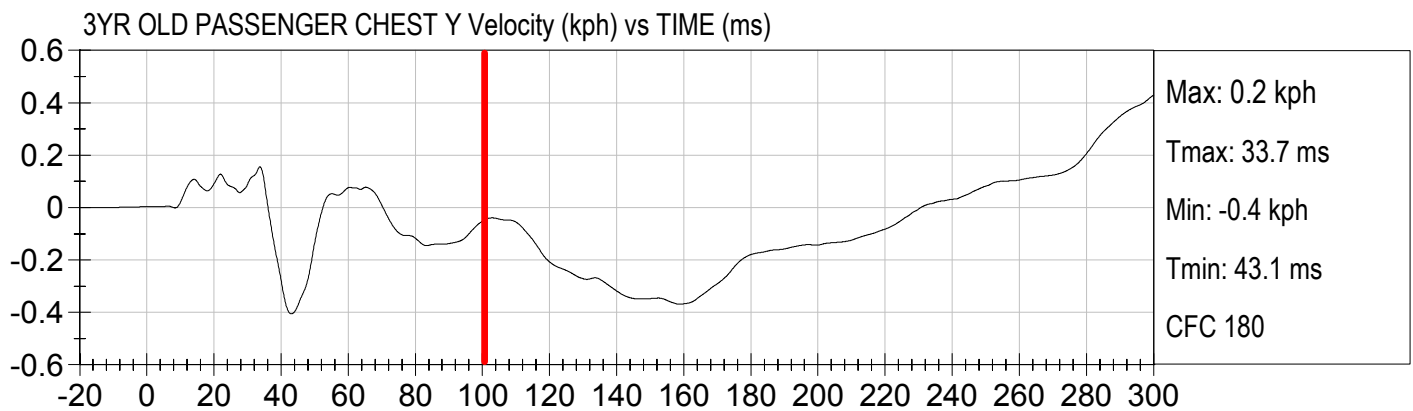
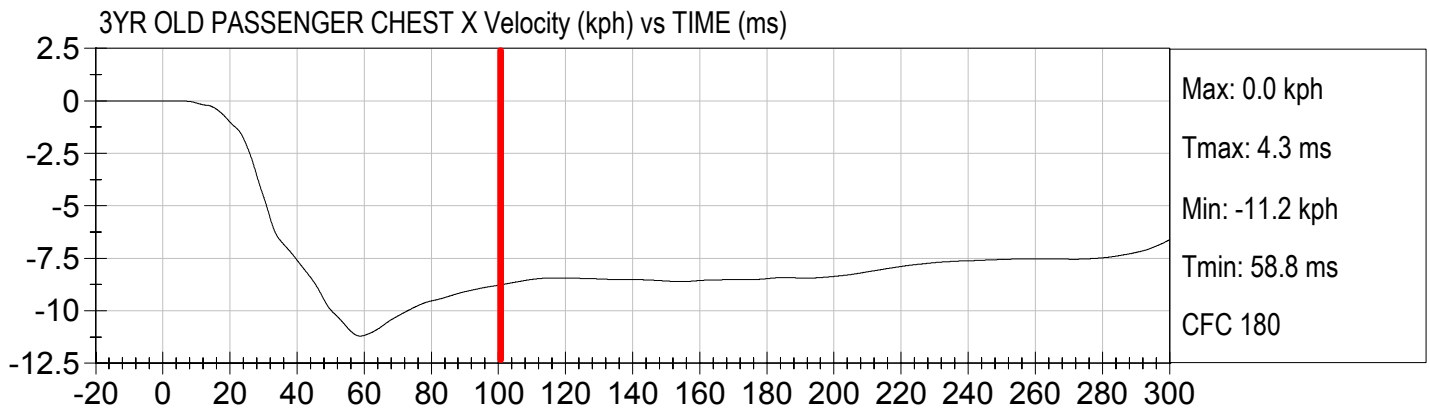


Injury Values Calculated between 0ms and 100ms



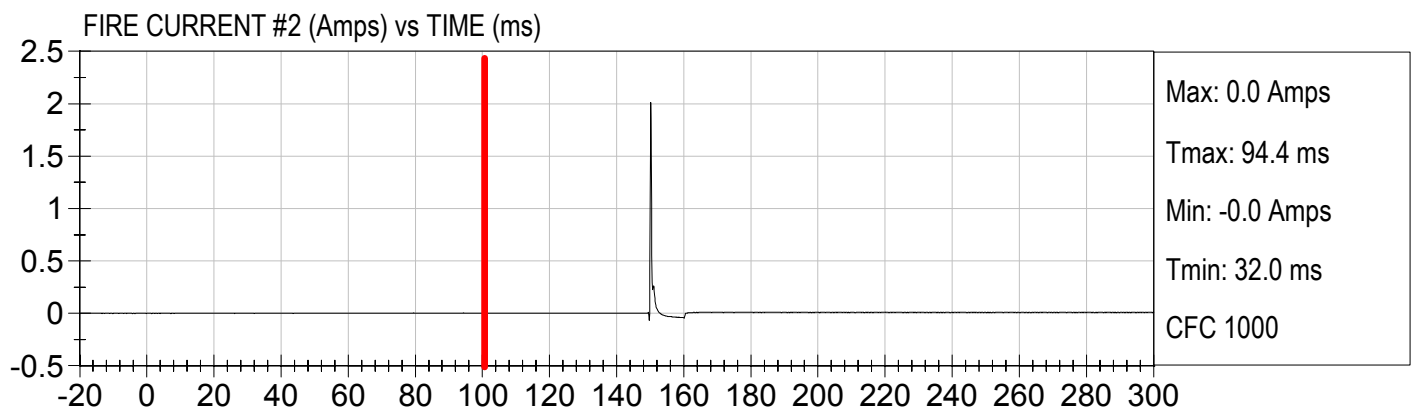
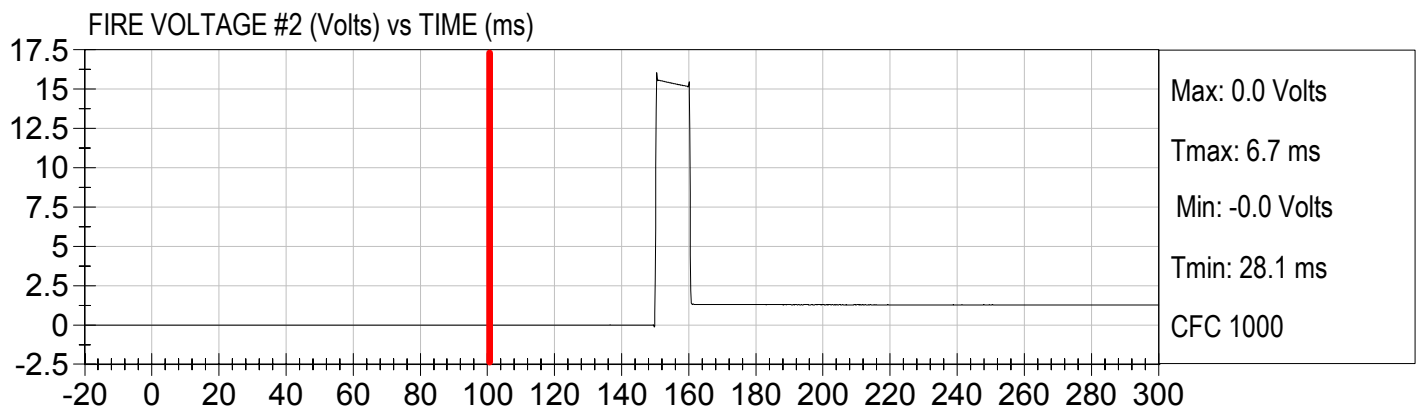
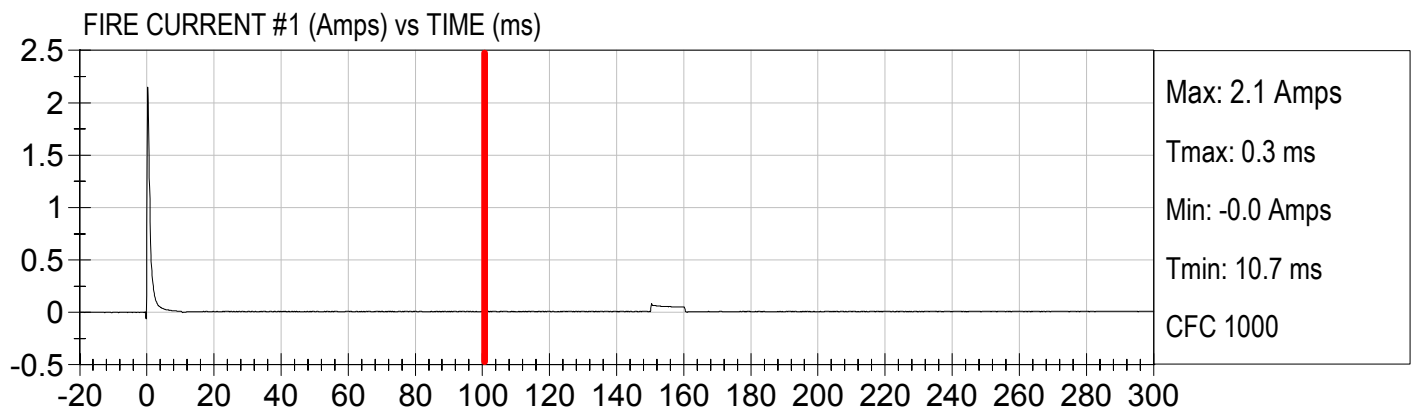
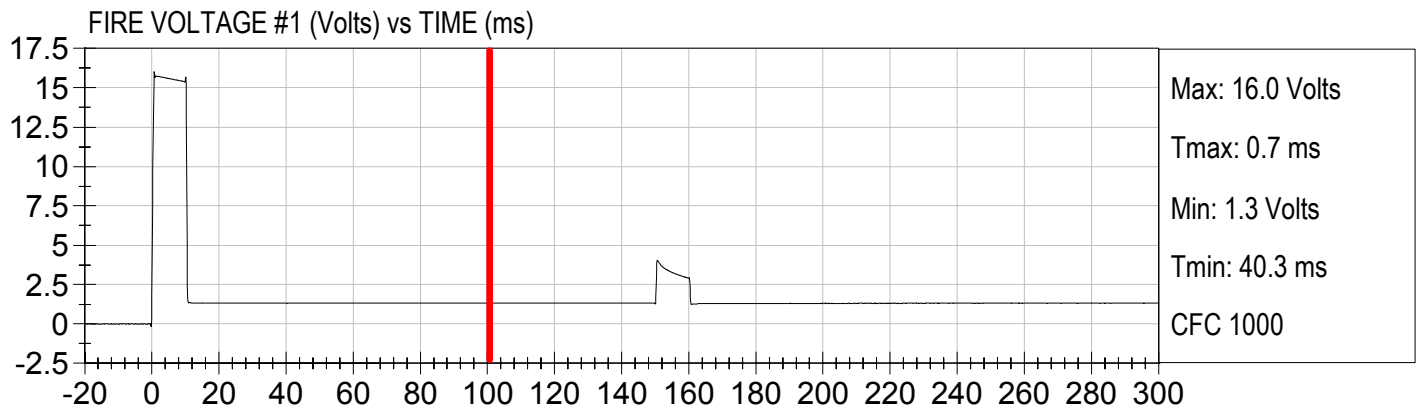


Injury Values Calculated between 0ms and 100ms



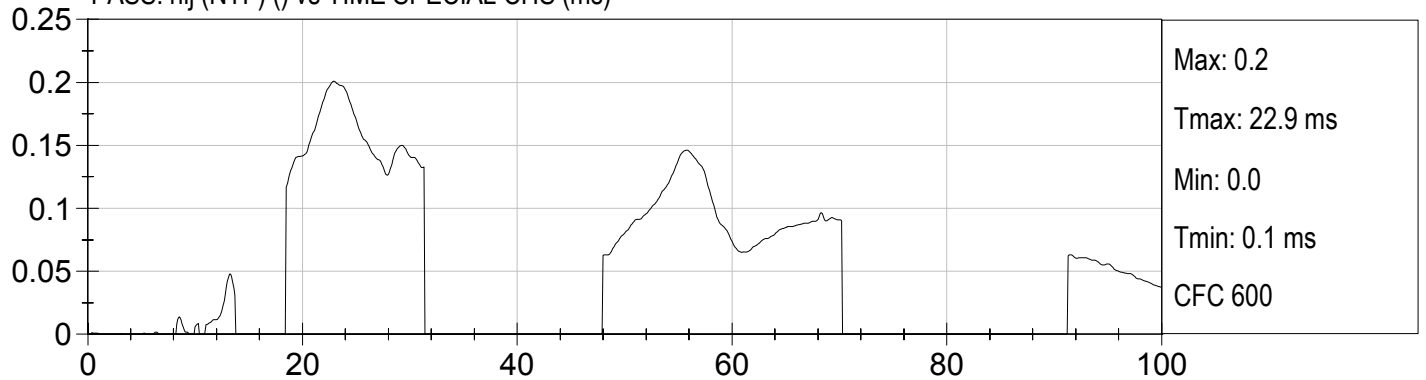


Injury Values Calculated between 0ms and 100ms

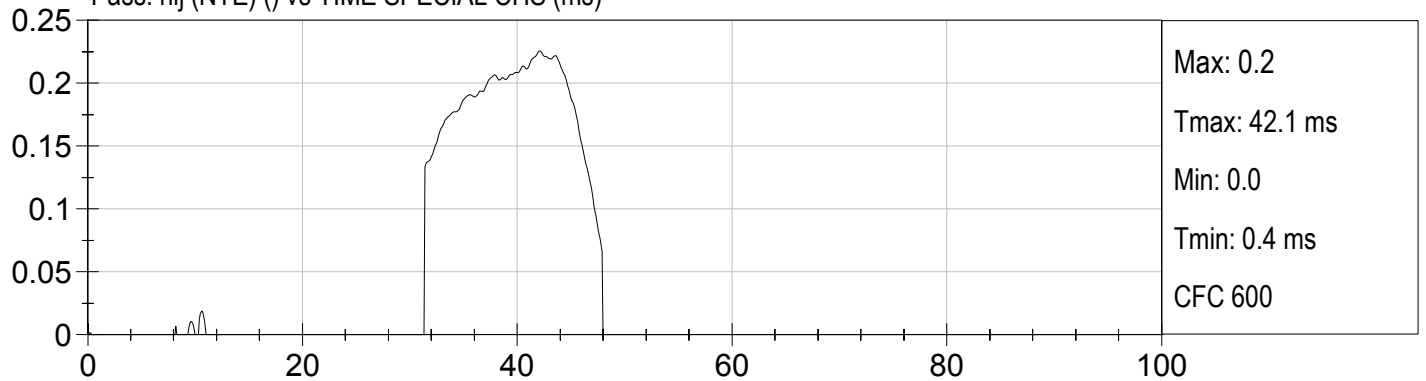




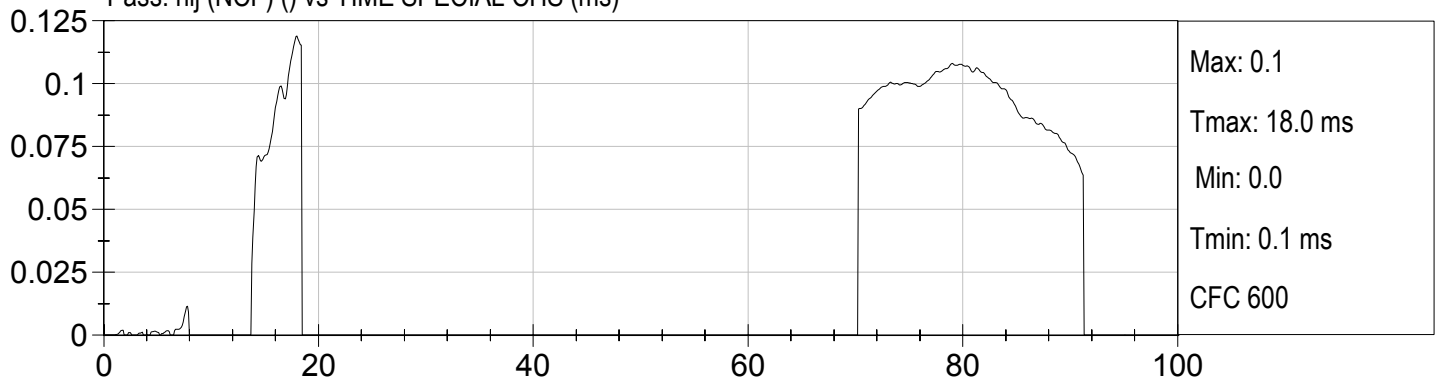
PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)



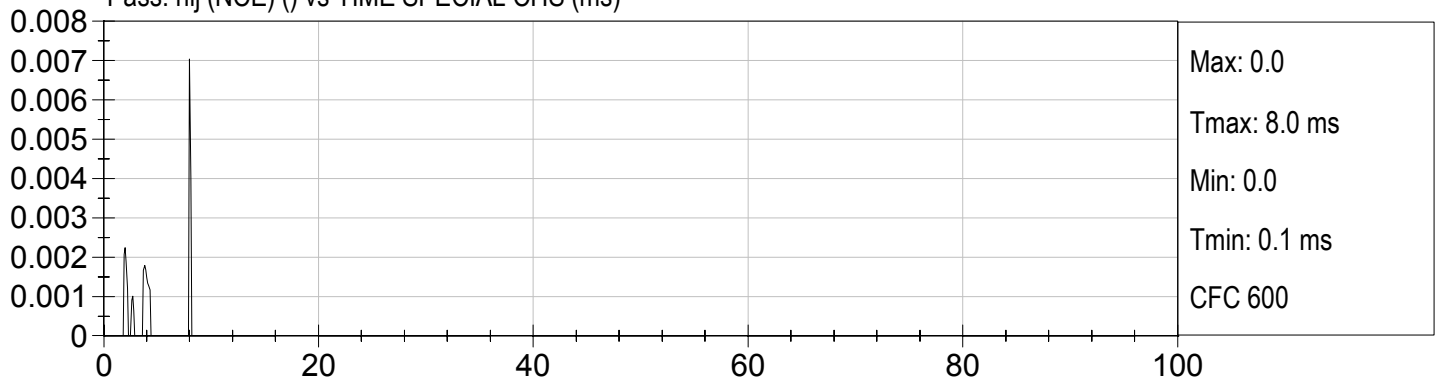
Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)



Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)

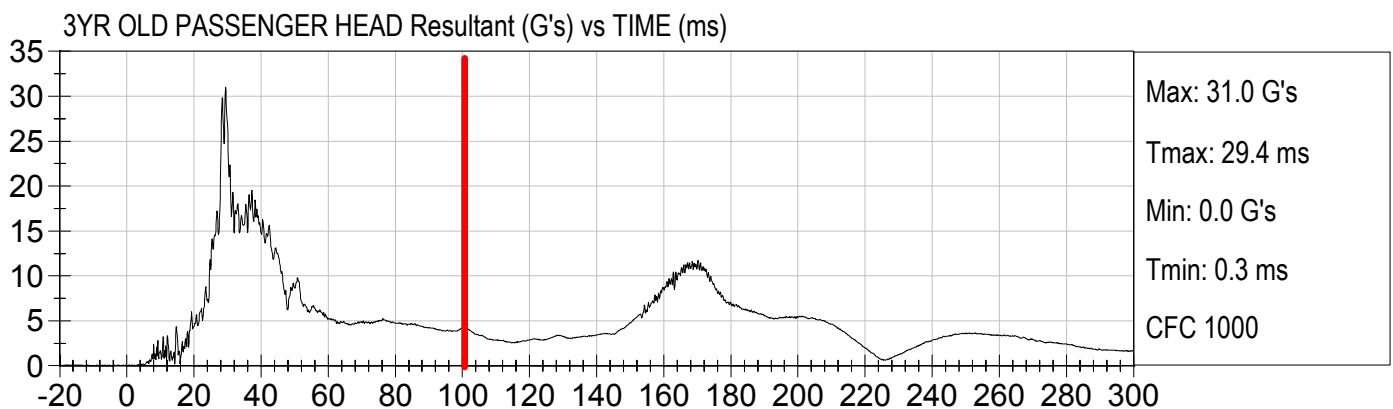
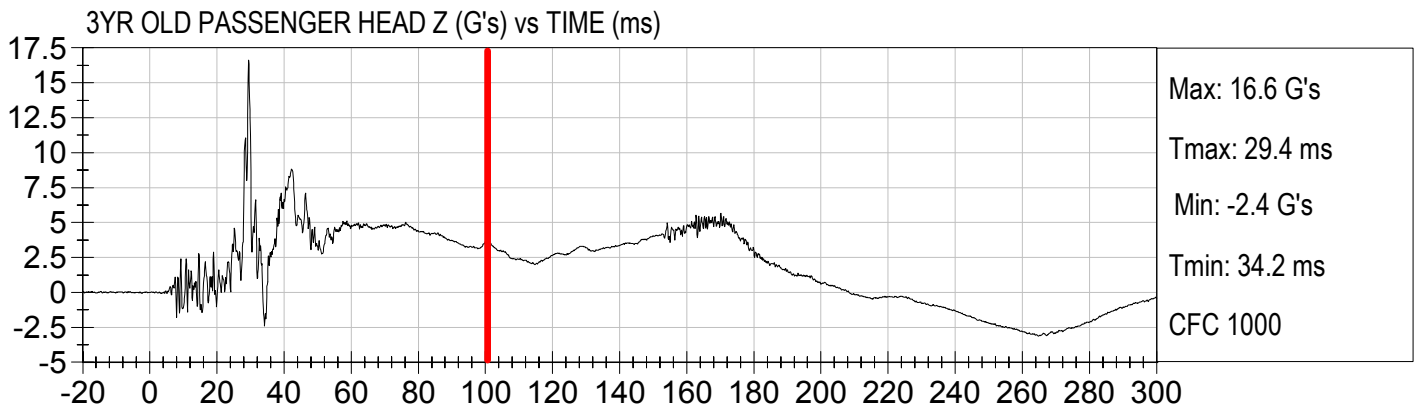
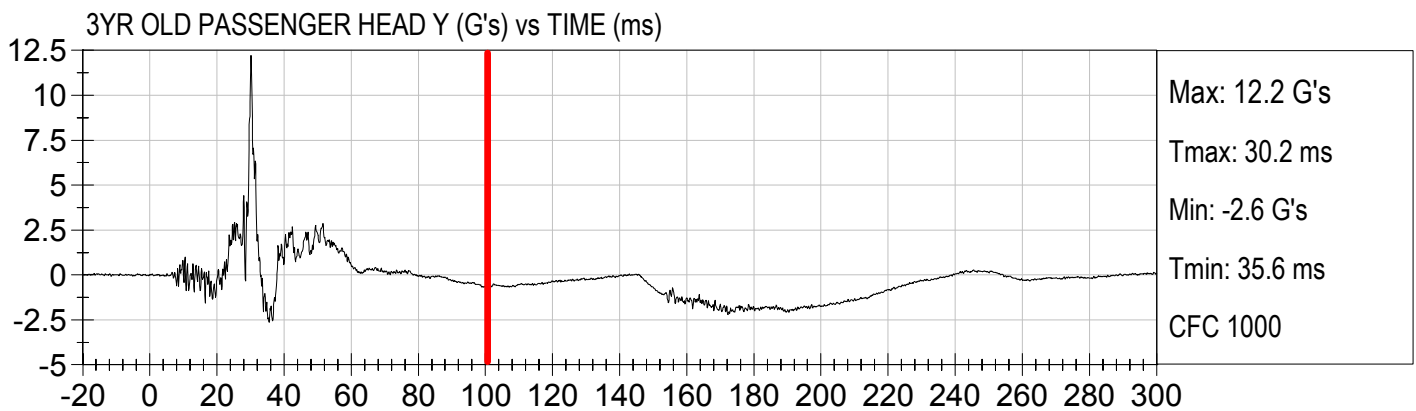
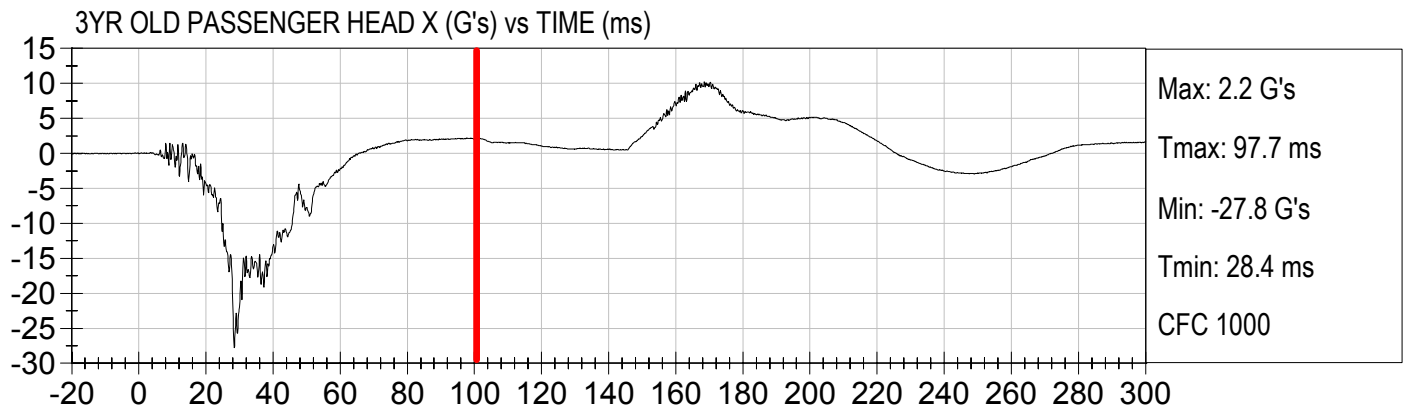


Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)



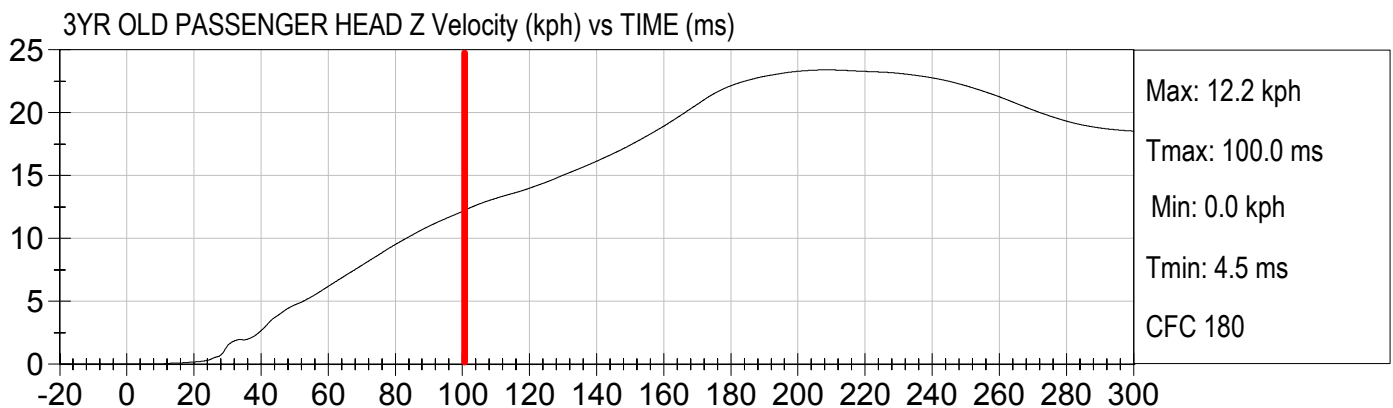
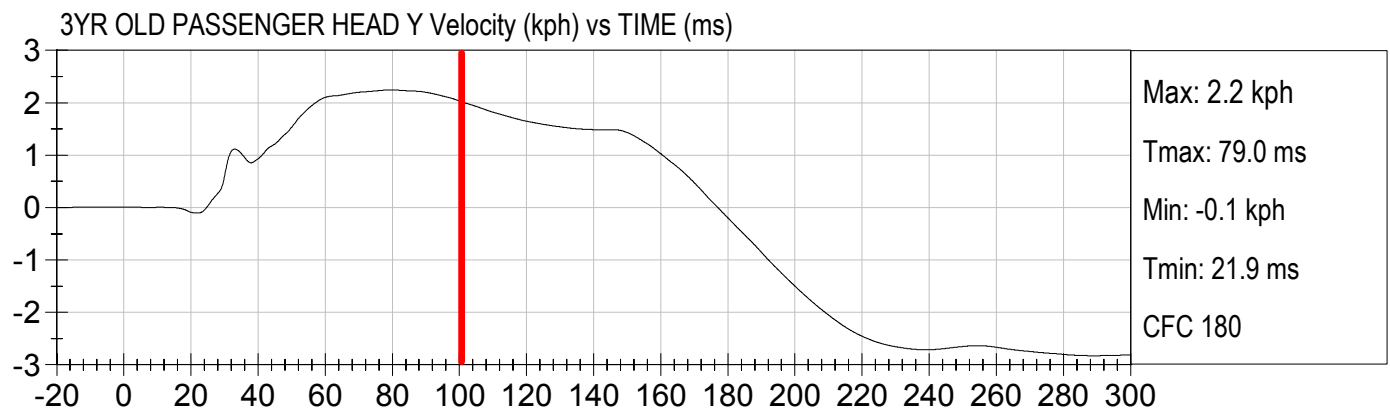
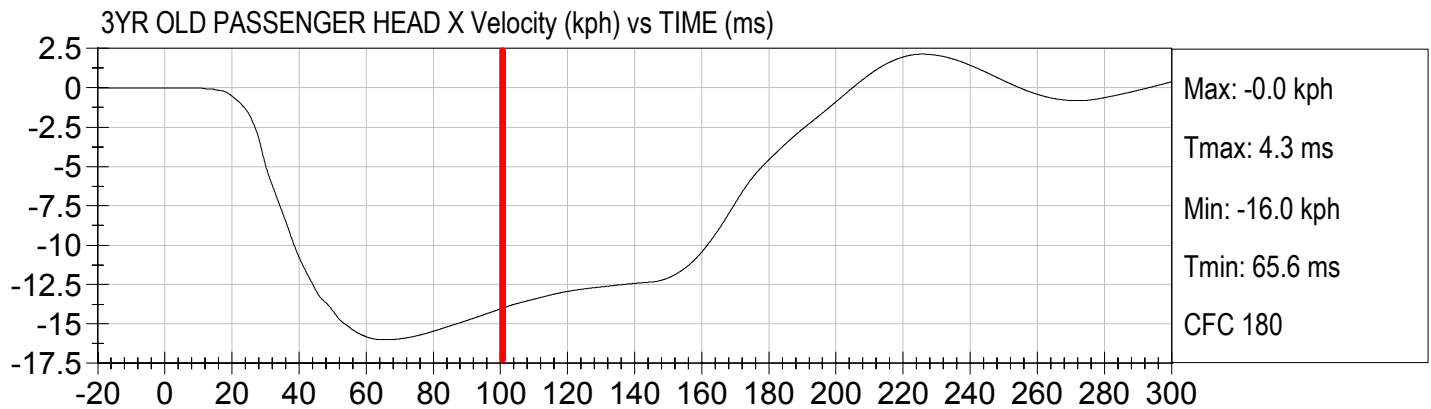


Injury Values Calculated between 0ms and 100ms



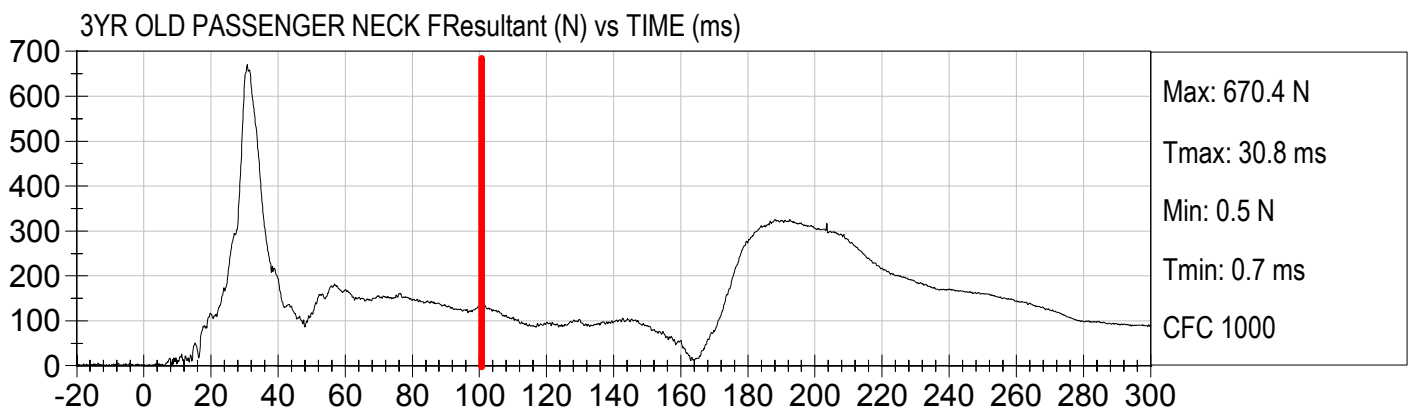
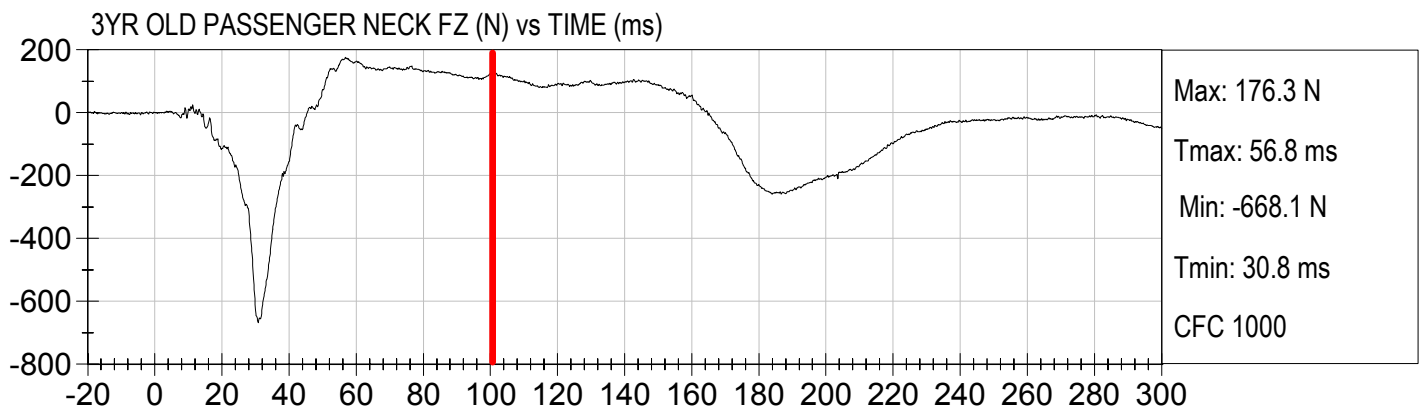
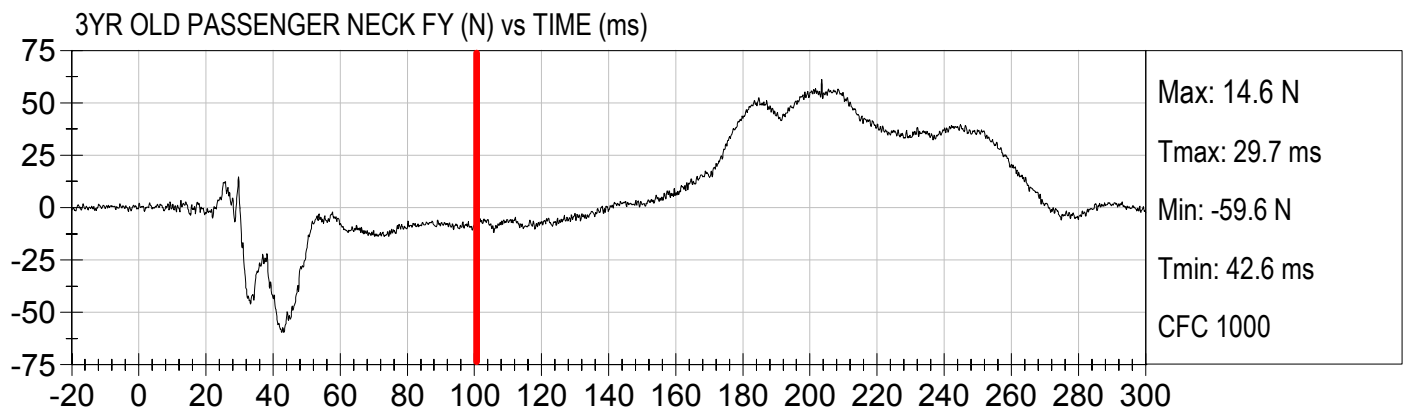
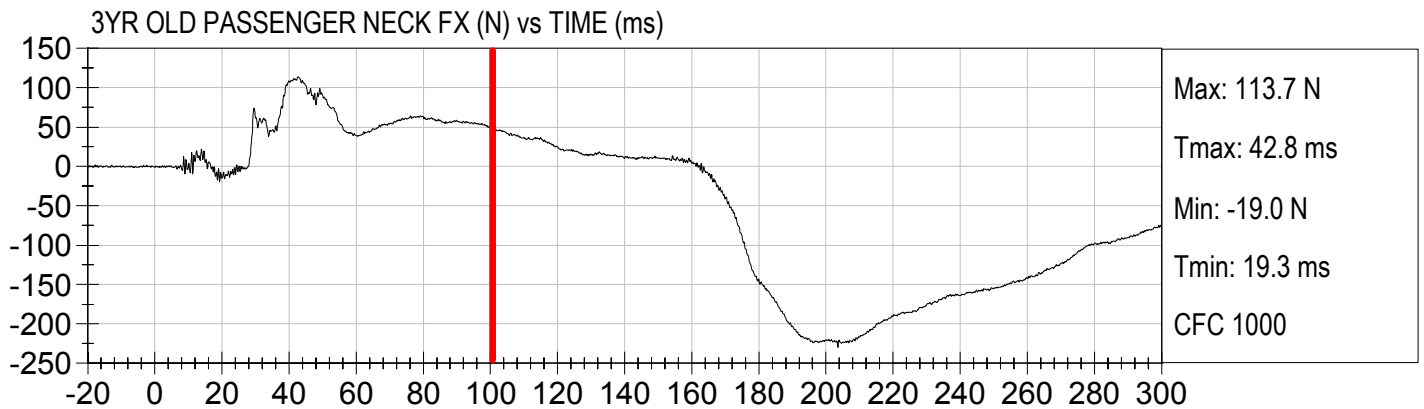


Injury Values Calculated between 0ms and 100ms





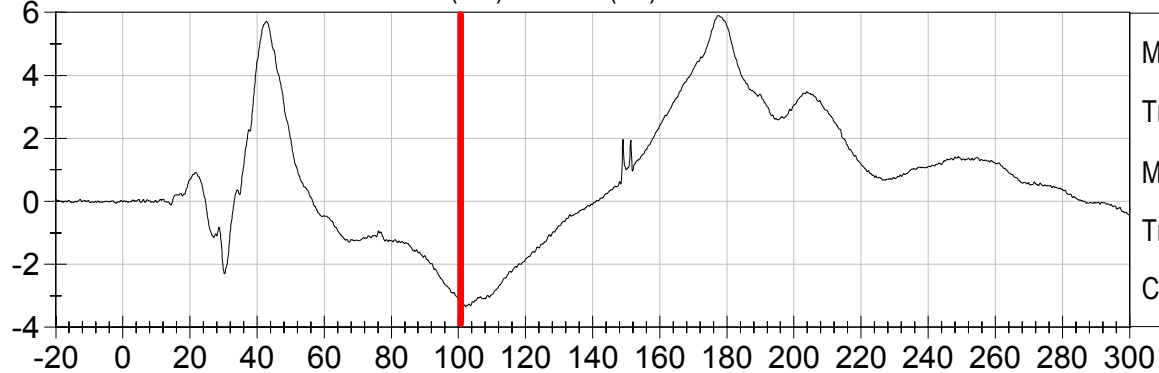
Injury Values Calculated between 0ms and 100ms



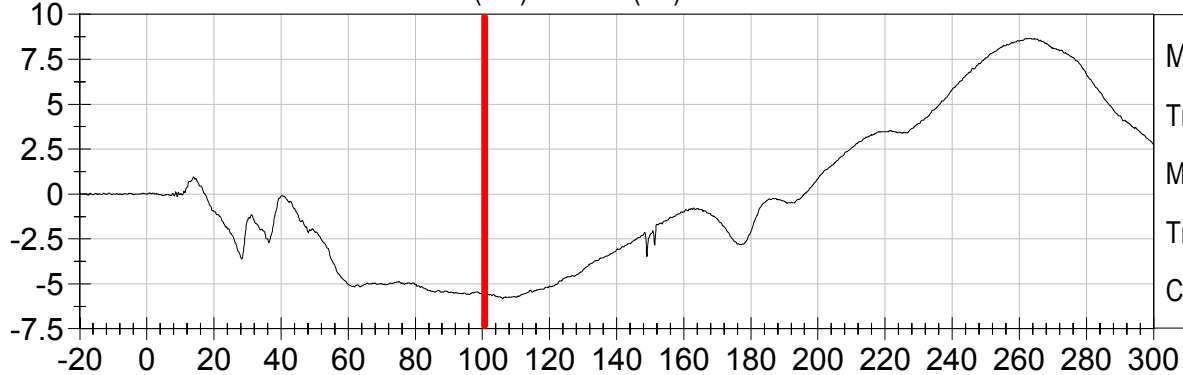


Injury Values Calculated between 0ms and 100ms

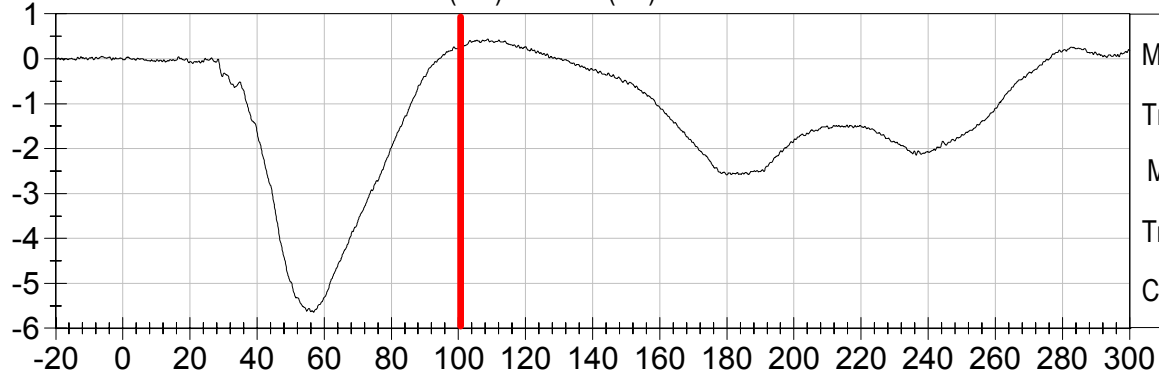
3YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)



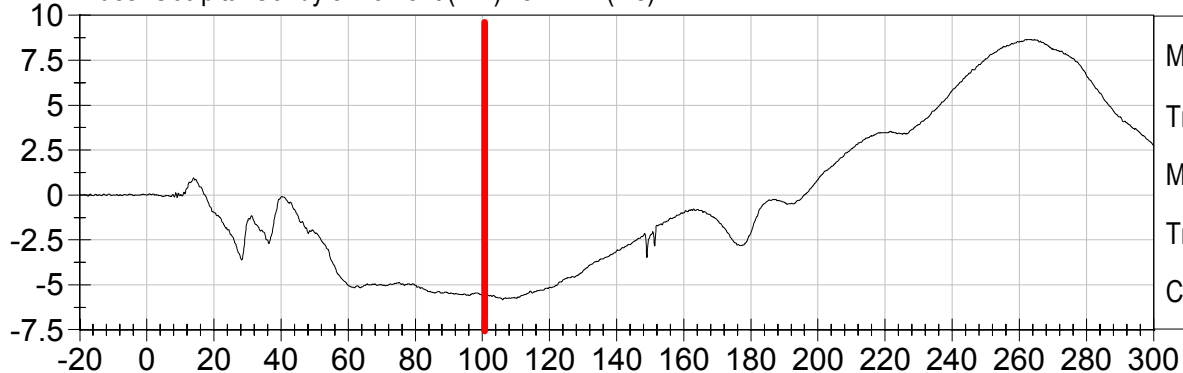
3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)



3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

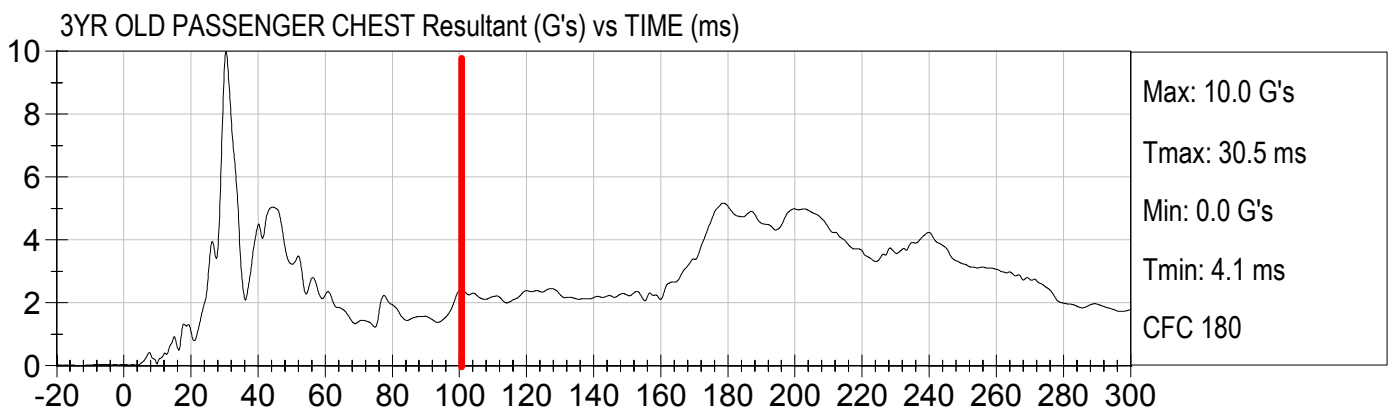
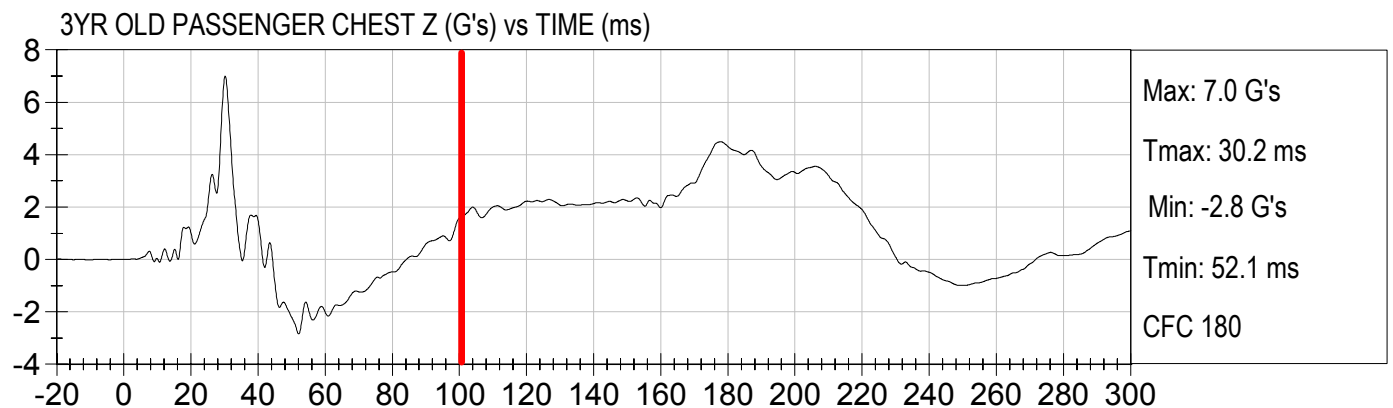
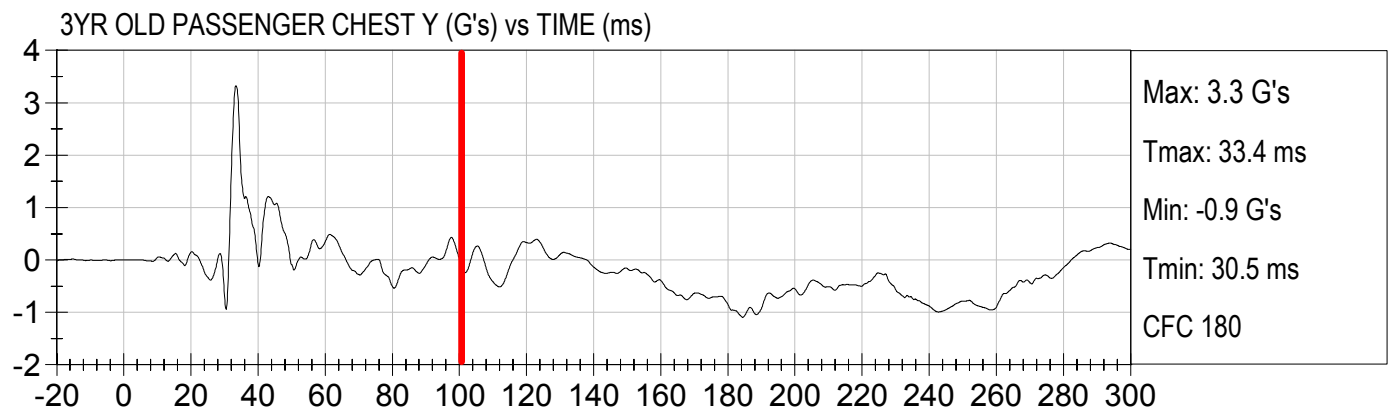
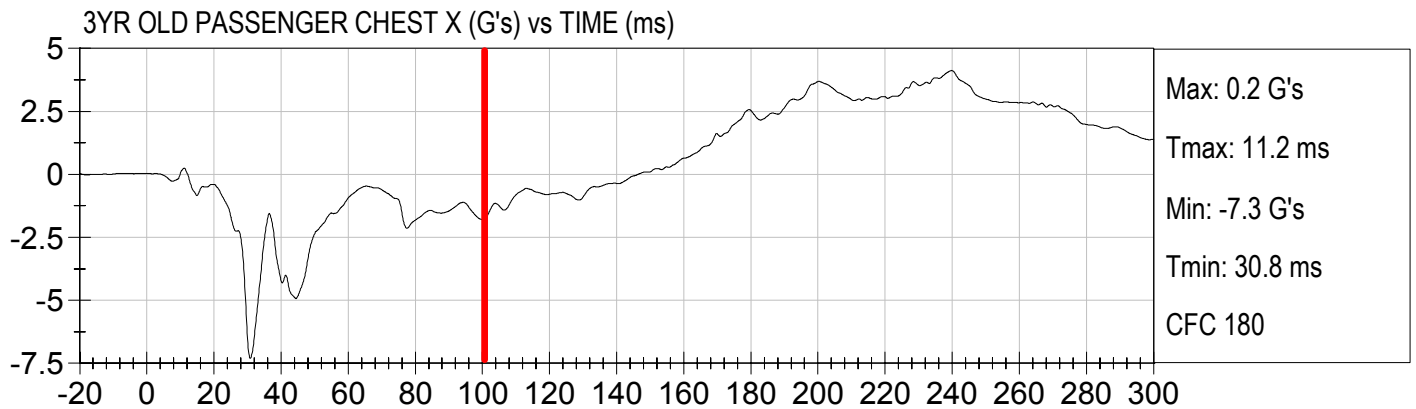


Pass. Occipital Condyle Moment (Nm) vs TIME (ms)



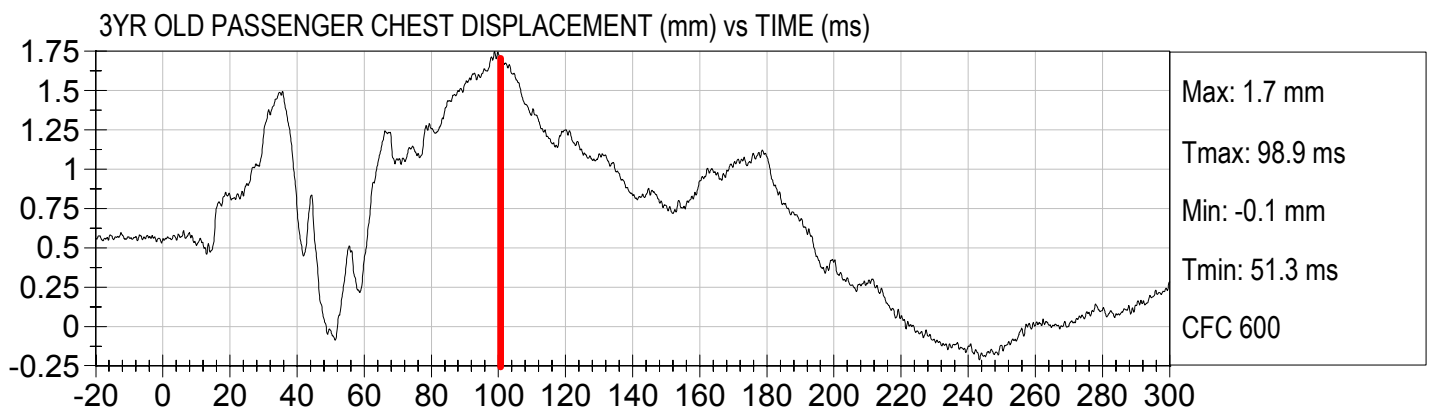
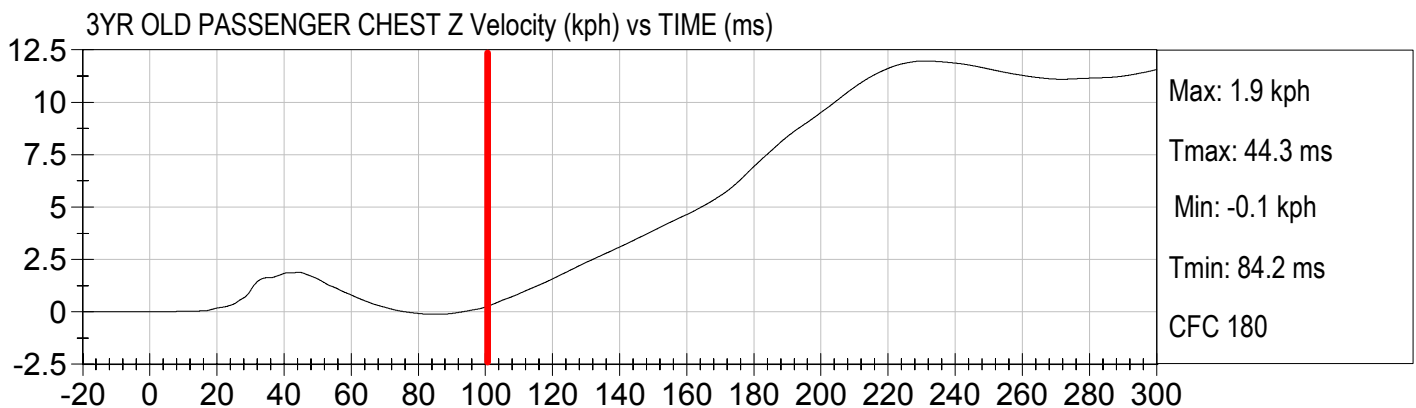
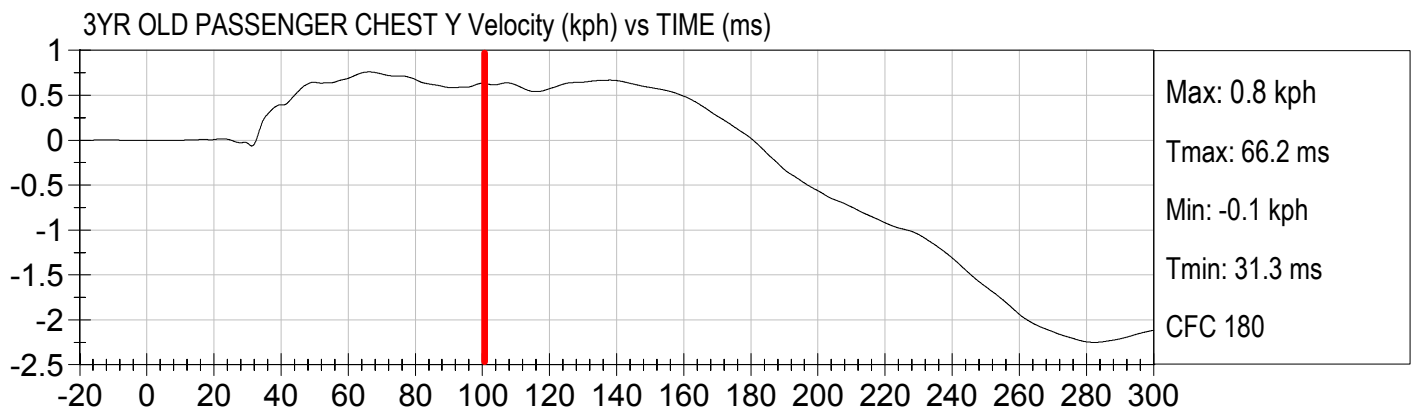
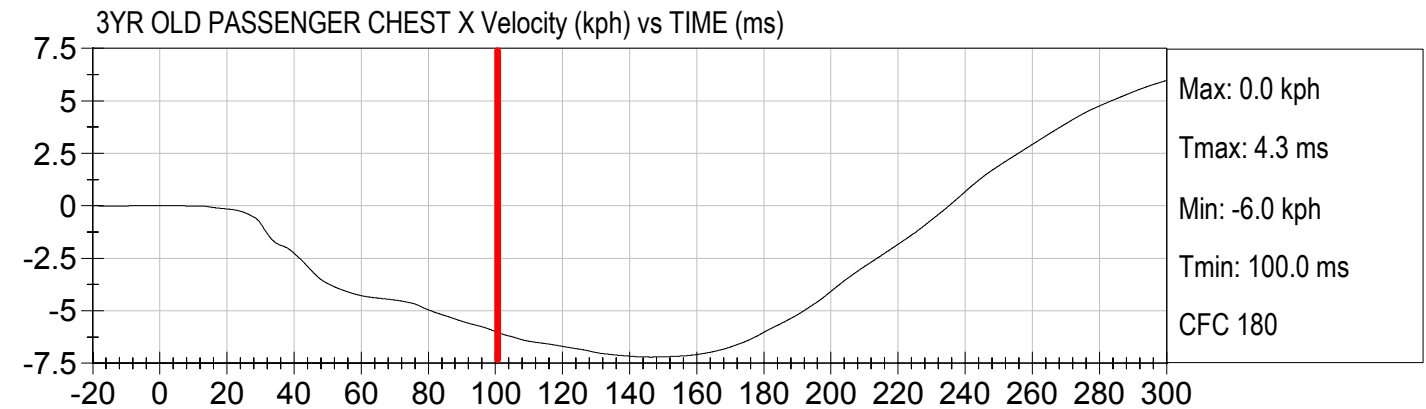


Injury Values Calculated between 0ms and 100ms



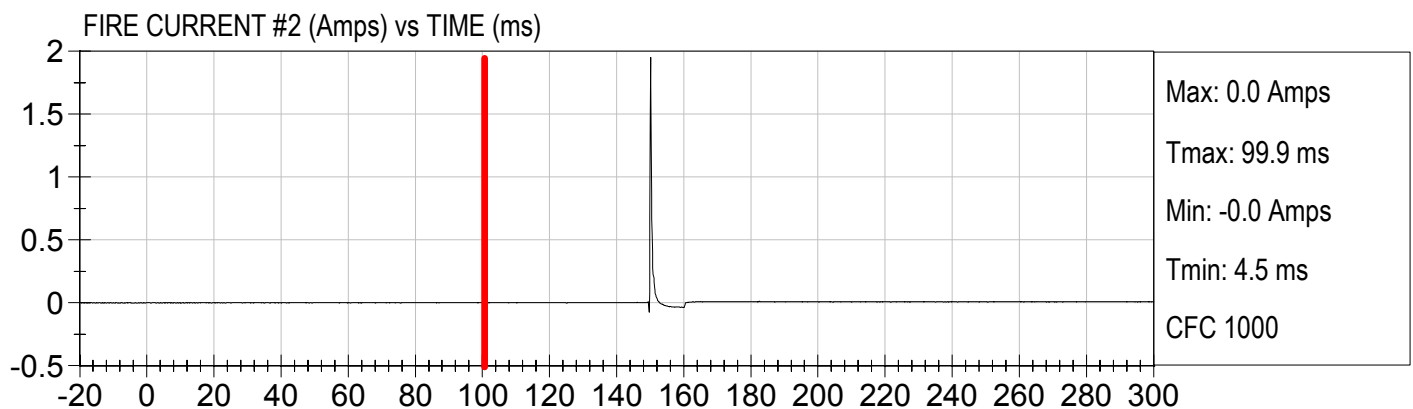
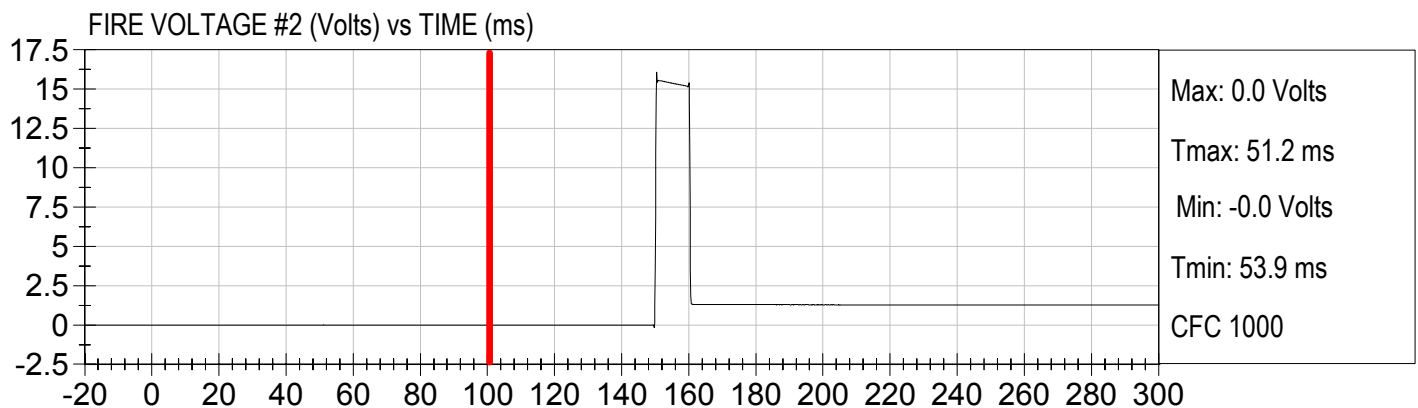
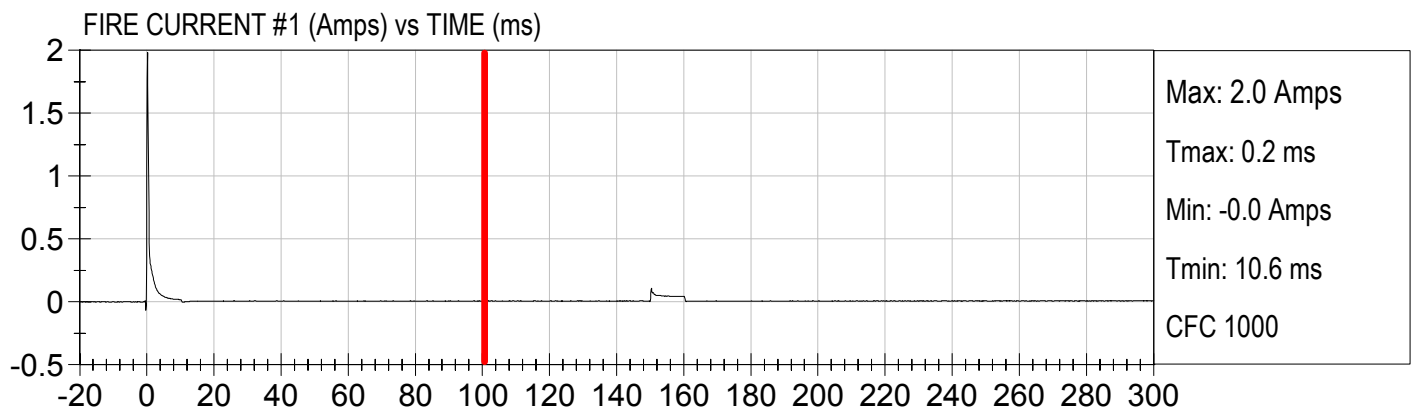
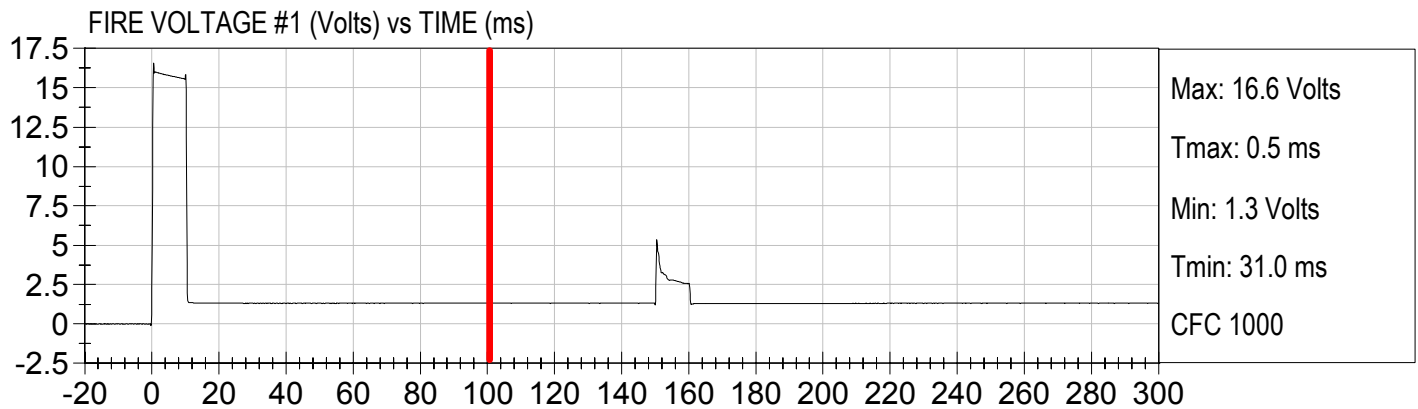


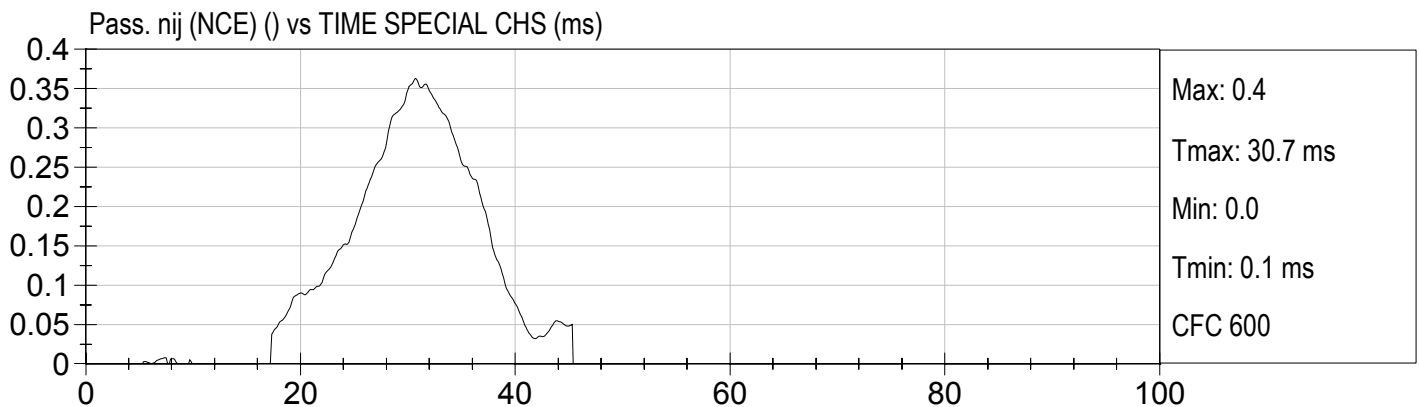
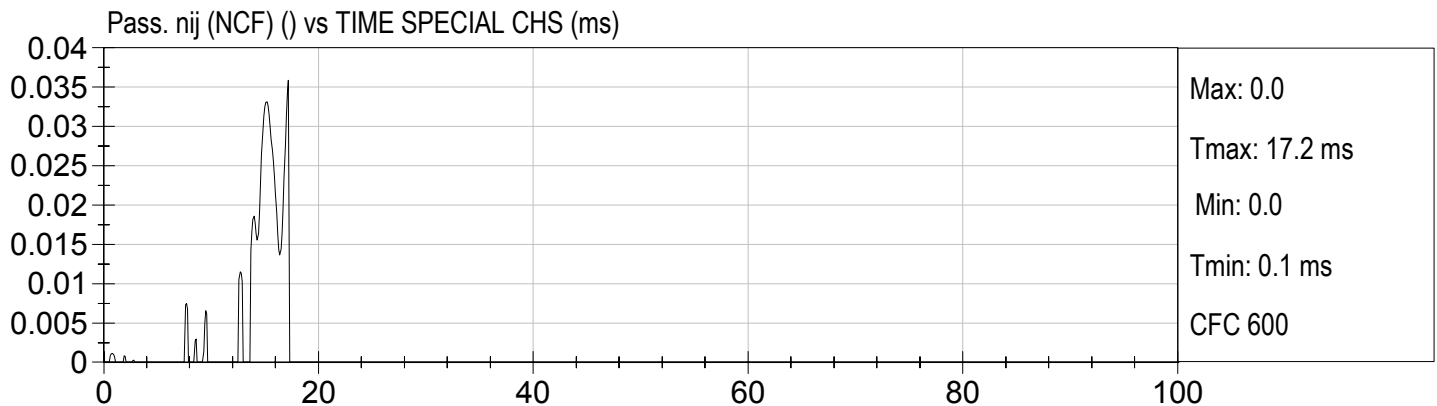
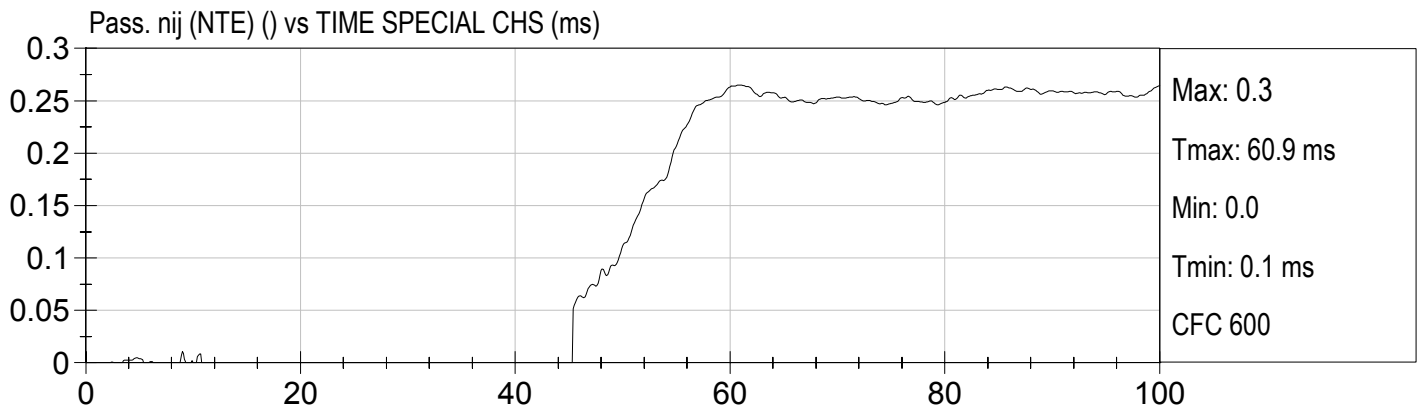
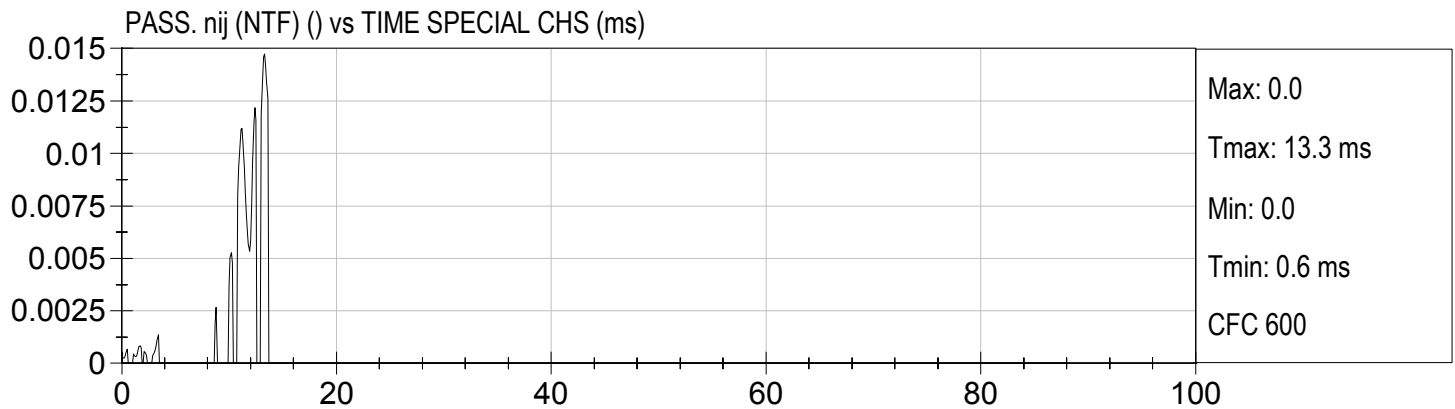
Injury Values Calculated between 0ms and 100ms





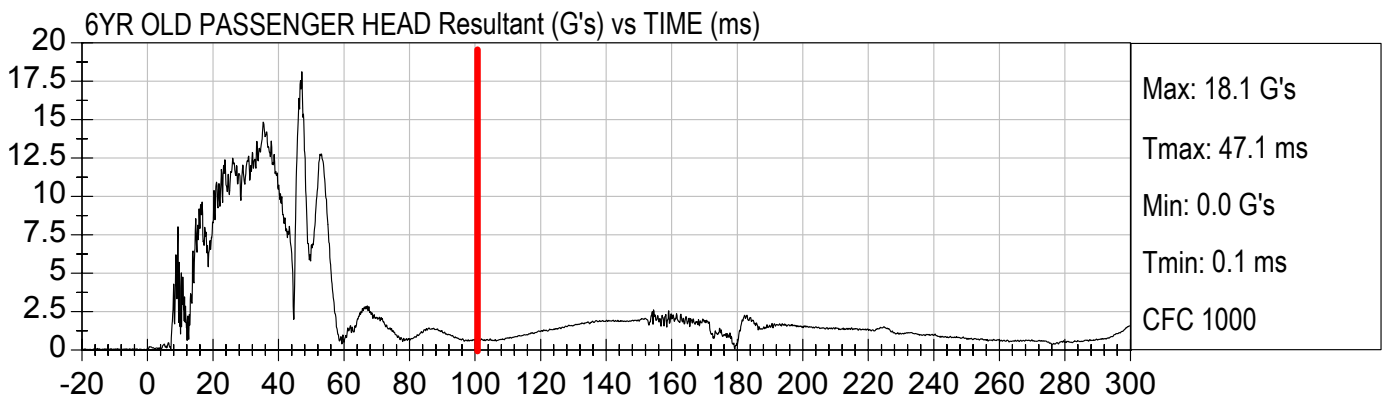
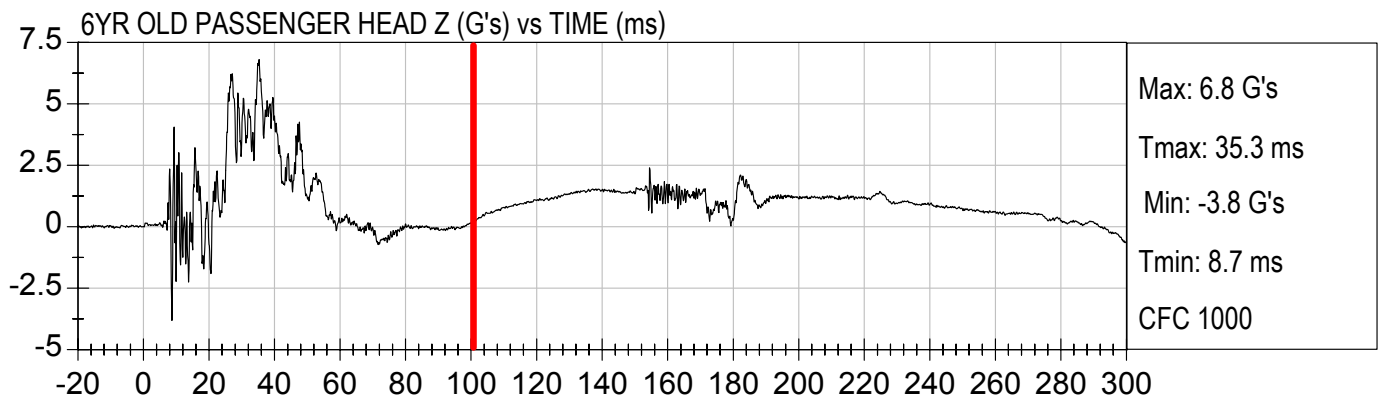
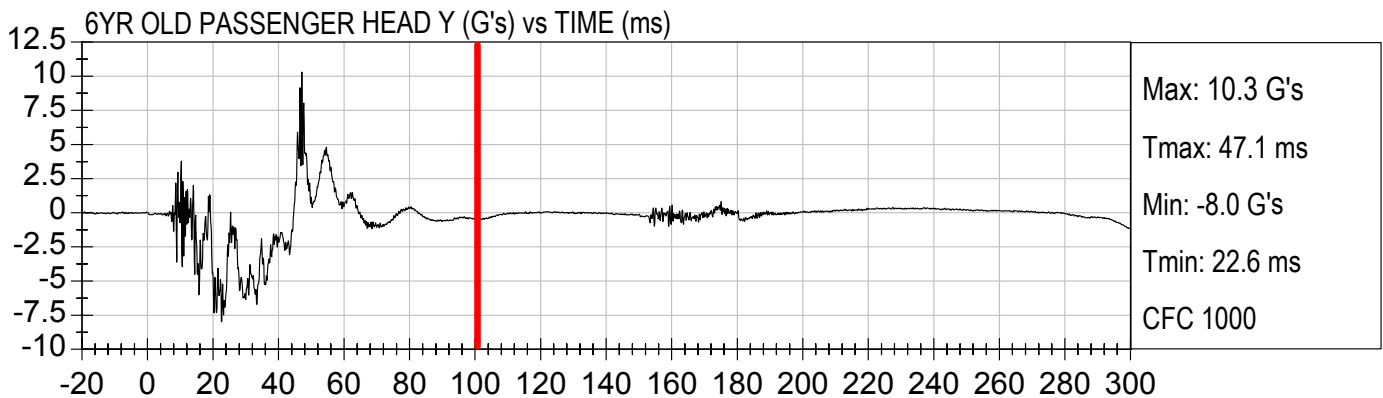
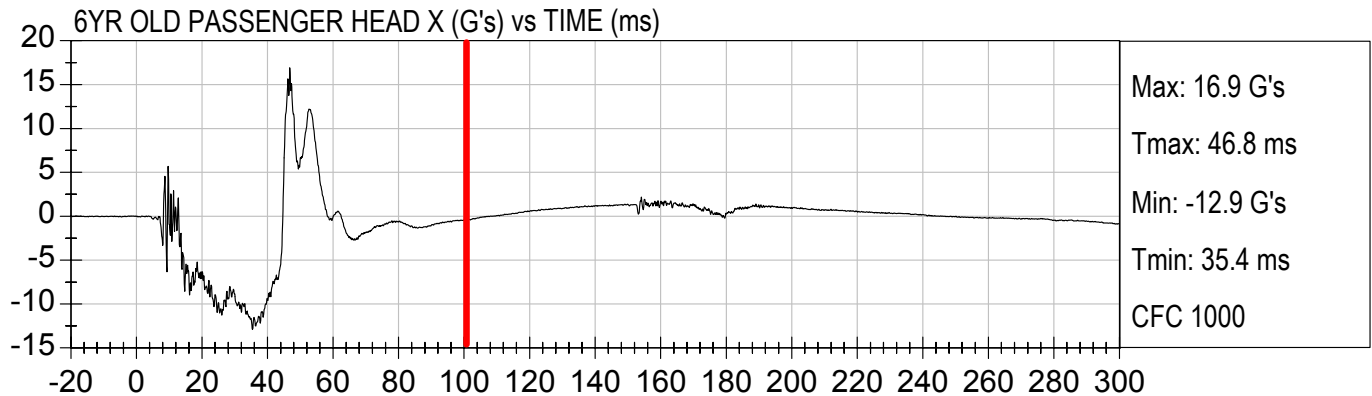
Injury Values Calculated between 0ms and 100ms





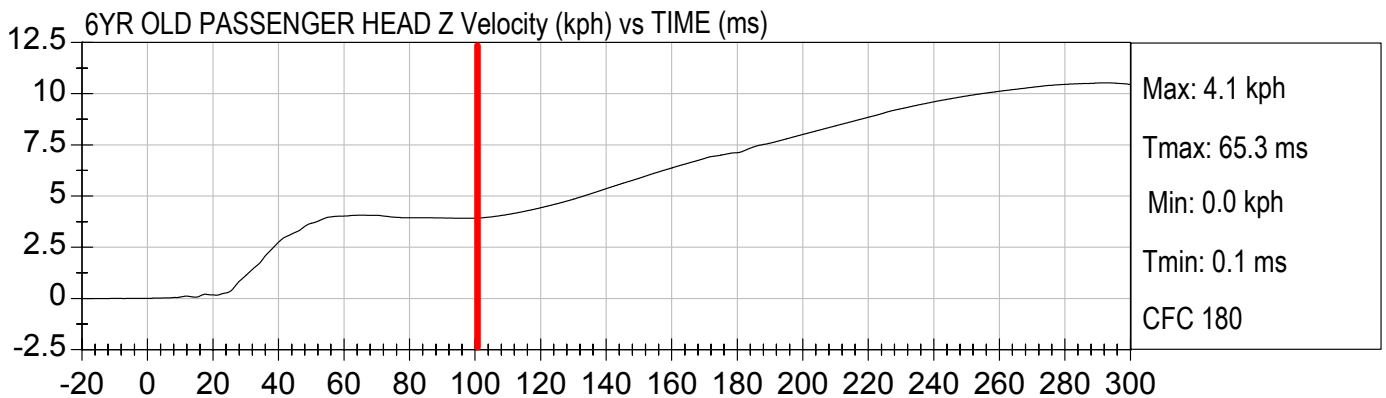
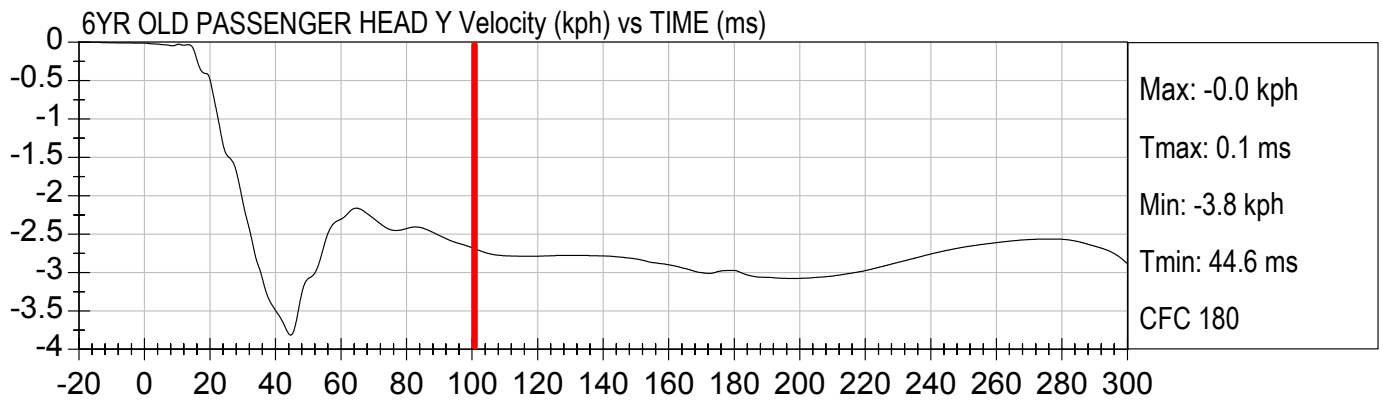
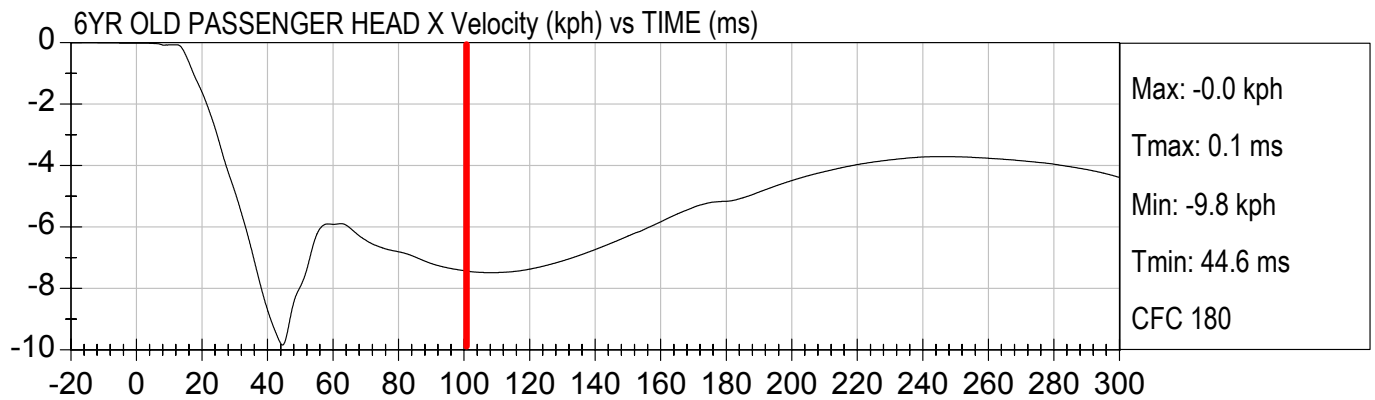


Injury Values Calculated between 0ms and 100ms



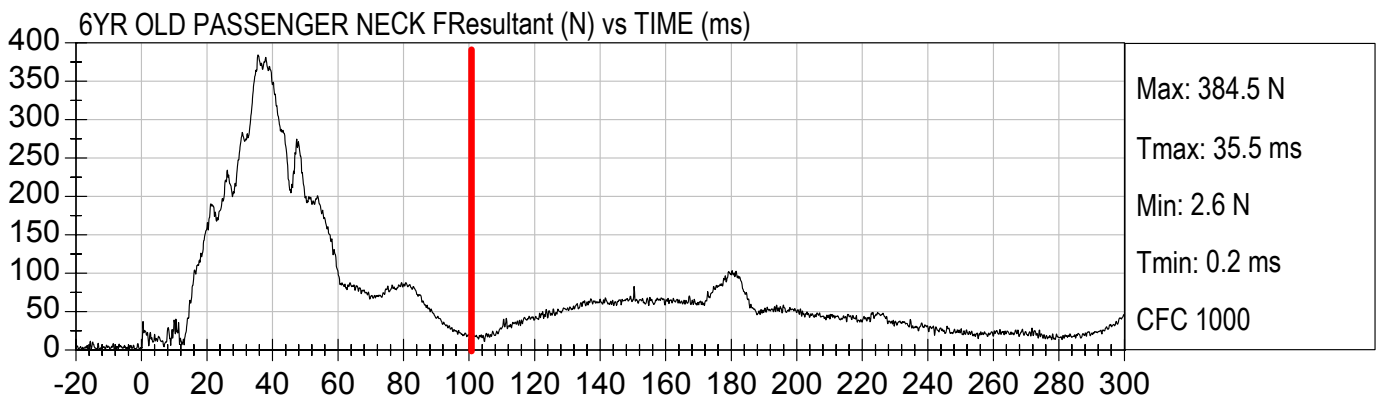
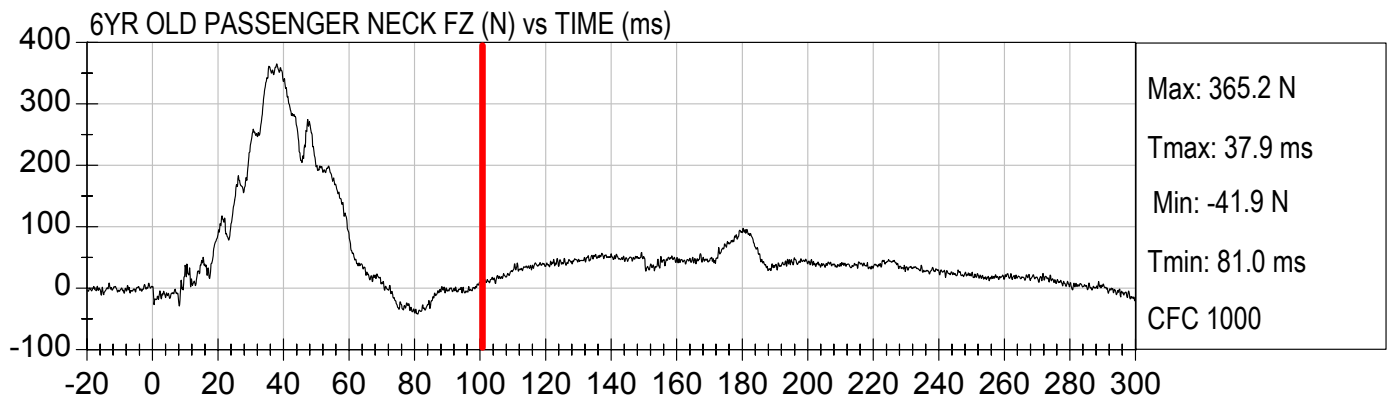
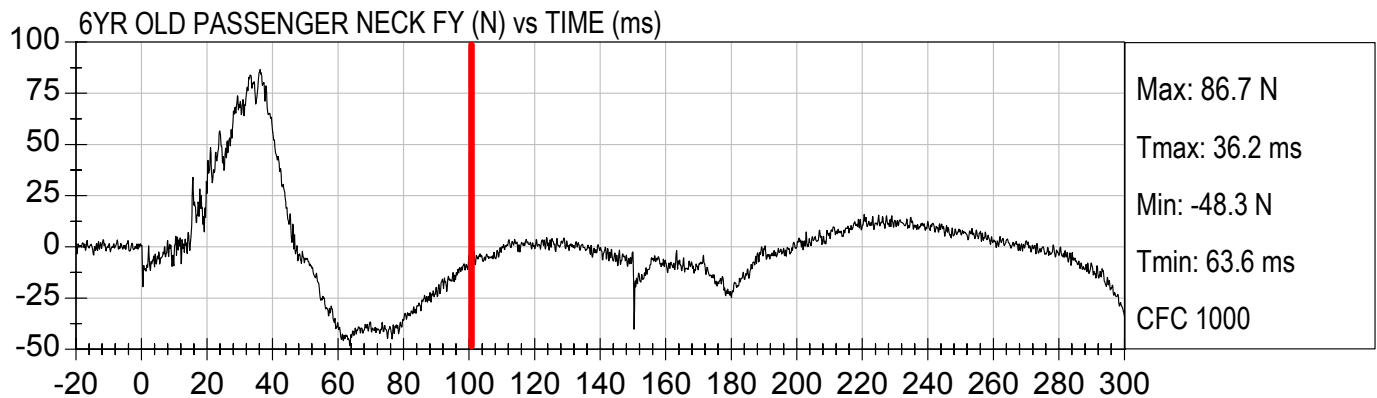
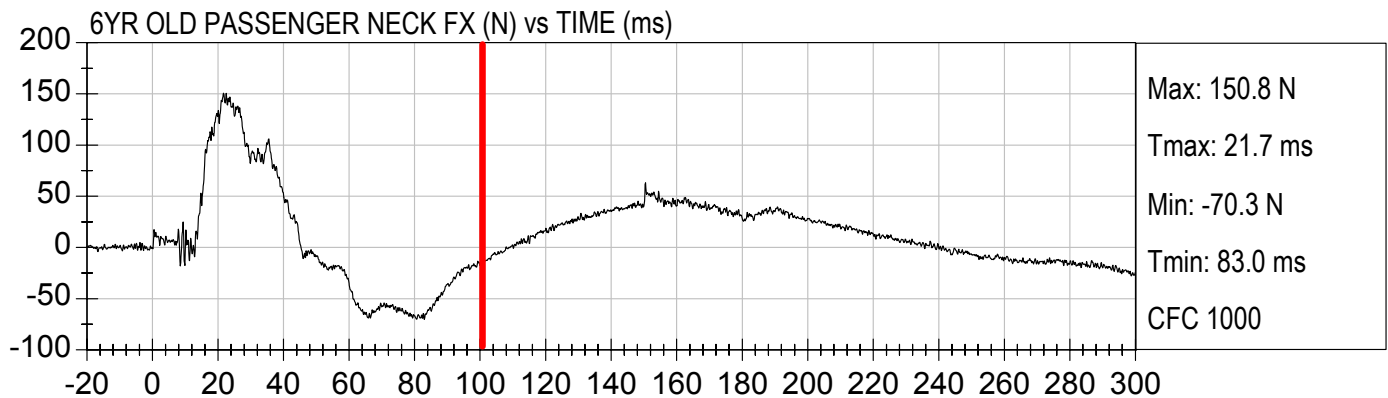


Injury Values Calculated between 0ms and 100ms





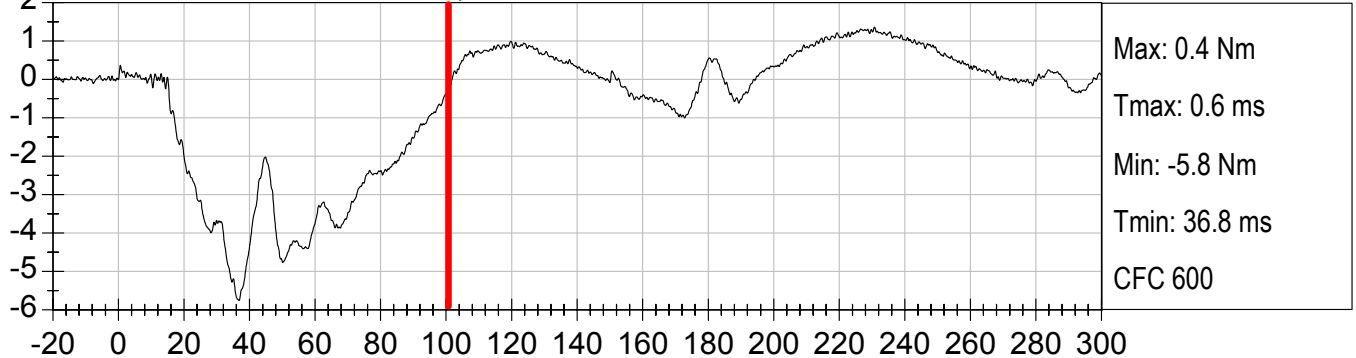
Injury Values Calculated between 0ms and 100ms



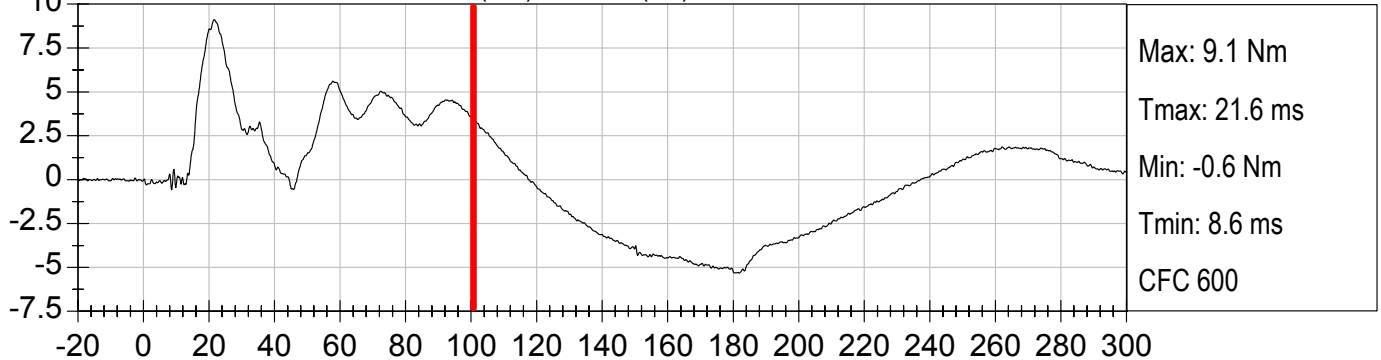


Injury Values Calculated between 0ms and 100ms

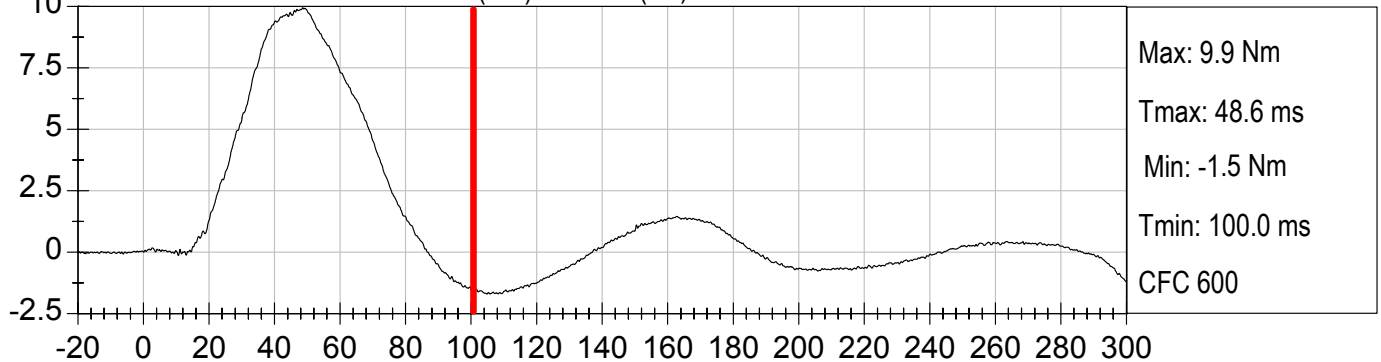
6YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)



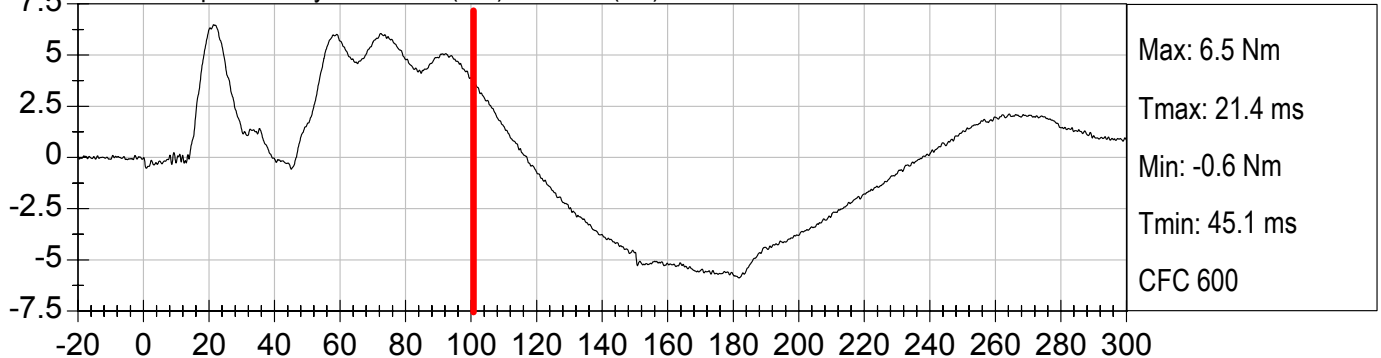
6YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)



6YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

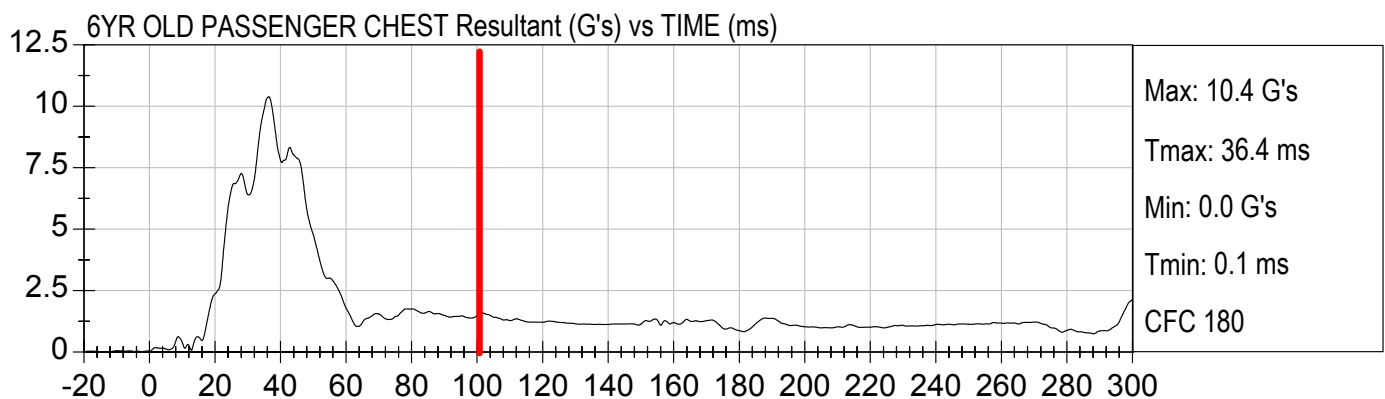
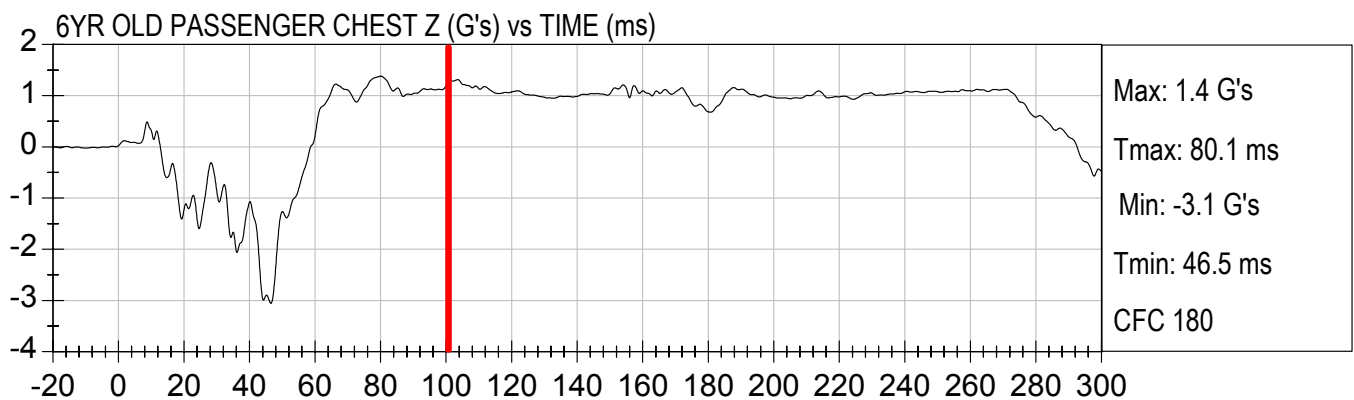
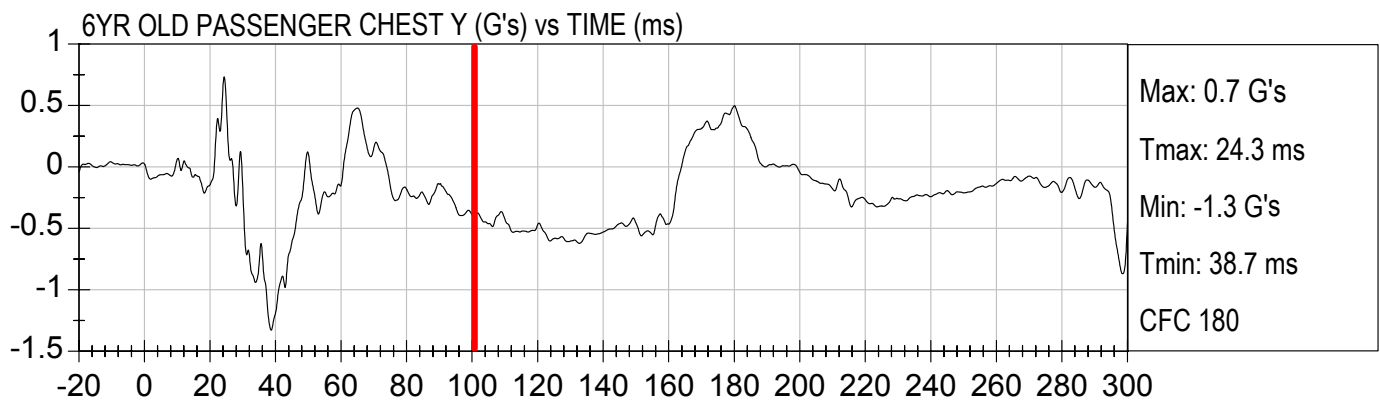
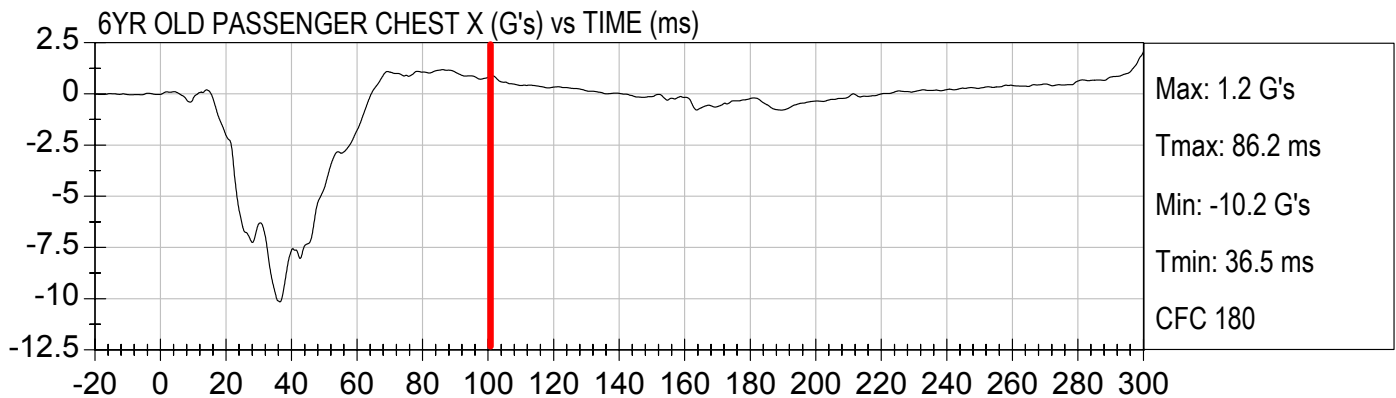


Pass. Occipital Condyle Moment (Nm) vs TIME (ms)



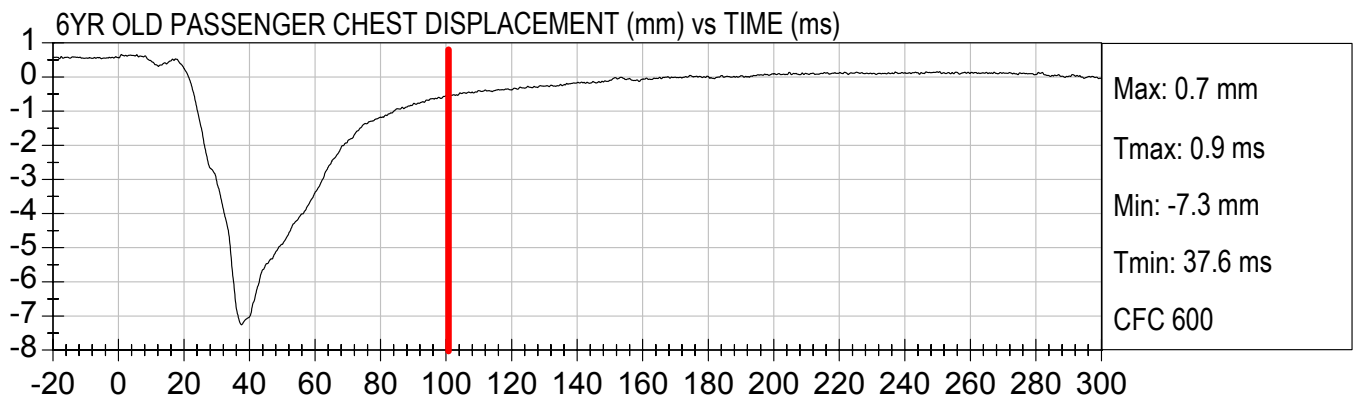
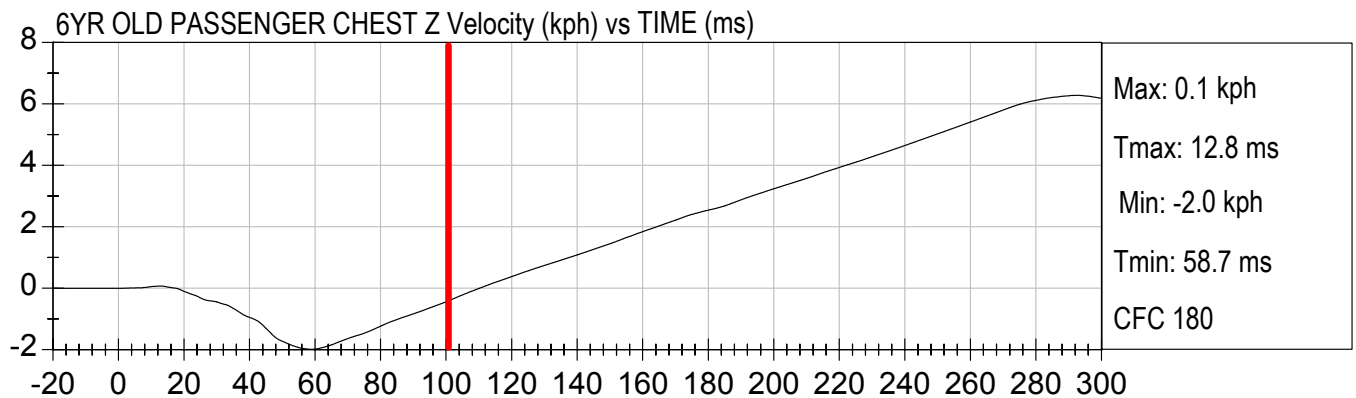
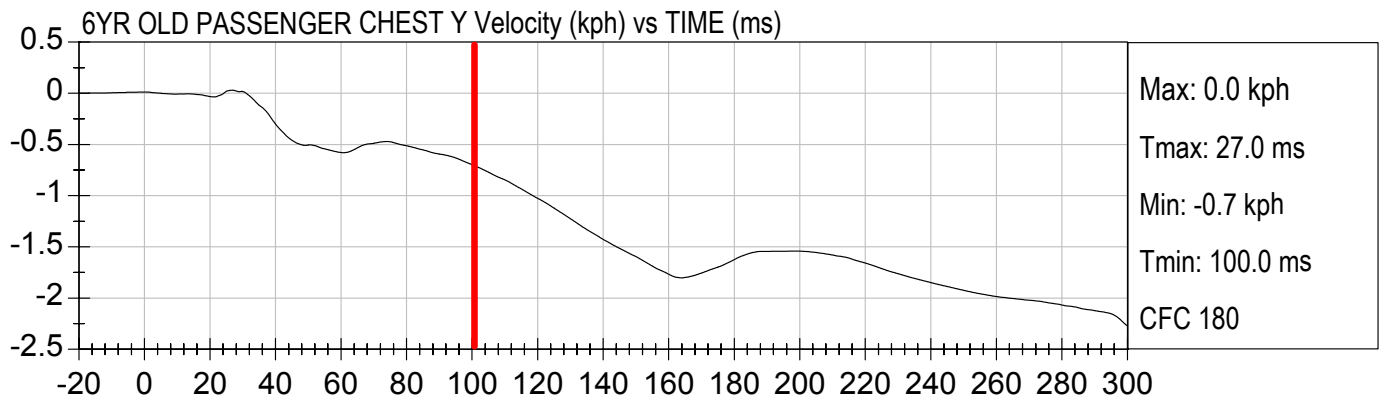
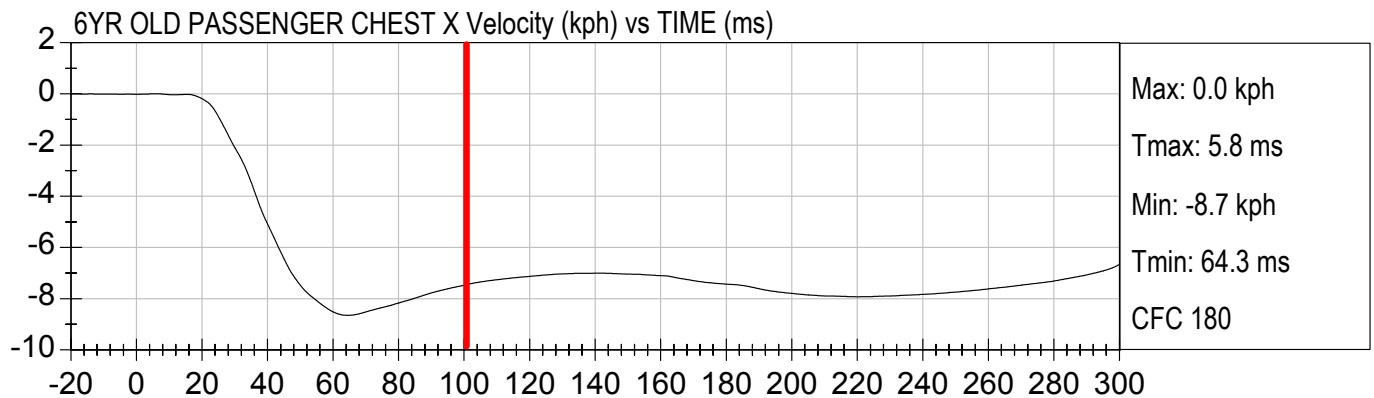


Injury Values Calculated between 0ms and 100ms





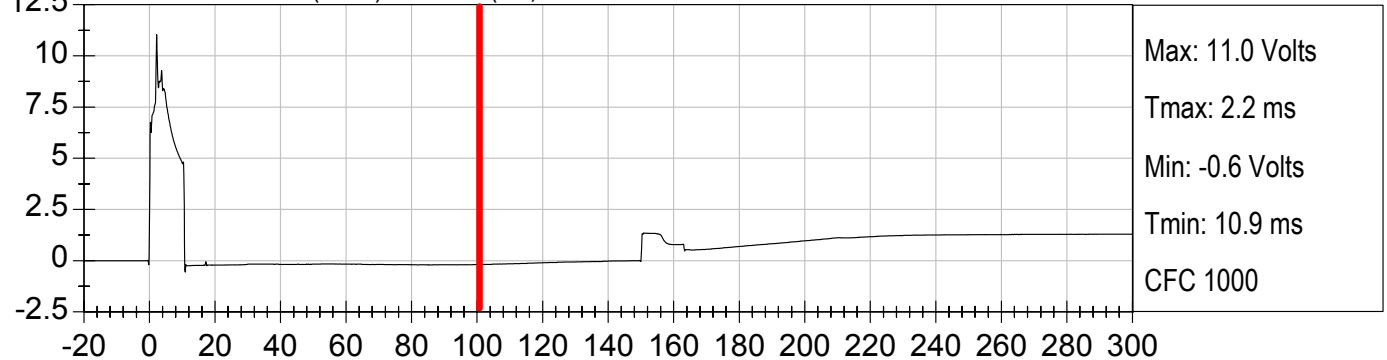
Injury Values Calculated between 0ms and 100ms



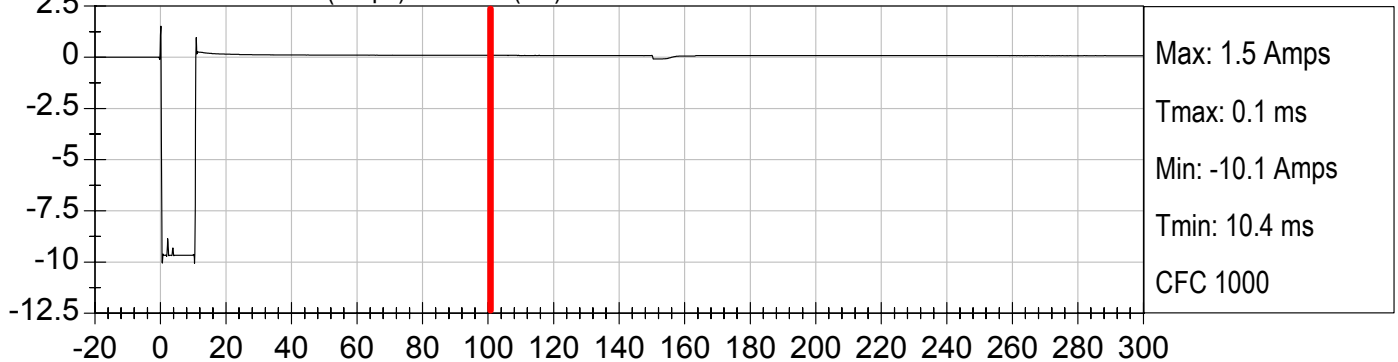


Injury Values Calculated between 0ms and 100ms

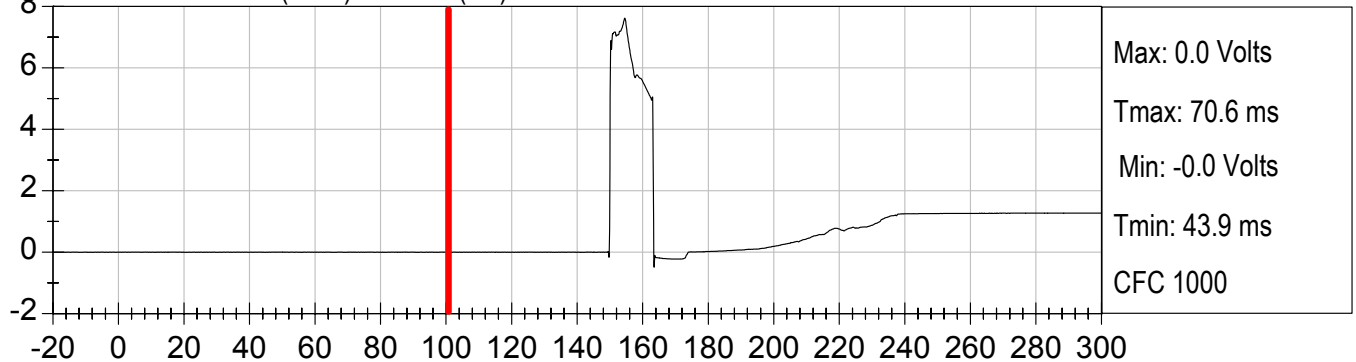
FIRE VOLTAGE #1 (Volts) vs TIME (ms)



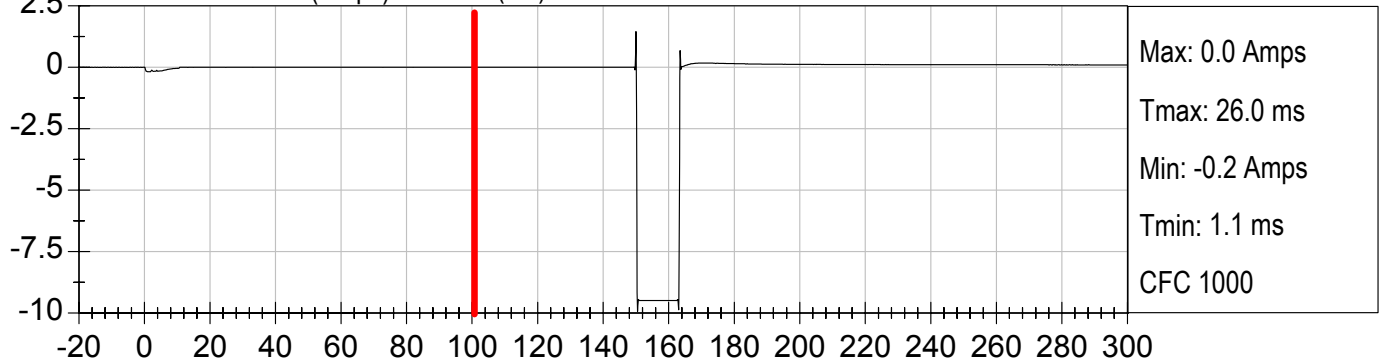
FIRE CURRENT #1 (Amps) vs TIME (ms)

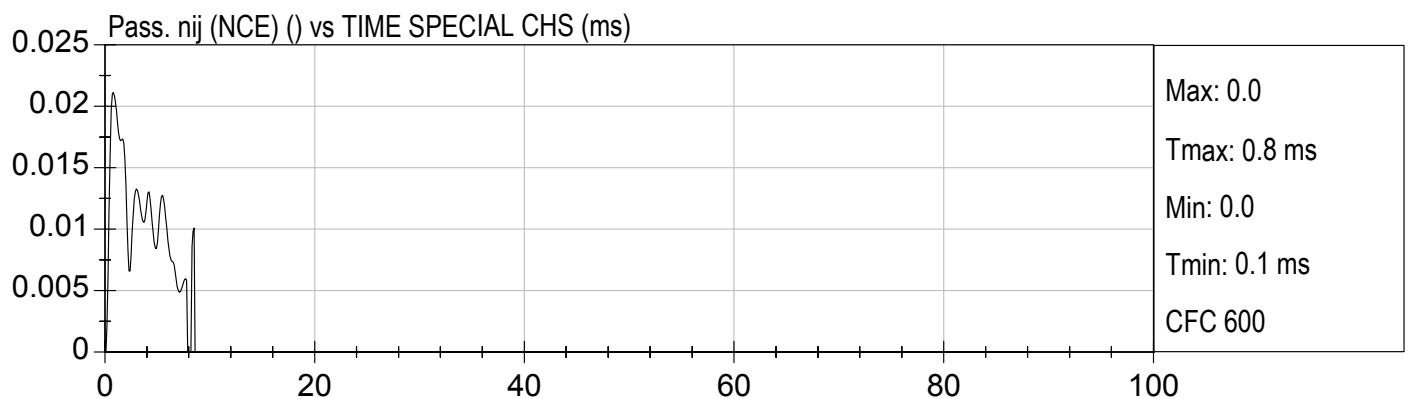
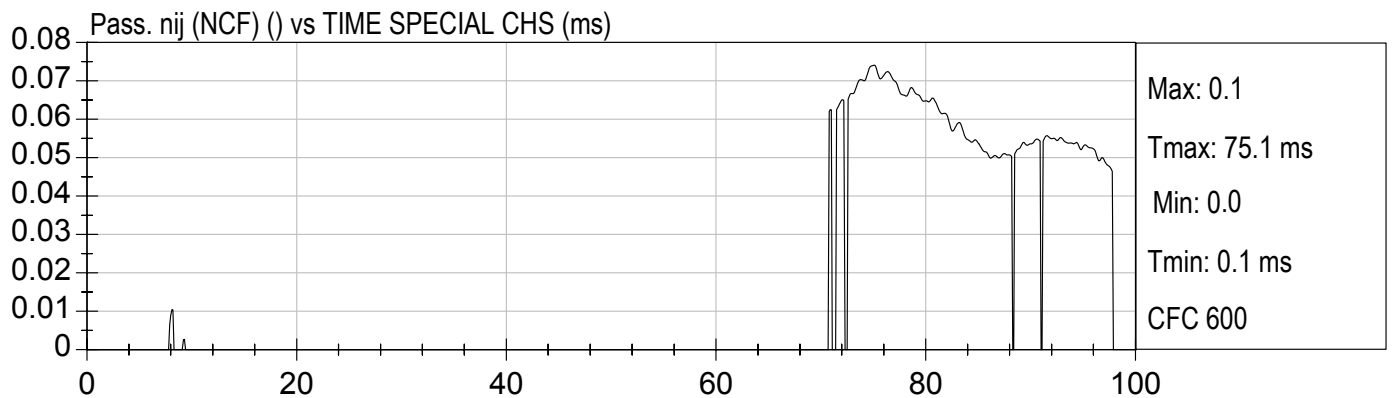
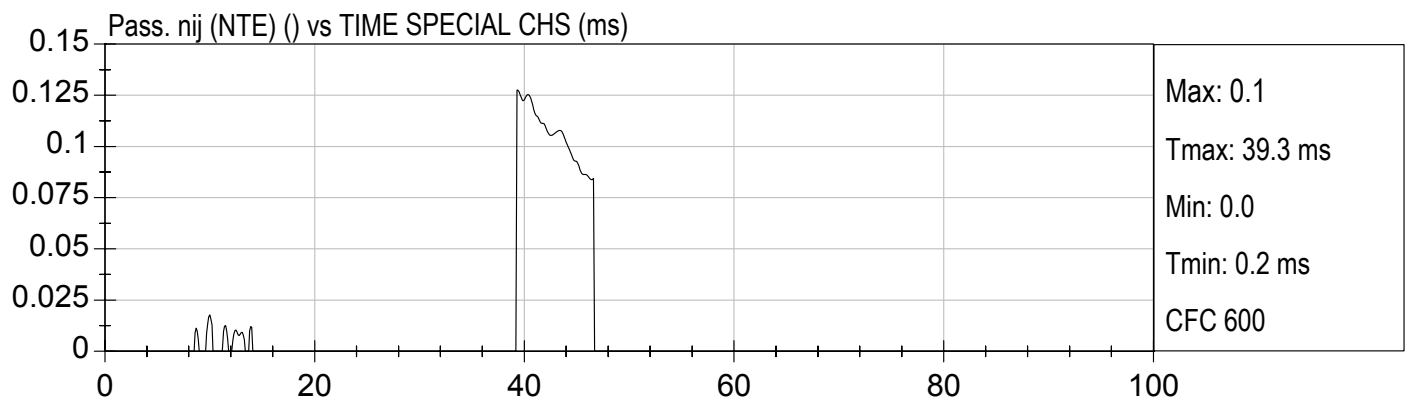
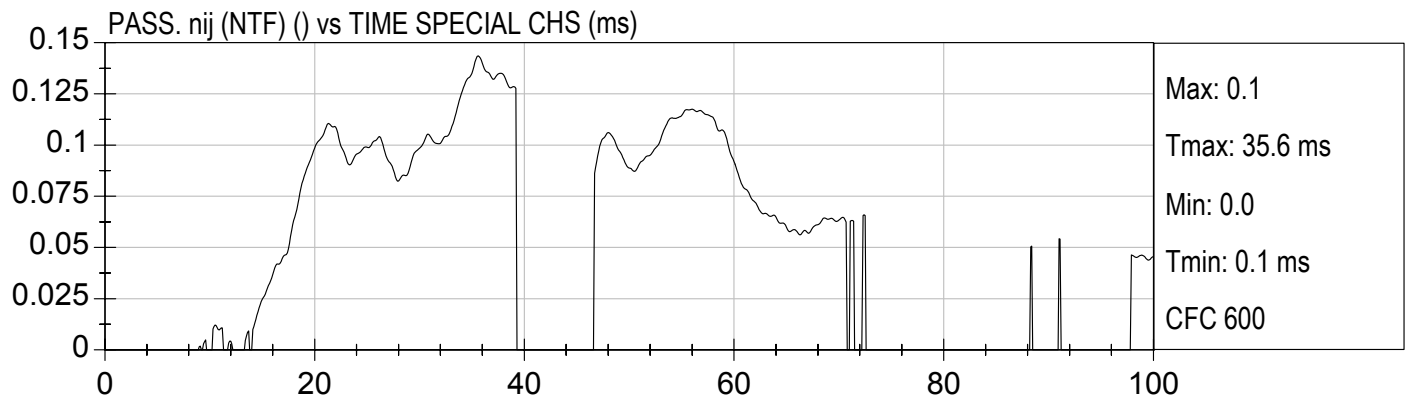


FIRE VOLTAGE #2 (Volts) vs TIME (ms)



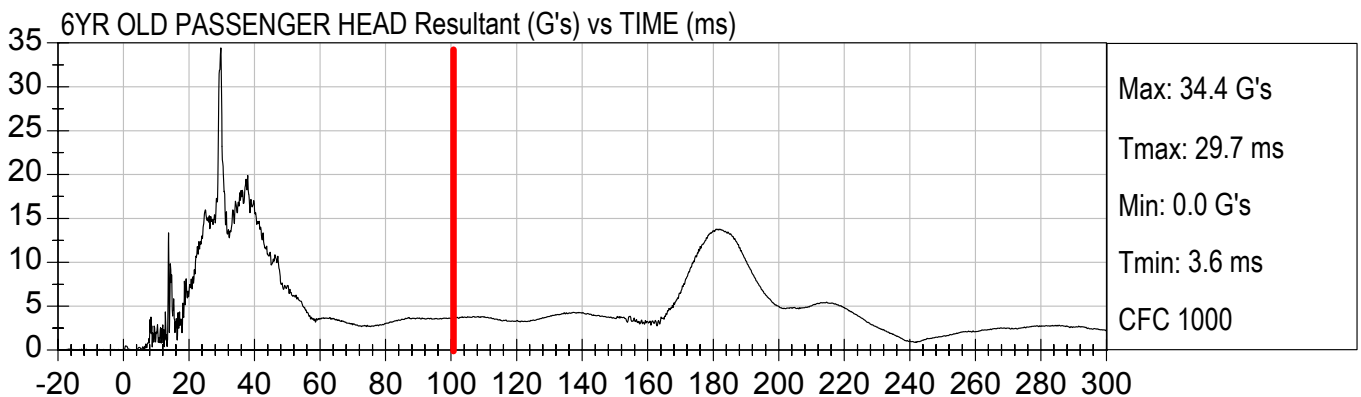
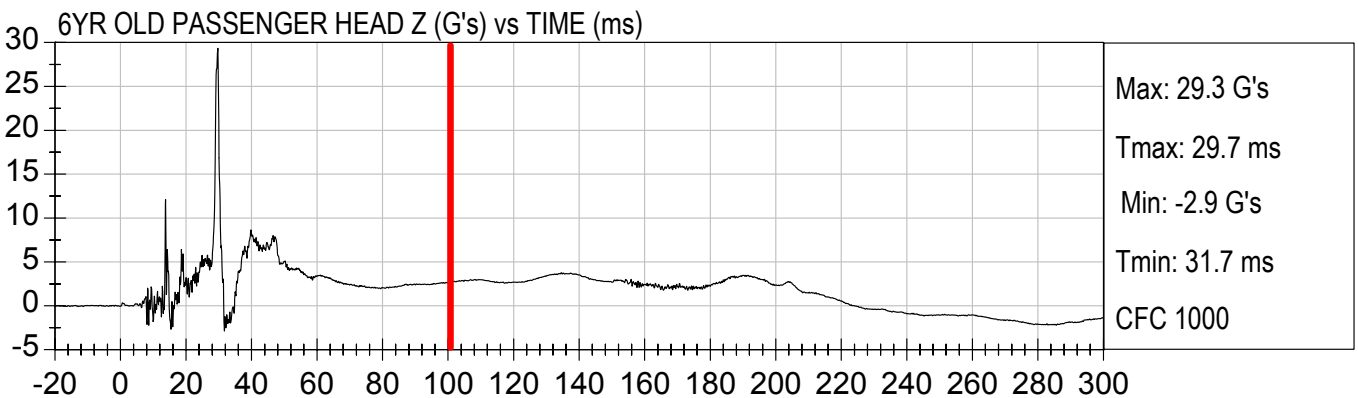
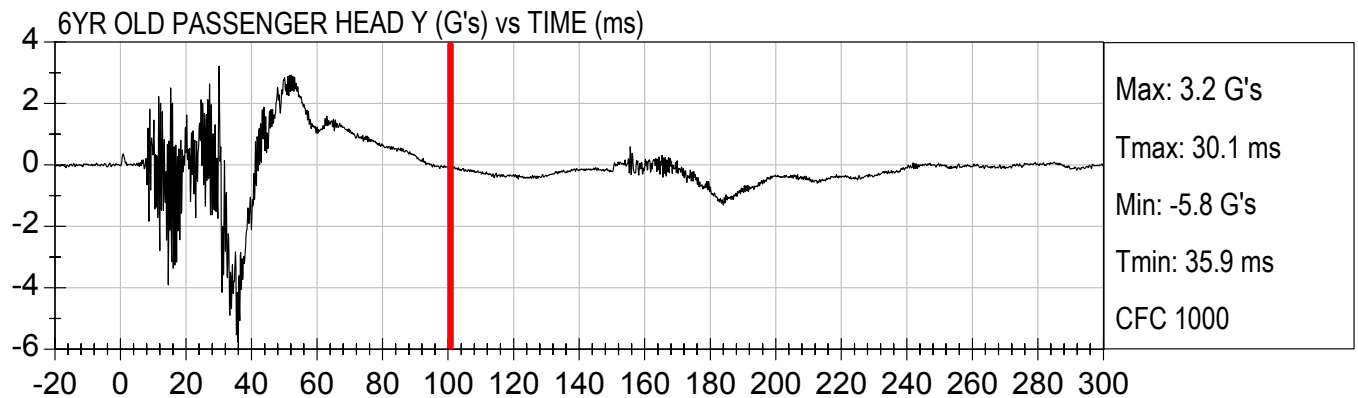
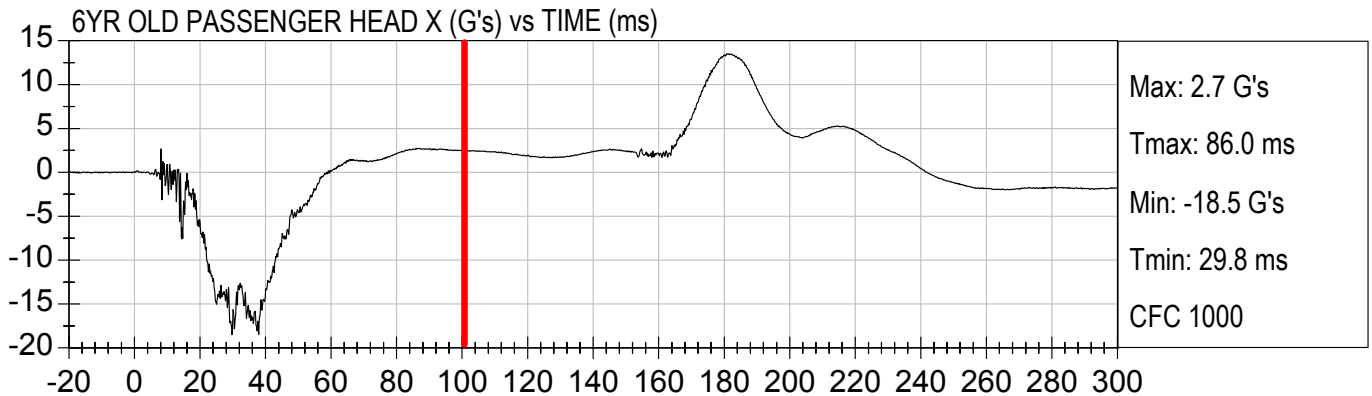
FIRE CURRENT #2 (Amps) vs TIME (ms)





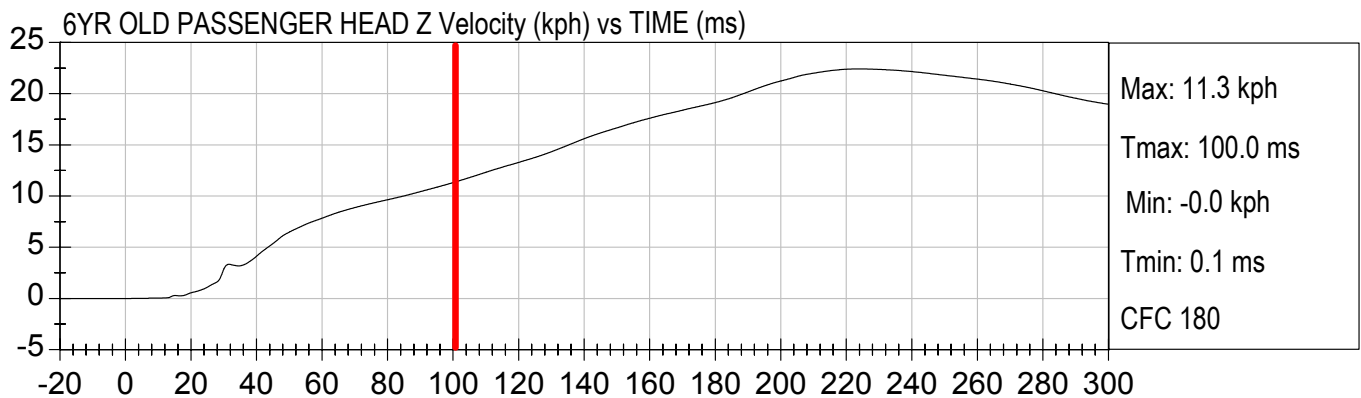
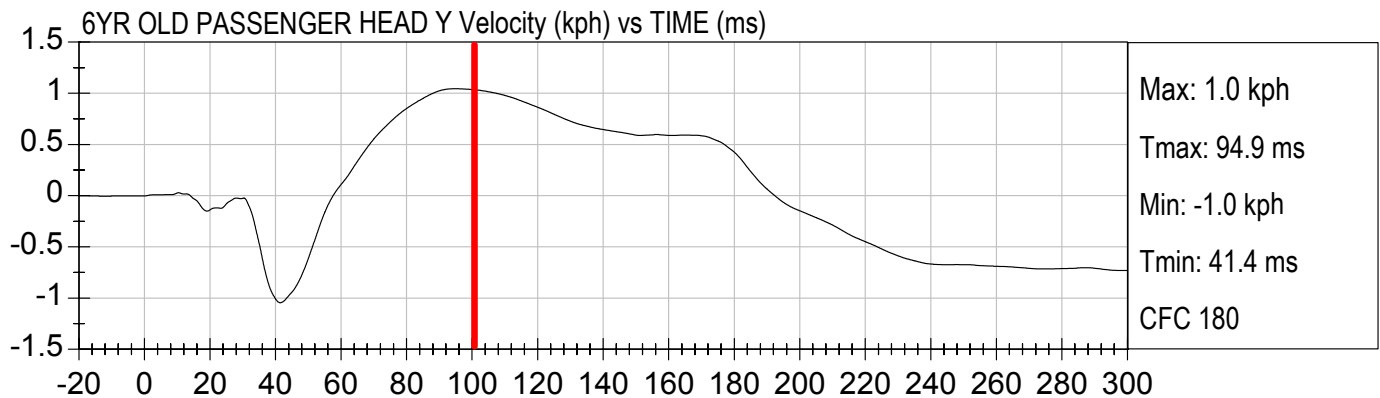
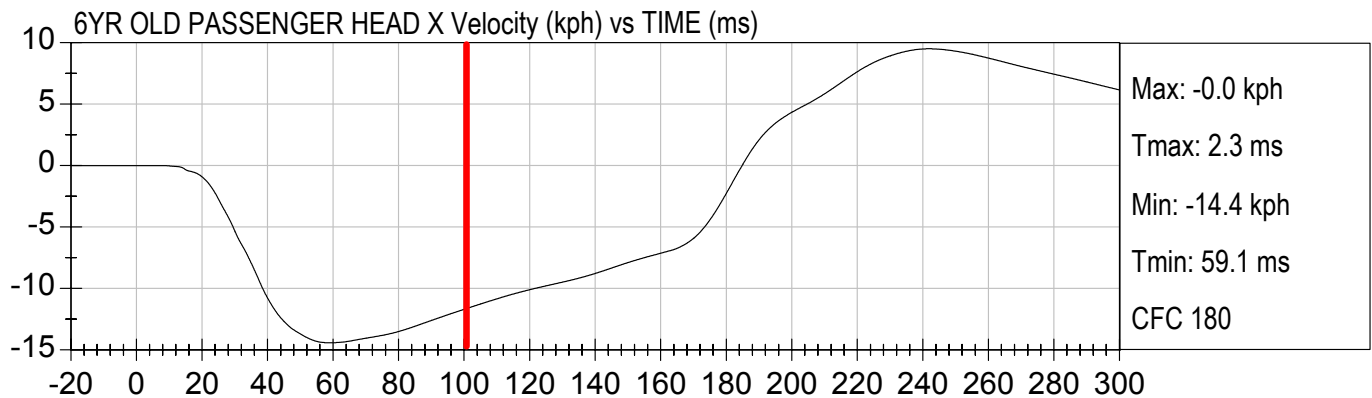


Injury Values Calculated between 0ms and 100ms



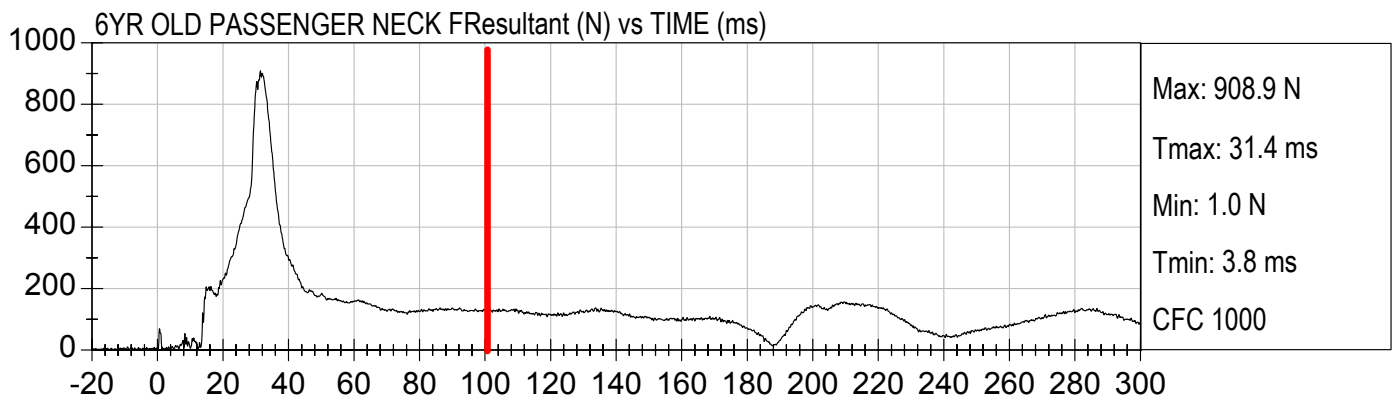
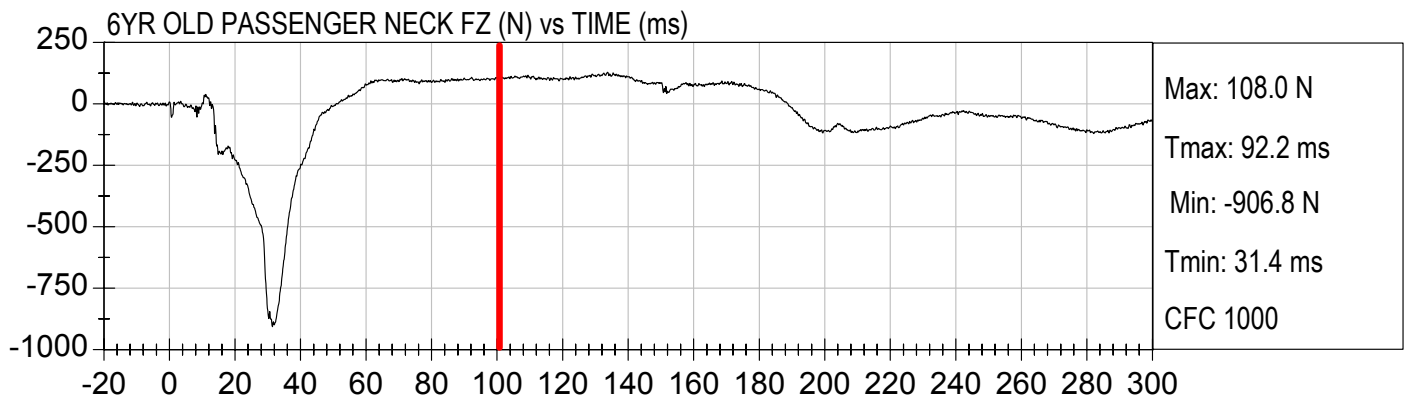
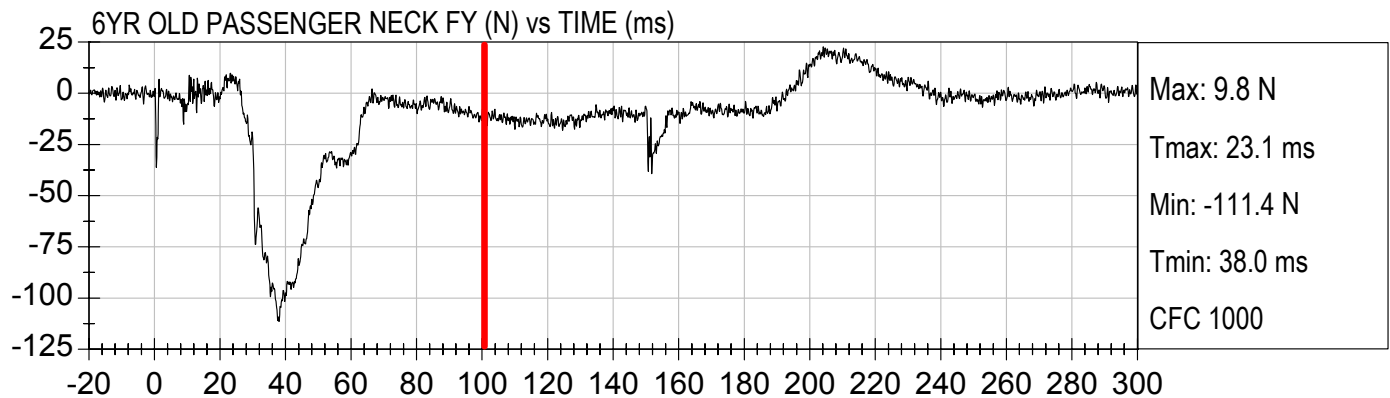
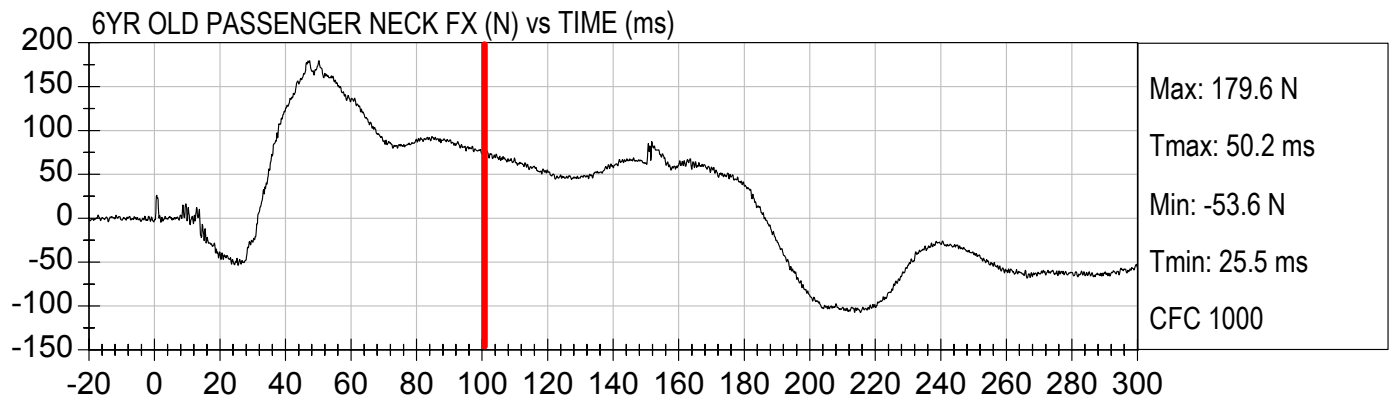


Injury Values Calculated between 0ms and 100ms





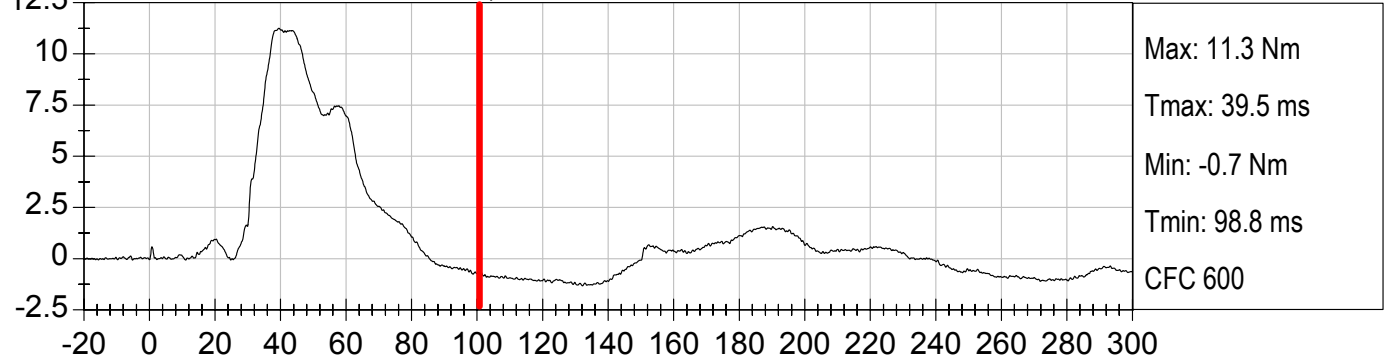
Injury Values Calculated between 0ms and 100ms



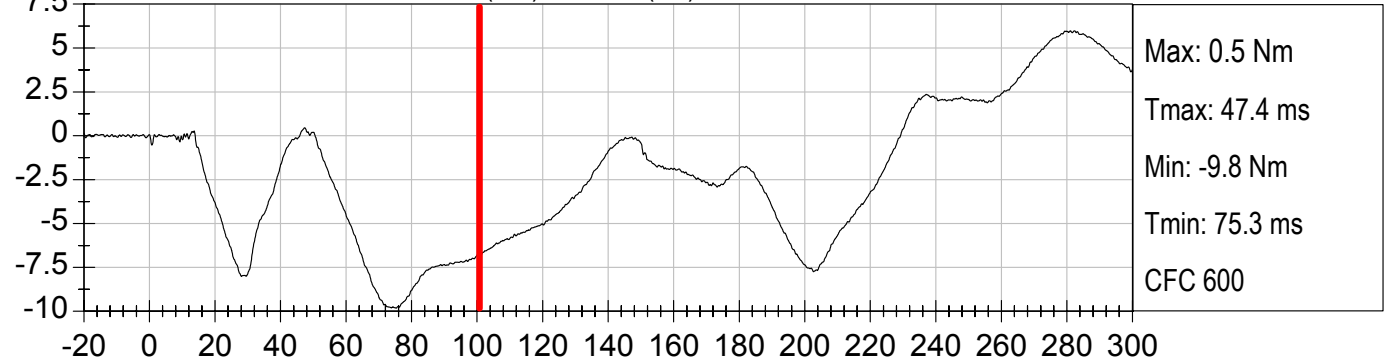


Injury Values Calculated between 0ms and 100ms

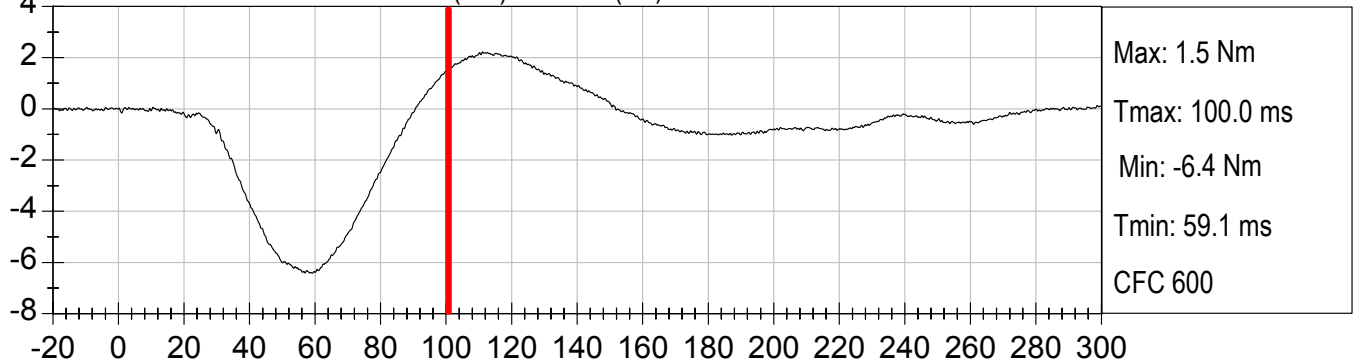
6YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)



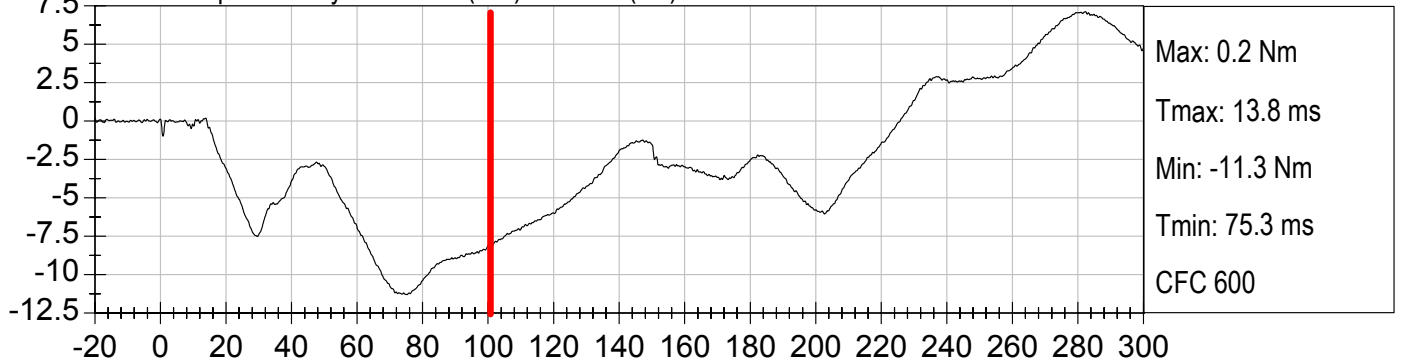
6YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)



6YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

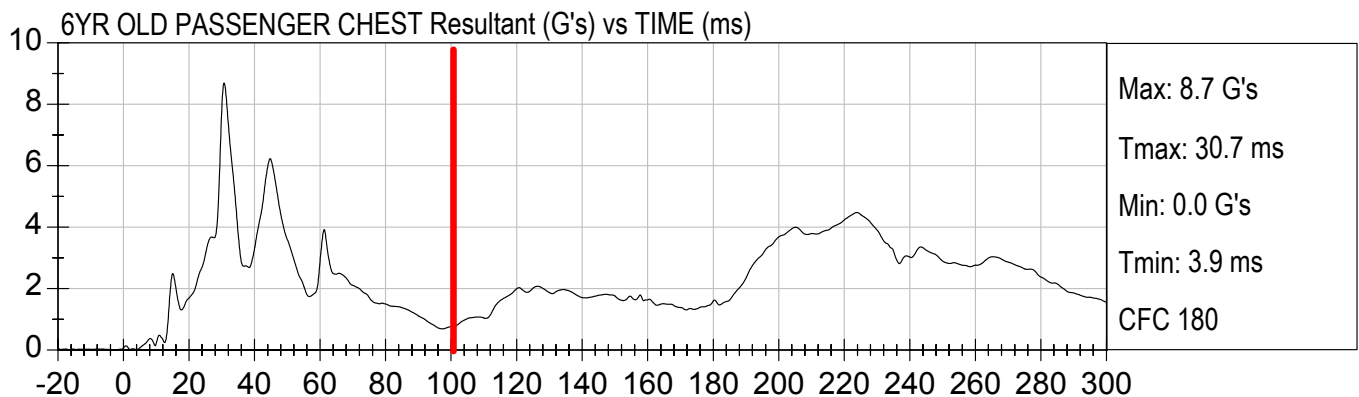
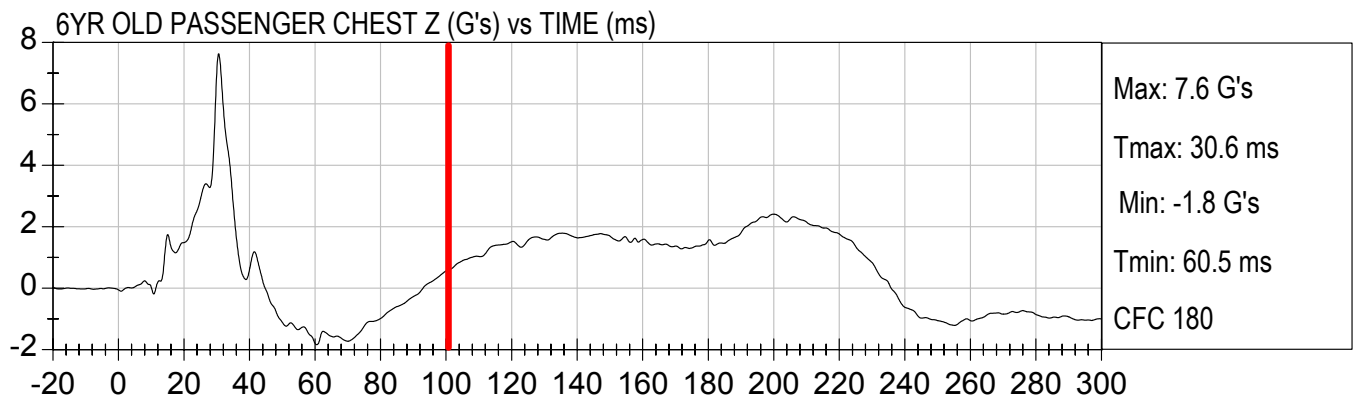
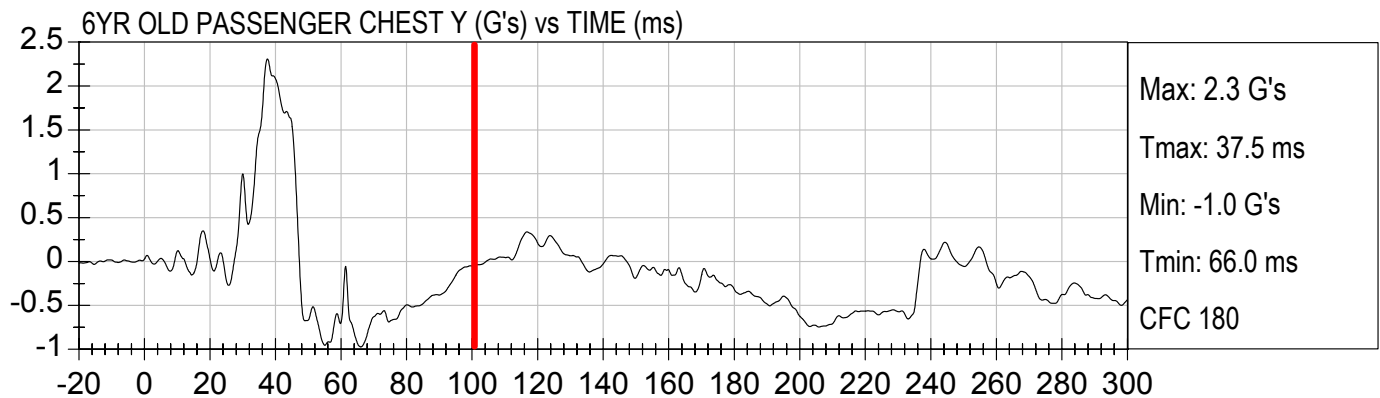
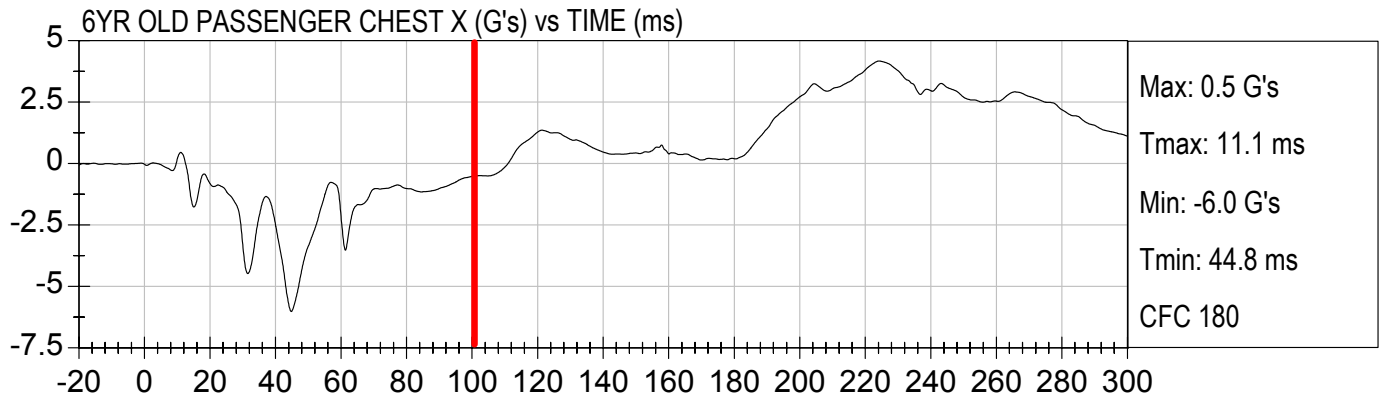


Pass. Occipital Condyle Moment (Nm) vs TIME (ms)



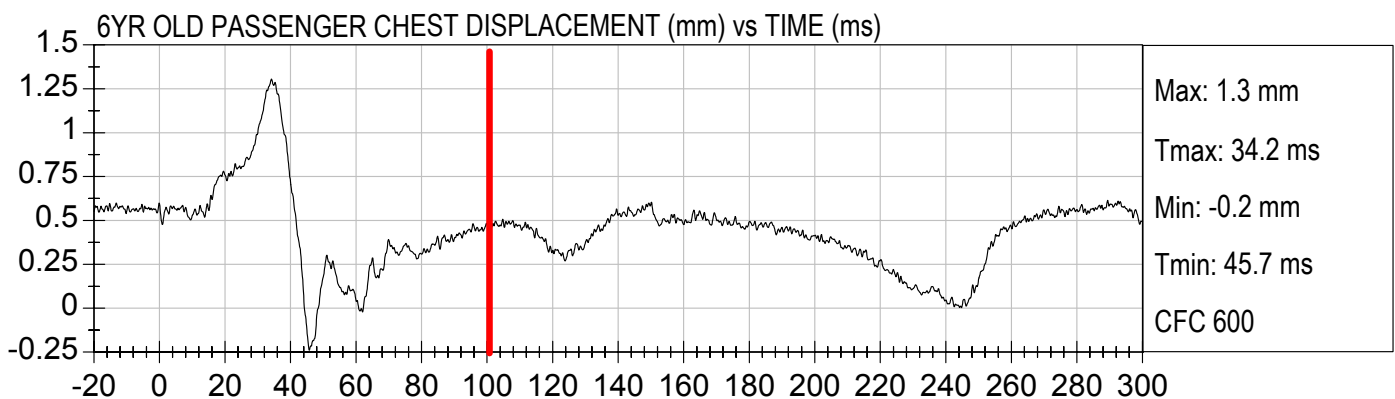
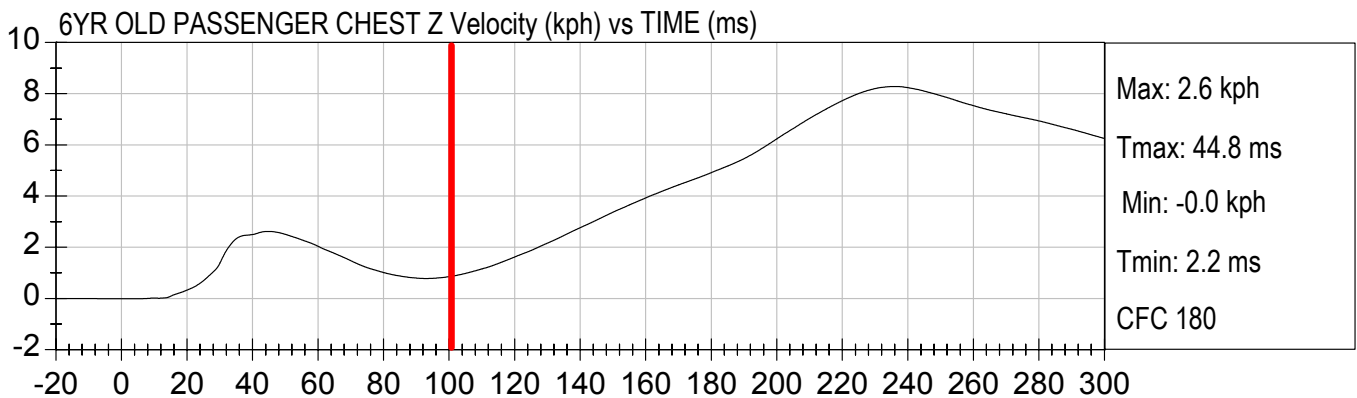
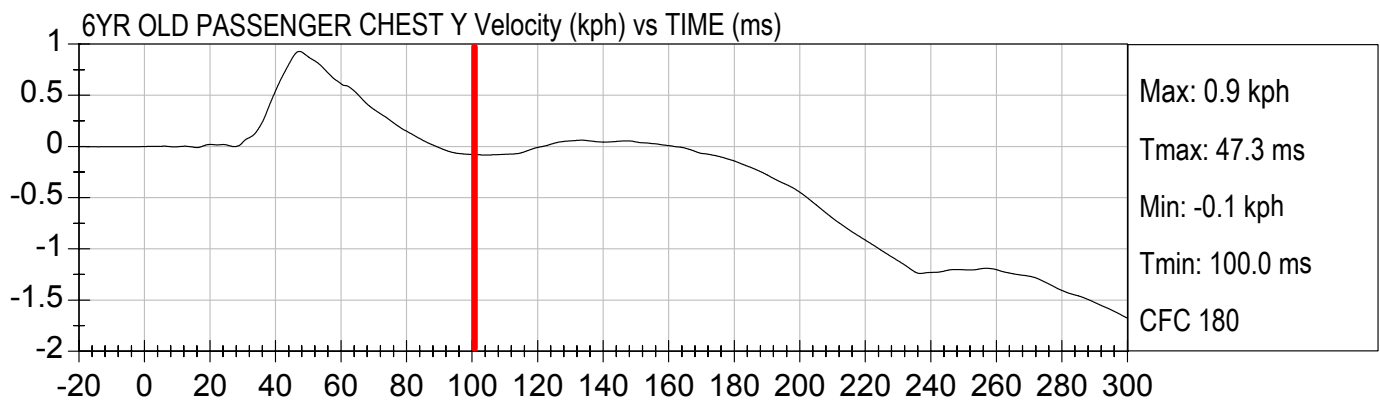
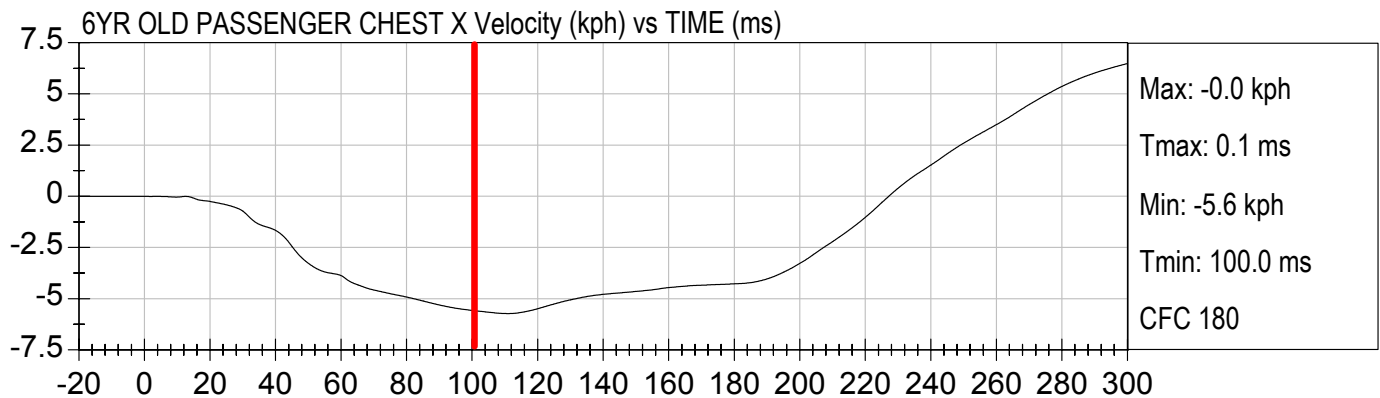


Injury Values Calculated between 0ms and 100ms



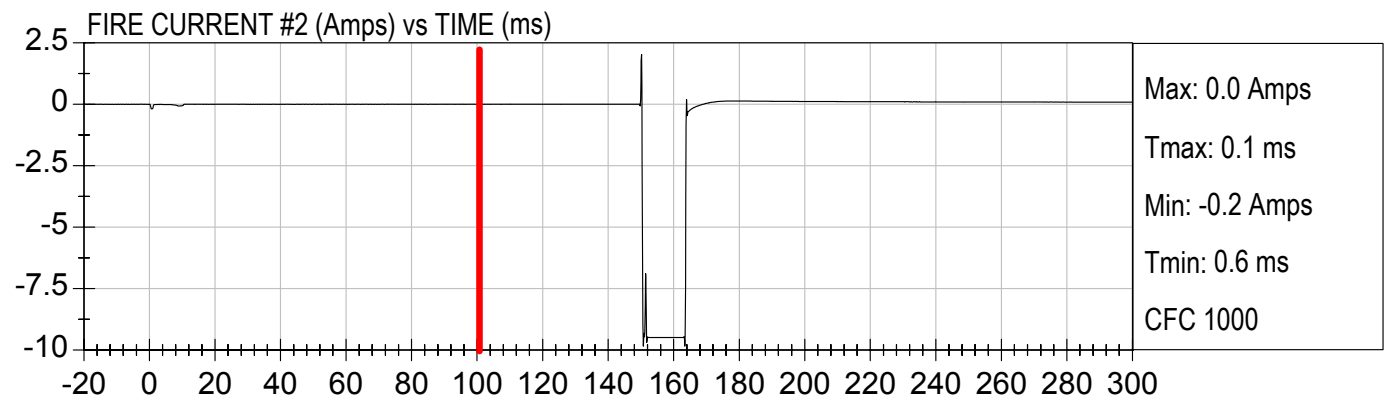
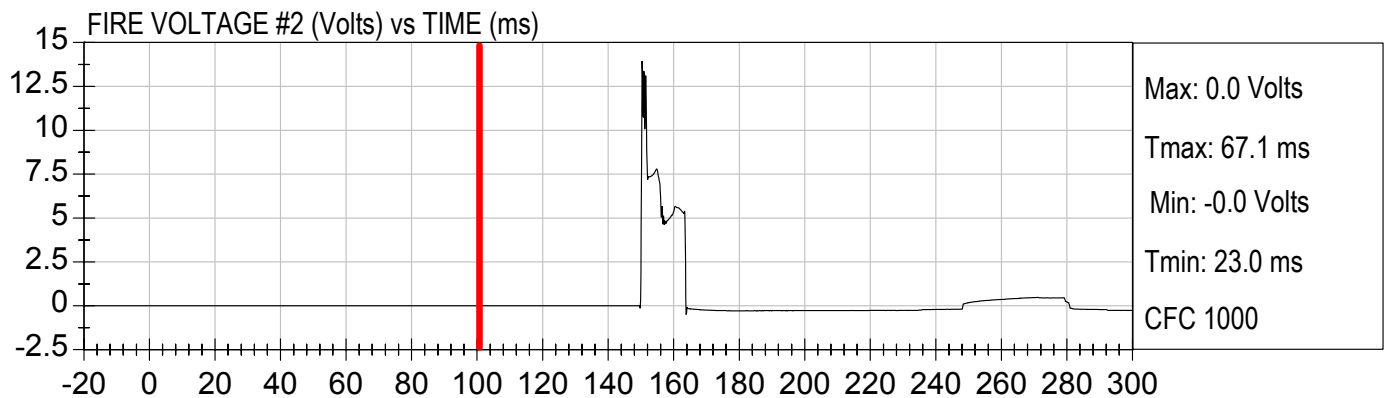
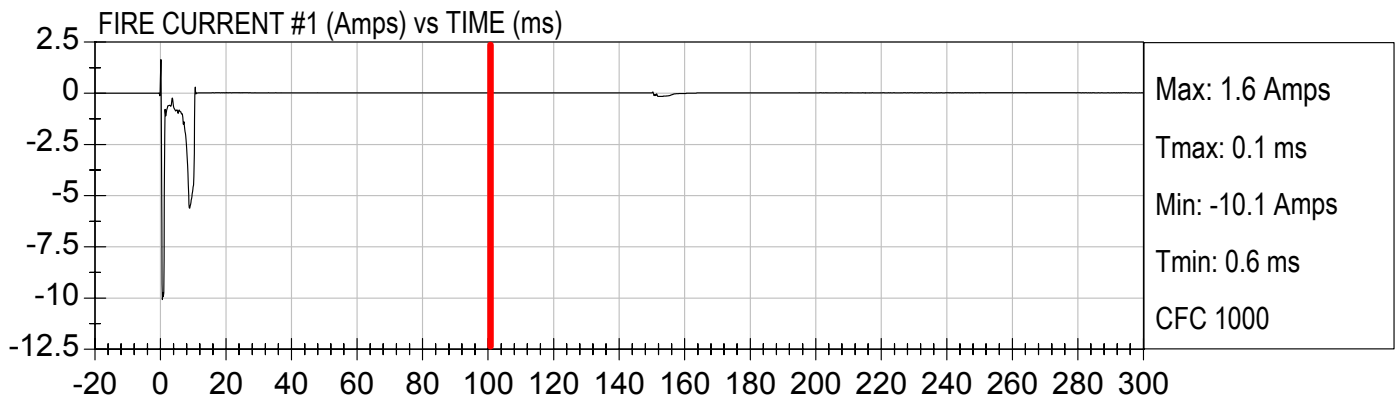
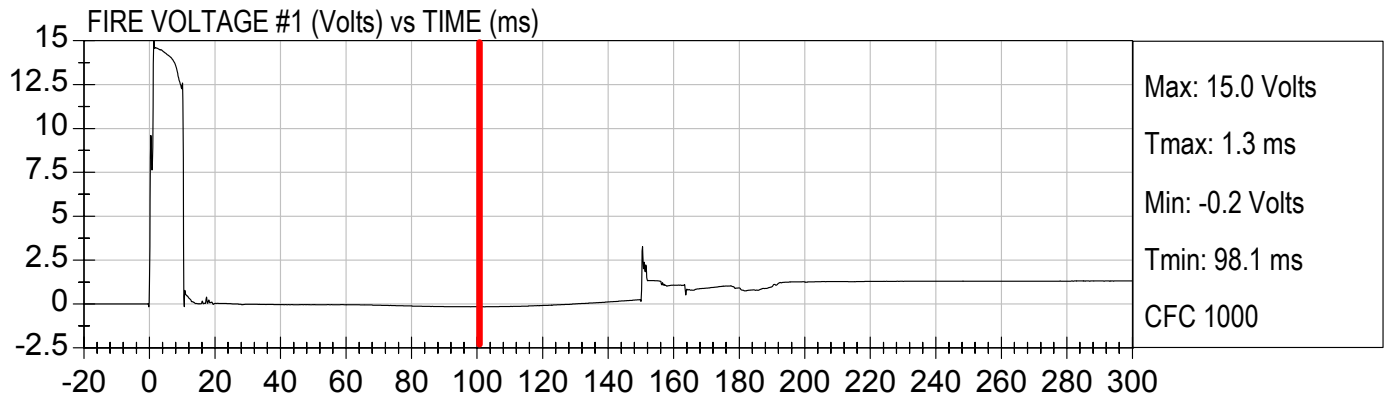


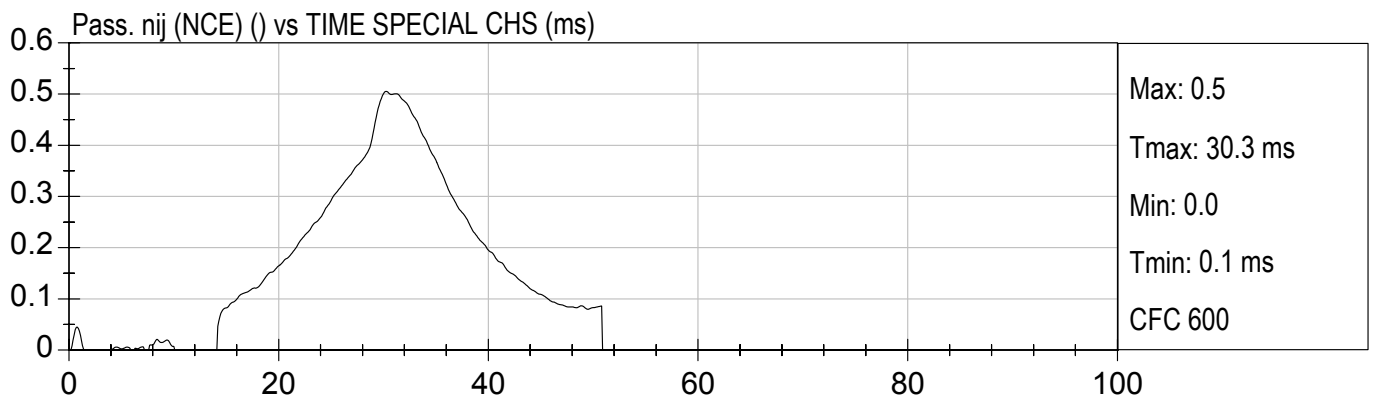
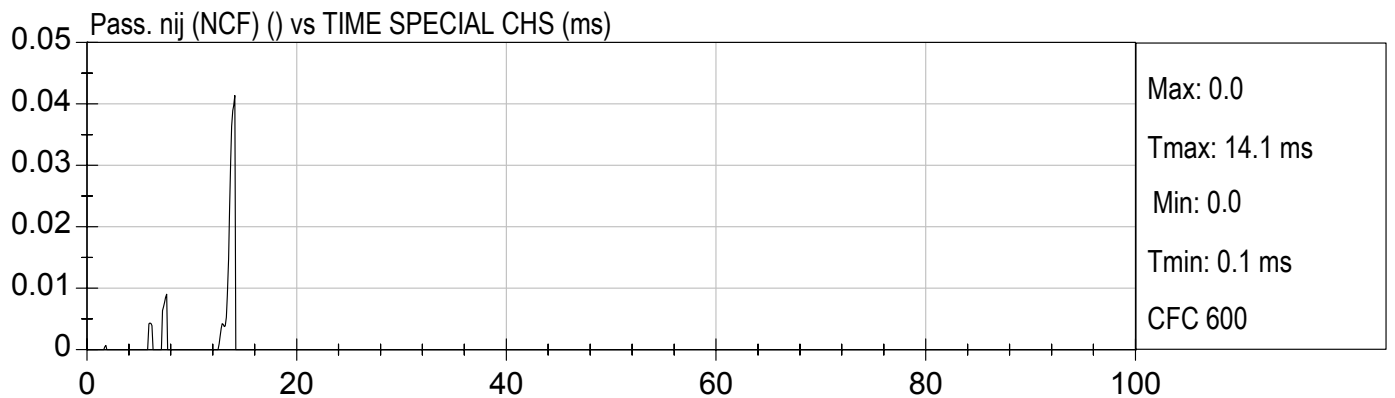
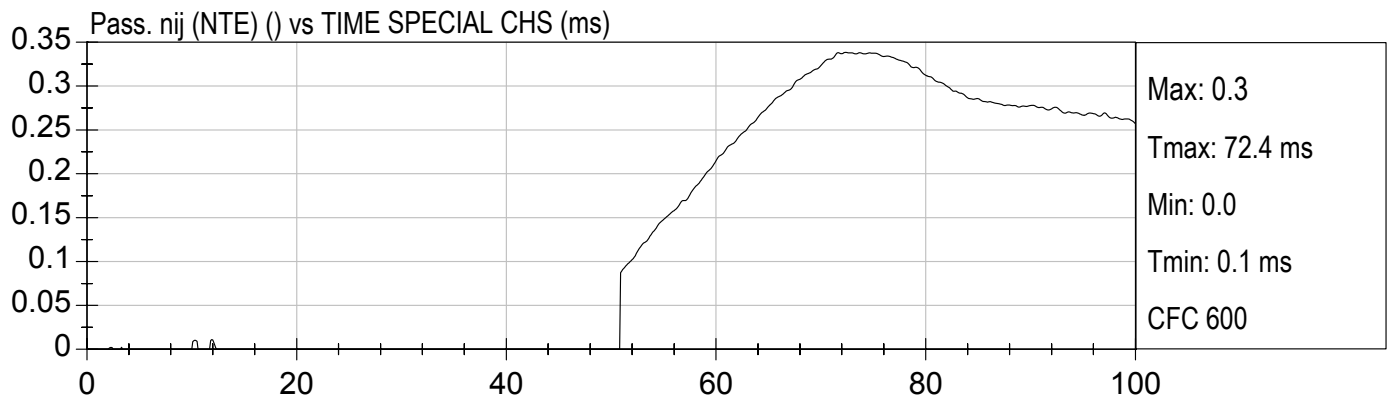
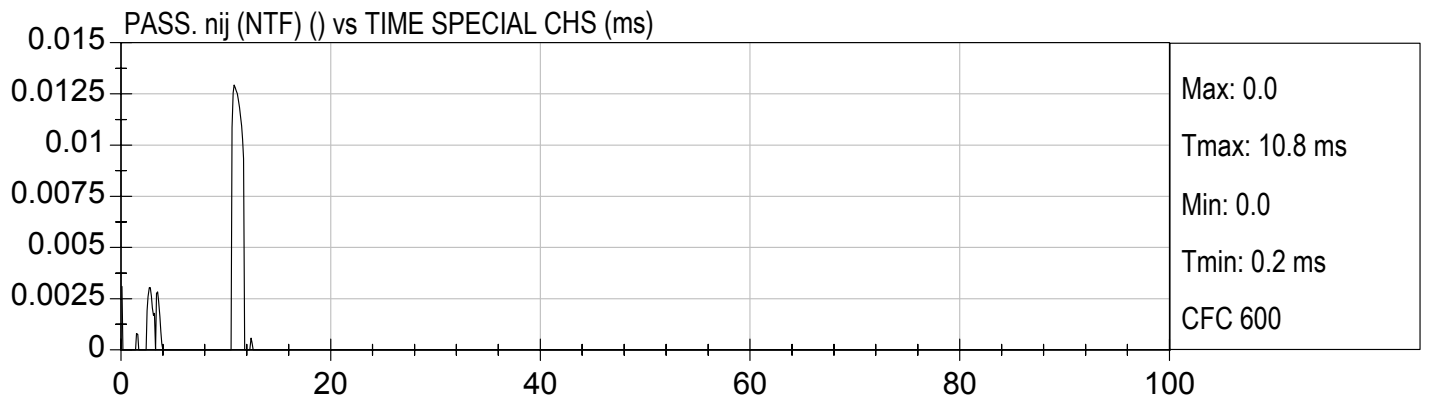
Injury Values Calculated between 0ms and 100ms





Injury Values Calculated between 0ms and 100ms





APPENDIX C
CRASH TEST PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

Page No.

Photo No. 1.	Vehicle Certification Label	C-1
Photo No. 2.	Tire Placard	C-2
Photo No. 3.	Pre-Test Front View of Test Vehicle	C-3
Photo No. 4.	Post-Test Front View of Test Vehicle	C-4
Photo No. 5.	Pre-Test Left Side View of Test Vehicle	C-5
Photo No. 6.	Post-Test Left Side View of Test Vehicle	C-6
Photo No. 7.	Pre-Test Right Side View of Test Vehicle	C-7
Photo No. 8.	Post-Test Right Side View of Test Vehicle	C-8
Photo No. 9.	Pre-Test Right Front Three-Quarter View of Test Vehicle	C-9
Photo No. 10.	Post-Test Right Front Three-Quarter View of Test Vehicle	C-10
Photo No. 11.	Pre-Test Left Front Three-Quarter View of Test Vehicle	C-11
Photo No. 12.	Post-Test Left Front Three-Quarter View of Test Vehicle	C-12
Photo No. 13.	Pre-Test Right Rear Three-Quarter View of Test Vehicle	C-13
Photo No. 14.	Post-Test Right Rear Three-Quarter View of Test Vehicle	C-14
Photo No. 15.	Pre-Test Left Rear Three-Quarter View of Test Vehicle	C-15
Photo No. 16.	Post-Test Left Rear Three-Quarter View of Test Vehicle	C-16
Photo No. 17.	Pre-Test Rear View of Test Vehicle	C-17
Photo No. 18.	Post-Test Rear View of Test Vehicle	C-18
Photo No. 19.	Pre-Test Windshield View	C-19
Photo No. 20.	Post-Test Windshield View	C-20
Photo No. 21.	Pre-Test Engine Compartment View	C-21
Photo No. 22.	Post-Test Engine Compartment View	C-22
Photo No. 23.	Pre-Test Fuel Filler Cap View	C-23
Photo No. 24.	Post-Test Fuel Filler Cap View	C-24
Photo No. 25.	Pre-Test Front Underbody View	C-25
Photo No. 26.	Post-Test Front Underbody View	C-26

Page No.

Photo No. 27.	Pre-Test Mid Underbody View	C-27
Photo No. 28.	Post-Test Mid Underbody View	C-28
Photo No. 29.	Pre-Test Rear Underbody View	C-29
Photo No. 30.	Post-Test Rear Underbody View	C-30
Photo No. 31.	Pre-Test Driver Dummy Front View (head position)	C-31
Photo No. 32.	Post-Test Driver Dummy Front View (head position)	C-32
Photo No. 33.	Pre-Test Driver Dummy Position Left Side View	C-33
Photo No. 34.	Post-Test Driver Dummy Position Left Side View	C-34
Photo No. 35.	Pre-Test Driver Dummy Position Left Side View (Door Open)	C-35
Photo No. 36.	Post-Test Driver Dummy Position Left Side View (Door Open)	C-36
Photo No. 37.	Pre-Test Driver Dummy Seat Position	C-37
Photo No. 38.	Post-Test Driver Dummy Seat Position	C-38
Photo No. 39.	Pre-Test Driver Dummy Feet Position	C-39
Photo No. 40.	Post-Test Driver Dummy Feet Position	C-40
Photo No. 41.	Pre-Test Driver Side Knee Bolster View	C-41
Photo No. 42.	Post-Test Driver Side Knee Bolster View	C-42
Photo No. 43.	Post-Test Driver Dummy Head Contact (visor)	C-43
Photo No. 44.	Post-Test Driver Knee Contact	C-44
Photo No. 45.	Post-Test Driver Dummy Airbag Contact	C-45
Photo No. 46.	Pre-Test Passenger Dummy Front View (head position)	C-46
Photo No. 47.	Post-Test Passenger Dummy Front View (head position)	C-47
Photo No. 48.	Pre-Test Passenger Dummy Position Right Side View	C-48
Photo No. 49.	Post-Test Passenger Dummy Position Right Side View	C-49
Photo No. 50.	Pre-Test Passenger Dummy Position Right Side View (Door Open)	C-50
Photo No. 51.	Post-Test Passenger Dummy Position Right Side View (Door Open)	C-51
Photo No. 52.	Pre-Test Passenger Dummy Seat Position	C-52
Photo No. 53.	Post-Test Passenger Dummy Seat Position	C-53
Photo No. 54.	Pre-Test Passenger Dummy Feet Position	C-54

Page No.

Photo No. 55.	Post-Test Passenger Dummy Feet Position	C-55
Photo No. 56.	Pre-Test Passenger Side Knee Bolster View	C-56
Photo No. 57.	Post-Test Passenger Side Knee Bolster View	C-57
Photo No. 58.	Post-Test Passenger Dummy Head Contact	C-58
Photo No. 59.	Post-Test Passenger Dummy Knee Contact	C-59
Photo No. 60.	Post-Test Passenger Dummy Airbag Contact	C-60
Photo No. 61.	Rollover 90 Degrees	C-61
Photo No. 62.	Rollover 180 Degrees	C-62
Photo No. 63.	Rollover 270 Degrees	C-63
Photo No. 64.	Rollover 360 Degrees	C-64
Photo No. 65.	Vehicle Impact	C-65
Photo No. 66.	Temperature Plot	C-66
Photo No. 67.	Vehicle in Relation to The Load Cell Grid	C-67

MFD BY DAIMLERCHRYSLER CORPORATION

DATE OF MFR: 7-04

GWR 2246 KG
04950 LB

GWR 1266 KG
FRONT 2790 LB

GWR 1266 KG
REAR 2790 LB

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

VIN: 2D4FV48V95H514955

TYPE: MPV



MDH: 072818 200AA PNT:PDM

VEHICLE MADE IN CANADA TRM:CLDD

4648104



TIRE AND LOADING INFORMATION

SEATING CAPACITY – TOTAL 5 FRONT 2 REAR 3

THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED
392 KG OR 865 LB

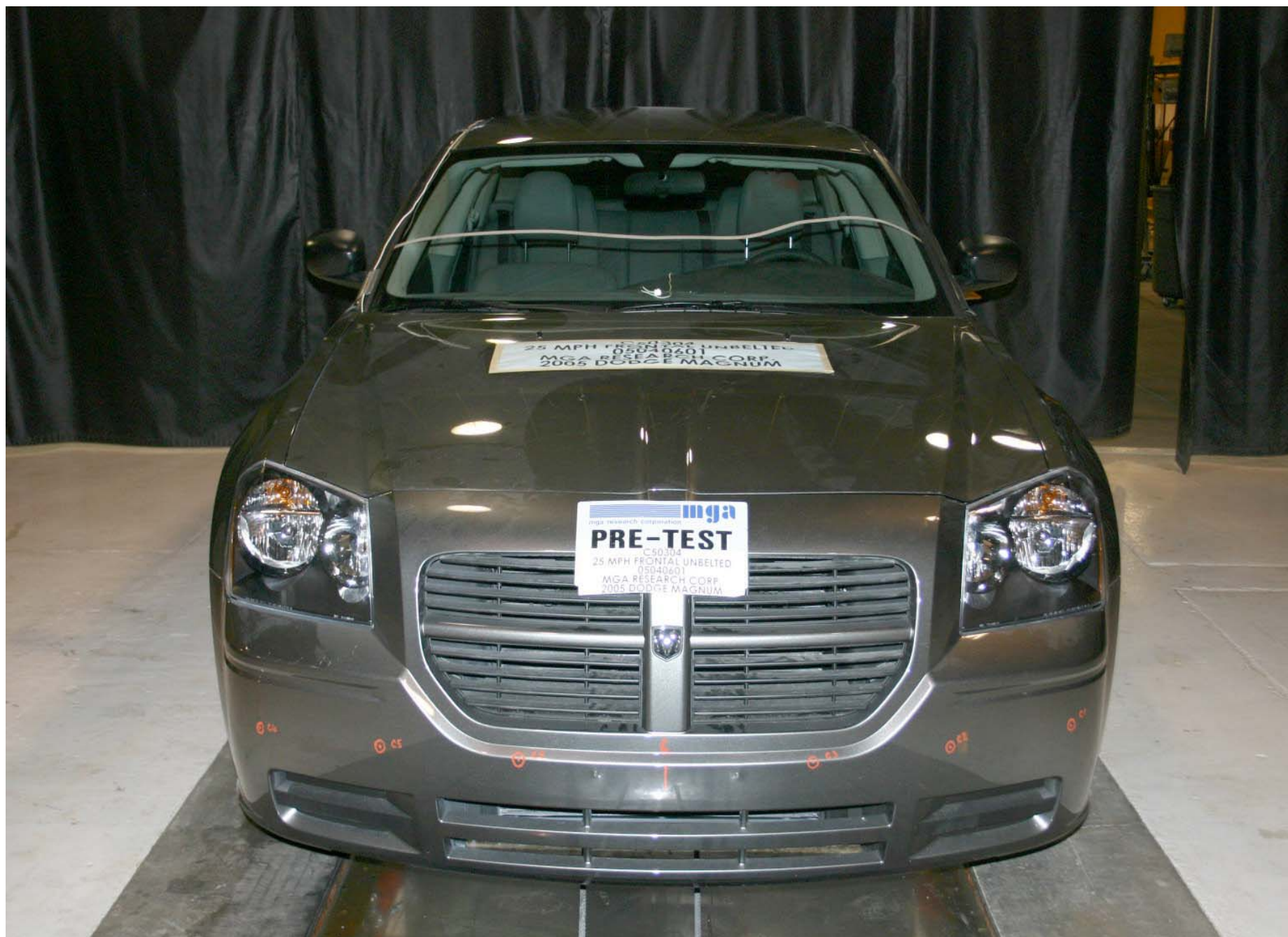
TIRE	FRONT	REAR	SPARE
ORIGINAL TIRE SIZE	P215/65R17	P215/65R17	T135/90D17
COLD TIRE INFLATION PRESSURE	210 kPa, 30 PSI	210 kPa, 30 PSI	420 kPa, 60 PSI

SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION



5H514955

Tire Placard



Pre-Test Front View of Test Vehicle



Post-Test Front View of Test Vehicle



Pre-Test Left Side View of Test Vehicle



Post-Test Left Side View of Test Vehicle



Pre-Test Right Side View of Test Vehicle



Post-Test Right Side View of Test Vehicle



Pre-Test Right Front Three-Quarter View of Test Vehicle



Post-Test Right Front Three-Quarter View of Test Vehicle



Pre-Test Left Front Three-Quarter View of Test Vehicle



Post-Test Left Front Three-Quarter View of Test Vehicle



Pre-Test Right Rear Three-Quarter View of Test Vehicle



Post-Test Right Rear Three-Quarter View of Test Vehicle



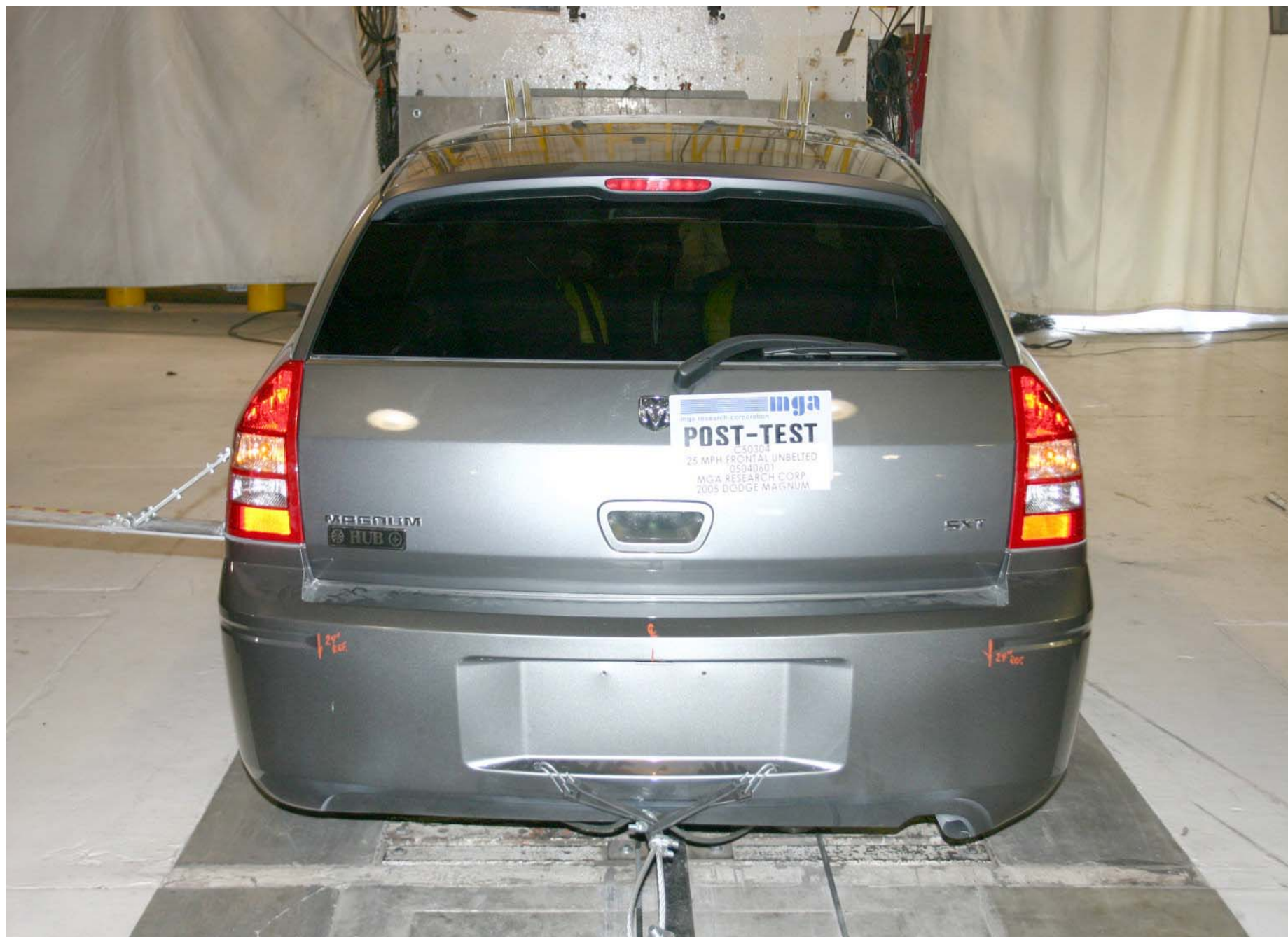
Pre-Test Left Rear Three-Quarter View of Test Vehicle



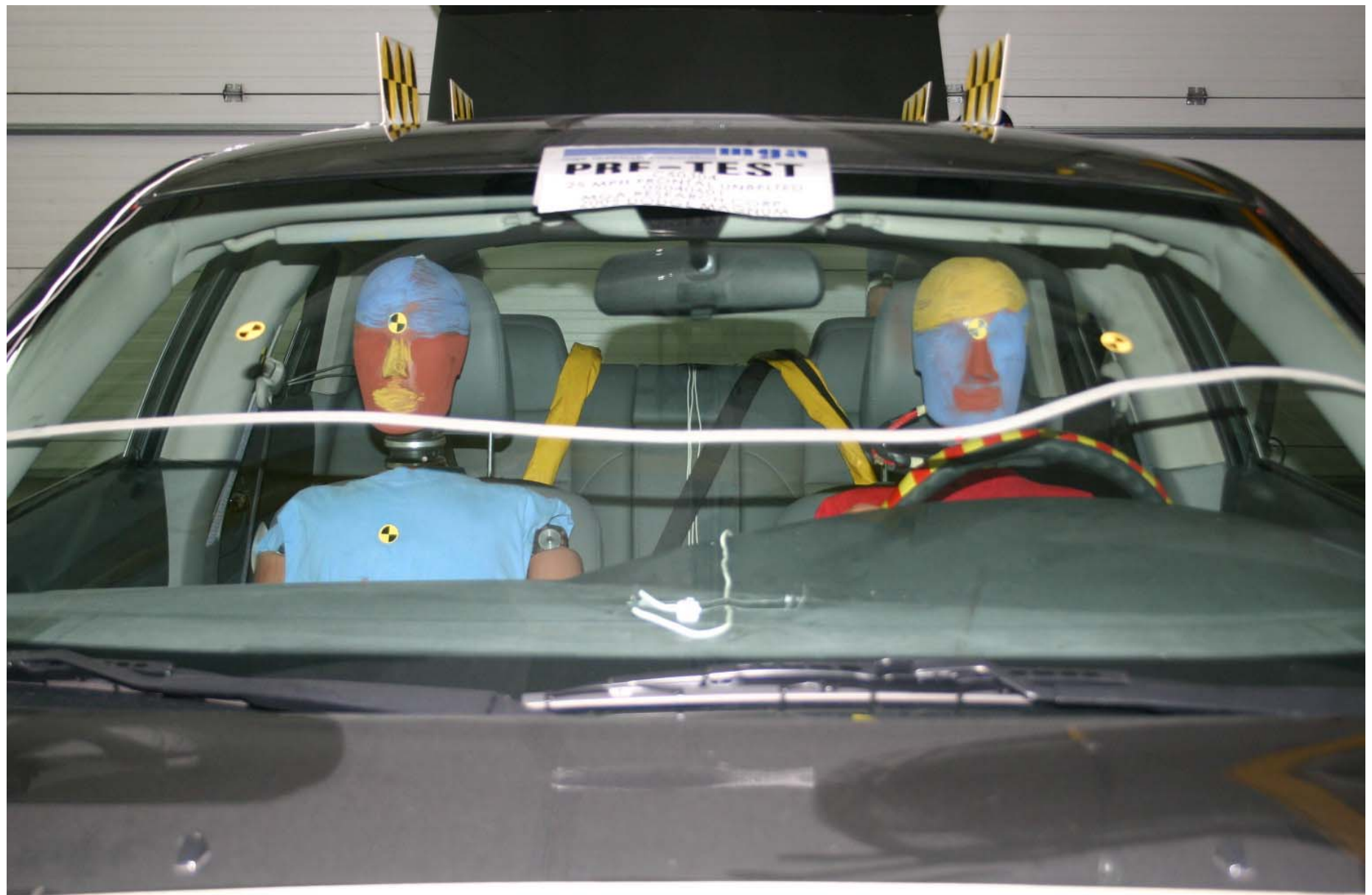
Post-Test Left Rear Three-Quarter View of Test Vehicle



Pre-Test Rear View of Test Vehicle



Post-Test Rear View of Test Vehicle



25 MPH FRONTAL UNBELTED
DRIVER

Pre-Test Windshield View



Post-Test Windshield View



Pre-Test Engine Compartment View



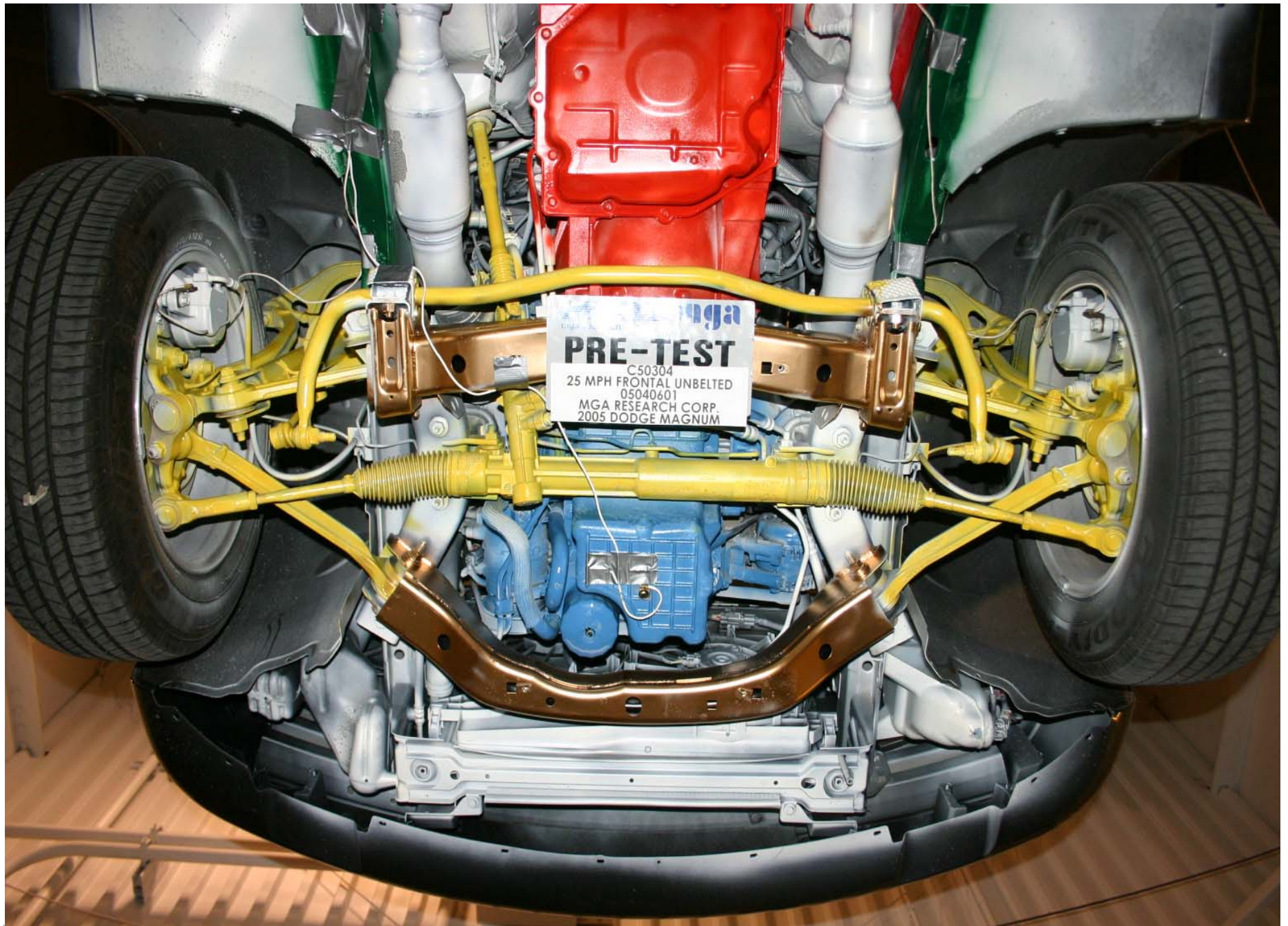
Post-Test Engine Compartment View



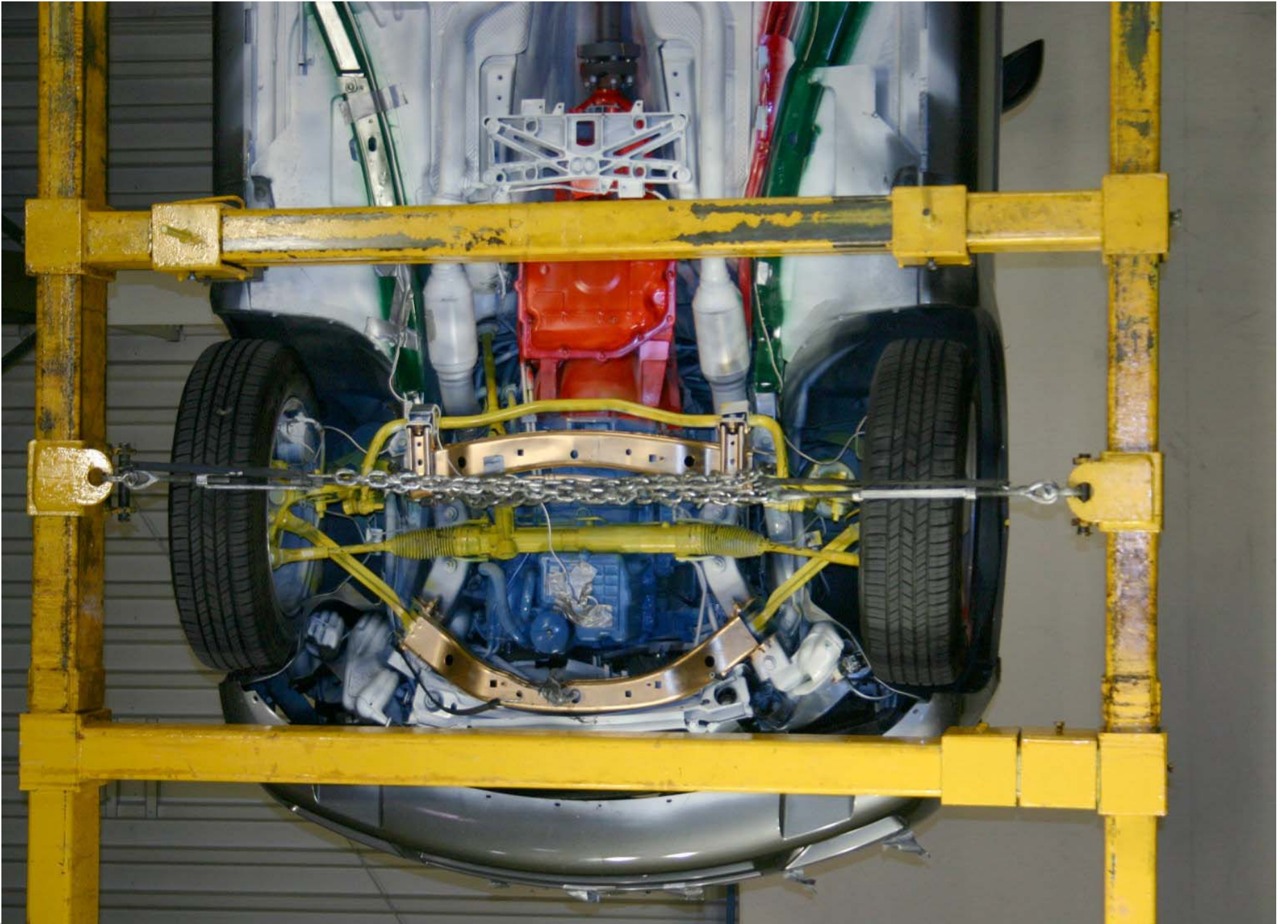
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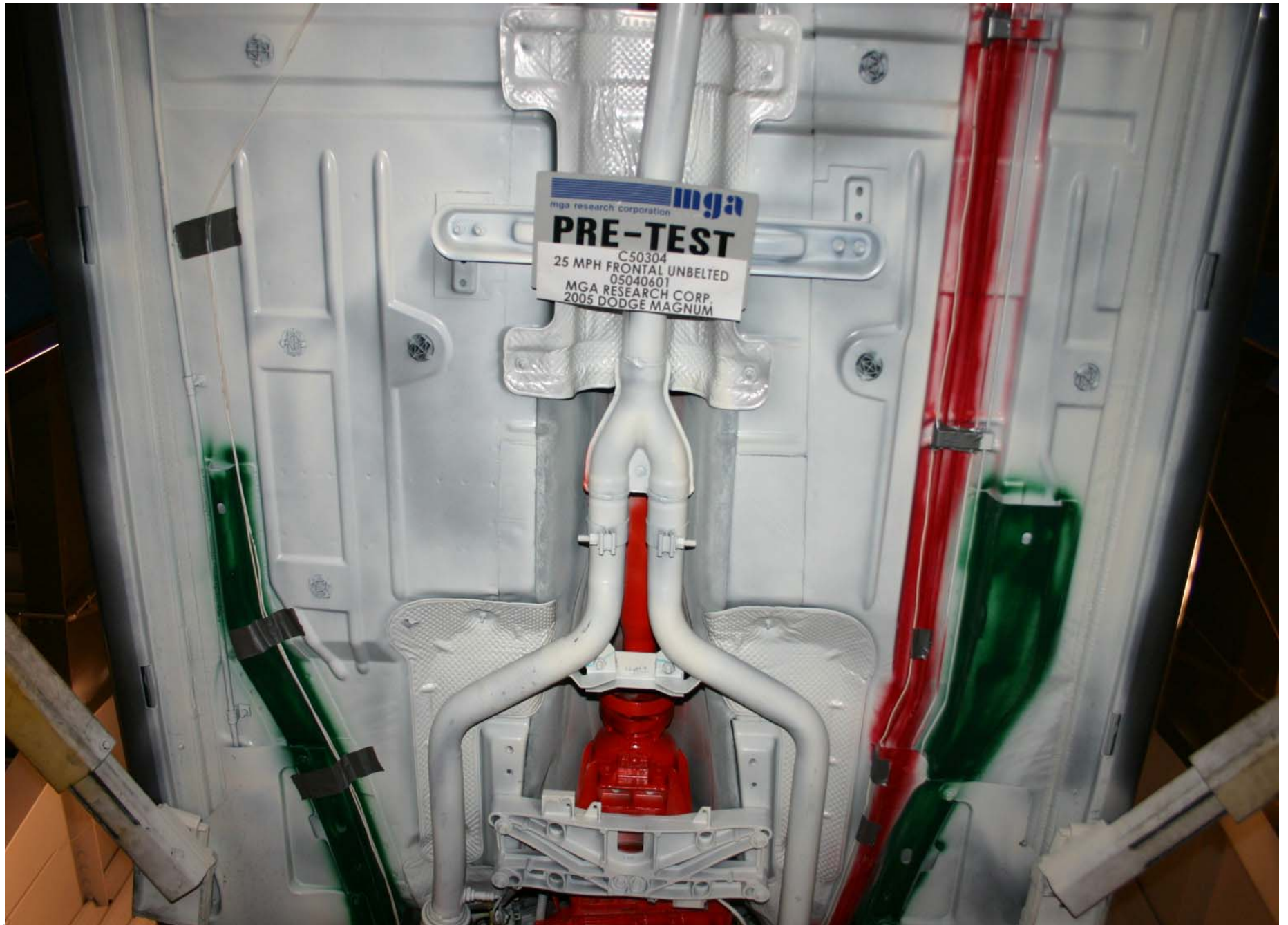
Post-Test Fuel Filler Cap View



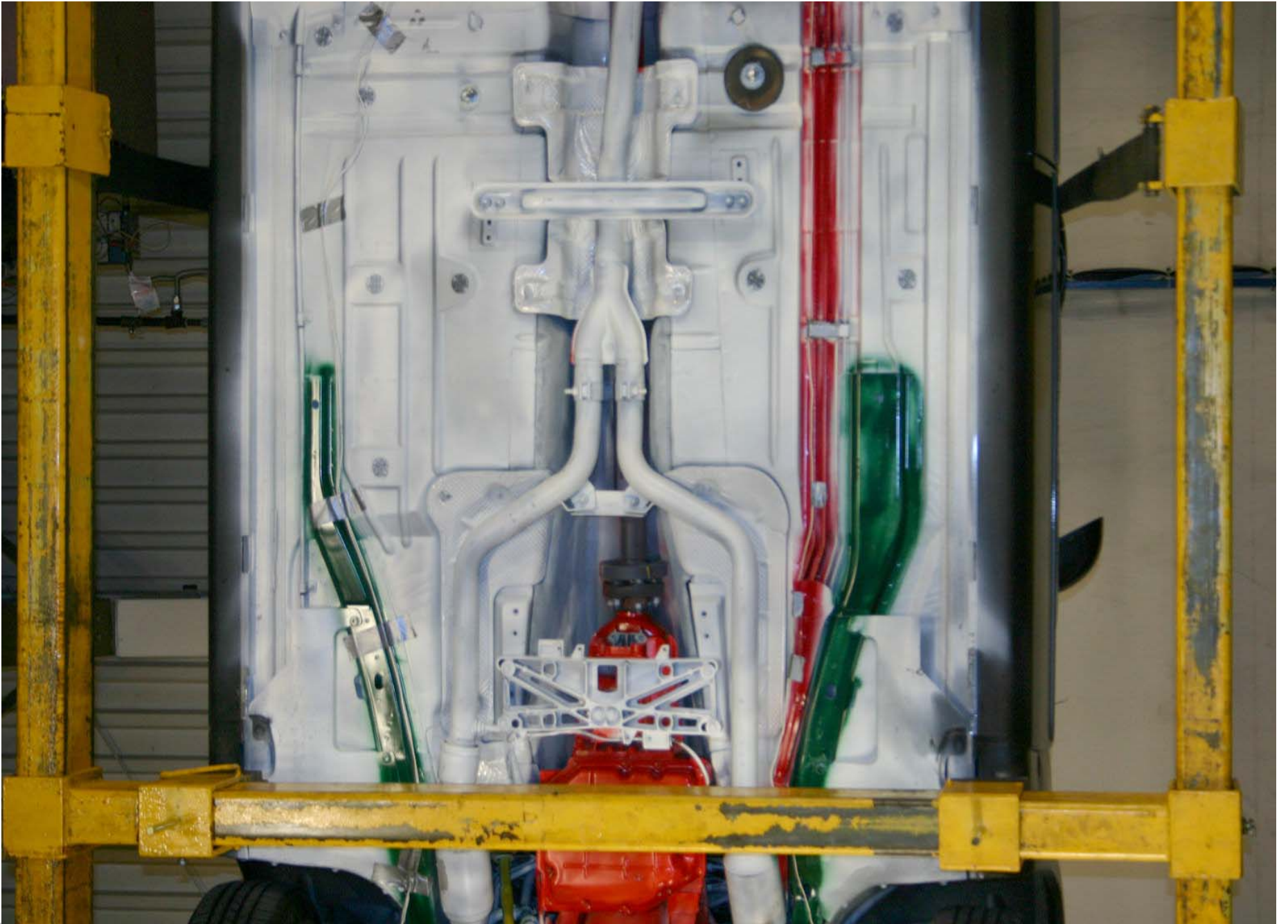
Pre-Test Front Underbody View



Post-Test Front Underbody View



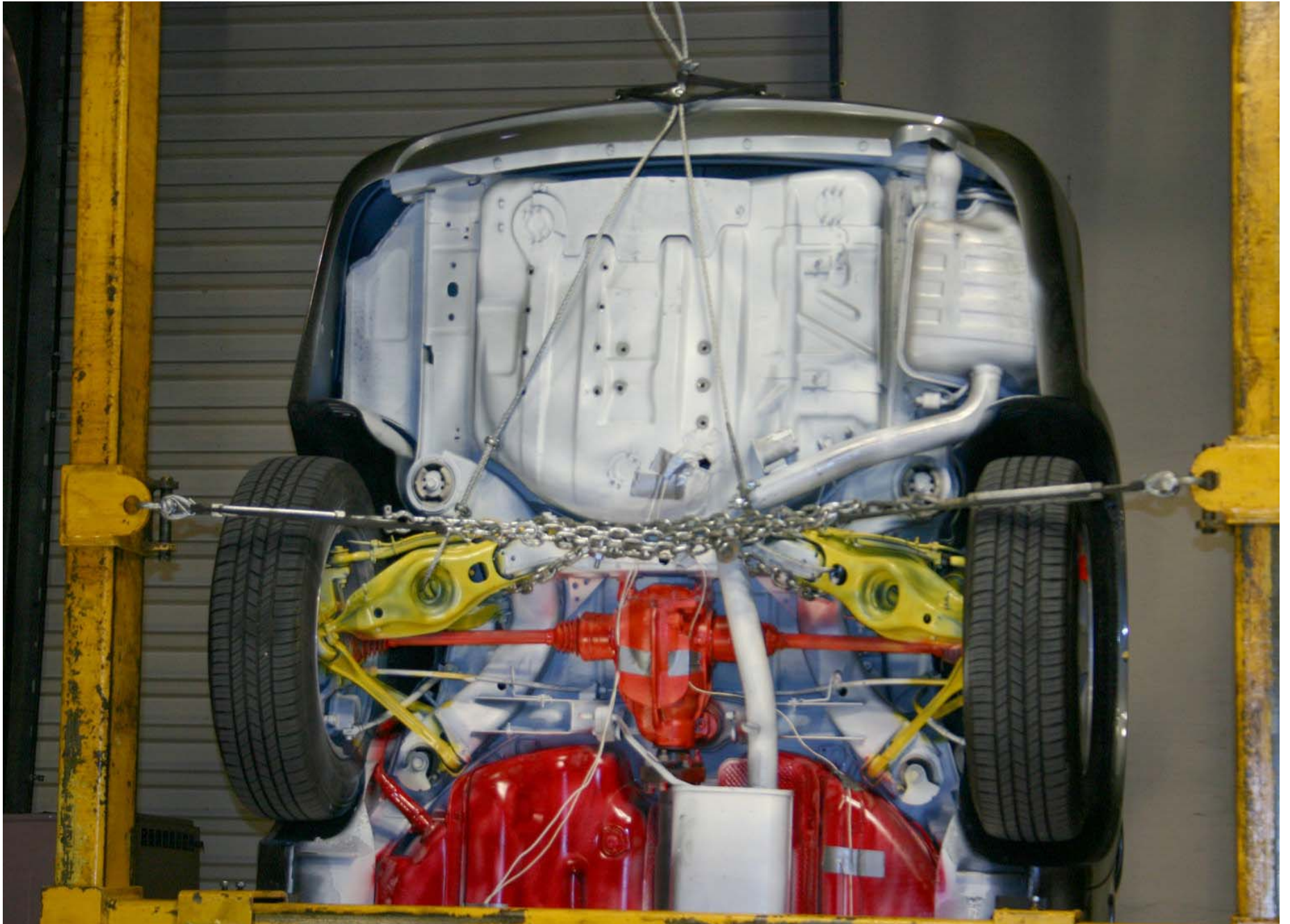
Pre-Test Mid Underbody View



Post-Test Mid Underbody View



Pre-Test Rear Underbody View



Post-Test Rear Underbody View



Pre-Test Driver Dummy Front View (head position)



Post-Test Driver Dummy Front View (head position)



Pre-Test Driver Dummy Position Left Side View



Post-Test Driver Dummy Position Left Side View



Pre-Test Driver Dummy Position Left Side View (Door Open)



Post-Test Driver Dummy Position Left Side View (Door Open)



Pre-Test Driver Dummy Seat Position



Post-Test Driver Dummy Seat Position



Pre-Test Driver Dummy Feet Position



Post-Test Driver Dummy Feet Position



Pre-Test Driver Side Knee Bolster View



Post-Test Driver Side Knee Bolster View



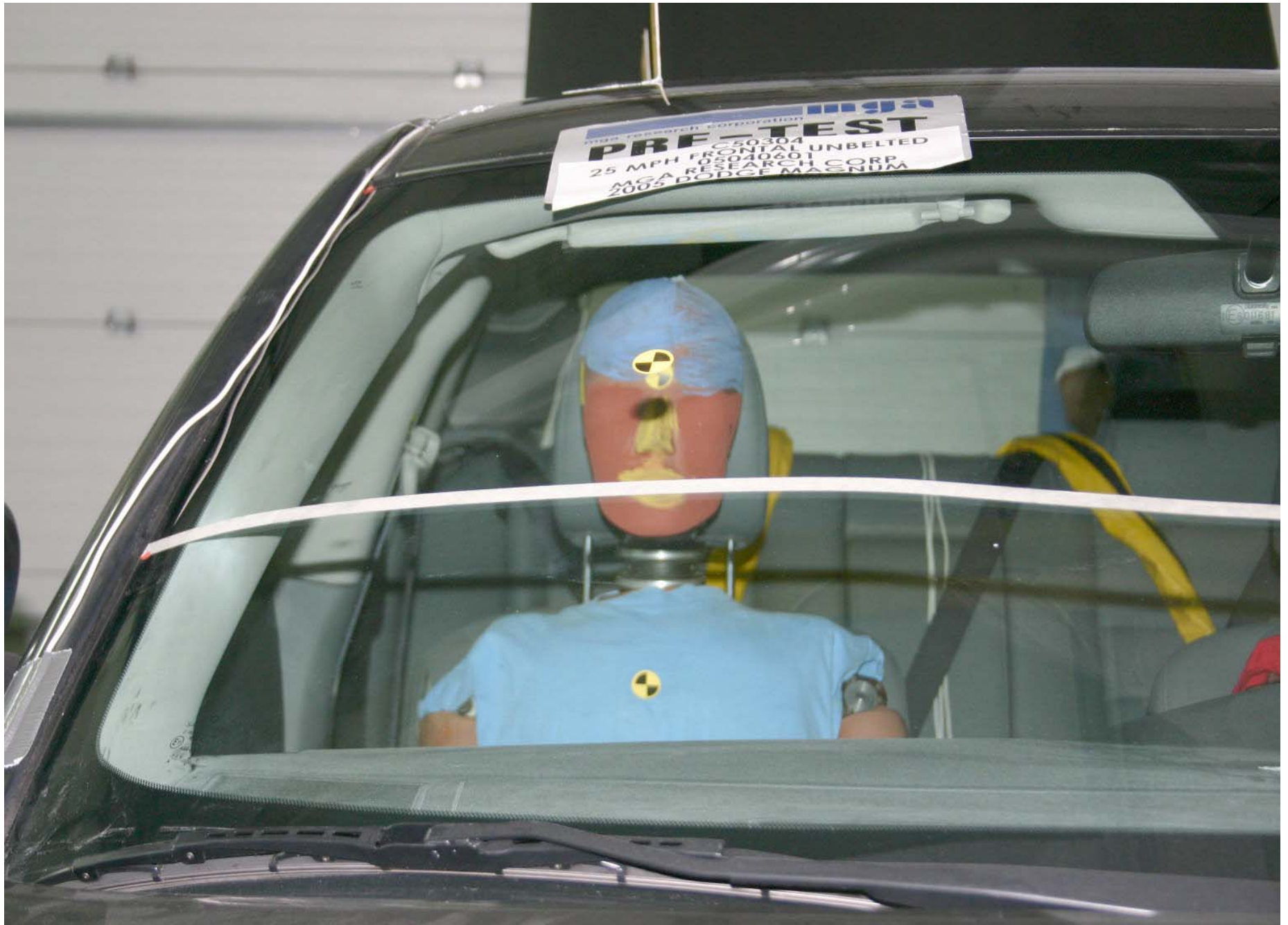
Post-Test Driver Dummy Head Contact (visor)



Post-Test Driver Knee Contact



Post-Test Driver Dummy Airbag Contact



Pre-Test Passenger Dummy Front View (head position)



Post-Test Passenger Dummy Front View (head position)



Pre-Test Passenger Dummy Position Right Side View



Post-Test Passenger Dummy Position Right Side View



Pre-Test Passenger Dummy Position Right Side View (Door Open)



Post-Test Passenger Dummy Position Right Side View (Door Open)



Pre-Test Passenger Dummy Seat Position



Post-Test Passenger Dummy Seat Position



Pre-Test Passenger Dummy Feet Position



Post-Test Passenger Dummy Feet Position



Pre-Test Passenger Side Knee Bolster View



Post-Test Passenger Side Knee Bolster View



Post-Test Passenger Dummy Head Contact



Post-Test Passenger Dummy Knee Contact



Post-Test Passenger Dummy Airbag Contact



Rollover 90 Degrees



Rollover 180 Degrees



Rollover 270 Degrees

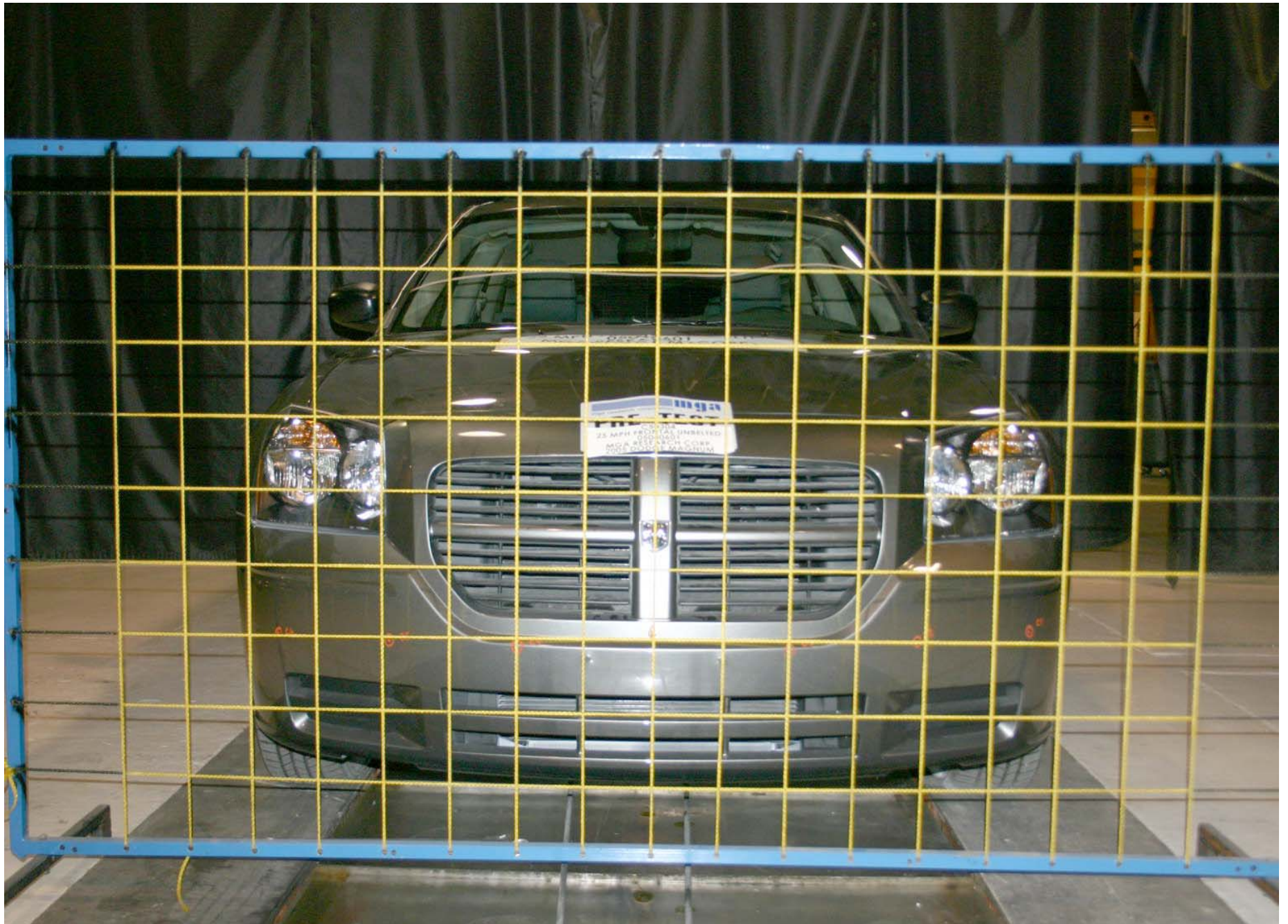


Rollover 360 Degrees



Vehicle Impact

Temperature Plot



Vehicle in Relation to The Load Cell Grid

APPENDIX D
LOW RISK PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

	<u>Page No.</u>
Photo No. 1. Pre-Test 5 th Fem. P1 Driver Dummy Left Side View	D-1
Photo No. 2. Post-Test 5 th Fem. P1 Driver Dummy Left Side View	D-2
Photo No. 3. Post-Test 5 th Fem. P1 Driver Dummy Left Side View (Door Open)	D-3
Photo No. 4. Pre-Test 5 th Fem. P1 Driver Dummy Right Side View (Door Open)	D-4
Photo No. 5. Post-Test 5 th Fem. P1 Driver Dummy Right Side View (Door Open)	D-5
Photo No. 6. Pre-Test 5 th Fem. P1 Driver Dummy Left Side Head Position View	D-6
Photo No. 7. Post-Test 5 th Fem. P1 Driver Dummy Left Side Head Position View	D-7
Photo No. 8. Pre-Test 5 th Fem. P1 Driver Dummy Right Side Head Position View	D-8
Photo No. 9. Post-Test 5 th Fem. P1 Driver Dummy Right Side Head Position View	D-9
Photo No. 10. Pre-Test 5 th Fem. P1 Driver Dummy Left Side Mid Position View	D-10
Photo No. 11. Post-Test 5 th Fem. P1 Driver Dummy Left Side Mid Position View	D-11
Photo No. 12. Pre-Test 5 th Fem. P1 Driver Dummy Right Side Mid Position View	D-12
Photo No. 13. Post-Test 5 th Fem. P1 Driver Dummy Right Side Mid Position View	D-13
Photo No. 14. Pre-Test 5 th Fem. P1 Driver Dummy Left Side Knee Position View	D-14
Photo No. 15. Post-Test 5 th Fem. P1 Driver Dummy Left Side Knee Position View	D-15
Photo No. 16. Pre-Test 5 th Fem. P1 Driver Dummy Right Side Knee Position View	D-16
Photo No. 17. Post-Test 5 th Fem. P1 Driver Dummy Right Side Knee Position View	D-17
Photo No. 18. Post-Test 5 th Fem. P1 Driver Dummy Airbag Left View	D-18
Photo No. 19. Post-Test 5 th Fem. P1 Driver Dummy Airbag Right View	D-19
Photo No. 20. Pre-Test 5 th Fem. P2 Driver Dummy Left Side View (Door Open)	D-20
Photo No. 21. Post-Test 5 th Fem. P2 Driver Dummy Left Side View (Door Open)	D-21
Photo No. 22. Pre-Test 5 th Fem. P2 Driver Dummy Right Side View (Door Open)	D-22
Photo No. 23. Post-Test 5 th Fem. P2 Driver Dummy Right Side View (Door Open)	D-23
Photo No. 24. Pre-Test 5 th Fem. P2 Driver Dummy Left Side Head Position View	D-24
Photo No. 25. Post-Test 5 th Fem. P2 Driver Dummy Left Side Head Position View	D-25
Photo No. 26. Pre-Test 5 th Fem. P2 Driver Dummy Right Side Head Position View	D-26
Photo No. 27. Pre-Test 5 th Fem. P2 Driver Dummy Left Side Mid Position View	D-27

		<u>Page No.</u>
Photo No. 28.	Post-Test 5 th Fem. P2 Driver Dummy Left Side Mid Position View	D-28
Photo No. 29.	Pre-Test 5 th Fem. P2 Driver Dummy Right Side Mid Position View	D-29
Photo No. 30.	Post-Test 5 th Fem. P2 Driver Dummy Right Side Mid Position View	D-30
Photo No. 31.	Pre-Test 5 th Fem. P2 Driver Dummy Left Side Knee Position View	D-31
Photo No. 32.	Post-Test 5 th Fem. P2 Driver Dummy Left Side Knee Position View	D-32
Photo No. 33.	Post-Test 5 th Fem. P2 Driver Dummy Airbag Left View	D-33
Photo No. 34.	Post-Test 5 th Fem. P2 Driver Dummy Head Contact View	D-34
Photo No. 35.	Pre-Test 3YO P1 Passenger Dummy Right Side View	D-35
Photo No. 36.	Post-Test 3YO P1 Passenger Dummy Right Side View	D-36
Photo No. 37.	Pre-Test 3YO P1 Passenger Dummy Left Side View (Door Open)	D-37
Photo No. 38.	Post-Test 3YO P1 Passenger Dummy Left Side View (Door Open)	D-38
Photo No. 39.	Post-Test 3YO P1 Passenger Dummy Right Side View (Door Open)	D-39
Photo No. 40.	Pre-Test 3YO P1 Passenger Dummy Left Three-Quarter Upper View	D-40
Photo No. 41.	Post-Test 3YO P1 Passenger Dummy Left Three-Quarter Upper View	D-41
Photo No. 42.	Pre-Test 3YO P1 Passenger Dummy Right Three-Quarter Upper View	D-42
Photo No. 43.	Post-Test 3YO P1 Passenger Dummy Right Three-Quarter Upper View	D-43
Photo No. 44.	Pre-Test 3YO P1 Passenger Dummy Right Side Mid Position View	D-44
Photo No. 45.	Pre-Test 3YO P1 Passenger Dummy Right Side Feet Position View	D-45
Photo No. 46.	Post-Test 3YO P1 Passenger Dummy Head Contact View (Visor)	D-46
Photo No. 47.	Post-Test 3YO P1 Passenger Dummy Airbag Contact View	D-47
Photo No. 48.	Pre-Test 3YO P2 Passenger Dummy Right Side View (Door Open)	D-48
Photo No. 49.	Post-Test 3YO P2 Passenger Dummy Right Side View (Door Open)	D-49
Photo No. 50.	Pre-Test 3YO P2 Passenger Dummy Left Side View (Door Open)	D-50
Photo No. 51.	Post-Test 3YO P2 Passenger Dummy Left Side View (Door Open)	D-51
Photo No. 52.	Pre-Test 3YO P2 Passenger Dummy Left Three-Quarter Upper View	D-52
Photo No. 53.	Post-Test 3YO P2 Passenger Dummy Left Three-Quarter Upper View	D-53
Photo No. 54.	Pre-Test 3YO P2 Passenger Dummy Right Three-Quarter Upper View	D-54
Photo No. 55.	Post-Test 3YO P2 Passenger Dummy Right Three-Quarter Upper View	D-55
Photo No. 56.	Pre-Test 3YO P2 Passenger Dummy Right Side Feet Position View	D-56

	<u>Page No.</u>
Photo No. 57. Post-Test 3YO P2 Passenger Dummy Head Contact View	D-57
Photo No. 58. Post-Test 3YO P1 Passenger Dummy Airbag Contact View	D-58
Photo No. 59. Pre-Test 6YO P1 Passenger Dummy Left Side View (Door Open)	D-59
Photo No. 60. Post-Test 6YO P1 Passenger Dummy Left Side View (Door Open)	D-60
Photo No. 61. Pre-Test 6 YO P1 Passenger Dummy Right Side View (Door Open)	D-61
Photo No. 62. Post-Test 6YO P1 Passenger Dummy Right Side View (Door Open)	D-62
Photo No. 63. Pre-Test 6YO P1 Passenger Dummy Left Three-Quarter Upper View	D-63
Photo No. 64. Post-Test 6YO P1 Passenger Dummy Left Three-Quarter Upper View	D-64
Photo No. 65. Post-Test 6YO P1 Passenger Dummy Right Three-Quarter Upper View	D-65
Photo No. 66. Pre-Test 6YO P1 Passenger Dummy Right Side Mid Position View	D-66
Photo No. 67. Post-Test 6YO P1 Passenger Dummy Head Contact View (Visor)	D-67
Photo No. 68. Post-Test 6YO P1 Passenger Dummy Airbag Contact View	D-68
Photo No. 69. Pre-Test 6YO P2 Passenger Dummy Right Side View (Door Open)	D-69
Photo No. 70. Post-Test 6YO P2 Passenger Dummy Right Side View (Door Open)	D-70
Photo No. 71. Pre-Test 6YO P2 Passenger Dummy Left Side View (Door Open)	D-71
Photo No. 72. Post-Test 6YO P2 Passenger Dummy Left Side View (Door Open)	D-72
Photo No. 73. Pre-Test 6YO P2 Passenger Dummy Left Three-Quarter Upper View	D-73
Photo No. 74. Post-Test 6YO P2 Passenger Dummy Left Three-Quarter Upper View	D-74
Photo No. 75. Pre-Test 6YO P2 Passenger Dummy Right Three-Quarter Upper View	D-75
Photo No. 76. Post-Test 6YO P2 Passenger Dummy Right Three-Quarter Upper View	D-76
Photo No. 77. Pre-Test 6YO P2 Passenger Dummy Right Side Feet Position View	D-77
Photo No. 78. Post-Test 6YO P2 Passenger Dummy Head Contact View	D-78
Photo No. 79. Post-Test 6YO P2 Passenger Dummy Airbag Contact View	D-79
Photo No. 80. Driver Geometric Center (2005 Dodge Magnum)	D-80
Photo No. 81. Passenger Geometric Center (2005 Dodge Magnum)	D-81
Photo No. 82. Passenger Geometric Center (2005 Dodge Magnum) View 2	D-82



Pre-Test 5th Fem. P1 Driver Dummy Left Side View



Post-Test 5th Fem. P1 Driver Dummy Left Side View



Post-Test 5th Fem. P1 Driver Dummy Left Side View (Door Open)



Pre-Test 5th Fem. P1 Driver Dummy Right Side View (Door Open)



Post-Test 5th Fem. P1 Driver Dummy Right Side View (Door Open)



Pre-Test 5th Fem. P1 Driver Dummy Left Side Head Position View



Post-Test 5th Fem. P1 Driver Dummy Left Side Head Position View



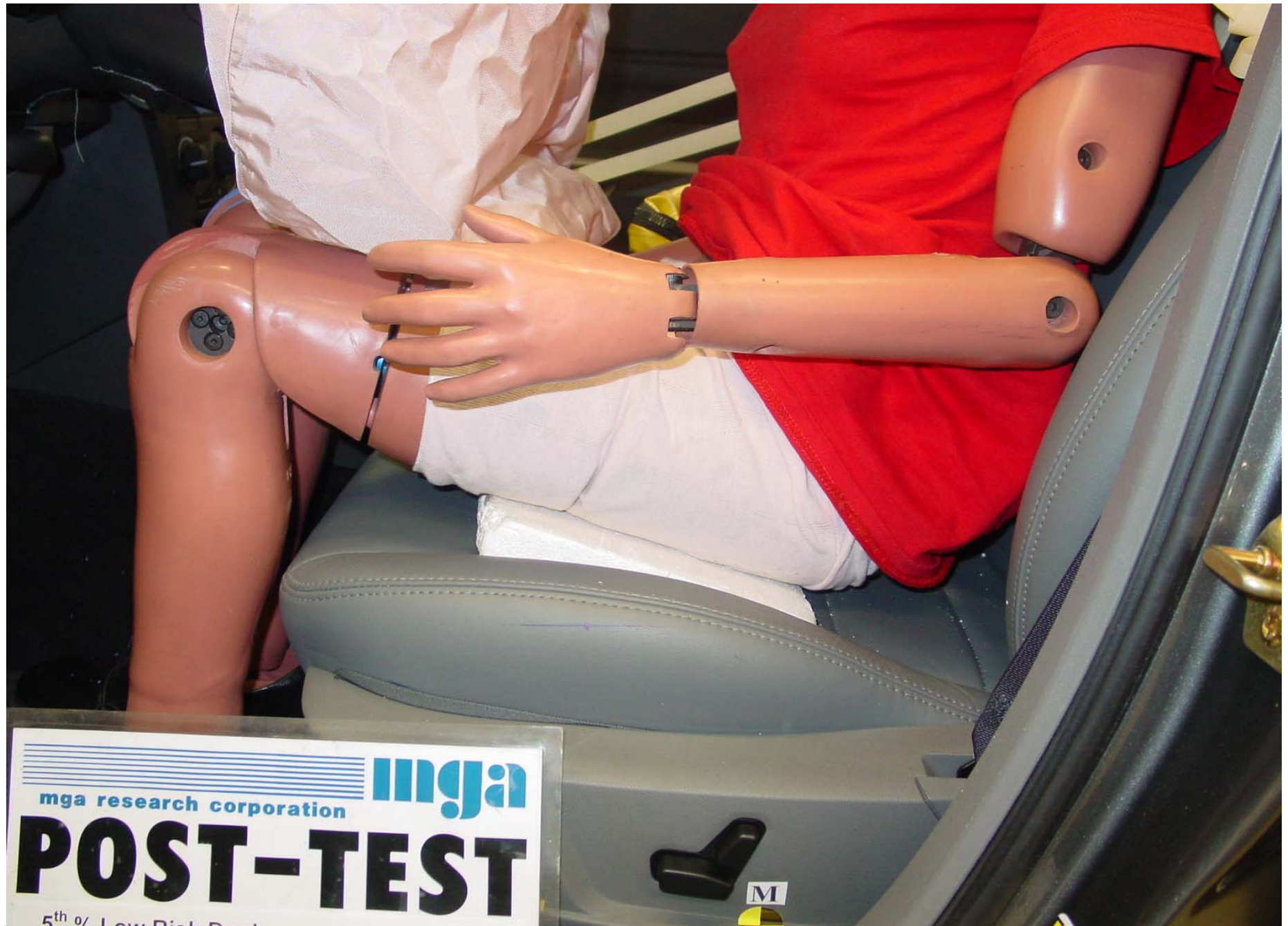
Pre-Test 5th Fem. P1 Driver Dummy Right Side Head Position View



Post-Test 5th Fem. P1 Driver Dummy Right Side Head Position View



Pre-Test 5th Fem. P1 Driver Dummy Left Side Mid Position View



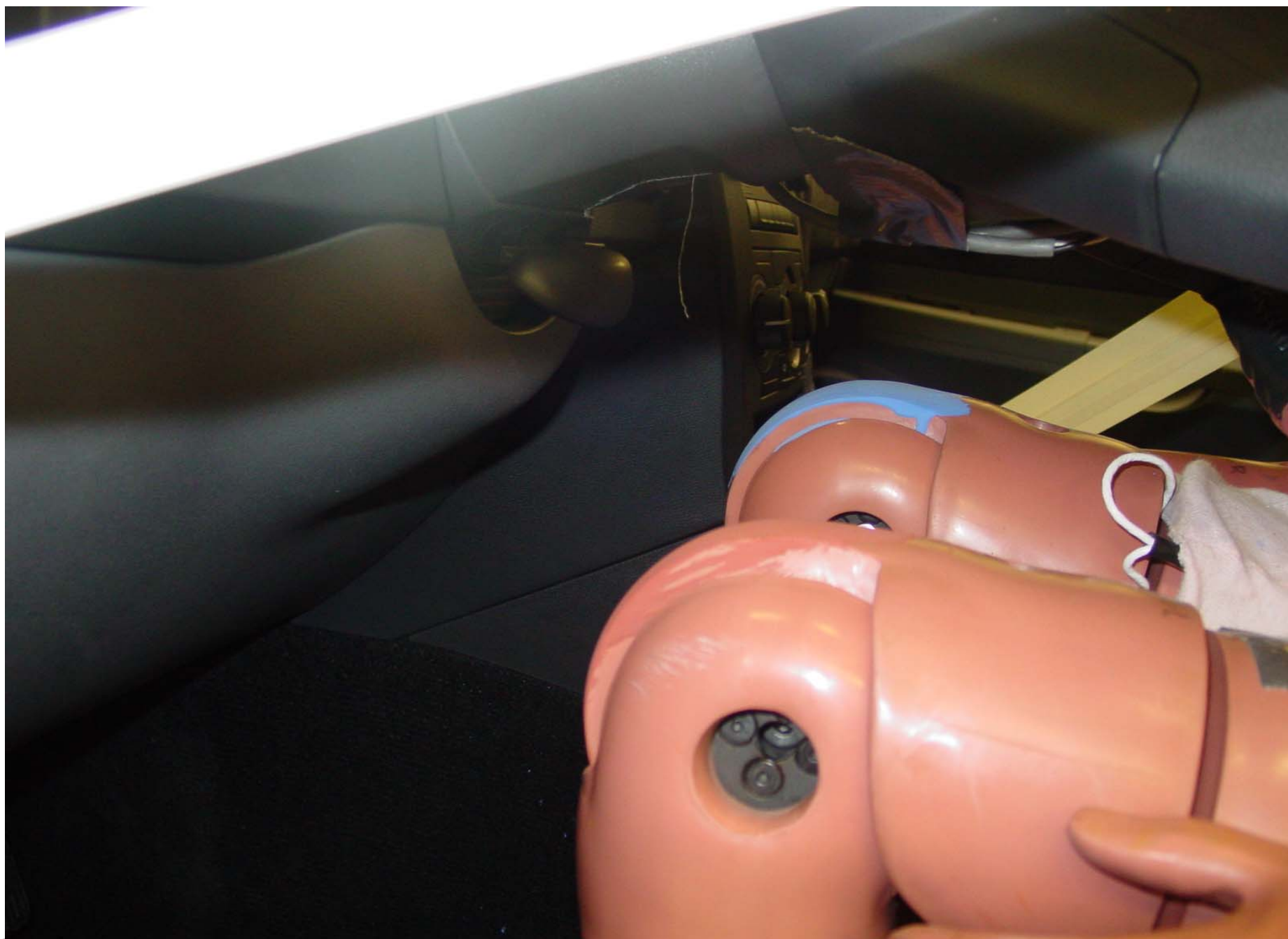
Post-Test 5th Fem. P1 Driver Dummy Left Side Mid Position View



Pre-Test 5th Fem. P1 Driver Dummy Right Side Mid Position View



Post-Test 5th Fem. P1 Driver Dummy Right Side Mid Position View



Pre-Test 5th Fem. P1 Driver Dummy Left Side Knee Position View



Post-Test 5th Fem. P1 Driver Dummy Left Side Knee Position View



Pre-Test 5th Fem. P1 Driver Dummy Right Side Knee Position View



Post-Test 5th Fem. P1 Driver Dummy Right Side Knee Position View



Post-Test 5th Fem. P1 Driver Dummy Airbag Left View



Post-Test 5th Fem. P1 Driver Dummy Airbag Right View



Pre-Test 5th Fem. P2 Driver Dummy Left Side View (Door Open)



Post-Test 5th Fem. P2 Driver Dummy Left Side View (Door Open)



Pre-Test 5th Fem. P2 Driver Dummy Right Side View (Door Open)



Post-Test 5th Fem. P2 Driver Dummy Right Side View (Door Open)



Pre-Test 5th Fem. P2 Driver Dummy Left Side Head Position View



Post-Test 5th Fem. P2 Driver Dummy Left Side Head Position View



Pre-Test 5th Fem. P2 Driver Dummy Right Side Head Position View



Pre-Test 5th Fem. P2 Driver Dummy Left Side Mid Position View



Post-Test 5th Fem. P2 Driver Dummy Left Side Mid Position View



Pre-Test 5th Fem. P2 Driver Dummy Right Side Mid Position View



Post-Test 5th Fem. P2 Driver Dummy Right Side Mid Position View



Pre-Test 5th Fem. P2 Driver Dummy Left Side Knee Position View



Post-Test 5th Fem. P2 Driver Dummy Left Side Knee Position View



Post-Test 5th Fem. P2 Driver Dummy Airbag Left View



Post-Test 5th Fem. P2 Driver Dummy Head Contact View



Pre-Test 3YO P1 Passenger Dummy Right Side View



Post-Test 3YO P1 Passenger Dummy Right Side View



Pre-Test 3YO P1 Passenger Dummy Left Side View (Door Open)



Post-Test 3YO P1 Passenger Dummy Left Side View (Door Open)



Post-Test 3YO P1 Passenger Dummy Right Side View (Door Open)



Pre-Test 3YO P1 Passenger Dummy Left Three-Quarter Upper View



Post-Test 3YO P1 Passenger Dummy Left Three-Quarter Upper View



Pre-Test 3YO P1 Passenger Dummy Right Three-Quarter Upper View



Post-Test 3YO P1 Passenger Dummy Right Three-Quarter Upper View



Pre-Test 3YO P1 Passenger Dummy Right Side Mid Position View



Pre-Test 3YO P1 Passenger Dummy Right Side Feet Position View



Post-Test 3YO P1 Passenger Dummy Head Contact View (Visor)



Post-Test 3YO P1 Passenger Dummy Airbag Contact View



Pre-Test 3YO P2 Passenger Dummy Right Side View (Door Open)



Post-Test 3YO P2 Passenger Dummy Right Side View (Door Open)



Pre-Test 3YO P2 Passenger Dummy Left Side View (Door Open)



Post-Test 3YO P2 Passenger Dummy Left Side View (Door Open)



Pre-Test 3YO P2 Passenger Dummy Left Three-Quarter Upper View



Post-Test 3YO P2 Passenger Dummy Left Three-Quarter Upper View



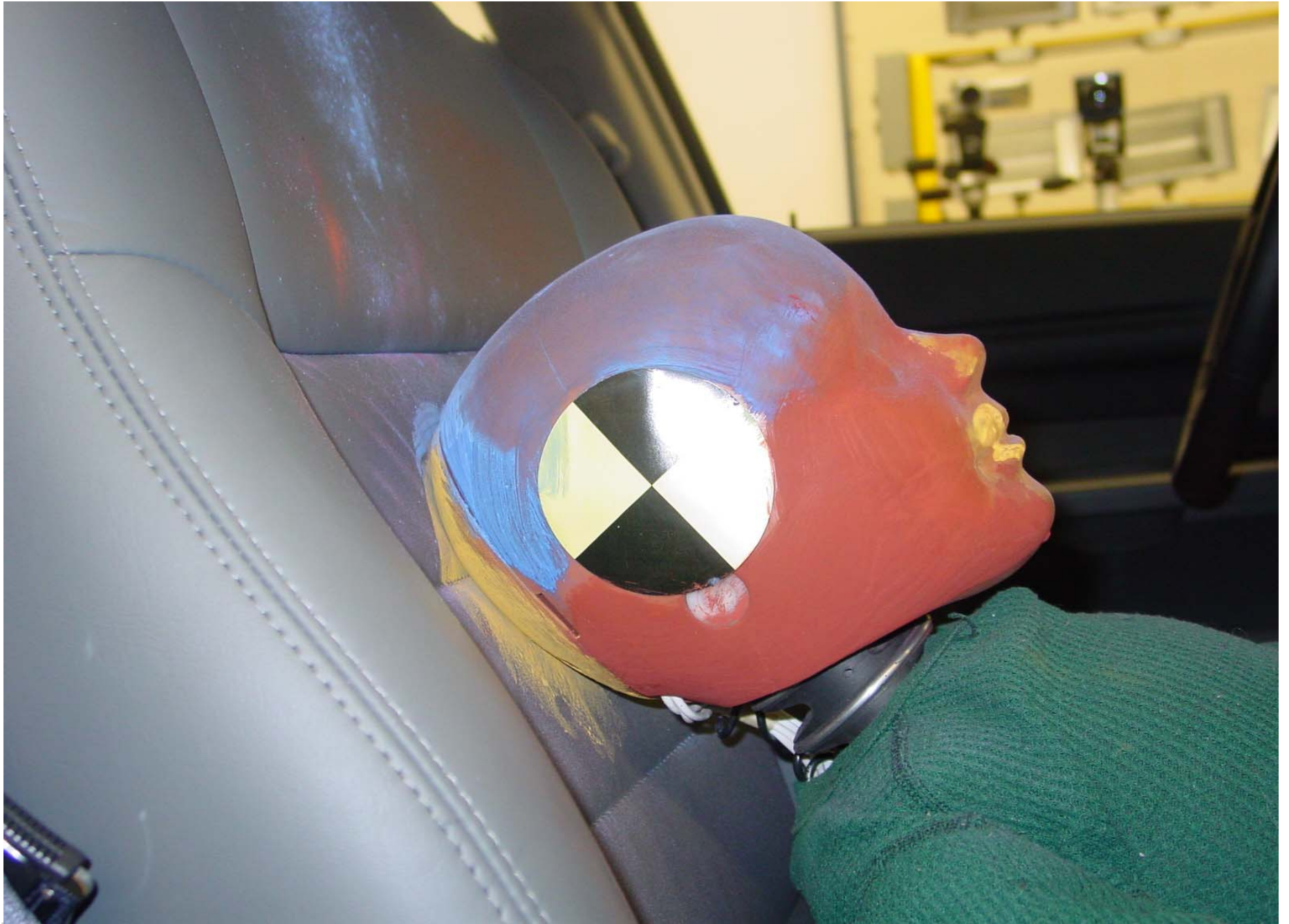
Pre-Test 3YO P2 Passenger Dummy Right Three-Quarter Upper View



Post-Test 3YO P2 Passenger Dummy Right Three-Quarter Upper View



Pre-Test 3YO P2 Passenger Dummy Right Side Feet Position View



Post-Test 3YO P2 Passenger Dummy Head Contact View



Post-Test 3YO P1 Passenger Dummy Airbag Contact View



Pre-Test 6YO P1 Passenger Dummy Left Side View (Door Open)



Post-Test 6YO P1 Passenger Dummy Left Side View (Door Open)



Pre-Test 6 YO P1 Passenger Dummy Right Side View (Door Open)



Post-Test 6YO P1 Passenger Dummy Right Side View (Door Open)



Pre-Test 6YO P1 Passenger Dummy Left Three-Quarter Upper View



Post-Test 6YO P1 Passenger Dummy Left Three-Quarter Upper View



Post-Test 6YO P1 Passenger Dummy Right Three-Quarter Upper View



Pre-Test 6YO P1 Passenger Dummy Right Side Mid Position View



Post-Test 6YO P1 Passenger Dummy Head Contact View (Visor)



Post-Test 6YO P1 Passenger Dummy Airbag Contact View



Pre-Test 6YO P2 Passenger Dummy Right Side View (Door Open)



Post-Test 6YO P2 Passenger Dummy Right Side View (Door Open)



Pre-Test 6YO P2 Passenger Dummy Left Side View (Door Open)



Post-Test 6YO P2 Passenger Dummy Left Side View (Door Open)



Pre-Test 6YO P2 Passenger Dummy Left Three-Quarter Upper View



Post-Test 6YO P2 Passenger Dummy Left Three-Quarter Upper View



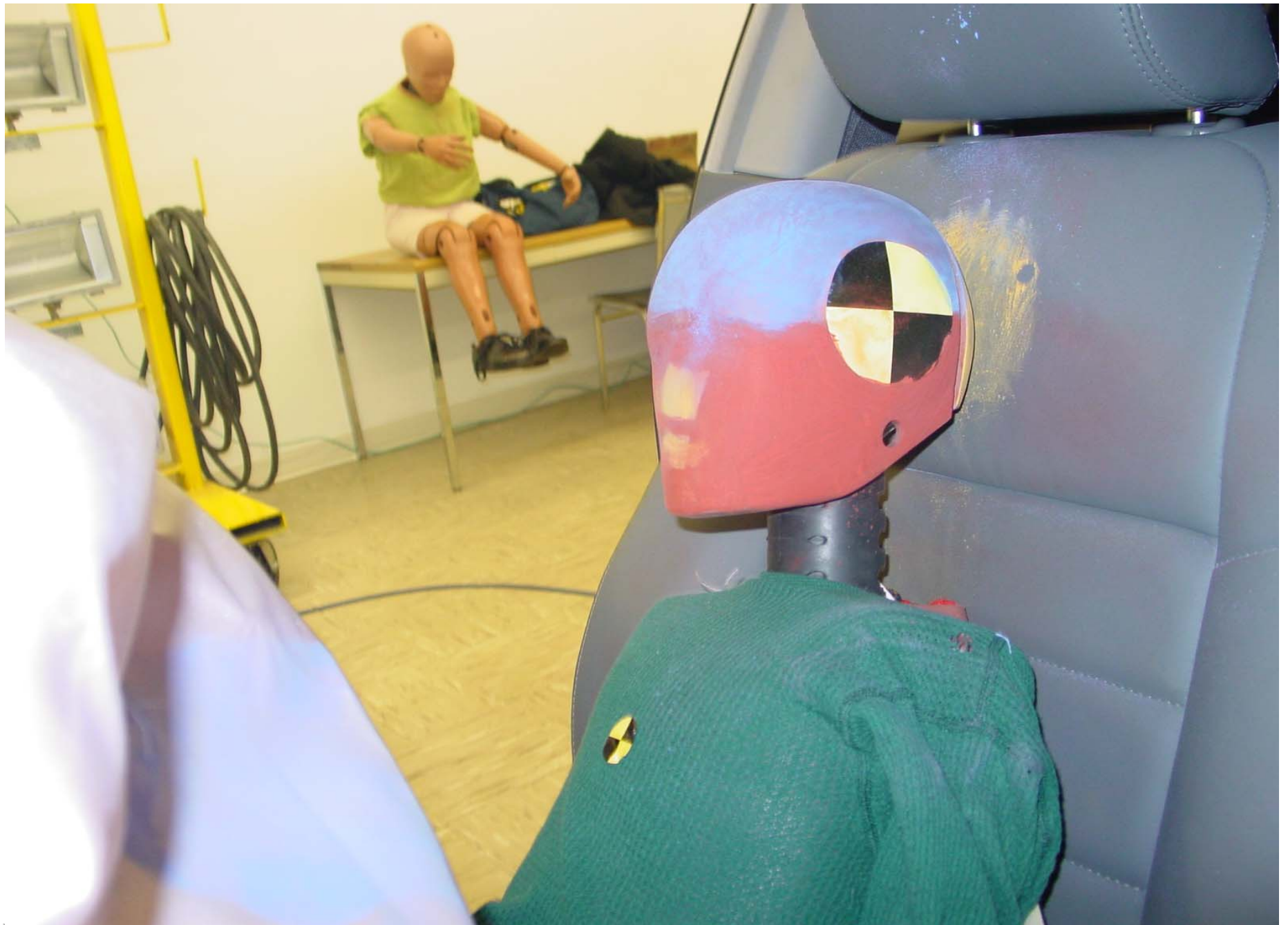
Pre-Test 6YO P2 Passenger Dummy Right Three-Quarter Upper View



Post-Test 6YO P2 Passenger Dummy Right Three-Quarter Upper View



Pre-Test 6YO P2 Passenger Dummy Right Side Feet Position View



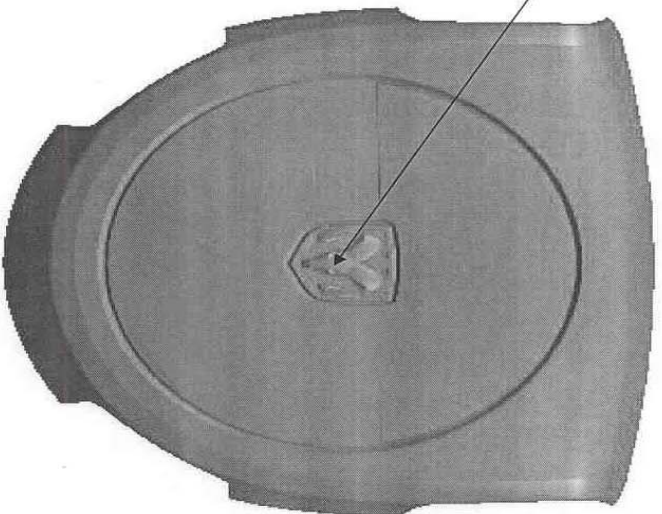
Post-Test 6YO P2 Passenger Dummy Head Contact View



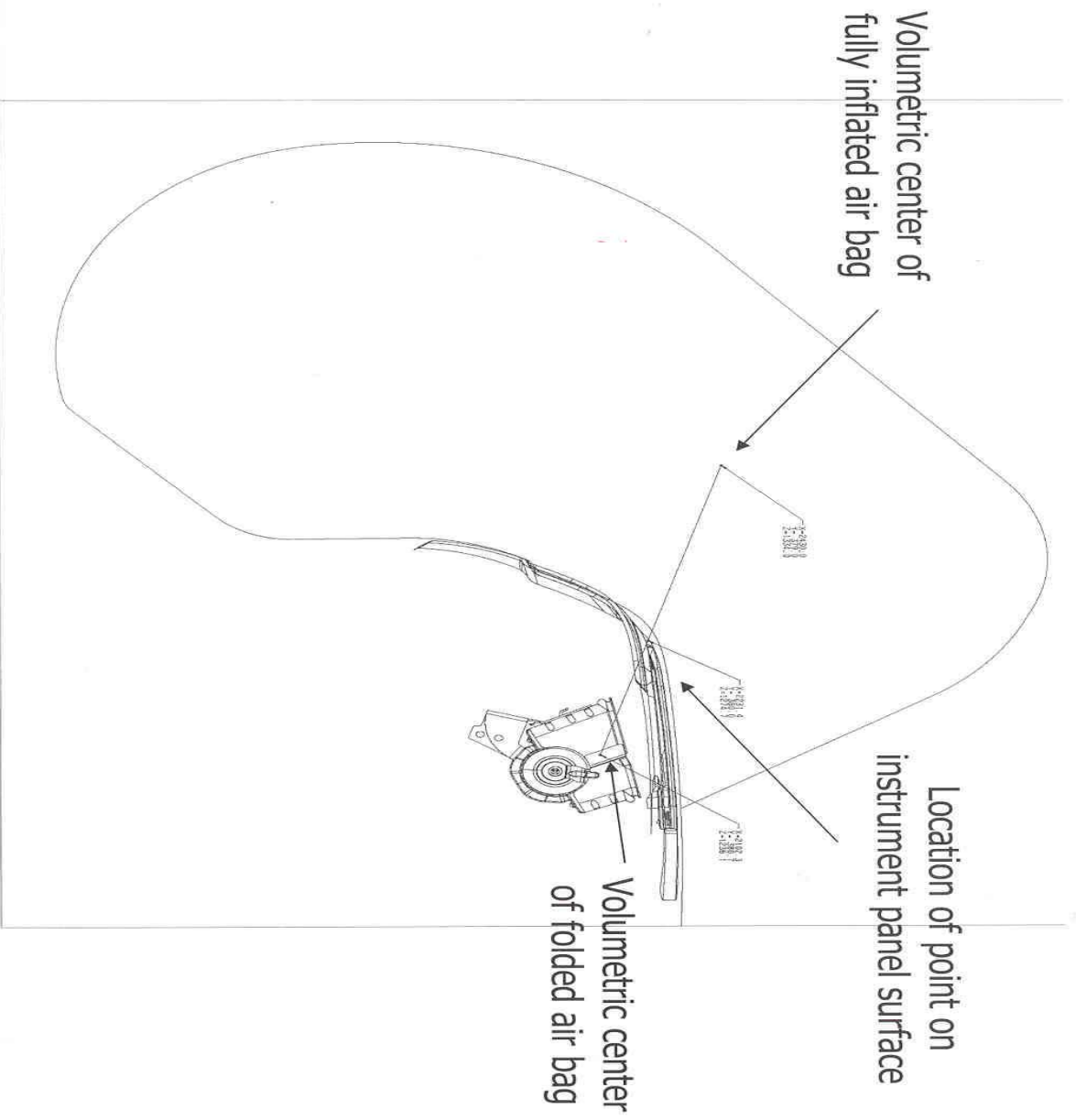
Post-Test 6YO P2 Passenger Dummy Airbag Contact View

NVS-221CCa/OA-208-040813A; FMVSS 208
2005 Dodge Magnum Appendix D

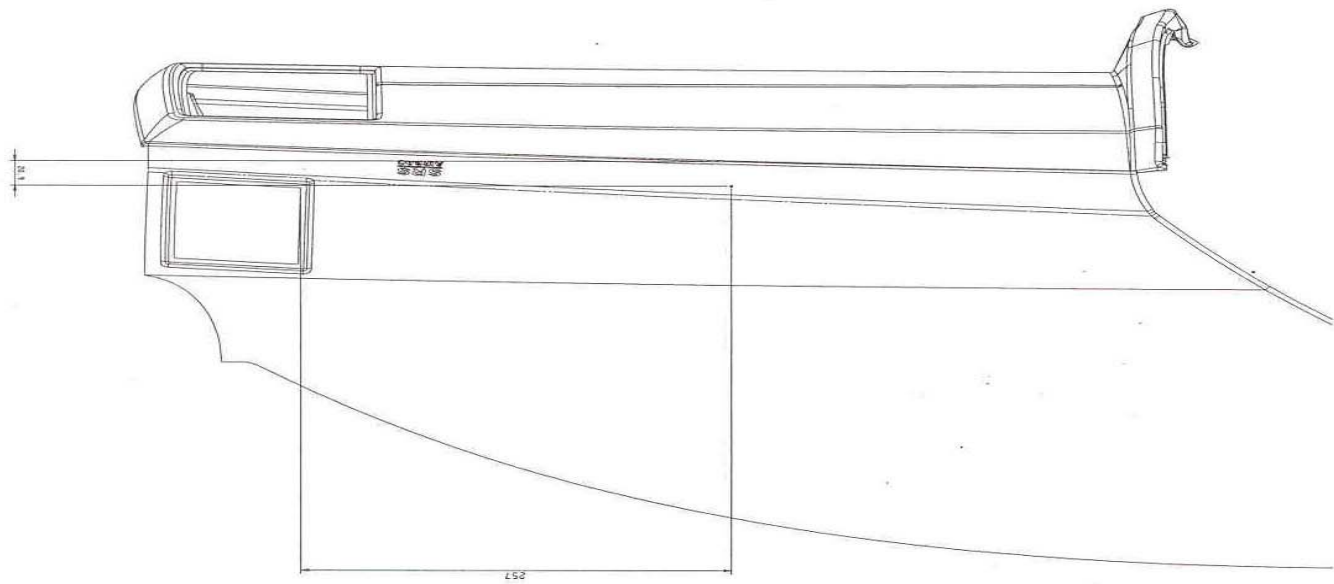
Location point is at
center of ram head



Driver Geometric Center (2005 Dodge Magnum)



Passenger Geometric Center (2005 Dodge Magnum)



Passenger Geometric Center (2005 Dodge Magnum) View 2

APPENDIX E
SUPPRESSION PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

		<u>Page #</u>
Photo No. 1.	Cosco Dream Ride Car Bed With Belt, Forward Seat Track	E-1
Photo No. 2.	Cosco Dream Ride Car Bed With Belt, Middle Seat Track	E-1
Photo No. 3.	Cosco Dream Ride Car Bed With Belt, Rearward Seat Track	E-1
Photo No. 4.	Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-1
Photo No. 5.	Britax Handle With Care 191 With Belt, Middle Seat Track, Handle Down	E-2
Photo No. 6.	Britax Handle With Care 191 With Belt, Rearward Seat Track, Handle Down	E-2
Photo No. 7.	Britax Handle With Care 191 Unbelted, Middle Seat Track, Handle Down	E-2
Photo No. 8.	Britax Handle With Care 191 Unbelted, Rearward Seat Track, Handle Down	E-2
Photo No. 9.	Britax Handle With Care 191 Fwd Facing Unbelted, Middle Seat Track, Handle Down	E-3
Photo No. 10.	Britax Handle With Care 191 Fwd Facing Unbelted, Rearward Seat Track, Handle Down	E-3
Photo No. 11.	Unbelted 5 th Percentile Female Reactivation, Rearward Seat Track	E-3
Photo No. 12.	Evenflo First Choice 204 With Belt, Middle Seat Track, Handle Up	E-4
Photo No. 13.	Evenflo First Choice 204 With Belt, Rearward Seat Track, Handle Down	E-4
Photo No. 14.	Evenflo First Choice 204 Unbelted, Middle Seat Track, Handle Up	E-4
Photo No. 15.	Evenflo First Choice 204 Unbelted, Rearward Seat Track, Handle Up	E-4
Photo No. 16.	Evenflo First Choice 204 Fwd Facing Unbelted, Middle Seat Track, Handle Up	E-5
Photo No. 17.	Evenflo First Choice 204 Fwd Facing Unbelted, Rearward Seat Track, Handle Up	E-5
Photo No. 18.	Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-5
Photo No. 19.	Graco Infant W/ Base With Belt, Middle Seat Track, Handle Up	E-6
Photo No. 20.	Graco Infant W/ Base With Belt, Rearward Seat Track, Handle Down	E-6
Photo No. 21.	Graco Infant W/ Base Unbelted, Middle Seat Track, Handle Up	E-6
Photo No. 22.	Graco Infant W/ Base Unbelted, Rearward Seat Track, Handle Down	E-6
Photo No. 23.	Graco Infant W/ Base Fwd Facing Unbelted, Middle Seat Track, Handle Up	E-7
Photo No. 24.	Graco Infant W/ Base Fwd Facing Unbelted, Rearward Seat Track, Handle Up	E-7
Photo No. 25.	Graco Infant W/O Base With Belt, Middle Seat Track, Handle Up	E-8
Photo No. 26.	Graco Infant W/O Base With Belt, Rearward Seat Track, Handle Up	E-8
Photo No. 27.	Graco Infant W/O Base Unbelted, Middle Seat Track, Handle Up	E-8
Photo No. 28.	Graco Infant W/O Base Unbelted, Rearward Seat Track, Handle Up	E-8
Photo No. 29.	Graco Infant W/O Base Fwd Facing Unbelted, Forward Seat Track, Handle Up	E-9
Photo No. 30.	Graco Infant W/O Base Fwd Facing Unbelted, Middle Seat Track, Handle Up	E-9
Photo No. 31.	Graco Infant W/O Base Fwd Facing Unbelted, Rearward Seat Track, Handle Up	E-9
Photo No. 32.	Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-9
Photo No. 33.	Britax Roundabout 161 Fwd Facing With Belt, Forward Seat Track	E-10
Photo No. 34.	Britax Roundabout 161 Fwd Facing With Belt, Middle Seat Track	E-10
Photo No. 35.	Britax Roundabout 161 Fwd Facing With Belt, Rearward Seat Track	E-10
Photo No. 36.	Britax Roundabout 161 Fwd Facing Unbelted, Forward Seat Track	E-10

Photo No. 37.	Britax Roundabout 161 Fwd Facing Unbelted, Middle Seat Track	E-11
Photo No. 38.	Britax Roundabout 161 Fwd Facing Unbelted, Rearward Seat Track	E-11
Photo No. 39.	Britax Roundabout 161 Rear Facing With Belt, Forward Seat Track	E-12
Photo No. 40.	Britax Roundabout 161 Rear Facing With Belt, Middle Seat Track	E-12
Photo No. 41.	Britax Roundabout 161 Rear Facing With Belt, Rearward Seat Track	E-12
Photo No. 42.	Britax Roundabout 161 Rear Facing Unbelted, Forward Seat Track	E-12
Photo No. 43.	Britax Roundabout 161 Rear Facing Unbelted, Middle Seat Track	E-13
Photo No. 44.	Britax Roundabout 161 Rear Facing Unbelted, Rearward Seat Track	E-13
Photo No. 45.	Unbelted 5 th Percentile Female Reactivation, Rearward Seat Track	E-13
Photo No. 46.	Century Encore Fwd Facing With Belt, Forward Seat Track	E-14
Photo No. 47.	Century Encore Fwd Facing With Belt, Middle Seat Track	E-14
Photo No. 48.	Century Encore Fwd Facing With Belt, Rearward Seat Track	E-14
Photo No. 49.	Century Encore Fwd Facing Unbelted, Forward Seat Track	E-14
Photo No. 50.	Century Encore Fwd Facing Unbelted, Middle Seat Track	E-15
Photo No. 51.	Century Encore Fwd Facing Unbelted, Rearward Seat Track	E-15
Photo No. 52.	Century Encore Rear Facing With Belt, Forward Seat Track	E-16
Photo No. 53.	Century Encore Rear Facing With Belt, Middle Seat Track	E-16
Photo No. 54.	Century Encore Rear Facing With Belt, Rearward Seat Track	E-16
Photo No. 55.	Century Encore Rear Facing Unbelted, Forward Seat Track	E-16
Photo No. 56.	Century Encore Rear Facing Unbelted, Middle Seat Track	E-17
Photo No. 57.	Century Encore Rear Facing Unbelted, Rearward Seat Track	E-17
Photo No. 58.	Unbelted 5 th Percentile Female Reactivation, Forward Seat Track	E-17
Photo No. 59.	Evenflo Medallion 254 Fwd Facing With Belt, Forward Seat Track	E-18
Photo No. 60.	Evenflo Medallion 254 Fwd Facing With Belt, Middle Seat Track	E-18
Photo No. 61.	Evenflo Medallion 254 Fwd Facing With Belt, Rearward Seat Track	E-18
Photo No. 62.	Evenflo Medallion 254 Fwd Facing Unbelted, Forward Seat Track	E-18
Photo No. 63.	Evenflo Medallion 254 Fwd Facing Unbelted, Middle Seat Track	E-19
Photo No. 64.	Evenflo Medallion 254 Fwd Facing Unbelted, Rearward Seat Track	E-19
Photo No. 65.	Evenflo Medallion 254 Rear Facing With Belt, Forward Seat Track	E-20
Photo No. 66.	Evenflo Medallion 254 Rear Facing With Belt, Middle Seat Track	E-20
Photo No. 67.	Evenflo Medallion 254 Rear Facing With Belt, Rearward Seat Track	E-20
Photo No. 68.	Evenflo Medallion 254 Rear Facing Unbelted, Forward Seat Track	E-20
Photo No. 69.	Evenflo Medallion 254 Rear Facing Unbelted, Middle Seat Track	E-21
Photo No. 70.	Evenflo Medallion 254 Rear Facing Unbelted, Rearward Seat Track	E-21
Photo No. 71.	Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-21

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

Newborn

Section A

Car Bed



Cosco Dream Ride Car Bed With Belt,
Forward Seat Track



Cosco Dream Ride Car Bed With Belt,
Middle Seat Track



Cosco Dream Ride Car Bed With Belt,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Britax Handle With Care 191 With Belt,
Middle Seat Track, Handle Down



Britax Handle With Care 191 With Belt,
Rearward Seat Track, Handle Down



Britax Handle With Care 191 Unbelted,
Middle Seat Track, Handle Down



Britax Handle With Care 191 Unbelted,
Rearward Seat Track, Handle Down

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Britax Handle With Care 191 Fwd Facing Unbelted,
Middle Seat Track, Handle Down



Britax Handle With Care 191 Fwd Facing Unbelted,
Rearward Seat Track, Handle Down



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Evenflo First Choice 204 With Belt,
Middle Seat Track, Handle Up



Evenflo First Choice 204 With Belt,
Rearward Seat Track, Handle Down



Evenflo First Choice 204 Unbelted,
Middle Seat Track, Handle Up



Evenflo First Choice 204 Unbelted,
Rearward Seat Track, Handle Up

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Evenflo First Choice 204 Fwd Facing Unbelted,
Middle Seat Track, Handle Up



Evenflo First Choice 204 Fwd Facing Unbelted,
Rearward Seat Track, Handle Up



Unbelted 5th Percentile Female Reactivation,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Graco Infant W/ Base With Belt,
Middle Seat Track, Handle Up



Graco Infant W/ Base With Belt,
Rearward Seat Track, Handle Down



Graco Infant W/ Base Unbelted,
Middle Seat Track, Handle Up



Graco Infant W/ Base Unbelted,
Rearward Seat Track, Handle Down

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Graco Infant W/ Base Fwd Facing Unbelted,
Middle Seat Track, Handle Up



Graco Infant W/ Base Fwd Facing Unbelted,
Rearward Seat Track, Handle Up

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Graco Infant W/O Base With Belt,
Middle Seat Track, Handle Up



Graco Infant W/O Base With Belt,
Rearward Seat Track, Handle Up



Graco Infant W/O Base Unbelted,
Middle Seat Track, Handle Up



Graco Infant W/O Base Unbelted,
Rearward Seat Track, Handle Up

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section B

Rear Facing CRS



Graco Infant W/O Base Fwd Facing Unbelted,
Forward Seat Track, Handle Up



Graco Infant W/O Base Fwd Facing Unbelted,
Middle Seat Track, Handle Up



Graco Infant W/O Base Fwd Facing Unbelted,
Rearward Seat Track, Handle Up



Unbelted 5th Percentile Female Reactivation,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Britax Roundabout 161 Fwd Facing With Belt,
Forward Seat Track



Britax Roundabout 161 Fwd Facing With Belt,
Middle Seat Track



Britax Roundabout 161 Fwd Facing With Belt,
Rearward Seat Track



Britax Roundabout 161 Fwd Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Britax Roundabout 161 Fwd Facing Unbelted,
Middle Seat Track



Britax Roundabout 161 Fwd Facing Unbelted,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Britax Roundabout 161 Rear Facing With Belt,
Forward Seat Track



Britax Roundabout 161 Rear Facing With Belt,
Middle Seat Track



Britax Roundabout 161 Rear Facing With Belt,
Rearward Seat Track



Britax Roundabout 161 Rear Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Britax Roundabout 161 Rear Facing Unbelted,
Middle Seat Track



Britax Roundabout 161 Rear Facing Unbelted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Century Encore Fwd Facing With Belt,
Forward Seat Track



Century Encore Fwd Facing With Belt,
Middle Seat Track



Century Encore Fwd Facing With Belt,
Rearward Seat Track



Century Encore Fwd Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Century Encore Fwd Facing Unbelted,
Middle Seat Track



Century Encore Fwd Facing Unbelted,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Century Encore Rear Facing With Belt,
Forward Seat Track



Century Encore Rear Facing With Belt,
Middle Seat Track



Century Encore Rear Facing With Belt,
Rearward Seat Track



Century Encore Rear Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Century Encore Rear Facing Unbelted,
Middle Seat Track



Century Encore Rear Facing Unbelted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Fwd Facing With Belt,
Forward Seat Track



Evenflo Medallion 254 Fwd Facing With Belt,
Middle Seat Track



Evenflo Medallion 254 Fwd Facing With Belt,
Rearward Seat Track



Evenflo Medallion 254 Fwd Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Fwd Facing Unbelted,
Middle Seat Track



Evenflo Medallion 254 Fwd Facing Unbelted,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Rear Facing With Belt,
Forward Seat Track



Evenflo Medallion 254 Rear Facing With Belt,
Middle Seat Track



Evenflo Medallion 254 Rear Facing With Belt,
Rearward Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2005 Dodge Magnum (C50304)

12 Month

Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Rear Facing Unbelted,
Middle Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Middle Seat Track

APPENDIX F
INSTRUMENTATION CALIBRATION

INSTRUMENTS FOR DRIVER DUMMY NO. 403

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	C10727	Endevco	03/17/05
Head Y	AGH70	Endevco	03/17/05
Head Z	AGH78	Endevco	03/17/05
Neck Load Cell	1673	Denton	12/21/04
Chest X	C10591	Endevco	03/16/05
Chest Y	AGH72	Endevco	03/16/05
Chest Z	C13046	Endevco	03/17/05
Chest Displacement	403	Servo	12/22/04
Left Femur Load Cell	84	Denton	11/03/04
Right Femur Load Cell	83	Denton	11/30/04

INSTRUMENTS FOR PASSENGER DUMMY NO. 401

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	AGH11	Endevco	03/16/05
Head Y	AH5N9	Endevco	03/16/05
Head Z	AGH51	Endevco	03/16/05
Neck Load Cell	1562	Denton	08/24/04
Chest X	AH5L1	Endevco	03/21/05
Chest Y	AH5H6	Endevco	03/21/05
Chest Z	AH5J3	Endevco	03/21/05
Chest Displacement	401	Servo	03/22/05
Left Femur Load Cell	86	Denton	11/30/04
Right Femur Load Cell	85	Denton	11/30/04

INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO. 516 (P1)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	J20392	Endevco	09/17/04
Head Y	AGT18	Endevco	09/17/04
Head Z	ALDD6	Endevco	09/17/04
Neck Load Cell	376	Denton	09/29/04
Chest X	AN8L6	Endevco	09/17/04
Chest Y	AJ619	Endevco	09/17/04
Chest Z	APY13	Endevco	09/17/04
Chest Displacement	516	Servo	12/17/04
Left Femur Load Cell	84	Denton	11/03/04
Right Femur Load Cell	83	Denton	11/03/04

INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO. 505 (P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	J12425	Endevco	01/20/05
Head Y	J12449	Endevco	01/20/05
Head Z	J12462	Endevco	01/20/05
Neck Load Cell	252	Denton	10/12/04
Chest X	C24-A09	Entran	01/20/05
Chest Y	AKAH1	Endevco	01/20/05
Chest Z	C24-A05	Entran	01/20/05
Chest Displacement	505	Servo	12/23/04
Left Femur Load Cell	957	Denton	11/03/04
Right Femur Load Cell	956	Denton	11/03/04

INSTRUMENTS FOR LOW RISK 6 YEAR OLD PASSENGER DUMMY NO. 155 (P1)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	A27-Z05	Entran	02/18/05
Head Y	B05-J13	Entran	02/18/05
Head Z	B10-Z22	Entran	02/18/05
Neck Load Cell	1673	Denton	12/21/04
Chest X	J14-J19	Entran	02/18/05
Chest Y	J14-J20	Entran	02/18/05
Chest Z	J23-J06	Entran	02/18/05
Chest Displacement	155	Servo	01/03/05

INSTRUMENTS FOR LOW RISK 6 YEAR OLD PASSENGER DUMMY NO. 155 (P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	A27-Z05	Entran	02/18/05
Head Y	B05-J13	Entran	02/18/05
Head Z	B10-Z22	Entran	02/18/05
Neck Load Cell	606	Denton	11/12/04
Chest X	J14-J19	Entran	02/18/05
Chest Y	J14-J20	Entran	02/18/05
Chest Z	J23-J06	Entran	02/18/05
Chest Displacement	155	Servo	01/03/05

INSTRUMENTS FOR LOW RISK 3 YEAR OLD PASSENGER DUMMY NO. 032 (P1)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	J14-J15	Entran	08/19/04
Head Y	J14-J12	Entran	08/19/04
Head Z	J23-J05	Entran	08/19/04
Neck Load Cell	233	Denton	09/15/04
Chest X	AH1F9	Endevco	01/20/05
Chest Y	AKAC4	Endevco	08/23/04
Chest Z	ALFL9	Endevco	10/25/04
Chest Displacement	032	Servo	12/28/04

INSTRUMENTS FOR LOW RISK 3 YEAR OLD PASSENGER DUMMY NO. 032 (P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	J14-J15	Entran	08/19/04
Head Y	J14-J12	Entran	08/19/04
Head Z	J23-J05	Entran	08/19/04
Neck Load Cell	233	Denton	09/15/04
Chest X	AH1F9	Endevco	01/20/05
Chest Y	AKAC4	Endevco	08/23/04
Chest Z	ALFL9	Endevco	10/25/04
Chest Displacement	032	Servo	12/28/04

VEHICLE INSTRUMENTS

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Left Rear Seat Crossmember X	A08-M09	Entran	03/17/05
Right Rear Seat Crossmember X	C04-L10	Entran	03/24/05
Top of Engine X	B19-Z01	Entran	03/03/05
Bottom of Engine X	C04-L08	Entran	03/24/05
Left Brake Caliper X	F04-R23	Entran	03/17/05
Right Brake Caliper X	L17-D09	Entran	03/09/05
Instrument Panel X	K03-J16	Entran	01/21/05
Trunk Z	B28-Z03	Entran	03/17/05