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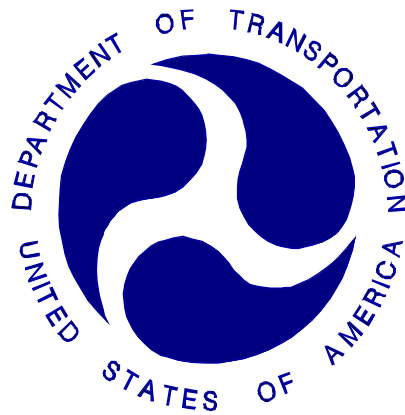
NEW CAR ASSESSMENT PROGRAM (NCAP)
SIDE AIRBAG OUT-OF-POSITION INJURY TESTING

2006 CADILLAC DTS
FOUR DOOR SEDAN

NHTSA NUMBER: M60103TWG2

CALSPAN CORPORATION TEST NUMBER: 8642-TWG-18

CALSPAN CORPORATION
TRANSPORTATION SCIENCES CENTER
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June 7, 2006

FINAL REPORT

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Rulemaking
Office of Crashworthiness Standards
Mail Code: NVS-111
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Washington, DC 20590

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16. Abstract This side impact out-of-position test was performed in conjunction with a New Car Assessment Program (NCAP). This test was conducted at the Calspan Corporation Crash Test Facility in Buffalo, New York, on June 7, 2006.							
Injury Summary							
HIC15	HIC36	Clip (g's)	Chest Displacement (mm)	NIJ NTF	NIJ NTE	NIJ NCF	NIJ NCE
27.8	27.8	20.6	-0.6	0.08	0.29	0.56	0.53
17. Key Words New Car Assessment Program (NCAP) Side Airbag Out-of-Position				18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Administration Technical Reference Division Room 5111 (NAD-52) 400 Seventh St., S.W. Washington, D.C. 20590 Telephone No. (202) 366-4946 ATTN: Robert Hornicle			
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SECTION 1

PURPOSE AND SUMMARY OF TEST M60103TWG2

1.1 PURPOSE

The purpose of this test was to obtain data in a static out-of-position side impact. These data constitute part of the general consumer information collected by the New Car Assessment Program (NCAP) sponsored by the National Highway Traffic Safety Administration (NHTSA) under contract No. DTNH22-03-D-22005.

1.2 SUMMARY

The effects of both a seat-mounted side airbag and a curtain airbag deployment in a 2006 Cadillac DTS with an out-of-position six-year-old child were evaluated. The test was performed by Calspan Corporation on June 7, 2006. Pre-and post-test photographs of the vehicle and dummy can be found in Appendix A.

One high-speed digital camera was used to document the side airbag deployment event. The camera was placed in perpendicular the right-front seat centerline as to capture the deployment event. The recorded image rate is 1000 frames per second.

One part 572, Hybrid III six-year-old child anthropomorphic test device (ATD), was placed in the right front seat situated in the forward facing position according to dummy placement instructions specified in the Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as prepared by the Side Airbag Out-of-Position Injury Technical Working Group (TWG).

The child dummy was instrumented with head, chest, upper and lower sternum and pelvic triaxial accelerometers. In addition upper and lower six axial neck force and moment load cell sensors and left and right femur load cell sensors were utilized.

Twenty-six channels of data were recorded using an on-board data acquisition system. Appendix A contains photographs. Appendix B contains dummy response data traces. Appendix C contains the Instrumentation Data Channel assignments.

The Hybrid III six-year-old child dummy's visible contact points were as follows: The seat airbag to the right scapula and right side of the posterior thorax and pelvis and the curtain airbag to the top and the back of the head.

The six-year old child dummy was placed on the outboard edge of foam block, aligning the upper spine with the deployment trajectory of the airbag. The dummy's head was placed in between the seat bolster and pillar trim to minimize the fore-aft clearance between the neck and the seatback. The head remained in its neutral orientation. The legs were aligned such that they crossed the heel placement points but the feet did overhang the seat cushion. The dummy was then positioned so the dummy's neck/torso junction was aligned vertically with the top edge of the airbag module. While maintaining the neck/torso top of the airbag module alignment, the vehicle door was closed and the pelvis was moved outboard until it made contact the door trim/armrest. The outboard forearm was placed on the armrest. The inboard arm was positioned such that the upper arm contacted the seat back and the fingertips contacted the booster seat. The dummy's arms were then bent at the elbow until the fingers contacted the booster seat. This orientation complies with section 3.3.3.5 of the TWG Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as defined by Lund, et al and the Technical Working Group First Revision dated July, 2003.

SECTION 2

DATA SHEET NO. 1

TEST SUMMARY

TEST CONFIGURATION INFORMATION:

	TEST DATA	DESCRIPTION
Seating Position:	P2	Right Front Seating Position
Test:	3.3.3.5*	Forward facing Hybrid-III six-year-old child dummy on booster block
Airbag:	Seat; Side Rail	Bolster mounted thorax side airbag and side curtain airbag.
Booster Block	300mm x 450 mm x 75 mm	Block consisted of HD36 foam with a density of 44.8 g/L
ATD Type/Serial No.:	P572N/186	Hybrid III six-year-old child dummy

*- Procedure as defined by Lund, et al and the Technical Working Group dated July, 2003

<u>Number of Data Channels</u>	26	
<u>Number of Cameras:</u>	0	<u>Real Time</u>
	1	<u>High Speed Digital</u>
	0	<u>High Speed Film</u>

VISIBLE DUMMY CONTACT POINTS

Head Contact:	The back (occipital) and the top (parietal) of the head by the side curtain.
Upper Torso Contact:	Side airbag to the right scapula and right side of the posterior thorax
Lower Torso Contact:	Side airbag to the right side of the pelvis (ilium)
Left Knee Contact:	None
Right Knee Contact:	None

DATA SHEET 2

VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2006 Cadillac DTS 4-Door Passenger Car†
NHTSA No. : M60103 ; VIN: 1G6KD57Y86U116752 ; Color: Bronze
Engine Data: 8 Cylinders; - CID; 4.6 Liters; - cc
Placement: - Longitudinal or In-Line; X Transverse or Lateral
Transmission Data: 4 Speeds; - Manual; X Automatic; X Overdrive
Final Drive: - Rear Wheel Drive; X Front Wheel Drive; - Four Wheel Drive

AUTOMATIC DOOR LOCKS:

Is test vehicle equipped with Automatic Door Locks (ADLs)? X Yes; - No;
Does vehicle owner's manual describe how to deactivate ADLs? - Yes; X No; - N/A

DEALER AND DELIVERY INFORMATION:

Date Received: 12/01/2005 ; Odometer Reading 674 km
Selling Dealer: Bowser Cadillac LLC
Dealer Address: 2670 Washington Rd, Mc Murray, PA 15317-2365

TEST VEHICLE OPTIONS:

X AC; X Power Steering; X Power Brakes; X Power Locks; X Power Seats
X ABS; X Tilt Wheel; - Stability Control X Traction Control X Anti-Theft

SAFETY BELT FEATURES:

Driver: X Pretensioner (Shoulder); X Load Limiter; X Adjustable Anchorage
Passenger: X Pretensioner (Shoulder); X Load Limiter; X Adjustable Anchorage

AIRBAG FEATURES:

Position	Frontal	Knee Bolster	Side Torso	Side Head/Torso Combination	Side Curtain
Driver:	Yes	No	Yes	No	Yes
Passenger:	Yes	No	Yes	No	Yes
Rear Passenger:	No	No	No	No	No

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: General Motors Corporation
Date of Manufacture 09/05
GVWR: 2348 kg; GAWR: 1259 kg FRONT; 1089 kg REAR

VEHICLE CAPACITY DATA:

Type of Front Seats: - Bench; X Bucket; - Split Bench
Number of Occupants: 3 Front; 3 Rear; 6 Total
Vehicle Capacity Weight (VCW) = 496.0 kg
No. of Occupants x 68.04 kg = 408.2 kg
Rated Cargo/Luggage Weight (RCLW) = 87.8 kg

† This vehicle had previously been tested in an NCAP frontal impact on December 13, 2005.

DATA SHEET NO. 3

CHILD DUMMY POSITIONING IN VEHICLE

NHTSA No. M60103TWG2

Measurement		Value
Total Fore/Aft Travel (mm)		278
Test Distance Rearward of Full-Forward (mm)		220
Total Fore/Aft Travel (Detents)		-
Placed in Position #		-
Seat Back Angle	SA (°)	15.4
Airbag Module Width	AMW (mm)	130
Airbag Width	ABW (mm)	400
Airbag Module Length	AML (mm)	250
Airbag Length	ABL (mm)	450
Top of Airbag Module to Head/Neck Junction	AN (mm)	105
Head CG to Door Panel/Window	HD (mm)	185
Head to Seat Back Centerline	HSC (mm)	162
Head to B-Pillar (cg)	HB (mm)	107
Head to Roof, Z (top of the head)	HZ (mm)	169
Head to Header	HHH (mm)	654
Chest to Dash	CD (mm)	592
Chest to Seatback	CS (mm)	-196
Right Arm to Seat Back Centerline	RACL (mm)	302
Right Arm to Seat Back Centerline	RACL (°)	43
Left Arm to Seat Back Centerline	LACL (mm)	0
Left Arm to Seat Back Centerline	LACL (°)	42
Right Arm to Door Panel	RA (mm)	0
Left Arm to Door Panel	LA (mm)	392
Knee to Knee	KK (mm)	125
Toe to Toe	TT (mm)	140
Right Knee to Seat Cushion Centerline	KSCR (mm)	120
Left Knee to Seat Cushion Centerline	KSCL (mm)	0
Right Toe to Seat Cushion Centerline	TSCR (mm)	0
Left Toe to Seat Cushion Centerline	TSCL (mm)	140
Nose to Dash	ND (mm)	671
Nose to Seatback	NS (mm)	-240
Nose to Header	NR (mm)	282
Foam Block Depth	(mm)	300
Foam Block Width	(mm)	450
Foam Block Thickness	(mm)	75
HD36 foam density	(g/L)	44.8

DATA SHEET 4

CHILD DUMMY INJURY CRITERIA VALUES

NHTSA No. M60103TWG2

		MAXIMUM VALUE			
		Position #2			
DESCRIPTION	Unit	Maximum	Time (ms)	Minimum	Time (ms)
Head X	g	27.4	9.9	-10.8	15.7
Head Y	g	67.0	10.1	-49.5	10.8
Head Z	g	80.1	9.8	-47.4	15.7
Head Resultant	g	94.5	10.1	0.0	-5.2
Upper Neck Fx	N	297.0	15.7	-94.2	10.1
Upper Neck Fy	N	45.2	173.3	-353.9	15.7
Upper Neck Fz	N	158.5	142.1	-1395.0	15.7
Upper Neck F Resultant	N	1469.1	15.7	0.1	-5.9
Upper Neck Mx	N-m	12.9	12.6	-18.2	26.4
Upper Neck My	N-m	26.5	16.3	-18.3	35.4
Upper Neck Mz	N-m	2.1	149.7	-4.0	20.2
Upper Neck M Resultant	N-m	27.3	16.2	0.0	-8.2
Lower Neck Fx	N	271.2	19.2	-228.9	35.8
Lower Neck Fy	N	209.3	25.0	-169.1	11.5
Lower Neck Fz	N	157.2	142.4	-902.4	14.6
Lower Neck F Resultant	N	926.2	14.6	0.0	-2.4
Lower Neck Mx	N-m	10.4	172.3	-24.5	34.1
Lower Neck My	N-m	18.3	13.0	-11.6	71.9
Lower Neck Mz	N-m	12.3	26.1	-13.6	13.1
Lower Neck M Resultant	N-m	28.3	13.1	0.0	1.0
Upper Sternum Ax	g	92.4	9.5	-55.9	10.7
Lower Sternum Ax	g	67.1	10.3	-40.6	17.6
Chest X	g	33.8	9.5	-1.5	21.2
Chest Y	g	2.4	39.4	-16.7	11.0
Chest Z	g	9.8	14.0	-2.4	21.7
Chest Resultant	g	36.7	9.6	0.1	-14.8
Chest Displacement	mm	4.3	18.1	-0.6	43.4
Pelvic X	g	1.3	10.9	-9.6	17.9
Pelvic Y	g	2.2	47.3	-6.8	19.9
Pelvic Z	g	7.7	15.3	-6.7	9.7
Pelvic Resultant	g	11.4	17.9	0.0	-6.2
Left Femur	N	48.5	30.2	-106.8	18.2
Right Femur	N	44.2	169.5	-55.2	21.7

DATA SHEET 4

CHILD DUMMY INJURY CRITERIA VALUES (CONTINUED)

NHTSA No. M60103TWG2

	HEAD INJURY CRITERIA (HIC)							
	HIC15				HIC36			
	HIC	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂	HIC	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
	Position #2 – Right Front	27.8	9.7	10.2	76.6	27.8	9.7	10.2

	CLIP SUMMARY*			
	CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #2 – Right Front	20.6	8.7	11.7	23.1

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

Position 2 Neck Injury Summary (HIII 6 year old – Out of Position)

Nij V10	Nij	Time (ms)	Z Force (N)	X Force (N)	Y Moment (N-m)
Ntf	0.08	175.1	38.8	-50.7	6.5
Nte	0.29	79.7	0.0	98.0	-10.7
Ncf	0.56	15.6	-1118.0	245.3	16.4
Nce	0.53	36.2	-141.6	-24.8	-17.7

Peak Tension (CFC1000) 158.5 N

Peak Compression (CFC1000) 1395.0 N

Critical Values

Nij Intercepts			Peak Limits	
Tension (CVt)	2880 N	Extension (mCVe)	37 N-m	Tension 1890 N
Compression (CVc)	2880 N	Flexion (mCVf)	93 N-m	Compression -1820 N

Condyle Offset -0.01778

APPENDIX A

PHOTOGRAPHS

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Figure A-1: Pre-Test Vehicle Left Side View



Figure A-2: Post-Test Vehicle Left Side View

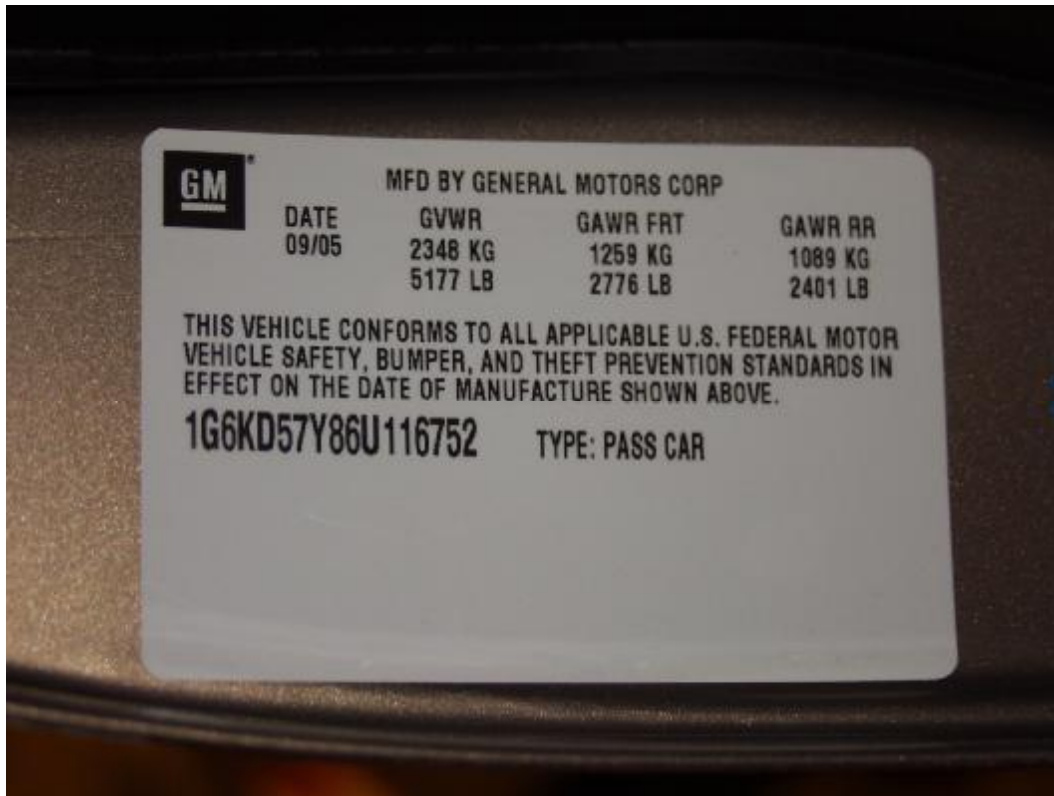


Figure A-3: Vehicle Certification Placard

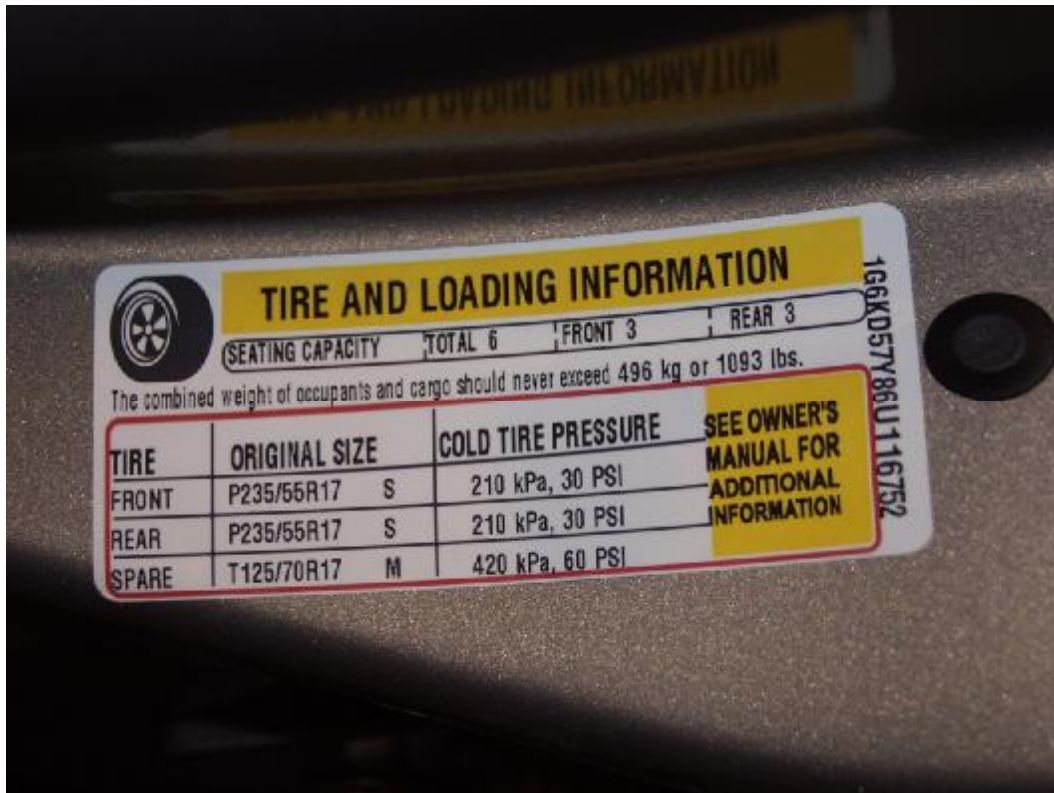


Figure A-4: Vehicle Tire Placard



Figure A-5: Pre-Test Dummy Frontal View



Figure A-6: Post-Test Dummy Frontal View



Figure A-7: Pre-Test Left Side of Dummy View



Figure A-8: Post-Test Left Side of Dummy View



Figure A-9: Pre-Test Right Side of Dummy View



Figure A-10: Post-Test Right Side of Dummy View

APPENDIX B

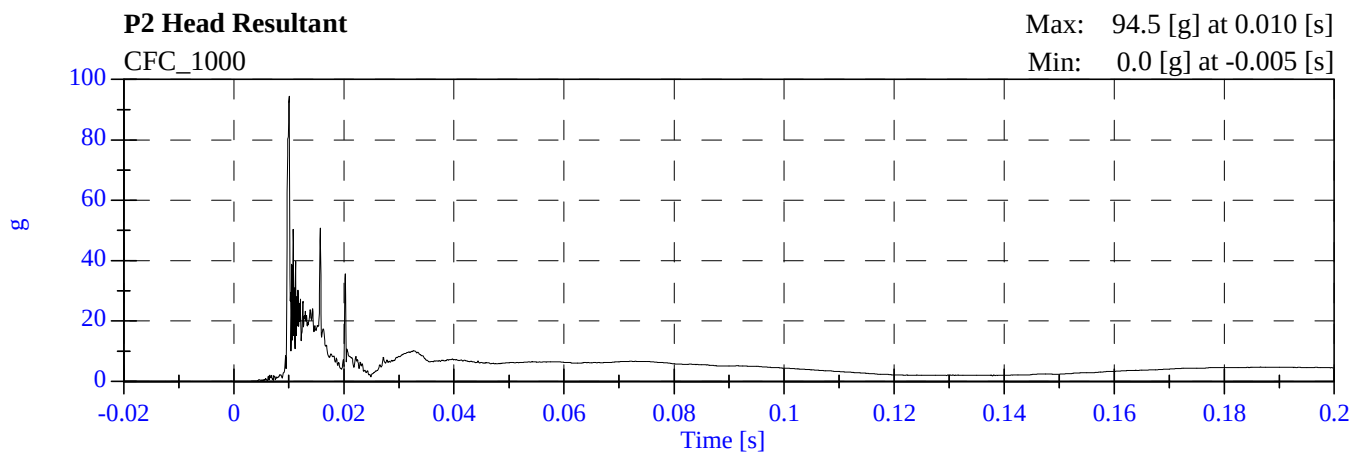
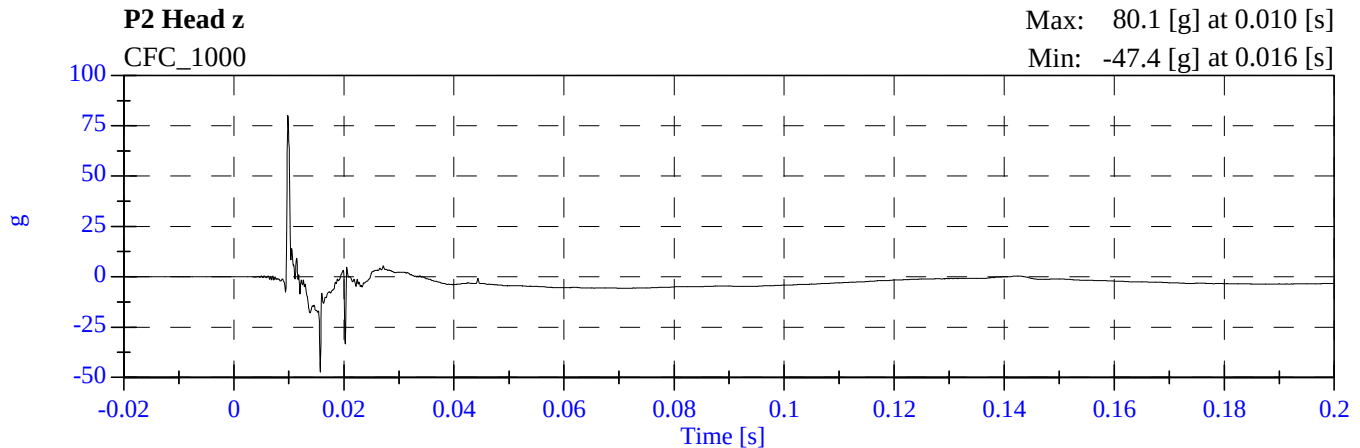
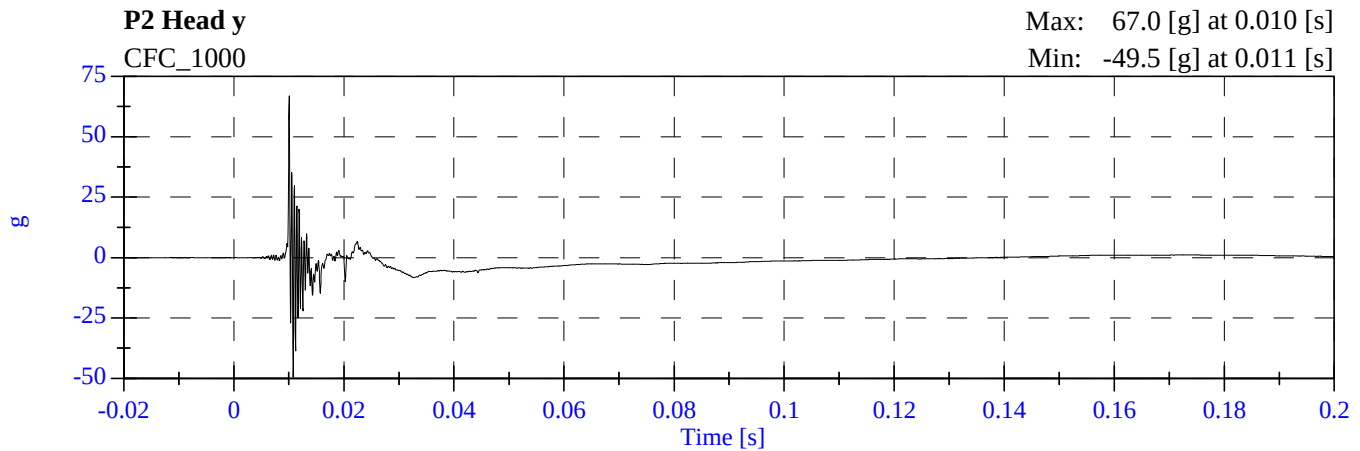
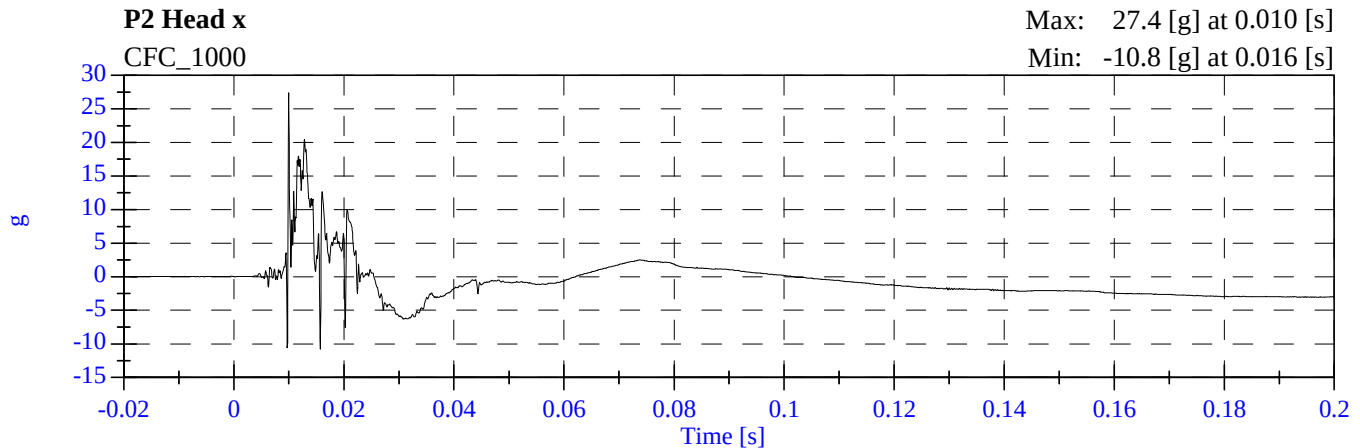
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14	P2 Lower Neck Fy [N, CFC_1000]	B-6
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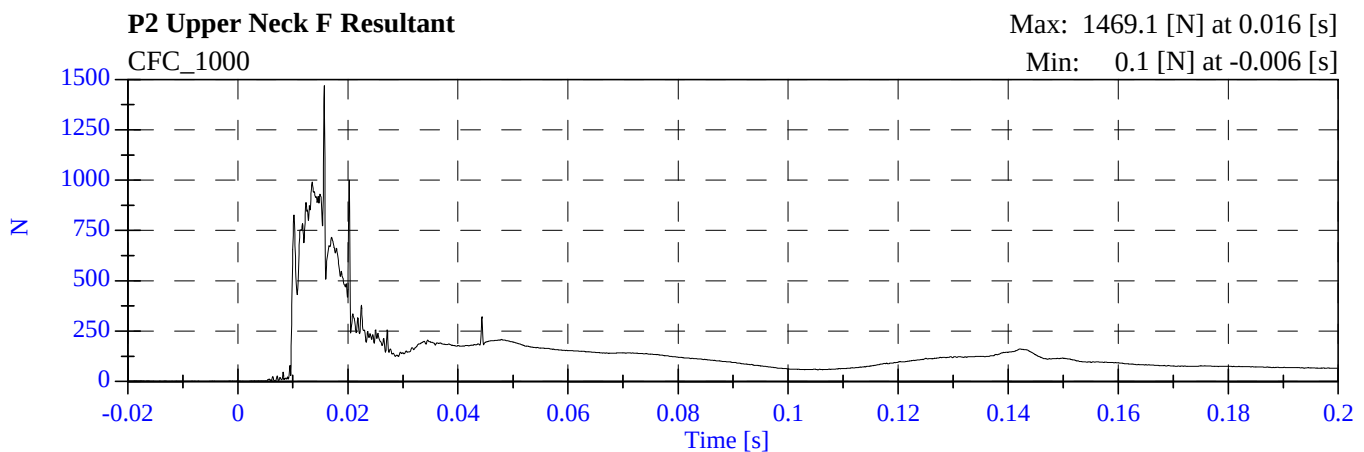
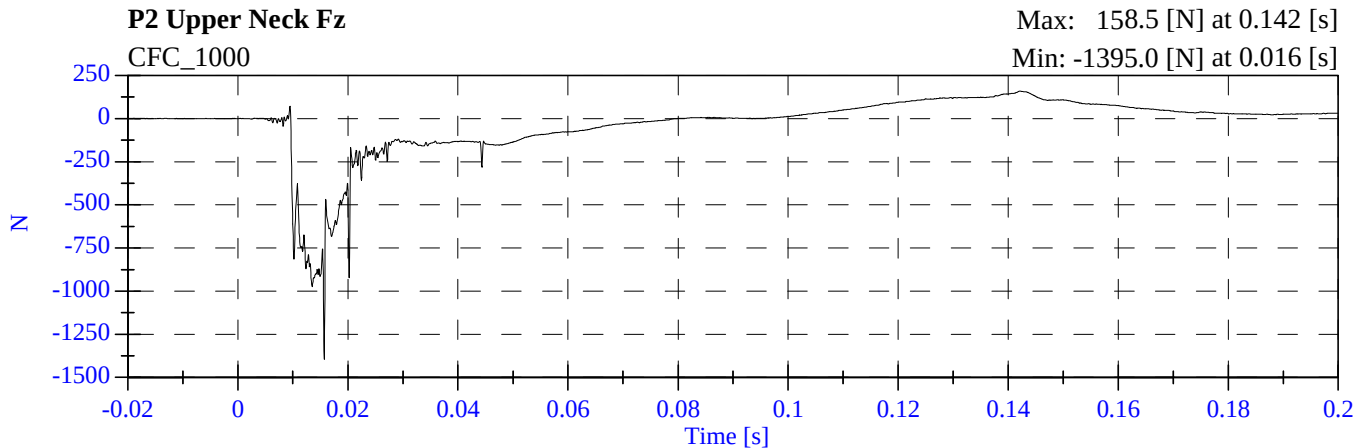
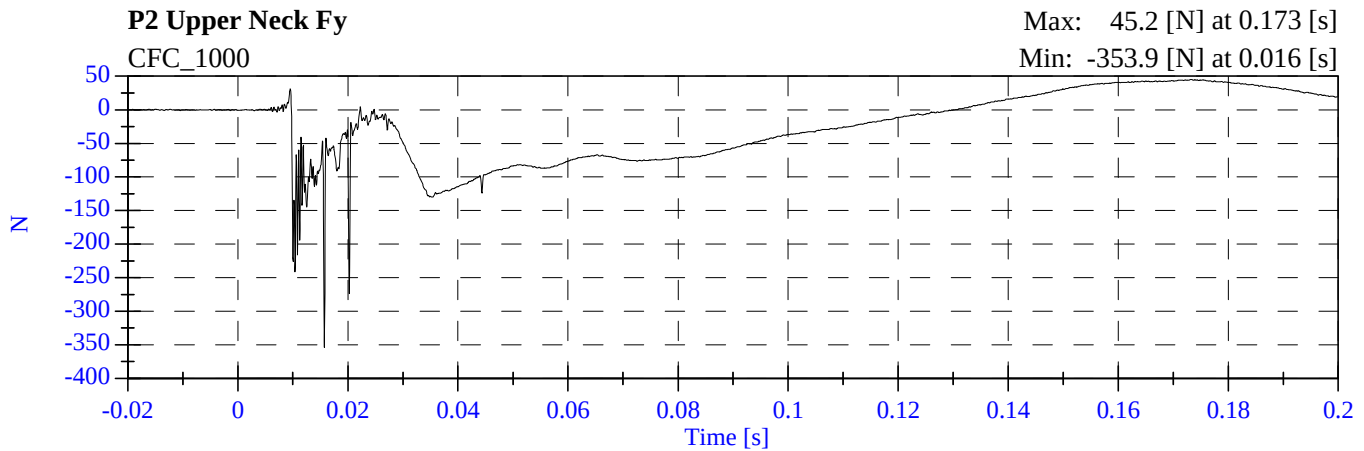
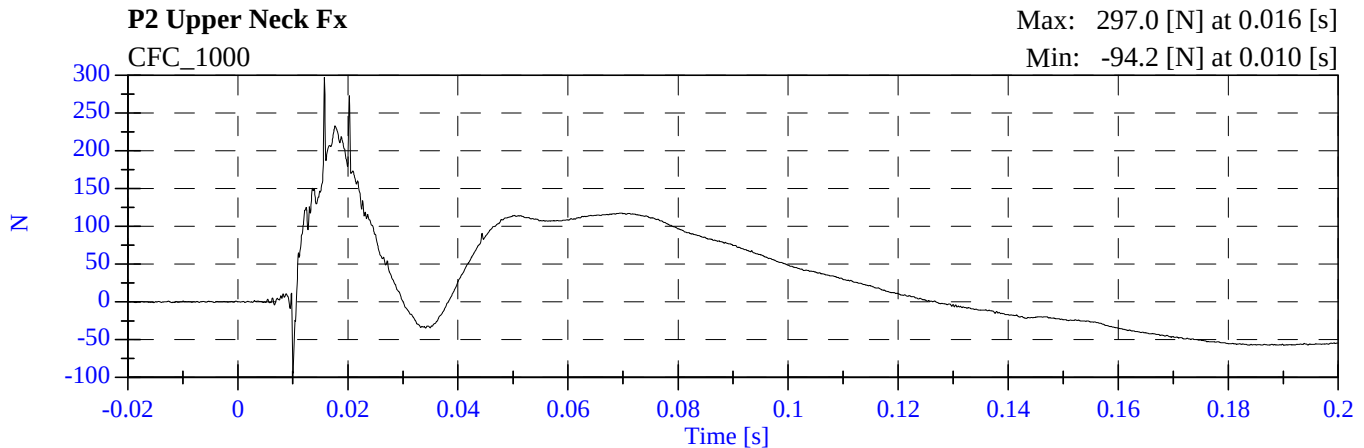
2006 TWG Test 1 2006 Cadillac DTS

M60103TWG2 - June 07, 2006



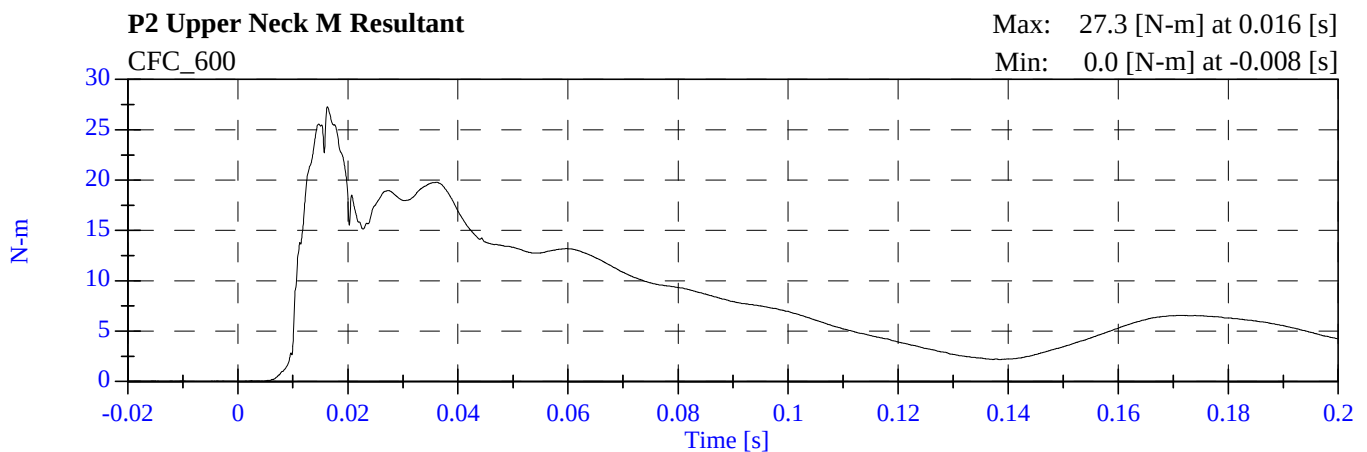
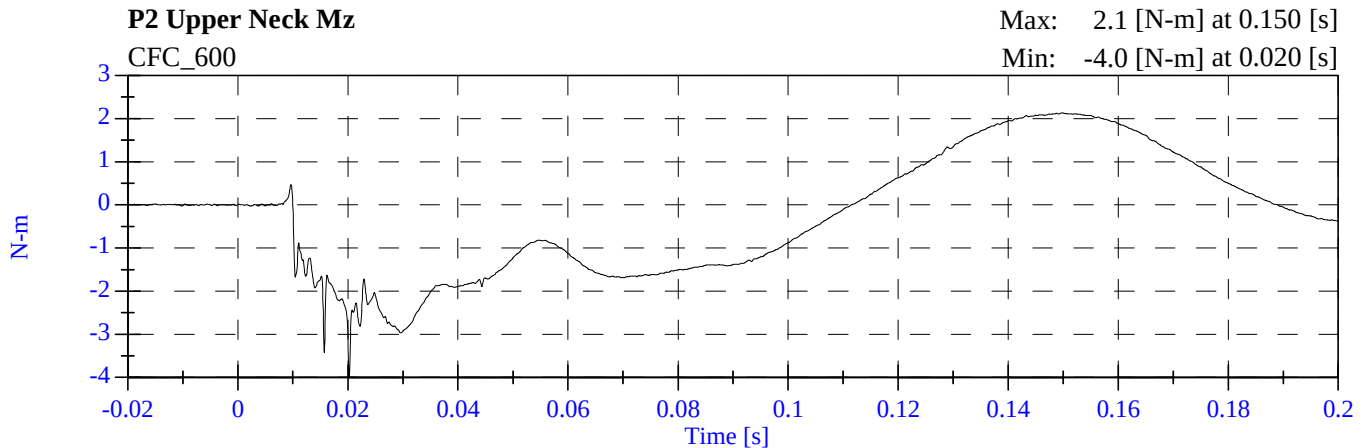
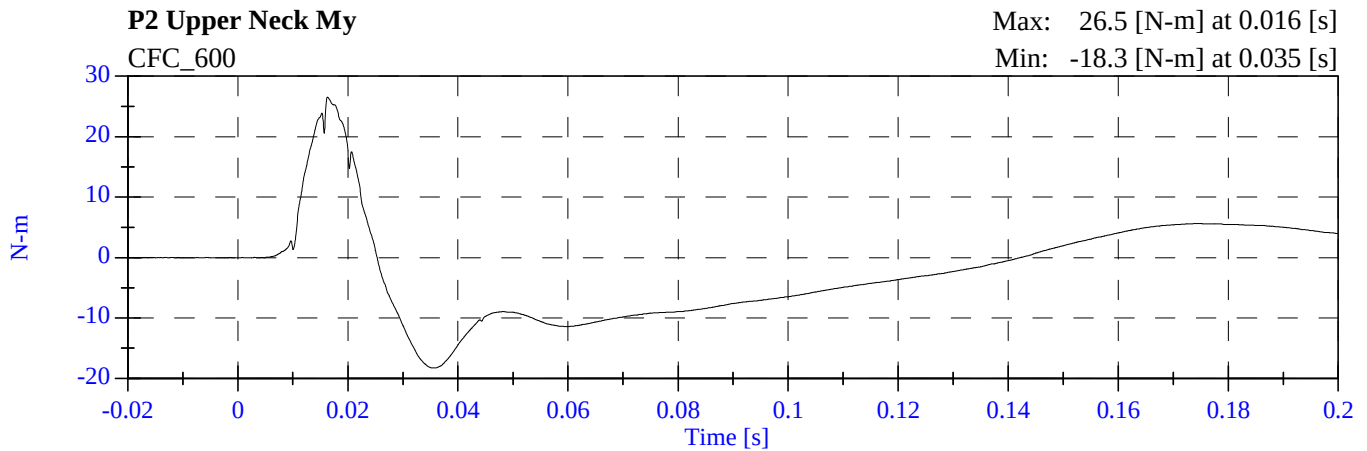
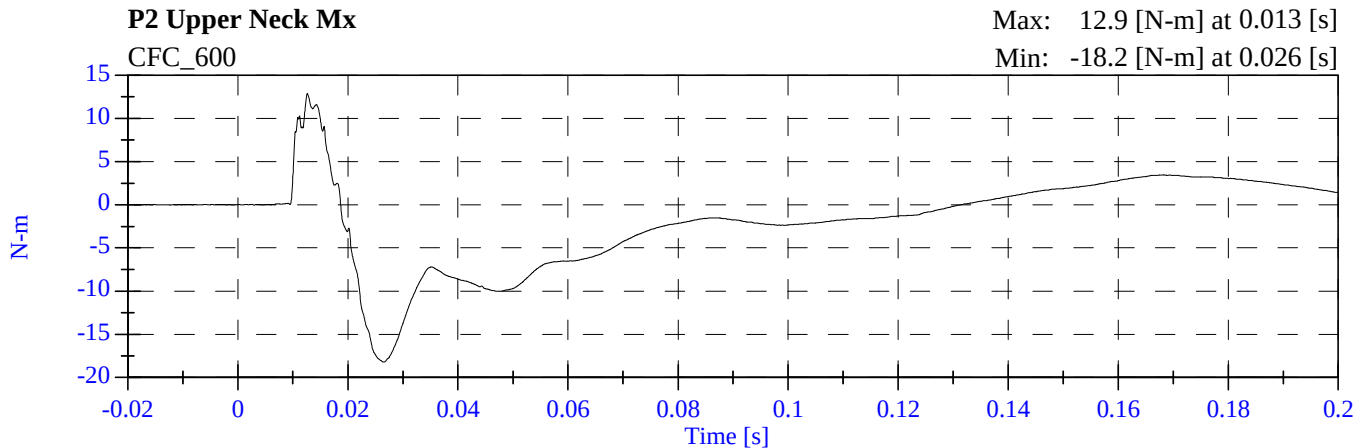
2006 TWG Test 1 2006 Cadillac DTS

M60103TWG2 - June 07, 2006



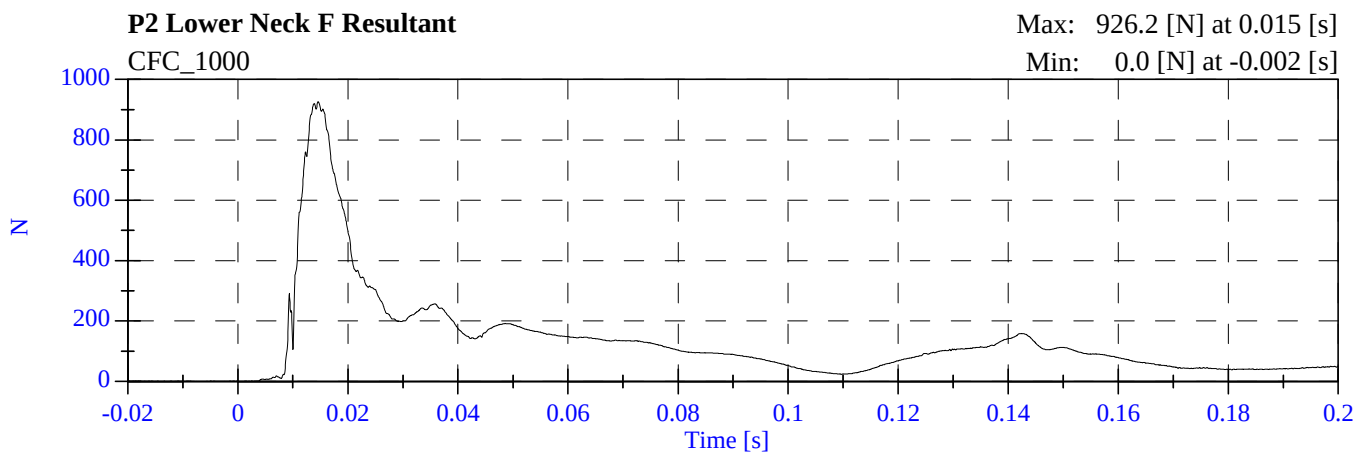
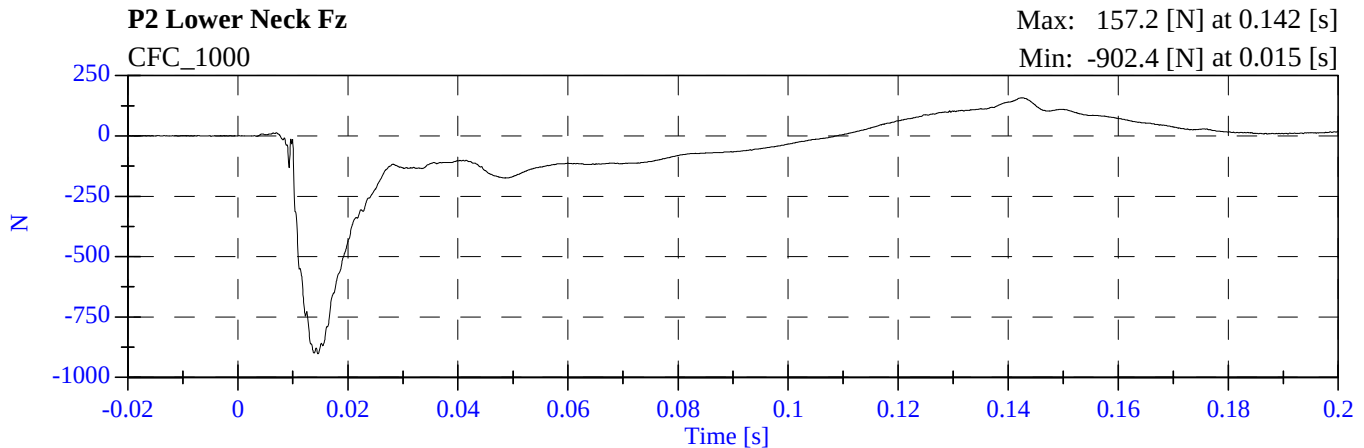
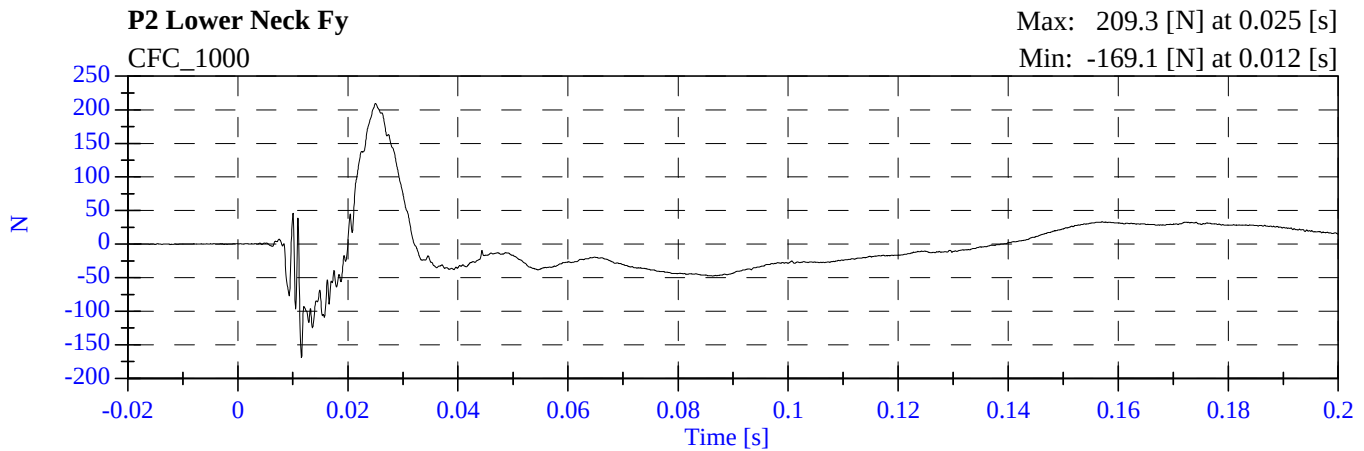
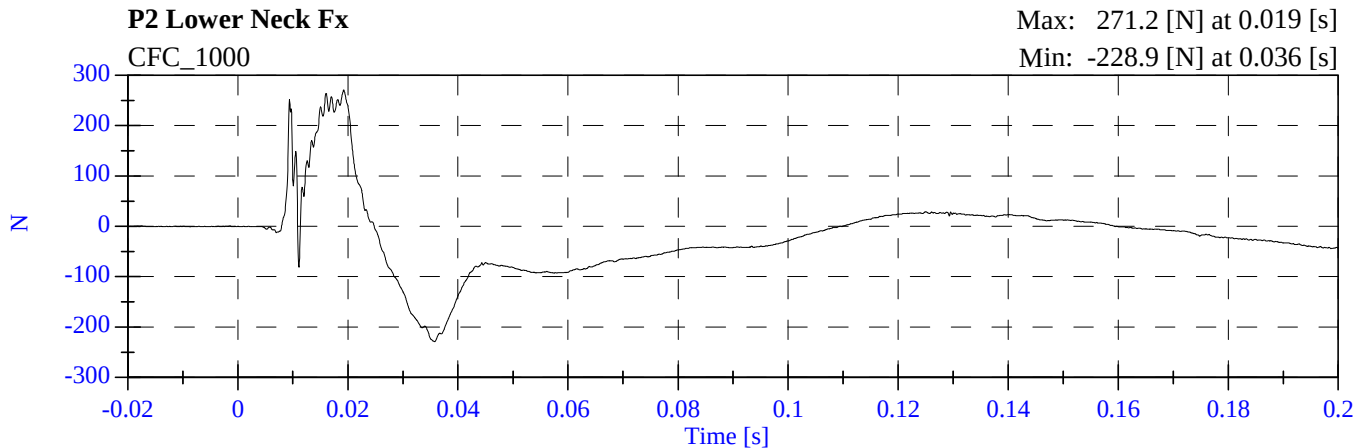
2006 TWG Test 1 2006 Cadillac DTS

M60103TWG2 - June 07, 2006



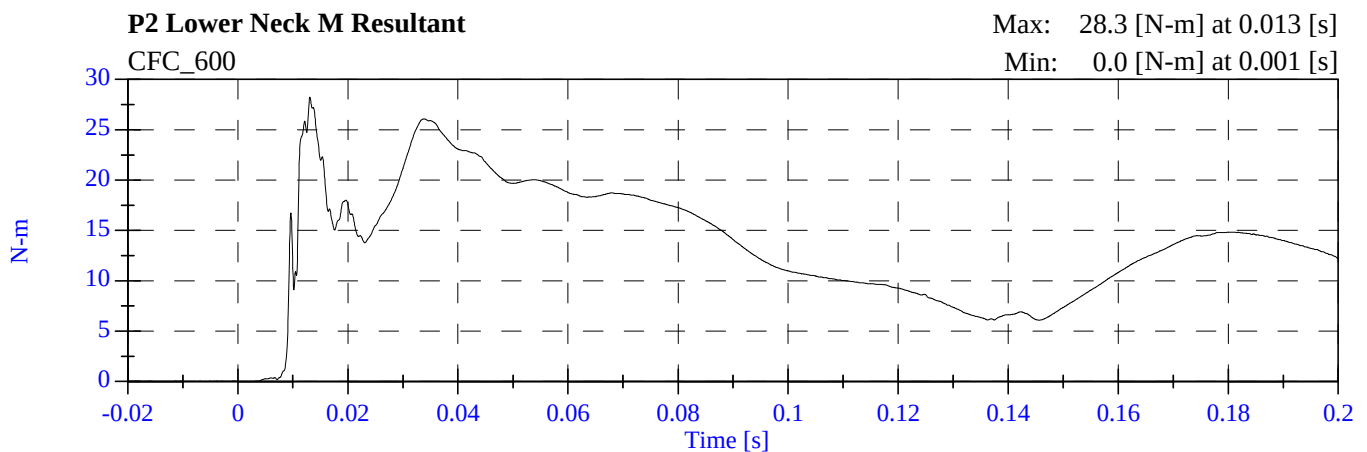
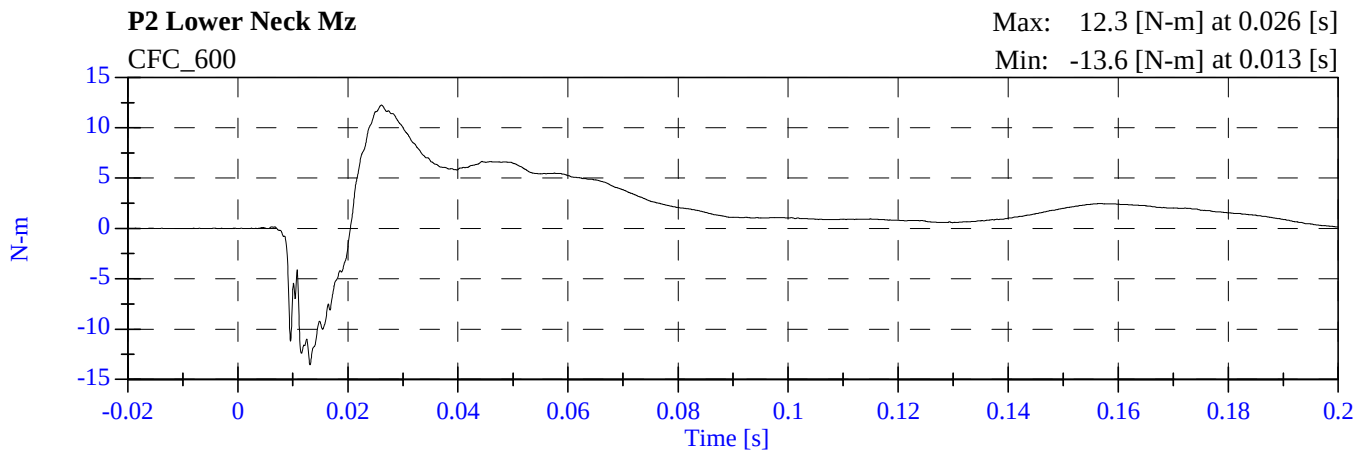
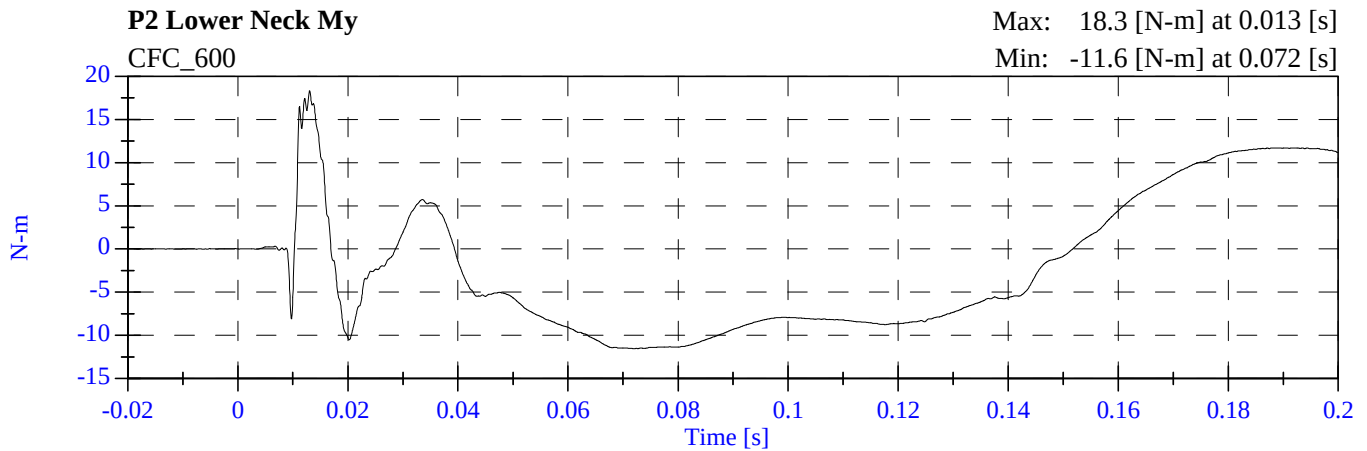
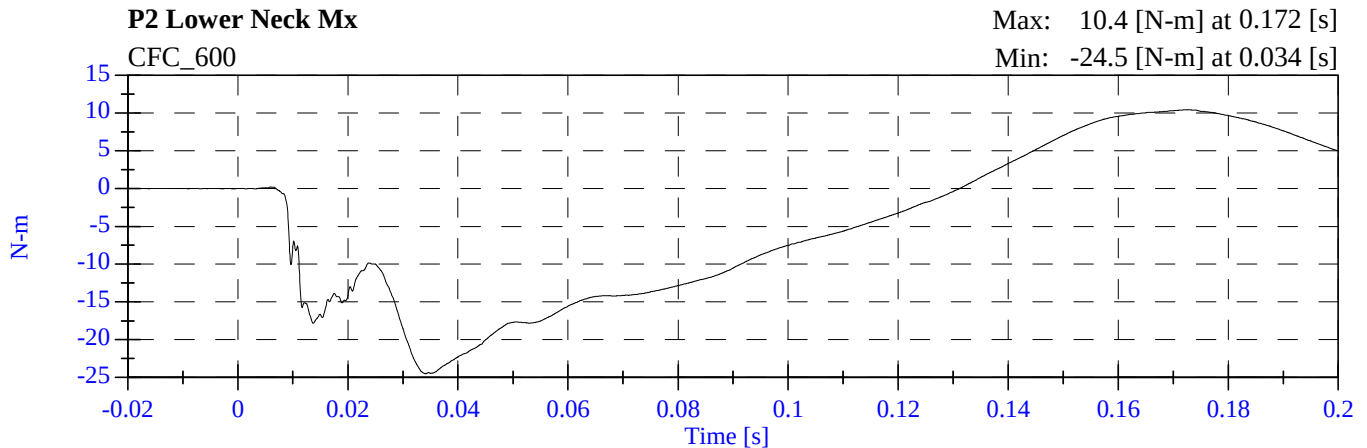
2006 TWG Test 1 2006 Cadillac DTS

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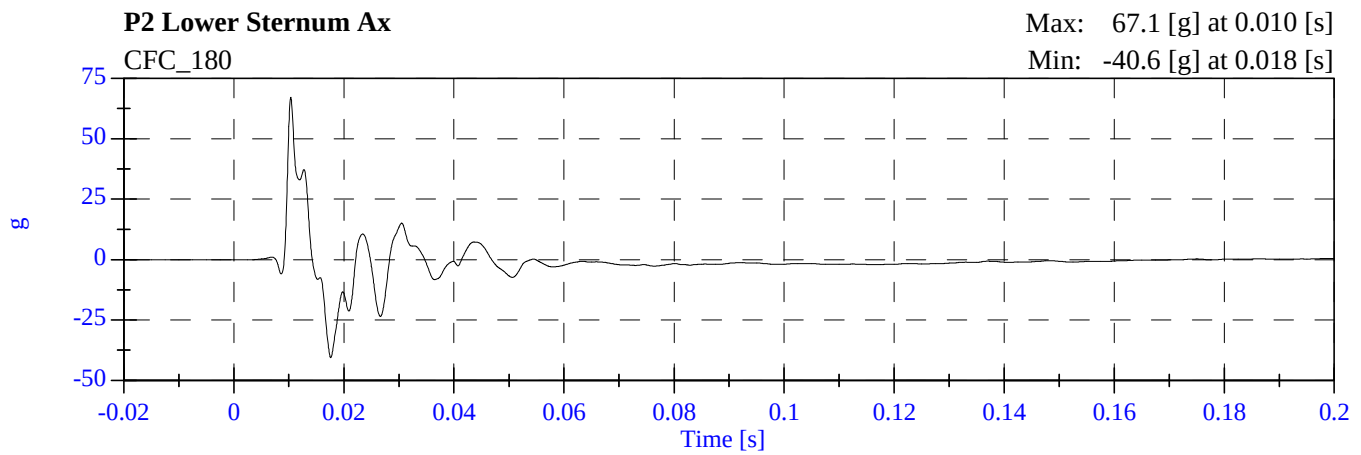
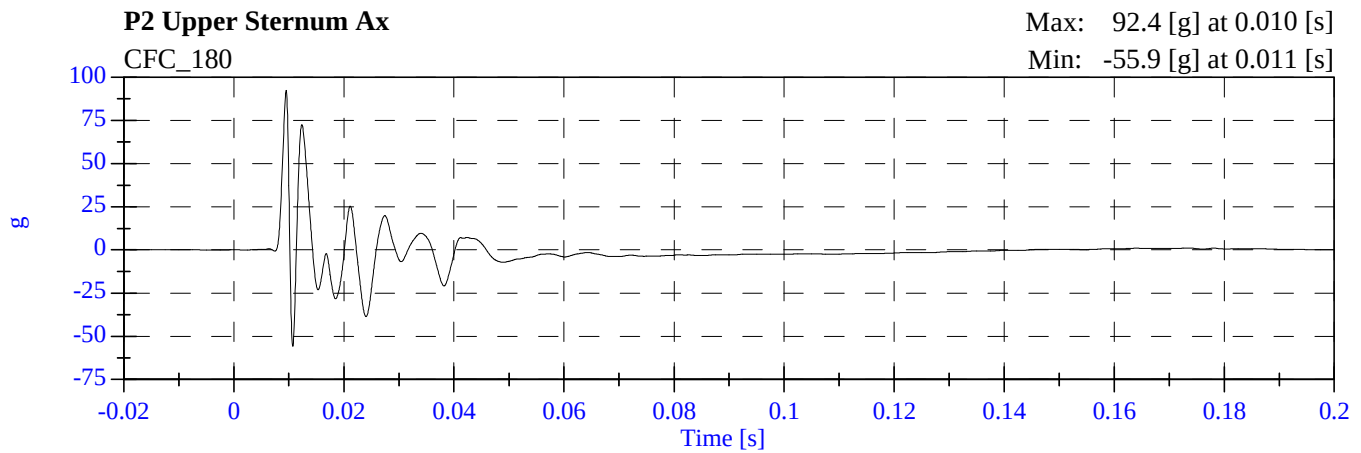
2006 TWG Test 1 2006 Cadillac DTS

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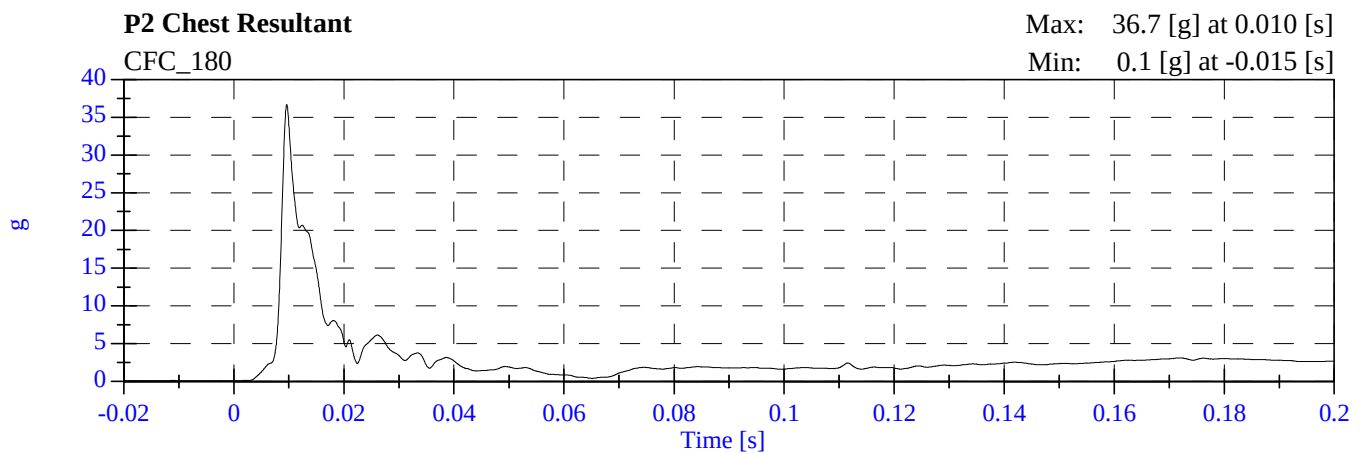
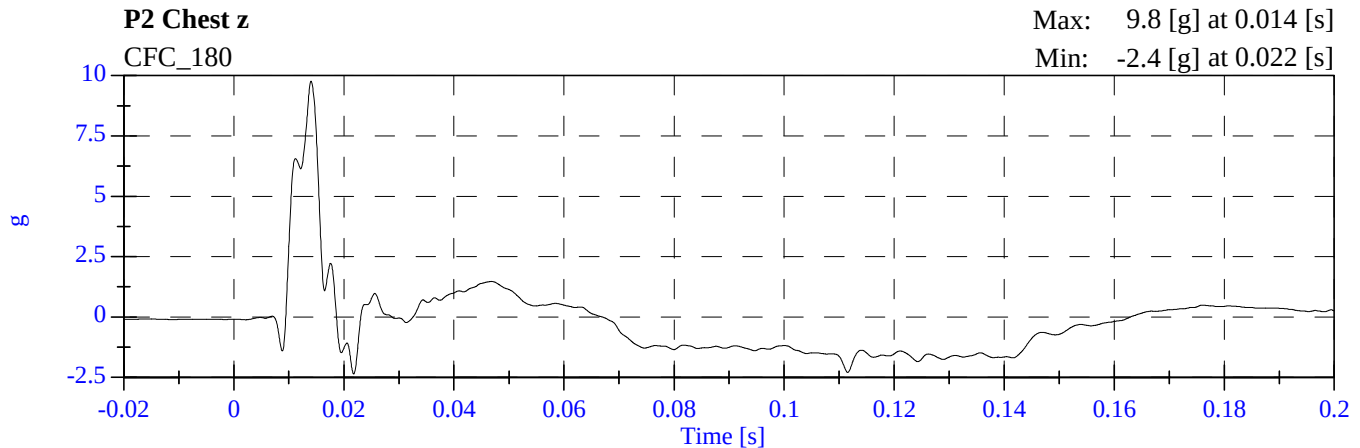
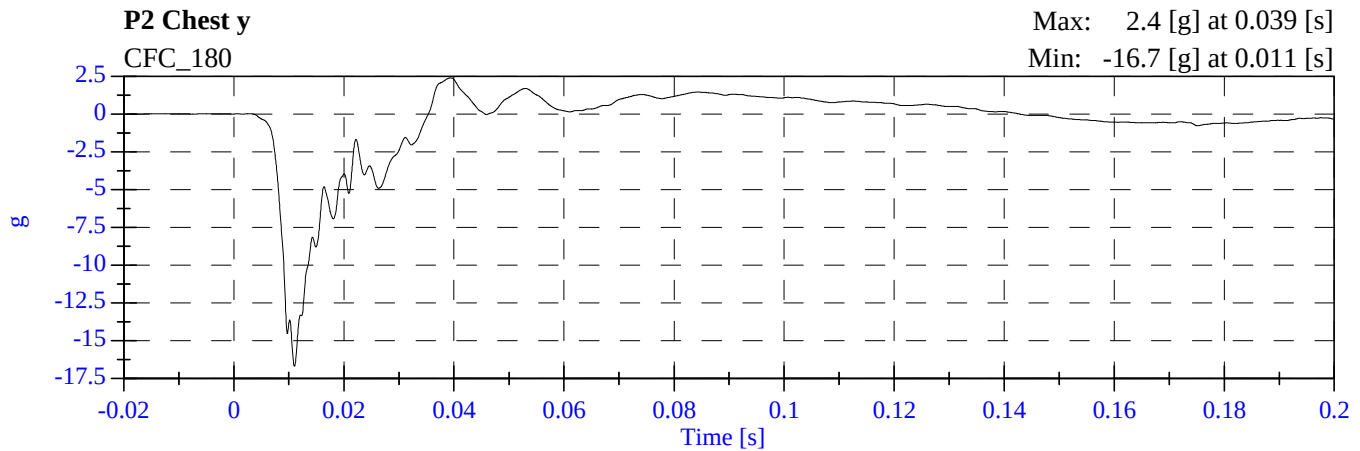
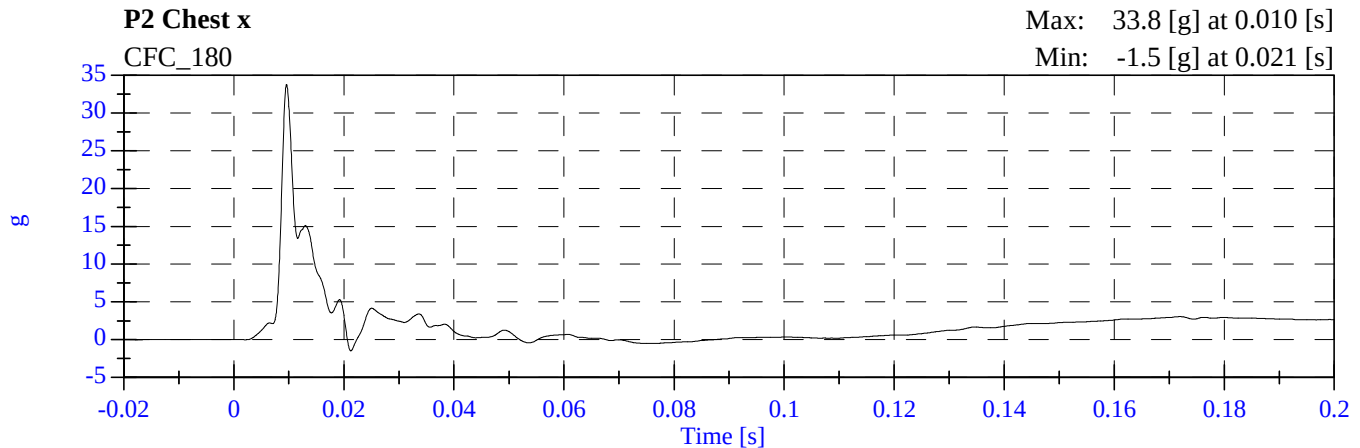
2006 TWG Test 1 2006 Cadillac DTS

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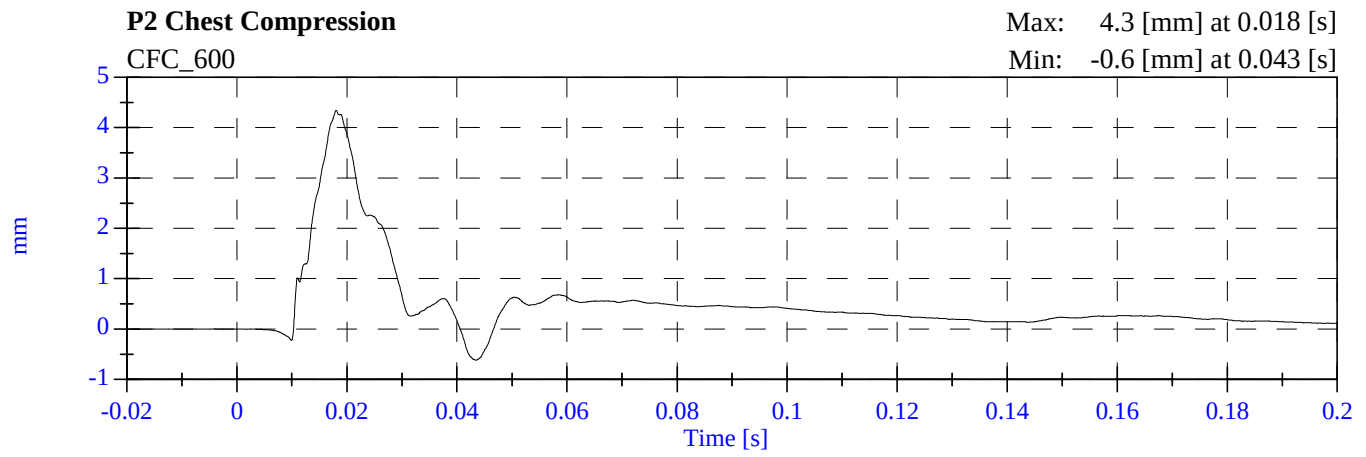


2006 TWG Test 1 2006 Cadillac DTS

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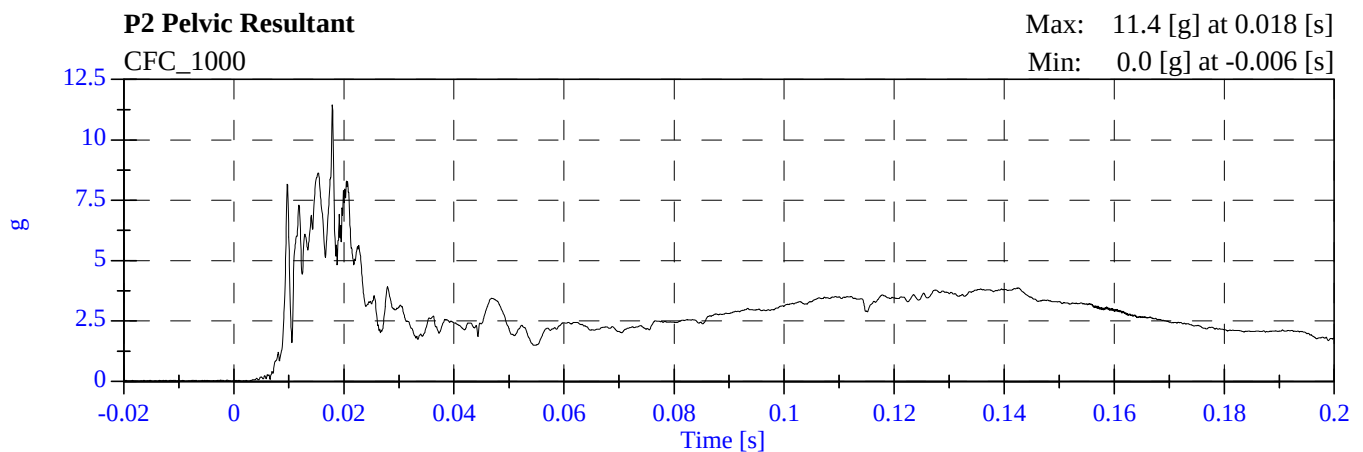
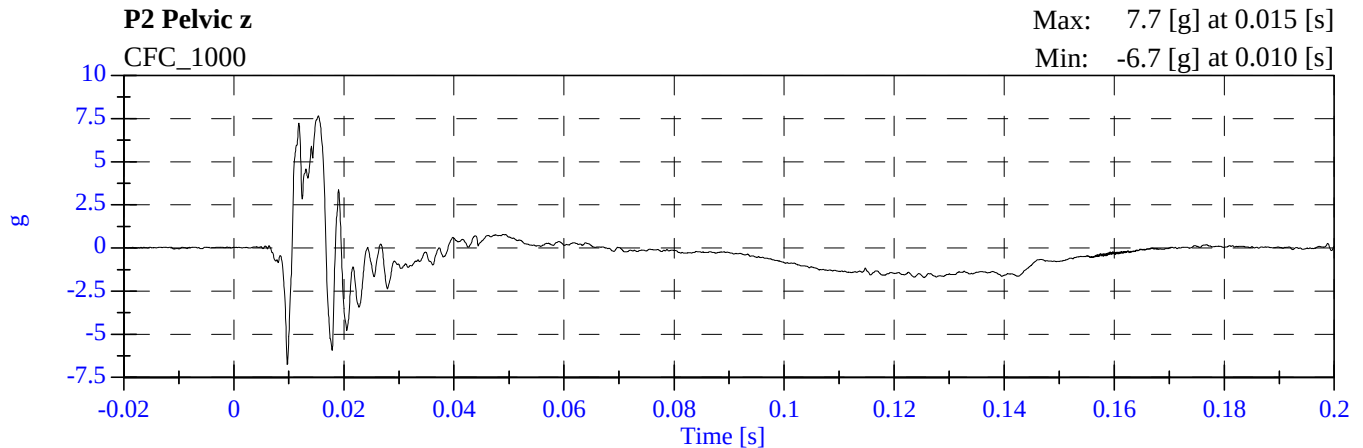
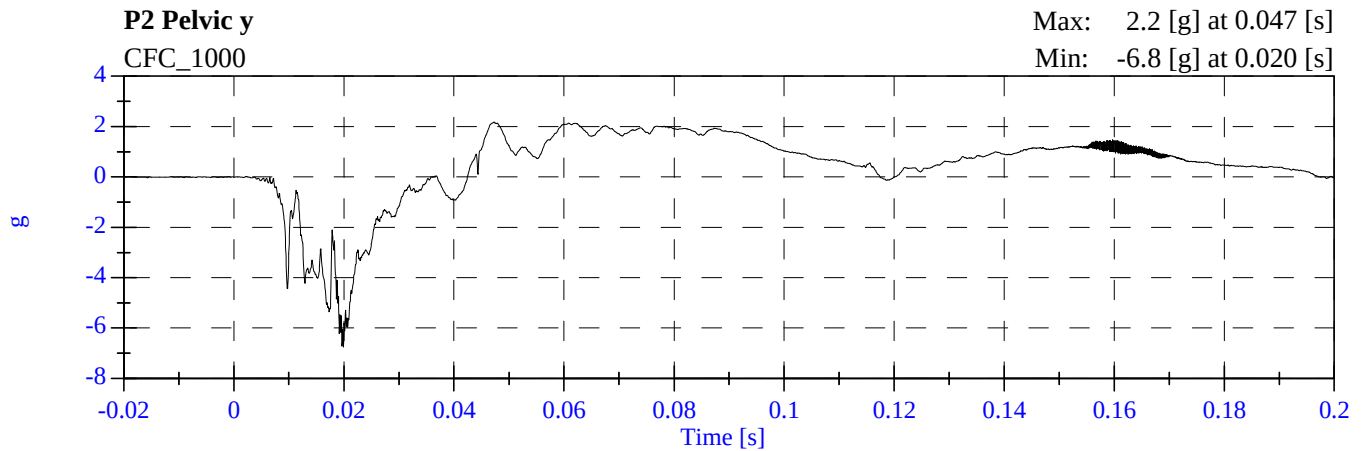
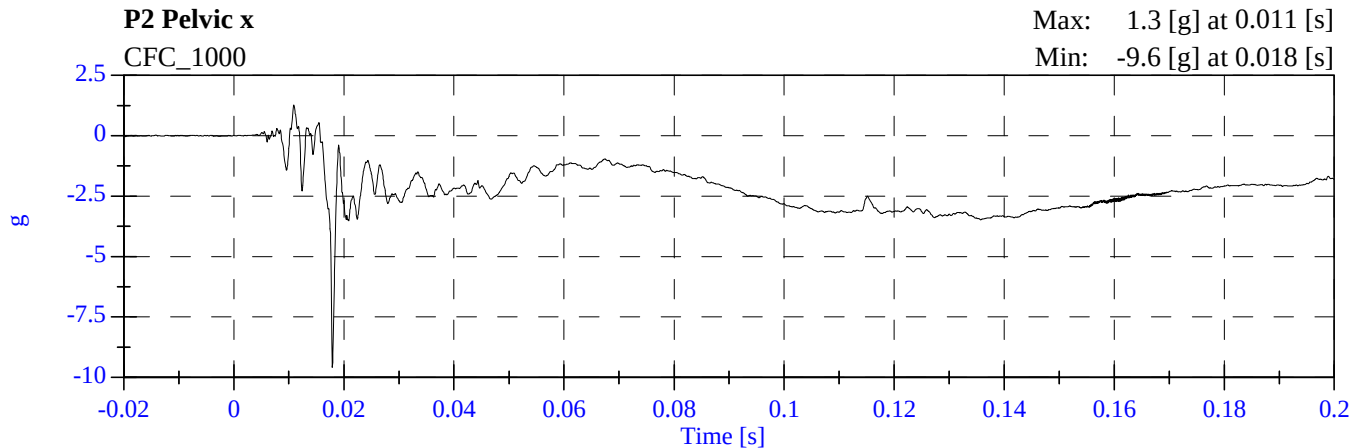


2006 TWG Test 1 2006 Cadillac DTS
M60103TWG2 - June 07, 2006



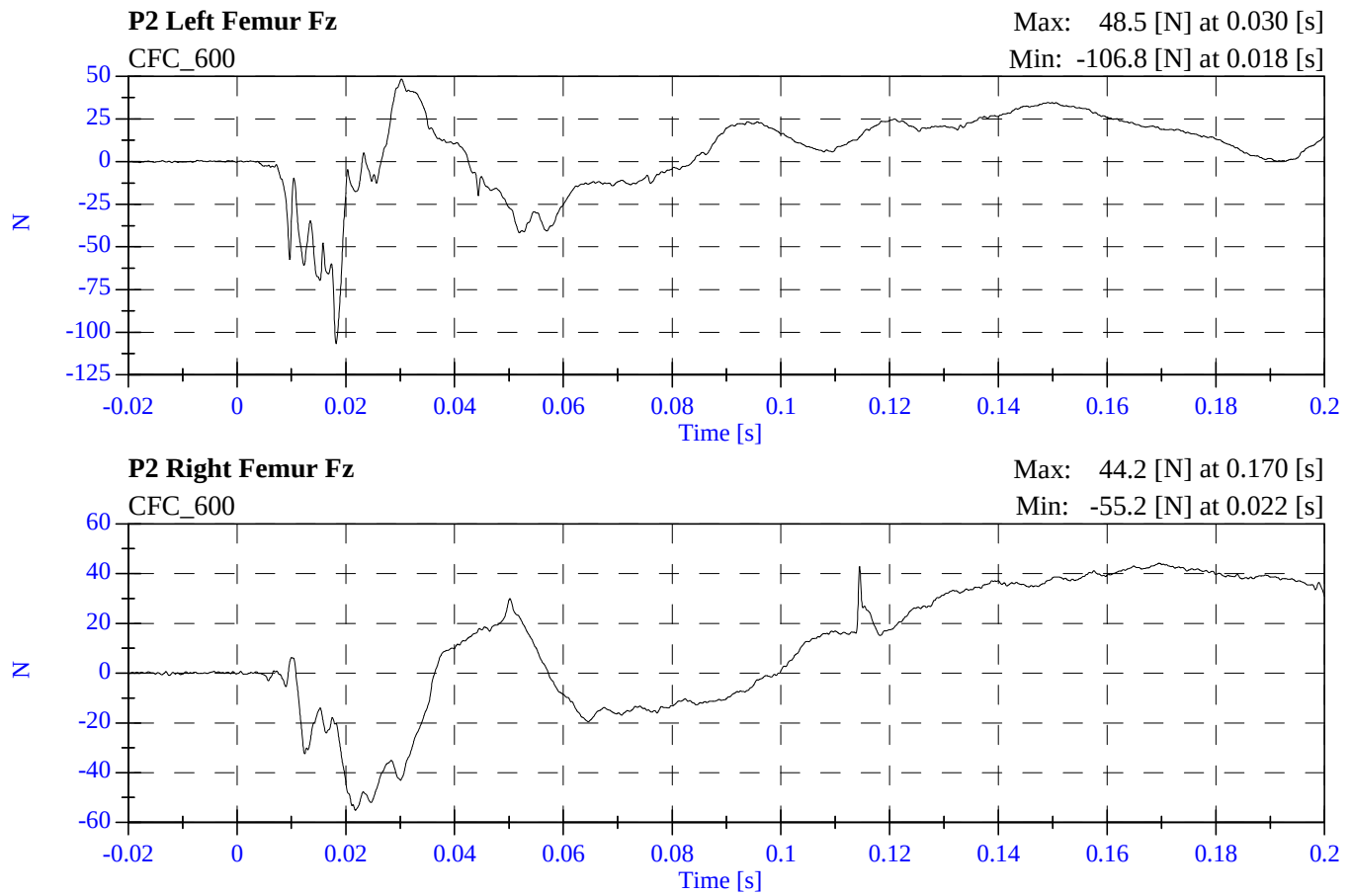
2006 TWG Test 1 2006 Cadillac DTS

M60103TWG2 - June 07, 2006



2006 TWG Test 1 2006 Cadillac DTS

M60103TWG2 - June 07, 2006



APPENDIX C

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

P572N INSTRUMENTATION

	POSITION #2 (RIGHT FRONT) SERIAL NO.: 186		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD AX	AC-04J04I20-Z23	ENTRAN	11-Apr-06
HEAD AY	AC-04J04I01-R12	ENTRAN	14-Apr-06
HEAD AZ	AC-02I02I16-A08	ENTRAN	14-Apr-06
UPPER NECK FX	LC-175Fx	DENTON	03-May-06
UPPER NECK FY	LC-175Fy	DENTON	03-May-06
UPPER NECK FZ	LC-175Fz	DENTON	03-May-06
UPPER NECK MX	LC-175Mx	DENTON	03-May-06
UPPER NECK MY	LC-175My	DENTON	03-May-06
UPPER NECK MZ	LC-175Mz	DENTON	03-May-06
LOWER NECK FX	LC-138Fx	DENTON	18-May-06
LOWER NECK FY	LC-138Fy	DENTON	18-May-06
LOWER NECK FZ	LC-138Fz	DENTON	18-May-06
LOWER NECK MX	LC-138Mx	DENTON	18-May-06
LOWER NECK MY	LC-138My	DENTON	18-May-06
LOWER NECK MZ	LC-138Mz	DENTON	18-May-06
UPPER STERNUM AX	AC-02A16-A26	ENTRAN	14-Apr-06
LOWER STERNUM AX	AC-99H12-F24	ENTRAN	11-Apr-06
CHEST AX	AC-04J04I08-F25	ENTRAN	11-Apr-06
CHEST AY	AC-03E03E20-N05	ENTRAN	11-Apr-06
CHEST AZ	AC-03E03D30-N08	ENTRAN	10-Apr-06
CHEST DISPLACEMENT X	DS-186	SERVO	10-May-06
PELVIS AX	AC-04J04I01-R06	ENTRAN	22-May-06
PELVIS AY	AC-03E03D30-N03	ENTRAN	14-Apr-06
PELVIS AZ	AC-03D03D16-F04	ENTRAN	10-Apr-06
LEFT FEMUR FZ	LC-247	DENTON	18-May-06
RIGHT FEMUR FZ	LC-248	DENTON	16-May-06