

REPORT NUMBER: 208-MGA-2006-006

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

**General Motors Corporation
2006 Buick Lucerne Passenger Car
NHTSA No.: C60105**

**PREPARED BY:
MGA RESEARCH CORPORATION
5000 WARREN ROAD
BURLINGTON, WI 53105**



Test Dates: May 12, 2006 – July 25, 2006

Final Report Date: December 13, 2006

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
MAIL CODE: NVS-220
400 SEVENTH STREET, SW, ROOM 6115
WASHINGTON, D.C. 20590**

This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-03-D-11002.

This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

Prepared by: Jeff Lewandowski Date: December 13, 2006
Jeff Lewandowski, Project Engineer

Reviewed by: David Winkelbauer Date: December 13, 2006
David Winkelbauer, Facility Director

FINAL REPORT ACCEPTED BY OVSC:

Accepted By: Charles R. Case

Acceptance Date: December 13, 2006

Technical Report Documentation Page

1. Report No. 208-MGA-2006-006	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 208 Compliance Testing of a 2006 Buick Lucerne NHTSA No.: C60105		5. Report Date December 13, 2006	
		6. Performing Organization Code MGA	
7. Author(s) Jeff Lewandowski, Project Engineer		8. Performing Organization Report No. 208-MGA-2006-006	
9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105		10. Work Unit No.	
		11. Contract or Grant No. DTNH22-03-D-11002	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Enforcement Office of Vehicle Safety Compliance 400 Seventh St., S.W., Room 6115 NVS-220 Washington, D.C. 20590		13. Type of Report and Period Covered 5/12/06-12/13/06	
		14. Sponsoring Agency Code NVS-220	
15. Supplementary Notes			
16. Abstract Compliance tests were conducted on the subject 2006 Buick Lucerne in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP208-13 for the determination of FMVSS 208 compliance. Test failures identified were as follows: TEST FAILURES: None			
17. Key Words Frontal Impact 40 kmph Vehicle Safety Compliance Testing FMVSS 208, "Occupant Crash Protection" FMVSS 212, "Windshield Mounting" FMVSS 219, (partial), "Windshield Zone Intrusion" FMVSS 301, "Fuel System Integrity"		18. Distribution Statement Copies of this report are available from the following: NHTSA Technical Information Services (TIS), Mail Code: NPO-230 400 Seventh Street, S.W., Room 5108 Washington, D.C. 20590 Tel. No.: (202) 366-4946	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 333	22. Price

Form DOT F1700.7 (8-72)

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)	6
5 Test Data Sheets	7
 <u>Data Sheet</u>	
1 COTR Vehicle Work Order	8
2 Report of Vehicle Condition	12
3 Certification Label and Tire Placard Information	14
4 Rear Outboard Seating Position Seat Belts	15
5 Air Bag Labels	16
6 Readiness Indicator	28
7 Passenger Air Bag Manual Cut-Off Device	29
8 Lap Belt Lockability	33
9 Seat Belt Warning System	45
10 Belt Contact Force	47
11 Latch Plate Access	53
12 Seat Belt Retraction	55
13 Seat Belt Guides and Hardware	57
14 Marking of Reference Points for Various Test Positions & Points	65
15 H-point Determination for 50 th Percentile Male Dummy	77
16 Air Bag Suppression Telltale	83
17 Suppression Test Using 12-Month CRABI Dummy	84
18 Suppression Test Using Newborn Infant Dummy	91
19 Suppression Test Using 3-YO Dummy and Booster Seats	92
20 Suppression Test Using 3-YO Dummy and Fwd Facing Restraints	94
21 Suppression Test Using an Unbelted 3-YO Dummy	97
22 Suppression Test Using 6-YO Dummy and Booster Seats	98
23 Suppression Test Using an Unbelted 6-YO Dummy	101
29 Summary of Low Risk Deployment Using an Unbelted 5 th % Dummy Position 1	102
30 Summary of Low Risk Deployment Using an Unbelted 5 th % Dummy Position 2	103
32 Vehicle Weight, Fuel Tank, and Attitude Data	104
33 Vehicle Accelerometer Locations and Measurements	108
34 Photographic Targets	111

<u>Data Sheet</u>		<u>Page No</u>
35	Camera Locations	117
36	Dummy Positioning	119
37	Dummy Measurements	128
38	Crash Test	131
40	Accident Investigation Measurements	133
41	Windshield Mounting (FMVSS 212)	135
42	Windshield Zone Intrusion (FMVSS 219)	137
43	Fuel System Integrity (FMVSS 301)	139

Appendix

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

The tests performed are 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 2006 Buick Lucerne, NHTSA No. C60105, 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. TP208-13 dated July 27, 2005.

SECTION 2

TESTS PERFORMED

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
 Test Dates: 5/12/06-7/25/06

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
X	23.	FMVSS 212 Indicant Test
X	24.	FMVSS 219 Indicant Test
X	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 all of the performance requirements to which it was tested.

SECTION 3

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
 Test Date: 6/21/06

5th Percentile Female Low Risk Deployments

5th Percentile Female SN 505 Position 1 (Chin On Module) 6-21-06

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	32
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	68.0
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	7.4
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	178.1
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	219.1
Neck Tension	2070 N	1008
Neck Compression	2520 N	166
Chest g	60 g	13
Chest Displacement	52 mm	8
Left Femur	6805 N	93
Right Femur	6805 N	132

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 245 ms

5th Percentile Female SN 511 Position 2 (Chin On Rim) 6-21-06

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	11
Peak Nij (Nte)	1.0	0.4
Time (ms)	NA	32.8
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	24.2
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	163.4
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	59.4
Neck Tension	2070 N	676
Neck Compression	2520 N	91
Chest g	60 g	19
Chest Displacement	52 mm	18
Left Femur	6805 N	86
Right Femur	6805 N	22

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 245 ms

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
 Test Dates: 5/12/06-7/25/06

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: 1944.6 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	35	109
N _{te}	1.0	0.1	0.1
N _{tf}	1.0	0.1	0.2
N _{ce}	1.0	0.1	0.1
N _{cf}	1.0	0.2	0.1
Neck Tension	4170 N	424	669
Neck Compression	4000 N	481	136
Chest g	60 g	23	24
Chest Displacement	63 mm	18	6
Left Femur	10,000 N	3174	4377
Right Femur	10,000 N	4460	3083

SECTION 4

DISCUSSION OF TESTS

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
Test Date: 5/12/06-7/25/06

The vehicle appeared to meet all performance requirements.

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

Prior to the frontal impact the Instrument Panel (X) accelerometer was removed at the request of the COTR due to the deployment characteristics of the passenger air bag.

SECTION 5
TEST DATA SHEETS

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
Test Dates: 5/12/06-7/25/06

DATA SHEET 1

COTR VEHICLE WORK ORDER

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
 Test Date: 5/12/06-7/25/06

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 |
| ☒ | 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

X	Britax Roundabout 161	X	Full Rearward	X	Mid Position	X	Full Forward
X	Century Encore 4612	X	Full Rearward	X	Mid Position	X	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
X	Evenflo Medallion 254	X	Full Rearward	X	Mid Position	X	Full Forward

Section D

	Britax Roadster 9004		Full Rearward		Mid Position		Full Forward
X	Century Next Step 4920	X	Full Rearward	X	Mid Position	X	Full Forward
X	Cosco High Back Booster 02-442	X	Full Rearward	X	Mid Position	X	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

- X** **15.** Suppression tests with 3-year-old dummy (Part 572, Subpart P) in the following Forward, Middle, and Rearward seat track positions

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

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

- X 19. Suppression tests with 6-year-old dummy (Part 572, Subpart N) in the following Forward, Middle, and Rearward seat track positions

X	Sitting on seat with back against seat back (S22.2.2.1)
X	Sitting on seat with back against reclined seat back (S22.2.2.2)
X	Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
X	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)

- X 21. Test of Reactivation of the Passenger Air Bag System with an Unbelted 5th 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 5th 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

- | | | |
|-------------------------------------|-----|--|
| ☐ | 24. | Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) in the following positions |
| ☐ | | Position 1 |
| ☐ | | Position 2 |
| ☐ | 25. | Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) in the following positions |
| ☐ | | Position 1 |
| ☐ | | Position 2 |
| ☒ | 26. | Low risk deployment test with 5 th percentile female dummy (Part 572, Subpart O) in the following positions |
| ☒ | | Position 1 |
| ☒ | | Position 2 |
| ☒ | 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)) |
| ☒ | | 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)) |
| ☒ | | 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) – Test Speed: |
| ☐ | 28. | Sled Test: Unbelted 50 th male dummy driver and passenger (S13) |
| ☐ | 29. | FMVSS 204 Indicant Test |
| ☒ | 30. | FMVSS 212 Indicant Test |
| ☒ | 31. | FMVSS 219 Indicant Test |
| ☒ | 32. | FMVSS 301 Frontal Indicant Test |

DATA SHEET 2
REPORT OF VEHICLE CONDITION

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
Test Date: 5/12/06 -7/25/06

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

Date: 8/3/06

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

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2006 Buick Lucerne Passenger Car
MANUFACTURE DATE: 12/05
NHTSA NO. C60105 GVWR: 2221 kg (4896 lbs)
BODY COLOR: Silver GAWR (Fr): 1186 kg (2614 lbs)
VIN: 1G4HP57216U155236 GAWR (Rr): 1035 kg (2282 lbs)

ODOMETER READINGS: ARRIVAL (miles): 21 DATE: 5/5/06
COMPLETION (miles): 34 DATE: 7/25/06

PURCHASE PRICE: (\$) 26,101

DEALER'S NAME: Harms Motors; PO Box 910; Lake Geneva WI 53147

- 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: X Yes 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: 2006 Buick Lucerne NHTSA NO. C60105

REMARKS:

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

Spare tire, jack and tools, rear seat cushion, and trunk interior

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: 8/3/2006

APPROVED BY: David Winkelbauer DATE: 8/3/2006

#####

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: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Nick Kosinski

NHTSA No.: C60105
Test Date: 7/25/06

Certification Label	
Manufacturer:	General Motors Corporation
Date of Manufacture:	12/05
VIN:	1G4HP57216U155236
Vehicle Certified As (Pass. Car/MPV/Truck/Bus):	Passenger Car
Front Axle GVWR:	1186 kg (2614 lbs)
Rear Axle GVWR:	1035 kg (2282 lbs)
Total GVWR:	2221 kg (4896 lbs)

Tire Placard	
Not applicable, vehicle is not a passenger car and does not have a tire placard.	Passenger Car
This is not a passenger car, but all or part of this information is still contained on a vehicle label and is reported here.	Passenger Car
Vehicle Capacity Weight:	488 kg (1076 lbs)
Designated Seating Capacity Front:	3
Designated Seating Capacity Rear:	3
Total Designated Seating Capacity:	6
Recommended Cold Tire Inflation Pressure Front:	210 kpa (30 psi)
Recommended Cold Tire Inflation Pressure Rear:	210 kpa (30 psi)
Recommended Tire Size:	P225/60R16

Signature: 

Date: 7/25/06

DATA SHEET 4

REAR OUTBOARD SEATING POSITION SEAT BELTS

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

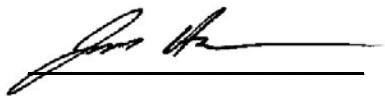
NHTSA No.: C60105
Test Date: 5/12/06

	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: _____



Date: _____

5/12/06

DATA SHEET 5
AIR BAG LABELS (S4.5.1)

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

NHTSA No.: C60105
Test Date: 5/12/06

- ☒ 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? (3/19/01 legal interpretation to Todd Mitchell)
- ☐ 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
- ☒ 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 3.2 and skip 3.1
- ☐ 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 the label or sun visor? (S4.5.1(b)(1)) (3/19/01 legal interpretation to Todd Mitchell)
- ☐ 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))
		The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label and on the top by line that borders the yellow heading area. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
		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 on 9/1/03 and later. (S4.5.1(b)(3))
☒	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)(3)) (3/19/01 legal interpretation to Todd Mitchell)
		☒ Driver Side, Yes – Pass
		☐ Driver Side, No – Fail
		☒ Passenger Side, Yes – Pass
		☐ Passenger Side, No – Fail

X

3.2.2

Does the label conform in content to the label shown in 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 8. Sun Visor Label Visible when Visor is in Down Position.



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

3.2.3

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

3.2.4

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** 3.2.5 Is the message area at least 30 cm²? (S4.5.1(b)(3)(ii)) The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label. The top edge of the pictogram area is defined by a horizontal line midway between the uppermost edge of the pictogram and the lowermost edge of the text. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
- Driver Side: Length 9.0 cm, Width 3.7cm
 Passenger Side: Length 9.0 cm, Width 3.7cm
 Actual message area 33.3 cm²
- X** Driver Side, Yes – Pass
☐ Driver Side, No – Fail
X Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- X** 3.2.6 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** 3.2.7 Is the pictogram at least 30 mm (1.2 inches) in length? (S4.5.1(b)(3)(iii))
- Driver Side: Length 90 mm
 Passenger Side: Length 90 mm
- X** Driver Side, Yes – Pass
☐ Driver Side, No – Fail
X Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- X** 3.3 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** 3.4 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

- ☒ 3.5 Does the driver side visor contain a rollover-warning label on the same side of the visor as the air bag warning label?
 ___ Yes, go to 3.6.1
☒ No, go to 4 (skipping 3.5.1 through 3.5.3)
- ☐ 3.5.1 Are both the rollover-warning label and the air bag warning label surrounded by a continuous solid-lined border?
 ___ Yes, go to 3.5.2 and skip 3.5.3
 ___ No, go to 3.5.3 and skip 3.5.2
- ☐ 3.5.2 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))
 _____ actual distance
- ☐ 3.5.3 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))
 _____ actual distance
 ___ Yes-Pass ___ **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
☐ Driver Side, No
☒ Passenger Side, Yes
☐ Passenger Side, No
- ☐ 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)) (3/19/01 legal interpretation to Todd Mitchell)
☐ 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))

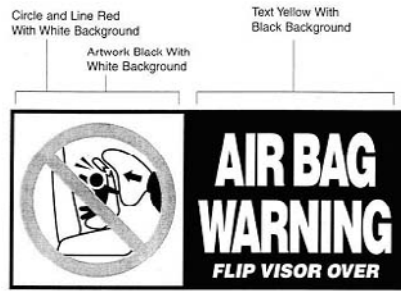


Figure 6c. Sun Visor Label Visible When Visor is in Up Position.

- ☐ 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 cm²? (S4.5.1(c)(1)) The message area consists of the black part of the label.

Driver Side: Length_____, Width_____

Passenger Side: Length_____, Width_____

Actual message area _____ cm²

- ☐ 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(e)(3))
		☒ 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)(3))
		☒ Yes – Pass
		☐ No – Fail
☒	5.1.2	Is the label clearly visible from all front seating positions? (S4.5.1(e)(3))
		☒ Yes – Pass
		☐ No - Fail

- ☒ 5.1.3 Does the label conform in content to the label shown in Figure 12? (S4.5.1(e)(3)) **Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” Vehicles without back seats or too small to accommodate a rear-facing child restraint consistent with S4.5.4.1 as determined in DATA SHEET 7 may omit the statement “Never put a rear-facing child seat in the front.” (S4.5.1(e)(3)(iii))**

☒ Yes – Pass
☐ No - Fail

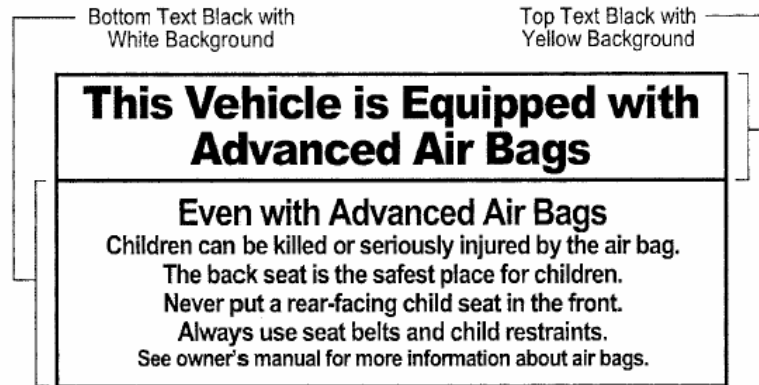


Figure 12. Removable Label on Dash.

- ☒ 5.1.4 Is the heading area yellow with black text? (S4.5.1(e)(3)(i))

☒ Yes – Pass
☐ No - Fail

- ☒ 5.1.5 Is the message white with black text? (S4.5.1(e)(3)(ii))

☒ Yes – Pass
☐ No - Fail

- ☒ 5.1.6 Is the message area at least 30 cm²? (S4.5.1(e)(3)(ii)) The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)

Length 10.5 cm Width 5.0 cm

Actual message area 52.5 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)(1)(iii))

☐ Yes – Pass

☐ No - Fail



Figure 7. Removable Label on Dash.

- ☐ 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)) The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)

Length _____, Width _____

Actual message area _____ cm²

☐ Yes – Pass

☐ No - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: _____

Date: 5/12/06

DATA SHEET 6

FMVSS 208 READINESS INDICATOR (S4.5.2)

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

NHTSA No.: C60105
Test Date: 5/12/06

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: *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: 

Date: 5/12/06

DATA SHEET 7

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

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

- | | | | |
|---|---------|---|---|
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">X</div> | 1. | | Is the vehicle equipped with an on-off switch that deactivates the air bag installed at the right front outboard seating position? |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | Yes, go to 2 |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">X</div> | No, this sheet is complete |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 2. | | Does the vehicle have any forward-facing rear designated seating positions? (S4.5.4.1(a)) |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | Yes, go to 3 |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | No, go to 4 |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3. | | Verification there is room for a child restraint in the rear seat behind the driver's seat. (S4.5.4(b)) |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.1 | | Using all the controls that affect the fore-aft movement of the seat, move the seat to the rearmost position. Mark this position. |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | N/A, the seat does not have fore-aft adjustment |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.2 | | Using all the controls that affect the fore-aft movement of the seat, move the seat to the foremost position. Mark this position. |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | N/A, the seat does not have fore-aft adjustment |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.3 | | Move the seat to the middle of the foremost and rearmost positions. (S8.1.2) |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | N/A, the seat does not have a fore-aft adjustment |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.4 | | If the driver's seat height is adjustable, use all the controls that affect height to put it in the lowest position while maintaining the middle fore-aft position. (S8.1.2) |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | N/A, No seat height adjustment |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.5 | | Position the driver's seat adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | N/A, No lumbar adjustment |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.6 | | The driver's 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) |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | N/A, No seat back angle adjustment |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | Manufacturer's design driver's seat back angle _____ |
| | | <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | Tested driver's seat back angle _____ |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.7 | | Is the driver seat a bucket seat? |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | | | ___ Yes, go to 3.7.1 and skip 3.7.2. |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | | | ___ No, go to 3.7.2 and skip 3.7.1. |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.7.1 | | Bucket seats: |
| <div style="background-color: yellow; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;"></div> | 3.7.1.1 | | Locate and mark a vertical Plane B through the longitudinal centerline of the driver's seat cushion. The longitudinal centerline of a bucket seat cushion is determined at SgRP. (S16.3.1.10) (S4.5.4.1(b)(1)) |

- ☐ 3.7.1.2 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.
_____ mm distance
___less than 720 mm – Pass
___more than 720 mm – **FAIL**
Go to 4

☐ 3.2 Bench seats (including split bench seats):

- ☐ 3.7.2.1 Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline. (S4.5.4.1(b)(2))

- ☐ 3.7.2.2 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.
_____ mm distance
___less than 720 mm – Pass
___more than 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" or "PASS 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:

A handwritten signature in dark ink, appearing to be "John H.", is written over a horizontal line.

Date:

5/12/06

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: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Nick Kosinski

NHTSA No.: C60105
Test Date: 3/24/06

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 REAR (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.	Place any adjustable seat belt anchorage in the lowest adjustment position.	
		☒ N/A The anchorage is not adjustable.	
☒	5.	Buckle the seat belt. (S7.1.1.5(c)(1))	
☒	6.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
☒	7.	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))	
☒	8.	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 8.1	
		☐ No, go to 9.	
☒	8.1	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	

- | | |
|---|--|
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>9. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>10. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>Measured distance between A and B (inches): <u>67 inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>12. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>Measured force application angle (Spec. 5-15 degrees): <u>10°</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>13. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>Measured distance between A and B (inches): <u>35 inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>14. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): <u>20lbs./sec</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>Measured distance between A and B (inches) (S7.1.1.5(c)(6)): <u>35 1/2 inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>16. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>Measured force application angle <u>10°</u> (spec. 5 - 15 degrees)</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>17. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin: 5px 0;">X</div> | <p>Measured distance between A and B <u>15 inches</u></p> |

- ☒ 18. 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 20lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B 15 1/2 inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both?
(S7.1.1.5(c)(7))
☒ 14-13 = 35 1/2 - 35 = 1/2 inch
☒ 18-17 = 15 1/2 - 15 = 1/2 inch
☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
☒ 10-14 = 67 - 35 1/2 = 31 1/2 inches
☒ 10-18 = 67 - 15 1/2 = 51 1/2 inches
☒ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: _____

Date: 5/12/06

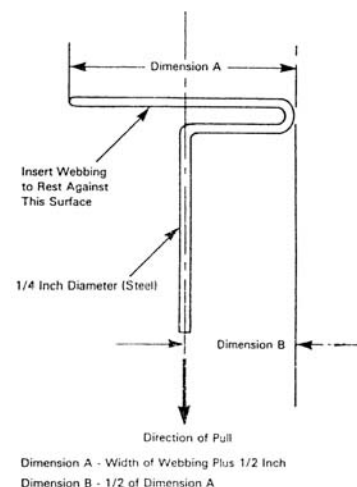


Figure 5. - Webbing Tension Pull Device

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: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

NHTSA No.: C60105
Test Date: 5/12/06

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:
(S7.1.1.5(c)(1)) (Any position is acceptable) NOT ADJUSTABLE |
| ☒ | 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. | | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| ☒ | | | N/A The anchorage is not adjustable. |
| ☒ | 5. | | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | | 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)) |
| ☒ | 8. | | 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 8.1 |
| ☐ | | | No, go to 9. |
| ☒ | 8.1 | | 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 |

- X** 9. 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))
- X** 10. 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): 68 1/4
- X**
X 11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))
- X** 12. 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): 10°
- X**
X 13. 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): 37 1/4 inches
- X**
X 14. 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)): 20lbs/sec
Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 37 3/4
- X**
X
X
X 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled
- X** 16. 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 10° (spec. 5 - 15 degrees)
- X** 17. 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 17 inches
- X** 18. 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 20 lbs/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B 18 inches (S7.1.1.5(c)(6))

- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both?
(S7.1.1.5(c)(7))
☒ $14-13 = 37 \frac{3}{4} - 37 \frac{1}{4} = \frac{1}{2} \text{ inch}$
☒ $18-17 = 18 - 17 = 1 \text{ inch}$
☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
☒ $10-14 = 68 \frac{1}{4} - 37 \frac{3}{4} = 30 \frac{1}{2} \text{ inches}$
☒ $10-18 = 68 \frac{1}{4} - 28 \frac{1}{2} = 39 \frac{3}{4} \text{ inches}$
☒ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: _____

Date: 5/12/06

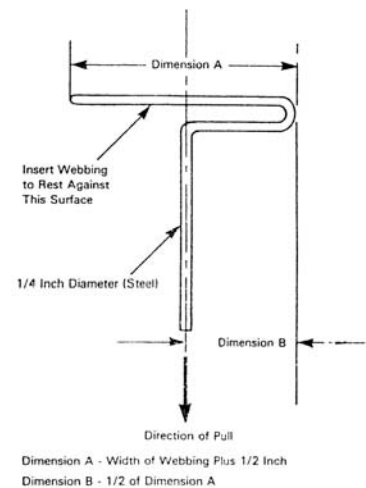


Figure 5. - Webbing Tension Pull Device

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: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

NHTSA No.: C60105
Test Date: 5/12/06

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.	Place any adjustable seat belt anchorage in the lowest adjustment position.	
☒		N/A The anchorage is not adjustable.	
☒	5.	Buckle the seat belt. (S7.1.1.5(c)(1))	
☒	6.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))	
☒	7.	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))	
☒	8.	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 8.1	
☐		No, go to 9	
☒	8.1	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	

- | | |
|--|--|
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>9. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>10. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>73 ½ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>12. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured force application angle (Spec. 5-15 degrees): <u>10°</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>13. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches): <u>44 ¾ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>14. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): <u>20lbs/sec</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B (inches) (S7.1.1.5(c)(6)): <u>45 ½ inches</u></p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>16. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured force application angle <u>10°</u> (spec. 5 - 15 degrees)</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>17. 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))</p> |
| <div style="border: 1px solid black; background-color: yellow; text-align: center; width: 30px; margin-bottom: 5px;">X</div> | <p>Measured distance between A and B <u>14 inches</u></p> |

- ☐ 18. 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 20lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B 15 1/2 inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
14-13 = 45 1/2 - 44 3/4 = 3/4 inch
18-17 = 15 1/2 - 14 = 1 1/2 inches
- ☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
10-14 = 73 1/2 - 25 1/2 = 28 inches
10-18 = 73 1/2 - 15 1/2 = 58 inches
- ☒ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: _____

Date: 5/12/06

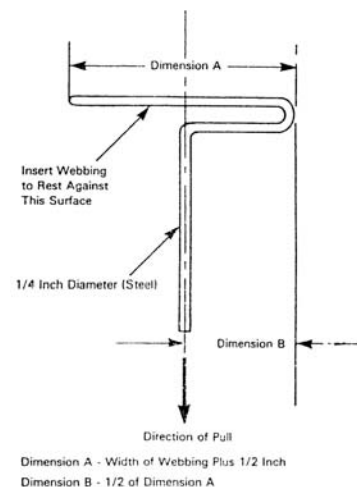


Figure 5. - Webbing Tension Pull Device

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: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

NHTSA No.: C60105
Test Date: 5/12/06

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: (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.	Place any adjustable seat belt anchorage in the lowest adjustment position.
		☒ N/A The anchorage is not adjustable.
☒	5.	Buckle the seat belt. (S7.1.1.5(c)(1))
☒	6.	Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
☒	7.	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))
☒	8.	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 8.1
		☐ No, go to 9.
☒	8.1	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

- X** 9. 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))
- X** 10. 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))
- X** Measured distance between A and B (inches): 70 inches
- X** 11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))
- X** 12. 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))
- X** Measured force application angle (Spec. 5-15 degrees): 10°
- X** 13. 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))
- X** Measured distance between A and B (inches): 40 ½
- X** 14. 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))
- X** Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 20lbs/sec
- X** Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 41 ½ inches
- X** 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled
- X** 16. 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 10° (spec. 5 - 15 degrees)
- X** 17. 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 18 ¾ inches

- ☒ 18. 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 20 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B 19 1/2 inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
14-13 = 41 1/2 - 40 1/2 = 1 inch
18-17 = 19 1/2 - 18 3/4 = 3/4 inch
- ☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
10-14 = 70 - 41 1/2 = 28 1/2 inches
10-18 = 70 - 19 1/2 = 50 1/2 inches
- ☒ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 5/12/06

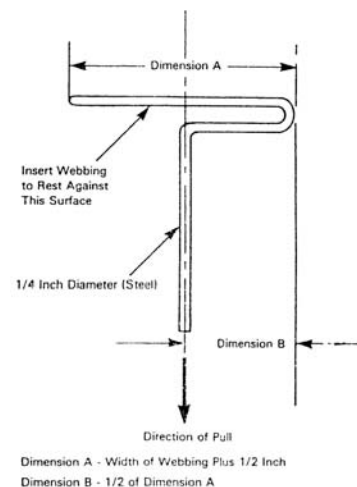


Figure 5. - Webbing Tension Pull Device

DATA SHEET 9

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

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

- | | | |
|----------|-----|---|
| 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 |
| 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: >60 |
| 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 warning light beginning with key "on" or "start" is |
| X | | Seconds: 0 |
| X | 13. | Complete the following table with the data from 4, 8, and 12 to determine which option is used. |

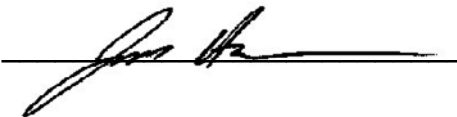
		Warning light	Warning light specification	Audible signal	Audible signal specification*
S7.3 (a)(1)	Belt stowed & key on or start	Item 8: >60sec	60 seconds minimum	Item 4: 6	4 to 8 seconds
S7.3 (a)(2)	Belt latched & key on or start	Item 12: 0	4 to 8 seconds		
	Belt stowed & key on or start	Item 8: 0	4 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.
 A voluntary audible signal after the 4 to 8 second required signal may be provided. It must be differentiated from the required signal (5/25/2001 legal interpretation to Longacre and Associates).

- ☒ 14. 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
- ☒ 15. Note wording of visual warning: (S7.3(a)(1) and S7.3(a)(2))
- ☐ Fasten seat belts
 - ☐ Fasten belts
 - ☒ Symbol 101 - 
 - ☐ FAIL – does not use any of the above wording or symbol

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 5/12/06

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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.

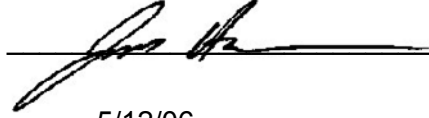
DESIGNATED SEATING POSITION:	Left Rear Passenger
------------------------------	---------------------

- | | | |
|----------|----|---|
| 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. | Is the fore-aft position of the seat adjustable? |
| | | X No- go to 5 |
| | | ☐ Yes – Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2 |
| X | 5. | Is the seat back angle adjustable? |
| | | X No- go to 6 |
| | | ☐ Yes-Use the seat back angle determined in Data Sheet 14.2 |
| X | 6. | Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure. |
| X | 7. | Fasten the seat belt latch. |
| X | 8. | 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. |
| X | 9. | 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. |
| X | | Contact Force (lb): |
| | | X 0.0 to 0.7 pounds – Pass <u>0.6 lbs.</u> |
| | | ☐ Greater than 0.7 pounds - Fail |

REMARKS:

I certify that I have read and performed each instruction.

Signature:

A handwritten signature in black ink, appearing to be "John H.", written over a horizontal line.

Date:

5/12/06

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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 |
| | | ☒ 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) |
| | | ☒ N/A, no additional support adjustment |
| X | 4. | Is the fore-aft position of the seat adjustable? |
| | | ☒ No- go to 5 |
| | | ☐ Yes – Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2 |
| X | 5. | Is the seat back angle adjustable? |
| | | ☒ No- go to 6 |
| | | ☐ Yes-Use the seat back angle determined in Data Sheet 14.2 |
| X | 6. | Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure. |
| X | 7. | Fasten the seat belt latch. |
| X | 8. | 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. |
| X | 9. | 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. |
| X | | Contact Force (lb): |
| | | ☒ 0.0 to 0.7 pounds – Pass <u>0.5 lbs.</u> |
| | | ☐ Greater than 0.7 pounds - Fail |

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 5/12/06

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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?
<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. | Is the fore-aft position of the seat adjustable?
<div style="margin-left: 20px;"> ☒ No- go to 5
 ☐ Yes – Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2 </div> |
| X | 5. | Is the seat back angle adjustable?
<div style="margin-left: 20px;"> ☒ No- go to 6
 ☐ Yes-Use the seat back angle determined in Data Sheet 14.2 </div> |
| X | 6. | Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure. |
| X | 7. | Fasten the seat belt latch. |
| X | 8. | 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. |
| X | 9. | 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. |
| X | | Contact Force (lb):
<div style="margin-left: 20px;"> ☒ 0.0 to 0.7 pounds – Pass <u>0.5 lbs.</u>
 ☐ Greater than 0.7 pounds - Fail </div> |

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 5/12/06

DATA SHEET 11

LATCH PLATE ACCESS (S7.4.4)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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:	Not Applicable For Any Position - Passenger Car
------------------------------	---

- | | | |
|---|-----|--|
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 1. | Put the seat in the forwardmost fore-aft and full down height position determined in Data Sheet 14.2. (S10.7) |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 2. | Put the seat back angle in the position determined in Data Sheet 14.2. |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 3. | Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy.) Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure. |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 4. | Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50 th percentile adult male occupant. |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 5. | Attach the inboard reach string to the base of the head following the instructions on Figure 3. |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 6. | Attach the outboard reach string to the torso sheath following the instructions on Figure 3. |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 7. | Place the latch plate in the stowed position. |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 8. | 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? |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> Yes – Pass |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> No |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 9. | Extend outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope? |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> Yes – Pass |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> No |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 10. | Is the latch plate within the inboard (item 10) or outboard (item 11) reach envelope? |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> Yes – Pass |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> No – Fail |
| <div style="background-color: yellow; width: 40px; height: 20px; margin: 5px 0;"></div> | 11. | 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? |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> Yes – Pass |
| | | <div style="display: inline-block; width: 20px; height: 20px; background-color: yellow; margin-right: 5px;"></div> No – Fail |

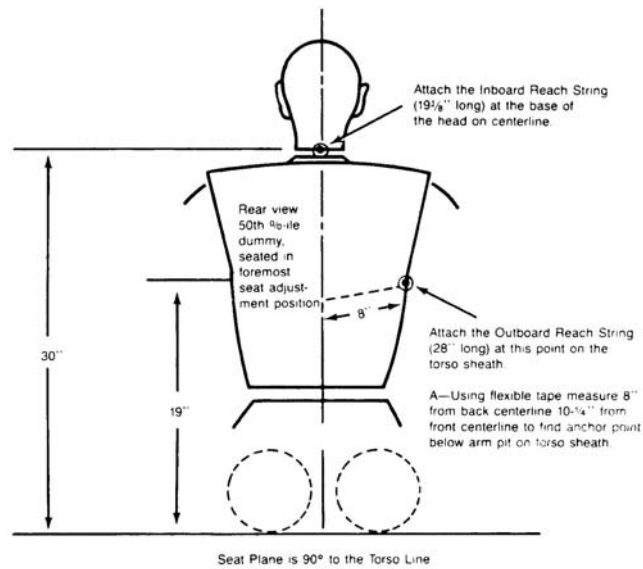


Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

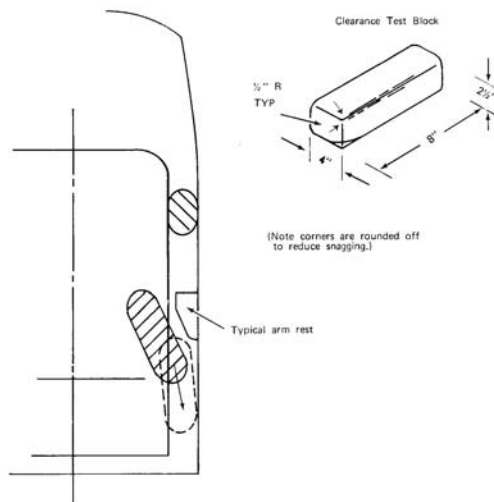
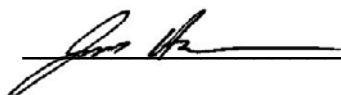


Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

REMARKS:

I certify that I have read and performed each instruction.

Signature:  Date: 5/12/06

DATA SHEET 12

SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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:	Not Applicable For Any Position - Passenger Car
GVWR:	

☒	1.	Is the vehicle a passenger car or walk-in van-type vehicle?
	☒	Yes, this form is complete
	☐	No
☐	2.	Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2. (S8.1.2)
☐	3.	Put the seat back angle in the position determined in Data Sheet 14.2. (8.1.3)
☐	4.	Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
☐	5.	Fasten the seat belt around the dummy.
☐	6.	Remove all slack from the lap belt portion. (S10.9)
	☐	N/A, the seat does not have a fore-aft adjustment
☐	7.	Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)
☐	8.	Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
☐		Pound load applied:
☐	9.	Is the belt system equipped with a tension relieving device?
	☐	__ Yes, continue
	☐	__ No, go to 12
☐	10.	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).
☐	11.	Check the statement that applies to this test vehicle:
☐	11.1	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.
	☐	Yes – Pass go to 12
	☐	No – go to 11.2
11.2		The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
	☐	Yes – Pass go to 12
	☐	No – go to 11.3
11.3		Neither 11.1 nor 11.2 apply.
	☐	Fail

- ☐ 12. 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
- ☐ 13. 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: 

Date: 5/12/06

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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.

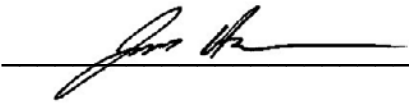
DESIGNATED SEATING POSITION:	Front Center Passenger
------------------------------	------------------------

- | | | | | | | |
|----------|----|--|-------------------------------------|----------------------------|-------------------------------------|---------------------------|
| 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 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: 
Date: 5/12/06

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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.

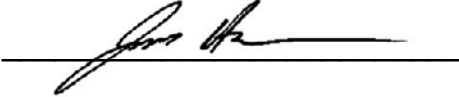
DESIGNATED SEATING POSITION:	Left Rear Passenger
------------------------------	---------------------

- | | | |
|----------|----|--|
| 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: 

Date: 5/12/06

DATA SHEET 13
SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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 |
| 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: 

Date: 5/12/06

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Jim Hansen

NHTSA No.: C60105
 Test Date: 5/12/06

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: _____



Date: _____

5/12/06

DATA SHEET 14

MARKING OF REFERENCE POINTS FOR VARIOUS TEST POSITIONS AND POINTS

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

NHTSA No.: C60105
Test Date: 7/25/06

DATA SHEET 14.1

Marking of REFERENCE POINTS FOR 5th female

☒ Driver Seat ☐ Passenger Seat

1. Seat Position

- ☒ 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, S20.1.9.1, S20.4.1, S22.1.7.1)
☐ N/A – No lumbar adjustment
- ☒ 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, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
☒ N/A – No additional support adjustment
- ☒ 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
☒ N/A – No adjustable leg support system
- ☒ 1.4 **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. (S16.3.1.12)
- ☒ 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)
- ☒ 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)
- ☒ 1.7 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. (S16.2.10.3.1, S20.1.9.3)
☒ N/A – No independent fore-aft seat cushion adjustment
- ☒ 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)
Maximum angle 15.1 Nose up
Minimum angle 1.9 Nose up
Mid-angle 8.5 Nose up
- ☒ 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts 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 1.8. (S16.2.10.3.1)
☐ N/A – No seat height adjustment
- ☒ 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.

- ☒ 1.11 Use only the controls that primarily move the seat in the fore-aft direction to **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.
- ☒ 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.
- ☒ 1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to 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 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
☐ N/A – No seat height adjustment. Go to 1.18
- ☒ 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.
- ☒ 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to 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 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)
- ☒ 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to 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 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.18. Visually **mark** for future reference the seat back angle at the manufacturer's nominal design riding position for a **50th percentile adult male** in the manner specified by the manufacturer for the rearmost, mid, and foremost seat positions. (S20.1.9.5, S22.1.7.5, S22.4.2.1, S22.4.3.1, S24.1.2, S24.4.2.1, S26.2.3, S26.3.1)
☐ N/A – No seat back angle adjustment
 Manufacturer's design seat back angle 24.5 Degrees
- ☒ 1.19. Is the seat a bucket seat?
☒ Yes, go to 1.20 and skip 1.21
☐ No, go to 1.21 and skip 1.20
- ☒ 1.20 Bucket seats:
 Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)
- ☐ 1.21 Bench seats (complete ONLY the one that is applicable to the seat being marked):
☐ 1.21.1 Driver Seat
 Locate and **mark** for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface.

___ 1.21.2 Passenger Seat

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, S24.2.3, S20.4.4, S22.2.2.1(b), S22.2.2.3(b), S22.2.2.4(a), S22.2.2.5(a), S22.2.2.6(a), S22.2.2.7(a), S24.2.3(a))

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.) _____

2. Head Restraint Position

___ N/A Vehicle contains automatic head restraints.

___ N/A, there is no head restraint adjustment

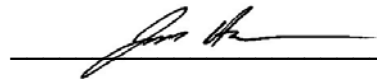
☒ 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 2.2 All adjustments 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. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 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. (S16.3.4.3)

Vertical height of head restraint 190 mm

Mid-point height 95 mm



I certify that I have read and performed each instruction.

6/21/06

Date

DATA SHEET 14.1

MARKING OF REFERENCE POINTS FOR 5TH FEMALE

☐ Driver Seat ☒ Passenger Seat

1. Seat Position

- ☒ 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, S20.1.9.1, S20.4.1, S22.1.7.1)
☐ N/A – No lumbar adjustment
- ☒ 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, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
☒ N/A – No additional support adjustment
- ☒ 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
☒ N/A – No adjustable leg support system
- ☒ 1.4 **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. (S16.3.1.12)
- ☒ 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)
- ☒ 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)
- ☒ 1.7 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. (S16.2.10.3.1, S20.1.9.3)
☒ N/A – No independent fore-aft seat cushion adjustment
- ☒ 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)
Maximum angle 14.2 Nose up
Minimum angle 1.0 Nose up
Mid-angle 7.6 Nose up
- ☒ 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts 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 1.8. (S16.2.10.3.1)
☐ N/A – No seat height adjustment
- ☒ 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.
- ☒ 1.11 Use only the controls that primarily move the seat in the fore-aft direction to **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.
- ☒ 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.

- ☒ 1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to 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 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
☐ N/A – No seat height adjustment. Go to 1.18
- ☒ 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.
- ☒ 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to 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 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)
- ☒ 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to 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 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.18. Visually **mark** for future reference the seat back angle at the manufacturer's nominal design riding position for a **50th percentile adult male** in the manner specified by the manufacturer for the rearmost, mid, and foremost seat positions. (S20.1.9.5, S22.1.7.5, S22.4.2.1, S22.4.3.1, S24.1.2, S24.4.2.1, S26.2.3, S26.3.1)
☐ N/A – No seat back angle adjustment
 Manufacturer's design seat back angle 24.5 Degrees
- ☒ 1.19. Is the seat a bucket seat?
☒ Yes, go to 1.20 and skip 1.21
☐ No, go to 1.21 and skip 1.20
- ☒ 1.20 Bucket seats:
 Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)
- ☐ 1.21 Bench seats (complete ONLY the one that is applicable to the seat being marked):
- ☐ 1.21.1 Driver Seat
 Locate and **mark** for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface.
- ☐ 1.21.2 Passenger Seat
 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, S24.2.3, S20.4.4, S22.2.2.1(b), S22.2.2.3(b), S22.2.2.4(a), S22.2.2.5(a), S22.2.2.6(a), S22.2.2.7(a), S24.2.3(a))
 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.) _____

2. Head Restraint Position

☐ N/A Vehicle contains automatic head restraints.

☐ N/A, there is no head restraint adjustment

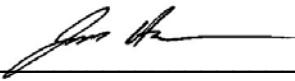
☒ 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 2.2 All adjustments 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. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

☒ 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. (S16.3.4.3)

Vertical height of head restraint 190 mm

Mid-point height 95 mm



I certify that I have read and performed each instruction.

5/16/06

Date

DATA SHEET 14.2
MARKING OF REFERENCE POINTS FOR 50TH MALE

☒ Driver Seat ☐ Passenger Seat ☐ Other seat

- ☒ 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
- ☒ 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)
☒ N/A – No additional support adjustment
- ☒ 3. Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position for future reference. (8/31/95 legal interp to Hogan and Hartson)
- ☒ 4. Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position for future reference. (8/31/95 legal interp to Hogan and Hartson)
- ☒ 5. **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **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. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 3 and 4. (8/31/95 legal interp to Hogan and Hartson)
- ☒ 6. Move the seat to the mid position.
- ☒ 7. While maintaining the mid position, move the seat to its lowest position. **Mark** the height position for future reference. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.
- ☒ 8. 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
☒ Previously marked during Data Sheet 14.1 go to 9
Manufacturer's design seat back angle 24.5 Degrees
- ☒ 9. Is the seat a bucket seat?
☒ Previously marked during data sheet 14.1. This form is complete.
☐ Yes, go to 10 and skip 11
☐ No, go to 11 and skip 10

- ___ 10. Bucket seats:
Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ___ 11. Bench seats (complete ONLY the one that is applicable to the seat being marked):
- ___ 11.1 Driver Seat
Locate and **mark** for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
- ___ 11.2 Passenger Seat
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. (S10.4.1.1)
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. _____

I certify that I have read and performed each instruction.

Signature: Eva L. [Signature]

Date: 7/25/06

DATA SHEET 14.2
MARKING OF REFERENCE POINTS FOR 50TH MALE

☐ Driver Seat ☒ Passenger Seat ☐ Other seat

- ☒ 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
- ☒ 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)
☐ N/A – No additional support adjustment
- ☒ 3. Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position for future reference. (8/31/95 legal interp to Hogan and Hartson)
- ☒ 4. Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position for future reference. (8/31/95 legal interp to Hogan and Hartson)
- ☒ 5. **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **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. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 3 and 4. (8/31/95 legal interp to Hogan and Hartson)
- ☒ 6. Move the seat to the mid position.
- ☒ 7. While maintaining the mid position, move the seat to its lowest position. **Mark** the height position for future reference. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.
- ☒ 8. 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
☒ Previously marked during Data Sheet 14.1 go to 9
Manufacturer's design seat back angle 24.5 Degrees
- ☒ 9. Is the seat a bucket seat?
☒ Previously marked during data sheet 14.1. This form is complete.
☐ Yes, go to 10 and skip 11
☐ No, go to 11 and skip 10
- ☐ 10. Bucket seats:
Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☐ 11. Bench seats (complete ONLY the one that is applicable to the seat being marked):
☐ 11.1 Driver Seat
Locate and **mark** for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)

__11.2 Passenger Seat

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. (S10.4.1.1)

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. _____

I certify that I have read and performed each instruction.

Signature: 

Date: 7/25/06

DATA SHEET 14.3

MARKING OF REFERENCE POINTS FOR STEERING WHEEL

- X 1. Is the steering wheel adjustable up and down and/or in and out?
X Yes – go to 2
___ No – this form is complete
- X 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
- X 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.

I certify that I have read and performed each instruction.

Signature: Eiv Loebl

Date: 7/25/06

DATA SHEET 14.4

MARKING OF REFERENCE POINTS FOR DRIVER LOW RISK DEPLOYMENT

☒ Position 1 ☒ Position 2

- ☒ 1. Position the steering wheel so the front wheels are in the straight-ahead position. (S26.2.1)
- ☒ 2. Position any adjustable parts of the steering controls to the mid-position as determined in Data Sheet 14.3 above. If a mid-position adjustment is not achievable, position the controls to the next lowest detent position. (S26.2.1)
- ☒ 3. Locate and **mark** the point that is defined by the intersection of the steering wheel cover and a line between the volumetric center of the smallest volume that can encompass the folded undeployed air bag and the volumetric center of the static fully inflated air bag. The vertical plane parallel to the vehicle longitudinal centerline through this point is referred to as "Plane E." (Check determination method below.) (S26.2.2)
- Measurements with respect to measurement reference points:

The longitudinal centerline of the air bag was used.

☐ Point determined using manufacturer's information supplied by the COTR .
(Include manufacturer's information in the test report.)

OR

☒ Point determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

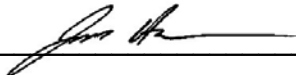
- ☒ 4. Locate the highest point of the air bag module cover. The horizontal plane through this point is referred to as "Plane F." (Check determination method below.) (S26.2.6)
- Measurements with respect to measurement reference points:

The top of the air bag module cover was used.

☐ Point determined using manufacturer's information supplied by the COTR .
(Include manufacturer's information in the test report.)

OR

☒ Point determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)


I certify that I have read and performed each instruction.

6/21/06
Date

DATA SHEET 15

H-POINT DETERMINATION FOR 50TH PERCENTILE MALE DUMMY

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C60105
Test Date: 7/25/06

☒ Driver Designated Seating Position ☐ Passenger Designated Seating Position

- ☒ 1. Place the seat in the mid-fore-aft position and full down position, with the head restraint full down and the seat back in the manufacturer's nominal design riding position for the 50th percentile male as determined during the completion of Data Sheet 14.2.
- ☒ 2. Place a 910 mm² piece of muslin cotton cloth over the seat area. (The muslin cloth shall be comparable to 48 threads/in² and density of 2.85 lb/yd.) Tuck the muslin cloth in a sufficient amount to prevent hammocking of the material.
- ☒ 3. Place the seat and back assembly of the H-Point machine at the centerline of the seat as determined in Data Sheet 14.1 or 14.2.
- ☒ 4. Install the lower leg, and foot segments.
- ☒ 5. Set the length of the lower leg segment at 16.3 inches and the length of the thigh bar at 15.8 inches.
- ☒ 6. Leg and foot placement
- ☒ 6.1 Driver Designated Seating Position
- ☒ 6.1.1 Insert the pin so that the foot angle is never less than 87 degrees.
- ☒ 6.1.2 Place the right foot on the undepressed accelerator pedal with the sole of the foot on the pedal and the heel as far forward as allowable. Do not place the heel on the toe board.
- ☒ 6.1.2 Adjust the left leg to be the same distance from H-point machine centerline as the right leg.
- ☒ 6.1.3 With the T-bar level, place the left foot on the toe board with the rearmost point of the heel resting on the floor pan as close as possible to the point of intersection of the planes described by the toe board and the floor pan and not on the wheelwell projection. If the foot cannot be positioned on the toe board, set it on the floor pan.
- ☒ Foot on toe board
- ☐ Foot on floor pan
- ☐ 6.2 Passenger Designated Seating Position
- ☐ 6.2.1 Insert the pin so that the foot angle is never less than 87 degrees.
- ☐ 6.2.2 Space the lower legs 10.6 inches apart, equally spaced about the centerline of the H-point machine.
- ☐ 6.2.3 With the T-bar level, place the left foot on the toe board with the rearmost point of the heel resting on the floor pan as close as possible to the point of intersection of the planes described by the toe board and the floor pan and not on the wheelwell projection. If the foot cannot be positioned on the toe board, set it on the floor pan.
- ☐ Foot on toe board
- ☐ Foot on floor pan.
- ☐ 6.2.3 With the T-bar level, place the right foot on the toe board with the rearmost point of the heel resting on the floor pan as close as possible to the point of intersection of the planes described by the toe board and the floor pan and not on the wheelwell projection. If the foot cannot be positioned on the toe board, set it on the floor pan.
- ☐ Foot on toe board
- ☐ Foot on floor pan
- ☒ 7. Apply the lower leg weights.
- ☒ 8. Apply the thigh weights.

- X 9. Tilt the back pan forward against the forward stop and draw the H-point machine away from the seatback using the T-bar.
- X 10. Repositioning the back pan
- X 10.1 Allow the H-point machine to slide rearward until a forward horizontal restraining load on the T-bar is no longer required due to the seat pan contacting the seat back.
 ___ The seat pan does not slide rearward. Go to 10.2
- X 10.2 Slide the H-point machine rearward by a horizontal rearward load applied at the T-bar until the seat pan contacts the seat back.
- X 11. Apply a 10 kg load at the intersection of the hip angle quadrant and the T-bar housing along a line from the above intersection to a point just above the thigh bar housing.
- X 12. Again apply a 10 kg load at the intersection of the hip angle quadrant and the T-bar housing along a line from the above intersection to a point just above the thigh bar housing.
- X 13. Carefully return the back pan to the seat back.
- X 14. Install the right and left buttock weights.
- X 15. Install the eight torso weights alternately the installation between right and left.
- X 16. Tilt the back pan forward until the stop is contacted.
- X 17. Rock the H-point from side to side over a 10degree arc (5 degrees to each side of the vertical centerline) for three complete cycles. Restrain the T-bar during rocking so that the seat pan does not change position. Minimize any inadvertent exterior loads applied in a vertical or fore-aft direction. The feet are free to move during this rocking motion.
- X 18. Without applying a forward or lateral load lift the right foot off the floor the minimum amount necessary until no additional forward foot movement is obtained.
- X 19. Lower the right foot until the heel is in contact with the floor pan and the ball of the foot is in contact with the floor, toe board, or undepressed accelerator pedal.
- X 20. Without applying a forward or lateral load lift the left foot off the floor the minimum amount necessary until no additional forward foot movement is obtained.
- X 21. Lower the left foot until the heel is in contact with the floor pan and the ball of the foot is in contact with the floor or toe board.
- X 22. Is the seat pan level?
 X Yes. Go to 24
 ___ No. Go to 23
- ___ 23. Apply a sufficient lateral load to the top of the seatback pan to level the H-point machine seat pan on the seat.
- X 24. Holding the T-bar to prevent the H-point from sliding forward on the seat cushion, return the seatback pan to the seatback.
- X 25. Holding the T-bar to prevent the H-point from sliding forward on the seat cushion, apply sufficient rearward force perpendicular to the back angle bar just above the torso weights to increase the hip angle 3 degrees. Minimize the exterior downward or side forces applied to the H-point machine. Release the force. Repeat this step until the hip angle readout is identical. Complete as many force applications as necessary and record the results in the following table:

Force Application	Hip Angle
1	93
2	94
3	95
4	95
5	

X 26. Is the H-point machine level?

X Yes, go to 27.

___ No, relevel. Go back to step 16 and repeat using a new data sheet.

X 27. Record the H-point location.

Describe and mark the measuring reference point.

Driver H-Point	
HP to Floor Z	99
HP to Hinge X	805
HP to Sill Y	155
HP to Striker X	353
HP to Dash X	618
HP to Header Z	790

H-Point Machine	
Left Knee	138
Right Knee	136
Left Foot Angle	112°
Right Foot Angle	99°
Left Leg	143
Right Leg	145
Hip Angle	95°
Back Angle	24°



I certify that I have read and performed each instruction.

7/25/06

Date

DATA SHEET 15

H-POINT DETERMINATION FOR 50TH PERCENTLE MALE DUMMY

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C60105
Test Date: 7/25/06

☐ Driver Designated Seating Position ☒ Passenger Designated Seating Position

- ☒ 1. Place the seat in the mid-fore-aft position and full down position, with the head restraint full down and the seat back in the manufacturer's nominal design riding position for the 50th percentile male as determined during the completion of Data Sheet 14.2.
- ☒ 2. Place a 910 mm² piece of muslin cotton cloth over the seat area. (The muslin cloth shall be comparable to 48 threads/in² and density of 2.85 lb/yd.) Tuck the muslin cloth in a sufficient amount to prevent hammocking of the material.
- ☒ 3. Place the seat and back assembly of the H-Point machine at the centerline of the seat as determined in Data Sheet 14.1 or 14.2.
- ☒ 4. Install the lower leg, and foot segments.
- ☒ 5. Set the length of the lower leg segment at 16.3 inches and the length of the thigh bar at 15.8 inches.
- ☒ 6. Leg and foot placement
- ☐ 6.1 Driver Designated Seating Position
- ☐ 6.1.1 Insert the pin so that the foot angle is never less than 87 degrees.
- ☐ 6.1.2 Place the right foot on the undepressed accelerator pedal with the sole of the foot on the pedal and the heel as far forward as allowable. Do not place the heel on the toe board.
- ☐ 6.1.2 Adjust the left leg to be the same distance from H-point machine centerline as the right leg.
- ☐ 6.1.3 With the T-bar level, place the left foot on the toe board with the rearmost point of the heel resting on the floor pan as close as possible to the point of intersection of the planes described by the toe board and the floor pan and not on the wheelwell projection. If the foot cannot be positioned on the toe board, set it on the floor pan.
- ☐ Foot on toe board
- ☐ Foot on floor pan
- ☒ 6.2 Passenger Designated Seating Position
- ☒ 6.2.1 Insert the pin so that the foot angle is never less than 87 degrees.
- ☒ 6.2.2 Space the lower legs 10.6 inches apart, equally spaced about the centerline of the H-point machine.
- ☒ 6.2.3 With the T-bar level, place the left foot on the toe board with the rearmost point of the heel resting on the floor pan as close as possible to the point of intersection of the planes described by the toe board and the floor pan and not on the wheelwell projection. If the foot cannot be positioned on the toe board, set it on the floor pan.
- ☒ Foot on toe board
- ☐ Foot on floor pan.
- ☒ 6.2.3 With the T-bar level, place the right foot on the toe board with the rearmost point of the heel resting on the floor pan as close as possible to the point of intersection of the planes described by the toe board and the floor pan and not on the wheelwell projection. If the foot cannot be positioned on the toe board, set it on the floor pan.
- ☒ Foot on toe board
- ☐ Foot on floor pan
- ☒ 7. Apply the lower leg weights.

- X 8. Apply the thigh weights.
- X 9. Tilt the back pan forward against the forward stop and draw the H-point machine away from the seatback using the T-bar.
- X 10. Repositioning the back pan
- X 10.1 Allow the H-point machine to slide rearward until a forward horizontal restraining load on the T-bar is no longer required due to the seat pan contacting the seat back.
 ___ The seat pan does not slide rearward. Go to 10.2
- X 10.2 Slide the H-point machine rearward by a horizontal rearward load applied at the T-bar until the seat pan contacts the seat back.
- X 11. Apply a 10 kg load at the intersection of the hip angle quadrant and the T-bar housing along a line from the above intersection to a point just above the thigh bar housing.
- X 12. Again apply a 10 kg load at the intersection of the hip angle quadrant and the T-bar housing along a line from the above intersection to a point just above the thigh bar housing.
- X 13. Carefully return the back pan to the seat back.
- X 14. Install the right and left buttock weights.
- X 15. Install the eight torso weights alternately the installation between right and left.
- X 16. Tilt the back pan forward until the stop is contacted.
- X 17. Rock the H-point from side to side over a 10degree arc (5 degrees to each side of the vertical centerline) for three complete cycles. Restrain the T-bar during rocking so that the seat pan does not change position. Minimize any inadvertent exterior loads applied in a vertical or fore-aft direction. The feet are free to move during this rocking motion.
- X 18. Without applying a forward or lateral load lift the right foot off the floor the minimum amount necessary until no additional forward foot movement is obtained.
- X 19. Lower the right foot until the heel is in contact with the floor pan and the ball of the foot is in contact with the floor, toe board, or undepressed accelerator pedal.
- X 20. Without applying a forward or lateral load lift the left foot off the floor the minimum amount necessary until no additional forward foot movement is obtained.
- X 21. Lower the left foot until the heel is in contact with the floor pan and the ball of the foot is in contact with the floor or toe board.
- X 22. Is the seat pan level?
 X Yes. Go to 24
 ___ No. Go to 23
- ___ 23. Apply a sufficient lateral load to the top of the seatback pan to level the H-point machine seat pan on the seat.
- X 24. Holding the T-bar to prevent the H-point from sliding forward on the seat cushion, return the seatback pan to the seatback.
- X 25. Holding the T-bar to prevent the H-point from sliding forward on the seat cushion, apply sufficient rearward force perpendicular to the back angle bar just above the torso weights to increase the hip angle 3 degrees. Minimize the exterior downward or side forces applied to the H-point machine. Release the force. Repeat this step until the hip angle readout is identical. Complete as many force applications as necessary and record the results in the following table:

Force Application	Hip Angle
1	94
2	96
3	96
4	
5	

X 26. Is the H-point machine level?

X Yes, go to 27.

___ No, relevel. Go back to step 16 and repeat using a new data sheet.

X 27. Record the H-point location.

Describe and mark the measuring reference point.

Passenger H-Point	
HP to Floor Z	95
HP to Hinge X	808
HP to Sill Y	153
HP to Striker X	345
HP to Dash X	603
HP to Header Z	789

H-Point Machine	
Left Knee	136
Right Knee	136
Left Foot Angle	130°
Right Foot Angle	114°
Left Leg	132
Right Leg	132
Hip Angle	96°
Back Angle	24°



I certify that I have read and performed each instruction.

7/25/06

Date

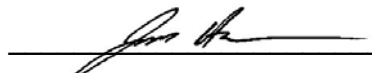
DATA SHEET 16

AIR BAG SUPPRESSION TELLTALE (S19.2.2)

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Jim Hansen

NHTSA No.: C60105
Test Date: 5/16/06

- X 1. Is the vehicle certified to any suppression performance standards of FMVSS 208?
X Yes – go to 2
___ No – this form is complete
- X 2. Does telltale emit yellow light when the air bag is suppressed? (S19.2.2(a))
X Yes - Pass ___ **NO – FAIL**
- X 3. Are the words “PASSENGER AIR BAG OFF” or “PASS AIR BAG OFF” (S19.2.2(b))
X 3.1 on the telltale? (S19.2.2(b))
X Yes – Pass, go to 4
___ No – go to 3.2
- ___ 3.2 within 25 mm of the telltale? (S19.2.2(b)) _____ mm from the edge of the telltale light
___ Yes - Pass ___ **NO – FAIL**
- X 4. Is the telltale separate from the air bag readiness indicator? (S19.2.2(c))
X Yes - Pass ___ **NO – FAIL**
- X 5. Is the telltale within the interior of the vehicle? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 6. Is the telltale forward of and above the design H-point of both the driver’s and the front outboard passenger’s seat when the seats are in their forwardmost seating positions? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 7. Is the telltale away from surfaces that can be used for temporary or permanent storage of objects that could obscure the telltale from either the driver’s or front outboard passenger’s view? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 8. Is the telltale located so that it is not obscured from the driver or front outboard passenger by a rear-facing child restraint in Appendix A installed in the front outboard passenger seat? (S19.2.2(d))
X Yes - Pass ___ **NO – FAIL**
- X 9. Is the telltale visible or recognizable during the night? (S19.2.2(e))
X Yes - Pass ___ **NO – FAIL**
- X 10. Is the telltale visible or recognizable during the day? (S19.2.2(e))
X Yes - Pass ___ **NO – FAIL**
- X 11. If there is a visibility adjustment, do all the adjustment levels make the telltale visible and recognizable? (S19.2.2(g))
X N/A-No visibility adjustment
___ Yes - Pass ___ **NO – FAIL**
- X 12. Does the telltale remain illuminated while the air bag is suppressed? (S19.2.2(h)) (Leave the air bag suppressed for 5 minutes.)
X Yes - Pass ___ **NO – FAIL**
- X 13. Is the telltale off while the air bag is activated? (S19.2.2(h)) (Leave the air bag activated for 5 minutes.)
X Yes - Pass ___ **NO – FAIL**


I certify that I have read and performed each instruction.

5/16/06
Date

DATA SHEET 17 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	084

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: 24.5° On Seat Back Frame
Tested seat back angle: 24.5° On Seat Back Frame
Manufacturer's specified anchorage position: One Above Lowest
Tested anchorage position: One Above Lowest

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 25 *	133	Suppressed
	Middle	132	Suppressed
	Rearward	133	Suppressed
Unbelted Rear Facing	Forward 25 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 30 *	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. (SN516)

* 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 detent position with respect to the foremost position. (0= Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 17 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	084

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: 24.5° On Seat Back Frame
 Tested seat back angle: 24.5° On Seat Back Frame
 Manufacturer's specified anchorage position: One Above Lowest
 Tested anchorage position: One Above Lowest

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 85 *	127	Suppressed
	Middle	129	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 85 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward 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 Rearward position. (SN516)

* 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 detent position with respect to the foremost position. (0= Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 17 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	084

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: 24.5° On Seat Back Frame

Tested seat back angle: 24.5° On Seat Back Frame

Manufacturer's specified anchorage position: One Above Lowest

Tested anchorage position: One Above Lowest

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 40 *	127	Suppressed
	Middle	133	Suppressed
	Rearward	132	Suppressed
Unbelted Rear Facing	Forward 40 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 45 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* 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 detent position with respect to the foremost position. (0 = Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 17 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	084

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

Base: __On __X Off __N/A-Constraint does not have a removable base

Manufacturer's design seat back angle: 24.5° On Seat Back Frame
Tested seat back angle: 24.5° On Seat Back Frame
Manufacturer's specified anchorage position: One Above Lowest
Tested anchorage position: One Above Lowest

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 35 *	132	Suppressed
	Middle	131	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 65 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 15 *	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. (SN516)

* 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 detent position with respect to the foremost position. (0 = Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 17 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	084

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: 24.5° On Seat Back Frame
 Tested seat back angle: 24.5° On Seat Back Frame
 Manufacturer's specified anchorage position: One Above Lowest
 Tested anchorage position: One Above Lowest

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	133	Suppressed
	Middle	128	Suppressed
	Rearward	132	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward 25 *	133	Suppressed
	Middle	133	Suppressed
	Rearward	131	Suppressed
Unbelted Rear Facing	Forward 30 *	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. (SN516)

* 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 detent position with respect to the foremost position. (0 = Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 17 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	084

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

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

Manufacturer's design seat back angle: 24.5° On Seat Back Frame
 Tested seat back angle: 24.5° On Seat Back Frame
 Manufacturer's specified anchorage position: One Above Lowest
 Tested anchorage position: One Above Lowest

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	129	Suppressed
	Middle	132	Suppressed
	Rearward	133	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward	131	Suppressed
	Middle	133	Suppressed
	Rearward	128	Suppressed
Unbelted Rear Facing	Forward 30 *	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. (SN516)

* 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 detent position with respect to the foremost position. (0 = Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 17 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	084

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

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

Manufacturer's design seat back angle: 24.5° On Seat Back Frame
 Tested seat back angle: 24.5° On Seat Back Frame
 Manufacturer's specified anchorage position: One Above Lowest
 Tested anchorage position: One Above Lowest

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	130	Suppressed
	Middle	133	Suppressed
	Rearward	132	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward	127	Suppressed
	Middle	128	Suppressed
	Rearward	131	Suppressed
Unbelted Rear Facing	Forward	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)

DATA SHEET 18 SUMMARY

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

NHTSA No.:	C60105	TEST DATE:	5/16/06
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: 24.5° On Seat Back Frame
Tested seat back angle: 24.5° On Seat Back Frame
Manufacturer's specified anchorage position: One Above Lowest
Tested anchorage position: One Above Lowest

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

Test Summary

Seat Belt	Seat Slide	Result
Belted	Forward	Suppressed
	Middle	Suppressed
	Rearward	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN516)

DATA SHEET 19 SUMMARY

Suppression Test Using 3 Year Old Dummy And Booster Seats (Part 572, Subpart P)
Section D Forward Facing Belt Positioning Booster

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

BOOSTER SEAT NAME:	Century
BOOSTER SEAT MODEL:	Next Step 4920
DATE OF MANUFACTURE:	8-16-2000

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing Without Harness	Forward	11	Suppressed
	Middle	10	Suppressed
	Rearward	13	Suppressed
Belted Forward Facing Cinched With Harness	Forward	130	Suppressed
	Middle	133	Suppressed
	Rearward	132	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN516)

DATA SHEET 19 SUMMARY

Suppression Test Using 3 Year Old Dummy And Booster Seats (Part 572, Subpart P) Section D Forward Facing Toddler Belt Positioning Booster Seat

NHTSA No.:	C60105	TEST DATE:	5/16/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

BOOSTER SEAT NAME:	Cosco
BOOSTER SEAT MODEL:	High Back Booster 02-442
DATE OF MANUFACTURE:	4-28-2000

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing Without Harness	Forward 75 *	9	Suppressed
	Middle	17	Suppressed
	Rearward	10	Suppressed
Belted Forward Facing Cinched With Harness	Forward 75 *	131	Suppressed
	Middle	132	Suppressed
	Rearward	127	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN516)

* 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 detent position with respect to the foremost position. (0 = Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 20 SUMMARY

Suppression Test Using 3 Year Old Dummy And Convertible Restraints (Part 572, Subpart P)
Section C Forward Facing Convertible CRS

NHTSA No.:	C60105	TEST DATE:	5/17/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

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

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward 80 *	129	Suppressed
	Middle	131	Suppressed
	Rearward	128	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN516)

* 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 detent position with respect to the foremost position. (0 = Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 20 SUMMARY

Suppression Test Using 3 Year Old Dummy And Convertible Restraints (Part 572, Subpart P)
Section C Forward Facing Convertible CRS

NHTSA No.:	C60105	TEST DATE:	5/17/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

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

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward 50 *	133	Suppressed
	Middle	128	Suppressed
	Rearward	133	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN516)

* 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 detent position with respect to the foremost position. (0 = Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 20 SUMMARY

Suppression Test Using 3 Year Old Dummy And Convertible Restraints (Part 572, Subpart P)
Section C Forward Facing Convertible CRS

NHTSA No.:	C60105	TEST DATE:	5/17/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

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

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward	133	Suppressed
	Middle	133	Suppressed
	Rearward	128	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN516)

DATA SHEET 21 SUMMARY

Suppression Test Using An Unbelted 3 Year Old Dummy (Part 572, Subpart P)
No CRS

NHTSA No.:	C60105	TEST DATE:	5/19/06
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

Test Summary

Position	Seat Slide	Seat Back Angle	Result
Position 1 Sitting on seat with back against seat back	Forward	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 2 Sitting on seat with back against reclined seat back	Forward	47°	Suppressed
	Middle	47°	Suppressed
	Rearward	47°	Suppressed
Position 3 Sitting on seat with back not against seat back	Forward	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 4 Sitting on seat edge, spine vertical, hands at dummy's sides	Forward	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 5 Standing on seat, facing forward	Forward	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 6 Kneeling on seat, facing forward	Forward	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 7 Kneeling on seat, facing rearward	Forward	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 8 Lying on seat. (Three designated seating positions only)	Forward	N/A	N/A
	Middle	N/A	N/A
	Rearward	N/A	N/A

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN516)

DATA SHEET 22 SUMMARY

Suppression Test Using 6 Year Old Dummy And Booster Seats (Part 572, Subpart N)
Section D Forward Facing Toddler Belt Positioning Booster Seat

NHTSA No.:	C60105	TEST DATE:	5/17/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	153

BOOSTER SEAT NAME:	Century
BOOSTER SEAT MODEL:	Next Step 4920
DATE OF MANUFACTURE:	8-16-2000

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Belt Load (N)	Result
Belted	Forward	16	Suppressed
	Middle	18	Suppressed
	Rearward	12	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN516)

DATA SHEET 22 SUMMARY

Suppression Test Using 6 Year Old Dummy And Booster Seats (Part 572, Subpart N)
Section D Forward Facing Toddler Belt Positioning Booster Seat

NHTSA No.:	C60105	TEST DATE:	5/17/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	153

BOOSTER SEAT NAME:	Cosco
BOOSTER SEAT MODEL:	High Back Booster 02-442
DATE OF MANUFACTURE:	4-28-2000

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Belt Load (N)	Result
Belted	Forward	18	Suppressed
	Middle	17	Suppressed
	Rearward	15	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN516)

DATA SHEET 22 SUMMARY

Suppression Test Using 6-Year-Old Dummy And Booster Seats (Part 572, Subpart N) Section D Forward Facing Toddler Belt Positioning Booster Seat

NHTSA No.:	C60105	TEST DATE:	5/17/06
LABORATORY:	MGA	TECHNICIANS:	JH
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	153

BOOSTER SEAT NAME:	Evenflo
BOOSTER SEAT MODEL:	Right Fit 245
DATE OF MANUFACTURE:	6-26-2000

Manufacturer's design seat back angle:	<u>24.5° On Seat Back Frame</u>
Tested seat back angle:	<u>24.5° On Seat Back Frame</u>
Manufacturer's specified anchorage position:	<u>One Above Lowest</u>
Tested anchorage position:	<u>One Above Lowest</u>

Test Summary

Seat Belt	Seat Slide	Belt Load (N)	Result
Belted	Forward	9	Suppressed
	Middle	10	Suppressed
	Rearward	12	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN516)

DATA SHEET 23 SUMMARY

Suppression Test Using An Unbelted 6-Year-Old Dummy (Part 572, Subpart N)
No CRS

NHTSA No.:	C60105	TEST DATE:	5/19/06
LABORATORY:	MGA	TECHNICIANS:	JL
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	153

Test Summary

Position	Seat Slide	Seat Back Angle	Result
Position 1 Sitting on seat with back against seat back	Forward 90 *	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 2 Sitting on seat with back against reclined seat back	Forward	47°	Suppressed
	Middle	47°	Suppressed
	Rearward	47°	Suppressed
Position 3 Sitting on seat edge, spine vertical, hands at dummy's sides	Forward	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed
Position 4 Sitting on seat with back against seat back then leaning on the door	Forward 90 *	24.5°	Suppressed
	Middle	24.5°	Suppressed
	Rearward	24.5°	Suppressed

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN516)

* The ATD would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (0= Full Forward; 250 = Full Rearward; 250mm total Seat Slide travel)

DATA SHEET 29 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.:	C60105	TEST DATE:	6/21/06
LABORATORY:	MGA	TECHNICIANS:	BR/JH
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	505

Manufacturer's design seat back angle: 24.5° seat back angle
 Tested seat back angle: 24.5° seat back angle
 Tested seat position: Full Aft

Tested steering wheel angle: 19.0°
 Thorax cavity angle: 24.6°
 Bottom of chin height: 0 mm

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	120.0	120.0

5th Percentile Female SN 505 Position 1 (Chin On Module) 6-21-06

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	32
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	68.0
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	7.4
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	178.1
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	219.1
Neck Tension	2070 N	1008
Neck Compression	2520 N	166
Chest g	60 g	13
Chest Displacement	52 mm	8
Left Femur	6805 N	93
Right Femur	6805 N	132

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 120 ms; Injuries calculated on 0 ms to 245 ms

DATA SHEET 30 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.:	C60105	TEST DATE:	6/21/06
LABORATORY:	MGA	TECHNICIANS:	BR/JH
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	511

Manufacturer's design seat back angle: 24.5° seat back angle

Tested seat back angle: 24.5° seat back angle

Tested seat position: Full Aft

Tested steering wheel angle: 14.5°

Thorax cavity angle: 20.5°

Chin Point height: 1 mm Below Steering Wheel Target

Note:

The chin on rim steering wheel target is 10 mm below the highest point on the steering wheel

*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	120.0	120.0

5th Percentile Female SN 511 Position 2 (Chin On Rim) 6-21-06

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	11
Peak Nij (Nte)	1.0	0.4
Time (ms)	NA	32.8
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	24.2
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	163.4
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	59.4
Neck Tension	2070 N	676
Neck Compression	2520 N	91
Chest g	60 g	19
Chest Displacement	52 mm	18
Left Femur	6805 N	86
Right Femur	6805 N	22

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 120 ms; Injuries calculated on 0 ms to 245 ms

DATA SHEET 32

VEHICLE WEIGHT, FUEL TANK, AND ATTITUDE DATA

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C60105
 Test Date: 7/25/06

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: 70.4 liters (18.6 gallons) |
| ☒ | 5. | Record the fuel tank capacity supplied in the owner's manual. |
| ☒ | | Useable Fuel Tank Capacity in owner's manual: 70.4 liters (18.6 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 Added: 70.4 liters (18.6 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):	538.9	Right Rear (kg):	325.7
Left Front (kg):	512.1	Left Rear (kg):	338.4
Total Front (kg):	1051.0	Total Rear (kg):	664.1
% Total Weight:	61.3	% Total Weight:	38.7
UVW = TOTAL FRONT PLUS TOTAL REAR (KG):		1715.1	

- | | | |
|-------------------------------------|------|---|
| ☒ | 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:	746	LF:	759	RR:	770	LR:	770
-----	-----	-----	-----	-----	-----	-----	-----

- ☒ 14. Calculate the Rated Cargo and Luggage Weight (RCLW): 80 kg
- ☒ 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

$$VCW = \underline{\hspace{2cm}} - \underline{\hspace{2cm}} = \underline{\hspace{2cm}}$$

- ☒ 14.3 VCW = 488 kg (1076 lbs)
- ☒ 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 = 6
- ☒ 14.7 RCLW = VCW – (68 kg x DSC) = 488 kg - (68 kg x 6) = 80 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): 1767.2 kg
- ☒ 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):	573.8	Right Rear (kg):	409.2
Left Front (kg):	546.2	Left Rear (kg):	421.8
Total Front (kg):	1120.0	Total Rear (kg):	831.0
% Total Weight:	57.4	% Total Weight:	43.3
% GVW	53.4	% GVW	46.6
(% GVW = Axle GVW divided by Vehicle GVW)			
Fully Loaded Weight = Total Front Plus Total Rear (kg):			1951.0

- ☒ 16. Fully Loaded Test Vehicle Attitude: (All dimensions in millimeters)
- ☒ 16.1 Place the vehicle on a level surface.

- X** 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: | 726 | LF: | 740 | RR: | 728 | LR: | 728 |
|-----|-----|-----|-----|-----|-----|-----|-----|
- X** 17. Drain the fuel system
- X** 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 92 - 94 percent of useable capacity.
- X** Fuel tank capacity x .94 = 70.4 liters (18.6 gallons) x .94 = 66.2 liters (17.5 gallons)
- X** Amount added 65.5 liters (17.3 gallons) 93%
- X** 19. Crank the engine to fill the fuel delivery system with Stoddard solvent
- X** 20. Calculate the test weight range.
- X** 20.1 Calculated Weight = UVW (see 12 above) + RCLW (see 14 above) + 2x(dummy weight)
- 1951.1 kg = 1715.1 kg + 80.0 kg + 156.0 kg
- X** 20.2 Test Weight Range = Calculated Weight (- 4.5 kg, - 9 kg.)
 Max. Test Weight = Calculated Test Weight – 4.5 kg = 1946.6 kg
 Min. Test Weight = Calculated Test Weight – 9 kg = 1942.1 kg
- X** 21. Remove the RCLW from the cargo area.
- X** 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.
- X** 23. Vehicle Components Removed For Weight Reduction:
Spare tire, jack and tools, rear seat cushion, and trunk interior
- X** 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.
- X** 25. If necessary, add ballast to achieve the actual test weight.
- X** N/A
- X** Weight of Ballast: 68.0 kg
- X** 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.
- X** 27. Record the vehicle weight at each wheel to determine the actual test weight.

Right Front (kg):	565.2	Right Rear (kg):	411.0
Left Front (kg):	545.2	Left Rear (kg):	423.2
Total Front (kg):	1110.4	Total Rear (kg):	776.1
% Total Weight:	57.1	% Total Weight:	42.9
% GVW	53.4	% GVW	46.6
(% GVW = Axle GVW divided by Vehicle GVW)			
TOTAL FRONT PLUS TOTAL REAR (kg):			1944.6

- ☒ 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:	730	LF:	743	RR:	728	LR:	728
-----	-----	-----	-----	-----	-----	-----	-----

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

RF:	746	LF:	759	RR:	770	LR:	770
-----	-----	-----	-----	-----	-----	-----	-----

AS TESTED:

RF:	730	LF:	743	RR:	728	LR:	728
-----	-----	-----	-----	-----	-----	-----	-----

FULLY LOADED:

RF:	726	LF:	740	RR:	728	LR:	728
-----	-----	-----	-----	-----	-----	-----	-----

- ☒ 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:

Thick Kosinski

Date:

7/25/06

DATA SHEET 33

VEHICLE ACCELEROMETER LOCATION AND MEASUREMENT

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C60105
 Test Date: 7/25/06

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

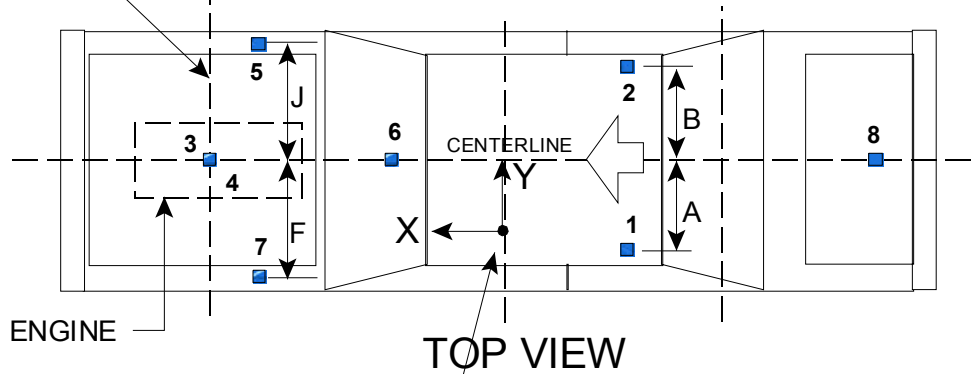
I certify that I have read and performed each instruction.

Signature: Nick Kosinski

Date: 7/25/06

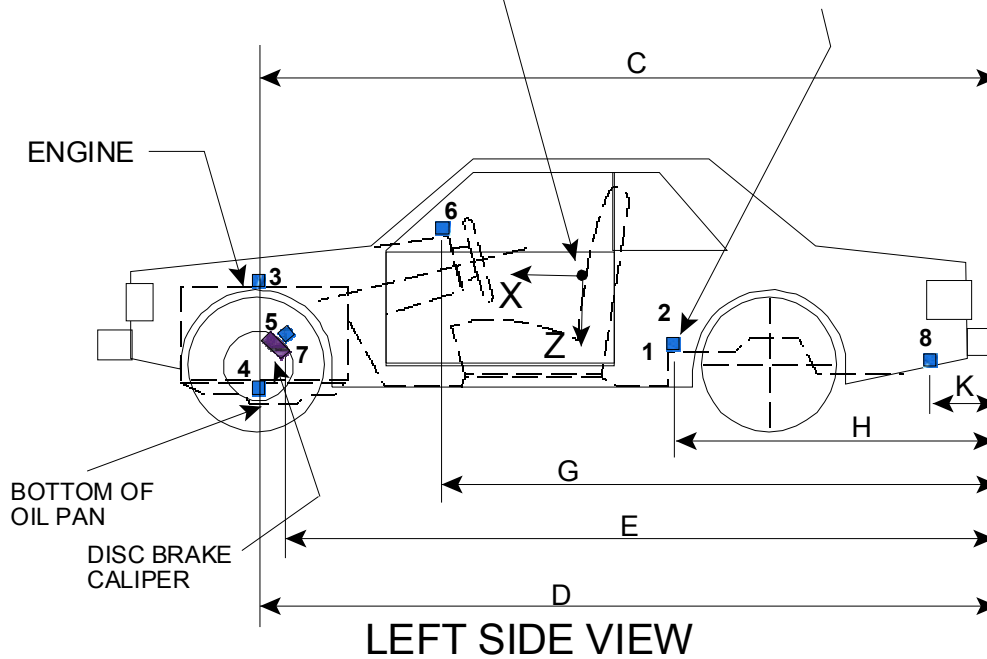
VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

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 33
VEHICLE ACCELEROMETER LOCATION AND MEASUREMENTS

<u>DIMENSION</u>	<u>LENGTH (mm)</u>	
<u>PRETEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	412	
<u>B</u> (RH Rear Seat Xmbr)	412	
<u>C</u> (Engine Top)	4251	
<u>D</u> (Engine Bottom)	4358	
<u>E</u> (Caliper)	Right Side 4119	Left Side 4117
<u>F</u> (Left Caliper)	715	
<u>G</u> (IP)	3363	
<u>H</u> (Seat)	1995	
<u>J</u> (Right Caliper)	715	
<u>K</u> (Trunk)	786	
<u>POST TEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	410	
<u>B</u> (RH Rear Seat Xmbr)	410	
<u>C</u> (Engine Top)	4204	
<u>D</u> (Engine Bottom)	4330	
<u>E</u> (Caliper)	Right Side 4081	Left Side 4110
<u>F</u> (Left Caliper)	692	
<u>G</u> (IP)	3360	
<u>H</u> (Seat)	1995	
<u>J</u> (Right Caliper)	750	
<u>K</u> (Trunk)	786	

DATA SHEET 34

PHOTOGRAPHIC TARGETS

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C60105
 Test Date: 7/25/06

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): <u>100 mm</u> |
| ☒ | 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): <u>100 mm</u> |
| ☒ | 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): <u>915 mm</u> |
| ☒ | 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): <u>608 mm</u> |
| ☒ | 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): <u>608 mm</u> |
| ☒ | 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): <u>100 mm</u>
☒		Distance between circular targets on D2 (mm): <u>100 mm</u>
☒	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.

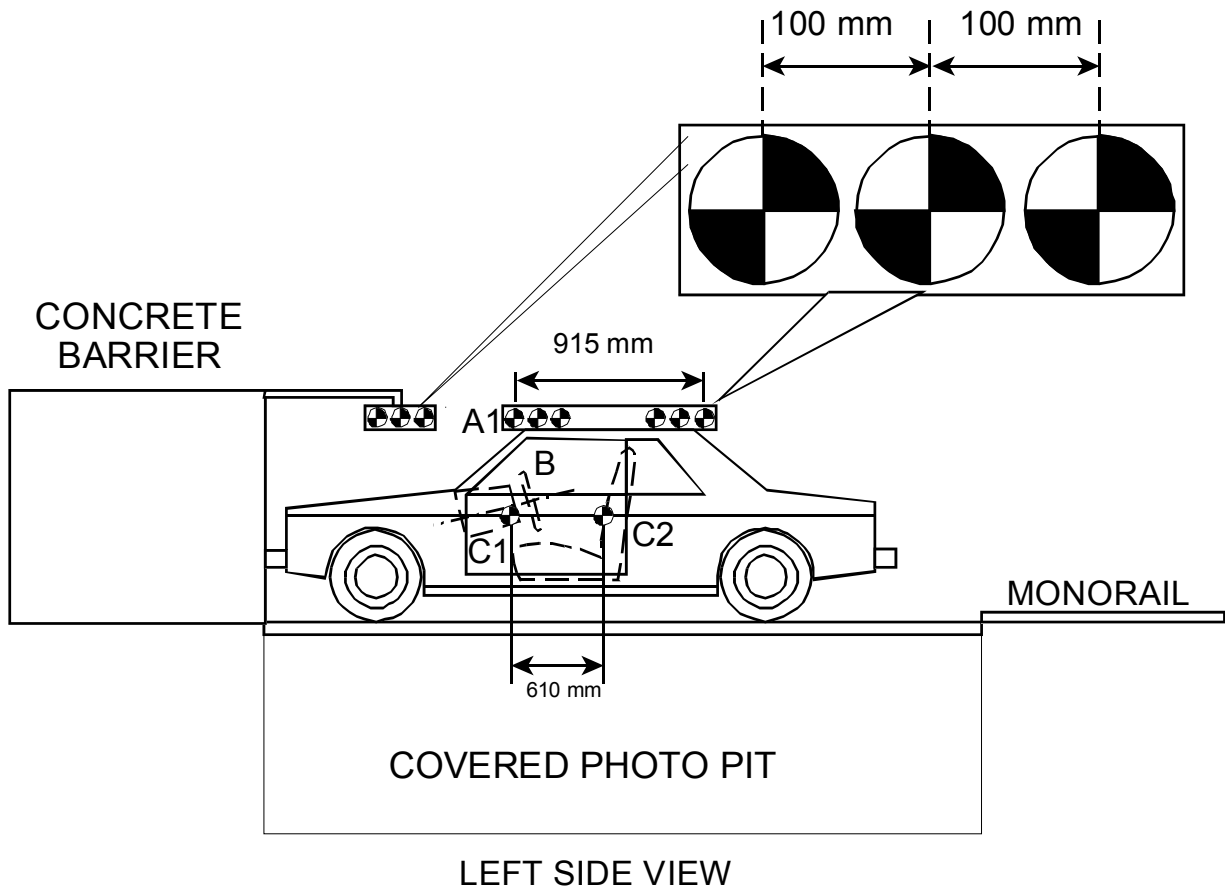
Signature:

Thick Kosinski

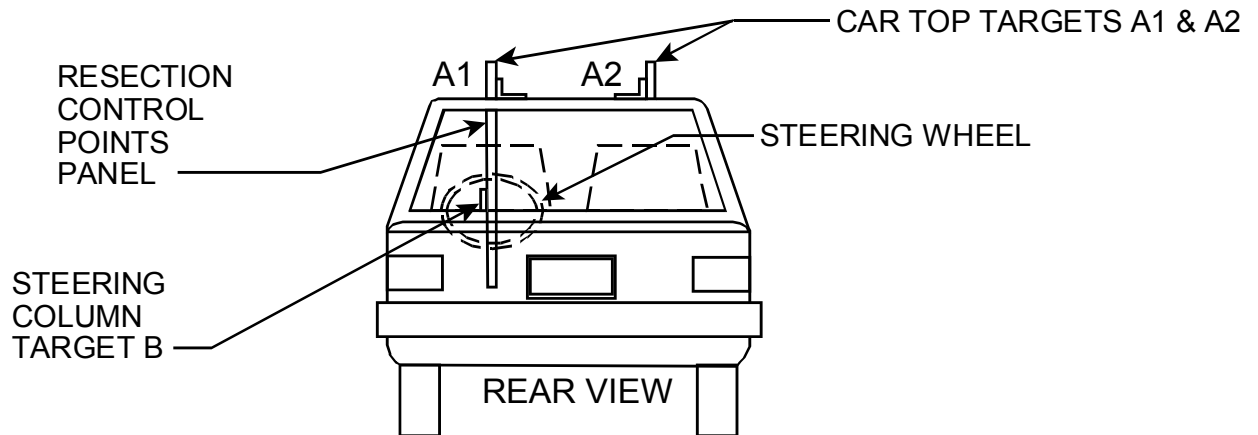
Date:

7/25/06

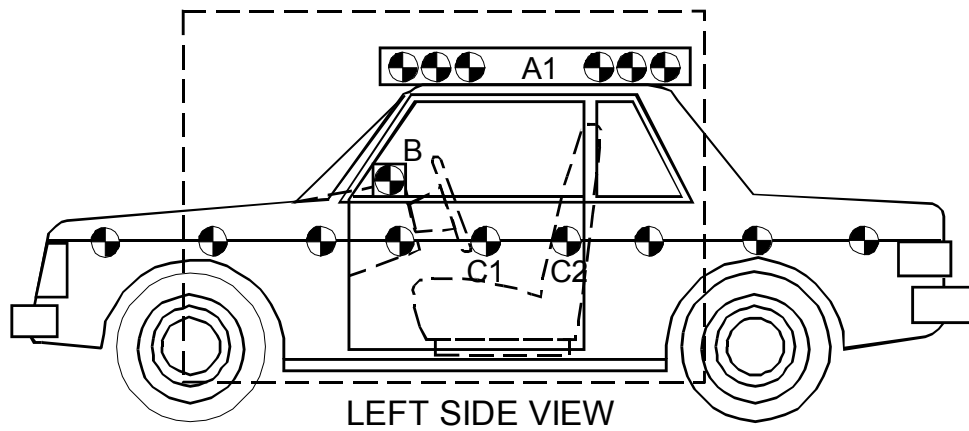
REFERENCE PHOTO TARGETS



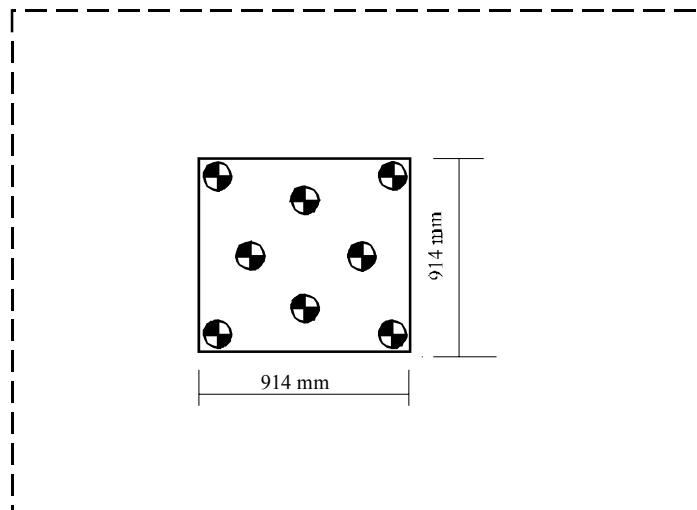
RESECTION PANEL TARGETING ALIGNMENT



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 35
CAMERA LOCATIONS

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance

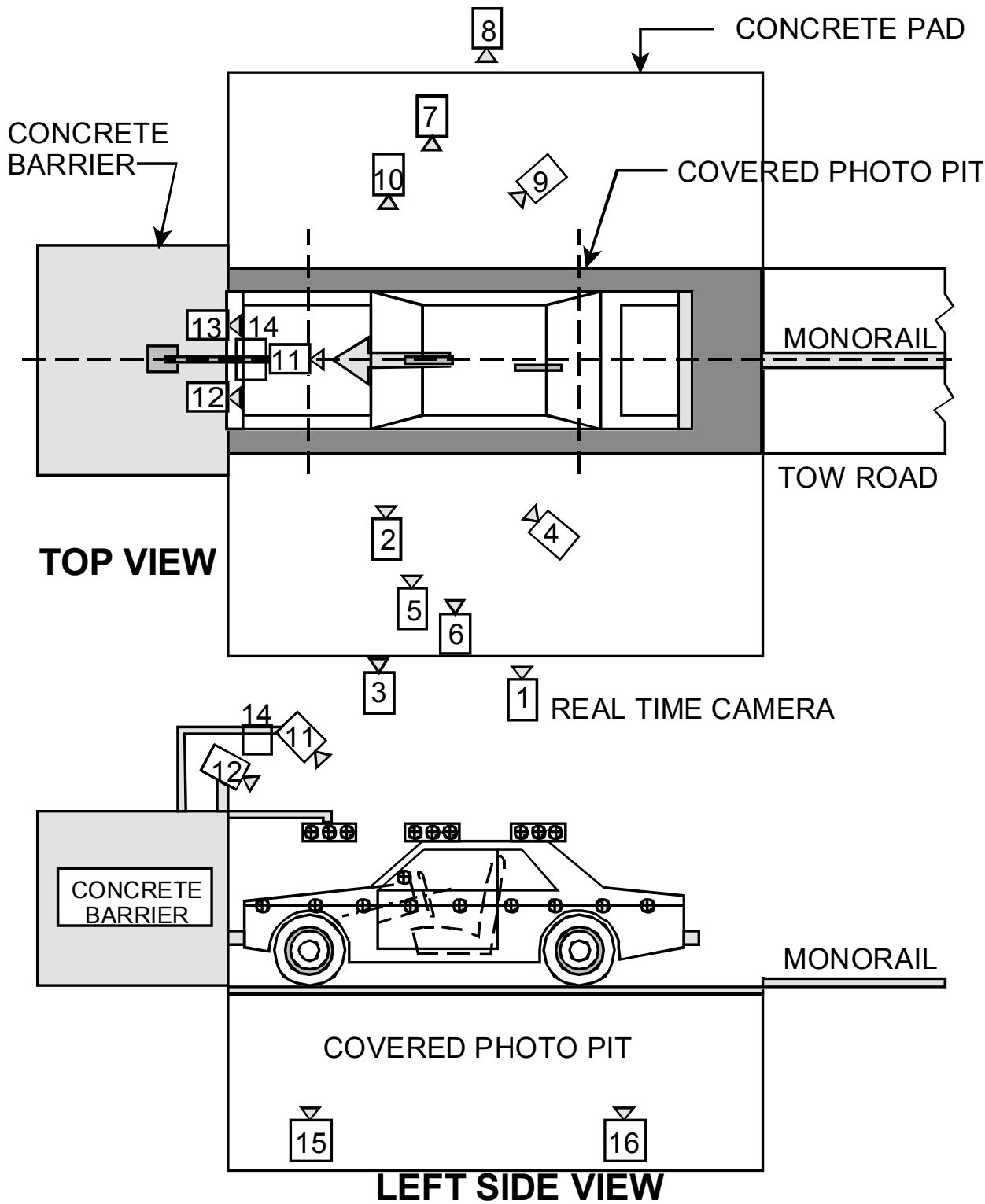
NHTSA No.: C60105
Test Date: 7/25/06
Time: 10:30 am

CAMERA NO.	VIEW	CAMERA POSITIONS (mm) *			LENS (mm)	SPEED (fps)
		X	Y	Z		
1	Real Time Left Side View				13	24
2	Left Side View (Barrier face to front seat backs)	1135	-5815	1250	24	1000
3	Left Side View (Driver)	1630	-6035	1425	35	1000
4	Left Side View (B-post aimed toward center of steering wheel)	7065	-5430	1230	50	1000
5	Left Side View (Steering Column)	1490	-5725	1460	25	1000
6	Left Side View (Steering Column)	1510	-5710	1020	25	1000
7	Right Side View (Overall)	2325	7240	1460	19	1000
8	Right Side View (Passenger)	1680	6545	1440	35	1000
9	Right Side View (Angle)	6690	5300	2050	50	1000
10	Right Side View (Front door)	1300	5860	1350	25	1000
11	Front View Windshield	-285	0	2370	12.5	1000
12	Front View Driver	-155	-395	2225	24	1000
13	Front View Passenger	-155	485	2225	24	1000
14	Overhead Barrier Impact View	1495	0	5050	19	1000
15	Pit Camera Engine View	995	0	-3150	24	1000
16	Pit Camera Fuel Tank View	3220	0	-3150	24	1000

***COORDINATES:**

+X - forward of impact plane
+Y - right of monorail centerline
+Z - above ground level

CAMERA POSITIONS FOR FMVSS 208



DATA SHEET 36

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

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C60105
Test Date: 7/25/06

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. 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 24.5° on Seat Back
Tested seat back angle 24.3° 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)
X 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)
X N/A – No adjustable upper seat belt anchorage
Manufacturer's specified anchorage position. One Above Lowest
Tested anchorage position One Above Lowest (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)

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

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

24.4° 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 (The neck bracket was moved one notch)
☐ 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°)
- ☒ 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)

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

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

 Yes, continue

X 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 belt 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: Eva L. [Signature] Date: 7/25/06

APPENDIX F

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

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Joe Fleck

NHTSA No.: C60105
 Test Date: 7/25/06

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 24.5° on Seat Back
 Tested seat back angle 24.1° 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

- ☒ 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. One Above Lowest
Tested anchorage position One Above Lowest (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)
.078 horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)
.171 vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1)
24.5° 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 (The neck bracket was moved four notches)
☐ 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.
10.6" 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 belt 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)

☒ 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)

☒ 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: Joe Flores

Date: 7/25/06

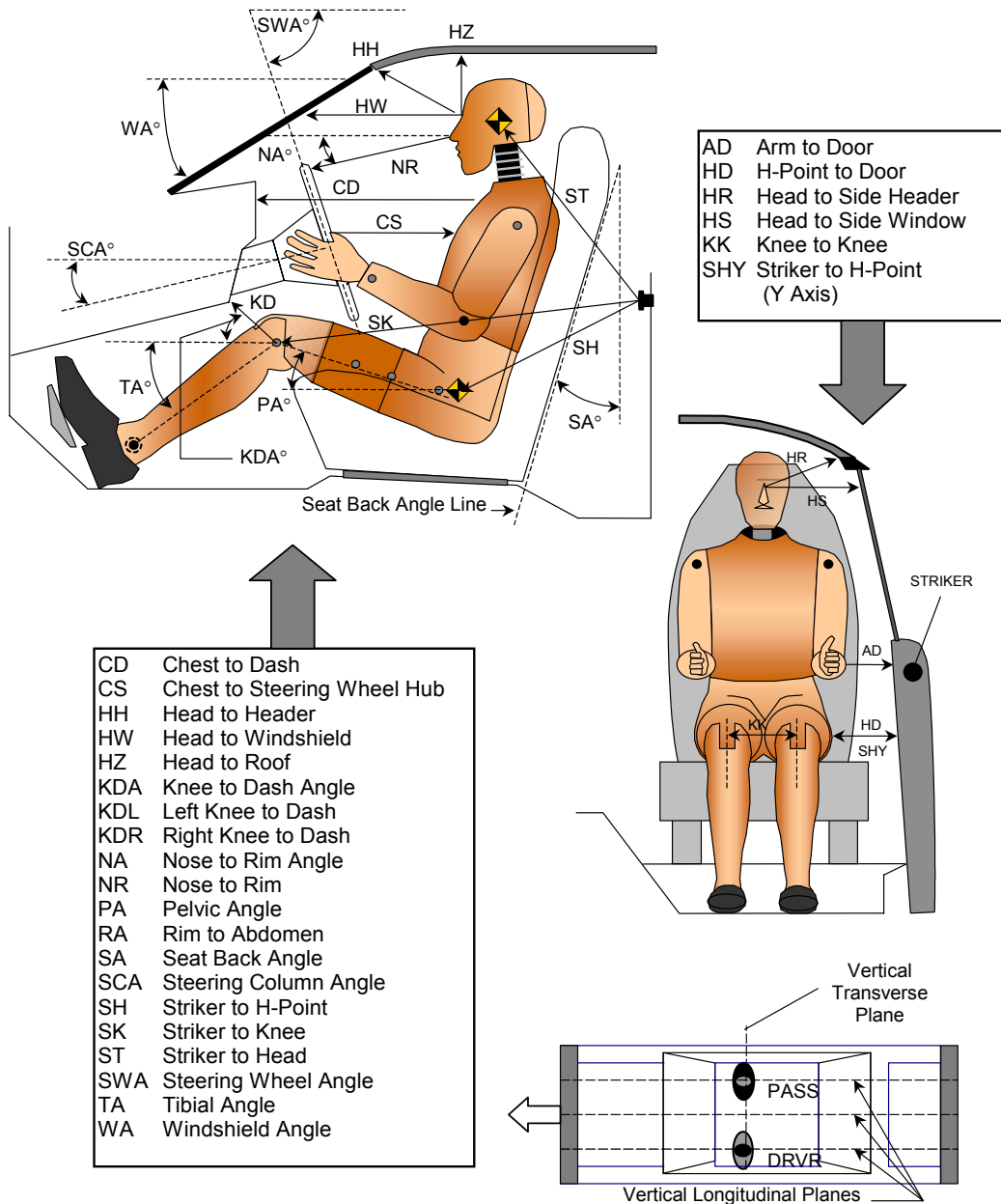
DATA SHEET 37

DUMMY MEASUREMENTS

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Eric Peschman

NHTSA No.: C60105
 Test Date: 7/25/06

DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS



DATA SHEET 37
DUMMY MEASUREMENTS

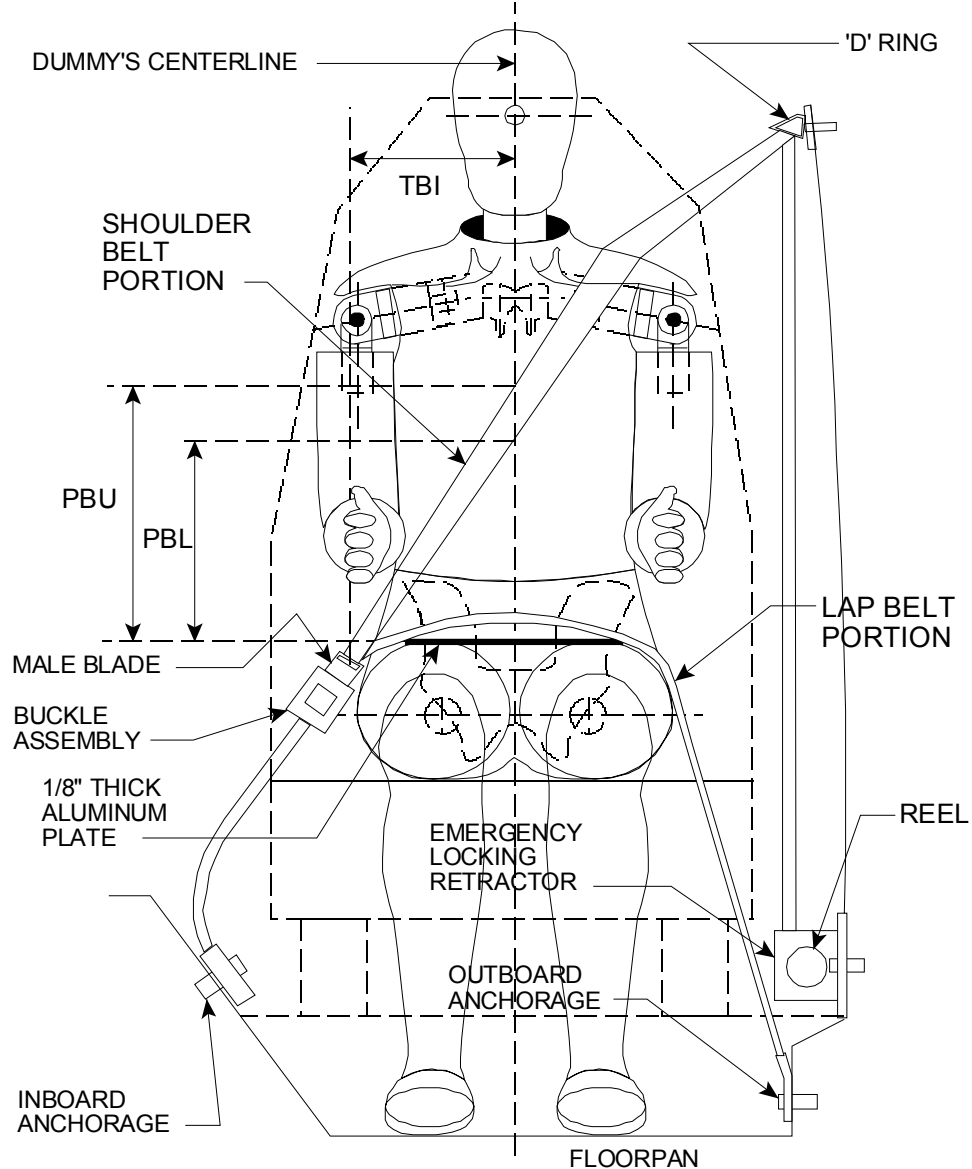
Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C60105
Test Date: 7/25/06

TEST DUMMY POSITION MEASUREMENTS

Code	Measurement Description	Driver SN 401		Passenger SN 403	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA	Windshield Angle		26.2		
SWA	Steering Wheel Angle		71.2		
SCA	Steering Column Angle		21.3		
SA	Seat Back Angle		24.3		24.1
HZ	Head to Roof (Z)	218		195	
HH	Head to Header	430	22.3	429	21.9
HW	Head to Windshield	734	0.0	705	0.0
HR	Head to Side Header (Y)	208		193	
NR	Nose to Rim	408	4.1		
CD	Chest to Dash	564		522	
CS	Chest to Steering Hub	349	4.4		
RA	Rim to Abdomen	212	0.0		
KDL	Left Knee to Dash	173	42.2	151	
KDR	Right Knee to Dash	163		182	33.1
PA	Pelvic Angle		24.4		24.5
TA	Tibia Angle		34.4		30.1
KK	Knee to Knee (Y)	330		267	
SK	Striker to Knee	547	93.3	531	92.9
ST	Striker to Head	504	4.1	514	3.0
SH	Striker to H-Point	197	124.6	169	130.0
SHY	Striker to H-Point (Y)	310		292	
HS	Head to Side Window	356		335	
HD	H-Point to Door (Y)	181		158	
AD	Arm to Door (Y)	154		120	
AA	Ankle to Ankle	315		250	

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 - Top surface of reference to belt lower edge	mm	N/A	N/A

DATA SHEET 38

CRASH TEST

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Eric Peschman

NHTSA No.: C60105
 Test Date: 7/25/06

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	

- | | |
|----------|---|
| <u>X</u> | 1. Vehicle underbody painted |
| <u>X</u> | 2. The speed measuring devices are in place and functioning. |
| <u>X</u> | 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) |
| <u>X</u> | 4. Convertible top is in the closed position. |
| <u>X</u> | <u>X</u> N/A, not a convertible |
| <u>X</u> | 5. Instrumentation and wires are placed so the motion of the dummies during impact is not affected. |
| <u>X</u> | 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 kpa</u> front left tire	<u>210 kpa</u> specified on tire placard or in owner information
<u>210 kpa</u> front right tire	<u>210 kpa</u> specified on tire placard or in owner information
<u>210 kpa</u> rear left tire	<u>210 kpa</u> specified on tire placard or in owner information
<u>210 kpa</u> rear right tire	<u>210 kpa</u> specified on tire placard or in owner information

- | | |
|----------|---|
| <u>X</u> | 7. Time zero contacts on barrier in place. |
| <u>X</u> | 8. Pre test zero and shunt calibration adjustments performed and recorded |
| <u>X</u> | 9. Dummy temperature meets requirements of section 12.2 of the test procedure. |
| <u>X</u> | 10. Vehicle hood closed and latched |
| <u>X</u> | 11. Transmission placed in neutral |
| <u>X</u> | 12. Parking brake off |
| <u>X</u> | 13. Ignition in the ON position |
| <u>X</u> | 14. Doors closed and latched but not locked |
| <u>X</u> | 15. Posttest zero and shunt calibration checks performed and recorded |
| <u>X</u> | 16. Actual test speed <u>39.8 kmph</u> |
| <u>X</u> | 17. Vehicle rebound from the barrier <u>299</u> cm |
| <u>X</u> | 18. Describe whether the doors open after the test and what method is used to open the doors. |
| <u>X</u> | Left Front Door: Door remained closed and latched; Door opened without tools |
| <u>X</u> | Right Front Door: Door remained closed and latched; Door opened without tools |
| <u>X</u> | Left Rear Door: Door remained closed and latched; Door opened without tools |
| <u>X</u> | 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; Chest to Air Bag; Knees to Knee Bolster
- ☒ Passenger Dummy: Head to Air Bag; Chest to Air Bag; Knees to Glove Box

REMARKS:

I certify that I have read and performed each instruction.

Signature: Eiv L. [Signature]

Date: 7/25/06

DATA SHEET NO. 40

ACCIDENT INVESTIGATION DIVISION DATA

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C60105
 Test Date: 7/25/06

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:	2006 Buick Lucerne Passenger Car
VIN:	1G4HP57216U155236
Wheelbase:	2930 mm
Build Date:	12/05
Vehicle Size Category:	4
Test Weight:	1944.6 kg
Front Overhang:	1085 mm
Overall Width:	1862 mm
Overall Length Center:	5144 mm

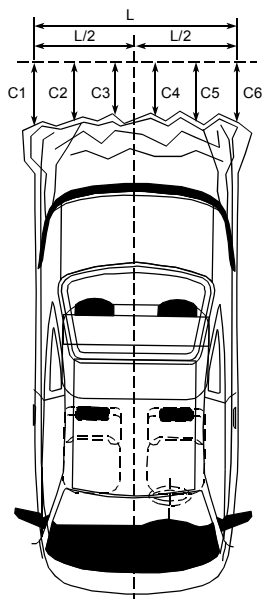
Accelerometer Data	
Location:	As per measurements on Data Sheet 31
Linearity:	>99.9%

Integration Algorithm:	Trapezoidal
Vehicle Impact Speed:	39.8 kmph
Time of Separation:	147.3 ms
Velocity Change:	43.6 kmph

CRUSH PROFILE

Collision Deformation Classification: 12FDEW6
 Midpoint of Damage: Vehicle Longitudinal Centerline
 Damage Region Length (mm): 1534
 Impact Mode: Frontal Barrier

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush zone 1 at left side	mm	4968	4859	109
C2	Crush zone 2 at left side	mm	5066	4889	177
C3	Crush zone 3 at left side	mm	5111	4861	250
C4	Crush zone 4 at right side	mm	5116	4752	364
C5	Crush zone 5 at right side	mm	5069	4724	345
C6	Crush zone 6 at right side	mm	4971	4753	218



REMARKS:

I certify that I have read and performed each instruction.

Signature: *Nick Kosinski*

Date: 7/25/06

DATA SHEET 41

WINDSHIELD MOUNTING (FMVSS 212)

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C60105
 Test Date: 7/25/06

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

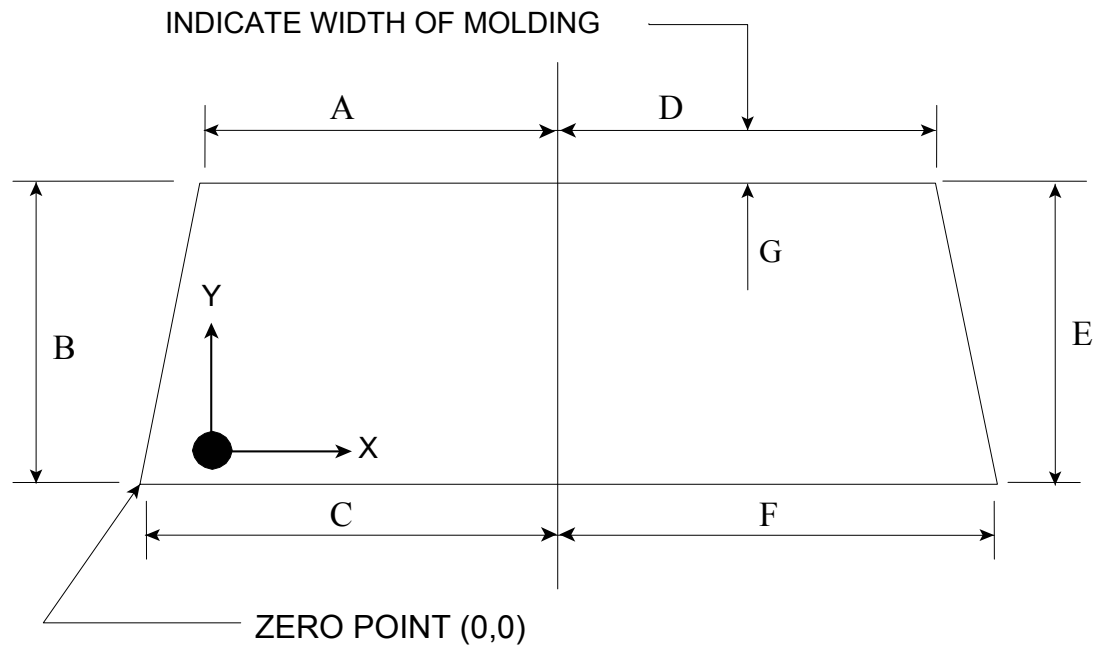
Retained with glue
Rubber trim
 - ☒ 1.2 Mark the longitudinal centerline of the windshield
 - ☒ 1.3 Measure pre-crash A, B, and C for the left side and record in the chart below.
 - ☒ 1.4 Measure pre-crash C, D, and E for the right side and record in the chart below.
 - ☒ 1.5 Measure from the edge of the retainer or molding to the edge of the windshield.
Dimension G (mm): 8 mm
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	604	604	100%
	B	850	850	100%
	C	780	780	100%
	Total	2134	2134	100%
Right Side	D	604	604	100%
	E	858	858	100%
	F	780	780	100%
	Total	2142	2142	100%

Indicate area of mounting failure. NONE

FRONT VIEW OF WINDSHIELD



REMARKS:

I certify that I have read and performed each instruction.

Signature: *Thick Krosinski*

Date: 7/25/06

DATA SHEET 42

WINDSHIELD ZONE INTRUSION (FMVSS 219)

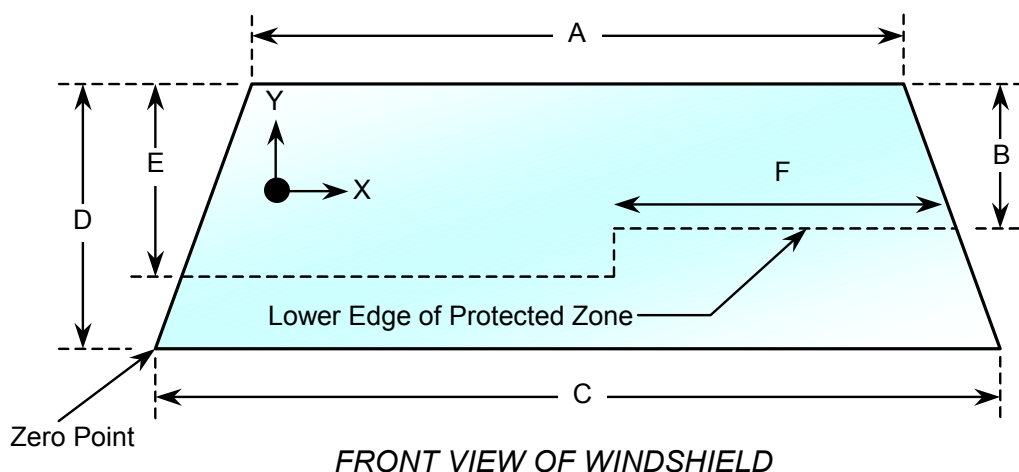
Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance
 Test Technician: Nick Kosinski

NHTSA No.: C60105
 Test Date: 7/25/06

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	1209
B	mm	543
C	mm	1559
D	mm	850
E	mm	517
F	mm	546

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: *Thick Kosinski*

Date: 7/25/06

DATA SHEET 43

FUEL SYSTEM INTEGRITY (FMVSS 301)

Test Vehicle: 2006 Buick Lucerne
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman

NHTSA No.: C60105
Test Date: 7/25/06

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

Stoddard Solvent Spillage Measurements

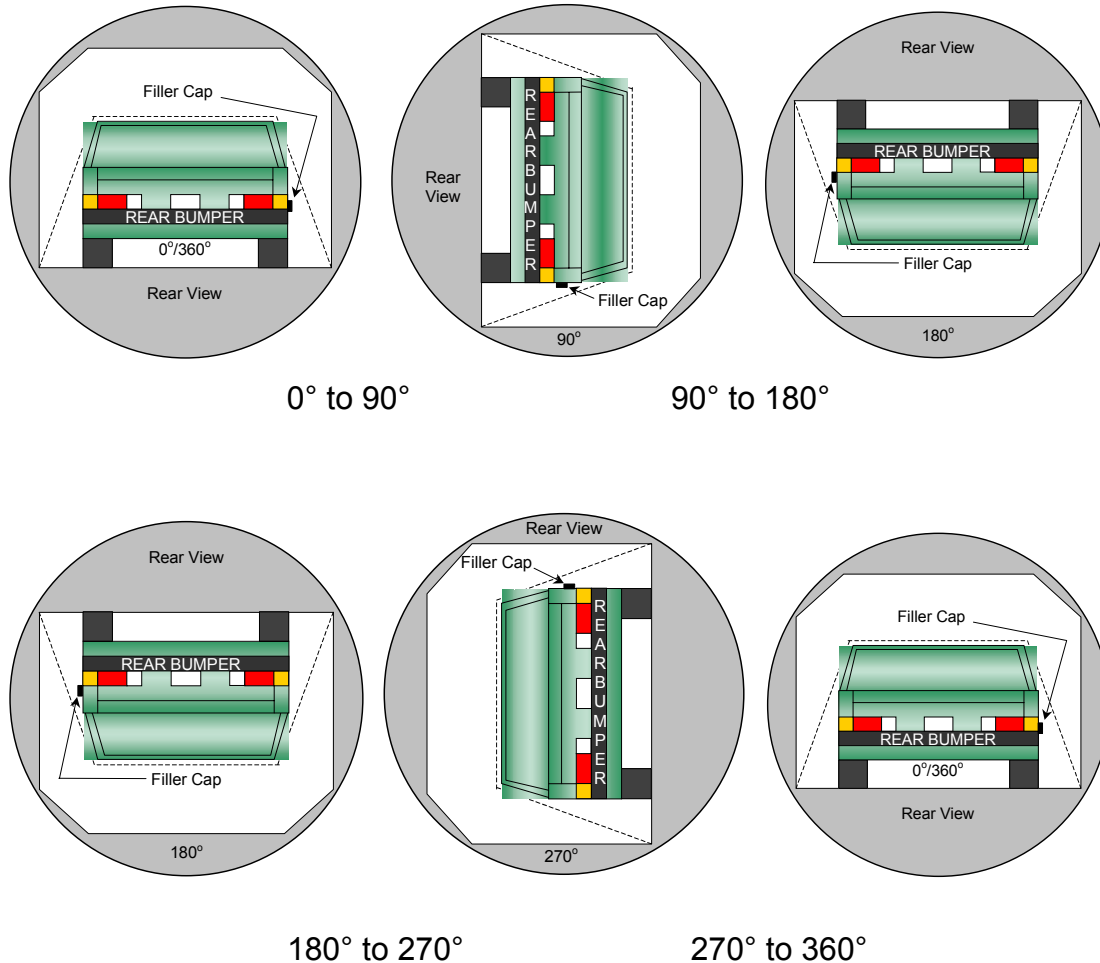
- A. From impact until vehicle motion ceases: 0.0 grams
(Maximum Allowable = 28 grams)
- B. For the 5 minute period after motion ceases: 0.0 grams
(Maximum Allowable = 142 grams)
- C. For the following 25 minutes: 0.0 grams
(Maximum Allowable = 28 grams/minute)
- D. Spillage: NONE

REMARKS: NO SPILLAGE

DATA SHEET NO. 43
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2006 Buick Lucerne
 Test Program: FMVSS 208 Compliance

NHTSA No.: C60105
 Test Date: 7/25/06



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°	119	305	0.0
90° to 180°	114	305	0.0
180° to 270°	115	305	0.0
270° to 360°	116	305	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

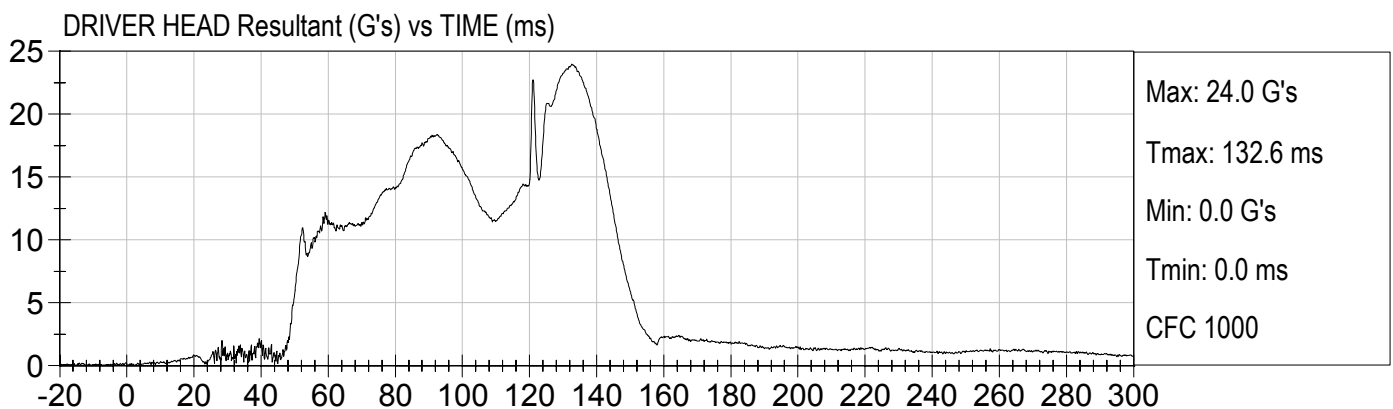
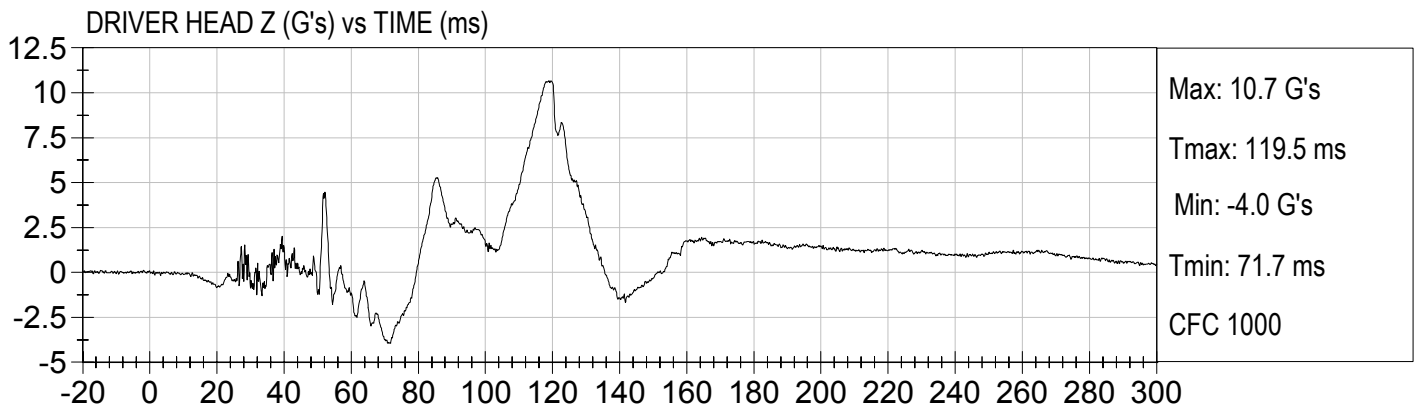
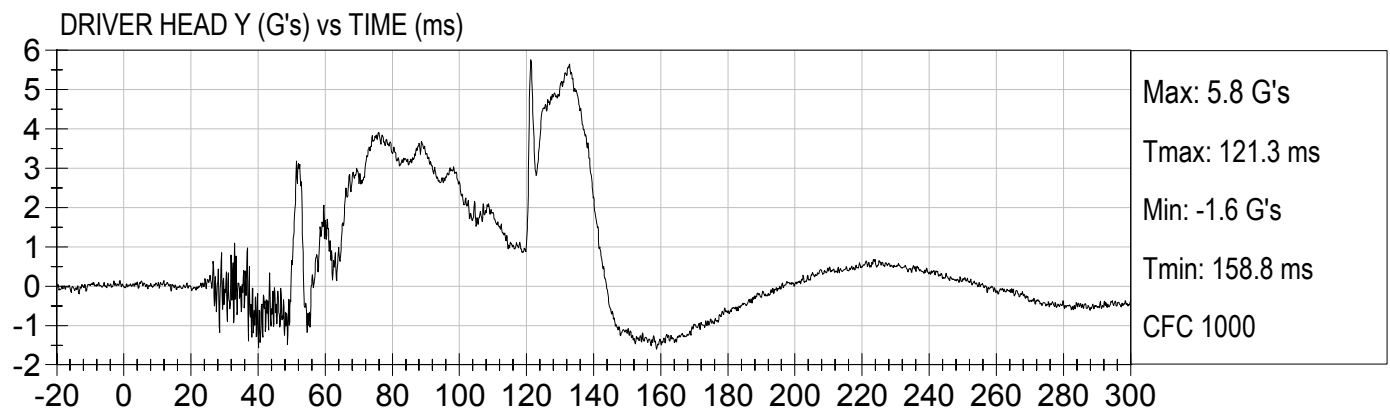
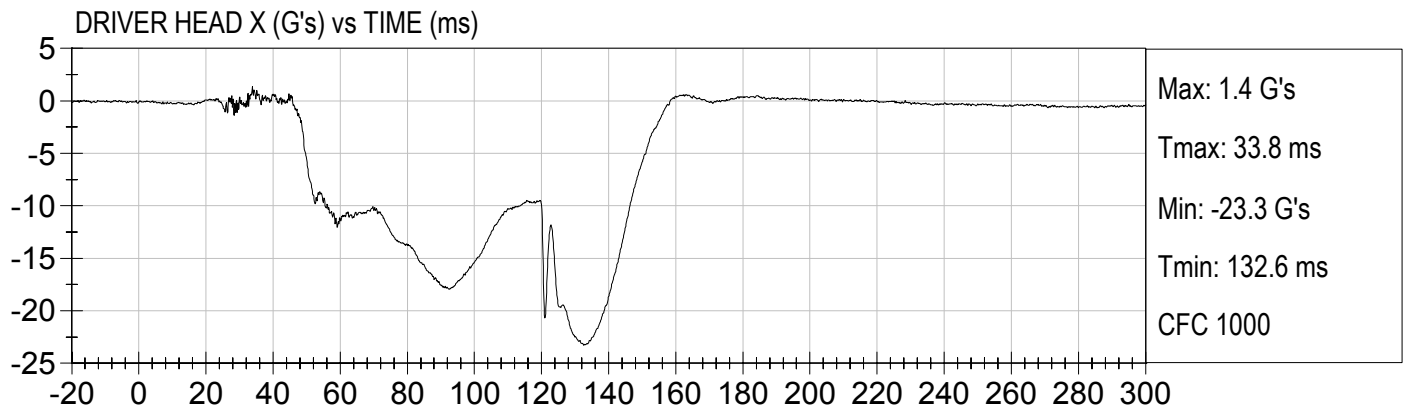
		<u>Page No.</u>
Figure No. 30.	Passenger Head X Velocity vs. Time	A-9
Figure No. 31.	Passenger Head Y Velocity vs. Time	A-9
Figure No. 32.	Passenger Head Z Velocity vs. Time	A-9
Figure No. 33.	Passenger Neck Force X vs. Time	A-10
Figure No. 34.	Passenger Neck Force Y vs. Time	A-10
Figure No. 35.	Passenger 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.	Trunk Z Acceleration vs. Time	A-21
Figure No. 74.	Trunk Z Velocity vs. Time	A-21
Figure No. 75.	Barrier Force – Upper Left vs. Time	A-22
Figure No. 76.	Barrier Force – Upper Center vs. Time	A-22
Figure No. 77.	Barrier Force – Upper Right vs. Time	A-22
Figure No. 78.	Barrier Force – Lower Left vs. Time	A-23
Figure No. 79.	Barrier Force – Lower Center vs. Time	A-23
Figure No. 80.	Barrier Force – Lower Right vs. Time	A-23
Figure No. 81.	Barrier Force – Sum Left vs. Time	A-24
Figure No. 82.	Barrier Force – Sum Center vs. Time	A-24
Figure No. 83.	Barrier Force – Sum Right vs. Time	A-24
Figure No. 84.	Barrier Force – Sum All vs. Time	A-24



25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

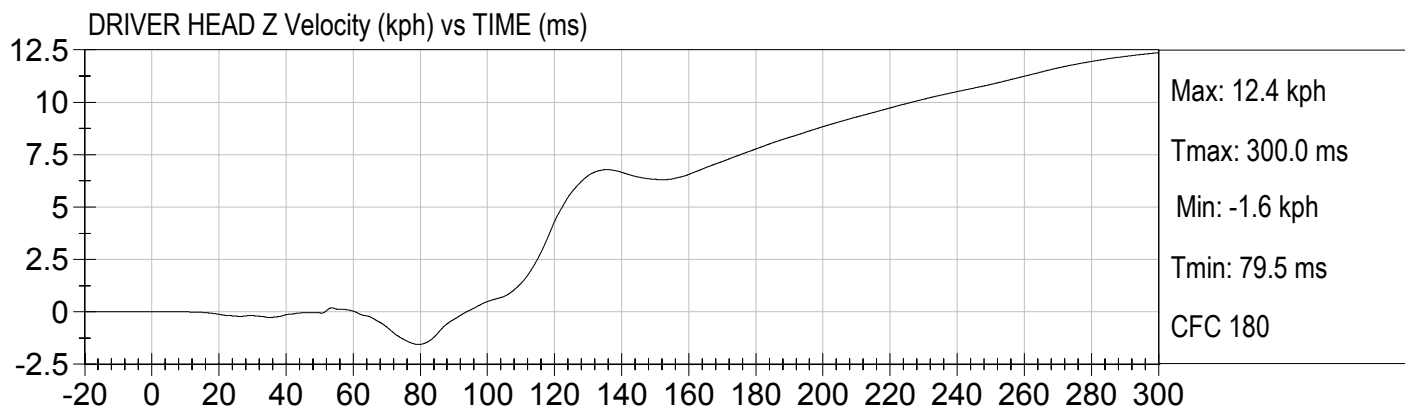
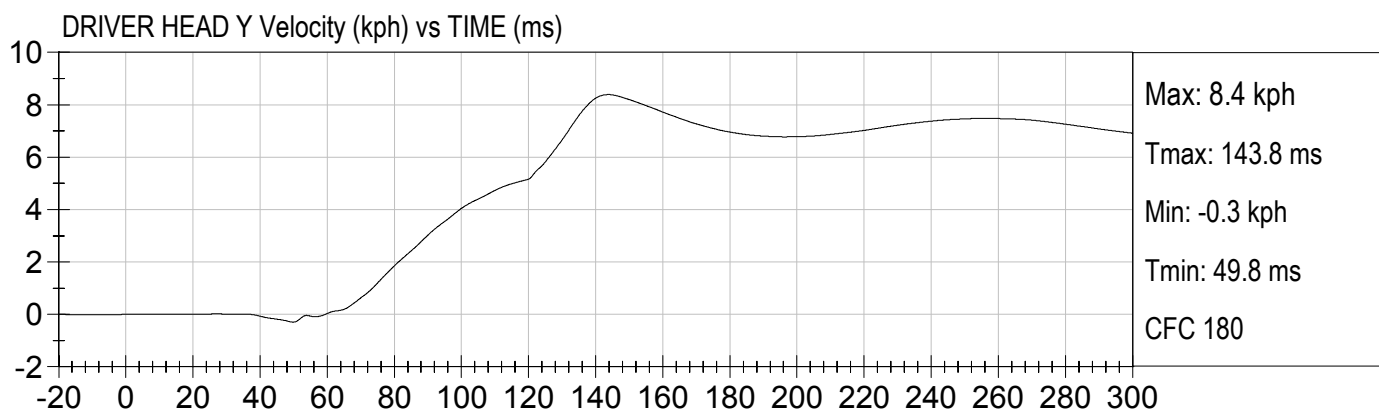
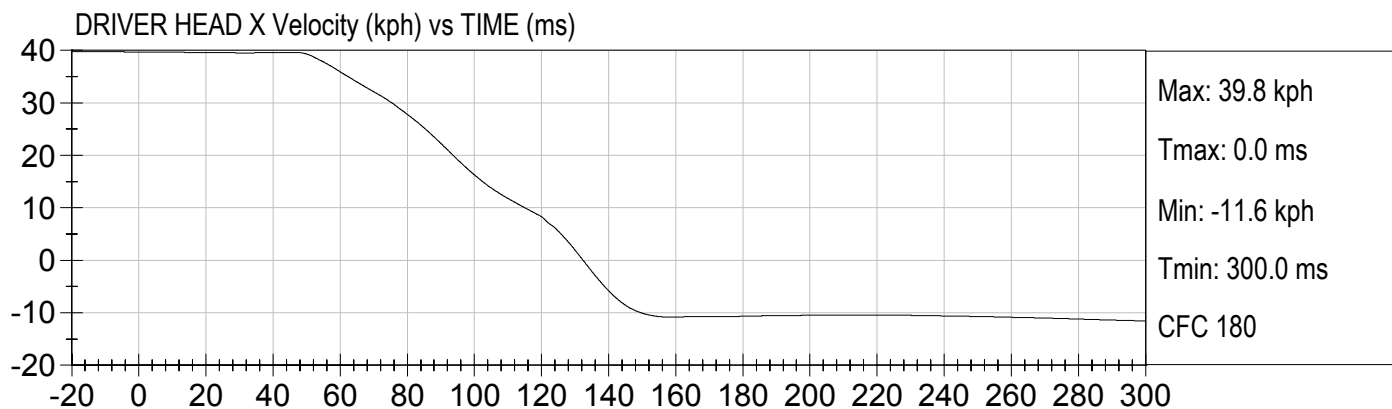
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

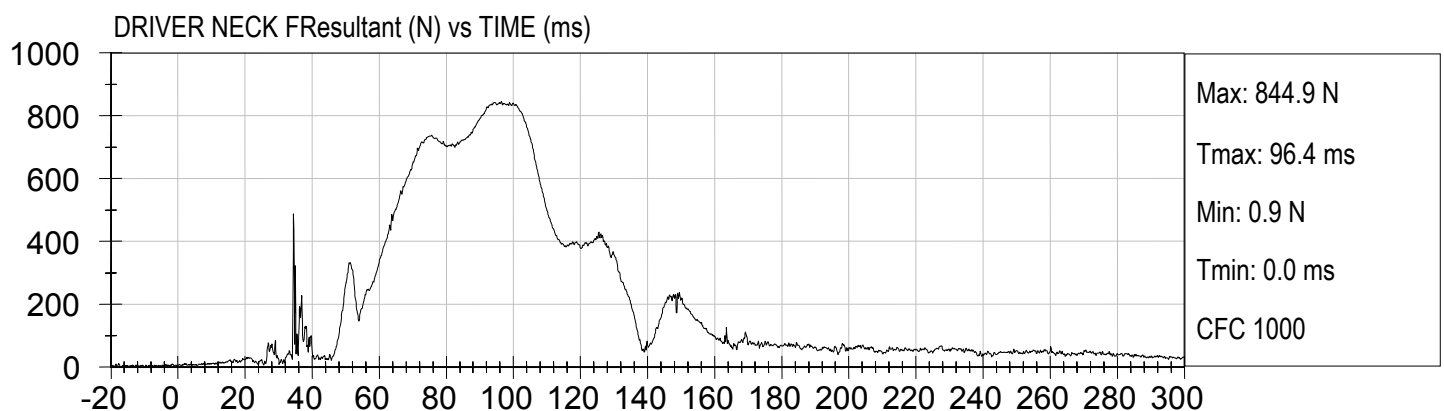
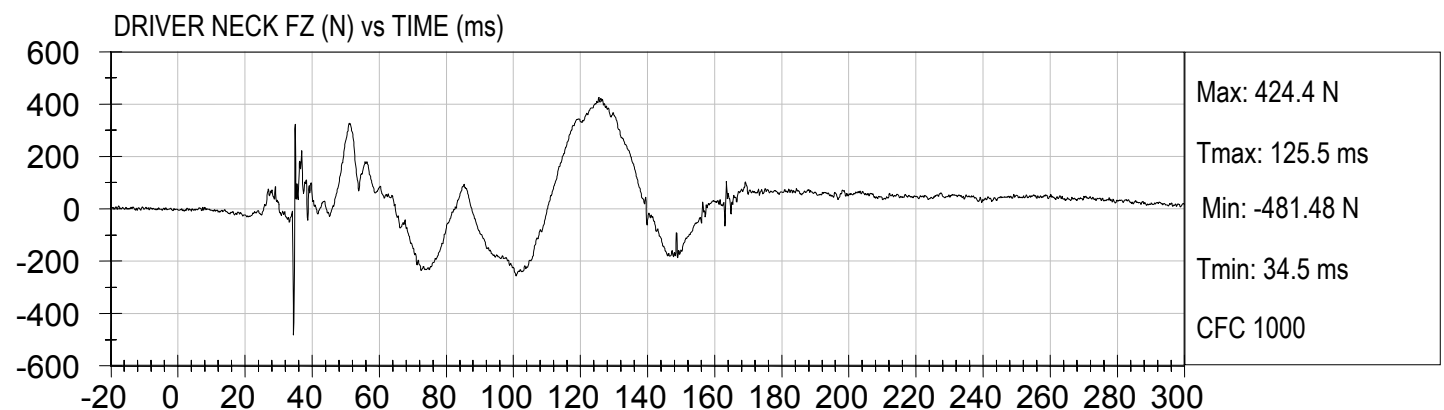
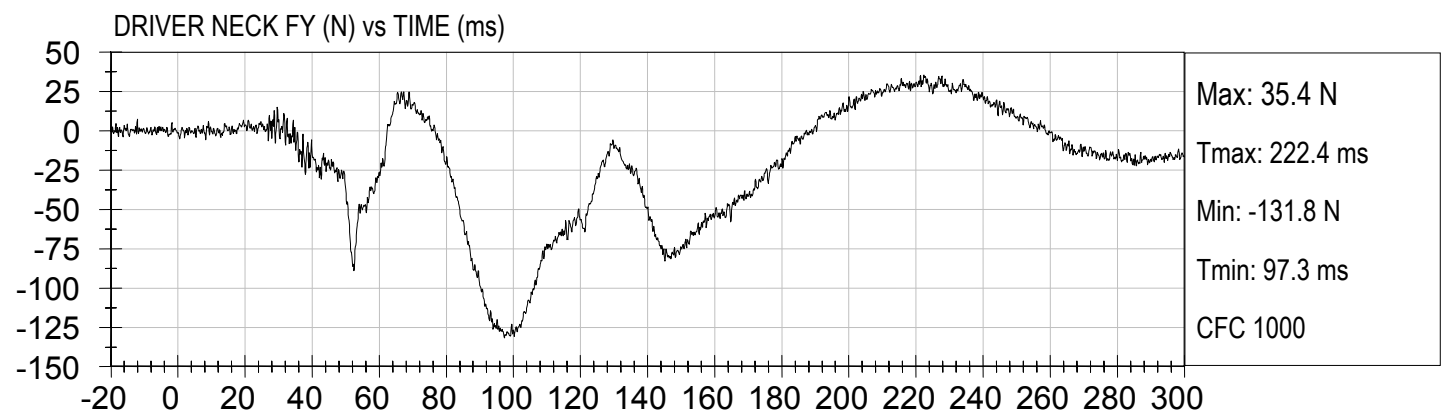
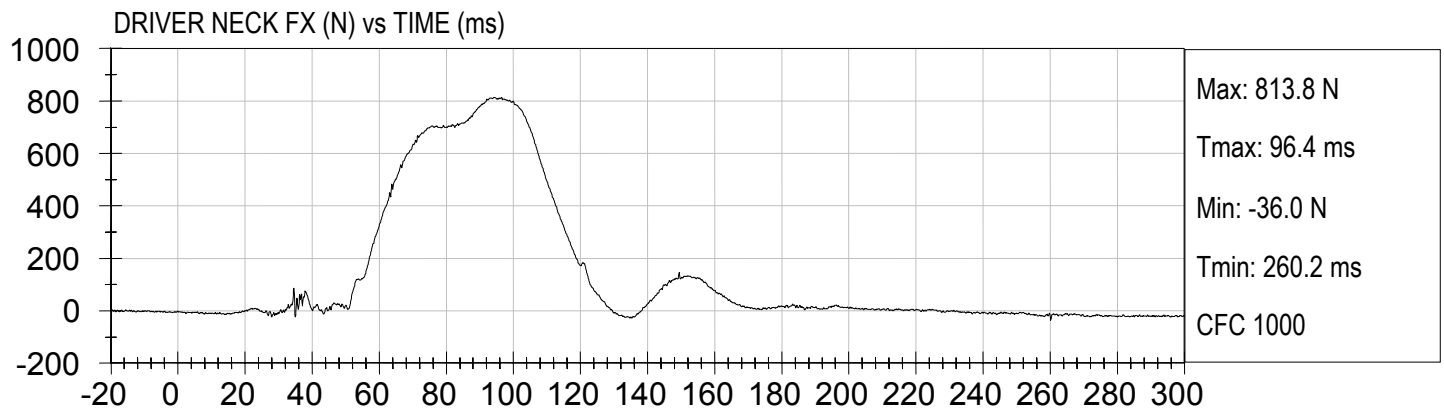
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

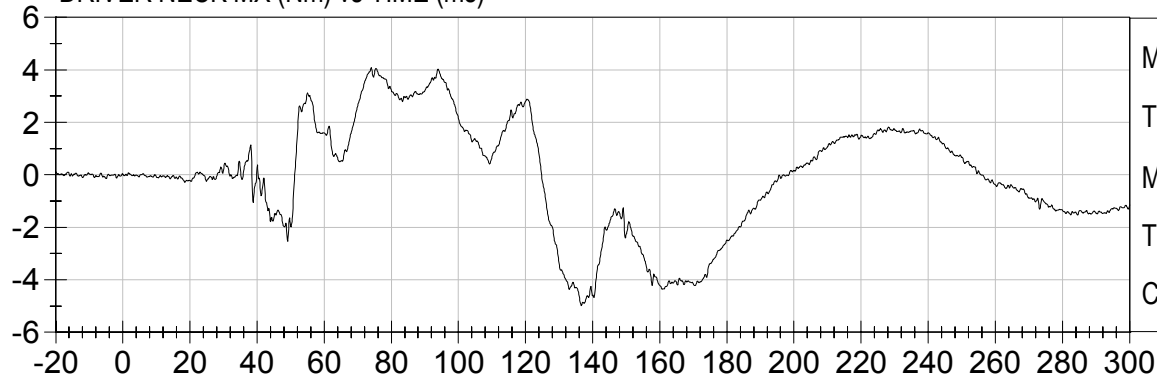




25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

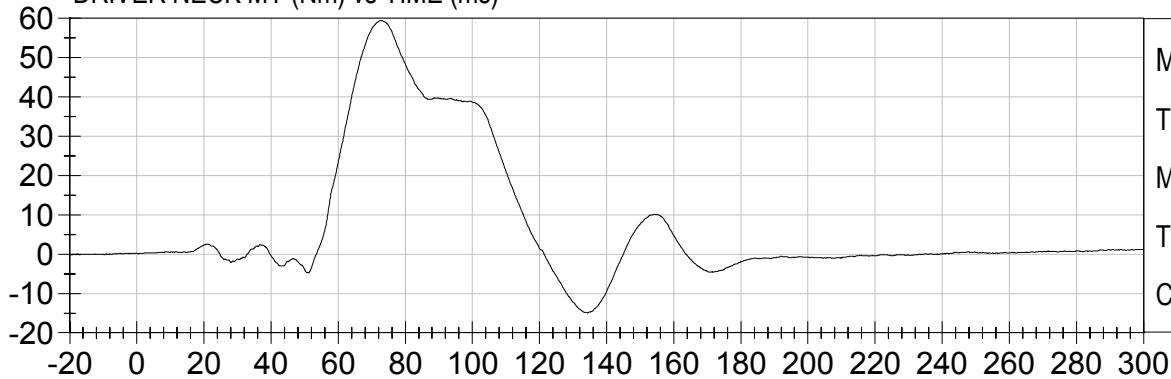
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

DRIVER NECK MX (Nm) vs TIME (ms)



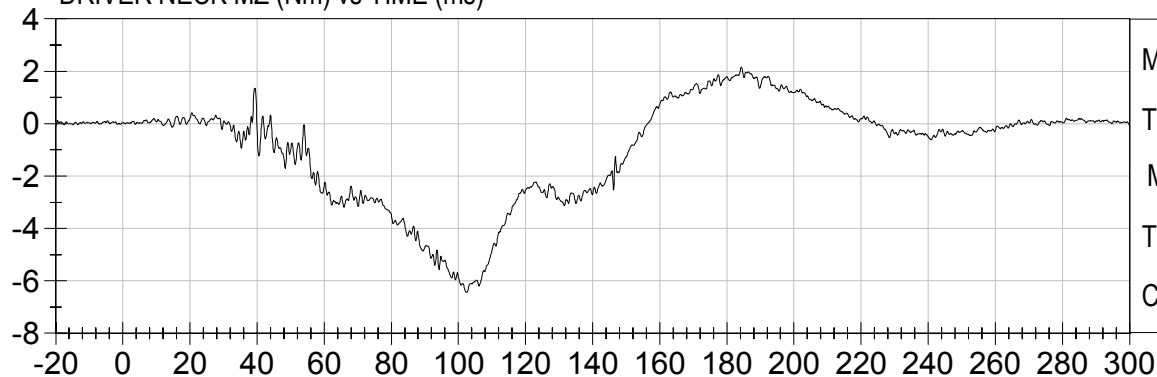
Max: 4.1 Nm
Tmax: 74.0 ms
Min: -5.0 Nm
Tmin: 136.6 ms
CFC 600

DRIVER NECK MY (Nm) vs TIME (ms)



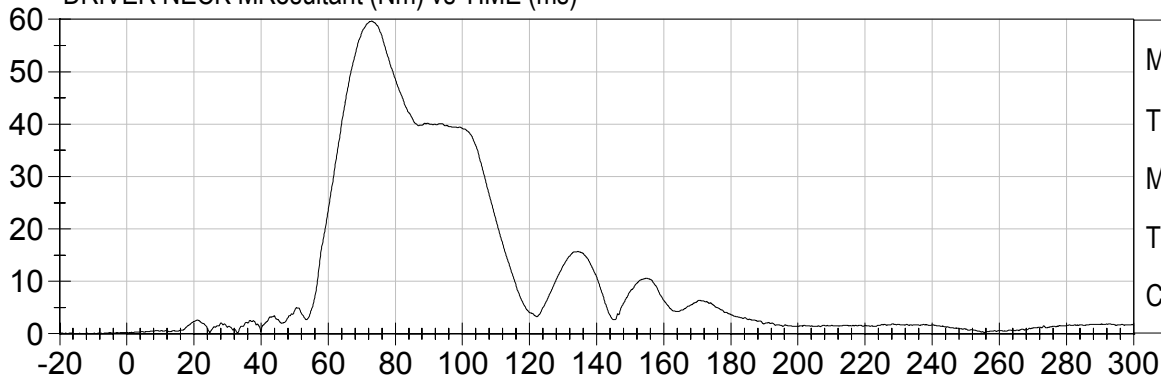
Max: 59.5 Nm
Tmax: 73.0 ms
Min: -14.9 Nm
Tmin: 134.3 ms
CFC 600

DRIVER NECK MZ (Nm) vs TIME (ms)



Max: 2.2 Nm
Tmax: 184.4 ms
Min: -6.4 Nm
Tmin: 102.4 ms
CFC 600

DRIVER NECK MResultant (Nm) vs TIME (ms)

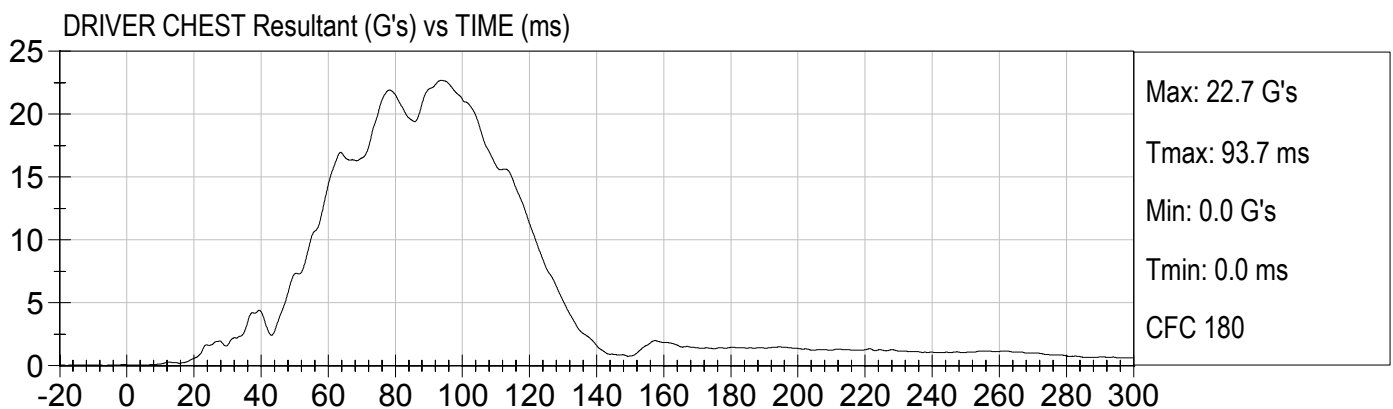
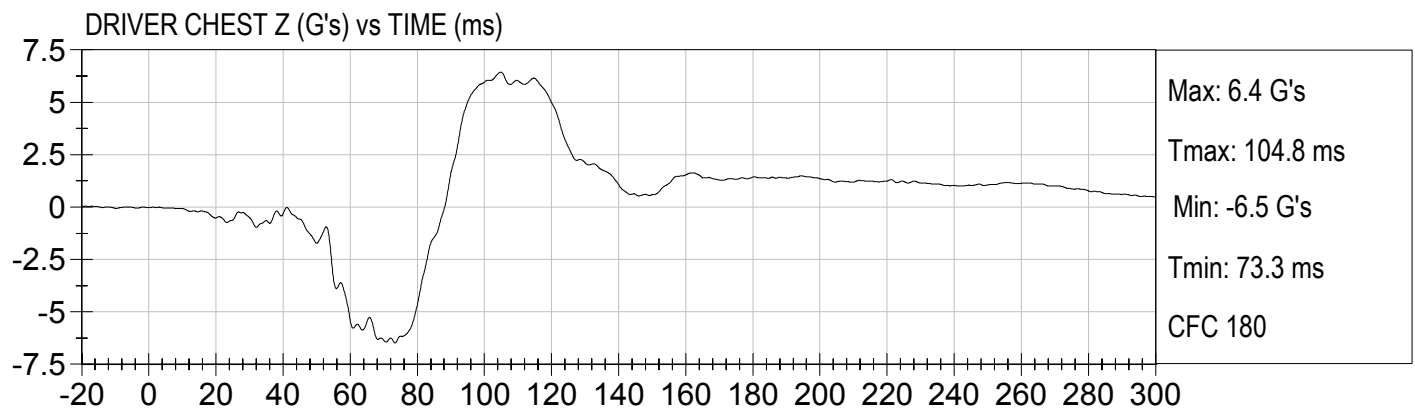
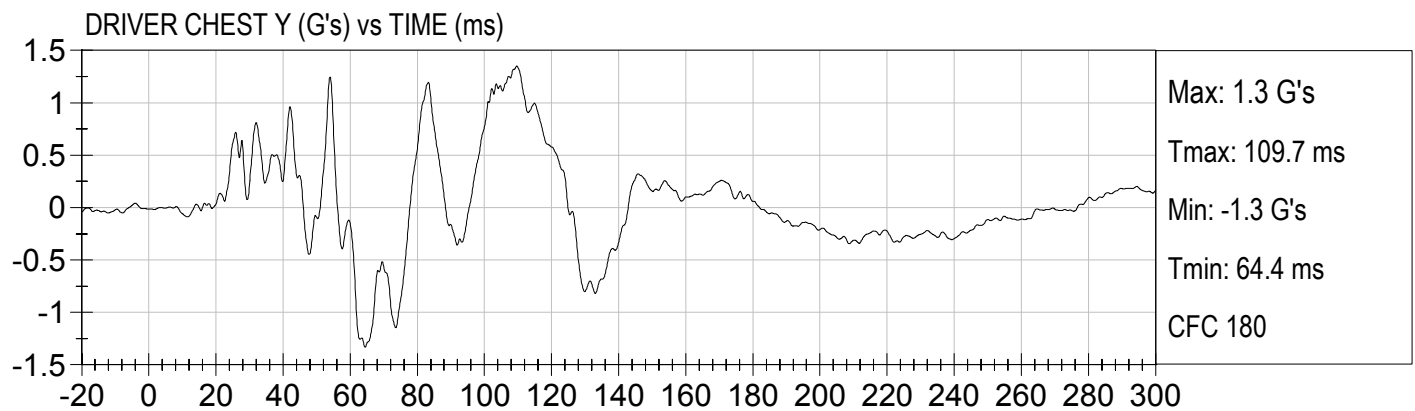
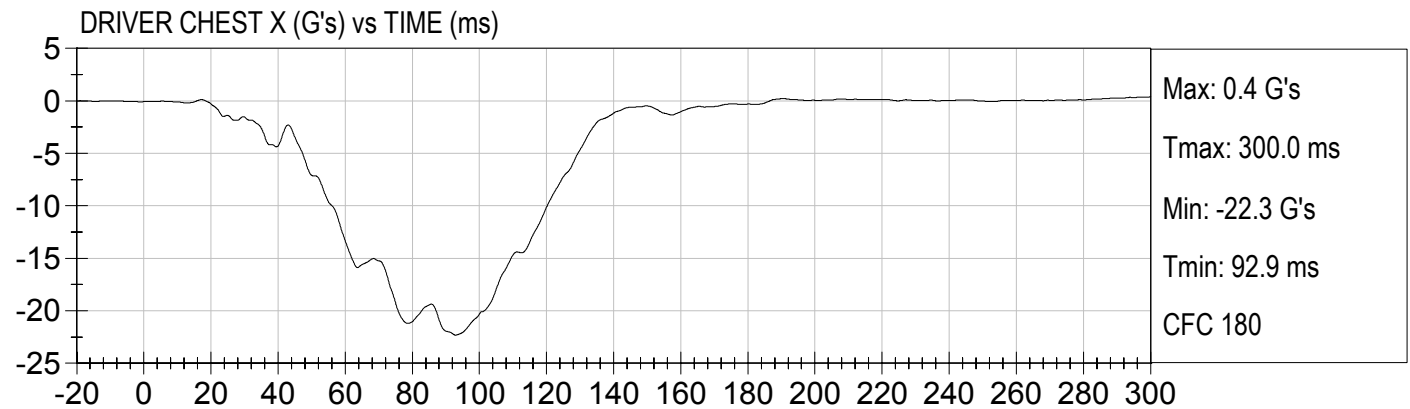


Max: 59.7 Nm
Tmax: 73.0 ms
Min: 0.0 Nm
Tmin: 0.0 ms
CFC 600



25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

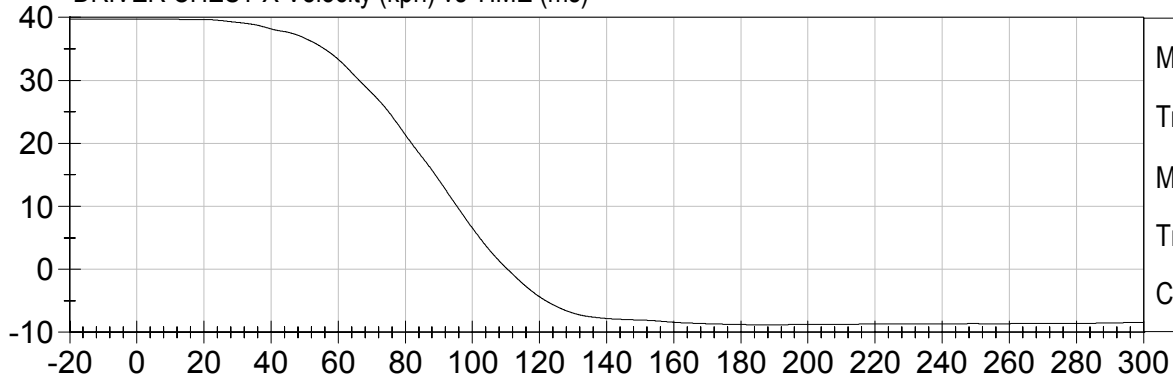




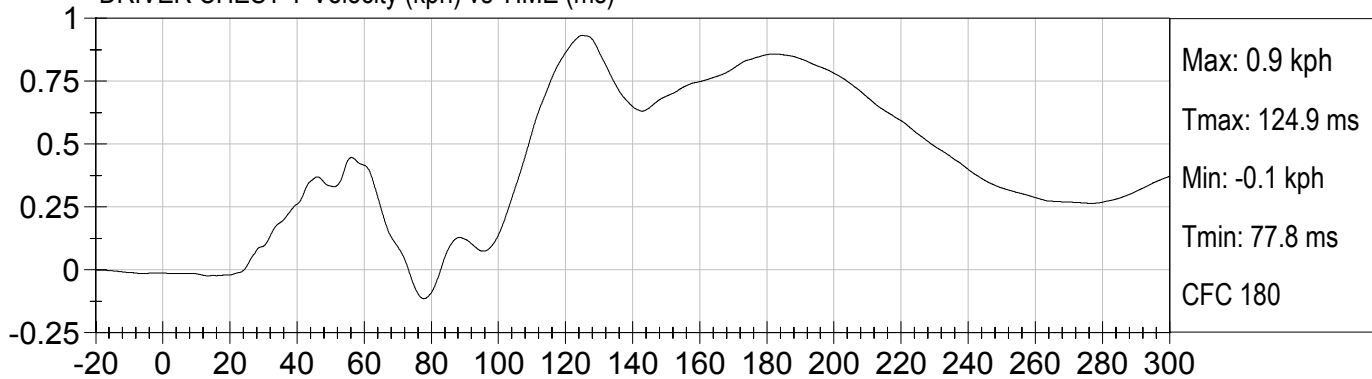
25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

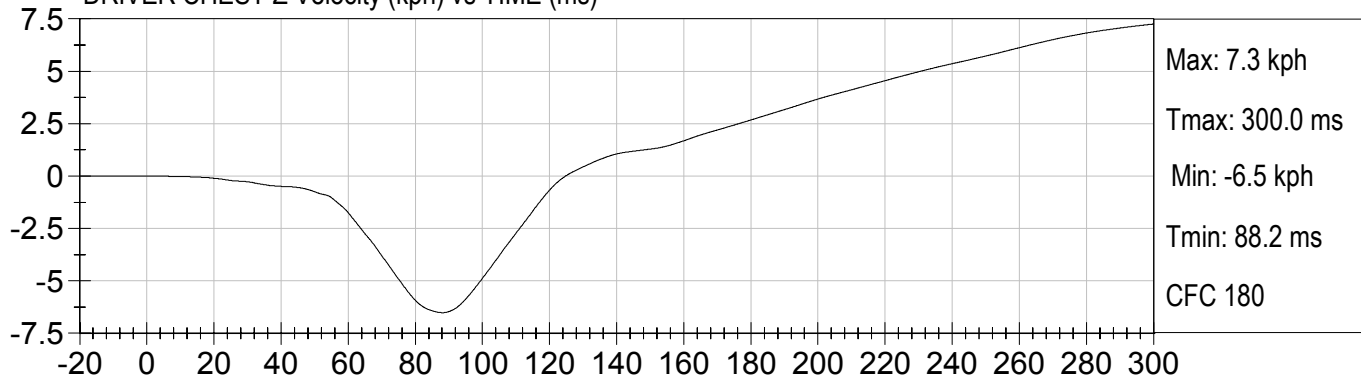
DRIVER CHEST X Velocity (kph) vs TIME (ms)



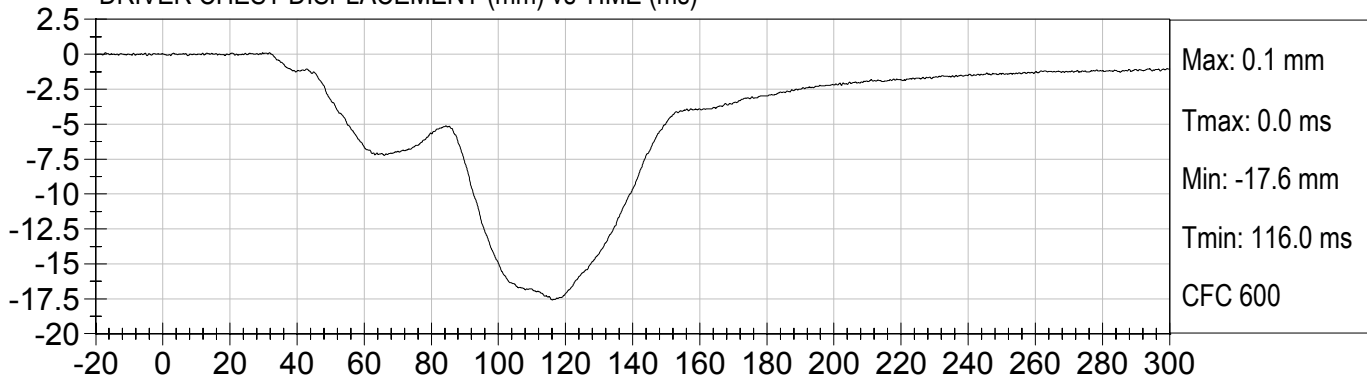
DRIVER CHEST Y Velocity (kph) vs TIME (ms)



DRIVER CHEST Z Velocity (kph) vs TIME (ms)



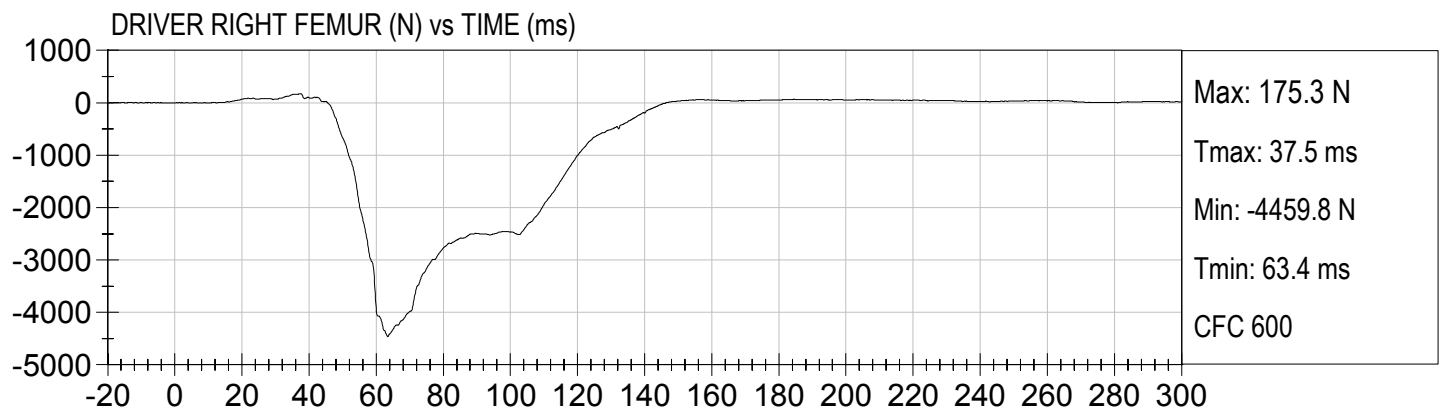
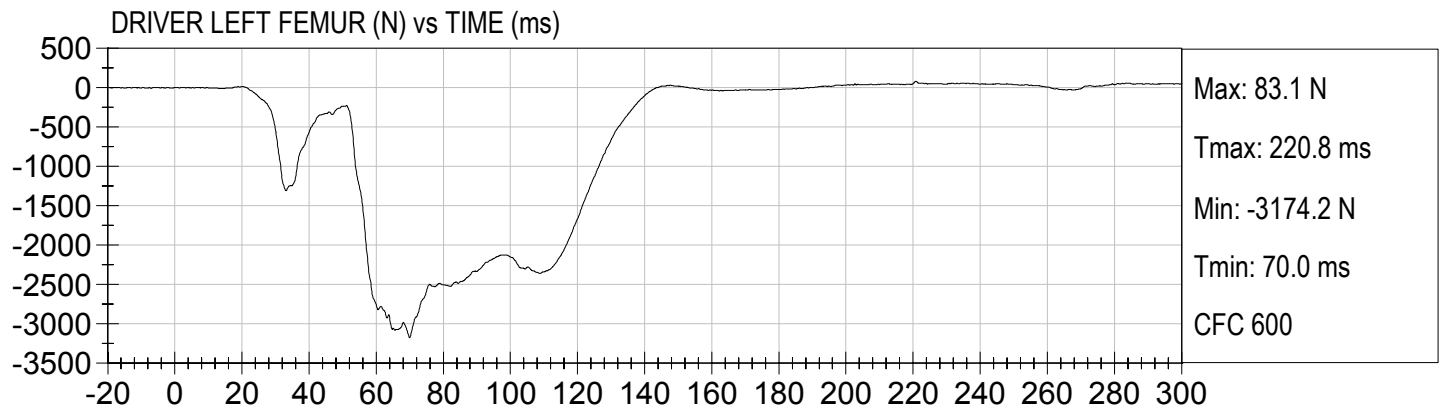
DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

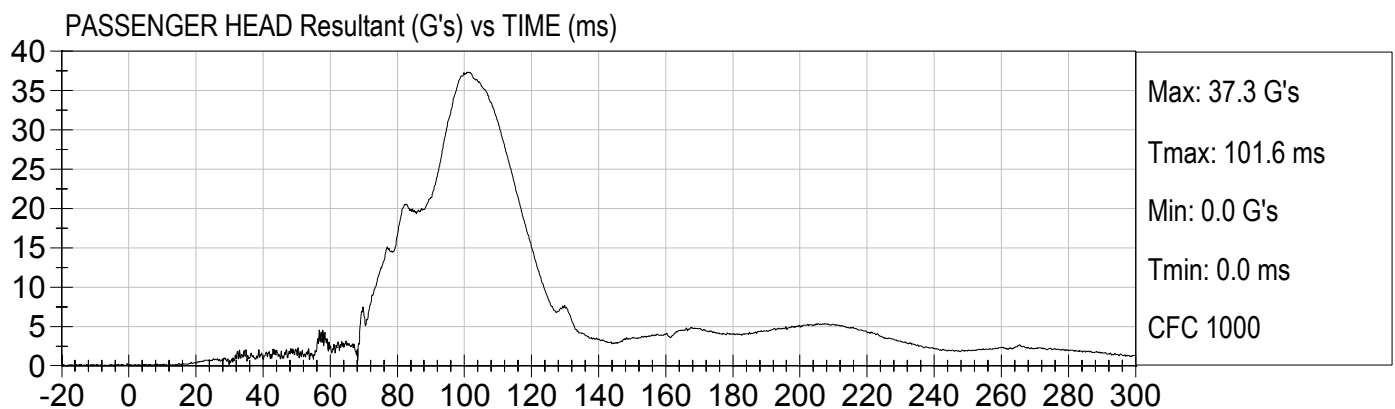
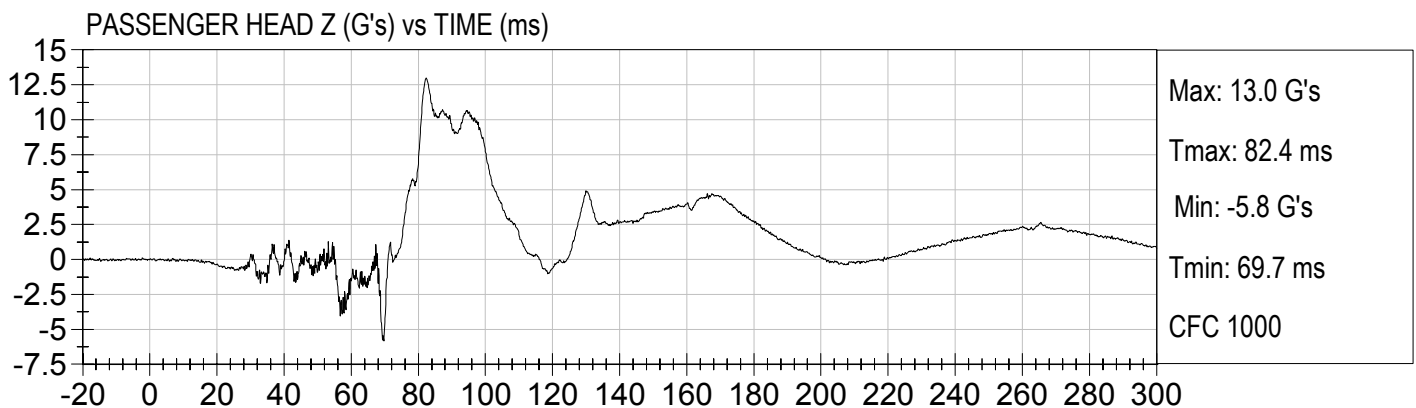
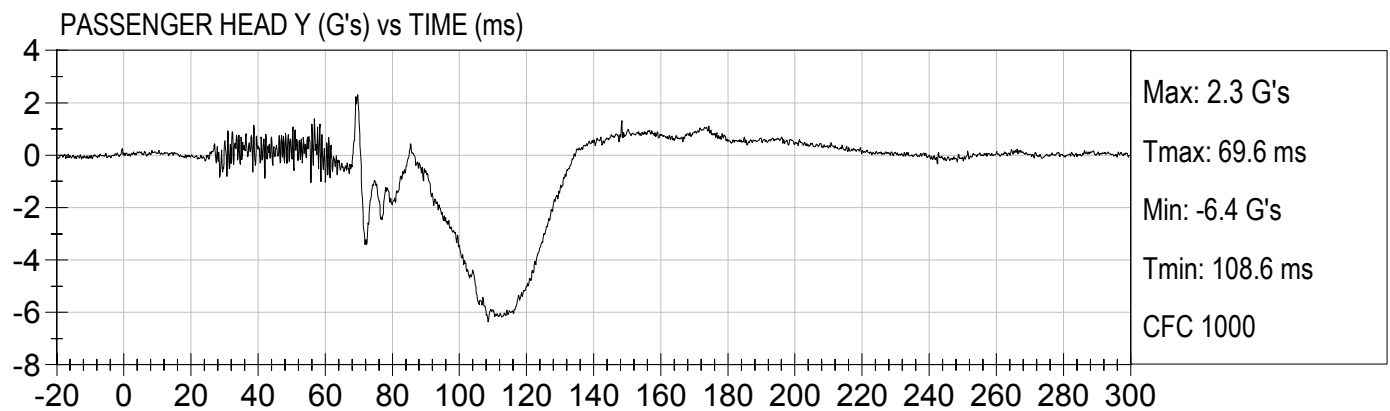
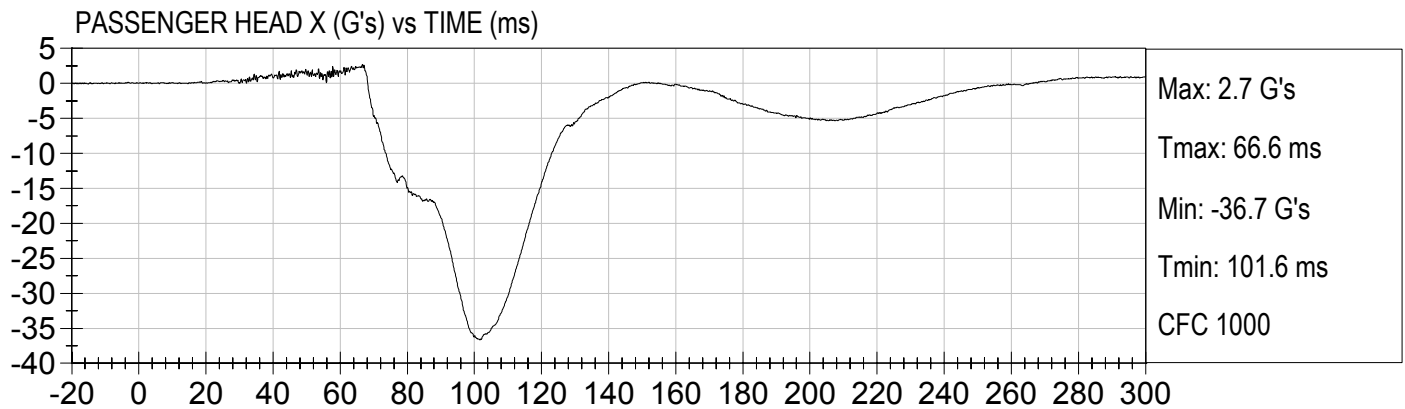
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

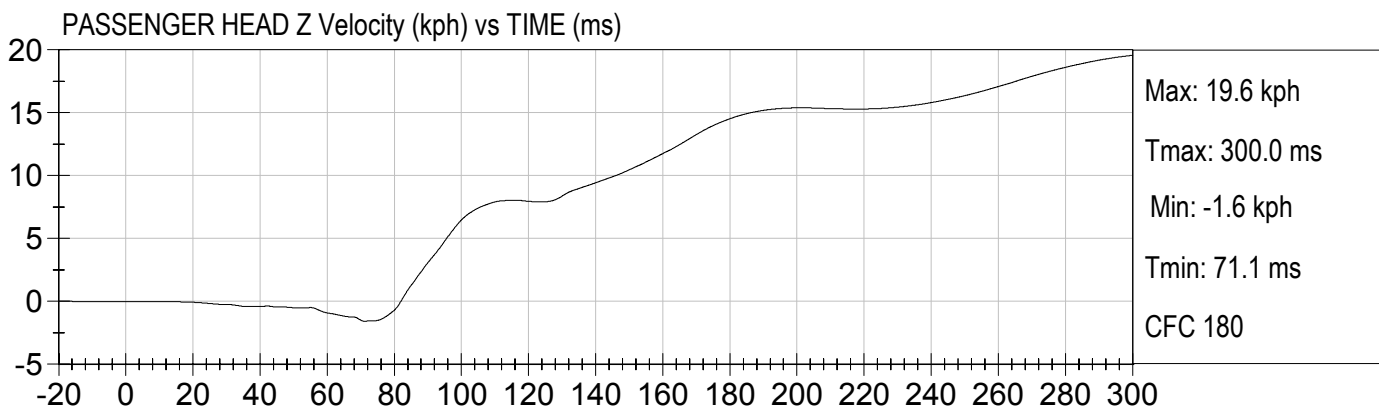
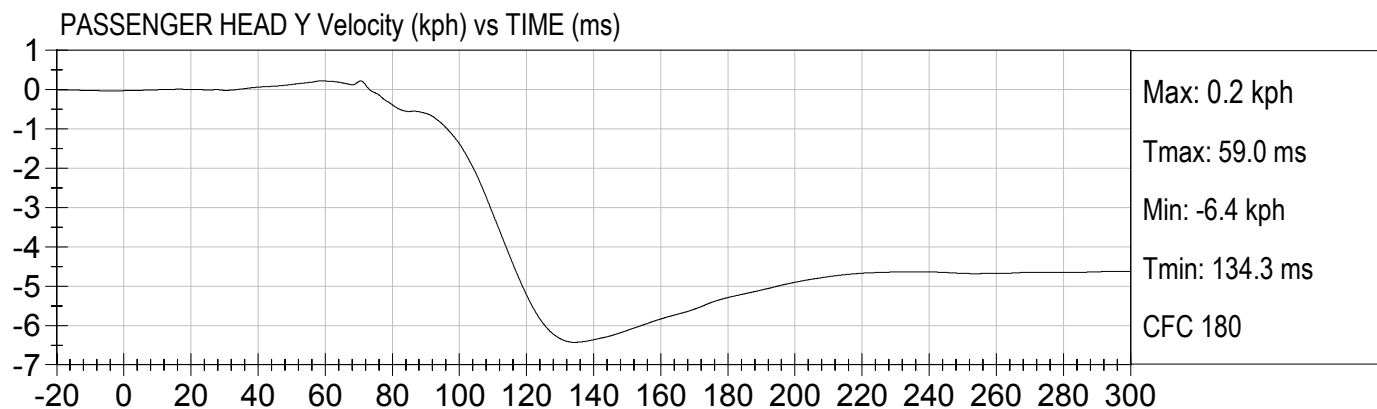
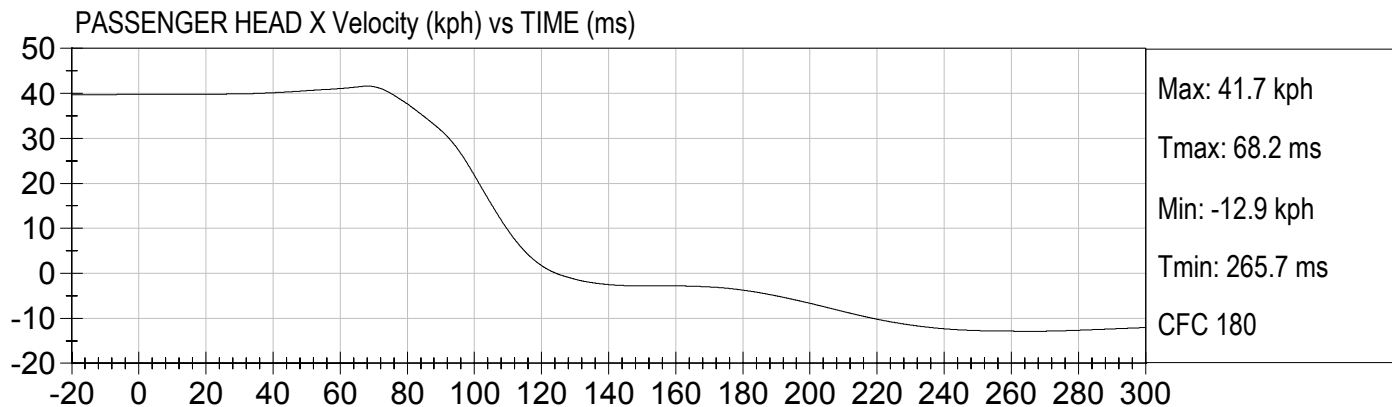
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

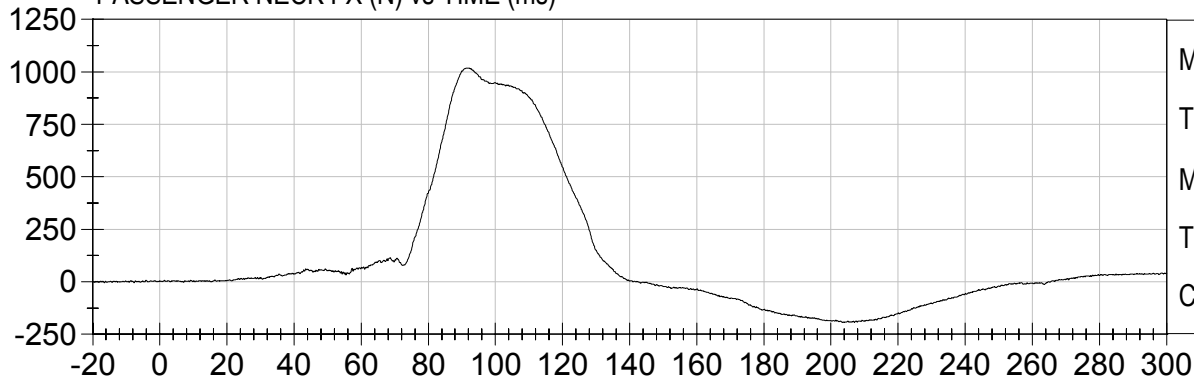




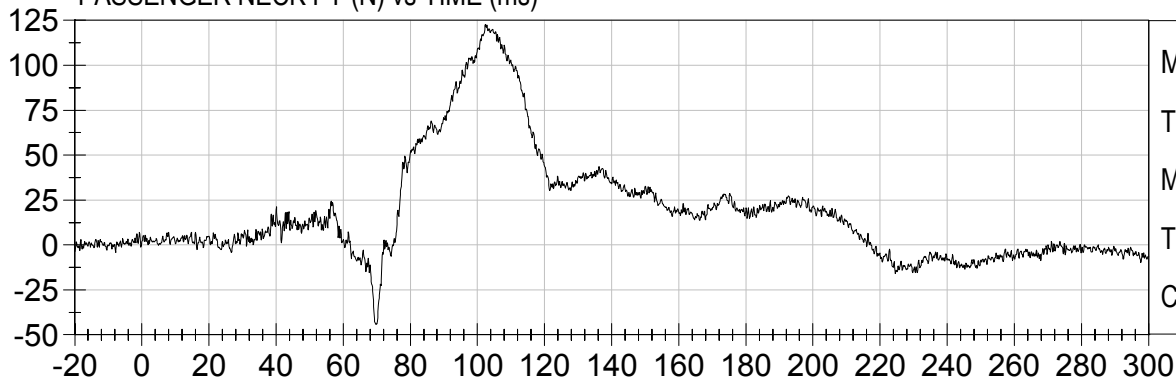
25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

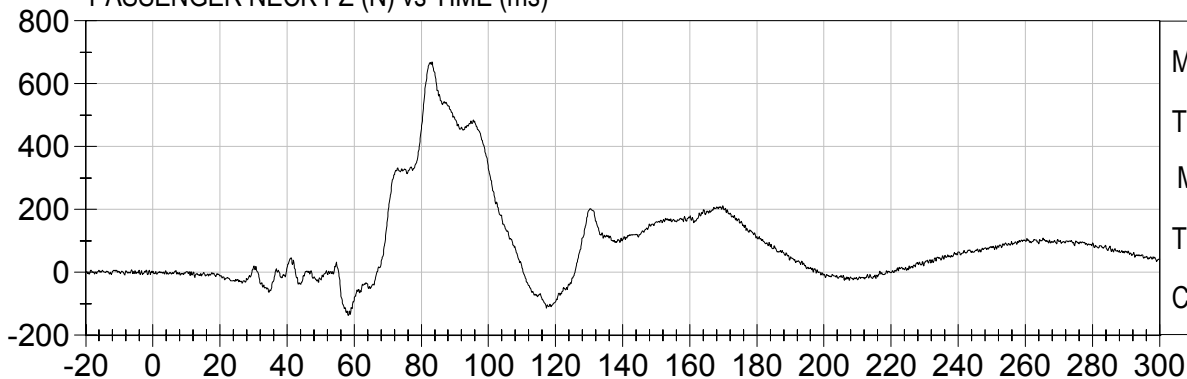
PASSENGER NECK FX (N) vs TIME (ms)



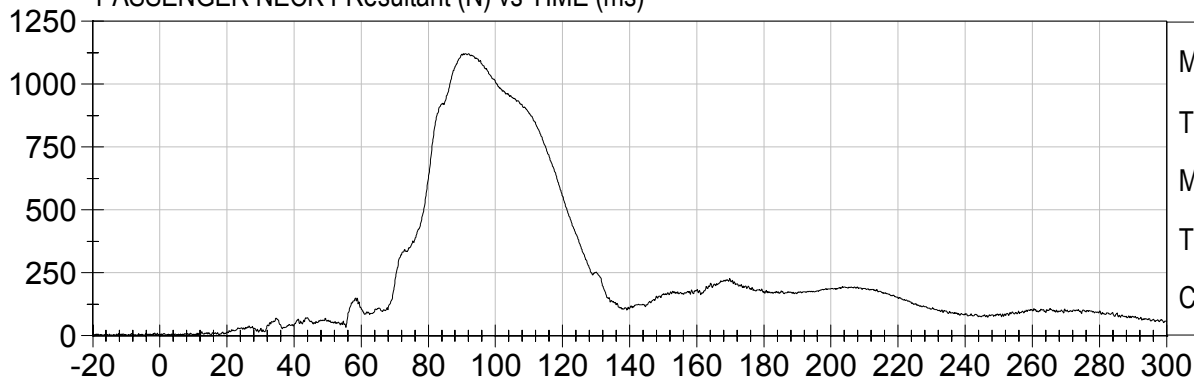
PASSENGER NECK FY (N) vs TIME (ms)



PASSENGER NECK FZ (N) vs TIME (ms)



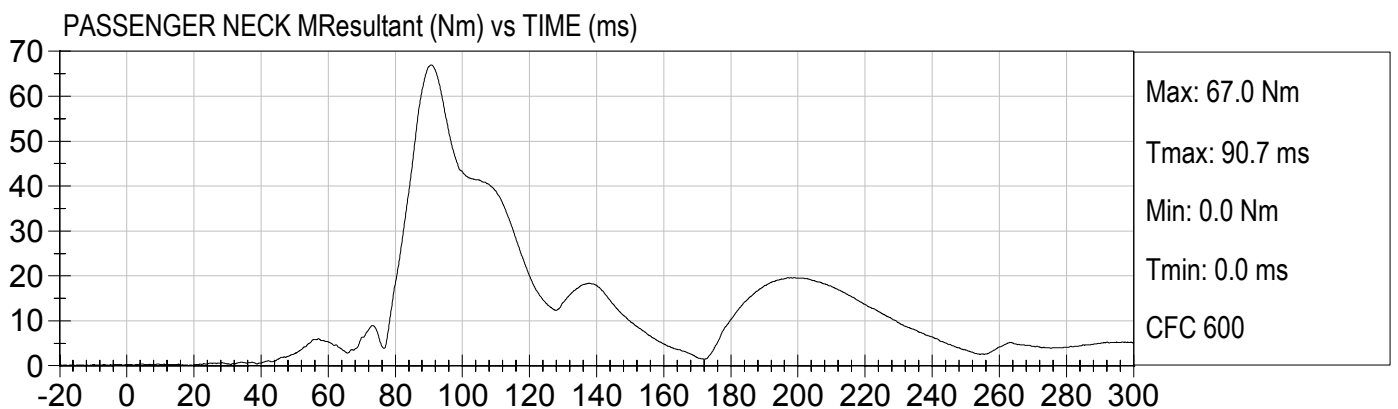
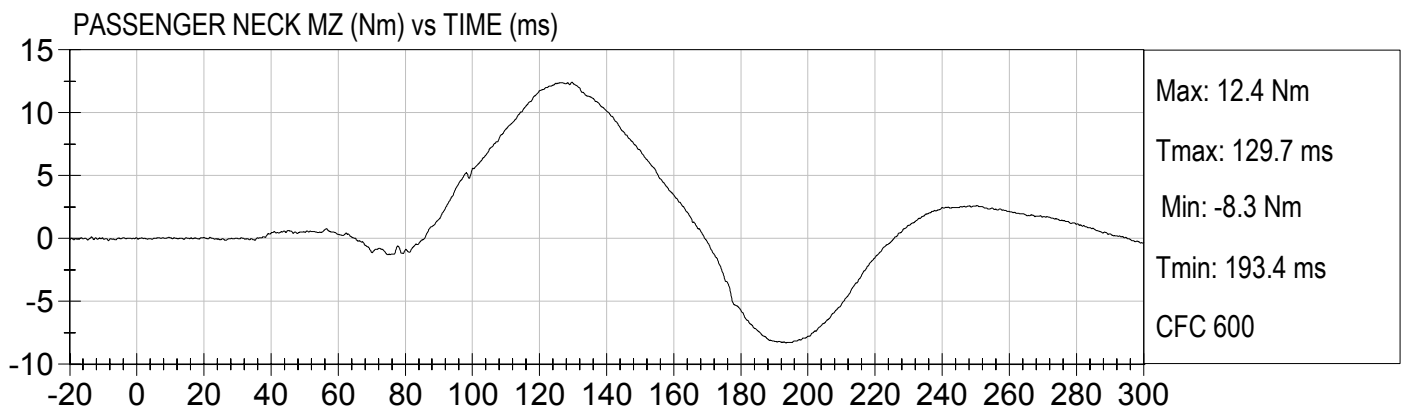
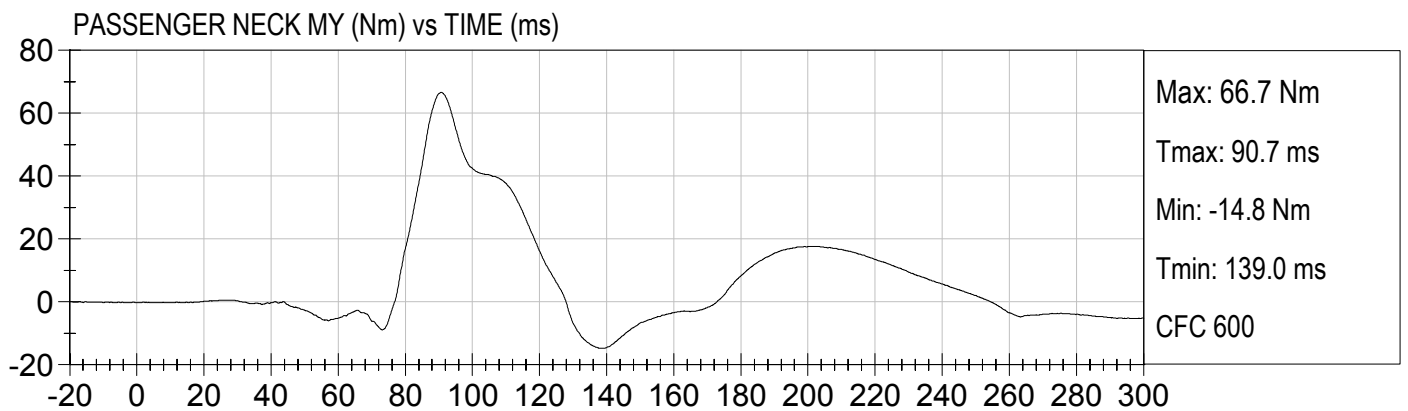
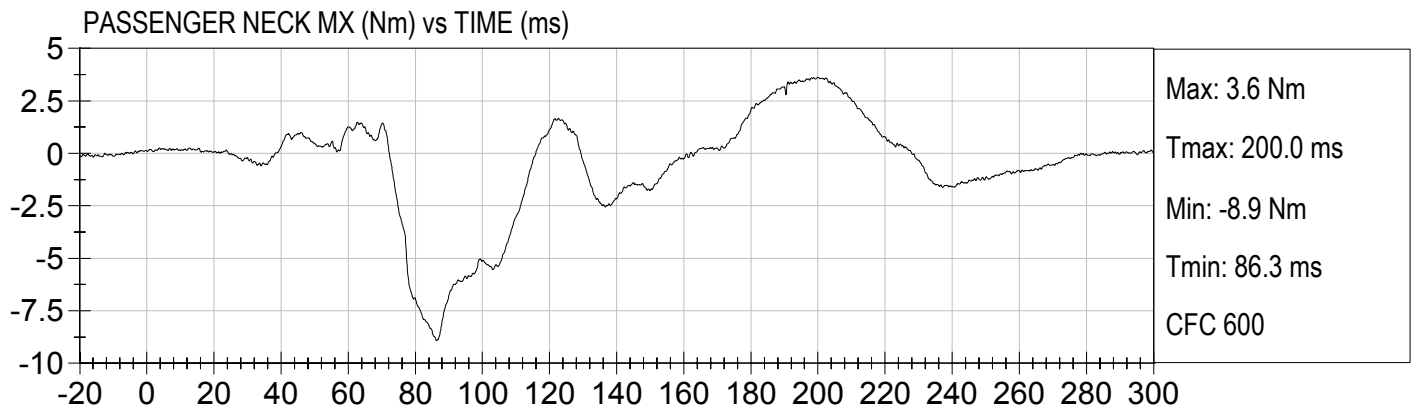
PASSENGER NECK FResultant (N) vs TIME (ms)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

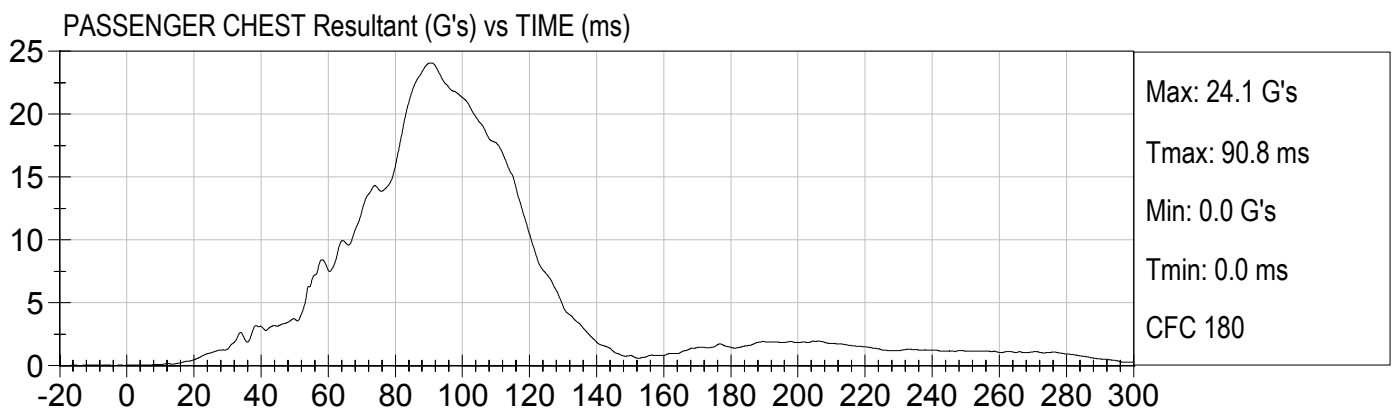
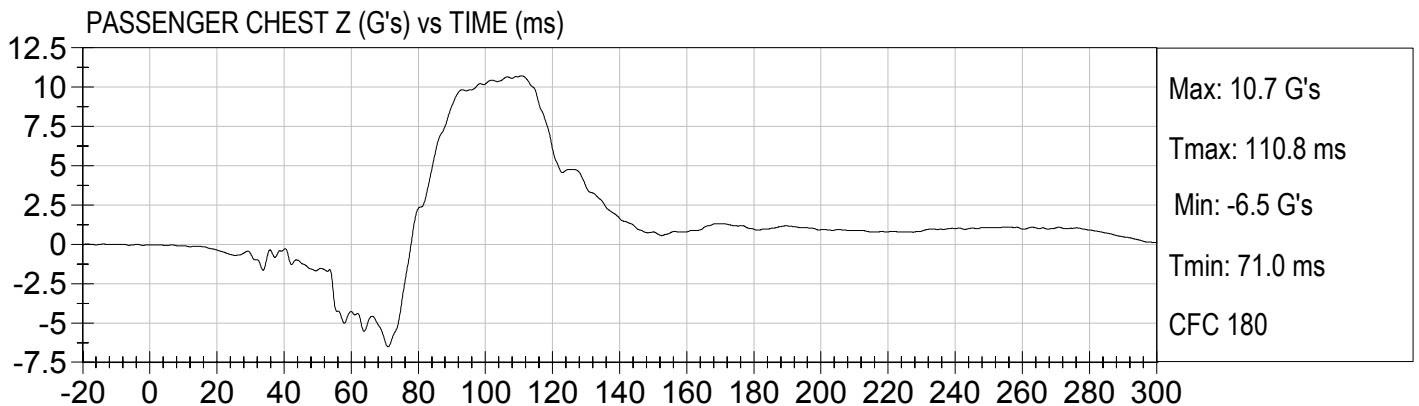
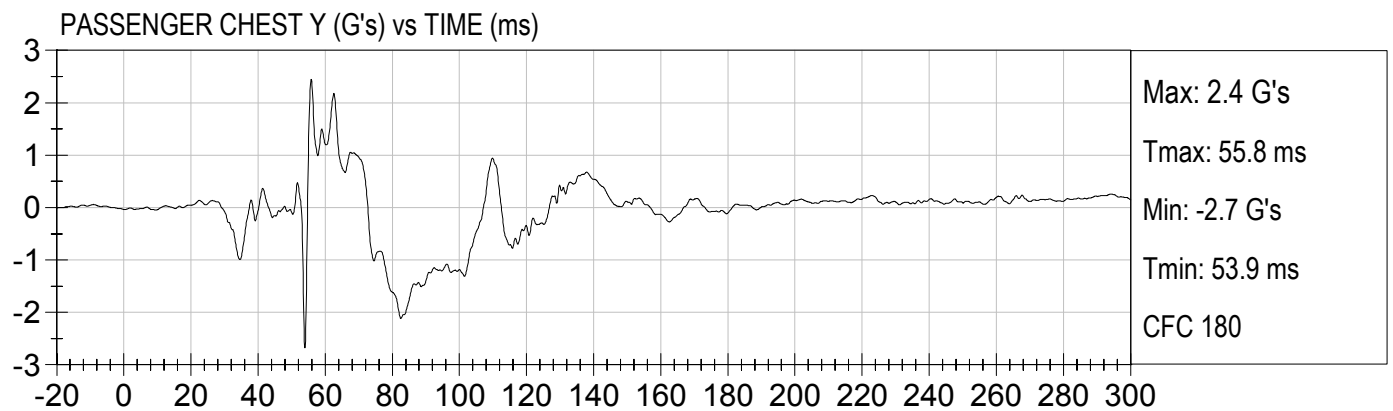
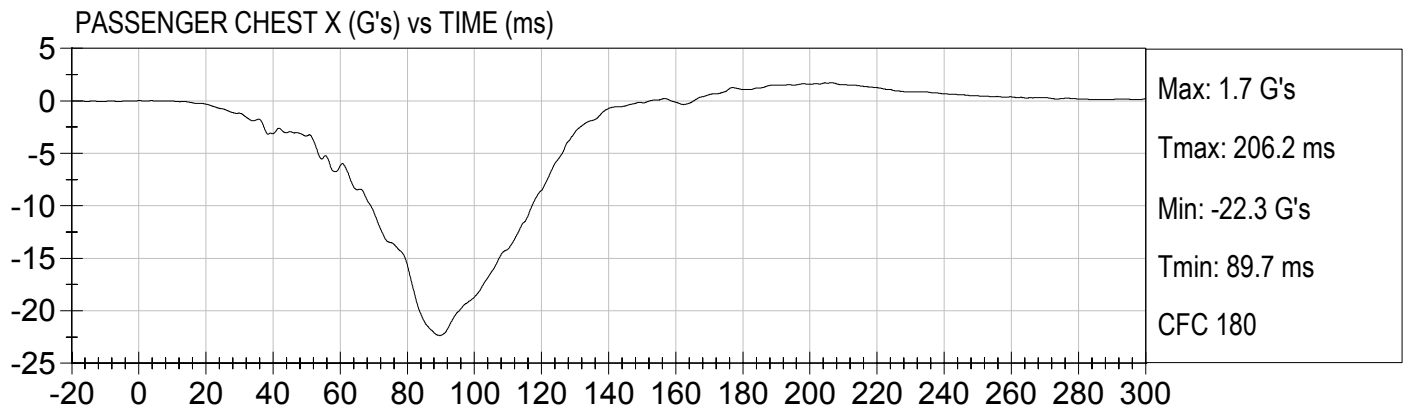
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

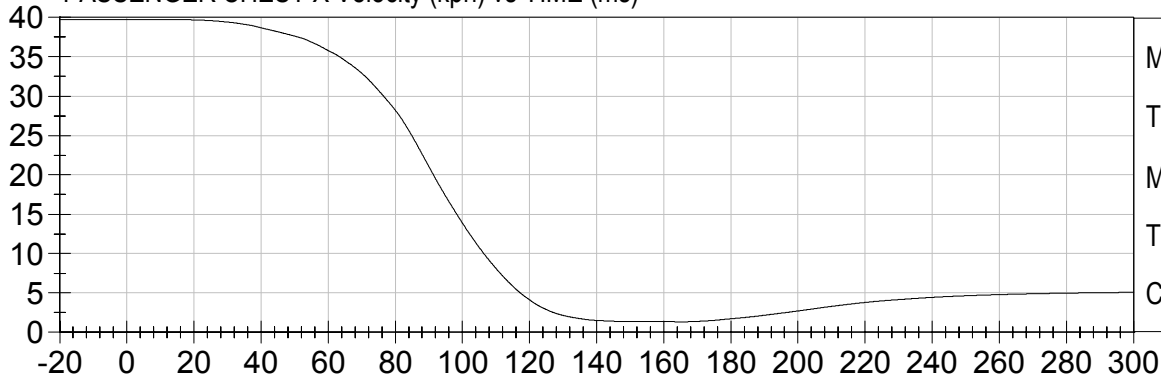




25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

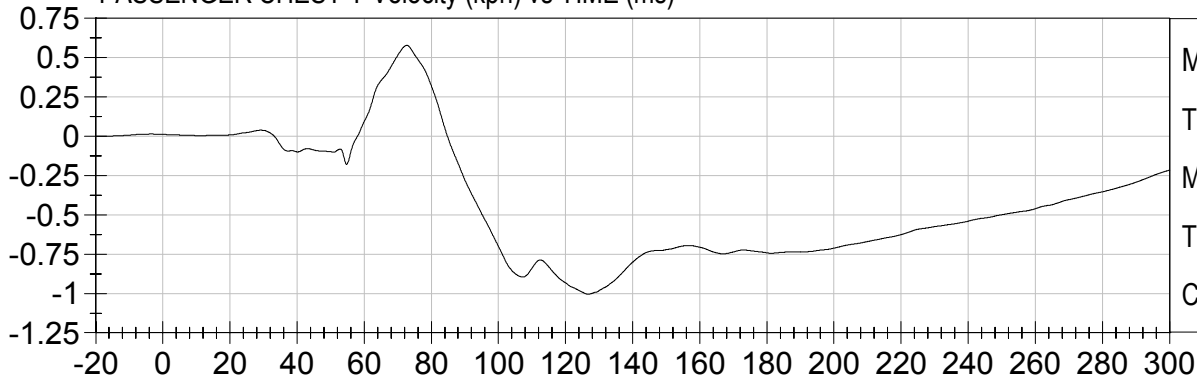
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

PASSENGER CHEST X Velocity (kph) vs TIME (ms)



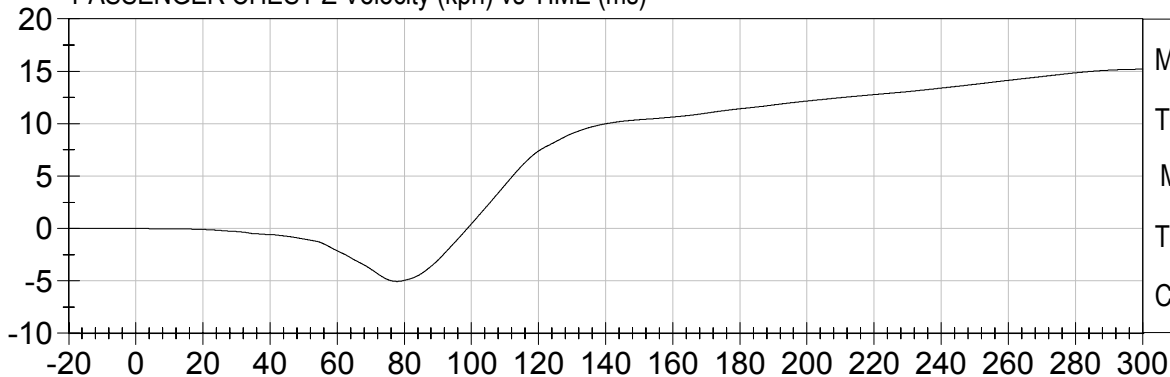
Max: 39.8 kph
Tmax: 0.0 ms
Min: 1.3 kph
Tmin: 165.3 ms
CFC 180

PASSENGER CHEST Y Velocity (kph) vs TIME (ms)



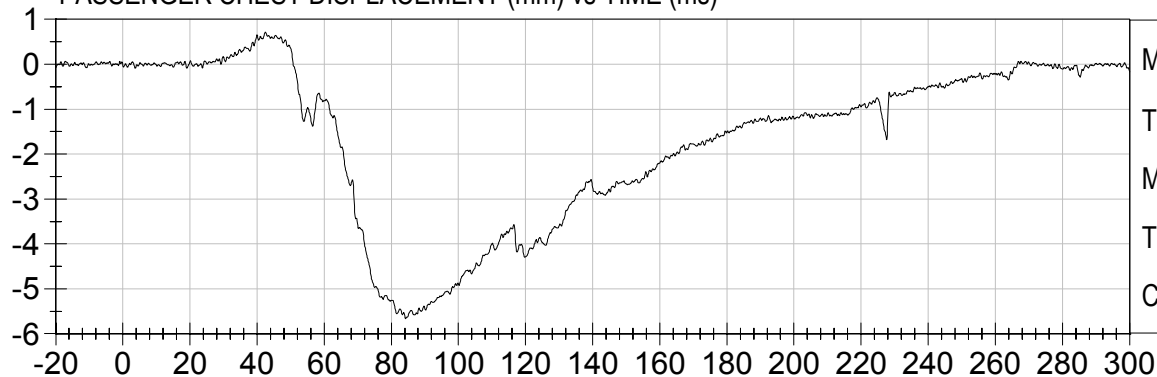
Max: 0.6 kph
Tmax: 72.7 ms
Min: -1.0 kph
Tmin: 126.8 ms
CFC 180

PASSENGER CHEST Z Velocity (kph) vs TIME (ms)



Max: 15.2 kph
Tmax: 300.0 ms
Min: -5.1 kph
Tmin: 77.8 ms
CFC 180

PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)

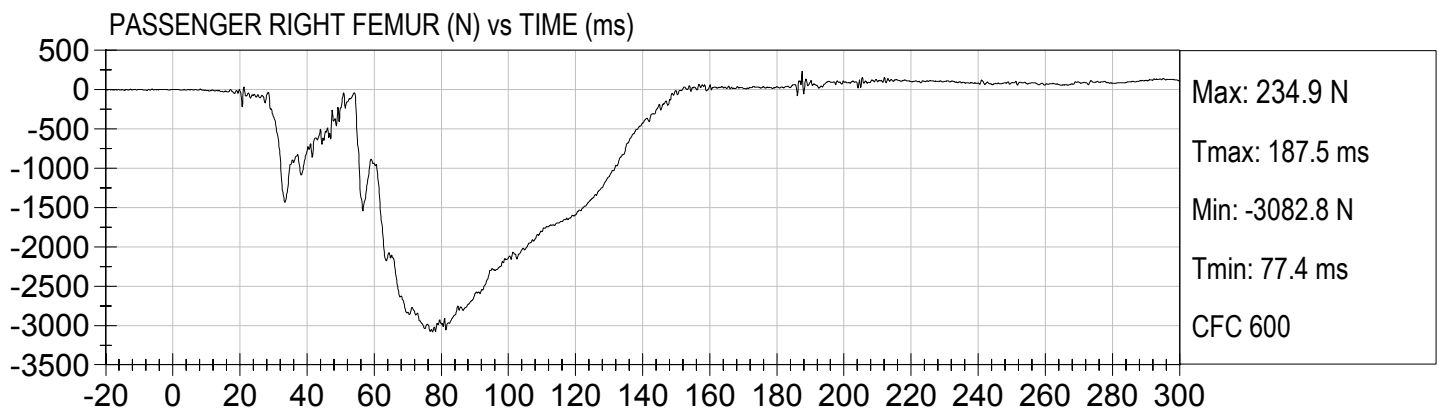
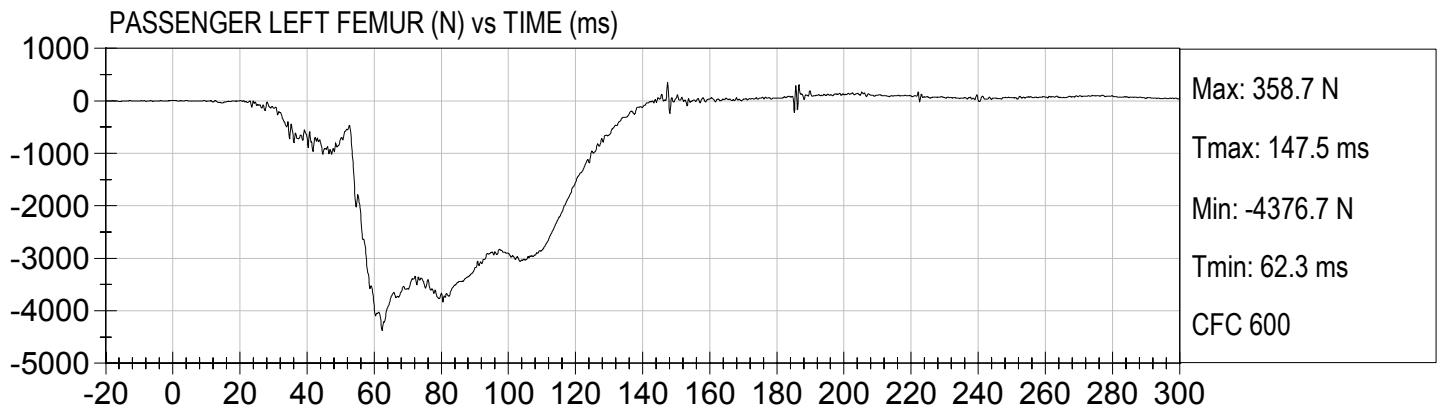


Max: 0.7 mm
Tmax: 42.5 ms
Min: -5.7 mm
Tmin: 84.2 ms
CFC 600



25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

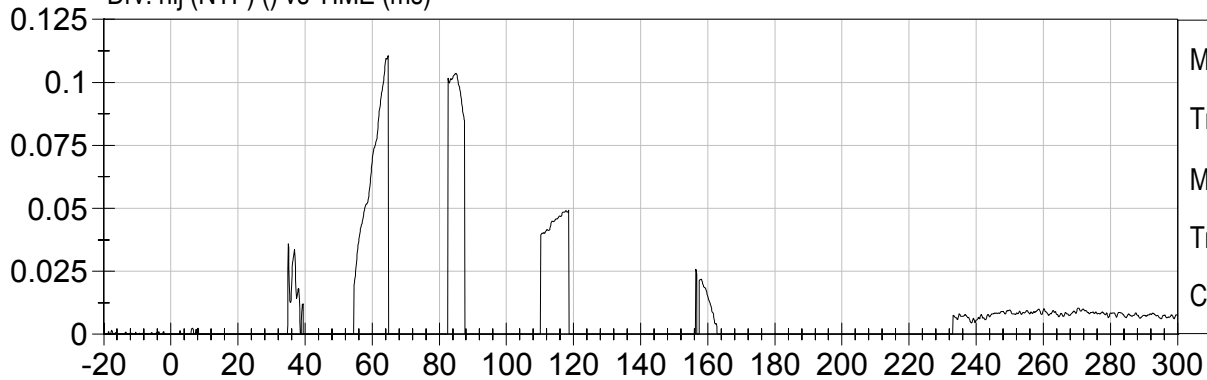




25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

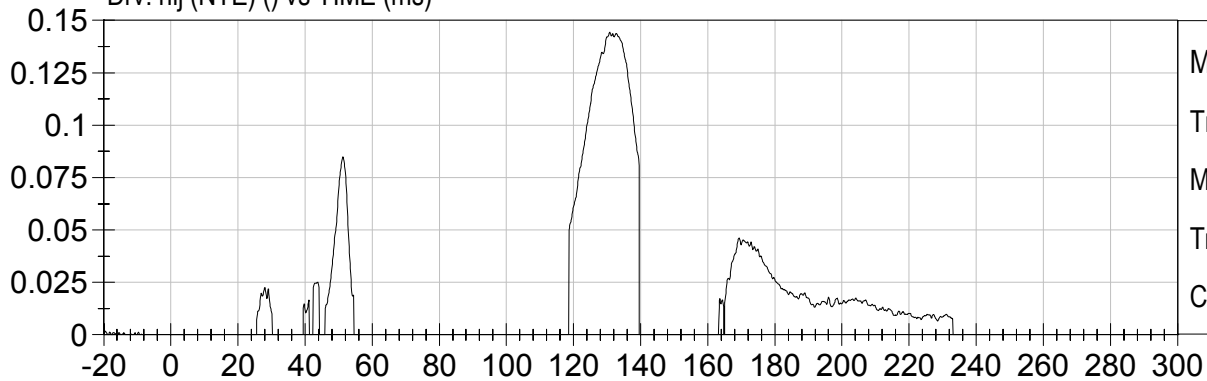
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

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



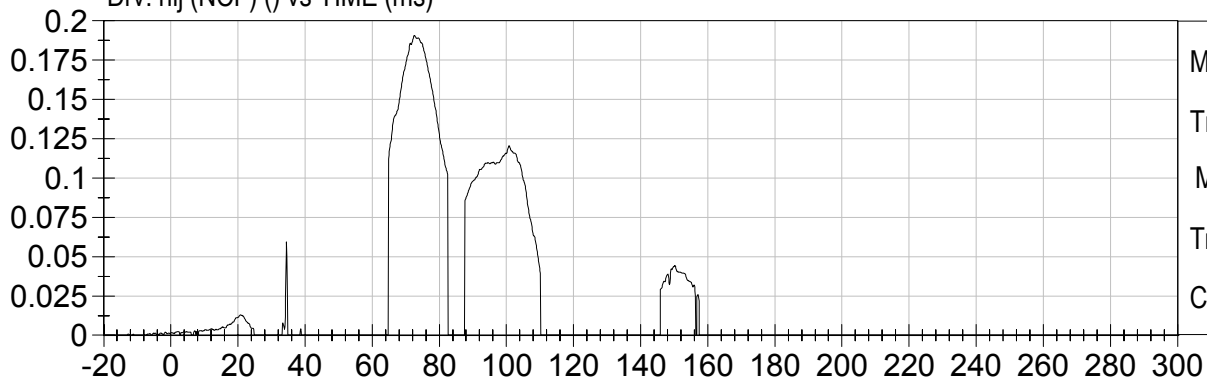
Max: 0.1
Tmax: 64.8 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

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



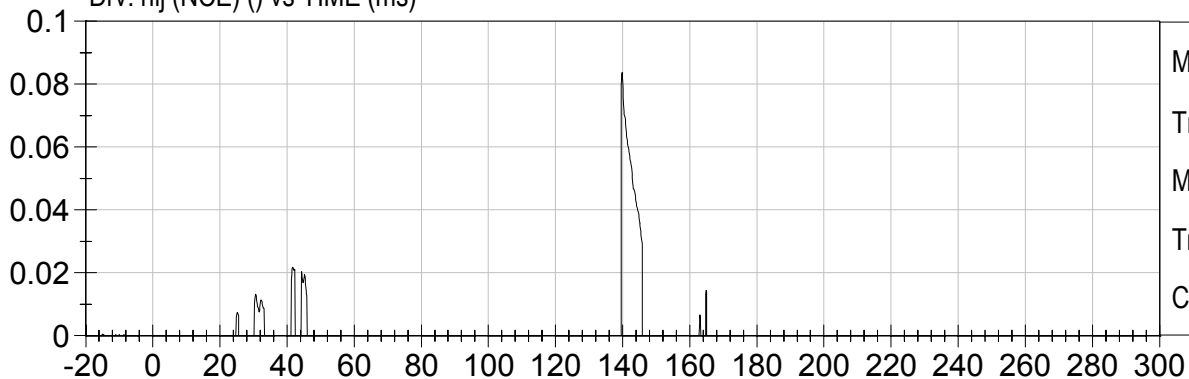
Max: 0.1
Tmax: 130.8 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

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



Max: 0.2
Tmax: 72.6 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

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



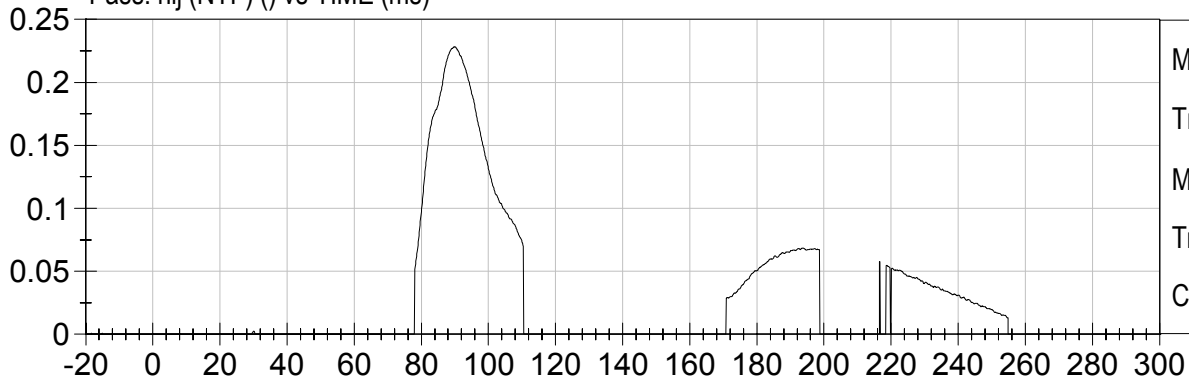
Max: 0.1
Tmax: 139.8 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600



25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

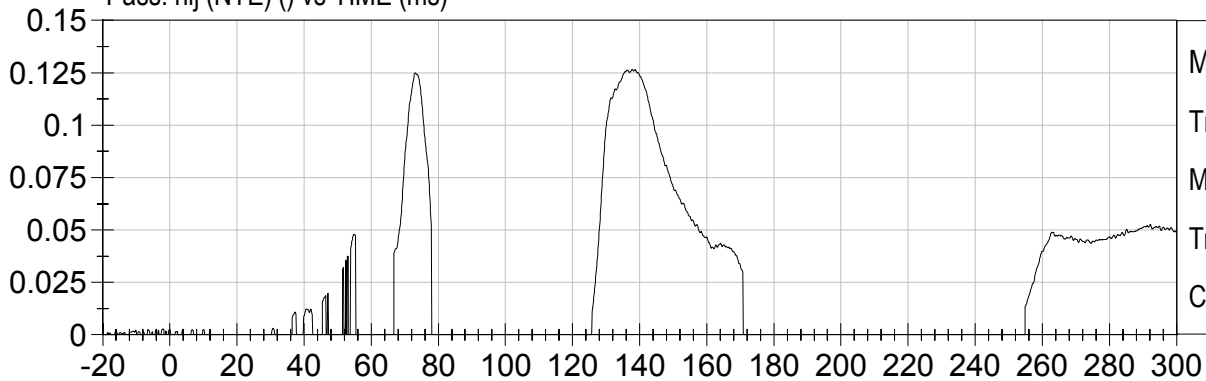
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)

Pass. nij (NTF) () vs TIME (ms)



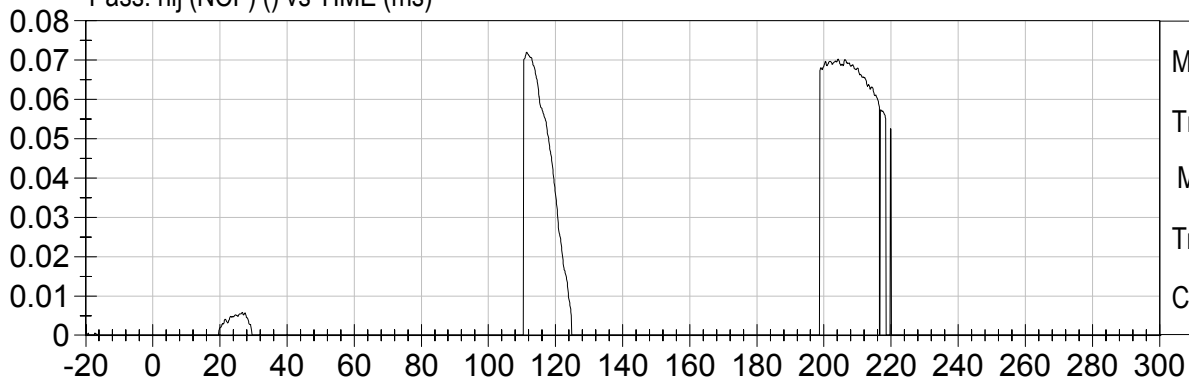
Max: 0.2
Tmax: 89.8 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

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



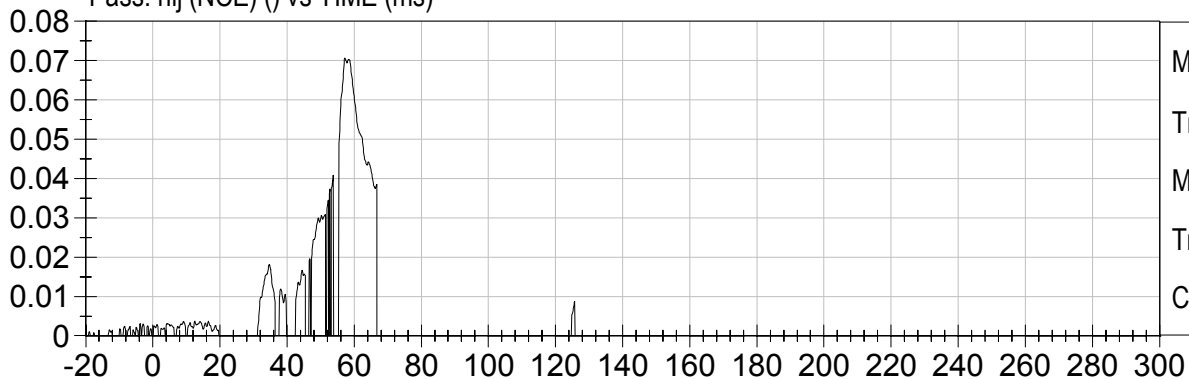
Max: 0.1
Tmax: 137.8 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

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



Max: 0.1
Tmax: 111.4 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

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

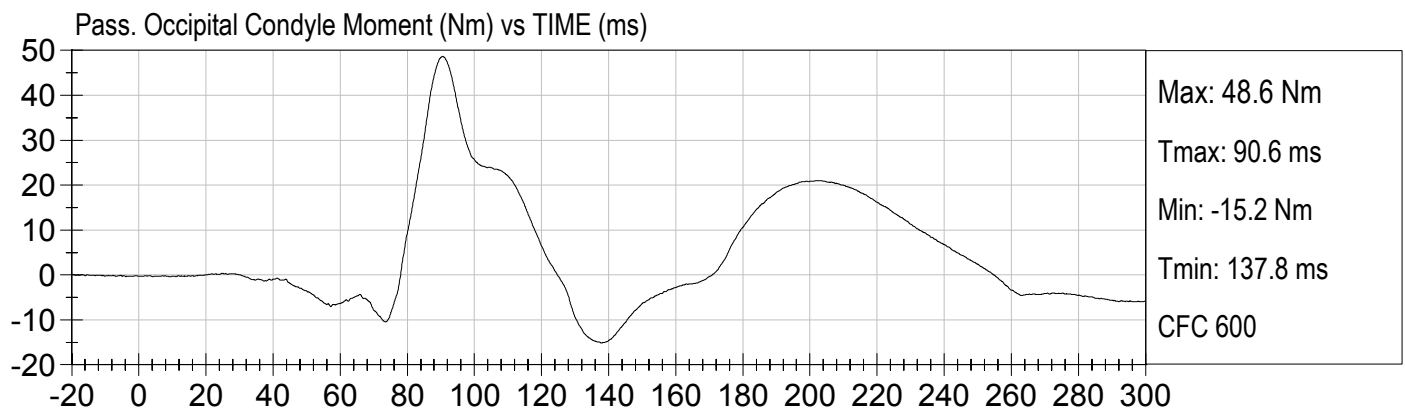
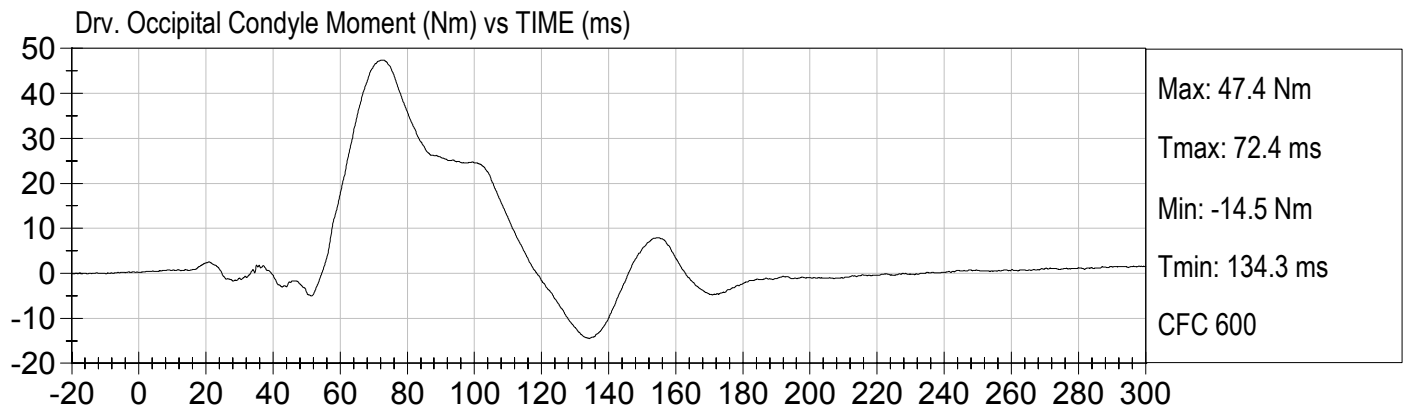


Max: 0.1
Tmax: 57.2 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600



25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

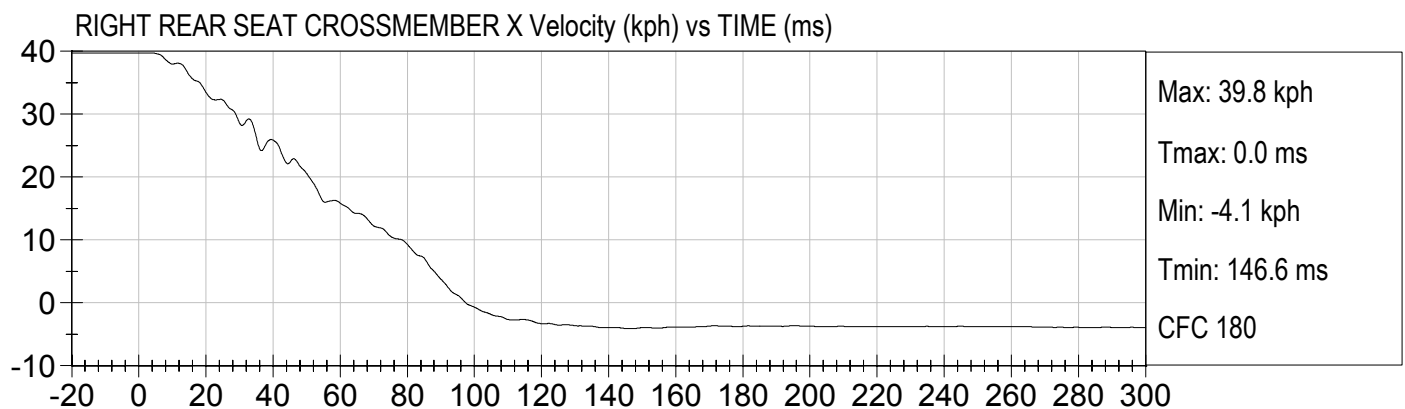
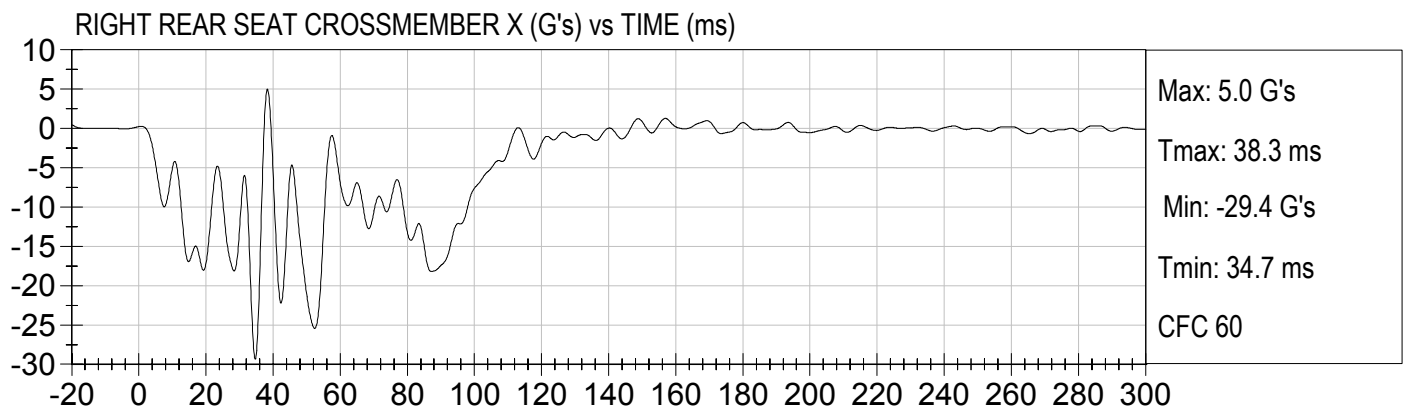
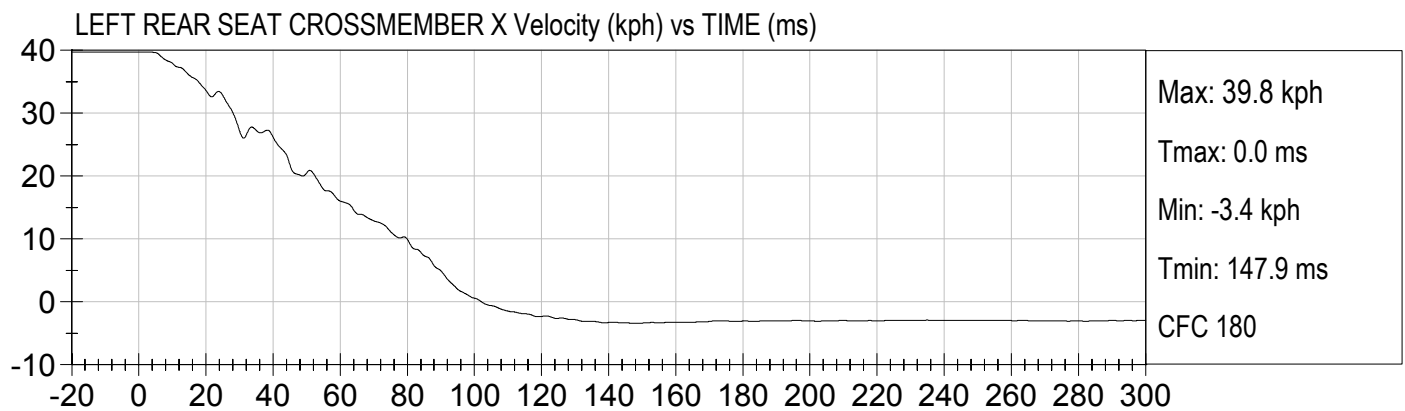
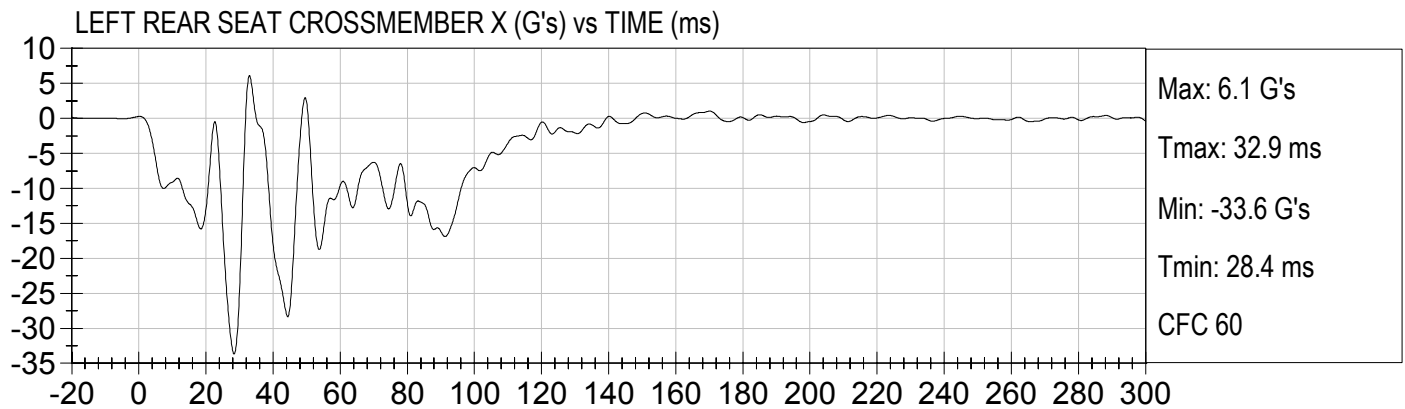
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

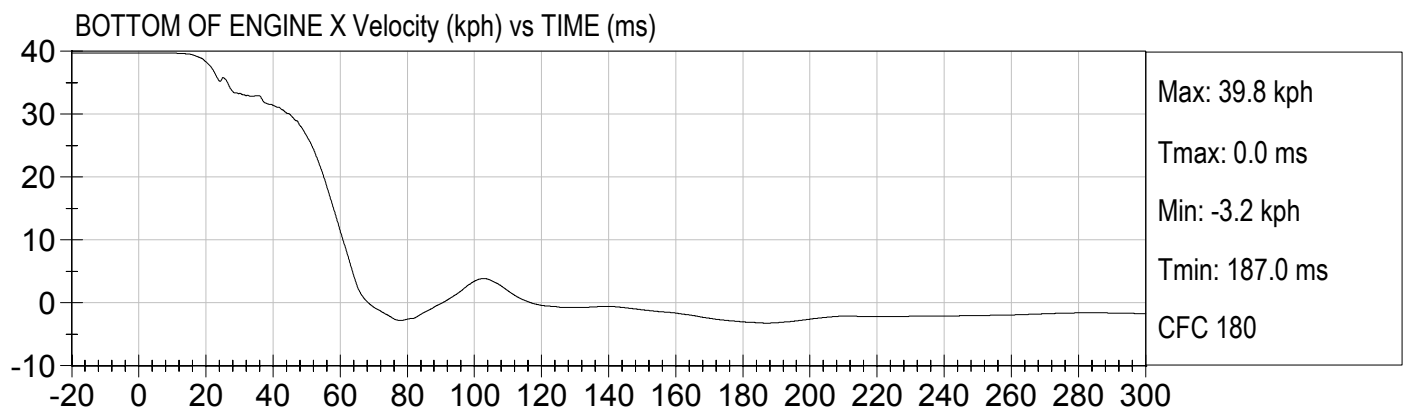
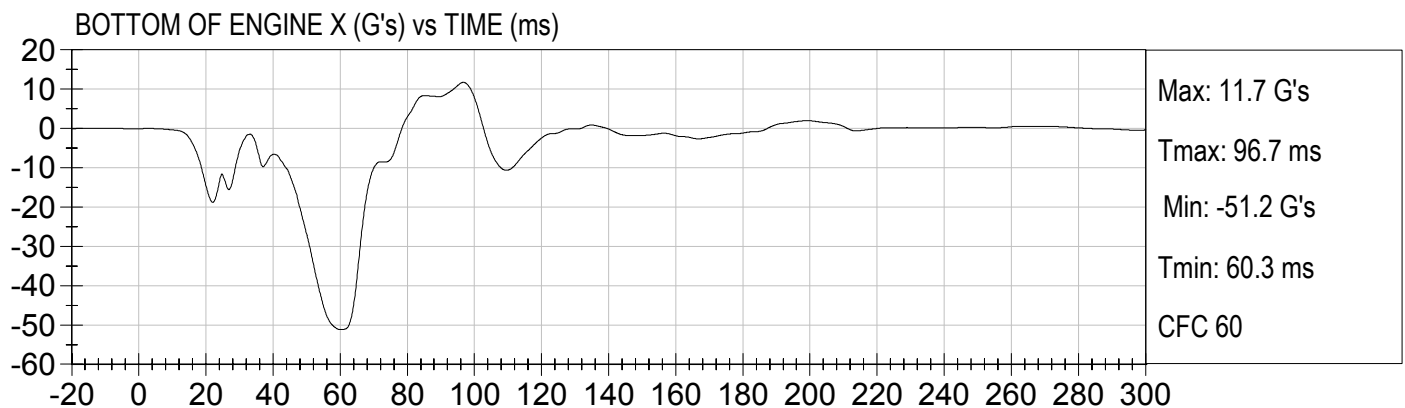
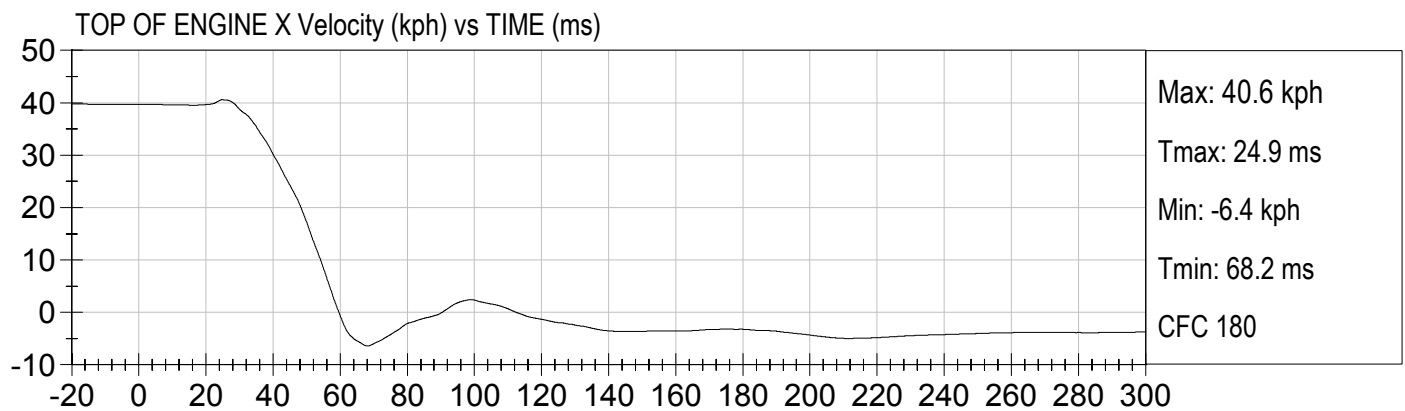
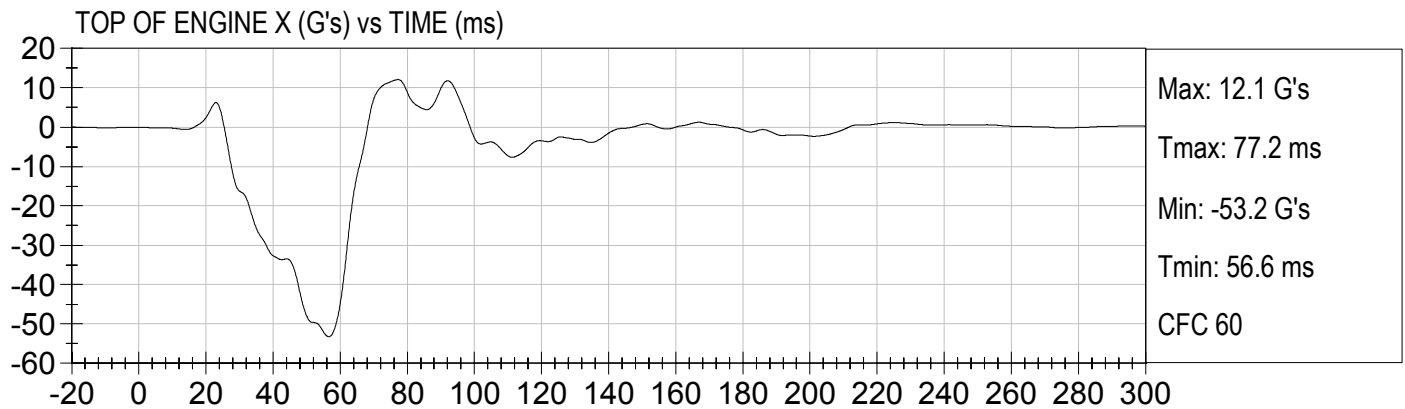
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

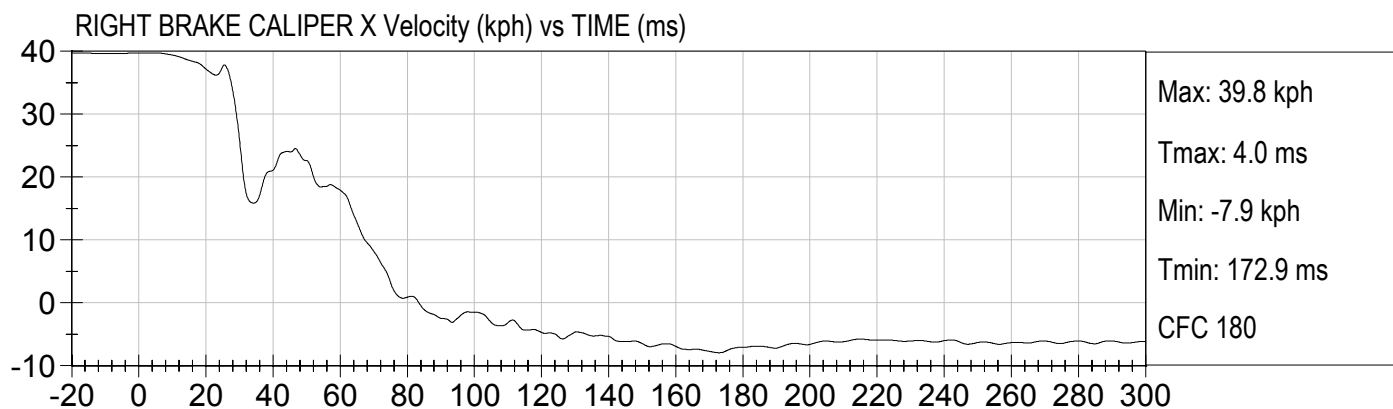
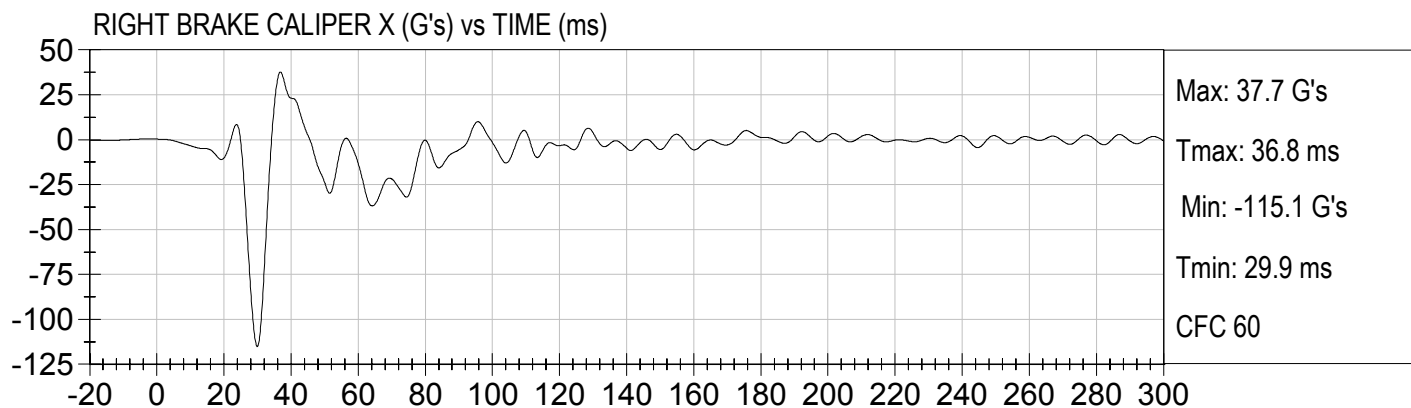
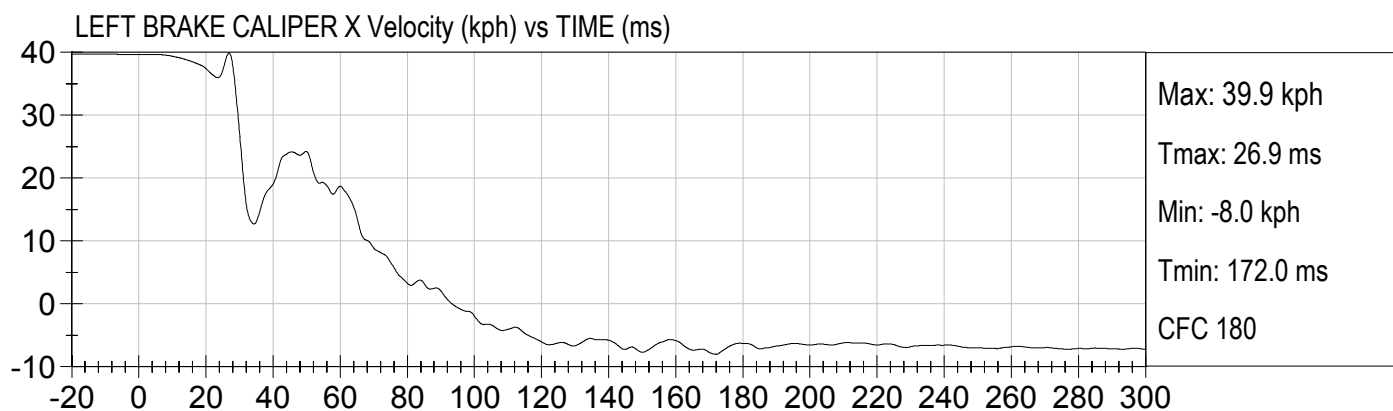
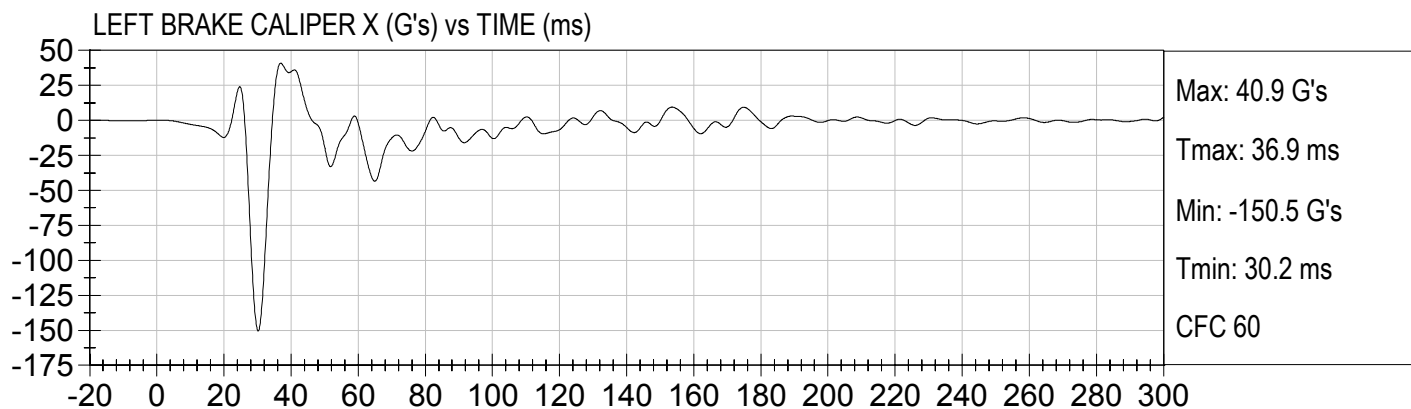
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

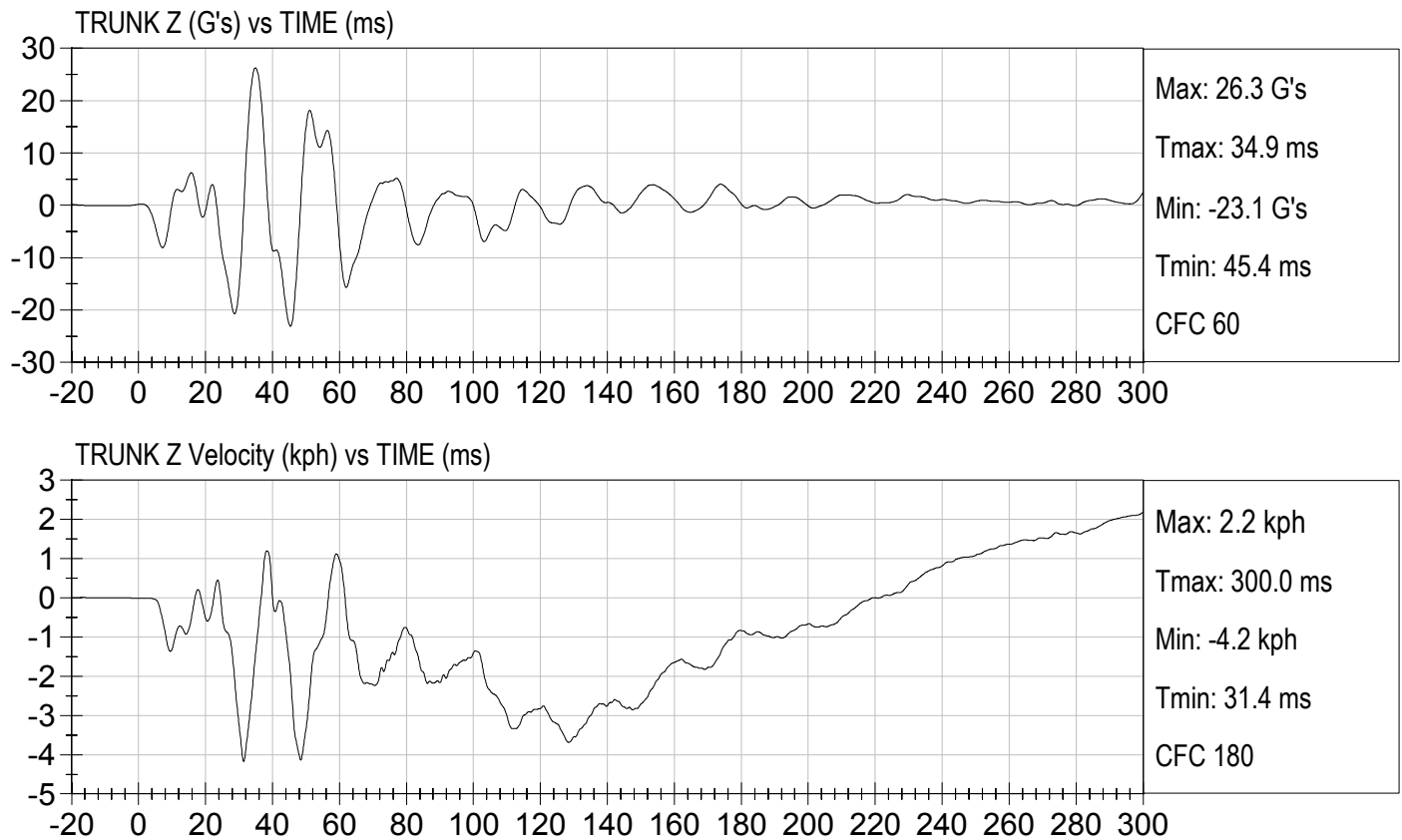
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

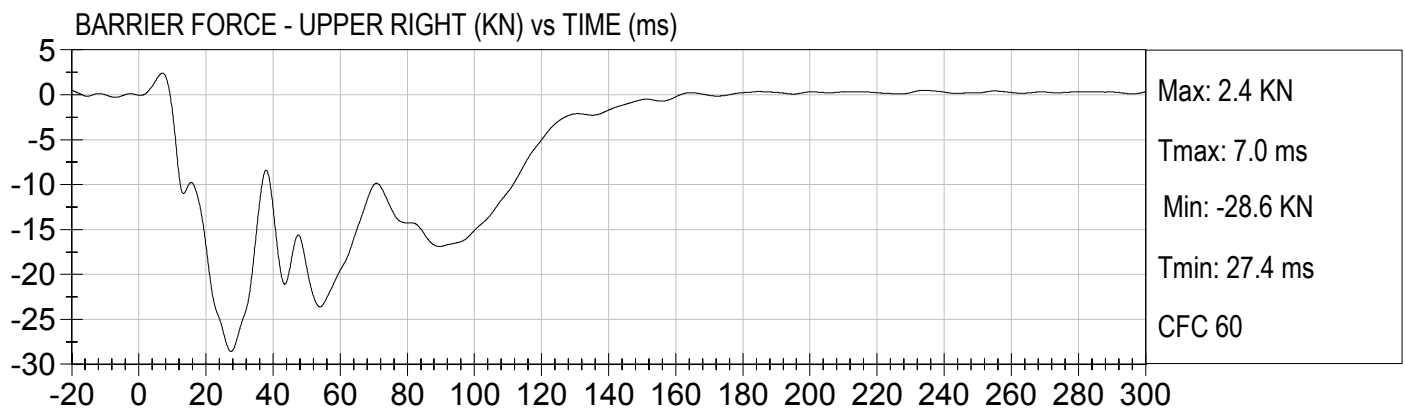
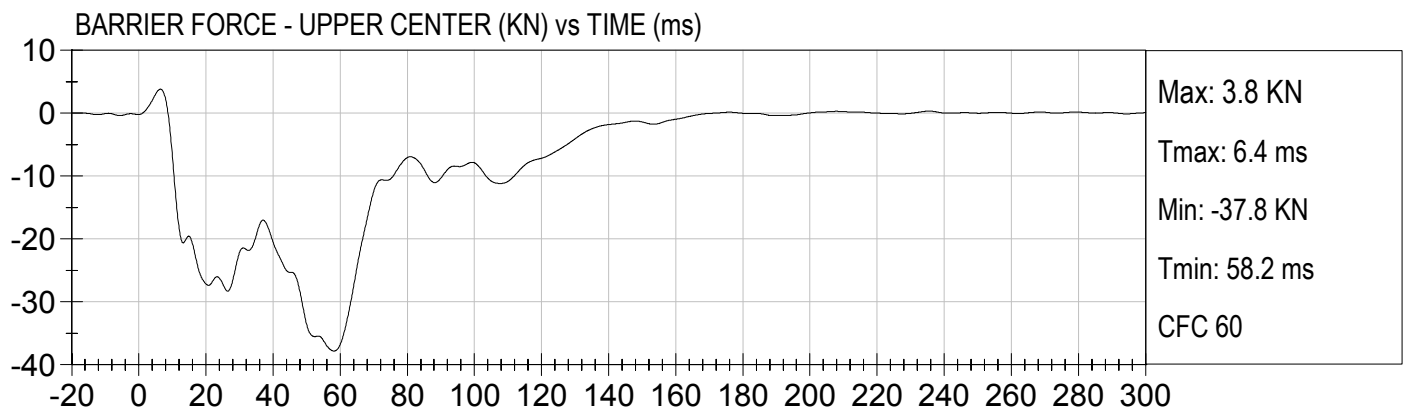
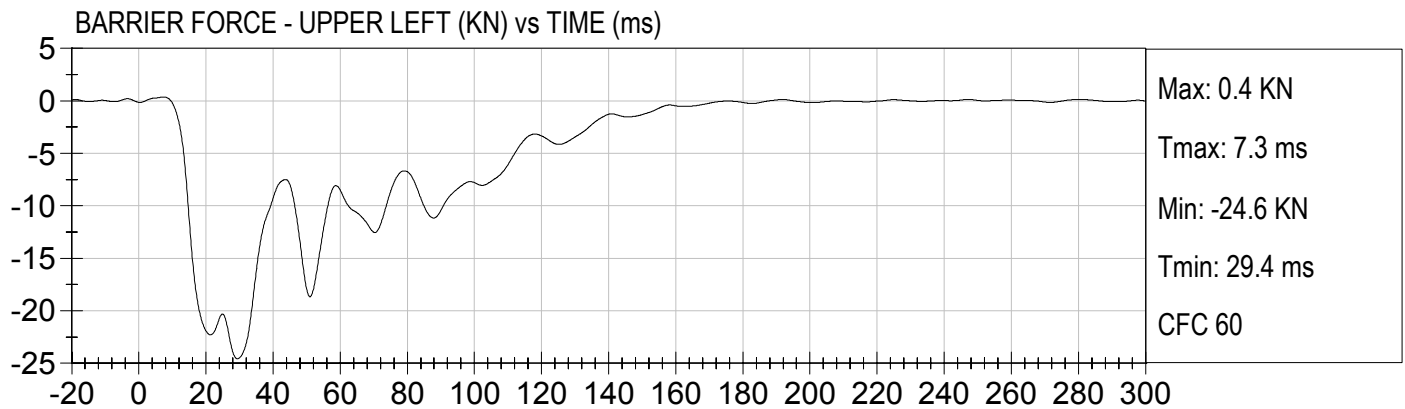
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

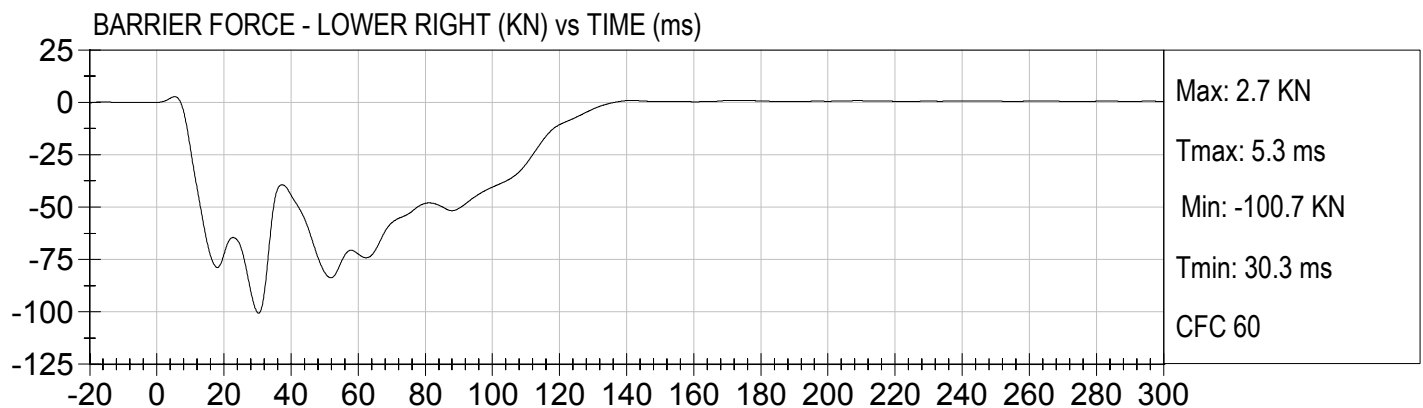
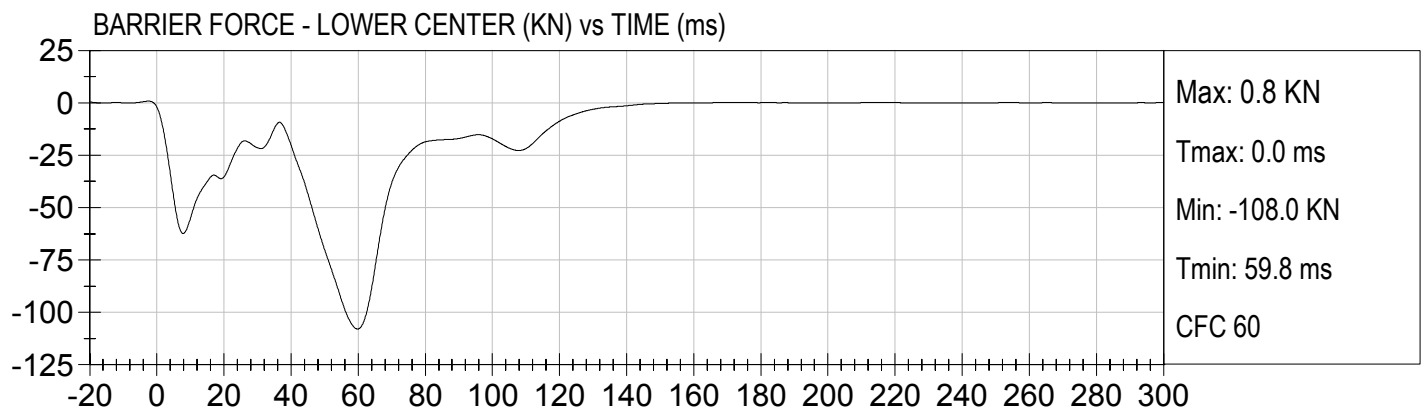
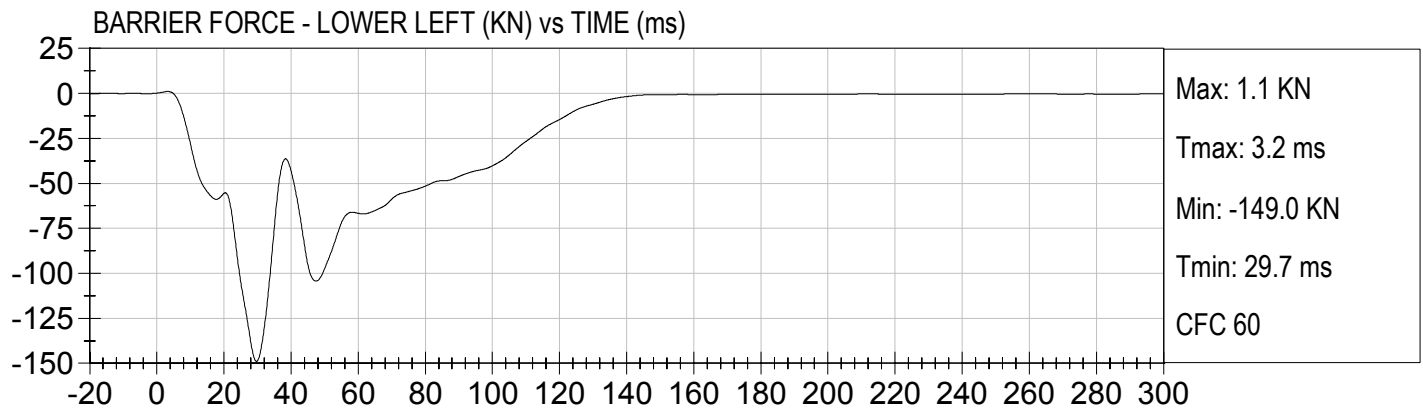
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

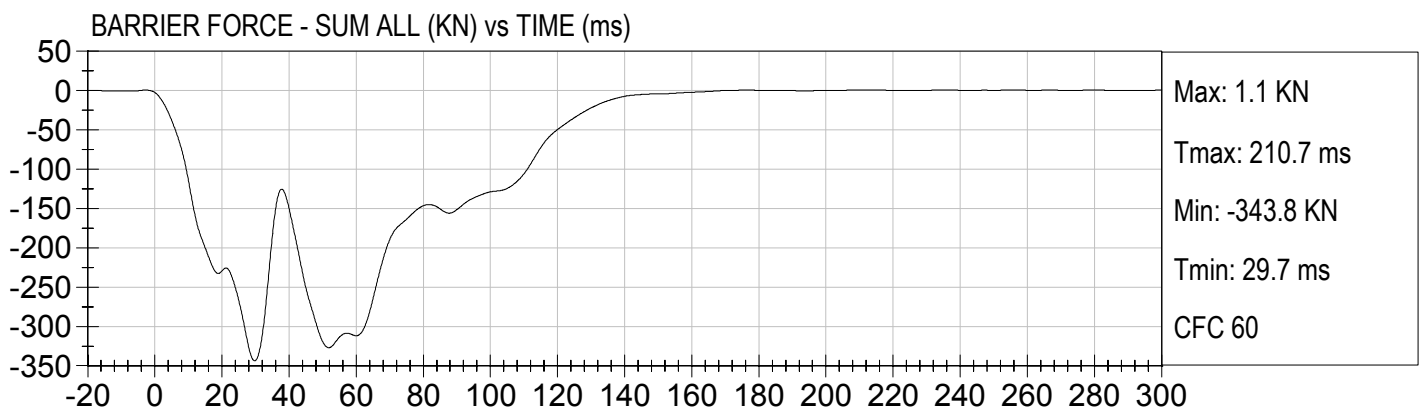
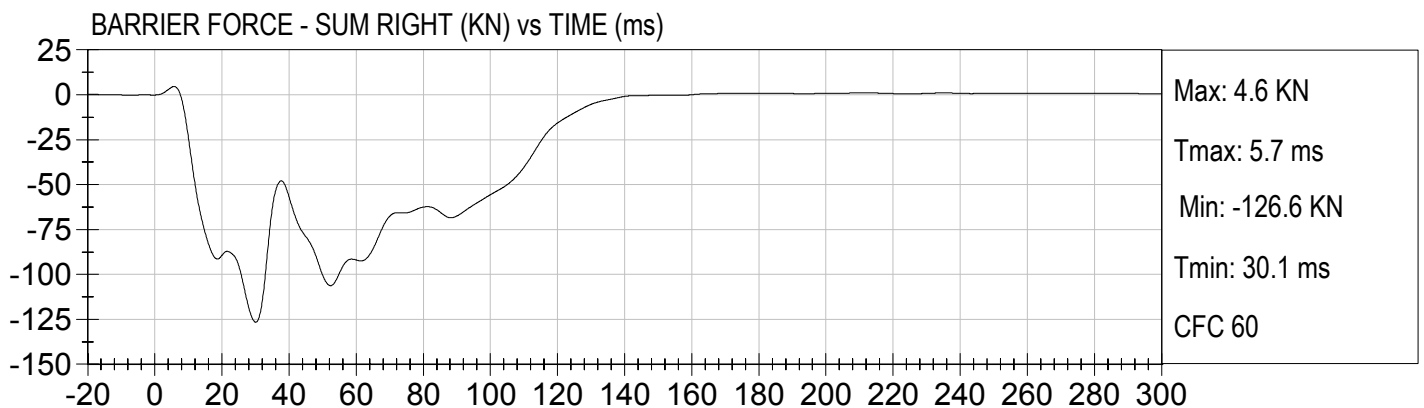
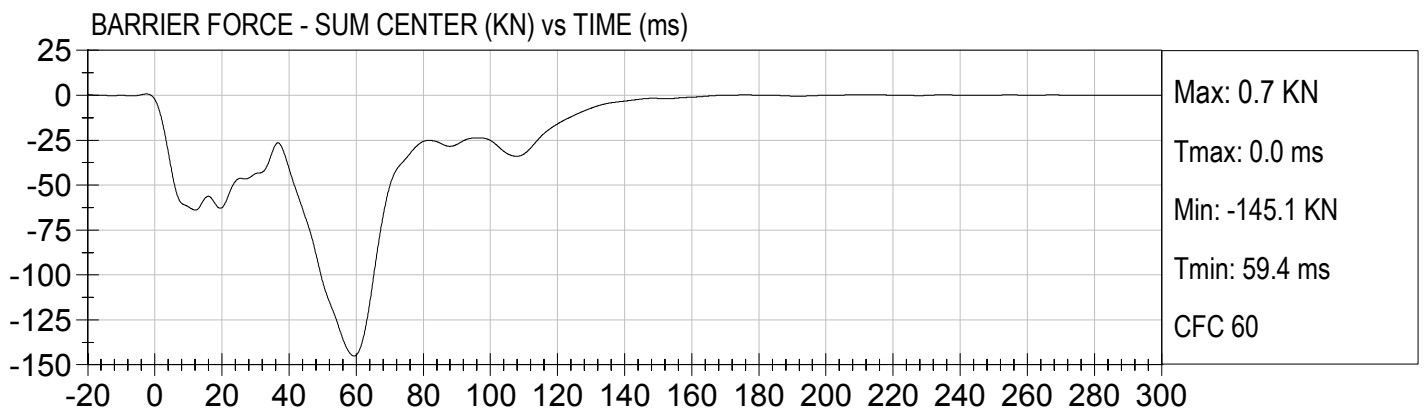
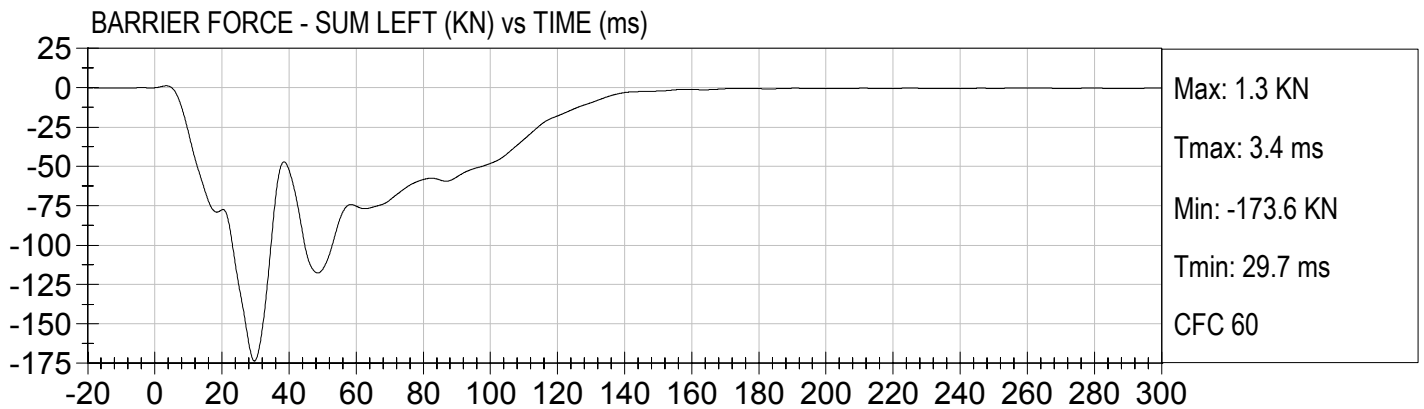
Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)





25 MPH FRONTAL UNBELTED
2006 BUICK LUCERNE (C60105)

Test Date: 07/25/2006
Speed: 24.7 mph (39.8 km/h)



APPENDIX B
LOW RISK TEST DATA

TABLE OF DATA PLOTS

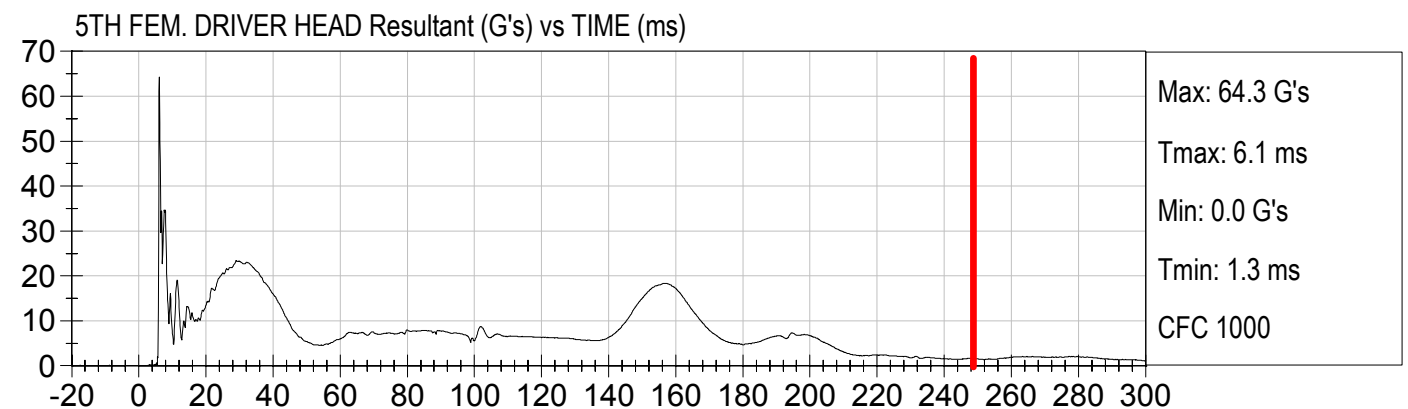
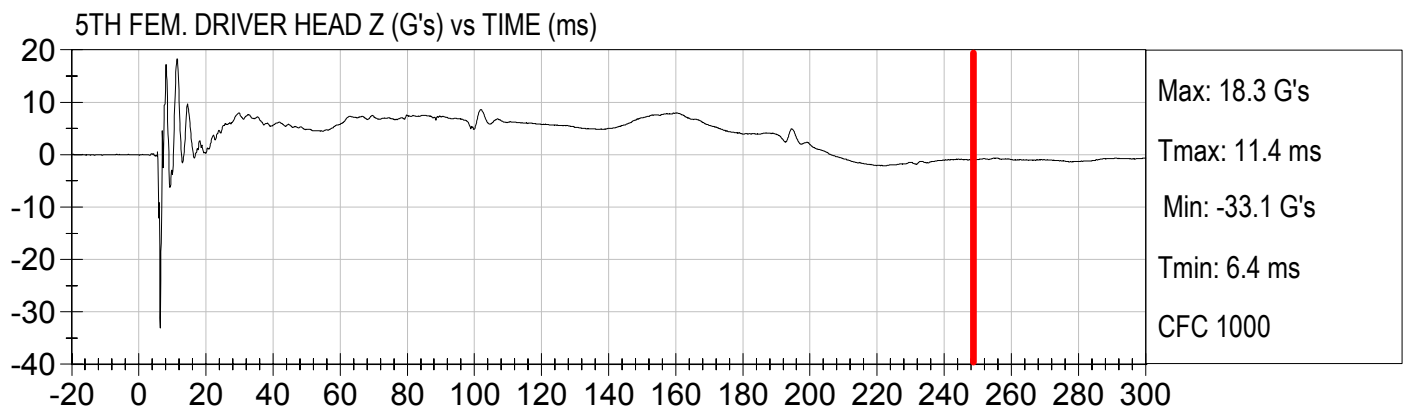
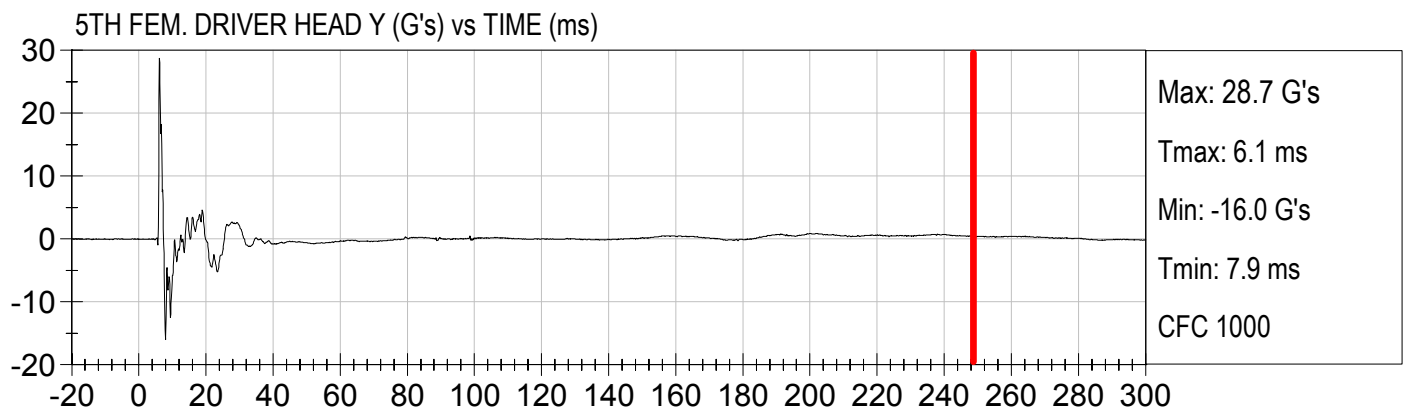
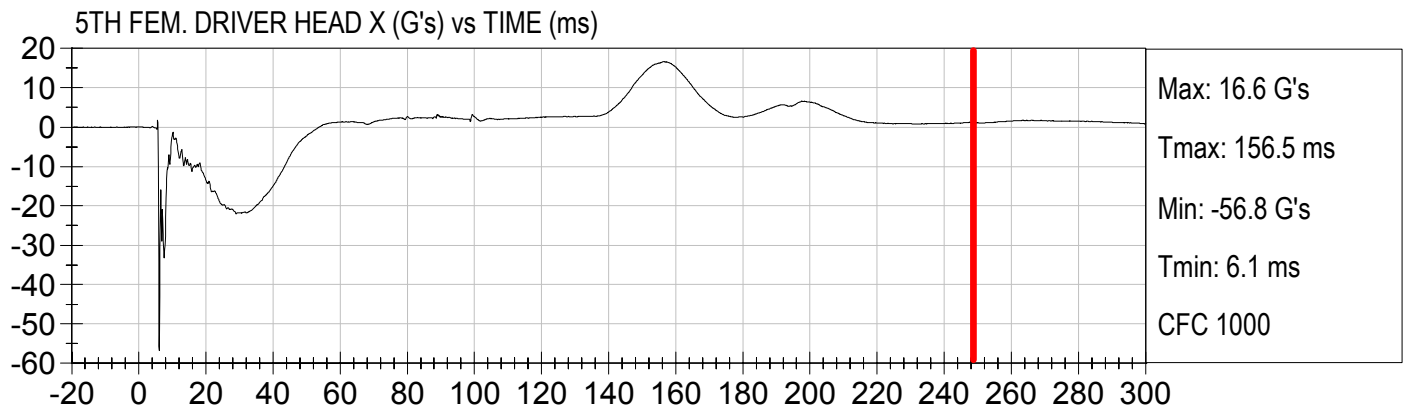
		<u>Page No.</u>
Figure No. 1.	5 th Fem. P1 Driver Head X Acceleration vs. Time	B-1
Figure No. 2.	5 th Fem. P1 Driver Head Y Acceleration vs. Time	B-1
Figure No. 3.	5 th Fem. P1 Driver Head Z Acceleration vs. Time	B-1
Figure No. 4.	5 th Fem. P1 Driver Head Resultant Acceleration vs. Time	B-1
Figure No. 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

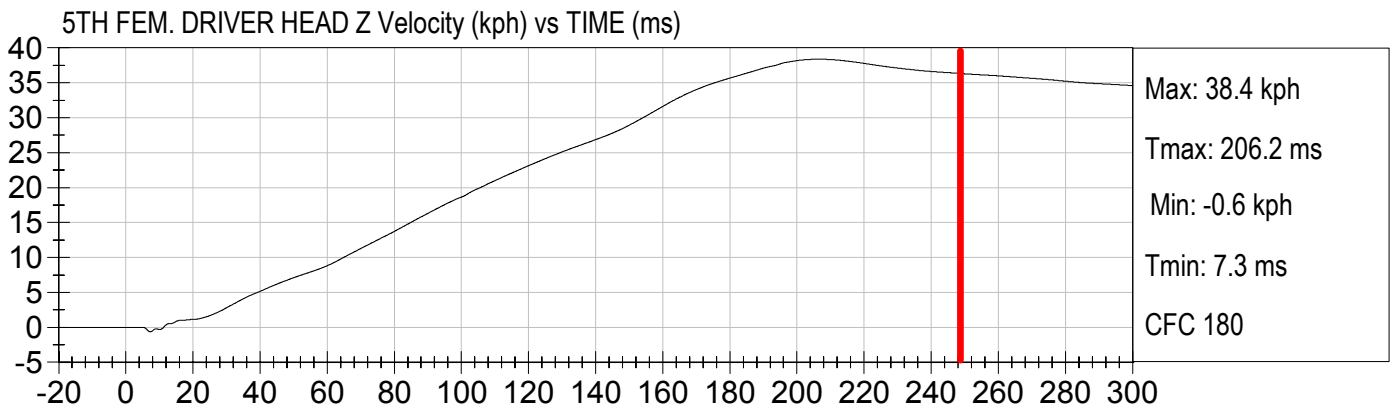
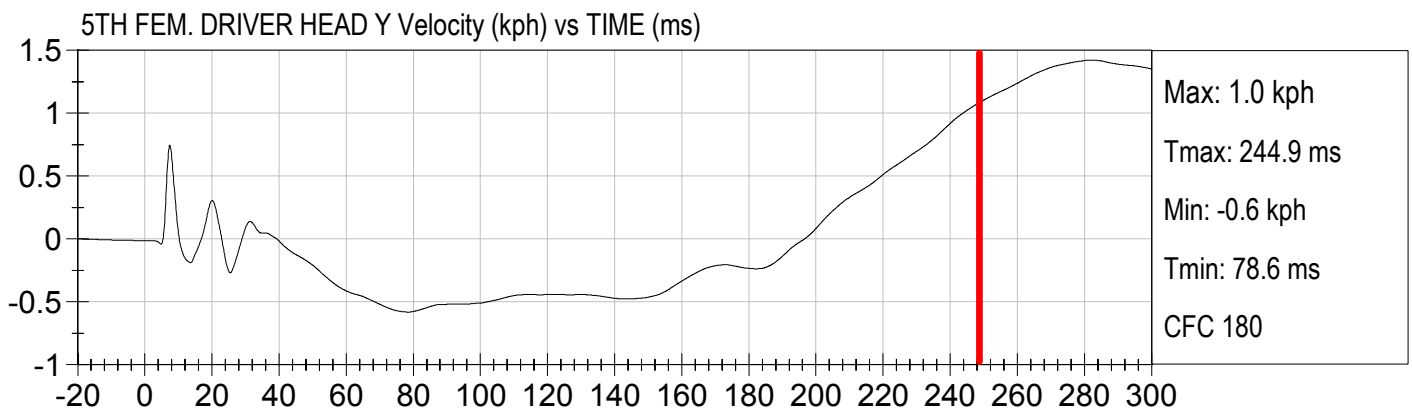
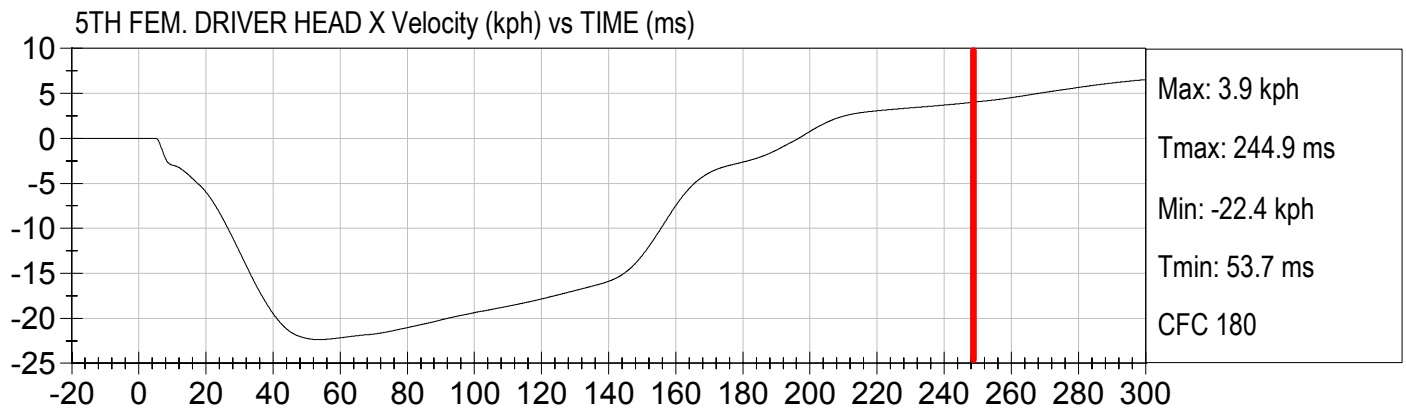


Injury Values Calculated between 0ms and 245ms



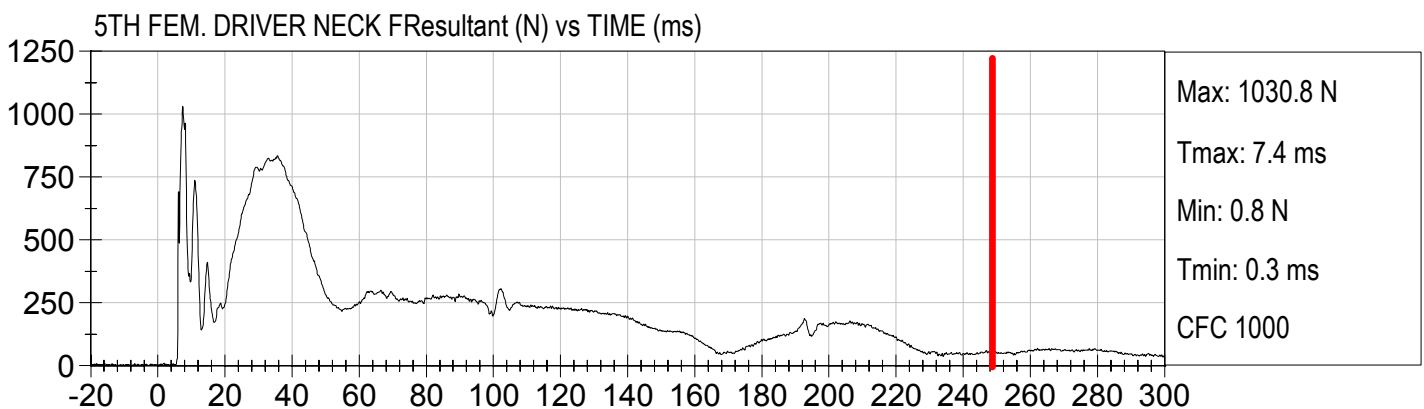
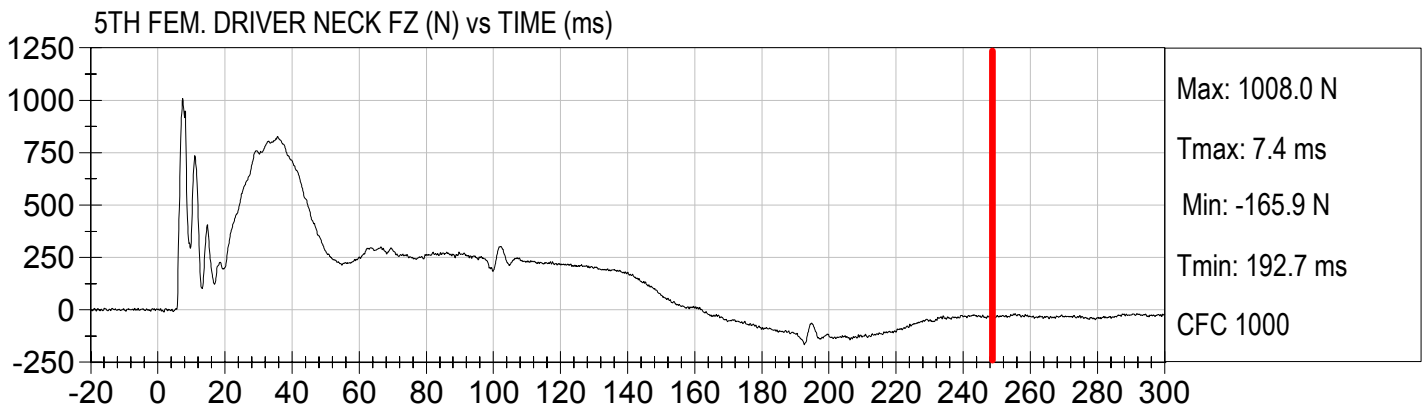
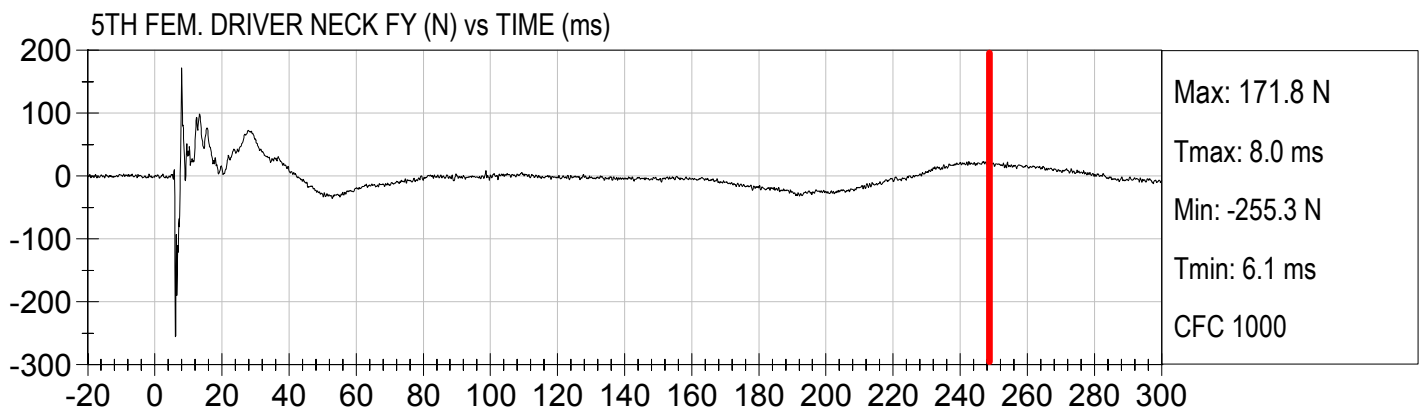
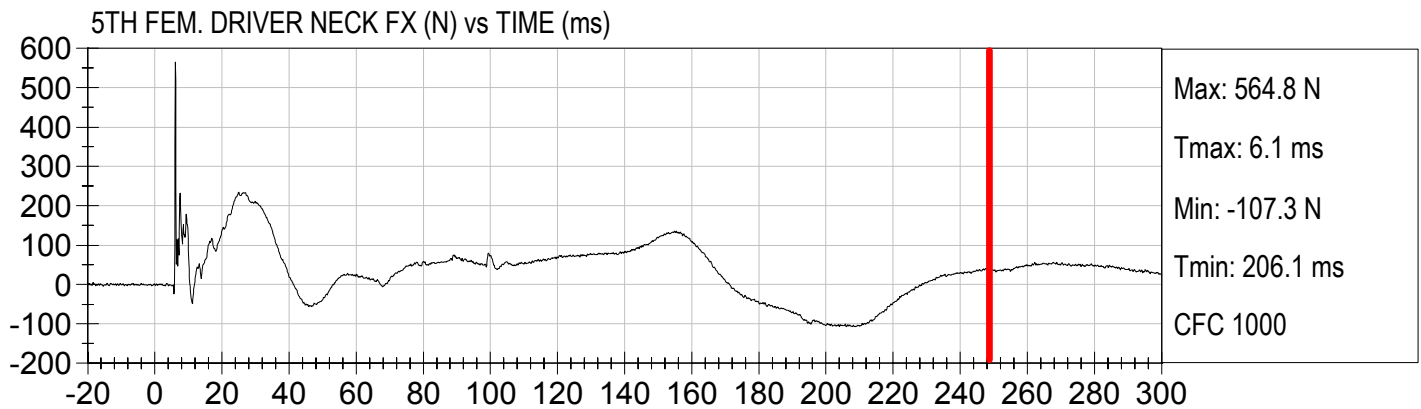


Injury Values Calculated between 0ms and 245ms





Injury Values Calculated between 0ms and 245ms

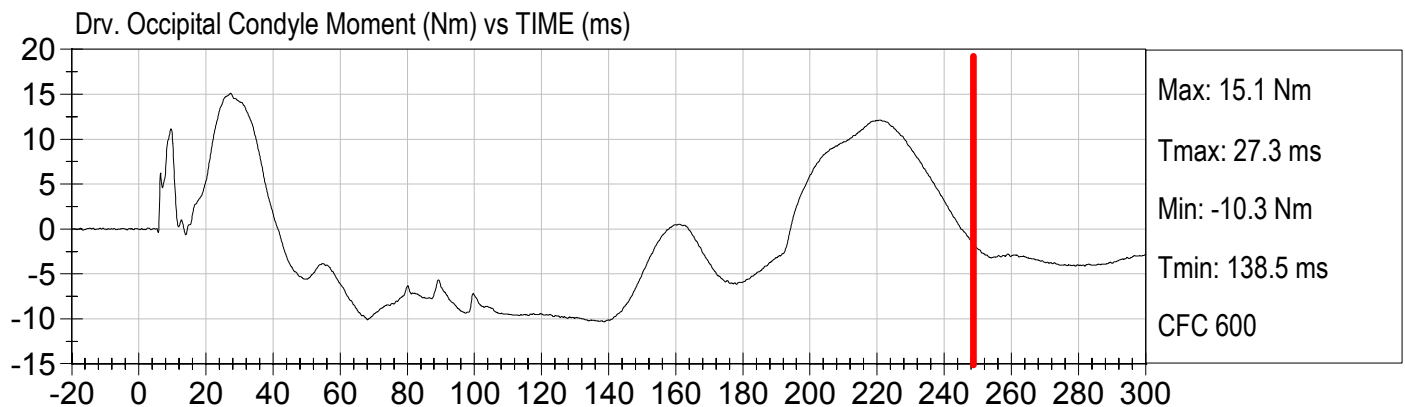
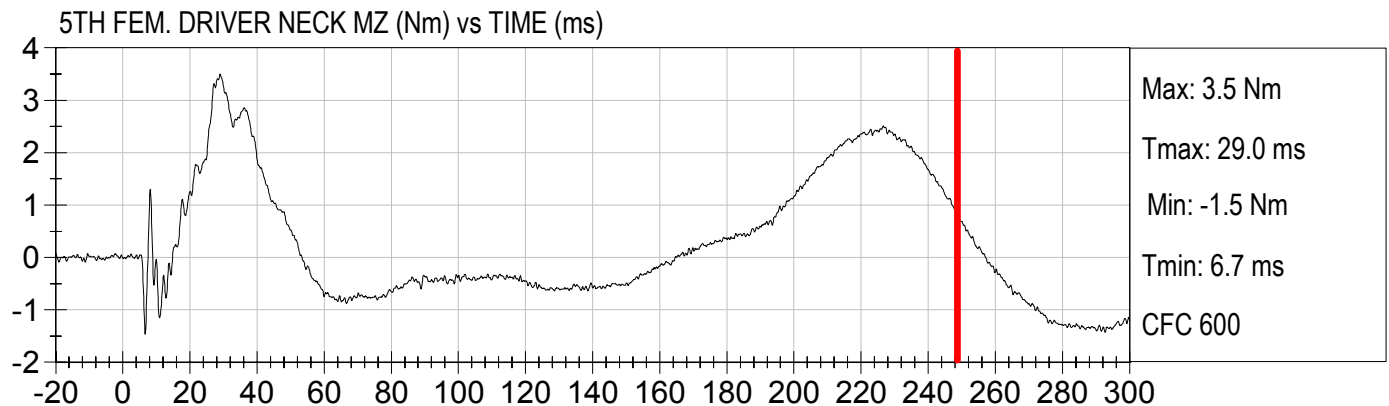
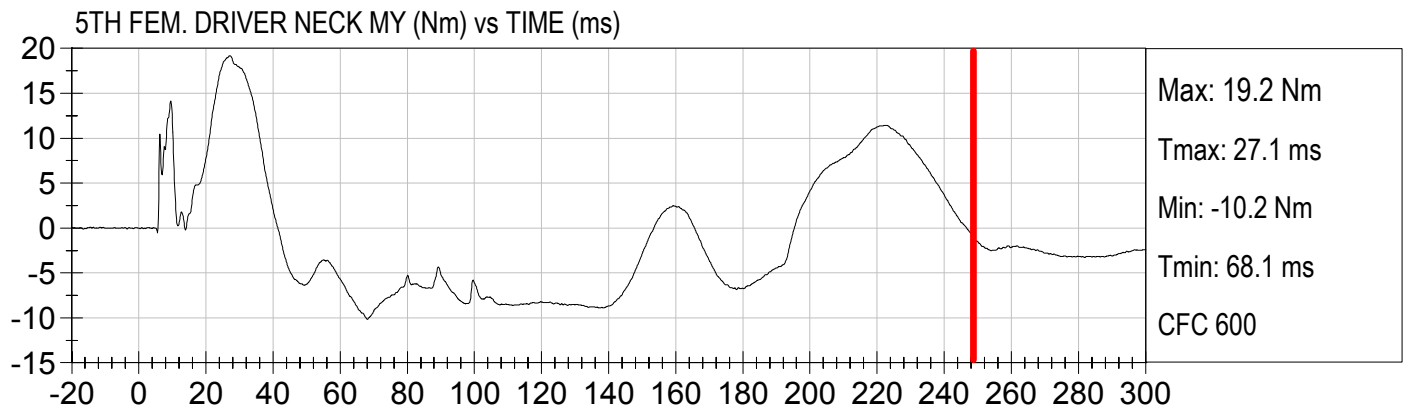
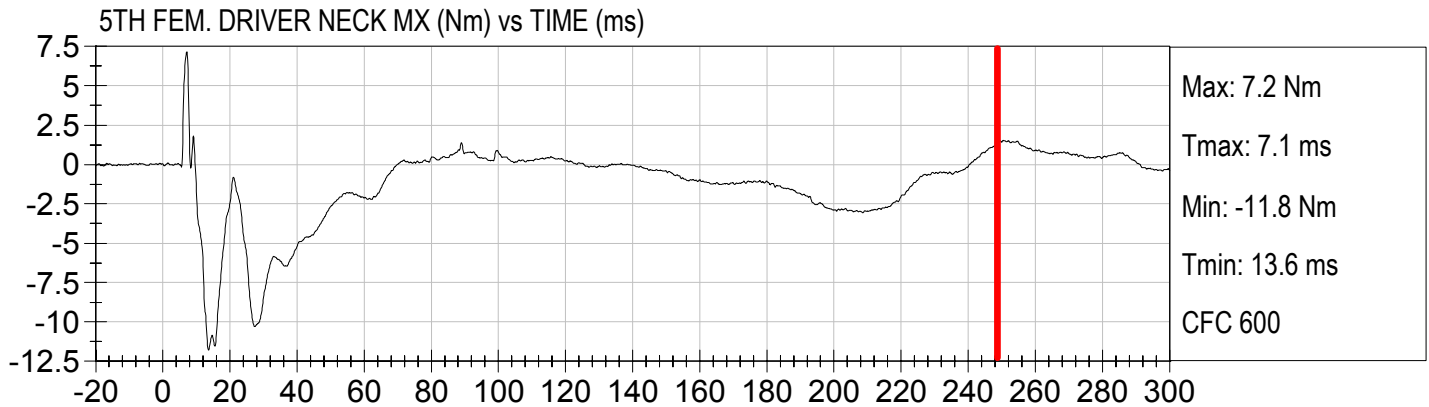




LOW RISK DEPLOYMENT
2006 Buick Lucerne (C60105) (5TH P1)

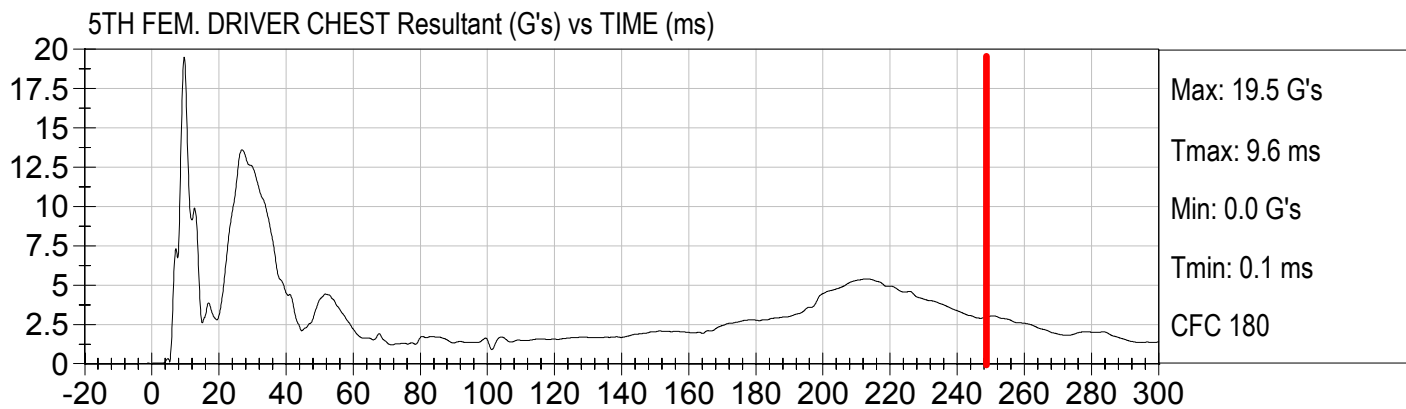
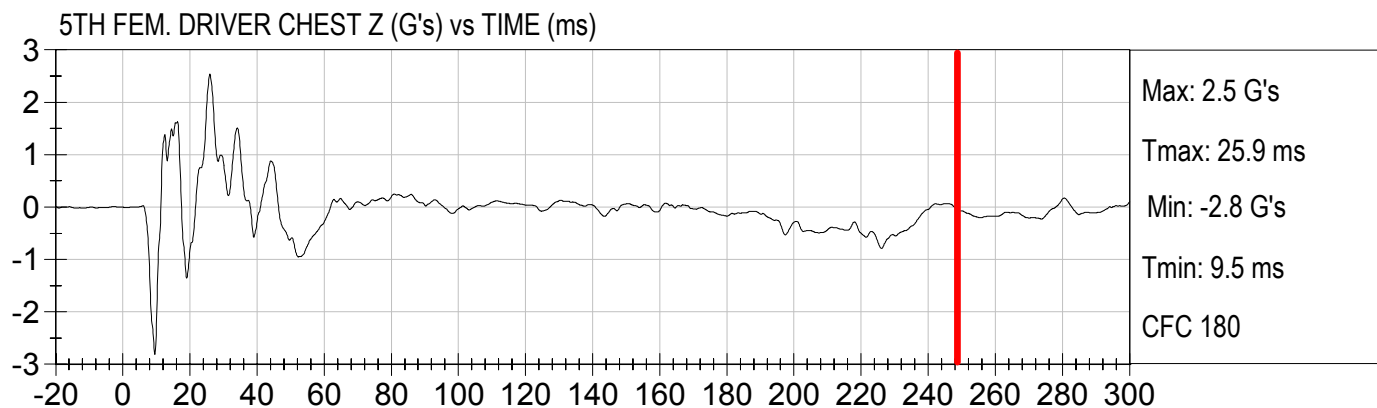
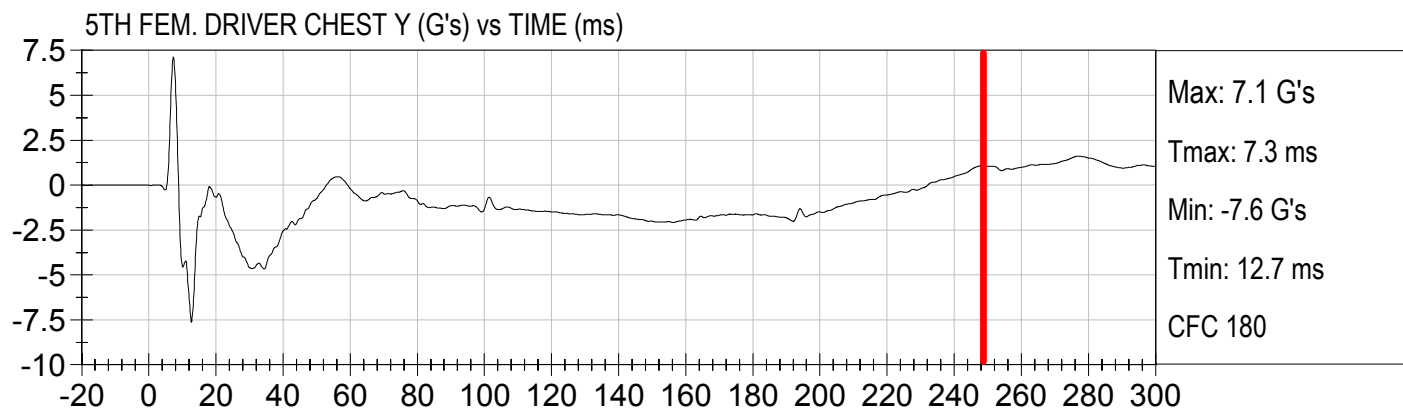
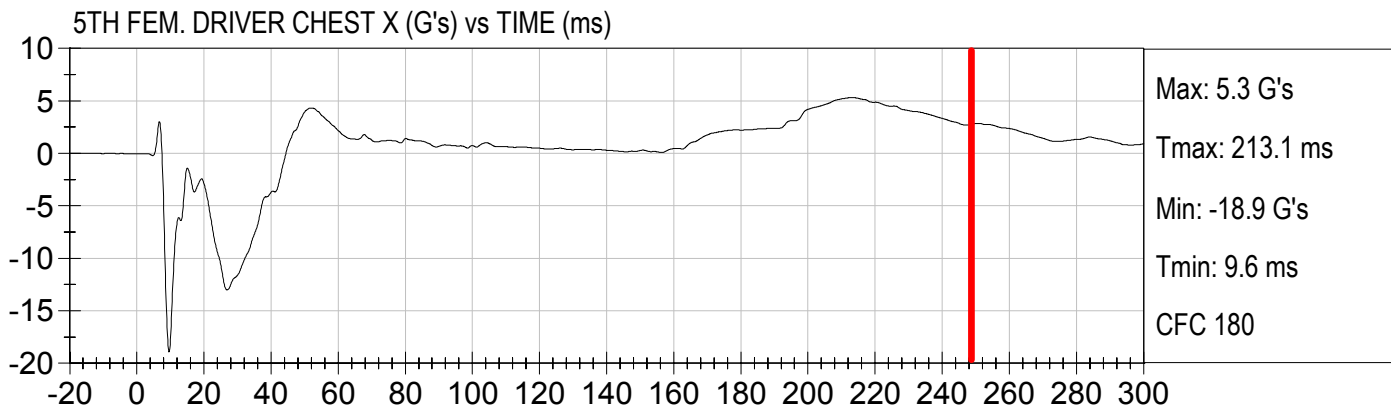
Test Date: 06/21/06
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 245ms



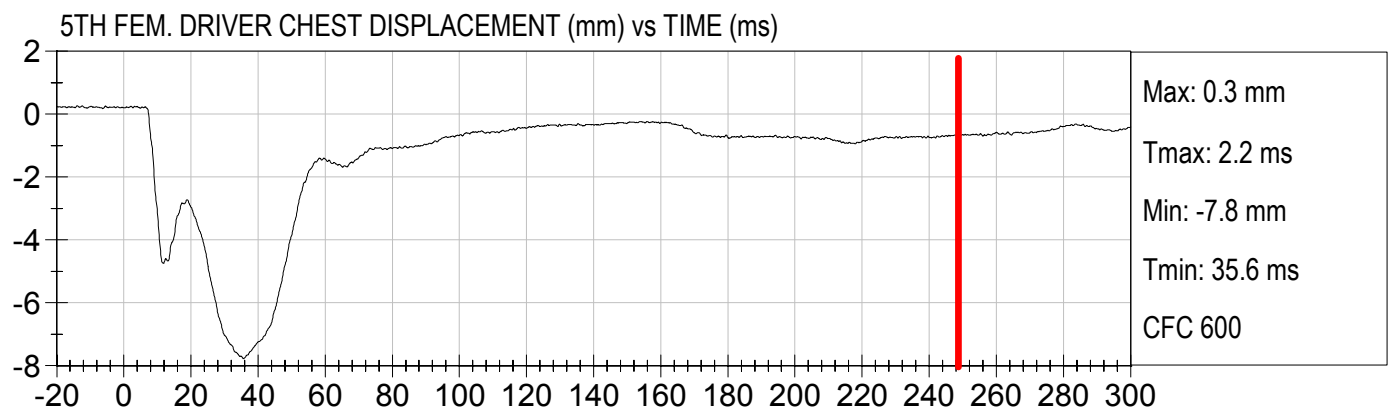
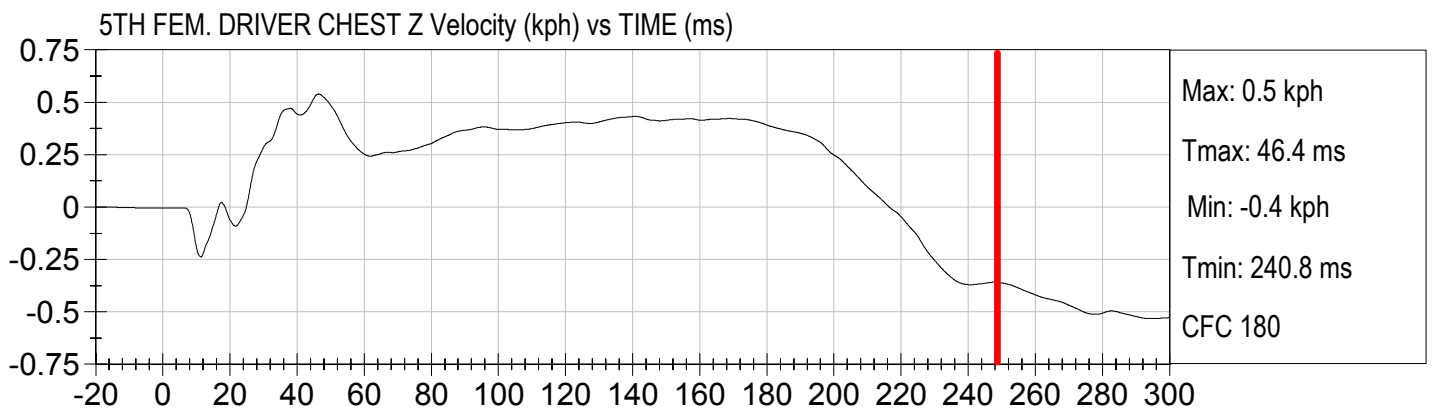
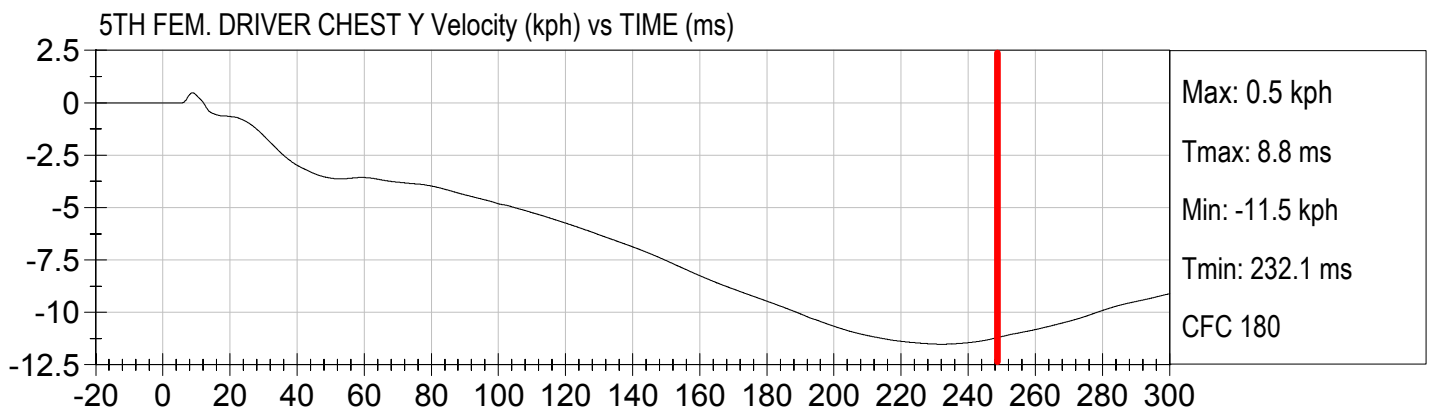
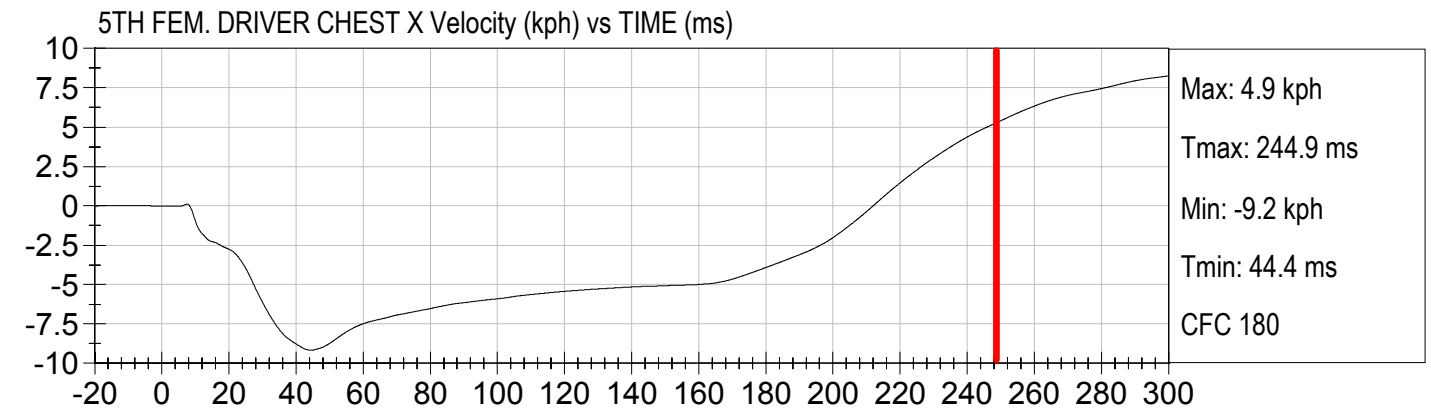


Injury Values Calculated between 0ms and 245ms



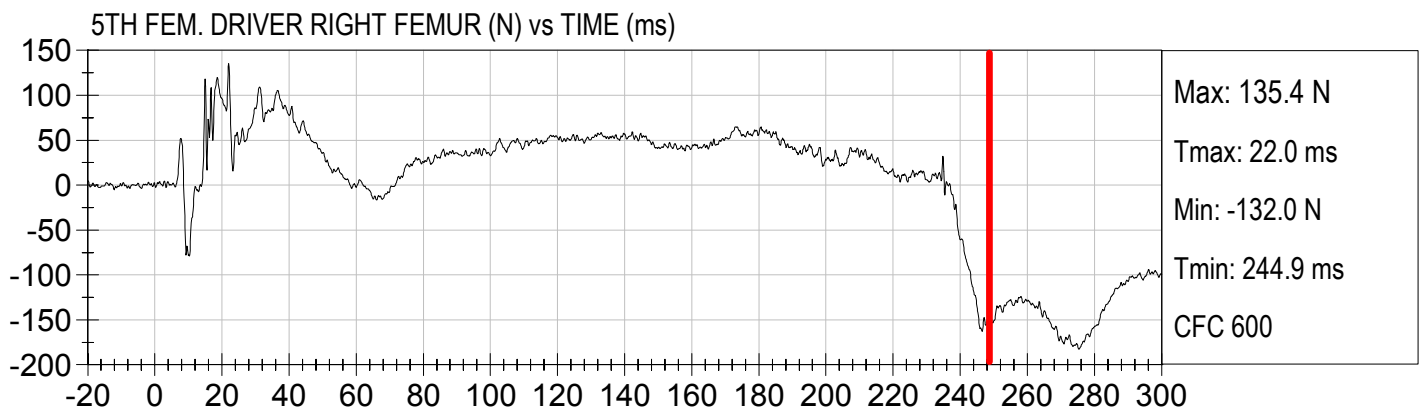
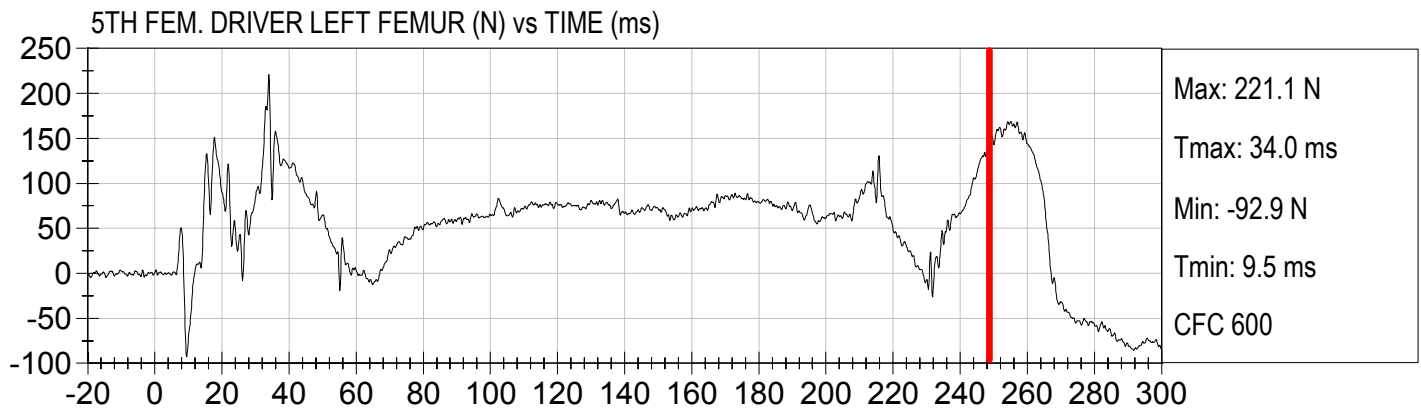


Injury Values Calculated between 0ms and 245ms





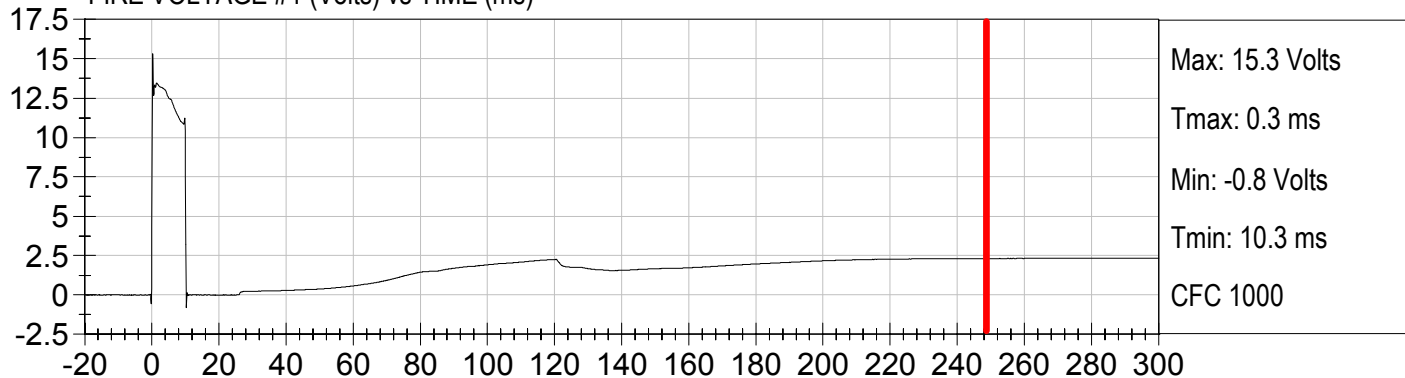
Injury Values Calculated between 0ms and 245ms



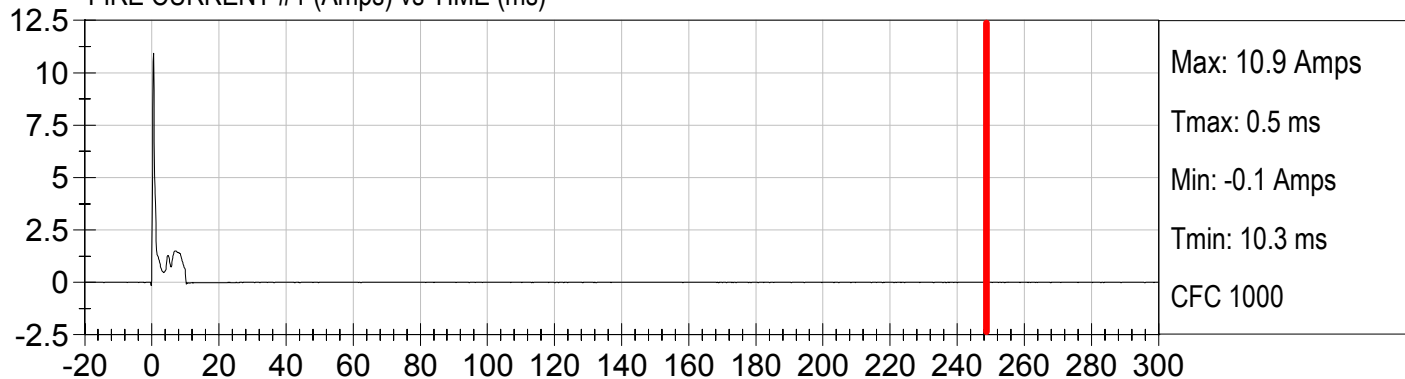


Injury Values Calculated between 0ms and 245ms

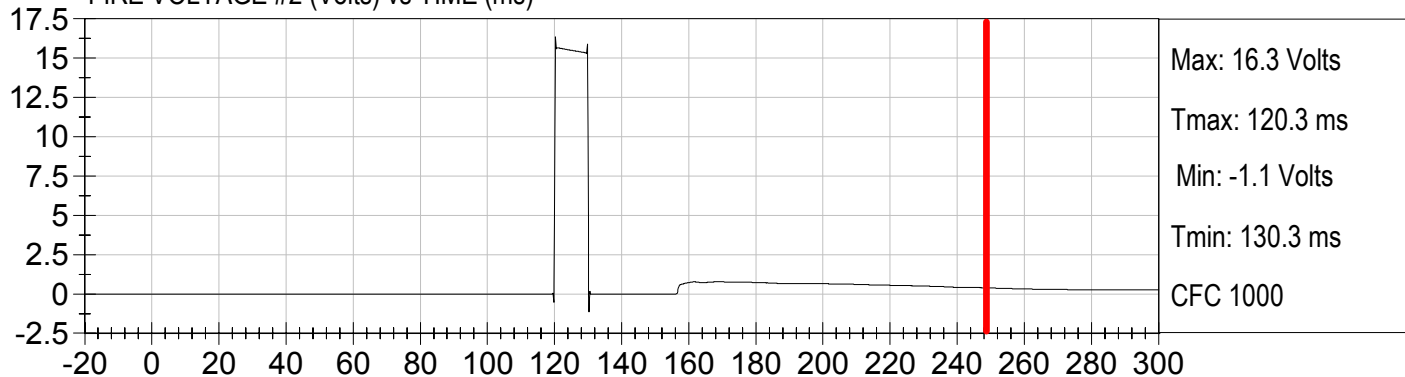
FIRE VOLTAGE #1 (Volts) vs TIME (ms)



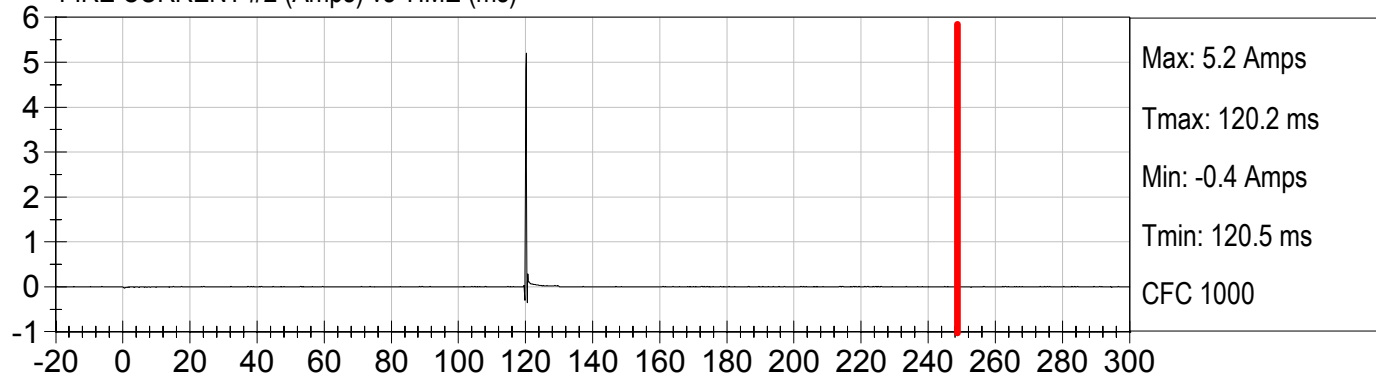
FIRE CURRENT #1 (Amps) vs TIME (ms)



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

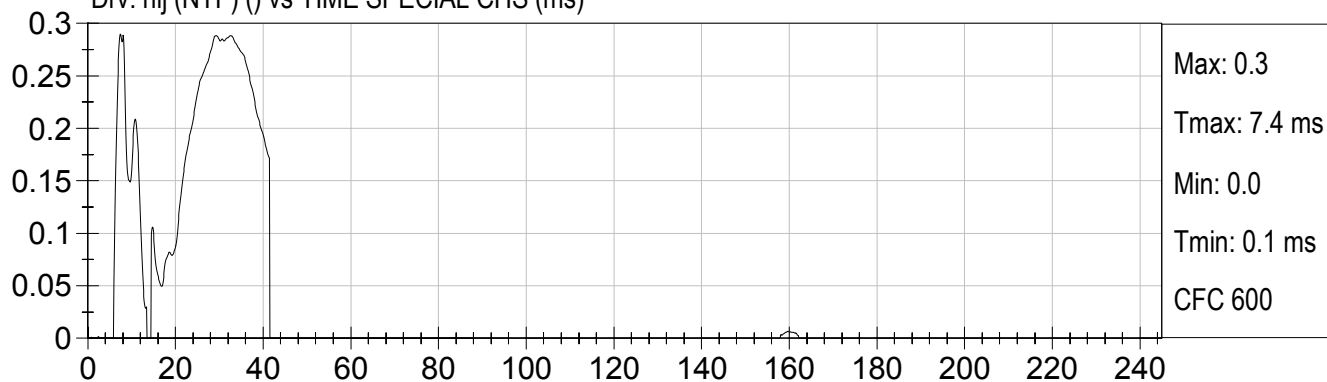


FIRE CURRENT #2 (Amps) vs TIME (ms)

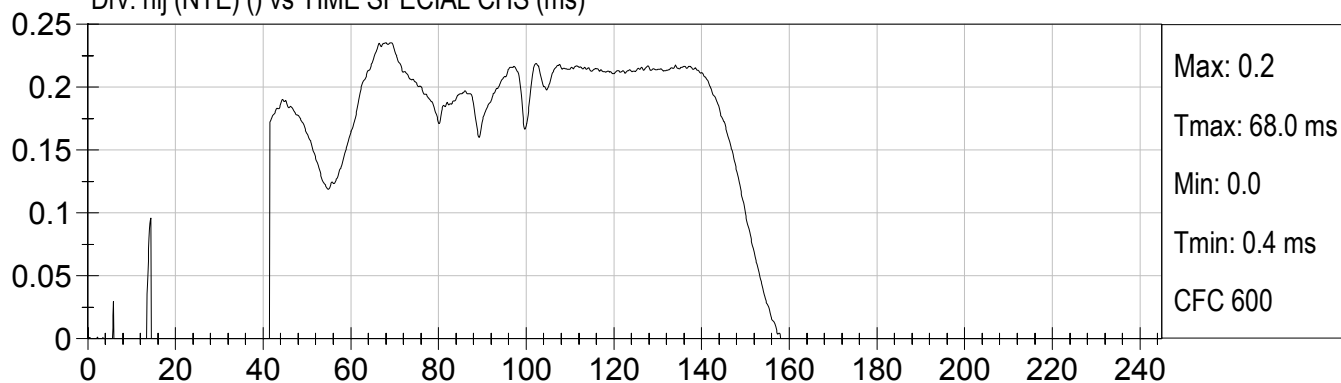




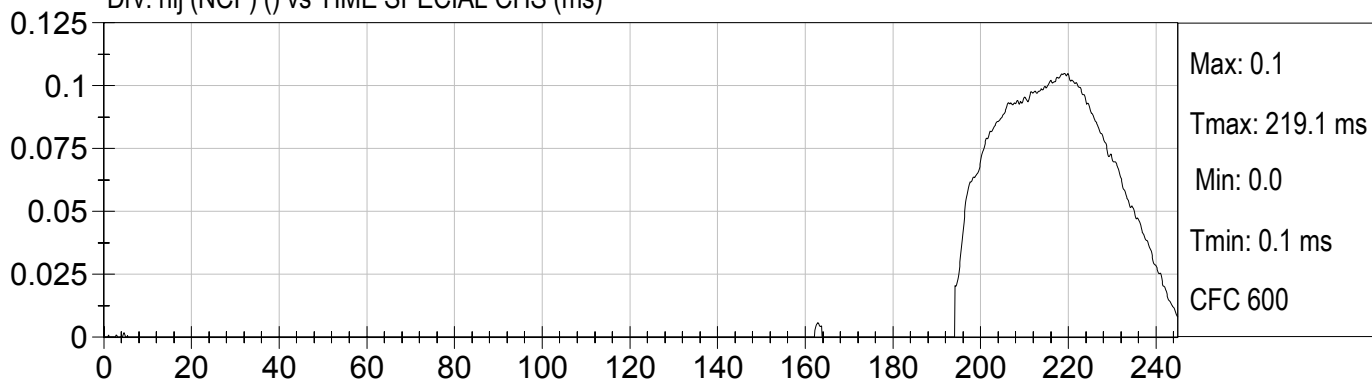
Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)



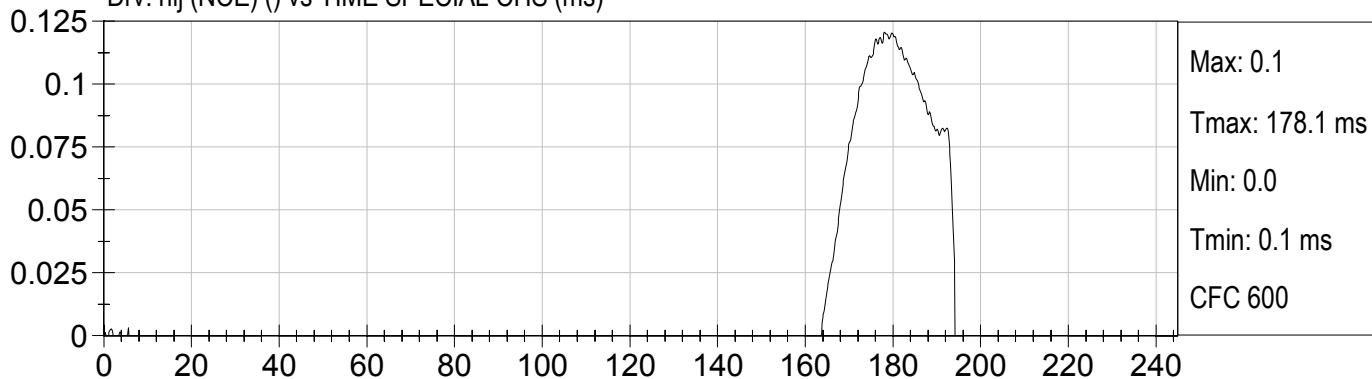
Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)



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

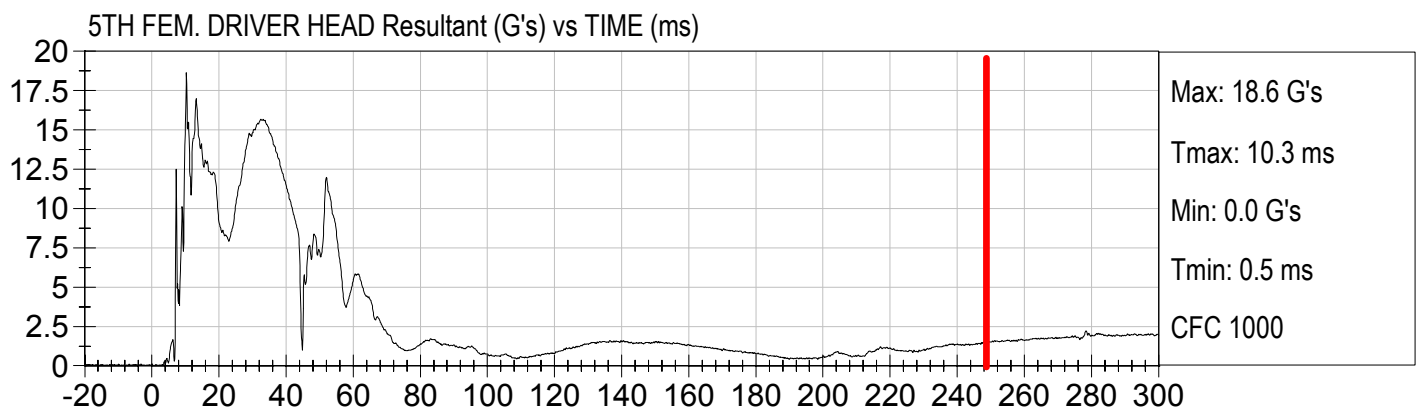
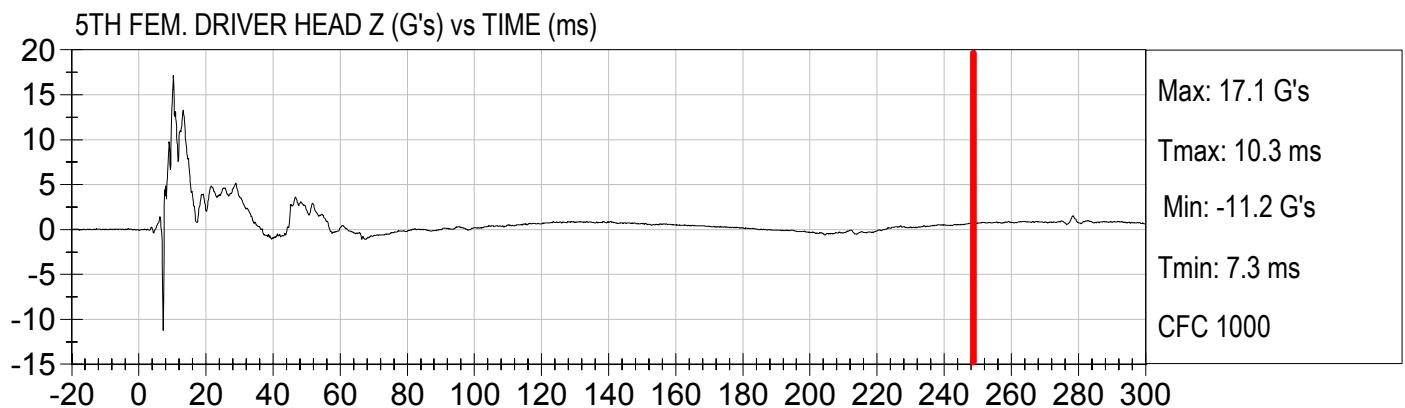
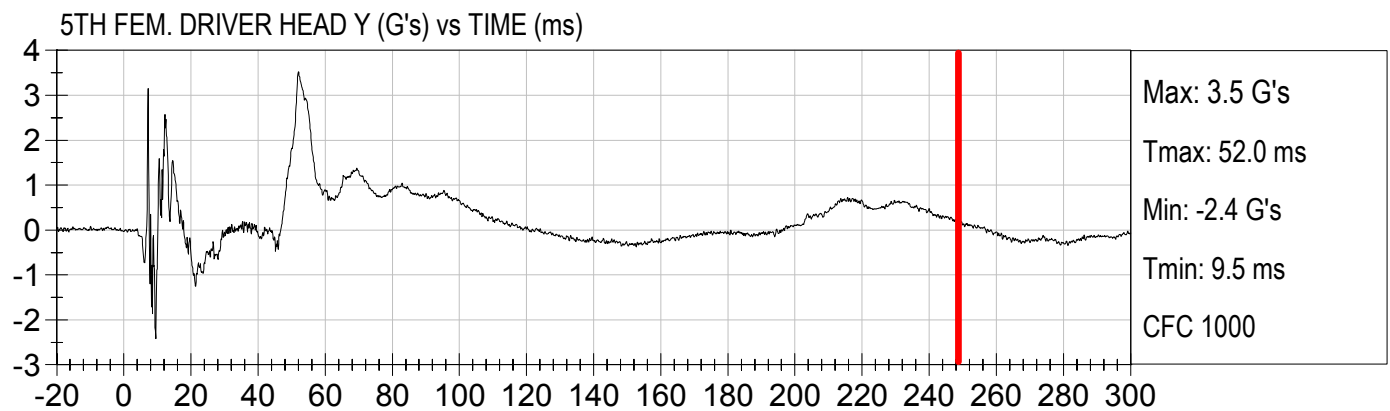
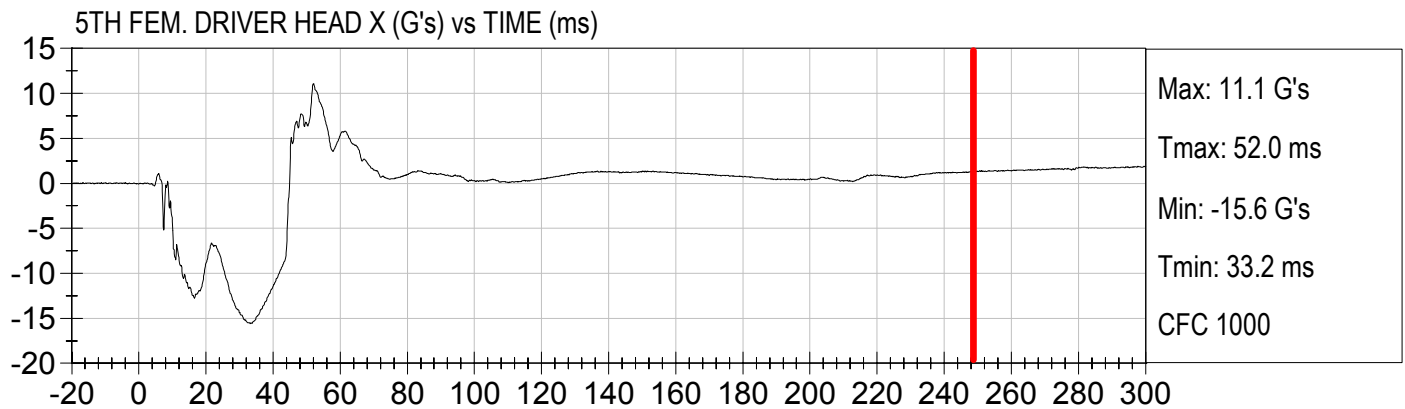


Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)



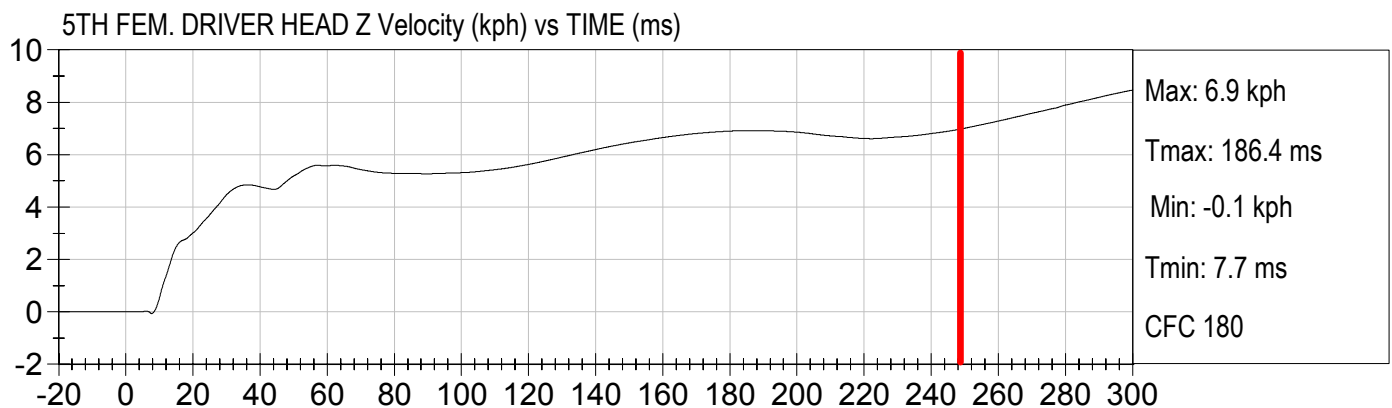
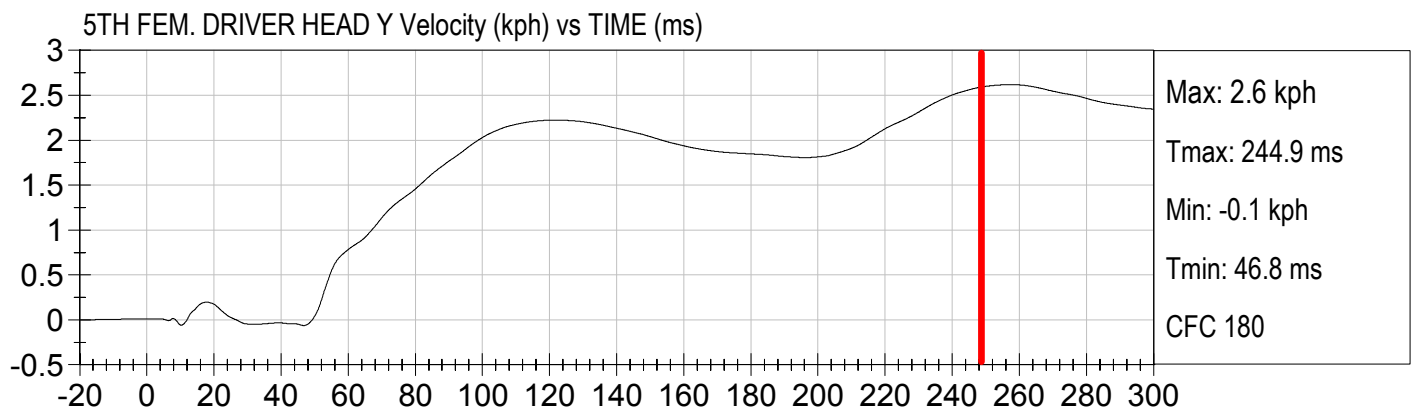
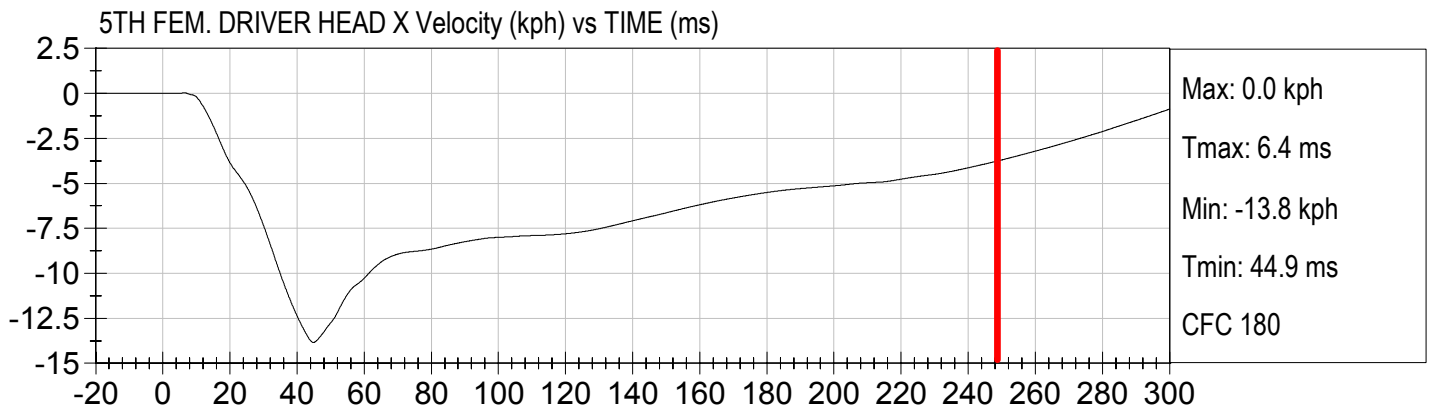


Injury Values Calculated between 0ms and 245ms



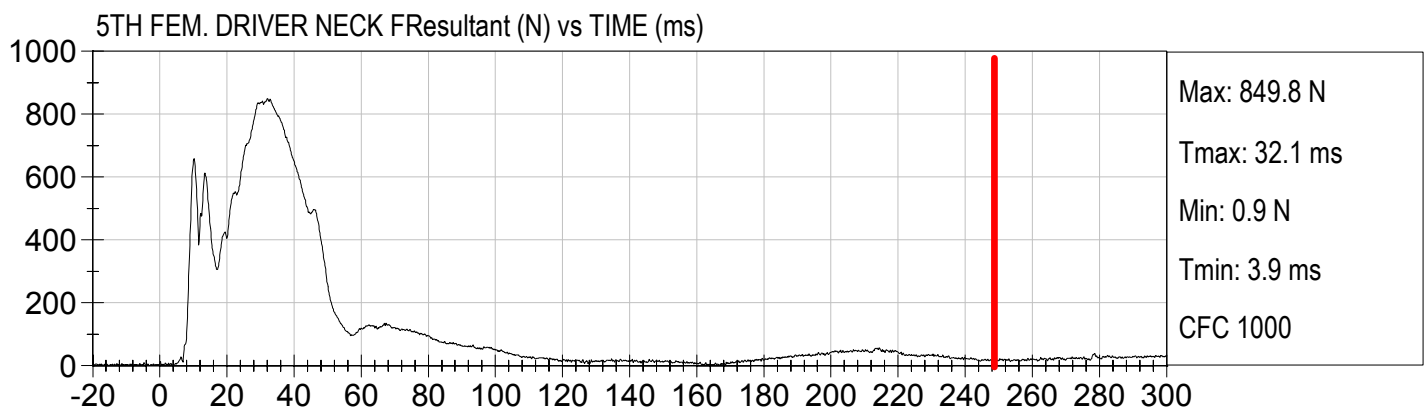
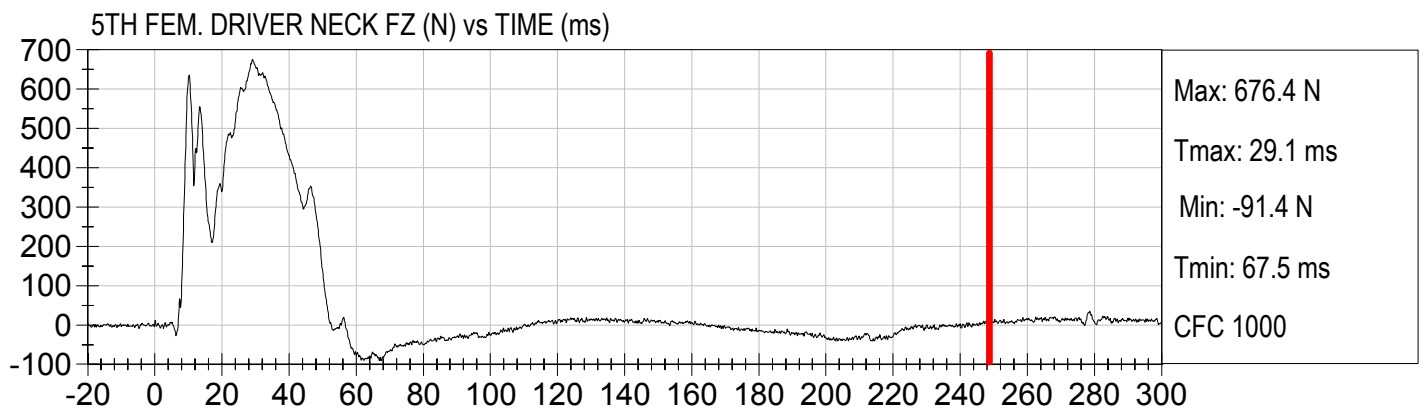
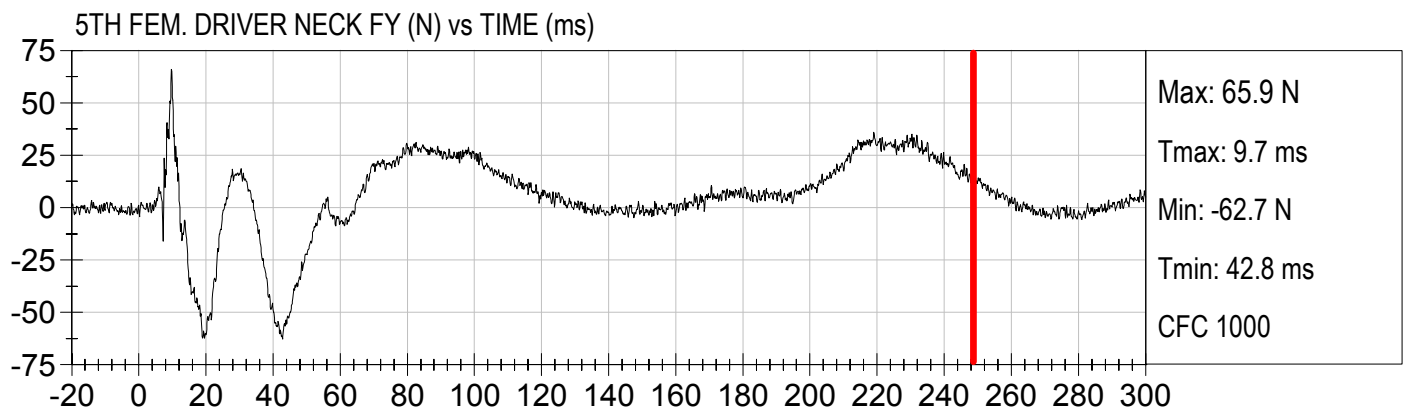
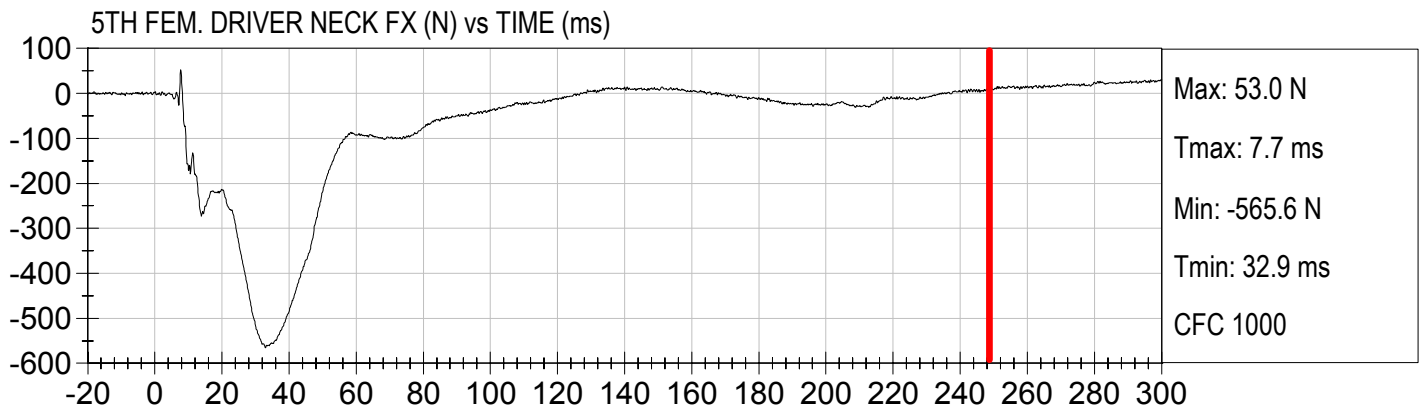


Injury Values Calculated between 0ms and 245ms



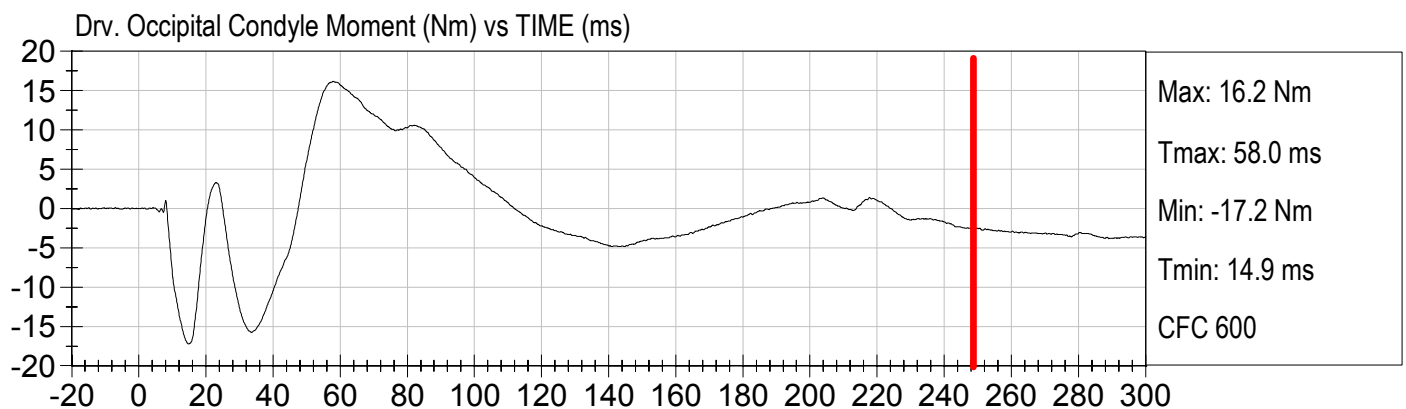
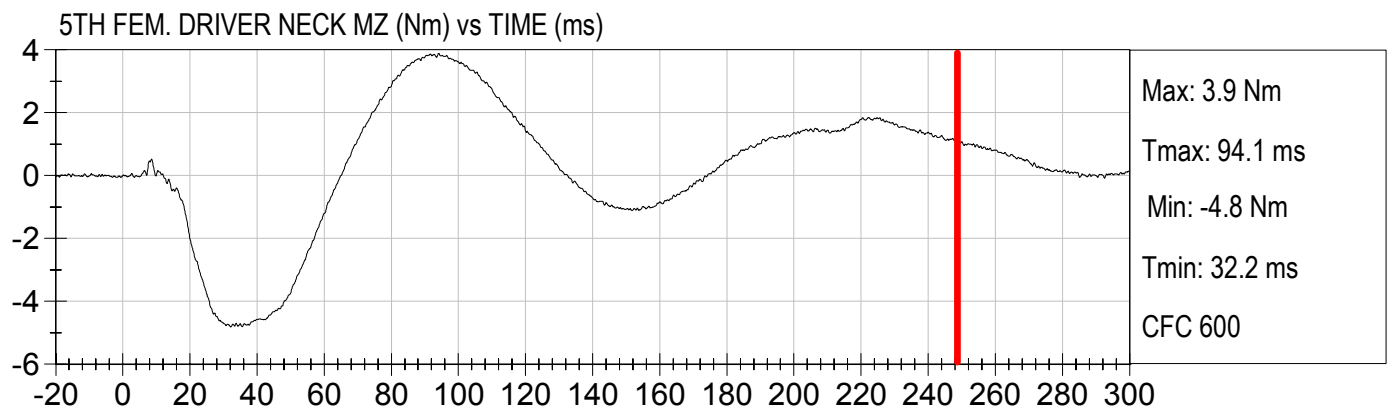
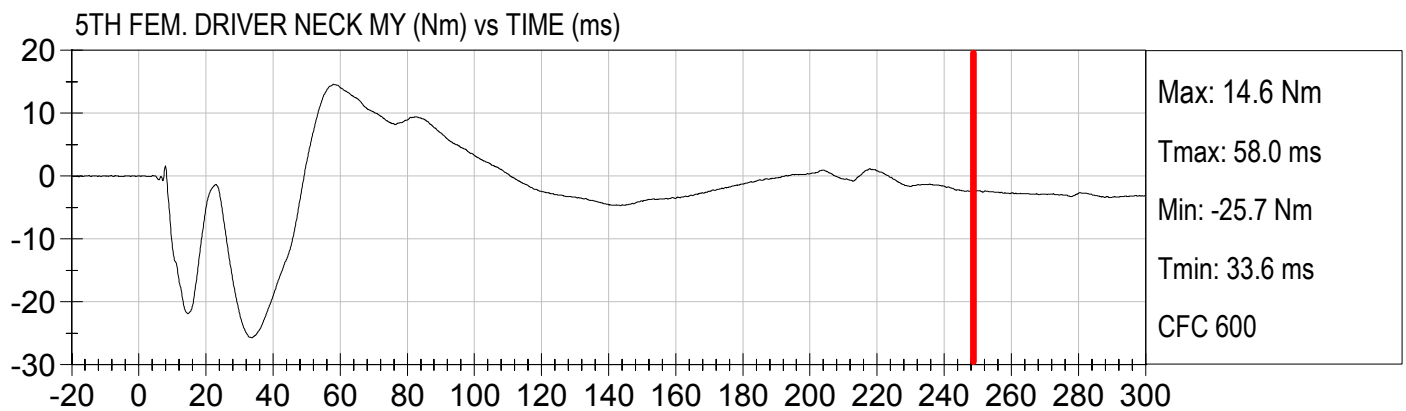
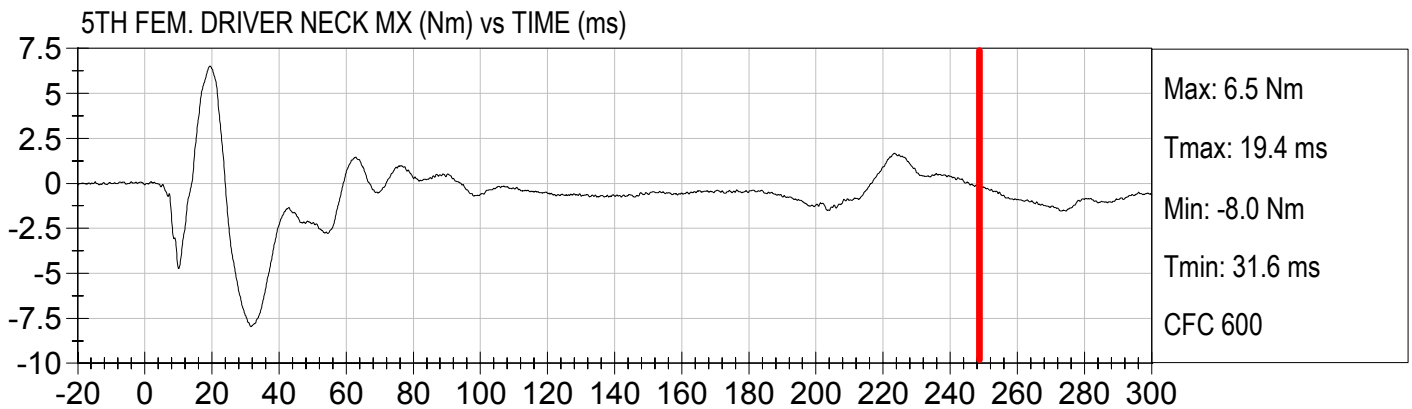


Injury Values Calculated between 0ms and 245ms



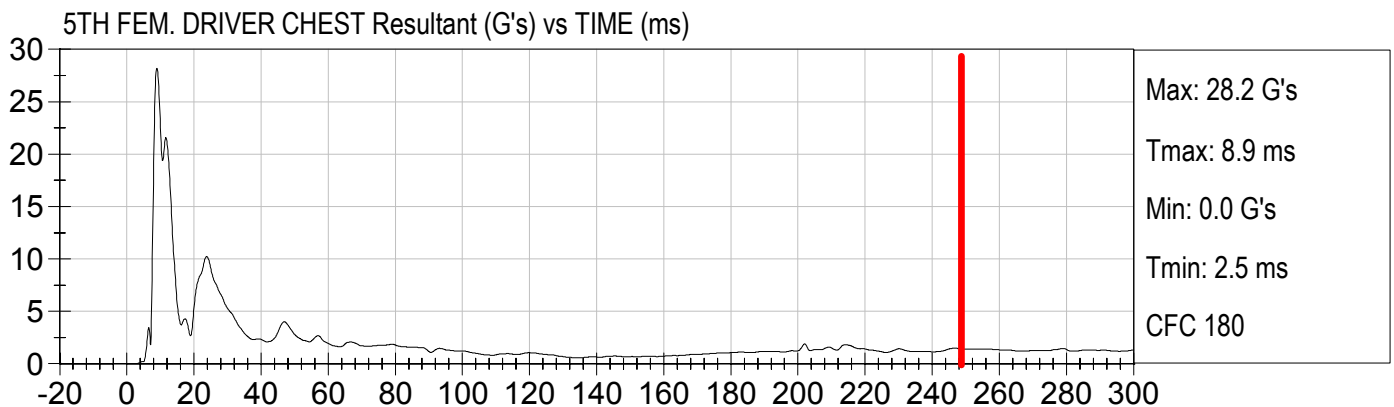
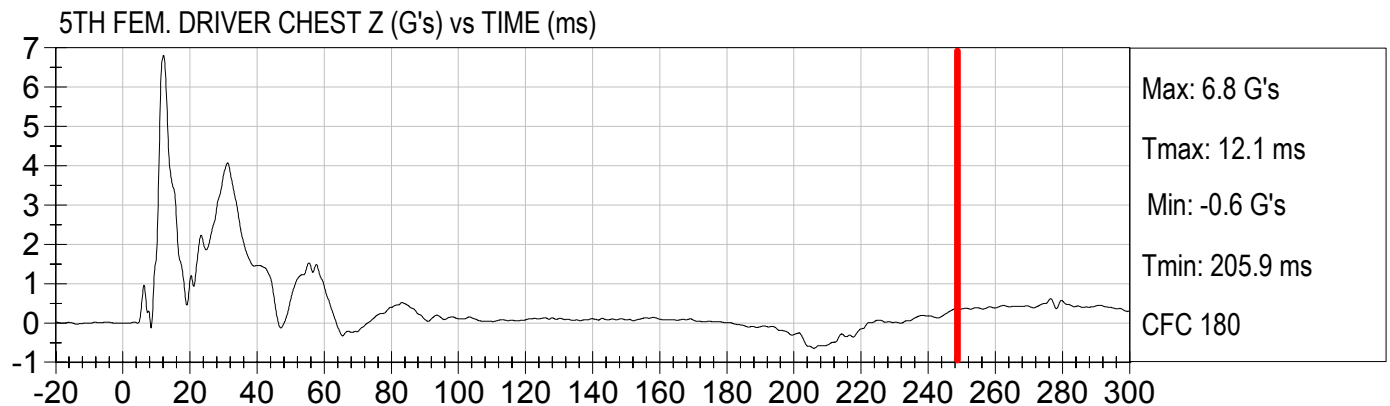
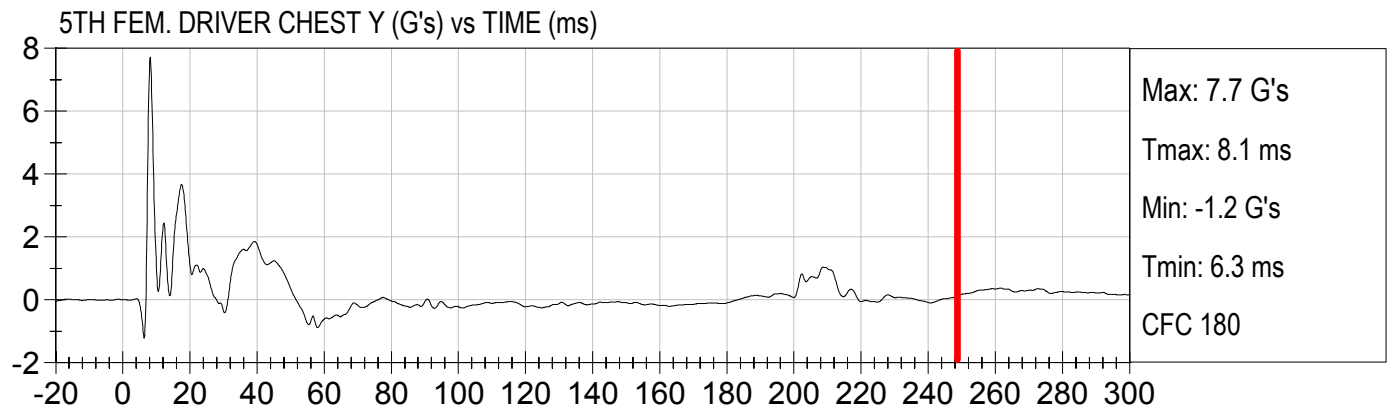
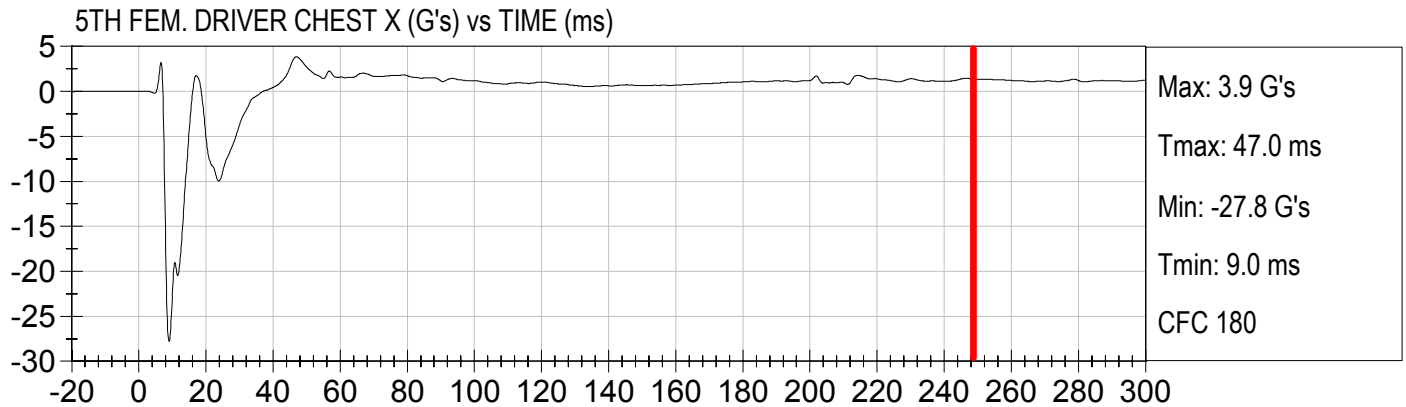


Injury Values Calculated between 0ms and 245ms



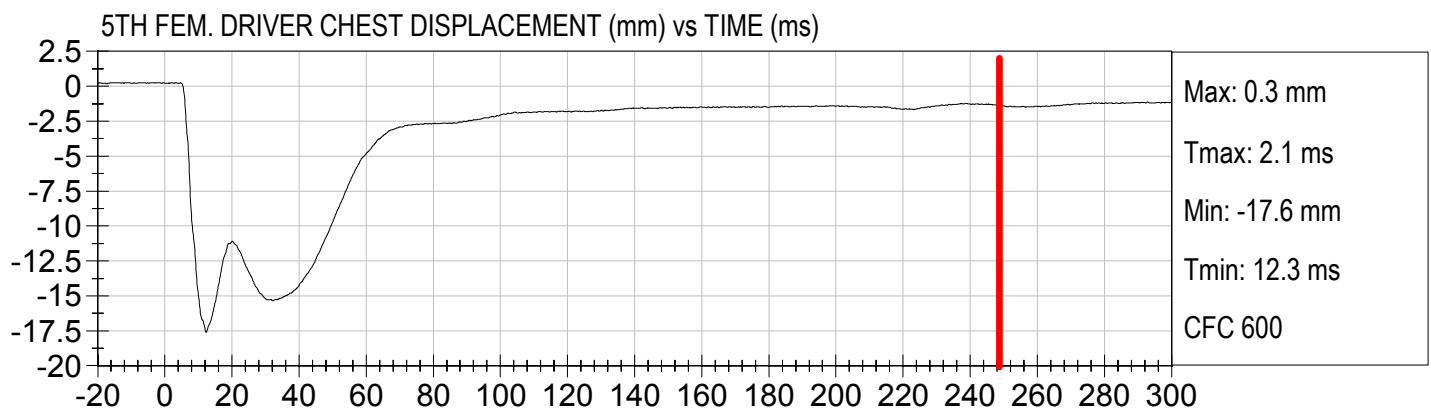
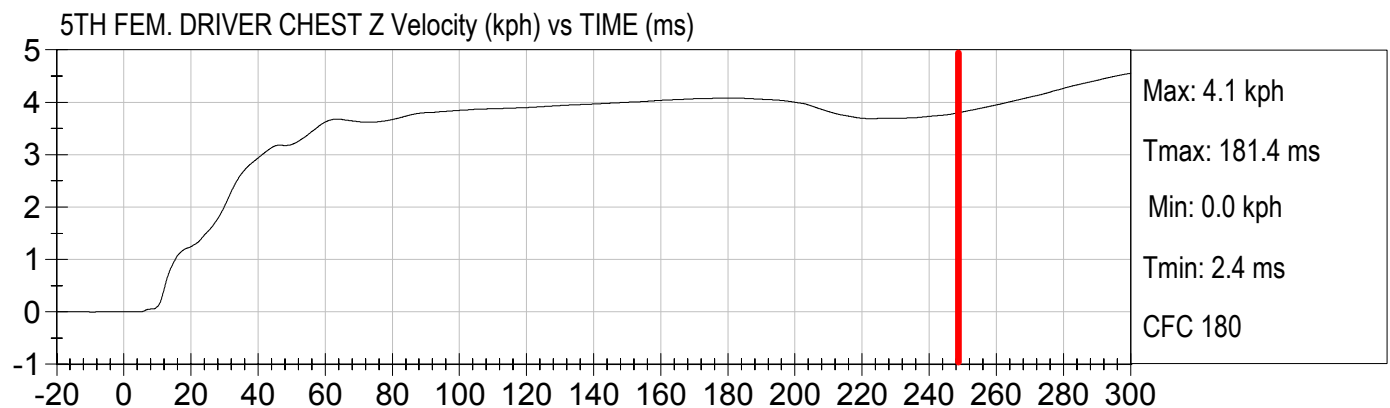
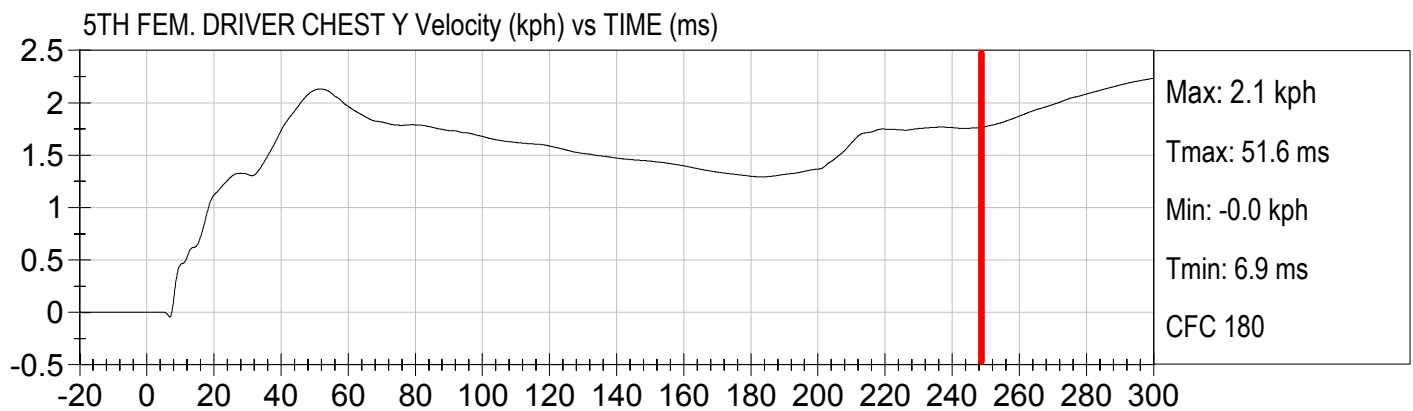
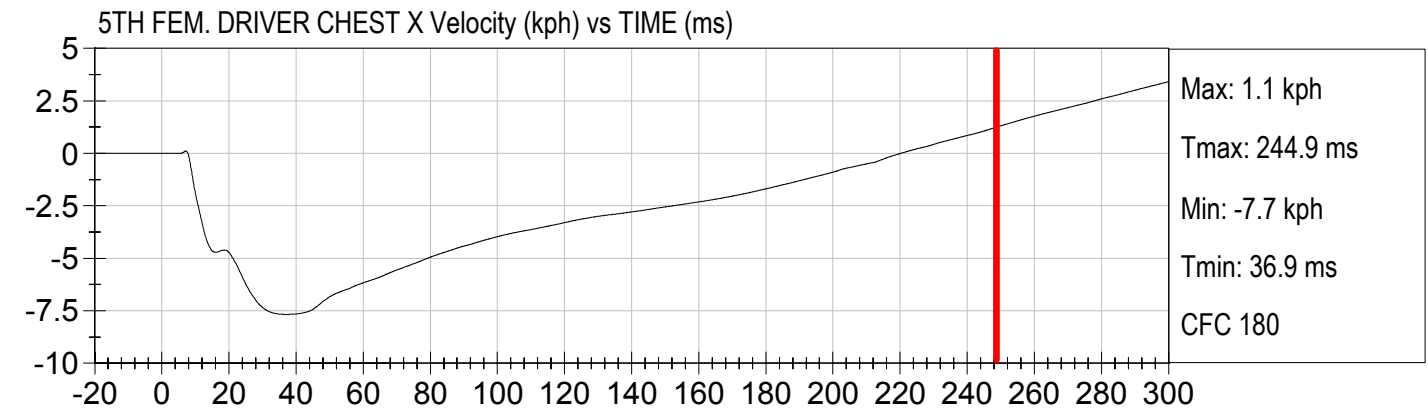


Injury Values Calculated between 0ms and 245ms



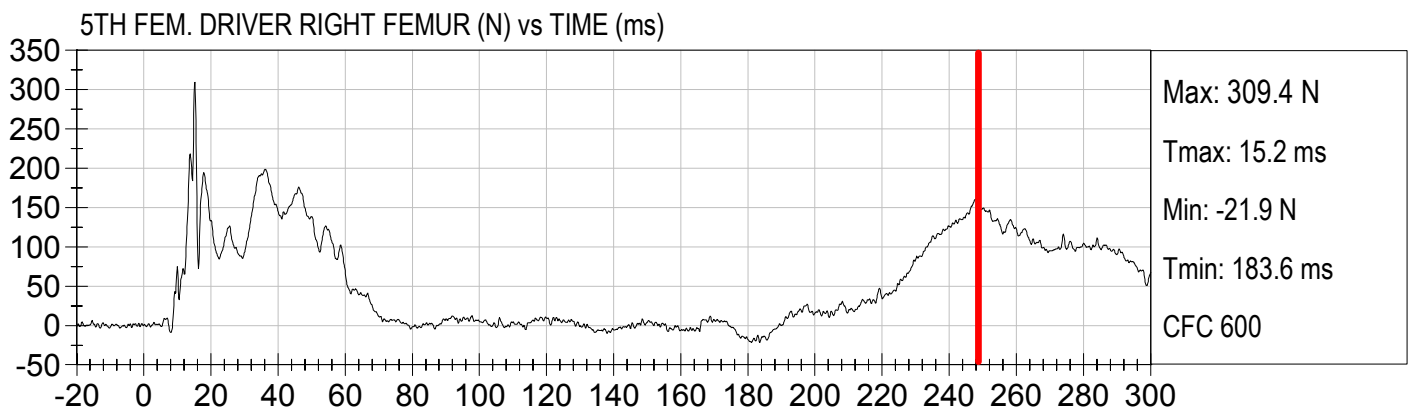
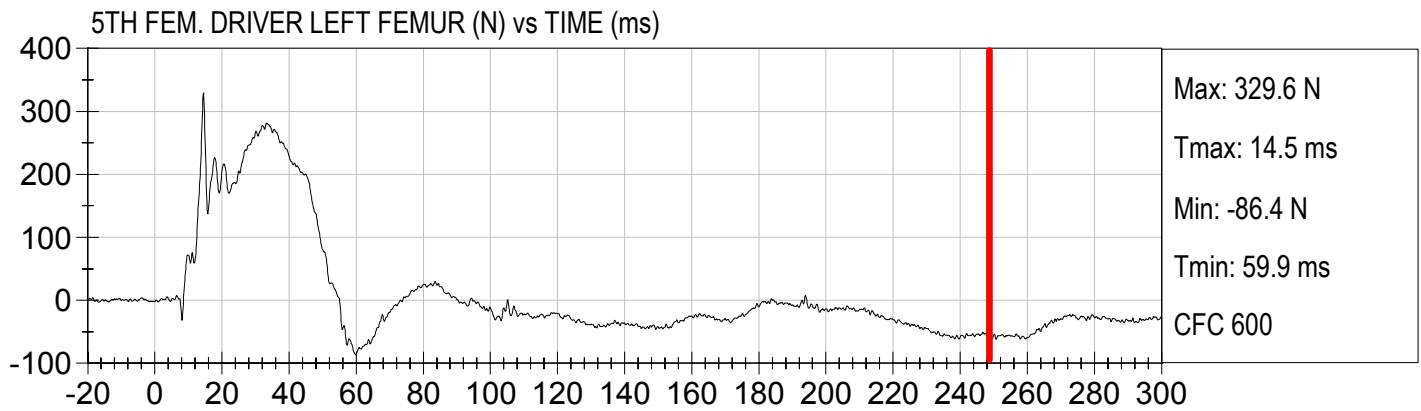


Injury Values Calculated between 0ms and 245ms





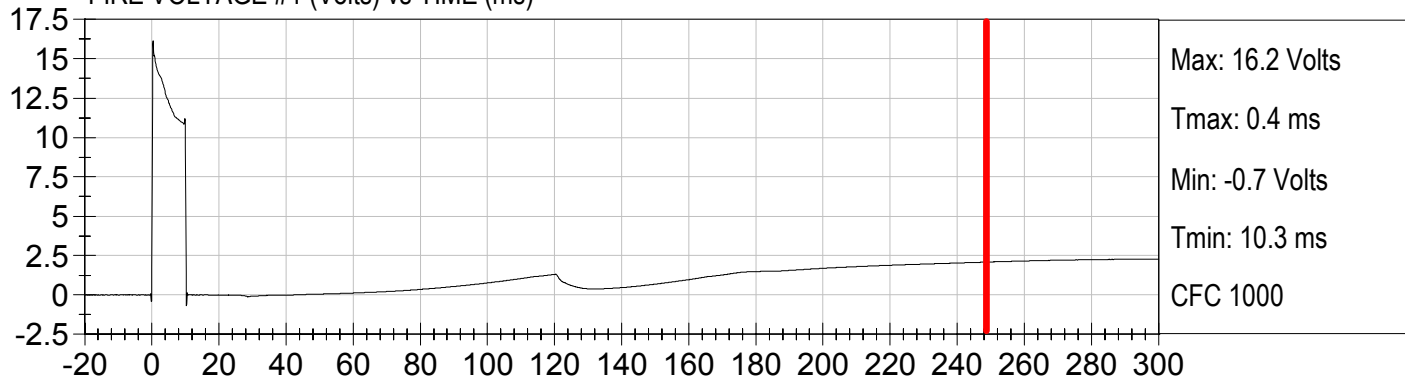
Injury Values Calculated between 0ms and 245ms



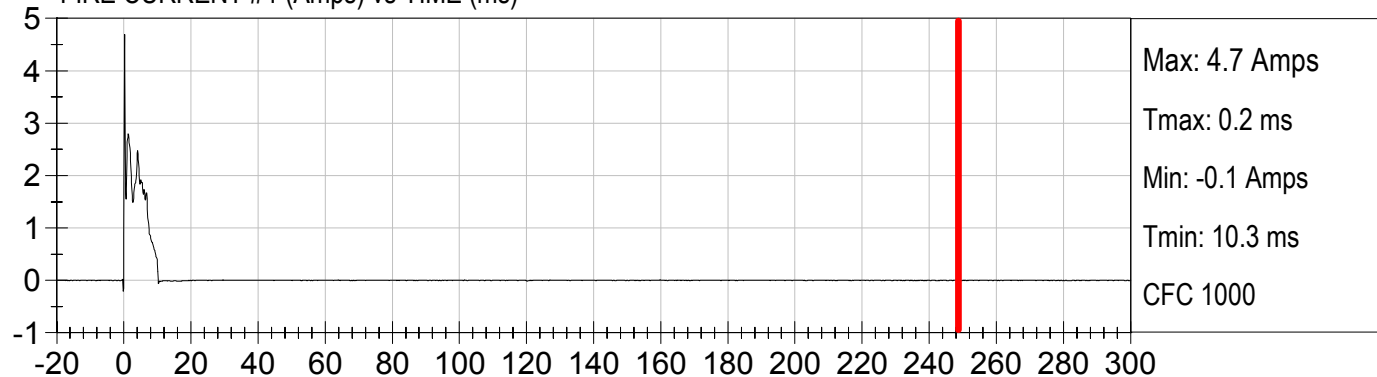


Injury Values Calculated between 0ms and 245ms

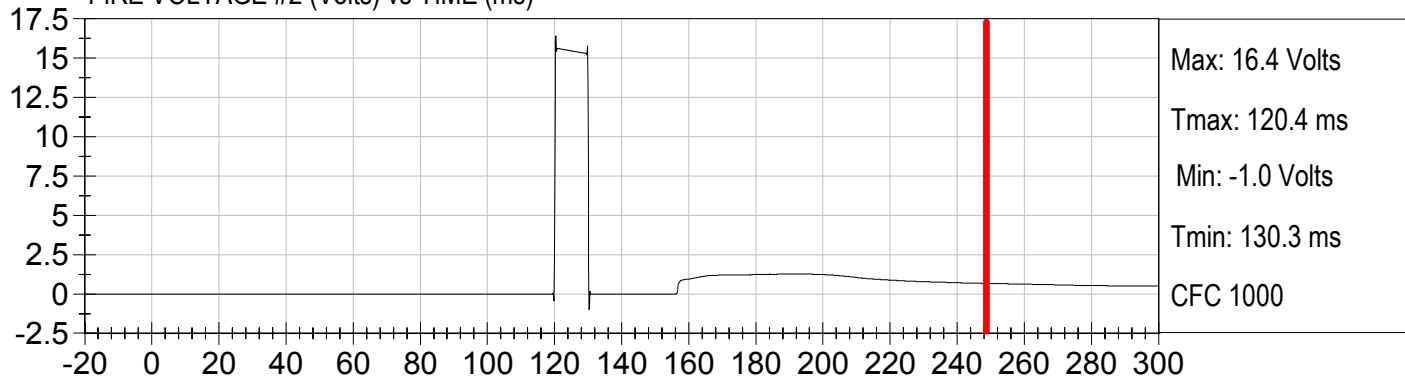
FIRE VOLTAGE #1 (Volts) vs TIME (ms)



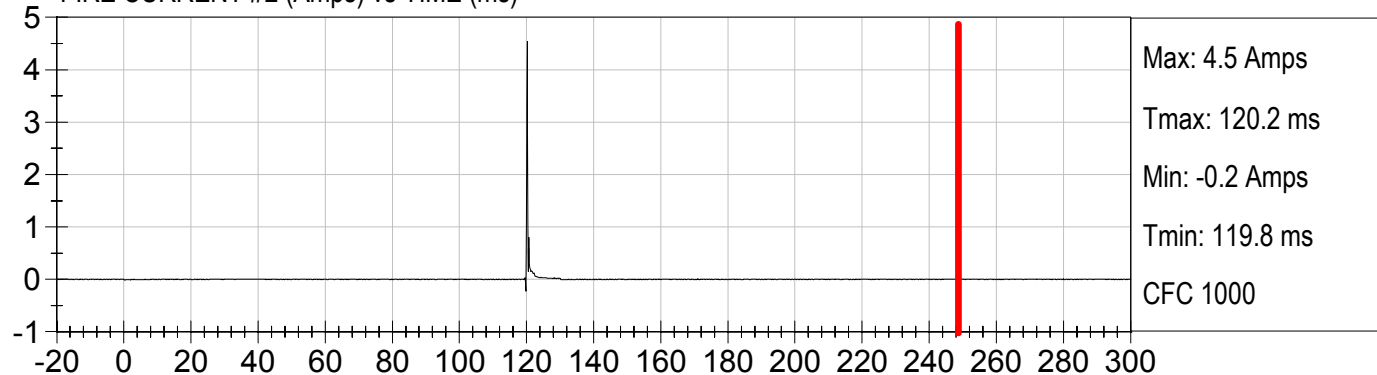
FIRE CURRENT #1 (Amps) vs TIME (ms)



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

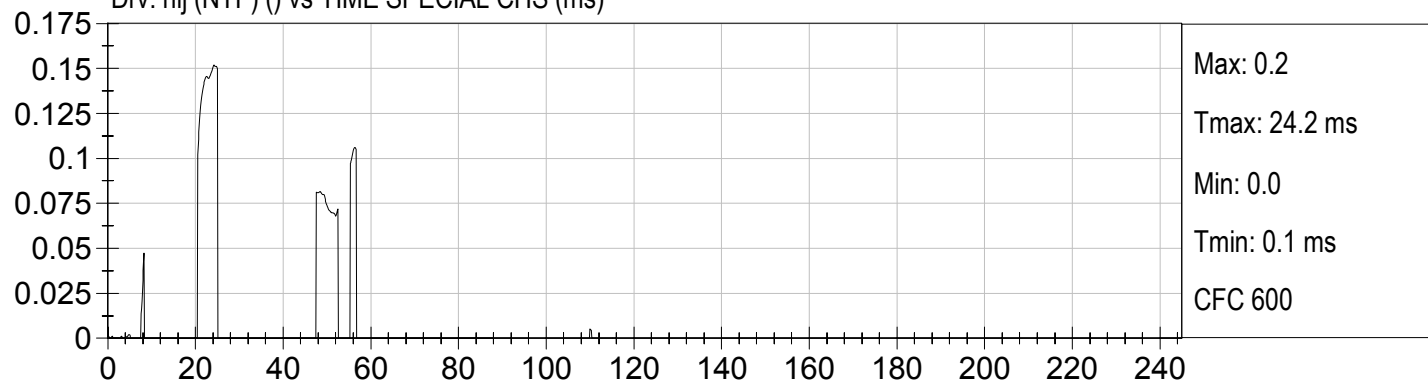


FIRE CURRENT #2 (Amps) vs TIME (ms)

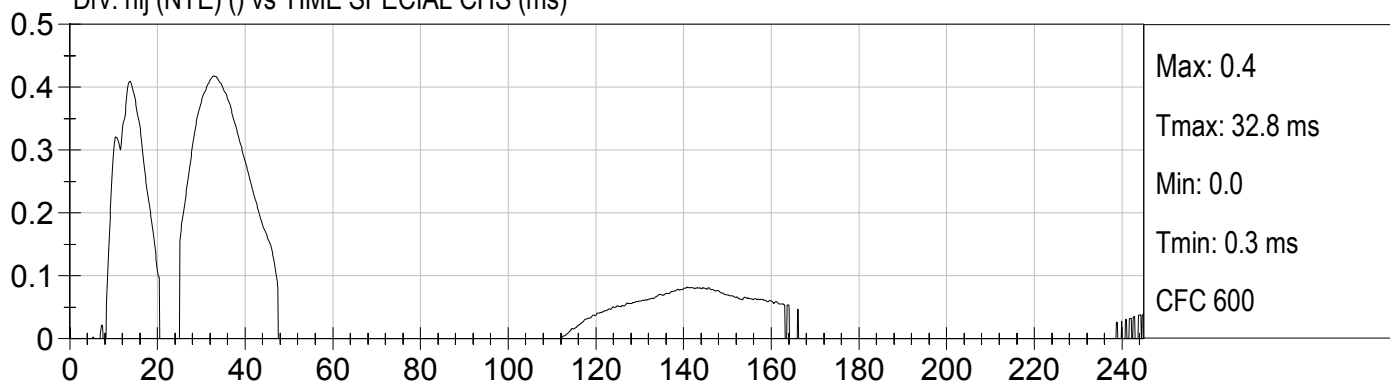




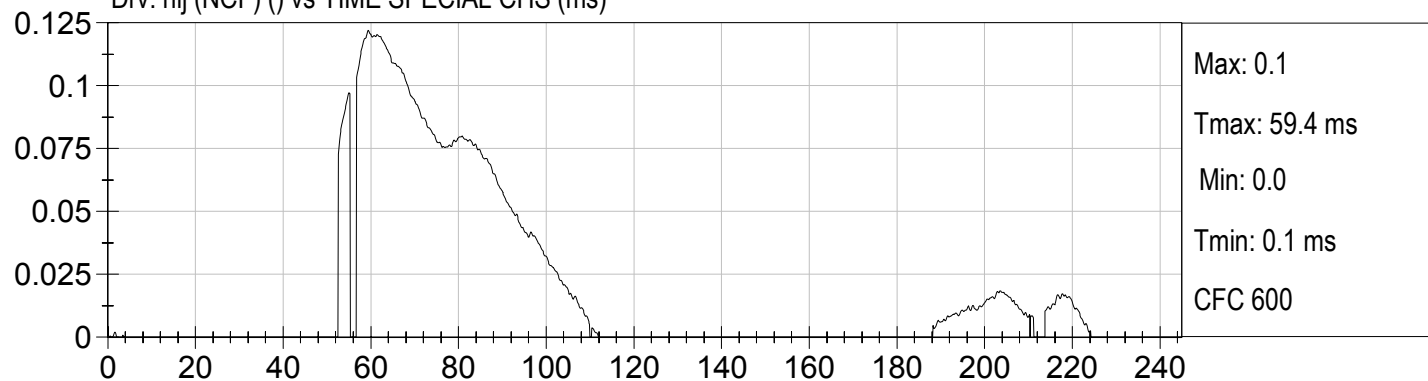
Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)



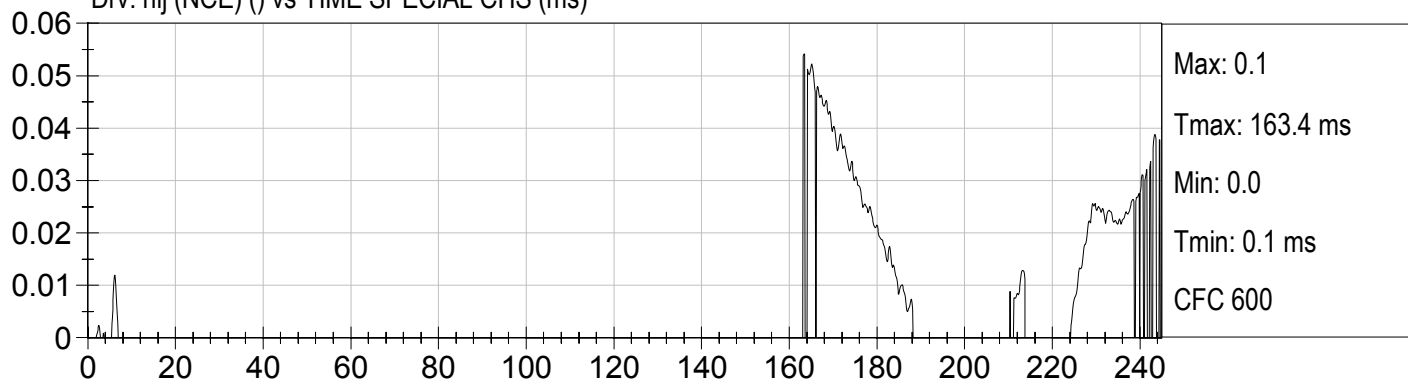
Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)



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



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



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 Knee Contact (left side view)	C-43
Photo No. 44.	Post-Test Driver Dummy Knee Contact (right side view)	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.	Pre-Test Passenger Dummy Feet Position	C-53
Photo No. 54.	Post-Test Passenger Dummy Feet Position	C-54

Page No.

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



MFD BY GENERAL MOTORS CORP

DATE
12/05

GVWR
2221 KG
4896 LB

GAWR FRT
1186 KG
2614 LB

GAWR RR
1035 KG
2282 LB

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

1G4HP57216U155236

TYPE: PASS CAR



TIRE AND LOADING INFORMATION

SEATING CAPACITY TOTAL 6 FRONT 3 REAR 3

The combined weight of occupants and cargo should never exceed 488 kg or 1076 lbs.

TIRE	ORIGINAL SIZE	COLD TIRE PRESSURE
FRONT	P225/60R16 S	210 kPa, 30 PSI
REAR	P225/60R16 S	210 kPa, 30 PSI
SPARE	T125/70R16 M	420 kPa, 60 PSI

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION

1G4HP57216U135236

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



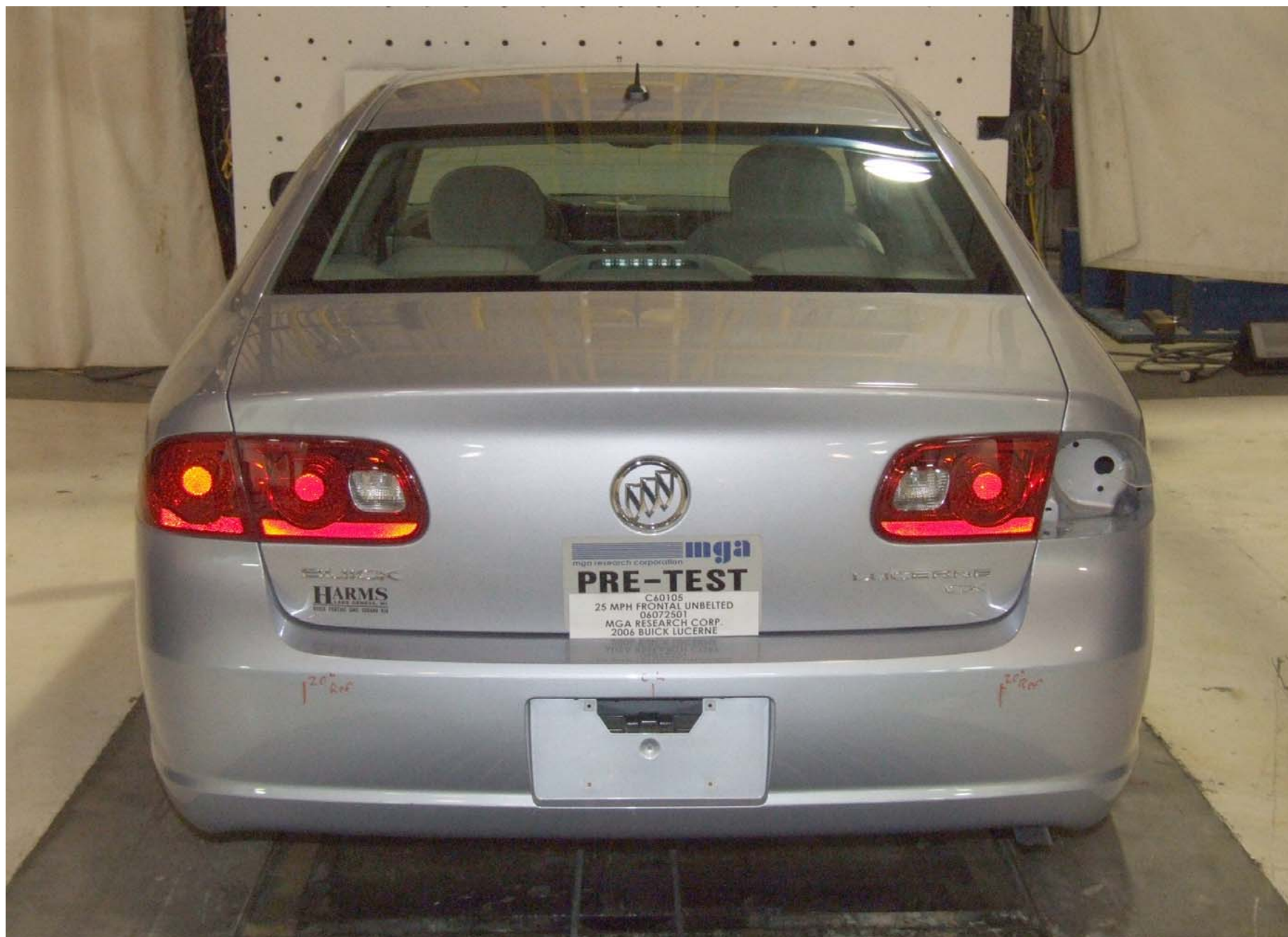
Post-Test Right Rear Three-Quarter View of Test Vehicle



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



Pre-Test Windshield View



Post-Test Windshield View



Pre-Test Engine Compartment View



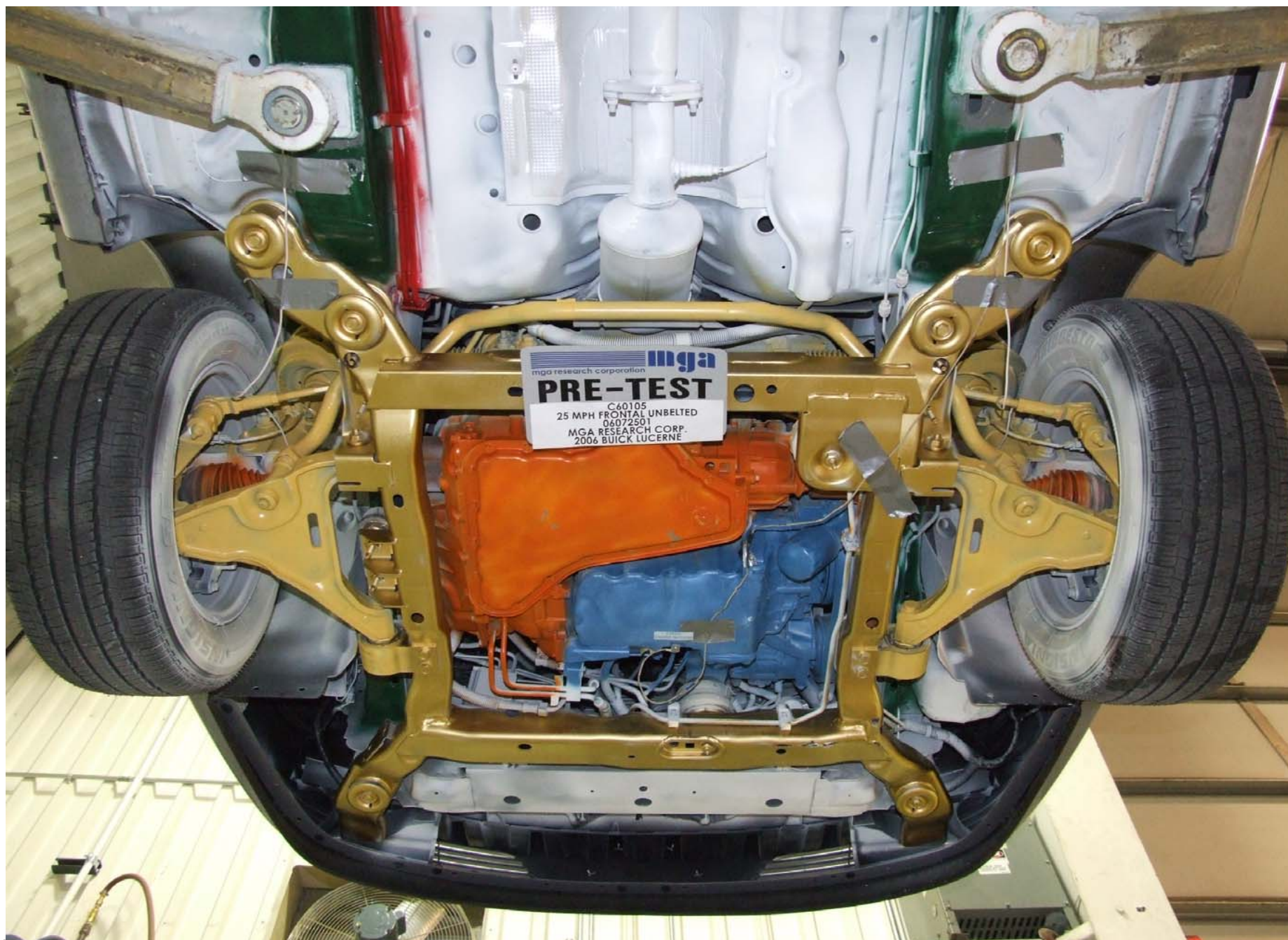
Post-Test Engine Compartment View



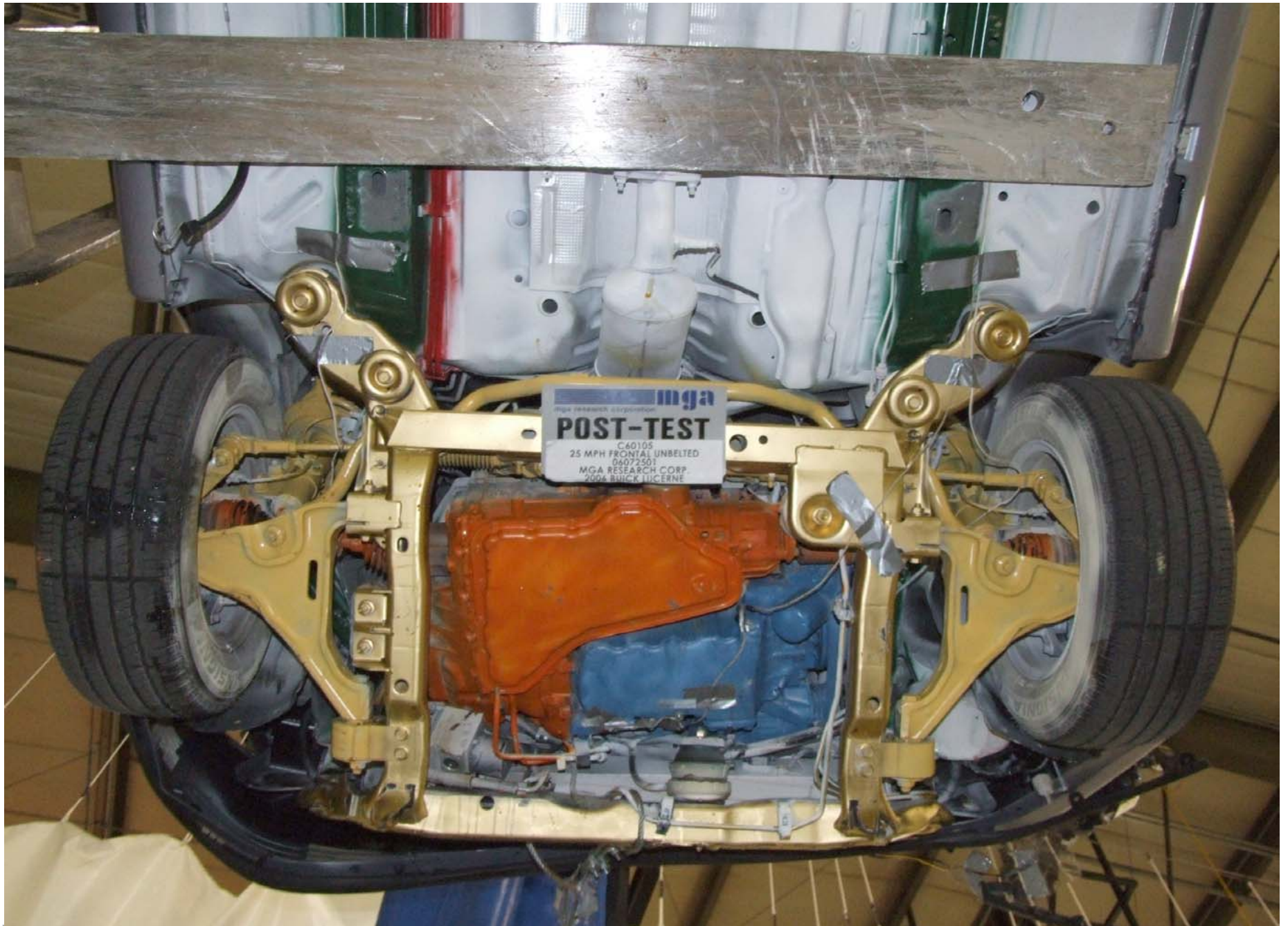
Pre-Test Fuel Filler Cap View



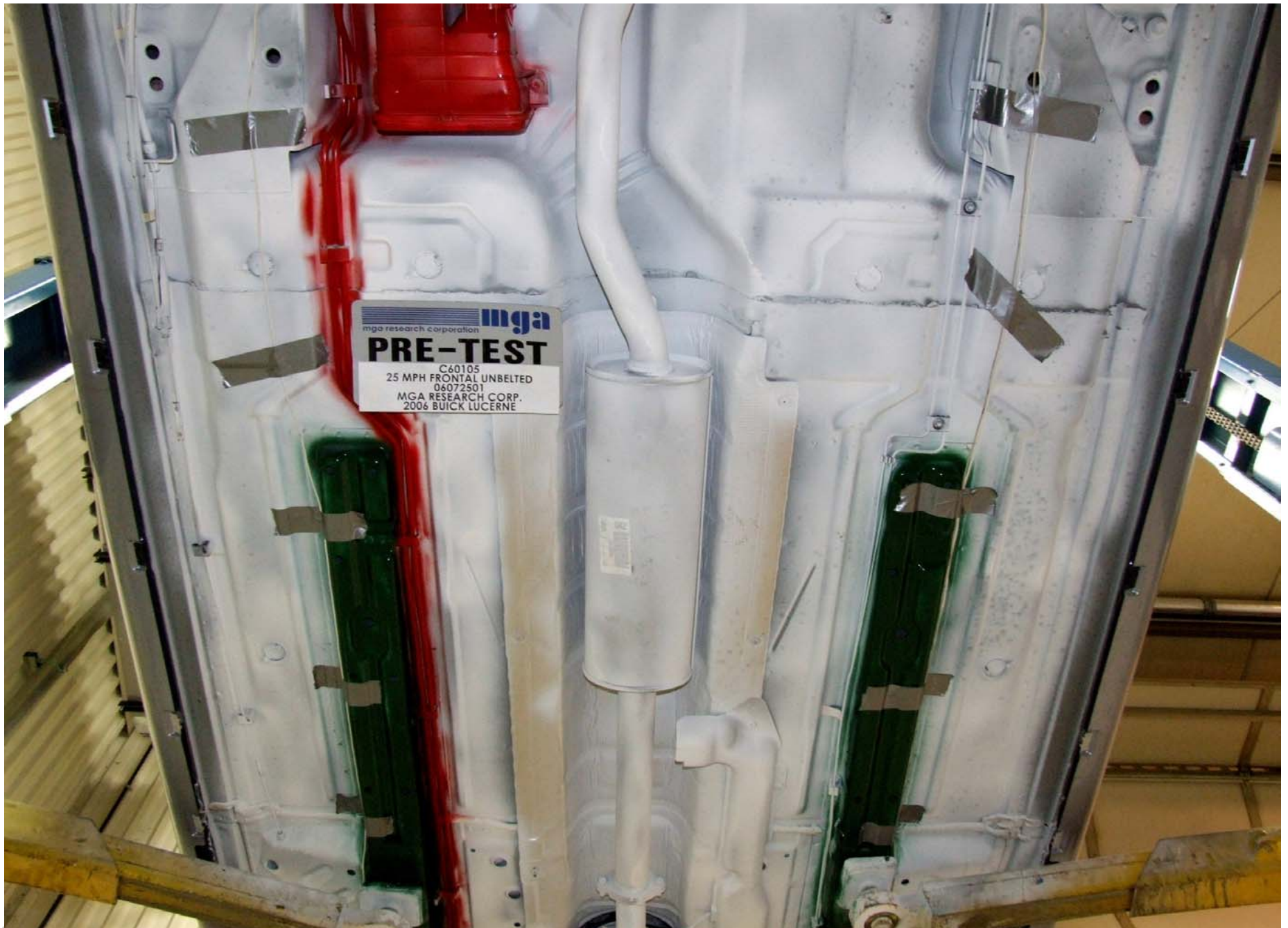
Post-Test Fuel Filler Cap View



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



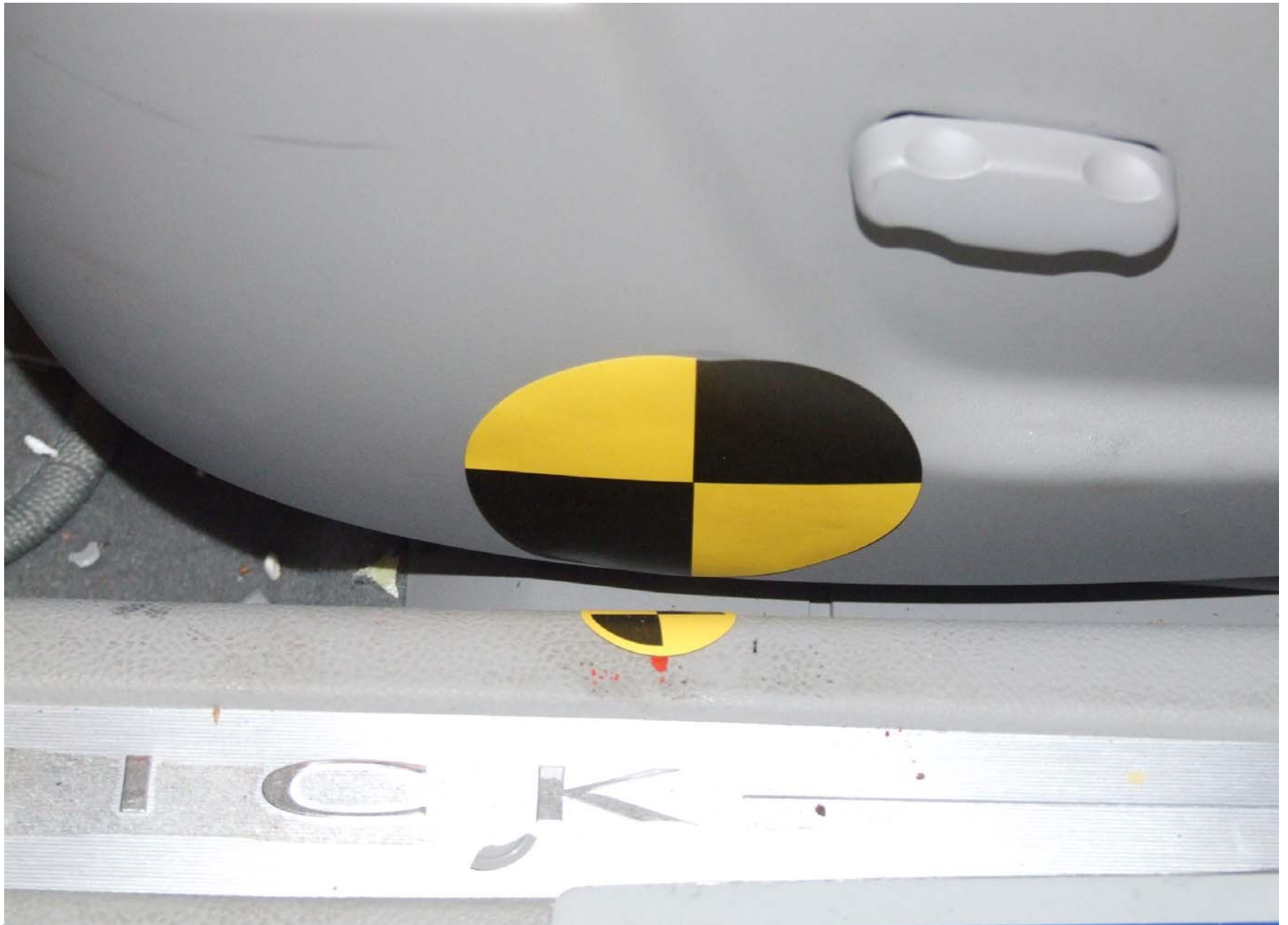
Pre-Test Driver Dummy Position Left Side View (Door Open)



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



Pre-Test Driver Dummy Seat Position



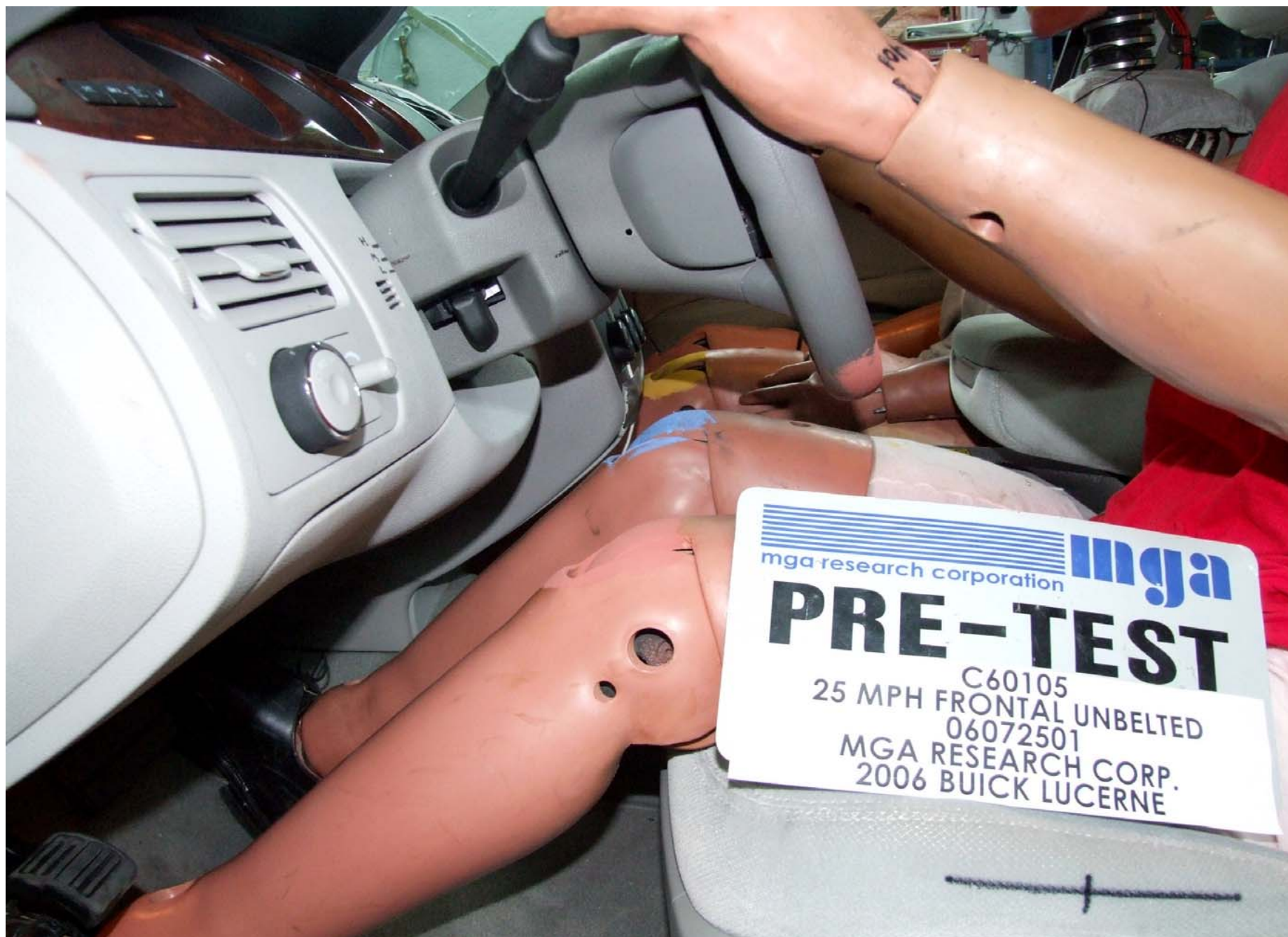
Post-Test Driver Dummy Seat Position



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 Knee Contact (left side view)



Post-Test Driver Dummy Knee Contact (right side view)



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



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 Airbag Contact



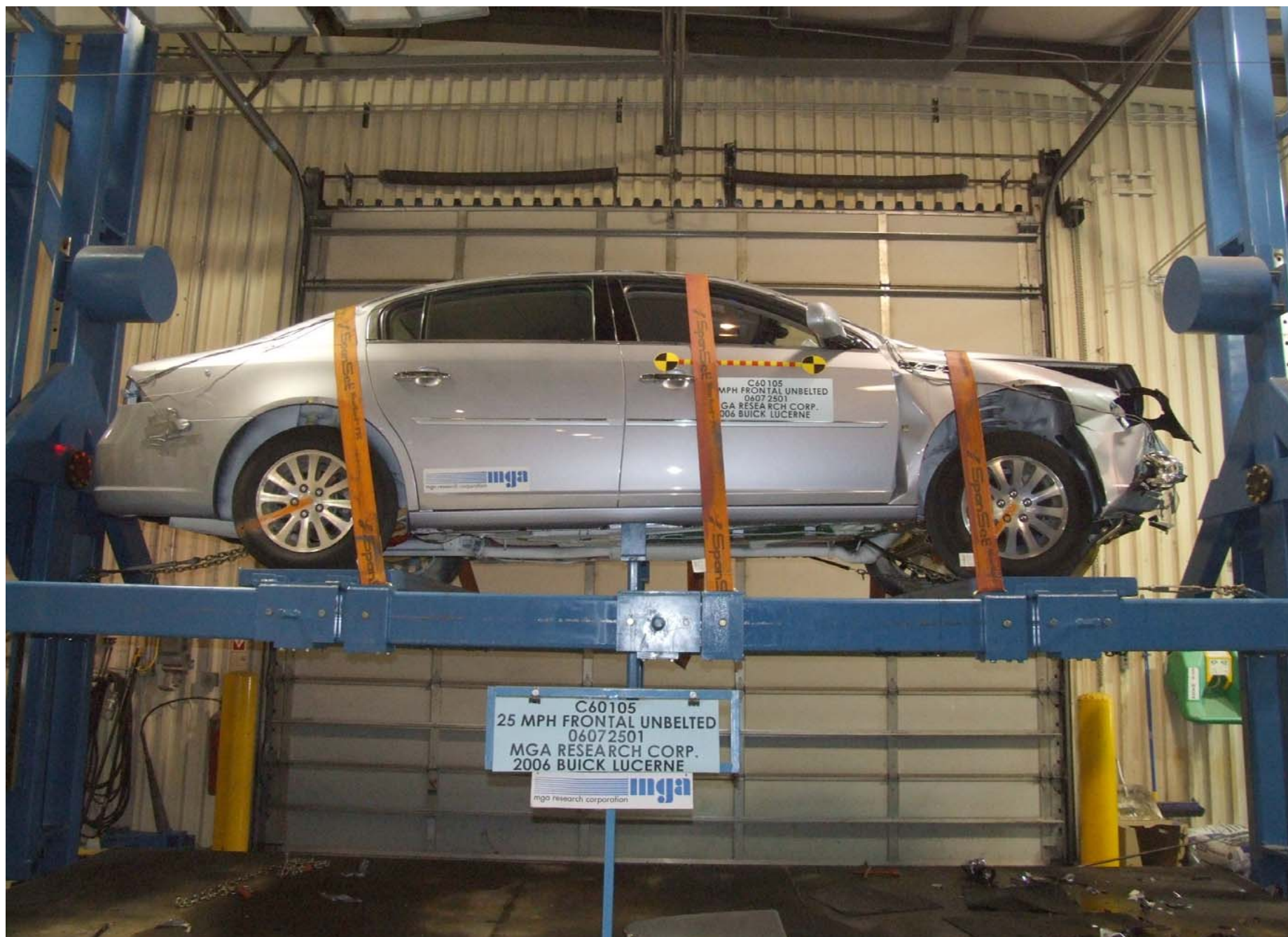
Rollover 90 Degrees



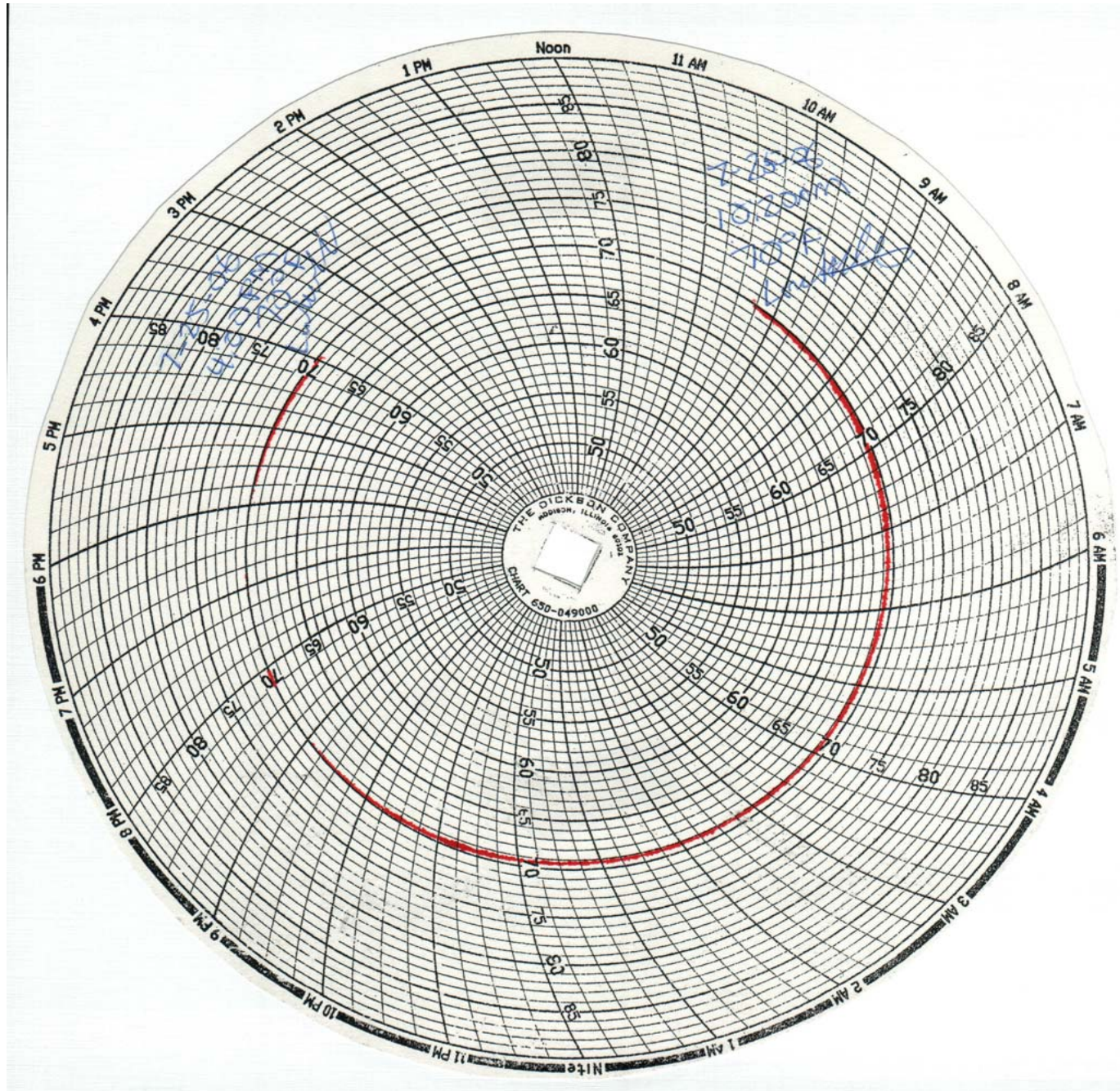
Rollover 180 Degrees



Rollover 270 Degrees



Rollover 360 Degrees



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 (Door Open)	D-1
Photo No. 2. Post-Test 5 th Fem. P1 Driver Dummy Left Side View (Door Open)	D-2
Photo No. 3. Pre-Test 5 th Fem. P1 Driver Dummy Right Side View (Door Open)	D-3
Photo No. 4. Post-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 Left Side Mid Position View	D-5
Photo No. 6. Post-Test 5 th Fem. P1 Driver Dummy Airbag Left View	D-6
Photo No. 7. Post-Test 5 th Fem. P1 Driver Dummy Airbag Right View	D-7
Photo No. 8. Pre-Test 5 th Fem. P2 Driver Dummy Left Side View (Door Open)	D-8
Photo No. 9. Post-Test 5 th Fem. P2 Driver Dummy Left Side View (Door Open)	D-9
Photo No. 10. Pre-Test 5 th Fem. P2 Driver Dummy Right Side View (Door Open)	D-10
Photo No. 11. Post-Test 5 th Fem. P2 Driver Dummy Right Side View (Door Open)	D-11
Photo No. 12. Post-Test 5 th Fem. P2 Driver Dummy Left Side Head Position View	D-12
Photo No. 13. Pre-Test 5 th Fem. P2 Driver Dummy Left Side Mid Position View	D-13
Photo No. 14. Post-Test 5 th Fem. P2 Driver Dummy Airbag Left View	D-14
Photo No. 15. Post-Test 5 th Fem. P2 Driver Dummy Airbag Right View	D-15



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



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)



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



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



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



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



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

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

Photo No. 34.	Graco Infant W/O Base With Belt, Forward Seat Track, Handle Up	E-10
Photo No. 35.	Graco Infant W/O Base With Belt, Middle Seat Track, Handle Down	E-10
Photo No. 36.	Graco Infant W/O Base With Belt, Rearward Seat Track, Handle Down	E-10
Photo No. 37.	Graco Infant W/O Base Unbelted, Forward Seat Track, Handle Down	E-11
Photo No. 38.	Graco Infant W/O Base Unbelted, Middle Seat Track, Handle Down	E-11
Photo No. 39.	Graco Infant W/O Base Unbelted, Rearward Seat Track, Handle Down	E-11
Photo No. 40.	Graco Infant W/O Base Fwd Facing Unbelted, Forward Seat Track, Handle Up	E-11
Photo No. 41.	Graco Infant W/O Base Fwd Facing Unbelted, Middle Seat Track, Handle Up	E-12
Photo No. 42.	Graco Infant W/O Base Fwd Facing Unbelted, Rearward Seat Track, Handle Up	E-12
Photo No. 43.	Unbelted 5 th Percentile Female Reactivation, Forward Seat Track	E-12
Photo No. 44.	Britax Roundabout 161 Fwd Facing With Belt, Forward Seat Track	E-13
Photo No. 45.	Britax Roundabout 161 Fwd Facing With Belt, Middle Seat Track	E-13
Photo No. 46.	Britax Roundabout 161 Fwd Facing With Belt, Rearward Seat Track	E-13
Photo No. 47.	Britax Roundabout 161 Fwd Facing Unbelted, Forward Seat Track	E-13
Photo No. 48.	Britax Roundabout 161 Fwd Facing Unbelted, Middle Seat Track	E-14
Photo No. 49.	Britax Roundabout 161 Fwd Facing Unbelted, Rearward Seat Track	E-14
Photo No. 50.	Britax Roundabout 161 Rear Facing With Belt, Forward Seat Track	E-14
Photo No. 51.	Britax Roundabout 161 Rear Facing With Belt, Middle Seat Track	E-14
Photo No. 52.	Britax Roundabout 161 Rear Facing With Belt, Rearward Seat Track	E-15
Photo No. 53.	Britax Roundabout 161 Rear Facing Unbelted, Forward Seat Track	E-15
Photo No. 54.	Britax Roundabout 161 Rear Facing Unbelted, Middle Seat Track	E-15
Photo No. 55.	Britax Roundabout 161 Rear Facing Unbelted, Rearward Seat Track	E-15
Photo No. 56.	Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-16
Photo No. 57.	Century Encore Fwd Facing With Belt, Forward Seat Track	E-17
Photo No. 58.	Century Encore Fwd Facing With Belt, Middle Seat Track	E-17
Photo No. 59.	Century Encore Fwd Facing With Belt, Rearward Seat Track	E-17
Photo No. 60.	Century Encore Fwd Facing Unbelted, Forward Seat Track	E-17
Photo No. 61.	Century Encore Fwd Facing Unbelted, Middle Seat Track	E-18
Photo No. 62.	Century Encore Fwd Facing Unbelted, Rearward Seat Track	E-18
Photo No. 63.	Century Encore Rear Facing With Belt, Forward Seat Track	E-18
Photo No. 64.	Century Encore Rear Facing With Belt, Middle Seat Track	E-18
Photo No. 65.	Century Encore Rear Facing With Belt, Rearward Seat Track	E-19
Photo No. 66.	Century Encore Rear Facing Unbelted, Forward Seat Track	E-19
Photo No. 67.	Century Encore Rear Facing Unbelted, Middle Seat Track	E-19
Photo No. 68.	Century Encore Rear Facing Unbelted, Rearward Seat Track	E-19

	<u>Page #</u>
Photo No. 69. Unbelted 5 th Percentile Female Reactivation, Rearward Seat Track	E-20
Photo No. 70. Evenflo Medallion 254 Fwd Facing With Belt, Forward Seat Track	E-21
Photo No. 71. Evenflo Medallion 254 Fwd Facing With Belt, Middle Seat Track	E-21
Photo No. 72. Evenflo Medallion 254 Fwd Facing With Belt, Rearward Seat Track	E-21
Photo No. 73. Evenflo Medallion 254 Fwd Facing Unbelted, Forward Seat Track	E-21
Photo No. 74. Evenflo Medallion 254 Fwd Facing Unbelted, Middle Seat Track	E-22
Photo No. 75. Evenflo Medallion 254 Fwd Facing Unbelted, Rearward Seat Track	E-22
Photo No. 76. Evenflo Medallion 254 Rear Facing With Belt, Forward Seat Track	E-22
Photo No. 77. Evenflo Medallion 254 Rear Facing With Belt, Middle Seat Track	E-22
Photo No. 78. Evenflo Medallion 254 Rear Facing With Belt, Rearward Seat Track	E-23
Photo No. 79. Evenflo Medallion 254 Rear Facing Unbelted, Forward Seat Track	E-23
Photo No. 80. Evenflo Medallion 254 Rear Facing Unbelted, Middle Seat Track	E-23
Photo No. 81. Evenflo Medallion 254 Rear Facing Unbelted, Rearward Seat Track	E-23
Photo No. 82. Unbelted 5 th Percentile Female Reactivation, Forward Seat Track	E-24
Photo No. 83. 3-Year-Old Fwd Facing Britax Roundabout Belted, Forward Seat Track	E-25
Photo No. 84. 3-Year-Old Fwd Facing Britax Roundabout Belted, Middle Seat Track	E-25
Photo No. 85. 3-Year-Old Fwd Facing Britax Roundabout Belted, Rearward Seat Track	E-25
Photo No. 86. Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-25
Photo No. 87. 3-Year-Old Fwd Facing Century Encore Belted, Forward Seat Track	E-26
Photo No. 88. 3-Year-Old Fwd Facing Century Encore Belted, Middle Seat Track	E-26
Photo No. 89. 3-Year-Old Fwd Facing Century Encore Belted, Rearward Seat Track	E-26
Photo No. 90. Unbelted 5 th Percentile Female Reactivation, Rearward Seat Track	E-26
Photo No. 91. 3-Year-Old Fwd Facing Evenflo Medallion Belted, Forward Seat Track	E-27
Photo No. 92. 3-Year-Old Fwd Facing Evenflo Medallion Belted, Middle Seat Track	E-27
Photo No. 93. 3-Year-Old Fwd Facing Evenflo Medallion Belted, Rearward Seat Track	E-27
Photo No. 94. Unbelted 5 th Percentile Female Reactivation, Forward Seat Track	E-27
Photo No. 95. 3-Year-Old Century Next Step Belted, Forward Seat Track	E-28
Photo No. 96. 3-Year-Old Century Next Step Belted, Middle Seat Track	E-28
Photo No. 97. 3-Year-Old Century Next Step Belted, Rearward Seat Track	E-28
Photo No. 98. 3-Year-Old Century Next Step Cinched With Harness, Forward Seat Track	E-28
Photo No. 99. 3-Year-Old Century Next Step Cinched With Harness, Middle Seat Track	E-29
Photo No. 100. 3-Year-Old Century Next Step Cinched With Harness, Rearward Seat Track	E-29
Photo No. 101. Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-29
Photo No. 102. 3-Year-Old Cosco High Back Booster Belted, Forward Seat Track	E-30
Photo No. 103. 3-Year-Old Cosco High Back Booster Belted, Middle Seat Track	E-30

Photo No. 104.	3-Year-Old Cosco High Back Booster Belted, Rearward Seat Track	E-30
Photo No. 105.	3-Year-Old Cosco High Back Booster Cinched With Harness, Forward Seat Track	E-30
Photo No. 106.	3-Year-Old Cosco High Back Booster Cinched With Harness, Middle Seat Track	E-31
Photo No. 107.	3-Year-Old Cosco High Back Booster Cinched With Harness, Rearward Seat Track	E-31
Photo No. 108.	Unbelted 5 th Percentile Female Reactivation, Rearward Seat Track	E-31
Photo No. 109.	6-Year-Old Century Next Step Belted, Forward Seat Track	E-32
Photo No. 110.	6-Year-Old Century Next Strap Belted, Middle Seat Track	E-32
Photo No. 111.	6-Year-Old Century Next Step Belted, Rearward Seat Track	E-32
Photo No. 112.	Unbelted 5 th Percentile Female Reactivation, Forward Seat Track	E-32
Photo No. 113.	6-Year-Old Cosco High Back Booster Belted, Forward Seat Track	E-33
Photo No. 114.	6-Year-Old Cosco High Back Booster Belted, Middle Seat Track	E-33
Photo No. 115.	6-Year-Old Cosco High Back Booster Belted, Rearward Seat Track	E-33
Photo No. 116.	Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-33
Photo No. 117.	6-Year-Old Evenflo Right Fit Belted, Forward Seat Track	E-34
Photo No. 118.	6-Year-Old Evenflo Right Fit Belted, Middle Seat Track	E-34
Photo No. 119.	6-Year-Old Evenflo Right Fit Belted, Rearward Seat Track	E-34
Photo No. 120.	Unbelted 5 th Percentile Female Reactivation, Rearward Seat Track	E-34
Photo No. 121.	3-Year-Old Unbelted, Forward Seat Track, Position 1	E-35
Photo No. 122.	3-Year-Old Unbelted, Forward Seat Track, Position 2	E-35
Photo No. 123.	3-Year-Old Unbelted, Forward Seat Track, Position 3	E-35
Photo No. 124.	3-Year-Old Unbelted, Forward Seat Track, Position 4	E-35
Photo No. 125.	3-Year-Old Unbelted, Forward Seat Track, Position 5	E-36
Photo No. 126.	3-Year-Old Unbelted, Forward Seat Track, Position 6	E-36
Photo No. 127.	3-Year-Old Unbelted, Forward Seat Track, Position 7	E-36
Photo No. 128.	3-Year-Old Unbelted, Middle Seat Track, Position 1	E-36
Photo No. 129.	3-Year-Old Unbelted, Middle Seat Track, Position 2	E-37
Photo No. 130.	3-Year-Old Unbelted, Middle Seat Track, Position 3	E-37
Photo No. 131.	3-Year-Old Unbelted, Middle Seat Track, Position 4	E-37
Photo No. 132.	3-Year-Old Unbelted, Middle Seat Track, Position 5	E-37
Photo No. 133.	3-Year-Old Unbelted, Middle Seat Track, Position 6	E-38
Photo No. 134.	3-Year-Old Unbelted, Middle Seat Track, Position 7	E-38
Photo No. 135.	3-Year-Old Unbelted, Rearward Seat Track, Position 1	E-38
Photo No. 136.	3-Year-Old Unbelted, Rearward Seat Track, Position 2	E-38
Photo No. 137.	3-Year-Old Unbelted, Rearward Seat Track, Position 3	E-39
Photo No. 138.	3-Year-Old Unbelted, Rearward Seat Track, Position 4	E-39

	<u>Page #</u>
Photo No. 139. 3-Year-Old Unbelted, Rearward Seat Track, Position 5	E-39
Photo No. 140. 3-Year-Old Unbelted, Rearward Seat Track, Position 6	E-39
Photo No. 141. 3-Year-Old Unbelted, Rearward Seat Track, Position 7	E-40
Photo No. 142. Unbelted 5 th Percentile Female Reactivation, Middle Seat Track	E-40
Photo No. 143. 6-Year-Old Unbelted, Forward Seat Track, Position 1	E-41
Photo No. 144. 6-Year-Old Unbelted, Forward Seat Track, Position 2	E-41
Photo No. 145. 6-Year-Old Unbelted, Forward Seat Track, Position 3	E-41
Photo No. 146. 6-Year-Old Unbelted, Forward Seat Track, Position 4	E-41
Photo No. 147. 6-Year-Old Unbelted, Forward Seat Track, Position 4, View 2	E-42
Photo No. 148. 6-Year-Old Unbelted, Middle Seat Track, Position 1	E-42
Photo No. 149. 6-Year-Old Unbelted, Middle Seat Track, Position 2	E-42
Photo No. 150. 6-Year-Old Unbelted, Middle Seat Track, Position 3	E-42
Photo No. 151. 6-Year-Old Unbelted, Middle Seat Track, Position 4	E-43
Photo No. 152. 6-Year-Old Unbelted, Middle Seat Track, Position 4, View 2	E-43
Photo No. 153. 6-Year-Old Unbelted, Rearward Seat Track, Position 1	E-43
Photo No. 154. 6-Year-Old Unbelted, Rearward Seat Track, Position 2	E-43
Photo No. 155. 6-Year-Old Unbelted, Rearward Seat Track, Position 3	E-44
Photo No. 156. 6-Year-Old Unbelted, Rearward Seat Track, Position 4	E-44
Photo No. 157. 6-Year-Old Unbelted, Rearward Seat Track, Position 4, View 2	E-44
Photo No. 158. Unbelted 5 th Percentile Female Reactivation, Rearward Seat Track	E-44

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

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,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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



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, Forward Seat Track, Handle Down

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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



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



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



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,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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



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, Forward Seat Track,
Handle Up

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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

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, Forward Seat Track, Handle Down

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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



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



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



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



Graco Infant W/O Base Unbelted, Forward Seat Track, Handle Down



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



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



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

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section B

Rear Facing CRS



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,
Forward Seat Track



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



Britax Roundabout 161 Fwd Facing Unbelted,
Middle Seat Track



Britax Roundabout 161 Fwd Facing Unbelted,
Rearward Seat Track



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



Britax Roundabout 161 Rear Facing Unbelted,
Middle Seat Track



Britax Roundabout 161 Rear Facing Unbelted,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)
12 Month Old

Section C

Forward Facing Convertible CRS



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

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 – 2006 Buick Lucerne (C60105)

12 Month Old

Section C

Forward Facing Convertible CRS



Century Encore Fwd Facing Unbelted, Middle Seat Track



Century Encore Fwd Facing Unbelted, Rearward Seat Track



Century Encore Rear Facing With Belt, Forward Seat Track



Century Encore Rear Facing With Belt, Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section C

Forward Facing Convertible CRS



Century Encore Rear Facing With Belt, Rearward Seat Track



Century Encore Rear Facing Unbelted, Forward Seat Track



Century Encore Rear Facing Unbelted, Middle Seat Track



Century Encore Rear Facing Unbelted, Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section C

Forward Facing Convertible CRS



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

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 – 2006 Buick Lucerne (C60105)
12 Month Old

Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Fwd Facing Unbelted,
Middle Seat Track



Evenflo Medallion 254 Fwd Facing Unbelted,
Rearward Seat Track



Evenflo Medallion 254 Rear Facing With Belt,
Forward Seat Track



Evenflo Medallion 254 Rear Facing With Belt,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

12 Month Old

Section C

Forward Facing Convertible CRS



Evenflo Medallion 254 Rear Facing With Belt,
Rearward Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Forward Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Middle Seat Track



Evenflo Medallion 254 Rear Facing Unbelted,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)
12 Month Old

Section C

Forward Facing Convertible CRS



Unbelted 5th Percentile Female Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

Section C

Forward Facing Convertible CRS



3-Year-Old Fwd Facing Britax Roundabout Belted,
Forward Seat Track



3-Year-Old Fwd Facing Britax Roundabout Belted,
Middle Seat Track



3-Year-Old Fwd Facing Britax Roundabout Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

Section C

Forward Facing Convertible CRS



3-Year-Old Fwd Facing Century Encore Belted,
Forward Seat Track



3-Year-Old Fwd Facing Century Encore Belted,
Middle Seat Track



3-Year-Old Fwd Facing Century Encore Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

Section C

Forward Facing Convertible CRS



3-Year-Old Fwd Facing Evenflo Medallion Belted,
Forward Seat Track



3-Year-Old Fwd Facing Evenflo Medallion Belted,
Middle Seat Track



3-Year-Old Fwd Facing Evenflo Medallion Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

Section D

Belt Positioning Booster Seat



3-Year-Old Century Next Step Belted, Forward Seat Track



3-Year-Old Century Next Step Belted, Middle Seat Track



3-Year-Old Century Next Step Belted,
Rearward Seat Track



3-Year-Old Century Next Step Cinched With Harness,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

Section D

Belt Positioning Booster Seat



3-Year-Old Century Next Step Cinched With Harness,
Middle Seat Track



3-Year-Old Century Next Step Cinched With Harness,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

Section D

Belt Positioning Booster Seat



3-Year-Old Cosco High Back Booster Belted,
Forward Seat Track



3-Year-Old Cosco High Back Booster Belted,
Middle Seat Track



3-Year-Old Cosco High Back Booster Belted,
Rearward Seat Track



3-Year-Old Cosco High Back Booster Cinched With Harness,
Forward Seat Track



3-Year-Old Cosco High Back Booster Cinched With Harness,
Middle Seat Track



3-Year-Old Cosco High Back Booster Cinched With Harness,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

6 Year Old

Section D

Belt Positioning Booster Seat



6-Year-Old Century Next Step Belted, Forward Seat Track



6-Year-Old Century Next Strap Belted, Middle Seat Track



6-Year-Old Century Next Step Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Forward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

6 Year Old

Section D

Belt Positioning Booster Seat



6-Year-Old Cosco High Back Booster Belted,
Forward Seat Track



6-Year-Old Cosco High Back Booster Belted,
Middle Seat Track



6-Year-Old Cosco High Back Booster Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Middle Seat Track



6-Year-Old Evenflo Right Fit Belted, Forward Seat Track



6-Year-Old Evenflo Right Fit Belted, Middle Seat Track



6-Year-Old Evenflo Right Fit Belted,
Rearward Seat Track



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

No CRS



3-Year-Old Unbelted, Forward Seat Track, Position 1



3-Year-Old Unbelted, Forward Seat Track, Position 2



3-Year-Old Unbelted, Forward Seat Track, Position 3



3-Year-Old Unbelted, Forward Seat Track, Position 4

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)
3 Year Old

No CRS



3-Year-Old Unbelted, Forward Seat Track, Position 5



3-Year-Old Unbelted, Forward Seat Track, Position 6



3-Year-Old Unbelted, Forward Seat Track, Position 7



3-Year-Old Unbelted, Middle Seat Track, Position 1

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

No CRS



3-Year-Old Unbelted, Middle Seat Track, Position 2



3-Year-Old Unbelted, Middle Seat Track, Position 3



3-Year-Old Unbelted, Middle Seat Track, Position 4



3-Year-Old Unbelted, Middle Seat Track, Position 5

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

No CRS



3-Year-Old Unbelted, Middle Seat Track, Position 6



3-Year-Old Unbelted, Middle Seat Track, Position 7



3-Year-Old Unbelted, Rearward Seat Track, Position 1



3-Year-Old Unbelted, Rearward Seat Track, Position 2

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

No CRS



3-Year-Old Unbelted, Rearward Seat Track, Position 3



3-Year-Old Unbelted, Rearward Seat Track, Position 4



3-Year-Old Unbelted, Rearward Seat Track, Position 5



3-Year-Old Unbelted, Rearward Seat Track, Position 6

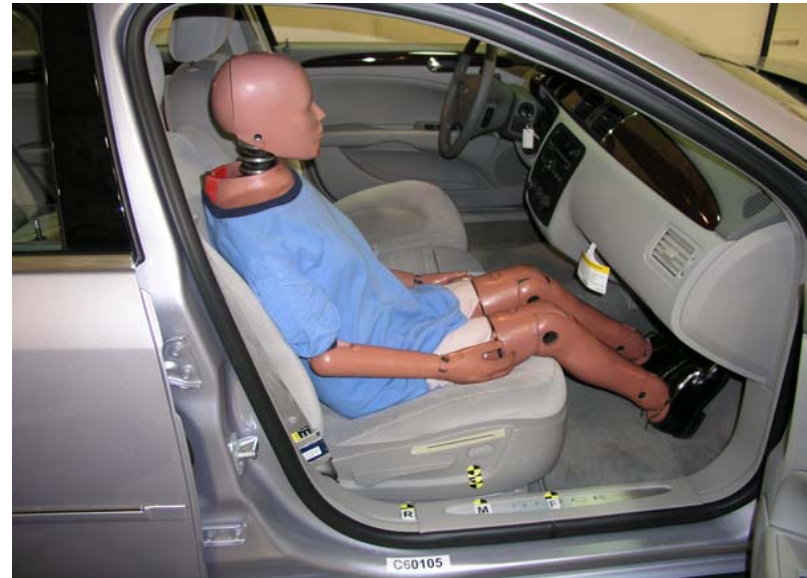
DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

3 Year Old

No CRS



3-Year-Old Unbelted, Rearward Seat Track, Position 7



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

6 Year Old

No CRS



6-Year-Old Unbelted, Forward Seat Track, Position 1



6-Year-Old Unbelted, Forward Seat Track, Position 2



6-Year-Old Unbelted, Forward Seat Track, Position 3



6-Year-Old Unbelted, Forward Seat Track, Position 4

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

6 Year Old

No CRS



6-Year-Old Unbelted, Forward Seat Track, Position 4, View 2



6-Year-Old Unbelted, Middle Seat Track, Position 1



6-Year-Old Unbelted, Middle Seat Track, Position 2



6-Year-Old Unbelted, Middle Seat Track, Position 3

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

6 Year Old

No CRS



6-Year-Old Unbelted, Middle Seat Track, Position 4



6-Year-Old Unbelted, Middle Seat Track, Position 4, View 2



6-Year-Old Unbelted, Rearward Seat Track, Position 1



6-Year-Old Unbelted, Rearward Seat Track, Position 2

DOT/NHTSA 208 Suppression Test – 2006 Buick Lucerne (C60105)

6 Year Old

No CRS



6-Year-Old Unbelted, Rearward Seat Track, Position 3



6-Year-Old Unbelted, Rearward Seat Track, Position 4



6-Year-Old Unbelted, Rearward Seat Track,
Position 4, View 2



Unbelted 5th Percentile Female Reactivation,
Rearward Seat Track

APPENDIX F
INSTRUMENTATION CALIBRATION

INSTRUMENTS FOR DRIVER DUMMY NO. 401

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	AGH79	Endevco	05/31/06
Head Y	AGH89	Endevco	05/31/06
Head Z	AGH55	Endevco	05/31/06
Neck Load Cell	376	Denton	05/17/06
Chest X	AGH90	Endevco	05/31/06
Chest Y	AH467	Endevco	05/31/06
Chest Z	AH5P1	Endevco	05/31/06
Chest Displacement	401	Servo	06/02/06
Left Femur Load Cell	992	Denton	04/03/06
Right Femur Load Cell	988	Denton	04/03/06

INSTRUMENTS FOR PASSENGER DUMMY NO. 403

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	C10686	Endevco	05/31/06
Head Y	AGH74	Endevco	05/31/06
Head Z	C13046	Endevco	05/31/06
Neck Load Cell	1703	Denton	06/05/06
Chest X	C13081	Endevco	05/31/06
Chest Y	C12883	Endevco	05/31/06
Chest Z	C12881	Endevco	05/31/06
Chest Displacement	403	Servo	06/02/06
Left Femur Load Cell	9426	FTSS	02/20/06
Right Femur Load Cell	9425	FTSS	02/20/06

INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO. 505 (P1)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	G29-X58	Entran	05/24/06
Head Y	G04-Z34	Entran	05/24/06
Head Z	G29-X12	Entran	05/24/06
Neck Load Cell	650	Denton	04/27/06
Chest X	J13709	Endevco	05/24/06
Chest Y	J13541	Endevco	05/24/06
Chest Z	J17709	Endevco	05/24/06
Chest Displacement	505	Servo	02/08/06
Left Femur Load Cell	1362	Denton	04/10/06
Right Femur Load Cell	1361	Denton	04/10/06

INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO. 511 (P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P49475	Endevco	04/04/06
Head Y	P49477	Endevco	04/04/06
Head Z	P49476	Endevco	04/04/06
Neck Load Cell	1673	Denton	01/06/06
Chest X	P49478	Endevco	04/04/06
Chest Y	P49470	Endevco	04/04/06
Chest Z	P49506	Endevco	04/04/06
Chest Displacement	511	Servo	04/11/06
Left Femur Load Cell	1360	Denton	06/08/06
Right Femur Load Cell	1359	Denton	06/08/06

VEHICLE INSTRUMENTS

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Left Rear Seat Crossmember X	B19-Z12	Entran	03/07/06
Right Rear Seat Crossmember X	D03-Z19	Entran	04/10/06
Top of Engine X	AH1F9	Endevco	07/18/06
Bottom of Engine X	AN8D5	Endevco	07/18/06
Left Brake Caliper X	C06-L16	Entran	03/09/06
Right Brake Caliper X	L02-Z38	Entran	02/02/06
Trunk Z	F29-X04	Entran	02/03/06