

REPORT NUMBER TR-P27003-08-NC

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TEST**

**KIA MOTORS CORPORATION
2007 KIA RONDO LX
5-DOOR WAGON**

NHTSA NUMBER: M70505

**Prepared By:
KARCO ENGINEERING, LLC
9270 HOLLY ROAD
ADELANTO, CALIFORNIA 92301**



JANUARY 04, 2007

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF CRASHWORTHINESS STANDARDS
RULEMAKING
MAIL CODE: NVS-111
400 SEVENTH STREET, SW, ROOM 5311
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-32005.

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: _____
Mr. Rupesh B. Patel, Project Engineer
KARCO Engineering, LLC

Date: January 04, 2007



Reviewed by: _____
Mr. Michael L. Dunlap, T&E Manager
KARCO Engineering, LLC

Date: January 04, 2007



Approved by: _____
Mr. Frank D. Richardson, Program Manager
KARCO Engineering, LLC

Date: January 04, 2007

FINAL REPORT ACCEPTED BY:

Manager, Side Impact NCAP

Date of Acceptance

Technical Report Documentation Page

1. Report No. TR-27003-08-NC	2. Government Accession No.	3. Recipients Catalog No.	
4. Title and Subtitle Final Report of Side Impact New Car Assessment Program Testing of a 2007 Kia Rondo LX 5-Door Wagon NHTSA No. M70505		5. Report Date January 4, 2007	
		6. Performing Organization Code KAR	
7. Authors Mr. Rupesh B. Patel, Project Engineer, Karco Mr. Frank Richardson, Program Manager, Karco		8. Performing Organization Report No. TR-P27003-08-NC	
9. Performing Organization Name and Address Karco Engineering, LLC 9270 Holly Rd. Adelanto, CA, 92301		10. Work Unit No.	
		11. Contract or Grant No. DTNH22-03-D-32005	
12. Sponsoring Agency Name and Address U. S. Department of Transportation National Highway Traffic Safety Administration Rulemaking Office of Crashworthiness Standards Mail Code NVS-111 400 Seventh Street, SW, Room 5311 Washington, D.C 20590		13. Type of Report and Period Covered Final Test Report	
		14. Sponsoring Agency Code DOT/NHTSA/NRM/OCS	
15. Supplementary Notes			
16. Abstract A 55/28 km/h 90 deg. Moving Deformable Barrier Side Impact NCAP Test was conducted on the subject 2007 Kia Rondo LX 5-Door wagon in accordance with the specifications of the Office of Crash Worthiness Standards Test Procedures for the generation of consumer information on vehicle side crash protection. The test was conducted at KARCO Engineering, LLC in Adelanto, California, on January 04, 2007. The impact velocity of the Moving Deformable Barrier was 61.93 km/h and the outside ambient temperature at the struck (driver's) side of the vehicle was 18.0 deg. C. The target vehicle's maximum post-test static crush was 240 mm located at level 3. The test vehicle's occupant performance data is as follows:			
Measurement Description		Driver SID/HIII	Pass. SID/HIII
Left Upper Rib (LUR) G's		36.3	52.7
Left Lower Rib (LLR) G's		28.6	69.0
Lower Spine (T ₁₂) G's		44.1	59.1
Thoracic Trauma Index (TTI) G's		40.0	64.0
Pelvis (PEV) G's		58.0	86.0
17. Key Words New Car Assessment Program (NCAP) Side Impact Moving Deformable Barrier (MDB) Side Impact Dummy (SID/HIII)		18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Admin. NHTSA Technical Reference Division 400 Seventh St., SW, Room 5108 Washington, DC 20590	
19. Security Classification of this report UNCLASSIFIED	20. Security Classification of this page UNCLASSIFIED	21. No. of Pages 111	22. Price

TABLE OF CONTENTS

<u>Section</u>		<u>Page</u>
1	Purpose and Test Procedure	1
2	Summary of Side Impact Test	2
3	Occupant and Vehicle Information Sheets	4

<u>Data Sheet No.</u>		<u>Page</u>
1	General Test and Vehicle Parameter Data	5
2	Test Vehicle Summary of Results	10
3	Moving Deformable Barrier (MDB) Summary of Results	11
4	Post-Test Observations	12
5	Vehicle Pre-Test and Post-Test Measurements	13
6	SID/HIII Longitudinal Clearance Dimensions	14
7	SID/HIII Lateral Clearance Dimensions	15
8	Vehicle Side Measurements	16
9	Vehicle Exterior Crush Profiles	17
10	Vehicle Damage Profile Distances	19
11	Deformable Barrier Honeycomb Face Static Crush	20
12	Vehicle Accelerometer Locations	21
13	MDB Accelerometer Locations	23
14	High Speed Camera Locations and Data	24
15	FMVSS 301 Fuel System Integrity Post-Impact Data	25
16	FMVSS 301 Static Rollover Data Sheet	26

<u>Appendix</u>		
A	Photographs	A
B	SID/HIII, Vehicle and MDB Response Data	B
C	SID/HIII Configuration and Performance Verification Data	C

SECTION 1

PURPOSE AND TEST PROCEDURE

1.1 PURPOSE

This Side Impact NCAP test is conducted as part of the FY' 2007 test program sponsored by the National Highway Traffic Safety Administration (NHTSA), under contract No. DTNH22-03-D-32005. The purpose of this test is to generate comparative side impact data on a 2007 Kia Rondo LX 5-Door Wagon manufactured by Kia Motors Corporation.

1.2 TEST PROCEDURE

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

SECTION 2

SUMMARY OF SIDE IMPACT TEST

2.1 SUMMARY OF SIDE IMPACT NCAP TEST

A model year 2007 Kia Rondo LX 5-Door Wagon was impacted on the left (driver's) side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 61.93 km/h. The specified impact velocity range is from 61.14 to 62.75 km/h. The test (target) vehicle was stationary and positioned 63° to the line of forward motion. The weight of the vehicle as tested was 1741 kg and the test weight of the MDB was 1361 kg. The test was conducted at KARCO Engineering, LLC in Adelanto, California, on January 04, 2007.

Two (2) real-time cameras and twelve (12) high-speed video cameras were used to document the impact event. Camera locations and pertinent camera information is documented in the data sheets. Pre- and post-test photographs of the vehicle and SID/HIIIs can be found in Appendix A. Two 50th percentile adult male Side Impact Dummies, Hybrid III (SID/HIIIs) were placed in the driver's and left rear passenger designated seating positions according to the test procedure. Each SID/HIII is instrumented with contact switches on the pelvis, thorax and six-axis neck load cells, and fourteen accelerometers in the following locations:

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

SUPPLEMENTAL RESTRAINT INFORMATION

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

SECTION 2...(CONTINUED)

The test vehicle was instrumented with twenty-one (21) structural accelerometers and the MDB was instrumented with five (5) accelerometers and one (1) contact switch on the right bumper to compare left side to right side bumper impact timing. All data channels were recorded with the fully self contained on-board Data Acquisition System (DAS). The data was digitally sampled at 10,000 samples per second and processed per Appendix V of the Test Procedure.

2.2 GENERAL COMMENTS

The driver and passenger doors remained closed during impact. The test vehicle sustained a maximum static crush of 240 mm at level 3, 1350 mm rearward of the left vertical impact point. The driver SID/Hybrid III, Serial No. 274 and the passenger SID/Hybrid III, Serial No. 275 were calibrated prior to this test. The SID/Hybrid III injury criteria is summarized as follows:

Measurement	Units	Driver	Passenger
Thoracic Trauma Index (TTI)	G's	40.0	64.0
Peak Pelvic G's (PEV)	G's	58.0	86.0

Tests summaries and post-test observations are presented in Section 3. Appendix A contains the still photograph prints. Appendix B contains the driver and passenger SID/HIIIs, vehicle, and MDB response data traces. Appendix C contains the SID Configuration and performance verification data.

SECTION 3

OCCUPANT AND VEHICLE INFORMATION SHEETS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07

CONVERSION FACTORS USED IN THIS REPORT*

Quantity	Typical Application	Std Units	Metric Unit	Multiply By
Mass	Vehicle Weight	lb	kg	0.4536
Linear Velocity	Impact Velocity	mile/h	km/h	1.609
Length or Distance	Measurements	in	mm	25.4
Volume	Fuel Systems	gal	liter	3.785
Volume	Small Fluids	oz	mL	29.573
Pressure	Tire Pressures	lbf/in ²	kPa	7.0
Volume	Liquid	gal	liter	3.785
Temperature	General Use	°F	°C	$=(tf - 32)/1.8$
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf/ft	Nm	1.355

* Based on the Recommended Practice in SAE J916, May 85

DATA SHEET NO. 1

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	M70505
Make	Kia
Model	Rondo
Body Style	5-Door Wagon
Vin No.	KNAFG525977029068
Color	Silver
Delivery Date	12/22/2006
Odometer (Miles)	62
Dealer	High Desert Kia
Transmission	5-Speed Automatic
Final Drive	Front
Type/No. Cyl.	In-line 4
Engine Disp. (L)	2.4
Engine Placement	Transverse
Roof Rack	No
Sunroof/T-Top	No
Tinted Glass	No
Traction Control	No
Power Brakes	Yes
Front Disc	Yes
Rear Disc	Yes

Anti-Lock Brakes	Yes
All Wheel Drive	No
Power Steering	Yes
Driver Front Airbag	Yes
Driver Side Torso Airbag	Yes
Driver Side Head Airbag	No
Driver Curtain/Airbag	Yes
Rear Pass. Airbag	No
Rear Pass. Side Airbag	No
Rear Pass. Head Airbag	No
Rear Pass. Curtain/Airbag	Yes
Pre-Tensioners	Yes
Load Limiters	Yes
Bucket Seats	Yes
Air Cond.	Yes
AM/FM CD	Yes
Tilt Steering	Yes
Automatic Door Locks	No
Power Windows	Yes
Power Seats	No
Other	None

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

N/A

DATA FROM CERTIFICATION LABEL

Manufactured By	Kia Motors Corporation
Date of Manufacture	Sep-06

GVWR (kg)	2030
GAWR Front (kg)	1140
GAWR Rear (kg)	1180

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Bench	None	
Number of Occupants	2	3		5
Capacity Weight (VCW) (kg)				375
Cargo Weight (RCLW) (kg)				35

DATA SHEET NO. 1...(CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

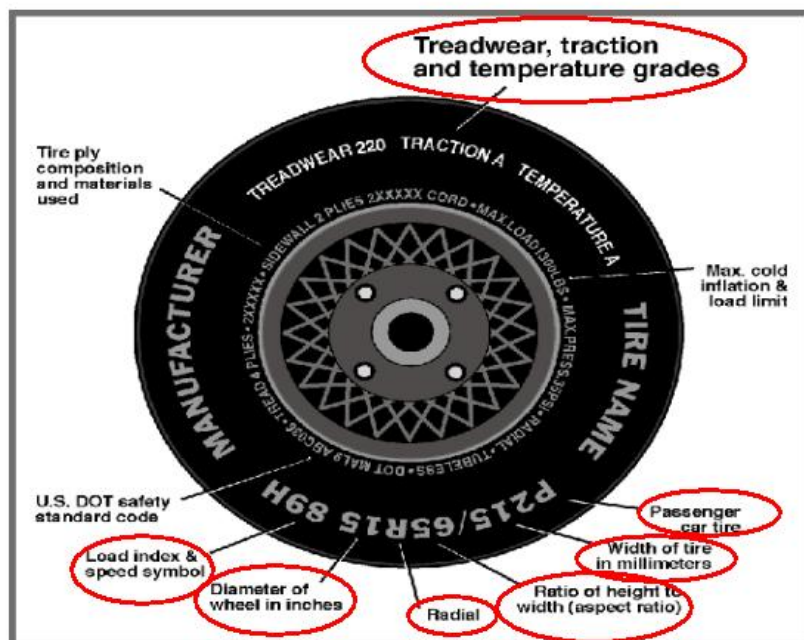
Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07

Collect year, make, model, VIN, items circled in red, and tire manufacturer and tire name.



TIRE INFORMATION

Measured Parameter	Front	Rear
Max. Tire Pressure (kpa)	300	300
Cold Pressure (kpa)	220	220
Recommended Tire Size	P205/60R16	P205/60R16
Tire Size on Vehicle	P205/60R16	P205/60R16
Tire Manufacturer	Hankook	Hankook
Treadwear	400	400
Traction	A	A
Temperature Grades	A	A
Tire Plies Sidewall	1 Ply Polyester	1 Ply Polyester
Tire Plies Body	1 Nylon + 1 Polyester cord + 2 Steel cord	1 Nylon + 1 Polyester cord + 2 Steel cord
Load Index/Speed Symbol	91H	91H
Tire Material	Polyester + Steel + Nylon	Polyester + Steel + Nylon
DOT Safety Code Right	DOT T7BK BWH	DOT T7BK BWH
DOT Safety Code Left	DOT T7BK BWH	DOT T7BK BWH

DATA SHEET NO. 1...(CONTINUED)
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07

TEST VEHICLE WEIGHTS

	Units	As Delivered Weights (UWW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	458	326		529	380	
Right	kg	453	314		484	348	
Ratio	%	58.7	41.3		58.2	41.8	
Totals	kg	911	640	1551	1013	728	1741

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value
Total Delivered Weight (UWW)	kg	1551
Weight of 2 P572 ATD's	kg	162
Rated Cargo/Luggage Wt. (RCLW)	kg	35
Calculated Vehicle Target Wt. (TVTW)	kg	1748

TEST VEHICLE ATTITUDE AND CG

	Units	LF	RF	LR	RR	CG (aft of front axle)
As Delivered	mm	710	716	711	711	1116
As Tested	mm	688	702	687	697	1130
Fully Loaded	mm	706	717	664	679	

GENERAL TEST VEHICLE DATA

Measurement Description	Units	Value
Test Vehicle Wheel Base	mm	2703
Total Vehicle Length at Left Side	mm	3045
Total Vehicle Length at Centerline	mm	4546
Total Vehicle Length at Right Side	mm	3045
Weight of Ballast In Cargo Area	kg	0
Amount of Stoddard Solvent in Fuel Tank	liters	55.79

TEST VEHICLE VERTICAL IMPACT LINE DATA

Measurement Description	Units	Value
Test Vehicle Wheel Base	mm	2703
Target Impact Point Aft of Front Axle	mm	412
Actual Impact Point Aft of Front Axle	mm	390

DATA SHEET NO. 1...(CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

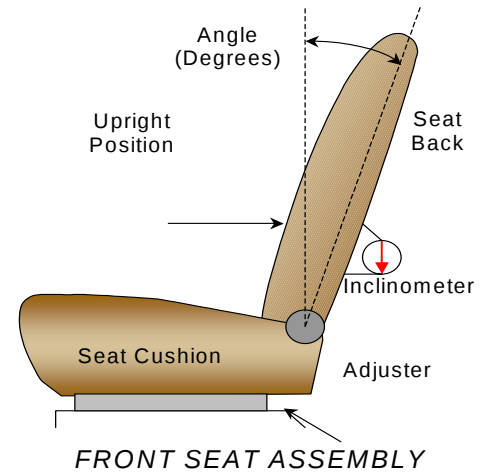
NHTSA No.: M70505
 Test Date: 01/04/07

NOMINAL DESIGN RIDING POSITION

The driver and passenger seat backs are positioned to the manufacturer's designated angle. The procedure is as follows: Seat back angle was measured at the headrest using a digital inclinometer.

SEAT BACK ANGLES

	Deg.
Driver Seat Back Angle	3.9 @ headrest
Rear Seat Back Angle	19.6 @ headrest

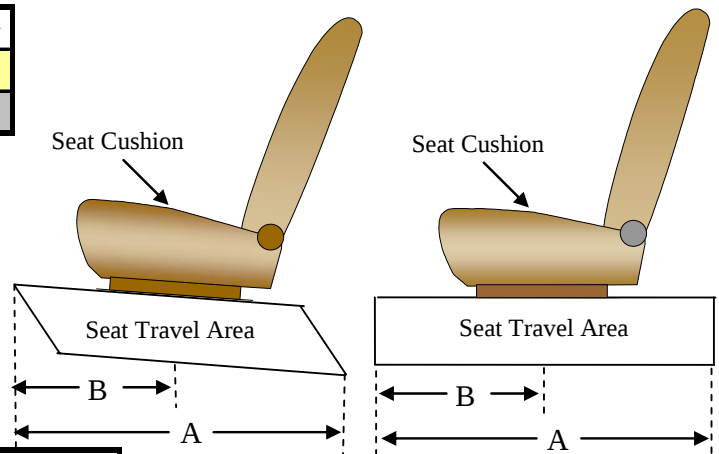


SEAT FORE/AFT POSITIONS

The total seat travel was measured from forward most position at the highest vertical seat height to rearmost position at the lowest vertical seat height. The seat was set at the longitudinal mid position with the vertical adjustment at the lowest position obtainable for the driver and passenger.

SEAT FORE/AFT POSITIONING

	Total Fore/Aft Travel	Placed in Position #
Driver Seat	24 detents	13 th detent
Rear Seat		



SEAT BELT UPPER ANCHORAGE

Position number one (1) is the uppermost position

SEAT BELT UPPER ANCHORAGE

	Total # of Positions	Placed in Position #
Driver Seat	5	2
Rear Seat	Fixed	Fixed

DATA SHEET NO. 1...(CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

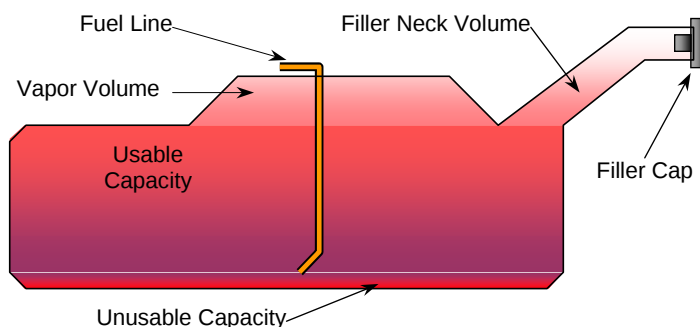
Test Program: 55/28 km/h Side Impact NCAP

Test Date: 01/04/07

FUEL TANK CAPACITY

	Liters
Usable Capacity of "Standard Tank"	60.00
Usable Capacity of "Optional" Tank	
Usable Capacity used for FMVSS 301	55.19 to 56.36
Actual Amount of Solvent used	55.79

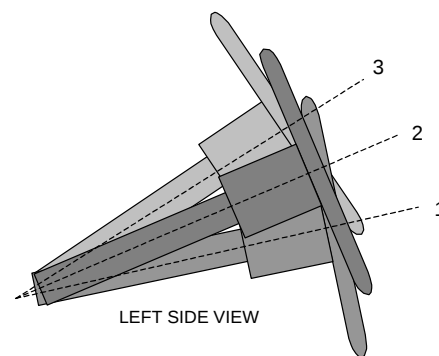
The test vehicle is equipped with an electric fuel pump. The fuel pump will operate for approximately three (3) seconds with the ignition in the "ON" position, after which the fuel pump automatically shuts off. The fuel filler door is located on the left rear fender.



VEHICLE FUEL TANK ASSEMBLY

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when moved through its full range of motion. An aluminum plate is placed across the rim of the steering wheel, an inclinometer is placed on the plate and the angle is measured.



STEERING COLUMN ASSEMBLY

STEERING COLUMN POSITIONS

	Degrees	Fore/Aft Position (mm)
Lowermost position No. 1	24.4	
Geometric center position No. 2	27.2	
Uppermost position No. 3	30.0	

DATA SHEET NO. 2**TEST VEHICLE SUMMARY OF RESULTS**Test Vehicle: 2007 Kia Rondo LX 5-Door WagonNHTSA No.: M70505Test Program: 55/28 km/h Side Impact NCAPTest Date: 01/04/07**TEST VEHICLE WEIGHTS**

	Units	As Delivered Weights (UWW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	458	326		529	380	
Right	kg	453	314		484	348	
Ratio	%	58.7	41.3		58.2	41.8	
Totals	kg	911	640	1551	1013	728	1741

MAXIMUM EXTERIOR STATIC CRUSH

Level	Measured Parameter	Units	Maximum Crush	Above Ground
Level 1	Sill Top Height	mm	115	259
Level 2	Occupant H-Point	mm	239	603
Level 3	Mid Door	mm	240	648
Level 4	Window Sill	mm	161	983
Level 5	Window top	mm	88	1545
N/A	Maximum Penetration	mm	240	

INSTRUMENTATION

Driver SID/Hybrid III Accelerometers	20
Passenger SID/Hybrid III Accelerometers	20
Vehicle Structure Accelerometers	21
MDB Accelerometers	5
Total No. of Contact Switches	5
Total	71

CAMERA COVERAGE

High Speed, Vehicle On-Board	3
High Speed, Off-Board	6
High Speed, MDB On-Board	3
Real Time, Panning	2
Total	12

DATA SHEET NO. 3**MOVING DEFORMABLE BARRIER (MDB) SUMMARY OF RESULTS**

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07

MDB SPECIFICATIONS (mm)

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

MDB WEIGHTS

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

SPEED AND IMPACT DATA

Measured Parameter	Units	Requirement	Value
Trap No. 1 Velocity (Primary)	km/h	61.1 to 62.7	61.93
Trap No. 2 Velocity (Redundant)	km/h	61.1 to 62.7	61.90
MDB CL to Target Vehicle CL	degrees	88.5 to 91.5	89.5

MAXIMUM STATIC CRUSH OF HONEYCOMB FACE (mm)

Vertical Location			From Centerline		Max. Crush
Row	Description	Height	Distance	Direction	
A	Center of Bumper	432	600	Right	370
B	Top of Bumper	533	200	Left	317
C	Mid Level	686	500	Right	367
D	Top of Stack	813	500	Right	372

MDB INSTRUMENTATION AND CAMERAS

Accelerometers	5
Contact Switches	1
High Speed Cameras	2

DATA SHEET NO. 4
POST-TEST OBSERVATIONS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
Test Date: 01/04/07

TEST DUMMY INFORMATION AND CONTACT POINTS

Description	Front Seat SID/Hybrid III	Rear Seat SID/Hybrid III
Dummy Type / Serial No.	P572F, SID / No. 274	P572F, SID / No. 275
Head Contact	Curtain Airbag	Curtain Airbag and Side Header
Upper Torso Contact	Side Airbag	Door Panel
Lower Torso Contact	Side Airbag	Door Panel
Left Knee Contact	Door Panel	Door Panel
Right Knee Contact	Left Knee	Left Knee

POST-TEST DOOR OPENING AND SEAT TRACK INFORMATION

Description	Front	Rear
Left Side Door Opening	Door remained closed and latched, jammed	Door remained closed and latched, jammed
Right Side Door Opening	Remained closed and latched, operational	Remained closed and latched, operational
Seat Movement	None	None
Seat Back Failure	None	None

POST-TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Pillar Performance	No separation
Sill Separation	Front & Rear passenger side sill separated
Windshield Damage	None
Window Damage	Front & Rear passenger side windows broke
Other Notable Effects	None

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

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

MDB LEFT EDGE IMPACT POINT DATA

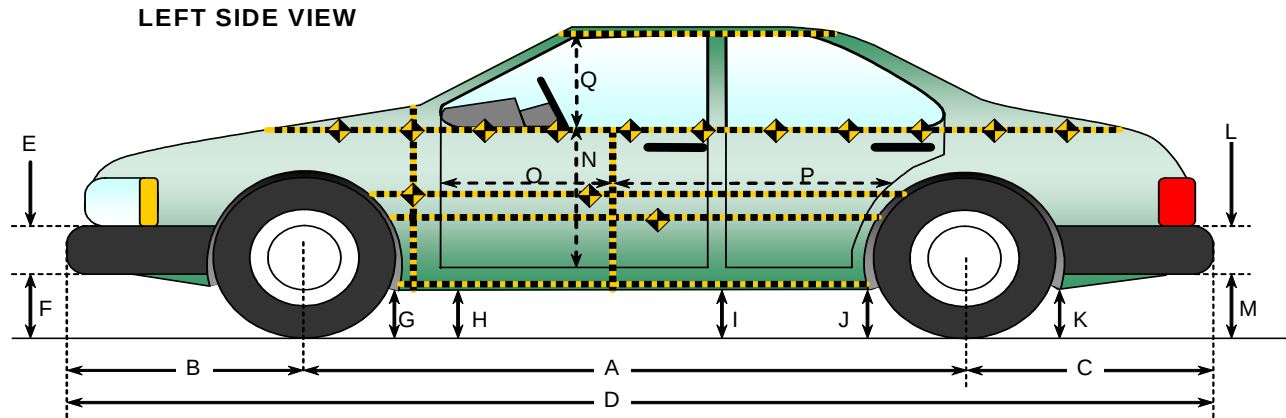
Measured Parameter	Units	Requirement	Value
Horizontal Offset	mm	+/- 50	-22 (left)
Vertical Offset	mm	+/- 20	+1 (above)

DATA SHEET NO. 5

VEHICLE PRE-TEST AND POST-TEST MEASUREMENTS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07



VEHICLE PRE AND POST-TEST MEASUREMENT INFORMATION

Code	Measurement Description	Pre-Test	Post-Test	Difference
A	Wheelbase	2703	2710	7
B	Front Axle to FSOV	945	940	-5
C	Rear Axle to RSOV	870	895	25
D	Total Length at Centerline	4546	4540	-6
E	Front Bumper Thickness	189	185	-4
F	Front Bumper Bottom to Ground	381	246	-135
G	Sill Height at Front Wheel Well	187	221	34
H	Sill Height at Front Door Leading Edge	187	226	39
I	Sill Height at "B" Pillar	201	271	70
J1	Sill Height at Rear Wheel Well	201	216	15
J2	Pinch Weld Height at Rear Wheel Well	206	219	13
K	Sill Height aft of Rear Wheel Well	206	241	35
L	Rear Bumper Thickness	80	80	0
M	Rear Bumper Bottom to Ground	416	283	-133
N	Sill Height to Window Bottom Sill	740	670	-70
O	Front Door Leading Edge to Impact CL	785	635	-150
P	Rear Door Trailing Edge to Impact CL	1248	1235	-13
Q	Front Window Opening	455	459	4
R	Right Side Length	3045	3050	5
S	Left Side Length	3045	3020	-25
T	Vehicle Width at "B" Post	1790	1577	-213

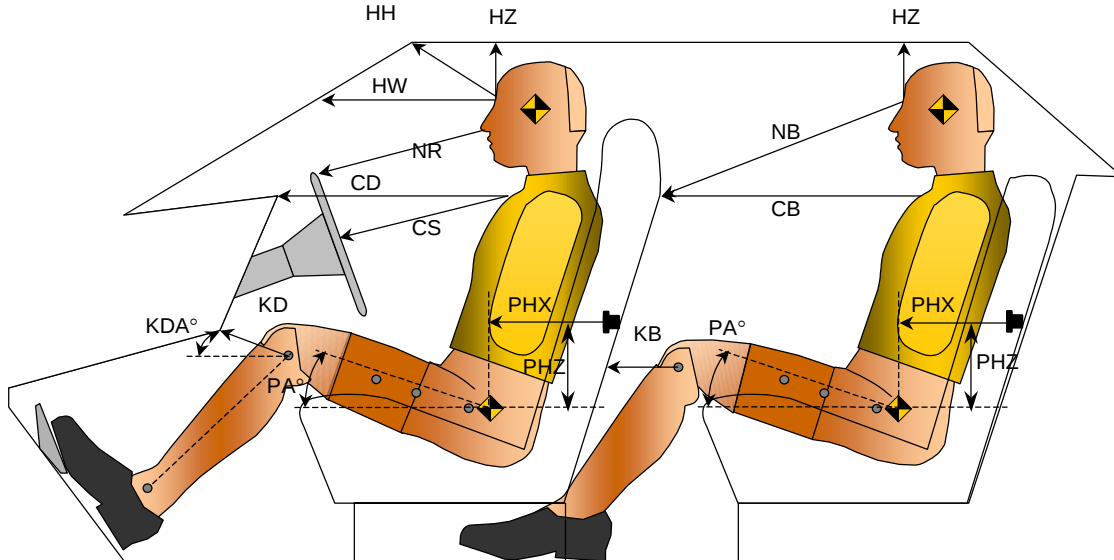
All Dimensions shown in millimeters

DATA SHEET NO. 6

SID/HIII LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07



LONGITUDINAL CLEARANCE DIMENSION INFORMATION

Driver Code	Pass. Code	Measurement Description	Driver		Passenger	
			Length(mm)	Angle	Length(mm)	Angle
HH		Head to Header	385	21.9		
HW		Head to Windshield	600	0.0		
HZ	HZ	Head to Roof	186	90.0	230	90.0
NR	NB	Nose to Rim/Nose to Seat Back	465	18.1	750	17.5
CD	CB	Chest to Dash or Seat Back	655	4.4	670	6.4
CS		Chest to Steering Wheel	342	17.4		
KDL	KBL	Left Knee to Dash or Seat Back	152	0.0	290	0.0
KDR	KBR	Right Knee to Dash or Seat Back	175		290	
PA	PA	Pelvic Angle		23.0		24.4
PHX	PHX	H-Point to Striker (X-Axis)	245		310	
PHZ	PHZ	H-Point to Striker (Z-Axis)	100		165	

All Dimensions shown in millimeters

DATA SHEET NO. 7

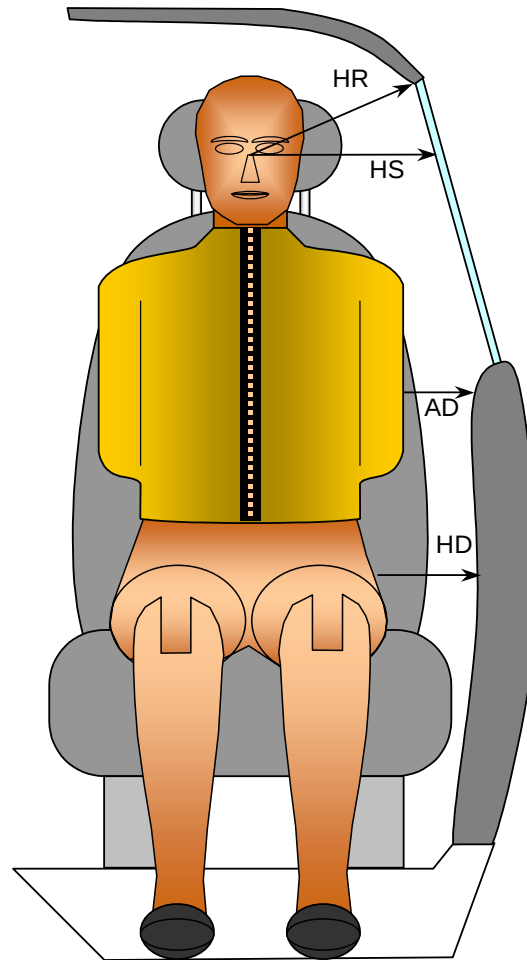
SID/HII LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07



FRONT VIEW OF DUMMY

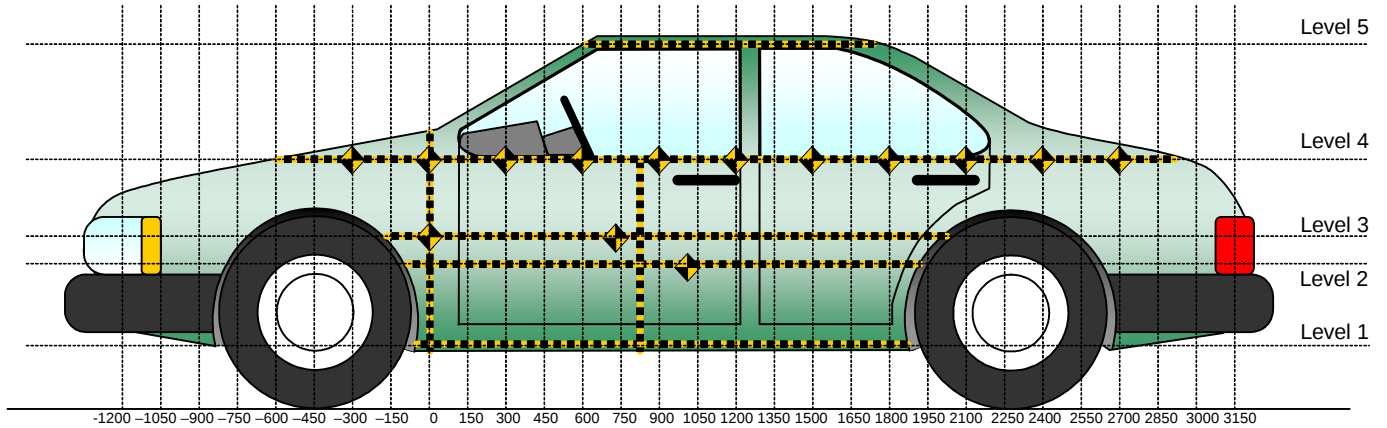
LATERAL CLEARANCE DIMENSION INFORMATION

Code	Measurement Description	Units	Driver	Passenger
HR	Head to Side Header	mm	200	240
HS	Head to Side Window	mm	290	320
AD	Arm to Door	mm	102	155
HD	H-Point to Door	mm	150	185

DATA SHEET NO. 8
VEHICLE SIDE MEASUREMENTS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07



All Measurements Shown in mm

LEFT SIDE VIEW

Level	Measurement Description	Height Above Ground
1	Sill Top	259
2	Occupant H-Point	603
3	Mid Door	648
4	Window Sill	983
5	Window Top	1545

All Dimensions shown in millimeters

DATA SHEET NO. 9
VEHICLE EXTERIOR CRUSH PROFILES

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
Test Date: 01/04/07

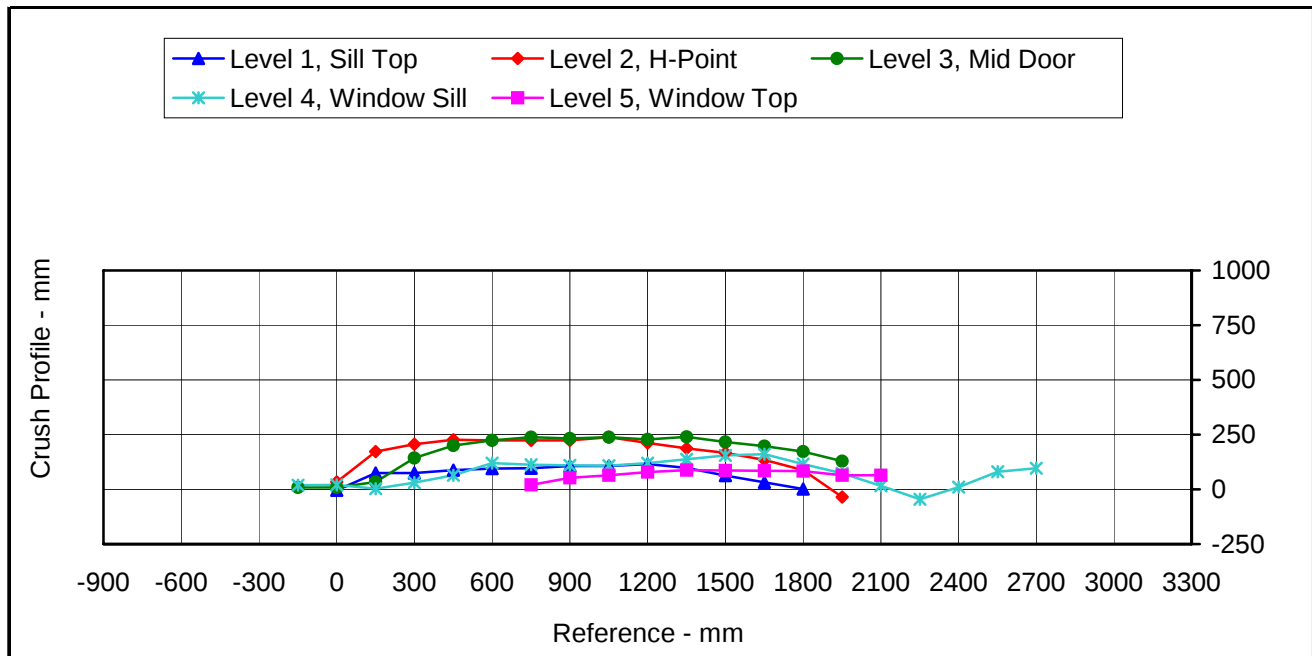
	Pre-Test					Post-Test					Difference				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
-900															
-750															
-600															
-450															
-300															
-150		601	604	688			606	613	707			5	9	19	
0	678	609	607	678		674	643	616	698		-4	34	9	20	
150	678	609	608	680		753	781	642	683		75	172	34	3	
300	676	609	608	680		751	815	751	711		75	206	143	31	
450	674	609	606	687		761	836	807	751		87	227	201	64	
600	678	606	606	671	912	773	829	829	791	966	95	223	223	120	54
750	679	606	604	674	900	776	829	842	786	921	97	223	238	112	21
900	676	604	604	670	909	783	828	836	780	961	107	224	232	110	52
1050	681	604	604	671	906	788	843	843	779	971	107	239	239	108	65
1200	681	606	604	666	901	796	818	832	786	980	115	212	228	120	79
1350	678	607	604	671	900	776	794	844	808	988	98	187	240	137	88
1500	681	608	606	671	904	744	775	822	826	990	63	167	216	155	86
1650	681	609	608	670	906	713	743	805	831	991	32	134	197	161	85
1800	670	609	608	668	908	672	696	781	783	991	2	87	173	115	83
1950		607	607	668	916		572	736	741	981		-35	129	73	65
2100		604	600	674	921		625	591	690	986		21	-9	16	65
2250			599	674	958			628	629	1021			29	-45	63
2400				682					692					10	
2550				681					761					80	
2700				684					781					97	
2850															
3000															

All Dimensions shown in millimeters

DATA SHEET NO. 9...(CONTINUED)
VEHICLE EXTERIOR CRUSH PROFILES

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07



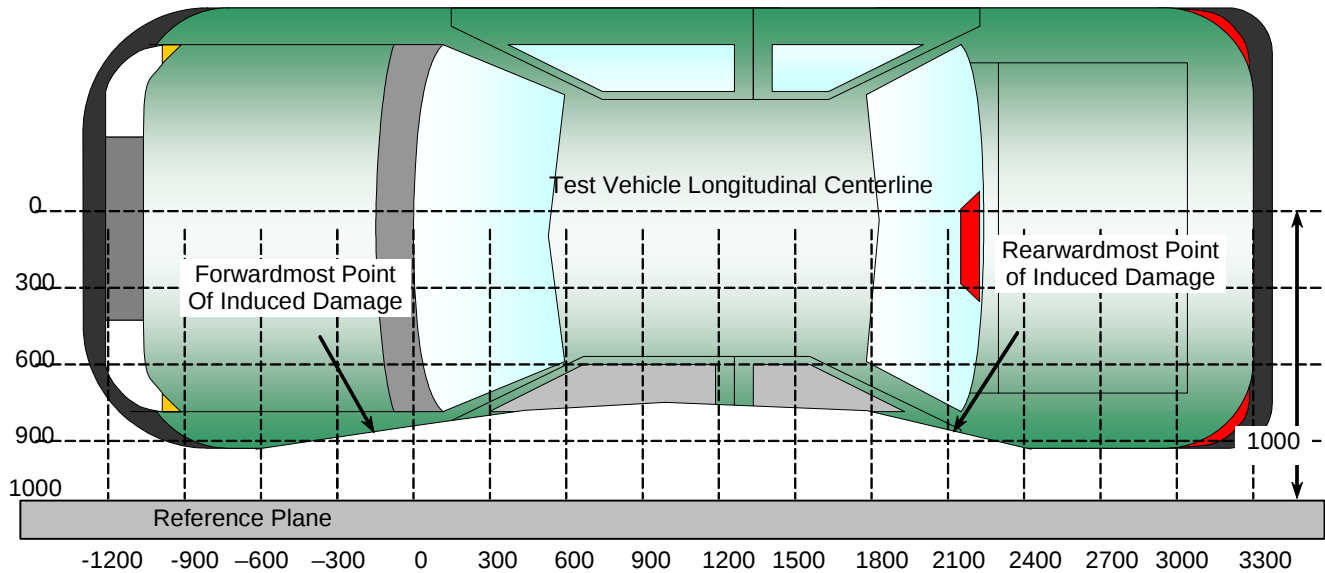
	Units	Level 1	Level 2	Level 3	Level 4	Level 5
Maximum Crush	mm	115	239	240	161	88
Distance from Impact	mm	1200	1050	1350	1650	1350

DATA SHEET NO. 10

VEHICLE DAMAGE PROFILE DISTANCES

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07



All Dimensions Shown in millimeters

TOP VIEW

DAMAGE PROFILE DISTANCES

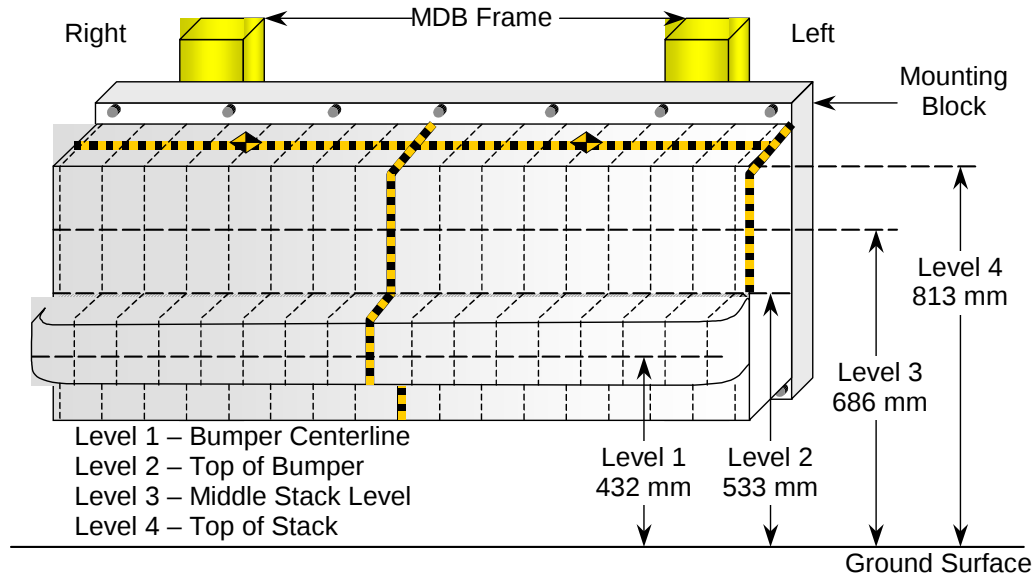
DPD	Distance From Impact Point in mm	Level	Pre-Test (mm)	Post-Test (mm)	Max. Static Crush (mm)
1	2100	2	921	986	65
2	1650	2	608	805	197
3	1200	2	604	832	228
4	750	2	604	842	238
5	300	2	609	815	206
6	-150	2	688	707	19

DATA SHEET NO. 11

DEFORMABLE BARRIER HONEYCOMB FACE STATIC CRUSH

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07



DEFORMABLE BARRIER STATIC CRUSH

Stack Level	Distance Right of Center								C/L	Distance Left of Center							
	800	700	600	500	400	300	200	100		100	200	300	400	500	600	700	800
1	318	368	370	369	367	366	363	363	356	368	370	368	369	366	368	349	325
2	289	308	310	310	309	308	309	307	309	311	317	317	315	314	311	307	288
3	331	346	362	367	366	362	343	338	349	362	364	362	359	351	339	310	263
4	317	357	371	372	369	353	312	312	314	315	341	350	353	344	321	284	221

All Dimensions in mm

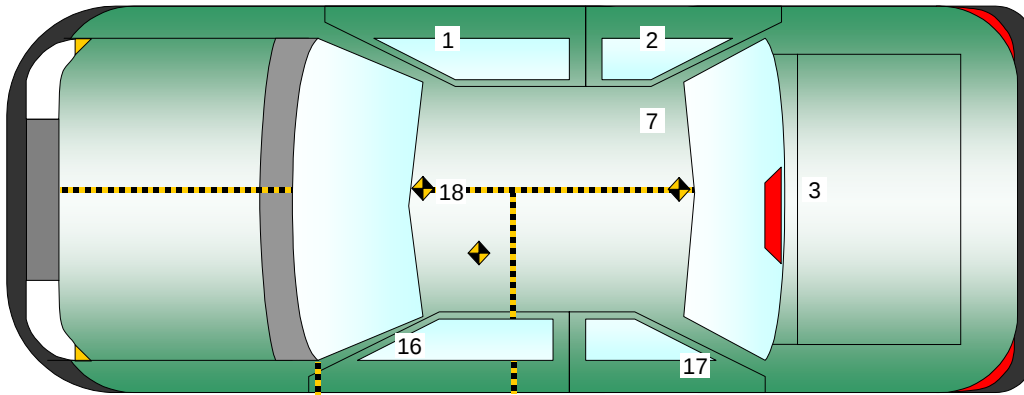
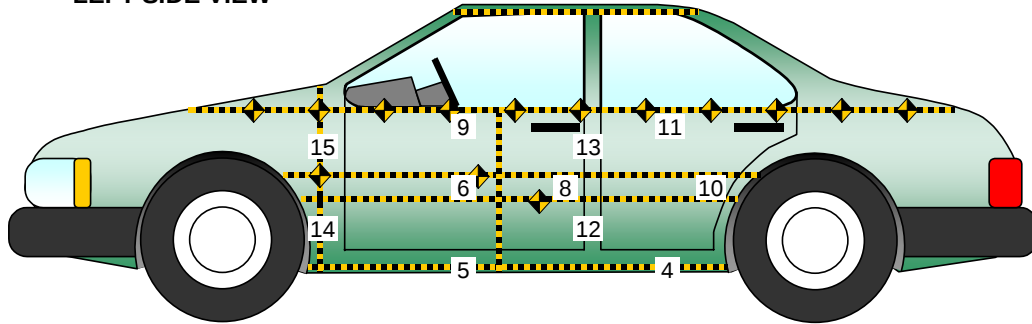
DATA SHEET NO. 12

VEHICLE ACCELEROMETER LOCATIONS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: M70505
 Test Date: 01/04/07

LEFT SIDE VIEW



No.	Location
1	Right Sill at Front Seat
2	Right Sill at Rear Seat
3	Rear Floorpan Above Axle
4	Left Sill at Rear Door
5	Left Sill at Front Door
6	Left Front Door Centerline
7	Right Rear Occupant Compartment
8	Left Front Door Mid-Rear
9	Left Front Door Upper Centerline

No.	Location
10	Left Rear Door Mid-Rear
11	Left Rear Door Upper Centerline
12	Left Lower B-Post
13	Left Middle B-Post
14	Left Lower A-Post
15	Left Middle A-Post
16	Front Seat Track
17	Rear Seat Track or Structure
18	Vehicle CG

DATA SHEET NO. 12...(CONTINUED)
VEHICLE ACCELEROMETER LOCATIONS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 1/4/07

VEHICLE ACCELEROMETER PRE-TEST LOCATIONS

Loc. No.	Accelerometer Location	Measurements (mm)		
		X	Y	Z
1	Right Sill at Front Seat	2416	740	360
2	Right Sill at Rear Seat	1630	740	360
3	Rear Floorpan Above Axle	870	100	619
4	Left Sill at Rear Door	1420	-600	190
5	Left Sill at Front Door	2400	-600	190
6	Front Door Centerline			
7	Rt. Rear Occ. Compartment	2075	390	310
8	Front Door Mid-Rear			
9	Front Door Upper Centerline			
10	Rear Door Mid-Rear			
11	Rear Door Upper Centerline			
12	B-Post Lower	2080	-720	680
13	B-Post Middle	2080	-720	800
14	A-Post Lower	3059	-750	435
15	A-Post Middle	3059	-750	590
16	Front Seat Track	2580	-609	455
17	Rear Seat Structure			
18	Vehicle CG	2775	270	310

Reference Planes: X=From Rear Surface of Vehicle, Y=Vehicle Centerline, Z=Ground Plane

1.) Not installed

DATA SHEET NO. 13
MDB ACCELEROMETER LOCATIONS

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

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

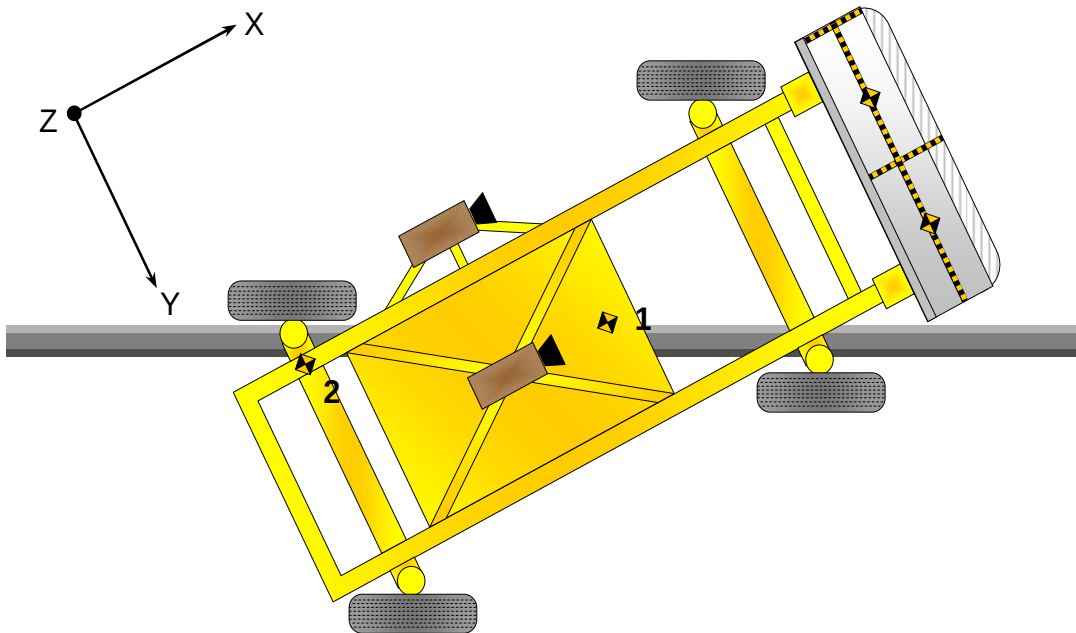
NHTSA No.: M70505

Test Date: 1/4/07

MDB ACCELEROMETER LOCATIONS

Loc. No.	Accelerometer Locations	Measurements (mm)		
		X	Y	Z
1	MDB CG	-1195	0	430
2	MDB Rear	-2642	-593	608

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



DATA SHEET NO. 14

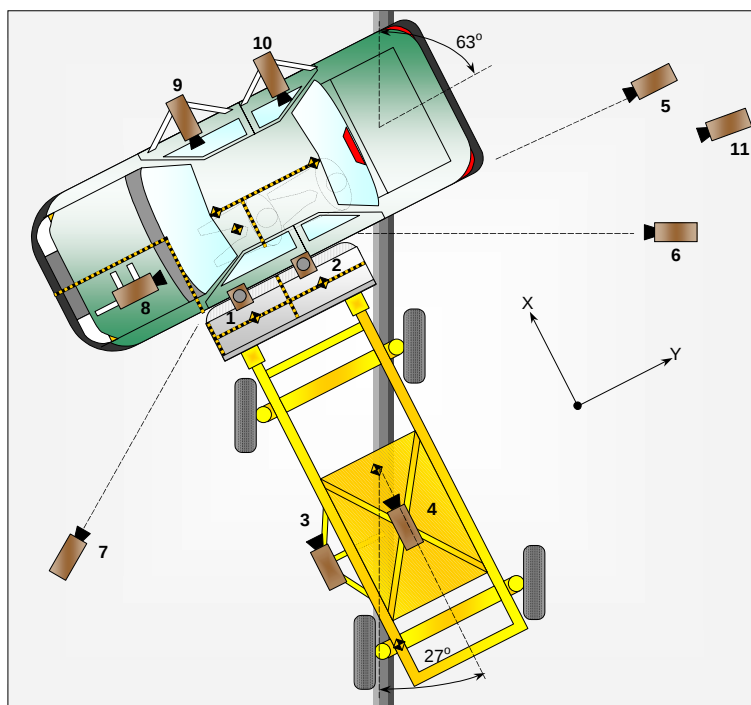
HIGH SPEED CAMERA LOCATIONS AND DATA

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07



No.	Camera View	Location			Angle (Deg.)	Lens (mm)	Speed (fps)
		X	Y	Z			
DOC	REAL TIME DIGITAL	-9587	18758	-1658	-2		30
1	OVERHEAD OVERALL	1567	2242	-5874	-90	14mm	1000
2	OVERHEAD CLOSE UP	48	2286	-5452	-90	ZOOM	1000
3	LEFT IMPACT POINT (MDB)	-2134	0	-1143	-7	25mm	1000
4	SIDE OVERALL (MDB)	-3912	838	-1685	-11	12mm	1000
5	REAR	264	12549	-1298	0	ZOOM	1000
6	LEFT REAR	-2137	1302	-939	-4	25mm	1000
7	LEFT FRONT	-2812	3560	-1572	-4	24mm	1000
8	DRIVER FRONT (O.B.)	485	-297	-1359	-15	35mm	1000
9	DRIVER SIDE (O.B.)	2048	298	-1247	-2	20mm	1000
10	PASSENGER SIDE (O.B.)	2048	784	1247	-2	20mm	1000
DOC	REAL TIME DIGITAL	261	15559	-1364	0		30
11	LEFT REAR	-7100	16459	-839	0	ZOOM	1000
AV1	RIGHT IMPACT POINT (MDB)	-2148	-1302	-938	-7	25mm	1000

All camera measurements were made relative to the point of impact.

DATA SHEET NO. 15

FMVSS 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07

Test Time: 12:16 PM

Temperature: 18.0 Deg. C.

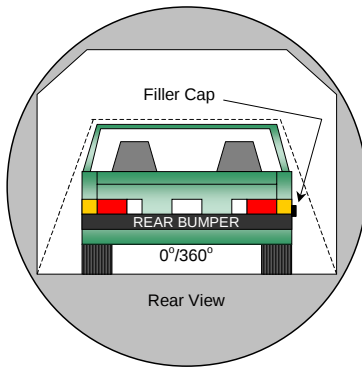
Stoddard Solvent Spillage Measurements

- A. From impact until vehicle motion ceases: 0.0 oz.
(Maximum Allowable = 1 ounce)
- B. For the 5 minute period after motion ceases: 0.0 oz.
(Maximum Allowable = 5 ounces)
- C. For the following 25 minutes: 0.0 oz.
(Maximum Allowable = 1 oz./minute)
- D. Spillage Details: No leakage occurred

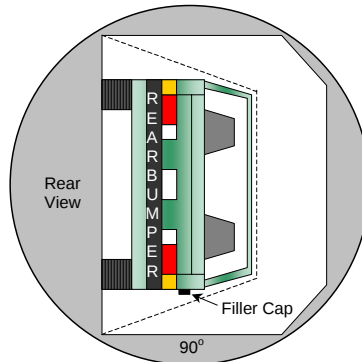
DATA SHEET NO. 16
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

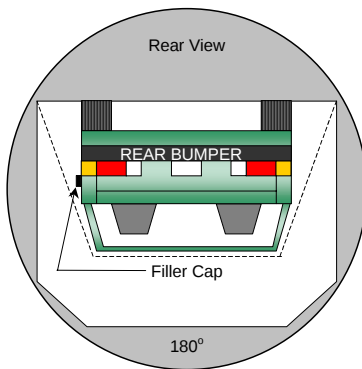
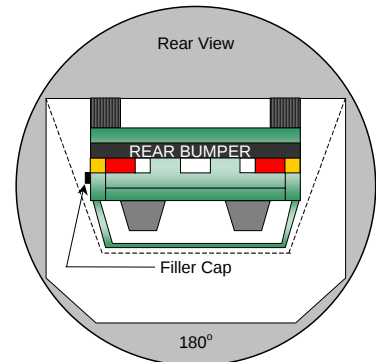
NHTSA No.: M70505
 Test Date: 01/04/07



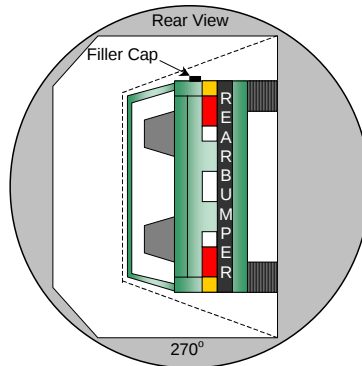
0° to 90°



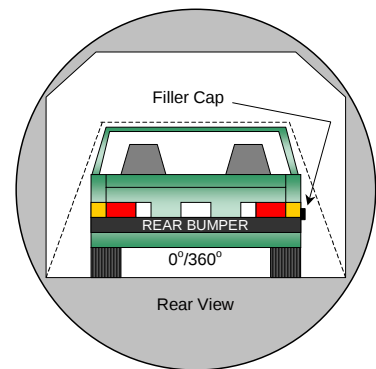
90° to 180°



180° to 270°



270° to 360°



1. The specified fixture rollover rate for each 90° of rotation is 60 to 120 seconds.
 2. The position hold time at each position is 300 seconds (minimum).
 3. Details of Stoddard Solvent spillage locations.
- No solvent leakage occurred during static rollover testing.

DATA SHEET NO. 16...(CONTINUED)
FMVSS 301 STATIC ROLLOVER DATA SHEET

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon

NHTSA No.: M70505

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

Test Date: 01/04/07

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° to 90°	81	300	381
90° to 180°	82	300	382
180° to 270°	81	300	381
270° to 360°	80	300	380

FMVSS 301 SPILLAGE TABLE REQUIREMENT (oz.)

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

Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° to 90°	0	0	0	0
90° to 180°	0	0	0	0
180° to 270°	0	0	0	0
270° to 360°	0	0	0	0

SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° to 90°	None
90° to 180°	None
180° to 270°	None
270° to 360°	None

APPENDIX A
PHOTOGRAPHS

LIST OF PHOTOGRAPHS

Figure		Page
A-1	Left Front $\frac{3}{4}$ View, as Received	A-1
A-2	Right Rear $\frac{3}{4}$ View, as Received	A-2
A-3	Manufacturer's Label	A-3
A-4	Tire Placard	A-4
A-5	Pre-Test Front View	A-5
A-6	Post-Test Front View	A-6
A-7	Pre-Test Left Front $\frac{3}{4}$ View	A-7
A-8	Post-Test Left Front $\frac{3}{4}$ View	A-8
A-9	Pre-Test Left Side View	A-9
A-10	Post-Test Left Side View	A-10
A-11	Pre-Test Left Rear $\frac{3}{4}$ View	A-11
A-12	Post-Test Left Rear $\frac{3}{4}$ View	A-12
A-13	Pre-Test Rear View	A-13
A-14	Post-Test Rear View	A-14
A-15	Pre-Test Right Rear $\frac{3}{4}$ View	A-15
A-16	Post-Test Right Rear $\frac{3}{4}$ View	A-16
A-17	Pre-Test Right Side View	A-17
A-18	Post-Test Right Side View	A-18
A-19	Pre-Test Right Front $\frac{3}{4}$ View	A-19
A-20	Post-Test Right Front $\frac{3}{4}$ View	A-20
A-21	Pre-Test Overhead View	A-21
A-22	Post-Test Overhead View	A-22
A-23	Pre-Test Overhead Close-up View	A-23
A-24	Post-Test Overhead Close-up View	A-24
A-25	Pre-Test Left Impact Point	A-25
A-26	Post-Test Left Impact Point	A-26
A-27	Pre-Test Front $\frac{3}{4}$ View of Left Side Doors	A-27
A-28	Post-Test Front $\frac{3}{4}$ View of Left Side Doors	A-28
A-29	Pre-Test Rear $\frac{3}{4}$ View of Left Side Doors	A-29
A-30	Post-Test Rear $\frac{3}{4}$ View of Left Side Doors	A-30
A-31	Pre-Test Left Front Door	A-31
A-32	Post-Test Left Front Door	A-32
A-33	Pre-Test Left Rear Door	A-33
A-34	Post-Test Left Rear Door	A-34

LIST OF PHOTOGRAPHS...(CONTINUED)

Figure		Page
A-35	Pre-Test Driver Dummy (Door Open)	A-35
A-36	Pre-Test Driver Dummy (Through Window)	A-36
A-37	Post-Test Driver Dummy (Through Window)	A-37
A-38	Pre-Test Driver Dummy Clearance from Door	A-38
A-39	Post-Test Driver Dummy Clearance from Door	A-39
A-40	Pre-Test Driver Dummy Right Side View	A-40
A-41	Post-Test Driver Dummy Right Side View	A-41
A-42	Pre-Test Front Door Panel (Interior)	A-42
A-43	Post-Test Front Door Panel (Interior)	A-43
A-44	Pre-Test Passenger Dummy Left Side (Door Open)	A-44
A-45	Pre-Test Passenger Dummy Left Side (Through Window)	A-45
A-46	Post-Test Passenger Dummy Left Side (Through Window)	A-46
A-47	Pre-Test Passenger Dummy Clearance from Door	A-47
A-48	Post-Test Passenger Dummy Clearance from Door	A-48
A-49	Pre-Test Passenger Dummy Right Side View	A-49
A-50	Post-Test Passenger Dummy Right Side View	A-50
A-51	Pre-Test Rear Door Panel (Interior)	A-51
A-52	Post-Test Rear Door Panel (Interior)	A-52
A-53	Pre-Test Front View of Deformable Barrier	A-53
A-54	Post-Test Front View of Deformable Barrier	A-54
A-55	Pre-Test Top View of Deformable Barrier	A-55
A-56	Post-Test Top View of Deformable Barrier	A-56
A-57	Pre-Test Right Side View of Deformable Barrier	A-57
A-58	Post-Test Right Side View of Deformable Barrier	A-58
A-59	Pre-Test Left Side View of Deformable Barrier	A-59
A-60	Post-Test Left Side View of Deformable Barrier	A-60
A-61	Vehicle on Rollover Device (0°)	A-61
A-62	Vehicle on Rollover Device (90°)	A-62
A-63	Vehicle on Rollover Device (180°)	A-63
A-64	Vehicle on Rollover Device (270°)	A-64
A-65	Vehicle Impact	A-65



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



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



MANUFACTURED IN KOREA BY
KIA MOTORS CORPORATION

09/06

GVWR 4476 LB

PAINT 7S

GAWR
FRONT

2513 LB

GAWR
REAR

2601 LB

TRIM S8

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

V.I.N KNAFG525977029068

PASSENGER CAR

Figure A-3: Manufacturer's Label

U6



TIRE AND LOADING INFORMATION PNEUS ET CHARGE-INFORMATION

SEATING CAPACITY

TOTAL 5

FRONT 2

REAR 3

NOMBRE DE SIÈGES

TOTAL 5

AVANT 2

ARRIÈRE 3

The combined weight of occupants and cargo should never exceed 375 kg or 827 lbs.
Le poids combiné des occupants et du chargement ne doit jamais excéder 375 kg ou 827 lb.

TIRE/ PNEU	SIZE/ DIMENSION	COLD TIRE PRESSURE/ PRESSION À FROID
FRONT/ AVANT	P205/60R16	220kPa , 32psi
REAR/ ARRIÈRE	P205/60R16	220kPa , 32psi
SPARE/ SECOURS	T125/80D16	420kPa , 60psi

SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION

CONSULTER LE
GUIDE DU
PROPRIÉTAIRE
POUR OBTENIR
DES
RENSEIGNEMENTS
ADDITIONNELS

P205/60R16

Figure A-4: Tire Placard



Figure A-5: Pre-Test Front View



Figure A-6: Post-Test Front View



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



Figure A-8: Post-Test Left Front ¾ View



Figure A-9: Pre-Test Left Side View



Figure A-10: Post-Test Left Side View



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



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

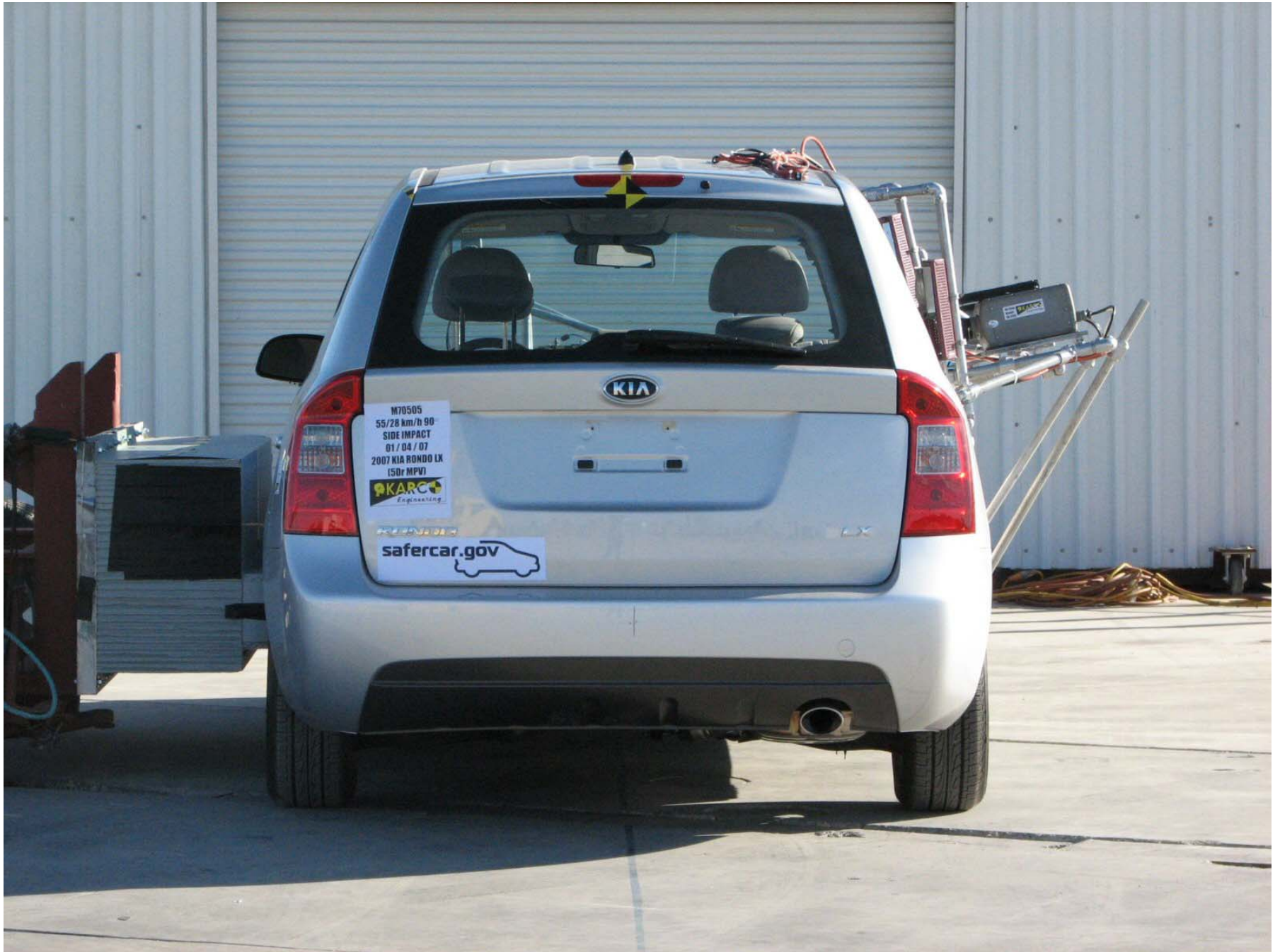


Figure A-13: Pre-Test Rear View



Figure A-14: Post-Test Rear View



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



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



Figure A-17: Pre-Test Right Side View



Figure A-18: Post-Test Right Side View



Figure A-19: Pre-Test Right Front $\frac{3}{4}$ View



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



Figure A-21: Pre-Test Overhead View



Figure A-22: Post-Test Overhead View



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

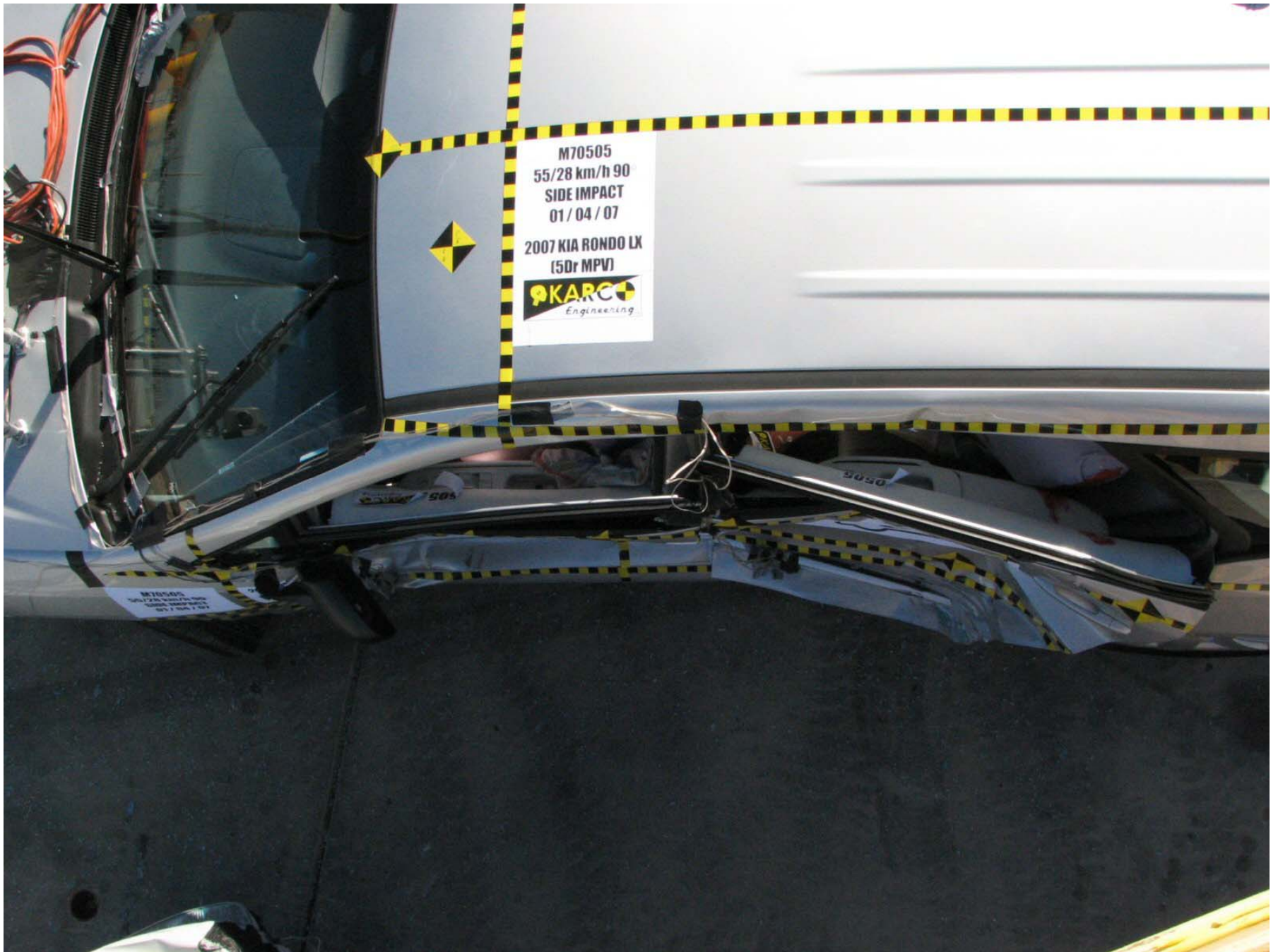


Figure A-24: Post-Test Overhead Close-up View



Figure A-25: Pre-Test Left Impact Point

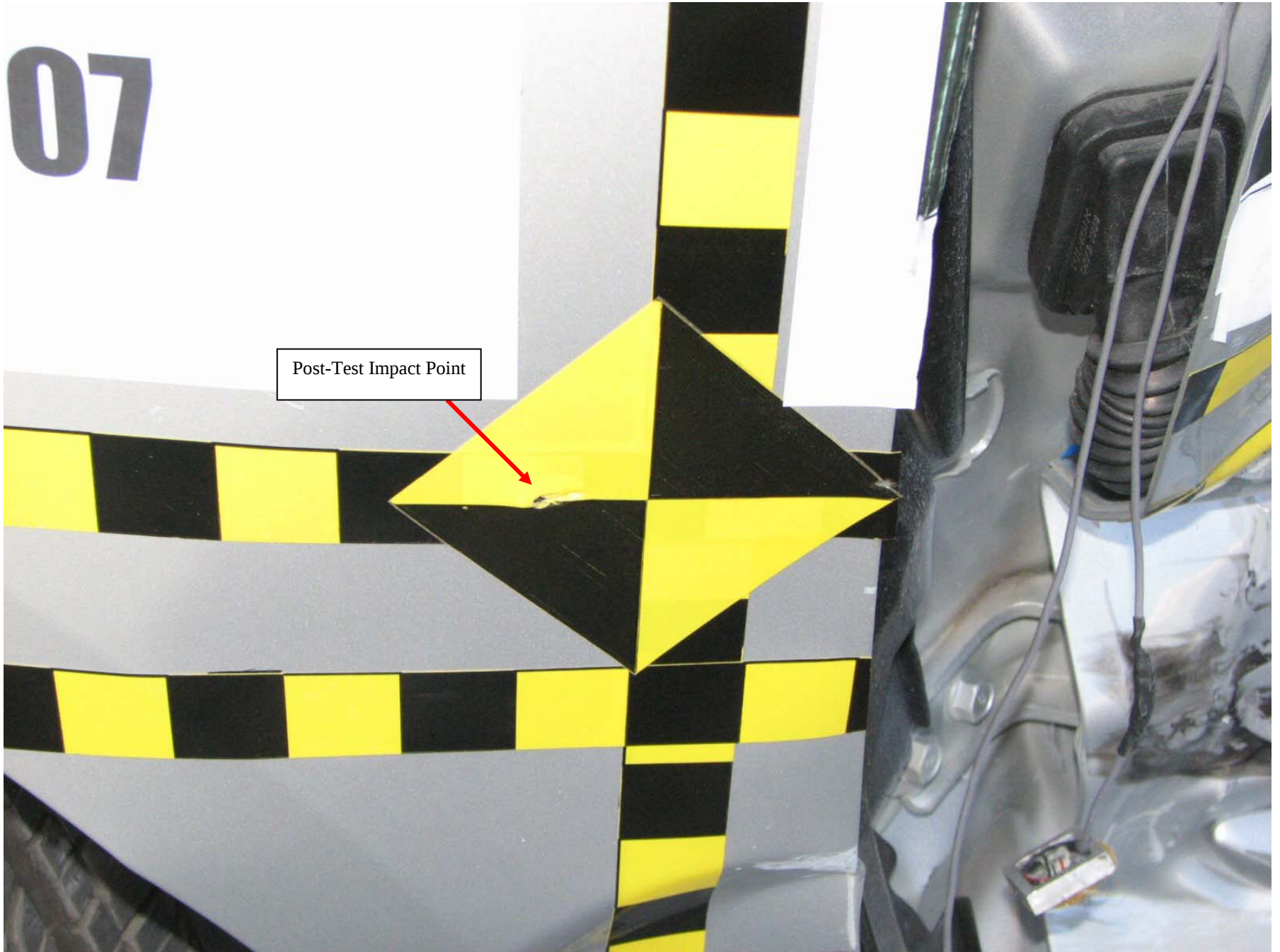


Figure A-26: Post-Test Left Impact Point



Figure A-27: Pre-Test Front $\frac{3}{4}$ View of Left Side Door



Figure A-28: Post-Test Front $\frac{3}{4}$ View of Left Side Door



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



Figure A-30: Post-Test Rear $\frac{3}{4}$ View of Left Side Door



Figure A-31: Pre-Test Left Front Door

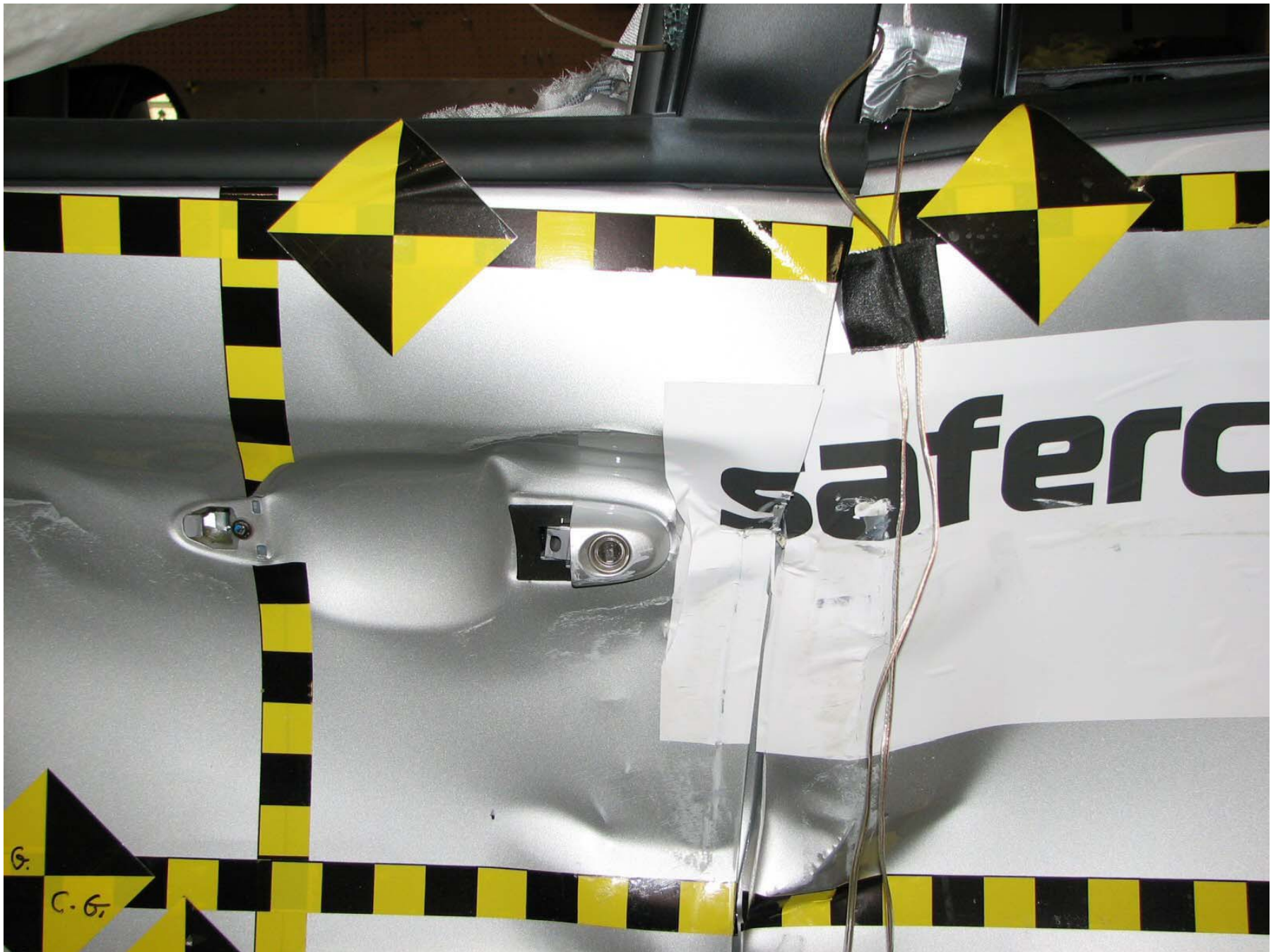


Figure A-32: Post-Test Left Front Door



Figure A-33: Pre-Test Left Rear Door



Figure A-34: Post-Test Left Rear Door



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

This Space Intentionally Left Blank



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



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



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



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



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



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



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



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



Figure A-44: Pre-Test Passenger Dummy Left Side (Door Open)

This Space Intentionally Left Blank



Figure A-45: Pre-Test Passenger Dummy Left Side (Through Window)



Figure A-46: Post-Test Passenger Dummy Left Side (Through Window)



Figure A-47: Pre-Test Passenger Dummy Clearance From Door



Figure A-48: Post-Test Passenger Dummy Clearance From Door

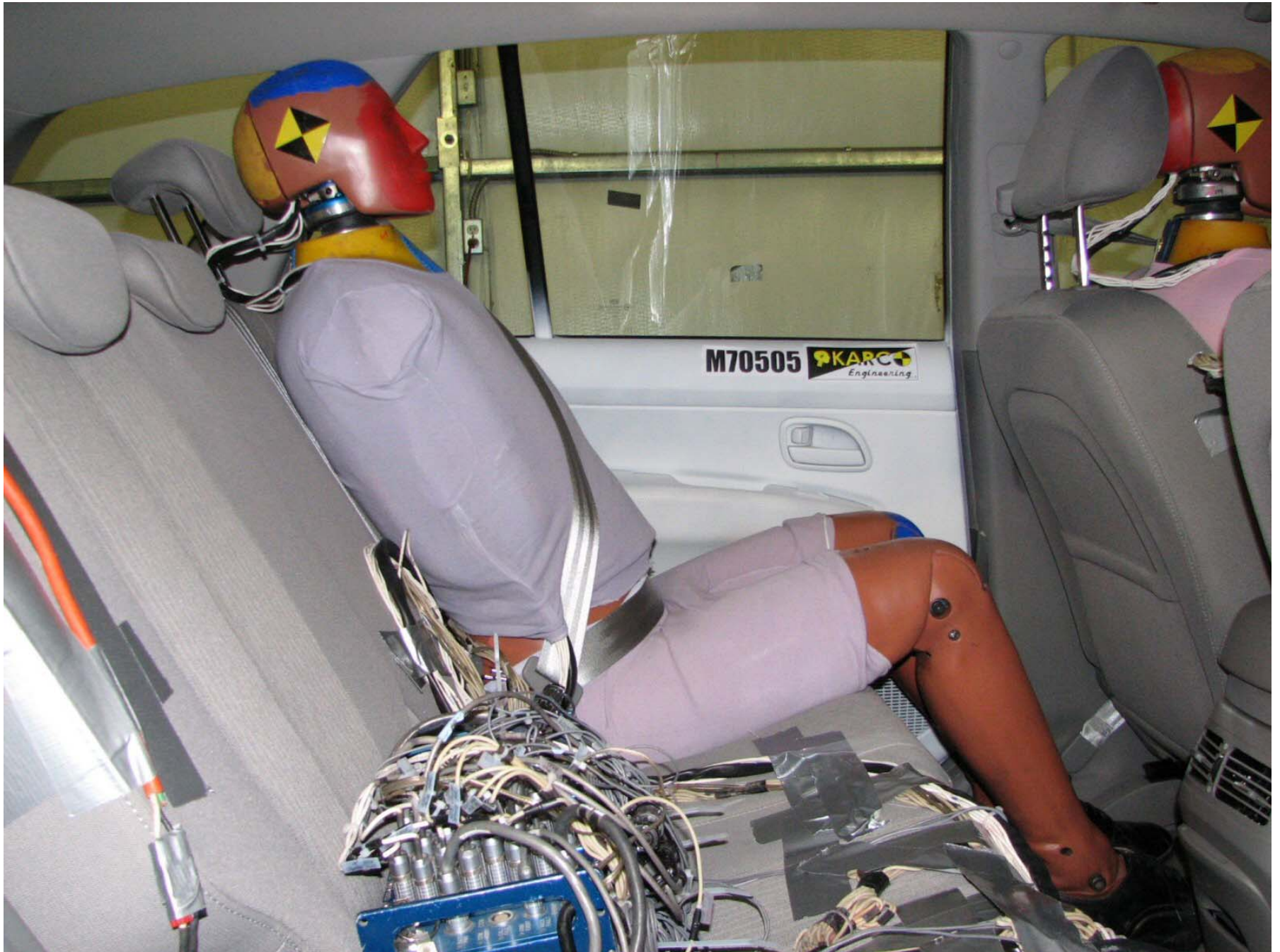


Figure A-49: Pre-Test Passenger Dummy Right Side View



Figure A-50: Post-Test Passenger Dummy Right Side View



Figure A-51: Pre-Test Rear Door Panel (Interior)



Figure A-52: Post-Test Rear Door Panel (Interior)



Figure A-53: Pre-Test Front View of Deformable Barrier



Figure A-54: Post-Test Front View of Deformable Barrier



Figure A-55: Pre-Test Top View of Deformable Barrier



Figure A-56: Post-Test Top View of Deformable Barrier



Figure A-57: Pre-Test Right Side View of Deformable Barrier



Figure A-58: Post-Test Right Side View of Deformable Barrier



Figure A-59: Pre-Test Left Side View of Deformable Barrier



Figure A-60: Post-Test Left Side View of Deformable Barrier



Figure A-61: Vehicle on Rollover Device (0°)



Figure A-62: Vehicle on Rollover Device (90°)



Figure A-63: Vehicle on Rollover Device (180°)



Figure A-64: Vehicle on Rollover Device (270°)



Figure A-65: Vehicle Impact

APPENDIX B
SID/HIII, VEHICLE AND MDB RESPONSE DATA

LIST OF DATA PLOTS

<u>Data Plot</u>	<u>Page</u>
B-1	Driver Upper Rib Primary Y
	Driver Lower Rib Primary Y
	Driver Lower Spine Primary Y
	Driver Pelvis Primary Y
B-2	Passenger Upper Rib Primary Y
	Passenger Lower Rib Primary Y
	Passenger Lower Spine Primary Y
	Passenger Pelvis Primary Y

The following additional data plots for this test can be obtained from the research and development section of the NHTSA website. The website can be found at www.NHTSA.dot.gov

LIST OF DATA PLOTS...(CONTINUED)

Driver Head X Primary
Driver Head Y Primary
Driver Head Z Primary
Driver Head Resultant Primary
Driver Head Primary X Velocity
Driver Head Primary Y Velocity
Driver Head Primary Z Velocity
Driver Head X Redundant
Driver Head Y Redundant
Driver Head Z Redundant
Driver Head Resultant Redundant
Driver Head Redundant X Velocity
Driver Head Redundant Y Velocity
Driver Head Redundant Z Velocity
Driver Upper Neck Force X
Driver Upper Neck Force Y
Driver Upper Neck Force Z
Driver Upper Neck Force Resultant
Driver Upper Neck Moment X
Driver Upper Neck Moment Y
Driver Upper Neck Moment Z
Driver Upper Neck Moment Resultant
Driver Upper Rib Primary Y Velocity
Driver Lower Rib Primary Y Velocity
Driver Lower Spine Primary Y Velocity
Driver Pelvis Primary Y Velocity
Driver Upper Rib Redundant Y
Driver Lower Rib Redundant Y
Driver Lower Spine Redundant Y
Driver Pelvis Redundant Y

LIST OF DATA PLOTS...(CONTINUED)

Driver Upper Rib Redundant Y Velocity
Driver Lower Rib Redundant Y Velocity
Driver Lower Spine Redundant Y Velocity
Driver Pelvis Redundant Y Velocity
Driver Thorax Contact
Driver Pelvis Contact
Passenger Head X Primary
Passenger Head Y Primary
Passenger Head Z Primary
Passenger Head Resultant Primary
Passenger Head Primary X Velocity
Passenger Head Primary Y Velocity
Passenger Head Primary Z Velocity
Passenger Head X Redundant
Passenger Head Y Redundant
Passenger Head Z Redundant
Passenger Head Resultant Redundant
Passenger Head Redundant X Velocity
Passenger Head Redundant Y Velocity
Passenger Head Redundant Z Velocity
Passenger Upper Neck Force X
Passenger Upper Neck Force Y
Passenger Upper Neck Force Z
Passenger Upper Neck Force Resultant
Passenger Upper Neck Moment X
Passenger Upper Neck Moment Y
Passenger Upper Neck Moment Z
Passenger Upper Neck Moment Resultant

LIST OF DATA PLOTS...(CONTINUED)

Passenger Upper Rib Primary Y Velocity
Passenger Lower Rib Primary Y Velocity
Passenger Lower Spine Primary Y Velocity
Passenger Pelvis Primary Y Velocity
Passenger Upper Rib Redundant Y
Passenger Lower Rib Redundant Y
Passenger Lower Spine Redundant Y
Passenger Pelvis Redundant Y
Passenger Upper Rib Redundant Y Velocity
Passenger Lower Rib Redundant Y Velocity
Passenger Lower Spine Redundant Y Velocity
Passenger Pelvis Redundant Y Velocity
Passenger Thorax Contact
Passenger Pelvis Contact
Vehicle Right Sill at Front Seat X
Vehicle Right Sill at Front Seat Y
Vehicle Right Sill at Front Seat Z
Vehicle Right Sill Front Seat Resultant
Vehicle Right Sill at Front Seat X Velocity
Vehicle Right Sill at Front Seat Y Velocity
Vehicle Right Sill at Front Seat Z Velocity
Vehicle Right Sill at Rear Seat X
Vehicle Right Sill at Rear Seat Y
Vehicle Right Sill at Rear Seat Z
Vehicle Right Sill Rear Seat Resultant
Vehicle Right Sill at Rear Seat X Velocity
Vehicle Right Sill at Rear Seat Y Velocity
Vehicle Right Sill at Rear Seat Z Velocity
Vehicle Rear Floor Above Axle X
Vehicle Rear Floor Above Axle Y
Vehicle Rear Floor Above Axle Z
Vehicle Rear Floor Above Axle Resultant
Vehicle Rear Floor Above Axle X Velocity
Vehicle Rear Floor Above Axle Y Velocity
Vehicle Rear Floor Above Axle Z Velocity

LIST OF DATA PLOTS...(CONTINUED)

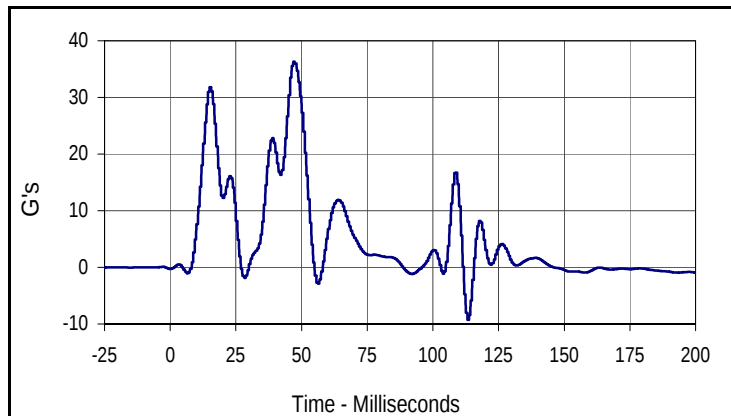
Vehicle Left Sill at Rear Door Y
Vehicle Left Sill at Front Door Y
Vehicle Left Sill at Rear Door Y Velocity
Vehicle Left Sill at Front Door Y Velocity
Vehicle Left Front Door C/L Y
Vehicle Right Rear Occupant Compartment
Vehicle Left Front Door Mid Rear Y
Vehicle Left Front Door Upper CL Y
Vehicle Left Front Door CL Y Velocity
Vehicle Right Rear Occupant Compartment Y Velocity
Vehicle Left Front Door Mid Rear Y Velocity
Vehicle Left Rear Door Upper CL Y Velocity
Vehicle Left Rear Door Mid Rear Y
Vehicle Left Rear Door Upper C/L Y
Vehicle Left Rear Door Mid Rear Y Velocity
Vehicle Left Rear Door Upper CL Y Velocity
Vehicle B-Post Lower Y
Vehicle B-Post Middle Y
Vehicle B-Post Lower Y Velocity
Vehicle B-Post Middle Y Velocity
Vehicle A-Post Lower Y
Vehicle A-Post Middle Y
Vehicle A-Post Lower Y Velocity
Vehicle A-Post Middle Y Velocity
Vehicle Left Front Seat Track
Vehicle Rear Seat Structure
Vehicle Left Front Seat Track Y Velocity
Vehicle Rear Seat Structure Y Velocity
Vehicle CG X
Vehicle CG Y
Vehicle CG Z
Vehicle CG Resultant
Vehicle CG X Velocity
Vehicle CG Y Velocity
Vehicle CG Z Velocity

LIST OF DATA PLOTS...(CONTINUED)

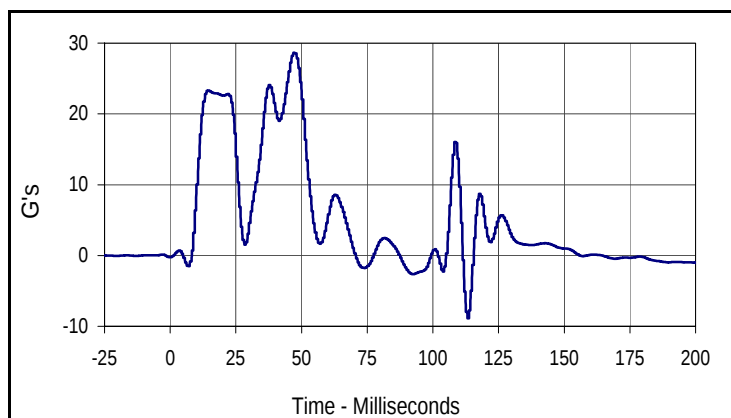
Driver Upper Rib Primary Y
Driver Lower Rib Primary Y
Driver Lower Spine Primary Y
Driver Pelvis Primary Y
Driver Upper Rib Redundant Y
Driver Lower Rib Redundant Y
Driver Lower Spine Redundant Y
Driver Pelvis Redundant Y
Passenger Upper Rib Primary Y
Passenger Lower Rib Primary Y
Passenger Lower Spine Primary Y
Passenger Pelvis Primary Y
Passenger Upper Rib Redundant Y
Passenger Lower Rib Redundant Y
Passenger Lower Spine Redundant Y
Passenger Pelvis Redundant Y
MDB CG X
MDB CG Y
MDB CG Z
MDB CG Resultant
MDB CG X Velocity
MDB CG Y Velocity
MDB CG Z Velocity
MDB Rear X
MDB Rear Y
MDB Rear X Velocity
MDB Rear Y Velocity
MDB Right Bumper Contact

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

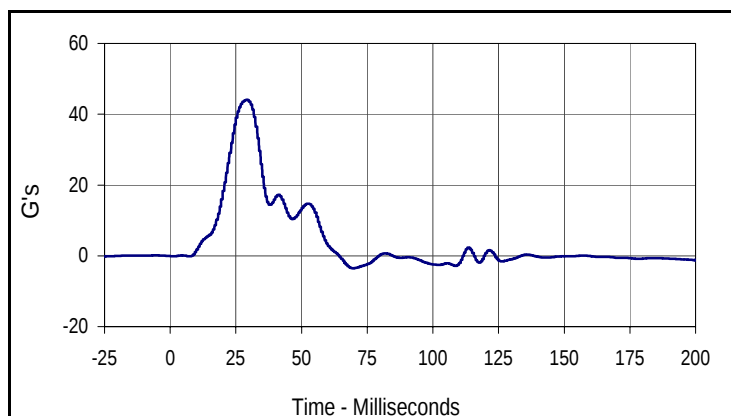
Test Date: 1/4/07
 NHTSA No.: M70505



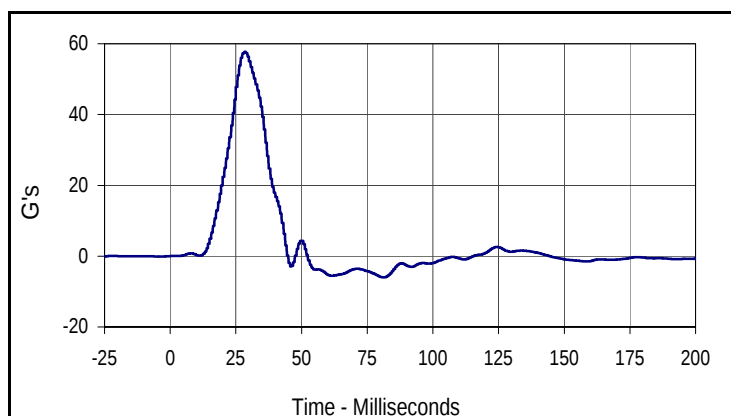
Curve Description			
Driver Upper Rib Y Primary			
CURNO	Type	SAE Class	Units
001	FIR	FIR100	G's
Max	Time	Min	Time
36.3	46.9	-9.3	113.2



Curve Description			
Driver Lower Rib Y Primary			
CURNO	Type	SAE Class	Units
002	FIR	FIR100	G's
Max	Time	Min	Time
28.6	46.9	-8.9	113.2



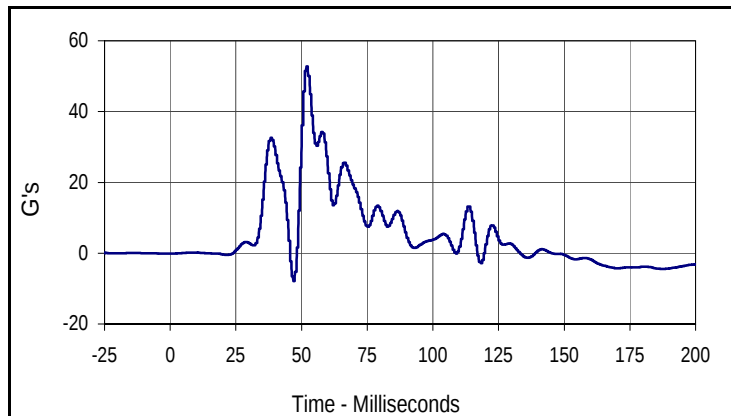
Curve Description			
Driver Lower Spine Y Primary			
CURNO	Type	SAE Class	Units
003	FIR	FIR100	G's
Max	Time	Min	Time
44.1	28.8	-3.5	69.4



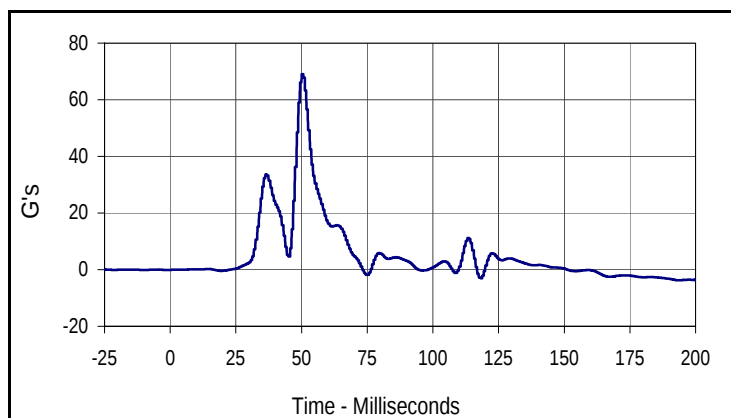
Curve Description			
Driver Pelvis Y Primary			
CURNO	Type	SAE Class	Units
004	FIR	FIR100	G's
Max	Time	Min	Time
57.7	28.2	-6.0	81.3

Test Vehicle: 2007 Kia Rondo LX 5-Door Wagon
 Test Program: 55/28 km/h Side Impact NCAP

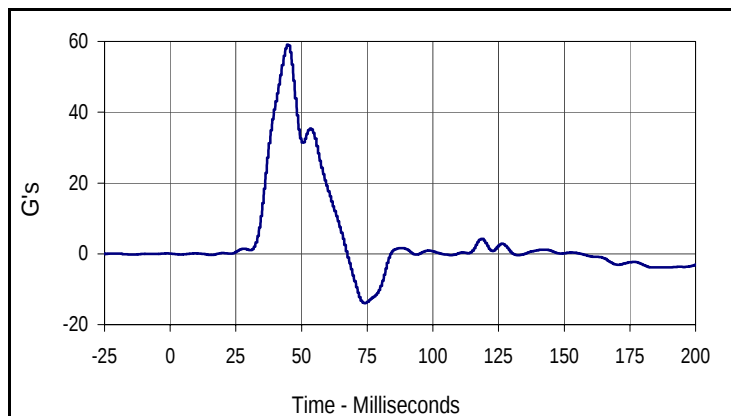
Test Date: 1/4/07
 NHTSA No.: M70505



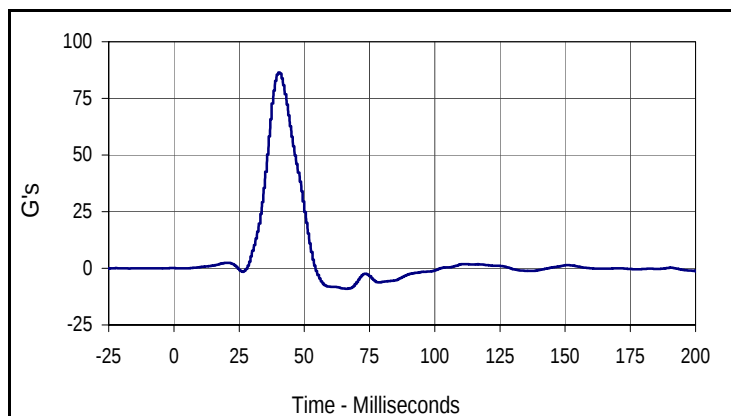
Curve Description			
Passenger Upper Rib Y Primary			
CURNO	Type	SAE Class	Units
005	FIR	FIR100	G's
Max	Time	Min	Time
52.7	51.9	-7.9	46.9



Curve Description			
Passenger Lower Rib Y Primary			
CURNO	Type	SAE Class	Units
006	FIR	FIR100	G's
Max	Time	Min	Time
69.0	50.0	-3.7	193.2



Curve Description			
Passenger Lower Spine Y Primary			
CURNO	Type	SAE Class	Units
007	FIR	FIR100	G's
Max	Time	Min	Time
59.1	44.4	-14.0	73.8



Curve Description			
Passenger Pelvis Primary Y			
CURNO	Type	SAE Class	Units
008	FIR	FIR100	G's
Max	Time	Min	Time
86.4	40.0	-9.0	66.3

APPENDIX C
SID/HIII CONFIGURATION AND PERFORMANCE VERIFICATION DATA

Test Program: SID / HIII External Measurements
 ATD Serial No.: 274

Test Date: 1/3/07
 Test I.D.: N/A



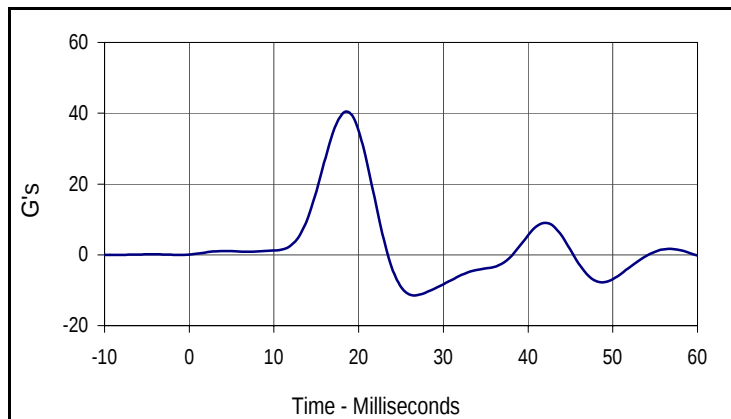
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	891	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	511	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	515	Pass
KV- Knee Pivot From Floor	mm	490 to 505	495	Pass
HW- Hip Width	mm	356 to 391	380	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 274

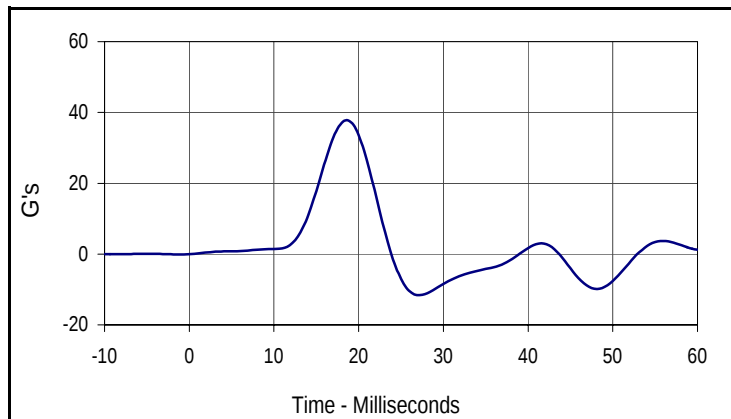
Test Date: 1/3/07
 Test I.D.: TH01D



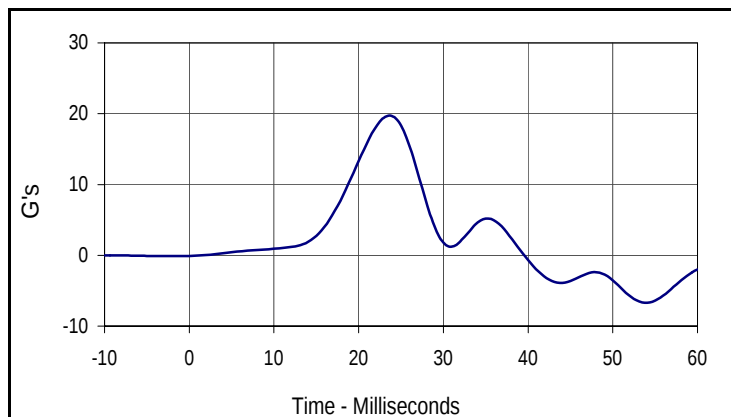
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.33	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	40.4	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	37.7	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	19.7	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
40.4	18.8	-11.4	26.9



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
37.7	18.8	-11.6	26.9



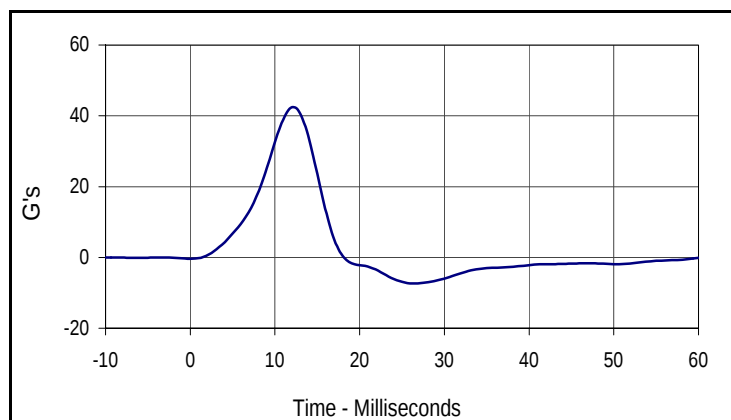
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
19.7	23.8	-6.7	53.8

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 274

Test Date: 1/3/07
 Test I.D.: PL01A



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.30	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	42.3	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	6.88	Pass
Overall Test Results				Pass



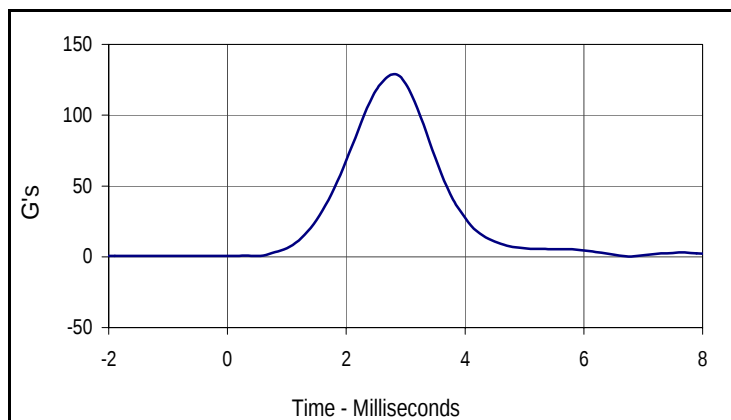
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
42.3	11.9	-7.3	26.3

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 274

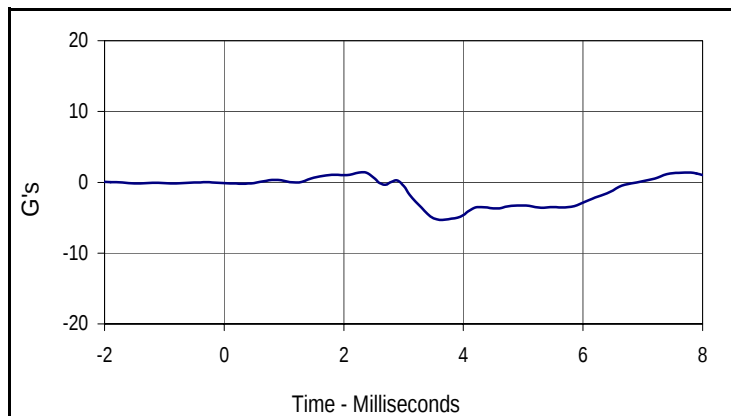
Test Date: 1/2/07
 Test I.D.: HD01A



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.7	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	129.1	Pass
Peak Longitudinal Acceleration	G's	≤15.0	5.3	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	4.6	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
129.1	2.8	0.5	0.5



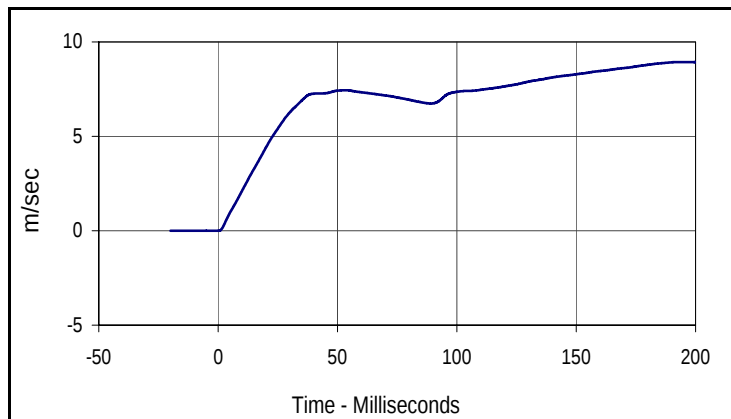
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
1.4	2.3	-5.3	3.6

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 274

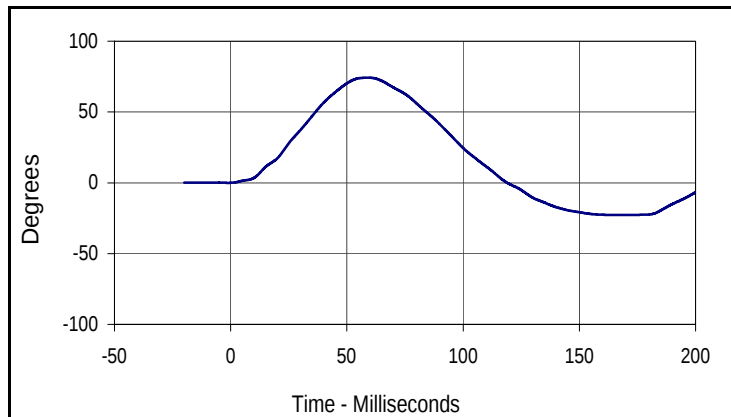
Test Date: 1/2/07
 Test I.D.: NB01A



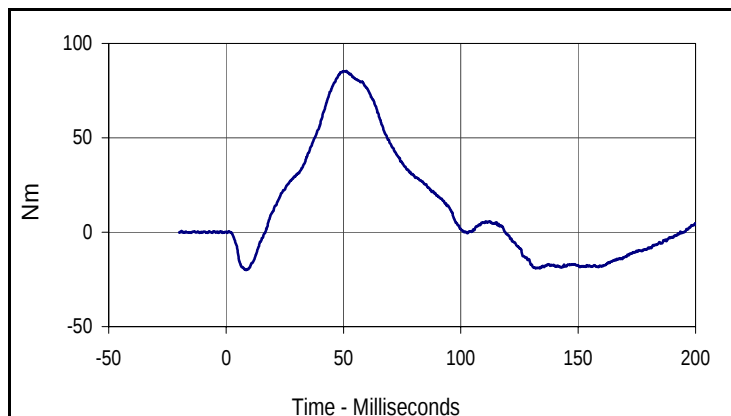
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	7.12	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.11	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.40	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.27	Pass
	40 to 70	m/sec	6.27 to 7.64	7.45	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	74.2	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	7.8	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	59.9	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	85.4	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	51.0	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
8.9	192.7	0.0	0.0



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
74.2	59.0	-22.8	165.2



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
85.4	51.2	-20.1	8.6

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

Test Date: 1/3/07
 Test I.D.: N/A



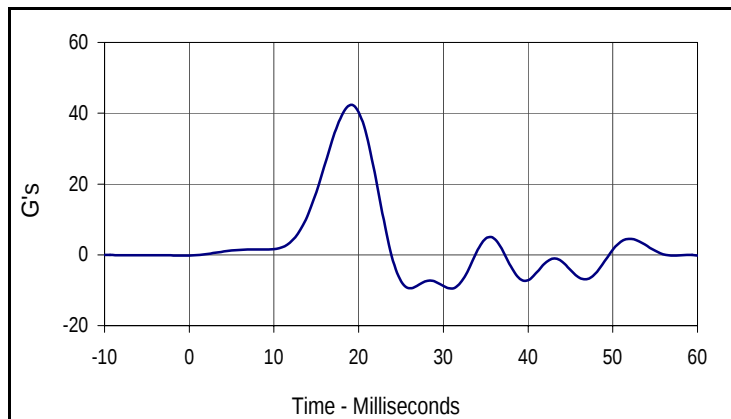
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	894	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	509	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	520	Pass
KV- Knee Pivot From Floor	mm	490 to 505	499	Pass
HW- Hip Width	mm	356 to 391	379	Pass
Overall Test Results				Pass

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

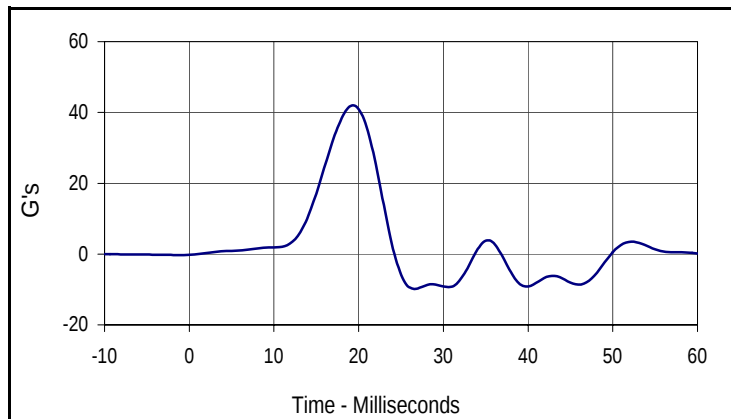
Test Date: 1/3/07
 Test I.D.: TH01F



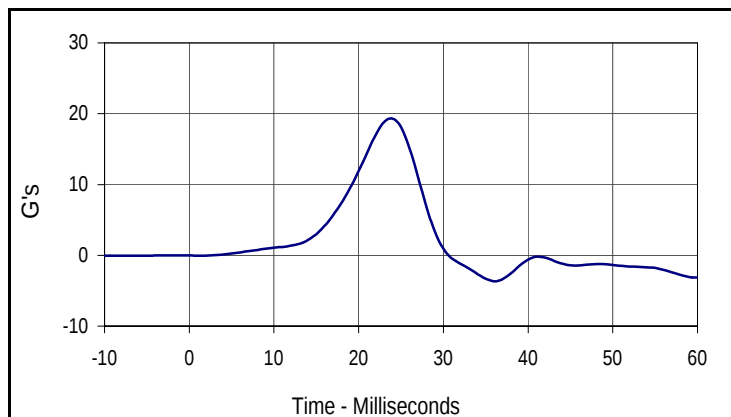
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.32	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	42.2	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	42.0	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	19.3	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
42.2	19.4	-9.4	30.6



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
42.0	19.4	-9.7	26.9



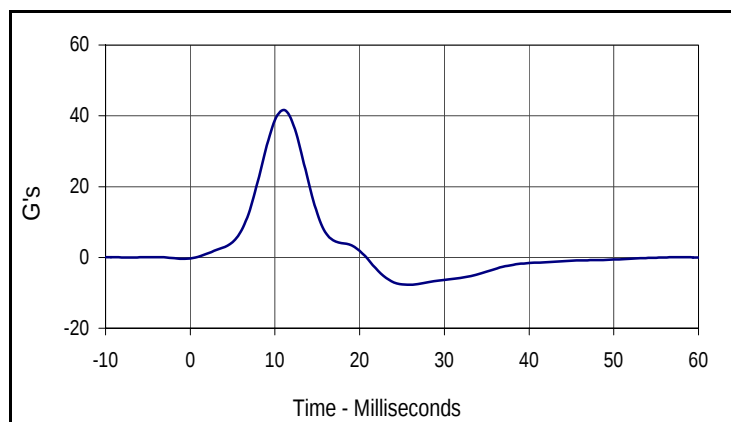
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
19.3	23.8	-3.7	36.3

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

Test Date: 1/3/07
 Test I.D.: PL01B



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.29	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	41.4	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	6.25	Pass
Overall Test Results				Pass



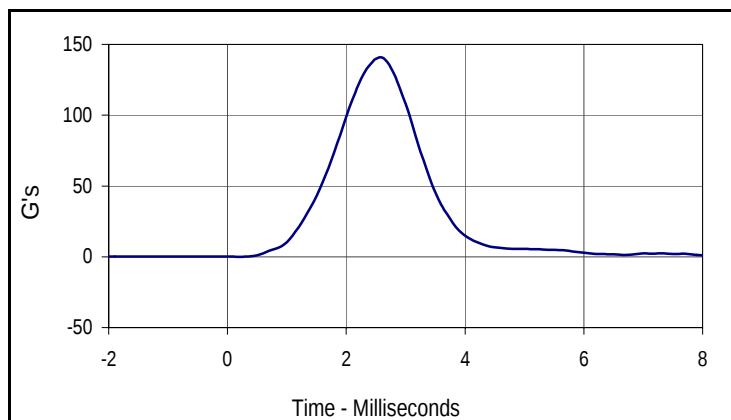
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
41.4	11.3	-7.7	25.6

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

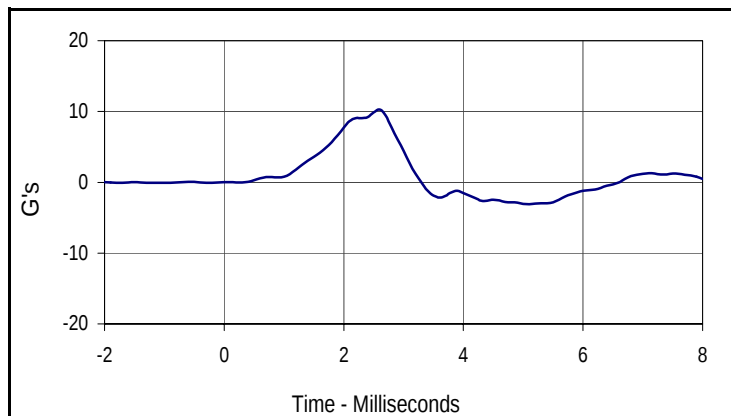
Test Date: 1/3/07
 Test I.D.: HD01B



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.7	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	140.8	Pass
Peak Longitudinal Acceleration	G's	≤15.0	10.3	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	3.9	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
140.8	2.6	0.0	0.2



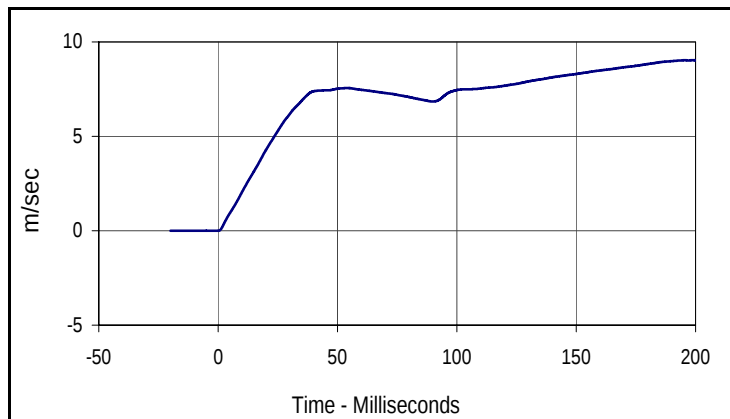
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
10.3	2.6	-3.1	5.1

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

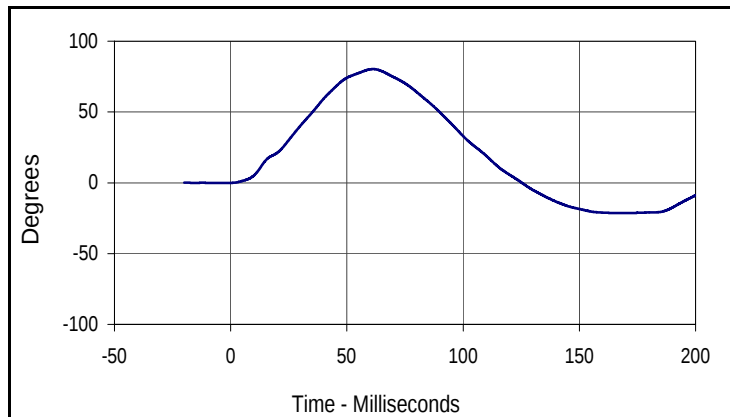
Test Date: 1/2/07
 Test I.D.: NB01B



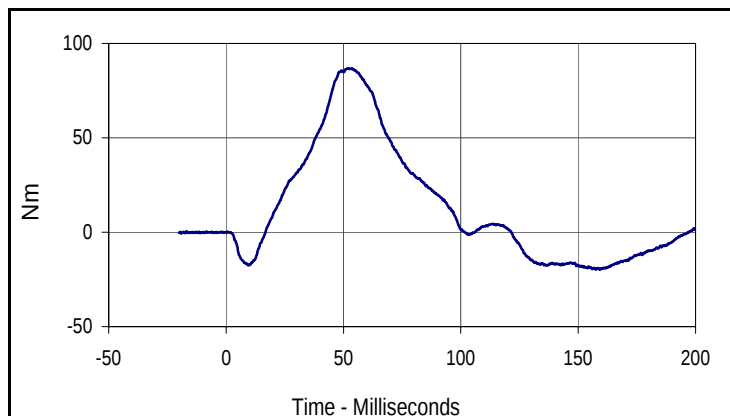
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	7.07	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.05	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.27	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.19	Pass
	40 to 70	m/sec	6.27 to 7.64	7.56	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	80.3	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	9.7	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	64.0	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	86.8	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	50.2	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
9.0	200.0	0.0	-0.2



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
80.3	61.3	-21.4	167.2



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
86.8	51.6	-19.8	157.6

Test Program: SID / HIII External Measurements
 ATD Serial No.: 274

Test Date: 1/5/07
 Test I.D.: N/A



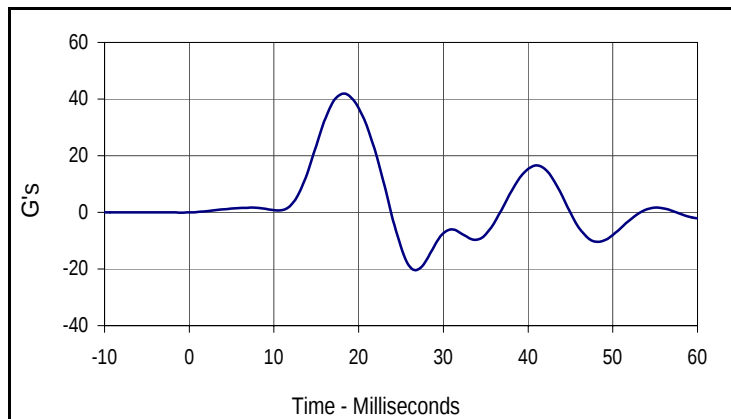
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	890	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	513	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	516	Pass
KV- Knee Pivot From Floor	mm	490 to 505	499	Pass
HW- Hip Width	mm	356 to 391	373	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 274

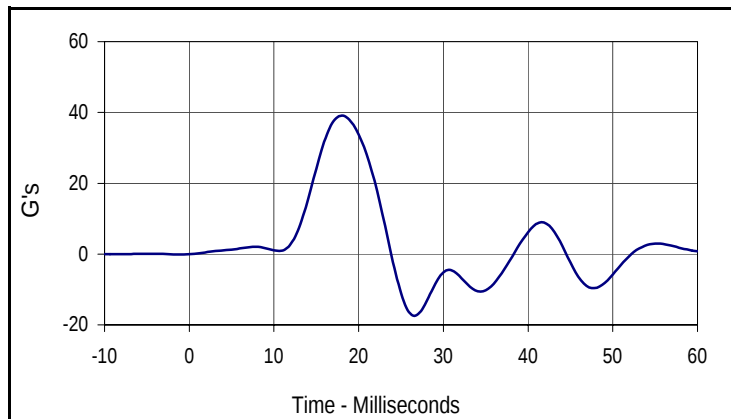
Test Date: 1/5/07
 Test I.D.: TH01E



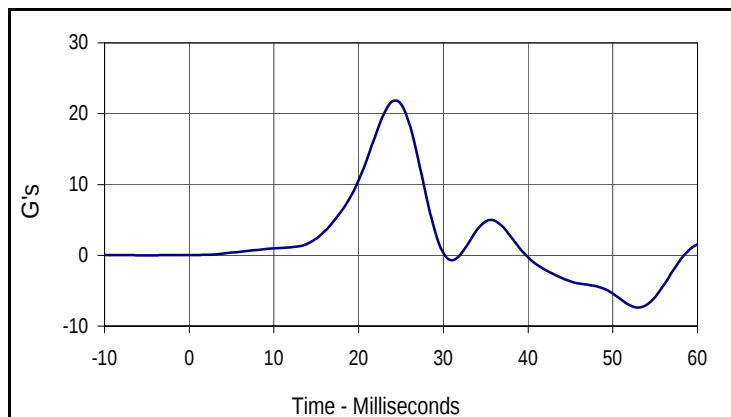
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.24	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	41.9	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	39.1	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	21.9	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
41.9	18.1	-20.4	26.9



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
39.1	18.1	-17.2	26.9



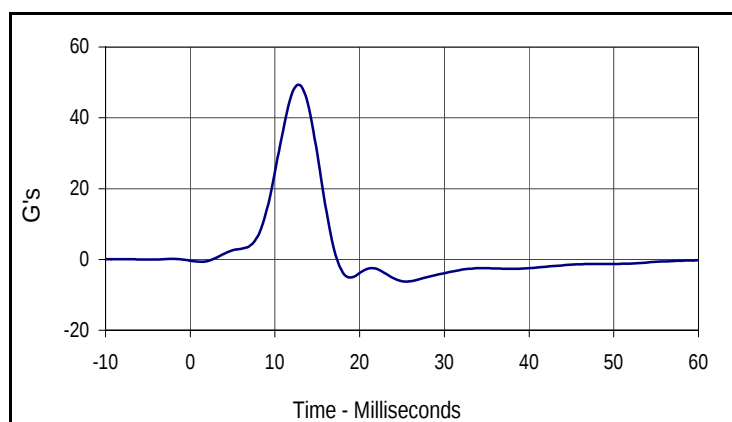
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
21.9	24.4	-7.4	53.1

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 274

Test Date: 1/8/07
 Test I.D.: PL01E



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.31	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	49.1	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	6.88	Pass
Overall Test Results				Pass



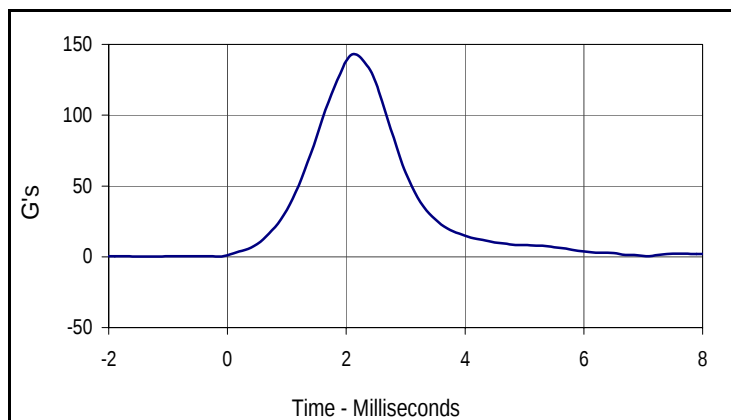
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
49.1	12.5	-6.2	25.6

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 274

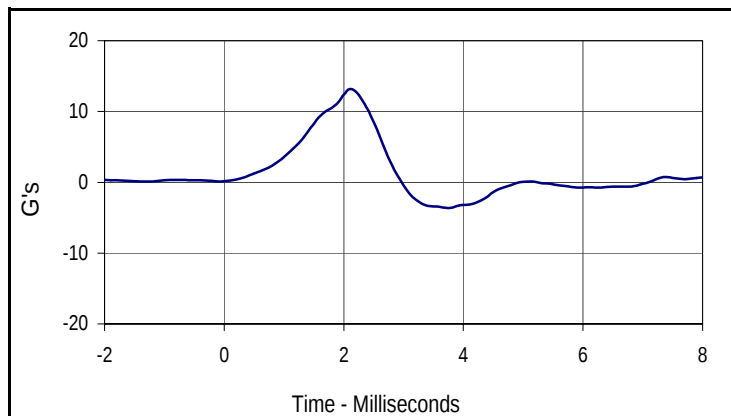
Test Date: 1/9/06
 Test I.D.: HD01C



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.7	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	143.0	Pass
Peak Longitudinal Acceleration	G's	≤15.0	13.2	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	5.8	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
143.0	2.1	0.1	-1.2



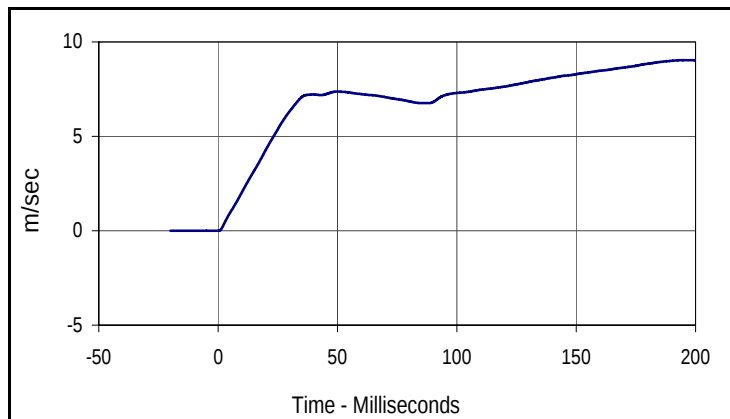
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
13.2	2.1	-3.6	3.7

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 274

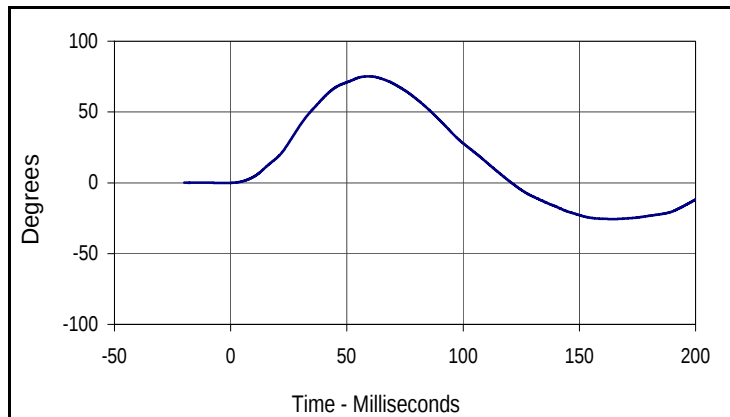
Test Date: 1/10/07
 Test I.D.: NB01C



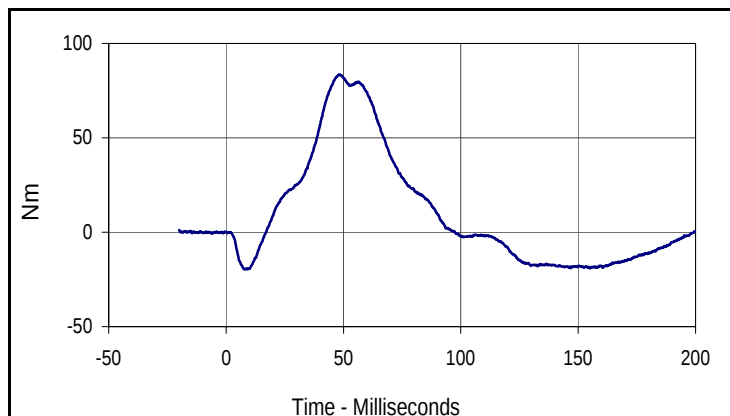
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	7.09	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.05	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.29	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.34	Pass
	40 to 70	m/sec	6.27 to 7.64	7.37	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	75.1	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	11.0	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	61.5	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	83.6	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	49.2	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
9.0	195.5	0.0	-0.2



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
75.1	59.3	-25.6	164.5



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
83.6	48.3	-19.7	8.1

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

Test Date: 1/5/07
Test I.D.: N/A



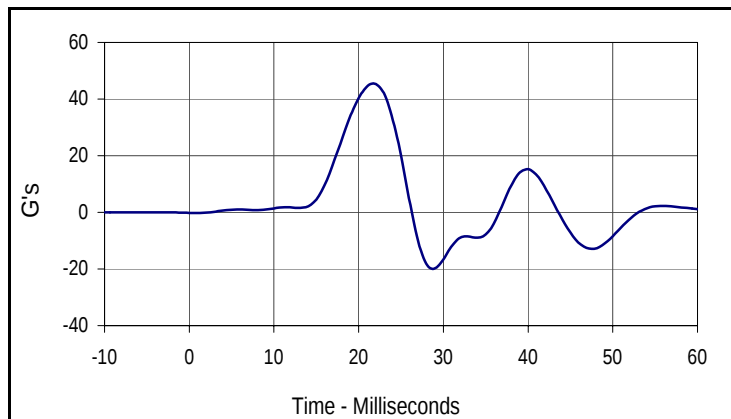
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	893	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	515	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	518	Pass
KV- Knee Pivot From Floor	mm	490 to 505	502	Pass
HW- Hip Width	mm	356 to 391	374	Pass
Overall Test Results				Pass

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

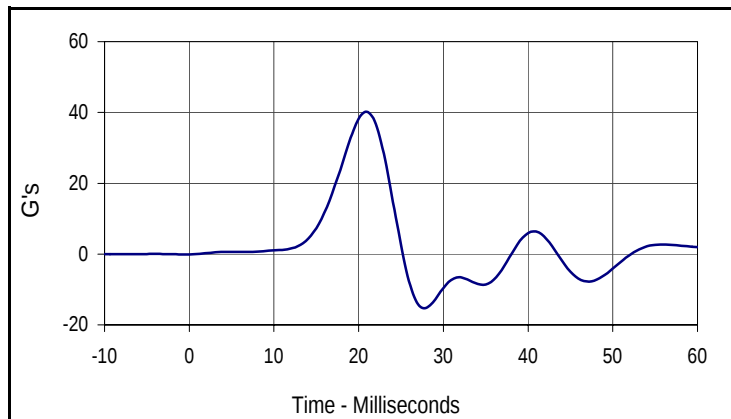
Test Date: 1/8/07
 Test I.D.: TH01G



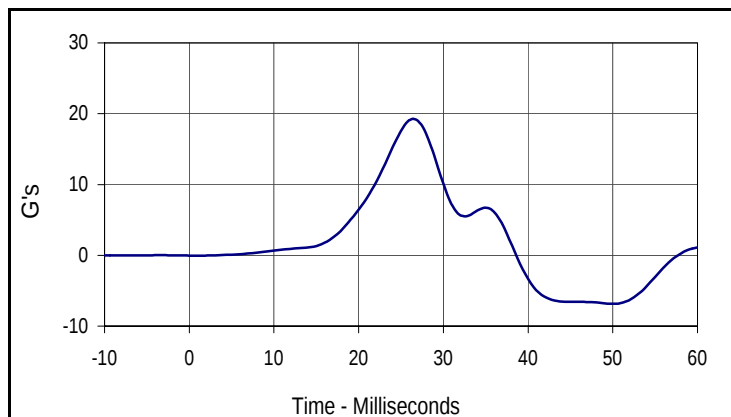
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.24	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	45.5	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	40.0	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	19.2	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
45.5	21.9	-20.0	28.8



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
40.0	20.6	-15.2	27.5



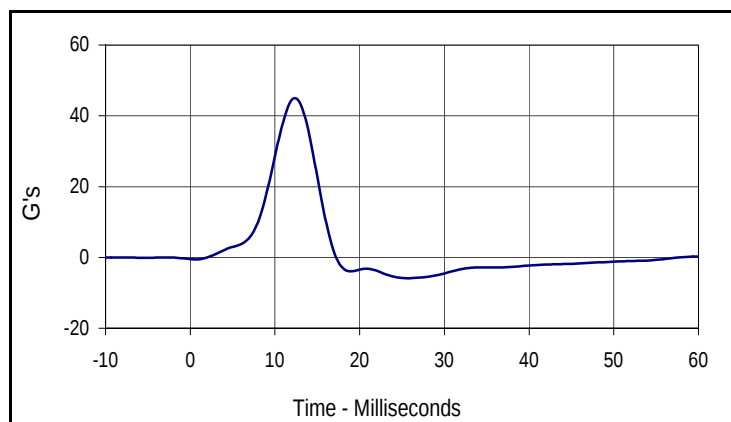
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
19.2	26.3	-6.9	50.0

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

Test Date: 1/9/07
 Test I.D.: PL01D



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.31	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	44.9	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	6.25	Pass
Overall Test Results				Pass



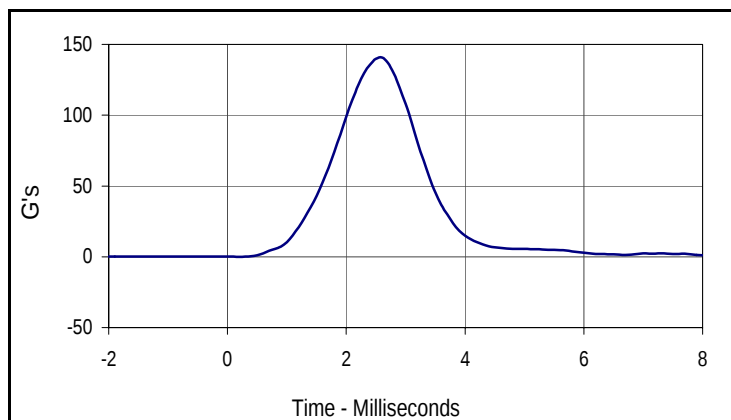
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
44.9	12.5	-5.9	25.6

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

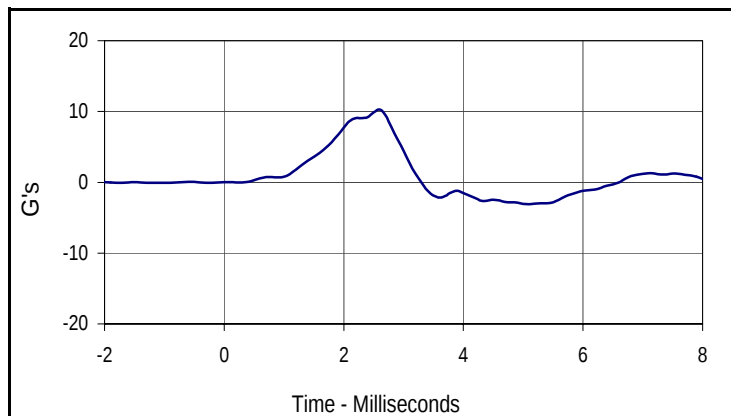
Test Date: 1/10/07
 Test I.D.: HD01D



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.7	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	140.8	Pass
Peak Longitudinal Acceleration	G's	≤15.0	10.3	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	3.9	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
140.8	2.6	0.0	0.2



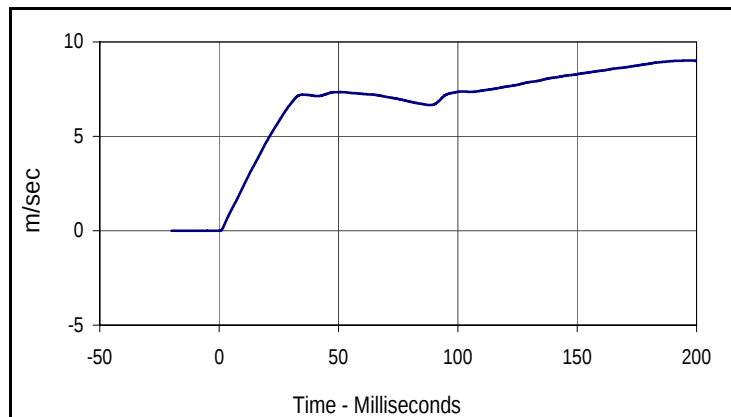
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
10.3	2.6	-3.1	5.1

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

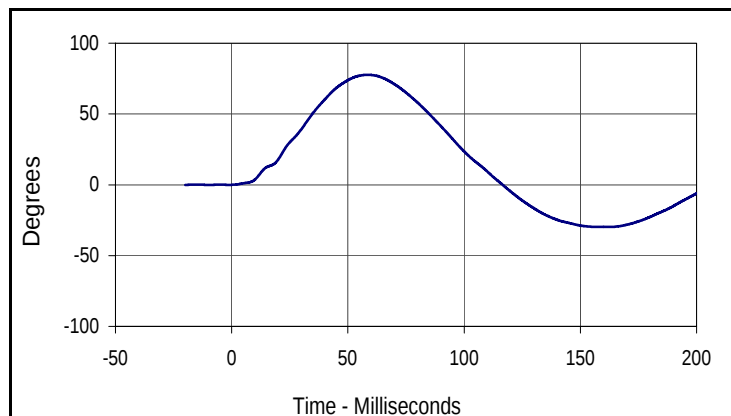
Test Date: 1/10/07
 Test I.D.: NB01D



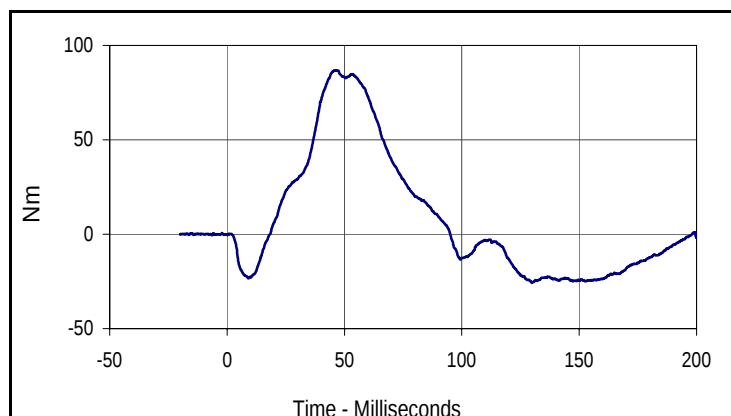
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	6.92	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.33	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.75	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.73	Pass
	40 to 70	m/sec	6.27 to 7.64	7.35	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	77.7	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	12.5	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	58.1	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	86.8	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	49.1	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
9.0	197.3	0.0	-0.1



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
77.7	58.5	-29.8	161.6



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
86.8	46.0	-25.8	129.9