

REPORT NUMBER: CAL-10-02

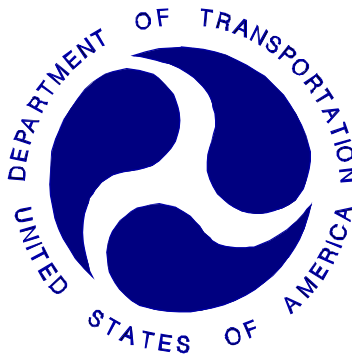
**NEW CAR ASSESSMENT PROGRAM (NCAP)  
FRONTAL BARRIER IMPACT TEST**

CAMI AUTOMOTIVE INC.  
2010 CHEVROLET EQUINOX  
4-DOOR SUV

NHTSA NUMBER: MA0115

CALSPAN TEST NUMBER: TR2415

CALSPAN CORPORATION  
TRANSPORTATION SCIENCES CENTER  
P.O. BOX 400  
BUFFALO, NEW YORK 14225



9/22/09

FINAL REPORT

PREPARED FOR:

U. S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety Administration  
Rulemaking  
Office of Crashworthiness Standards  
Mail Code: NVS-111  
1200 New Jersey Ave SE, Room W43-410  
Washington, DC 20590

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Approval Date: October 20, 2009

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**TECHNICAL REPORT STANDARD TITLE PAGE**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                                      |                  |                                                                                                                                                                                                           |                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
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| 4. Title and Subtitle<br>Final Report of NEW CAR ASSESSMENT PROGRAM (NCAP) Testing<br>of a 2010 Chevrolet Equinox 4-door SUV<br>NHTSA No. MA0115                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                                      |                  | 5. Report Date<br>9/22/09                                                                                                                                                                                 |                        |
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| 9. Performing Organization Name and Address<br>Calspan Corporation<br>4455 Genesee Street<br>Buffalo, New York 14225                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                      |                  | 10. Work Unit No.                                                                                                                                                                                         |                        |
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| 15. Supplementary Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                                      |                  |                                                                                                                                                                                                           |                        |
| 16. Abstract<br><br>A frontal load cell barrier test of a 2010 Chevrolet Equinox 4-door SUV was performed at Calspan Corporation's crash test facility in Buffalo, New York, on 9/22/09.<br>The impact velocity was 55.8 kph and the temperature at the barrier face was 22°C. The maximum post-test vehicle crush was 555 mm. The test vehicle was equipped with 3-point restraint systems, knee bolsters, and airbags at both the driver and right outboard passenger seating positions.<br>With respect to FMVSS 208 "Occupant Crash Protection - Injury Criteria" both the driver and passenger appeared to comply with head, chest, and femur requirements. The occupant injury criteria summary is as follows: |  |                                                      |                  |                                                                                                                                                                                                           |                        |
| <b>Measurement Description</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  | <b>Units</b>                                         | <b>Threshold</b> | <b>Driver (1046)</b>                                                                                                                                                                                      | <b>Passenger (064)</b> |
| <b>Head Injury Criteria (HIC - 36 ms)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | -                                                    | 1000             | 268.6                                                                                                                                                                                                     | 343.5                  |
| <b>Maximum Thorax Acceleration (3 ms Clip)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  | g's                                                  | 60 g's           | 45.1*                                                                                                                                                                                                     | 40.8                   |
| <b>Chest Displacement</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | mm                                                   | -76 mm           | -28.5                                                                                                                                                                                                     | -26.1                  |
| <b>Left Femur Force</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | Newtons                                              | -10000 N         | -3026.2                                                                                                                                                                                                   | -2723.4                |
| <b>Right Femur Force</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  | Newtons                                              | -10000 N         | -5259.0                                                                                                                                                                                                   | -1151.9                |
| *Redundant Driver Chest Z was used because primary data was questionable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |                                                      |                  |                                                                                                                                                                                                           |                        |
| 17. Key Words<br>56 kph Frontal Barrier Impact test<br>New Car Assessment Program (NCAP)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |                                                      |                  | 18. Distribution Statement<br>Copies of this report are available from:<br>NHTSA Technical Reference Division<br>National Highway Traffic Safety Admin.<br>1200 New Jersey Ave SE<br>Washington, DC 20590 |                        |
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## **SECTION 1**

### **PURPOSE AND SUMMARY OF TEST**

#### **1.1 PURPOSE**

This 55.8 kph frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-06-D-00024. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 48.3 kph requirements.

The 55.8 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Indicant Test procedure.

#### **1.2 TEST PROCEDURE**

This 55.8 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards (OCS) New Car Assessment Program (NCAP) Laboratory Indicant Test Procedure, dated December 1999. Data was obtained indicant of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Retention"; FMVSS 219, "Windshield Zone Intrusion (Partial)"; and FMVSS 301 "Fuel System Integrity" performance. Procedures for receiving, inspection testing and reporting of test results are described in the test procedures and are not repeated in this report.

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

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

Both ATDs were fully instrumented with head, chest and pelvis triaxial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were also on the driver's and passenger's lap and shoulder belts to measure dummy torso and pelvic section loading. The driver (position 1) ATD (Serial No. 1046) and the right-front passenger (position 2) ATD (Serial No.064) were calibrated previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C.

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

### 1.3 SUMMARY OF FRONTAL BARRIER IMPACT TEST

A load cell barrier consisting of 36 load cells was impacted by a 2010 Chevrolet Equinox 4-door SUV at a velocity of 55.8 kph. The test was performed at Calspan on 9/22/09. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The occupant data is summarized below.

| ATD              | HIC   | T <sub>1</sub> | T <sub>2</sub> | Clip (g) | T <sub>1</sub> | T <sub>2</sub> | Chest<br>Disp.<br>(mm) | Left<br>Femur (N) | Right<br>Femur (N) |
|------------------|-------|----------------|----------------|----------|----------------|----------------|------------------------|-------------------|--------------------|
| <b>Driver</b>    | 268.6 | 63.0           | 99.0           | 45.1*    | 69.0           | 72.0           | -28.5                  | -3026.2           | -5259.0            |
| <b>Passenger</b> | 343.5 | 81.5           | 117.5          | 40.8     | 78.2           | 81.2           | -26.1                  | -2723.4           | -1151.9            |

\*Redundant Driver Chest Z was used because primary data was questionable

The test data can be found on the NHTSA website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

| TEST NOTES     |                      |
|----------------|----------------------|
| Data Channel   | Anomalies            |
| Driver Chest Z | Data is questionable |
|                |                      |
|                |                      |
|                |                      |
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|                |                      |
|                |                      |
|                |                      |
|                |                      |

**SECTION 2**  
**OCCUPANT AND VEHICLE INFORMATION**

**DATA SHEET NO. 1**  
**CRASH TEST SUMMARY**

Vehicle NHTSA No.: MA0115 Test Mode: 56.3 kph Frontal Barrier  
 Test Date: 9/22/09 Time: 14:30 Temperature: 22 °C  
 Vehicle Make/Model/Body Style: 2010 Chevrolet Equinox 4-door SUV  
 Vehicle Test Weight: 2054.5 kg Impact Velocity: 55.8 kph (55.5 – 57.1 kph)  
 Vehicle/Barrier Impact Angle: 0 ° Max Static Crush: 555 mm

**ATD INFORMATION AND VISIBLE CONTACT POINTS**

|                     | DRIVER                                  | PASSENGER                               |
|---------------------|-----------------------------------------|-----------------------------------------|
| ATD Type:           | Part 572E                               | Part 572E                               |
| Restraint System:   | Seatbelt, Airbag, Knee Bolster          | Seatbelt, Airbag, Knee Bolster          |
| Head Contact:       | Airbag / Back of head to Head Restraint | Airbag / Back of head to Head Restraint |
| Abdomen Contact:    | None                                    | None                                    |
| Chest Contact:      | Airbag                                  | Airbag                                  |
| Left Knee Contact:  | Knee Bolster                            | Knee Bolster                            |
| Right Knee Contact: | Knee Bolster                            | Knee Bolster                            |

**DOOR OPENING, SEAT TRACK AND GLAZING INFORMATION**

| Description                 | Driver Side                                                                | Passenger Side    |
|-----------------------------|----------------------------------------------------------------------------|-------------------|
| Door Lock Status            | Locked                                                                     | Locked            |
| Front Door Opening          | Closed / Operable                                                          | Closed / Operable |
| Rear Door Opening           | Closed / Operable                                                          | Closed / Operable |
| Hatch/Other Door Opening    | Closed / Operable                                                          |                   |
| Front Seat Track Shift (mm) | 7 mm forward                                                               | 5 mm forward      |
| Front Seat Back Failure     | None                                                                       | None              |
| Glazing Damage              | Windshield glass was cracked along bottom portion while still being intact |                   |

**VEHICLE REBOUND FROM BARRIER**

| Measured Parameter | Left Side (mm) | Center (mm) | Right Side (mm) | Average (mm) |
|--------------------|----------------|-------------|-----------------|--------------|
| Value              | 662            | 589         | 538             | 596          |

**BELT LENGTH DATA**

| Measurement Description                                                                   | Units | Driver | Passenger |
|-------------------------------------------------------------------------------------------|-------|--------|-----------|
| Shoulder belt length as measured on ATD                                                   | mm    | 871    | 859       |
| Lap belt length as measured on ATD                                                        | mm    | 496    | 566       |
| Belt length from trim panel exit to bolt hole anchor point for continuous webbing systems | mm    | N/A    | N/A       |

DATA SHEET NO. 2  
GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2010 Chevrolet Equinox 4-door SUV

NHTSA No. : MA0115 ; VIN: 2CNFLCEW1A6224978 ; Color: Dark Gray

Engine Data: 4 cylinders; - CID; 2.4 Liters; - cc

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

Transmission Data: 6 speeds; - Manual; x Automatic; - Overdrive

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

AUTOMATIC DOOR LOCKS:

Is test vehicle equipped with Automatic Door Locks (ADLs)? x Yes; - No;

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

DEALER AND DELIVERY INFORMATION:

Date Received: 9/09/09 ; Odometer Reading 37 km

Selling Dealer: West Herr Chevrolet

Dealer Address: 5025 Southwestern Blvd. Hamburg NY 14075

TEST VEHICLE OPTIONS:

x AC; x Power Steering; x Power Brakes; x Power Locks; x Power Seats

x ABS; x Tilt Wheel; x Stability Control x Traction Control x Anti-Theft

SAFETY BELT FEATURES:

Driver: x Pretensioner (Shoulder); x Load Limiter; x Adjustable Anchorage

Passenger: x Pretensioner (Shoulder); x Load Limiter; x Adjustable Anchorage

AIRBAG FEATURES:

| Position        | Frontal | Knee Bolster | Side Torso | Side Head/Torso Combination | Side Curtain |
|-----------------|---------|--------------|------------|-----------------------------|--------------|
| Driver:         | X       | -            | X          | -                           | X            |
| Passenger:      | X       | -            | X          | -                           | X            |
| Rear Passenger: | -       | -            | -          | -                           | X            |

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: CAMI Automotive Inc.

Date of Manufacture 08/09

GVWR: 2300 kg; GAWR: 1175 kg FRONT; 1240 kg REAR

VEHICLE CAPACITY DATA:

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

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

Vehicle Capacity Weight (VCW) = 508 kg

No. of Occupants x 68.04 kg = 340.2 kg

Rated Cargo/Luggage Weight (RCLW) = 167.8 Kg **136 kg maximum**

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

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

|                                       | Left Side (kg) | Right Side (kg) | Ratio (%) | Total (kg) |
|---------------------------------------|----------------|-----------------|-----------|------------|
| <b>Front =</b>                        | 402.0          | 496.0           | 50.6      | 898.0      |
| <b>Rear =</b>                         | 501.0          | 375.0           | 49.4      | 876.0      |
| <b>Total Delivered Weight (UDW) =</b> |                |                 |           | 1774.0     |

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

|                                     |   |        |    |
|-------------------------------------|---|--------|----|
| Total Delivered Weight (UDW)        | = | 1774.0 | kg |
| Rated Cargo/Luggage Weight (RCLW)   | = | 136.0  | kg |
| Weight of 2 p.572 Dummies @ 76 each | = | 152.0  | kg |
| TARGET TEST WEIGHT                  | = | 2062.0 | kg |

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND      128.5 KG OF CARGO WEIGHT:

|                                          | Left Side (kg) | Right Side (kg) | Ratio (%) | Total (kg) |
|------------------------------------------|----------------|-----------------|-----------|------------|
| <b>Front =</b>                           | 550.5          | 515.0           | 51.9      | 1065.5     |
| <b>Rear =</b>                            | 479.5          | 509.5           | 48.1      | 989.0      |
| <b>Total Vehicle Test Weight (ATW) =</b> |                |                 |           | 2054.5     |

Weight of Ballast Secured in Vehicle Trunk Area<sup>1</sup> = 105 kg

Vehicle Components Removed for Weight Reduction: None

VEHICLE ATTITUDE (all dimension in millimeters):

|               | Left Front | Right Front | Left Rear | Right Rear | CG <sup>2</sup> |
|---------------|------------|-------------|-----------|------------|-----------------|
| AS DELIVERED: | 838        | 845         | 866       | 869        | 1411.3          |
| FULLY LOADED: | 828        | 836         | 839       | 842        | -               |
| AS TESTED:    | 830        | 838         | 843       | 842        | 1375.8          |

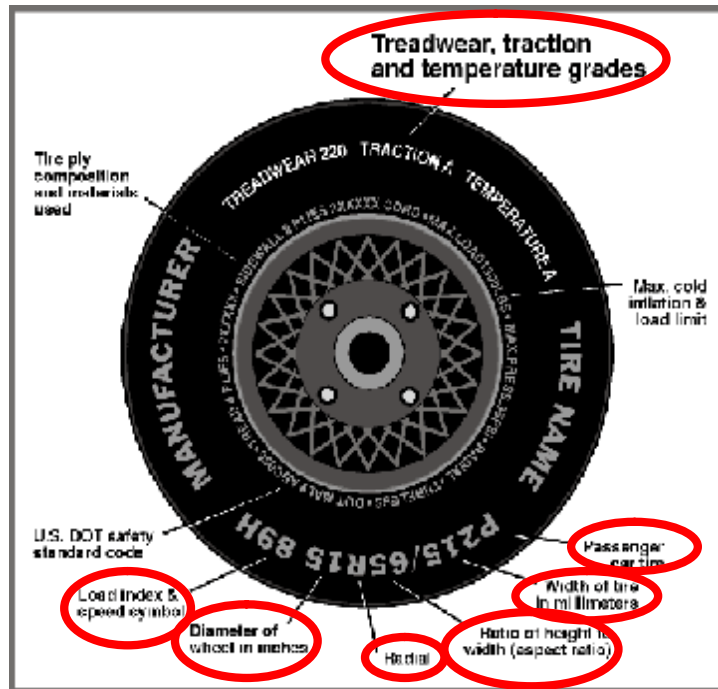
Vehicle's Wheel Base: 2858 mm

<sup>1</sup>Ballast weight does not include the weight of instrumentation, on-board cameras and data acquisition system

<sup>2</sup>Rearward of the front axle centerline.

DATA SHEET NO. 3  
TEST VEHICLE TIRE INFORMATION

Vehicle Year/Make/Model/Body Style: 2010 Chevrolet Equinox 4-door SUV  
NHTSA Test No.: MA0115 Test Date: 9/22/09



| Measured Parameter                          | Front      | Rear       |
|---------------------------------------------|------------|------------|
| Maximum Tire Pressure (from sidewall - kPa) | 300        | 300        |
| Cold Pressure (from tire placard - kPa)*    | 240        | 240        |
| Recommended Tire Size (from tire placard)   | P225/65R17 | P225/65R17 |
| Tire size on Vehicle                        | P225/65R17 | P225/65R17 |
| Tire Manufacturer                           | Michelin   | Michelin   |
| Tire Name                                   | Latitude   | Latitude   |
| Tire Type                                   | Passenger  | Passenger  |
| Tire Width (mm)                             | 225        | 225        |
| Ratio of Height to Width (aspect ratio)     | 65         | 65         |
| Radial                                      | Radial     | Radial     |
| Wheel Diameter                              | 17         | 17         |
| Load Index & Speed Symbol                   | 100T       | 100T       |
| Treadwear                                   | 720        | 720        |
| Traction Grade                              | A          | A          |
| Temperature Grade                           | B          | B          |

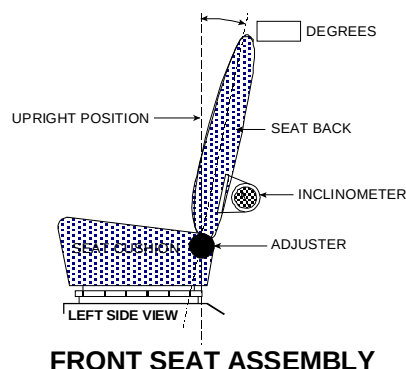
\*Tire pressure used for test

DATA SHEET NO. 4  
TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2010    Vehicle Model: Chevrolet Equinox    Body Style : 4-door SUV

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



Seat back angle for driver's seat: 2.8

Measurement instructions: 2.8 degrees measured on the head restraint post

Seat back angle for passenger's seat: 2.8

Measurement instructions: 2.8 degrees measured on the head restraint post

2. SEAT FORE AND AFT POSITIONING:

Positioning of the driver's seat: Full up / forward – Full down / rearward = 342mm

Face of cushion set at 171 mm with seat full down vertically

Positioning of the passenger's seat: Full forward – Full rearward = 270 mm

Seat was centered at 135 mm

3. FUEL TANK CAPACITY DATA:

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 71.2 liters

B. "Usable Capacity" of the optional equipment fuel tank is 79.1 liters

C. "Usable Capacity" of the vehicle(s) used for certification  
testing to requirements of FMVSS 301 = 65.5 to 66.9 liters

3.2 Actual Amount of Stoddard solvent added to vehicle for test = 66.2 liters

3.3 One-Third of Useable Capacity = 23.7 liters

3.4 Is vehicle equipped with electric fuel pump? Yes- x ; No- -

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

With ignition turned "ON"

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

4. STEERING COLUMN ADJUSTMENTS:

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

Operational Instructions: Tilt wheel had 3degree range of motion and was set to geometric center.

Full up angle – 64.5 Full down angle – 67.6 Centered angle is 66.0 degrees.

Telescopic column had 56 mm travel and was set to center of travel (27 mm)

5. SEAT BELT UPPER ANCHORAGE:

Nominal design riding position: Anchorage were set at the uppermost position.

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

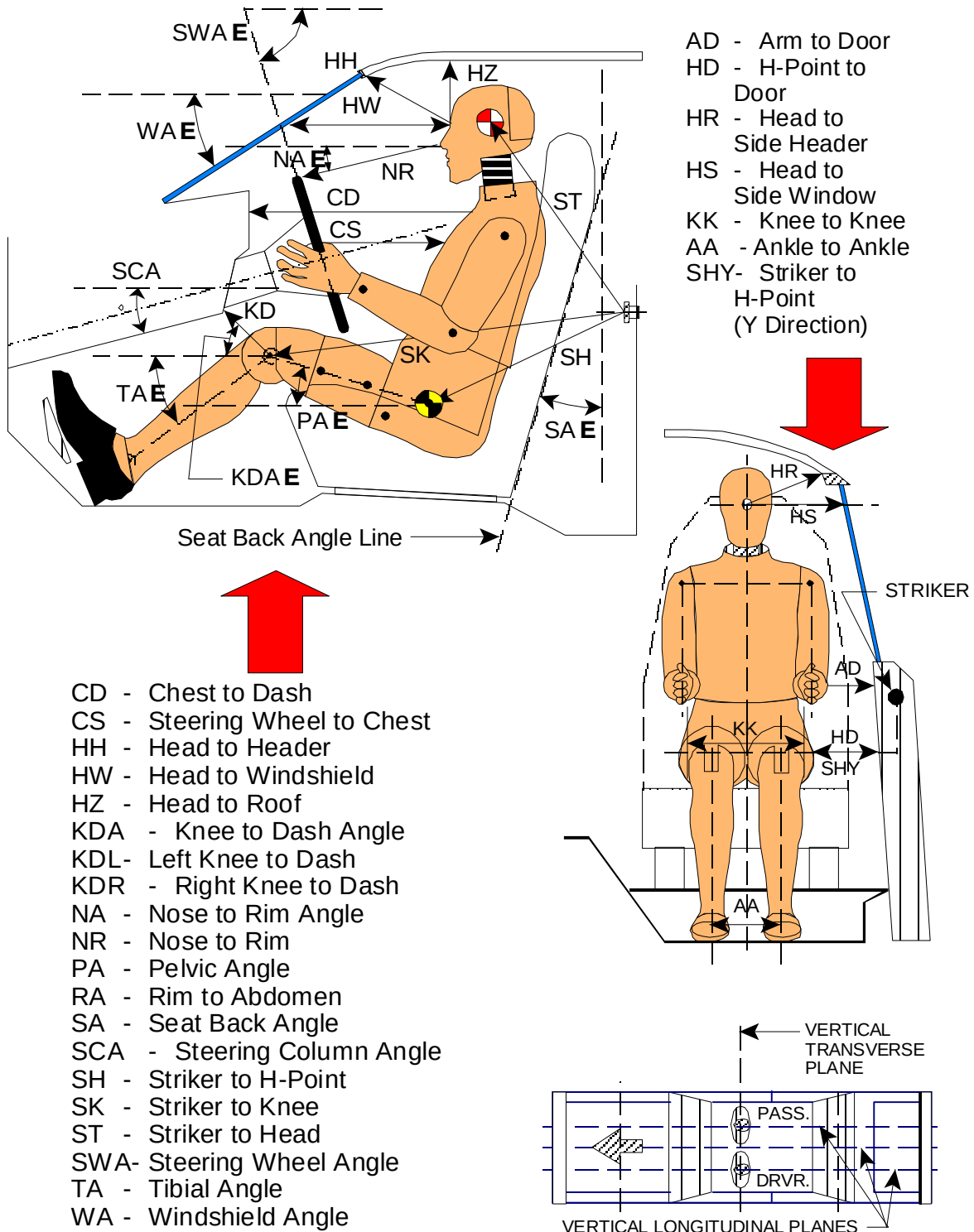
Does vehicle owner's manual describe how to deactivate ADLs?   -   Yes;   x   No;   -   N/A

Comments: None

# DATA SHEET NO. 5

## FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE

### DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



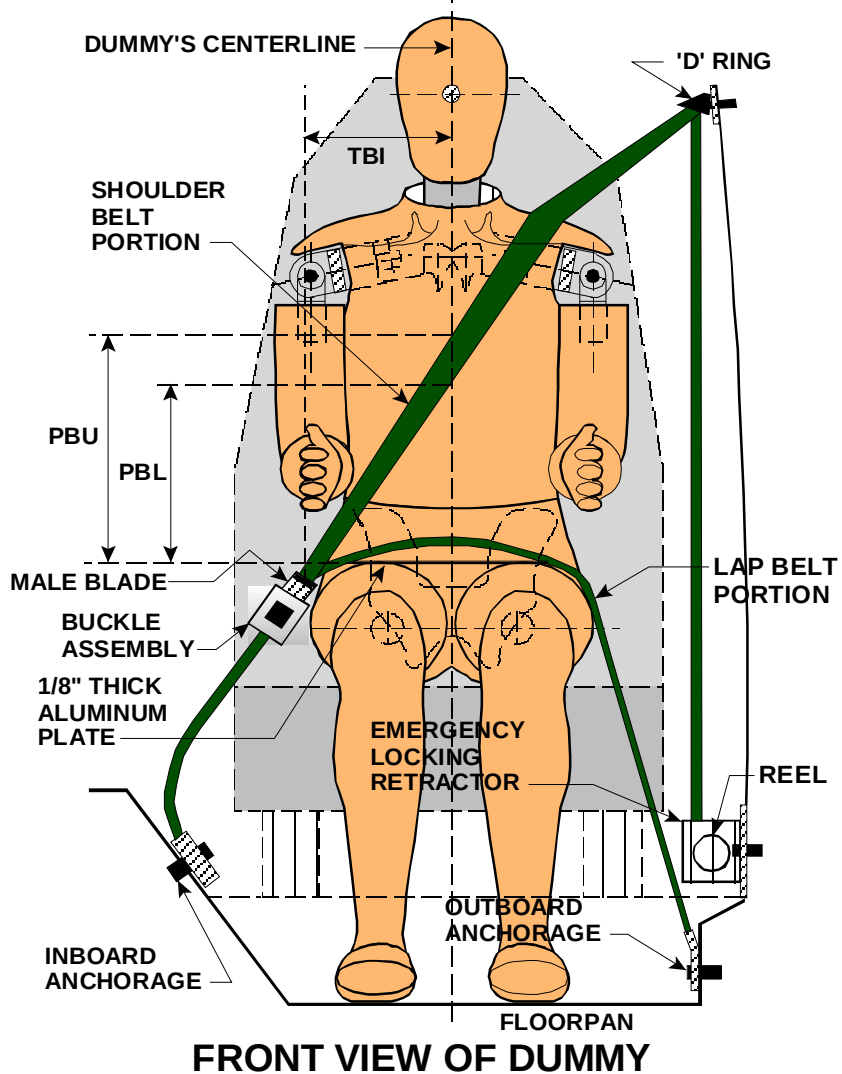
DATA SHEET NO. 5  
FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE (cont.)

|                  | DRIVER (Serial #1046) |             |          | PASS. (Serial #064) |             |          |
|------------------|-----------------------|-------------|----------|---------------------|-------------|----------|
| WA <sup>o</sup>  | 31.2 deg.             |             |          | N/A                 |             |          |
| SWA <sup>o</sup> | 24.0 deg.             |             |          | N/A                 |             |          |
| SCA <sup>o</sup> | 66.0 deg.             |             |          | N/A                 |             |          |
| SA <sup>o</sup>  | 2.8 deg.              |             |          | 2.8 deg.            |             |          |
| HZ               | 268                   |             |          | 199                 |             |          |
| HH               | 461                   |             |          | 416                 |             |          |
| HW               | 819                   |             |          | 651                 |             |          |
| HR               | 249                   |             |          | 221                 |             |          |
| NR               | 398                   | Angle       | 3.5 deg. | N/A                 |             |          |
| CD               | 545                   |             |          | 527                 |             |          |
| CS               | 333                   |             |          | N/A                 |             |          |
| RA               | 204                   |             |          | N/A                 |             |          |
| KDL              | 169                   | Angle (KDA) | 26 deg.  | 145                 |             |          |
| KDR              | 149                   |             |          | 167                 | Angle (KDA) | 37 deg.  |
| PA <sup>o</sup>  | 24.5 deg.             |             |          | 23.5 deg.           |             |          |
| TA <sup>o</sup>  | 49.5 deg.             |             |          | 53.6 deg.           |             |          |
| KK               | 327                   |             |          | 270                 |             |          |
| AA               | 314                   |             |          | 261                 |             |          |
| ST               | 495                   | Angle       | 7 deg.   | 553                 | Angle       | 8 deg.   |
| SK               | 581                   | Angle       | 90 deg.  | 574                 | Angle       | 95 deg.  |
| SH               | 241                   | Angle       | 131 deg. | 227                 | Angle       | 122 deg. |
| SHY              | 241                   |             |          | 243                 |             |          |
| HS               | 385                   |             |          | 359                 |             |          |
| HD               | 148                   |             |          | 152                 |             |          |
| AD               | 113                   |             |          | 124                 |             |          |

Dimensions in millimeters

DATA SHEET NO. 6  
SEAT BELT POSITIONING DATA

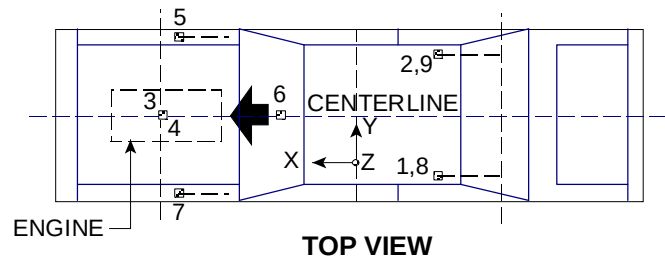
### SEAT BELT POSITIONING DATA



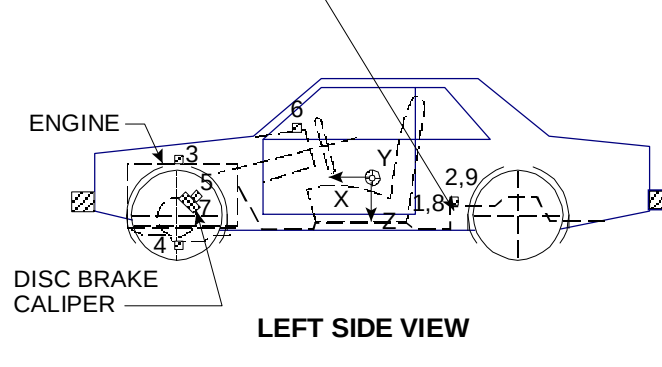
|                                                     | DRIVER DUMMY<br>(mm) | PASSENGER DUMMY<br>(mm) |
|-----------------------------------------------------|----------------------|-------------------------|
| PBU -- Top surface of alum. plate to upper edge     | 335                  | 320                     |
| PBL-- Top surface of alum. plate to belt lower edge | 240                  | 230                     |
| LAP BELT TENSION                                    | 10 N                 | 10 N                    |
| SHOULDER BELT TENSION                               | Retractor            | Retractor               |

DATA SHEET NO. 7  
VEHICLE ACCELEROMETER LOCATIONS

**VEHICLE ACCELEROMETER LOCATIONS**



REAR SEAT CUSHION  
ASSY. FRONT ATTACHMENT  
BRACKET SUPPORT



| No. | LOCATION                        | PRE-TEST LENGTH (mm) |      |     |
|-----|---------------------------------|----------------------|------|-----|
|     |                                 | X                    | Y    | Z   |
| 1   | Left Rear Seat Cross Member X   | 1757                 | -565 | 496 |
| 2   | Right Rear Seat Cross Member X  | 1761                 | 562  | 490 |
| 3   | Top of Engine Block             | 4106                 | 351  | 791 |
| 4   | Bottom of Engine                | 4346                 | 102  | 235 |
| 5   | Disc Brake Caliper @ Right Side | 3785                 | 617  | 673 |
| 6   | Instrument Panel**              | -                    | -    | -   |
| 7   | Disc Brake Caliper @Left Side   | 3784                 | -613 | 656 |
| 8   | Left Rear Seat Cross Member Z   | 1757                 | -565 | 496 |
| 9   | Right Rear Seat Cross Member Z  | 1761                 | 562  | 490 |

X – From rear surface of vehicle (+ forward)

Y – From vehicle centerline (+ right)

Z – From ground plane (+ up)

\*\* Accelerometer was not requested by the COTR

DATA SHEET NO.8  
SUMMARY OF FMVSS 212 and FMVSS 219 (Partial) DATA

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

Windshield is bonded in place and covered with a 5 mm molding.

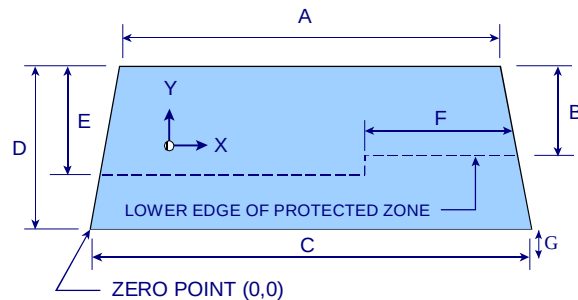
FMVSS 212 REQUIREMENTS:

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

Temperature of windshield molding during test: 22°C.

FMVSS 212 TEST DATA

|            | WINDSHIELD PERIPHERY |                | % OF RETENTION |
|------------|----------------------|----------------|----------------|
|            | PRE-TEST (mm)        | POST-TEST (mm) |                |
| RIGHT SIDE | 2110.5               | 2110.5         | 100.0%         |
| LEFT SIDE  | 2110.5               | 2110.5         | 100.0%         |
| TOTAL      | 4221.0               | 4221.0         | 100.0%         |



| DIMENSIONS (mm) |      |
|-----------------|------|
| A               | 1204 |
| B               | 541  |
| C               | 1471 |
| D               | 773  |
| E               | 544  |
| F               | 464  |
| G               | 5    |

FRONT VIEW OF WINDSHIELD

FAILURE DETAILS:

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm: None

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

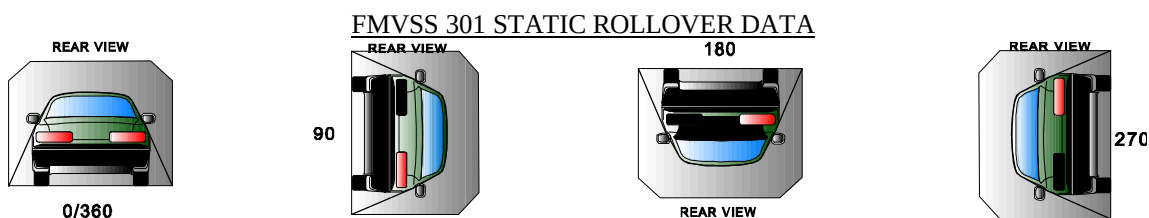
DATA SHEET NO. 9  
SUMMARY OF FMVSS NO. 301 DATA

NHTSA TEST No.: \_\_\_\_\_ MA0115 \_\_\_\_\_ TEST DATE: \_\_\_\_\_ 9/22/09 \_\_\_\_\_  
VEHICLE MAKE/MODEL: \_\_\_\_\_ 2010 Chevrolet Equinox 4-door SUV \_\_\_\_\_  
FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA

FUEL SPILLAGE MEASUREMENT:

| Time Interval                       | Amount | Maximum Allowable Spillage |
|-------------------------------------|--------|----------------------------|
| Impact Until Motion Ceases          | 0      | 28 g                       |
| First Five Minutes Following Impact | 0      | 142 g                      |
| Next 25 Minutes                     | 0      | 28 g / 1 minute            |

SOLVENT SPILLAGE DETAILS: None



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

| Rollover Stage | Rotation Time (spec. 1 -3 min) |         |    |         | FMVSS 301 Hold Time |         | Total Time |         |    |         | Next Whole Minute Interval |         |
|----------------|--------------------------------|---------|----|---------|---------------------|---------|------------|---------|----|---------|----------------------------|---------|
| 0° - 90°       | 1                              | minutes | 09 | seconds | 5                   | minutes | 6          | minutes | 9  | seconds | 7                          | minutes |
| 90° - 180°     | 1                              | minutes | 13 | seconds | 5                   | minutes | 6          | minutes | 13 | seconds | 7                          | minutes |
| 180°-270°      | 1                              | minutes | 14 | seconds | 5                   | minutes | 6          | minutes | 14 | seconds | 7                          | minutes |
| 270°-360°      | 1                              | minutes | 08 | seconds | 5                   | minutes | 6          | minutes | 8  | seconds | 7                          | minutes |

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

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

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

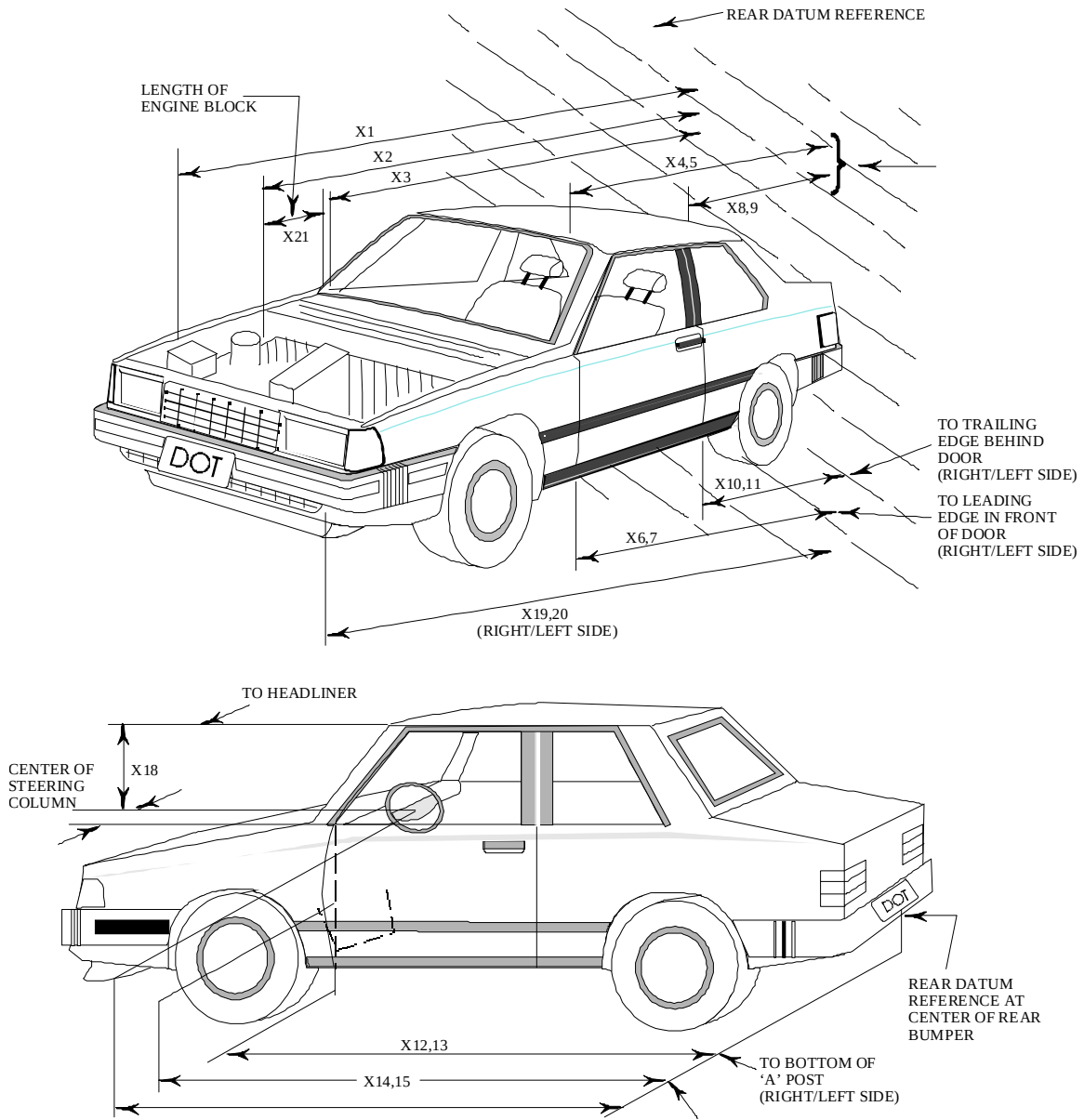
| Rollover Stage | First 5 minutes from onset of rotation (g) | 6th min. (g) | 7th min. (g) | 8th min. (if required) (g) |
|----------------|--------------------------------------------|--------------|--------------|----------------------------|
| 0° - 90°       | 0                                  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

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

IV. SOLVENT SPILLAGE LOCATION(S):

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

DATA SHEET NO. 10  
TEST VEHICLE MEASUREMENTS



DATA SHEET NO.10  
VEHICLE MEASUREMENTS (cont.)

NHTSA TEST No.: \_\_\_\_\_ MA0115 TEST DATE: \_\_\_\_\_ 9/22/09  
VEHICLE MAKE/MODEL: \_\_\_\_\_ 2010 Chevrolet Equinox 4-door SUV

| No. |                                                              | Pre-Test | Post-Test | Difference |
|-----|--------------------------------------------------------------|----------|-----------|------------|
| X1  | Total Length of Vehicle at Centerline                        | 4774     | 4250      | 524        |
| X2  | Rear Surface of Vehicle to Front of Engine                   | 4327     | 3896      | 431        |
| X3  | Rear Surface of Vehicle to Firewall                          | 3785     | 3826      | -41        |
| X4  | Rear Surface of Vehicle to Upper Leading Edge of Right Door  | 3234     | 3232      | 2          |
| X5  | Rear Surface of Vehicle to Upper Leading Edge of Left Door   | 3231     | 3231      | 0          |
| X6  | Rear Surface of Vehicle to Lower Leading Edge of Right Door  | 3271     | 3265      | 6          |
| X7  | Rear Surface of Vehicle to Lower Leading Edge of Left Door   | 3269     | 3269      | 0          |
| X8  | Rear Surface of Vehicle to Upper Trailing Edge of Right Door | 2186     | 2185      | 1          |
| X9  | Rear Surface of Vehicle to Upper Trailing Edge of Left Door  | 2185     | 2185      | 0          |
| X10 | Rear Surface of Vehicle to Lower Trailing Edge of Right Door | 2216     | 2211      | 5          |
| X11 | Rear Surface of Vehicle to Lower Trailing Edge of Left Door  | 2215     | 2216      | -1         |
| X12 | Rear Surface of Vehicle to Bottom of "A" Post of Right Side  | 3362     | 3357      | 5          |
| X13 | Rear Surface of Vehicle to Bottom of "A" Post of Left Side   | 3363     | 3361      | 2          |
| X14 | Rear Surface of Vehicle to Firewall, Right Side              | 3894     | 3716      | 178        |
| X15 | Rear Surface of Vehicle to Firewall, Left Side               | 3891     | 3835      | 56         |
| X16 | Rear Surface of Vehicle to Steering Column                   | 2816     | 2842      | -26        |
| X17 | Center of Steering Column to "A" Post                        | 279      | 275       | 4          |
| X18 | Center of Steering Column to Headliner                       | 430      | 430       | 0          |
| X19 | Rear Surface of Vehicle to Right Side of Front Bumper        | 4660     | 4177      | 483        |
| X20 | Rear Surface of Vehicle to Left Side of Front Bumper         | 4661     | 4197      | 464        |
| X21 | Length of Engine Block                                       | 526      | 526       | 0          |
| RD  | Rear Surface of Vehicle to Right Side of Dash Panel          | 2979     | 2974      | 5          |
| CD  | Rear Surface of Vehicle to Center of Dash Panel              | 3028     | 3022      | 6          |
| LD  | Rear Surface of Vehicle to Left Side of Dash Panel           | 2976     | 2975      | 1          |

All Dimensions in mm

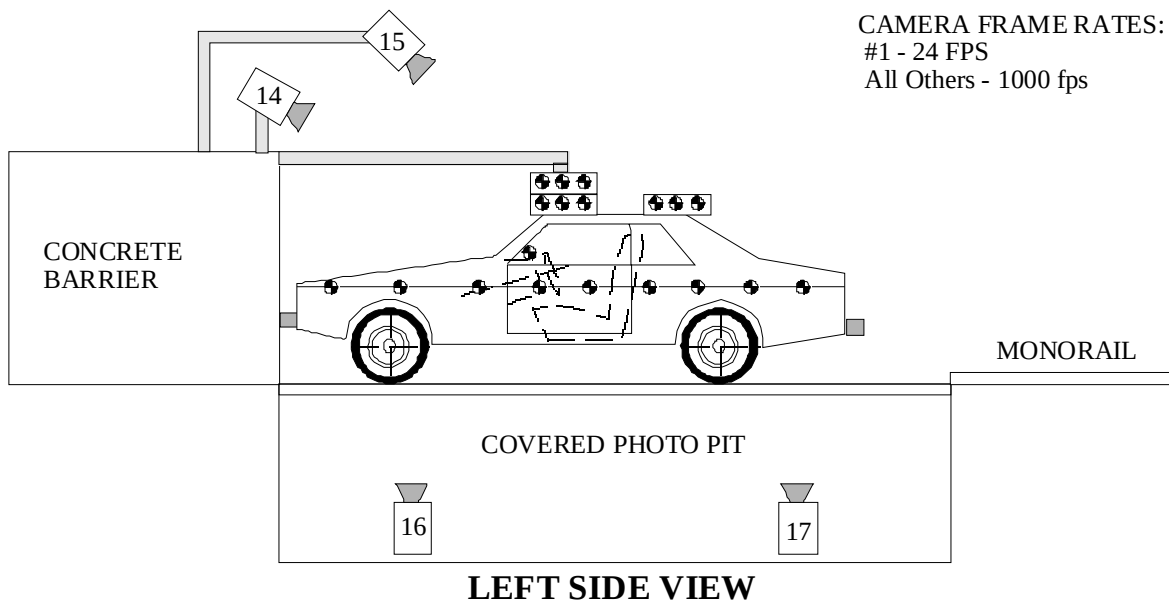
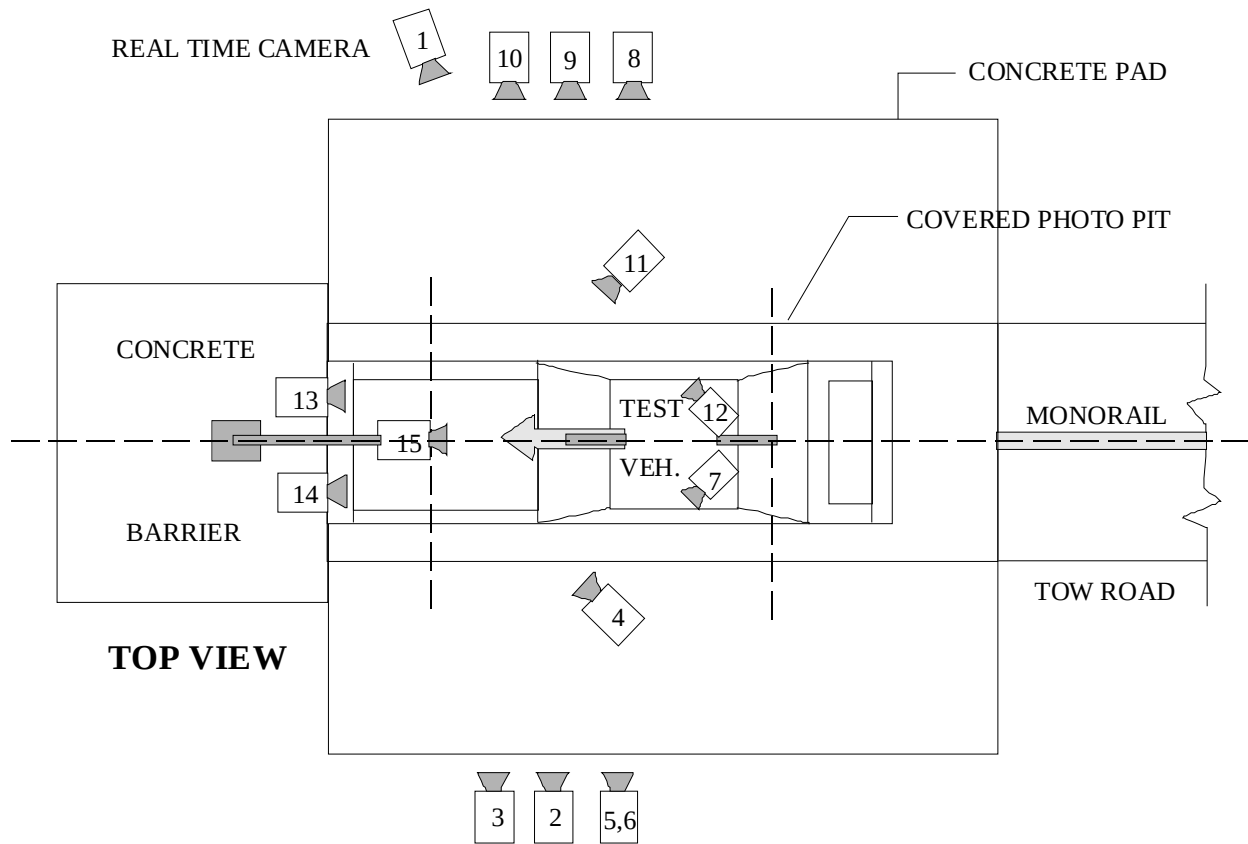
DATA SHEET NO.10  
VEHICLE MEASUREMENTS (cont.)

NHTSA TEST No.: MA0115 TEST DATE: 9/22/09  
VEHICLE MAKE/MODEL: 2010 Chevrolet Equinox 4-door SUV

TARGET VEHICLE STRUCTURAL MEASUREMENTS

|    | Elements                              | Pre-Test (mm) |
|----|---------------------------------------|---------------|
| 1  | Total length                          | 4774          |
| 2  | Total Width                           | 1794          |
| 3  | Bumper Top Height                     | 544           |
| 4  | Bumper Bottom Height                  | 423           |
| 5  | Longitudinal Member Top Height        | 593           |
| 6  | Distance Between Longitudinal Members | 1136          |
| 7  | Longitudinal Member Width             | 128           |
| 8  | Engine top height                     | 1036          |
| 9  | Engine bottom height                  | 235           |
| 10 | Engine and gearbox width              | 802           |
| 11 | Front bumper-engine distance          | 447           |
| 12 | Front shock absorber fixing height    | 1004          |
| 13 | Bonnet leading edge height            | 912           |
| 14 | Front shock absorber fixing width     | 1158          |
| 15 | Front bumper – front axle distance    | 945           |
| 16 | Front axle – A pillar distance        | 548           |
| 17 | A-pillar – B pillar distance          | 1067          |
| 18 | B-pillar – rear axle distance         | 1241          |
| 19 | B-pillar – C Pillar distance          | 1114          |
| 20 | Roof sill bottom height               | 1511          |
| 21 | Roof sill top height                  | 1642          |
| 22 | Floor sill bottom height              | 395           |
| 23 | Floor sill top height                 | 458           |

DATA SHEET NO.11  
HIGH-SPEED CAMERA LOCATIONS



DATA SHEET NO.11  
HIGH-SPEED CAMERA LOCATIONS (cont.)

NHTSA Test No.: MA0115 Vehicle: 2010 Chevrolet Equinox 4-door SUV

| CAMERA NO. | VIEW                        | CAMERA POSITIONS (mm)* |      |       | ANGLE (deg)** | FILM PLANE TO HEAD TARGET | LENS (mm) | SPEED (fps) |
|------------|-----------------------------|------------------------|------|-------|---------------|---------------------------|-----------|-------------|
|            |                             | X                      | Y    | Z     |               |                           |           |             |
| 1          | Real-Time Camera            | -                      | -    | -     | -             | -                         | -         | 30          |
| 2          | Overall Left Side           | 7730                   | 2055 | 955   | 0.4           | 7281                      | 28        | 1000        |
| 3          | Left Side View              | 9846                   | 1155 | 975   | 1.8           | 9397                      | 50        | 1000        |
| 4          | Driver and Interior View    | 8430                   | 2905 | 2075  | 7.9           | -                         | 35        | 500         |
| 5          | Steering Column (Bottom)    | 8202                   | 1665 | 1205  | 3.6           | 7753                      | 25        | 1000        |
| 6          | Steering Column (Top)       | 8202                   | 1665 | 1805  | 8.4           | 7753                      | 28-70     | 1000        |
| 7          | Left CRS Lateral View       | -                      | -    | -     | -             | -                         | -         | -           |
| 8          | Overall Right Side          | 7456                   | 1860 | 890   | 1.3           | 7007                      | 28        | 500         |
| 9          | Right Side View             | 9201                   | 1245 | 1075  | 0.9           | 8752                      | 50        | 1000        |
| 10         | Right Passenger View        | 8413                   | 1620 | 1115  | 0.3           | 7964                      | 35        | 1000        |
| 11         | Passenger and Interior View | 7456                   | 2870 | 1885  | 8.1           | -                         | 35        | 500         |
| 12         | Right CRS Lateral View      | -                      | -    | -     | -             | -                         | -         | -           |
| 13         | Passenger Front View        | 620                    | -92  | 1987  | 33.8          | -                         | 13        | 500         |
| 14         | Driver Front View           | 620                    | -92  | 1987  | 33.4          | -                         | 13        | 500         |
| 15         | Windshield View             | 0                      | -530 | 3374  | 48.1          | -                         | 20        | 500         |
| 16         | Pit View of Engine          | 0                      | 615  | -3048 | 90            | -                         | 13        | 500         |
| 17         | Pit View of Fuel Tank       | 0                      | 2995 | -3048 | 90            | -                         | 13        | 500         |

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

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

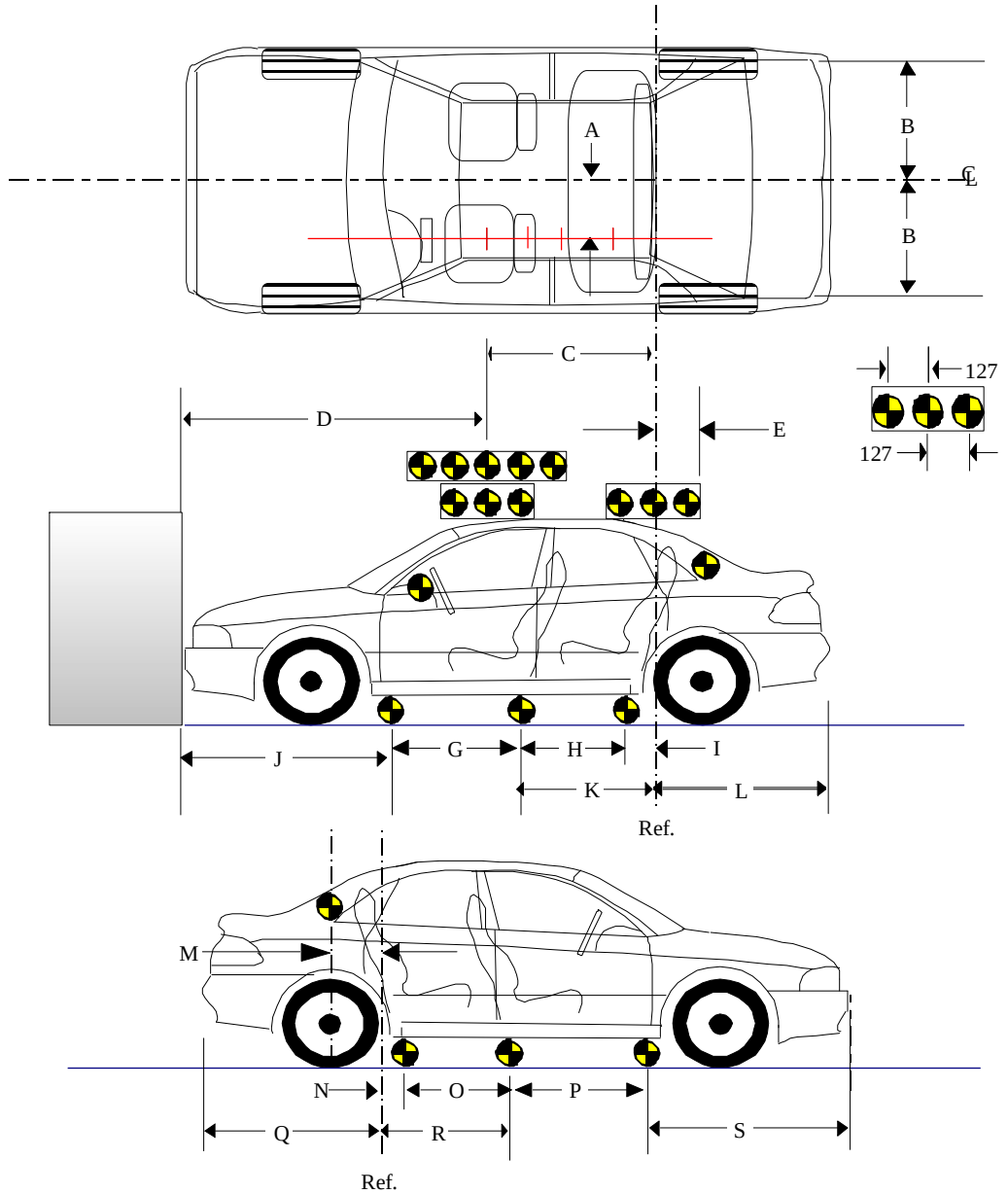
Z = film plane to ground

DATA SHEET NO. 12  
VEHICLE REFERENCE PHOTO TARGET LOCATIONS

NHTSA Test No.: MA0115 Vehicle: 2010 Chevrolet Equinox 4-door SUV

(Dimensions in millimeters)

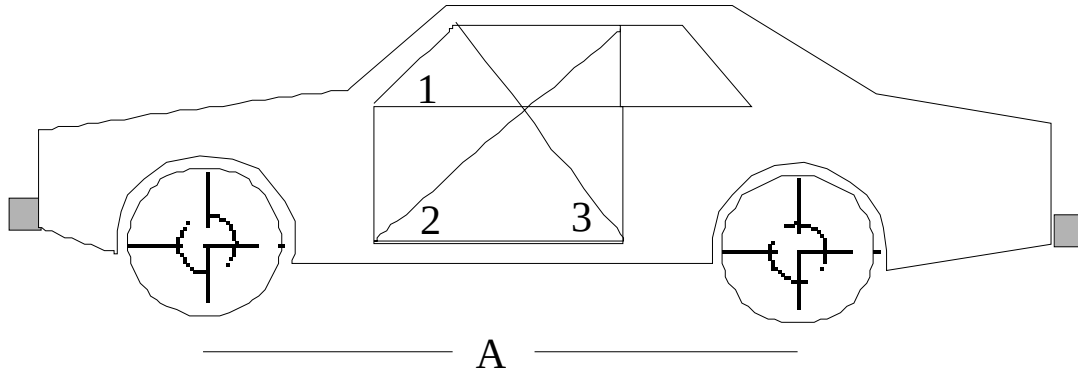
|   |      |
|---|------|
| A | 373  |
| B | 711  |
| C | 1218 |
| D | 2210 |
| E | 94   |
| F | 1636 |
| G | 924  |
| H | 936  |
| I | 133  |
| J | 1445 |
| K | 1069 |
| L | 1337 |
| M | 92   |
| N | 135  |
| O | 927  |
| P | 928  |
| Q | 1337 |
| R | 1062 |
| S | 1446 |



DATA SHEET NO. 13  
VEHICLE INTRUSION MEASUREMENTS

NHTSA Test No.: MA0115 Vehicle: 2010 Chevrolet Equinox 4-door SUV

DOOR OPENING WIDTH AND WHEELBASE MEASUREMENTS



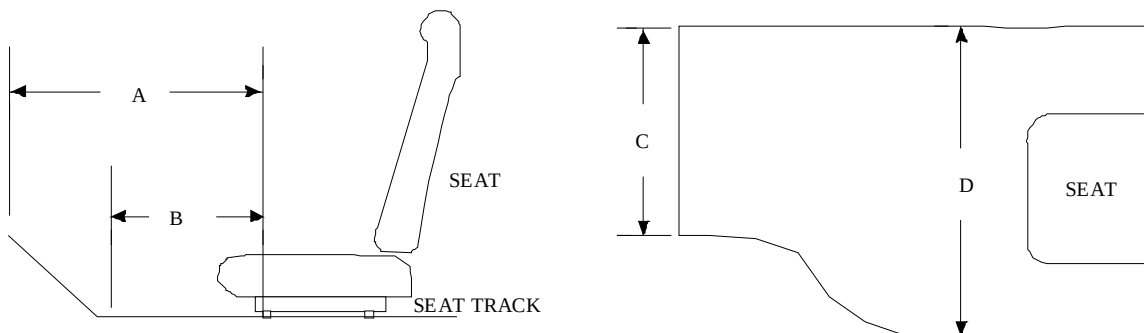
| UNITS (mm)  | LEFT |      |      | RIGHT |      |      |
|-------------|------|------|------|-------|------|------|
| MEASUREMENT | 1    | 2    | 3    | 1     | 2    | 3    |
| BEFORE TEST | 955  | 1470 | 1060 | 956   | 1472 | 1058 |
| AFTER TEST  | 954  | 1470 | 1060 | 955   | 1474 | 1058 |
| DIFFERENCE  | 1    | 0    | 0    | 1     | -2   | 0    |

| UNITS (mm)  | A = WHEELBASE LEFT | A = WHEELBASE RIGHT |
|-------------|--------------------|---------------------|
| BEFORE TEST | 2858               | 2858                |
| AFTER TEST  | 2772               | 2807                |
| DIFFERENCE  | 86                 | 51                  |

DATA SHEET NO.13  
VEHICLE INTRUSION MEASUREMENTS (cont)

NHTSA Test No.: MA0115 Vehicle: 2010 Chevrolet Equinox 4-door SUV

STATIC FOOTWELL DEFORMATION



DRIVER

| Measurement | Pre-Test | Post-Test | Difference |
|-------------|----------|-----------|------------|
| A           | 724      | 660       | 64         |
| B           | 560      | 557       | 3          |
| C           | 488      | 486       | 2          |
| D           | 532      | 534       | -2         |

PASSENGER

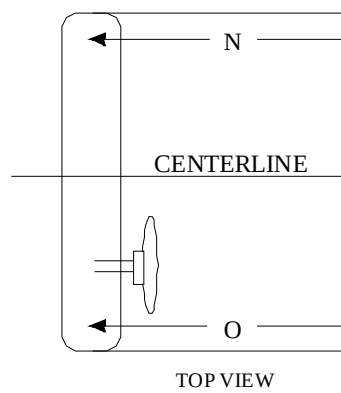
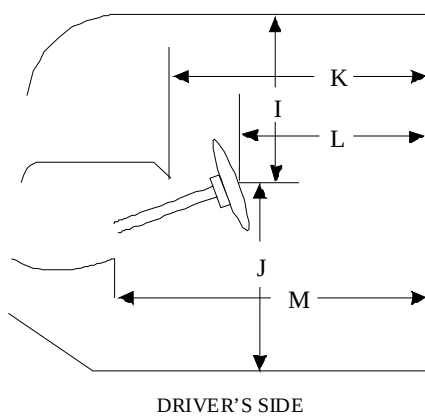
| Measurement | Pre-Test | Post-Test | Difference |
|-------------|----------|-----------|------------|
| A           | 732      | 666       | 66         |
| B           | 570      | 568       | 2          |
| C           | 487      | 481       | 6          |
| D           | 532      | 535       | -3         |

Units = mm

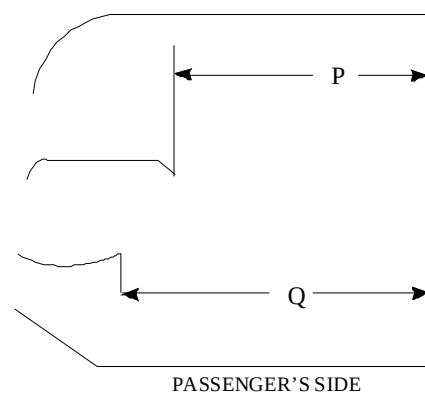
DATA SHEET NO.13  
VEHICLE INTRUSION MEASUREMENTS (cont.)

NHTSA Test No.: MA0115 Vehicle: 2010 Chevrolet Equinox 4-door SUV

STATIC PASSENGER COMPARTMENT INTRUSION



MEASUREMENTS  
FROM C-PILLAR  
BELT ANCHORAGE



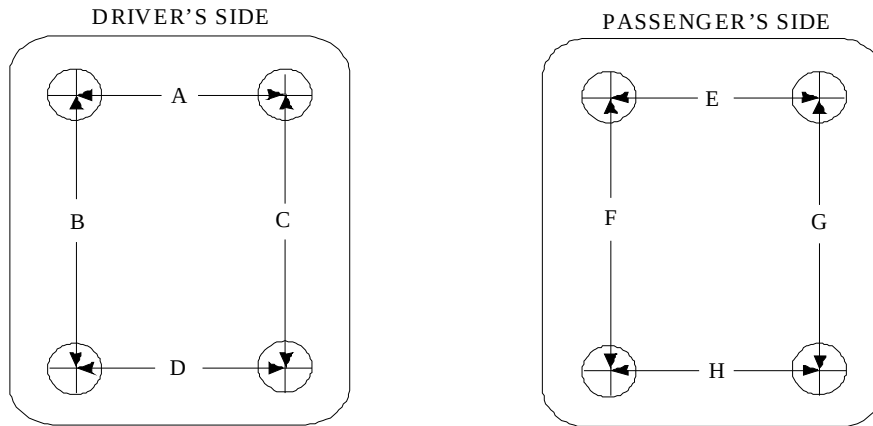
| Measurement   | Pre-Test | Post-Test | Difference |
|---------------|----------|-----------|------------|
| I             | 430      | 430       | 0          |
| J             | 703      | 715       | -12        |
| K             | 721      | 746       | -25        |
| L             | 555      | 582       | -27        |
| M             | 817      | 828       | -11        |
| N             | 716      | 716       | 0          |
| O             | 715      | 715       | 0          |
| P = K (PASS.) | 787      | 786       | 1          |
| Q = M (PASS.) | 816      | 819       | -3         |

Units = mm

DATA SHEET NO.13  
VEHICLE INTRUSION MEASUREMENTS (cont.)

NHTSA Test No.: MA0115 Vehicle: 2010 Chevrolet Equinox 4-door SUV

FLOORBOARD DEFORMATION



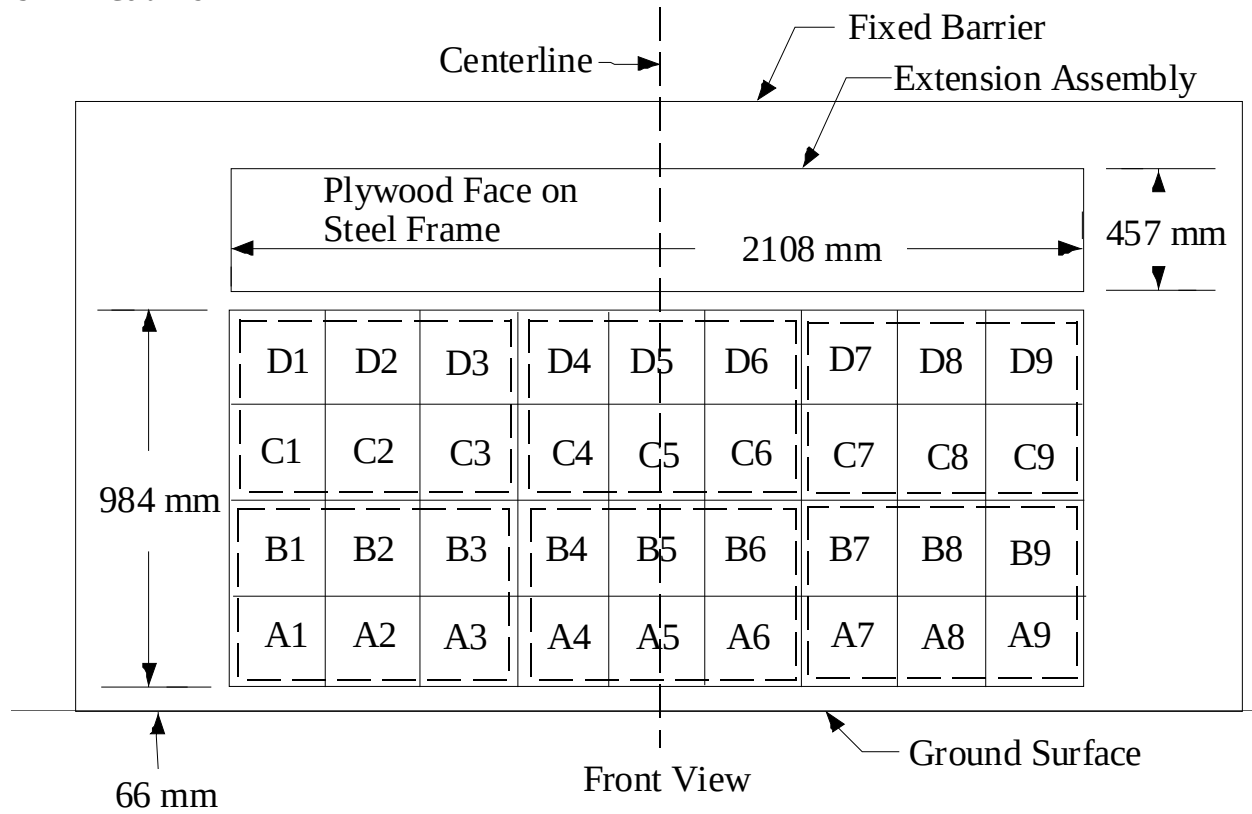
TOP VIEW THROUGH FLOOR PAN

| Measurement | Pre-Test | Post-Test | Difference |
|-------------|----------|-----------|------------|
| A           | 488      | 486       | 2          |
| B           | 290      | 289       | 1          |
| C           | 313      | 310       | 3          |
| D           | 532      | 534       | -2         |
| E           | 487      | 481       | 6          |
| F           | 352      | 350       | 2          |
| G           | 235      | 231       | 4          |
| H           | 532      | 535       | -3         |

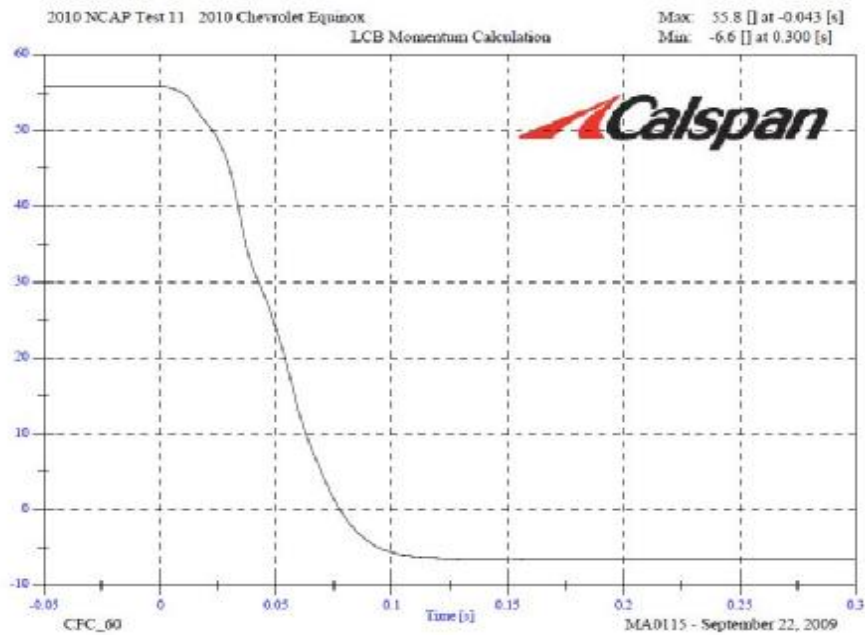
Units = mm

DATA SHEET NO.14  
LOAD CELL LOCATIONS ON FIXED BARRIER

36 Load Cells  
4 Rows  
9 Columns



Momentum Plot



DATA SHEET NO. 15  
ACCIDENT INVESTIGATION DIVISION DATA  
FOR FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Chevrolet Equinox 4-door SUV

NHTSA Test No.: MA0115 VIN: 2CNFLCEW1A6224978

Model Year: 2010 Build Date: 08/09 Test Date: 9/22/09

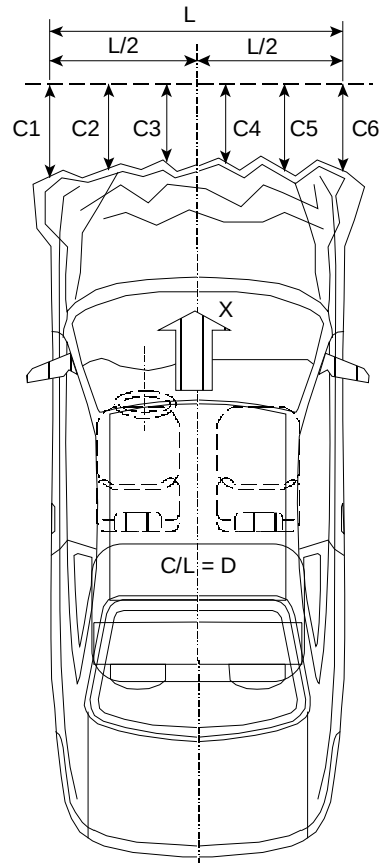
Vehicle Size Category: SUV Test Weight: 2054.5 kg

Vehicle Wheelbase: 2858 mm; Front Overhang: 945 mm; Overall Width: 1794 mm

Collision Deformation Classification (CDC) Code: 12FDEW3

Crush Depth Dimensions

|      | PRE<br>(mm) | POST<br>(mm) | DIFF<br>(mm) |
|------|-------------|--------------|--------------|
| C1 = | 4469        | 4180         | 289          |
| C2 = | 4651        | 4169         | 482          |
| C3 = | 4742        | 4195         | 547          |
| C4 = | 4742        | 4187         | 555          |
| C5 = | 4650        | 4154         | 496          |
| C6 = | 4468        | 4202         | 266          |



Midpoint of Damage: D = Vehicle Centerline (Longitudinal)

Length of Damaged Region:

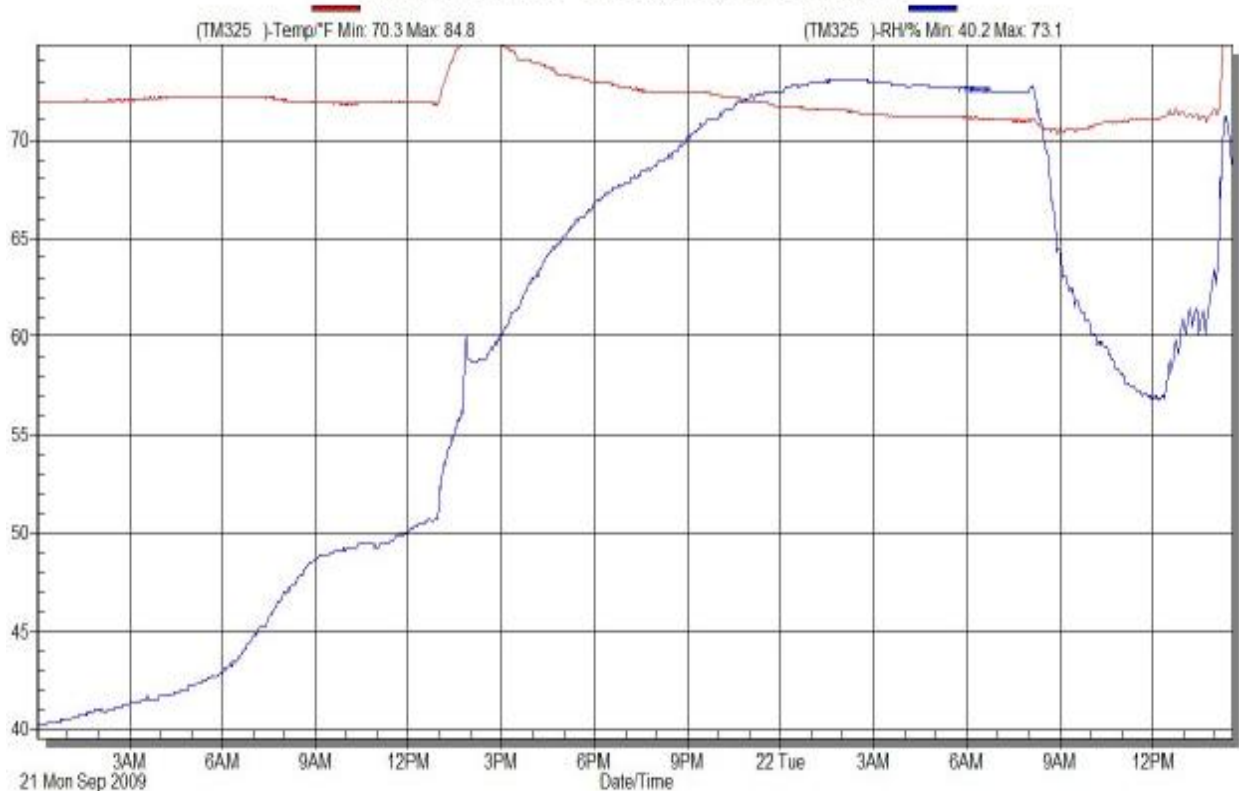
|     |              |    |
|-----|--------------|----|
| L1= | <u>1551</u>  | mm |
| L2= | <u>775.5</u> | mm |
| L5= | <u>310.2</u> | mm |

DATA SHEET NO.16  
VEHICLE AND DUMMY TEMPERATURE STABILIZATION CHART

NHTSA Test No.: MA0115 Vehicle: 2010 Chevrolet Equinox 4-door SUV

9/21/2009 1:05, 74.8

Downloaded Data - Tuesday, September 22, 2009



**APPENDIX A**  
**PHOTOGRAPHS**

## TABLE OF PHOTOGRAPHS

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**Figure A-1: Load Cell Locations**



Figure A-2: Vehicle Certification Placard



Figure A-3: Vehicle Tire Placard



**Figure A-4: Right Front, As Received**



**Figure A-5: Left Rear, As Received**



**Figure A-6: Pre-Test Front View**



**Figure A-7: Post-Test Front View**



**Figure A-8: Pre-Test Left Side View**



**Figure A-9: Post-Test Left Side View**



**Figure A-10: Pre-Test Right Side View**



**Figure A-11: Post-Test Right Side View**



**Figure A-12: Pre-Test Right Front Three-Quarter View**



**Figure A-13: Post-Test Right Front Three-Quarter View**



**Figure A-14: Pre-Test Left Rear Three-Quarter View**



**Figure A-15: Post-Test Left Rear Three-Quarter View**



**Figure A-16: Left Rear Three-Quarter View of Doors After Impact**



**Figure A-17: Right Rear Three-Quarter View of Doors After Impact**



**Figure A-18: Pre-Test Windshield View**



**Figure A-19: Post-Test Windshield View**



**Figure A-20: Pre-Test Engine Compartment View**



**Figure A-21: Post-Test Engine Compartment View**



**Figure A-22: Pre-Test Fuel Cap View**



**Figure A-23: Post-Test Fuel Cap View**



**Figure A-24: Pre-Test Front Underbody View**



**Figure A-25: Post-Test Front Underbody View**



**Figure A-26: Pre-Test Mid Underbody View**



**Figure A-27: Post-Test Mid Underbody View**



**Figure A-28: Pre-Test Rear Underbody View**



**Figure A-29: Post-Test Rear Underbody View**



**Figure A-30: Pre-Test Driver Head Location**



**Figure A-31: Post-Test Driver Head Location**



**Figure A-32: Pre-Test Driver Position View**



**Figure A-33: Post-Test Driver Position View**



**Figure A-34: Pre-Test Driver and Interior View**



**Figure A-35: Post-Test Driver and Interior View**



**Figure A-36: Pre-Test Driver Feet View**



**Figure A-37: Post-Test Driver Feet View**



**Figure A-38: Pre-Test Driver Knee Bolster View**



**Figure A-39: Post-Test Driver Knee Bolster View**



**Figure A-40: Pre-Test Driver Floor Pan View**



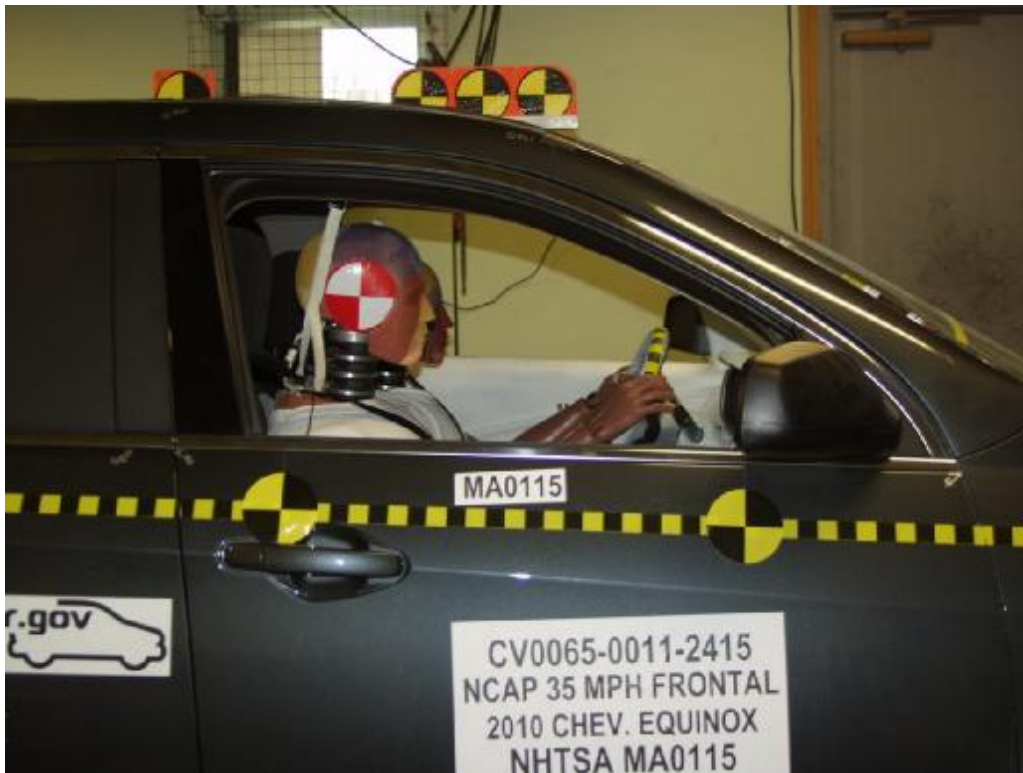
**Figure A-41: Post-Test Driver Floor Pan View**



**Figure A-42: Post-Test Driver Head View**



**Figure A-43: Post-Test Driver Contact to Airbag**



**Figure A-44: Pre-Test Passenger Head Location**



**Figure A-45: Post-Test Passenger Head Location**



**Figure A-46: Pre-Test Passenger Position View**



**Figure A-47: Post-Test Passenger Position View**



**Figure A-48: Pre-Test Passenger and Interior View**



**Figure A-49: Post-Test Passenger and Interior View**



**Figure A-50: Pre-Test Passenger Feet View**



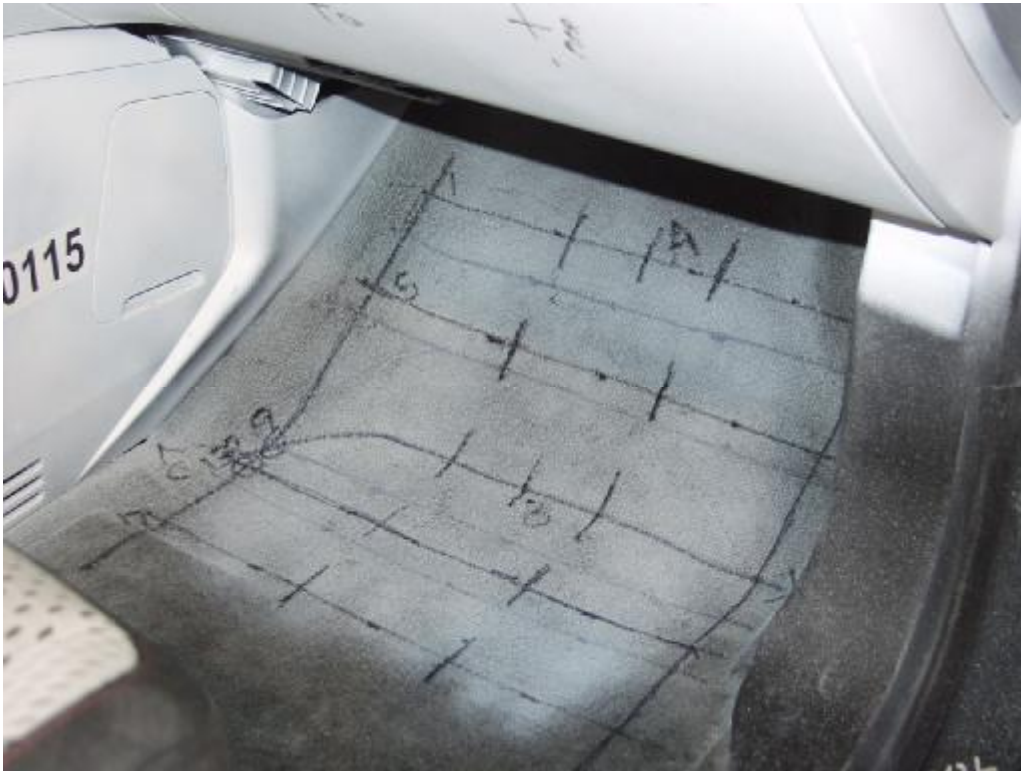
**Figure A-51: Post-Test Passenger Feet View**



**Figure A-52: Pre-Test Passenger Knee Bolster View**



**Figure A-53: Post-Test Passenger Knee Bolster View**



**Figure A-54: Pre-Test Passenger Floor Pan View**



**Figure A-55: Post-Test Passenger Floor Pan View**



**Figure A-56: Post-Test Passenger Head View**



**Figure A-57: Post-Test Passenger Contact to Airbag**



**Figure A-58: Rollover View - 90°**

Photo Not Available

**Figure A-59: Rollover View - 180°**



**Figure A-60: Rollover View - 270°**



**Figure A-61: Rollover View - 360°**



**Figure A-62: Impact View**

## **APPENDIX B**

### **DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA**

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

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

## DATA CHANNEL FILTER CLASS SUMMARY

NHTSA TEST NO.: MA0115

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

## Table of Data Plots

| <b>PLOT</b> | <b>PLOT NAME[UNITS, CHANNEL FILTER CLASS]</b> | <b>PAGE</b> |
|-------------|-----------------------------------------------|-------------|
| 1           | V1P1 Head CG x [g, CFC_1000]                  | B-8         |
| 2           | V1P1 Head CG y [g, CFC_1000]                  | B-8         |
| 3           | V1P1 Head CG z [g, CFC_1000]                  | B-8         |
| 4           | V1P1 Head CG Resultant [g, CFC_1000]          | B-8         |
| 5           | V1P1 Chest x [g, CFC_180]                     | B-9         |
| 6           | V1P1 Chest y [g, CFC_180]                     | B-9         |
| 7           | V1P1 Chest Redundant z [g, CFC_180]           | B-9         |
| 8           | V1P1 Chest Resultant [g, CFC_180]             | B-9         |
| 9           | V1P1 Chest Compression x [mm, CFC_600]        | B-10        |
| 10          | V1P1 Left Femur z [N, CFC_600]                | B-11        |
| 11          | V1P1 Right Femur z [N, CFC_600]               | B-11        |
| 12          | V1P2 Head CG x [g, CFC_1000]                  | B-12        |
| 13          | V1P2 Head CG y [g, CFC_1000]                  | B-12        |
| 14          | V1P2 Head CG z [g, CFC_1000]                  | B-12        |
| 15          | V1P2 Head CG Resultant [g, CFC_1000]          | B-12        |
| 16          | V1P2 Chest x [g, CFC_180]                     | B-13        |
| 17          | V1P2 Chest y [g, CFC_180]                     | B-13        |
| 18          | V1P2 Chest z [g, CFC_180]                     | B-13        |
| 19          | V1P2 Chest Resultant [g, CFC_180]             | B-13        |
| 20          | V1P2 Chest Compression x [mm, CFC_600]        | B-14        |
| 21          | V1P2 Left Femur z [N, CFC_600]                | B-15        |
| 22          | V1P2 Right Femur z [N, CFC_600]               | B-15        |

The following dummy, vehicle and load cell response data can be found in the research and development section of the NHTSA website at: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

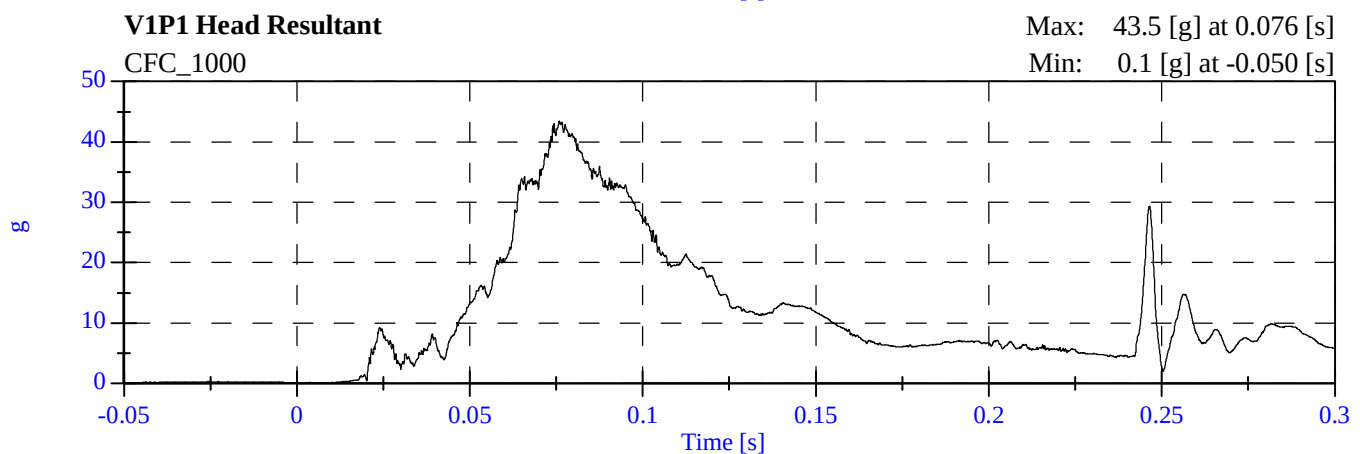
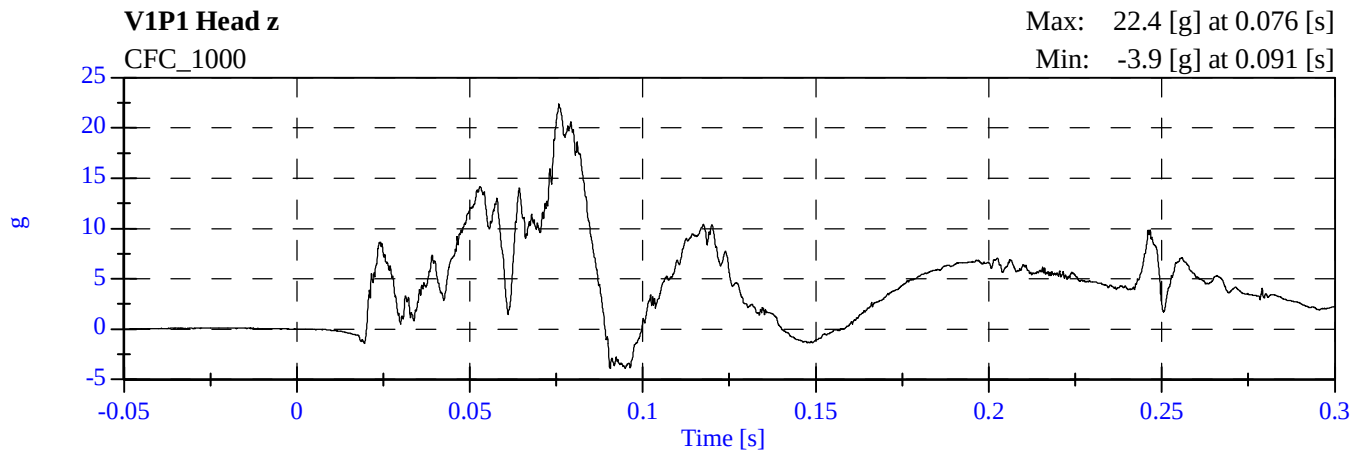
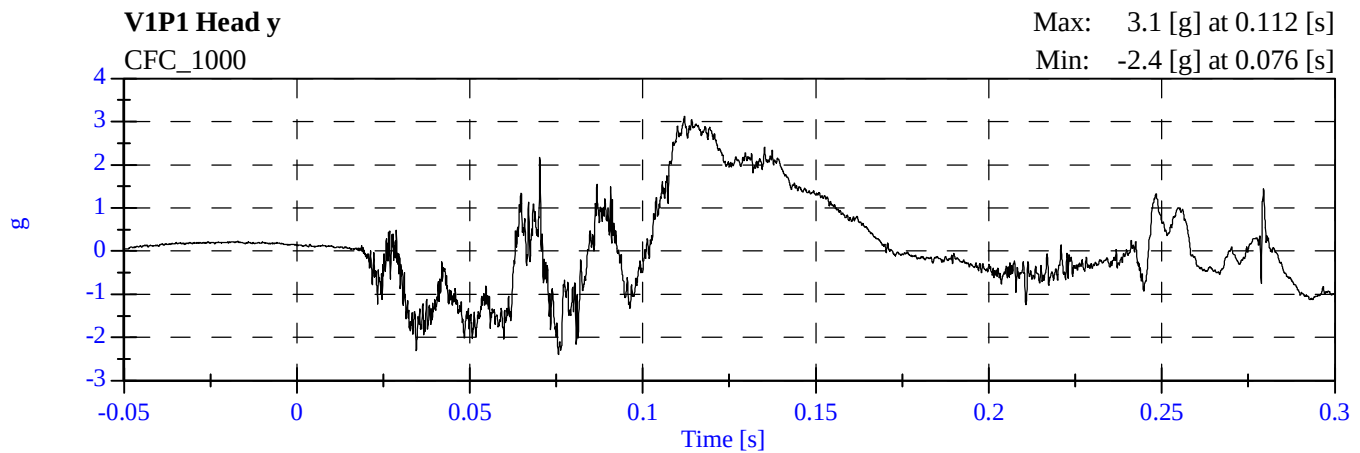
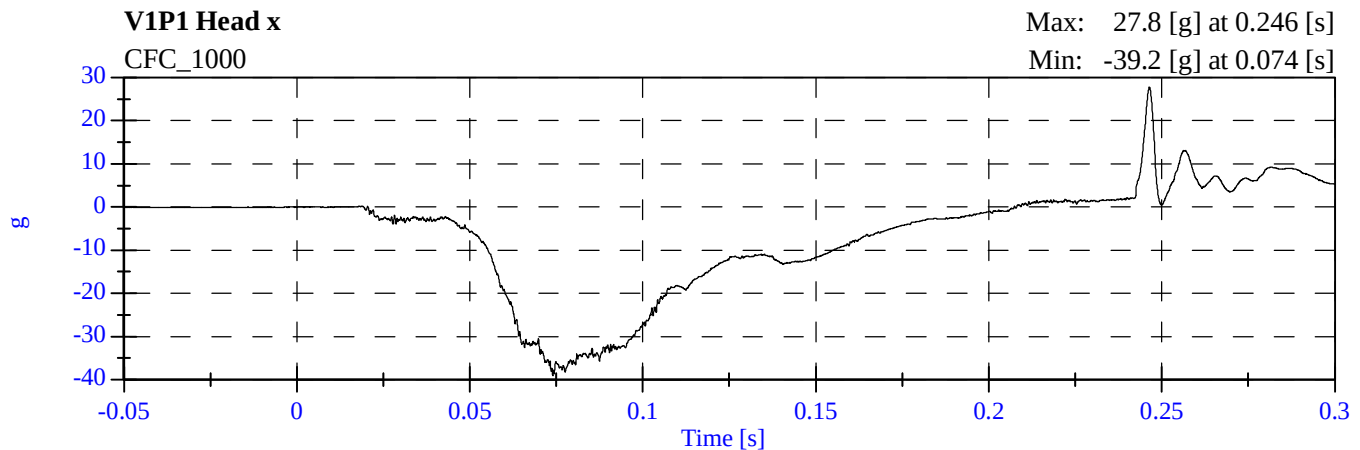
|                            |                         |
|----------------------------|-------------------------|
| V1P1 Head 9 Array X Arm Ay | V1P1 Lap Belt Load      |
| V1P1 Head 9 Array X Arm Az | V1P1 Shoulder Belt Load |
| V1P1 Head 9 Array Y Arm Ax | V1P2 Lap Belt Load      |
| V1P1 Head 9 Array Y Arm Az | V1P2 Shoulder Belt Load |
| V1P1 Head 9 Array Z Arm Ax | V1 Left Rear #1x        |
| V1P1 Head 9 Array Z Arm Ay | V1 Right Rear #2x       |
| V1P1 Head CG Ax            | V1 Engine Top #3x       |
| V1P1 Head CG Ay            | V1 Engine Bottom #4x    |
| V1P1 Head CG Az            | V1 Right Caliper #5x    |
| V1P1 Head CG Red Ax        | V1 Left Caliper #7x     |
| V1P1 Head CG Red Ay        | V1 Left Rear #8z        |
| V1P1 Head CG Red Az        | V1 Right Rear #9z       |
| V1P1 Upper Neck Fx         |                         |
| V1P1 Upper Neck Fy         |                         |
| V1P1 Upper Neck Fz         |                         |
| V1P1 Upper Neck Mx         |                         |
| V1P1 Upper Neck My         |                         |
| V1P1 Upper Neck Mz         |                         |
| V1P1 Chest Ax              |                         |
| V1P1 Chest Ay              |                         |
| V1P1 Chest Az              |                         |
| V1P1 Chest Red Ax          |                         |
| V1P1 Chest Red Ay          |                         |
| V1P1 Chest Red Az          |                         |
| V1P1 Chest Compression     |                         |
| V1P1 Pelvic Ax             |                         |
| V1P1 Pelvic Ay             |                         |
| V1P1 Pelvic Az             |                         |
| V1P1 Left Femur Fz         |                         |
| V1P1 Right Femur Fz        |                         |
| V1P1 Left Upper Tibia Mx   |                         |
| V1P1 Left Upper Tibia My   |                         |
| V1P1 Left Lower Tibia Fz   |                         |
| V1P1 Left Lower Tibia Mx   |                         |
| V1P1 Left Lower Tibia My   |                         |
| V1P1 Right Upper Tibia Fz  |                         |
| V1P1 Right Upper Tibia Mx  |                         |
| V1P1 Right Upper Tibia My  |                         |
| V1P1 Right Lower Tibia Mx  |                         |
| V1P1 Right Lower Tibia My  |                         |
| V1P1 Left Foot Aft Ax      |                         |
| V1P1 Left Foot Aft Az      |                         |
| V1P1 Left Foot Fore Az     |                         |
| V1P1 Right Foot Aft Ax     |                         |
| V1P1 Right Foot Aft Az     |                         |
| V1P1 Right Foot Fore z     |                         |
| V1P2 Head 9 Array X Arm Ay |                         |

|                            |  |
|----------------------------|--|
| V1P2 Head 9 Array X Arm Az |  |
| V1P2 Head 9 Array Y Arm Ax |  |
| V1P2 Head 9 Array Y Arm Az |  |
| V1P2 Head 9 Array Z Arm Ax |  |
| V1P2 Head 9 Array Z Arm Ay |  |
| V1P2 Head CG Ax            |  |
| V1P2 Head CG Ay            |  |
| V1P2 Head CG Az            |  |
| V1P2 Head CG Red Ax        |  |
| V1P2 Head CG Red Ay        |  |
| V1P2 Head CG Red Az        |  |
| V1P2 Upper Neck Fx         |  |
| V1P2 Upper Neck Fy         |  |
| V1P2 Upper Neck Fz         |  |
| V1P2 Upper Neck Mx         |  |
| V1P2 Upper Neck My         |  |
| V1P2 Upper Neck Mz         |  |
| V1P2 Chest Ax              |  |
| V1P2 Chest Ay              |  |
| V1P2 Chest Az              |  |
| V1P2 Chest Red Ax          |  |
| V1P2 Chest Red Ay          |  |
| V1P2 Chest Red Az          |  |
| V1P2 Chest Compression     |  |
| V1P2 Pelvic Ax             |  |
| V1P2 Pelvic Ay             |  |
| V1P2 Pelvic Az             |  |
| V1P2 Left Femur Fz         |  |
| V1P2 Right Femur Fz        |  |
| V1P2 Left Upper Tibia Fz   |  |
| V1P2 Left Upper Tibia Mx   |  |
| V1P2 Left Upper Tibia My   |  |
| V1P2 Left Lower Tibia Mx   |  |
| V1P2 Left Lower Tibia My   |  |
| V1P2 Right Upper Tibia Mx  |  |
| V1P2 Right Upper Tibia My  |  |
| V1P2 Right Lower Tibia Fz  |  |
| V1P2 Right Lower Tibia Mx  |  |
| V1P2 Right Lower Tibia My  |  |
| V1P2 Left Foot Aft Ax      |  |
| V1P2 Left Foot Aft Az      |  |
| V1P2 Left Foot Fore Az     |  |
| V1P2 Right Foot Aft Ax     |  |
| V1P2 Right Foot Aft Az     |  |
| V1P2 Right Foot Fore Az    |  |
| Barrier Load Cell A1 Fx    |  |
| Barrier Load Cell A2 Fx    |  |
| Barrier Load Cell A3 Fx    |  |
| Barrier Load Cell A4 Fx    |  |

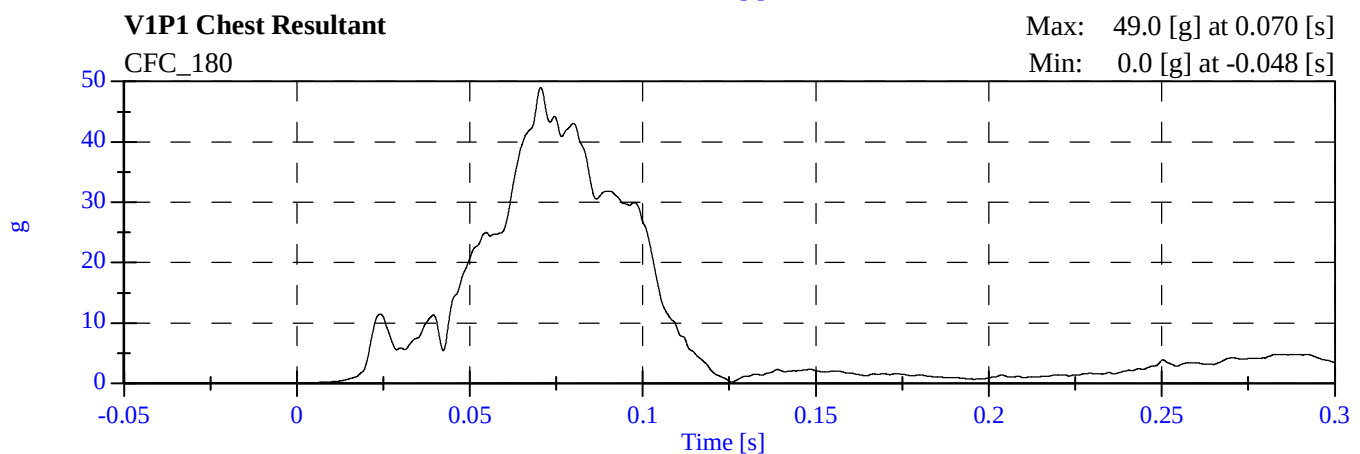
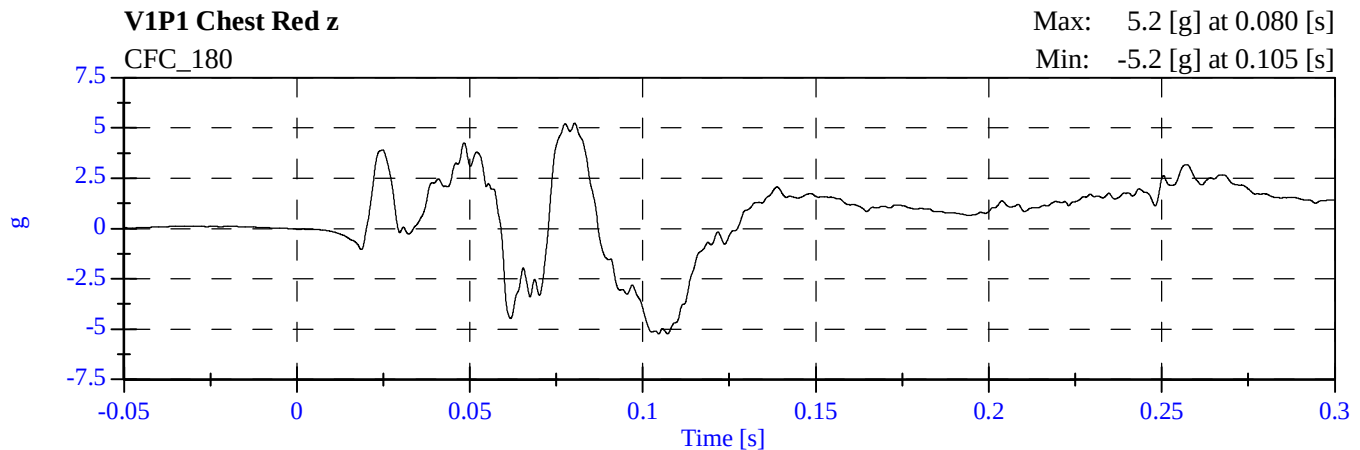
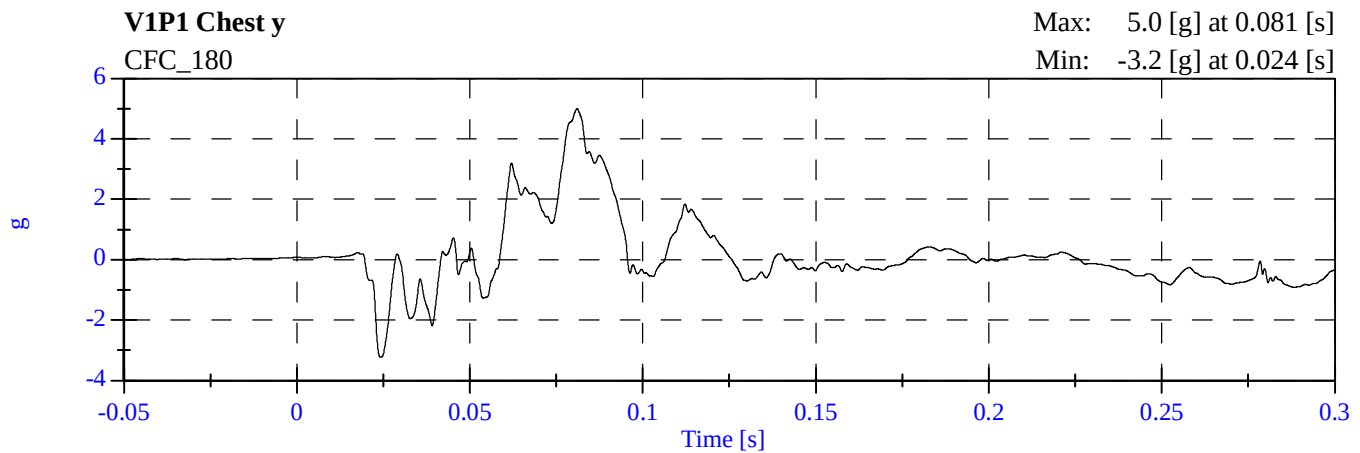
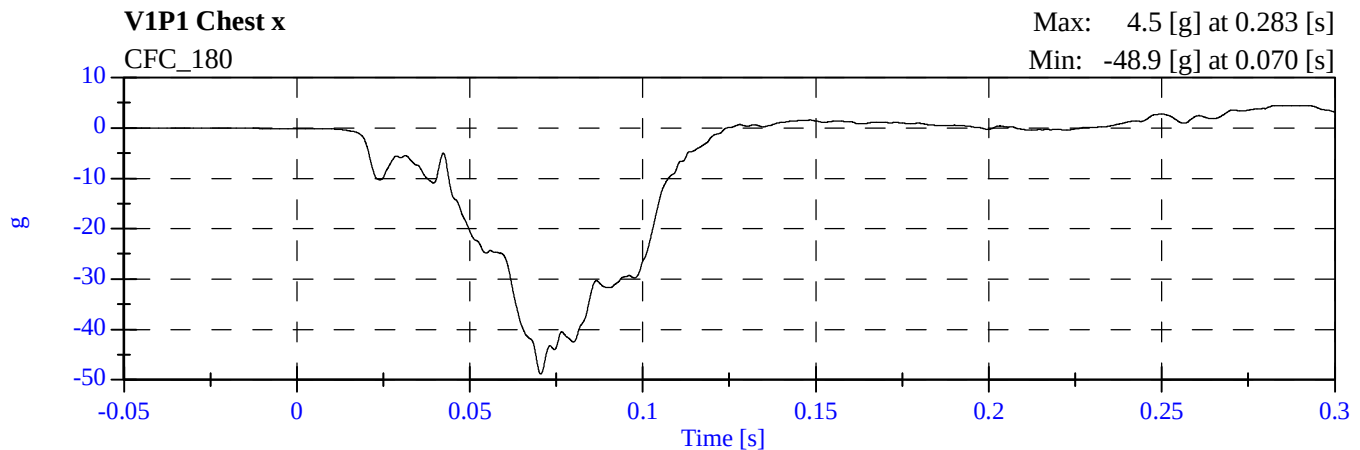
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|-------------------------|--|
| Barrier Load Cell A5 Fx |  |
| Barrier Load Cell A6 Fx |  |
| Barrier Load Cell A7 Fx |  |
| Barrier Load Cell A8 Fx |  |
| Barrier Load Cell A9 Fx |  |
| Barrier Load Cell B1 Fx |  |
| Barrier Load Cell B2 Fx |  |
| Barrier Load Cell B3 Fx |  |
| Barrier Load Cell B4 Fx |  |
| Barrier Load Cell B5 Fx |  |
| Barrier Load Cell B6 Fx |  |
| Barrier Load Cell B7 Fx |  |
| Barrier Load Cell B8 Fx |  |
| Barrier Load Cell B9 Fx |  |
| Barrier Load Cell C1 Fx |  |
| Barrier Load Cell C2 Fx |  |
| Barrier Load Cell C3 Fx |  |
| Barrier Load Cell C4 Fx |  |
| Barrier Load Cell C5 Fx |  |
| Barrier Load Cell C6 Fx |  |
| Barrier Load Cell C7 Fx |  |
| Barrier Load Cell C8 Fx |  |
| Barrier Load Cell C9 Fx |  |
| Barrier Load Cell D1 Fx |  |
| Barrier Load Cell D2 Fx |  |
| Barrier Load Cell D3 Fx |  |
| Barrier Load Cell D4 Fx |  |
| Barrier Load Cell D5 Fx |  |
| Barrier Load Cell D6 Fx |  |
| Barrier Load Cell D7 Fx |  |
| Barrier Load Cell D8 Fx |  |
| Barrier Load Cell D9 Fx |  |

| TEST NOTES     |                       |
|----------------|-----------------------|
| Data Channel   | Anomalies             |
| Driver Chest Z | Data was questionable |
|                |                       |
|                |                       |
|                |                       |
|                |                       |
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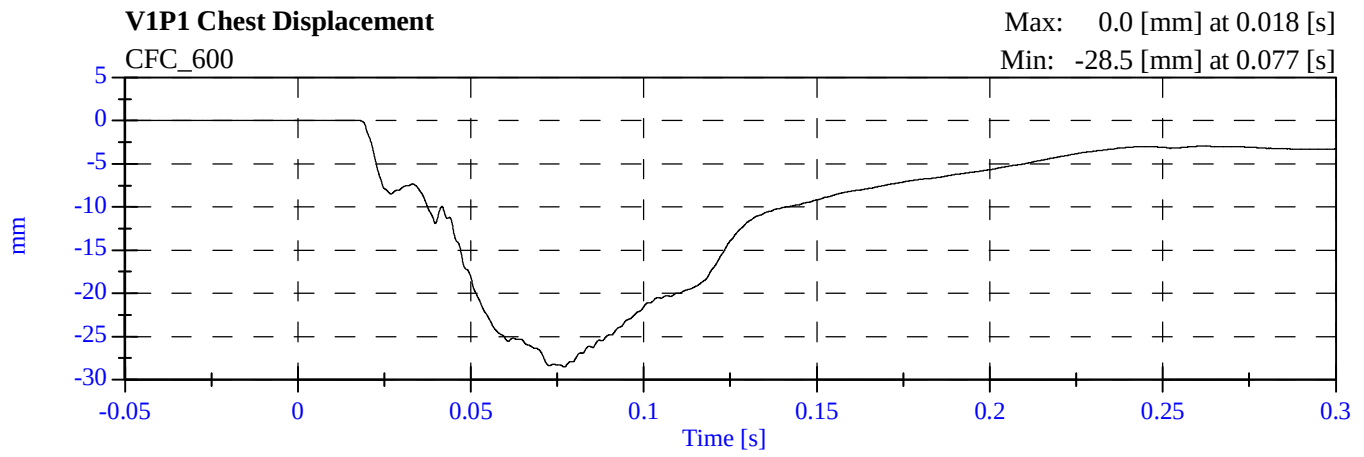
# 2010 NCAP Test 11 2010 Chevrolet Equinox MA0115 - September 22, 2009



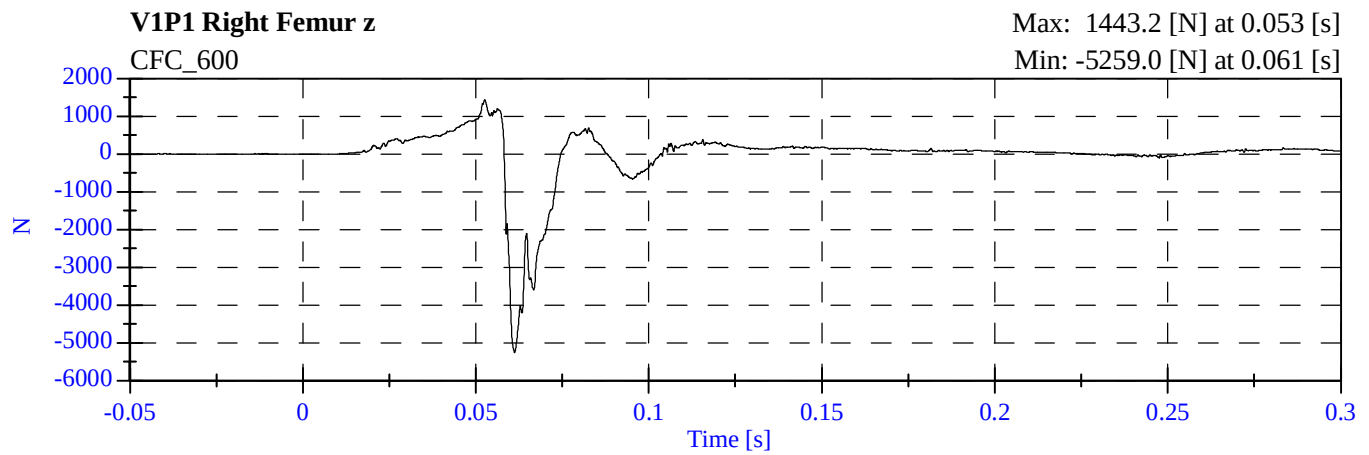
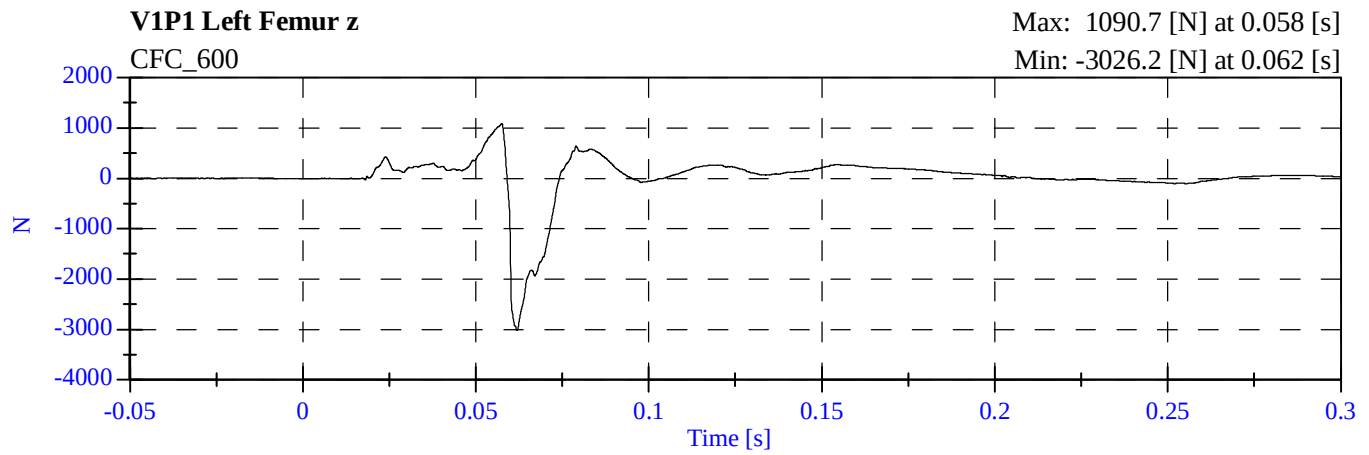
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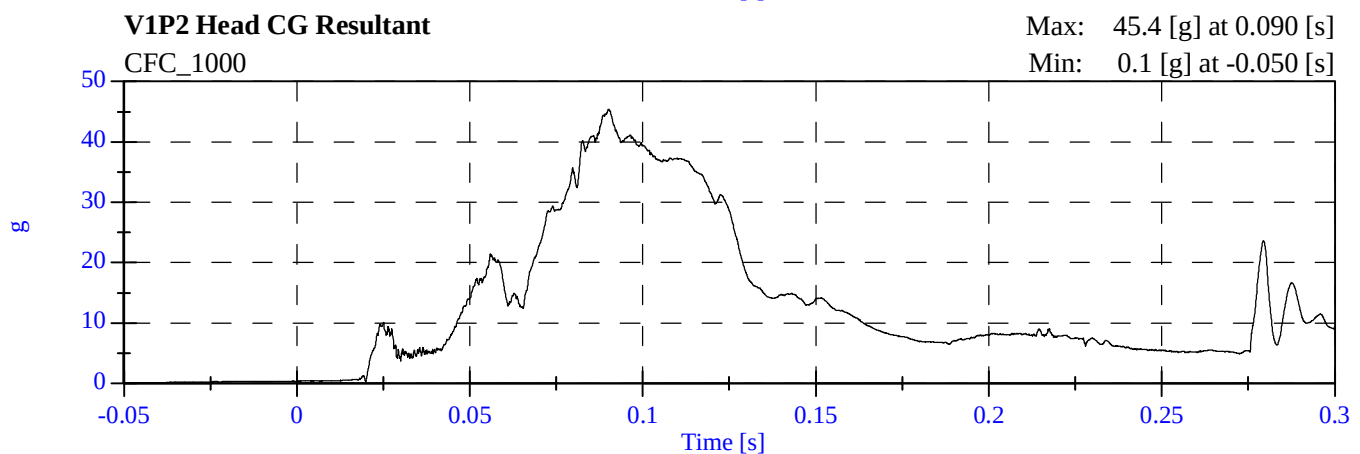
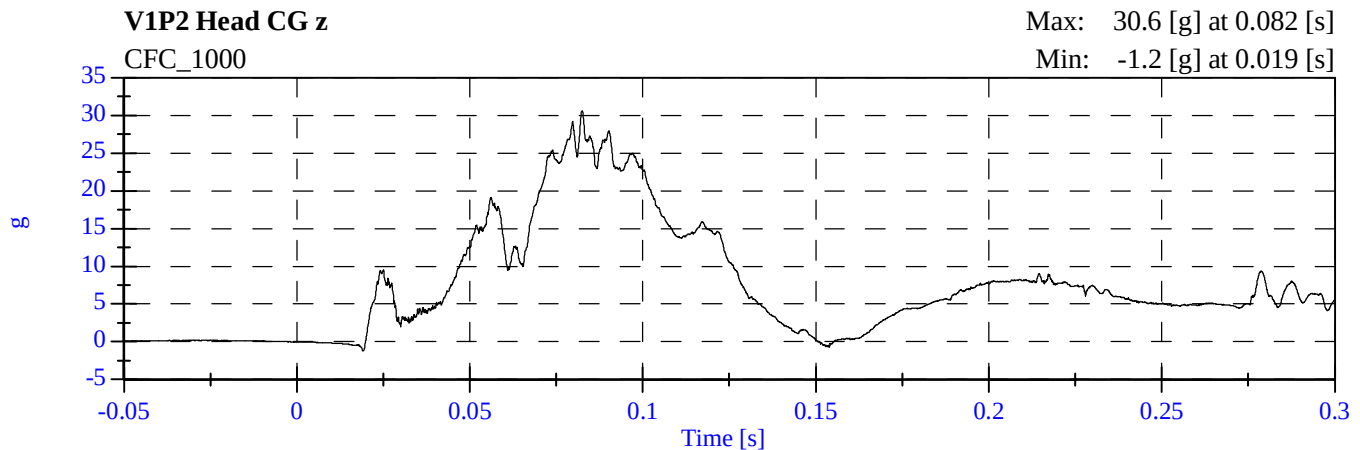
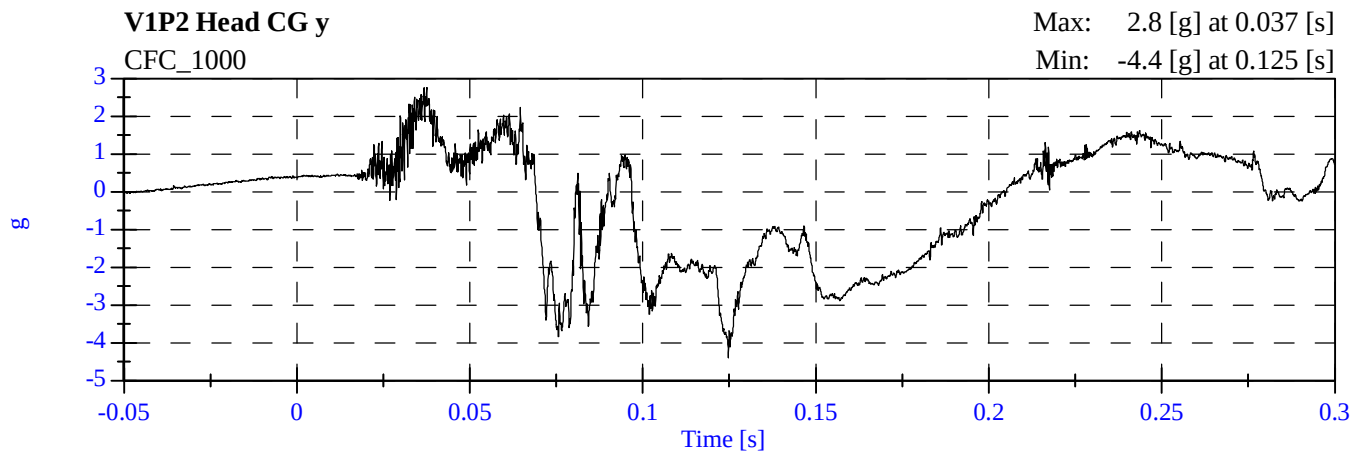
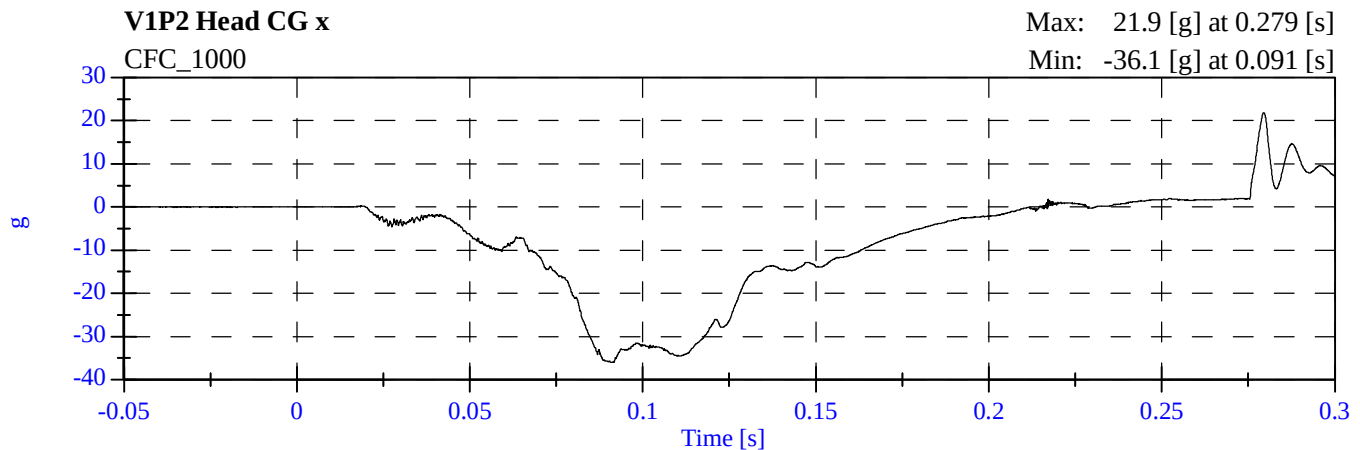
**2010 NCAP Test 11 2010 Chevrolet Equinox**  
**MA0115 - September 22, 2009**



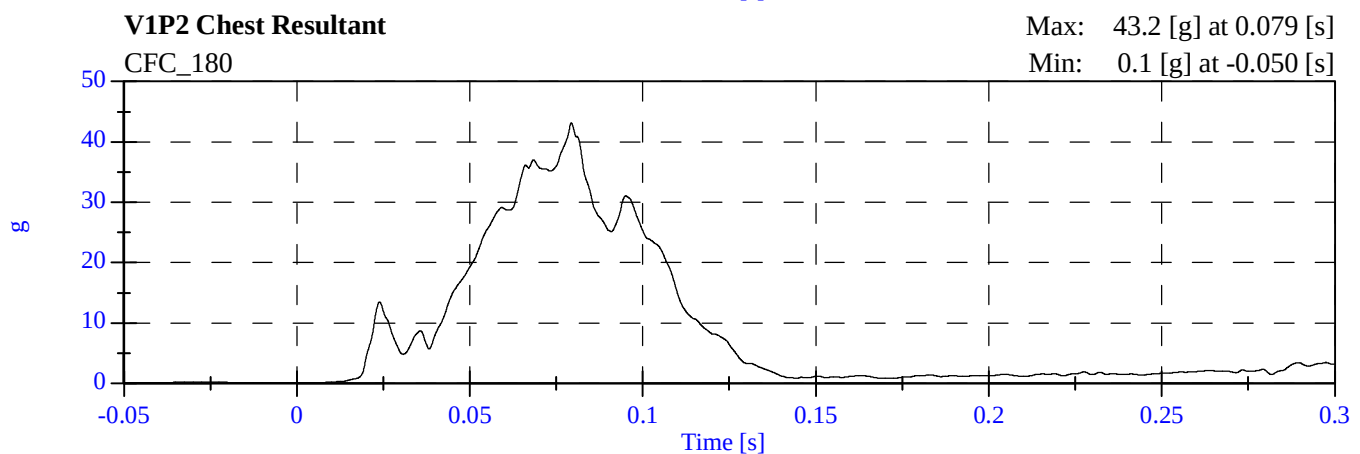
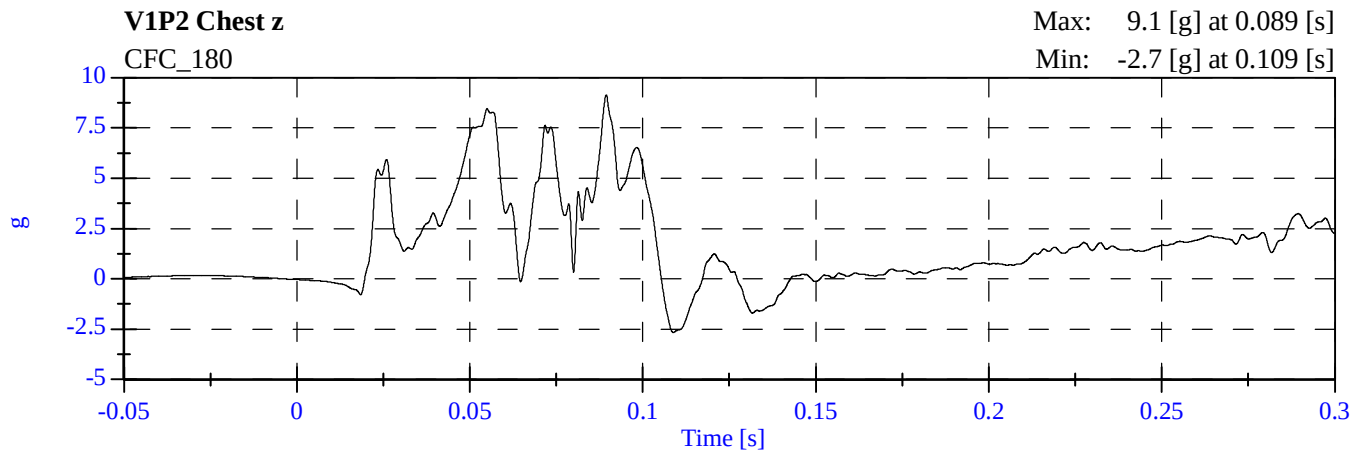
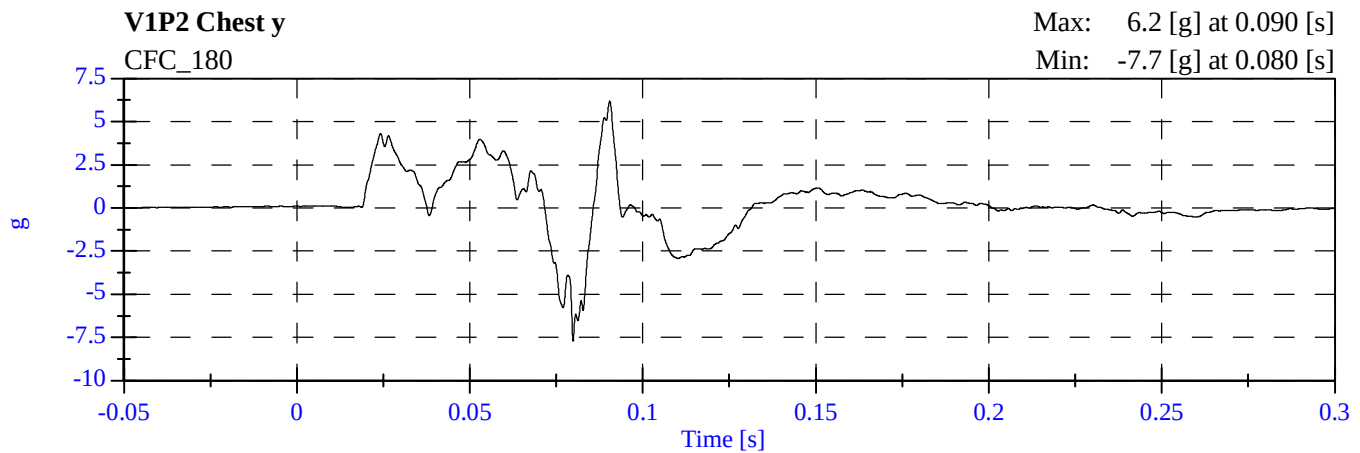
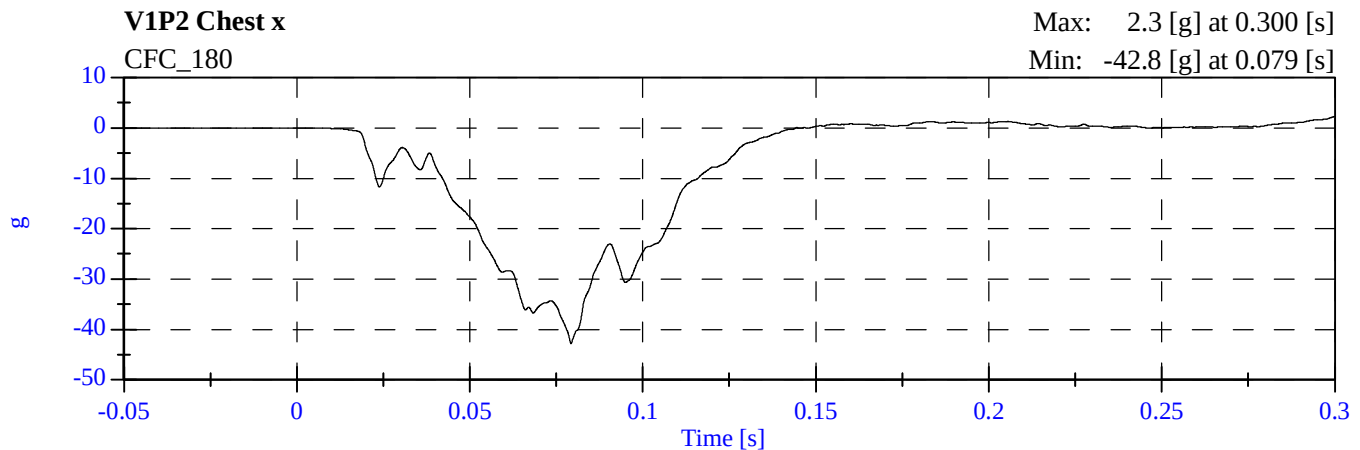
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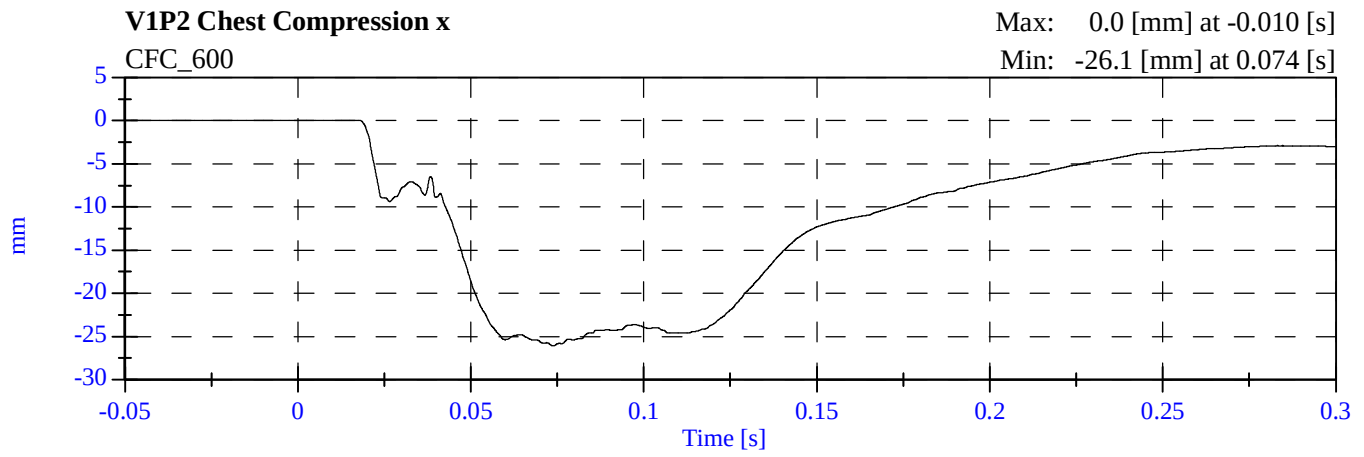
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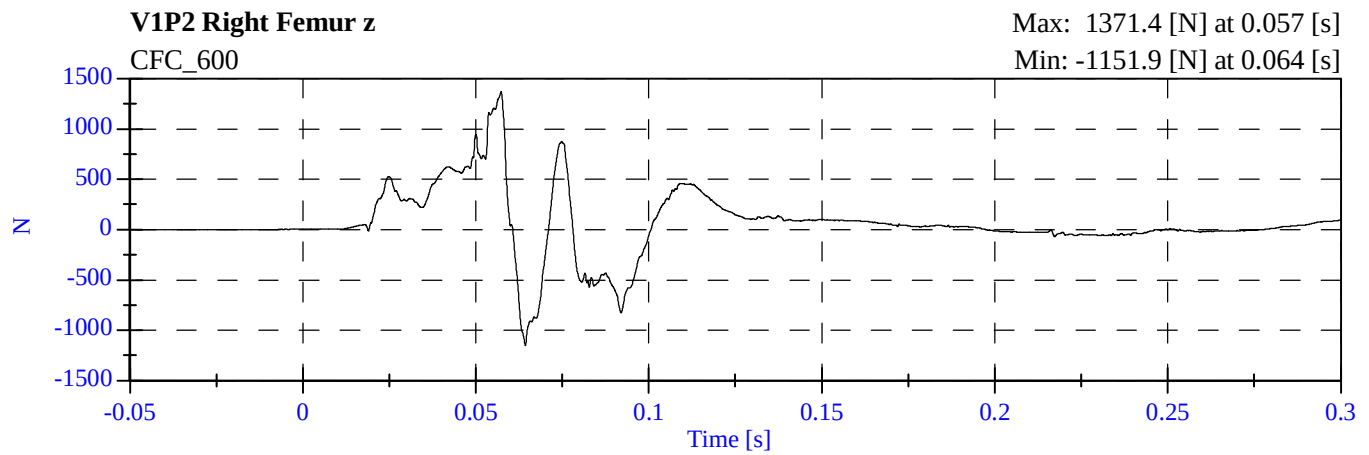
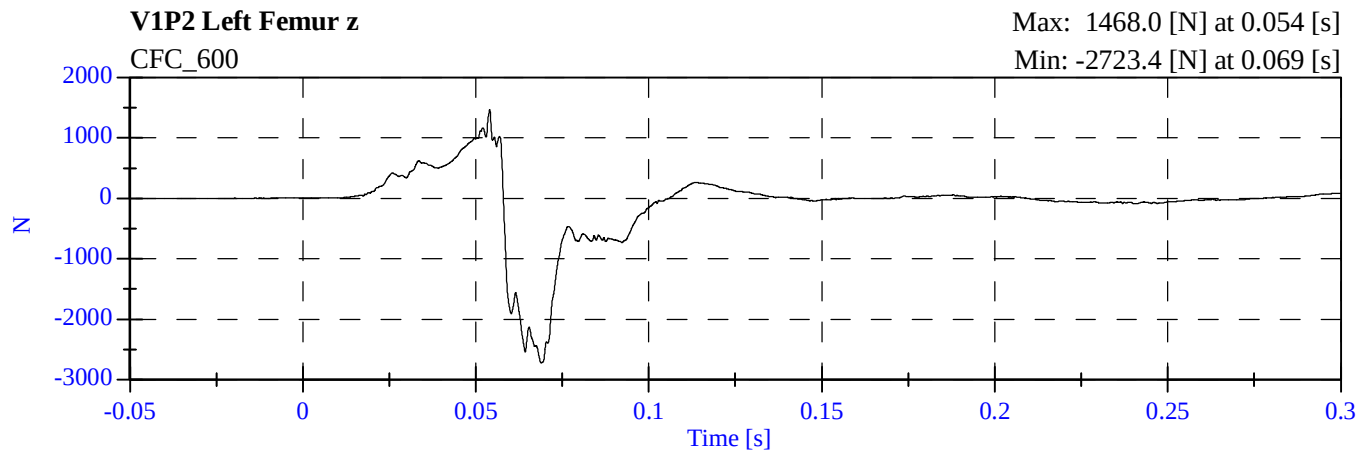
# 2010 NCAP Test 11 2010 Chevrolet Equinox MA0115 - September 22, 2009



**2010 NCAP Test 11 2010 Chevrolet Equinox**  
**MA0115 - September 22, 2009**



# 2010 NCAP Test 11 2010 Chevrolet Equinox MA0115 - September 22, 2009



## **APPENDIX C**

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

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

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

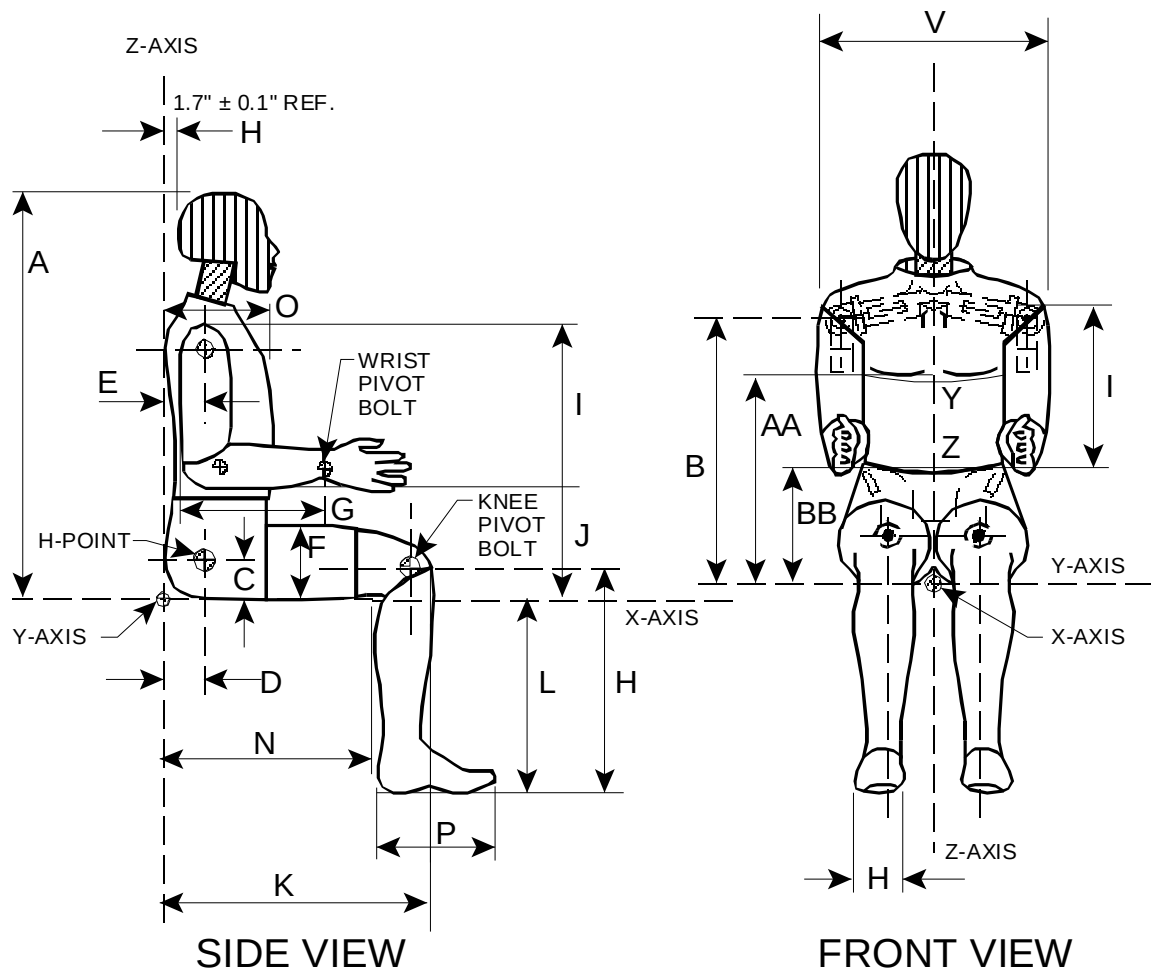
Dummy serial numbers and certification dates are:

| <u>Position No./Location</u> | <u>Serial No.</u> | <u>Completion Date</u> |
|------------------------------|-------------------|------------------------|
| #1/Driver                    | 1046              | 9/18/09                |
| #2/Right Front Passenger     | 064               | 9/18/09                |

#### Electronic Test Equipment

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

## EXTERNAL DIMENSIONS SPECIFICATIONS



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

PART 572E  
HEAD DROP TEST

Dummy Serial Number      1046  
Sequential Test Number      1  
Date                              9/16/09  
Workfile                        1046H2

| TEST PARAMETER                  | SPECIFICATION     | TEST RESULTS |
|---------------------------------|-------------------|--------------|
| Temperature                     | 18.9 – 25.6 Deg C | 21.7         |
| Relative Humidity               | 10% - 70%         | 48           |
| Peak Resultant Acceleration     | 225-275 G's       | 258.14       |
| Peak Lateral Acceleration       | 15 G's Max        | 4.49         |
| Is Acceleration Curve Unimodal? | YES               | YES          |

Remarks:

Laboratory Technician:

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Alex Rudniski

PART 572E  
NECK FLEXION TEST

Dummy Serial Number 1046  
Sequential Test Number 1  
Date 9/17/09  
Workfile 1046NF1

6 Axis Neck Transducer

| TEST PARAMETER                                  |       | SPECIFICATION      | TEST RESULTS |
|-------------------------------------------------|-------|--------------------|--------------|
| Temperature                                     |       | 20.6 – 22.2 Deg C  | 21.7         |
| Relative Humidity                               |       | 10% - 70%          | 51           |
| Impact Velocity                                 |       | 6.89 – 7.13 m/s    | 7.00         |
| Pendulum Deceleration                           | 10 ms | 22.50 - 27.50 G's  | 25.09        |
|                                                 | 20 ms | 17.60 - 22.60 G's  | 21.33        |
|                                                 | 30 ms | 12.50 - 18.50 G's  | 15.07        |
| Max Pendulum G's Above 30 ms                    |       | 29 G's Max         | 15.07        |
| Deceleration - Time Curve Decay Time to 5 G's   |       | 34 - 42 ms         | 38.40        |
| D Plane Rotation                                | Max   | 64 - 78 Deg        | 68.86        |
|                                                 | Time  | 57 - 64 ms         | 59.10        |
| Moment About Occipital Condyle                  | Max   | 88.13 – 108.47 N-m | 92.51        |
|                                                 | Time  | 47 - 58 ms         | 52.20        |
| Rotation Angle - Time Curve Decay Time to Zero  |       | 113 - 128 ms       | 115.50       |
| Positive Moment - Time Curve Decay Time to Zero |       | 97 - 107 ms        | 97.20        |

Remarks:

Laboratory Technician:

Alex Rudniski

PART 572E  
NECK EXTENSION TEST

Dummy Serial Number 1046  
Sequential Test Number 1  
Date 9/17/09  
Workfile 1046NE

6 Axis Neck Transducer

| TEST PARAMETER                                  |       | SPECIFICATION       | TEST RESULTS |
|-------------------------------------------------|-------|---------------------|--------------|
| Temperature                                     |       | 20.6 – 22.2 Deg C   | 21.7         |
| Relative Humidity                               |       | 10% - 70%           | 51           |
| Impact Velocity                                 |       | 5.94 – 6.19 m/s     | 6.07         |
| Pendulum Deceleration                           | 10 ms | 17.20 - 21.20 G's   | 19.71        |
|                                                 | 20 ms | 14.00 - 19.00 G's   | 18.30        |
|                                                 | 30 ms | 11.00 - 16.00 G's   | 15.08        |
| Max Pendulum G's Above 30 ms                    |       | 22 G's Max          | 15.08        |
| Deceleration - Time Curve Decay Time to 5 G's   |       | 38 - 46 ms          | 40.30        |
| D Plane Rotation                                | Max   | 81 - 106 Deg        | 94.38        |
|                                                 | Time  | 72 - 82 ms          | 75.60        |
| Moment About Occipital Condyle                  | Max   | -79.99 - -52.88 N-m | -69.43       |
|                                                 | Time  | 65 - 79 ms          | 72.20        |
| Rotation Angle - Time Curve Decay Time to Zero  |       | 147 - 174 ms        | 154.80       |
| Positive Moment - Time Curve Decay Time to Zero |       | 120 - 148 ms        | 138.40       |

Remarks:

Laboratory Technician:

Alex Rudniski

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number      1046  
Sequential Test Number      1  
Date                              9/17/09  
Workfile                        1046T

| TEST PARAMETER          | SPECIFICATION     | TEST RESULTS |
|-------------------------|-------------------|--------------|
| Temperature             | 20.6 – 22.2 Deg C | 21           |
| Relative Humidity       | 10% - 70%         | 51           |
| Pendulum Velocity       | 6.58 – 6.83 m/s   | 6.65         |
| Maximum Deflection      | 63.50 – 72.64 mm  | 66.04        |
| Maximum Resistive Force | 5159.9 – 5893.9 N | 5469.5       |
| Internal Hysteresis     | 69 - 85 %         | 73.16        |

Remarks:

Laboratory Technician:

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Alex Rudniski

PART 572E  
KNEE IMPACT TEST

|                        |         |         |
|------------------------|---------|---------|
| Dummy Serial Number    | 1046    |         |
| Sequential Test Number | 1       |         |
| Date                   | 9/17/09 | 9/18/09 |
| Workfile               | 1046LK  | 1046RK  |

| TEST PARAMETER         | SPECIFICATION     | TEST RESULTS |
|------------------------|-------------------|--------------|
| <b>LEFT KNEE</b>       |                   |              |
| Temperature            | 18.9 – 25.6 Deg C | 21.7         |
| Relative Humidity      | 10% - 70%         | 51           |
| Probe Velocity         | 2.07 – 2.13 m/s   | 2.09         |
| Peak Knee Impact Force | 4715.1 – 5782.7 N | 5060.85      |
| <b>RIGHT KNEE</b>      |                   |              |
| Temperature            | 18.9 – 25.6 Deg C | 20.6         |
| Relative Humidity      | 10% - 70%         | 52           |
| Probe Velocity         | 2.07 – 2.13 m/s   | 2.09         |
| Peak Knee Impact Force | 4715.1 – 5782.7 N | 5014.46      |

Remarks:

Laboratory Technician:

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Alex Rudniski

PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number      1046  
Sequential Test Number      1  
Date                                9/18/09

| TEST PARAMETER                    |    | SPECIFICATION  | TEST RESULTS |
|-----------------------------------|----|----------------|--------------|
| Temperature                       |    |                | 20.6         |
| Relative Humidity                 |    |                | 52           |
| Location for Chest Circumference  | AA | 16.9 - 17.1 in | 17.0         |
| Location for Waist Circumference  | BB | 8.9 - 9.1 in   | 9.0          |
| Total Sitting Height              | A  | 34.6 - 35.0 in | 34.9         |
| Shoulder Pivot Height             | B  | 19.9 - 20.5 in | 20.1         |
| H-Point Height                    | C  | 3.3 - 3.5 in   | 3.4          |
| H-Point from Backline             | D  | 5.3 - 5.5 in   | 5.4          |
| Shoulder Pivot from Backline      | E  | 3.3 - 3.7 in   | 3.4          |
| Thigh Clearance                   | F  | 5.5 - 6.1 in   | 5.9          |
| Back of Elbow to Wrist Pivot      | G  | 11.4 - 12.0 in | 11.8         |
| Skull Cap to Backline             | H  | 1.6 - 1.8 in   | 1.7          |
| Shoulder - Elbow Length           | I  | 13.0 - 13.6 in | 13.3         |
| Elbow Rest Height                 | J  | 7.5 - 8.3 in   | 7.7          |
| Buttock Knee Length               | K  | 22.8 - 23.8 in | 23.3         |
| Popliteal Height                  | L  | 16.9 - 17.9 in | 17.4         |
| Knee Pivot Height                 | M  | 19.1 - 19.7 in | 19.4         |
| Buttock Popliteal Length          | N  | 17.8 - 18.8 in | 18.4         |
| Chest Depth                       | O  | 8.4 - 9.0 in   | 8.7          |
| Foot Length                       | P  | 9.9 - 10.5 in  | 10.2         |
| Shoulder Breadth                  | V  | 16.6 - 17.2 in | 16.9         |
| Foot Breadth                      | W  | 3.6 - 4.2 in   | 3.9          |
| Chest Circumference (With Jacket) | Y  | 38.2 - 39.4 in | 39.0         |
| Waist Circumference               | Z  | 32.9 - 34.1 in | 33.6         |

Remarks:

Laboratory Technician:

Alex Rudniski

PART 572E  
HEAD DROP TEST

Dummy Serial Number 064  
Sequential Test Number 1  
Date 7/30/09  
Workfile 064H4

| TEST PARAMETER                  | SPECIFICATION     | TEST RESULTS |
|---------------------------------|-------------------|--------------|
| Temperature                     | 18.9 – 25.6 Deg C | 21.1         |
| Relative Humidity               | 10% - 70%         | 62           |
| Peak Resultant Acceleration     | 225-275 G's       | 263.45       |
| Peak Lateral Acceleration       | 15 G's Max        | 3.57         |
| Is Acceleration Curve Unimodal? | YES               | YES          |

Remarks:

Laboratory Technician:

Alex Rudniski

PART 572E  
NECK FLEXION TEST

|                        |         |                        |
|------------------------|---------|------------------------|
| Dummy Serial Number    | 064     |                        |
| Sequential Test Number | 1       |                        |
| Date                   | 7/28/09 | 6 Axis Neck Transducer |
| Workfile               | 064NF   |                        |

| TEST PARAMETER                                  |       | SPECIFICATION      | TEST RESULTS |
|-------------------------------------------------|-------|--------------------|--------------|
| Temperature                                     |       | 20.6 – 22.2 Deg C  | 21.1         |
| Relative Humidity                               |       | 10% - 70%          | 60           |
| Impact Velocity                                 |       | 6.89 – 7.13 m/s    | 7.00         |
| Pendulum Deceleration                           | 10 ms | 22.50 - 27.50 G's  | 23.92        |
|                                                 | 20 ms | 17.60 - 22.60 G's  | 20.73        |
|                                                 | 30 ms | 12.50 - 18.50 G's  | 15.86        |
| Max Pendulum G's Above 30 ms                    |       | 29 G's Max         | 15.86        |
| Deceleration - Time Curve Decay Time to 5 G's   |       | 34 - 42 ms         | 39.40        |
| D Plane Rotation                                | Max   | 64 - 78 Deg        | 71.13        |
|                                                 | Time  | 57 - 64 ms         | 61.80        |
| Moment About Occipital Condyle                  | Max   | 88.13 – 108.47 N-m | 88.64        |
|                                                 | Time  | 47 - 58 ms         | 99.50        |
| Rotation Angle - Time Curve Decay Time to Zero  |       | 113 - 128 ms       | 116.90       |
| Positive Moment - Time Curve Decay Time to Zero |       | 97 - 107 ms        | 99.50        |

Remarks:

Laboratory Technician: Alex Rudniski

PART 572E  
NECK EXTENSION TEST

|                        |         |                        |
|------------------------|---------|------------------------|
| Dummy Serial Number    | 064     |                        |
| Sequential Test Number | 1       |                        |
| Date                   | 7/28/09 | 6 Axis Neck Transducer |
| Workfile               | 064NE   |                        |

| TEST PARAMETER                                  |       | SPECIFICATION       | TEST RESULTS |
|-------------------------------------------------|-------|---------------------|--------------|
| Temperature                                     |       | 20.6 – 22.2 Deg C   | 21.1         |
| Relative Humidity                               |       | 10% - 70%           | 60           |
| Impact Velocity                                 |       | 5.94 – 6.19 m/s     | 6.07         |
| Pendulum Deceleration                           | 10 ms | 17.20 - 21.20 G's   | 20.18        |
|                                                 | 20 ms | 14.00 - 19.00 G's   | 18.42        |
|                                                 | 30 ms | 11.00 - 16.00 G's   | 14.94        |
| Max Pendulum G's Above 30 ms                    |       | 22 G's Max          | 14.94        |
| Deceleration - Time Curve Decay Time to 5 G's   |       | 38 - 46 ms          | 39.50        |
| D Plane Rotation                                | Max   | 81 - 106 Deg        | 100.89       |
|                                                 | Time  | 72 - 82 ms          | 77.0         |
| Moment About Occipital Condyle                  | Max   | -79.99 - -52.88 N-m | -73.09       |
|                                                 | Time  | 65 - 79 ms          | 71.90        |
| Rotation Angle - Time Curve Decay Time to Zero  |       | 147 - 174 ms        | 156.80       |
| Positive Moment - Time Curve Decay Time to Zero |       | 120 - 148 ms        | 145.10       |

Remarks:

Laboratory Technician: Alex Rudniski

PART 572E  
THORAX IMPACT TEST

Dummy Serial Number      064  
Sequential Test Number      1  
Date                              7/28/09  
Workfile                        064T

| TEST PARAMETER          | SPECIFICATION     | TEST RESULTS |
|-------------------------|-------------------|--------------|
| Temperature             | 20.6 – 22.2 Deg C | 21           |
| Relative Humidity       | 10% - 70%         | 60           |
| Pendulum Velocity       | 6.58 – 6.83 m/s   | 6.64         |
| Maximum Deflection      | 63.50 – 72.64 mm  | 69.85        |
| Maximum Resistive Force | 5159.9 – 5893.9 N | 5859.0       |
| Internal Hysteresis     | 69 - 85 %         | 73.68        |

Remarks:

Laboratory Technician:

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Alex Rudniski

PART 572E  
KNEE IMPACT TEST

Dummy Serial Number      064  
Sequential Test Number    1  
Date                              7/29/09  
Workfile                        064LK 064RK

| TEST PARAMETER         | SPECIFICATION     | TEST RESULTS |
|------------------------|-------------------|--------------|
| <b>LEFT KNEE</b>       |                   |              |
| Temperature            | 18.9 – 25.6 Deg C | 21.7         |
| Relative Humidity      | 10% - 70%         | 66           |
| Probe Velocity         | 2.07 – 2.13 m/s   | 2.13         |
| Peak Knee Impact Force | 4715.1 – 5782.7 N | 5052.01      |
| <b>RIGHT KNEE</b>      |                   |              |
| Temperature            | 18.9 – 25.6 Deg C | 21.7         |
| Relative Humidity      | 10% - 70%         | 66           |
| Probe Velocity         | 2.07 – 2.13 m/s   | 2.09         |
| Peak Knee Impact Force | 4715.1 – 5782.7 N | 5222.13      |

Remarks:

Laboratory Technician:

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Alex Rudniski

PART 572E  
EXTERNAL DIMENSIONS

Dummy Serial Number           064  
Sequential Test Number        1  
Date                                7/29/09

| TEST PARAMETER                    |    | SPECIFICATION  | TEST RESULTS |
|-----------------------------------|----|----------------|--------------|
| Temperature                       |    |                | 21.7         |
| Relative Humidity                 |    |                | 66           |
| Location for Chest Circumference  | AA | 16.9 - 17.1 in | 17.0         |
| Location for Waist Circumference  | BB | 8.9 - 9.1 in   | 9.0          |
| Total Sitting Height              | A  | 34.6 - 35.0 in | 34.8         |
| Shoulder Pivot Height             | B  | 19.9 - 20.5 in | 20.1         |
| H-Point Height                    | C  | 3.3 - 3.5 in   | 3.4          |
| H-Point from Backline             | D  | 5.3 - 5.5 in   | 5.4          |
| Shoulder Pivot from Backline      | E  | 3.3 - 3.7 in   | 3.5          |
| Thigh Clearance                   | F  | 5.5 - 6.1 in   | 5.7          |
| Back of Elbow to Wrist Pivot      | G  | 11.4 - 12.0 in | 11.9         |
| Skull Cap to Backline             | H  | 1.6 - 1.8 in   | 1.7          |
| Shoulder - Elbow Length           | I  | 13.0 - 13.6 in | 13.3         |
| Elbow Rest Height                 | J  | 7.5 - 8.3 in   | 7.9          |
| Buttock Knee Length               | K  | 22.8 - 23.8 in | 23.3         |
| Popliteal Height                  | L  | 16.9 - 17.9 in | 17.3         |
| Knee Pivot Height                 | M  | 19.1 - 19.7 in | 19.4         |
| Buttock Popliteal Length          | N  | 17.8 - 18.8 in | 18.4         |
| Chest Depth                       | O  | 8.4 - 9.0 in   | 8.8          |
| Foot Length                       | P  | 9.9 - 10.5 in  | 10.1         |
| Shoulder Breadth                  | V  | 16.6 - 17.2 in | 16.9         |
| Foot Breadth                      | W  | 3.6 - 4.2 in   | 3.9          |
| Chest Circumference (With Jacket) | Y  | 38.2 - 39.4 in | 38.9         |
| Waist Circumference               | Z  | 32.9 - 34.1 in | 33.6         |

Remarks:

Laboratory Technician:

Alex Rudniski

## **APPENDIX D**

### **DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION**

INSTRUMENT CALIBRATION FOR DRIVER DUMMY  
(Six Month Calibration Minimum)

| DRIVER DUMMY (S/N 1046) |       | Manufacturer | Serial #    | Calibration |            |
|-------------------------|-------|--------------|-------------|-------------|------------|
|                         |       |              |             | Last        | Next       |
| Head                    | X     | MFG: ENDEVCO | S/N: AAKB4  | 6/30/2009   | 12/28/2009 |
|                         | Y     | MFG: ENDEVCO | S/N: ACCY2  | 6/30/2009   | 12/28/2009 |
|                         | Z     | MFG: ENDEVCO | S/N: CC92H  | 6/30/2009   | 12/28/2009 |
| Head                    | X (R) | MFG: ENDEVCO | S/N: BD15J  | 6/30/2009   | 12/28/2009 |
|                         | Y (R) | MFG: ENDEVCO | S/N: J20165 | 6/30/2009   | 12/28/2009 |
|                         | Z (R) | MFG: ENDEVCO | S/N: J19611 | 6/29/2009   | 12/28/2009 |
| Neck Load Cell          | X     | MFG: DENTON  | S/N: 1629Fx | 4/15/2009   | 4/16/2010  |
|                         | Y     | MFG: DENTON  | S/N: 1629Fy | 4/15/2009   | 4/16/2010  |
|                         | Z     | MFG: DENTON  | S/N: 1629Fz | 4/15/2009   | 4/16/2010  |
| Neck Moment             | X     | MFG: DENTON  | S/N: 1629Mx | 4/15/2009   | 4/16/2010  |
|                         | Y     | MFG: DENTON  | S/N: 1629My | 4/15/2009   | 4/16/2010  |
|                         | Z     | MFG: DENTON  | S/N: 1629Mz | 4/15/2009   | 4/16/2010  |
| Chest                   | X     | MFG: ENDEVCO | S/N: J19547 | 6/8/2009    | 12/28/2009 |
|                         | Y     | MFG: ENDEVCO | S/N: J14669 | 6/8/2009    | 12/28/2009 |
|                         | Z     | MFG: ENDEVCO | S/N: J21963 | 6/8/2009    | 12/27/2009 |
| Chest                   | X (R) | MFG: ENDEVCO | S/N: J31819 | 6/29/2009   | 12/27/2009 |
|                         | Y (R) | MFG: ENDEVCO | S/N: J27490 | 6/29/2009   | 12/27/2009 |
|                         | Z (R) | MFG: ENDEVCO | S/N: J14688 | 6/9/2009    | 12/7/2009  |
| Chest Deflection        | X     | MFG: SERVO   | S/N: 1046   | 7/2/2009    | 1/2/2010   |
| Pelvic                  | X     | MFG: ENDEVCO | S/N: J20125 | 6/30/2009   | 12/28/2009 |
|                         | Y     | MFG: ENDEVCO | S/N: AJ452  | 6/30/2009   | 12/28/2009 |
|                         | Z     | MFG: ENDEVCO | S/N: J32156 | 6/30/2009   | 12/28/2009 |

INSTRUMENT CALIBRATION FOR DRIVER DUMMY  
(Six Month Calibration Minimum)

| DRIVER DUMMY (S/N 1046) |    | Manufacturer    | Serial #    | Calibration |            |
|-------------------------|----|-----------------|-------------|-------------|------------|
|                         |    |                 |             | Last        | Next       |
| Left Femur Load Cell    | Fz | MFG: DENTON     | S/N: 744    | 5/29/2009   | 11/26/2009 |
| Right Femur Load Cell   | Fz | MFG: DENTON     | S/N: 723    | 9/21/2009   | 3/21/2010  |
| Left Upper Tibia        | Mx | MFG: DENTON     | S/N: 368Mx  | 5/28/2009   | 5/29/2010  |
|                         | My | MFG: DENTON     | S/N: 368My  | 5/28/2009   | 5/29/2010  |
| Left Lower Tibia        | Fz | MFG: DENTON     | S/N: 364Fz  | 5/28/2009   | 5/29/2010  |
|                         | Mx | MFG: DENTON     | S/N: 364Mx  | 5/28/2009   | 5/29/2010  |
|                         | My | MFG: DENTON     | S/N: 364My  | 5/28/2009   | 5/29/2010  |
| Right Upper Tibia       | Mx | MFG: DENTON     | S/N: 370Mx  | 5/28/2009   | 5/29/2010  |
|                         | My | MFG: DENTON     | S/N: 370MY  | 5/28/2009   | 5/29/2010  |
| Right Lower Tibia       | Fz | MFG: DENTON     | S/N: 368LFz | 5/28/2009   | 5/29/2010  |
|                         | Mx | MFG: DENTON     | S/N: 368LMx | 5/28/2009   | 5/29/2010  |
|                         | My | MFG: DENTON     | S/N: 368LMy | 5/28/2009   | 5/29/2010  |
| Left Foot Rear          | X  | MFG: ENDEVCO    | S/N: J32011 | 6/29/2009   | 12/28/2009 |
|                         | Z  | MFG: ENDEVCO    | S/N: J19934 | 6/29/2009   | 12/28/2009 |
| Left Foot Front         | Z  | MFG: ENDEVCO    | S/N: P15321 | 6/29/2009   | 12/28/2009 |
| Right Foot Rear         | X  | MFG: ENDEVCO    | S/N: ACC14  | 6/30/2009   | 12/28/2009 |
|                         | Z  | MFG: ENDEVCO    | S/N: J36743 | 6/30/2009   | 12/28/2009 |
| Right Foot Front        | Z  | MFG: ENDEVCO    | S/N: P15856 | 6/30/2009   | 12/28/2009 |
| Lap Belt Load Cell      |    | MFG: First Tech | S/N: 156    | 4/2/2009    | 4/3/2010   |
| Shoulder Belt Load Cell |    | MFG: First Tech | S/N: 159    | 4/2/2009    | 4/3/2010   |

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
(Six Month Calibration Minimum)

| PASSENGER DUMMY (S/N 064) |       | Manufacturer | Serial #    | Calibration |            |
|---------------------------|-------|--------------|-------------|-------------|------------|
|                           |       |              |             | Last        | Next       |
| Head                      | X     | MFG: ENDEVCO | S/N: P52011 | 5/27/2009   | 11/24/2009 |
|                           | Y     | MFG: ENDEVCO | S/N: P52128 | 5/27/2009   | 11/24/2009 |
|                           | Z     | MFG: ENDEVCO | S/N: P51990 | 5/27/2009   | 11/24/2009 |
| Head                      | X (R) | MFG: ENDEVCO | S/N: P51303 | 5/27/2009   | 11/24/2009 |
|                           | Y (R) | MFG: ENDEVCO | S/N: P51985 | 5/27/2009   | 11/24/2009 |
|                           | Z (R) | MFG: ENDEVCO | S/N: P51294 | 5/27/2009   | 11/24/2009 |
| Neck Load Cell            | X     | MFG: DENTON  | S/N: 440Fx  | 4/7/2009    | 4/8/2010   |
|                           | Y     | MFG: DENTON  | S/N: 440Fy  | 4/7/2009    | 4/8/2010   |
|                           | Z     | MFG: DENTON  | S/N: 440Fz  | 4/7/2009    | 4/8/2010   |
| Neck Moment               | X     | MFG: DENTON  | S/N: 440Mx  | 4/7/2009    | 4/8/2010   |
|                           | Y     | MFG: DENTON  | S/N: 440My  | 4/7/2009    | 4/8/2010   |
|                           | Z     | MFG: DENTON  | S/N: 440Mz  | 4/7/2009    | 4/8/2010   |
| Chest                     | X     | MFG: ENDEVCO | S/N: P52000 | 5/28/2009   | 11/25/2009 |
|                           | Y     | MFG: ENDEVCO | S/N: P49163 | 5/28/2009   | 11/25/2009 |
|                           | Z     | MFG: ENDEVCO | S/N: P52009 | 5/28/2009   | 11/25/2009 |
| Chest                     | X (R) | MFG: ENDEVCO | S/N: P52035 | 5/28/2009   | 11/21/2009 |
|                           | Y (R) | MFG: ENDEVCO | S/N: P52030 | 5/28/2009   | 11/25/2009 |
|                           | Z (R) | MFG: ENDEVCO | S/N: P52033 | 5/28/2009   | 11/25/2009 |
| Chest Deflection          | X     | MFG: SERVO   | S/N: 064    | 5/24/2009   | 11/25/2009 |
| Pelvic                    | X     | MFG: ENDEVCO | S/N: P17285 | 5/28/2009   | 11/25/2009 |
|                           | Y     | MFG: ENDEVCO | S/N: P17837 | 5/28/2009   | 11/25/2009 |
|                           | Z     | MFG: ENDEVCO | S/N: P17553 | 5/28/2009   | 11/25/2009 |

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY  
(Six Month Calibration Minimum)

| PASSENGER DUMMY (S/N 064) |    | Manufacturer    | Serial #    | Calibration |            |
|---------------------------|----|-----------------|-------------|-------------|------------|
|                           |    |                 |             | Last        | Next       |
| Left Femur Load Cell      | Fz | MFG: DENTON     | S/N: 1525   | 5/29/2009   | 5/30/2010  |
| Right Femur Load Cell     | Fz | MFG: DENTON     | S/N: 1533   | 5/29/2009   | 5/30/2010  |
| Left Upper Tibia          | Mx | MFG: DENTON     | S/N: 374Mx  | 6/2/2009    | 6/3/2010   |
|                           | My | MFG: DENTON     | S/N: 374My  | 6/2/2009    | 6/3/2010   |
| Left Lower Tibia          | Fz | MFG: DENTON     | S/N: 372Fz  | 6/2/2009    | 6/3/2010   |
|                           | Mx | MFG: DENTON     | S/N: 372My  | 6/2/2009    | 6/3/2010   |
|                           | My | MFG: DENTON     | S/N: 372My  | 6/2/2009    | 6/3/2010   |
| Right Upper Tibia         | Mx | MFG: DENTON     | S/N: 404Mx  | 6/1/2009    | 6/3/2010   |
|                           | My | MFG: DENTON     | S/N: 404My  | 6/1/2009    | 6/2/2010   |
| Right Lower Tibia         | Fz | MFG: DENTON     | S/N: 396Fz  | 6/1/2009    | 6/2/2010   |
|                           | Mx | MFG: DENTON     | S/N: 396Mx  | 6/1/2009    | 6/2/2010   |
|                           | My | MFG: DENTON     | S/N: 396My  | 6/1/2009    | 6/2/2010   |
| Left Foot Rear            | X  | MFG: ENDEVCO    | S/N: P52383 | 5/27/2009   | 11/24/2009 |
|                           | Z  | MFG: ENDEVCO    | S/N: P52152 | 5/28/2009   | 11/25/2009 |
| Left Foot Front           | Z  | MFG: ENDEVCO    | S/N: P52082 | 5/28/2009   | 11/25/2009 |
| Right Foot Rear           | X  | MFG: ENDEVCO    | S/N: P52025 | 5/28/2009   | 11/25/2009 |
|                           | Z  | MFG: ENDEVCO    | S/N: P51873 | 5/28/2009   | 11/25/2009 |
| Right Foot Front          | Z  | MFG: ENDEVCO    | S/N: P58987 | 5/28/2009   | 11/25/2009 |
| Lap Belt Load Cell        |    | MFG: First Tech | S/N: 173    | 4/2/2009    | 4/3/2010   |
| Shoulder Belt Load Cell   |    | MFG: First Tech | S/N: 178    | 4/2/2009    | 4/3/2010   |

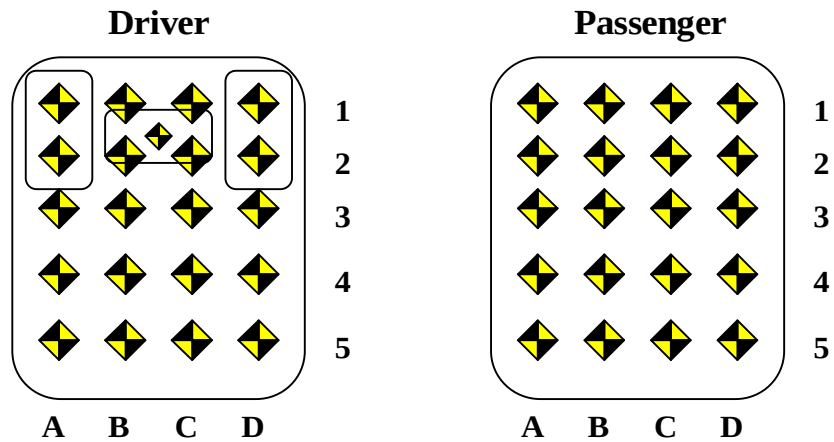
INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS  
(Six Month Calibration Minimum)

|                               | Manufacturer   | Serial #      | Calibration |            |
|-------------------------------|----------------|---------------|-------------|------------|
|                               |                |               | Last        | Next       |
| Left Seat Rear Crossmember X  | MFG: ENDEVCO   | S/N: P18531   | 9/17/2009   | 3/17/2010  |
| Right Rear Seat Crossmember X | MFG: ENDEVCO   | S/N: A13829   | 4/3/2009    | 10/1/2009  |
| Top of Engine                 | MFG: GS SENSOR | S/N: 9440-039 | 7/23/2009   | 1/20/2010  |
| Bottom of Engine              | MFG: ICS       | FA2483        | 4/16/2009   | 10/14/2009 |
| Right Disc Brake Caliper      | MFG: GS SENSOR | S/N: 9440-011 | 4/16/2009   | 10/14/2009 |
| Left Disc Brake Caliper       | MFG: ICS       | FA2474        | 4/16/2009   | 10/14/2009 |
| Left Seat Rear Crossmember Z  | MFG: ENDEVCO   | S/N: P23128   | 7/23/2009   | 1/20/2010  |
| Right Seat Rear Crossmember Z | MFG: ENDEVCO   | S/N: P16841   | 4/3/2009    | 10/1/2009  |

## **APPENDIX E**

### **VEHICLE INTERIOR INTRUSION MEASUREMENTS**

# DRIVER SIDE INTRUSION MEASUREMENTS



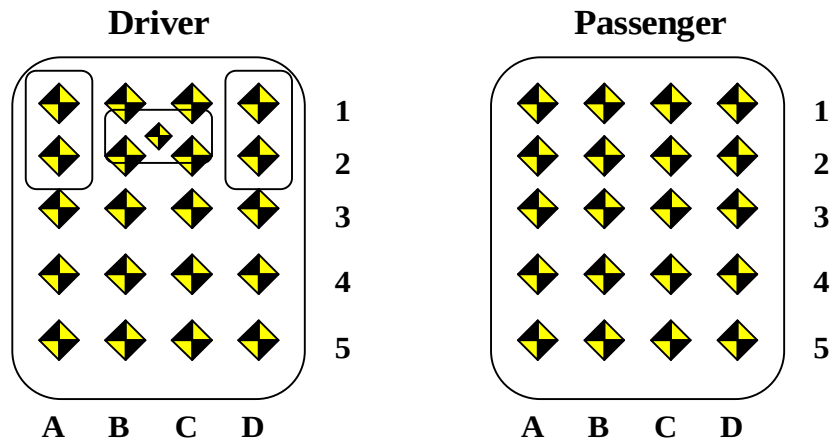
**Driver Side Intrusion Measurements**

| Intrusion Location | PRE-TEST (mm) |      |      | POST-TEST (mm) |      |      | CHANGE (mm) |     |     |
|--------------------|---------------|------|------|----------------|------|------|-------------|-----|-----|
|                    | X             | Y    | Z    | X              | Y    | Z    | X           | Y   | Z   |
| A1                 | 3335          | -577 | 505  | 3333           | -564 | 510  | 2           | -13 | -5  |
| B1                 | 3423          | -440 | 503  | 3390           | -409 | 521  | 33          | -31 | -18 |
| C1                 | 3427          | -308 | 493  | 3417           | -316 | 484  | 10          | 8   | 9   |
| D1                 | 3445          | -188 | 502  | 3409           | -202 | 514  | 36          | 14  | -12 |
| A2                 | 3290          | -576 | 453  | 3292           | -566 | 452  | -2          | -10 | 1   |
| B2                 | 3358          | -440 | 448  | 3351           | -424 | 451  | 7           | -16 | -3  |
| C2                 | 3363          | -313 | 439  | 3357           | -308 | 424  | 6           | -5  | 15  |
| D2                 | 3395          | -186 | 447  | 3364           | -193 | 446  | 31          | 7   | 1   |
| A3                 | 3223          | -580 | 396  | 3231           | -576 | 395  | -8          | -4  | 1   |
| B3                 | 3247          | -441 | 388  | 3251           | -437 | 375  | -4          | -4  | 13  |
| C3                 | 3271          | -316 | 383  | 3272           | -313 | 356  | -1          | -3  | 27  |
| D3                 | 3295          | -190 | 380  | 3296           | -185 | 346  | -1          | -5  | 34  |
| A4                 | 3163          | -574 | 392  | 3172           | -574 | 391  | -9          | 0   | 1   |
| B4                 | 3168          | -443 | 377  | 3171           | -441 | 363  | -3          | -2  | 14  |
| C4                 | 3166          | -317 | 373  | 3171           | -317 | 346  | -5          | 0   | 27  |
| D4                 | 3168          | -188 | 386  | 3172           | -186 | 351  | -4          | -2  | 35  |
| A5                 | 3108          | -580 | 390  | 3115           | -575 | 392  | -7          | -5  | -2  |
| B5                 | 3108          | -447 | 378  | 3116           | -445 | 365  | -8          | -2  | 13  |
| C5                 | 3107          | -317 | 373  | 3111           | -315 | 349  | -4          | -2  | 24  |
| D5                 | 3109          | -187 | 386  | 3113           | -187 | 355  | -4          | 0   | 31  |
| BP                 | 3305          | -339 | 586  | 3282           | -330 | 569  | 23          | -9  | 17  |
| G                  | 3051          | -510 | 840  | 3058           | -510 | 843  | -7          | 0   | -3  |
| H                  | 3056          | -206 | 829  | 3065           | -205 | 833  | -9          | -1  | -4  |
| L                  | 2816          | -366 | 1078 | 2842           | -370 | 1075 | -26         | 4   | 3   |
| AB                 | 2700          | -597 | 485  | 2703           | -596 | 477  | -3          | -1  | 8   |

BP=Brake Pedal, G=Left side of bolster, H=Right side of bolster, L=Steering wheel center;

AB = Front outboard seat anchor bolt

# PASSENGER SIDE INTRUSION MEASUREMENTS



**Passenger Side Intrusion Measurements**

| Intrusion Location | PRE-TEST (mm) |     |     | POST-TEST (mm) |     |     | CHANGE (mm) |     |    |
|--------------------|---------------|-----|-----|----------------|-----|-----|-------------|-----|----|
|                    | X             | Y   | Z   | X              | Y   | Z   | X           | Y   | Z  |
| A1                 | 3415          | 184 | 519 | 3374           | 196 | 503 | 41          | -12 | 16 |
| B1                 | 3429          | 314 | 510 | 3388           | 324 | 494 | 41          | -10 | 16 |
| C1                 | 3434          | 441 | 514 | 3369           | 444 | 507 | 65          | -3  | 7  |
| D1                 | 3402          | 574 | 535 | 3371           | 553 | 540 | 31          | 21  | -5 |
| A2                 | 3337          | 185 | 464 | 3322           | 190 | 433 | 15          | -5  | 31 |
| B2                 | 3352          | 313 | 447 | 3321           | 308 | 427 | 31          | 5   | 20 |
| C2                 | 3353          | 442 | 449 | 3340           | 436 | 428 | 13          | 6   | 21 |
| D2                 | 3350          | 573 | 449 | 3340           | 561 | 445 | 10          | 12  | 4  |
| A3                 | 3205          | 183 | 384 | 3201           | 184 | 331 | 4           | -1  | 53 |
| B3                 | 3268          | 312 | 387 | 3268           | 314 | 337 | 0           | -2  | 50 |
| C3                 | 3270          | 442 | 390 | 3271           | 440 | 356 | -1          | 2   | 34 |
| D3                 | 3269          | 572 | 391 | 3274           | 568 | 372 | -5          | 4   | 19 |
| A4                 | 3179          | 183 | 380 | 3179           | 186 | 328 | 0           | -3  | 52 |
| B4                 | 3181          | 313 | 377 | 3183           | 313 | 329 | -2          | 0   | 48 |
| C4                 | 3181          | 440 | 379 | 3183           | 442 | 343 | -2          | -2  | 36 |
| D4                 | 3180          | 569 | 392 | 3184           | 564 | 379 | -4          | 5   | 13 |
| A5                 | 3091          | 186 | 383 | 3091           | 186 | 330 | 0           | 0   | 53 |
| B5                 | 3093          | 313 | 379 | 3091           | 315 | 331 | 2           | -2  | 48 |
| C5                 | 3091          | 439 | 378 | 3095           | 444 | 344 | -4          | -5  | 34 |
| D5                 | 3089          | 567 | 392 | 3093           | 566 | 381 | -4          | 1   | 11 |
| R                  | 3051          | 218 | 836 | 3045           | 216 | 831 | 6           | 2   | 5  |
| S                  | 3054          | 519 | 837 | 3051           | 516 | 828 | 3           | 3   | 9  |
| AB                 | 2699          | 603 | 484 | 2700           | 605 | 469 | -1          | -2  | 15 |

R=Left side of bolster, S=Right side of bolster, L=Steering wheel center;  
AB = Front outboard seat anchor bolt