

REPORT NUMBER: 208-MGA-2010-022

**VEHICLE SAFETY COMPLIANCE TESTING
FOR
FMVSS 208, OCCUPANT CRASH PROTECTION**

**NISSAN MOTOR COMPANY, LTD.
2010 NISSAN CUBE MPV
NHTSA NO.: CA5205**

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



TEST DATES: JULY 7, 2010 – JULY 12, 2010

FINAL REPORT DATE: DECEMBER 23, 2010

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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WASHINGTON, D.C. 20590**

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SECTION 1
PURPOSE OF COMPLIANCE TESTS

This Federal Motor Vehicle Safety Standard 208 compliance test is part of a program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No.: DTNH22-08-D-00086. The purpose of this test was to determine whether the subject vehicle, a 2010 Nissan Cube, NHTSA No.: CA5205, meets certain performance requirements of FMVSS 208, "Occupant Crash Protection". The compliance test was conducted in accordance with OVSC Laboratory Test Procedure No.: TP208-14 dated April 16, 2008.

SECTION 2

TESTS PERFORMED

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance

NHTSA No.: CA5205
 Test Dates: 7/2/10 - 7/12/10

The following checked items indicate the tests that were performed:

X	1.	Rear seating position seat belts
X	2.	Air bag labels (S4.5.1)
X	3.	Readiness indicator (S4.5.2)
X	4.	Passenger air bag manual cut-off device (S4.5.4)
X	5.	Lap belt lockability (S7.1.1.5)
X	6.	Seat belt warning system (S7.3)
X	7.	Seat belt contact force (S7.4.3)
X	8.	Seat belt latch plate access (S7.4.4)
X	9.	Seat belt retraction (S7.4.5)
X	10.	Seat belt guides and hardware (S7.4.6)
X	11.	Air bag suppression telltale (S19.2.2)
X	12.	Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R)
X	13.	Suppression tests with Newborn infant (Part 572, Subpart K)
X	14.	Suppression tests with 3-year-old dummy (Part 572, Subpart P)
X	15.	Suppression tests with 6-year-old dummy (Part 572, Subpart N)
X	16.	Test of Reactivation of the passenger air bag system with an unbelted 5 th percentile female dummy.
	17.	Low risk deployment test with 12-month-old dummy (Part 572, Subpart R)
	18.	Low risk deployment test with 3-year-old dummy (Part 572, Subpart P)
	19.	Low risk deployment test with 6-year-old dummy (Part 572, Subpart N)
X	20.	Low risk deployment test with 5 th female dummy (Part 572, Subpart O)
	21.	Impact Tests
		Frontal Oblique
		Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
		Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a)(1) or S5.1.2(b))
		Frontal 0°
		Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a))
		Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a))
		Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1))
		Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
		Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
		Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))
		Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))
		40% Offset 0° Belted 5 th female dummy driver and passenger (0 to 40 kmph) (S18.1)
	22.	FMVSS 204 Indicant Test
	23.	FMVSS 212 Test
	24.	FMVSS 219 Indicant Test
	25.	FMVSS 301 Frontal Test

Electronic data from the low risk deployment tests were sampled at 10,000 samples per second and processed as specified in SAEJ211/1 MAR95 and FMVSS 208, S4.13. The low risk deployment tests were recorded using high speed video.

An FMVSS No. 208 frontal impact test was not performed on this vehicle at the request of the COTR. The vehicle was reserved for FMVSS No. 301 rear impact testing in support of an investigation.

The vehicle appears to meet all FMVSS No. 208 performance requirements to which it was tested.

SECTION 3

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance

NHTSA No.: CA5205
 Test Date: 7/12/10

5th Percentile Female Low Risk Deployments

5th Percentile Female SN 510 Position 1 (Chin On Module) 7/12/10

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	45
Peak Nij (Nte)	1.0	0.5
Time (ms)	NA	51.5
Peak Nij (Ntf)	1.0	0.4
Time (ms)	NA	28.6
Peak Nij (Nce)	1.0	0.3
Time (ms)	NA	155.0
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	2.0
Neck Tension	2070 N	912
Neck Compression	2520 N	287
Chest g	60 g	15
Chest Displacement	52 mm	11
Left Femur	6805 N	51
Right Femur	6805 N	31

Second stage fire time of 30 ms; Injuries calculated on 0 ms to 155 ms.

5th Percentile Female SN 510 Position 2 (Chin On Rim) 7/12/10

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	17
Peak Nij (Nte)	1.0	0.8
Time (ms)	NA	54.5
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	24.2
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	6.2
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	2.3
Neck Tension	2070 N	886
Neck Compression	2520 N	18
Chest g	60 g	19
Chest Displacement	52 mm	17
Left Femur	6805 N	15
Right Femur	6805 N	42

Second stage fire time of 30 ms; Injuries calculated on 0 ms to 155 ms.

SECTION 4
DISCUSSION OF TESTS

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance

NHTSA No.: CA5205
Test Dates: 7/2/10 - 7/12/10

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

The Nissan Cube passenger air bag suppression telltale light is off when the passenger seat is empty. In all positions the suppression system classified the Angel Guard Angel Ride car bed as an empty seat; therefore the telltale light was off. In the forward belted position, without the CRS base, the suppression system classified the Graco Snugride as an empty seat; therefore the telltale light was off. A diagnostic tool supplied by Nissan was used to verify that the airbag was suppressed in these cases.

An FMVSS No. 208 frontal impact test was not performed on this vehicle at the request of the COTR. The vehicle was reserved for FMVSS No. 301 rear impact testing in support of an investigation.

SECTION 5
TEST DATA SHEETS

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance

NHTSA No.: CA5205
Test Dates: 7/2/10 - 7/12/10

DATA SHEET 1

COTR VEHICLE WORK ORDER

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance

NHTSA No.: CA5205
 Test Dates: 7/2/10 - 7/12/10

COTR Signature: Brian Smith

Test to be performed for this vehicle are checked below:

- | | | |
|-------------------------------------|-----|--|
| ☒ | 1. | Rear Seating Position Seat Belts |
| ☒ | 2. | Air Bag Labels (S4.5.1) |
| ☒ | 3. | Readiness Indicator (S4.5.2) |
| ☒ | 4. | Passenger Air Bag Manual Cut-off Device (S4.5.4) |
| ☒ | 5. | Lap Belt Lockability (S7.1.1.5) |
| ☒ | 6. | Seat Belt Warning System (S7.3) |
| ☒ | 7. | Seat Belt Contact Force (S7.4.3) |
| ☒ | 8. | Seat Belt Latch Plate Access (S7.4.4) |
| ☒ | 9. | Seat Belt Retraction (S7.4.5) |
| ☒ | 10. | Seat Belt Guides and Hardware (S7.4.6) |
| ☒ | 11. | Air bag suppression telltale (S19.2.2) |
| ☒ | 12. | Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) using the following indicated child restraints (mid-height seat position): |

Section B – Rear Facing (unbelted and belted rear facing, unbelted forward facing)

☐	Century Smart Fit 4543	☐	Full Rearward	☐	Mid Position	☐	Full Forward
☒	Cosco Arriva 22-013	☒	Full Rearward	☒	Mid Position	☒	Full Forward
☐	Evenflo Discovery Adjust Right 212	☐	Full Rearward	☐	Mid Position	☐	Full Forward
☐	Graco Infant 8457	☐	Full Rearward	☐	Mid Position	☐	Full Forward
☒	Graco Snuggly	☒	Full Rearward	☒	Mid Position	☒	Full Forward
☒	Peg Perego Viaggio	☒	Full Rearward	☒	Mid Position	☒	Full Forward

Section C – Convertible (unbelted and belted rear facing, unbelted and belted forward facing)

- | | | | | | | | |
|-------------------------------------|--------------------------------|--|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
| ☒ | Britax Roundabout E9L02 | ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
| ☐ | Cosco High Back Booster 22-209 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Cosco Touriva 02519 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☒ | Cosco Summit Deluxe 22-262 | ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
| ☐ | Evenflo Generations 352 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Evenflo Medallion 254 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☒ | Evenflo Tribute V 379 | ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
| ☐ | Graco ComfortSport | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Graco Platinum Cargo | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☒ | Graco Safeseat Step 2 | ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
| ☒ | 13. | Suppression tests with newborn infant (Part 572, Subpart K) using the following indicated child restraints (mid-height seat position). | | | | | |

Section A – Car Bed (Belted)

☒	Angel Guard Angel Ride	☒	Full Rearward	☒	Mid Position	☒	Full Forward
-------------------------------------	------------------------	-------------------------------------	---------------	-------------------------------------	--------------	-------------------------------------	--------------

- ☒ 14. Suppression tests with 3-year-old dummy (Part 572, Subpart P) using the following indicated child restraints where a child restraint is required (mid-height seat position):

Section C – Convertible (Belted forward-facing)

☒	Britax Roundabout E9L02	☒	Full Rearward	☒	Mid Position	☒	Full Forward
☒	Cosco High Back Booster 22-209	☒	Full Rearward	☒	Mid Position	☒	Full Forward
	Cosco Touriva 02519		Full Rearward		Mid Position		Full Forward
☒	Cosco Summit Deluxe 22-262	☒	Full Rearward	☒	Mid Position	☒	Full Forward
☒	Evenflo Generations 352	☒	Full Rearward	☒	Mid Position	☒	Full Forward
	Evenflo Medallion 254		Full Rearward		Mid Position		Full Forward
☒	Evenflo Tribute V 379	☒	Full Rearward	☒	Mid Position	☒	Full Forward
	Graco ComfortSport		Full Rearward		Mid Position		Full Forward
	Graco Platinum Cargo		Full Rearward		Mid Position		Full Forward
☒	Graco Safeseat Step 2	☒	Full Rearward	☒	Mid Position	☒	Full Forward

Section D – Toddler/Belt Positioning Booster (Belted)

	Britax Roadster 9004		Full Rearward		Mid Position		Full Forward
	Graco Platinum Cargo		Full Rearward		Mid Position		Full Forward
☒	Cosco High Back Booster 22-209	☒	Full Rearward	☒	Mid Position	☒	Full Forward
	Evenflo Right Fit 245		Full Rearward		Mid Position		Full Forward
☒	Evenflo Generations 352	☒	Full Rearward	☒	Mid Position	☒	Full Forward
☒	Cosco Summit Deluxe 22-262	☒	Full Rearward	☒	Mid Position	☒	Full Forward

- ☐ 15. Suppression tests with representative 3-year-old child using the following indicated child restraints where a child restraint is required (mid-height position). (Appendix H, Data Sheet 19H and 20H)

Section C – Convertible (Belted forward-facing)

	Britax Roundabout E9L02		Full Rearward		Mid Position		Full Forward
	Cosco High Back Booster 22-209		Full Rearward		Mid Position		Full Forward
	Cosco Touriva 02519		Full Rearward		Mid Position		Full Forward
	Cosco Summit Deluxe 22-262		Full Rearward		Mid Position		Full Forward
	Evenflo Generations 352		Full Rearward		Mid Position		Full Forward
	Evenflo Medallion 254		Full Rearward		Mid Position		Full Forward
	Evenflo Tribute V 379		Full Rearward		Mid Position		Full Forward
	Graco ComfortSport		Full Rearward		Mid Position		Full Forward
	Graco Platinum Cargo		Full Rearward		Mid Position		Full Forward
	Graco Safeseat Step 2		Full Rearward		Mid Position		Full Forward

Section D – Toddler/Belt Positioning Booster (Belted)

	Britax Roadster 9004		Full Rearward		Mid Position		Full Forward
	Graco Platinum Cargo		Full Rearward		Mid Position		Full Forward
	Cosco High Back Booster 22-209		Full Rearward		Mid Position		Full Forward
	Evenflo Right Fit 245		Full Rearward		Mid Position		Full Forward
	Evenflo Generations 352		Full Rearward		Mid Position		Full Forward
	Cosco Summit Deluxe 22-262		Full Rearward		Mid Position		Full Forward

☒	16.	Suppression tests with 3-year-old dummy (Part 572, Subpart P) in the following positions (mid-height seat position):			
☒		Sitting on seat with back against seat back (S22.2.2.1)			
☒		☒ Full Rearward	☒ Mid Position	☒ Full Forward	
☒		Sitting on seat with back against reclined seat back (S22.2.2.2)			
☒		☒ Full Rearward	☒ Mid Position	☒ Full Forward	
☒		Sitting on seat with back not against seat back (S22.2.2.3)			
☒		☒ Full Rearward	☒ Mid Position	☒ Full Forward	
☒		Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)			
☒		☒ Full Rearward	☒ Mid Position	☒ Full Forward	
☒		Standing on seat, facing forward (S22.2.2.5)			
☒		☒ Full Rearward	☒ Mid Position	☒ Full Forward	
☒		Kneeling on seat facing forward (S22.2.2.6)			
☒		☒ Full Rearward	☒ Mid Position	☒ Full Forward	
☒		Kneeling on seat facing rearward (S22.2.2.7)			
☒		☒ Full Rearward	☒ Mid Position	☒ Full Forward	
		Lying on seat (S22.2.2.8)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
	17.	Suppression tests with representative 3-year-old child in the following positions (mid-height seat position):			
		Sitting on seat with back against seat back (S22.2.2.1)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
		Sitting on seat with back against reclined seat back (S22.2.2.2)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
		Sitting on seat with back not against seat back (S22.2.2.3)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
		Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
		Standing on seat, facing forward (S22.2.2.5)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
		Kneeling on seat facing forward (S22.2.2.6)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
		Kneeling on seat facing rearward (S22.2.2.7)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
		Lying on seat (S22.2.2.8)			
		☐ Full Rearward	☐ Mid Position	☐ Full Forward	
☒	18.	Suppression tests with 6-year-old dummy (Part 572, Subpart N) using the following indicated child restraints where a child restraint is required (mid-height seat position):			
		Section D			
		☐ Britax Roadster 9004	☐ Full Rearward	☐ Mid Position	☐ Full Forward
		☐ Graco Platinum Cargo	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☒		☒ Cosco High Back Booster 22-209	☒ Full Rearward	☒ Mid Position	☒ Full Forward
		☐ Evenflo Right Fit 245	☐ Full Rearward	☐ Mid Position	☐ Full Forward
☒		☒ Evenflo Generations 352	☒ Full Rearward	☒ Mid Position	☒ Full Forward
		☐ Cosco Summit Deluxe 22-262	☐ Full Rearward	☐ Mid Position	☐ Full Forward

- ☐ 19. Suppression tests with representative 6-year-old child using the following indicated child restraints where a child restraint is required (mid-height seat position):
- Section D
- | | | | | | | | |
|--------------------------|--------------------------------|--------------------------|---------------|--------------------------|--------------|--------------------------|--------------|
| ☐ | Britax Roadster 9004 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Graco Platinum Cargo | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Cosco High Back Booster 22-209 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Evenflo Right Fit 245 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Evenflo Generations 352 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
| ☐ | Cosco Summit Deluxe 22-262 | ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
- ☒ 20. Suppression tests with 6-year-old dummy (Part 572, Subpart N) in the following positions (mid-height seat position):
- ☒ Sitting on seat with back against seat back (S22.2.2.1)
- | | | | | | |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
| ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
- ☒ Sitting on seat with back against reclined seat back (S22.2.2.2)
- | | | | | | |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
| ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
- ☒ Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
- | | | | | | |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
| ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
- ☒ Sitting back in the seat and leaning on the right front passenger door (S24.2.3)
- | | | | | | |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
| ☒ | Full Rearward | ☒ | Mid Position | ☒ | Full Forward |
|-------------------------------------|---------------|-------------------------------------|--------------|-------------------------------------|--------------|
- ☐ 21. Suppression tests with representative 6-year-old child in the following positions (mid-height seat position):
- ☐ Sitting on seat with back against seat back (S22.2.2.1)
- | | | | | | |
|--------------------------|---------------|--------------------------|--------------|--------------------------|--------------|
| ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
|--------------------------|---------------|--------------------------|--------------|--------------------------|--------------|
- ☐ Sitting on seat with back against reclined seat back (S22.2.2.2)
- | | | | | | |
|--------------------------|---------------|--------------------------|--------------|--------------------------|--------------|
| ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
|--------------------------|---------------|--------------------------|--------------|--------------------------|--------------|
- ☐ Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
- | | | | | | |
|--------------------------|---------------|--------------------------|--------------|--------------------------|--------------|
| ☐ | Full Rearward | ☐ | Mid Position | ☐ | Full Forward |
|--------------------------|---------------|--------------------------|--------------|--------------------------|--------------|
- ☐ Sitting back in the seat and leaning on the right front passenger door (S24.2.3)
- ☒ 22. Test of Reactivation of the Passenger Air Bag System with an Unbelted 5th percentile female dummy (S20.3, 22.3, S24.3) (mid-height seat position). Perform this test after the following suppression tests: After each restraint.
- ☐ 23. Test of Reactivation of the Passenger Air Bag System with a representative 5th percentile female (S20.3, 22.3, S24.3) (mid-height seat position). Perform this test after the following suppression tests:
- ☐ 24. Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) using the following indicated child restraints (full forward, mid-height seat position)(S20.4):
- Section B
- | | |
|--------------------------|------------------------------------|
| ☐ | Century Smart Fit 4543 |
| ☐ | Cosco Arriva 22-013 |
| ☐ | Evenflo Discovery Adjust Right 212 |
| ☐ | Graco Infant 8457 |
| ☐ | Graco Snugride |
| ☐ | Peg Perego Viaggio |
- Section C
- | | |
|--------------------------|-------------------------|
| ☐ | Britax Roundabout E9L02 |
| ☐ | Cosco Touriva 02519 |
| ☐ | Evenflo Medallion 254 |
| ☐ | Evenflo Tribute V 379 |
| ☐ | Graco ComfortSport |
- ☐ 25. Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) in the following positions:
- | | |
|--------------------------|---|
| ☐ | Position 1 (rearmost, lowest seat position) |
| ☐ | Position 2 (mid-height seat position) |
- ☐ 26. Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) in the following positions:
- | | |
|--------------------------|--|
| ☐ | Position 1(rearmost, lowest seat position) |
| ☐ | Position 2 (mid-height seat position) |

X	27.	Low risk deployment test with 5 th female dummy (Part 572, Subpart O) in the following positions:	
X		Position 1 (mid-height seat position)	
X		Position 2 (mid-height seat position)	
	28.	Impact Tests	
		Frontal Oblique	Impact Angle: Test Speed:
			Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))
			Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
			Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a)(2) or S5.1.2(b))
		Frontal 0° - Test Speed:	
			Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
			Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
			Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a)(1))
			Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a)(1))
			Belted 5 th female dummy driver and passenger (0 to 56 kmph) (S16.1(a)(2))
			Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
			Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1))
			Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
			Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
			Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))
			Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))
		40% Offset 0° Belted 5 th female dummy driver and passenger (0 to 40 kmph) (S18.1) Test Speed:	
	29.	FMVSS 204 Indicant Test	
	30.	FMVSS 212 Test	
	31.	FMVSS 219 Indicant Test	
	32.	FMVSS 301 Frontal Test	

DATA SHEET 2
REPORT OF VEHICLE CONDITION

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance

NHTSA No.: CA5205
Test Dates: 7/2/10 - 7/12/10

CONTRACT NO.: DTNH22-08-D-00086

Date: 9/30/10

FROM (Lab and rep name): MGA Research Corporation

TO: NHTSA, OVSC, NVS-220

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

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2010 Nissan Cube

MANUFACTURE DATE: 12/09

NHTSA NO. CA5205 GVWR: 1735 kg (3825 lbs)

BODY COLOR: White GAWR (Fr): 880 kg (1940 lbs)

VIN: JN8AZ2KR9AT158603 GAWR (Rr): 860 kg (1896 lbs)

ODOMETER READINGS: ARRIVAL (miles): 55 DATE: 3/19/10

COMPLETION (miles): 61 DATE: 7/12/10

PURCHASE PRICE: (\$) 15,926

DEALER'S NAME: Boucher Fleet Group. – 1421 E Moreland Blvd, Waukesha, WI,
53186

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

Identify the letter above to which any of the following comments apply.

Comments: _____

REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

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

VEHICLE: 2010 Nissan Cube

NHTSA NO.: CA5205

REMARKS:

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

None

Explanation for equipment removal:

Not Applicable

Test Vehicle Condition:

50 mph 70% offset rear impact damage- rear suspension & structure damaged, rear quarter panels damaged, Stoddard in fuel system

RECORDED BY: Jeff Lewandowski

DATE: 9/30/2010

APPROVED BY: David Winkelbauer

DATE: 9/30/2010

#####

RELEASE OF TEST VEHICLE

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

Date:

Time:

Odometer:

Lab Rep's Signature:

Title:

Carrier/Customer Rep:

Date:

DATA SHEET 3

CERTIFICATION LABEL AND TIRE PLACARD INFORMATION

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/12/10

Certification Label (Part 567)	
Manufacturer:	Nissan Motor Co., LTD.
Date of Manufacture:	12/09
VIN:	JN8AZ2KR9AT158603
Vehicle Certified As (Pass. Car/MPV/Truck/Bus):	MPV
Front Axle GVWR:	880 kg (1940 lbs)
Rear Axle GVWR:	860 kg (1896 lbs)
Total GVWR:	1735 kg (3825 lbs)

Tire Placard for Motor Vehicles with GVWR of 10,000 lb or Less and Passenger Cars (571.110)	
Vehicle Capacity Weight:	390 kg (860 lbs)
Designated Seating Capacity Front:	2
Designated Seating Capacity Rear:	3
Total Designated Seating Capacity:	5
Recommended Cold Tire Inflation Pressure Front:	230 kpa (33 psi)
Recommended Cold Tire Inflation Pressure Rear:	230 kpa (33 psi)
Recommended Tire Size:	P195/60R15
Tire Size on Vehicle:	P195/60R15

Signature: Wayne Dahlke

Date: 7/12/10

DATA SHEET 4
REAR SEATING POSITION SEAT BELTS

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

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

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

REMARKS:

Signature: Wayne Dahlke

Date: 7/7/10

DATA SHEET 5
AIR BAG LABELS (S4.5.1)

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

☒	1.	Air Bag Maintenance Label and Owner's Manual Instructions: (S4.5.1(a))
☒	1.1	Does the manufacturer recommend periodic maintenance or replacement of the air bag?
		☐ Yes (Go to 1.2)
		☒ No (Go to 2)
☐	1.2	Does the vehicle have a label specifying air bag maintenance or replacement?
		☐ Yes – Pass
		☐ No – Fail
☐	1.3	Does the label contain one of the following?
		☐ Yes – Pass
		☐ No – Fail
		Check applicable schedule:
		☐ Schedule on label specifies month and year (Record date _____)
		☐ Schedule on label specifies vehicle mileage (Record mileage _____)
		☐ Schedule on label specifies interval measured from date on certification label (Record interval _____)
☐	1.4	Is the label permanently affixed within the passenger compartment such that it cannot be removed without destroying or defacing the label or vehicle part? (3/19/01 legal interpretation to Todd Mitchell)
		☐ Yes – Pass
		☐ No – Fail
☐	1.5	Is the label lettered in English?
		☐ Yes – Pass
		☐ No – Fail
☐	1.6	Is the label in block capitals and numerals?
		☐ Yes – Pass
		☐ No – Fail
☐	1.7	Are the letters and numerals at least 3/32 inches high?
		☐ Yes – Pass
		☐ No – Fail
☐	1.8	Does the owner's manual set forth the recommended schedule for maintenance or replacement?
☒	2.	Does the owner's manual: (S4.5.1(f))
☒	2.1	Include a description of the vehicle's air bag system in an easily understandable format?
		☒ Yes – Pass
		☐ No – Fail
☒	2.2	Include a statement that the vehicle is equipped with an air bag and a lap/shoulder belt at the front outboard seating position?
		☒ Yes – Pass
		☐ No – Fail
☒	2.3	Include a statement that the air bag is a supplemental restraint at the front outboard seating position?
		☒ Yes – Pass
		☐ No – Fail
☒	2.4	Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash?
		☒ Yes – Pass
		☐ No – Fail

- ☒ 2.5 Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to ensure maximum safety protection for those occupants?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.6 Explain that no objects should be placed over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7 Is the vehicle certified to meet the requirements of S14.5, S15, S17, S19, S21, S23, and S25? (Obtain answer to this question from the COTR) (S4.5.1(f)(2))
☒ Yes – (Go to 2.7.1)
☐ No – (Go to 3.)
- ☒ 2.7.1 Explain the proper functioning of the advanced air bag system? (S4.5.1(f)(2))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.2 Provide a summary of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.3 Present and explain the main components of the advanced passenger air bag system? (S4.5.1(f)(2)(i))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.4 Explain how the components function together as part of the advanced passenger air bag system? (S4.5.1(f)(2)(ii))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.5 Contain the basic requirements for proper operation, including an explanation of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2)(iii))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.6 Is the vehicle certified to the requirements of S19.2, S21.2, or 23.2 (automatic suppression)?
☒ Yes, continue with 2.7.6
☐ No, go to 2.7.7
- ☒ 2.7.6.1 Contain a complete description of the passenger air bag suppression system installed in the vehicle, including a discussion of any suppression zone? (S4.5.1(f)(2)(iv))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.6.2 Discuss the telltale light, specifying its location in the vehicle and explaining when the light is illuminated?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.7 Explain the interaction of the advanced passenger air bag system with other vehicle components, such as seat belts, seats or other components? (S4.5.1(f)(2)(v))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.8 Summarize the expected outcomes when child restraint systems, children and small teenagers or adults are both properly and improperly positioned in the passenger seat, including cautionary advice against improper placement of child restraint systems? (S4.5.1(f)(2)(vi))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.9 Provide information on how to contact the vehicle manufacturer concerning modifications for persons with disabilities that may affect the advanced air bag system? (S4.5.1(f)(2)(vii))
☒ Yes – Pass
☐ No – Fail

- ☒ 3. Sun Visor Air Bag Warning Label (S4.5.1(b)): Vehicles certified to meet the requirements of S19, S21 and S23. (S4.5.1(b)(3))
- ☒ 3.1 Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(b)(3)) (3/19/01 legal interpretation to Todd Mitchell)
- ☒ Driver Side, Yes – Pass
- ☐ Driver Side, No – **Fail**
- ☒ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – **Fail**
- ☒ 3.2 Does the label conform in content to the label shown in Figure 11 at each front outboard seating position? (S4.5.1(b)(2)) **(Vehicles without back seats or the back seat is too small to accommodate a rear-facing child restraint may omit the statement: “Never put a rear-facing child seat in the front.” (S4.5.1(b)(3)(v)))**



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



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

- ☒ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☒ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail
- ☒ 3.3 Is the label heading area yellow with the word “WARNING” and the alert symbol in black? (S4.5.1(b)(3)(i))
- ☒ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☒ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail
- ☒ 3.4 Is the message area white with black text? (S4.5.1(b)(3)(ii))
- ☒ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☒ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail

- ☒ 3.5 Is the message area at least 30 cm²? (S4.5.1(b)(3)(ii))
The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label. The top edge of the pictogram area is defined by a horizontal line midway between the uppermost edge of the pictogram and the lowermost edge of the text. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
 Driver Side: Length 82 mm, Width 73 mm
 Passenger Side: Length 82 mm, Width 73 mm
 Driver actual message area 60 cm²
 Passenger actual message area 60 cm²
☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.6 Is the pictogram black on a white background? (S4.5.1(b)(3)(iii))
☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.7 Is the pictogram at least 30 mm in length? (S4.5.1(b)(3)(iii))
 Driver side: Length: 32 mm
 Passenger side: Length: 32 mm
☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.8 Is the same side of the sun visor that contains the air bag warning label free of other information with the exception of the air bag maintenance label and/or the rollover-warning label? (S4.5.1(b)(5)(i))
☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.9 Is the sun visor free of other information about air bags or the need to wear seat belts with the exception of the air bag alert label and/or the rollover-warning label? (S4.5.1(b)(5)(ii))
☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.10 Does the driver side visor contain a rollover-warning label on the same side of the visor as the air bag warning label?
 ___ Yes (go to 3.10.1)
X No (go to 4., skipping 3.10.1 through 3.10.3)
- ☐ 3.10.1 Are both the rollover-warning label and the air bag warning label surrounded by a continuous solid-lined border?
 ___ Yes (go to 3.10.2 and skip 3.10.3)
 ___ No (go to 3.10.3 and skip 3.10.2)
- ☐ 3.10.2 Is the shortest distance from the border of the rollover label to the border of the air bag warning label at least 1 cm? (575.105 (d)(1)(iv)(B))
 ___ actual distance
 ___ Yes-Pass ___ **No-FAIL**

- ☐ 3.10.3 Is the shortest distance from any of the lettering or graphics on the rollover-warning label to any of the lettering or graphics of the air bag warning label at least 3 cm? (575.105 (d)(1)(iv)(A))

_____ actual distance

___ Yes-Pass ___ No-FAIL

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

- ☒ 4.1 Is the Sun Visor Warning Label visible when the sun visor is in the stowed position?

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

☒ Driver Side, Yes

☐ Driver Side, No

☒ Passenger Side, Yes

☐ Passenger Side, No

- ☐ 4.2 Is the air bag alert label permanently affixed (including permanent marking on the visor material or molding into the visor material) to the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(c)) (3/19/01 legal interpretation to Todd Mitchell)

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

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

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

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

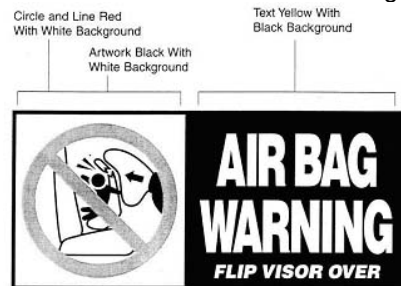


Figure 6c. Sun Visor Label Visible When Visor is in Up Position.

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

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

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

- ☐ 4.6 Is the message area at least 20 cm²? (S4.5.1(c)(1)) **The message area consists of the black part of the label.**

Driver Side: Length _____, Width _____

Passenger Side: Length _____, Width _____

Actual message area 64 cm²

☐ Driver Side, Yes – Pass

☐ Driver Side, No – Fail

☐ Passenger Side, Yes – Pass

☐ Passenger Side, No – Fail

- ☐ 4.7 Is the pictogram black with a red circle and slash on a white background? (S4.5.1(c)(2))
- ☐ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☐ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail
- ☐ 4.8 Is the pictogram at least 20 mm in diameter? (S4.5.1(c)(2))
- Driver Side: Diameter __ mm
- Passenger Side: Diameter _____ mm
- ☐ Driver Side, Yes – Pass
- ☐ Driver Side, No – Fail
- ☐ Passenger Side, Yes – Pass
- ☐ Passenger Side, No – Fail
- ☒ 5. Label on the Dashboard: Vehicles certified to meet the requirements of S19, S21 and S23?
- ☒ 5.1 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(3))
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 5.2 Is the label clearly visible from all front seating positions? (S4.5.1(e)(3))
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 5.3 Does the label conform in content to the label shown in Figure 12? (S4.5.1(e)(3)) **Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” Vehicles without back seats or too small to accommodate a rear-facing child restraint consistent with S4.5.4.1 as determined in DATA SHEET 7 may omit the statement “Never put a rear-facing child seat in the front.” (S4.5.1(e)(3)(iii))**
- ☒ Yes – Pass
- ☐ No – Fail

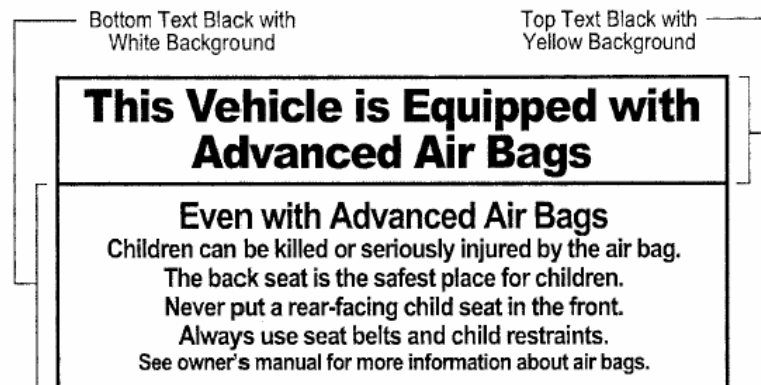


Figure 12. Removable Label on Dash.

- ☒ 5.4 Is the heading area yellow with black text? (S4.5.1(e)(3)(i))
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 5.5 Is the message white with black text? (S4.5.1(e)(3)(ii))
- ☒ Yes – Pass
- ☐ No – Fail

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

Length 108 mm, Width 34 mm

Actual message area 36.7 cm²

☒ Yes – Pass

☐ No – Fail

I certify that I have read and performed each instruction.

Signature: Wayne Gahl

Date: 7/7/10

DATA SHEET 6
FMVSS 208 READINESS INDICATOR (S4.5.2)

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

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

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

REMARKS:

I certify that I have read and performed each instruction.

Signature: Wayne Dahlke

Date: 7/7/10

DATA SHEET 7

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

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

- ☒ 1. Is the vehicle equipped with an on-off switch that deactivates the air bag installed at the right front outboard seating position?
☐ Yes, go to 2
☒ No, this sheet is complete
- ☐ 2. Does the vehicle have any forward-facing rear designated seating positions? (S4.5.4.1(a))
☐ Yes, go to 3
☐ No, go to 4
- ☐ 3. Verification there is room for a child restraint in the rear seat behind the driver's seat. (S4.5.4.1(b))
- ☐ 3.1 Using all the controls that affect the fore-aft movement of the seat, move the seat to the rearmost position. Mark this position.
☐ N/A – the seat does not have fore-aft adjustment
- ☐ 3.2 Using all the controls that affect the fore-aft movement of the seat, move the seat to the foremost position. Mark this position.
☐ N/A – the seat does not have fore-aft adjustment
- ☐ 3.3 Move the seat to the middle of the foremost and rearmost positions. (S8.1.2)
☐ N/A – the seat does not have a fore-aft adjustment
- ☐ 3.4 If the driver's seat height is adjustable, use all the controls that affect height to put it in the lowest position while maintaining the middle fore-aft position. (S8.1.2)
☐ N/A – No seat height adjustment
- ☐ 3.5 Position the driver's seat adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
☐ N/A – No lumbar adjustment
- ☐ 3.6 The driver's seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1(b) and S8.1.3)
☐ N/A – No seat back angle adjustment
☐ Manufacturer's design driver's seat back angle _____
☐ Tested driver's seat back angle _____
- ☐ 3.7 Is the driver seat a bucket seat?
 ___ Yes, go to 3.7.1 and skip 3.7.2.
 ___ No, go to 3.7.2 and skip 3.7.1.
- ☐ 3.7.1 Bucket seats:
- ☐ 3.7.1.1 Locate and mark a vertical Plane B through the longitudinal centerline of the driver's seat cushion. The longitudinal centerline of a bucket seat cushion is determined at SgRP. (S16.3.1.10) (S4.5.4.1(b)(1))
- ☐ 3.7.1.2 Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion behind the driver's seat. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the driver's seat.
 ___ mm distance ___ less than 720 mm – Pass ___ more than 720 mm – **FAIL**
 Go to 4
- ☐ 3.7.2 Bench seats (including split bench seats):
- ☐ 3.7.2.1 Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline. (S4.5.4.1(b)(2))
- ☐ 3.7.2.2 Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the front seat.
 ___ mm distance ___ less than 720 mm – Pass ___ more than 720 mm – **FAIL**
 Go to 4
- ☐ 4. Does the device turn the air bag on and off using the vehicle's ignition key? (S4.5.4.2)
☐ Yes – Pass
☐ No – Fail

☐	5.	Is the on-off device separate from the ignition switch? (S4.5.4.2)	☐ Yes – Pass ☐ No – Fail
☐	6.	Is there a telltale light that comes on when the passenger air bag is turned off? (S4.5.4.2)	☐ Yes – Pass ☐ No – Fail
☐	7.	Telltale light (S4.5.4.3)	
☐	7.1	Is the light yellow? (S4.5.4.3(a))	☐ Yes – Pass ☐ No – Fail
☐	7.2	Are the words "PASSENGER AIR BAG OFF" or "PASS AIR BAG OFF" (S4.5.4.3(b))	
☐	7.2.1	on the telltale?	☐ Yes – Pass, go to 7.3 ☐ No – go to 7.2.2
☐	7.2.2	within 25 mm of the telltale?	
☐		Measurement from the edge of the telltale light (mm):	☐ Yes – Pass ☐ No – Fail
☐	7.3	Does the telltale remain illuminated while the air bag is turned off? (S4.5.4.3c)) (Leave the air bag off for 5 minutes.)	☐ Yes – Pass ☐ No – Fail
☐	7.4	Is the telltale illuminated while the air bag is turned on? (S4.5.4.3(d))	☐ Yes – Fail ☐ No – Pass
☐	7.5	Is the telltale combined with the air bag readiness indicator? (S4.5.4.3(e))	☐ Yes – Fail ☐ No – Pass
☐	8.	Owner's Manual	
☐	8.1	Does the owner's manual contain complete instructions on the operation of the on-off switch? (S4.5.4.4(a))	☐ Yes – Pass ☐ No – Fail
☐	8.2	Does the owner's manual contain a statement that the on-off switch should only be used when a member of one of the following risk groups is occupying the right front passenger seating position? (S4.5.4.4(b))	
		Infants:	there is no back seat the rear seat is too small to accommodate a child restraint there is a medical condition that must be monitored constantly
		Children aged 1 to 12:	there is no back seat space is not always available in the rear seat there is a medical condition that must be monitored constantly
		Medical condition:	medical risk causes special risk for passenger greater risk for harm than with the air bag on
☐			☐ Yes – Pass ☐ No – Fail
☐	8.3	Does the owner's manual contain a warning about the safety consequences of using the on-off switch at other times?	☐ Yes – Pass ☐ No – Fail

REMARKS:

Signature: Wayne Zahle

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

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

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

- | | | |
|-------------------------------------|-----|---|
| ☐ | | N/A – No retractor is at this position |
| ☐ | | N/A – The retractor is an automatic locking retractor ONLY |
| ☒ | 1. | Record test fore-aft seat position: Rear
(S7.1.1.5(c)(1)) (Any position is acceptable) |
| ☒ | 2. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 3. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 4. | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| | | ☐ N/A The anchorage is not adjustable. |
| ☒ | 5. | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | 8. | Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing? |
| | | ☒ Yes (go to 8.1) |
| | | ☐ No (go to 9) |
| ☒ | 8.1 | Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 9. | Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1)) |
| ☒ | 10. | Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| | | Measured distance between A and B (inches): <u>66 ¼</u> |
| ☒ | 11. | Readjust the belt system so that the webbing between points A and B is at ½ the maximum length of the webbing. (S7.1.1.5(c)(3)) |

- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- ☒ Measured force application angle: 10° (spec. 5 – 15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- ☒ Measured distance between A and B: 40 ½ inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
- Measured distance between A and B: 41 inches (S7.1.1.5(c)(6))
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled.
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- Measured distance between A and B: 27 ½ inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
- Measured distance between A and B: 27 ¾ inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
- ☒ $14 - 13 = 41 - 40 \frac{1}{2} = \frac{1}{2}$ inch;
- ☒ $18 - 17 = 27 \frac{3}{4} - 27 \frac{1}{2} = \frac{1}{4}$ inch
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
- ☒ $10 - 14 = 66 \frac{1}{4} - 41 = 25 \frac{1}{4}$ inches;
- ☒ $10 - 18 = 66 \frac{1}{4} - 27 \frac{3}{4} = 38 \frac{1}{2}$ inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

Signature: Wayne Zable Date: 7/7/10

I certify that I have read and performed each instruction.

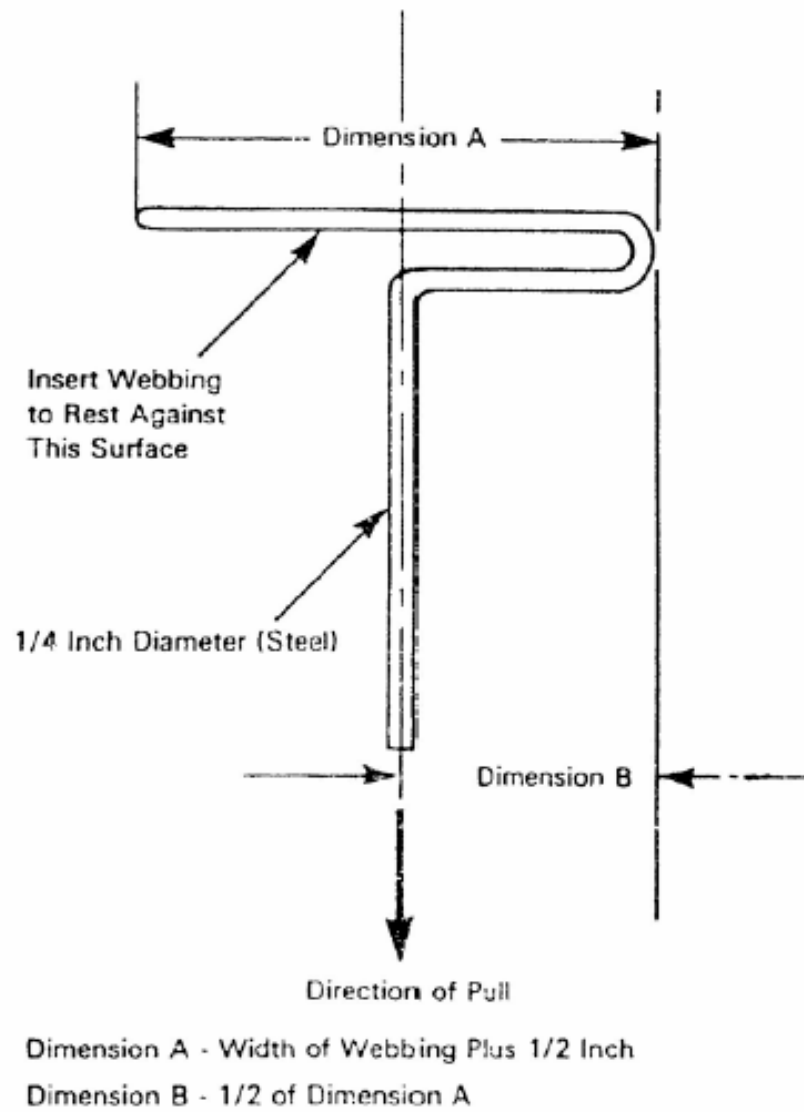


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

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

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

- | | | |
|-------------------------------------|-----|---|
| ☐ | | N/A – No retractor is at this position |
| ☐ | | N/A – The retractor is an automatic locking retractor ONLY |
| ☒ | 1. | Record test fore-aft seat position: FIXED
(S7.1.1.5(c)(1)) (Any position is acceptable) |
| ☒ | 2. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 3. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 4. | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| | | ☒ N/A The anchorage is not adjustable. |
| ☒ | 5. | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | 8. | Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing? |
| | | ☒ Yes (go to 8.1) |
| | | ☐ No (go to 9) |
| ☒ | 8.1 | Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system.
(S7.1.1.5(b)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 9. | Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1)) |
| ☒ | 10. | Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | | Measured distance between A and B (inches): <u>83</u> |
| ☒ | 11. | Readjust the belt system so that the webbing between points A and B is at ½ the maximum length of the webbing. (S7.1.1.5(c)(3)) |

- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: 48 inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 48 inches (S7.1.1.5(c)(6))
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: 20 inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 20 ¼ inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
14 - 13 = 48 - 48 = 0 inch;
18 - 17 = 20 ¼ - 20 = ¼ inch
☒ Yes – Pass
☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
10-14 = 83 - 48 = 35 inches;
10-18 = 83 - 20 ¼ = 62 ¾ inches
☒ Yes – Pass
☐ No – Fail

REMARKS:

Signature: Wayne Zuhl

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

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

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

- | | | |
|-------------------------------------|-----|---|
| ☐ | | N/A – No retractor is at this position |
| ☐ | | N/A – The retractor is an automatic locking retractor ONLY |
| ☒ | 1. | Record test fore-aft seat position: FIXED
(S7.1.1.5(c)(1)) (Any position is acceptable) |
| ☒ | 2. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 3. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 4. | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| | | ☒ N/A The anchorage is not adjustable. |
| ☒ | 5. | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | 8. | Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing? |
| | | ☒ Yes (go to 8.1) |
| | | ☐ No (go to 9) |
| ☒ | 8.1 | Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 9. | Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1)) |
| ☒ | 10. | Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | | Measured distance between A and B (inches): <u>76 ¾</u> |
| ☒ | 11. | Readjust the belt system so that the webbing between points A and B is at ½ the maximum length of the webbing. (S7.1.1.5(c)(3)) |

- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- ☒ Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- ☒ Measured distance between A and B: 34 inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
- Measured distance between A and B: 34 inches (S7.1.1.5(c)(6))
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- Measured distance between A and B: 9 1/4 inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
- Measured distance between A and B: 10 inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
- ☒ $14 - 13 = 34 - 34 = 0$ inch;
- ☒ $18 - 17 = 10 - 9 \frac{1}{4} = \frac{3}{4}$ inch
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
- ☒ $10 - 14 = 76 \frac{3}{4} - 34 = 42 \frac{3}{4}$ inches;
- ☒ $10 - 18 = 76 \frac{3}{4} - 10 = 66 \frac{3}{4}$ inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

Signature: Wayne Zuhl

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

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

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

- | | | |
|-------------------------------------|-----|---|
| ☐ | | N/A – No retractor is at this position |
| ☐ | | N/A – The retractor is an automatic locking retractor ONLY |
| ☒ | 1. | Record test fore-aft seat position: FIXED
(S7.1.1.5(c)(1)) (Any position is acceptable) |
| ☒ | 2. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 3. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 4. | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| | | ☒ N/A The anchorage is not adjustable. |
| ☒ | 5. | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | 8. | Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing? |
| | | ☒ Yes (go to 8.1) |
| | | ☐ No (go to 9) |
| ☒ | 8.1 | Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 9. | Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1)) |
| ☒ | 10. | Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| | | Measured distance between A and B (inches): <u>81 ½</u> |
| ☒ | 11. | Readjust the belt system so that the webbing between points A and B is at ½ the maximum length of the webbing. (S7.1.1.5(c)(3)) |

- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- ☒ Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- ☒ Measured distance between A and B: 44 ¼ inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
- Measured distance between A and B: 44 ½ inches (S7.1.1.5(c)(6))
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
- Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
- Measured distance between A and B: 20 inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
- Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
- Measured distance between A and B: 20 ½ inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
- ☒ $14 - 13 = 44 \frac{1}{2} - 44 \frac{1}{4} = \frac{1}{4}$ inch;
- ☒ $18 - 17 = 20 \frac{1}{2} - 20 = \frac{1}{2}$ inch
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
- ☒ $10 - 14 = 81 \frac{1}{2} - 44 \frac{1}{2} = 37$ inches;
- ☒ $10 - 18 = 81 \frac{1}{2} - 20 \frac{1}{2} = 61$ inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

Signature: Wayne Gahl

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 9

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

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

- ☒ 1. The occupant is in the driver's seat.
- ☒ 2. The seat belt is in the stowed position.
- ☒ 3. The key is in the "on" or "start" position.
- ☒ 4. The time duration of the audible signal beginning with key "on" or "start" is 5 seconds.
- ☒ 5. The occupant is in the driver's seat.
- ☒ 6. The seat belt is in the stowed position.
- ☒ 7. The key is in the "on" or "start" position.
- ☒ 8. The time duration of the warning light beginning with key "on" or "start" is Stays On seconds.
- ☒ 9. The occupant is in the driver's seat.
- ☒ 10. The seat belt is in the latched position and with at least 4 inches of belt webbing extended.
- ☒ 11. The key is in the "on" or "start" position.
- ☒ 12. The time duration of the warning light beginning with key "on" or "start" is 0 seconds.
- ☒ 13. Complete the following table with the data from 4, 8, and 12 to determine which option is used.

		Warning light	Warning light specification	Audible signal	Audible signal specification*
S7.3 (a)(1)	Belt stowed & key on or start	Item 8: <u>Stays On</u>	60 seconds minimum	Item 4: <u>5</u>	4 to 8 seconds
S7.3 (a)(2)	Belt latched & key on or start	Item 12: <u>0</u>	4 to 8 seconds		
	Belt stowed & key on or start	Item 8: <u>Stays On</u>	4 to 8 seconds	Item 4: <u>5</u>	4 to 8 seconds

* 49 USCS @ 30124 does NOT allow an audible signal to operate for more than 8 seconds.
 A voluntary audible signal after the 4 to 8 second required signal may be provided. It must be differentiated from the required signal (5/25/2001 legal interpretation to Longacre and Associates).

- ☒ 14. The seat belt warning system meets the requirements of (manufacturers may comply with either section).
 - ☒ S7.3 (a)(1)
 - ☐ S7.3 (a)(2)
 - ☐ FAIL – Does NOT meet the requirements of either option.
- ☒ 15. Note wording of visual warning: (S7.3(a)(1) and S7.3(a)(2))
 - ☐ Fasten Seat Belts
 - ☐ Fasten Belts
 - ☒ Symbol 101 -  or 
 - ☐ FAIL – Does not use any of the above wording or symbol.

I certify that I have read and performed each instruction.

Signature: Wayne Dahlke

Date: 7/7/10

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | |
|--|-----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device?
<div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>Yes (this form is complete)</div> </div> <div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X No (continue with this check sheet)</div> </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
<div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X N/A – No lumbar adjustment</div> </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
<div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X N/A – No additional support adjustment</div> </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4. | Is the fore-aft position of the seat adjustable?
<div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>No – go to 5</div> </div> <div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X Yes – go to 4.1</div> </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.2 | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.4 | Move the seat to the mid position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 5. | Is the seat back angle adjustable?
<div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>No- go to 6</div> </div> <div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X Yes- go to 5.1</div> </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer.
<div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>N/A – No seat back angle adjustment</div> </div> <div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X Manufacturer's design seat back angle: <u>21.0° Seat Back Angle</u></div> </div> <div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X Tested seat back angle: <u>21.0° Seat Back Angle</u></div> </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 6. | Is the seat a bucket seat?
<div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>X Yes, go to 6.1 and skip 6.2</div> </div> <div style="display: flex; margin-top: 5px;"> <div style="width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> <div>No, go to 6.2 and skip 6.1</div> </div> |

- ☒ 6.1 Bucket seats:
Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☐ 6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
- ☐ 6.2.1 Driver Seat
Locate and **mark** the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
- ☐ 6.2.2 Front Outboard Passenger Seat
Locate and **mark** the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
- ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
- ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
- ☐ 6.2.3 Rear designated seating positions
Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.
- ☒ 7. Position the test dummies according to dummy position placement instructions in Appendix F. **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 8. Fasten the seat belt latch.
- ☒ 9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 10. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): **0.5**
- ☒ 0.0 to 0.7 pounds – Pass
- ☐ Greater than 0.7 pounds – FAIL

REMARKS:

Signature: Wayne Zahle Date: 7/7/10

I certify that I have read and performed each instruction.

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

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | |
|--|-----|--|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device?
<div style="margin-left: 20px;"> <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> Yes (this form is complete)
 <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> No (continue with this check sheet) </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
<div style="margin-left: 20px;"> <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> N/A – No lumbar adjustment </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
<div style="margin-left: 20px;"> <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> N/A – No additional support adjustment </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4. | Is the fore-aft position of the seat adjustable?
<div style="margin-left: 20px;"> <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> No – go to 5
 <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> Yes – go to 4.1 </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.2 | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.4 | Move the seat to the mid position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 5. | Is the seat back angle adjustable?
<div style="margin-left: 20px;"> <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> No- go to 6
 <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> Yes- go to 5.1 </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer.
<div style="margin-left: 20px;"> <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> N/A – No seat back angle adjustment
 <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> Manufacturer's design seat back angle: <u>21.0° Seat Back Angle</u>
 <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> Tested seat back angle: <u>21.0° Seat Back Angle</u> </div> |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 6. | Is the seat a bucket seat?
<div style="margin-left: 20px;"> <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; text-align: center;">X</div> Yes, go to 6.1 and skip 6.2
 <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> No, go to 6.2 and skip 6.1 </div> |

☒	6.1	Bucket seats: Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
☐	6.2	Bench seats (complete ONLY the one that is applicable to the seat being tested):
☐	6.2.1	Driver Seat Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
☐	6.2.2	Front Outboard Passenger Seat Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
☐		Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
☐		Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
☐	6.2.3	Rear designated seating positions Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.
☒	7.	Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
☒	8.	Fasten the seat belt latch.
☒	9.	Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
☒	10.	Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
☒		Contact Force (lb): 0.5
☒		0.0 to 0.7 pounds – Pass
☐		Greater than 0.7 pounds – FAIL

REMARKS:

Signature: Wayne Zahle Date: 7/7/10

I certify that I have read and performed each instruction.

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

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | |
|--|-----|---|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> Yes (this form is complete) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> No (continue with this check sheet) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> N/A – No lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> N/A – No additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 4. | Is the fore-aft position of the seat adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> No – go to 5 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> Yes – go to 4.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> | 4.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> | 4.2 | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> | 4.4 | Move the seat to the mid position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 5. | Is the seat back angle adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> No- go to 6 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> Yes- go to 5.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> N/A – No seat back angle adjustment |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> Manufacturer's design seat back angle: _____ |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> Tested seat back angle: _____ |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> | 6. | Is the seat a bucket seat? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;"></div> Yes, go to 6.1 and skip 6.2 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; width: 30px; margin: 0 auto;">X</div> No, go to 6.2 and skip 6.1 |

☐	6.1	Bucket seats: Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
☒	6.2	Bench seats (complete ONLY the one that is applicable to the seat being tested):
☐	6.2.1	Driver Seat Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
☐	6.2.2	Front Outboard Passenger Seat Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
		☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
		☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
☒	6.2.3	Rear designated seating positions Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.
☒	7.	Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
☒	8.	Fasten the seat belt latch.
☒	9.	Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
☒	10.	Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
☒		Contact Force (lb): 0.3
☒		0.0 to 0.7 pounds – Pass
☐		Greater than 0.7 pounds – FAIL

REMARKS:

Signature: Wayne Zable

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

DESIGNATED SEATING POSITION:	Center Rear Passenger
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- | | | | |
|--|-----|--|---|
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 1. | | Does the vehicle incorporate a webbing tension-relieving device? |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes (this form is complete) |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No (continue with this check sheet) |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 2. | | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | N/A – No lumbar adjustment |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 3. | | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | N/A – No additional support adjustment |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4. | | Is the fore-aft position of the seat adjustable? |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No – go to 5 |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes – go to 4.1 |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.1 | | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.2 | | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.3 | | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.4 | | Move the seat to the mid position. |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.5 | | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 5. | | Is the seat back angle adjustable? |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No- go to 6 |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes- go to 5.1 |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 5.1 | | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer. |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | N/A – No seat back angle adjustment |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Manufacturer's design seat back angle: _____ |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Tested seat back angle: _____ |
| <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 6. | | Is the seat a bucket seat? |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes, go to 6.1 and skip 6.2 |
| | | <div style="background-color: yellow; width: 30px; height: 20px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No, go to 6.2 and skip 6.1 |

☐	6.1	Bucket seats: Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
☒	6.2	Bench seats (complete ONLY the one that is applicable to the seat being tested):
☐	6.2.1	Driver Seat Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
☐	6.2.2	Front Outboard Passenger Seat Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
		☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
		☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
☒	6.2.3	Rear designated seating positions Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.
☒	7.	Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
☒	8.	Fasten the seat belt latch.
☒	9.	Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
☒	10.	Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
☒		Contact Force (lb): 0.3
☒		0.0 to 0.7 pounds – Pass
☐		Greater than 0.7 pounds – FAIL

REMARKS:

Signature: Wayne J. Gable

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

DESIGNATED SEATING POSITION:	Right Rear Passenger
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- | | | | |
|---|-----|---|---|
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 1. | | Does the vehicle incorporate a webbing tension-relieving device? |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes (this form is complete) |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No (continue with this check sheet) |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 2. | | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | N/A – No lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 3. | | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | N/A – No additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4. | | Is the fore-aft position of the seat adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No – go to 5 |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes – go to 4.1 |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.1 | | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.2 | | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.3 | | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.4 | | Move the seat to the mid position. |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 4.5 | | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 5. | | Is the seat back angle adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No- go to 6 |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes- go to 5.1 |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 5.1 | | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer. |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | N/A – No seat back angle adjustment |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Manufacturer's design seat back angle: _____ |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Tested seat back angle: _____ |
| <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | 6. | | Is the seat a bucket seat? |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | Yes, go to 6.1 and skip 6.2 |
| | | <div style="background-color: yellow; border: 1px solid black; width: 20px; height: 15px; display: flex; align-items: center; justify-content: center;"><div style="background-color: black; width: 10px; height: 10px; margin: 0 auto;"></div></div> | No, go to 6.2 and skip 6.1 |

☐	6.1	Bucket seats: Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
☒	6.2	Bench seats (complete ONLY the one that is applicable to the seat being tested):
☐	6.2.1	Driver Seat Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
☐	6.2.2	Front Outboard Passenger Seat Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
		☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
		☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
☒	6.2.3	Rear designated seating positions Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.
☒	7.	Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
☒	8.	Fasten the seat belt latch.
☒	9.	Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
☒	10.	Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
☒		Contact Force (lb): 0.4
		☒ 0.0 to 0.7 pounds – Pass
		☐ Greater than 0.7 pounds – FAIL

REMARKS:

Signature: Wayne Gahl

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 11

LATCH PLATE ACCESS (S7.4.4)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | |
|-------------------------------------|-------------------------------------|--|
| ☒ | 1. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | ☒ | N/A – No lumbar adjustment |
| ☒ | 2. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | ☒ | N/A – No additional support adjustment |
| ☒ | 3. | Is the fore-aft position of the seat adjustable? |
| | | ☐ No – go to 4 |
| | | ☒ Yes – go to 3.1 |
| ☒ | 3.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| ☒ | 3.2 | While maintaining the forward most position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| ☒ | 4. | Is the seat back angle adjustable? |
| | | ☐ No- go to 5 |
| | | ☒ Yes- go to 4.1 |
| ☒ | 4.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. |
| | | ☐ N/A – No seat back angle adjustment |
| | | ☒ Manufacturer's design seat back angle: <u>21.0° Seat Back Angle</u> |
| | | ☒ Tested seat back angle: <u>21.0° Seat Back Angle</u> |
| ☒ | 5. | Is the seat a bucket seat? |
| | | ☒ Yes, go to 5.1 and skip 5.2 |
| | | ☐ No, go to 5.2 and skip 5.1 |
| ☒ | 5.1 | Bucket seats:
Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10) |
| ☐ | 5.2 | Bench seats (complete ONLY the one that is applicable to the seat being tested): |
| ☐ | 5.2.1 | Driver Seat
Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1) |
| ☐ | 5.2.2 | Front Outboard Passenger Seat
Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1) |
| | | ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____ |
| | | ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____ |

- ☒ 6. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in the forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy). **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 7. Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant.
- ☒ 8. Attach the inboard reach string to the base of the head following the instructions on Figure 3.
- ☒ 9. Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
- ☒ 10. Place the latch plate in the stowed position.
- ☒ 11. Extend the inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
☐ No
- ☒ 12. Extend the outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
☐ No
- ☒ 13. Is the latch plate within the inboard (item 11) or outboard (item 12) reach envelope?
- ☒ Yes – Pass
☐ No – Fail
- ☒ 14. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
- ☒ Yes – Pass
☐ No – Fail

REMARKS:

Signature: Wayne J. Ahl

Date: 7/7/10

I certify that I have read and performed each instruction.

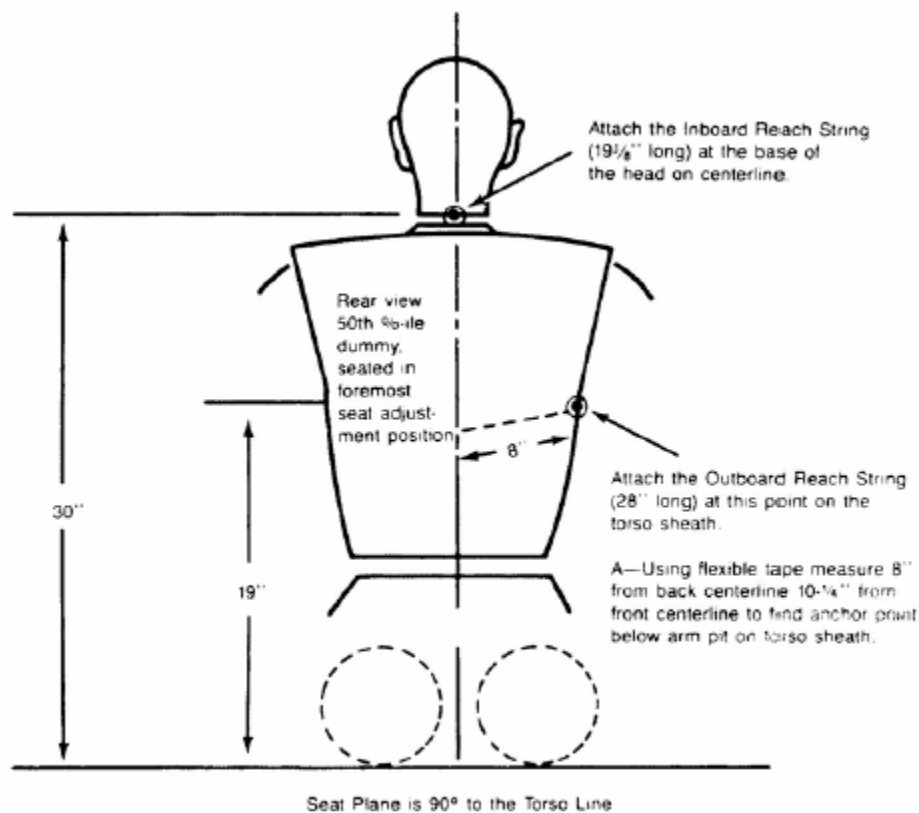


Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

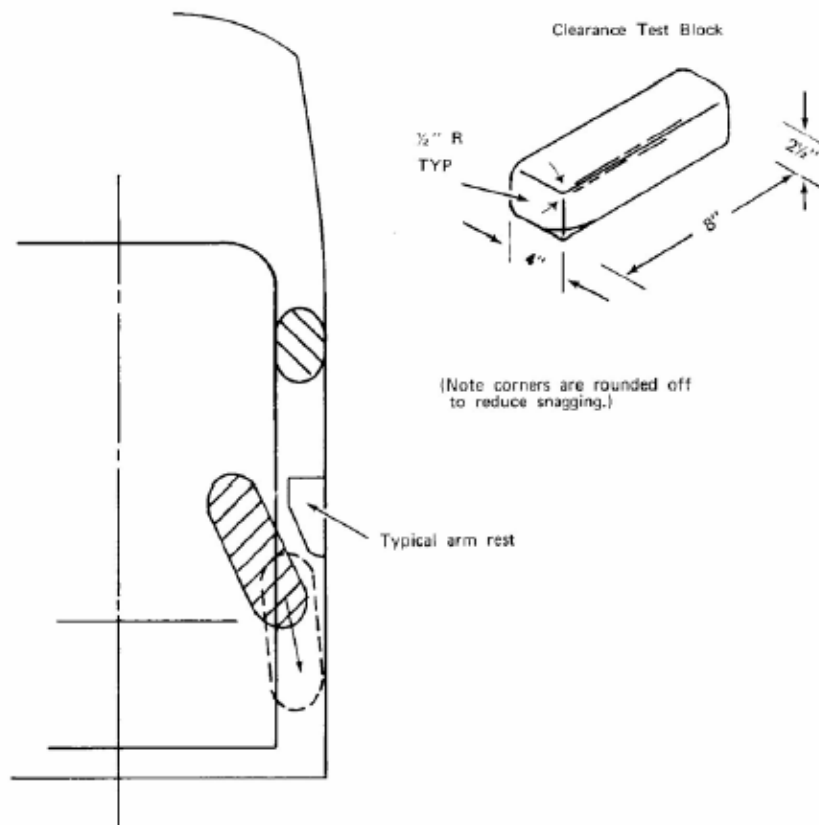


Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

DATA SHEET 11

LATCH PLATE ACCESS (S7.4.4)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | |
|-------------------------------------|-------------------------------------|--|
| ☒ | 1. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | ☒ | N/A – No lumbar adjustment |
| ☒ | 2. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | ☒ | N/A – No additional support adjustment |
| ☒ | 3. | Is the fore-aft position of the seat adjustable? |
| | ☐ | No – go to 4 |
| | ☒ | Yes – go to 3.1 |
| ☒ | 3.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| ☒ | 3.2 | While maintaining the forward most position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| ☒ | 4. | Is the seat back angle adjustable? |
| | ☐ | No- go to 5 |
| | ☒ | Yes- go to 4.1 |
| ☒ | 4.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. |
| | ☐ | N/A – No seat back angle adjustment |
| | ☒ | Manufacturer's design seat back angle: <u>21.0° Seat Back Angle</u> |
| | ☒ | Tested seat back angle: <u>21.0° Seat Back Angle</u> |
| ☒ | 5. | Is the seat a bucket seat? |
| | ☒ | Yes, go to 5.1 and skip 5.2 |
| | ☐ | No, go to 5.2 and skip 5.1 |
| ☒ | 5.1 | Bucket seats:
Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10) |
| ☐ | 5.2 | Bench seats (complete ONLY the one that is applicable to the seat being tested): |
| ☐ | 5.2.1 | Driver Seat
Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1) |
| ☐ | 5.2.2 | Front Outboard Passenger Seat
Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1) |
| | | ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____ |
| | | ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____ |

- ☒ 6. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in the forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy). **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 7. Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant.
- ☒ 8. Attach the inboard reach string to the base of the head following the instructions on Figure 3.
- ☒ 9. Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
- ☒ 10. Place the latch plate in the stowed position.
- ☒ 11. Extend the inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
- ☐ No
- ☒ 12. Extend the outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
- ☐ No
- ☒ 13. Is the latch plate within the inboard (item 11) or outboard (item 12) reach envelope?
- ☒ Yes – Pass
- ☐ No – Fail
- ☒ 14. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

Signature: Wayne J. Ahl

Date: 7/7/10

I certify that I have read and performed each instruction.

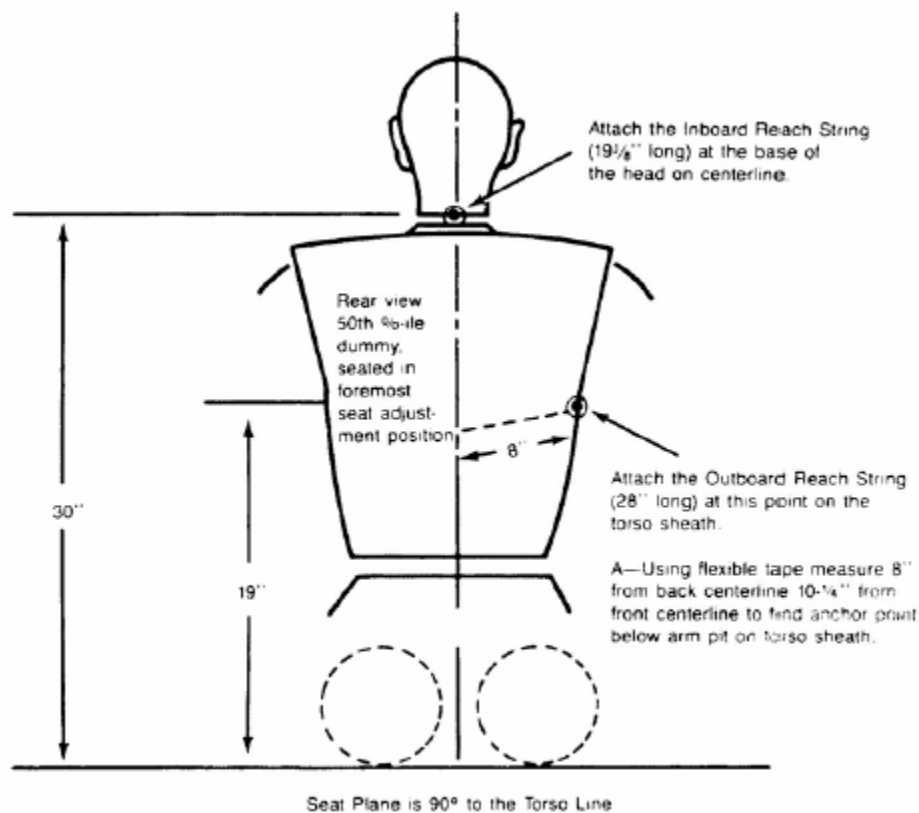


Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

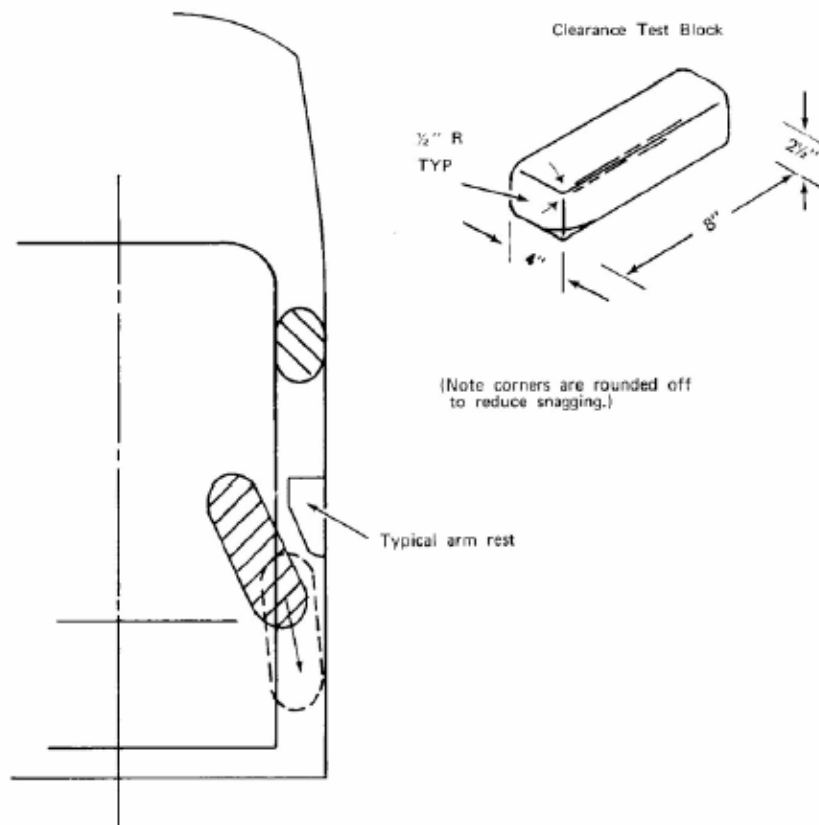


Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

DATA SHEET 12

SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | | | | | |
|----------|-----|---|-------------------------------------|---|-------------------------------------|----------------------------|
| X | 1. | Is the vehicle a passenger car or walk-in van-type vehicle? | ☐ | Yes, this form is complete | ☒ | No |
| X | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) | ☒ | N/A – No lumbar adjustment | | |
| X | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) | ☒ | N/A – No additional support adjustment | | |
| X | 4. | Is the fore-aft position of the seat adjustable? | ☐ | No – go to 5 | ☒ | Yes – go to 4.1 |
| X | 4.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) | | | | |
| X | 4.2 | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) | | | | |
| X | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) | | | | |
| X | 4.4 | Move the seat to the mid position. | | | | |
| X | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. | | | | |
| X | 5. | Is the seat back angle adjustable? | ☐ | No- go to 6 | ☒ | Yes- go to 5.1 |
| X | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. | | | | |
| | | | ☐ | N/A – No seat back angle adjustment | | |
| | | | ☒ | Manufacturer's design seat back angle: <u>21.0° Seat Back Angle</u> | | |
| | | | ☒ | Tested seat back angle: <u>21.0° Seat Back Angle</u> | | |
| X | 6. | Is the seat a bucket seat? | ☒ | Yes, go to 6.1 and skip 6.2 | ☐ | No, go to 6.2 and skip 6.1 |
| X | 6.1 | Bucket Seats:
Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10) | | | | |

☐	6.2	Bench seats (complete ONLY the one that is applicable to the seat being tested):
☐	6.2.1	Driver Seat Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
☐	6.2.2	Front Outboard Passenger Seat Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
☐		Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
☐		Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
☒	7.	Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
☒	8.	Fasten the seat belt around the dummy.
☒	9.	Remove all slack from the lap belt portion. (S10.9)
☐		N/A, the seat does not have a fore-aft adjustment
☒	10.	Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)
☒	11.	Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
☒		Pound load applied: 3
☒	12.	Is the belt system equipped with a tension relieving device?
☐		Yes, continue
☒		No, go to 14
☐	13.	Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9).
☒	14.	Check the statement that applies to this test vehicle:
☐	14.1	The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
☐		Yes – Pass go to 16
☐		No – go to 14.2
☒	14.2	The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
☒		Yes – Pass go to 15
☐		No – go to 14.3
☐	14.3	Neither 14.1 nor 14.2 apply.
☐		Fail
☒	15.	With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
☒		Yes – Pass
☐		No – Fail
☒	16.	If this test vehicle has an open body (without doors) and has a belt system with a tension relieving device, does the belt system fully retract when the tension-relieving device is deactivated?
☒		N/A – Not an open body vehicle
☐		Yes – Pass
☐		No – Fail

REMARKS:

Signature: Wayne Zahr

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 12

SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- X

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

Yes, this form is complete

X

 No
- X

2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)

X

 N/A – No lumbar adjustment
- X

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)

X

 N/A – No additional support adjustment
- X

4. Is the fore-aft position of the seat adjustable?

No – go to 5

X

 Yes – go to 4.1
- X

4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interpretation to Hogan and Hartson)
- X

4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position. (8/31/95 legal interpretation to Hogan and Hartson)
- X

4.3 **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **mark** each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson)
- X

4.4 Move the seat to the mid position.
- X

4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.
- X

5. Is the seat back angle adjustable?

No- go to 6

X

 Yes- go to 5.1
- X

5.1 Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a **50th percentile adult male** in the manner specified by the manufacturer.

N/A – No seat back angle adjustment

X

 Manufacturer's design seat back angle: 21.0° Seat Back Angle

X

 Tested seat back angle: 21.0° Seat Back Angle
- X

6. Is the seat a bucket seat?

X

 Yes, go to 6.1 and skip 6.2
 No, go to 6.2 and skip 6.1
- X

6.1 Bucket Seats:
 Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)

☐	6.2	Bench seats (complete ONLY the one that is applicable to the seat being tested):
☐	6.2.1	Driver Seat Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
☐	6.2.2	Front Outboard Passenger Seat Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
☐		Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
☐		Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
☒	7.	Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.
☒	8.	Fasten the seat belt around the dummy.
☒	9.	Remove all slack from the lap belt portion. (S10.9)
☐		N/A, the seat does not have a fore-aft adjustment
☒	10.	Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)
☒	11.	Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
☒		Pound load applied: 3
☒	12.	Is the belt system equipped with a tension relieving device?
☐		Yes, continue
☒		No, go to 14
☐	13.	Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9).
☒	14.	Check the statement that applies to this test vehicle:
☐	14.1	The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
☐		Yes – Pass go to 16
☐		No – go to 14.2
☒	14.2	The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
☒		Yes – Pass go to 15
☐		No – go to 14.3
☐	14.3	Neither 14.1 nor 14.2 apply.
☐		Fail
☒	15.	With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
☒		Yes – Pass
☐		No – Fail
☒	16.	If this test vehicle has an open body (without doors) and has a belt system with a tension relieving device, does the belt system fully retract when the tension-relieving device is deactivated?
☒		N/A – Not an open body vehicle
☐		Yes – Pass
☐		No – Fail

REMARKS:

Signature: Wayne Zahr

Date: 7/7/10

I certify that I have read and performed each instruction.

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

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | | | | | |
|-------------------------------------|--|-----|--|-------------------------------------|--|--|
| ☒ | | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b)) | | | |
| | | | ☐ Yes, this form is complete | ☒ | No, go to 2 | |
| ☒ | | 2. | Is the seat removable? (S7.4.6.1(b)) | | | |
| | | | ☐ Yes, this form is complete | ☒ | No, go to 3 | |
| ☒ | | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) | | | |
| | | | ☐ Yes, this form is complete | ☒ | No, go to 4 | |
| ☒ | | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) | | | |
| | | | ☐ Yes, go to 5 | ☒ | No, this form is complete | |
| ☐ | | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| | | | Identify the part(s) on top or above the seat. | | | |
| | | | ☐ Seat belt latch plate | ☐ Buckle | ☐ Seat belt webbing | |
| ☐ | | 6. | Are the remaining two seat belt parts accessible under normal conditions? | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 8. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 9. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 10. | Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | ☐ N/A – Rear seat |

REMARKS:

Signature: Wayne Dahlke Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

DESIGNATED SEATING POSITION: Right Front Passenger

- | | | | | |
|-------------------------------------|-----|--|---|---|
| ☒ | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b)) | ☐ Yes, this form is complete | ☒ No, go to 2 |
| ☒ | 2. | Is the seat removable? (S7.4.6.1(b)) | ☐ Yes, this form is complete | ☒ No, go to 3 |
| ☒ | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) | ☐ Yes, this form is complete | ☒ No, go to 4 |
| ☒ | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) | ☐ Yes, go to 5 | ☒ No, this form is complete |
| ☐ | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) | ☐ Yes – Pass | ☐ No – Fail |
| | | Identify the part(s) on top or above the seat. | ☐ Seat belt latch plate | ☐ Buckle ☐ Seat belt webbing |
| ☐ | 6. | Are the remaining two seat belt parts accessible under normal conditions? | ☐ Yes – Pass | ☐ No – Fail |
| ☐ | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) | ☐ Yes – Pass | ☐ No – Fail |
| ☐ | 8. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2) | ☐ Yes – Pass | ☐ No – Fail |
| ☐ | 9. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2) | ☐ Yes – Pass | ☐ No – Fail |
| ☐ | 10. | Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2) | ☐ Yes – Pass | ☐ No – Fail ☐ N/A – Rear seat |

REMARKS:

Signature: Wayne Dahlke Date: 7/7/10

I certify that I have read and performed each instruction.

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

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | | | |
|-------------------------------------|-----|--|------------------------------------|--|
| ☒ | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b)) | | |
| | | ☐ Yes, this form is complete | | ☒ No, go to 2 |
| ☒ | 2. | Is the seat removable? (S7.4.6.1(b)) | | |
| | | ☐ Yes, this form is complete | | ☒ No, go to 3 |
| ☒ | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) | | |
| | | ☒ Yes, this form is complete | | ☐ No, go to 4 |
| ☐ | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) | | |
| | | ☐ Yes, go to 5 | | ☐ No, this form is complete |
| ☐ | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) | | |
| | | ☐ Yes – Pass | | ☐ No – Fail |
| | | Identify the part(s) on top or above the seat. | | |
| | | ☐ Seat belt latch plate | ☐ Buckle | ☐ Seat belt webbing |
| ☐ | 6. | Are the remaining two seat belt parts accessible under normal conditions? | | |
| | | ☐ Yes – Pass | | ☐ No – Fail |
| ☐ | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) | | |
| | | ☐ Yes – Pass | | ☐ No – Fail |
| ☐ | 8. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2) | | |
| | | ☐ Yes – Pass | | ☐ No – Fail |
| ☐ | 9. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2) | | |
| | | ☐ Yes – Pass | | ☐ No – Fail |
| ☐ | 10. | Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2) | | |
| | | ☐ Yes – Pass | ☐ No – Fail | ☐ N/A – Rear seat |

REMARKS:

Signature: Wayne Dahlke

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 13

SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | | | | | |
|-------------------------------------|--|-----|--|-------------------------------------|---------------------------|--|
| ☒ | | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b)) | | | |
| | | | ☐ Yes, this form is complete | ☒ | No, go to 2 | |
| ☒ | | 2. | Is the seat removable? (S7.4.6.1(b)) | | | |
| | | | ☐ Yes, this form is complete | ☒ | No, go to 3 | |
| ☒ | | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) | | | |
| | | | ☒ Yes, this form is complete | ☐ | No, go to 4 | |
| ☐ | | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) | | | |
| | | | ☐ Yes, go to 5 | ☐ | No, this form is complete | |
| ☐ | | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| | | | Identify the part(s) on top or above the seat. | | | |
| | | | ☐ Seat belt latch plate | ☐ Buckle | ☐ | Seat belt webbing |
| ☐ | | 6. | Are the remaining two seat belt parts accessible under normal conditions? | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 8. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 9. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 10. | Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | ☐ N/A – Rear seat |

REMARKS:

Signature: Wayne Dahlke

Date: 7/7/10

I certify that I have read and performed each instruction.

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

Test Vehicle: 2010 Nissan Cube
 Test Program: FMVSS 208 Compliance
 Test Technician: Wayne Dahlke

NHTSA No.: CA5205
 Test Date: 7/7/10

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

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

- | | | | | | | |
|-------------------------------------|--|-----|--|-------------------------------------|--|--|
| ☒ | | 1. | Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b)) | | | |
| | | | ☐ Yes, this form is complete | ☒ | No, go to 2 | |
| ☒ | | 2. | Is the seat removable? (S7.4.6.1(b)) | | | |
| | | | ☐ Yes, this form is complete | ☒ | No, go to 3 | |
| ☒ | | 3. | Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b)) | | | |
| | | | ☒ Yes, this form is complete | ☐ | No, go to 4 | |
| ☐ | | 4. | Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a)) | | | |
| | | | ☐ Yes, go to 5 | ☐ | No, this form is complete | |
| ☐ | | 5. | Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a)) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| | | | Identify the part(s) on top or above the seat. | | | |
| | | | ☐ Seat belt latch plate | ☐ Buckle | ☐ Seat belt webbing | |
| ☐ | | 6. | Are the remaining two seat belt parts accessible under normal conditions? | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 7. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 8. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 9. | The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | |
| ☐ | | 10. | Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2) | | | |
| | | | ☐ Yes – Pass | ☐ | No – Fail | ☐ N/A – Rear seat |

REMARKS:

Signature: Wayne Dahlke

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 16

AIR BAG SUPPRESSION TELLTALE (S19.2.2)

Test Vehicle: 2010 Nissan Cube
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: CA5205
Test Date: 7/7/10

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

Signature: Wayne Dahlke

Date: 7/7/10

I certify that I have read and performed each instruction.

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Cosco
CHILD RESTRAINT MODEL:	Arriva 22-049
DATE OF MANUFACTURE:	8-20-2008

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 4 *	130	Suppressed
	Middle	127	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 7 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 6 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Cosco
CHILD RESTRAINT MODEL:	Arriva 22-049
DATE OF MANUFACTURE:	8-20-2008

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 7 *	131	Suppressed
	Middle	130	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward	N/A	Suppressed
	Middle 10 *	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 4 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Snugride
DATE OF MANUFACTURE:	5-24-2007

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 3 *	132	Suppressed
	Middle	132	Suppressed
	Rearward	130	Suppressed
Unbelted Rear Facing	Forward 5 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 7 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Snugride
DATE OF MANUFACTURE:	5-24-2007

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward 5 *	132	No Light **
	Middle	129	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 7 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 6 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

** The Nissan Cube passenger air bag suppression telltale light is off when the passenger seat is empty. In the forward belted position, without the CRS base, the suppression system classified the Graco Snugride as an empty seat; therefore the telltale light was off. A diagnostic tool supplied by Nissan was used to verify that the airbag was suppressed in these cases.

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

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Peg Perego
CHILD RESTRAINT MODEL:	Primo Viaggio
DATE OF MANUFACTURE:	8-27-2007

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward	130	Suppressed
	Middle	131	Suppressed
	Rearward	128	Suppressed
Unbelted Rear Facing	Forward 2 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 4 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Peg Perego
CHILD RESTRAINT MODEL:	Primo Viaggio
DATE OF MANUFACTURE:	8-27-2007

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Rear Facing	Forward	129	Suppressed
	Middle	129	Suppressed
	Rearward	128	Suppressed
Unbelted Rear Facing	Forward 4 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Forward Facing	Forward 4 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Britax
CHILD RESTRAINT MODEL:	Roundabout E9L02
DATE OF MANUFACTURE:	7-2-2008

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	133	Suppressed
	Middle	133	Suppressed
	Rearward	130	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward	128	Suppressed
	Middle	130	Suppressed
	Rearward	127	Suppressed
Unbelted Rear Facing	Forward 5 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Cosco
CHILD RESTRAINT MODEL:	Summit Deluxe High Back Booster 22-262
DATE OF MANUFACTURE:	8-9-2007

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	133	Suppressed
	Middle	128	Suppressed
	Rearward	130	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Rear Facing	Forward 2 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

The Cosco Summit Deluxe Does Not Have A Rear Facing Belt Path.

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	Tribute V 379
DATE OF MANUFACTURE:	6-20-2008

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	129	Suppressed
	Middle	132	Suppressed
	Rearward	130	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Belted Rear Facing	Forward	130	Suppressed
	Middle	130	Suppressed
	Rearward	128	Suppressed
Unbelted Rear Facing	Forward 2 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 17 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	062

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Toddler SafeSeat Step 2
DATE OF MANUFACTURE:	5-24-2007

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing	Forward	132	Suppressed
	Middle	132	Suppressed
	Rearward	132	Suppressed
Unbelted Forward Facing	Forward	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed
Unbelted Rear Facing	Forward 9 *	N/A	Suppressed
	Middle	N/A	Suppressed
	Rearward	N/A	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

The Graco SafeSeat Does Not Have A Rear Facing Belt Path.

DATA SHEET 18 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	Newborn Infant	DUMMY SERIAL NO.:	003

CAR BED NAME:	Angel Guard
CAR BED MODEL:	Angel Ride CC2403FOF
DATE OF MANUFACTURE:	4-15-2008

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

Manufacturer's design seat back angle: 21.0° Seat Back Angle
Tested seat back angle: 21.0° Seat Back Angle
Manufacturer's specified anchorage position: 1 of 3; Top as Zero
Tested anchorage position: 1 of 3; Top as Zero

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

Test Summary

Seat Belt	Seat Slide	Result
Belted	Forward	No Light *
	Middle	No Light *
	Rearward	No Light *

* The Nissan Cube passenger air bag suppression telltale light is off when the passenger seat is empty. In all positions the suppression system classified the Angel Guard Angel Ride as an empty seat; therefore the telltale light was off. A diagnostic tool supplied by Nissan was used to verify that the airbag was suppressed in these cases.

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

DATA SHEET 19 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/9/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

BOOSTER SEAT NAME:	Cosco
BOOSTER SEAT MODEL:	High Back Booster 22-209
DATE OF MANUFACTURE:	10-7-2008

Manufacturer's design seat back angle: 21.0° Seat Back Angle
Tested seat back angle: 21.0° Seat Back Angle
Manufacturer's specified anchorage position: 1 of 3; Top as Zero
Tested anchorage position: 1 of 3; Top as Zero

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing Without Harness	Forward 7 *	15	Suppressed
	Middle	14	Suppressed
	Rearward	10	Suppressed
Belted Forward Facing Cinched With Harness	Forward 7 *	132	Suppressed
	Middle	128	Suppressed
	Rearward	128	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 19 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/9/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

BOOSTER SEAT NAME:	Evenflo
BOOSTER SEAT MODEL:	Generations 352
DATE OF MANUFACTURE:	10-5-2006

Manufacturer's design seat back angle: 21.0° Seat Back Angle
Tested seat back angle: 21.0° Seat Back Angle
Manufacturer's specified anchorage position: 1 of 3; Top as Zero
Tested anchorage position: 1 of 3; Top as Zero

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing Without Harness	Forward 12 *	15	Suppressed
	Middle	10	Suppressed
	Rearward	18	Suppressed
Belted Forward Facing Cinched With Harness	Forward 11 *	132	Suppressed
	Middle	130	Suppressed
	Rearward	130	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 20 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

CHILD RESTRAINT NAME:	Britax
CHILD RESTRAINT MODEL:	Roundabout E9L02
DATE OF MANUFACTURE:	7-2-2008

Manufacturer's design seat back angle:	<u>21.0° Seat Back Angle</u>
Tested seat back angle:	<u>21.0° Seat Back Angle</u>
Manufacturer's specified anchorage position:	<u>1 of 3; Top as Zero</u>
Tested anchorage position:	<u>1 of 3; Top as Zero</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward 5 *	130	Suppressed
	Middle	128	Suppressed
	Rearward	131	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 20 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

CHILD RESTRAINT NAME:	Cosco
CHILD RESTRAINT MODEL:	Summit Deluxe High Back Booster 22-262
DATE OF MANUFACTURE:	8-9-2007

Manufacturer's design seat back angle:	<u>21.0° Seat Back Angle</u>
Tested seat back angle:	<u>21.0° Seat Back Angle</u>
Manufacturer's specified anchorage position:	<u>1 of 3; Top as Zero</u>
Tested anchorage position:	<u>1 of 3; Top as Zero</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted Forward Facing Without Harness	Forward 11 *	15	Suppressed
	Middle	14	Suppressed
	Rearward	10	Suppressed
Belted Forward Facing Cinched With Harness	Forward 11 *	128	Suppressed
	Middle	130	Suppressed
	Rearward	127	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 20 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	Tribute V 379
DATE OF MANUFACTURE:	6-20-2008

Manufacturer's design seat back angle:	<u>21.0° Seat Back Angle</u>
Tested seat back angle:	<u>21.0° Seat Back Angle</u>
Manufacturer's specified anchorage position:	<u>1 of 3; Top as Zero</u>
Tested anchorage position:	<u>1 of 3; Top as Zero</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward 10 *	132	Suppressed
	Middle	132	Suppressed
	Rearward	128	Suppressed

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

DATA SHEET 20 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/8/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

CHILD RESTRAINT NAME:	Graco
CHILD RESTRAINT MODEL:	Toddler SafeSeat Step 2
DATE OF MANUFACTURE:	5-24-2007

Manufacturer's design seat back angle:	<u>21.0° Seat Back Angle</u>
Tested seat back angle:	<u>21.0° Seat Back Angle</u>
Manufacturer's specified anchorage position:	<u>1 of 3; Top as Zero</u>
Tested anchorage position:	<u>1 of 3; Top as Zero</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward	N/A	Won't Fit
	Middle	130	Suppressed
	Rearward	127	Suppressed

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

DATA SHEET 21 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/9/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	032

Test Summary

Position	Seat Slide	Seat Back Angle *	Result
Position 1 Sitting on seat with back against seat back	Forward	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 2 Sitting on seat with back against reclined seat back	Forward	44.5°	Suppressed
	Middle	44.5°	Suppressed
	Rearward	44.5°	Suppressed
Position 3 Sitting on seat with back not against seat back	Forward	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 4 Sitting on seat edge, spine vertical, hands at dummy's sides	Forward	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 5 Standing on seat, facing forward	Forward	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 6 Kneeling on seat, facing forward	Forward	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 7 Kneeling on seat, facing rearward	Forward	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 8 Lying on seat. (Three designated seating positions only)	Forward	N/A	N/A
	Middle	N/A	N/A
	Rearward	N/A	N/A

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

* The manufacturer's design seat back angle was 21°. When the vehicle passenger seat was reclined 24.5° the seat back angle was 44.5°.

DATA SHEET 22 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/9/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	153

CHILD RESTRAINT NAME:	Cosco
CHILD RESTRAINT MODEL:	High Back Booster 22-209
DATE OF MANUFACTURE:	10-7-2008

Manufacturer's design seat back angle: 21.0° Seat Back Angle

Tested seat back angle: 21.0° Seat Back Angle

Manufacturer's specified anchorage position: 1 of 3; Top as Zero

Tested anchorage position: 1 of 3; Top as Zero

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward	12	Suppressed
	Middle	18	Suppressed
	Rearward	10	Suppressed

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

DATA SHEET 22 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/9/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	153

CHILD RESTRAINT NAME:	Evenflo
CHILD RESTRAINT MODEL:	Generations 352
DATE OF MANUFACTURE:	10-5-2006

Manufacturer's design seat back angle:	<u>21.0° Seat Back Angle</u>
Tested seat back angle:	<u>21.0° Seat Back Angle</u>
Manufacturer's specified anchorage position:	<u>1 of 3; Top as Zero</u>
Tested anchorage position:	<u>1 of 3; Top as Zero</u>

Test Summary

Seat Belt	Seat Slide	Cinch Load (N)	Result
Belted	Forward	18	Suppressed
	Middle	12	Suppressed
	Rearward	15	Suppressed

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

DATA SHEET 23 SUMMARY

Suppression Tests Using an Unbelted 6 Year Old Dummy (Part 572, Subpart N) (S24.2.1)
No CRS

NHTSA NO.:	CA5205	TEST DATE:	7/9/10
LABORATORY:	MGA	TECHNICIAN(S):	WD
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	153

Test Summary

Position	Seat Slide	Seat Back Angle **	Result
Position 1 Sitting on seat with back against seat back	Forward 11 *	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 2 Sitting on seat with back against reclined seat back	Forward 11 *	44.5°	Suppressed
	Middle	44.5°	Suppressed
	Rearward	44.5°	Suppressed
Position 3 Sitting on seat edge, spine vertical, hands at dummy's sides	Forward	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed
Position 4 Sitting on seat with back against seat back then leaning on the door	Forward 11 *	21°	Suppressed
	Middle	21°	Suppressed
	Rearward	21°	Suppressed

* The ATD would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 25 = Full Rearward; 25 total Seat Slide detents)

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

** The manufacturer's design seat back angle was 21°. When the vehicle passenger seat was reclined 24.5° the seat back angle was 44.5°.

DATA SHEET 29 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/12/10
LABORATORY:	MGA	TECHNICIAN(S):	BR / WD
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	510

Manufacturer's design seat back angle: 21.0° Seat Back Angle
Tested seat back angle: 21.0° Seat Back Angle
Tested seat position: Full Aft

Tested steering wheel angle: 28.0°
Thorax cavity angle: 34.3°
Bottom of chin height: 6 mm - Above Plane F Module Height

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	30.0	30.2

5th Percentile Female SN 510 Position 1 (Chin On Module) 7/12/10

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	45
Peak Nij (Nte)	1.0	0.5
Time (ms)	NA	51.5
Peak Nij (Ntf)	1.0	0.4
Time (ms)	NA	28.6
Peak Nij (Nce)	1.0	0.3
Time (ms)	NA	155.0
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	2.0
Neck Tension	2070 N	912
Neck Compression	2520 N	287
Chest g	60 g	15
Chest Displacement	52 mm	11
Left Femur	6805 N	51
Right Femur	6805 N	31

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
Second stage fire time of 30 ms; Injuries calculated on 0 ms to 155 ms.

The original equipment parts were used for this deployment.

DATA SHEET 30 SUMMARY

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

NHTSA NO.:	CA5205	TEST DATE:	7/12/10
LABORATORY:	MGA	TECHNICIAN(S):	BR / WD
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	510

Manufacturer's design seat back angle: 21.0° Seat Back Angle
 Tested seat back angle: 21.0° Seat Back Angle
 Tested seat position: Full Aft

Tested steering wheel angle: 28.4°
 Thorax cavity angle: 34.6°
 Chin Point height: 0 mm - At Steering Wheel Target
Note: The chin on rim steering wheel target is 10 mm below the highest point on the steering wheel

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	30.0	30.2

5th Percentile Female SN 510 Position 2 (Chin On Rim) 7/12/10

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	17
Peak Nij (Nte)	1.0	0.8
Time (ms)	NA	54.5
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	24.2
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	6.2
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	2.3
Neck Tension	2070 N	886
Neck Compression	2520 N	18
Chest g	60 g	19
Chest Displacement	52 mm	17
Left Femur	6805 N	15
Right Femur	6805 N	42

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
 Second stage fire time of 30 ms; Injuries calculated on 0 ms to 155 ms.

The original equipment parts, a new air bag, and a new steering column were used for this deployment.

APPENDIX A

LOW RISK TEST DATA

TABLE OF DATA PLOTS

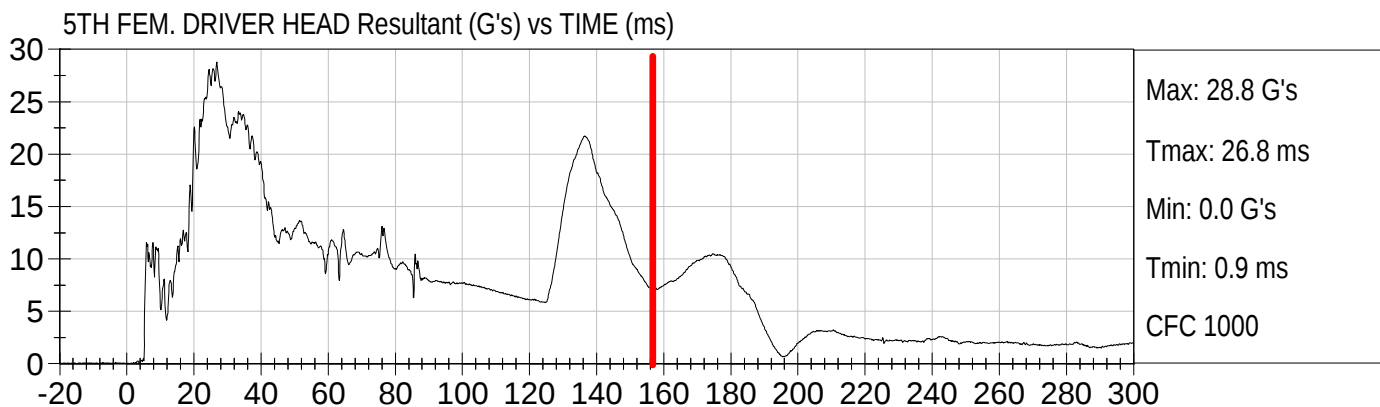
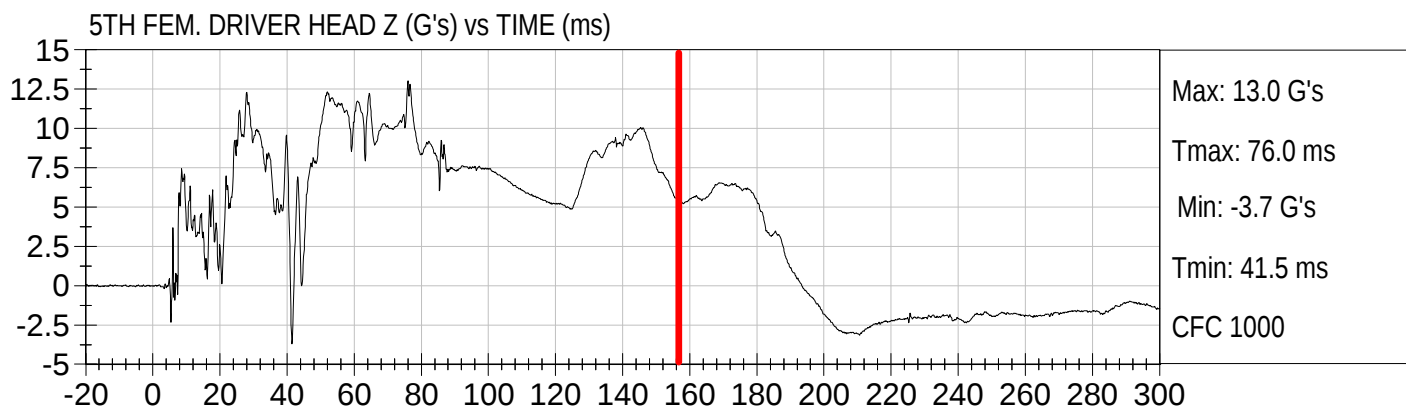
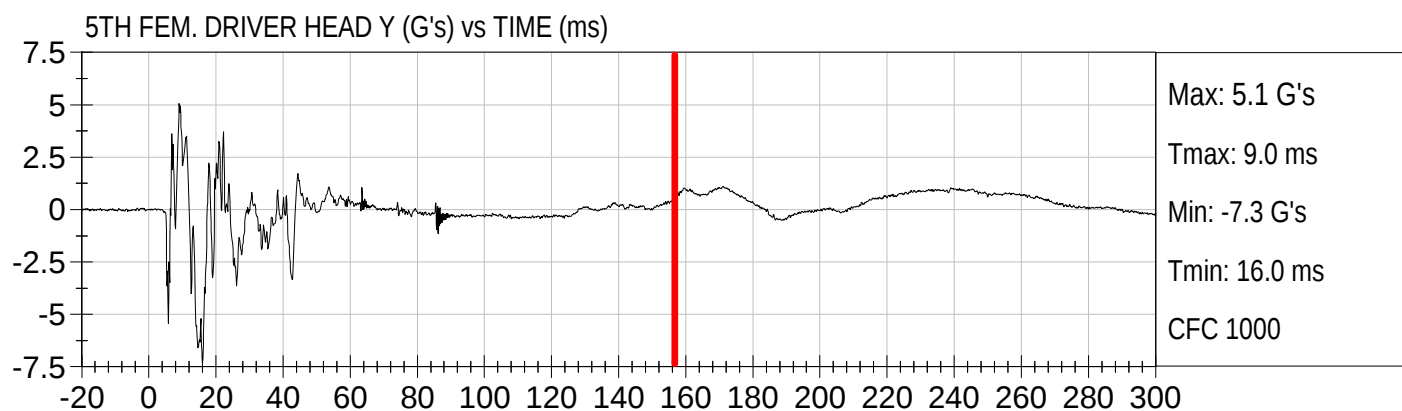
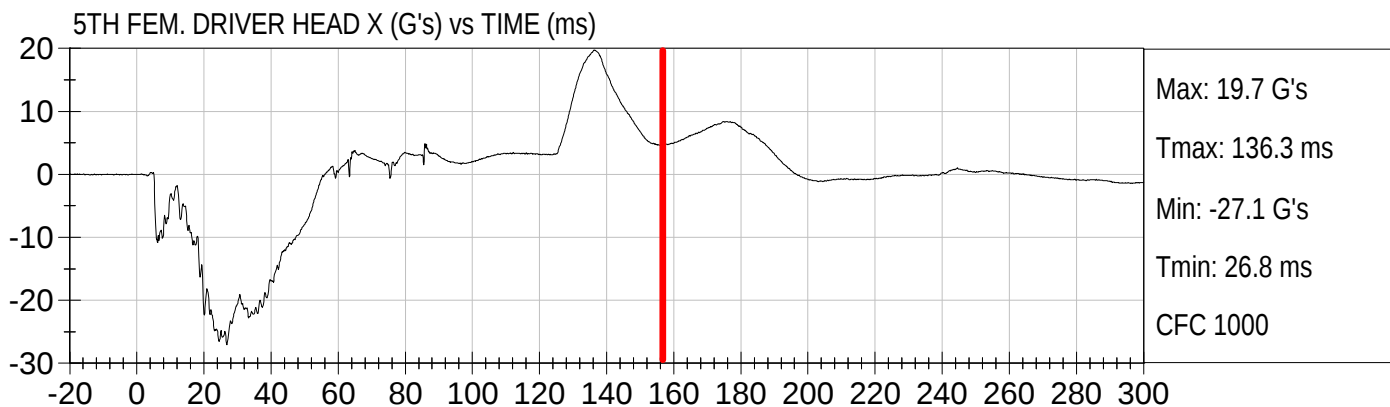
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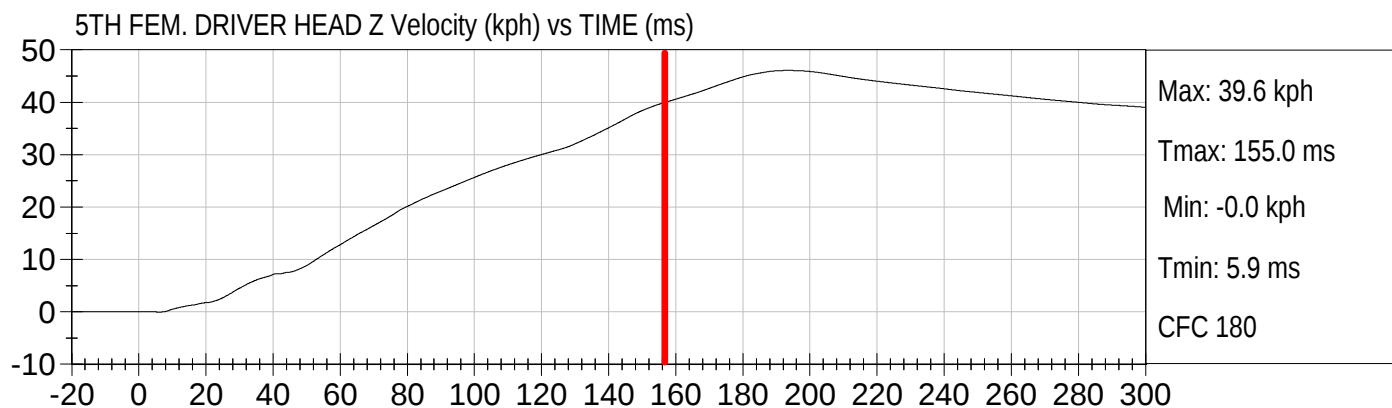
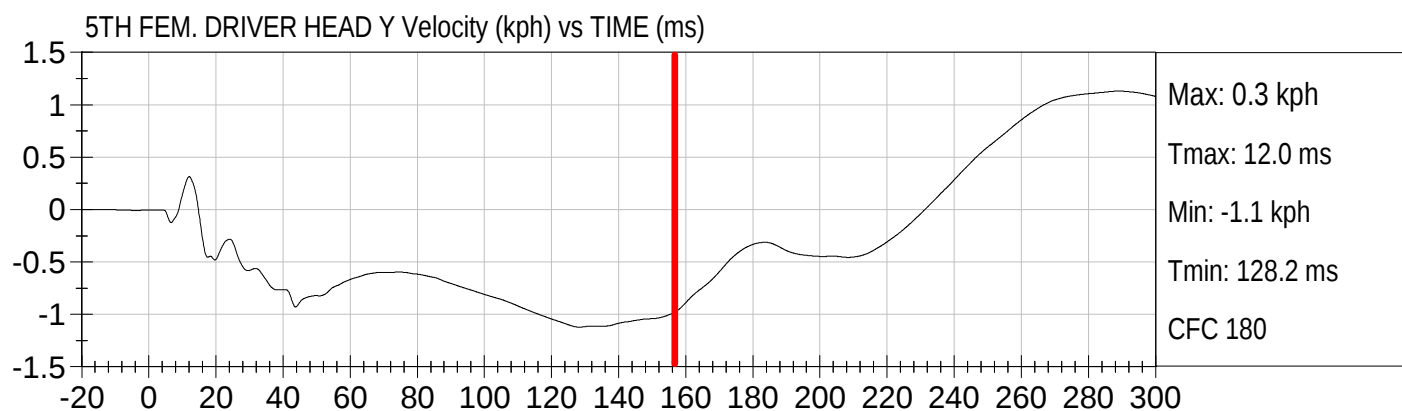
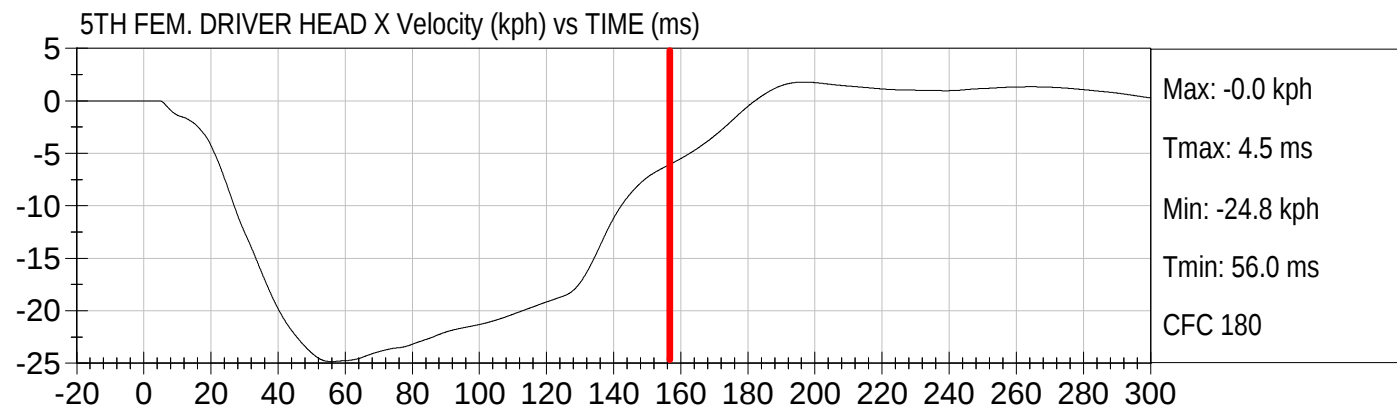


Injury Values Calculated between 0ms and 155ms





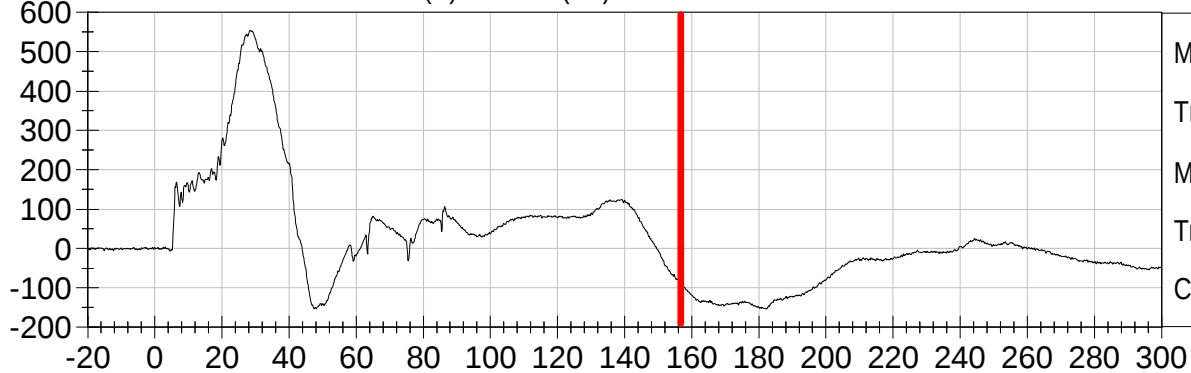
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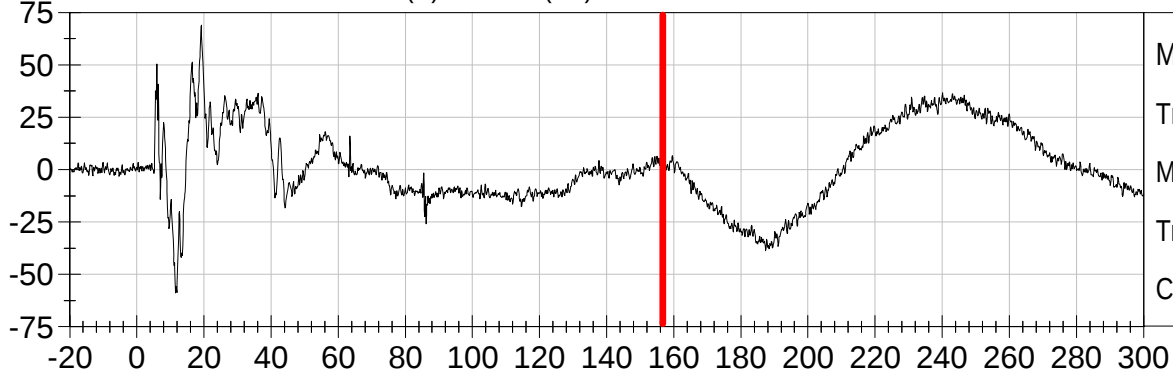


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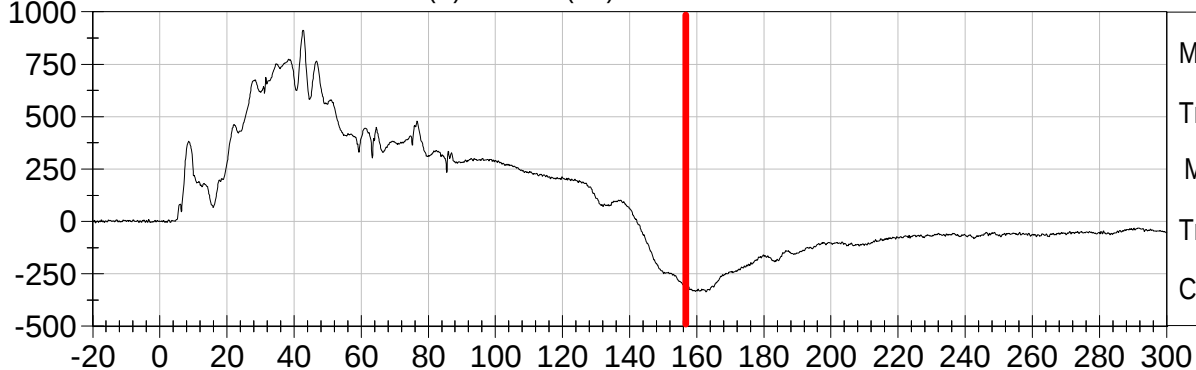
5TH FEM. DRIVER NECK FX (N) vs TIME (ms)



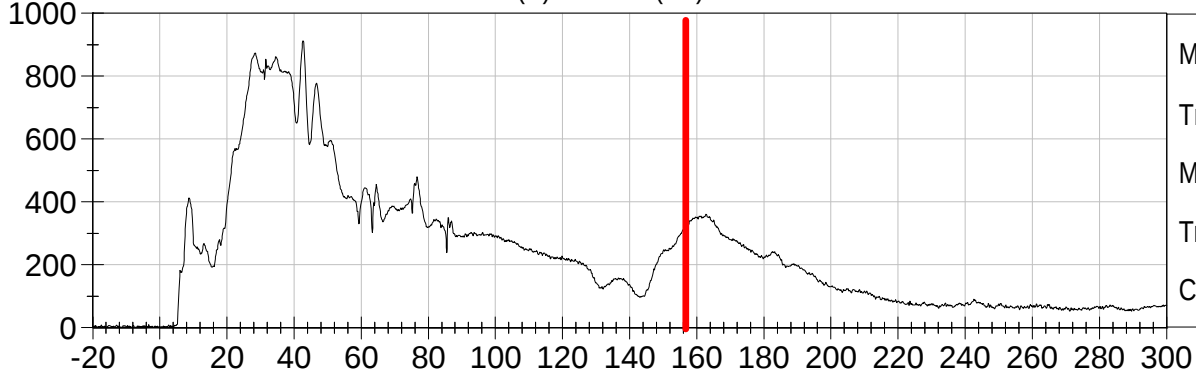
5TH FEM. DRIVER NECK FY (N) vs TIME (ms)



5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)



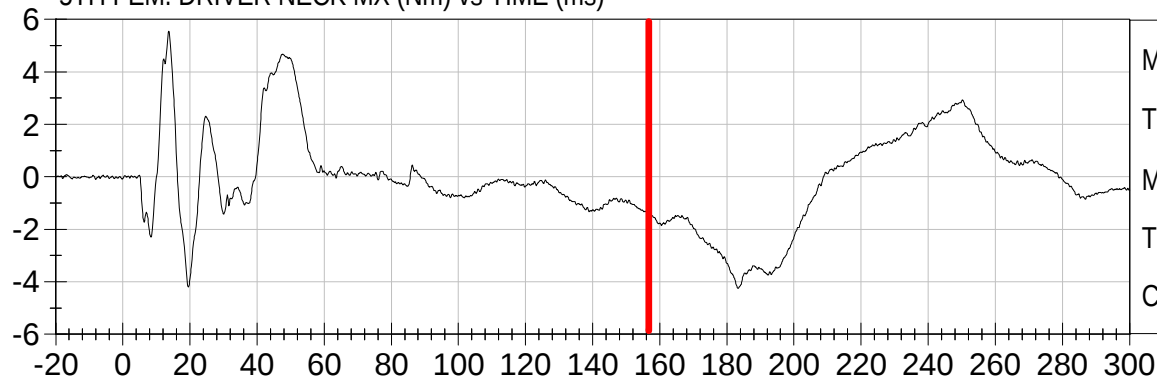
5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)





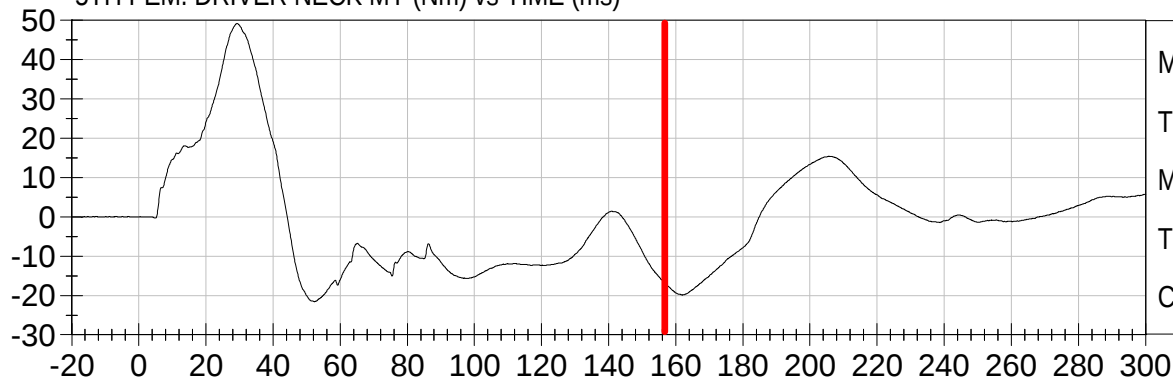
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5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)



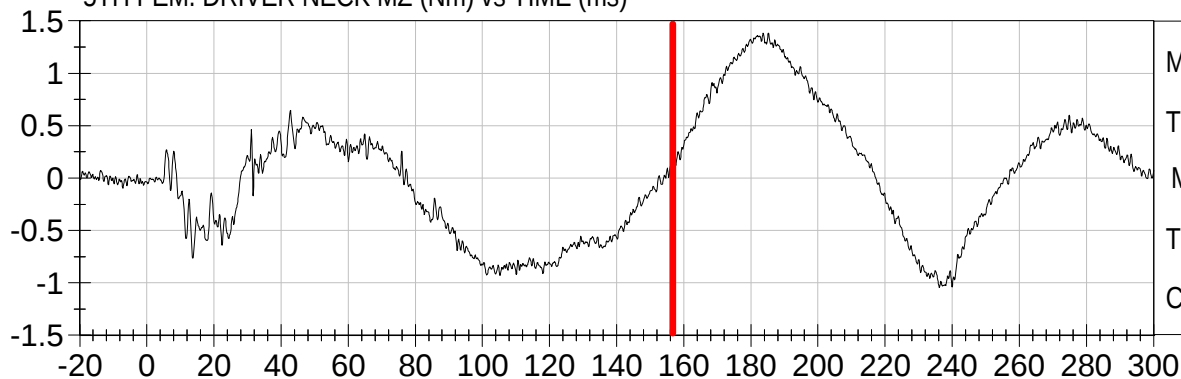
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Min: -4.2 Nm
Tmin: 19.5 ms
CFC 600

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



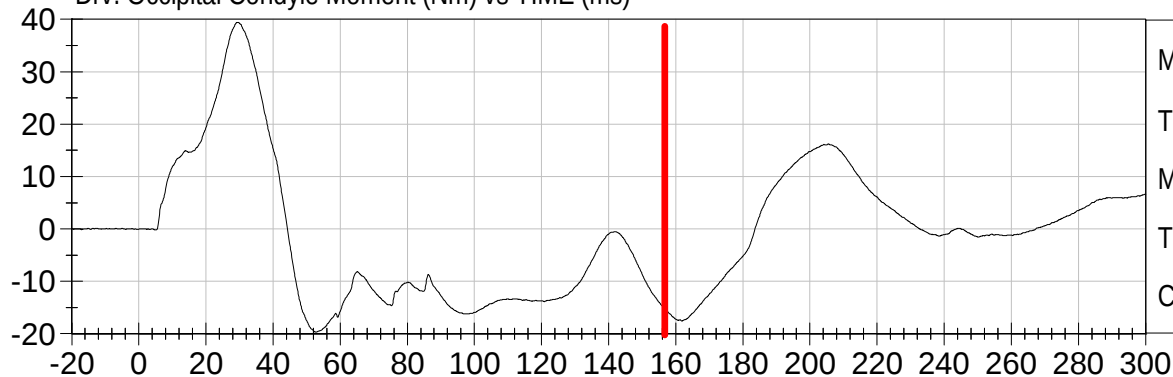
Max: 49.2 Nm
Tmax: 29.2 ms
Min: -21.6 Nm
Tmin: 52.3 ms
CFC 600

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



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Tmax: 42.8 ms
Min: -0.9 Nm
Tmin: 105.3 ms
CFC 600

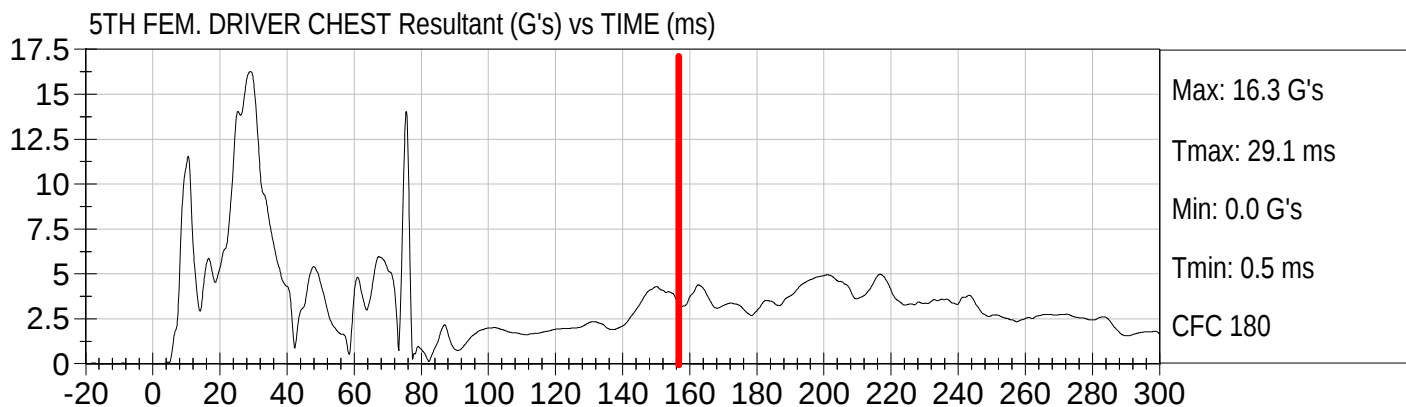
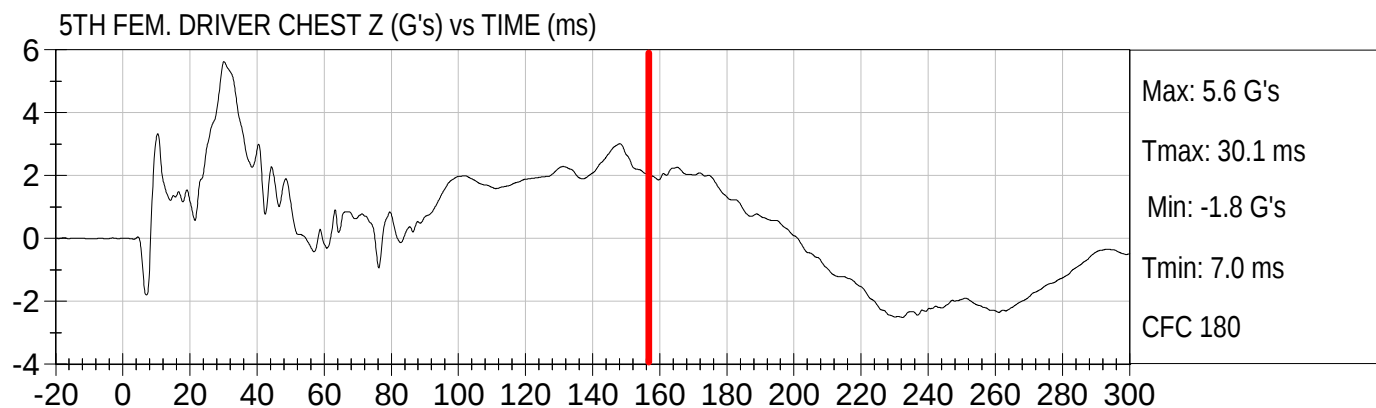
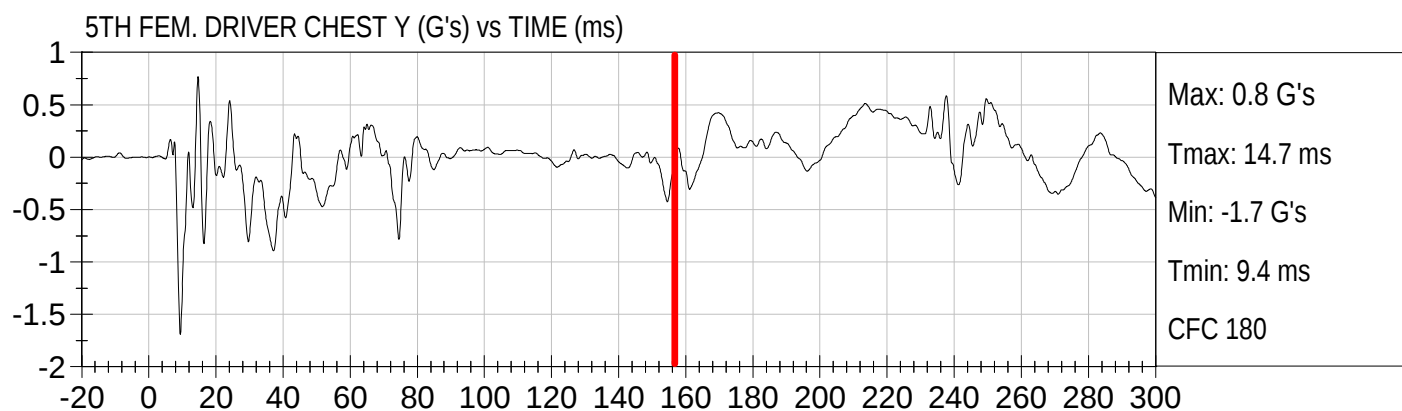
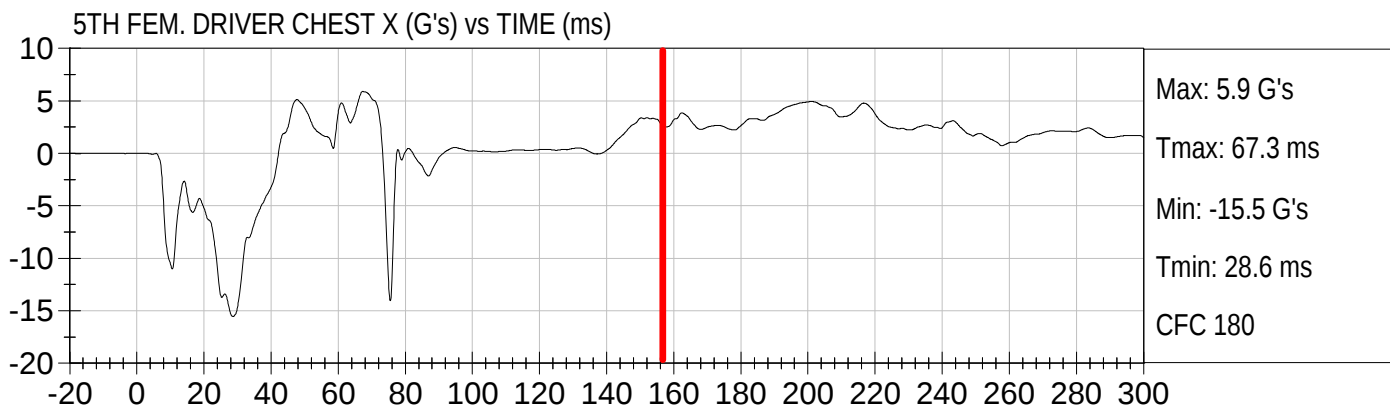
Drv. Occipital Condyle Moment (Nm) vs TIME (ms)



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CFC 600

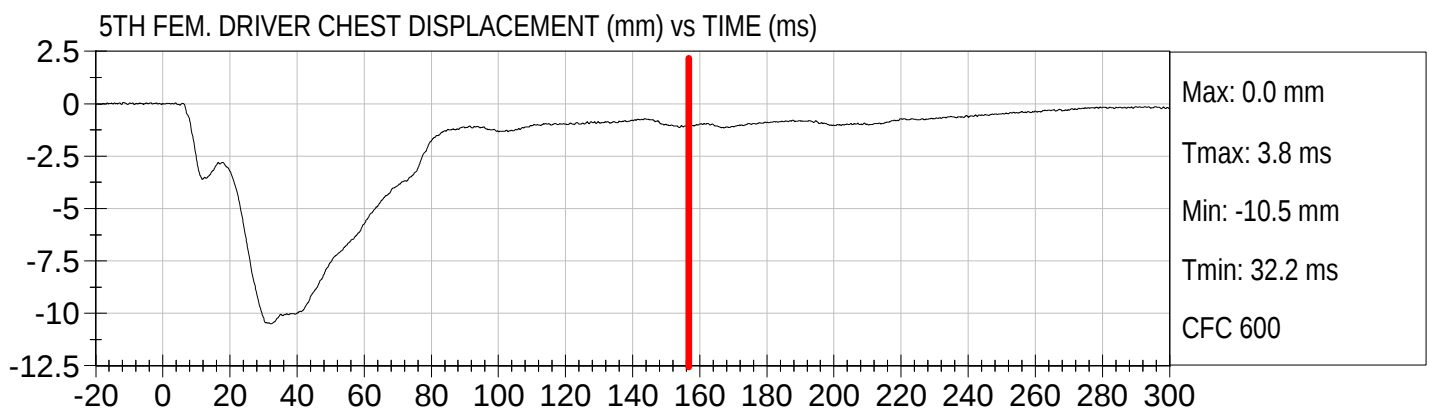
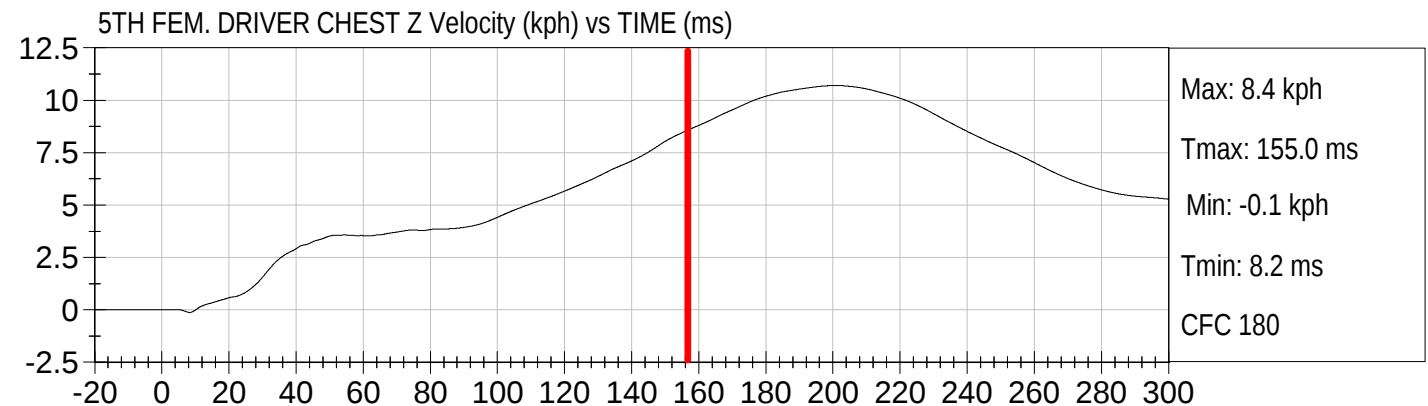
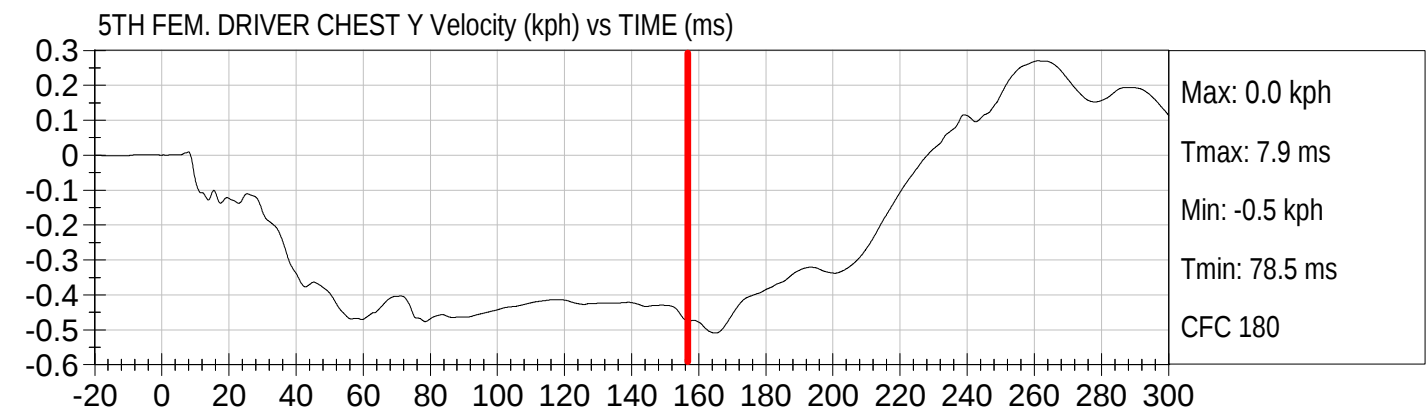
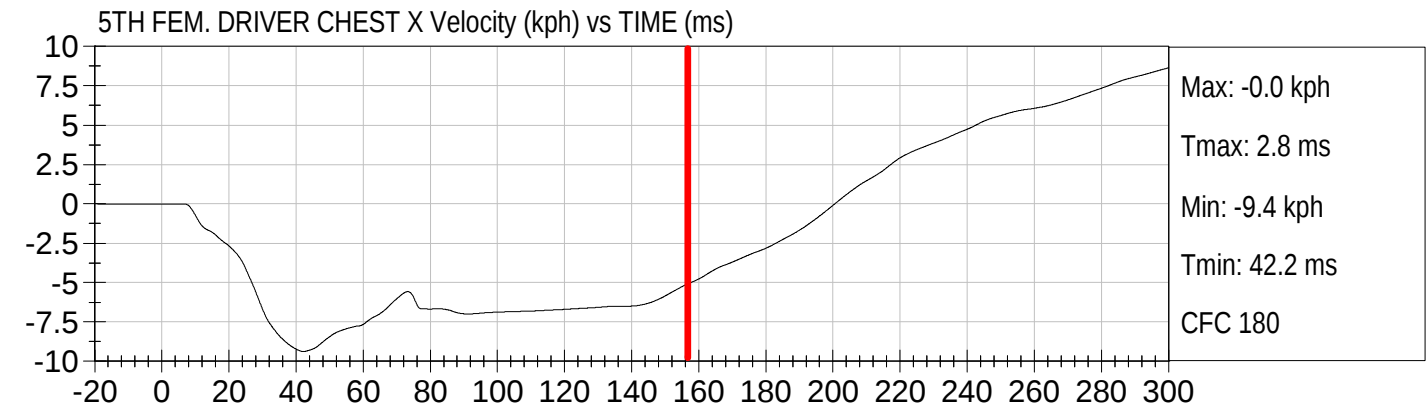


Injury Values Calculated between 0ms and 155ms



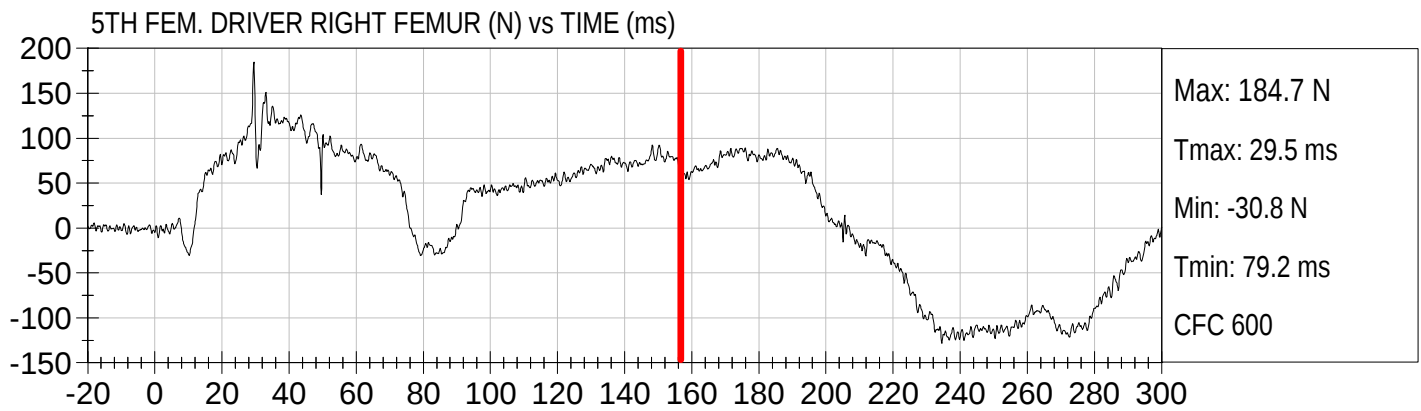
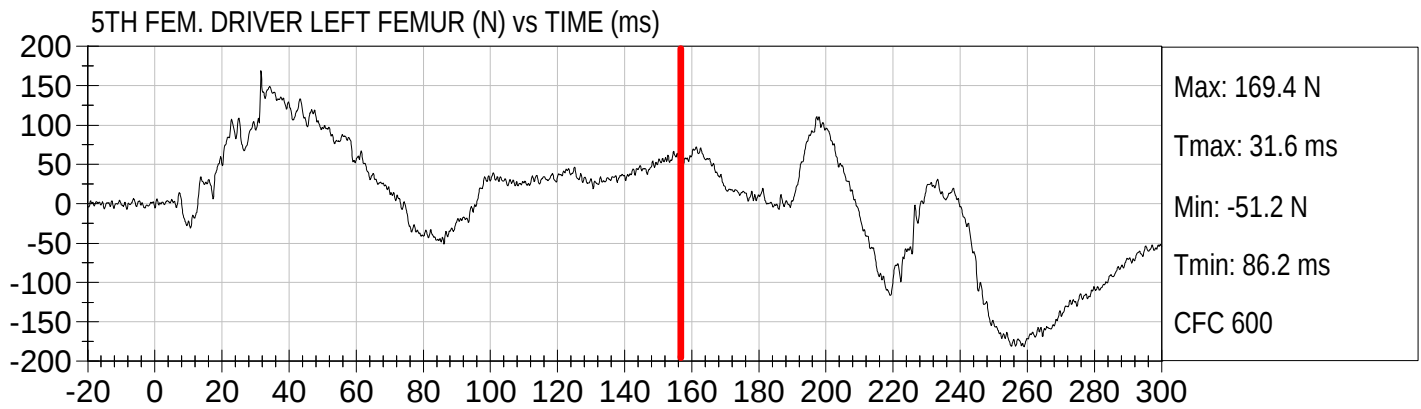


Injury Values Calculated between 0ms and 155ms



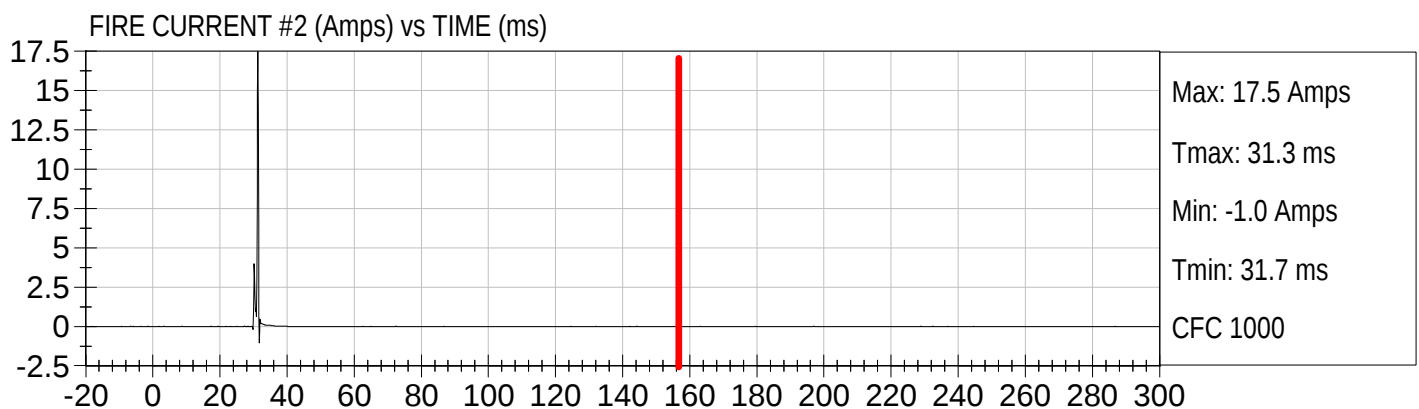
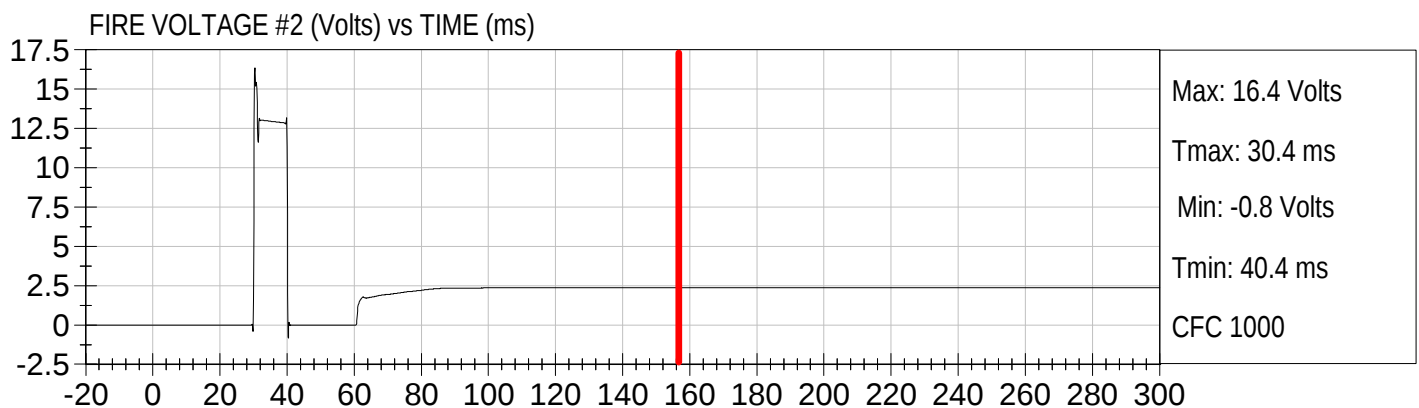
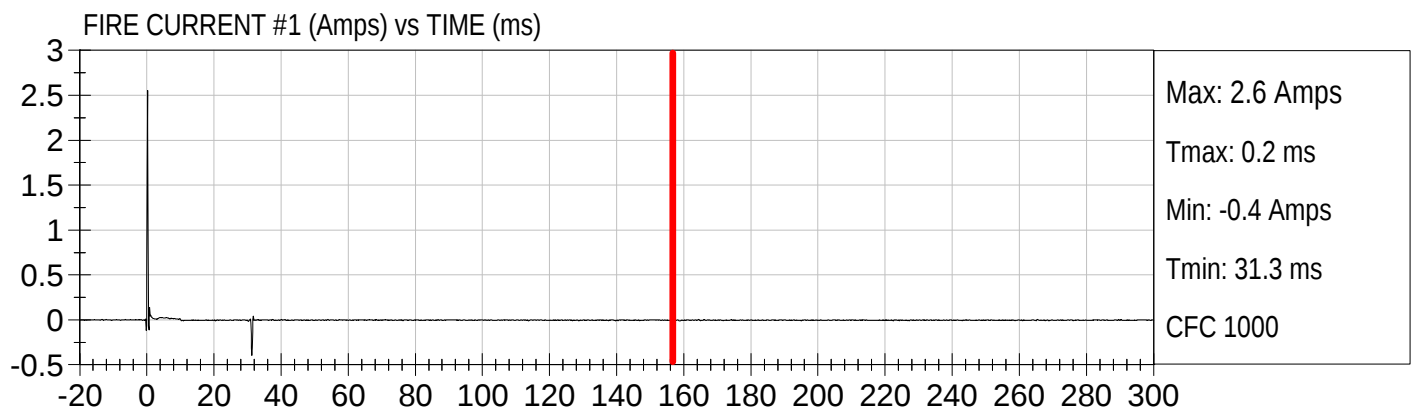
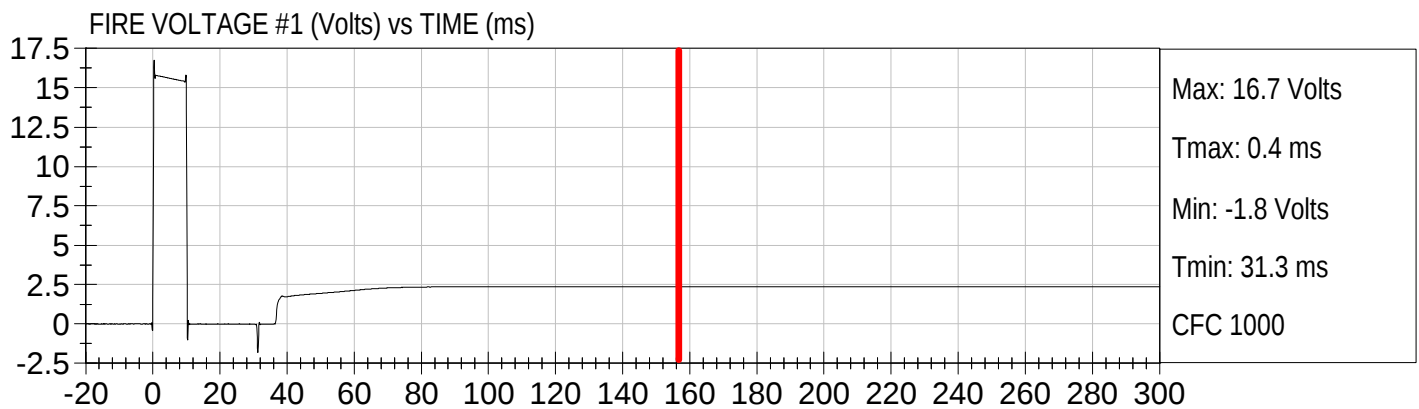


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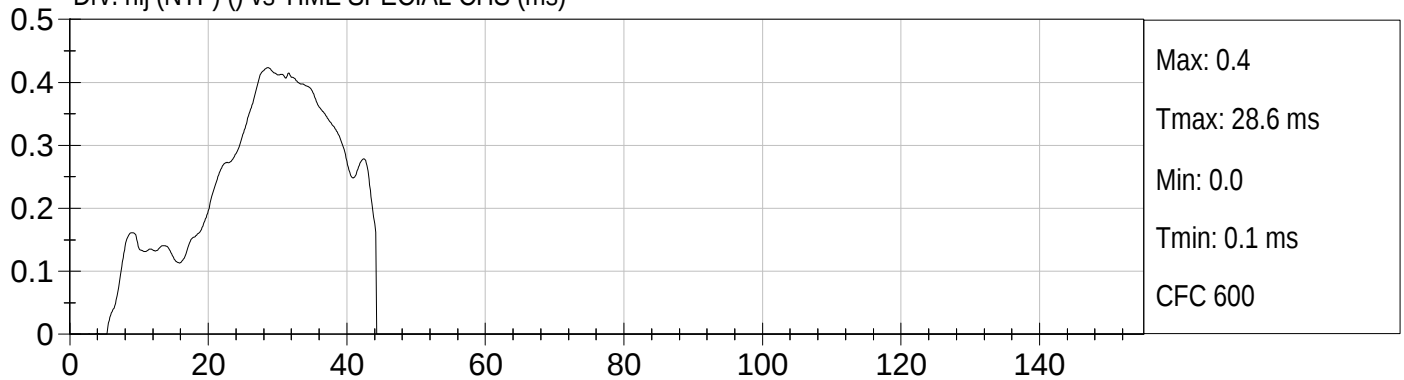


Injury Values Calculated between 0ms and 155ms

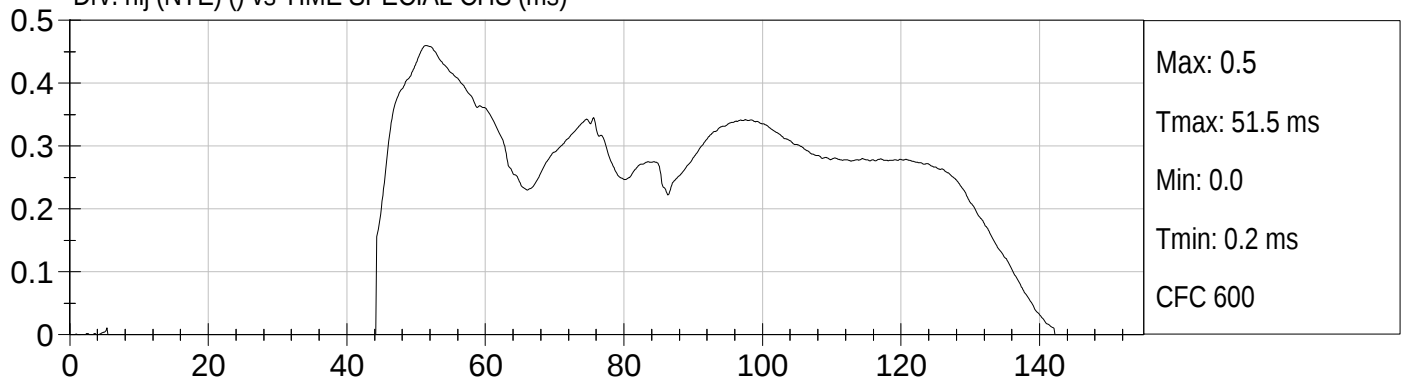




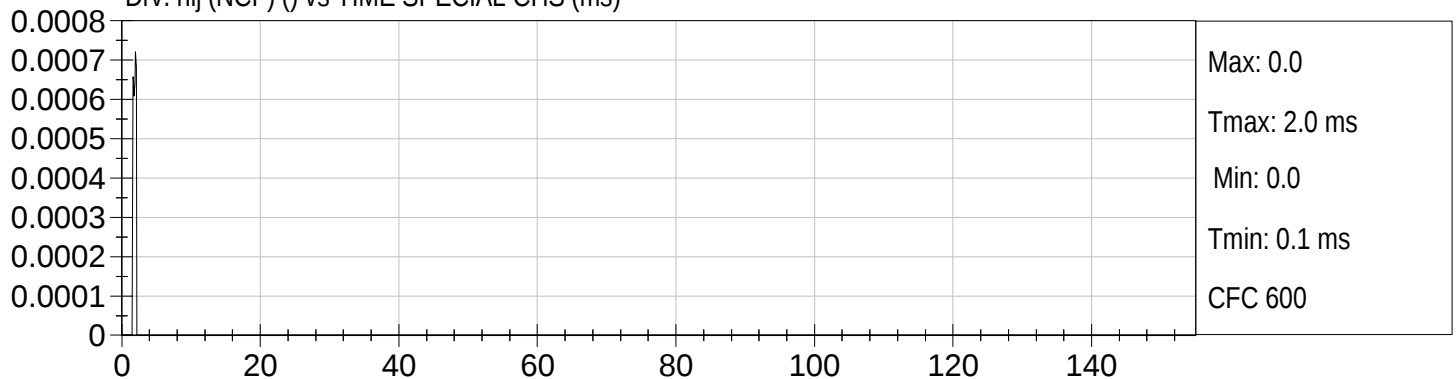
Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)



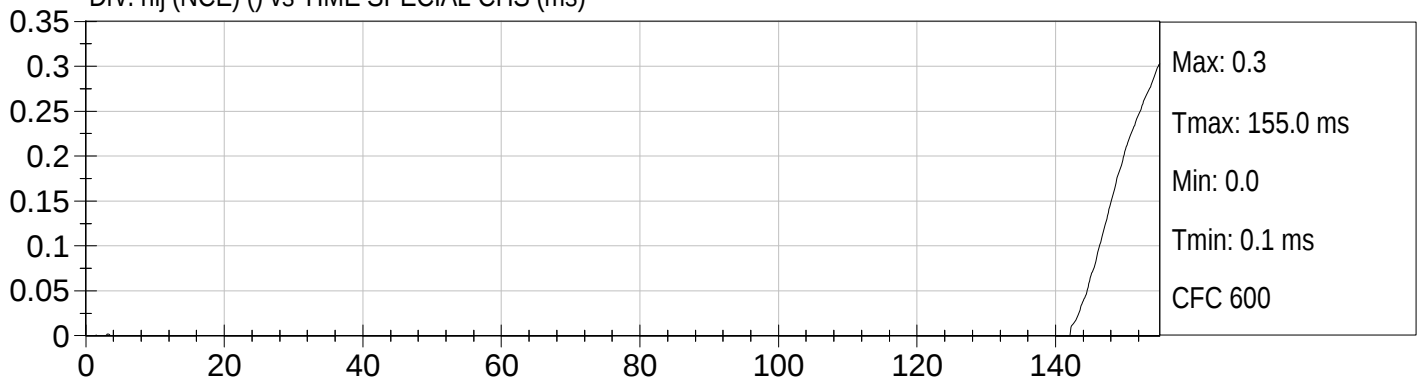
Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)



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

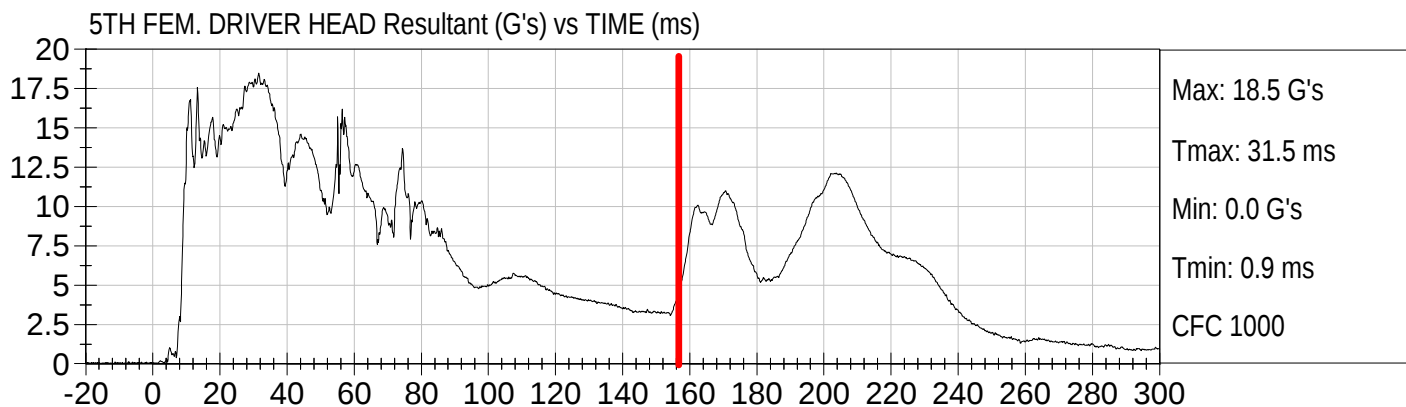
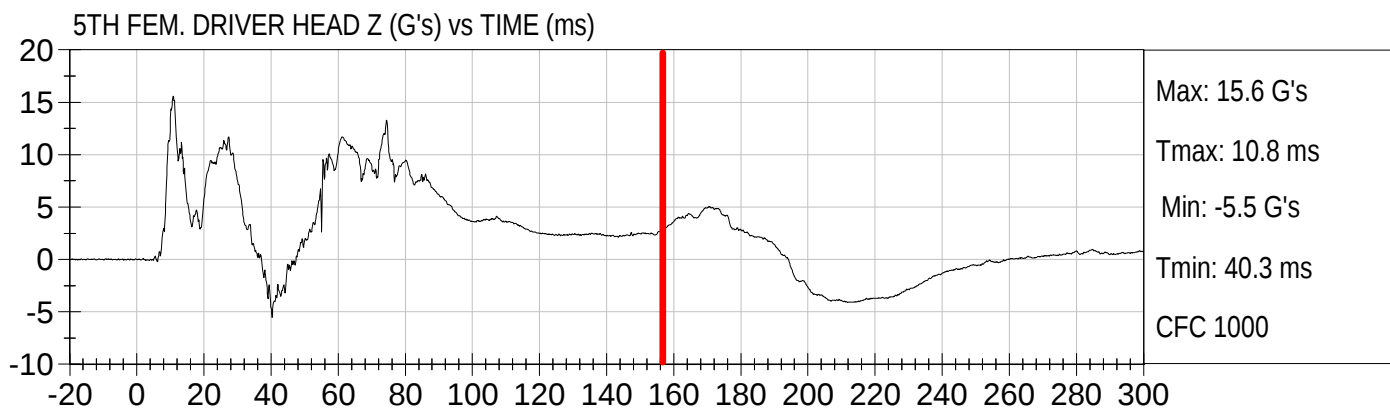
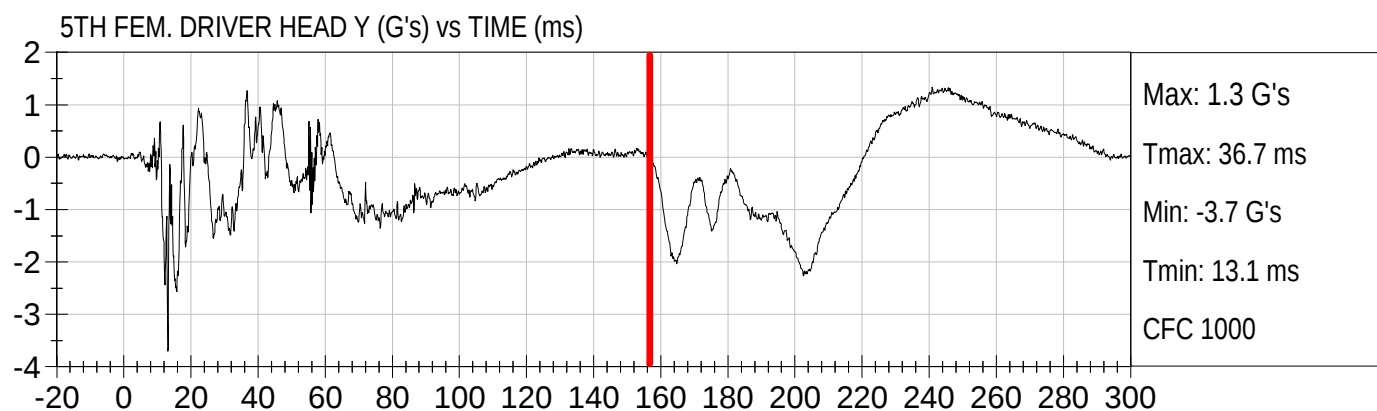
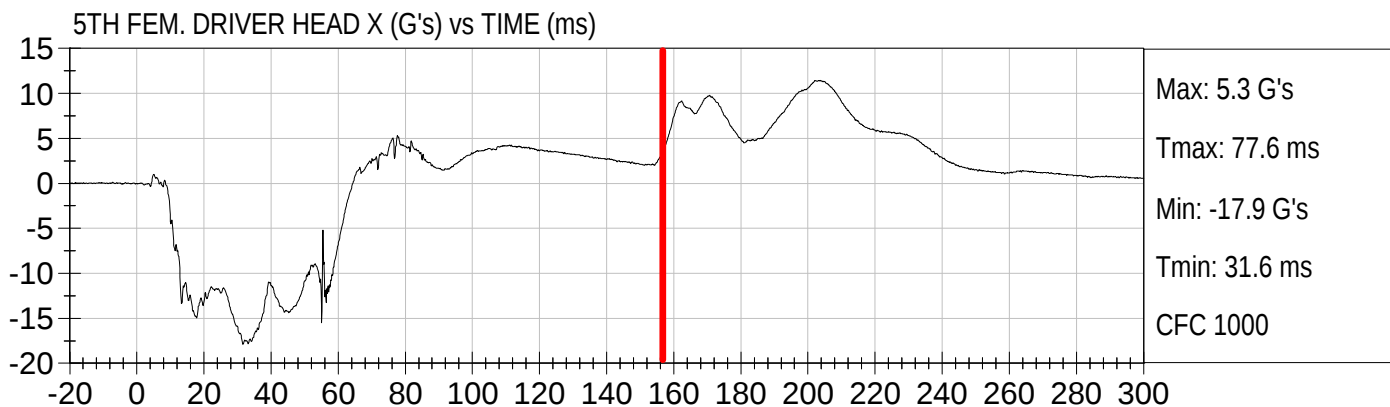


Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)



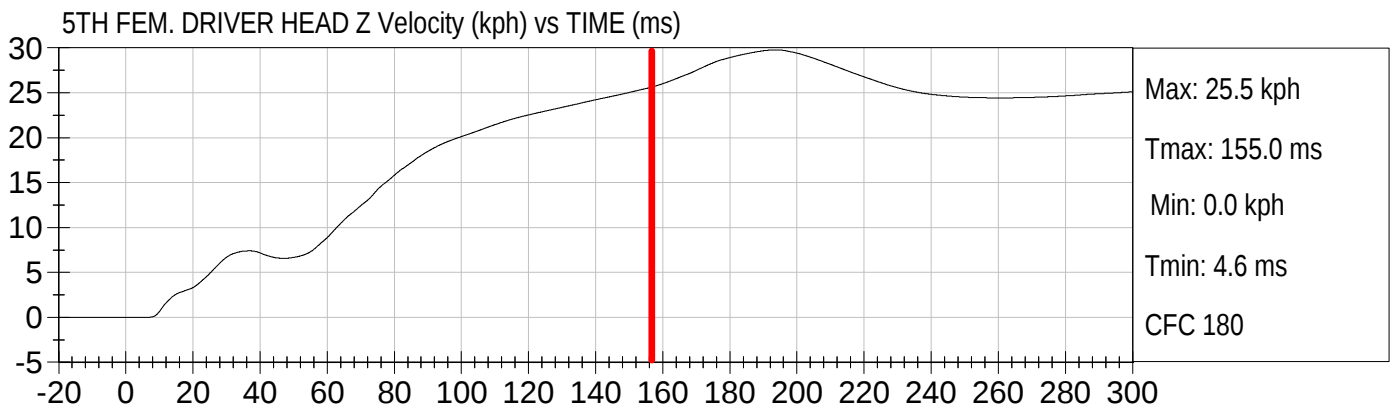
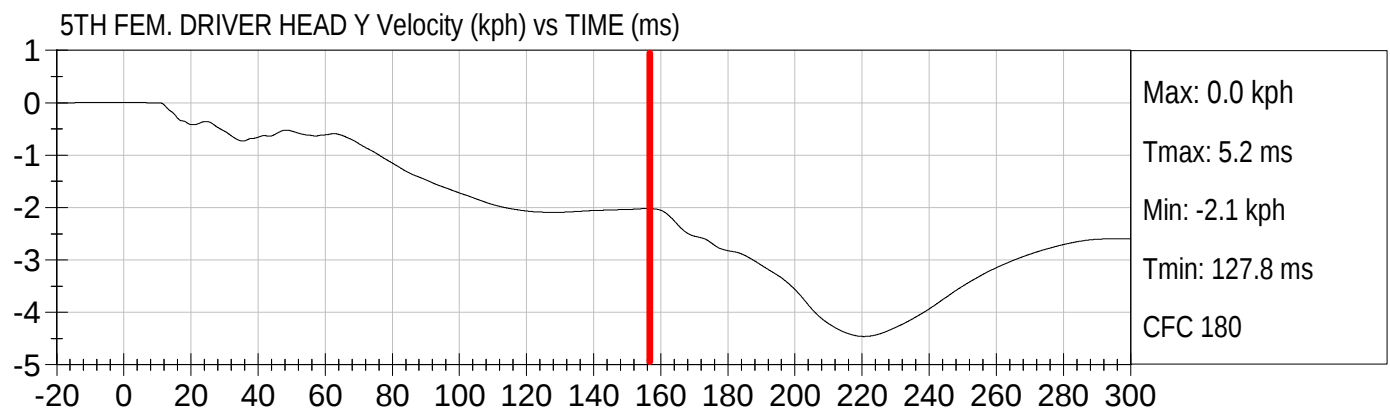
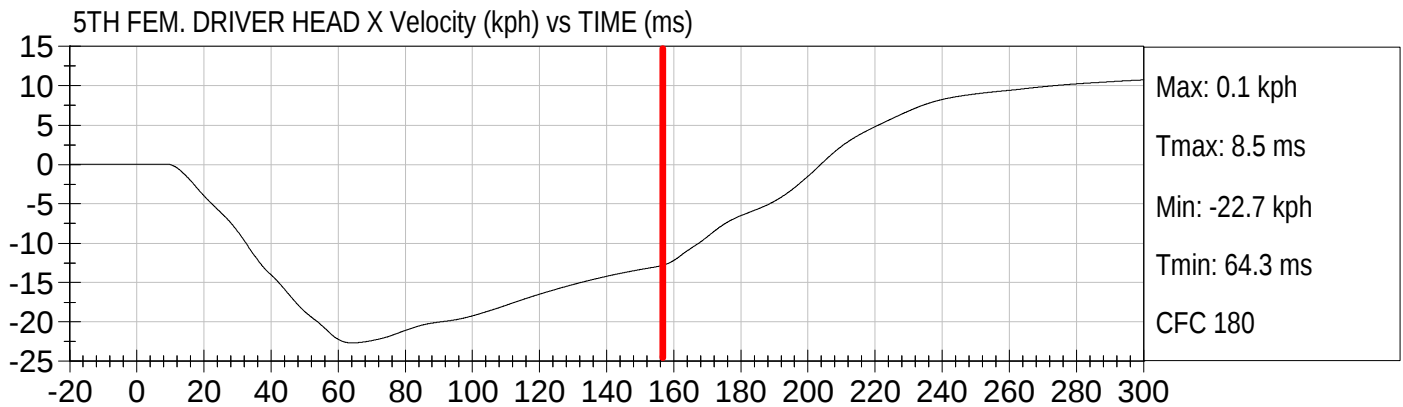


Injury Values Calculated between 0ms and 155ms





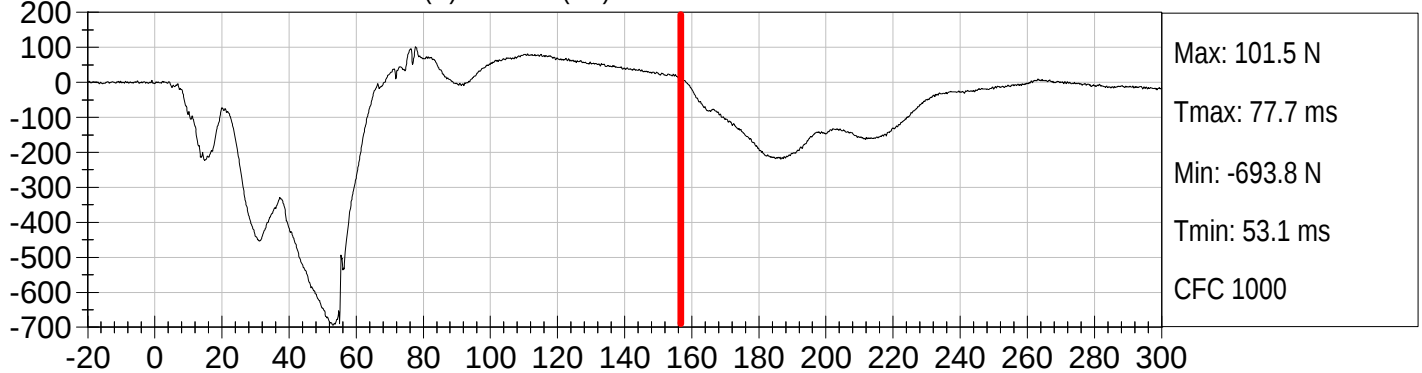
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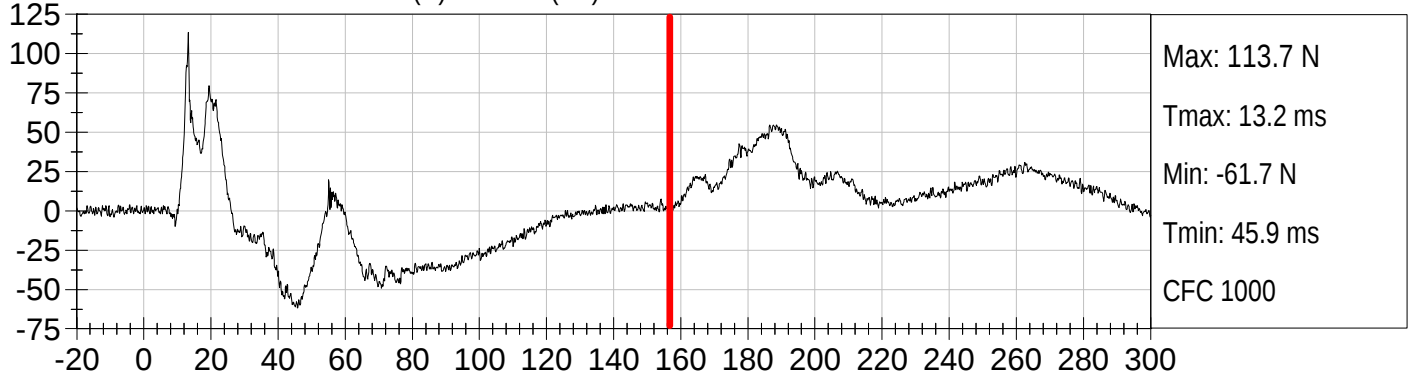


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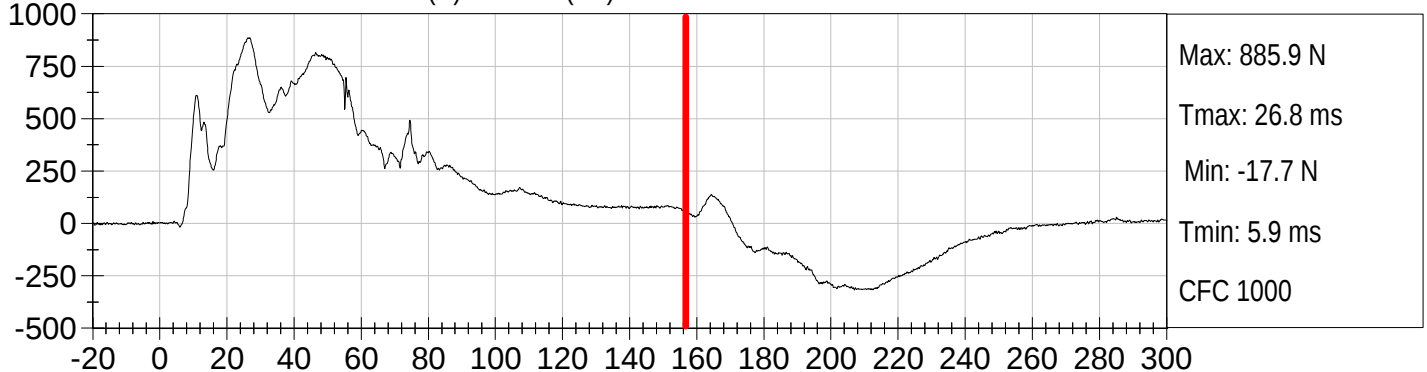
5TH FEM. DRIVER NECK FX (N) vs TIME (ms)



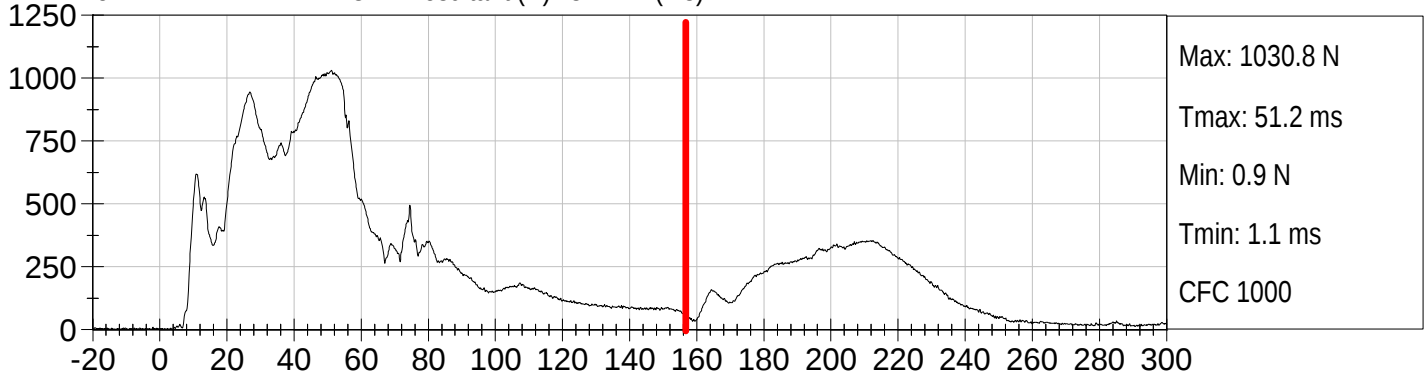
5TH FEM. DRIVER NECK FY (N) vs TIME (ms)



5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)

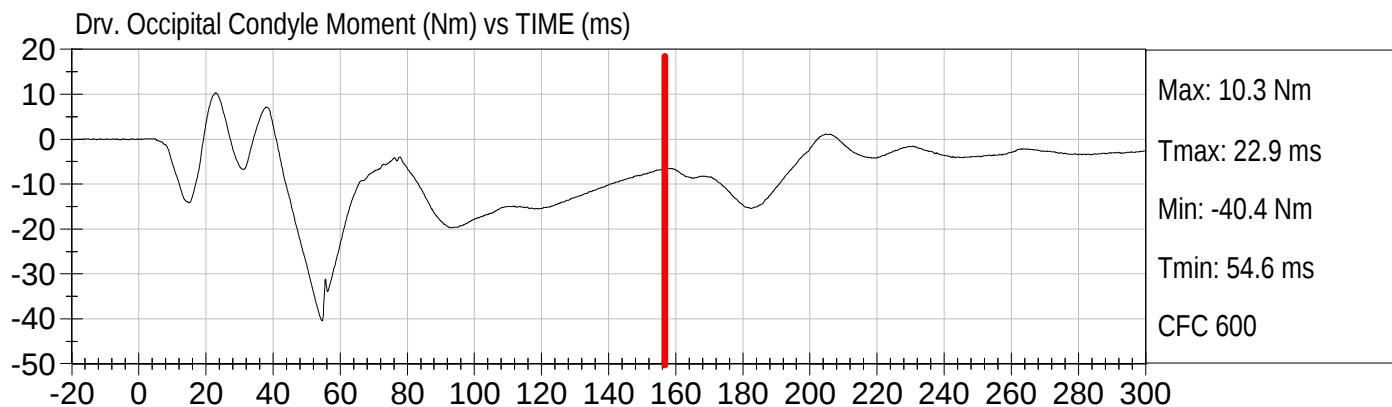
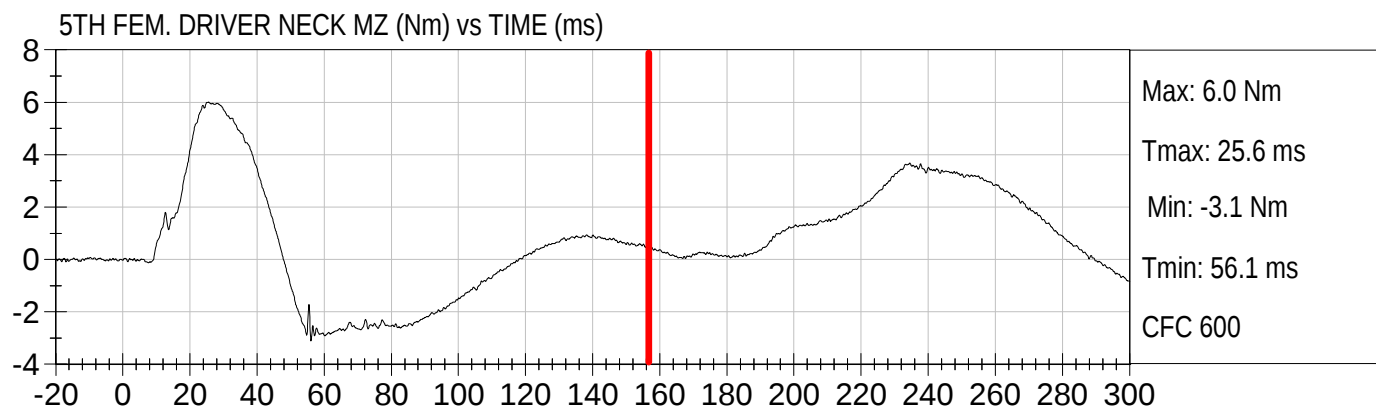
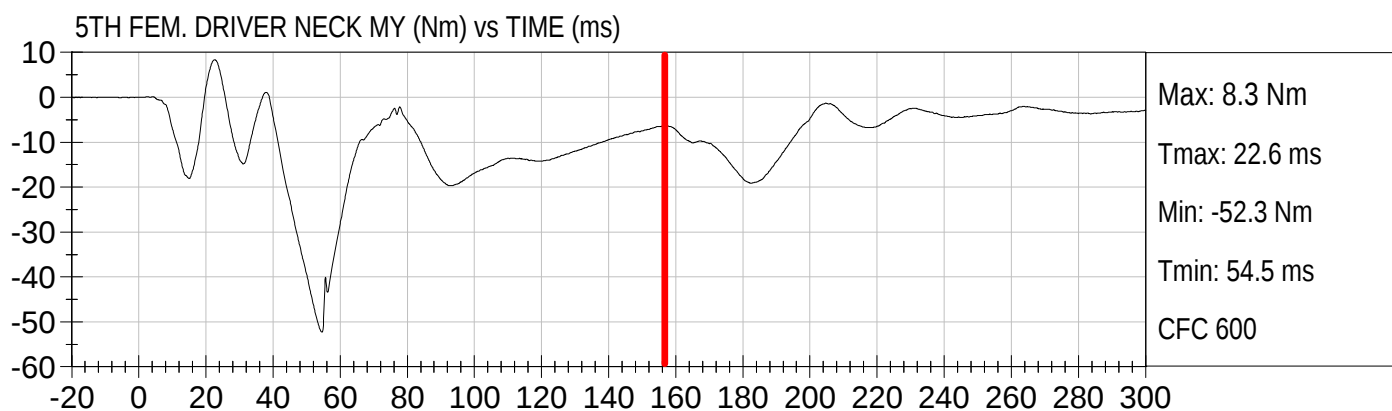
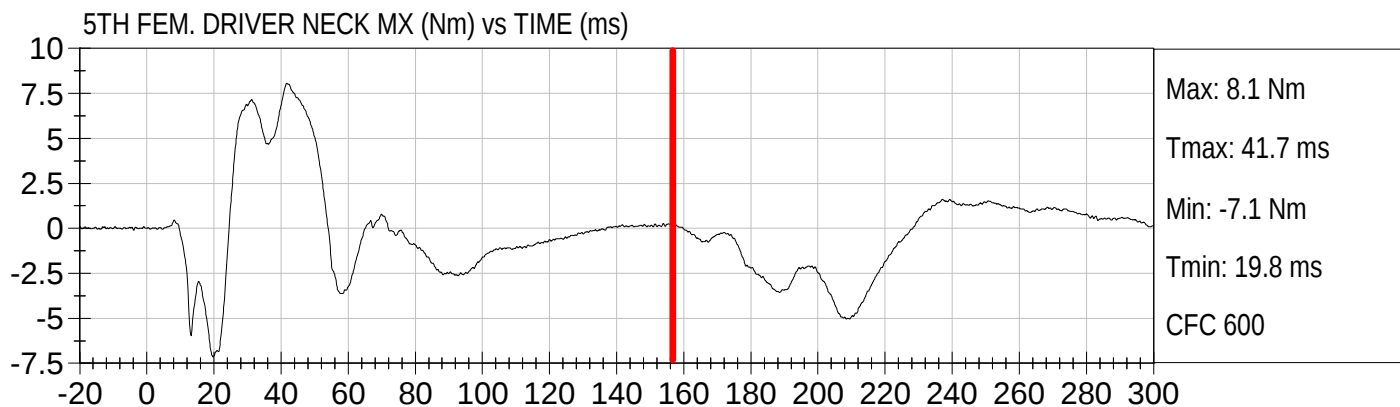


5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)



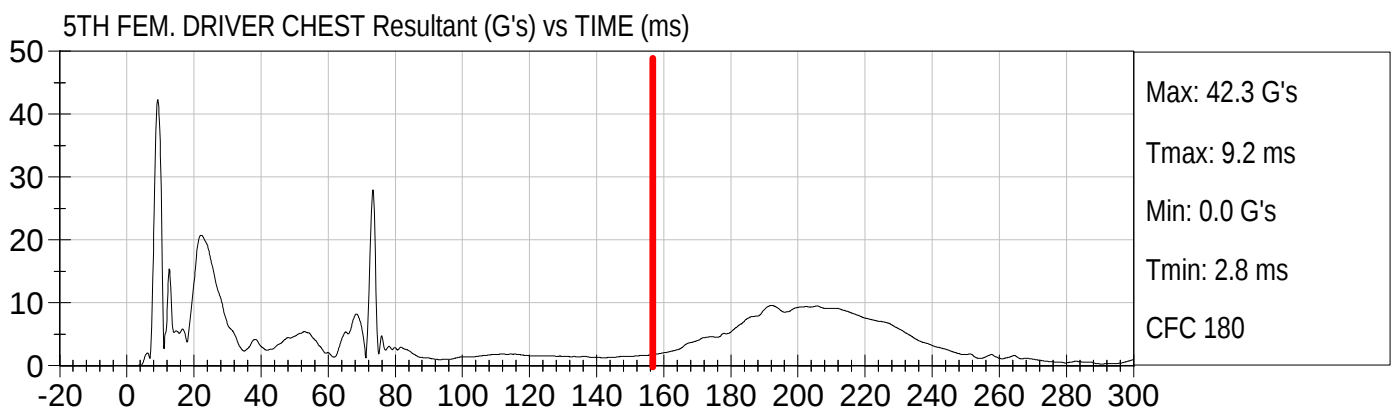
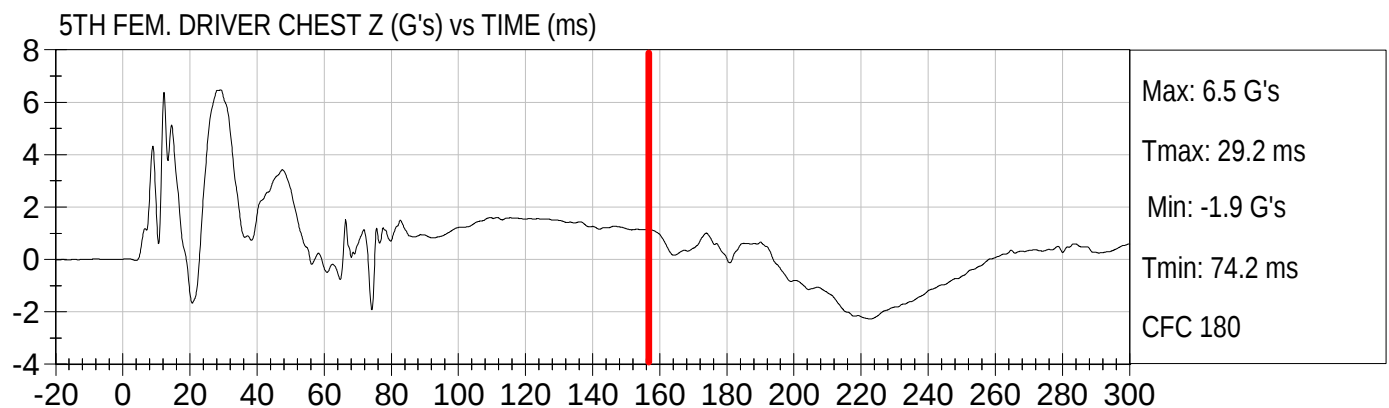
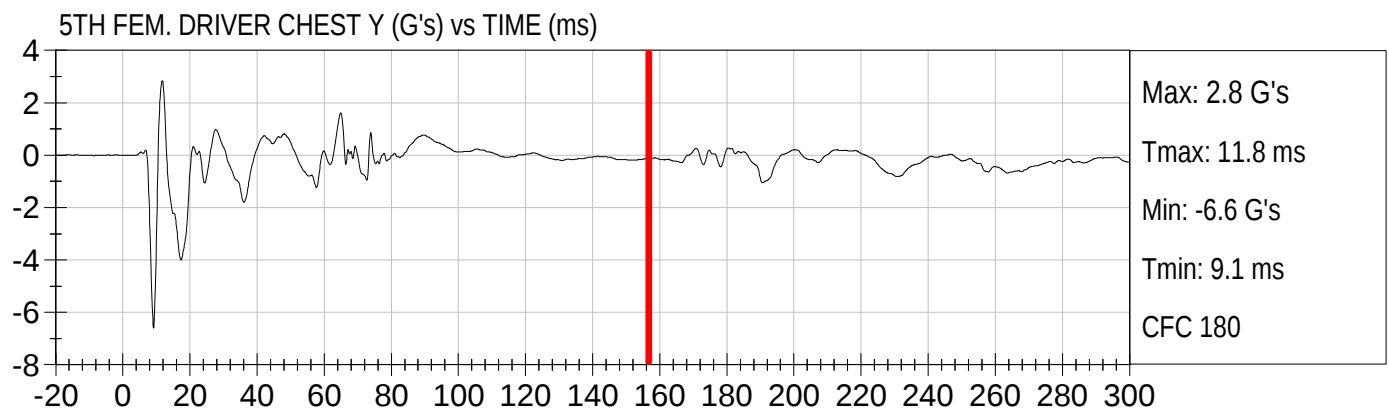
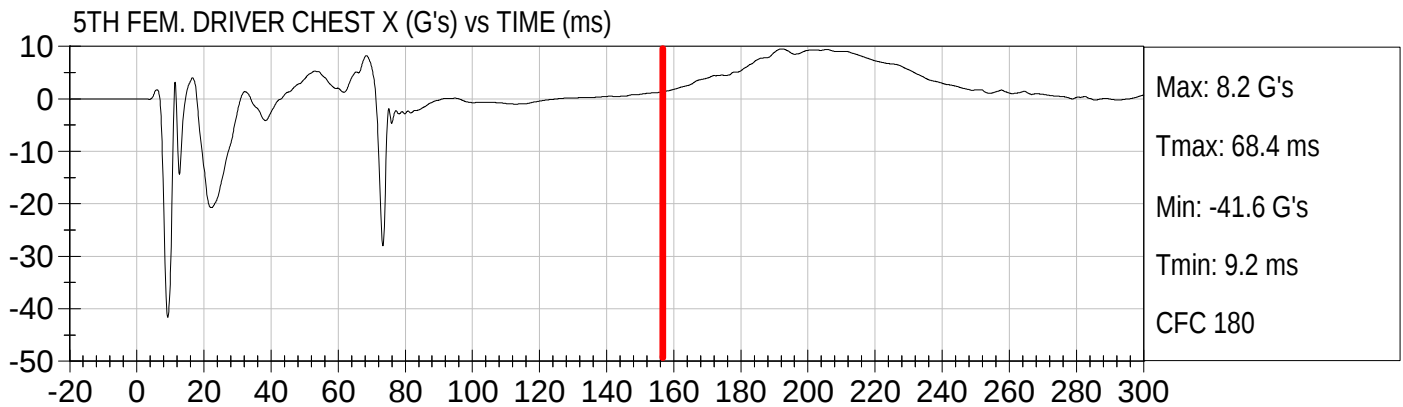


Injury Values Calculated between 0ms and 155ms





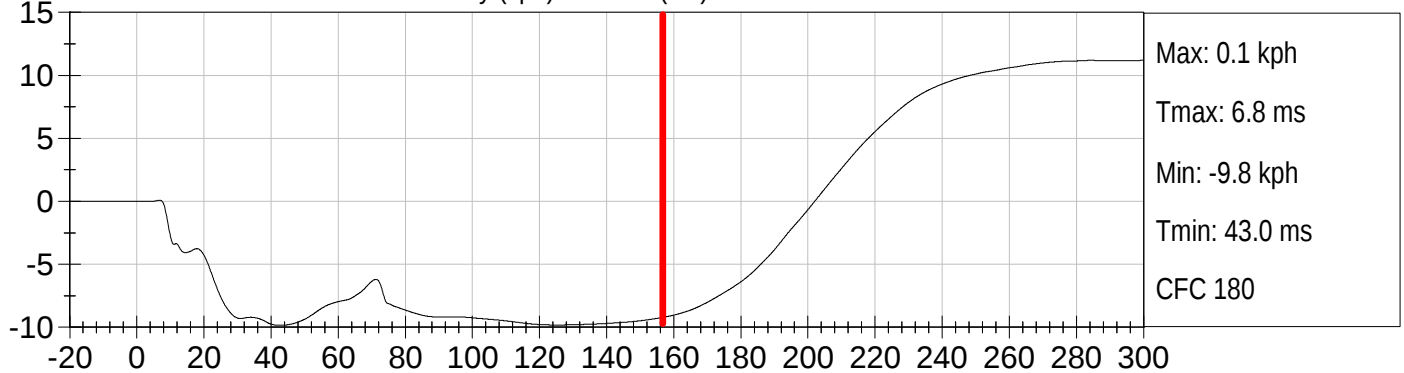
Injury Values Calculated between 0ms and 155ms



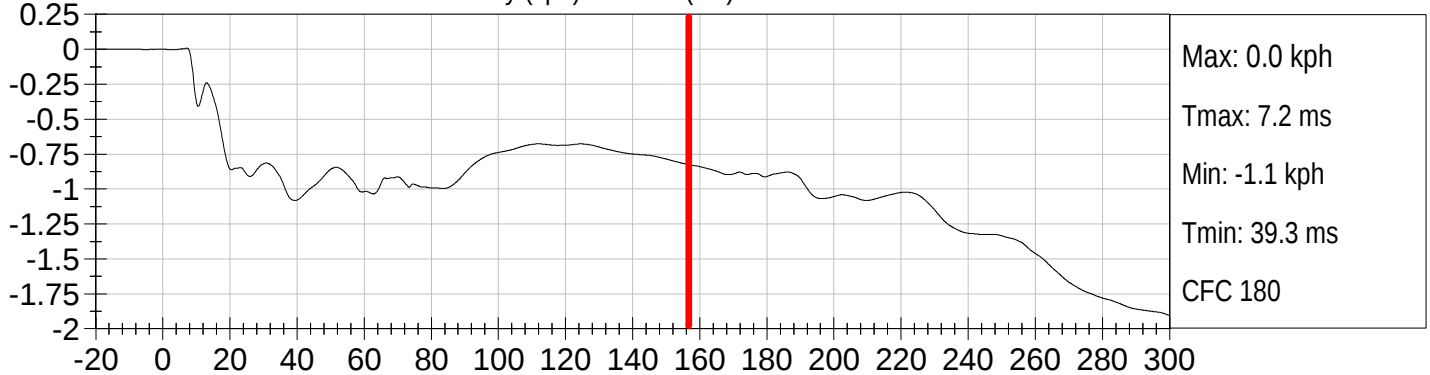


Injury Values Calculated between 0ms and 155ms

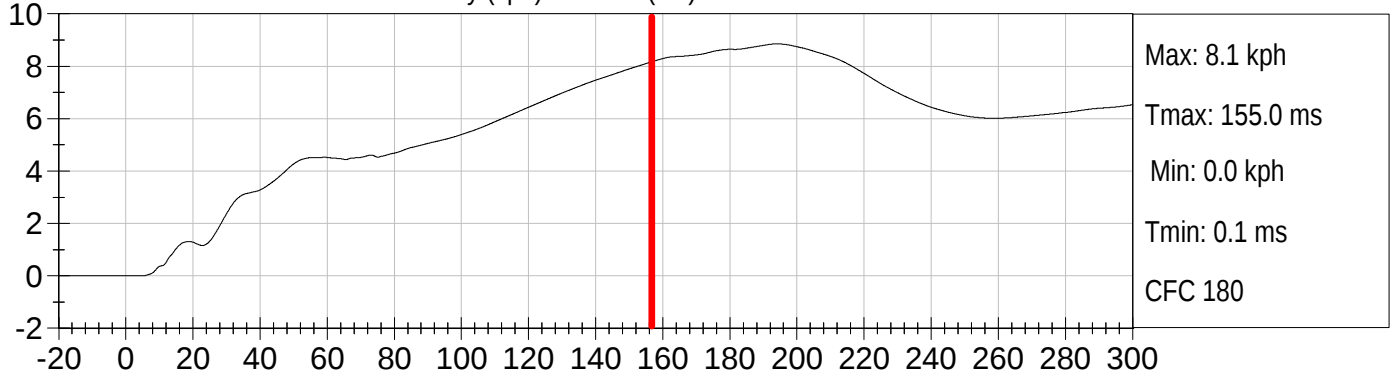
5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)



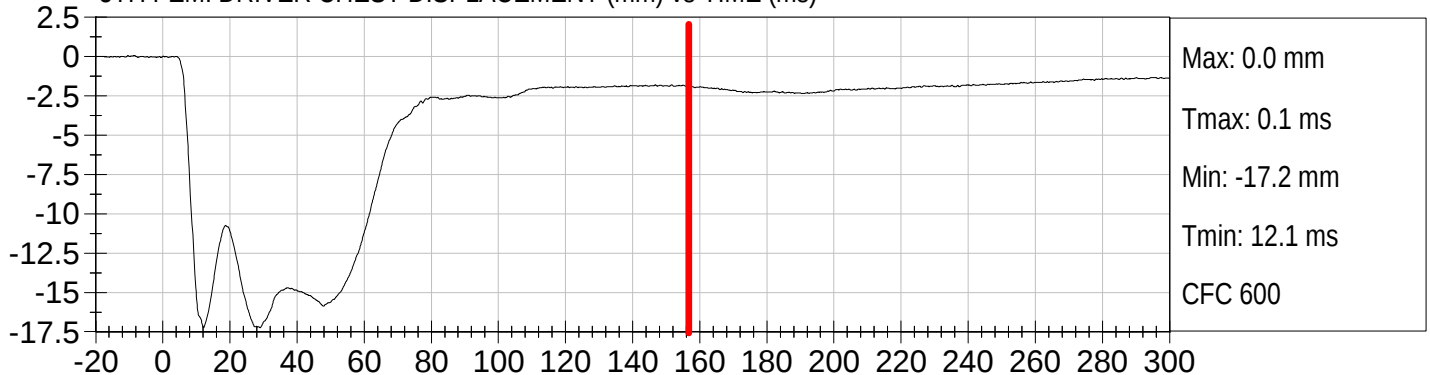
5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)



5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)

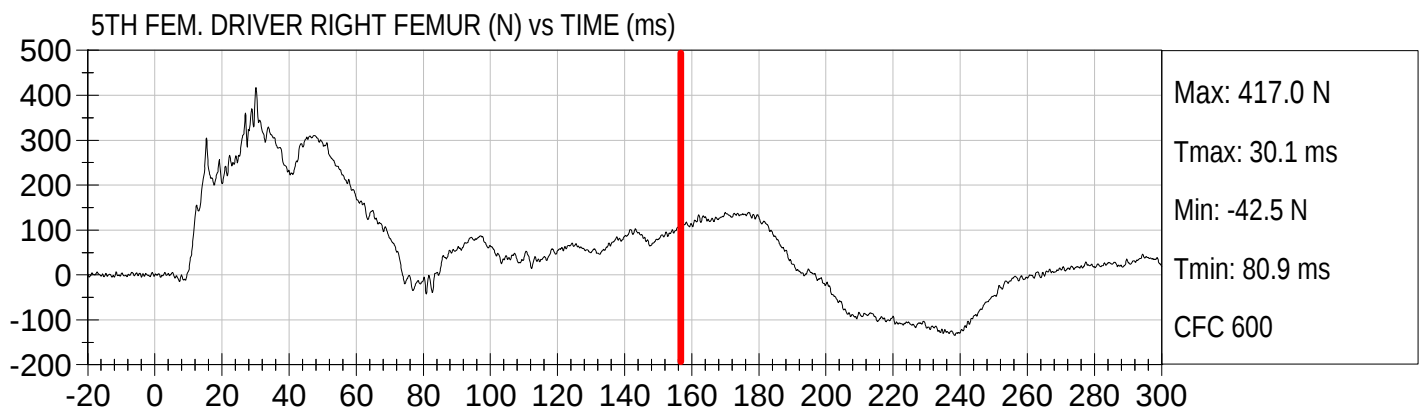
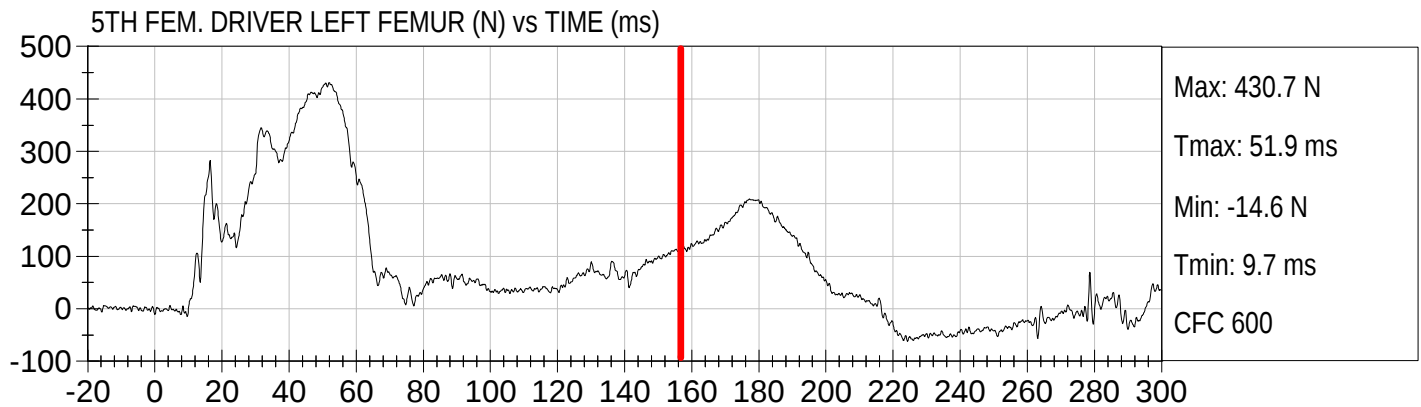


5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)



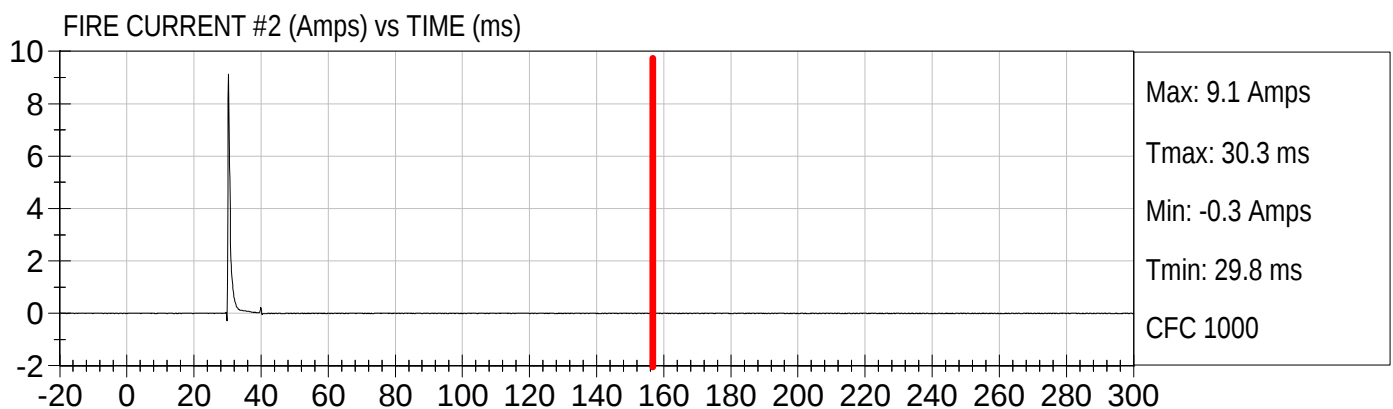
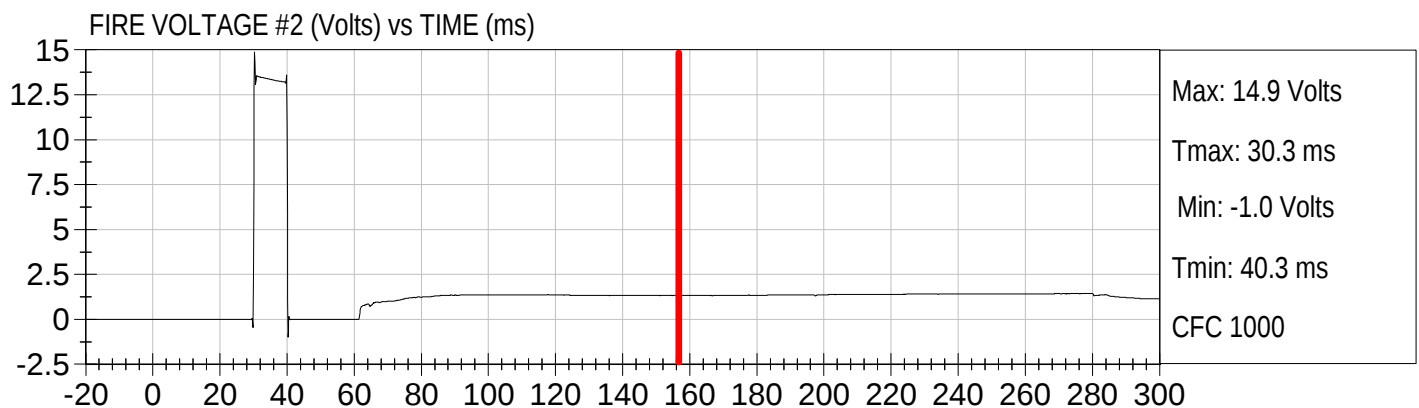
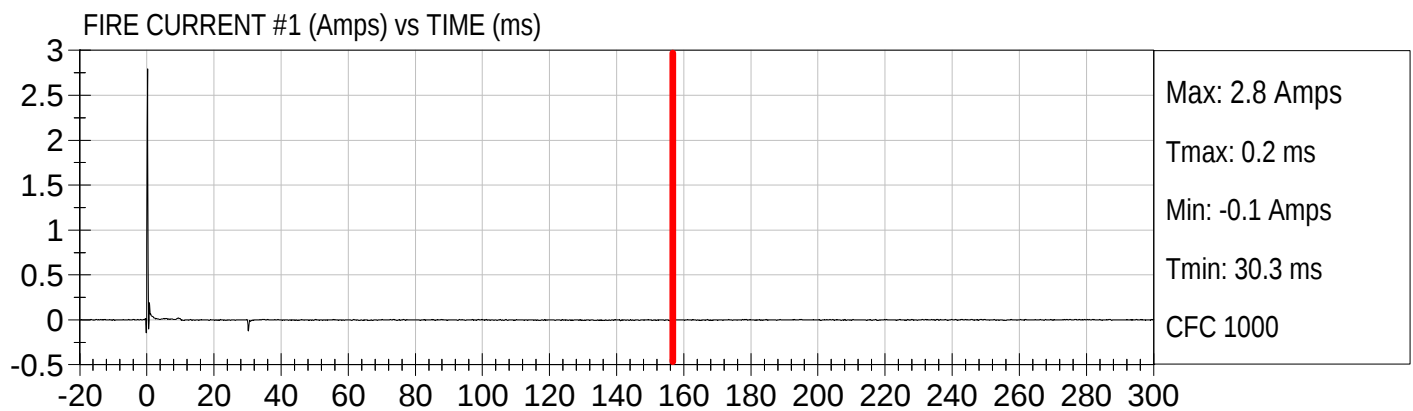
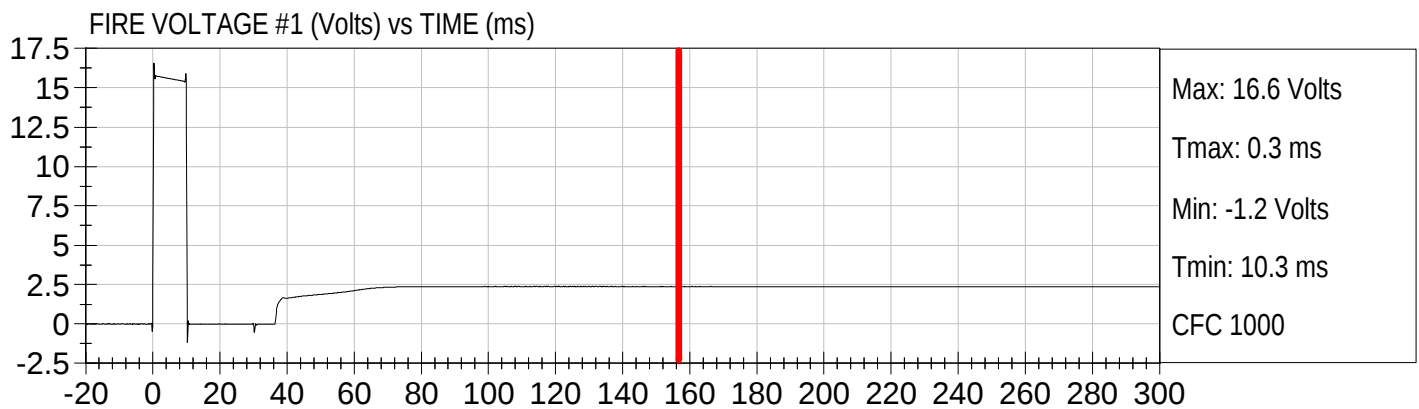


Injury Values Calculated between 0ms and 155ms



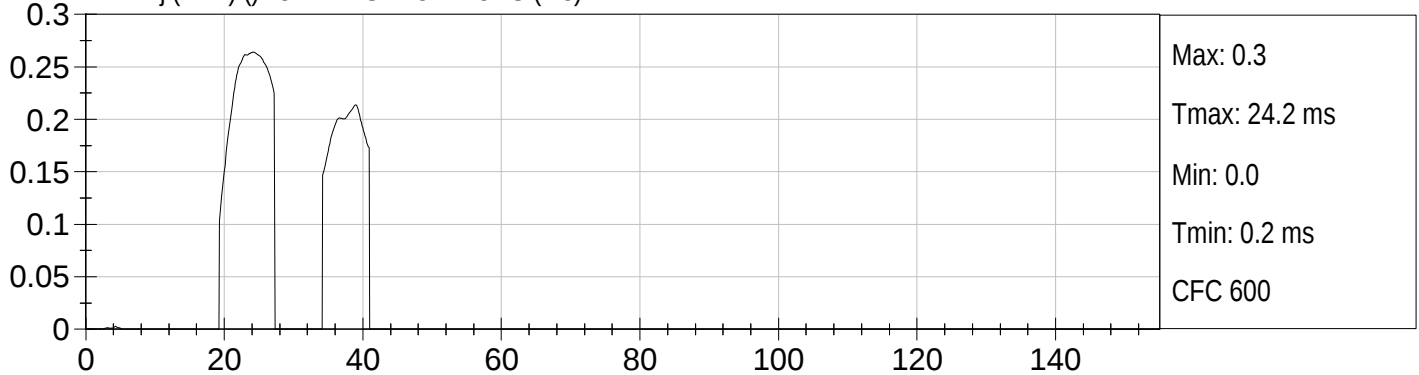


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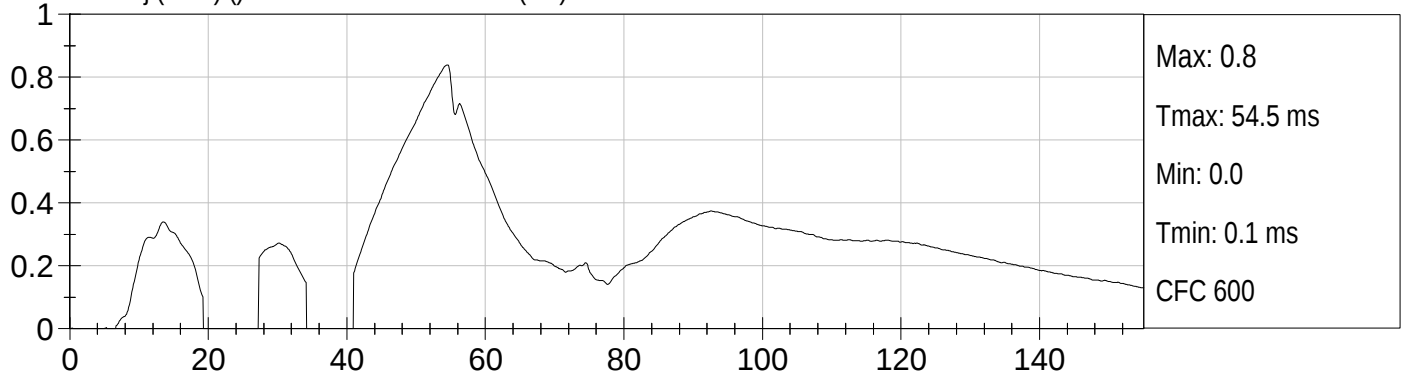




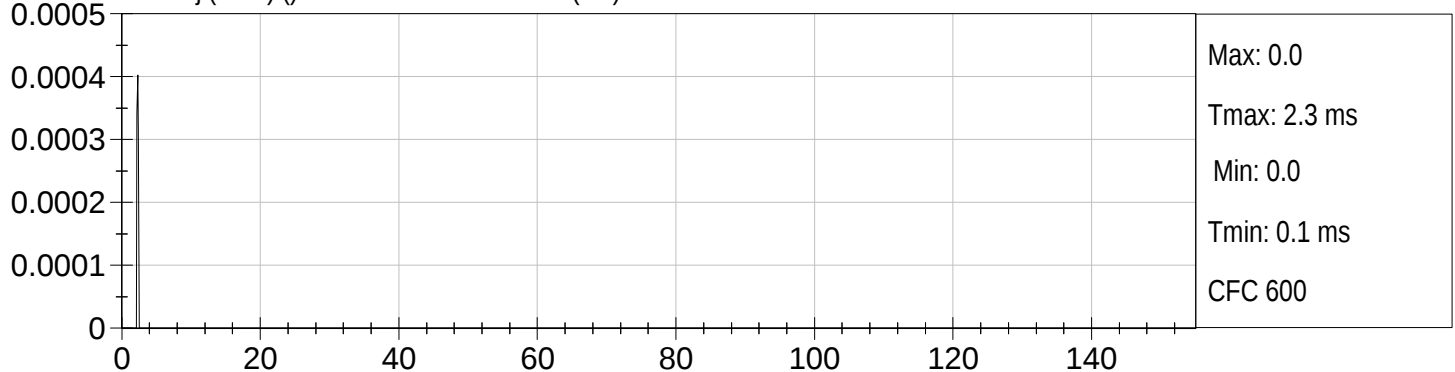
Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)



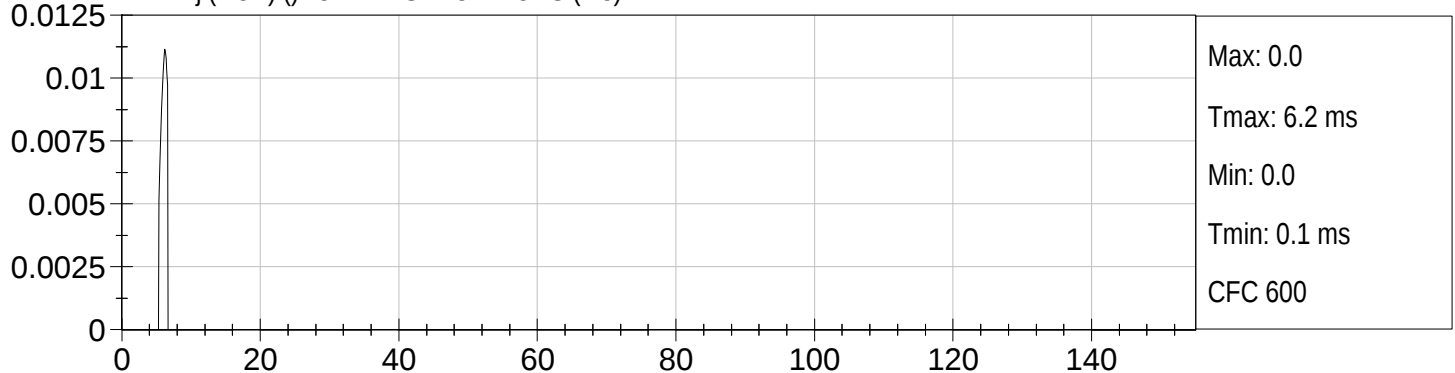
Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)



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



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



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



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

B-4.



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

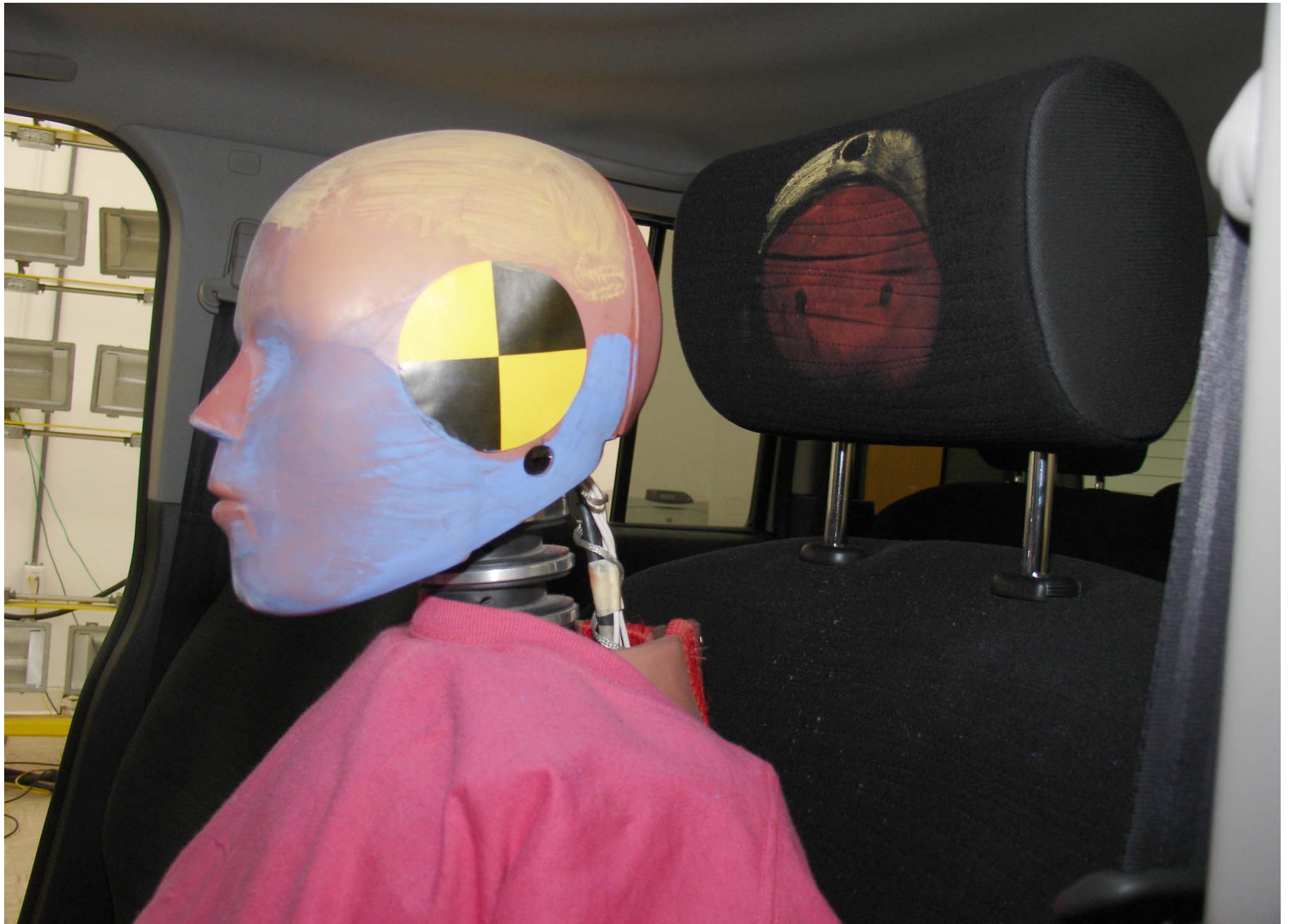


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Post-Test 5th Fem. P1 Driver Dummy Airbag Right Side View



Post-Test 5th Fem. P1 Driver Dummy Head Contact (headrest)



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

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



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

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

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Post-Test 5th Fem. P2 Driver Dummy Head Contact (headrest)

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Angel Guard Angel Ride Car Bed Belted, Forward Seat Track



Angel Guard Angel Ride Car Bed Belted, Middle Seat Track



Angel Guard Angel Ride Car Bed Belted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Forward Seat Track

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Section B

Rear Facing CRS



Cosco Arriva WBase, Belted, Rear Facing, Forward Seat Track



Cosco Arriva WBase, Belted, Rear Facing, Middle Seat Track



Cosco Arriva WBase, Belted, Rear Facing, Rearward Seat Track



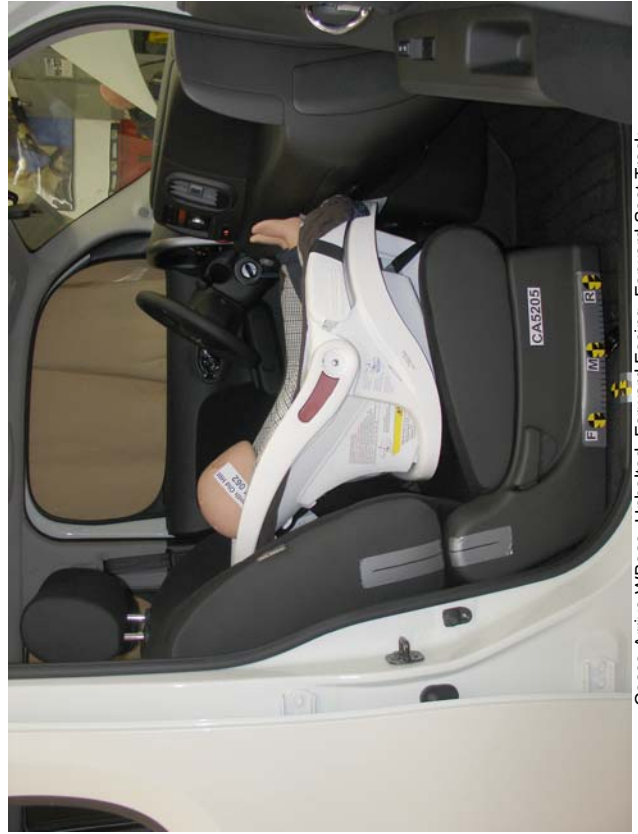
Cosco Arriva WBase, Unbelted, Rear Facing, Forward Seat Track



Cosco Arriva WBBase, Unbelted, Rear Facing, Middle Seat Track



Cosco Arriva WBBase, Unbelted, Rear Facing, Rearward Seat Track



Cosco Arriva WBBase, Unbelted, Forward Facing, Forward Seat Track



Cosco Arriva WBBase, Unbelted, Forward Facing, Middle Seat Track

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Section B

Rear Facing CRS



Cosco Arriva WBase, Unbelted, Forward Facing, Rearward Seat Track



Cosco Arriva WOut Base, Belted, Rear Facing, Forward Seat Track



Cosco Arriva WOut Base, Belted, Rear Facing, Middle Seat Track



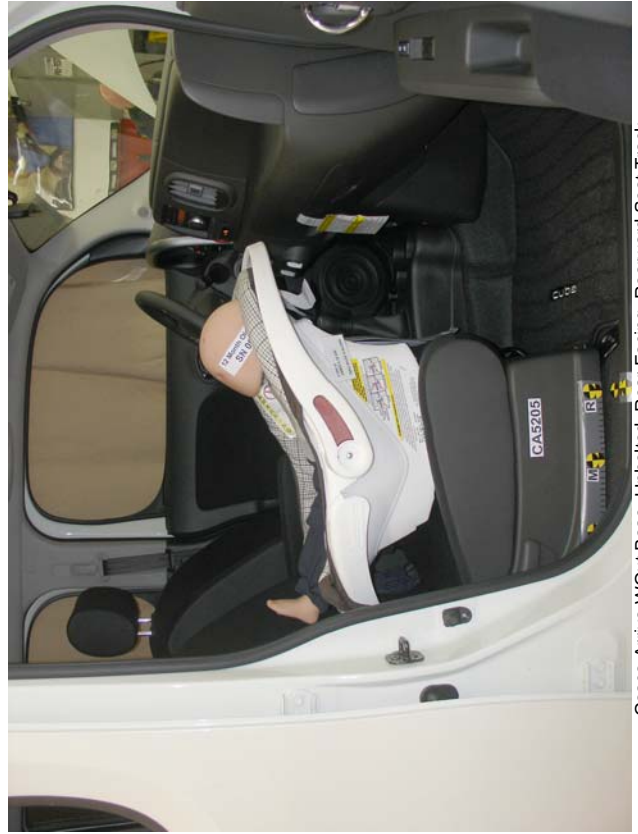
Cosco Arriva WOut Base, Belted, Rear Facing, Rearward Seat Track



Cosco Arriva WOut Base, Unbelted, Rear Facing, Forward Seat Track



Cosco Arriva WOut Base, Unbelted, Rear Facing, Middle Seat Track



Cosco Arriva WOut Base, Unbelted, Rear Facing, Rearward Seat Track



Cosco Arriva WOut Base, Unbelted, Forward Facing, Forward Seat Track

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Section B

Rear Facing CRS



Cosco Arriva WOut Base, Unbelted, Forward Facing, Middle Seat Track



Cosco Arriva WOut Base, Unbelted, Forward Facing, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

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Section B

Rear Facing CRS



Graco Snugg Ride WBase, Belted, Rear Facing, Forward Seat Track



Graco Snugg Ride WBase, Belted, Rear Facing, Middle Seat Track



Graco Snugg Ride WBase, Belted, Rear Facing, Rearward Seat Track



Graco Snugg Ride WBase, Unbelted, Rear Facing, Forward Seat Track



Graco Snugg Ride WBase, Unbelted, Rear Facing, Middle Seat Track



Graco Snugg Ride WBase, Unbelted, Rear Facing, Rearward Seat Track



Graco Snugg Ride WBase, Unbelted, Forward Facing, Forward Seat Track



Graco Snugg Ride WBase, Unbelted, Forward Facing, Middle Seat Track



Graco Snugg Ride WBase, Unbelted, Forward Facing, Rearward Seat Track



Graco Snugg Ride WOut Base, Belted, Rear Facing, Forward Seat Track



Graco Snugg Ride WOut Base, Belted, Rear Facing, Middle Seat Track



Graco Snugg Ride WOut Base, Belted, Rear Facing, Rearward Seat Track

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Section B

Rear Facing CRS



Graco Snuggly Ride W/Out Base, Unbelted, Rear Facing, Forward Seat Track



Graco Snuggly Ride W/Out Base, Unbelted, Rear Facing, Middle Seat Track



Graco Snuggly Ride W/Out Base, Unbelted, Rear Facing, Rearward Seat Track



Graco Snuggly Ride W/Out Base, Unbelted, Forward Facing, Forward Seat Track

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12 Month
Section B

Rear Facing CRS



Graco Snugg Ride W/Out Base, Unbelted, Forward Facing, Middle Seat Track



Graco Snugg Ride W/Out Base, Unbelted, Forward Facing, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Rearward Seat Track



Peg Perego Viaggio WBase, Belted, Rear Facing, Forward Seat Track



Peg Perego Viaggio WBase, Belted, Rear Facing, Middle Seat Track



Peg Perego Viaggio WBase, Belted, Rear Facing, Rearward Seat Track



Peg Perego Viaggio WBase, Unbelted, Rear Facing, Forward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
12 Month

Section B

Rear Facing CRS



Peg Perego Viaggio WBase, Unbelted, Rear Facing, Middle Seat Track



Peg Perego Viaggio WBase, Unbelted, Rear Facing, Rearward Seat Track



Peg Perego Viaggio WBase, Unbelted, Forward Facing, Forward Seat Track



Peg Perego Viaggio WBase, Unbelted, Forward Facing, Middle Seat Track



Peg Perego Viaggio WBase, Unbelted, Forward Facing, Rearward Seat Track



Peg Perego Viaggio WOut Base, Belted, Rear Facing, Forward Seat Track



Peg Perego Viaggio WOut Base, Belted, Rear Facing, Middle Seat Track



Peg Perego Viaggio WOut Base, Belted, Rear Facing, Rearward Seat Track



Peg Perego Viaggio WOut Base, Unbelted, Rear Facing, Forward Seat Track



Peg Perego Viaggio WOut Base, Unbelted, Rear Facing, Middle Seat Track



Peg Perego Viaggio WOut Base, Unbelted, Rear Facing, Rearward Seat Track



Peg Perego Viaggio WOut Base, Unbelted, Forward Facing, Forward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
 12 Month
 Section B

Rear Facing CRS



Peg Perego Viaggio WOut Base, Unbelted, Forward Facing, Middle Seat Track



Peg Perego Viaggio WOut Base, Unbelted, Forward Facing, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Forward Seat Track



Britax Roundabout Forward Facing Belted, Forward Seat Track



Britax Roundabout Forward Facing Belted, Middle Seat Track



Britax Roundabout Forward Facing Belted, Rearward Seat Track



Britax Roundabout Forward Facing Unbelted, Forward Seat Track



Britax Roundabout Forward Facing Unbelted, Middle Seat Track



Britax Roundabout Forward Facing Unbelted, Rearward Seat Track



Britax Roundabout Rear Facing Belted, Forward Seat Track



Britax Roundabout Rear Facing Belted, Middle Seat Track



Britax Roundabout Rear Facing Belted, Rearward Seat Track



Britax Roundabout Rear Facing Unbelted, Forward Seat Track



Britax Roundabout Rear Facing Unbelted, Middle Seat Track



Britax Roundabout Rear Facing Unbelted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Forward Seat Track



Cosco Summit Deluxe Forward Facing Belted, Forward Seat Track



Cosco Summit Deluxe Forward Facing Belted, Middle Seat Track



Cosco Summit Deluxe Forward Facing Belted, Rearward Seat Track



Cosco Summit Deluxe Forward Facing Unbelted, Forward Seat Track



Cosco Summit Deluxe Forward Facing Unbelted, Middle Seat Track



Cosco Summit Deluxe Forward Facing Unbelted, Rearward Seat Track



Cosco Summit Deluxe Rear Facing Unbelted, Forward Seat Track



Cosco Summit Deluxe Rear Facing Unbelted, Middle Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
12 Month
Section C

Forward Facing Convertible CRS



Cosco Summit Deluxe Rear Facing Unbelted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Middle Seat Track



Evenflo Tribute Forward Facing Belted, Forward Seat Track



Evenflo Tribute Forward Facing Belted, Middle Seat Track



Evenflo Tribute Forward Facing Belted, Rearward Seat Track



Evenflo Tribute Forward Facing Unbelted, Forward Seat Track



Evenflo Tribute Forward Facing Unbelted, Middle Seat Track



Evenflo Tribute Forward Facing Unbelted, Rearward Seat Track



Evenflo Tribute Rear Facing Belted, Forward Seat Track



Evenflo Tribute Rear Facing Belted, Middle Seat Track



Evenflo Tribute Rear Facing Belted, Rearward Seat Track



Evenflo Tribute Rear Facing Unbelted, Forward Seat Track



Evenflo Tribute Rear Facing Unbelted, Middle Seat Track



Evenflo Tribute Rear Facing Unbelted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Rearward Seat Track



Graco Safeseat Forward Facing Belted, Forward Seat Track



Graco Safeseat Forward Facing Belted, Middle Seat Track



Graco Safeseat Forward Facing Belted, Rearward Seat Track



Graco Safeseat Forward Facing Unbelted, Forward Seat Track



Graco Safeseat Forward Facing Unbelted, Middle Seat Track



Graco Safeseat Forward Facing Unbelted, Rearward Seat Track



Graco Safeseat Rear Facing Unbelted, Forward Seat Track



Graco Safeseat Rear Facing Unbelted, Middle Seat Track



Graco Safeseat Rear Facing Unbelted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Forward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old
Section C

Forward Facing Convertible CRS



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



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



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



Unbelted 5th Percentile Female Reactivation, Rearward Seat Track



3-Year-Old Forward Facing Cosco Summit Deluxe Belted, Forward Seat Track



3-Year-Old Forward Facing Cosco Summit Deluxe Belted, Middle Seat Track



3-Year-Old Forward Facing Cosco Summit Deluxe Belted, Rearward Seat Track



3-Year-Old Forward Facing Cosco Summit Deluxe Cinched With Harness, Forward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old
Section C

Forward Facing Convertible CRS



3-Year-Old Forward Facing Cosco Summit Deluxe Cinched With Harness, Middle Seat Track



3-Year-Old Forward Facing Cosco Summit Deluxe Cinched With Harness, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Middle Seat Track



3-Year-Old Forward Facing Evenflo Tribute Belted, Forward Seat Track



3-Year-Old Forward Facing Evenflo Tribute Belted, Middle Seat Track



3-Year-Old Forward Facing Evenflo Tribute Belted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Rearward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old
Section C

Forward Facing Convertible CRS



3-Year-Old Forward Facing Graco Safeseat Belted, Middle Seat Track



3-Year-Old Forward Facing Graco Safeseat Belted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old
Section D

Forward Facing Toddler

Belt Positioning Booster Seat



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old

Section D

Forward Facing Toddler

Belt Positioning Booster Seat



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



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



Unbelted 5th Percentile Female Reactivation, Rearward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old

Section D
Forward Facing Toddler

Belt Positioning Booster Seat



3-Year-Old Evenflo Generations Belted, Forward Seat Track



3-Year-Old Evenflo Generations Belted, Middle Seat Track



3-Year-Old Evenflo Generations Belted, Rearward Seat Track



3-Year-Old Evenflo Generations Cinched With Harness, Forward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old

Section D

Forward Facing Toddler

Belt Positioning Booster Seat



3-Year-Old Evenflo Generations Cinched With Harness, Middle Seat Track



3-Year-Old Evenflo Generations Cinched With Harness, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
6 Year Old

Section D
Forward Facing Toddler

Belt Positioning Booster Seat



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



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



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



Unbelted 5th Percentile Female Reactivation, Forward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
6 Year Old

Section D
Forward Facing Toddler

Belt Positioning Booster Seat



6-Year-Old Everflo Generations Belted, Forward Seat Track



6-Year-Old Everflo Generations Belted, Middle Seat Track



6-Year-Old Everflo Generations Belted, Rearward Seat Track



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old
No CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
3 Year Old
No CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
 3 Year Old
 No CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
 3 Year Old No CRS



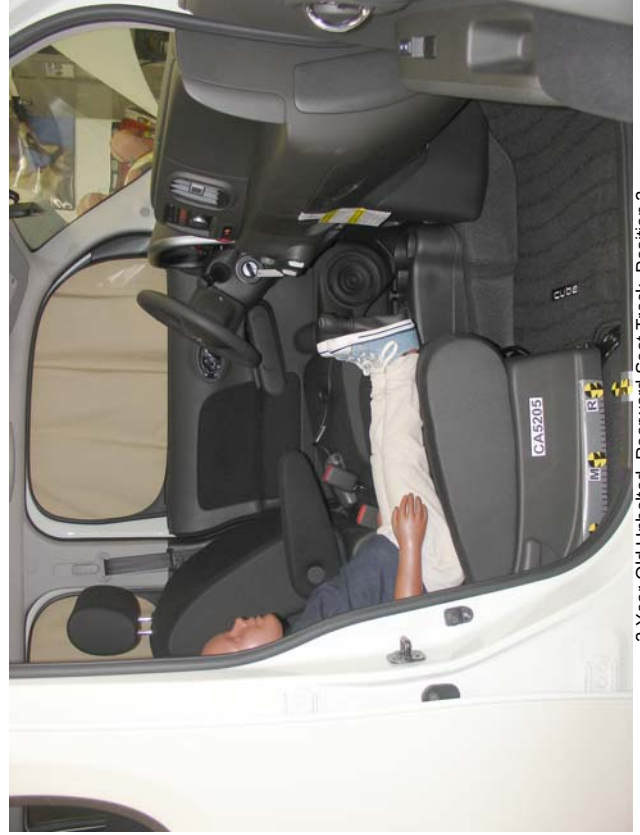
3-Year-Old Unbelted, Middle Seat Track, Position 6



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
 3 Year Old No CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
 3 Year Old
 No CRS



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



Unbelted 5th Percentile Female Reactivation, Forward Seat Track

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
6 Year Old
No CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
6 Year Old No CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
6 Year Old No CRS



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



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



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



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

DOT/NHTSA 208 Suppression Test - 2010 Nissan Cube (CA5205)
6 Year Old No CRS



Unbelted 5th Percentile Female Reactivation, Middle Seat Track

APPENDIX D

INSTRUMENTATION CALIBRATION

INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO.: 510 (P1 & P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P59657	Endevco	02/16/10
Head Y	P59658	Endevco	02/16/10
Head Z	P59659	Endevco	02/16/10
Neck Load Cell	1562	Denton	04/20/10
Chest X	P59665	Endevco	02/16/10
Chest Y	P59667	Endevco	02/16/10
Chest Z	P59669	Endevco	02/16/10
Chest Displacement	510	Servo	02/08/10
Left Femur Load Cell	790	GSE	05/05/10
Right Femur Load Cell	582	GSE	05/05/10