

REPORT NUMBER: SPNCAP-MGA-2011-059

**NEW CAR ASSESSMENT PROGRAM (NCAP)
Side Impact Pole Test**

**KIA MOTORS CORPORATION
2011 Kia Forte LX 4-Dr Sedan
NHTSA No.: MB0509**

**MGA RESEARCH CORPORATION
5000 Warren Road
Burlington, WI 53105**



Test Date: January 4, 2011

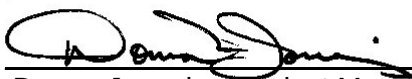
Final Report Date: February 11, 2011

FINAL REPORT

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

This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-09-D-00124.

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Approved by: 
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Approval Date: February 11, 2011

FINAL REPORT ACCEPTANCE BY OCWS:

Division Chief, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

Date: _____

COTR, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

Date: _____

Technical Report Documentation Page

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4. Title and Subtitle Final Report of New Car Assessment Program Side Impact Pole Testing of 2011 Kia Forte LX 4-Dr Sedan NHTSA No.: MB0509		5. Report Date February 11, 2011																				
		6. Performing Organization Code MGA																				
7. Author(s) Donna Janovicz, Project Manager Ben Fischer, Project Engineer		8. Performing Organization Report No. SPNCAP-MGA-2011-059																				
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		14. Sponsoring Agency Code NVS-111																				
15. Supplementary Notes																						
16. Abstract A 32.2 km/h (20 mph), 75° oblique impact NCAP Side Pole Test was conducted on the subject 2011 Kia Forte LX 4-Dr Sedan in accordance with the specifications of the Office of Crashworthiness Standards NCAP Side Pole Laboratory Test Procedure for the generation of consumer information on vehicle side pole crash protection. The test was conducted at MGA Research Corporation, in Burlington, Wisconsin, on January 4, 2011. The impact velocity was 32.3 km/h, and the ambient temperature at the struck (driver's) side of the target vehicle at the time of impact was 21°C. The test vehicle post-test maximum crush was 393 mm at level 3. The test vehicle's performance was as follows: <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2" style="text-align: left;">Measurement Description</th> <th colspan="3">Driver ATD (SID-IIs)</th> </tr> <tr> <th>Units</th> <th>Threshold</th> <th>Result</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Head Injury Criteria (HIC₃₆)</td> <td>N/A</td> <td>1000</td> <td>290</td> </tr> <tr> <td style="text-align: left;">Resultant Lower Spine Acceleration</td> <td>Gs</td> <td>82</td> <td>48</td> </tr> <tr> <td style="text-align: left;">Combined Acetabular and Iliac Pelvic Force</td> <td>N</td> <td>5525</td> <td>5429</td> </tr> </tbody> </table> The two doors on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite doors did not open during the side impact event.				Measurement Description	Driver ATD (SID-IIs)			Units	Threshold	Result	Head Injury Criteria (HIC ₃₆)	N/A	1000	290	Resultant Lower Spine Acceleration	Gs	82	48	Combined Acetabular and Iliac Pelvic Force	N	5525	5429
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17. Key Words New Car Assessment Program (NCAP) Side Impact Pole Part 572V SID-IIs		18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Adm. Technical Reference Division 1200 New Jersey Ave, SE Washington, D.C. 20590																				
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 127	22. Price																			

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SECTION 1
TEST PURPOSE AND PROCEDURE

This side impact test is part of the MY 2011 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-09-D-00124. The purpose of this test is to generate comparative side impact performance in a 2011 Kia Forte LX 4-Dr Sedan. The side impact test was conducted in accordance with the Office of Crashworthiness Standard's Side NCAP Pole Laboratory Test Procedure, dated January 2010.

SECTION 2

SUMMARY OF TEST RESULTS

A rigid pole side impact test was conducted on a 2011 Kia Forte LX 4-Dr Sedan. The subject vehicle was towed into the rigid pole at an angle of 75° and a velocity of 32.3 km/h. The test was conducted by MGA Research Corporation in Burlington, Wisconsin, on January 4, 2011. Pre-test and post-test photographs of the test vehicle and side impact dummy (SID-IIs) are included in Appendix A of this report.

One Part 572V (SID-IIs) dummy was placed in the driver designated seating position according to instructions specified in the OCWS NCAP Side Pole Laboratory Test Procedure dated January 2010. Camera locations and other pertinent camera information are included in this report.

The Part 572V (SID-IIs) dummy was instrumented accordingly:

Head CG Triaxial Accelerometers
 Thorax Upper, Middle, and Lower Rib Displacement Potentiometers
 Abdomen Upper and Lower Rib Displacement Potentiometers
 Lower Spine Triaxial Accelerometers
 Iliac Load Cell
 Acetabulum Load Cell

Appendix B contains the vehicle and dummy response data. Dummy configuration and performance verification data can be found in Appendix C of this report.

The following table summarizes the results of the test:

DUMMY INJURY VALUES				
Dummy	HIC (36ms)	Resultant Lower Spine Acceleration	Pelvic Force (N)	
SID-IIs 5 th Percentile Female	290	48	Iliac Wing	2179
			Acetabular	3407
			Sum	5429

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

Restraint Type	Left Front (Driver) P1		Left Rear (Passenger) P4	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes	No	No	
Knee Airbag	No		No	
Side Curtain Airbag	Yes	Yes	Yes	Yes
Side Torso/Pelvis Airbag	Yes	Yes	No	
Seat Belt Pretensioner	Yes	Yes	No	
Seat Belt Load Limiter	Yes		No	

The test data can be found on the NHTSA website at www.nhtsa.dot.gov

GENERAL COMMENTS

There was no valid data collected for:
Left Lower A-Post Y after 65 msec.
Driver Seat Track Y after 10 msec.

MGA does not endorse or certify products. The manufacturer's name appears solely for identification purposes.

SECTION 3
OCCUPANT AND VEHICLE INFORMATION

DATA SHEET NO. 1

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	MB0509	Anti-Lock Brakes	Yes
Model Year	2011	All Wheel Drive	No
Make	Kia	Power Steering	Yes
Model	Forte	Driver Front Airbag	Yes
Body Style	Sedan	Driver Curtain Airbag	Yes
VIN	KNAFT4A24B5344944	Driver Head/Torso Airbag	No
Body Color	Bright Silver	Driver Torso Airbag	No
Delivery Date	12/15/2010	Driver Torso/Pelvis Airbag	Yes
Odometer (mi)	60	Driver Pelvis Airbag	No
Odometer (km)	97	Driver Knee Airbag	No
Dealer	Rosen Kia	Rear Pass. Front Airbag	No
Transmission	Automatic	Rear Pass. Curtain Airbag	Yes
Final Drive	Front	Rear Pass. Head/Torso Airbag	No
Type/No. Cylinders	4	Rear Pass. Torso Airbag	No
Engine Displacement (L)	2.0	Rear Pass. Torso/Pelvis Airbag	No
Engine Placement	Lateral	Rear Pass. Pelvis Airbag	No
Roof Rack	No	Rear Pass. Knee Airbag	No
Sunroof/T-Top	No	Pretensioners	Yes
Tinted Glass	No	Load Limiters	Yes
Traction Control	Yes	Automatic Door Locks	No
Power Brakes	Yes	Bucket Seats	Yes
Front Disc	Yes	Tilt Steering	Yes
Rear Disc	Yes	Power Seats	No
Does owner's manual provide instruction to turn off automatic door locks?			N/A

DATA FROM CERTIFICATION LABEL

Manufactured By	Kia Motors Corporation	GVWR (kg)	1730
Date of Manufacture	10/10	GAWR Front (kg)	980
		GAWR Rear (kg)	820

VEHICLE SEATING AND WEIGHT CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total	
Designated Seating Capacity (DSC)	2	3		5	
Capacity Weight (VCW) (kg)				385	(A)
DSC x 68.04 kg				340	(B)
Cargo Weight (RCLW) (kg)				45	(A-B)

VEHICLE SEAT TYPE

Seating Location	Type of Seat Pan				Type of Seat Back		
	Bucket	Bench	Split Bench	Contoured	Fixed	Adjustable	
						Manual	Power
Front Seat	X					w/Lever	
Rear or Second Row			X		X		
Third Row Seat							

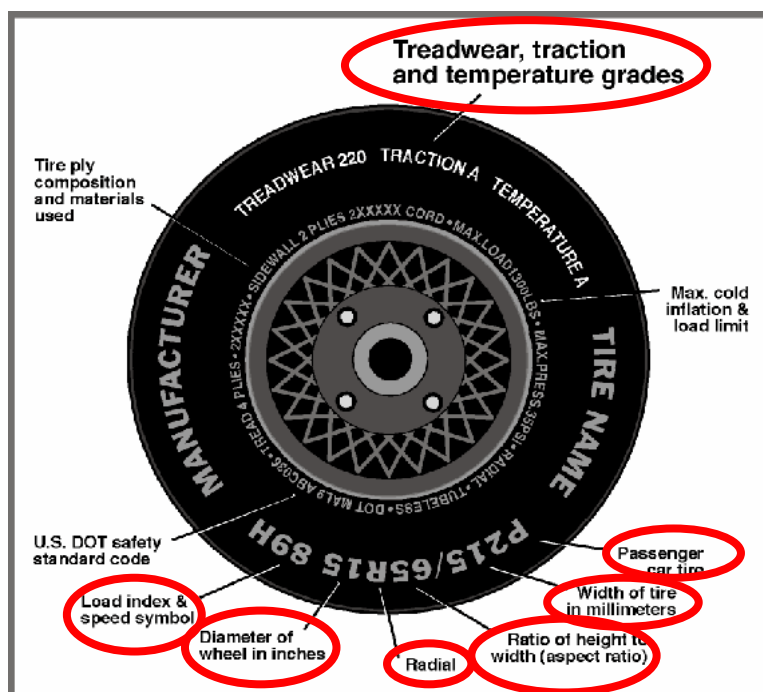
DATA SHEET NO. 1 (continued)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

VEHICLE TIRE INFORMATION



Measured Parameter	Front	Rear
Maximum Tire Pressure (kPa)	300	300
Cold Pressure (kPa)	220	220
Recommended Tire Size	P195/65R15	P195/65R15
Tire Size on Vehicle	P195/65R15	P195/65R15
Tire Manufacturer	NEXEN	NEXEN
Tire Model	Classe Premiere	Classe Premiere
Treadwear	440	440
Traction	A	A
Temperature Grades	A	A
Tire Plies Sidewall	1	1
Tire Plies Body	3	3
Load Index & Speed Symbol	89H	89H
Tire Material	Rubber	Rubber
DOT Safety Code Right	8E9N	8E9N
DOT Safety Code Left	8E9N	8E9N

DATA SHEET NO. 1 (continued)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	399.6	254.9		427.5	278.5		419.6	297.5	
Right	kg	411.0	233.6		424.0	260.0		416.8	266.3	
Ratio	%	62.4	37.6		61.3	38.7		59.7	40.3	
Totals	kg	810.6	488.5	1299.1	851.5	538.5	1390.0	836.4	563.8	1400.2

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	1299.1	(A)
Actual Weight of 1 P572V ATD (SID-IIs) ATD Used	kg	52.2	(B)
Rated Cargo/Luggage Weight (RCLW)	kg	45	(C)
Calculated Target Vehicle Test Weight (TVTW)	kg	1396.3	(A+B+C)

TEST VEHICLE ATTITUDES AND CG

	Units	As Delivered	As Tested	Fully Loaded
Driver Door Sill Angle (front-to-rear)*	deg	-0.7	-0.6	-0.5
Front Passenger Sill Angle (front-to-rear)*	deg	-0.9	-0.9	-0.8
Front Bumper Angle (left-to-right)**	deg	0.0	0.0	0.0
Rear Bumper Angle (left-to-right)**	deg	-0.2	0.0	0.0
Vehicle CG (Aft of Front Axle)	mm	998	1028	1068
Vehicle CG (Left (+) / Right (-) from Longitudinal Centerline)	mm	5	12	18

*Front up is positive ** Left up is positive

GENERAL VEHICLE TEST DATA

Measurement Description	Units	Value
Weight of Ballast in Cargo Area	kg	0.0
Weight of Vehicle Components Removed	kg	5.4

Vehicle components removed to meet target vehicle test weight: Right tail light, spare tire, jack & tools, trunk carpet, right side mirror.

TEST VEHICLE IMPACT POINT DATA

Measurement Parameter	Units	Value
Vertical Impact Reference Line (Aft of Front Axle)	mm	1085
Actual Impact Point (Aft of Front Axle)	mm	1089
Impact Point Difference (- forward / + rearward)	mm	4

DATA SHEET NO. 2

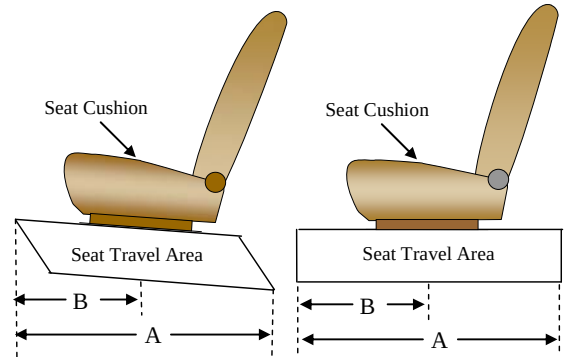
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

SEAT FORE/AFT POSITIONS

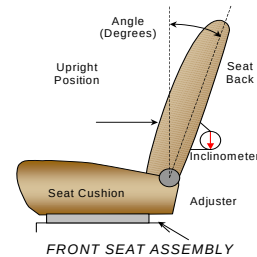
The driver seat was a manual fore/aft adjustable seat with manual height/angle adjustment. The seat travel was set as specified in Appendix B of the TP dated January 2010. The right front passenger seat was set to match the driver seat. The rear passenger seats were fixed.



SEAT FORE/AFT POSITIONING	Total Fore/Aft Travel	Placed in Detent # or Position
Driver Seat	20 detents (1 st as 0)	0 (forward-most as 0)
Front Passenger Seat	20 detents (1 st as 0)	0 (forward-most as 0)
Rear Seat – Struck Side		Fixed
Rear Seat – Non-Struck Side		Fixed

SEAT BACK ANGLE POSITION

The seat back was set as specified in Appendix B of the TP dated January 2010. The seat back angle measurement was made relative to the rocker sill on the headrest post.



SEAT BACK ANGLE	Degrees	Detents
Driver Seat Back Angle with Seated Dummy	0.1	1 st (first locking as 0)
Front Passenger Seat Back Angle	3.4	0 (first locking as 0)
Struck Side Rear Seat Back Angle		Fixed
Non-Struck Side Rear Passenger Seat Back Angle		Fixed

SEAT BELT UPPER ANCHORAGE

The driver seat belt upper anchorage was set at the manufacturer's specified placement in Form 1.

SEAT BELT UPPER ANCHORAGES	Total # of Positions	Placed in Position #
Driver Seat	4 detents (1 st as 1)	0 (uppermost as 0)

DATA SHEET NO. 2 (CONTINUED)

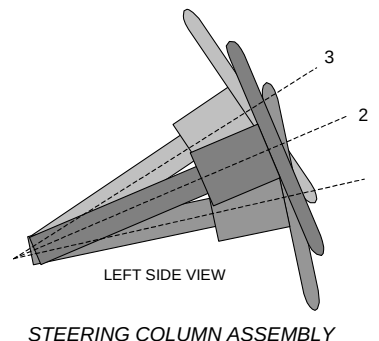
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

STEERING COLUMN ADJUSTMENT

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

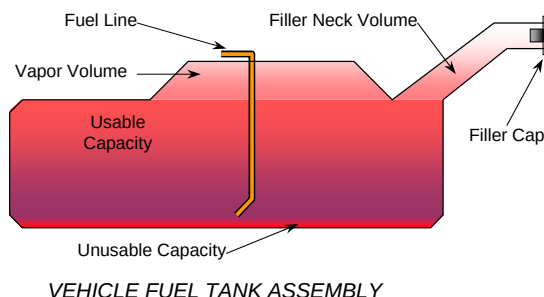


STEERING COLUMN POSITIONING

	Degrees	Fore/Aft Position (mm)
Lowermost - Position 1	67.9	
Geometric Center – Position 2	65.9	
Uppermost – Position 3	63.9	
Telescoping Steering Wheel Travel		
Test Position	65.9	

FUEL PUMP

Describe the fuel pump type, its behavior, and the location of the fuel filler pipe. The vehicle is equipped with an electric fuel pump. Fuel pump will operate when engine system is normally operating. The fuel pipe is on the left side.



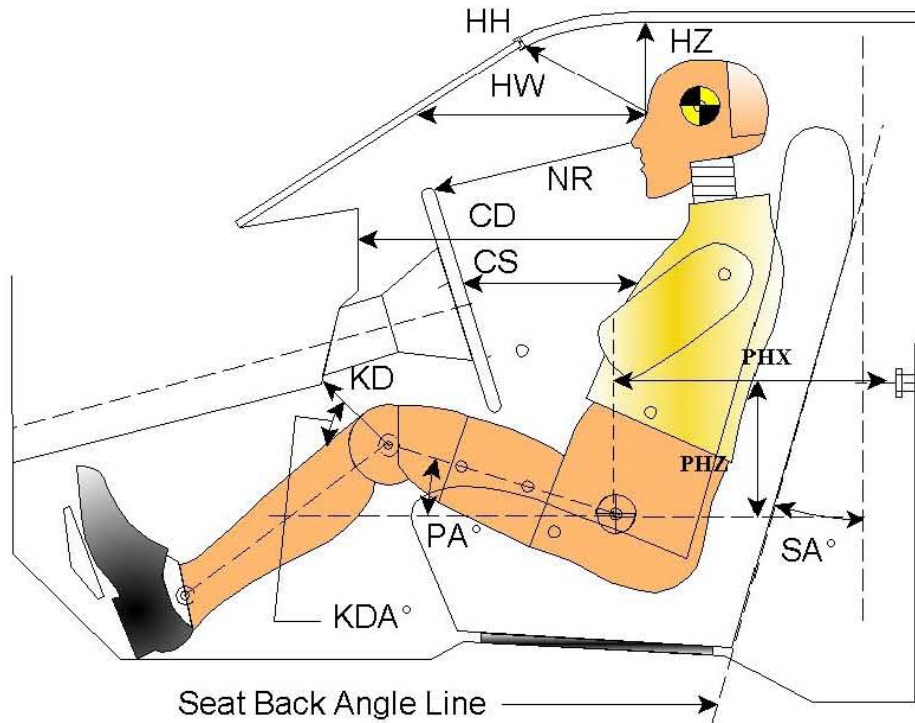
FUEL TANK CAPACITY DATA

	Liters
Usable Capacity of "Standard" Tank	52.0
Usable Capacity of "Optional" Tank	
Usable Capacity of Standard Tank as Specified in Owner's Manual	52.0
Usable Capacity of Optional Tank as Specified in Owner's Manual	
92-94% of Usable Capacity	47.8 to 48.9
Actual Amount of Solvent Used	48.4
1/3 of Usable Capacity	17.3

.DATA SHEET NO. 3
DUMMY LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

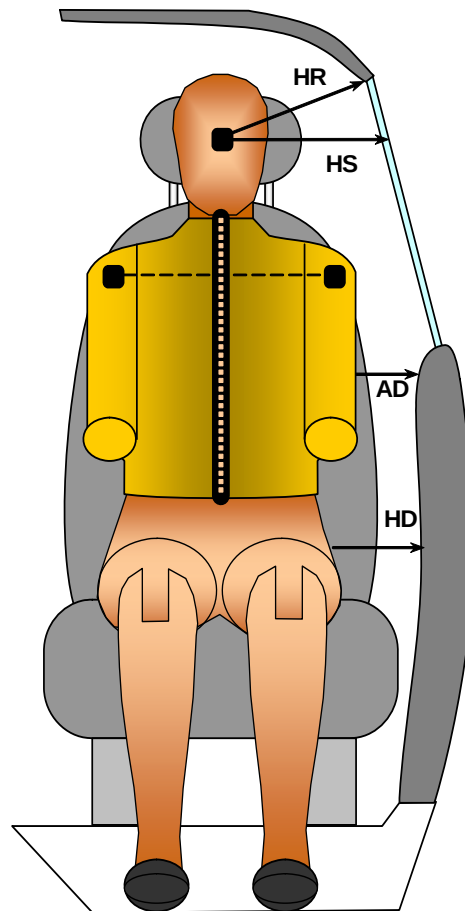


Code	Measurement Description	Driver S/N 296	
		Length (mm)	Angle (°)
HH	Head to Header	259	
HW	Head to Windshield	567	
HZ	Head to Roof	284	
NR	Nose to Rim	246	
CD	Chest to Dash	430	
CS	Chest to Steering Wheel	184	
KDL/KDAL	Left Knee to Dash	160	23.5
KDR/KDAR	Right Knee to Dash	152	28.3
PA	Pelvic Angle		18.2
PHX	H-Point to Striker (X-Axis)	308	
PHZ	H-Point to Striker (Z-Axis)	213	
SA	Seat Back Angle		0.1

DATA SHEET NO. 4
DUMMY LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011



FRONT VIEW OF DUMMY

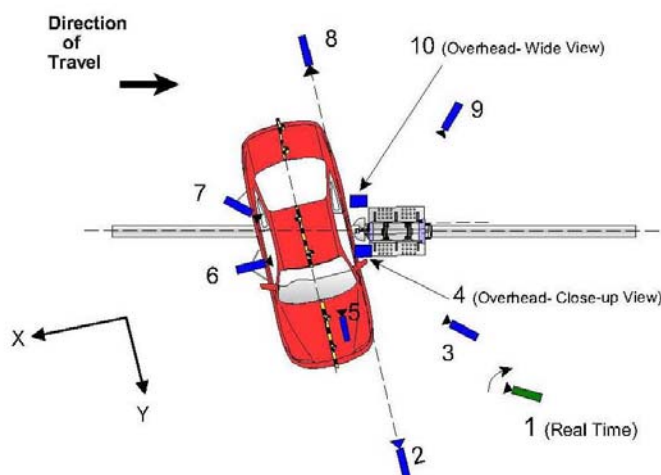
Code	Measurement Description	Driver S/N 296
		Length (mm)
HR	Head to Side Header	248
HS	Head to Side Window	372
AD	Arm to Door	183
HD	H-Point to Door	181

DATA SHEET NO. 5

CAMERA LOCATIONS AND DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011



Reference: (from Point of Impact for X and Y; from Ground for Z):
 +X = Forward of Impact, + Y = Right of Impact, +Z = Down

Camera No.	View	Coordinates (mm)			Lens (mm)	Film Speed (fps)
		X*	Y*	Z*		
1	Real-Time Pan View					30
2	Front Ground Level	20	5310	-1820	24	1000
3	Impact Side 45° Forward	-2110	3890	-1820	20	1000
4	Overhead Closeup	30	0	-4520	50	1000
5	Onboard – Driver Front				16	1000
6	Onboard – Driver Side				8	1000
7	Onboard – Driver Rear				8	1000
8	Rear Ground Level	30	-5620	-1810	24	1000
9	Impact Side 45° Rearward	-3860	-2940	-1780	20	1000
10	Overhead Wide View	220	0	-4610	14	1000
11	Real-Time Dummy Front View					30

* All measurements accurate to ± 6 mm

Note: Vehicle was at a 15° angle to the rigid pole.

INSTRUMENTATION

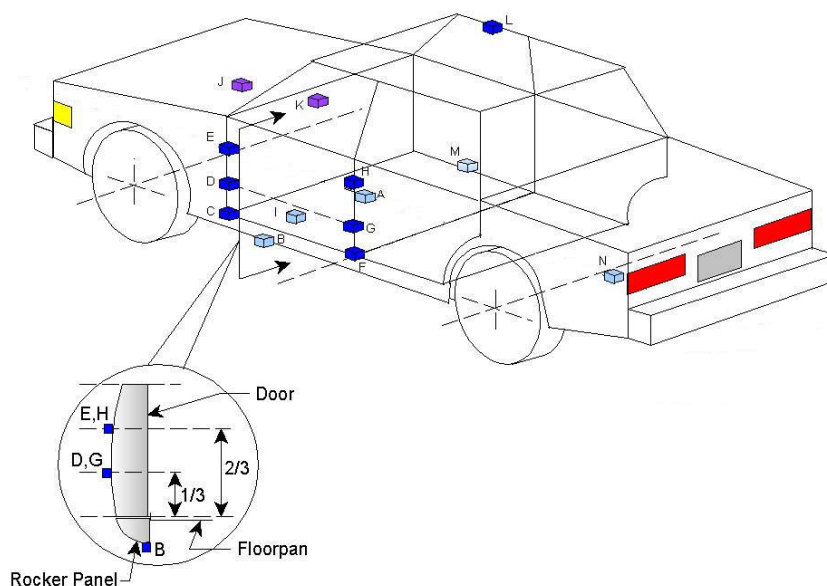
	Number of Channels
Driver Dummy	16
Vehicle Structure	21
Pole Load Cells – Not used	8
Contact Switches	3
Airbag Timing	2
Total No. of Data Channels	50

DATA SHEET NO. 6

VEHICLE ACCELEROMETER DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
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NHTSA No. MB0509
 Test Date: 1/04/2011



	Accelerometer Location			
	ID	Coordinates (mm)		
		X	Y	Z
A	Vehicle CG	2522	180	-190
	Vehicle CG Sensor	2532	180	-190
B	Left Floor Sill	2718	-715	-190
C	A Pillar Sill	3106	-715	-185
D	A Pillar Low	3064	-700	-442
E	A Pillar Mid	3119	-780	-765
F	B Pillar Sill	2055	-715	-195
G	B Pillar Low	1995	-705	-354
H	B Pillar Mid	1998	-715	-856
I	Driver Seat	2267	-590	-323
L	Engine Top	3857	0	-825
J	Firewall	3519	0	-835
K	Right Roof	2167	570	-1436
M	Right Floor Sill	2167	715	-190
N	Rear Floorpan	1087	0	-511

Reference: From Point of Impact for X and Y; from Ground for Z):
 +X = Forward of Vehicle, + Y = Right of Vehicle, +Z = Down

DATA SHEET NO. 7
RIGID POLE LOAD CELL DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
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NHTSA No. MB0509
Test Date: 1/04/2011



254 mm Diameter Rigid Pole

The pole was not instrumented.

Load Cell Locations	
ID	Height From Ground (m)
1	
2	
3	
4	
5	
6	
7	
8	

DATA SHEET NO. 8

POST-TEST OBSERVATIONS

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

TEST DUMMY INFORMATION AND CONTACT

Description	Driver
Dummy Type / Serial No.	SID-IIs / 296
Head Contact	Curtain Airbag, Headrest
Upper Torso Contact	Side Airbag
Lower Torso Contact	Side Airbag
Left Knee Contact	Door Panel
Right Knee Contact	Left Knee

POST TEST DOOR OPENING AND SEAT TRACK INFORMATION

Description	Front	Rear
Left Side Doors	Remained closed and jammed shut	Remained closed and jammed shut
Right Side Doors	Remained closed and operational	Remained closed and operational
Hatch and Other Doors	Remained closed and operational	Remained closed and operational
Seat Movement	0	0
Seat Back Failure	None	None

POST-TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Pillar Performance	No Separation
Sill Separation	None
Windshield Damage	Cracked
Window Damage	Left Front Window Broke
Other Notable Effects	None

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

Restraint Type	Left Front (Driver) P1		Left Rear (Passenger) P4	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes	No	No	
Knee Airbag	No		No	
Side Curtain Airbag	Yes	Yes	Yes	Yes
Side Torso/Pelvis Airbag	Yes	Yes	No	
Seat Belt Pretensioner	Yes	Yes	No	
Seat Belt Load Limiter	Yes		No	

VEHICLE SPEED AND IMPACT DATA

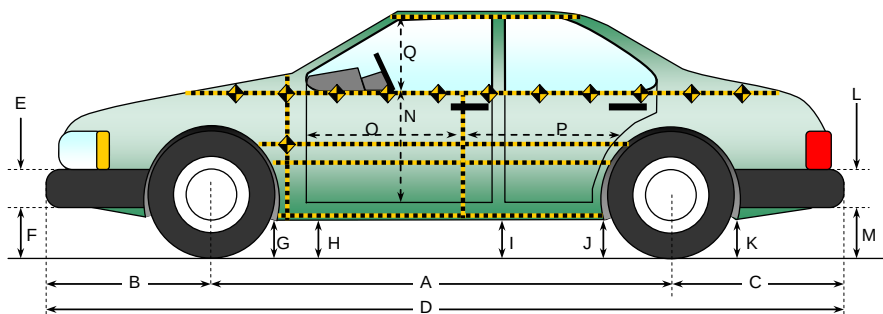
Measured Parameter	Units	Requirement	Value
Horizontal Offset from Vertical Impact Reference Line	mm	+/- 38	4
Trap No. 1 Velocity (Primary) – by Radar	km/h	31.4 to 33.0	32.3
Trap No. 2 Velocity (Redundant)	km/h	31.4 to 33.0	

DATA SHEET NO. 9

VEHICLE PROFILE MEASUREMENTS

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
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NHTSA No. MB0509
 Test Date: 1/04/2011



All measurements in (mm) with tolerance of ± 3 mm

LEFT SIDE VIEW

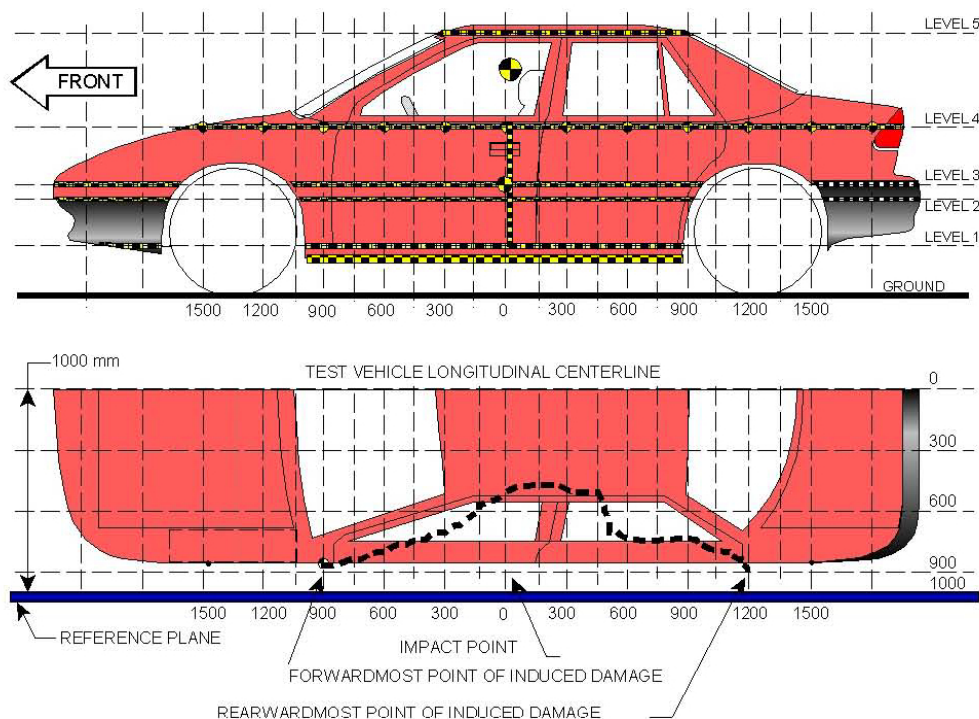
VEHICLE PRE- AND POST-TEST MEASUREMENT INFORMATION

Code	Measurement Description	Pre-Test	Post-Test	Difference
A	Wheelbase	2653	2555	98
B	Front Axle to FSOV	798	870	-72
C	Rear Axle to RSOV	1084	1074	10
D1	Total Vehicle Length at Left Side	3472	3353	119
D2	Total Vehicle Length at Centerline	4535	4499	36
D3	Total Vehicle Length at Right Side	3472	3482	-10
E	Front Bumper Thickness	145	145	0
F	Front Bumper Bottom to Ground	183	210	-27
G	Sill Height at Front Wheel Well	160	155	5
H	Sill Height at Front Door Leading Edge	160	151	9
I	Sill Height at B Pillar	172	192	-20
J1	Sill Height at Rear Wheel Well	180	201	-21
J2	Pinch Weld Height at Rear Wheel Well	180	209	-29
K	Sill Height Aft of Rear Wheel Well	270	271	-1
L	Rear Bumper Thickness	145	145	0
M	Rear Bumper Bottom to Ground	297	302	-5
N	Sill Height to Window Bottom Sill	679	679	0
O	Front Door Leading Edge to Impact CL	645	650	-5
P	Rear Door Trailing Edge to Impact CL	1293	1295	-2
Q	Front Window Opening	437	395	42
R	Right Side Length	3472	3482	-10
S	Left Side Length	3472	3353	119
T	Vehicle Width at B Post	1755	1617	138

DATA SHEET NO. 10 **VEHICLE EXTERIOR CRUSH MEASUREMENTS**

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011



NOTE: The measurements are taken along the vertical impact reference line.
 Vehicle measurements forward of the vertical impact reference line are negative.

Level	Measurement Description	Height Above Ground (mm)
1	Sill Top	270
2	Mid Door	532
3	Occupant H-Point	623
4	Window Sill	910
5	Window Top	1365

DATA SHEET NO. 10 (CONTINUED)
VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

	Pre-Test					Post-Test					Difference				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
-1200				348					344					-4	
-1050				327					320					-7	
-900			218	305				232	315				14	10	
-750		225	230	287			240	245	297			15	15	10	
-600	276	235	234	274		338	276	259	288		62	41	25	14	
-525	274	235	233	270		366	327	313	322		92	92	80	52	
-450	274	234	232	276		396	366	360	358		122	132	128	82	
-375	274	233	231	281		429	401	403	402		155	168	172	121	
-300	274	232	230	281		461	439	439	446		187	207	209	165	
-225	275	231	229	280		487	467	469	483		212	236	240	203	
-150	275	231	228	276		563	518	523	538		288	287	295	262	
-75	275	230	227	273	510	581	572	571	589	659	306	342	344	316	149
0	275	229	227	270	505	609	614	620	625	668	334	385	393	355	163
75	275	229	227	266	503	603	610	614	616	647	328	381	387	350	144
150	275	229	226	264	499	547	566	578	576	634	272	337	352	312	135
225	275	228	225	262	501	501	515	523	519	616	226	287	298	257	115
300	275	227	225	261	502	468	467	462	464	598	193	240	237	203	96
375	275	227	224	258	503	438	401	403	408	582	163	174	179	150	79
450	275	227	224	257	504	412	360	357	379	573	137	133	133	122	69
525	275	227	225	250	506	390	340	337	359	554	115	113	112	109	48
600	275	227	225	255	505	375	328	326	350	549	100	101	101	95	44
750	275	227	226	255	506	335	293	297	322	531	60	66	71	67	25
900	275	229	227	256	507	301	263	266	293	518	26	34	39	37	11
1050	275	229	228	259	510	266	232	235	267	513	-9	3	7	8	3
1200		226	225	263	521		220	203	243	522		-6	-22	-20	1
1350			220	267	541			230	222	545			10	-45	4
1500				272					199					-73	
1650				280					290					10	

NOTE: The measurements are taken along the vertical impact reference line.
 Vehicle measurements forward of the vertical impact reference line are negative.

DATA SHEET NO. 10 (CONTINUED)
VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
Test Date: 1/04/2011

MAXIMUM CRUSH DATA

	Level 1	Level 2	Level 3	Level 4	Level 5
Maximum Crush (mm)	334	385	393	355	163
Distance From Impact (mm)	0	0	0	0	0

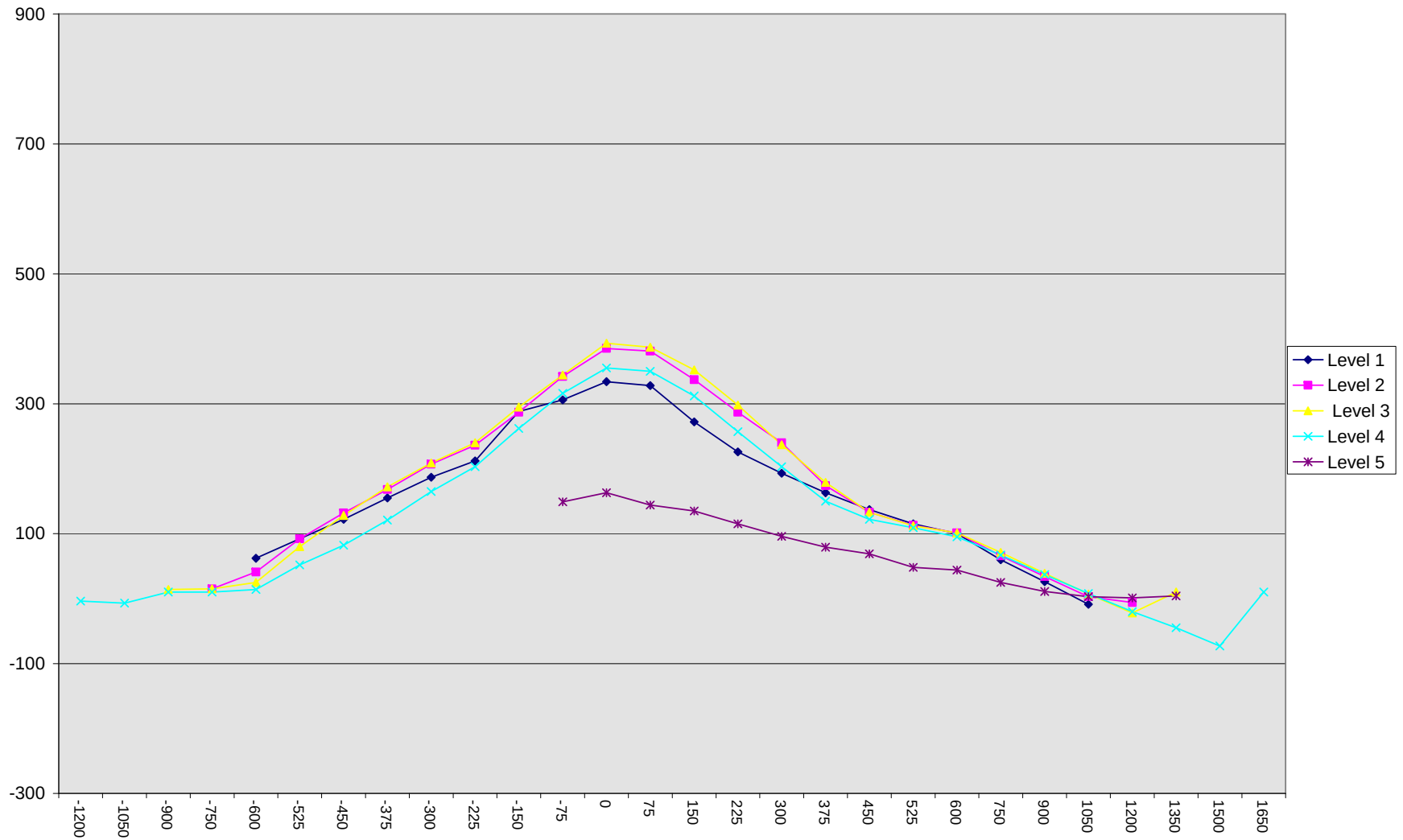
Note: Pre-test measurements are taken when the vehicle is in the "As Tested" weight condition. Vehicle measurements forward of the vertical impact reference line are negative. The crush profile grid is established prior to test based on an estimated impact point. The final distance to impact is determined after the final dummy positioning and the pole is aligned with the center of gravity of the dummy's head.

DATA SHEET NO. 10 (CONTINUED)
VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
Test Date: 1/04/2011

20



DATA SHEET NO. 11

FMVSS 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

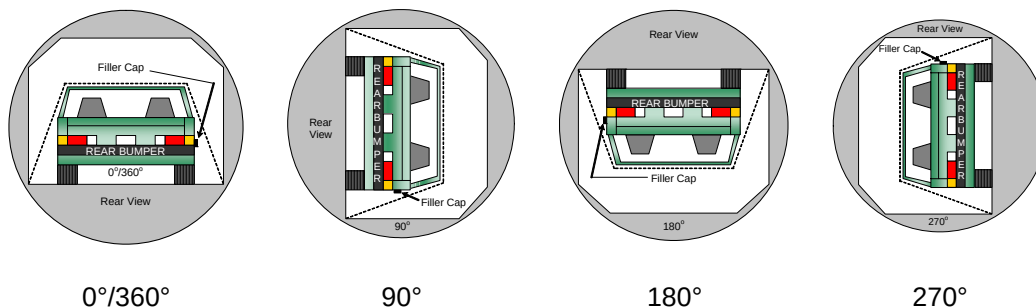
Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
 Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
 Test Date: 1/04/2011

Test Time: 10:43 am Temperature: 21° C

- A. From impact until vehicle motion ceases: 0 oz.
 (Maximum Allowable = 1 ounce)
 B. For the 5 minute period after motion ceases: None
 (Maximum allowable = 5 ounces)
 C. For the following 25 minutes: None
 (Maximum allowable = 1 oz./minute)
 D. Spillage Details: None

FMVSS 301 STATIC ROLLOVER DATA



ROLLOVER SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° to 90°	112	300	412
90° to 180°	112	300	412
180° to 270°	103	300	403
270° to 360°	104	300	404

FMVSS 301 ROLLOVER SPILLAGE TABLE (units in ounces)

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

ROLLOVER SOLVENT SPILLAGE LOCATION TABLE

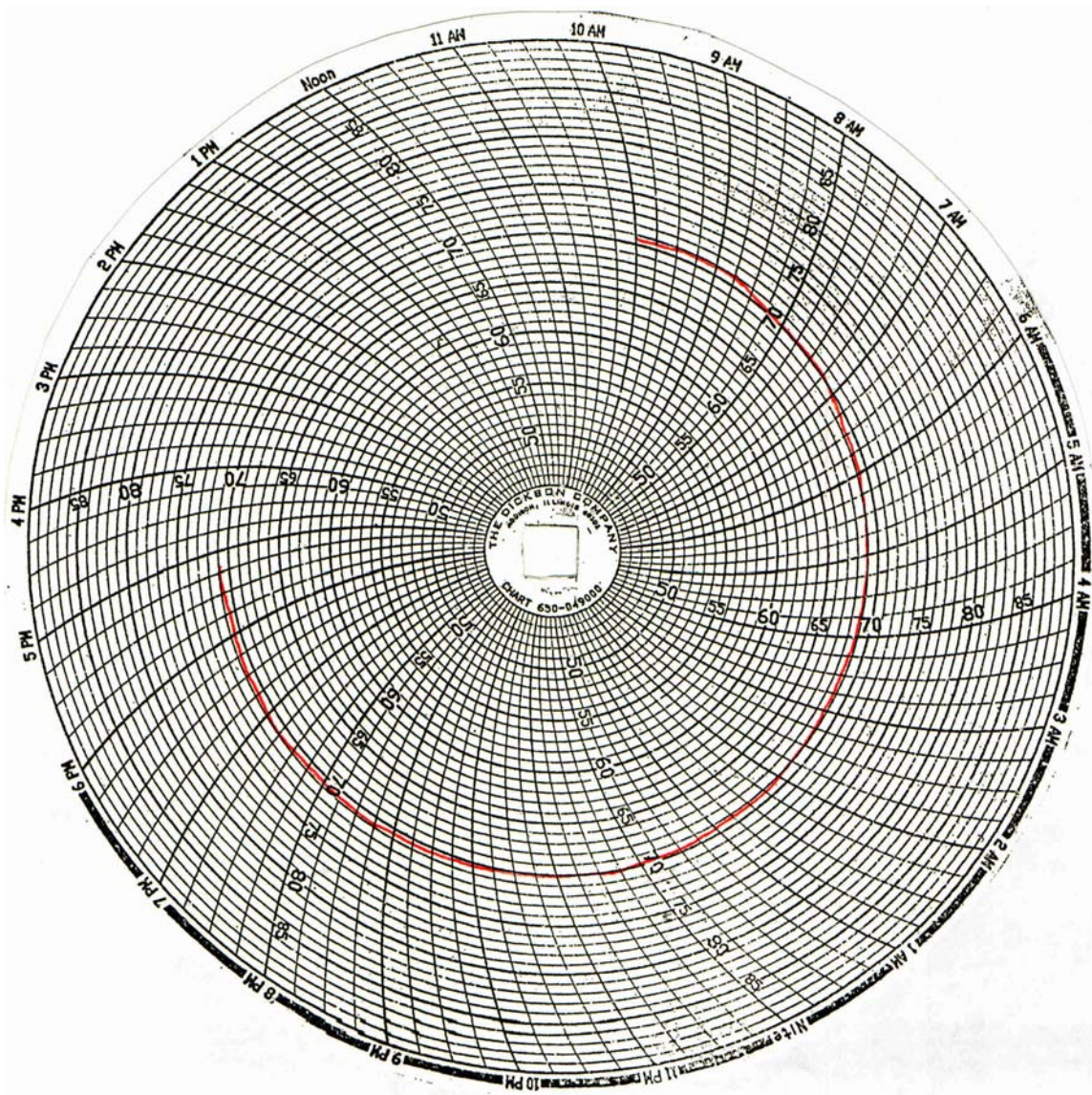
Test Phase	Spillage Location
0° to 90°	
90° to 180°	
180° to 270°	
270° to 360°	

DATA SHEET NO. 12

DUMMY/VEHICLE TEMPERATURE STABILIZATION DATA

Test Vehicle: 2011 Kia Forte LX 4-Dr Sedan
Test Program: NCAP Side Pole Impact Test

NHTSA No. MB0509
Test Date: 1/04/2011



APPENDIX A
PHOTOGRAPHS

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As Delivered Right Front $\frac{3}{4}$ View of Test Vehicle



As Delivered Left Rear $\frac{3}{4}$ View of Test Vehicle



Pre-Test Frontal View of Test Vehicle



Post-Test Frontal View of Test Vehicle



Pre-Test Left Front $\frac{3}{4}$ View of Test Vehicle



Post-Test Left Front $\frac{3}{4}$ View of Test Vehicle



Pre-Test Left Side View of Test Vehicle



Post-Test Left Side View of Test Vehicle



Pre-Test Left Rear $\frac{3}{4}$ View of Test Vehicle



Post-Test Left Rear $\frac{3}{4}$ View of Test Vehicle



Pre-Test Rear View of Test Vehicle



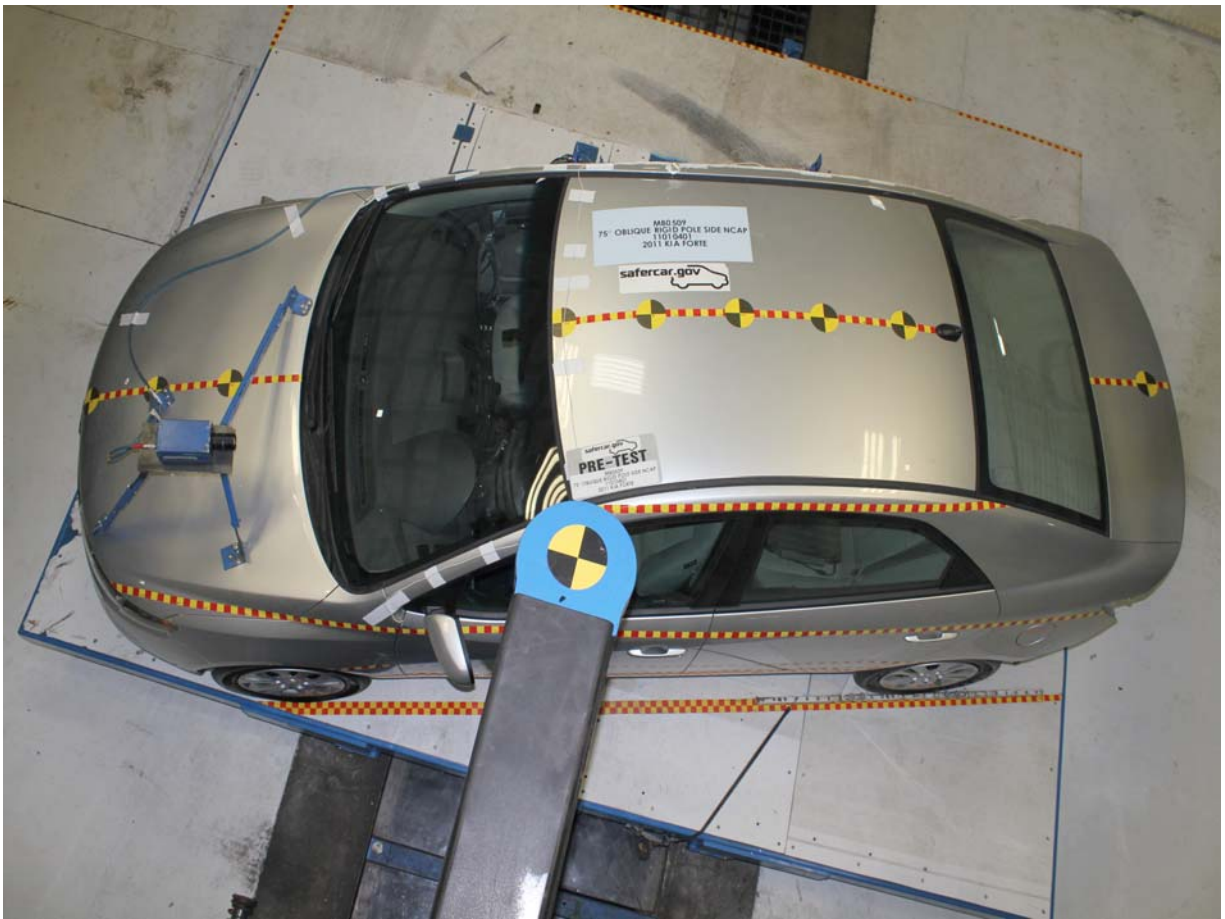
Post-Test Rear View of Test Vehicle



Pre-Test Right Side View of Test Vehicle



Post-Test Right Side View of Test Vehicle



Pre-Test Overhead View of Test Vehicle and Pole



Post-Test Overhead View of Test Vehicle and Pole



Pre-Test Left Side View of Pole Positioned Against Side of Vehicle



Pre-Test Right Side View of Pole Positioned Against Side of Vehicle



Pre-Test Close-Up View of Impact Point Target



Post-Test Close-Up View of Impact Point Target Showing Impact Location



Pre-Test Front Close-Up View of Dummy (through front window)



Post-Test Front Close-Up View of Dummy (through front window)



Pre-Test Left Side View of Dummy Showing Belts, Chalking, and Contact Switches (Door Open)



Pre-Test Left Side View of Dummy Shoulder and Door Top View



Post-Test Left Side View of Dummy Shoulder and Door Top View



Pre-Test Frontal View of Seat Back Prior to Dummy Positioning



Pre-Test Frontal View of Dummy Head and Shoulders in Relation to Head Restraint



Pre-Test Frontal View of Seat Pan Prior to Dummy Positioning



Pre-Test Overhead View of Dummy Thighs on Seat Pan



Pre-Test View of Dummy's Neck Showing Position of Adjustable Neck Bracket



Pre-Test View of Dummy's Head Showing Dummy's Head is Level



Pre-Test Placement of Dummy's Feet



Pre-Test View of Belt Anchorage for Dummy to Show Position



Pre-Test Left Side View of Steering Wheel to Show Position



Pre-Test View of Parking Brake



Pre-Test Close-Up Left Side View of Driver Seat Track Showing Test Position



Pre-Test Close-Up Left Side View of Driver Seat Back Showing Test Position



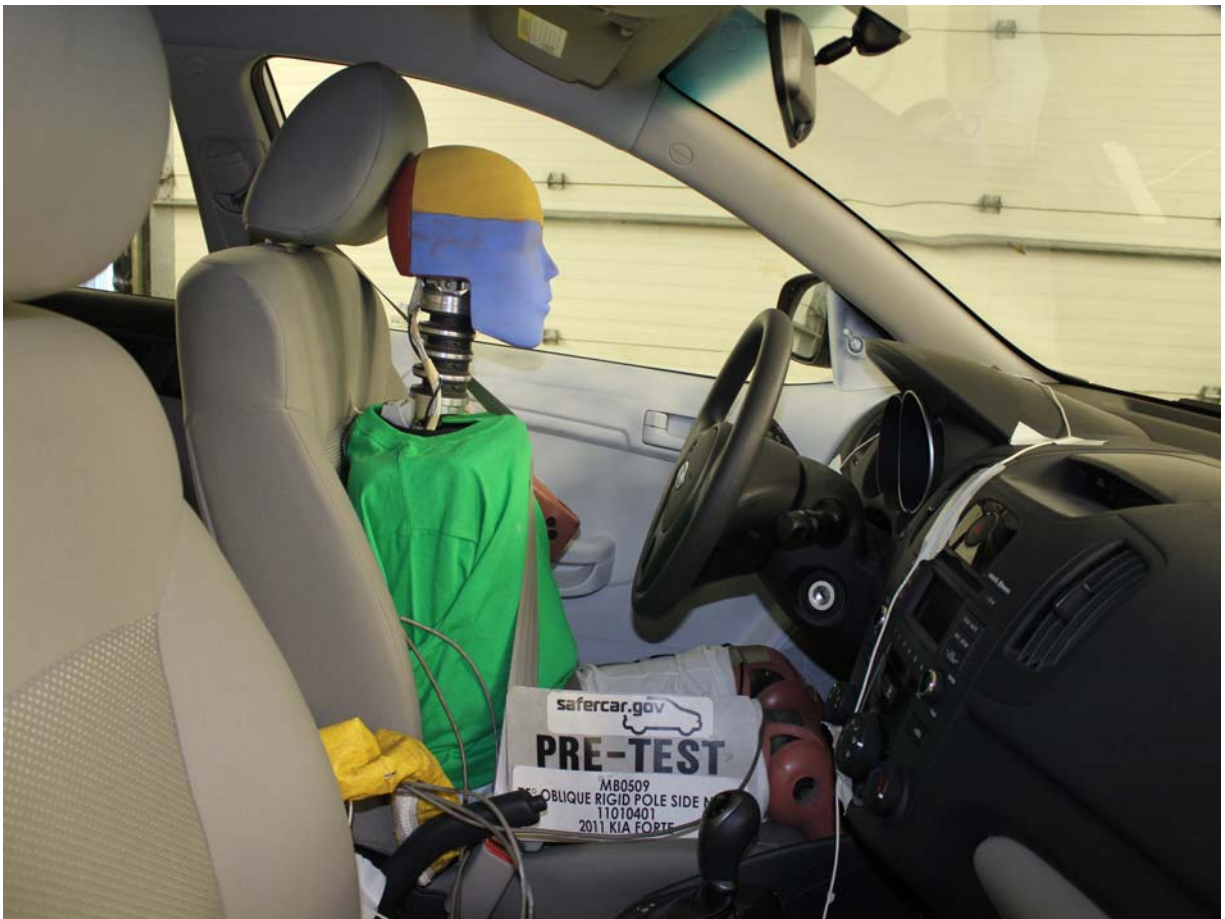
Pre-Test Close-Up View of Driver Seat Back or Head Restraint Showing Seat Back Test Position



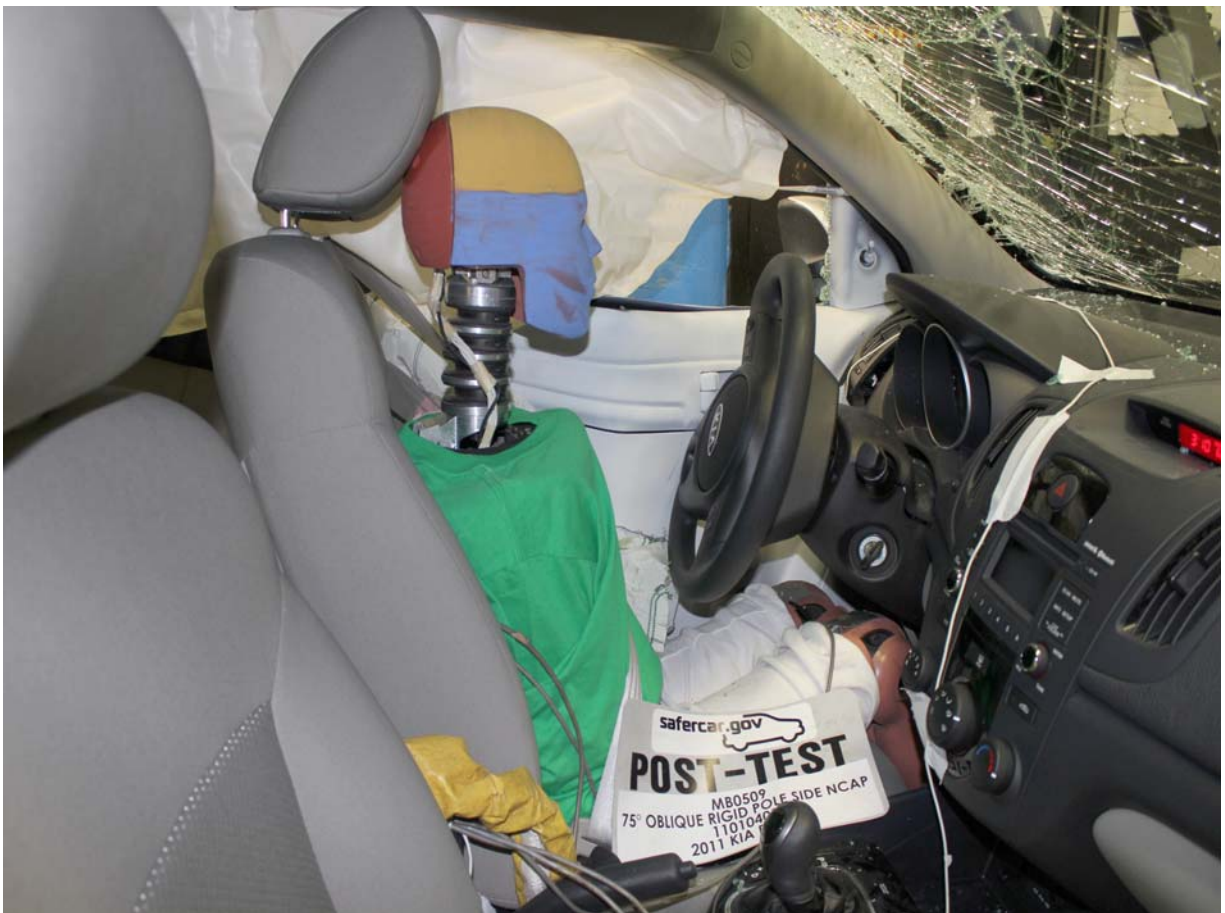
Pre-Test Dummy and Door Clearance View



Post-Test Dummy and Door Clearance View



Pre-Test Right Side View of Dummy and Front Seat Occupant Compartment



Post-Test Right Side View of Dummy and Front Seat Occupant Compartment



Pre-Test Inner Driver Door Panel View



Post-Test Inner Driver Door Panel View Showing Dummy Contact Location



Post-Test Dummy Close-Up Head Contact with Vehicle Interior View



Post-Test Dummy Close-Up Head Contact with Side Airbag View



Post-Test Dummy Close-Up Torso Contact with Vehicle Interior View



Post-Test Dummy Close-Up Torso Contact with Side Airbag View

PHOTOGRAPH NOT APPLICABLE

Post-Test Dummy Close-Up Pelvis Contact with Vehicle Interior View



Post-Test Dummy Close-Up Pelvis Contact with Side Airbag View



Pre-Test View of Fuel Filler Cap or Fuel Filler Neck



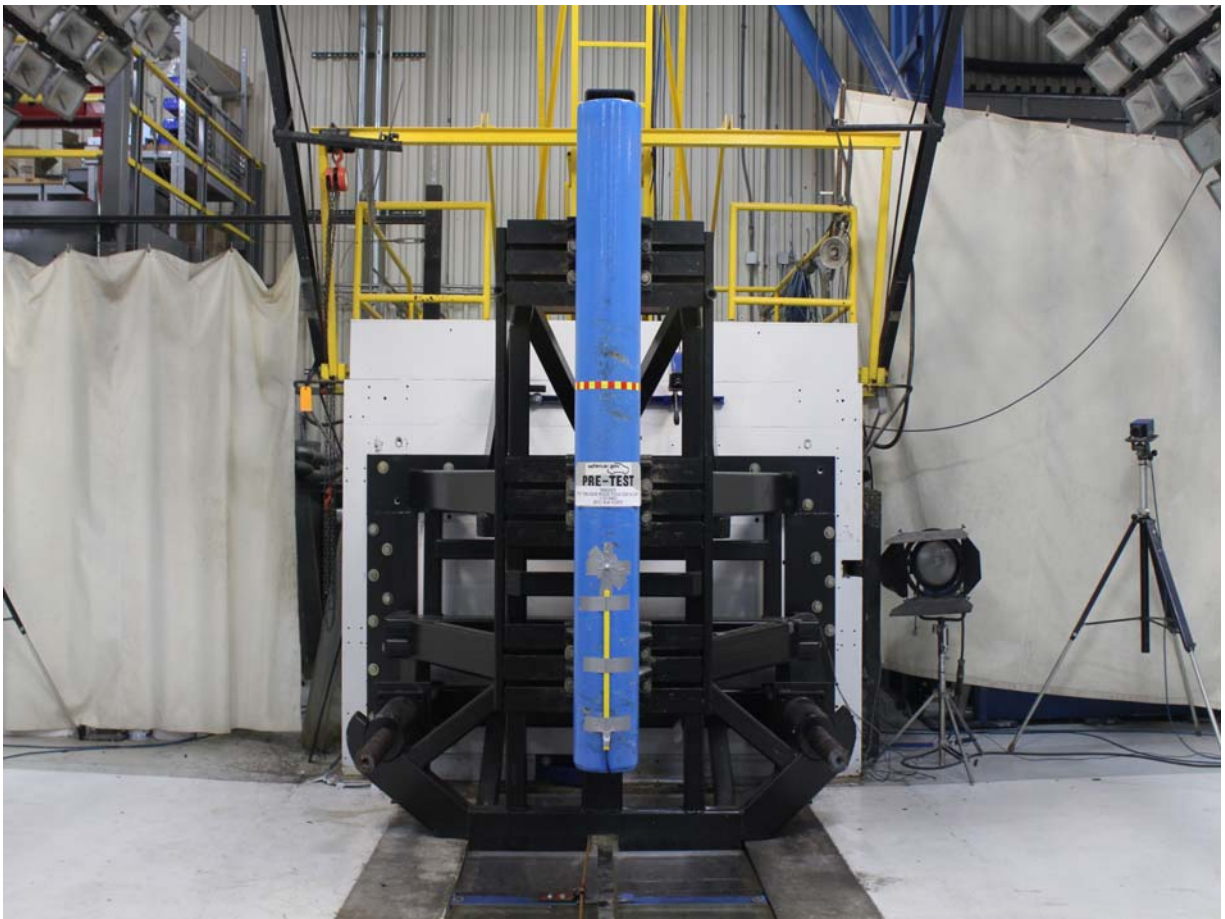
Post-Test View of Fuel Filler Cap or Fuel Filler Neck



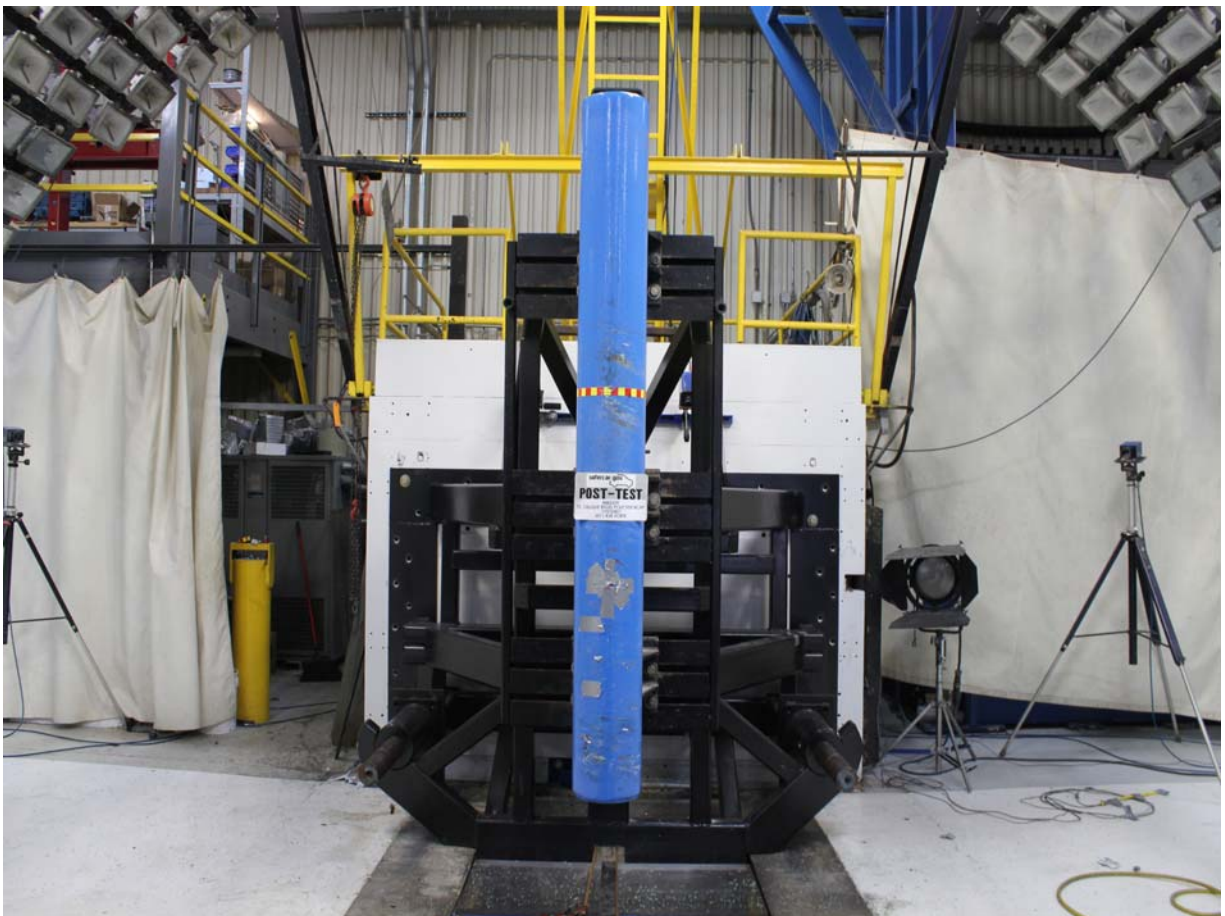
Close-Up View of Vehicle's Certification Label



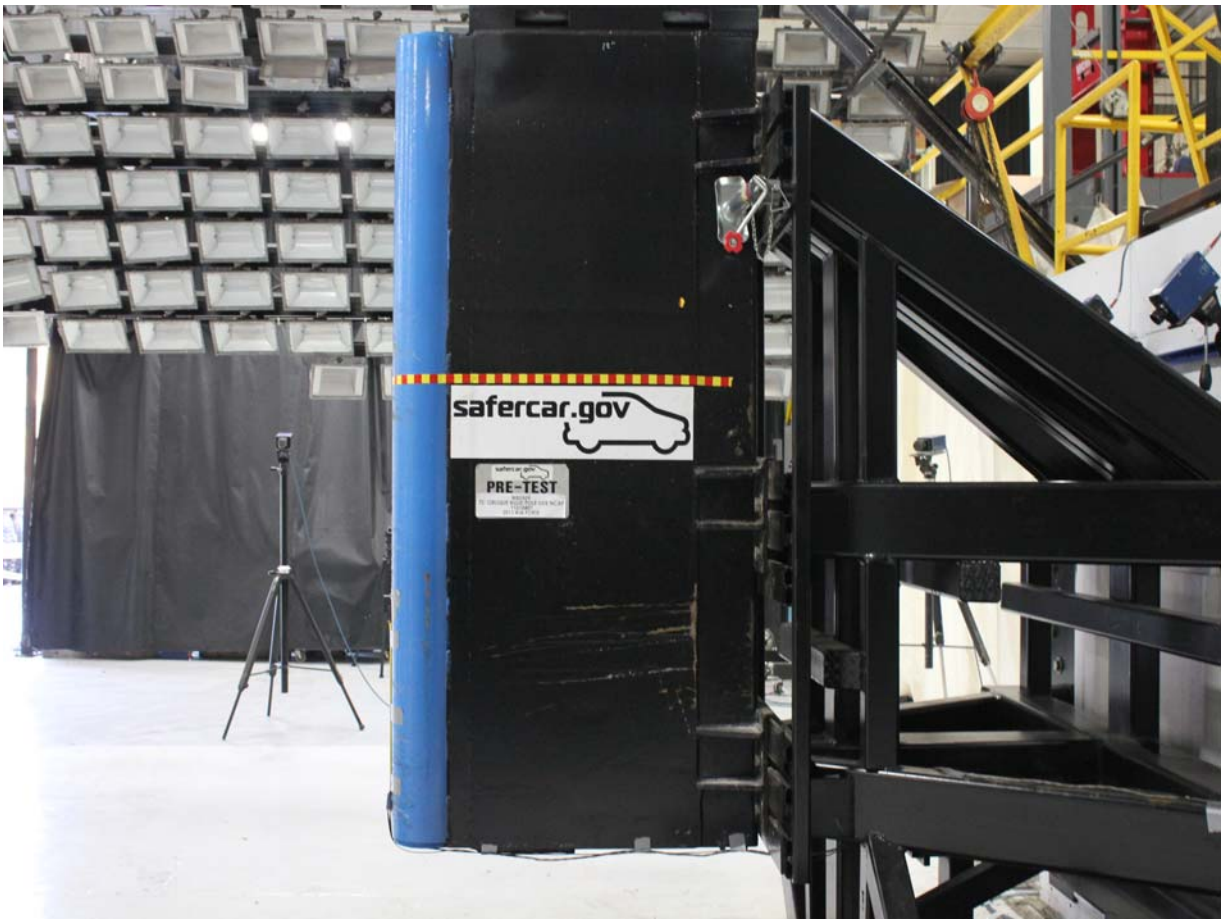
Close-Up View of Vehicle's Tire Information Placard or Label



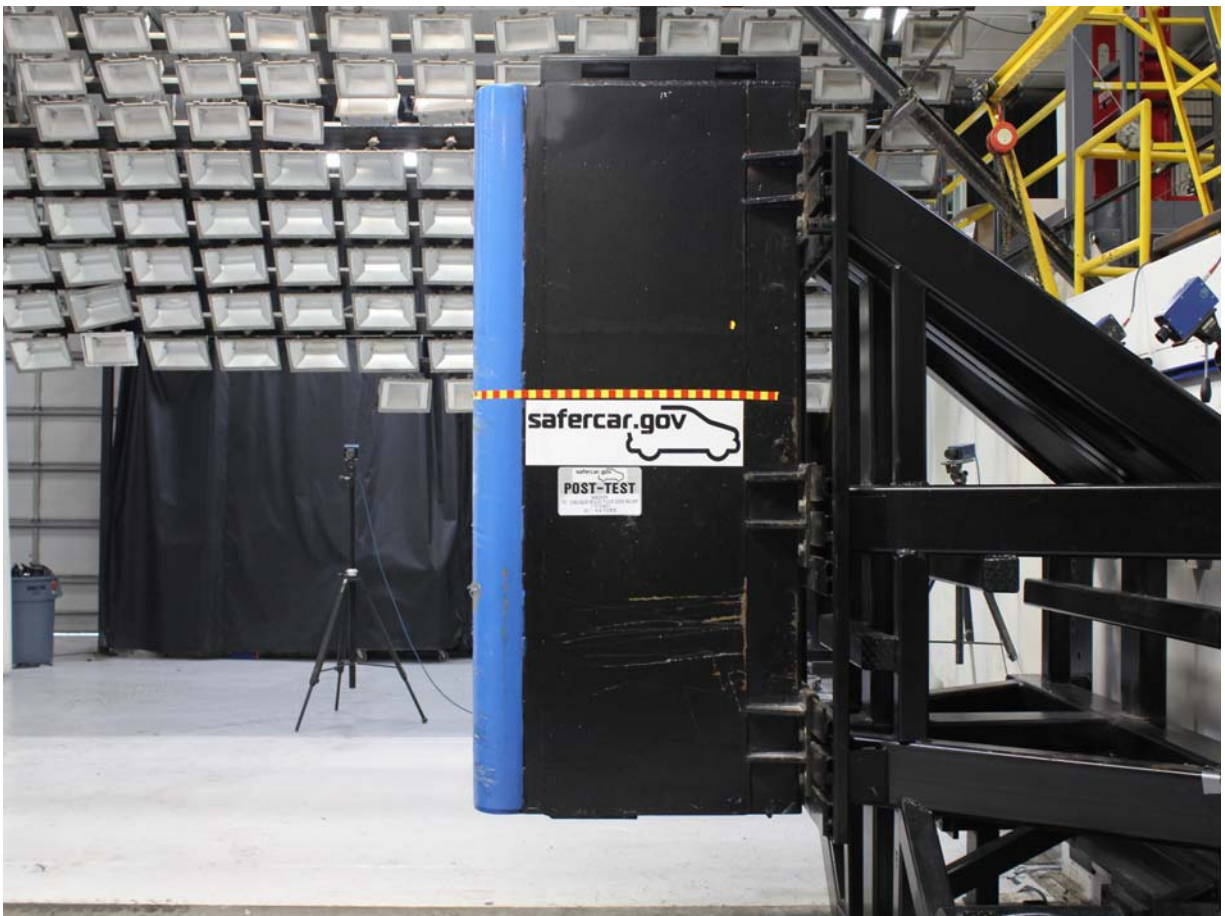
Pre-Test Pole Barrier Front View



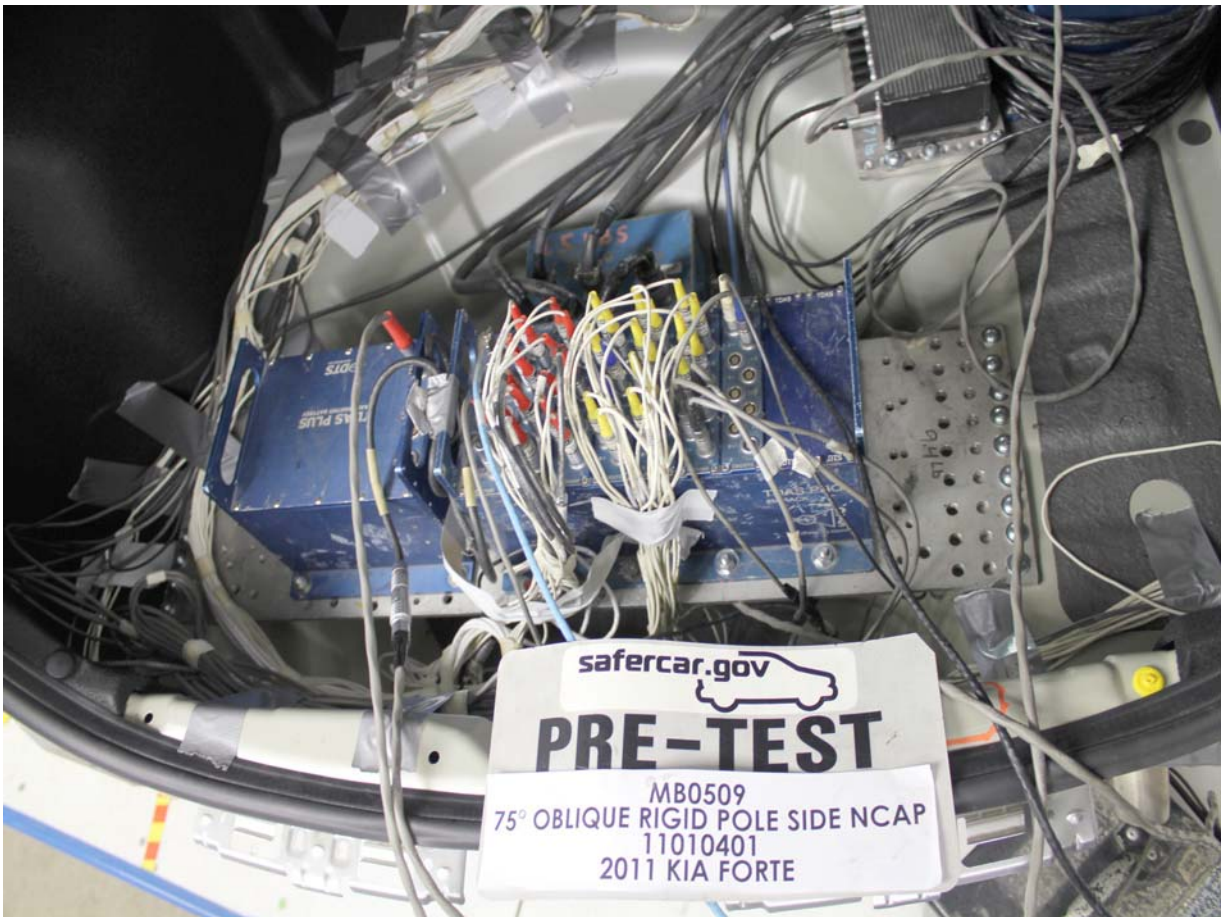
Post-Test Pole Barrier Front View



Pre-Test Pole Barrier Side View



Post-Test Pole Barrier Side View



Pre-Test Ballast View



Post-Test Primary and Redundant Speed Trap Read-Out



FMVSS No. 301/305 Rollover 0 Degrees



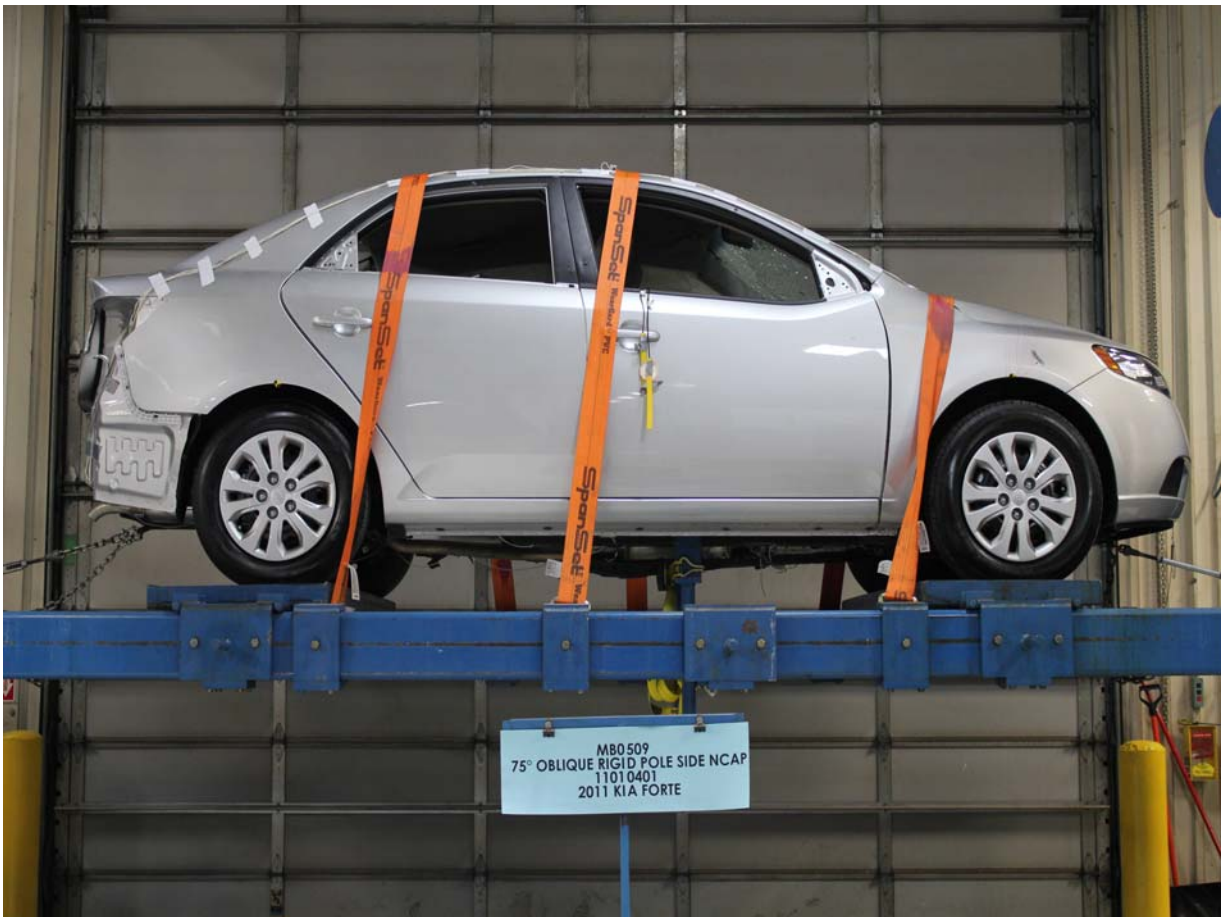
FMVSS No. 301/305 Rollover 90 Degrees



FMVSS No. 301/305 Rollover 180 Degrees



FMVSS No. 301/305 Rollover 270 Degrees



FMVSS No. 301/305 Rollover 360 Degrees



Impact Event

		2011 KIA FORTE LX MODEL YEAR MODEL BRIGHT SILVER/STONE EXTERIOR / INTERIOR COLOR GAKDAH63 ENGINE NUMBER TACOMA MODE OF TRANSPORTATION		SOLD TO: W0001 ROSEN KIA 5575 SOUTH 27TH STREET MILWAUKEE WI 53221		SHIP TO: W0001	
STANDARD FEATURES MECHANICAL 2.0L 16-Valve DOHC CVT 4-Cylinder Engine 6-Speed Automatic Transmission Front Stabilizer Bar and Monotube Shock Absorbers 15" Steel Wheels with Wheel Covers Front and Rear Disc Brakes SAFETY Anti-Lock Brake System (ABS) w/Brake Assist (BAS) Electronic Brake-force Distribution (EBD) Electronic Stability Control (ESC) Traction Control System (TCS) Dual Front Advanced Airbags Front Seat-Mounted Side Airbags Full-Length Side Curtain Airbags Front Active Headrests Tire Pressure Monitoring System (TPMS) Lower Anchors and Tethers for Children (LATCH) INTERIOR Air Conditioning, Tinted Solar Glass AM/FM/CD/MP3 Audio w/4 Speakers SIRIUS Satellite Radio w/4 3-month complimentary subscription included** Bluetooth Wireless Technology 150W 4-Channel Auxiliary Input Jacks 60/40 Split Folding Rear Seats w/Center Armrest Center Console w/ Armrest and Storage Bin Dual Remote Mirrors, Visor Vanity Mirrors Dual 12v Power Outlets Remote Fuel Door, Trunk and Hood Releases Tilt Steering Column ECONIMINDER™ Indicator EXTERIOR Variable Intermittent Windshield Wipers Body Color Outside Mirrors Body Color Door Handles WARRANTY 10 YEAR/100,000 MILE LIMITED POWERTRAIN WARRANTY 5 YEAR/60,000 MILE 5 Year/60,000 Mile Roadside Assistance **Ask dealer for details		MANUFACTURER'S SUGGESTED RETAIL PRICE \$15,995.00 ADDITIONAL INSTALLED EQUIPMENT: (In addition to or in place of standard features) Carpeted Floor Mats <i>Book ok K8627</i>		MSRP INCLUDING OPTIONS INLAND FREIGHT AND HANDLING \$16,090.00 \$695.00 \$16,785.00 TOTAL MANUFACTURER'S SUGGESTED RETAIL PRICE Manufacturer's suggested retail price includes manufacturer's recommended pre-delivery service, license and title fees, state and local taxes and other dealer-installed options and accessories are not included in the manufacturer's suggested retail price.			

****TOTAL ADDITIONAL WEIGHT: 6.3**

EPA Fuel Economy Estimates

These estimates reflect new EPA methods beginning with 2008 models.

CITY MPG 26 Expected range for most drivers 21 to 31 MPG	HIGHWAY MPG 36 Expected range for most drivers 29 to 43 MPG
---	--

Estimated Annual Fuel Cost
\$1553.00
based on 15,000 miles at \$3.00 per gallon

Combined Fuel Economy
29
This Vehicle

ALL MIDSIZE CARS
29 to **39**

Your actual mileage will vary depending on how you drive and maintain your vehicle.

GOVERNMENT SAFETY RATINGS

Frontal Crash ★★★★★
Star ratings based on the risk of injury in a frontal impact. Frontal ratings should ONLY be compared to other vehicles of similar size and weight.

Side Crash ★★★★★
Star ratings based on the risk of injury in a side impact.

Rollover ★★★★★
Star ratings based on the risk of rollover in a single vehicle crash. Star ratings range from 1 to 5 stars (★★★★★) with 5 being the highest.

GOVERNMENT SAFETY RATINGS

Driver Passenger ★★★★★
Star ratings based on the risk of injury in a frontal impact. Frontal ratings should ONLY be compared to other vehicles of similar size and weight.

Front seat Rear seat ★★★★★
Star ratings based on the risk of injury in a side impact.

Rollover ★★★★★
Star ratings based on the risk of rollover in a single vehicle crash. Star ratings range from 1 to 5 stars (★★★★★) with 5 being the highest.

See the FREE Fuel Economy Guide at dealers or www.fueleconomy.gov

FOR VEHICLES IN THIS CAR LINE U.S./CANADIAN PARTS CONTENT: 3%/0

MAJOR SOURCES OF FOREIGN PARTS:
KOREA: 91%

NOTE: PARTS CONTENT DOES NOT INCLUDE FINAL ASSEMBLY, DISTRIBUTION, OR OTHER NON-PARTS COSTS.

FOR THIS VEHICLE FINAL ASSEMBLY POINT:
KOREA

COUNTRY OF ORIGIN ENGINE:
KOREA

TRANSMISSION:
KOREA

Environmental Performance

Protect the environment, choose vehicles with higher scores:

Global Warming Score

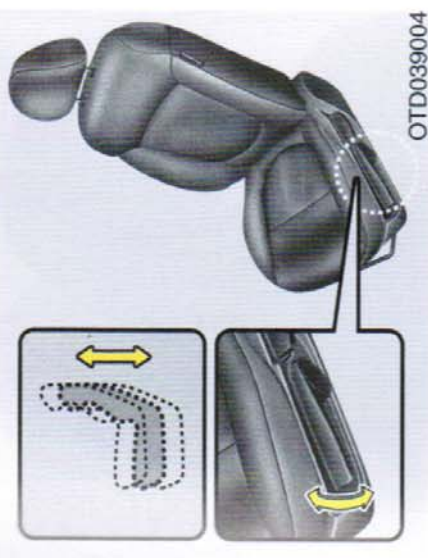
10 Cleanest
 Average new vehicle
 8

Smog Score

10 Cleanest
 Average new vehicle
 5

Using alternative fuels may improve scores. See www.DriveClean.ca.gov

Vehicle emissions are a primary contributor to global warming and smog. Scores are determined by the California Air Resources Board based on this vehicle's measured emissions. Please visit www.DriveClean.ca.gov for more information. **AIR RESOURCES BOARD**

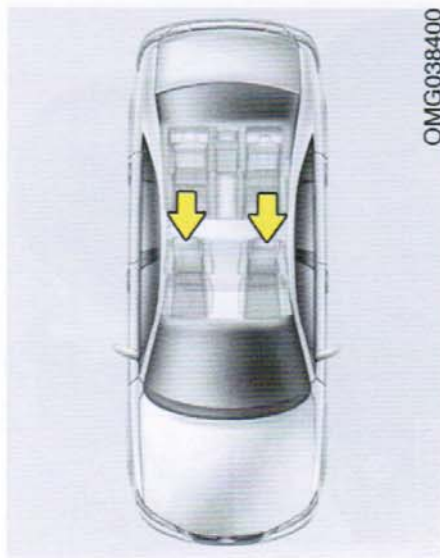


C010103APB

Seat height (for driver's seat) (if equipped)

To change the height of the seat, move the lever upwards or downwards.

- To lower the seat cushion, push down the lever several times.
- To raise the seat cushion, pull up the lever several times.



C010104BPB

Headrest

The driver's and front passenger's seats are equipped with a headrest for the occupant's safety and comfort.

The headrest not only provides comfort for the driver and front passenger, but also helps protect the head and neck in the event of a collision.

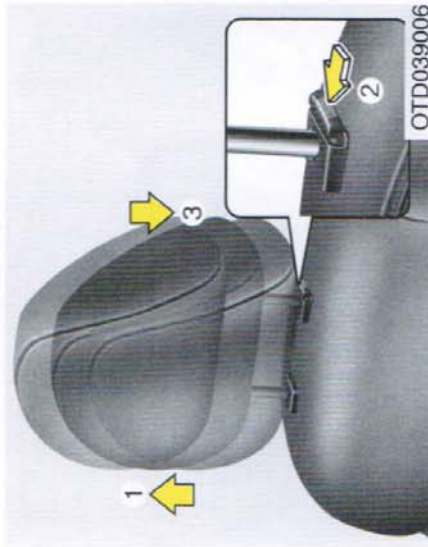
▲ WARNING

- For maximum effectiveness in case of an accident, the headrest should be adjusted so the middle of the headrest is at the same height of the center of gravity of an occupant's head. Generally, the center of gravity of most people's head is similar with the height of the top of their eyes. Also, adjust the headrest as close to your head as possible. For this reason, the use of a cushion that holds the body away from the seatback is not recommended.
- Do not operate the vehicle with the headrests removed as severe injury to the occupants may occur in the event of an accident. Headrests may provide protection against neck injuries when properly adjusted.
- Do not adjust the headrest height while the vehicle is in motion.



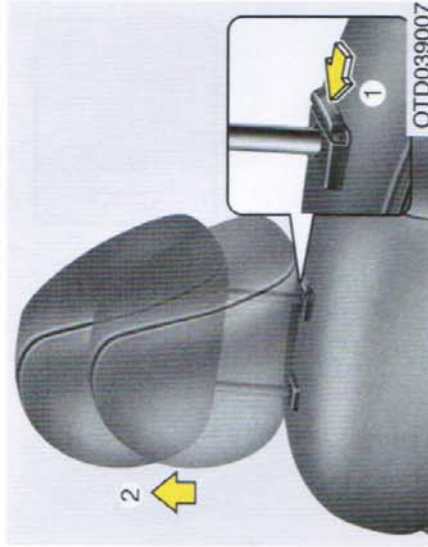
Forward and backward adjustment

The headrest may be adjusted forward to 3 different positions by pulling the headrest forward to the desired detent. To adjust the headrest to its furthest backwards position, pull it fully forward to the farthest position and release it. Adjust the headrest so that it properly supports the head and neck.



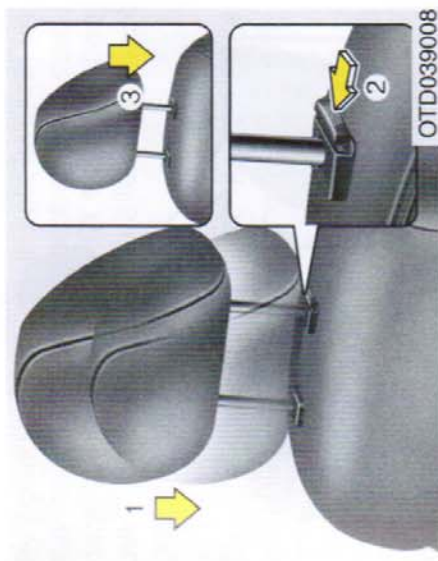
Adjusting the height up and down

To raise the headrest, pull it up to the desired position (1). To lower the headrest, push and hold the release button (2) on the headrest support and lower the headrest to the desired position (3).



Removal

To remove the headrest, raise it as far as it can go then press the release button (1) while pulling the headrest upward (2).



OTD039008

Reinstall

To reinstall the headrest, put the headrest poles (3) into the holes while pressing the release button (2). Then adjust (1) it to the appropriate height.

⚠ WARNING

Make sure the headrest locks in position after adjusting it to properly protect the occupants.



HNF2041-1

Active headrest (if equipped)

The active headrest is designed to move forward and upward during a rear impact. This helps to prevent the driver's and front passenger's head from moving backward and thus helps prevent neck injuries.

⚠ WARNING

A gap between the seat and the headrest release button may appear when seating on the seat or when you push or pull the seat. Be careful not to get your finger, etc. caught in the gap.



OTD031009

C010107ATD

Seat warmer (if equipped)

The seat warmers are provided to warm the front seats during cold weather. With the ignition switch in the ON position, push either of the switches to warm the driver's seat or the front passenger's seat.

During mild weather or under conditions where the operation of the seat warmer is not needed, keep the switches in the OFF position.

APPENDIX B
DUMMY RESPONSE DATA

TABLE OF DATA PLOTS

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	List of Data Plots Provided in the Test Report	
Figure No. 1.	Driver Head Acceleration (X) Primary vs. Time	B-1
Figure No. 2.	Driver Head Acceleration (Y) Primary vs. Time	B-1
Figure No. 3.	Driver Head Acceleration (Z) Primary vs. Time	B-1
Figure No. 4.	Driver Head Resultant Primary Acceleration vs. Time	B-1
Figure No. 5.	Driver Lower Spine T12 Acceleration (X) vs. Time	B-2
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Figure No. 9.	Driver Iliac Wing Force on Impact Side (Y) vs. Time	B-3
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Figure No. 11.	Driver Total Pelvis Force on Impact Side (Y) vs. Time	B-3

The following dummy and vehicle response data can be found in the R&D section of the NHTSA website at www.nhtsa.dot.gov

Driver Head Acceleration (X) Redundant

Driver Head Acceleration (Y) Redundant

Driver Head Acceleration (Z) Redundant

Driver Upper Thorax Rib Deflection (Y)

Driver Middle Thorax Rib Deflection (Y)

Driver Lower Thorax Rib Deflection (Y)

Driver Upper Abdomen Rib Deflection (Y)

Driver Lower Abdomen Rib Deflection (Y)

Driver Shoulder Contact Switch

Driver Torso Contact Switch

Driver Pelvis Contact Switch

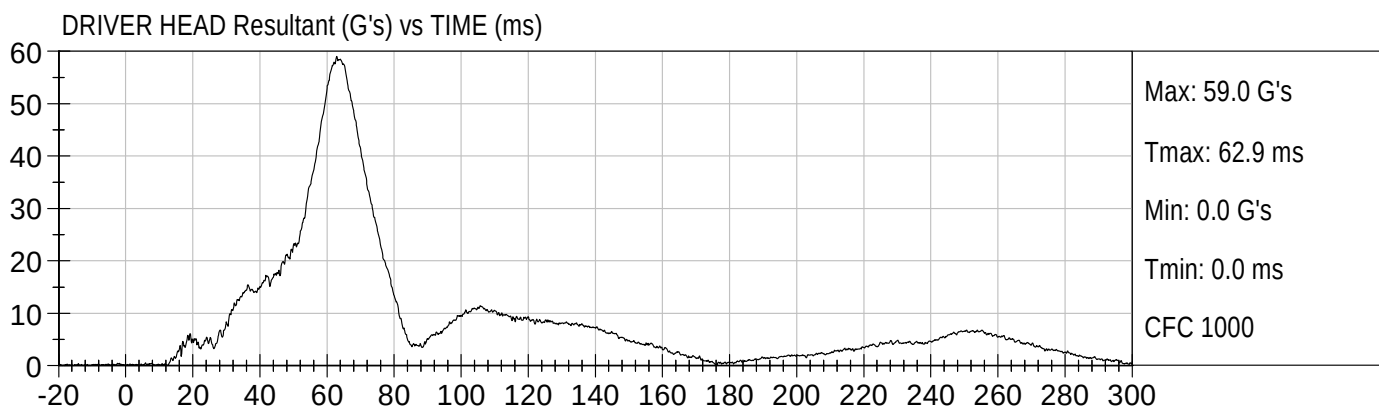
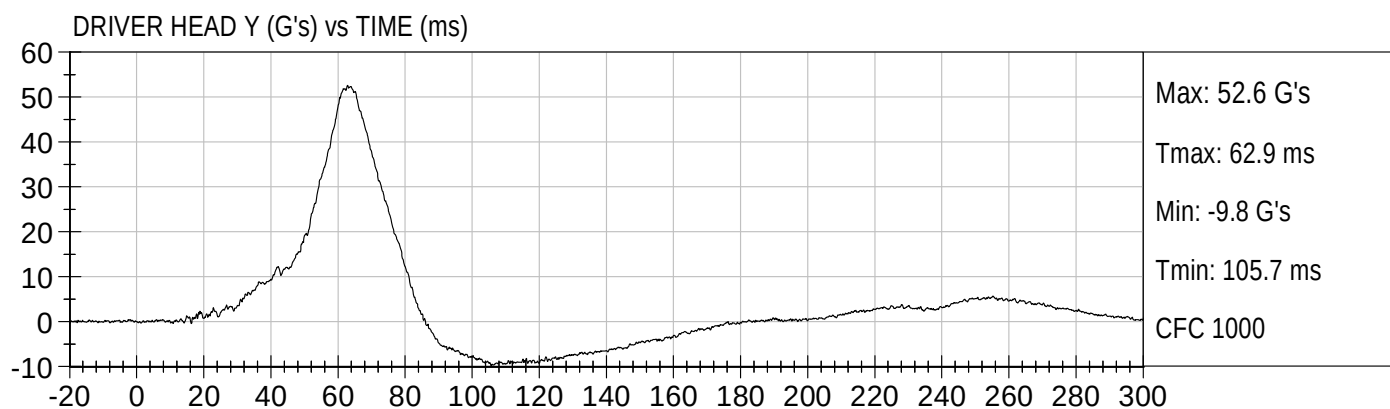
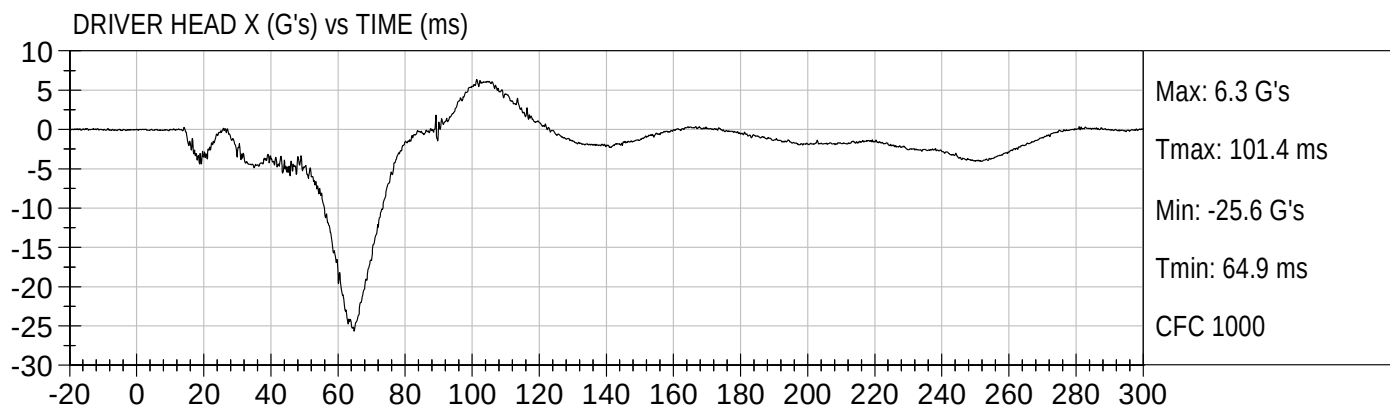
Vehicle CG Acceleration (X)

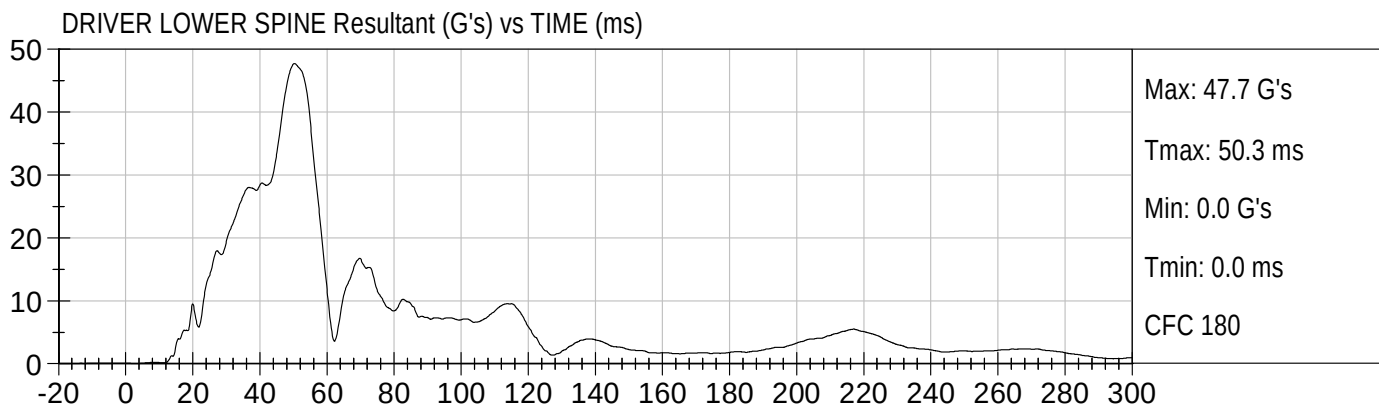
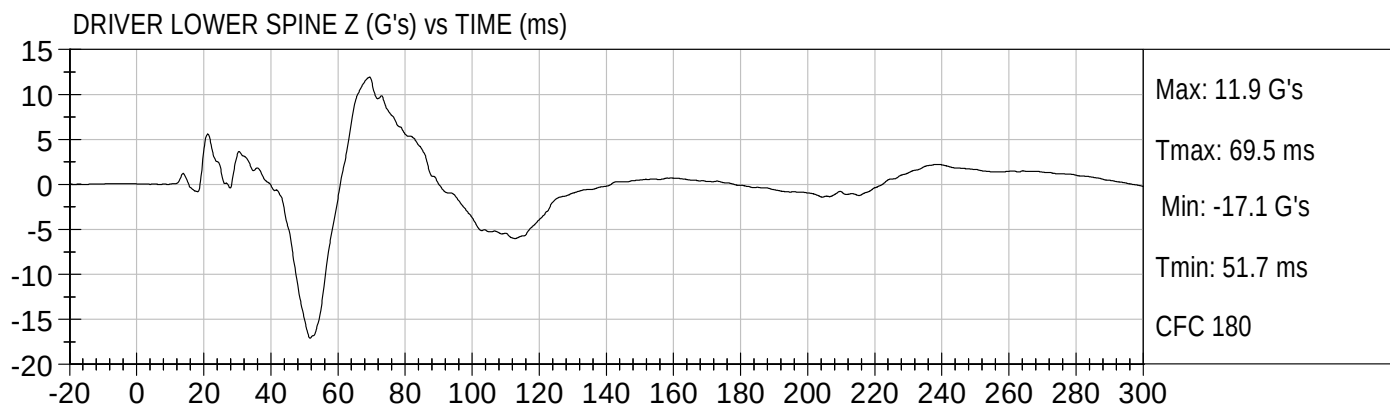
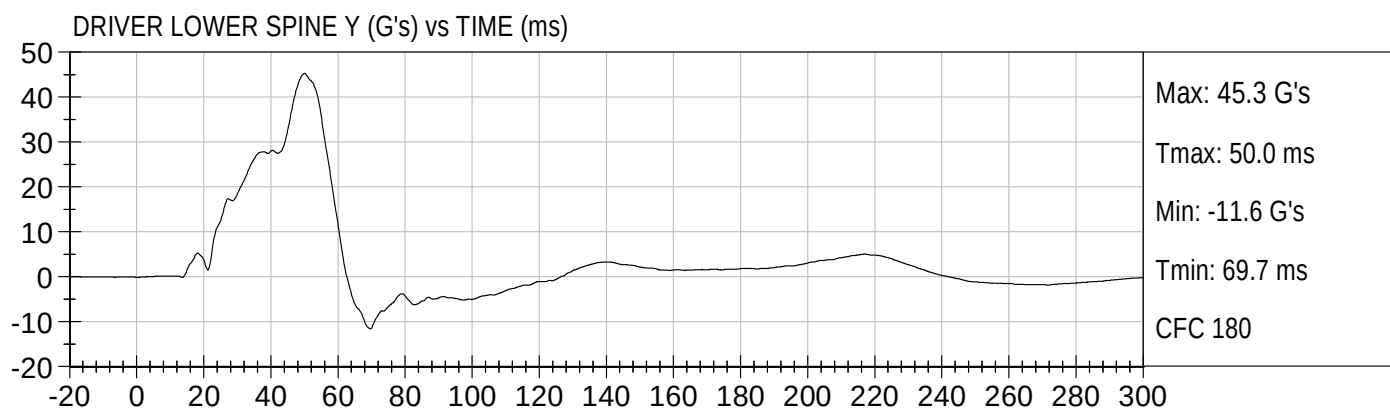
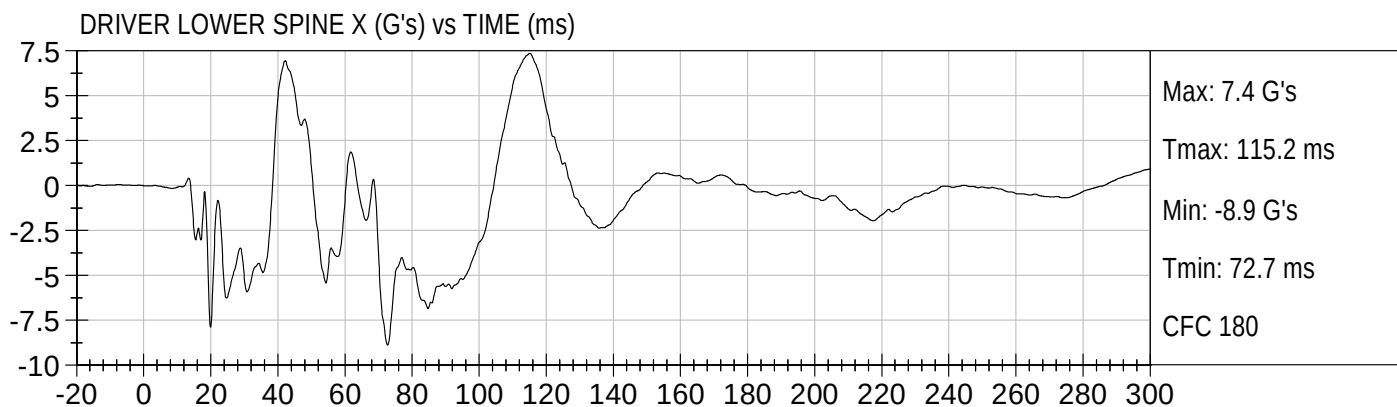
Vehicle CG Acceleration (Y)

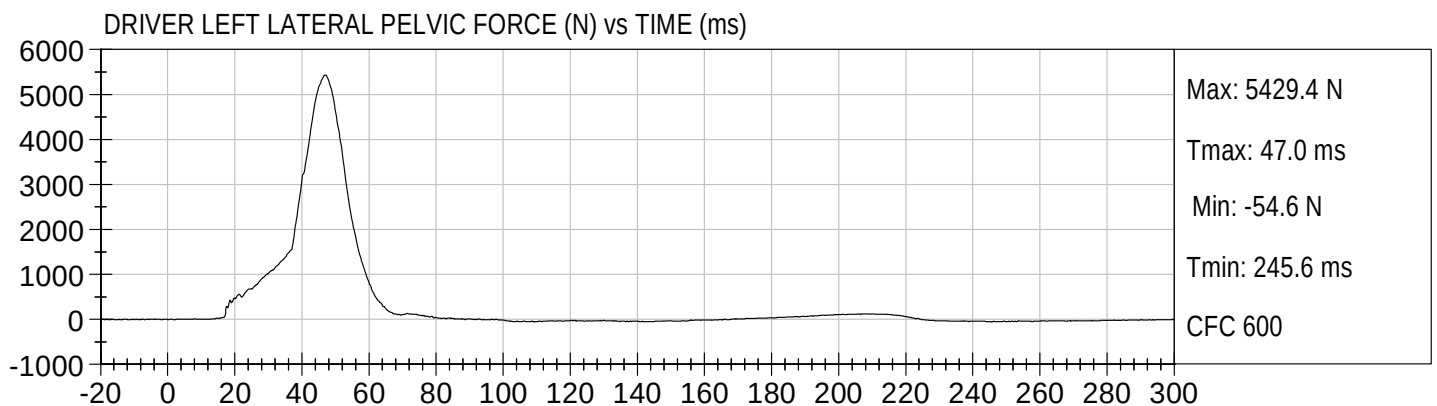
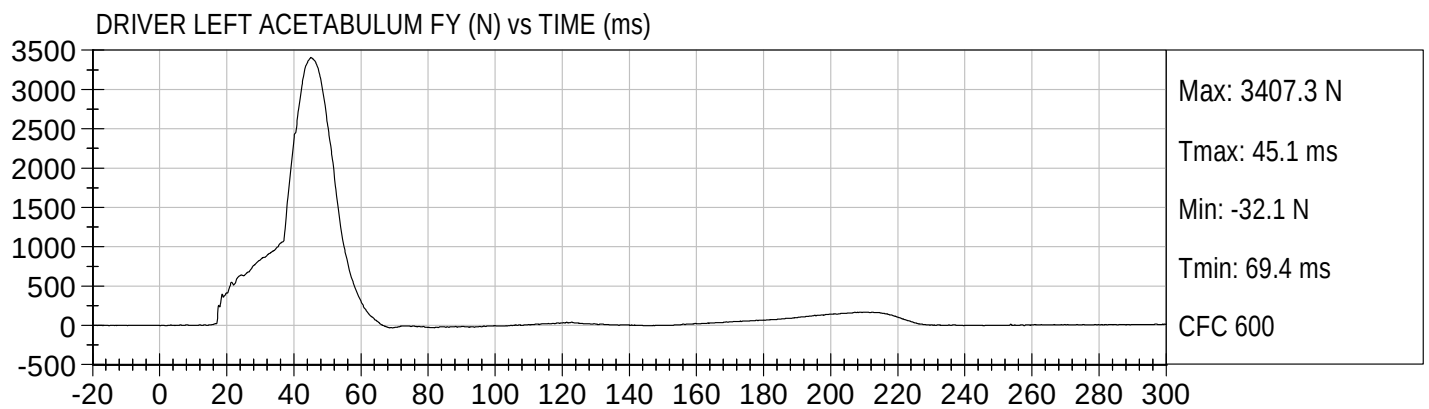
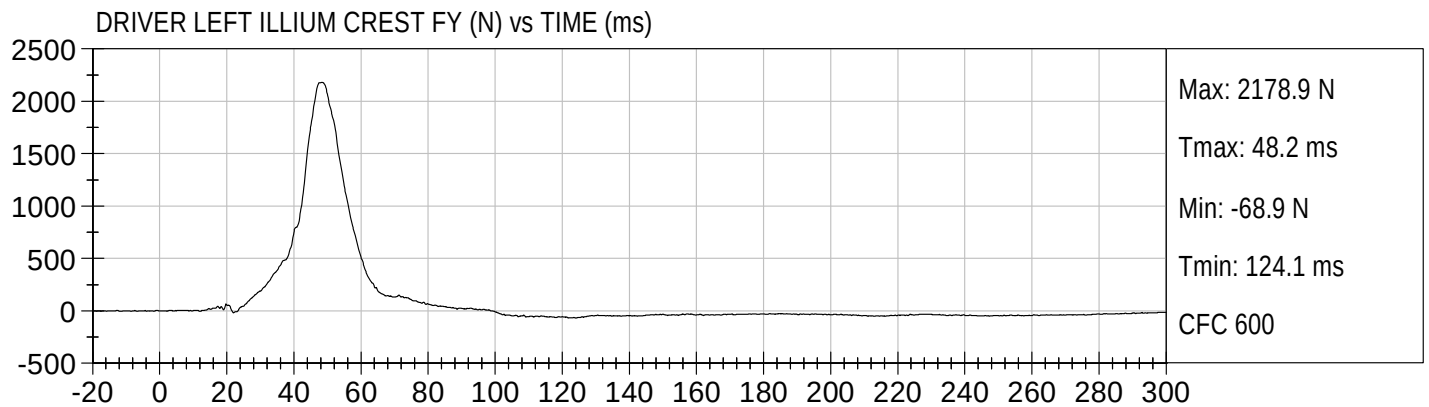
Vehicle CG Acceleration (Z)

Vehicle CG Angular Rate About X (Roll)

Vehicle CG Angular Rate About Y (Pitch)
Vehicle CG Angular Rate About Z (Yaw)
Left Floor Sill Acceleration (Y)
Left A-Pillar Sill Acceleration (Y)
Left Lower A-Pillar Acceleration (Y)
Left Mid A-Pillar Acceleration (Y)
Left B-Pillar Sill Acceleration (Y)
Left Lower B-Pillar Acceleration (Y)
Left Mid B-Pillar Acceleration (Y)
Driver Seat Track at Dummy H-Point Acceleration (Y)
Engine Top Acceleration (X)
Engine Top Acceleration (Y)
Firewall Center Acceleration (Y)
Right Roof at Vertical Impact Reference Line Acceleration (Y)
Right Sill at Vertical Impact Reference Line Acceleration (Y)
Rear Floorpan Behind Rear Axle at Centerline Acceleration (X)
Rear Floorpan Behind Rear Axle at Centerline Acceleration (Y)
Driver Side Airbag Timing
Driver Side Curtain Airbag Timing – Not Installed
Load Cell Pole Barrier #1 Force (Y) – Not used
Load Cell Pole Barrier #2 Force (Y) – Not used
Load Cell Pole Barrier #3 Force (Y) – Not used
Load Cell Pole Barrier #4 Force (Y) – Not used
Load Cell Pole Barrier #5 Force (Y) – Not used
Load Cell Pole Barrier #6 Force (Y) – Not used
Load Cell Pole Barrier #7 Force (Y) – Not used
Load Cell Pole Barrier #8 Force (Y) – Not used







APPENDIX C

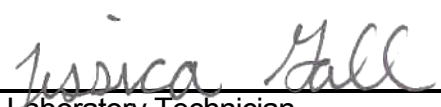
DUMMY CALIBRATION AND PERFORMANCE VERIFICATION DATA

MGA RESEARCH CORPORATION
HEAD DROP TEST
SID-Its BUILD LEVEL D DUMMY

ATD Serial No: 296

Test ID: D104491

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.6	Pass
Laboratory Relative Humidity	%	10 to 70	16	Pass
Peak Resultant Acceleration	G's	115 to 137	121	Pass
Peak Lateral Acceleration	G's	+/- 15	-3.5	Pass
Unimodal	N/A	<15%	Yes	Pass
Overall Test Results				Pass



Laboratory Technician

12/17/10
Test Date

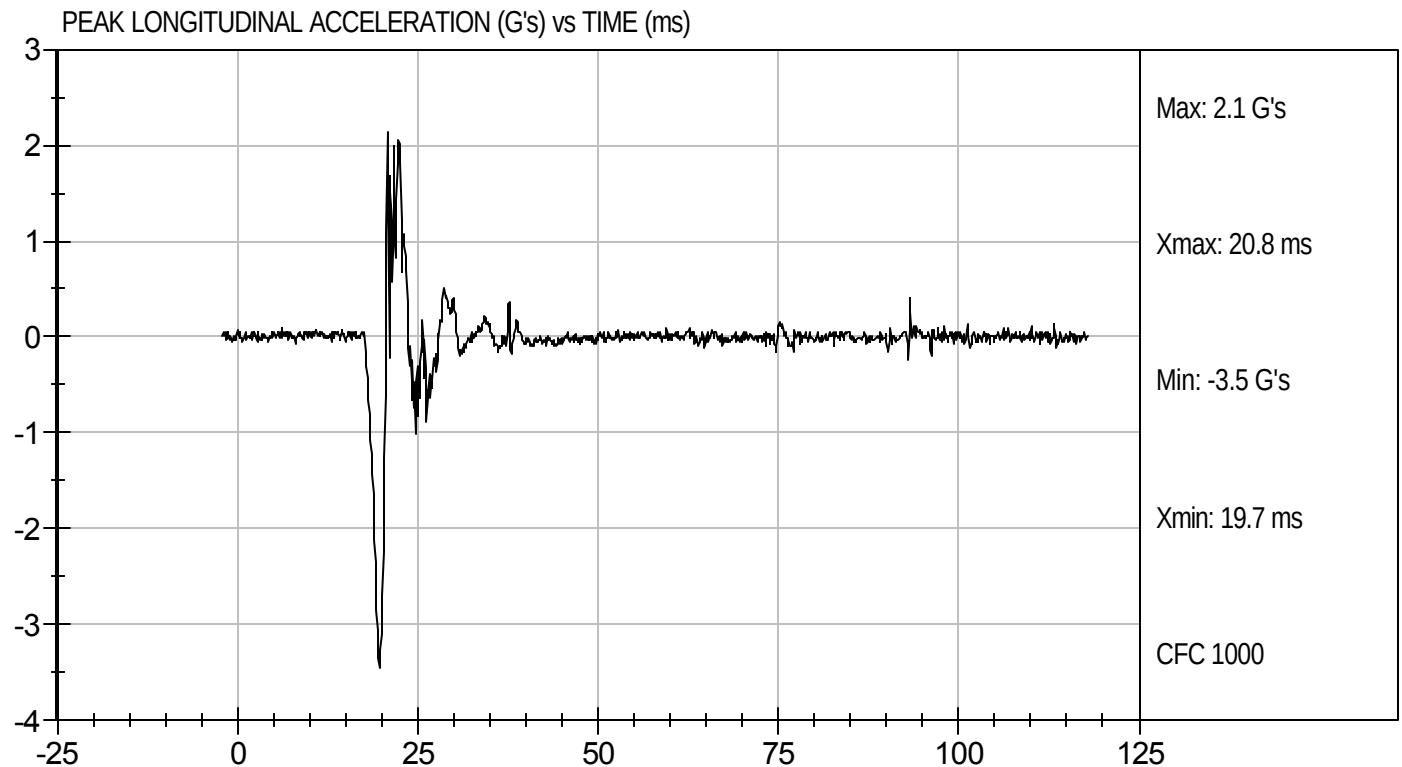
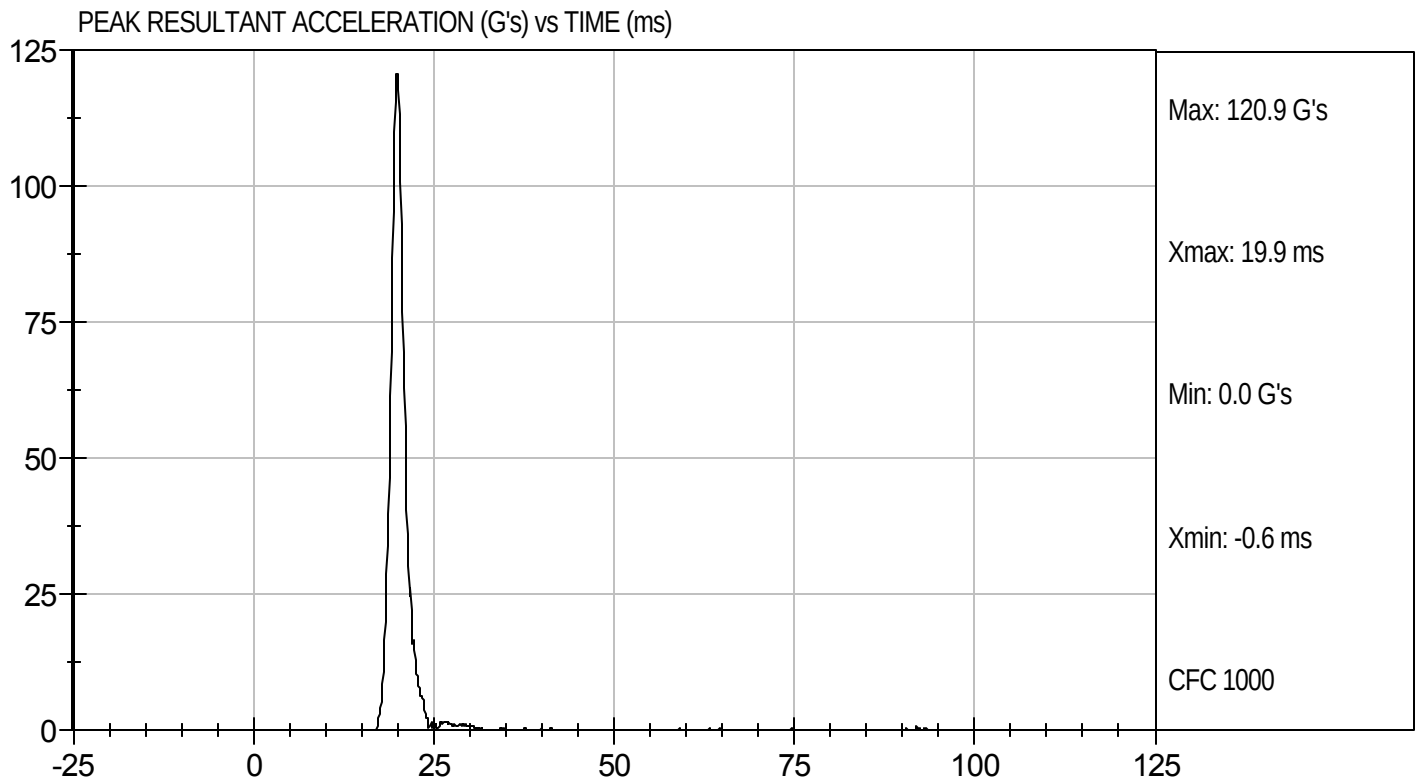


Approved By



Test Desc: Head Drop
Component ID: D104491

Test Date: 12/17/10
Velocity: 0 ft/s, 0 m/s

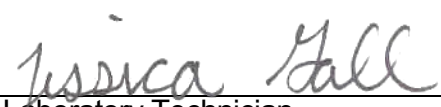


MGA RESEARCH CORPORATION
LATERAL NECK PENDULUM TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D104492

Tested Parameter		Units	Specification	Result	Pass/Fail
Temperature		deg C	20.6 to 22.2	22.0	Pass
Humidity		%	10 to 70	16	Pass
Impact Velocity		m/s	5.51 to 5.63	5.58	Pass
Delta Velocity	10 ms	m/s	2.20 to 2.80	2.39	Pass
	15 ms	m/s	3.30 to 4.10	3.36	Pass
	20 ms	m/s	4.40 to 5.40	4.52	Pass
	25 ms	m/s	5.40 to 6.10	5.45	Pass
	25-100 ms	m/s	5.50 to 6.20	5.59	Pass
Maximum D-Plane Rotation		deg	71 to 81	72	Pass
Time of Maximum D-Plane Rotation		ms	50 to 70	63	Pass
Maximum Occipital Condyle Moment during Rotation Interval Nm			-44 to -36	-40	Pass
Time of Moment Decay to 0 Nm		ms	102 to 126	119	Pass
Overall Test Results				Pass	


 Laboratory Technician

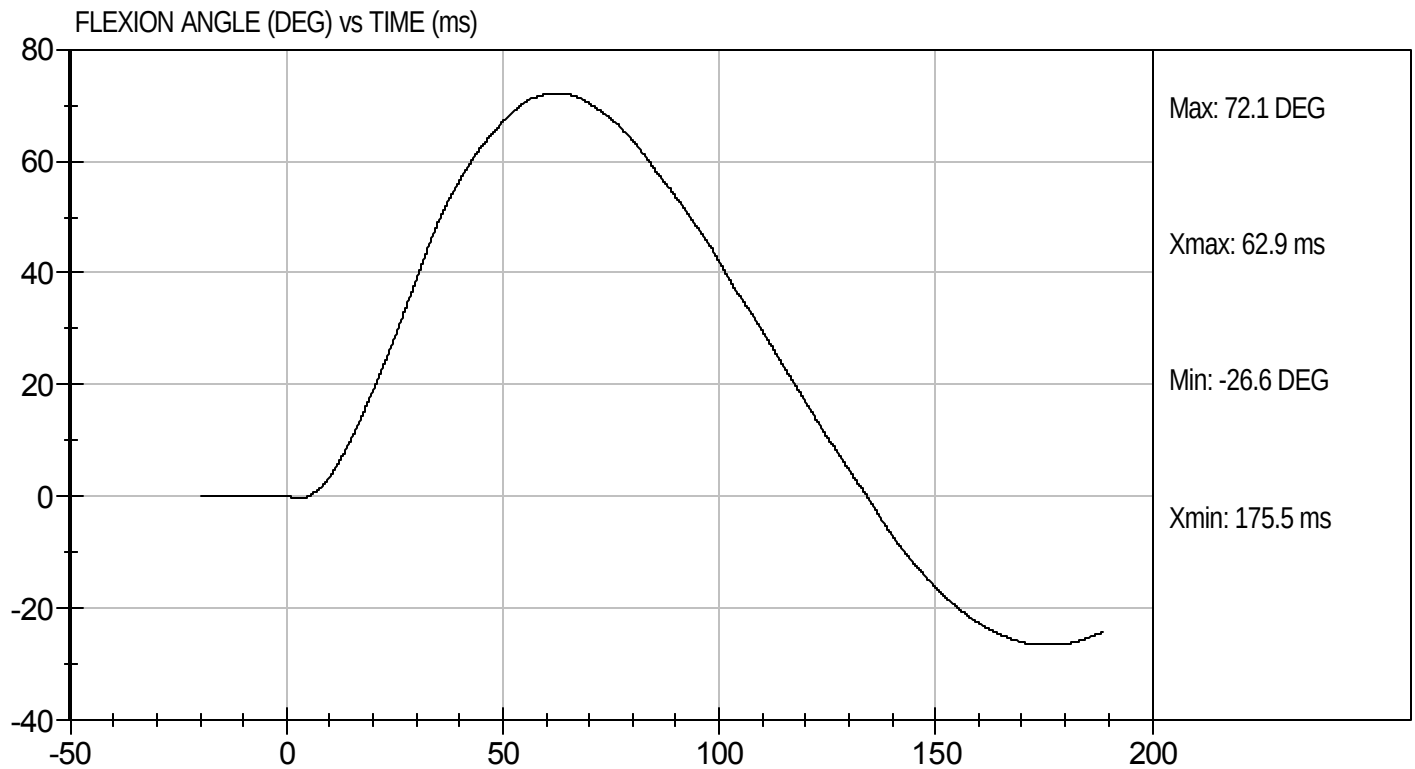
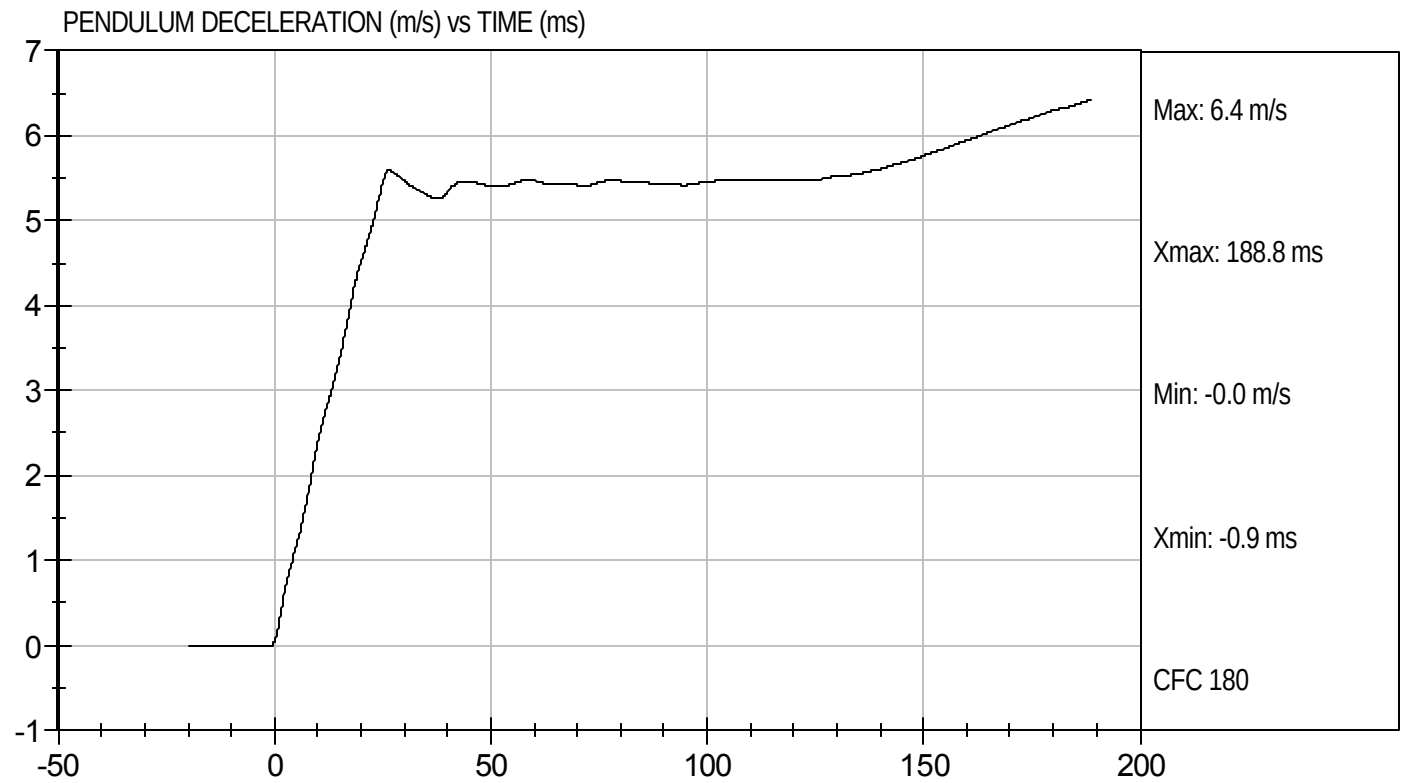
12/17/10
 Test Date


 Approved By



Test Desc: Neck Bending
Component ID: D104492

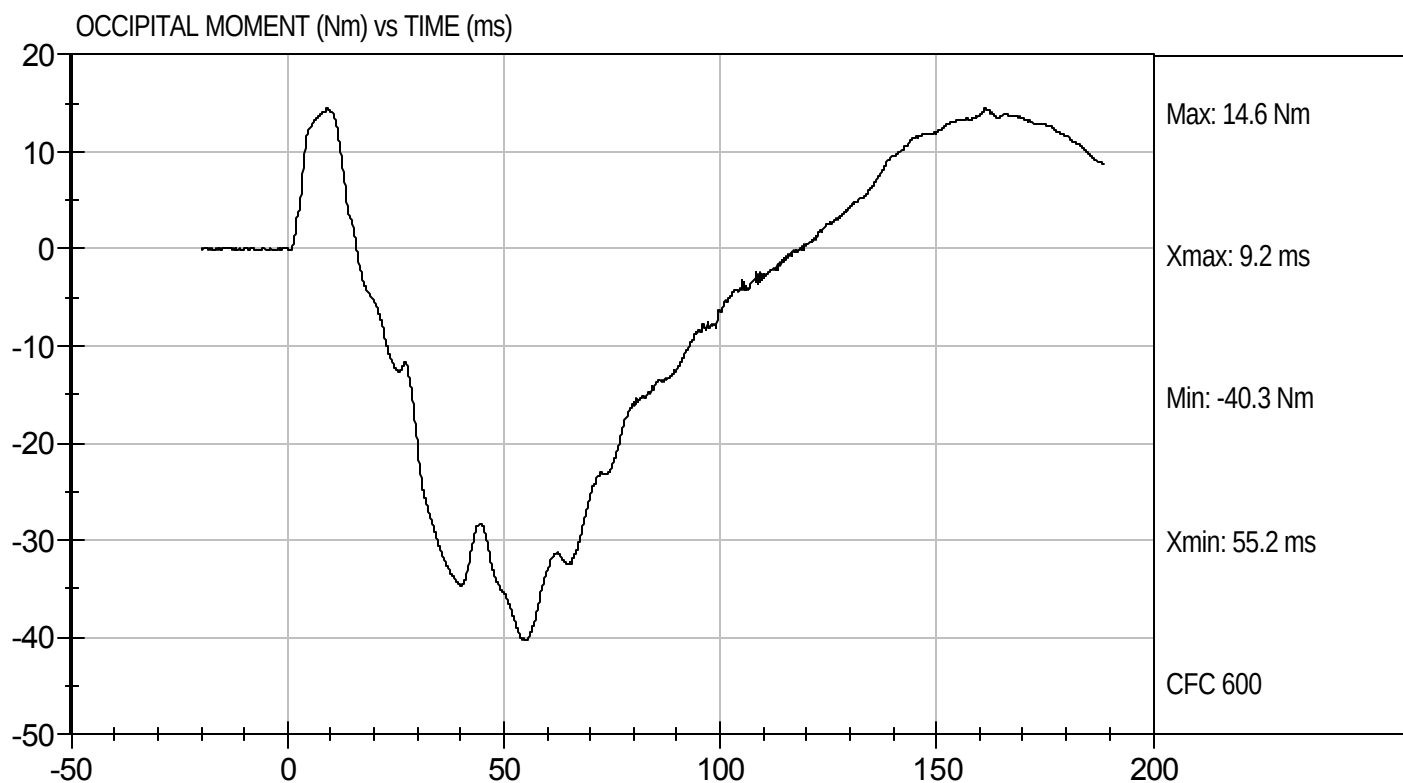
Test Date: 12/17/10
Velocity: 18.32 ft/s, 5.58 m/s





Test Desc: Neck Bending
Component ID: D104492

Test Date: 12/17/10
Velocity: 18.32 ft/s, 5.58 m/s



MGA RESEARCH CORPORATION
SHOULDER IMPACT TEST
SID-Its BUILD LEVEL D DUMMY

ATD Serial No: 296

Test ID: D104493

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.6	Pass
Laboratory Relative Humidity	%	10 to 70	17	Pass
Impact Velocity	m/s	4.20 to 4.40	4.34	Pass
Maximum Probe Acceleration	G's	13 to 18	15	Pass
Shoulder Displacement	mm	28 to 37	30	Pass
Upper Spine (T1) Y Acceleration	G's	17 to 22	18	Pass
Overall Test Results				Pass


Laboratory Technician

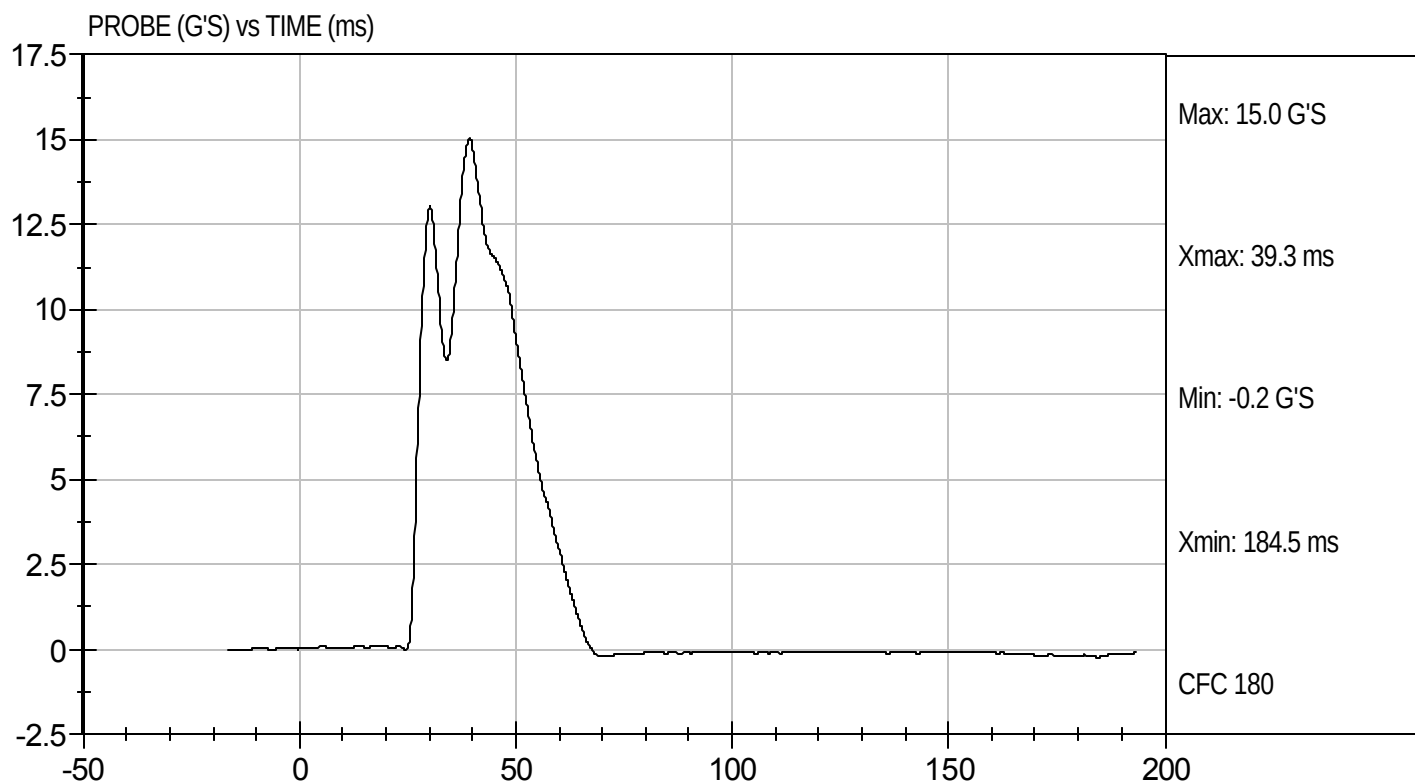
12/16/10
Test Date


Approved By



Test Desc: Shoulder Impact
Component ID: D104493

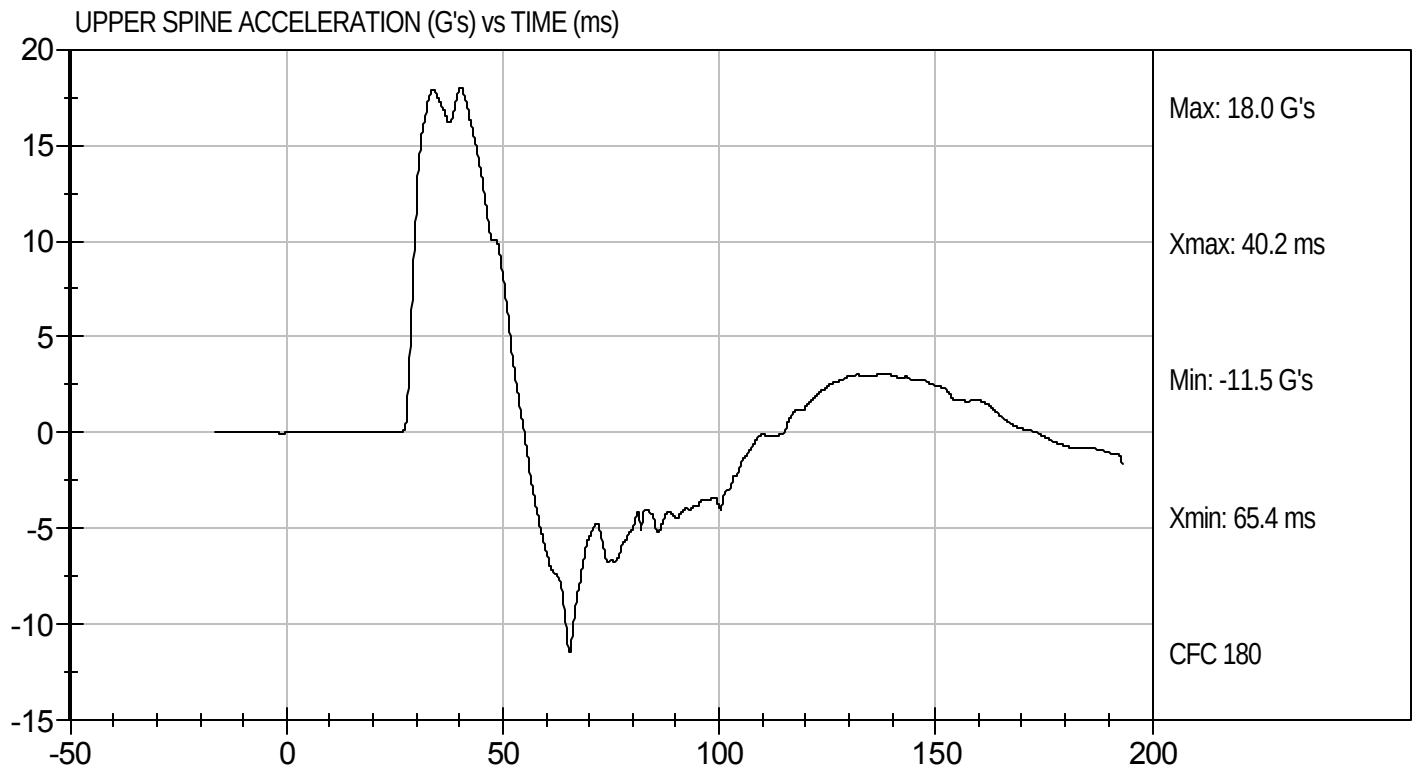
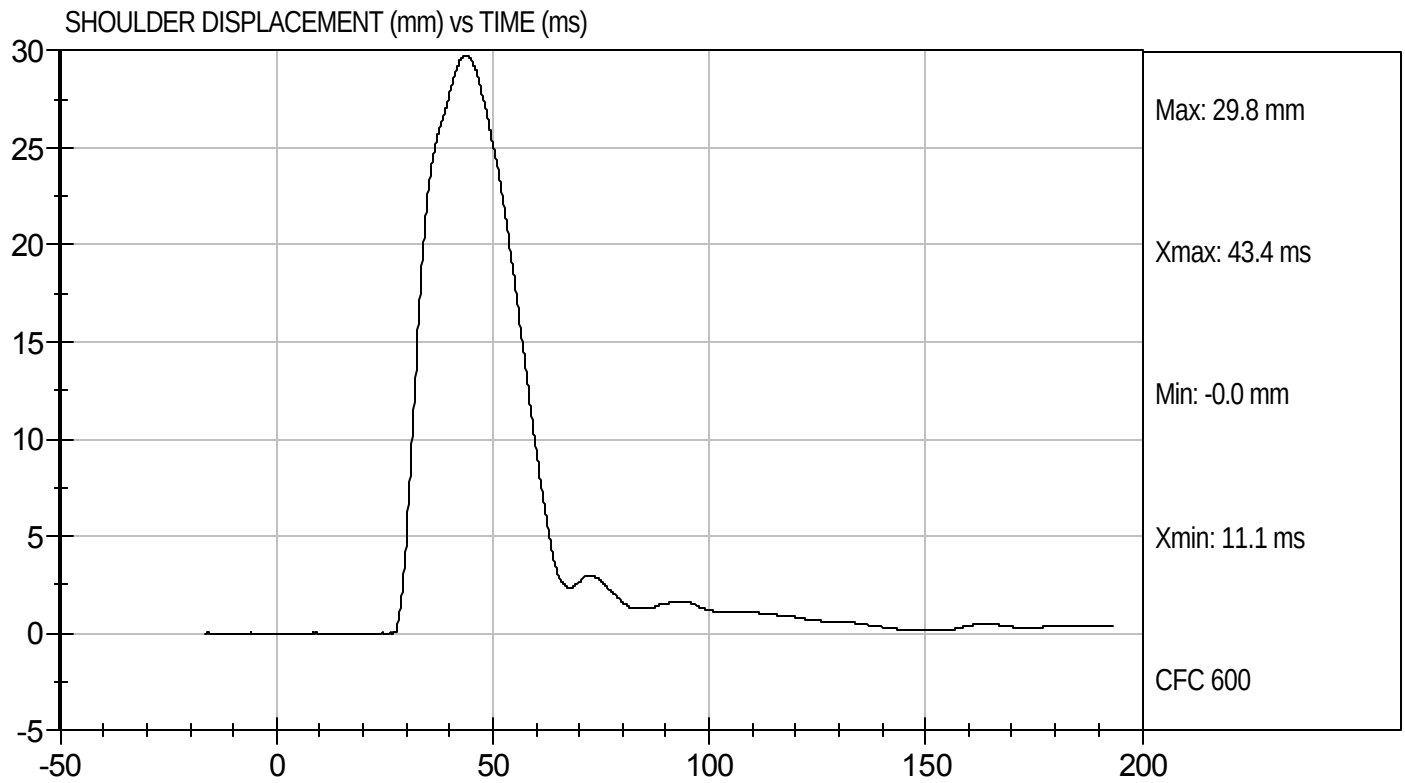
Test Date: 12/16/10
Velocity: 14.25 ft/s, 4.34 m/s





Test Desc: Shoulder Impact
Component ID: D104493

Test Date: 12/16/10
Velocity: 14.25 ft/s, 4.34 m/s



MGA RESEARCH CORPORATION
THORAX (WITH ARM) IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D104494

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.6	Pass
Humidity	%	10 to 70	17	Pass
Impact Velocity	m/s	6.60 to 6.80	6.69	Pass
Peak Impactor Acceleration	G's	30 to 36	33	Pass
Shoulder Displacement	mm	31 to 40	35	Pass
Upper Rib Displacement	mm	25 to 32	30	Pass
Middle Rib Displacement	mm	30 to 36	31	Pass
Lower Rib Displacement	mm	32 to 38	33	Pass
Upper Spine (T1) Y Acceleration	G's	34 to 43	38	Pass
Lower Spine (T12) Y Acceleration	G's	29 to 37	34	Pass
Overall Test Results				Pass


Laboratory Technician

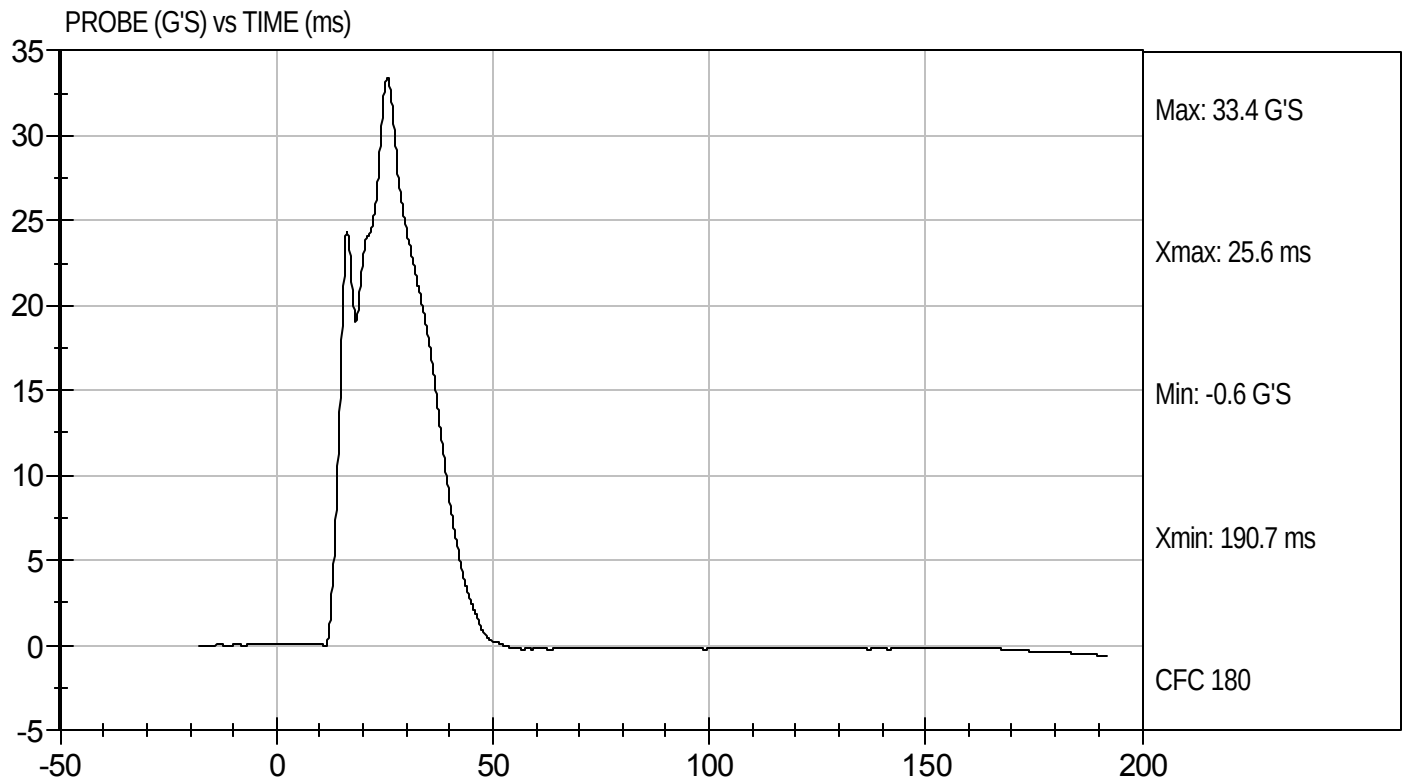
12/16/10
Test Date


Approved By



Test Desc: Thorax With Arm
Component ID: D104494

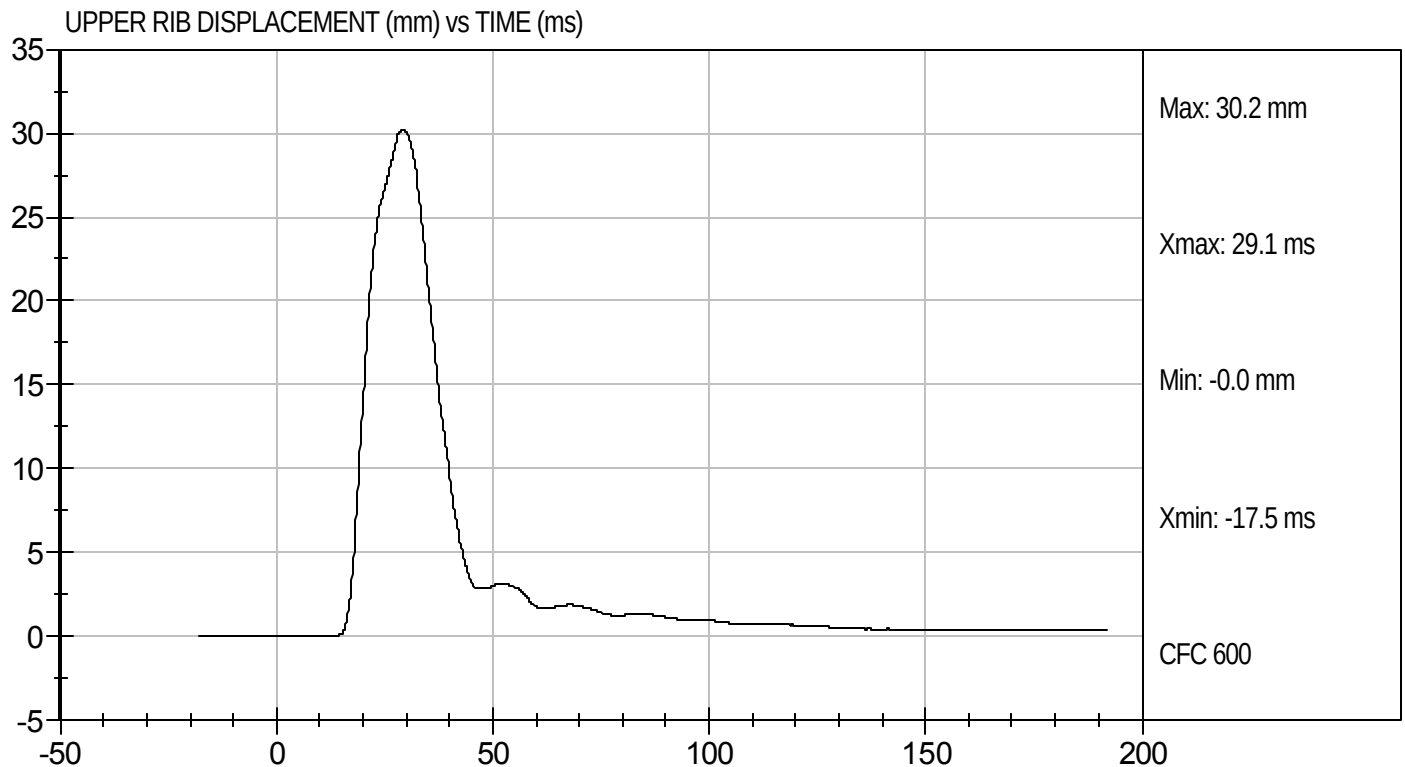
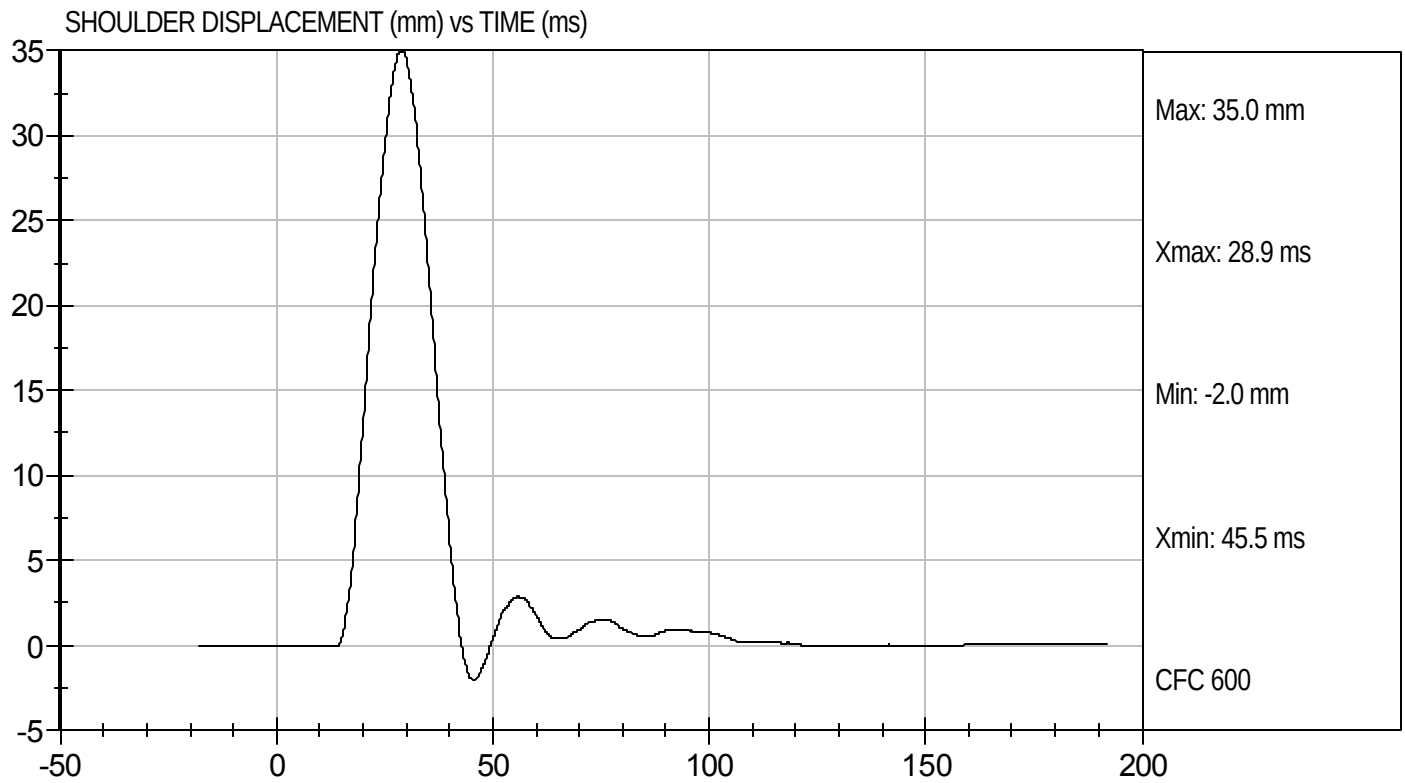
Test Date: 12/16/10
Velocity: 21.96 ft/s, 6.69 m/s





Test Desc: Thorax With Arm
Component ID: D104494

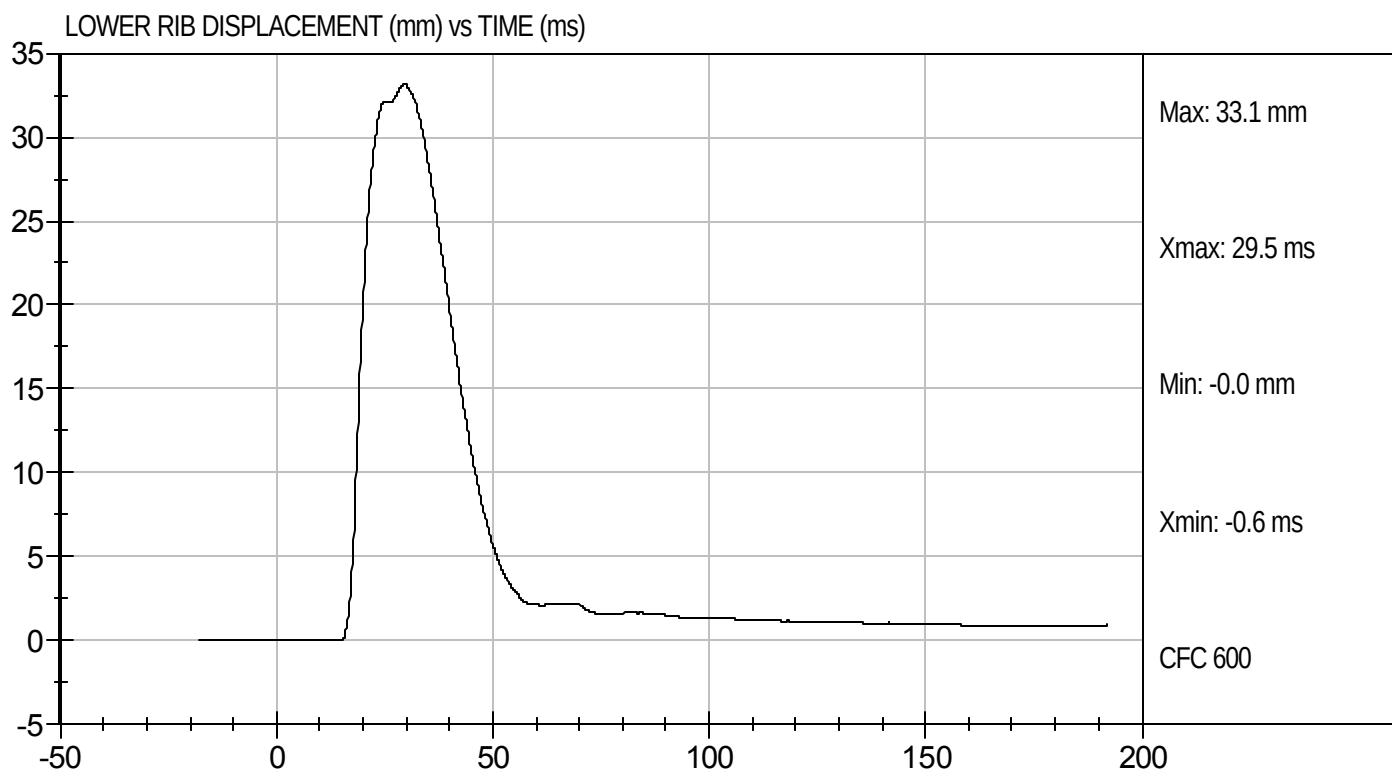
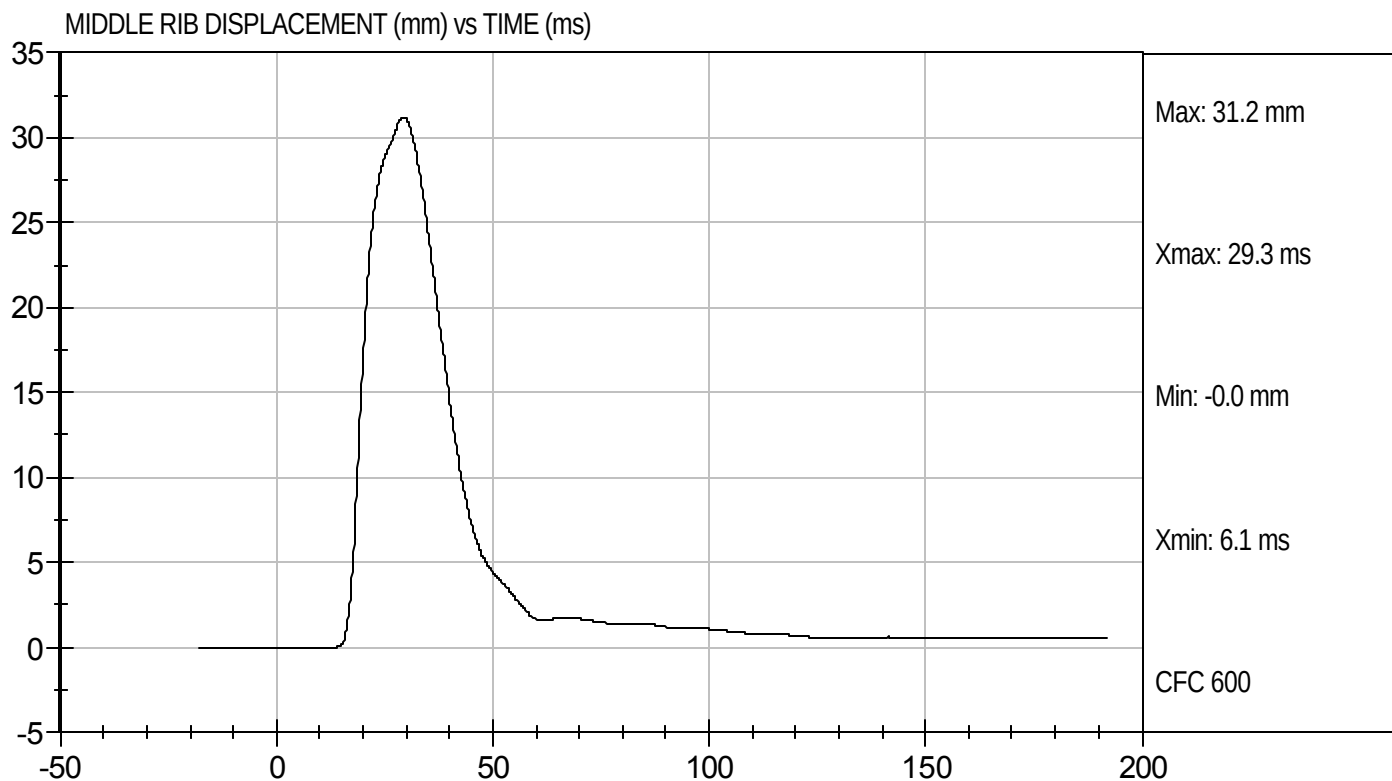
Test Date: 12/16/10
Velocity: 21.96 ft/s, 6.69 m/s





Test Desc: Thorax With Arm
Component ID: D104494

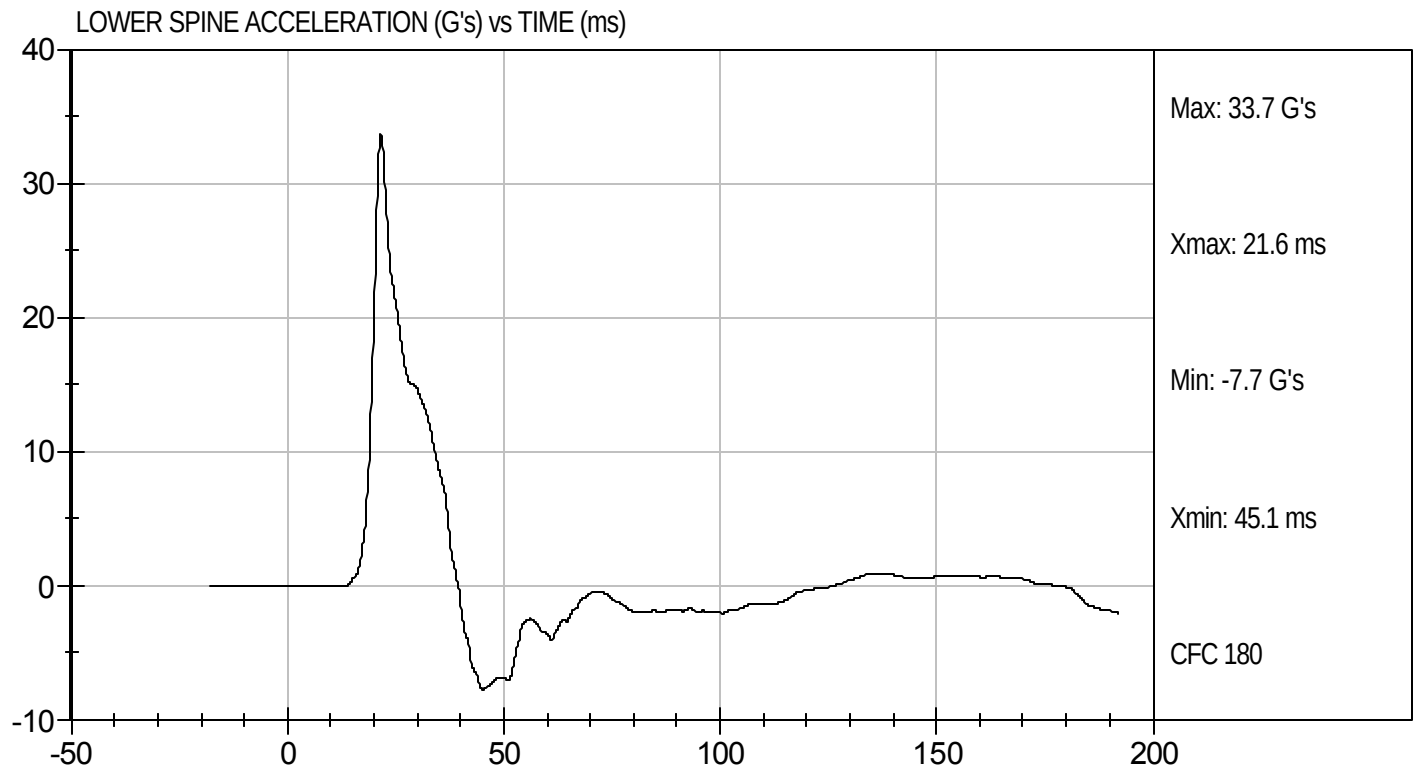
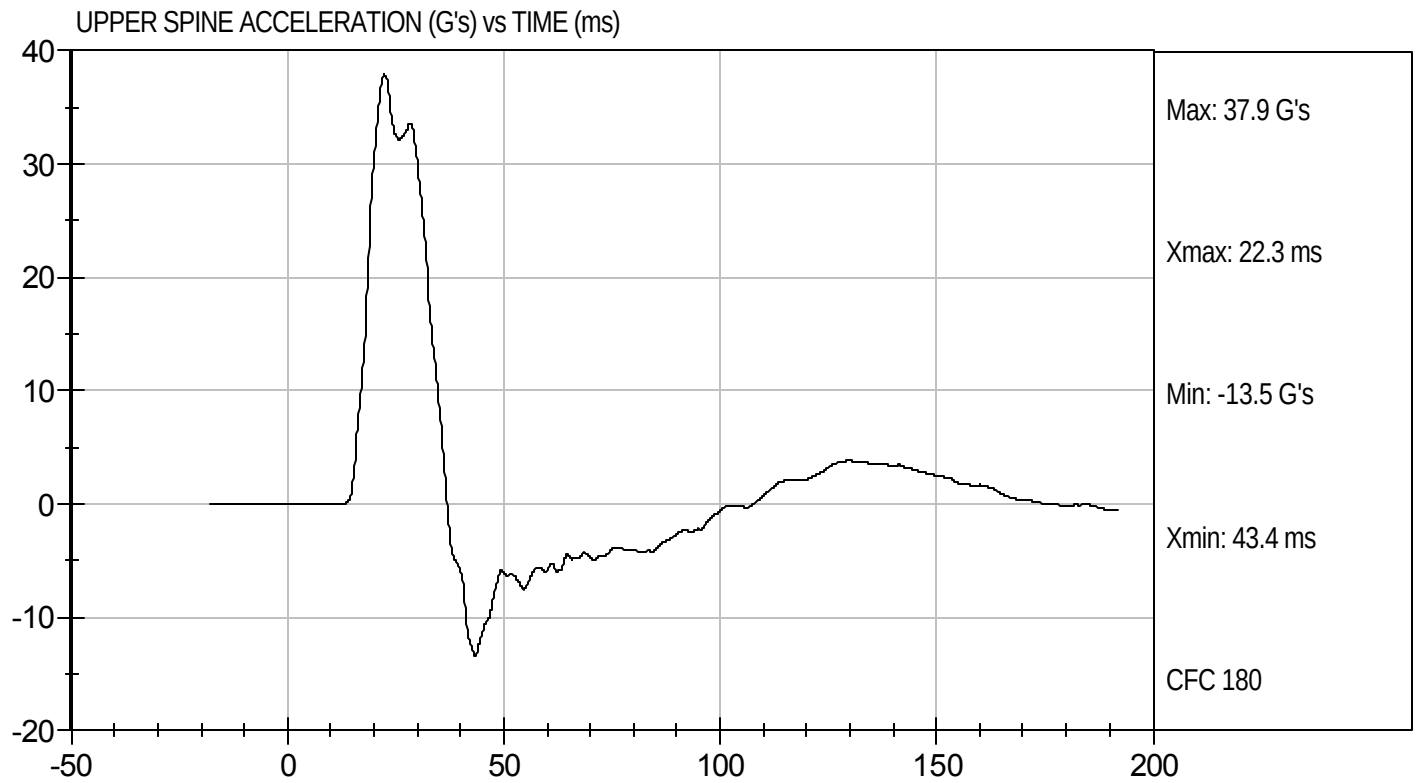
Test Date: 12/16/10
Velocity: 21.96 ft/s, 6.69 m/s





Test Desc: Thorax With Arm
Component ID: D104494

Test Date: 12/16/10
Velocity: 21.96 ft/s, 6.69 m/s



MGA RESEARCH CORPORATION
THORAX (WITHOUT ARM) IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D104495

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.6	Pass
Humidity	%	10 to 70	17	Pass
Impact Velocity	m/s	4.20 to 4.40	4.30	Pass
Peak Impactor Force	G's	14 to 18	15	Pass
Upper Rib Displacement	mm	32 to 40	38	Pass
Middle Rib Displacement	mm	39 to 45	41	Pass
Lower Rib Displacement	mm	35 to 43	38	Pass
Upper Spine (T1) Y Acceleration	G's	13 to 17	14	Pass
Lower Spine (T12) Y Acceleration	G's	7 to 11	9	Pass
Overall Test Results				Pass


Laboratory Technician

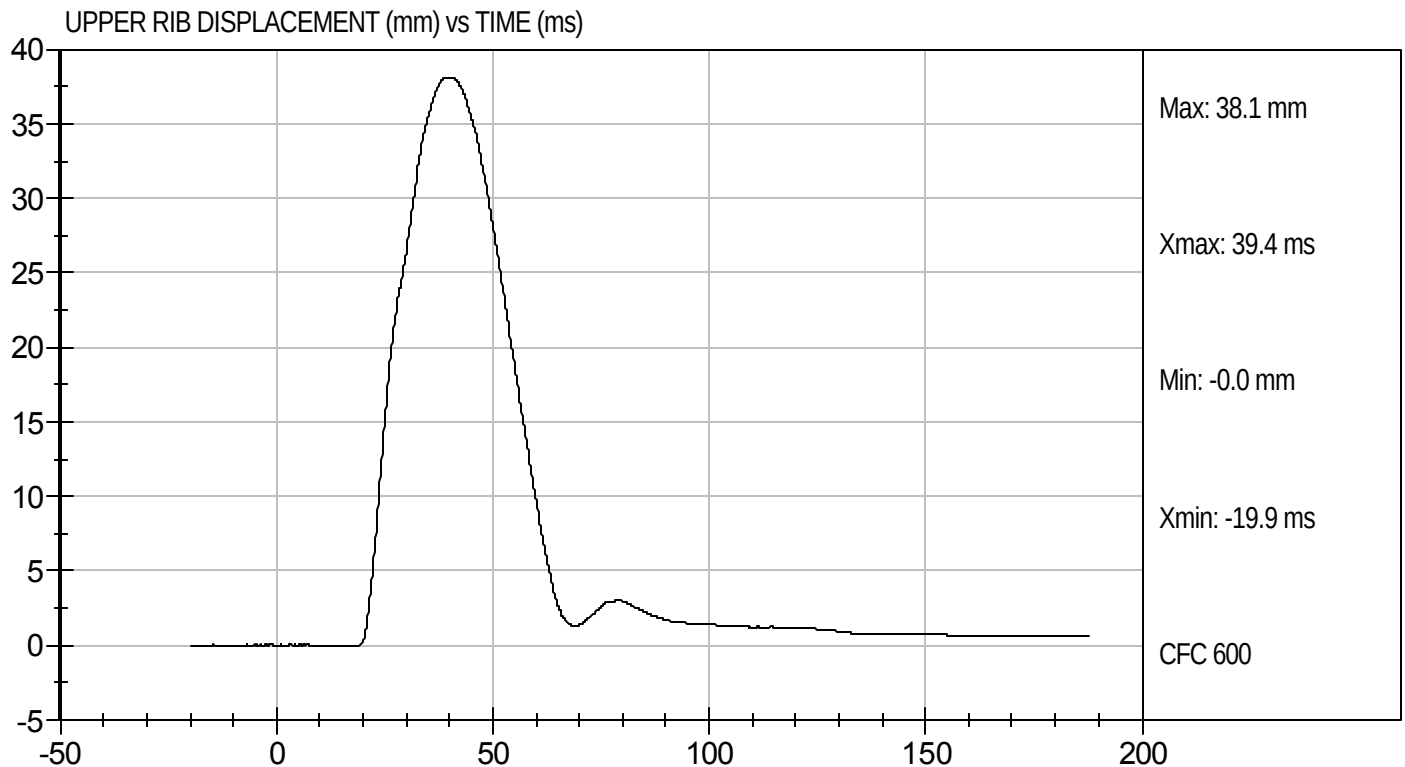
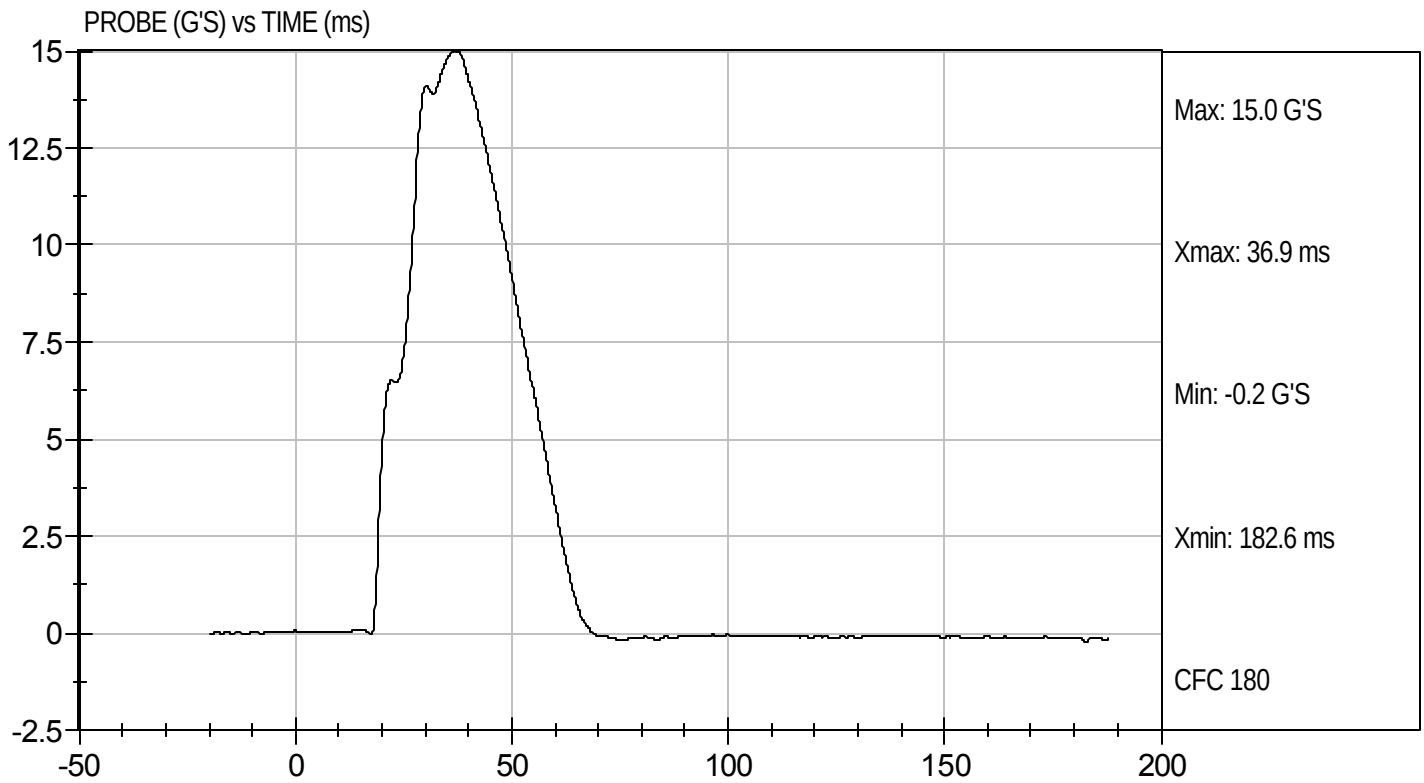
12/16/10
Test Date


Approved By



Test Desc: Thorax Without Arm
Component ID: D104495

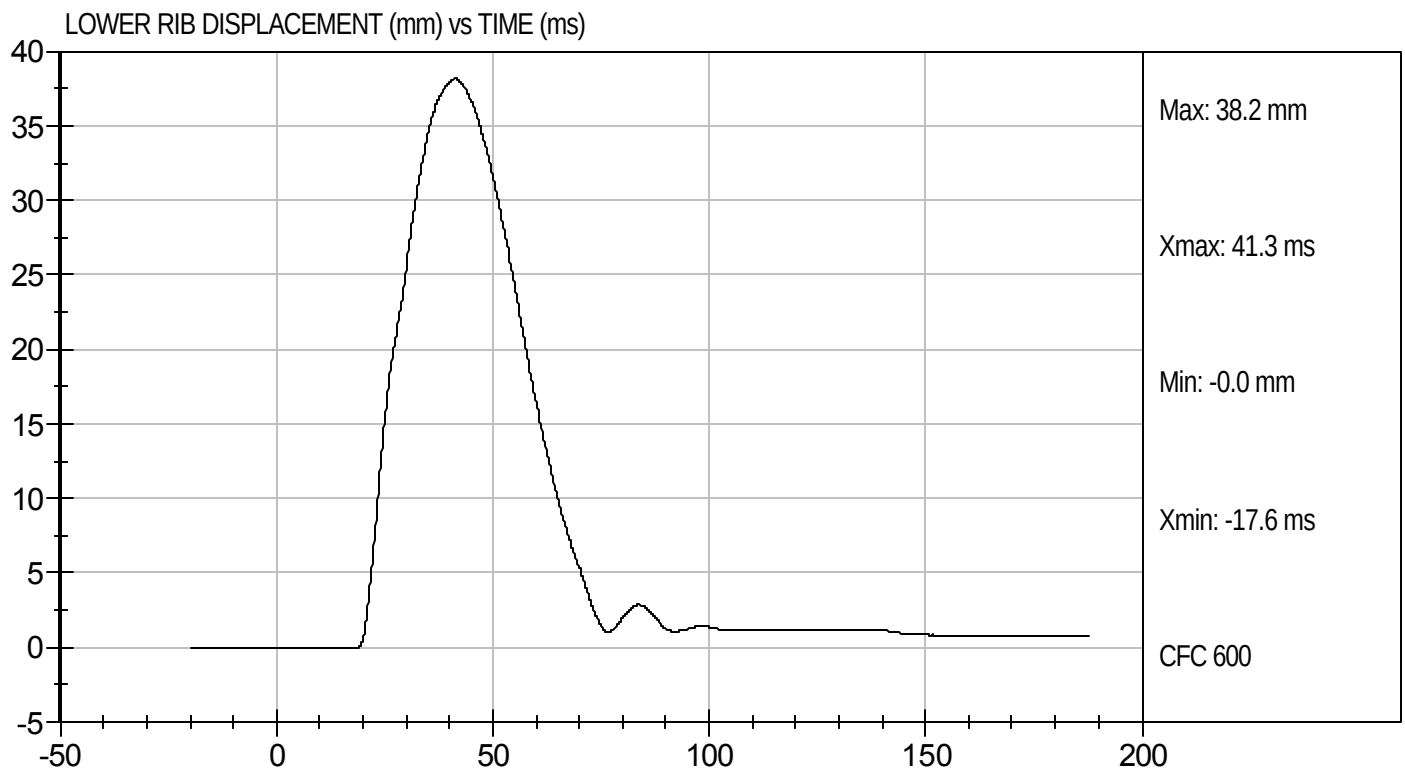
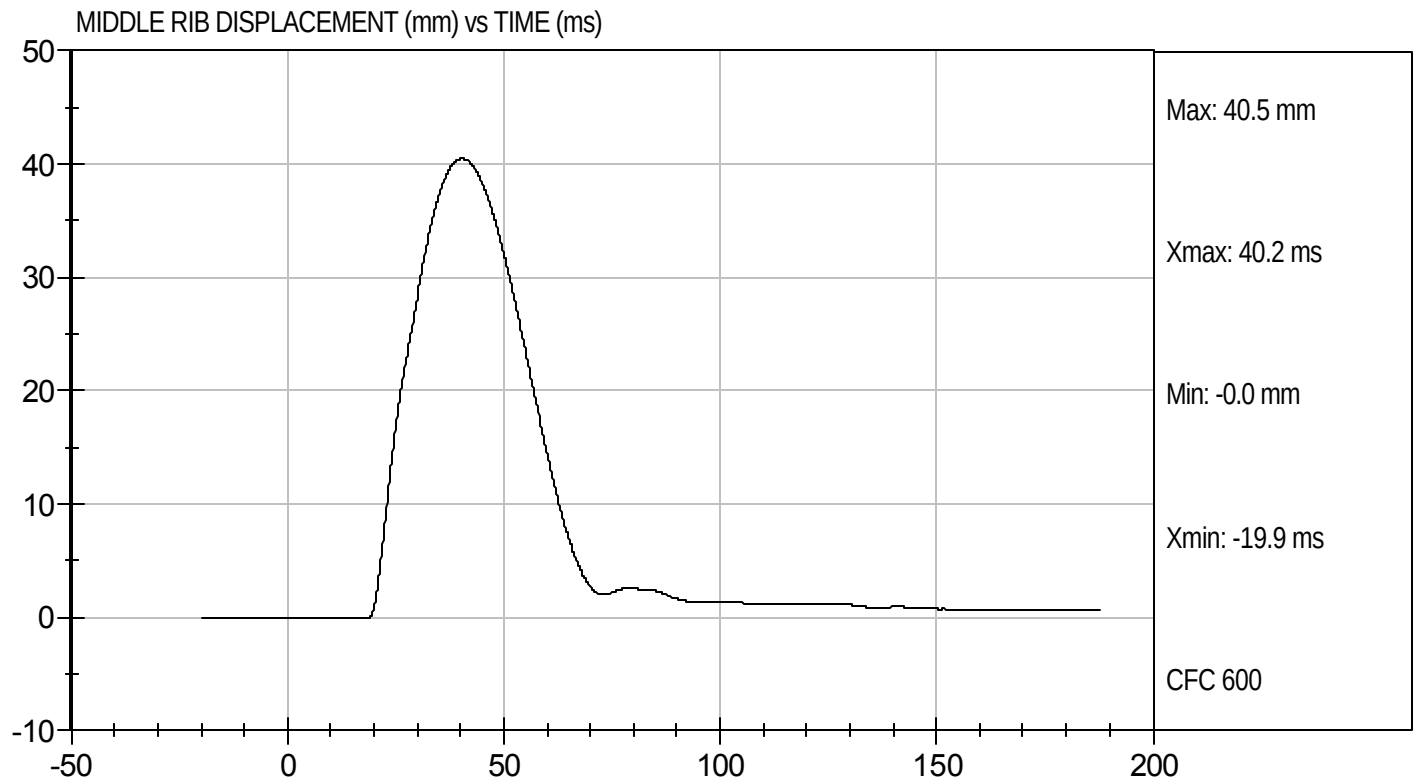
Test Date: 12/16/10
Velocity: 14.12 ft/s, 4.30 m/s





Test Desc: Thorax Without Arm
Component ID: D104495

Test Date: 12/16/10
Velocity: 14.12 ft/s, 4.30 m/s

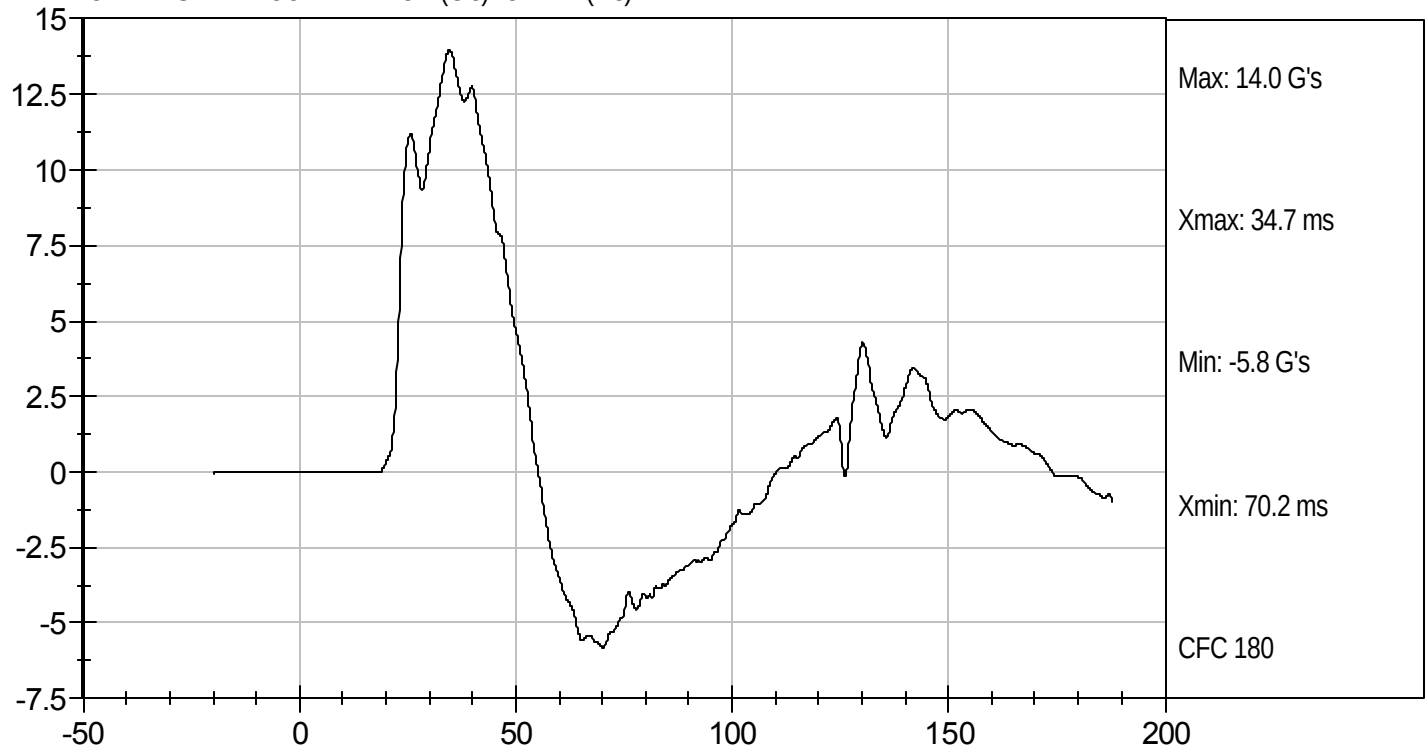




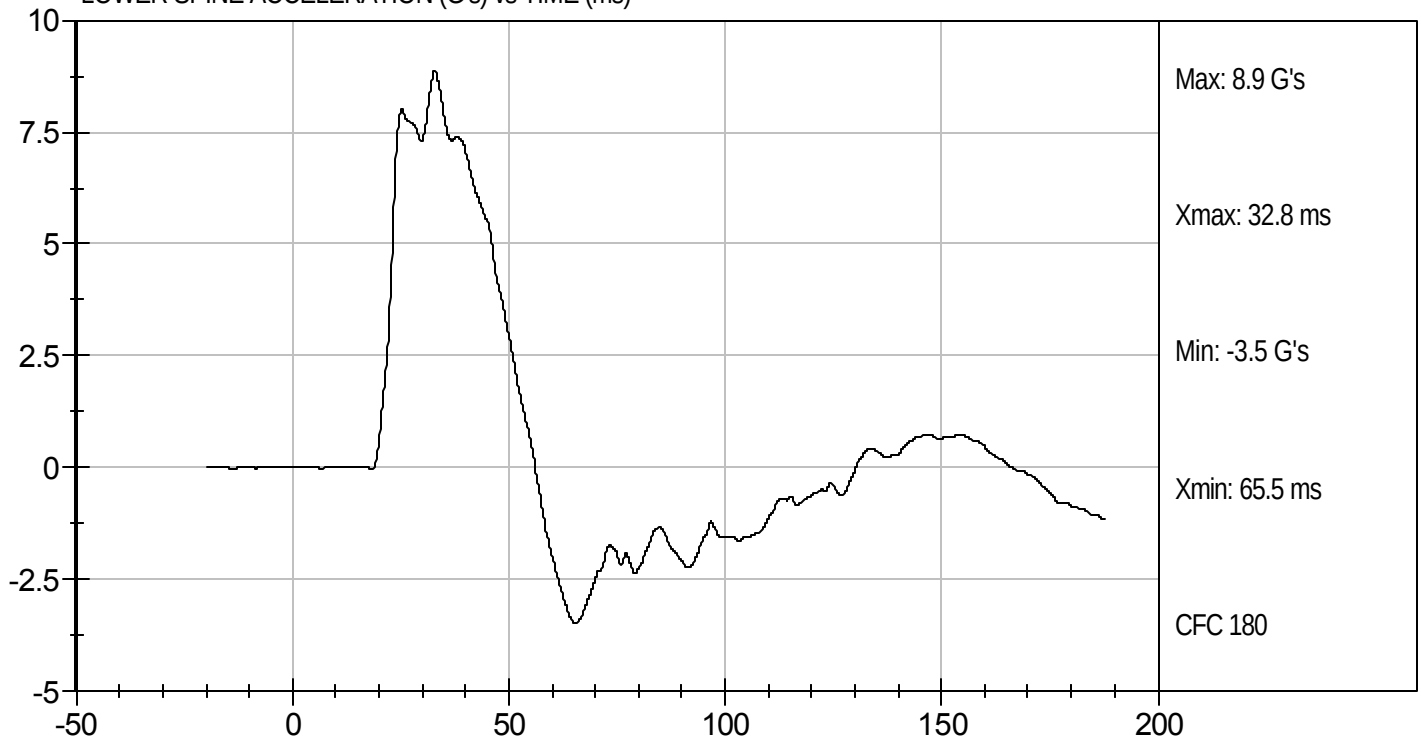
Test Desc: Thorax Without Arm
Component ID: D104495

Test Date: 12/16/10
Velocity: 14.12 ft/s, 4.30 m/s

UPPER SPINE ACCELERATION (G's) vs TIME (ms)



LOWER SPINE ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION
ABDOMINAL IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D104496

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.6	Pass
Humidity	%	10 to 70	16	Pass
Impact Velocity	m/s	4.20 to 4.40	4.23	Pass
Peak Impactor Acceleration	G's	12 to 16	14	Pass
Upper Rib Displacement	mm	36 to 47	36	Pass
Lower Rib Displacement	mm	33 to 44	38	Pass
Lower Spine (T12) Y Acceleration	G's	9 to 14	11	Pass
Overall Test Results			Pass	


Laboratory Technician

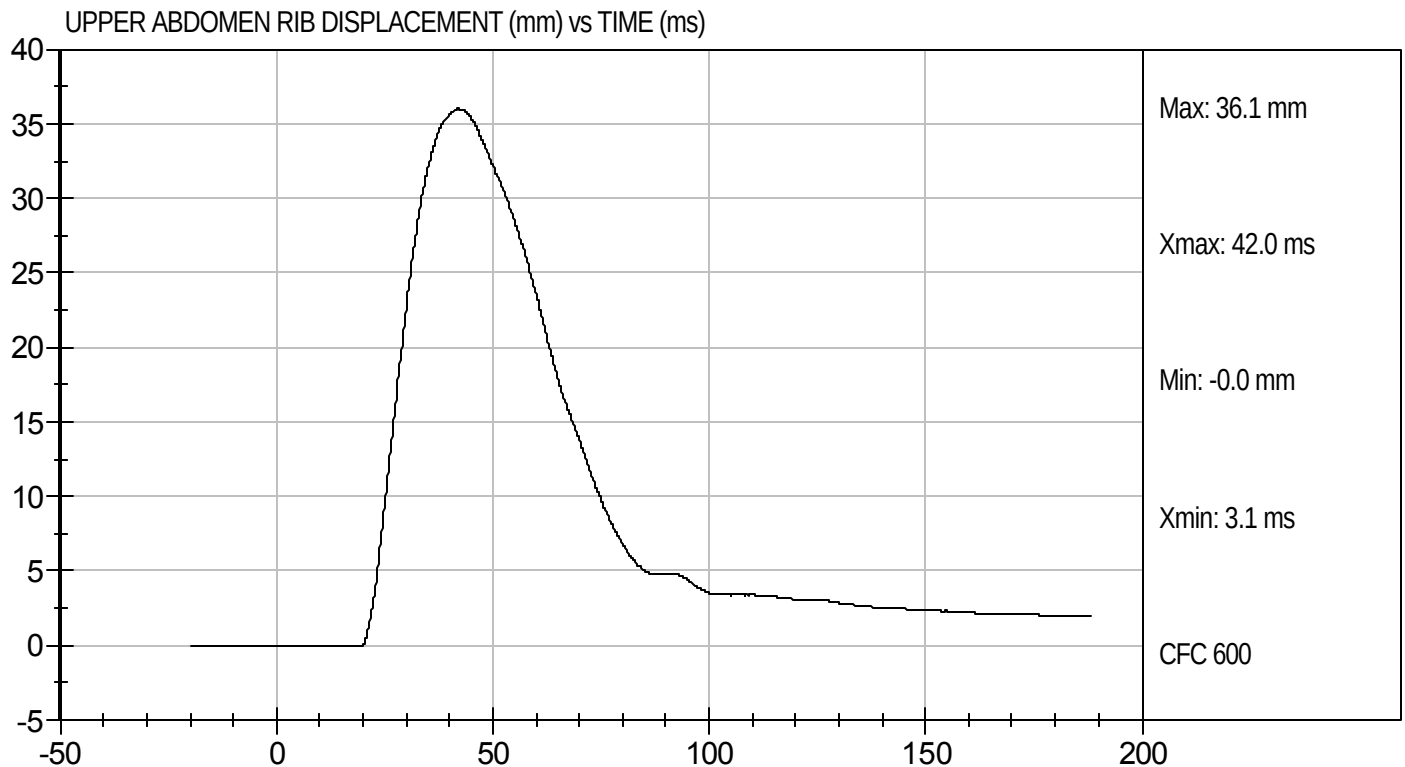
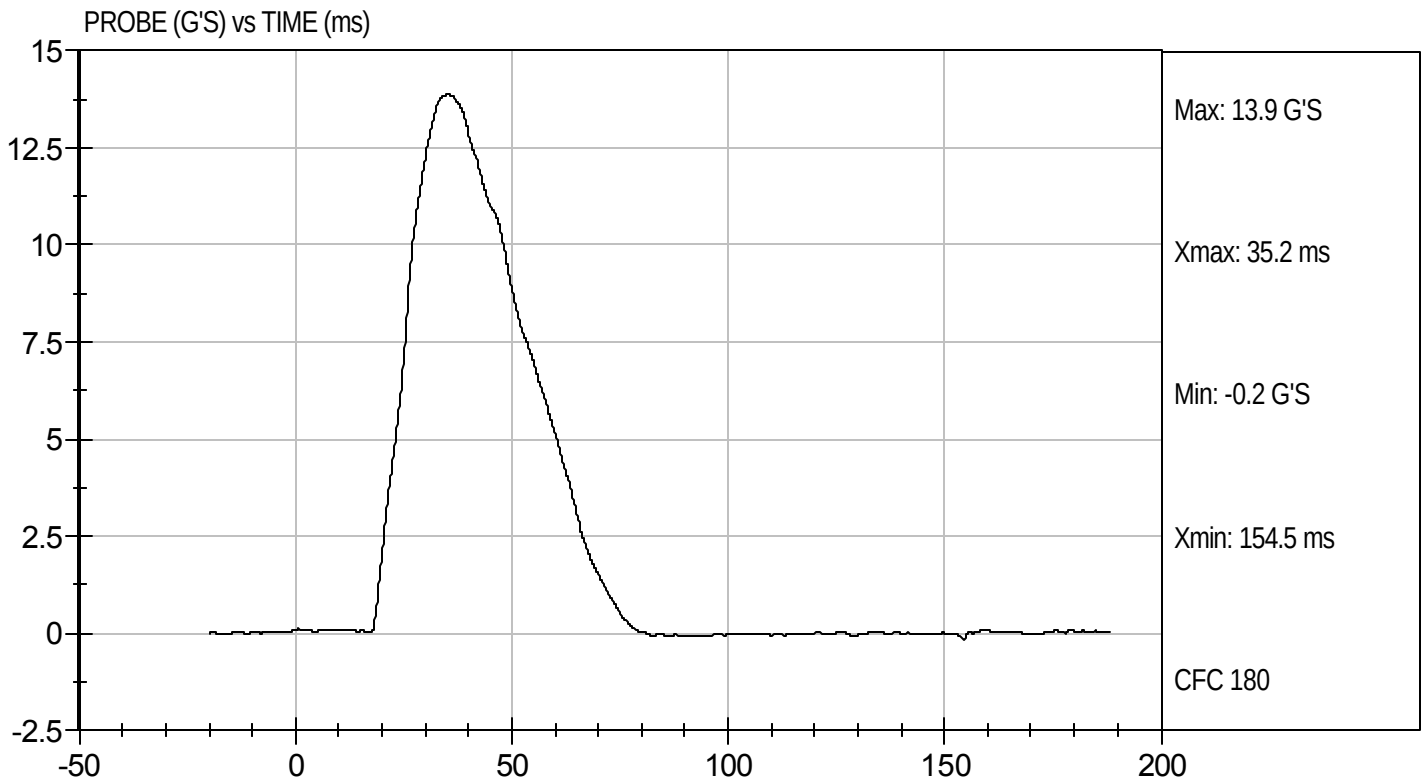
12/17/10
Test Date


Approved By



Test Desc: Abdomen Impact
Component ID: D104496

Test Date: 12/17/10
Velocity: 13.88 ft/s, 4.23 m/s

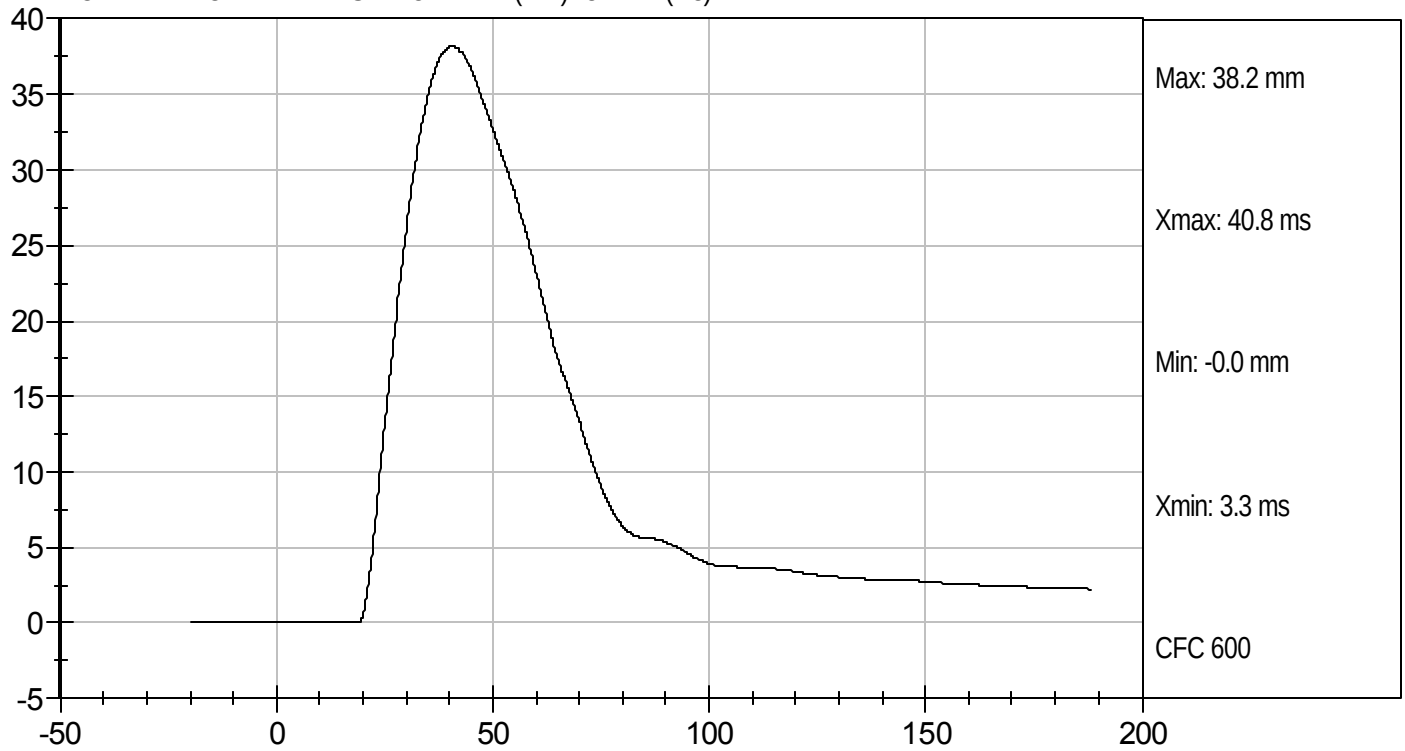




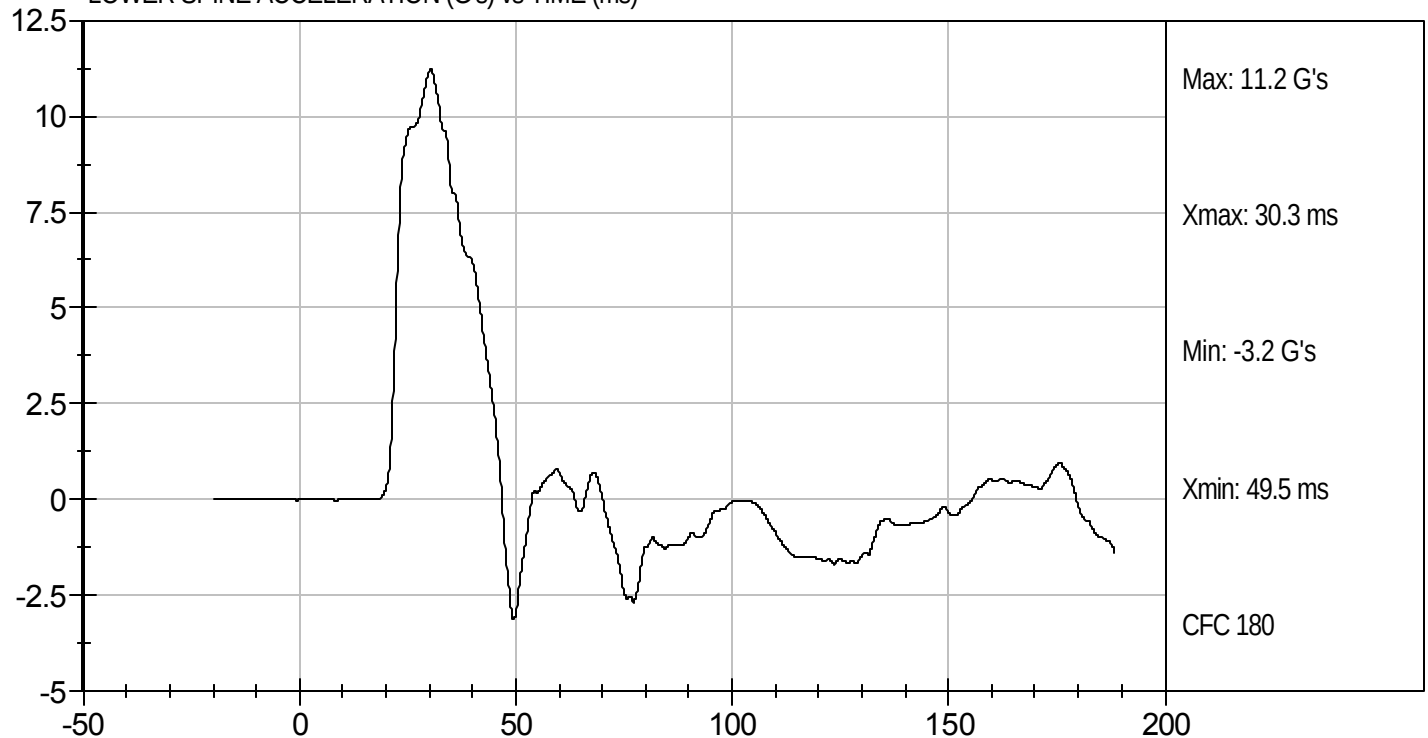
Test Desc: Abdomen Impact
Component ID: D104496

Test Date: 12/17/10
Velocity: 13.88 ft/s, 4.23 m/s

LOWER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



LOWER SPINE ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION
PELVIS IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D104497

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.6	Pass
Humidity	%	10 to 70	16	Pass
Impact Velocity	m/s	6.60 to 6.80	6.77	Pass
Peak Impactor Acceleration	G's	38 to 47	44	Pass
Pelvis Y Acceleration after 6 ms	G's	34 to 42	41	Pass
Peak Acetabulum Force	N	3600 to 4300	4038	Pass
Overall Test Results				Pass


Laboratory Technician

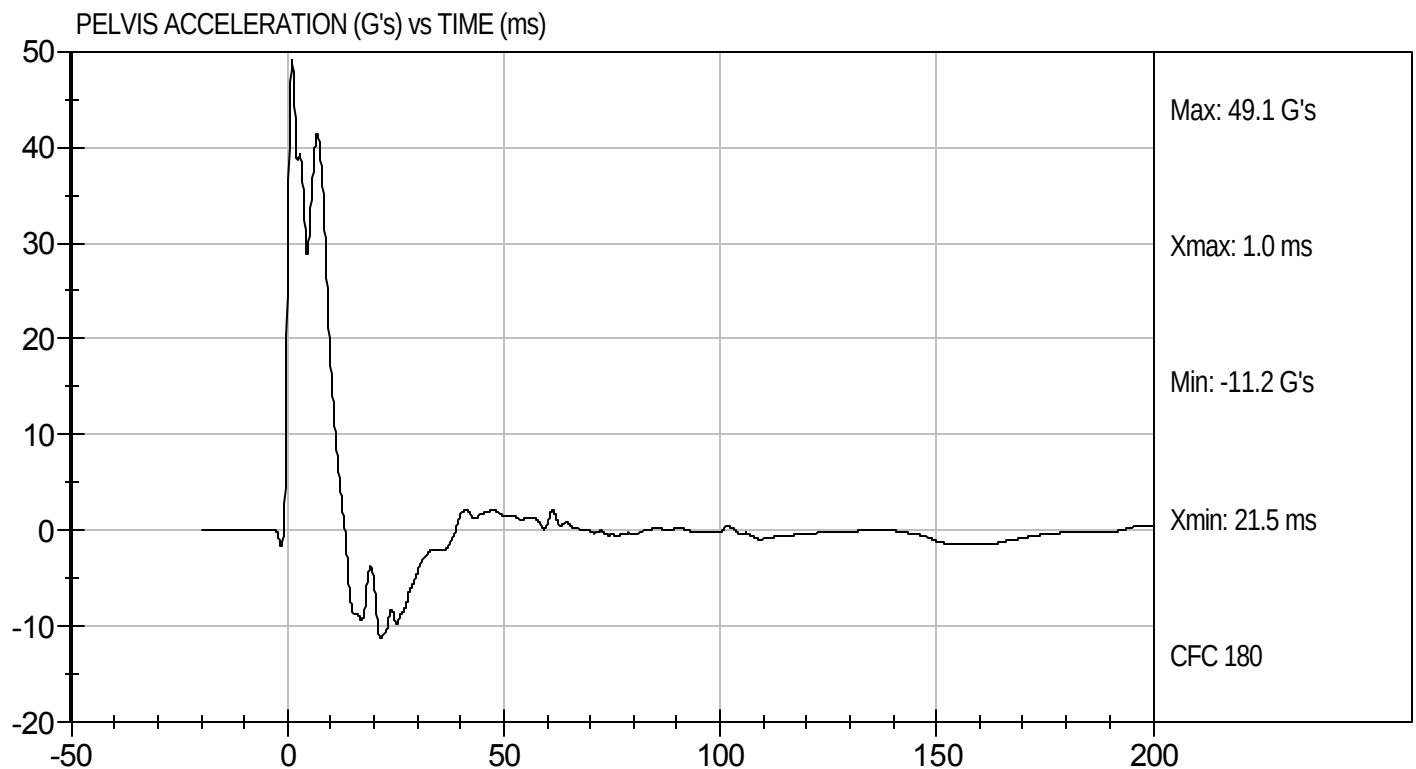
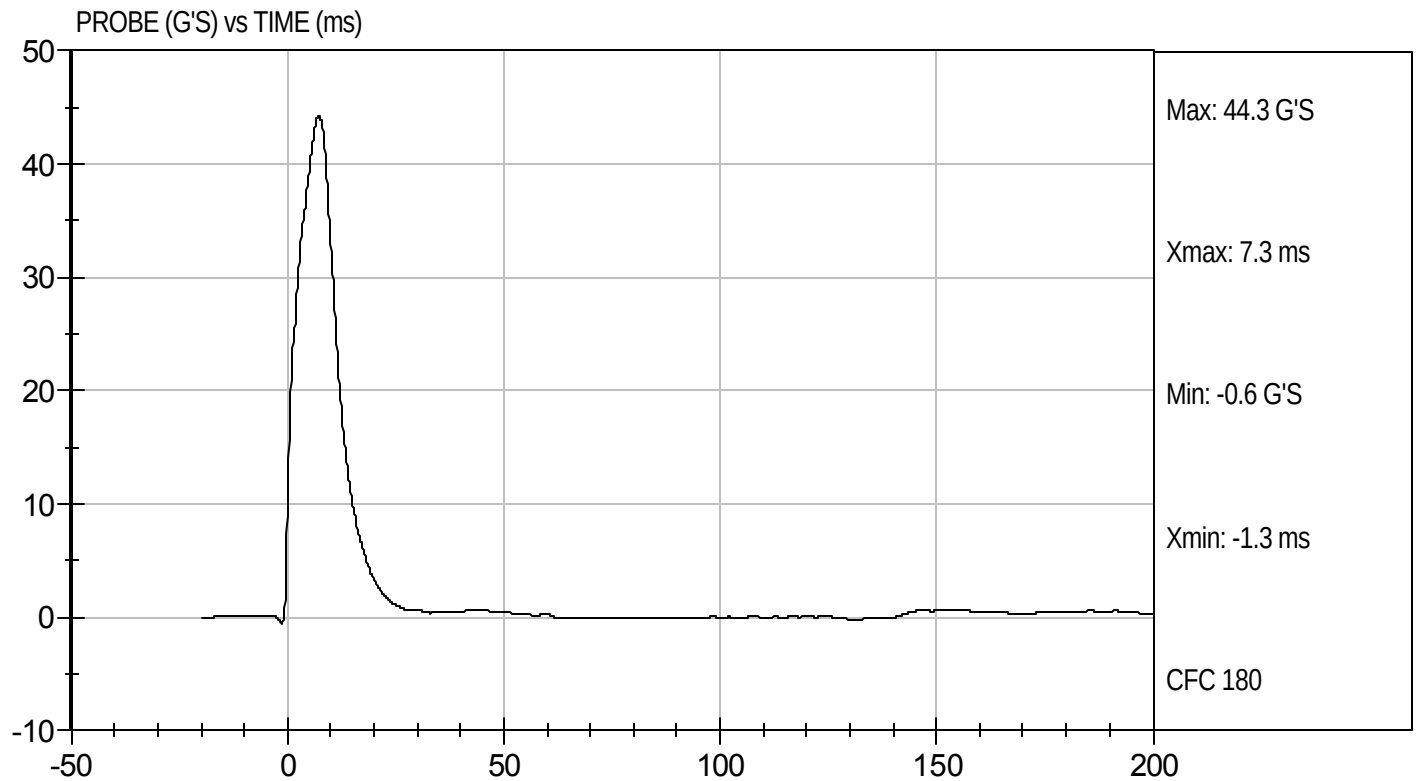
12/17/10
Test Date


Approved By



Test Desc: Pelvis Impact
Component ID: D104497

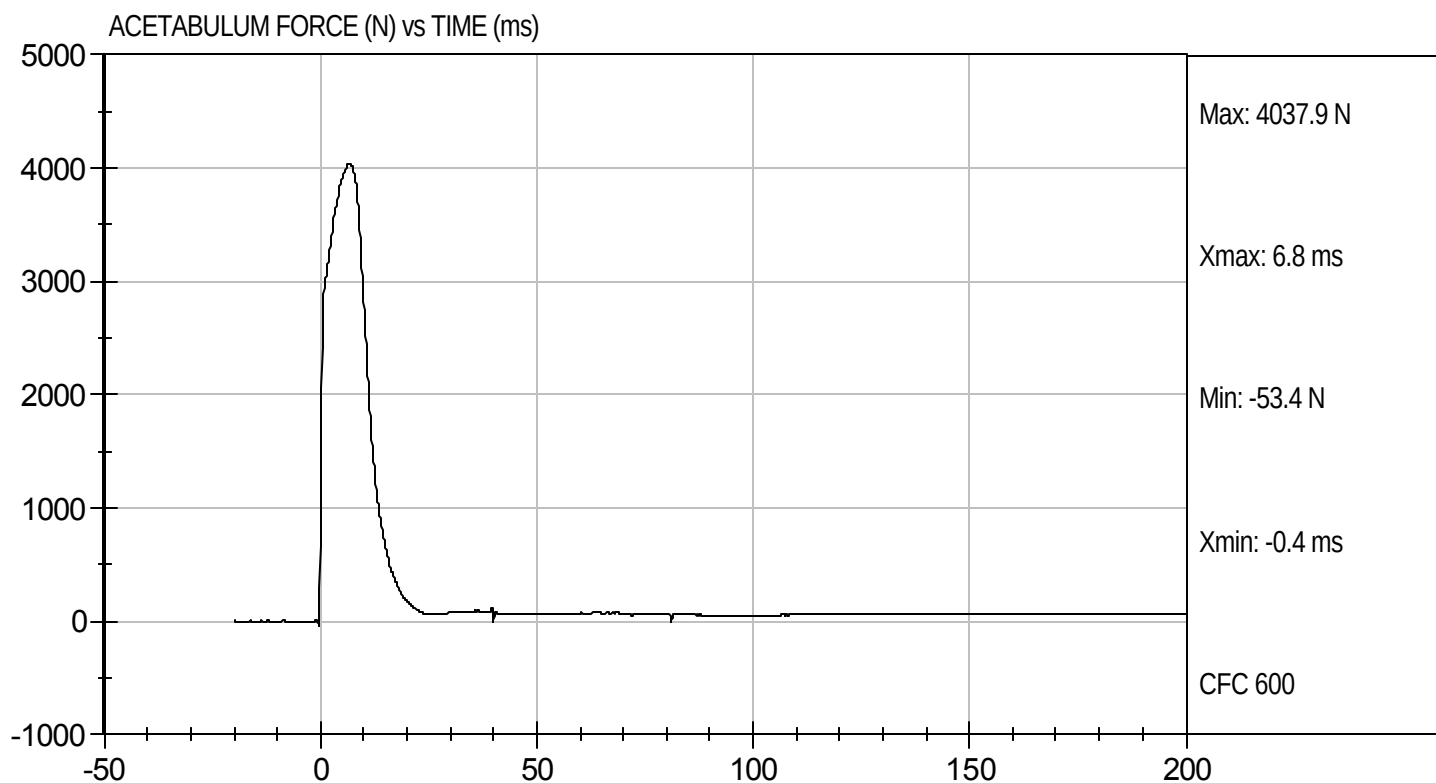
Test Date: 12/17/10
Velocity: 22.2 ft/s, 6.77 m/s





Test Desc: Pelvis Impact
Component ID: D104497

Test Date: 12/17/10
Velocity: 22.2 ft/s, 6.77 m/s



MGA RESEARCH CORPORATION
ILIAC IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D104498

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.6	Pass
Humidity	%	10 to 70	16	Pass
Impact Velocity	m/s	4.20 to 4.40	4.38	Pass
Peak Impactor Acceleration	G's	36 to 45	38	Pass
Pelvis Y Acceleration	G's	28 to 39	33	Pass
Peak Pelvis Iliac Force	N	4100 to 5100	4628	Pass
Overall Test Results			Pass	


Laboratory Technician

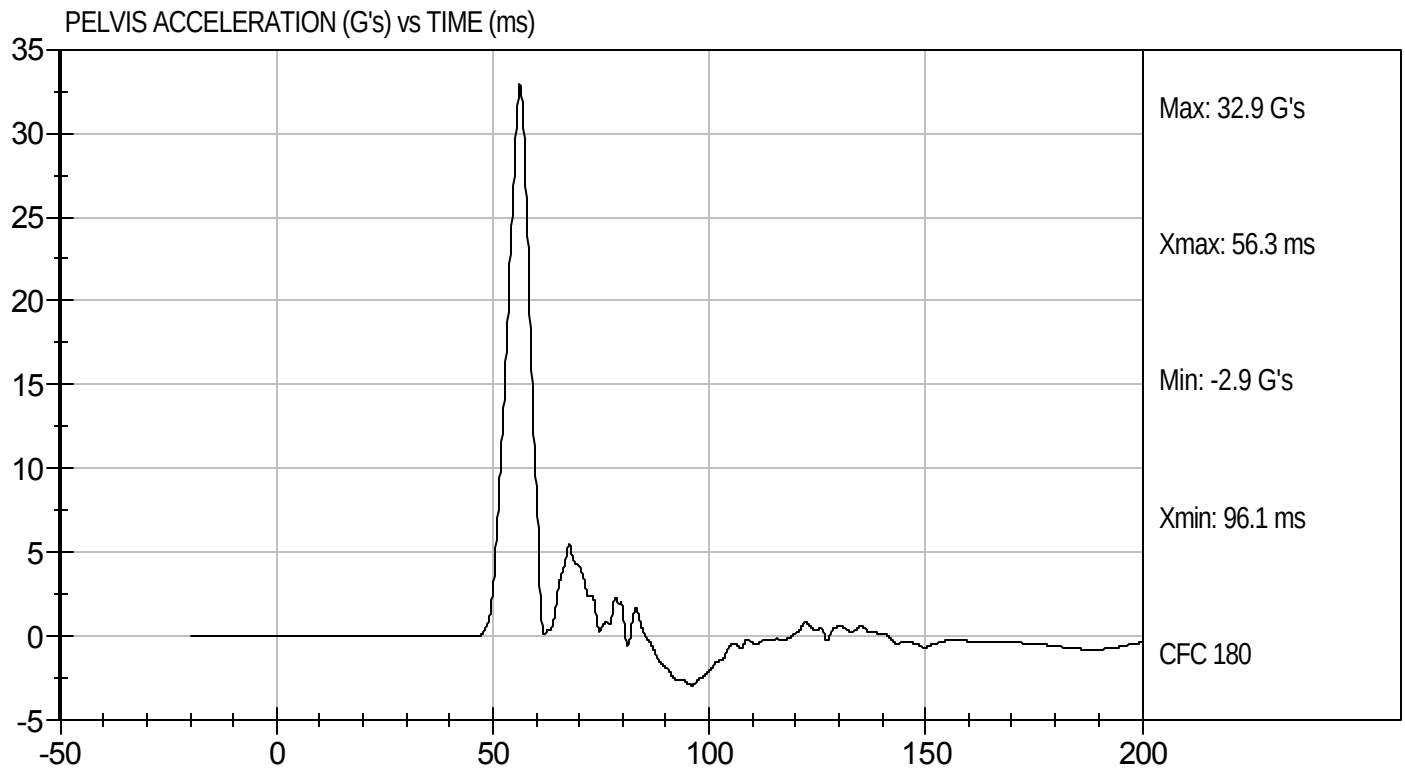
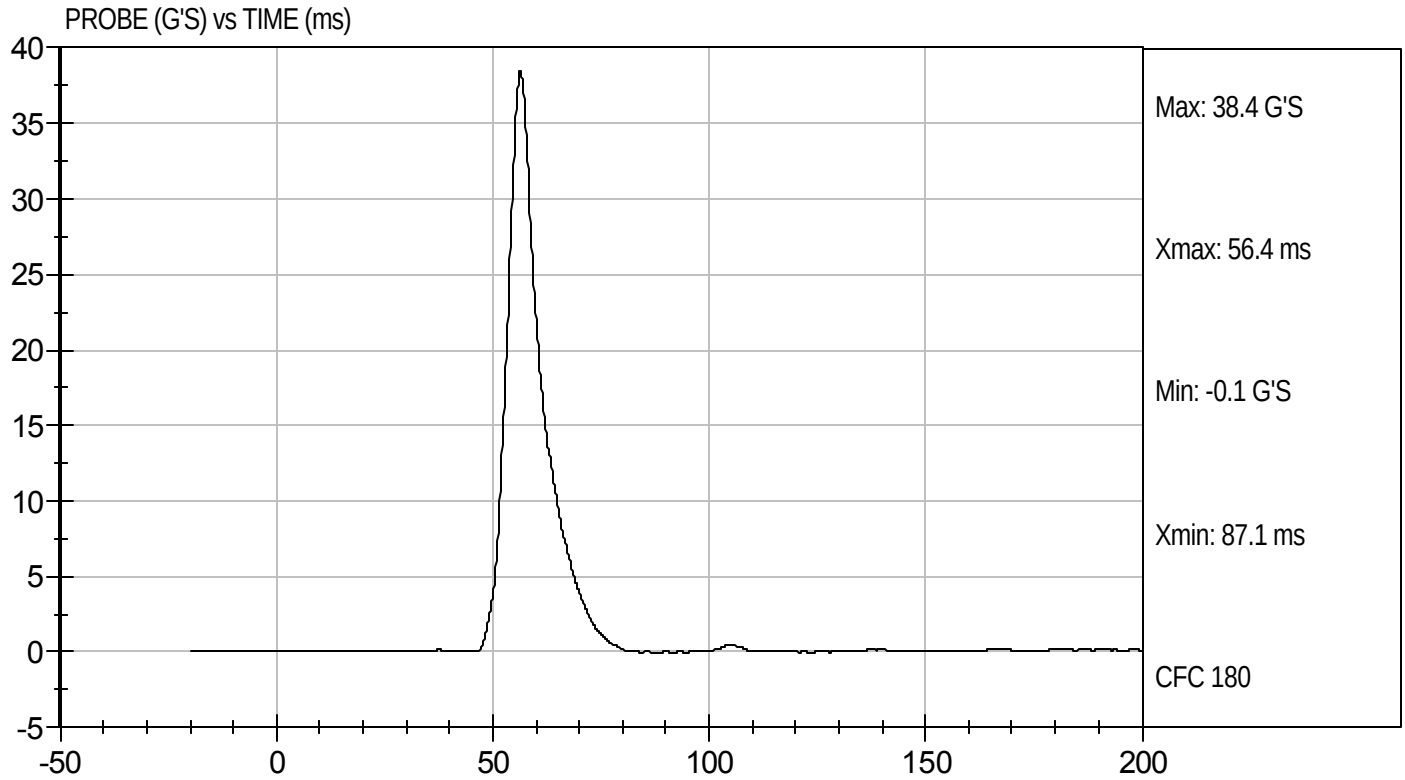
12/17/10
Test Date


Approved By



Test Desc: Iliac Impact
Component ID: D104498

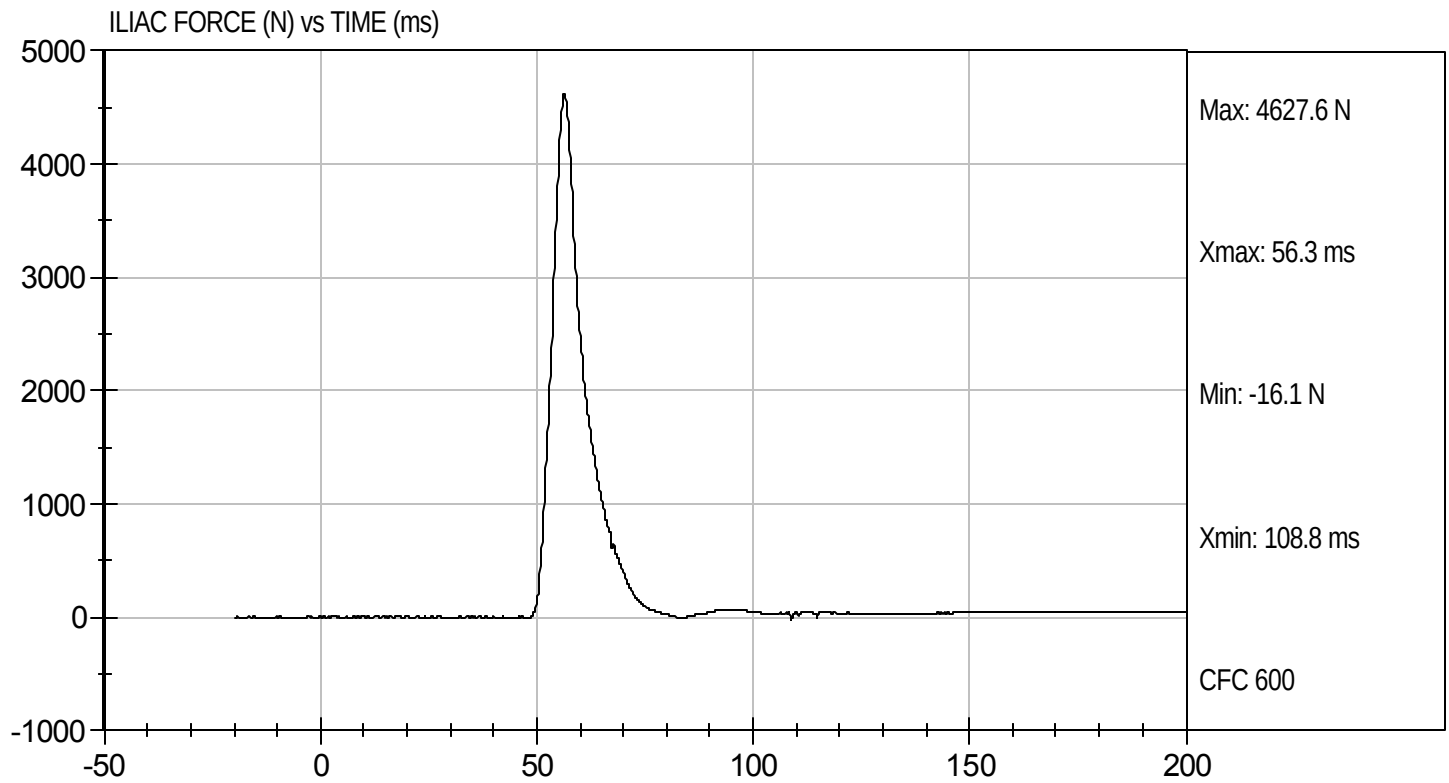
Test Date: 12/17/10
Velocity: 14.36 ft/s, 4.38 m/s





Test Desc: Iliac Impact
Component ID: D104498

Test Date: 12/17/10
Velocity: 14.36 ft/s, 4.38 m/s



MGA RESEARCH CORPORATION
HEAD DROP TEST
SID-Its BUILD LEVEL D DUMMY

ATD Serial No: 296

Test ID: D11051

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.4	Pass
Laboratory Relative Humidity	%	10 to 70	19	Pass
Peak Resultant Acceleration	G's	115 to 137	122	Pass
Peak Lateral Acceleration	G's	+/- 15	-3.9	Pass
Unimodal	N/A	<15%	Yes	Pass
Overall Test Results				Pass

Jessica Hall
Laboratory Technician

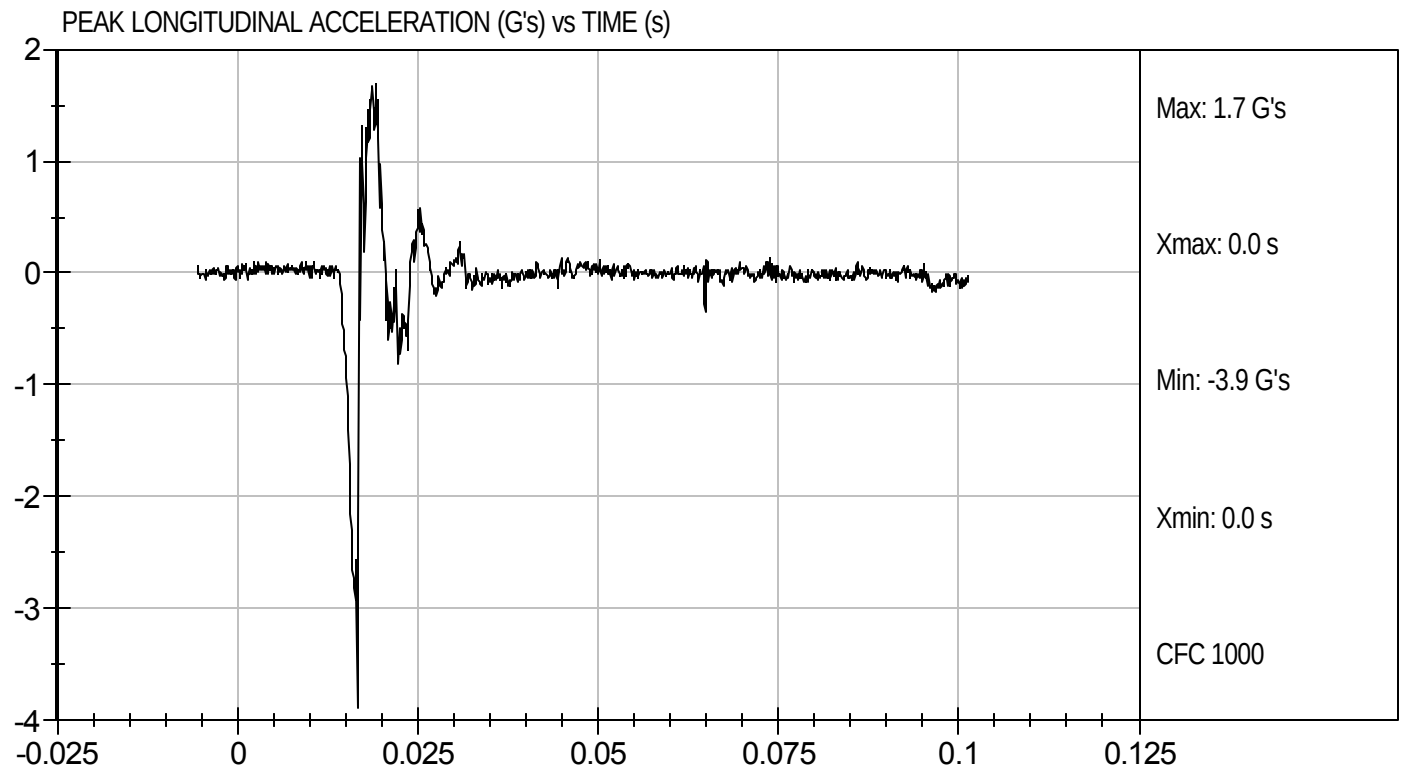
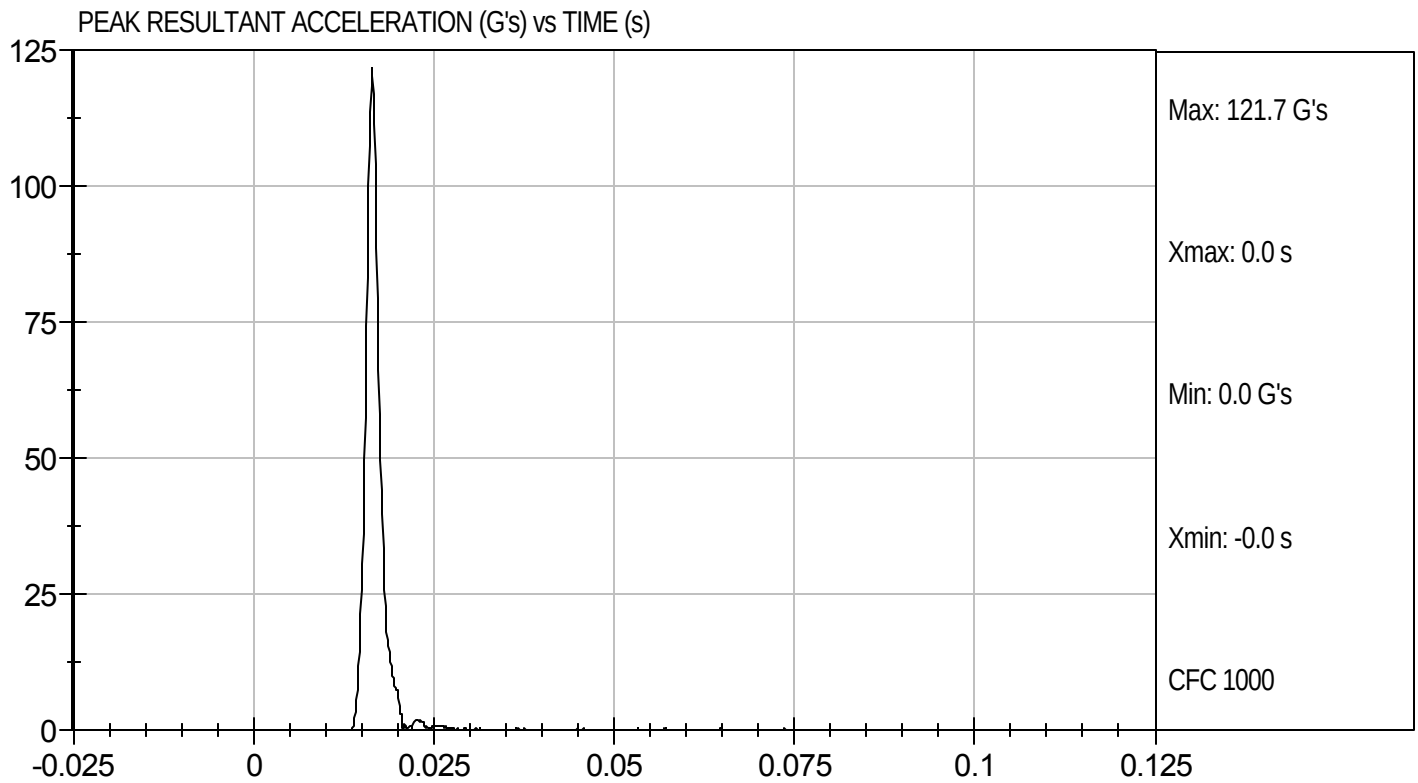
1/4/11
Test Date

David Winkelbauer
Approved By



Test Desc: Head Drop
Component ID: D11051

Test Date: 1/4/11
Velocity: 0 ft/s, 0 m/s

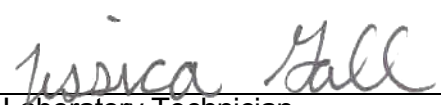


MGA RESEARCH CORPORATION
LATERAL NECK PENDULUM TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D11052

Tested Parameter		Units	Specification	Result	Pass/Fail
Temperature		deg C	20.6 to 22.2	21.3	Pass
Humidity		%	10 to 70	19	Pass
Impact Velocity		m/s	5.51 to 5.63	5.58	Pass
Delta Velocity	10 ms	m/s	2.20 to 2.80	2.72	Pass
	15 ms	m/s	3.30 to 4.10	3.89	Pass
	20 ms	m/s	4.40 to 5.40	5.08	Pass
	25 ms	m/s	5.40 to 6.10	5.59	Pass
	25-100 ms	m/s	5.50 to 6.20	5.59	Pass
Maximum D-Plane Rotation		deg	71 to 81	71	Pass
Time of Maximum D-Plane Rotation		ms	50 to 70	60	Pass
Maximum Occipital Condyle Moment during Rotation Interval Nm			-44 to -36	-40	Pass
Time of Moment Decay to 0 Nm		ms	102 to 126	117	Pass
Overall Test Results				Pass	


 Laboratory Technician

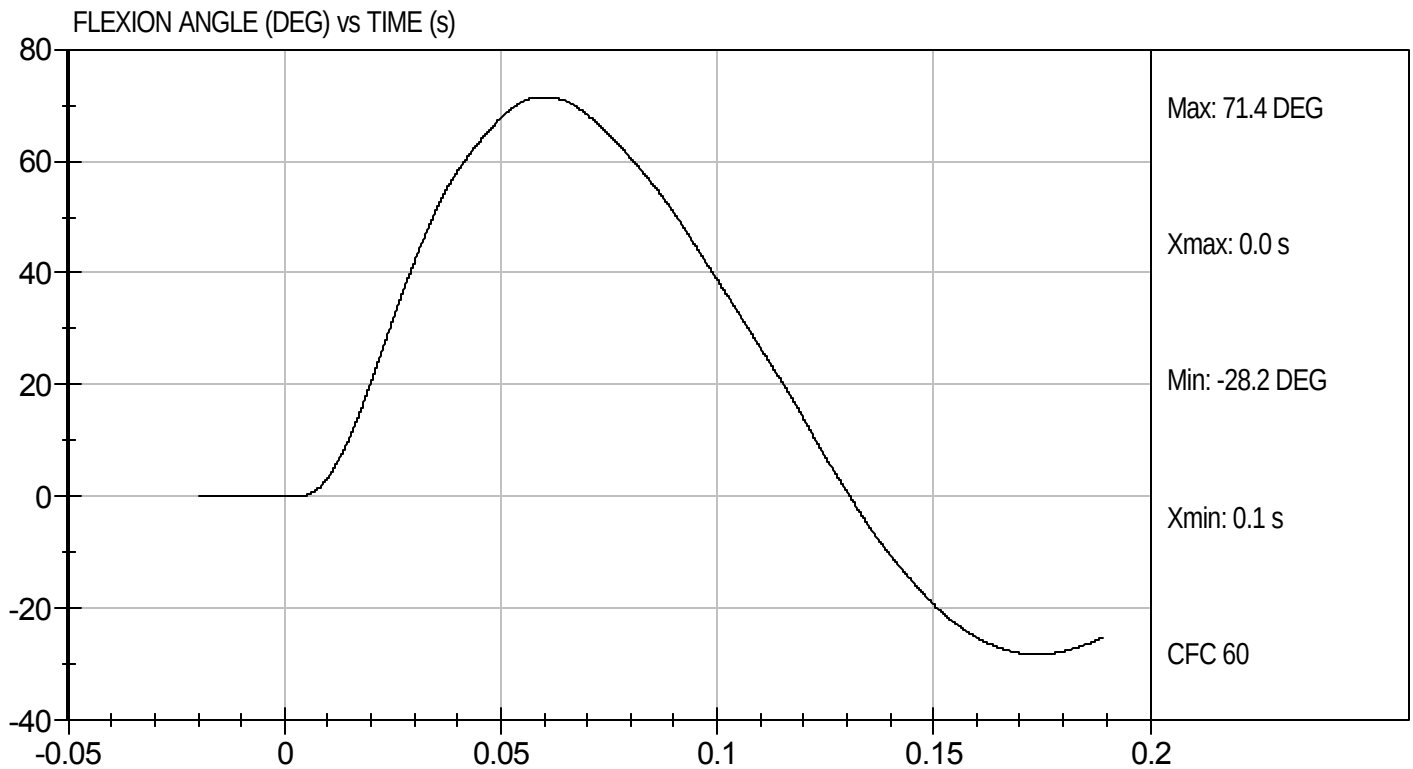
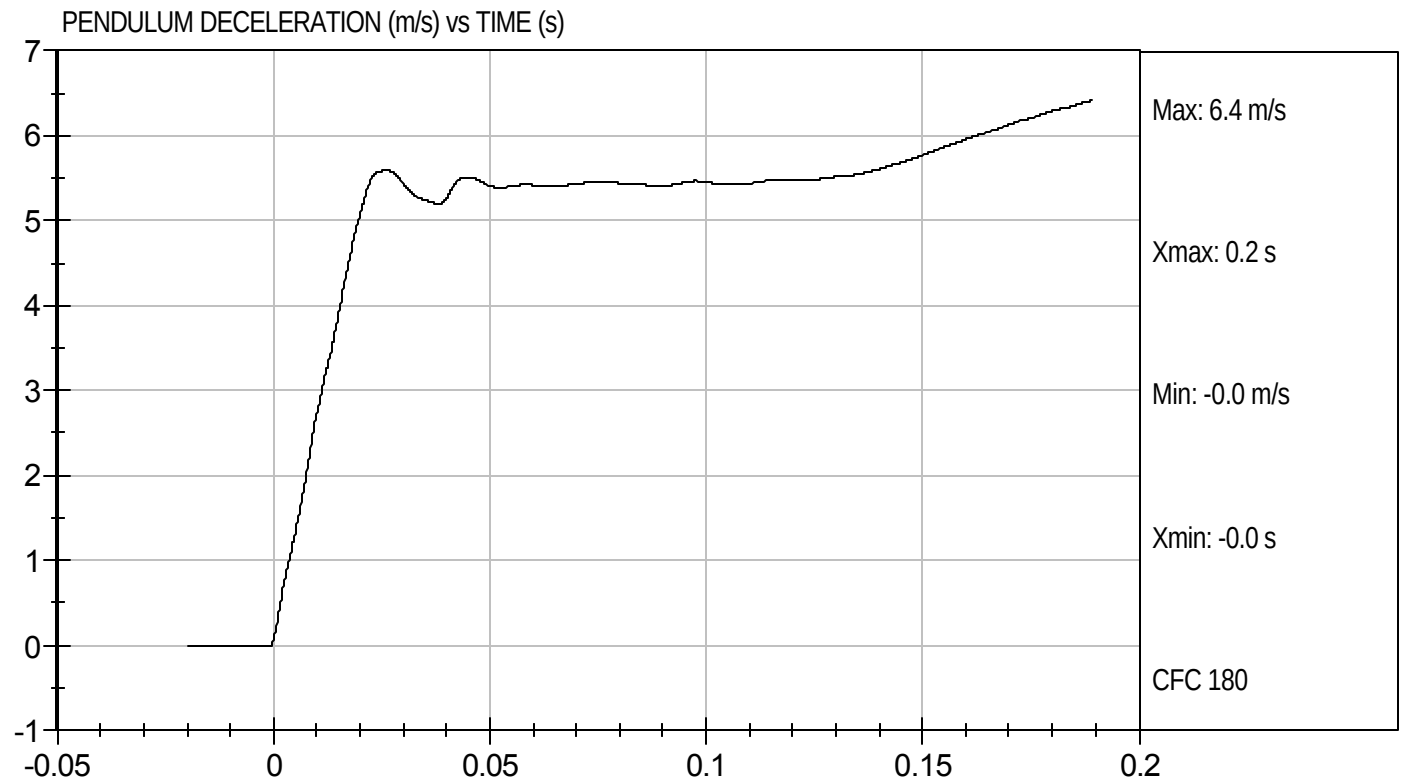
1/4/11
 Test Date


 Approved By



Test Desc: Neck Bending
Component ID: D11052

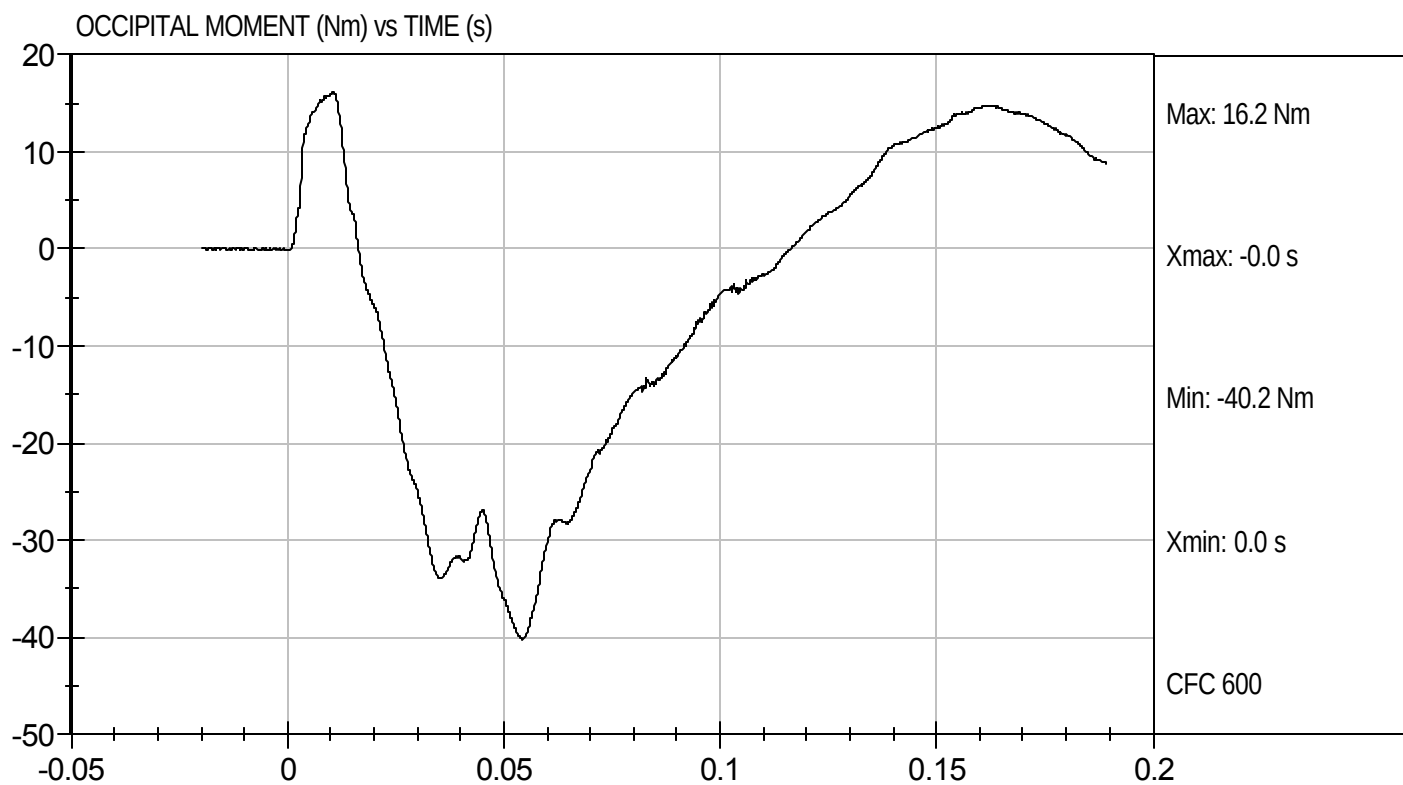
Test Date: 1/4/11
Velocity: 18.32 ft/s, 5.58 m/s





Test Desc: Neck Bending
Component ID: D11052

Test Date: 1/4/11
Velocity: 18.32 ft/s, 5.58 m/s

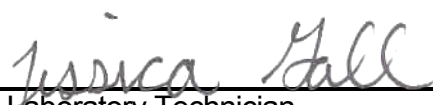


MGA RESEARCH CORPORATION
SHOULDER IMPACT TEST
SID-ILs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test ID: D11053

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	20.6	Pass
Laboratory Relative Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	4.20 to 4.40	4.38	Pass
Maximum Probe Acceleration	G's	13 to 18	15	Pass
Shoulder Displacement	mm	28 to 37	30	Pass
Upper Spine (T1) Y Acceleration	G's	17 to 22	18	Pass
Overall Test Results				Pass


Laboratory Technician

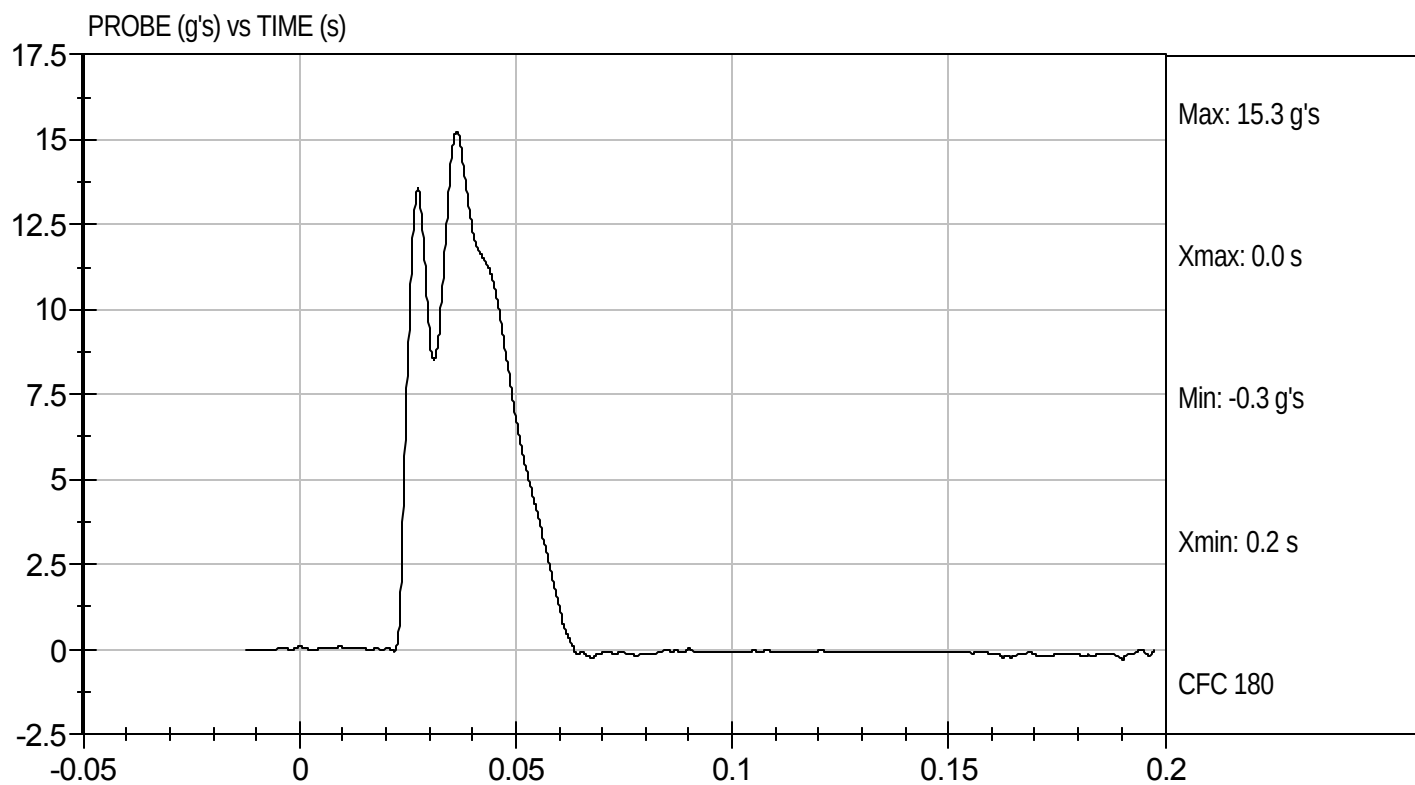
1/5/11
Test Date


Approved By



Test Desc: Shoulder Impact
Component ID: D11053

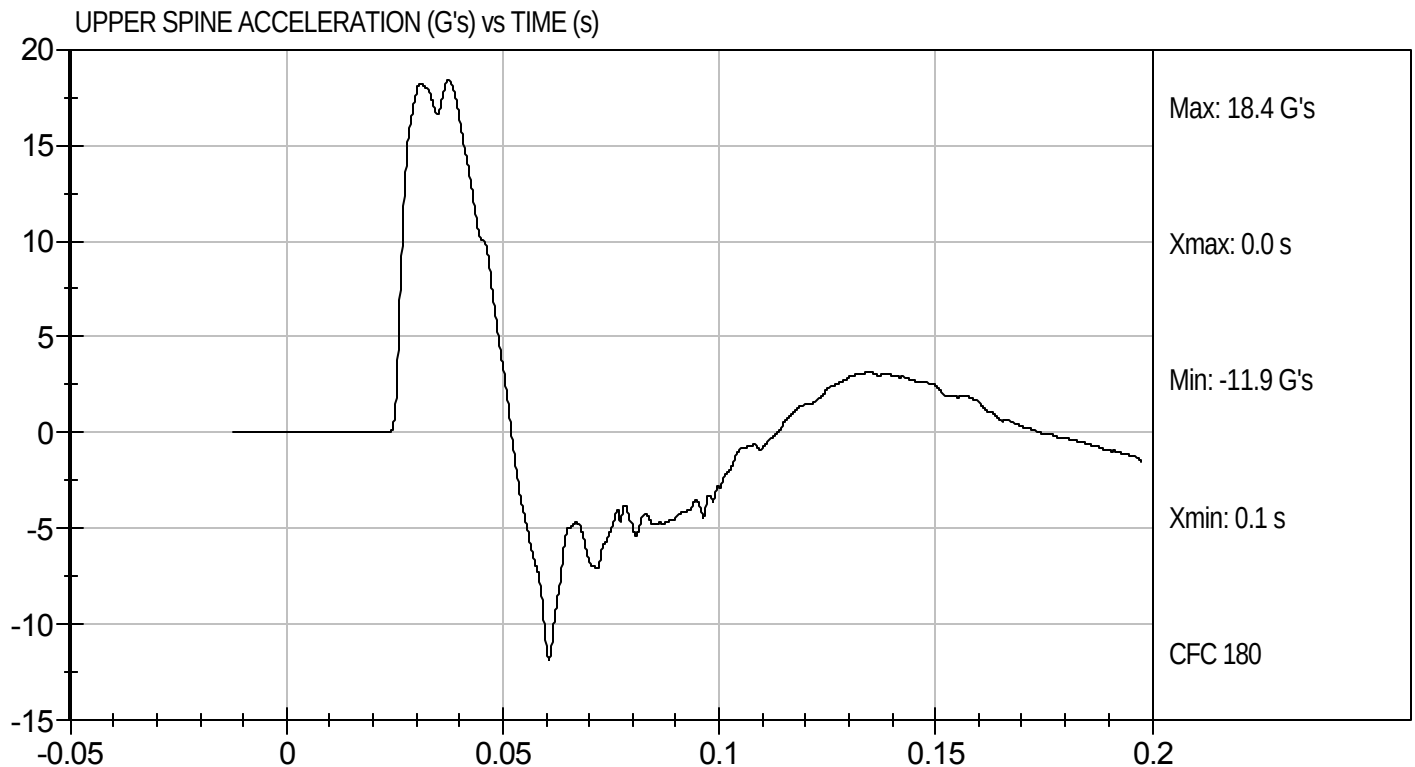
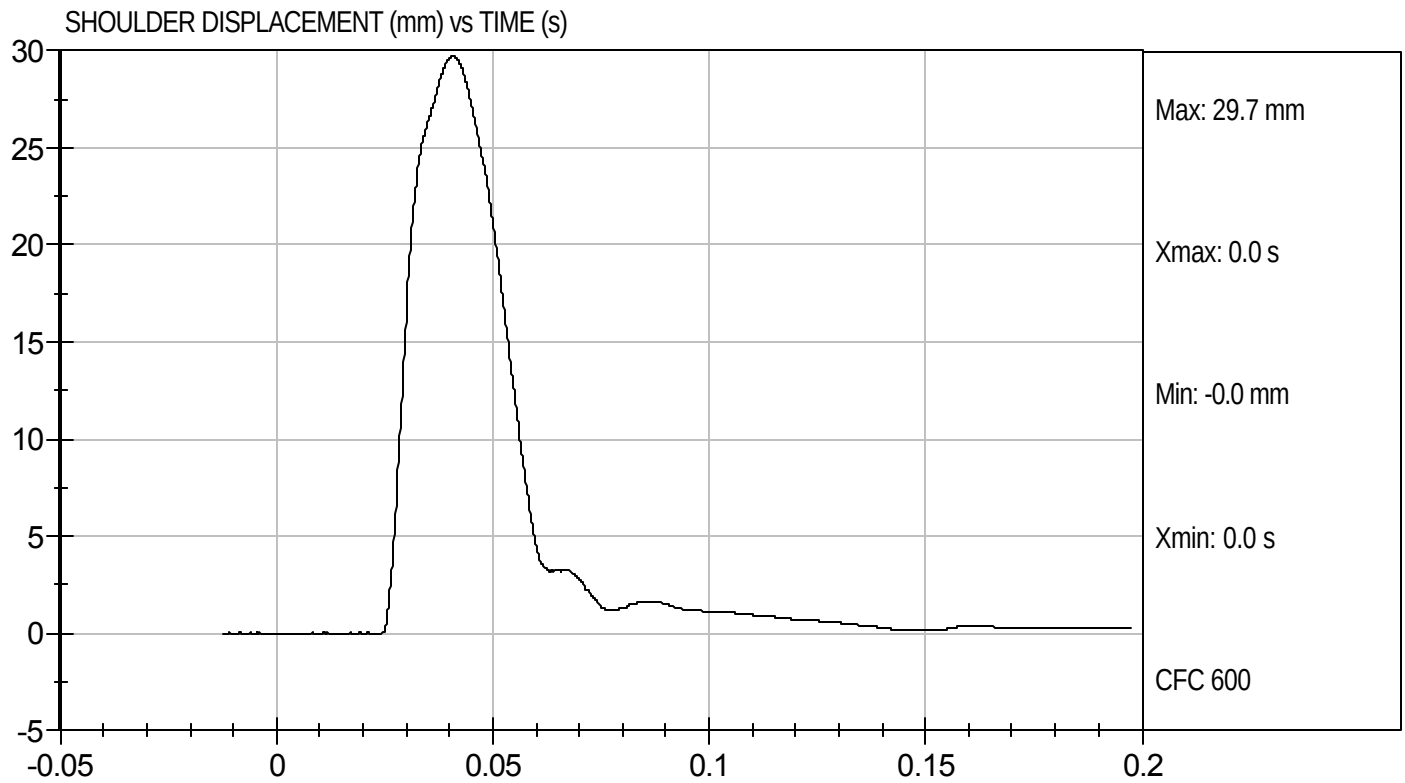
Test Date: 1/5/11
Velocity: 14.37 ft/s, 4.38 m/s





Test Desc: Shoulder Impact
Component ID: D11053

Test Date: 1/5/11
Velocity: 14.37 ft/s, 4.38 m/s



MGA RESEARCH CORPORATION
THORAX (WITH ARM) IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D11054

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.7	Pass
Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	6.60 to 6.80	6.79	Pass
Peak Impactor Acceleration	G's	30 to 36	33	Pass
Shoulder Displacement	mm	31 to 40	34	Pass
Upper Rib Displacement	mm	25 to 32	29	Pass
Middle Rib Displacement	mm	30 to 36	31	Pass
Lower Rib Displacement	mm	32 to 38	33	Pass
Upper Spine (T1) Y Acceleration	G's	34 to 43	38	Pass
Lower Spine (T12) Y Acceleration	G's	29 to 37	34	Pass
Overall Test Results			Pass	


 Laboratory Technician

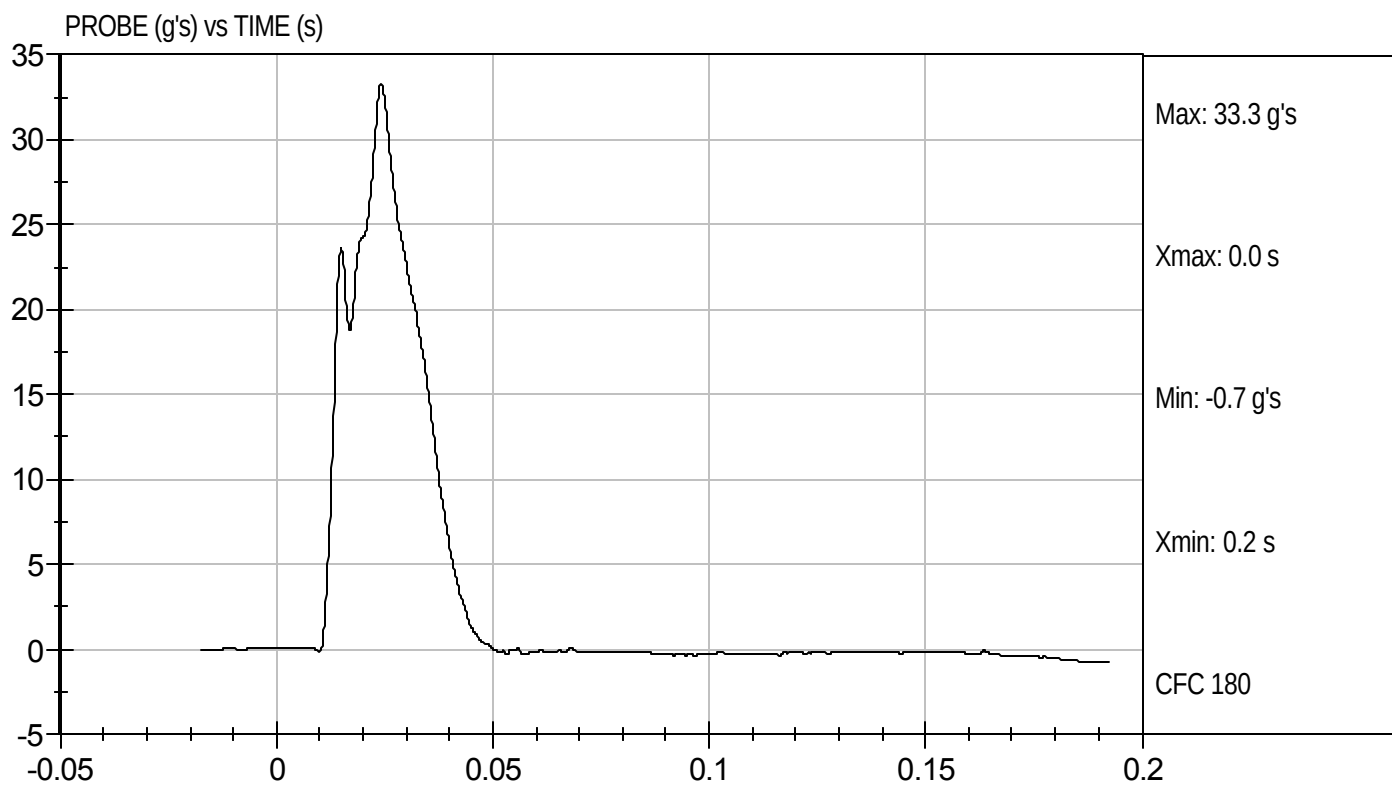
1/5/11
 Test Date


 Approved By



Test Desc: Thorax With Arm
Component ID: D11054

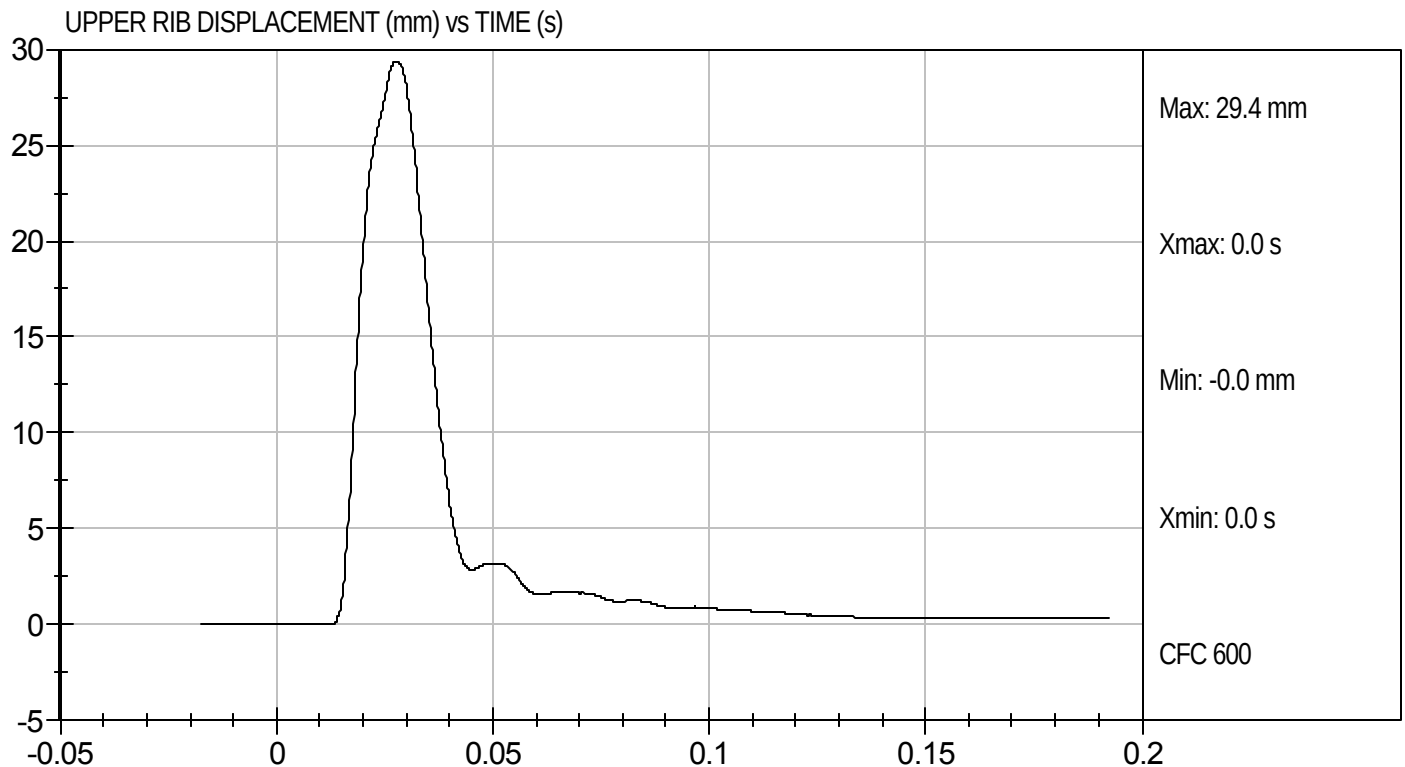
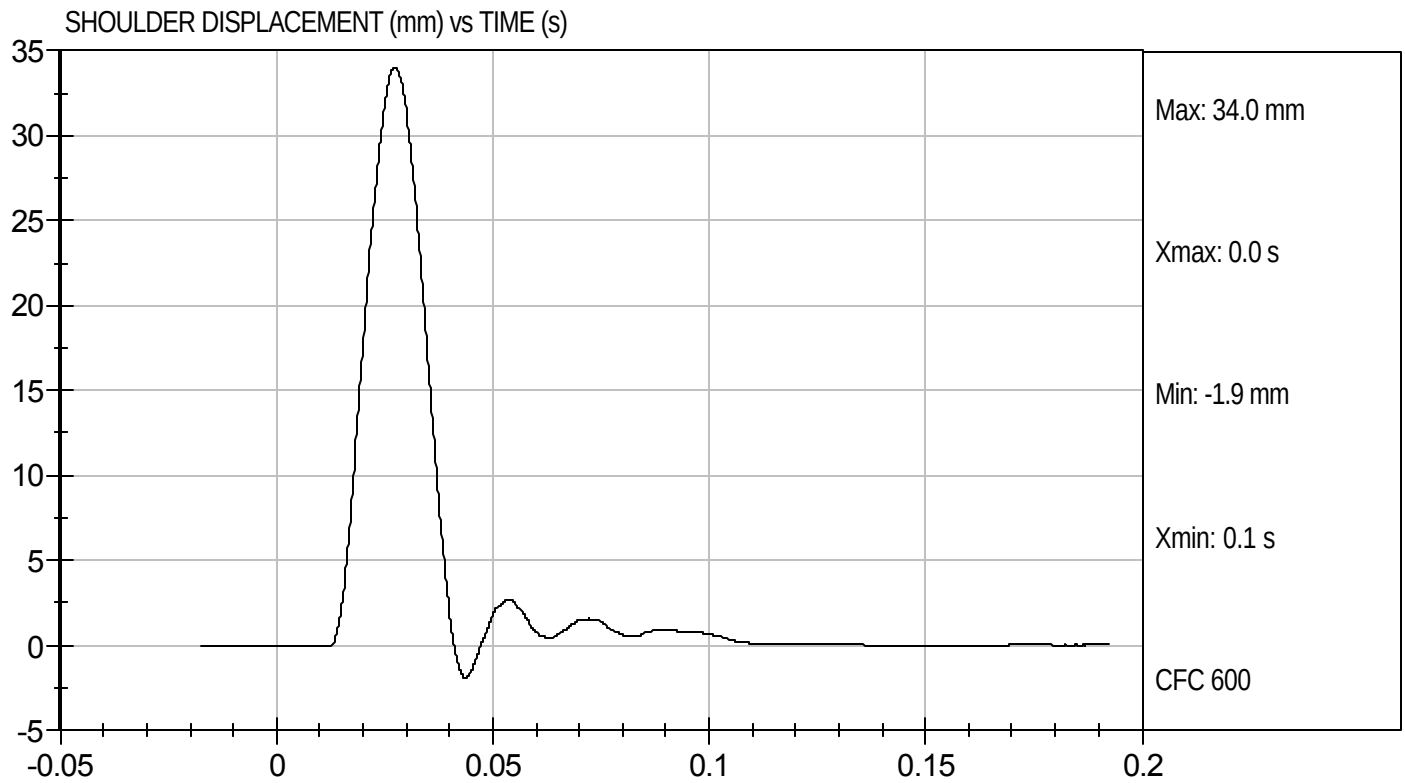
Test Date: 1/5/11
Velocity: 22.29 ft/s, 6.79 m/s





Test Desc: Thorax With Arm
Component ID: D11054

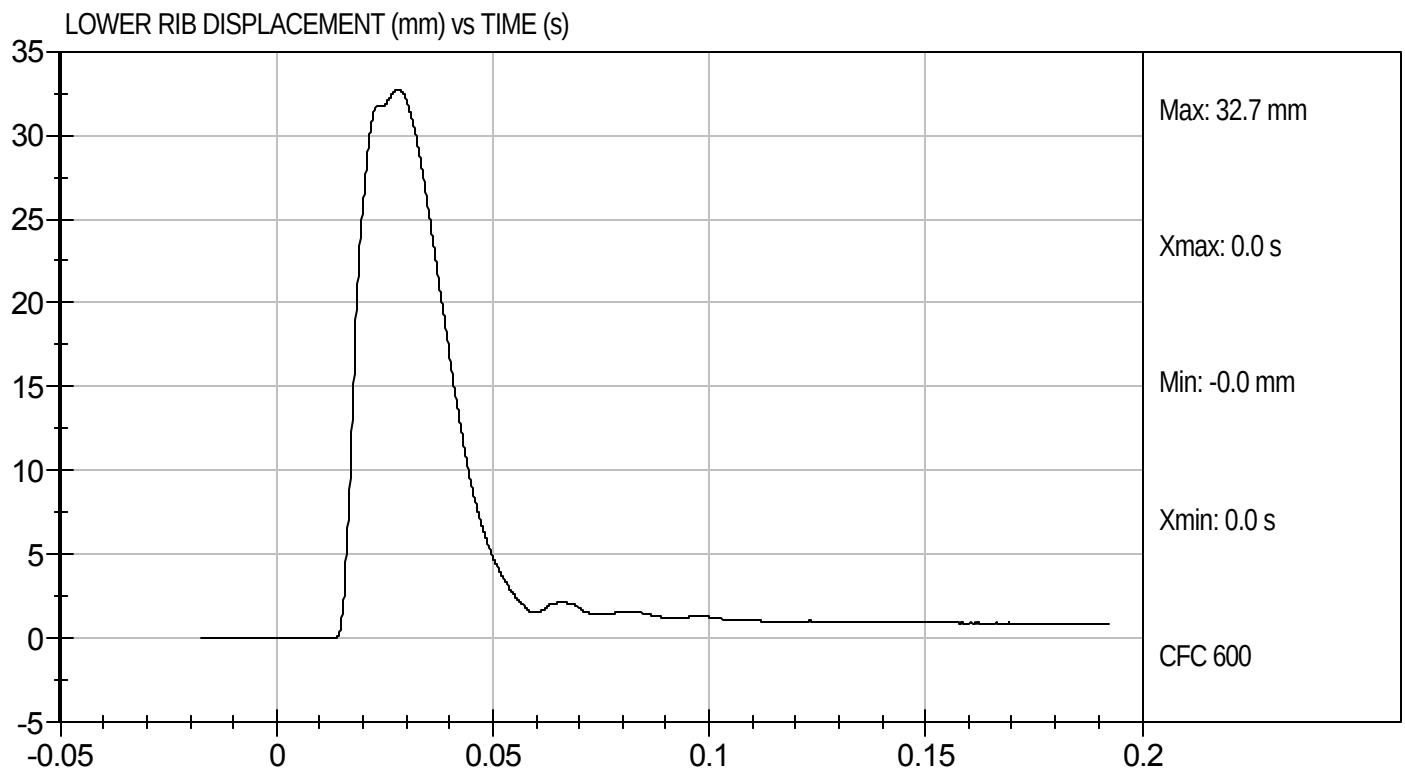
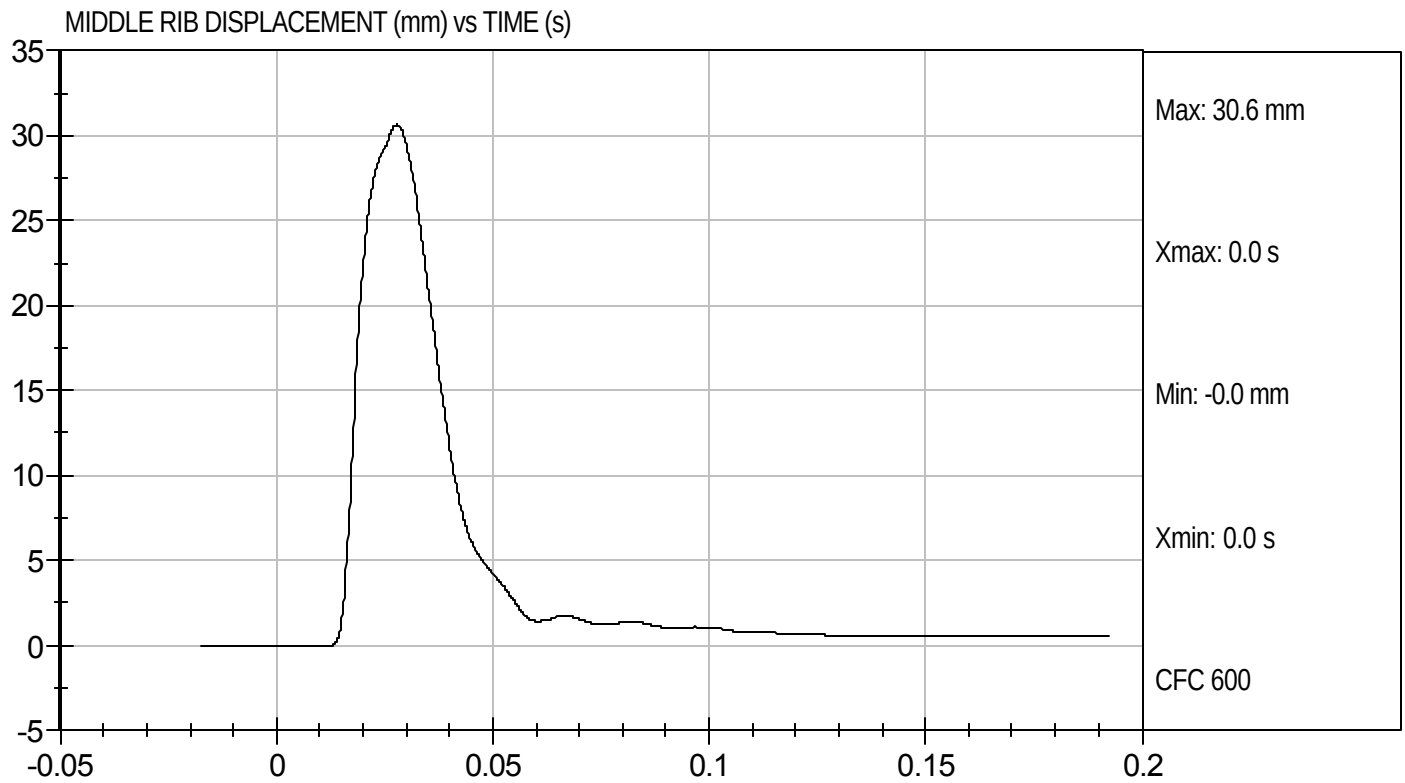
Test Date: 1/5/11
Velocity: 22.29 ft/s, 6.79 m/s





Test Desc: Thorax With Arm
Component ID: D11054

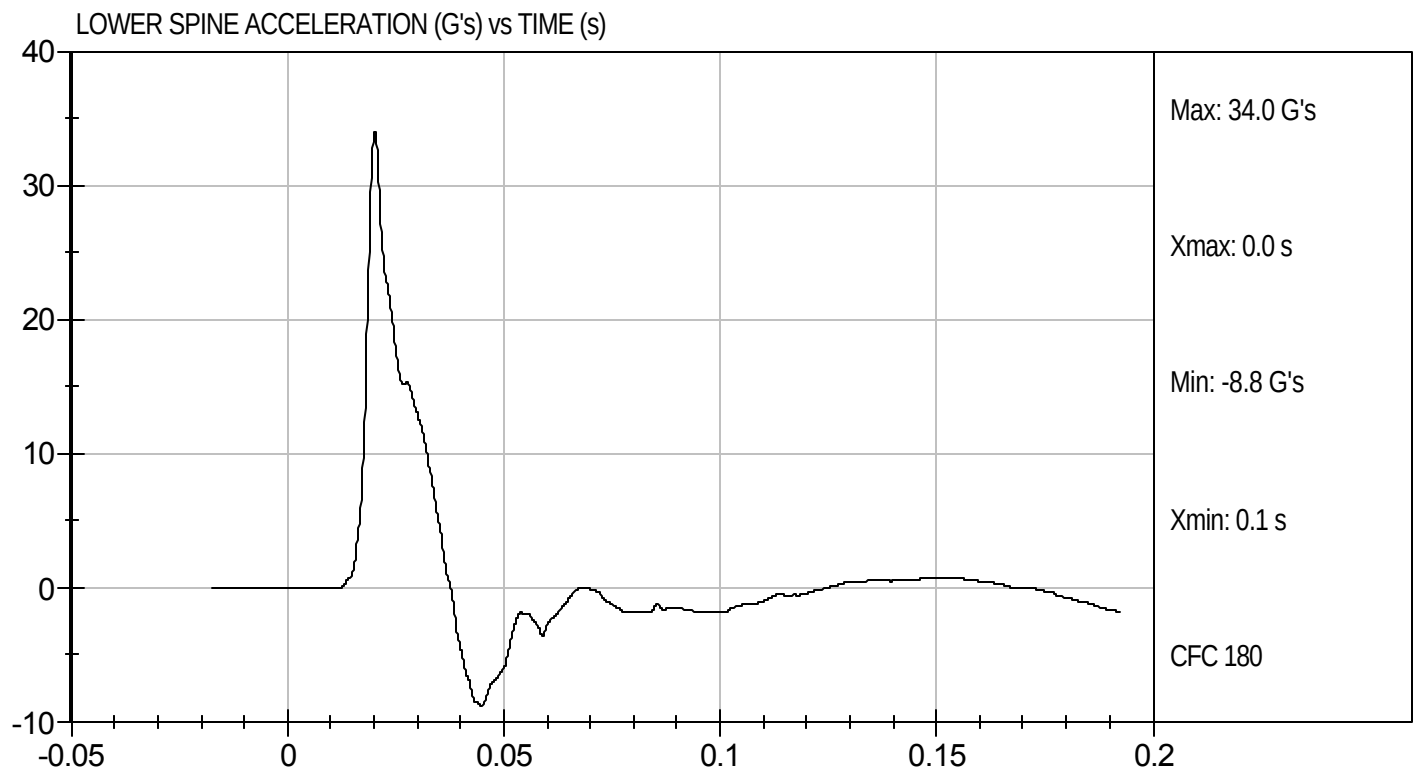
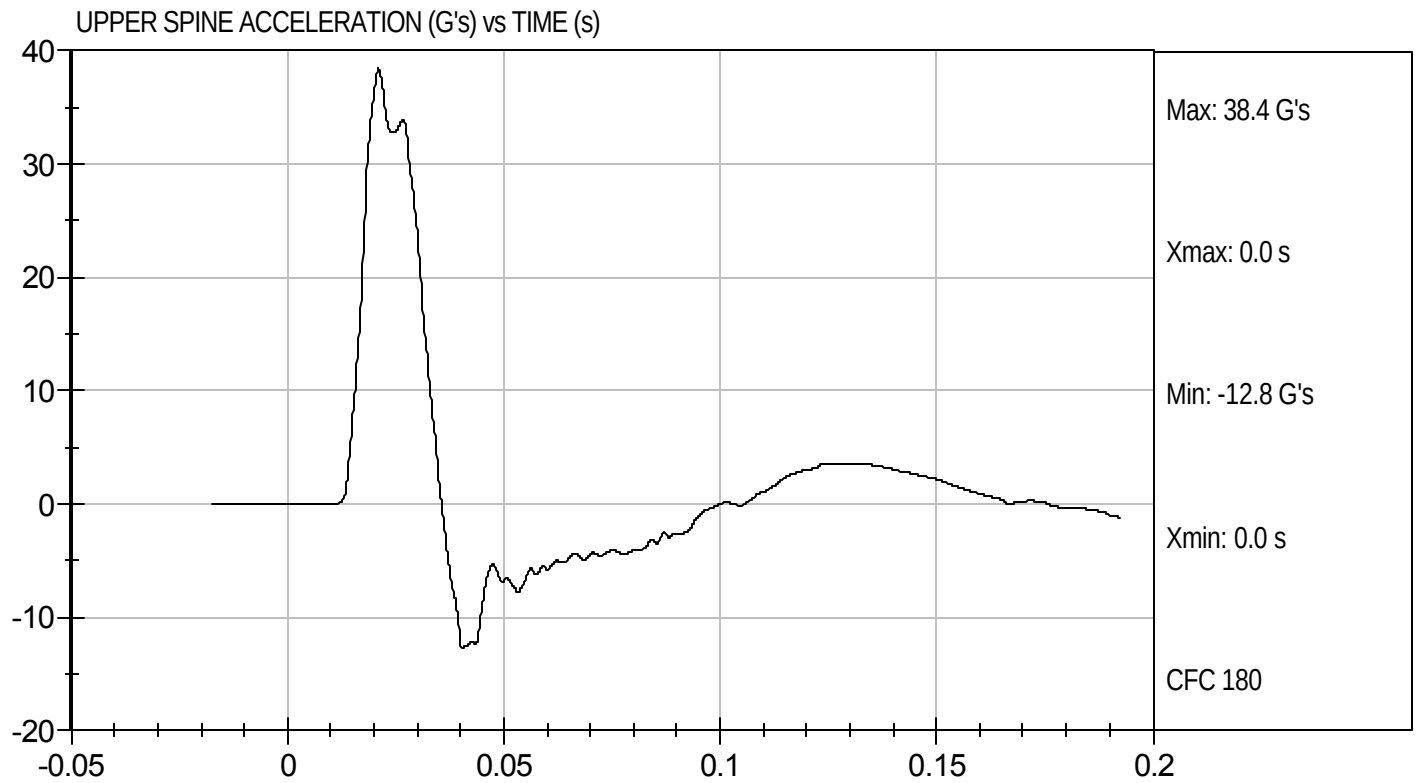
Test Date: 1/5/11
Velocity: 22.29 ft/s, 6.79 m/s





Test Desc: Thorax With Arm
Component ID: D11054

Test Date: 1/5/11
Velocity: 22.29 ft/s, 6.79 m/s



MGA RESEARCH CORPORATION
THORAX (WITHOUT ARM) IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D11055

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.7	Pass
Humidity	%	10 to 70	14	Pass
Impact Velocity	m/s	4.20 to 4.40	4.38	Pass
Peak Impactor Force	G's	14 to 18	15	Pass
Upper Rib Displacement	mm	32 to 40	38	Pass
Middle Rib Displacement	mm	39 to 45	41	Pass
Lower Rib Displacement	mm	35 to 43	38	Pass
Upper Spine (T1) Y Acceleration	G's	13 to 17	14	Pass
Lower Spine (T12) Y Acceleration	G's	7 to 11	9	Pass
Overall Test Results			Pass	


Laboratory Technician

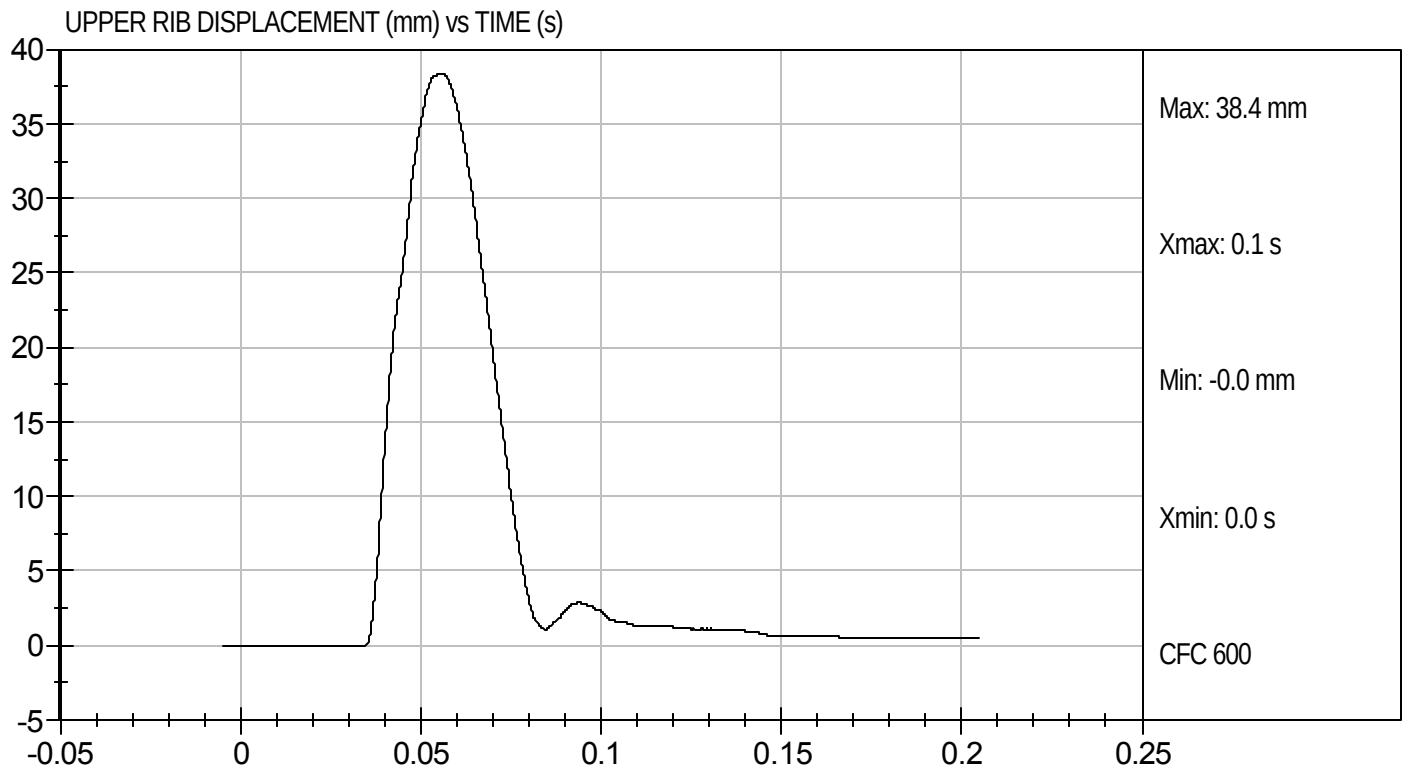
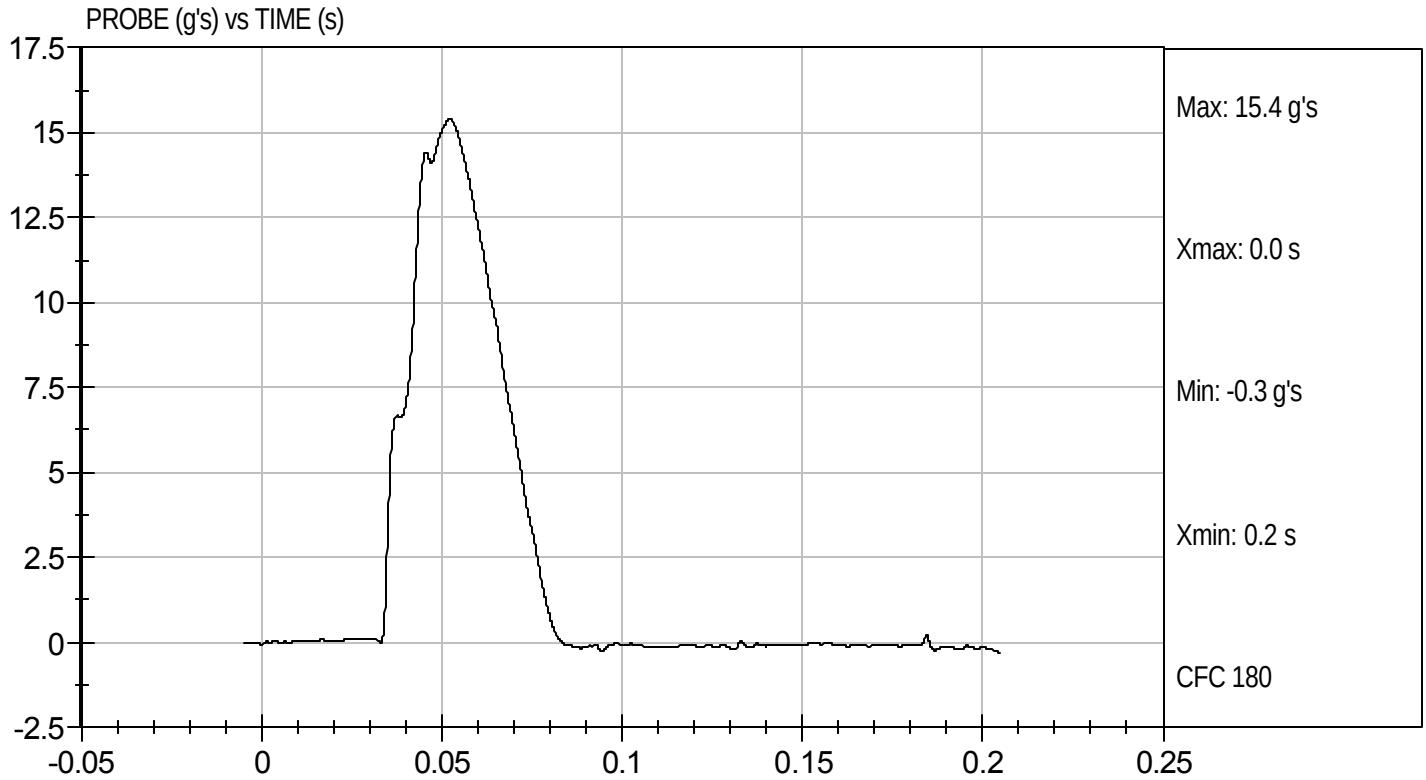
1/5/11
Test Date


Approved By



Test Desc: Thorax Without Arm
Component ID: D11055

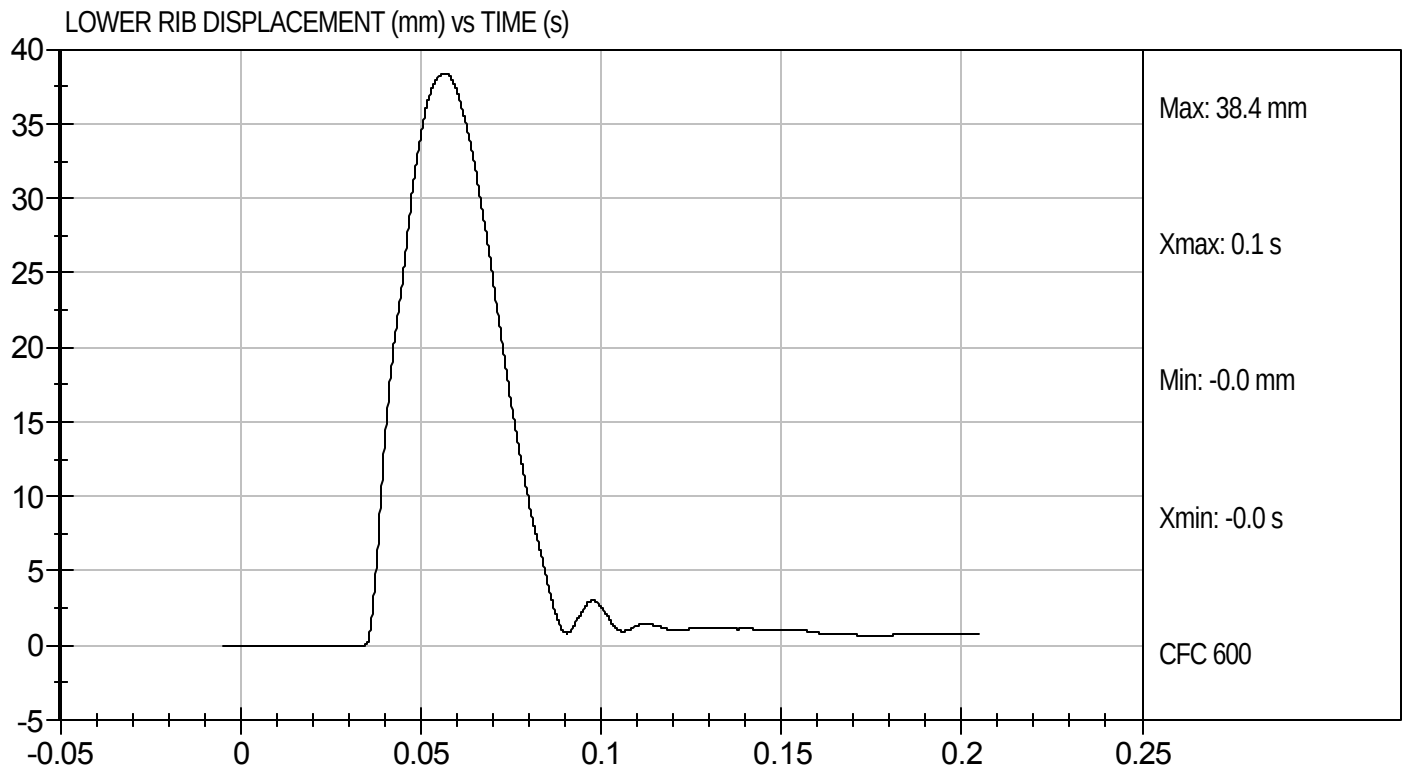
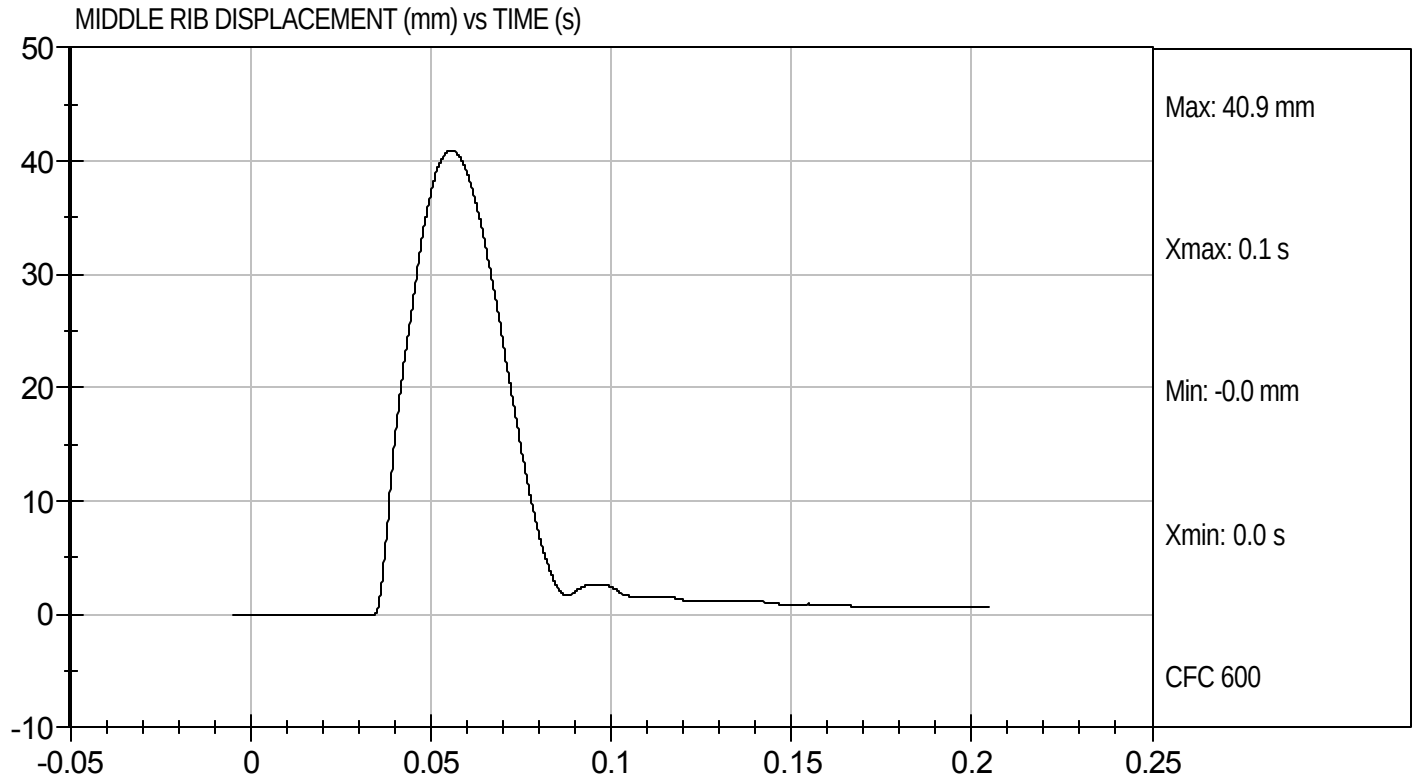
Test Date: 1/5/11
Velocity: 14.37 ft/s, 4.38 m/s





Test Desc: Thorax Without Arm
Component ID: D11055

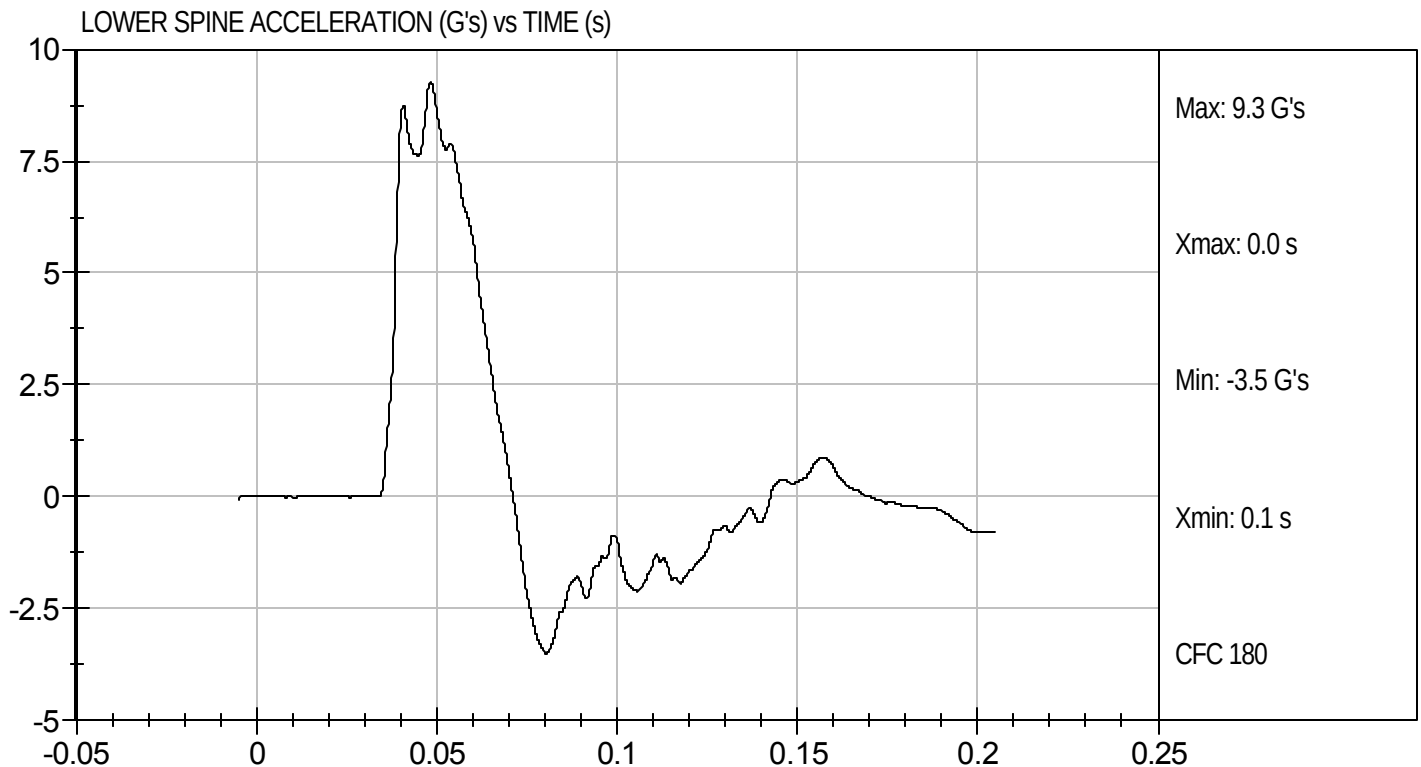
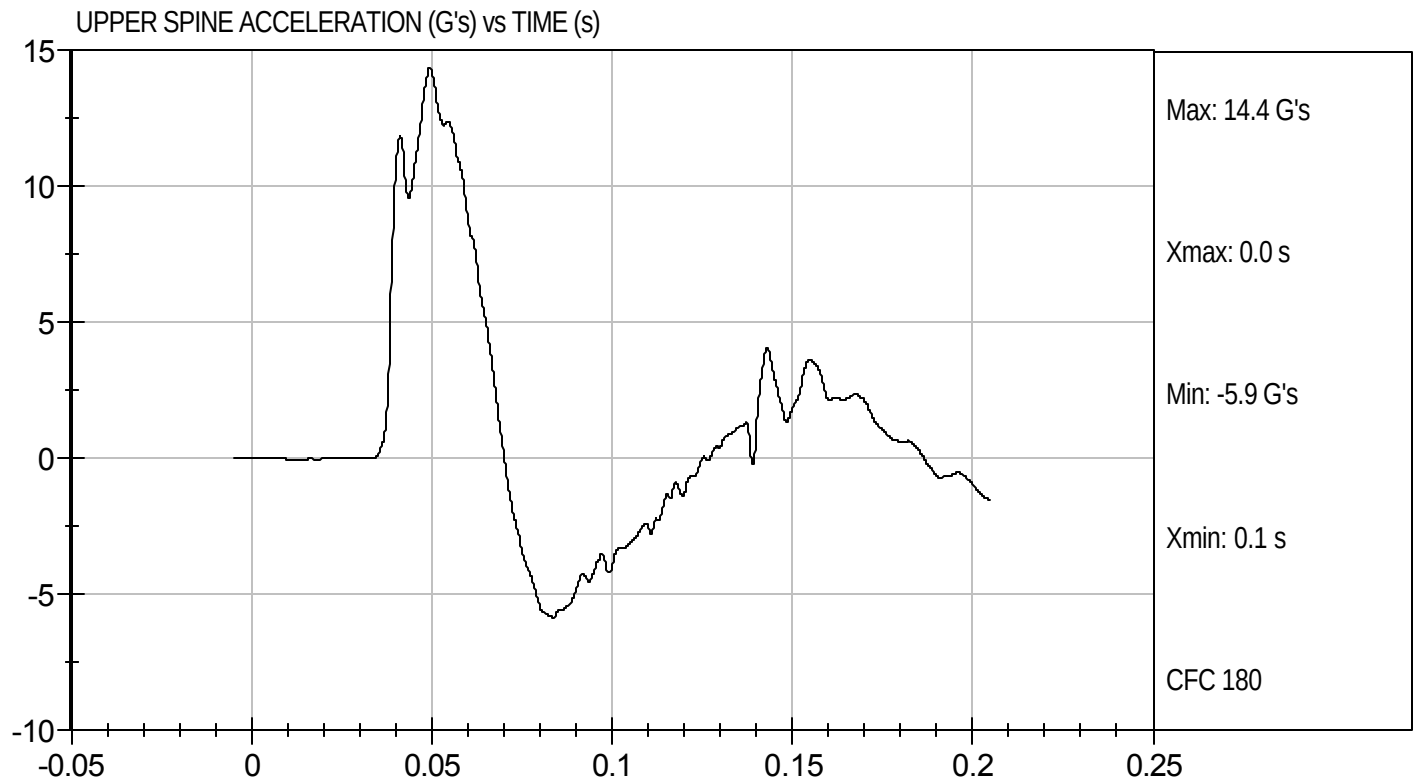
Test Date: 1/5/11
Velocity: 14.37 ft/s, 4.38 m/s





Test Desc: Thorax Without Arm
Component ID: D11055

Test Date: 1/5/11
Velocity: 14.37 ft/s, 4.38 m/s



MGA RESEARCH CORPORATION
ABDOMINAL IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D11056

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.6	Pass
Humidity	%	10 to 70	14	Pass
Impact Velocity	m/s	4.20 to 4.40	4.38	Pass
Peak Impactor Acceleration	G's	12 to 16	14	Pass
Upper Rib Displacement	mm	36 to 47	41	Pass
Lower Rib Displacement	mm	33 to 44	36	Pass
Lower Spine (T12) Y Acceleration	G's	9 to 14	12	Pass
			Overall Test Results	Pass


Laboratory Technician

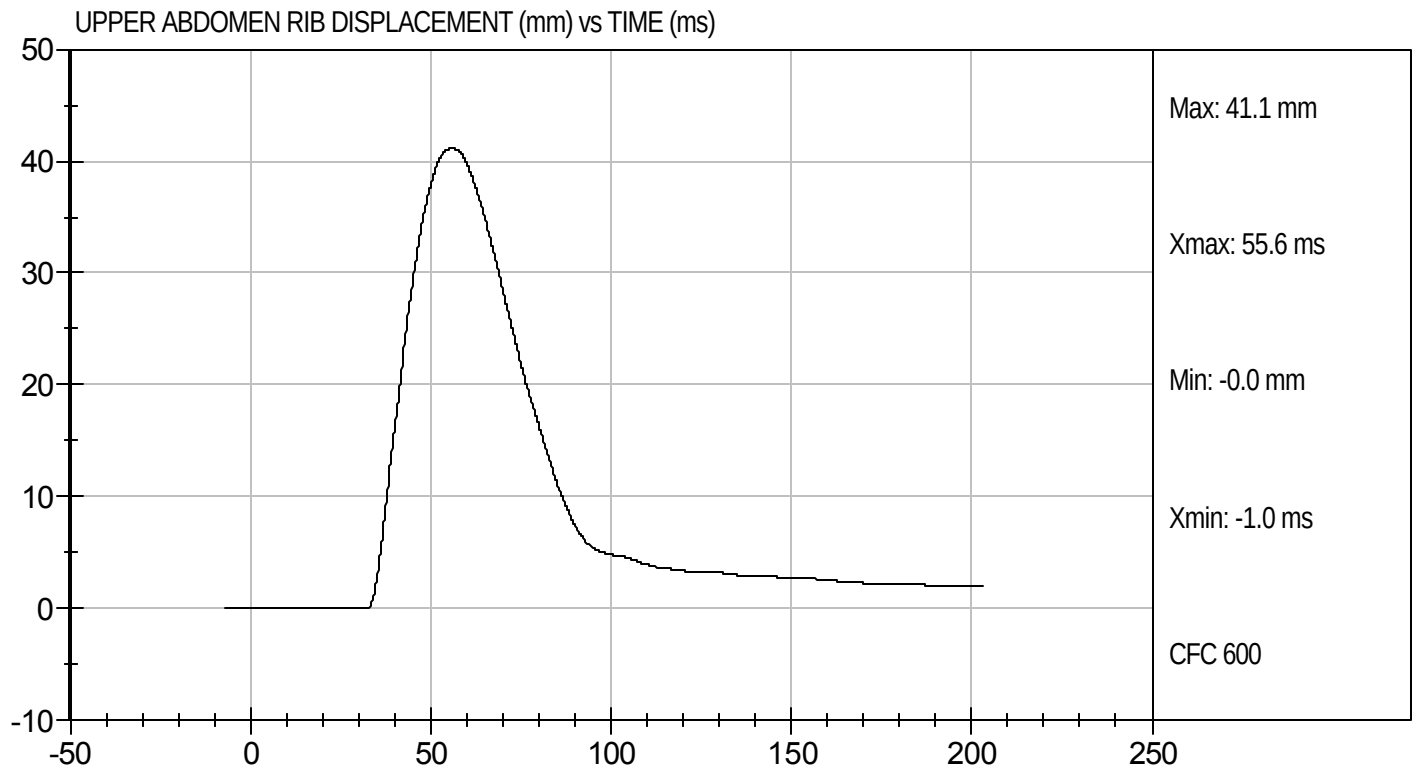
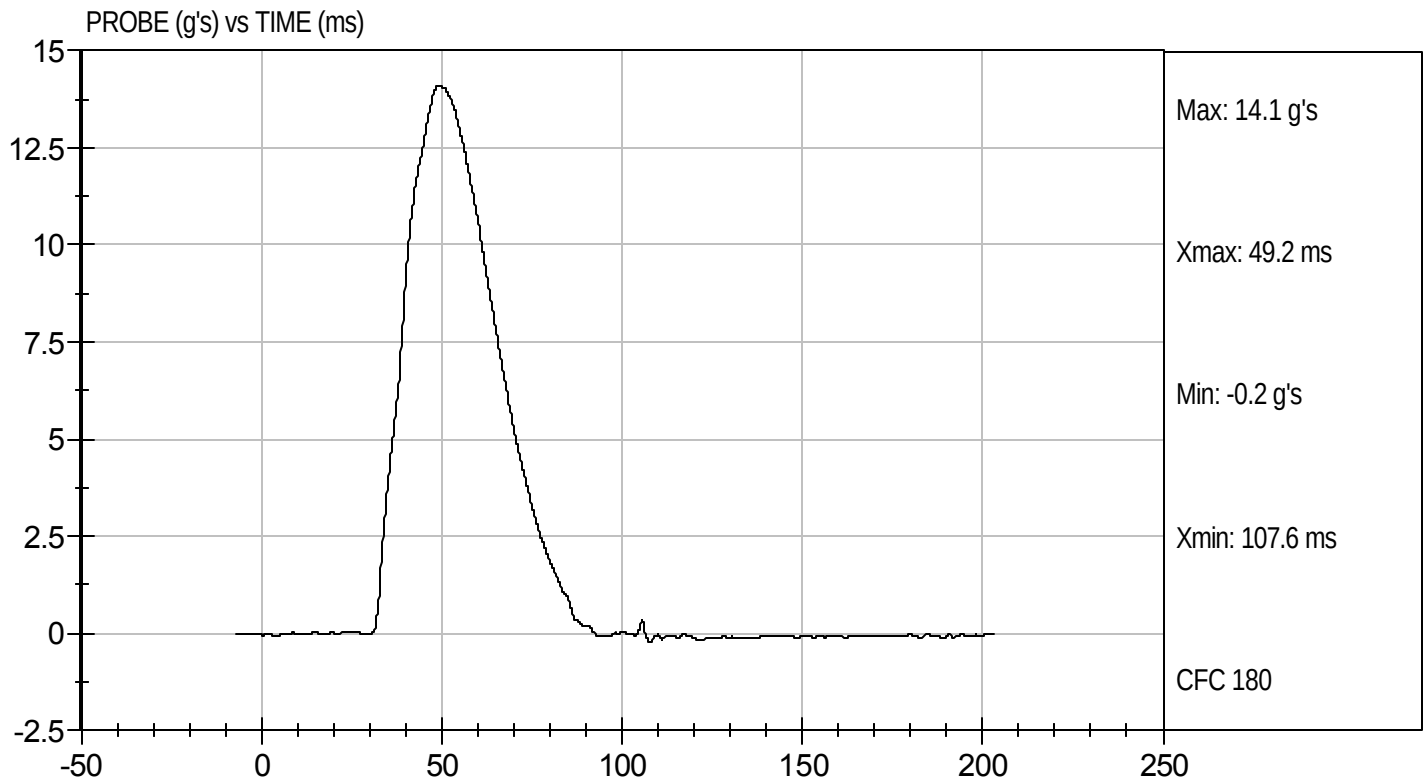
1/5/11
Test Date


Approved By



Test Desc: Abdomen Impact
Component ID: D11056

Test Date: 1/5/11
Velocity: 14.38 ft/s, 4.38 m/s

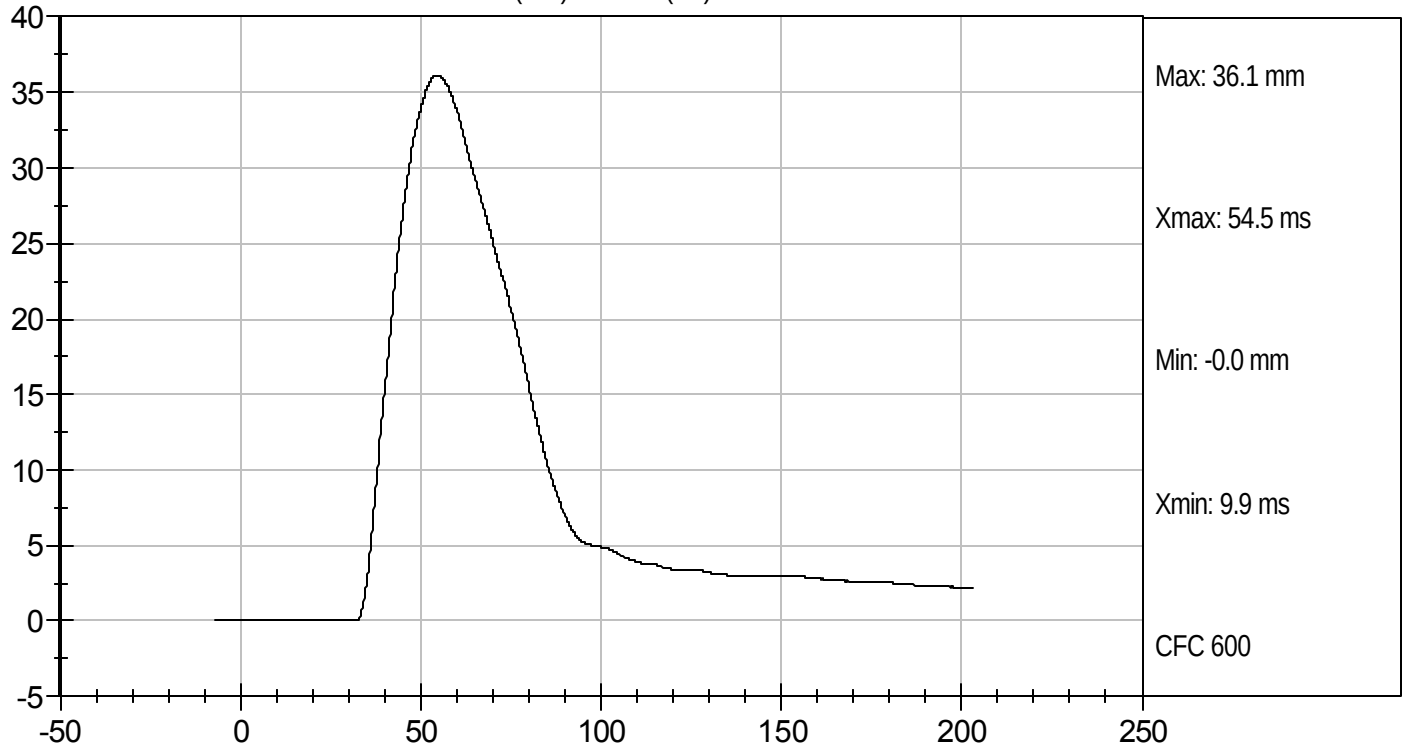




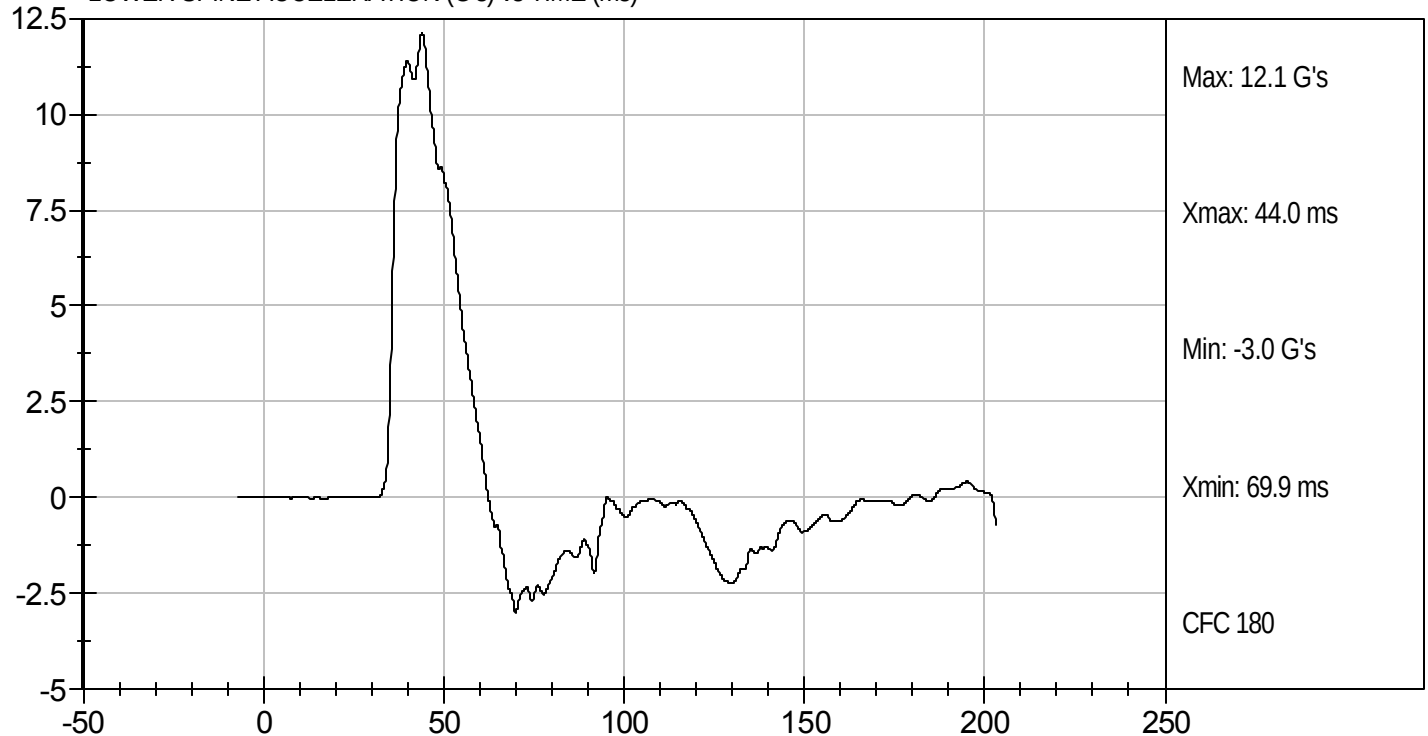
Test Desc: Abdomen Impact
Component ID: D11056

Test Date: 1/5/11
Velocity: 14.38 ft/s, 4.38 m/s

LOWER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



LOWER SPINE ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION
PELVIS IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D11057

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.7	Pass
Humidity	%	10 to 70	14	Pass
Impact Velocity	m/s	6.60 to 6.80	6.74	Pass
Peak Impactor Acceleration	G's	38 to 47	44	Pass
Pelvis Y Acceleration after 6 ms	G's	34 to 42	40	Pass
Peak Acetabulum Force	N	3600 to 4300	4192	Pass
Overall Test Results			Pass	


Laboratory Technician

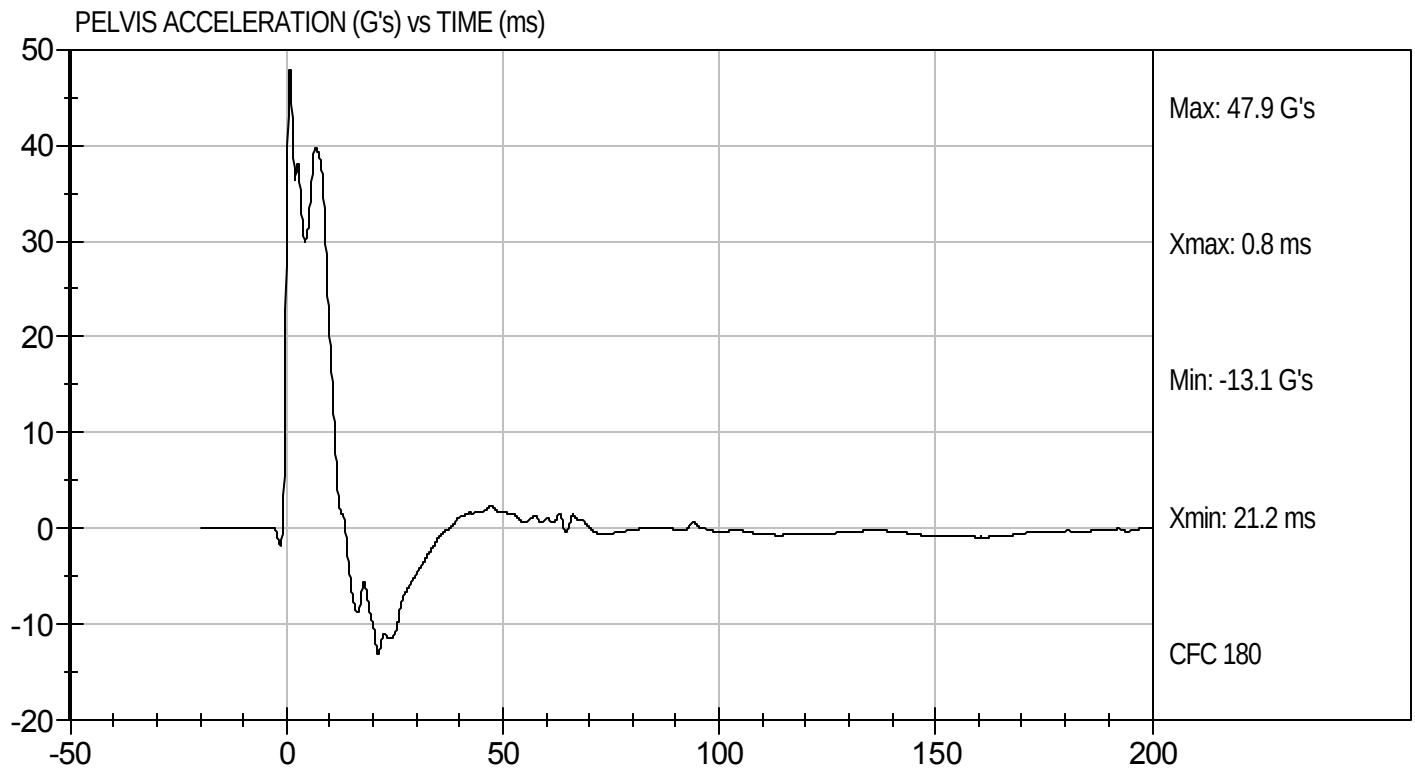
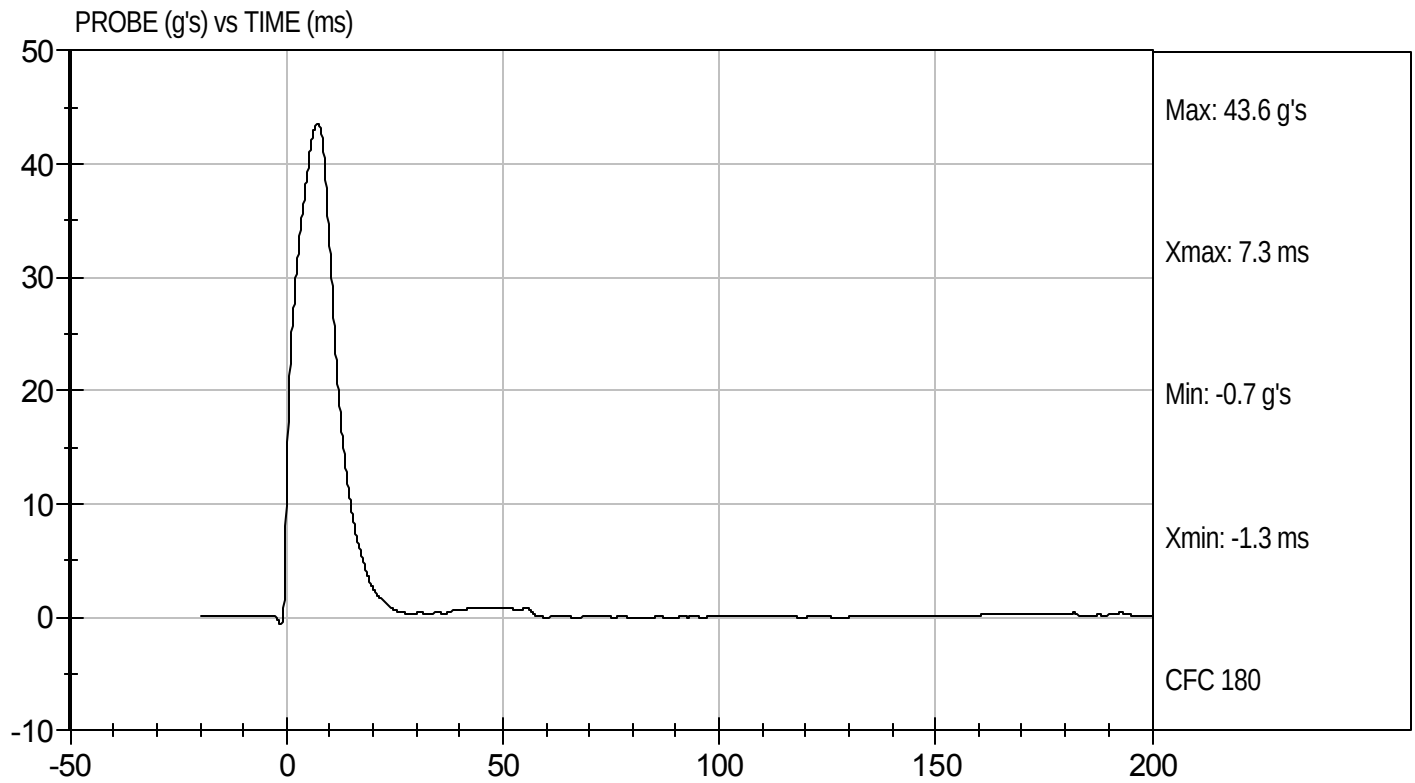
1/5/11
Test Date


Approved By



Test Desc: Pelvis Impact
Component ID: D11057

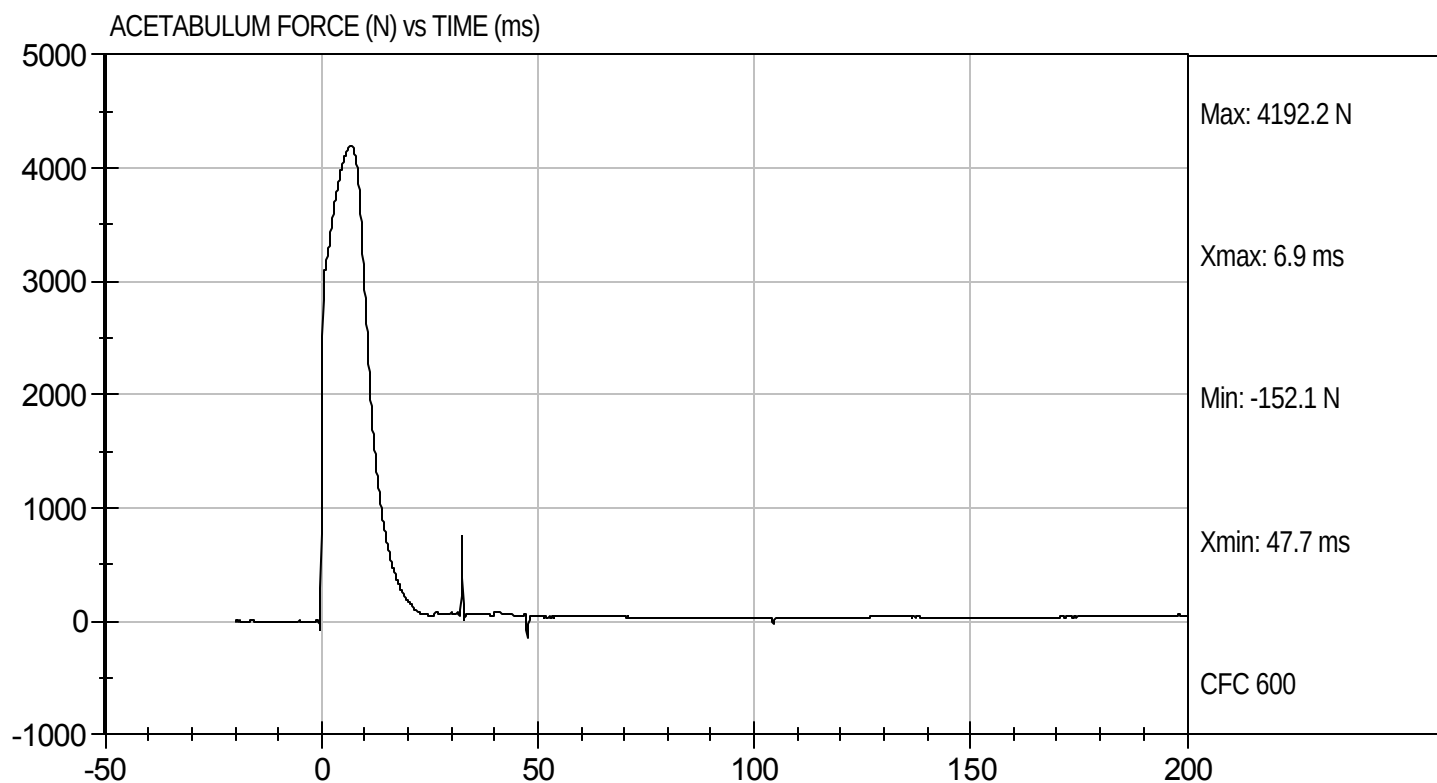
Test Date: 1/5/11
Velocity: 22.10 ft/s, 6.74 m/s





Test Desc: Pelvis Impact
Component ID: D11057

Test Date: 1/5/11
Velocity: 22.10 ft/s, 6.74 m/s



MGA RESEARCH CORPORATION
ILIAC IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296

Test I.D: D11058

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.8	Pass
Humidity	%	10 to 70	15	Pass
Impact Velocity	m/s	4.20 to 4.40	4.38	Pass
Peak Impactor Acceleration	G's	36 to 45	37	Pass
Pelvis Y Acceleration	G's	28 to 39	32	Pass
Peak Pelvis Iliac Force	N	4100 to 5100	4571	Pass
Overall Test Results			Pass	


Laboratory Technician

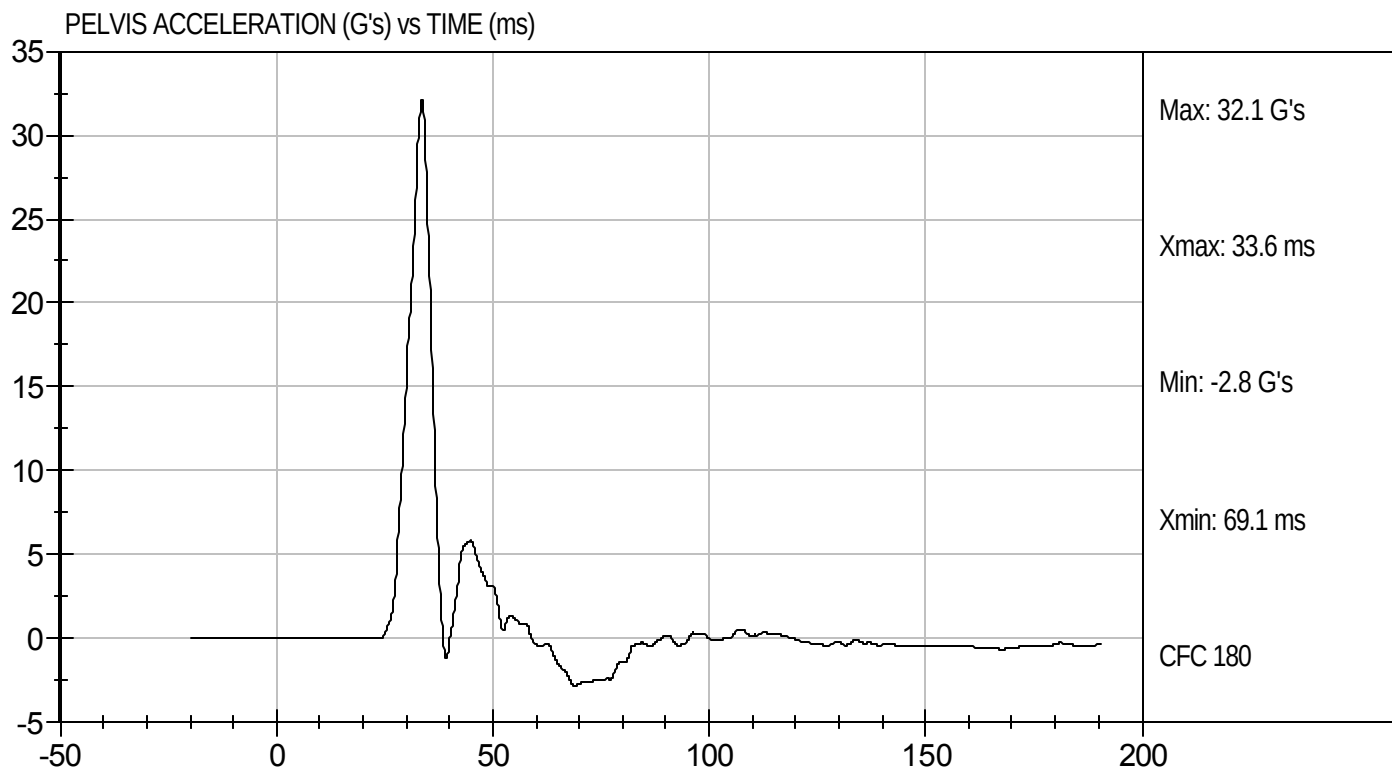
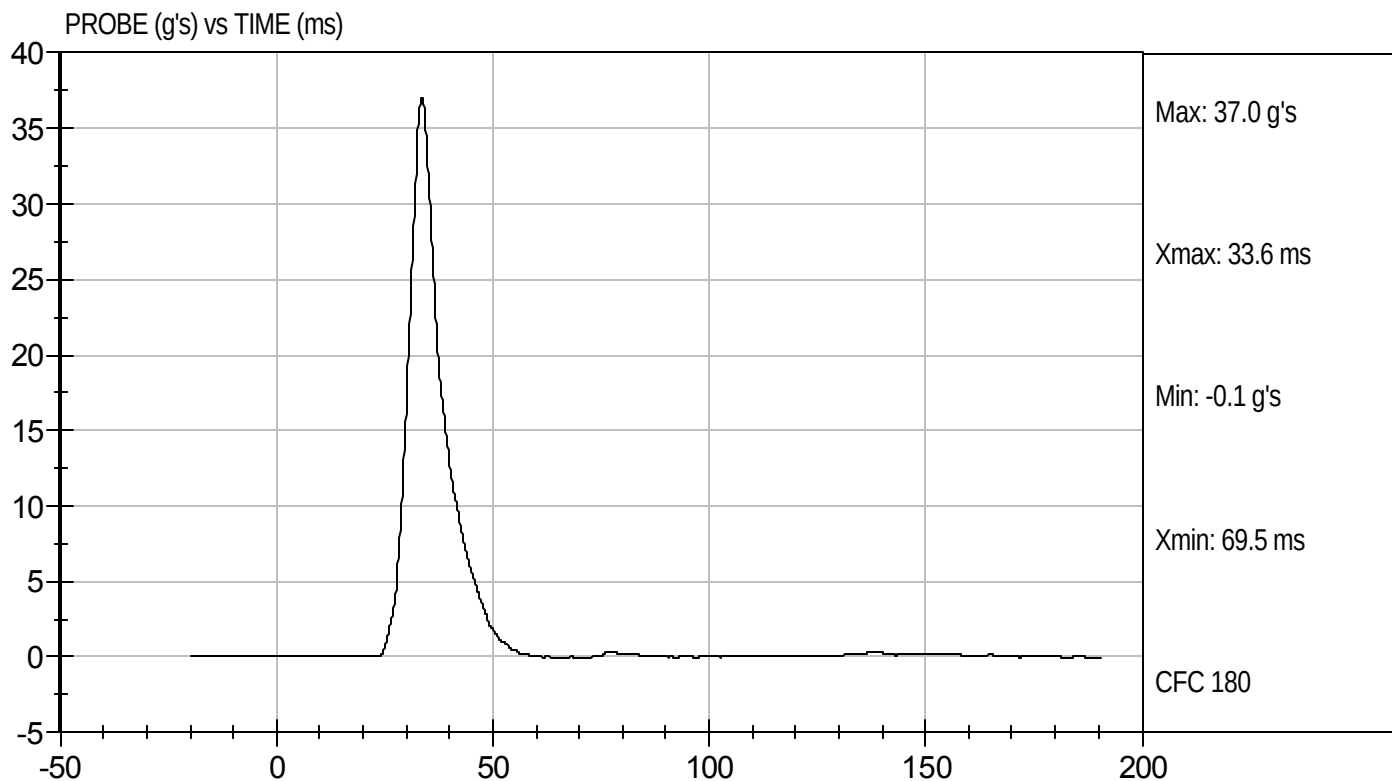
1/5/11
Test Date


Approved By



Test Desc: Iliac Impact
Component ID: D11058

Test Date: 1/5/11
Velocity: 14.36 ft/s, 4.38 m/s





Test Desc: Iliac Impact
Component ID: D11058

Test Date: 1/5/11
Velocity: 14.36 ft/s, 4.38 m/s

