



REPORT NUMBER: TWG-MGA-2012-012

**SIDE AIRBAG OUT-OF-POSITION INJURY
TECHNICAL WORKING GROUP**

**FUJI HEAVY INDUSTRIES LTD.
2012 SUBARU IMPREZA 4-DR SEDAN
NHTSA NO.: MC5503TWG2**

TEST DATE: MARCH 19, 2012

FINAL REPORT DATE: MAY 17, 2012

FINAL REPORT

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The results presented in this report relate only to the specified test items.

TABLE OF CONTENTS

<u>Section</u>		<u>Page No</u>
1	Purpose and Summary of Test	1
2	Occupant and Vehicle Information / Data Sheets	3
<u>Data Sheet No.</u>		<u>Page No.</u>
1	Test Summary	3
2	Test Vehicle Information	4
3	Dummy Positioning in Vehicle	5
4	Dummy Injury Criteria Values	6
<u>Appendix</u>		
A	Photographs	8
B	Dummy Response Data Traces	21

SECTION 1

PURPOSE AND SUMMARY OF TEST

PURPOSE

The purpose of this test was to obtain data in a static out-of-position side air bag deployment. These data constitute part of the general consumer information collected by Alpha Technology Associate, Inc.

SUMMARY

The effects of both a curtain and torso airbag deployment in a 2012 Subaru Impreza 4-Dr Sedan with an out-of-position SID-IIs Build Level D were evaluated. The curtain and seat airbags were fired remotely. The test was performed by MGA Research Corporation on March 19, 2012. Pre and post test photographs of the vehicle and dummy can be found in Appendix A.

Three high-speed cameras (1000 fps) were used to document the side airbag deployment event. The following camera locations were used:

- Left Side Through Removed Driver Door
- Front Through Windshield
- Left Side $\frac{3}{4}$ View Through Windshield

One SID-IIs Build Level D dummy (Serial Number 304) was placed in the right front passenger seat situated in the inboard-facing position per Section 3.3.5.3 according to dummy placement instructions specified in the Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as prepared by the Side Airbag Out-of-Position Injury Technical Working Group (TWG).

The dummy was instrumented with the following instrumentation:

- Head Accelerations
- Upper Neck Load Cell

The 9 channels of data were recorded using an on-board data acquisition system. Appendix B contains the dummy data traces.

The SID-IIs dummy's visible contact points were as follows:

- Curtain airbag to top and back of head
- Torso bag to left shoulder, left torso, and left pelvis

The SID-IIs dummy was placed in the right front passenger seat facing toward the center of the vehicle with its arm against the seatback. The arm was rotated horizontally in the forward direction with respect to the dummy. The dummy's pelvis was slid outboard until the dummy's back contacted the door trim panel or armrest and the CG of the head was centered in the deployment trajectory of the airbag. The vertical plane through the centerline of the dummy's rib-stiffener and shoulder bolt was parallel to the centerline of the vehicle. Masking tape was wrapped around the dummy's neck bracket to hold the dummy in place.

This orientation complies with Section 3.3.5.3 of the TWG Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as defined by Lund, et al and the Technical Working Group First Revision dated July, 2003.

SECTION 2
OCCUPANT AND VEHICLE INFORMATION / DATA SHEETS

DATA SHEET NO. 1
TEST SUMMARY

	Test Data	Description
Seating Position	P2	Right Front Seating Position
Test	3.3.5.3*	Side-facing SID-IIs dummy
Curtain Airbag	Roof-Rail Mounted	Side Airbag
Torso Airbag	Seat Mounted	Side Airbag
ATD Type/Serial No.	SID-IIs Build Level D / 304	5 th Percentile Adult Female

* Procedure as defined by Lund, et al and the Technical Working Group dated July, 2003

Number of Data Channels	9
Number of Airbag Channels	4
Number of High-Speed Videos	3

Visible Dummy Contact Points	
Head Contact	Curtain airbag to back and front of head
Left Shoulder Contact	Torso bag
Left Torso Contact	Torso bag
Left Pelvis Contact	Torso bag

DATA SHEET NO. 2**TEST VEHICLE INFORMATION**

Please note that this vehicle had previously been tested in an
NCAP Frontal Impact on February 16, 2012.

TEST VEHICLE INFORMATION

Manufacturer	Subaru
Model	Impreza
Body Style	Sedan
NHTSA No.	MC5503TWG2
VIN	JF1GJAA62CG009174
Color	Deep Cherry Pearl
Delivery Date	01/09/2012
Odometer Reading (mile)	52
Dealer	Wilde Subaru
Transmission	Manual
Final Drive	AWD
Number of Cylinders	4
Engine Displacement (L)	2.0
Engine Placement	Longitudinal
Automatic Door Lock (ADL)	No
Owners Manual Details Instructions on Disabling ADLs	N/A
Bucket Seats	Yes

TEST VEHICLE OPTIONS

Driver Front Airbag	Yes
Driver Side Curtain Airbag	Yes
Driver Side Torso/Pelvis Airbag	Yes
Rear Passenger Side Curtain Airbag	Yes
Rear Passenger Side Torso/Pelvis Airbag	No
Force Limiter	Yes
Pretensioner	Yes
Power Steering	Yes
Power Door Locks	Yes
Tilt Wheel	Yes
Air Conditioning	Yes
Anti-lock Brakes	Yes
Traction Control	Yes
All Wheel Drive	Yes
Power Seats	No

DATA FROM CERTIFICATION LABEL

Manufactured By	Fuji Heavy Industries Ltd.
Date of Manufacture	11/11

GVWR (kg)	1950
GAWR Front (kg)	990
GAWR Rear (kg)	1000

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Bench		
Number of Occupants	2	3		5
Capacity Wt. (VCW) (kg)				385
Cargo Wt. (RCLW) (kg)				45

DATA SHEET NO. 3
DUMMY POSITIONING IN VEHICLE

Measurement		Value
Seat Position		9 Detents From Full Forward
Seat Height Position		Non-Adjustable
Placed in Position No. 2		---
Seat Back Angle (at headrest post)	SA (°)	-1.9
Top of Curtain Airbag Module to Head/Neck Junction	AN (mm)	202
Top of Seat Airbag Module to Head/Neck Junction	AN (mm)	68
Head CG to Door Window	HD (mm)	136
Head to Seat Back Centerline	HSC (mm)	214
Chest to Dash	CD (mm)	539
Chest to Seatback	CS (mm)	230
Right Arm to Seat Back Centerline	RACL (mm)	---
Left Arm to Seat Back Centerline	LACL (mm)	235
Right Arm to Door Panel	RA (mm)	---
Left Arm to Door Panel	LA (mm)	107
Knee to Knee	KK (mm)	128
Toe to Toe	TT (mm)	96
Right Knee to Seat Cushion Centerline	KSCR (mm)	170
Left Knee to Seat Cushion Centerline	KSCL (mm)	165
Right Toe to Seat Cushion Centerline	TSCR (mm)	522
Left Toe to Seat Cushion Centerline	TSCL (mm)	526
Nose to Dash	ND (mm)	673
Nose to Headrest	NS (mm)	224
Top of Head to Headliner	HH (mm)	82

DATA SHEET NO. 4
DUMMY INJURY CRITERIA VALUES

NHTSA No. MC5503TWG2

		MAXIMUM VALUE			
		Position No. 2			
DESCRIPTION	UNIT	MAXIMUM	TIME (ms)	MINIMUM	TIME (ms)
Head X	g	19.3	23.2	-7.8	10.6
Head Y	g	12.2	14.6	-17.6	11.3
Head Z	g	70.2	11.3	-9.8	14.3
Head Resultant	g	73.0	11.3		
Upper Neck Fx	N	441.6	19.4	-222.1	30.1
Upper Neck Fy	N	375.2	41.3	-131.8	155.0
Upper Neck Fz	N	310.6	10.1	-1291.4	14.7
Upper Neck F Resultant	N	1325.8	14.7		
Upper Neck Mx	Nm	20.0	54.4	-26.7	13.7
Upper Neck My	Nm	48.7	19.3	-35.1	35.3
Upper Neck Mz	Nm	9.5	22.9	-11.8	79.3
Upper Neck M Resultant	Nm	49.6	19.3		

DATA SHEET NO. 4 (continued)
DUMMY INJURY CRITERIA VALUES

NHTSA No. MC5503TWG2

ATD position	HEAD INJURY CRITERIA (HIC)					
	HIC15			HIC36		
	HIC	T ¹ (msec)	T ² (msec)	HIC	T ¹ (msec)	T ² (msec)
No. 2 Right Front	24.32	11.0	26.0	32.92	11.0	33.4

Position 2 Neck Injury Summary (SID-IIs Build Level D – Out-Of-Position)

	Nij	Time (msec)	Z Force (N) (CFC 600)	X Force (N) (CFC 600)	Y Moment (N-m) (CFC 600)
Ntf	0.07	132.2	151.67	-57.55	4.78
Nte	0.35	29.6	2.37	-204.37	-27.20
Ncf	0.50	17.2	-1081.65	348.10	40.52
Nce	0.56	34.0	-373.14	-151.17	-33.94
Peak Tension (CFC1000)	310.6 N		Peak Compression (CFC 1000)		-1291.4 N

Critical Values

Nij Intercepts				Peak Limits	
Tension (CVt)	3880 N	Extension (mCVe)	61 N-m	Tension	2070 N
Compression (CVc)	3880 N	Flexion (mCVf)	155 N-m	Compression	2520 N
Condyle Offset	0.01778 m				

APPENDIX A
PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

	<u>Page No.</u>
Photo No. 1. Right ¾ Front View of Vehicle, As Received	9
Photo No. 2. Vehicle Certification Placard	9
Photo No. 3. Pre-Test Vehicle Left Side View	10
Photo No. 4. Post-Test Vehicle Left Side View	10
Photo No. 5. Pre-Test SID-IIs Dummy Left Side View	11
Photo No. 6. Post-Test SID-IIs Dummy Left Side View	11
Photo No. 7. Pre-Test SID-IIs Dummy Left Side Closeup View	12
Photo No. 8. Post-Test SID-IIs Dummy Left Side Closeup View	12
Photo No. 9. Pre-Test SID-IIs Dummy Left ¾ Front View	13
Photo No. 10. Post-Test SID-IIs Dummy Left ¾ Front View	13
Photo No. 11. Pre-Test SID-IIs Dummy Left ¾ Front Closeup View	14
Photo No. 12. Post-Test SID-IIs Dummy Left ¾ Front Closeup View	14
Photo No. 13. Pre-Test SID-IIs Dummy Front View	15
Photo No. 14. Post-Test SID-IIs Dummy Front View	15
Photo No. 15. Pre-Test SID-IIs Dummy Front Closeup View	16
Photo No. 16. Post-Test SID-IIs Dummy Front Closeup View	16
Photo No. 17. Pre-Test SID-IIs Dummy Right ¾ Front View	17
Photo No. 18. Post-Test SID-IIs Dummy Right ¾ Front View	17
Photo No. 19. Pre-Test SID-IIs Dummy Right Side View	18
Photo No. 20. Post-Test SID-IIs Dummy Right Side View	18
Photo No. 21. Post-Test SID-IIs Dummy Right Side View (Door Open)	19
Photo No. 22. Post-Test Curtain Airbag Left Side View	19
Photo No. 23. Post-Test Curtain Airbag Front View	20
Photo No. 24. Post-Test Curtain Airbag Right Side View (Door Open)	20



Right $\frac{3}{4}$ Front View of Vehicle, As Received



Vehicle Certification Placard



Pre-Test Vehicle Left Side View



Post-Test Vehicle Left Side View



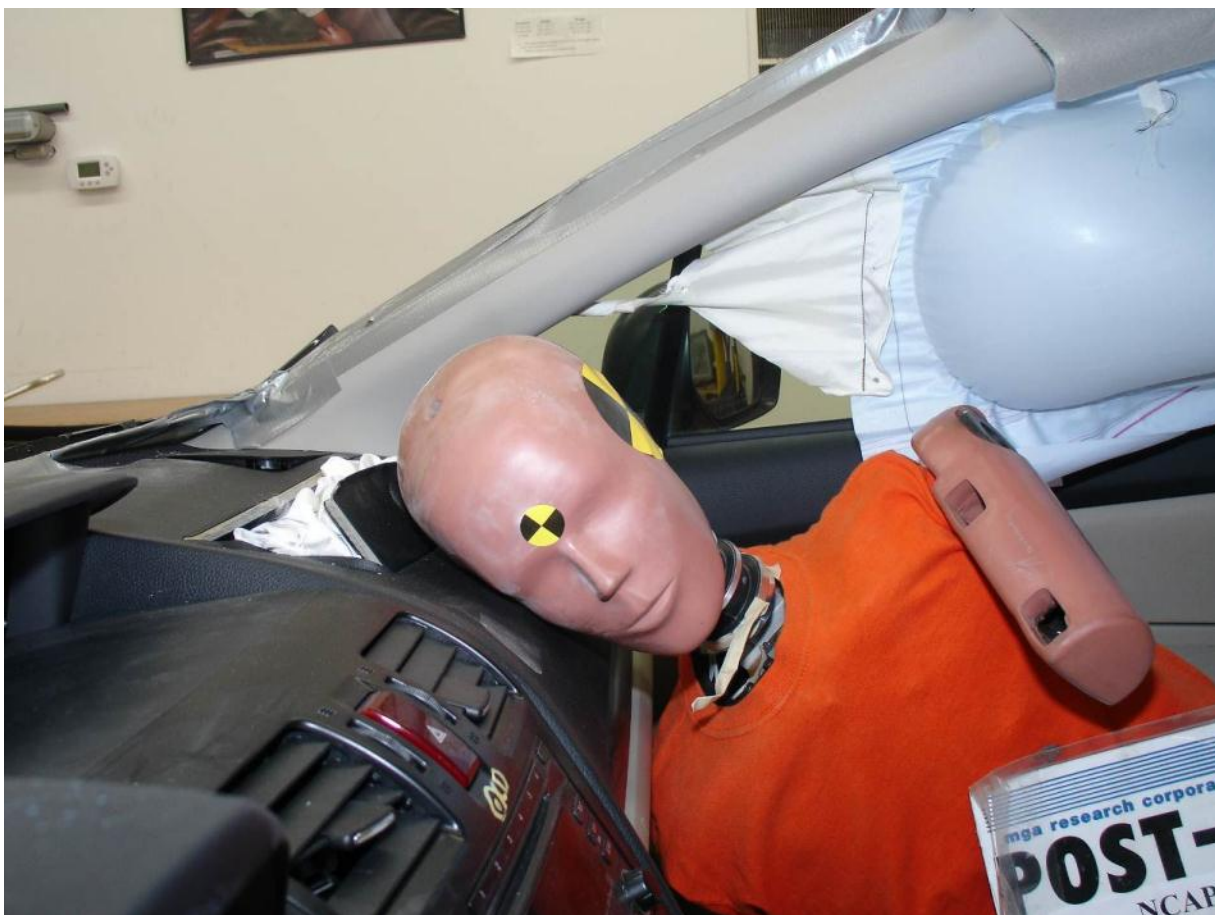
Pre-Test SID-IIs Dummy Left Side View



Post-Test SID-IIs Dummy Left Side View



Pre-Test SID-IIs Dummy Left Side Closeup View



Post-Test SID-IIs Dummy Left Side Closeup View



Pre-Test SID-IIs Dummy Left ¾ Front View



Post-Test SID-IIs Dummy Left ¾ Front View



Pre-Test SID-IIs Dummy Left $\frac{3}{4}$ Front Closeup View



Post-Test SID-IIs Dummy Left $\frac{3}{4}$ Front Closeup View



Pre-Test SID-IIs Dummy Front View



Post-Test SID-IIs Dummy Front View



Pre-Test SID-IIs Dummy Front Closeup View



Post-Test SID-IIs Dummy Front Closeup View



Pre-Test SID-IIs Dummy Right $\frac{3}{4}$ Front View



Post-Test SID-IIs Dummy Right $\frac{3}{4}$ Front View



Pre-Test SID-II's Dummy Right Side View



Post-Test SID-II's Dummy Right Side View



Post-Test SID-IIs Dummy Right Side View (Door Open)



Post-Test Curtain Airbag Left Side View



Post-Test Curtain Airbag Front View

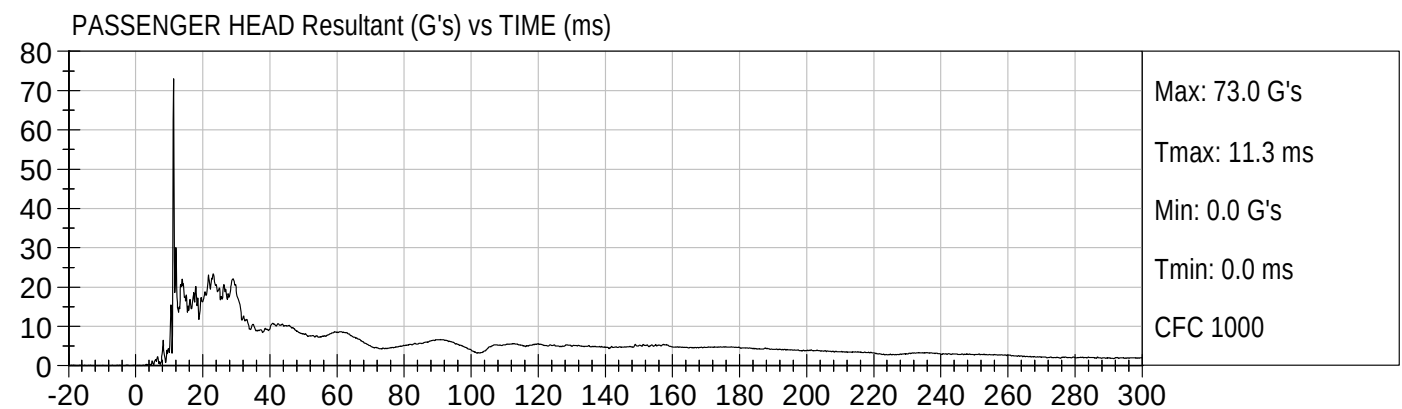
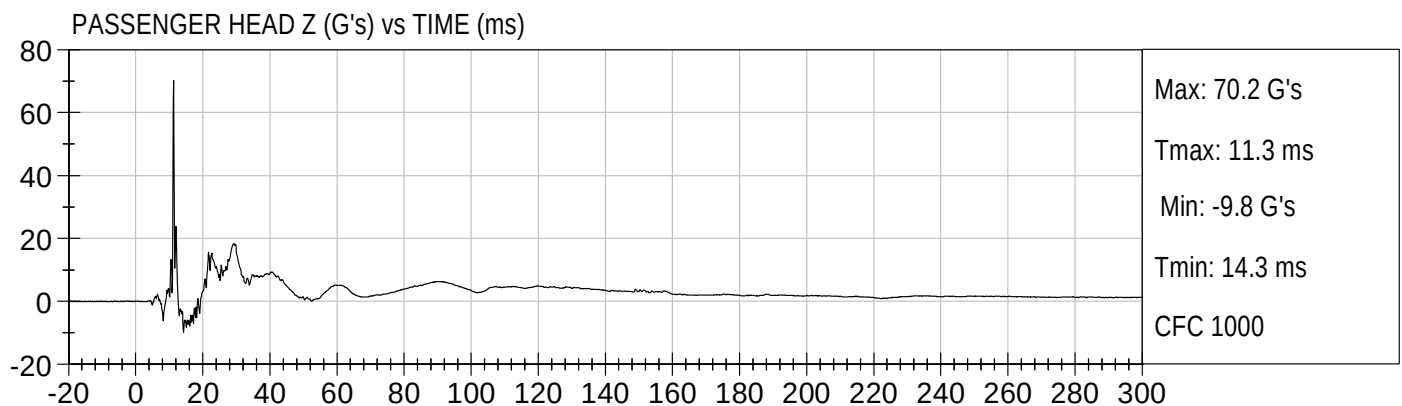
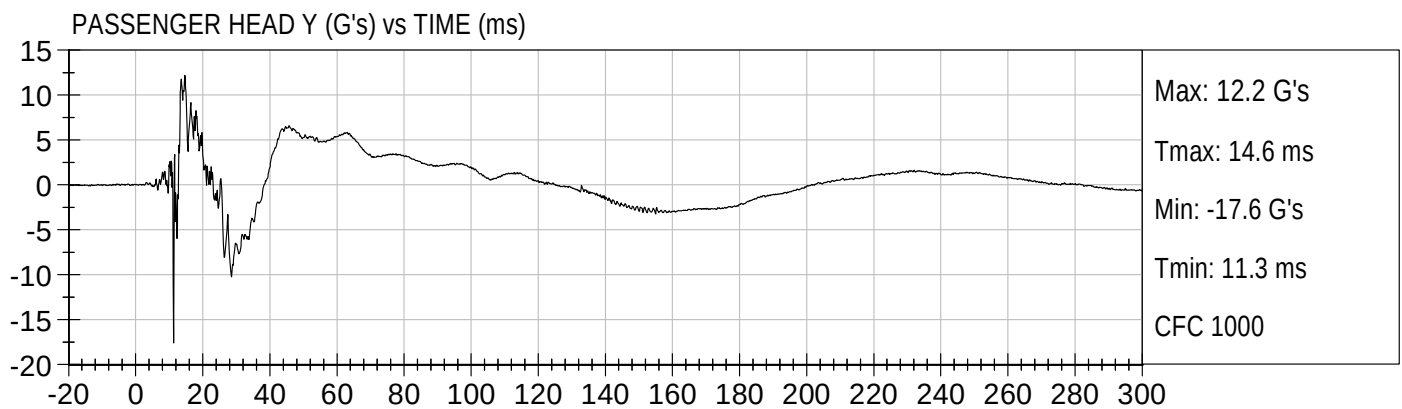
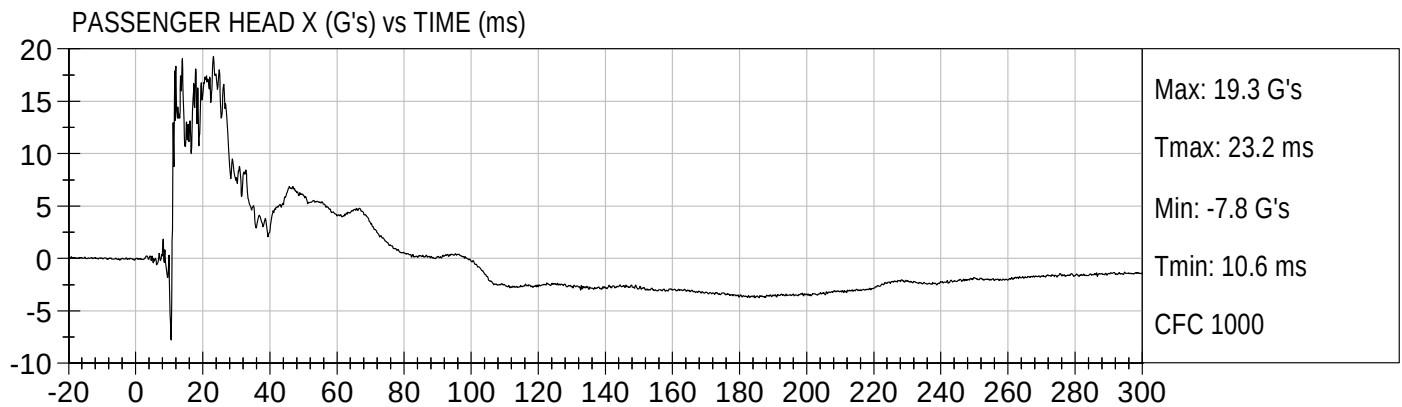


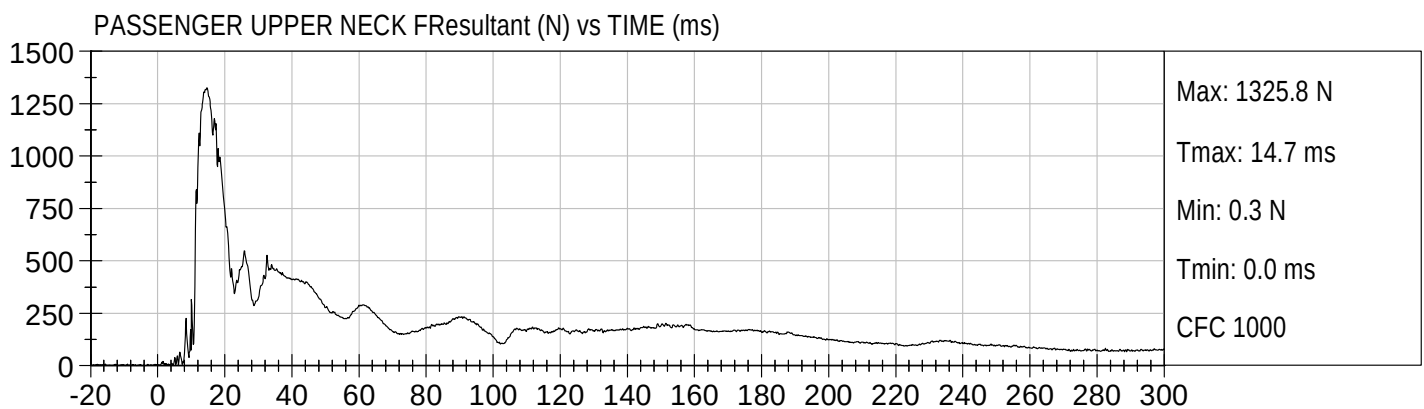
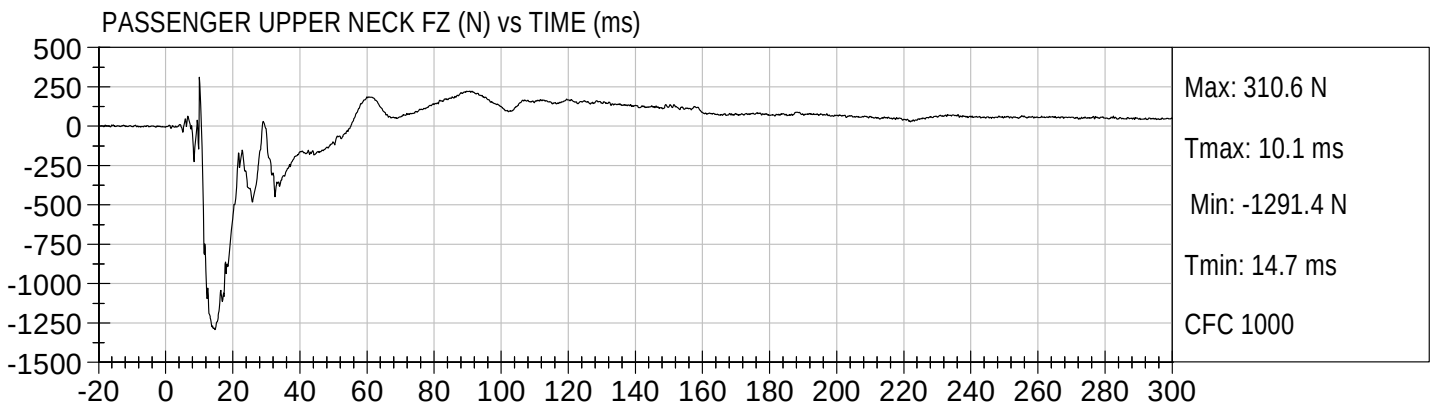
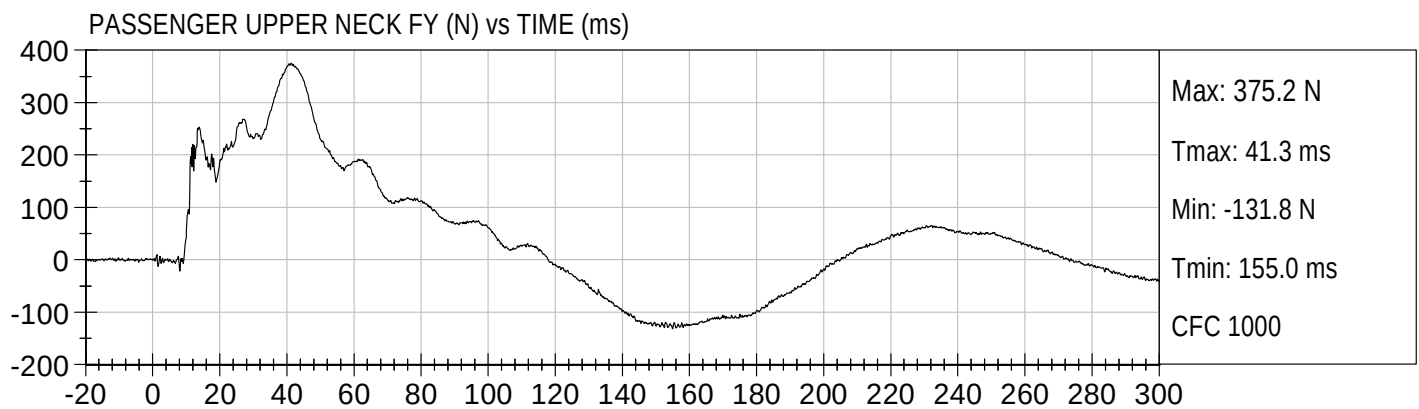
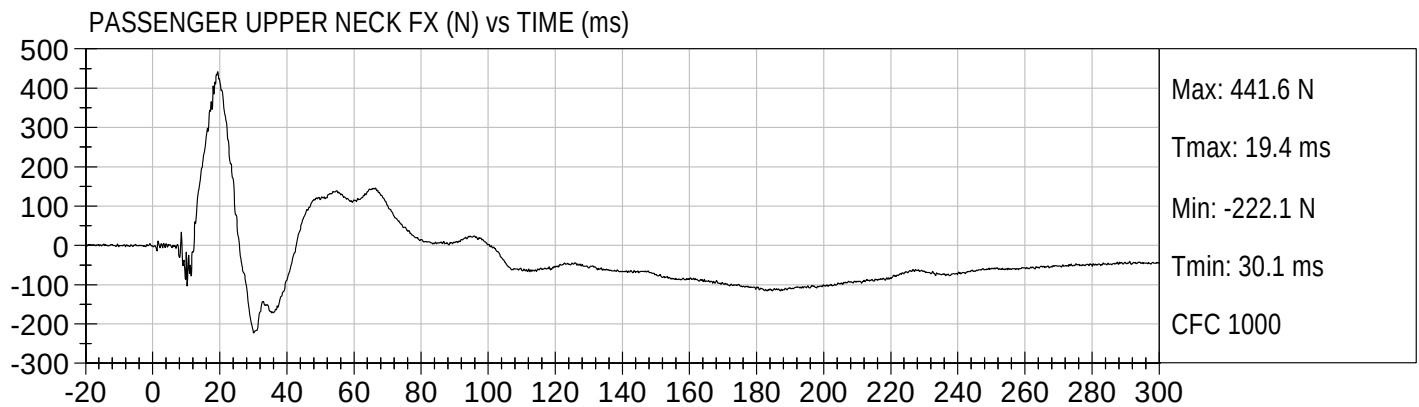
Post-Test Curtain Airbag Right Side View (Door Open)

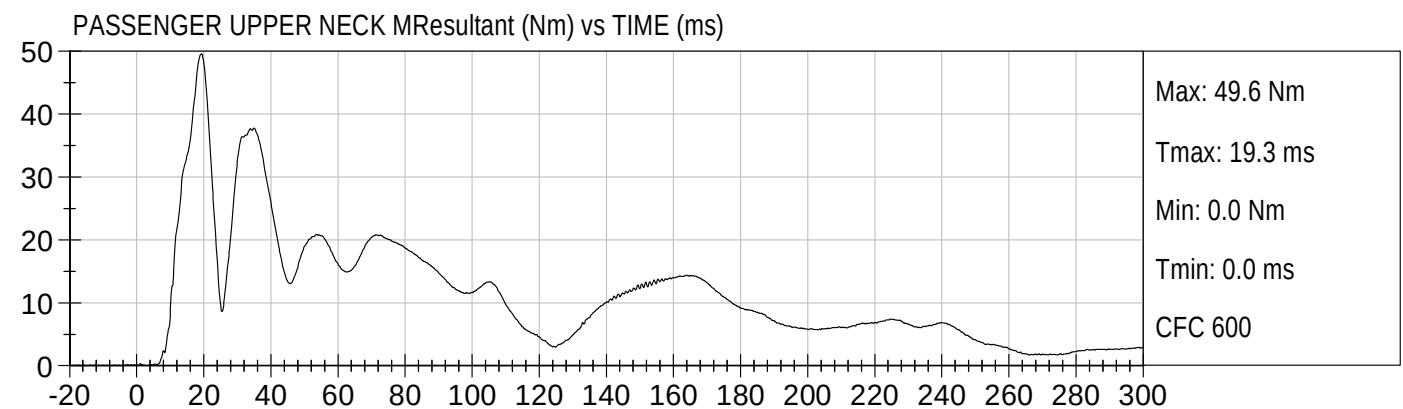
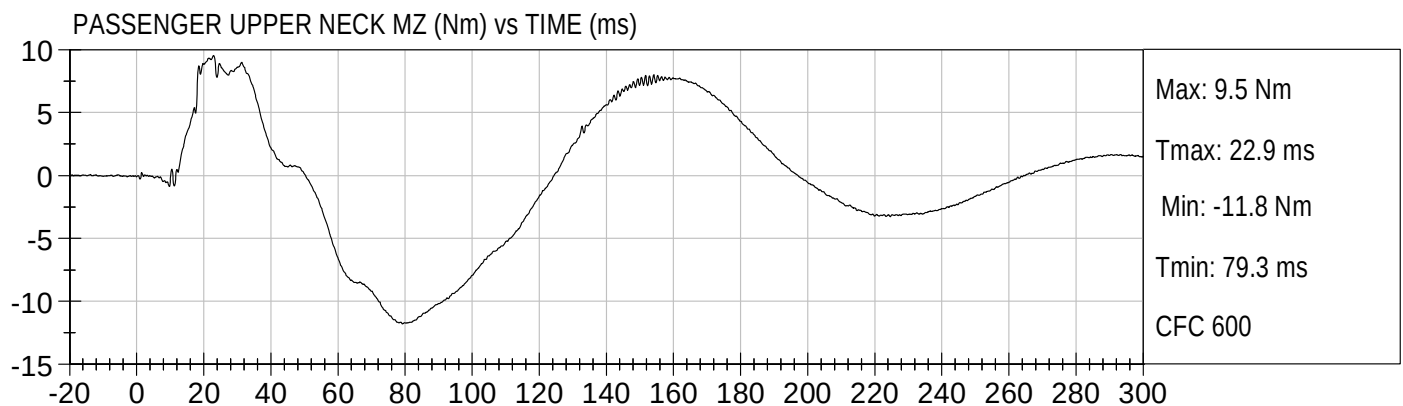
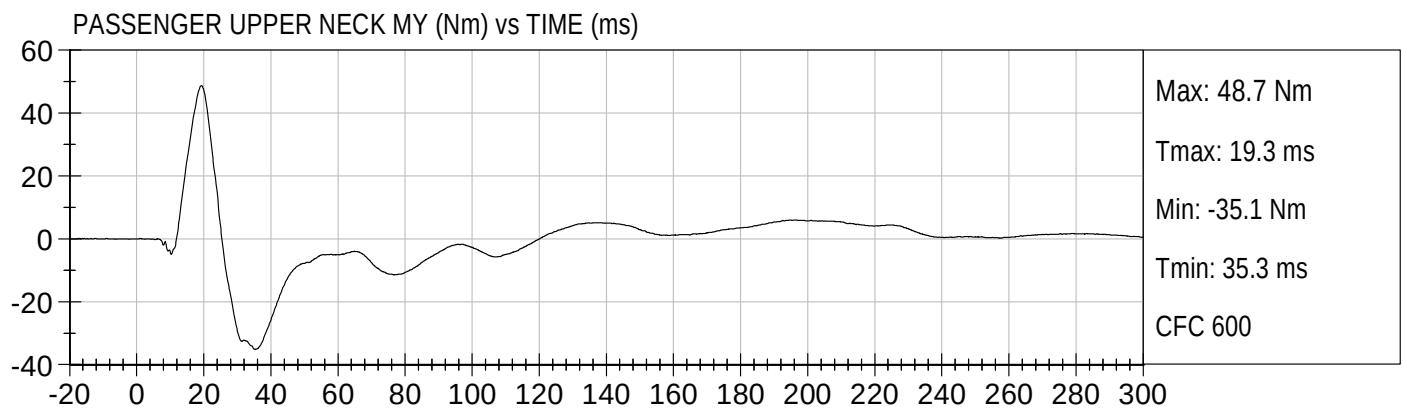
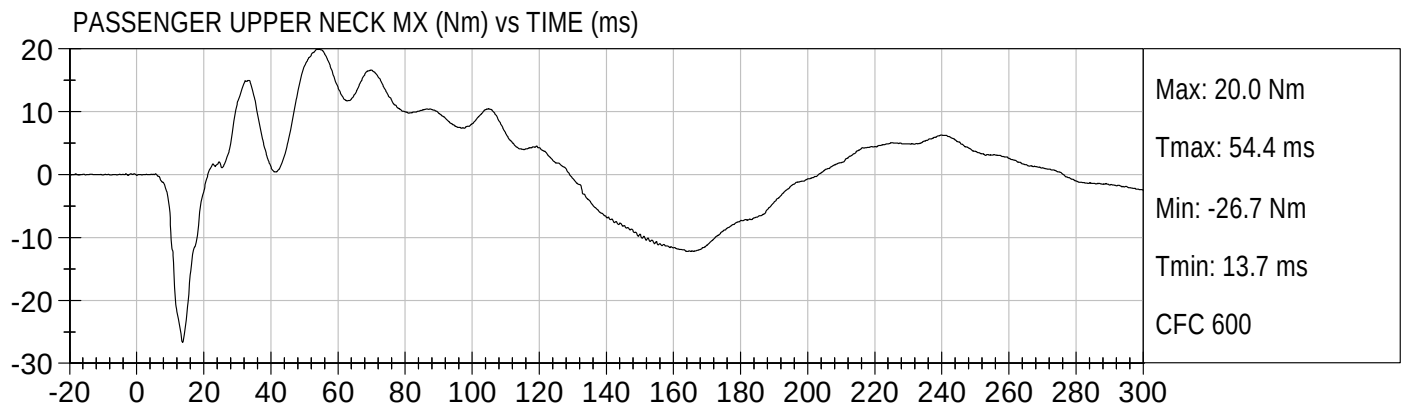
APPENDIX B
DUMMY RESPONSE DATA TRACES

TABLE OF DATA PLOTS

		<u>Page No.</u>
Figure No. 1.	Passenger Head X Acceleration vs. Time	22
Figure No. 2.	Passenger Head Y Acceleration vs. Time	22
Figure No. 3.	Passenger Head Z Acceleration vs. Time	22
Figure No. 4.	Passenger Head Resultant Acceleration vs. Time	22
Figure No. 5.	Passenger Upper Neck X Force vs. Time	23
Figure No. 6.	Passenger Upper Neck Y Force vs. Time	23
Figure No. 7.	Passenger Upper Neck Z Force vs. Time	23
Figure No. 8.	Passenger Upper Neck Resultant Force vs. Time	23
Figure No. 9.	Passenger Upper Neck X Moment vs. Time	24
Figure No. 10.	Passenger Upper Neck Y Moment vs. Time	24
Figure No. 11.	Passenger Upper Neck Z Moment vs. Time	24
Figure No. 12.	Passenger Upper Neck Resultant Moment vs. Time	24
Figure No. 13.	Passenger Curtain Airbag – Fire Voltage vs. Time	25
Figure No. 14.	Passenger Curtain Airbag – Fire Current vs. Time	25
Figure No. 15.	Passenger Seat Airbag – Fire Voltage vs. Time	25
Figure No. 16.	Passenger Seat Airbag – Fire Current vs. Time	25

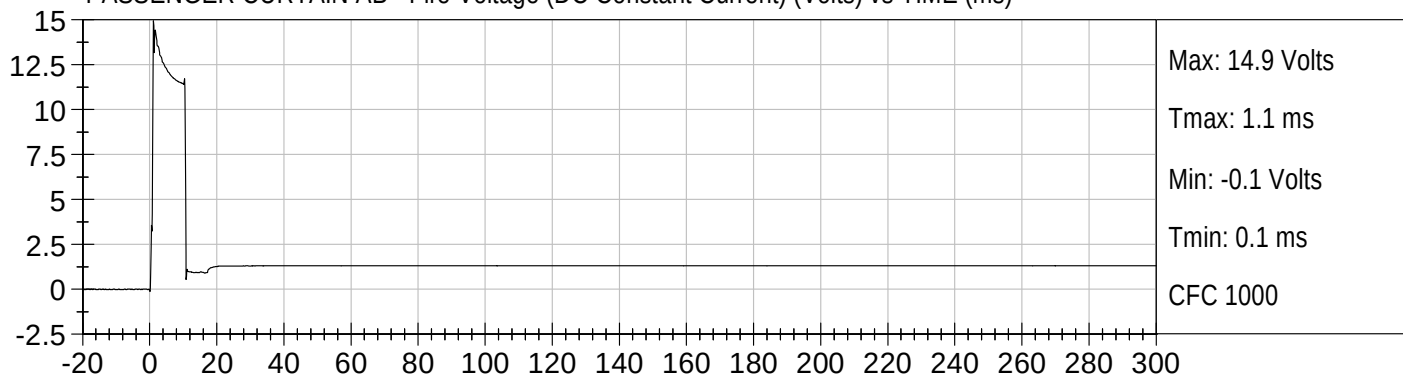




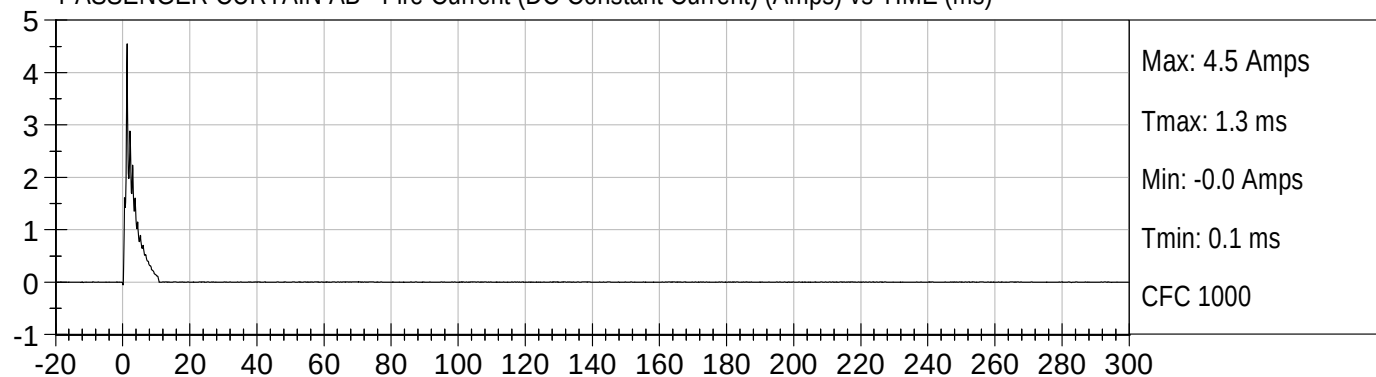




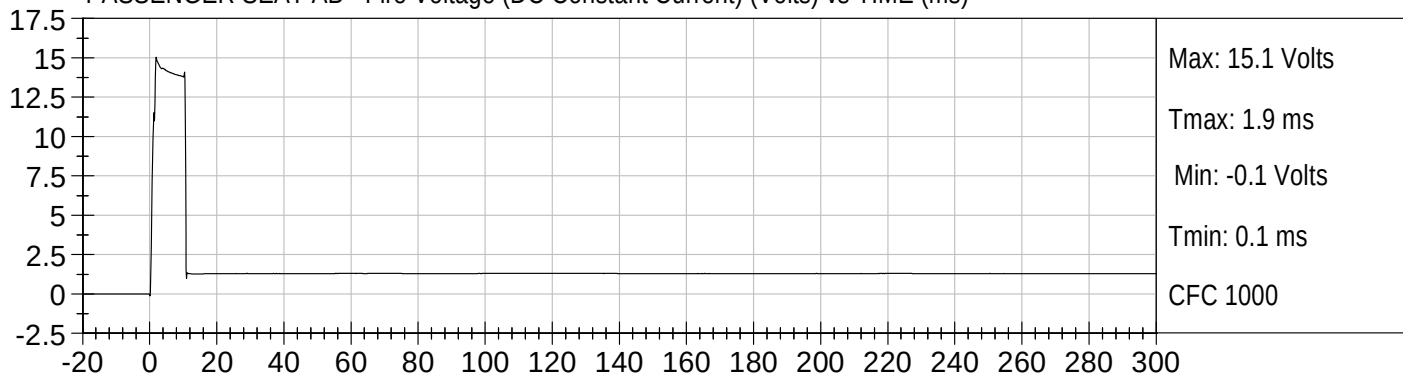
PASSENGER CURTAIN AB - Fire Voltage (DC Constant Current) (Volts) vs TIME (ms)



PASSENGER CURTAIN AB - Fire Current (DC Constant Current) (Amps) vs TIME (ms)



PASSENGER SEAT AB - Fire Voltage (DC Constant Current) (Volts) vs TIME (ms)



PASSENGER SEAT AB - Fire Current (DC Constant Current) (Amps) vs TIME (ms)

