REPORT NUMBER: SPNCAP-MGA-2013-063

NEW CAR ASSESSMENT PROGRAM (NCAP)
Side Impact Pole Test

FORD MOTOR COMPANY
2013 Ford Fusion Energi SE 4-Dr Sedan
NHTSA No.: MD0221

MGA RESEARCH CORPORATION
5000 Warren Road
Burlington, WI 53105

Test Date: April 16, 2013

Final Report Date: May 2, 2013

FINAL REPORT

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

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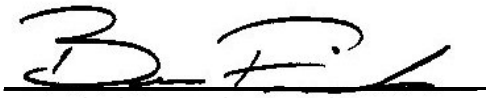
Prepared by: 
Donna Janovicz, Project Manager

Approved by: 
Ben Fischer, Project Engineer

Approval Date: May 2, 2013

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 a 2013 Ford Fusion Energi SE 4-Dr Sedan, NHTSA No.: MD0221		*5. Report Date* May 2, 2013 *6. Performing Organization Code* MGA
7. Author(s) Donna Janovicz, Project Manager Ben Fischer, Project Engineer		*8. Performing Organization Report No.* SPNCAP-MGA-2013-063
9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105		*10. Work Unit No.* *11. Contract or Grant No.* DTNH22-09-D-00124
12. Sponsoring Agency Name and Address United States Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards (NVS-111) 1200 New Jersey Ave, SE, Room W43-410 Washington, DC 20590		*13. Type of Report and Period Covered:* Final Test Report April 16, 2013 to May 2, 2013 *14. Sponsoring Agency Code* NVS-111
15. Supplementary Notes		

16. Abstract

A 32.20 km/h, 75° oblique impact Side NCAP Test was conducted on the subject 2013 Ford Fusion Energi SE 4-Dr Sedan in accordance with the specifications of the Office of Crashworthiness Standards Side NCAP 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 April 16, 2013.

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 21.4°C. The test vehicle post-test maximum crush was 440 mm at level 3. The test vehicle's performance was as follows:

	Driver ATD (SID-IIs)		
Measurement Description	**Units**	**Threshold**	**Result**
Head Injury Criteria (HIC_{36})	N/A	1000	236
Resultant Lower Spine Acceleration	Gs	82	50
Total Pelvic Force (sum of acetabular and iliac forces)	N	5525	3415
Maximum Thoracic Rib Deflection	mm	38*	21
Maximum Abdomen Rib Deflection	mm	45*	20

*Proposed IARV

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.

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 Administration Technical Information Services Division, NPO-411 1200 New Jersey Ave, SE Washington, DC 20590 e-mail: tis@nhtsa.dot.gov FAX: 202-493-2833	
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SECTION 1
TEST PURPOSE AND PROCEDURE

This side impact test is part of the MY 2013 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 2013 Ford Fusion Energi SE 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 September 2012.

SECTION 2
SUMMARY OF TEST RESULTS

A rigid pole side impact test was conducted on a 2013 Ford Fusion Energi SE 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 April 16, 2013. 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 Side NCAP Pole Laboratory Test Procedure dated September 2012. Camera locations and other pertinent camera information are included in this report.

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

Primary and Redundant Head CG Triaxial Accelerometers
Thorax Upper, Middle, and Lower Rib Displacement Potentiometers
Abdomen Upper Rib and Lower Rib Displacement Potentiometers
Lower Spine (T12) 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. Appendix D contains the test equipment and instrumentation calibration data.

Injury readings for the SID-IIs dummy were recorded as follows:

Measurement Description	Driver ATD (SID-IIs)		
	Units	Threshold	Result
Head Injury Criteria (HIC_{36})	N/A	1000	236
Resultant Lower Spine Acceleration	Gs	82	50
Total Pelvic Force (sum of acetabular and iliac forces)	N	5525	3415
Maximum Thoracic Rib Deflection	mm	38*	21
Maximum Abdominal Rib Deflection	mm	45*	20

*Proposed IARV

Supplemental restraint information is given below:

Restraint Type	Left Front (Driver) Occupant Location 1		Left Rear (Passenger) Occupant Location 4	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes	No		
Knee Airbag	Yes	No		
Side Curtain Airbag	Yes	Yes	Yes	Yes
Side Torso/Abdomen/Pelvis Airbag	Yes	Yes	No	
Seat Belt Pretensioner	Yes	Yes	No	
Seat Belt Load Limiter	Yes	Yes	No	
Other				

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 45ms
Left Mid A-Post Y after 45ms
Left Mid B-Post Y after 10ms

SECTION 3
OCCUPANT AND VEHICLE INFORMATION

DATA SHEET NO. 1
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	MD0221
Model Year	2013
Make	Ford
Model	Fusion Energi
Body Style	Sedan
VIN	3FA6P0PU2DR252083
Body Color	Deep Impact Blue
Odometer Reading (km/mi)	26 / 16
Engine Displacement (L)	2.0
Type/No. Cylinders	4
Engine Placement	Lateral
Transmission Type	Automatic
Transmission Speeds	CVT
Overdrive	Not Applicable
Final Drive	Front
Roof Rack	No
Sunroof/T-Top	No
Running Boards	No
Tilt Steering Wheel	Yes
Power Seats	Yes
Anti-Lock Brakes (ABS)	Yes

Traction Control System (TCS)	Yes
Auto-Leveling System	No
Automatic Door Locks (ADL)	Yes
Power Window Auto-Reverse	Yes
Other Optional Feature	N/A
Driver Front Airbag	Yes
Driver Curtain Airbag	Yes
Driver Head/Torso Airbag	No
Driver Torso Airbag	No
Driver Torso/Pelvis Airbag	Yes
Driver Pelvis Airbag	No
Driver Knee Airbag	Yes
Rear Pass. Curtain Airbag	Yes
Rear Pass. Head/Torso Airbag	No
Rear Pass. Torso Airbag	No
Rear Pass. Torso/Pelvis Airbag	No
Rear Pass. Pelvis Airbag	No
Driver Seat Belt Pretensioner	Yes
Rear Pass. Seat Belt Pretensioner	No
Driver Load Limiter	Yes
Rear Pass. Load Limiter	No
Other Safety Restraint	N/A

Does owner's manual provide instructions to turn off automatic door locks?	Yes

DATA FROM CERTIFICATION LABEL

Manufactured By	Ford Motor Company
Date of Manufacture	02/13
Vehicle Type	Passenger Car

GVWR (kg)	2227
GAWR Front (kg)	1105
GAWR Rear (kg)	1127

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)
Rated Cargo and Luggage Weight (RCLW) (kg)				45	(A-B)

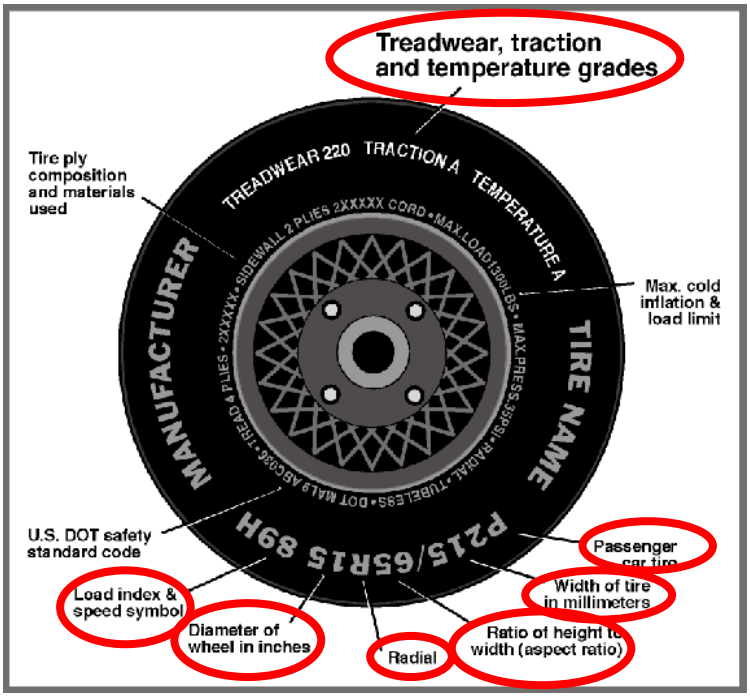
VEHICLE SEAT TYPE

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

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

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

VEHICLE TIRE INFORMATION



Measured Parameter	Front	Rear
Max. Tire Pressure (kPa)	350	350
Cold Pressure (kPa)	240	240
Recommended Tire Size	P225/50R17	P225/50R17
Tire Size on Vehicle	P225/50R17	P225/50R17
Tire Manufacturer	Michelin	Michelin
Tire Model	Energy Saver	Energy Saver
Treadwear	480	480
Traction	A	A
Temperature Grade	A	A
Tire Plies Sidewall	1 polyester	1 polyester
Tire Plies Body	1 polyester, 1 polyamide, 2 steel	1 polyester, 1 polyamide, 2 steel
Load Index/Speed Symbol	93V	93V
Tire Material	Rubber	Rubber
DOT Safety Code Left	B90A 00NX 0213	B90A 00NX 0213
DOT Safety Code Right	B90A 00NX 0213	B90A 00NX 0213

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

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

TEST PRESSURES

	Units	LF	RF	LR	RR
As Delivered	kpa	240	240	240	240
Tire Placard	kpa	240	240	240	240
Owner's Manual	kpa				
As Tested	kpa	240	240	240	240

TEST VEHICLE WEIGHTS

		As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
	Units	Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	502.6	419.1		514.4	459.1		519.4	463.6	
Right	kg	472.6	401.5		475.0	435.5		473.5	435.9	
Ratio	%	54.3	45.7		52.5	47.5		52.5	47.5	
Totals	kg	975.2	820.6	1795.8	989.4	894.6	1884.0	992.9	899.5	1892.4

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	1795.8	(A)
Actual Weight of 1 P572V ATD (SID-IIs) ATD Used	kg	52.2	(B)
Rated Cargo/Luggage Weight (RCLW)	kg	45	(C)
Calculated Vehicle Target Weight (TVTW)	kg	1893.0	(A+B+C)

Does the measured As Tested Vehicle Weight lie within the required weight range (i.e. Calculated Test Vehicle Target Weight – 4.5 kg to 9 kg)? **YES**

TEST VEHICLE ATTITUDES AND CG

	Units	As Delivered	As Tested	Fully Loaded	Meets Requirement***
Driver Door Sill Angle (front-to-rear)*	deg	0.5	0.5	0.7	Yes
Front Pass. Sill Angle (front-to-rear)*	deg	0.3	0.5	0.5	Yes
Front Bumper Angle (left-to-right)**	deg	0.1	0.0	-0.2	Yes
Rear Bumper Angle (left-to-right)**	deg	0.3	0.3	0.3	Yes
Vehicle CG (Aft of Front Axle)	mm	1297	1348	1349	
Vehicle CG (Left (+) / Right (-) from Longitudinal Centerline)	mm	21	26	30	

*ND=Nose Down (-), NU=Nose Up (+) ** LD=Left Down (-), LU=Left Up (+)
*** The "As Tested" vehicle attitude measurements must be equal to or between the "As Delivered" and "Fully Loaded" vehicle attitude measurements.

WEIGHT OF BALLAST AND VEHICLE COMPONENTS REMOVED TO MEET TVTW

Component Description	Weight (kg)
Ballast (if any)	0.0
Left rear taillight, tire repair kit, right rear window glass/motor/track, right rear speaker, right side mirror, rear floor mats, right front floor mat, right rear door trim panel, cargo area carpet/cover/organizer.	25.4

DATA SHEET NO. 2
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT AND FUEL SYSTEM DATA

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

SEAT POSITIONING

The driver's seat, front center seat (if applicable), and right front passenger's seat should be set to the forward-most, mid-height, mid-angle position. The struck-side rear passenger's seat, rear center seat, and non-struck side rear passenger's seats should be set to the rear-most, lowest, mid-angle position.

SCRL ANGLE RANGE

Seat	SCRL (°)		
	Max	Min	Mid
Driver Seat	24.1	14.1	19.1
Front Passenger Seat	Fixed	Fixed	Fixed
Front Center Seat			
Struck Side Rear Seat	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Fixed
Rear Center Seat	Fixed	Fixed	Fixed

SEAT HEIGHT AND ANGLE

Seat	As Tested SCRL Angle (Mid) (°)	As Tested SCRP Height (mm)	SCRP Height Position	SCRP Height (mm)		
				Rear-most	Mid-Fore/Aft	Forward-Most
Driver Seat	19.1	27	Max	54	54	54
	19.1	27	Mid	27	27	27
	19.1	27	Min	0	0	0
Front Passenger Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
	Fixed	Fixed	Mid	Fixed	Fixed	Fixed
	Fixed	Fixed	Min	Fixed	Fixed	Fixed
Front Center Seat			Max			
			Mid			
			Min			
Struck Side Rear Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
	Fixed	Fixed	Mid	Fixed	Fixed	Fixed
	Fixed	Fixed	Min	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
	Fixed	Fixed	Mid	Fixed	Fixed	Fixed
	Fixed	Fixed	Min	Fixed	Fixed	Fixed
Rear Center Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
	Fixed	Fixed	Mid	Fixed	Fixed	Fixed
	Fixed	Fixed	Min	Fixed	Fixed	Fixed

DATA SHEET NO. 2 (CONTINUED)
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

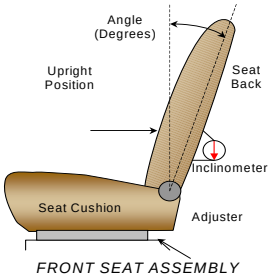
Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

SEAT FORE/AFT POSITIONS

Seat	Total Fore/Aft Travel		Test Position from Forward-most Position	
	mm	Detents	mm	Detent
Driver Seat	266		0	
Front Passenger Seat	266		0	
Front Center Seat				
Struck Side Rear Seat	Fixed	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Fixed	Fixed
Rear Center Seat	Fixed	Fixed	Fixed	Fixed

SEAT BACK ANGLE ADJUSTMENT

The driver's seat back is positioned such that the dummy's head is level. The front center and front passenger's seat backs are positioned in a similar manner as the driver's seat back. The struck-side rear passenger seat back is positioned in accordance with the information provided by the manufacturer on Form No. 1 for the 5th percentile female dummy in a Side NCAP MDB test. The rear center and non-struck side rear passenger's seat back is set to match the struck-side rear seat back.



Seat	Total Seat Back Angle Range		Test Position from Vertical	
	Degrees	Detents	Degree	Detent
Driver Seat w/Seated Dummy	57.0		-3.3	
Front Passenger Seat	57.9		-3.1	
Front Center Seat				
Struck Side Rear Seat	Fixed		Fixed	
Non-Struck Side Rear Seat	Fixed		Fixed	
Rear Center Seat	Fixed		Fixed	

SEAT BELT ANCHORAGE ADJUSTMENT

Seat belt anchorages are adjusted in accordance with the information provided by the manufacturer on Form No. 1.

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

HEAD RESTRAINT ADJUSTMENT

Head restraints are adjusted to the lowest and most full forward in-use position.

	Total # of Positions	Placed in Position #
Driver Seat	3	Lowest/Full Forward

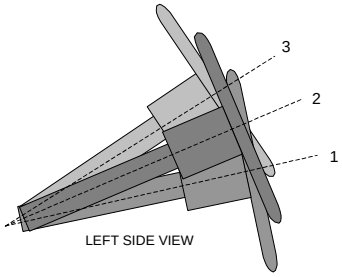
DATA SHEET NO. 2 (CONTINUED)
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel geometric locus is described when it moves through its full range of motion.

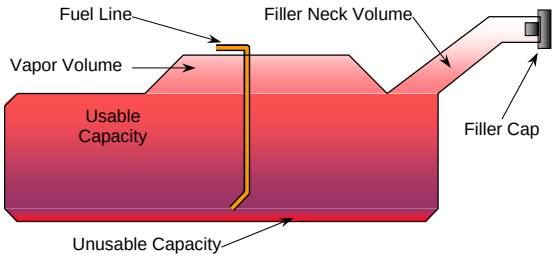
	Degrees	Fore/Aft Position (mm)
Lowermost, Position 1	69.1	238
Geometric Center, Position 2	65.7	213
Uppermost, Position 3	62.3	188
Telescoping Steering Wheel Travel		50
Test Position	65.7	213



STEERING COLUMN ASSEMBLY

FUEL PUMP

Describe the fuel pump type, details about how it operates and the location of the fuel filler pipe.
The vehicle is equipped with an electric fuel pump. Fuel pump cycles for a brief period when key is moved to the on position, but does not pump fuel unless engine is running. The fuel pipe is on the left side.



VEHICLE FUEL TANK ASSEMBLY

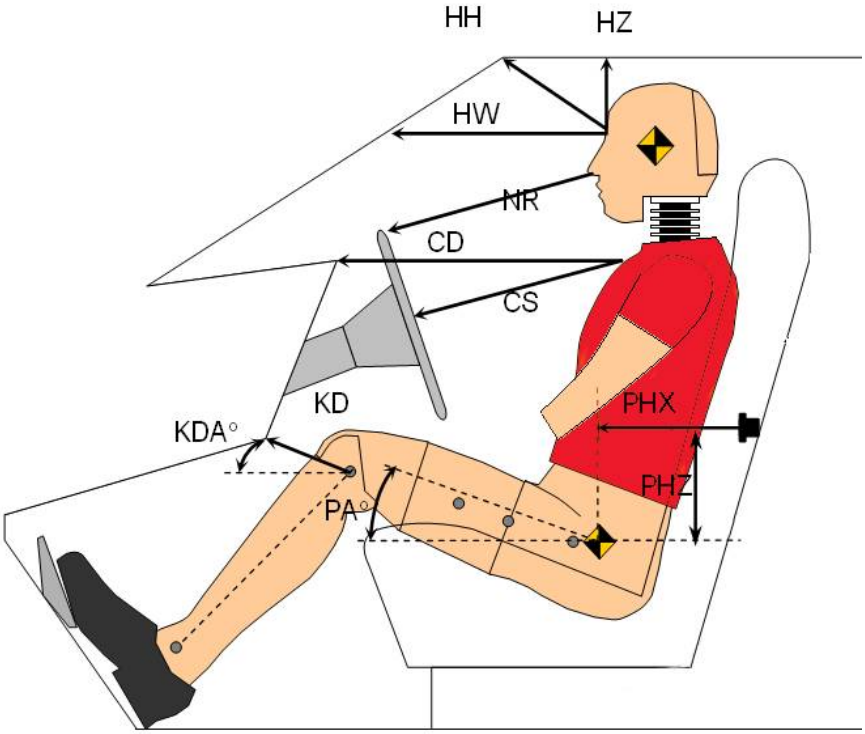
FUEL TANK CAPACITY DATA

	Liters
Usable Capacity of "Standard Tank" (see Form No. 1)	53.0
Usable Capacity of "Optional Tank" (see Form No. 1)	
Usable Capacity of Standard Tank as Specified in Owner's Manual	53.0
Usable Capacity of Optional Tank as Specified in Owner's Manual	
93% of Usable Capacity	49.3
Actual Amount of Solvent Used	49.3
1/3 of Usable Capacity	17.7

Is the actual amount of solvent used in the test equal to 93% ± 1%
of the Usable Capacity stated in Form No. 1? **YES**

.DATA SHEET NO. 3
DUMMY LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

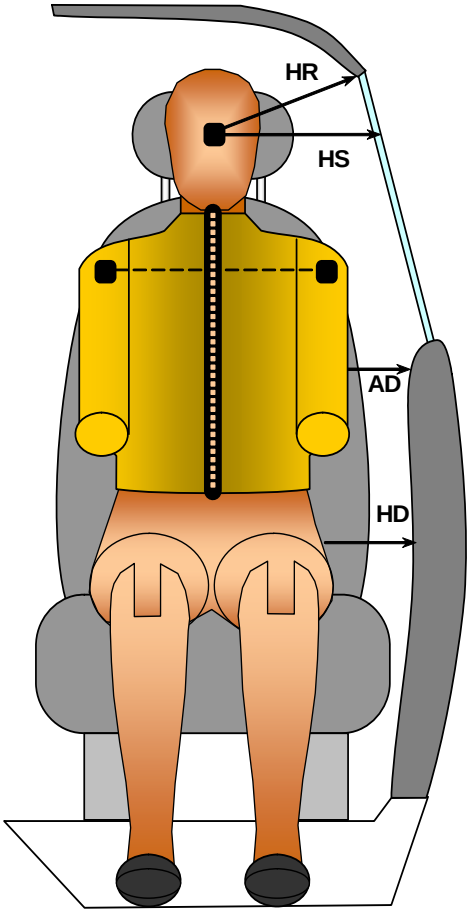


LEFT SIDE VIEW

Code	Measurement Description	Driver S/N 296	
		Length (mm)	Angle (°)
HH	Head to Header	251	
HW	Head to Windshield	618	
HZ	Head to Roof Liner	186	
NR	Nose to Rim	223	
CD	Chest to Dashboard	405	
CS	Chest to Steering Wheel	173	
KDL/KDAL°	Left Knee to Dash	147	25.1
KDR/KDAR°	Right Knee to Dash	146	21.4
PAX°	Pelvic Tilt Angle (X-Axis)		22.1
PAY°	Pelvic Tilt Angle (Y-Axis)		-1.1
PHX	Hip Point to Striker (X-Axis)	325	
PHZ	Hip Point to Striker (Z-Axis)	133	

DATA SHEET NO. 4
DUMMY LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

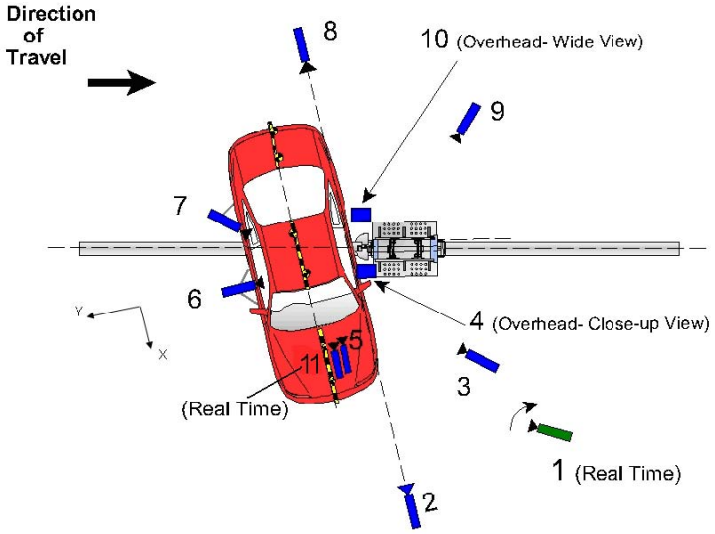


FRONT VIEW OF DUMMY

Code	Measurement Description	Driver S/N 296 Length (mm)
HR	Head to Side Header	232
HS	Head to Side Window	373
AD	Arm to Door	196
HD	Hip Point to Door	162

DATA SHEET NO. 5
CAMERA AND INSTRUMENTATION DATA

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013



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	-80	6110	-1830	24	1000
3	Impact Side 45° Forward	-2390	5230	-1880	20	1000
4	Overhead Closeup	90	0	-4420	50	1000
5	Onboard – Driver Front				16	
6	Onboard – Driver Side				8	
7	Onboard – Driver Rear				8	
8	Rear Ground Level	-100	-6590	-1840	24	1000
9	Impact Side 45° Rearward	-4390	-4010	-1910	20	1000
10	Overhead Wide View	300	0	-4610	14	1000
11	Real-Time Dummy Front View					30

* All measurements accurate to ± 6 mm
Note: Vehicle was at a 75° angle to the rigid pole.

Explain why camera(s) did not operate as intended: Not Applicable

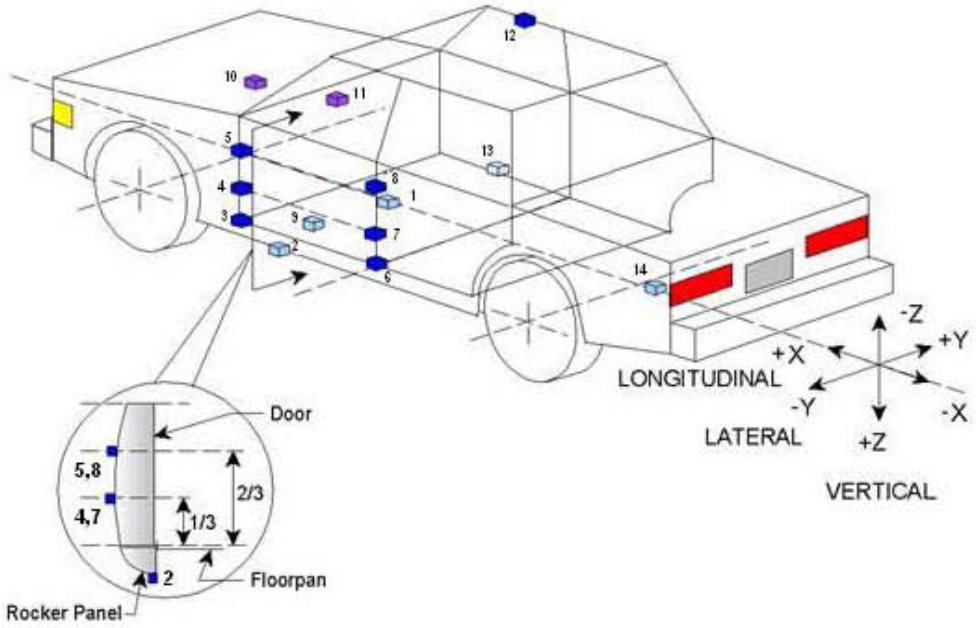
INSTRUMENTATION

	Number of Channels
Driver Dummy	16
Vehicle Structure	18
Pole Load Cells	8
TOTAL	42

DATA SHEET NO. 6

VEHICLE ACCELEROMETER DATA

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013



	Accelerometer Location			
	ID	Coordinates (mm)		
		X	Y	Z
1	Vehicle CG	2559	104	-274
2	Left Floor Sill	3042	-756	-213
3	A Pillar Sill	3418	-755	-187
4	A Pillar Low	3327	-840	-563
5	A Pillar Mid	3325	-833	-791
6	B Pillar Sill	2296	-758	-216
7	B Pillar Low	2217	-748	-645
8	B Pillar Mid	2217	-745	-773
9	Driver Seat Track	2453	-353	-260
10	Engine Top	4198	0	-816
11	Firewall	3843	0	-940
12	Right Roof	2193	560	-1476
13	Right Floor Sill	3042	756	-214
14	Rear Floorpan	211	0	-523

Reference:

X – Test Vehicle Rear Bumper (+forward)
Y – Test Vehicle Centerline (+ to right)
Z – Ground Plane (+ down)

DATA SHEET NO. 7
RIGID POLE LOAD CELL DATA

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

254 mm Diameter Rigid Pole

Load Cell Locations	
ID	Height From Impact Surface (mm)
1	182
2	470
3	698
4	986
5	1212
6	1641
7	1854
8	2053

DATA SHEET NO. 8
POST-TEST OBSERVATIONS

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

TEST DUMMY INFORMATION AND CONTACT POINTS

Description	Driver SID-IIs Dummy
Face	Curtain Airbag
Top of Head	Curtain Airbag
Left Side of Head	Curtain Airbag
Back of Head	Curtain Airbag, Headrest
Left Shoulder	Side Airbag, Seatback
Upper Torso	Side Airbag, Seatback
Lower Torso	Side Airbag, Seatback
Left Hip	Side Airbag, Seatpan
Left Knee	Door Panel

POST-TEST DOOR PERFORMANCE

Description	Struck Side		Non-Struck Side		Rear Hatch/ Other Door
	Front	Rear	Front	Rear	
Remained Closed and Operational	No	No	Yes	Yes	Yes
Total Separation from Vehicle at Hinges or Latches	No	No	No	No	No
Latch or Hinge Systems Pulled Out of Their Anchorages	No	No	No	No	No
Disengaged from Latched Position	No	No	No	No	No
Latch Separated from Striker	No	No	No	No	No
Jammed Shut	Yes	Yes	No	No	No
If Door Opened at Striker, Record Width of Opening at Striker (mm)	N/A	N/A	N/A	N/A	N/A

POST-TEST SEAT PERFORMANCE

	Struck Side		Non-Struck Side	
Description	Front	Rear	Front	Rear
Seat Movement Along Seat Track	No	No	No	No
Seat Disengagement from Floor Pan	No	No	No	No
Seat Back Movement from Initial Position	No	No	No	No
Seat Back Collapse	No	No	No	No

POST-TEST STRUCTURAL OBSERVATIONS

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

DATA SHEET NO. 8 (CONTINUED)
POST-TEST OBSERVATIONS

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

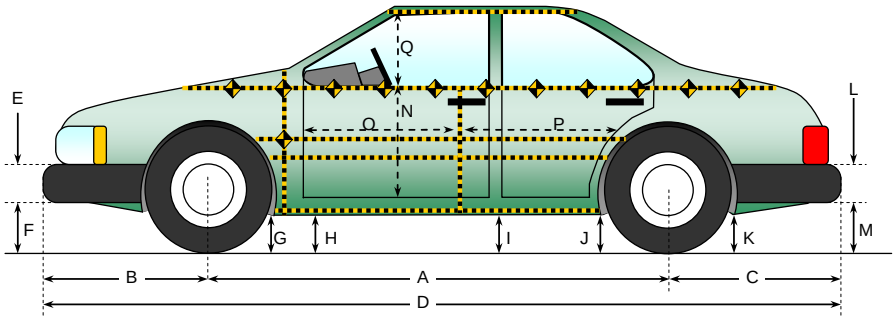
Restraint Type	Left Front (Driver) Occupant Location 1		Left Rear (Passenger) Occupant Location 4	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes	No		
Knee Airbag	Yes	No		
Side Curtain Airbag	Yes	Yes	Yes	Yes
Side Torso/Abdomen/Pelvis Airbag	Yes	Yes	No	
Seat Belt Pretensioner	Yes	Yes	No	
Seat Belt Load Limiter	Yes	Yes	No	
Other				

VEHICLE SPEED, VEHICLE ANGLE AT IMPACT, AND IMPACT POINT LOCATION DATA

Measured Parameter	Units	Tolerance	Value
Vertical Impact Reference Line (Aft of Front Axle) (Intended Impact Point)	mm		1157
Actual Impact Point (Aft of Front Axle)	mm		1163
Horizontal Offset (+forward / -rearward)	mm	+/- 38 of Intended Impact Point	-6
Angle Between Vehicle's Longitudinal Centerline and Line of Forward Motion	deg	75 +/- 3	75
Trap No. 1 Velocity (Primary)	km/h	31.4 to 33.0	32.3
Trap No. 2 Velocity (Redundant)	km/h	31.4 to 33.0	32.4

DATA SHEET NO. 9
VEHICLE PROFILE MEASUREMENTS

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013



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

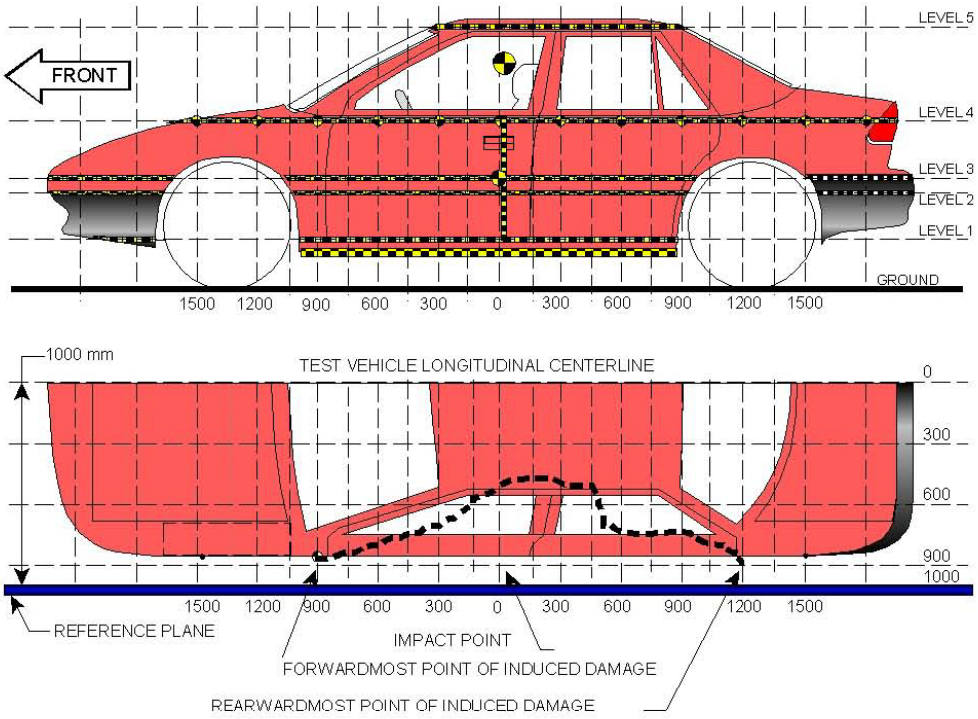
LEFT SIDE VIEW

VEHICLE PRE- AND POST-TEST MEASUREMENT INFORMATION

Code	Measurement Description	Pre-Test	Post-Test	Difference
A	Wheelbase	2838	2668	170
B	Front Axle to FSOV	987	987	0
C	Rear Axle to RSOV	1056	1056	0
D	Total Vehicle Length at Centerline	4881	4711	170
E	Front Bumper Thickness	105	105	0
F	Front Bumper Bottom to Ground	221	262	-41
G	Sill Height at Front Wheel Well	164	156	8
H	Sill Height at Front Door Leading Edge	175	148	27
I	Sill Height at B-Pillar	182	205	-23
J1	Sill Height at Rear Wheel Well	182	188	-6
J2	Pinch Weld Height at Rear Wheel Well	183	185	-2
K	Sill Height Aft of Rear Wheel Well	197	206	-9
L	Rear Bumper Thickness	102	102	0
M	Rear Bumper Bottom to Ground	303	302	1
N	Sill Height to Bottom of Front Window Sill	757	770	-13
O	Front Door Leading Edge to Impact CL	624	620	4
P	Rear Door Trailing Edge to Impact CL	1413	1480	-67
Q	Front Window Opening	383	336	47
R	Right Side Length	3647	3670	-23
S	Left Side Length	3647	3435	212
T	Vehicle Width at B-Pillars	1832	1750	82

DATA SHEET NO. 10
VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013



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

MAXIMUM EXTERIOR CRUSH MEASUREMENTS

Level	Measurement Description	Height Above Ground (mm)	Maximum Exterior Static Crush	Distance from Impact
1	Sill Top	217	392	75
2	Occupant Hip Point	536	427	0
3	Mid Door	638	440	75
4	Window Sill	953	398	75
5	Window Top	1383	188	75

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

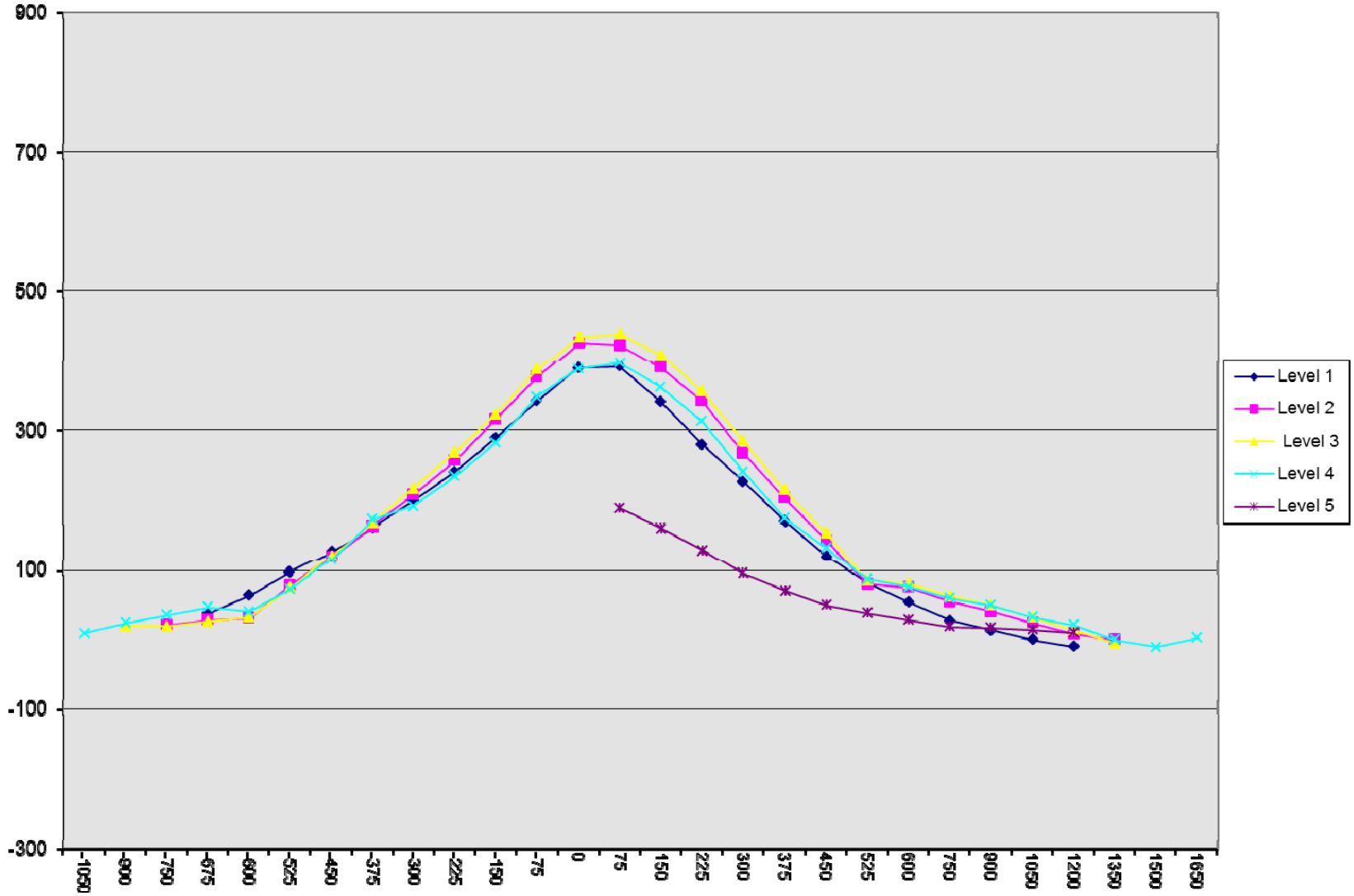
Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

	Pre-Test					Post-Test					Difference				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
-1050				302					312					10	
-900			172	290				192	315				20	25	
-750		180	183	278			202	203	314			22	20	36	
-675	217	189	187	273		256	218	214	320		39	29	27	47	
-600	222	194	188	270		286	226	221	311		64	32	33	41	
-525	223	195	187	265		320	274	262	338		97	79	75	73	
-450	221	194	185	261		348	313	306	376		127	119	121	115	
-375	221	194	184	257		382	357	352	429		161	163	168	172	
-300	220	193	184	254		419	400	400	445		199	207	216	191	
-225	220	192	182	249		460	448	450	483		240	256	268	234	
-150	220	191	182	245		509	507	505	527		289	316	323	282	
-75	219	190	182	241		561	567	570	589		342	377	388	348	
0	219	190	182	238		609	617	618	627		390	427	436	389	
75	218	190	181	234	482	610	614	621	632	670	392	424	440	398	188
150	218	190	181	232	480	559	581	591	594	640	341	391	410	362	160
225	218	190	181	230	476	497	532	537	542	605	279	342	356	312	129
300	218	190	180	230	475	444	457	464	470	570	226	267	284	240	95
375	218	190	180	228	474	388	393	394	402	544	170	203	214	174	70
450	219	190	180	226	473	340	333	334	359	523	121	143	154	133	50
525	220	190	180	226	473	302	270	266	313	512	82	80	86	87	39
600	222	190	182	226	474	276	265	263	302	503	54	75	81	76	29
750	221	191	184	227	475	249	246	247	287	494	28	55	63	60	19
900	222	193	186	228	477	236	234	236	278	495	14	41	50	50	18
1050	224	194	187	230	485	225	219	220	263	500	1	25	33	33	15
1200	222	193	188	232	496	213	202	202	254	507	-9	9	14	22	11
1350		181	179	239			182	175	240			1	-4	1	
1500				241					231					-10	
1650				247					251					4	

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 the test based on an estimated impact point. The final distance from 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: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013



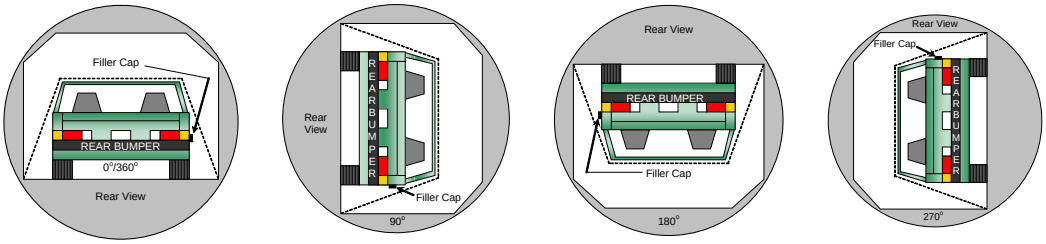
DATA SHEET NO. 11
FMVSS NO. 301 STATIC ROLLOVER RESULTS

Test Vehicle: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013

Test Time: 10:54 am Temperature: 21.4° 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



0°/360° 90° 180° 270°

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°	107	300	407
270° to 360°	114	300	414

FMVSS 301 ROLLOVER SPILLAGE TABLE (units in ounces)

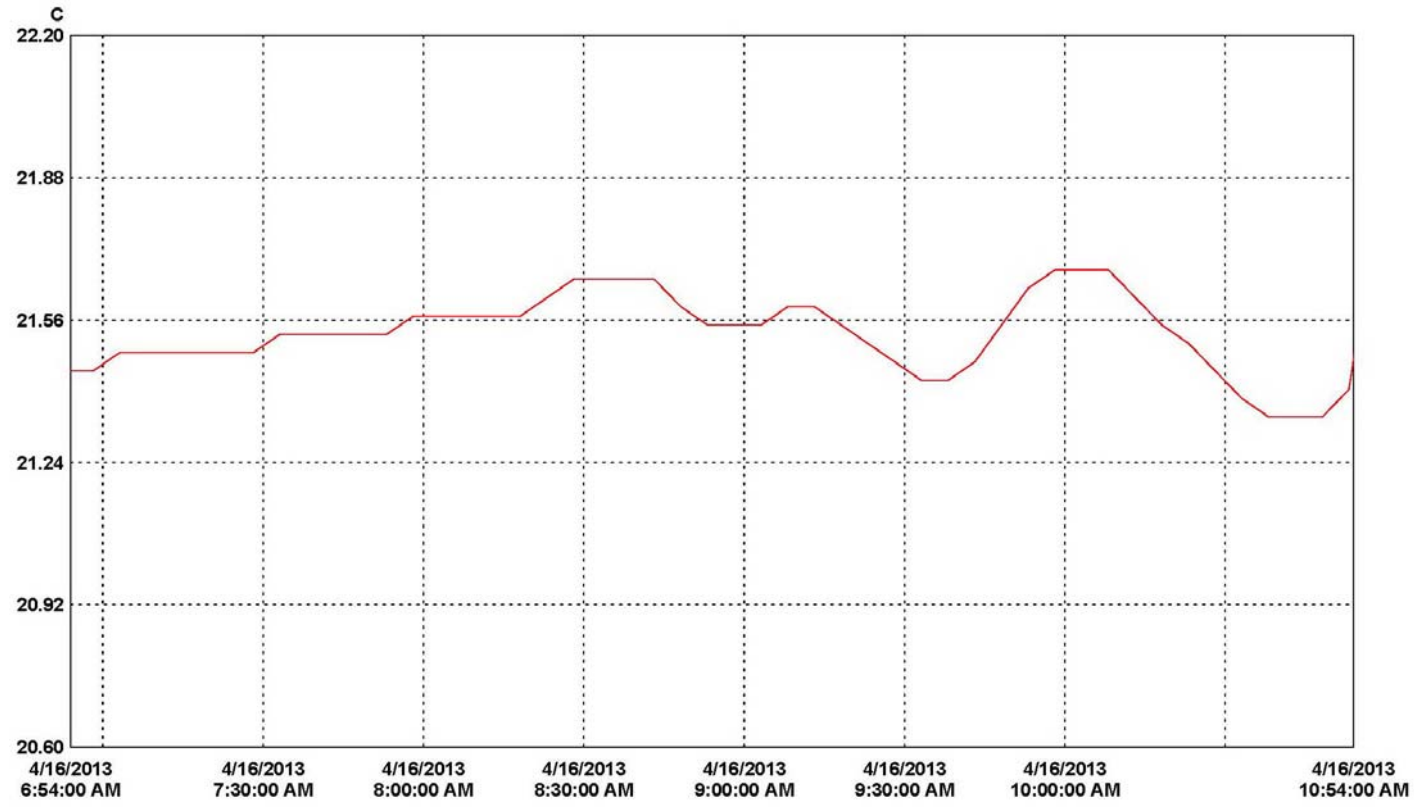
Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eight Minute
0° to 90°	0	0	0	0
90° to 180°	0	0	0	0
180° to 270°	0	0	0	0
270° to 360°	0	0	0	0

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: 2013 Ford Fusion Energi SE 4-Dr Sedan NHTSA No. MD0221
Test Program: NCAP Side Pole Impact Test Test Date: 4/16/2013



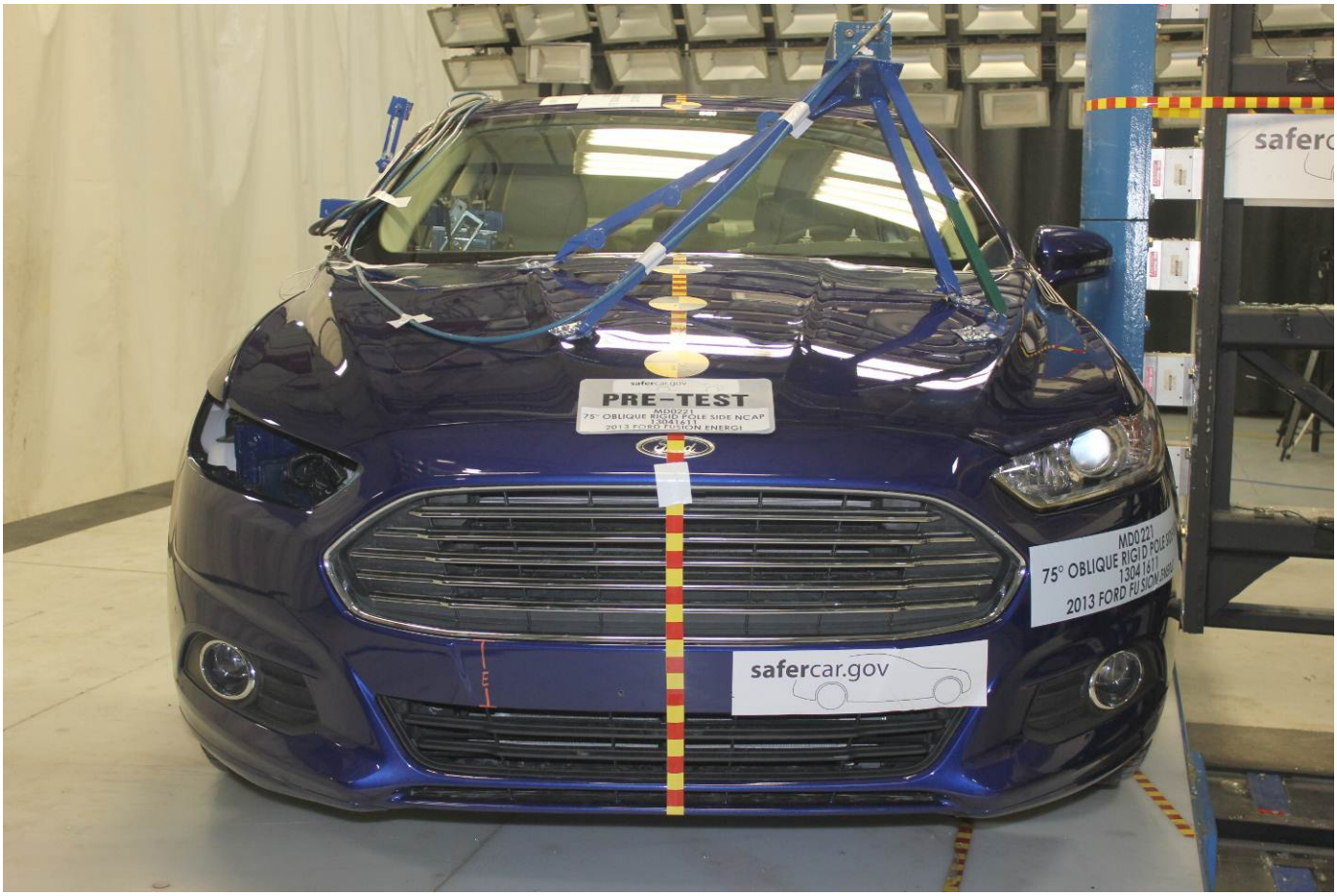
LN	Serial #	Description	CH	Value	Maximum	Average	Minimum	Units	CH description	Logger file
1	10102162	Prep-1	1		21.67	21.53	21.34	C	Temperature	10102162_Prep-1.spl

APPENDIX A
PHOTOGRAPHS

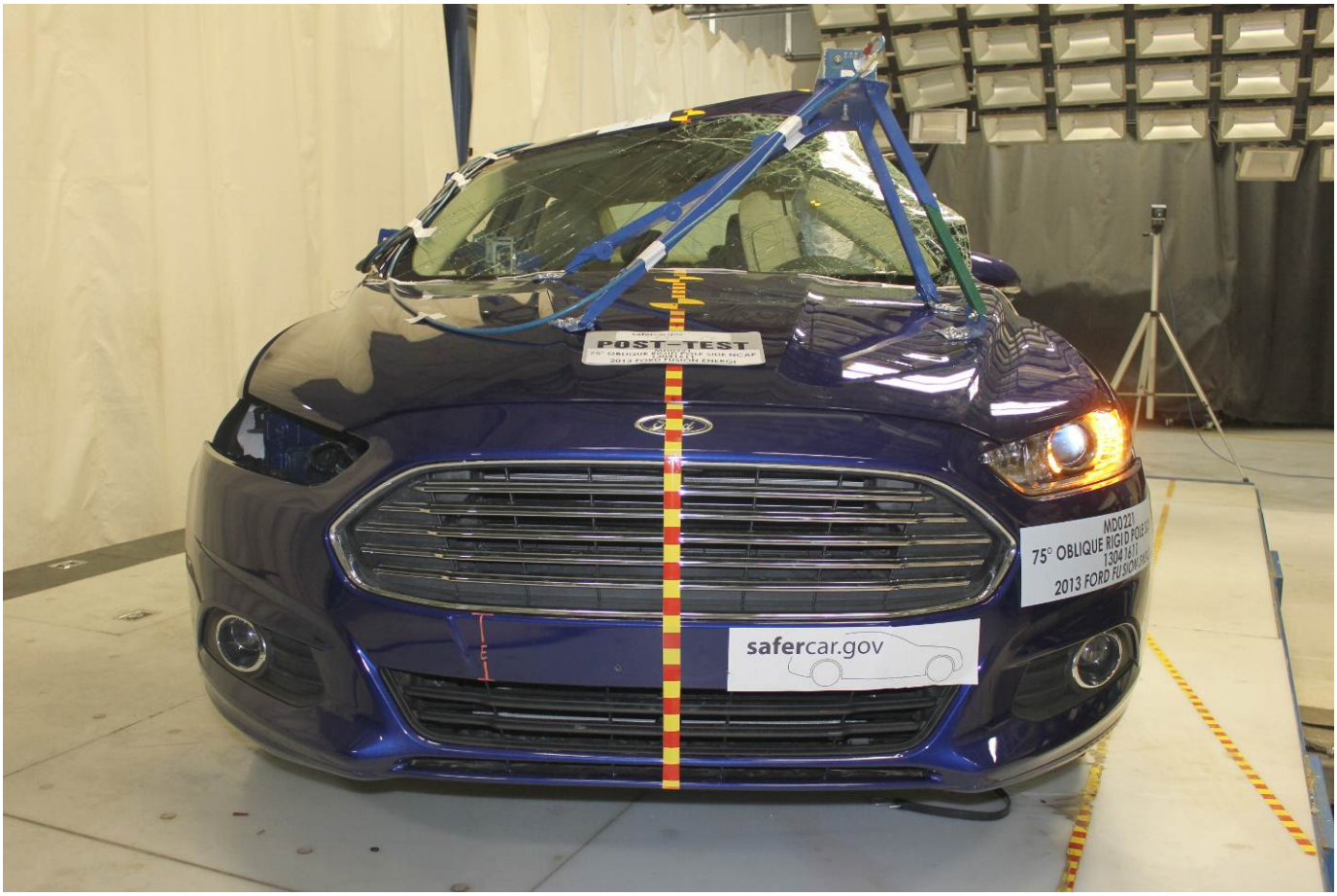
TABLE OF PHOTOGRAPHS

As Delivered Right Front ¾ View of Test Vehicle

As Delivered Left Rear ¾ View of Test Vehicle



Pre-Test Frontal View of Test Vehicle



Post-Test Frontal View of Test Vehicle

Pre-Test Left Front ¾ View of Test Vehicle

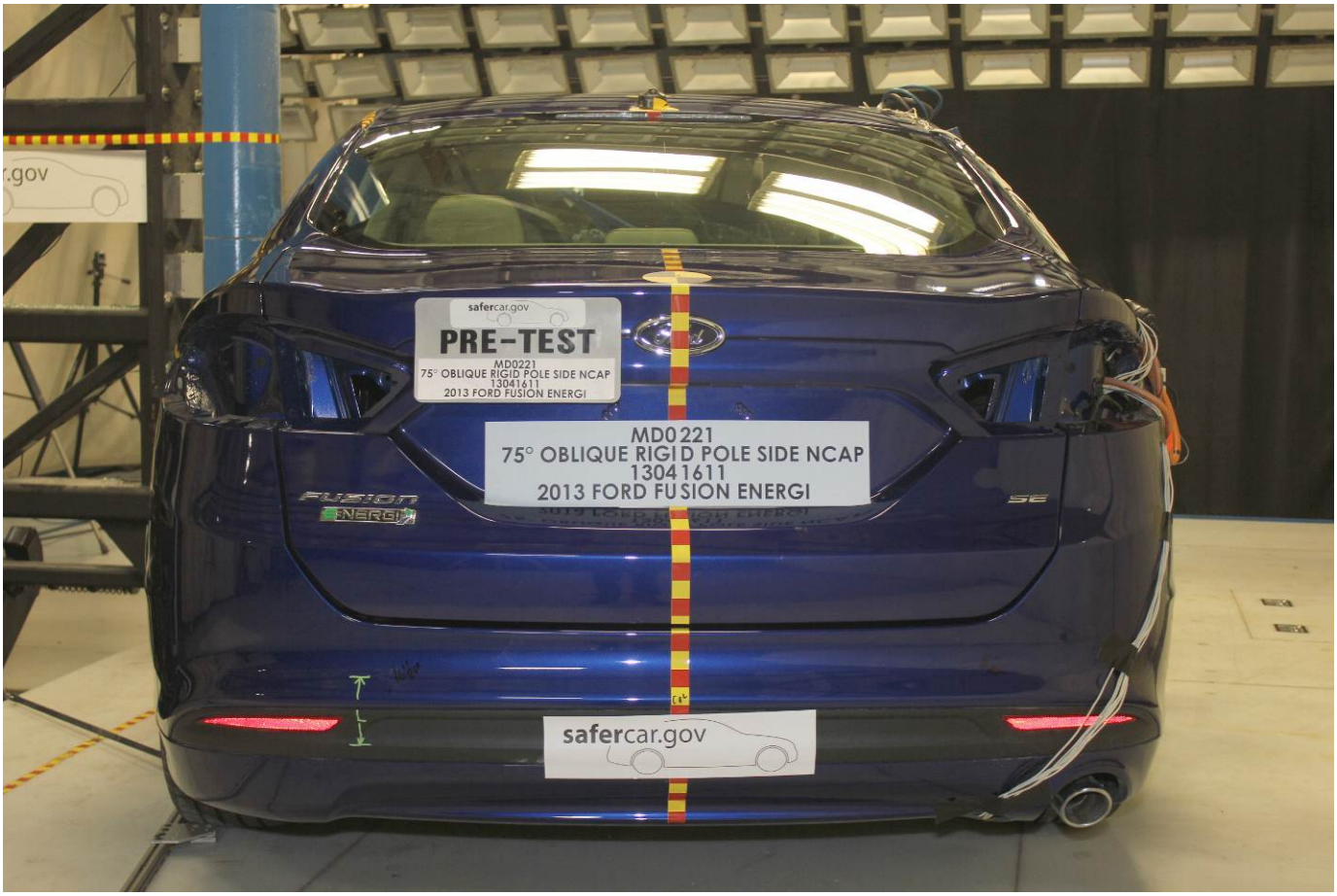
Post-Test Left Front ¾ View of Test Vehicle

Pre-Test Left Side View of Test Vehicle

Post-Test Left Side View of Test Vehicle

Pre-Test Left Rear ¾ View of Test Vehicle

Post-Test Left Rear ¾ View of Test Vehicle



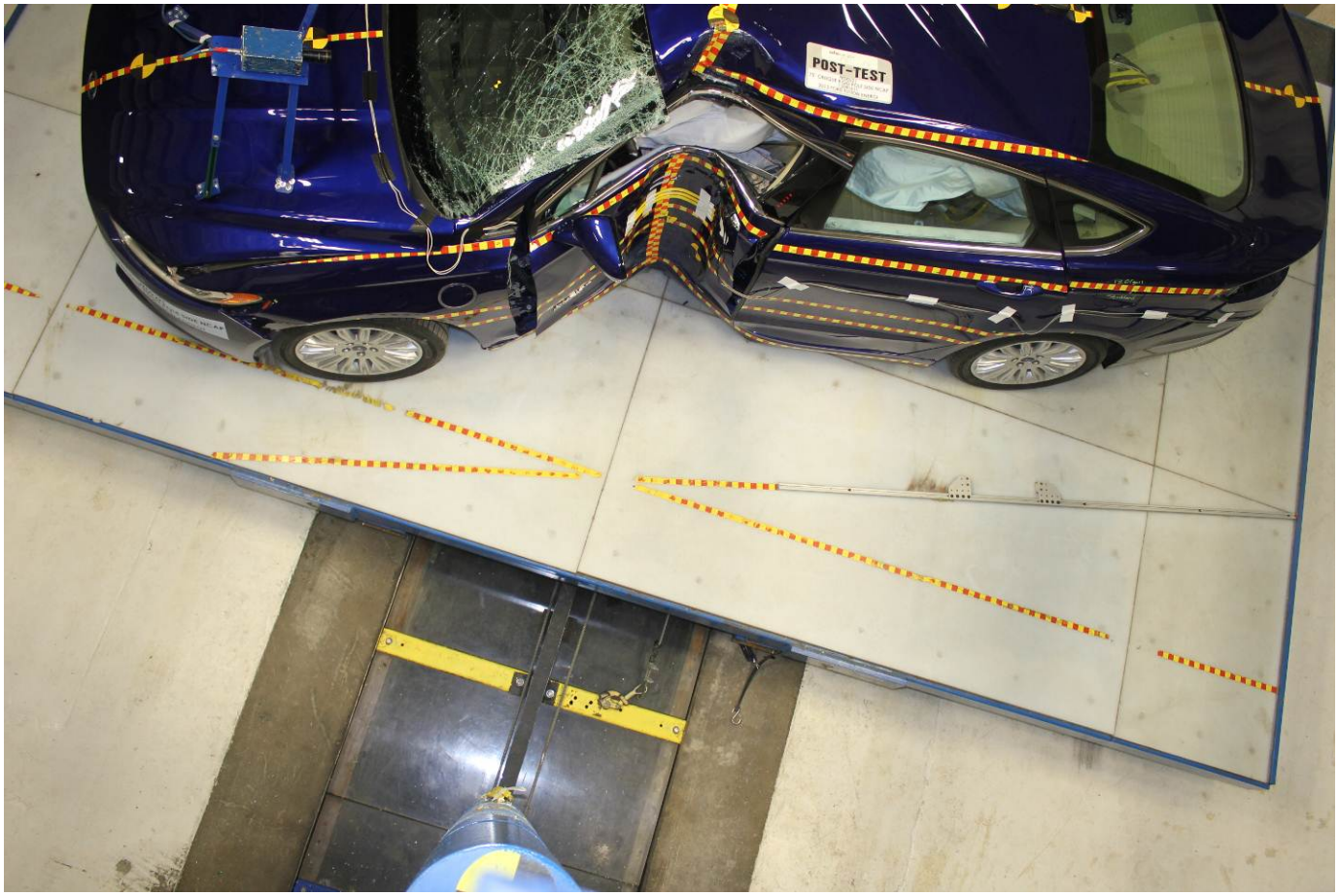
Pre-Test Rear View of Test Vehicle

Post-Test Rear View of Test Vehicle

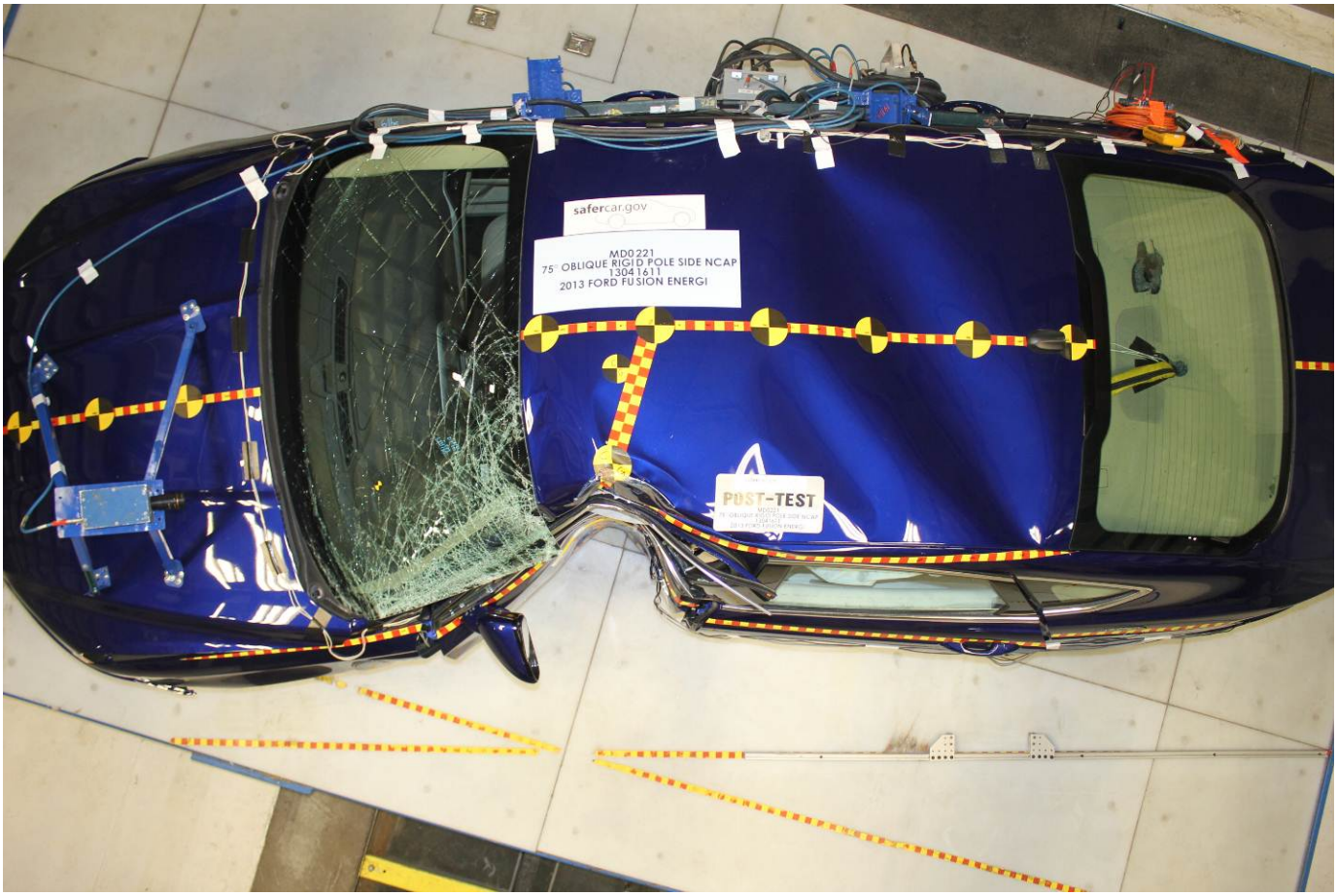
Pre-Test Right Side View of Test Vehicle

Post-Test Right Side View of Test Vehicle

Pre-Test Overhead View of Test Area



Post-Test Overhead View of Test Area



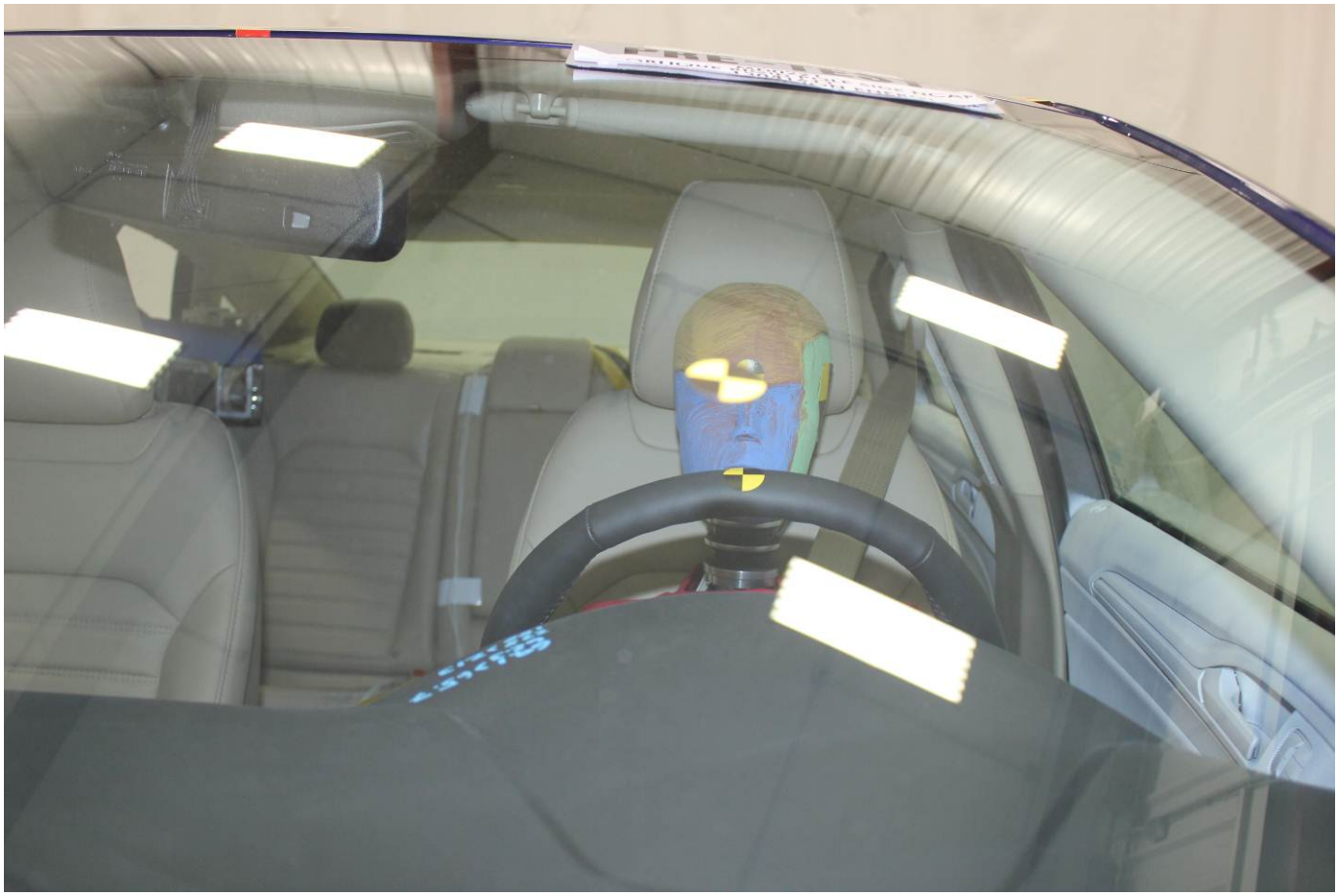
Post-Test Overhead View of Test Area

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

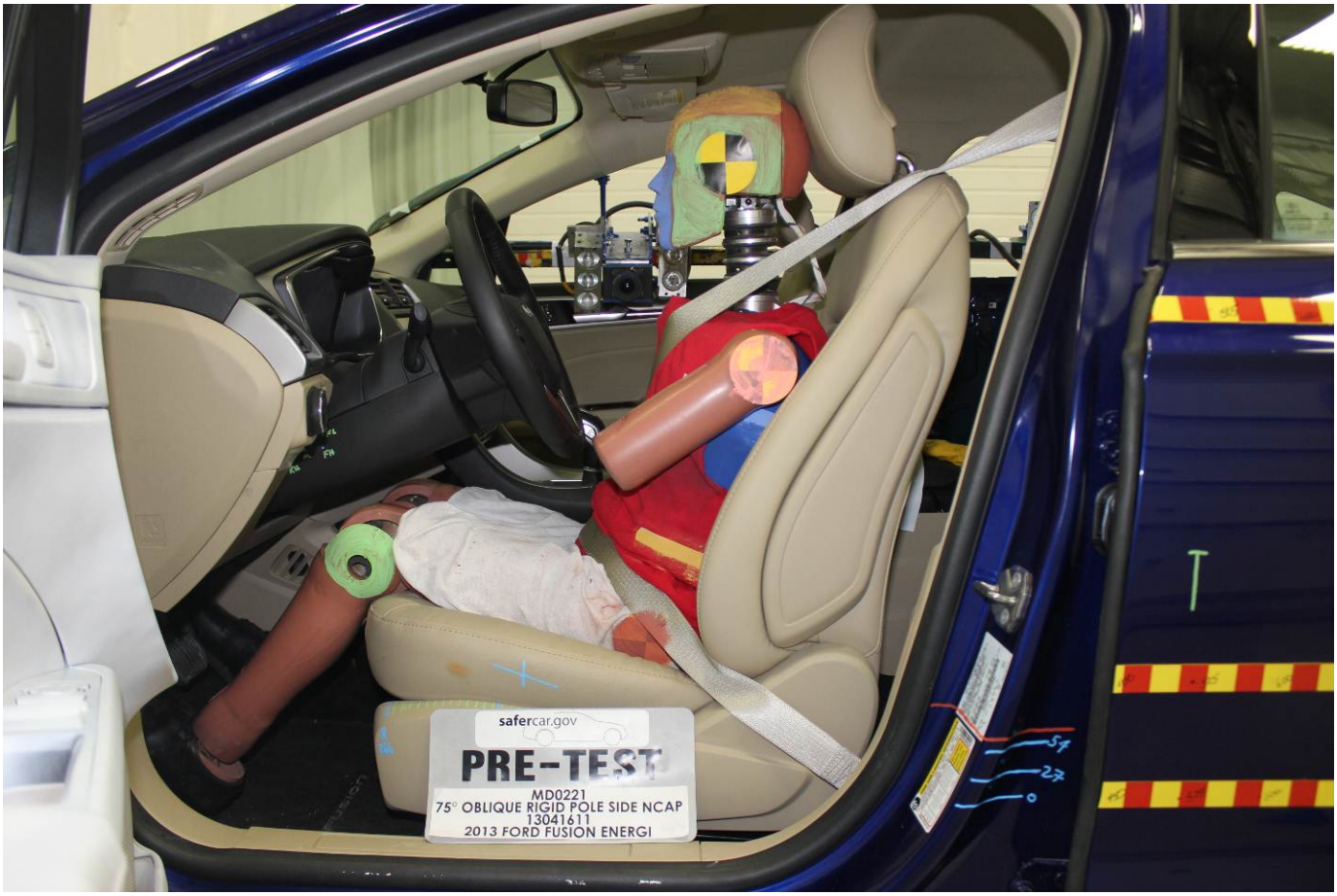
Pre-Test Right Side View of Pole Positioned Against Side of Vehicle

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 Head and Chest

Post-Test Front Close-Up View of Dummy



Pre-Test Left Side View of Dummy Showing Belt and Chalking

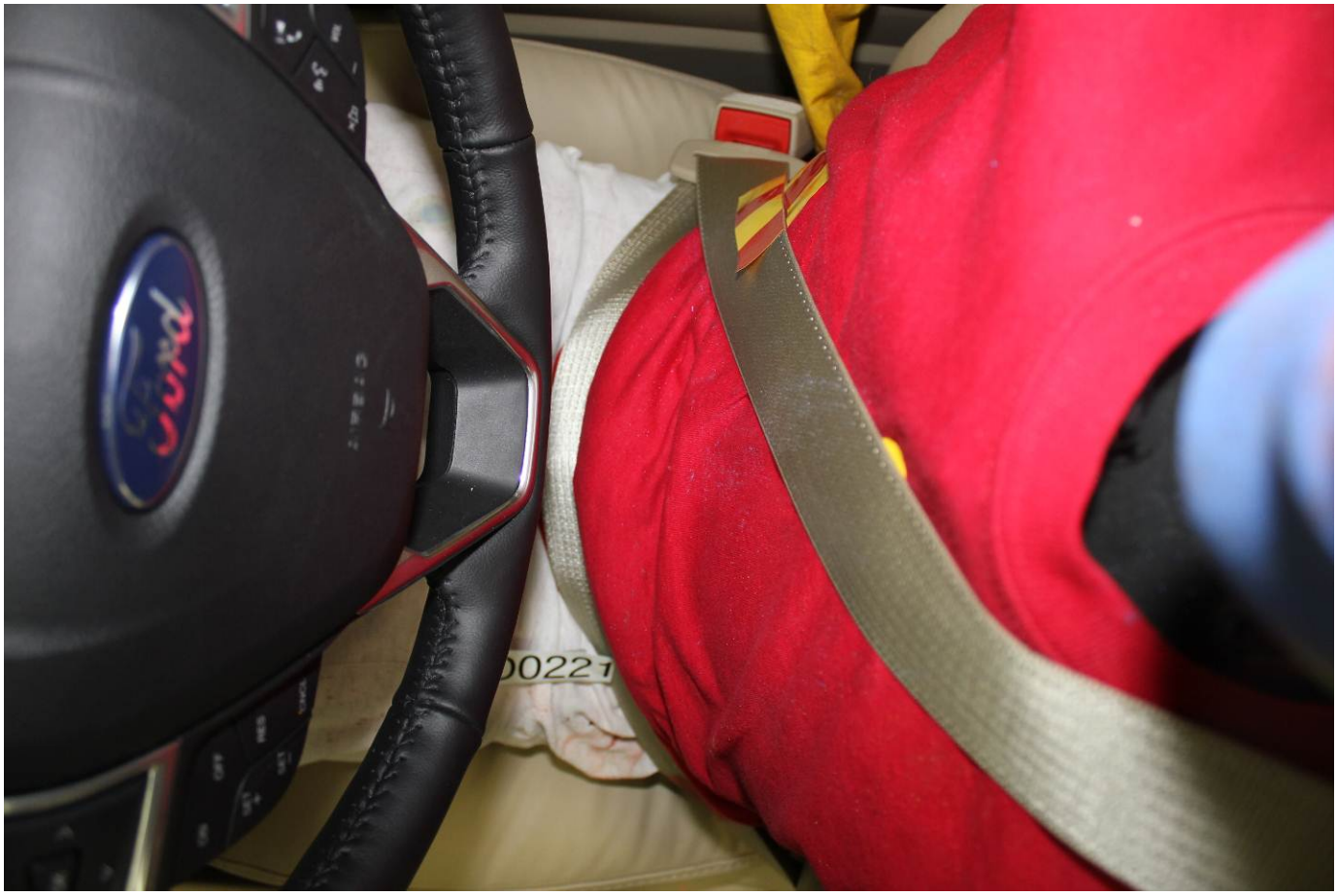
Pre-Test Left Side View of Dummy Shoulder and Door Top View

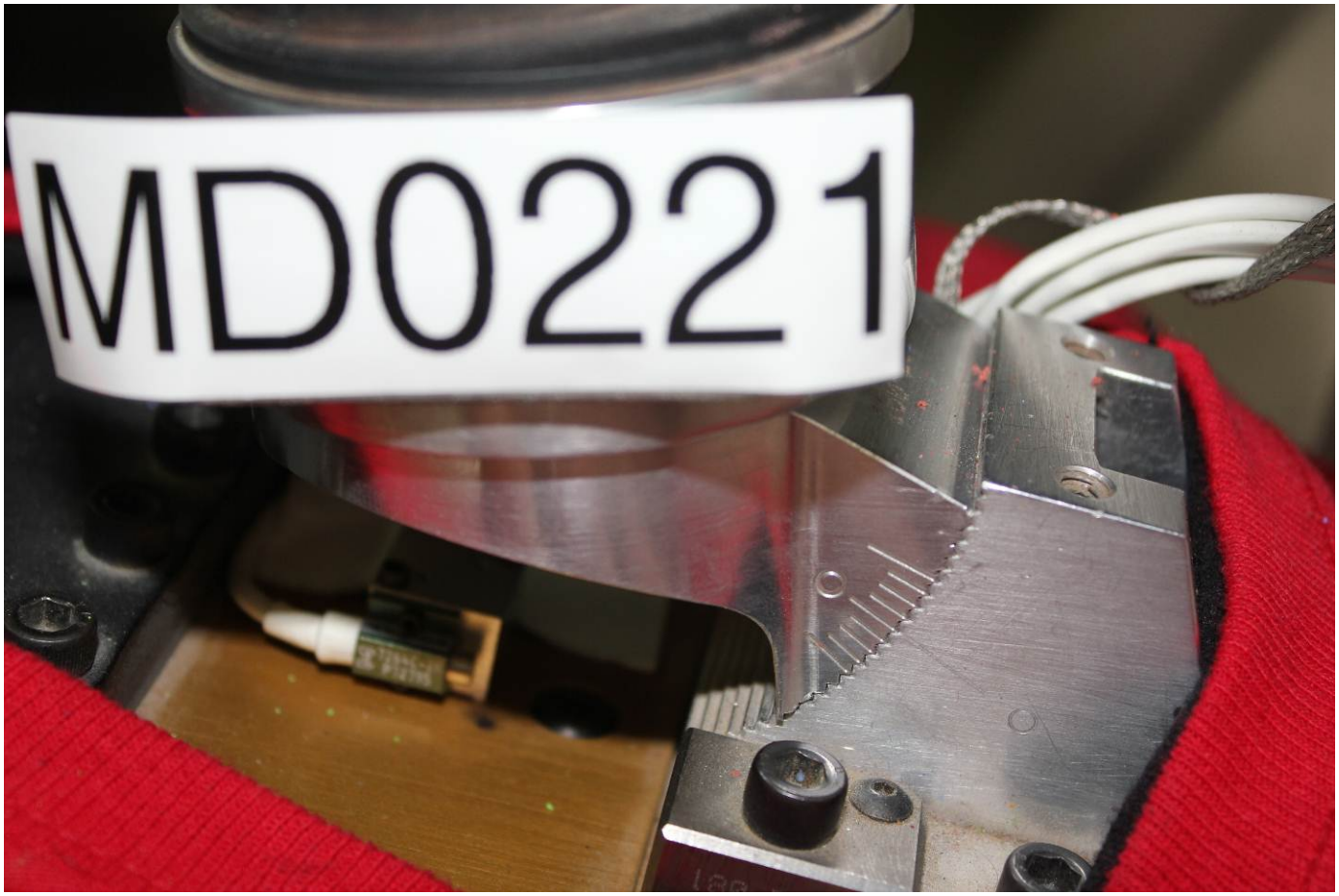
Post-Test Left Side View of Dummy Shoulder and Door Top View

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

Pre-Test Front Close-Up View of Dummy Head and Shoulders in Relation to Head Restraint

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


Pre-Test Overhead View of Dummy Thighs on Seat Pan



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

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

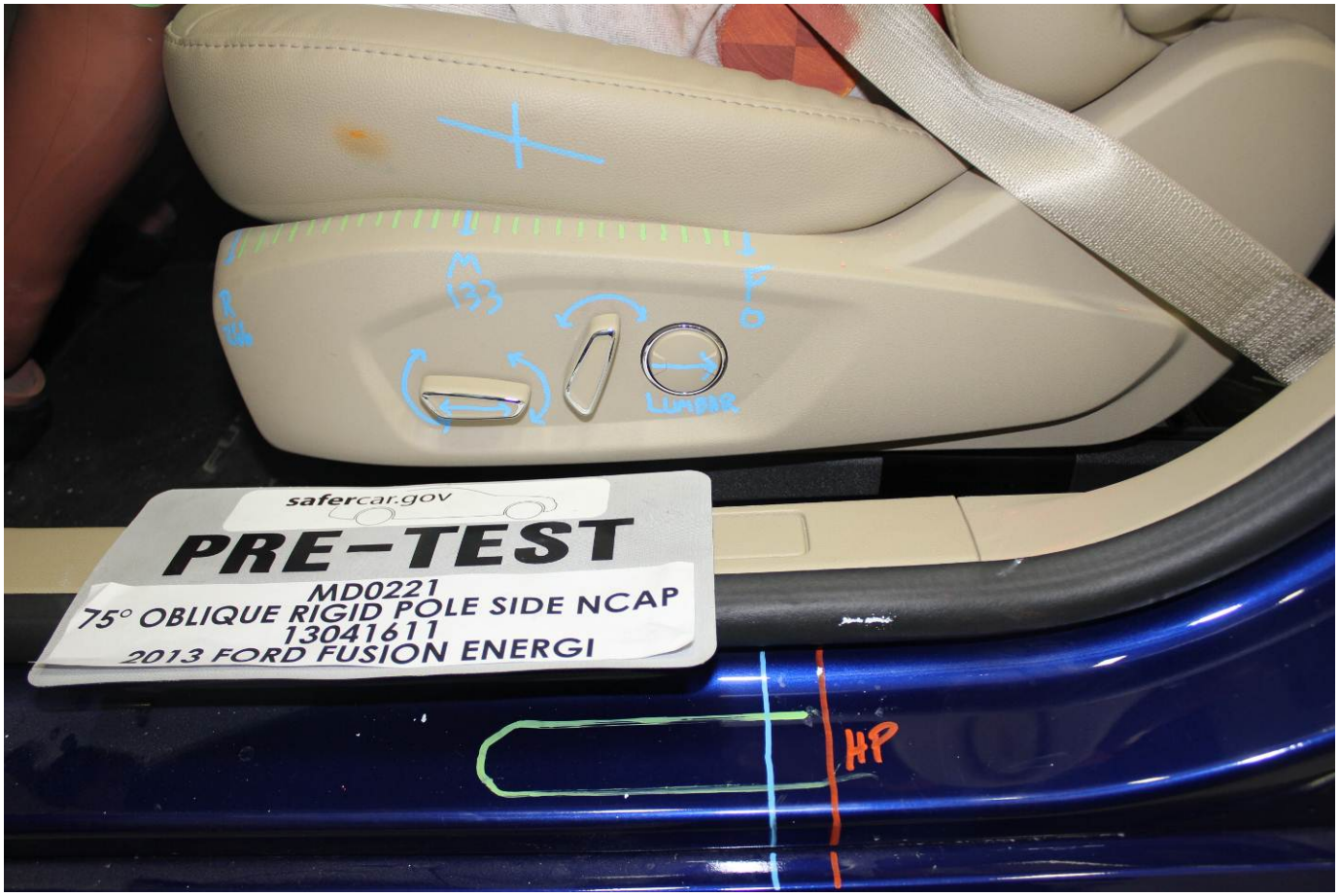
Pre-Test Placement of Dummy's Feet

Pre-Test View of Belt Anchorage for Dummy

Pre-Test Left Side View of Steering Wheel

Pre-Test View of Disengaged Parking Brake

Pre-Test View of Parking Brake



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

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

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

Pre-Test Dummy and Door Clearance View

Post-Test Dummy and Door Clearance View

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

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

Pre-Test Inner Door Panel View

Post-Test Inner 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 Air Bag View

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

Post-Test Dummy Close-Up Torso Contact with Side Air Bag View

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

Post-Test Dummy Close-Up Pelvis Contact with Side Air Bag View

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

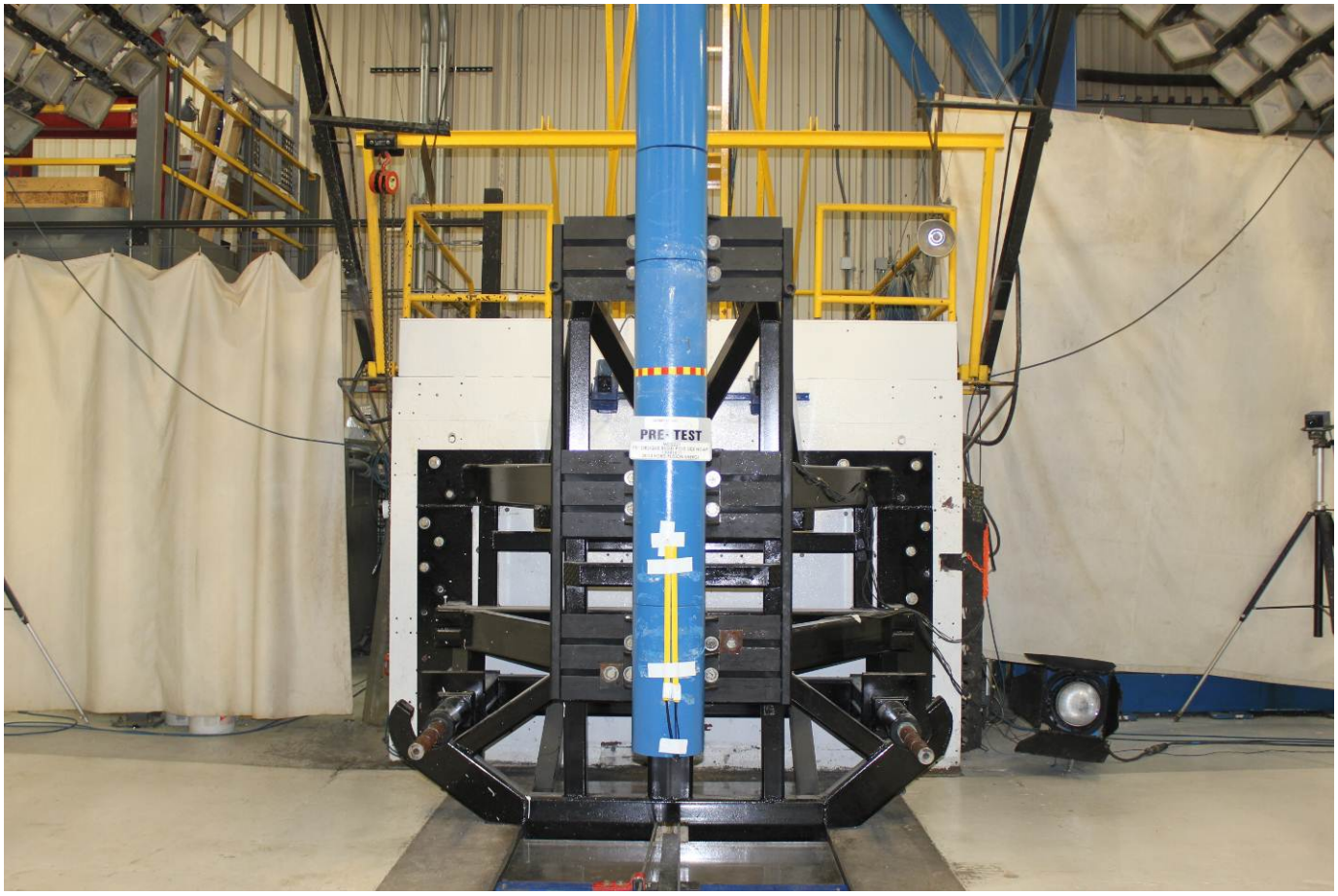
Pre-Test View of Fuel Filler Cap or Fuel Filler Neck

PHOTOGRAPH NOT APPLICABLE

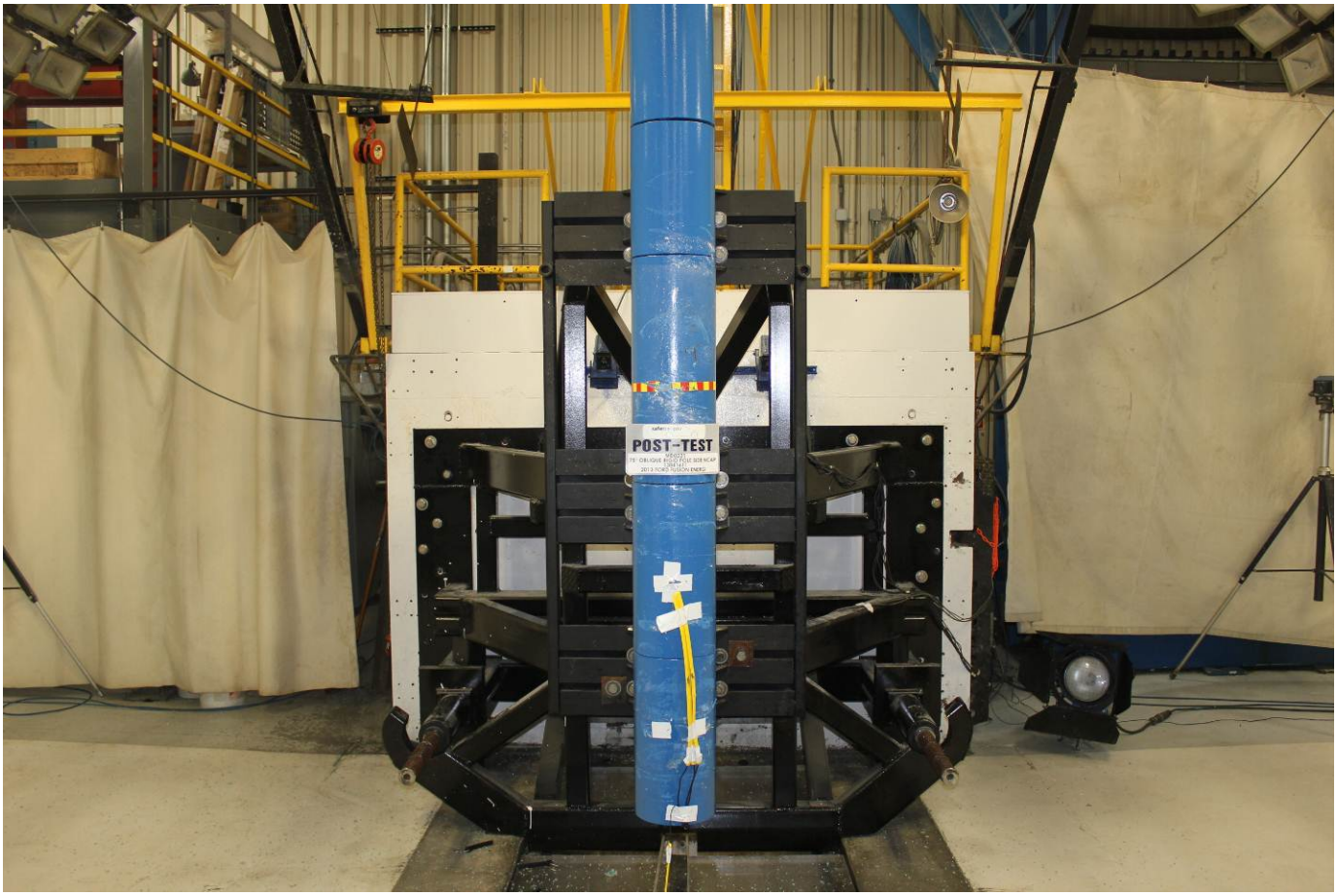
Post-Test View of Fuel Filler Cap or Fuel Filler Neck

Close-Up View of Vehicle's Certification Label

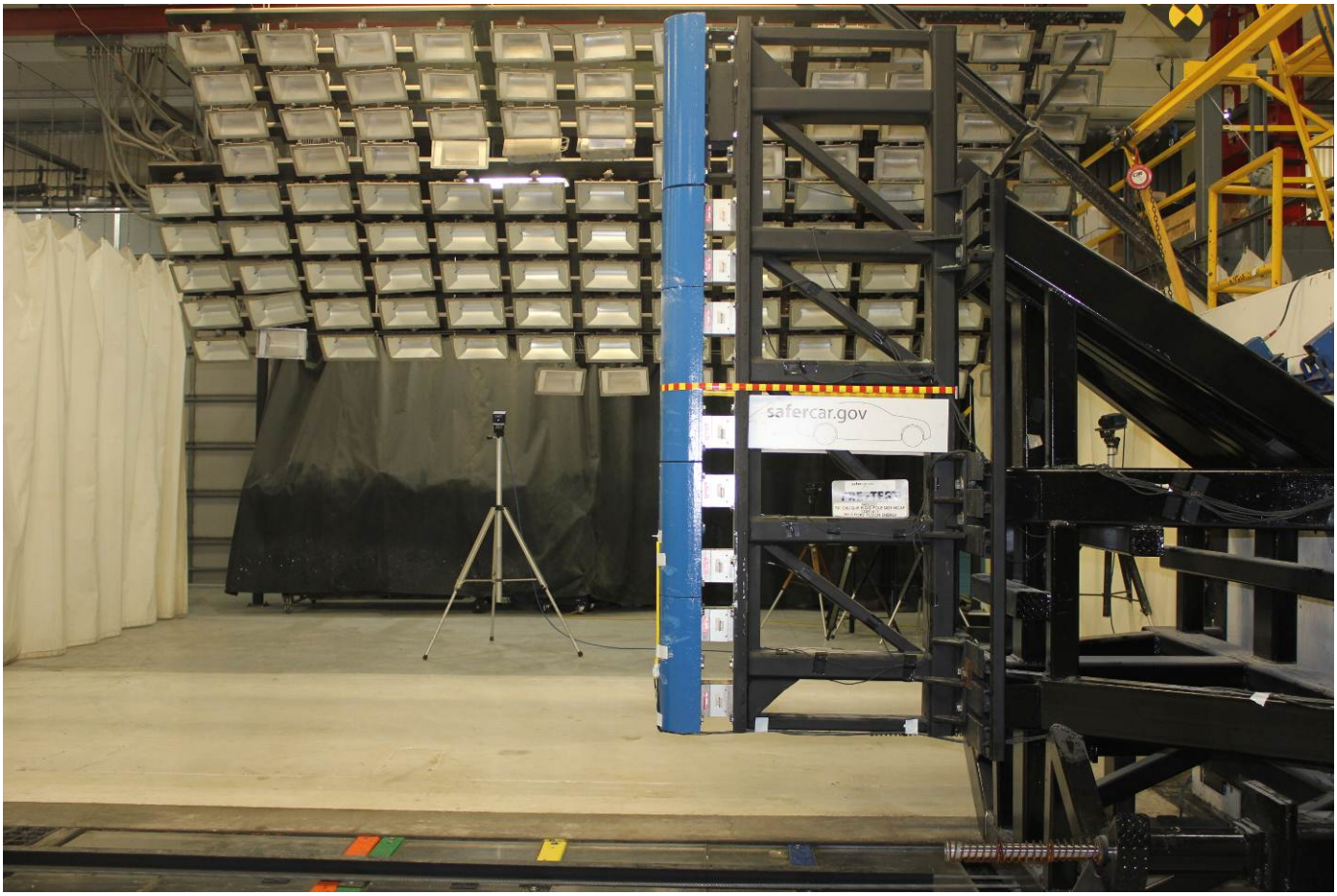
Close-Up View of Vehicle's Tire Information Placard or Label



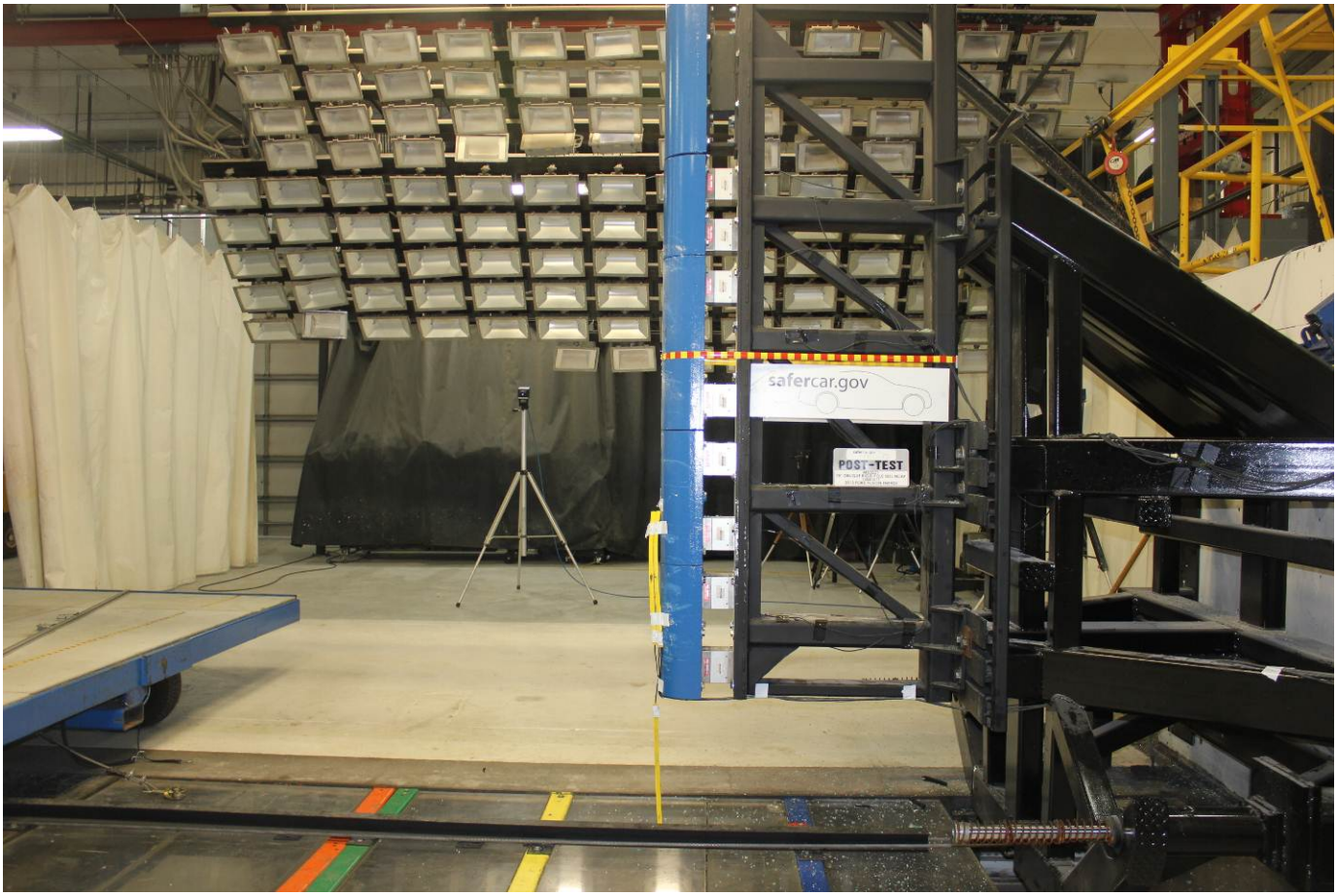
Pre-Test Pole Barrier Front View



Post-Test Pole Barrier Front View



Pre-Test Pole Barrier Side View



Post-Test Pole Barrier Side View

PHOTOGRAPH NOT APPLICABLE

Pre-Test Ballast View

Post-Test Primary and Redundant Speed Trap Read-Out

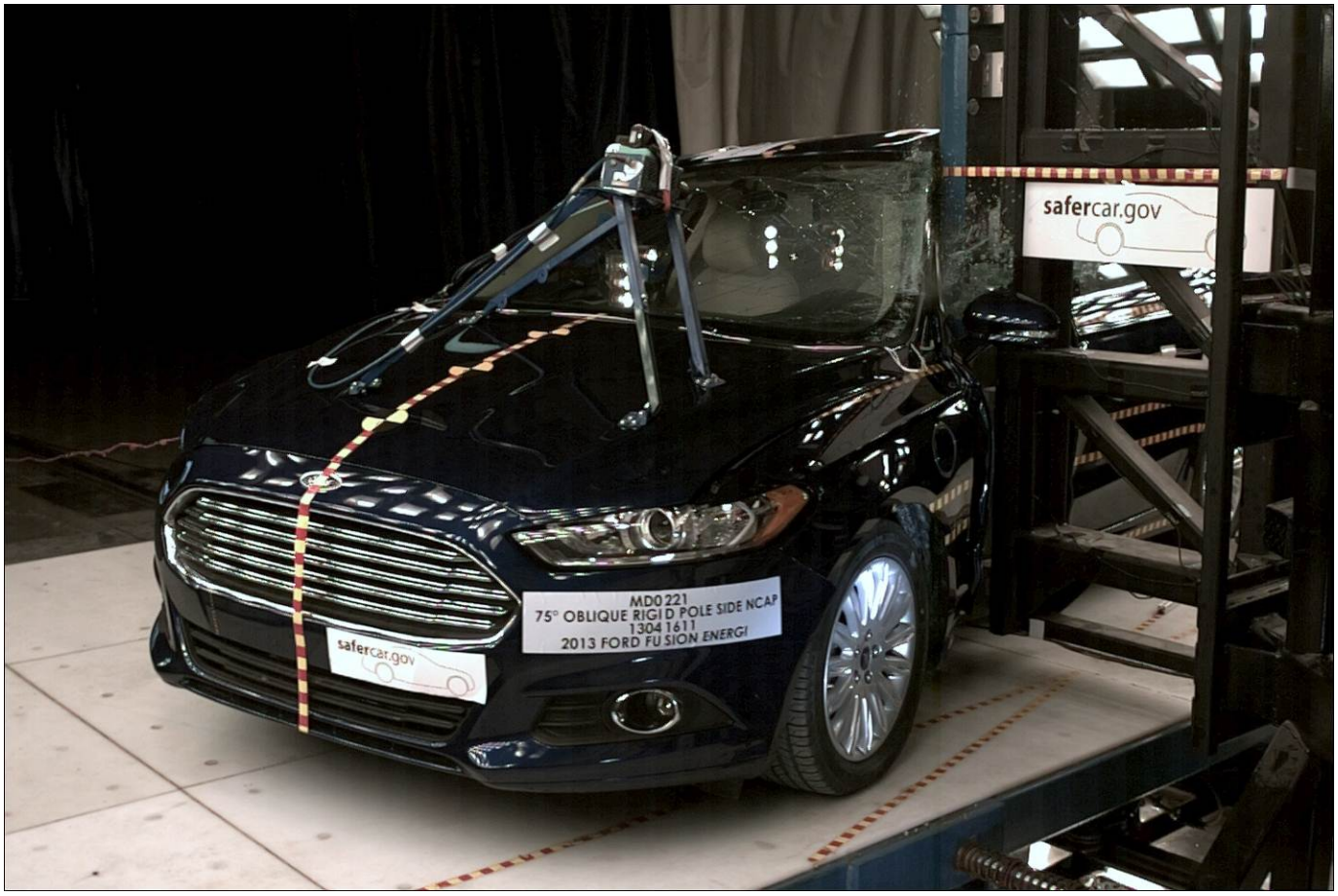
FMVSS No. 301 Static Rollover 0 Degrees

FMVSS No. 301 Static Rollover 90 Degrees

FMVSS No. 301 Static Rollover 180 Degrees

FMVSS No. 301 Static Rollover 270 Degrees

FMVSS No. 301 Static Rollover 360 Degrees



Impact Event

Ford
Go Further
ford.com

VEHICLE DESCRIPTION
FUSION ENERGI DR 252083
2013 FUSION ENERGI SE
5-PASSENGER
2.0L IVCT I4 HEV
ECVT AUTO TRNS POWERSPLIT

EXTERIOR
DEEP IMPACT BLUE
INTERIOR
DUNE LEATHER TRIM SEATS

STANDARD EQUIPMENT INCLUDED AT NO EXTRA CHARGE

EXTERIOR
- 17" ALUMINUM WHEELS
- FOG LAMPS
- INTEGRATED SPOTTER MIRRORS
- EASY FUEL CAPLESS FILLER
- KEYLESS ENTRY KEYPAD
- MIRRORS-MAN FOLD DUAL PWR HEATED WITH APPROACH LAMP

INTERIOR
- DUAL ILLUM VANITY MIRRORS
- CENTER CONSOLE W/ARMREST
- LEATHER HEATED 10-WAY PWR DRIVER SEAT W/MEMORY 2-WAY PASS W/POWER LUMBAR
- LEATHER WRAPPED SHIFT KNOB
- FRONT AND REAR FLOOR MATS
- REAR A/C DUCTS
- LEATHER WRAPPED STR WHEEL W/CRUISE AND AUDIO CONTRO
- SIRIUS SAT SVC N/A AK&HI
- DUAL-ZONE ELECTRONIC AUTO CLIMATE CONTROL
- 1-TOUCH UP/DOWN DRIVER WIN

FUNCTIONAL
- AUTOMATIC HEADLAMPS
- AM/FM STEREO/CLOCK/CD W/6 SPEAKERS
- ELECTROCHROMIC MIRROR
- HILL START ASSIST
- INTERMITTENT SPEED WIPERS
- MESSAGE CENTER W/TRIP CPTR
- MYFORD MOBILE
- SYNC W/ MYFORD TOUCH
- POWER LOCKS AND WINDOWS
- REAR WINDOW DEFROSTER
- REMOTE DECKLID RELEASE
- POWERPOINTS (3)
- 110V OUTLET
- GLOBAL OPEN/CLOSE WINDOWS

SAFETY/SECURITY
- ADVANCETRAC ESC
- AIRBAG-DRIVER/PASS KNEE
- AIRBAGS - FRONT AND SIDE
- MYKEY
- PERIMETER ALARM
- SECURILOCK PASS ANTI THEFT
- TIRE MOBILITY KIT
- 4-WHEEL ABS

WARRANTY
- 3YR/36,000 BUMPER / BUMPER
- 5YR/60,000 POWERTRAIN
- 5YR/60,000 ROADSIDE ASSIST
- 8YR/100,000 HYBRID UNIQUE COMPONENTS

INCLUDED ON THIS VEHICLE	(MSRP)
EQUIPMENT GROUP 700A	
OPTIONAL EQUIPMENT	
FRONT LICENSE PLATE BRACKET	NO CHARGE
50 STATE EMISSIONS	NO CHARGE
NAVIGATION SYSTEM	795.00

PRICE INFORMATION	(MSRP)
BASE PRICE	$38,700.00
TOTAL OPTIONS	795.00
TOTAL VEHICLE & OPTIONS	39,495.00
DESTINATION & DELIVERY	795.00

SOLD TO
Ferrario Ford-Lincoln
2472 Corning Road
Elmira NY 14903
13V 529

SHIP TO (IF OTHER THAN SOLD TO)

SHIP THROUGH

RAMP ONE: RA43
RAMP TWO
METHOD OF TRANSP.: RAIL

DEALER NO.: 13V 529
FINAL ASSEMBLY PLANT: HERMOSILLO
ITEM #: 13-E001 O/T 2

TOTAL MSRP $40,290.00

This label is affixed pursuant to the Federal Automobile Information Disclosure Act. Gasoline, License, and Title Fees, State and Local taxes are not included. Dealer installed options or accessories are not included unless listed above.

DB111 N RA 2X 335 002057 02 11 13

EPA DOT **Fuel Economy and Environment**

Plug-In Hybrid Vehicle Electricity-Gasoline

Fuel Economy Midsize cars range from 13 to 100 MPGe. The best vehicle rates 112 MPGe.

Electricity + Gasoline (Charge Time 2.5 hours (240V)): **100** MPGe, 0.0 gallons per 100 miles, 34 kW-hrs per 100 miles — combined city/highway

Gasoline Only: **43** MPG, 2.3 gallons per 100 miles — combined city/highway

Driving Range: Electricity + Gasoline / Gasoline Only; 0 5 10 15 21 25 620 miles; All Electric Range = 0 to 21 miles

You save **$6,850** in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost **$950**

Fuel Economy & Greenhouse Gas Rating (tailpipe only): 1 — 10 Best

Smog Rating (tailpipe only): 1 — 7 — 10 Best

This vehicle emits 110 grams CO_2 per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel & electricity also create emissions; learn more at fueleconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 23 MPG and costs $11,600 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at $3.55 per gallon and $0.12 per kW-hr. This is a dual fueled automobile. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fueleconomy.gov
Calculate personalized estimates and compare vehicles

Smartphone QR Code

GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score		**To Be Rated**
Based on the combined ratings of frontal, side and rollover. Should ONLY be compared to other vehicles of similar size and weight.		
Frontal Crash	Driver	**To Be Rated**
	Passenger	**To Be Rated**
Based on the risk of injury in a frontal impact. Should ONLY be compared to other vehicles of similar size and weight.		
Side Crash	Front seat	**To Be Rated**
	Rear seat	**To Be Rated**
Based on the risk of injury in a side impact.		
Rollover		**To Be Rated**
Based on the risk of rollover in a single-vehicle crash.		

Star ratings range from 1 to 5 stars (★★★★★), with 5 being the highest. Source: National Highway Traffic Safety Administration (NHTSA). www.safercar.gov or 1-888-327-4236

3FA6P0PU2DR252083

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or Visit ford.com/windowsticker

Standard messaging & data plan rates may apply.

Ford Extended Service Plan — Ford ESP is the only extended service plan honored at every Ford dealership in the U.S. and Canada. See your dealer for additional details or visit www.FordOwner.com for more information.

Ford FordCredit — Choose the vehicle you want. Whether you decide to lease or finance, you'll find the choices that are right for you. See your Ford Dealer for details or visit www.FordCredit.com.

Monroney Label

You cannot adjust the system during remote start operation. Turn the ignition on to return the system to its previous settings. You can now make adjustments. You need to turn certain vehicle-dependent features back on, such as:

- heated seats
- heated mirrors
- heated rear window.

You can adjust the settings using the information display controls. See **Information Displays** (page 84).

Automatic Settings

You can set the climate control to operate in AUTO mode through the information display setting: Remote Start > Climate Control > Heater-A/C > Auto. The climate control system automatically sets the interior temperature to 72°F (22°C).

In hot weather, the system is set to 72°F (22°C).

In moderate weather, the system either heats or cools (based on previous settings). The rear defroster, heated mirrors and heated seats do not automatically turn on.

In cold weather, the system is set to 72°F (22°C). The heated seats are set to high (if available, and selected to AUTO in the information display). The rear defroster and heated mirrors automatically turn on.

Last Settings

You can set the climate control to operate using the last climate control settings through the information display setting: Remote Start > Climate Control > Heater–A/C > Last Settings. The climate control system automatically uses the settings last selected before you turned off the engine.

Heated and Cooled Devices

The climate control system controls other heated and cooled devices inside the vehicle. You can switch these devices on (if available, and selected to AUTO in the information displays) during remote start. Heated devices usually switch on during cold weather, and cooled devices during hot weather.

Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

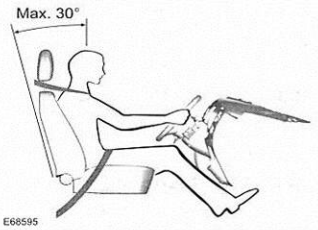
SITTING IN THE CORRECT POSITION

WARNINGS

Sitting improperly, out of position or with the seat back reclined too far can take weight off the seat cushion and affect the decision of the passenger sensing system, resulting in serious injury or death in the event of a crash. Always sit upright against your seat back, with your feet on the floor.

Do not recline the seat back as this can cause the occupant to slide under the safety belt, resulting in serious injury in the event of a crash.

Do not place objects higher than the seat back to reduce the risk of serious injury in the event of a crash or during heavy braking.



E68595

When you use them properly, the seat, head restraint, safety belt and air bags will provide optimum protection in the event of a crash.

We recommend that you follow these guidelines:

- Sit in an upright position with the base of your spine as far back as possible.
- Do not recline the seat back more than 30 degrees.
- Adjust the head restraint so that the top of it is level with the top of your head and as far forward as possible. Make sure that you remain comfortable.
- Keep sufficient distance between yourself and the steering wheel. We recommend a minimum of 10 inches (25 centimeters) between your breastbone and the air bag cover.
- Hold the steering wheel with your arms slightly bent.
- Bend your legs slightly so that you can press the pedals fully.
- Position the shoulder strap of the safety belt over the center of your shoulder and position the lap strap tightly across your hips.

Make sure that your driving position is comfortable and that you can maintain full control of your vehicle.

HEAD RESTRAINTS

WARNINGS

Fully adjust the head restraint before you sit in or operate your vehicle. This will help minimize the risk of neck injury in the event of a collision. Do not adjust the head restraint when your vehicle is moving.

The head restraint is a safety device. Whenever possible it should be installed and properly adjusted when the seat is occupied.

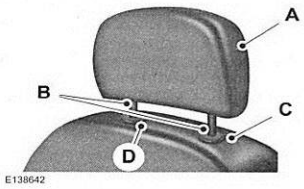
Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

WARNINGS

Install the head restraint properly to help minimize the risk of neck injury in the event of a collision.

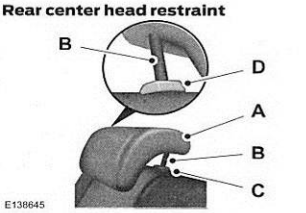
Note: *Adjust the seat back to an upright driving position before adjusting the head restraint. Adjust the head restraint so that the top of it is level with the top of your head and as far forward as possible. Make sure that you remain comfortable. If you are extremely tall, adjust the head restraint to its highest position.*

Front seat and rear seat outboard head restraints



E138642

Rear center head restraint



E138645

The head restraints consist of:

- A An energy absorbing head restraint
- B Two steel stems
- C Guide sleeve adjust and unlock button
- D Guide sleeve unlock and remove button

Adjusting the Head Restraint

Raising the Head Restraint

Pull the head restraint up.

Lowering the Head Restraint

1. Press and hold button C.
2. Push the head restraint down.

Removing the Head Restraint

1. Pull the head restraint up until it reaches its highest position.
2. Press and hold buttons C and D.
3. Pull the head restraint up.

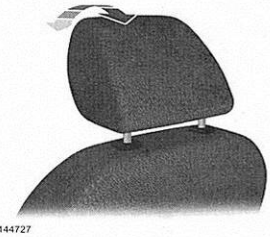
Installing the Head Restraint

Align the steel stems into the guide sleeves and push the head restraint down until in locks.

Tilting Head Restraints

The front head restraints have a tilting feature for extra comfort. To tilt the head restraint, do the following:

Head Restraint Use and Adjustment Information from Vehicle Owner's Manual



E144727

1. Adjust the seat back to an upright driving or riding position.
2. Pivot the head restraint forward toward your head to the desired position.

After the head restraint reaches the forward-most tilt position, pivoting it forward again will then release it to the rearward, un-tilted position.

MANUAL SEATS

WARNINGS

Do not adjust the driver's seat or seat back when your vehicle is moving.

Rock the seat backward and forward after releasing the lever to make sure that it is fully engaged.

WARNINGS

Reclining the seat back can cause an occupant to slide under the seat's safety belt, resulting in severe personal injuries in the event of a collision.

The manual front seats consist of:

E157060

- A a bar to move the seat backward and forward
- B a lever to adjust the angle of the seat back.

POWER SEATS (IF EQUIPPED)

WARNINGS

Do not adjust the driver's seat or seat back when your vehicle is moving.

Do not place cargo or any objects behind the seat back before returning it to the original position.

Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

Post-Test View of Shattered Vehicle Inner Door Panel

APPENDIX B
VEHICLE AND DUMMY RESPONSE DATA PLOTS

TABLE OF DATA PLOTS
Driver Dummy Instrumentation Plots

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

Additional Driver Dummy Instrumentation Data

Driver Head CG Redundant Acceleration (X) vs. Time

Driver Head CG Redundant Acceleration (Y) vs. Time

Driver Head CG Redundant Acceleration (Z) vs. Time

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)

Vehicle Instrumentation Data

Vehicle Center of Gravity Acceleration (X)

Vehicle Center of Gravity Acceleration (Y)

Vehicle Center of Gravity Acceleration (Z)

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 Hip 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)

Pole Instrumentation Data

Load Cell Pole Barrier #1 Force (Y)

Load Cell Pole Barrier #2 Force (Y)

Load Cell Pole Barrier #3 Force (Y)

Load Cell Pole Barrier #4 Force (Y)

Load Cell Pole Barrier #5 Force (Y)

Load Cell Pole Barrier #6 Force (Y)

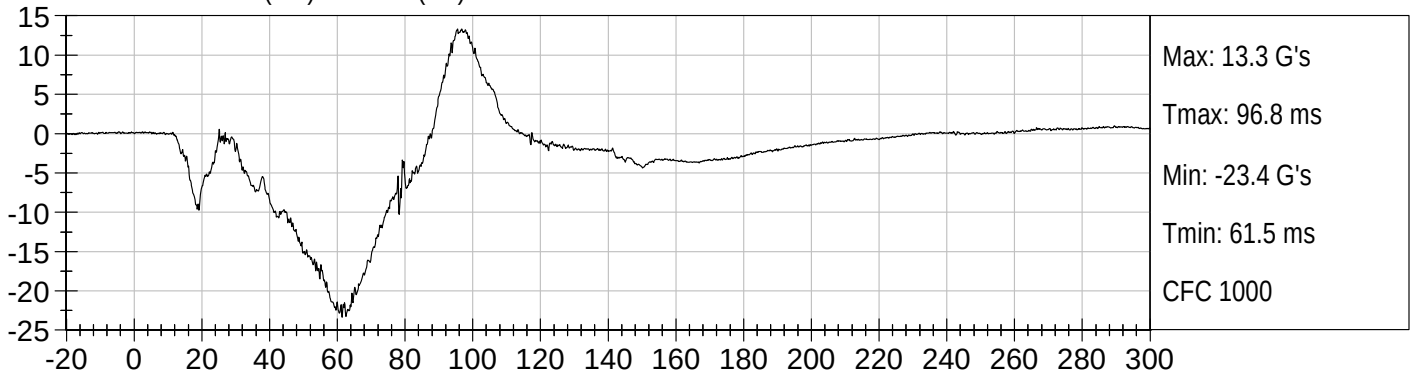
Load Cell Pole Barrier #7 Force (Y)

Load Cell Pole Barrier #8 Force (Y)

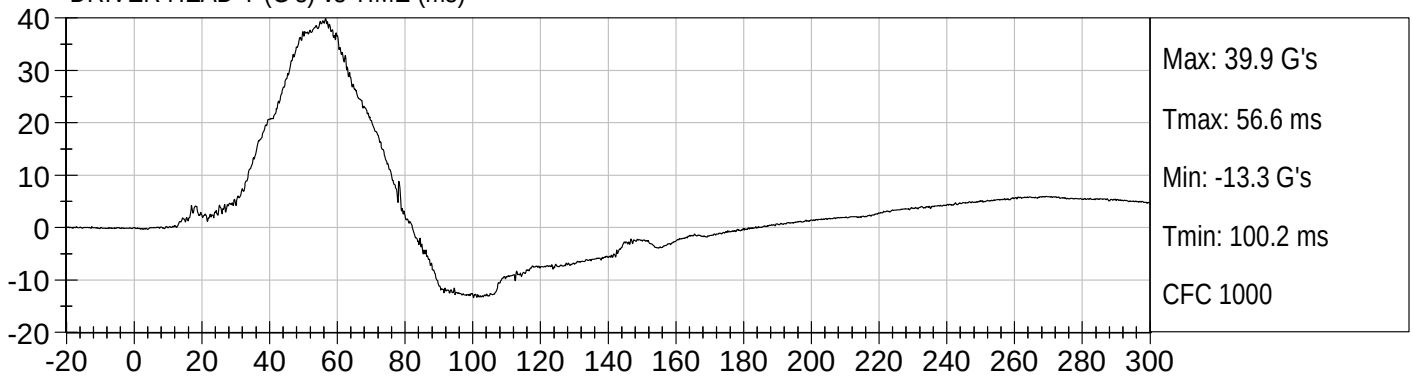
75° Oblique Rigid Pole Side NCAP
2013 Ford Fusion Energi - MD0221

Test Date: 04/16/2013
Speed: 20.1 mph (32.3 km/h)

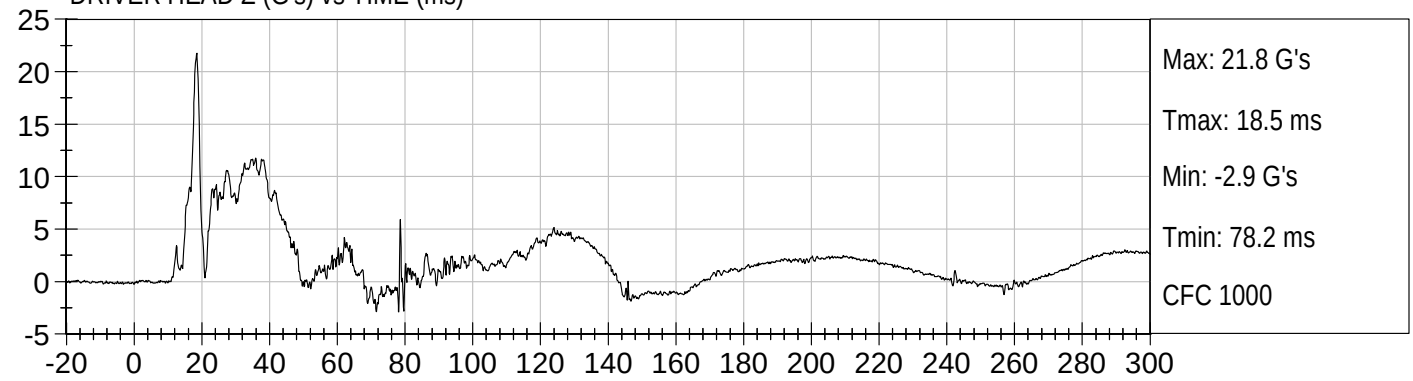
DRIVER HEAD X (G's) vs TIME (ms)



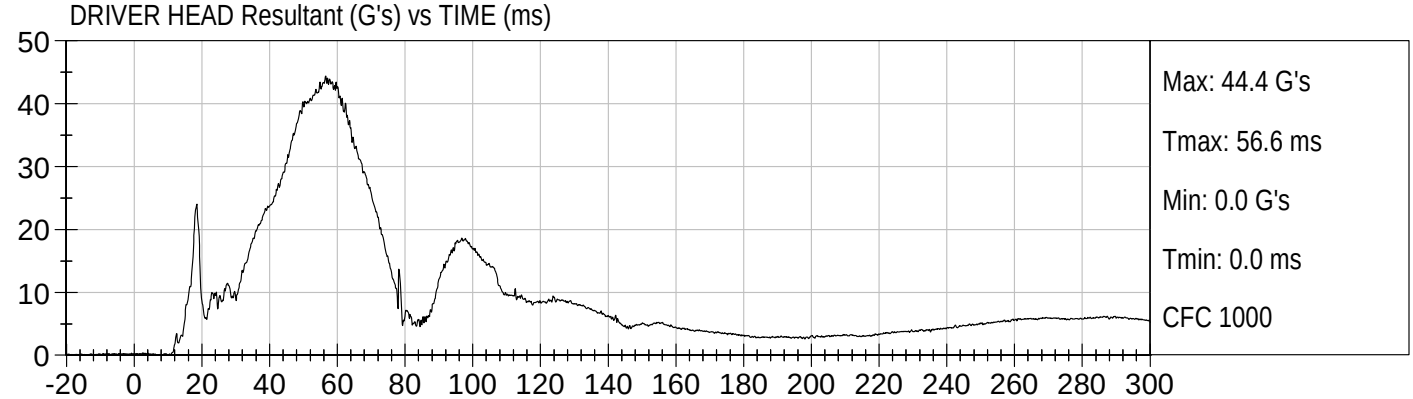
DRIVER HEAD Y (G's) vs TIME (ms)



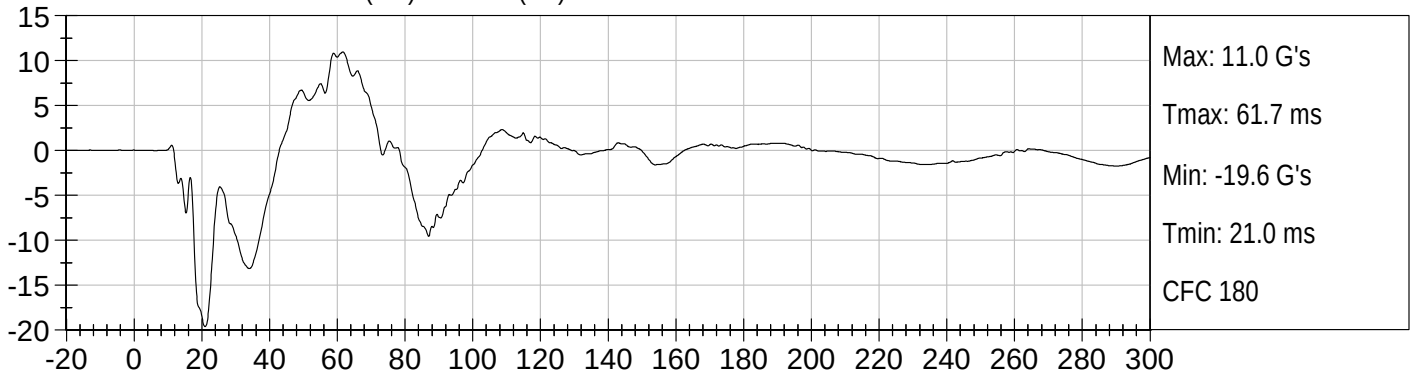
DRIVER HEAD Z (G's) vs TIME (ms)



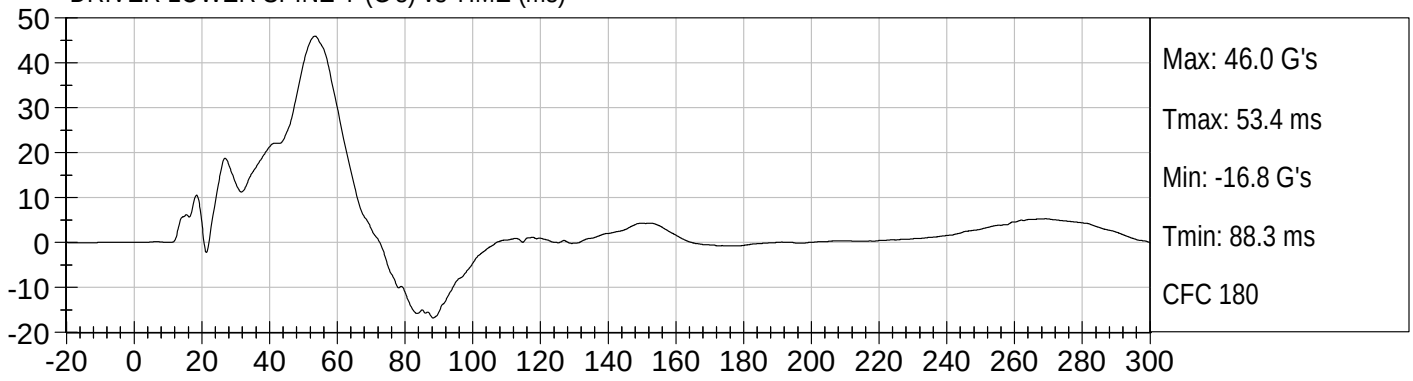
DRIVER HEAD Resultant (G's) vs TIME (ms)



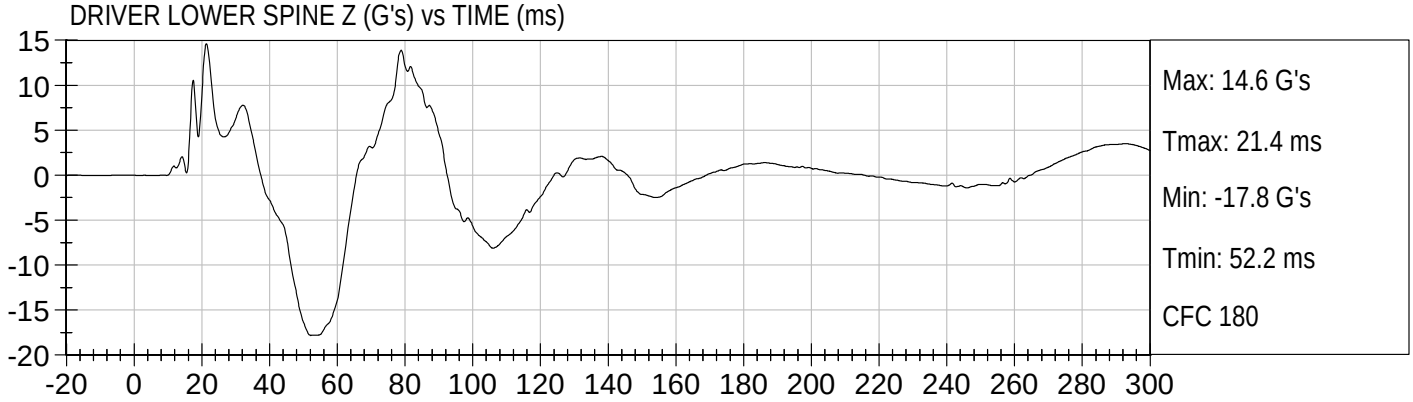
DRIVER LOWER SPINE X (G's) vs TIME (ms)



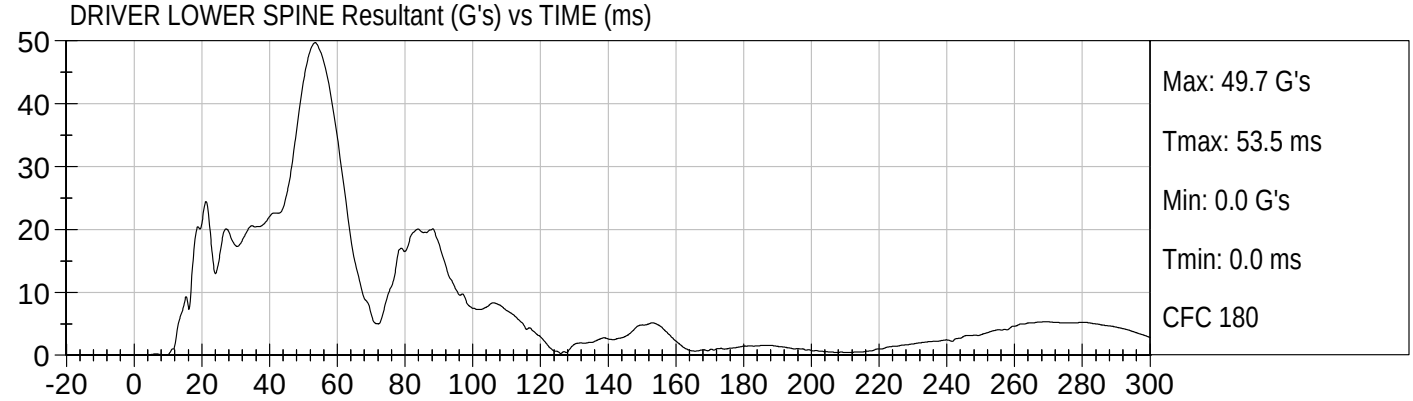
DRIVER LOWER SPINE Y (G's) vs TIME (ms)



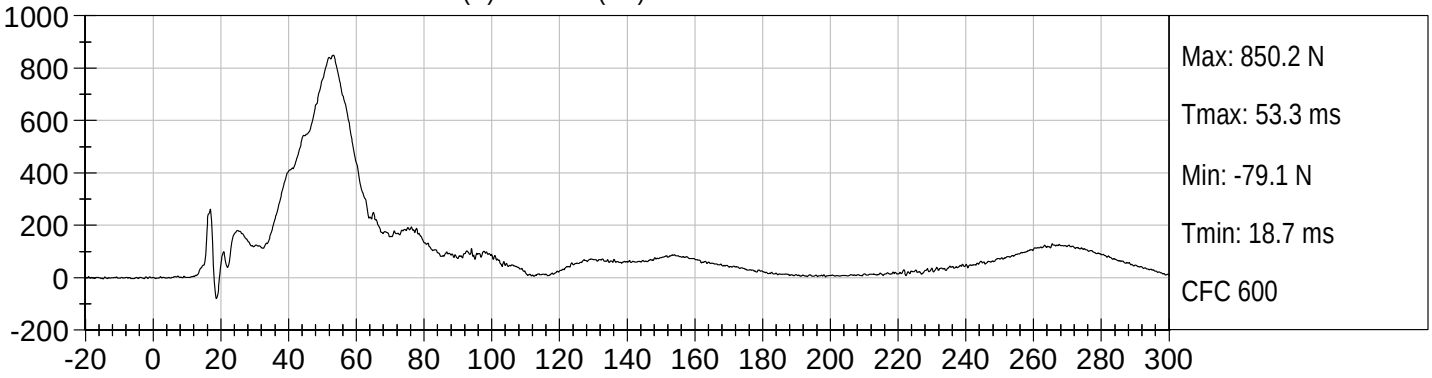
DRIVER LOWER SPINE Z (G's) vs TIME (ms)



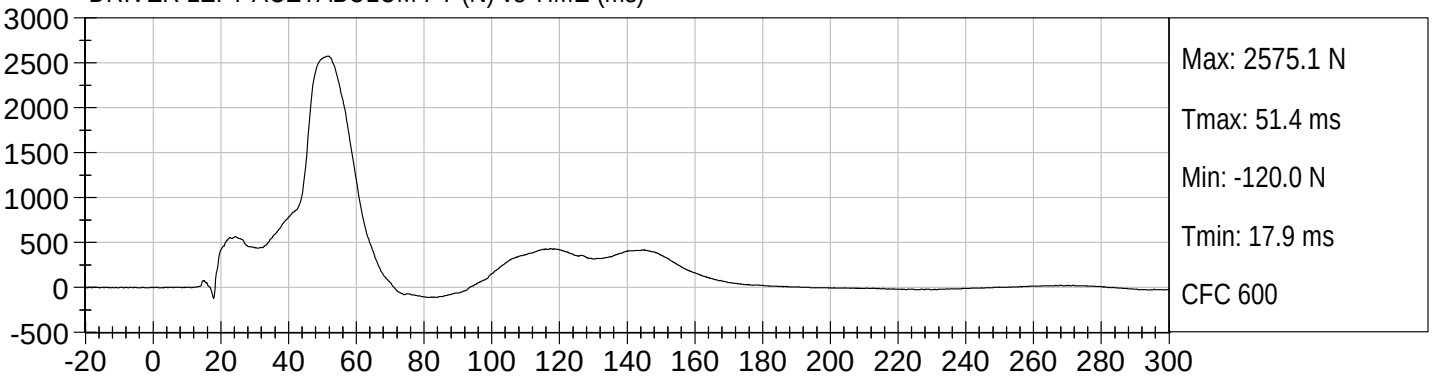
DRIVER LOWER SPINE Resultant (G's) vs TIME (ms)



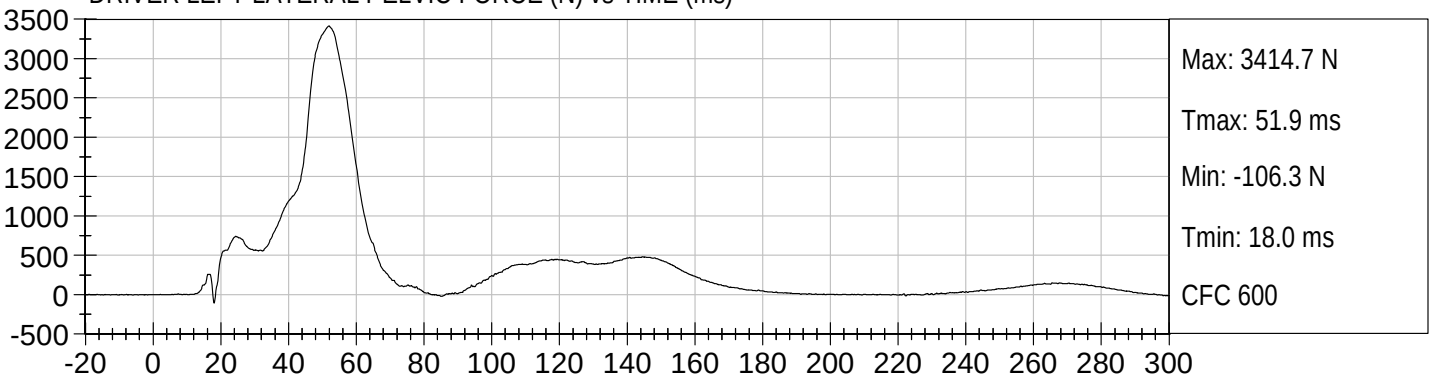
DRIVER LEFT ILLIUM CREST FY (N) vs TIME (ms)



DRIVER LEFT ACETABULUM FY (N) vs TIME (ms)



DRIVER LEFT LATERAL PELVIC FORCE (N) vs TIME (ms)



APPENDIX C
DUMMY CONFIGURATION AND PERFORMANCE VERIFICATION DATA

SID-IIsD External Measurements
SN: 296

No.	Name	Spec. (mm)	Result	Pass/Fail
A	Sitting Height	772 - 788	784	Pass
B	Shoulder Pivot Height	437 - 453	442	Pass
C	H-point Height	79 - 89	83	Pass
D	H-point from Seatback	141 - 151	145	Pass
E	Shoulder Pivot from Backline	97 - 107	99	Pass
F	Thigh Clearance	119 -135	121	Pass
G	Head Breadth	140 - 148	142	Pass
H	Head Back from Backline	40 - 46	45	Pass
I	Head Depth	178 - 188	180	Pass
J	Head Circumference	541 - 551	548	Pass
K	Buttock to Knee Length	514 - 540	535	Pass
L	Popliteal Height	343 - 369	358	Pass
M	Knee Pivot to Floor Height	392 - 409	404	Pass
N	Buttock Popliteal Length	416 - 442	435	Pass
O	Chest Depth w/o Jacket	195 - 211	206	Pass
P	Foot Length	216 - 232	219	Pass
Q	Hip Breadth (w/ pelvic plugs)	313 - 323	316	Pass
R	Arm Length	249 - 259	250	Pass
S	Knee Joint to Seatback	477 - 493	481	Pass
V	Shoulder Width	341 - 357	346	Pass
W	Foot Width	78 - 94	85	Pass
Y	Chest Circumference w/ jacket	851 - 881	870	Pass
Z	Waist Circumference	761 - 791	772	Pass

MGA RESEARCH CORPORATION

HEAD DROP TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D131271

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	20.9	Pass
Laboratory Relative Humidity	%	10 to 70	33	Pass
Peak Resultant Acceleration	G's	115 to 137	126	Pass
Peak Longitudinal Acceleration	G's	+/- 15	-3.2	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	<15%	Yes	Pass
		Overall Test Results		Pass

Jessica Gall
Laboratory Technician

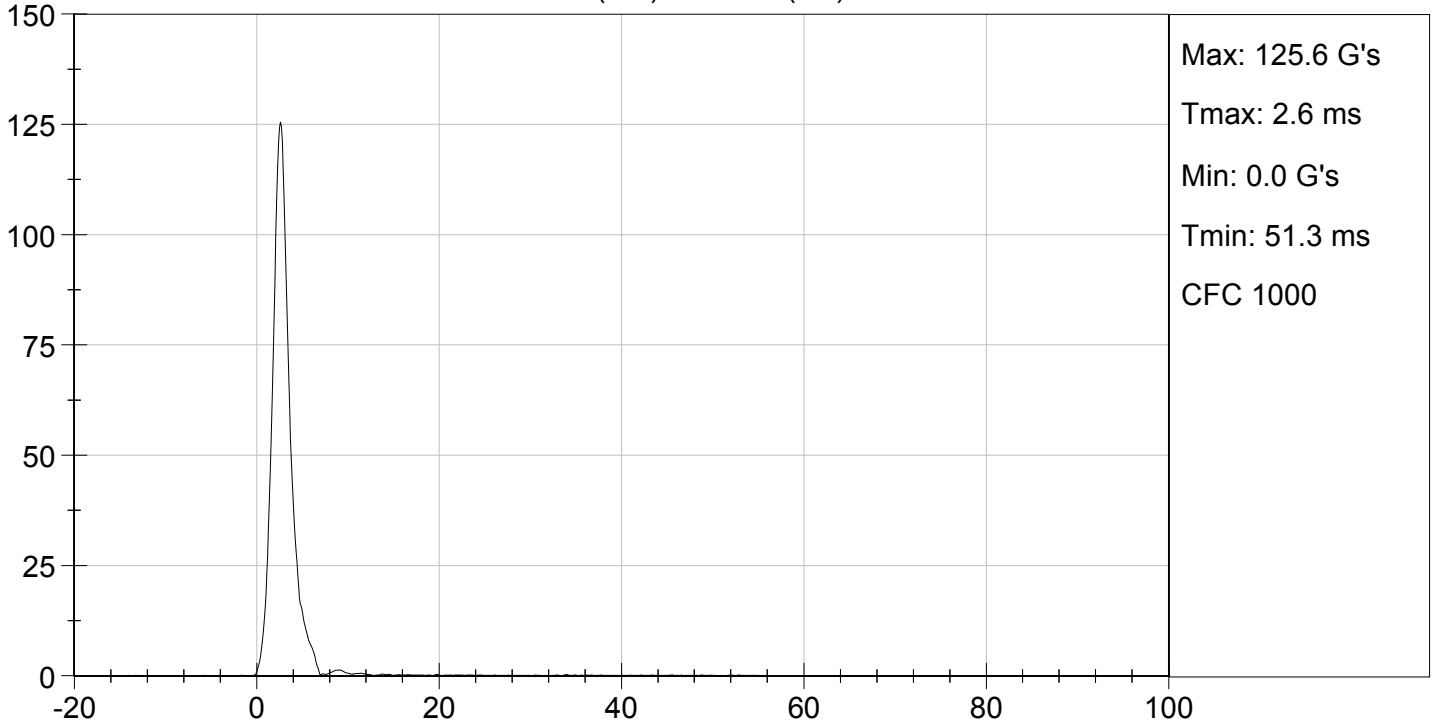
04/11/2013
Test Date

David Winkelbauer
Approved By

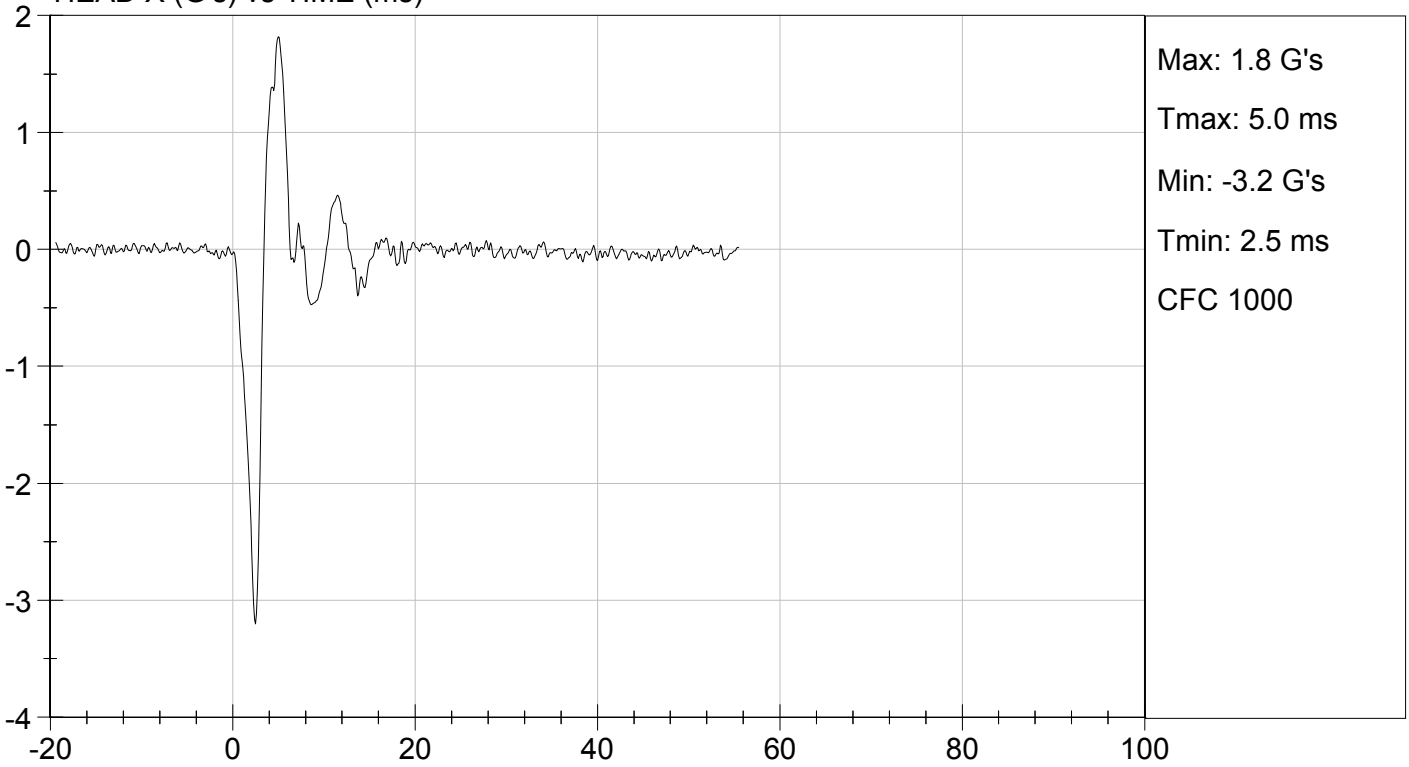
TEST DESC: HEAD DROP

TEST DATE: 04/11/2013
TEST #: D131271

HEAD RESULTANT ACCELERATION (G's) vs TIME (ms)

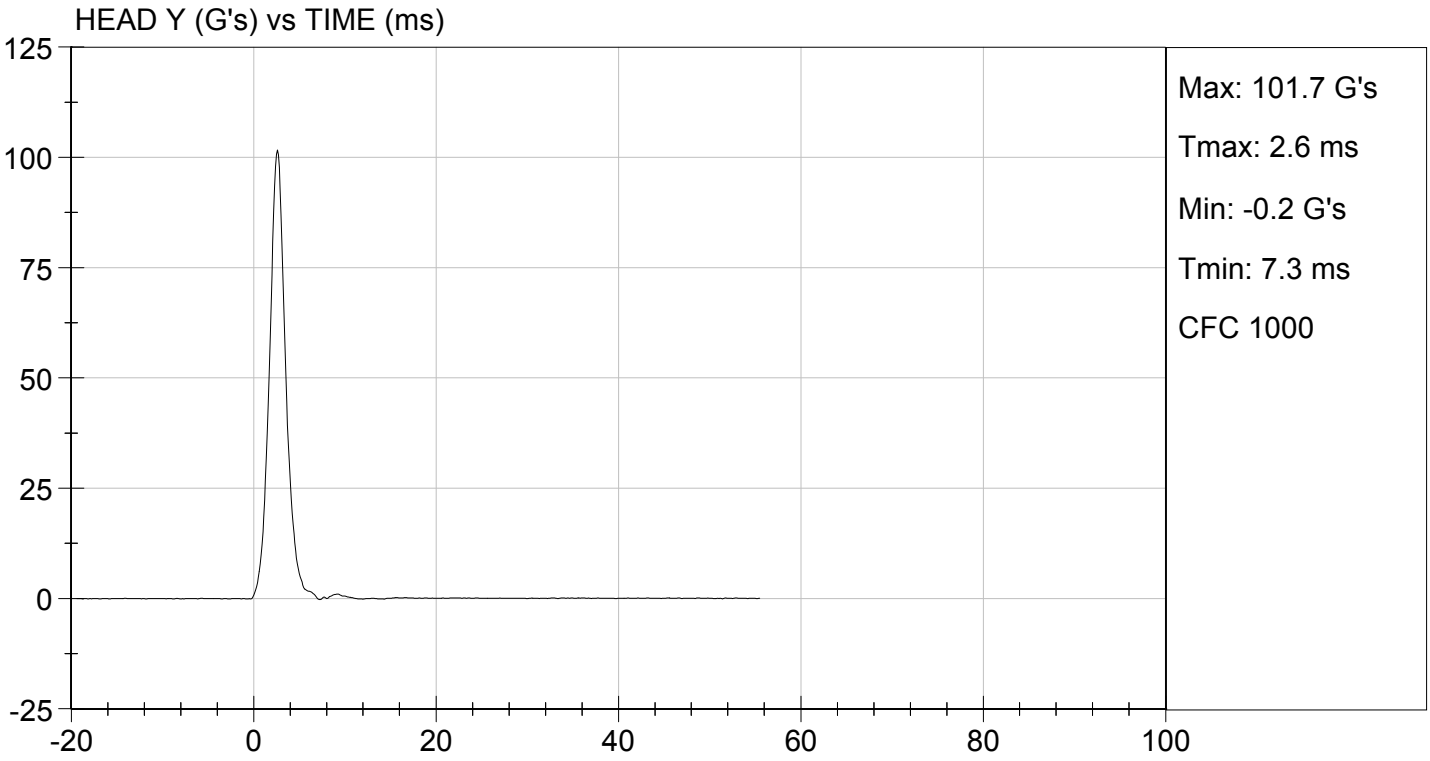


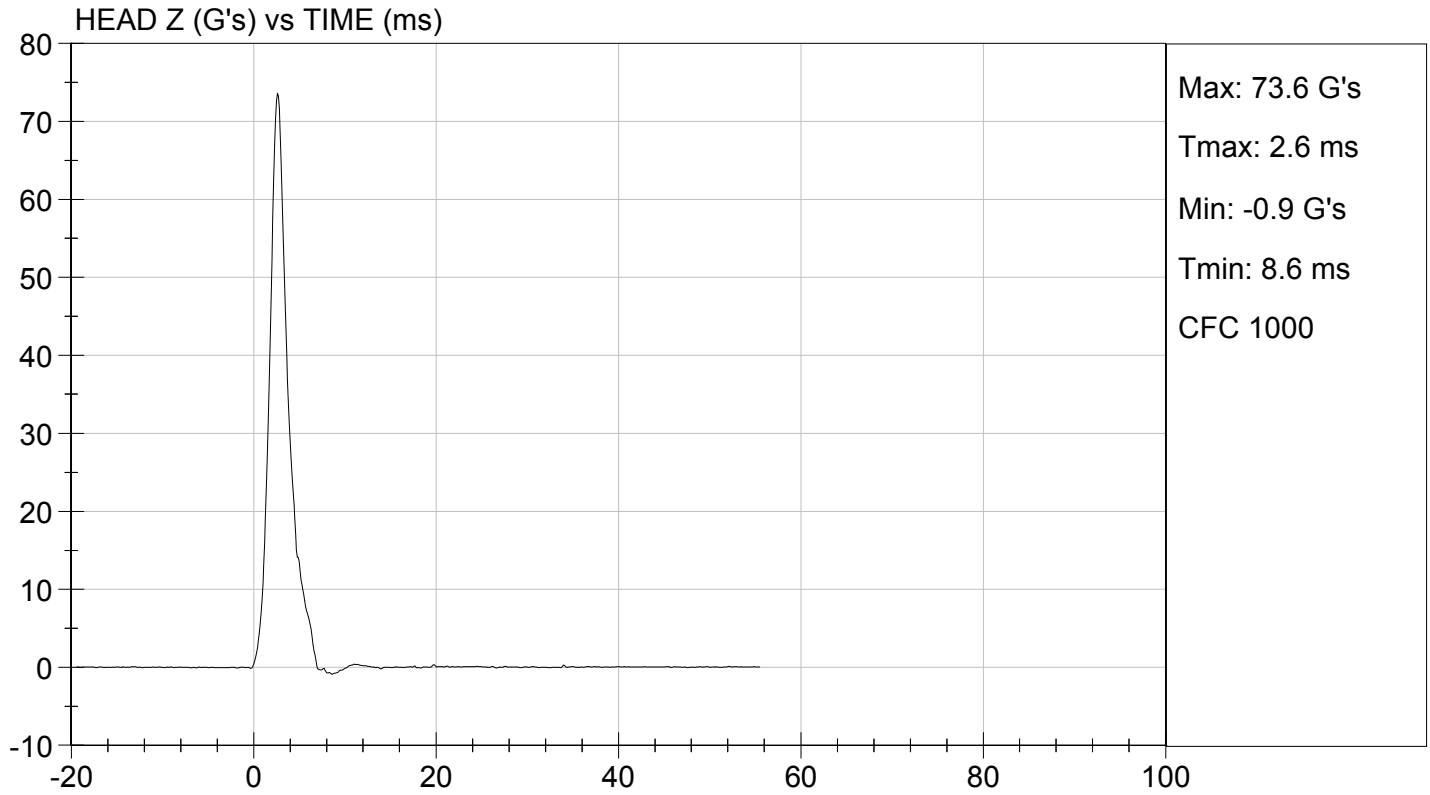
HEAD X (G's) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 04/11/2013
TEST #: D131271





MGA RESEARCH CORPORATION

LATERAL NECK PENDULUM TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131272

Tested Parameter		Units	Specification	Result	Pass/Fail
Temperature		deg C	20.6 to 22.2	20.9	Pass
Humidity		%	10 to 70	33	Pass
Impact Velocity		m/s	5.51 to 5.63	5.58	Pass
Pendulum Velocity	10 ms	m/s	2.20 to 2.80	2.27	Pass
	15 ms	m/s	3.30 to 4.10	3.31	Pass
	20 ms	m/s	4.40 to 5.40	4.42	Pass
	25 ms	m/s	5.40 to 6.10	5.49	Pass
	25-100 ms	m/s	5.50 to 6.20	5.73	Pass
Maximum D-Plane Rotation		deg	71 to 81	73	Pass
Time of Maximum D-Plane Rotation		ms	50 to 70	64	Pass
Maximum Occipital Condyle Moment		Nm	-44 to -36	-37	Pass
Time of Moment Decay to 0 Nm		ms	102 to 126	117	Pass
			Overall Test Results		Pass

Jessica Hall
Laboratory Technician

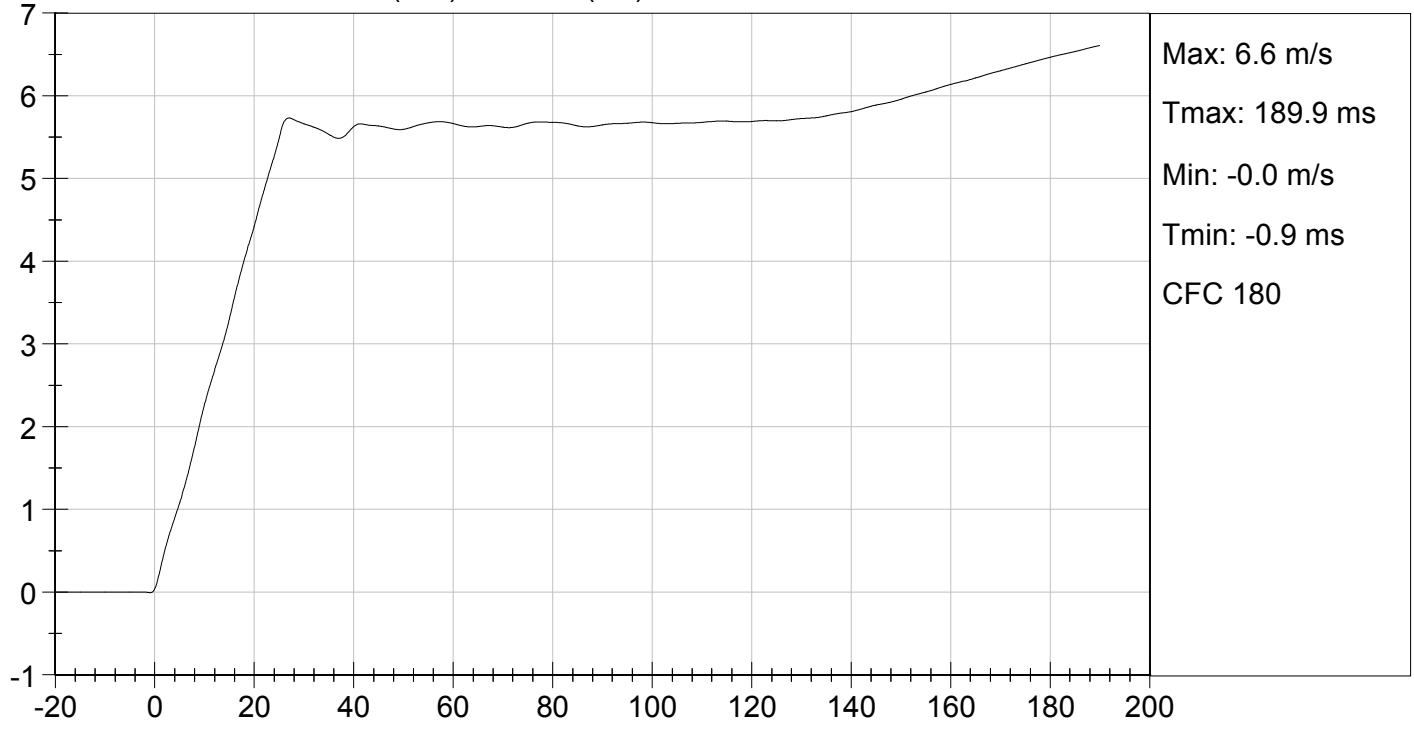
04/11/2013
Test Date

David Winkelbauer
Approved By

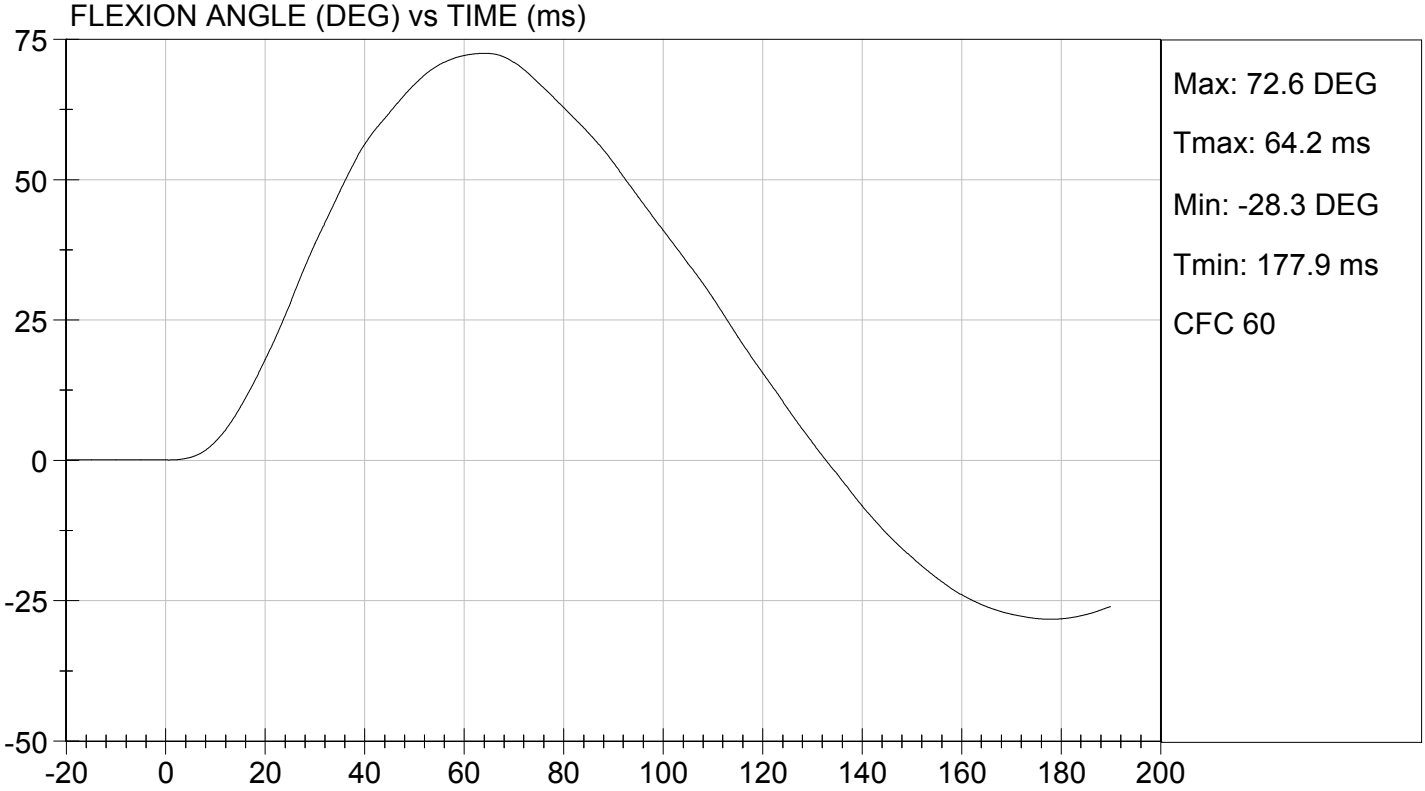
TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 04/11/2013
TEST #: D131272

PENDULUM VELOCITY (m/s) vs TIME (ms)

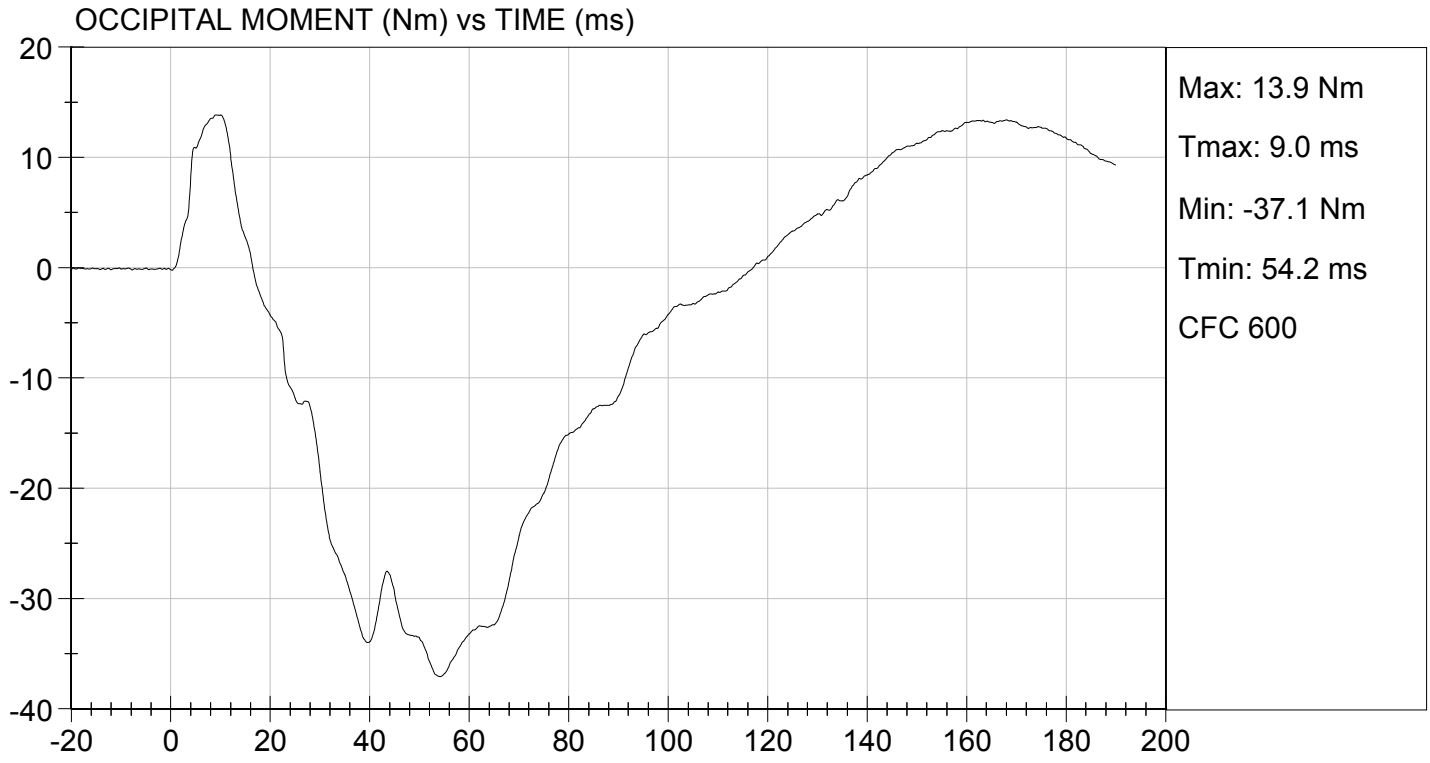


FLEXION ANGLE (DEG) vs TIME (ms)



TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 04/11/2013
TEST #: D131272



MGA RESEARCH CORPORATION

SHOULDER IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D131273

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	20.8	Pass
Laboratory Relative Humidity	%	10 to 70	33	Pass
Impact Velocity	m/s	4.20 to 4.40	4.30	Pass
Maximum Probe Acceleration	G's	13 to 18	15	Pass
Shoulder Displacement	mm	28 to 37	32	Pass
Upper Spine (T1) Y Acceleration	G's	17 to 22	18	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

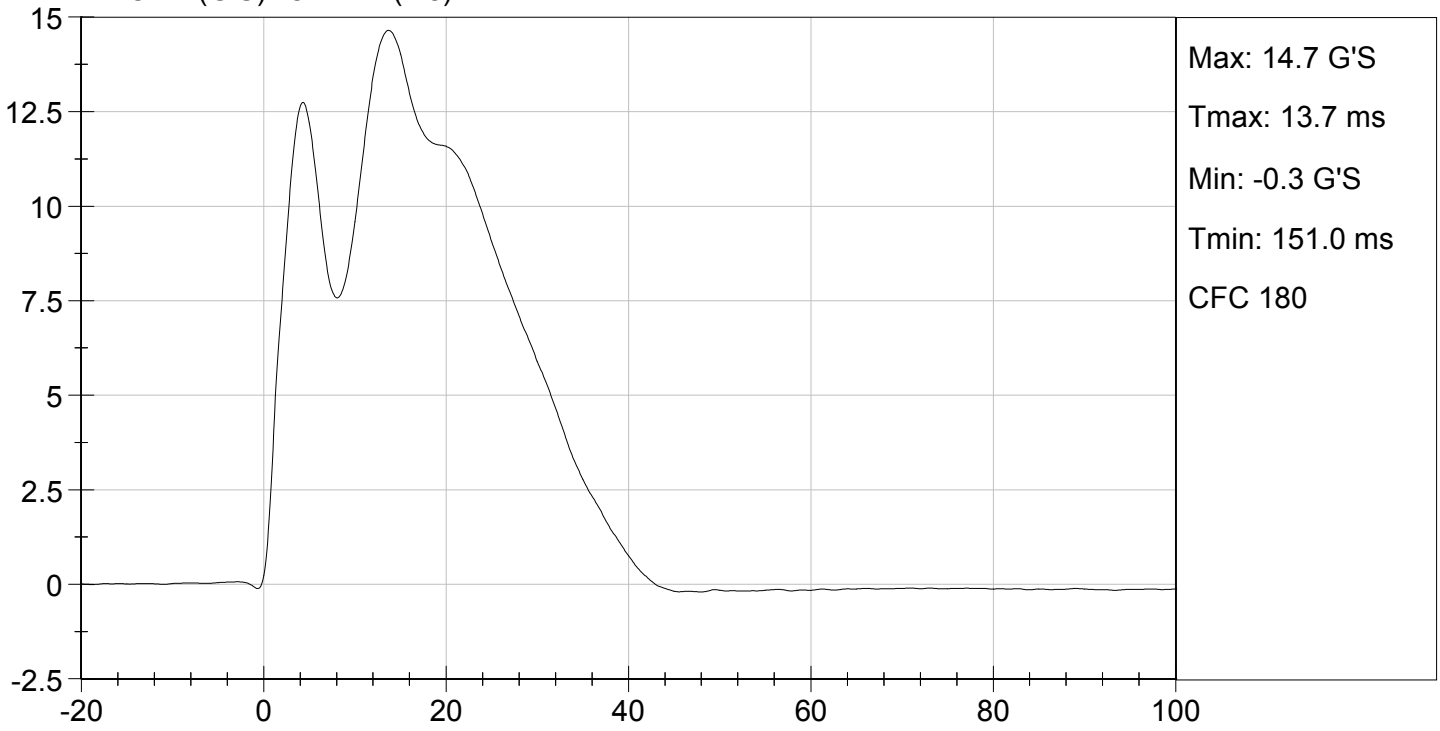
04/11/2013
Test Date

David Winkelbauer
Approved By

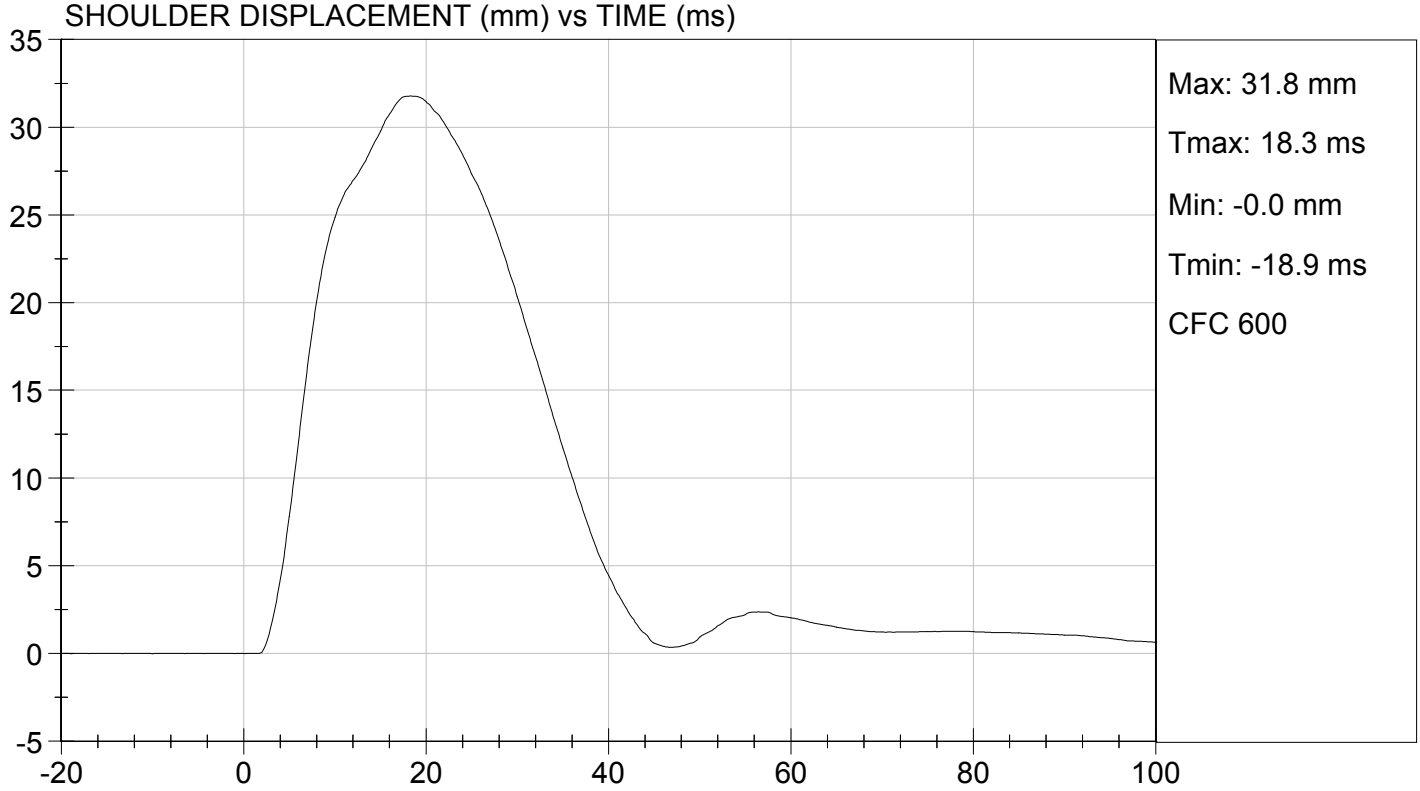
TEST DESC: SHOULDER IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/11/2013
TEST #: D131273

PROBE (G'S) vs TIME (ms)

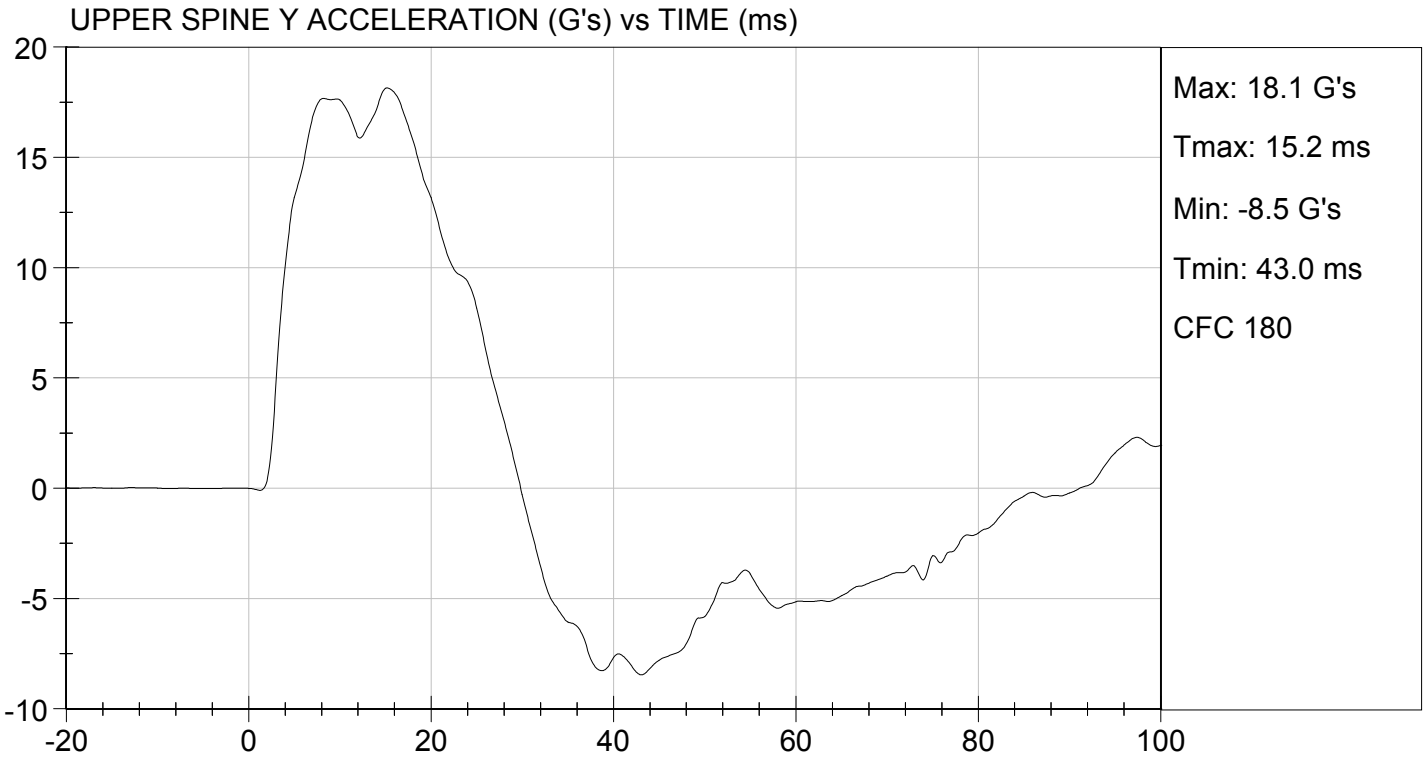


SHOULDER DISPLACEMENT (mm) vs TIME (ms)



TEST DESC: SHOULDER IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/11/2013
TEST #: D131273



MGA RESEARCH CORPORATION

THORAX (WITH ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131274

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.8	Pass
Humidity	%	10 to 70	33	Pass
Impact Velocity	m/s	6.60 to 6.80	6.68	Pass
Maximum Probe Acceleration	G's	30 to 36	30	Pass
Shoulder Displacement	mm	31 to 40	36	Pass
Upper Rib Displacement	mm	25 to 32	27	Pass
Middle Rib Displacement	mm	30 to 36	31	Pass
Lower Rib Displacement	mm	32 to 38	34	Pass
Upper Spine (T1) Y Acceleration	G's	34 to 43	36	Pass
Lower Spine (T12) Y Acceleration	G's	29 to 37	31	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

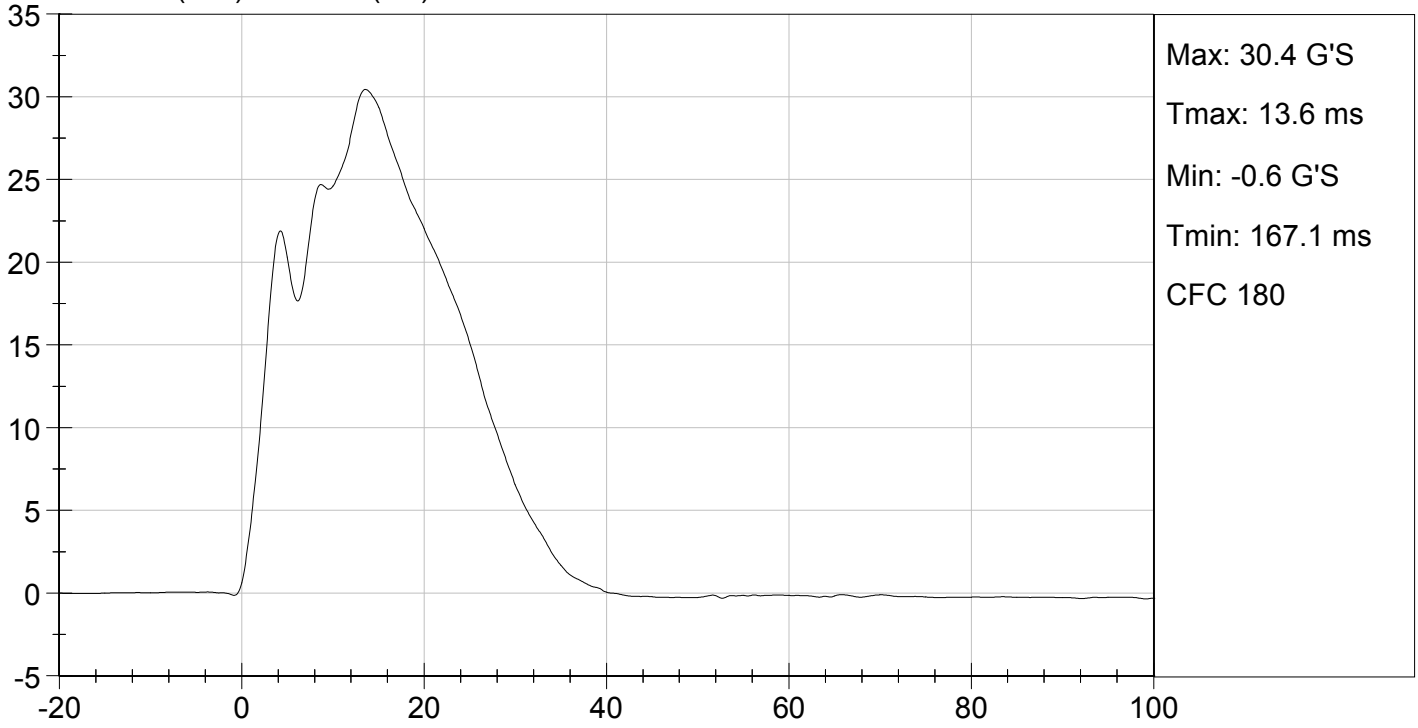
04/11/2013
Test Date

David Winkelbauer
Approved By

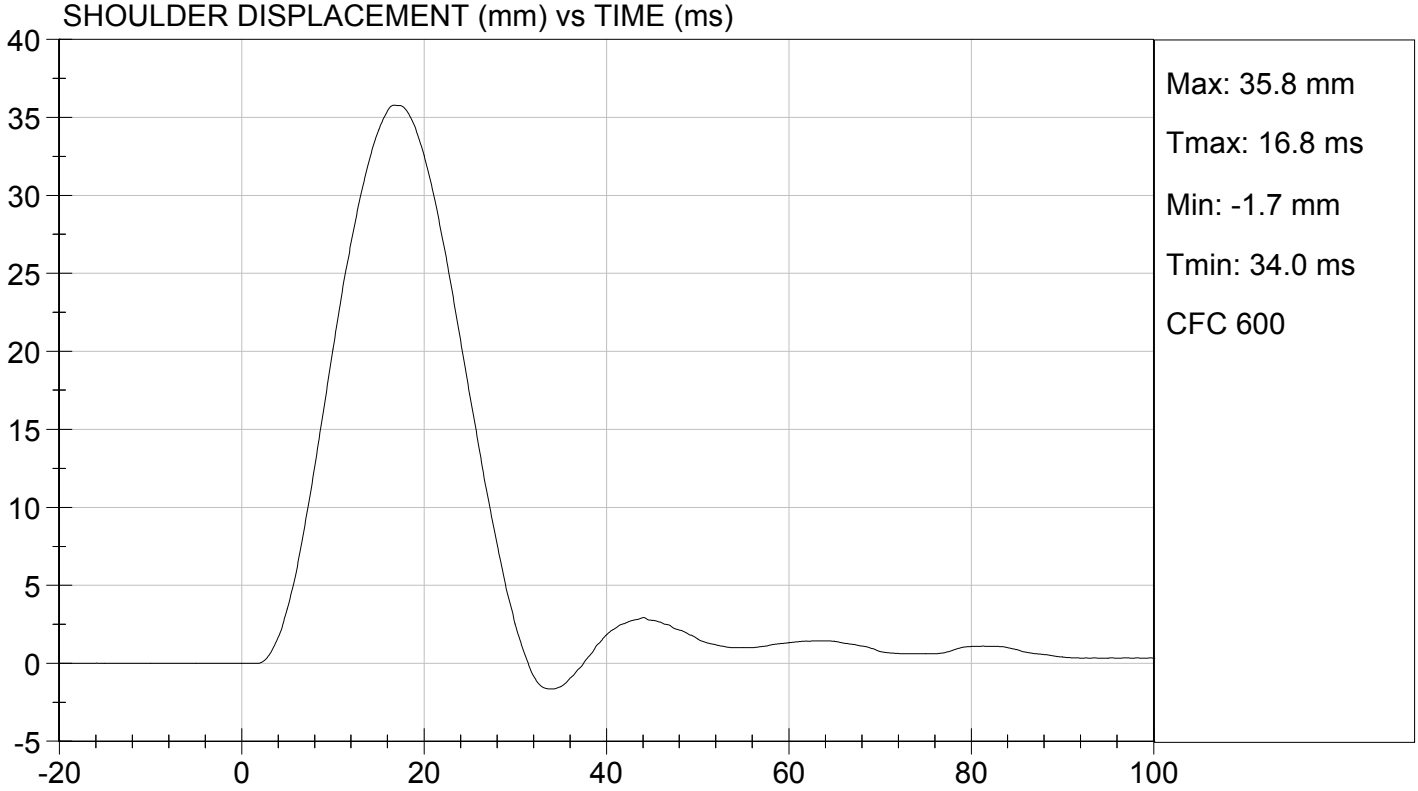
TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 04/11/2013
TEST #: D131274

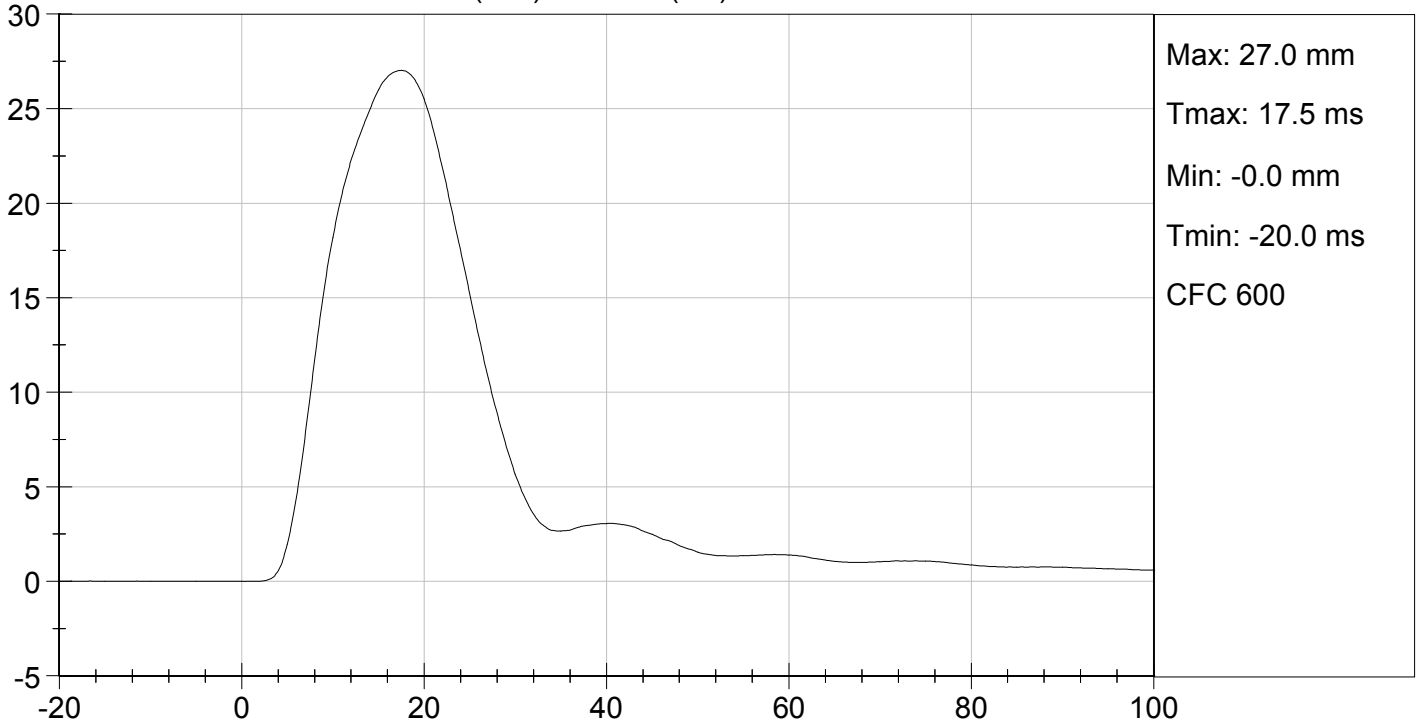
PROBE (G'S) vs TIME (ms)



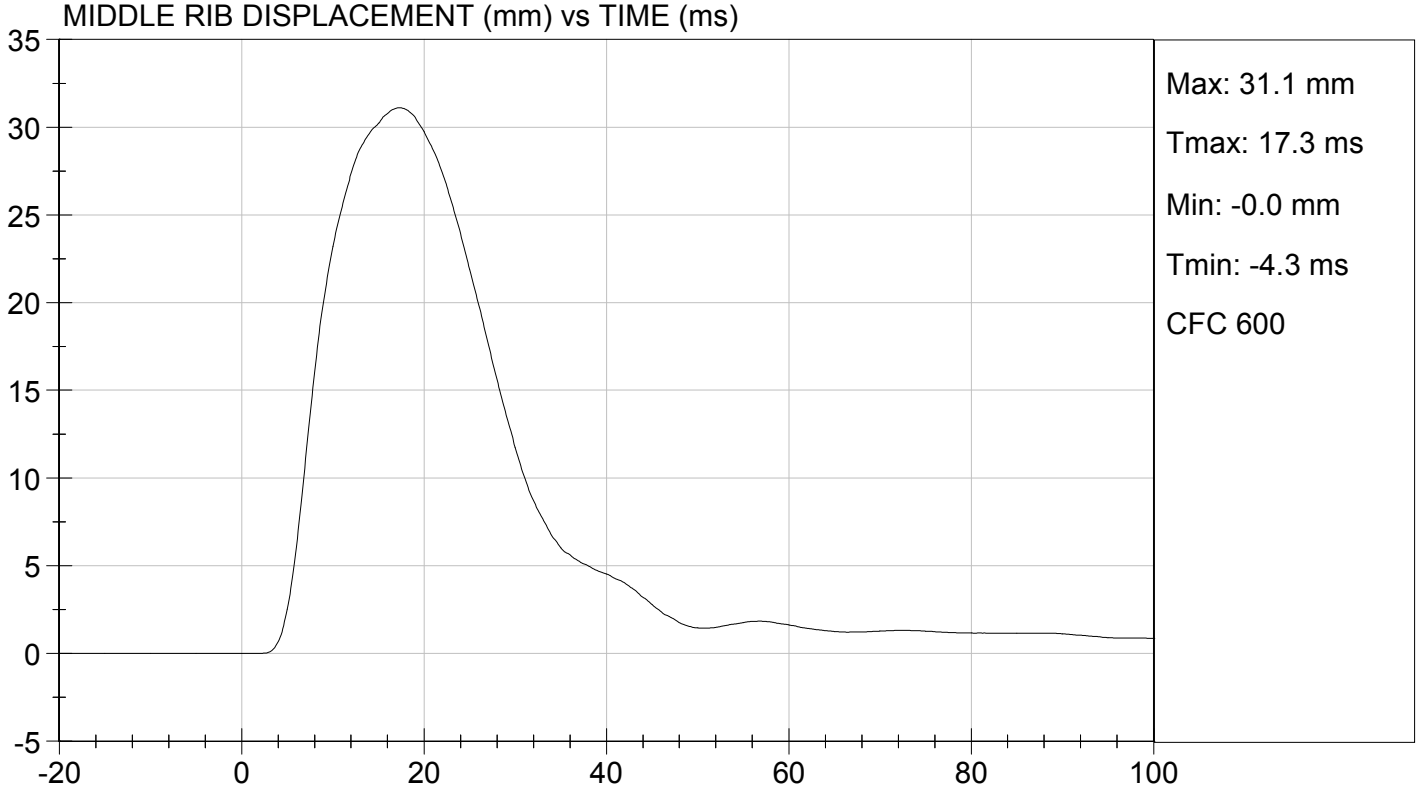
SHOULDER DISPLACEMENT (mm) vs TIME (ms)



UPPER RIB DISPLACEMENT (mm) vs TIME (ms)



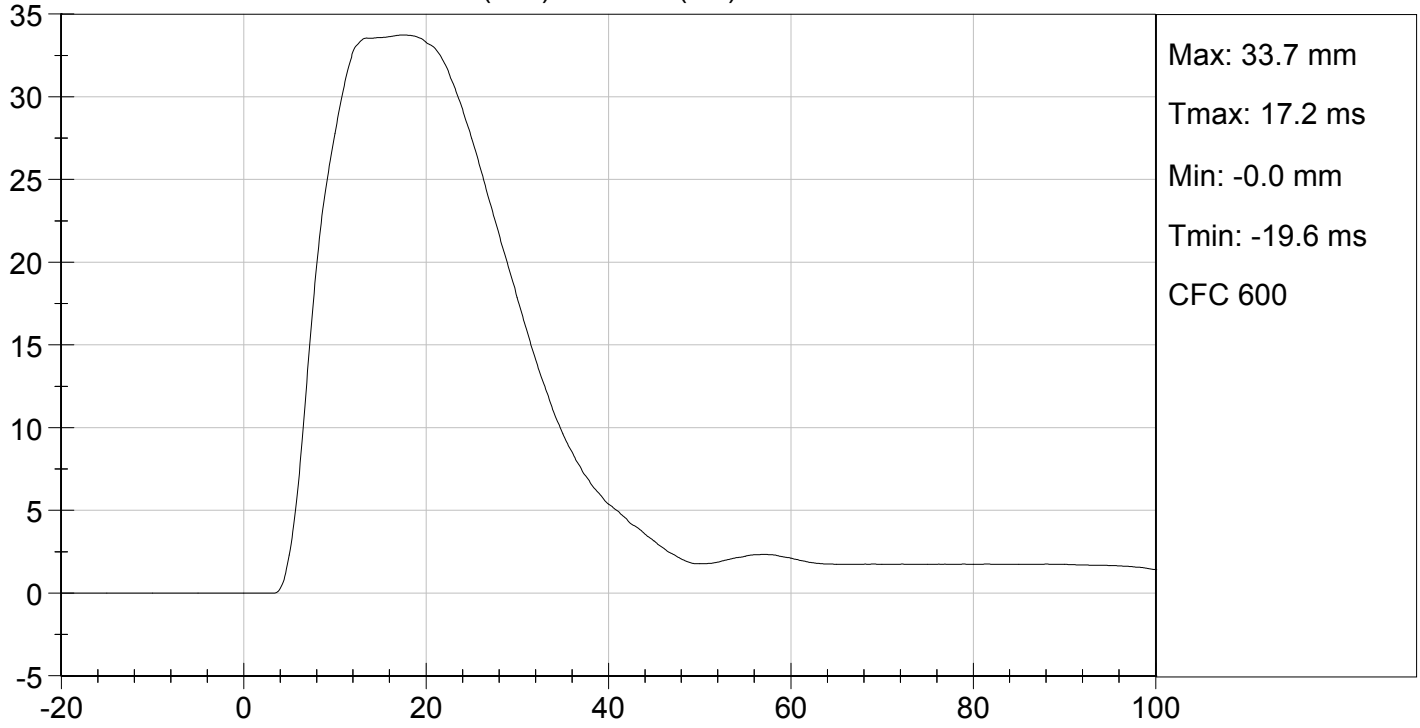
MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



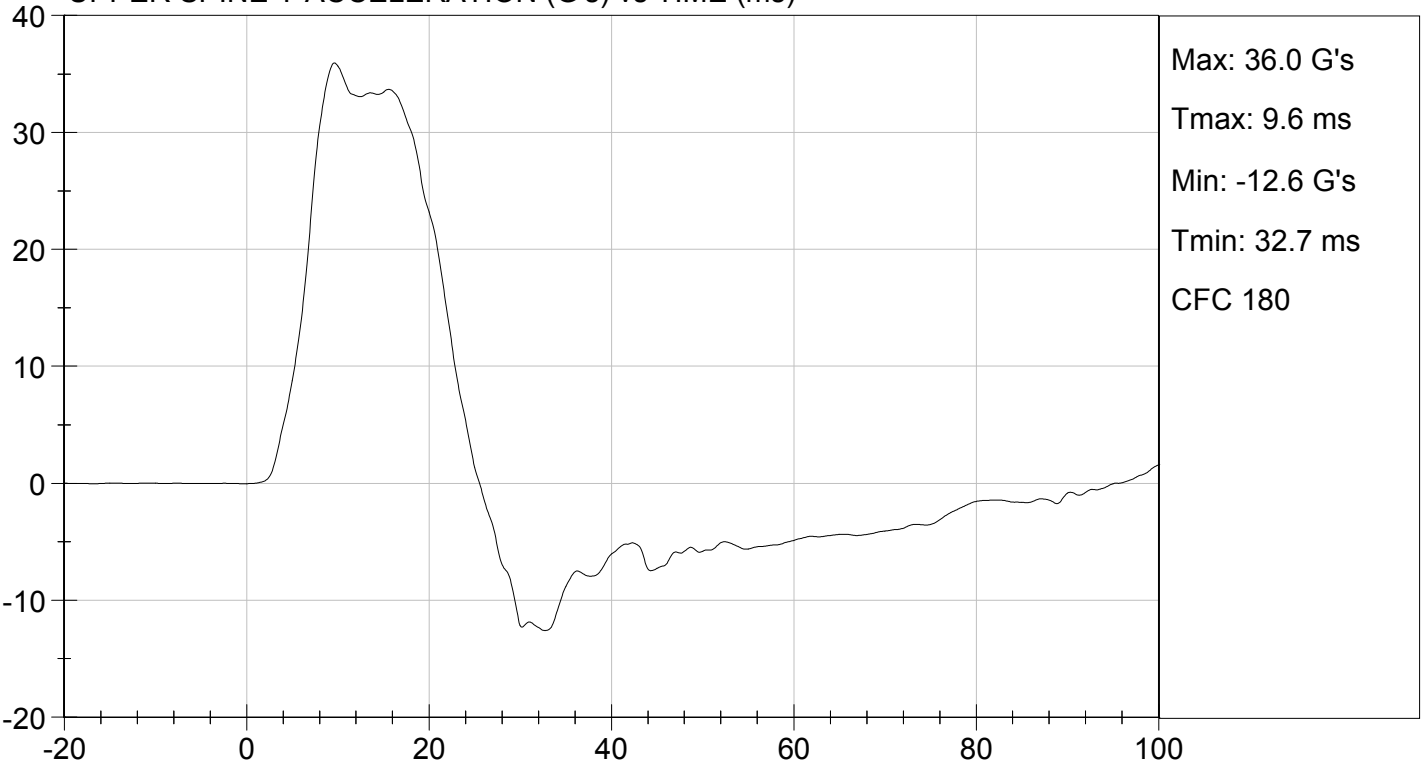
TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 04/11/2013
TEST #: D131274

LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



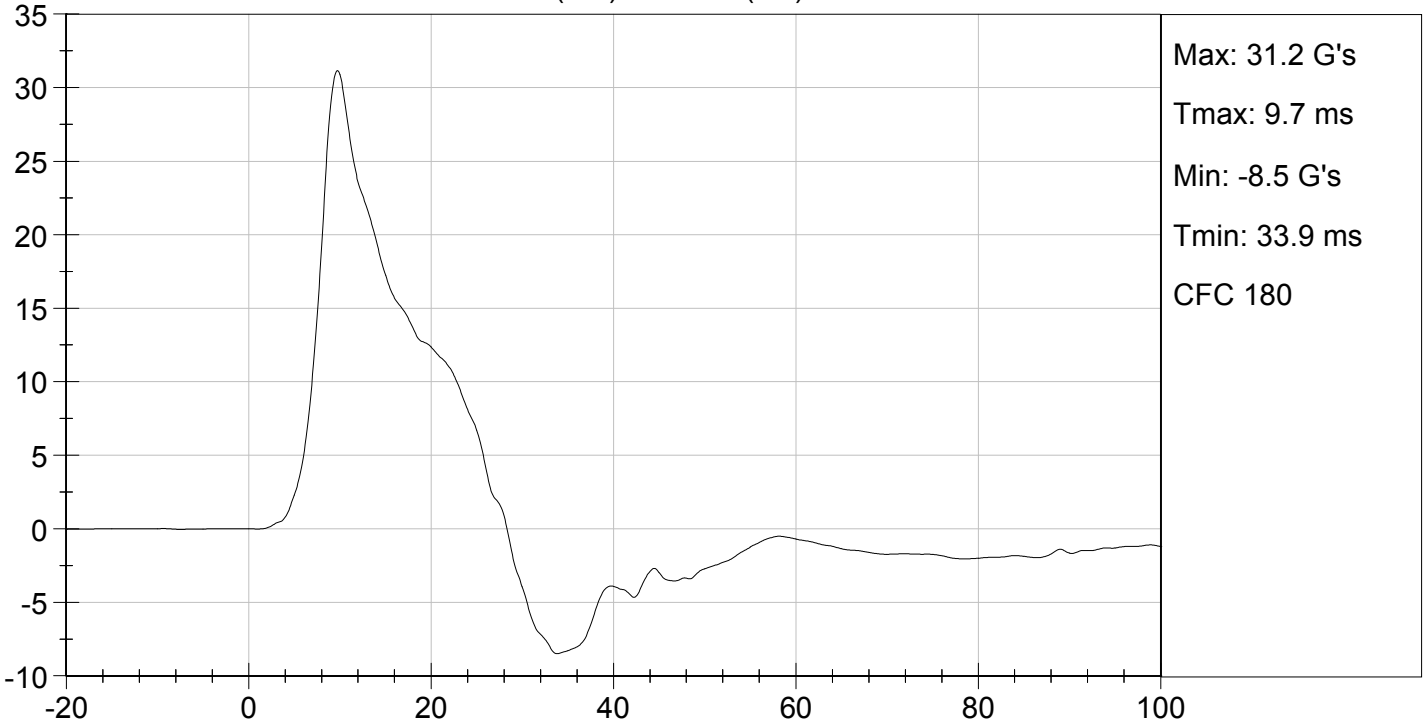
UPPER SPINE Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 04/11/2013
TEST #: D131274

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



MGA RESEARCH CORPORATION

THORAX (WITHOUT ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131275

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.8	Pass
Humidity	%	10 to 70	33	Pass
Impact Velocity	m/s	4.20 to 4.40	4.30	Pass
Maximum Probe Acceleration	G's	14 to 18	14	Pass
Upper Rib Displacement	mm	32 to 40	37	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	10	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

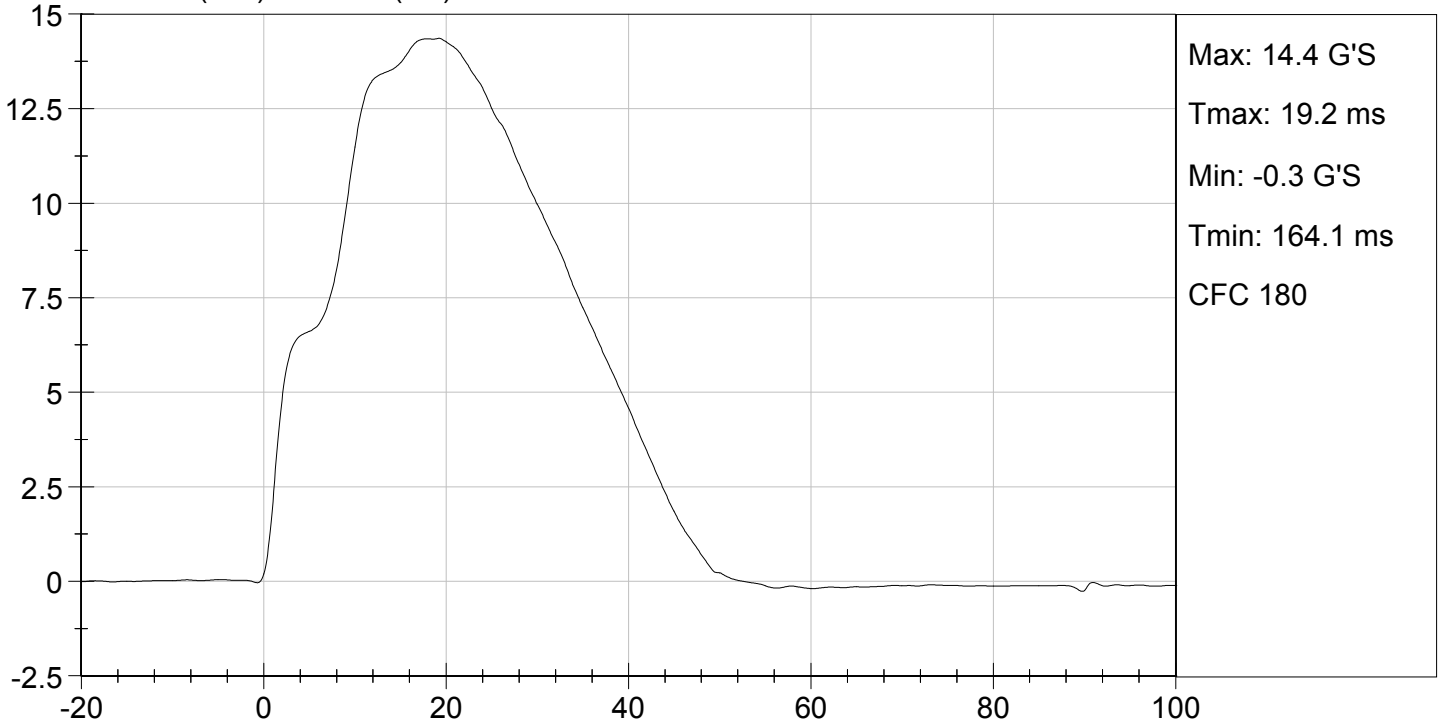
04/11/2013
Test Date

David Winkelbauer
Approved By

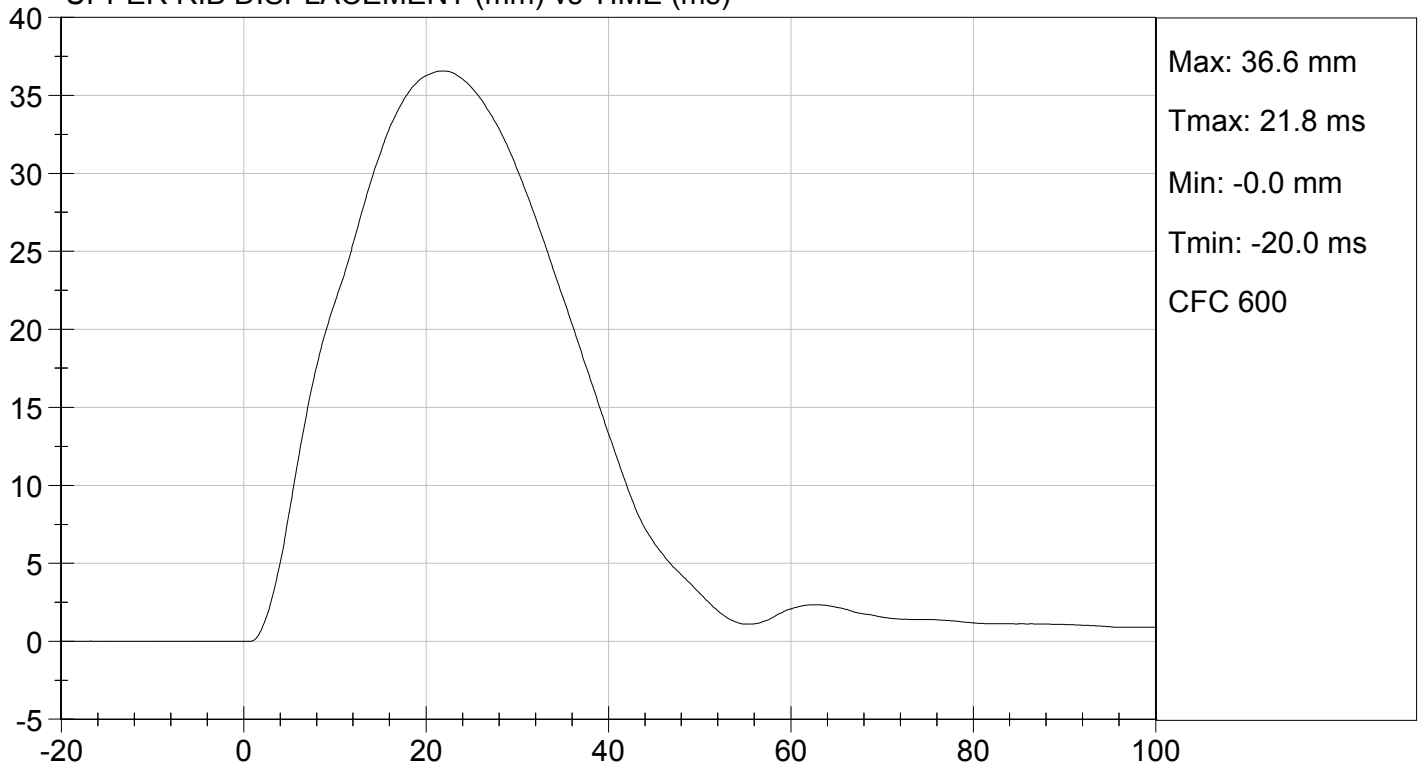
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/11/2013
TEST #: D131275

PROBE (G'S) vs TIME (ms)



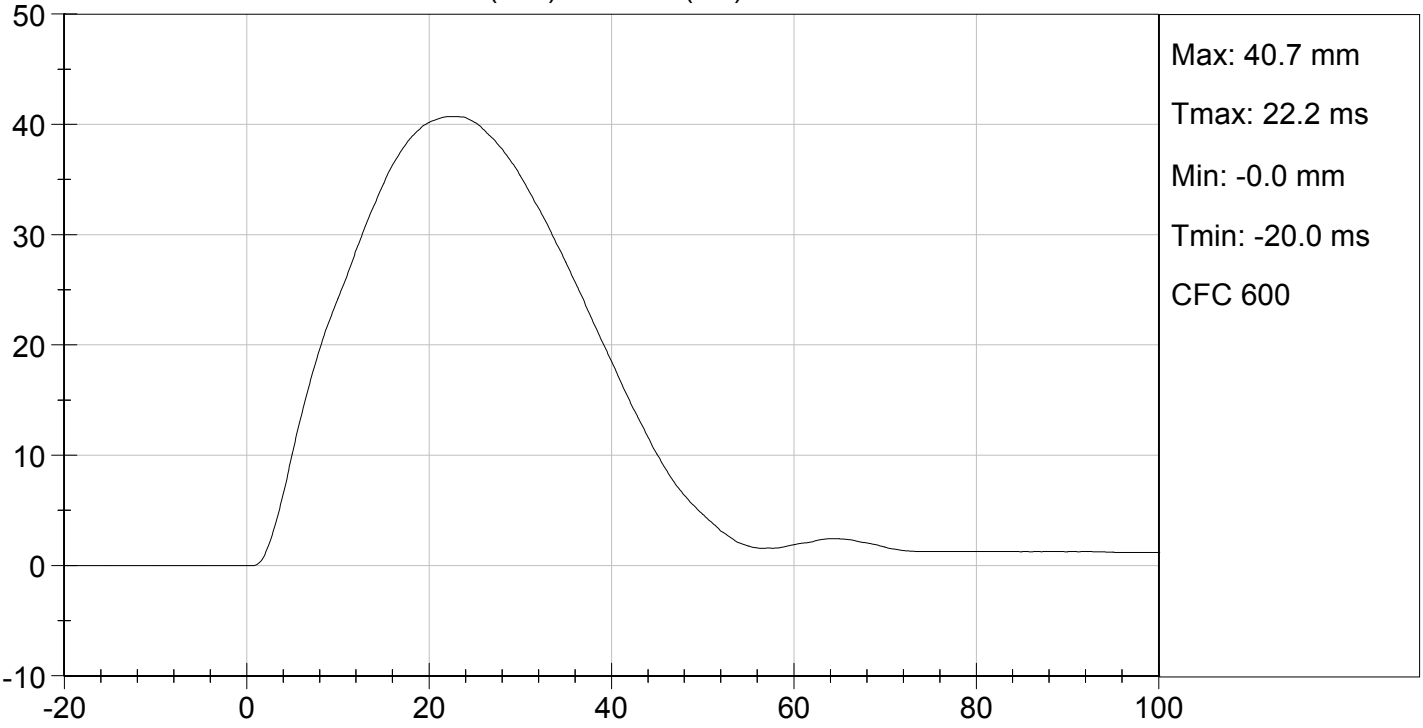
UPPER RIB DISPLACEMENT (mm) vs TIME (ms)



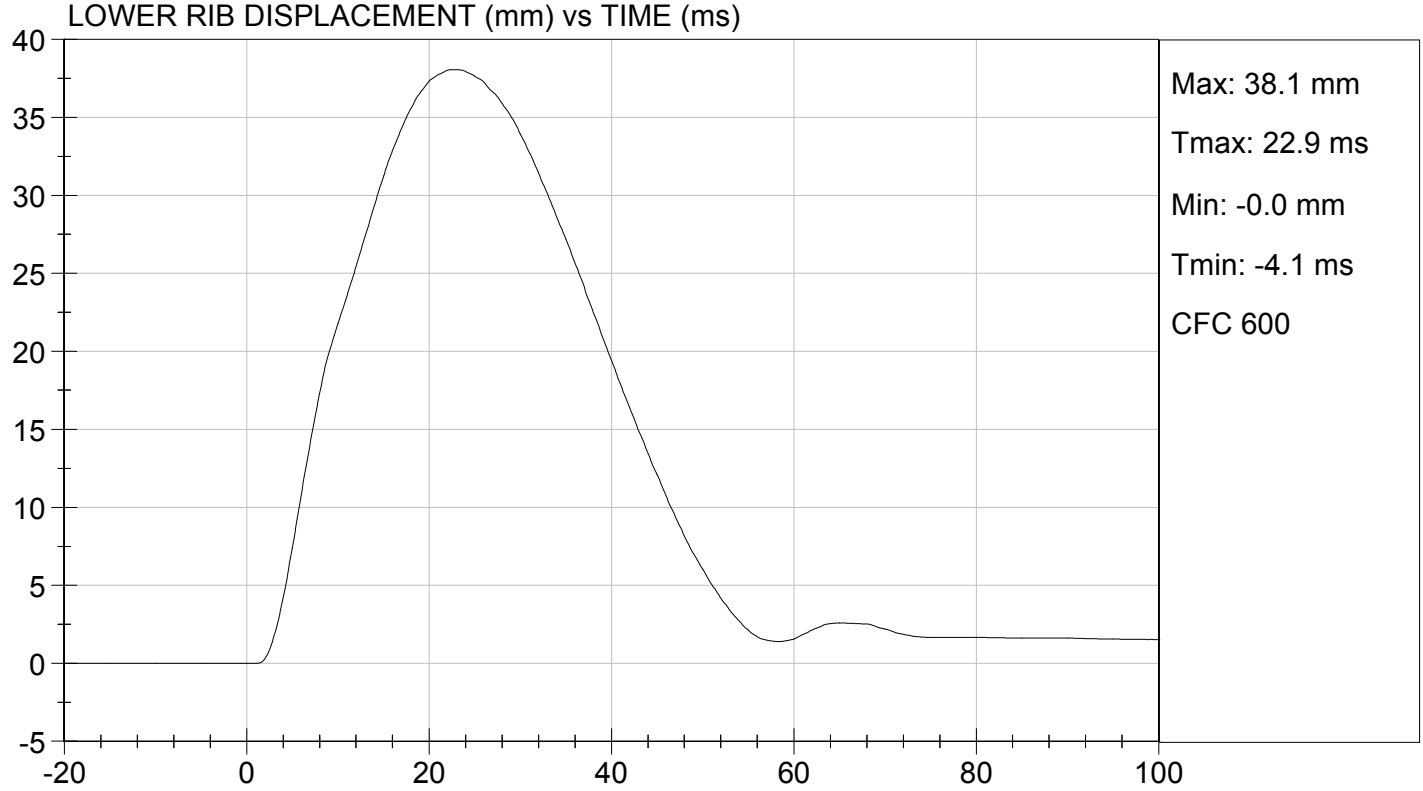
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/11/2013
TEST #: D131275

MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



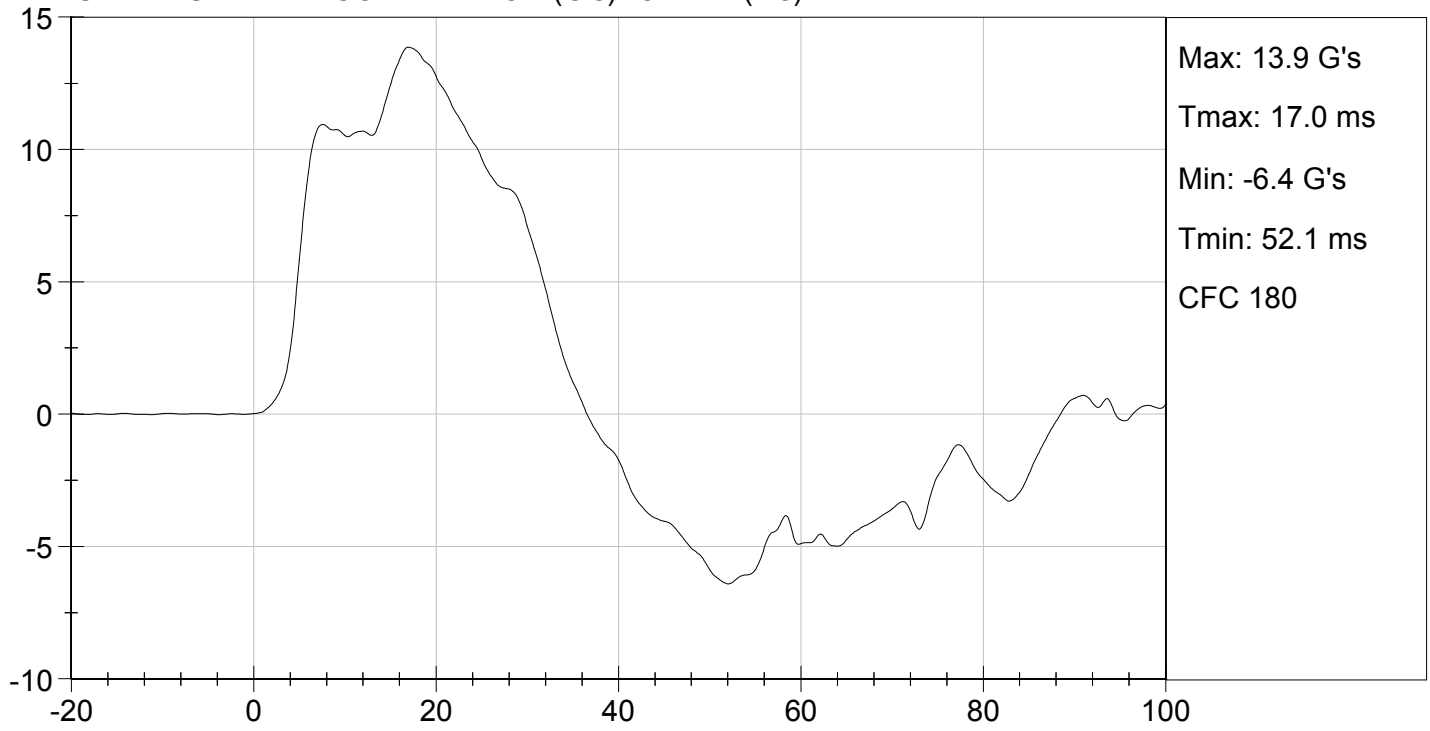
LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



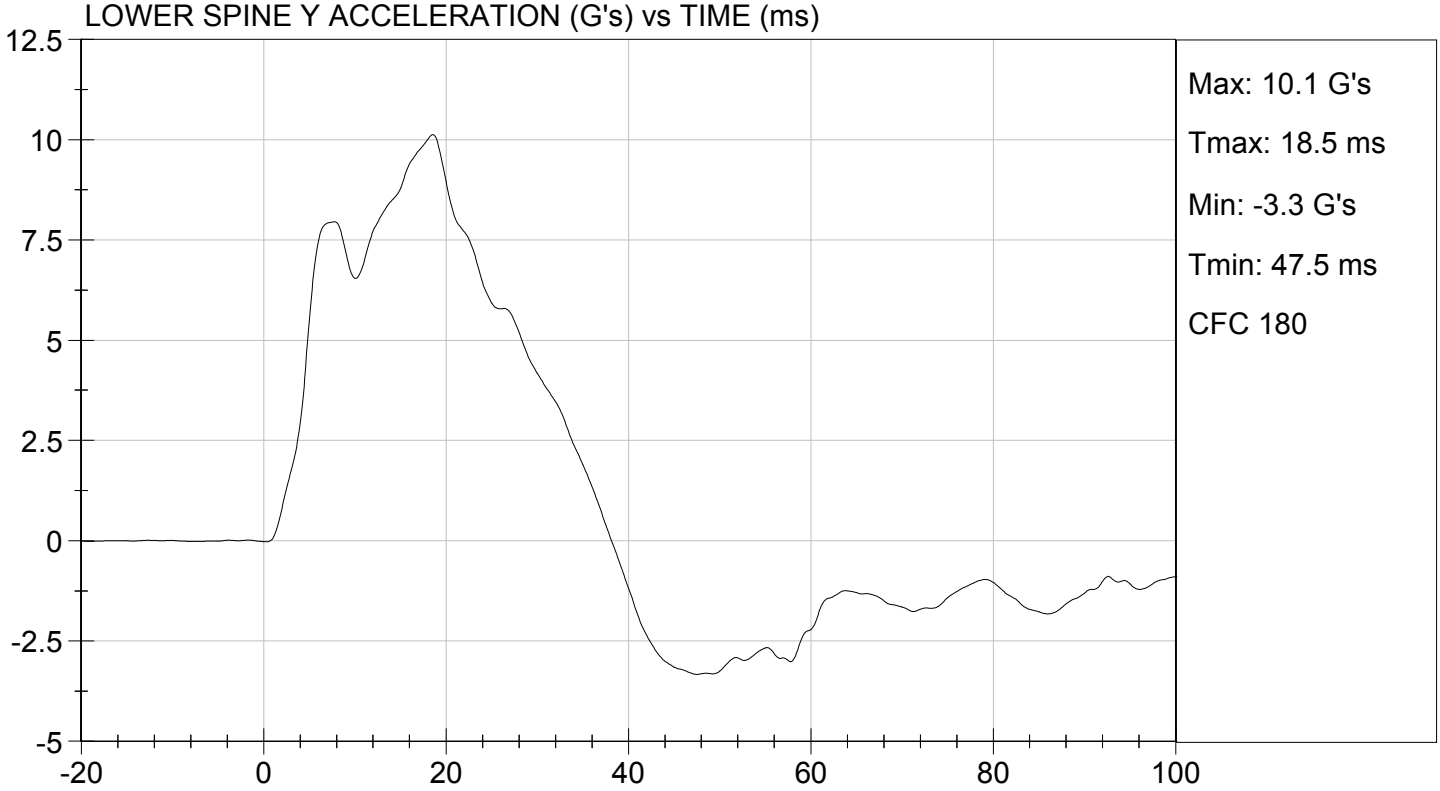
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/11/2013
TEST #: D131275

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



LOWER SPINE Y 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:** D131276

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.8	Pass
Humidity	%	10 to 70	33	Pass
Impact Velocity	m/s	4.20 to 4.40	4.30	Pass
Maximum Probe Acceleration	G's	12 to 16	13	Pass
Upper Abdomen Rib Displacement	mm	36 to 47	38	Pass
Lower Abdomen Rib Displacement	mm	33 to 44	39	Pass
Lower Spine (T12) Y Acceleration	G's	9 to 14	10	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

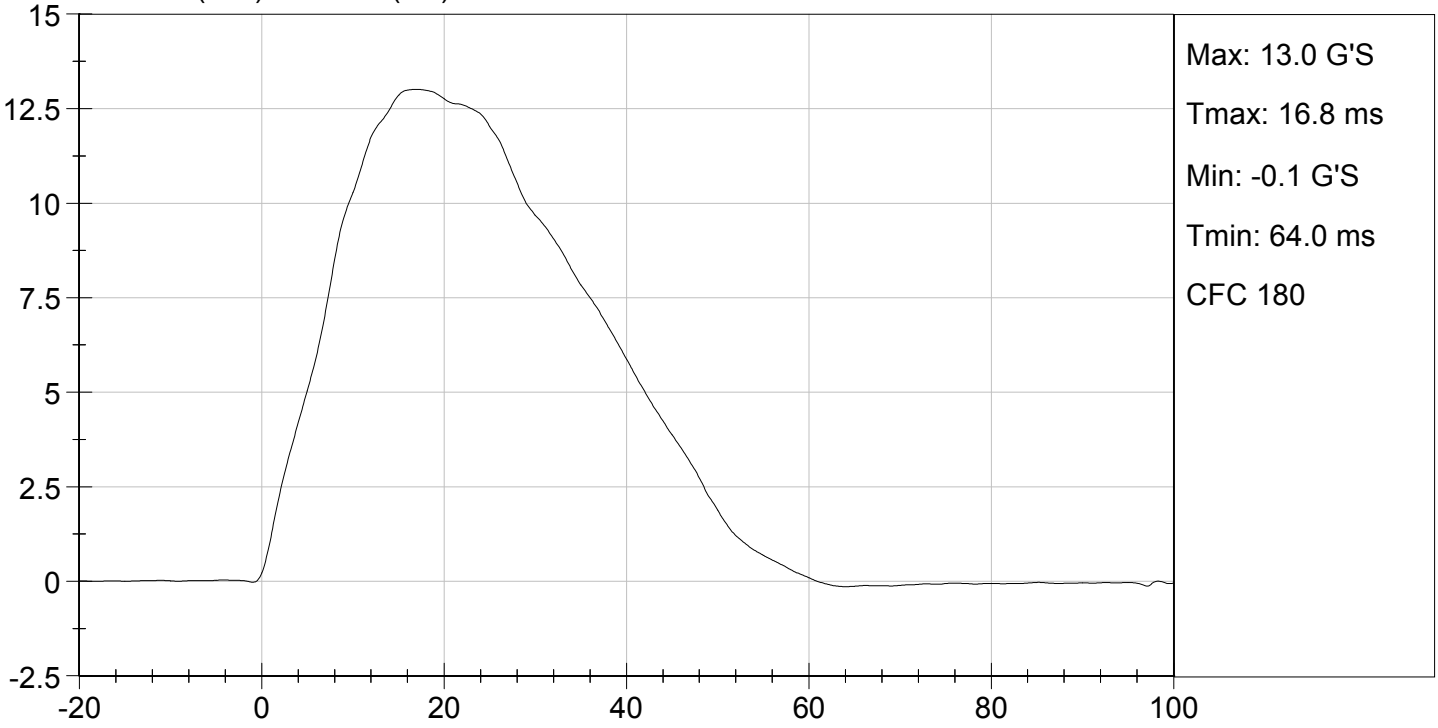
04/11/2013
Test Date

David Winkelbauer
Approved By

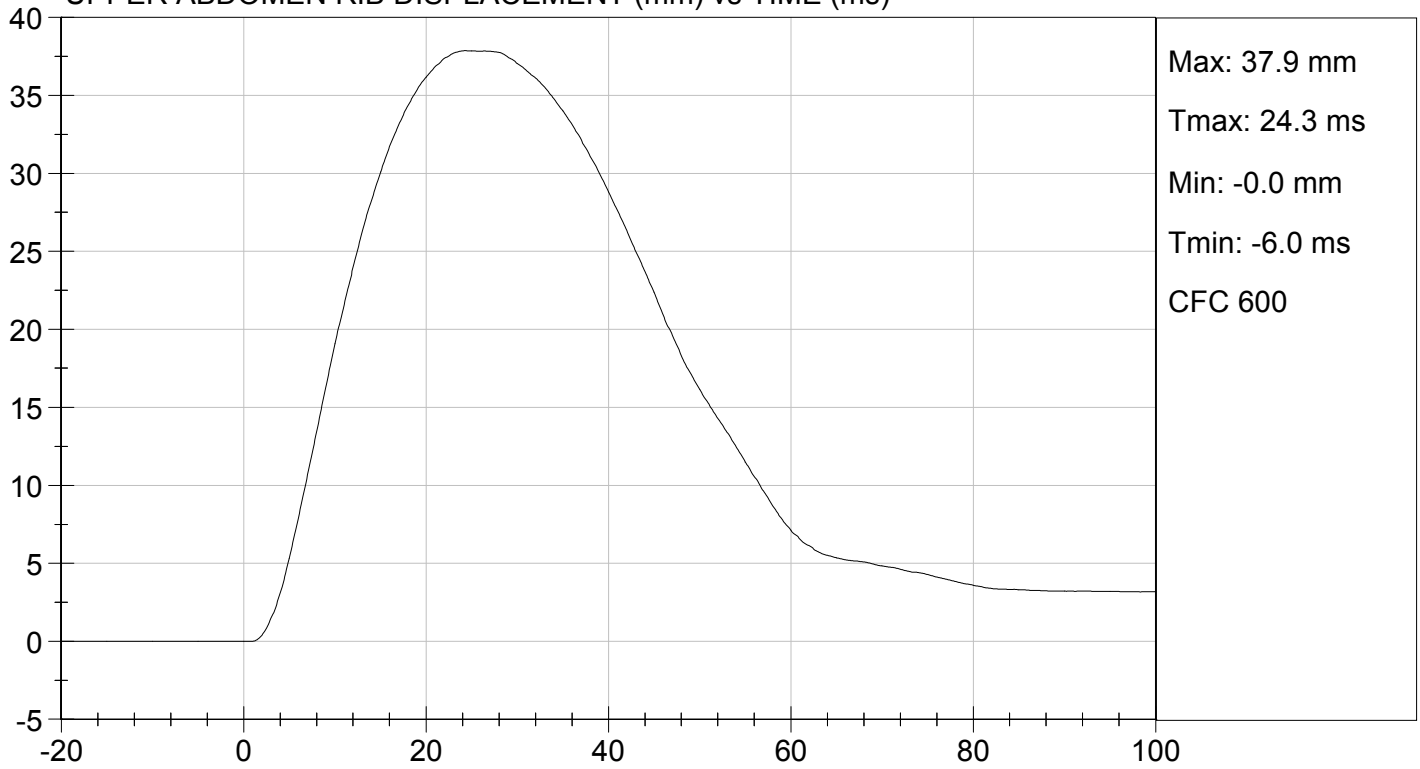
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/11/2013
TEST #: D131276

PROBE (G'S) vs TIME (ms)



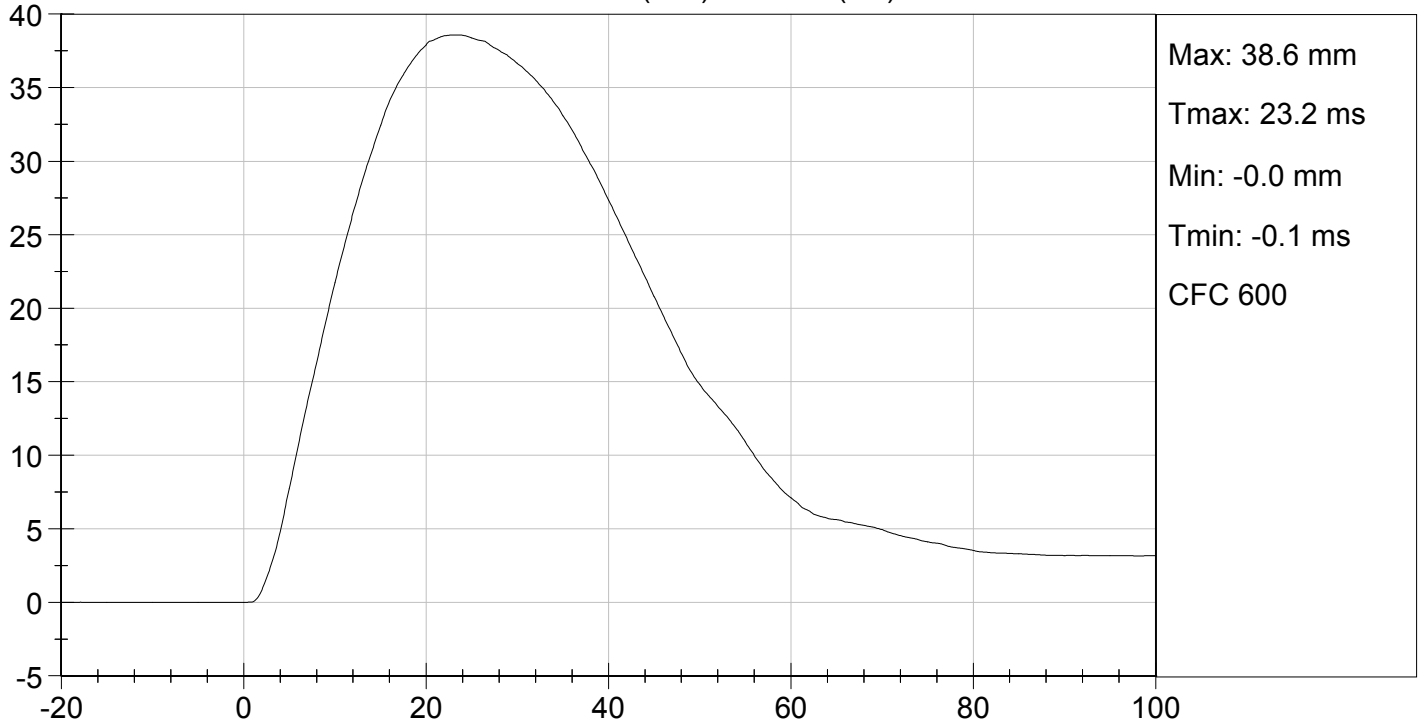
UPPER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



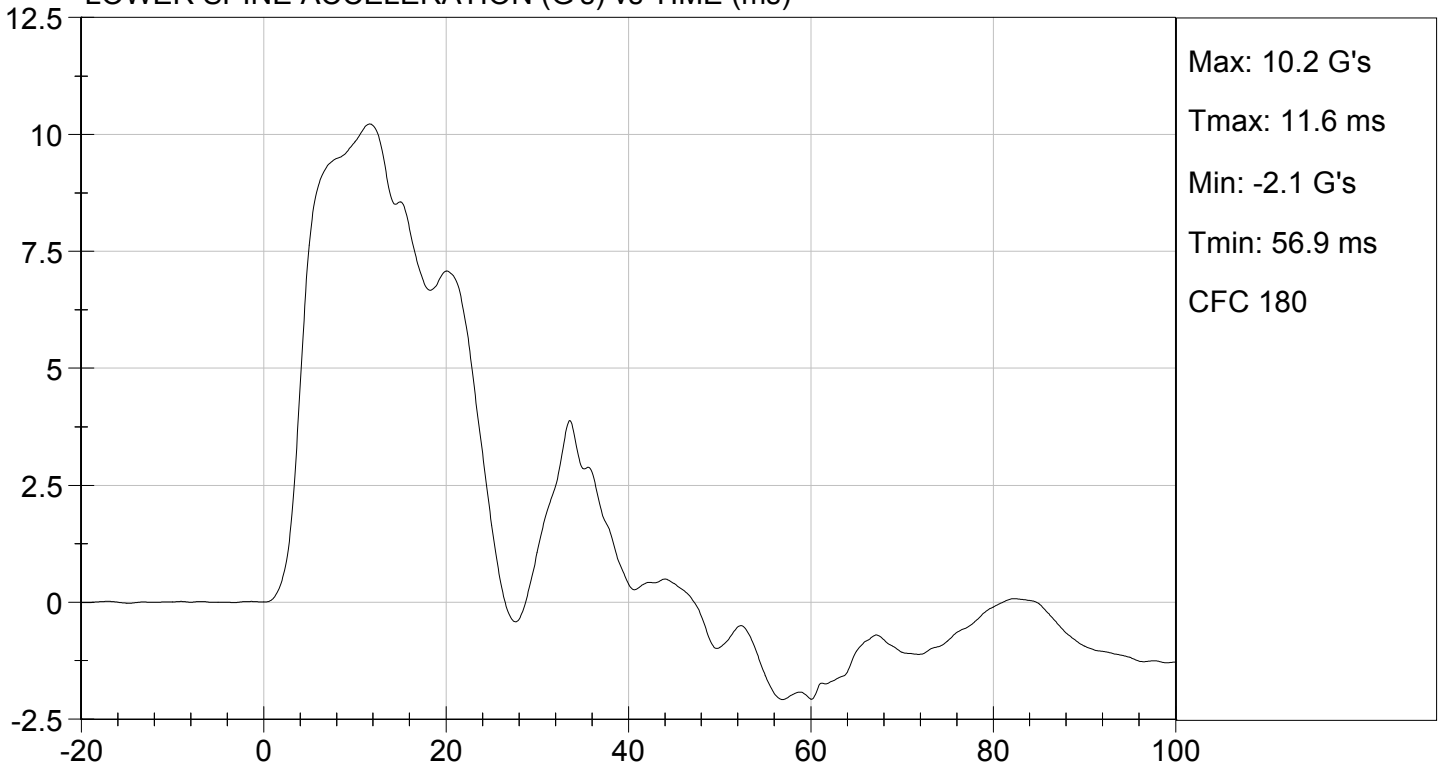
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/11/2013
TEST #: D131276

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:** D131277

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.8	Pass
Humidity	%	10 to 70	33	Pass
Impact Velocity	m/s	6.60 to 6.80	6.68	Pass
Maximum Probe Acceleration	G's	38 to 47	38	Pass
Pelvis Y Acceleration After 6 ms	G's	34 to 42	38	Pass
Peak Acetabulum Force	N	3600 to 4300	3,801	Pass
		Overall Test Results		Pass

Jessica Gall
Laboratory Technician

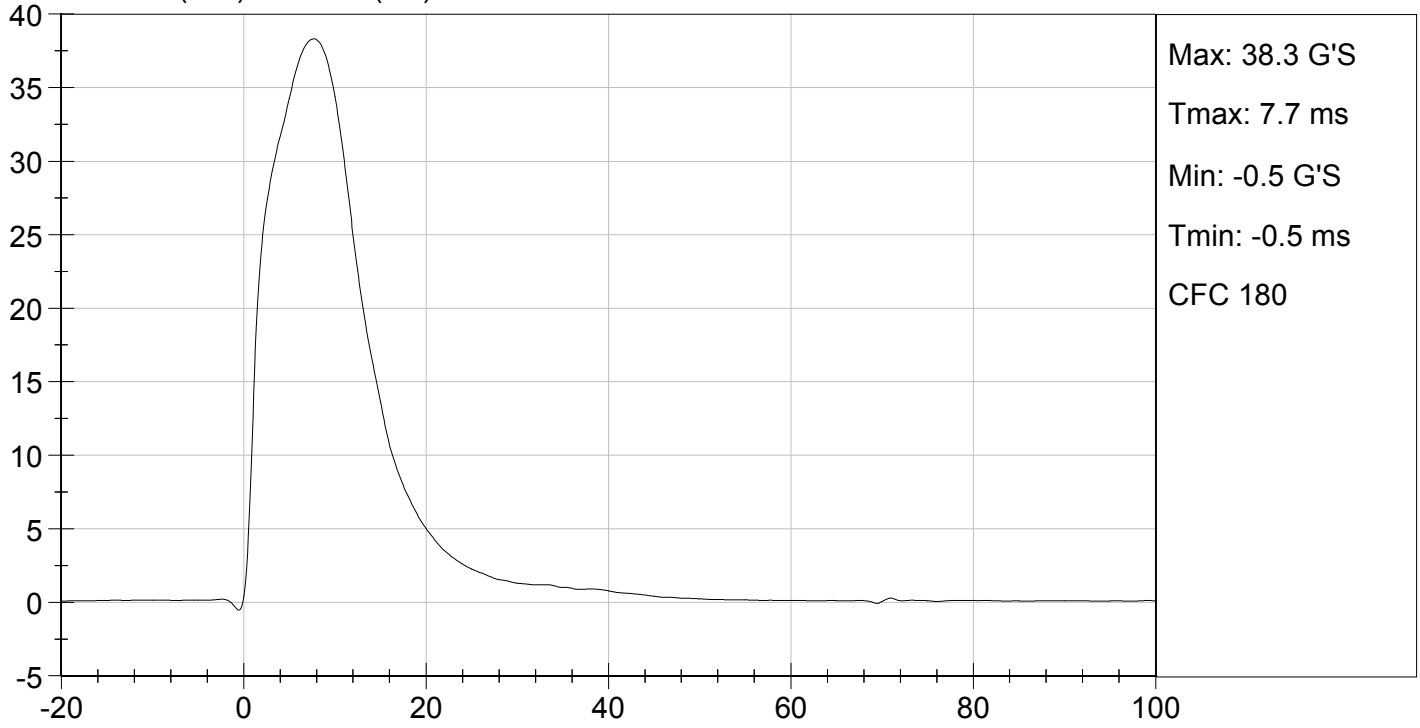
04/11/2013
Test Date

David Winkelbauer
Approved By

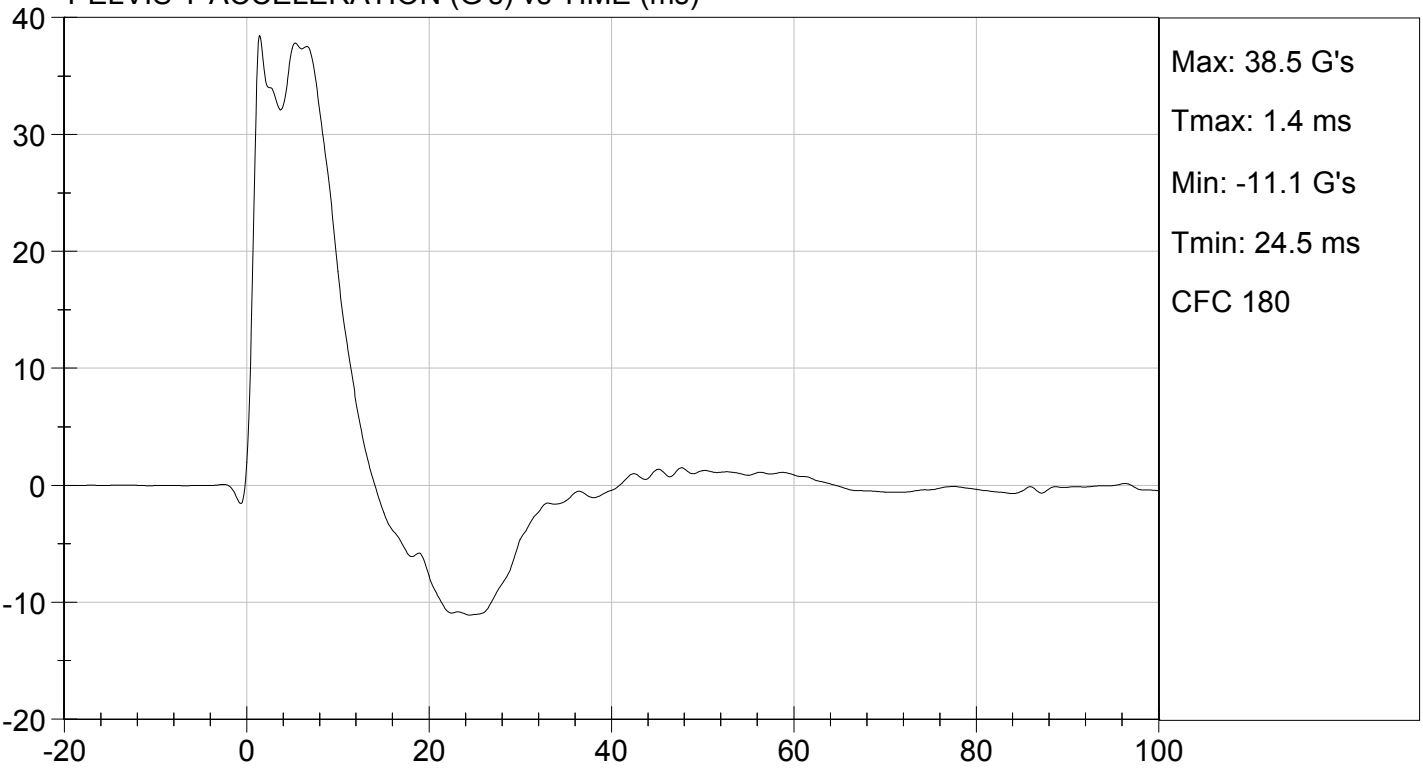
TEST DESC: PELVIS IMPACT
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 04/11/2013
TEST #: D131277

PROBE (G'S) vs TIME (ms)

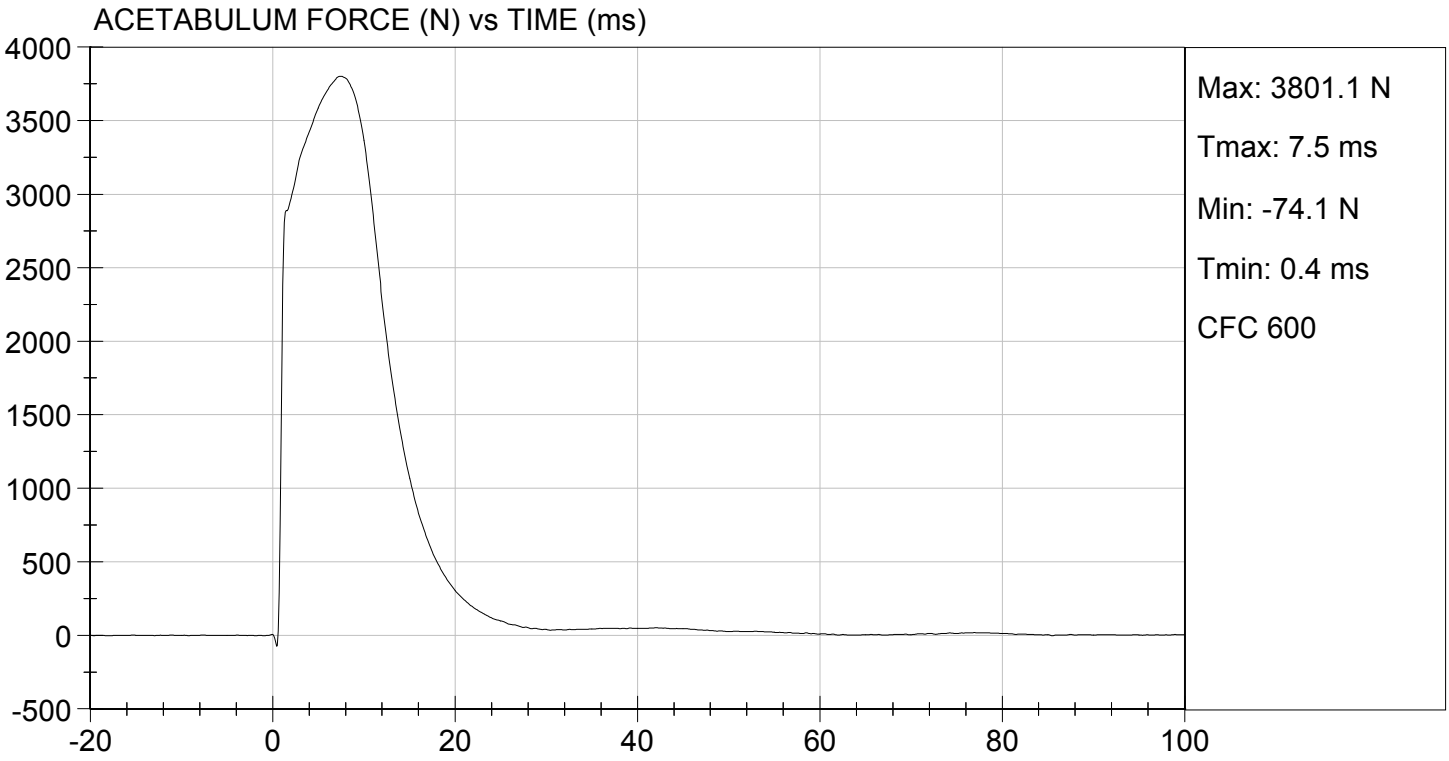


PELVIS Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: PELVIS IMPACT
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 04/11/2013
TEST #: D131277



MGA RESEARCH CORPORATION

ILIAC IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131278

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	20.8	Pass
Humidity	%	10 to 70	33	Pass
Impact Velocity	m/s	4.20 to 4.40	4.23	Pass
Maximum Probe Acceleration	G's	36 to 45	40	Pass
Pelvis Y Acceleration	G's	28 to 39	37	Pass
Peak Pelvis Iliac Force	N	4100 to 5100	4,954	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

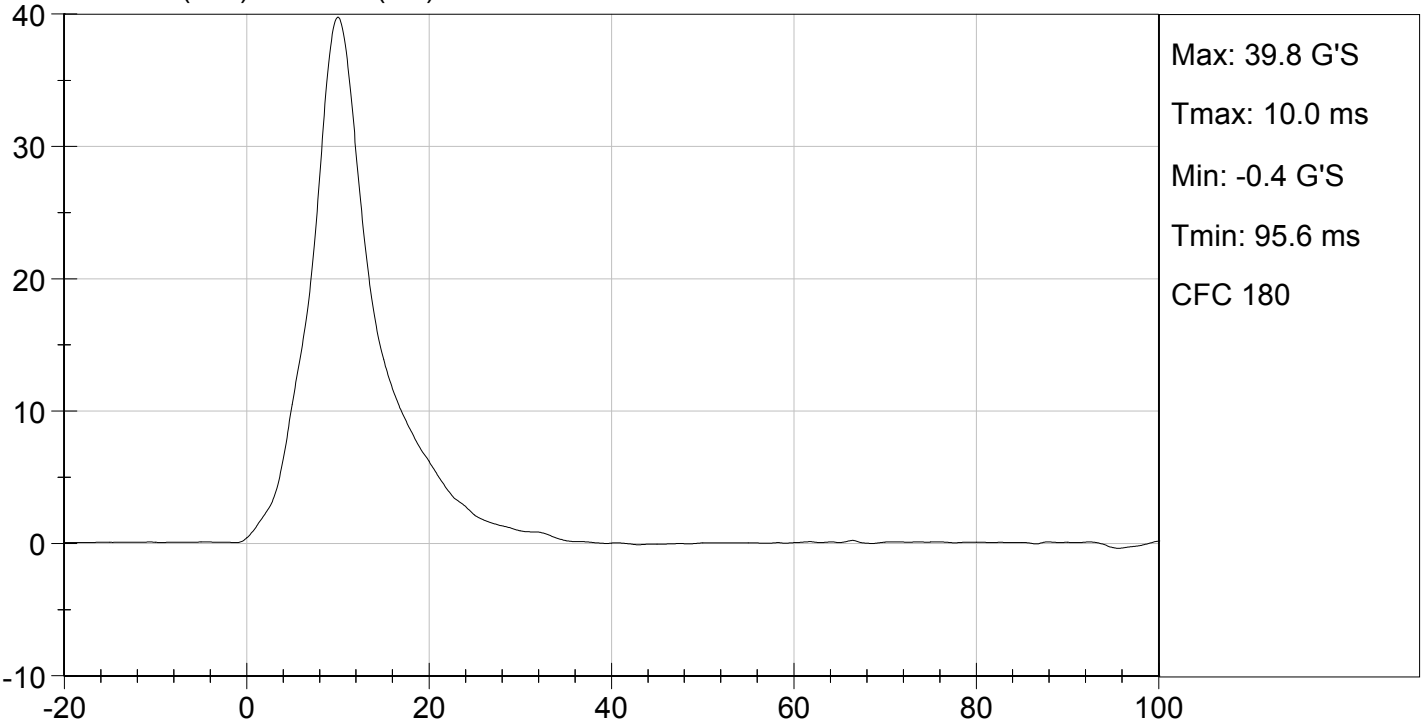
04/11/2013
Test Date

David Winkelbauer
Approved By

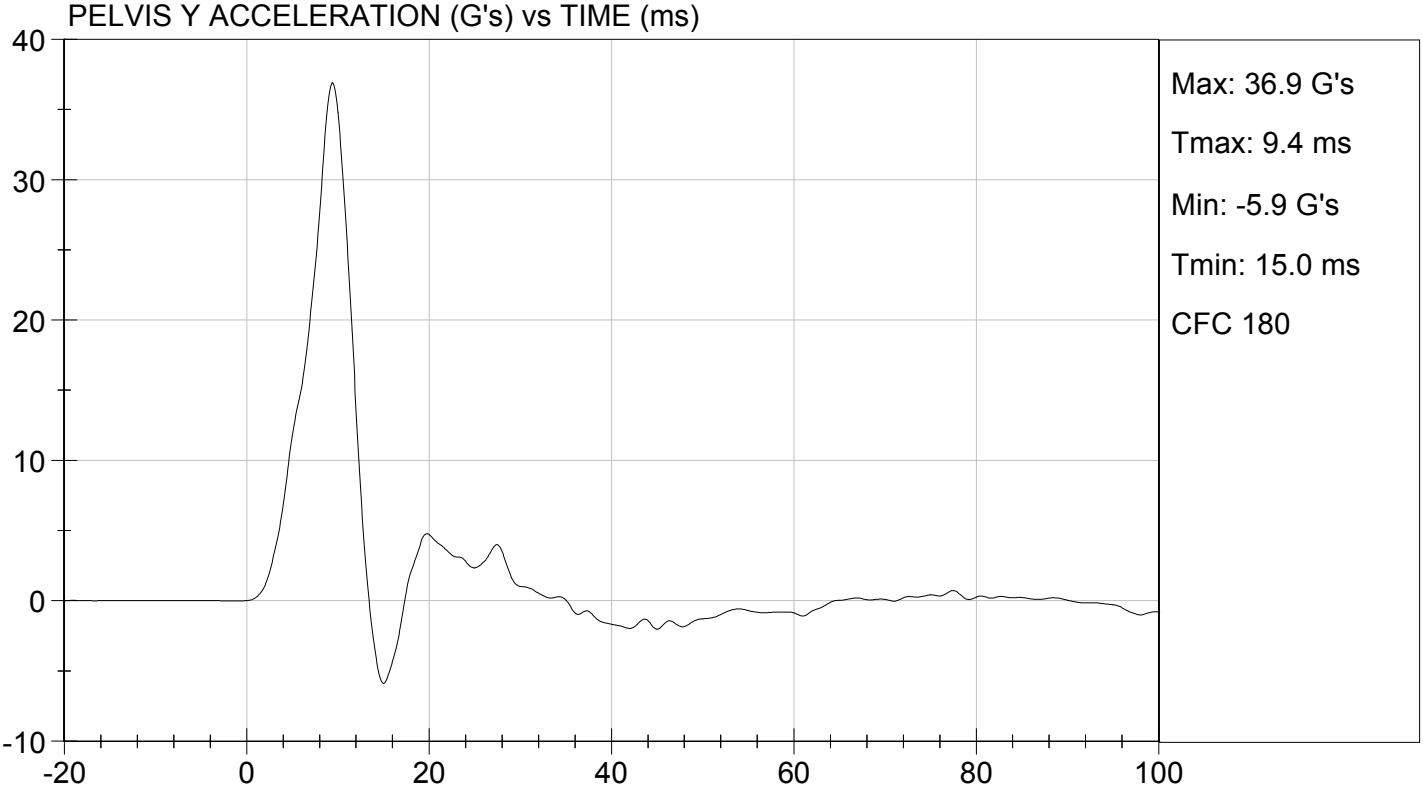
TEST DESC: ILLIAC
VELOCITY: 13.88 ft/s, 4.23 m/s

TEST DATE: 04/11/2013
TEST #: D131278

PROBE (G'S) vs TIME (ms)

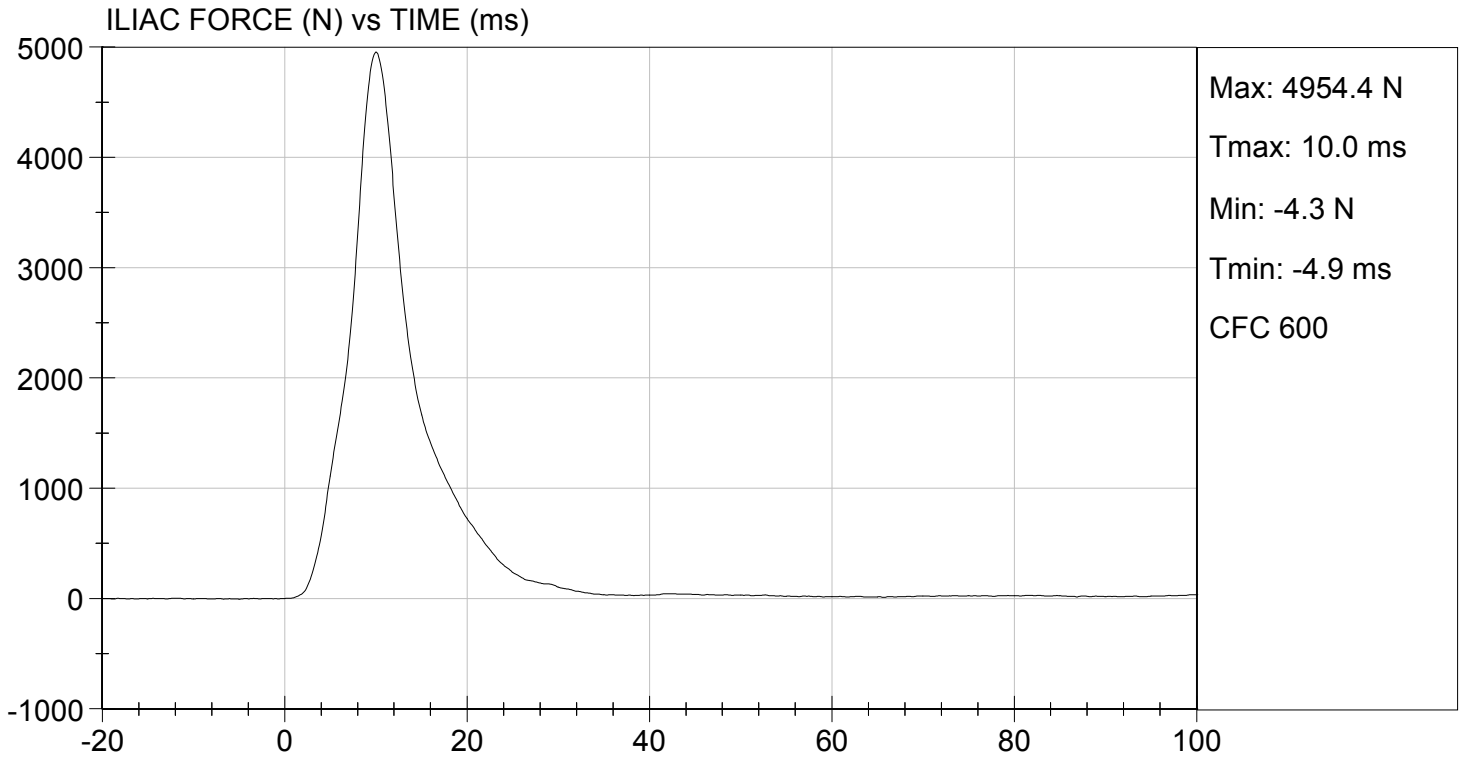


PELVIS Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: ILLIAC
VELOCITY: 13.88 ft/s, 4.23 m/s

TEST DATE: 04/11/2013
TEST #: D131278



MGA RESEARCH CORPORATION

HEAD DROP TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D131331

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.9	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Peak Resultant Acceleration	G's	115 to 137	123	Pass
Peak Longitudinal Acceleration	G's	+/- 15	-2.4	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	<15%	Yes	Pass
		Overall Test Results		Pass

Jessica Gall
Laboratory Technician

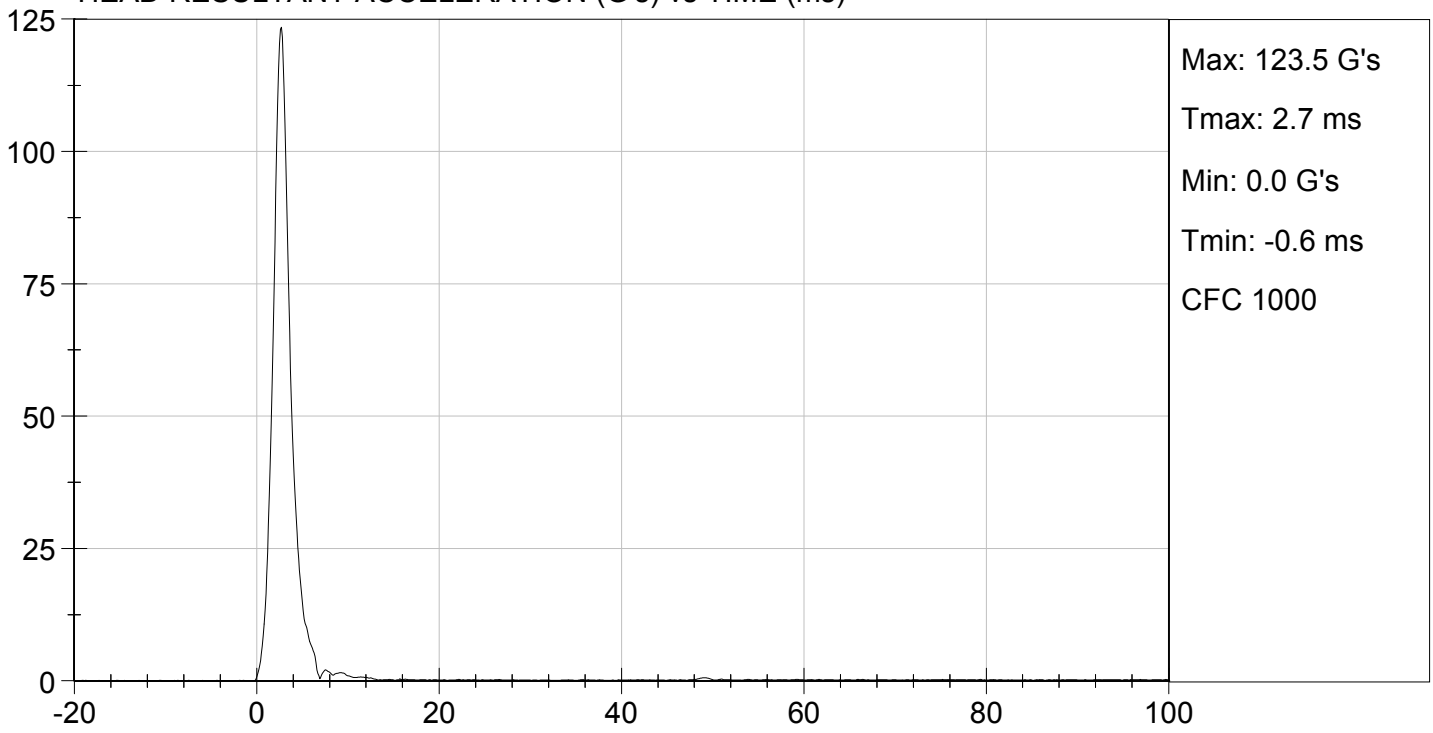
04/16/2013
Test Date

David Winkelbauer
Approved By

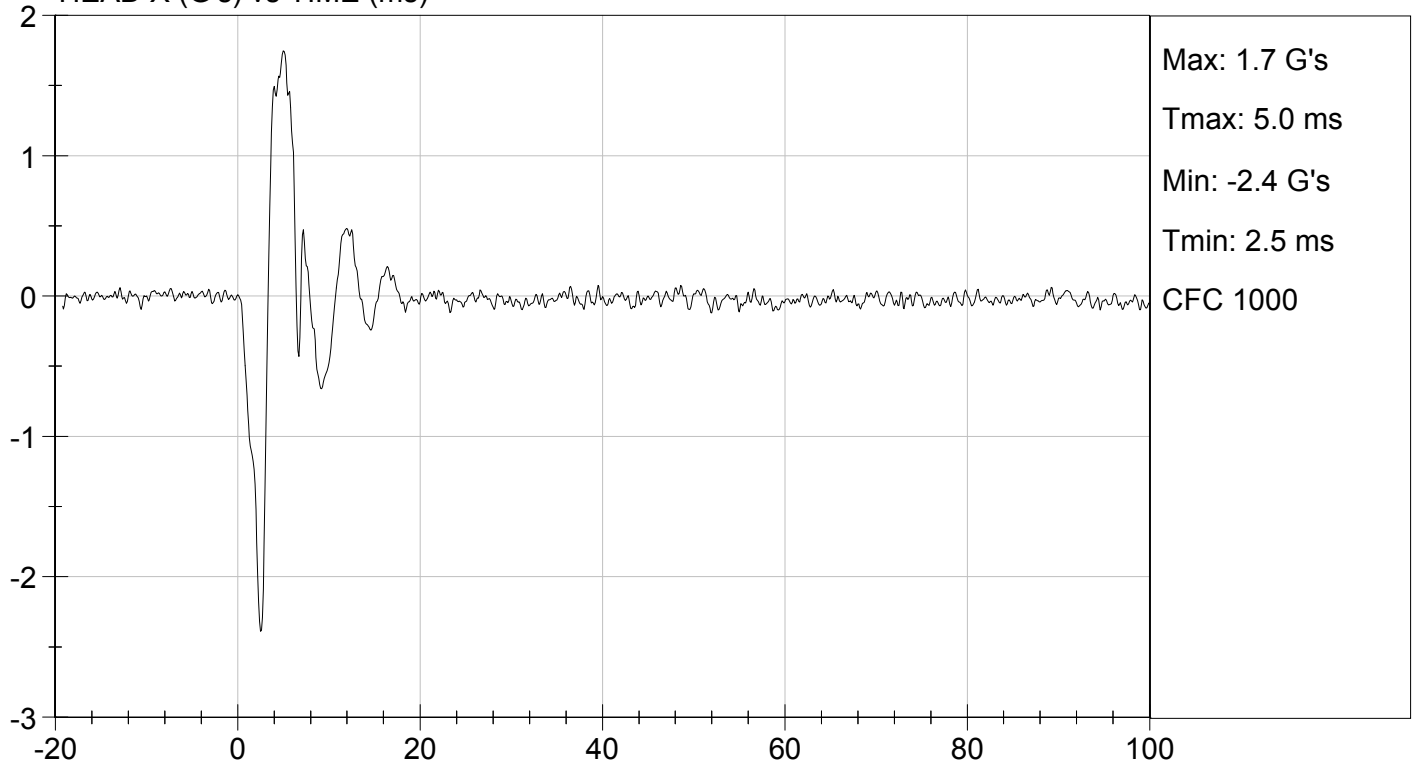
TEST DESC: HEAD DROP

TEST DATE: 04/16/2013
TEST #: D131331

HEAD RESULTANT ACCELERATION (G's) vs TIME (ms)



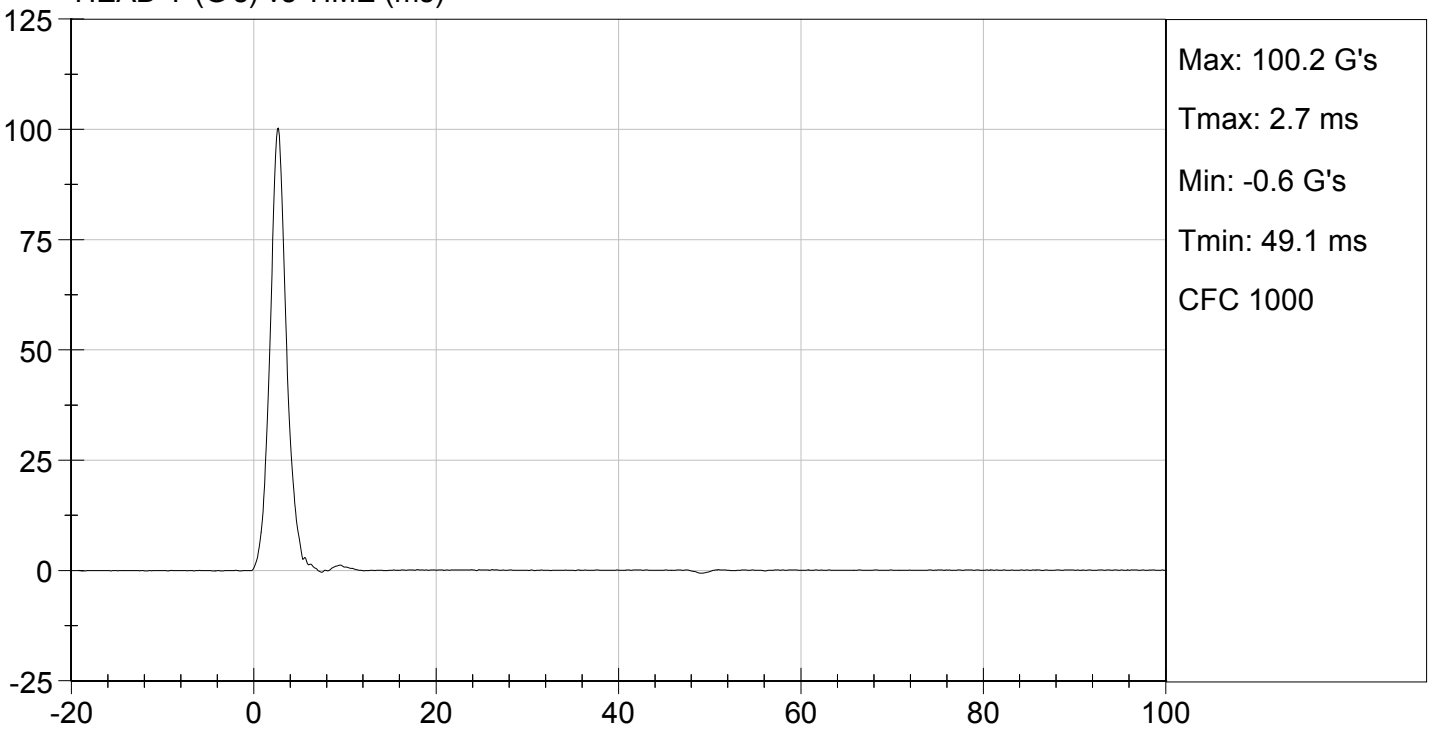
HEAD X (G's) vs TIME (ms)



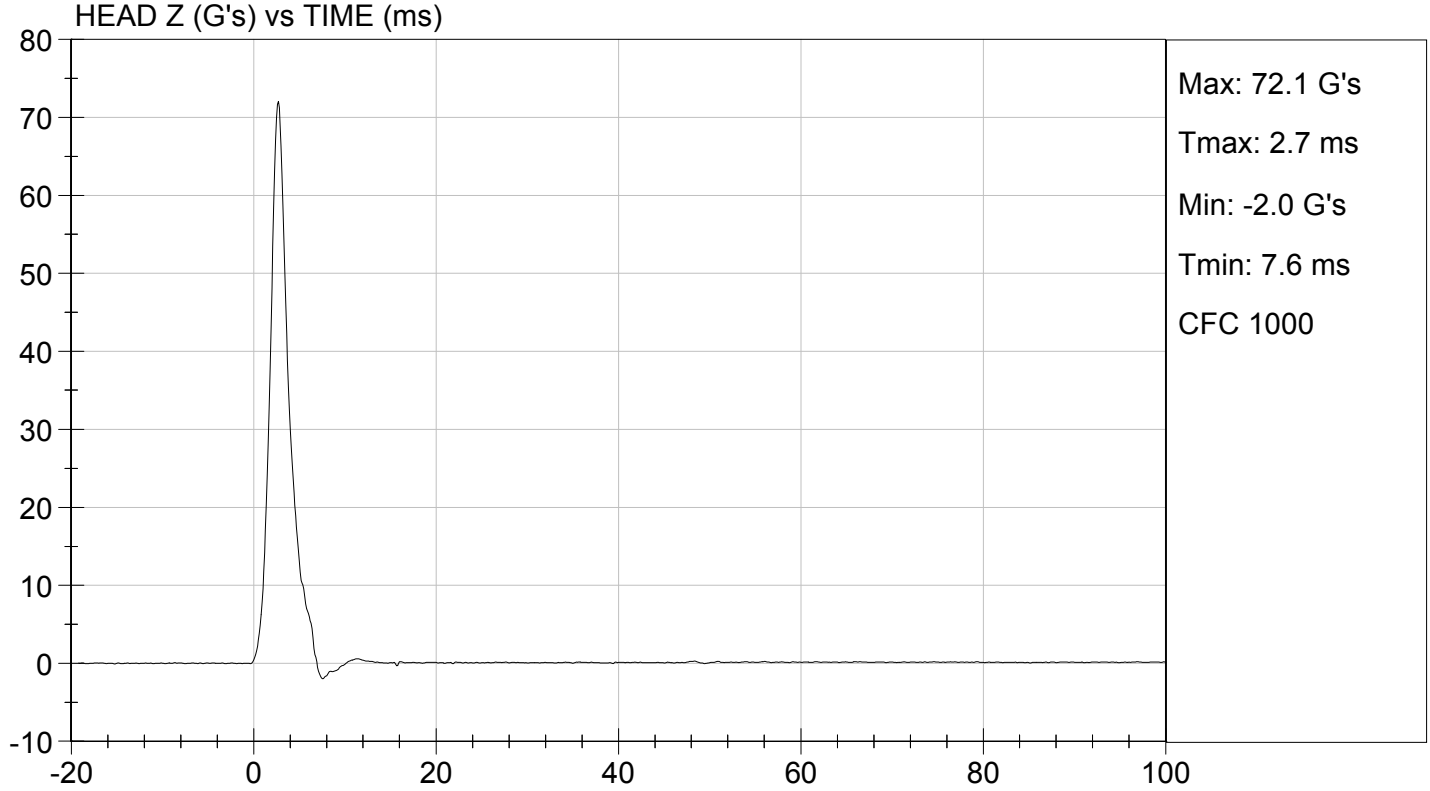
TEST DESC: HEAD DROP

TEST DATE: 04/16/2013
TEST #: D131331

HEAD Y (G's) vs TIME (ms)



HEAD Z (G's) vs TIME (ms)



MGA RESEARCH CORPORATION

LATERAL NECK PENDULUM TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131332

Tested Parameter		Units	Specification	Result	Pass/Fail
Temperature		deg C	20.6 to 22.2	22.0	Pass
Humidity		%	10 to 70	28	Pass
Impact Velocity		m/s	5.51 to 5.63	5.58	Pass
Pendulum Velocity	10 ms	m/s	2.20 to 2.80	2.27	Pass
	15 ms	m/s	3.30 to 4.10	3.45	Pass
	20 ms	m/s	4.40 to 5.40	4.57	Pass
	25 ms	m/s	5.40 to 6.10	5.66	Pass
	25-100 ms	m/s	5.50 to 6.20	5.95	Pass
Maximum D-Plane Rotation		deg	71 to 81	74	Pass
Time of Maximum D-Plane Rotation		ms	50 to 70	65	Pass
Maximum Occipital Condyle Moment		Nm	-44 to -36	-36	Pass
Time of Moment Decay to 0 Nm		ms	102 to 126	118	Pass
			Overall Test Results		Pass

Jessica Hall
Laboratory Technician

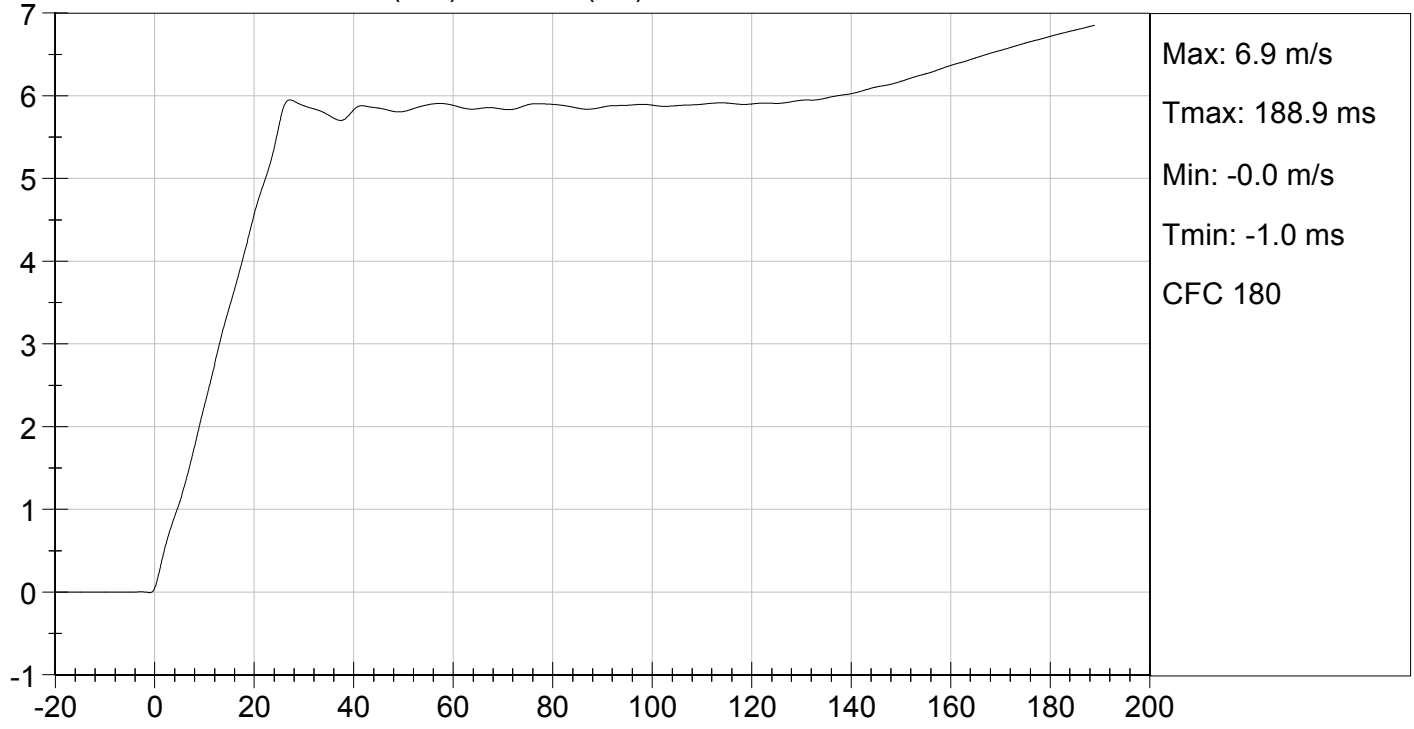
04/16/2013
Test Date

David Winkelbauer
Approved By

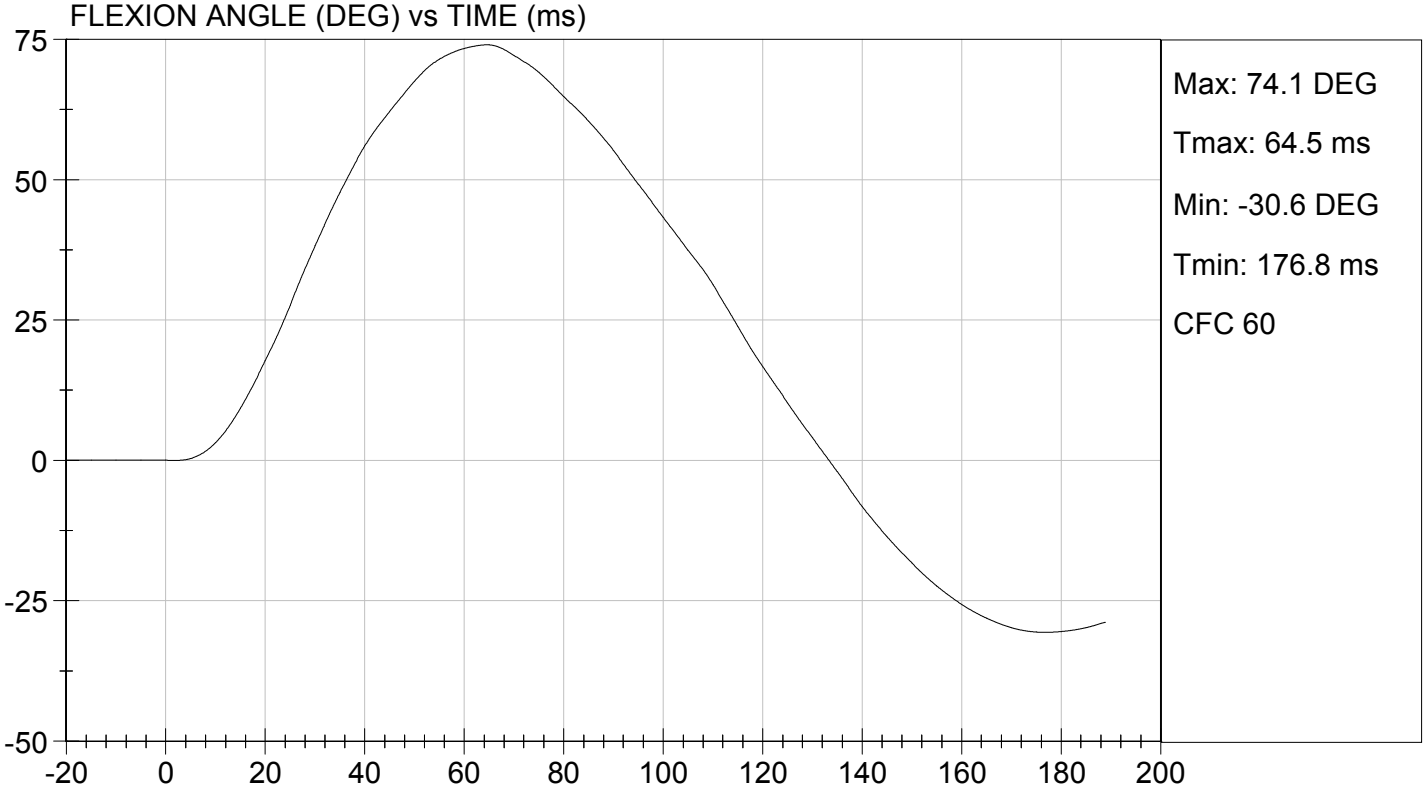
TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 04/16/2013
TEST #: D131332

PENDULUM VELOCITY (m/s) vs TIME (ms)

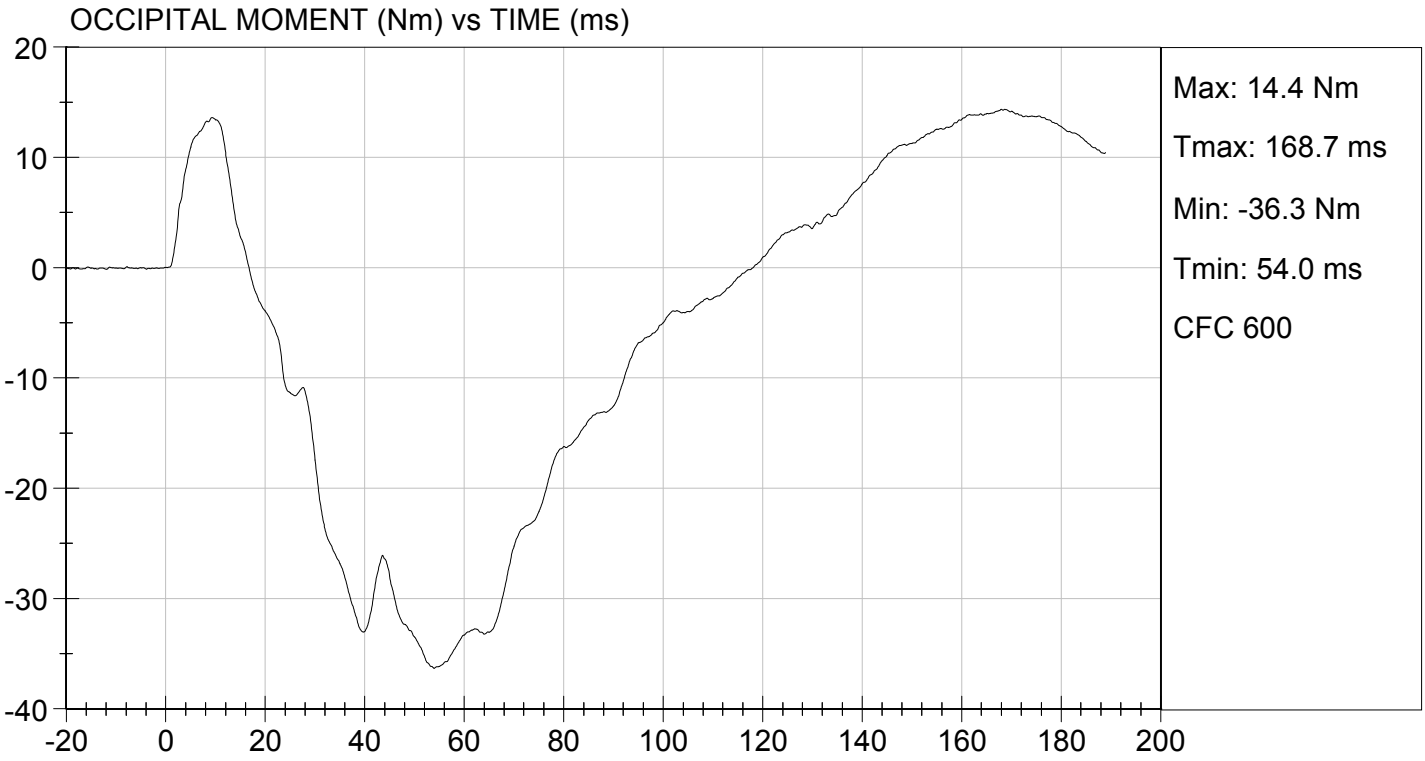


FLEXION ANGLE (DEG) vs TIME (ms)



TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 04/16/2013
TEST #: D131332



MGA RESEARCH CORPORATION

SHOULDER IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D131333

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.9	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Impact Velocity	m/s	4.20 to 4.40	4.30	Pass
Maximum Probe Acceleration	G's	13 to 18	15	Pass
Shoulder Displacement	mm	28 to 37	31	Pass
Upper Spine (T1) Y Acceleration	G's	17 to 22	18	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

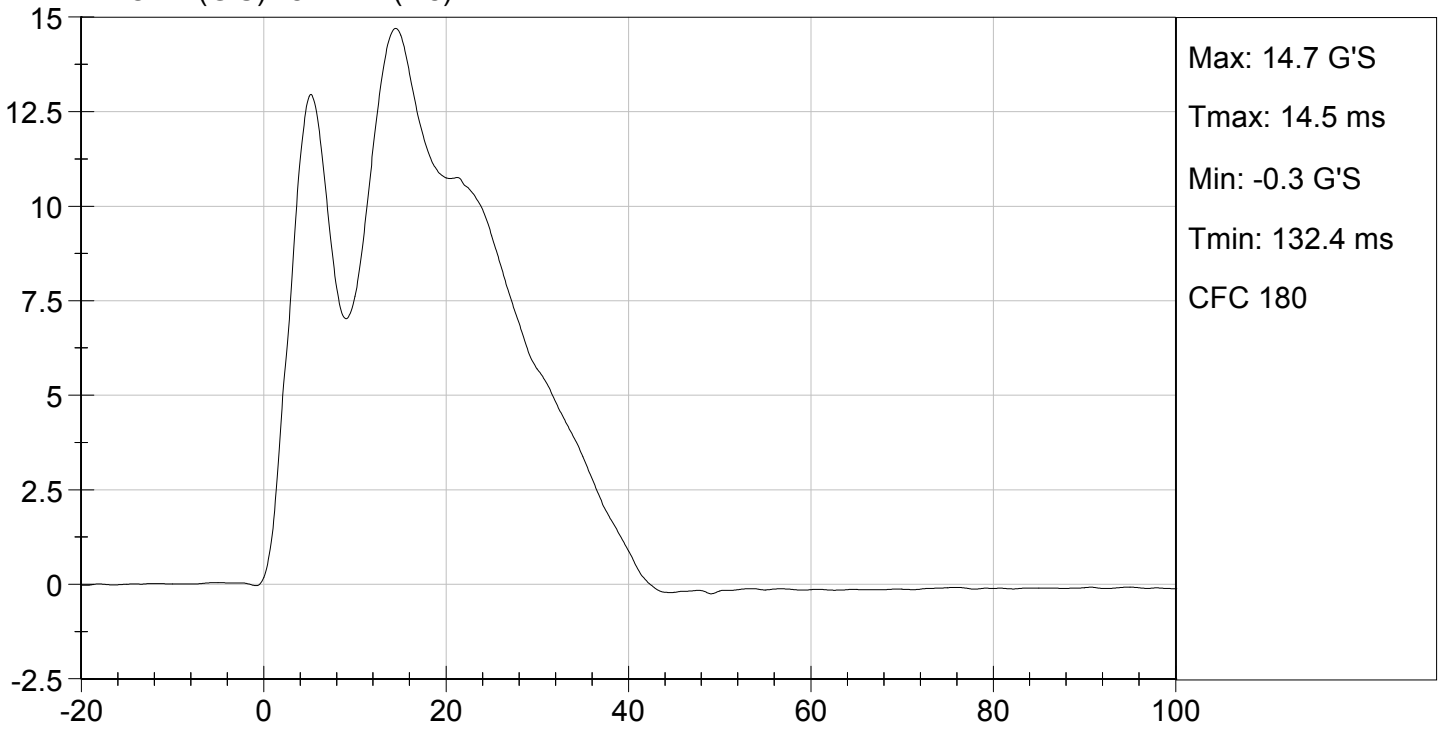
04/16/2013
Test Date

David Winkelbauer
Approved By

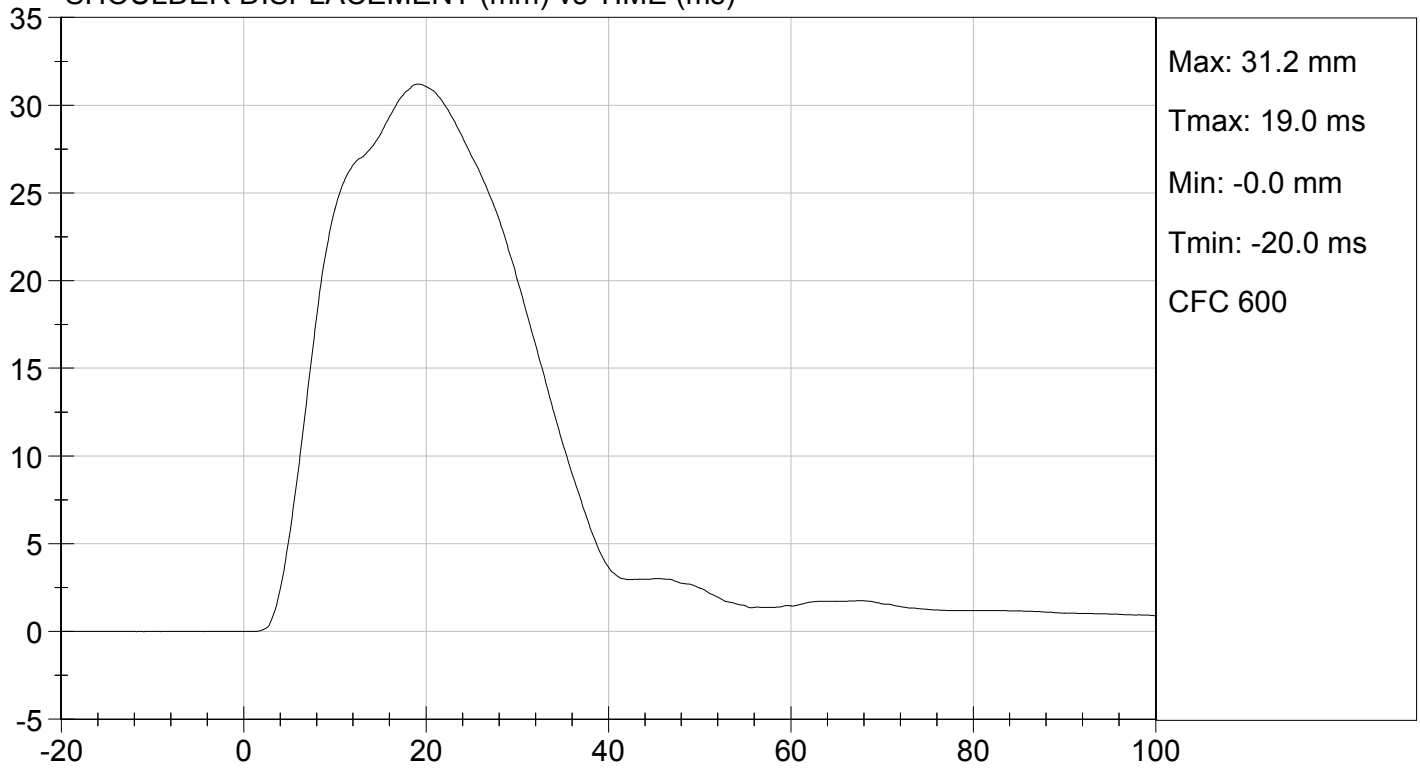
TEST DESC: SHOULDER IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/16/2013
TEST #: D131333

PROBE (G'S) vs TIME (ms)

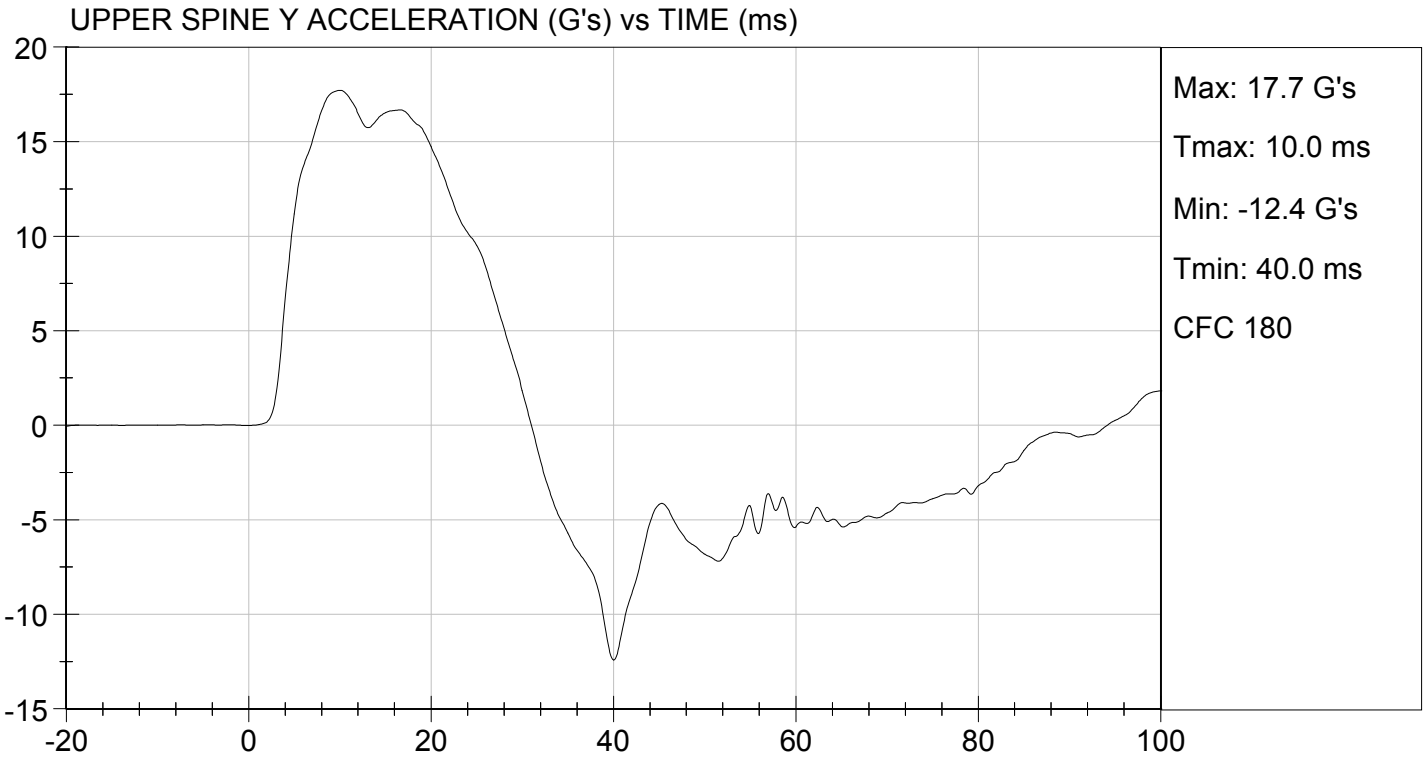


SHOULDER DISPLACEMENT (mm) vs TIME (ms)



TEST DESC: SHOULDER IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/16/2013
TEST #: D131333



MGA RESEARCH CORPORATION

THORAX (WITH ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131334

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.9	Pass
Humidity	%	10 to 70	32	Pass
Impact Velocity	m/s	6.60 to 6.80	6.77	Pass
Maximum Probe Acceleration	G's	30 to 36	30	Pass
Shoulder Displacement	mm	31 to 40	35	Pass
Upper Rib Displacement	mm	25 to 32	28	Pass
Middle Rib Displacement	mm	30 to 36	32	Pass
Lower Rib Displacement	mm	32 to 38	35	Pass
Upper Spine (T1) Y Acceleration	G's	34 to 43	36	Pass
Lower Spine (T12) Y Acceleration	G's	29 to 37	30	Pass
		Overall Test Results		Pass

Jessica Gall
Laboratory Technician

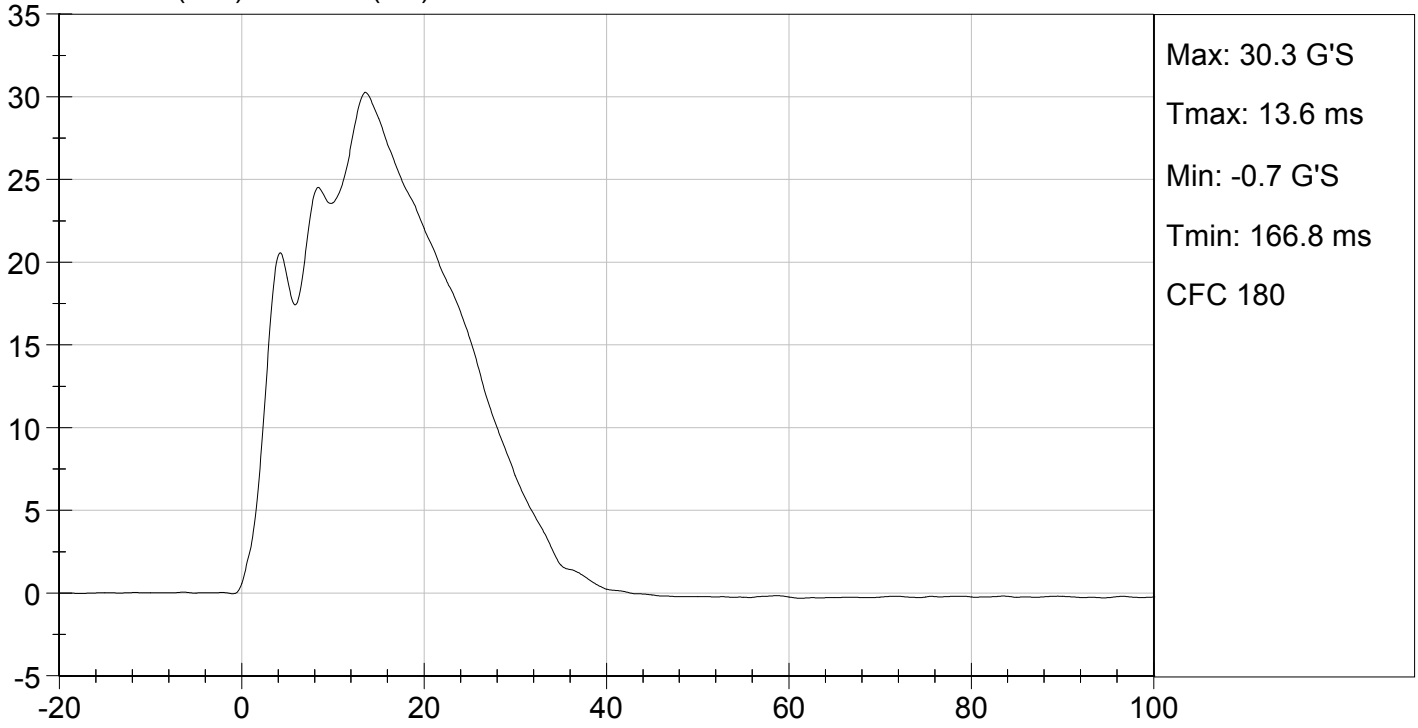
04/16/2013
Test Date

David Winkelbauer
Approved By

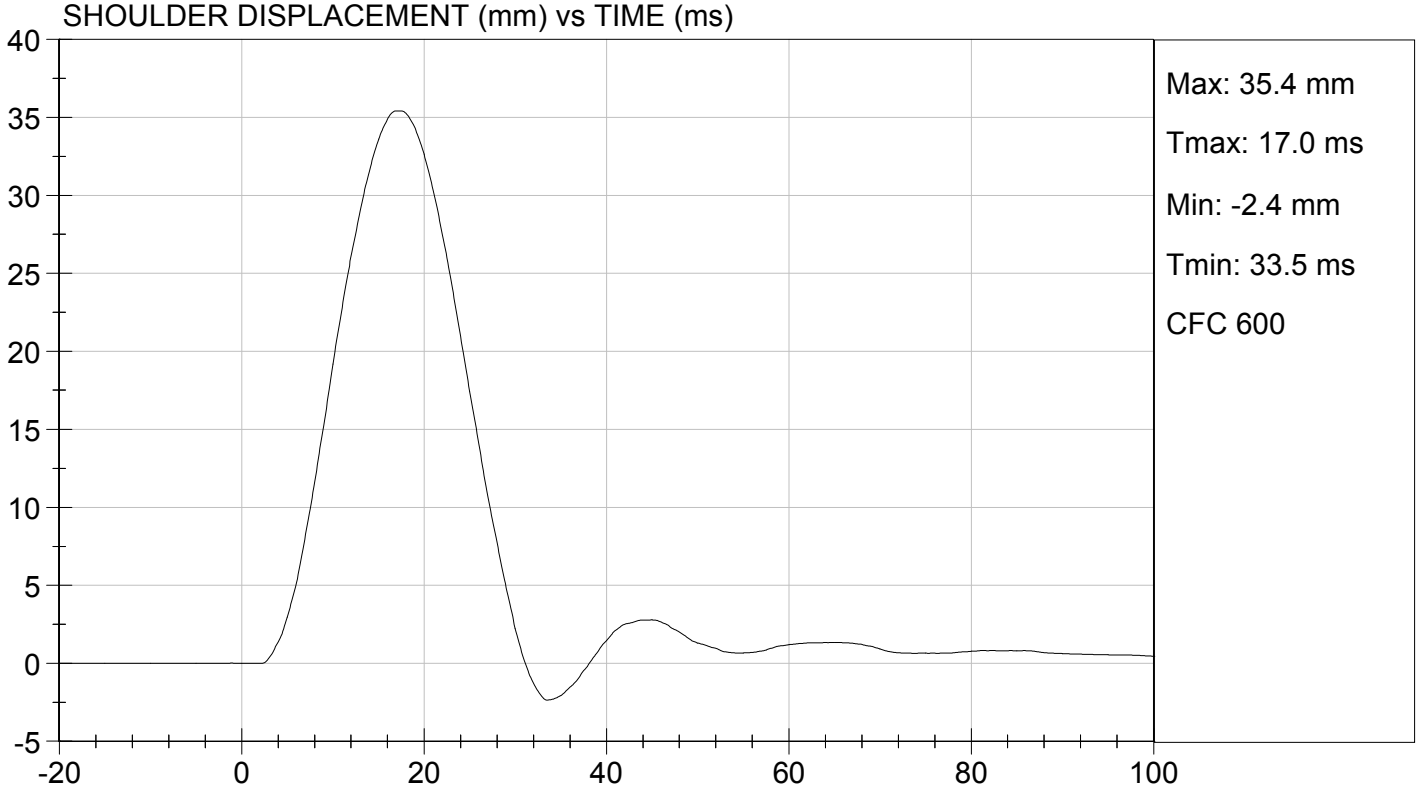
TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 22.22 ft/s, 6.77 m/s

TEST DATE: 04/16/2013
TEST #: D131334

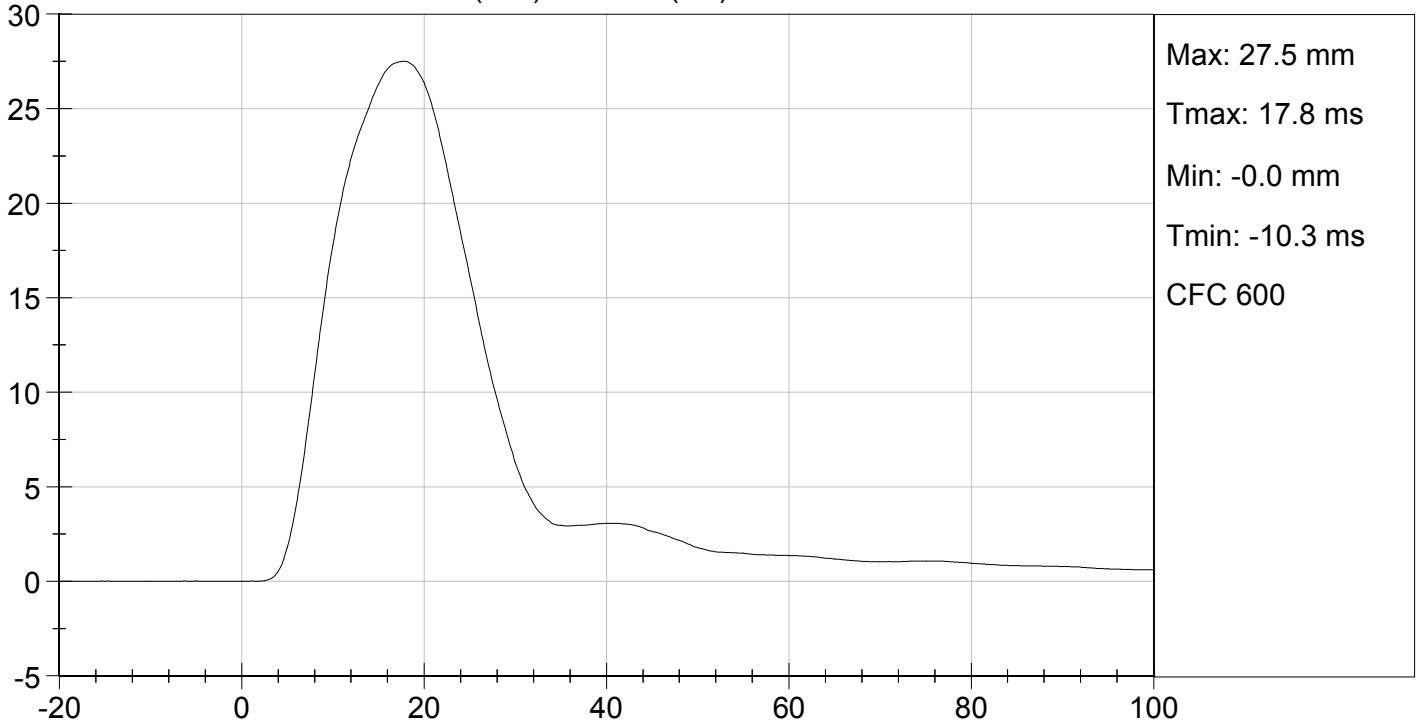
PROBE (G'S) vs TIME (ms)



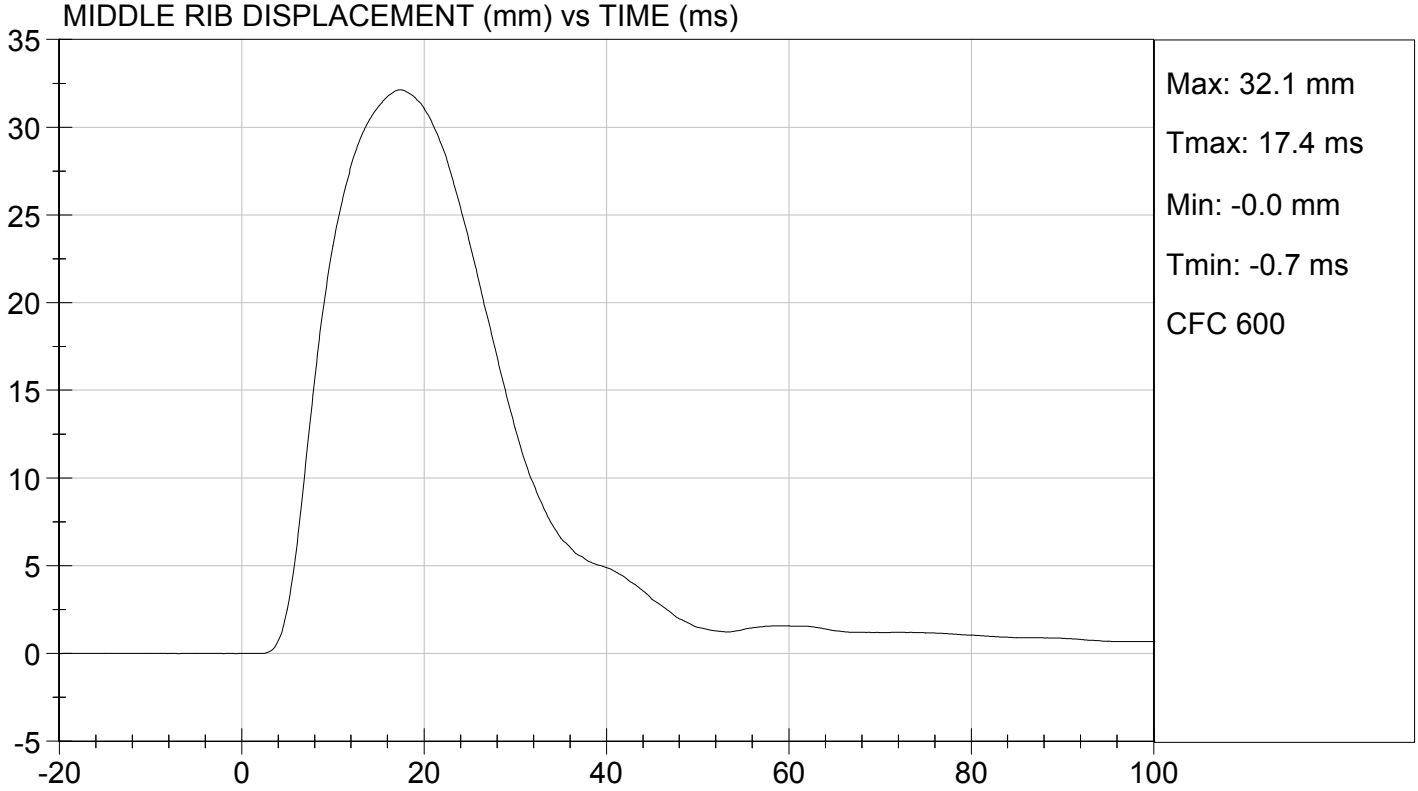
SHOULDER DISPLACEMENT (mm) vs TIME (ms)



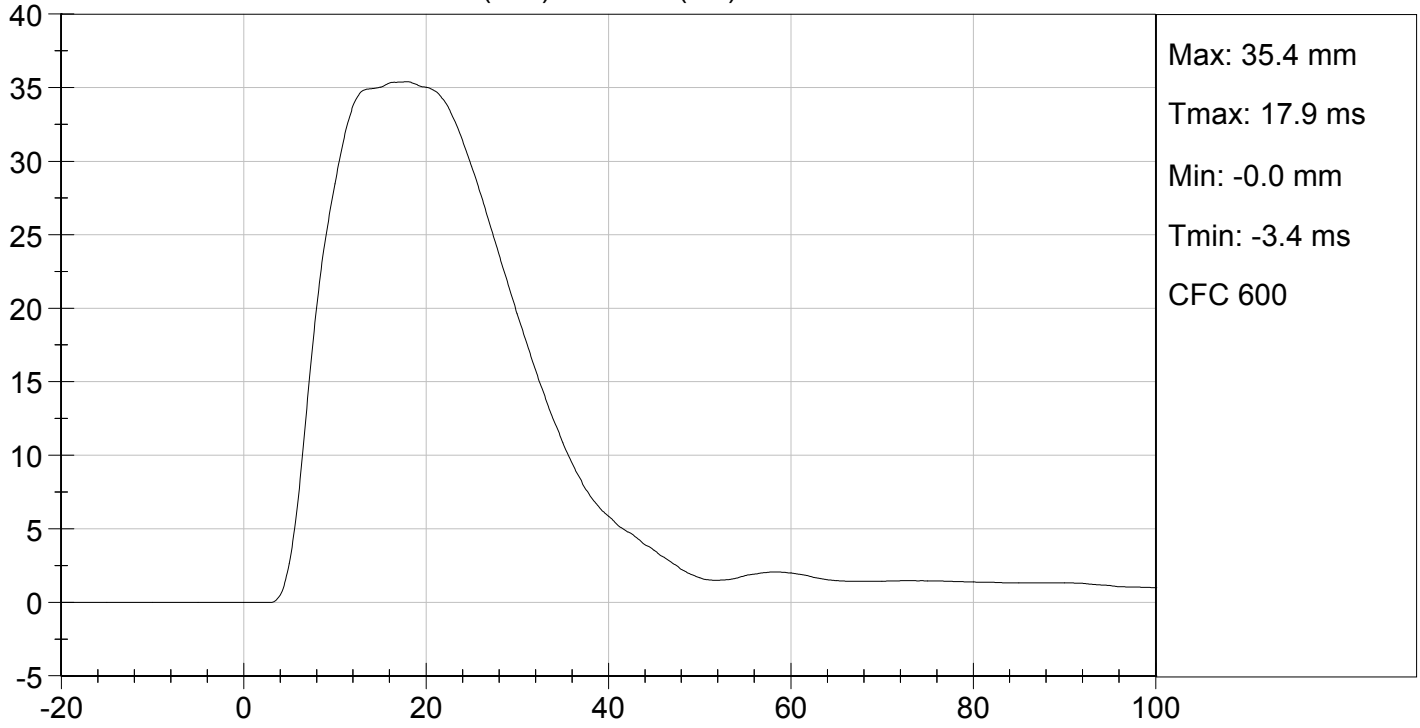
UPPER RIB DISPLACEMENT (mm) vs TIME (ms)



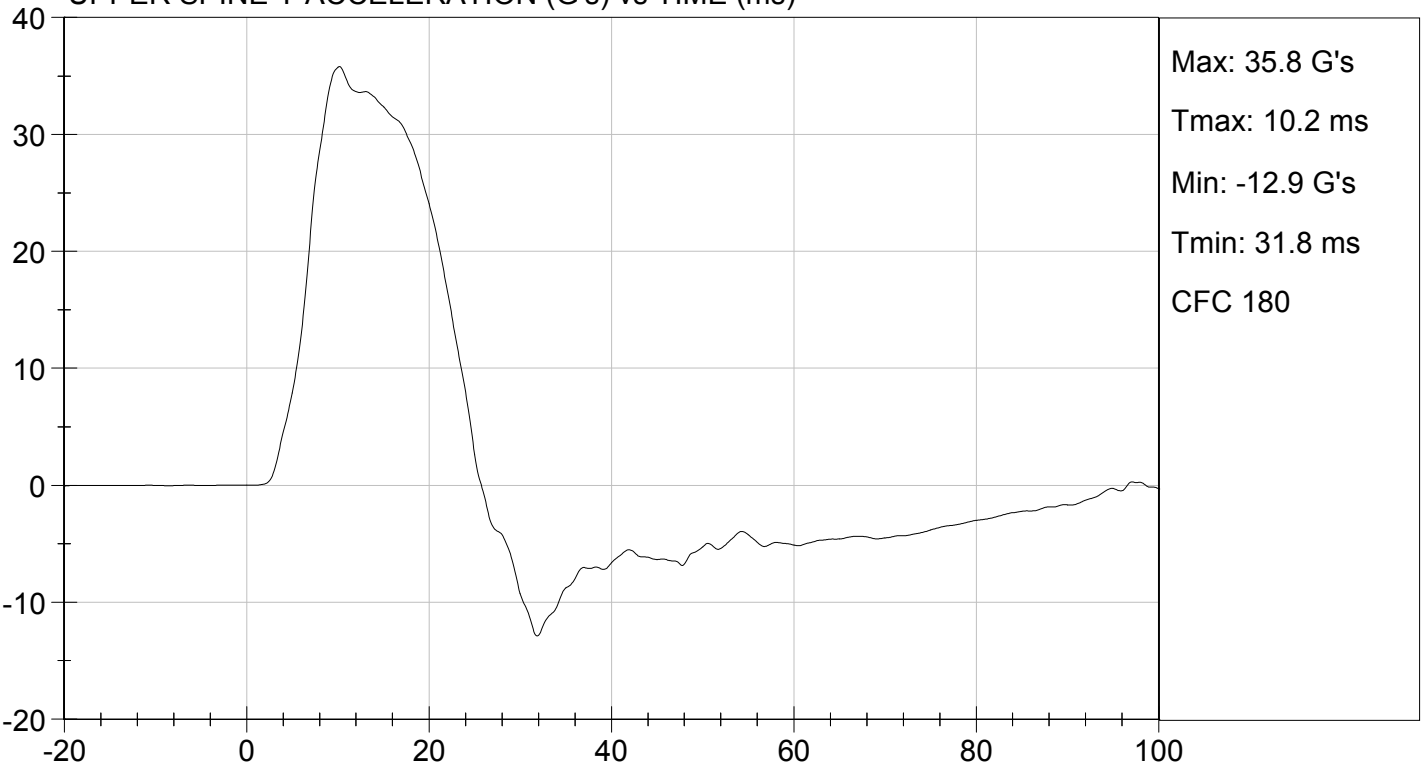
MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



LOWER RIB DISPLACEMENT (mm) vs TIME (ms)

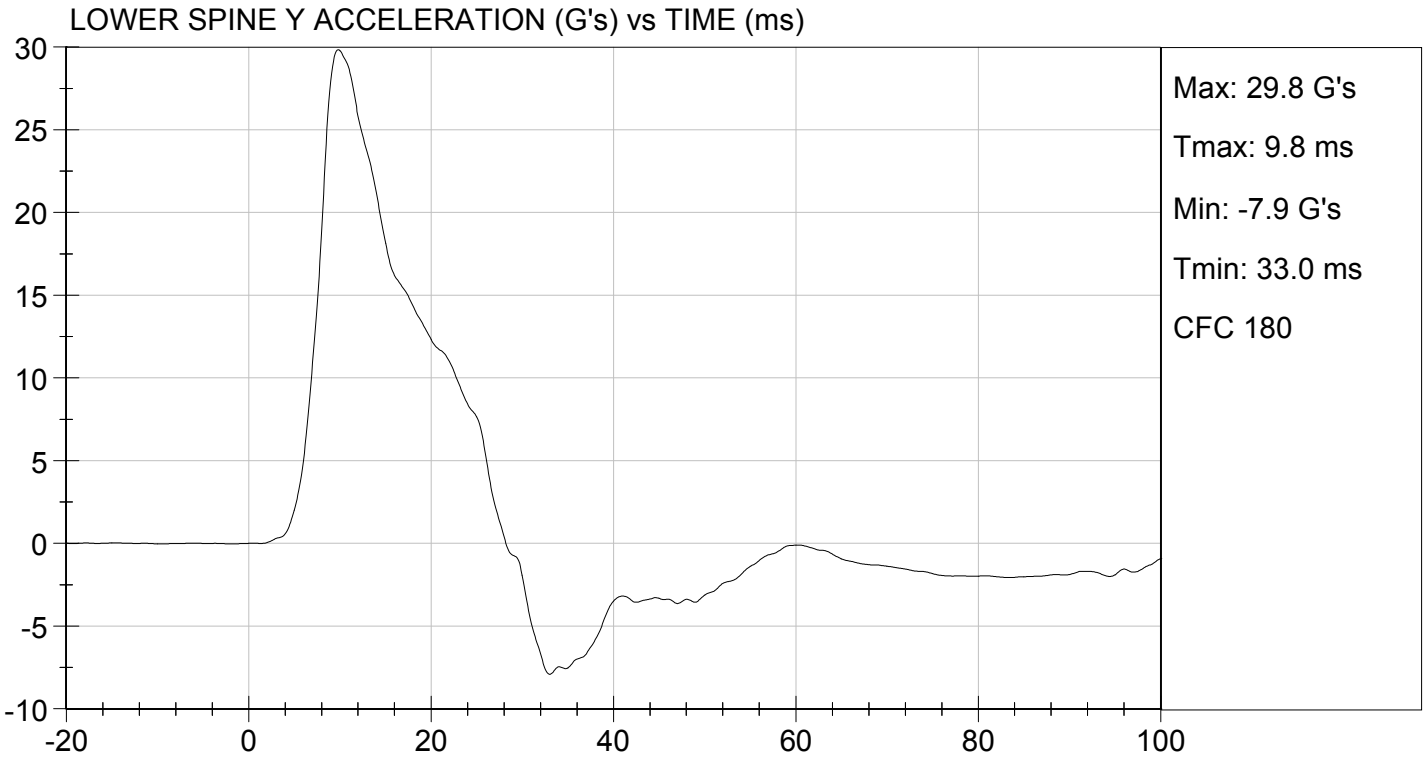


UPPER SPINE Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 22.22 ft/s, 6.77 m/s

TEST DATE: 04/16/2013
TEST #: D131334



MGA RESEARCH CORPORATION

THORAX (WITHOUT ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131335

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.9	Pass
Humidity	%	10 to 70	32	Pass
Impact Velocity	m/s	4.20 to 4.40	4.34	Pass
Maximum Probe Acceleration	G's	14 to 18	14	Pass
Upper Rib Displacement	mm	32 to 40	38	Pass
Middle Rib Displacement	mm	39 to 45	42	Pass
Lower Rib Displacement	mm	35 to 43	40	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

Jessica Gall
Laboratory Technician

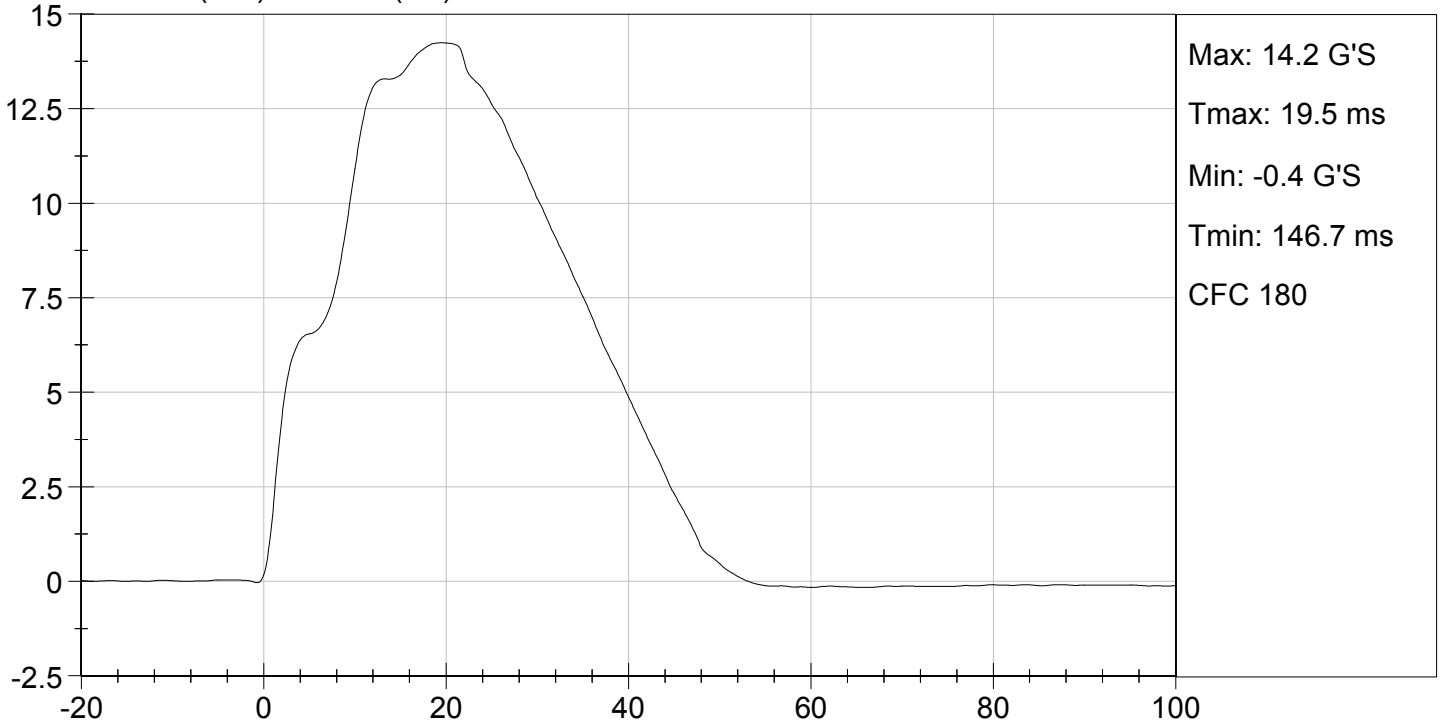
04/16/2013
Test Date

David Winkelbauer
Approved By

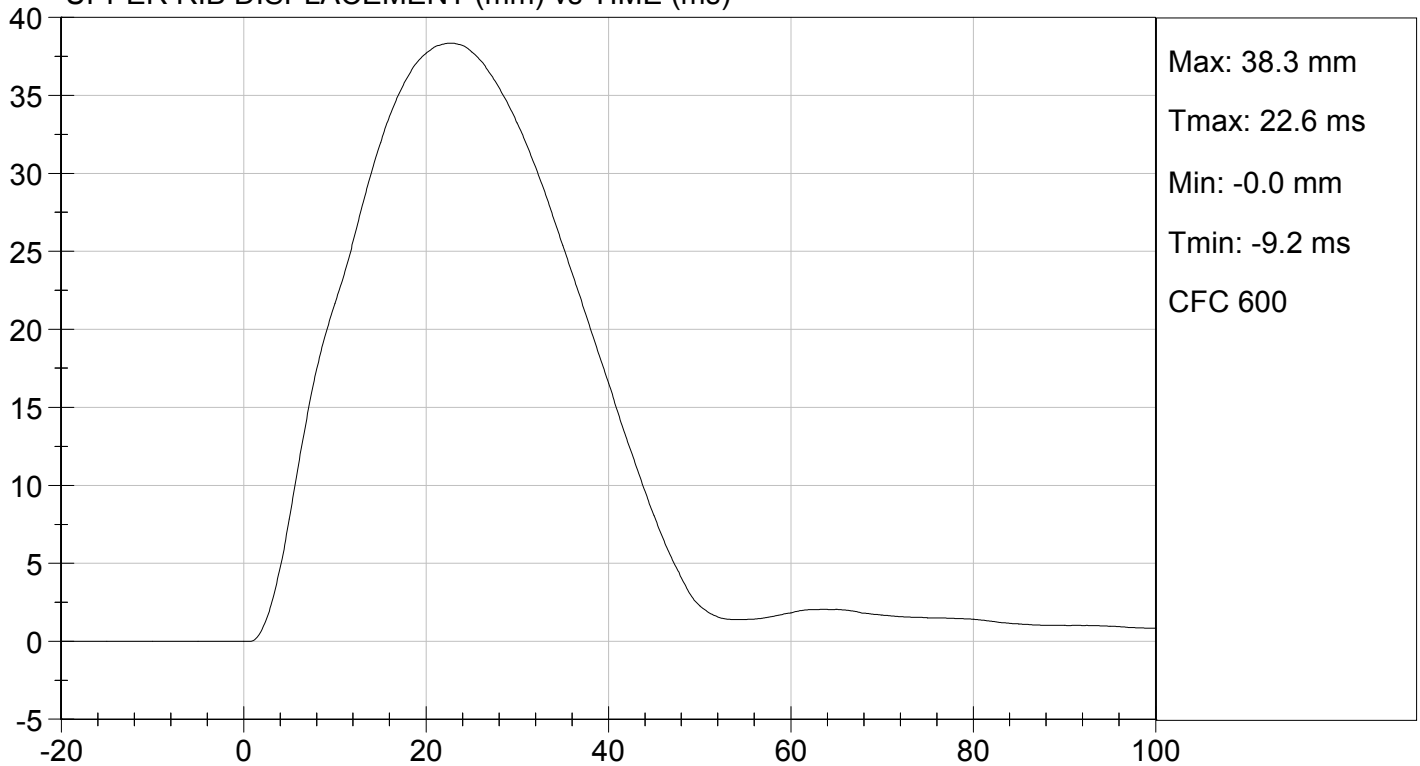
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 14.25 ft/s, 4.34 m/s

TEST DATE: 04/16/2013
TEST #: D131335

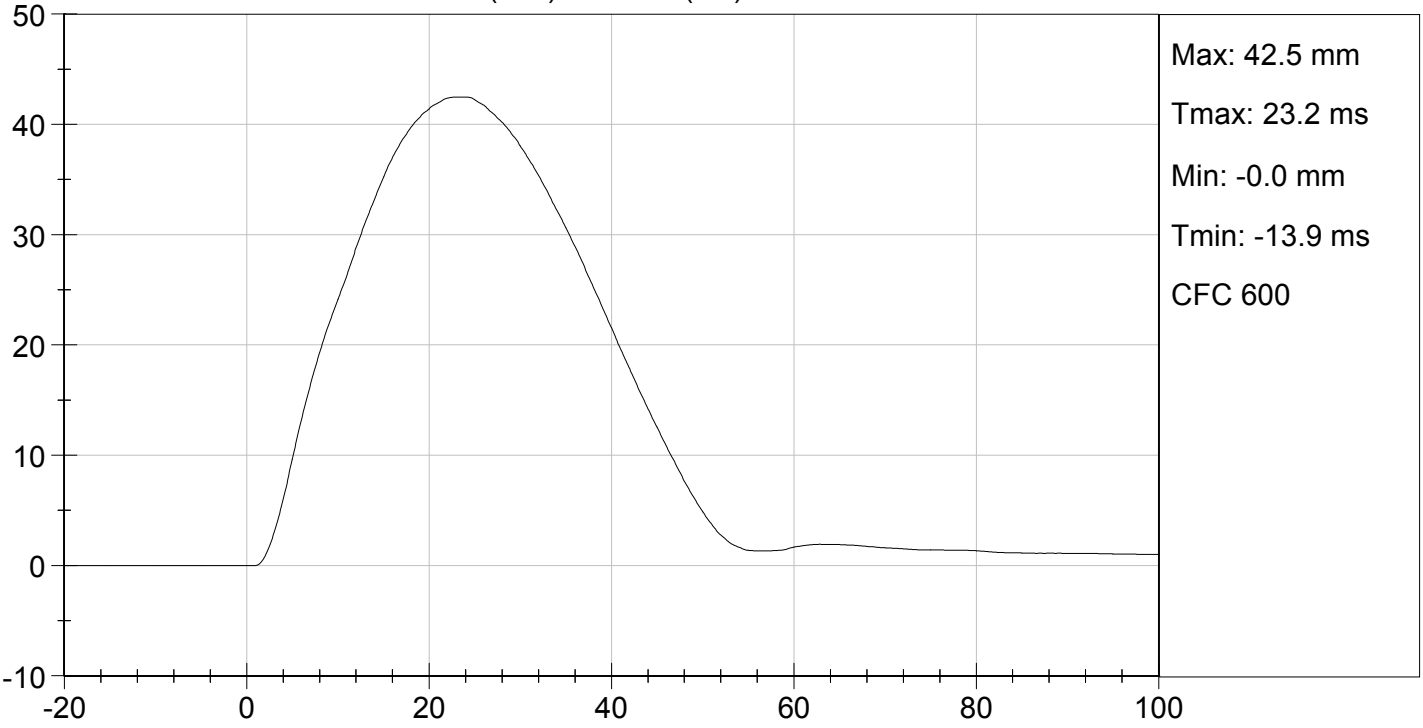
PROBE (G'S) vs TIME (ms)



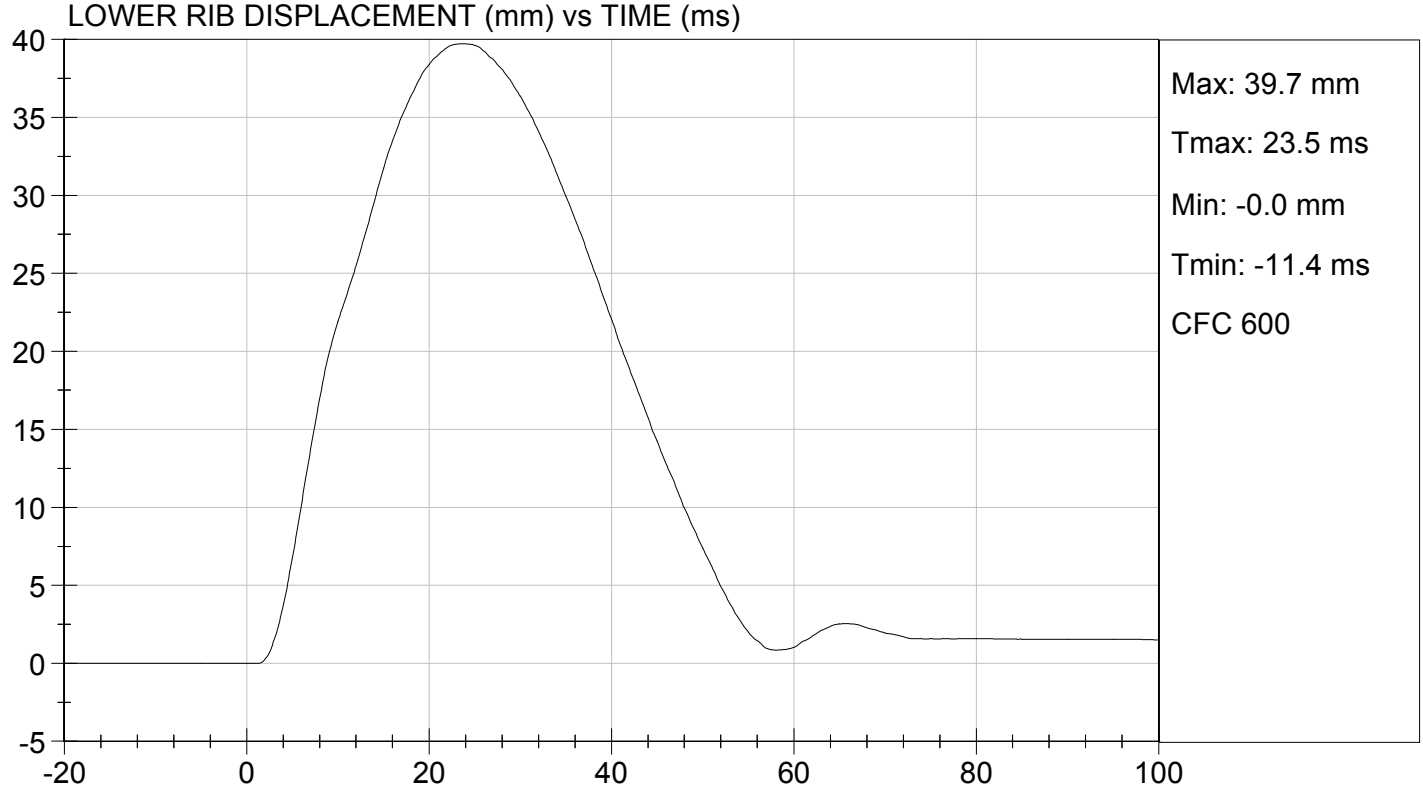
UPPER RIB DISPLACEMENT (mm) vs TIME (ms)



MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



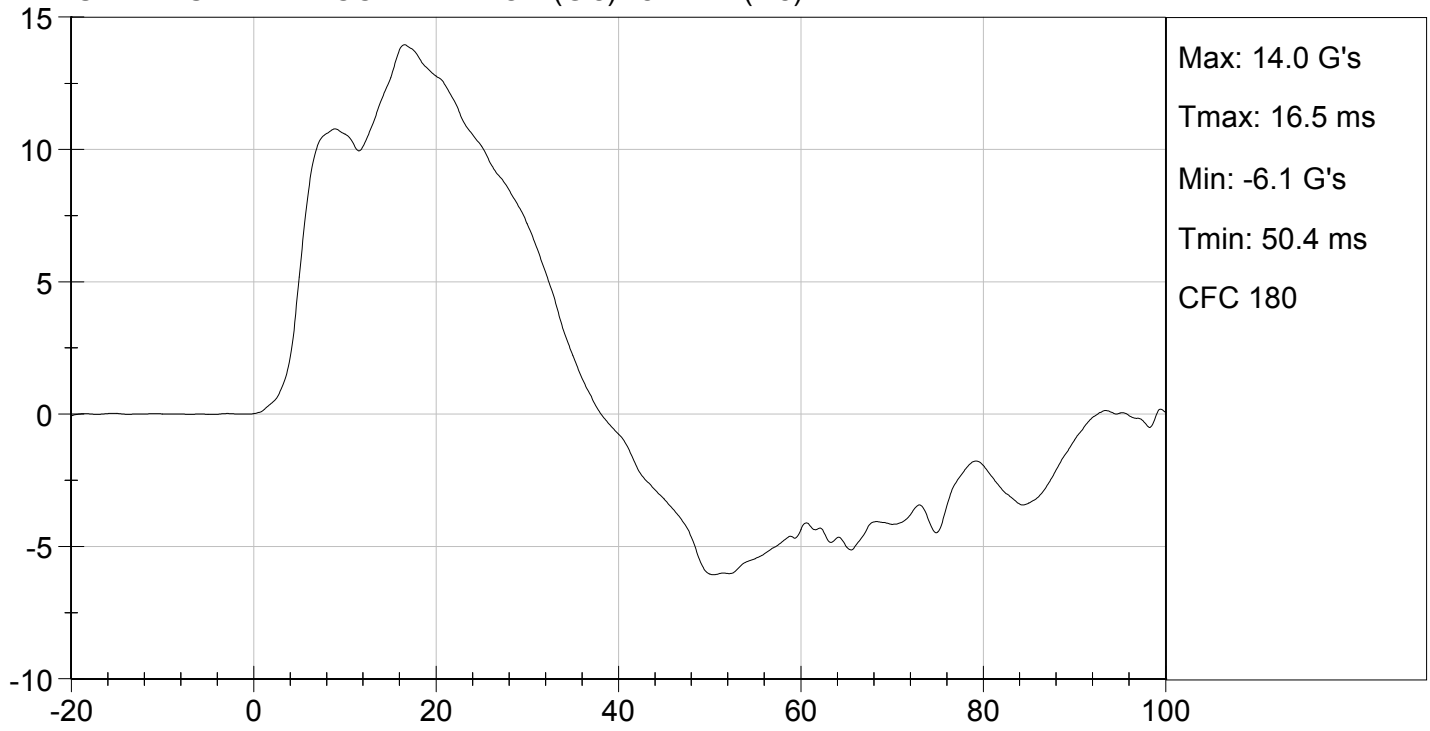
LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



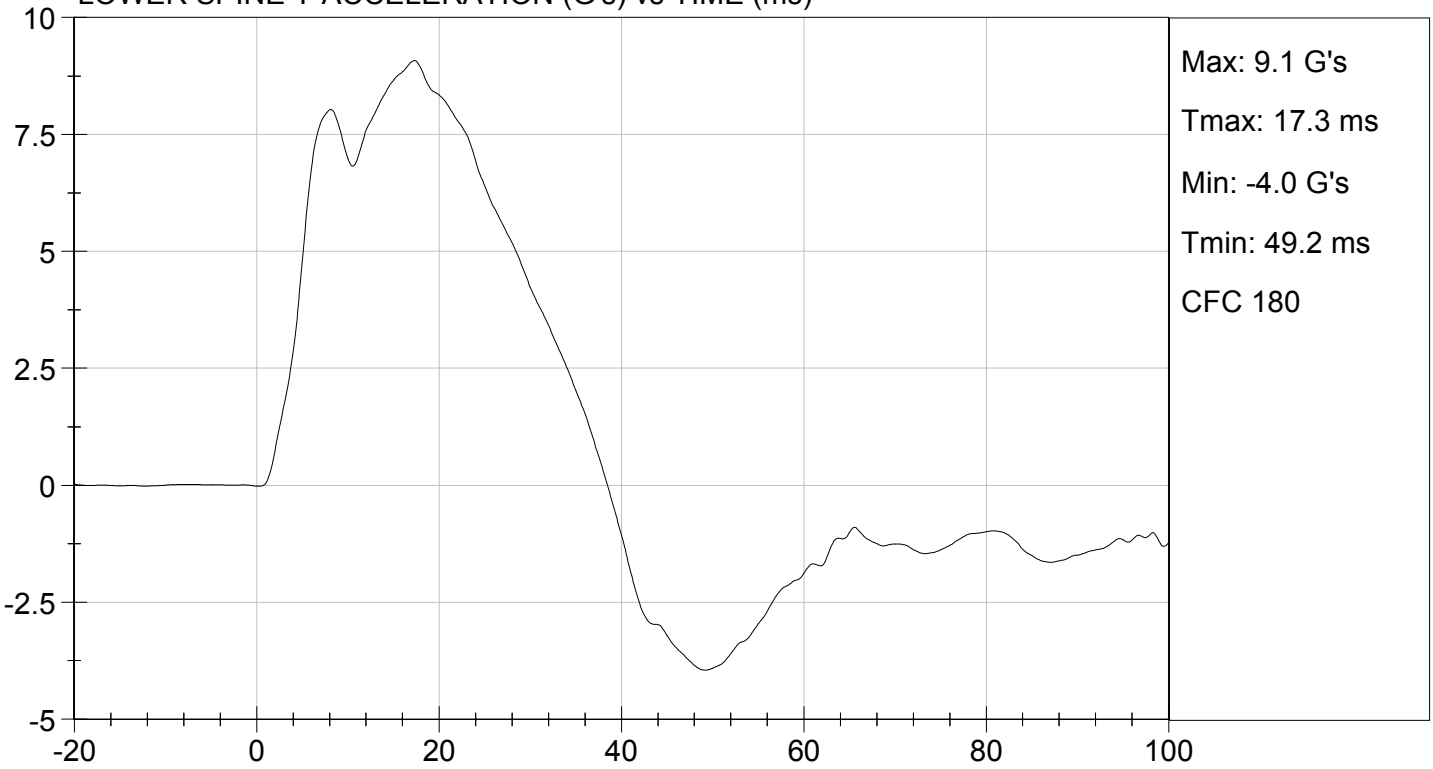
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 14.25 ft/s, 4.34 m/s

TEST DATE: 04/16/2013
TEST #: D131335

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



LOWER SPINE Y 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:** D131336

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.9	Pass
Humidity	%	10 to 70	32	Pass
Impact Velocity	m/s	4.20 to 4.40	4.30	Pass
Maximum Probe Acceleration	G's	12 to 16	13	Pass
Upper Abdomen Rib Displacement	mm	36 to 47	44	Pass
Lower Abdomen Rib Displacement	mm	33 to 44	41	Pass
Lower Spine (T12) Y Acceleration	G's	9 to 14	10	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

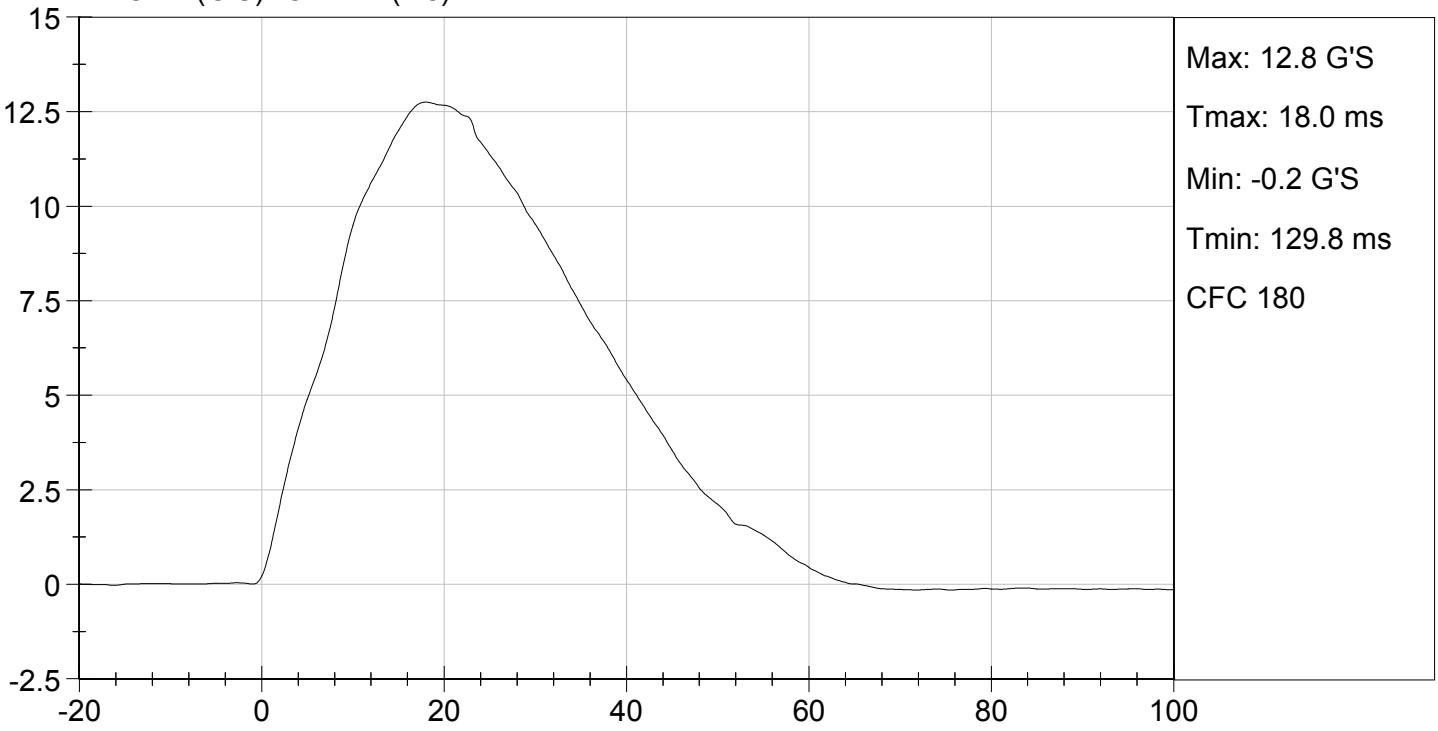
04/16/2013
Test Date

David Winkelbauer
Approved By

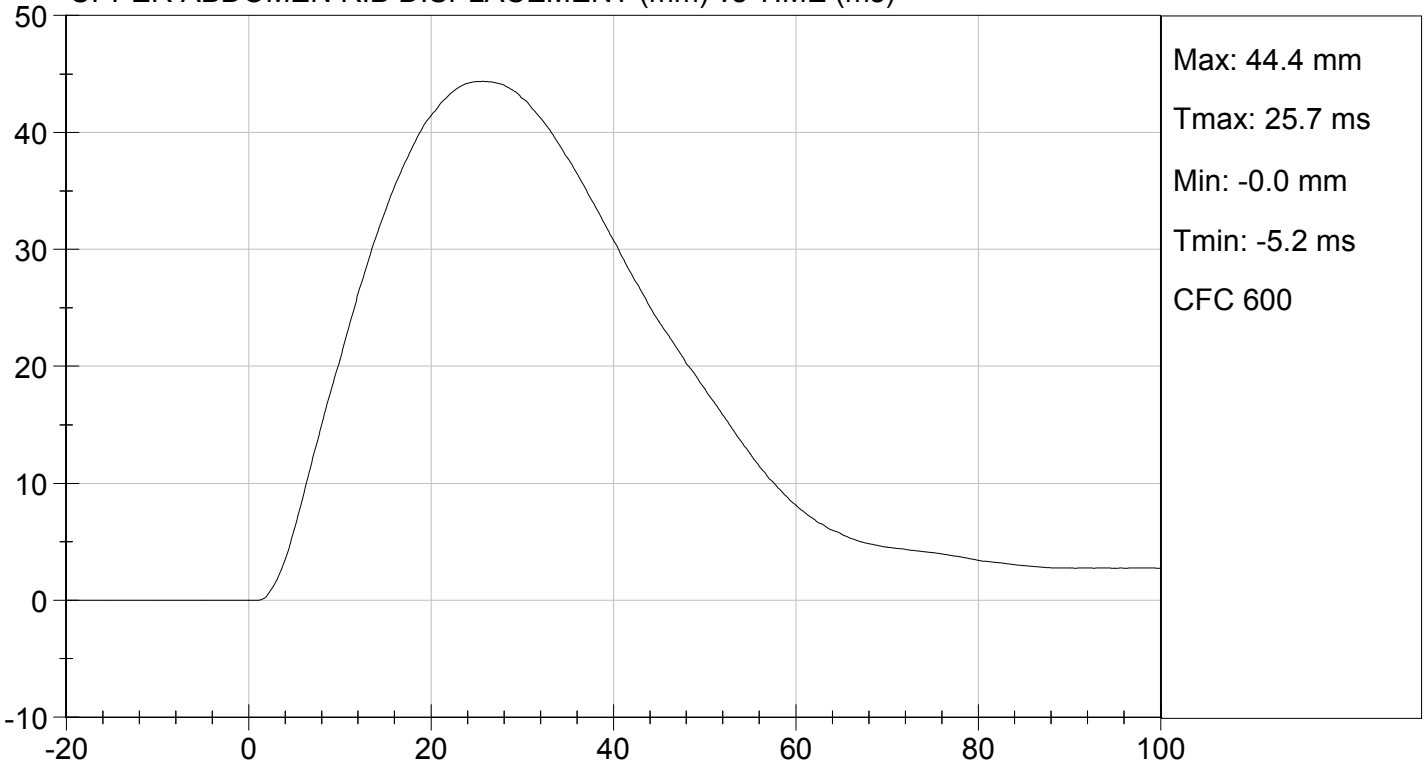
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/16/2013
TEST #: D131336

PROBE (G'S) vs TIME (ms)



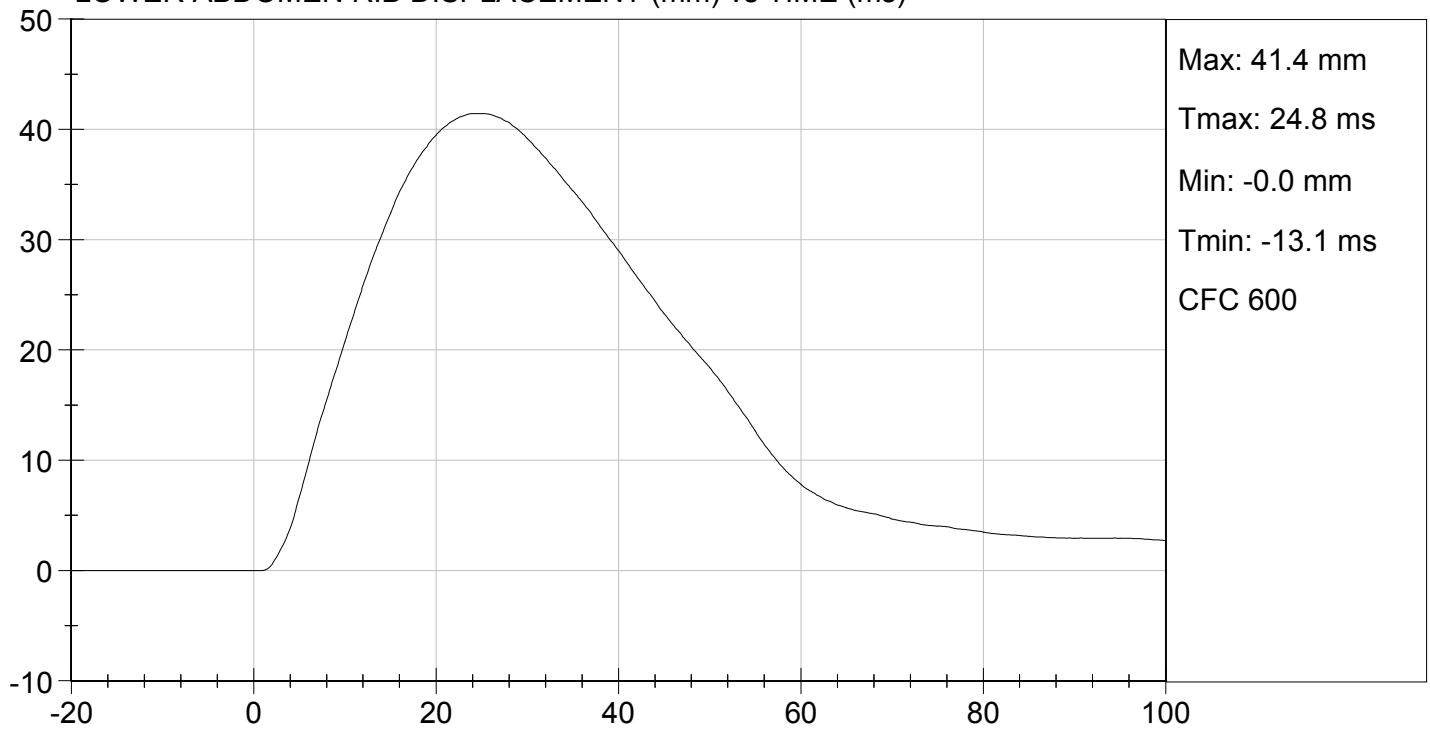
UPPER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



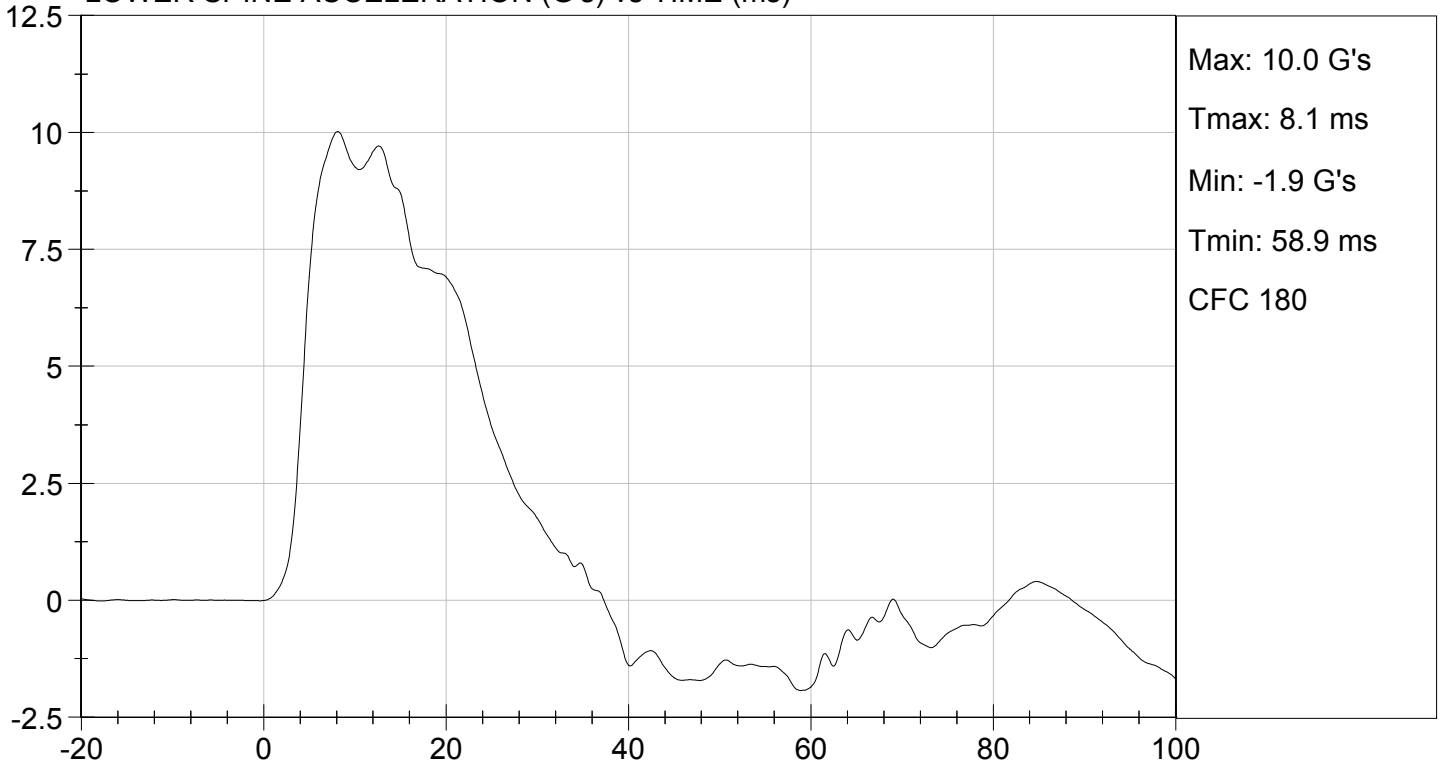
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 04/16/2013
TEST #: D131336

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:** D131337

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.9	Pass
Humidity	%	10 to 70	32	Pass
Impact Velocity	m/s	6.60 to 6.80	6.68	Pass
Maximum Probe Acceleration	G's	38 to 47	39	Pass
Pelvis Y Acceleration After 6 ms	G's	34 to 42	37	Pass
Peak Acetabulum Force	N	3600 to 4300	4,059	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

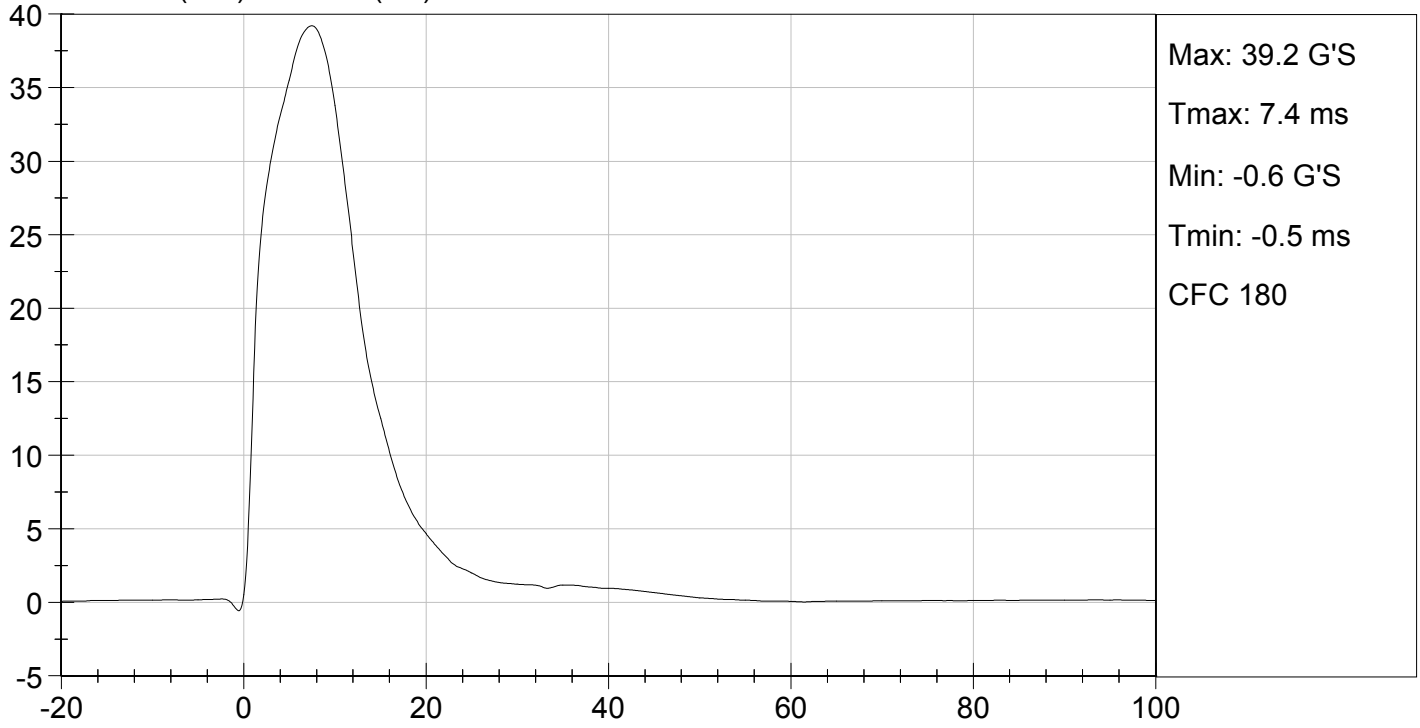
04/16/2013
Test Date

David Winkelbauer
Approved By

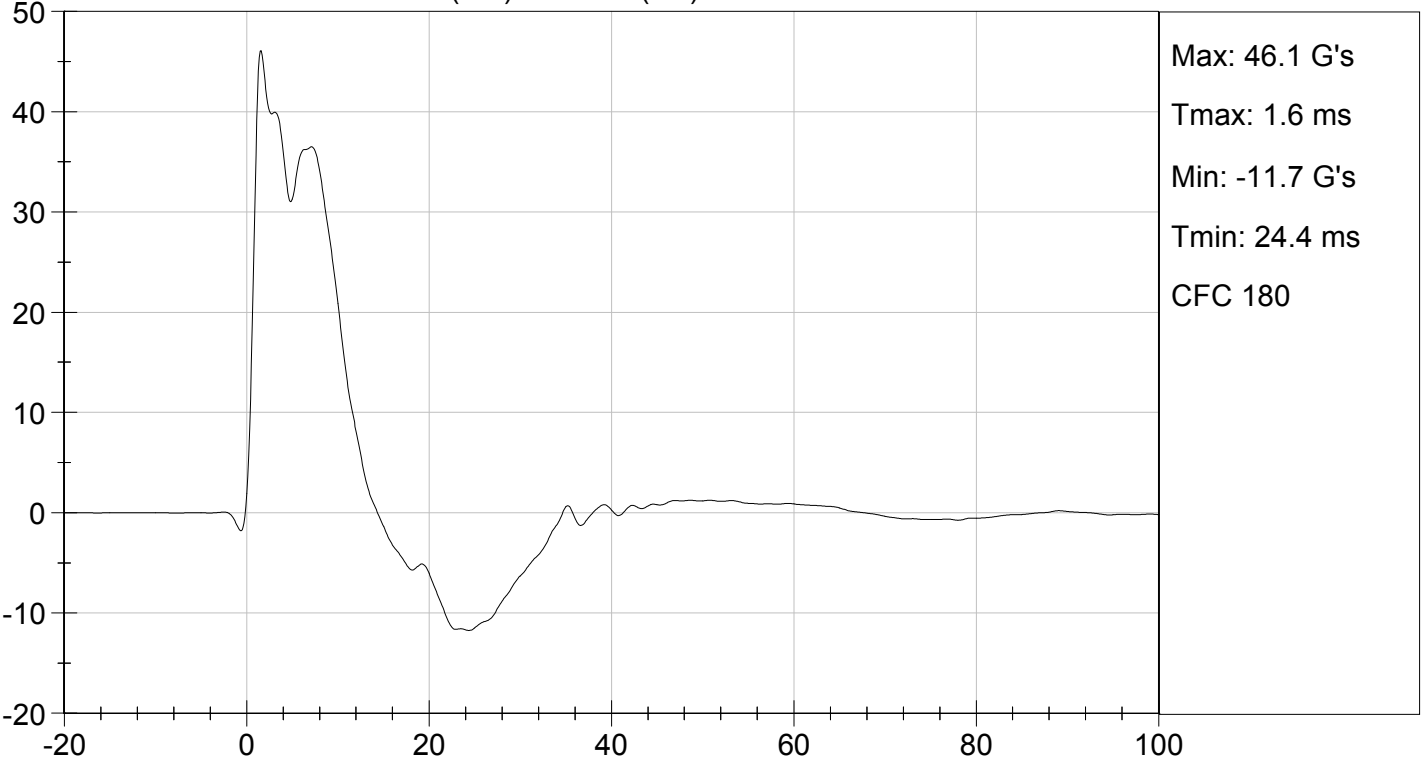
TEST DESC: PELVIS IMPACT
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 04/16/2013
TEST #: D131337

PROBE (G'S) vs TIME (ms)

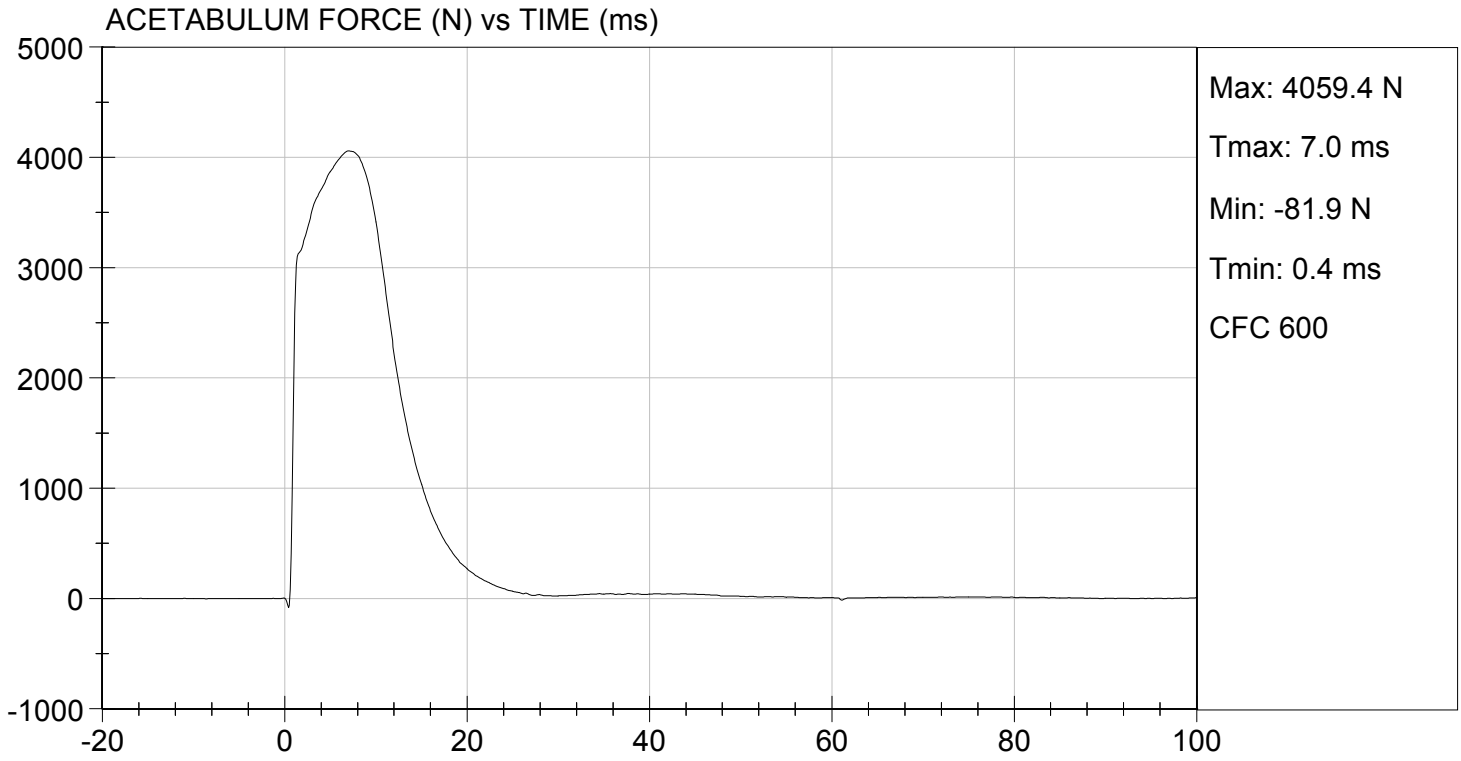


PELVIS Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: PELVIS IMPACT
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 04/16/2013
TEST #: D131337



MGA RESEARCH CORPORATION

ILIAC IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D131338

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.9	Pass
Humidity	%	10 to 70	32	Pass
Impact Velocity	m/s	4.20 to 4.40	4.23	Pass
Maximum Probe Acceleration	G's	36 to 45	39	Pass
Pelvis Y Acceleration	G's	28 to 39	37	Pass
Peak Pelvis Iliac Force	N	4100 to 5100	4,853	Pass
		Overall Test Results		Pass

Jessica Hall
Laboratory Technician

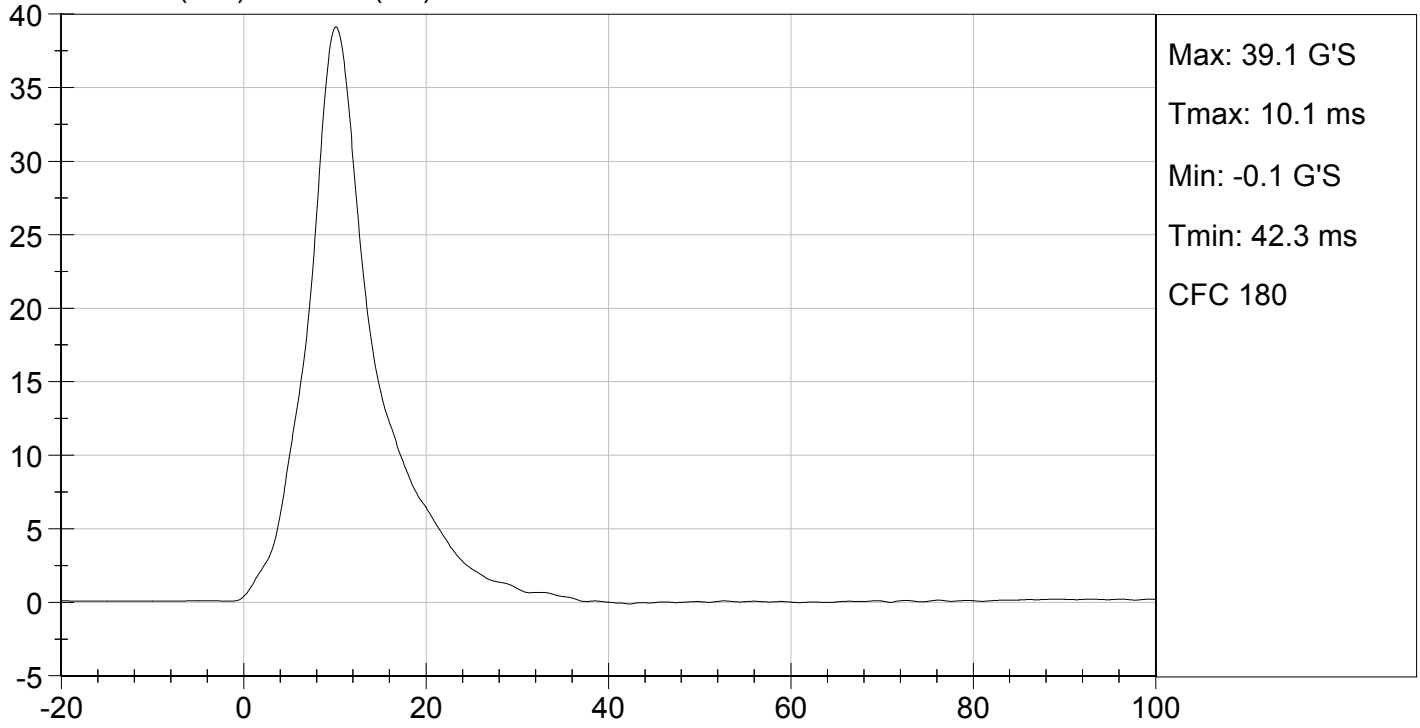
04/16/2013
Test Date

David Winkelbauer
Approved By

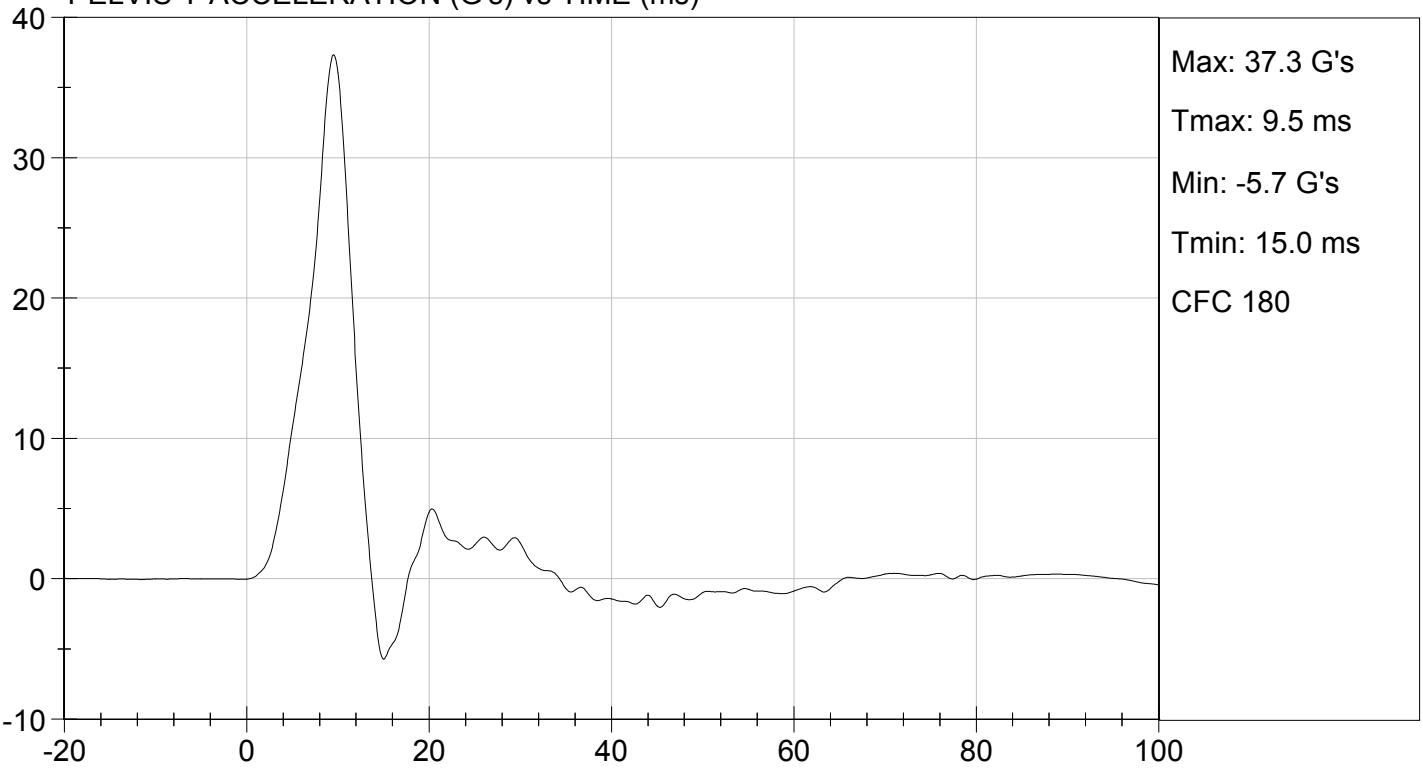
TEST DESC: ILLIAC
VELOCITY: 13.88 ft/s, 4.23 m/s

TEST DATE: 04/16/2013
TEST #: D131338

PROBE (G'S) vs TIME (ms)

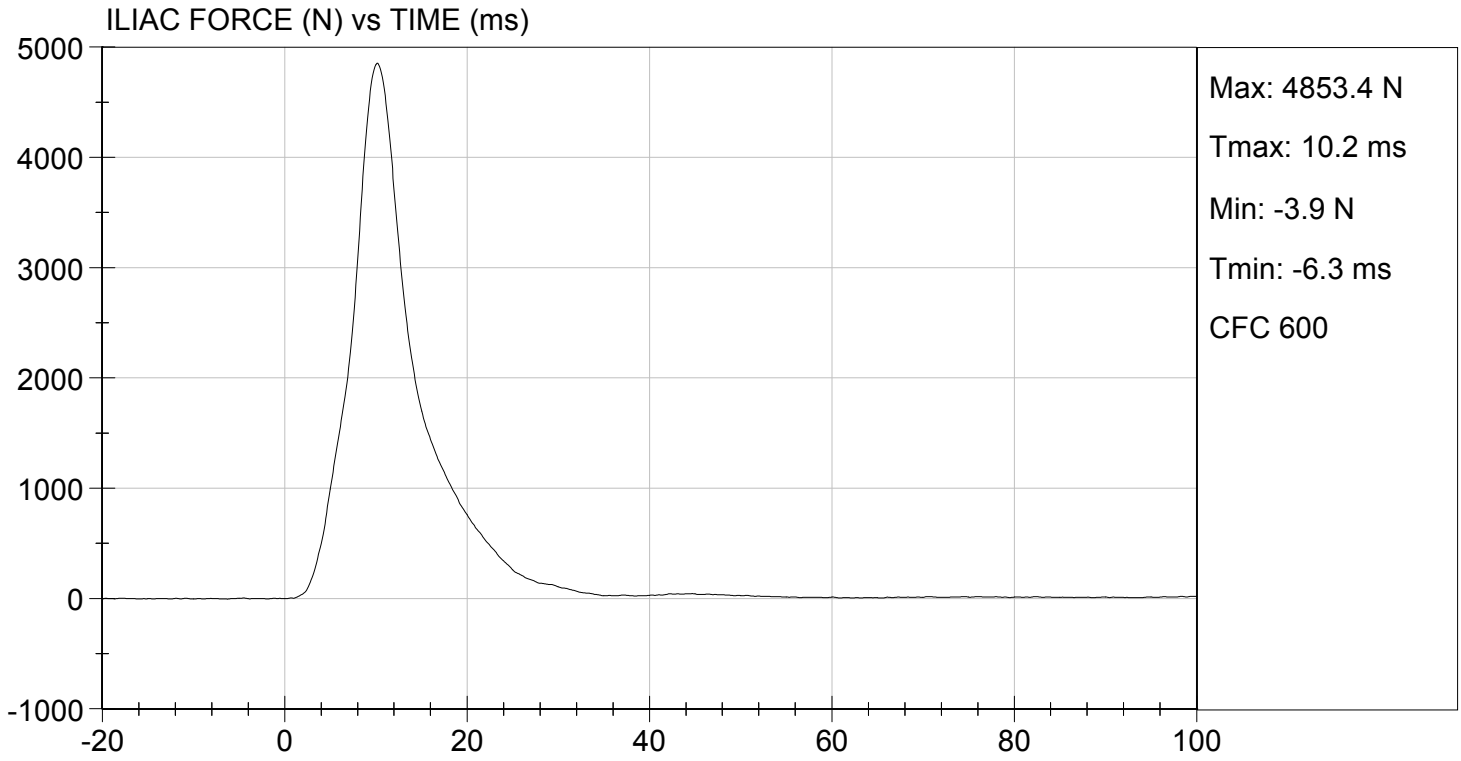


PELVIS Y ACCELERATION (G's) vs TIME (ms)

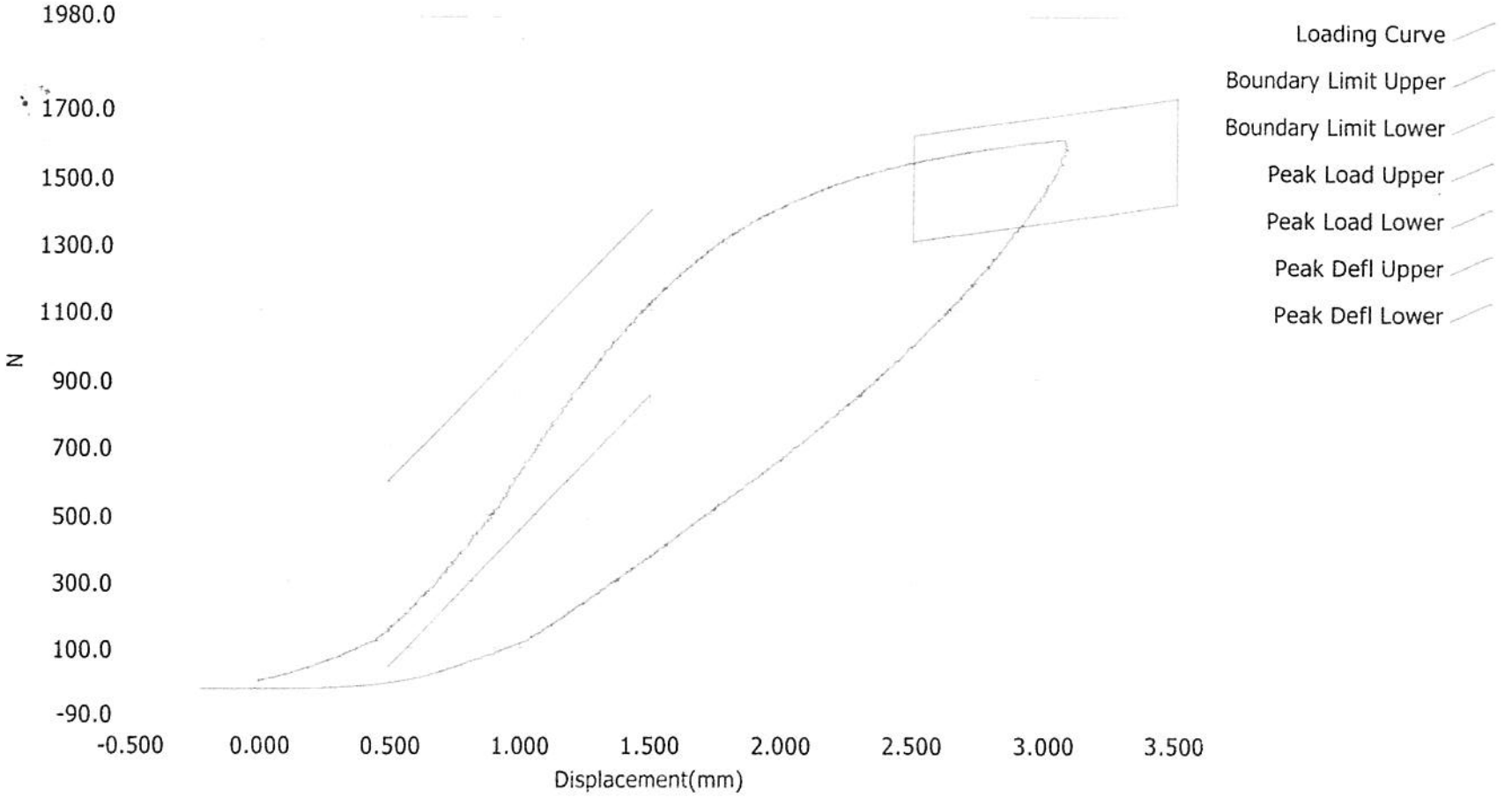


TEST DESC: ILLIAC
VELOCITY: 13.88 ft/s, 4.23 m/s

TEST DATE: 04/16/2013
TEST #: D131338



Resultant Data - SIDIIs Plug Compression

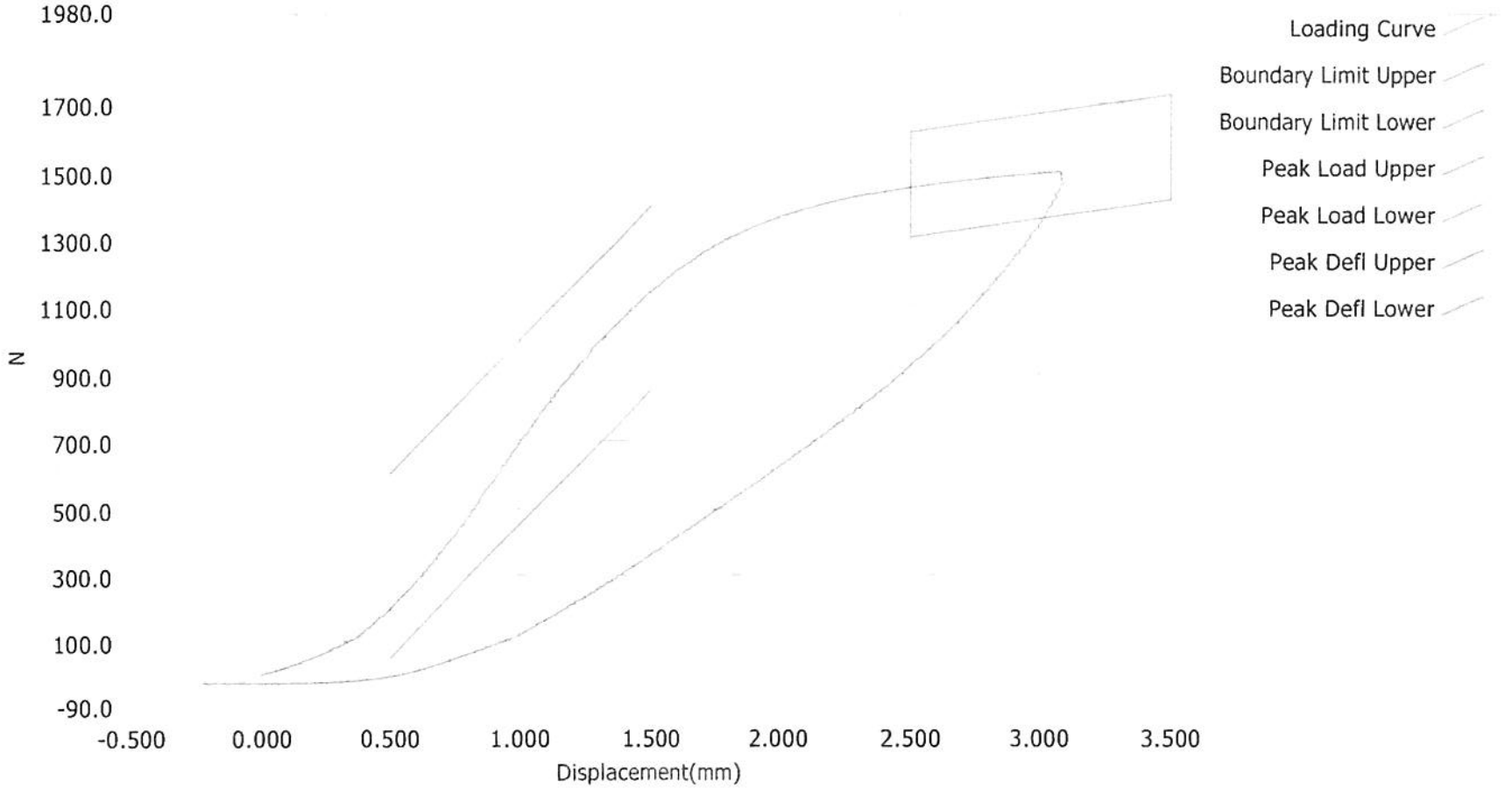


ATD Calibration Lab

Test ID	Part Serial Number	Test Date	Test Time
	46569	9/26/2011	7:53 PM
Cert ID	ATD Serial Number	ATD Type	
	N/A	SIDIIs	

Current Date : 9/26/2011 Current Time : 19:54:03

Resultant Data - SIDIIs Plug Compression



ATD Calibration Lab

Test ID	Part Serial Number	Test Date	Test Time
	45951	9/20/2011	8:09 PM
Cert ID	ATD Serial Number	ATD Type	
	N/A	SIDIIs	

Current Date : 9/20/2011 Current Time : 20:10:31

APPENDIX D
TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION DATA

Table 1 – Dummy Instrumentation

				SID-IIs S/N 296		
				Serial Number	Manufacturer	Calibration Date
Head CG Accelerometers			X	P79623	Endevco	04/05/13
			Y	P79624	Endevco	04/05/13
			Z	P79625	Endevco	04/05/13
			Xr	P79627	Endevco	04/05/13
			Yr	P79628	Endevco	04/05/13
			Zr	P79629	Endevco	04/05/13
Displacement Potentiometers	Thoracic Rib	Upper	Y	G012	Servo	04/09/13
		Middle	Y	G1163	FTSS	04/09/13
		Lower	Y	G1158	FTSS	04/09/13
	Abdominal Rib	Upper	Y	G1146	FTSS	04/09/13
		Lower	Y	G1126	FTSS	04/09/13
Lower Spine Accelerometers (T12)			X	P80109	Endevco	04/05/13
			Y	P80110	Endevco	04/05/13
			Z	P80111	Endevco	04/05/13
Acetabulum Load Cell			Y	ACG268	Denton	01/03/13
Iliac Wing Load Cell			Y	IWG282	Denton	01/03/13
Pelvis Plug (struck side)				46569	FTSS	09/26/11
Pelvis Plug (non-struck side)				45951	FTSS	09/20/11

Table 2 – Vehicle Instrumentation

		Serial Number	Manufacturer	Calibration Date
Vehicle Center of Gravity	X	P77670	Endevco	03/04/13
Vehicle Center of Gravity	Y	P77671	Endevco	03/04/13
Vehicle Center of Gravity	Z	P77669	Endevco	03/04/13
Left Floor Sill	Y	P66539	Endevco	12/26/12
A-Pillar Sill	Y	P66513	Endevco	03/04/13
A-Pillar Low	Y	P67872	Endevco	03/15/13
A-Pillar Mid	Y	P67873	Endevco	03/15/13
B-Pillar Sill	Y	P66573	Endevco	04/03/13
B-Pillar Low	Y	P66838	Endevco	12/03/12
B-Pillar Mid	Y	P66839	Endevco	12/03/12
Driver Seat	Y	P78884	Endevco	11/02/12
Engine Top	X	P78854	Endevco	11/02/12
Engine Top	Y	P78855	Endevco	11/02/12
Firewall	Y	P63538	Endevco	12/26/12
Right Roof	Y	P59313	Endevco	04/03/13
Right Floor Sill	Y	P63865	Endevco	01/04/13
Rear Floorpan	X	P73991	Endevco	03/15/13
Rear Floorpan	Y	P73992	Endevco	03/15/13

Table 3 – Pole Instrumentation

	Serial Number	Manufacturer	Calibration Date
Load Cell 1	DG6277	FTSS	09/05/12
Load Cell 2	DG6278	FTSS	09/05/12
Load Cell 3	DG6279	FTSS	09/05/12
Load Cell 4	DG6280	FTSS	09/05/12
Load Cell 5	DG6281	FTSS	09/05/12
Load Cell 6	DG6283	FTSS	09/05/12
Load Cell 7	DG6284	FTSS	09/05/12
Load Cell 8	DG6582	FTSS	09/05/12