

REPORT NUMBER: TR-P32096-16-NC

**RESEARCH AND DEVELOPMENT
80 KM/H 70% OVERLAP REAR IMPACT**

**FORD MOTOR CO.
1998 FORD RANGER 2-DOOR TRUCK**

NHTSA NUMBER: PW0204

**PREPARED BY:
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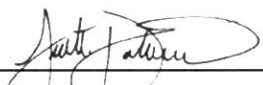


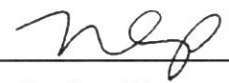
**TEST DATE:
OCTOBER 4, 2012**

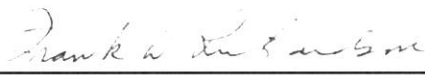
**REPORT DATE:
OCTOBER 15, 2012
FINAL REPORT**

**U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
NATIONAL CENTER FOR STATISTICS AND ANALYSIS
OFFICE OF REGULATORY ANALYSIS AND EVALUATION
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Approval Date: October 15, 2012

COTR
FINAL REPORT ACCEPTANCE BY ~~NCSA~~:



Date: 10/17/12

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. TR-P32096-16-NC		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 301R Overlap Rear Impact Testing of 1998 Ford Ranger 2-Door Truck NHTSA No. PW0204				5. Report Date October 15, 2012	
				6. Performing Organization Code KAR	
7. Authors Ms. Sweta P. Dedania, Project Engineer, KARCO Mr. Frank Richardson, Program Manager, KARCO				8. Performing Organization Report No. TR-P32096-16-NC	
9. Performing Organization Name and Address KARCO Engineering, LLC. 9270 Hdly Rd. Adelanto, CA 92301				10. Work Unit No.	
				11. Contract or Grant No. DTNH22-11-D-00245	
12. Sponsoring Agency Name and Address U. S. Department of Transportation National Highway Traffic Safety Administration National Center for Statistics and Analysis Office of Regulatory Analysis and Evaluation 1200 New Jersey Ave., SE, Room W53-469 Washington, D.C. 20590				13. Type of Report and Period Covered Final Test Report, Oct. 4 - Oct. 15, 2012	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract An 80 km/h 70% overlap rear impact test was conducted on the subject 1998 Ford Ranger 2-door truck in accordance with the specifications of the Office of Vehicle Compliance Laboratory Test Procedure for FMVSS 301R. The test was conducted at the KARCO Engineering, LLC. facility in Adelanto, California on October 4, 2012. The impact velocity was 79.66 km/h and the outside ambient temperature was 33.0 deg. C. The vehicle's doors remained closed throughout the event. There was no Stoddard solvent leakage after the test or during any portion of the static rollover.					
17. Key Words FMVSS 301R Overlap Rear Impact MDB 1998 Ford Ranger				18. Distribution Statement	
19. Security Classification of this report UNCLASSIFIED		20. Security Classification of this page UNCLASSIFIED		21. No. of Pages 35	22. Price

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SECTION 1

SUMMARY OF TEST

SUMMARY

The purpose of this rear impact test series is to measure the performance of the subject vehicle, a 1998 Ford Ranger 2-door truck, for FMVSS 301R *'Fuel System Integrity – Rear Impact'*.

This 80 km/h 70% Overlap Rear Impact is sponsored by the National Highway Traffic Safety Administration (NHTSA) under contract number DTNH22-11-D-00245. It was conducted in accordance with the Office of Vehicle Compliance Laboratory Test Procedure for FMVSS 301R *'Fuel System Integrity – Rear Impact'*, dated January, 2007.

A 1998 Ford Ranger 2-door truck was impacted by a moving deformable barrier at a velocity of 79.66 km/h. The test was performed at KARCO Engineering, LLC. on October 4, 2012. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A of this report.

Two (2) real-time cameras and three (3) high-speed cameras were used to document the rear impact event.

Two Part 572E 50th percentile male anthropomorphic test devices (ATD) were placed in the driver and right front passenger seating positions. Both ATD's were un-instrumented for this test.

Both the driver and passenger side doors remained closed during the impact event and after the impact.

There was no Stoddard solvent leakage after the test or during any portion of the static rollover. FMVSS 301 data is summarized in Data Sheets 6 and 7. Photographs are presented in Appendix A.

SECTION 2
DATA SHEETS

Test Vehicle: 1998 Ford Ranger 2-Door Truck

NHTSA No.: PW0204

Test Program: 70% Overlap Rear Impact

Test Date: 10/04/12

CONVERSION FACTORS

Quantity	Typical Application	Std Units	Metric Unit	Multiply By
Mass	Vehicle Weight	lb	kg	0.4536
Linear Velocity	Impact Velocity	miles/hr	km/hr	1.609344
Length or Distance	Measurements	in	mm	25.4
Volume	Fuel Systems	gal	liter	3.785
Volume	Small Fluids	oz	mL	29.574
Pressure	Tire Pressures	lbf/in ²	kPa	6.895
Temperature	General Use	°F	°C	$=(T_f - 32)/1.8$
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf-ft	N•m	1.355

DATA SHEET NO. 1

TEST VEHICLE SPECIFICATIONS

Test Vehicle: 1998 Ford Ranger 2-Door Truck NHTSA No.: PW0204
 Test Program: 70% Overlap Rear Impact Test Date: 10/04/12

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA Number	PW0204
Model Year	1998
Make	Ford
Model	Ranger
Body Style	2-door truck
VIN	1FTYR10C3WUC
Date Received	9/13/2012
Body Color	Light Blue
Odometer Reading (km / mi)	297,885 / 185,097
Engine Displacement (L)	2.5
Engine Placement	Longitudinal
Transmission Type	Manual
Transmission Speeds	5
Overdrive	Yes
Final Drive	Rear
Roof Rack	No
Sunroof / T-Top	No
Tinted Glass	No
Traction Control	No
Power Brakes	Yes
Front Disc Brakes	Yes
Rear Disc Brakes	No
Anti-Lock Brakes (ABS)	Yes

All Wheel Drive	No
Power Steering	Yes
Driver Front Airbag	Yes
Driver Side Airbag	No
Driver Head Airbag	No
Driver Curtain Airbag	No
Driver Combo Airbag	No
Driver Knee Airbag	No
Passenger Front Airbag	Yes
Passenger Side Airbag	No
Passenger Head Airbag	No
Passenger Curtain Airbag	No
Passenger Combo Airbag	No
Passenger Knee Airbag	No
Seat Belt Pre-Tensioners	Yes
Load Limiters	Yes
Bucket Seats	No
Air Conditioning	Yes
AM/FM CD	Yes
Tilt Steering	No
Automatic Door Locks	No
Power Windows	No
Power Seats	No

Does Owner's Manual provide instructions to turn off automatic door locks?

DATA FROM CERTIFICATION LABEL

Manufactured By	Ford Motor Co.
Date of Manufacture	Apr-98

GVWR (kg)	1959
GAWR Front (kg)	997
GAWR Rear (kg)	1156

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total	
Type of Seats	Split Bench				
Designated Seating Capacity	2			2	
Capacity Weight (VCW) (kg)				Unknown	A
DSC x 68.04 (kg)				136.0	B
Cargo Weight (RCLW) (kg)				136.0	A-B

DATA SHEET NO. 1 ... (CONTINUED)

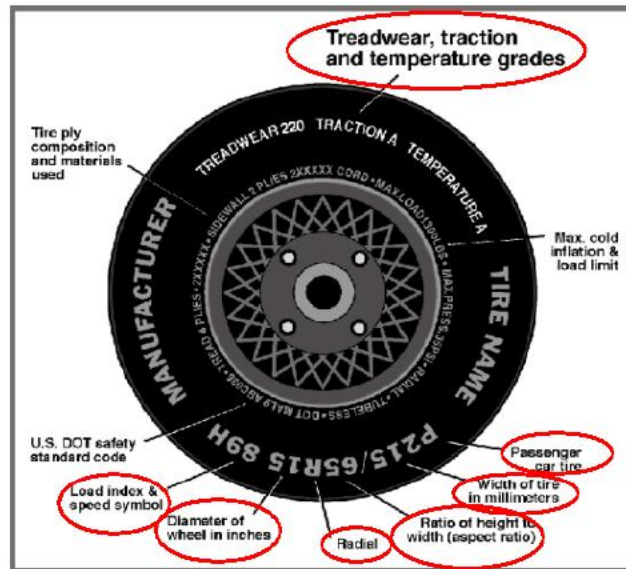
TEST VEHICLE SPECIFICATIONS

Test Vehicle: 1998 Ford Ranger 2-Door Truck

NHTSA No.: PW0204

Test Program: 70% Overlap Rear Impact

Test Date: 10/04/12



VEHICLE TIRE INFORMATION

Measured Parameter	Front	Rear
Max Tire Pressure (kPa)	300	300
Cold Tire Pressure (kPa)	240	240
Max Load Tire Pressure (kPa)	240	240
Recommended Tire Size	P205/75R14	P205/75R14
Tire Size on Vehicle	P205/75R14	P205/75R14
Tire Manufacturer (Left / Right)	Matrix / Kingstar	Hankook / Sears
Tire Model (Left / Right)	Multi Mile / Radial H714	Radial Max A/S / Guardsman 40
Load Range (Left / Right)	695 / 695	690 / 695
Treadwear Rating	440	560
Traction Rating	A	A
Temperature Grades	B	B
Tire Plies Sidewall	2 Ply Polyester	2 Ply Polyester
Tire Plies Body	2 Ply Steel, 1 Ply Polyester	2 Ply Steel, 1 Ply Polyester
Load Index/Speed Symbol	95S	95S
Tire Material	Polyester, Steel	Polyester, Steel
DOT Safety Code Left	U9KC TMH 2112	30K0 LA 8498
DOT Safety Code Right	1GXC APK 3209	BJLH AMH 1507
Type of Spare Tire	P205/75R14	
Location of Tire Placard on Vehicle	Driver Door	

DATA SHEET NO. 2
PRE-TEST INSPECTION

Test Vehicle: 1998 Ford Ranger 2-Door Truck

NHTSA No.: PW0204

Test Program: 70% Overlap Rear Impact

Test Date: 10/04/12

Feature	Yes	No	Comments
Is the vehicle totally complete?	X		None
Does the vehicle run and drive?	X		None
Is there any sign that the vehicle has ever been in a crash?		X	None
Are the bumpers damaged?		X	None
Do the doors open and close properly?	X		None
Are the doors properly aligned so that there are no gaps when closed?	X		None
Does the battery hold a charge so that electrical accessories in the vehicle may be operated without starting the engine?	X		None
Does the vehicle sag or have a raised or lowered suspension?		X	None
Are any of the control arms or other suspension components damaged or distorted?		X	None
Do the tires have some usable tread remaining and hold pressure?	X		None
Are the radiator and/or its supporting cross members damaged?		X	None
Is the cooling system able to retain its coolant and are the proper fluid levels maintained?	X		None
Does the fuel tank leak?		X	None
Does the fuel tank have any damages or dents that would reduce its internal capacity?		X	None
Is the fuel tank located behind the rear axle?		X	None
Is the fuel tank located between the front and rear axle?	X		None
Is the vehicle attitude "as tested" between "as delivered" and "fully loaded" before running the test?	X		None

Equipment	Present		Proper Place		Operate Properly	
	Yes	No	Yes	No	Yes	No
Engine	X		X		X	
Transmission	X		X		X	
Drive Axles	X		X		X	
Battery	X		X		X	
Alternator	X		X		X	
Radiator	X		X		X	

DATA SHEET NO. 3**PRE-TEST DATA**Test Vehicle: 1998 Ford Ranger 2-Door TruckNHTSA No.: PW0204Test Program: 70% Overlap Rear ImpactTest Date: 10/04/12**TEST VEHICLE AXLE WEIGHTS**

	Units	As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	412.5	307.0		443.0	389.0		463.5	412.0	
Right	kg	389.0	286.0		455.5	381.0		423.0	378.5	
Ratio	%	57.5%	42.5%	100.0%	53.9%	46.1%	100.0%	52.9%	47.1%	100.0%
Total	kg	801.5	593.0	1394.5	898.5	770.0	1668.5	886.5	790.5	1677.0

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	1394.5	A
Actual Weight of 2 P572 ATDs Used	kg	148.0	B
Rated Cargo/Luggage Wt (RCLW)	kg	136.0	C
Calculated Vehicle Target Wt (TVTW)	kg	1678.5	A+B+C

TEST VEHICLE ATTITUDES

Condition	Units	LF	RF	LR	RR	CG Aft of Front Axle
As Delivered	mm	788	803	813	837	1205
As Tested	mm	769	781	777	791	1307
Fully Loaded	mm	765	779	772	791	1335
Post-Test	mm	761	822	833	763	

GENERAL TEST VEHICLE DATA

Measurement Description	Units	Value
Total Vehicle Wheel Base	mm	2833
Total Vehicle Length	mm	4735
Amount of Stoddard Solvent in Fuel Tank	L	59.84

DATA SHEET NO. 3 ... (CONTINUED)**PRE-TEST DATA**

Test Vehicle: 1998 Ford Ranger 2-Door Truck NHTSA No.: PW0204
Test Program: 70% Overlap Rear Impact Test Date: 10/04/12

BALLAST DATA

Description	Value
Type of Ballast	Ballast Dummy
Method of Securing Ballast	Seat Belt
Weight of Ballast in Cargo Area	112.5 kg
Weight of Vehicle Components Removed	0 kg

VEHICLE COMPONENTS REMOVED TO MEET TEST WEIGHT:

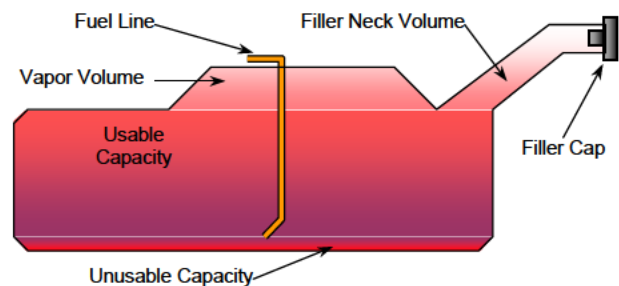
No vehicle components were removed

FUEL TANK CAPACITY

Description	Liters
Fuel System Capacity Listed in Owners Manual	64.35
Usable Capacity of "Standard Tank"	64.35
91 - 94% of Usable Capacity	58.55 - 60.48
Actual Amount of Stoddard Solvent Used	59.84

FUEL PUMP

The vehicle is equipped with an electric fuel pump.
The fuel pump is activated when the ignition is turned on.



VEHICLE FUEL TANK ASSEMBLY

TEST FLUID

Description	Value
Test Fluid Type	Stoddard Solvent
Test Fluid Specific Gravity	0.97
Test Fluid Kinematic Viscosity	
Test Fluid Color	Purple

DATA SHEET NO. 3 ... (CONTINUED)

PRE-TEST DATA

Test Vehicle: 1998 Ford Ranger 2-Door Truck

NHTSA No.: PW0204

Test Program: 70% Overlap Rear Impact

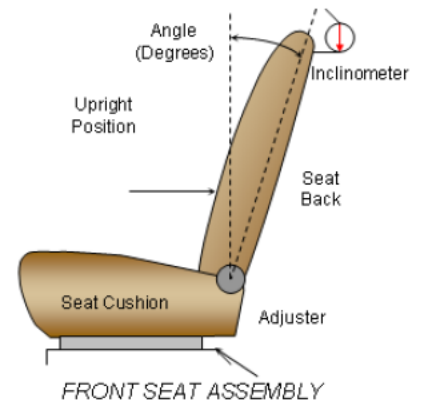
Test Date: 10/04/12

NOMINAL DESIGN RIDING POSITION

Seat back angle is measured at the headrest post using a digital inclinometer.

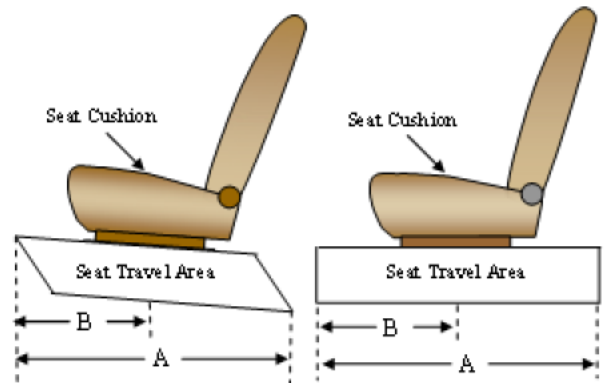
SEAT BACK ANGLE

Seating Position	Degrees
Driver Seat Back Angle	18.4
Passenger Seat Back Angle	18.4



SEAT FORE / AFT POSITIONING

The total seat travel is measured from the forward most possible position to the rear most possible position. The driver's seat is set to the middle of the fore-aft travel. The passenger's seat is set to the middle of the fore-aft travel.



SEAT FORE/AFT POSITIONS

Seating Position	Total Fore-Aft Travel	Placed in Position
Driver Seat	220 mm	110 mm
Passenger Seat	220 mm	110 mm

DATA SHEET NO. 3 ... (CONTINUED)

PRE-TEST DATA

Test Vehicle: 1998 Ford Ranger 2-Door Truck

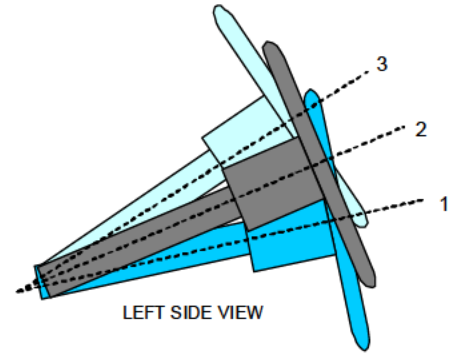
NHTSA No.: PW0204

Test Program: 70% Overlap Rear Impact

Test Date: 10/04/12

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when moved through its full range of motion. A digital inclinometer is used to measure a plate which is placed across the rim of the steering wheel for angular measurements. A tape measure is used to measure telescoping steering wheel travel.



STEERING COLUMN ASSEMBLY

STEERING COLUMN POSITIONING

	Degrees	Fore-Aft Position (mm)
Lowermost Position, No. 1		
Geometric Center Position, No. 2		
Uppermost Position, No. 3		
Telescoping Steering Wheel Travel		
Test Position		

¹ – Steering wheel was not adjustable

DATA SHEET NO. 4**MOVING BARRIER DATA**Test Vehicle: 1998 Ford Ranger 2-Door TruckNHTSA No.: PW0204Test Program: 70% Overlap Rear ImpactTest Date: 10/04/12**MOVING BARRIER TEST WEIGHT**

	Units	As Delivered Weights (UVW)		
		Front Axle	Rear Axle	Total
Left	kg	402.0	298.0	700.0
Right	kg	377.0	292.0	669.0
Ratio	%	56.9%	43.1%	100.0%
Total	kg	779.0	590.0	1369.0

MOVING BARRIER TIRE INFORMATION

Measured Parameter	Front	Rear
Recommended Tire Size	205/75R15	205/75R15
Tire Size on Vehicle	205/75R15	205/75R15
Tire Manufacturer	Pacemark	Pacemark
Tire Model	All Weather	All Weather
Treadwear	420	420
Traction	A	A
Temperature Grades	B	B
Tire Pressure - Front	220	220
Tire Pressure - Rear	220	220

MOVING BARRIER DIMENSIONS

Measurement Description	Length (mm)
Overall Width	1676
Overall Height	558
Honeycomb Depth	381
Overall Depth	483
Bottom Honeycomb to Bottom Bumper	51
Bumper Height	203
Ground to Top of MDB	787
Ground to Bottom of MDB	230
Ground to Bottom of Bumper	281
Ground to Top of Bumper	483

DATA SHEET NO. 5**POST-TEST DATA**

Test Vehicle: 1998 Ford Ranger 2-Door Truck NHTSA No.: PW0204
 Test Program: 70% Overlap Rear Impact Test Date: 10/04/12

Temperature at Time of Impact: 33.0°C Test Time: 3:36 PM
 VIN: 1FTYR10C3WUC

IMPACT VELOCITY DATA

Measured Parameter	Units	Value
Trap No. 1 Velocity (Primary)	km/h	79.66
Trap No. 2 Velocity (Redundant)	km/h	

IMPACT POINT LOCATION DATA

Measured Parameter	Units	Tolerance	Value
Vehicle Width	mm		1790
Vertical Impact Reference Line (Right of Vehicle Center Line)	mm		358
Actual Impact Point (Right of Vehicle Center Line)	mm		343
Horizontal Offset (+ right / - left)	mm	± 50 of Intended Impact Point	-15
Vertical Offset (+ down / - up)	mm	± 50 of Intended Impact Point	5

TARGET VEHICLE PRE- AND POST- TEST STRUCTURAL MEASUREMENTS

No.	Description	Pre-Test	Post-Test	Difference
1	Total Length at Centerline	4735	4255	-480
2	Total Length	4735	4578	-157
3	Total Width	1790	1947	157
4	Left Side Wheelbase	2833	2660	-173
5	Right Side Wheelbase	2833	2875	42

MAXIMUM STATIC CRUSH OF HONEYCOMB FACE

Vertical Location			From Centerline		Max. Crush (mm)
Row	Description	Height (mm)	Distance (mm)	Direction	
A	Center of Bumper	432	800	Right	139
B	Top of Bumper	533	800	Right	307
C	Mid Level	686	800	Right	305
D	Top of Stack	813	800	Right	341

² – Redundant Speed Trap failed

DATA SHEET NO. 5 ... (CONTINUED)**POST-TEST DATA**

Test Vehicle: 1998 Ford Ranger 2-Door Truck NHTSA No.: PW0204
Test Program: 70% Overlap Rear Impact Test Date: 10/04/12

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Front Door Opening	Remained closed and latched	Remained closed and latched
Rear Door Opening		
Hatch and other doors	Jammed Shut	

DATA SHEET NO. 6

FMVSS 301 DATA

Test Vehicle: 1998 Ford Ranger 2-Door Truck NHTSA No.: PW0204
Test Program: 70% Overlap Rear Impact Test Date: 10/04/12

FMVSS 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

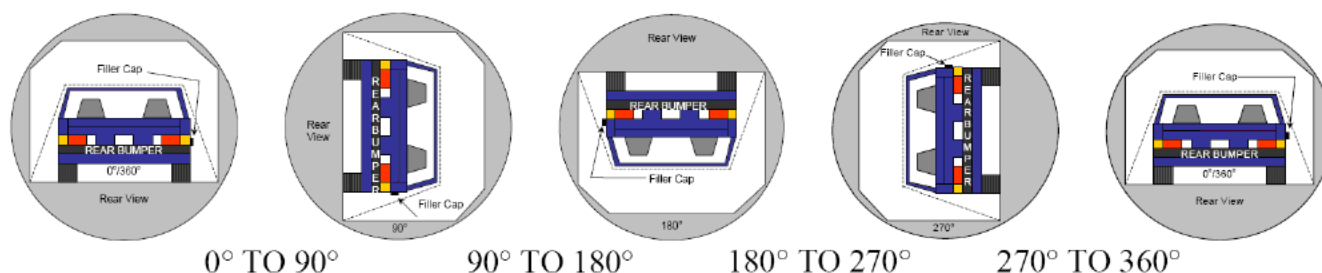
Stoddard Solvent Spillage Measurements

- A. From impact until vehicle motion ceases: 0 g
(Maximum allowable = 28 g)
- B. For the 5 minute period after motion ceases: 0 g
(Maximum allowable = 28 g)
- C. For the following 25 minutes: 0 g
(Maximum allowable = 28 g/minute)
- D. Spillage: No Stoddard Solvent leakage

DATA SHEET NO. 7
STATIC ROLLOVER TEST DATA

Test Vehicle: 1998 Ford Ranger 2-Door Truck
 Test Program: 70% Overlap Rear Impact

NHTSA No.: PW0204
 Test Date: 10/04/12



1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.
2. The position hold time at each position is 300 seconds (minimum).

Details of Stoddard solvent spillage: No Stoddard solvent spillage

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° To 90°	81	300	381
90° To 180°	83	300	383
180° To 270°	78	300	378
270° To 360°	80	300	380

FMVSS 301 SPILLAGE TABLE

Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° To 90°	0 g			
90° To 180°	0 g			
180° To 270°	0 g			
270° To 360°	0 g			

SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° To 90°	No Spillage
90° To 180°	No Spillage
180° To 270°	No Spillage
270° To 360°	No Spillage

APPENDIX A
PHOTOGRAPHS

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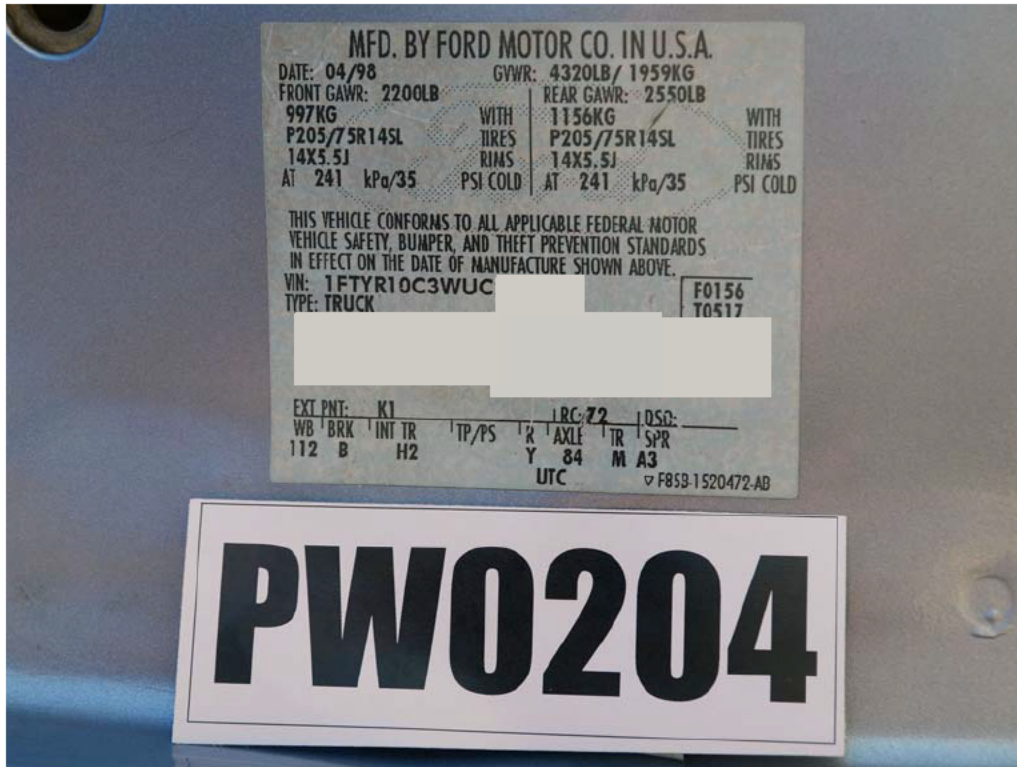


FIGURE 1. Vehicle Certification Label

Photograph Not Applicable

Vehicle Does Not Posses
A Vehicle Tire Placard

FIGURE 2. Vehicle Tire Placard



FIGURE 3. Pre-Test Front of Test Vehicle



FIGURE 4. Post-Test Front of Test Vehicle



FIGURE 5. Pre-Test Left Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 6. Post-Test Left Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 7. Pre-Test Left View of Test Vehicle



FIGURE 8. Post-Test Left View of Test Vehicle



FIGURE 9. Pre-Test Left Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 10. Post-Test Left Rear $\frac{3}{4}$ View of Test Vehicle

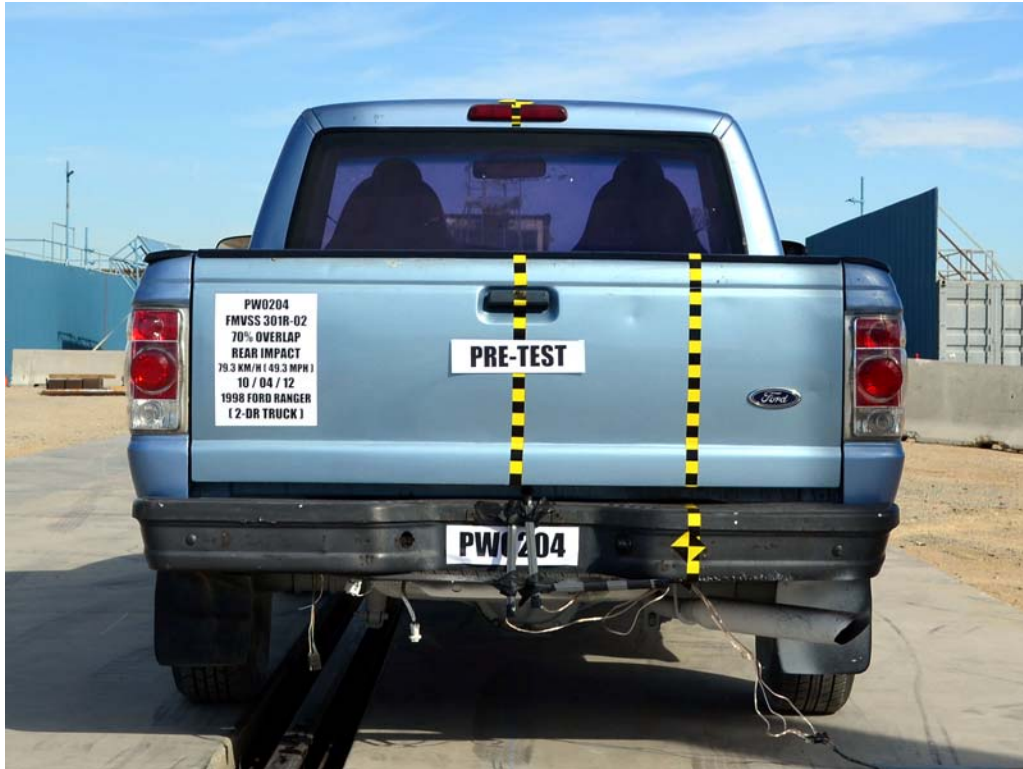


FIGURE 11. Pre-Test Rear View of Test Vehicle



FIGURE 12. Post-Test Rear View of Test Vehicle



FIGURE 13. Pre-Test Right Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 14. Post-Test Right Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 15. Pre-Test Right View of Test Vehicle



FIGURE 16. Post-Test Right View of Test Vehicle



FIGURE 17. Pre-Test Right Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 18. Post-Test Right Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 19. Pre-Test Underbody, Fuel Tank Location



FIGURE 20. Post-Test Underbody, Fuel Tank Location



FIGURE 21. Pre-Test Underbody, Fuel Filler Neck Location



FIGURE 22. Post-Test Underbody, Fuel Filler Neck Location



FIGURE 23. Pre-Test Underbody, Fuel Line Location



FIGURE 24. Post-Test Underbody, Fuel Line Location



FIGURE 25. Vehicle at 0° on Static Rollover Device



FIGURE 26. Vehicle at 90° on Static Rollover Device



FIGURE 27. Vehicle at 180° on Static Rollover Device

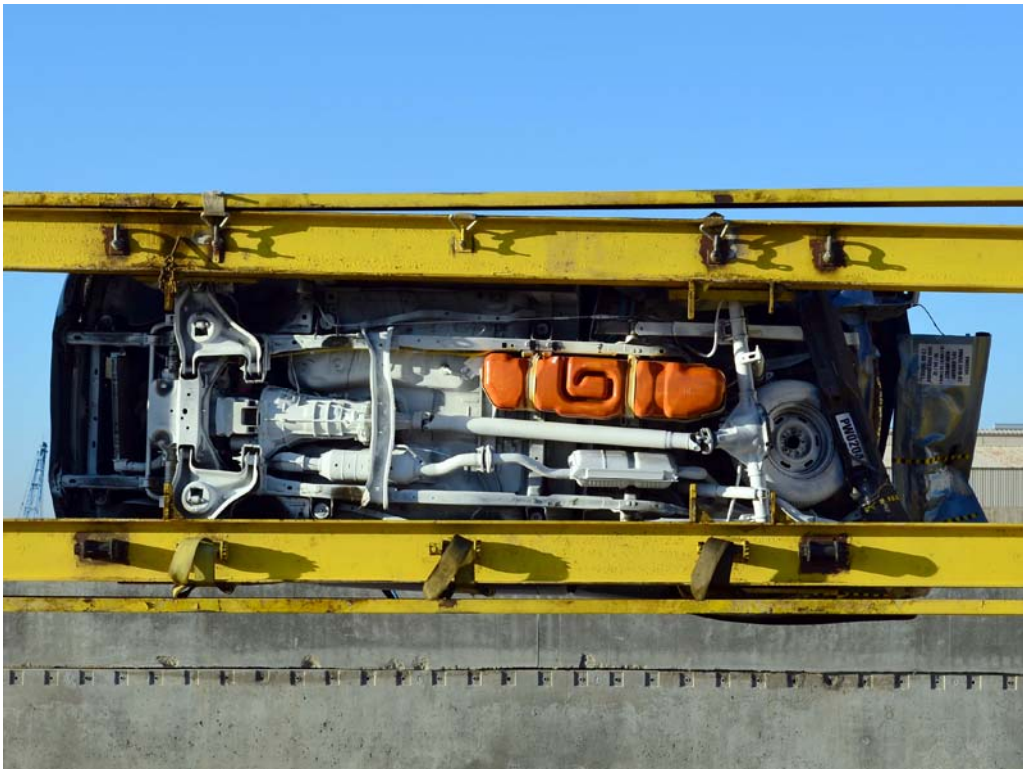


FIGURE 28. Vehicle at 270° on Static Rollover Device



FIGURE 29. Vehicle at 360° on Static Rollover Device

Photograph Not Applicable

No Stoddard
Solvent Leakage

FIGURE 30. Post-Test Stoddard Solvent Spillage Location View