

REPORT NUMBER: 208-MGA-2014-008

**VEHICLE SAFETY COMPLIANCE TESTING
FOR
FMVSS 208, OCCUPANT CRASH PROTECTION
FMVSS 212, WINDSHIELD MOUNTING
FMVSS 219, WINDSHIELD INTRUSION (PARTIAL)
FMVSS 301, FUEL SYSTEM INTEGRITY**

**FIAT GROUP AUTOS S.P.A.
2014 FIAT 500L MPV
NHTSA NO.: C20140301**

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TEST DATES: FEBRUARY 12, 2014 – JUNE 2, 2014

FINAL REPORT DATE: AUGUST 20, 2014

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-13-D-00313.

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FINAL REPORT ACCEPTED BY OVSC:

Accepted By:



Acceptance Date: August 20, 2014

Technical Report Documentation Page

1. Report No. 208-MGA-2014-008	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 208 Compliance Testing of a 2014 Fiat 500L NHTSA No.: C20140301		5. Report Date August 20, 2014	
		6. Performing Organization Code MGA	
7. Author(s) Jeff Lewandowski, Project Engineer		8. Performing Organization Report No. 208-MGA-2014-008	
9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105		10. Work Unit No.	
		11. Contract or Grant No. DTNH22-13-D-00313	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Enforcement Office of Vehicle Safety Compliance 1200 New Jersey Avenue, S.E., NVS-220 Washington, D.C. 20590		13. Type of Report and Period Covered 2/12/14 - 6/2/14	
		14. Sponsoring Agency Code NVS-220	
15. Supplementary Notes			
16. Abstract Compliance tests were conducted on the subject 2014 Fiat 500L in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP208-14 for the determination of FMVSS 208 compliance. Test failures identified were as follows: TEST FAILURES: The 2014 Fiat 500L (C20140301) driver's side occupant during the frontal impact test had a right femur load of 9430 N at 50.3 ms after barrier contact. Per FMVSS 208 S15.3.5, the force transmitted axially through each femur shall not exceed 6805 N (1530 lbs.).			
17. Key Words Frontal Impact 40 kmph Vehicle Safety Compliance Testing FMVSS 208, "Occupant Crash Protection" FMVSS 212, "Windshield Mounting" FMVSS 219, (partial), "Windshield Zone Intrusion" FMVSS 301, "Fuel System Integrity"		18. Distribution Statement Copies of this report are available from the following: U.S. Department of Transportation National Highway Traffic Safety Administration Technical Information Services (TIS), NPO-411 1200 New Jersey Avenue, S.E. (Room E12-100) Washington, DC 20590	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 416	22. Price

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SECTION 1
PURPOSE OF COMPLIANCE TESTS

This Federal Motor Vehicle Safety Standard 208 compliance test is part of a program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No.: DTNH22-13-D-00313. The purpose of this test was to determine whether the subject vehicle, a 2014 Fiat 500L, NHTSA No.: C20140301, meets certain performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219, "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity". The compliance test was conducted in accordance with OVSC Laboratory Test Procedure No.: TP208-14 dated April 16, 2008.

SECTION 2

TESTS PERFORMED

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Dates: 2/12/14 - 6/2/14

The following checked items indicate the tests that were performed:

X	1.	Rear seating position seat belts
X	2.	Air bag labels (S4.5.1)
X	3.	Readiness indicator (S4.5.2)
X	4.	Passenger air bag manual cut-off device (S4.5.4)
X	5.	Lap belt lockability (S7.1.1.5)
X	6.	Seat belt warning system (S7.3)
X	7.	Seat belt contact force (S7.4.3)
X	8.	Seat belt latch plate access (S7.4.4)
X	9.	Seat belt retraction (S7.4.5)
X	10.	Seat belt guides and hardware (S7.4.6)
	11.	Air bag suppression telltale (S19.2.2)
	12.	Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R)
	13.	Suppression tests with Newborn infant (Part 572, Subpart K)
	14.	Suppression tests with 3-year-old dummy
	15.	Suppression tests with 6-year-old dummy
	16.	Test of Reactivation of the passenger air bag system with an unbelted 5 th percentile female dummy
X	17.	Low risk deployment test with 12-month-old dummy (Part 572, Subpart R)
X	18.	Low risk deployment test with 3-year-old dummy (Part 572, Subpart P)
X	19.	Low risk deployment test with 6-year-old dummy (Part 572, Subpart N)
X	20.	Low risk deployment test with 5 th female dummy (Part 572, Subpart O)
X	21.	Impact Tests
		Frontal Oblique
		Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
		Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a)(1) or S5.1.2(b))
X		Frontal 0°
		Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a))
		Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a))
		Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
		Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
		Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
		X Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))
		X Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))
		40% Offset 0° Belted 5 th female dummy driver and passenger (0 to 40 kmph) (S18.1)
	22.	FMVSS 204 Indicant Test
X	23.	FMVSS 212 Test
X	24.	FMVSS 219 Indicant Test
X	25.	FMVSS 301 Frontal Test
	26.	FMVSS 305 Frontal Indicant Test

For the crash tests, the vehicle was instrumented with 8 accelerometers. The data from the vehicle and dummies were sampled at 10,000 samples per second and processed as specified in SAE J211/1 MAR95 and FMVSS 208, S4.13.

The dynamic tests were recorded using high-speed digital video.

The vehicle does not appear to meet all of the performance requirements to which it was tested. The 2014 Fiat 500L (C20140301) driver's side occupant during the frontal impact test had a right femur load of 9430 N at 50.3 ms after barrier contact. Per FMVSS 208 S15.3.5, the force transmitted axially through each femur shall not exceed 6805 N (1530 lbs.).

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Date: 4/30/14

12-Month-Old Low Risk Deployments

12-Month-Old SN 083 (Graco Snugride W/O Base – High Cinch) 4/30/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	47
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	73.1
Peak Nij (Ntf)	1.0	0.4
Time (ms)	NA	48.7
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	73.7
Peak Nij (Ncf)	1.0	0.4
Time (ms)	NA	50.2
Neck Tension	780 N	93
Neck Compression	960 N	316
Chest g	50 g	11

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

12-Month-Old SN 083 (Graco Snugride W/O Base - Low Cinch) 4/30/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	90
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	13.9
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	41.4
Peak Nij (Nce)	1.0	0.4
Time (ms)	NA	66.0
Peak Nij (Ncf)	1.0	0.5
Time (ms)	NA	24.7
Neck Tension	780 N	54
Neck Compression	960 N	505
Chest g	50 g	11

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Date: 5/8/14

12-Month-Old Low Risk Deployments

12-Month-Old SN 083 (Cosco Arriva W/O Base – High Cinch) 5/8/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	37
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	121.5
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	105.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	11.5
Peak Nij (Ncf)	1.0	0.5
Time (ms)	NA	24.0
Neck Tension	780 N	37
Neck Compression	960 N	478
Chest g	50 g	10

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

12-Month-Old SN 083 (Cosco Arriva W/O Base - Low Cinch) 5/8/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	20
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	105.7
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	15.4
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	76.0
Peak Nij (Ncf)	1.0	0.4
Time (ms)	NA	36.5
Neck Tension	780 N	48
Neck Compression	960 N	313
Chest g	50 g	13

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Date: 5/7/14 – 5/8/14

12-Month-Old Low Risk Deployments

12-Month-Old SN 083 (Britax Roundabout – High Cinch) 5/8/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	4
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	97.7
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	120.0
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	21.0
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	44.2
Neck Tension	780 N	138
Neck Compression	960 N	148
Chest g	50 g	10

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

12-Month-Old SN 083 (Britax Roundabout – Low Cinch) 5/7/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	112
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	16.4
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	2.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	19.6
Peak Nij (Ncf)	1.0	0.6
Time (ms)	NA	27.7
Neck Tension	780 N	35
Neck Compression	960 N	592
Chest g	50 g	21

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Dates: 4/28/14 - 4/29/14

3 Year-Old Low Risk Deployments

3 Year-Old SN 031 Position 1 (Chest On Instrument Panel) 4/29/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	19
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	43.1
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	26.1
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	0.1
Peak Nij (Ncf)	1.0	0.3
Time (ms)	NA	20.6
Neck Tension	1130 N	158
Neck Compression	1380 N	257
Chest g	55 g	15
Chest Displacement	34 mm	2

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 100 ms.

3 Year-Old SN 031 Position 2 (Head On Instrument Panel) 4/28/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	8
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	16.5
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	21.7
Peak Nij (Nce)	1.0	0.8
Time (ms)	NA	32.6
Peak Nij (Ncf)	1.0	0.2
Time (ms)	NA	100.0
Neck Tension	1130 N	17
Neck Compression	1380 N	1020
Chest g	55 g	6
Chest Displacement	34 mm	0

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 100 ms.

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Dates: 4/29/14

6 Year-Old Low Risk Deployments

6 Year-Old SN 155 Position 1 (Chest On Instrument Panel) 4/29/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	13
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	82.9
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	14.8
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	24.7
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	21.9
Neck Tension	1490 N	552
Neck Compression	1820 N	335
Chest g	60 g	8
Chest Displacement	40 mm	7

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 100 ms.

6 Year-Old SN 155 Position 2 (Head On Instrument Panel) 4/29/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	2
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	2.2
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	12.5
Peak Nij (Nce)	1.0	0.5
Time (ms)	NA	32.9
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	100.0
Neck Tension	1490 N	38
Neck Compression	1820 N	792
Chest g	60 g	6
Chest Displacement	40 mm	0

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 100 ms.

SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
Test Dates: 4/28/14

5th Percentile Female Low Risk Deployments

5th Percentile Female SN 124 Position 1 (Chin On Module) 4/28/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	13
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	96.6
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	11.2
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	244.9
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	238.5
Neck Tension	2070 N	529
Neck Compression	2520 N	27
Chest g	60 g	9
Chest Displacement	52 mm	2
Left Femur	6805 N	45
Right Femur	6805 N	59

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 245 ms.

5th Percentile Female SN 124 Position 2 (Chin On Rim) 4/28/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	16
Peak Nij (Nte)	1.0	0.4
Time (ms)	NA	12.3
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	28.8
Peak Nij (Nce)	1.0	0.2
Time (ms)	NA	18.4
Peak Nij (Ncf)	1.0	0.2
Time (ms)	NA	25.8
Neck Tension	2070 N	905
Neck Compression	2520 N	161
Chest g	60 g	27
Chest Displacement	52 mm	23
Left Femur	6805 N	17
Right Femur	6805 N	22

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 245 ms.

SECTION 3

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Date: 6/2/14

40 kmph Frontal Crash

Impact Angle:	0°			
Belted Dummies:		Yes	X	No

Speed Range:		0 to 40 kmph	X	32 to 40 kmph
		0 to 48 kmph		0 to 56 kmph

Test Speed (kmph):	39.8	Test Weight (kg):	1597.6
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Driver Dummy:	X	5 th female		50 th male
Passenger Dummy:	X	5 th female		50 th male

5th Percentile Female Frontal Crash Test Vehicles certified to S16.1 (a) (1), S16.1 (a) (2), S16.1 (b), or S18.1

Injury Criteria	Max. Allowable Injury Assessment Values	Driver	Passenger
HIC15	700	134	204
N _{te}	1.0	0.8	0.4
N _{tf}	1.0	0.1	0.2
N _{ce}	1.0	0.5	0.3
N _{cf}	1.0	0.1	0.1
Neck Tension	2620 N	1646	852
Neck Compression	2520 N	283	314
Chest g	60 g	43	32
Chest Displacement	52 mm	18	3
Left Femur	6805 N	2362	3502
Right Femur	6805 N	9340	4914

SECTION 4

DISCUSSION OF TESTS

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
Test Dates: 2/12/14 - 6/2/14

The 2014 Fiat 500L (C20140301) driver's side occupant during the frontal impact test had a right femur load of 9430 N at 50.3 ms after barrier contact. Per FMVSS 208 S15.3.5, the force transmitted axially through each femur shall not exceed 6805 N (1530 lbs.).

The post crash FMVSS 301 "Fuel System Integrity" static rollover was not performed at the request of the COTR.

The 12-month-old Graco Snugride W/O Base Low Cinch Low Risk Deployment test conducted on April 30, 2014 broke the windshield. The windshield was replaced with a new OEM windshield prior to continuing with the remaining four CRABI air bag deployments.

There was no valid data after 25 ms on the Top of Engine (X) accelerometer during the frontal impact test.

There was no valid data after 38 ms on the Bottom of Engine (X) accelerometer during the frontal impact test.

SECTION 5
TEST DATA SHEETS

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
Test Dates: 2/12/14 - 6/2/14

DATA SHEET 1
COTR VEHICLE WORK ORDER

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
Test Dates: 2/12/14 - 6/2/14

COTR Signature: 

Test to be performed for this vehicle are checked below:

☒	1.	Rear Seating Position Seat Belts
☒	2.	Air Bag Labels (S4.5.1)
☒	3.	Readiness Indicator (S4.5.2)
☒	4.	Passenger Air Bag Manual Cut-off Device (S4.5.4)
☒	5.	Lap Belt Lockability (S7.1.1.5)
☒	6.	Seat Belt Warning System (S7.3)
☒	7.	Seat Belt Contact Force (S7.4.3)
☒	8.	Seat Belt Latch Plate Access (S7.4.4)
☒	9.	Seat Belt Retraction (S7.4.5)
☒	10.	Seat Belt Guides and Hardware (S7.4.6)
☐	11.	Air bag suppression telltale (S19.2.2)
☐	12.	Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) using the following indicated child restraints (mid-height seat position):
Section B – Rear Facing (unbelted and belted rear facing, unbelted forward facing)		
☐	Century Smart Fit 4543	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Cosco Arriva 22-013	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Evenflo Discovery Adjust Right 212	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Graco Infant 8457	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Graco Snugride 8645	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Peg Perego	☐ Full Rearward ☐ Mid Position ☐ Full Forward
Section C – Convertible (unbelted and belted rear facing, unbelted and belted forward facing)		
☐	Britax Roundabout E9L02	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Cosco High Back Booster 22-209	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Cosco Summit Deluxe 22-262	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Cosco Touriva 02519	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Evenflo Generations 352	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Evenflo Medallion 254	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Evenflo Tribute V 379	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Graco ComfortSport	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Graco Platinum Cargo	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	Graco Safeseat Step 2	☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	13.	Suppression tests with newborn infant (Part 572, Subpart K) using the following indicated child restraints (mid-height seat position):
Section A – Car Bed (Belted)		
☐	Angel Guard Angel Ride	☐ Full Rearward ☐ Mid Position ☐ Full Forward

14.	Suppression tests with 3-year-old dummy (Part 572, Subpart P) using the following indicated child restraints where a child restraint is required (mid-height seat position):			
	Section C – Convertible (Belted forward-facing)			
	Britax Roundabout E9L02	Full Rearward	Mid Position	Full Forward
	Cosco High Back Booster 22-209	Full Rearward	Mid Position	Full Forward
	Cosco Summit Deluxe 22-262	Full Rearward	Mid Position	Full Forward
	Cosco Touriva 02519	Full Rearward	Mid Position	Full Forward
	Evenflo Generations 352	Full Rearward	Mid Position	Full Forward
	Evenflo Medallion 254	Full Rearward	Mid Position	Full Forward
	Evenflo Tribute V 379	Full Rearward	Mid Position	Full Forward
	Graco ComfortSport	Full Rearward	Mid Position	Full Forward
	Graco Platinum Cargo	Full Rearward	Mid Position	Full Forward
	Graco Safeseat Step 2	Full Rearward	Mid Position	Full Forward
	Section D – Toddler/Belt Positioning Booster (Belted)			
	Britax Roadster 9004	Full Rearward	Mid Position	Full Forward
	Cosco High Back Booster 22-209	Full Rearward	Mid Position	Full Forward
	Cosco Summit Deluxe 22-262	Full Rearward	Mid Position	Full Forward
	Evenflo Generations 352	Full Rearward	Mid Position	Full Forward
	Evenflo Right Fit 245	Full Rearward	Mid Position	Full Forward
	Graco Platinum Cargo	Full Rearward	Mid Position	Full Forward
15.	Suppression tests with representative 3-year-old child using the following indicated child restraints where a child restraint is required (mid-height position). (Appendix H, Data Sheet 19H and 20H)			
	Section C – Convertible (Belted forward-facing)			
	Britax Roundabout E9L02	Full Rearward	Mid Position	Full Forward
	Cosco High Back Booster 22-209	Full Rearward	Mid Position	Full Forward
	Cosco Summit Deluxe 22-262	Full Rearward	Mid Position	Full Forward
	Cosco Touriva 02519	Full Rearward	Mid Position	Full Forward
	Evenflo Generations 352	Full Rearward	Mid Position	Full Forward
	Evenflo Medallion 254	Full Rearward	Mid Position	Full Forward
	Evenflo Tribute V 379	Full Rearward	Mid Position	Full Forward
	Graco ComfortSport	Full Rearward	Mid Position	Full Forward
	Graco Platinum Cargo	Full Rearward	Mid Position	Full Forward
	Graco Safeseat Step 2	Full Rearward	Mid Position	Full Forward
	Section D – Toddler/Belt Positioning Booster (Belted)			
	Britax Roadster 9004	Full Rearward	Mid Position	Full Forward
	Cosco High Back Booster 22-209	Full Rearward	Mid Position	Full Forward
	Cosco Summit Deluxe 22-262	Full Rearward	Mid Position	Full Forward
	Evenflo Generations 352	Full Rearward	Mid Position	Full Forward
	Evenflo Right Fit 245	Full Rearward	Mid Position	Full Forward
	Graco Platinum Cargo	Full Rearward	Mid Position	Full Forward

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

☐	19.	Suppression tests with representative 6-year-old child using the following indicated child restraints where a child restraint is required (mid-height seat position):
		Section D
☐		Britax Roadster 9004 ☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Cosco High Back Booster 22-209 ☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Cosco Summit Deluxe 22-262 ☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Evenflo Generations 352 ☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Evenflo Right Fit 245 ☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Graco Platinum Cargo ☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	20.	Suppression tests with 6-year-old dummy (Part 572, Subpart N) in the following positions (mid-height seat position):
☐		Sitting on seat with back against seat back (S22.2.2.1)
☐		☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Sitting on seat with back against reclined seat back (S22.2.2.2)
☐		☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
☐		☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Sitting back in the seat and leaning on the right front passenger door (S24.2.3)
☐		☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐	21.	Suppression tests with representative 6-year-old child in the following positions (mid-height seat position):
☐		Sitting on seat with back against seat back (S22.2.2.1)
☐		☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Sitting on seat with back against reclined seat back (S22.2.2.2)
☐		☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Sitting on seat edge, spine vertical, hands by the child's side (S22.2.2.4)
☐		☐ Full Rearward ☐ Mid Position ☐ Full Forward
☐		Sitting back in the seat and leaning on the right front passenger door (S24.2.3)
☐	22.	Test of Reactivation of the Passenger Air Bag System with an Unbelted 5 th percentile female dummy (S20.3, 22.3, S24.3) (mid-height seat position). Perform this test after the following suppression tests: <u>After each restraint.</u>
☐	23.	Test of Reactivation of the Passenger Air Bag System with a representative 5 th percentile female (S20.3, 22.3, S24.3) (mid-height seat position). Perform this test after the following suppression tests:
☒	24.	Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) using the following indicated child restraints (full forward, mid-height seat position)(S20.4):
		Section B
☐		Century Smart Fit 4543
☒		Cosco Arriva 22-013
☐		Evenflo Discovery Adjust Right 212
☐		Graco Infant 8457
☒		Graco Snugride 8645
☐		Peg Perego
		Section C
☒		Britax Roundabout E9L02
☐		Cosco Touriva 02519
☐		Evenflo Medallion 254
☐		Evenflo Tribute V 379
☐		Graco ComfortSport

X	25.	Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) in the following positions:
	X	Position 1 (rearmost, lowest seat position)
	X	Position 2 (mid-height seat position)
X	26.	Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) in the following positions:
	X	Position 1(rearmost, lowest seat position)
	X	Position 2 (mid-height seat position)
X	27.	Low risk deployment test with 5 th female dummy (Part 572, Subpart O) in the following positions:
	X	Position 1 (mid-height seat position)
	X	Position 2 (mid-height seat position)
X	28.	Impact Tests
		Frontal Oblique Impact Angle: Test Speed:
		Belted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
		Unbelted 50 th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a)(2) or S5.1.2(b))
X		Frontal 0° - Test Speed: 39.8 kmph
		Belted 50 th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 50 th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
		Belted 5 th female dummy driver (0 to 48 kmph) (S16.1(a)(1))
		Belted 5 th female dummy passenger (0 to 48 kmph) (S16.1(a)(1))
		Belted 5 th female dummy driver and passenger (0 to 56 kmph) (S16.1(a)(2))
		Belted 50 th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
		Unbelted 50 th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1))
		Unbelted 50 th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
		Unbelted 50 th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
	X	Unbelted 5 th female dummy driver (32 to 40 kmph) (S16.1(b))
	X	Unbelted 5 th female dummy passenger (32 to 40 kmph) (S16.1(b))
		40% Offset 0° Belted 5 th female dummy driver and passenger (0 to 40 kmph) (S18.1) Test Speed:
	29.	FMVSS 204 Indicant Test
X	30.	FMVSS 212 Test
X	31.	FMVSS 219 Indicant Test
X	32.	FMVSS 301 Frontal Test

DATA SHEET 2
REPORT OF VEHICLE CONDITION

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
Test Dates: 2/12/14-6/2/14

CONTRACT NO.: DTNH22-13-D-00313

Date: 6/9/2014

FROM (Lab and rep name): MGA Research Corporation

TO: NHTSA, OVSC, NVS-220

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

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2014 Fiat 500L MPV

MANUFACTURE DATE: 4/13

NHTSA NO. C20140301 GVWR: 1950 kg (4299 lbs)

BODY COLOR: Rosso (Red) GAWR (Fr): 1050 kg (2315 lbs)

VIN: ZFBCFAAH4EZ002152 GAWR (Rr): 915 kg (2017 lbs)

ODOMETER READINGS: ARRIVAL (miles): 84 DATE: 11/5/13

COMPLETION (miles): 93 DATE: 6/2/14

PURCHASE PRICE: (\$) 19,187

DEALER'S NAME: Palmen Fiat
5309 75th St, Kenosha, WI 53142

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

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

Comments: _____

REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

LIST OF FMVSS TESTS PERFORMED BY THIS LAB: FMVSS 208, 212, 219, 301
VEHICLE: 2014 Fiat 500L NHTSA NO.: C20140301
REMARKS:

Equipment that is no longer on the test vehicle as noted on previous page:
Hub Caps, Right Rear Tail Light, Flat Tire Kit, Cargo Divider, Cargo Sill Trim, Cargo Area Cover

Explanation for equipment removal:
Components removed for instrumentation installation and to meet target weight.

Test Vehicle Condition:
25 mph frontal impact damage- front suspension & structure damaged, hood & front quarter panels damaged, radiator damaged, air bags, Stoddard in fuel system

RECORDED BY: Jeff Lewandowski DATE: 6/9/2014
APPROVED BY: David Winkelbauer DATE: 6/9/2014

#####

RELEASE OF TEST VEHICLE

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

Date: Time: Odometer:
Lab Rep's Signature:
Title:
Carrier/Customer Rep:
Date:

DATA SHEET 3

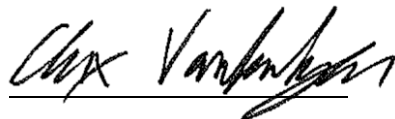
CERTIFICATION LABEL AND TIRE PLACARD INFORMATION

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Alex Vanderheyden

NHTSA No.: C20140301
 Test Date: 6/2/14

Certification Label (Part 567)	
Manufacturer:	FIAT GROUP AUTOMOBILES S.P.A.
Date of Manufacture:	4/13
VIN:	ZFBCFAAH4EZ002152
Vehicle Certified As (Pass. Car/MPV/Truck/Bus):	MPV
Front Axle GVWR:	1050 kg (2315 lbs)
Rear Axle GVWR:	915 kg (2017 lbs)
Total GVWR:	1950 kg (4299 lbs)

Tire Placard for Motor Vehicles with GVWR of 10,000 lb or Less and Passenger Cars (571.110)	
Vehicle Capacity Weight:	390 kg (860 lbs)
Designated Seating Capacity Front:	2
Designated Seating Capacity Rear:	3
Total Designated Seating Capacity:	5
Recommended Cold Tire Inflation Pressure Front:	240 kpa (35 psi)
Recommended Cold Tire Inflation Pressure Rear:	230 kpa (33 psi)
Recommended Tire Size:	P205/55R16
Tire Size on Vehicle:	P205/55R16

Signature: 

Date: 6/2/14

DATA SHEET 4
REAR SEATING POSITION SEAT BELTS

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Mat Thompson

NHTSA No.: C20140301
Test Date: 2/12/14

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

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

REMARKS:

Signature: 

Date: 2/12/14

DATA SHEET 5
AIR BAG LABELS (S4.5.1)

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Mat Thompson

NHTSA No.: C20140301
Test Date: 2/12/14

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

- ☒ 2.4 Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.5 Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to ensure maximum safety protection for those occupants?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.6 Explain that no objects should be placed over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate?
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7 Is the vehicle certified to meet the requirements of S14.5, S15, S17, S19, S21, S23, and S25? (Obtain answer to this question from the COTR) (S4.5.1(f)(2))
☒ Yes – (Go to 2.7.1)
☐ No – (Go to 3.)
- ☒ 2.7.1 Explain the proper functioning of the advanced air bag system? (S4.5.1(f)(2))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.2 Provide a summary of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.3 Present and explain the main components of the advanced passenger air bag system? (S4.5.1(f)(2)(i))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.4 Explain how the components function together as part of the advanced passenger air bag system? (S4.5.1(f)(2)(ii))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.5 Contain the basic requirements for proper operation, including an explanation of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2)(iii))
☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.6 Is the vehicle certified to the requirements of S19.2, S21.2, or 23.2 (automatic suppression)?
☐ Yes, continue with 2.7.6
☒ No, go to 2.7.7
- ☐ 2.7.6.1 Contain a complete description of the passenger air bag suppression system installed in the vehicle, including a discussion of any suppression zone? (S4.5.1(f)(2)(iv))
☐ Yes – Pass
☐ No – Fail
- ☐ 2.7.6.2 Discuss the telltale light, specifying its location in the vehicle and explaining when the light is illuminated?
☐ Yes – Pass
☐ No – Fail

- ☒ 2.7.7 Explain the interaction of the advanced passenger air bag system with other vehicle components, such as seat belts, seats or other components? (S4.5.1(f)(2)(v))
- ☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.8 Summarize the expected outcomes when child restraint systems, children and small teenagers or adults are both properly and improperly positioned in the passenger seat, including cautionary advice against improper placement of child restraint systems? (S4.5.1(f)(2)(vi))
- ☒ Yes – Pass
☐ No – Fail
- ☒ 2.7.9 Provide information on how to contact the vehicle manufacturer concerning modifications for persons with disabilities that may affect the advanced air bag system? (S4.5.1(f)(2)(vii))
- ☒ Yes – Pass
☐ No – Fail
- ☒ 3. Sun Visor Air Bag Warning Label (S4.5.1(b)): Vehicles certified to meet the requirements of S19, S21 and S23. (S4.5.1(b)(3))
- ☒ 3.1 Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(b)(3)) (3/19/01 legal interpretation to Todd Mitchell)
- ☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail

- ☒ 3.2 Does the label conform in content to the label shown in Figure 11 at each front outboard seating position? (S4.5.1(b)(2)) **(Vehicles without back seats or the back seat is too small to accommodate a rear-facing child restraint may omit the statement: “Never put a rear-facing child seat in the front.” (S4.5.1(b)(3)(v)))**



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



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

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

- ☒ 3.5 Is the message area at least 30 cm²? (S4.5.1(b)(3)(ii))
The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label. The top edge of the pictogram area is defined by a horizontal line midway between the uppermost edge of the pictogram and the lowermost edge of the text. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
 Driver Side: Length 89 mm, Width 41 mm
 Passenger Side: Length 89 mm, Width 41 mm
 Driver actual message area 36.5 cm²
 Passenger actual message area 36.5 cm²
- ☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.6 Is the pictogram black on a white background? (S4.5.1(b)(3)(iii))
- ☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.7 Is the pictogram at least 30 mm in length? (S4.5.1(b)(3)(iii))
 Driver side: Length: 35 mm
 Passenger side: Length: 35 mm
- ☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.8 Is the same side of the sun visor that contains the air bag warning label free of other information with the exception of the air bag maintenance label and/or the rollover-warning label? (S4.5.1(b)(5)(i))
- ☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.9 Is the sun visor free of other information about air bags or the need to wear seat belts with the exception of the air bag alert label and/or the rollover-warning label? (S4.5.1(b)(5)(ii))
- ☒ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☒ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 3.10 Does the driver side visor contain a rollover-warning label on the same side of the visor as the air bag warning label?
 ___ Yes (go to 3.10.1)
☒ No (go to 4., skipping 3.10.1 through 3.10.3)
- ☐ 3.10.1 Are both the rollover-warning label and the air bag warning label surrounded by a continuous solid-lined border?
 ___ Yes (go to 3.10.2 and skip 3.10.3)
 ___ No (go to 3.10.3 and skip 3.10.2)

- ☐ 3.10.2 Is the shortest distance from the border of the rollover label to the border of the air bag warning label at least 1 cm? (575.105 (d)(1)(iv)(B))
 _____ actual distance
 ___Yes-Pass ___No-FAIL
- ☐ 3.10.3 Is the shortest distance from any of the lettering or graphics on the rollover-warning label to any of the lettering or graphics of the air bag warning label at least 3 cm? (575.105 (d)(1)(iv)(A))
 _____ actual distance
 Yes-Pass ___No-FAIL
- ☒ 4. Air Bag Alert Label (S4.5.1(c) (A "Rollover Warning Label" or "Rollover Alert Label" may be on the same side of the driver's sun visor as the "Air Bag Alert Label." 575.105(d))
- ☒ 4.1 Is the Sun Visor Warning Label visible when the sun visor is in the stowed position?
☒ **If yes for driver and passenger, go to 5.**
☐ Driver Side, Yes
☐ Driver Side, No
☐ Passenger Side, Yes
☐ Passenger Side, No
- ☐ 4.2 Is the air bag alert label permanently affixed (including permanent marking on the visor material or molding into the visor material) to the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(c)) (3/19/01 legal interpretation to Todd Mitchell)
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☐ 4.3 Is the air bag alert label visible when the visor is in the stowed position? (S4.5.1(c))
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☐ 4.4 Does the label conform in content to the label shown in Figure 6C? (S4.5.1(c))

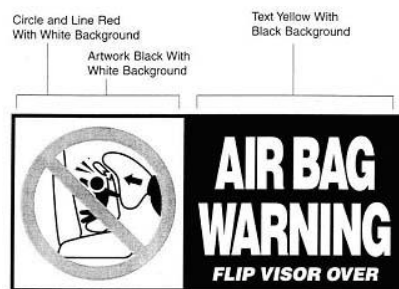


Figure 6C. Sun Visor Label Visible When Visor is in Up Position.

- ☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☐ 4.5 Is the message area black with yellow text? (S4.5.1(c)(1))
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail

- ☐ 4.6 Is the message area at least 20 cm²? (S4.5.1(c)(1)) **The message area consists of the black part of the label.**
 Driver Side: Length _____, Width _____
 Passenger Side: Length _____, Width _____
 Actual message area _____ cm²
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☐ 4.7 Is the pictogram black with a red circle and slash on a white background? (S4.5.1(c)(2))
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☐ 4.8 Is the pictogram at least 20 mm in diameter? (S4.5.1(c)(2))
 Driver Side: Diameter _____ mm
 Passenger Side: Diameter _____ mm
☐ Driver Side, Yes – Pass
☐ Driver Side, No – Fail
☐ Passenger Side, Yes – Pass
☐ Passenger Side, No – Fail
- ☒ 5. Label on the Dashboard: Vehicles certified to meet the requirements of S19, S21 and S23?
- ☒ 5.1 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(3))
☐ Yes – Pass **The label was missing and it could not be determined when it was removed. Therefore it was not evaluated.**
☐ No – Fail
- ☐ 5.2 Is the label clearly visible from all front seating positions? (S4.5.1(e)(3))
☐ Yes – Pass
☐ No – Fail
- ☐ 5.3 Does the label conform in content to the label shown in Figure 12? (S4.5.1(e)(3))
Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” Vehicles without back seats or too small to accommodate a rear-facing child restraint consistent with S4.5.4.1 as determined in DATA SHEET 7 may omit the statement “Never put a rear-facing child seat in the front.” (S4.5.1(e)(3)(iii))
☐ Yes – Pass
☐ No – Fail

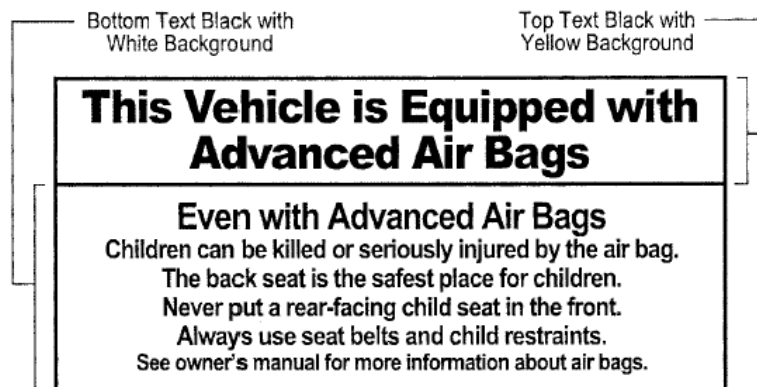


Figure 12. Removable Label on Dash.

- ☐ 5.4 Is the heading area yellow with black text? (S4.5.1(e)(3)(i))
☐ Yes – Pass
☐ No - Fail
- ☐ 5.5 Is the message white with black text? (S4.5.1(e)(3)(ii))
☐ Yes – Pass
☐ No - Fail
- ☐ 5.6 Is the message area at least 30 cm²? (S4.5.1(e)(3)(ii)) **The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)**
Length ____cm, Width ____cm
Actual message area ____ cm²
☐ Yes – Pass
☐ No - Fail

I certify that I have read and performed each instruction.

Signature: 

Date: 2/12/14

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

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Mat Thompson

NHTSA No.: C20140301
Test Date: 2/12/14

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

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

REMARKS:

I certify that I have read and performed each instruction.

Signature:  Date: 2/12/14

DATA SHEET 7

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

- ☐ 3.7.2.2 Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the front seat.
- ____ mm distance
- ____ less than 720 mm – Pass
- ____ more than 720 mm - **FAIL**
- Go to 4
- ☐ 4. Does the device turn the air bag on and off using the vehicle's ignition key? (S4.5.4.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 5. Is the on-off device separate from the ignition switch? (S4.5.4.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 6. Is there a telltale light that comes on when the passenger air bag is turned off? (S4.5.4.2)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 7. Telltale light (S4.5.4.3)
- ☐ 7.1 Is the light yellow? S4.5.4.3(a))
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 7.2 Are the words "PASSENGER AIR BAG OFF" or "PASS AIR BAG OFF" (S4.5.4.3(b))
- ☐ 7.2.1 on the telltale?
- ☐ Yes – Pass, go to 7.3
- ☐ No – go to 7.2.2
- ☐ 7.2.2 within 25 mm of the telltale?
- Measurement from the edge of the telltale light (mm):
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 7.3 Does the telltale remain illuminated while the air bag is turned off? (S4.5.4.3(c)) (Leave the air bag off for 5 minutes.)
- ☐ Yes – Pass
- ☐ No – Fail
- ☐ 7.4 Is the telltale illuminated while the air bag is turned on? (S4.5.4.3(d))
- ☐ Yes – Fail
- ☐ No – Pass
- ☐ 7.5 Is the telltale combined with the air bag readiness indicator? (S4.5.4.3(e))
- ☐ Yes – Fail
- ☐ No – Pass
- ☐ 8. Owner's Manual
- ☐ 8.1 Does the owner's manual contain complete instructions on the operation of the on-off switch? (S4.5.4.4(a))
- ☐ Yes – Pass
- ☐ No – Fail

☐ 8.2 Does the owner's manual contain a statement that the on-off switch should only be used when a member of one of the following risk groups is occupying the right front passenger seating position? (S4.5.4.4(b))

Infants: there is no back seat
the rear seat is too small to accommodate a child restraint
there is a medical condition that must be monitored constantly
Children aged 1 to 12: there is no back seat
space is not always available in the rear seat
there is a medical condition that must be monitored constantly
Medical condition: medical risk causes special risk for passenger
greater risk for harm than with the air bag on

☐ Yes – Pass

☐ No – Fail

☐ 8.3 Does the owner's manual contain a warning about the safety consequences of using the on-off switch at other times?

☐ Yes – Pass

☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: Matthew Thompson

Date: 2/12/14

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Mat Thompson

NHTSA No.: C20140301
Test Date: 2/12/14

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

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

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

- ☒ 11. Readjust the belt system so that the webbing between points A and B is at $\frac{1}{2}$ the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: 43 $\frac{1}{2}$ inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 43 $\frac{1}{2}$ inches (S7.1.1.5(c)(6))
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled.
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: 27 inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 27 inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
 $14 - 13 = 43 \frac{1}{2} - 43 \frac{1}{2} = 0$ inches;
 $18 - 17 = 27 - 27 = 0$ inches
- ☒ Yes – Pass
☐ No – Fail

- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
- ☒ $10-14 = 76 \frac{1}{2} - 43 \frac{1}{2} = 33$ inches;
☒ $10-18 = 76 \frac{1}{2} - 27 = 49 \frac{1}{2}$ inches
- ☒ Yes – Pass
☐ No – Fail

REMARKS:

Signature: *Matthew Thompson* Date: 2/12/14

I certify that I have read and performed each instruction.

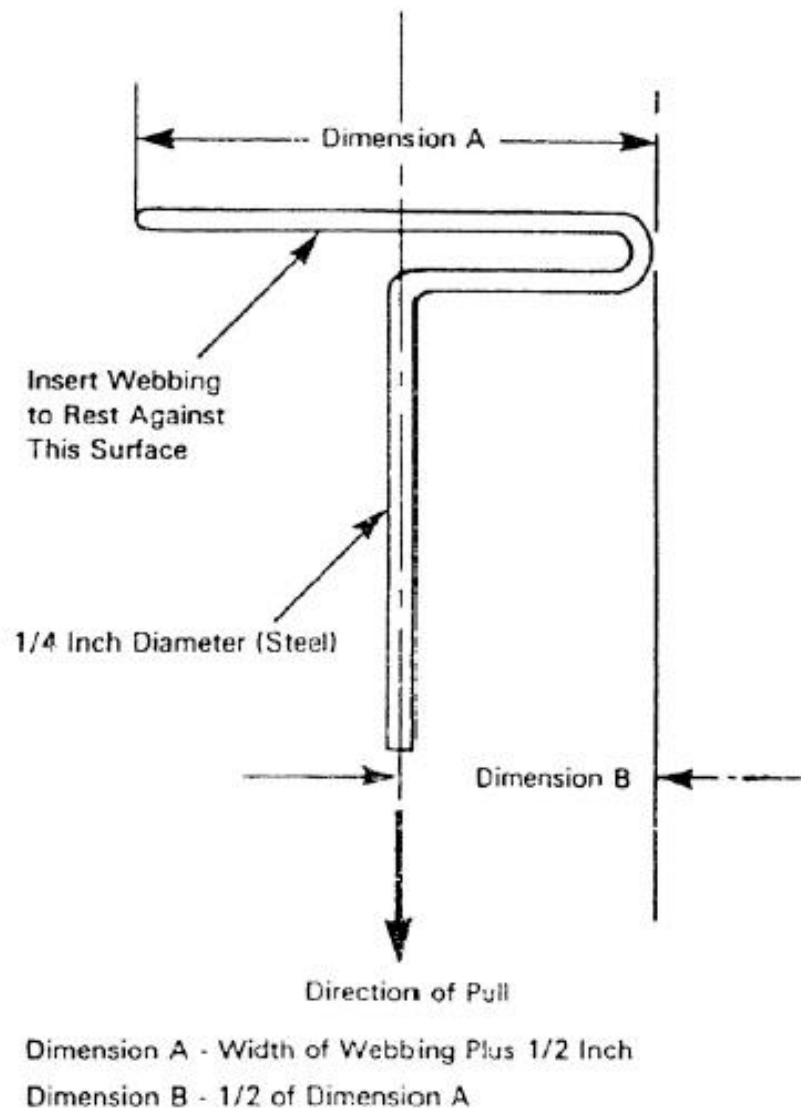


Figure 5. - Webbing Tension Pull Device

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Mat Thompson

NHTSA No.: C20140301
Test Date: 2/12/14

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

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

- | | | |
|-------------------------------------|-----|---|
| ☐ | | N/A – No retractor is at this position |
| ☐ | | N/A – The retractor is an automatic locking retractor ONLY |
| ☒ | 1. | Record test fore-aft seat position: REAR
(S7.1.1.5(c)(1)) (Any position is acceptable) |
| ☒ | 2. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle.
(S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 3. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 4. | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| | | ☒ N/A The anchorage is not adjustable. |
| ☒ | 5. | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | 8. | Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing? |
| | | ☒ Yes (go to 8.1) |
| | | ☐ No (go to 9) |
| ☒ | 8.1 | Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 9. | Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1)) |
| ☒ | 10. | Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | | Measured distance between A and B (inches): <u>72</u> |

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

- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
- ☒ $10-14 = 72 - 38 \frac{1}{2} = 33 \frac{1}{2}$ inches;
- ☒ $10-18 = 72 - 18 \frac{1}{4} = 53 \frac{3}{4}$ inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

Signature:  Date: 2/12/14

I certify that I have read and performed each instruction.

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Mat Thompson

NHTSA No.: C20140301
Test Date: 2/12/14

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

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

- | | | |
|-------------------------------------|-----|---|
| ☐ | | N/A – No retractor is at this position |
| ☐ | | N/A – The retractor is an automatic locking retractor ONLY |
| ☒ | 1. | Record test fore-aft seat position: REAR
(S7.1.1.5(c)(1)) (Any position is acceptable) |
| ☒ | 2. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle.
(S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 3. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 4. | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| | | ☒ N/A The anchorage is not adjustable. |
| ☒ | 5. | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | 8. | Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing? |
| | | ☒ Yes (go to 8.1) |
| | | ☐ No (go to 9) |
| ☒ | 8.1 | Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 9. | Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1)) |
| ☒ | 10. | Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | | Measured distance between A and B (inches): <u>70 ½</u> |

- ☒ 11. Readjust the belt system so that the webbing between points A and B is at $\frac{1}{2}$ the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: $32 \frac{1}{2}$ inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: $33 \frac{1}{2}$ inches (S7.1.1.5(c)(6))
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled.
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: $7 \frac{7}{8}$ inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: $8 \frac{1}{4}$ inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
 $14 - 13 = 33 \frac{1}{2} - 32 \frac{1}{2} = 1$ inch
 $18 - 17 = 8 \frac{1}{4} - 7 \frac{7}{8} = \frac{3}{8}$ inch
- ☒ Yes – Pass
☐ No – Fail

- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
- ☒ $10-14 = 70 \frac{1}{2} - 33 \frac{1}{2} = 37$ inches;
- ☒ $10-18 = 70 \frac{1}{2} - 8 \frac{1}{4} = 62 \frac{1}{4}$ inches
- ☒ Yes – Pass
- ☐ No – Fail

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

DATA SHEET 8

LAP BELT LOCKABILITY

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

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Mat Thompson

NHTSA No.: C20140301
Test Date: 2/12/14

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

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

- | | | |
|-------------------------------------|-----|---|
| ☐ | | N/A – No retractor is at this position |
| ☐ | | N/A – The retractor is an automatic locking retractor ONLY |
| ☒ | 1. | Record test fore-aft seat position: REAR
(S7.1.1.5(c)(1)) (Any position is acceptable) |
| ☒ | 2. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle.
(S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 3. | Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 4. | Place any adjustable seat belt anchorage in the lowest adjustment position. |
| | | ☒ N/A The anchorage is not adjustable. |
| ☒ | 5. | Buckle the seat belt. (S7.1.1.5(c)(1)) |
| ☒ | 6. | Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2)) |
| ☒ | 7. | Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | 8. | Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing? |
| | | ☒ Yes (go to 8.1) |
| | | ☐ No (go to 9) |
| ☒ | 8.1 | Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b)) |
| | | ☒ Yes – Pass |
| | | ☐ No – Fail |
| ☒ | 9. | Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1)) |
| ☒ | 10. | Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2)) |
| ☒ | | Measured distance between A and B (inches): <u>71 ½</u> |

- ☒ 11. Readjust the belt system so that the webbing between points A and B is at $\frac{1}{2}$ the maximum length of the webbing. (S7.1.1.5(c)(3))
- ☒ 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: 43 inches
- ☒ 14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 43 $\frac{1}{2}$ inches (S7.1.1.5(c)(6))
- ☒ 15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled.
- ☒ 16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
Measured force application angle: 10° (spec. 5 - 15 degrees)
- ☒ 17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
Measured distance between A and B: 23 inches
- ☒ 18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
Record onset rate: 15 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
Measured distance between A and B: 23 $\frac{3}{4}$ inches (S7.1.1.5(c)(6))
- ☒ 19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
14 – 13 = 43 $\frac{1}{2}$ - 43 = $\frac{1}{2}$ inch
18 – 17 = 23 $\frac{3}{4}$ - 23 = $\frac{3}{4}$ inch
- ☒ Yes – Pass
☐ No – Fail

- ☒ 20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both?
(S7.1.1.5(c)(8))
- ☒ $10-14 = 71 \frac{1}{2} - 43 \frac{1}{2} = 38$ inches;
- ☒ $10-18 = 71 \frac{1}{2} - 23 \frac{3}{4} = 47 \frac{3}{4}$ inches

☒ Yes – Pass
☐ No – Fail

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

DATA SHEET 9

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

* 49 USCS @ 30124 does NOT allow an audible signal to operate for more than 8 seconds.

A voluntary audible signal after the 4 to 8 second required signal may be provided. It must be differentiated from the required signal (5/25/2001 legal interpretation to Longacre and Associates).

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

I certify that I have read and performed each instruction.

Signature: 

Date: 2/12/14

DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

- | | | |
|--|-----|---|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> Yes (this form is complete) |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> No (continue with this check sheet) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> N/A – No lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> N/A – No additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4. | Is the fore-aft position of the seat adjustable? |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> No – go to 5 |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> Yes – go to 4.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.2 | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.4 | Move the seat to the mid position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 5. | Is the seat back angle adjustable? |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> No- go to 6 |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> Yes- go to 5.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer. |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> N/A – No seat back angle adjustment |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> Manufacturer's design seat back angle: <u>2.9° on Headrest Post</u> |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></div> Tested seat back angle: <u>3.0° on Headrest Post</u> |

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

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

- | | | |
|--|-----|---|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> Yes (this form is complete) |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> No (continue with this check sheet) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> N/A – No lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> N/A – No additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4. | Is the fore-aft position of the seat adjustable? |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> No – go to 5 |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> Yes – go to 4.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.1 | Use all the seat controls that have any effect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.2 | Use all the seat controls that have any effects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.4 | Move the seat to the mid position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 5. | Is the seat back angle adjustable? |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> No- go to 6 |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> Yes- go to 5.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer. |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> N/A – No seat back angle adjustment |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> Manufacturer's design seat back angle: <u>3.2° on Headrest Post</u> |
| | | <div style="display: inline-block; width: 20px; height: 15px; background-color: yellow; border: 1px solid black;"></div> Tested seat back angle: <u>2.7° on Headrest Post</u> |

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

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

- | | | |
|-------------------------------------|-----|---|
| ☒ | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | ☐ Yes (this form is complete) |
| | | ☒ No (continue with this check sheet) |
| ☒ | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | ☒ N/A – No lumbar adjustment |
| ☒ | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | ☒ N/A – No additional support adjustment |
| ☒ | 4. | Is the fore-aft position of the seat adjustable? |
| | | ☐ No – go to 5 |
| | | ☒ Yes – go to 4.1 |
| ☒ | 4.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| ☒ | 4.2 | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| ☒ | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| ☒ | 4.4 | Move the seat to the mid position. |
| ☒ | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| ☒ | 5. | Is the seat back angle adjustable? |
| | | ☐ No- go to 6 |
| | | ☒ Yes- go to 5.1 |
| ☒ | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer. |
| | | ☐ N/A – No seat back angle adjustment |
| | | ☒ Manufacturer's design seat back angle: <u>15.9° on Seat Back</u> |
| | | ☒ Tested seat back angle: <u>16.0° on Seat Back</u> |

- ☒ 6. Is the seat a bucket seat?
- ☐ Yes, go to 6.1 and skip 6.2
- ☒ No, go to 6.2 and skip 6.1
- ☐ 6.1 Bucket seats:
Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☒ 6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
- ☐ 6.2.1 Driver Seat
Locate and **mark** the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
- ☐ 6.2.2 Front Outboard Passenger Seat
Locate and **mark** the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
- ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
- ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
- ☒ 6.2.3 Rear designated seating positions
Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.
- ☒ 7. Position the test dummies according to dummy position placement instructions in Appendix F. **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 8. Fasten the seat belt latch.
- ☒ 9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 10. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): **0.6**
- ☒ 0.0 to 0.7 pounds – Pass
- ☐ Greater than 0.7 pounds - FAIL

REMARKS:

I certify that I have read and performed each instruction.

Signature: 

Date: 2/12/14

DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

DESIGNATED SEATING POSITION:	Center Rear Passenger
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- ☒ 1. Does the vehicle incorporate a webbing tension-relieving device?
☐ Yes (this form is complete)
☒ No (continue with this check sheet)
- ☒ 2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
☒ N/A – No lumbar adjustment
- ☒ 3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
☒ N/A – No additional support adjustment
- ☒ 4. Is the fore-aft position of the seat adjustable?
☐ No – go to 5
☒ Yes – go to 4.1
- ☒ 4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interpretation to Hogan and Hartson)
- ☒ 4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position. (8/31/95 legal interpretation to Hogan and Hartson)
- ☒ 4.3 **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **mark** each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson)
- ☒ 4.4 Move the seat to the mid position.
- ☒ 4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.
- ☒ 5. Is the seat back angle adjustable?
☐ No- go to 6
☒ Yes- go to 5.1
- ☒ 5.1 Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
☐ N/A – No seat back angle adjustment
☒ Manufacturer's design seat back angle: 7.1° on Headrest Post
☒ Tested seat back angle: 7.0° on Headrest Post

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

REMARKS:

I certify that I have read and performed each instruction.

Signature: _____

Matthew Thompson

Date: 2/12/14

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

- | | | |
|--|-----|---|
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 1. | Does the vehicle incorporate a webbing tension-relieving device? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;"></div> Yes (this form is complete) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> No (continue with this check sheet) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 2. | Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> N/A – No lumbar adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 3. | Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2) |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> N/A – No additional support adjustment |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4. | Is the fore-aft position of the seat adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;"></div> No – go to 5 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> Yes – go to 4.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.1 | Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.2 | Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.3 | Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interpretation to Hogan and Hartson) |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.4 | Move the seat to the mid position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 4.5 | While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position. |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 5. | Is the seat back angle adjustable? |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;"></div> No- go to 6 |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> Yes- go to 5.1 |
| <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> | 5.1 | Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50 th percentile adult male in the manner specified by the manufacturer. |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;"></div> N/A – No seat back angle adjustment |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> Manufacturer's design seat back angle: <u>7.1° on Headrest Post</u> |
| | | <div style="background-color: yellow; border: 1px solid black; padding: 2px; display: inline-block;">X</div> Tested seat back angle: <u>7.0° on Headrest Post</u> |

- ☒ 6. Is the seat a bucket seat?
- ☐ Yes, go to 6.1 and skip 6.2
- ☒ No, go to 6.2 and skip 6.1
- ☐ 6.1 Bucket seats:
Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☒ 6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
- ☐ 6.2.1 Driver Seat
Locate and **mark** the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
- ☐ 6.2.2 Front Outboard Passenger Seat
Locate and **mark** the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
- ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
- ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
- ☒ 6.2.3 Rear designated seating positions
Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.
- ☒ 7. Position the test dummies according to dummy position placement instructions in Appendix F. **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 8. Fasten the seat belt latch.
- ☒ 9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.
- ☒ 10. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
- ☒ Contact Force (lb): **0.6**
- ☒ 0.0 to 0.7 pounds – Pass
- ☐ Greater than 0.7 pounds - FAIL

REMARKS:

I certify that I have read and performed each instruction.

Signature: _____

Matthew Thompson

Date: 2/12/14

DATA SHEET 11
LATCH PLATE ACCESS (S7.4.4)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

DESIGNATED SEATING POSITION:	Left Front Driver
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- ☒ 1. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
 - ☒ N/A – No lumbar adjustment
- ☒ 2. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
 - ☒ N/A – No additional support adjustment
- ☒ 3. Is the fore-aft position of the seat adjustable?
 - ☐ No – go to 4
 - ☒ Yes – go to 3.1
- ☒ 3.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interpretation to Hogan and Hartson)
- ☒ 3.2 While maintaining the forward most position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.
- ☒ 4. Is the seat back angle adjustable?
 - ☐ No- go to 5
 - ☒ Yes- go to 4.1
- ☒ 4.1 Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a **50th percentile adult male** in the manner specified by the manufacturer.
 - ☐ N/A – No seat back angle adjustment
 - ☒ Manufacturer's design seat back angle: 2.9° on Headrest Post
 - ☒ Tested seat back angle: 3.0° on Headrest Post
- ☒ 5. Is the seat a bucket seat?
 - ☒ Yes, go to 5.1 and skip 5.2
 - ☐ No, go to 5.2 and skip 5.1
- ☒ 5.1 Bucket seats:
 - Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☐ 5.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
 - ☐ 5.2.1 Driver Seat
 - Locate and **mark** the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)

- ☒ 5.2.2 Front Outboard Passenger Seat
Locate and **mark** the longitudinal centerline of the passenger seat cushion.
The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
- ☒ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
- ☒ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
- ☒ 6. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in the forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy). **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 7. Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant.
- ☒ 8. Attach the inboard reach string to the base of the head following the instructions on Figure 3.
- ☒ 9. Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
- ☒ 10. Place the latch plate in the stowed position.
- ☒ 11. Extend the inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
☐ No
- ☒ 12. Extend the outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
☐ No
- ☒ 13. Is the latch plate within the inboard (item 11) or outboard (item 12) reach envelope?
- ☒ Yes – Pass
☐ No – Fail
- ☒ 14. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
- ☒ Yes – Pass
☐ No – Fail

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

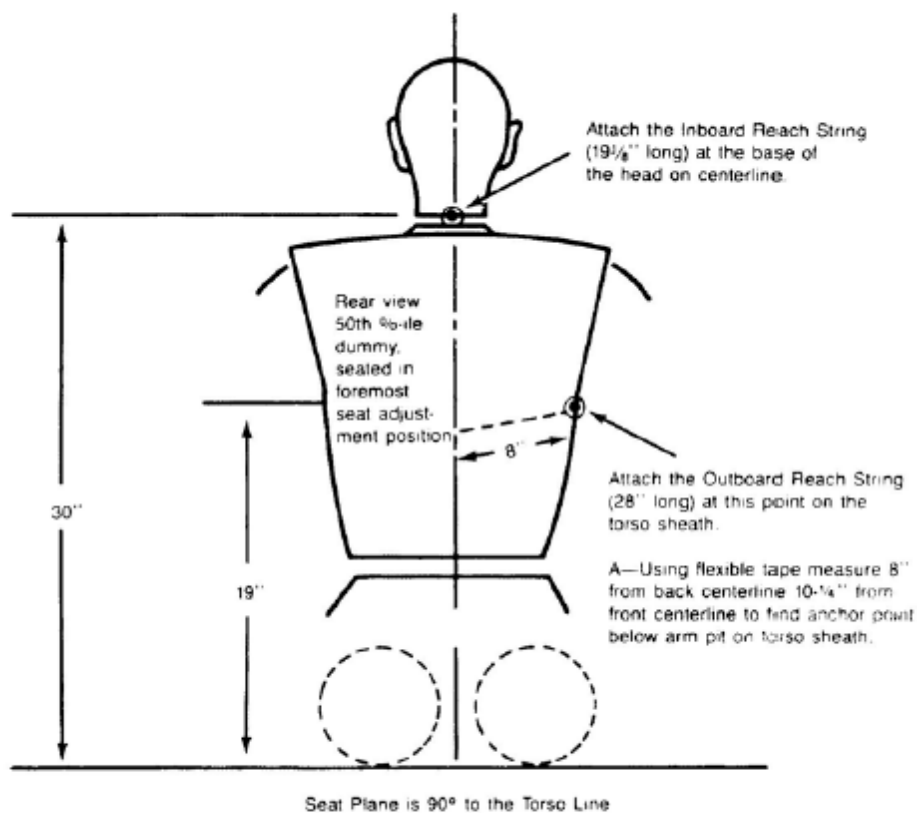


Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

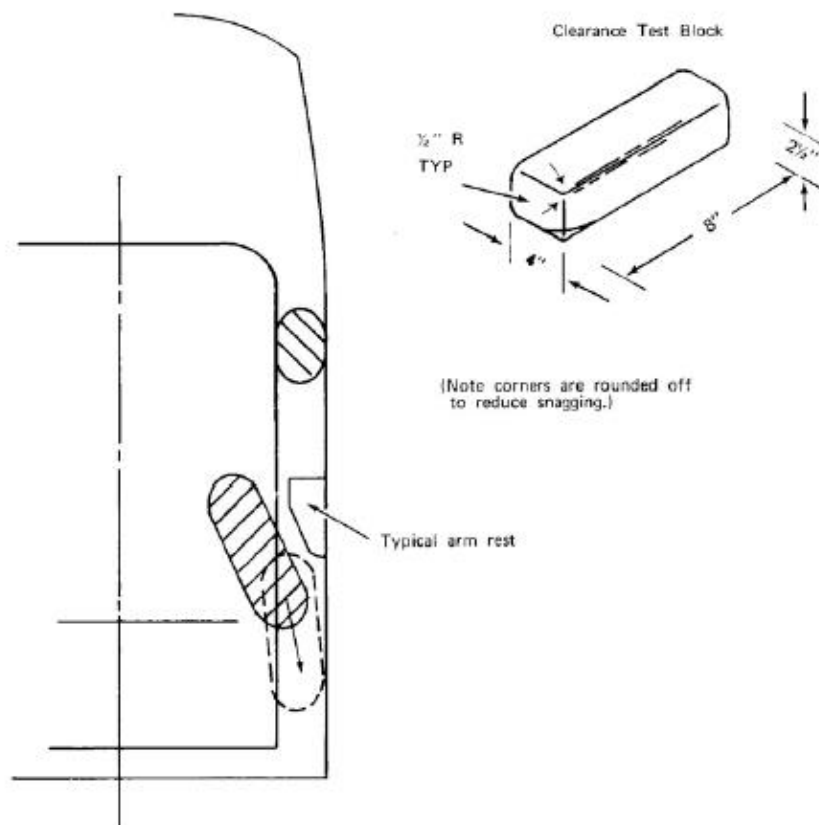


Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS

DATA SHEET 11
LATCH PLATE ACCESS (S7.4.4)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

- ☒ 1. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
 - ☒ N/A – No lumbar adjustment
- ☒ 2. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
 - ☒ N/A – No additional support adjustment
- ☒ 3. Is the fore-aft position of the seat adjustable?
 - ☐ No – go to 4
 - ☒ Yes – go to 3.1
- ☒ 3.1 Use all the seat controls that have any effect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interpretation to Hogan and Hartson)
- ☒ 3.2 While maintaining the forward most position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.
- ☒ 4. Is the seat back angle adjustable?
 - ☐ No- go to 5
 - ☒ Yes- go to 4.1
- ☒ 4.1 Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a **50th percentile adult male** in the manner specified by the manufacturer.
 - ☐ N/A – No seat back angle adjustment
 - ☒ Manufacturer's design seat back angle: 3.2° on Headrest Post
 - ☒ Tested seat back angle: 2.7° on Headrest Post
- ☒ 5. Is the seat a bucket seat?
 - ☒ Yes, go to 5.1 and skip 5.2
 - ☐ No, go to 5.2 and skip 5.1
- ☒ 5.1 Bucket seats:
 - Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☐ 5.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
 - ☐ 5.2.1 Driver Seat
 - Locate and **mark** the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)

- ☒ 5.2.2 Front Outboard Passenger Seat
Locate and **mark** the longitudinal centerline of the passenger seat cushion.
The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
- ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
- ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
- ☒ 6. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in the forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy). **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 7. Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant.
- ☒ 8. Attach the inboard reach string to the base of the head following the instructions on Figure 3.
- ☒ 9. Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
- ☒ 10. Place the latch plate in the stowed position.
- ☒ 11. Extend the inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
☐ No
- ☒ 12. Extend the outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
- ☒ Yes – Pass
☐ No
- ☒ 13. Is the latch plate within the inboard (item 11) or outboard (item 12) reach envelope?
- ☒ Yes – Pass
☐ No – Fail
- ☒ 14. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
- ☒ Yes – Pass
☐ No – Fail

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

DATA SHEET 12
SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

- ☒

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

☐ Yes, this form is complete
☒ No
- ☒

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

☒ N/A – No lumbar adjustment
- ☒

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

☒ N/A – No additional support adjustment
- ☒

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

☐ No – go to 5
☒ Yes – go to 4.1
- ☒

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

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

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

4.4 Move the seat to the mid position.
- ☒

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

5. Is the seat back angle adjustable?

☐ No- go to 6
☒ Yes- go to 5.1
- ☒

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

☐ N/A – No seat back angle adjustment
☒ Manufacturer's design seat back angle: 2.9° on Headrest Post
☒ Tested seat back angle: 3.0° on Headrest Post
- ☒

6. Is the seat a bucket seat?

☒ Yes, go to 6.1 and skip 6.2
☐ No, go to 6.2 and skip 6.1

- ☒ 6.1 Bucket Seats:
Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☐ 6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
- ☐ 6.2.1 Driver Seat
Locate and **mark** the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
- ☐ 6.2.2 Front Outboard Passenger Seat
Locate and **mark** the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
- ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
- ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
- ☒ 7. Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 8. Fasten the seat belt around the dummy.
- ☒ 9. Remove all slack from the lap belt portion. (S10.9)
- ☐ N/A, the seat does not have a fore-aft adjustment
- ☒ 10. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)
- ☒ 11. Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
Pound load applied: 3
- ☒ 12. Is the belt system equipped with a tension relieving device?
- ☐ Yes, continue
- ☒ No, go to 14
- ☐ 13. Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9).
- ☒ 14. Check the statement that applies to this test vehicle:
- ☐ 14.1 The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
- ☐ Yes – Pass go to 16
- ☐ No – go to 14.2
- ☒ 14.2 The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
- ☒ Yes – Pass go to 15
- ☐ No – go to 14.3
- ☐ 14.3 Neither 14.1 nor 14.2 apply - Fail
- ☒ 15. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
- ☒ Yes – Pass
- ☐ No – Fail



16. If this test vehicle has an open body (without doors) and has a belt system with a tension relieving device, does the belt system fully retract when the tension-relieving device is deactivated?



N/A – Not an open body vehicle



Yes – Pass



No – Fail

REMARKS:

Signature: Mathu Thuyuan

Date: 2/12/14

I certify that I have read and performed each instruction.

DATA SHEET 12
SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

- ☒

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

☐ Yes, this form is complete
☒ No
- ☒

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

☒ N/A – No lumbar adjustment
- ☒

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

☒ N/A – No additional support adjustment
- ☒

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

☐ No – go to 5
☒ Yes – go to 4.1
- ☒

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

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

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

4.4 Move the seat to the mid position.
- ☒

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

5. Is the seat back angle adjustable?

☐ No- go to 6
☒ Yes- go to 5.1
- ☒

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

☐ N/A – No seat back angle adjustment
☒ Manufacturer's design seat back angle: 3.2° on Headrest Post
☒ Tested seat back angle: 2.7° on Headrest Post
- ☒

6. Is the seat a bucket seat?

☒ Yes, go to 6.1 and skip 6.2
☐ No, go to 6.2 and skip 6.1

- ☒ 6.1 Bucket Seats:
Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
- ☐ 6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
- ☐ 6.2.1 Driver Seat
Locate and **mark** the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
- ☐ 6.2.2 Front Outboard Passenger Seat
Locate and **mark** the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
- ☐ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____
- ☐ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _____
- ☒ 7. Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
- ☒ 8. Fasten the seat belt around the dummy.
- ☒ 9. Remove all slack from the lap belt portion. (S10.9)
- ☐ N/A, the seat does not have a fore-aft adjustment
- ☒ 10. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)
- ☒ 11. Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
Pound load applied: 3
- ☒ 12. Is the belt system equipped with a tension relieving device?
- ☐ Yes, continue
- ☒ No, go to 14
- ☐ 13. Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9).
- ☒ 14. Check the statement that applies to this test vehicle:
- ☐ 14.1 The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
- ☐ Yes – Pass go to 16
- ☐ No – go to 14.2
- ☒ 14.2 The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
- ☒ Yes – Pass go to 15
- ☐ No – go to 14.3
- ☐ 14.3 Neither 14.1 nor 14.2 apply - Fail
- ☒ 15. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
- ☒ Yes – Pass
- ☐ No – Fail



16. If this test vehicle has an open body (without doors) and has a belt system with a tension relieving device, does the belt system fully retract when the tension-relieving device is deactivated?



N/A – Not an open body vehicle



Yes – Pass



No – Fail

REMARKS:

Signature: Mathu Thuyuan

Date: 2/12/14

I certify that I have read and performed each instruction.

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

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

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

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

DESIGNATED SEATING POSITION: Right Front Passenger

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

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

DESIGNATED SEATING POSITION: Left Rear Passenger

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

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

DESIGNATED SEATING POSITION: Center Rear Passenger

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

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

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

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Mat Thompson

NHTSA No.: C20140301
 Test Date: 2/12/14

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

DESIGNATED SEATING POSITION: Right Rear Passenger

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

REMARKS:

Signature: 

Date: 2/12/14

I certify that I have read and performed each instruction.

DATA SHEET 24 SUMMARY

Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)(S20.4)

NHTSA NO.:	C20140301	TEST DATE:	4/30/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	083

Child Restraint Name and Model: Graco Snugride

Separate Base? Yes

Base Used? (S20.1.7) No

Handle Position? (S20.1.3) Up

Sunshade? (S20.1.4) N/A

Blanket Position 1? (S20.1.5(a)) No

Blanket Position 2? (S20.1.5(b)) No

Manufacturer's design seat back angle: 3.2° on Headrest Post

Tested seat back angle: 3.2° on Headrest Post

Seat cushion angle: 5.4°

Manufacturer's specified anchorage position: FIXED

Tested anchorage position: FIXED

Tested seat position: 5th detent; 1st as Full forward

Seat belt tension: 92 N

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	5.0	5.0

12-Month-Old CRABI In CRS (Graco Snugride W/O Base – High Cinch) 4/30/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	47
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	73.1
Peak Nij (Ntf)	1.0	0.4
Time (ms)	NA	48.7
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	73.7
Peak Nij (Ncf)	1.0	0.4
Time (ms)	NA	50.2
Neck Tension	780 N	93
Neck Compression	960 N	316
Chest g	50 g	11

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

A new air bag and instrument panel were used for this deployment.

DATA SHEET 24 SUMMARY

Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)(S20.4)

NHTSA NO.:	C20140301	TEST DATE:	4/30/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	083

Child Restraint Name and Model: Graco Snugride

Separate Base? Yes

Base Used? (S20.1.7) No

Handle Position? (S20.1.3) Up

Sunshade? (S20.1.4) N/A

Blanket Position 1? (S20.1.5(a)) No

Blanket Position 2? (S20.1.5(b)) No

Manufacturer's design seat back angle: 3.2° on Headrest Post

Tested seat back angle: 3.2° on Headrest Post

Seat cushion angle: 5.4°

Manufacturer's specified anchorage position: FIXED

Tested anchorage position: FIXED

Tested seat position: 7th detent; 1st as Full forward

Seat belt tension: 5 N

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	5.0	5.0

12-Month-Old CRABI In CRS (Graco Snugride W/O Base – Low Cinch) 4/30/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	90
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	13.9
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	41.4
Peak Nij (Nce)	1.0	0.4
Time (ms)	NA	66.0
Peak Nij (Ncf)	1.0	0.5
Time (ms)	NA	24.7
Neck Tension	780 N	54
Neck Compression	960 N	505
Chest g	50 g	11

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

A new air bag and instrument panel were used for this deployment.

The 12-month-old Graco Snugride W/O Base Low Cinch Low Risk Deployment test broke the windshield. The windshield was replaced with a new OEM windshield prior to continuing with the remaining four CRABI air bag deployments.

DATA SHEET 24 SUMMARY

Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)(S20.4)

NHTSA NO.:	C20140301	TEST DATE:	5/8/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	083

Child Restraint Name and Model: Cosco Arriva

Separate Base? Yes

Base Used? (S20.1.7) No

Handle Position? (S20.1.3) Up

Sunshade? (S20.1.4) N/A

Blanket Position 1? (S20.1.5(a)) No

Blanket Position 2? (S20.1.5(b)) No

Manufacturer's design seat back angle: 3.2° on Headrest Post

Tested seat back angle: 3.2° on Headrest Post

Seat cushion angle: 5.4°

Manufacturer's specified anchorage position: FIXED

Tested anchorage position: FIXED

Tested seat position: 1st detent; 1st as Full forward

Seat belt tension: 97 N

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	5.0	5.0

12-Month-Old CRABI In CRS (Cosco Arriva W/O Base – High Cinch) 5/8/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	37
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	121.5
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	105.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	11.5
Peak Nij (Ncf)	1.0	0.5
Time (ms)	NA	24.0
Neck Tension	780 N	37
Neck Compression	960 N	478
Chest g	50 g	10

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

A new air bag and instrument panel were used for this deployment.

DATA SHEET 24 SUMMARY

Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)(S20.4)

NHTSA NO.:	C20140301	TEST DATE:	5/8/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	083

Child Restraint Name and Model: Cosco Arriva

Separate Base? Yes

Base Used? (S20.1.7) No

Handle Position? (S20.1.3) Up

Sunshade? (S20.1.4) N/A

Blanket Position 1? (S20.1.5(a)) No

Blanket Position 2? (S20.1.5(b)) No

Manufacturer's design seat back angle: 3.2° on Headrest Post

Tested seat back angle: 3.2° on Headrest Post

Seat cushion angle: 5.4°

Manufacturer's specified anchorage position: FIXED

Tested anchorage position: FIXED

Tested seat position: 9th Detent; 1st as Full forward

Seat belt tension: 9 N

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	5.0	5.0

12-Month-Old CRABI In CRS (Cosco Arriva W/O Base – Low Cinch) 5/8/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	20
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	105.7
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	15.4
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	76.0
Peak Nij (Ncf)	1.0	0.4
Time (ms)	NA	36.5
Neck Tension	780 N	48
Neck Compression	960 N	313
Chest g	50 g	13

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))

Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

A new air bag and instrument panel were used for this deployment.

DATA SHEET 24 SUMMARY

Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)(S20.4)

NHTSA NO.:	C20140301	TEST DATE:	5/8/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	083

Child Restraint Name and Model: Britax Roundabout

Separate Base? No

Base Used? (S20.1.7) N/A

Handle Position? (S20.1.3) N/A

Sunshade? (S20.1.4) N/A

Blanket Position 1? (S20.1.5(a)) No

Blanket Position 2? (S20.1.5(b)) No

Manufacturer's design seat back angle: 3.2° on Headrest Post

Tested seat back angle: 3.2° on Headrest Post

Seat cushion angle: 5.4°

Manufacturer's specified anchorage position: FIXED

Tested anchorage position: FIXED

Tested seat position: 1st Detent; 1st as Full forward

Seat belt tension: 118 N

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	5.0	5.0

12-Month-Old CRABI In CRS (Britax Roundabout – High Cinch) 5/8/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	4
Peak Nij (Nte)	1.0	0.1
Time (ms)	NA	97.7
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	120.0
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	21.0
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	44.2
Neck Tension	780 N	138
Neck Compression	960 N	148
Chest g	50 g	10

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

A new air bag and instrument panel were used for this deployment.

DATA SHEET 24 SUMMARY

Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)(S20.4)

NHTSA NO.:	C20140301	TEST DATE:	5/7/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	12 Month Old	DUMMY SERIAL NO.:	083

Child Restraint Name and Model: Britax Roundabout

Separate Base? No

Base Used? (S20.1.7) N/A

Handle Position? (S20.1.3) N/A

Sunshade? (S20.1.4) N/A

Blanket Position 1? (S20.1.5(a)) No

Blanket Position 2? (S20.1.5(b)) No

Manufacturer's design seat back angle: 3.2° on Headrest Post

Tested seat back angle: 3.2° on Headrest Post

Seat cushion angle: 5.4°

Manufacturer's specified anchorage position: FIXED

Tested anchorage position: FIXED

Tested seat position: 2nd Detent; 1st as Full forward

Seat belt tension: 8 N

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	5.0	5.0

12-Month-Old CRABI In CRS (Britax Roundabout – Low Cinch) 5/7/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	390	112
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	16.4
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	2.6
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	19.6
Peak Nij (Ncf)	1.0	0.6
Time (ms)	NA	27.7
Neck Tension	780 N	35
Neck Compression	960 N	592
Chest g	50 g	21

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 5 ms; Injuries calculated on 0 ms to 130 ms.

A new air bag and instrument panel were used for this deployment.

DATA SHEET 25 SUMMARY

Low Risk Deployment Tests Using an Unbelted 3 Year Old Dummy
(Part 572, Subpart P) (S22) Position 1 - Chest On Instrument Panel (S22.4.2)

NHTSA NO.:	C20140301	TEST DATE:	4/29/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

Manufacturer's design seat back angle: 3.2° on Headrest Post
Tested seat back angle: 3.2° on Headrest Post
Tested seat position: Full Aft

Thorax cavity angle: 0.1°
Thigh angle: 67.0°
Point 1 height: 0 mm - At Plane C Air Bag Height

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	120.0	120.0

3-Year-Old SN 031 Position 1 (Chest on Instrument Panel) 4/29/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	19
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	43.1
Peak Nij (Ntf)	1.0	0.1
Time (ms)	NA	26.1
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	0.1
Peak Nij (Ncf)	1.0	0.3
Time (ms)	NA	20.6
Neck Tension	1130 N	158
Neck Compression	1380 N	257
Chest g	55 g	15
Chest Displacement	34 mm	2

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel were used for this deployment.

DATA SHEET 26 SUMMARY

Low Risk Deployment Tests Using an Unbelted 3 Year Old Dummy
(Part 572, Subpart P) (S22) Position 2 - Head On Instrument Panel (S22.4.3)

NHTSA NO.:	C20140301	TEST DATE:	4/28/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	3 Year Old	DUMMY SERIAL NO.:	031

Manufacturer's design seat back angle: 3.2° on Headrest Post
Tested seat back angle: 3.2° on Headrest Post
Tested seat position: Full Forward

Thorax cavity angle: 4.5°
Thigh angle: 11.8°

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	120.0	120.0

3-Year-Old SN 031 Position 2 (Head on Instrument Panel) 4/28/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	570	8
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	16.5
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	21.7
Peak Nij (Nce)	1.0	0.8
Time (ms)	NA	32.6
Peak Nij (Ncf)	1.0	0.2
Time (ms)	NA	100.0
Neck Tension	1130 N	17
Neck Compression	1380 N	1020
Chest g	55 g	6
Chest Displacement	34 mm	0

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

The original equipment parts were used for this deployment.

DATA SHEET 27 SUMMARY

Low Risk Deployment Tests Using an Unbelted 6-Year-Old Dummy (Part 572, Subpart N) (S24)
Position 1 – Chest on Instrument Panel (S24.4.2)

NHTSA NO.:	C20140301	TEST DATE:	4/29/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	155

Manufacturer's design seat back angle: 3.2° on Headrest Post
 Tested seat back angle: 3.2° on Headrest Post
 Tested seat position: Full Aft

Thorax cavity angle: 5.9°
 Point 1 height: 0 mm - At Plane C Air Bag Height

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	120.0	120.0

6-Year-Old SN 155 Position 1 (Chest on Instrument Panel) 4/29/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	13
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	82.9
Peak Nij (Ntf)	1.0	0.2
Time (ms)	NA	14.8
Peak Nij (Nce)	1.0	0.1
Time (ms)	NA	24.7
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	21.9
Neck Tension	1490 N	552
Neck Compression	1820 N	335
Chest g	60 g	8
Chest Displacement	40 mm	7

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel were used for this deployment.

DATA SHEET 28 SUMMARY

Low Risk Deployment Tests Using an Unbelted 6 Year Old Dummy
(Part 572, Subpart N) (S24) Position 2 - Head On Instrument Panel (S24.4.3)

NHTSA NO.:	C20140301	TEST DATE:	4/29/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	6 Year Old	DUMMY SERIAL NO.:	155

Manufacturer's design seat back angle: 3.2° on Headrest Post
Tested seat back angle: 3.2° on Headrest Post
Tested seat position: Full Forward

Thorax cavity angle: 32.0°
Thigh angle: 4.3°

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	120.0	120.0

6-Year-Old SN 155 Position 2 (Head on Instrument Panel) 4/29/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	2
Peak Nij (Nte)	1.0	0.0
Time (ms)	NA	2.2
Peak Nij (Ntf)	1.0	0.0
Time (ms)	NA	12.5
Peak Nij (Nce)	1.0	0.5
Time (ms)	NA	32.9
Peak Nij (Ncf)	1.0	0.1
Time (ms)	NA	100.0
Neck Tension	1490 N	38
Neck Compression	1820 N	792
Chest g	60 g	6
Chest Displacement	40 mm	0

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel were used for this deployment.

DATA SHEET 29 SUMMARY

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

NHTSA NO.:	C20140301	TEST DATE:	4/28/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	124

Manufacturer's design seat back angle: 2.9° on Headrest Post
 Tested seat back angle: 2.9° on Headrest Post
 Tested seat position: Full Aft

Tested steering wheel angle: 29.0°
 Thorax cavity angle: 34.9°
 Bottom of chin height: 0 mm – At Plane F Module Height

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	120.0	120.0

5th Percentile Female SN 124 Position 1 (Chin On Module) 4/28/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	13
Peak Nij (Nte)	1.0	0.2
Time (ms)	NA	96.6
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	11.2
Peak Nij (Nce)	1.0	0.0
Time (ms)	NA	244.9
Peak Nij (Ncf)	1.0	0.0
Time (ms)	NA	238.5
Neck Tension	2070 N	529
Neck Compression	2520 N	27
Chest g	60 g	9
Chest Displacement	52 mm	2
Left Femur	6805 N	45
Right Femur	6805 N	59

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
 Second stage fire time of 120 ms; Injuries calculated on 0 ms to 245 ms.

A new air bag, the original equipment steering wheel, and steering column were used for this deployment.

DATA SHEET 30 SUMMARY

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

NHTSA NO.:	C20140301	TEST DATE:	4/28/14
LABORATORY:	MGA	TECHNICIAN(S):	NA / MT
DUMMY TYPE:	5 th Percentile Female	DUMMY SERIAL NO.:	124

Manufacturer's design seat back angle: 2.9° on Headrest Post

Tested seat back angle: 2.9° on Headrest Post

Tested seat position: Full Aft

Tested steering wheel angle: 29.4°

Thorax cavity angle: 35.2°

Chin Point height: 0 mm - At Steering Wheel Target

Note: The chin on rim steering wheel target is 10 mm below the highest point on the steering wheel.

Air Bag Deployment Timing

Stage No.	Firing time (ms)	Recorded firing time (ms)
1	0.0	0.0
2	120.0	120.0

5th Percentile Female SN 124 Position 2 (Chin On Rim) 4/28/14

Injury Criteria	Max. Allowable Injury Assessment Values	Measured Value
HIC15	700	16
Peak Nij (Nte)	1.0	0.4
Time (ms)	NA	12.3
Peak Nij (Ntf)	1.0	0.3
Time (ms)	NA	28.8
Peak Nij (Nce)	1.0	0.2
Time (ms)	NA	18.4
Peak Nij (Ncf)	1.0	0.2
Time (ms)	NA	25.8
Neck Tension	2070 N	905
Neck Compression	2520 N	161
Chest g	60 g	27
Chest Displacement	52 mm	23
Left Femur	6805 N	17
Right Femur	6805 N	22

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

Second stage fire time of 120 ms; Injuries calculated on 0 ms to 245 ms.

A new air bag and steering column were used for this deployment.

DATA SHEET 32

VEHICLE WEIGHT, FUEL TANK, AND ATTITUDE DATA

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Alex Vanderheyden

NHTSA No.: C20140301
 Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

- | | | |
|---|-----|---|
| X | 1. | Fill the transmission with transmission fluid to the satisfactory range. |
| X | 2. | Drain fuel from vehicle. |
| X | 3. | Run the engine until fuel remaining in the fuel delivery system is used and the engine stops. |
| X | 4. | Record the useable fuel tank capacity supplied by the COTR. |
| X | | Useable Fuel Tank Capacity supplied by COTR: 50.0 liters (13.2 gallons). |
| X | 5. | Record the fuel tank capacity supplied in the owner's manual. |
| X | | Useable Fuel Tank Capacity in owner's manual: 50.0 liters (13.2 gallons). |
| X | 6. | Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, "Standard Specifications for Hydrocarbon Dry-cleaning Solvents," or gasoline, fill the fuel tank. |
| X | | Amount Added: 50.0 liters (13.2 gallons) |
| X | 7. | Fill the coolant system to capacity. |
| X | 8. | Fill the engine with motor oil to the Max. mark on the dip stick. |
| X | 9. | Fill the brake reservoir with brake fluid to its normal level. |
| X | 10. | Fill the windshield washer reservoir to capacity. |
| X | 11. | Inflate the tires to the tire pressure on the tire placard. If no tire placard is available, inflate the tires to the recommended pressure in the owner's manual. |

Tire placard pressure:	RF:	35 psi	LF:	35 psi	RR:	33 psi	LR:	33 psi
Owner's manual pressure:	RF:	35 psi	LF:	35 psi	RR:	33 psi	LR:	33 psi
Actual inflated pressure:	RF:	35 psi	LF:	35 psi	RR:	33 psi	LR:	33 psi

- | | | |
|---|-----|--|
| X | 12. | Record the vehicle weight at each wheel to determine the unloaded vehicle weight (UVW), i.e. "as delivered" weight). |
|---|-----|--|

Right Front (kg):	455.0	Right Rear (kg):	264.0
Left Front (kg):	421.4	Left Rear (kg):	316.2
Total Front (kg):	876.4	Total Rear (kg):	580.2
% Total Weight:	60.2	% Total Weight:	39.8
UVW = TOTAL FRONT PLUS TOTAL REAR (KG):			1456.6

- | | | |
|---|------|--|
| X | 13. | UVW Test Vehicle Attitude: (All dimensions in millimeters) |
| X | 13.1 | Mark a point on the vehicle above the center of each wheel. |
| X | 13.2 | Place the vehicle on a level surface. |
| X | 13.3 | Measure perpendicular to the level surface to the 4 points marked on the body and record the measurements. |

RF:	684	LF:	682	RR:	700	LR:	697
-----	-----	-----	-----	-----	-----	-----	-----

☒ 14. Calculate the Rated Cargo and Luggage Weight (RCLW): 50 kg
☒ 14.1 Does the vehicle have the vehicle capacity weight (VCW) on the certification label or tire placard?
☒ Yes, go to 14.3
☐ No, go to 14.2
☐ 14.2 VCW = Gross Vehicle Weight - UWW
VCW = _____ - _____ = _____

☒ 14.3 VCW = 390 kg (860 lbs)
☒ 14.4 Does the certification or tire placard contain the Designated Seating Capacity (DSC)?
☒ Yes, go to 14.6
☐ No, go to 14.5 and skip 14.6
☐ 14.5 DSC = Total number of seat belt assemblies = _____
☒ 14.6 DSC = 5
☒ 14.7 RCLW = VCW - (68 kg x DSC) = 390 kg - (68 kg x 5) = 50 kg
☒ 14.8 Is the vehicle certified as a truck, MPV or bus (see the certification label on the door jamb)?
☒ Yes, if the calculated RCLW is greater than 136 kg, use 136 kg as the RCLW. (S8.1.1)
☐ No, use the RCLW calculated in 14.7

☒ 15. Fully Loaded Weight (100% fuel fill): 1604.6 kg
☒ 15.1 Place the appropriate test dummy in both front outboard seating positions.
Driver: ☒ 5th female ☐ 50th male
Passenger: ☒ 5th female ☐ 50th male

☒ 15.2 Load the vehicle with the RCLW from 14.7 or 14.8 whichever is applicable.
☒ 15.3 Place the RCLW in the cargo area. Center the load over the longitudinal centerline of the vehicle. (S8.1.1 (d))
☒ 15.4 Record the vehicle weight at each wheel to determine the Fully Loaded Weight.

Right Front (kg):	480.8	Right Rear (kg):	313.0
Left Front (kg):	445.9	Left Rear (kg):	364.7
Total Front (kg):	926.7	Total Rear (kg):	677.7
% Total Weight:	57.8	% Total Weight:	42.2
% GVW	53.8	% GVW	46.9
(% GVW = Axle GVW divided by Vehicle GVW)			
Fully Loaded Weight = Total Front Plus Total Rear (kg):			1604.4

☒ 16. Fully Loaded Test Vehicle Attitude: (All dimensions in millimeters)
☒ 16.1 Place the vehicle on a level surface.
☒ 16.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13.1 above) and record the measurements
RF: 678 LF: 678 RR: 677 LR: 673

☒ 17. Drain the fuel system
☒ 18. Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, "Standard Specifications for Hydrocarbon Dry-cleaning Solvents," fill the fuel tank to 92 - 94 percent of useable capacity.
Fuel tank capacity x .94 = 50.0 liters (13.2 gallons) x .94 = 47.0 liters (12.4 gallons)
Amount added: 46.5 liters (12.28 gallons) 93.0%

- ☒ 19. Crank the engine to fill the fuel delivery system with Stoddard solvent.
- ☒ 20. Calculate the test weight range.
- ☒ 20.1 Calculated Weight = UVW (see 12 above) + RCLW (see 14 above) + 2x(dummy weight)
- 1604.6 kg = 1456.6 kg + 50.0 kg + 98.0 kg
- ☒ 20.2 Test Weight Range = Calculated Weight (- 4.5 kg, - 9 kg.)
 Max. Test Weight = Calculated Test Weight - 4.5 kg = 1600.1 kg
 Min. Test Weight = Calculated Test Weight - 9 kg = 1595.6 kg
- ☒ 21. Remove the RCLW from the cargo area.
- ☒ 22. Drain transmission fluid, engine coolant, motor oil, and windshield washer fluid from the test vehicle so that Stoddard solvent leakage from the fuel system will be evident.
- ☒ 23. Vehicle Components Removed For Weight Reduction:
Hub Caps, Right Rear Tail Light, Flat Tire Kit, Cargo Divider, Cargo Sill Trim, Cargo Area Cover
- ☒ 24. Secure the equipment and ballast in the load carrying area and distribute it, as nearly as possible, to obtain the proportion of axle weight indicated by the gross axle weight ratings and center it over the longitudinal centerline of the vehicle.
- ☒ 25. If necessary, add ballast to achieve the actual test weight.
- ☐ N/A
- ☒ Weight of Ballast: 15.4 kg
- ☒ 26. Ballast, including test equipment, must be contained so that it will not shift during the impact event or interfere with data collection or interfere with high-speed film recordings or affect the structural integrity of the vehicle or do anything else to affect test results. Care must be taken to assure that any attachment hardware added to the vehicle is not in the vicinity of the fuel tank or lines.
- ☒ 27. Record the vehicle weight at each wheel to determine the actual test weight.
- | | | | |
|---|-------|------------------|--------|
| Right Front (kg): | 468.1 | Right Rear (kg): | 317.1 |
| Left Front (kg): | 460.0 | Left Rear (kg): | 352.4 |
| Total Front (kg): | 928.1 | Total Rear (kg): | 669.5 |
| % Total Weight: | 58.1 | % Total Weight: | 41.9 |
| % GVW | 53.8 | % GVW | 46.9 |
| (% GVW = Axle GVW divided by Vehicle GVW) | | | |
| TOTAL FRONT PLUS TOTAL REAR (kg): | | | 1597.6 |
- ☒ 28. Is the test weight between the Max. Weight and the Min. Weight (See 20.2)?
- ☒ Yes
- ☐ No, explain why not.
- ☒ 29. Test Weight Vehicle Attitude: (all dimensions in millimeters)
- ☒ 29.1 Place the vehicle on a level surface.
- ☒ 29.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13 above) and record the measurements.

RF:	679	LF:	679	RR:	679	LR:	676
-----	-----	-----	-----	-----	-----	-----	-----

- ☒ 30. Summary of test attitude.
☒ 30.1 AS DELIVERED:

RF: 684 LF: 682 RR: 700 LR: 697

AS TESTED:

RF: 679 LF: 679 RR: 679 LR: 676

FULLY LOADED:

RF: 678 LF: 678 RR: 677 LR: 673

- ☒ 30.2 Is the "as tested" test attitude equal to or between the "fully loaded" and "as delivered" attitude?

- ☒ Yes
☐ No, explain why not.

REMARKS:

Signature: _____



Date: 6/2/14

I certify that I have read and performed each instruction.

DATA SHEET 33

VEHICLE ACCELEROMETER LOCATION AND MEASUREMENT

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Alex Vanderheyden

NHTSA No.: C20140301
 Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

- ☒ 1. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the left front outboard seating position intersects the left rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.
- ☒ 2. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the right front outboard seating position intersects the right rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.
- ☒ 3. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect at the top of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- ☒ 4. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect the bottom of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- ☒ 5. Install an accelerometer on the right front brake caliper to record x-direction accelerations. Record the location on the following chart.
- ☒ 6. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the top of the instrument panel. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.
- ☒ 7. Install an accelerometer on the left front brake caliper to record x-direction accelerations. Record the location on the following chart.
- ☒ 8. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the floor of the trunk. Install an accelerometer on the trunk floor at this intersection to record z-direction accelerations. Record the location on the following chart.

REMARKS:

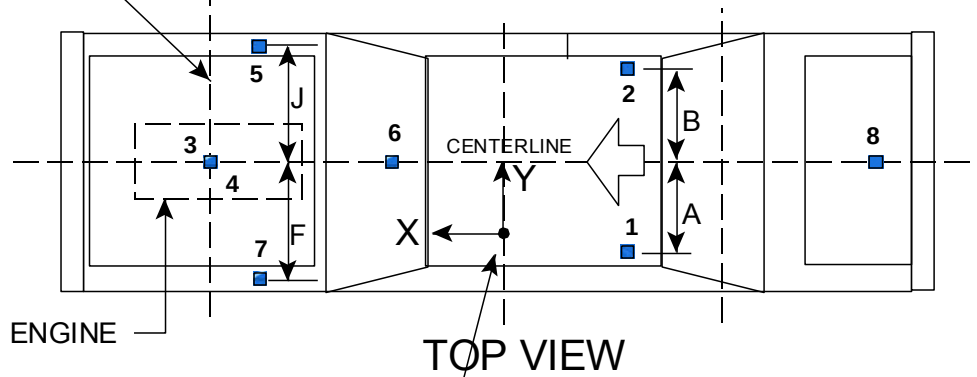
I certify that I have read and performed each instruction.

Signature: Alex Vanderheyden

Date: 6/2/14

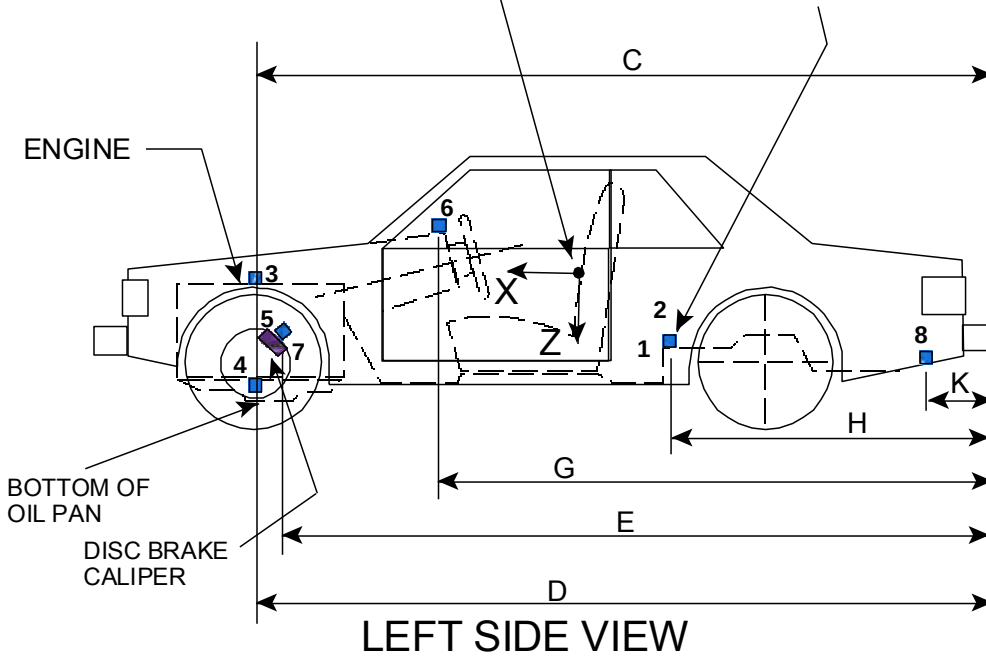
VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

CENTERLINE OF
FRONT WHEELS



ACCELEROMETER
COORDINATE SYSTEM
(POSITIVE DIRECTION SHOWN)

REAR SEAT CUSHION
ASSY. FRONT ATTACHMENT
BRACKET SUPPORT



Dimensions Corresponding To The Letters "A" Through "K" (Excluding "I") Are Recorded In The Table On The Following Page.

Accelerometers Corresponding To The Numbers 1 Through 8 Are Specified On The Preceding Page.

VEHICLE ACCELEROMETER LOCATION AND MEASUREMENTS

<u>DIMENSION</u>	<u>LENGTH (mm)</u>	
<u>PRETEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	360	
<u>B</u> (RH Rear Seat Xmbr)	345	
<u>C</u> (Engine Top)	3583	
<u>D</u> (Engine Bottom)	3582	
<u>E</u> (Caliper)	Right Side: 3464	Left Side: 3464
<u>F</u> (Left Caliper)	693	
<u>G</u> (IP)	3058	
<u>H</u> (Seat)	1640	
<u>J</u> (Right Caliper)	693	
<u>K</u> (Trunk)	273	
<u>POST TEST VALUES</u>		
<u>A</u> (LH Rear Seat Xmbr)	360	
<u>B</u> (RH Rear Seat Xmbr)	345	
<u>C</u> (Engine Top)	3581	
<u>D</u> (Engine Bottom)	3579	
<u>E</u> (Caliper)	Right Side: 3458	Left Side: 3459
<u>F</u> (Left Caliper)	693	
<u>G</u> (IP)	3058	
<u>H</u> (Seat)	1640	
<u>J</u> (Right Caliper)	693	
<u>K</u> (Trunk)	273	

DATA SHEET 34 **PHOTOGRAPHIC TARGETS**

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Alex Vanderheyden

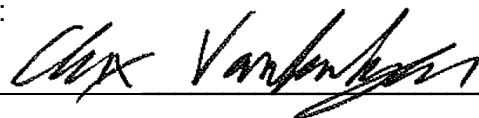
NHTSA No.: C20140301
Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

- | | | |
|-------------------------------------|------|---|
| ☒ | 1. | FMVSS 208 vehicle targeting requirements (See Figures 28A and 28B) |
| ☒ | 1.1 | Targets A1 and A2 are on flat rectangular panels. |
| ☒ | 1.2 | Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the front on the outboard sides of A1 and A2. The center of each circular target is 100 mm from the one next to it. |
| ☒ | | Distance between targets (mm): <u>100 mm</u> |
| ☒ | 1.3 | Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the back on the outboard sides of on A1 and A2. The center of each circular target is 100 mm from the one next to it. |
| ☒ | | Distance between targets (mm): <u>100 mm</u> |
| ☒ | 1.4 | The distance between the first circular target at the front of A1 and A2 and the last circular target at the back of A1 and A2 is at least 915 mm. |
| ☒ | | Distance between the first and last circular targets (mm): <u>915 mm</u> |
| ☒ | 1.5 | Firmly fix target A1 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. |
| ☒ | 1.6 | Firmly fix target A2 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy. |
| ☒ | 1.7 | Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the driver door. The centers of each circular target are at least 610 mm apart. |
| ☒ | | Distance between targets (mm): <u>610 mm</u> |
| ☒ | 1.8 | Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the passenger door. The centers of each circular target are at least 610 mm apart. |
| ☒ | | Distance between targets (mm): <u>610 mm</u> |
| ☒ | 1.9 | Place tape with squares having alternating colors on the top portion of the steering wheel. |
| ☒ | 1.10 | Chalk the bottom portion of the steering wheel. |
| ☒ | 1.11 | Is this an offset test? |
| ☐ | | Yes, continue with this section |
| ☒ | | No, go to 2. |
| ☐ | 1.12 | Measure the width of the vehicle. |
| ☐ | | Vehicle width (mm): |
| ☐ | 1.13 | Find the centerline of the vehicle. (½ of the vehicle width) |
| ☐ | 1.14 | Find the line parallel to the centerline of the vehicle and 0.1 x vehicle width from the centerline of the vehicle. |
| ☐ | 1.15 | Apply 25 mm wide tape with alternating black and yellow squares parallel to and on each side of the line found in 1.14. The edge of each tape shall be 50 mm from the line found in 1.14. The tape shall extend from the bottom of the bumper to the front edge of the windshield. (Figure 28D) |

☒	2.	Barrier Targeting
☒	2.1	Fix two stationary targets D1 and D2 to the barrier as shown in the Figure 28A. One target is in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. The other is in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy.
☒	2.2	Targets D1 and D2 are on a rectangular panel.
☒	2.3	Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted on the sides of the rectangular panel away from the longitudinal centerline of the vehicle. The center of each circular target is 100 mm from the one next to it.
☒		Distance between circular targets on D1 (mm): <u>100 mm</u>
☒		Distance between circular targets on D2 (mm): <u>100 mm</u>
☒	3.	FMVSS 208 Dummy Targeting Requirements
☒	3.1	Place a circular target with black and yellow quadrants on both sides of the driver dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).
☒	3.2	Place a circular target with black and yellow quadrants on both sides of the passenger dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).
☒	3.3	Place a circular target with black and yellow quadrants on the outboard shoulder of the driver dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.
☒	3.4	Place a circular target with black and yellow quadrants on the outboard shoulder of the passenger dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.
☒	4.	FMVSS 204 Targeting Requirements
☒	4.1	Is an FMVSS 204 indicant test ordered on the "COTR Vehicle Work Order?"
☐		Yes, continue with this form.
☒		No, this form is complete.
☐	4.2	Resection panel (Figure 28C)
☐	4.2.1	The panel deviates no more than 6 mm from perfect flatness when suspended vertically.
☐	4.2.2	The 8 targets on the panel are circular targets at least 90 mm in diameter and with black and yellow quadrants.
☐	4.2.3	The center of each of the 4 outer targets are placed within 1 mm of the corners of a square measuring 914 mm on each side.
☐	4.2.4	Locate another square with 228 mm sides and with the center of this square coincident with the center of the 914 mm square.
☐	4.2.5	The center of the 4 inner targets are placed at the midpoints of each of the 228 mm sides.
☐	4.3	Place a circular target at least 90 mm in diameter and with black and yellow quadrants on a material (cardboard, metal, etc.) that can be taped to the top of the steering column.
☐	4.4	Tape the target from 4.3 to the top of the steering column in a manner that does not interfere with the movement of the steering column in a crash.

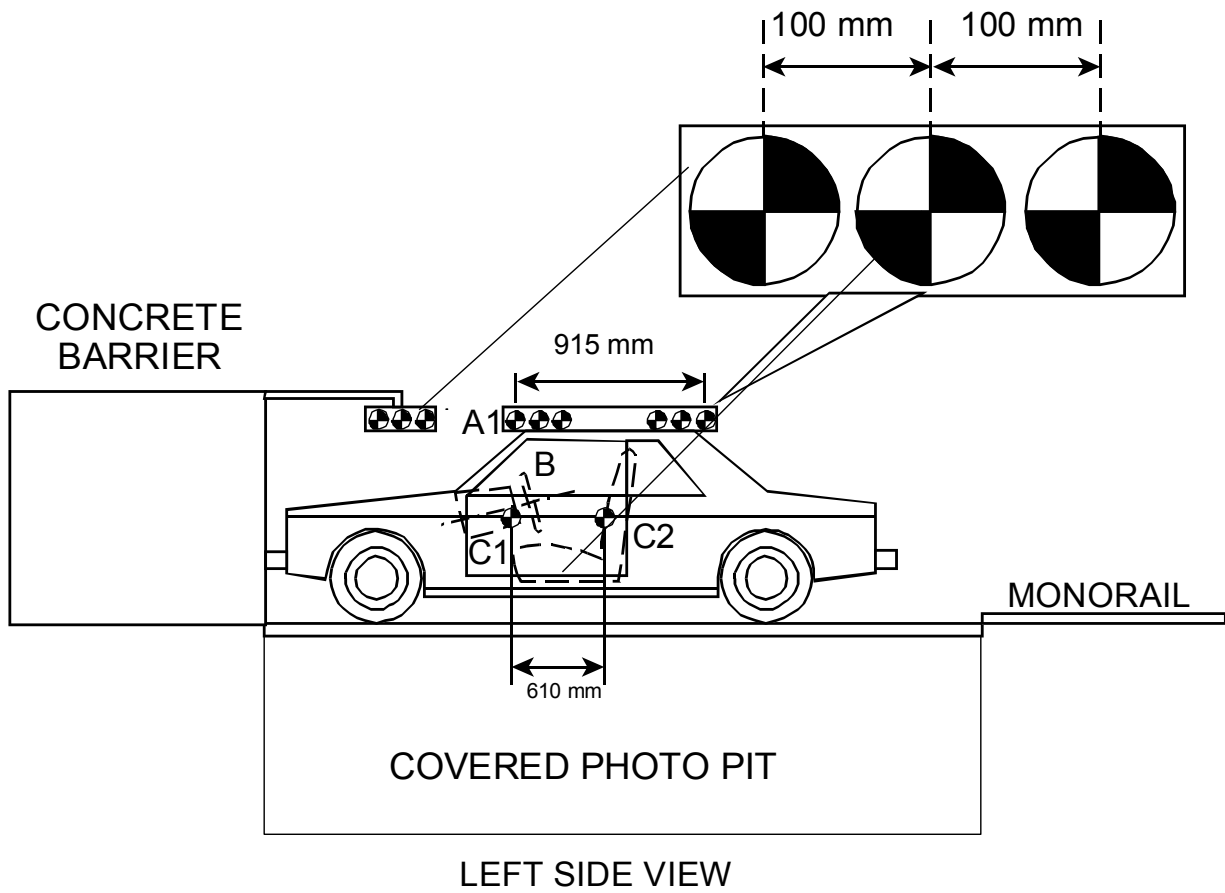
REMARKS:

Signature: 

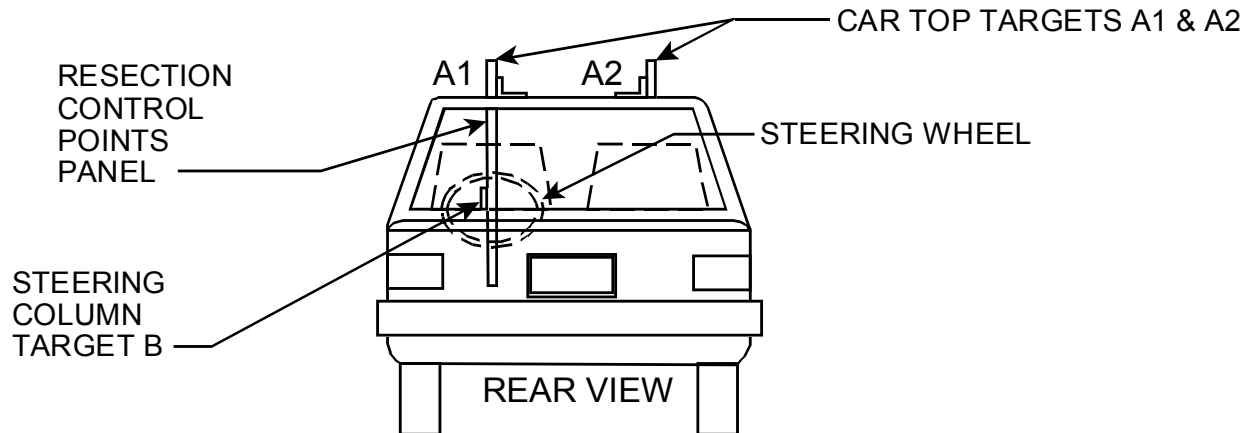
Date: 6/2/14

I certify that I have read and performed each instruction.

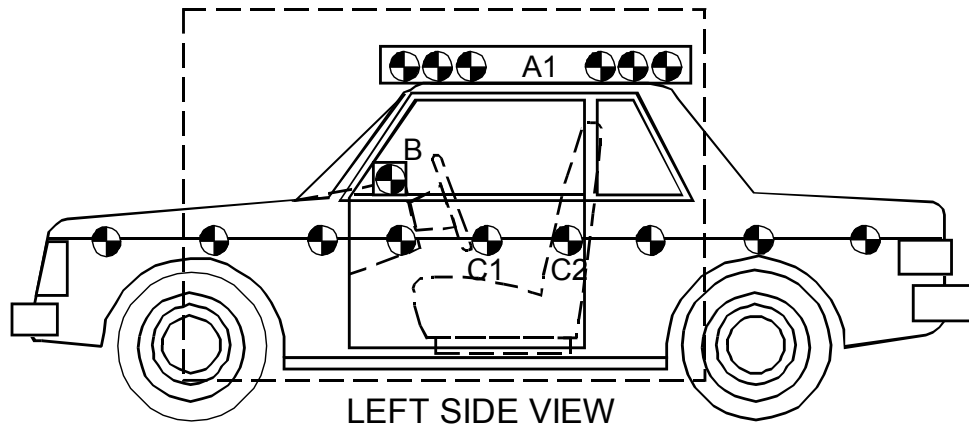
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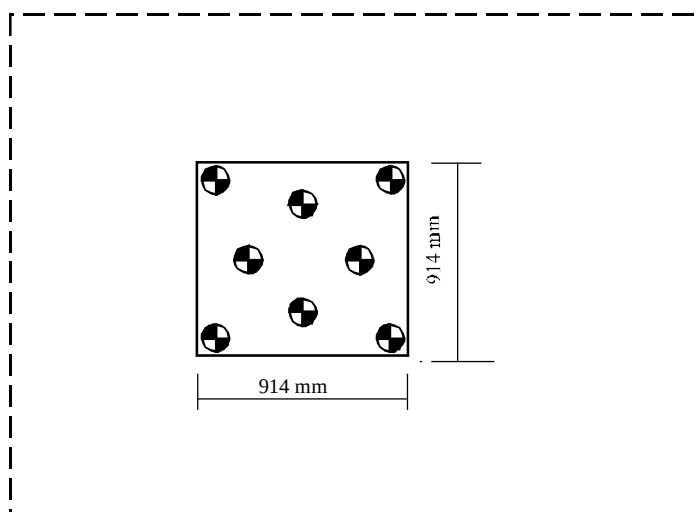
RESECTION PANEL TARGETING ALIGNMENT



TEST RUN STEERING COLUMN CAMERA VIEW OF TYPICAL TIME ZERO VEHICLE POSITION



PRE-RUN STEERING COLUMN HIGH SPEED CAMERA VIEW



LEFT SIDE VIEW

DATA SHEET 35
CAMERA LOCATIONS

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance

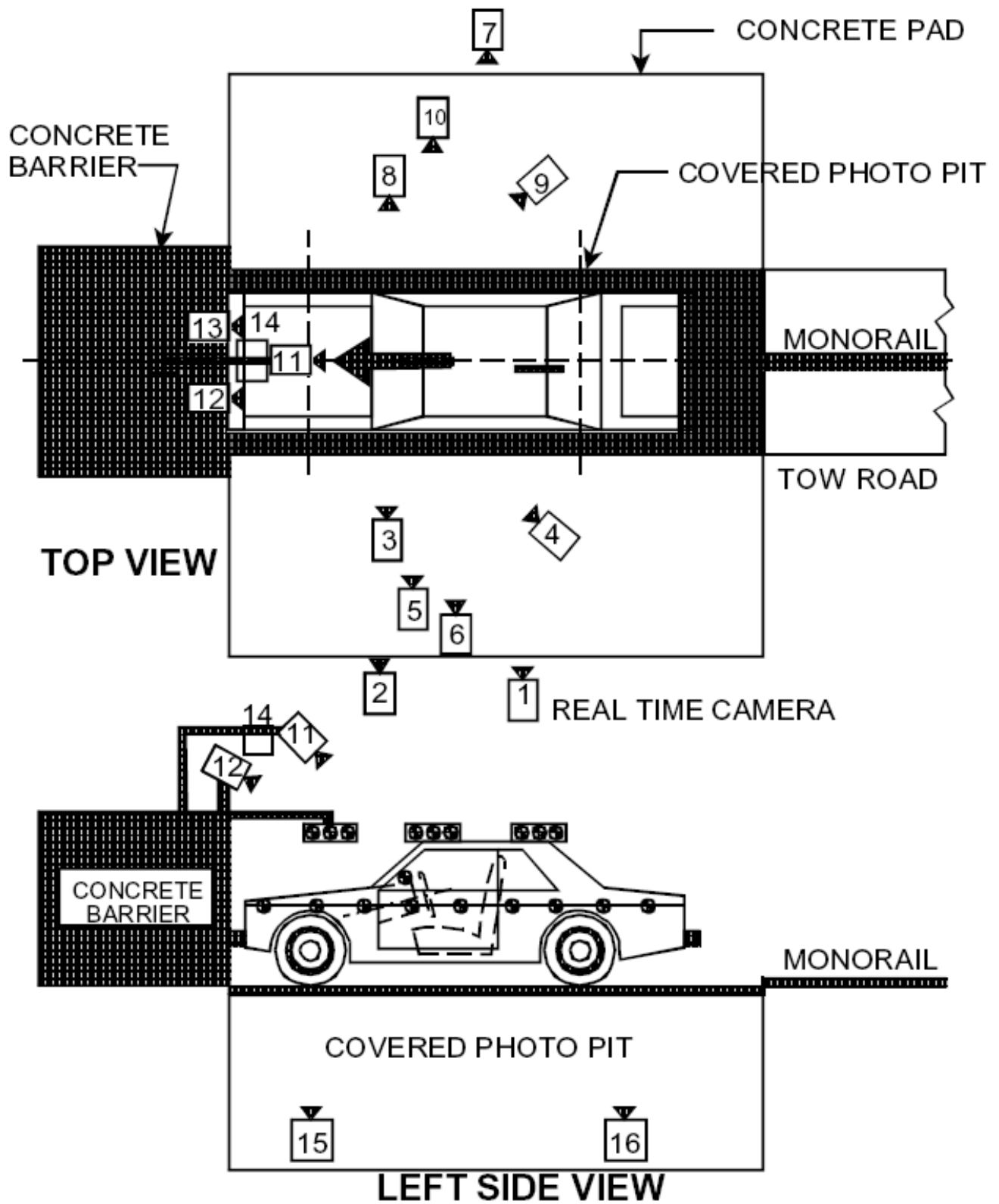
NHTSA No.: C20140301
Test Date: 6/2/14
Time: 12:14 PM

CAMERA NO.	VIEW	CAMERA POSITIONS (mm) *			LENS (mm)	SPEED (fps)
		X	Y	Z		
1	Real Time Left Side View				13	30
2	Left Side View (Barrier face to front seat backs)	1120	-4580	1220	24	1000
3	Left Side View (Driver)	1280	-6510	1860	35	1000
4	Left Side View (B-post aimed toward center of steering wheel)	5370	-5010	1980	50	1000
5	Left Side View (Steering Column)	560	-4910	1220	24	1000
6	Left Side View (Steering Column)	540	-4890	810	24	1000
7	Right Side View (Overall)	2080	6020	1120	20	1000
8	Right Side View (Passenger)	1320	6580	1910	35	1000
9	Right Side View (Angle)	5420	4970	2010	50	1000
10	Right Side View (Front door)	1090	4620	1270	24	1000
11	Front View Windshield	-50	0	2810	20	1000
12	Front View Driver	240	-450	2030	8.5	1000
13	Front View Passenger	240	450	2030	8.5	1000
14	Overhead Barrier Impact View	1920	0	4910	14	1000
15	Pit Camera Engine View	1180	0	-3150	24	1000
16	Pit Camera Fuel Tank View	3040	0	-3150	24	1000

***COORDINATES:**

- +X - forward of impact plane
- +Y - right of monorail centerline
- +Z - above ground level

CAMERA POSITIONS FOR FMVSS 208



DATA SHEET 36 - APPENDIX G
DUMMY POSITIONING PROCEDURES
FOR 5th PERCENTILE FEMALE DRIVER TEST DUMMY
CONFORMING TO SUBPART O OF PART 572

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Jon Miller

NHTSA No.: C20140301
 Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

1. Seat Position

X 1.1 Position the seat's adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)

X N/A – No lumbar adjustment

X 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)

X N/A – No additional support adjustment

X 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)

X N/A – No adjustable leg support system

X 1.4 **Mark** a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)

X 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)

X 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)

X 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)

X N/A – No independent fore-aft seat cushion adjustment

X 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)

Maximum angle: 19.7° Nose Up

Minimum angle: 14.7° Nose Up

Mid-angle: 17.2° Nose Up

- ☒ 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
☐ N/A – No seat height adjustment
- ☒ 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.
- ☒ 1.11 Use only the controls that primarily move the seat in the fore-aft direction to **mark** the fore-aft seat positions. **Mark** each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and **mark** each detent. For power seats, **mark** only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.
- ☒ 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.
- ☒ 1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
☐ N/A – No seat height adjustment. Go to 1.18
- ☒ 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.
- ☒ 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)
- ☒ 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.18. Is the seat a bucket seat?
☒ Yes, go to 1.19 and skip 1.20
☐ No, go to 1.20 and skip 1.19
- ☒ 1.19 Bucket seats:
Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)

- ☐ 1.20 Bench seats (complete ONLY the one that is applicable to the seat being marked):
Locate and **mark** for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface.

2. Head Restraint Position

- ☐ N/A Vehicle contains automatic head restraints.
☐ N/A, there is no head restraint adjustment Go to 3
- ☒ 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6, S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)
- ☒ 2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. **Mark** the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)
- ☒ 2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and **mark** a horizontal plane through the midpoint of this distance. (S16.3.4.3)
Vertical height of head restraint: 190 mm
Mid-point height: 95 mm
- ☒ 3. Is the **steering wheel** adjustable up and down and/or in and out?
☒ Yes – go to 3.1
☐ No – Go to 4
- ☒ 3.1. Find and **mark** for future reference each up and down position. Label three of the positions with the following: H for highest, M for mid-position (if there is no mid-position, label the next lowest adjustment position), and L for lowest.
☐ N/A – steering wheel is not adjustable up and down
- ☒ 3.2. Find and **mark** for future references each in and out position. Label three of the Positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the next rearmost adjustment position), and R for rearmost.
☐ N/A – steering wheel is not adjustable in and out.
- ☒ 3.3. Use the markings to position the steering controls in the mid-position or if applicable next lowest detent position. (S16.2.9)
- ☒ 4. Place the SCRP in the full rearward, mid-height position, and mid-seat cushion angle, determined in Item 1. (S16.3.2.1.1)
- ☒ 5. If the vehicle has an adjustable accelerator pedal, place it in the full forward position. (S16.3.2.2.1)
☒ N/A accelerator pedal not adjustable
- ☒ 6. Fully recline the seat back. (S16.3.2.1.2)
☐ N/A seat back not adjustable.
- ☒ 7. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.2.1.2)
- ☒ 8. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion markings as determined in Item 1.19 or 1.20. (S16.3.2.1.3 and S16.3.2.1.4)

- ☒ 9. Hold down the dummy's thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.2.1.5)
- ☒ 10. Set the angle between the legs and the thighs to 120 degrees. (S16.3.2.1.6)
- ☒ 11. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches) Center the knee separation with respect to the longitudinal seat cushion marking as determined in Item 1.19 or 1.20. (S16.3.2.1.6)
Record Knee Separation: 165 mm
- ☒ 12. Push rearward on the dummy's knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.2.1.6)
☒ Pelvis contacted seat back.
☐ Calves contacted seat cushion.
- ☒ 13. Gently rock the upper torso ± 5 degrees (approximately 51 mm (2 inches)) side-to-side three times. (S16.3.2.1.7)
- ☒ 14. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.2.1.8)
- ☒ 15. Position the right foot until the foot is in line with a longitudinal vertical plane passing through the center of the accelerator pedal. Maintain the leg and thigh in a vertical plane. (S16.3.2.1.8)
- ☒ 16. Rotate the left leg and thigh laterally to equalize the distance between each knee and the longitudinal seat cushion marking as determined in Item 1.19 or 1.20. (S16.3.2.1.8)
- ☒ 17. Attempt to return the seat to the foremost fore-aft position, mid-height, and seat cushion mid-angle as determined in Item 1. The foot may contact and depress the accelerator and/or change the angle of the foot with respect to the leg. (S16.3.2.1.8)
☒ Foremost position achieved. Proceed to step 22.
☐ Foremost not achieved because of foot interference. Proceed to step 19.
☐ Foremost not achieved because of steering wheel contact.
- ☐ 18. If either of the dummy's legs contact the steering wheel, move the steering wheel up the minimum amount required to avoid contact. If the steering wheel is not adjustable separate the knees the minimum required to avoid contact. (S16.3.2.1.8)
☐ N/A- there was no leg contact
☐ Steering wheel repositioned
☐ Knees separated
- ☐ 19. If the left foot interferes with the clutch or brake pedals, rotate the left foot about the leg to provide clearance. If this is not sufficient, rotate the thigh outboard at the hip the minimum amount required for clearance. (S16.3.2.1.8)
☐ N/A, No foot interference with pedals.
☐ Foot adjusted to provide clearance.
☐ Foot and Thigh adjusted to provide clearance.

- ☐ 20. Continue to move the seat. Use seat controls to line up the seat markings determined during item 1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)
- ☐ Foremost, mid-height position and the seat cushion mid-angle reached
- ☐ Dummy contact. Clearance set at maximum of 5 mm
- Measured Clearance: _____
- ☐ Dummy Contact. Seat set at nearest detent position.
- Seat position: _____ detent positions rearward of foremost
(foremost is position zero)
- ☐ 21. If the steering wheel was repositioned in step 18, return the steering wheel to the original position. If the steering wheel contacts the dummy before reaching the original position, position the wheel until a maximum clearance of 5 mm (.2 inches) is achieved, or the steering wheel is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)
- ☐ N/A Steering wheel was not repositioned.
- ☐ Original position achieved.
- ☐ Dummy contact. Clearance set at maximum of 5 mm
- Measured Clearance: _____
- ☐ Dummy Contact. Steering wheel set at nearest detent position.
- Steering wheel position: _____ detent positions upward of original position.
(Original position is position zero)
- ☒ 22. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If the head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.2.1.9)
- ☒ Head Level Achieved. (Check all that apply)
- ☒ Head leveled using the adjustable seat back
- ☐ Head leveled using the neck bracket.
- Head Angle: 0.3 degrees
- ☐ Head Level NOT Achieved. (Check all that apply)
- ☐ Head adjusted using the adjustable seat back
- ☐ Head adjusted using the neck bracket.
- Head Angle: _____ degrees
- ☒ 23. Verify the pelvis is not interfering with the seat bight. (S16.3.2.1.9)
- ☒ No interference
- ☐ Pelvis moved forward the minimum amount so that it is not caught in the seat bight.
- ☒ 24. Verify the dummy abdomen is properly installed. (S16.3.2.1.9)
- ☒ Abdomen still seated properly into dummy
- ☐ Abdomen was adjusted because it was not seated properly into dummy
- ☒ 25. Head Angle
- ☒ N/A, neither the pelvis nor the abdomen were adjusted.
- ☐ 25.1 Head still level (Go to 26)

- ☐ 25.2 Head level adjusted
- ☐ Head Level Achieved. (Check all that apply)
- ☐ Head leveled using the adjustable seat back
- ☐ Head leveled using the neck bracket.
- Head Angle: _____ degrees
- ☐ Head Level NOT Achieved. (Check all that apply)
- ☐ Head level adjusted using the adjustable seat back
- ☐ Head level adjusted using the neck bracket.
- Head Angle: _____ degrees
- ☒ 26. If the dummy torso contacts the steering wheel while performing step 22, reposition the steering wheel in the following order to eliminate contact. (S16.3.2.1.9)
- ☒ N/A, No dummy torso contact with the steering wheel.
- ☐ 26.1 Adjust telescoping mechanism.
- ☐ N/A No telescoping adjustment.
- ☐ Adjustment performed (fill in appropriate change)
- Steering wheel moved _____ detent positions in the forward direction.
- Steering wheel moved _____ mm in the forward direction.
- ☐ 26.2 Adjust tilt mechanism.
- ☐ N/A No tilt adjustment.
- ☐ No adjustment performed.
- ☐ Adjustment performed. (circle one)
- Steering wheel moved _____ detent positions Upward/Downward.
- Steering wheel moved _____ degrees Upward/Downward
- ☐ 26.3 Adjust Seat in the aft direction.
- ☐ No Adjustment performed.
- ☐ Seat moved aft _____ mm from original position.
- ☐ Seat moved aft _____ detent positions from the original position.
- ☒ 27. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees $\pm$ 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level. (S16.3.2.1.11)
- ☒ Pelvic angle set to 20.0 degrees $\pm$ 2.5 degrees.
- ☐ Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.
- ☒ Record the pelvic angle: 20.6 degrees
- ☒ 28. Check the dummy for contact with the interior after completing adjustments. (S16.3.2.1.12)
- ☒ No contact.
- ☐ Dummy in contact with interior.
- ☐ Seat moved aft _____ mm from the previous position.
- ☐ Seat moved aft _____ detent positions from the previous position.
- ☒ 29. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.2.1.12)
- ☒ N/A, Seat already at foremost position.
- ☐ Clearance unchanged. No adjustments required.
- ☐ Additional clearance available
- ☐ Seat moved Forward _____ mm from the previous position.
- ☐ Seat moved Forward _____ detent positions from the previous position.

- X 30. Driver's foot positioning, right foot. Place the foot perpendicular to the leg and determine if the heel contacts the floor pan at any leg position. If the heel contacts the floor pan proceed to step 31 otherwise, proceed to step 32. (S16.3.2.2.1)
- X 31. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 31.6 shall be completed in all cases. (S16.3.2.2.1(a))
- X 31.1 With the rear of the heel contacting the floor pan, move the foot forward until pedal contact occurs or the foot is at the full forward position.
- 31.2 If the vehicle has an adjustable accelerator pedal, move the pedals rearward until pedal contact occurs or the pedals reach the full rearward position.
- 31.3 Extend the leg, allowing the heel to lose contact with the floor until the foot contacts the pedal. Do not raise the toe of the foot higher than the top of the accelerator pedal. If the foot does not contact the pedal, proceed to the next step. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)
- 31.4 Angle the foot to achieve contact between the foot and the pedal. If the foot does not contact the pedal, return the foot to the perpendicular orientation. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)
- 31.5 Align the centerline of the foot with the vertical-longitudinal plane passing through the center of the accelerator pedal. Place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)
- X 31.6 Record foot position
- X Pedal Contact achieved. Contact occurred at step 31.1.
- X Heel contacts floor pan
- Heel set mm from floor pan.
- Pedal Contact not achieved. Heel set mm from the floor pan.

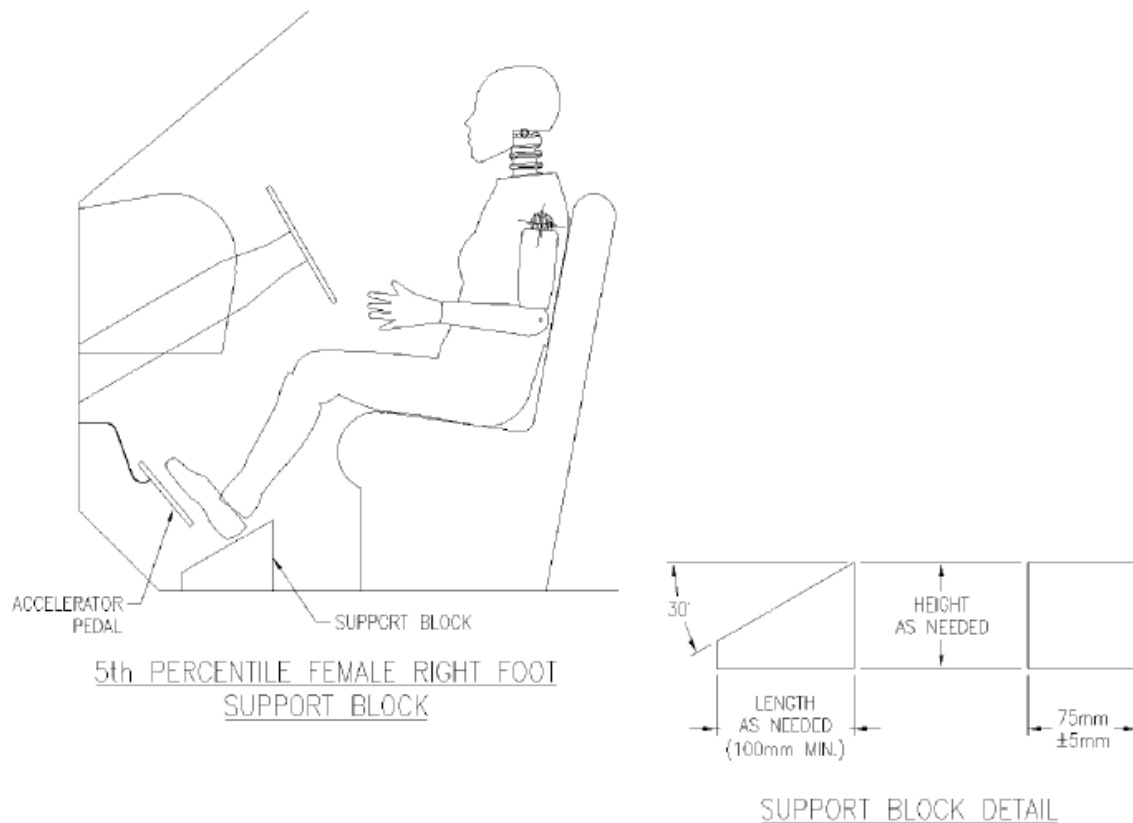


FIGURE G1

- ___32. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 30.5 shall be completed in all cases.
- ___32.1 Extend the leg until the foot contacts the pedal. Do not raise the toe of the foot higher than the top of the accelerator pedal. If the foot does not contact the pedal, proceed to the next step. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)
- ___32.2 If the vehicle has an adjustable accelerator pedal, move the pedals rearward until pedal contact occurs or the pedals reach the full rearward position. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)
- ___N/A No pedal adjustment
- ___32.3 Angle the foot to achieve contact between the foot and the pedal. If the foot does not contact the pedal, return the foot to the perpendicular orientation. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.2 & S16.3.2.2.3)
- ___32.4 Align the centerline of the foot in the same horizontal plane as the centerline of the accelerator pedal. Place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)
- ___32.5 Record foot position
- ___Pedal Contact achieved. Contact occurred at step ____.
- ___Heel set ____ mm from floor pan.
- ___Pedal Contact not achieved. Heel set ____ mm from the floor pan.

X 33. Driver's foot positioning, left foot.

X 33.1 Place the foot perpendicular to the leg and determine if the heel contacts the floor pan at any leg position. If the heel contacts the floor pan proceed to step 33.2, otherwise position the leg as perpendicular to the thigh as possible with the foot parallel to the floor pan. (S16.2.2.6)

X 33.2 Place the foot on the toe board with the heel resting on the floor pan as close to the intersection of the floor pan and the toe board as possible. Adjust the angle of the foot if necessary to contact the toe board. If the foot will not contact the toe board, set the foot perpendicular to the leg, and set the heel on the floor pan as far forward as possible. Avoid contact with the brake pedal, clutch pedal, wheel well projection, and footrest. To avoid this contact use the following three manipulations in the order listed, with each subsequent option incorporating the previous, until contact is avoided: rotate the foot about the lower leg (abduction/adduction), plantar flex the foot, rotate the leg outboard about the hip. Movement should be the minimum amount necessary. If it is not possible to avoid all foot contact, give priority to avoiding brake or clutch pedal contact. (S16.2.2.4 & S16.2.2.5 & S16.2.2.7)

X No contact

 Foot rotated about the leg (abduction/adduction)

 Foot rotated about the leg, and foot plantar flexed

 Foot rotated about the leg, foot plantar flexed, and the leg rotated about the hip.

X 33.3 Record foot position.

 Heel does not contact floor pan.

 Heel on floor pan and foot on toe board.

X Heel on floor pan and foot not on toe board.

X 34. Driver arm/hand positioning.

X 34.1 Place the dummy's upper arms adjacent to the torso with the arm centerlines as close to a vertical longitudinal plane as possible. (S16.3.2.3.1)

X 34.2 Place the palms of the dummy in contact with the outer part of the steering wheel rim at its horizontal centerline with the thumbs over the steering wheel rim. (S16.3.2.3.2)

X 34.3 If it is not possible to position the thumbs inside the steering wheel rim at its horizontal centerline, then position them above and as close to the horizontal centerline of the steering wheel rim as possible. (S16.3.2.3.3)

X 34.4 Lightly tape the hands to the steering wheel rim so that if the hand of the test dummy is pushed upward by a force of not less than 9 N (2 lb) and not more than 22 N (5 lb), the tape releases the hand from the steering wheel rim. (S16.3.2.3.4)

X 35. Adjustable head restraints

 N/A, there is no head restraint adjustment

 35.1 If the head restraint has an automatic adjustment, leave it where the system positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go to 36.

X 35.2 Adjust each head restraint vertically so that the mid-horizontal plane determined in Item 2 is aligned with the center of gravity (CG) of the dummy head. (S16.3.4.3)

☒ 35.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)

☐ N/A midpoint position attained in previous step

☒ Headrest set at nearest detent below the head CG

☐ 35.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

☒ 36. Driver and passenger manual belt adjustment (for tests conducted with a belted dummy). (S16.3.5)

☒ N/A Dummies are unbelted for this test.

☐ 36.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer's design position for a 5th percentile adult female. (S16.3.5.1) **This information will be supplied by the COTR.**

Manufacturer's specified position:

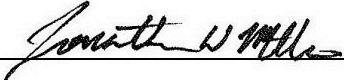
Actual Position:

☐ 36.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)

☐ 36.3 Ensure that the dummy's head remains as level as possible. (S16.3.5.3)

☐ 36.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

I certify that I have read and performed each instruction.

Signature: 

Date: 6/2/14

DATA SHEET 36 - APPENDIX G
DUMMY POSITIONING PROCEDURES
FOR 5th PERCENTILE FEMALE PASSENGER TEST DUMMY
CONFORMING TO SUBPART O OF PART 572

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Jon Miller

NHTSA No.: C20140301
 Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

 The passenger seat adjustments are controlled by the adjustments made to the driver's seat. Therefore, positioning of the passenger dummy is made simultaneously with the driver dummy. Adjustments made to the seat to position the driver will override any adjustments that would normally be made to position the passenger. (S16.2.10.3)

1. Seat Position

X 1.1 Position the seat's adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)

X N/A – No lumbar adjustment

X 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)

X N/A – No additional support adjustment

X 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)

X N/A – No adjustable leg support system

X 1.4 **Mark** a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)

X 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)

X 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)

X 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)

X N/A – No independent fore-aft seat cushion adjustment

- ☒ 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)
Maximum angle: 17.3 Nose Up
Minimum angle: 12.3 Nose Up
Mid-angle: 14.8 Nose Up
- ☒ 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
☐ N/A – No seat height adjustment
- ☒ 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.
- ☒ 1.11 Use only the controls that primarily move the seat in the fore-aft direction to **mark** the fore-aft seat positions. **Mark** each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and **mark** each detent. For power seats, **mark** only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.
- ☒ 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.
- ☒ 1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
☐ N/A – No seat height adjustment. Go to 1.18
- ☒ 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.
- ☒ 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.16 Use only the controls that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)
- ☒ 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually **mark** the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)
- ☒ 1.18. Is the seat a bucket seat?
☒ Yes, go to 1.19 and skip 1.20
☐ No, go to 1.20 and skip 1.19

X 1.19 Bucket seats:

Locate and **mark** for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)

 1.20 Bench seats:

Locate and **mark** the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S20.2.1.4, S22.2.1.3, S24.2.3, S20.4.4, S22.2.2.1 (b), S22.2.2.3 (b), S22.2.2.4 (a), S22.2.2.5 (a), S22.2.2.6 (a), S22.2.2.7 (a), S24.2.3 (a))

Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _____

Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.) _____

2. Head Restraint Position

 N/A Vehicle contains automatic head restraints.

 N/A, there is no head restraint adjustment Go to 3

X 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6, S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. **Mark** the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and **mark** a horizontal plane through the midpoint of this distance. (S16.3.4.3)

Vertical height of head restraint: 190 mm

Mid-point height: 95 mm

X 3. Place the SCRIP in the full rearward, mid-height position, and mid-seat cushion angle. (S16.3.3.1.1)

X 4. Fully recline the seat back. (S16.3.3.1.2)

 N/A seat back not adjustable.

X 5. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.3.1.2)

X 6. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion marking that was determined in item 1.19 or 1.20. (S16.3.3.1.3 and S16.3.3.1.4)

X 7. Hold down the dummy's thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.3.1.5)

X 8. Set the angle between the legs and the thighs to 120 degrees. (S16.3.3.1.6)

- X 9. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches). Center the knee separation with respect to the longitudinal seat cushion marking that was determined in item 1.19 or 1.20. (S16.3.3.1.6)
Record Knee Separation: 165 mm
- X 10. Push rearward on the dummy's knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.3.1.6)
X Pelvis contacted seat back.
 Calves contacted seat cushion.
- X 11. Gently rock the upper torso ± 5 degrees (approximately 51 mm (2 inches)) side-to-side three times. (S16.3.3.1.7)
- X 12. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.3.1.8)
- X 13. Use seat controls to line up the seat markings determined during the completion of item 1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.3.1.8)
 Foremost, mid-height position and the seat cushion mid-angle reached
 Dummy contact. Clearance set at maximum of 5 mm
Measured Clearance: _____
X Dummy Contact. Seat set at nearest detent position.
Seat position 3 detent positions rearward of foremost
(foremost is position zero)
- X 14. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, adjust the head as closely as possible to the ± 0.5 degree range. (S16.3.3.1.9 and S16.3.3.1.10)
(Check All That Apply)
 Seat back not adjustable
 Seat back not independent of driver side seat back
X Head Level Achieved. (Check all that apply)
 X Head leveled using the adjustable seat back
 Head leveled using the neck bracket.
Head Angle: 0.2 degrees
 Head Level NOT Achieved. (Check all that apply)
 Head adjusted using the adjustable seat back
 Head adjusted using the neck bracket.
Head Angle: _____ degrees
- X 15. Verify the pelvis is not interfering with the seat bight. (S16.3.3.1.9)
X No interference
 Pelvis moved forward the minimum amount so that it is not caught in the seat bight.
- X 16. Verify the dummy abdomen is properly installed. (S16.3.3.1.9)
X Abdomen still seated properly into dummy
 Abdomen was adjusted because it was not seated properly into dummy
- X 17. Head Angle
X N/A, neither the pelvis nor the abdomen were adjusted.

☐ 17.1 Head still level (Go to 18)

☐ 17.2 Head level adjusted

☐ Head Level Achieved. (Check all that apply)

☐ Head leveled using the adjustable seat back

☐ Head leveled using the neck bracket.

Head Angle: _____ degrees

☐ Head Level NOT Achieved. (Check all that apply)

☐ Head adjusted using the adjustable seat back

☐ Head adjusted using the neck bracket.

Head Angle: _____ degrees

☒ 18. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees $\pm$ 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level.

☒ Pelvic angle set to 20.0 degrees $\pm$ 2.5 degrees.

☐ Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.

☒ Record the pelvic angle: 21.6 degrees

☒ 19. Check the dummy for contact with the interior after completing adjustments.

☒ No contact.

☐ Dummy in contact with interior.

☐ Seat moved aft _____ mm from the previous position.

☐ Seat moved aft _____ detent positions from the previous position.

☒ 20. Verify the transverse instrument platform of the dummy head is level $\pm$ 0.5 degrees. Use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.3.1.9, S16.3.3.1.10, and S16.3.3.1.11)

☒ Head Level Achieved

Head Angle: 0.0 degrees

☐ Head Level NOT Achieved.

Head Angle: _____ degrees

☒ 21. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.3.1.12)

☐ N/A Bench Seat

☐ N/A Seat already at full forward position.

☒ Clearance unchanged. No adjustments required.

☐ Additional clearance available

☐ Seat moved Forward _____ mm from the previous position.

☐ Seat moved Forward _____ detent positions from the previous position.

☐ Seat moved Forward, Full Forward position reached.

☒ 22. Passenger foot positioning. (Indicate final position achieved) (S16.3.3.2)

☐ 22.1 Place feet flat on the toe board; OR (S16.3.3.2.1)

☒ 22.2 If the feet cannot be placed flat on the toe board, set the feet perpendicular to the lower leg, and rest the heel as far forward on the floor pan as possible; OR (S16.3.3.2.2)

☐ 22.3 If the heels do not touch the floor pan, set the legs as perpendicular to the thighs as possible and set the feet parallel to the floor pan. (S16.3.3.2.2)

☒ 23. Passenger arm/hand positioning. (S16.3.3.3)

☒ 23.1 Place the dummy's upper arms adjacent to the torso with the arm centerlines as close to a vertical longitudinal plane as possible. (S16.3.3.3.1)

☒ 23.2 Place the palms of the dummy in contact with the outer part of the thighs (S16.3.3.3.2)

☒ 23.3 Place the little fingers in contact with the seat cushion. (S16.3.3.3.3)

☒ 24. Adjustable head restraints (S16.3.4)

☐ N/A, there is no head restraint adjustment

☐ 24.1 If the head restraint has an automatic adjustment, leave it where the system positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go to 25.

☒ 24.2 Adjust each head restraint vertically so that the horizontal plane determined in Item 2 is aligned with the center of gravity (CG) of the dummy head. (S16.3.4.3)

☒ 24.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)

☐ N/A midpoint position attained in previous step

☒ Headrest set at nearest detent below the head CG

☐ 24.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

☒ 25. Manual belt adjustment (for tests conducted with a belted dummy) (S16.3.5)

☐ N/A, Unbelted test

☒ 25.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer's design position for a 5th percentile adult female. **This information will be supplied by the COTR.** (S16.3.5.1)

Manufacturer's specified position:

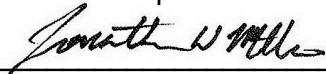
Actual Position:

☐ 25.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)

☐ 25.3 Ensure that the dummy's head remains as level as possible. (S16.3.5.3)

☐ 25.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

I certify that I have read and performed each instruction.

Signature: 

Date: 6/2/14

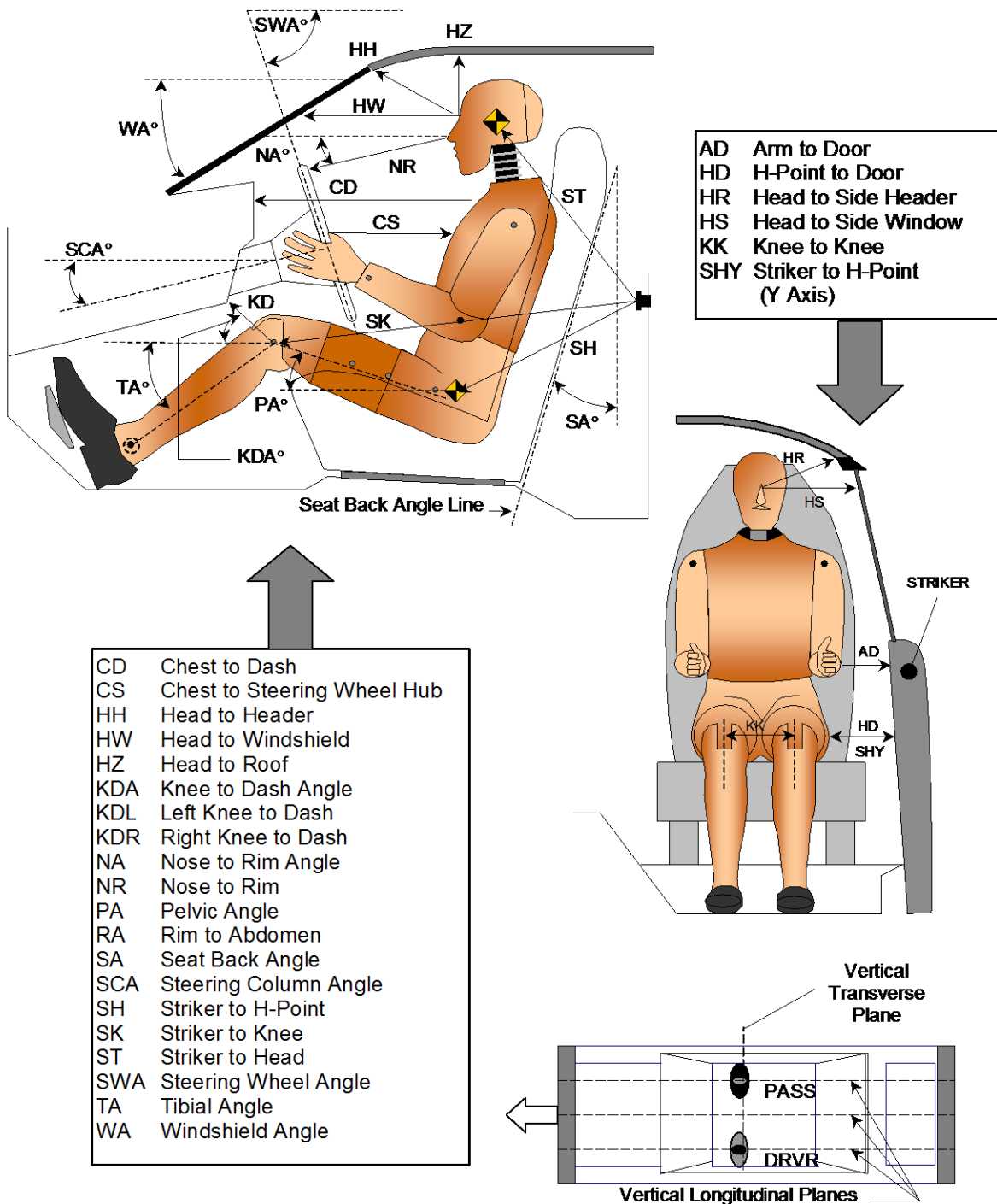
DATA SHEET 37

DUMMY MEASUREMENTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Jon Miller

NHTSA No.: C20140301
 Test Date: 6/2/14

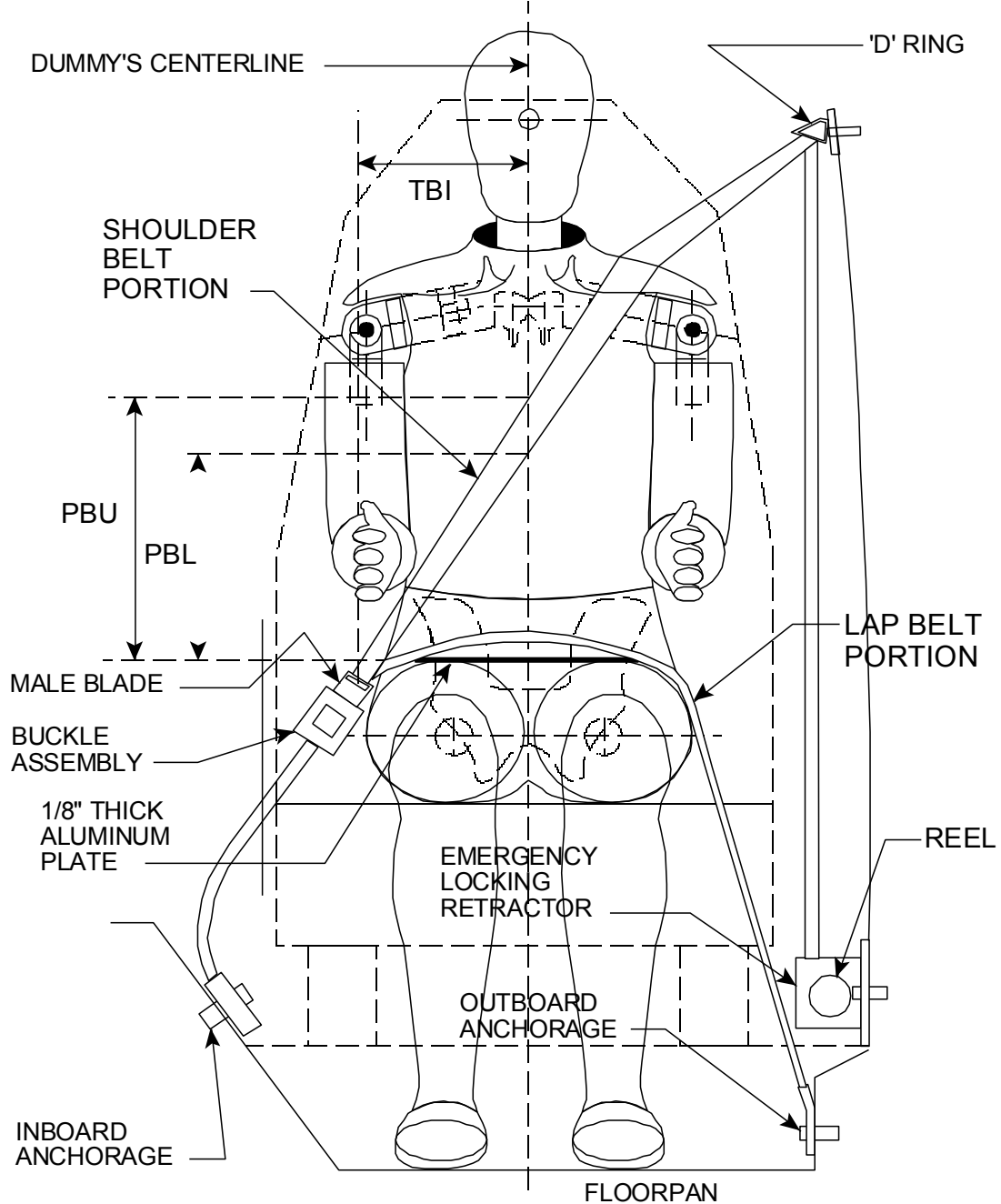
DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS



TEST DUMMY POSITION MEASUREMENTS

Code	Measurement Description	Driver SN 510		Passenger SN 511	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA	Windshield Angle		31.2		
SWA	Steering Wheel Angle		61.3		
SCA	Steering Column Angle		28.7		
SA	Seat Back Angle (On Headrest Post)		0.0		8.7
HZ	Head to Roof (Z)	321		312	
HH	Head to Header	457	32.9	441	31.2
HW	Head to Windshield	827	0.0	796	0.0
HR	Head to Side Header (Y)	333		307	
NR	Nose to Rim	318	0.3		
CD	Chest to Dash	499		404	
CS	Chest to Steering Hub	232	9.6		
RA	Rim to Abdomen	121	0.0		
KDL	Left Knee to Dash	117	25.7	68	
KDR	Right Knee to Dash	108		83	32.0
PA	Pelvic Angle		20.6		21.6
TA	Tibia Angle		56.6		59.6
KK	Knee to Knee (Y)	302		214	
SK	Striker to Knee	609	100.7	681	100.3
ST	Striker to Head	441	20.9	451	24.1
SH	Striker to H-Point	336	115.0	357	105.2
SHY	Striker to H-Point (Y)	321		312	
HS	Head to Side Window	498		372	
HD	H-Point to Door (Y)	195		192	
AD	Arm to Door (Y)	208		124	
AA	Ankle to Ankle	286		176	

SEAT BELT POSITIONING DATA



FRONT VIEW OF DUMMY

SEAT BELT POSITIONING MEASUREMENTS

Measurement Description	Units	Driver	Passenger
PBU - Top surface of reference to belt upper edge	mm	N/A	N/A
PBL - Top surface of reference to belt lower edge	mm	N/A	N/A

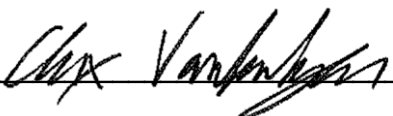
CRASH TEST

NHTSA No.: C20140301
Test Date: 6/2/14

X	1.	Vehicle underbody painted.
X	2.	The speed measuring devices are in place and functioning.
X	3.	The speed measuring devices are <u>1.0</u> m from the barrier (spec. 1.5 m) and <u>30</u> cm from the barrier (spec. is 30 cm)
X	4.	Convertible top is in the closed position.
X		X N/A, not a convertible
X	5.	Instrumentation and wires are placed so motion of dummies during impact is not affected.
X	6.	Tires inflated to pressure on tire placard or if it does not have a tire placard because it is not a passenger car, then inflated to the tire pressure specified in the owner information.
		<u>240 kpa</u> front left tire <u>240 kpa</u> specified on tire placard or in owner information
		<u>240 kpa</u> front right tire <u>240 kpa</u> specified on tire placard or in owner information
		<u>230 kpa</u> rear left tire <u>230 kpa</u> specified on tire placard or in owner information
		<u>230 kpa</u> rear right tire <u>230 kpa</u> specified on tire placard or in owner information
X	7.	Time zero contacts on barrier in place.
X	8.	Pre test zero and shunt calibration adjustments performed and recorded.
X	9.	Dummy temperature meets requirements of section 12.2 of the test procedure.
X	10.	Vehicle hood closed and latched.
X	11.	Transmission placed in neutral.
X	12.	Parking brake off.
X	13.	Are the heads still level?
X		X Yes, go to 14
		No, Adjust dummy so that head is at the angle recorded in the Appendix F or G data sheets and then continue.
X	14.	Ignition in the ON position.
X	15.	Doors closed and latched but not locked.
X	16.	Post test zero and shunt calibration checks performed and recorded.
X	17.	Actual test speed <u>39.8 kmph</u>
X	18.	Vehicle rebound from the barrier <u>348 cm</u>
X	19.	Describe whether the doors open after the test and what method is used to open the doors.
X		X Left Front Door: Door remained closed and latched; Door opened without tools.
X		X Right Front Door: Door remained closed and latched; Door opened without tools.
X		X Left Rear Door: Door remained closed and latched; Door opened without tools.
X		X Right Rear Door: Door remained closed and latched; Door opened without tools.

- ☒ 20. Describe the contact points of the dummy with the interior of the vehicle.
- ☒ Driver Dummy: Head to Air Bag and A-Pillar; Chest to Air Bag; Knees to Knee Air Bag and Knee Bolster.
- ☒ Passenger Dummy: Head to Air Bag and Visor; Chest to Air Bag; Knees to Glove Box.

REMARKS:

Signature: 

Date: 6/2/14

I certify that I have read and performed each instruction.

DATA SHEET 40
ACCIDENT INVESTIGATION MEASUREMENTS

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Alex Vanderheyden

NHTSA No.: C20140301
 Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

Vehicle Year/Make/Model/Body Style:	2014 Fiat 500L MPV
VIN:	ZFBCFAAH4EZ002152
Wheelbase:	2624 mm
Build Date:	4/13
Vehicle Size Category:	3
Test Weight:	1597.6 kg
Front Overhang:	866 mm
Overall Width:	1745 mm
Overall Length Center:	4234 mm

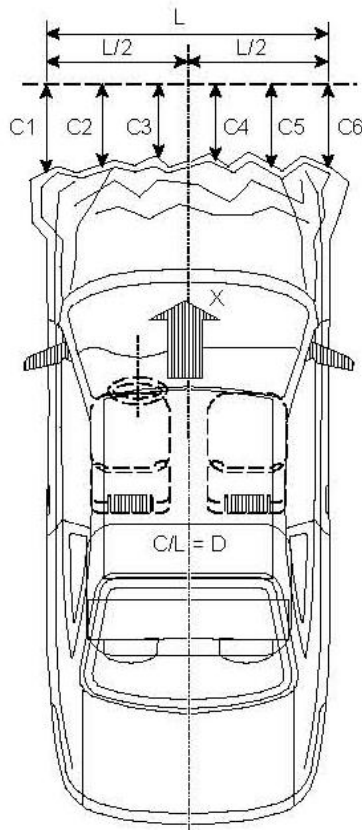
Accelerometer Data	
Location:	As per measurements on Data Sheet 33
Linearity:	>99.9%

Integration Algorithm:	Trapezoidal
Vehicle Impact Speed:	39.8 kmph
Time of Separation:	88.5 ms
Velocity Change:	42.8 kmph

CRUSH PROFILE

Collision Deformation Classification: 12FDEW1
 Midpoint of Damage: Vehicle Longitudinal Centerline
 Damage Region Length (mm): 1352
 Impact Mode: Frontal Barrier

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush zone 1 at left side	mm	4081	4002	79
C2	Crush zone 2 at left side	mm	4182	4086	96
C3	Crush zone 3 at left side	mm	4223	4102	121
C4	Crush zone 4 at right side	mm	4223	4087	136
C5	Crush zone 5 at right side	mm	4182	4053	129
C6	Crush zone 6 at right side	mm	4081	3976	105



REMARKS:

Signature: *Chx Vandenbosch*

Date: 6/2/14

I certify that I have read and performed each instruction.

DATA SHEET 41
WINDSHIELD MOUNTING (FMVSS 212)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Alex Vanderheyden

NHTSA No.: C20140301
 Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

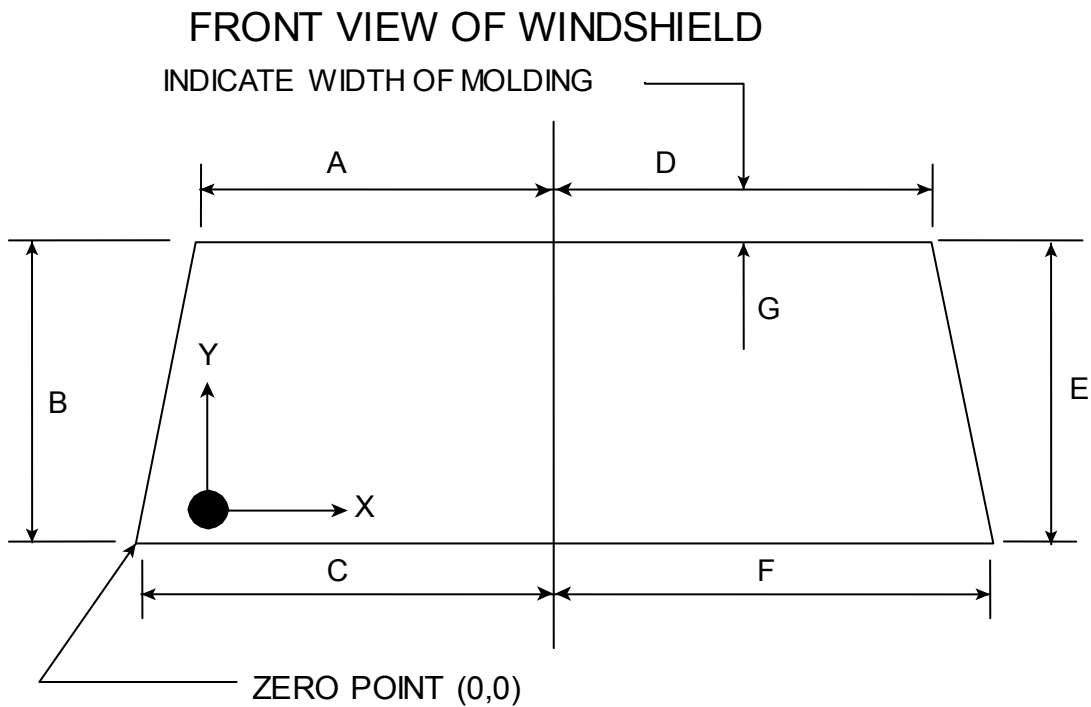
1. Pre-Crash
 - ☒ 1.1 Describe from visual inspection how the windshield is mounted and describe any trim material.

Retained with glue, rubber and plastic trim
 - ☒ 1.2 Mark the longitudinal centerline of the windshield.
 - ☒ 1.3 Measure pre-crash A, B, and C for the left side and record in the chart below.
 - ☒ 1.4 Measure pre-crash C, D, and E for the right side and record in the chart below.
 - ☒ 1.5 Measure from the edge of the retainer or molding to the edge of the windshield.
Dimension G (mm): 8 mm
2. Post Crash
 - ☒ 2.1 Can a single thickness of copier type paper (as small a piece as necessary) slide between the windshield and the vehicle body?
 - ☒ No - Pass. Skip to the table of measurements, complete it by repeating the pre-crash measurements in the post crash column, and calculate the retention percentage, which will be 100%.
 - ☐ Yes, go to 2.2
 - ☐ 2.2 Visibly mark the beginning and end of the portions of the periphery where the paper slides between the windshield and the vehicle body.
 - ☐ 2.3 Measure and record post-crash A, B, C, D, E, and F such that the measurements do not include any of the parts of the windshield where the paper slides between the windshield and the vehicle body.
 - ☐ 2.4 Calculate and record the percent retention for the right and left side of the windshield.
 - ☐ 2.5 Is total right side percent retention less than 50%?
 - ☐ Yes, Fail
 - ☐ No, Pass
 - ☐ 2.6 Is total left side percent retention less than 50%?
 - ☐ Yes, Fail
 - ☐ No, Pass

WINDSHIELD RETENTION MEASUREMENTS

	Dimension	Pre-Crash (mm)	Post-Crash (mm)	Percent Retention (Post-Test ÷ Pre-Crash)
Left Side	A	585	585	100%
	B	822	822	100%
	C	703	703	100%
	Total	2110	2110	100%
Right Side	D	585	585	100%
	E	822	822	100%
	F	703	703	100%
	Total	2110	2110	100%

Indicate area of mounting failure: NONE



REMARKS:

Signature: *Chris Vandenbosch*

Date: 6/2/14

I certify that I have read and performed each instruction.

DATA SHEET 42
WINDSHIELD ZONE INTRUSION (FMVSS 219)

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance
 Test Technician: Alex Vanderheyden

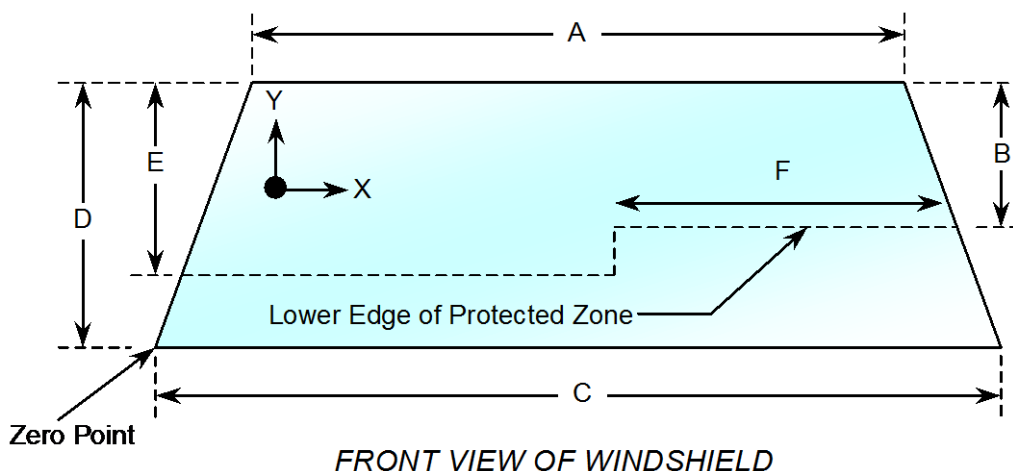
NHTSA No.: C20140301
 Test Date: 6/2/14

IMPACT ANGLE:	0°				
BELTED DUMMIES (YES/NO):	NO				
TEST SPEED:	X	32 to 40 kmph		0 to 48 kmph	0 to 56 kmph
DRIVER DUMMY:	X		5 th female		50 th male
PASSENGER DUMMY:	X		5 th female		50 th male

This standard specifies limits for the displacement of vehicle components into the windshield area during a frontal barrier impact test at any speed up to and including 48 kmph.

- ☒ 1. Place a 165 mm diameter rigid sphere, with a mass of 6.8 kg on the instrument panel so that it is simultaneously touching the instrument panel and the windshield. (571.219 S6.1(a))
- ☒ 2. Roll the sphere from one side of the windshield to the other while marking on the windshield where the sphere contacts the windshield. (571.219 S6.1(b))
- ☒ 3. From the outermost contactable points on the windshield draw a horizontal line to the edges of the windshield. (571.219 S6.1(b))
- ☒ 4. Draw a line on the inner surface of the windshield that is 13 mm below the line determined in items 2 and 3.
- ☒ 5. After the crash test, record any points where a part of the exterior of the vehicle has marked, penetrated, or broken the windshield.

Provide all dimensions necessary to reproduce the protected area.



WINDSHIELD DIMENSIONS

Item	Units	Value
A	mm	1170
B	mm	536
C	mm	1406
D	mm	822
E	mm	536
F	mm	442

AREA OF PROTECTED ZONE FAILURES:

- B. Provide coordinates of the area that the protected zone was penetrated more than 0.25 inches by a vehicle component other than one which is normally in contact with the windshield.

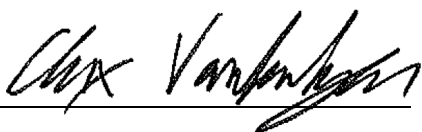
X	Y
NONE	

- C. Provide coordinates of the area beneath the protected zone template that the inner surface of the windshield was penetrated by a vehicle component.

X	Y
NONE	

REMARKS: An assessment of FMVSS 219 was done for informational use only.

I certify that I have read and performed each instruction.

Signature: 

Date: 6/2/14

DATA SHEET 43
FUEL SYSTEM INTEGRITY (FMVSS 301)

Test Vehicle: 2014 Fiat 500L
Test Program: FMVSS 208 Compliance
Test Technician: Alex Vanderheyden

NHTSA No.: C20140301
Test Date: 6/2/14

TYPE OF IMPACT:	25 mph Unbelted
-----------------	-----------------

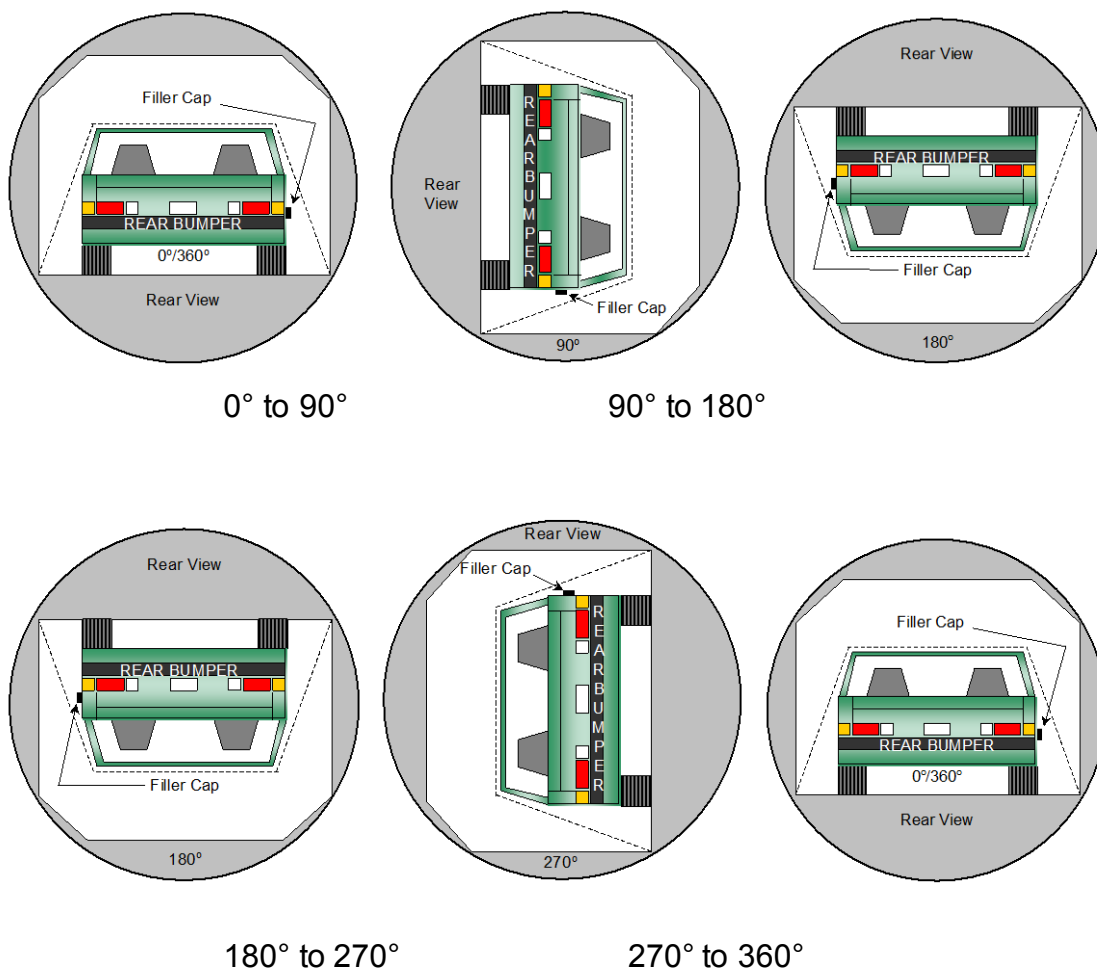
Stoddard Solvent Spillage Measurements

- A. From impact until vehicle motion ceases: 0 grams
(Maximum Allowable = 28 grams)
- B. For the 5 minute period after motion ceases: 0 grams
(Maximum Allowable = 142 grams)
- C. For the following 25 minutes: 0 grams
(Maximum Allowable = 28 grams/minute)
- D. Spillage: None

DATA SHEET 43
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2014 Fiat 500L
 Test Program: FMVSS 208 Compliance

NHTSA No.: C20140301
 Test Date: 6/2/14



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).
3. Details of Stoddard Solvent spillage locations: **Not Applicable**

Test Phase	Rotation Time (sec.)	Hold Time (sec.)	Spillage (grams)
0° to 90°			
90° to 180°			
180° to 270°			
270° to 360°			

The post crash FMVSS 301 "Fuel System Integrity" static rollover was not performed at the request of the COTR.

APPENDIX A

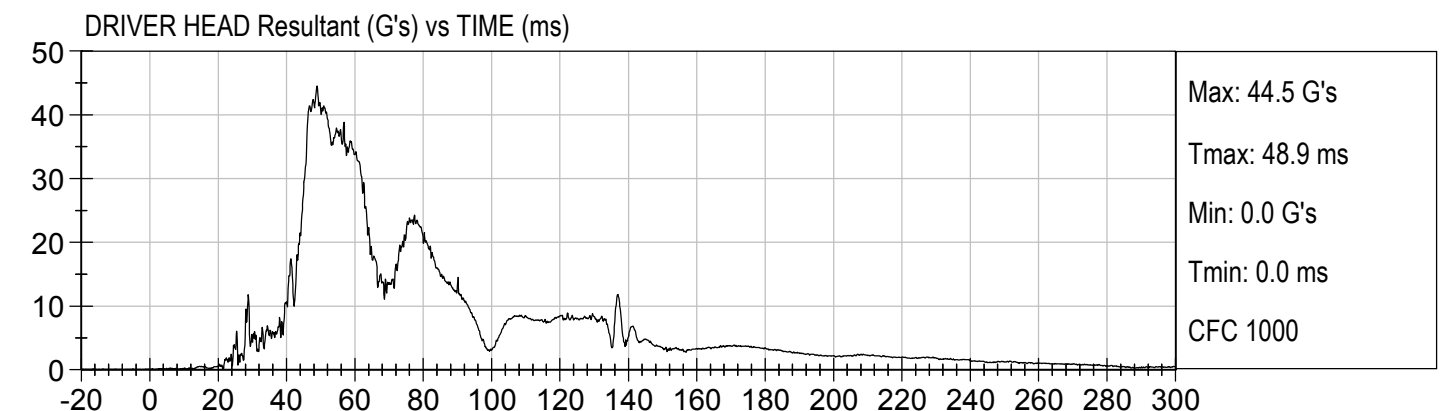
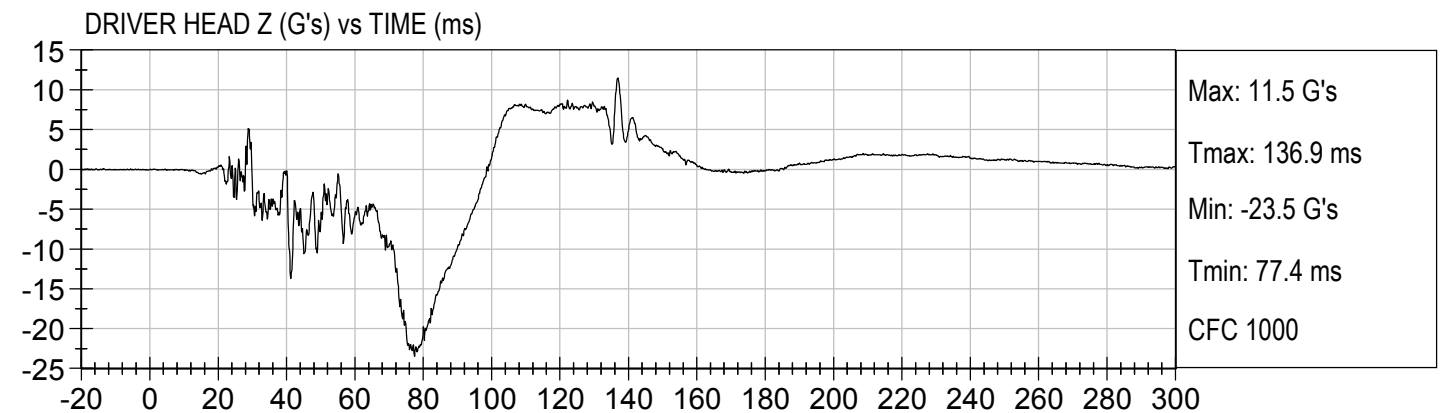
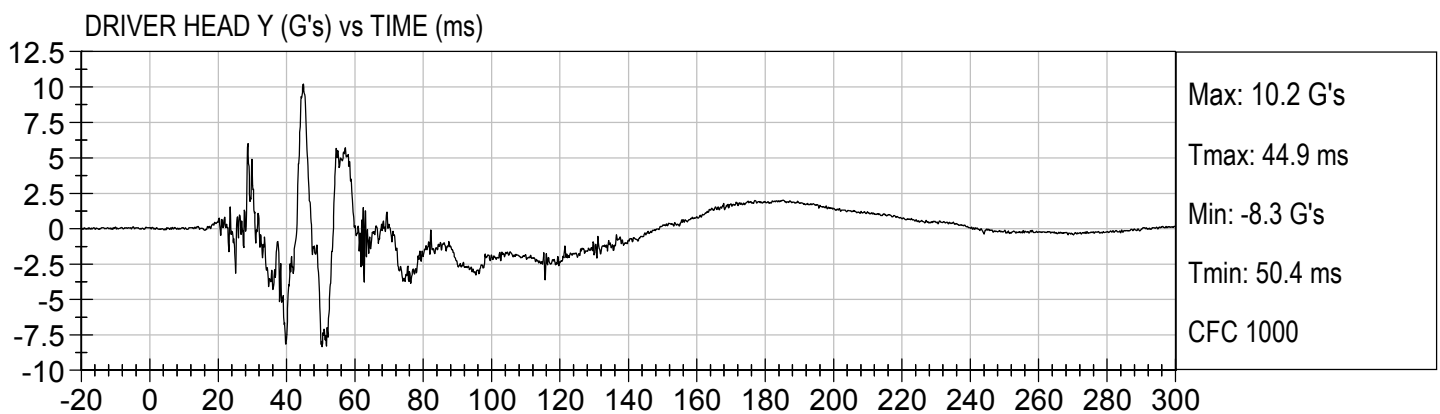
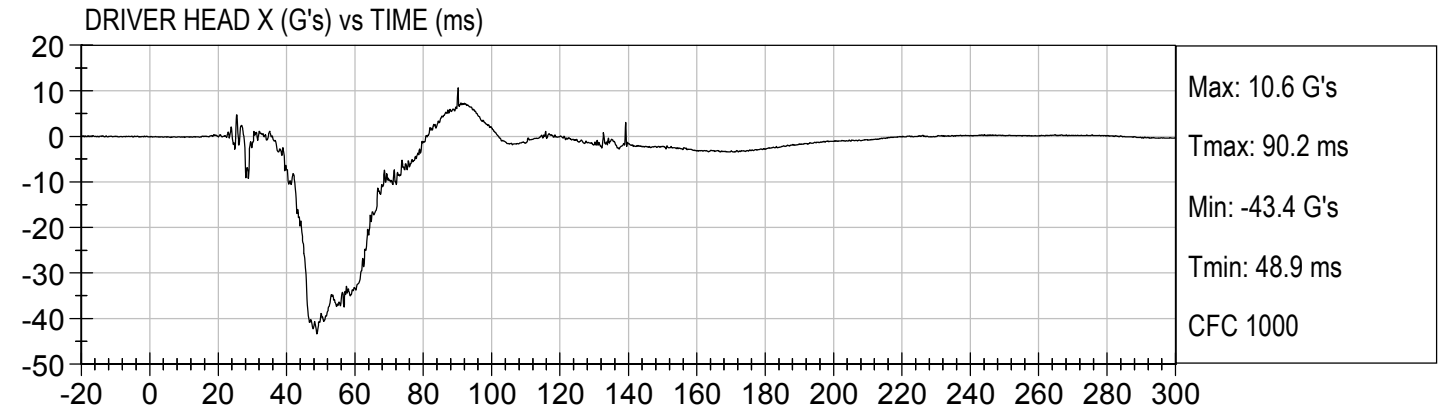
CRASH TEST DATA

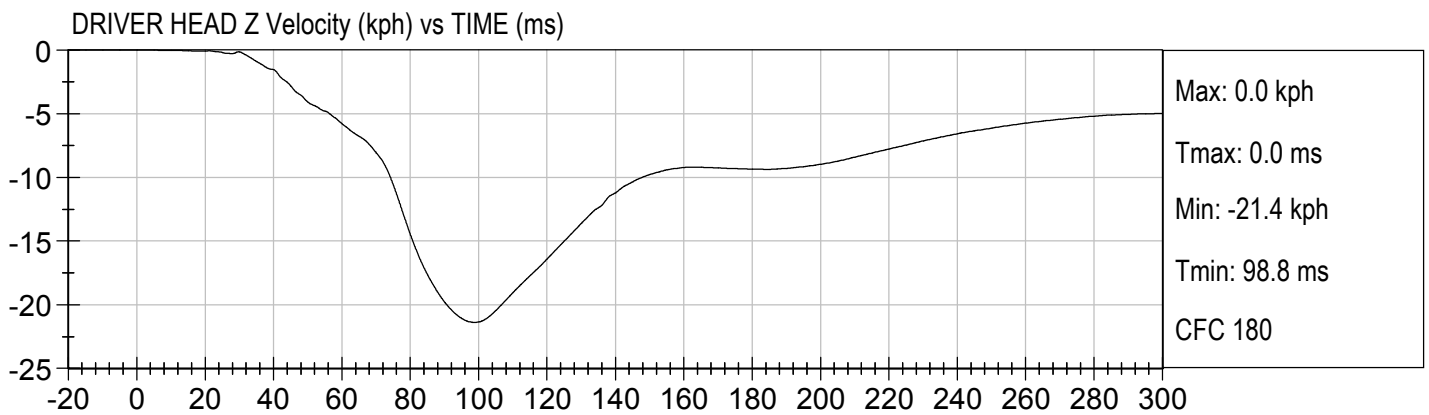
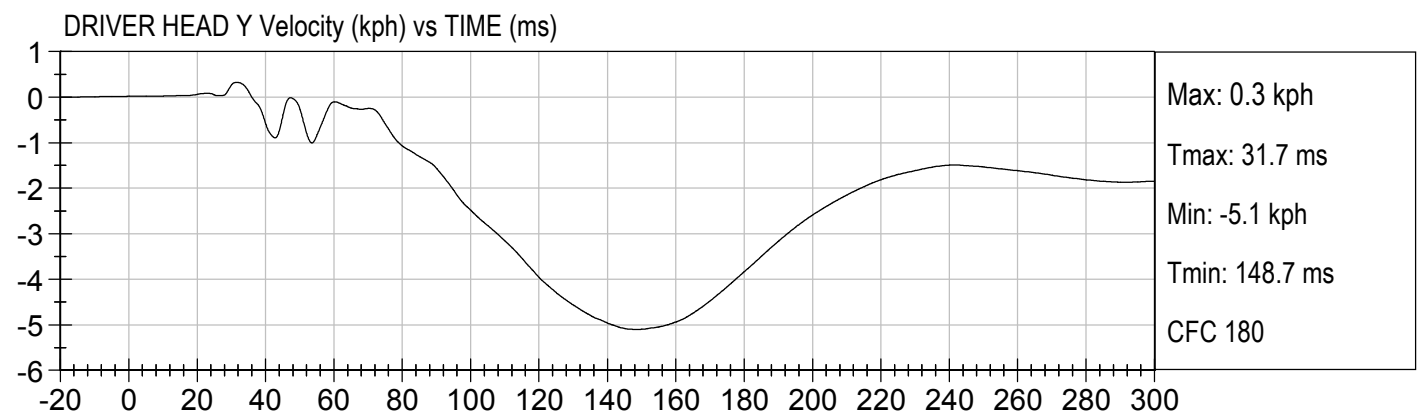
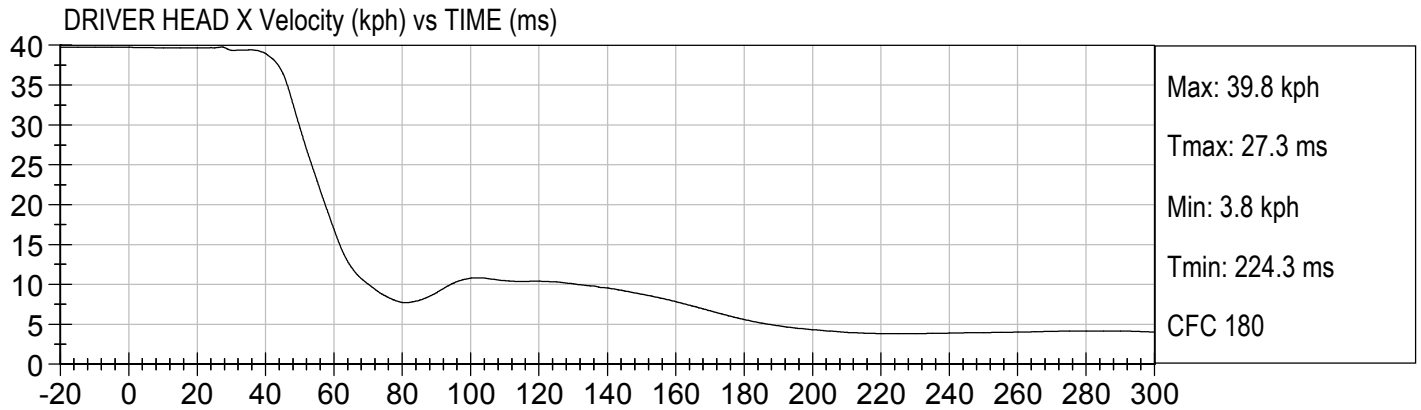
TABLE OF DATA PLOTS

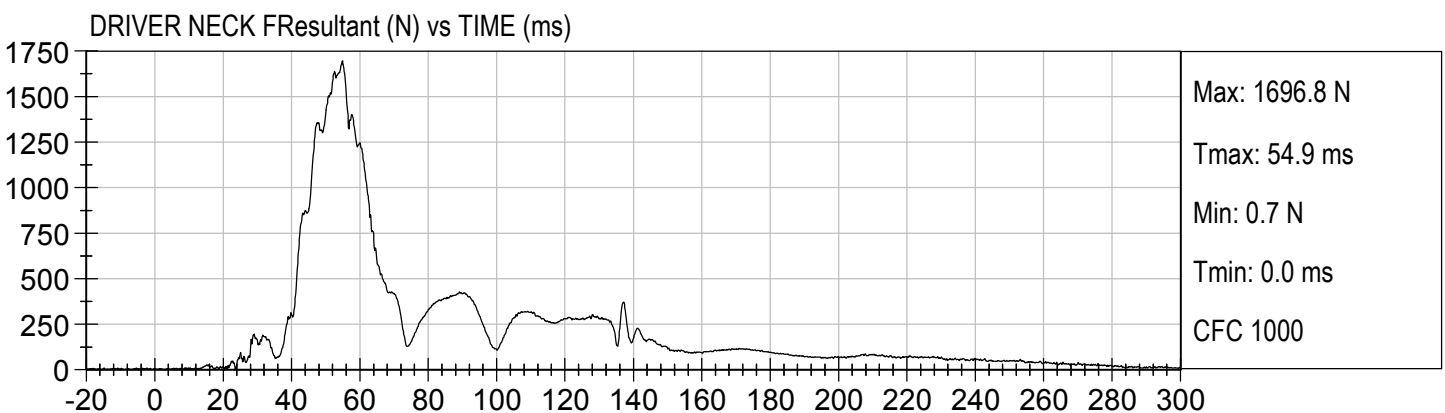
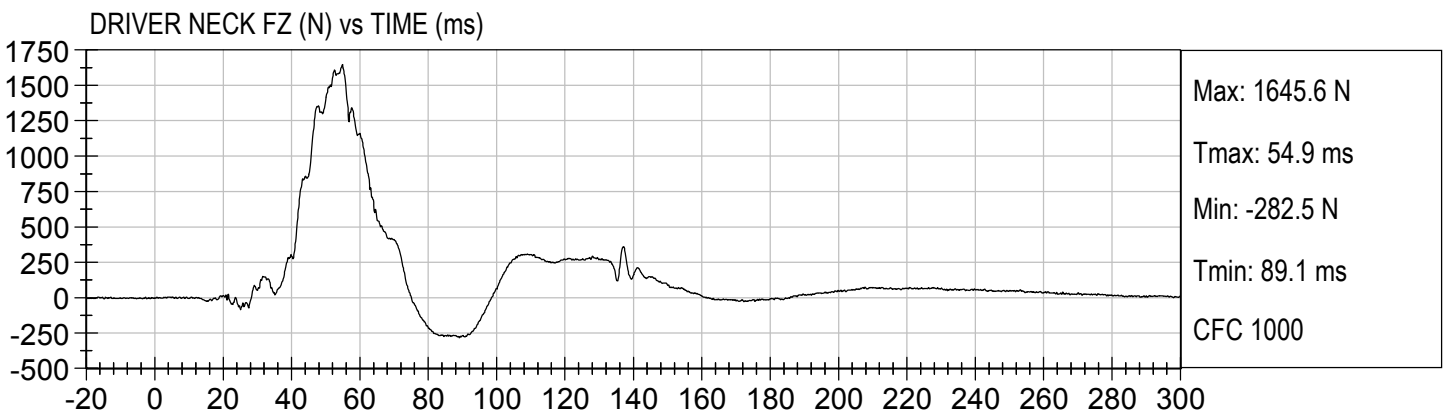
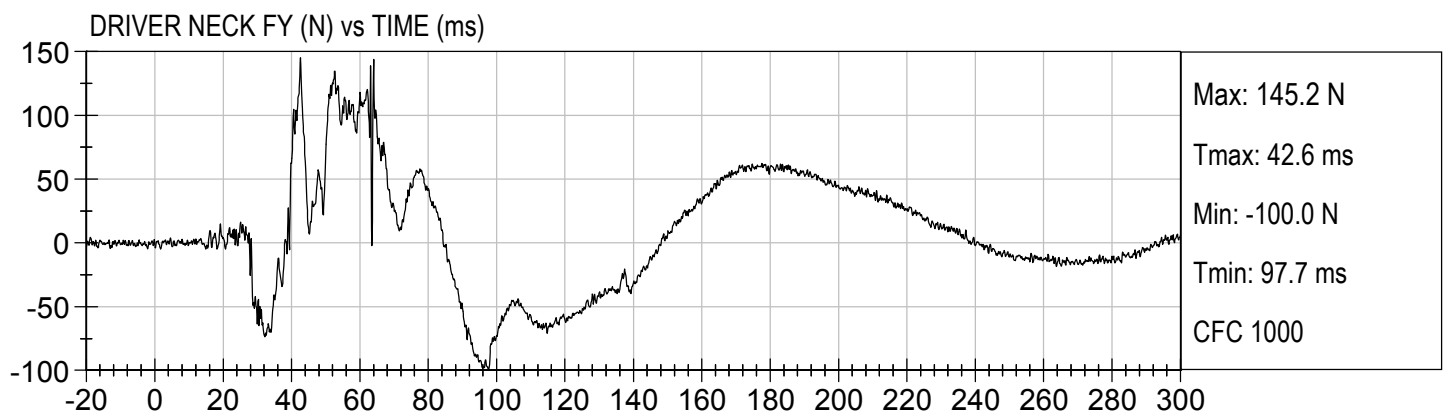
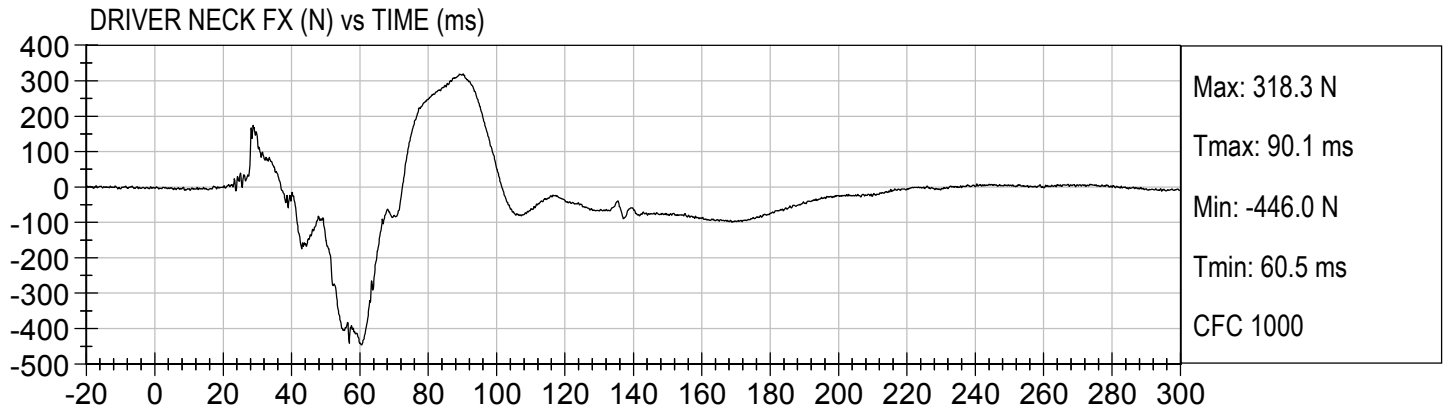
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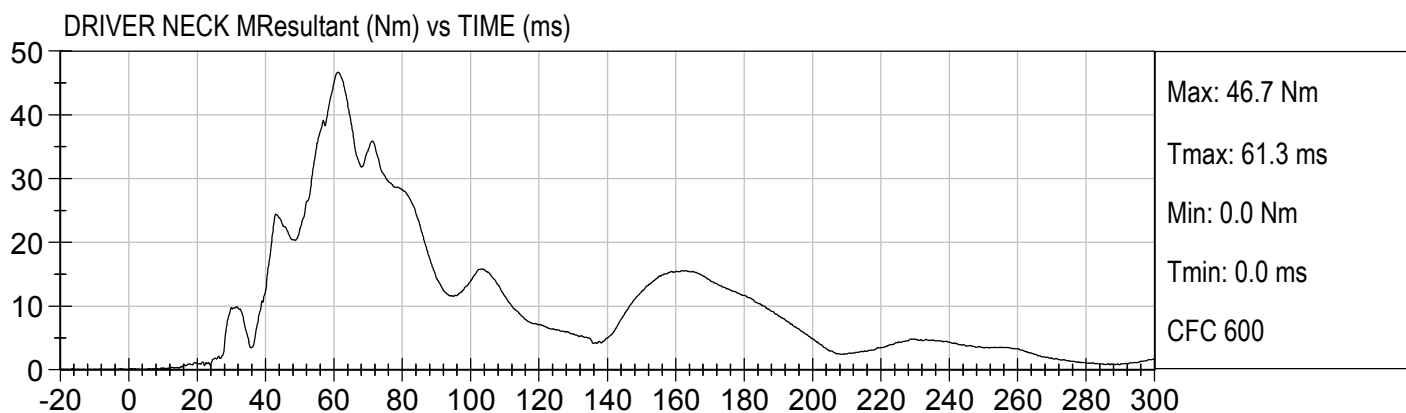
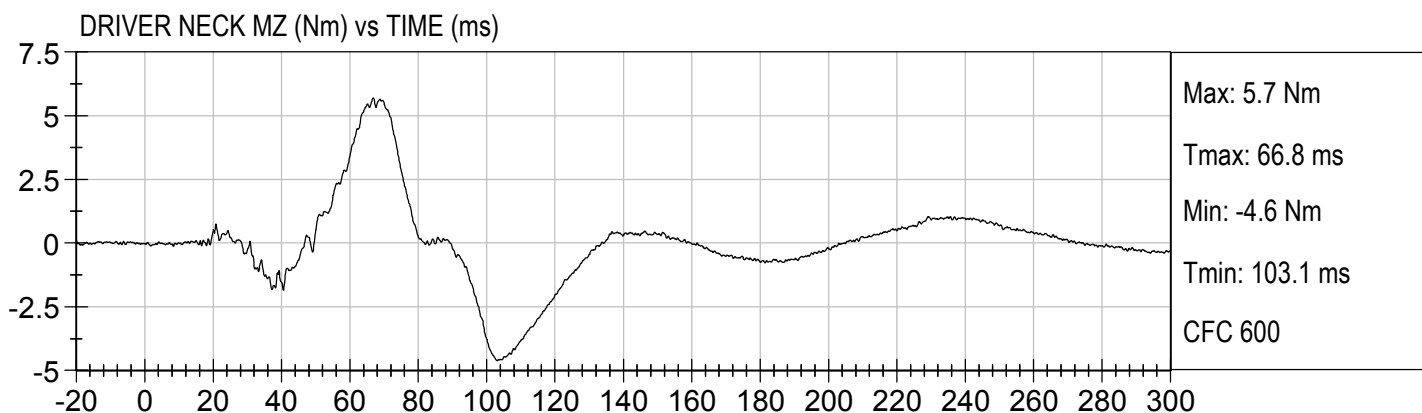
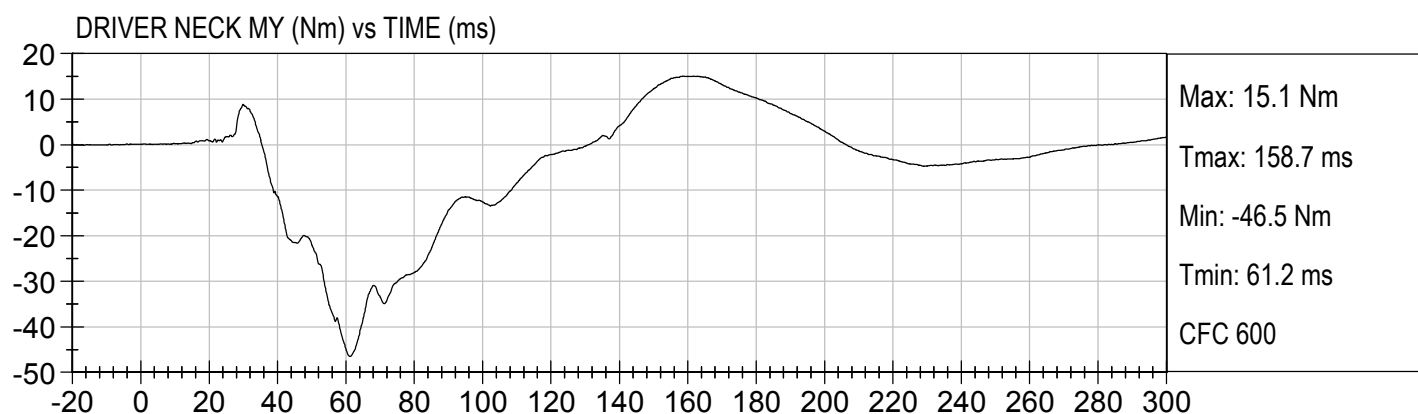
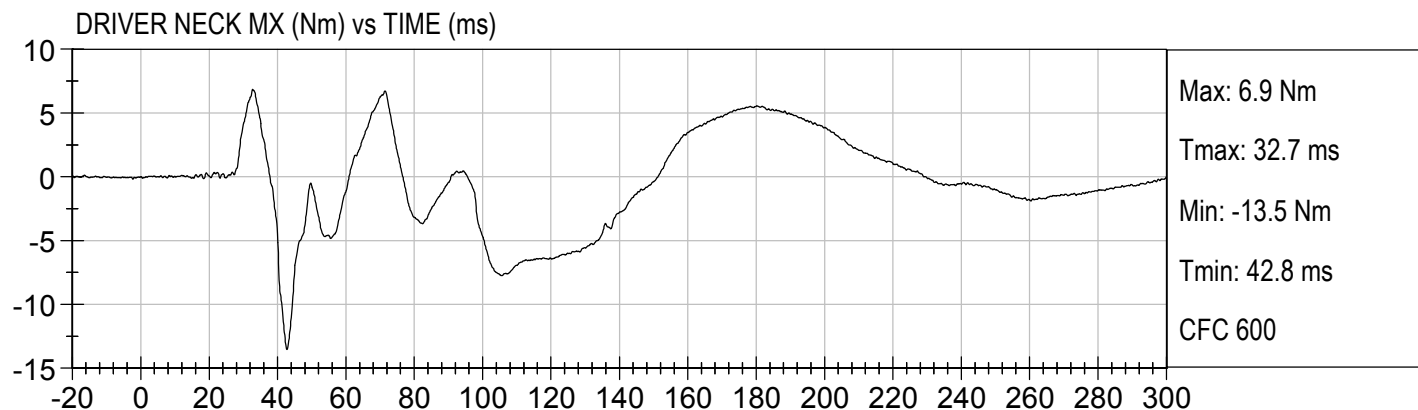
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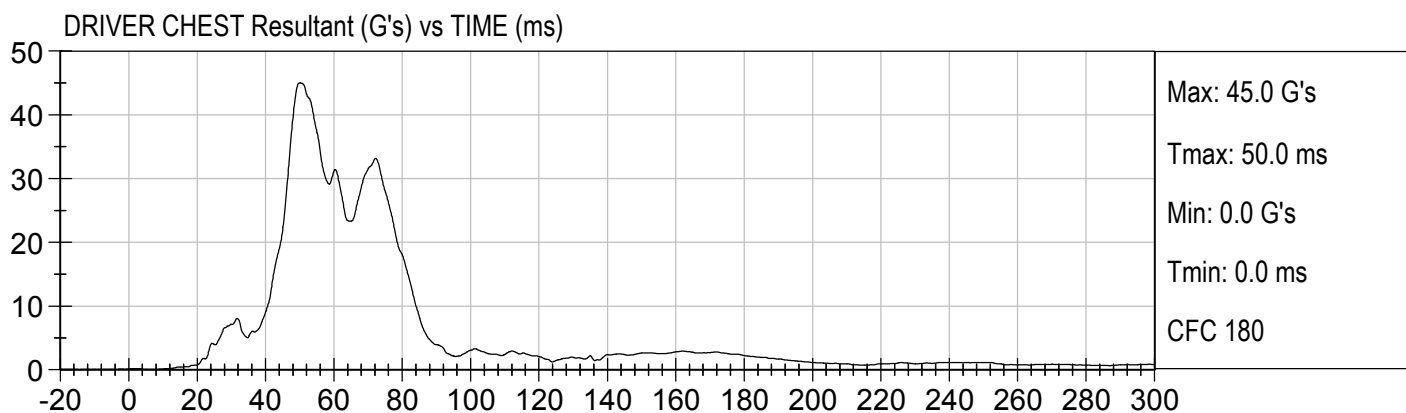
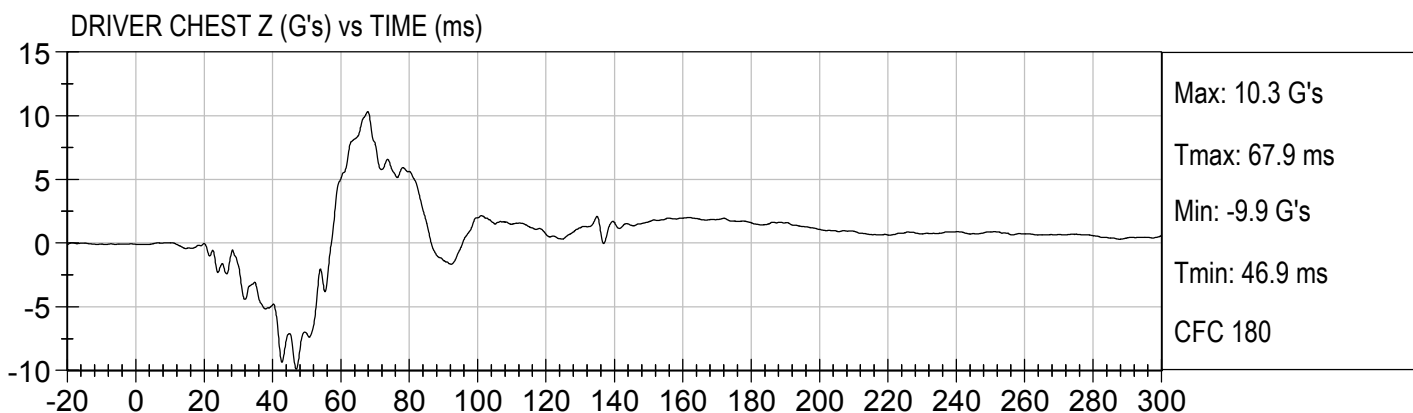
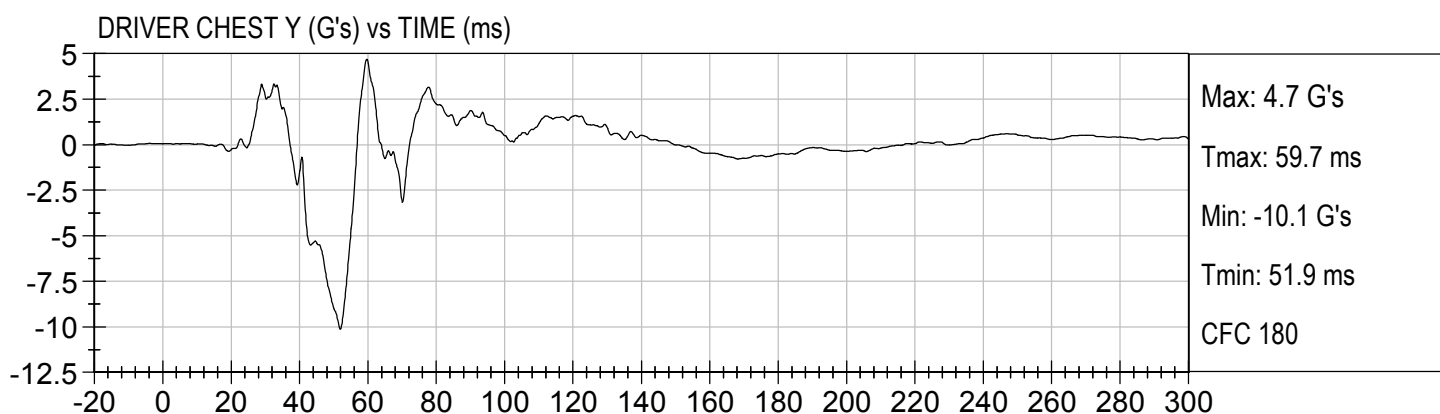
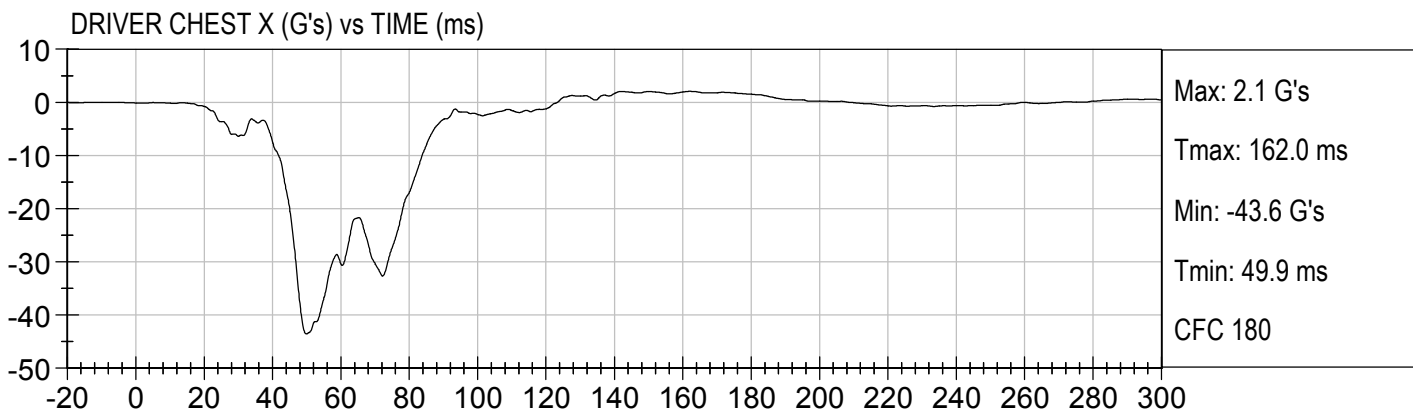
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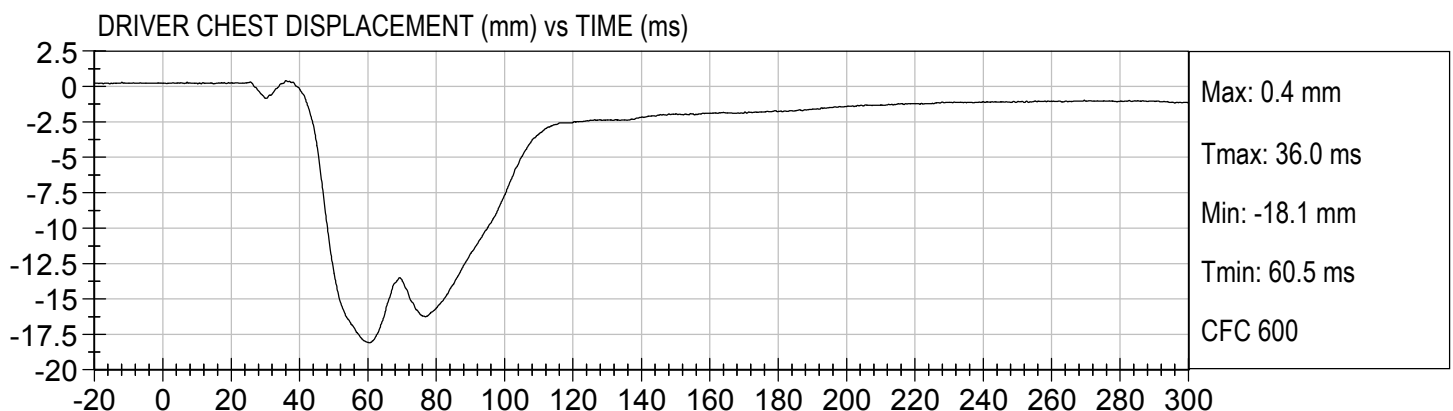
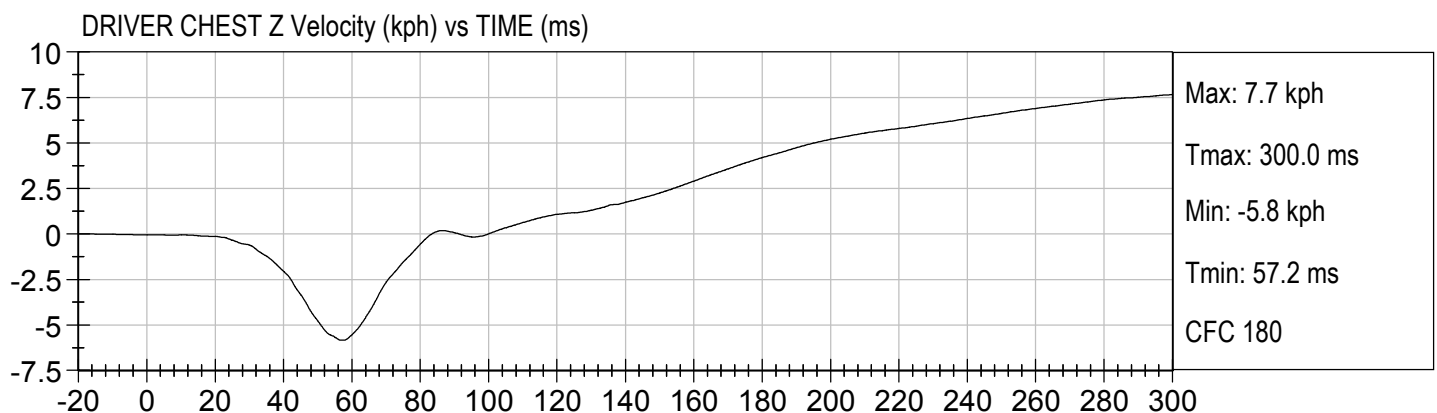
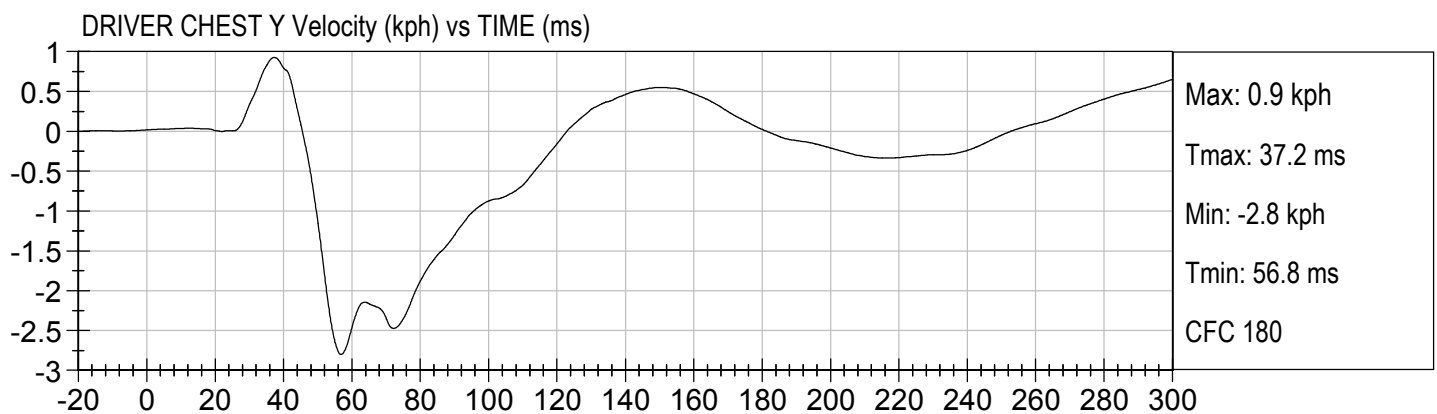
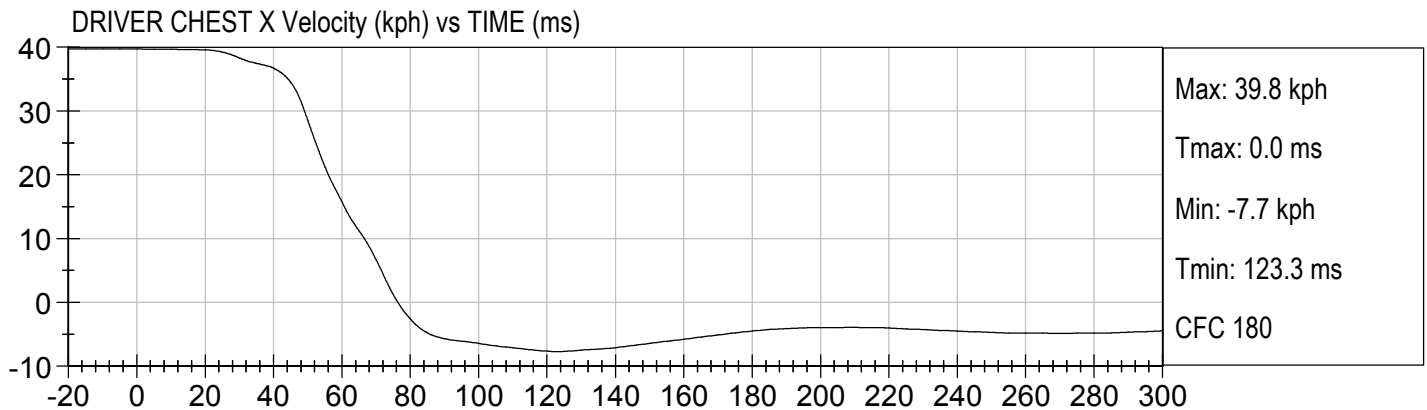


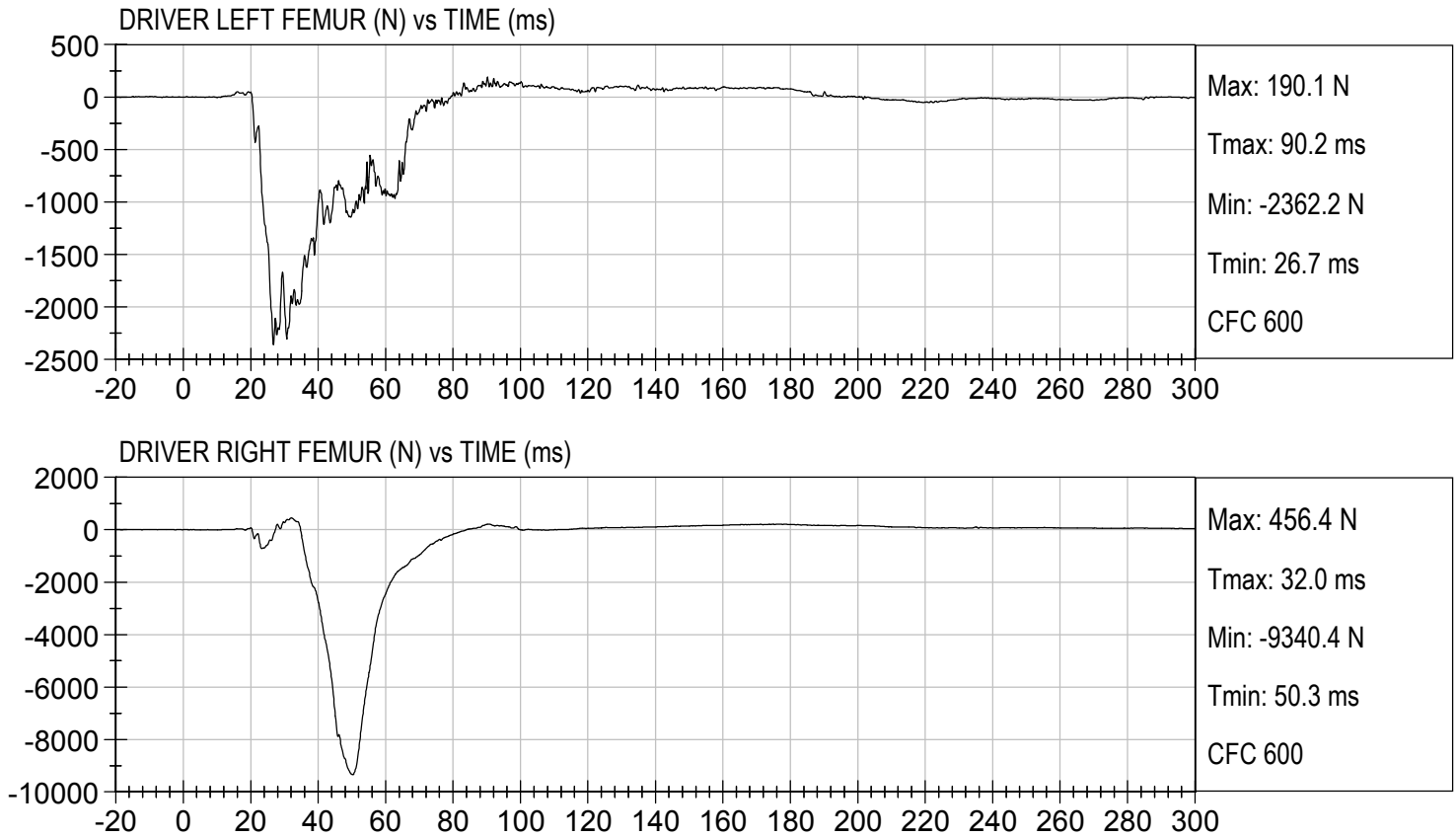


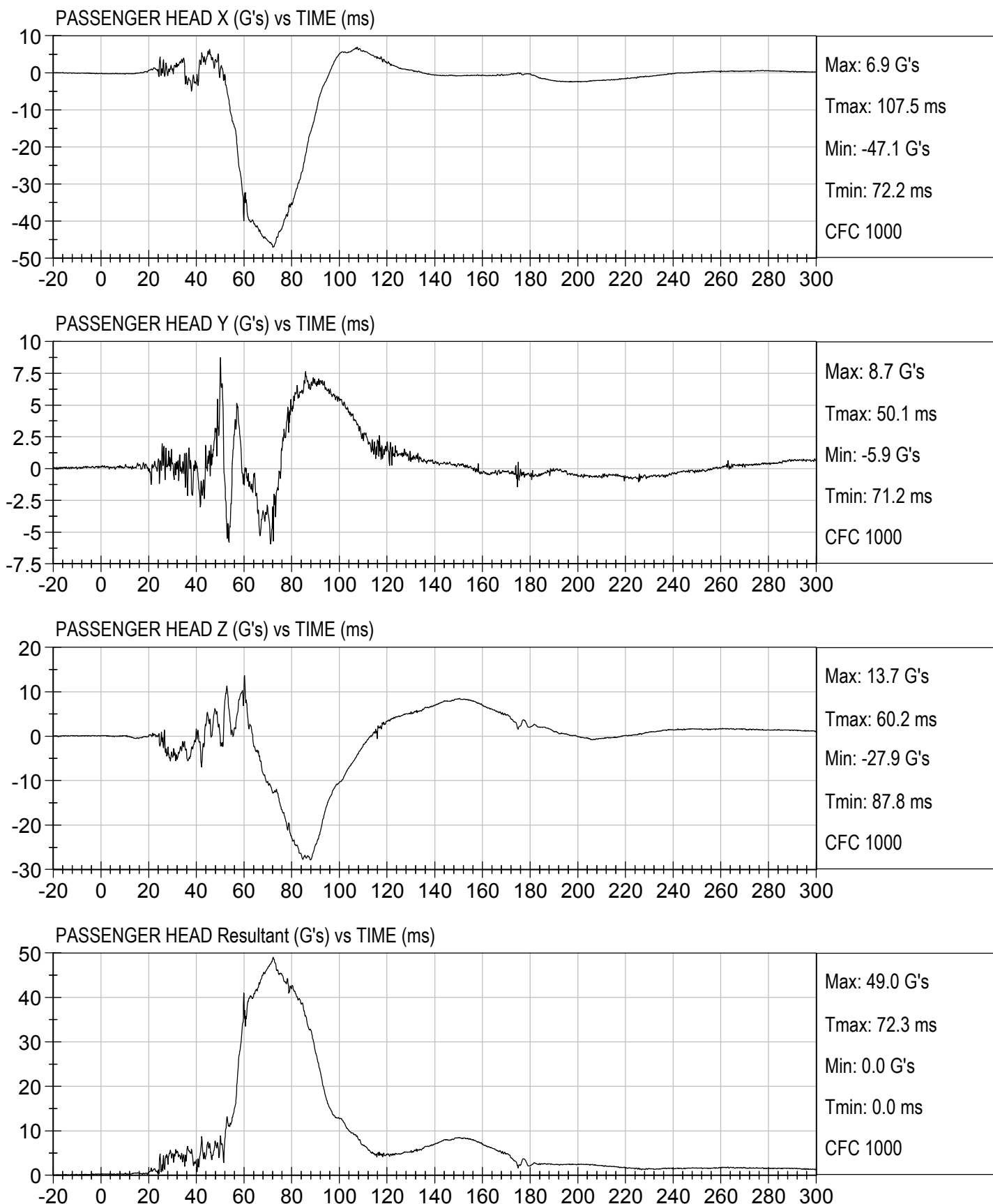


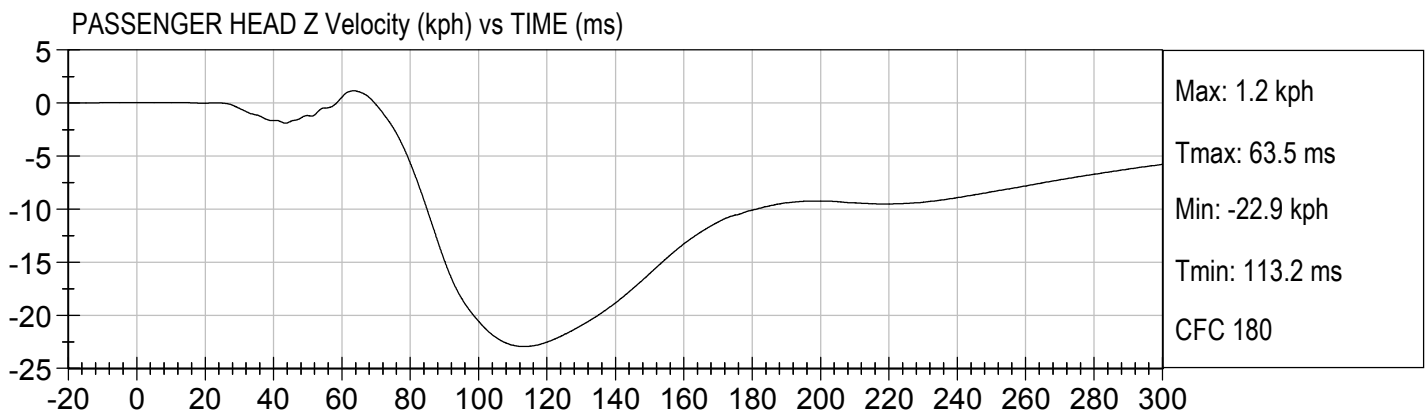
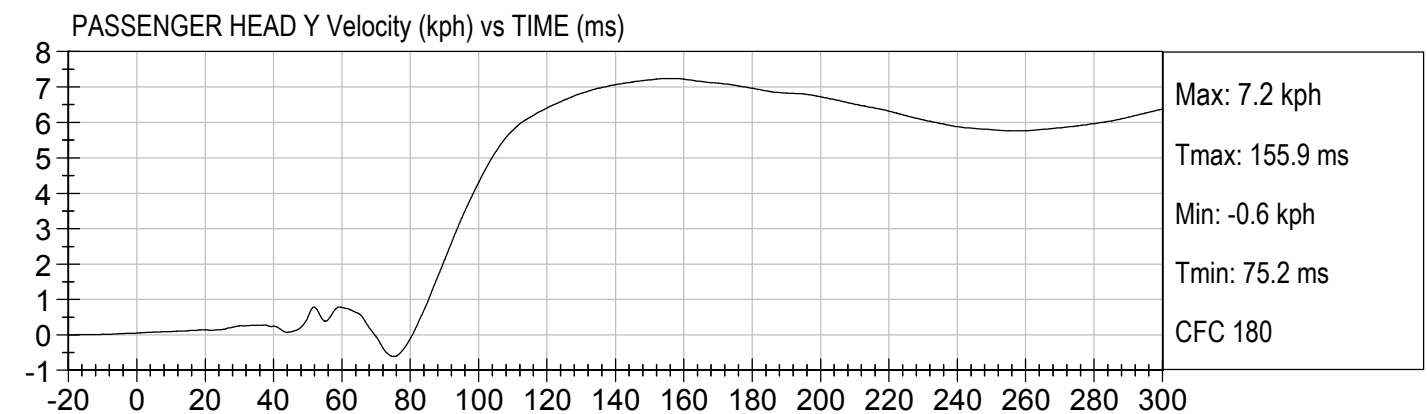
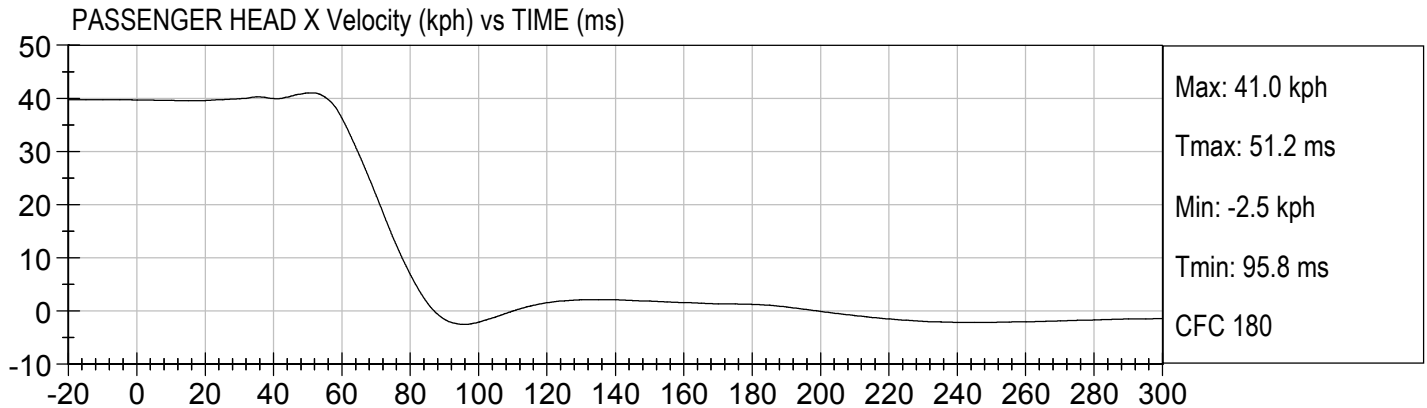


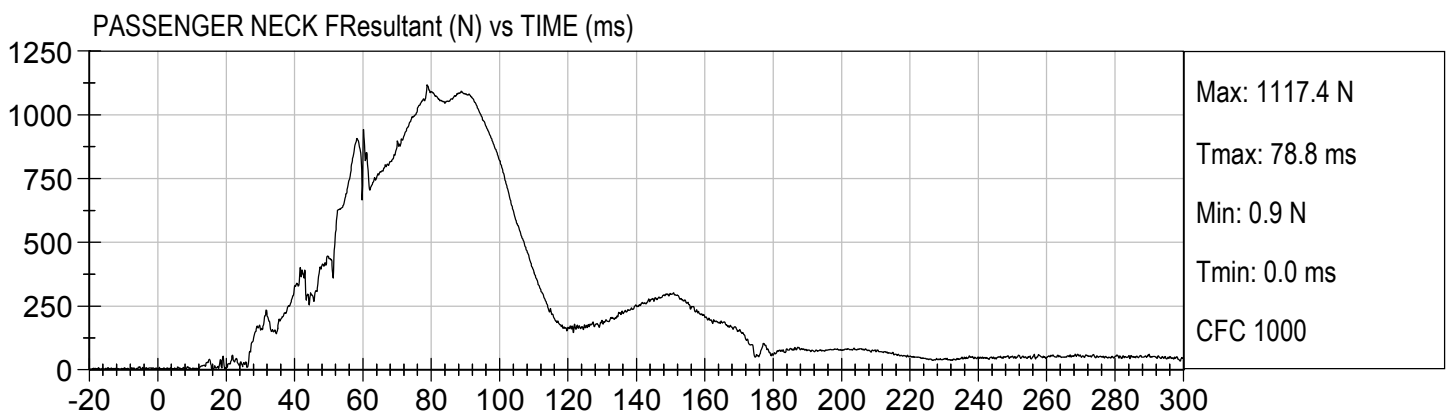
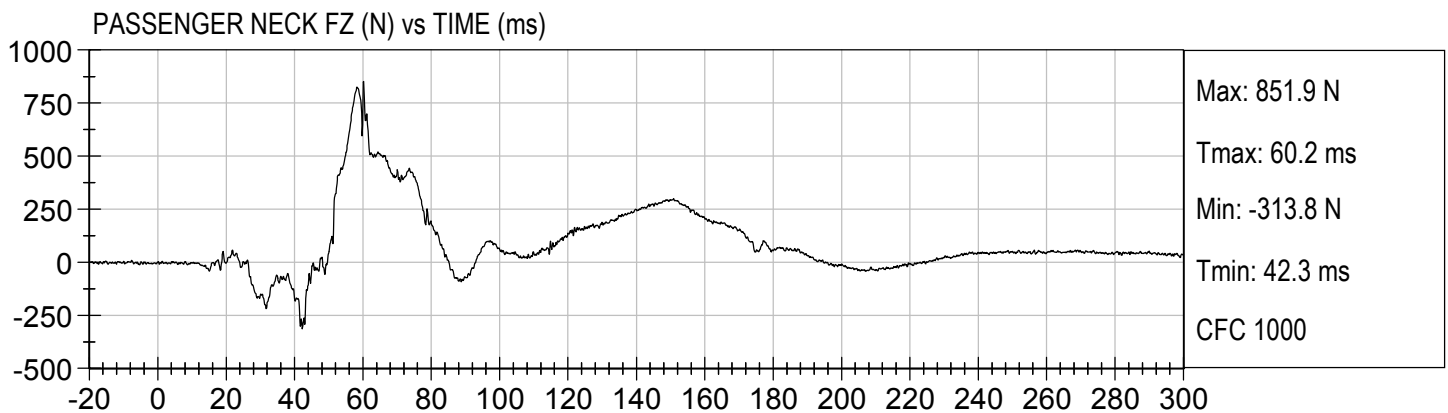
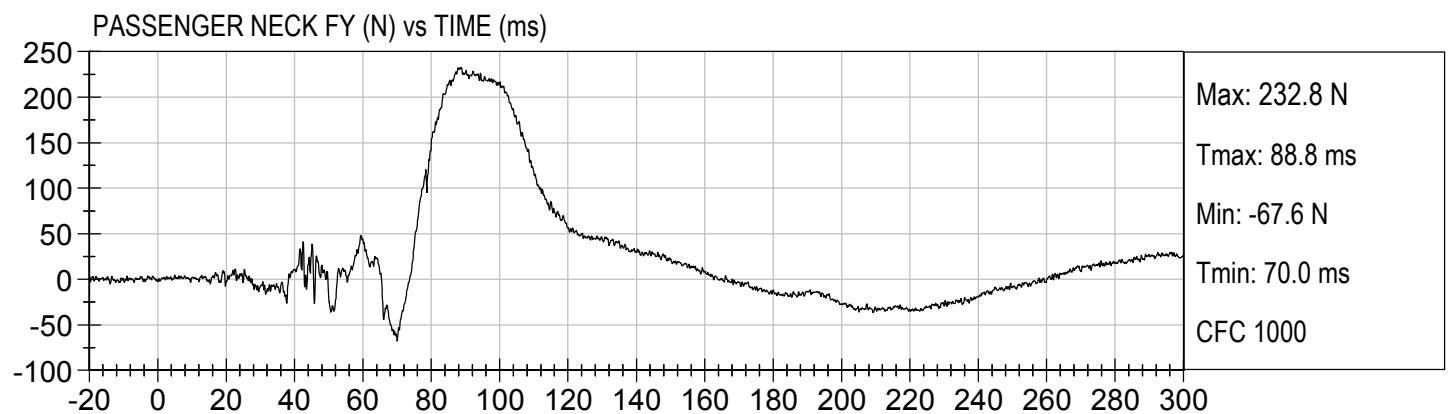
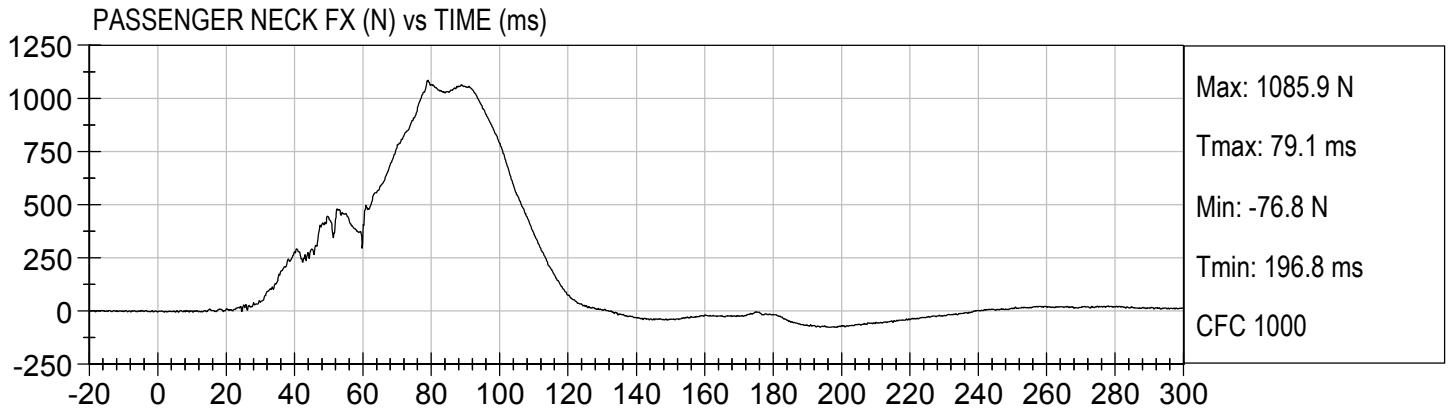


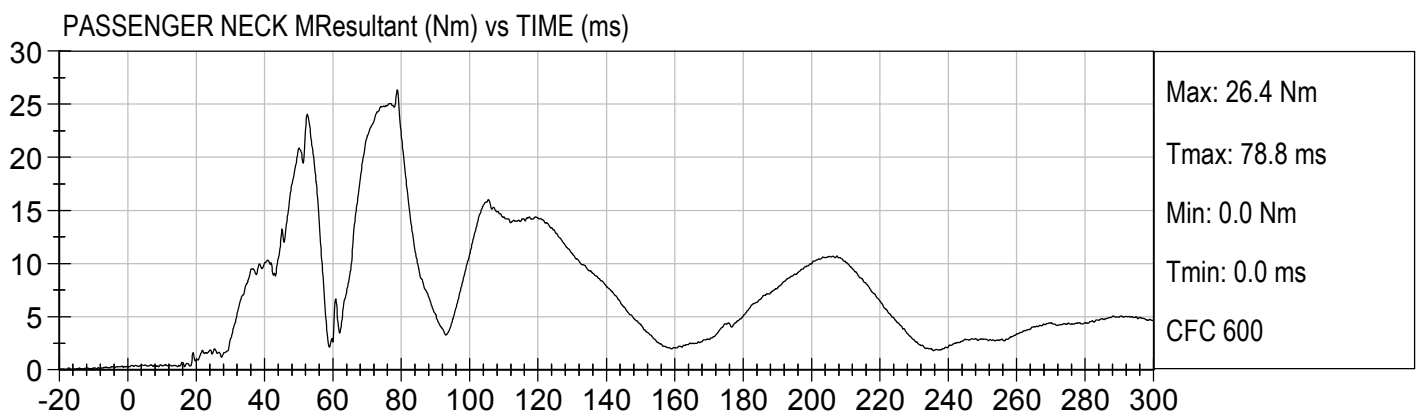
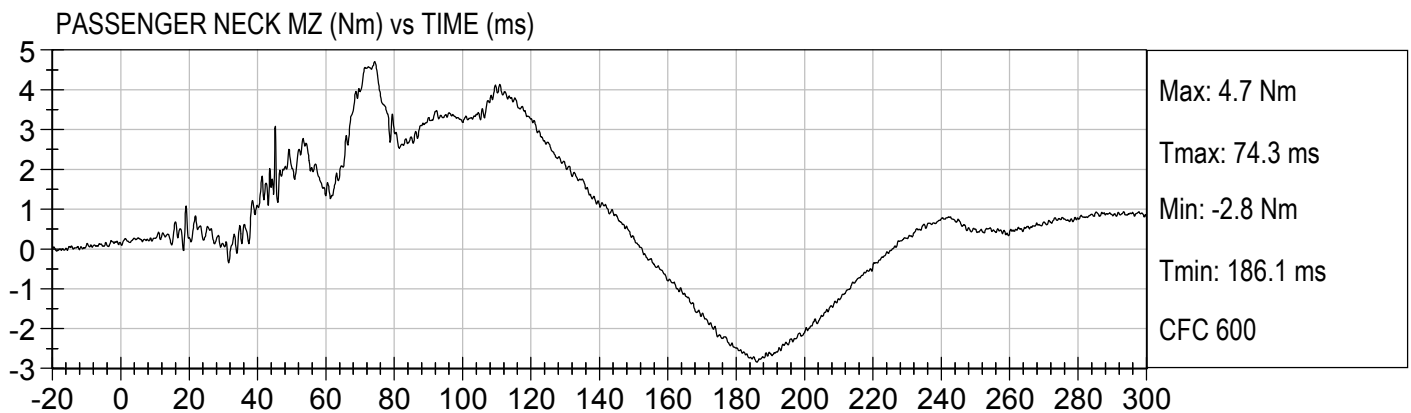
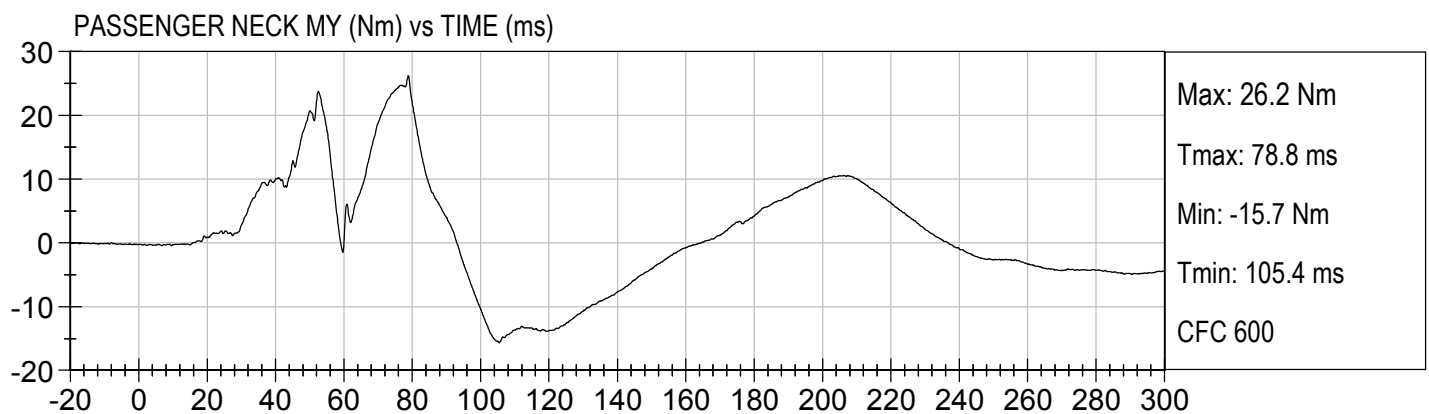
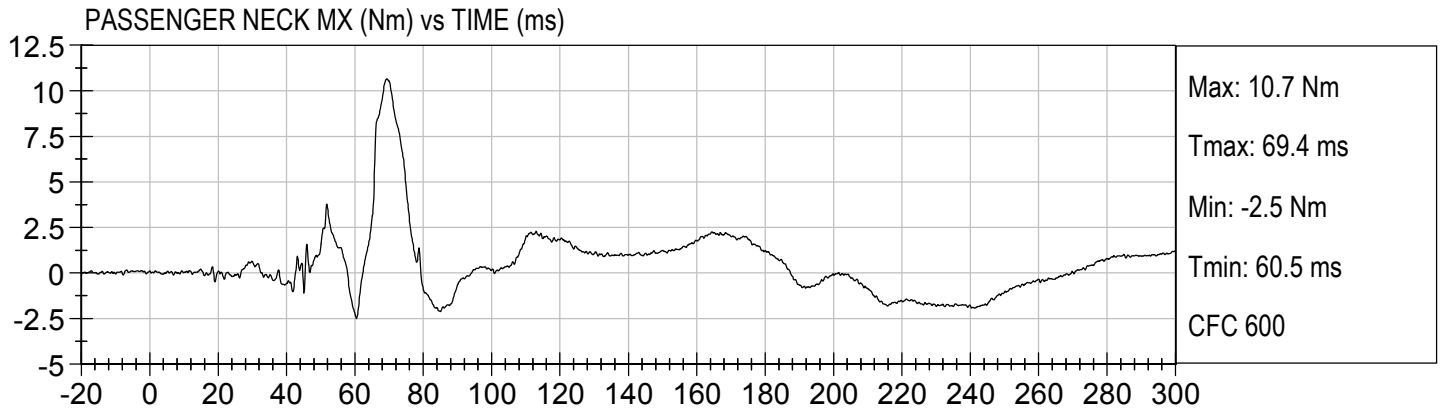


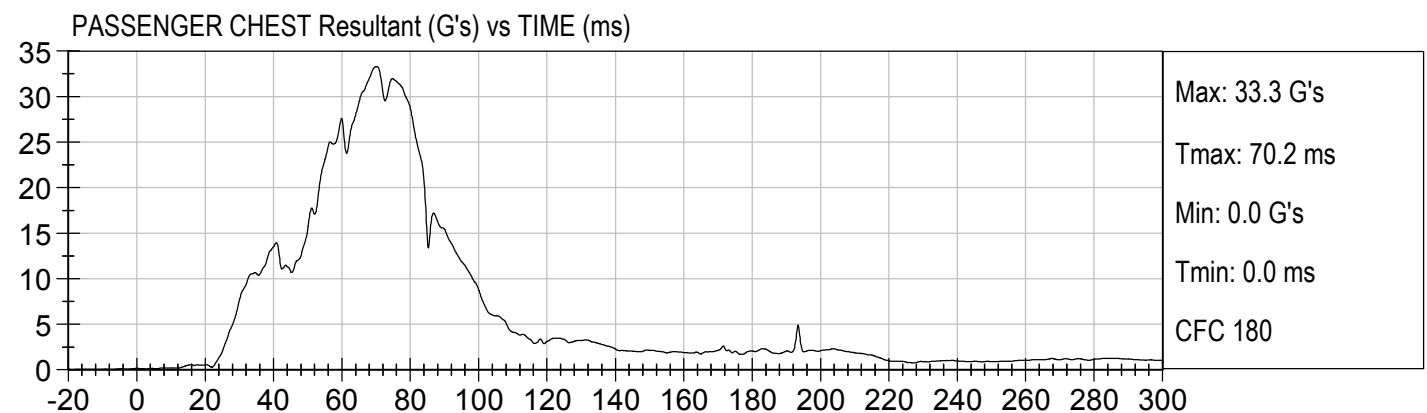
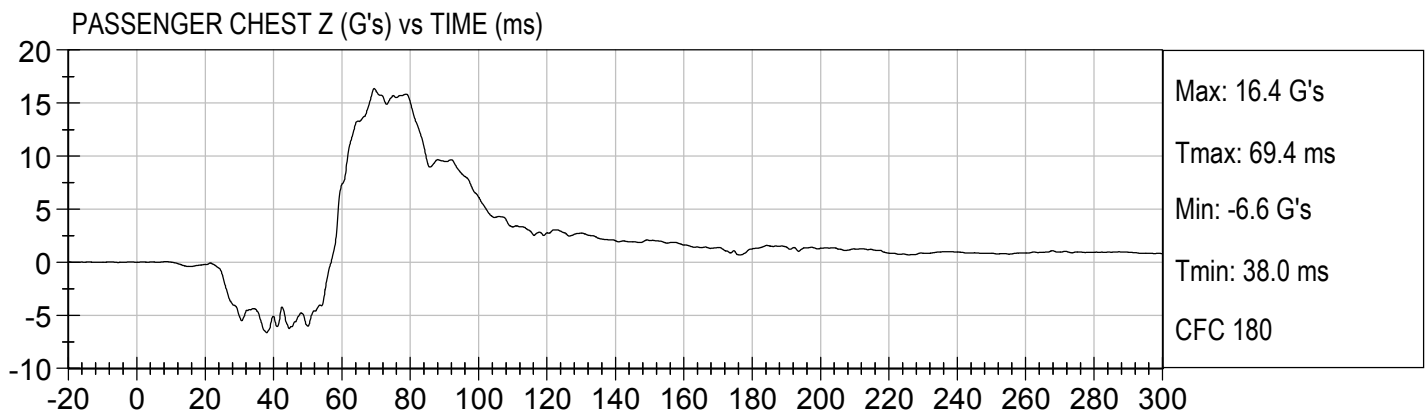
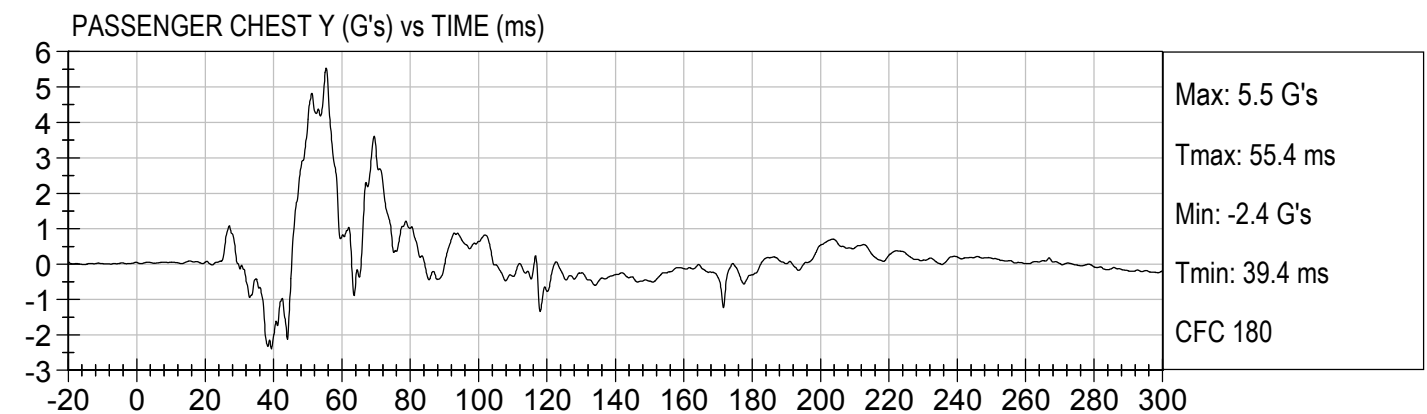
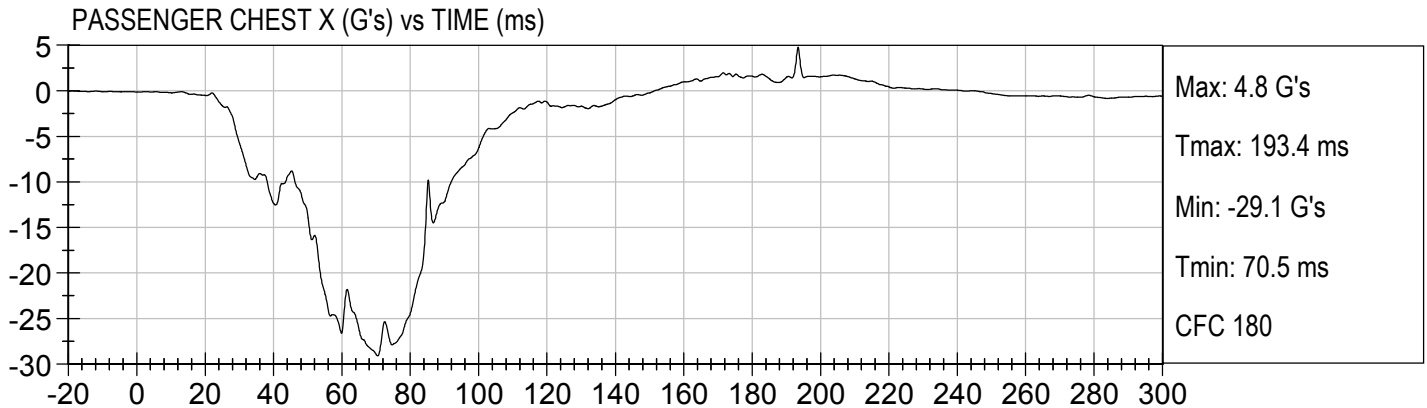


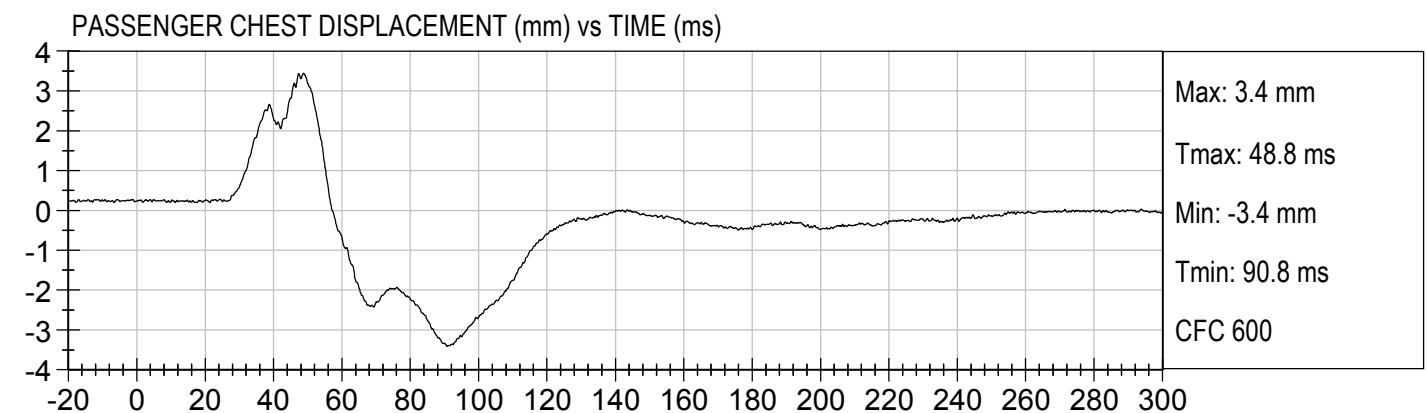
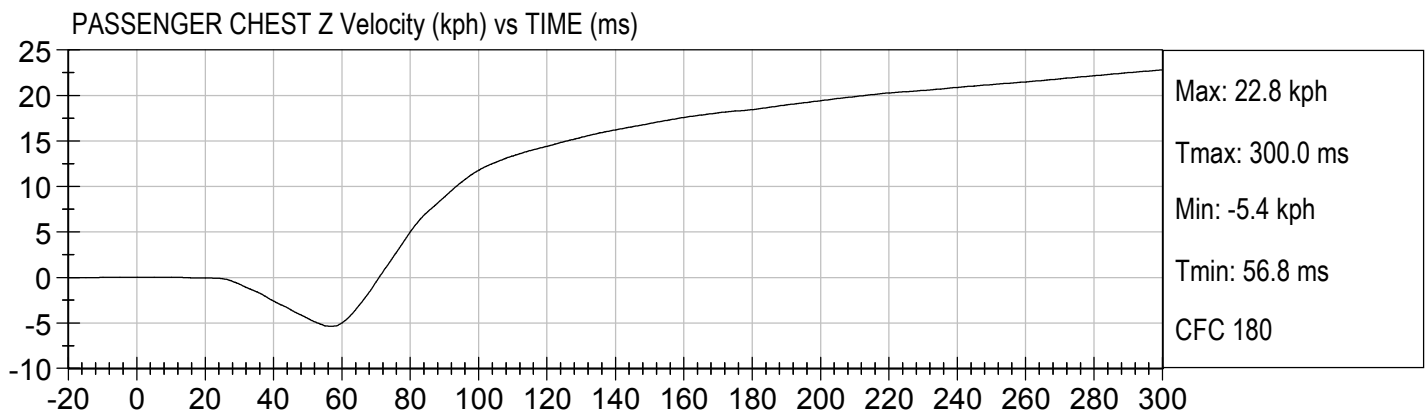
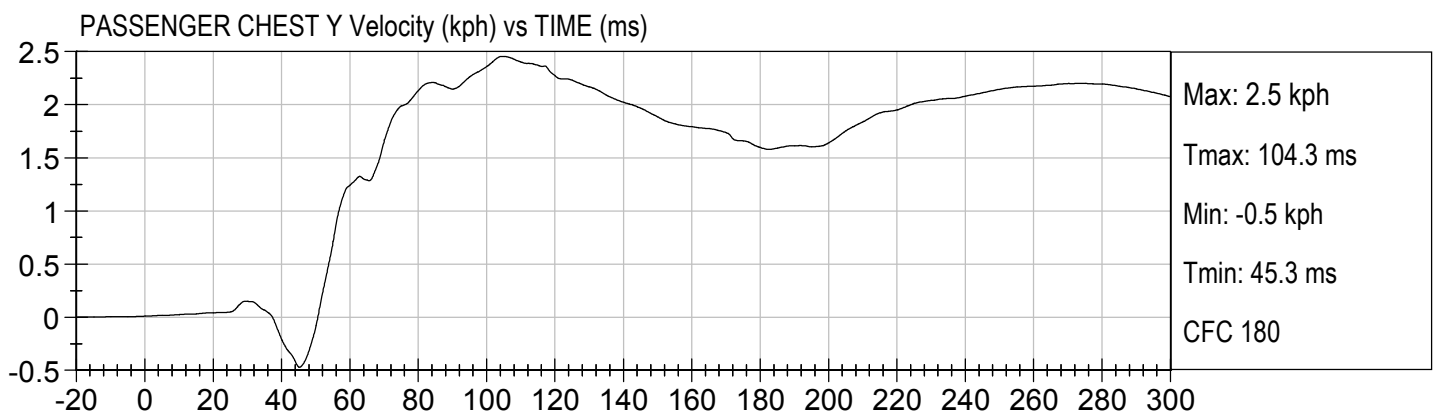
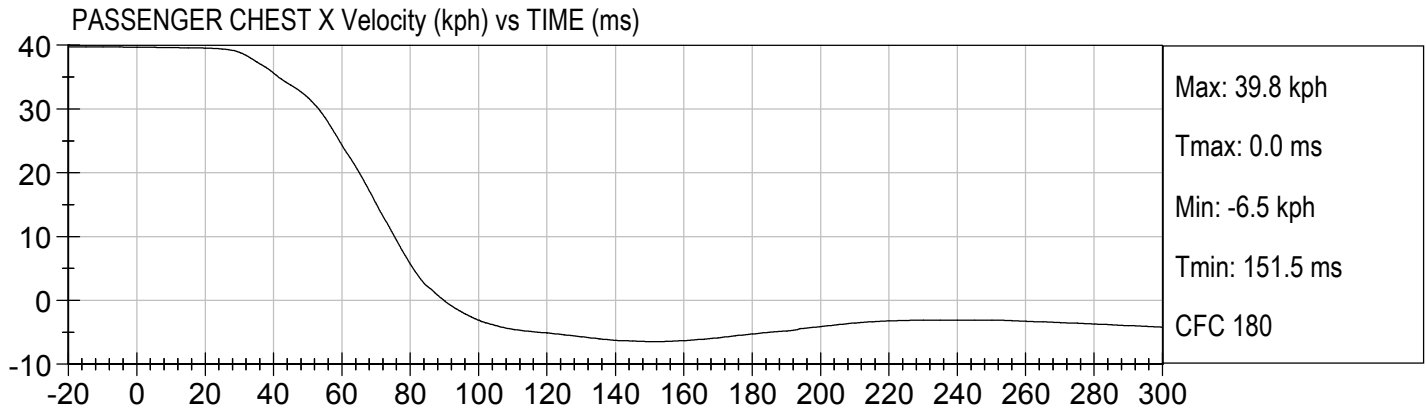


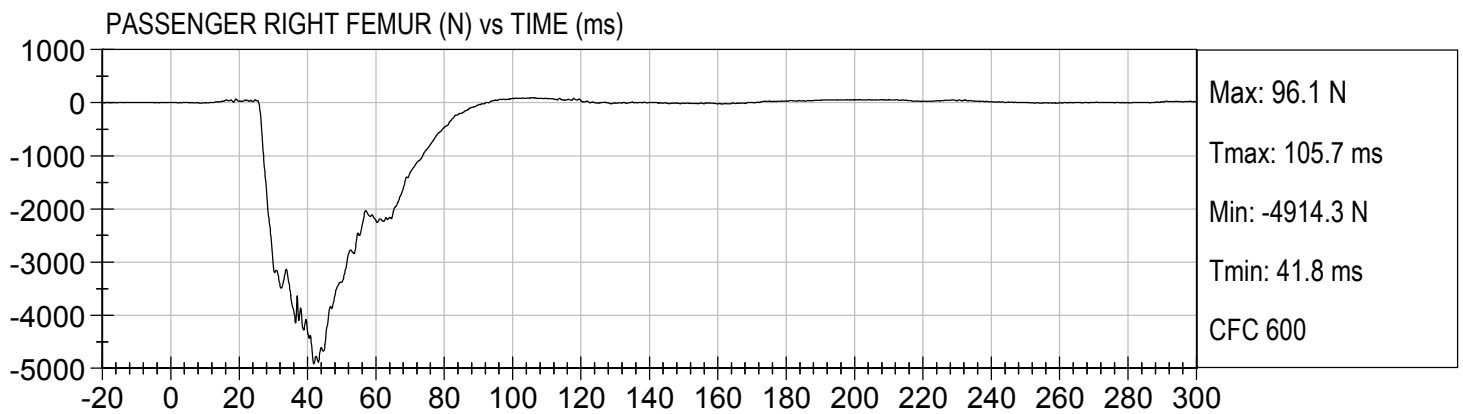
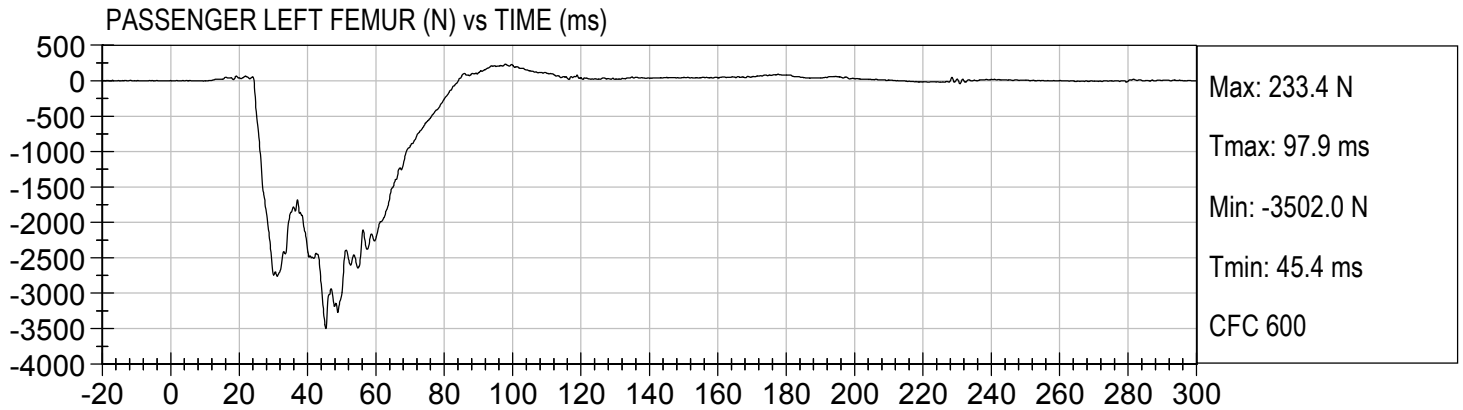


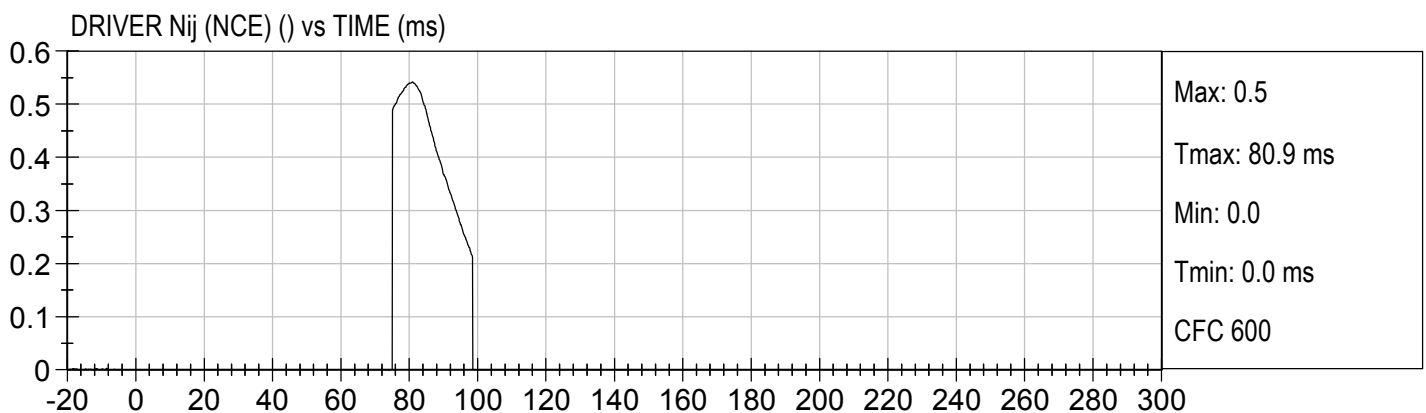
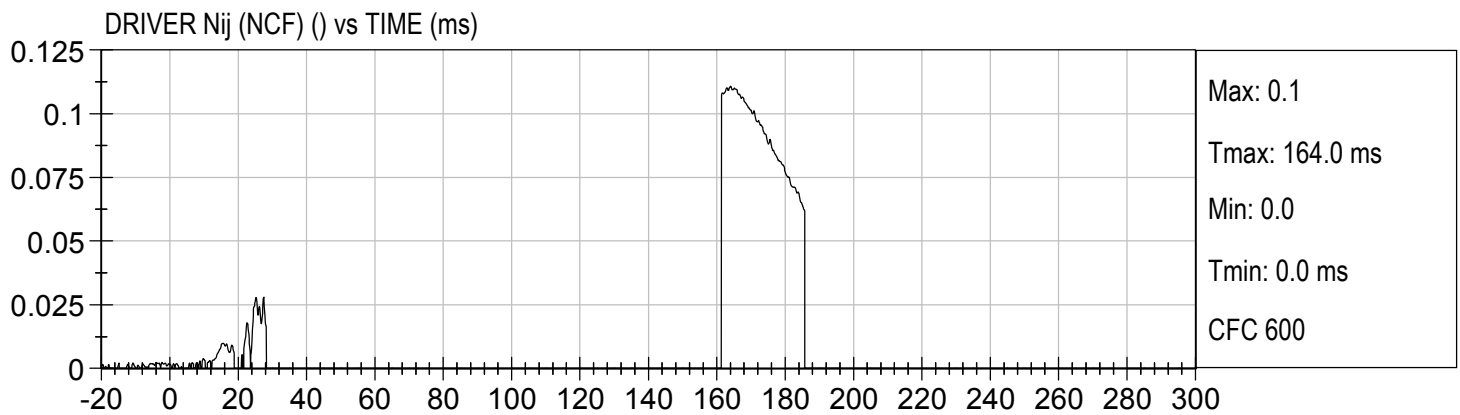
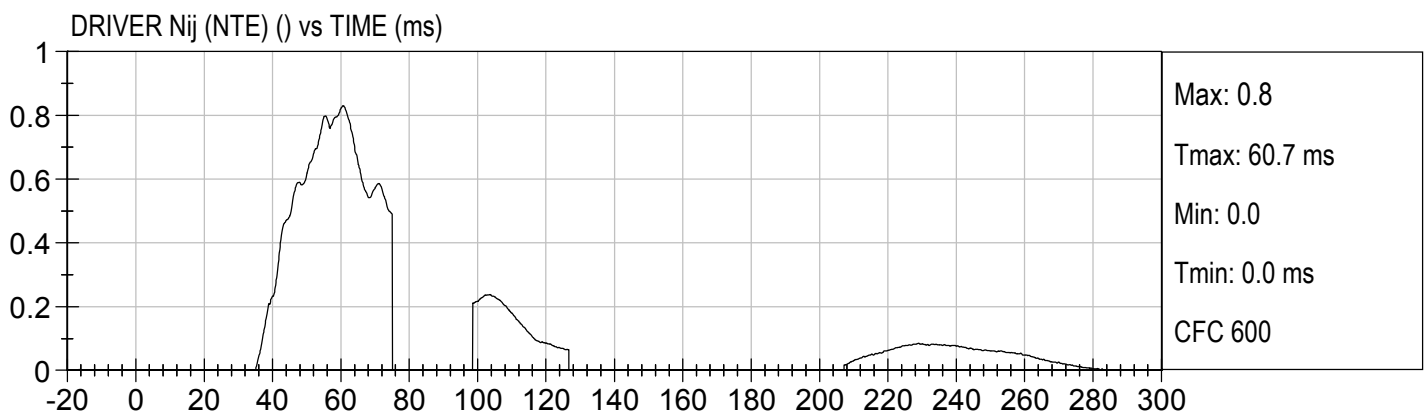
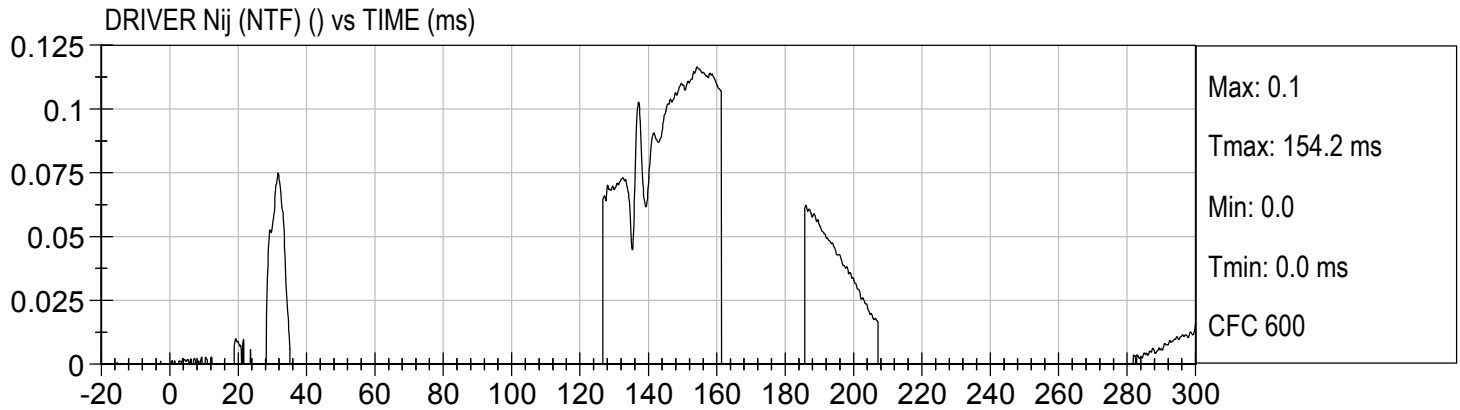


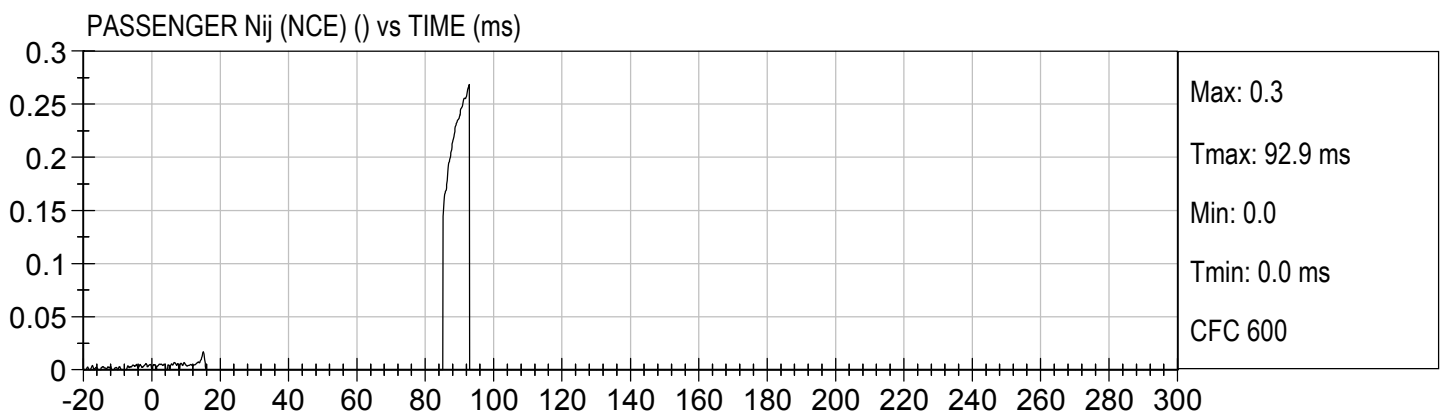
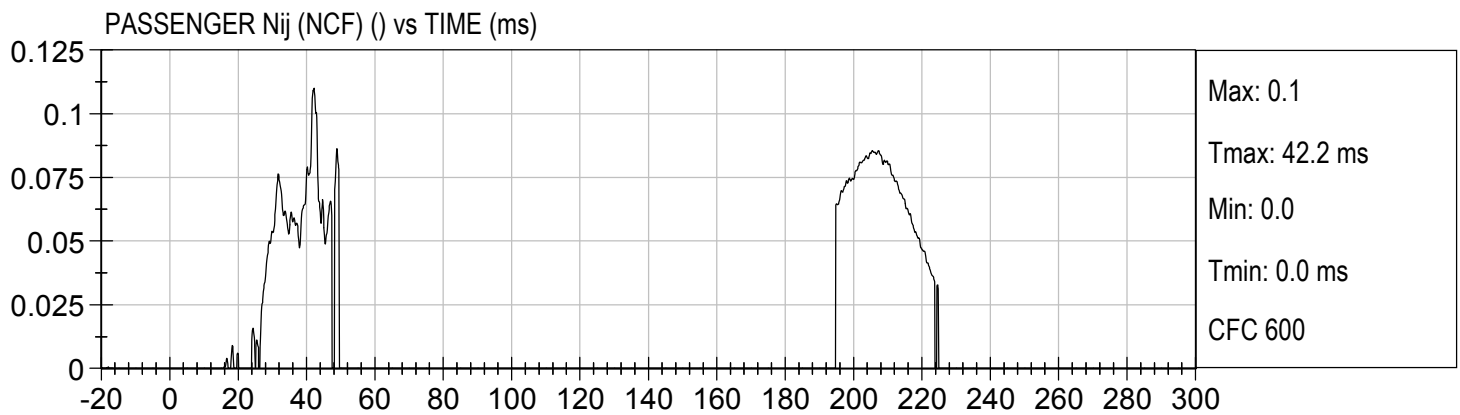
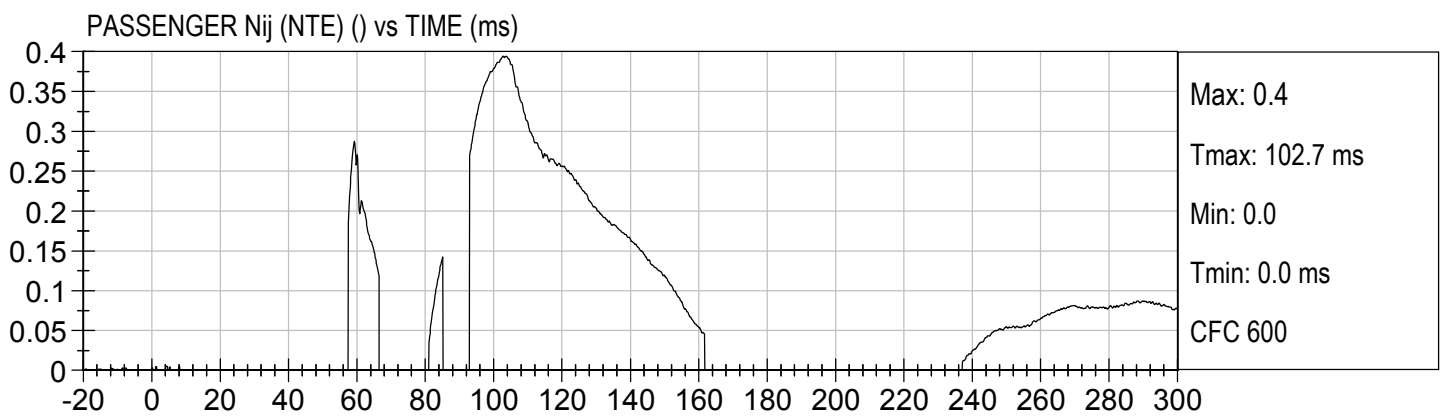
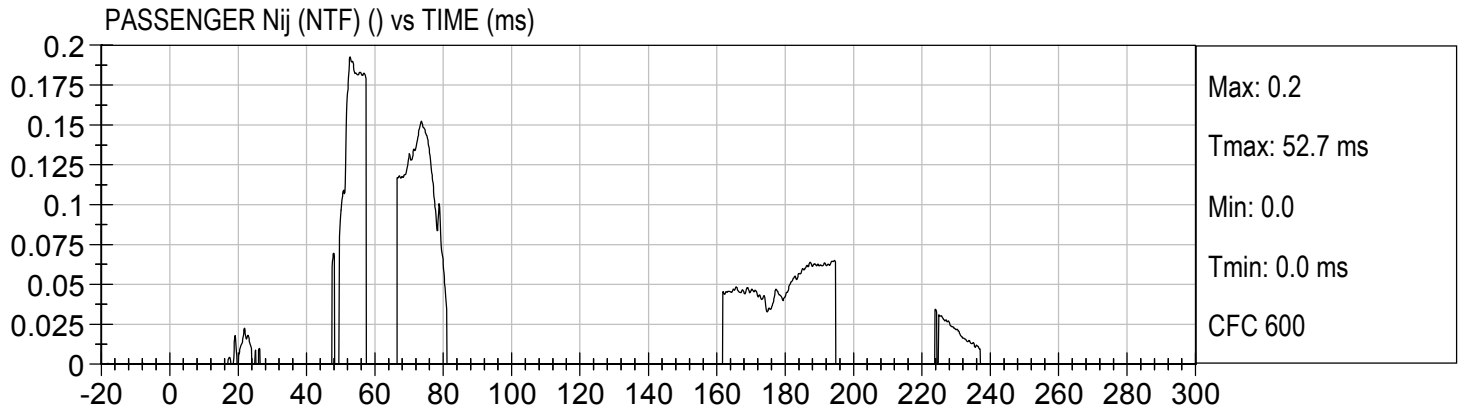


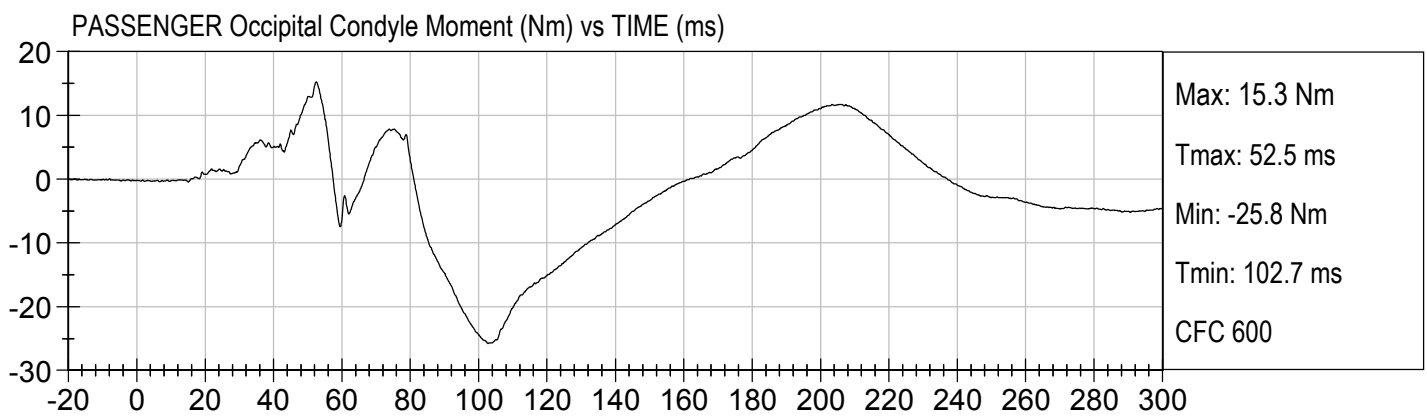
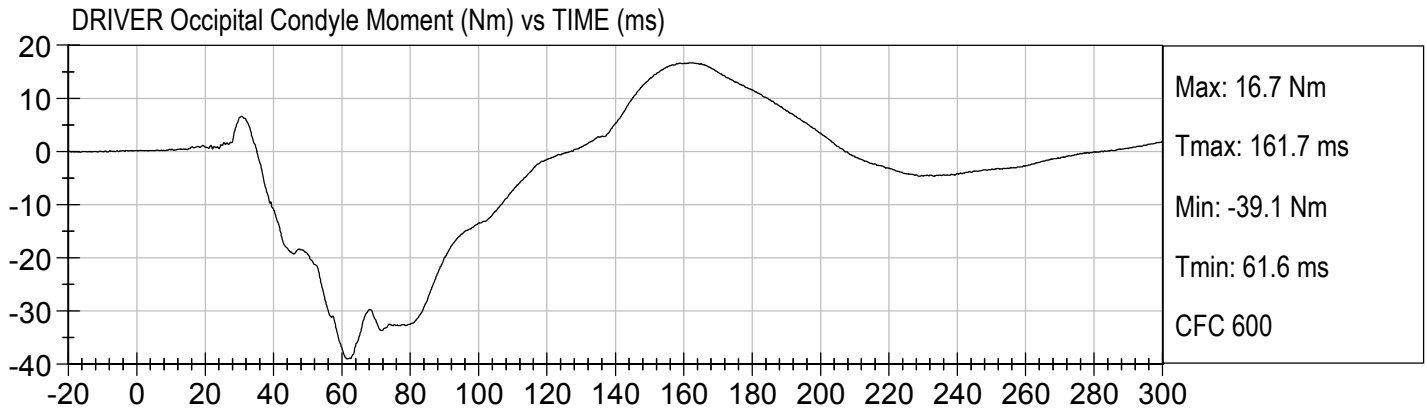


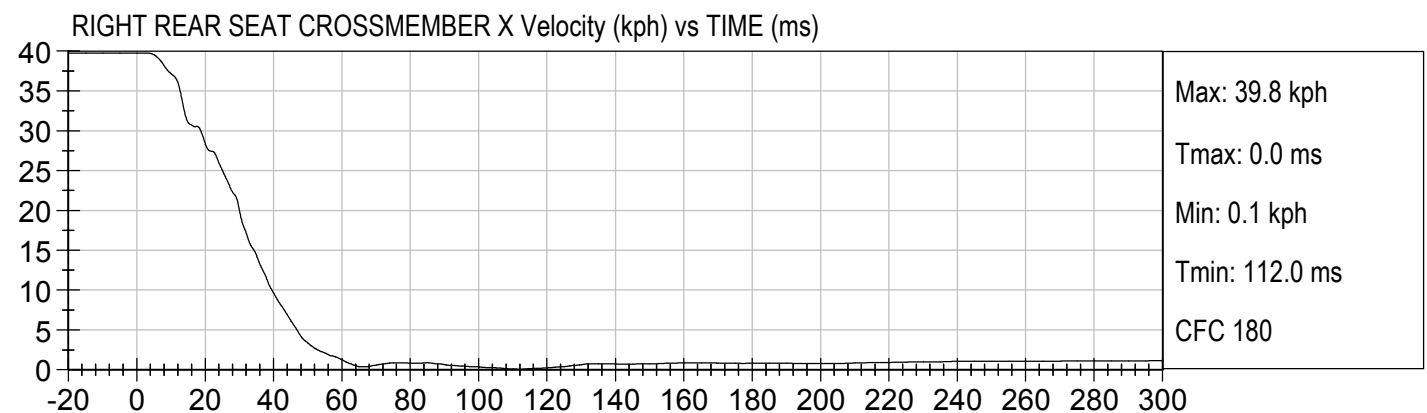
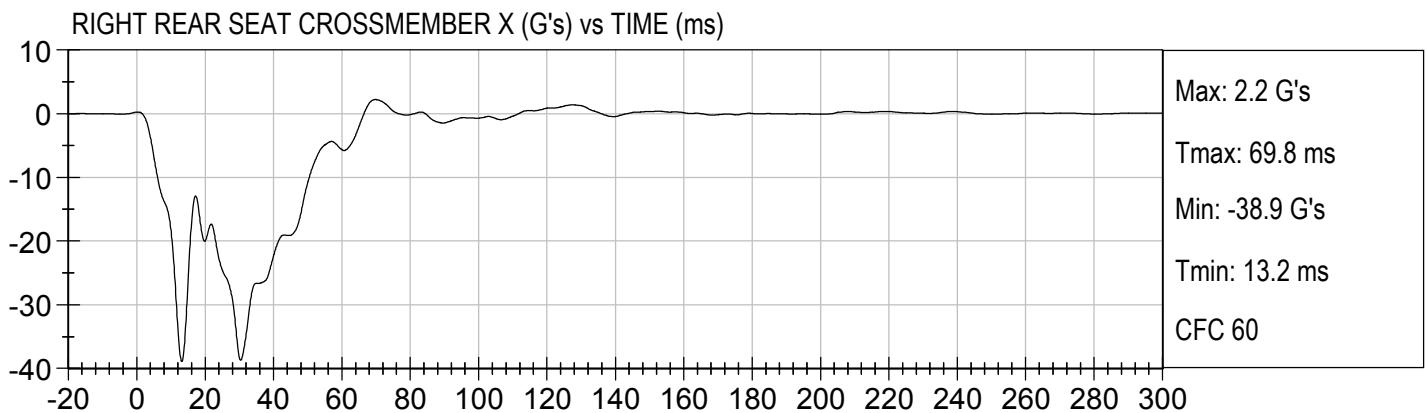
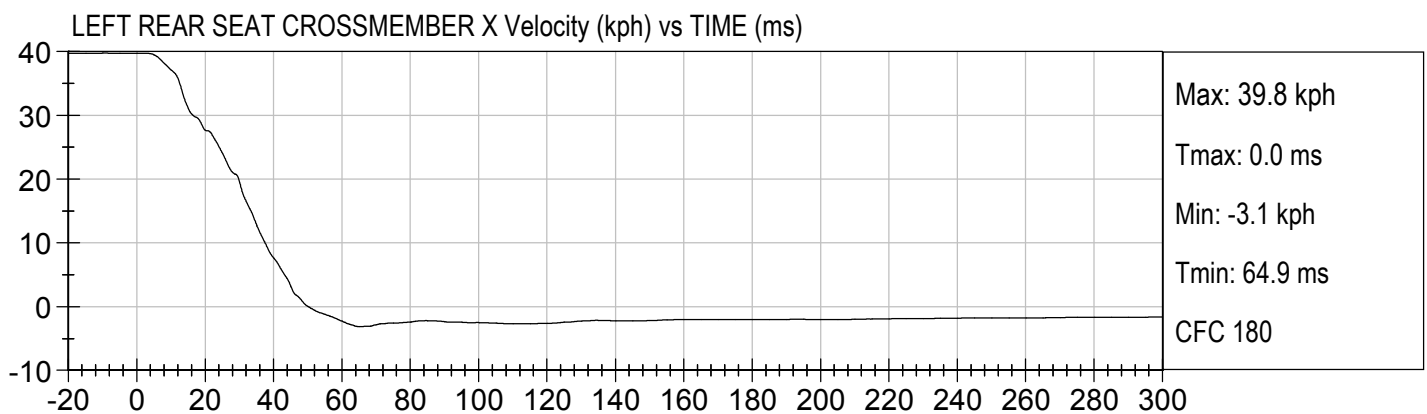
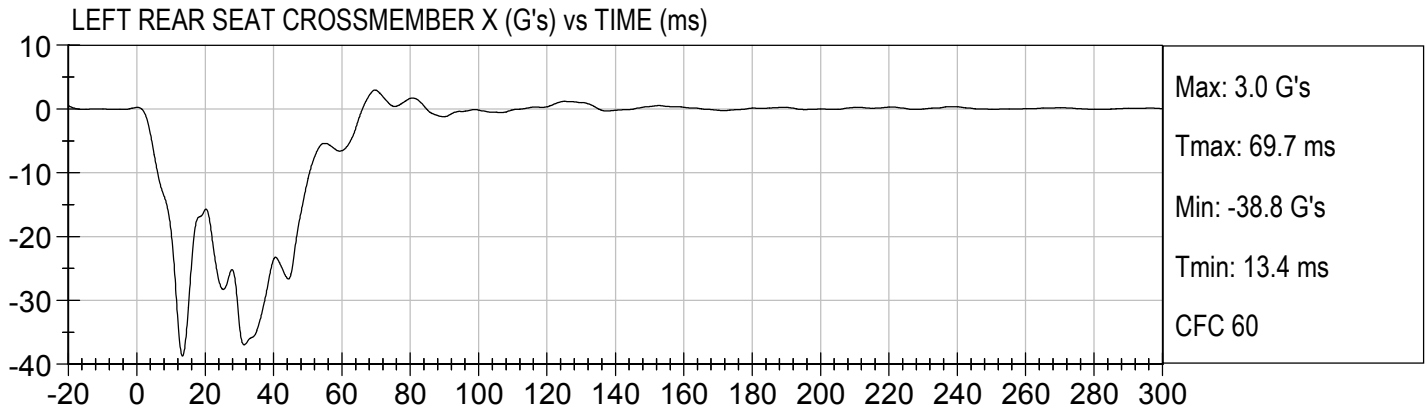


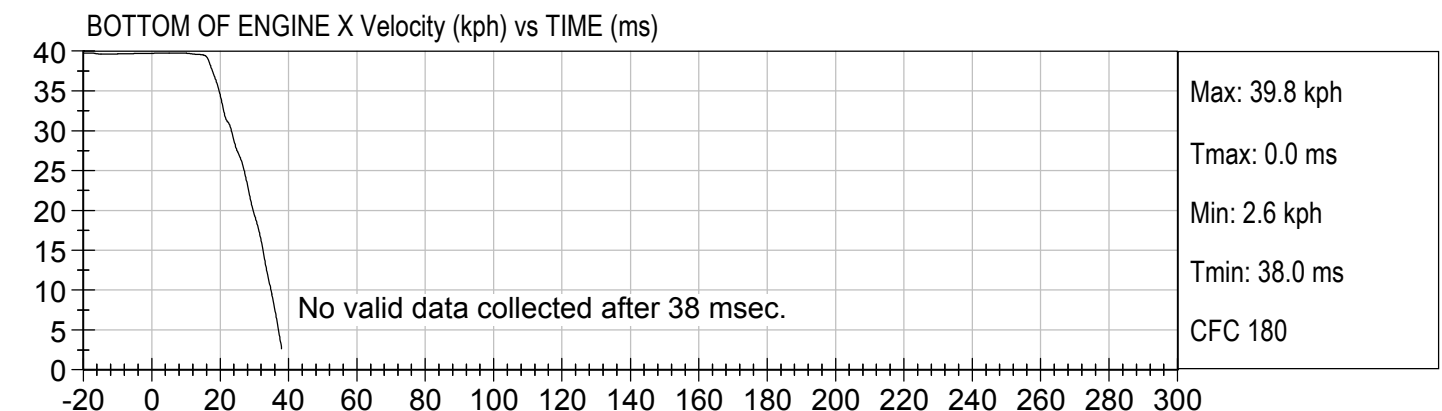
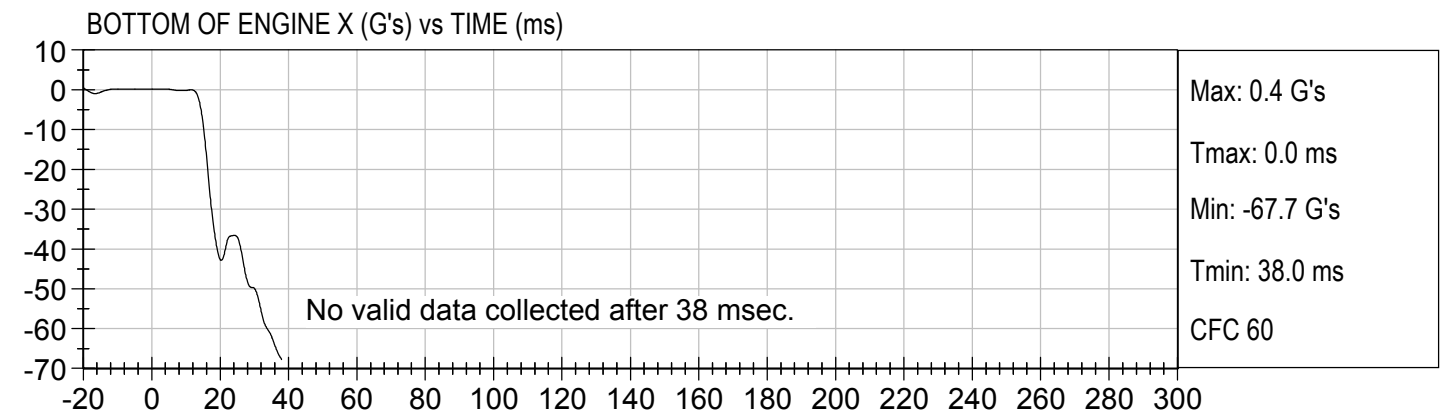
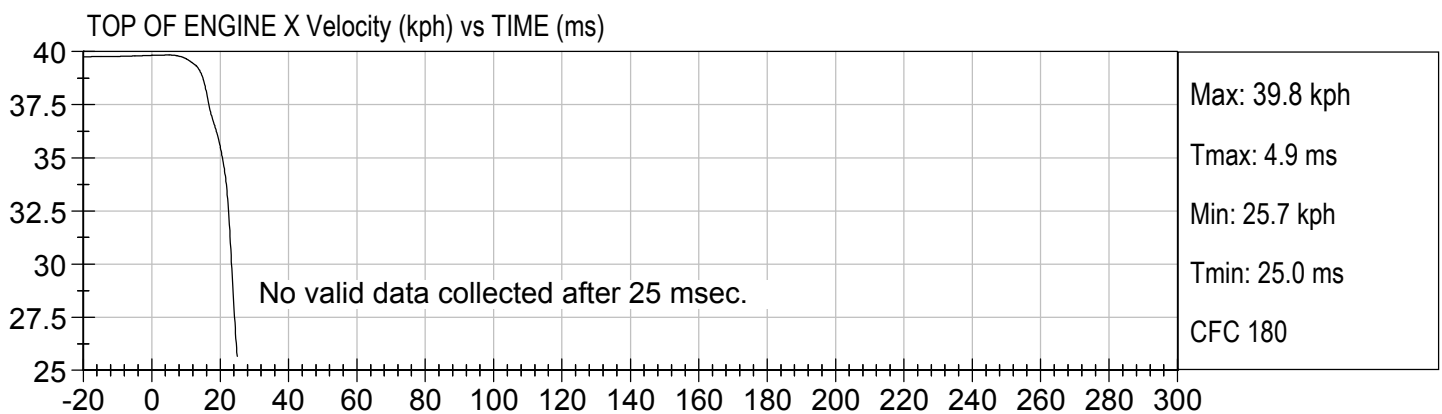
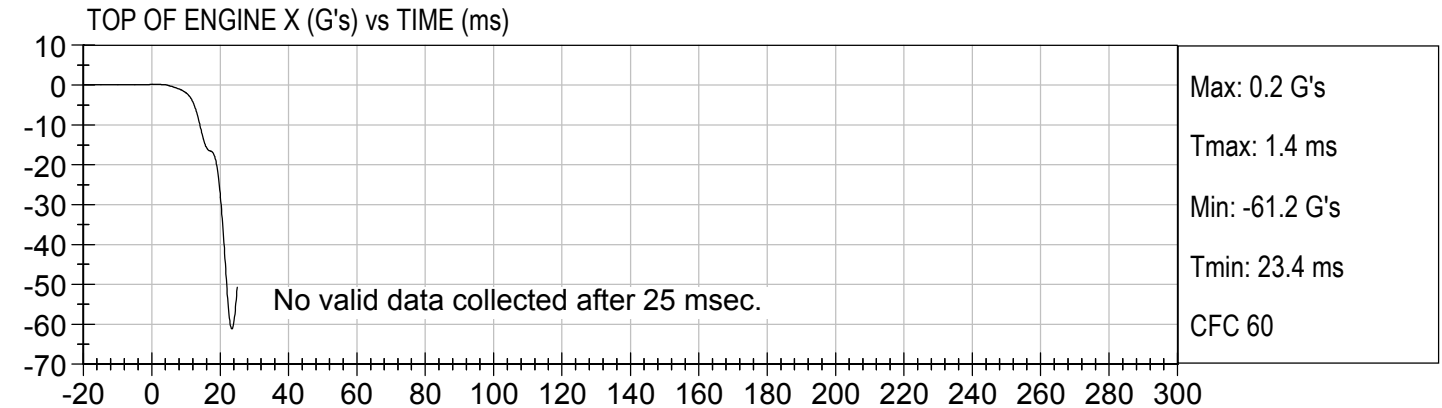


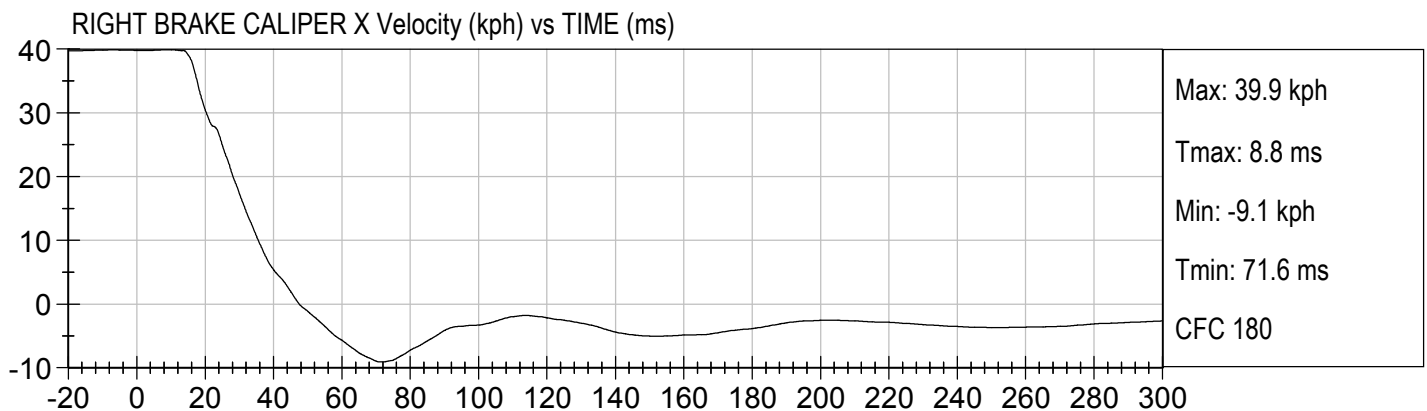
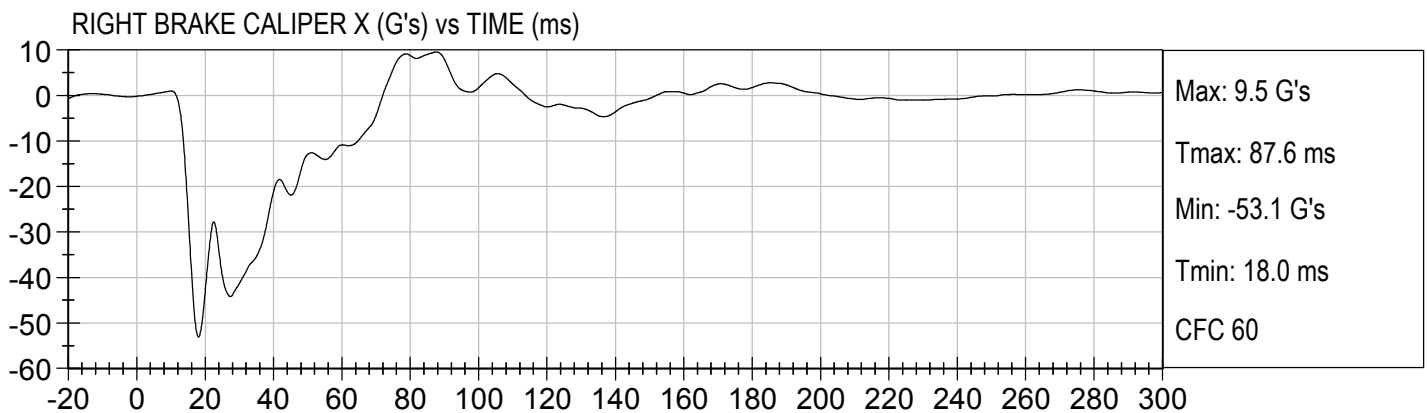
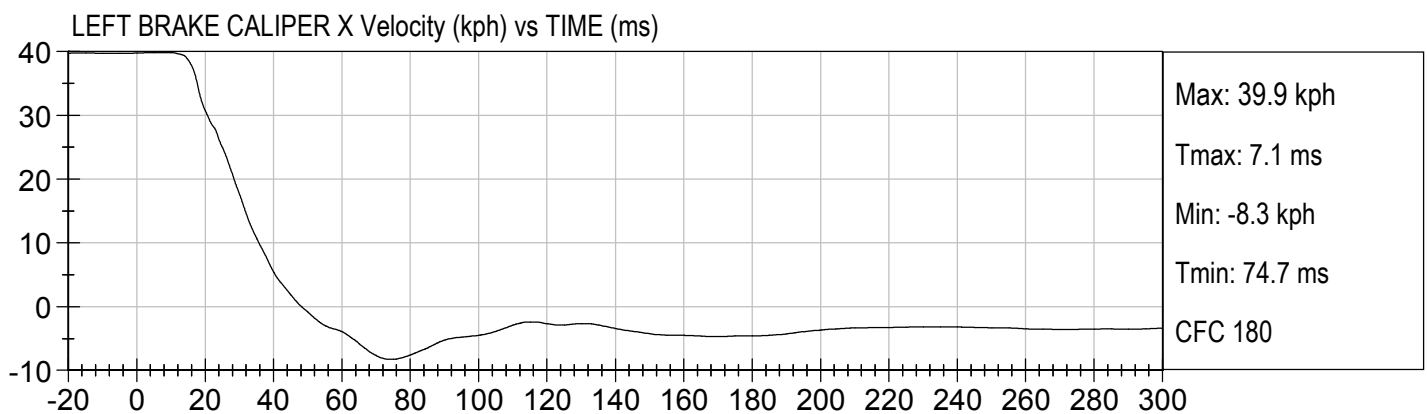
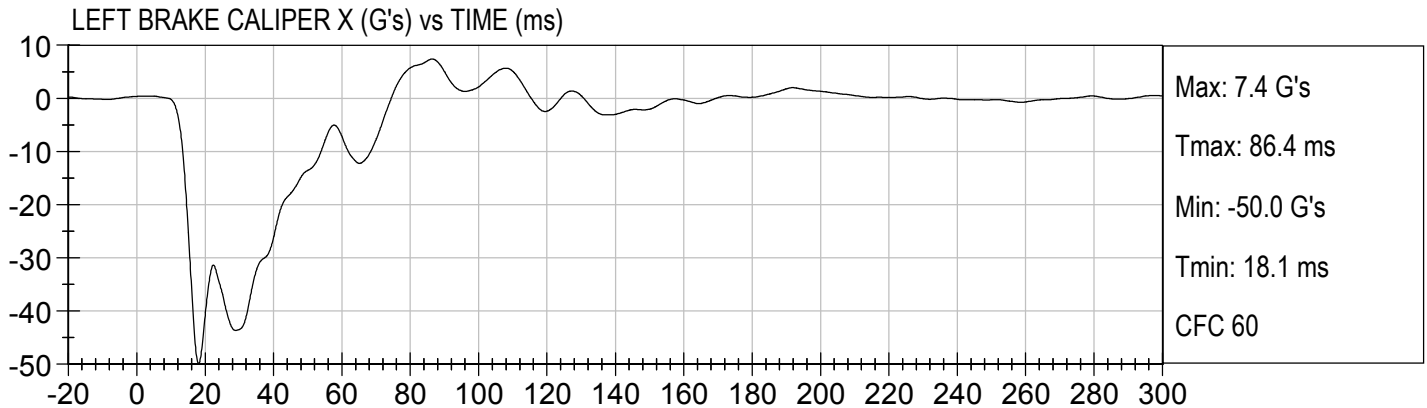


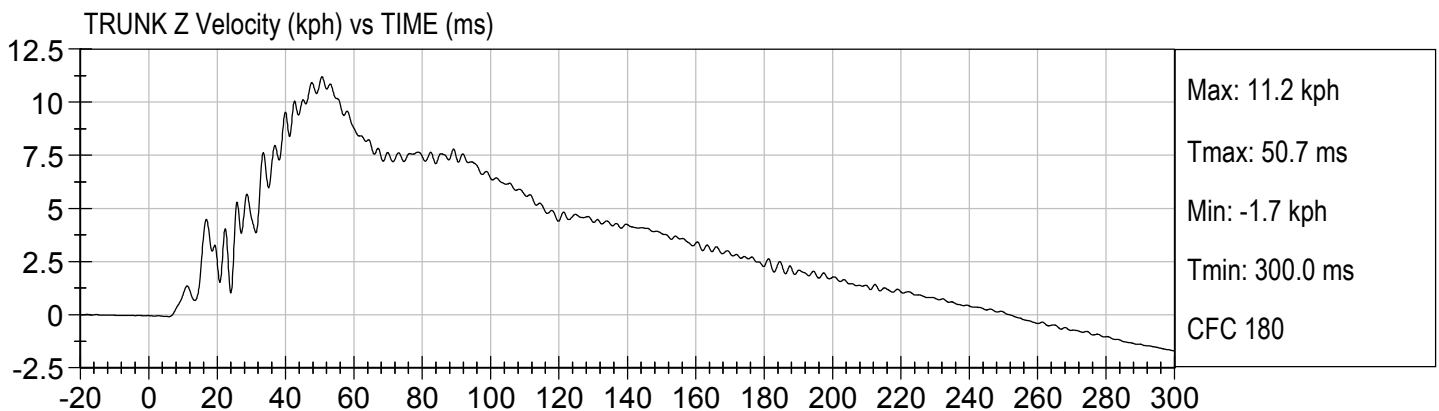
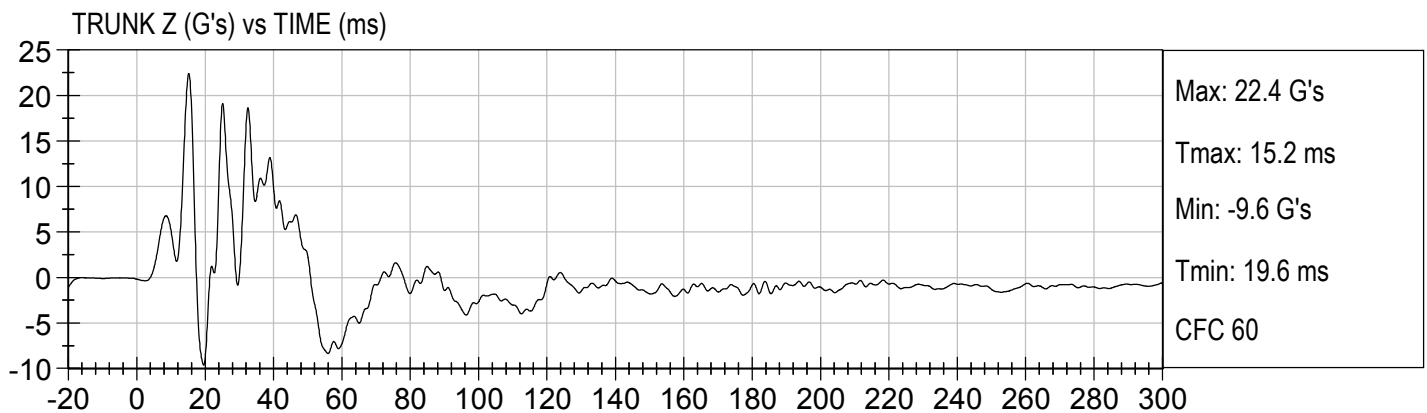
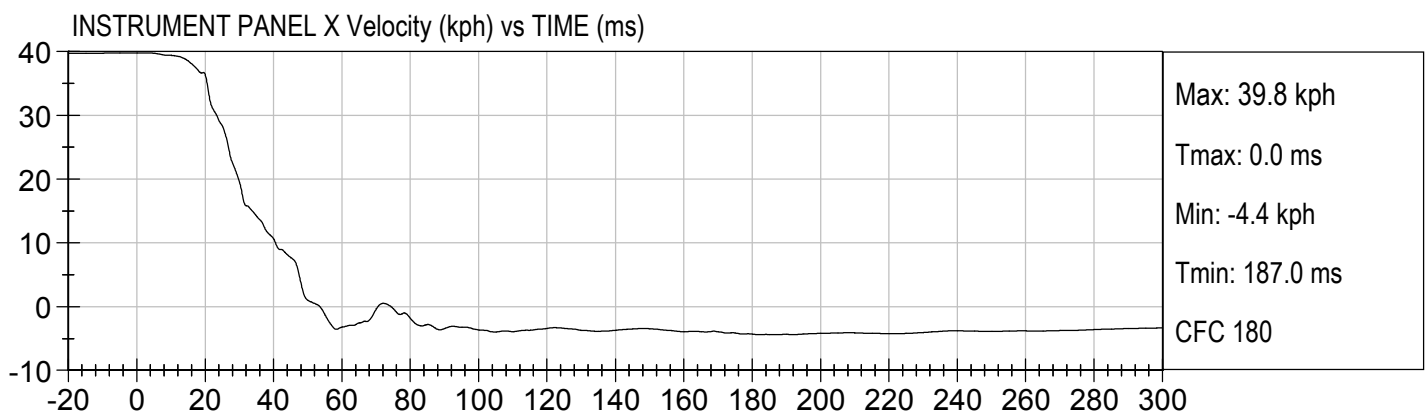
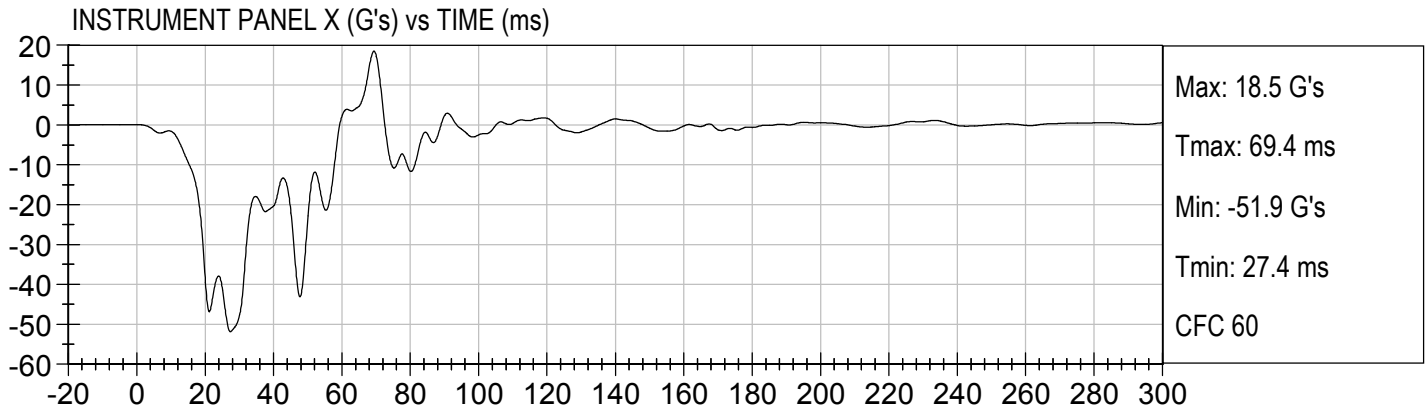












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LOW RISK TEST DATA

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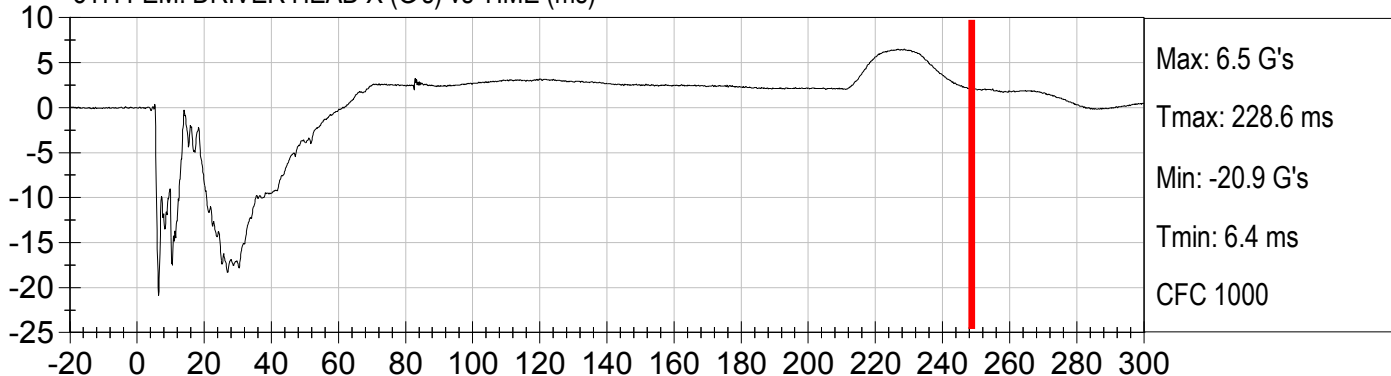
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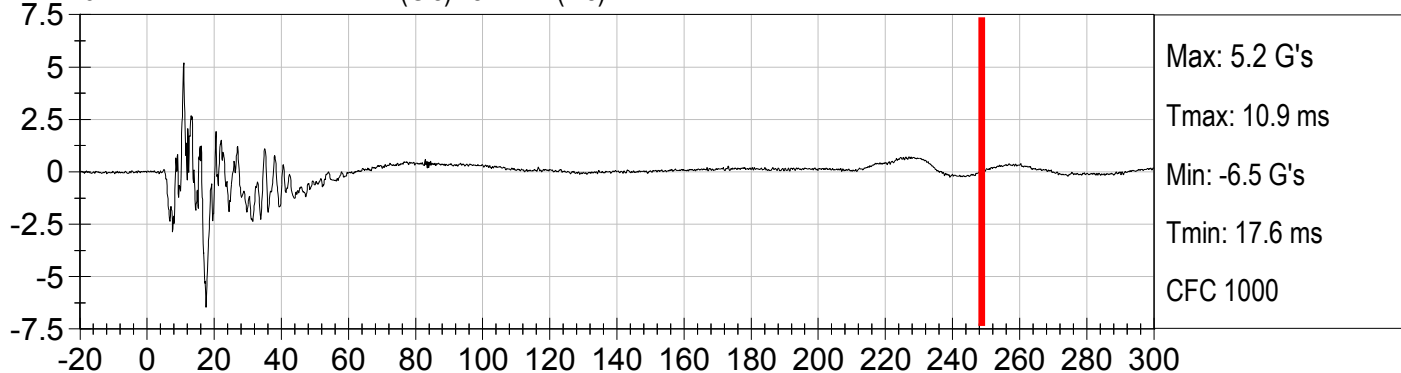


Injury Values Calculated between 0ms and 245ms

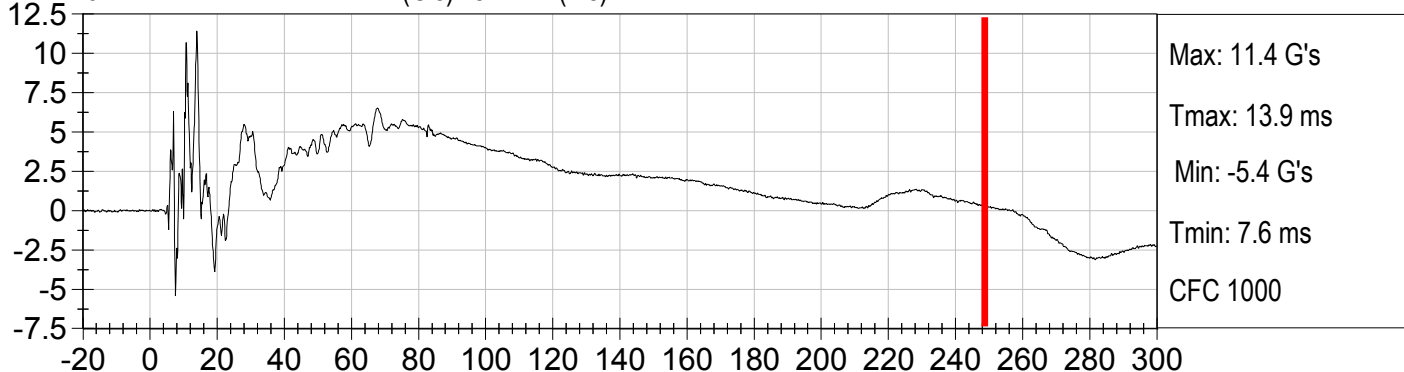
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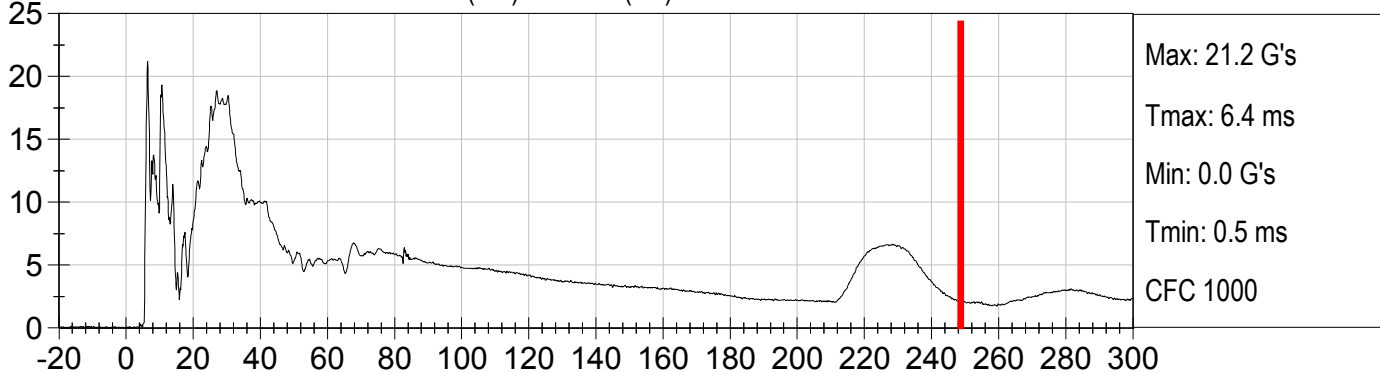
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5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)

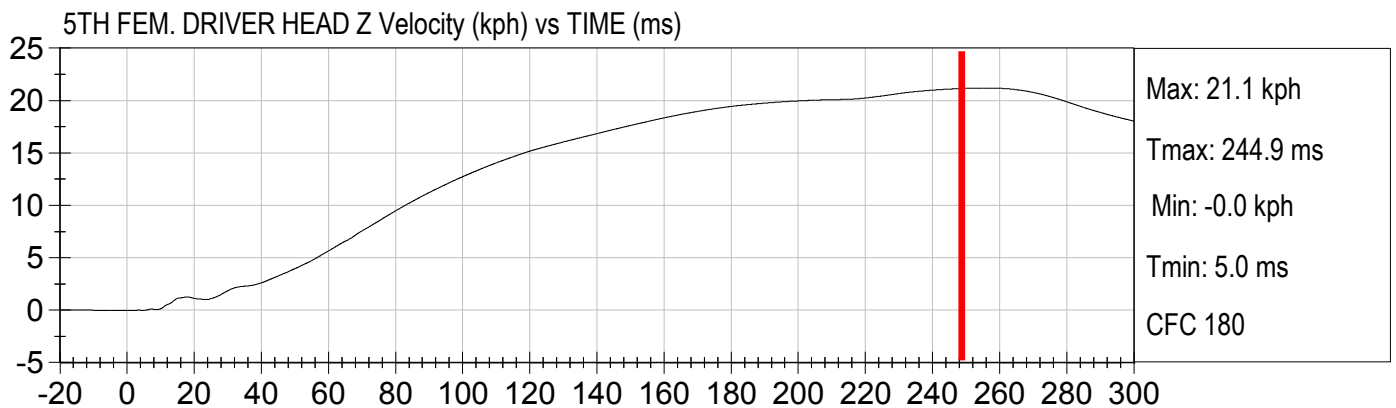
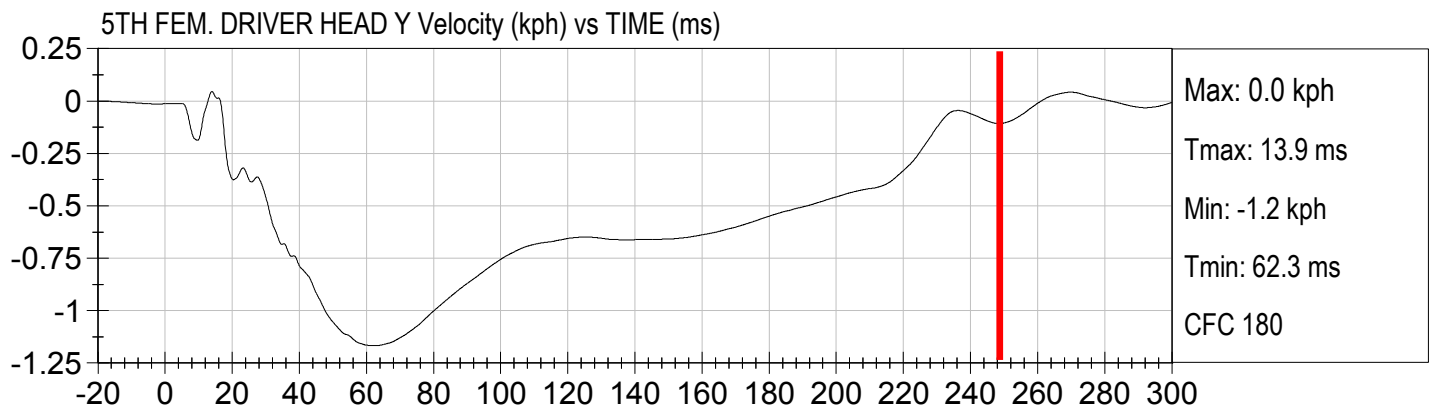
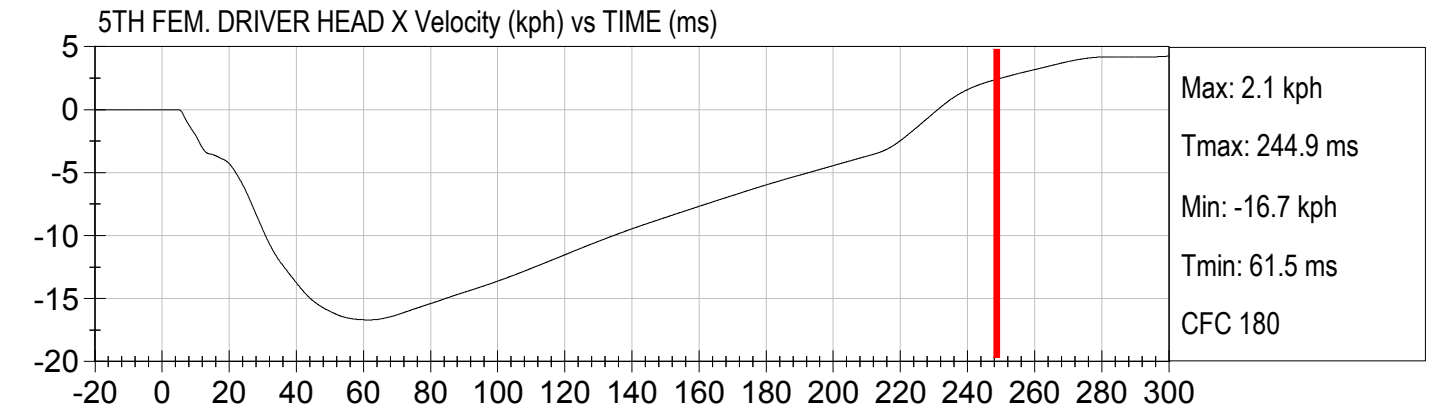


5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)



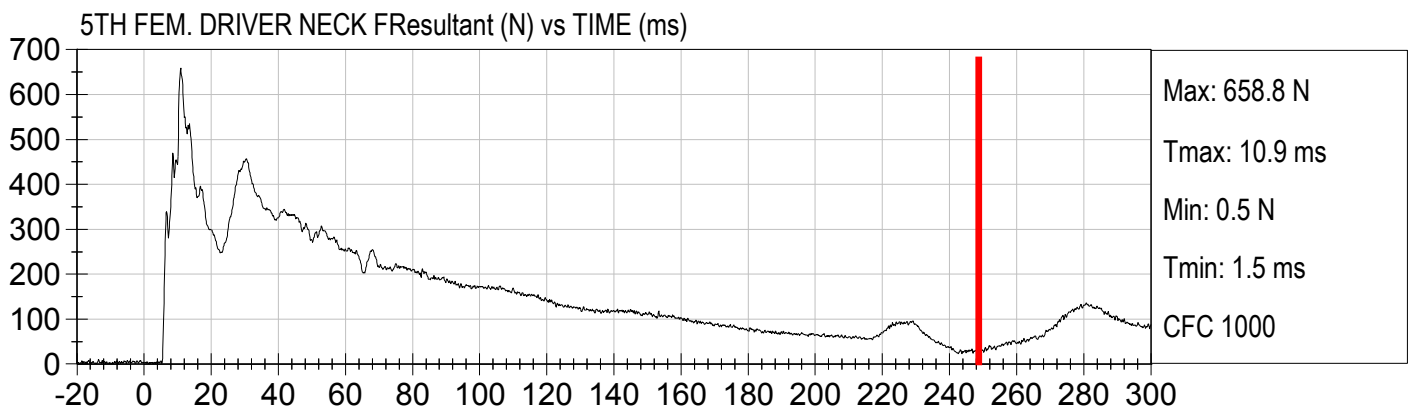
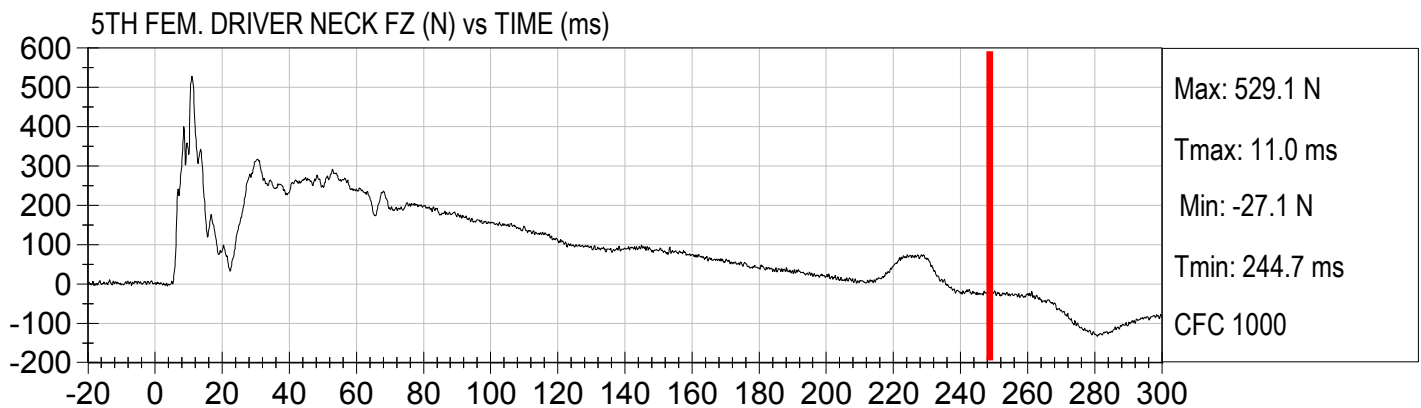
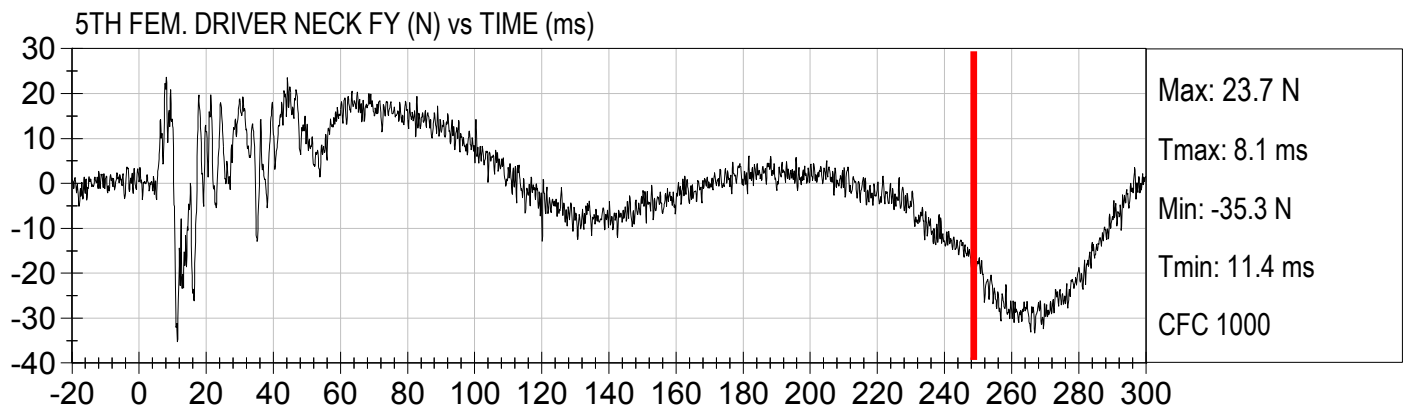
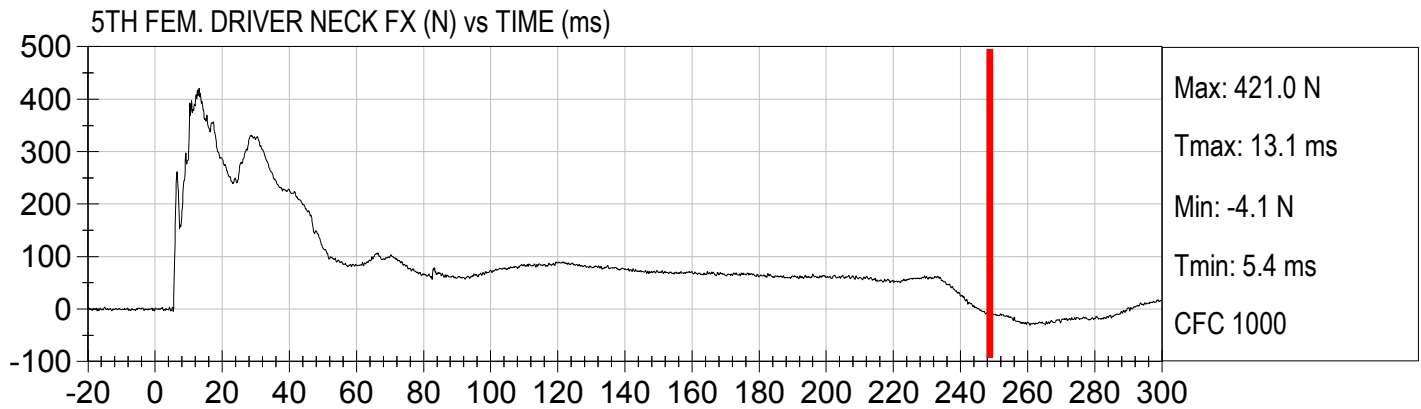


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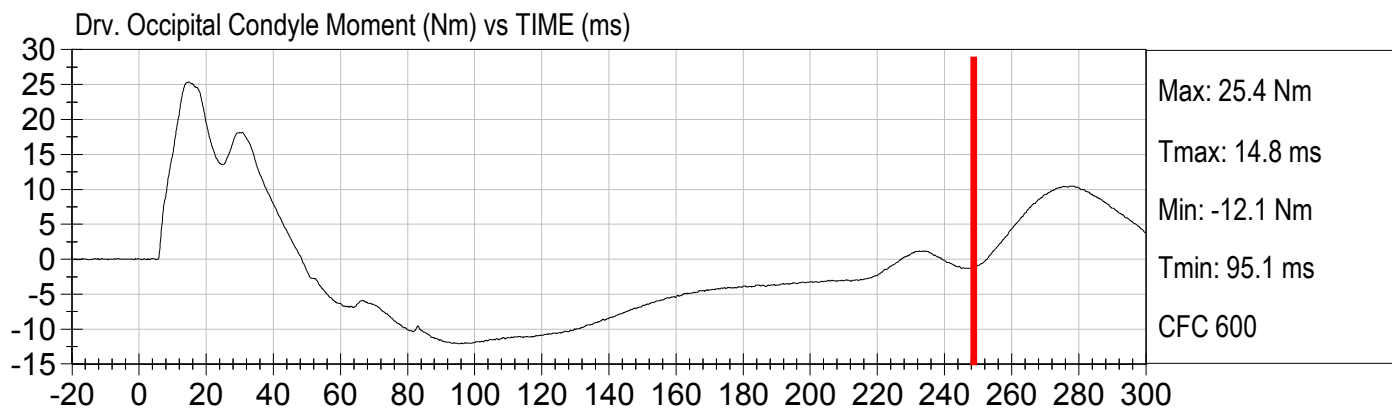
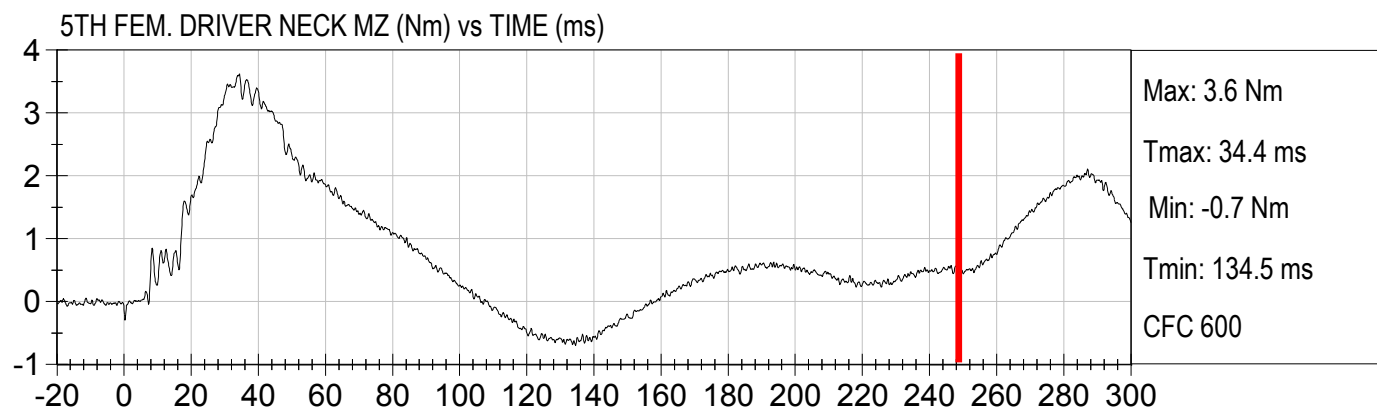
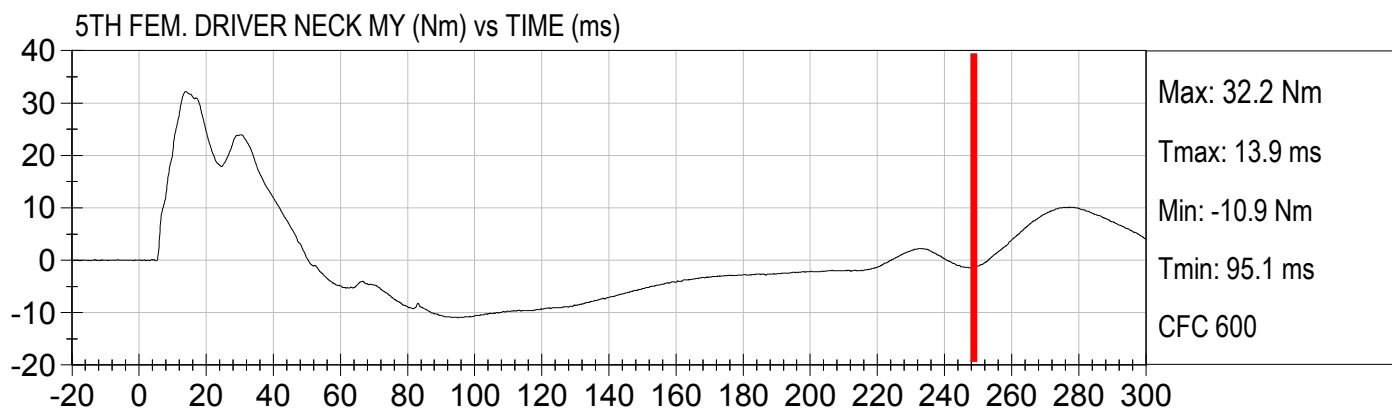
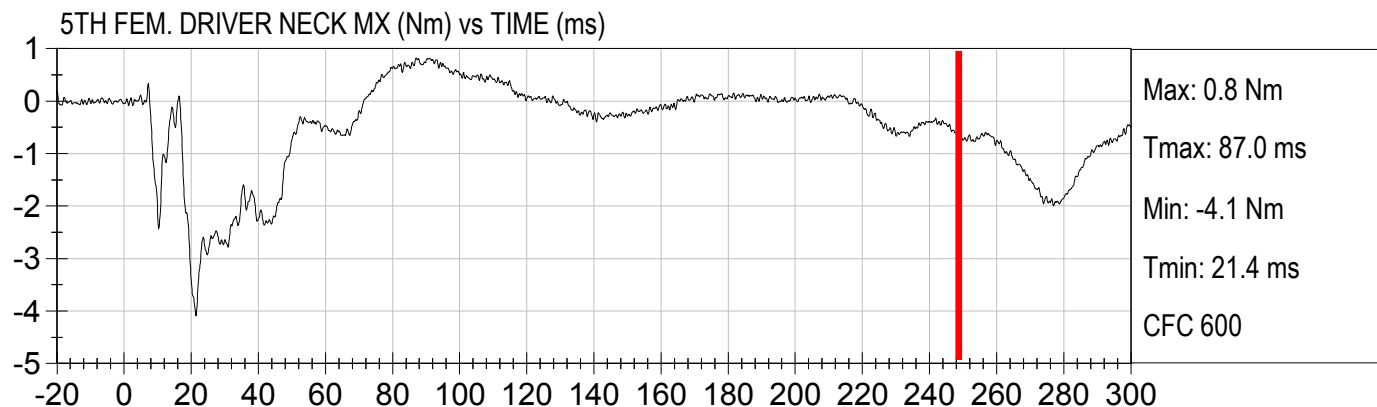


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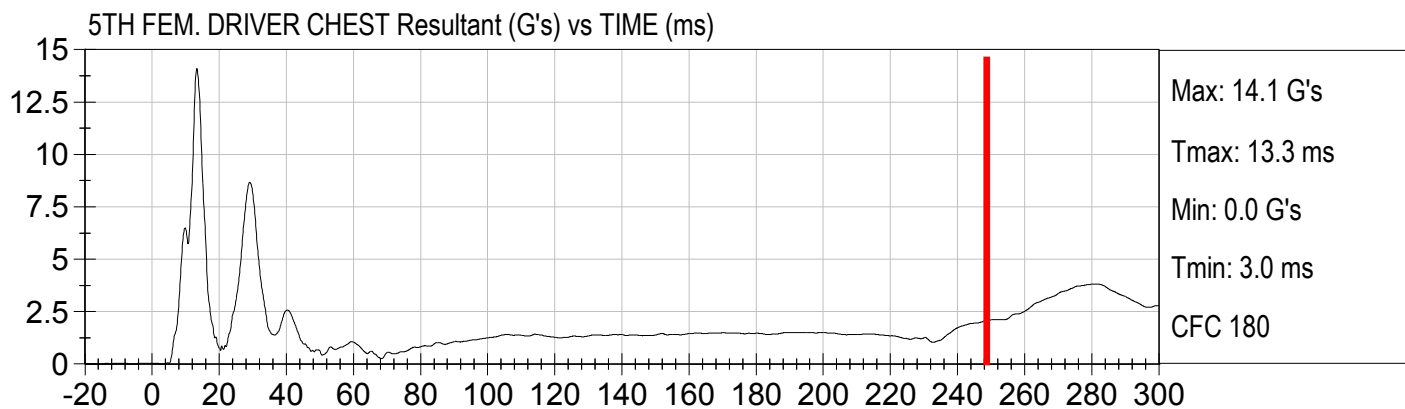
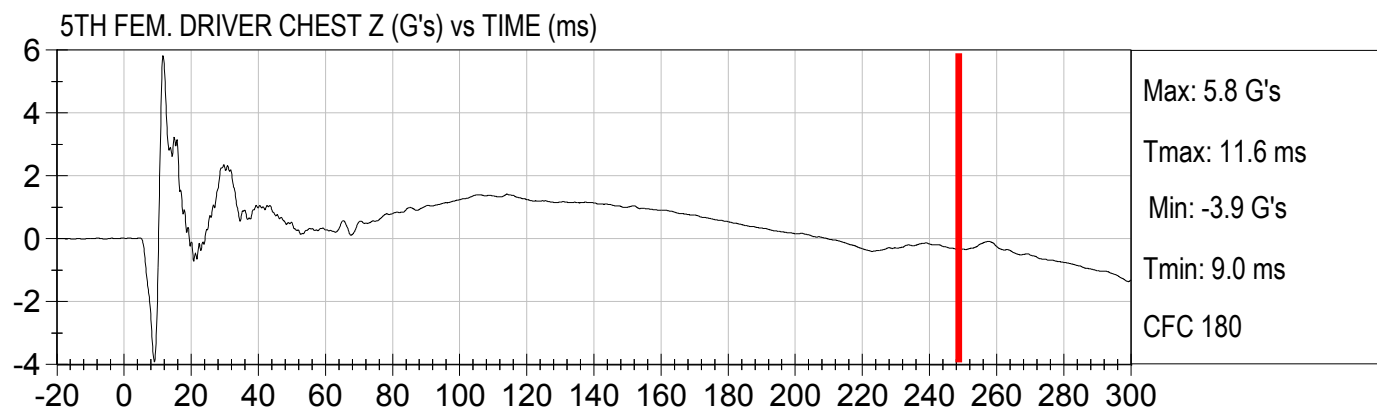
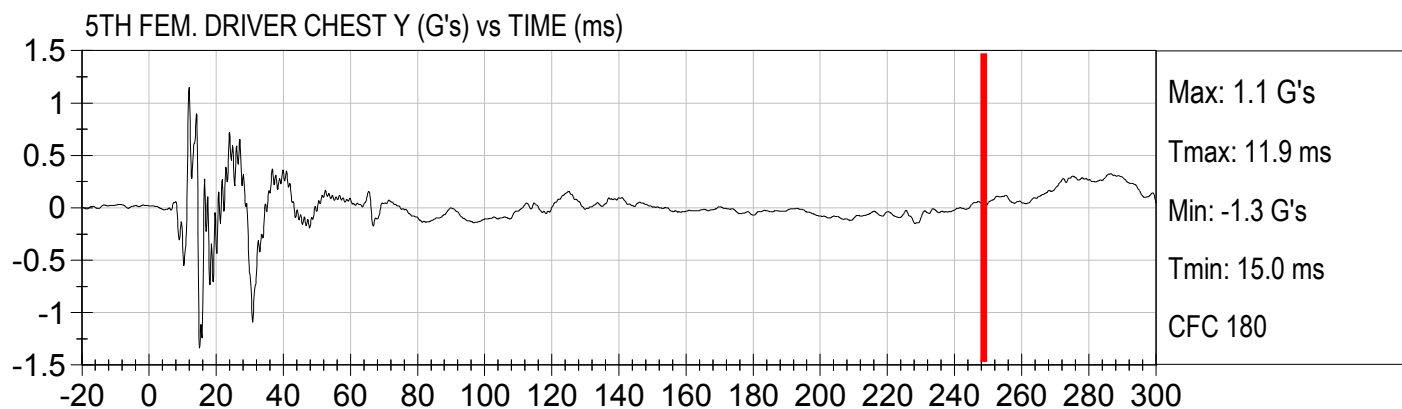
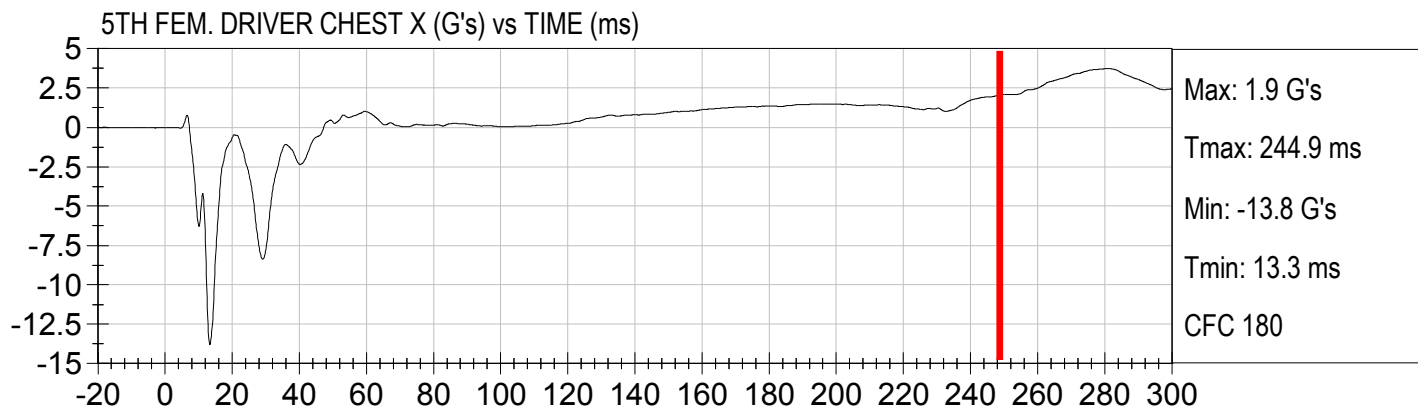


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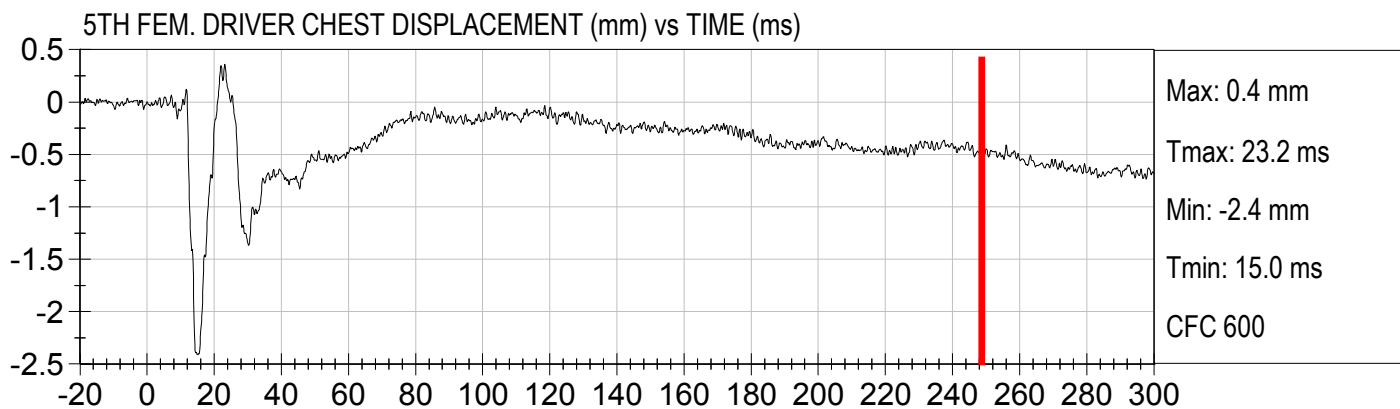
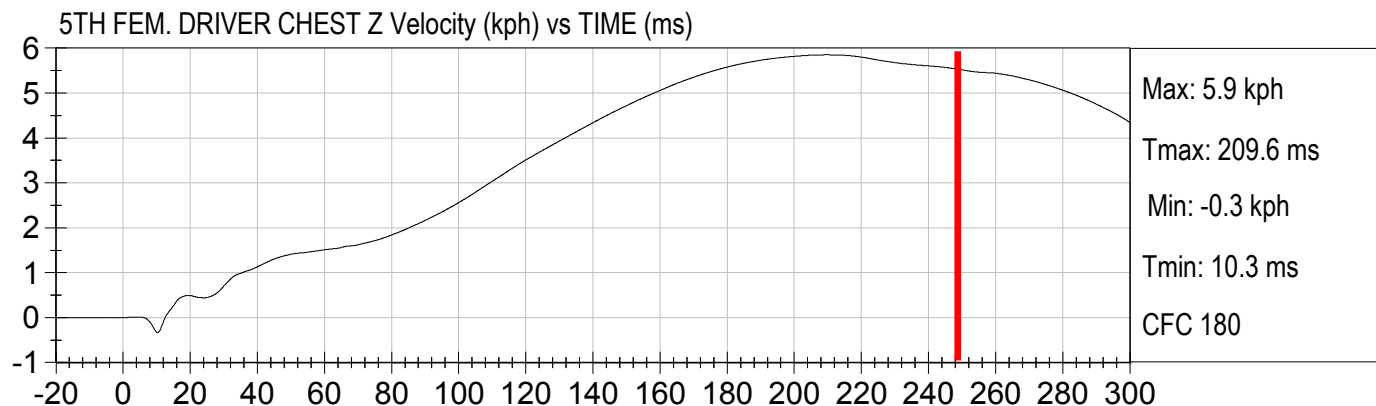
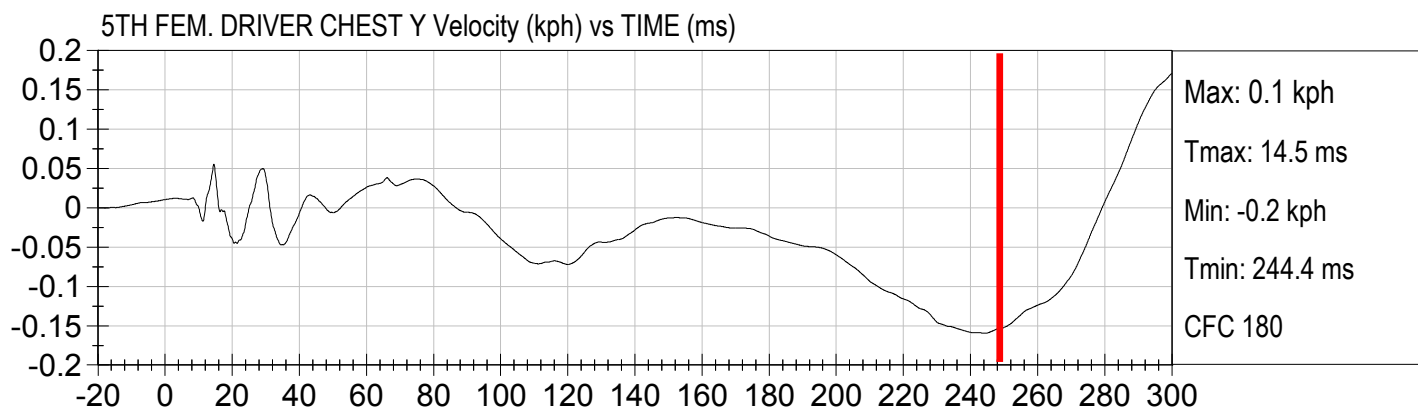
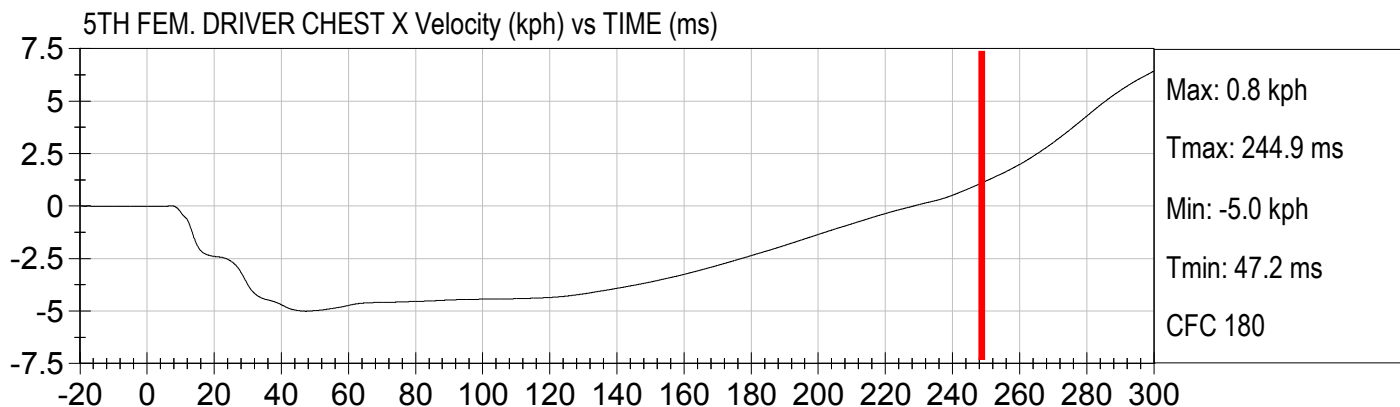


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Injury Values Calculated between 0ms and 245ms

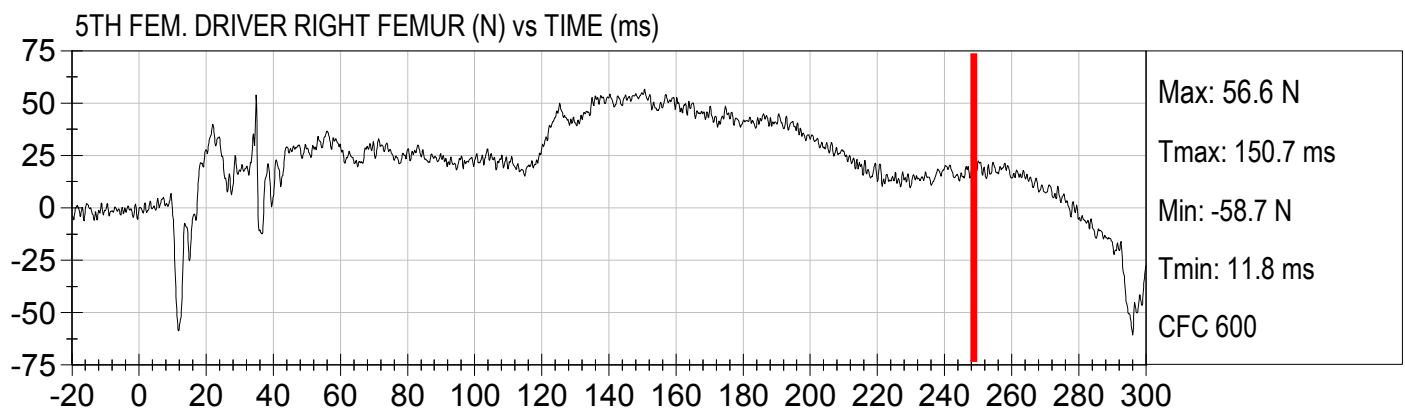
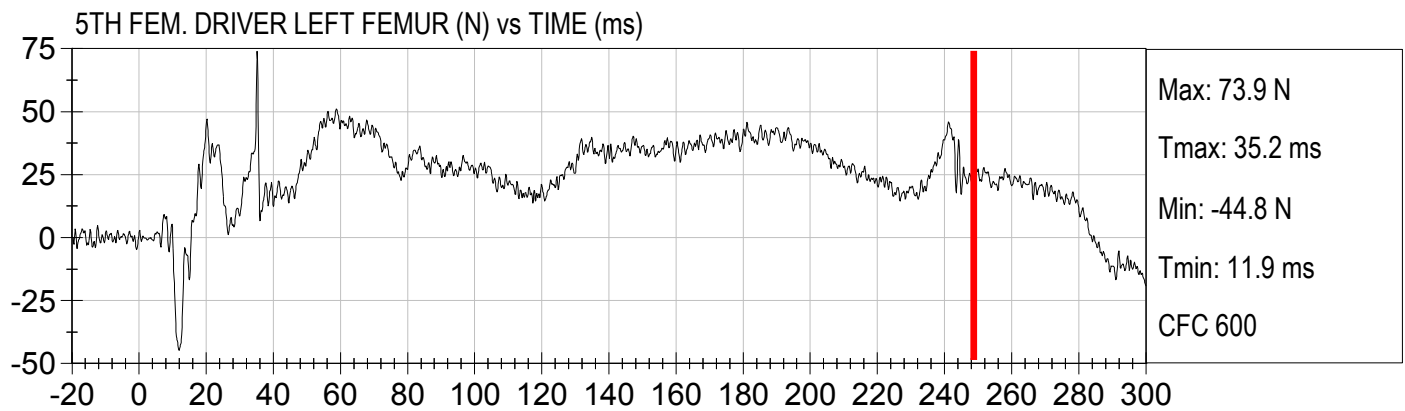




LOW RISK DEPLOYMENT
2014 Fiat 500L (C20140301) (5th P1)

Test Date: 4/28/14
Speed: 0.0 mph (0.0 km/h)

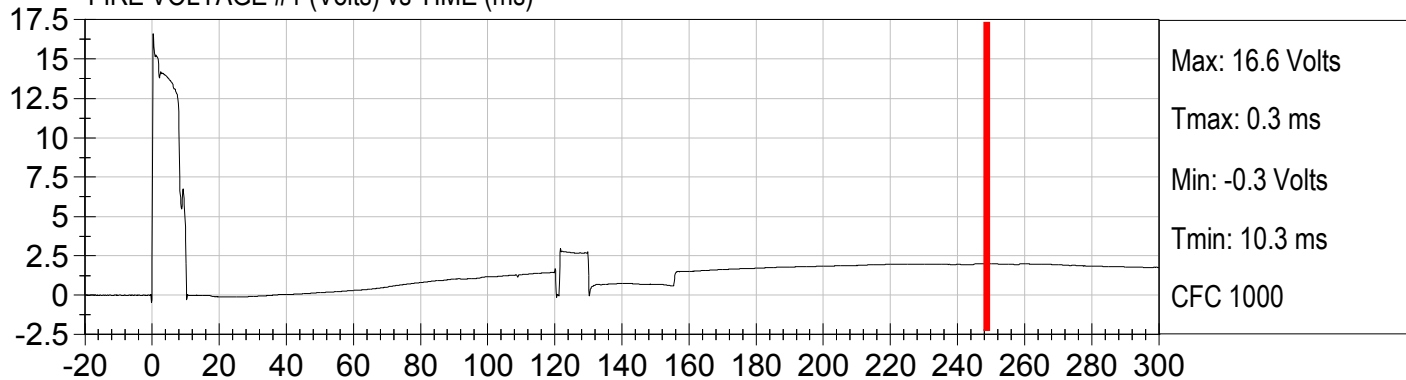
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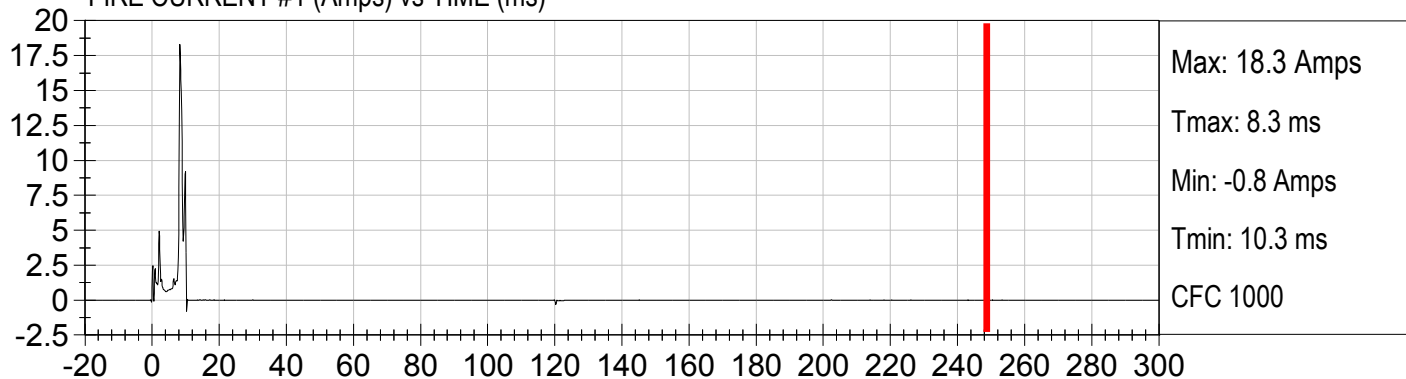


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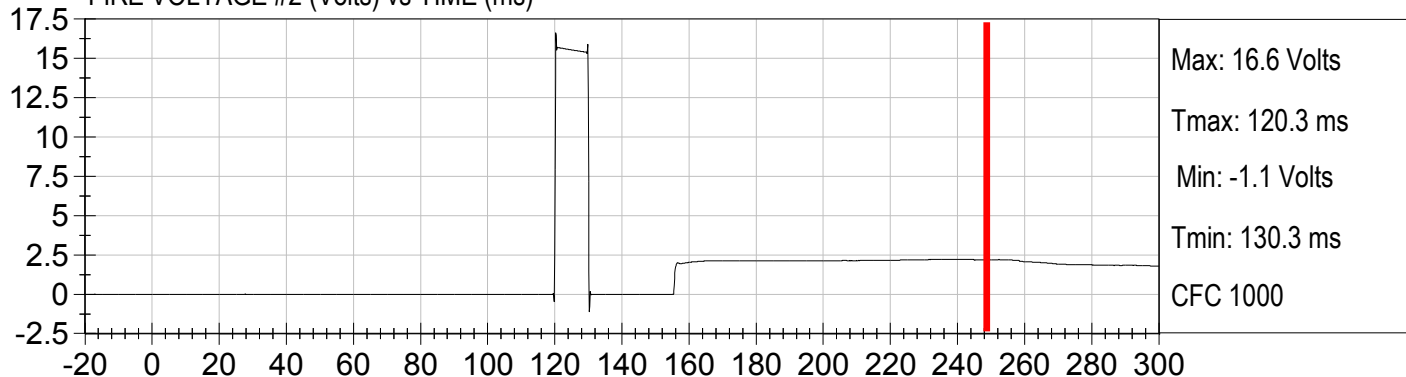
FIRE VOLTAGE #1 (Volts) vs TIME (ms)



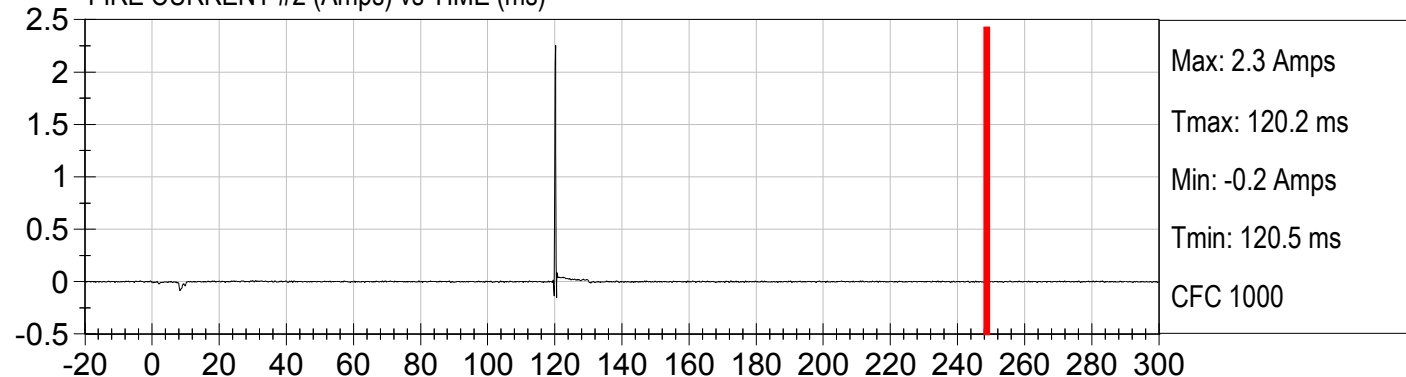
FIRE CURRENT #1 (Amps) vs TIME (ms)

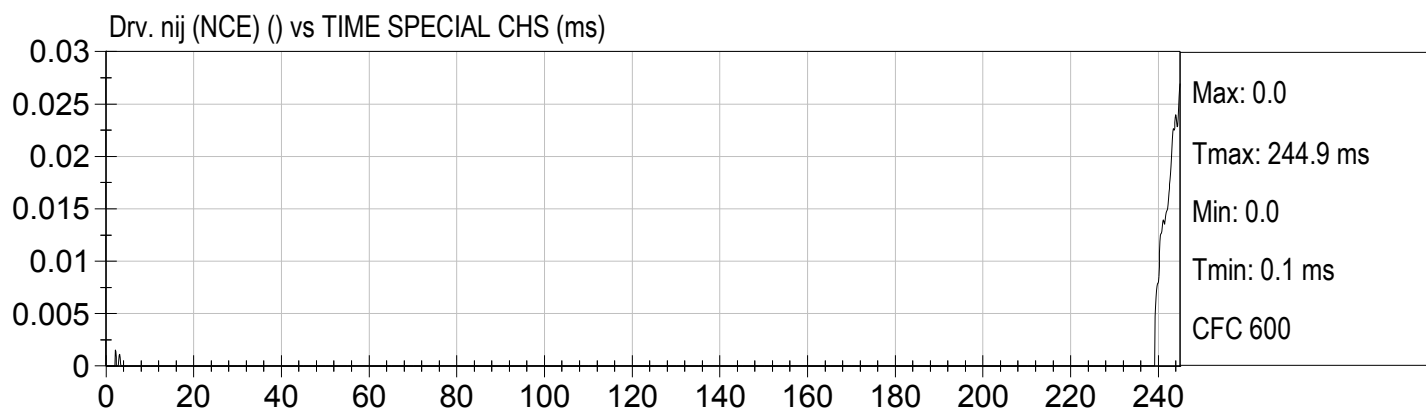
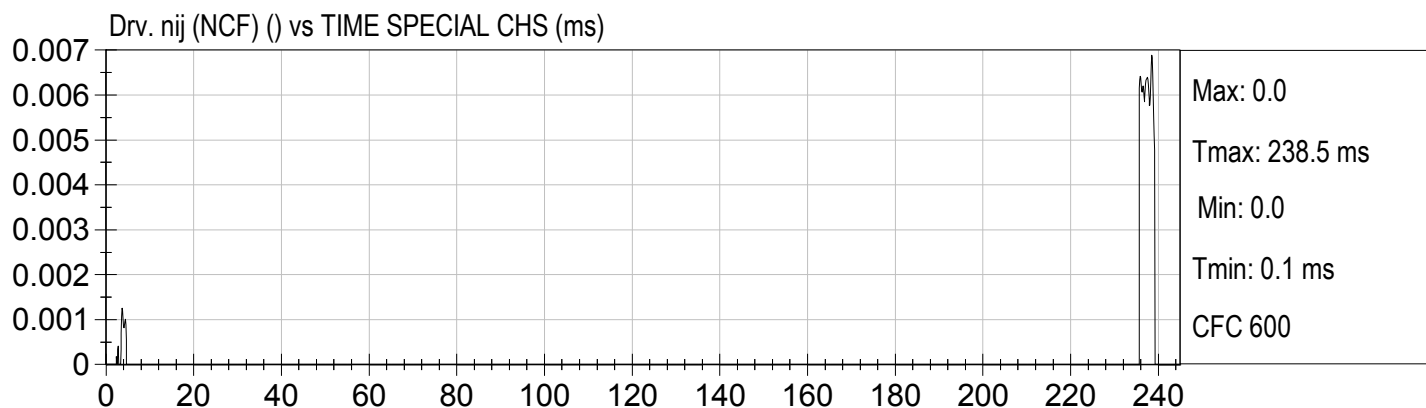
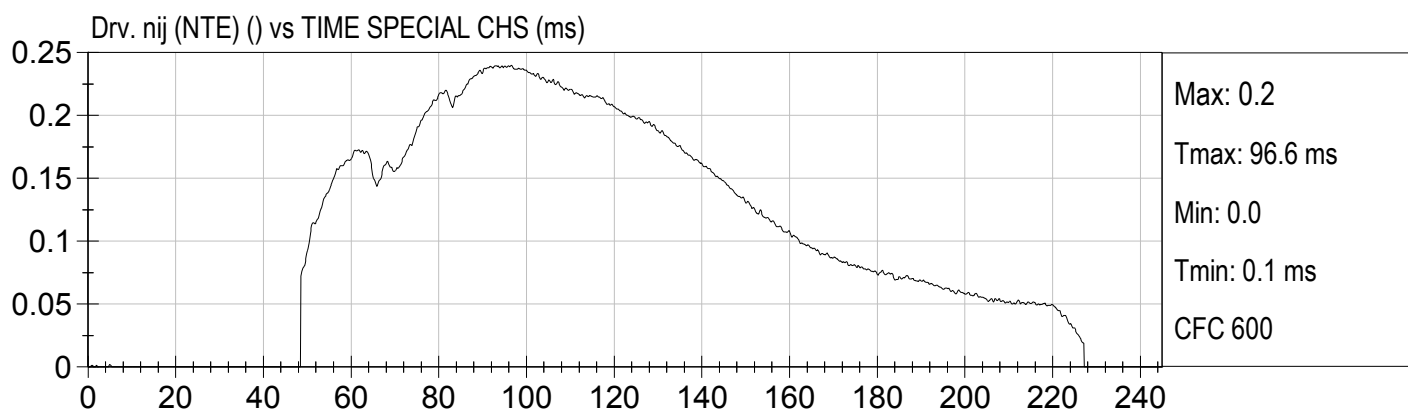
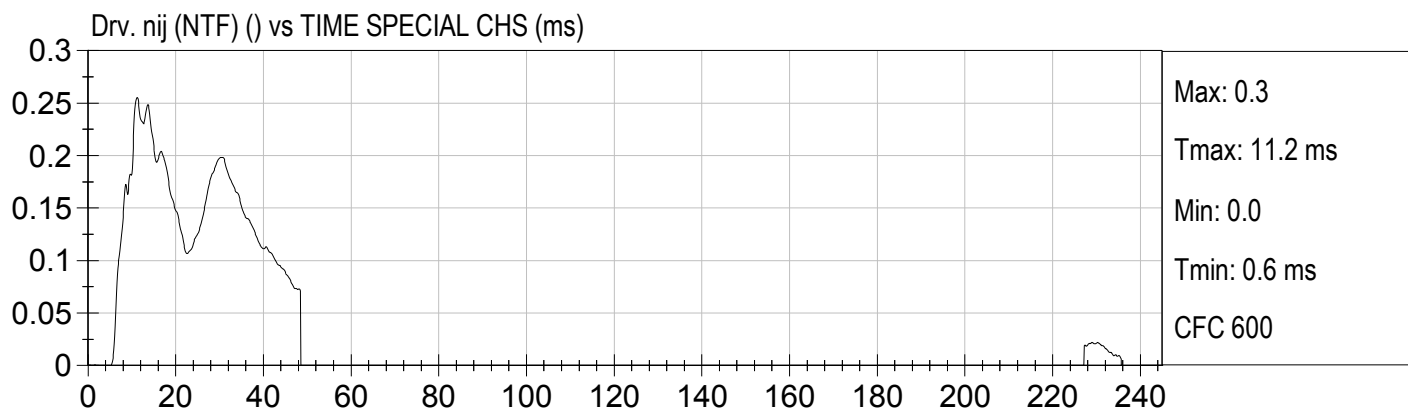


FIRE VOLTAGE #2 (Volts) vs TIME (ms)



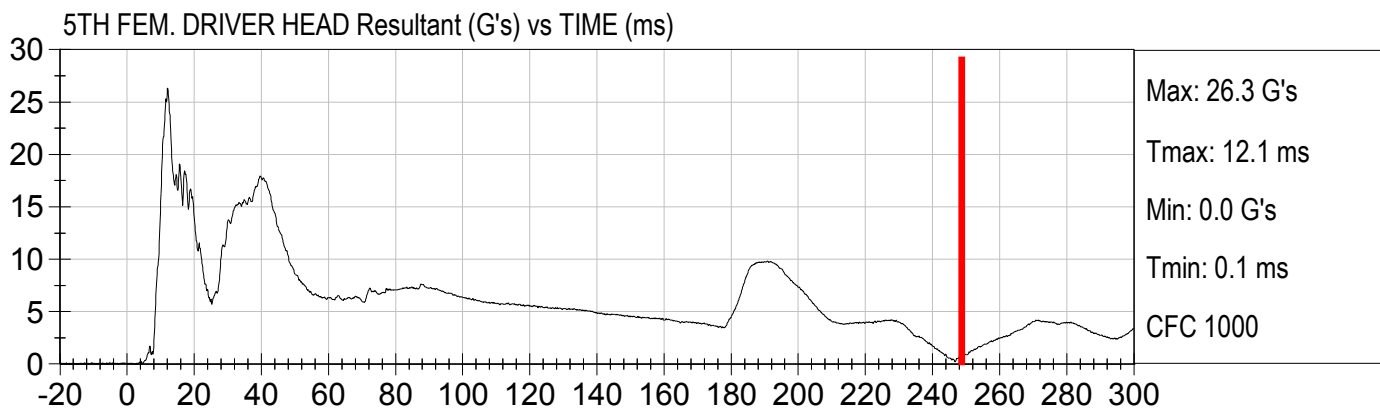
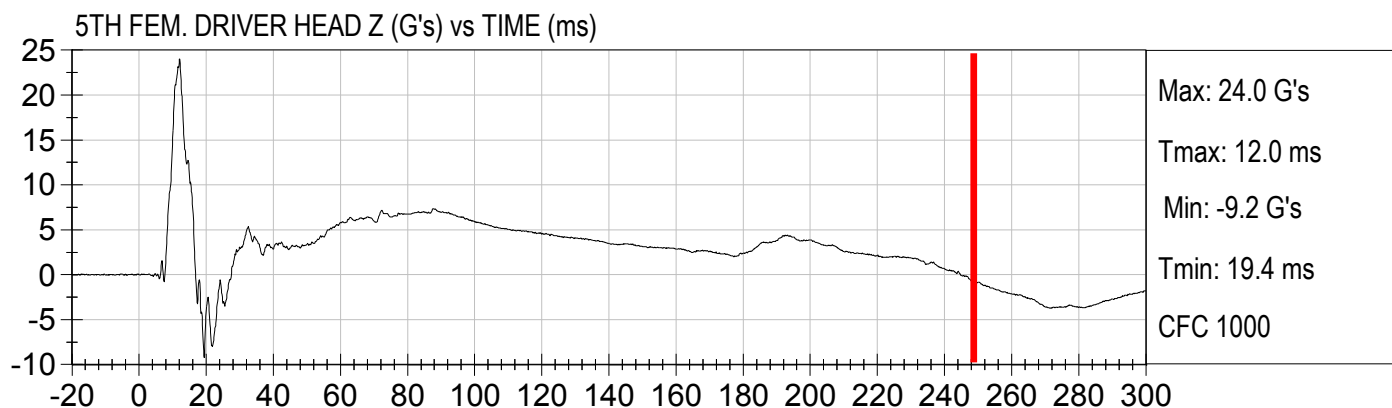
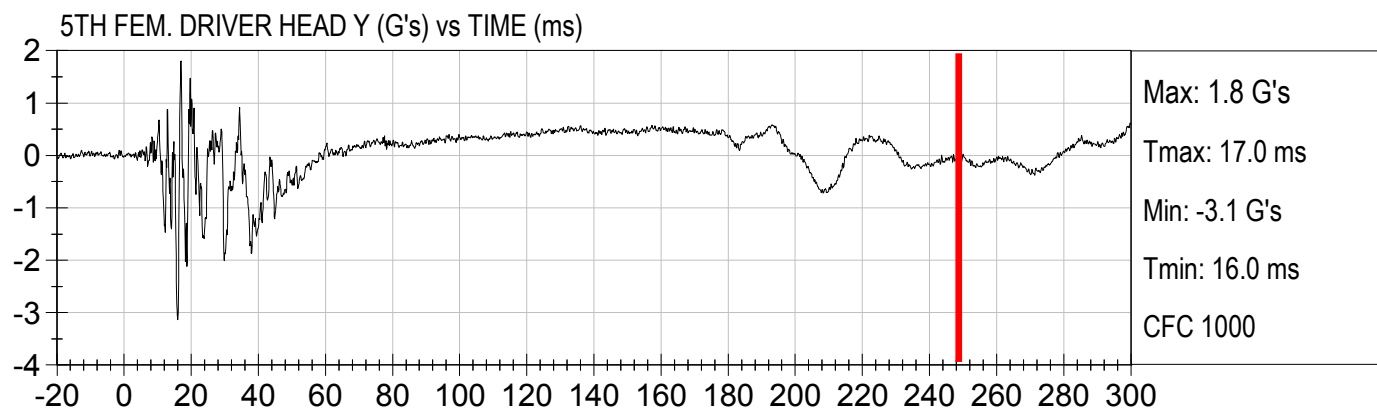
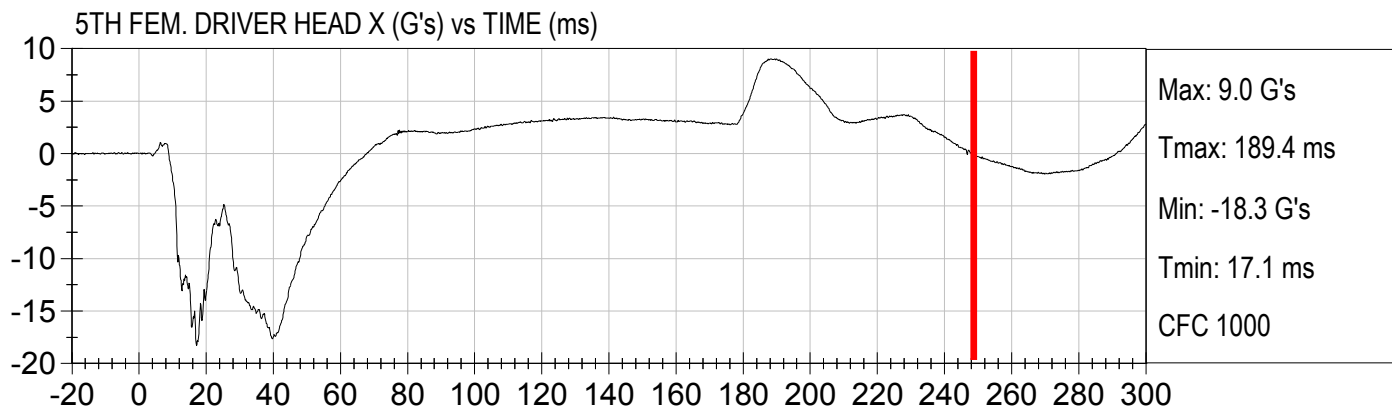
FIRE CURRENT #2 (Amps) vs TIME (ms)







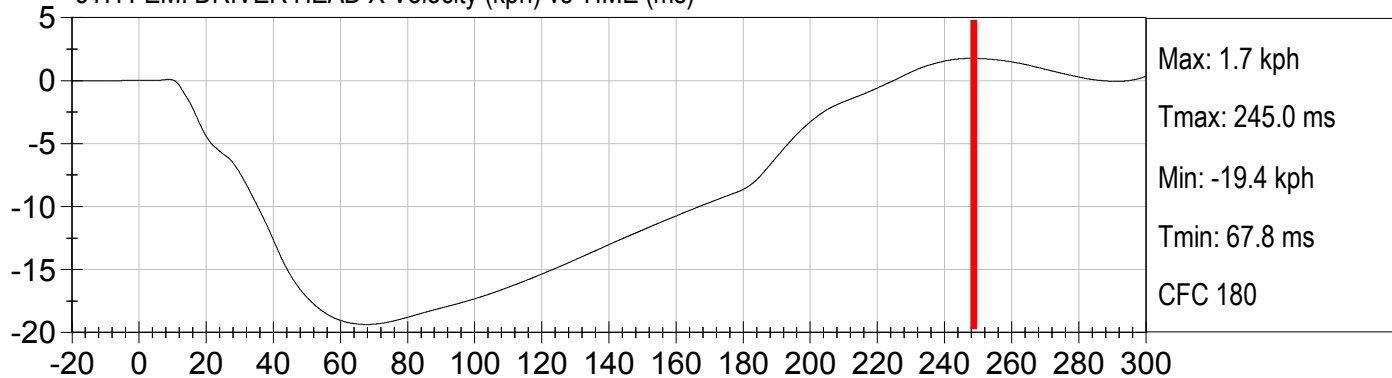
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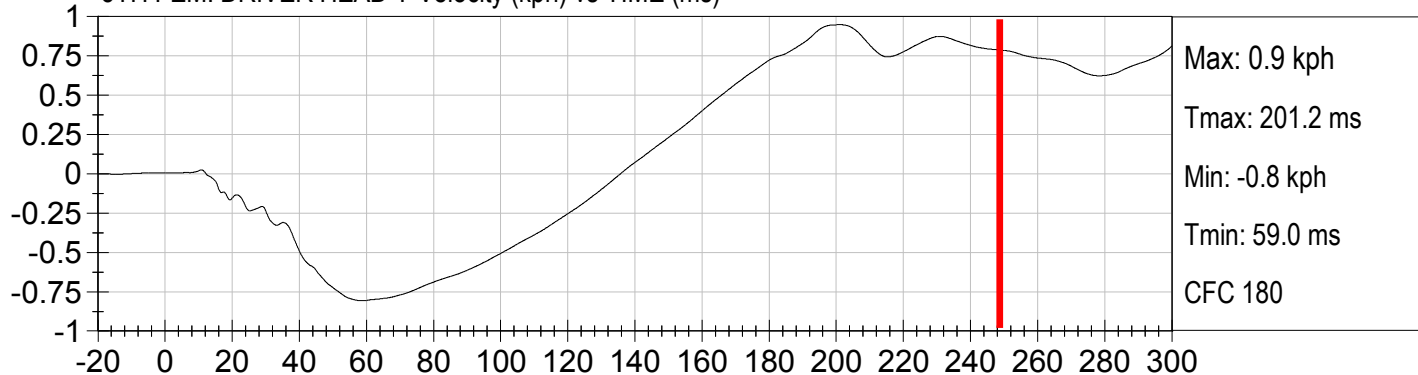


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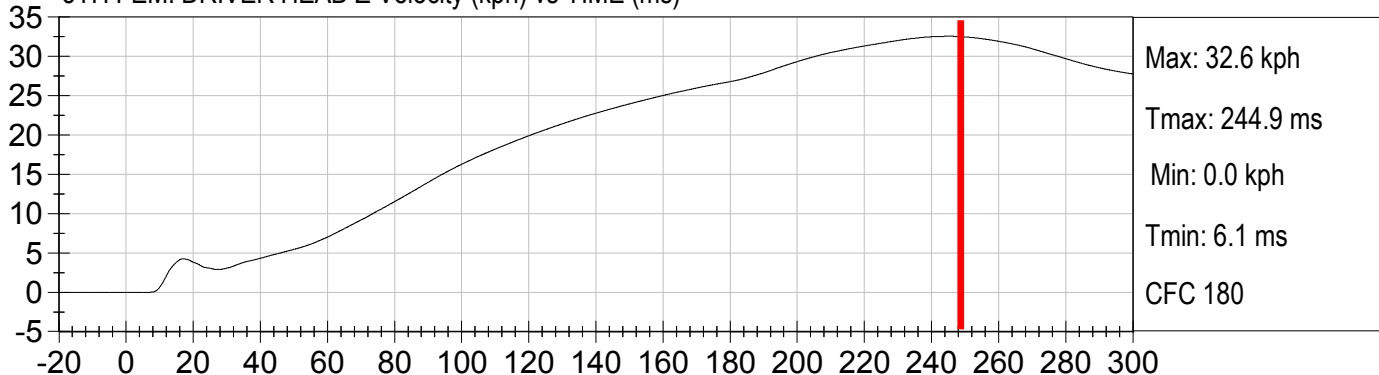
5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)



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

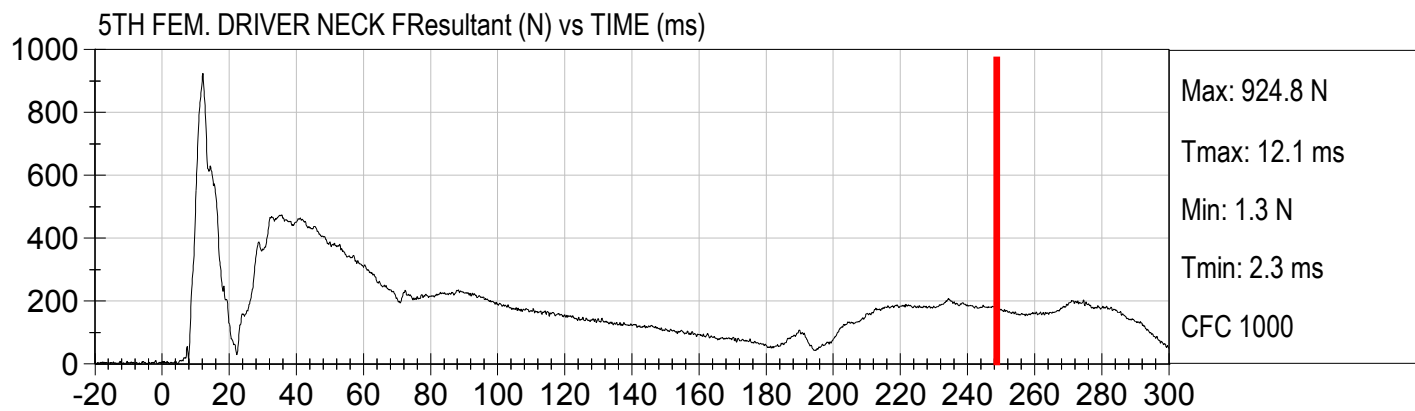
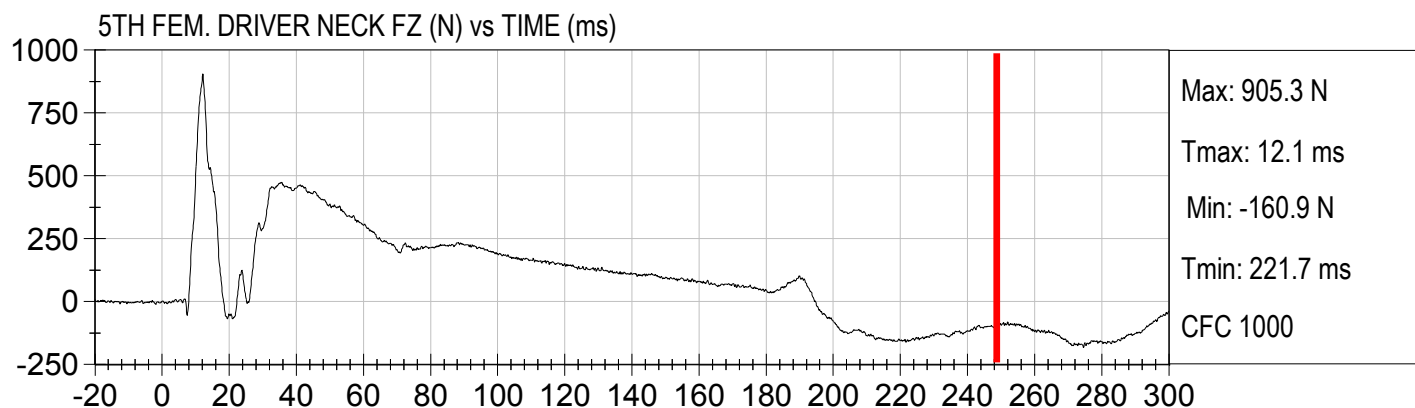
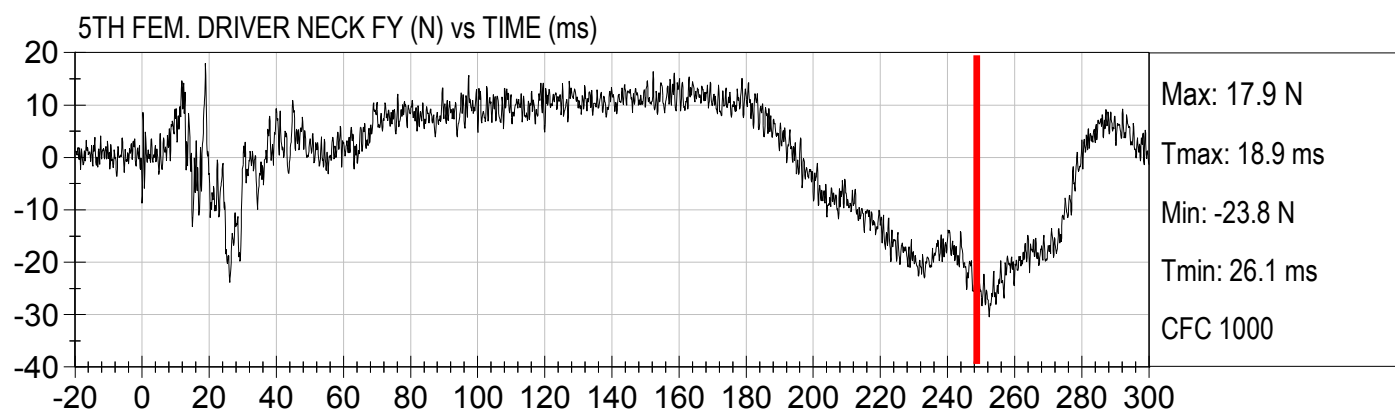
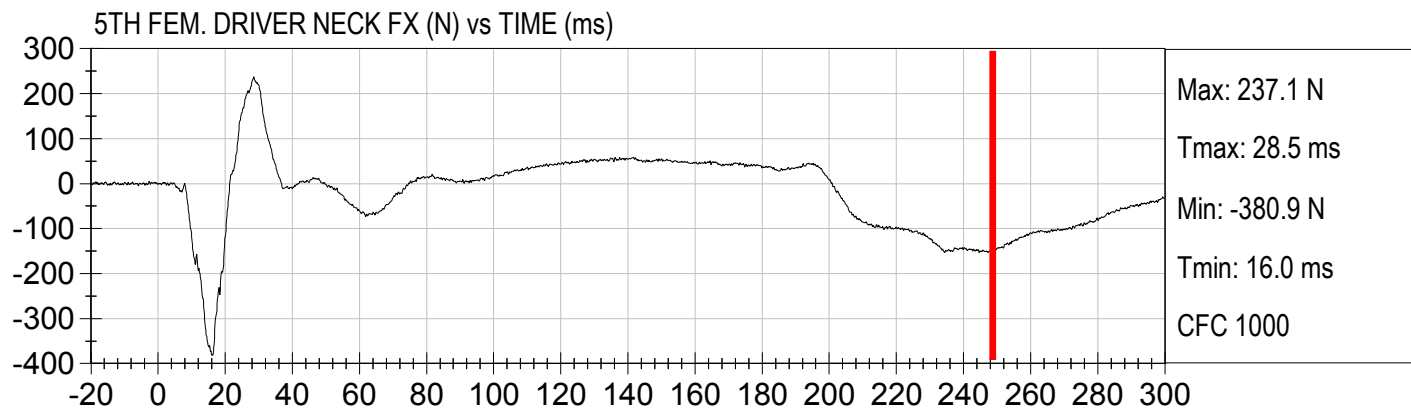


5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)



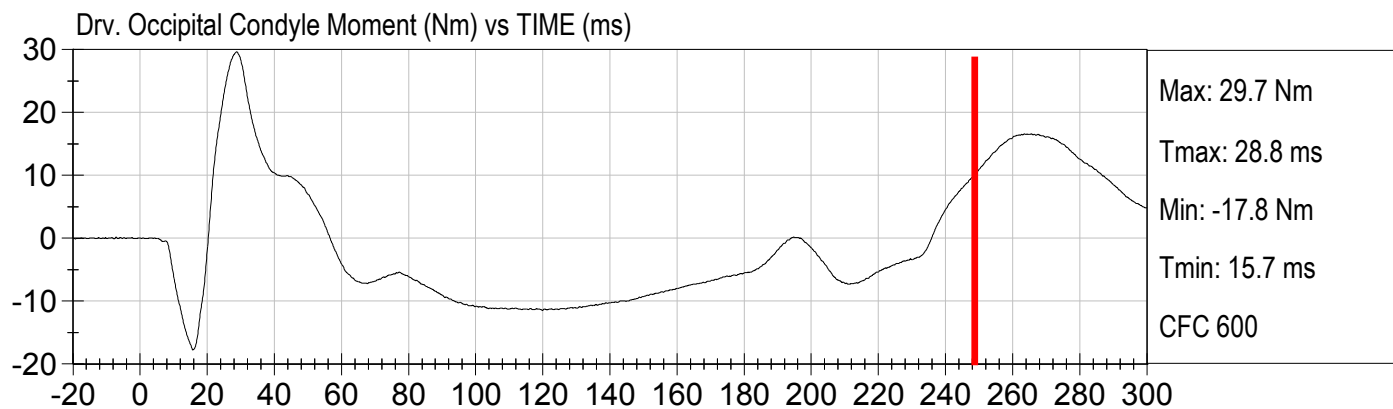
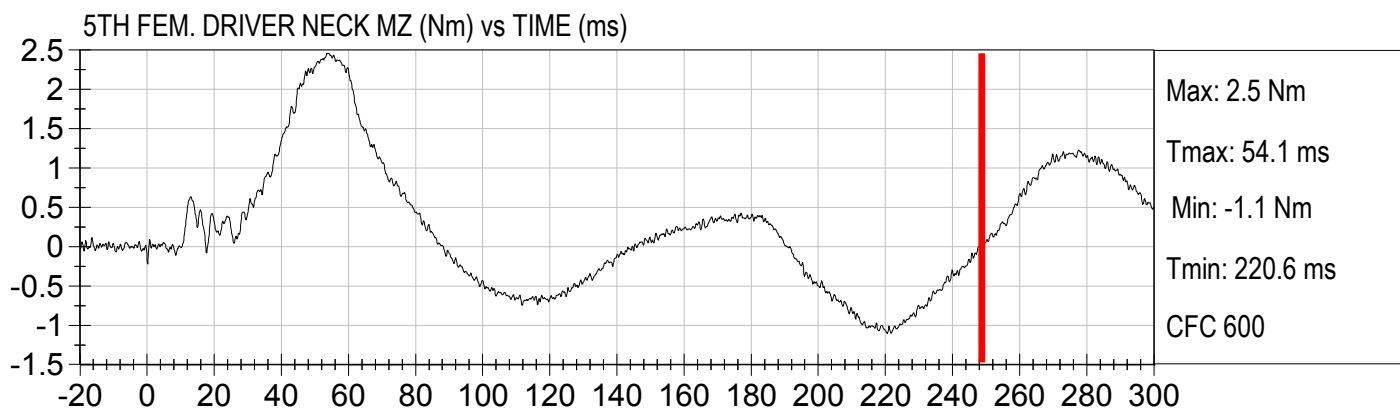
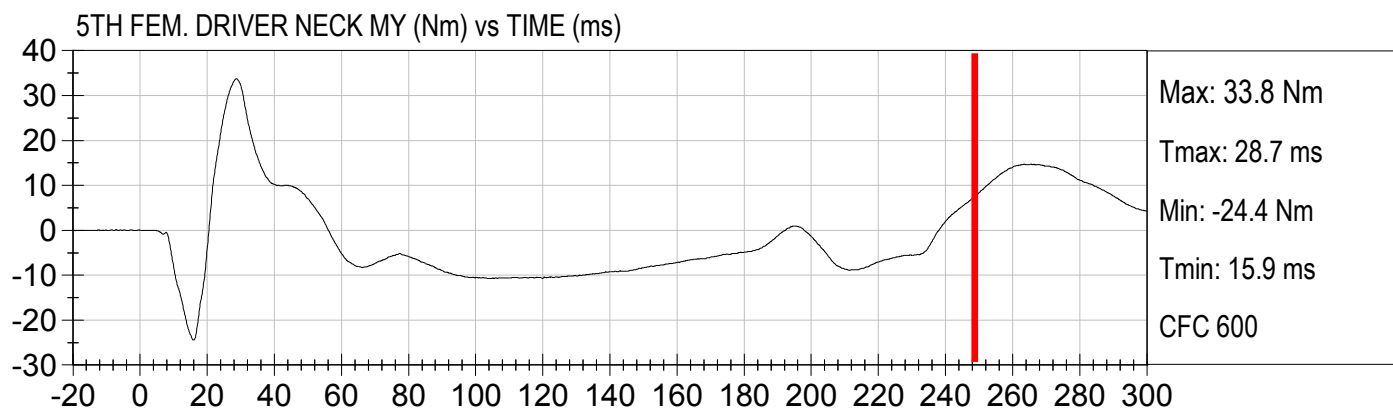
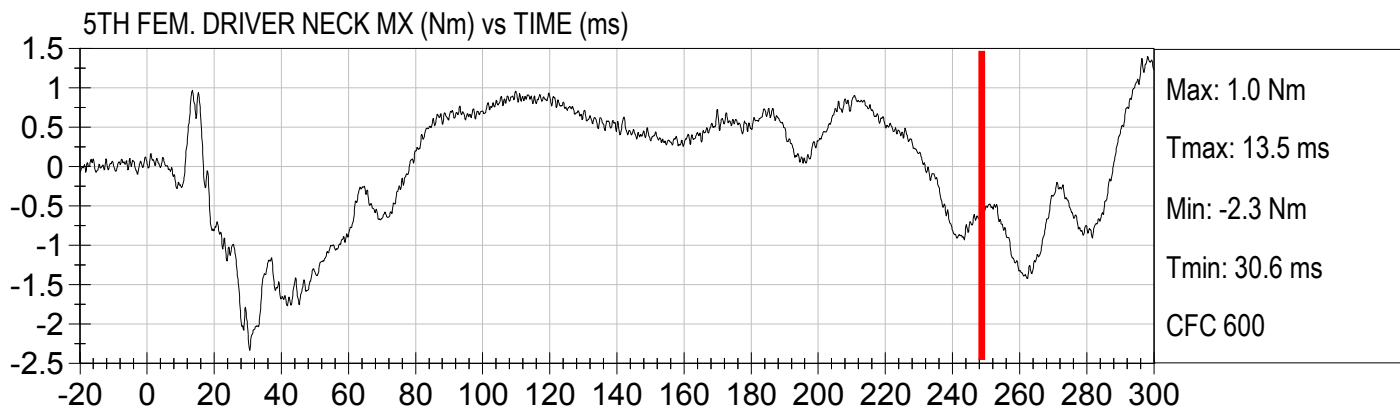


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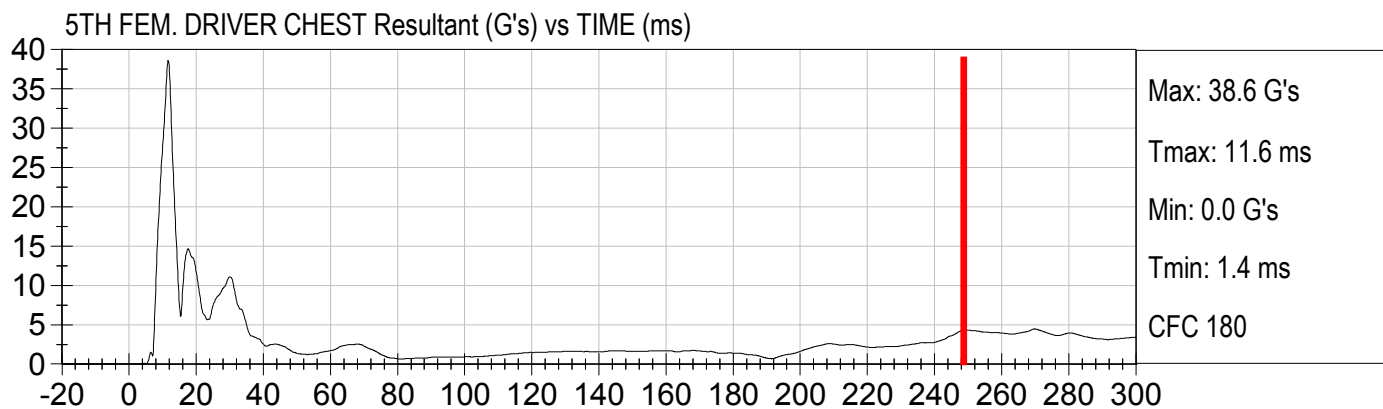
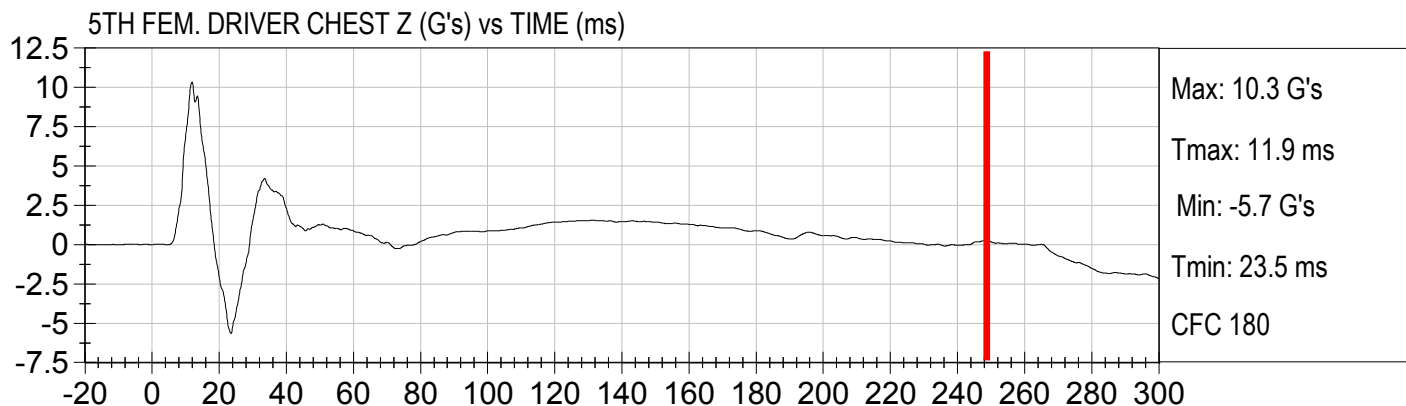
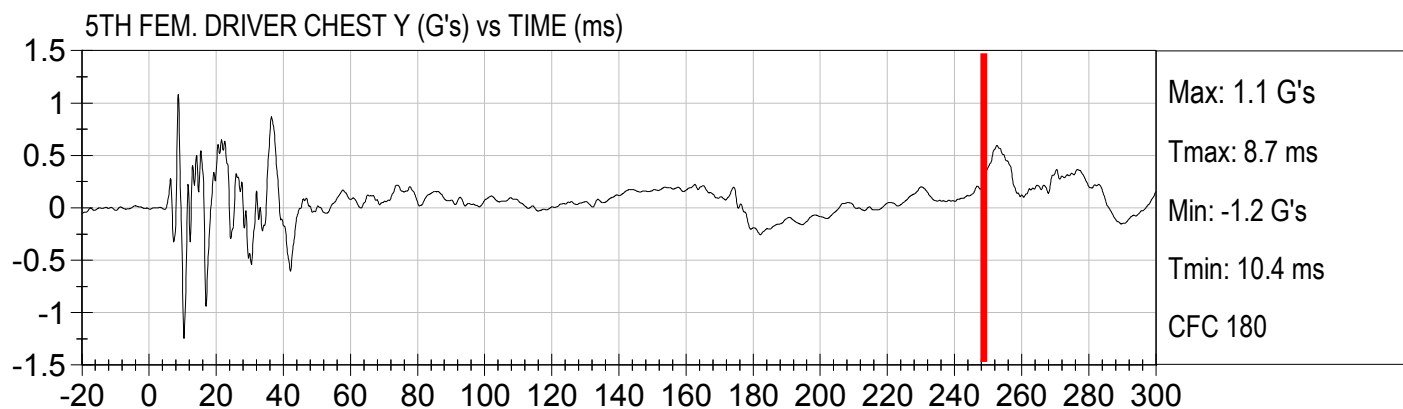
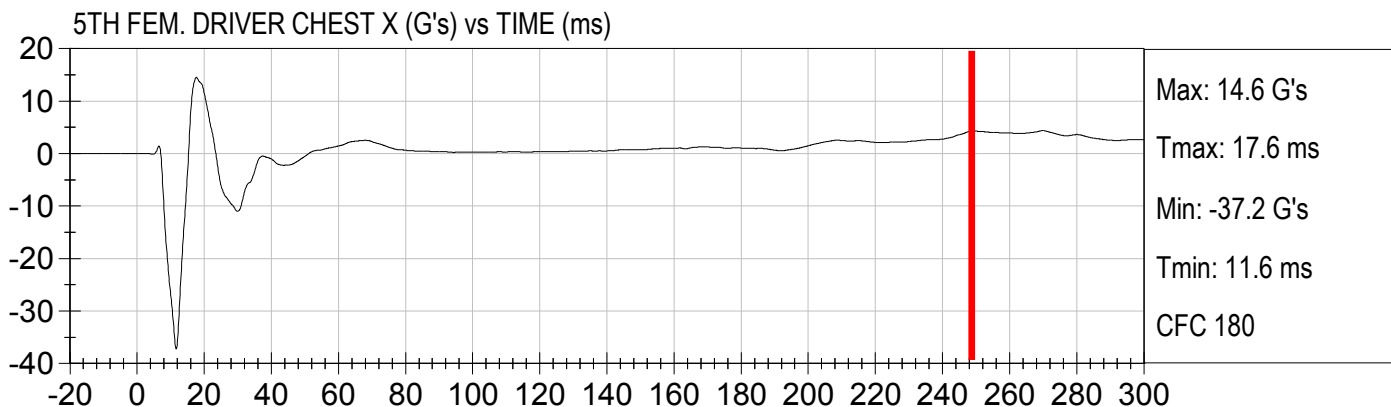


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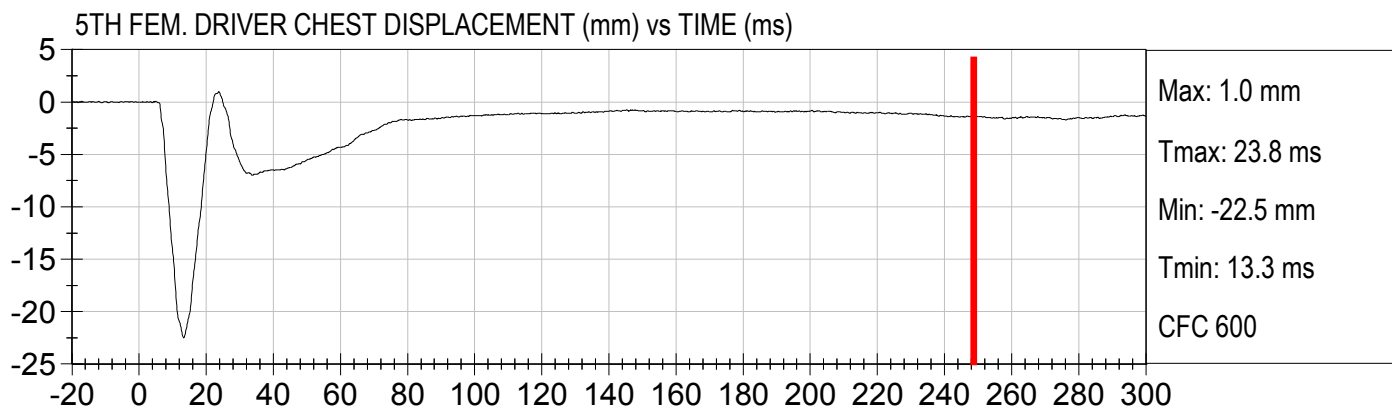
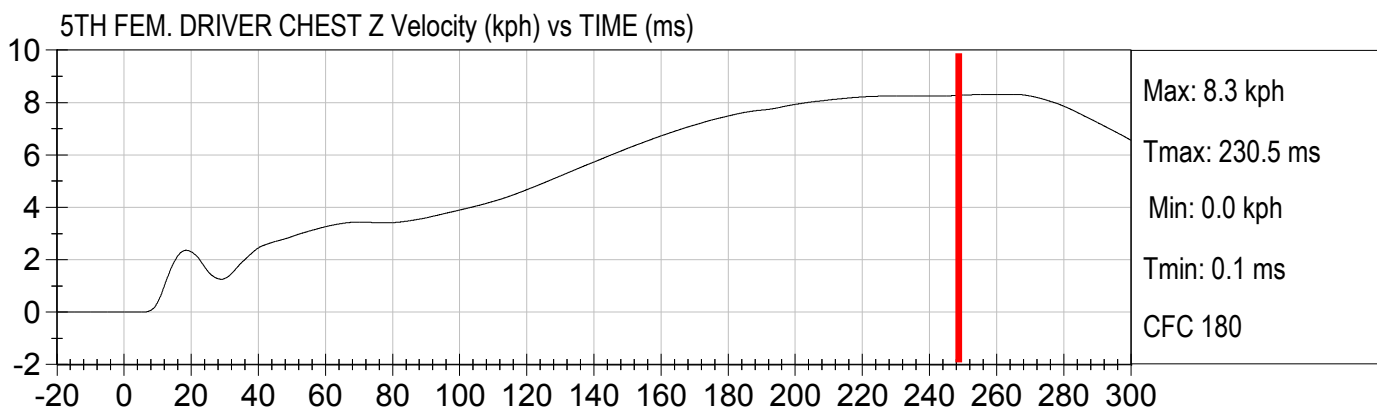
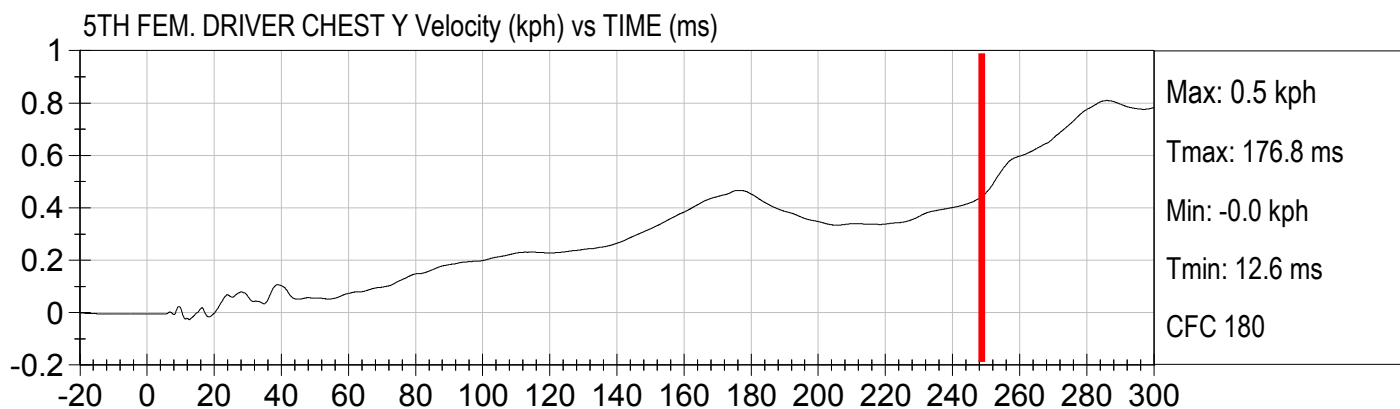
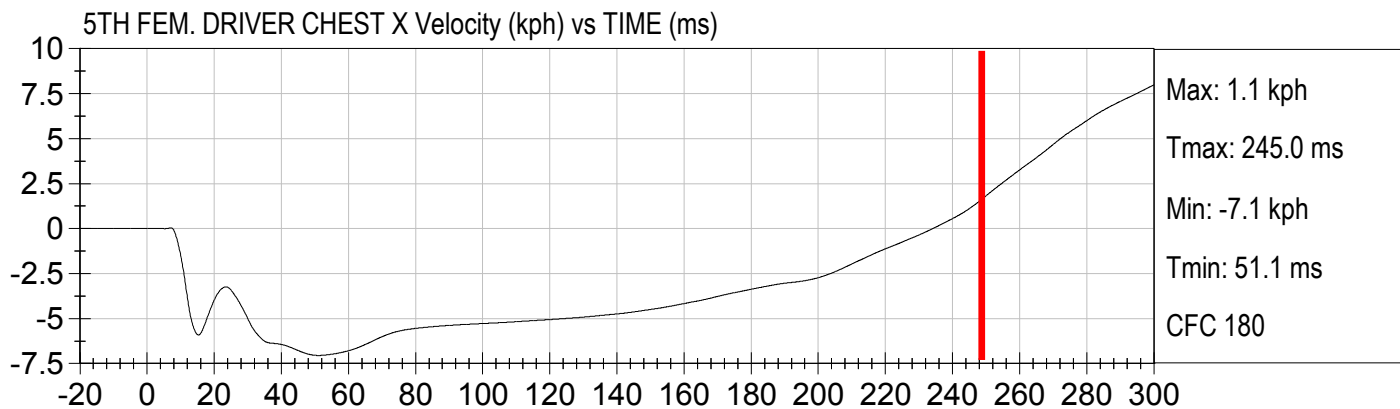


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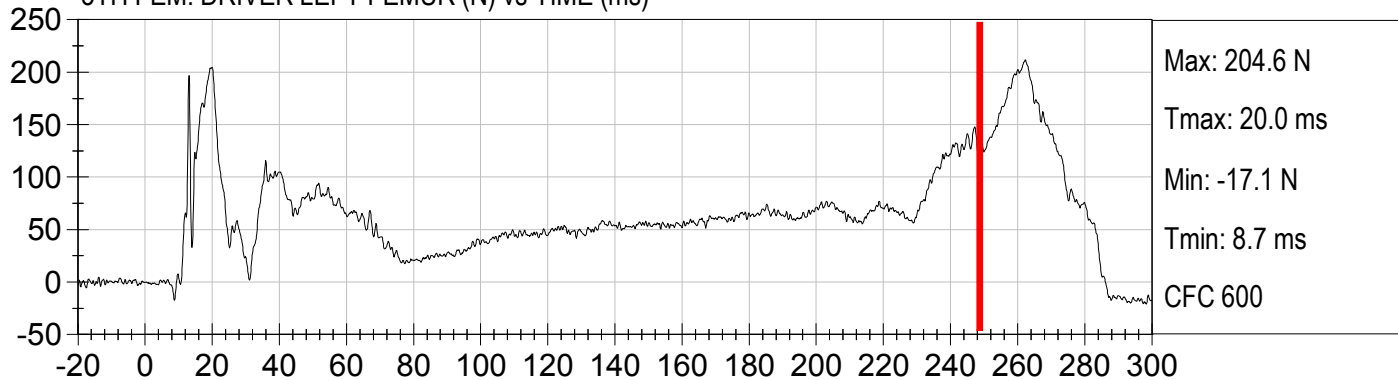
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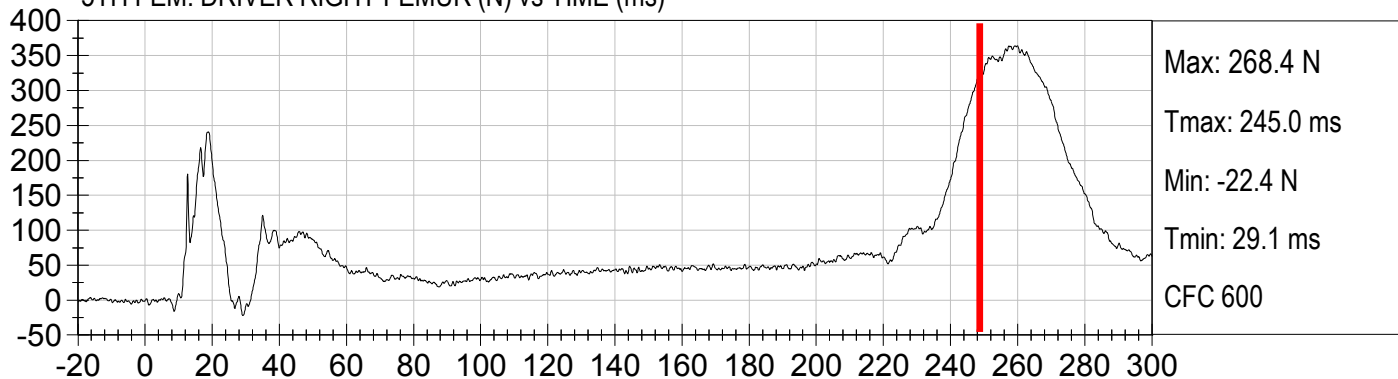


Injury Values Calculated between 0ms and 245ms

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)



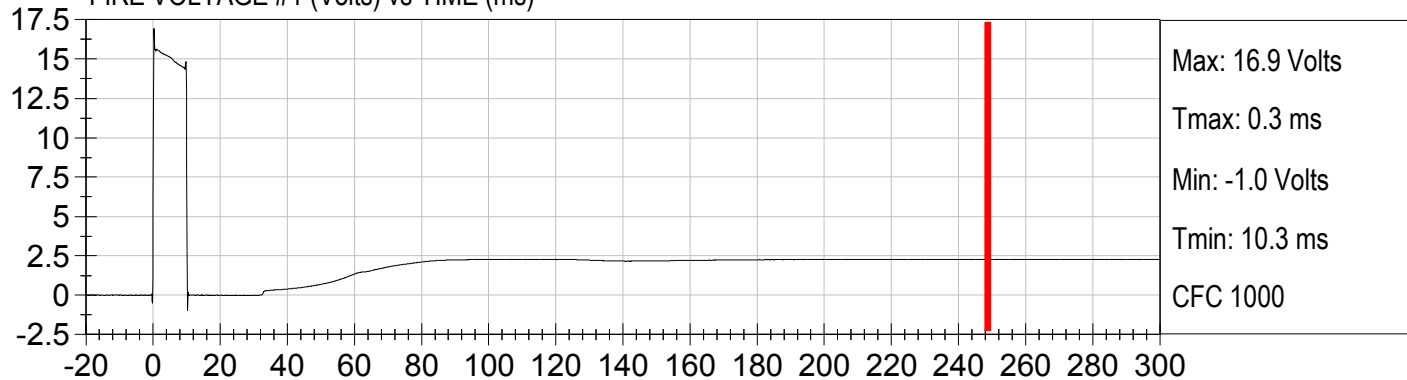
5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)



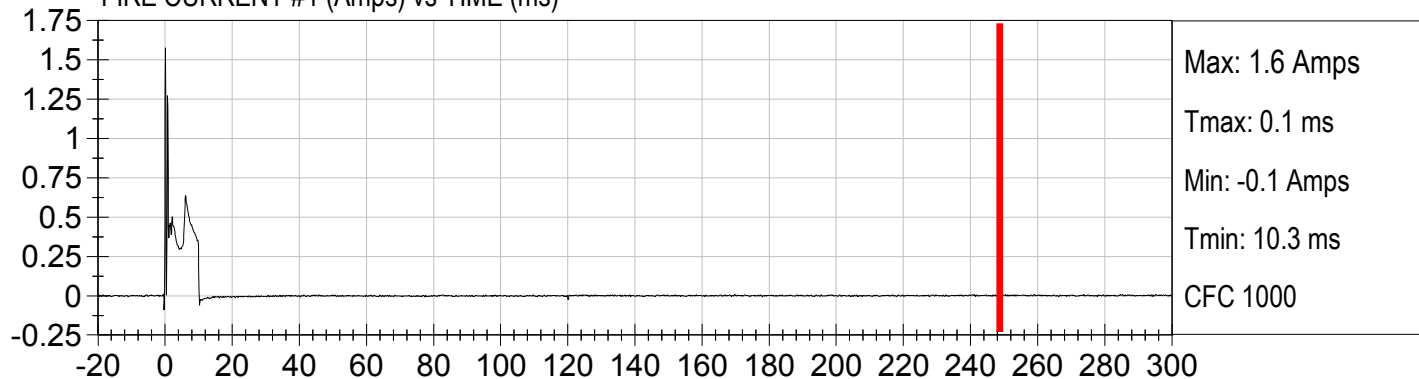


Injury Values Calculated between 0ms and 245ms

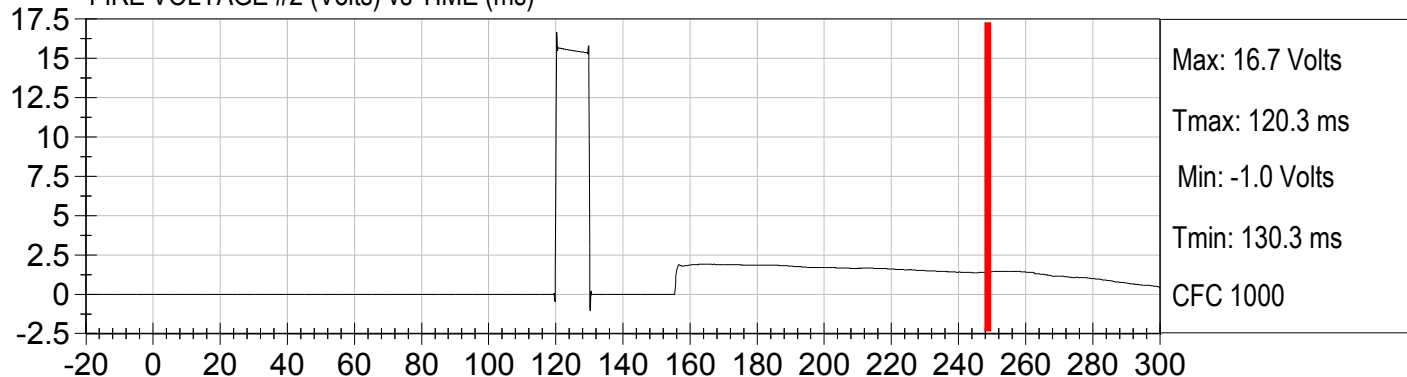
FIRE VOLTAGE #1 (Volts) vs TIME (ms)



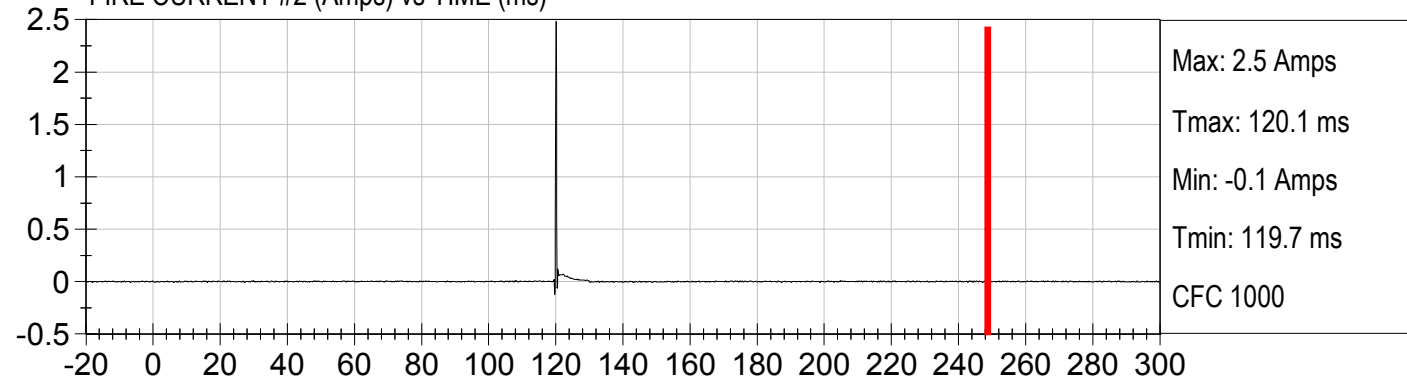
FIRE CURRENT #1 (Amps) vs TIME (ms)

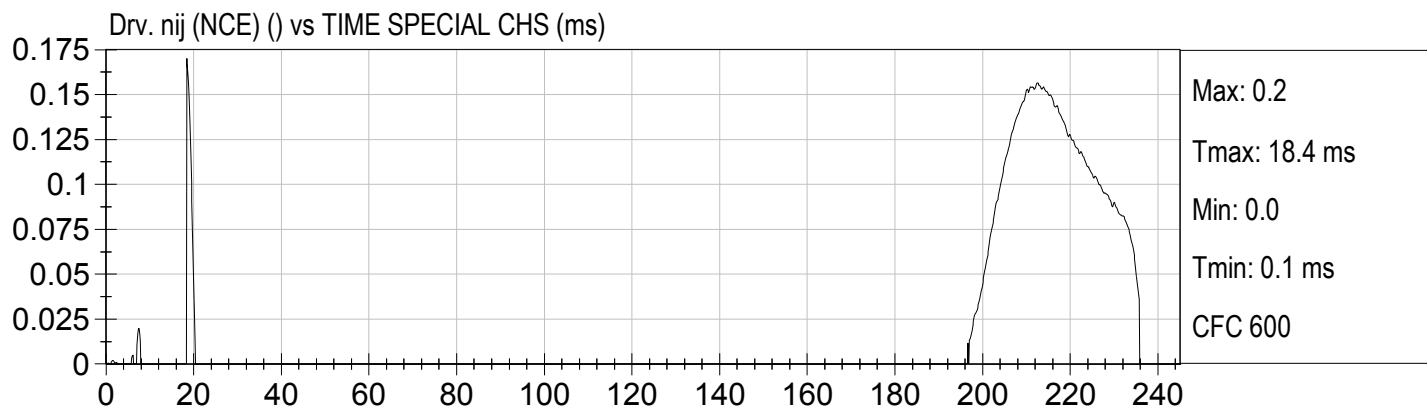
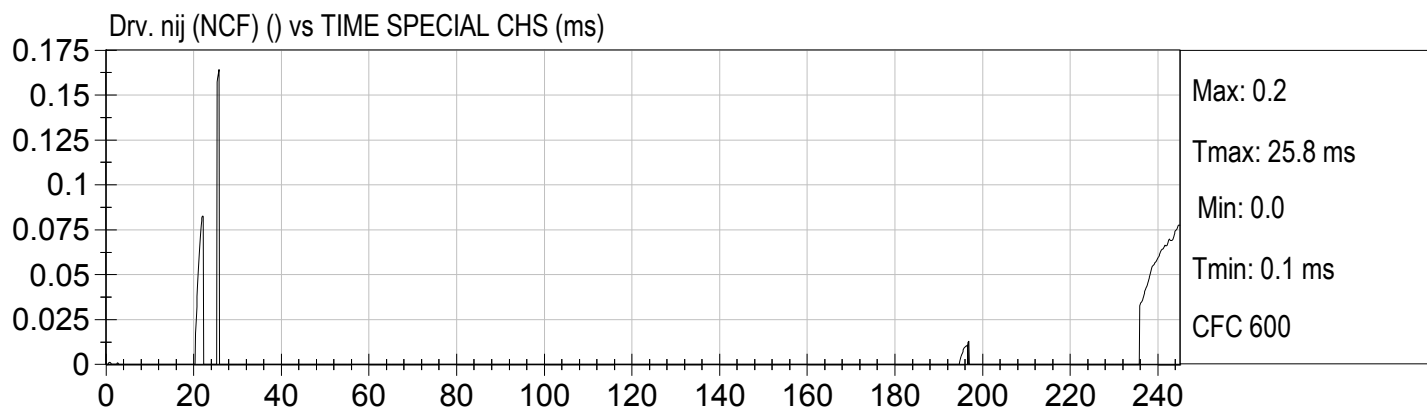
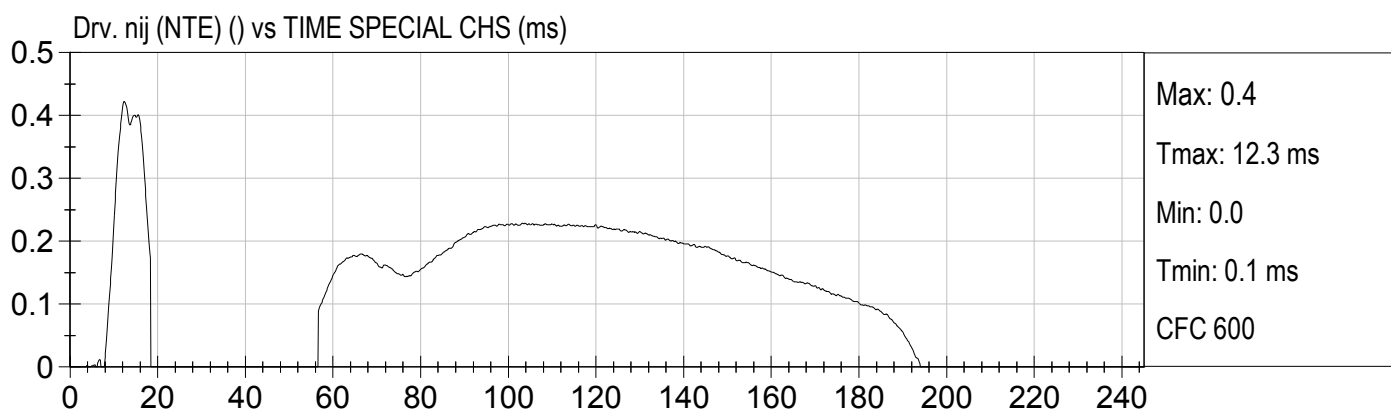
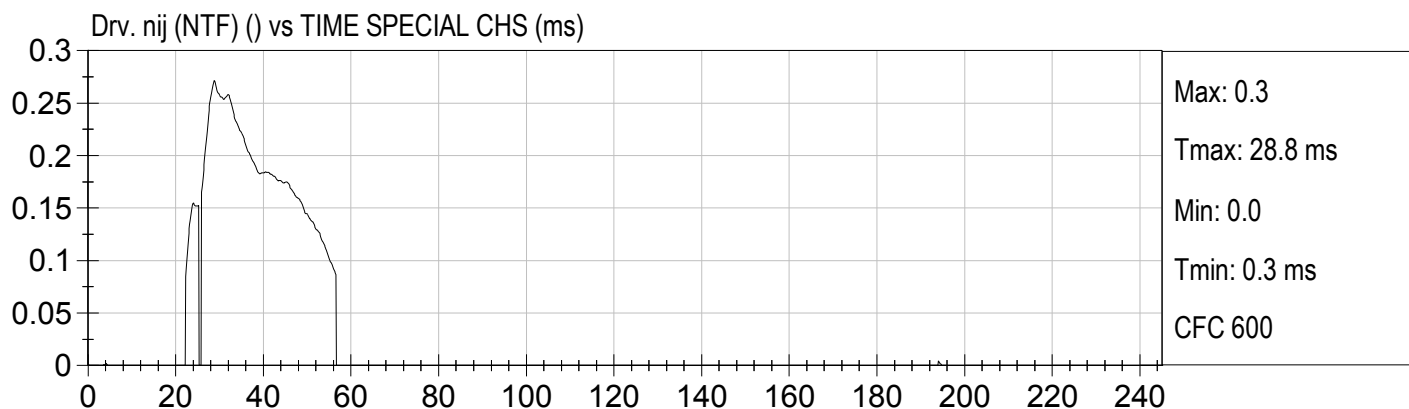


FIRE VOLTAGE #2 (Volts) vs TIME (ms)



FIRE CURRENT #2 (Amps) vs TIME (ms)

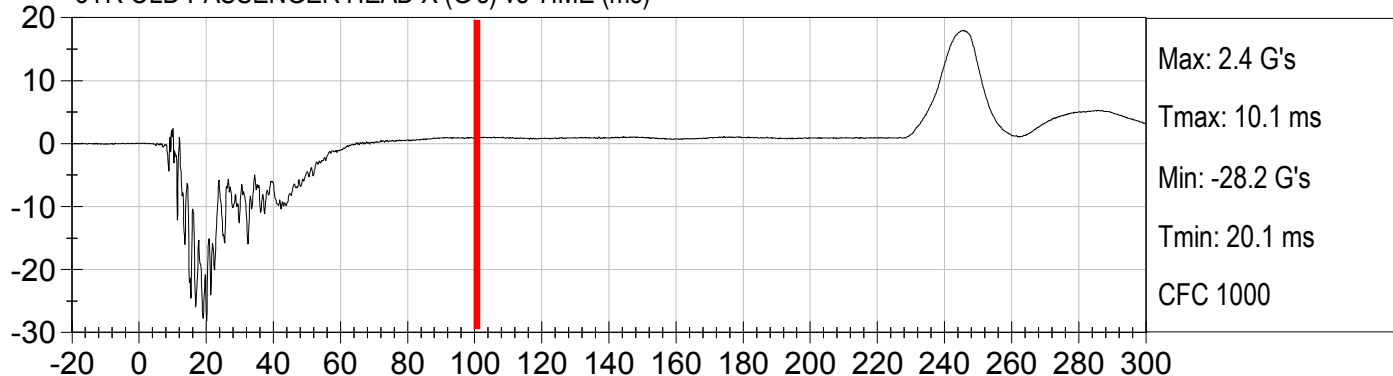




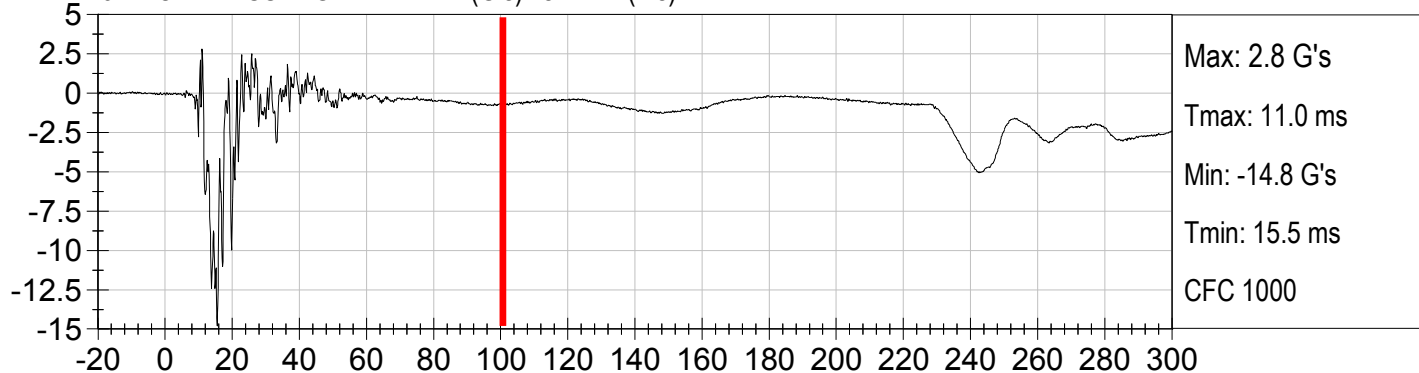


Injury Values Calculated between 0ms and 100ms

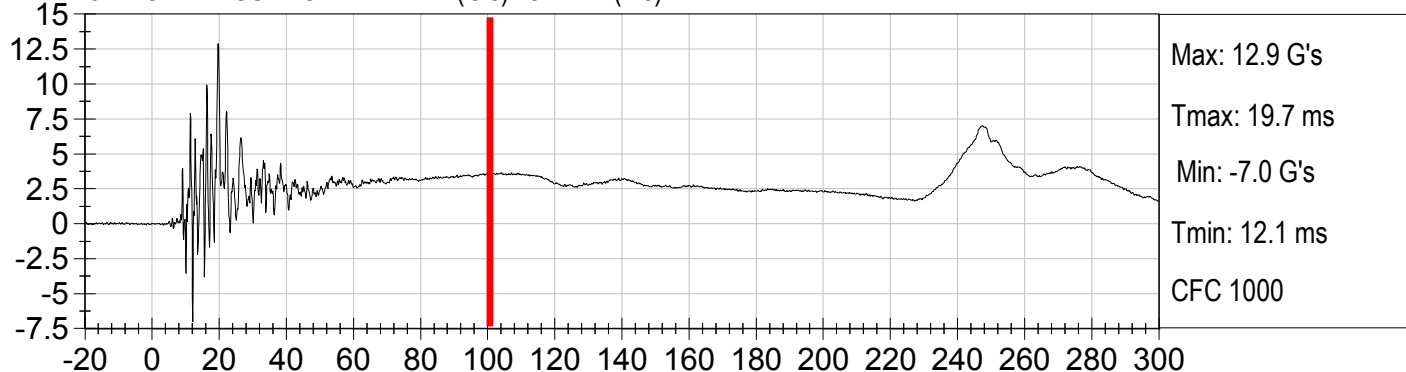
3YR OLD PASSENGER HEAD X (G's) vs TIME (ms)



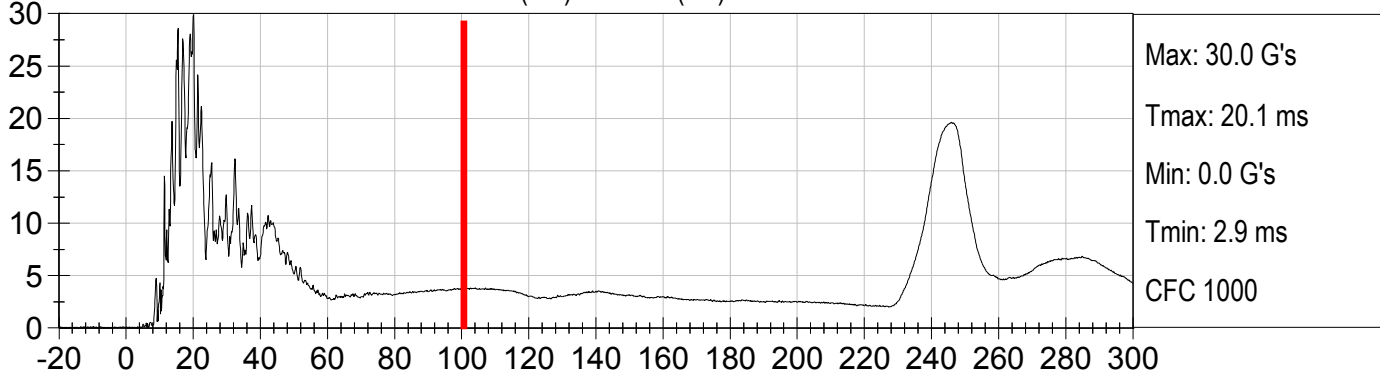
3YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)



3YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)

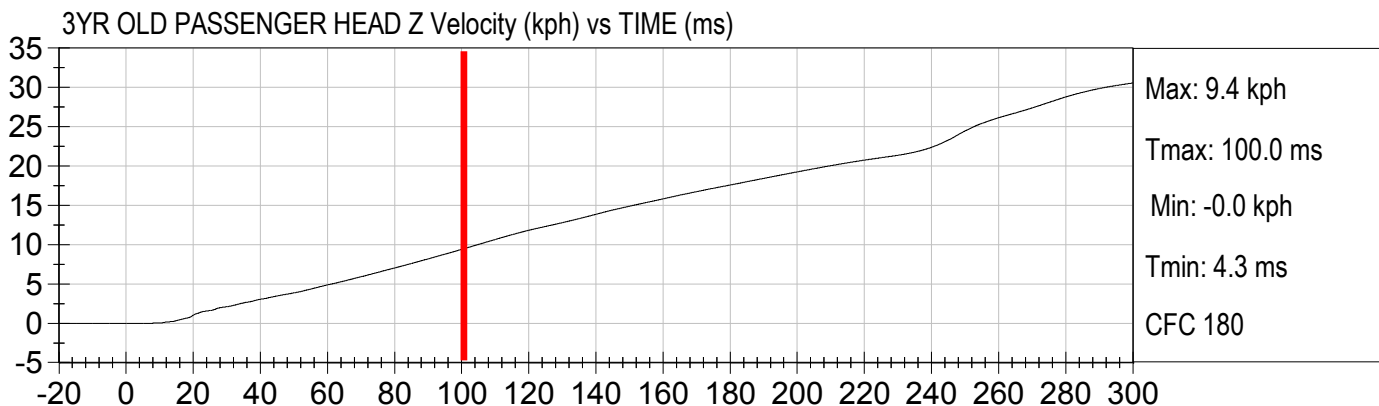
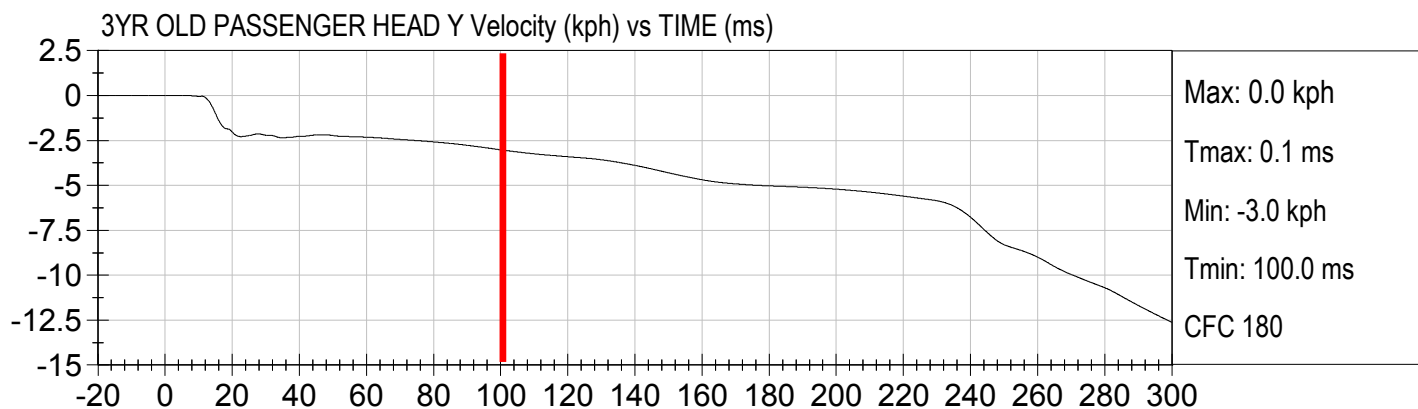
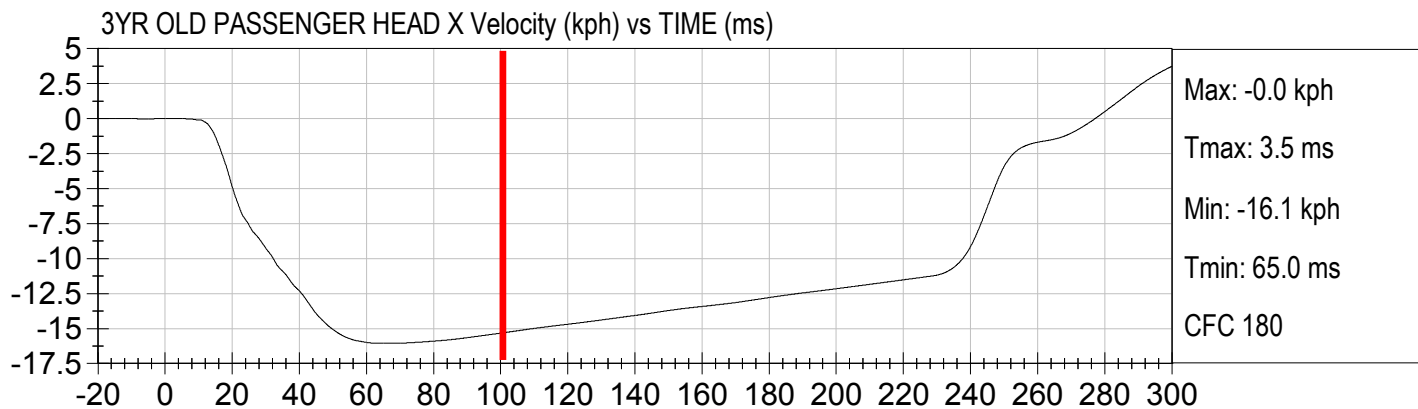


3YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)





Injury Values Calculated between 0ms and 100ms

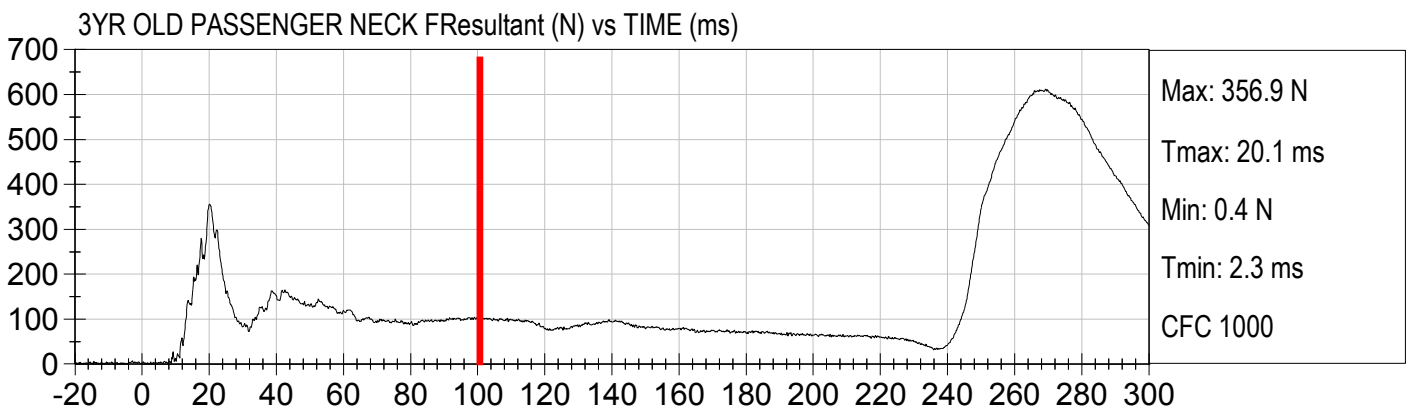
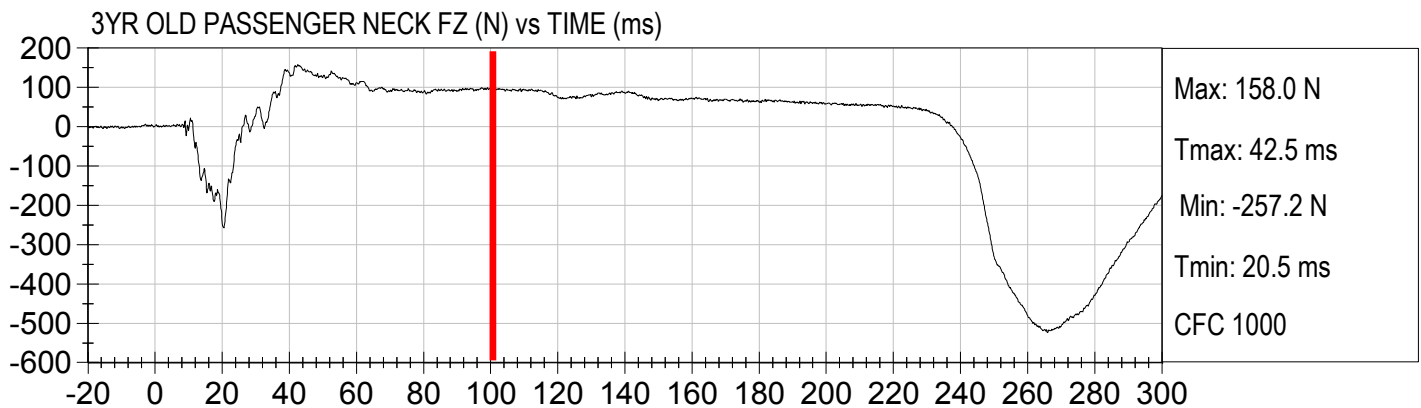
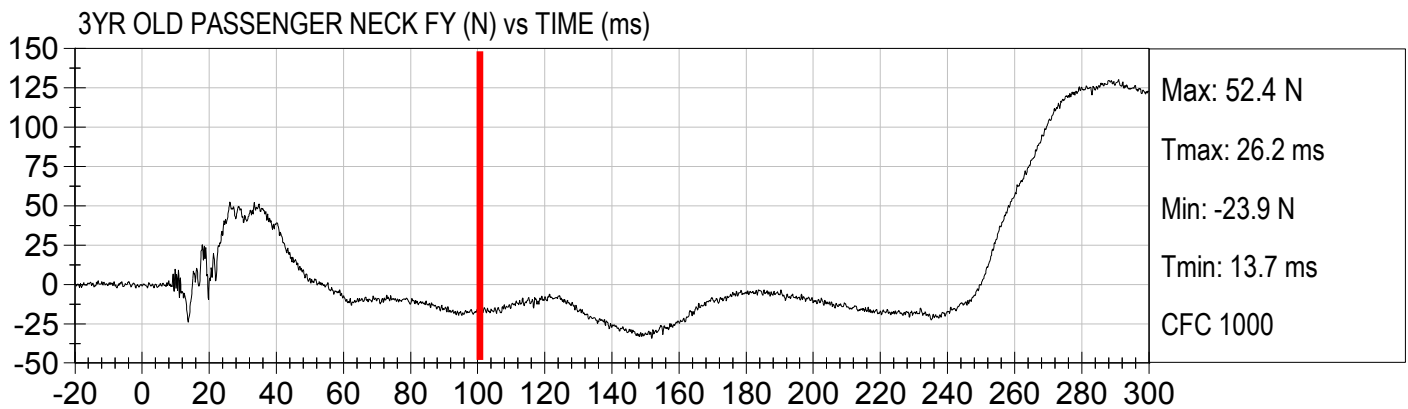
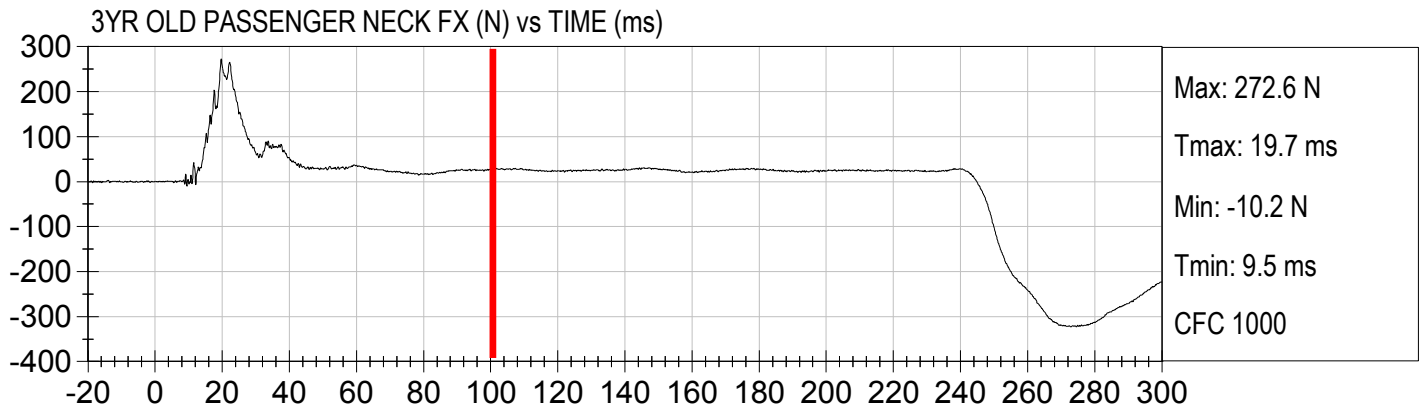




LOW RISK DEPLOYMENT
2014 Fiat 500L (C20140301) (3YO P1)

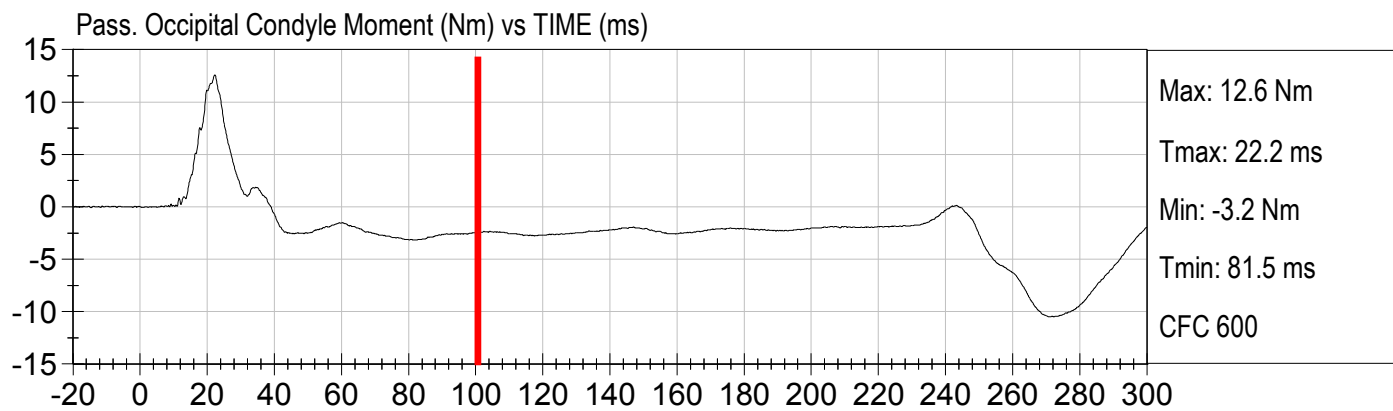
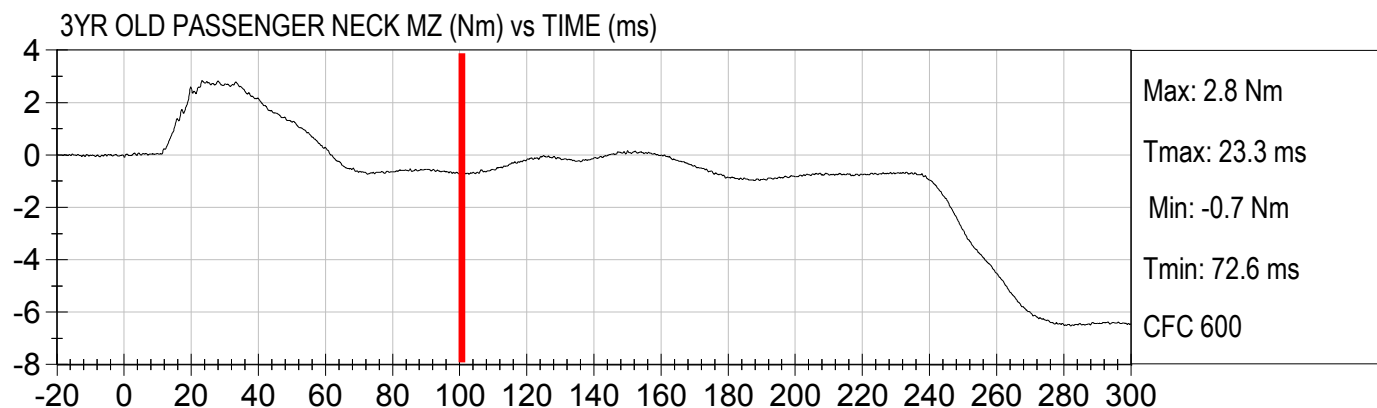
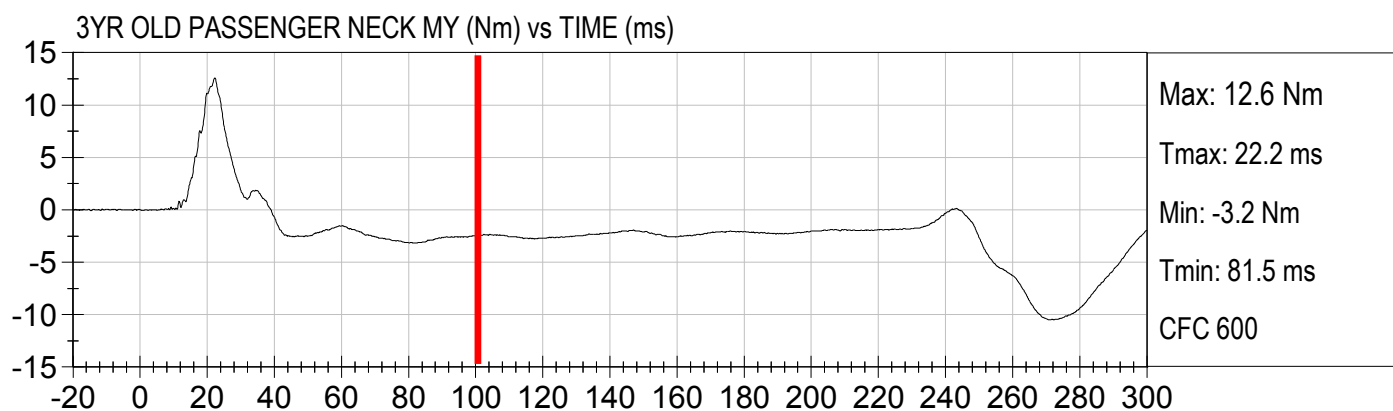
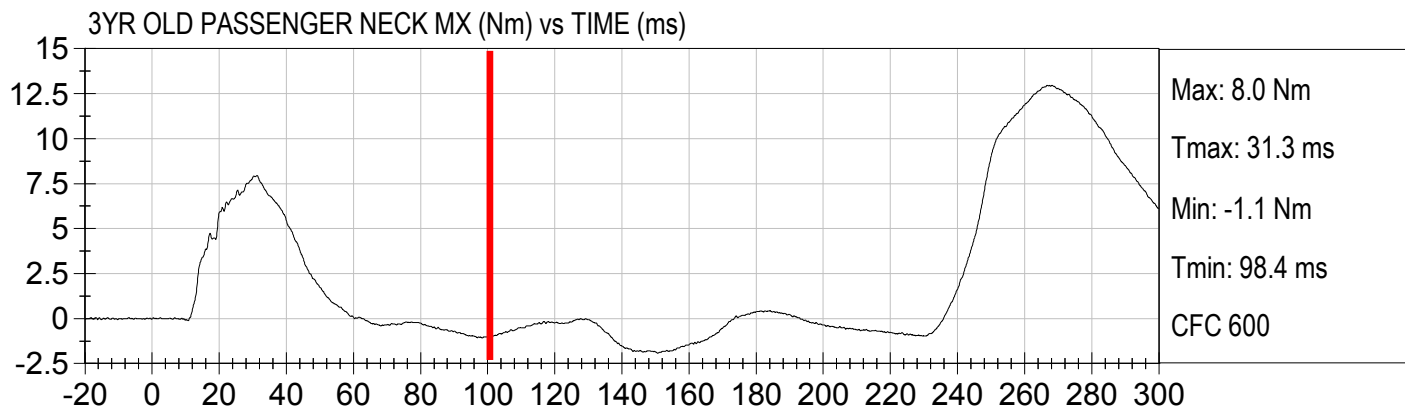
Test Date: 4/29/14
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms





Injury Values Calculated between 0ms and 100ms

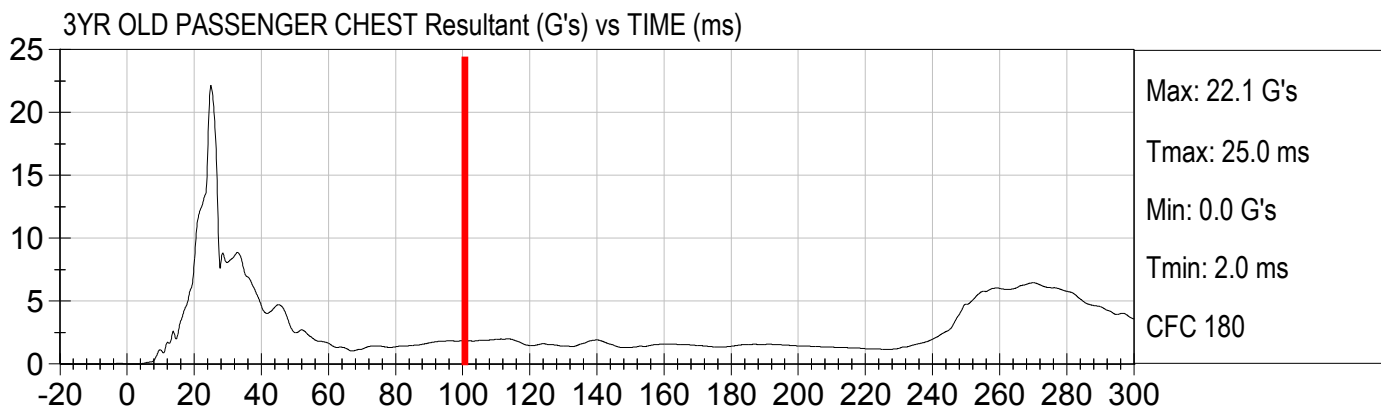
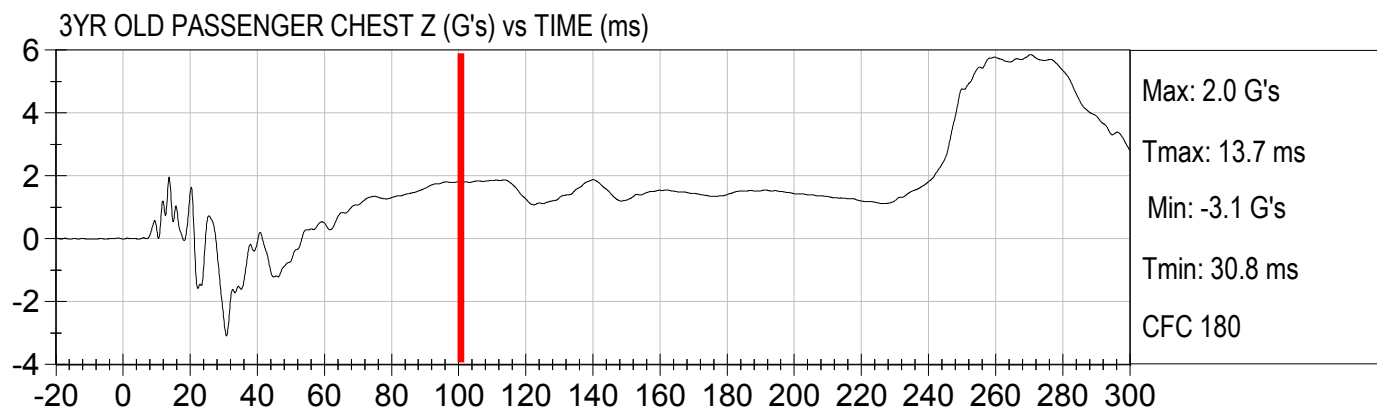
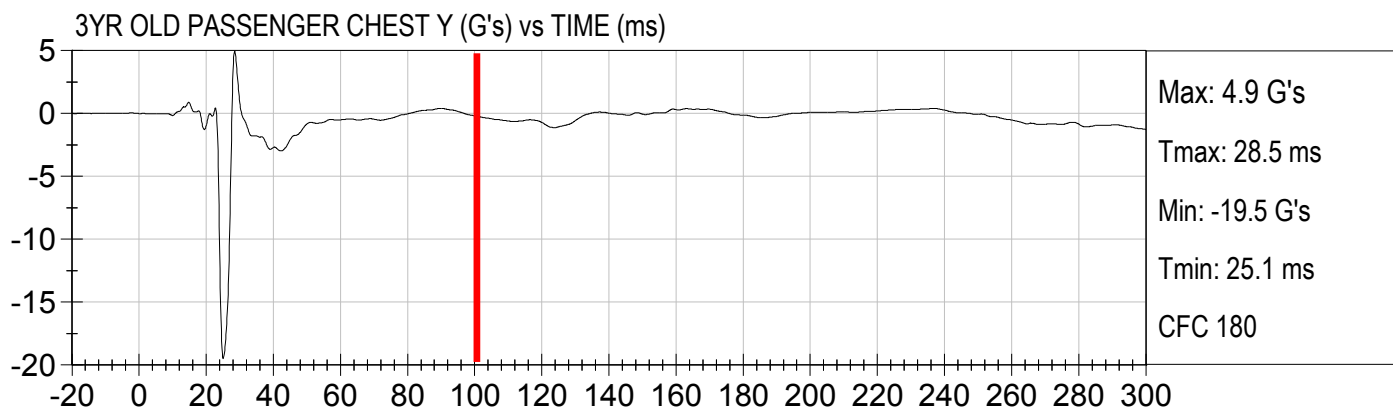
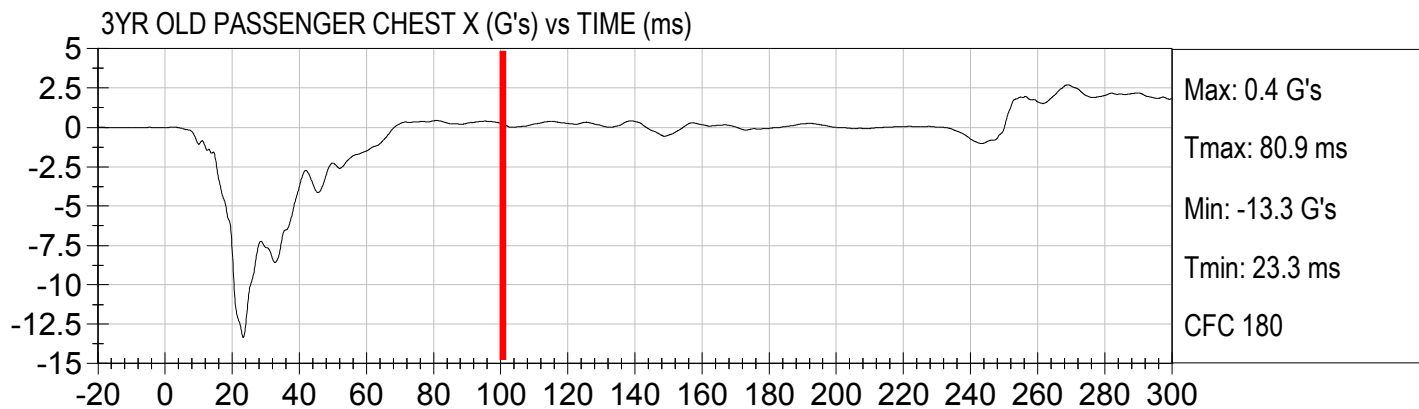




LOW RISK DEPLOYMENT
2014 Fiat 500L (C20140301) (3YO P1)

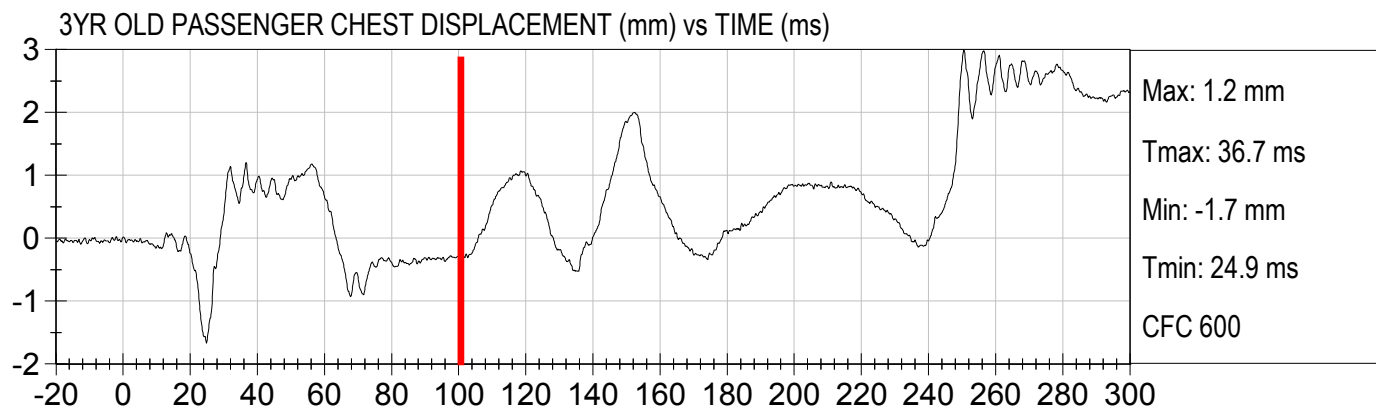
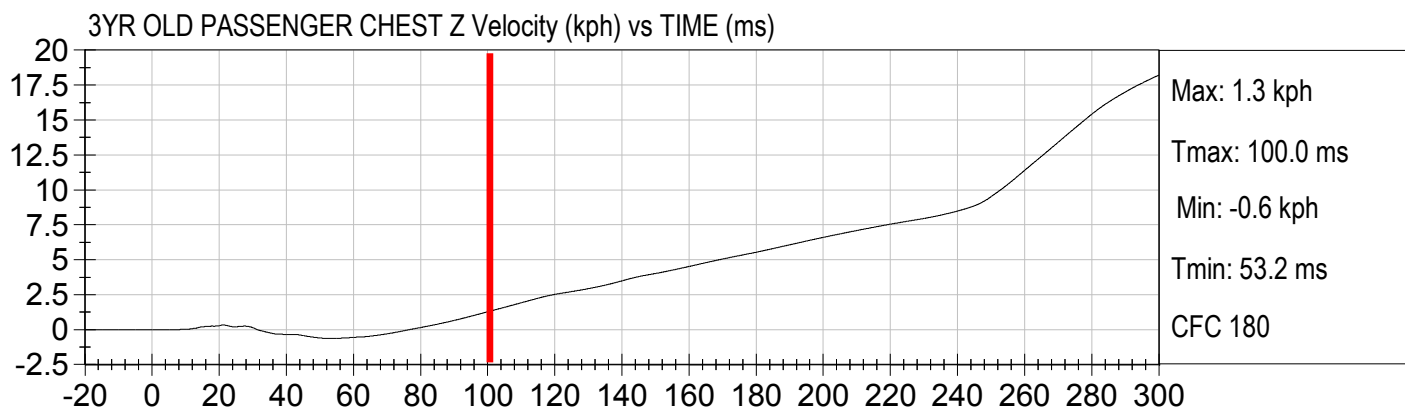
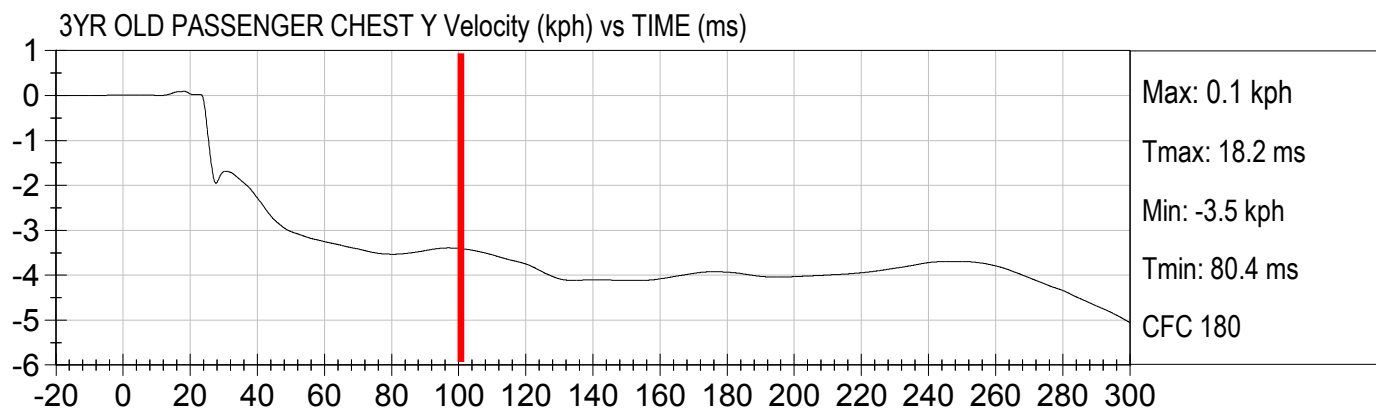
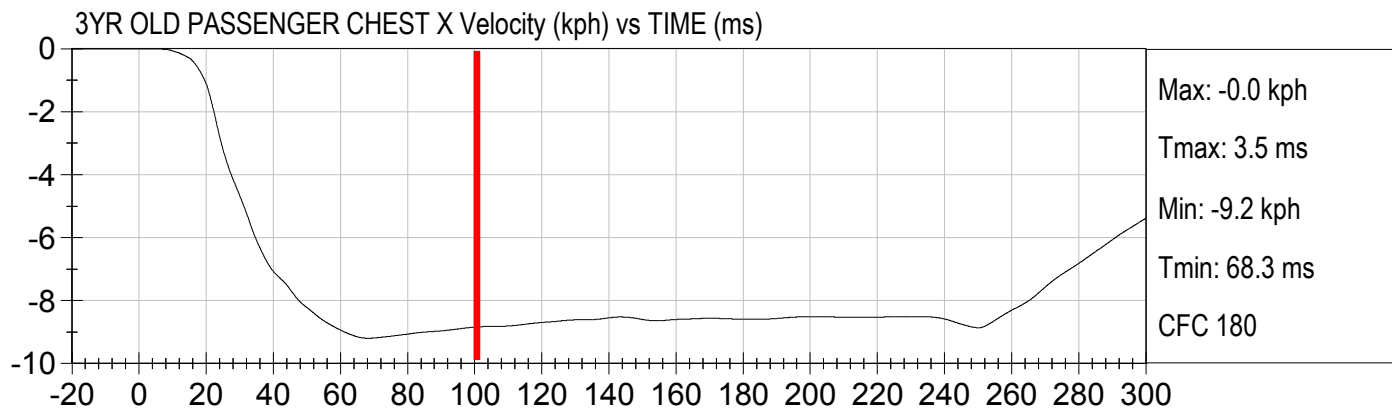
Test Date: 4/29/14
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms





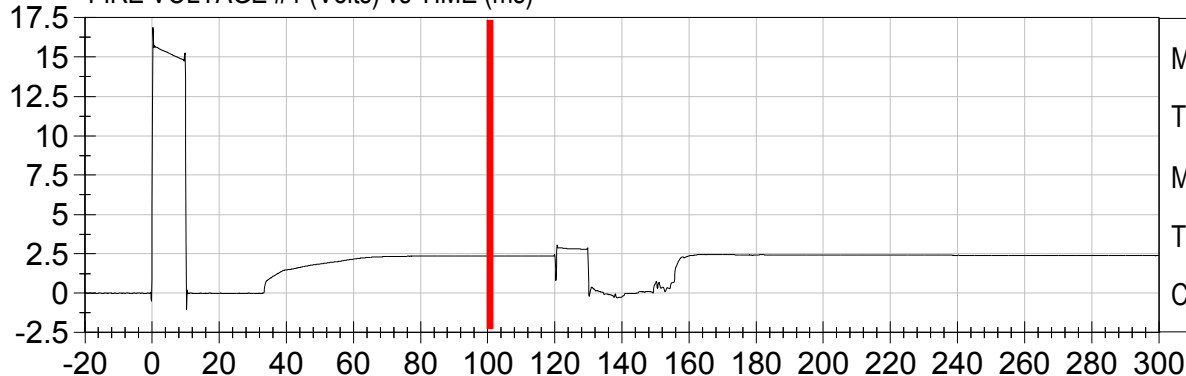
Injury Values Calculated between 0ms and 100ms





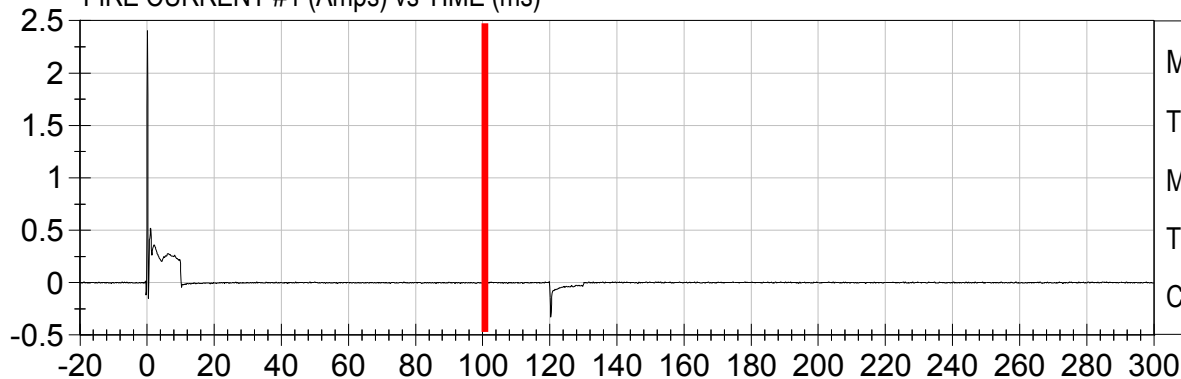
Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)



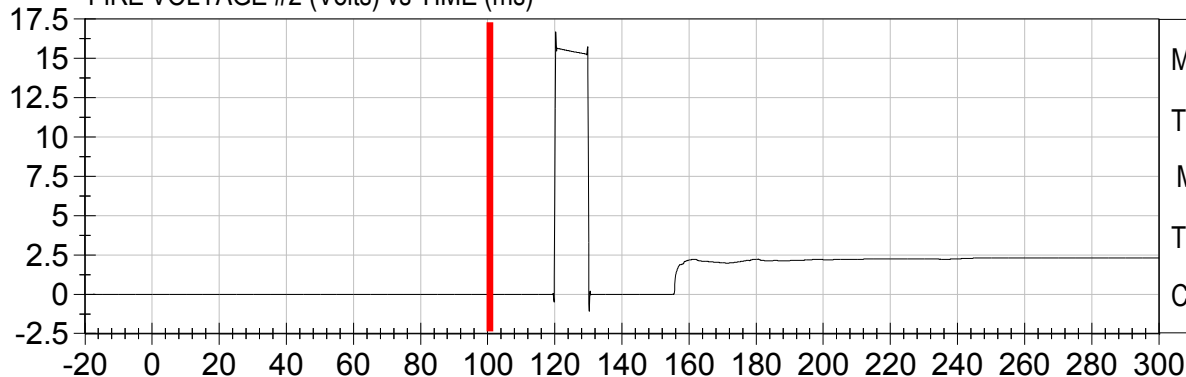
Max: 16.9 Volts
Tmax: 0.3 ms
Min: -1.0 Volts
Tmin: 10.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)



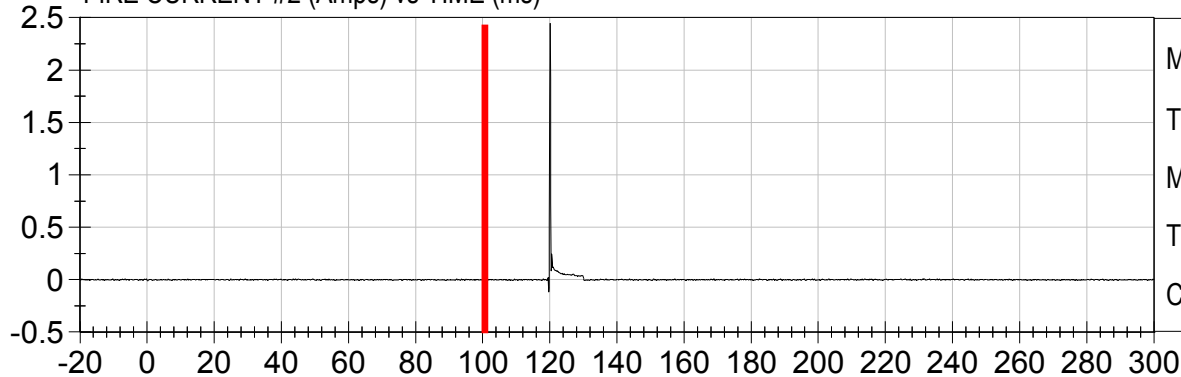
Max: 2.4 Amps
Tmax: 0.1 ms
Min: -0.1 Amps
Tmin: 0.4 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)

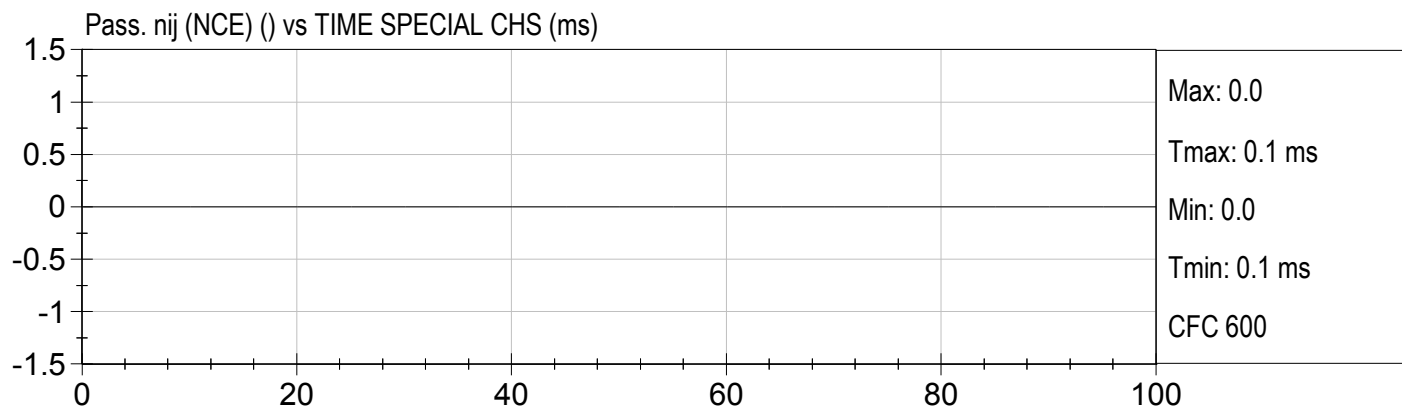
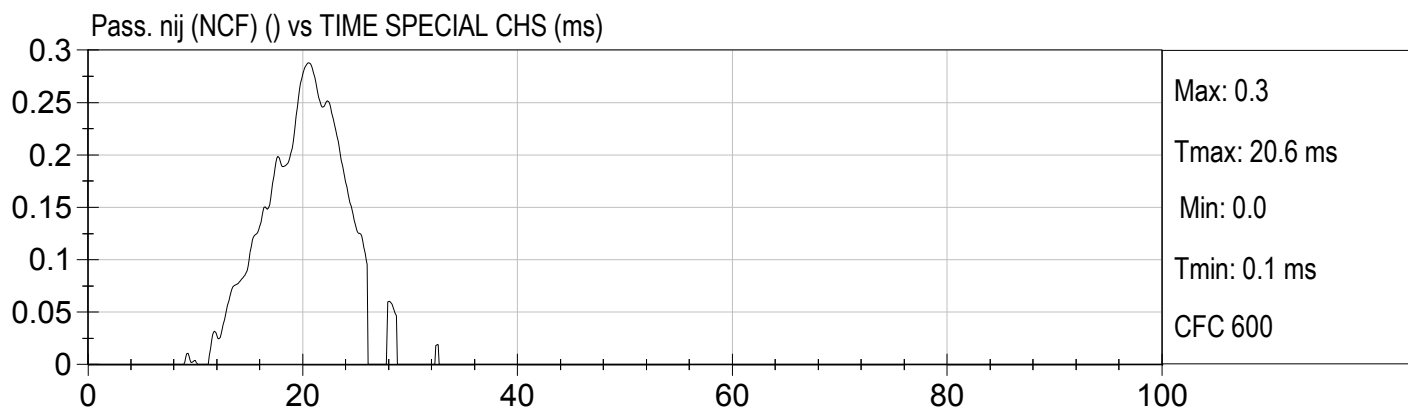
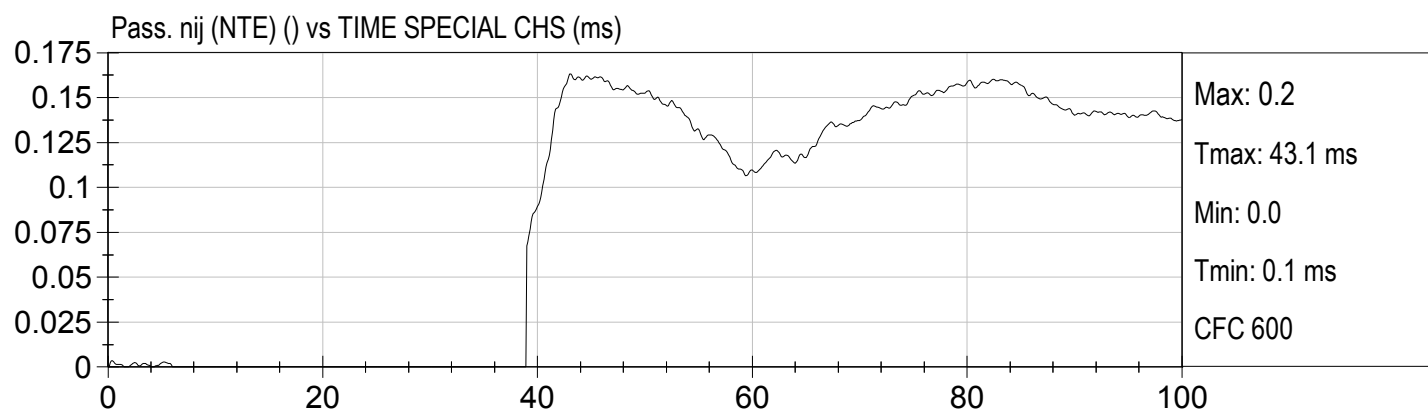
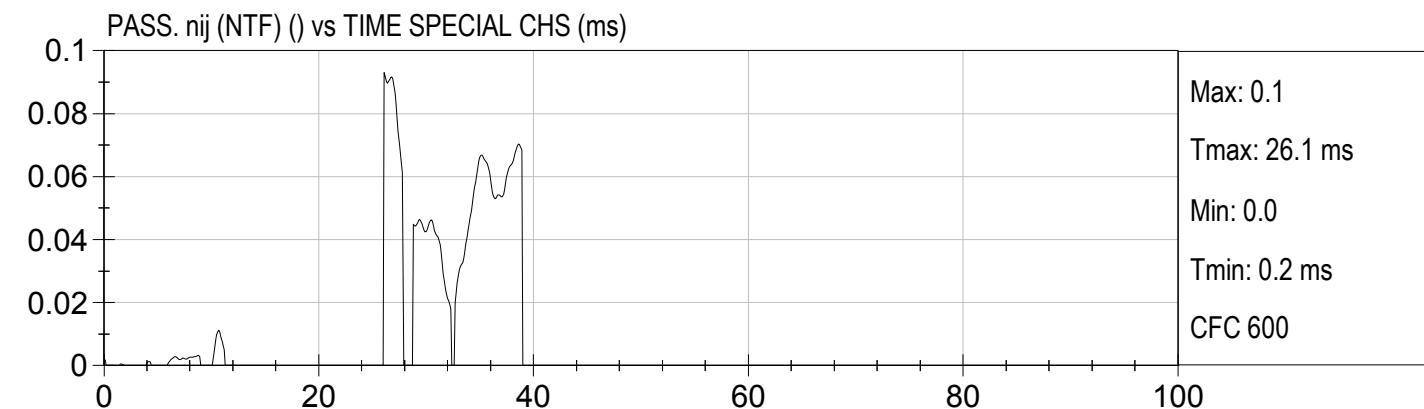


Max: 0.0 Volts
Tmax: 53.1 ms
Min: -0.0 Volts
Tmin: 39.7 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)

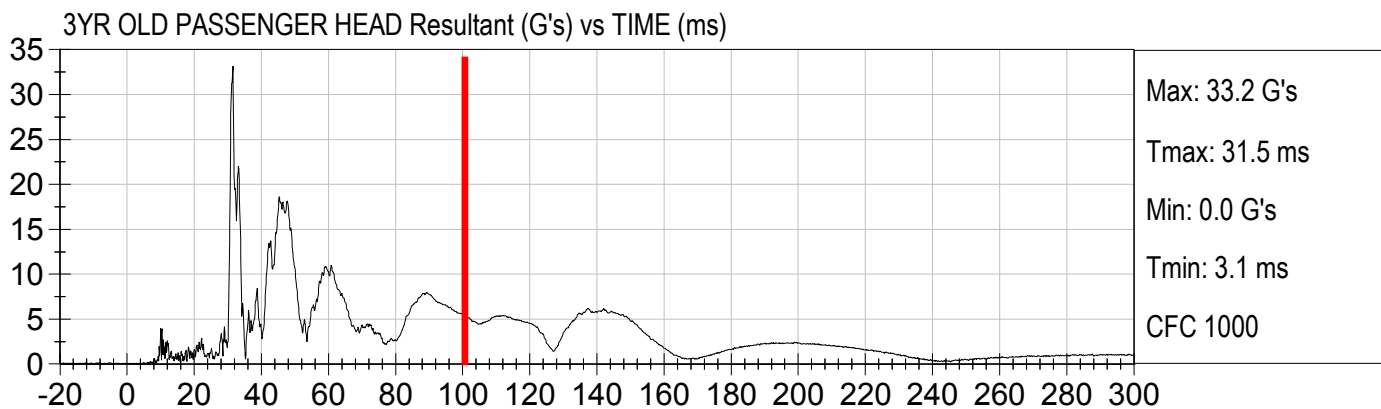
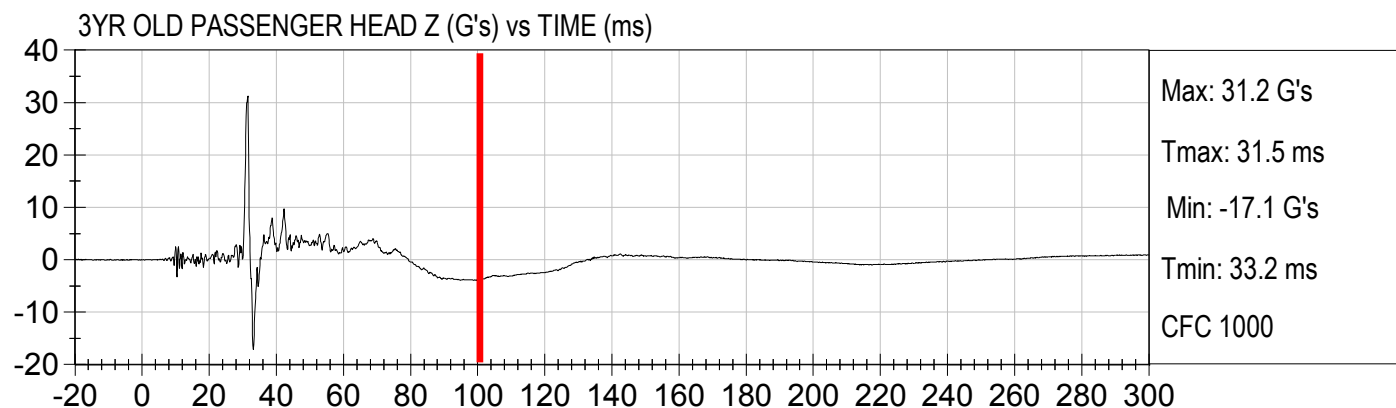
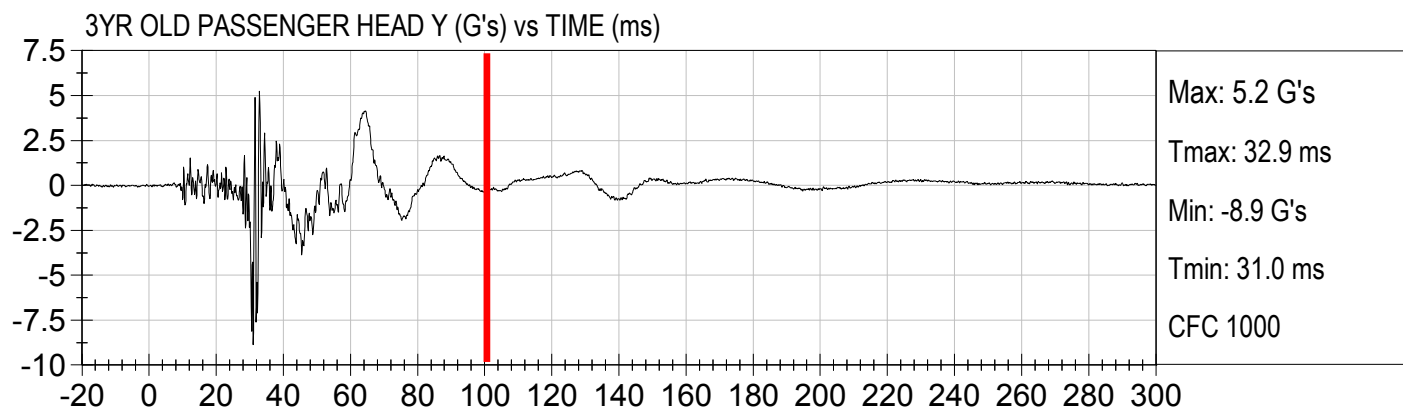
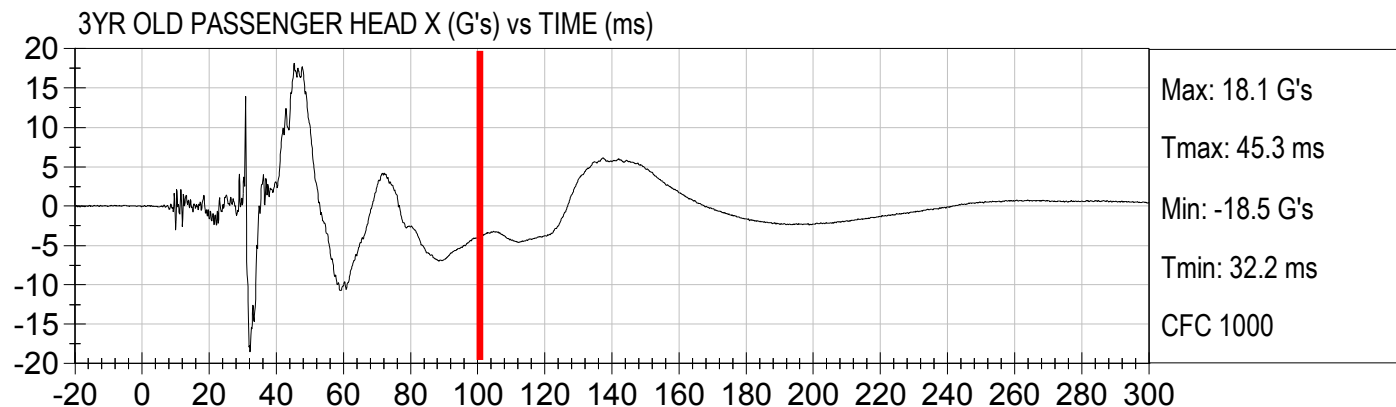


Max: 0.0 Amps
Tmax: 44.2 ms
Min: -0.0 Amps
Tmin: 0.2 ms
CFC 1000





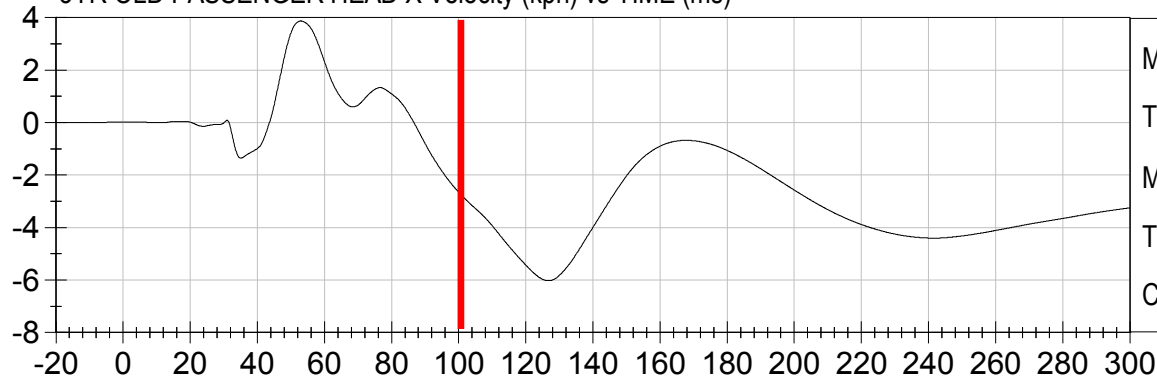
Injury Values Calculated between 0ms and 100ms



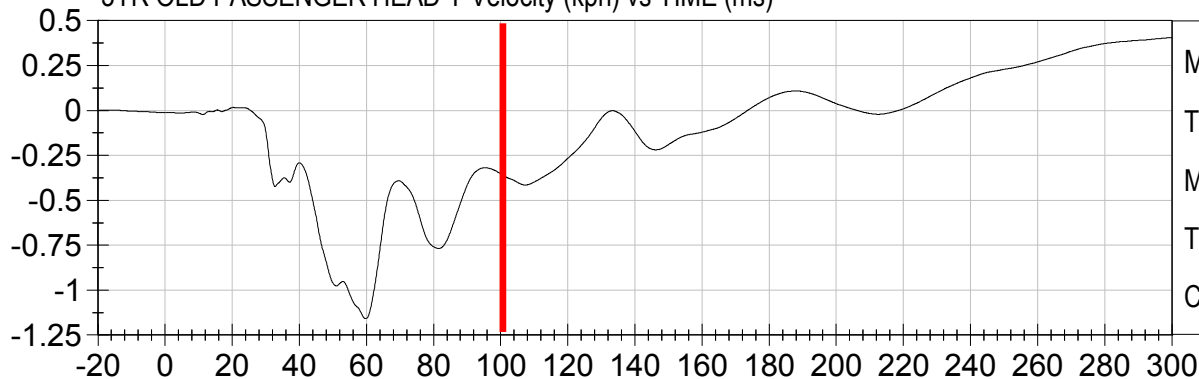


Injury Values Calculated between 0ms and 100ms

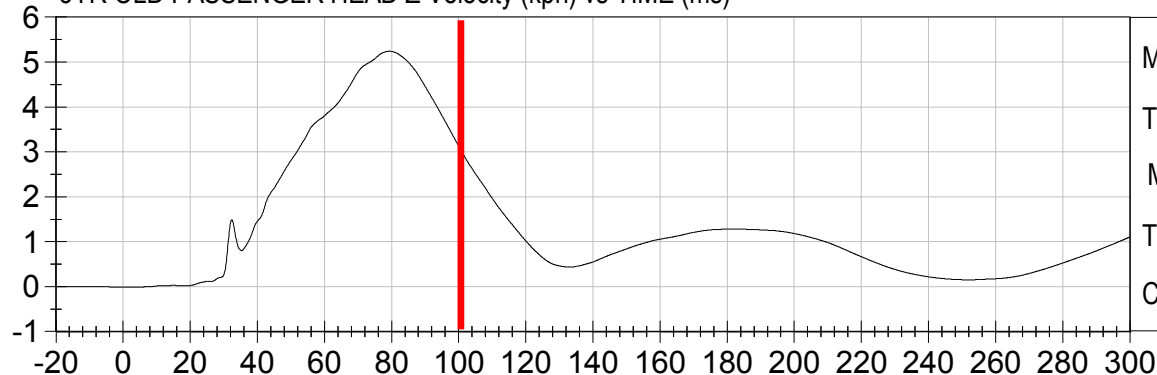
3YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)



3YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)



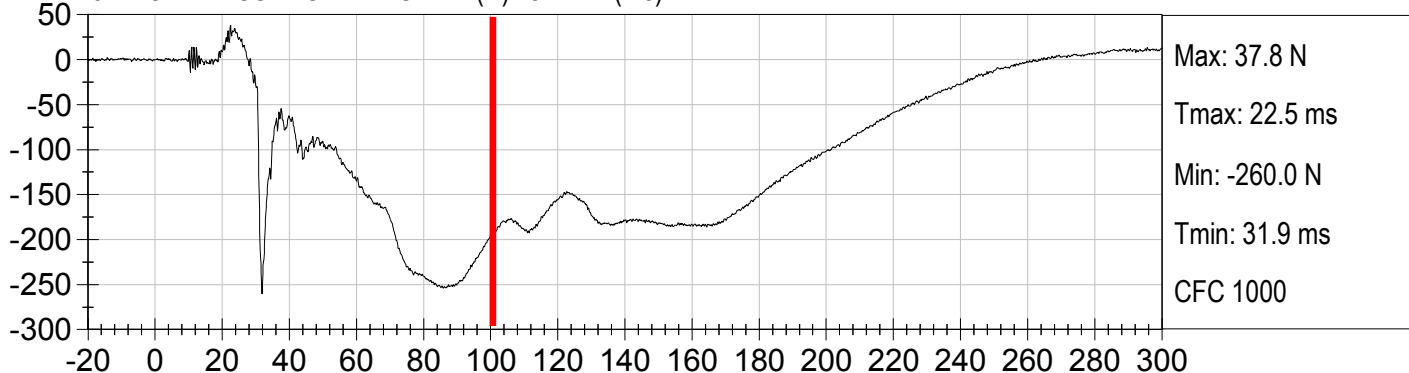
3YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)



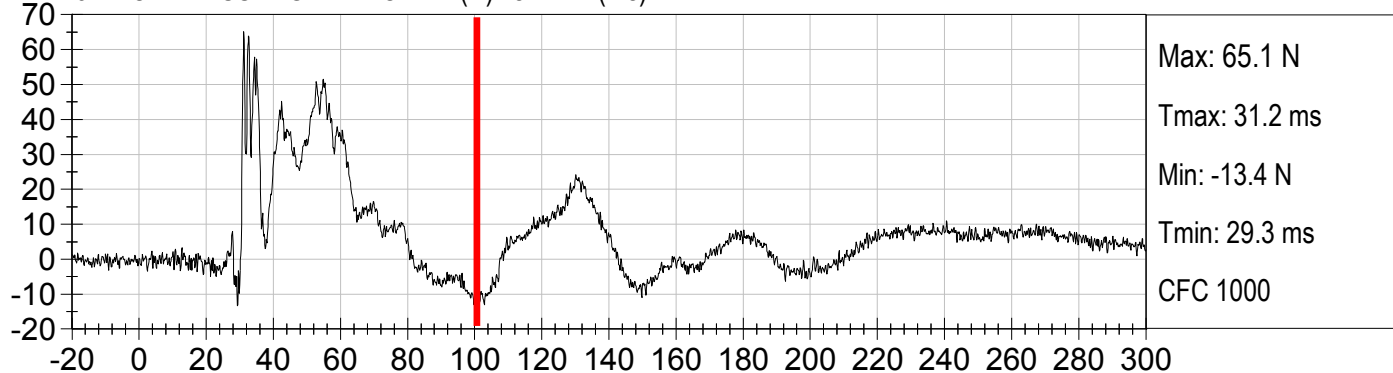


Injury Values Calculated between 0ms and 100ms

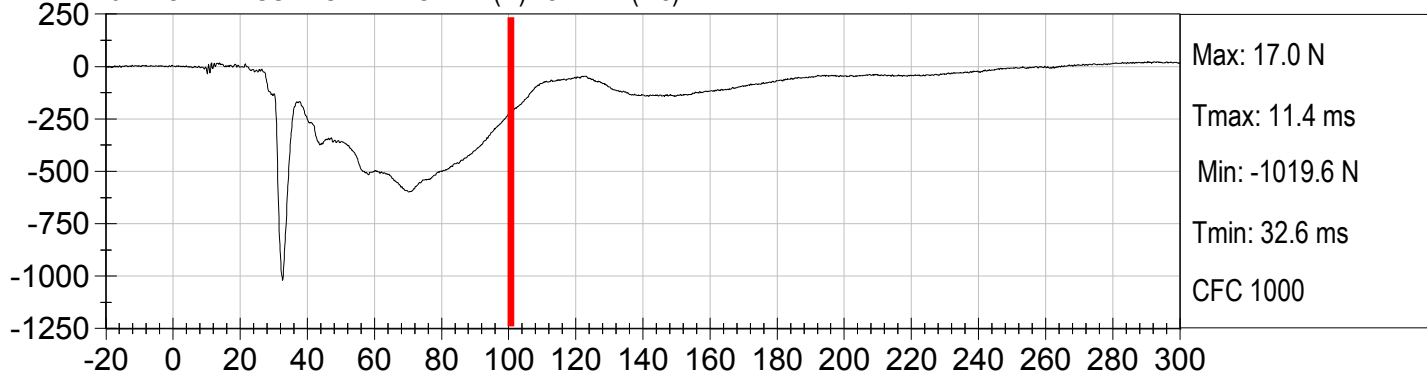
3YR OLD PASSENGER NECK FX (N) vs TIME (ms)



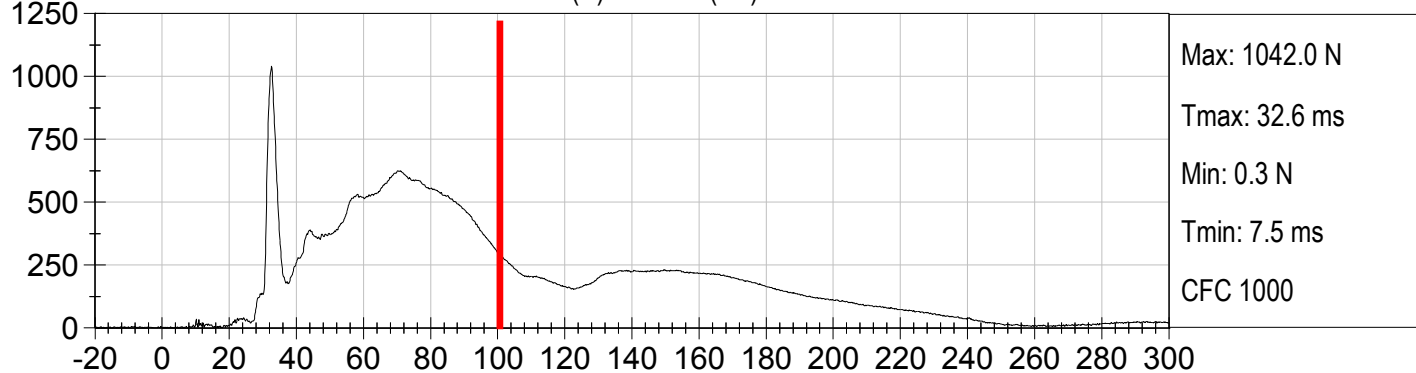
3YR OLD PASSENGER NECK FY (N) vs TIME (ms)



3YR OLD PASSENGER NECK FZ (N) vs TIME (ms)



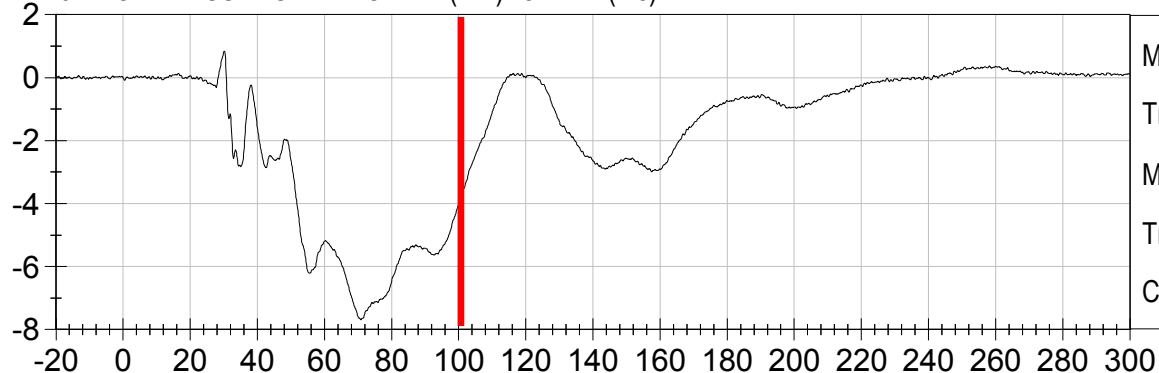
3YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)



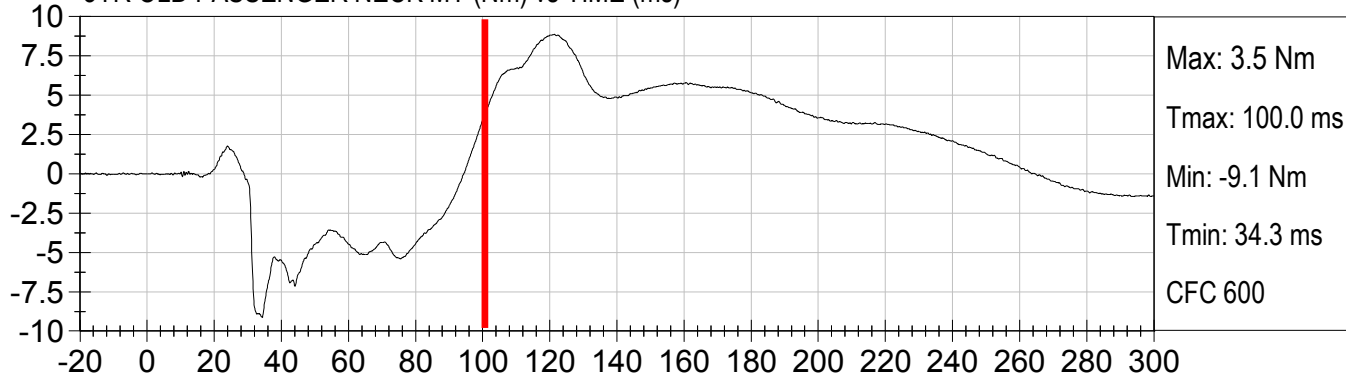


Injury Values Calculated between 0ms and 100ms

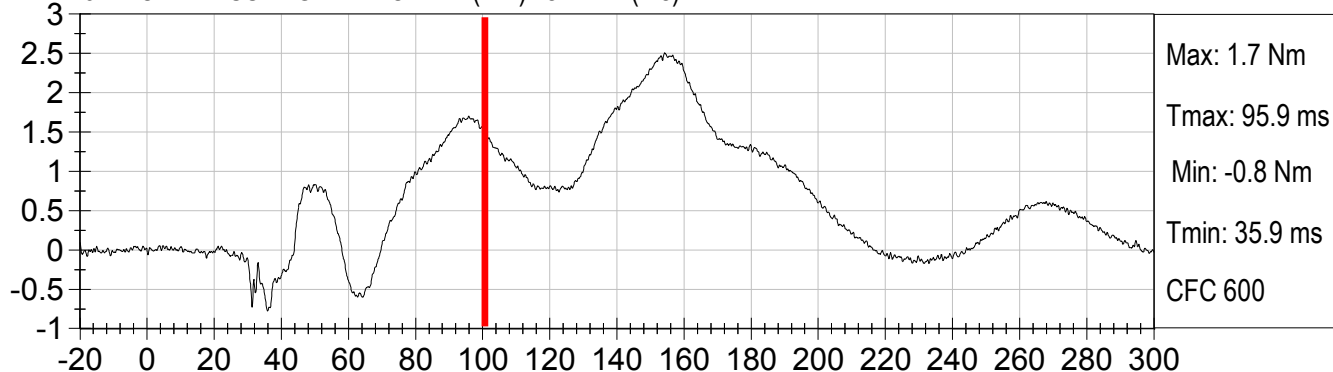
3YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)



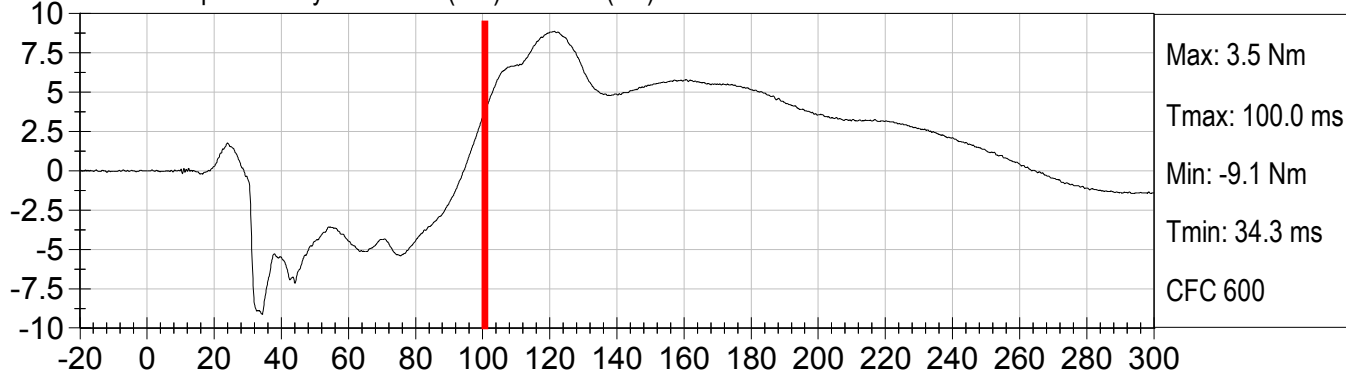
3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)



3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)



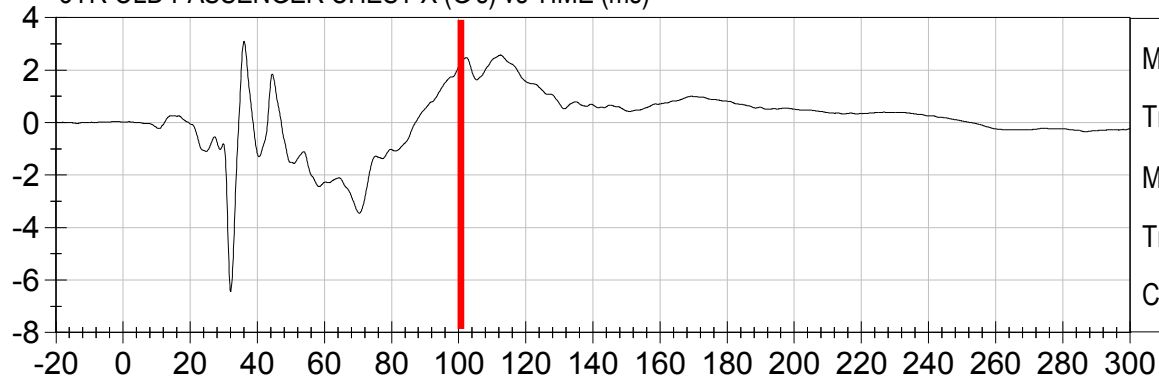
Pass. Occipital Condyle Moment (Nm) vs TIME (ms)



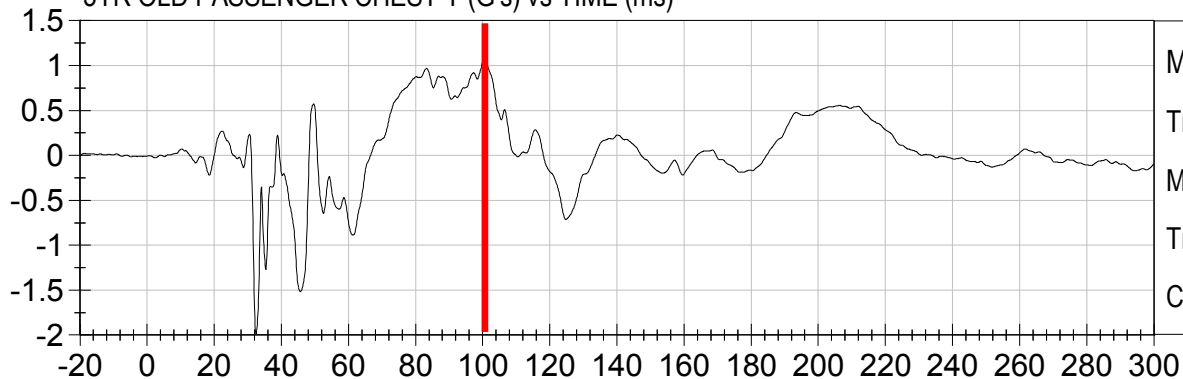


Injury Values Calculated between 0ms and 100ms

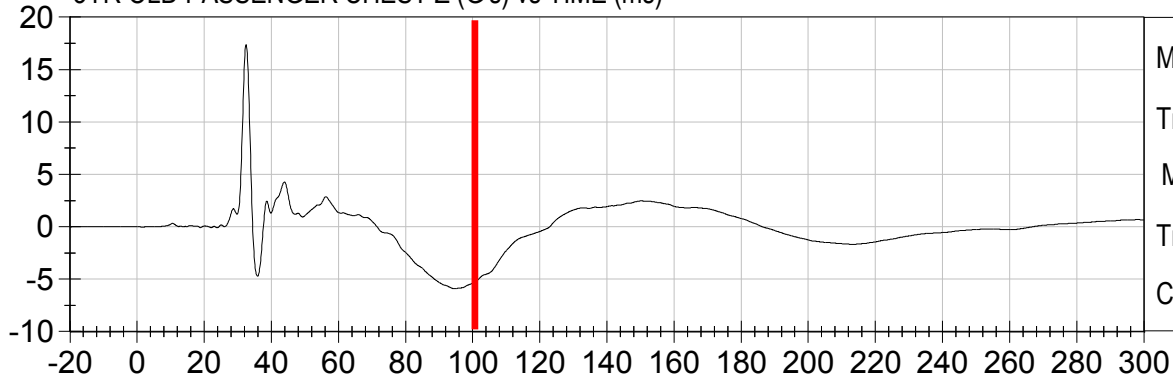
3YR OLD PASSENGER CHEST X (G's) vs TIME (ms)



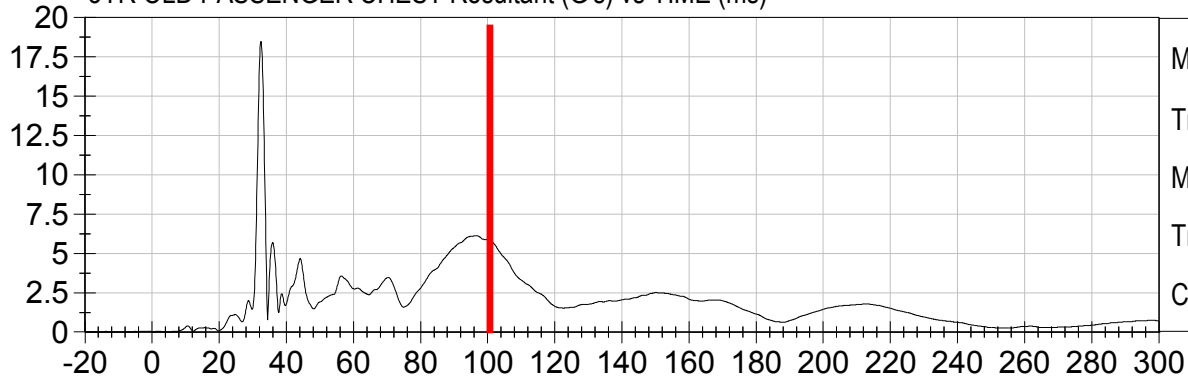
3YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)



3YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)



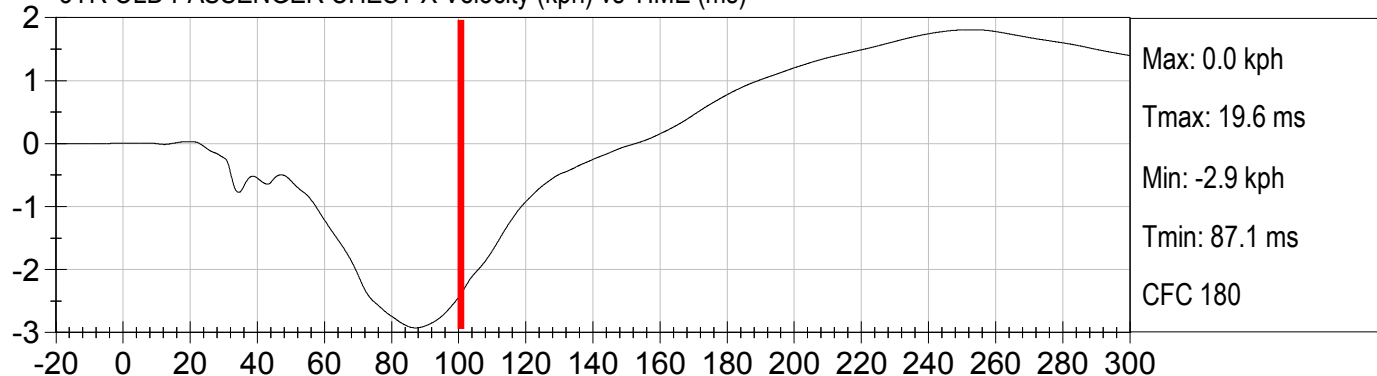
3YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)



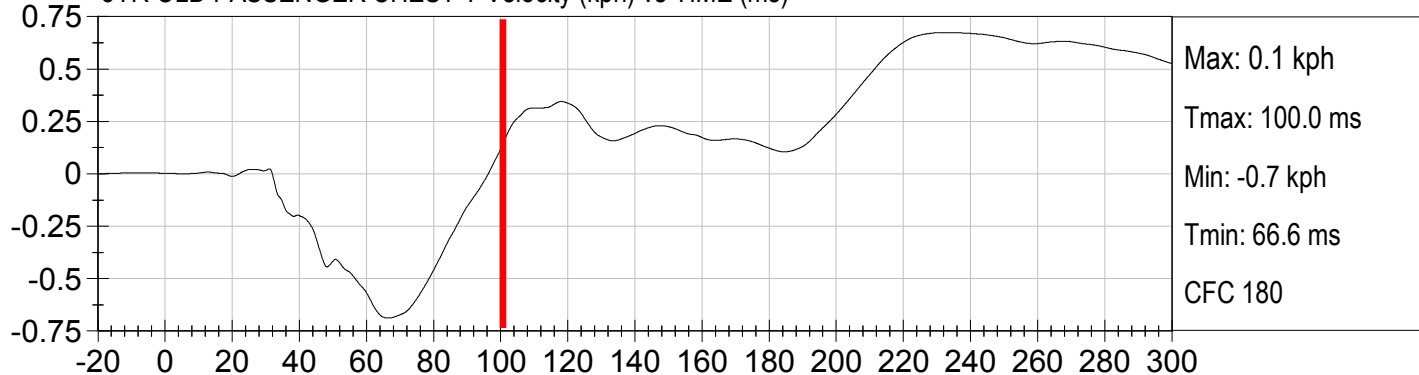


Injury Values Calculated between 0ms and 100ms

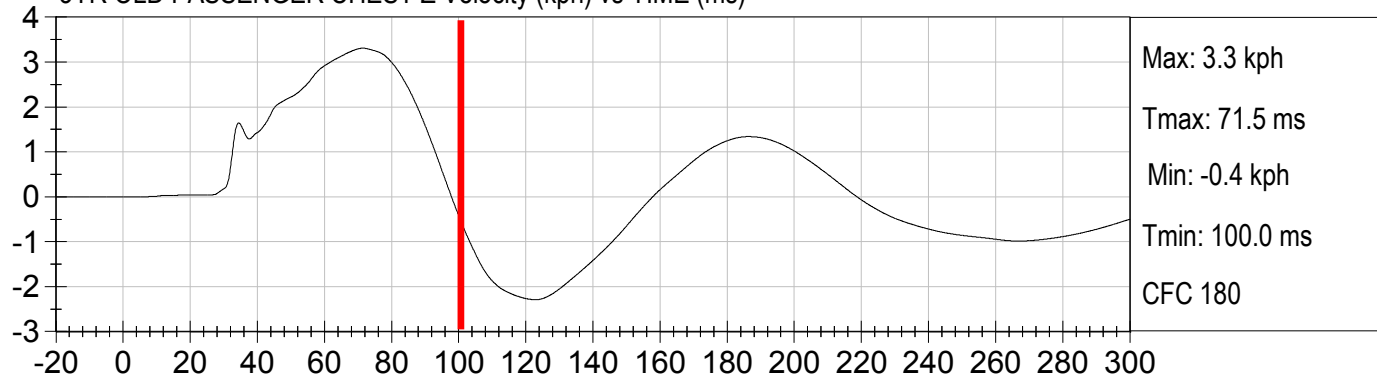
3YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)



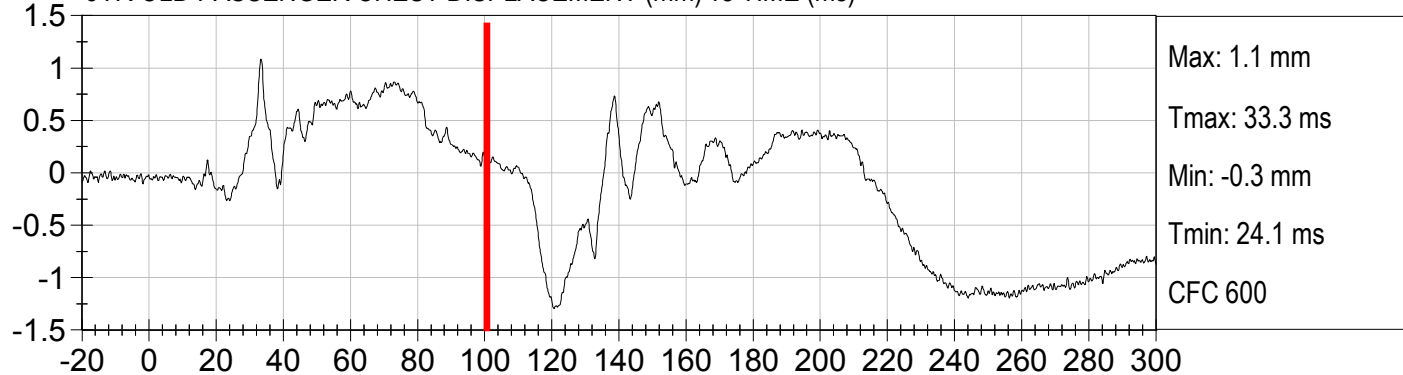
3YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)



3YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)

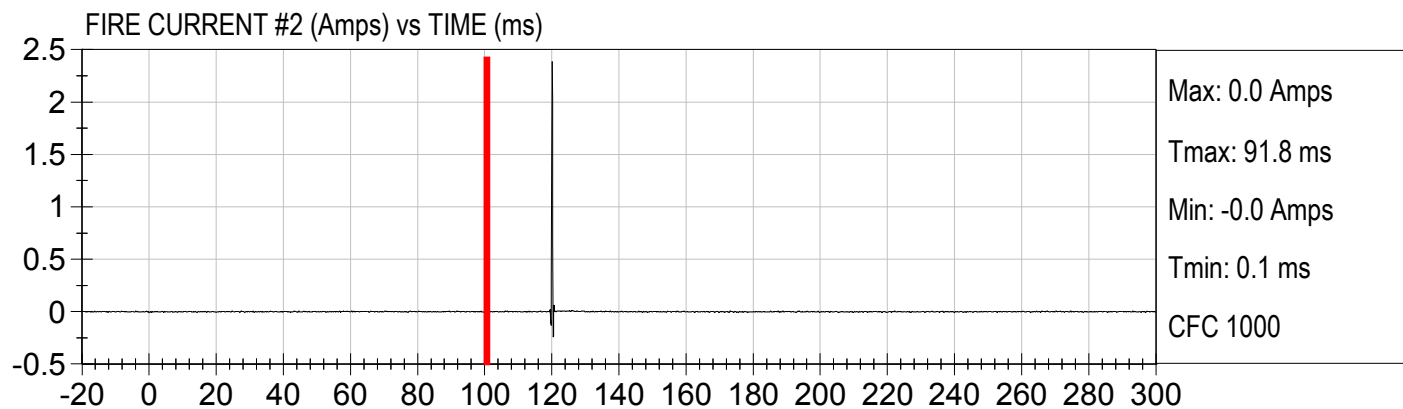
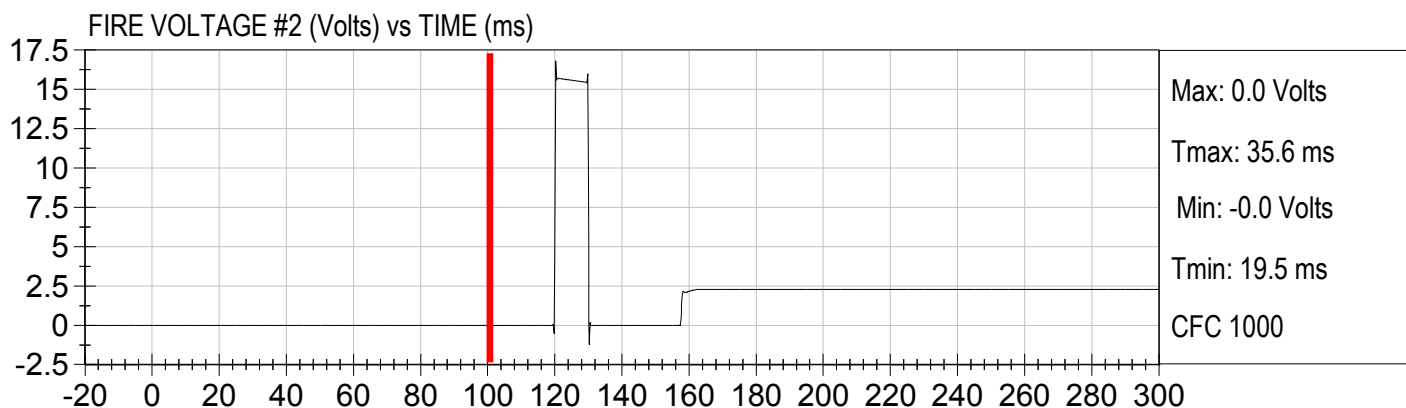
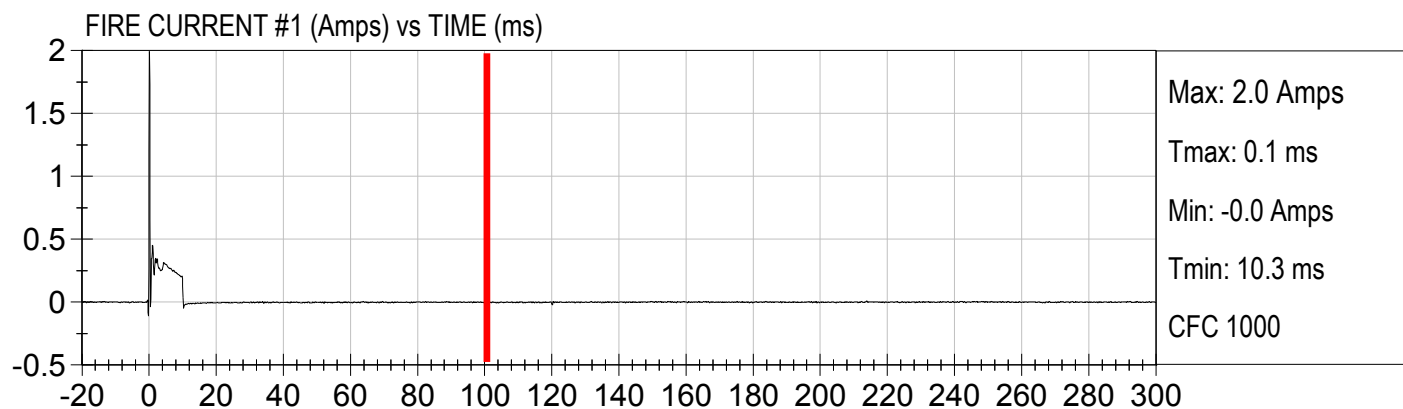
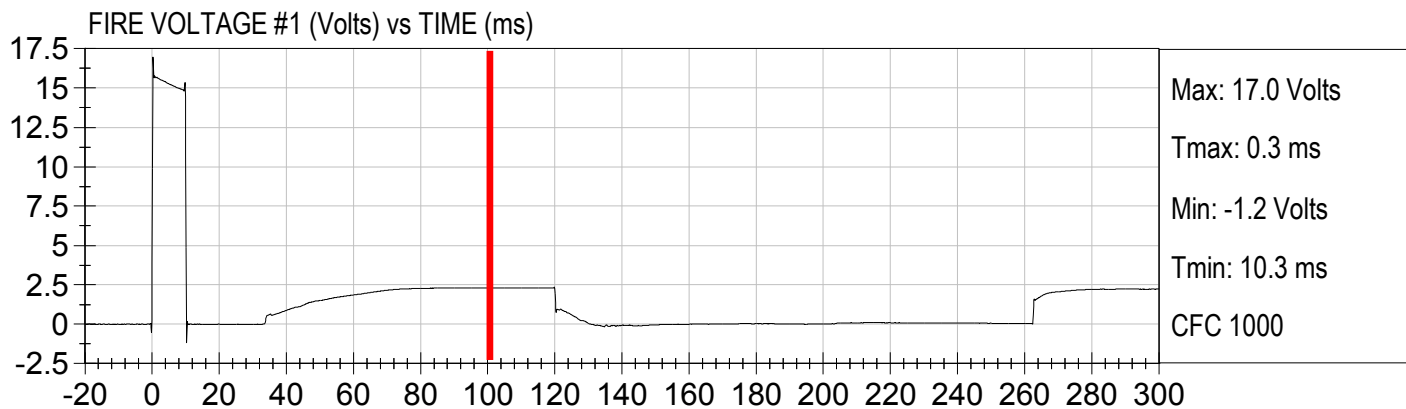


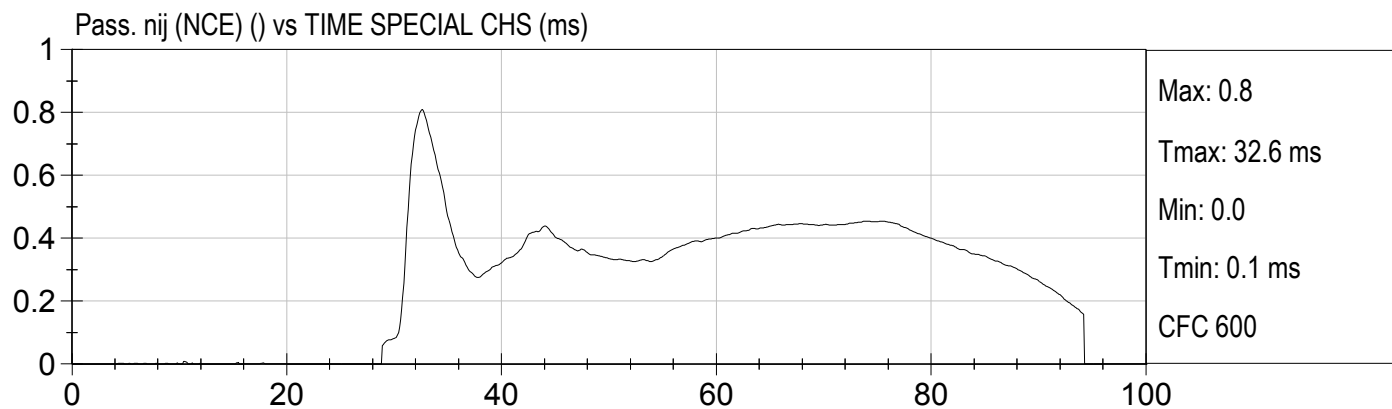
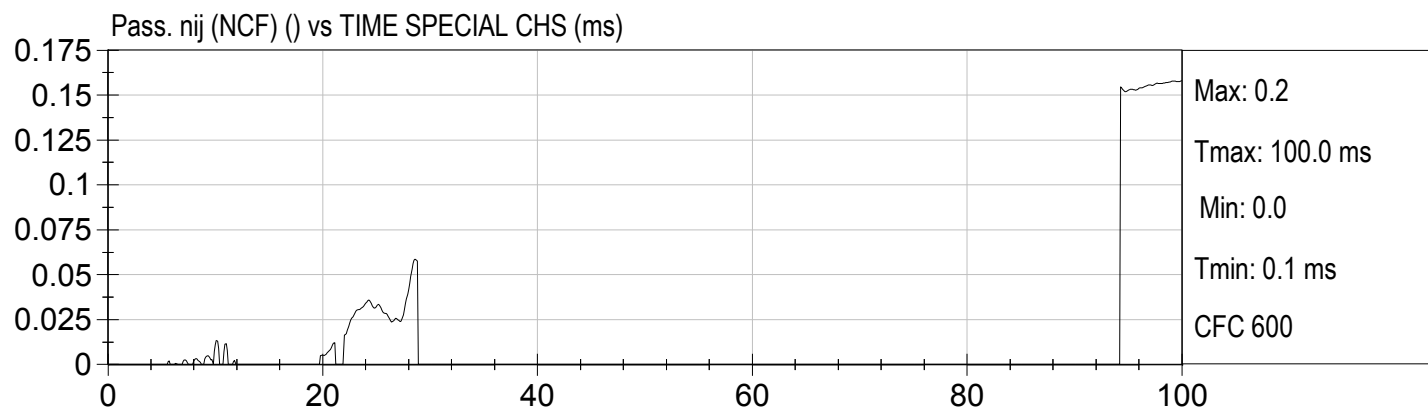
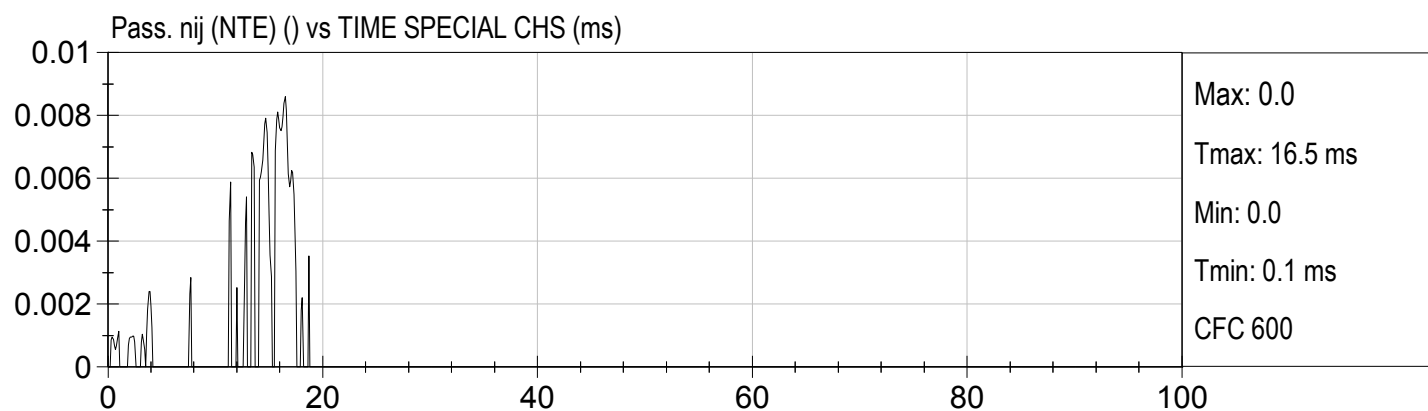
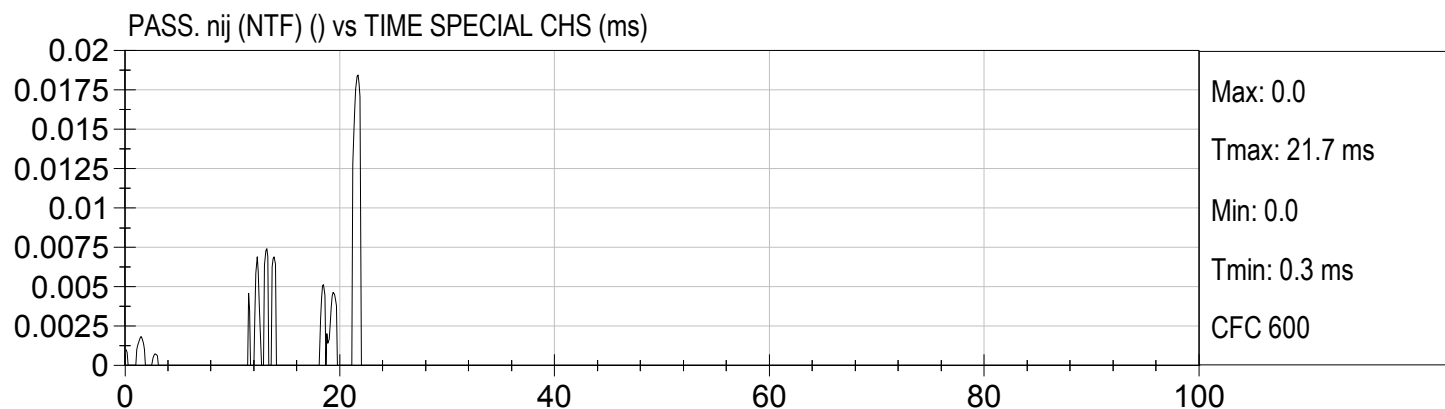
3YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)





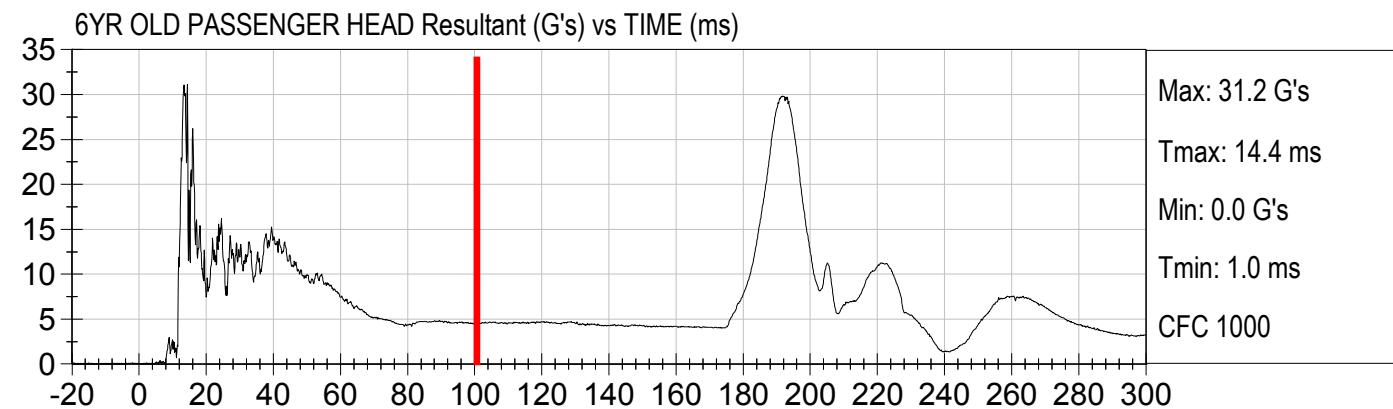
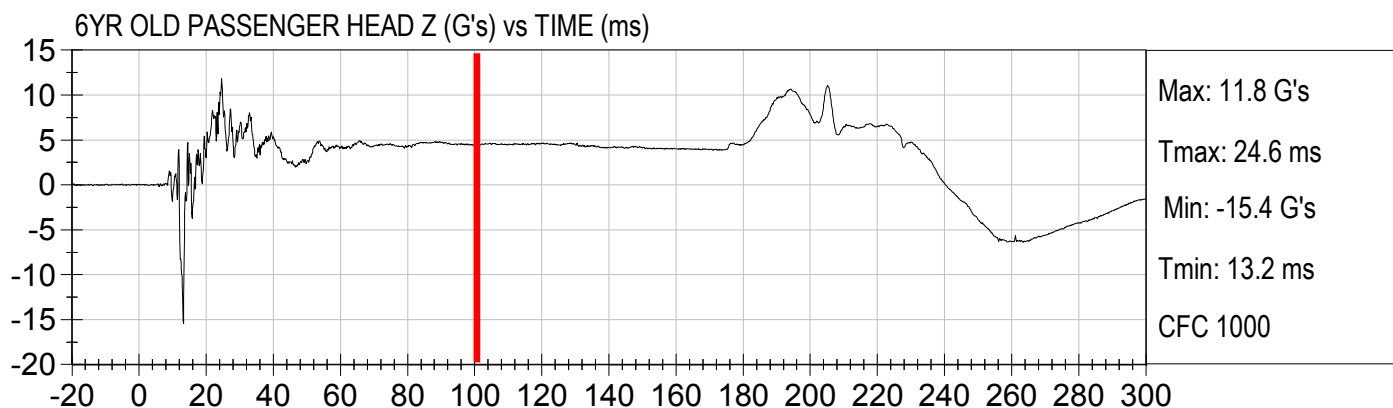
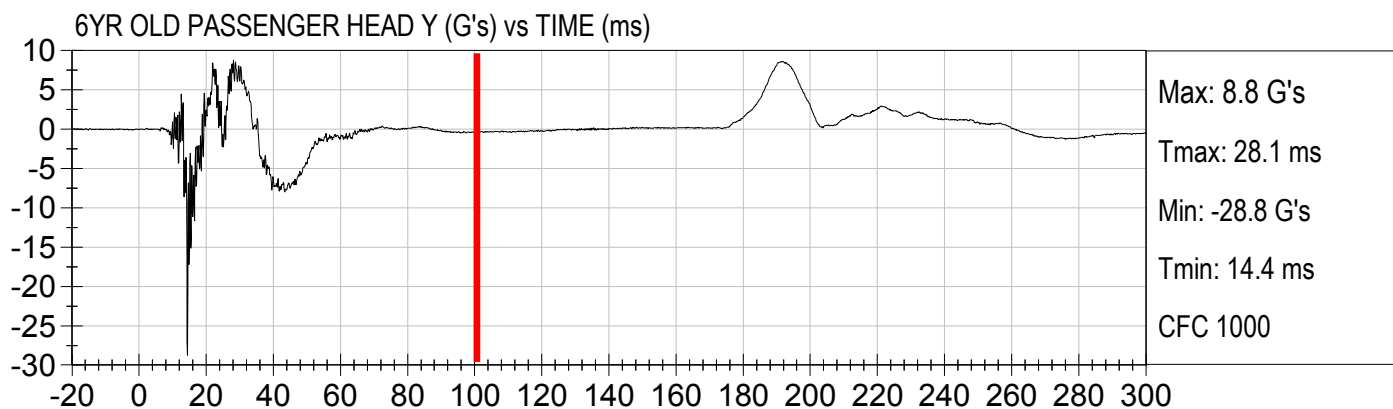
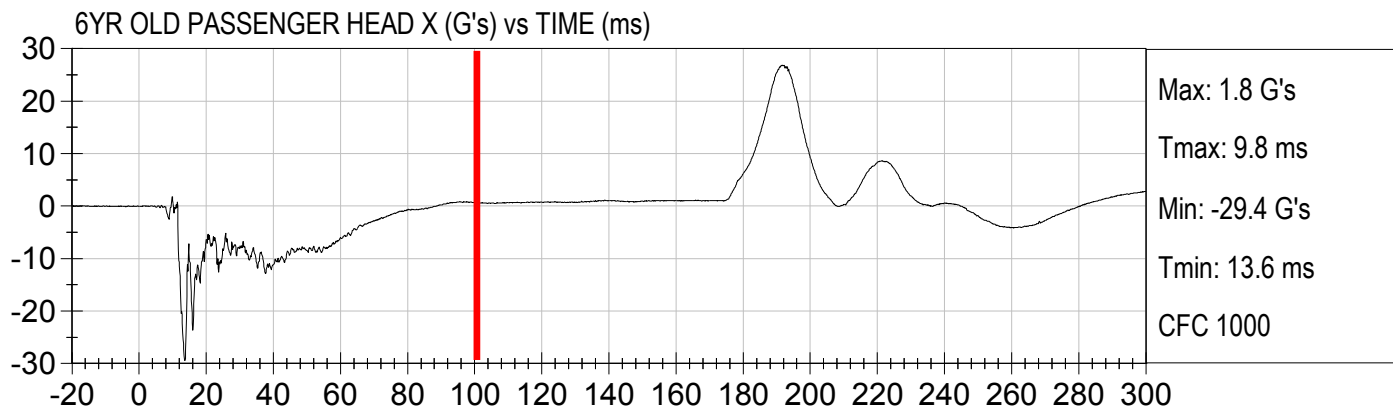
Injury Values Calculated between 0ms and 100ms





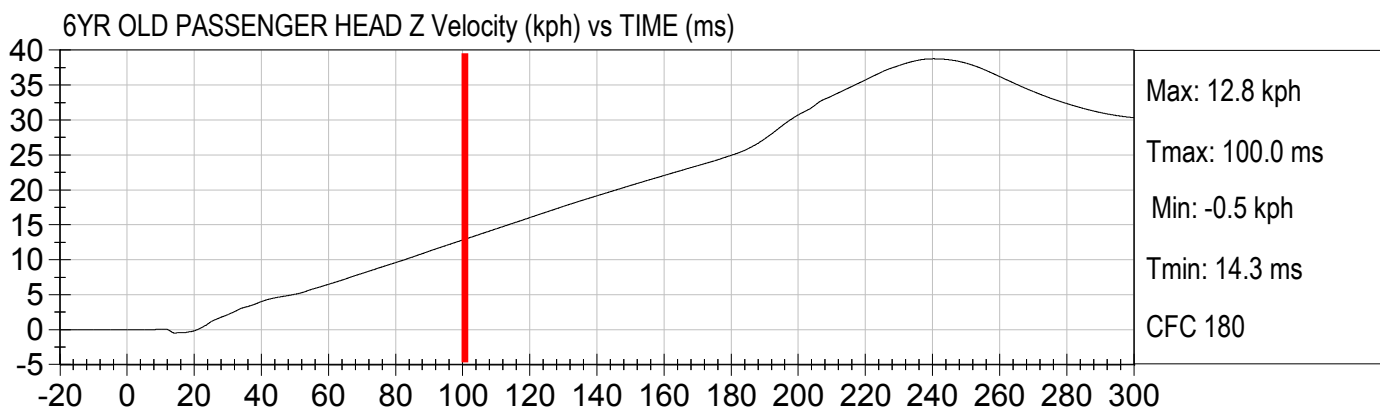
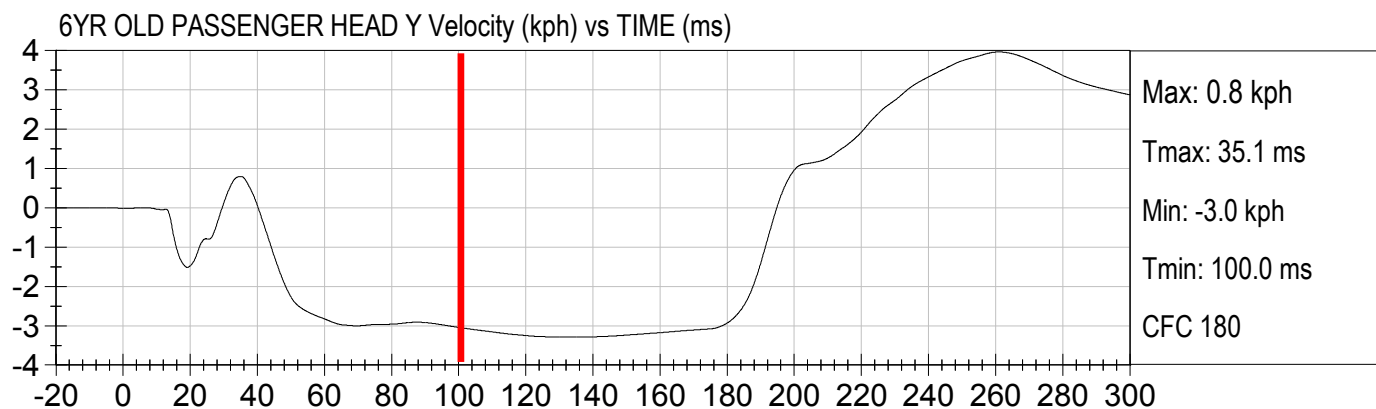
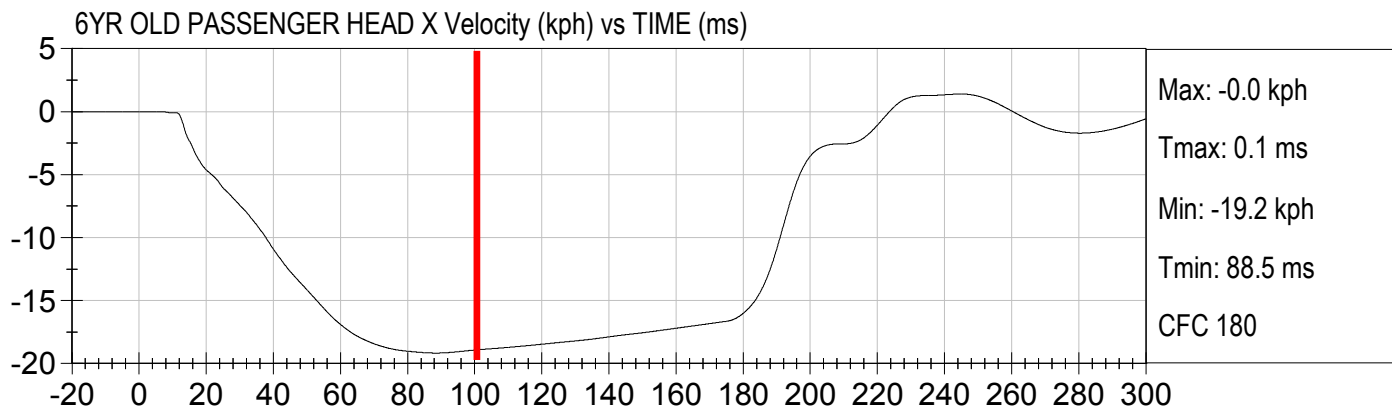


Injury Values Calculated between 0ms and 100ms





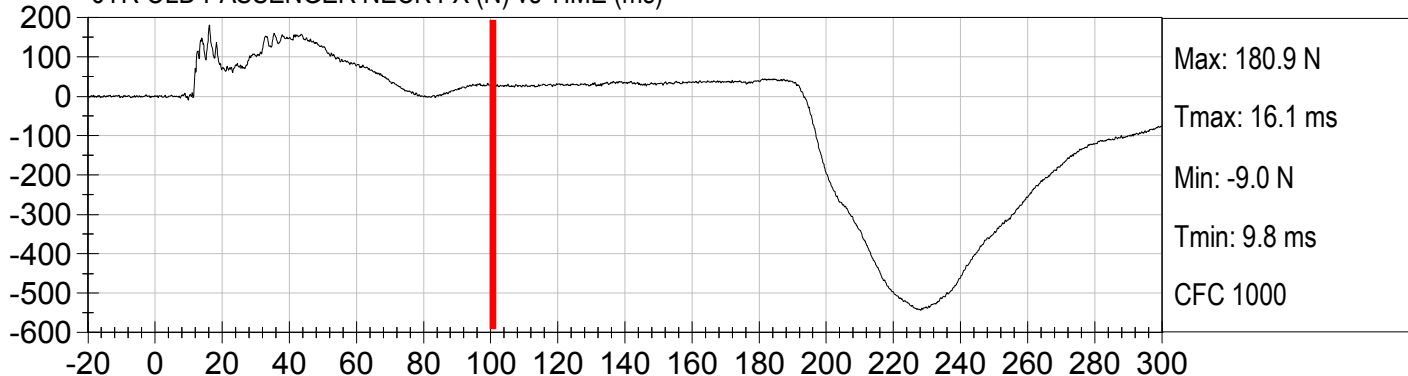
Injury Values Calculated between 0ms and 100ms



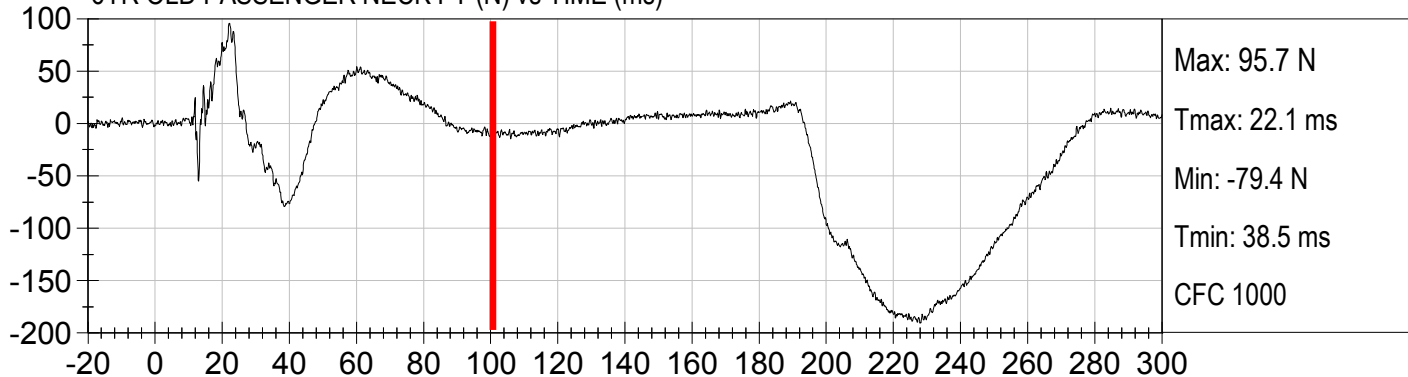


Injury Values Calculated between 0ms and 100ms

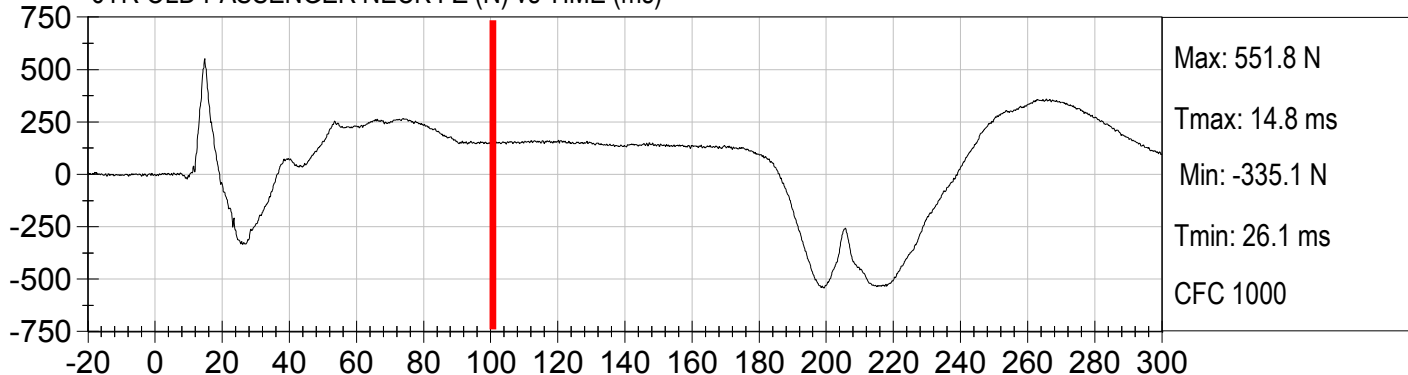
6YR OLD PASSENGER NECK FX (N) vs TIME (ms)



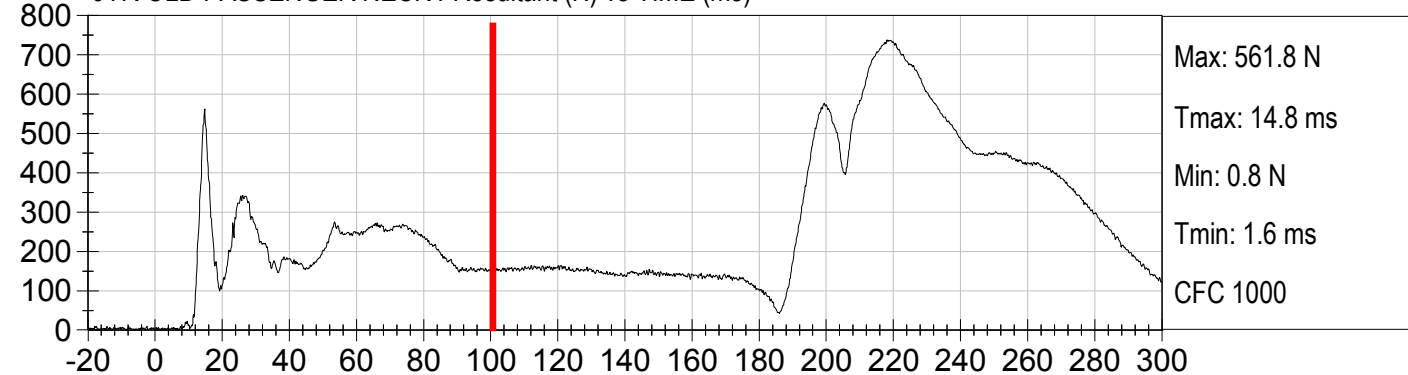
6YR OLD PASSENGER NECK FY (N) vs TIME (ms)



6YR OLD PASSENGER NECK FZ (N) vs TIME (ms)

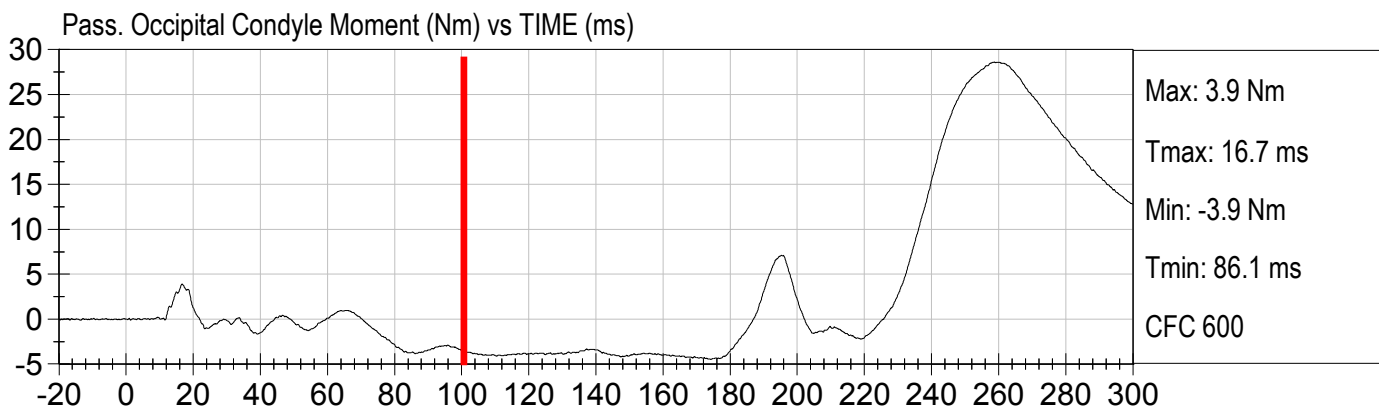
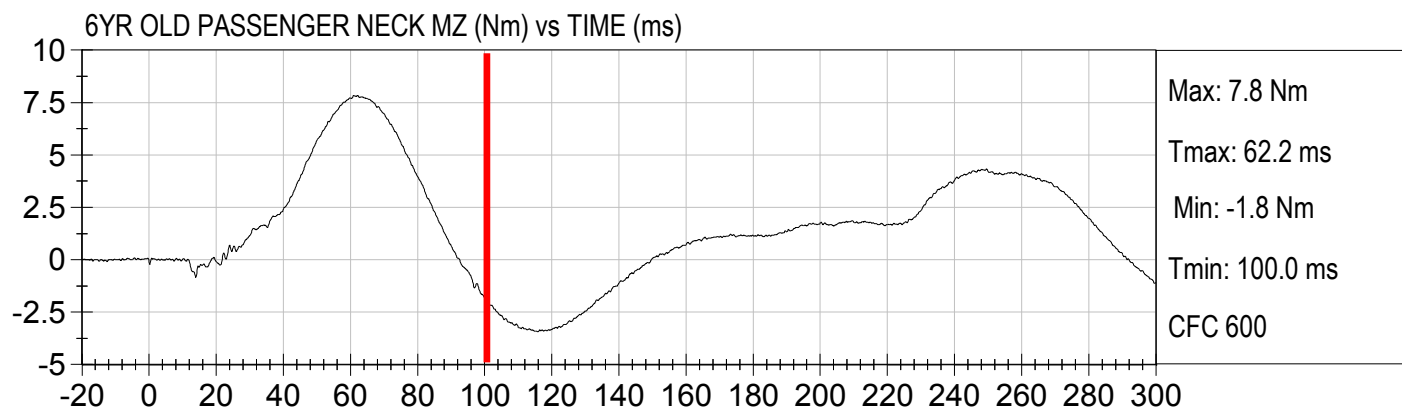
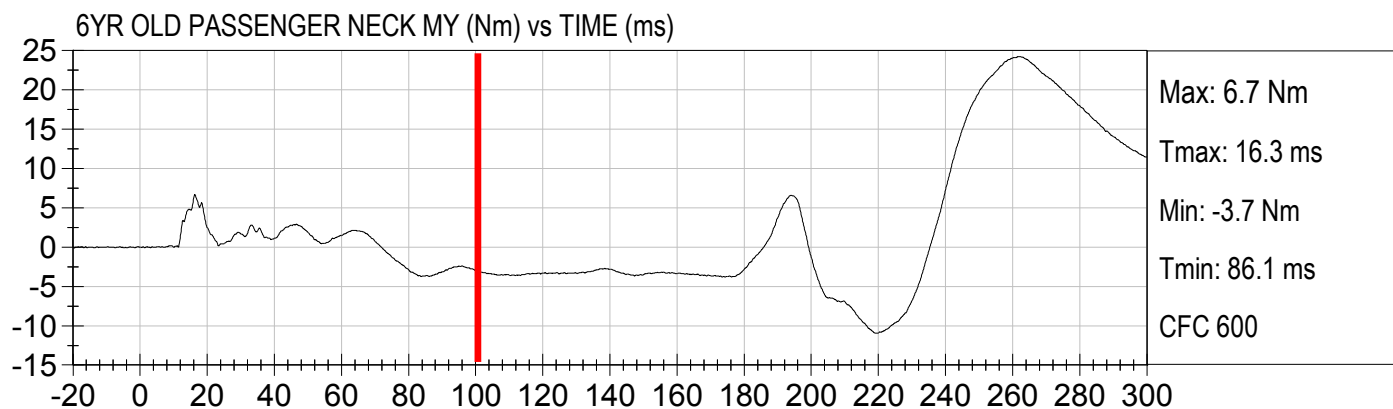
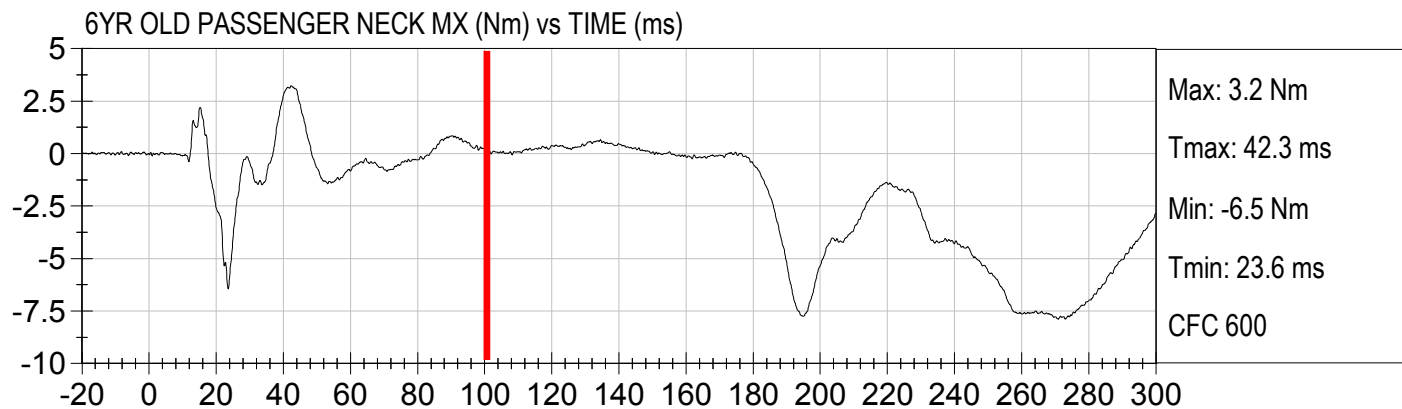


6YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)



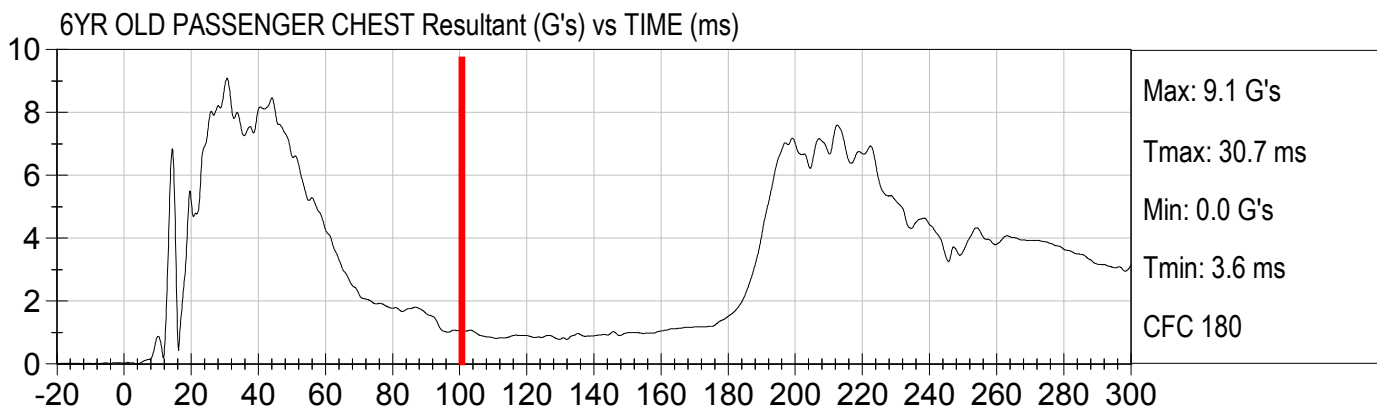
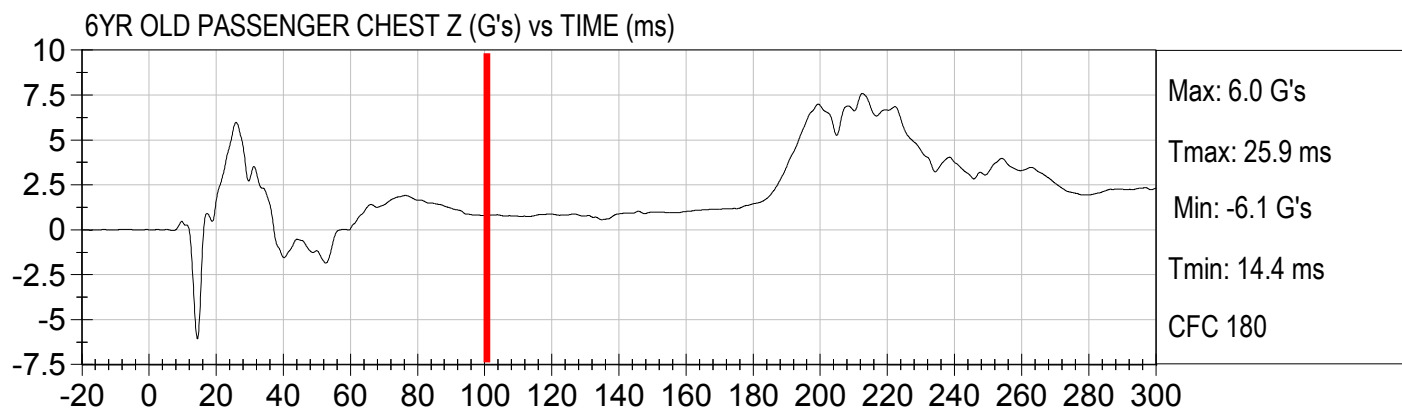
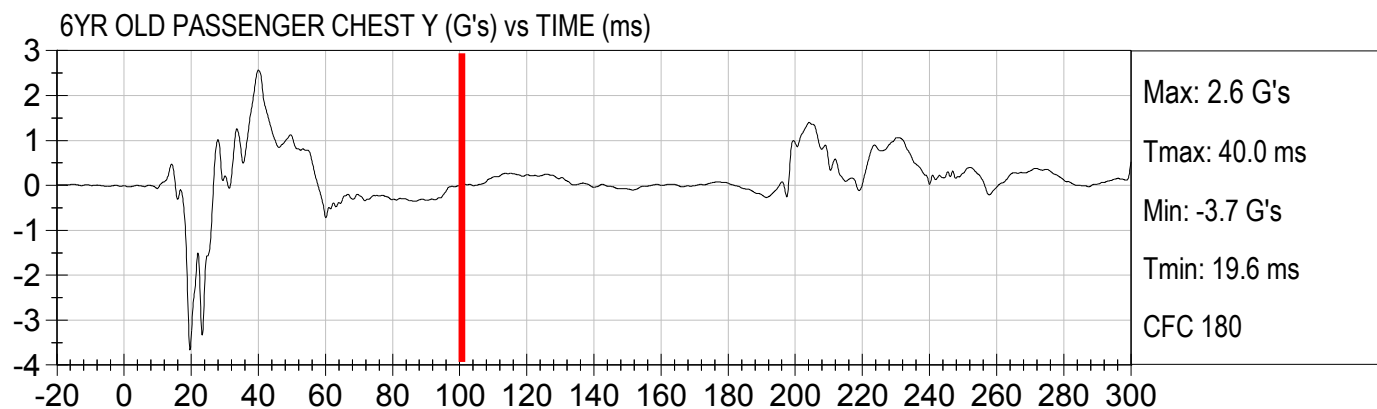
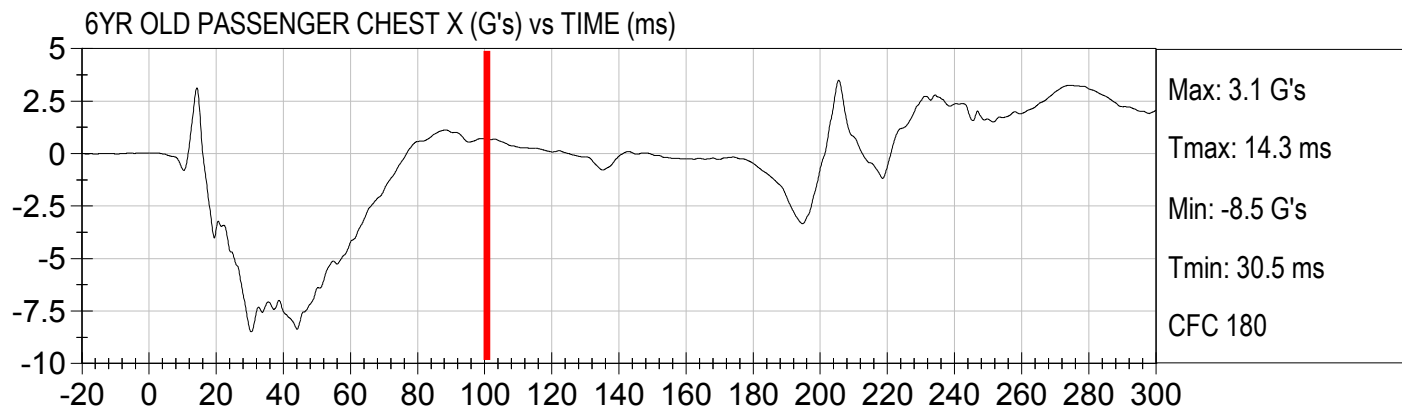


Injury Values Calculated between 0ms and 100ms





Injury Values Calculated between 0ms and 100ms

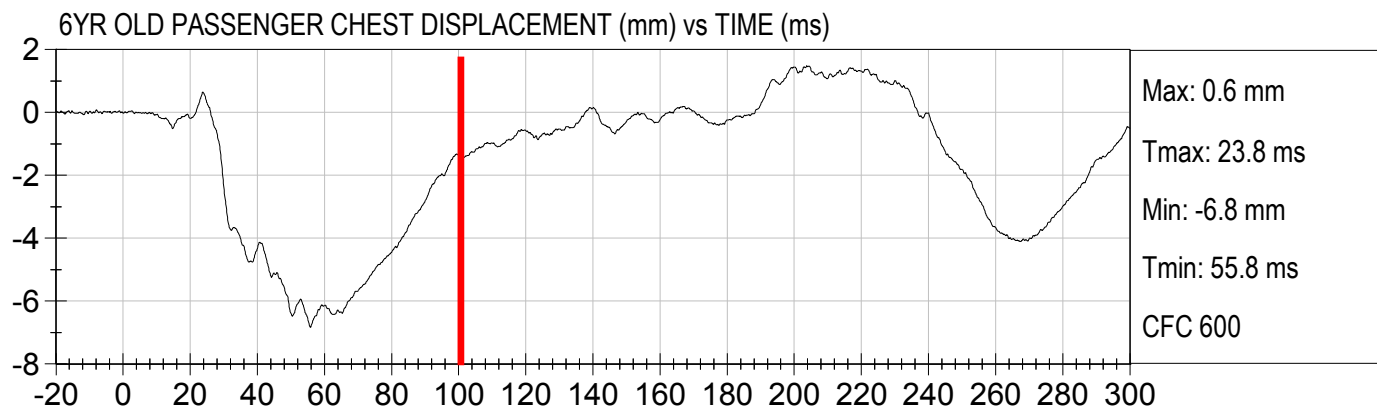
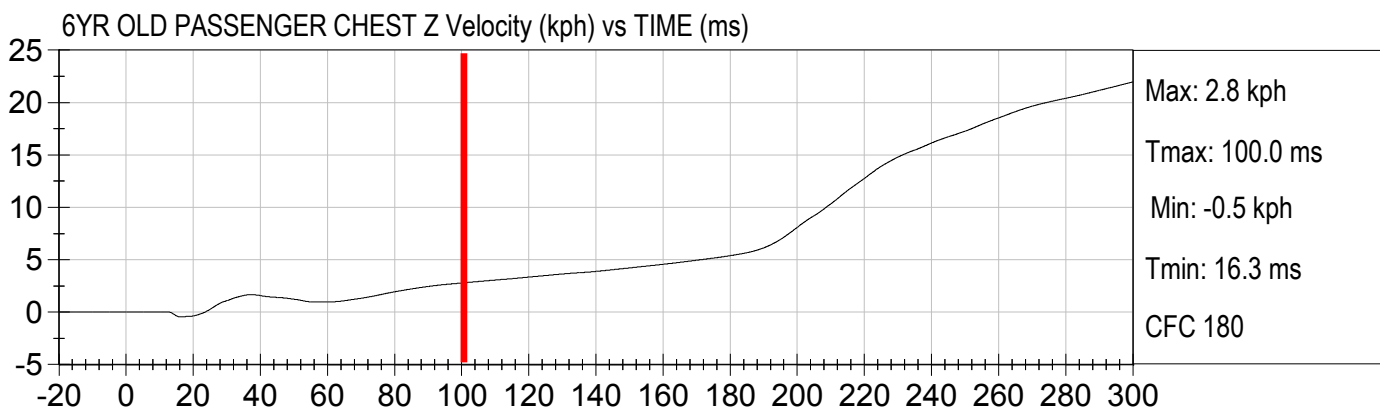
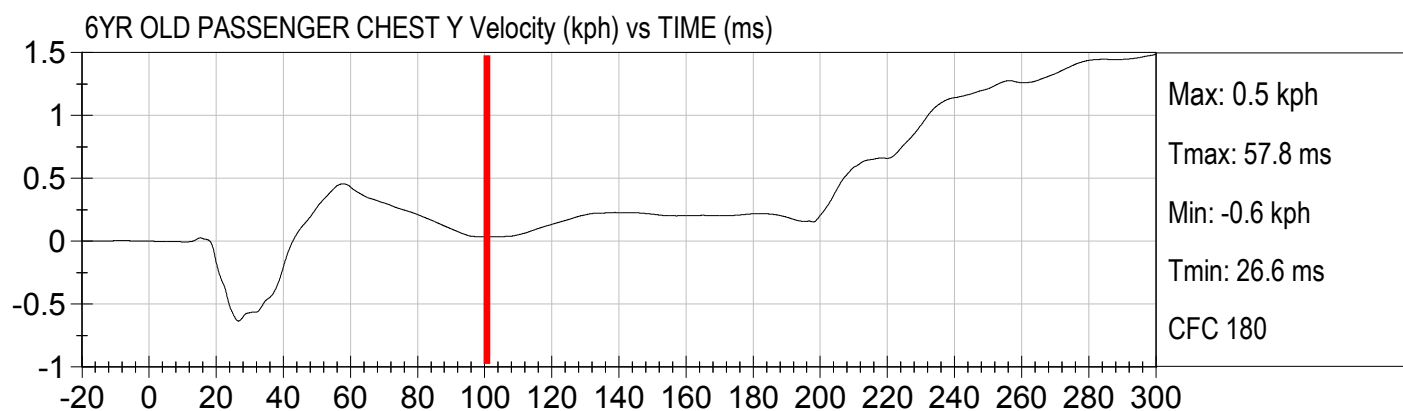
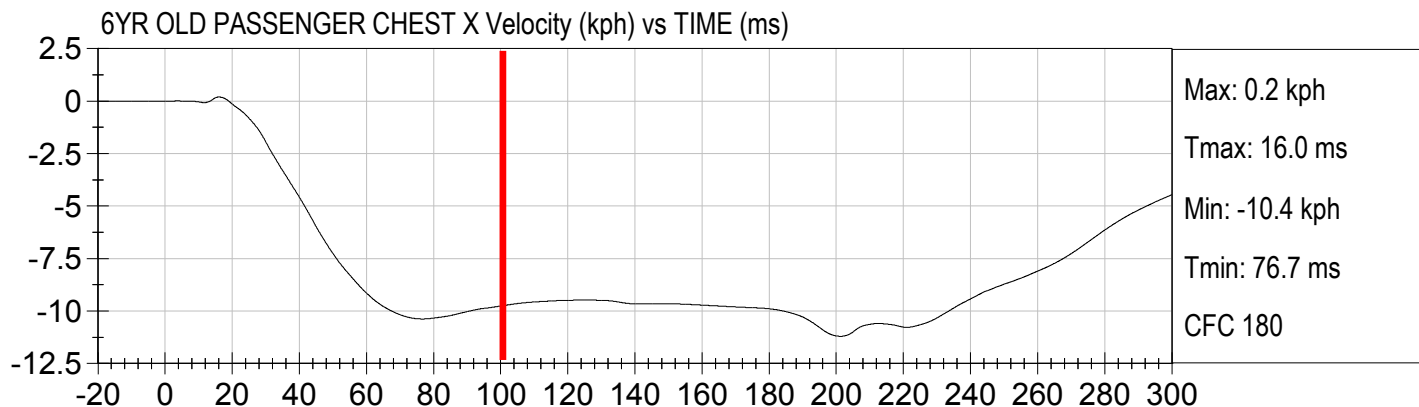




LOW RISK DEPLOYMENT
2014 Fiat 500L (C20140301) (6YO P1)

Test Date: 4/29/14
Speed: 0.0 mph (0.0 km/h)

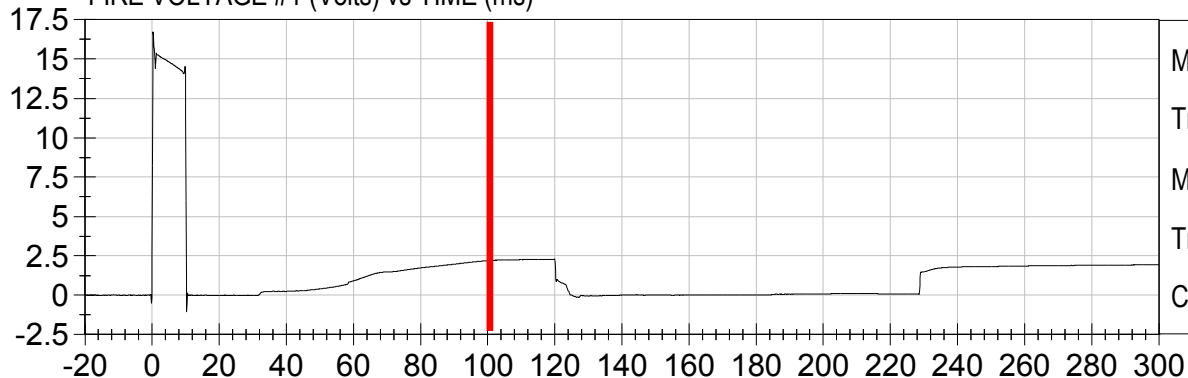
Injury Values Calculated between 0ms and 100ms





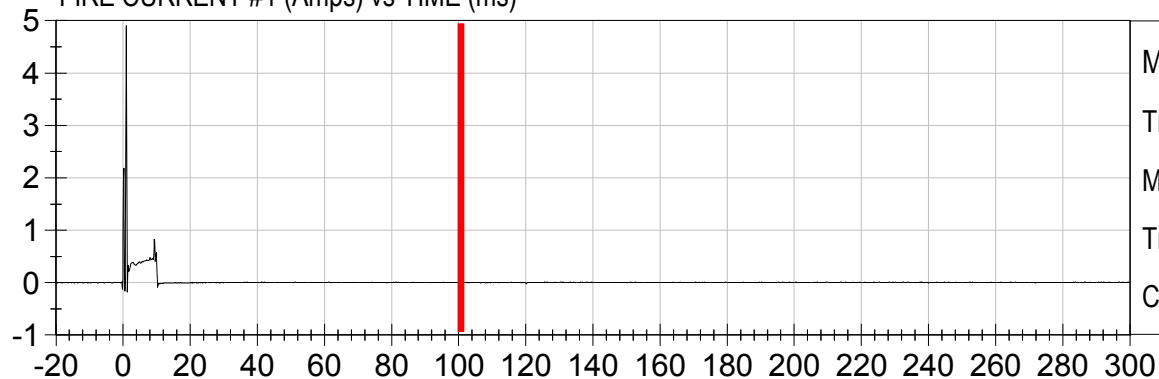
Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)



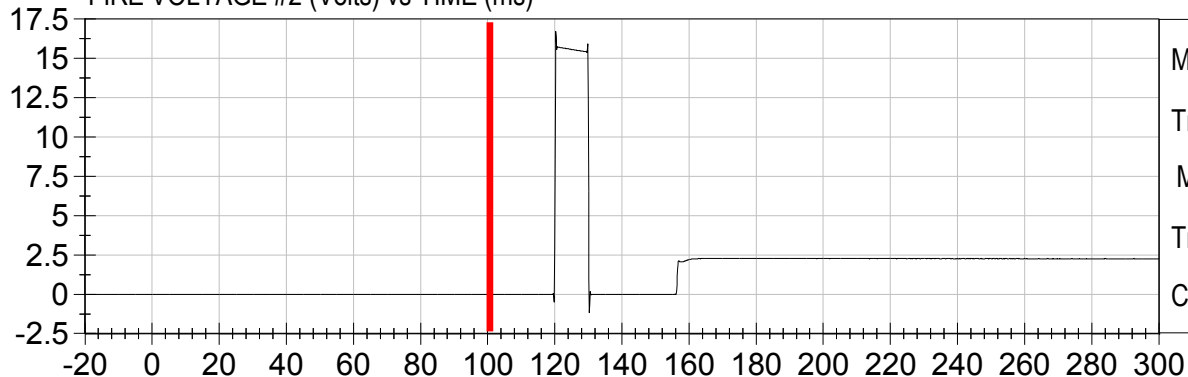
Max: 16.7 Volts
Tmax: 0.3 ms
Min: -1.1 Volts
Tmin: 10.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)



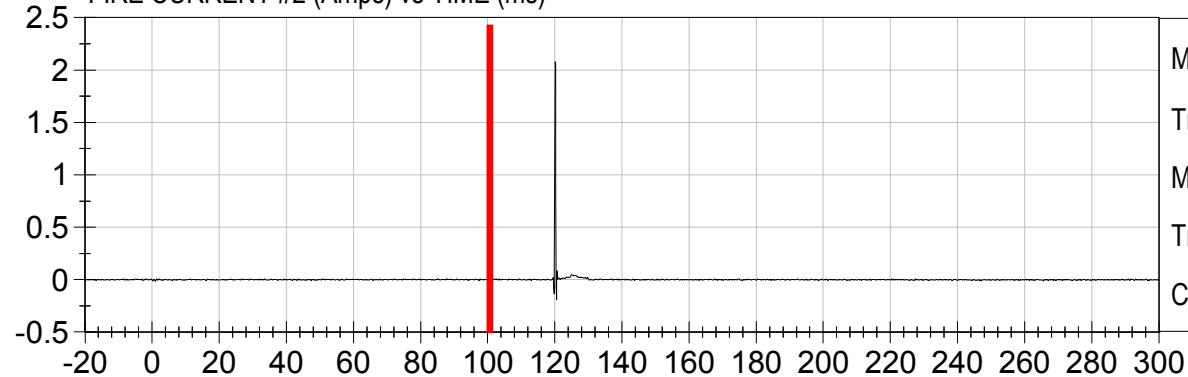
Max: 4.9 Amps
Tmax: 0.9 ms
Min: -0.2 Amps
Tmin: 1.3 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)



Max: 0.0 Volts
Tmax: 47.8 ms
Min: -0.0 Volts
Tmin: 98.9 ms
CFC 1000

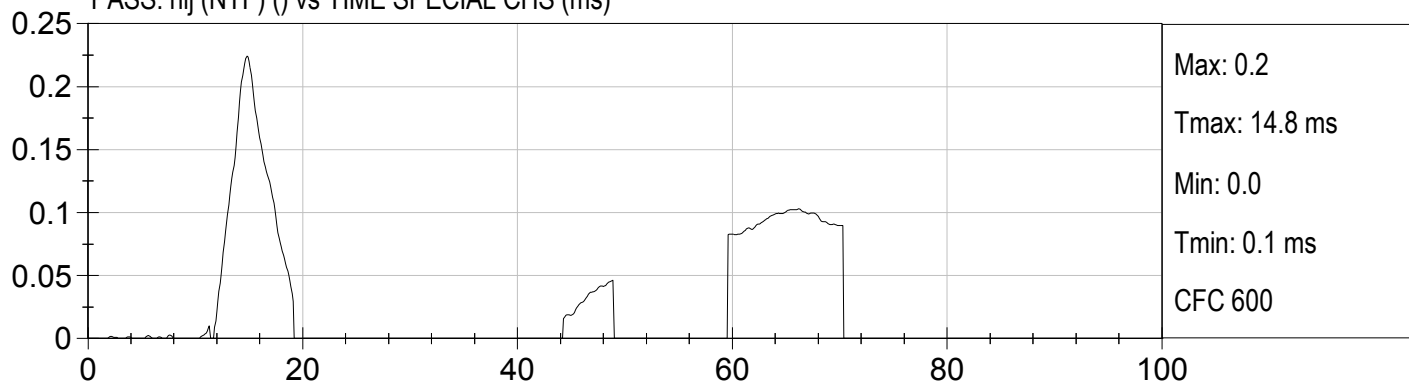
FIRE CURRENT #2 (Amps) vs TIME (ms)



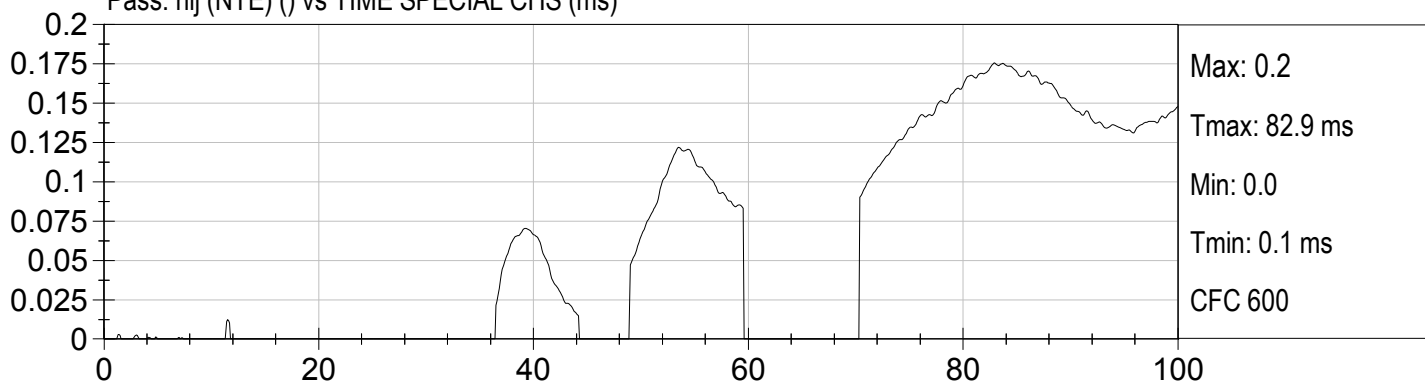
Max: 0.0 Amps
Tmax: 87.8 ms
Min: -0.0 Amps
Tmin: 0.9 ms
CFC 1000



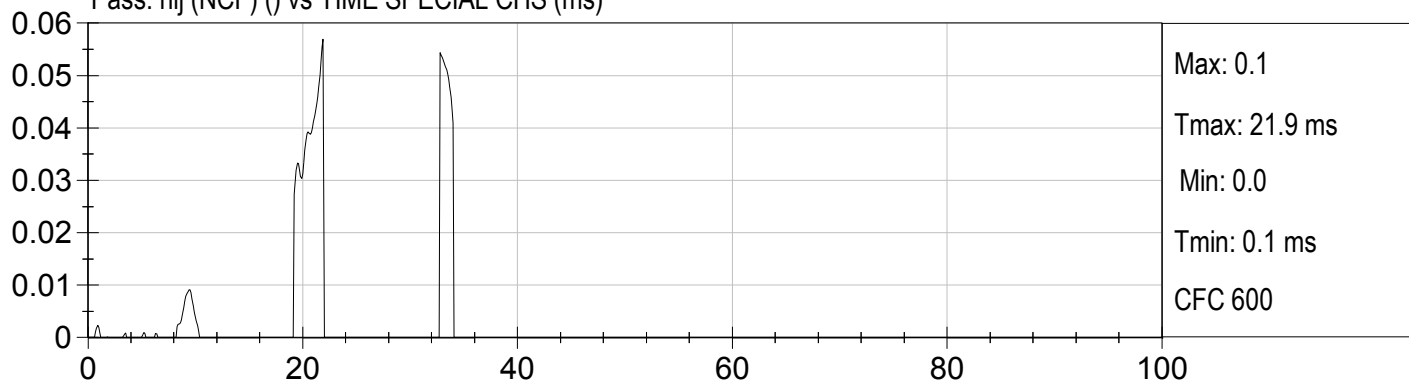
PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)



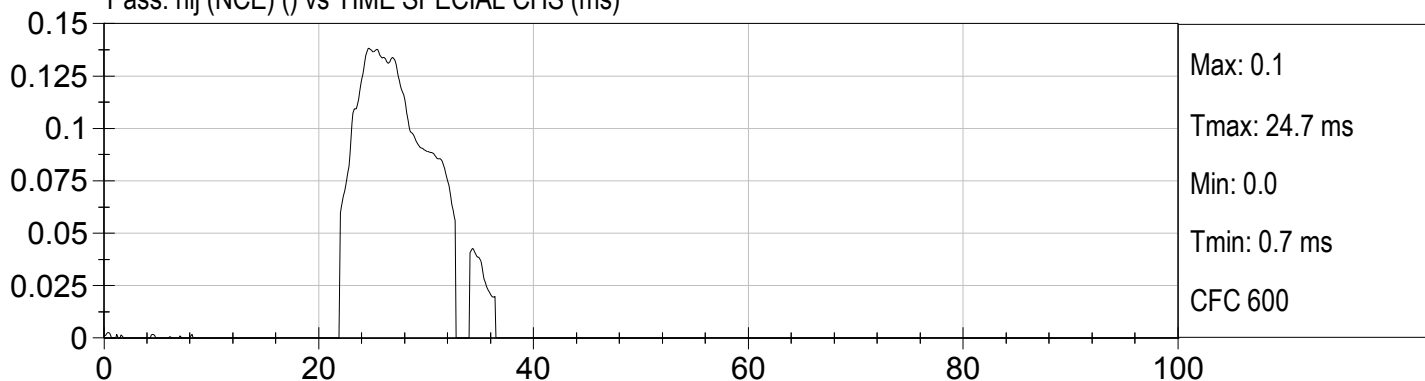
Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)



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

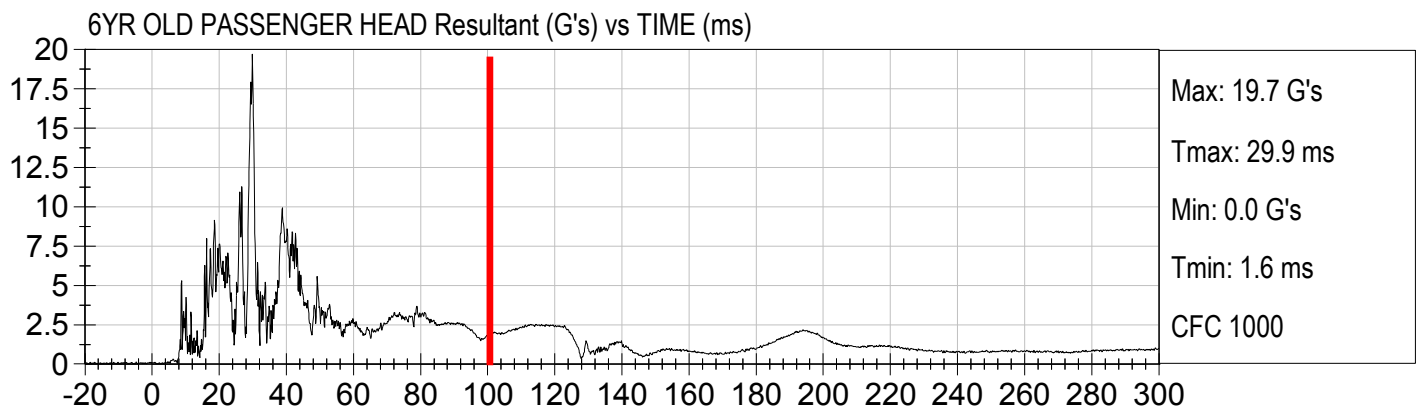
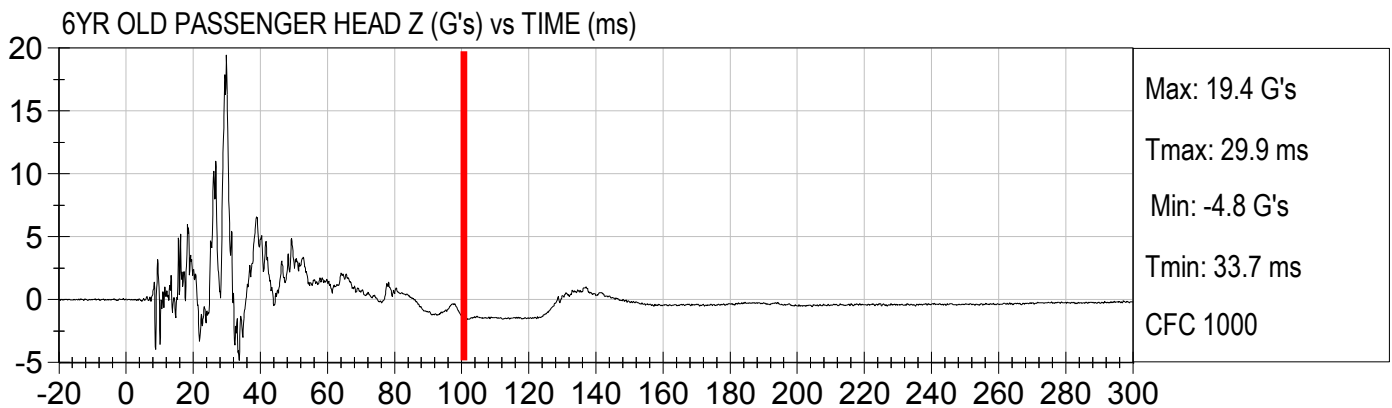
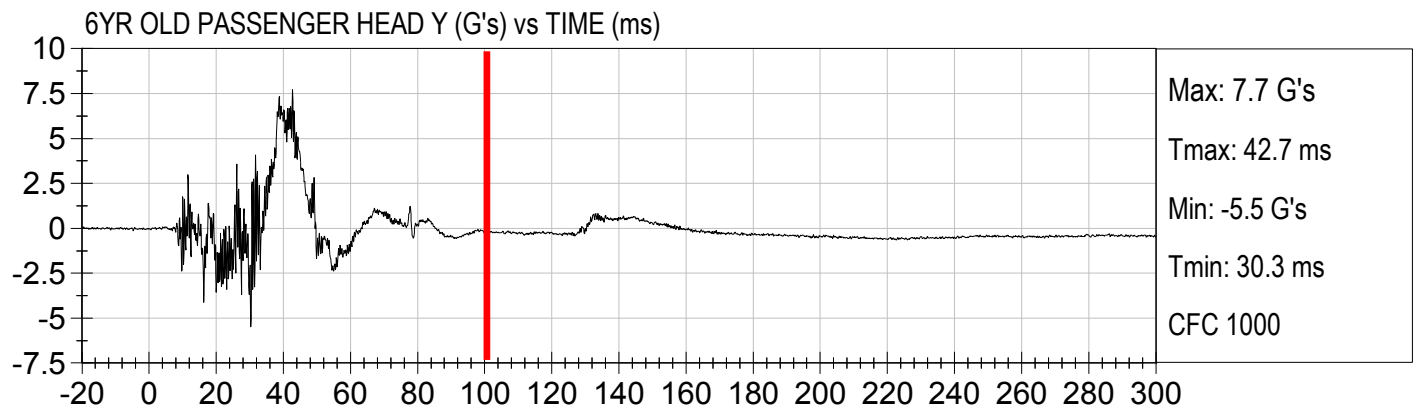
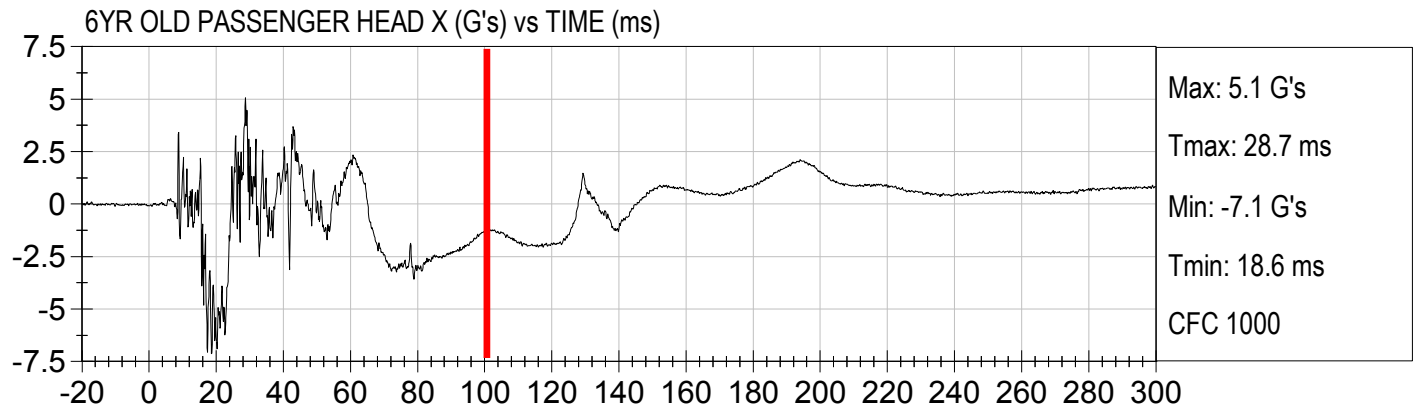


Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)





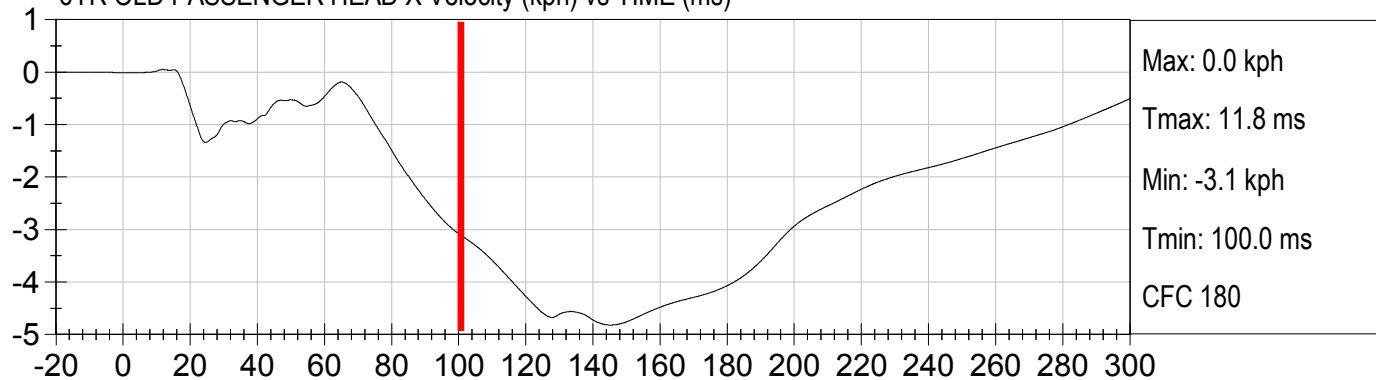
Injury Values Calculated between 0ms and 100ms



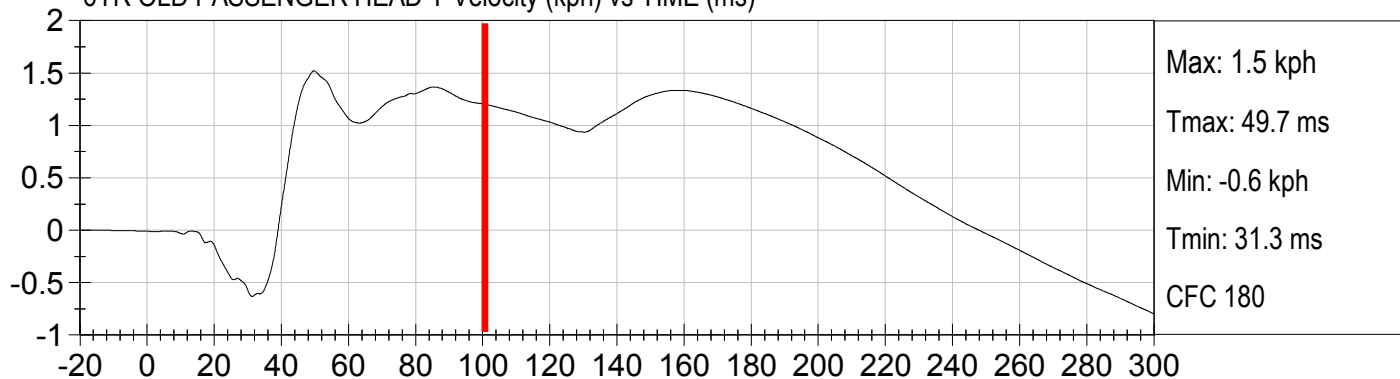


Injury Values Calculated between 0ms and 100ms

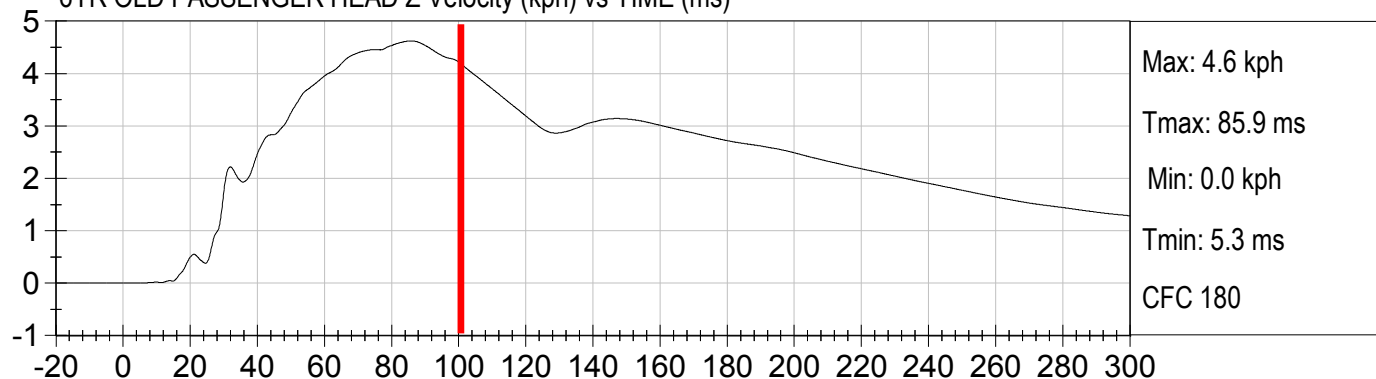
6YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)



6YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)

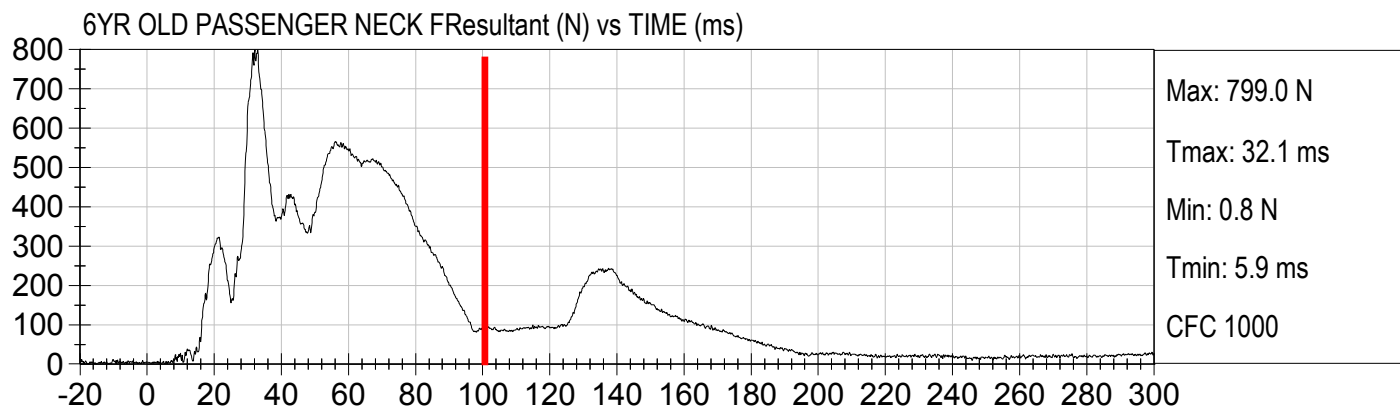
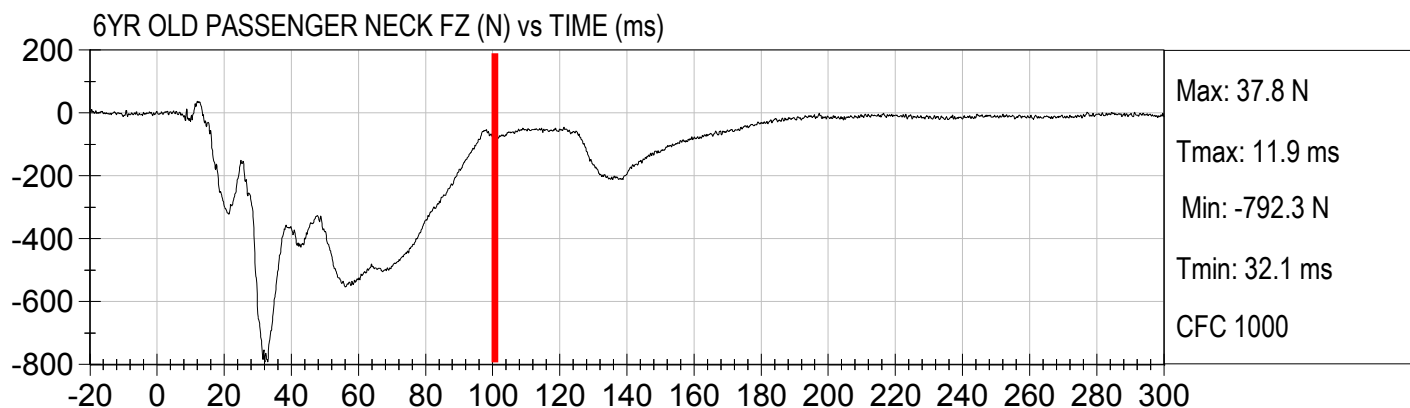
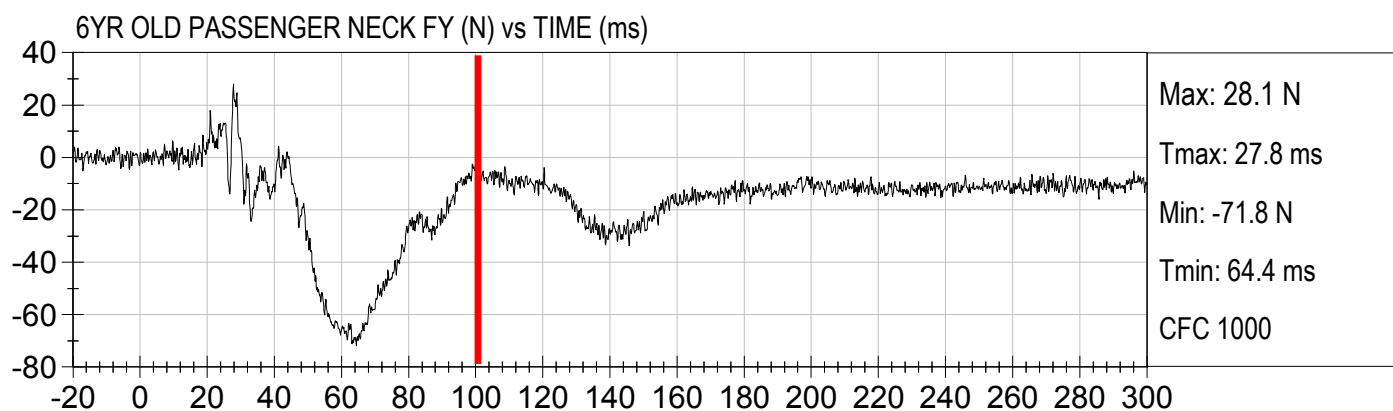
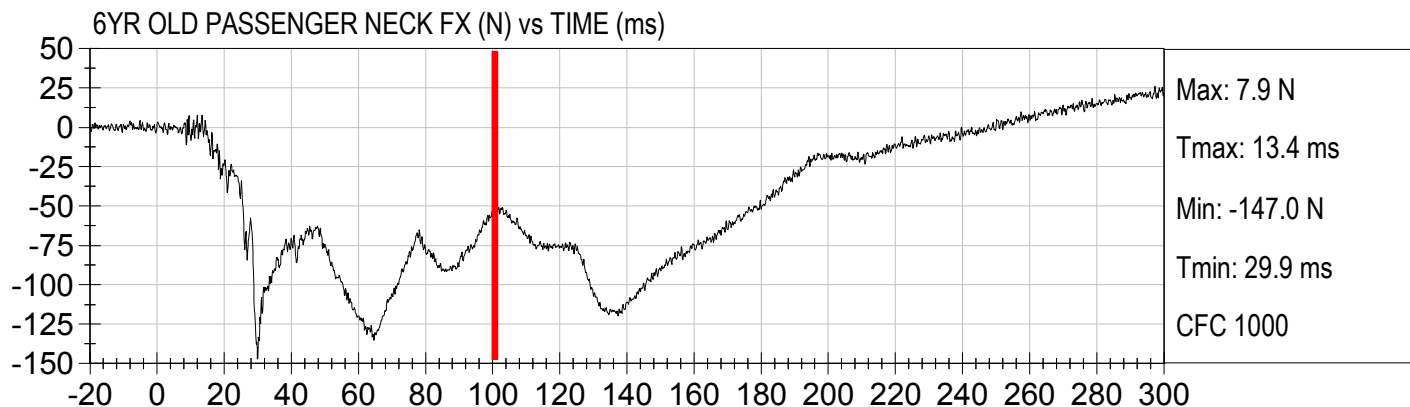


6YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)





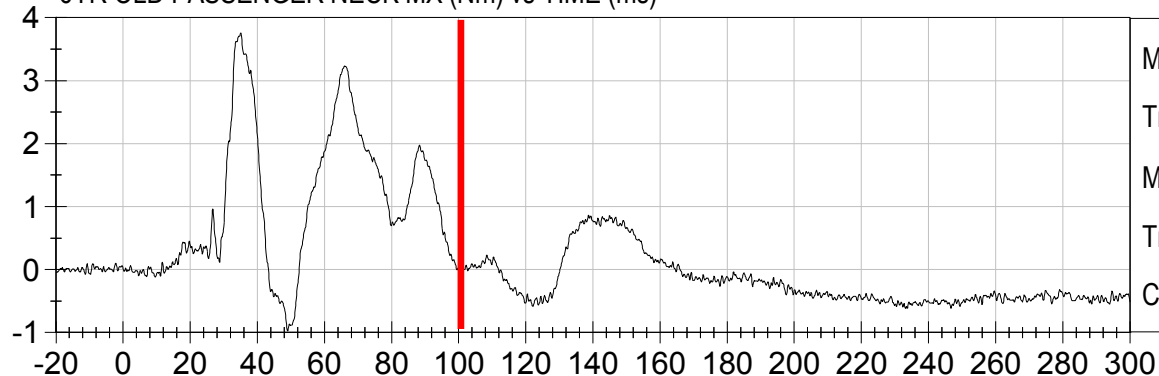
Injury Values Calculated between 0ms and 100ms





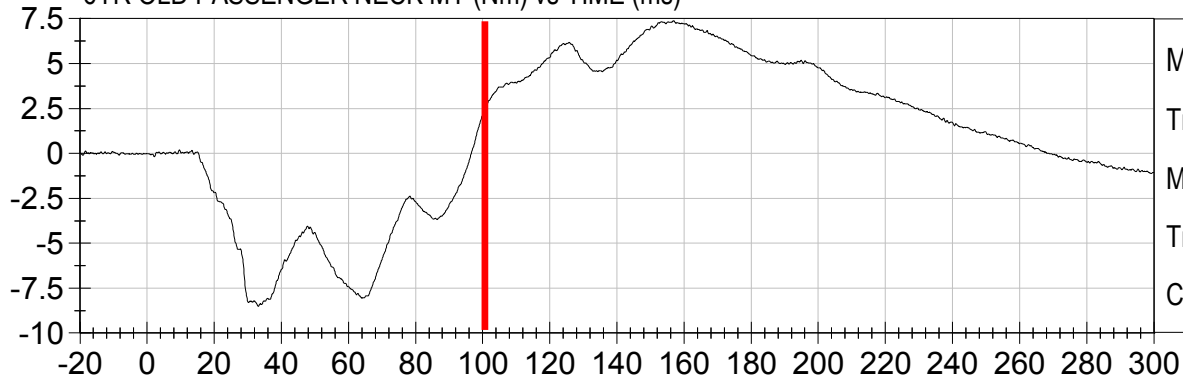
Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)



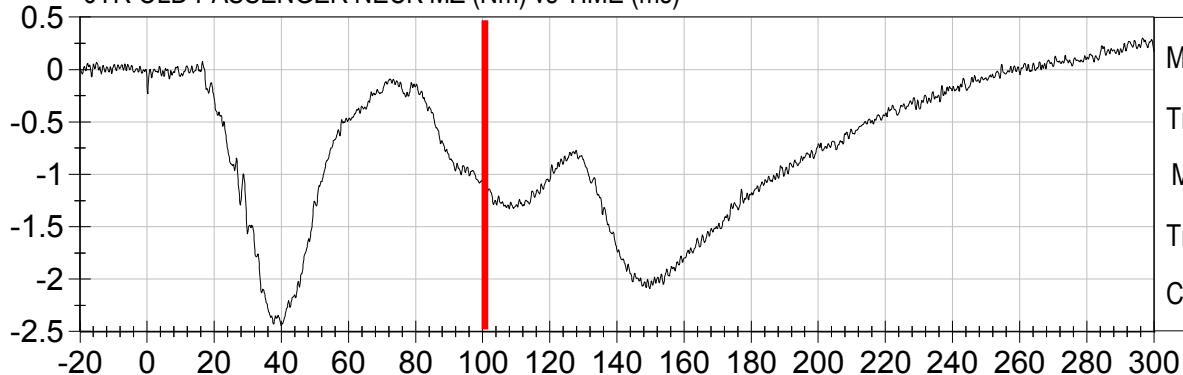
Max: 3.8 Nm
Tmax: 35.1 ms
Min: -1.0 Nm
Tmin: 49.0 ms
CFC 600

6YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)



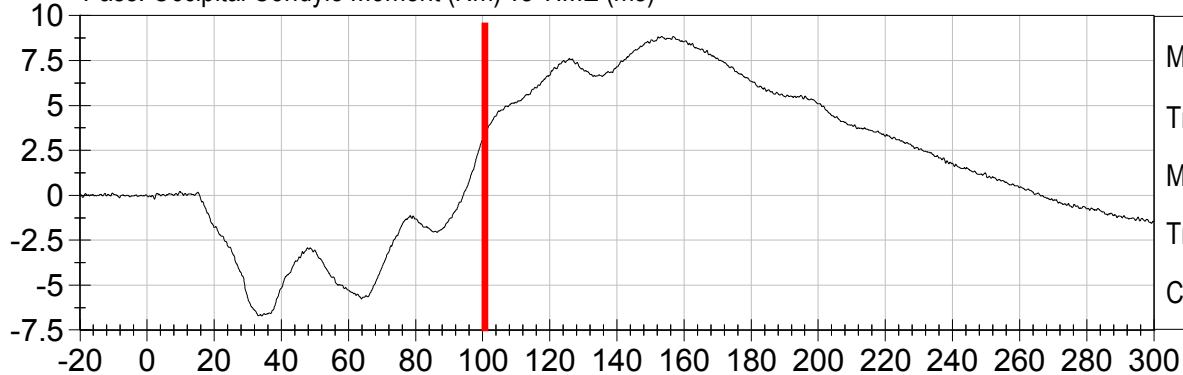
Max: 2.2 Nm
Tmax: 100.0 ms
Min: -8.5 Nm
Tmin: 33.1 ms
CFC 600

6YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)



Max: 0.1 Nm
Tmax: 16.5 ms
Min: -2.4 Nm
Tmin: 39.9 ms
CFC 600

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



Max: 3.1 Nm
Tmax: 100.0 ms
Min: -6.7 Nm
Tmin: 34.2 ms
CFC 600

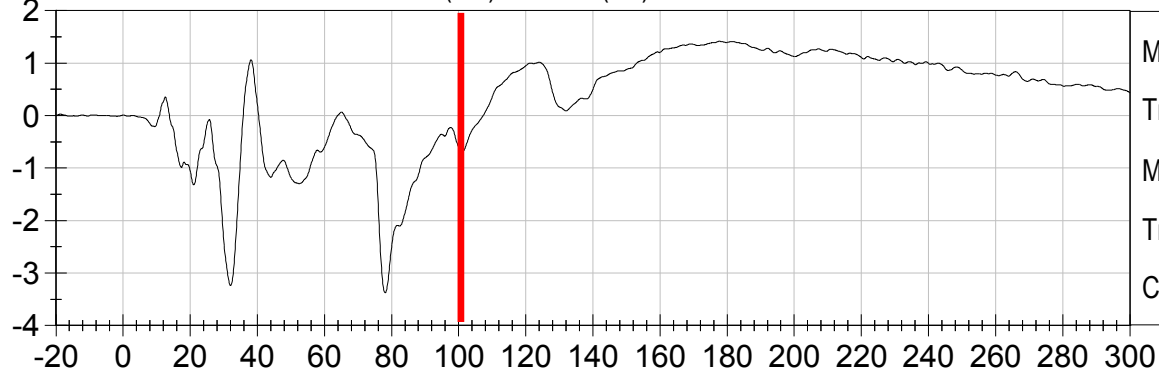


LOW RISK DEPLOYMENT
2014 Fiat 500L (C20140301) (6YO P2)

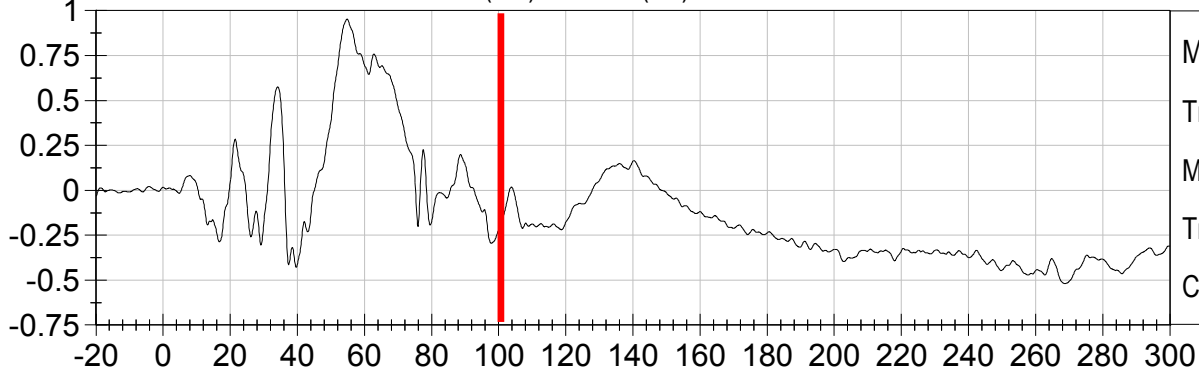
Test Date: 4/29/14
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

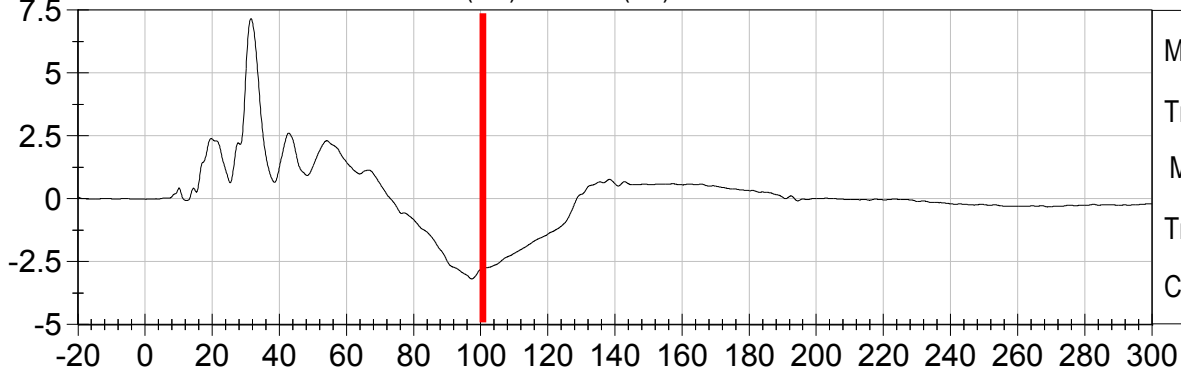
6YR OLD PASSENGER CHEST X (G's) vs TIME (ms)



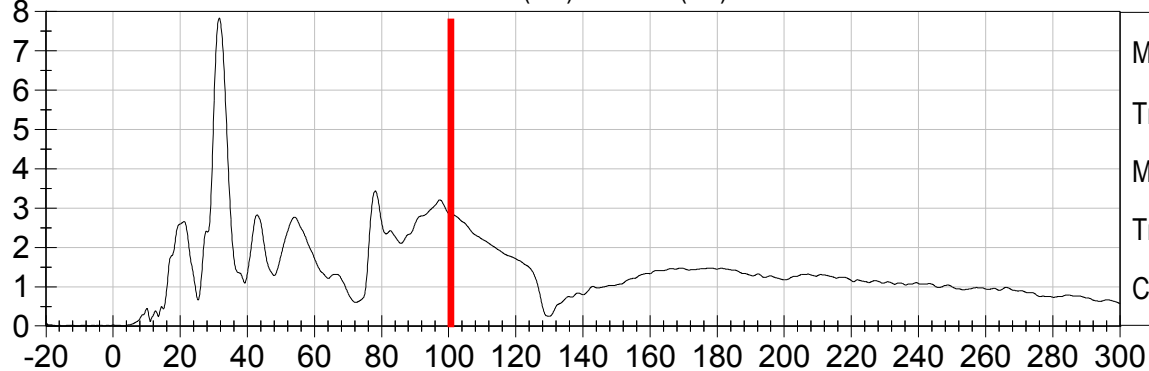
6YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)



6YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)



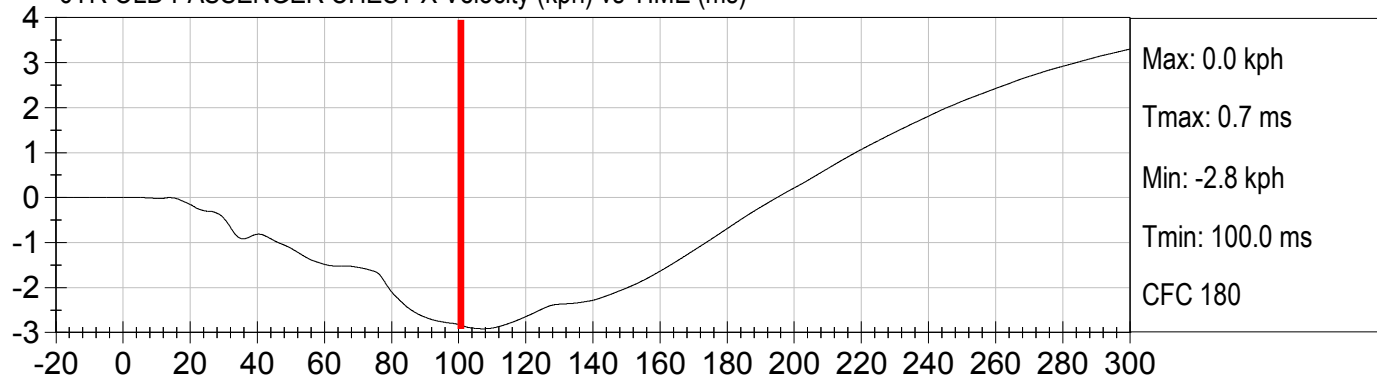
6YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)



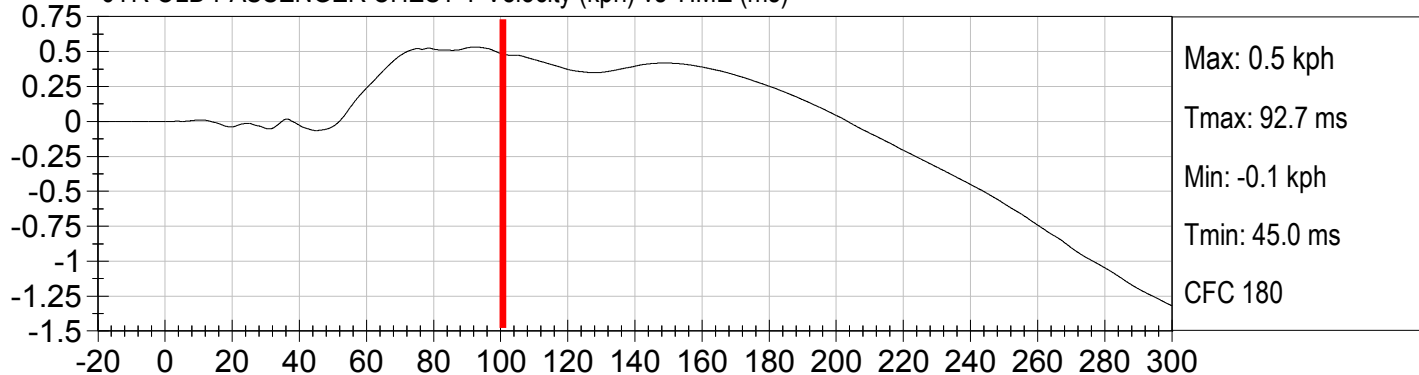


Injury Values Calculated between 0ms and 100ms

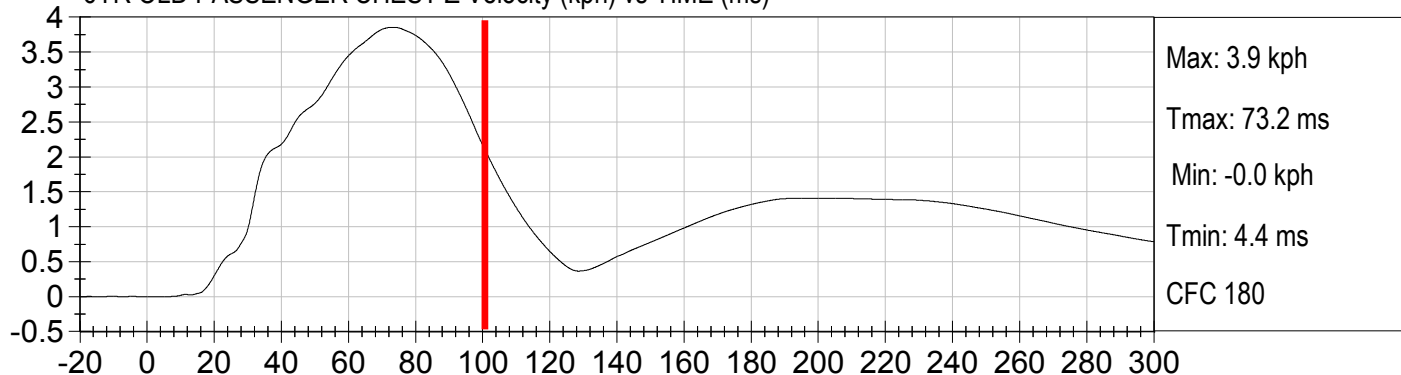
6YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)



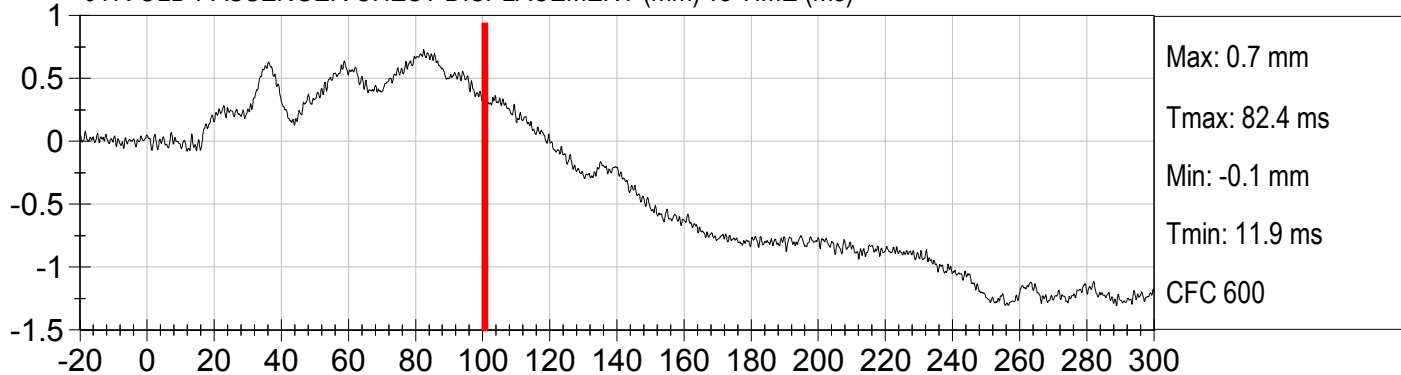
6YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)



6YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)



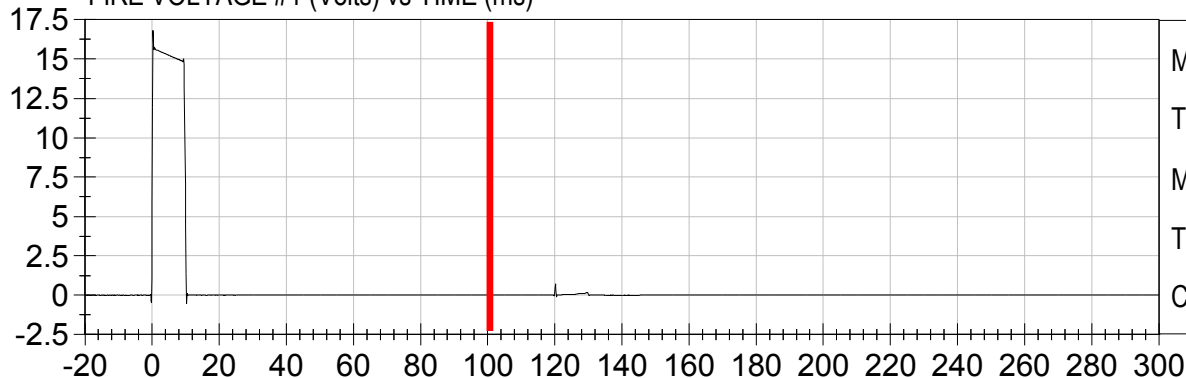
6YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)





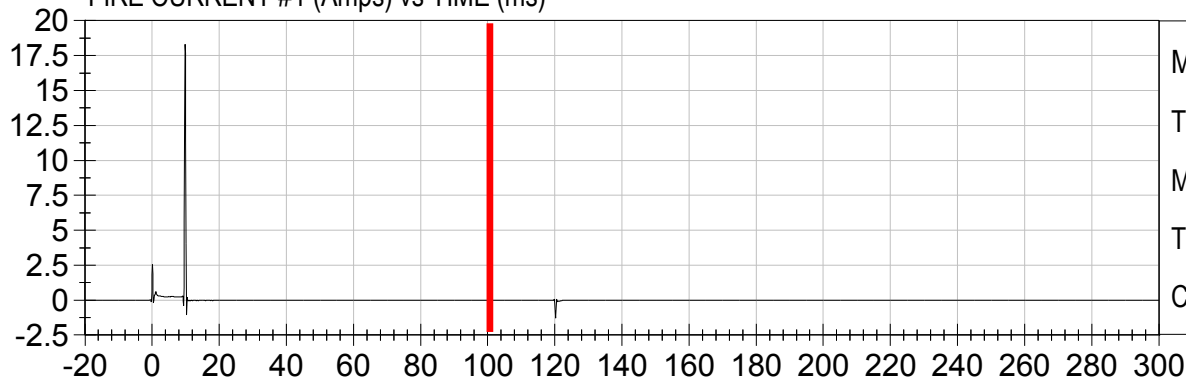
Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)



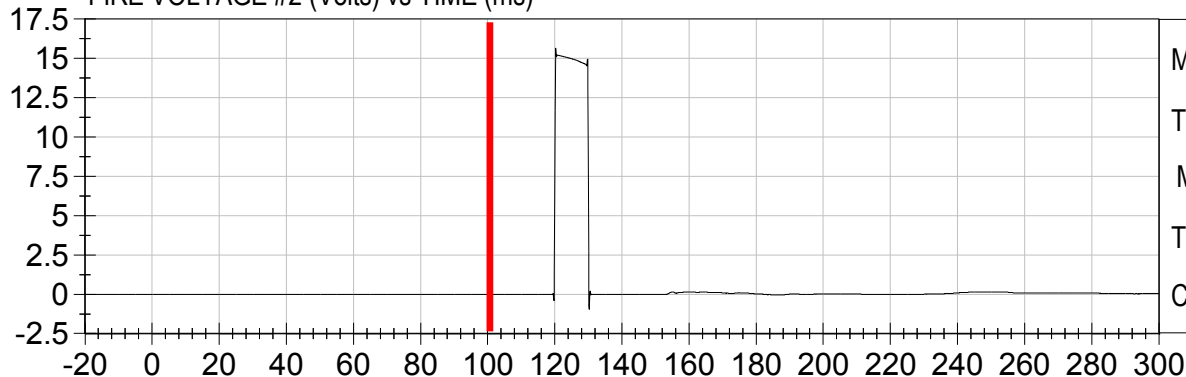
Max: 16.8 Volts
Tmax: 0.3 ms
Min: -0.5 Volts
Tmin: 10.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)



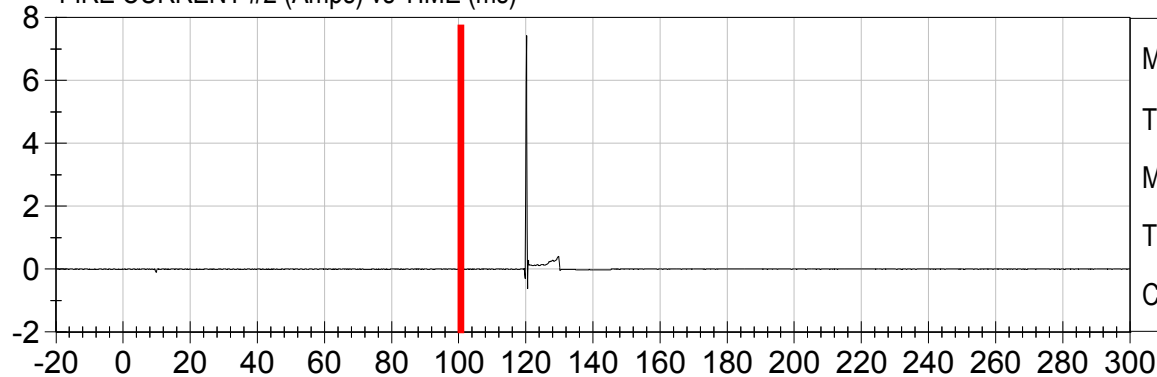
Max: 18.3 Amps
Tmax: 9.8 ms
Min: -1.0 Amps
Tmin: 10.3 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)



Max: 0.0 Volts
Tmax: 27.9 ms
Min: -0.0 Volts
Tmin: 9.9 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)

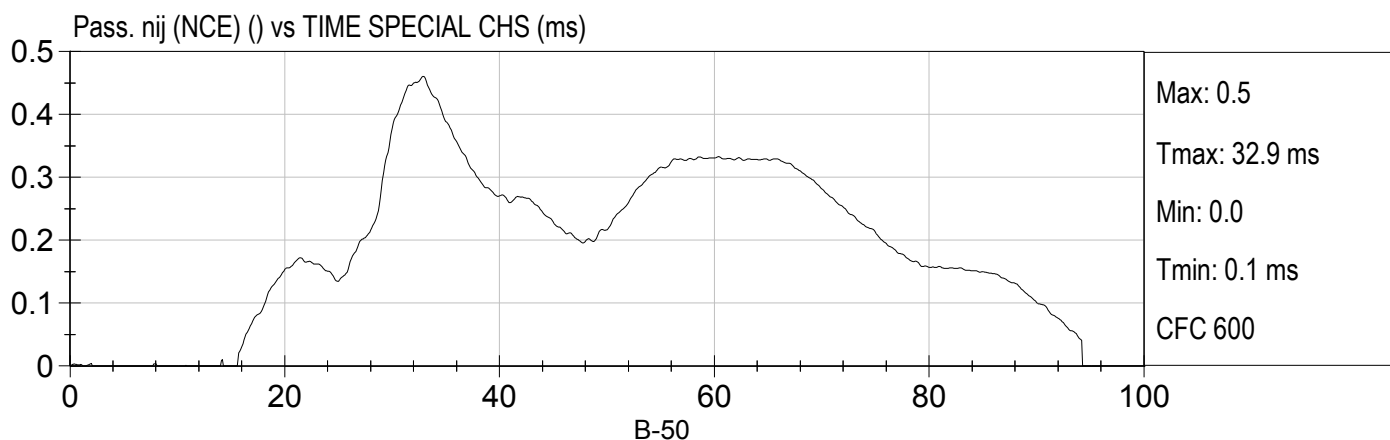
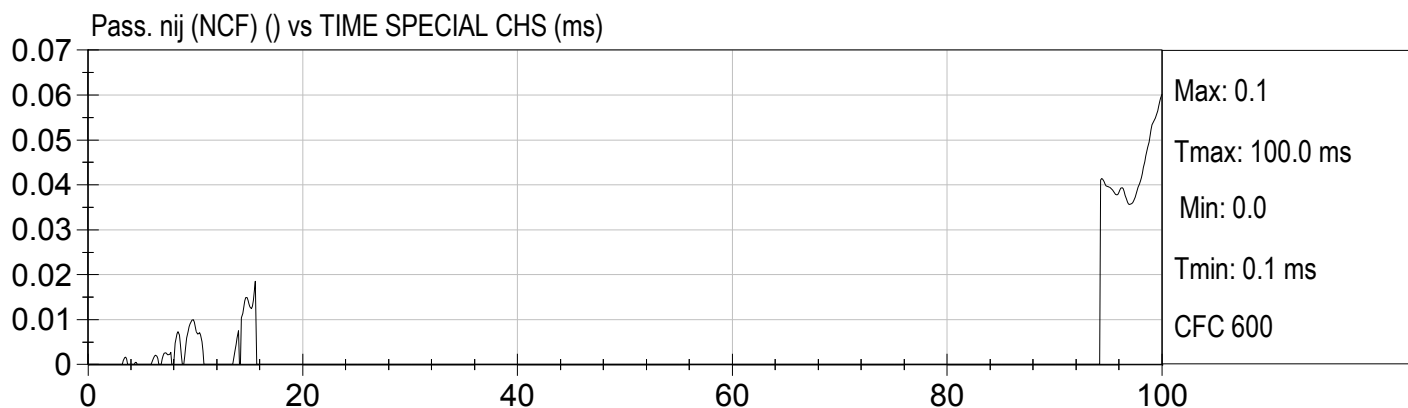
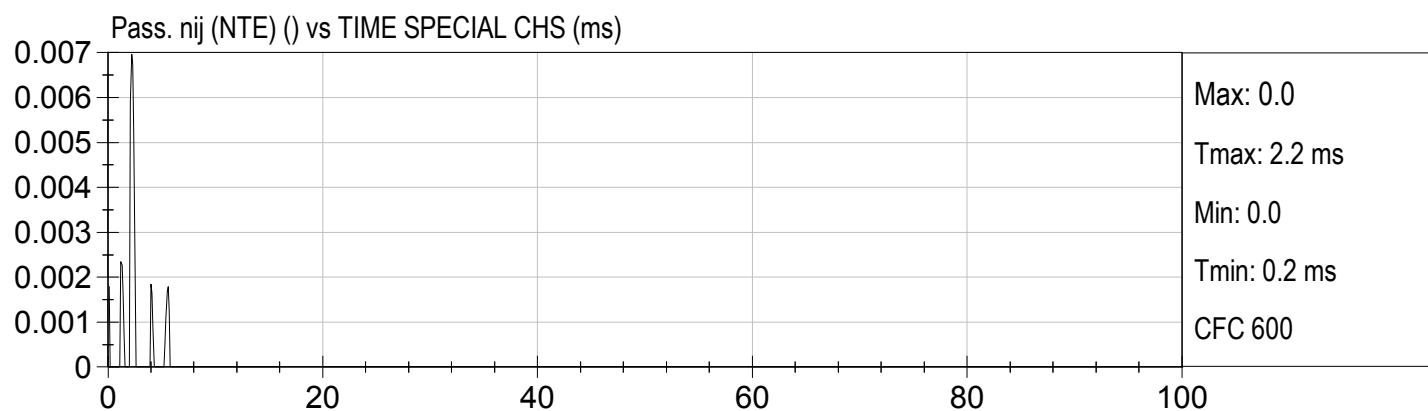
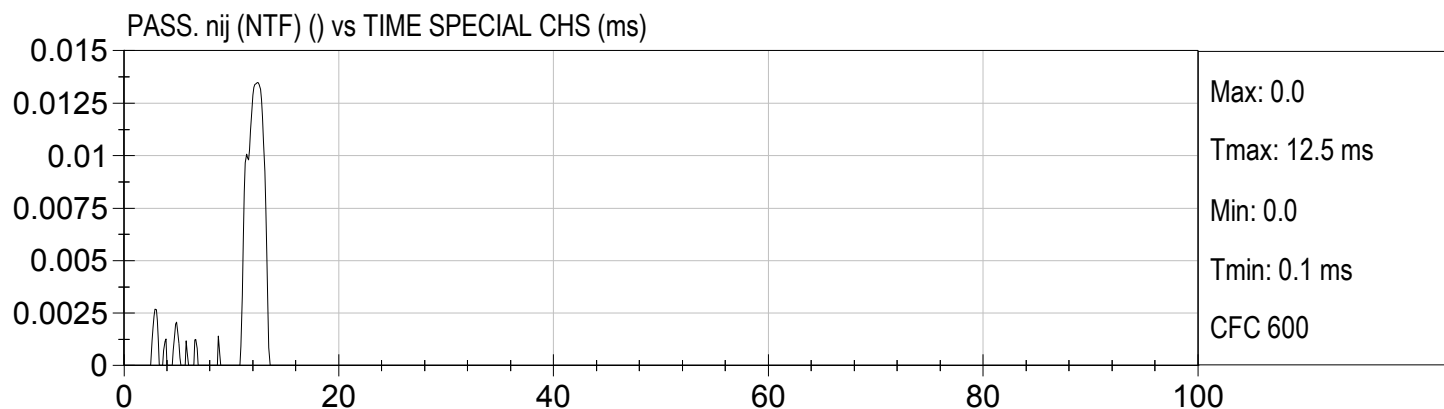


Max: 0.0 Amps
Tmax: 10.3 ms
Min: -0.1 Amps
Tmin: 9.8 ms
CFC 1000



LOW RISK DEPLOYMENT
2014 Fiat 500L (C20140301) (6YO P2)

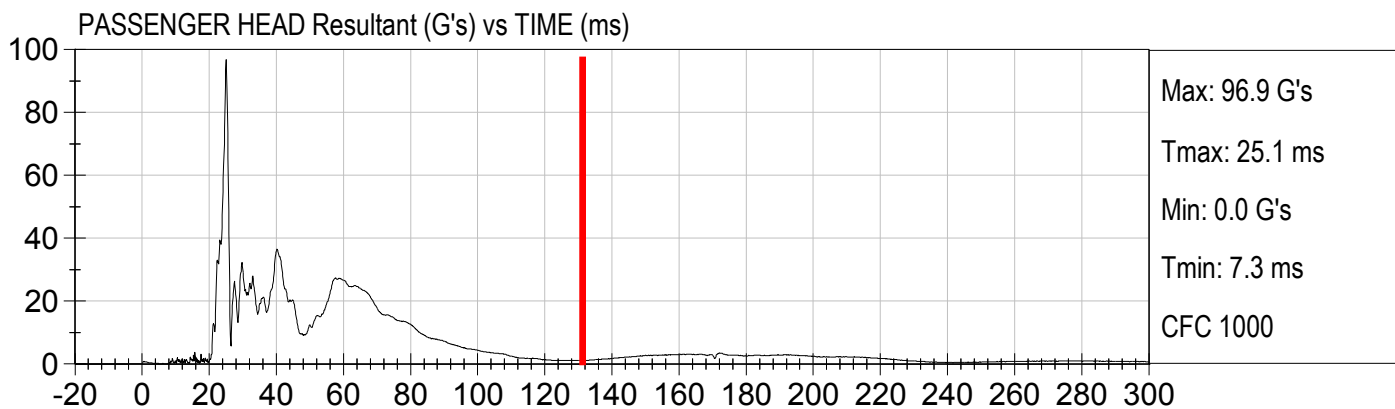
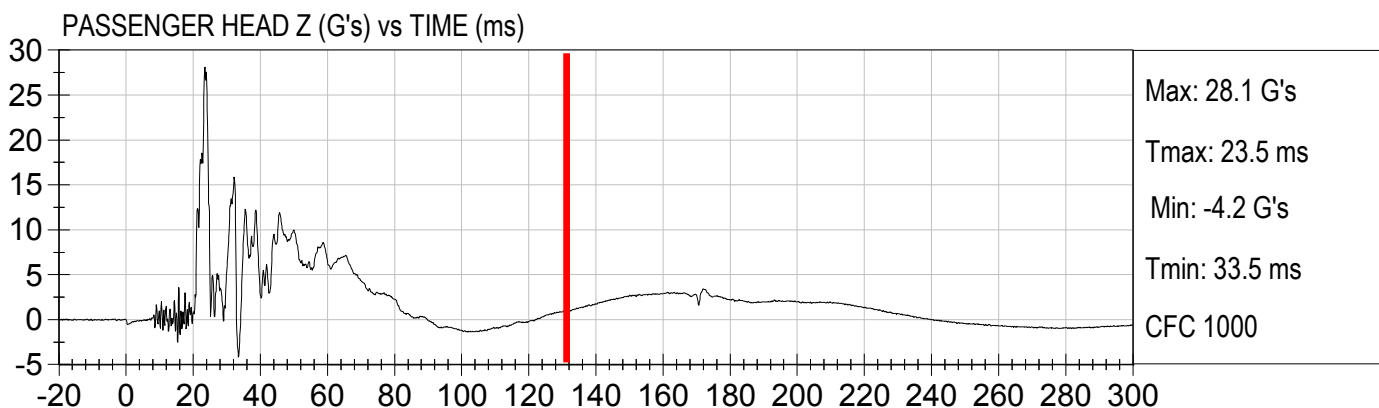
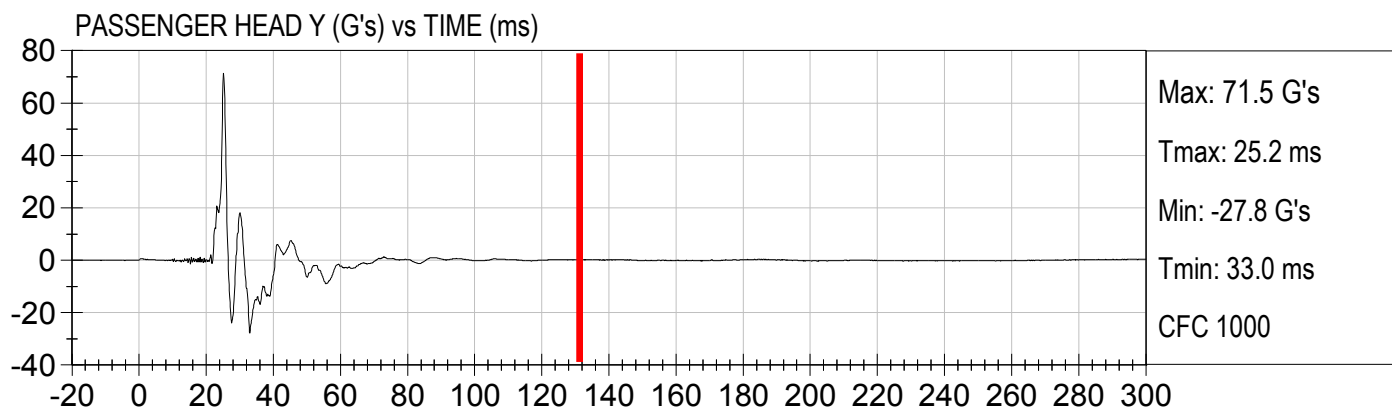
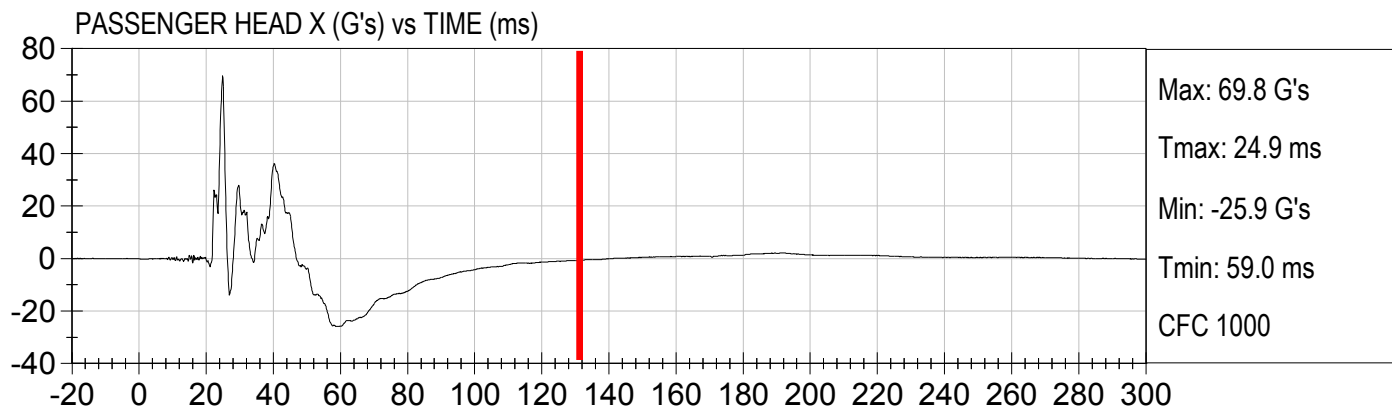
Test Date: 4/29/14
Speed: 0.0 mph (0.0 km/h)





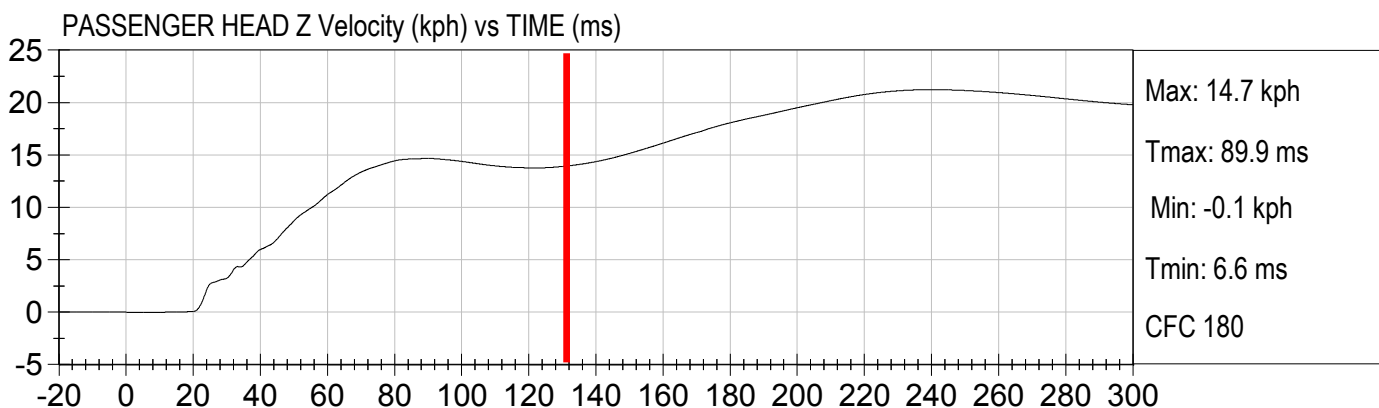
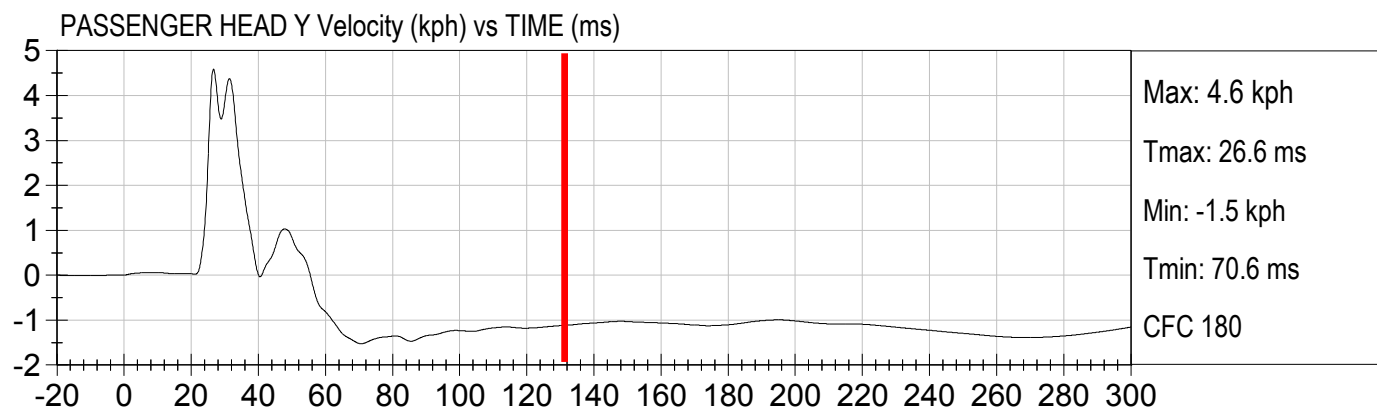
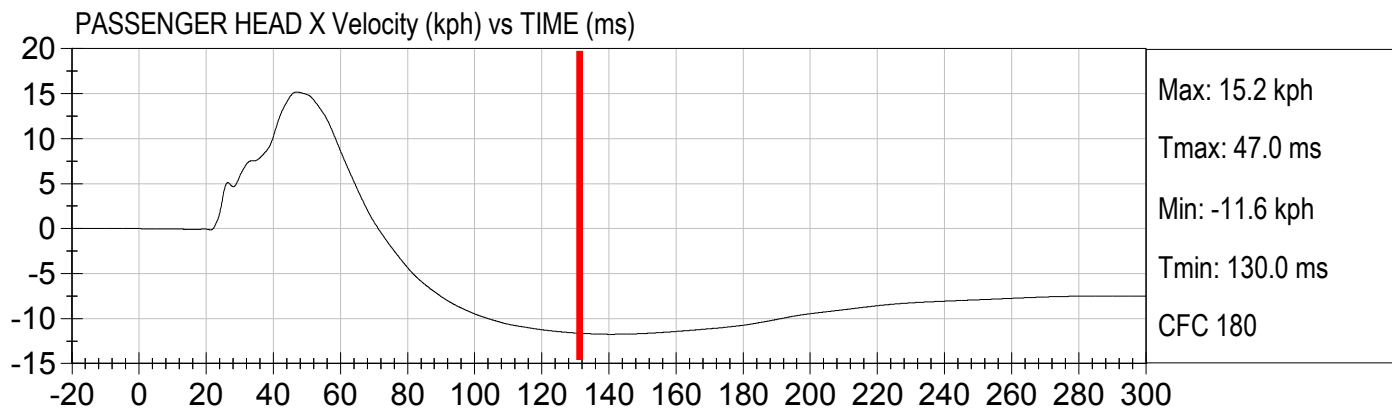
LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms





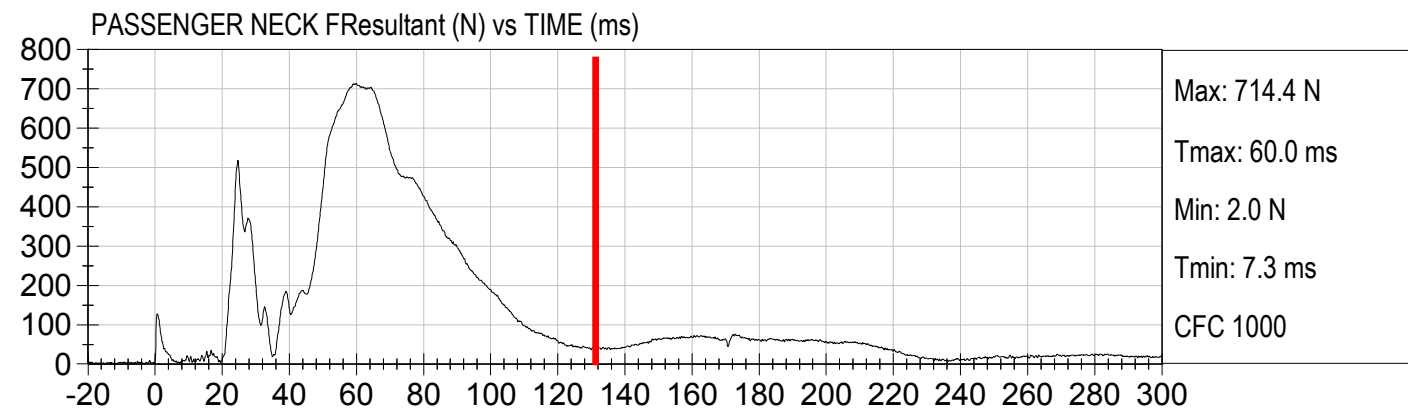
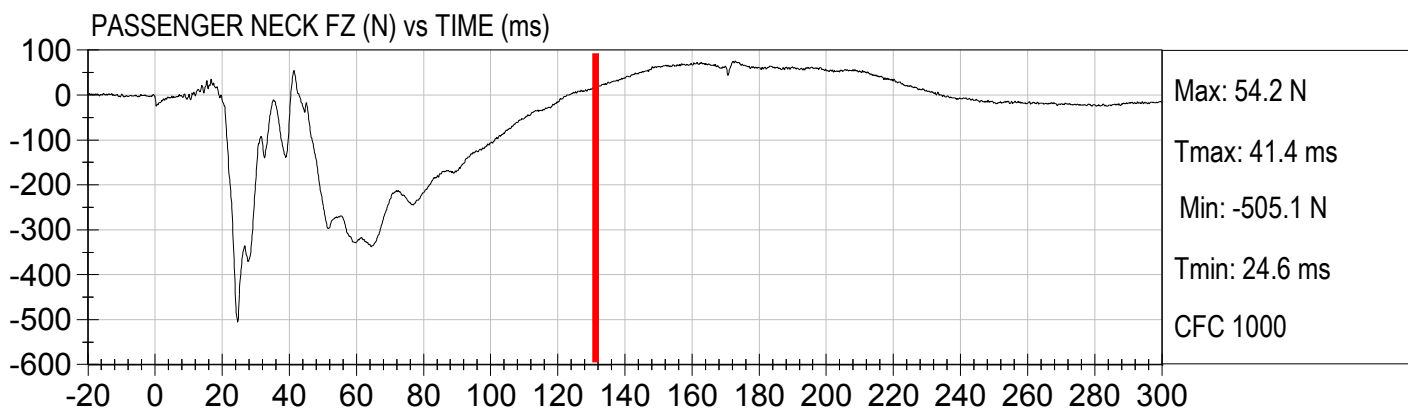
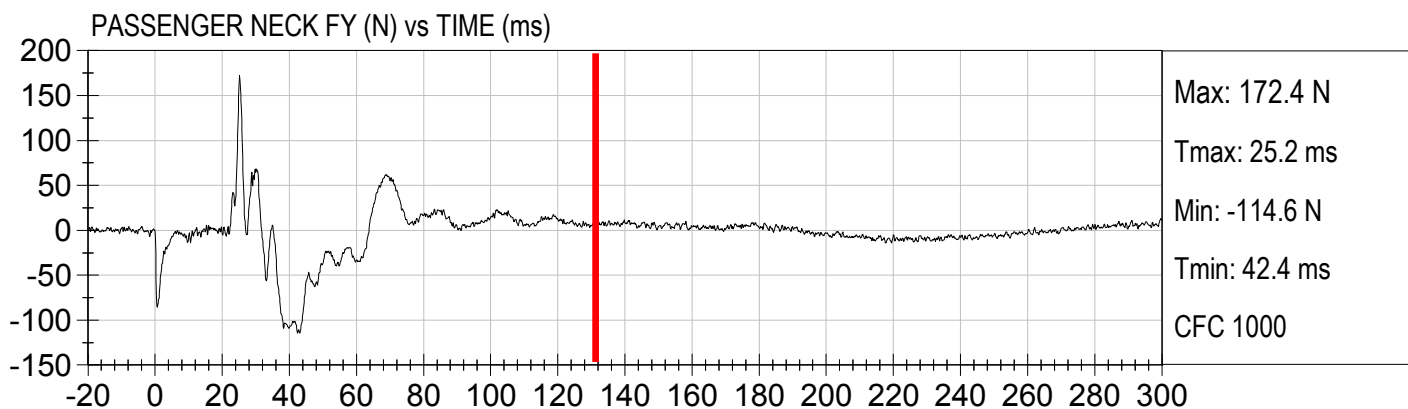
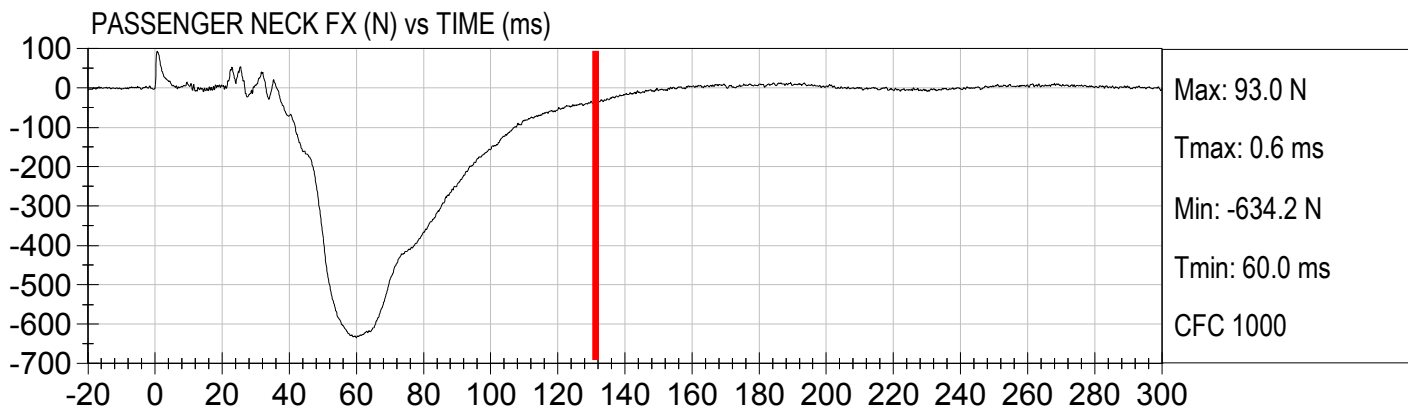
Injury Values Calculated between 0ms and 130ms





LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH Speed: 0.0 mph (0.0 km/h)

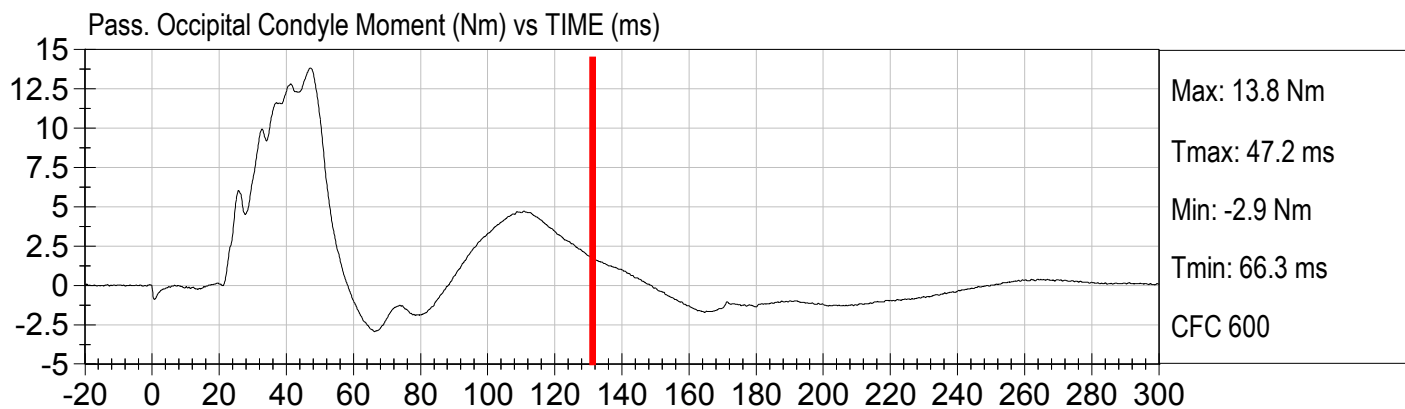
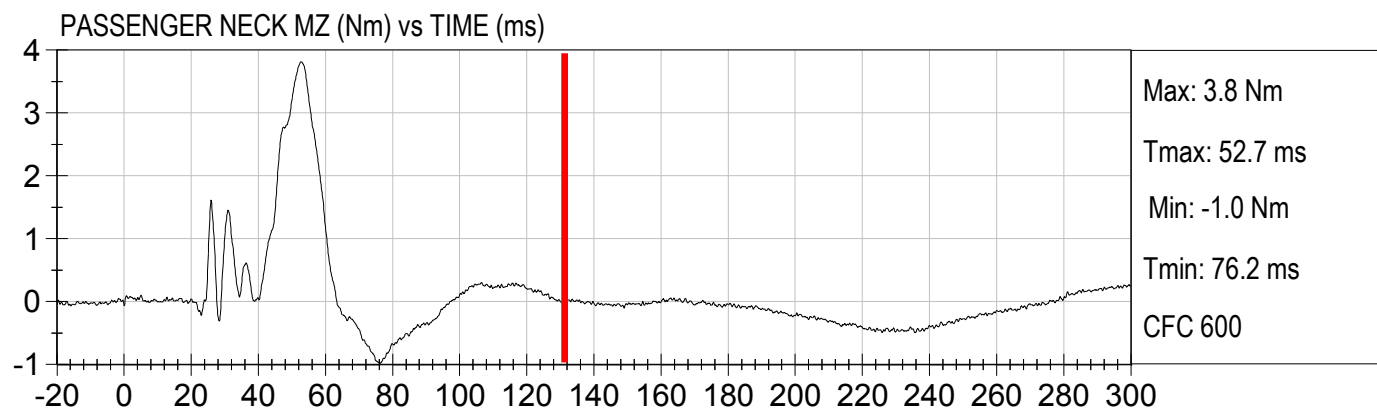
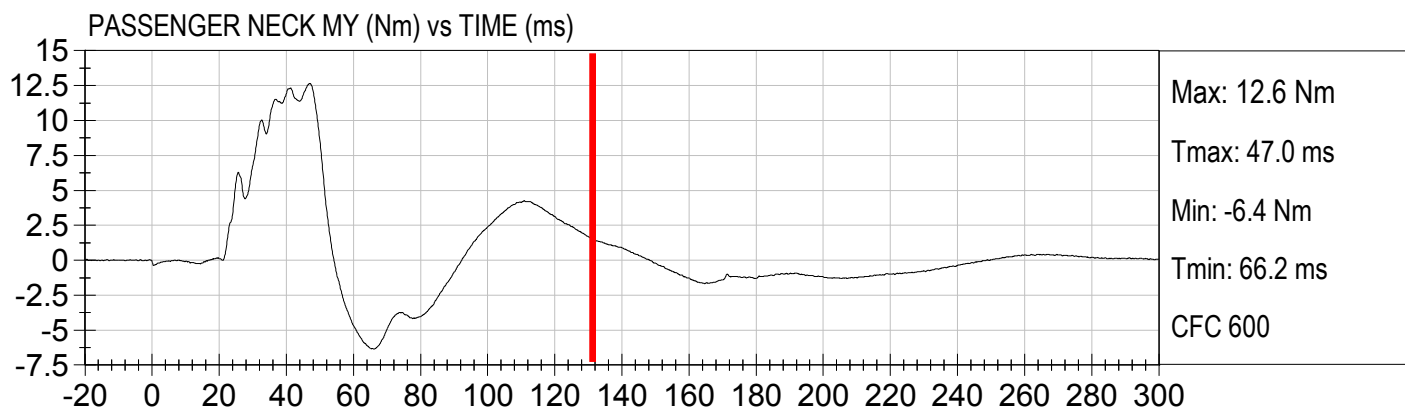
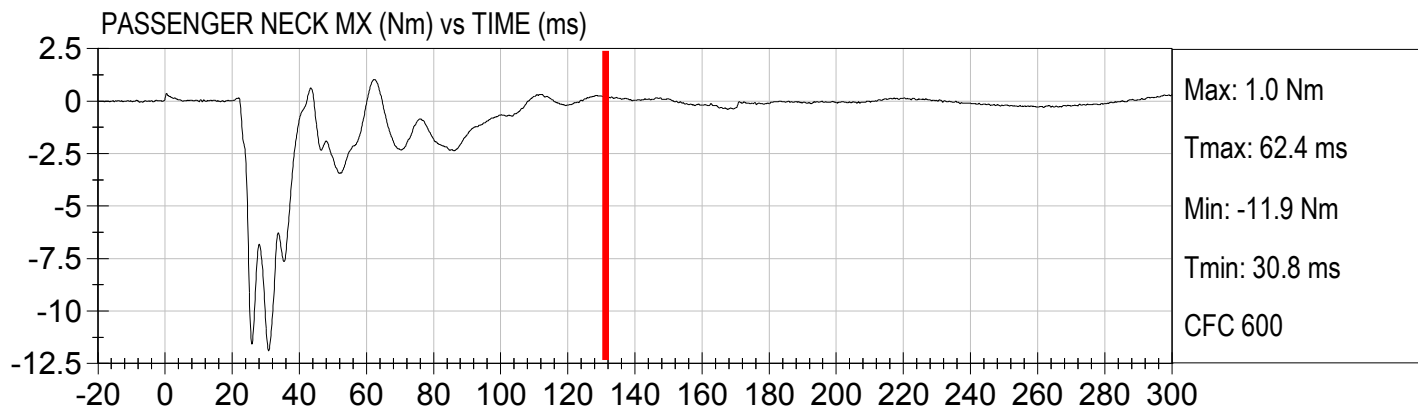
Injury Values Calculated between 0ms and 130ms





LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH Speed: 0.0 mph (0.0 km/h)

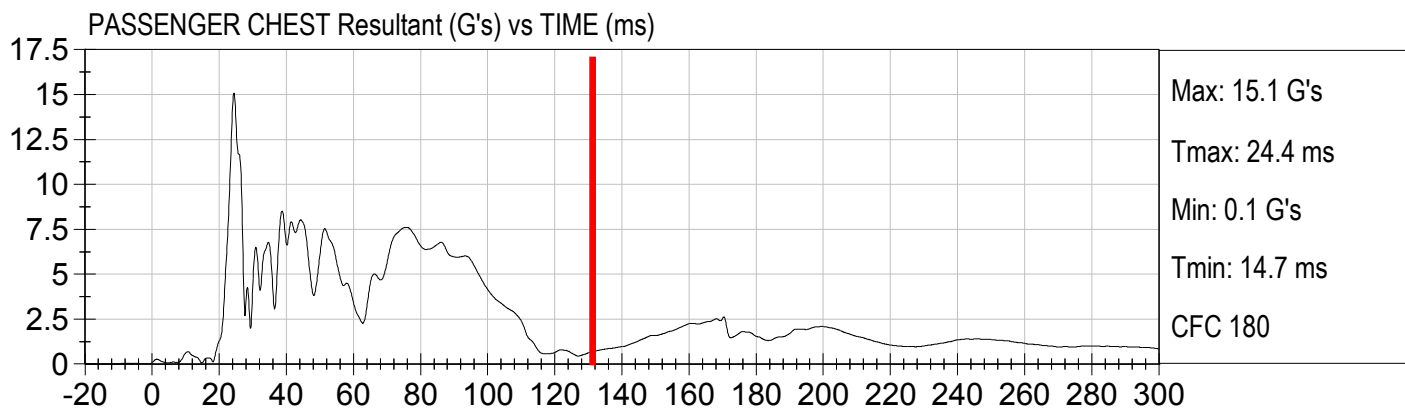
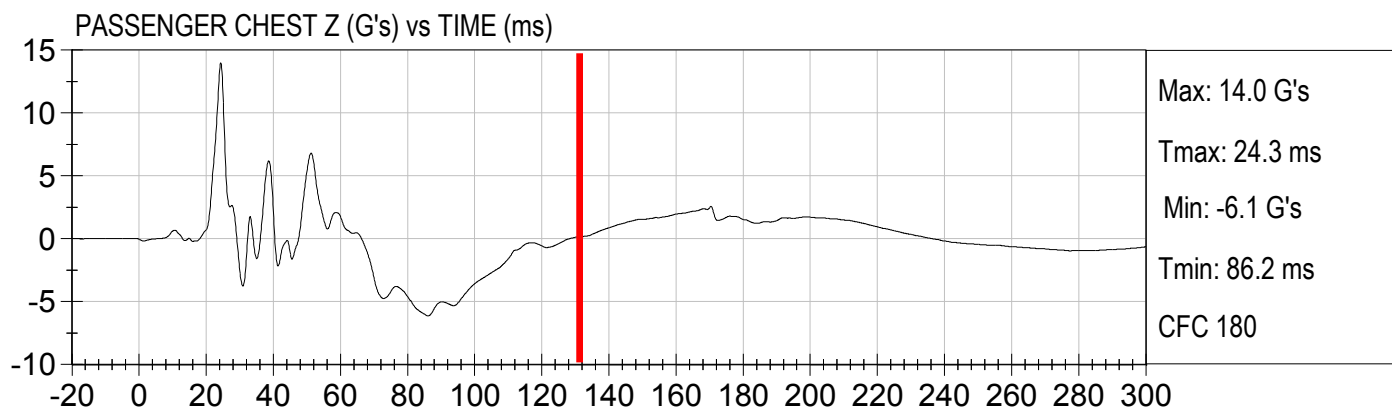
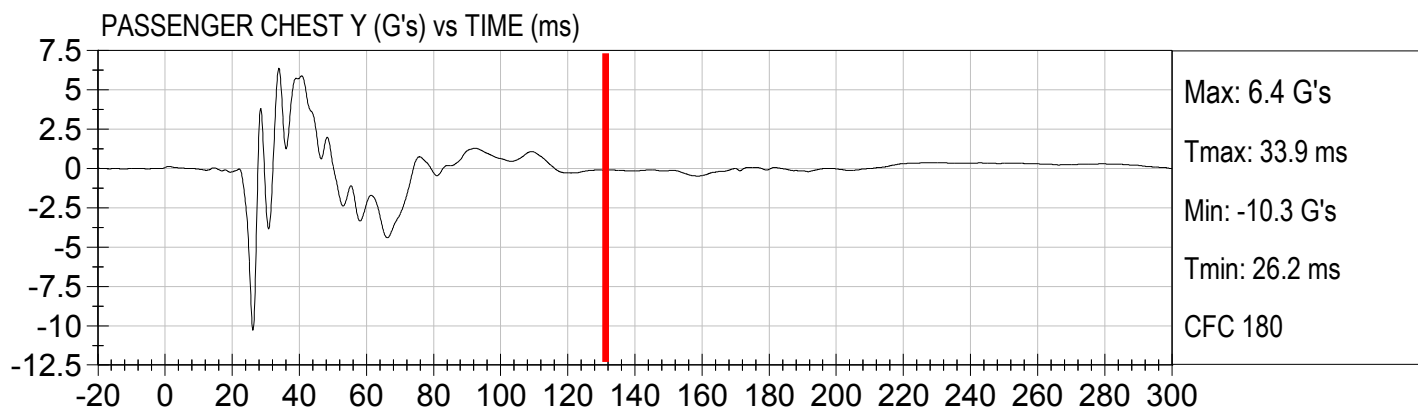
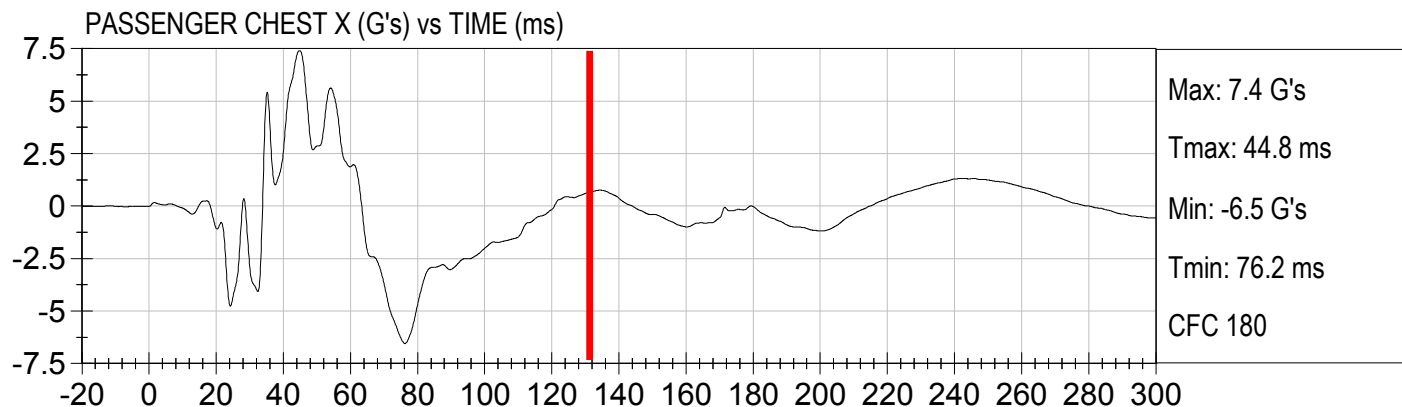
Injury Values Calculated between 0ms and 130ms





LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH Speed: 0.0 mph (0.0 km/h)

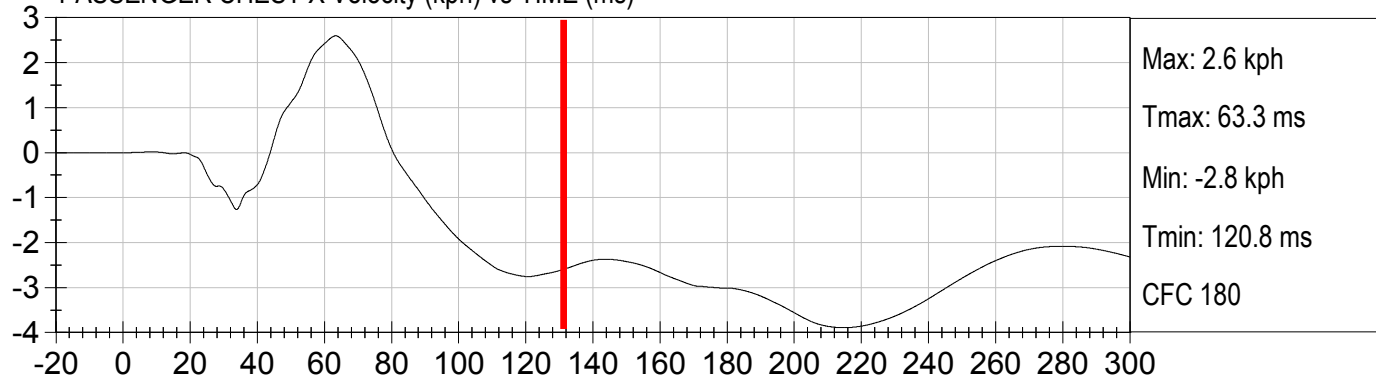
Injury Values Calculated between 0ms and 130ms



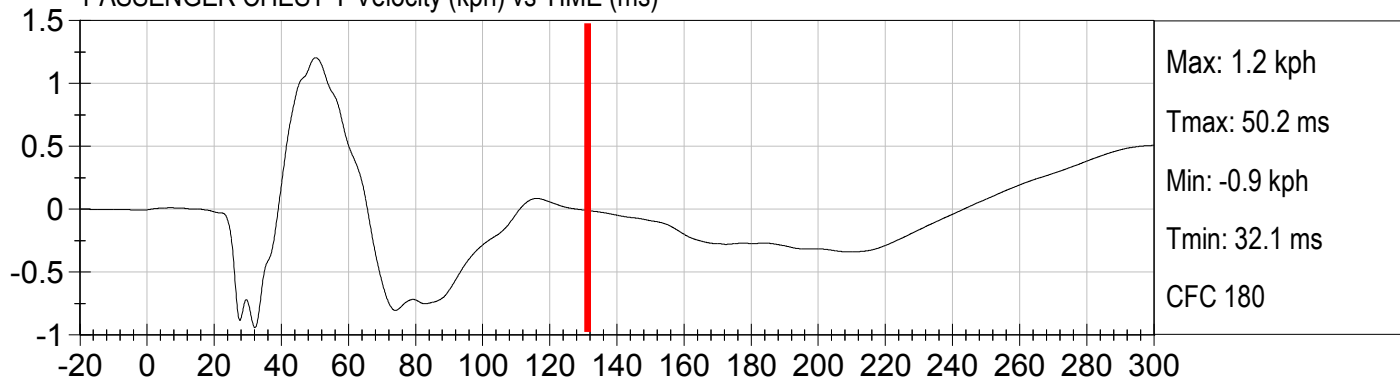


Injury Values Calculated between 0ms and 130ms

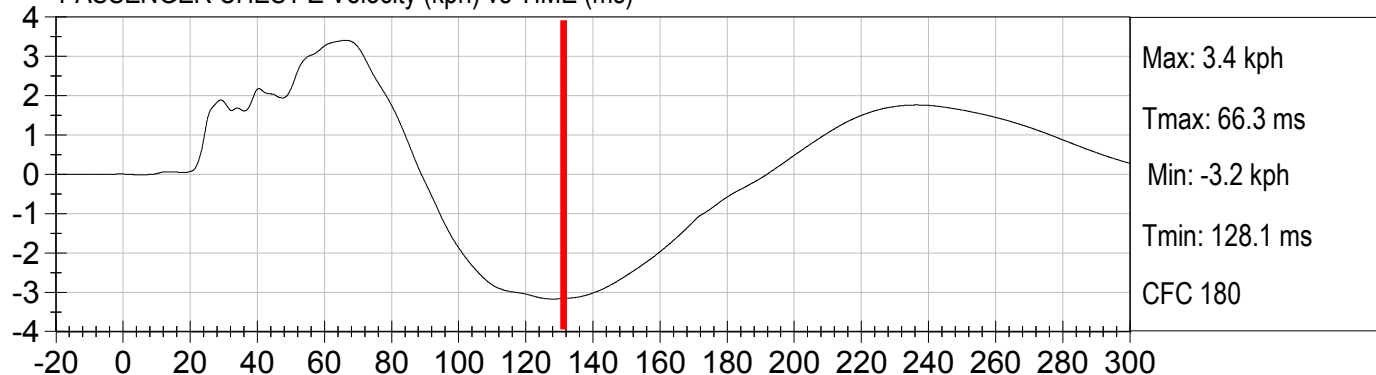
PASSENGER CHEST X Velocity (kph) vs TIME (ms)



PASSENGER CHEST Y Velocity (kph) vs TIME (ms)

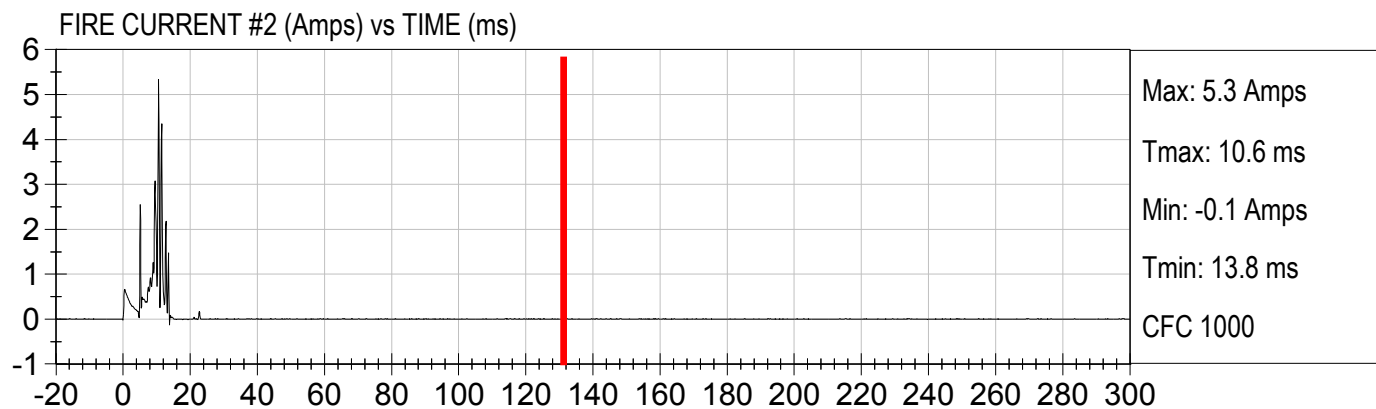
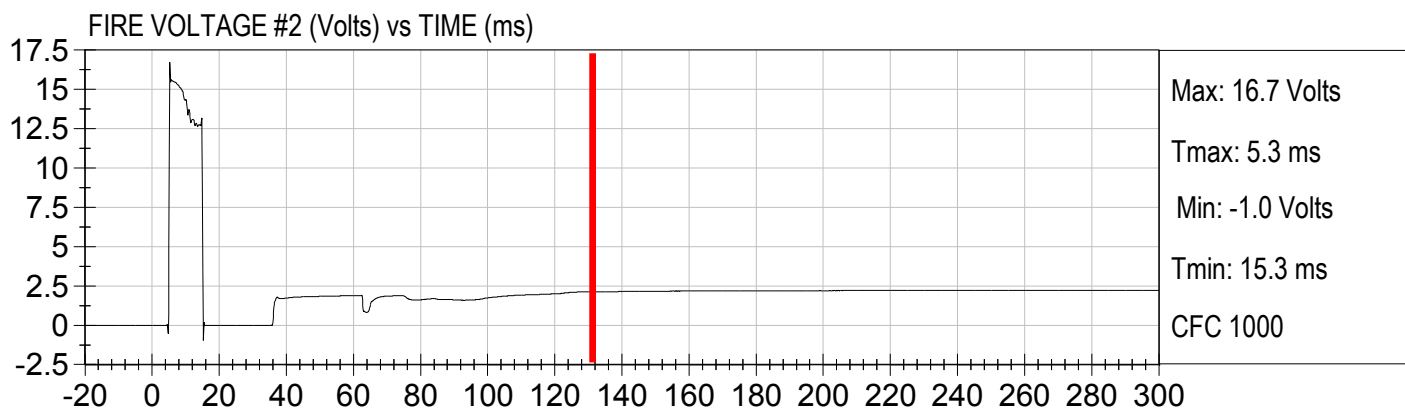
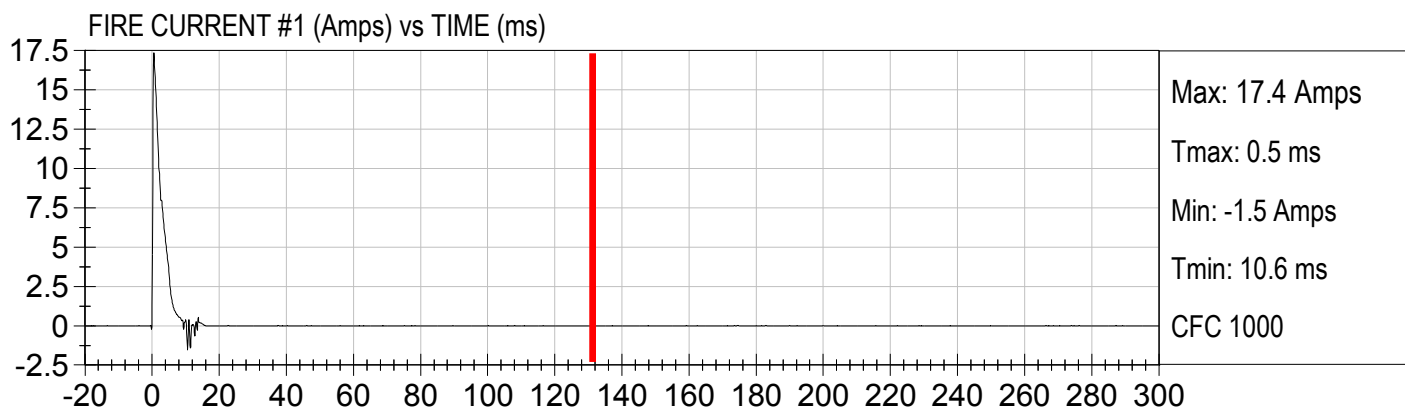
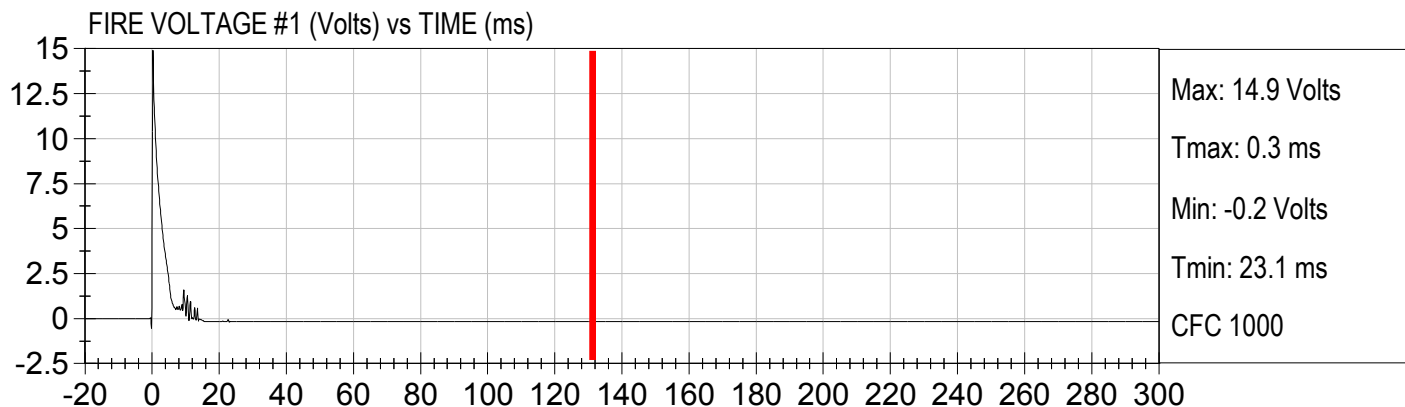


PASSENGER CHEST Z Velocity (kph) vs TIME (ms)



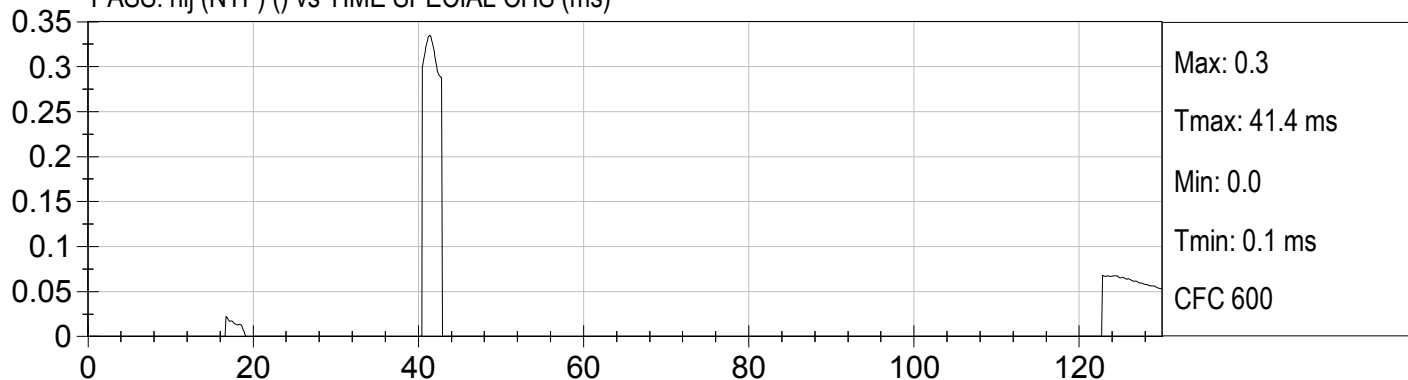


Injury Values Calculated between 0ms and 130ms

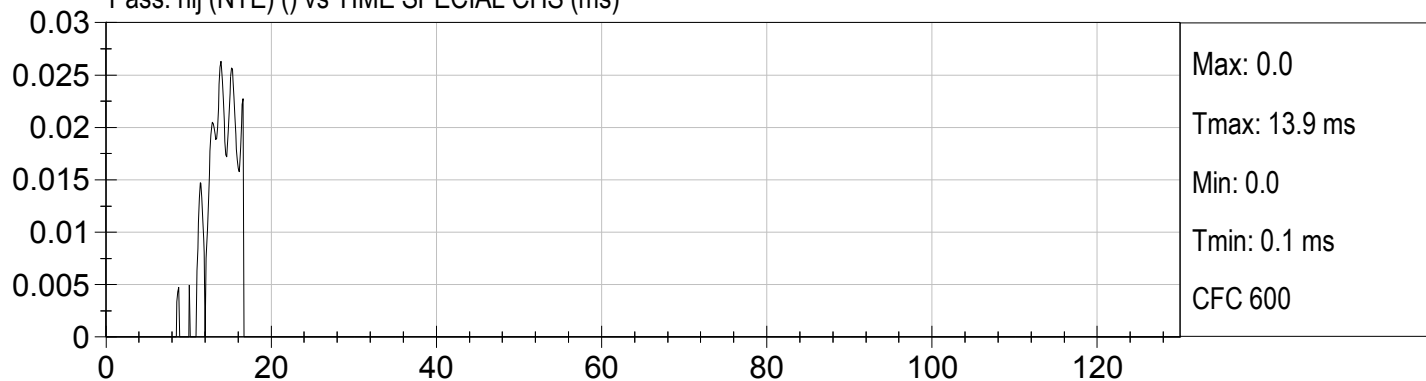




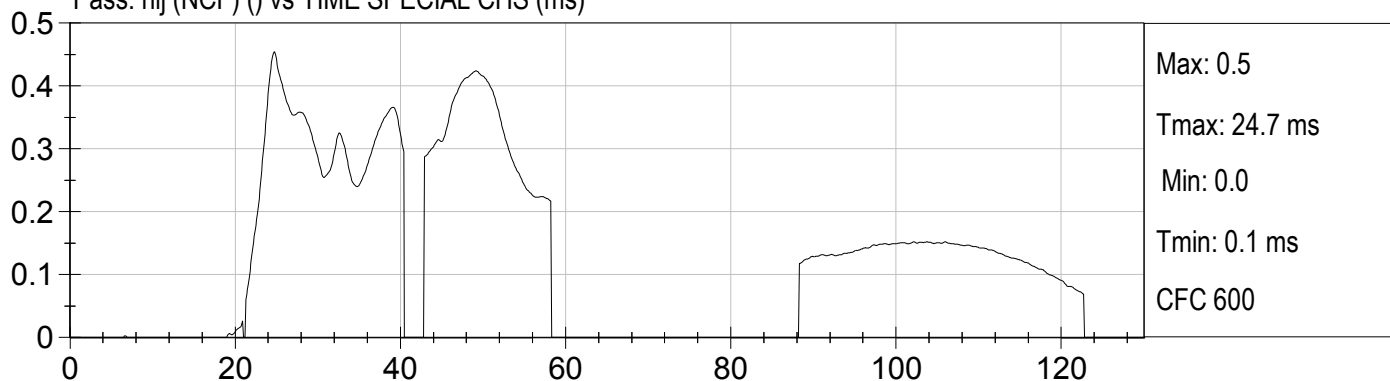
PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)



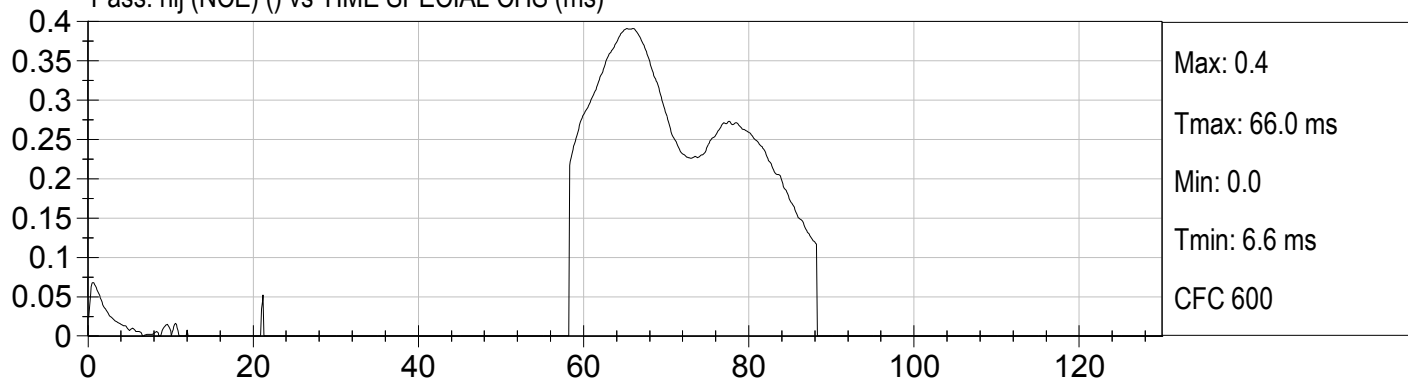
Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)



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



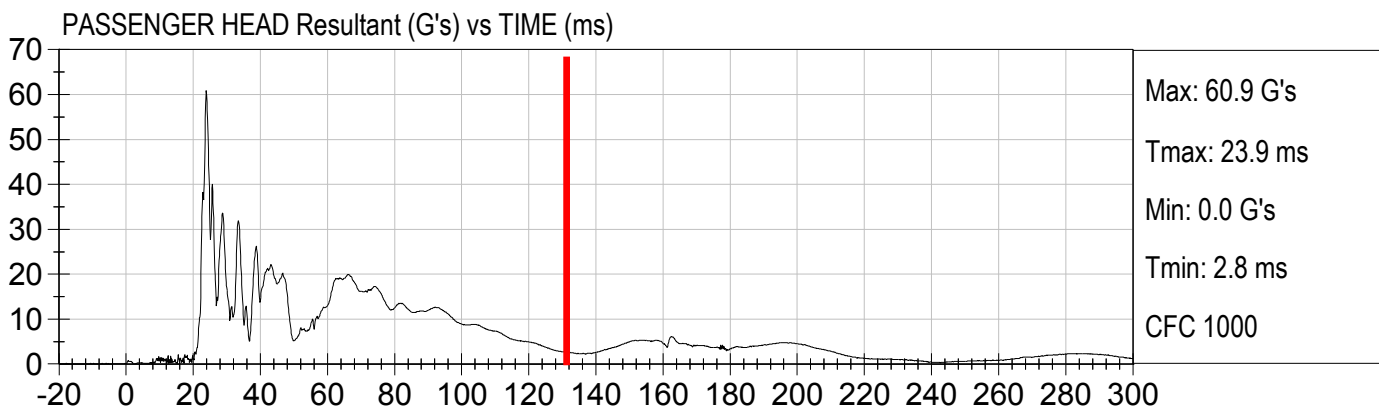
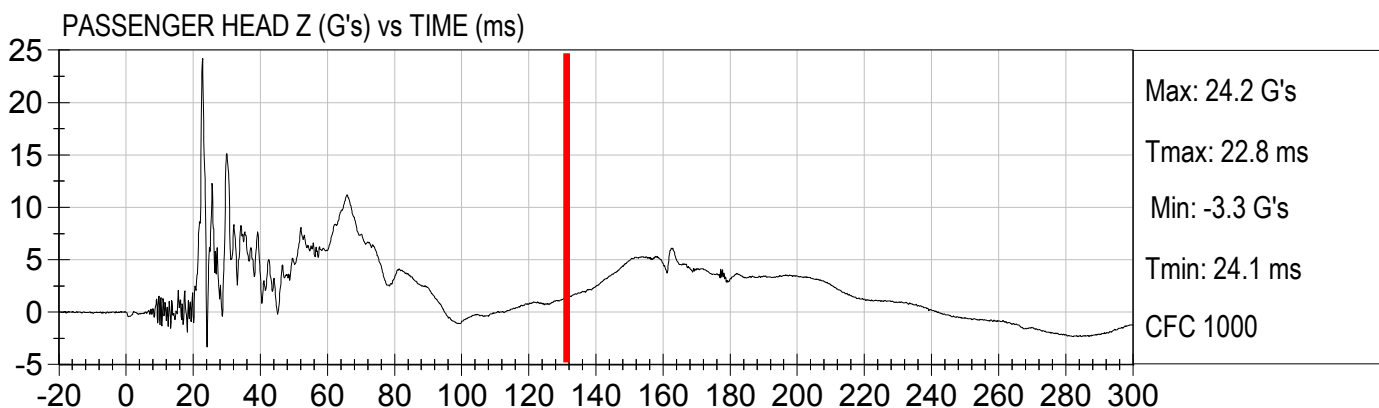
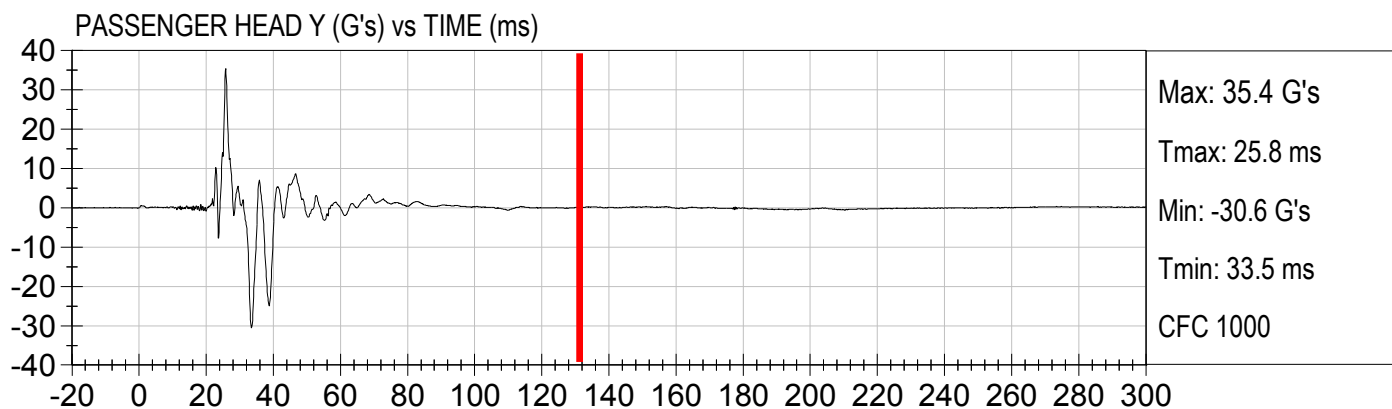
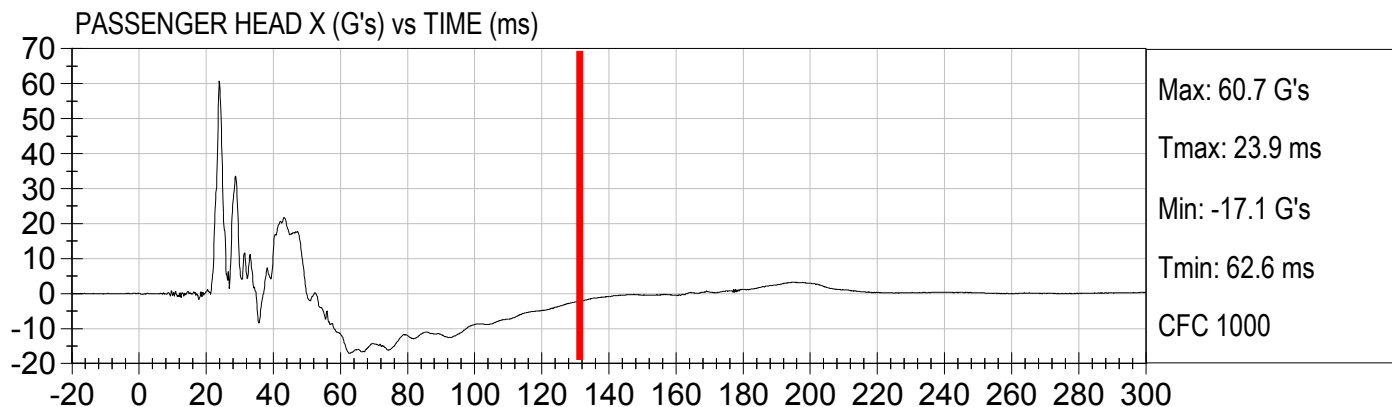
Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)





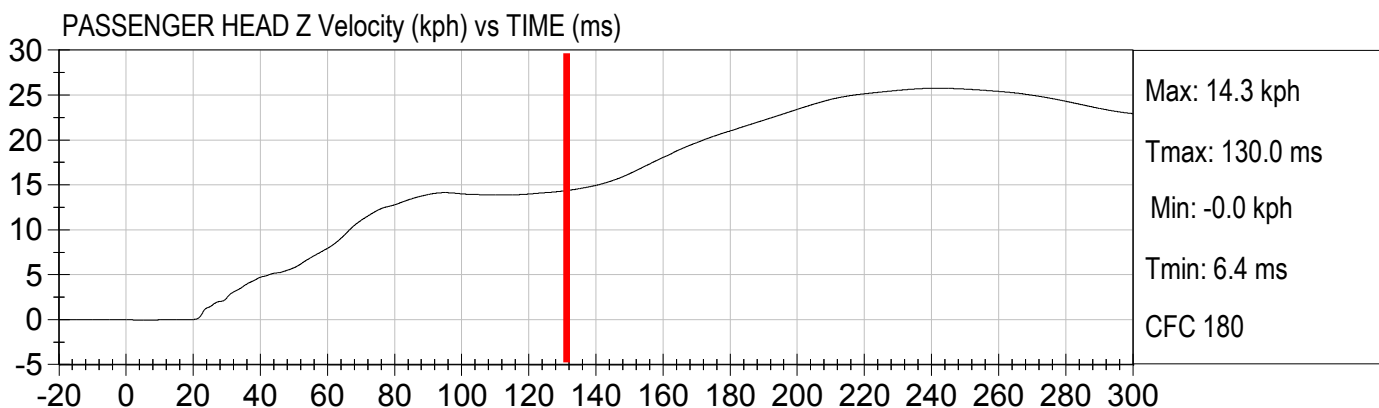
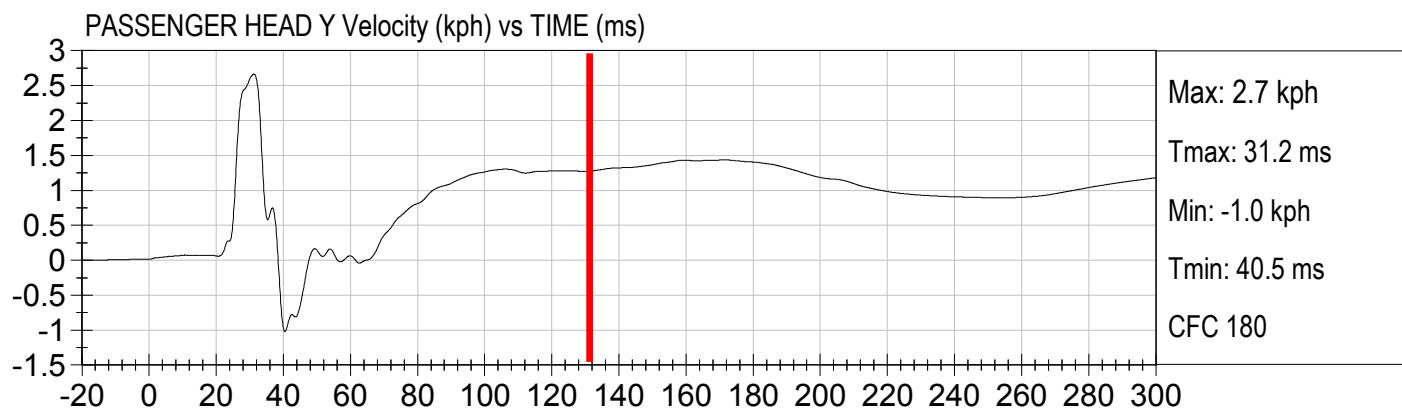
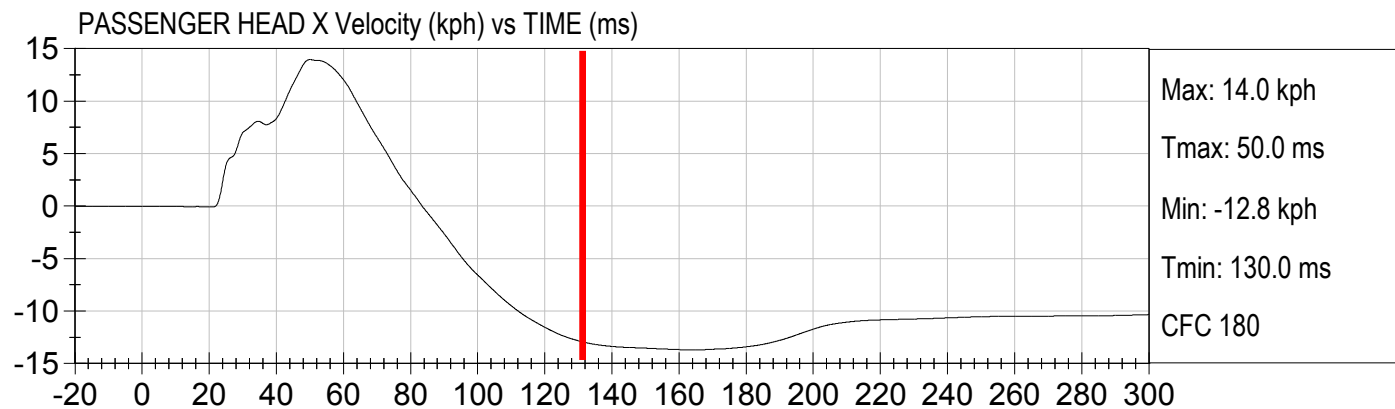
LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms





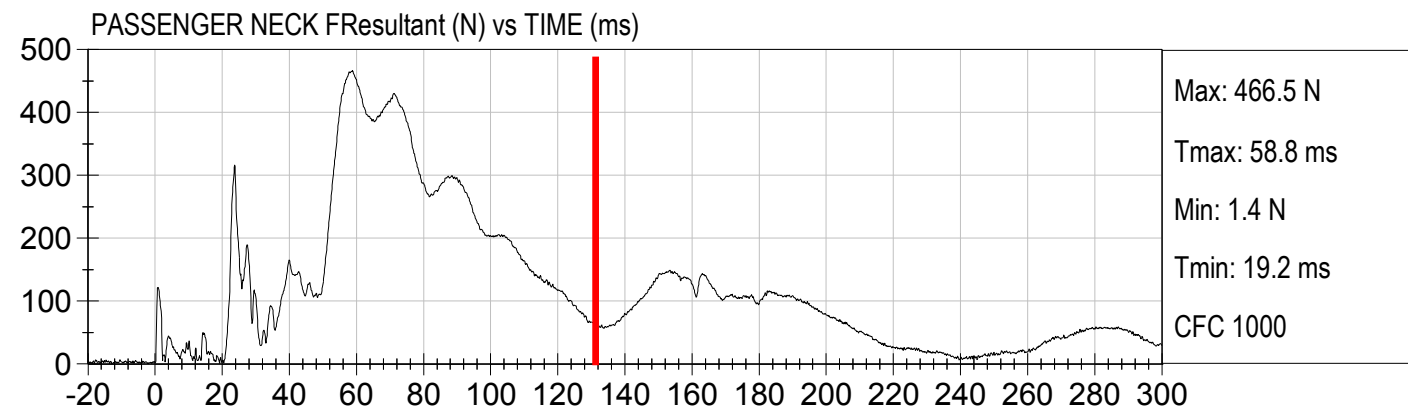
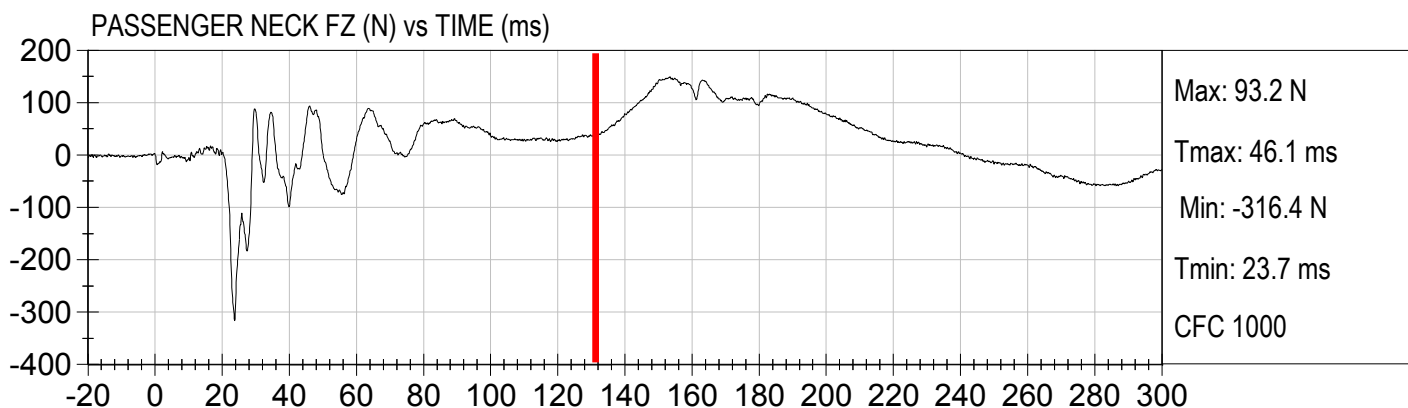
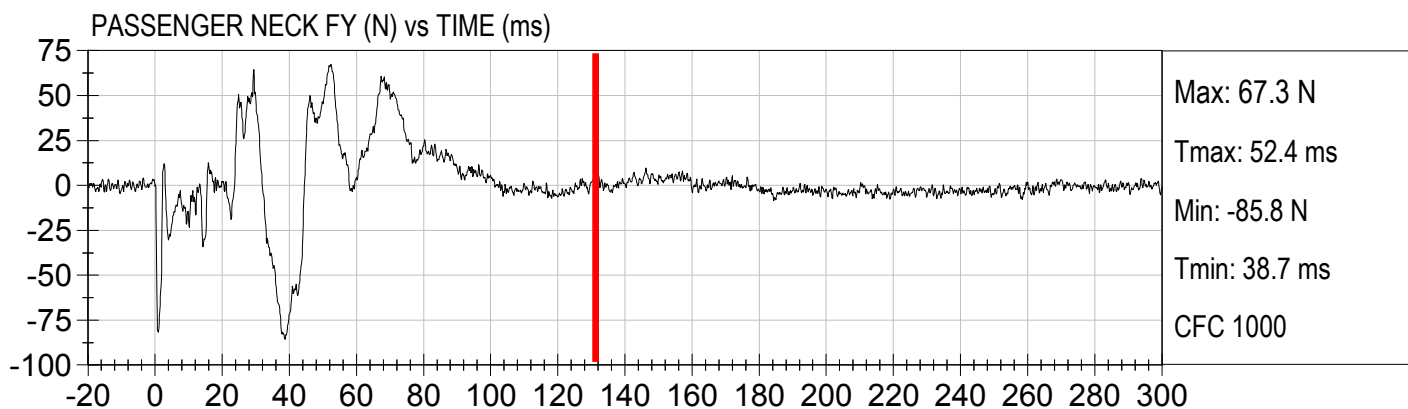
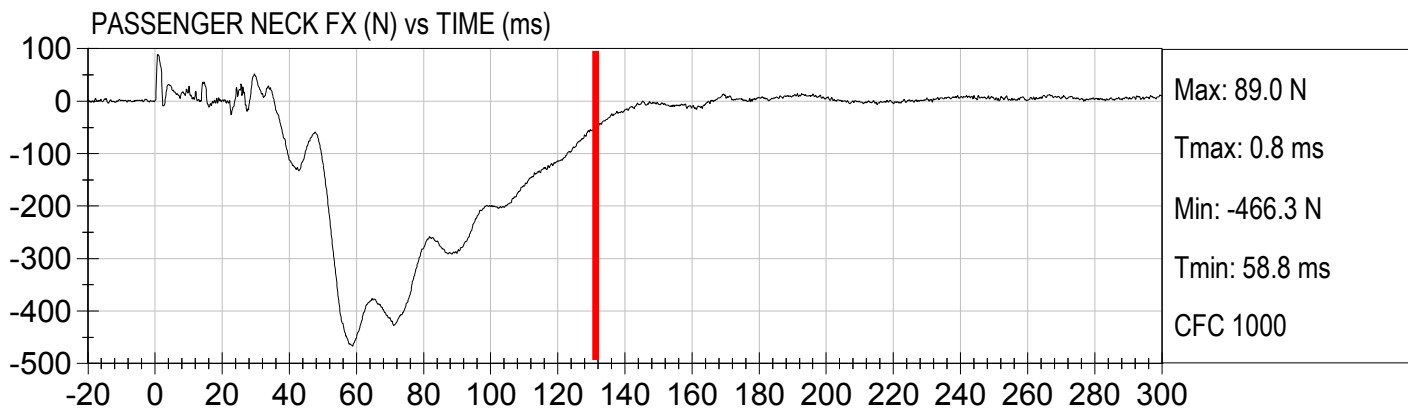
Injury Values Calculated between 0ms and 130ms





LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms

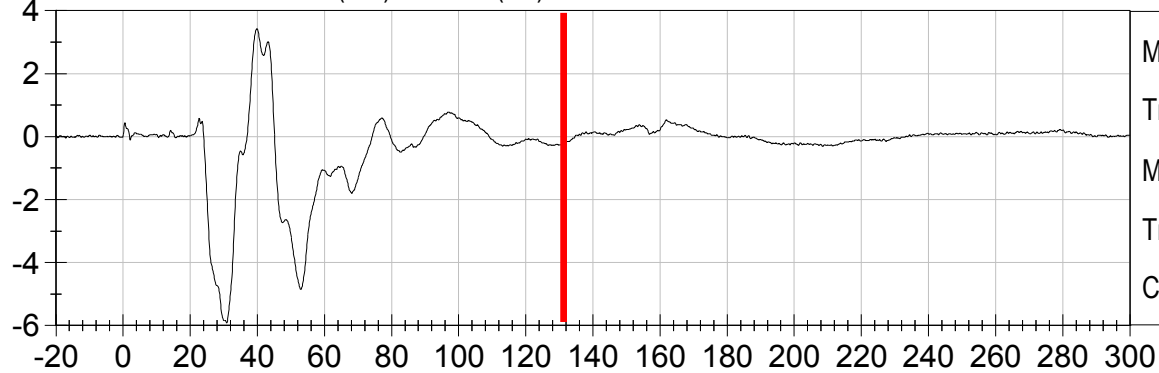




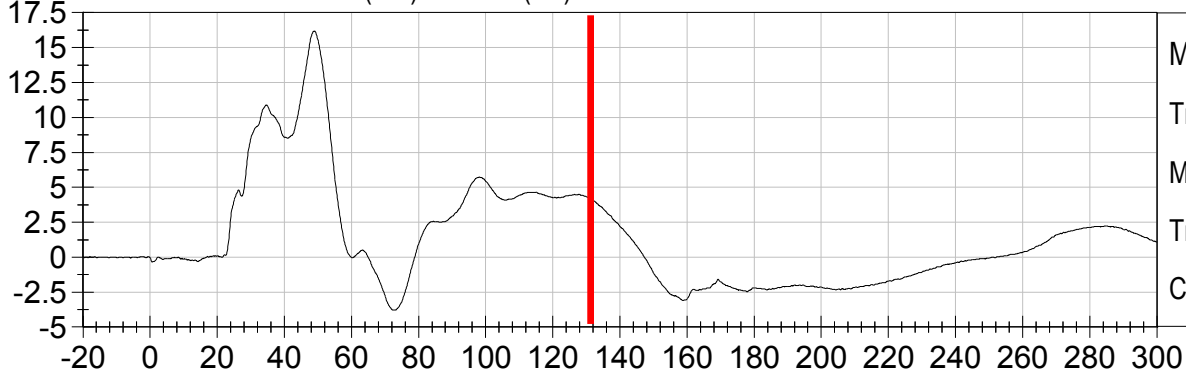
LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms

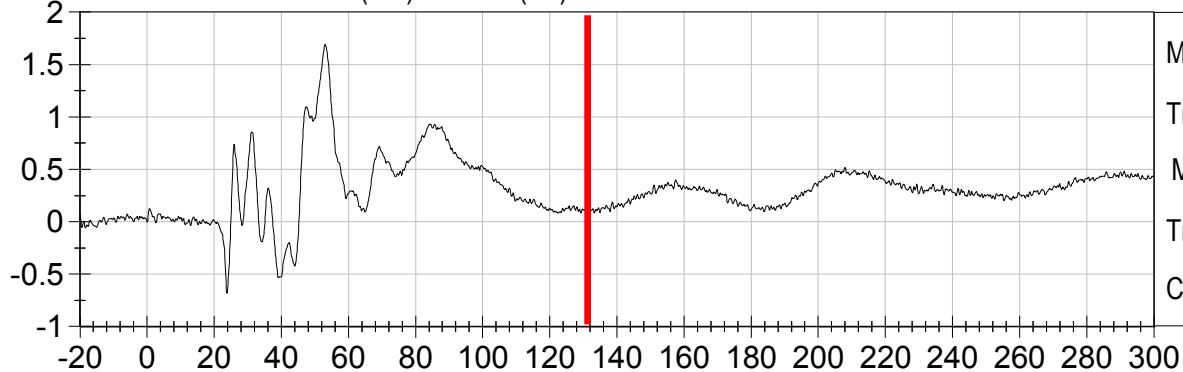
PASSENGER NECK MX (Nm) vs TIME (ms)



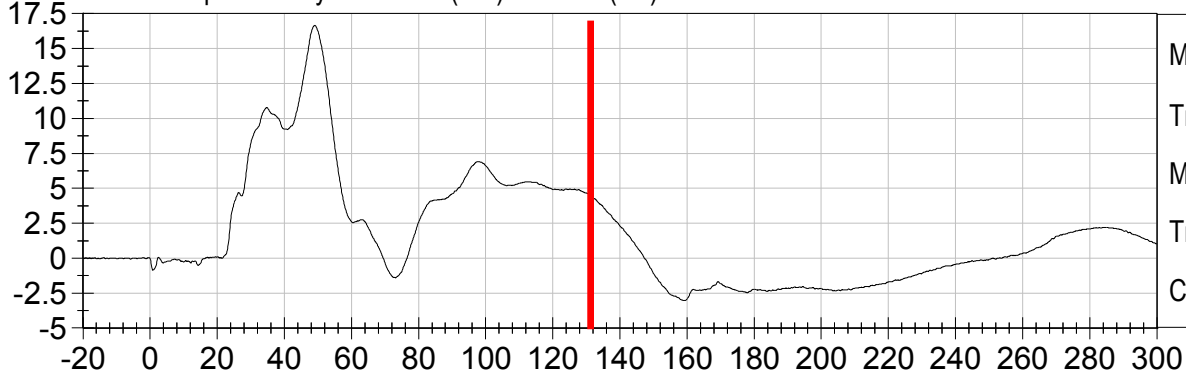
PASSENGER NECK MY (Nm) vs TIME (ms)



PASSENGER NECK MZ (Nm) vs TIME (ms)



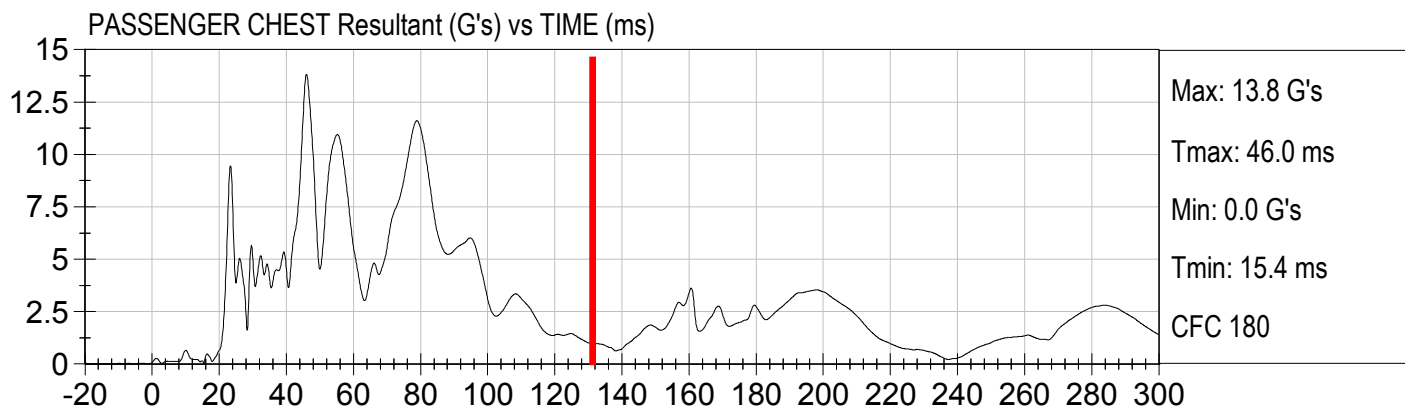
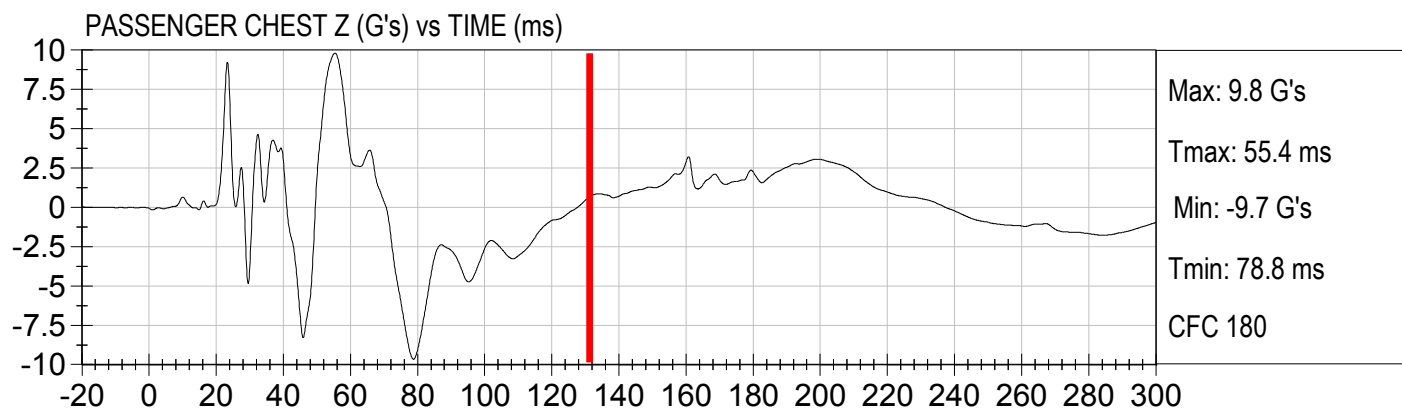
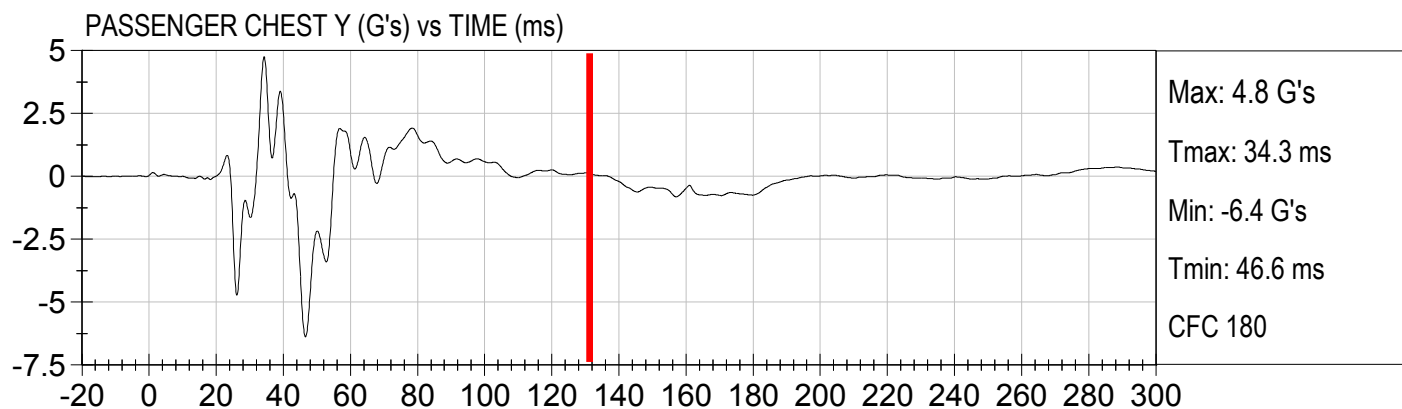
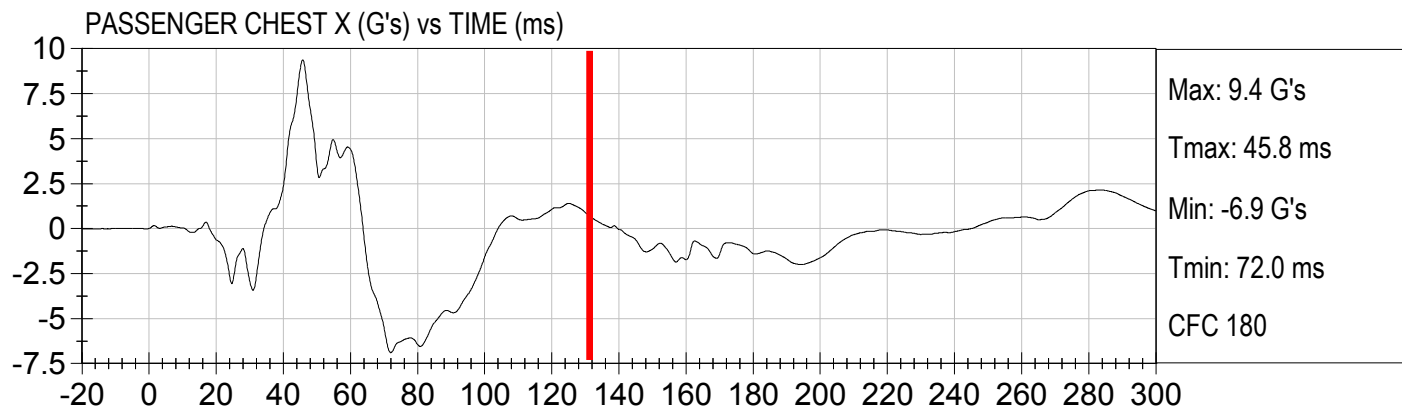
Pass. Occipital Condyle Moment (Nm) vs TIME (ms)





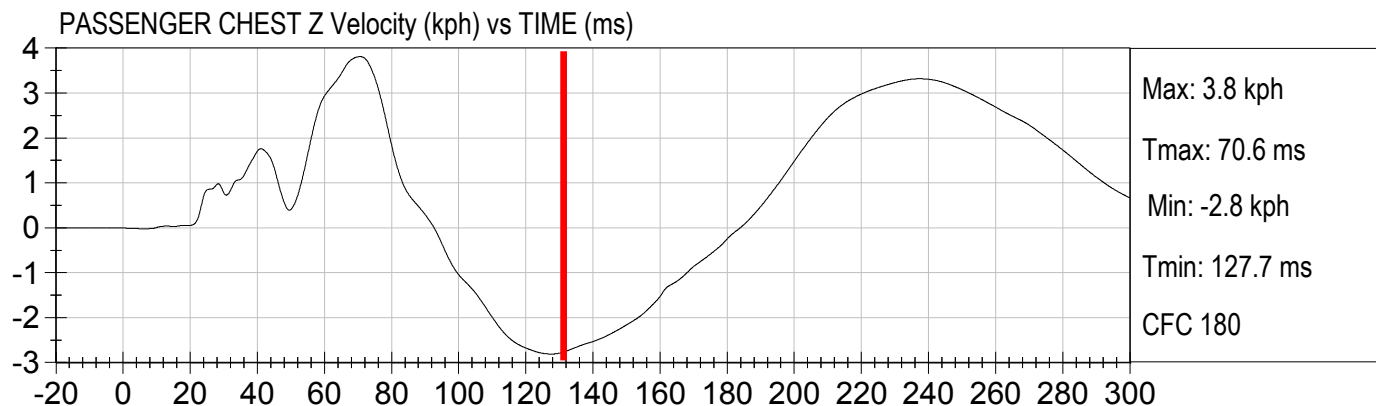
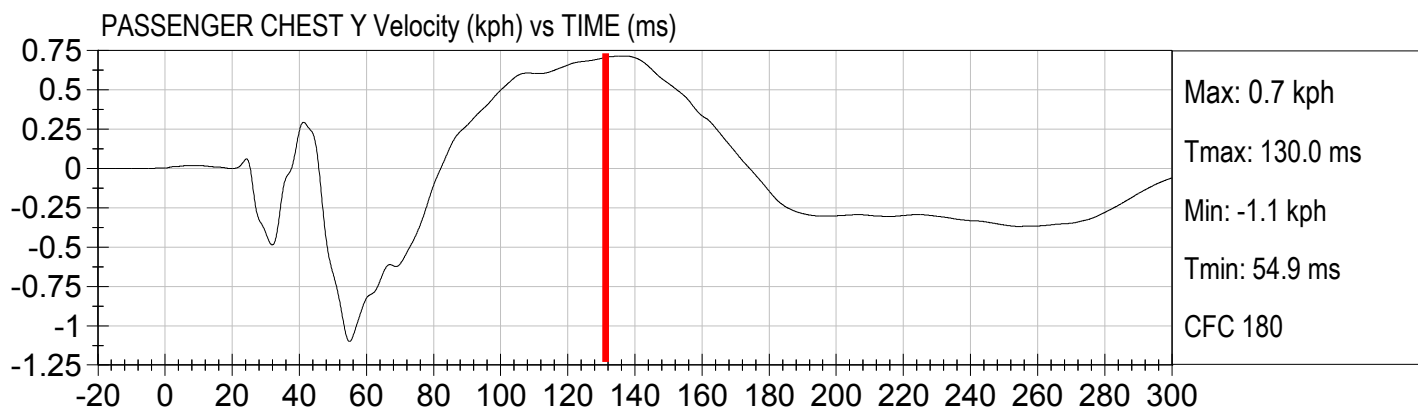
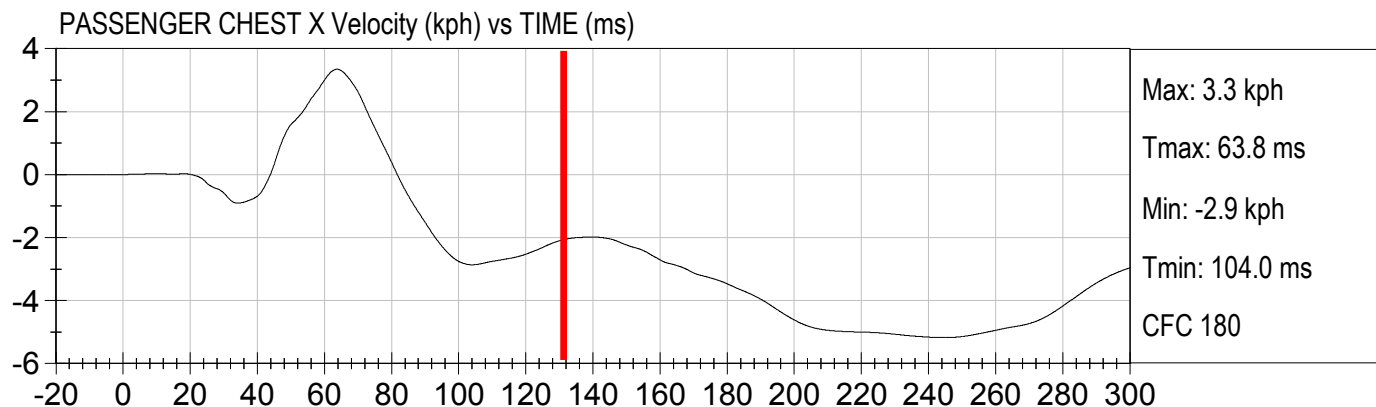
LOW RISK DEPLOYMENT GRACO SNUGRIDE W/O BASE Test Date: 4/30/14
2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms





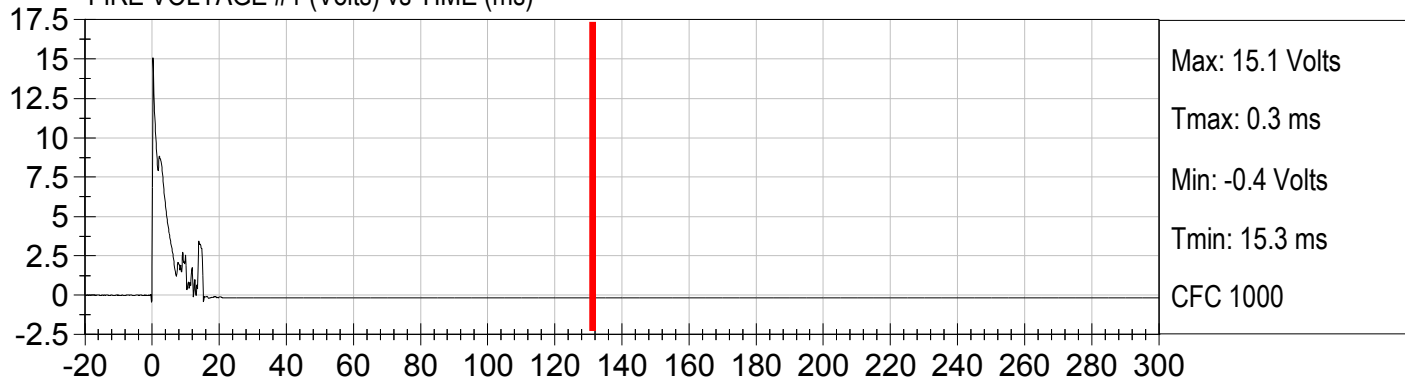
Injury Values Calculated between 0ms and 130ms



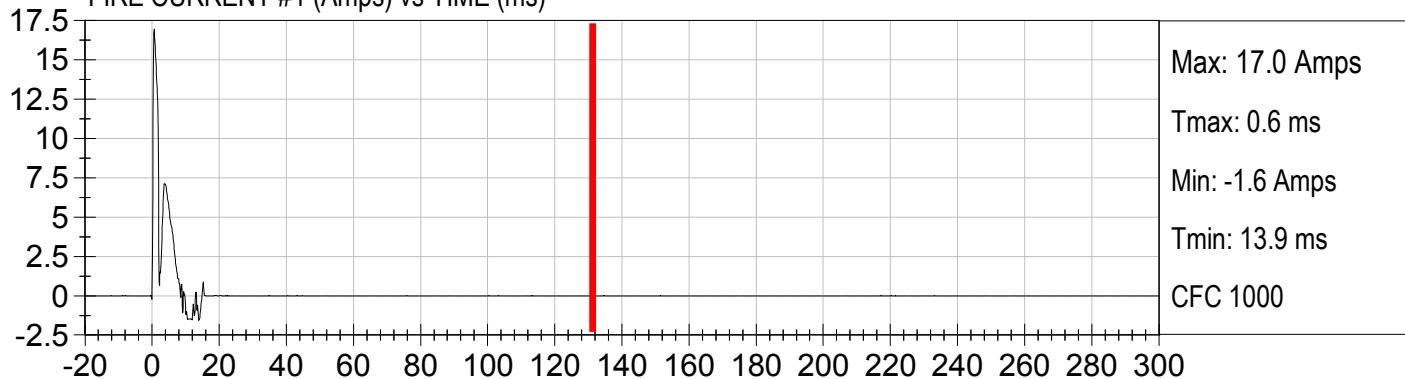


Injury Values Calculated between 0ms and 130ms

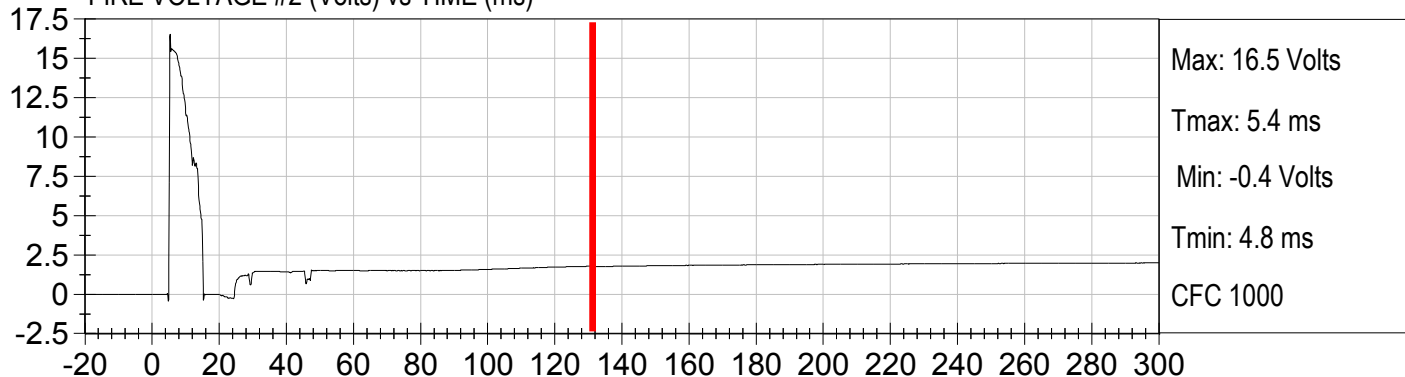
FIRE VOLTAGE #1 (Volts) vs TIME (ms)



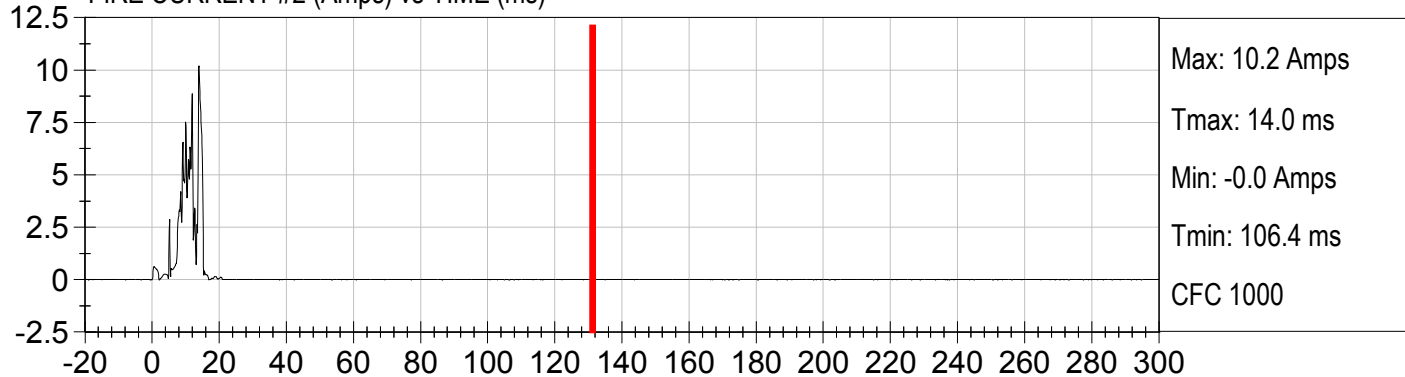
FIRE CURRENT #1 (Amps) vs TIME (ms)



FIRE VOLTAGE #2 (Volts) vs TIME (ms)

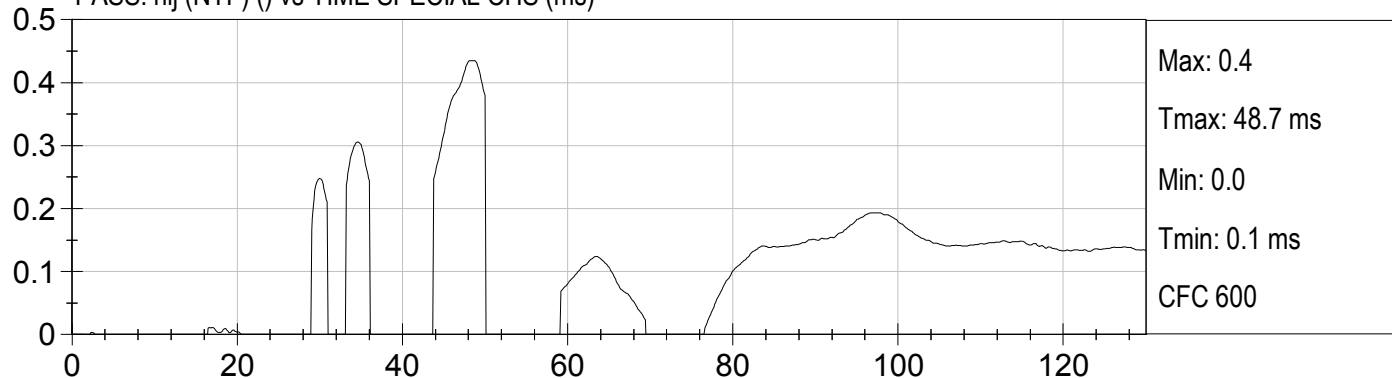


FIRE CURRENT #2 (Amps) vs TIME (ms)

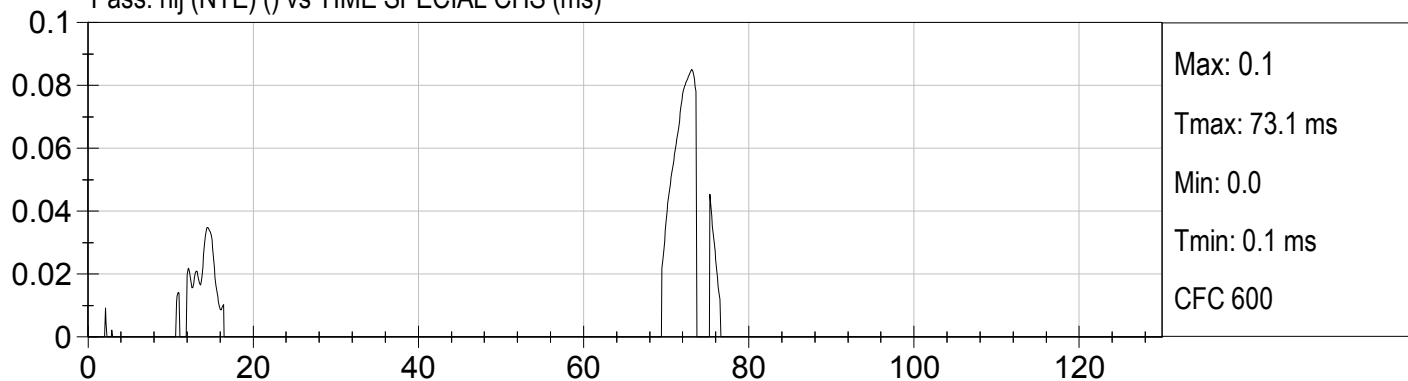




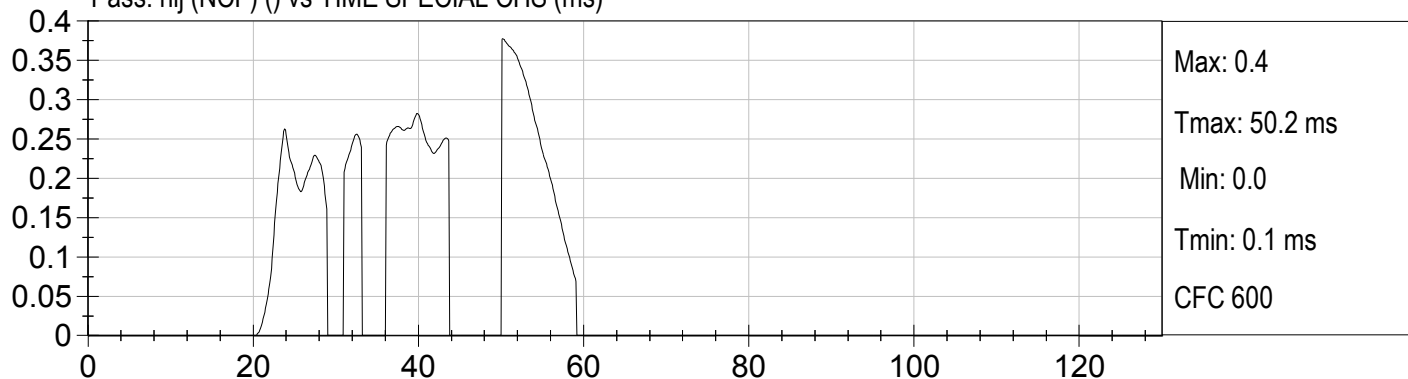
PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)



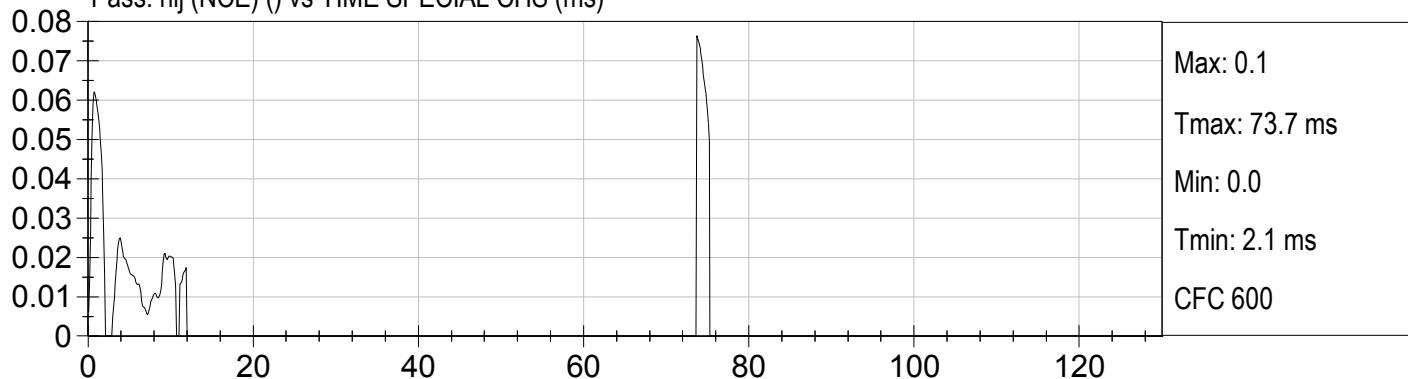
Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)



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



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





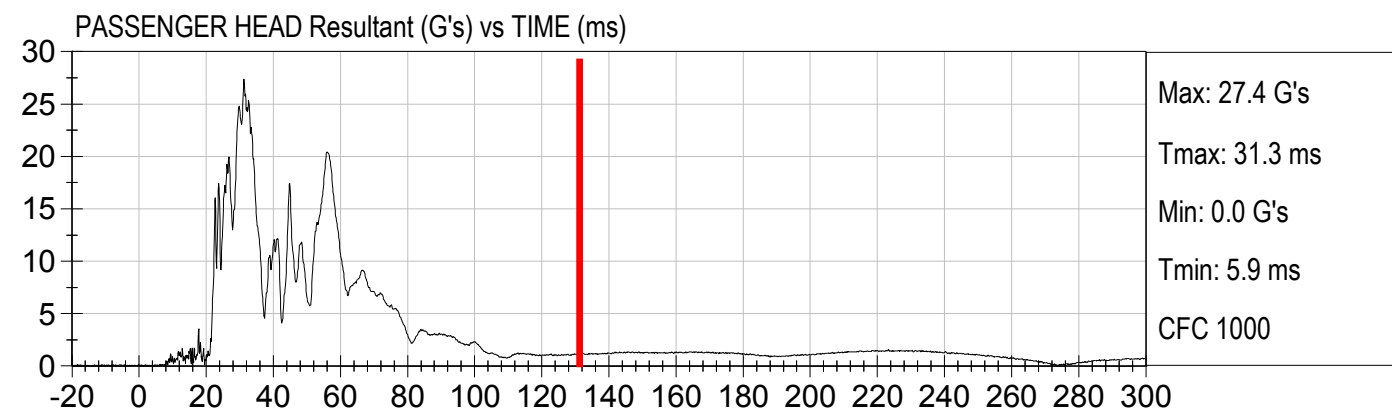
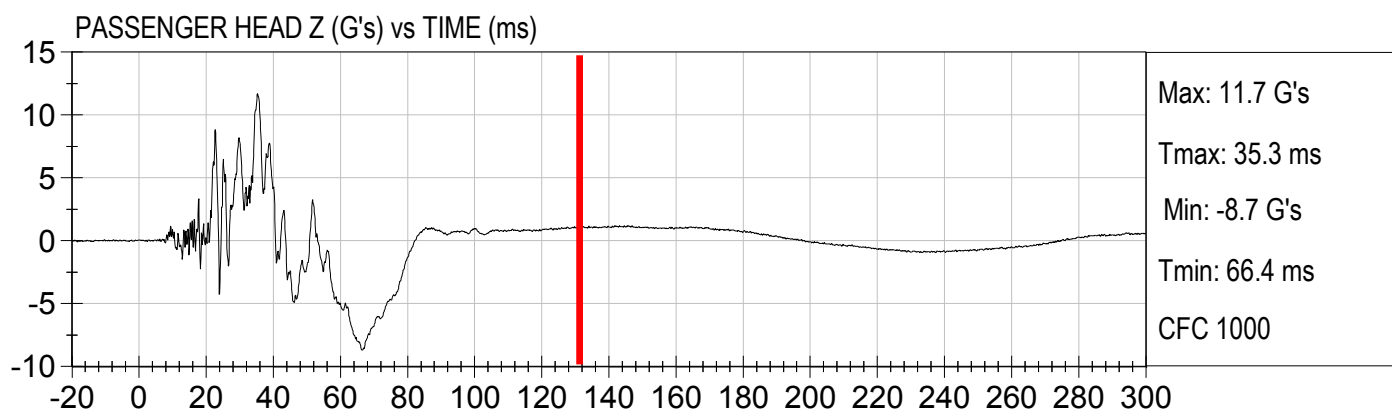
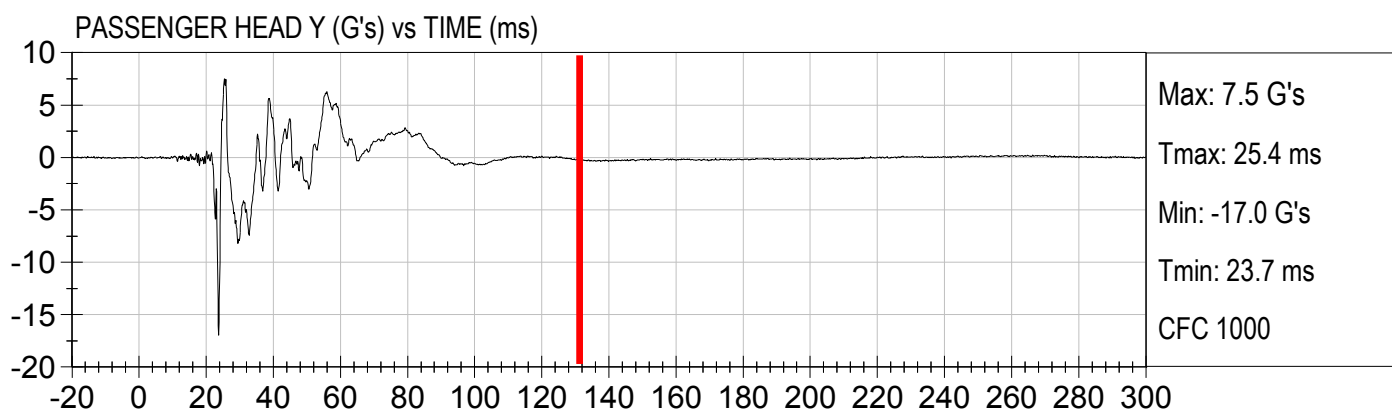
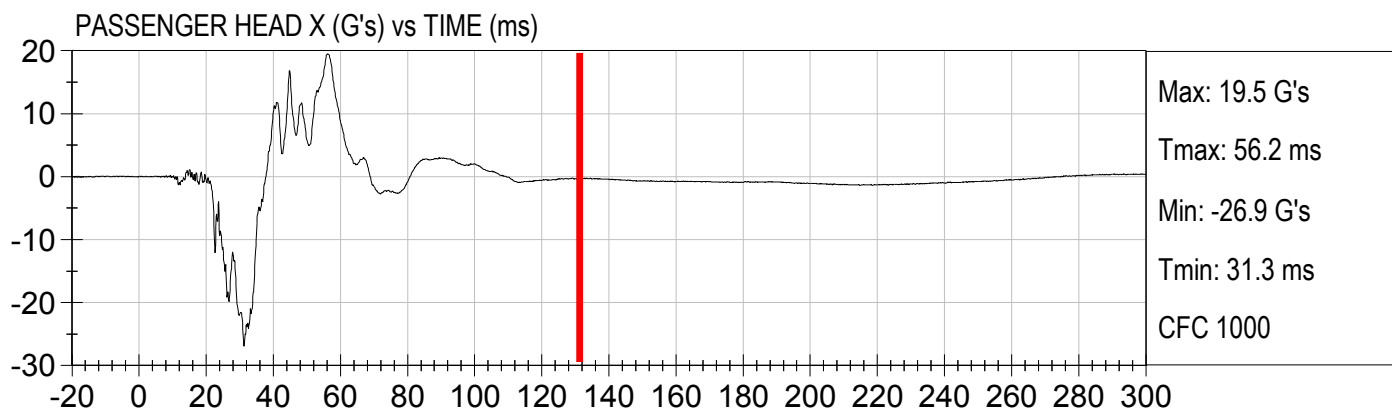
LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

Test Date: 5/08/14

2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH

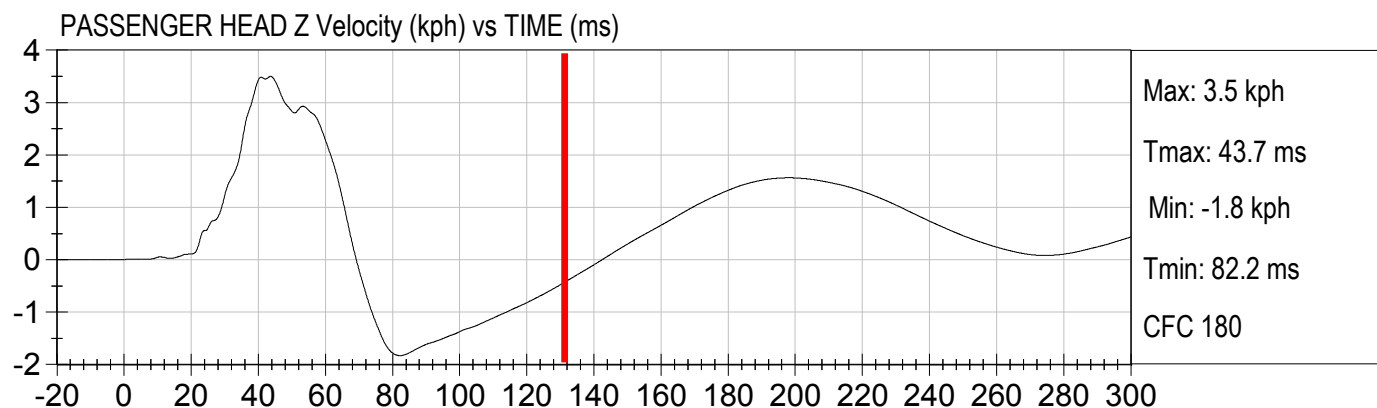
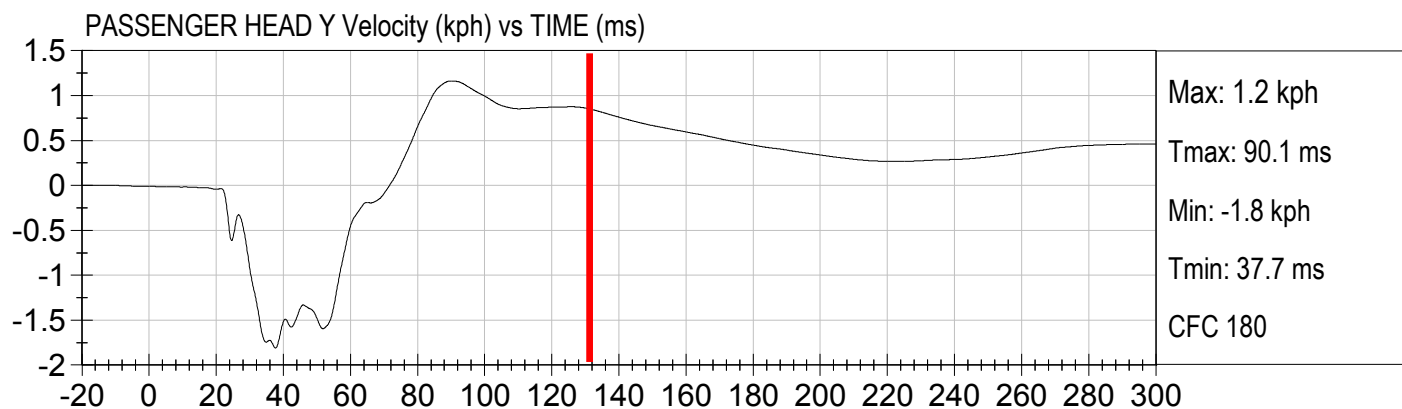
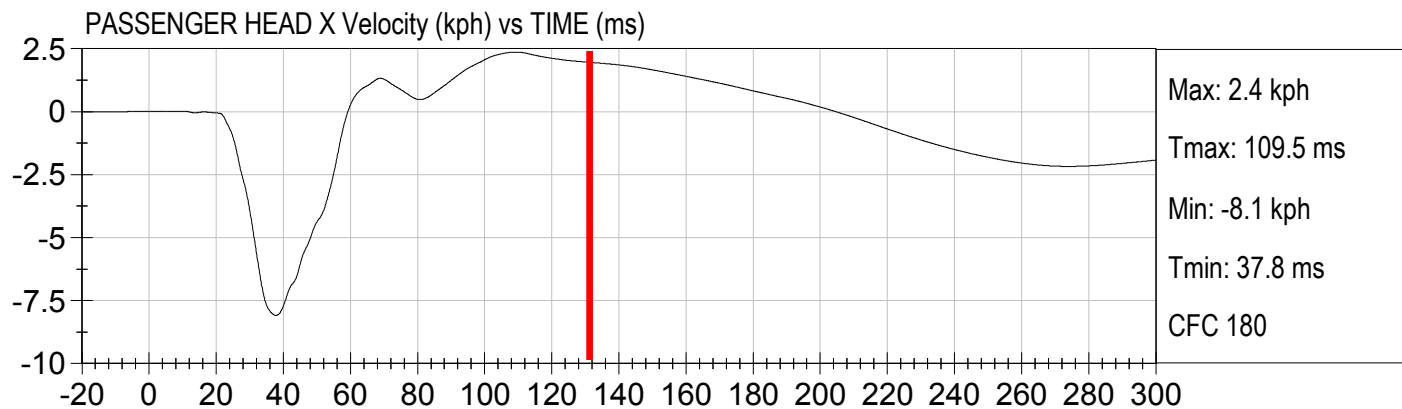
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms





Injury Values Calculated between 0ms and 130ms





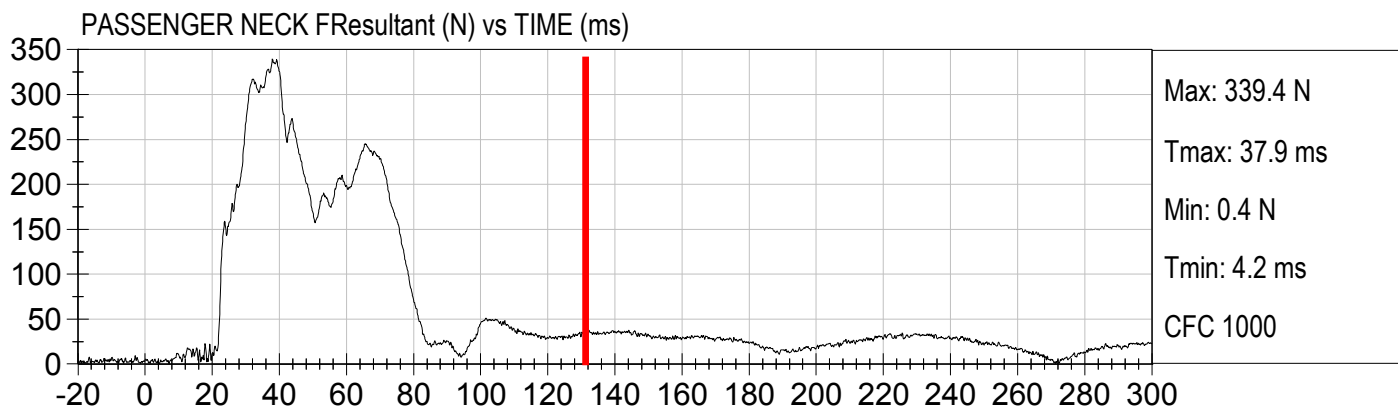
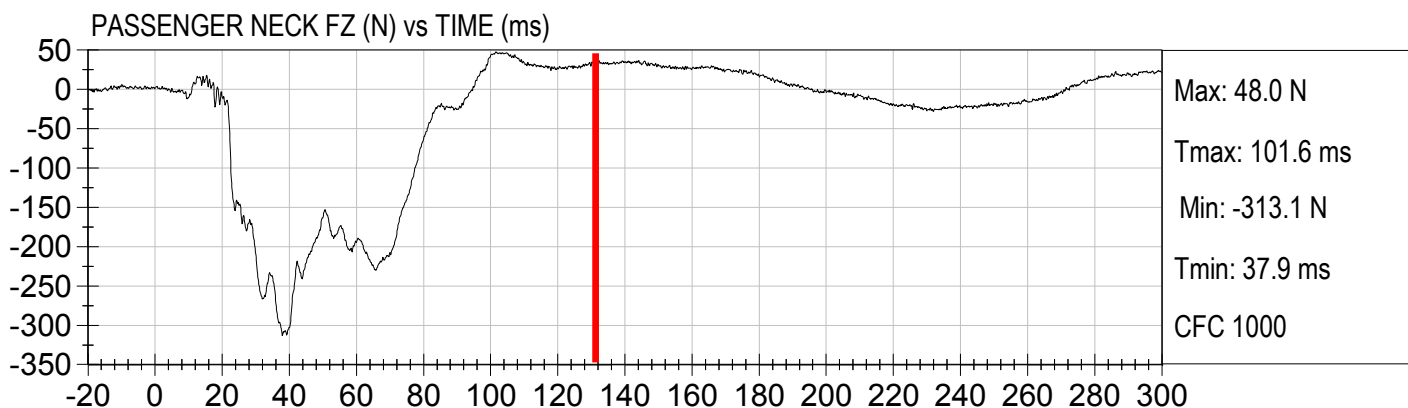
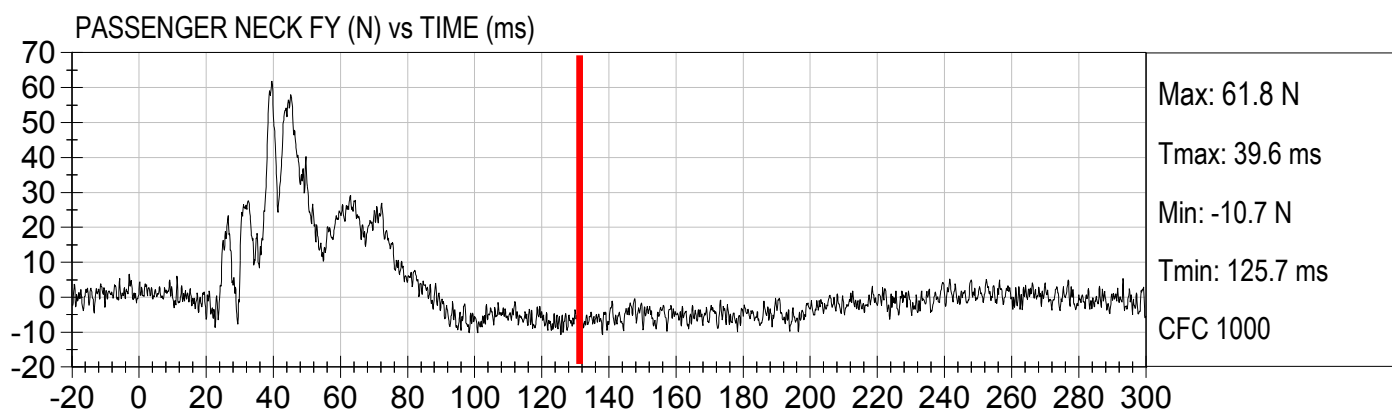
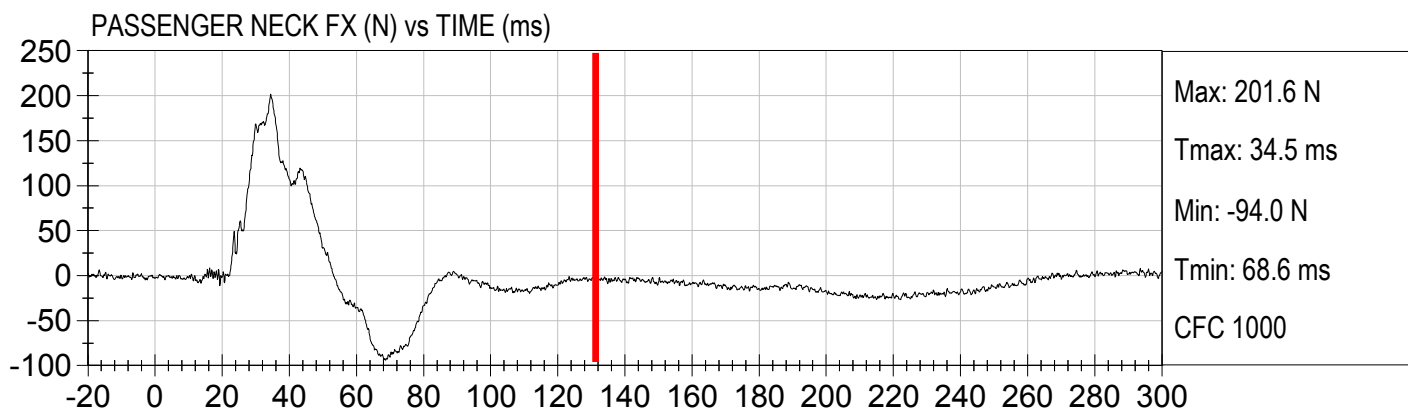
LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

Test Date: 5/08/14

2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH

Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms

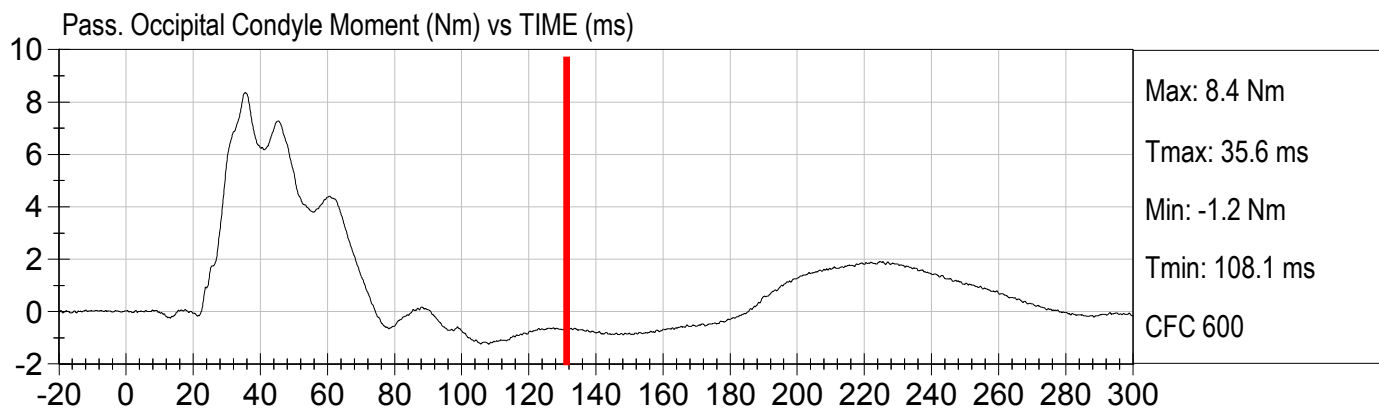
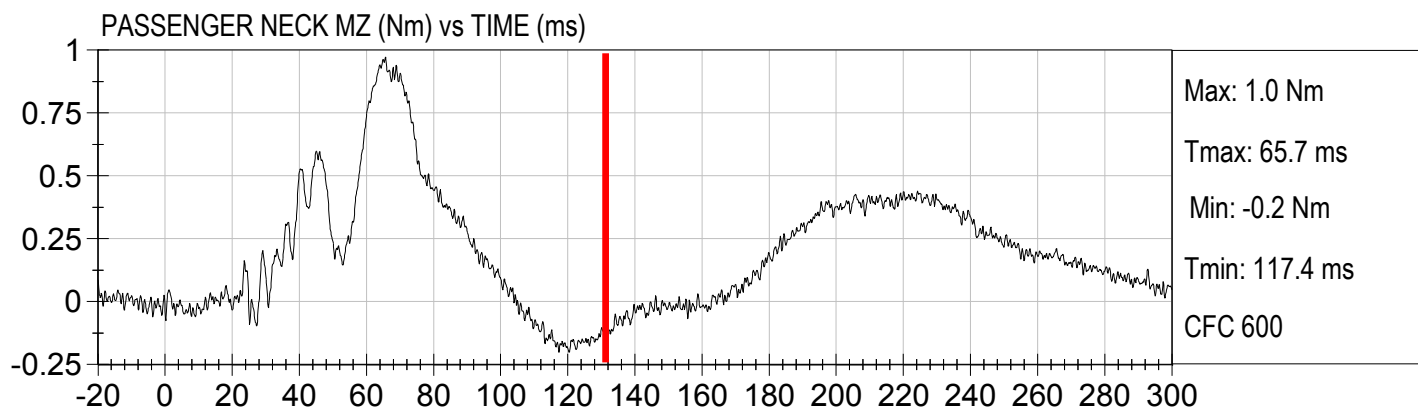
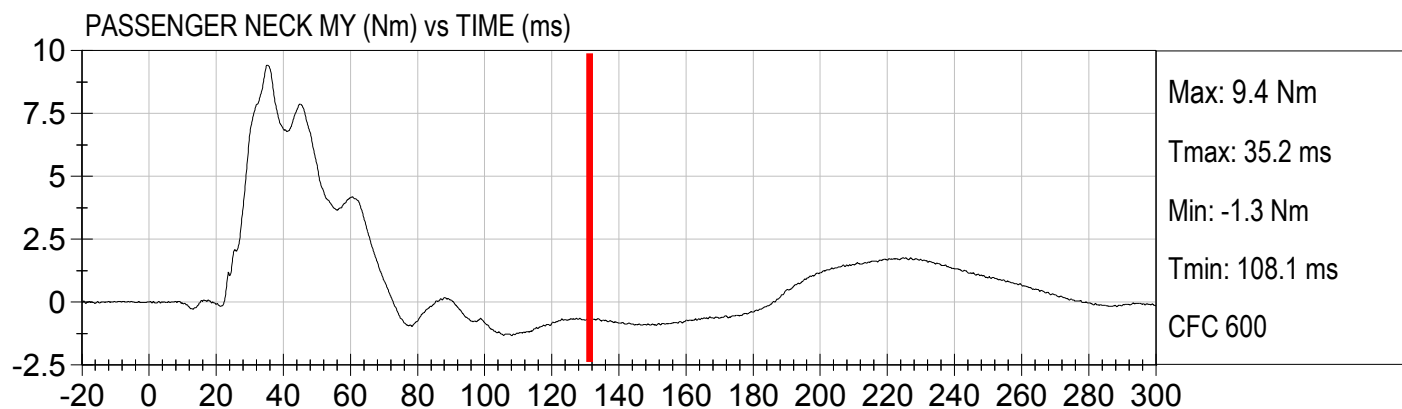
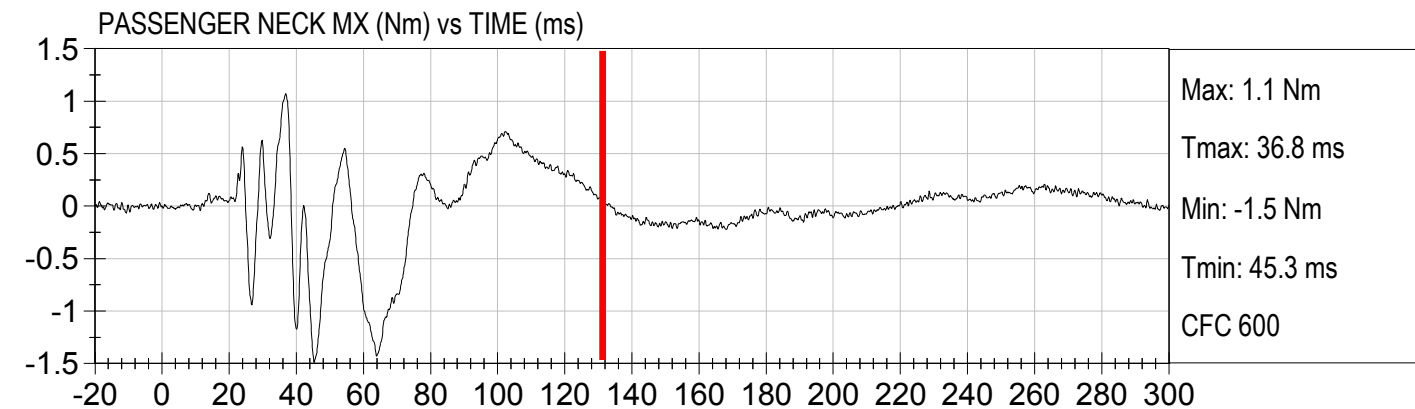




LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE
2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH

Test Date: 5/08/14
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms





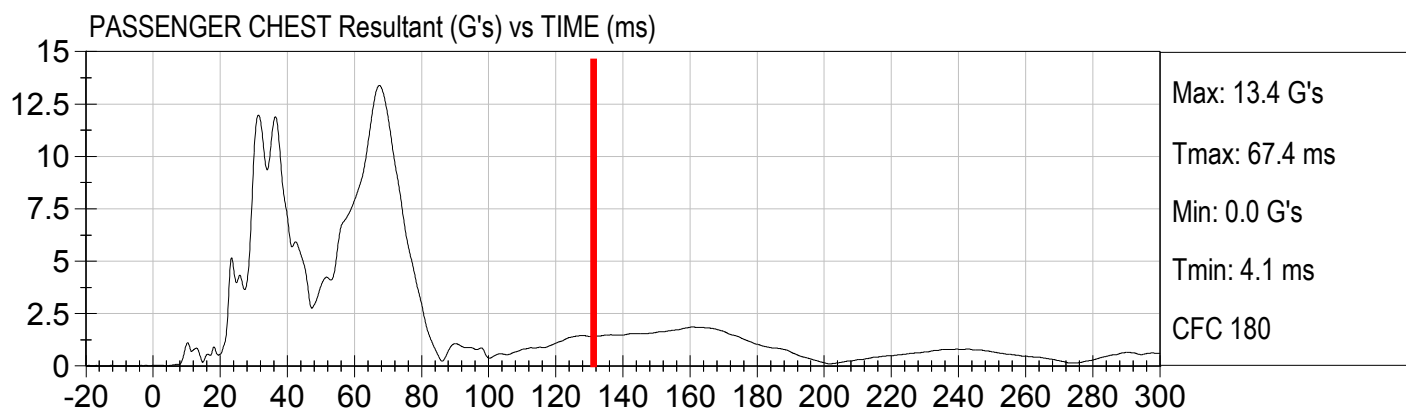
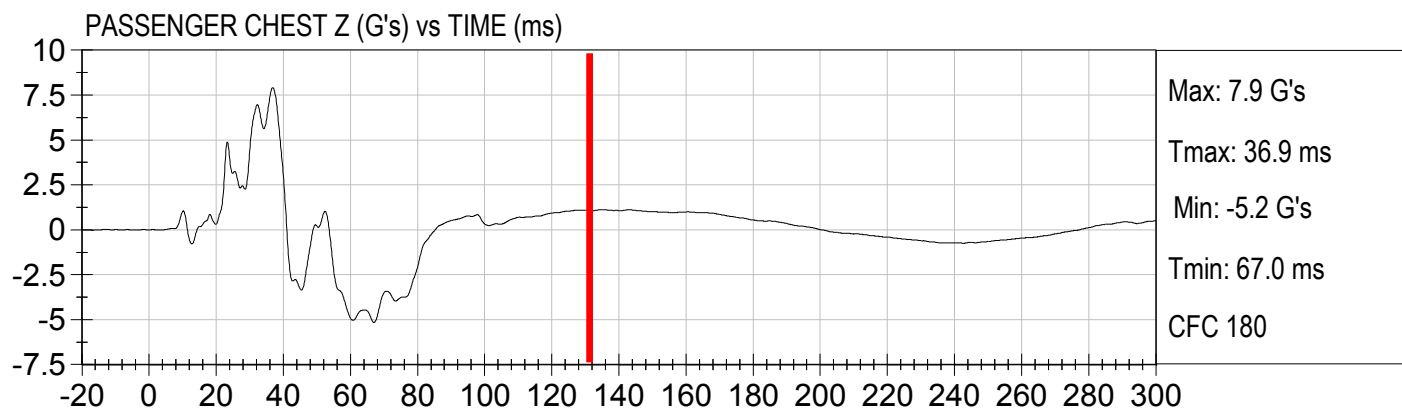
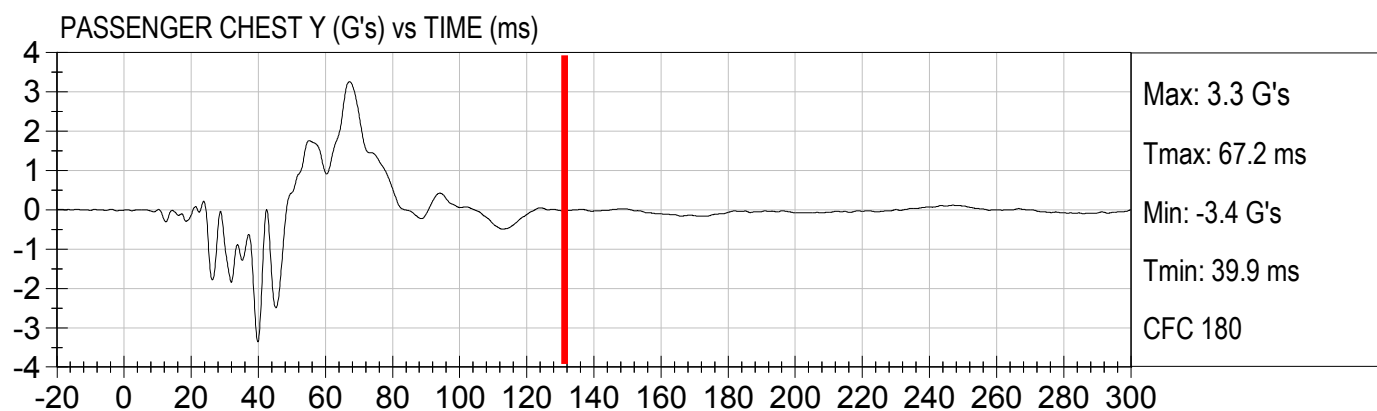
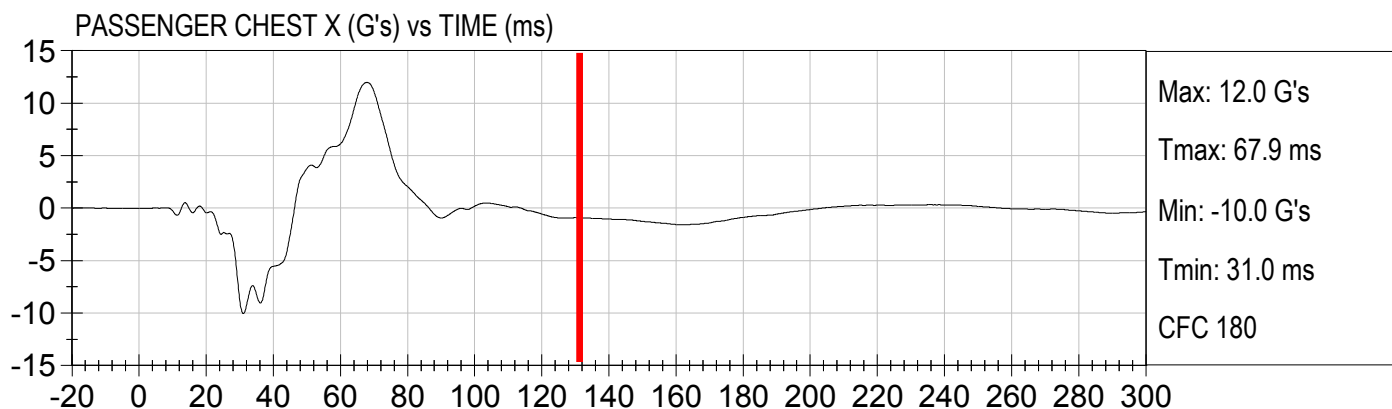
LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

Test Date: 5/08/14

2014 Fiat 500L (C20140301) (12 MONTH) LOW CINCH

Speed: 0.0 mph (0.0 km/h)

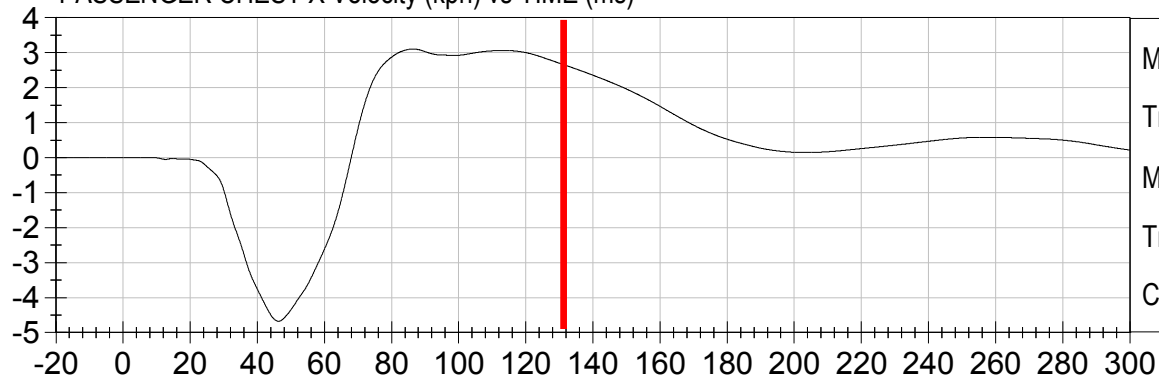
Injury Values Calculated between 0ms and 130ms





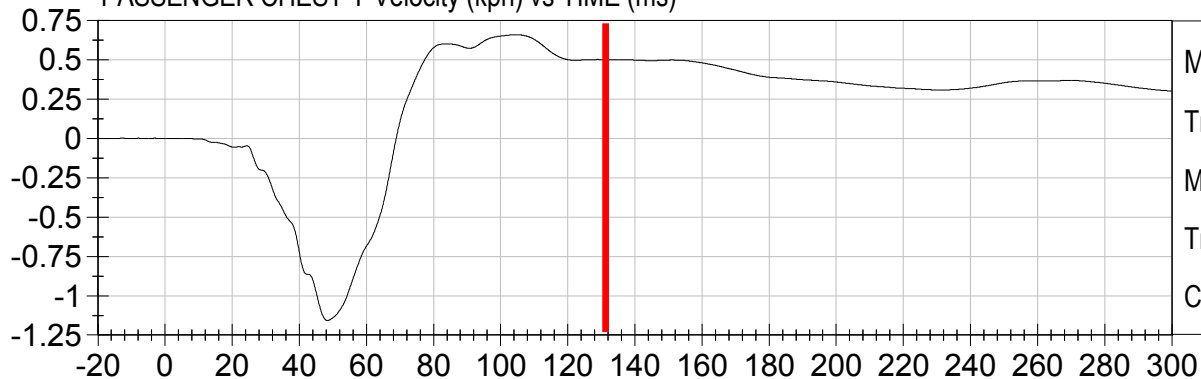
Injury Values Calculated between 0ms and 130ms

PASSENGER CHEST X Velocity (kph) vs TIME (ms)



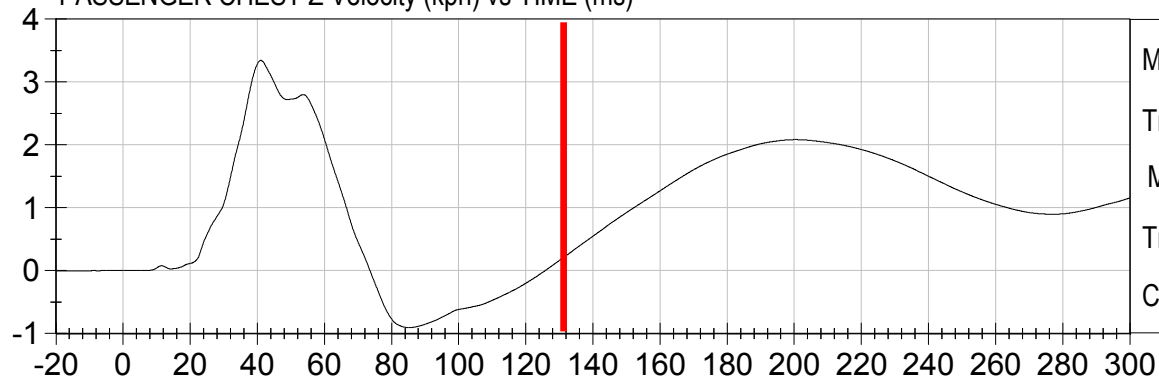
Max: 3.1 kph
Tmax: 86.4 ms
Min: -4.7 kph
Tmin: 46.3 ms
CFC 180

PASSENGER CHEST Y Velocity (kph) vs TIME (ms)



Max: 0.7 kph
Tmax: 104.4 ms
Min: -1.2 kph
Tmin: 48.4 ms
CFC 180

PASSENGER CHEST Z Velocity (kph) vs TIME (ms)

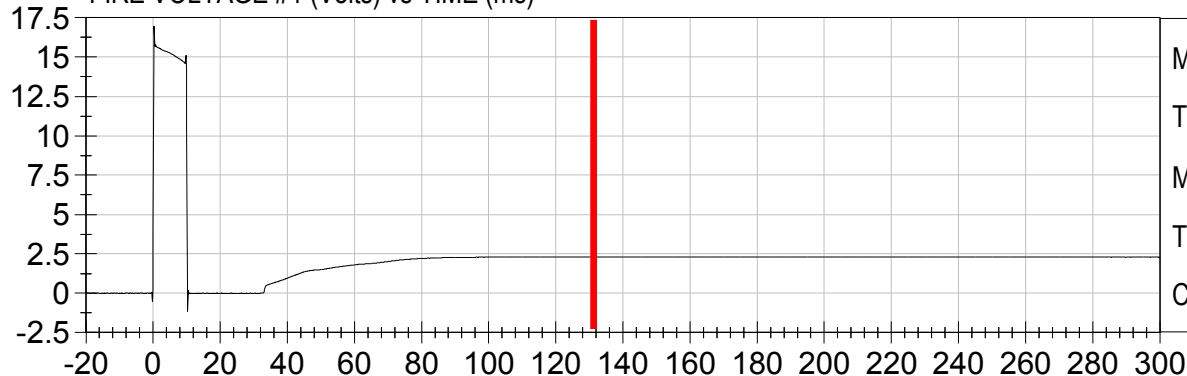


Max: 3.3 kph
Tmax: 41.0 ms
Min: -0.9 kph
Tmin: 85.2 ms
CFC 180



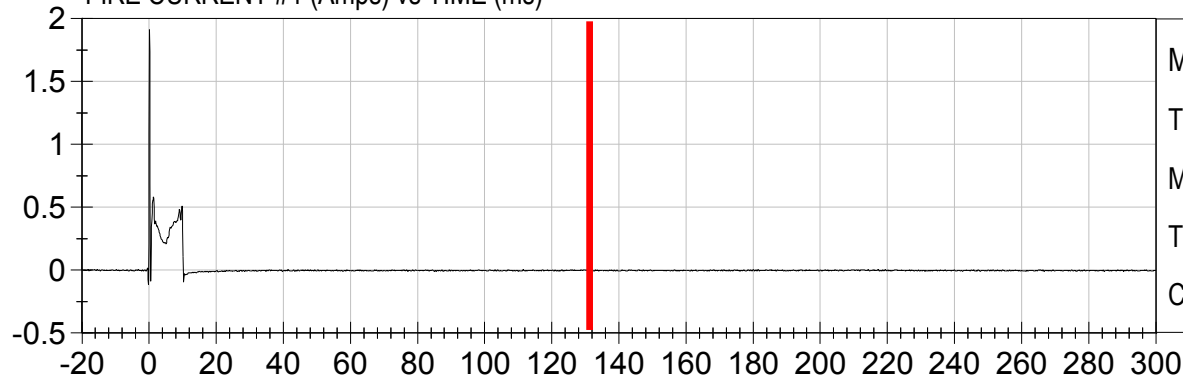
Injury Values Calculated between 0ms and 130ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)



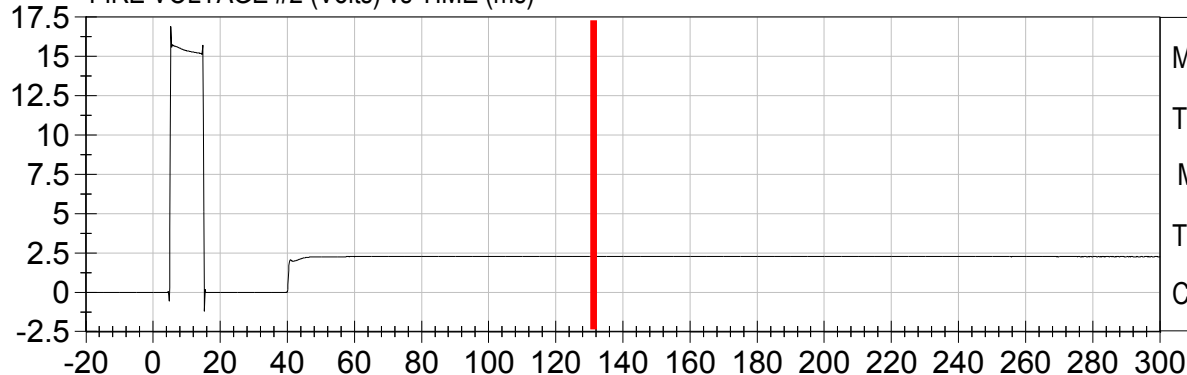
Max: 17.0 Volts
Tmax: 0.3 ms
Min: -1.1 Volts
Tmin: 10.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)



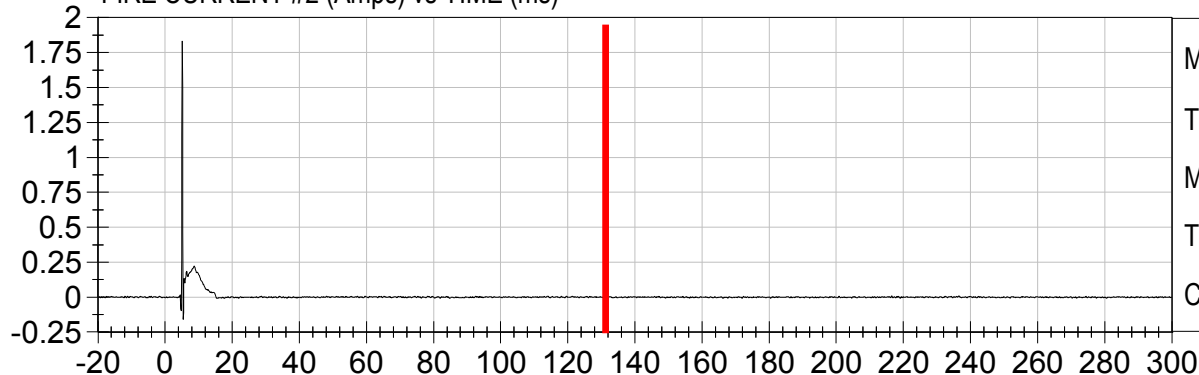
Max: 1.9 Amps
Tmax: 0.1 ms
Min: -0.1 Amps
Tmin: 10.3 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)



Max: 16.9 Volts
Tmax: 5.3 ms
Min: -1.2 Volts
Tmin: 15.3 ms
CFC 1000

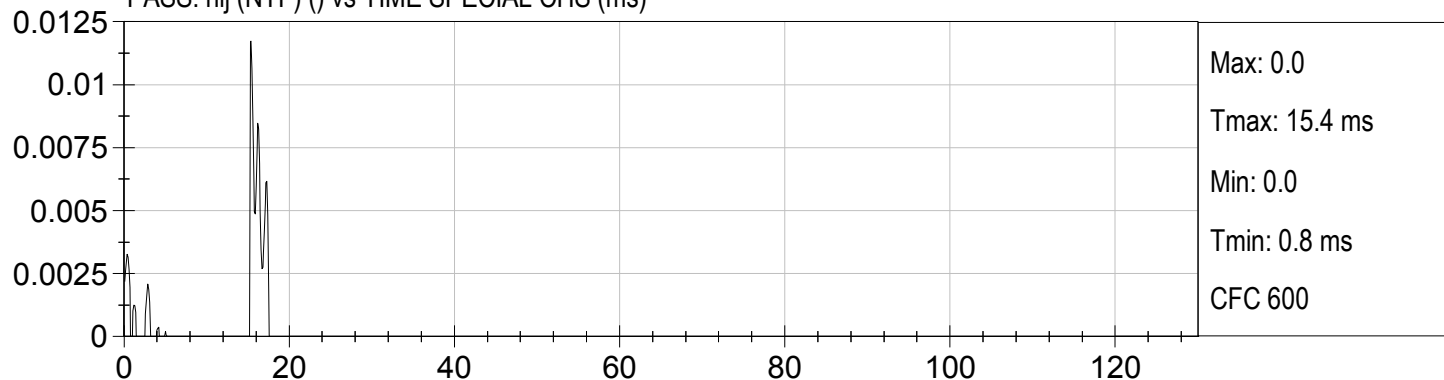
FIRE CURRENT #2 (Amps) vs TIME (ms)



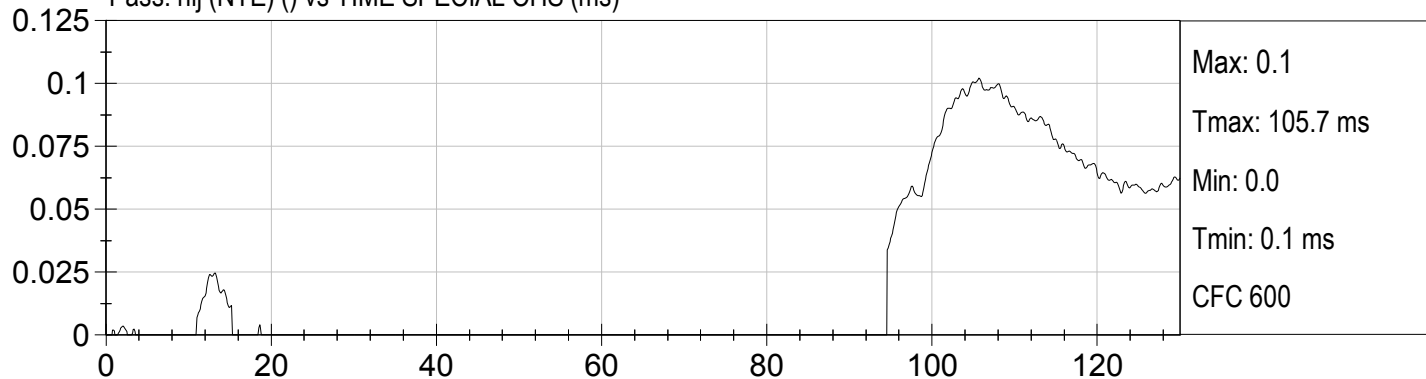
Max: 1.8 Amps
Tmax: 5.1 ms
Min: -0.2 Amps
Tmin: 5.4 ms
CFC 1000



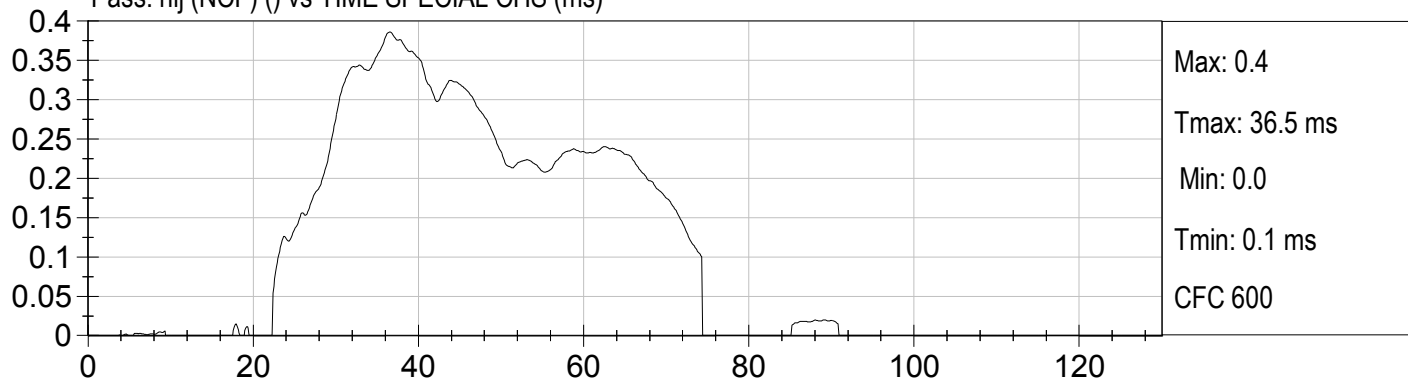
PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)



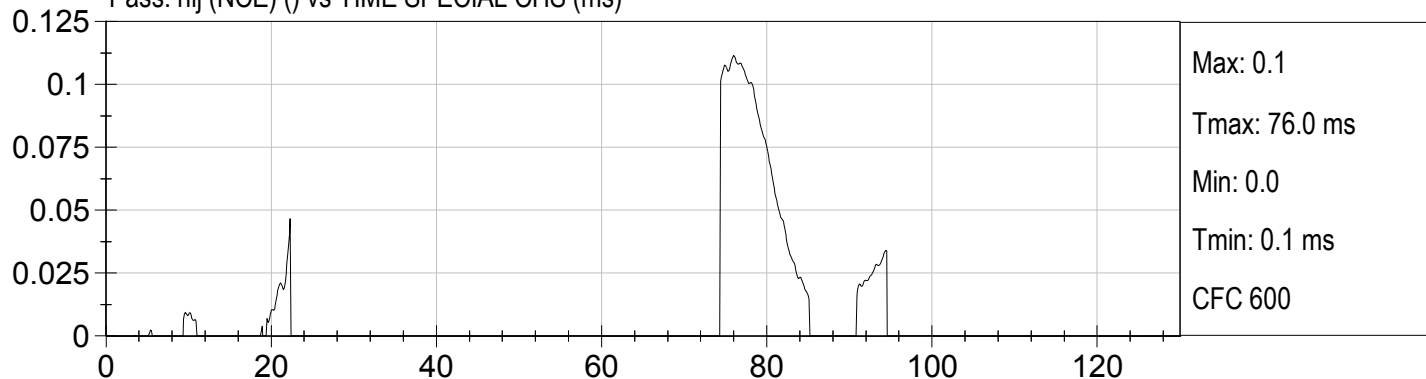
Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)



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



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



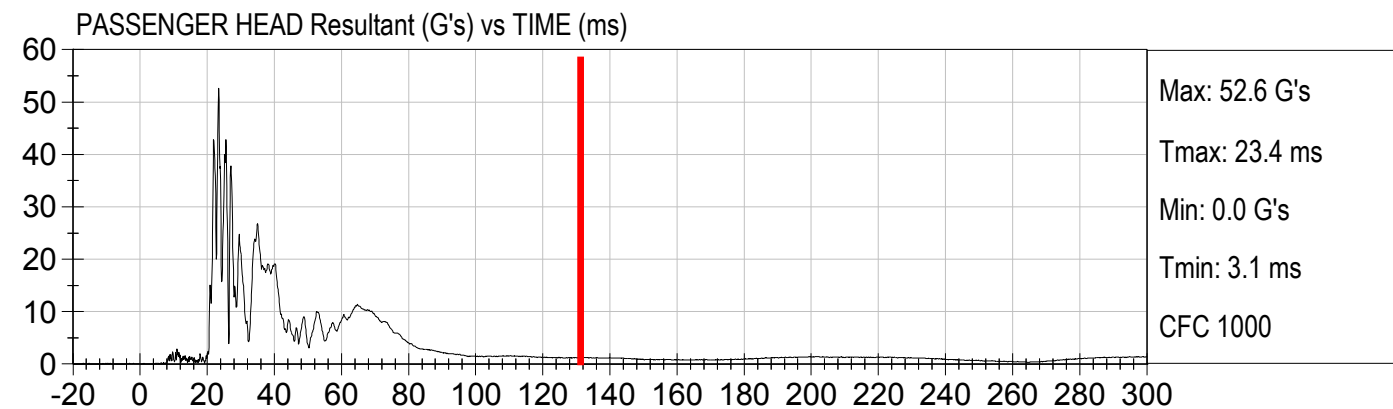
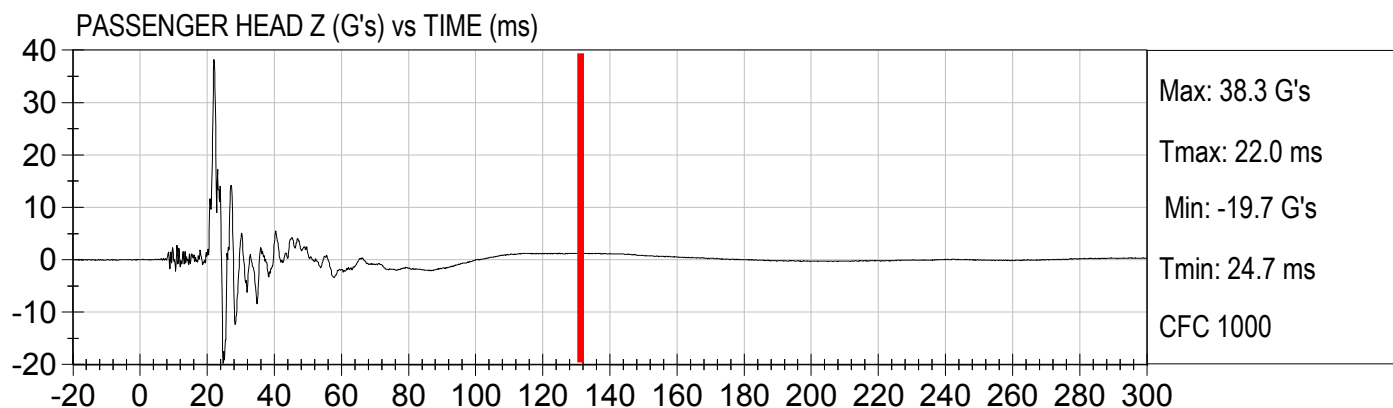
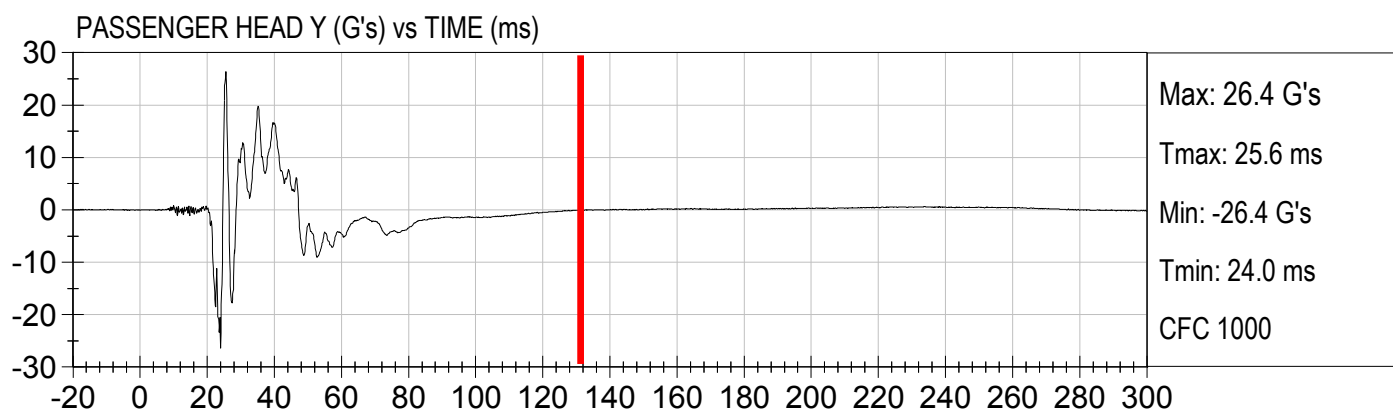
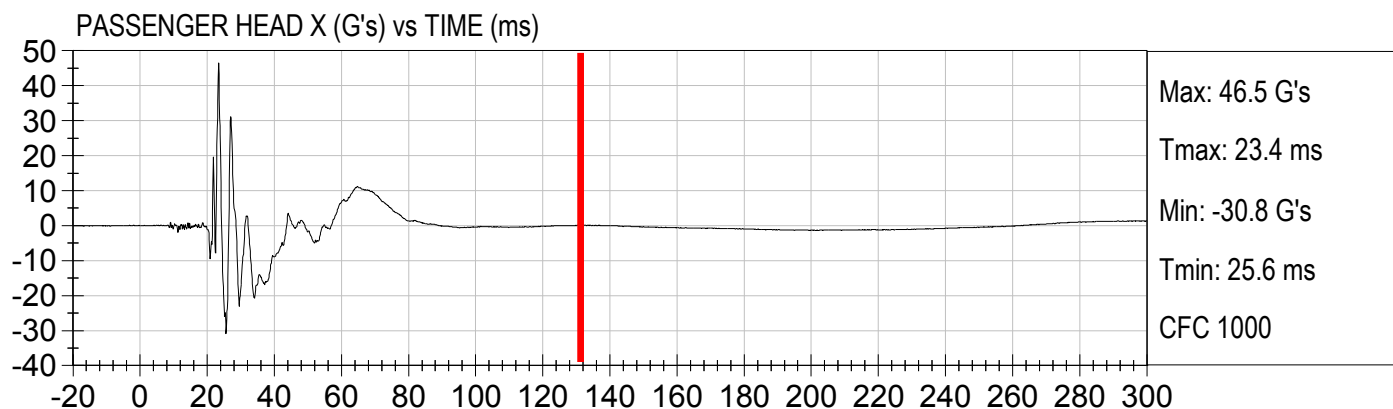


LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

Test Date: 5/08/14

2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

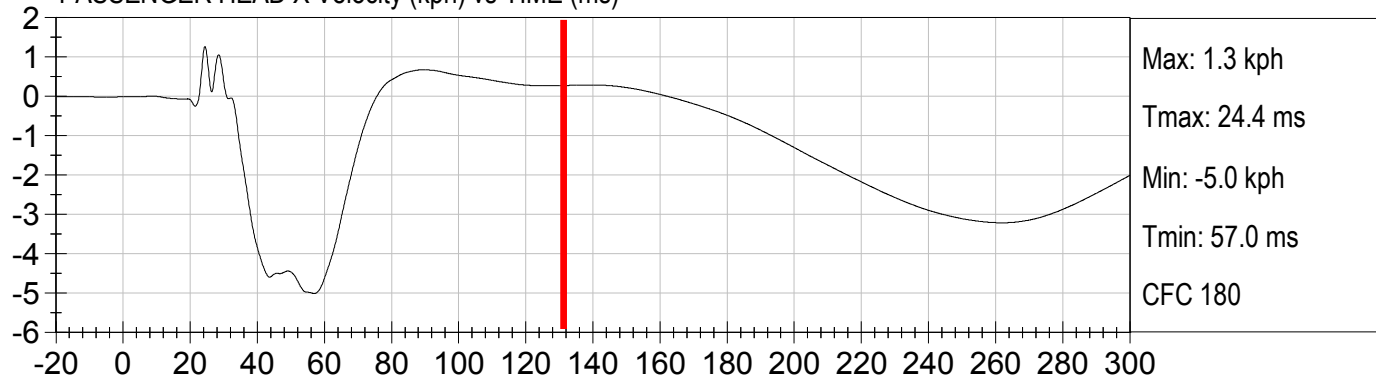
Injury Values Calculated between 0ms and 130ms



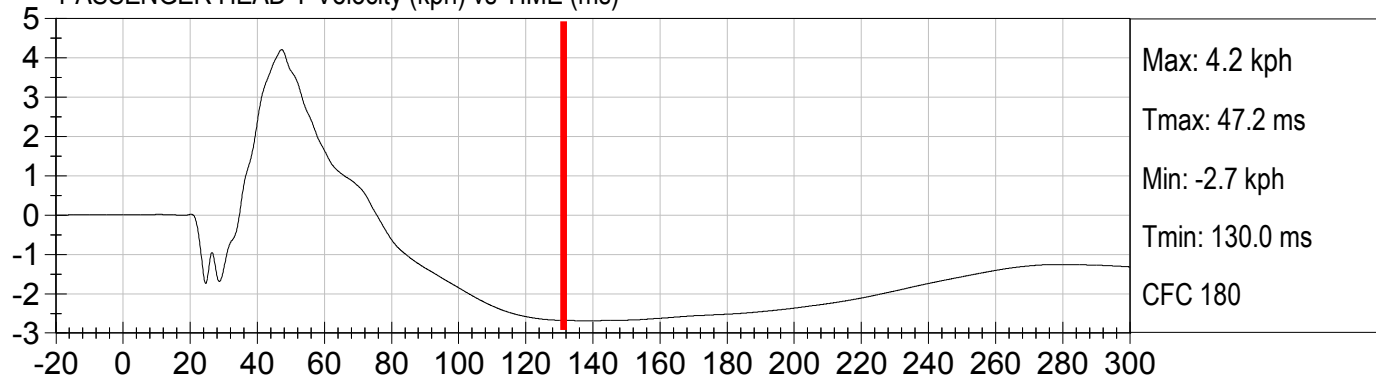


Injury Values Calculated between 0ms and 130ms

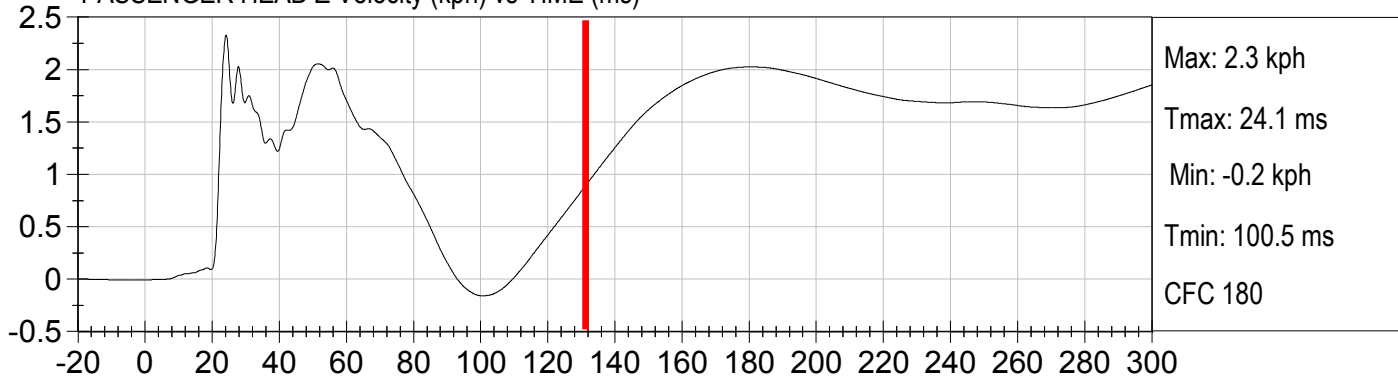
PASSENGER HEAD X Velocity (kph) vs TIME (ms)



PASSENGER HEAD Y Velocity (kph) vs TIME (ms)



PASSENGER HEAD Z Velocity (kph) vs TIME (ms)



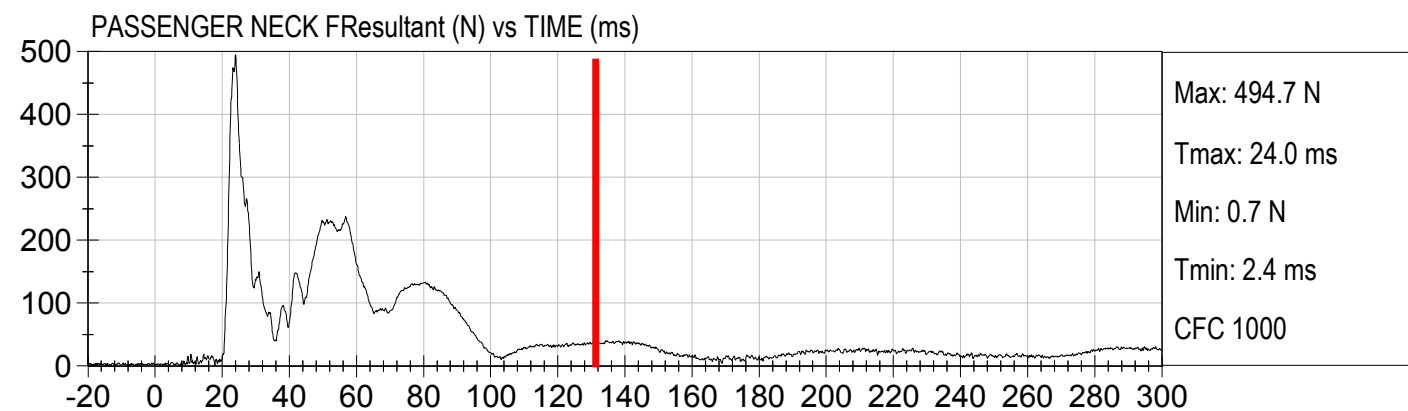
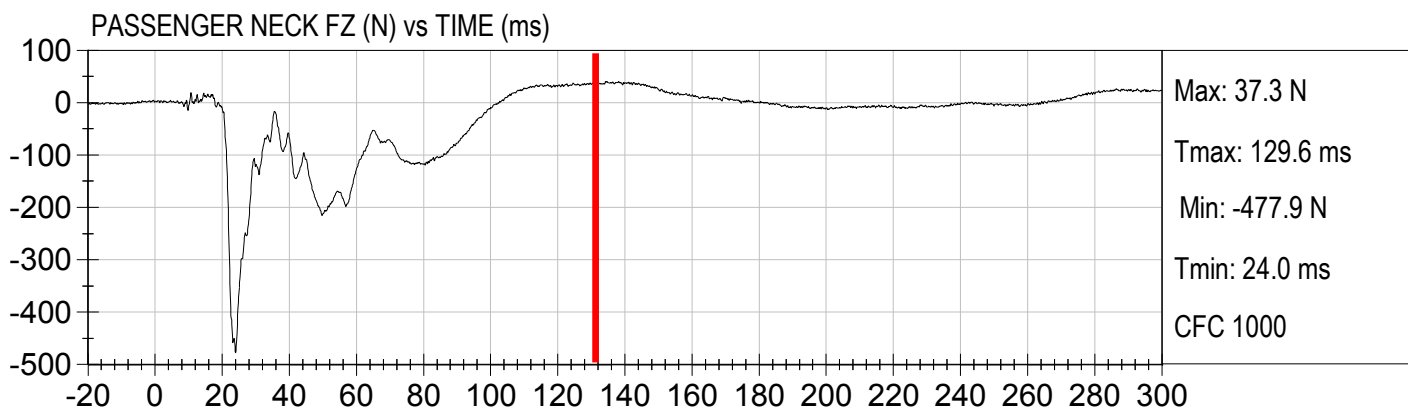
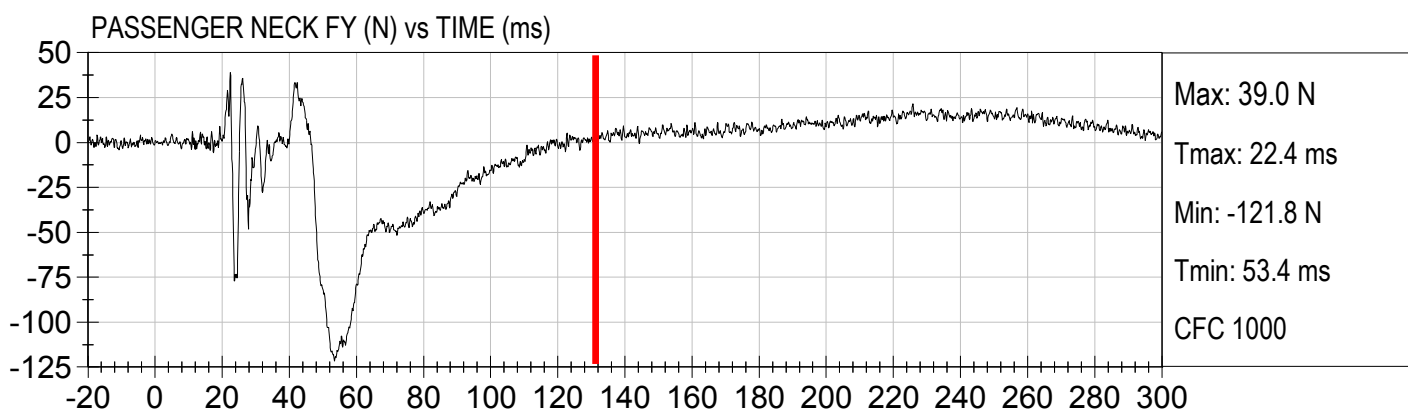
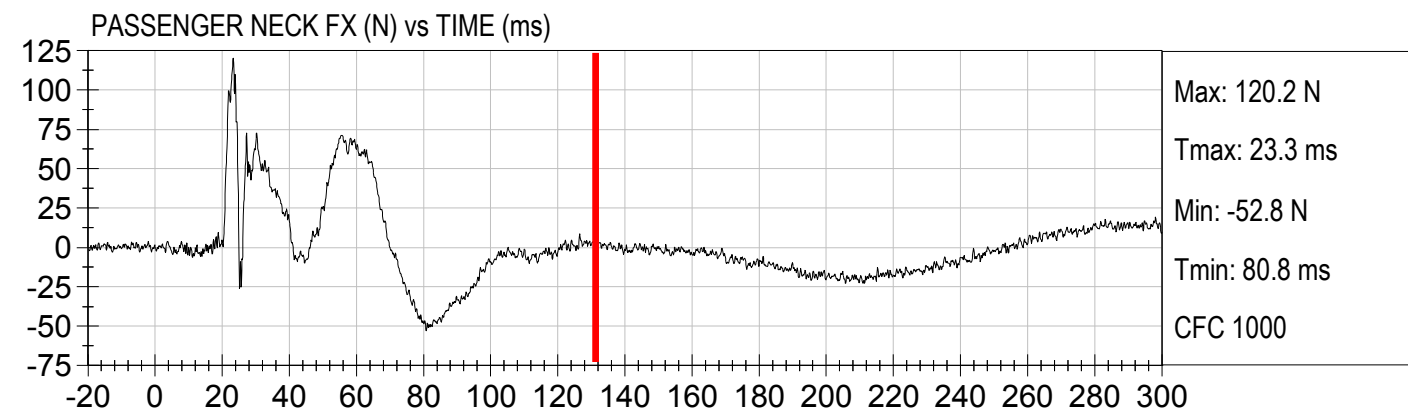


LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

Test Date: 5/08/14

2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms





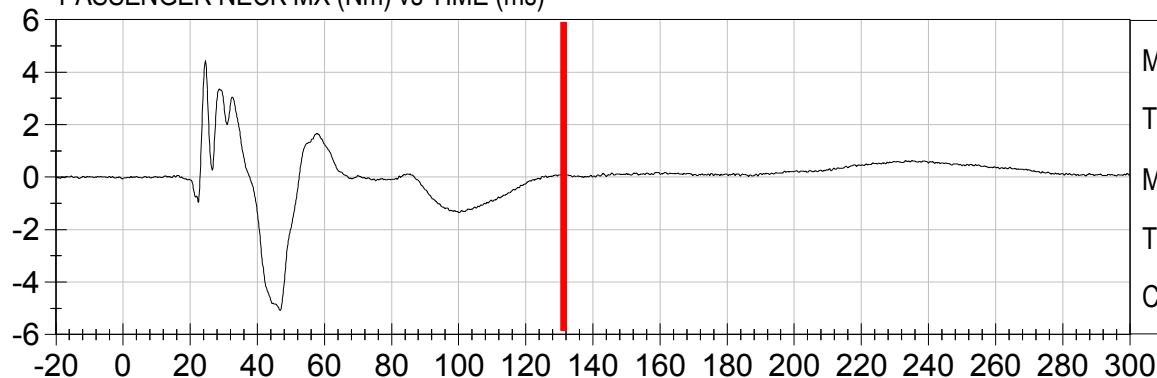
LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

Test Date: 5/08/14

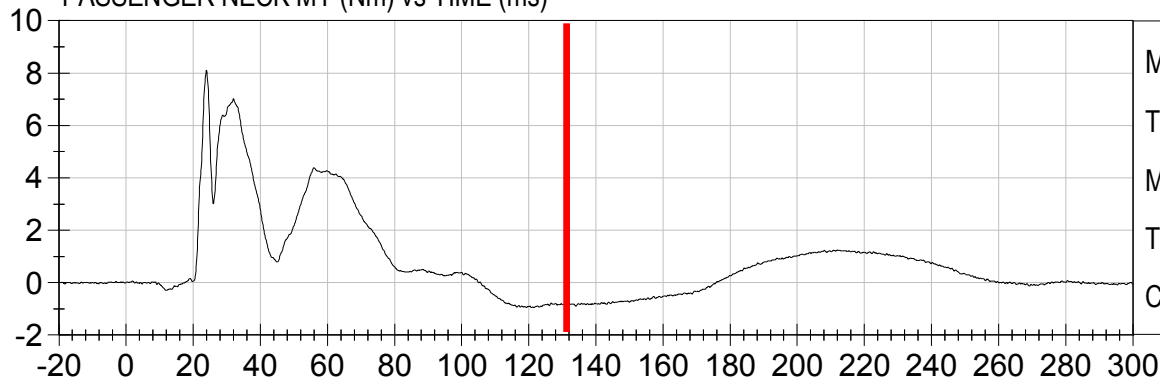
2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 130ms

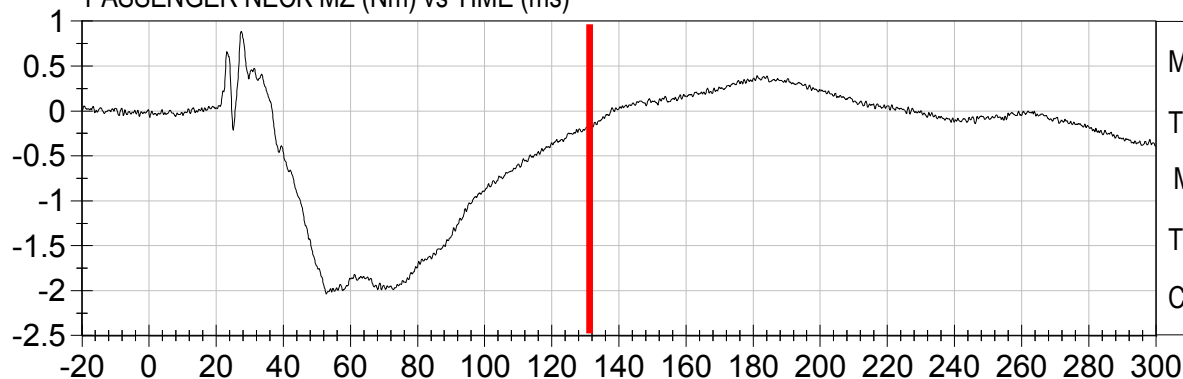
PASSENGER NECK MX (Nm) vs TIME (ms)



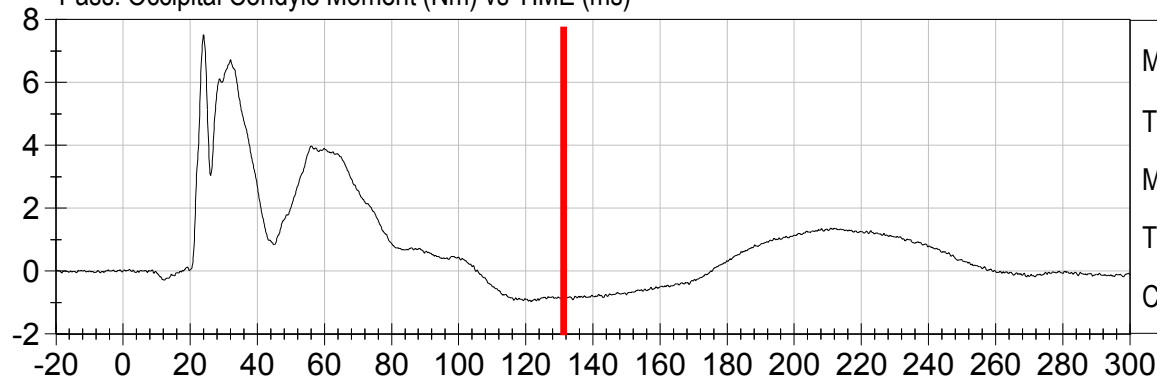
PASSENGER NECK MY (Nm) vs TIME (ms)



PASSENGER NECK MZ (Nm) vs TIME (ms)



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



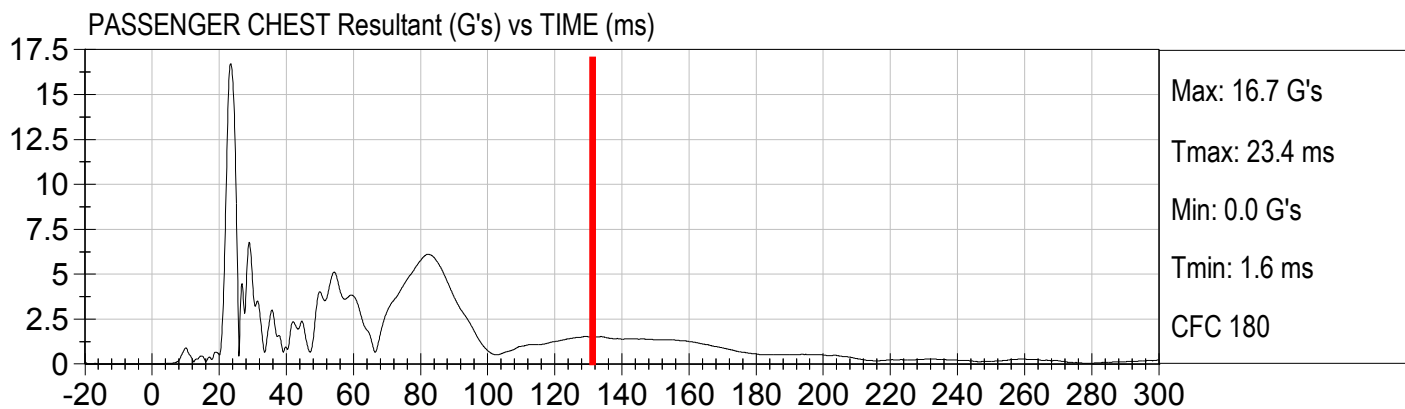
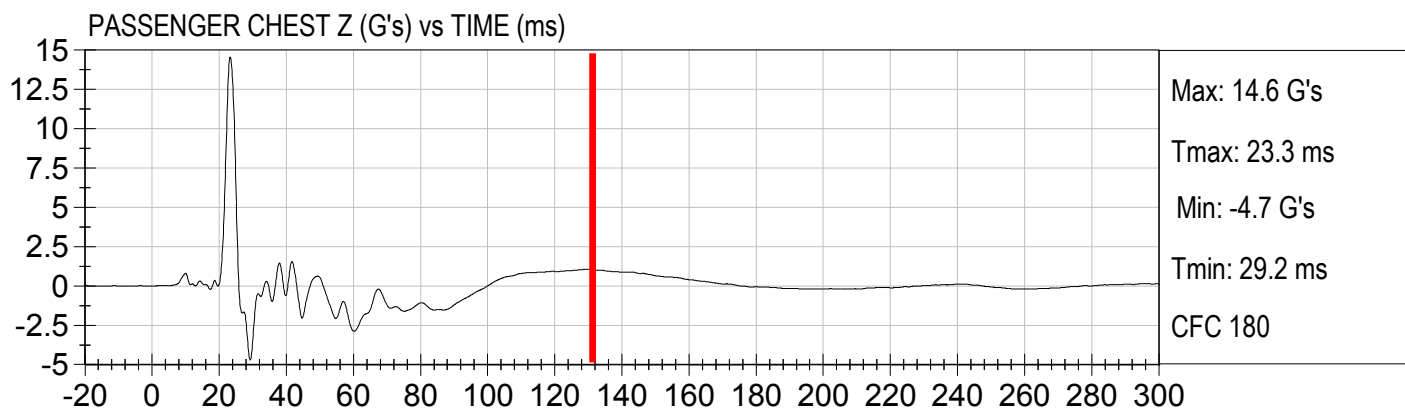
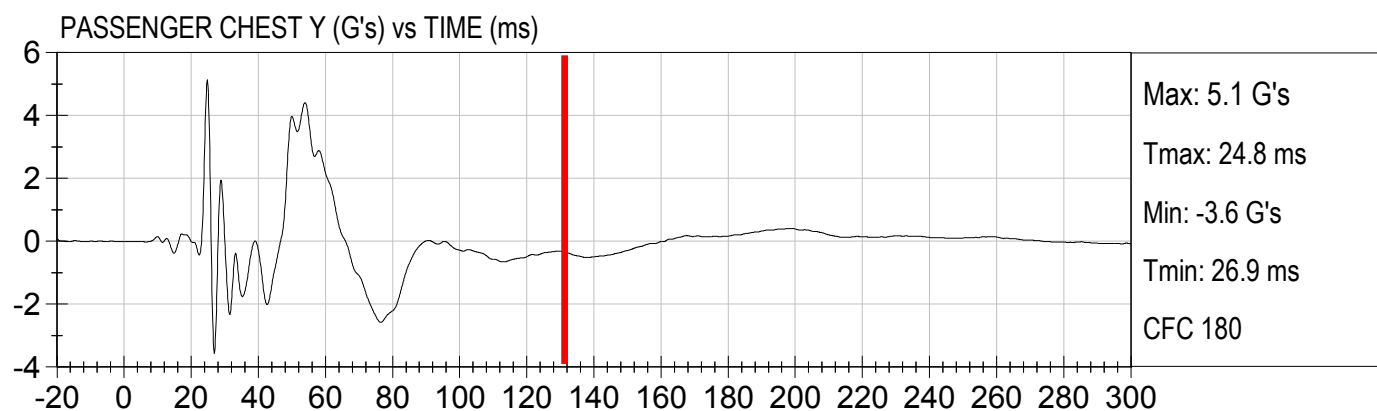
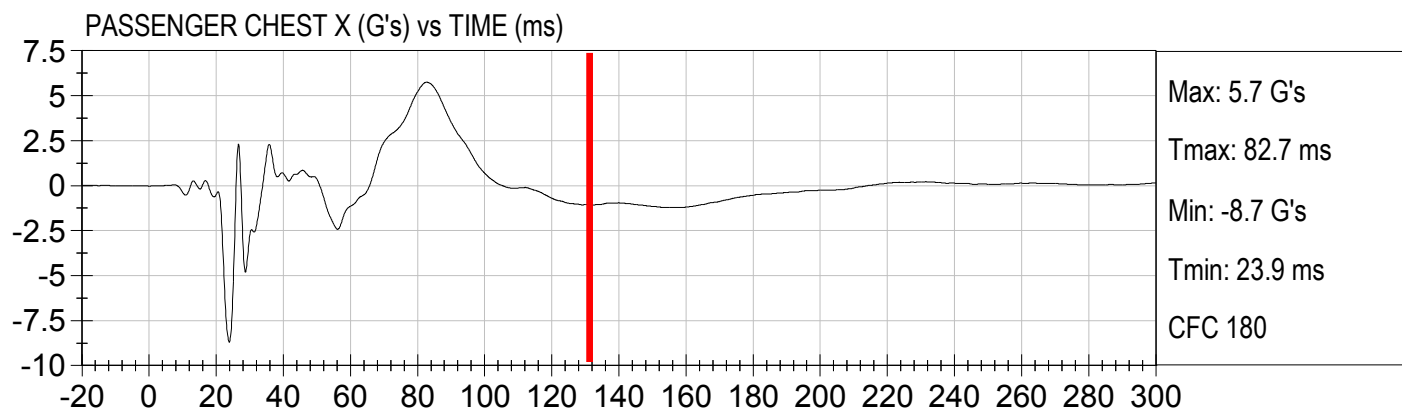


LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

Test Date: 5/08/14

2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)

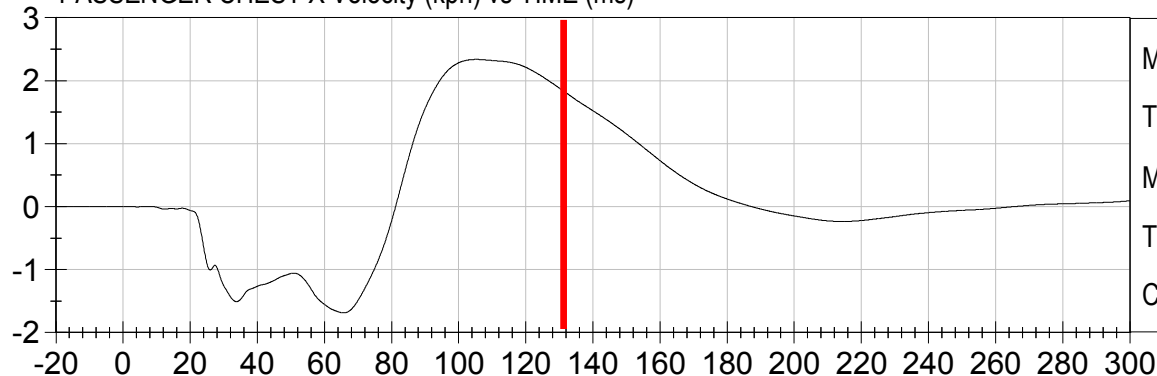
Injury Values Calculated between 0ms and 130ms



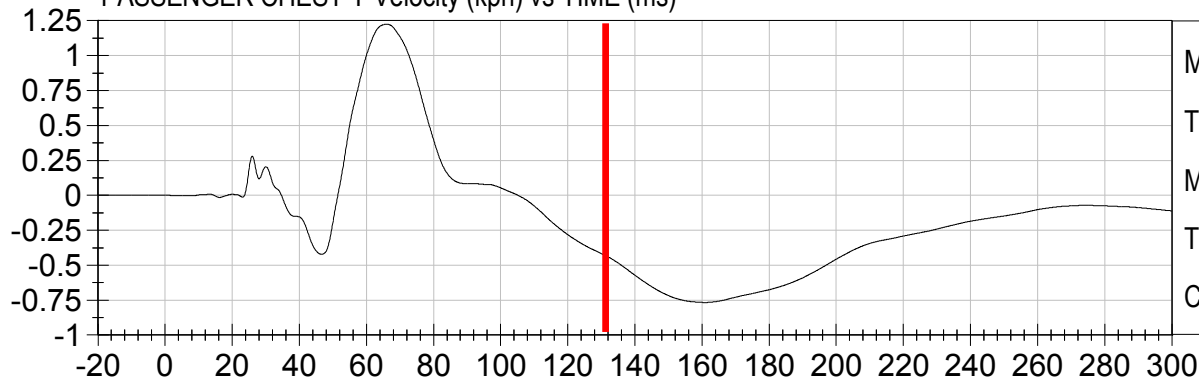


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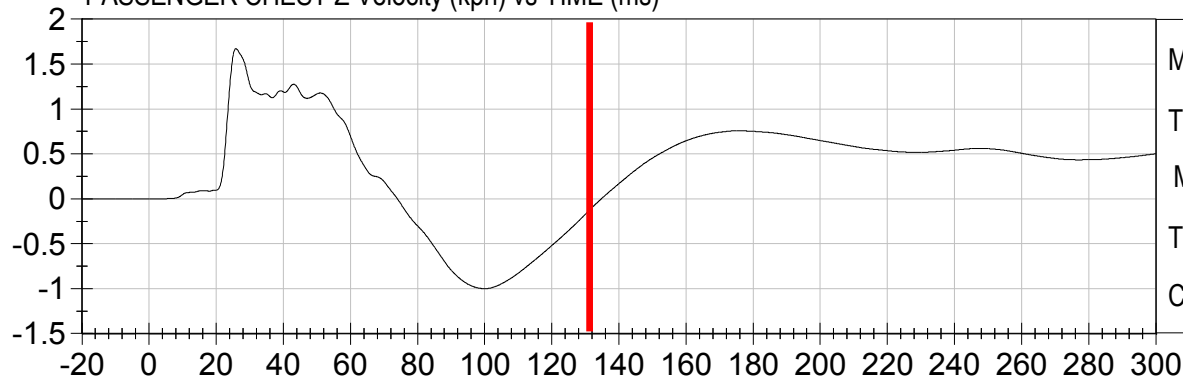
PASSENGER CHEST X Velocity (kph) vs TIME (ms)



PASSENGER CHEST Y Velocity (kph) vs TIME (ms)

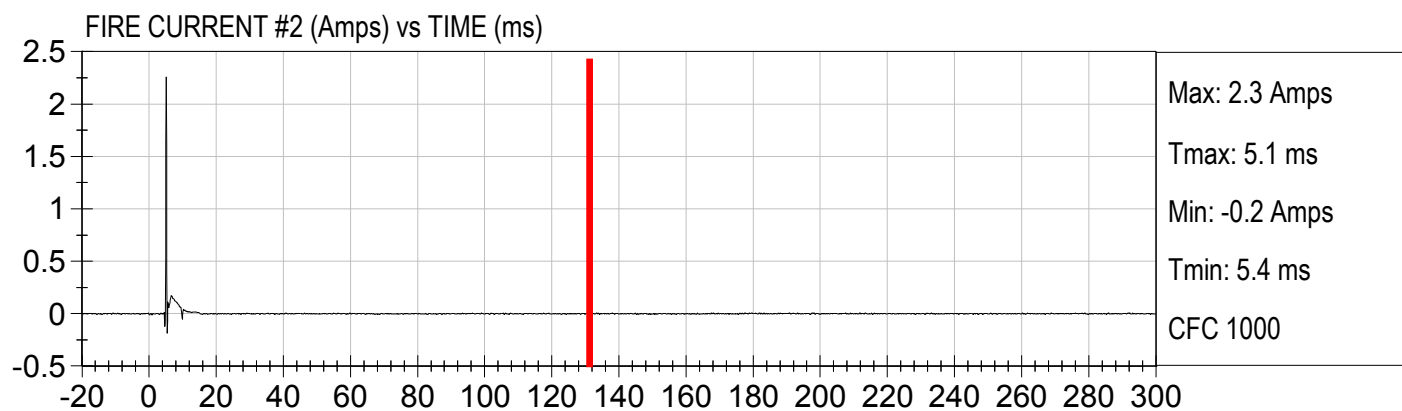
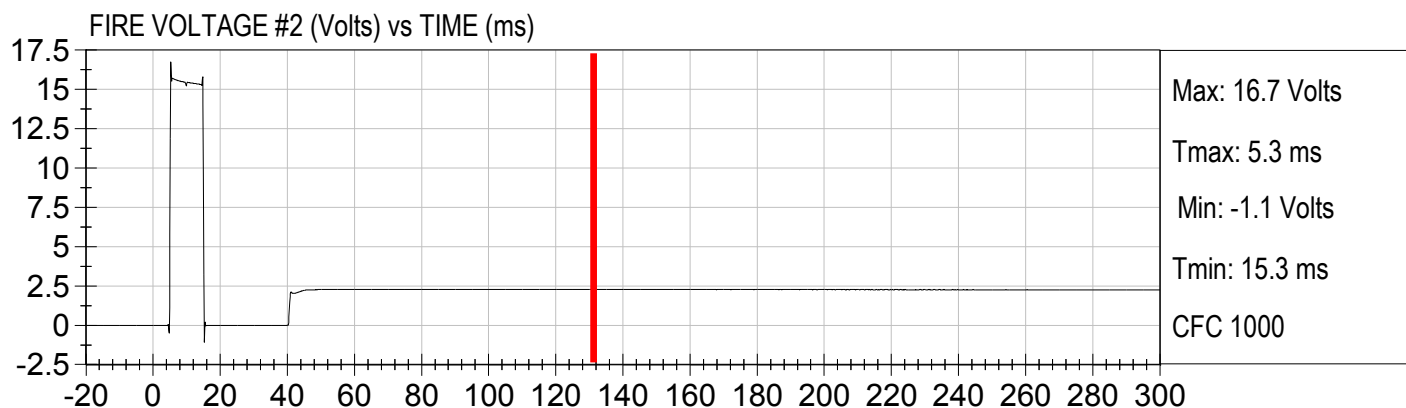
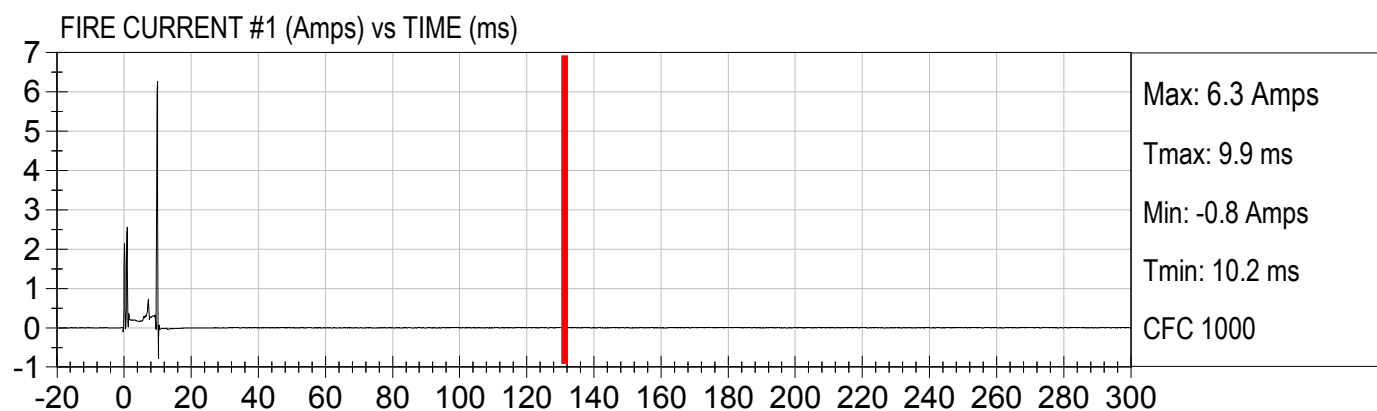
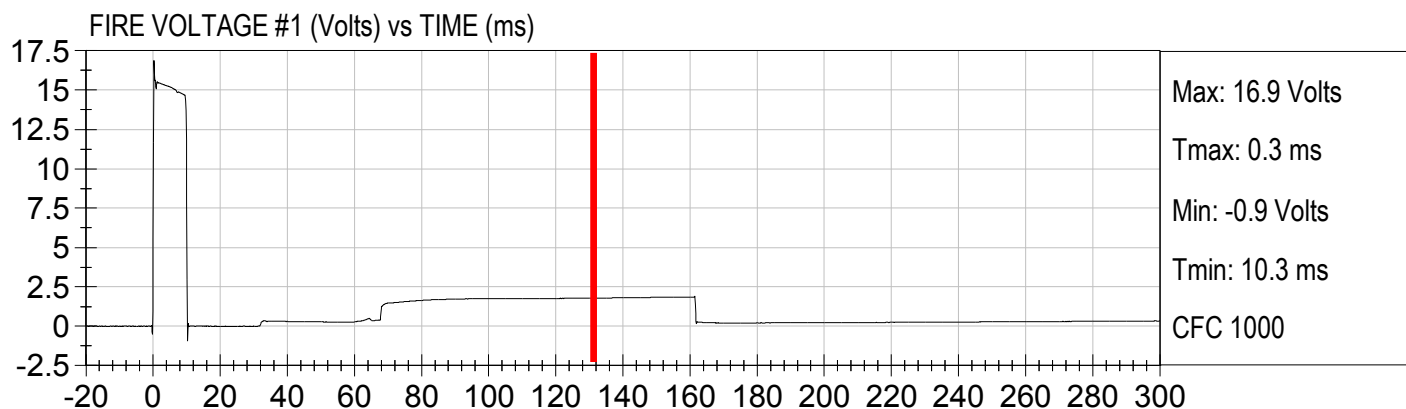


PASSENGER CHEST Z Velocity (kph) vs TIME (ms)





Injury Values Calculated between 0ms and 130ms

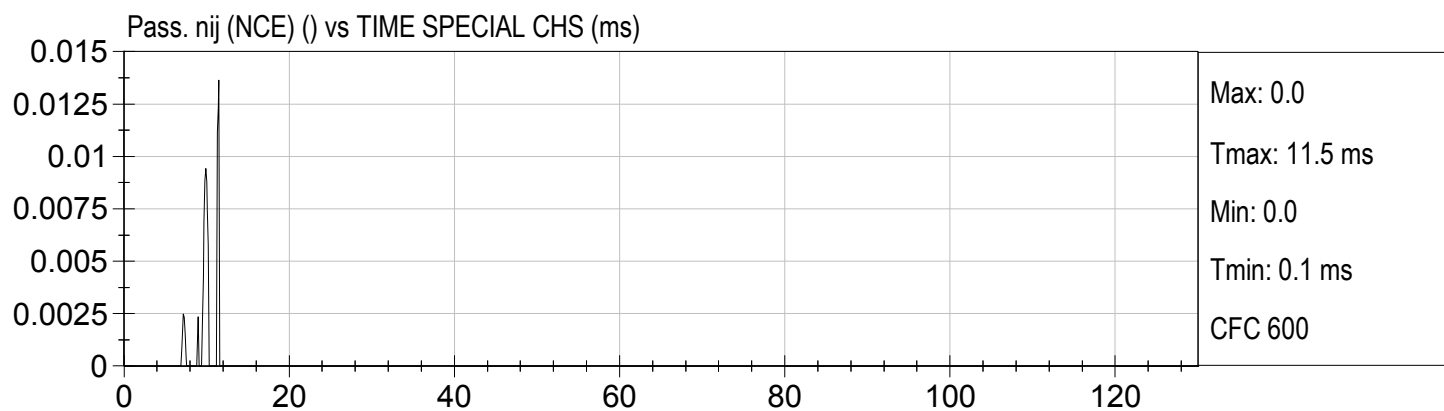
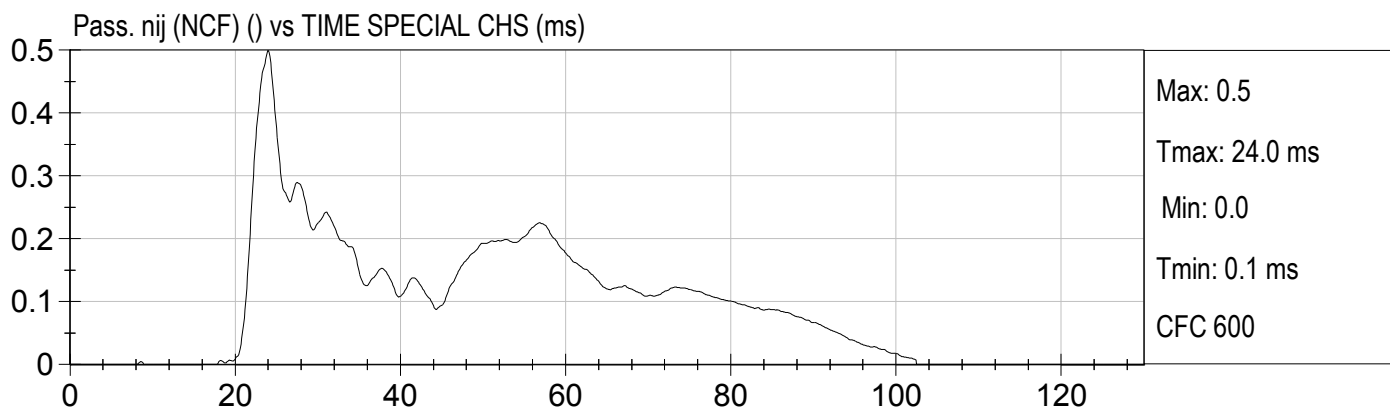
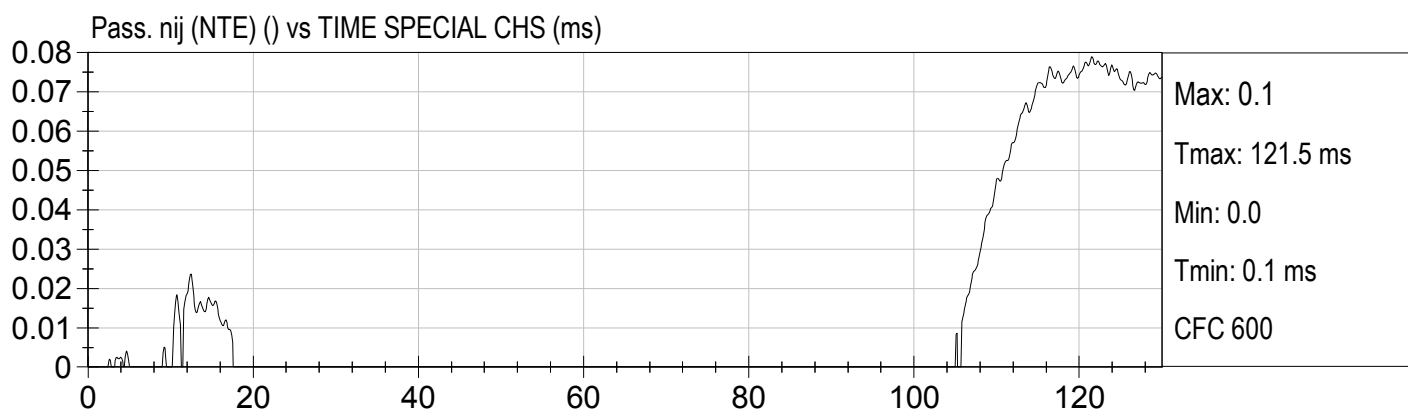
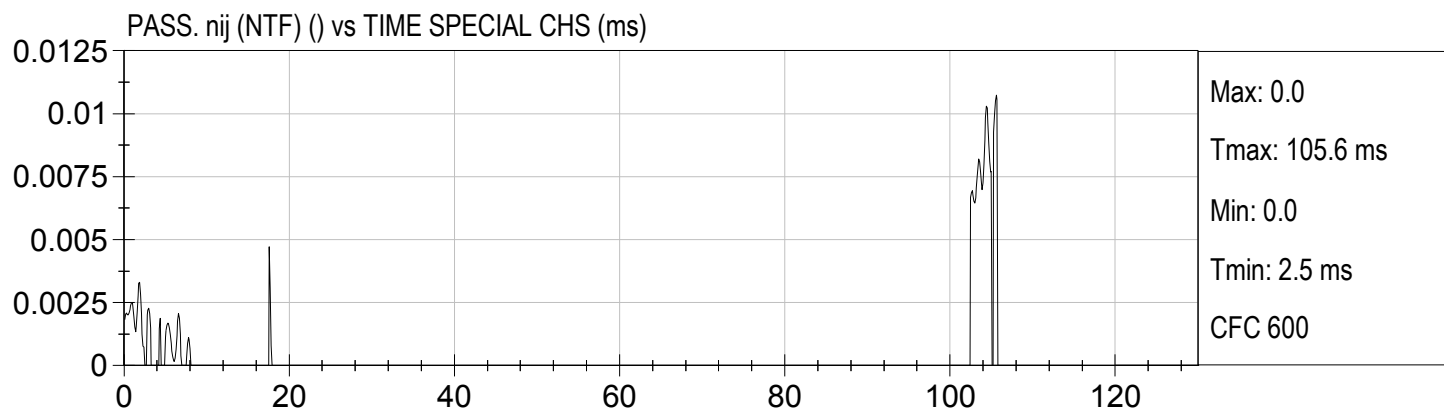




LOW RISK DEPLOYMENT COSCO ARRIVA W/O BASE

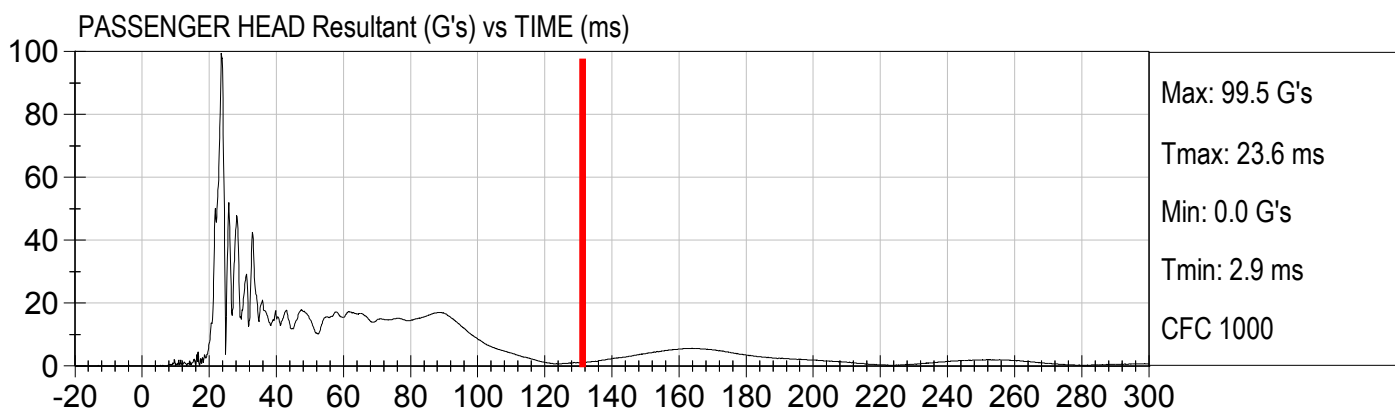
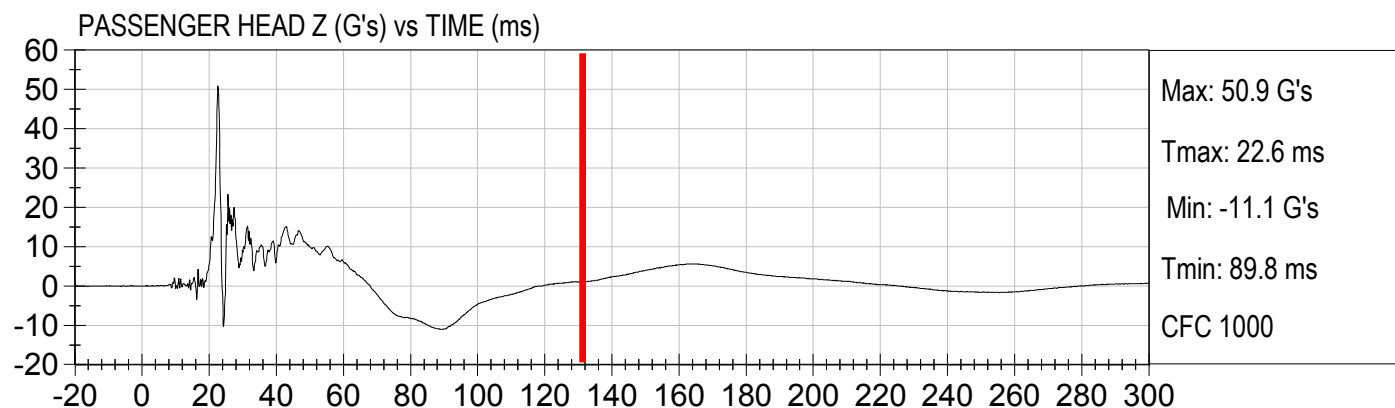
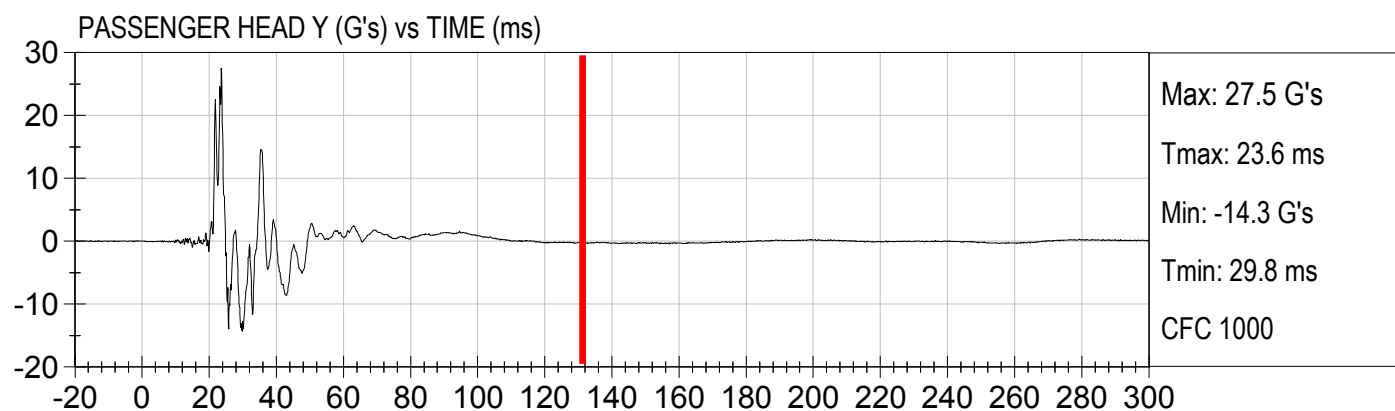
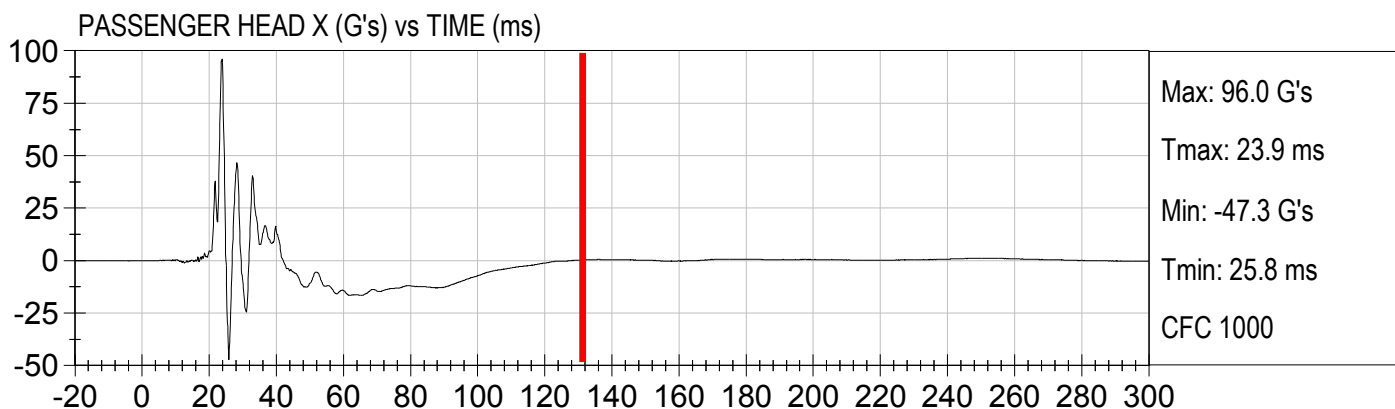
Test Date: 5/08/14

2014 Fiat 500L (C20140301) (12 MONTH) HIGH CINCH Speed: 0.0 mph (0.0 km/h)



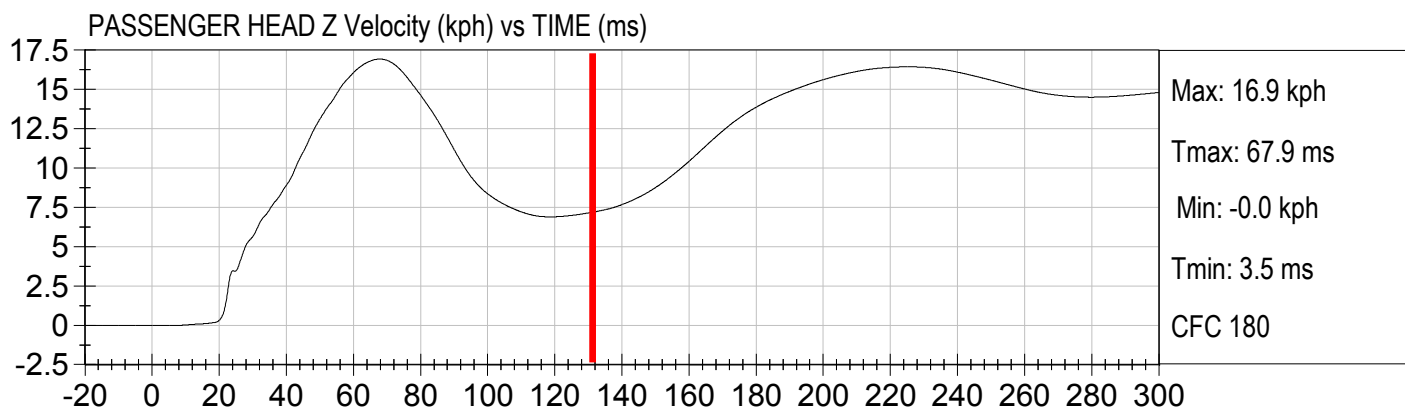
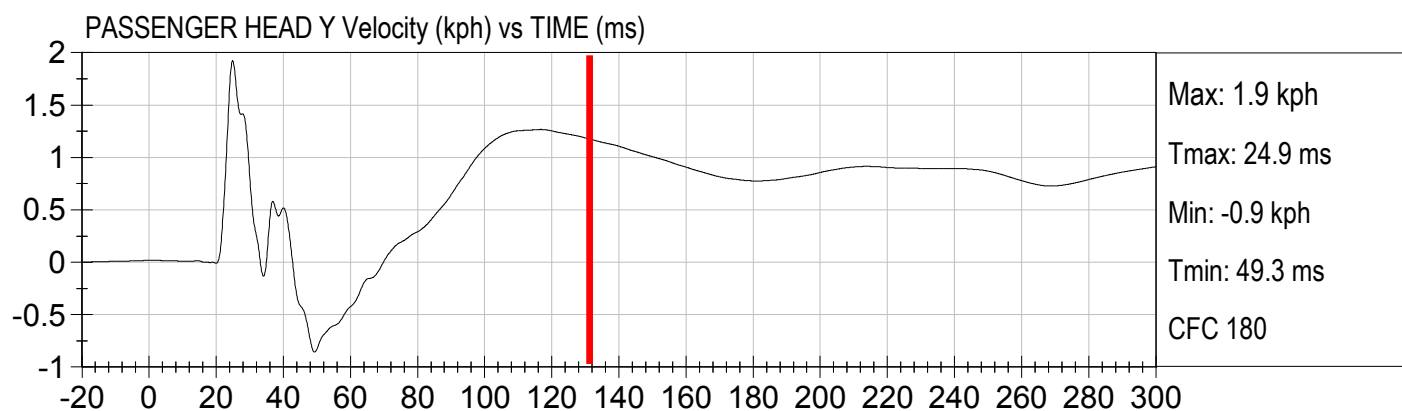
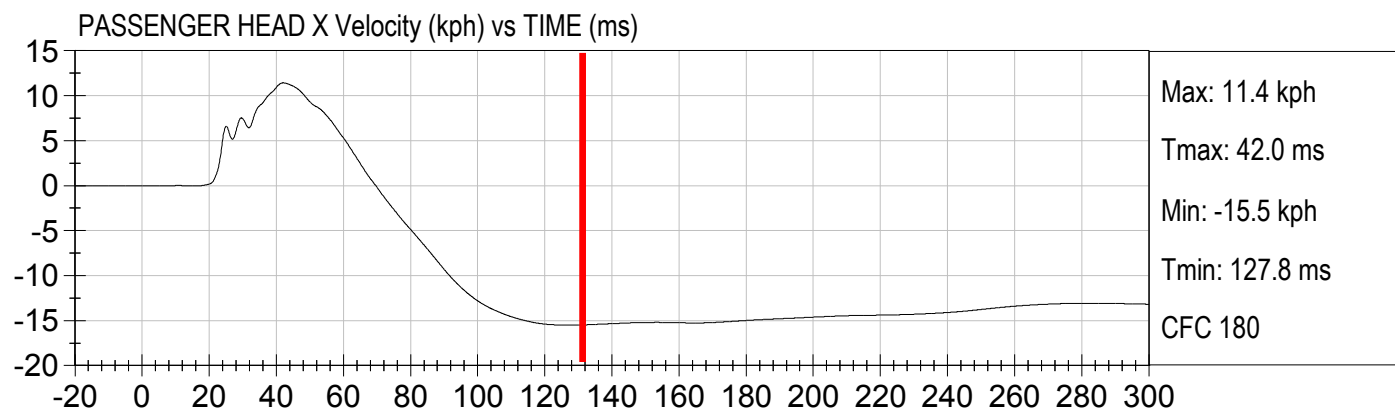


Injury Values Calculated between 0ms and 130ms



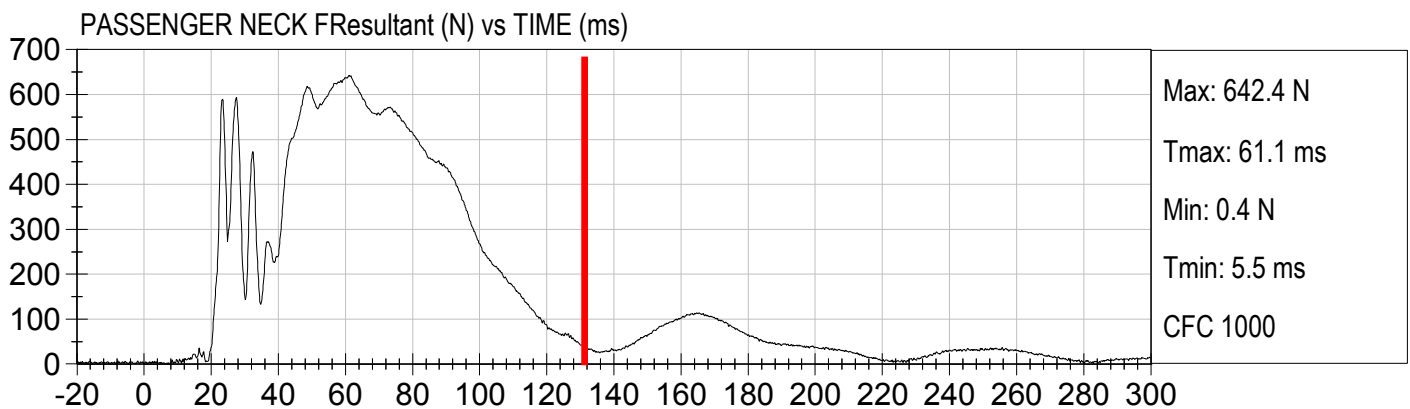
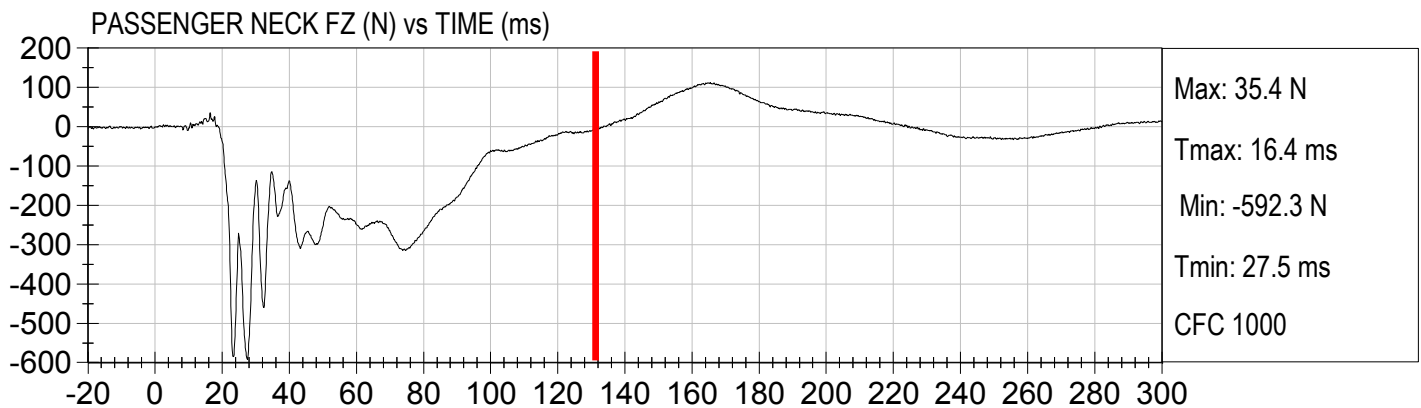
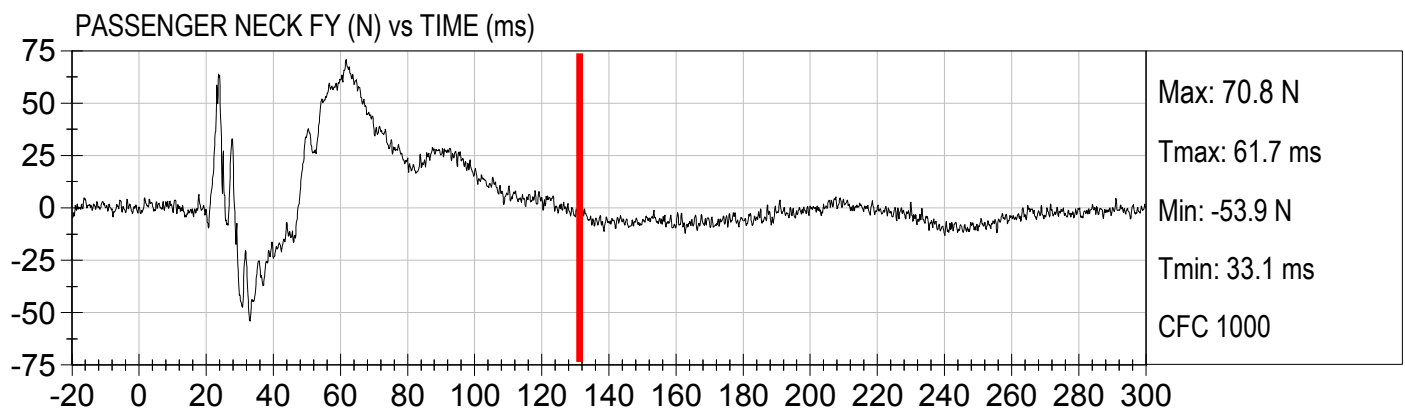
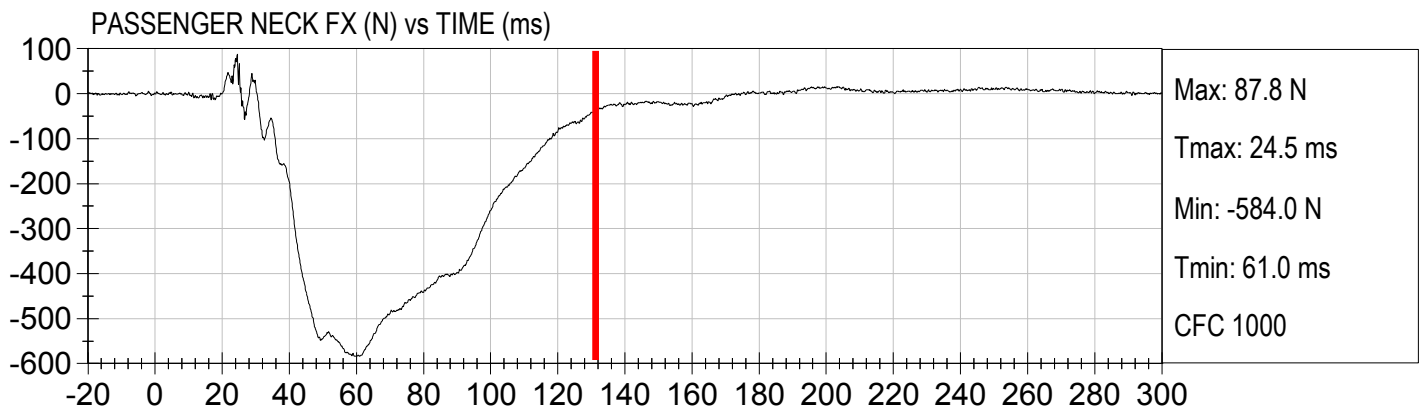


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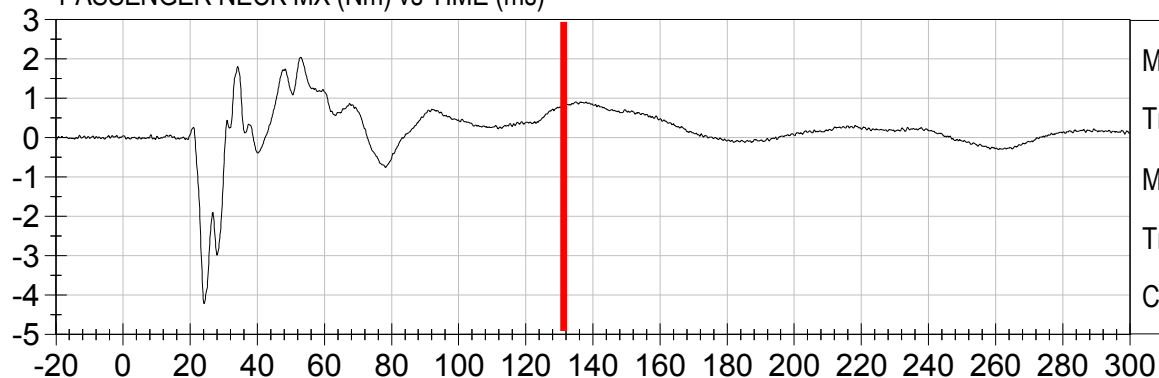
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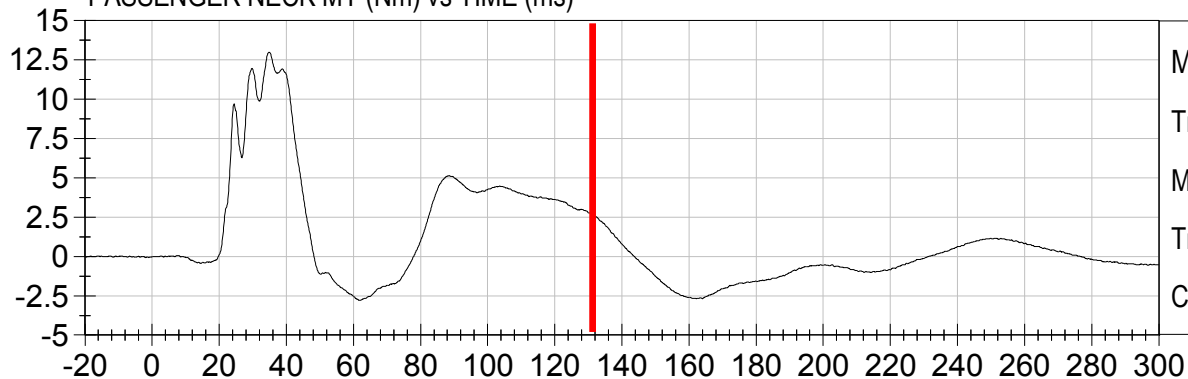


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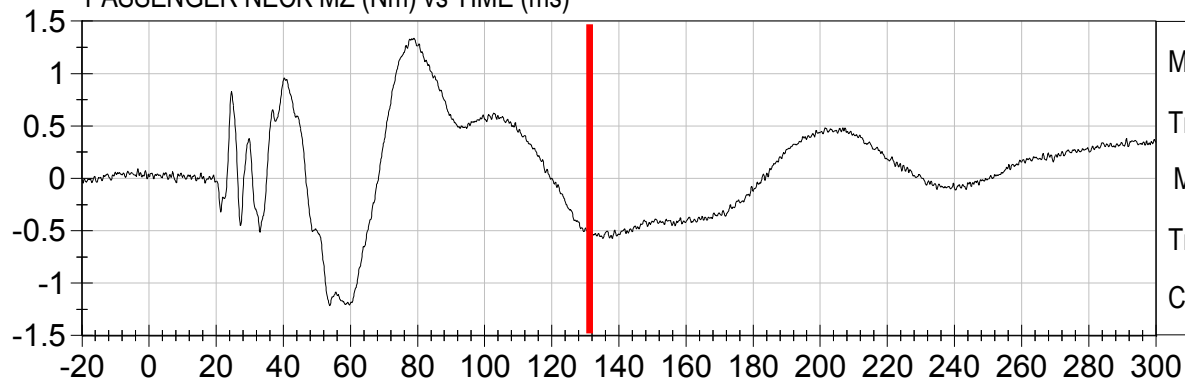
PASSENGER NECK MX (Nm) vs TIME (ms)



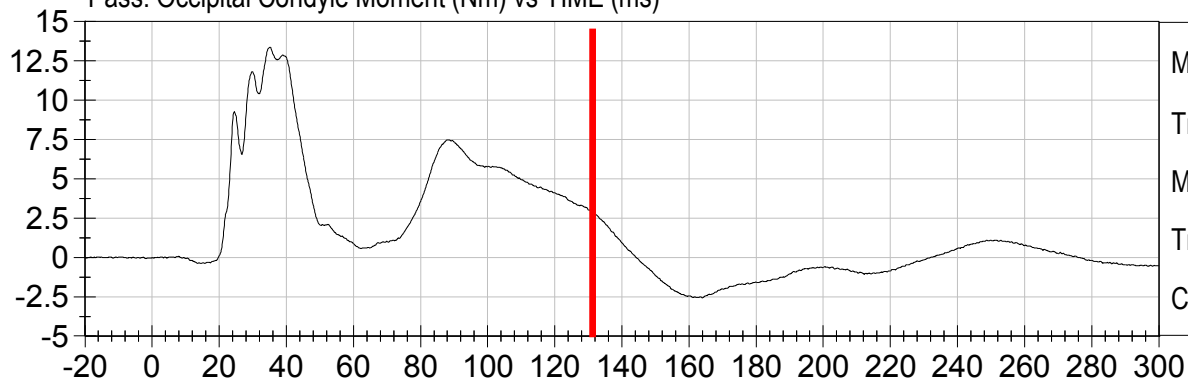
PASSENGER NECK MY (Nm) vs TIME (ms)



PASSENGER NECK MZ (Nm) vs TIME (ms)

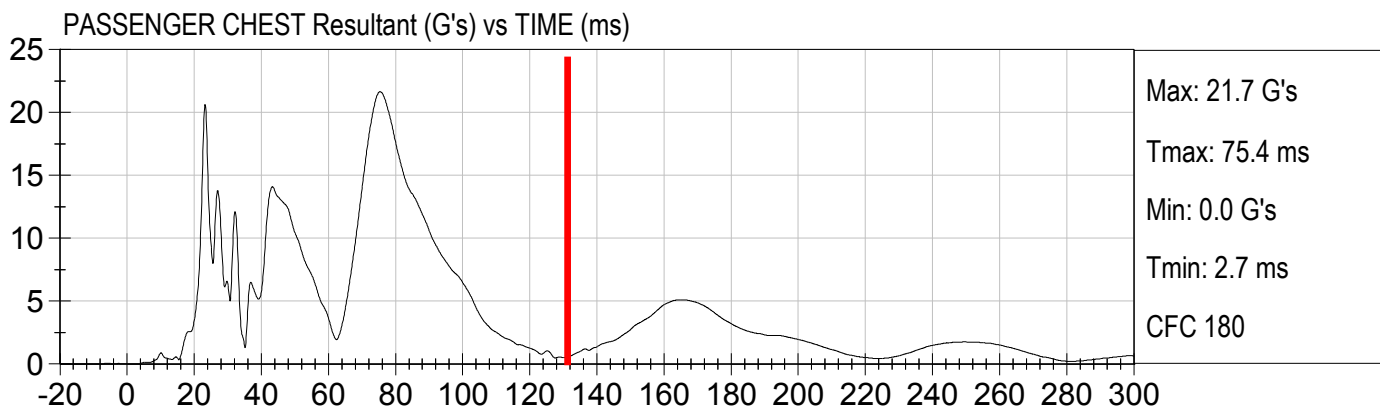
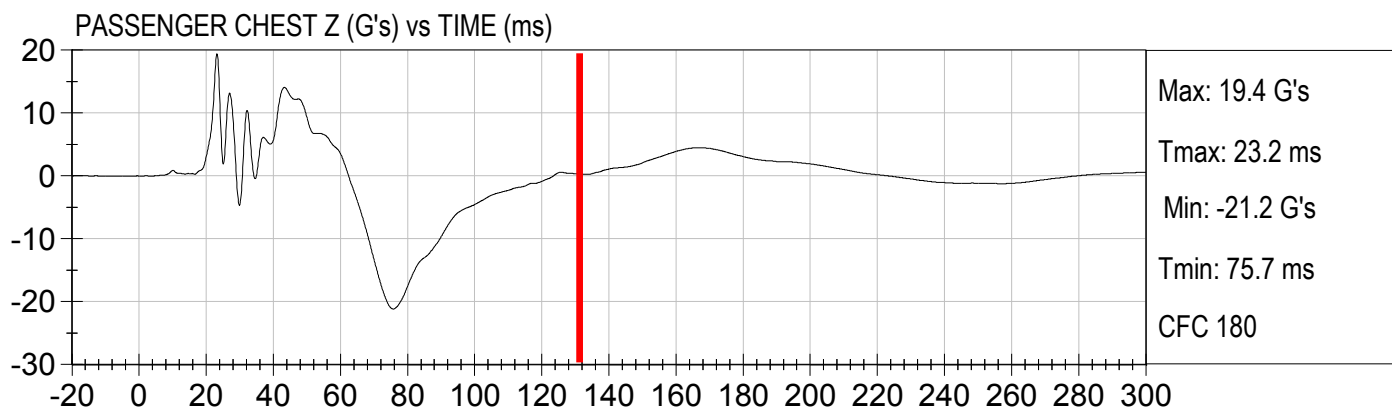
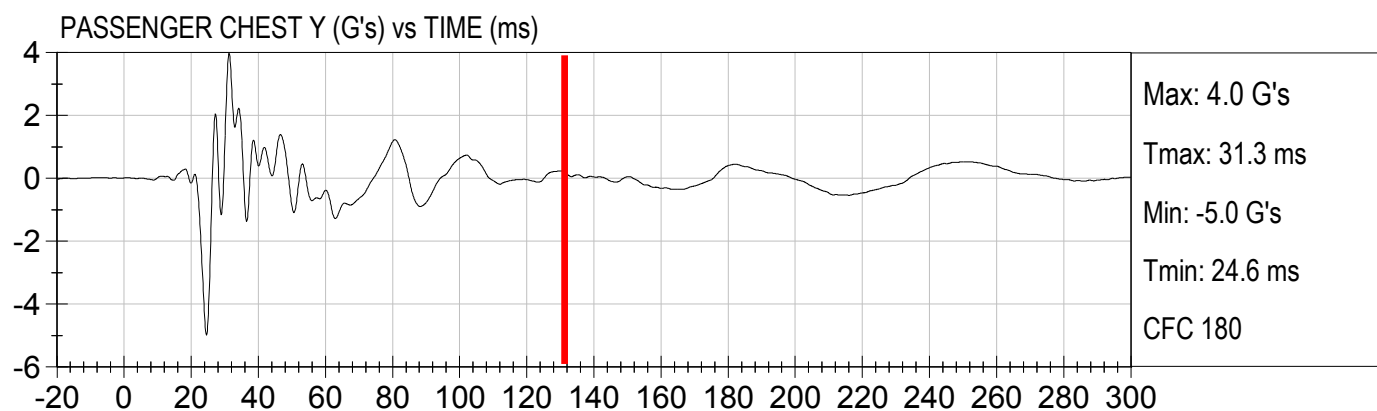
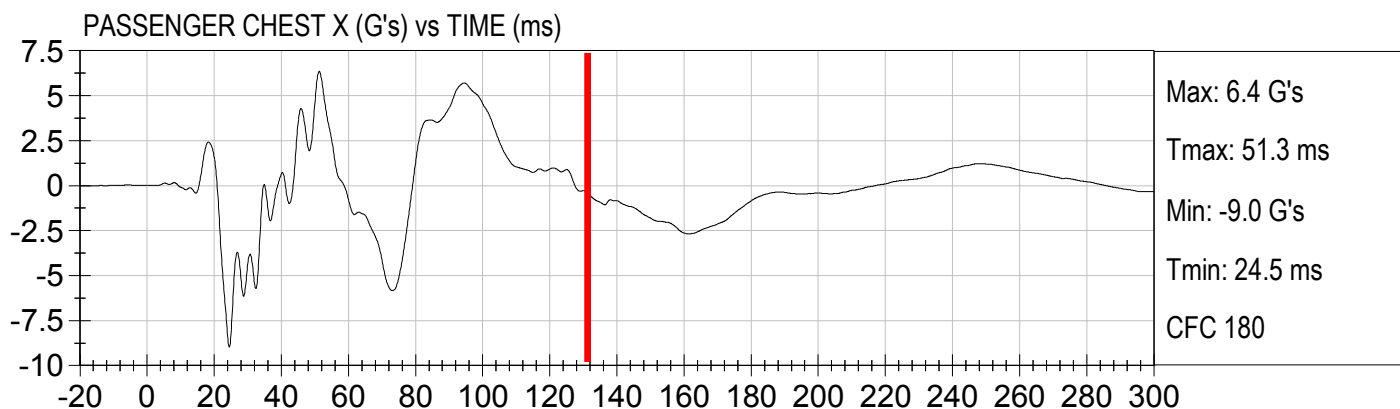


Pass. Occipital Condyle Moment (Nm) vs TIME (ms)





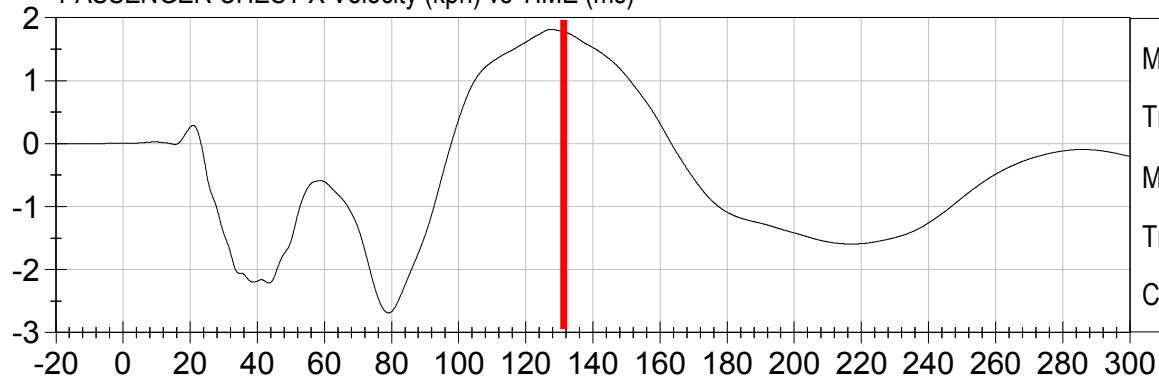
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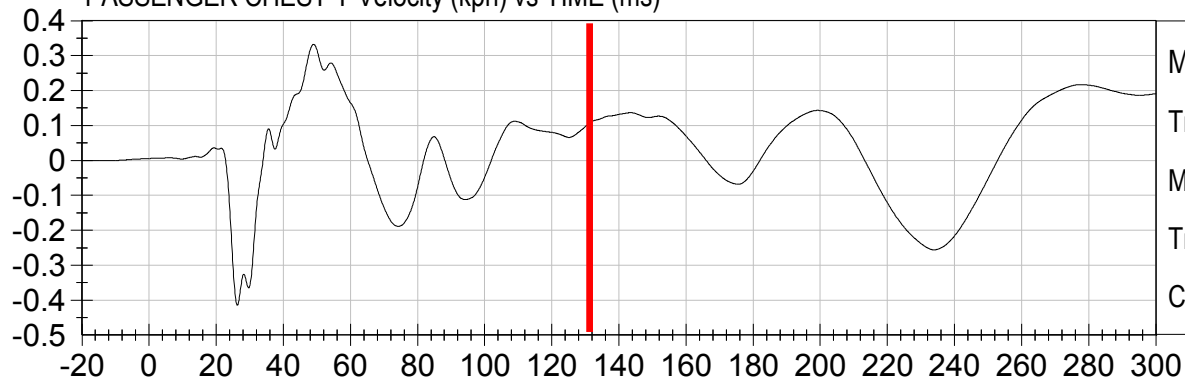


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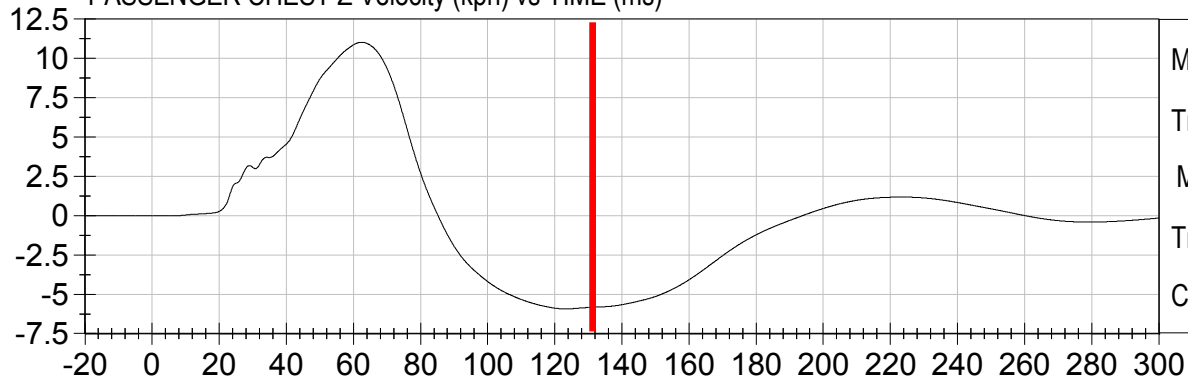
PASSENGER CHEST X Velocity (kph) vs TIME (ms)



PASSENGER CHEST Y Velocity (kph) vs TIME (ms)

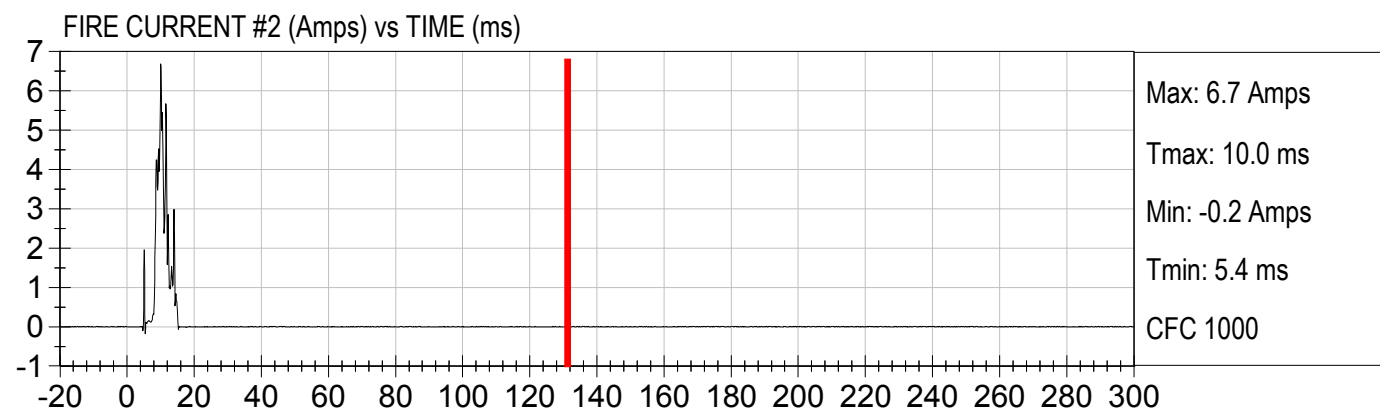
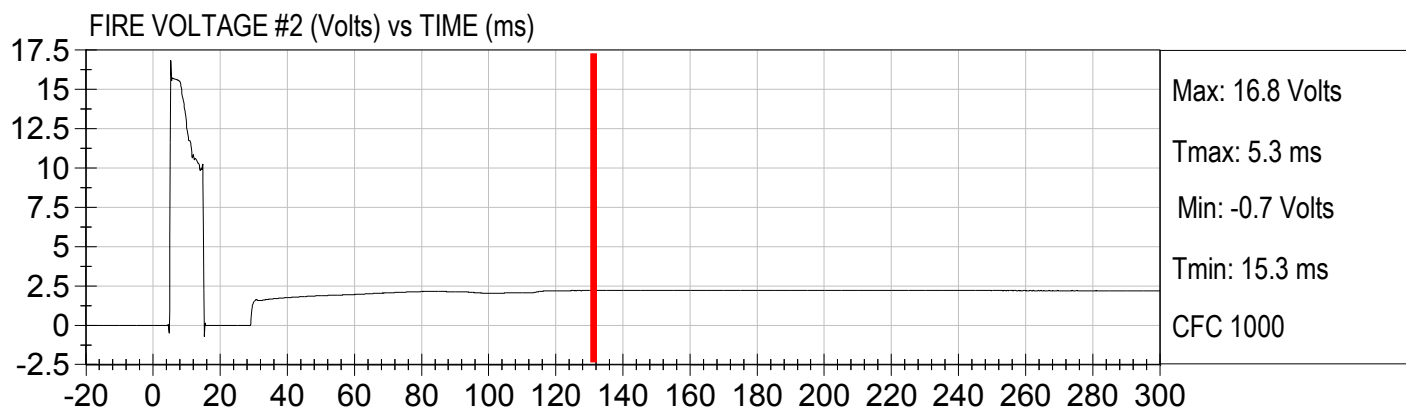
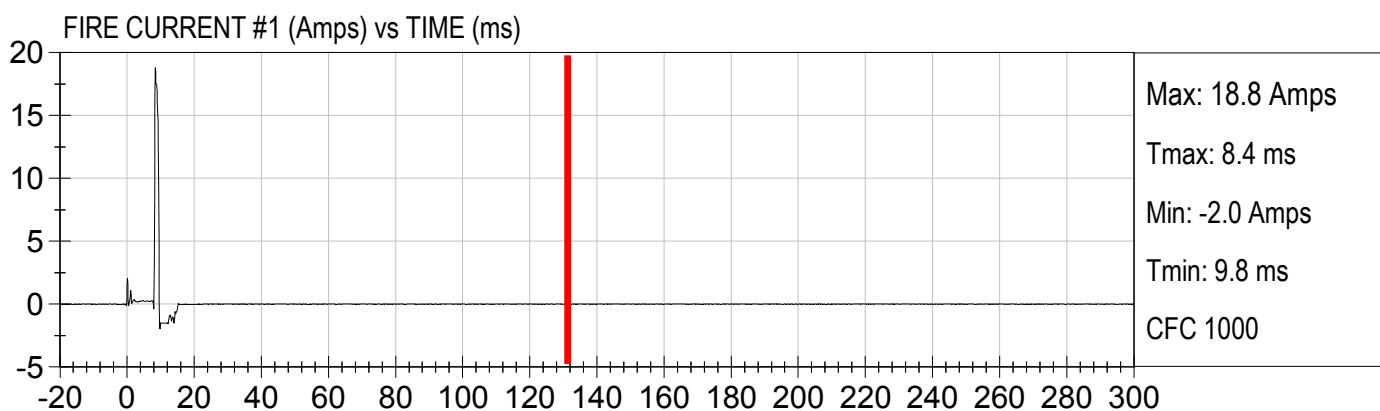
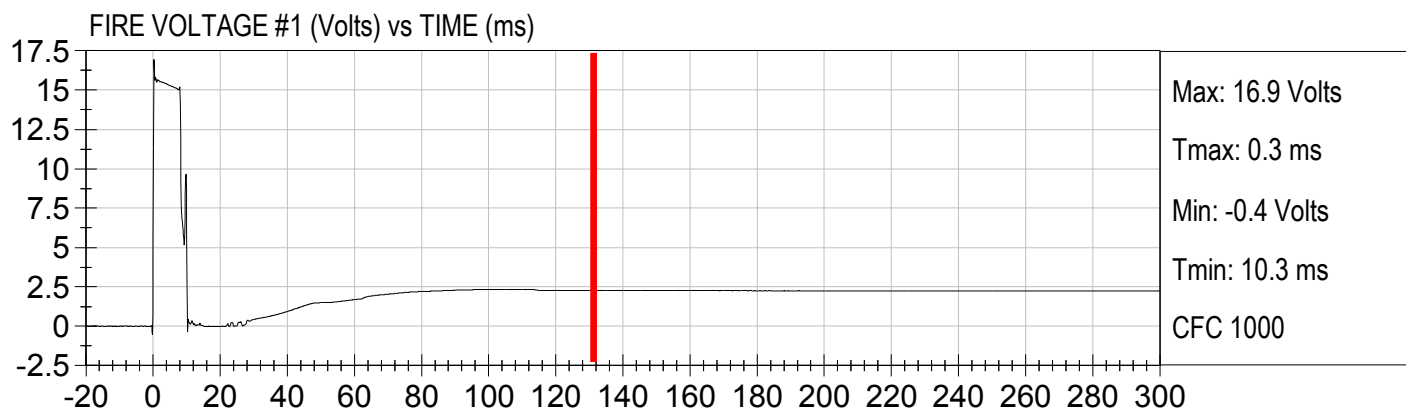


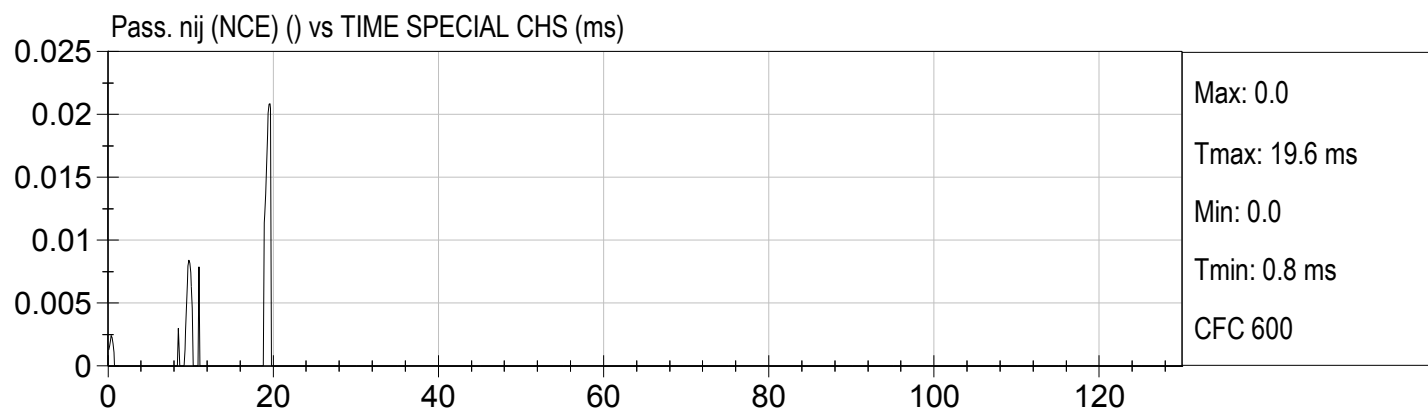
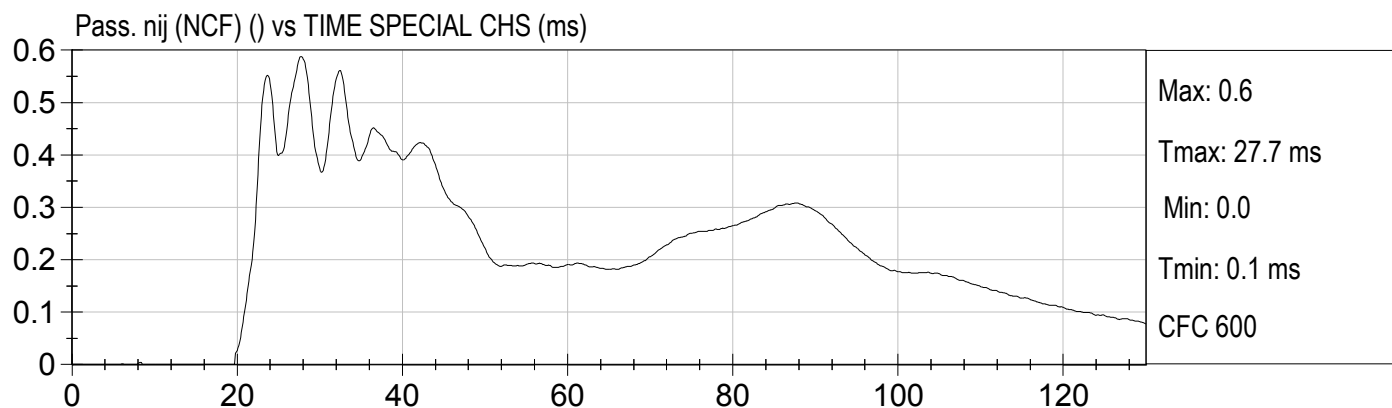
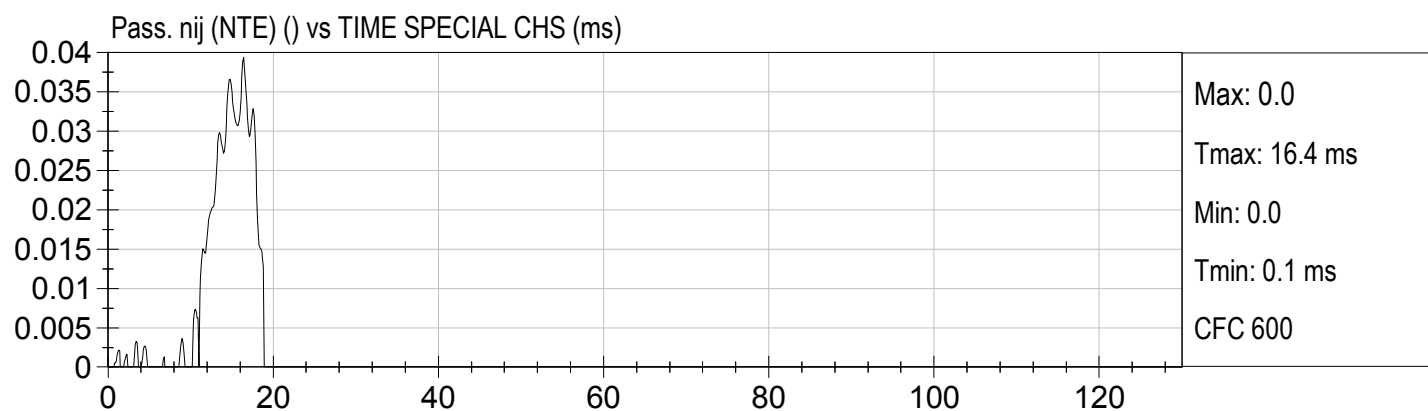
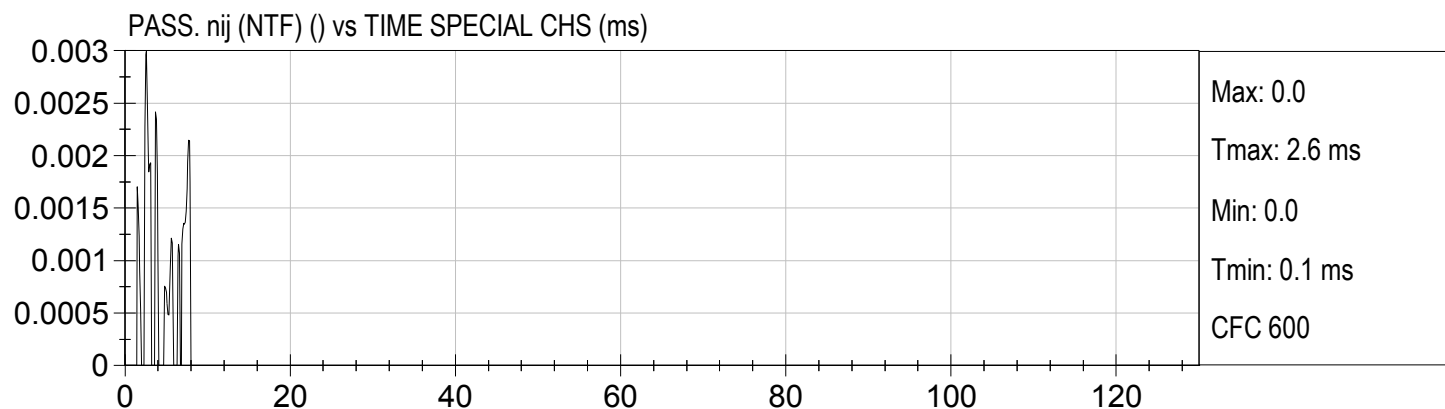
PASSENGER CHEST Z Velocity (kph) vs TIME (ms)





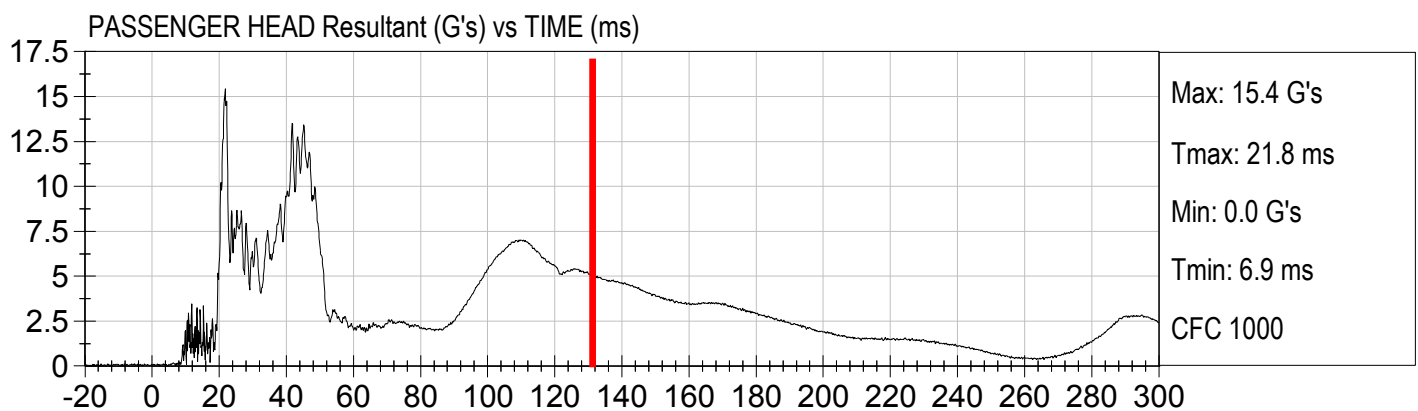
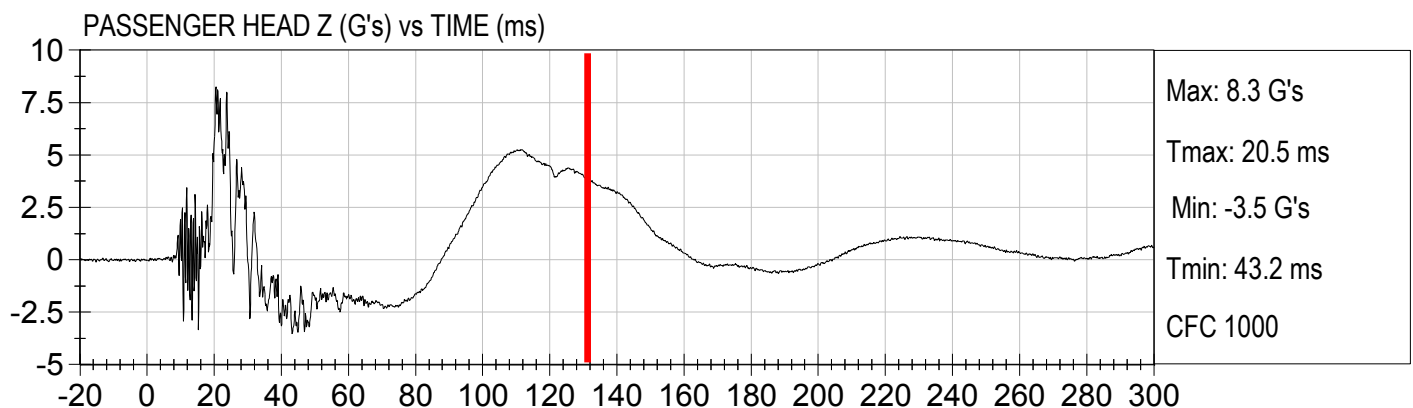
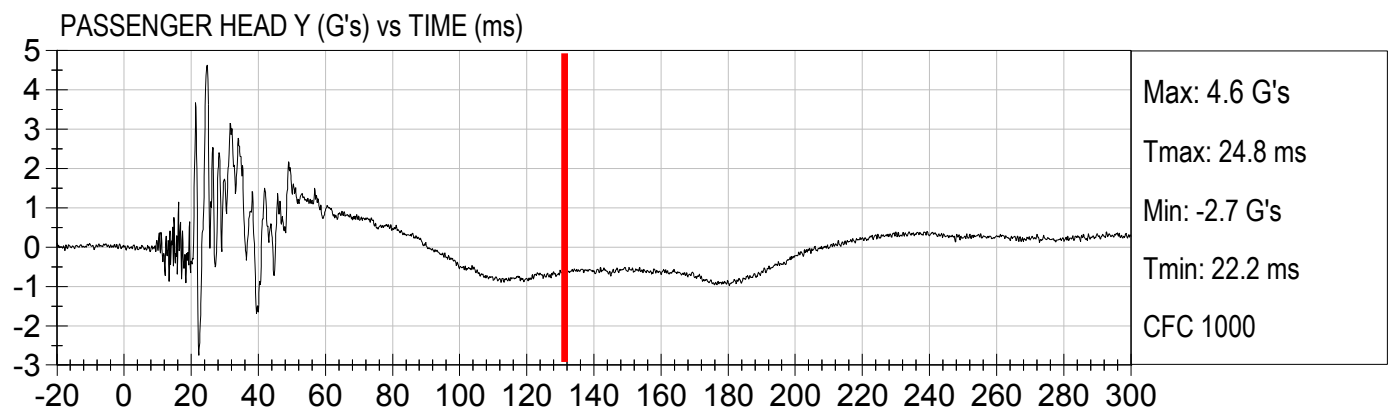
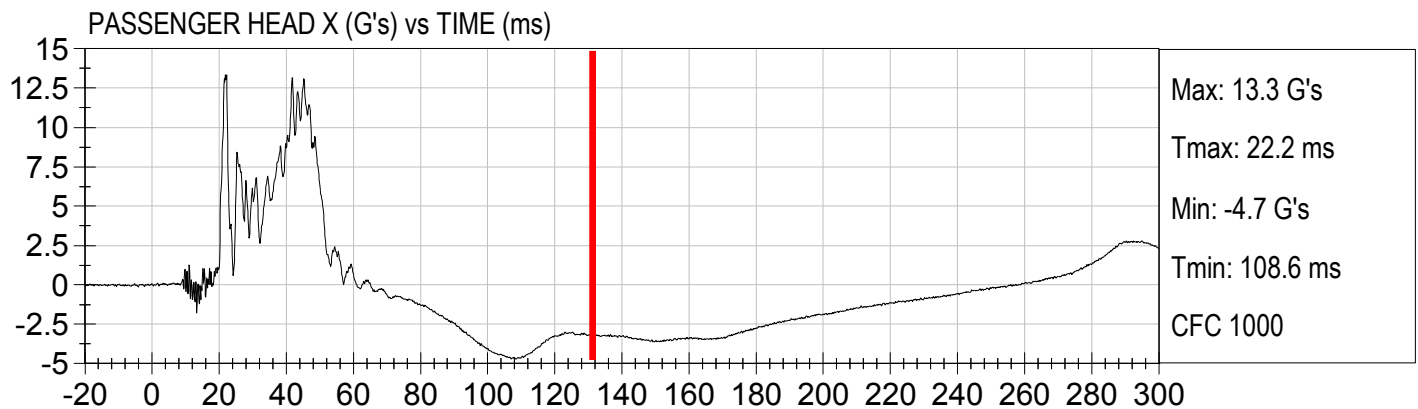
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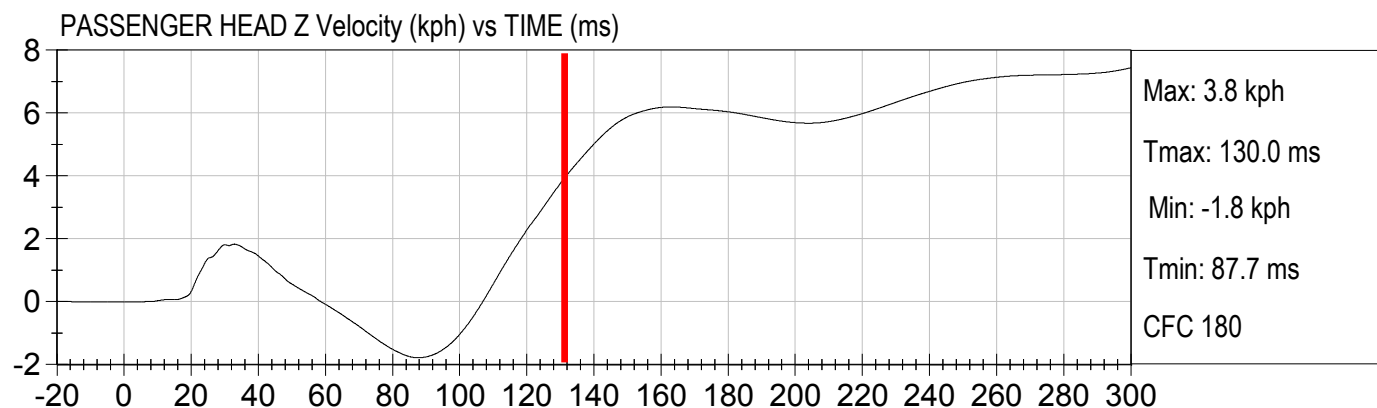
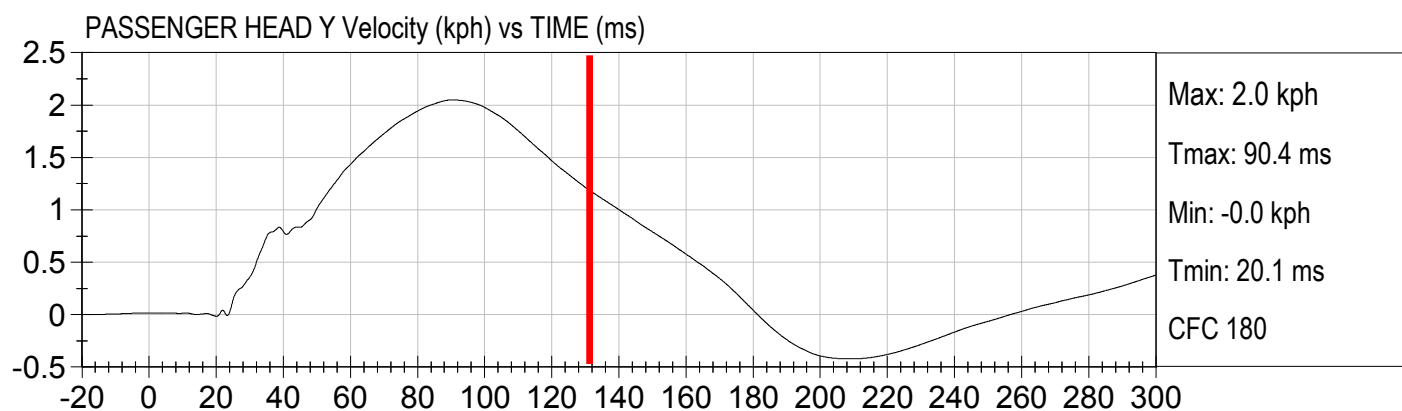
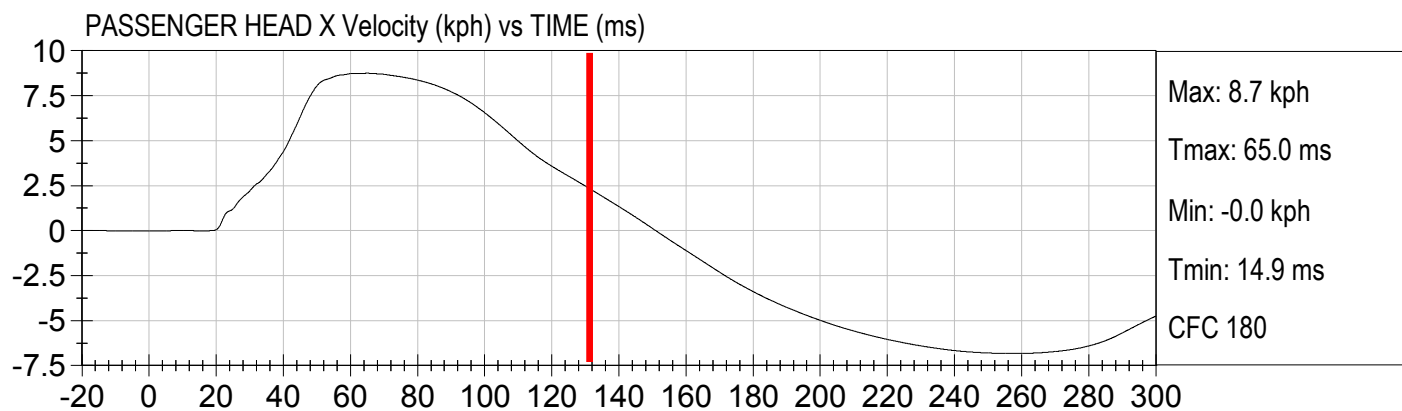


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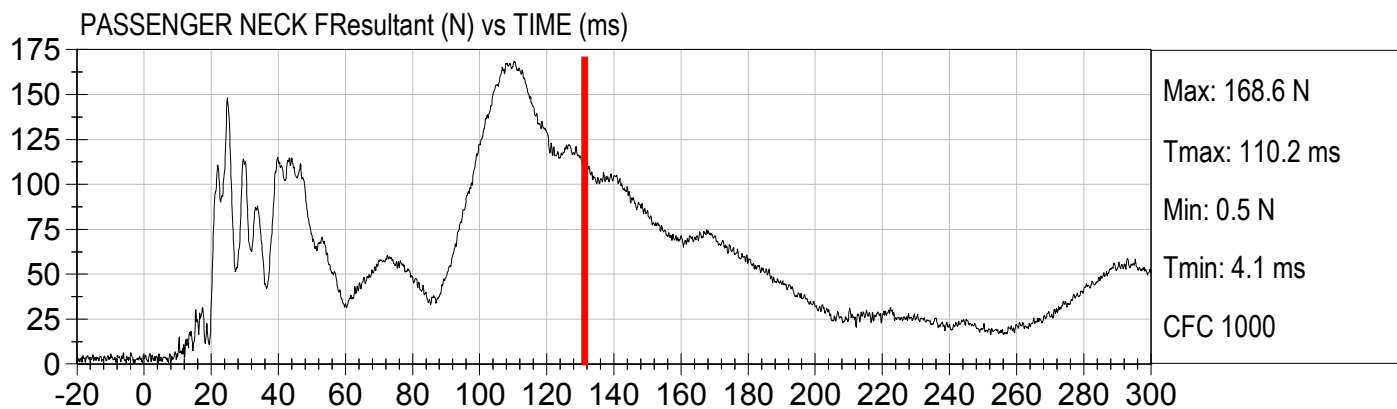
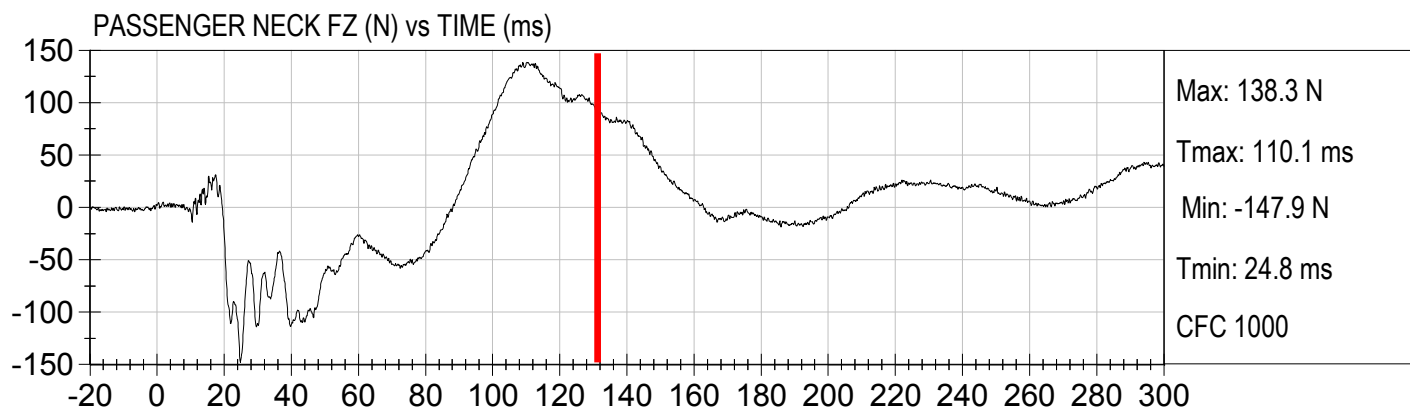
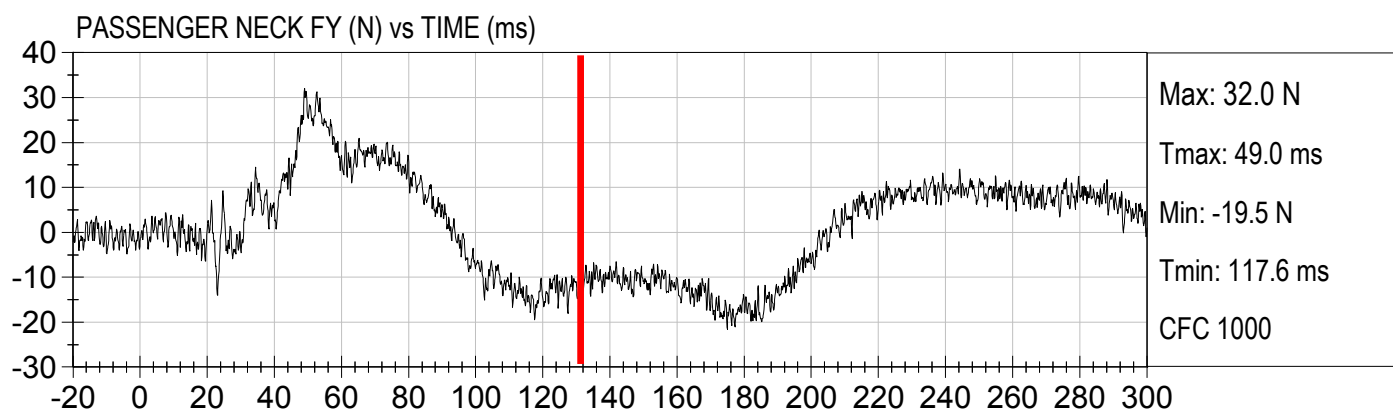
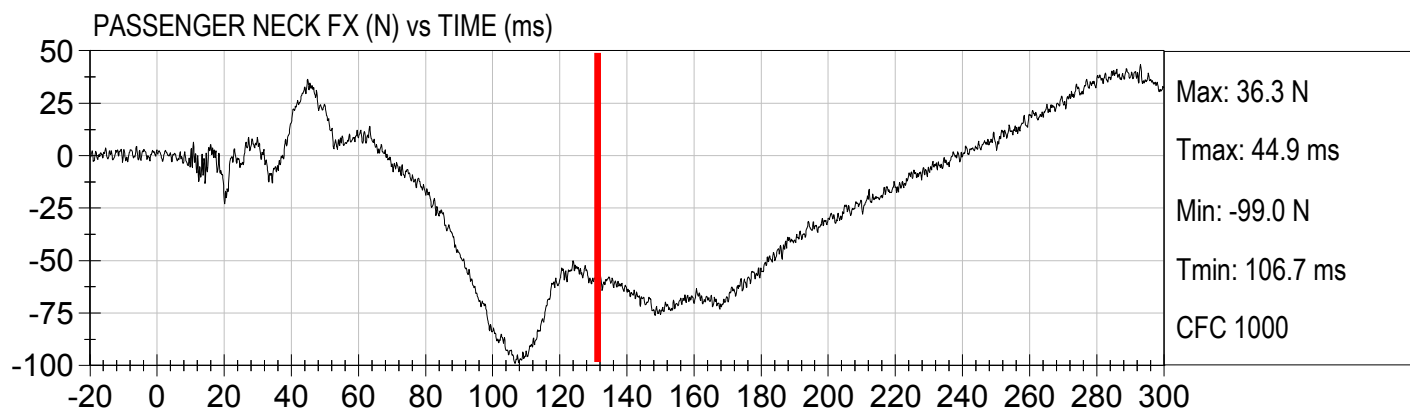


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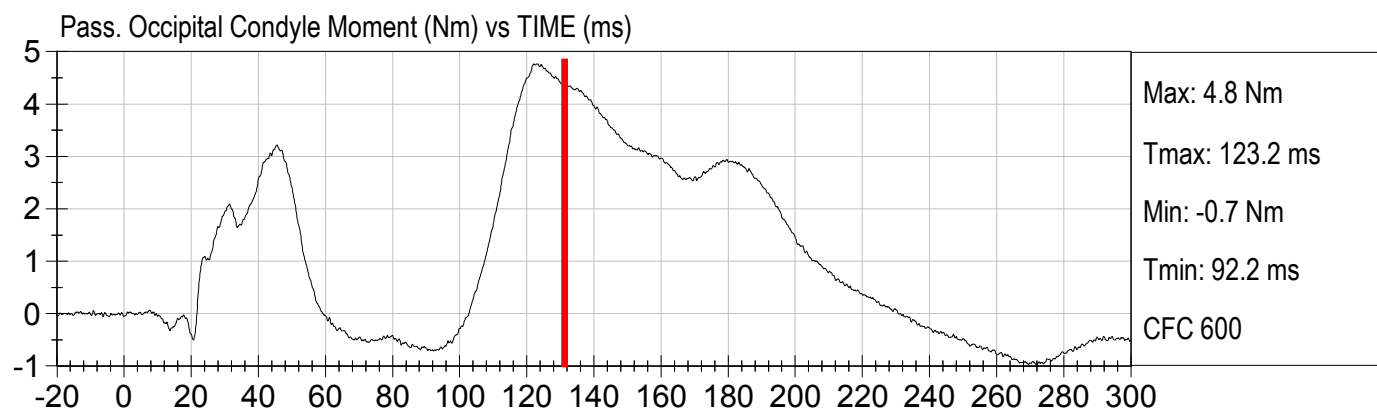
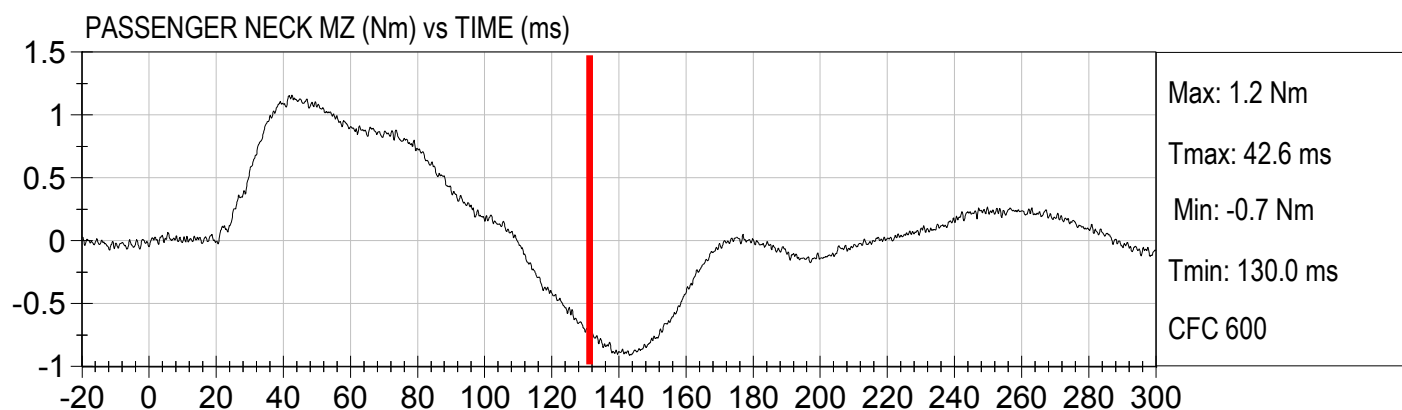
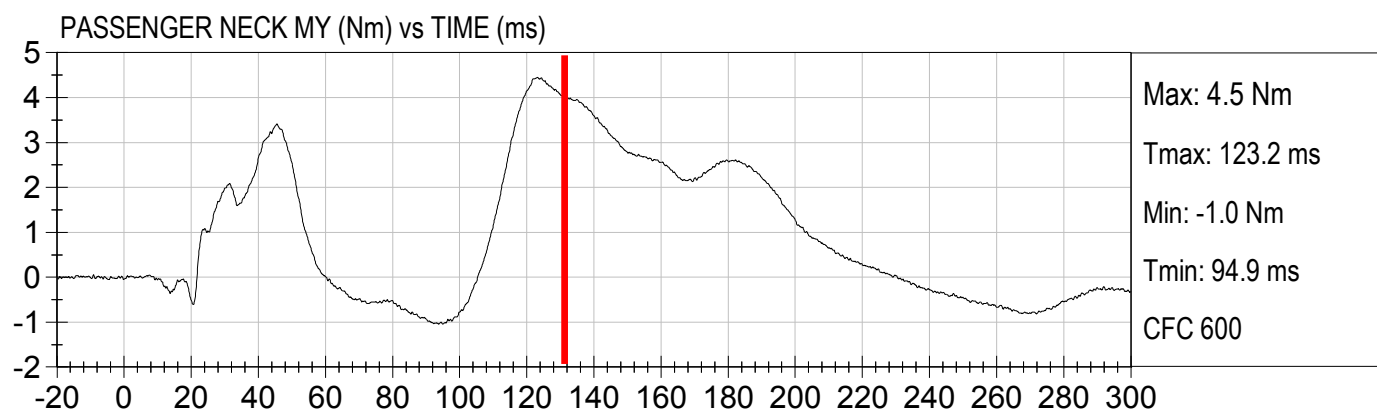
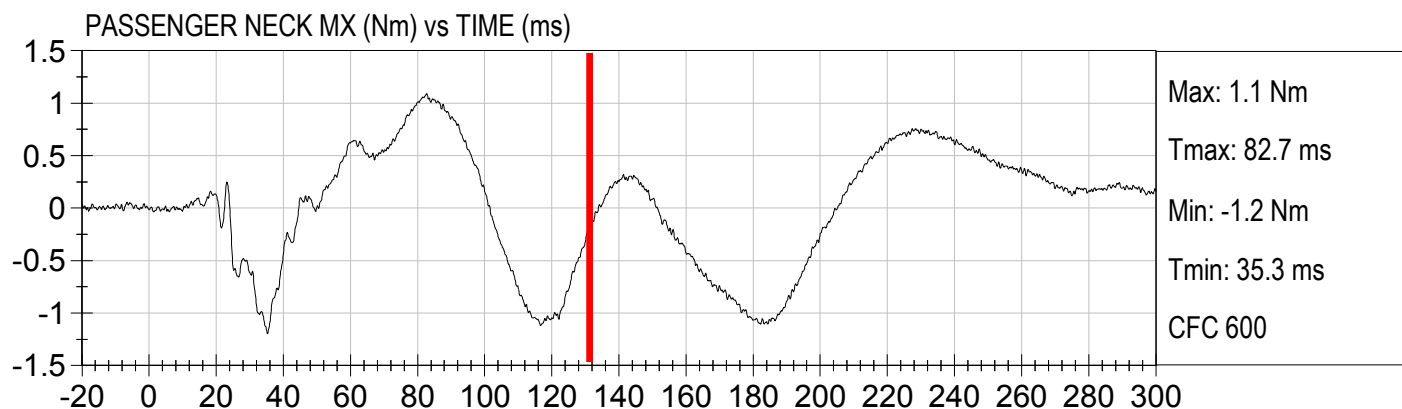


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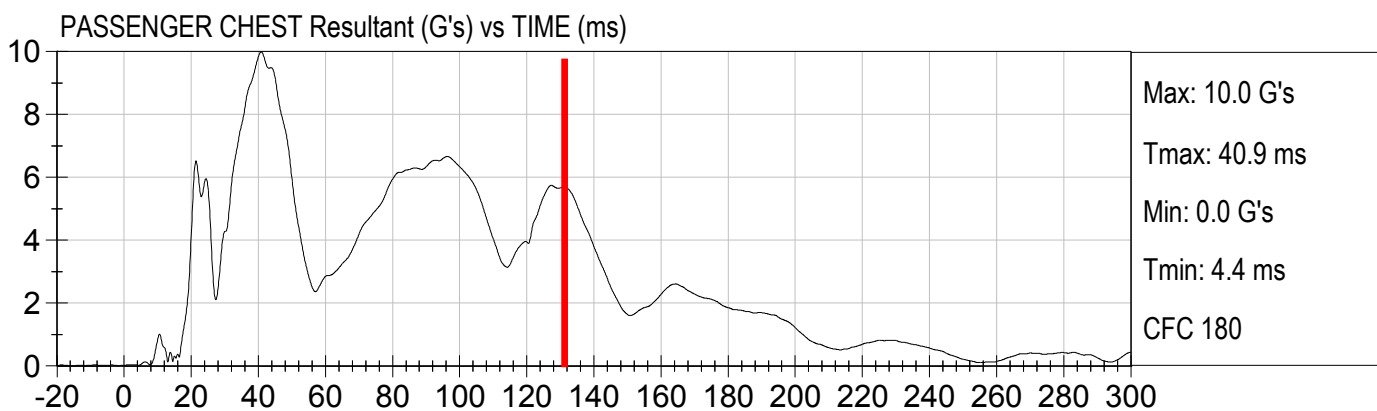
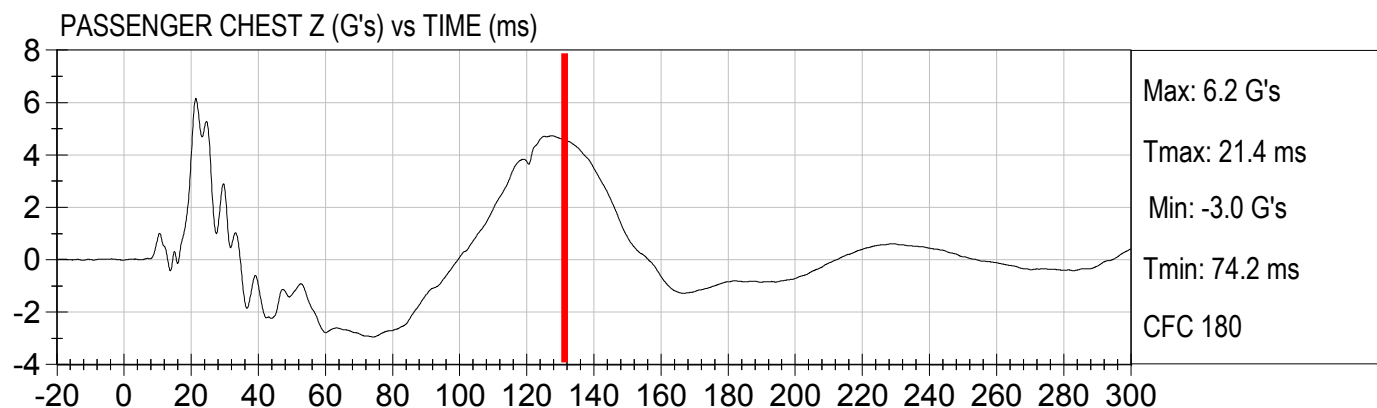
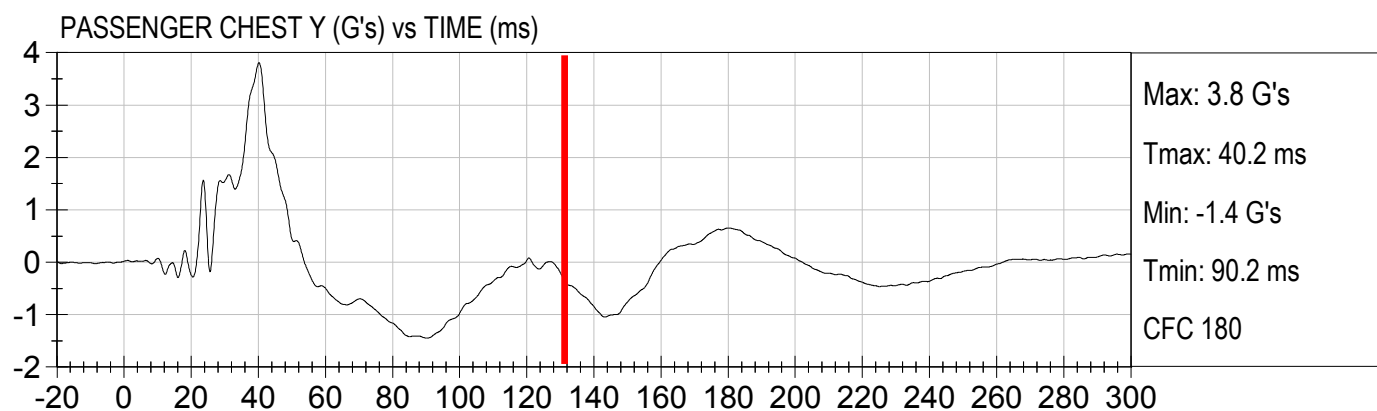
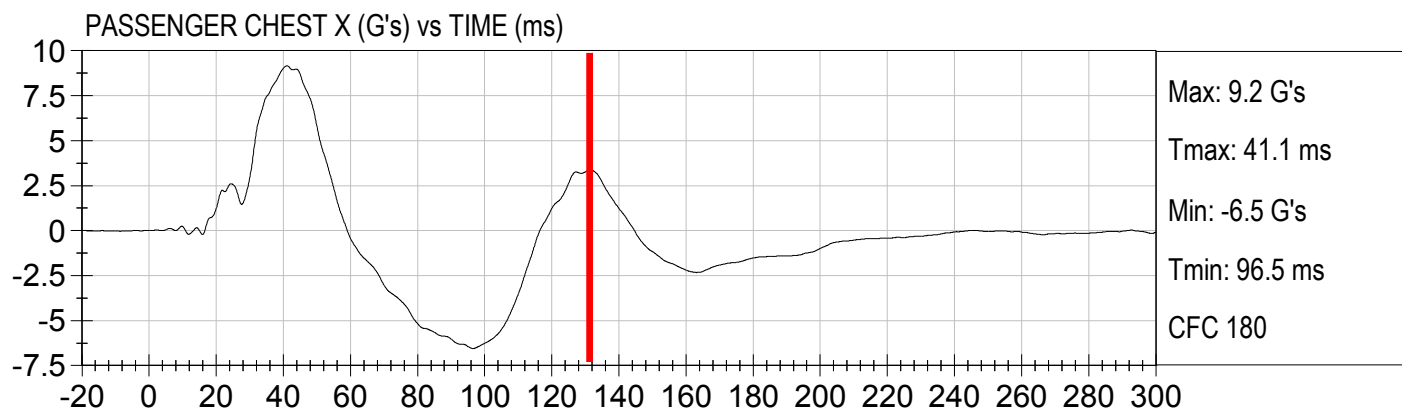


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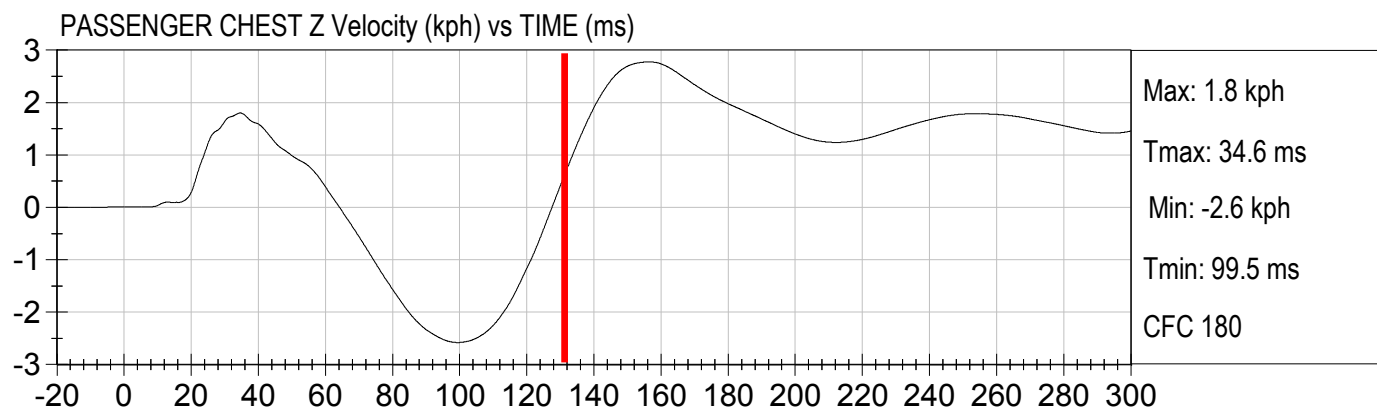
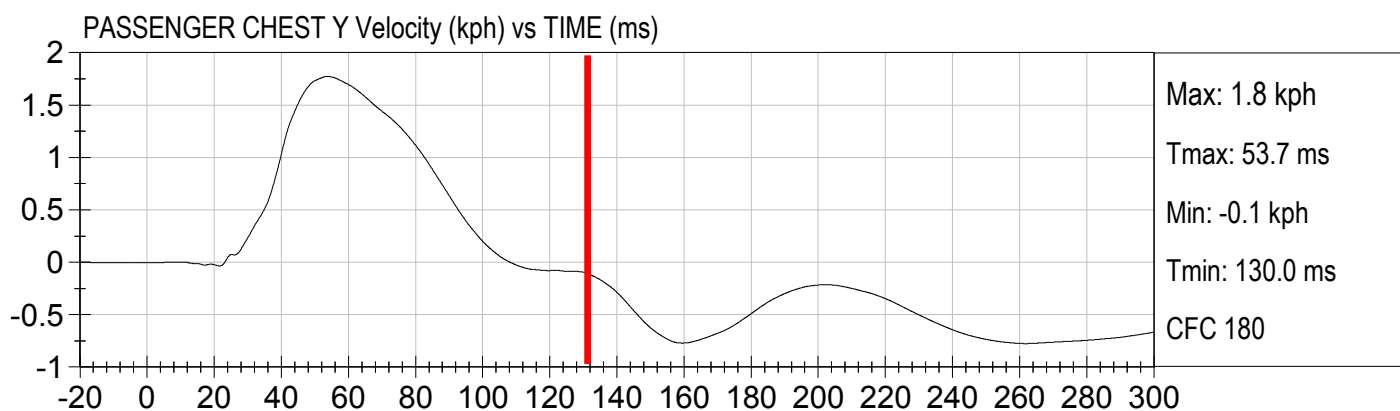
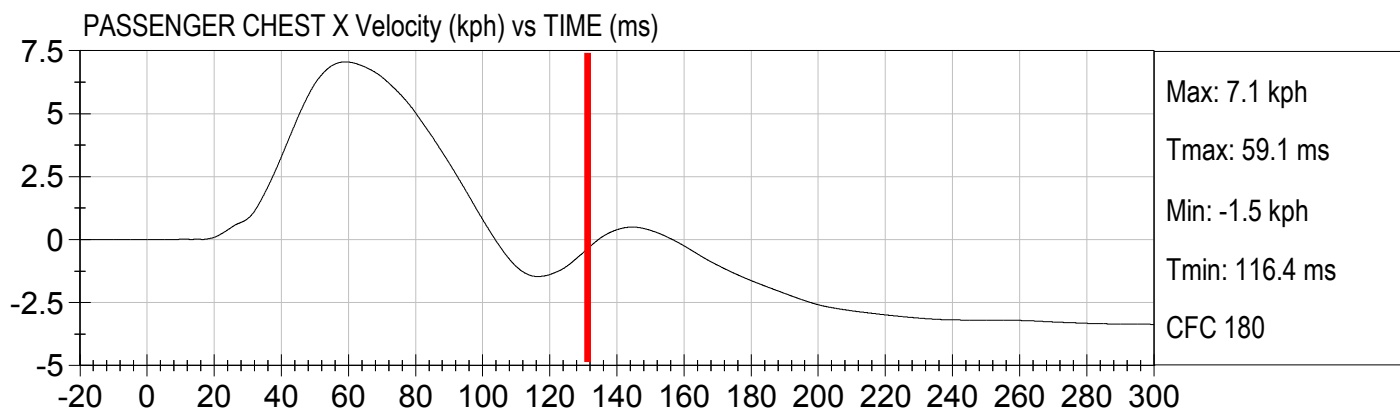


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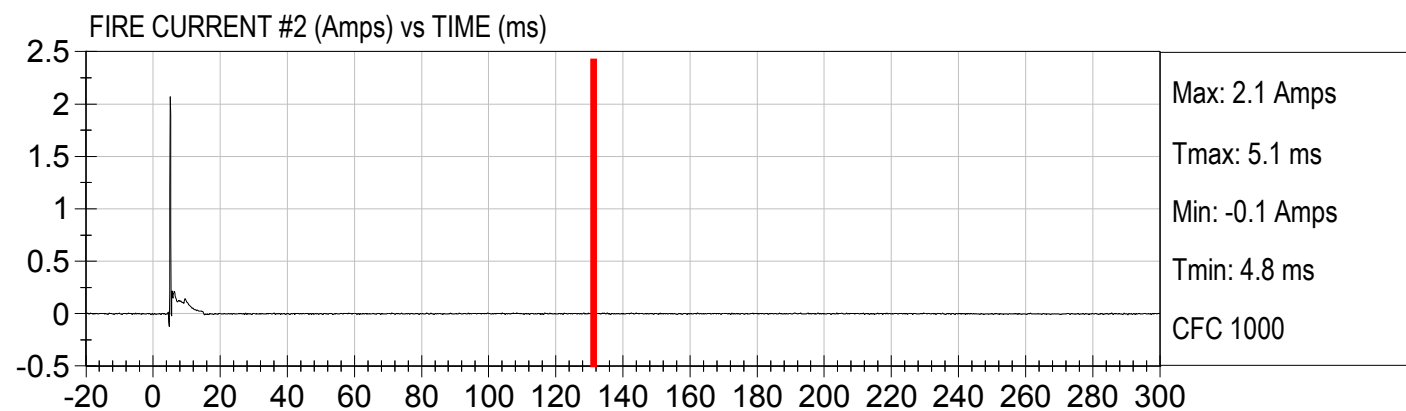
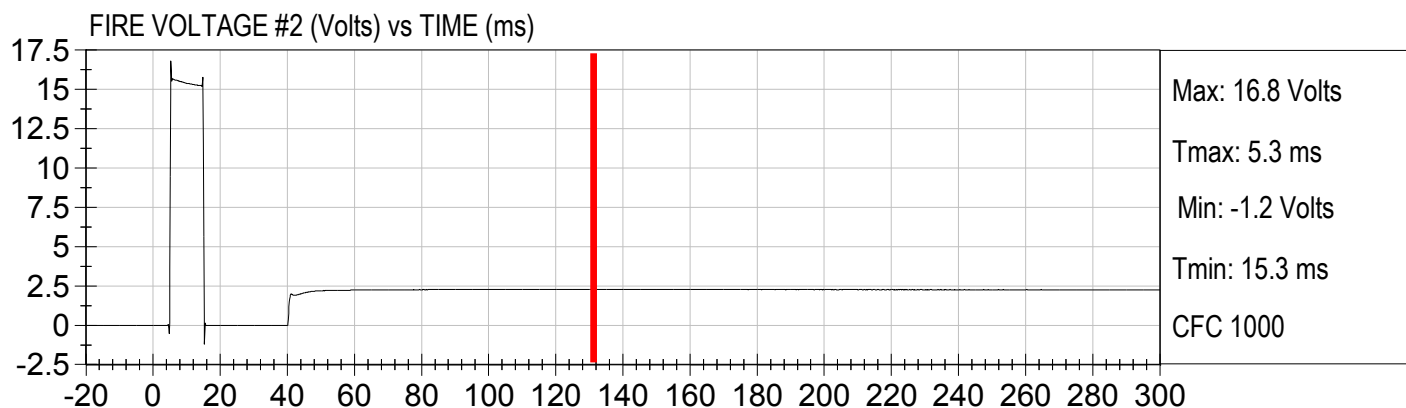
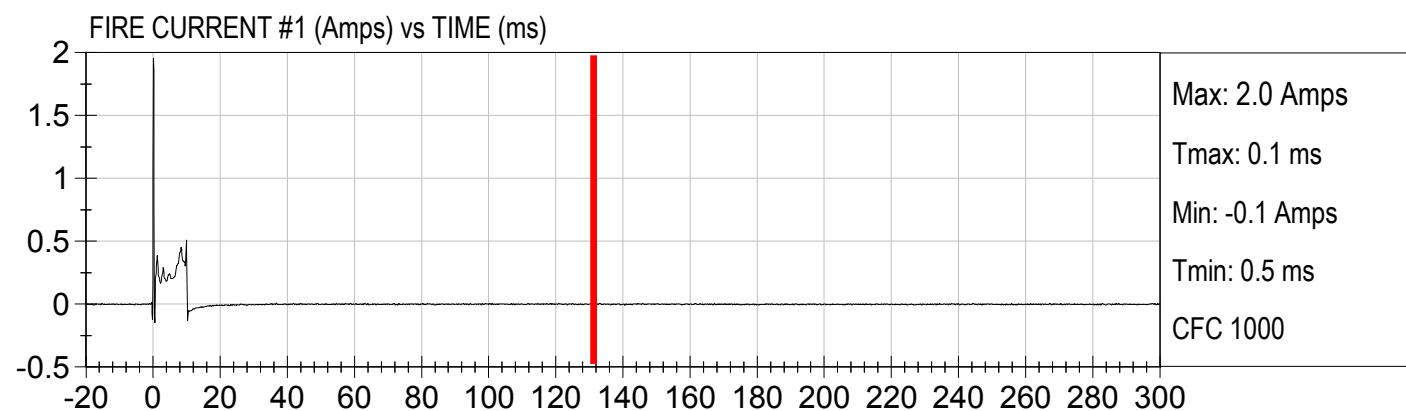
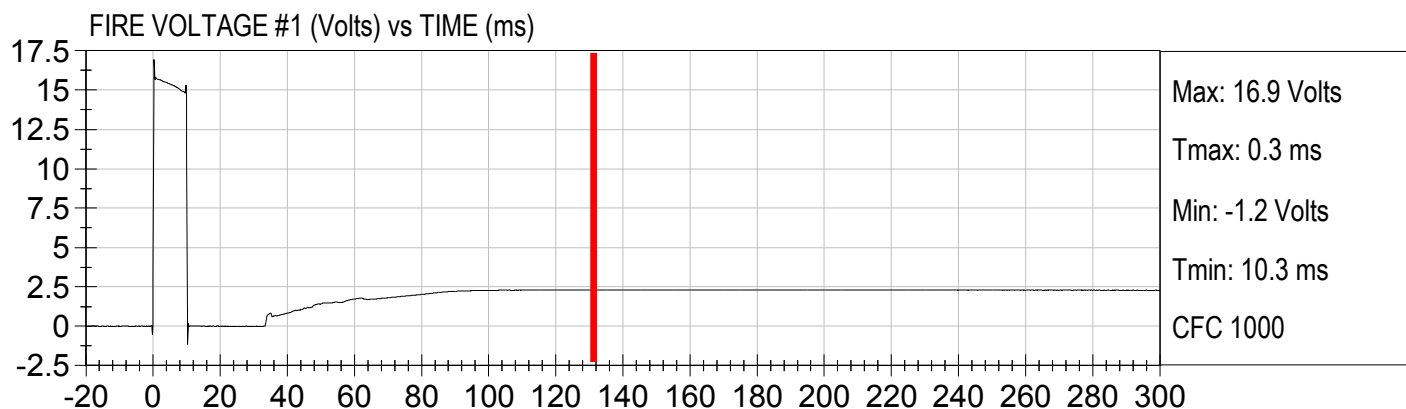


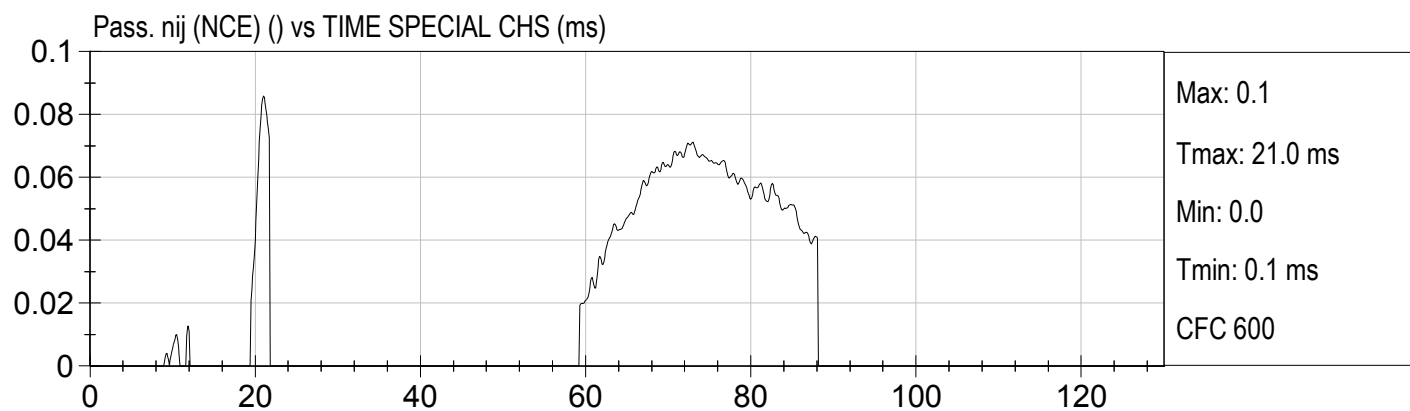
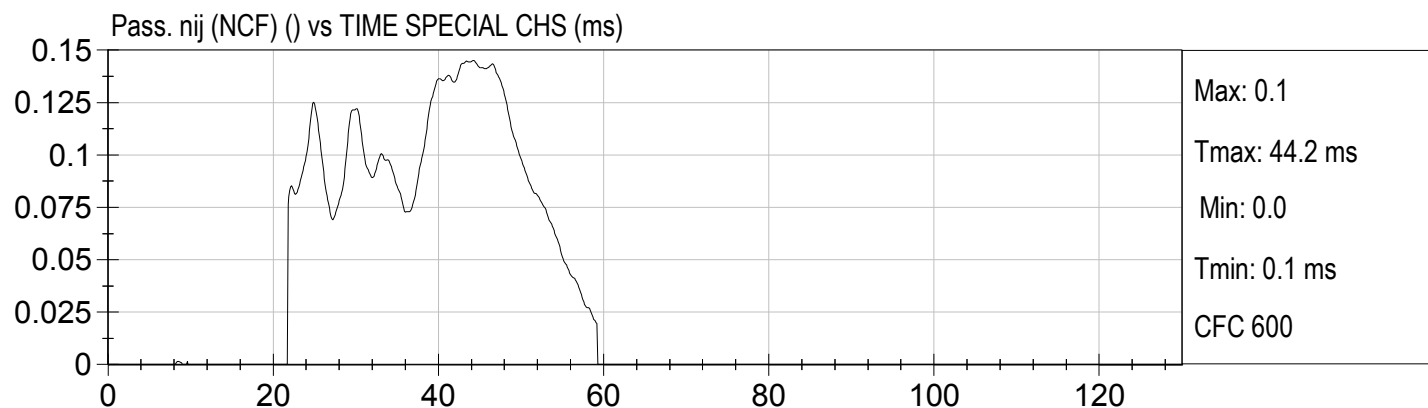
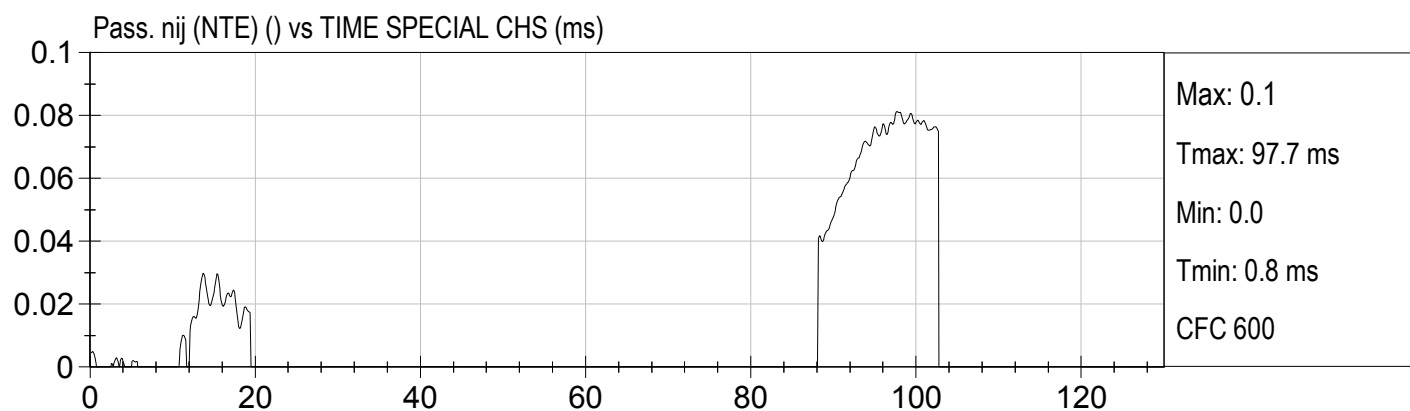
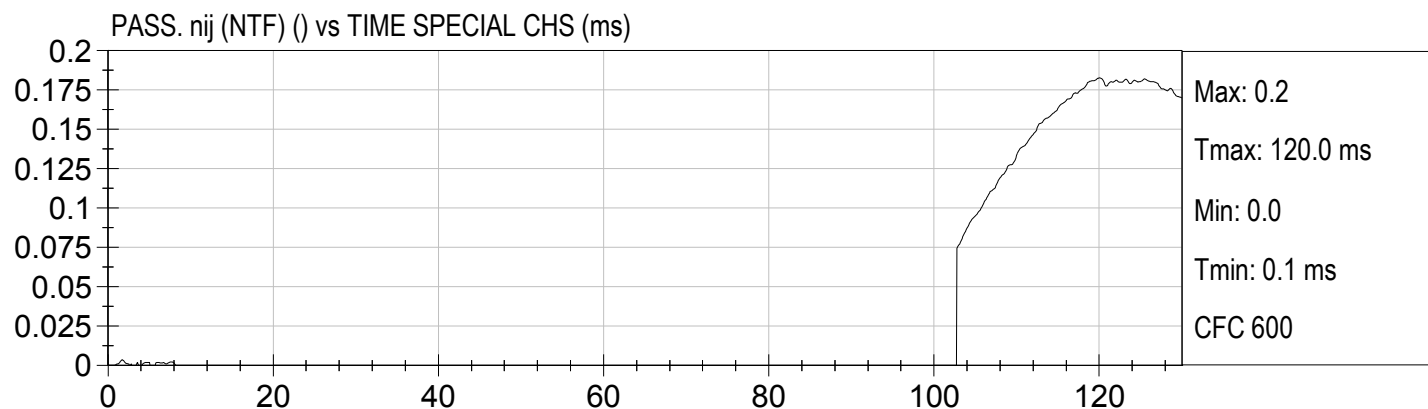
Injury Values Calculated between 0ms and 130ms





Injury Values Calculated between 0ms and 130ms





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Vehicle Certification Label

C20140301



TIRE AND LOADING INFORMATION

SEATING CAPACITY - TOTAL 5 FRONT 2 REAR 3

THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD
NEVER EXCEED 390 KG OR 860 LB

TIRE	FRONT	REAR	SPARE
ORIGINAL TIRE SIZE	205/55 R16	205/55 R16	none
COLD TIRE INFLATION PRESSURE	240 KPA/35 PSI	230 KPA/33 PSI	- KPA/- PSI

SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION



Tire Placard



Pre-Test Front View of Test Vehicle



Post-Test Front View of Test Vehicle

C-5.



Pre-Test Left Side View of Test Vehicle



Post-Test Left Side View of Test Vehicle



Pre-Test Right Side View of Test Vehicle



Post-Test Right Side View of Test Vehicle



Pre-Test Left Front Three-Quarter View of Test Vehicle



Post-Test Left Front Three-Quarter View of Test Vehicle



Pre-Test Right Front Three-Quarter View of Test Vehicle



Post-Test Right Front Three-Quarter View of Test Vehicle



Pre-Test Right Rear Three-Quarter View of Test Vehicle

Post-Test Right Rear Three-Quarter View of Test Vehicle



Pre-Test Left Rear Three-Quarter View of Test Vehicle



Post-Test Left Rear Three-Quarter View of Test Vehicle



Pre-Test Rear View of Test Vehicle



Post-Test Rear View of Test Vehicle



Pre-Test Windshield View



C-20.

Post-Test Windshield View



Pre-Test Engine Compartment View

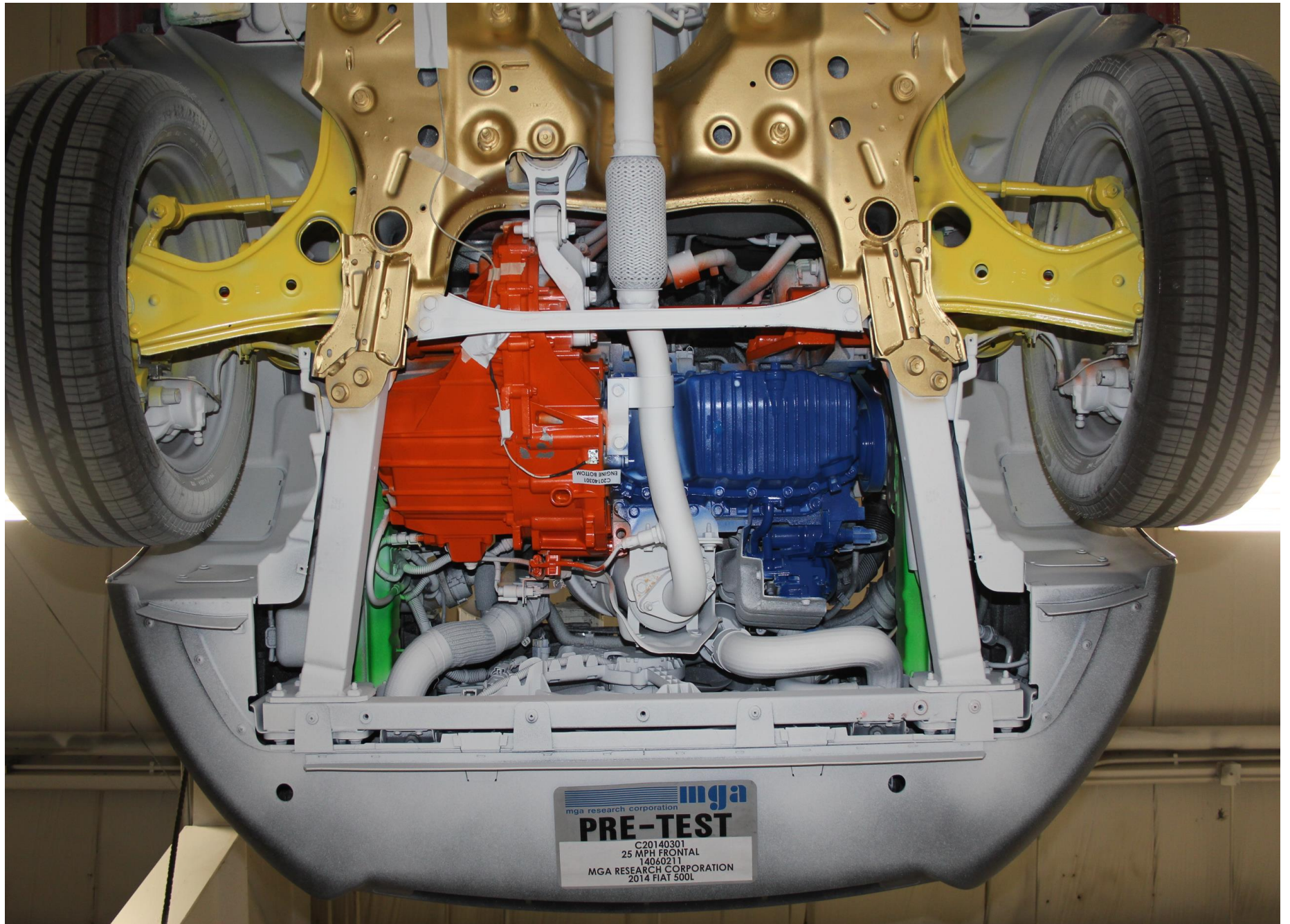


Post-Test Engine Compartment View

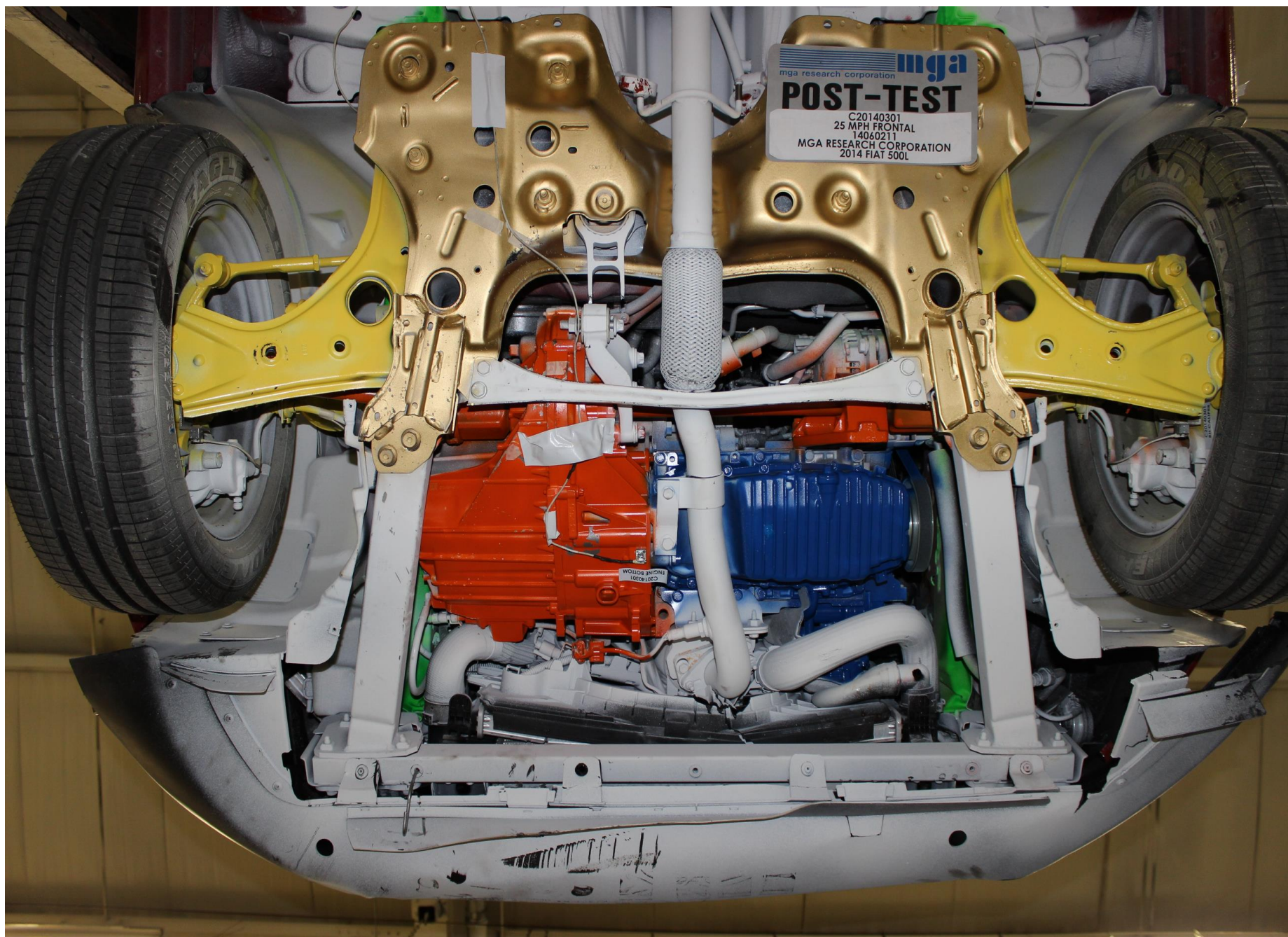
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for report needs.
The photo was corrupted
and could not be recovered.**



Post-Test Fuel Filler Cap View



Pre-Test Front Underbody View



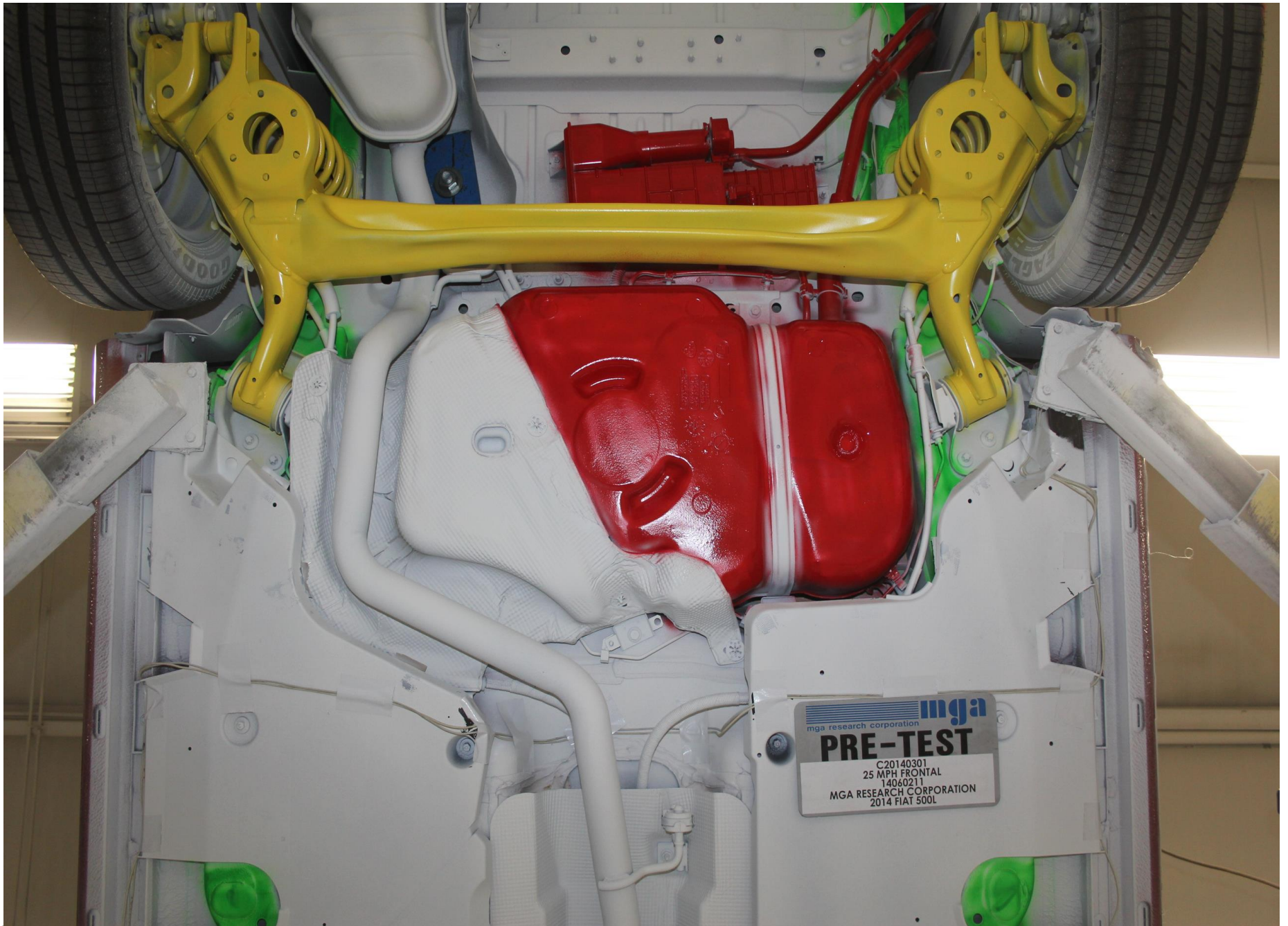
Post-Test Front Underbody View



Pre-Test Mid Underbody View



Post-Test Mid Underbody View



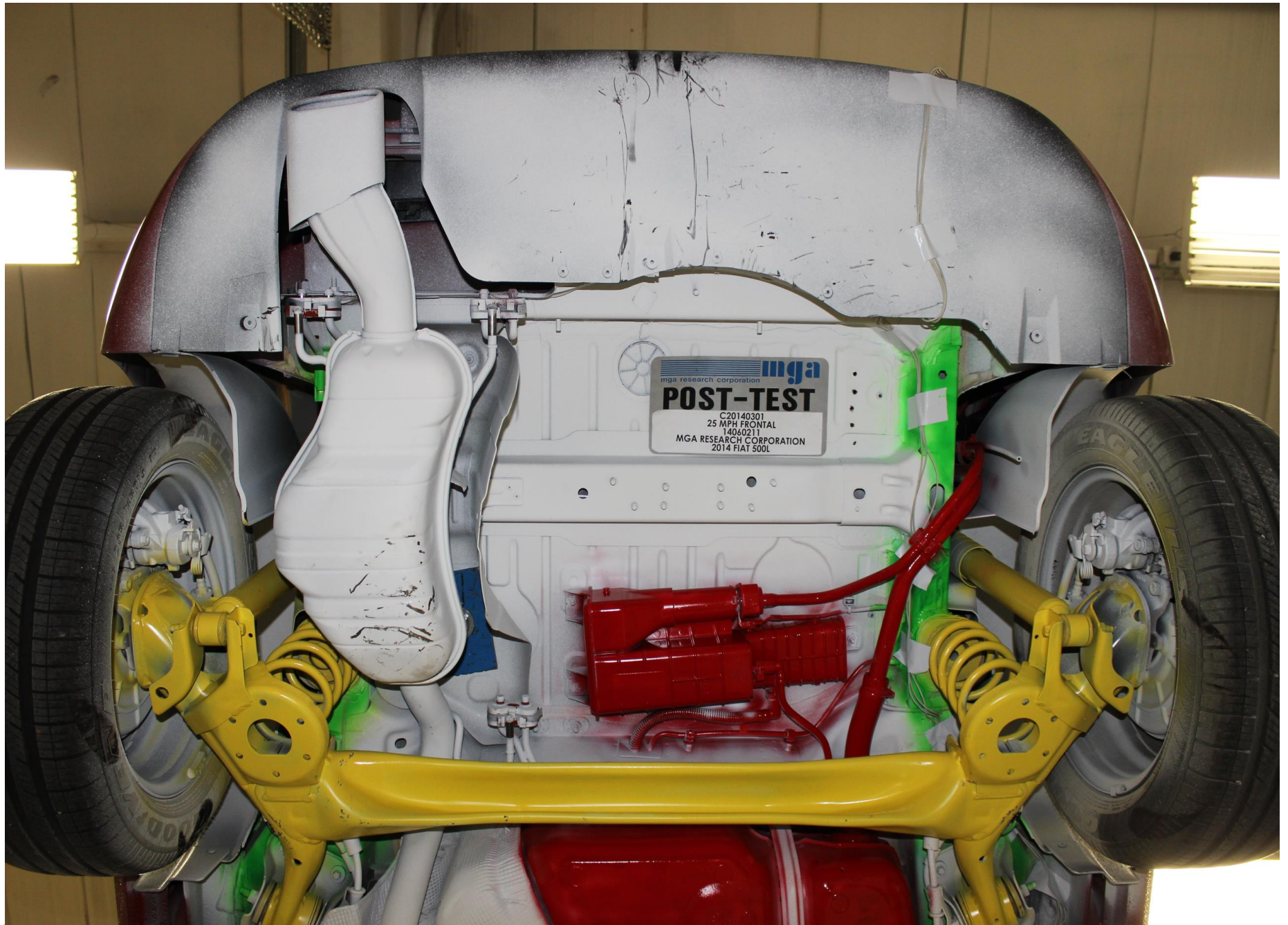
Pre-Test Mid Rear Underbody View



Post-Test Mid Rear Underbody View



Pre-Test Rear Underbody View



Post-Test Rear Underbody View



Pre-Test Driver Dummy Front View (head position)



Post-Test Driver Dummy Front View (head position)



Pre-Test Driver Dummy Position Left Side View



Post-Test Driver Dummy Position Left Side View



Pre-Test Driver Dummy Position Left Side View (door open)



Post-Test Driver Dummy Position Left Side View (door open)



Pre-Test Driver Dummy Seat Position



Post-Test Driver Dummy Seat Position

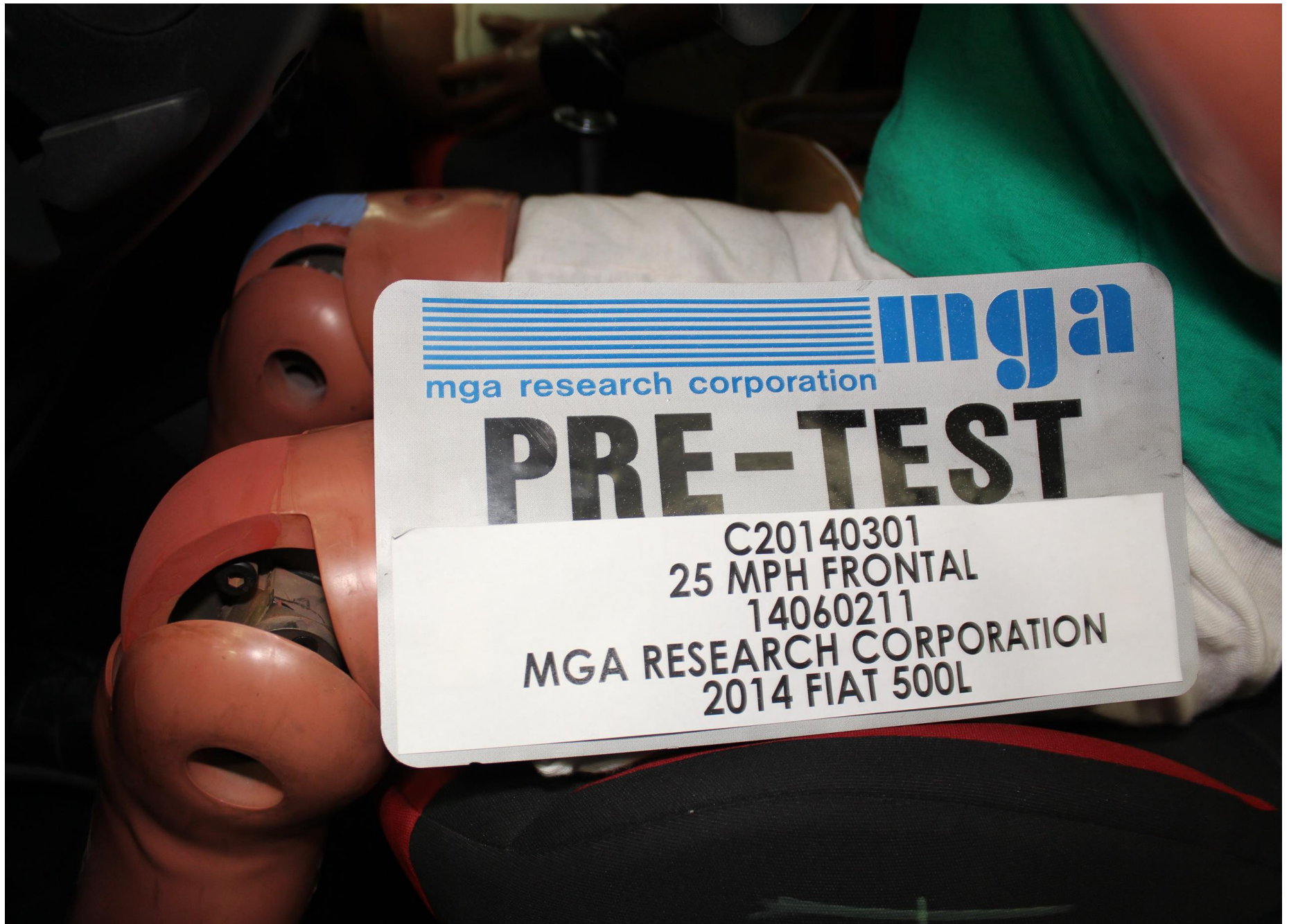


Pre-Test Driver Dummy Feet Position

C-42.



Post-Test Driver Dummy Feet Position



Pre-Test Driver Side Knee Bolster View



Post-Test Driver Side Knee Bolster View

C-45.



Post-Test Driver Dummy Airbag Contact



Post-Test Driver Dummy Head Contact (A-pillar)

C-47.



Post-Test Driver Dummy Knee Contact (knee air bag)

C-48.



Post-Test Driver Dummy Knee Contact (knee bolster)



Pre-Test Passenger Dummy Front View (head position)



Post-Test Passenger Dummy Front View (head position)

C-51.



Pre-Test Passenger Dummy Position Right Side View



Post-Test Passenger Dummy Position Right Side View



Pre-Test Passenger Dummy Position Right Side View (door open)



Post-Test Passenger Dummy Position Right Side View (door open)



Pre-Test Passenger Dummy Seat Position



Post-Test Passenger Dummy Seat Position



Pre-Test Passenger Dummy Feet Position



Post-Test Passenger Dummy Feet Position



Pre-Test Passenger Side Knee Bolster View

C-60.



Post-Test Passenger Side Knee Bolster View

C-61.



Post-Test Passenger Dummy Airbag Contact



Post-Test Passenger Dummy Head Contact (headrest)

C20140301

- EV
- BY THE AIRBAG.
 - THE BACK SEAT IS THE SAFEST PLACE FOR CHILDREN.
 - NEVER PUT A REAR-FACING CHILD SEAT IN THE FRONT.
 - ALWAYS USE SEATBELTS AND CHILD RESTRAINTS.
 - SEE OWNER'S MANUAL FOR MORE INFORMATION ABOUT AIRBAGS.

⚠ MISE EN GARDE

MÊME AVEC DES SACS GONFLABLES PERFECTIONNÉS:

- LES ENFANTS PEUVENT ÊTRE TUÉS OU GRAVEMENT BLESSÉS PAR UN SAC GONFLABLE.
- LA BANQUETTE ARRIÈRE EST LA PLACE LA PLUS SÉCURITAIRE POUR LES ENFANTS.
- NE JAMAIS PLACER UN SIÈGE POUR ENFANT ORIENTÉ VERS L'ARRIÈRE À L'AVANT DU VÉHICULE.
- TOUJOURS UTILISER LES CEINTURES DE SÉCURITÉ ET LES SYSTÈMES DE RETENUE POUR ENFANT.
- CONSULTER LE GUIDE DE L'AUTOMOBILISTE POUR OBTENIR PLUS DE RENSEIGNEMENTS SUR LES SACS GONFLABLES.



⚠ ADVERTENCIA

AÚN CON BOLSAS DE AIRE AVANZADAS:

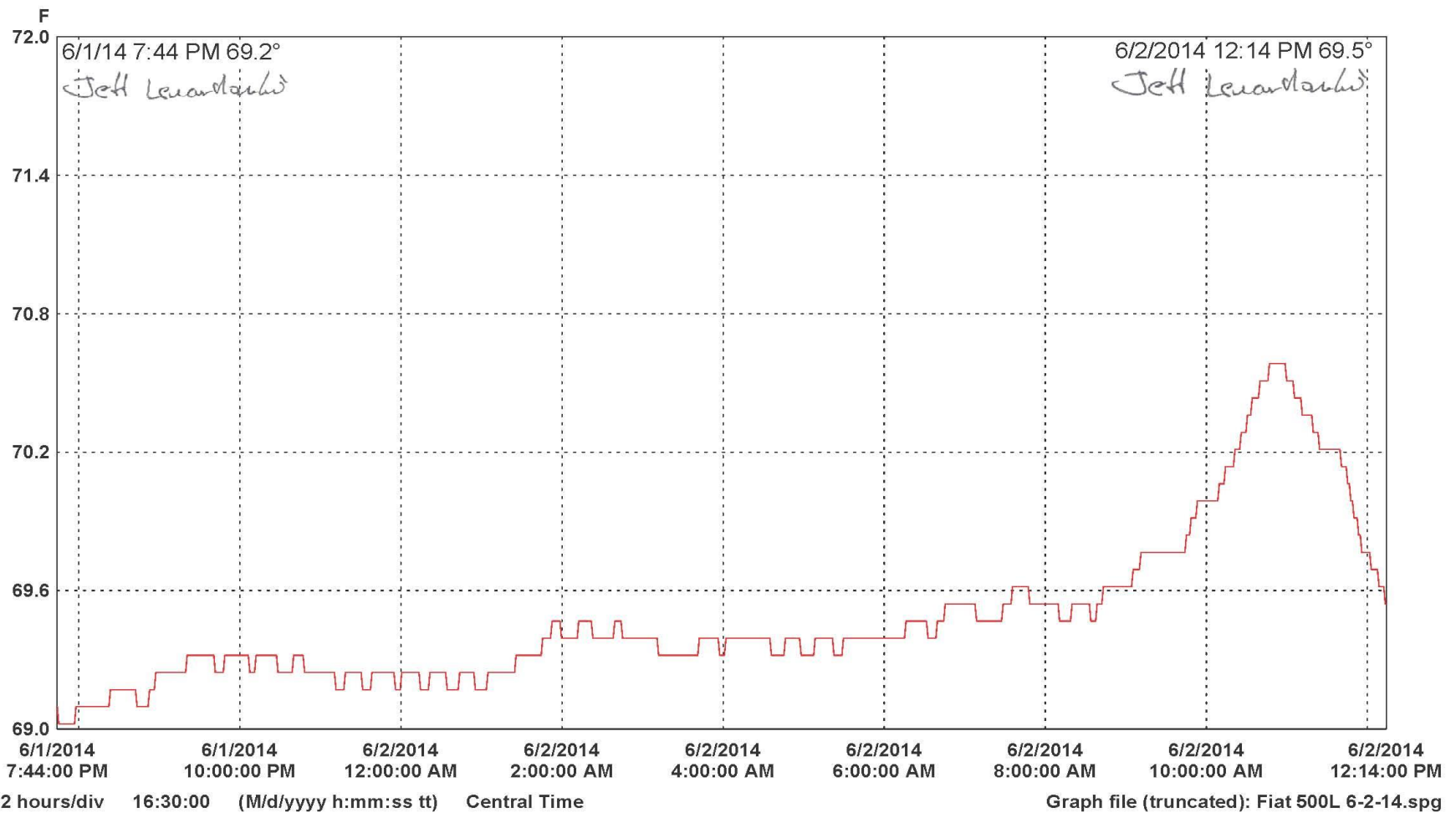
- LOS NIÑOS PUEDEN MORIR O HERIRSE GRAVEMENTE POR LA BOLSA DE AIRE.
- EL ASIENTO TRASERO ES EL LUGAR MÁS SEGURO PARA LOS NIÑOS.
- NUNCA PONGA UN ASIENTO PARA NIÑOS QUE VÉ HACIA ATRÁS EN EL ASIENTO DELANTERO.
- SIEMPRE USE LOS CINTURONES DE SEGURIDAD Y PROTECCIONES PARA NIÑOS.
- CONSULTE EL MANUAL DEL PROPIETARIO PARA MAYOR INFORMACIÓN DE LAS BOLSAS DE AIRE.

C-64.



Post-Test Passenger Dummy Knee Contact

C-65.



LN	Serial #	Description	CH	Value	Maximum	Average	Minimum	Units	CH description	Logger file
1	10102162	MGATemp_10102162	1		70.58	69.48	69.02	F	Temperature	10102162_MGATemp_10102162.spl
LN	Logger file									ID # Security Created by Creation time
1	C:\Program Files (x86)\Veriteq Instruments\Log 4.4\Prep 2014\10102162_MGATemp_10102162.spl									
LN	Serial #	Last calibrated by		Last calibration	Next calibration					
1	10102162									

APPENDIX D

LOW RISK PHOTOGRAPHS

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



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



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

D-4.



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



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

D-6.



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



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



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



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

D-10.



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

D-11.



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

D-12.



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



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

D-14.



Pre-Test 3YO P1 Passenger Dummy Left Side View



Post-Test 3YO P1 Passenger Dummy Left Side View



Pre-Test 3YO P1 Passenger Dummy Right Side View

D-17.



Post-Test 3YO P1 Passenger Dummy Right Side View

D-18.



Post-Test 3YO P1 Passenger Dummy Airbag Left Side View



Post-Test 3YO P1 Passenger Dummy Airbag Right Side View



Post-Test 3YO P1 Passenger Dummy Head Contact (seat back)



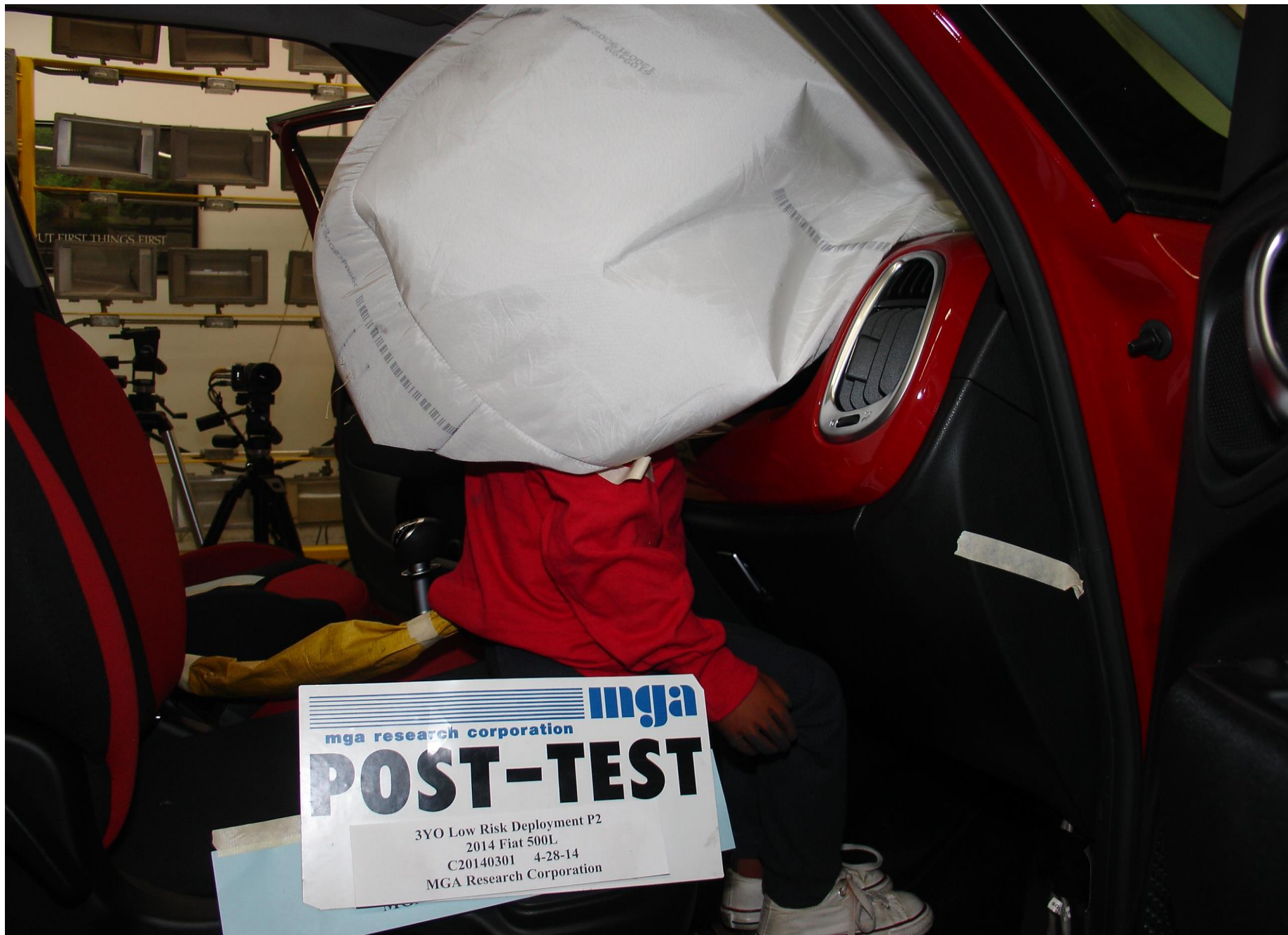
Pre-Test 3YO P2 Passenger Dummy Left Side View



Post-Test 3YO P2 Passenger Dummy Left Side View



Pre-Test 3YO P2 Passenger Dummy Right Side View



Post-Test 3YO P2 Passenger Dummy Right Side View

D-25.



Post-Test 3YO P2 Passenger Dummy Airbag Left Side View



Post-Test 3YO P2 Passenger Dummy Airbag Right Side View



Pre-Test 6YO P1 Passenger Dummy Left Side View



Post-Test 6YO P1 Passenger Dummy Left Side View



Pre-Test 6YO P1 Passenger Dummy Right Side View



Post-Test 6YO P1 Passenger Dummy Right Side View



Post-Test 6YO P1 Passenger Dummy Airbag Left Side View



Post-Test 6YO P1 Passenger Dummy Airbag Right Side View



Post-Test 6YO P1 Passenger Dummy Head Contact (seat back)



Pre-Test 6YO P2 Passenger Dummy Left Side View



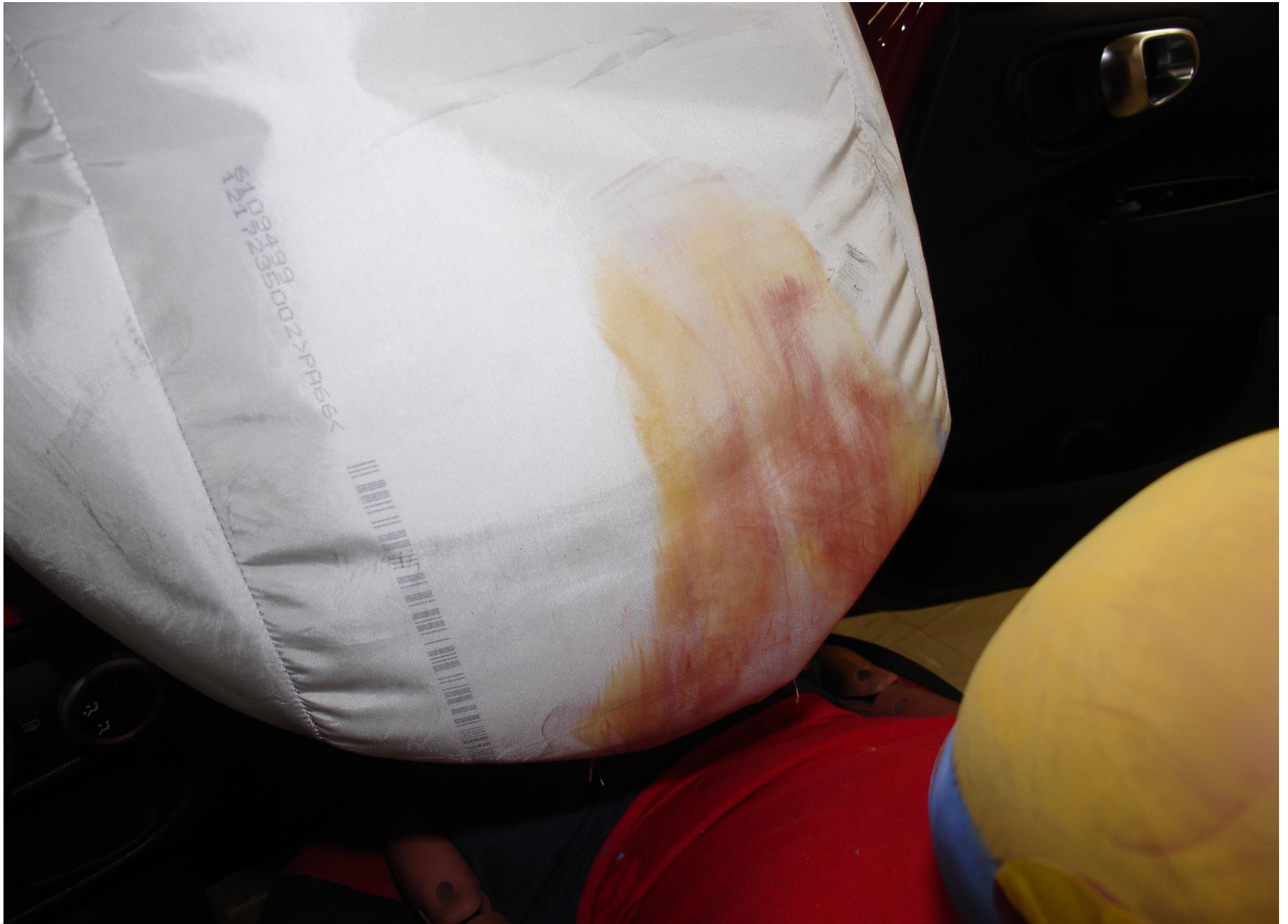
Post-Test 6YO P2 Passenger Dummy Left Side View



Pre-Test 6YO P2 Passenger Dummy Right Side View



Post-Test 6YO P2 Passenger Dummy Right Side View

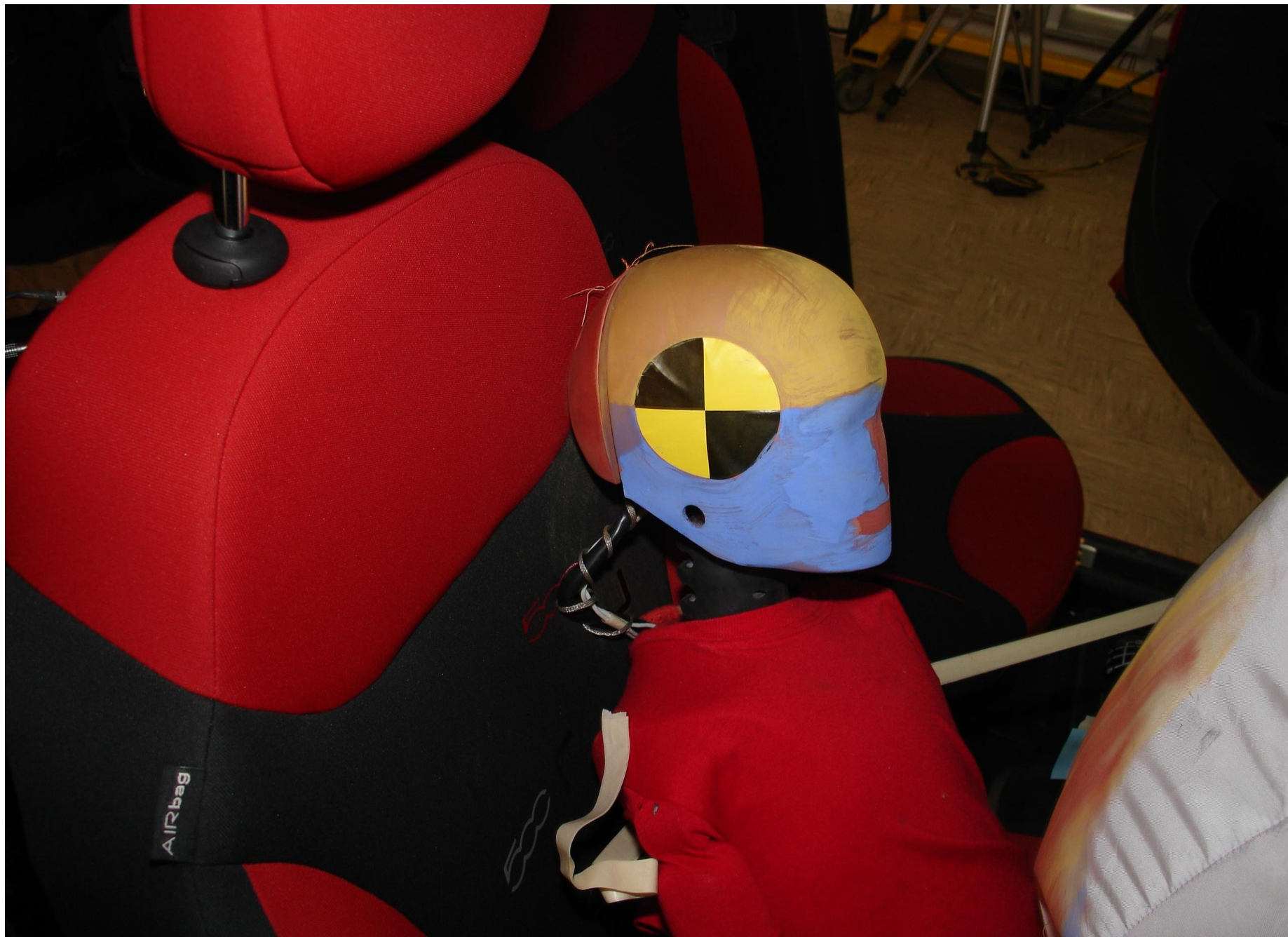


Post-Test 6YO P2 Passenger Dummy Airbag Left Side View



Post-Test 6YO P2 Passenger Dummy Airbag Right Side View

D-40.



Post-Test 6YO P2 Passenger Dummy Head Contact (seat back)



Pre-Test 12 Mo Pass. Dummy Left Side View (Graco Snugride W/O Base Low Cinch)

D-42.



Post-Test 12 Mo Pass. Dummy Left Side View (Graco Snugride W/O Base Low Cinch)



Pre-Test 12 Mo Pass. Dummy Right Side View (Graco Snugride W/O Base Low Cinch)

D-44.



Post-Test 12 Mo Pass. Dummy Right Side View (Graco Snugride W/O Base Low Cinch)

D-45.



Post-Test 12 Mo Pass. Dummy Airbag Left Side View

D-46.



Post-Test 12 Mo Pass. Dummy Airbag Right Side View



Pre-Test 12 Mo Pass. Dummy Left Side View (Graco Snugride W/O Base High Cinch)

D-48.



Post-Test 12 Mo Pass. Dummy Left Side View (Graco Snugride W/O Base High Cinch)

D-49.



Pre-Test 12 Mo Pass. Dummy Right Side View (Graco Snugride W/O Base High Cinch)



Post-Test 12 Mo Pass. Dummy Right Side View (Graco Snugride W/O Base High Cinch)



Post-Test 12 Mo Pass. Dummy Airbag Left Side View



Post-Test 12 Mo Pass. Dummy Airbag Right Side View



Pre-Test 12 Mo Pass. Dummy Left Side View (Cosco Arriva W/O Base Low Cinch)



Post-Test 12 Mo Pass. Dummy Left Side View (Cosco Arriva W/O Base Low Cinch)



Pre-Test 12 Mo Pass. Dummy Right Side View (Cosco Arriva W/O Base Low Cinch)



Post-Test 12 Mo Pass. Dummy Right Side View (Cosco Arriva W/O Base Low Cinch)



Post-Test 12 Mo Pass. Dummy Airbag Left Side View

D-58.



Post-Test 12 Mo Pass. Dummy Airbag Right Side View



Pre-Test 12 Mo Pass. Dummy Left Side View (Cosco Arriva W/O Base High Cinch)

D-60.



Post-Test 12 Mo Pass. Dummy Left Side View (Cosco Arriva W/O Base High Cinch)



Pre-Test 12 Mo Pass. Dummy Right Side View (Cosco Arriva W/O Base High Cinch))



Post-Test 12 Mo Pass. Dummy Right Side View (Cosco Arriva W/O Base High Cinch)

D-63.



Post-Test 12 Mo Pass. Dummy Airbag Left Side View



Post-Test 12 Mo Pass. Dummy Airbag Right Side View



Pre-Test 12 Mo Pass. Dummy Left Side View (Britax Roundabout Low Cinch)



Post-Test 12 Mo Pass. Dummy Left Side View (Britax Roundabout Low Cinch)

D-67.



Pre-Test 12 Mo Pass. Dummy Right Side View (Britax Roundabout Low Cinch)



Post-Test 12 Mo Pass. Dummy Right Side View (Britax Roundabout Low Cinch)

D-69.



Post-Test 12 Mo Pass. Dummy Airbag Left Side View

D-70.



Post-Test 12 Mo Pass. Dummy Airbag Right Side View

D-71.



Pre-Test 12 Mo Pass. Dummy Left Side View (Britax Roundabout High Cinch)



Post-Test 12 Mo Pass. Dummy Left Side View (Britax Roundabout High Cinch)



Pre-Test 12 Mo Pass. Dummy Right Side View (Britax Roundabout High Cinch)



Post-Test 12 Mo Pass. Dummy Right Side View (Britax Roundabout High Cinch)

D-75.



Post-Test 12 Mo Pass. Dummy Airbag Left Side View



Post-Test 12 Mo Pass. Dummy Airbag Right Side View

APPENDIX E

INSTRUMENTATION CALIBRATION

INSTRUMENTS FOR DRIVER DUMMY NO.: 510

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P78269	Endevco	02/18/14
Head Y	P79852	Endevco	02/18/14
Head Z	P79856	Endevco	02/18/14
Neck Load Cell	N7489	Denton	03/07/14
Chest X	P79634	Endevco	02/18/14
Chest Y	P79635	Endevco	02/18/14
Chest Z	P79636	Endevco	02/18/14
Chest Displacement	510	Servo	02/18/14
Left Femur Load Cell	F799	Denton	12/31/13
Right Femur Load Cell	F737	Denton	01/02/14

INSTRUMENTS FOR PASSENGER DUMMY NO.: 511

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P79604	Endevco	03/01/13
Head Y	P79605	Endevco	03/01/13
Head Z	P79606	Endevco	03/01/13
Neck Load Cell	N2038	Denton	01/21/13
Chest X	P79826	Endevco	03/01/13
Chest Y	P79827	Endevco	03/01/13
Chest Z	P79828	Endevco	03/01/13
Chest Displacement	511	Servo	02/28/13
Left Femur Load Cell	F643	Denton	09/26/12
Right Femur Load Cell	F639	Denton	09/26/12

INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO.: 124 (P1 & P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P77650	Endevco	01/16/14
Head Y	P77651	Endevco	01/16/14
Head Z	P77653	Endevco	01/16/14
Neck Load Cell	N1673	Denton	11/20/13
Chest X	P78817	Endevco	01/16/14
Chest Y	P78822	Endevco	01/16/14
Chest Z	P78825	Endevco	01/16/14
Chest Displacement	124	Servo	01/20/14
Left Femur Load Cell	F1362	Denton	04/23/14
Right Femur Load Cell	F1361	Denton	04/23/14

INSTRUMENTS FOR LOW RISK 3 YEAR OLD DUMMY NO.: 031 (P1 & P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P82299	Endevco	11/22/13
Head Y	P82300	Endevco	11/22/13
Head Z	P82301	Endevco	11/22/13
Neck Load Cell	N184	Denton	03/20/14
Chest X	P78843	Endevco	02/04/14
Chest Y	P78951	Endevco	02/04/14
Chest Z	P82291	Endevco	02/04/14
Chest Displacement	031	Servo	02/06/14

INSTRUMENTS FOR LOW RISK 6 YEAR OLD DUMMY NO.: 155 (P1 & P2)

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P78783	Endevco	01/24/14
Head Y	P78789	Endevco	01/24/14
Head Z	P78796	Endevco	01/24/14
Neck Load Cell	N1145	Denton	04/11/14
Chest X	P77617	Endevco	01/24/14
Chest Y	P77618	Endevco	01/24/14
Chest Z	P77620	Endevco	01/24/14
Chest Displacement	155	Servo	01/28/14

INSTRUMENTS FOR LOW RISK 12 MONTH OLD DUMMY NO.: 083

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Head X	P80112	Endevco	04/22/14
Head Y	P80113	Endevco	04/22/14
Head Z	P80114	Endevco	04/22/14
Neck Load Cell	N328	Denton	02/13/14
Chest X	P79664	Endevco	04/22/14
Chest Y	P79665	Endevco	04/22/14
Chest Z	P79667	Endevco	04/22/14

VEHICLE INSTRUMENTS

	SERIAL NO.	MANUFACTURER	CALIBRATION DATE
Left Rear Seat Crossmember X	P77736	Endevco	05/07/14
Right Rear Seat Crossmember X	P78855	Endevco	05/07/14
Top of Engine X	P72768	Endevco	01/31/14
Bottom of Engine X	P74661	Endevco	01/06/14
Left Brake Caliper X	P66872	Endevco	12/23/13
Right Brake Caliper X	P74318	Endevco	01/15/14
Instrument Panel X	P63923	Endevco	04/21/14
Trunk Z	P75551	Endevco	01/31/14

APPENDIX F

NOTICE OF TEST FAILURE

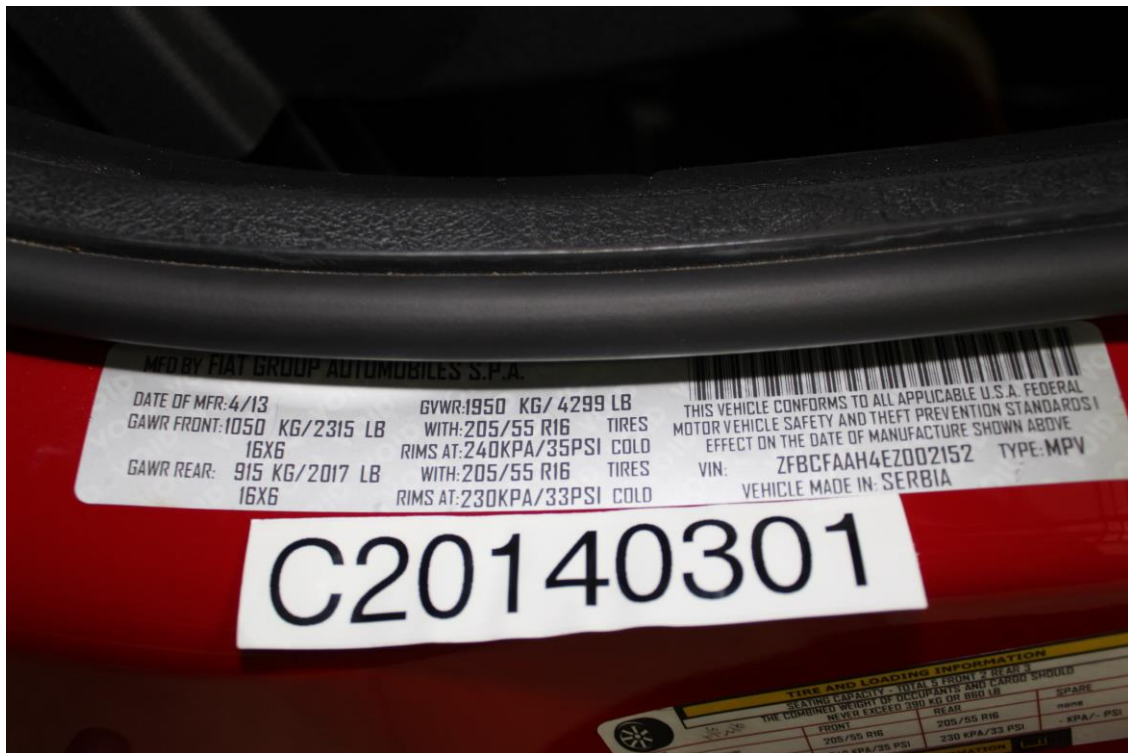
LABORATORY NOTICE OF APPARENT TEST FAILURE TO OVSC

FMVSS NO. 208 TEST DATE:	June 2, 2014
LABORATORY:	MGA Research Corporation
CONTRACT NO.:	DTNH22-13-D-00313
DELIVERY ORDER NO.:	1
LABORATORY PROJECT ENGINEER'S NAME:	Jeff Lewandowski
TEST SPECIMEN DESCRIPTION:	2014 Fiat 500L MPV
VEHICLE NHTSA NO.:	C20140301
VEHICLE VIN:	ZFBCFAAH4EZ002152
VEHICLE MANUFACTURER:	FIAT GROUP AUTOS S.P.A.
APPARENT TEST FAILURE DESCRIPTION:	The 5 th female driver dummy SN 510 had a right femur load of 9340 N at 50.3 ms after barrier impact during the 40 kmph unbelted frontal impact test. The force transmitted axially through each femur shall not exceed 6805 N (1530 lbs).
FMVSS REQUIREMENT, PARAGRAPHS:	FMVSS 208 S15.3.5; The force transmitted axially through each femur shall not exceed 6805 N (1530 lbs).
NOTIFICATION TO NHTSA (COTR):	Larry Valvo

REMARKS: See the attached photograph of the certification label.

BY: Jeff Lewandowski

DATE: 6/2/14



Vehicle certification label