

**FINAL REPORT NUMBER: SINCAP-TRC-21-001**

**NEW CAR ASSESSMENT PROGRAM (NCAP)  
MOVING DEFORMABLE BARRIER SIDE IMPACT TEST**

**GENERAL MOTORS LLC  
2021 Chevrolet Tahoe  
NHTSA NUMBER: M20210107**

**PREPARED BY:  
Transportation Research Center Inc.  
10820 State Route 347  
P. O. Box B-67  
East Liberty, OH 43319**



**Report Date: March 18, 2021**

**FINAL REPORT**

**PREPARED FOR:  
U.S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety Administration  
Office of Crashworthiness Standards  
Mail Code: NRM-110  
1200 New Jersey Ave, SE, Room W43-410  
Washington, D.C. 20590**

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Report Prepared By: ILO Project Operations Group

Report Approved By: 

John Shultz

Approval Date: March 18, 2021

FINAL REPORT ACCEPTANCE BY OCWS:

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

Date: \_\_\_\_\_

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

Date: \_\_\_\_\_



## Technical Report Documentation Page

| 1. Report No.<br>SINCAP-TRC-21-001                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2. Government<br>Accession No.                                | 3. Recipient's Catalog No.                                                                                                                                                                                              |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
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| 4. Title and Subtitle<br>Draft Report of New Car Assessment Program<br>Side Impact MDB Testing of a<br>2021 Chevrolet Tahoe,<br>NHTSA No.: M20210107                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                               | 5. Report Date<br>March 18, 2021                                                                                                                                                                                        |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
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| 7. Author(s)<br>John Shultz, Project Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                               | 8. Performing Organization<br>Report Number<br>210107                                                                                                                                                                   |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| 9. Performing Organization Name and Address<br>Transportation Research Center Inc.<br>10820 State Route 347<br>East Liberty, OH 43319                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                               | 10. Work Unit No.                                                                                                                                                                                                       |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
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| 12. Sponsoring Agency Name and Address<br>U.S. Department of Transportation<br>National Highway Traffic Safety Administration<br>Office of Crashworthiness Standards (NRM-110)<br>1200 New Jersey Ave, SE, Room W43-410<br>Washington, DC 20590                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                               | 13. Type of Report and Period Covered<br>Draft Test Report<br>January 7, 2021 –<br>March 18, 2021                                                                                                                       |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
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| 15. Supplemental Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                               |                                                                                                                                                                                                                         |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| 16. Abstract<br>This 55 / 28 km/h 90° Moving Deformable Barrier SINCAP Side Impact Test was conducted on the subject 2021 Chevrolet Tahoe, in accordance with the specifications of the Office of Crashworthiness Standards Test Procedure for the generation of consumer information on vehicle side crash protection. This test was conducted by Transportation Research Center Inc. in East Liberty, Ohio, on January 7, 2021.<br>The impact velocity of the Moving Deformable Barrier (MDB) was 61.96 km/h, and the ambient temperature at the struck (left) side of the target vehicle at the time of impact was 21.6° C. The target vehicle post-test maximum crush was 132 mm at Level 1. The test vehicle's performance was as follows:<br><table border="1"> <thead> <tr> <th colspan="4">Driver ATD (ES-2re)</th> </tr> <tr> <th>Measurement Description</th> <th>Units</th> <th>IARV</th> <th>Result</th> </tr> </thead> <tbody> <tr> <td>Head Injury Criteria (HIC<sub>36</sub>)</td> <td>N/A</td> <td>1000</td> <td>25</td> </tr> <tr> <td>Maximum Thoracic Rib Deflection</td> <td>mm</td> <td>44</td> <td>17.4</td> </tr> <tr> <td>Total Abdominal Force</td> <td>N</td> <td>2500</td> <td>495.3</td> </tr> <tr> <td>Pubic Symphysis Force</td> <td>N</td> <td>6000</td> <td>-524.7</td> </tr> <tr> <td>Lower Spine Acceleration</td> <td>G</td> <td>82*</td> <td>20.4</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="4">Passenger ATD (SID-IIs)</th> </tr> <tr> <th>Measurement Description</th> <th>Units</th> <th>IARV</th> <th>Result</th> </tr> </thead> <tbody> <tr> <td>Head Injury Criteria (HIC<sub>36</sub>)</td> <td>N/A</td> <td>1000</td> <td>88</td> </tr> <tr> <td>Lower Spine Resultant Acceleration</td> <td>g's</td> <td>82</td> <td>23.9</td> </tr> <tr> <td>Total Pelvic Force (sum of acetabular and iliac forces)</td> <td>N</td> <td>5525</td> <td>1101.8</td> </tr> <tr> <td>Maximum Thoracic Rib Deflection</td> <td>mm</td> <td>38*</td> <td>4.7</td> </tr> <tr> <td>Maximum Abdominal Rib Deflection</td> <td>mm</td> <td>45*</td> <td>7.8</td> </tr> </tbody> </table> * Proposed IARV<br>The doors on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite doors did not open during the side impact event. |                                                               |                                                                                                                                                                                                                         |           | Driver ATD (ES-2re) |  |  |  | Measurement Description | Units | IARV | Result | Head Injury Criteria (HIC <sub>36</sub> ) | N/A | 1000 | 25 | Maximum Thoracic Rib Deflection | mm | 44 | 17.4 | Total Abdominal Force | N | 2500 | 495.3 | Pubic Symphysis Force | N | 6000 | -524.7 | Lower Spine Acceleration | G | 82* | 20.4 | Passenger ATD (SID-IIs) |  |  |  | Measurement Description | Units | IARV | Result | Head Injury Criteria (HIC <sub>36</sub> ) | N/A | 1000 | 88 | Lower Spine Resultant Acceleration | g's | 82 | 23.9 | Total Pelvic Force (sum of acetabular and iliac forces) | N | 5525 | 1101.8 | Maximum Thoracic Rib Deflection | mm | 38* | 4.7 | Maximum Abdominal Rib Deflection | mm | 45* | 7.8 |
| Driver ATD (ES-2re)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                               |                                                                                                                                                                                                                         |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Measurement Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Units                                                         | IARV                                                                                                                                                                                                                    | Result    |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Head Injury Criteria (HIC <sub>36</sub> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                           | 1000                                                                                                                                                                                                                    | 25        |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Maximum Thoracic Rib Deflection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | mm                                                            | 44                                                                                                                                                                                                                      | 17.4      |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Total Abdominal Force                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N                                                             | 2500                                                                                                                                                                                                                    | 495.3     |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Pubic Symphysis Force                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N                                                             | 6000                                                                                                                                                                                                                    | -524.7    |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Lower Spine Acceleration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | G                                                             | 82*                                                                                                                                                                                                                     | 20.4      |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Passenger ATD (SID-IIs)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                               |                                                                                                                                                                                                                         |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Measurement Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Units                                                         | IARV                                                                                                                                                                                                                    | Result    |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Head Injury Criteria (HIC <sub>36</sub> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                           | 1000                                                                                                                                                                                                                    | 88        |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Lower Spine Resultant Acceleration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | g's                                                           | 82                                                                                                                                                                                                                      | 23.9      |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Total Pelvic Force (sum of acetabular and iliac forces)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | N                                                             | 5525                                                                                                                                                                                                                    | 1101.8    |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Maximum Thoracic Rib Deflection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | mm                                                            | 38*                                                                                                                                                                                                                     | 4.7       |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| Maximum Abdominal Rib Deflection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | mm                                                            | 45*                                                                                                                                                                                                                     | 7.8       |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| 17. Key Words<br>New Car Assessment Program (NCAP)<br>Side Impact<br>MDB<br>ES-2re<br>SID-IIs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                               | 18. Distribution Statement<br>Copies of this report are available from:<br>National Highway Traffic Safety Administration<br>Technical Information Services Division<br>1200 New Jersey Ave, SE<br>Washington, DC 20590 |           |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |
| 19. Security Classification<br>(of this report)<br>Unclassified                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 20. Security Classification<br>(of this page)<br>Unclassified | 21. Number of<br>Pages<br>216                                                                                                                                                                                           | 22. Price |                     |  |  |  |                         |       |      |        |                                           |     |      |    |                                 |    |    |      |                       |   |      |       |                       |   |      |        |                          |   |     |      |                         |  |  |  |                         |       |      |        |                                           |     |      |    |                                    |     |    |      |                                                         |   |      |        |                                 |    |     |     |                                  |    |     |     |

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**SECTION 1**  
**TEST PURPOSE AND PROCEDURE**

**TEST PURPOSE AND PROCEDURE**

This moving deformable barrier side impact test was conducted as part of the MY 2021 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-14-D-00354. The purpose of this test is to generate comparative side impact performance in a 2021 Chevrolet Tahoe. The side impact test was conducted in accordance with the Office of Crashworthiness Standard's Laboratory Test Procedure dated March 2020.

## SECTION 2

### SUMMARY OF TEST RESULTS

A 2021 Chevrolet Tahoe was impacted on the left (driver's) side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 61.96 km/h (38.50 mph). The target vehicle was stationary and was positioned at an angle of 63° to the line of forward motion. The side impact test was conducted by the Transportation Research Center Inc. in East Liberty, Ohio, on January 7, 2021. Pre-test and post-test photographs of the test vehicle and the MDB and the dummies (ES-2-re and SID-IIs) are included in this report.

Dummies were placed in the driver and left rear designated seating positions according to instructions specified in the OCWS Side Impact Laboratory Test Procedure, dated March 2020. The side impact event was documented by 11 cameras. Camera locations are included in this report.

The dummies were instrumented in the following manner:

**DRIVER ATD (ES-2re)**

Primary and redundant head CG tri-axial accelerometers

Chest upper rib, middle rib, and lower rib y-axis displacement potentiometers

Abdomen forward, middle, and rear y-axis load cells

Lower spine (T12) tri-axial accelerometers

Pubic symphysis y-axis load cell

**PASSENGER ATD (SID-IIs)**

Primary and redundant head CG triaxial accelerometers

Chest upper rib, middle rib, and lower rib y-axis displacement potentiometers

Abdomen upper rib and lower rib y-axis displacement potentiometers

Lower spine (T12) tri-axial accelerometers

Acetabulum and iliac wing y-axis load cells

APPENDIX B contains the vehicle and dummy response data. Dummy configuration and performance verification data can be found in APPENDIX C of this report. APPENDIX D of this report contains the test equipment and instrumentation calibration data.

Dummy injury readings were recorded as follows:

| Measurement Description                   | Driver ATD (ES-2-re) |           |        |
|-------------------------------------------|----------------------|-----------|--------|
|                                           | Units                | Threshold | Result |
| Head Injury Criteria (HIC <sub>36</sub> ) | N/A                  | 1000      | 25     |
| Maximum Thoracic Rib Deflection           | mm                   | 44        | 17.4   |
| Combined Abdominal Force                  | N                    | 2500      | 495.3  |
| Pubic Symphysis Force                     | N                    | 6000      | -524.7 |
| Lower Spine (T12) Resultant Acceleration  | G                    | 82*       | 20.4   |

\* Proposed IARV

| Measurement Description                                    | Passenger ATD (SID-IIs) |           |        |
|------------------------------------------------------------|-------------------------|-----------|--------|
|                                                            | Units                   | Threshold | Result |
| Head Injury Criteria (HIC <sub>36</sub> )                  | N/A                     | 1000      | 88     |
| Lower Spine (T12) Resultant Acceleration                   | G                       | 82        | 23.9   |
| Total Pelvic Force<br>(sum of acetabular and iliac forces) | N                       | 5525      | 1101.8 |
| Maximum Thoracic Rib Deflection                            | mm                      | 38*       | 4.7    |
| Maximum Abdominal Rib Deflection                           | mm                      | 45*       | 7.8    |

\* Proposed IARV

Supplemental Restraint Information is given below:

| Restraint Type                   | Left Front (Driver)<br>Occupant Location 1 |          | Left Rear (Passenger)<br>Occupant Location 4 |          |
|----------------------------------|--------------------------------------------|----------|----------------------------------------------|----------|
|                                  | Mounted                                    | Deployed | Mounted                                      | Deployed |
| Frontal Airbag                   | Yes                                        | No       |                                              |          |
| Side Curtain Airbag              | Yes                                        | Yes      | Yes                                          | Yes      |
| Side Torso/Pelvis Airbag         | Yes                                        | Yes      | No                                           | N/A      |
| Side Pelvis Airbag               | No                                         | N/A      | No                                           | N/A      |
| Knee Airbag                      | No                                         | N/A      | No                                           | N/A      |
| Seat Belt Pretensioner           | Yes                                        | Yes      | No                                           | N/A      |
| Seat Belt Load Limiter           | Yes                                        | Unknown  | No                                           | N/A      |
| Other: Driver Center Seat Airbag | Yes                                        | Yes      | No                                           | N/A      |

### GENERAL COMMENTS

All doors remained closed throughout the test. No fuel spillage occurred during the impact or the static rollover test which followed. Injury values for both ATDs were within the established performance thresholds.

Left Side Sill at Rear Seat Acceleration (Y) – Channel failed at 15.0 ms

Left Lower A-Post Acceleration (Y) – Channel failed at 5.0 ms

Left Middle A-Post Acceleration (Y) – Questionable throughout

Left Lower B-Post Acceleration (Y) – Channel failed at 7.0 ms

RIGHT MDB CONTACT; CHANNEL FAILED

Left MDB CONTACT; CHANNEL FAILED

This vehicle rolled onto its side (one-quarter turn) after impact.

•

**SECTION 3**  
**OCCUPANT AND VEHICLE INFORMATION**

**DATA SHEET NO. 1**  
**GENERAL TEST AND VEHICLE PARAMETER DATA**

Test Vehicle: 2021 Chevrolet Tahoe  
Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
Test Date: 1/7/2021

**TEST VEHICLE INFORMATION AND OPTIONS**

|                          |                        |                                   |     |
|--------------------------|------------------------|-----------------------------------|-----|
| NHTSA No.                | M20210107              | Traction Control System (TCS)     | Yes |
| Model Year               | 2021                   | Auto-Leveling System              | No  |
| Make                     | Chevrolet              | Automatic Door Locks (ADL)        | Yes |
| Model                    | Tahoe                  | Power Window Auto-Reverse         | Yes |
| Body Style               | MPV                    | Other Optional Feature            | No  |
| VIN                      | 1GN5CNKD8MR173416      | Driver Front Airbag               | Yes |
| Body Color               | Midnight Blue Metallic | Driver Curtain Airbag             | Yes |
| Odometer Reading (km/mi) | 93 mi                  | Driver Head/Torso Airbag          | No  |
| Engine Displacement (L)  | 5.3                    | Driver Torso Airbag               | No  |
| Type/No. Cylinders       | 8                      | Driver Torso/Pelvis Airbag        | Yes |
| Engine Placement         | Inline                 | Driver Pelvis Airbag              | No  |
| Transmission Type        | Automatic              | Driver Knee Airbag                | No  |
| Transmission Speeds      | 10                     | Rear Pass. Curtain Airbag         | Yes |
| Overdrive                | Yes                    | Rear Pass. Head/Torso Airbag      | No  |
| Final Drive              | RWD                    | Rear Pass. Torso Airbag           | No  |
| Roof Rack                | Yes                    | Rear Pass. Torso/Pelvis Airbag    | No  |
| Sunroof/T-Top            | Sunroof                | Rear Passenger Pelvis Airbag      | No  |
| Running Boards           | Yes                    | Driver Seat Belt Pretensioner     | Yes |
| Tilt Steering Wheel      | Yes                    | Rear Pass. Seat Belt Pretensioner | No  |
| Power Seats              | Yes                    | Driver Load Limiter               | Yes |
| Anti-Lock Brakes (ABS)   | Yes                    | Rear Passenger Load Limiter       | No  |
|                          |                        | Other: Driver Center Seat Airbag  | Yes |

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

No

**DATA FROM CERTIFICATION LABEL**

|                     |                    |                 |      |
|---------------------|--------------------|-----------------|------|
| Manufactured By     | GENERAL MOTORS LLC | GVWR (kg)       | 3357 |
| Date of Manufacture | 10/20              | GAWR Front (kg) | 1588 |
| Vehicle Type        | MPV                | GAWR Rear (kg)  | 1950 |

**VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION**

| Measured Parameter                | Front | Rear | Third | Total |
|-----------------------------------|-------|------|-------|-------|
| Designated Seating Capacity (DSC) | 2     | 3    | 3     | 8     |
| Capacity Weight (VCW) (kg)        |       |      |       | 811.0 |
| DSC x 68.04 (kg)                  |       |      |       | 544.0 |
| Cargo Weight (RCLW) (kg)          |       |      |       | 267.0 |

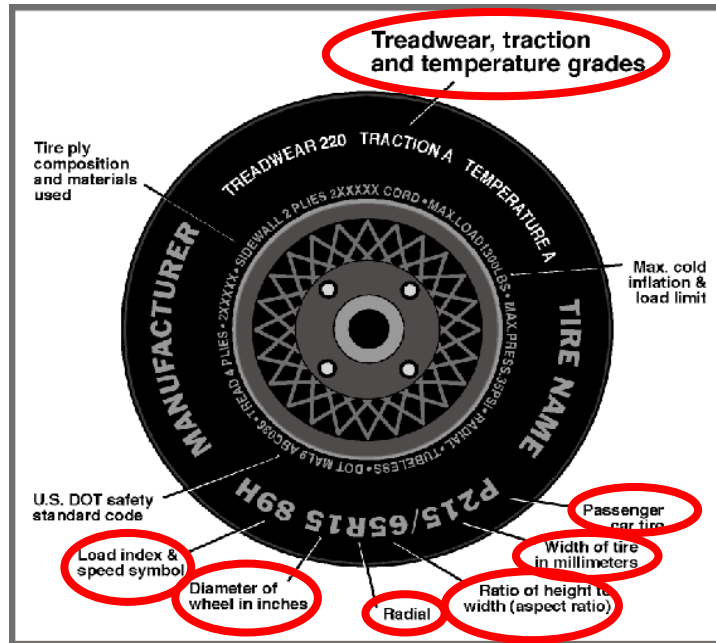
**VEHICLE SEAT TYPE**

| Seating Location        | Type of Seat Pan |       |             |           | Type of Seat Back |            |         |
|-------------------------|------------------|-------|-------------|-----------|-------------------|------------|---------|
|                         | Bucket           | Bench | Split Bench | Contoured | Fixed             | Adjustable |         |
|                         |                  |       |             |           |                   | w/ Lever   | w/ Knob |
| Front Seat              | Yes              | N/A   | N/A         |           | N/A               | N/A        | Yes     |
| Rear or Second Row Seat | N/A              | N/A   | Yes         | Yes       | N/A               | Yes        | N/A     |
| Third Row Seat          | N/A              | N/A   | Yes         | Yes       | N/A               | Yes        | N/A     |

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

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**DATA FROM TIRE PLACARD**

| Measured Parameter          | Front                       | Rear                        |
|-----------------------------|-----------------------------|-----------------------------|
| Maximum Tire Pressure (kPa) | 300                         | 300                         |
| Cold Pressure (kPa)         | 240                         | 240                         |
| Recommended Tire Size       | 265/65R18 T                 | 265/65R18 T                 |
| Tire Size on Vehicle        | 265/65R18                   | 265/65R18                   |
| Tire Manufacturer           | Michelin                    | Michelin                    |
| Tire Model                  | Primacy LTX                 | Primacy LTX                 |
| Treadwear                   | 480                         | 480                         |
| Traction                    | A                           | A                           |
| Temperature Grades          | B                           | B                           |
| Tire Plies Sidewall         | 2                           | 2                           |
| Tire Plies Body             | 5                           | 5                           |
| Load Index/Speed Symbol     | 114T                        | 114T                        |
| Tire Material               | Polyester, Polyamide, Steel | Polyester, Polyamide, Steel |
| DOT Safety Code Left        | M3KA 00FX 3320              | M3KA 00FX 3320              |
| DOT Safety Code Right       | M3KA 00FX 3320              | M3KA 00FX 3320              |



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

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021

**TIRE PRESSURES**

|                | Units | LF  | RF  | LR  | RR  |
|----------------|-------|-----|-----|-----|-----|
| As Delivered   | kPa   | 278 | 262 | 278 | 278 |
| Tire Placard   | kPa   | 240 | 240 | 240 | 240 |
| Owner's Manual | kPa   | 240 | 240 | 240 | 240 |
| As Tested      | kPa   | 240 | 240 | 240 | 240 |

**MDB TIRE SPECIFICATIONS**

|               | Units | Requirement  | LF         | RF         | LR         | RR         |
|---------------|-------|--------------|------------|------------|------------|------------|
| Tire Size     |       | P205/75R15   | P205/75R15 | P205/75R15 | P205/75R15 | P205/75R15 |
| Tire Pressure | kPa   | 200 ± 21 kPa | 207        | 207        | 207        | 207        |

**TEST VEHICLE AXLE WEIGHTS**

|        | Units | As Delivered (UVW) |           |        | As Tested (ATW) |           |        | Fully Loaded |           |        |
|--------|-------|--------------------|-----------|--------|-----------------|-----------|--------|--------------|-----------|--------|
|        |       | Front Axle         | Rear Axle | Total  | Front Axle      | Rear Axle | Total  | Front Axle   | Rear Axle | Total  |
| Left   | kg    | 616.6              | 634.8     |        | 653.8           | 752.0     |        | 657.6        | 771.4     |        |
| Right  | kg    | 624.4              | 625.2     |        | 609.8           | 738.2     |        | 613.8        | 719.2     |        |
| Ratio  | %     | 49.6               | 50.4      |        | 45.9            | 54.1      |        | 46.0         | 54.0      |        |
| Totals | kg    | 1241.0             | 1260.0    | 2501.0 | 1263.6          | 1490.2    | 2753.8 | 1271.4       | 1490.6    | 2762.0 |

**TARGET TEST WEIGHT CALCULATION**

| Measured Parameter                                | Units | Value  |         |
|---------------------------------------------------|-------|--------|---------|
| Total As Delivered Weight (UVW)                   | kg    | 2501.0 | (A)     |
| Actual Weight of 1 P572V ATD (SID-ILs) Dummy Used | kg    | 125.0  | (B)     |
| Rated Cargo/Luggage Weight (RCLW) <sup>1</sup>    | kg    | 136.0  | (C)     |
| Calculated Vehicle Target Weight (TVTW)           | kg    | 2762.0 | (A+B+C) |

Does the measured As Tested Vehicle Weight lie within the required weight range (i.e. Calculated Test Vehicle Target Weight – 4.5 kg to 9 kg)? ☒ YES ☐ NO

**TEST VEHICLE ATTITUDES AND CG**

| Measurement Description                                    | Units | Fully Loaded | As Tested | Meets Requirement |
|------------------------------------------------------------|-------|--------------|-----------|-------------------|
| LF                                                         | mm    | 923          | 930       | Yes               |
| RF                                                         | mm    | 928          | 935       | Yes               |
| RR                                                         | mm    | 920          | 927       | Yes               |
| LR                                                         | mm    | 910          | 917       | Yes               |
| Vehicle CG (Aft of Front Axle)                             | mm    | 1651         | 1656      |                   |
| Vehicle CG (Left(+)/Right(-) from Longitudinal Centerline) | mm    | +30          | +18       |                   |

\*\*\*The "As Tested" vehicle attitude measurements must be equal to or within ± 10 mm of the "Fully Loaded" vehicle attitude measurements at each wheel well. Indicate "Yes" or "No" for "Meets Requirement".

Test height adjustable suspension setting, if applicable:

N/A

<sup>1</sup>Rated cargo and luggage weight limited to 136.0 kg or 300.0 lbs.

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

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021

**WEIGHT OF BALLAST AND VEHICLE COMPONENTS REMOVED TO MEET TVTW**

| Component Description                      | Weight (kg) |
|--------------------------------------------|-------------|
| Ballast: Steel plate mounted in cargo area | 116.1       |
| Removed: None                              | 0.0         |

**TEST SURFACE MARKINGS**

|                       | Distance from 63° Impact Angle Line (mm) |
|-----------------------|------------------------------------------|
| Fore 25 mm target     | 1048                                     |
| Aft 25 mm target      | 1052                                     |
| Pre-Impact Angle Line | 440                                      |

| Parallel Track Target | X Location (mm) | Y Location (mm) |
|-----------------------|-----------------|-----------------|
| A                     | 0               | 0               |
| B                     | 1390            | 2650            |
| C                     | 4010            | 2650            |
| D                     | 4010            | 0               |

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

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021

**SEAT POSITIONING**

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

**SCRL ANGLE RANGE**

| Seat                      | SCRL(°) |      |      |
|---------------------------|---------|------|------|
|                           | Max.    | Min. | Mid  |
| Driver Seat               | 19.8    | 11.0 | 15.4 |
| Front Passenger Seat      | 18.7    | 10.8 | 14.8 |
| Front Center Seat*        | N/A     | N/A  | N/A  |
| Struck Side Rear Seat     | N/A     | N/A  | 10.6 |
| Non-Struck Side Rear Seat | N/A     | N/A  | 10.6 |
| Rear Center Seat*         | N/A     | N/A  | 10.5 |

\* If applicable.

**SEAT HEIGHT AND ANGLE**

| Seat                      | As Tested SCRL Angle (Mid) (°) | As Tested SCRP Height (mm) | SCRP Height Position | SCRP Height (mm) |              |              |
|---------------------------|--------------------------------|----------------------------|----------------------|------------------|--------------|--------------|
|                           |                                |                            |                      | Rearmost         | Mid-Fore/Aft | Forward-Most |
| Driver Seat               | 15.4                           | 271                        | Max                  | 325              | 323          | 320          |
|                           |                                |                            | Mid                  | 299              | 297          | 295          |
|                           |                                |                            | Min                  | 273              | 271          | 269          |
| Front Passenger Seat      | 14.8                           | 261                        | Max                  | 315              | 312          | 308          |
|                           |                                |                            | Mid                  | 291              | 287          | 282          |
|                           |                                |                            | Min                  | 266              | 261          | 256          |
| Front Center Seat*        | N/A                            | N/A                        | Max                  | N/A              | N/A          | N/A          |
|                           |                                |                            | Mid                  | N/A              | N/A          | N/A          |
|                           |                                |                            | Min                  | N/A              | N/A          | N/A          |
| Struck Side Rear Seat     | 10.6                           | 322                        | Max                  | N/A              | N/A          | N/A          |
|                           |                                |                            | Mid                  | 322              | 317          | 312          |
|                           |                                |                            | Min                  | N/A              | N/A          | N/A          |
| Non-Struck Side Rear Seat | 10.6                           | 322                        | Max                  | N/A              | N/A          | N/A          |
|                           |                                |                            | Mid                  | 322              | 317          | 312          |
|                           |                                |                            | Min                  | N/A              | N/A          | N/A          |
| Rear Center Seat*         | 10.5                           | 322                        | Max                  | N/A              | N/A          | N/A          |
|                           |                                |                            | Mid                  | 322              | 317          | 312          |
|                           |                                |                            | Min                  | N/A              | N/A          | N/A          |

\* If applicable.

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

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021

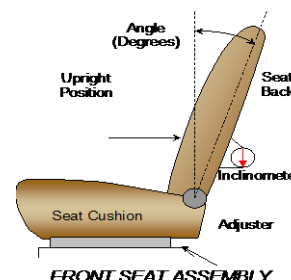
**SEAT FORE/AFT POSITION**

| Seat                      | Total Fore/Aft Travel |         | Test Position from Forwardmost Position |        |
|---------------------------|-----------------------|---------|-----------------------------------------|--------|
|                           | mm                    | Detents | mm                                      | Detent |
| Driver Seat               | 260                   | N/A     | 130                                     | N/A    |
| Front Passenger Seat      | 260                   | N/A     | 130                                     | N/A    |
| Front Center Seat*        | N/A                   | N/A     | N/A                                     | N/A    |
| Struck Side Rear Seat     | 140                   | 15      | 140                                     | 14     |
| Non-Struck Side Rear Seat | 140                   | 15      | 140                                     | 14     |
| Rear Center Seat*         | 140                   | 15      | 140                                     | 14     |

\* If applicable

**SEAT BACK ANGLE ADJUSTMENT**

The driver's seat back is positioned to the manufacturer's designated seat back angle. The front center and front passenger's seat backs are positioned in a similar manner as the driver's seat back. The struck side rear seat back is positioned such that the dummy's head is level. The rear center and non-struck side rear outboard seat backs are positioned in a similar manner as the struck-side rear seat back.



| Seat                                  | Total Seat Back Angle Range |         | Test Position from Most Upright |        |
|---------------------------------------|-----------------------------|---------|---------------------------------|--------|
|                                       | Degrees                     | Detents | Degrees                         | Detent |
| Driver Seat w/ Seated Dummy           | 65.0                        | N/A     | 11.4                            | N/A    |
| Front Passenger Seat                  | 65.5                        | N/A     | 11.4                            | N/A    |
| Front Center Seat*                    | N/A                         | N/A     | N/A                             | N/A    |
| Struck Side Rear Seat w/ Seated Dummy | 17.5                        | 10      | 18.2                            | 0      |
| Non-Struck Side Rear Seat             | 17.3                        | 10      | 18.4                            | 0      |
| Rear Center Seat*                     | 17.5                        | 10      | 18.2                            | 0      |

\* If applicable

**SEAT BELT ANCHORAGE ADJUSTMENT**

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

|             | Total # of Positions | Placed in Position # |
|-------------|----------------------|----------------------|
| Driver Seat | 4                    | 4, Uppermost         |
| Rear Seat   | Fixed                | Fixed                |

**HEAD RESTRAINT ADJUSTMENT**

The driver's head restraint is adjusted to the highest and most full forward in-use position. The struck-side rear passenger's head restraint is adjusted to the lowest and most full forward in-use position.

|             | Total # of Positions | Placed in Position # |
|-------------|----------------------|----------------------|
| Driver Seat | 8                    | 8, Uppermost         |
| Rear Seat   | Fixed                | Fixed                |

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

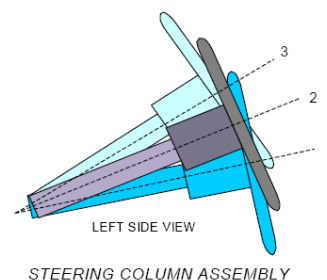
Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021

**STEERING COLUMN ADJUSTMENT**

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

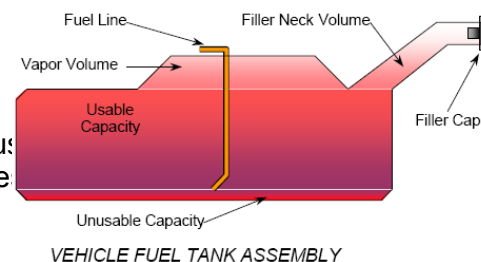
|                                   | Degrees | Fore/Aft Position (mm) |
|-----------------------------------|---------|------------------------|
| Lowermost, Position No. 1         | 20.1    | 0                      |
| Geometric Center, Position No. 2  | 22.7    | 30                     |
| Uppermost, Position No. 3         | 24.8    | 60                     |
| Telescoping Steering Wheel Travel |         | 60                     |
| Test Position                     | 22.7    | 30                     |



**FUEL PUMP**

Describe the fuel pump type, details about how it operates, and the location of the fuel filler neck.

Fuel pump will run for approximately 3 seconds when the key or push button is turned to "On" position, then, it will stop and will not resume operation unless the engine is started or running.



**FUEL TANK CAPACITY**

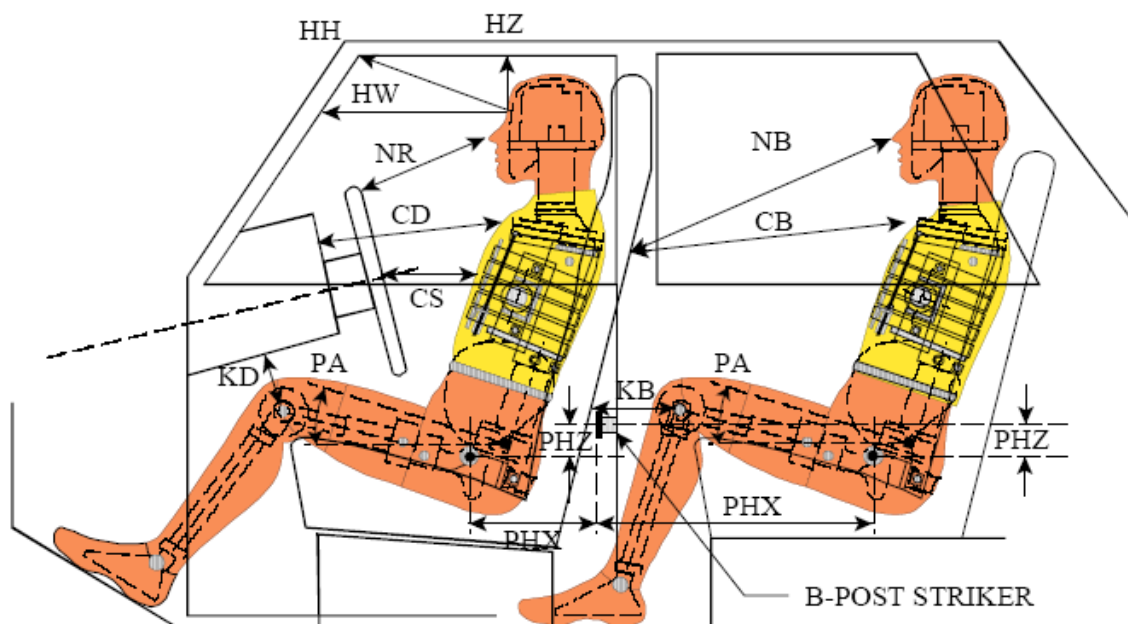
|                                                       | Liters |
|-------------------------------------------------------|--------|
| Usable Capacity of "Standard Tank" (see Form No. 1)   | 90.8   |
| Usable Capacity of "Optional Tank" (see Form No. 1)   | N/A    |
| Usable Capacity of Standard Tank (see Owner's Manual) | 90.8   |
| Usable Capacity of Optional Tank (see Owner's Manual) | N/A    |
| 93% of Usable Capacity                                | 84.5   |
| Actual Amount of Solvent Used in Test                 | 84.5   |
| 1/3 of Usable Capacity                                | 30.3   |

Is the Actual Amount of Solvent Used in the test equal to 93%  $\pm$  1% of the Usable Capacity stated in on Form No. 1?      ☒ YES      ☐ NO

**DATA SHEET NO. 3**  
**DUMMY LONGITUDINAL CLEARANCE DIMENSIONS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**LEFT SIDE VIEW**

NOTE: 2-DOOR VEHICLE SHOWN.  
 REAR DUMMY PHX & PHZ  
 MEASUREMENTS FOR A 4-DOOR  
 VEHICLE WOULD USE THE C-POST  
 STRIKER AS A REFERENCE POINT

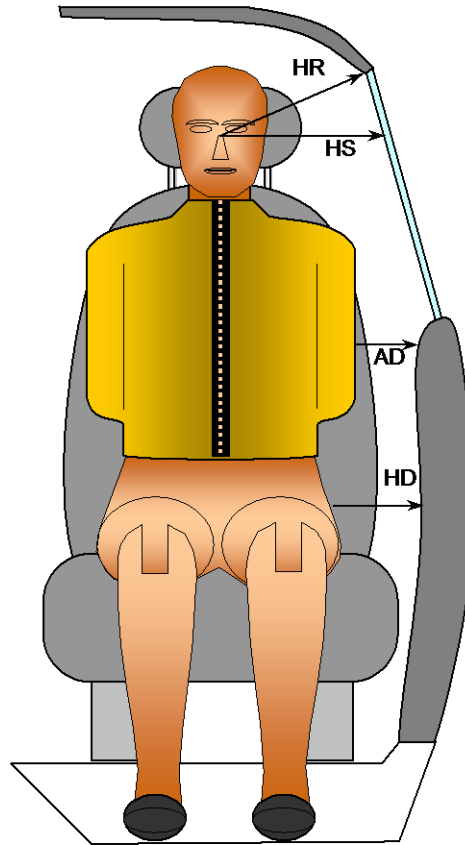
**DUMMY LONGITUDINAL CLEARANCE DIMENSION INFORMATION**

| Driver Code               | Pass. Code                | Measurement Description       | Driver      |       | Passenger   |       |
|---------------------------|---------------------------|-------------------------------|-------------|-------|-------------|-------|
|                           |                           |                               | Length (mm) | Angle | Length (mm) | Angle |
| HH                        |                           | Header to Header              | 480         |       |             |       |
| HW                        |                           | Header to Windshield          | 801         |       |             |       |
| HZ                        | HZ                        | Head to Roof Liner            | 218         |       | 265         |       |
| NR                        | NB                        | Nose to Rim/Seat Back         | 486         |       | 690         |       |
| CD                        | CB                        | Chest to Dash/Seat Back       | 647         |       | 664         |       |
| CS                        |                           | Chest to Steering Wheel       | 432         |       |             |       |
| KD(L)/KDA(L) <sup>0</sup> | KB(L)/KBA(L) <sup>0</sup> | Left Knee to Dash/Seat Back   | 180         | 31.2  | 315         | 0.0   |
| KD(R)/KDA(R) <sup>0</sup> | KB(R)/KBA(R) <sup>0</sup> | Right Knee to Dash/Seat Back  | 208         | 32.4  | 320         | 0.0   |
| PAX <sup>0</sup>          | PAX <sup>0</sup>          | Pelvic Tilt Angle X           |             | 1.1   |             | 1.7   |
|                           | PAY <sup>0</sup>          | Pelvic Tilt Angle Y           |             |       |             | 22.2  |
| PHX                       | PHX                       | Hip Point to Striker (X-Axis) | 201         |       | 272         |       |
| PHZ                       | PHZ                       | Hip Point to Striker (Z-Axis) | 97          |       | 142         |       |

**DATA SHEET NO. 4**  
**DUMMY LATERAL CLEARANCE DIMENSIONS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



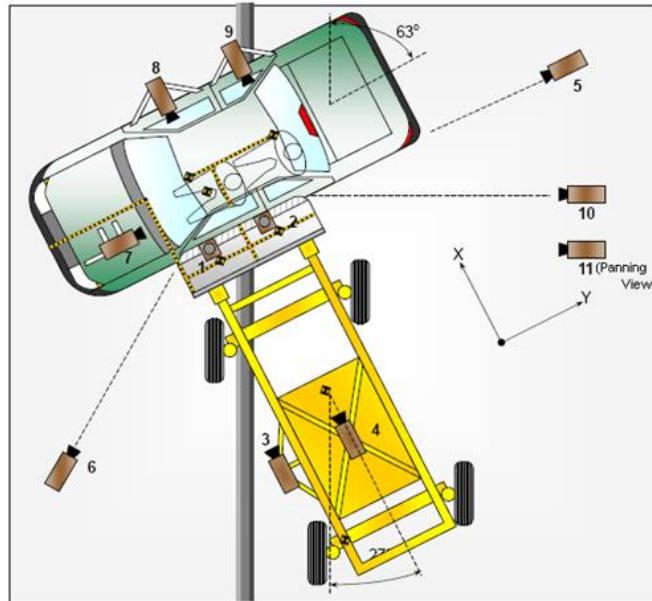
**FRONT VIEW OF DUMMY**

| Code | Description         | Units | Driver | Passenger |
|------|---------------------|-------|--------|-----------|
| HR   | Head to Side Header | mm    | 246    | 283       |
| HS   | Head to Side Window | mm    | 342    | 365       |
| AD   | Arm to Door         | mm    | 55     | 150       |
| HD   | H-Point to Door     | mm    | 158    | 171       |

**DATA SHEET NO. 5**  
**CAMERA AND INSTRUMENTATION DATA**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**CAMERA LOCATIONS AND DATA**

| No. | Camera View             | Coordinates (mm) |       |       | Lens Length (mm) | Operating Frame Rate (fps) |
|-----|-------------------------|------------------|-------|-------|------------------|----------------------------|
|     |                         | X                | Y     | Z     |                  |                            |
| 1   | Overhead Overall        | -1578            | 0     | -5692 | 8.5              | 1000                       |
| 2   | Overhead Close-up       | -1387            | 0     | -5692 | 28               | 1000                       |
| 3   | Left Impact Point (MDB) | -1522            | -907  | -861  | 25               | 1000                       |
| 4   | Side Overall (MDB)      | -2250            | 0     | -1429 | 12.5             | 1000                       |
| 5   | Rear                    | 0                | 9252  | -1395 | 20               | 1000                       |
| 6   | Left Front              | -2352            | -3924 | -1406 | 20               | 1000                       |
| 7   | Driver Front (OB)       |                  |       |       | 25               | 1000                       |
| 8   | Driver Side (OB)        |                  |       |       | 12.5             | 1000                       |
| 9   | Passenger Side (OB)     |                  |       |       | 12.5             | 1000                       |
| 10  | Real-time Left Rear     |                  |       |       | Zoom             | 30                         |
| 11  | Real-time Inrun         |                  |       |       | Zoom             | 30                         |

Reference: Impact Point projected to Ground; +X = To Front of MDB +Y = To Right of MDB; +Z = Down

\*All measurements accurate to  $\pm 6$  mm.

If applicable, explain why camera(s) did not operate as intended: N/A

**INSTRUMENTATION**

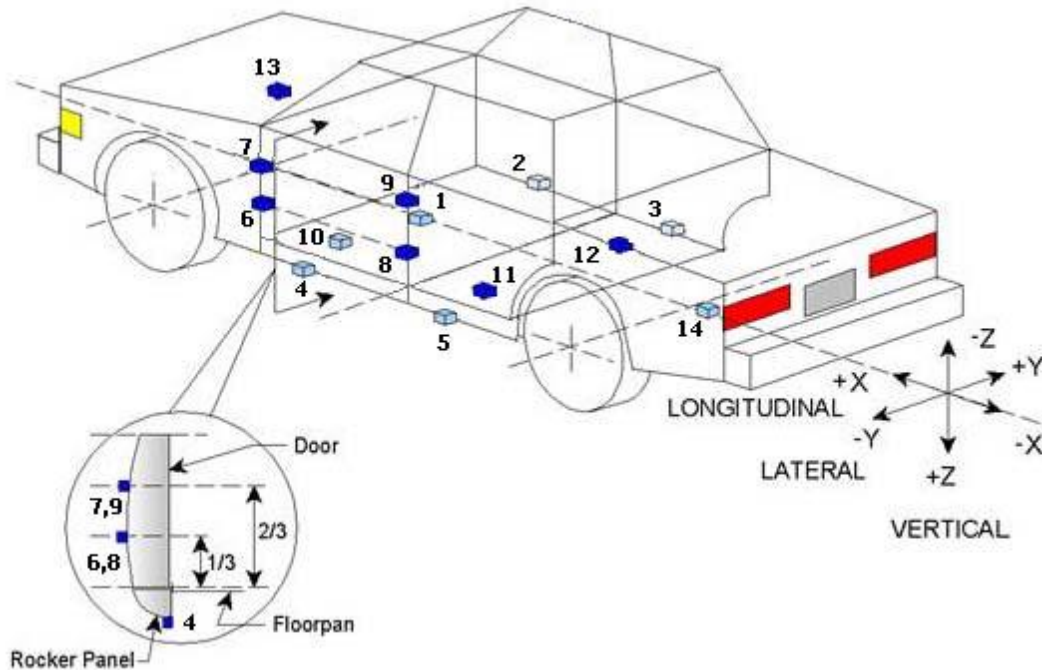
|                                  |           |
|----------------------------------|-----------|
| Driver Dummy Channels            | 16        |
| Passenger Dummy Channels         | 16        |
| Vehicle Structure Accelerometers | 23        |
| MBD Accelerometers               | 5         |
| <b>TOTAL</b>                     | <b>60</b> |



**DATA SHEET NO. 6**  
**TEST VEHICLE ACCELEROMETER LOCATIONS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**TEST VEHICLE ACCELEROMETER LOCATIONS**

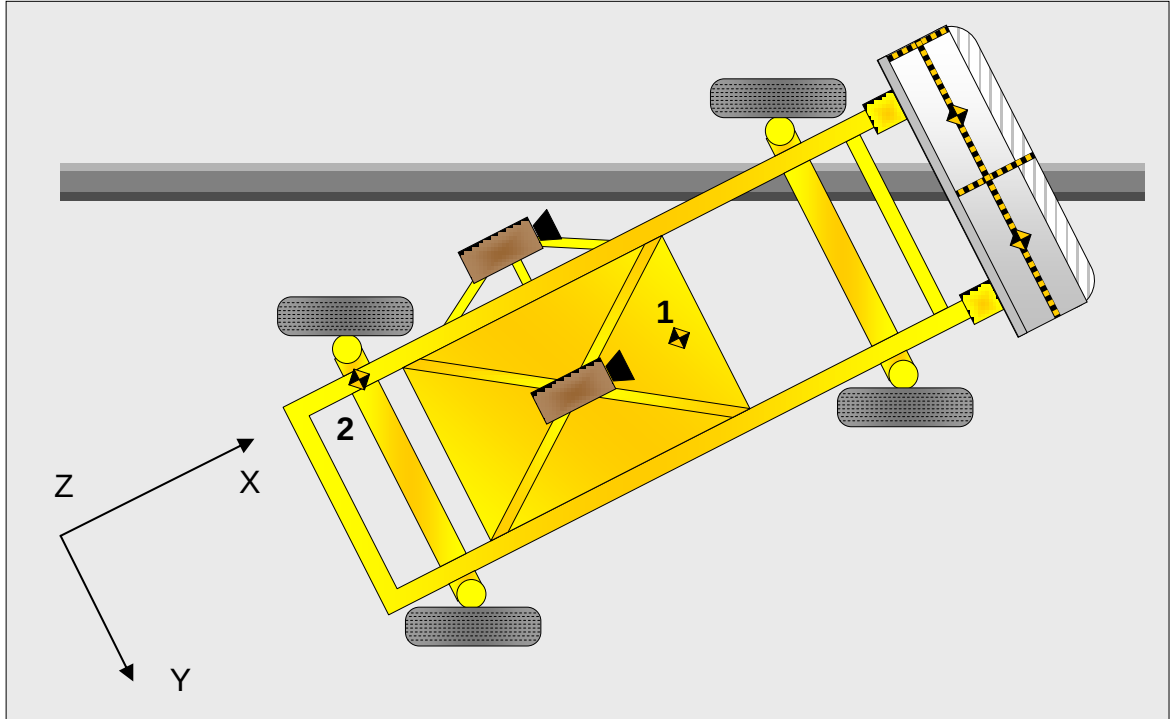
| Loc. No. | Accelerometer Location      | Coordinates (mm) |      |       |
|----------|-----------------------------|------------------|------|-------|
|          |                             | X                | Y    | Z     |
| 1        | Vehicle CG                  | 3325             | -175 | -642  |
| 2        | Right Sill at Front Seat    | 3460             | 730  | -542  |
| 3        | Right Sill at Rear Seat     | 2320             | 650  | -573  |
| 4        | Left Sill at Front Door     | 3455             | -725 | -504  |
| 5        | Left Sill at Rear Door      | 2328             | -650 | -537  |
| 6        | A-Post Lower                | 3780             | -893 | -729  |
| 7        | A-Post Middle               | 3800             | -885 | -1195 |
| 8        | B-Post Lower                | 2640             | -925 | -737  |
| 9        | B-Post Middle               | 2620             | -895 | -1200 |
| 10       | Front Seat Track            | 2930             | -645 | -527  |
| 11       | Rear Seat Structure         | 2010             | 630  | -635  |
| 12       | Right Rear Occ. Compartment | 2105             | 620  | -636  |
| 13       | Engine Block                | 4440             | 0    | -1100 |
| 14       | Rear Above Axle             | 1414             | 0    | -686  |

Reference: X - Rear surface of vehicle (+ forward)  
 Y - Vehicle Centerline (+ to right)  
 Z - Ground Plane (+ down)

**DATA SHEET NO. 7**  
**MDB ACCELEROMETER LOCATIONS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**MDB ACCELEROMETER LOCATIONS**

| Loc. No. | Accelerometer Location | Coordinates (mm) |      |      |
|----------|------------------------|------------------|------|------|
|          |                        | X                | Y    | Z    |
| 1        | MDB CG                 | -2179            | 0    | -505 |
| 2        | MDB Rear               | -3648            | -650 | -618 |

Reference : X - Face of MDB (+ forward)  
 Y - MDB Centerline (+ to right)  
 Z - Ground Plane (+ down)

**DATA SHEET NO. 8  
POST-TEST OBSERVATIONS**

Test Vehicle: 2021 Chevrolet Tahoe  
Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
Test Date: 1/7/2021

**TEST DUMMY INFORMATION AND CONTACT POINTS**

| Dummy Body Part   | Front Seat Dummy (ES2-re) | Rear Seat Dummy (SID-IIs) |
|-------------------|---------------------------|---------------------------|
| Face              | SCAB                      | SCAB                      |
| Top of Head       | SCAB                      | SCAB                      |
| Left Side of Head | SCAB                      | SCAB                      |
| Back of Head      | SCAB                      | SCAB                      |
| Left Shoulder     | SCAB                      | Door panel                |
| Upper Torso       | SAB, Seat back bolster    | Door panel                |
| Lower Torso       | Seat back bolster         | Door panel                |
| Left Hip          | SAB                       | Door panel                |
| Left Knee         | Door panel                | Door panel                |

**POST-TEST DOOR PERFORMANCE**

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

**POST-TEST SEAT PERFORMANCE**

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

**POST-TEST STRUCTURAL OBSERVATIONS**

| Critical Areas of Performance | Observations and Conclusions                           |
|-------------------------------|--------------------------------------------------------|
| Pillar Performance            | Good                                                   |
| Sill Separation               | None                                                   |
| Windshield Damage             | None                                                   |
| Side Window Damage            | Right rear $\frac{3}{4}$ window broken due to rollover |
| Other Notable Effects         | Vehicle rolled over on its right side                  |

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

Test Vehicle: 2021 Chevrolet Tahoe  
Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
Test Date: 1/7/2021

**SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION**

| Restraint Type                   | Struck Side Driver |          | Struck Side Rear Passenger |          |
|----------------------------------|--------------------|----------|----------------------------|----------|
|                                  | Mounted            | Deployed | Mounted                    | Deployed |
| Frontal Airbag                   | Yes                | No       |                            |          |
| Knee Airbag                      | No                 | N/A      |                            |          |
| Side Curtain Airbag              | Yes                | Yes      | Yes                        | Yes      |
| Side Torso/Pelvis Airbag         | Yes                | Yes      | No                         | N/A      |
| Side Pelvis Airbag               | No                 | N/A      | No                         | N/A      |
| Seat Belt Pretensioner           | Yes                | Yes      | No                         | N/A      |
| Seat Belt Load Limiter           | Yes                | Unknown  | No                         | N/A      |
| Other: Driver Center Seat Airbag | Yes                | Yes      | No                         | N/A      |

**IMPACT POINT LOCATION DATA**

| Measured Parameter                                                         | Units | Tolerance                       | Value |
|----------------------------------------------------------------------------|-------|---------------------------------|-------|
| Vehicle Wheel Base                                                         | mm    |                                 | 3060  |
| Vertical Impact Reference Line (Aft of Front Axle) (Intended Impact Point) | mm    |                                 | 508   |
| Actual Impact Point (Aft of Front Axle)                                    | mm    |                                 | 498   |
| Horizontal Offset ( + forward / - rearward)                                | mm    | +/- 50 of Intended Impact point | +10   |
| Vertical Offset (+ down / - up)                                            | mm    | +/- 20 of Intended Impact point | -1    |

**DATA SHEET NO. 9**  
**MDB SUMMARY OF RESULTS**

Test Vehicle: 2021 Chevrolet Tahoe  
Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
Test Date: 1/7/2021

**MDB SPECIFICATIONS**

| Measurement Description                 | Length (mm) |
|-----------------------------------------|-------------|
| Overall Width of Framework Carriage     | 1252        |
| Overall Length Including Honeycomb Face | 4115        |
| Wheel Base of Framework Carriage        | 2591        |
| C.G. Location aft of Front Axle         | 1109        |

**MDB WEIGHTS**

|        | Units | Front Axle | Rear Axle | Total  |
|--------|-------|------------|-----------|--------|
| Left   | kg    | 395.4      | 286.2     | 681.6  |
| Right  | kg    | 384.4      | 297.0     | 681.4  |
| Ratio  | %     | 57.2       | 42.8      | 100.0  |
| Totals | kg    | 779.8      | 583.2     | 1363.0 |

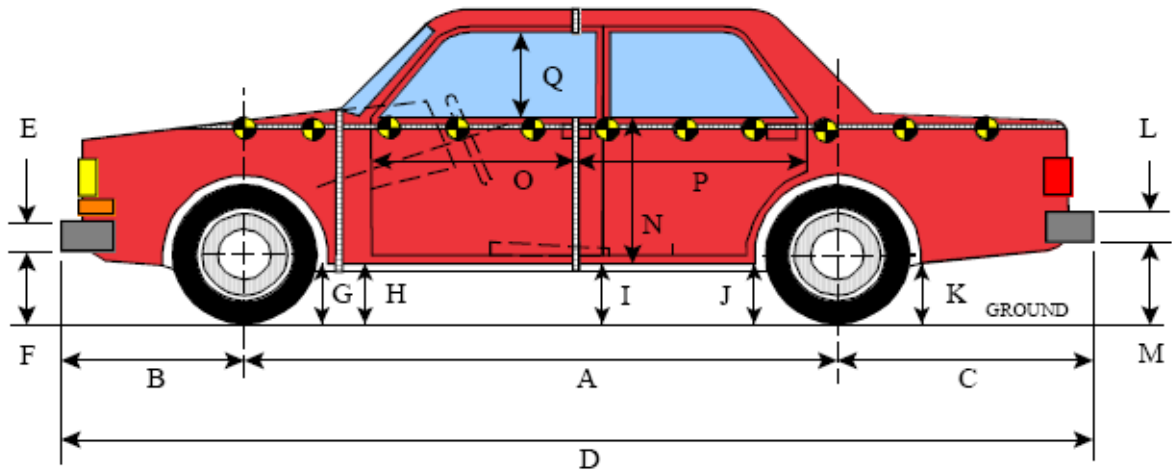
**SPEED AND IMPACT ANGLE DATA**

| Measured Parameter                              | Units   | Requirement  | Value |
|-------------------------------------------------|---------|--------------|-------|
| Trap No. 1 Velocity (Primary)                   | km/h    | 61.1 to 62.7 | 61.96 |
| Trap No. 2 Velocity (Redundant)                 | km/h    | 61.1 to 62.7 | 61.98 |
| MDB CL to Target Vehicle CL                     | degrees | 88.5 to 91.5 | 90    |
| MDB Forward Line of Motion to Target Vehicle CL | degrees | 62.5 to 63.5 | 63    |
| MDB Crabbed Angle to MDB Forward Line of Motion | degrees | 26 to 28     | 27    |

**DATA SHEET NO. 10**  
**TEST VEHICLE PROFILE MEASUREMENTS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**LEFT SIDE VIEW**

All MEASUREMENTS IN (mm) WITH TOLERANCE OF  $\pm 3$ mm

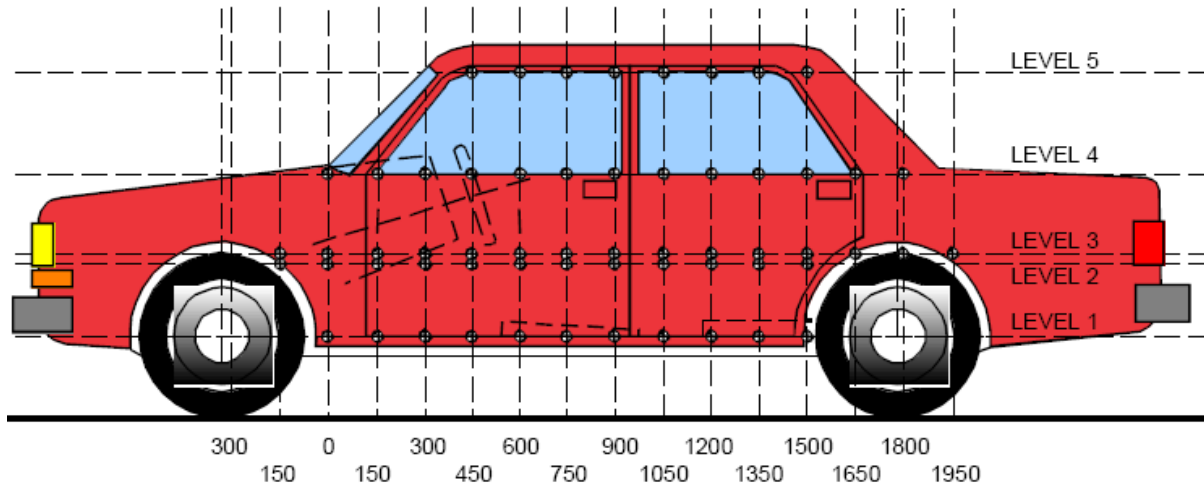
**VEHICLE PRE- AND POST-TEST MEASUREMENT INFORMATION**

| Code | Measurement Description                | Pre-Test | Post-Test | Difference |
|------|----------------------------------------|----------|-----------|------------|
| A    | Wheelbase                              | 3060     | 3050      | 10         |
| B    | Front Axle to Front Surface of Vehicle | 954      | 954       | 0          |
| C    | Rear Axle to Rear Surface of Vehicle   | 1320     | 1320      | 0          |
| D    | Total Length at Centerline             | 5359     | 5359      | 0          |
| E    | Front Bumper Thickness                 | 130      | 130       | 0          |
| F    | Front Bumper Bottom to Ground          | 450      | 547       | -97        |
| G    | Sill Height at Front Wheel Well        | 420      | 425       | -5         |
| H    | Sill Height at Front Door Leading Edge | 433      | 430       | 3          |
| I    | Sill Height at B-Pillar                | 428      | 442       | -14        |
| J1   | Sill Height at Rear Wheel Well         | 435      | 463       | -28        |
| J2   | Pinch Weld Height at Rear Wheel Well   | 360      | 388       | -28        |
| K    | Sill Height Aft of Rear Wheel Well     | 490      | 525       | -35        |
| L    | Rear Bumper Thickness                  | 100      | 100       | 0          |
| M    | Rear Bumper Bottom to Ground           | 625      | 655       | -30        |
| N    | Sill Height to Window Bottom Sill      | 920      | 900       | 20         |
| O    | Front Door Leading Edge to Impact CL   | 800      | 800       | 0          |
| P    | Rear Door Trailing Edge to Impact CL   | 1515     | 1510      | 5          |
| Q    | Front Window Opening                   | 495      | 490       | 5          |
| R    | Right Side Length                      | 4990     | 4990      | 0          |
| S    | Left Side Length                       | 4990     | 4985      | 5          |
| T    | Vehicle Width                          | 2045     | 2015      | 30         |
| U    | Front Wheel Track Width                | 1740     | 1730      | 10         |
| V    | Rear Wheel Track Width                 | 1740     | 1730      | 10         |

**DATA SHEET NO. 11**  
**TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**LEFT SIDE VIEW**

**MAXIMUM EXTERIOR CRUSH MEASUREMENTS**

| Level | Measurement Description | Height Above Ground | Maximum Exterior Static Crush | Distance From Impact |
|-------|-------------------------|---------------------|-------------------------------|----------------------|
| 1     | Sill Top                | 478                 | 132                           | 1650                 |
| 2     | Driver Hip Point        | 853                 | 121                           | 1650                 |
| 3     | Mid-Door                | 826                 | 126                           | 1650                 |
| 4     | Window Sill             | 1190                | 26                            | 2550                 |
| 5     | Window Top              | 1780                | 5                             | 2250                 |
|       |                         |                     |                               | 2550                 |

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

**DATA SHEET NO. 11 (CONTINUED)**  
**TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021

**EXTERIOR CRUSH MEASUREMENTS AT EACH LEVEL**

|             | Pre-Test |      |      |     |     | Post-Test |      |      |     |     | Difference |     |     |     |     |
|-------------|----------|------|------|-----|-----|-----------|------|------|-----|-----|------------|-----|-----|-----|-----|
|             | 1        | 2    | 3    | 4   | 5   | 1         | 2    | 3    | 4   | 5   | 1          | 2   | 3   | 4   | 5   |
| <b>-300</b> | 0        | 1027 | 0    | 916 | 0   | 0         | 1036 | 0    | 903 | 0   | 0          | -9  | 0   | 13  | 0   |
| <b>-150</b> | 0        | 1026 | 1026 | 922 | 0   | 0         | 1034 | 1034 | 909 | 0   | 0          | -8  | -8  | 13  | 0   |
| <b>0</b>    | 1034     | 1023 | 1024 | 929 | 0   | 1023      | 1023 | 1024 | 925 | 0   | 11         | 0   | 0   | 4   | 0   |
| <b>150</b>  | 1021     | 1019 | 1019 | 934 | 0   | 963       | 986  | 969  | 944 | 0   | 58         | 33  | 50  | -10 | 0   |
| <b>300</b>  | 1015     | 1017 | 1017 | 942 | 0   | 949       | 972  | 963  | 955 | 0   | 66         | 45  | 54  | -13 | 0   |
| <b>450</b>  | 1014     | 1016 | 1016 | 948 | 0   | 940       | 960  | 952  | 960 | 0   | 74         | 56  | 64  | -12 | 0   |
| <b>600</b>  | 1013     | 1015 | 1016 | 953 | 0   | 944       | 947  | 942  | 963 | 0   | 69         | 68  | 74  | -10 | 0   |
| <b>750</b>  | 1014     | 1015 | 1016 | 960 | 649 | 941       | 944  | 937  | 964 | 648 | 73         | 71  | 79  | -4  | 1   |
| <b>900</b>  | 1014     | 1016 | 1017 | 964 | 665 | 934       | 944  | 938  | 962 | 663 | 80         | 72  | 79  | 2   | 2   |
| <b>1050</b> | 1013     | 1016 | 1018 | 967 | 668 | 925       | 950  | 943  | 960 | 721 | 88         | 66  | 75  | 7   | -53 |
| <b>1200</b> | 1012     | 1017 | 1018 | 968 | 670 | 921       | 970  | 965  | 954 | 720 | 91         | 47  | 53  | 14  | -50 |
| <b>1350</b> | 1008     | 1017 | 1018 | 968 | 673 | 889       | 926  | 919  | 945 | 695 | 119        | 91  | 99  | 23  | -22 |
| <b>1500</b> | 1004     | 1016 | 1018 | 967 | 674 | 880       | 919  | 907  | 945 | 703 | 124        | 97  | 111 | 22  | -29 |
| <b>1650</b> | 1002     | 1016 | 1018 | 966 | 675 | 870       | 895  | 892  | 947 | 708 | 132        | 121 | 126 | 19  | -33 |
| <b>1800</b> | 1002     | 1017 | 1019 | 965 | 675 | 884       | 900  | 896  | 947 | 714 | 118        | 117 | 123 | 18  | -39 |
| <b>1950</b> | 1006     | 1021 | 1022 | 963 | 674 | 925       | 914  | 911  | 949 | 719 | 81         | 107 | 111 | 14  | -45 |
| <b>2100</b> | 0        | 1026 | 1028 | 960 | 674 | 0         | 957  | 966  | 950 | 723 | 0          | 69  | 62  | 10  | -49 |
| <b>2250</b> | 0        | 1025 | 0    | 957 | 672 | 0         | 993  | 0    | 953 | 667 | 0          | 32  | 0   | 4   | 5   |
| <b>2400</b> | 0        | 0    | 0    | 954 | 669 | 0         | 0    | 0    | 929 | 665 | 0          | 0   | 0   | 25  | 4   |
| <b>2550</b> | 0        | 0    | 0    | 949 | 664 | 0         | 0    | 0    | 923 | 659 | 0          | 0   | 0   | 26  | 5   |

**NOTE:** Pre-test measurements are taken when the vehicle is in the "As Tested" weight condition. Vehicle measurements forward of the vertical impact reference line are negative. The crush profile grid is established prior to the test based on an estimated impact point.



**DATA SHEET NO. 11 (CONTINUED)**  
**TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS**

Test Vehicle: 2021 Chevrolet Tahoe  
Test Program: SINCAP Side Impact

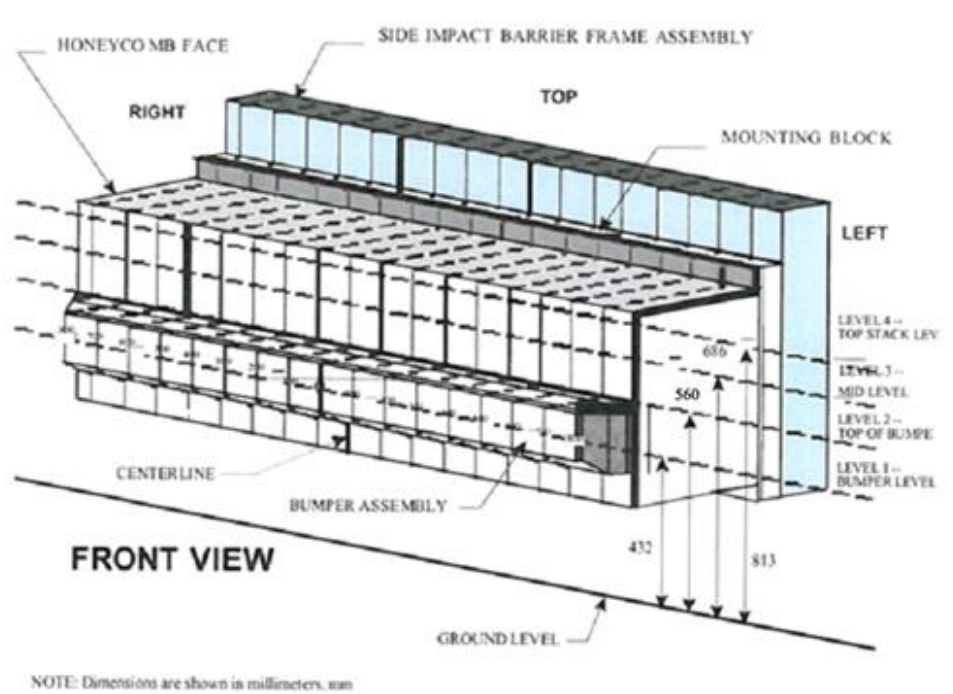
NHTSA No.: M20210107  
Test Date: 1/7/2021



**DATA SHEET NO. 12**  
**MDB EXTERIOR STATIC CRUSH MEASUREMENTS**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



**MAXIMUM STATIC CRUSH OF HONEYCOMB IMPACT FACE**

| Vertical Location |                  |        | From Centerline |           | Maximum Crush |
|-------------------|------------------|--------|-----------------|-----------|---------------|
| Row               | Description      | Height | Distance        | Direction |               |
| A                 | Center of Bumper | 432    | 800             | Left      | 215           |
|                   |                  |        | 700             | Left      | 215           |
| B                 | Top of Bumper    | 560    | 200             | Left      | 191           |
| C                 | Mid-Level        | 686    | 800             | Right     | 182           |
| D                 | Top of Stack     | 813    | 200             | Right     | 207           |

**DEFORMABLE BARRIER STATIC CRUSH**

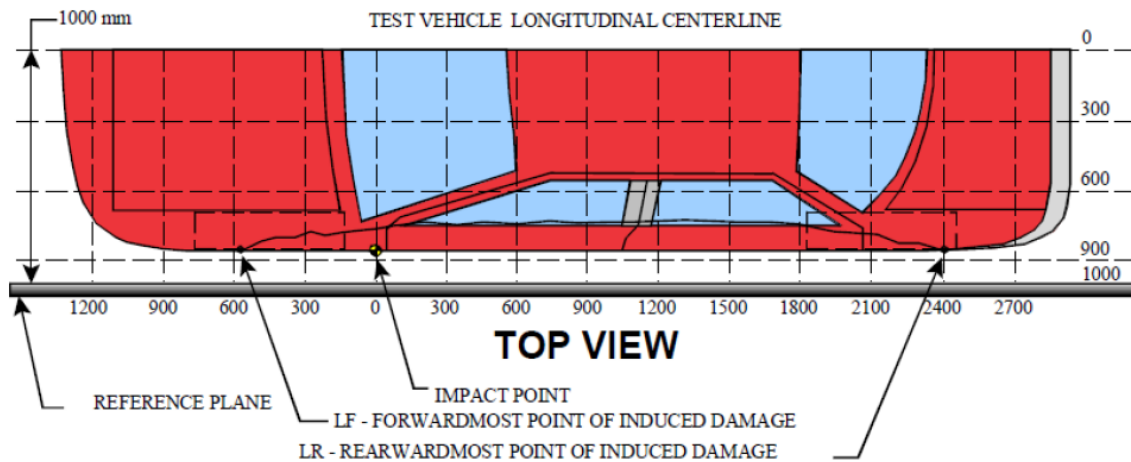
| Stack Level | Distance Right of Center |     |     |     |     |     |     |     | C/L | Distance Left of Center |     |     |     |     |     |     |     |
|-------------|--------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-------------------------|-----|-----|-----|-----|-----|-----|-----|
|             | 800                      | 700 | 600 | 500 | 400 | 300 | 200 | 100 |     | 100                     | 200 | 300 | 400 | 500 | 600 | 700 | 800 |
| 1           | 187                      | 182 | 183 | 186 | 191 | 193 | 196 | 199 | 201 | 203                     | 205 | 207 | 206 | 206 | 208 | 215 | 215 |
| 2           | 168                      | 169 | 175 | 179 | 182 | --- | --- | --- | --- | ---                     | 191 | 190 | 188 | 185 | 184 | 183 | 180 |
| 3           | 182                      | 167 | 127 | 115 | 136 | 163 | 174 | 154 | 152 | 150                     | 137 | 123 | 111 | 104 | 105 | 113 | 148 |
| 4           | 167                      | 144 | 140 | 139 | 145 | 188 | 207 | 169 | 138 | 123                     | 112 | 106 | 106 | 103 | 110 | 120 | 142 |

<sup>1</sup> Missing points post test

**DATA SHEET NO. 13**  
**VEHICLE AND MDB DAMAGE PROFILE DISTANCES**

Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021



MEASUREMENT CONVENTIONS:  
 Forward of the impact point (towards front of vehicle) is considered negative (-).  
 Rearward of the impact point (toward rearend of vehicle) is considered positive (+).

**VEHICLE DAMAGE PROFILE DISTANCES**

| DPD | Distance From Impact Point (mm) | Level | Post-Test (mm) | Pre-Test (mm) | Crush (mm) |
|-----|---------------------------------|-------|----------------|---------------|------------|
| 1   | 2550                            | 4     | 923            | 949           | 26         |
| 2   | 1950                            | 3     | 911            | 1022          | 111        |
| 3   | 1350                            | 1     | 889            | 1008          | 119        |
| 4   | 900                             | 1     | 934            | 1014          | 80         |
| 5   | 300                             | 1     | 949            | 1015          | 66         |
| 6   | -300                            | 4     | 903            | 916           | 13         |

**MDB DAMAGE PROFILE DISTANCES**

| DPD | Distance From Center of MDB | Level | Post-Test (mm) | Pre-Test (mm) | Crush (mm) |
|-----|-----------------------------|-------|----------------|---------------|------------|
| 1   | 800 mm Left of Center       | 1     | 473            | 258           | 215        |
| 2   | 500 mm Left of Center       | 1     | 487            | 281           | 206        |
| 3   | 200 mm Left of Center       | 1     | 486            | 281           | 205        |
| 4   | 200 mm Right of Center      | 4     | 387            | 180           | 207        |
| 5   | 500 mm Right of Center      | 1     | 486            | 300           | 186        |
| 6   | 800 mm Right of Center      | 1     | 474            | 287           | 187        |

**DATA SHEET NO. 14**  
**FMVSS NO. 301 STATIC ROLLOVER RESULTS**

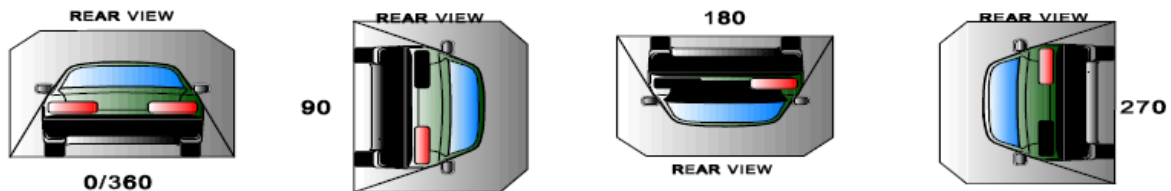
Test Vehicle: 2021 Chevrolet Tahoe  
 Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
 Test Date: 1/7/2021

**Test Time:** 17:42    **Temperature:** 21.6°C

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

**FMVSS 301 STATIC ROLLOVER DATA**



**ROLLOVER SOLVENT COLLECTION TIME TABLE IN SECONDS**

| Test Phase | Rotation Time | Hold Time | Total Time |
|------------|---------------|-----------|------------|
| 0 to 90    | 90            | 330       | 420        |
| 90 to 180  | 90            | 330       | 840        |
| 180 to 270 | 90            | 330       | 1260       |
| 270 to 360 | 90            | 330       | 1680       |

**FMVSS NO. 301 ROLLOVER SPILLAGE TABLE**

| Test Phase | First 5 Minutes | Sixth Minute | Seventh Minute | Eighth Minute |
|------------|-----------------|--------------|----------------|---------------|
| 0 to 90    | 0               | 0            | 0              | N/A           |
| 90 to 180  | 0               | 0            | 0              | N/A           |
| 180 to 270 | 0               | 0            | 0              | N/A           |
| 270 to 360 | 0               | 0            | 0              | N/A           |

**ROLLOVER SOLVENT SPILLAGE LOCATION TABLE**

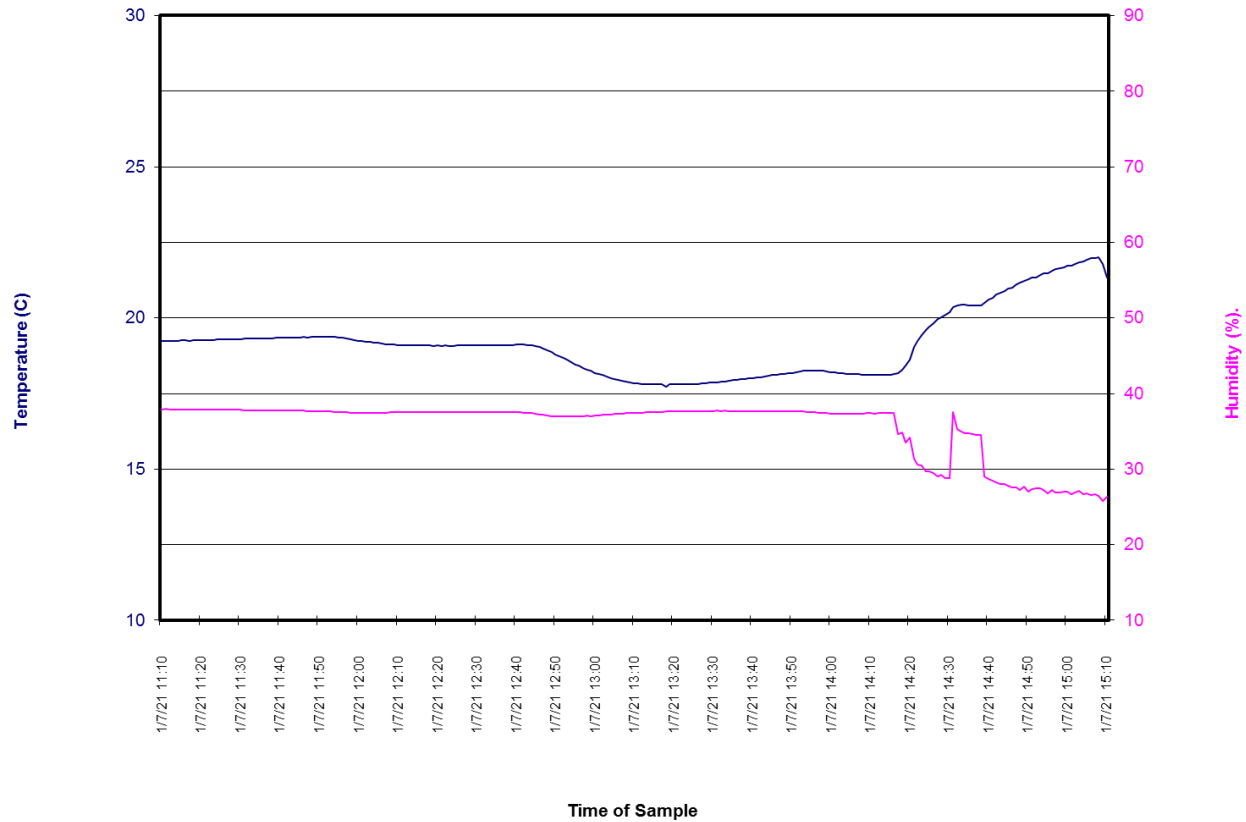
| Test Phase | Spillage Location |
|------------|-------------------|
| 0 to 90    | None              |
| 90 to 180  | None              |
| 180 to 270 | None              |
| 270 to 360 | None              |

**DATA SHEET NO. 15**  
**DUMMY/VEHICLE TEMPERATURE AND HUMIDITY STABILIZATION DATA**

Test Vehicle: 2021 Chevrolet Tahoe  
Test Program: SINCAP Side Impact

NHTSA No.: M20210107  
Test Date: 1/7/2021

M20210107 2021 Chevrolet Tahoe Left MDB Impact 210107: Test Time 15:10



**APPENDIX A**  
**PHOTOGRAPHS**

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



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





**003** Pre-Test Frontal View of Test Vehicle



**004** Post-Test Frontal View of Test Vehicle





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



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





**007** Pre-Test Left Side View of Test Vehicle



**008** Post-Test Left Side View of Test Vehicle





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



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



**011** Pre-Test Rear View of Test Vehicle



**012** Post-Test Rear View of Test Vehicle

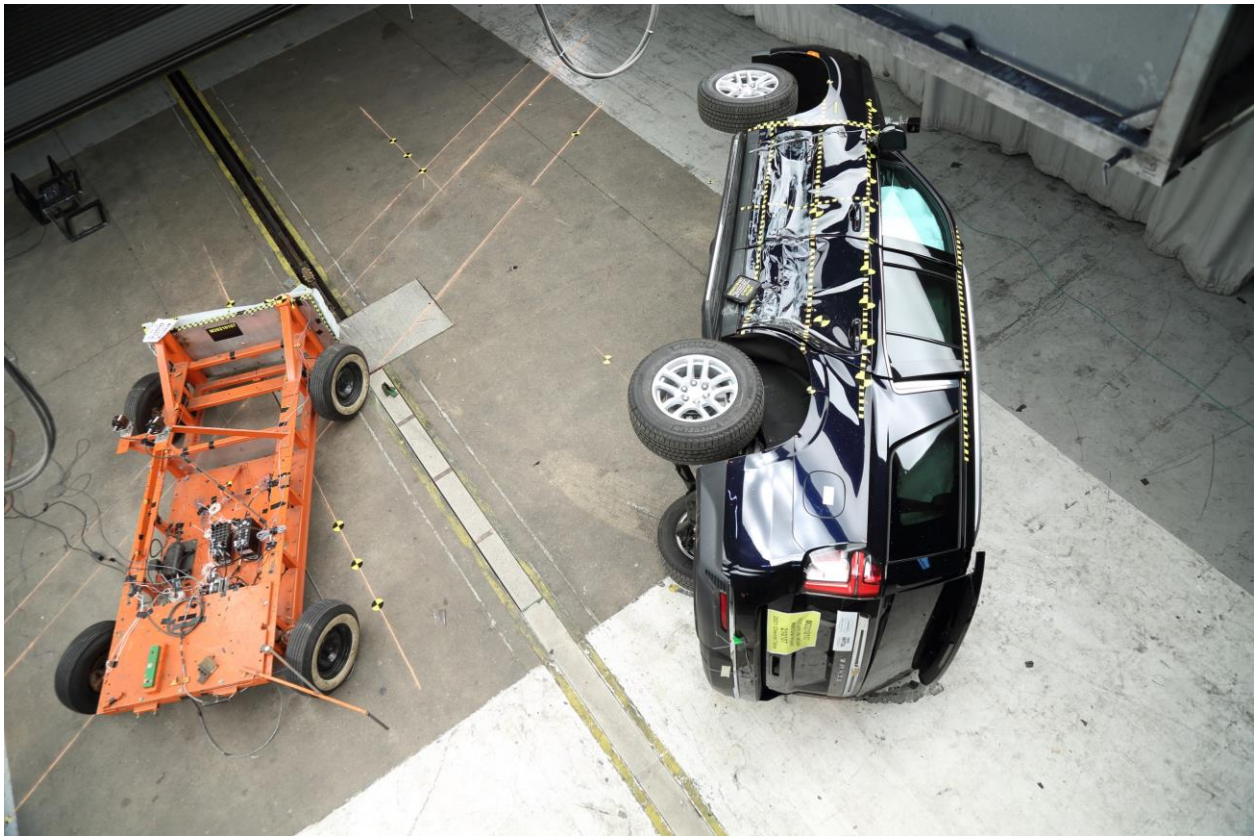








**015** Pre-Test Overhead View of Test Area



**016** Post-Test Overhead View of Test Area





**017** Pre-Test Left Side View of MDB Positioned Against Side of Test Vehicle



**018** Pre-Test Right Side View of MDB Positioned Against Side of Test Vehicle



**019** Pre-Test Close-Up View of Impact Point Target



**020** Post-Test Close-Up View of Impact Point Target





021 Pre-Test Left Front Door Latch Close-Up



022 Post-Test Left Front Door Latch Close-Up



023 Pre-Test Left Rear Door Latch Close-Up



024 Post-Test Left Rear Door Latch Close-Up





**025** Pre-Test Front Close-Up View of Driver Dummy



**026** Post-Test Front Close-Up View of Driver Dummy



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

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



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



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



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



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



**033** Pre-Test Overhead View of Driver Dummy Thighs on Seat Pan





**034** Pre-Test Placement of Driver's Dummy Feet



**035** Pre-Test View of Belt Anchorage for Driver Dummy

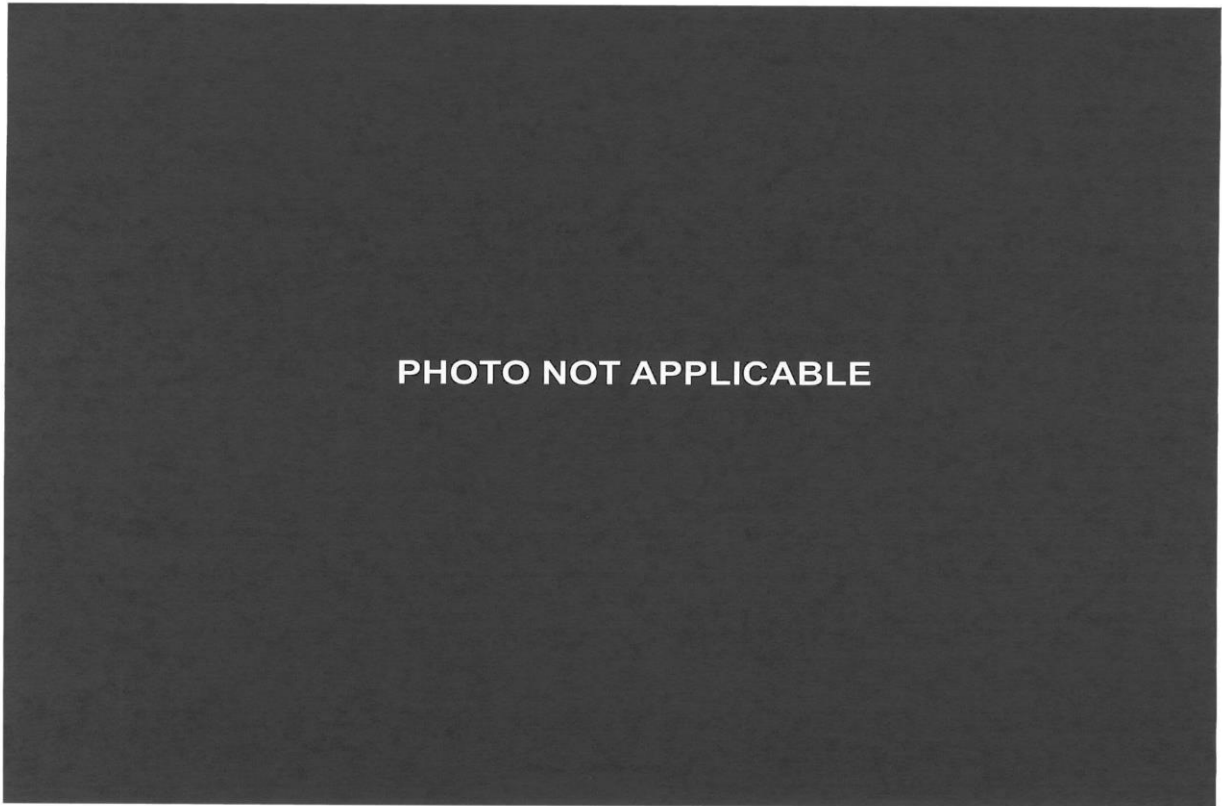


**036** Pre-Test Left Side View of Steering Wheel



**037** View of Disengaged Parking Brake





**038** Pre-Test View of Parking Brake



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

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



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

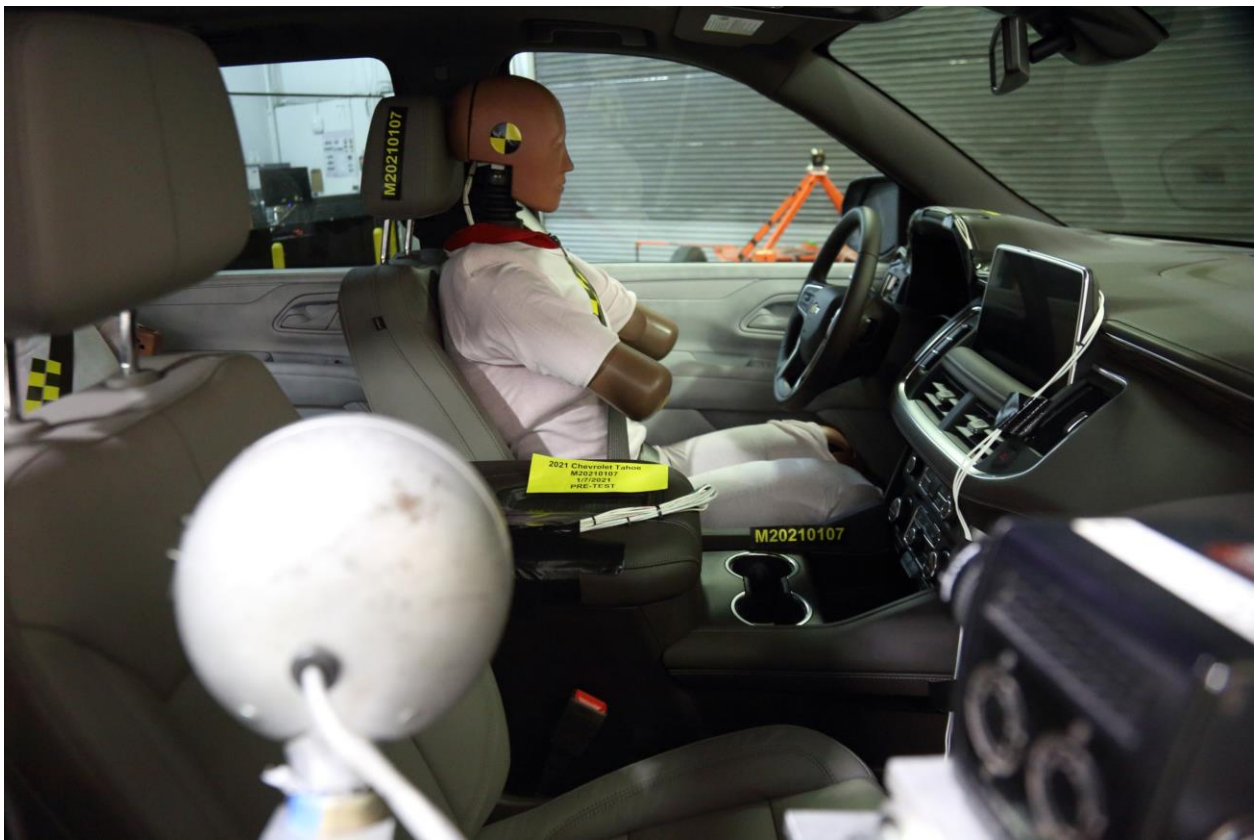




**042** Pre-Test Driver Dummy and Door Clearance View



**043** Post-Test Driver Dummy and Door Clearance View



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



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

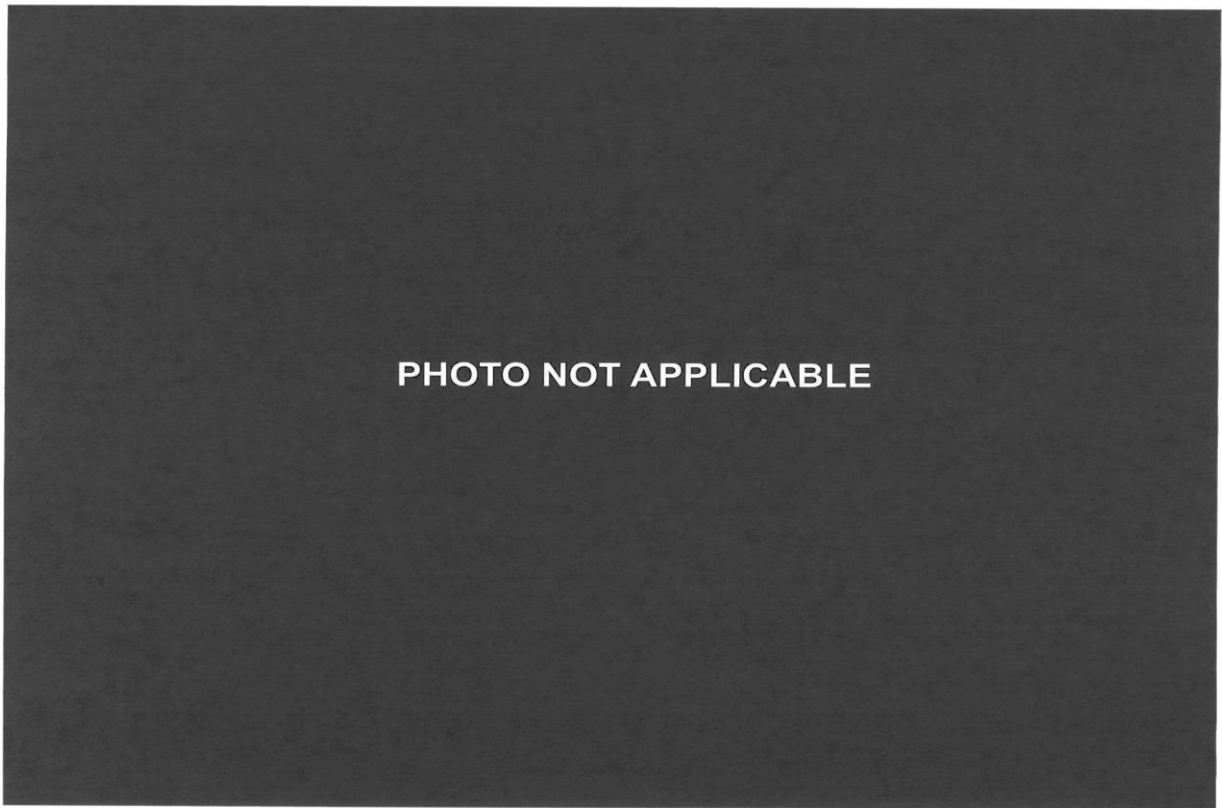




**046** Pre-Test Driver Inner Door Panel View



**047** Post-Test Driver Inner Door Panel View Showing Driver Dummy Contact Locations



**048** Post-Test Driver Dummy Close-Up Head Contact with Vehicle View



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





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



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



**052** Post-Test Driver Dummy Close-Up Pelvis Contact View



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





**054** Post-Test Driver Dummy Close-Up Knee Contact View



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



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



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





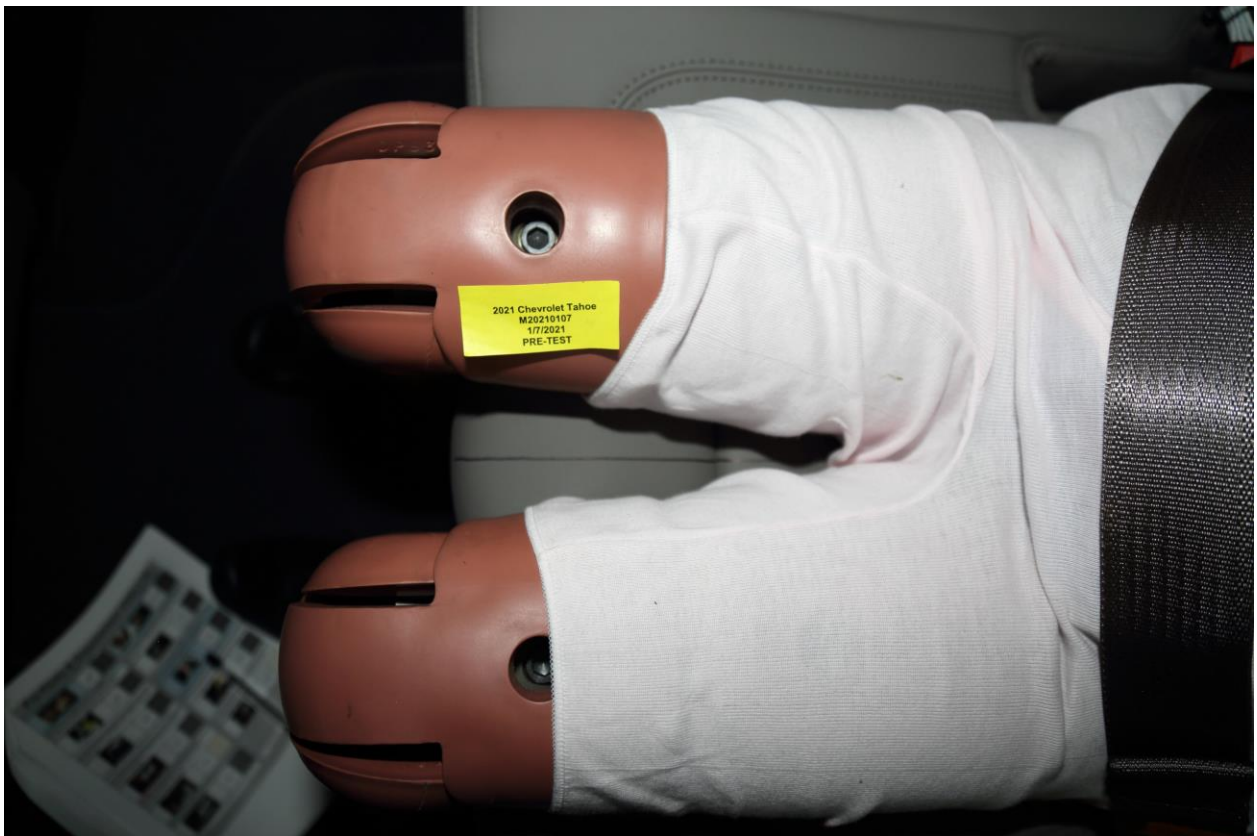
**058** Pre-Test Frontal View of Rear Passenger Seat Back Prior to Dummy Positioning



**059** Pre-Test Frontal View of Rear Passenger Dummy Head and Shoulders in Relation to Head Restraint



**060** Pre-Test Overhead View of Rear Passenger Seat Pan Prior to Dummy Positioning



**061** Pre-Test Overhead View of Rear Passenger Dummy Thighs on Seat Pan

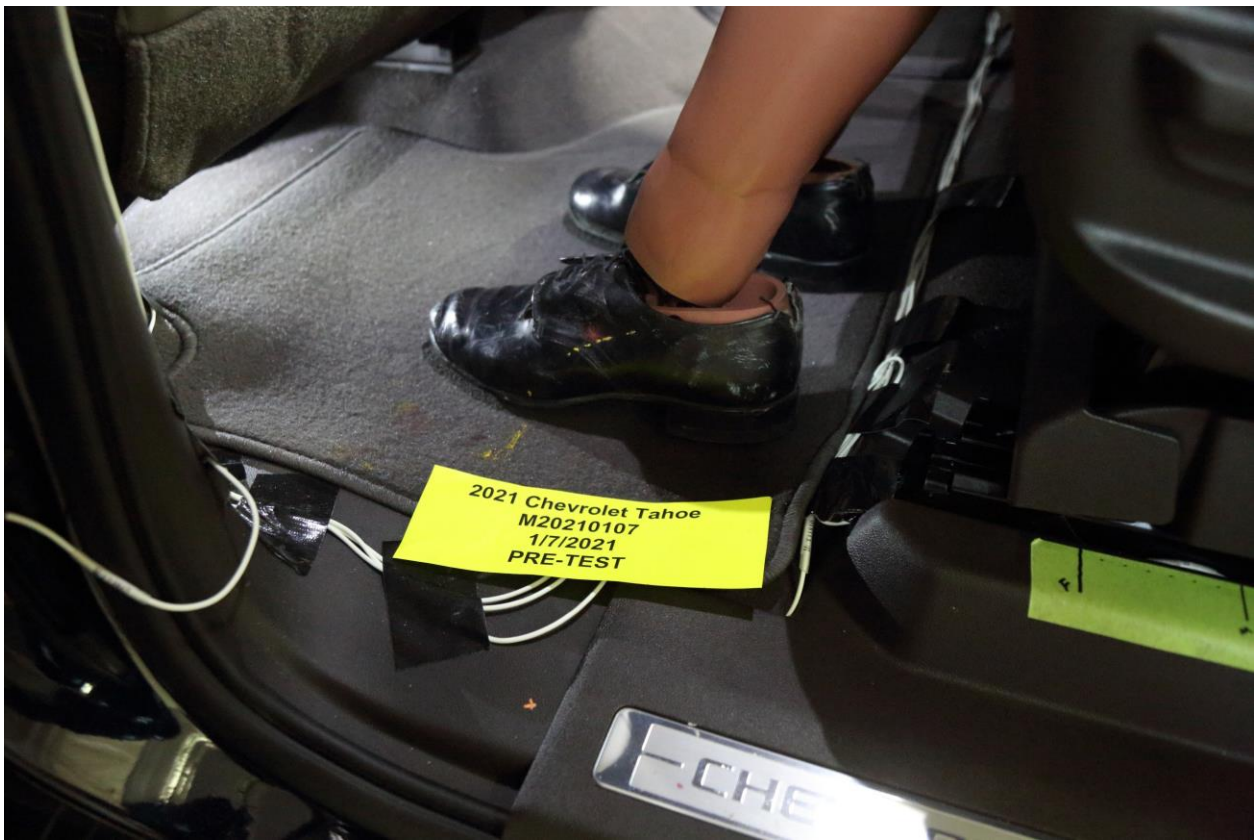


**062** Pre-Test View of Rear Passenger Dummy's Neck Showing Position of Adjustable Neck Bracket



**063** Pre-Test View of Rear Passenger Dummy's Head Showing Dummy Head is Level



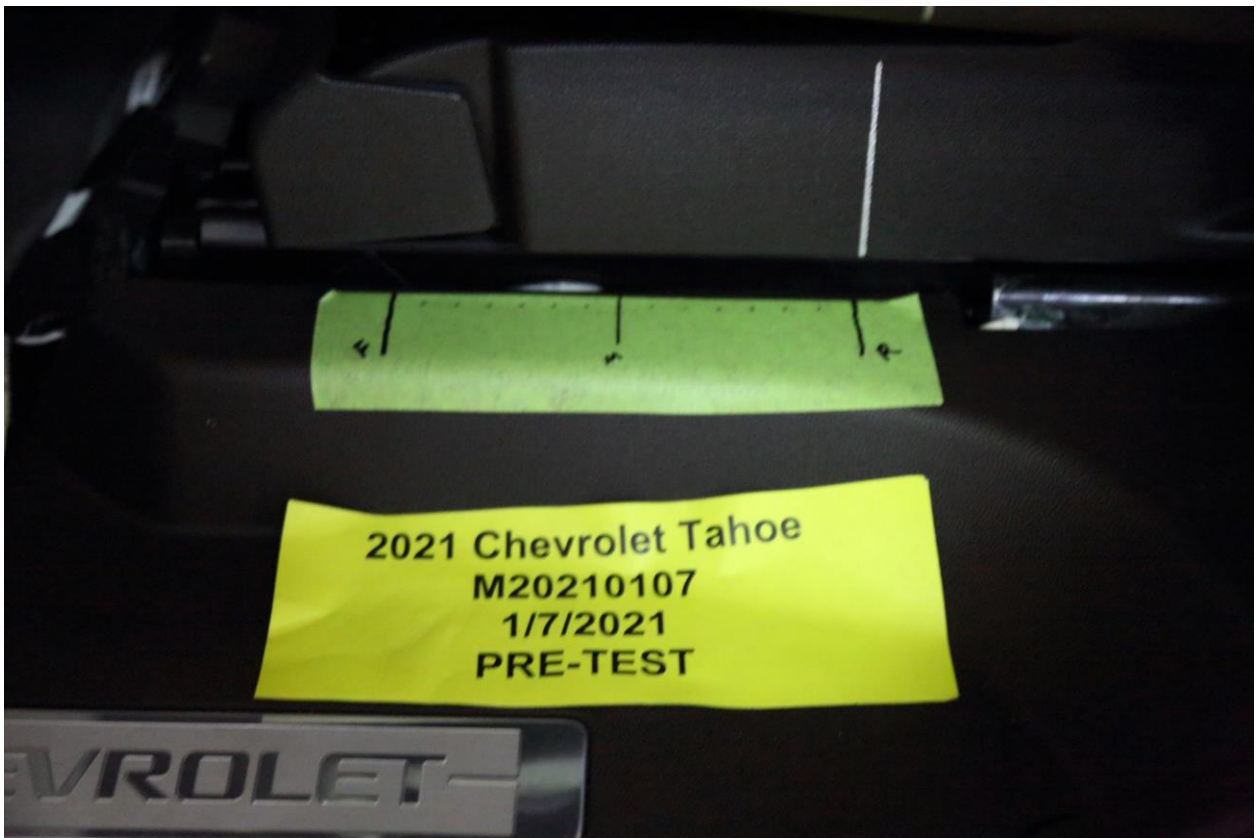


**064** Pre-Test Placement of Rear Passenger Dummy's Feet



**065** Pre-Test View of Belt Anchorage for Rear Passenger Dummy





**066** Pre-Test Close-Up Left Side View of Rear Passenger Seat Track



**067** Pre-test Close-Up Left Side View of Rear Passenger Seat Back

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**068** Pre-Test Close-Up View of Rear Passenger Seat Back or Head Restraint

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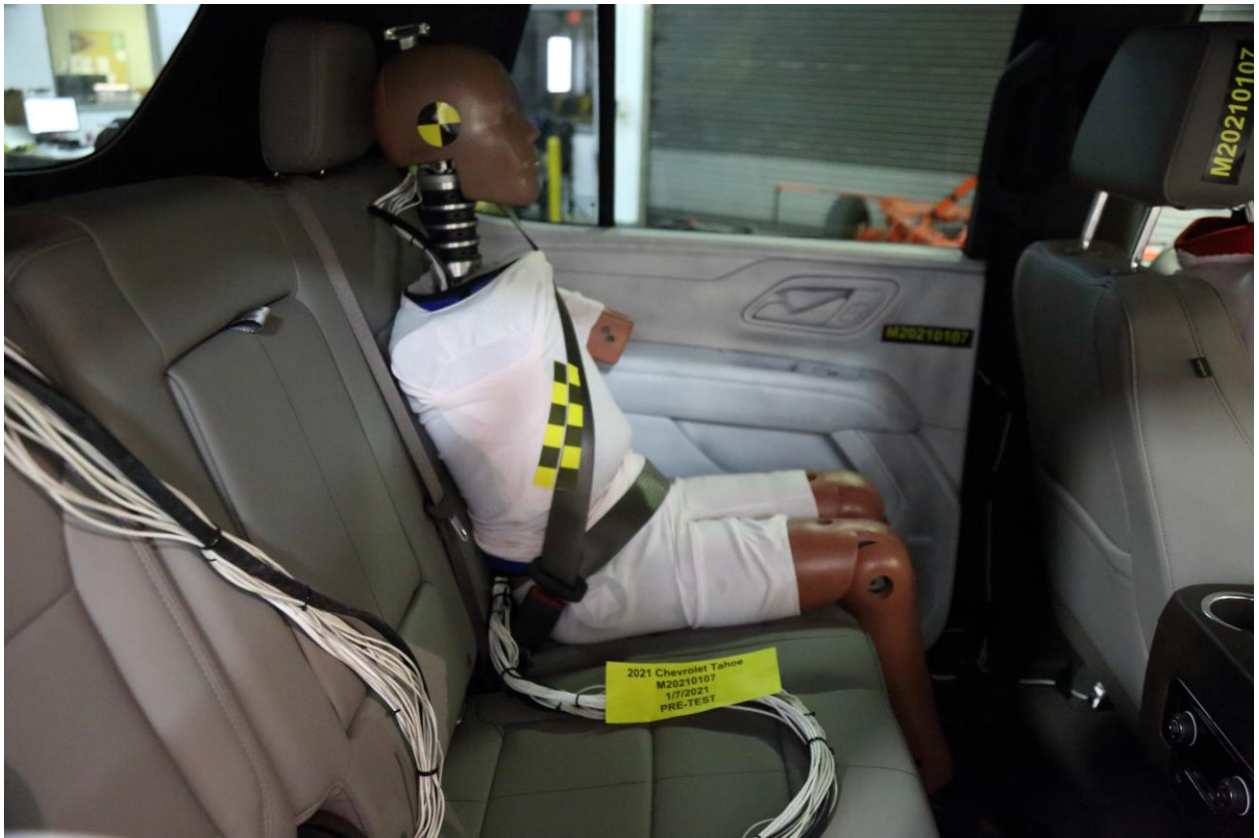


**069** Pre-Test Rear Passenger Dummy and Door Clearance View



**070** Post-Test Rear Passenger Dummy and Door Clearance View





**071** Pre-Test Right Side View of Rear Passenger Dummy and Rear Seat Occupant Compartment



**072** Post-Test Right Side View of Rear Passenger Dummy and Rear Seat Occupant Compartment





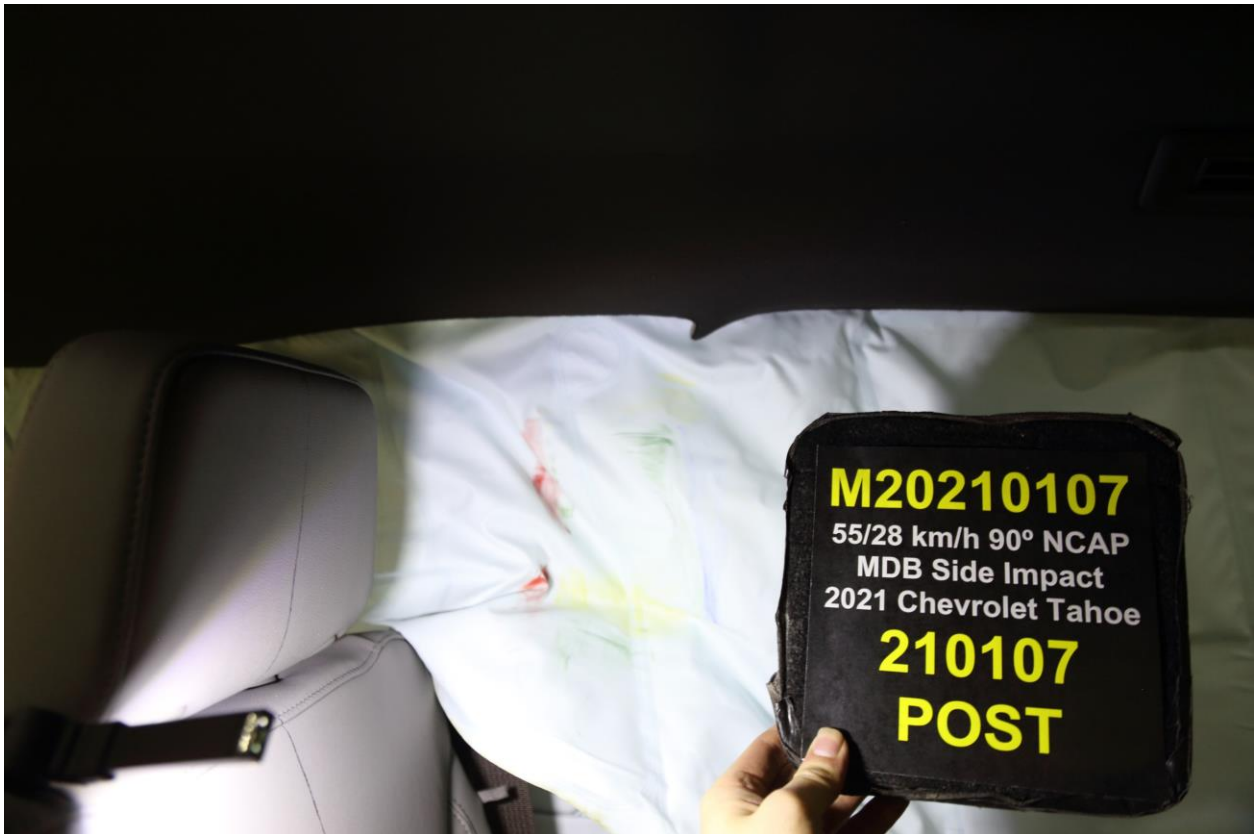
**073** Pre-Test Rear Passenger Inner Door Panel View



**074** Post-Test Rear Passenger Inner Door Panel View

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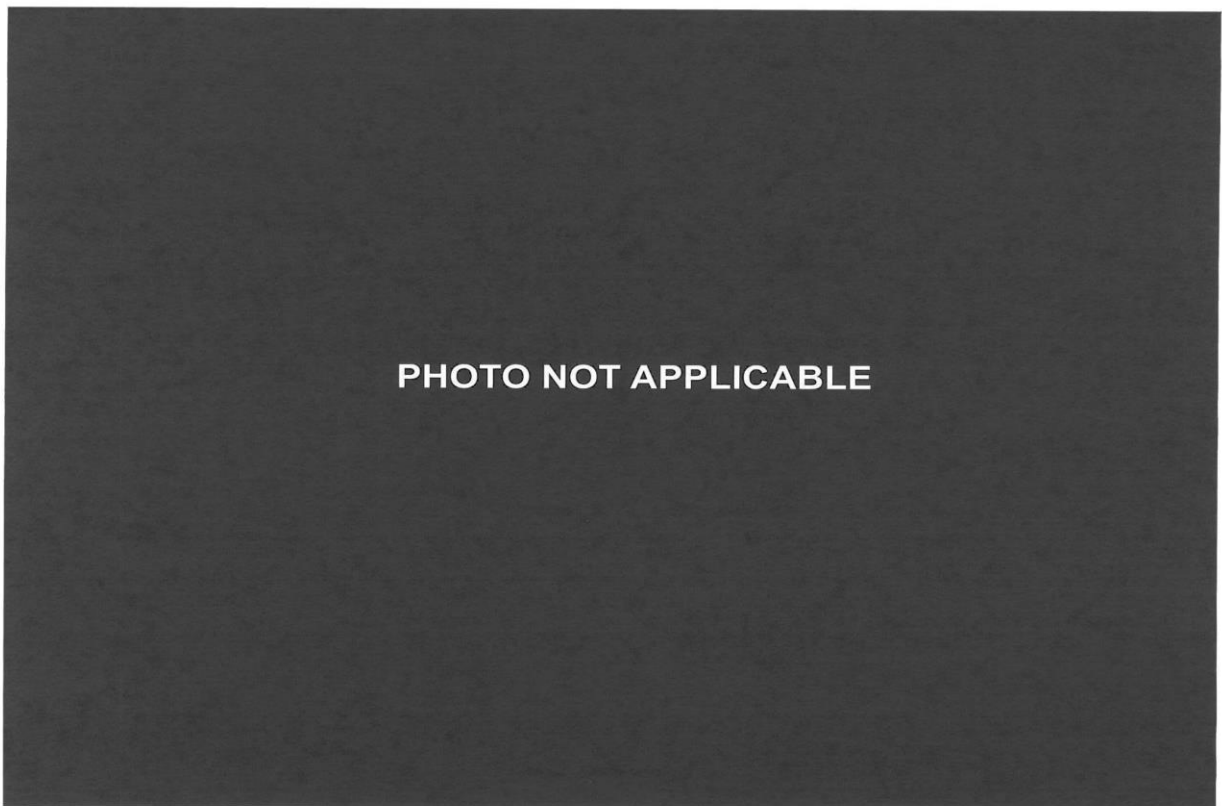
**075** Post-Test Rear Passenger Dummy Close-Up Head Contact with Vehicle View



**076** Post-Test Rear Passenger Dummy Close-Up Head Contact with Side Airbag View

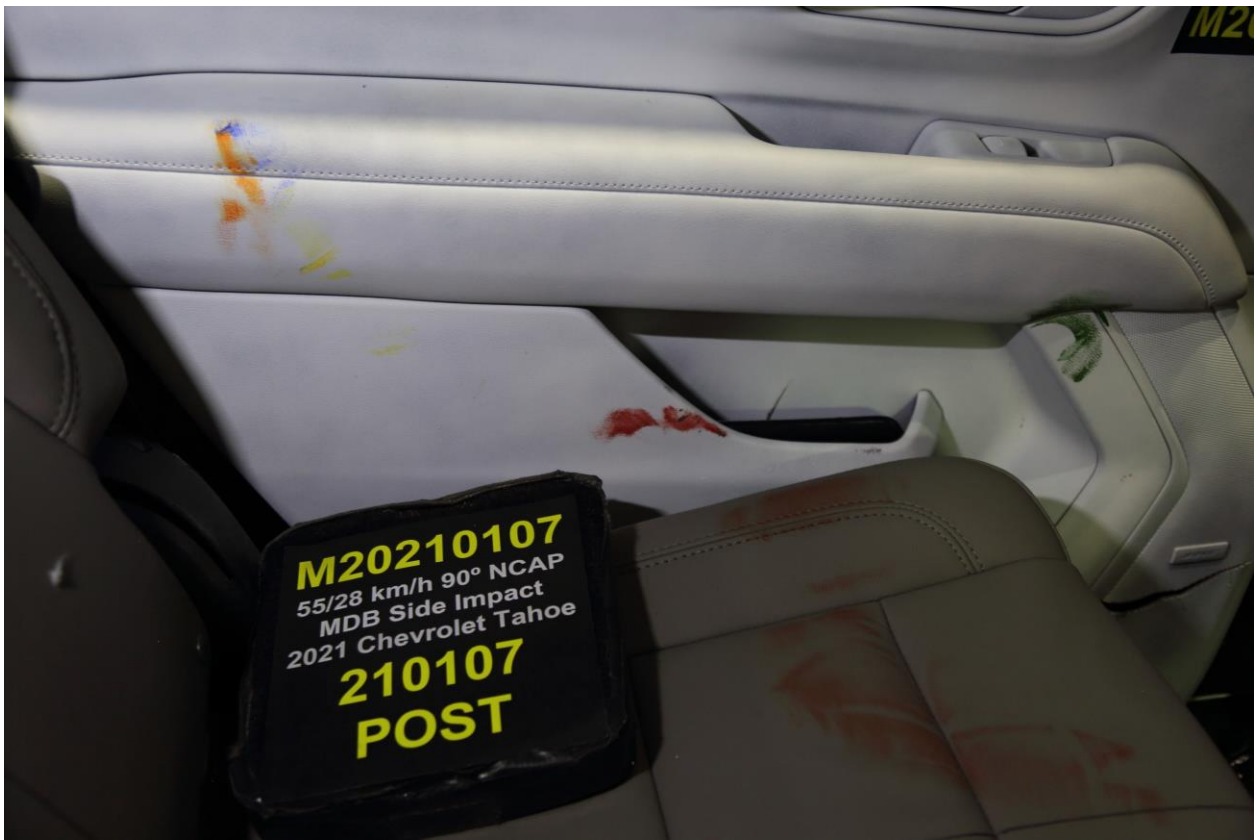


**077** Post-Test Rear Passenger Dummy Close-Up Torso Contact with Vehicle Interior View

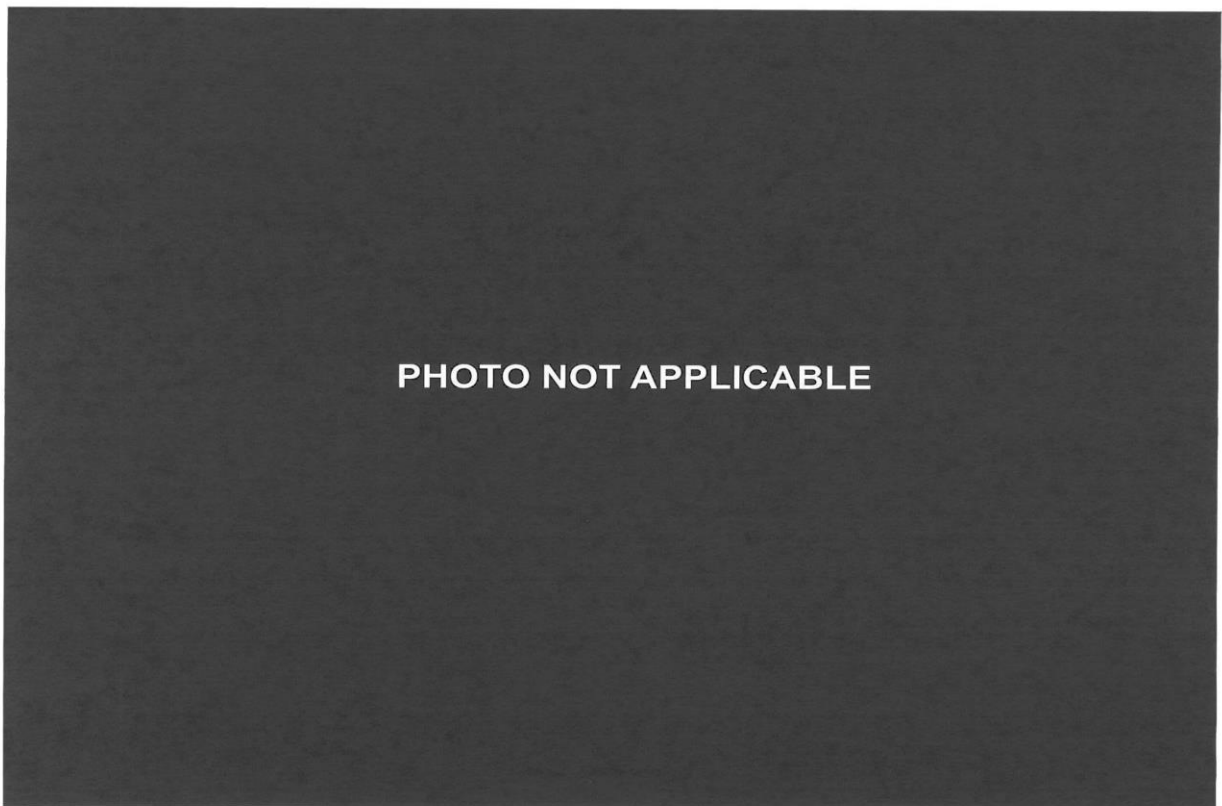


**078** Post-Test Rear Passenger Dummy Close-Up Torso Contact with Side Airbag View





**079** Post-Test Rear Passenger Dummy Close-Up Pelvis Contact View



**080** Post-Test Rear Passenger Dummy Close-Up Pelvis Contact with Side Airbag View





**081** Post-Test Rear Passenger Dummy Close-Up Knee Contact View

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



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

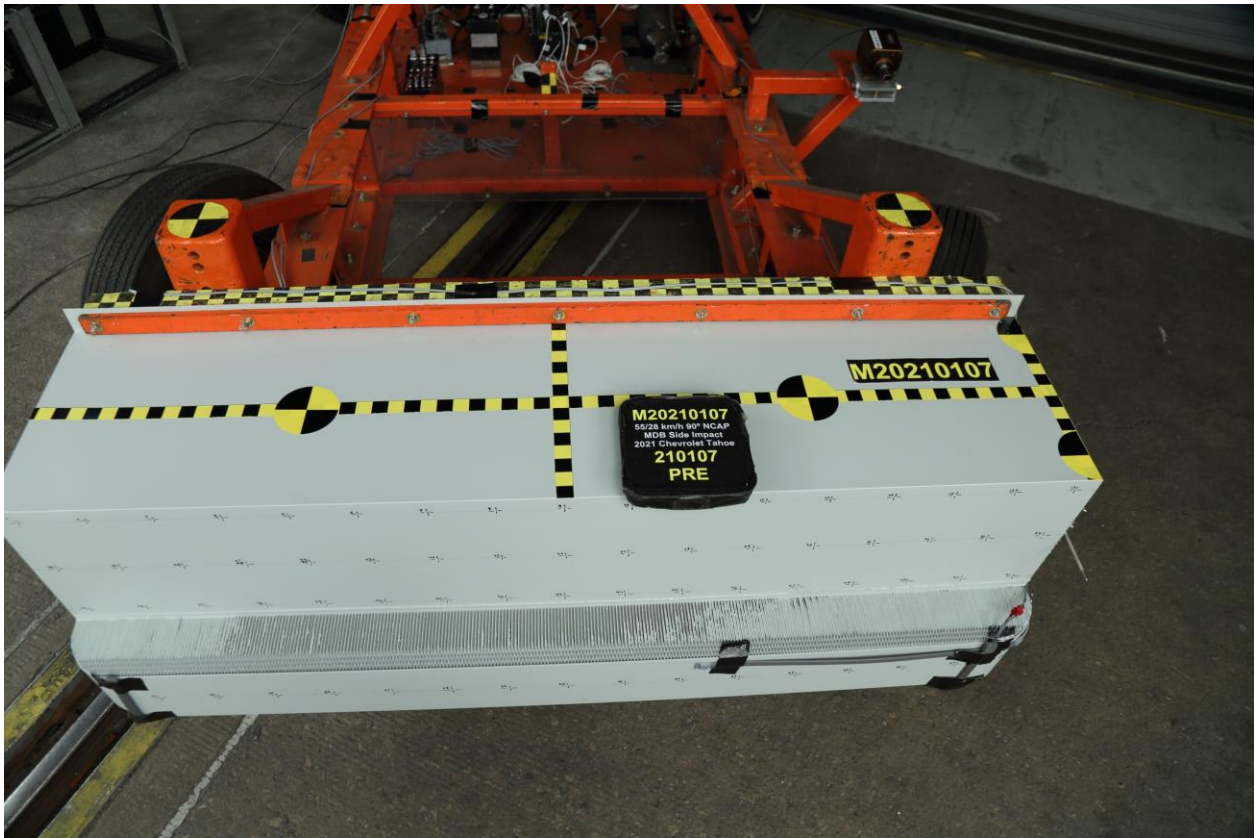




**084** Pre-Test Front View of MDB Impactor Face



**085** Post-Test Front View of MDB Impactor Face



**086** Pre-Test Top View of MDB Impactor Face



**087** Post-Test Top View of MDB Impactor Face





**088** Pre-Test Left Side View of MDB Impactor Face



**089** Post-Test Left Side View of MDB Impactor Face

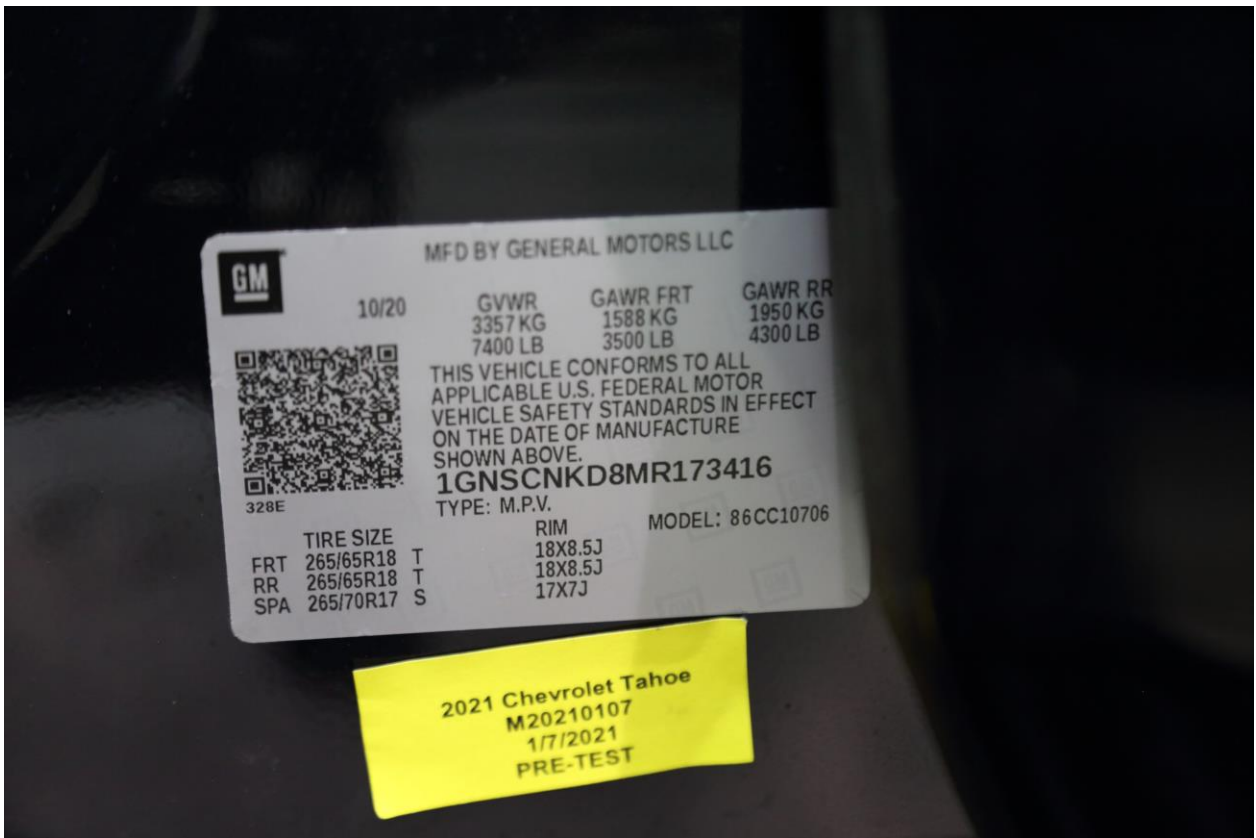




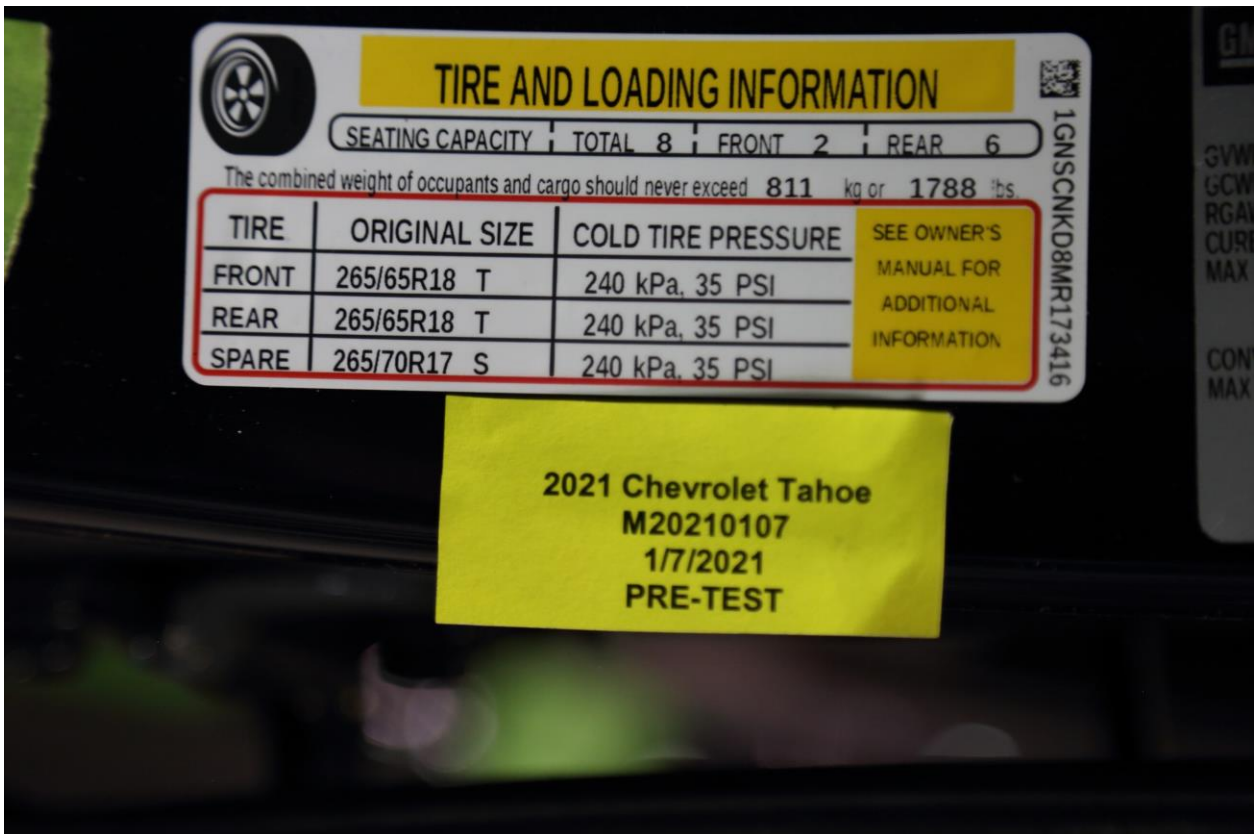
**090** Pre-Test Right Side View of MDB Impactor Face



**091** Post-Test Right Side View of MDB Impactor Face



092 Close-Up View of Vehicle's Certification Label



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



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094 Pre-Test Ballast View

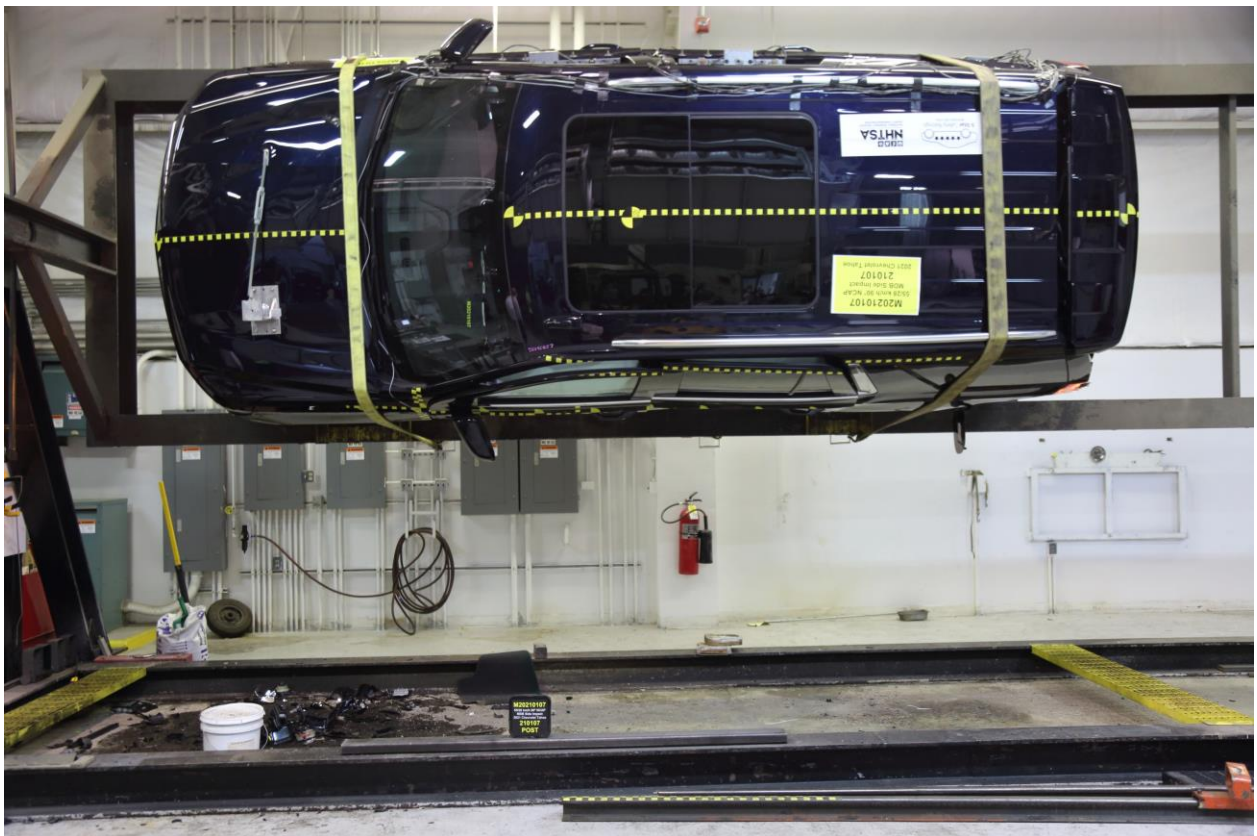


095 No. Post-Test Primary and Redundant Speed Trap Read-Out





**096** FMVSS No. 301 Static Rollover 0 Degrees

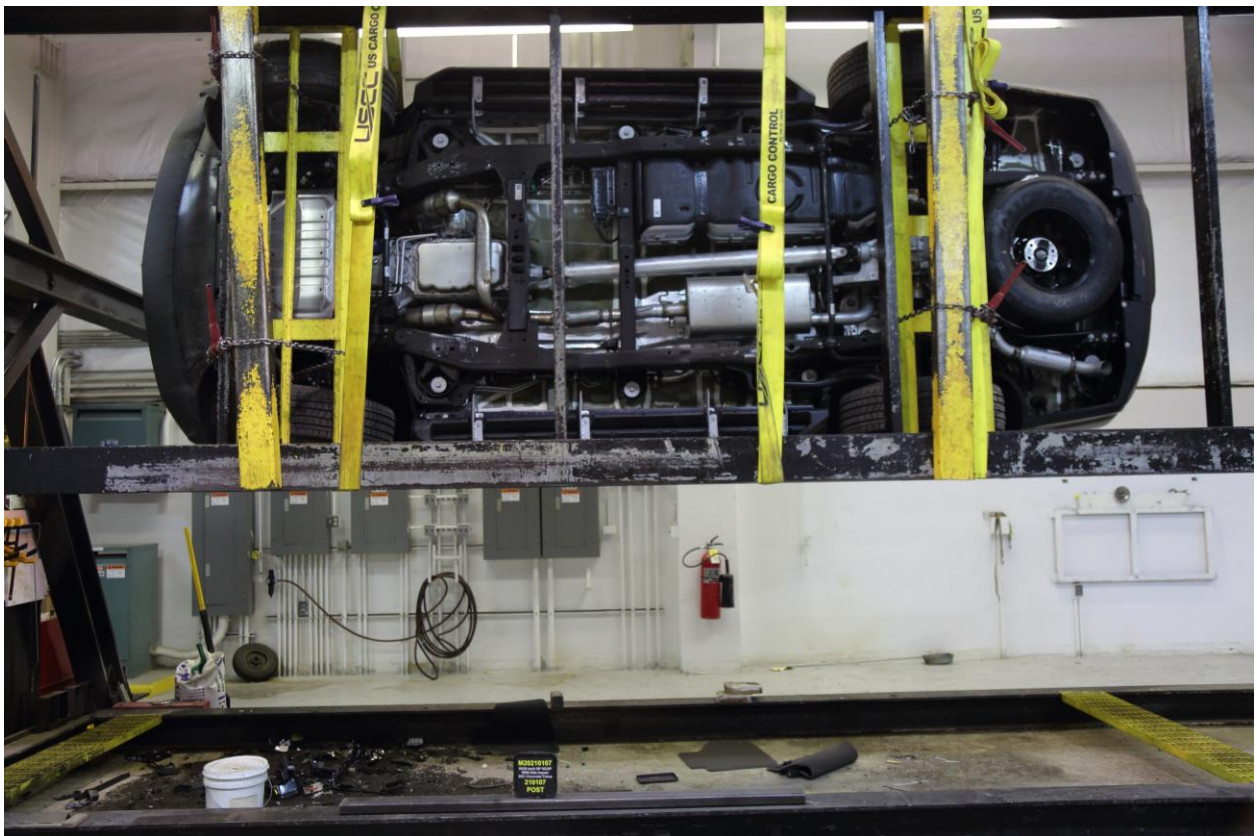


**097** FMVSS No. 301 Static Rollover 90 Degrees





**098** FMVSS No. 301 Static Rollover 180 Degrees



**099** FMVSS No. 301 Static Rollover 270 Degrees





**100** FMVSS No. 301 Static Rollover 360 Degrees



**101** Impact Event





## 2021 TAHOE 2WD LT

EXTERIOR: MIDNIGHT BLUE METALLIC ENGINE: 5.3L ECOTEC V8  
INTERIOR: GIDEON/VERY DARK TRANSMISSION: 10-SPEED AUTO  
ATMOSPHERE

Visit us at [www.chevy.com](http://www.chevy.com)

**STANDARD EQUIPMENT**

ITEM FEATURES BELOW ARE INCLUDED AT NO EXTRA CHARGE IN THE STANDARD VEHICLE PRICE SHOWN.

**OWNER BENEFITS**

- 3 YEAR/36,000 MILE\* BUMPER-TO-BUMPER LIMITED WARRANTY
- 5 YEAR/60,000 MILE\* POWERTRAIN LIMITED WARRANTY, ROADSIDE ASSISTANCE & COURTESY TRANSPORTATION
- FIRST MAINTENANCE VISIT
- \*WHICHEVER COMES FIRST SEE [CHEVROLET.COM](http://CHEVROLET.COM) OR DEALER FOR TERMS, DETAILS & LIMITS

**PERFORMANCE & MECHANICAL**

- PREMIUM SMOOTH RIDE SUSPENSION
- MECHANICAL LIMITED SLIP DIFFERENTIAL
- AUTOMATIC STOP/START ENGINE
- 18" PAINTED ALUMINUM WHEELS

**CONNECTIVITY & TECHNOLOGY**

- STABILITRAK
- ELECTRONIC PRECISION SHIFT
- TRAILERING EQUIPMENT
- 9 SPEAKER BOSE AUDIO SYSTEM
- CHEVROLET INFOTAINMENT 3 PLUS 10.2" DIAG HD COLOR TOUCH-SCREEN, VOICE RECOGNITION, WIRELESS APPLE CARPLAY & WIRELESS ANDROID AUTO CAPABLE
- BLUETOOTH AUDIO STREAMING, IN-VEHICLE APPS AND PERSONALIZATION CAPABLE
- WIRELESS CHARGING FOR DEVICES
- KEYLESS OPEN, LOCK & START
- REMOTE VEHICLE START
- TWO POWER OUTLETS, 120 VOLT
- ONSTAR (R) SERVICES & 4G LTE Wi-Fi (R) AVAILABLE; SEE [ONSTAR.COM](http://ONSTAR.COM) FOR TERMS
- SIRIUSXM RADIO CAPABLE, ALL ACCESS TRIAL W/

**SUBSCRIPTION SOLD SEPARATELY**

**INTERIOR**

- TRI-ZONE AUTOMATIC HVAC
- HEATED FRONT BUCKET POWER SEATS W/ LEATHER SEATING SURFACES
- MEMORY SETTINGS, DRIVER SEAT
- SECOND ROW 60/40 SPLIT BENCH, MANUAL RELEASE
- THIRD ROW 60/40 SPLIT BENCH, MANUAL FOLD

**EXTERIOR**

- LED HEADLAMPS & TAILLAMPS
- LED DAYTIME RUNNING LAMPS
- INTELLIBEAM, AUTO HIGH BEAM
- HANDS FREE POWER LIFTGATE
- POWER ADJUSTABLE OUTSIDE MIRRORS

**SAFETY & SECURITY**

- 710TOMATIC EMERGENCY BRAKING
- FORWARD COLLISION ALERT

Visit us at [www.chevy.com](http://www.chevy.com)

- HD REAR VISION CAMERA
- REAR PARK ASSIST
- FRONT PEDESTRIAN BRAKING
- FOLLOWING DISTANCE INDICATOR
- THEFT DETERRENT SYSTEM

MANUFACTURER'S SUGGESTED RETAIL PRICE

|                        |             |
|------------------------|-------------|
| STANDARD VEHICLE PRICE | \$53,800.00 |
|------------------------|-------------|

**OPTIONS & PRICING**

OPTIONS INSTALLED BY THE MANUFACTURER (MAY REPLACE STANDARD EQUIPMENT SHOWN)

|                                                            |                    |
|------------------------------------------------------------|--------------------|
| SUNROOF, POWER PANORAMIC, TILT/SLIDING WITH POWER SUNSHADE | 1,500.00           |
| TOTAL OPTIONS                                              | \$1,500.00         |
| TOTAL VEHICLE & OPTIONS                                    | \$55,300.00        |
| DESTINATION CHARGE                                         | 1,295.00           |
| <b>TOTAL VEHICLE PRICE*</b>                                | <b>\$56,595.00</b> |

**EPA DOT Fuel Economy and Environment**

**Fuel Economy**

**18** MPG combined city/hwy  
**16** city  
**20** highway  
**5.6** gallons per 100 miles

Standard SUVs range from 13 to 101 MPG. The best vehicle rates 141 MPG.

**You spend \$3,750 more in fuel costs over 5 years** compared to the average new vehicle.

**Annual fuel cost \$2,250**

**Fuel Economy & Greenhouse Gas Rating** (tailpipe only)

**Smog Rating** (tailpipe only)

This vehicle emits 182 grams CO<sub>2</sub> per mile. The best emits 9 grams per mile (tailpipe only). Producing and distributing fuel also create emissions; learn more at [fuelconomy.gov](http://fuelconomy.gov).

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 22 MPG and costs \$2,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$2.70 per gallon. MPG is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

[fuelconomy.gov](http://fuelconomy.gov)  
Calculate personalized estimates and compare vehicles

Source: National Highway Traffic Safety Administration (NHTSA)  
[www.safercar.gov](http://www.safercar.gov) or 1-888-327-4236

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Visit [onstar.com](http://onstar.com) for details.  
onstar.com

FOR VEHICLES IN THIS CARLINE:  
U.S./CANADIAN PARTS CONTENT: 46%  
MAJOR SOURCES OF FOREIGN PARTS CONTENT: MEXICO 38%

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

FOR THIS VEHICLE:  
FINAL ASSEMBLY POINT: ARLINGTON, TX U.S.A.  
COUNTRY OF ORIGIN: U.S.A.  
ENGINE: UNITED STATES  
TRANSMISSION: UNITED STATES

ORDER NO. 00000000 SALES CODE E  
SALES MODEL CODE 000000  
VIN 1GNSCHND8MR173416  
DEALER TO WHOM DELIVERED  
HEATRICHEVROLET  
1123 INDUSTRIAL PARKWAY  
DENTON, MD 21629-3480

4J  
1AZ0072530

## 102 Monroney Label

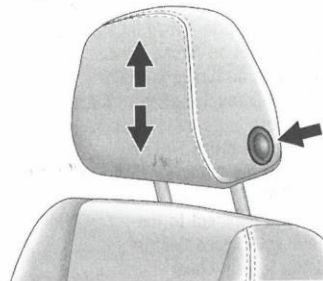
### 36 Seats and Restraints



Adjust the head restraint so that the top of the restraint is at the same height as the top of the occupant's head. This position reduces the chance of a neck injury in a crash.

#### Front Seats

The vehicle's front seats have adjustable head restraints in the outboard seating positions.



The height of the head restraint can be adjusted.

To raise or lower the head restraint, press the button located on the side of the head restraint and pull up or push the head restraint down, and release the button. Pull and push on the head restraint after the button is released to make sure that it is locked in place.

The front seat outboard head restraints are not removable.

#### Rear Seats

##### Second Row Seats

The vehicle's second row seats have head restraints in the outboard seating positions that cannot be adjusted.

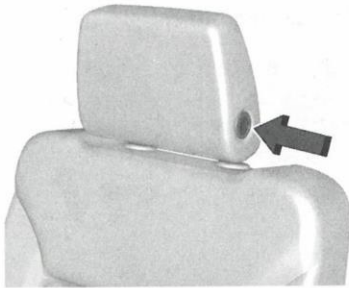
The second row outboard head restraints are not removable.

The second row outboard head restraints are designed to be folded.

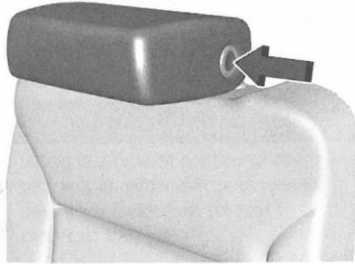
When folding the second row seatbacks down, the head restraint will automatically fold out of the way as the seat is folded down.

The second row outboard head restraints can be folded forward to allow for better visibility when the rear seat is unoccupied.

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



To fold the head restraint, press the button on the side of the head restraint.



The head restraint will fold forward automatically.

When an occupant or child restraint is in the seat, always return the head restraint to the full upright position. Push the head restraint up and rearward until it locks into place. Push and pull on the head restraint to make sure that it is locked.

#### Third Row Seats

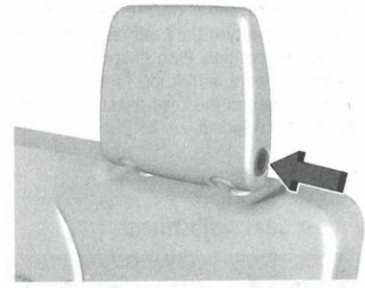
The vehicle's third row seats have head restraints in the outboard seating positions that cannot be adjusted up or down.

The third row outboard head restraints are not removable.

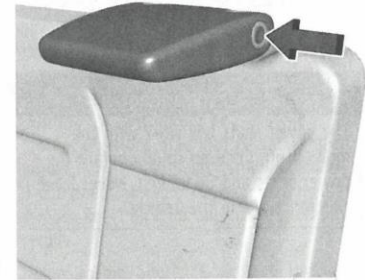
The third row outboard head restraints are designed to be folded.

When folding the third row seatbacks down, the head restraint will automatically fold out of the way as the seat is folded down.

The head restraint can be folded forward to allow for better visibility when the rear seat is unoccupied.



To fold the head restraint, press the button on the side of the head restraint.



The head restraint will fold forward automatically.

### 104 Left Rear Passenger Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

**APPENDIX B**  
**VEHICLE AND DUMMY RESPONSE DATA PLOTS**



## TABLE OF DATA PLOTS

### Driver & Passenger Dummy Instrumentation Plots

| No. | Description                                               | Page |
|-----|-----------------------------------------------------------|------|
| 1   | Driver Head Acceleration (X) Primary vs. Time             | B-5  |
| 2   | Driver Head Acceleration (Y) Primary vs. Time             | B-5  |
| 3   | Driver Head Acceleration (Z) Primary vs. Time             | B-5  |
| 4   | Driver Head Resultant Acceleration Primary vs. Time       | B-5  |
| 5   | Driver Upper Thorax Rib Deflection (Y) vs. Time           | B-6  |
| 6   | Driver Middle Thorax Rib Deflection (Y) vs. Time          | B-6  |
| 7   | Driver Lower Thorax Rib Deflection (Y) vs. Time           | B-6  |
| 8   | Driver Thorax Rib Deflection Maximum vs. Time             | B-6  |
| 9   | Driver Anterior Abdominal Force (Y) vs. Time              | B-7  |
| 10  | Driver Middle Abdominal Force (Y) vs. Time                | B-7  |
| 11  | Driver Posterior Abdominal Force (Y) vs. Time             | B-7  |
| 12  | Driver Total Abdominal Force (Y) vs. Time                 | B-7  |
| 13  | Driver Pubic Symphysis Force (Y) vs. Time                 | B-8  |
| 14  | Passenger Head Acceleration (X) Primary vs. Time          | B-9  |
| 15  | Passenger Head Acceleration (Y) Primary vs. Time          | B-9  |
| 16  | Passenger Head Acceleration (Z) Primary vs. Time          | B-9  |
| 17  | Passenger Head Resultant Acceleration Primary vs. Time    | B-9  |
| 18  | Passenger Lower Spine T12 Acceleration (X) vs. Time       | B-10 |
| 19  | Passenger Lower Spine T12 Acceleration (Y) vs. Time       | B-10 |
| 20  | Passenger Lower Spine T12 Acceleration (Z) vs. Time       | B-10 |
| 21  | Passenger Lower Spine T12 Resultant Acceleration vs. Time | B-10 |
| 22  | Passenger Iliac Force on Impact Side (Y) vs. Time         | B-11 |
| 23  | Passenger Acetabulum Force on Impact Side (Y) vs. Time    | B-11 |
| 24  | Passenger Total Pelvic Force on Impact Side (Y) vs. Time  | B-11 |

The following additional data can be obtained from the Research and Development section of the NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov))

### **Additional Driver & Passenger Dummy Instrumentation Data**

Driver Lower Spine T12 Acceleration (X)  
Driver Lower Spine T12 Acceleration (Y)  
Driver Lower Spine T12 Acceleration (Z)  
Passenger Upper Thorax Rib Deflection (Y)  
Passenger Middle Thorax Rib Deflection (Y)  
Passenger Lower Thorax Rib Deflection (Y)  
Passenger Upper Abdomen Rib Deflection (Y)  
Passenger Lower Abdomen Rib Deflection (Y)  
Driver Head Acceleration Redundant (X)  
Driver Head Acceleration Redundant (Y)  
Driver Head Acceleration Redundant (Z)  
Passenger Head Acceleration Redundant (X)  
Passenger Head Acceleration Redundant (Y)  
Passenger Head Acceleration Redundant (Z)  
Passenger Head Angular Velocity (X)  
Passenger Head Angular Velocity (Y)  
Passenger Head Angular Velocity (Z)

### **Vehicle Instrumentation Data**

Vehicle Center of Gravity Acceleration (X)  
Vehicle Center of Gravity Acceleration (Y)  
Vehicle Center of Gravity Acceleration (Z)  
Right Side Sill at Front Seat Acceleration (X)  
Right Side Sill at Front Seat Acceleration (Y)  
Right Side Sill at Front Seat Acceleration (Z)  
Right Side Sill at Rear Seat Acceleration (X)  
Right Side Sill at Rear Seat Acceleration (Y)  
Right Side Sill at Rear Seat Acceleration (Z)  
Left Side Sill at Front Seat Acceleration (Y)  
Left Side Sill at Rear Seat Acceleration (Y)  
Lower A-Post Acceleration (Y)  
Middle A-Post Acceleration (Y)  
Lower B-Post Acceleration (Y)  
Middle B-Post Acceleration (Y)  
Front Seat Track Acceleration (Y)  
Rear Seat Structure Acceleration (Y)  
Right Rear Occupant Compartment Acceleration (Y)  
Engine Block (X)  
Engine Block (Y)  
Rear Floorpan Above Axle Acceleration (X)  
Rear Floorpan Above Axle Acceleration (Y)  
Rear Floorpan Above Axle Acceleration (Z)

### **MDB Instrumentation Data**

MDB Center of Gravity Acceleration (X)  
MDB Center of Gravity Acceleration (Y)  
MDB Center of Gravity Acceleration (Z)  
MDB Rear Acceleration (X)  
MDB Rear Acceleration (Y)  
Left MDB Contact Switch  
Right MDB Contact Switch



# NHTSA

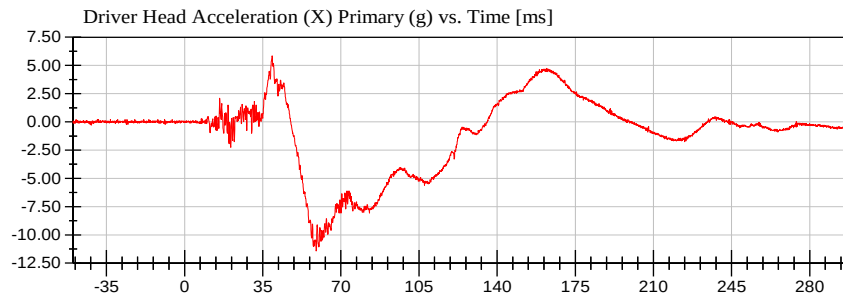
Test Lab: CTF

Test Number: 210107 (M20210107)

Test Date: 01/07/2021

Position #1 ES-2 Dummy with Rib Extension (F030)

Position #4 SID IIs Dummy (DQ0570)



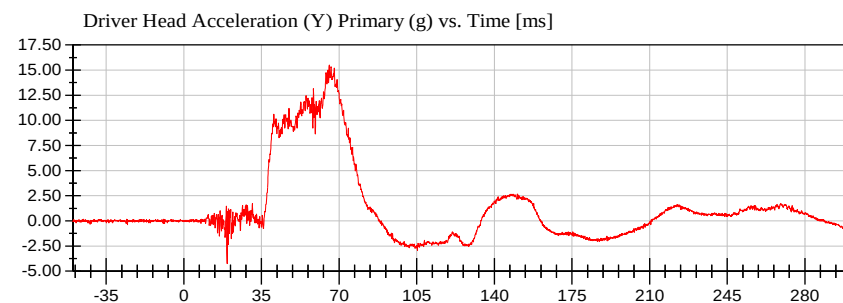
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5.84 g at 39.20 ms

<Min>

-11.44 g at 58.96 ms

CFC\_1000



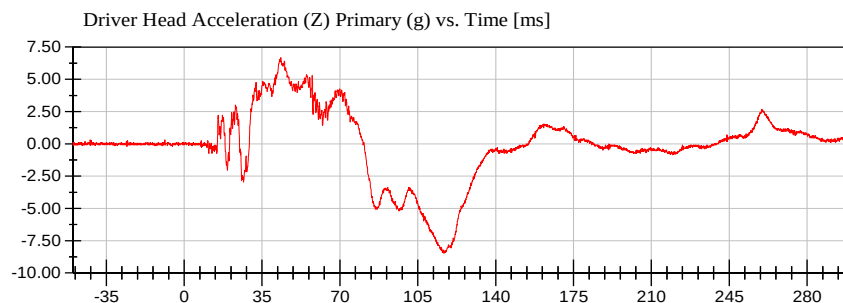
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15.52 g at 65.60 ms

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-4.26 g at 19.52 ms

CFC\_1000



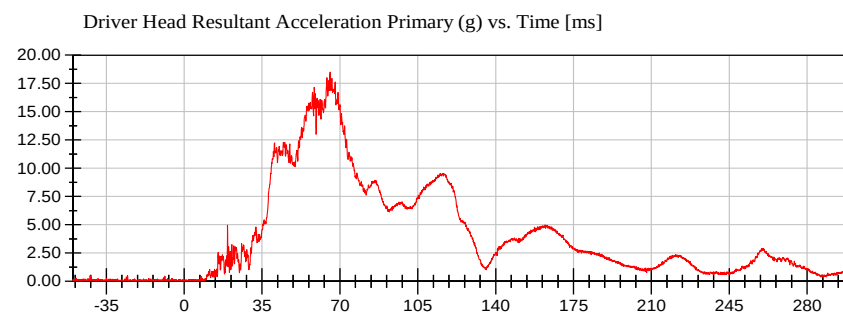
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6.67 g at 43.44 ms

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-8.47 g at 116.80 ms

CFC\_1000



<Max>

18.51 g at 65.60 ms

<Min>

0.03 g at -49.12 ms

CFC\_1000



# NHTSA

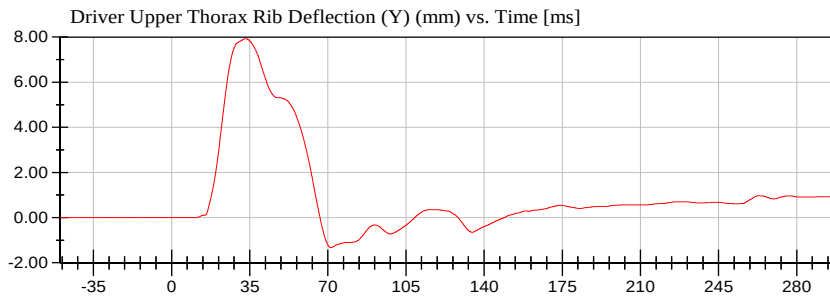
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Test Number: 210107 (M20210107)

Test Date: 01/07/2021

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Position #4 SID IIs Dummy (DQ0570)



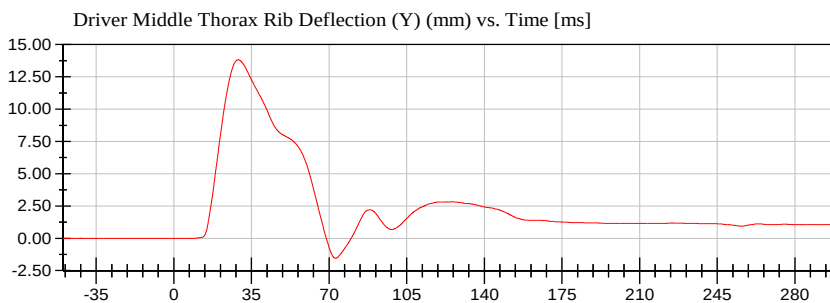
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7.92 mm at 33.12 ms

<Min>

-1.33 mm at 71.44 ms

CFC\_180



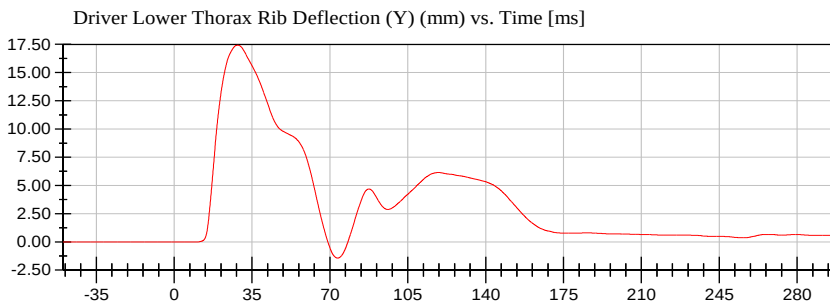
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13.82 mm at 29.04 ms

<Min>

-1.55 mm at 72.96 ms

CFC\_180



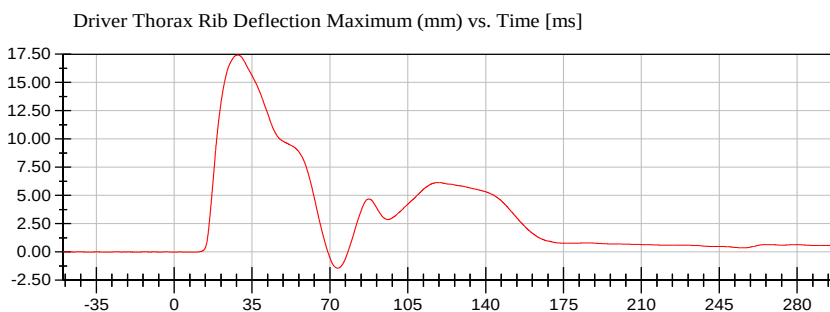
<Max>

17.42 mm at 28.48 ms

<Min>

-1.43 mm at 73.52 ms

CFC\_180



<Max>

17.42 mm at 28.48 ms

<Min>

-1.43 mm at 73.52 ms

CFC\_180



# NHTSA

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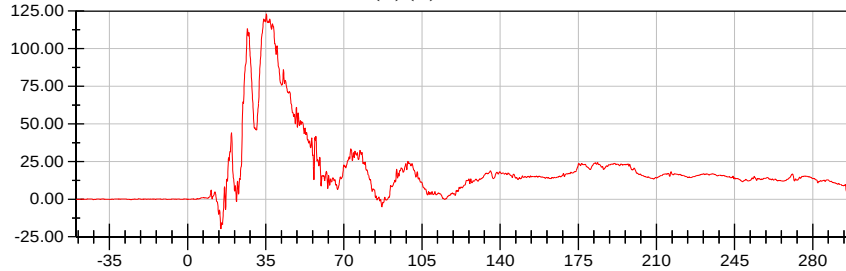
Test Number: 210107 (M20210107)

Test Date: 01/07/2021

Position #1 ES-2 Dummy with Rib Extension (F030)

Position #4 SID IIs Dummy (DQ0570)

Driver Anterior Abdominal Force (Y) (N) vs. Time [ms]



<Max>

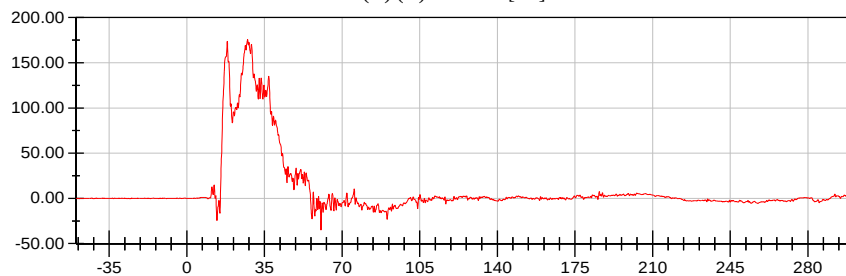
123.01 N at 35.28 ms

<Min>

-19.61 N at 14.96 ms

CFC\_600

Driver Middle Abdominal Force (Y) (N) vs. Time [ms]



<Max>

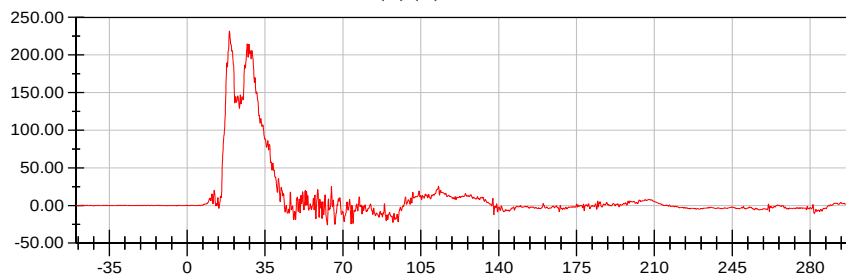
175.52 N at 27.44 ms

<Min>

-34.82 N at 60.48 ms

CFC\_600

Driver Posterior Abdominal Force (Y) (N) vs. Time [ms]



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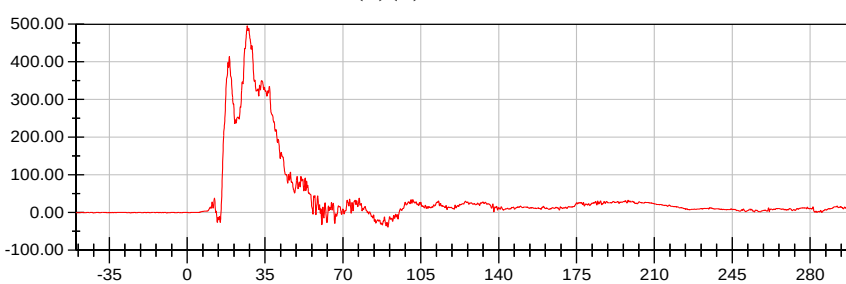
231.75 N at 19.04 ms

<Min>

-25.70 N at 62.96 ms

CFC\_600

Driver Total Abdominal Force (Y) (N) vs. Time [ms]



<Max>

495.28 N at 27.04 ms

<Min>

-39.01 N at 90.24 ms

CFC\_600





# NHTSA

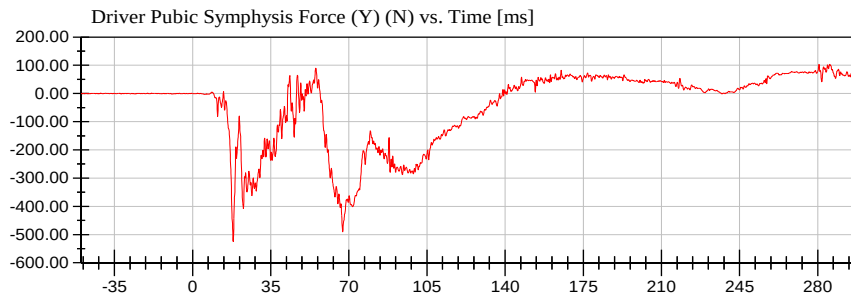
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Test Number: 210107 (M20210107)

Test Date: 01/07/2021

Position #1 ES-2 Dummy with Rib Extension (F030)

Position #4 SID IIs Dummy (DQ0570)



<Max>

103.31 N at 285.44 ms

<Min>

-524.69 N at 18.24 ms

CFC\_600



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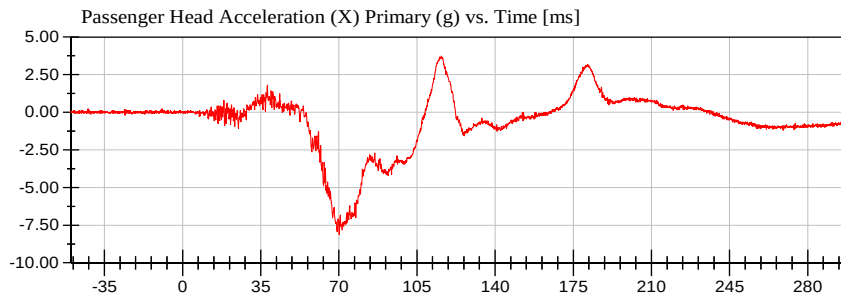
Test Lab: CTF

Test Number: 210107 (M20210107)

Test Date: 01/07/2021

Position #1 ES-2 Dummy with Rib Extension (F030)

Position #4 SID IIs Dummy (DQ0570)

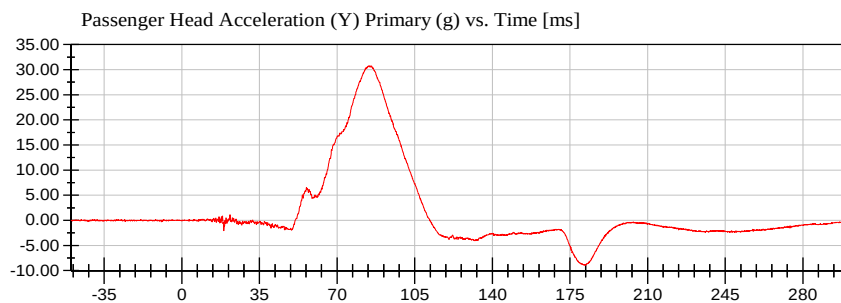


<Max>

3.74 g at 115.92 ms

<Min>

-8.14 g at 70.16 ms

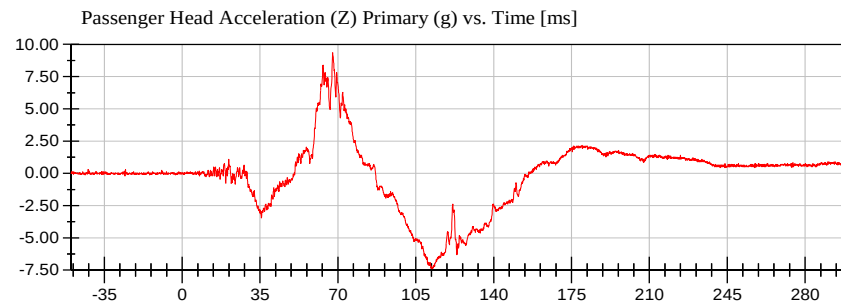


<Max>

30.78 g at 84.32 ms

<Min>

-8.93 g at 181.20 ms

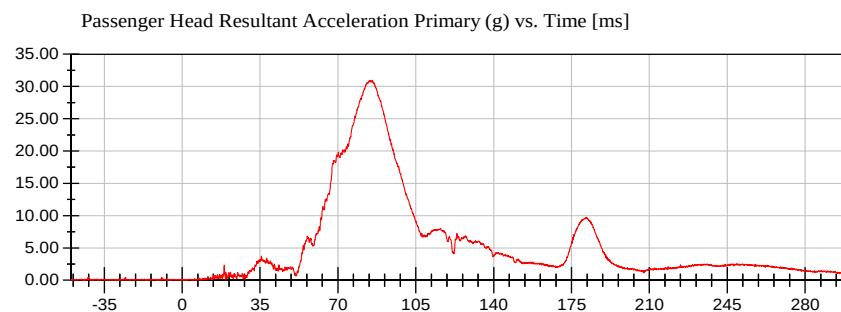


<Max>

9.36 g at 67.60 ms

<Min>

-7.39 g at 112.08 ms



<Max>

30.96 g at 85.52 ms

<Min>

0.02 g at -49.76 ms



# NHTSA

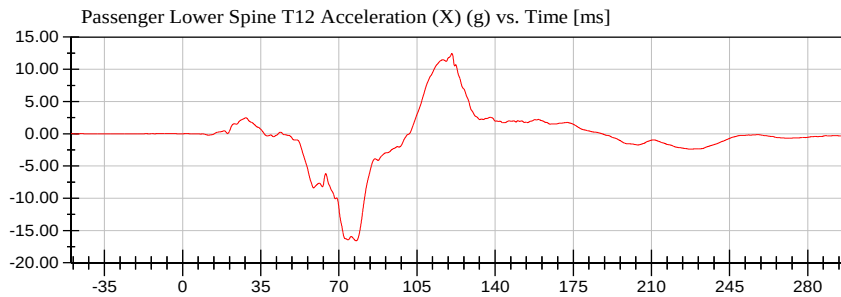
Test Lab: CTF

Test Number: 210107 (M20210107)

Test Date: 01/07/2021

Position #1 ES-2 Dummy with Rib Extension (F030)

Position #4 SID IIs Dummy (DQ0570)



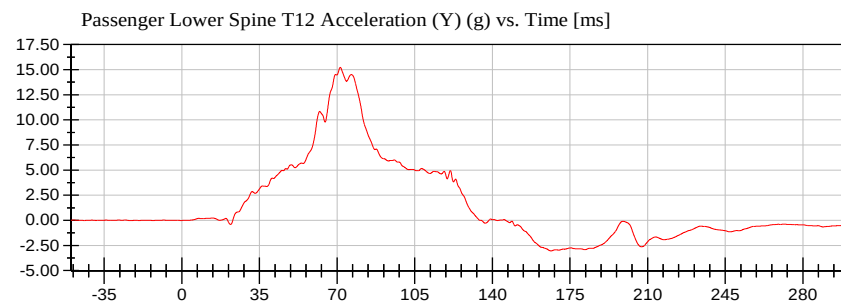
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12.45 g at 120.64 ms

<Min>

-16.58 g at 77.76 ms

CFC\_180



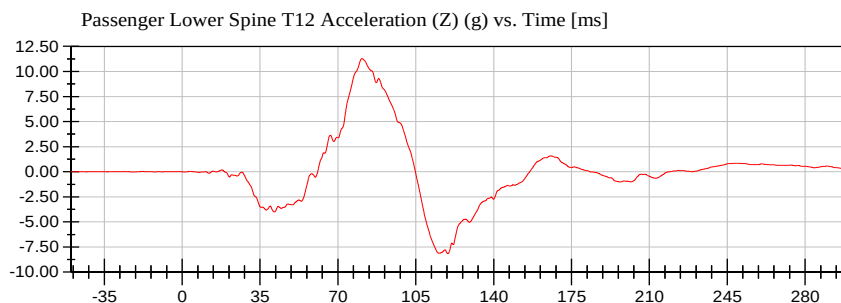
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15.22 g at 71.44 ms

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-3.05 g at 166.48 ms

CFC\_180



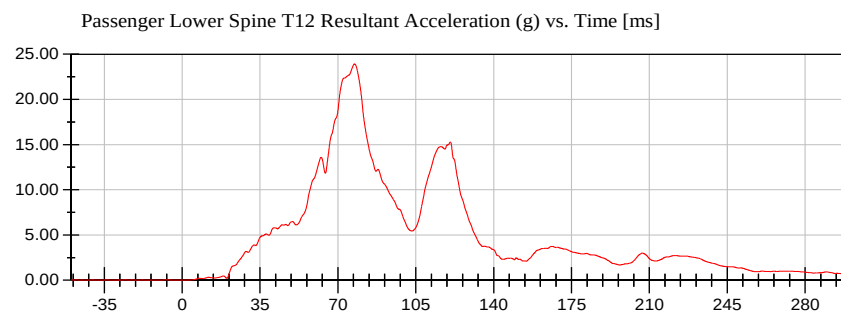
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11.28 g at 80.88 ms

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-8.16 g at 119.36 ms

CFC\_180



<Max>

23.92 g at 77.52 ms

<Min>

0.00 g at -20.24 ms

CFC\_180





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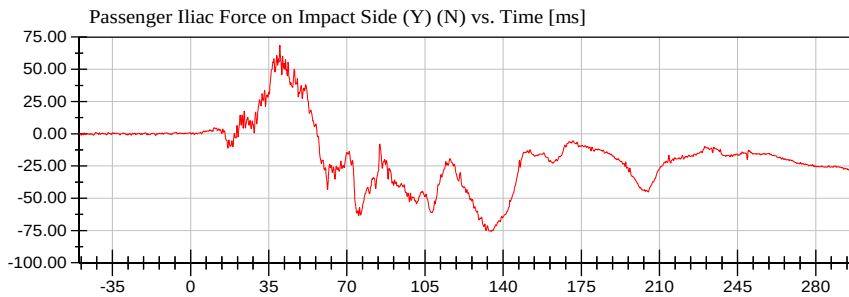
Test Lab: CTF

Test Number: 210107 (M20210107)

Test Date: 01/07/2021

Position #1 ES-2 Dummy with Rib Extension (F030)

Position #4 SID IIs Dummy (DQ0570)



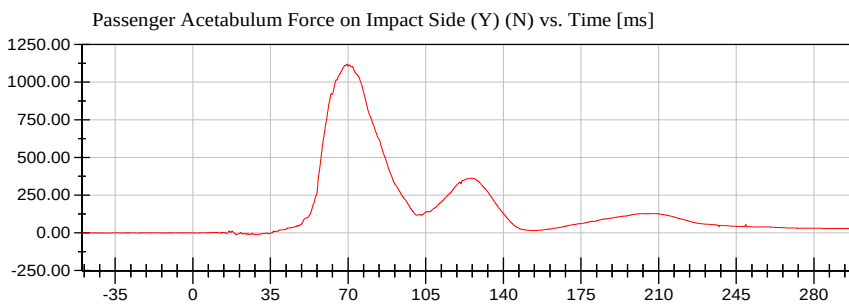
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68.52 N at 40.00 ms

<Min>

-75.59 N at 134.80 ms

CFC\_600



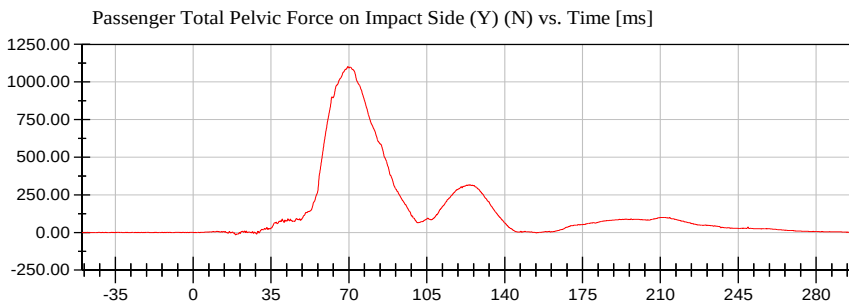
<Max>

1,120.04 N at 69.44 ms

<Min>

-11.66 N at 28.48 ms

CFC\_600



<Max>

1,101.80 N at 69.52 ms

<Min>

-15.91 N at 19.12 ms

CFC\_600



**APPENDIX C**  
**DUMMY PERFORMANCE CALIBRATION TEST DATA**

## TABLE OF CALIBRATION MEASUREMENTS AND PLOTS

### ES-2re (Driver) Dummy

#### Description

**Table 1.** External Measurements

**Table 2.** Head Drop Test

Head (X) Acceleration (G's) vs. Time (ms)  
Head (Y) Acceleration (G's) vs. Time (ms)  
Head (Z) Acceleration (G's) vs. Time (ms)  
Resultant Head Acceleration (G's) vs. Time (ms)

**Table 3** Neck Pendulum Test

Pendulum Velocity (m/s) vs. Time (ms)  
Flexion Angle (°) vs. Time (ms)  
Potentiometer A (°) vs. Time (ms)  
Potentiometer B (°) vs. Time (ms)  
Potentiometer C (°) vs. Time (ms)

**Table 4.** Shoulder Impact Test

Impactor Acceleration (G's) vs. Time (ms)

**Table 5.** Thorax – Upper Rib Drop Test

Upper Rib Displacement @ 459 mm Drop Height (mm) vs. Time (ms)  
Upper Rib Displacement @ 815 mm Drop Height (mm) vs. Time (ms)

**Table 6.** Thorax – Middle Rib Drop Test

Middle Rib Displacement @ 459 mm Drop Height (mm) vs. Time (ms)  
Middle Rib Displacement @ 815 mm Drop Height (mm) vs. Time (ms)

**Table 7.** Thorax – Lower Rib Drop Test

Lower Rib Displacement @ 459 mm Drop Height (mm) vs. Time (ms)  
Lower Rib Displacement @ 815 mm Drop Height (mm) vs. Time (ms)

**Table 8.** Thorax – Full Body Impact Test

Pendulum Acceleration (G's) vs. Time (ms)  
Impactor Force (kN) vs. Time (ms)  
Upper Rib Displacement (mm) vs. Time (ms)  
Middle Rib Displacement (mm) vs. Time (ms)  
Lower Rib Displacement (mm) vs. Time (ms)

**Table 9.** Abdomen Impact Test

Impactor Force (kN) vs. Time (ms)  
Front Abdomen Force (kN) vs. Time (ms)  
Middle Abdomen Force (kN) vs. Time (ms)  
Rear Abdomen Force (kN) vs. Time (ms)  
Total Abdomen Force (kN) vs. Time (ms)

**Table 10.** Lumbar Spine Flexion Test

Pendulum Velocity (m/s) vs. Time (ms)  
Spine Flexion Angle (°) vs. Time (ms)  
Potentiometer A (°) vs. Time (ms)  
Potentiometer B (°) vs. Time (ms)  
Potentiometer C (°) vs. Time (ms)

**Table 11.** Pelvis Impact Test

Pendulum Acceleration (G's) vs. Time (ms)  
Impactor Force (kN) vs. Time (ms)  
Pubic Symphysis (Y) Force (kN) vs. Time (ms)

## TABLE OF CALIBRATION MEASUREMENTS AND PLOTS

### SID-IIs (Rear Passenger) Dummy

#### Description

**Table 1.** External Measurements

**Table 2.** Head Drop Test

- Head (X) Acceleration (G's) vs. Time (ms)
- Head (Y) Acceleration (G's) vs. Time (ms)
- Head (Z) Acceleration (G's) vs. Time (ms)
- Resultant Head Acceleration (G's) vs. Time (ms)

**Table 3.** Lateral Neck Pendulum Test

- Pendulum Velocity (m/s) vs. Time (ms)
- Flexion Angle (°) vs. Time (ms)
- Moment About Occipital Condyle (Nm) vs. Time (ms)

**Table 4.** Shoulder Impact Test

- Impactor Acceleration (G's) vs. Time (ms)
- Shoulder Displacement (mm) vs. Time (ms)
- Upper Spine Acceleration (G's) vs. Time (ms)

**Table 5.** Thorax (With Arm) Impact Test

- Impactor Acceleration (G's) vs. Time (ms)
- Shoulder Displacement (mm) vs. Time (ms)
- Upper Rib Displacement (mm) vs. Time (ms)
- Middle Rib Displacement (mm) vs. Time (ms)
- Lower Rib Displacement (mm) vs. Time (ms)
- Upper Spine Acceleration (G's) vs. Time (ms)
- Lower Spine Acceleration (G's) vs. Time (ms)

**Table 6.** Thorax (Without Arm) Impact Test

- Impactor Acceleration (G's) vs. Time (ms)
- Upper Rib Displacement (mm) vs. Time (ms)
- Middle Rib Displacement (mm) vs. Time (ms)
- Lower Rib Displacement (mm) vs. Time (ms)
- Upper Spine Acceleration (G's) vs. Time (ms)
- Lower Spine Acceleration (G's) vs. Time (ms)

**Table 7.** Abdomen Impact Test

- Impactor Acceleration (G's) vs. Time (ms)
- Upper Abdominal Rib Displacement (mm) vs. Time (ms)
- Lower Abdominal Rib Displacement (mm) vs. Time (ms)
- Lower Spine Acceleration (G's) vs. Time (ms)

**Table 8.** Pelvis Plug Quasi-Static Test (Optional\*)

**Table 9.** Pelvis Acetabulum Impact Test

- Impactor Acceleration (G's) vs. Time (ms)
- Pelvis (Y) Acceleration (G's) vs. Time (ms)
- Acetabulum Force (N) vs. Time (ms)

**Table 10.** Pelvis Iliac Impact Test

- Impactor Acceleration (G's) vs. Time (ms)
- Pelvis (Y) Acceleration (G's) vs. Time (ms)
- Iliac Force (N) vs. Time (ms)



**Pre-Test Calibration Sheets**  
**Driver S/N F030**

**Transportation Research Center Inc.**  
**572U ES-2re Dummy**  
**External Dimensions**  
**Serial No. F030 Calibration No. 74**

| Symbol | Description                                    | Specification | Results | Pass |
|--------|------------------------------------------------|---------------|---------|------|
|        |                                                | mm            | mm      |      |
| 1      | Sitting Height                                 | 900.0 - 918.0 | 909     | Yes  |
| 2      | Seat to Shoulder Joint                         | 558.0 - 572.0 | 560     | Yes  |
| 3      | Seat to Lower Face of Thoracic Spine Box       | 346.0 - 356.0 | 347     | Yes  |
| 4      | Seat to Hip Joint (center of bolt)             | 97.0 - 103.0  | 98      | Yes  |
| 5      | Sole to Seat, Sitting                          | 433.0 - 451.0 | 444     | Yes  |
| 6      | Head Width                                     | 152.0 - 158.0 | 154     | Yes  |
| 7      | Shoulder/Arm Width                             | 461.0 - 479.0 | 475     | Yes  |
| 8      | Thorax Width                                   | 322.0 - 332.0 | 328     | Yes  |
| 9      | Abdomen Width                                  | 273.0 - 287.0 | 280     | Yes  |
| 10     | Pelvis Lap Width                               | 359.0 - 373.0 | 366     | Yes  |
| 11     | Head Depth                                     | 196.0 - 206.0 | 201     | Yes  |
| 12     | Thorax Depth                                   | 262.0 - 272.0 | 262     | Yes  |
| 13     | Abdomen Depth                                  | 194.0 - 204.0 | 199     | Yes  |
| 14     | Pelvis Depth                                   | 235.0 - 245.0 | 242     | Yes  |
| 15     | Back of Buttocks to Hip Joint (center of bolt) | 150.0 - 160.0 | 156     | Yes  |
| 16     | Back of Buttocks to Front of Knee              | 597.0 - 615.0 | 605     | Yes  |



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## Transportation Research Center Inc.

Left Lateral Head Drop

ES-2re Serial No. F030 Certification No. 74-1

Test Date: 12/1/2020

| Test Parameter                                                        | Specification  | Test Results | Pass |
|-----------------------------------------------------------------------|----------------|--------------|------|
| Temperature                                                           | 20.6 - 22.2 °C | 21.7 °C      | Yes  |
| Relative Humidity                                                     | 10 - 70 %      | 39 %         | Yes  |
| Peak Resultant Acceleration                                           | 125 - 155 g    | 137.9 g      | Yes  |
| Peak Longitudinal Acceleration                                        | (-15) - 15 g   | 10.2 g       | Yes  |
| Is Resultant Acceleration Curve<br>Unimodal within 15% of Main Pulse? | < 15 %         | 4.12 %       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Head Skin S/N: DP6812**

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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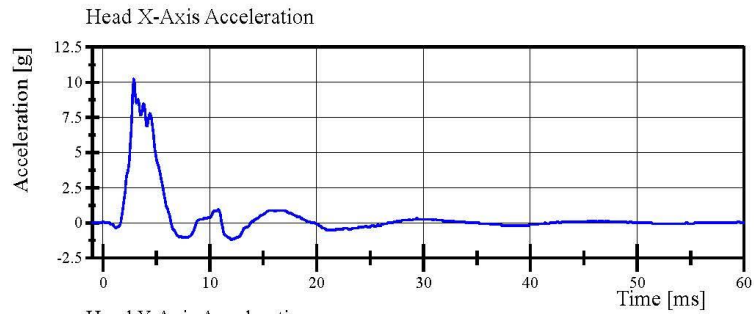


## Transportation Research Center Inc.

Left Lateral Head Drop

ES-2re Serial No. F030 Certification No. 74-1

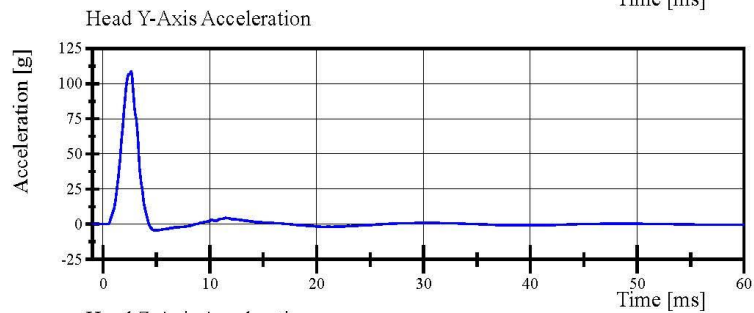
Test Date: 12/1/2020



Filter Class: CFC\_1000

Max: 10.2 g at 2.9 ms

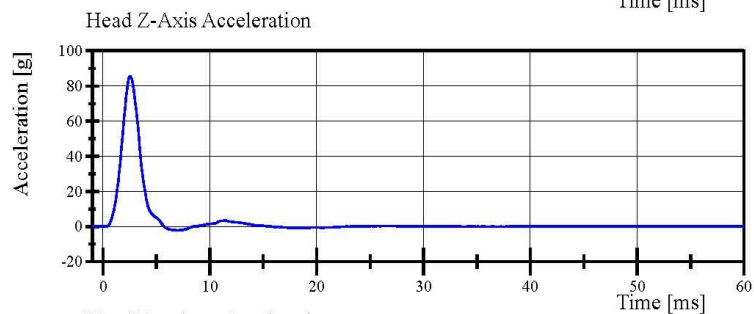
Min: -1.2 g at 12.0 ms



Filter Class: CFC\_1000

Max: 108.6 g at 2.6 ms

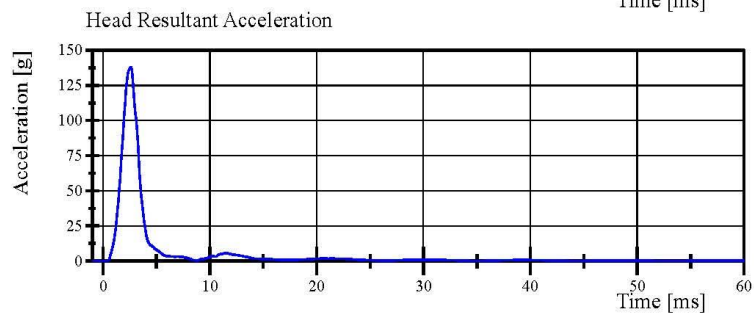
Min: -4.3 g at 4.8 ms



Filter Class: CFC\_1000

Max: 85.5 g at 2.6 ms

Min: -2.2 g at 7.0 ms



Filter Class: CFC\_1000

Max: 137.9 g at 2.6 ms

Min: 0.0 g at 34.8 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Neck  
ES-2re Serial No. F030 Certification No. 74-3  
Test Date: 12/1/2020

| Test Parameter                                         | Specification       | Test Results | Pass |
|--------------------------------------------------------|---------------------|--------------|------|
| Temperature                                            | 20.6 - 22.2 °C      | 21.3 °C      | Yes  |
| Relative Humidity                                      | 10 - 70 %           | 41 %         | Yes  |
| Pendulum Integrated Velocity Change<br>within Corridor | Yes                 | Yes          | Yes  |
| Pendulum Velocity                                      | (-3.3) - (-3.5) m/s | -3.37 m/s    | Yes  |
| Maximum Headform Flexion                               |                     |              |      |
| Peak                                                   | (-49) - (-59) deg   | -49.1 deg    | Yes  |
| Time of Peak                                           | 54 - 66 ms          | 57.4 ms      | Yes  |
| Headform Flexion Decay                                 |                     |              |      |
| - Peak to Zero                                         | 53 - 88 ms          | 57.8 ms      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

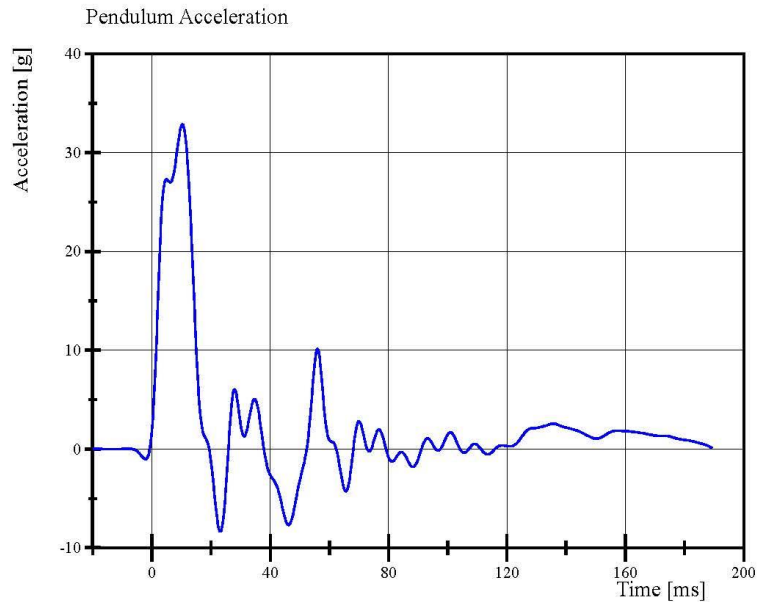
**Neck S/N: 05053**

## Transportation Research Center Inc.

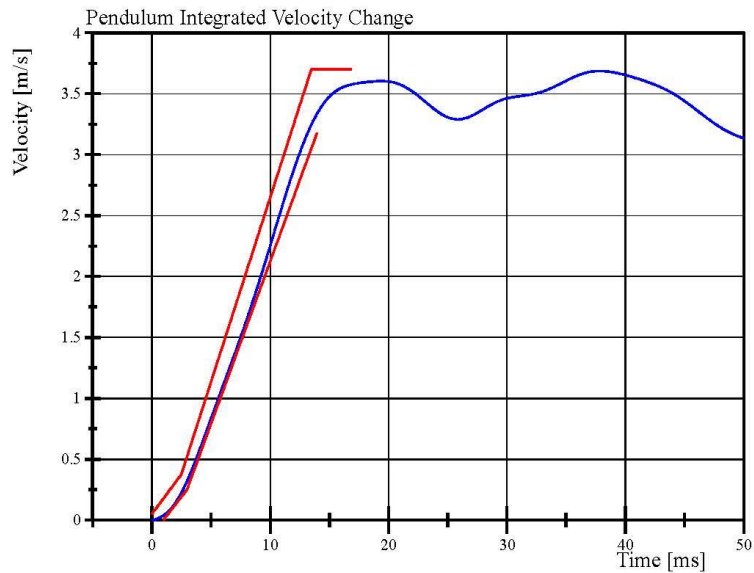
Left Lateral Neck

ES-2re Serial No. F030 Certification No. 74-3

Test Date: 12/1/2020



Filter Class: CFC\_60  
Max: 32.9 g at 10.3 ms  
Min: -8.4 g at 23.1 ms



Filter Class: CFC\_60  
Max: 3.7 m/s at 37.8 ms  
Min: 0.0 m/s at 0.0 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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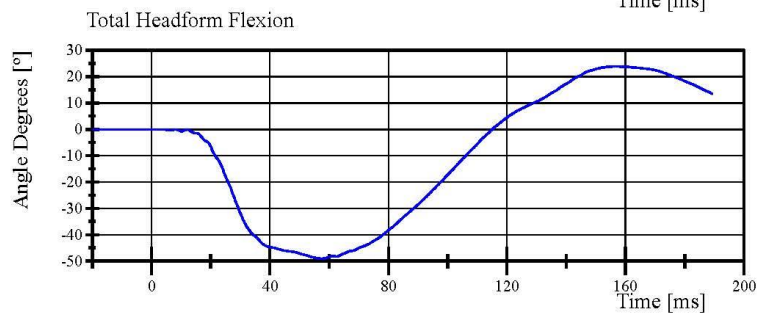
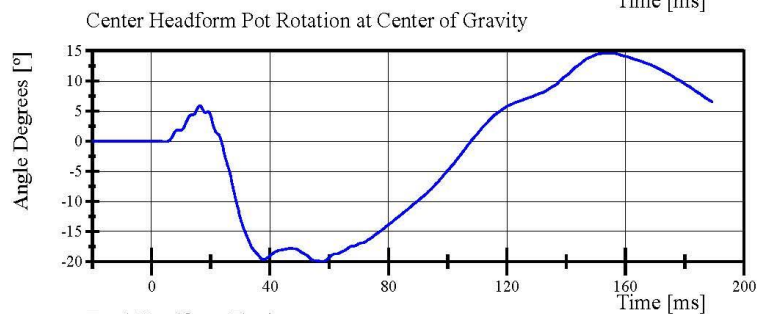
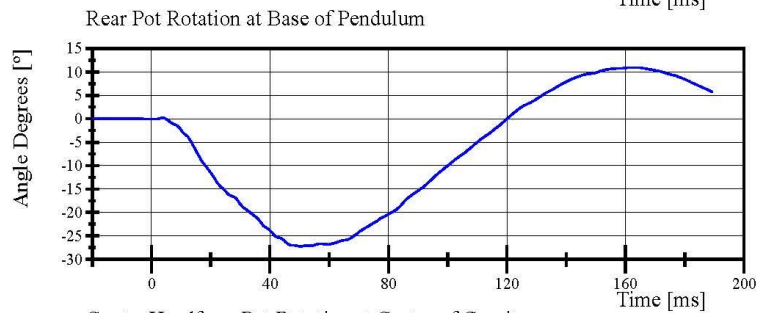
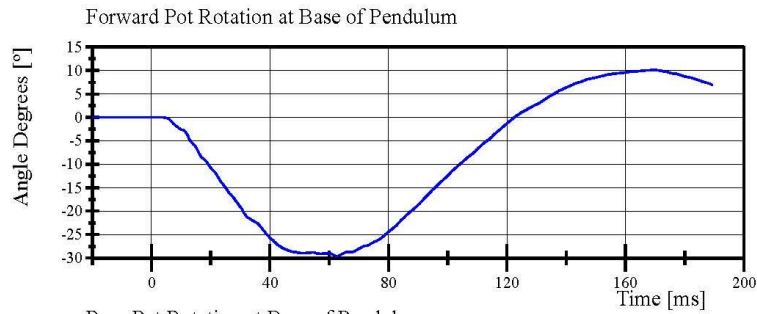


## Transportation Research Center Inc.

Left Lateral Neck

ES-2re Serial No. F030 Certification No. 74-3

Test Date: 12/1/2020



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Shoulder  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020

| Test Parameter          | Specification      | Test Results | Pass |
|-------------------------|--------------------|--------------|------|
| Temperature             | 20.6 - 22.2 °C     | 21.2 °C      | Yes  |
| Relative Humidity       | 10 - 70 %          | 41 %         | Yes  |
| Test Probe Velocity     | 4.2 - 4.4 m/s      | 4.31 m/s     | Yes  |
| Test Probe Acceleration | (-7.5) - (-10.5) g | -10.08 g     | Yes  |

**Test meets specifications.**

**Condition:** Used

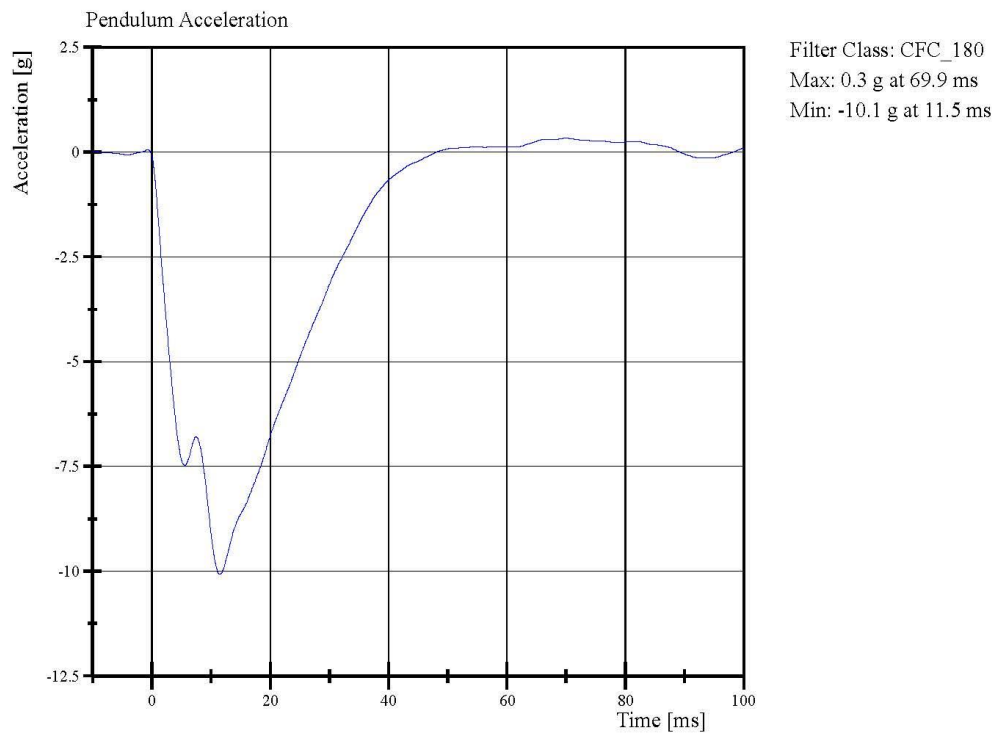
**Comments:**

**Arm S/N: 175-3501-07014**



## Transportation Research Center Inc.

Left Lateral Shoulder  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
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## Transportation Research Center Inc.

3.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.4 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 40 %         | Yes  |
| 3.0 m/s Test Rib Displacement<br>(454 mm to 464 mm) | 36 - 40 mm     | 37.6 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

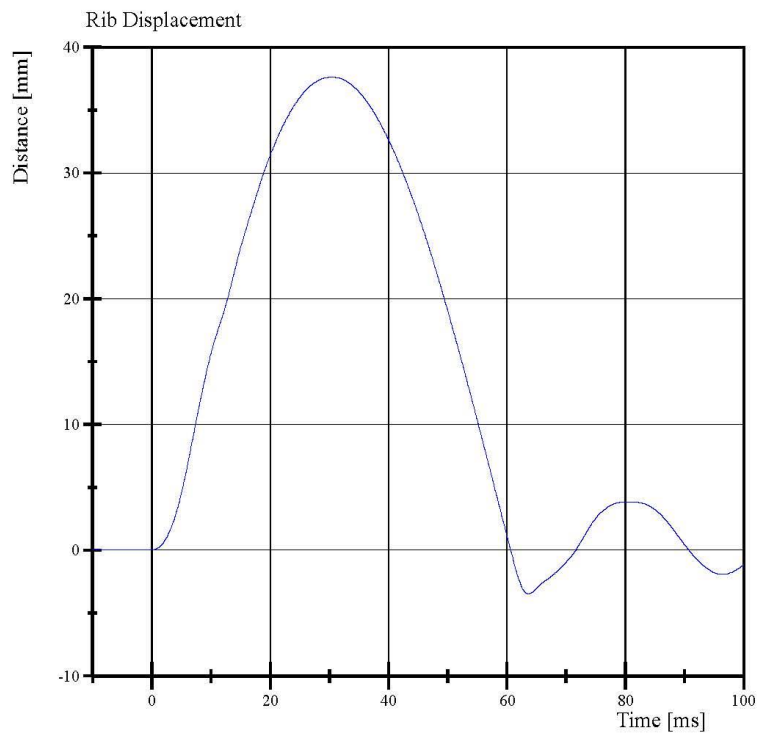
**Comments:**

**Drop Height:** 462mm

**Rib Module:** 175-4008-A

## Transportation Research Center Inc.

3.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020



Filter Class: CFC\_180  
Max: 37.6 mm at 30.4 ms  
Min: -3.5 mm at 63.7 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

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## Transportation Research Center Inc.

4.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.2 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 38 %         | Yes  |
| 4.0 m/s Test Rib Displacement<br>(807 mm to 823 mm) | 46 - 51 mm     | 47.5 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

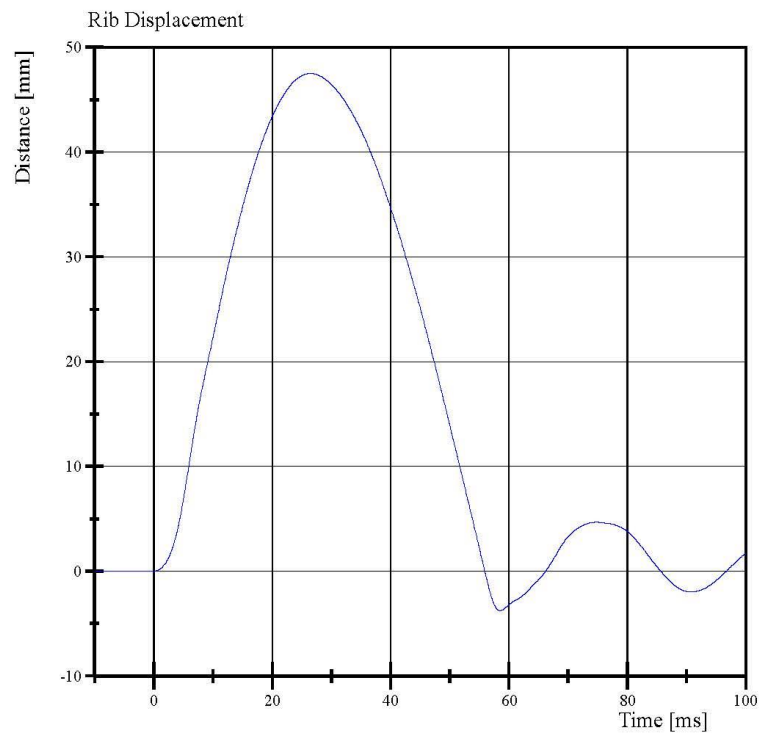
**Drop Height:** 816mm

**Rib Module:** 175-4008-A



## Transportation Research Center Inc.

4.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020



Filter Class: CFC\_180  
Max: 47.5 mm at 26.5 ms  
Min: -3.8 mm at 58.5 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

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## Transportation Research Center Inc.

3.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.2 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 40 %         | Yes  |
| 3.0 m/s Test Rib Displacement<br>(454 mm to 464 mm) | 36 - 40 mm     | 38.2 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Drop Height:** 462 mm

**Rib Module:** 175-4008-A

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

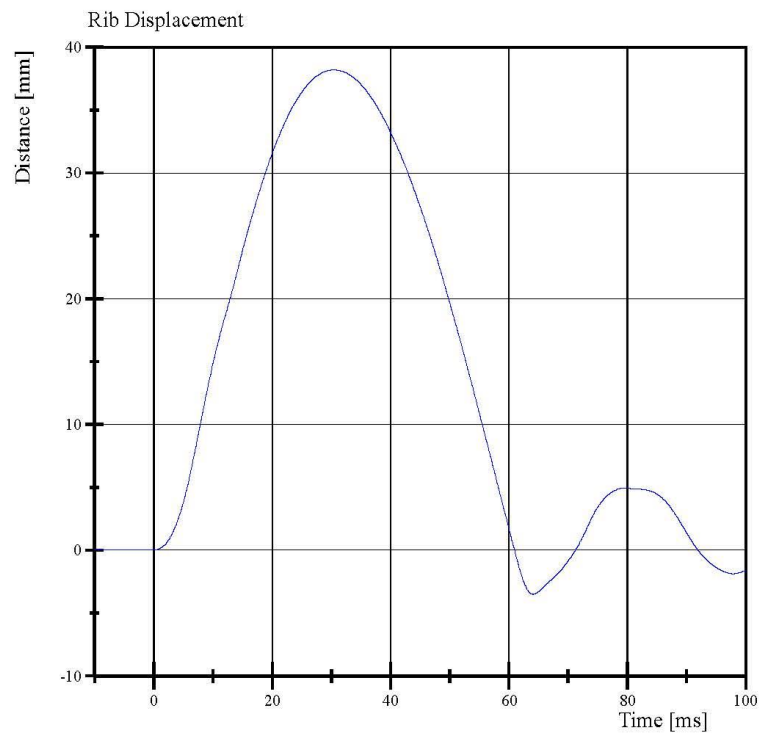
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## Transportation Research Center Inc.

3.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020



Filter Class: CFC\_180  
Max: 38.2 mm at 30.4 ms  
Min: -3.5 mm at 64.1 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

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## Transportation Research Center Inc.

4.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.7 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 41 %         | Yes  |
| 4.0 m/s Test Rib Displacement<br>(807 mm to 823 mm) | 46 - 51 mm     | 49.5 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

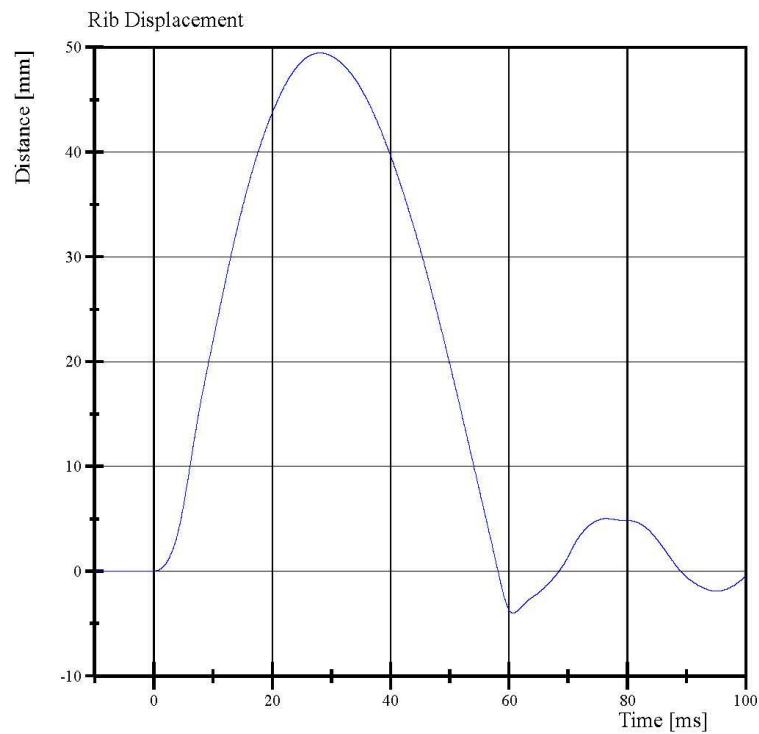
**Drop Height:** 816 mm

**Rib Module:** 175-4008-A



## Transportation Research Center Inc.

4.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020



Filter Class: CFC\_180  
Max: 49.5 mm at 28.1 ms  
Min: -4.0 mm at 60.7 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

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## Transportation Research Center Inc.

3.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.1 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 40 %         | Yes  |
| 3.0 m/s Test Rib Displacement<br>(454 mm to 464 mm) | 36 - 40 mm     | 37.4 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

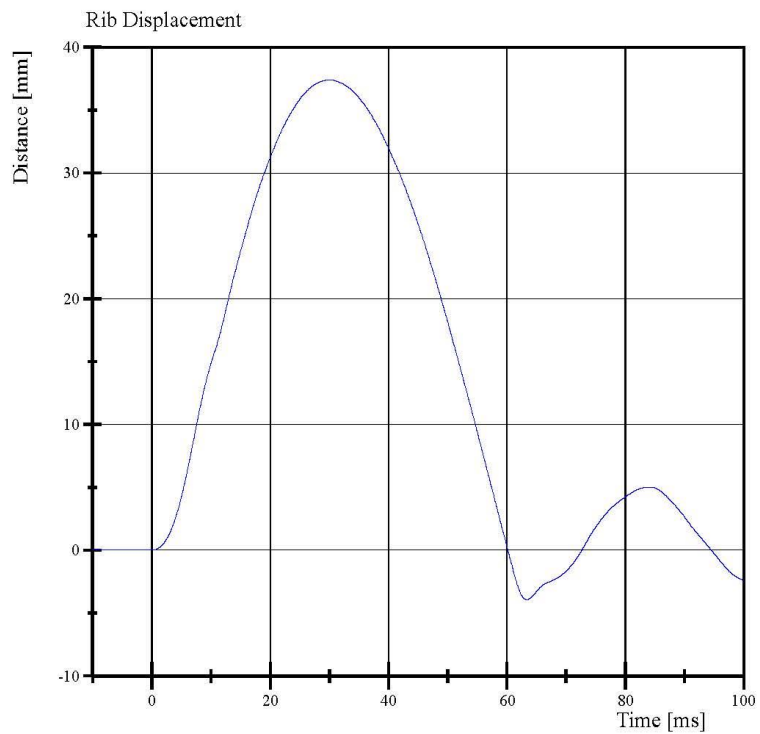
**Comments:**

**Drop Height:** 462 mm

**Rib Module:** 175-4008-A-06-017

## Transportation Research Center Inc.

3.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020



Filter Class: CFC\_180  
Max: 37.4 mm at 30.0 ms  
Min: -3.9 mm at 63.4 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

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## Transportation Research Center Inc.

4.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.3 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 40 %         | Yes  |
| 4.0 m/s Test Rib Displacement<br>(807 mm to 823 mm) | 46 - 51 mm     | 47.0 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

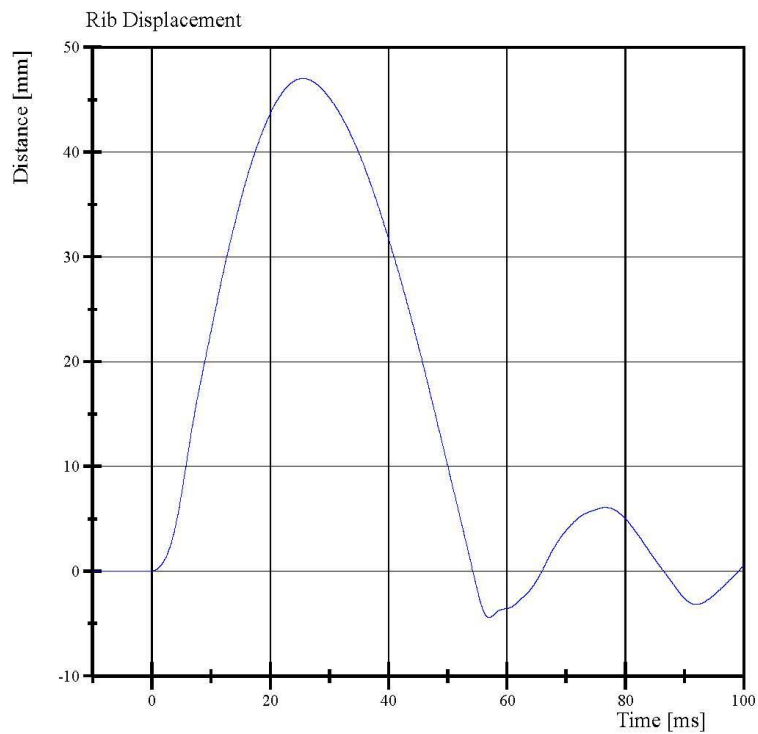
**Drop Height:** 816 mm

**Rib Module:** 175-4008-A-06-017



## Transportation Research Center Inc.

4.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 11/30/2020



Filter Class: CFC\_180  
Max: 47.0 mm at 25.5 ms  
Min: -4.4 mm at 57.0 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

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## Transportation Research Center Inc.

Left Lower Thorax  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020

| Test Parameter                 | Specification         | Test Results | Pass |
|--------------------------------|-----------------------|--------------|------|
| Temperature                    | 20.6 - 22.2 °C        | 21.5 °C      | Yes  |
| Relative Humidity              | 10 - 70 %             | 40 %         | Yes  |
| Impactor Velocity              | 5.4 - 5.60 m/s        | 5.473 m/s    | Yes  |
| Peak Impactor Force after 6 ms | (-5,100) - (-6,200) N | -5,807.8 N   | Yes  |
| Upper Rib Displacement         | 34 - 41 mm            | 38.3 mm      | Yes  |
| Center Rib Displacement        | 37 - 45 mm            | 40.1 mm      | Yes  |
| Lower Rib Displacement         | 37 - 44 mm            | 39.2 mm      | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Upper Rib Module S/N: 175-4008-A**

**Upper Rib Foam S/N: 175-4003-EK6973**

**Middle Rib Module S/N: 175-4008-A**

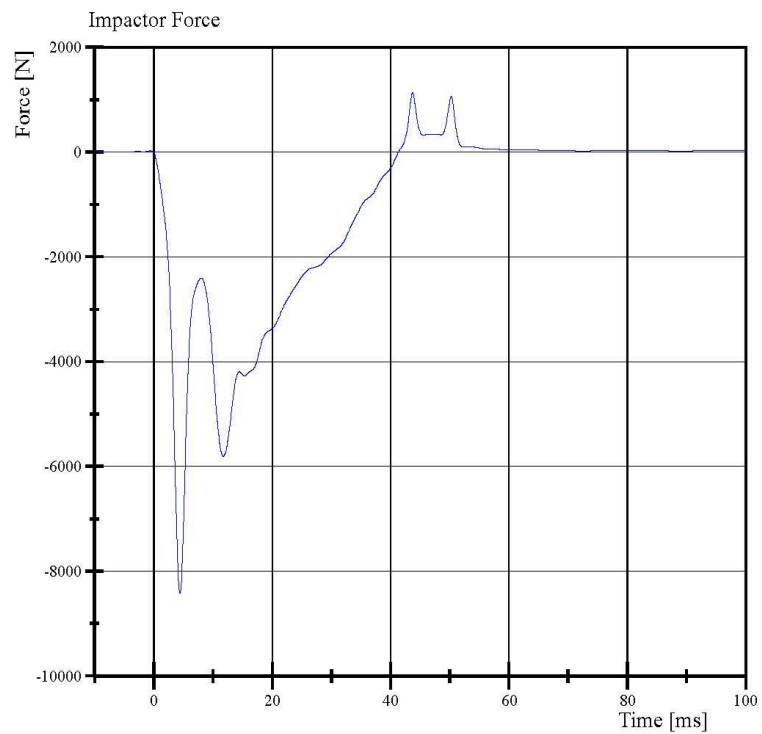
**Middle Rib Foam S/N: 175-4003-EK6970**

**Lower Rib Module S/N: 175-4008-A-06-017**

**Lower Rib Foam S/N: 175-4008-EK6971**

## Transportation Research Center Inc.

Left Lower Thorax  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020



Filter Class: CFC\_180  
Max: 1,131.9 N at 43.7 ms  
Min: -8,422.6 N at 4.4 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

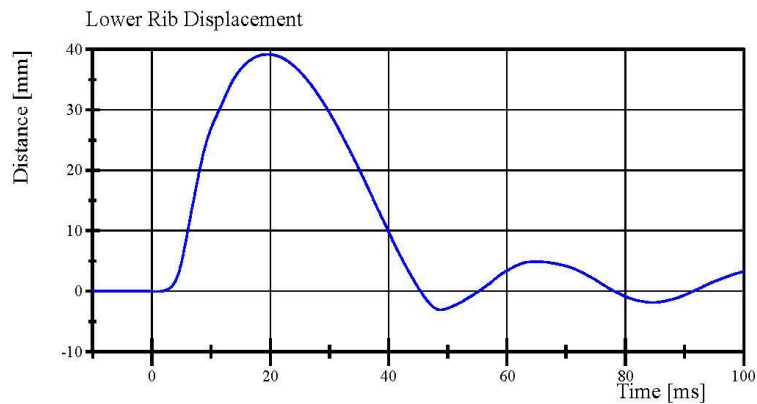
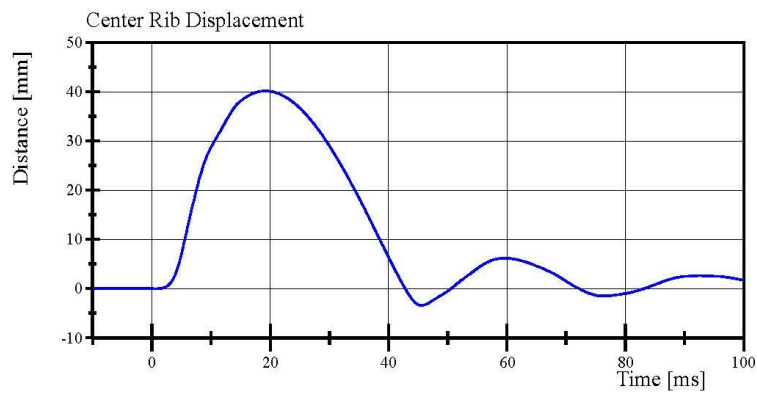
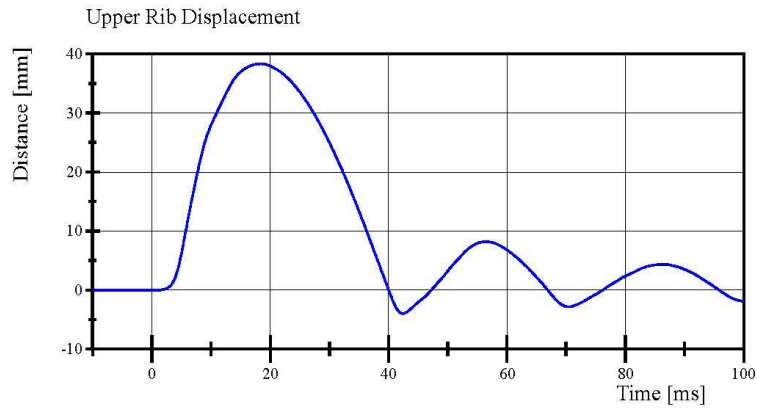
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## Transportation Research Center Inc.

Left Lower Thorax  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020





## Transportation Research Center Inc.

Left Lateral Lumbar  
ES-2re Serial No. F030 Certification No. 74-3  
Test Date: 12/1/2020

| Test Parameter                                         | Specification         | Test Results | Pass |
|--------------------------------------------------------|-----------------------|--------------|------|
| Temperature                                            | 20.6 - 22.2 °C        | 21.4 °C      | Yes  |
| Relative Humidity                                      | 10 - 70 %             | 40 %         | Yes  |
| Pendulum Integrated Velocity Change<br>within Corridor | Yes                   | Yes          | Yes  |
| Pendulum Velocity                                      | (-5.95) - (-6.15) m/s | -6.121 m/s   | Yes  |
| Maximum Headform Flexion                               |                       |              |      |
| Peak                                                   | (-45) - (-55) deg     | -47.6 deg    | Yes  |
| Time of Peak                                           | 39 - 53 ms            | 44.7 ms      | Yes  |
| Headform Flexion Decay                                 |                       |              |      |
| - Peak to Zero                                         | 37 - 57 ms            | 37.2 ms      | Yes  |

**Test meets specifications.**

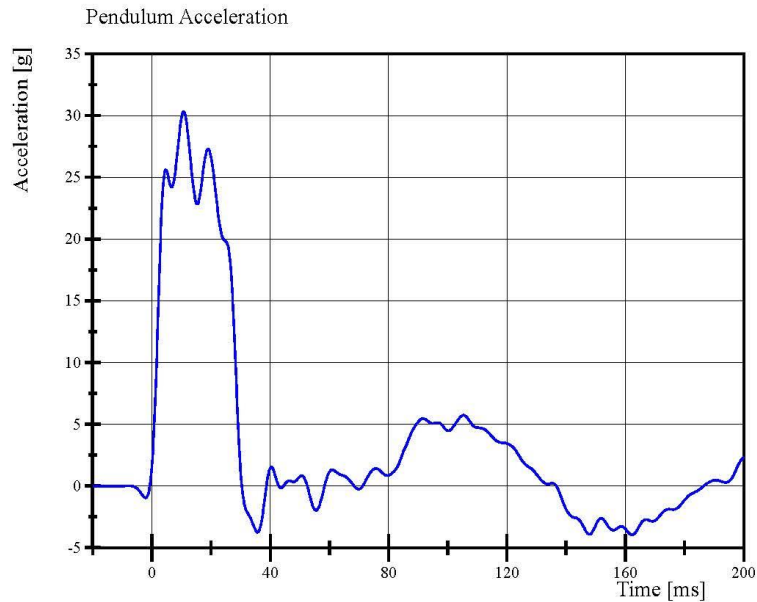
**Condition:** Used

**Comments:**

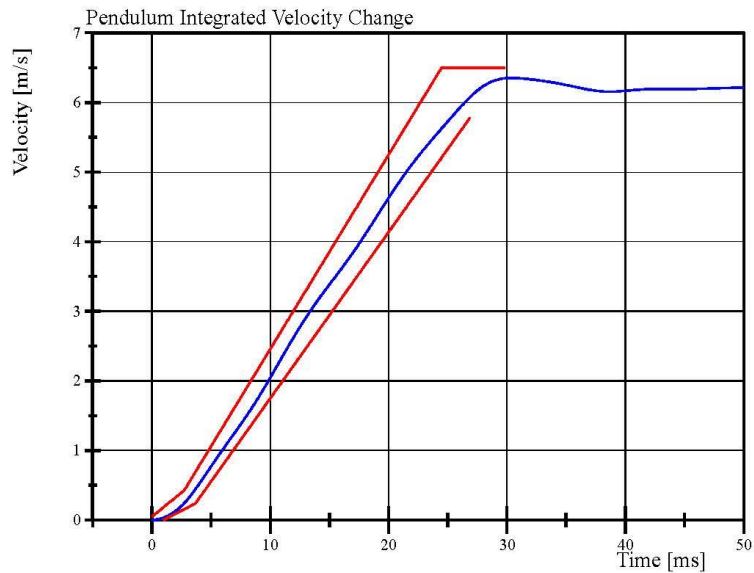
**Lumbar S/N: 150365**

## Transportation Research Center Inc.

Left Lateral Lumbar  
ES-2re Serial No. F030 Certification No. 74-3  
Test Date: 12/1/2020



Filter Class: CFC\_60  
Max: 30.3 g at 10.7 ms  
Min: -3.9 g at 162.2 ms



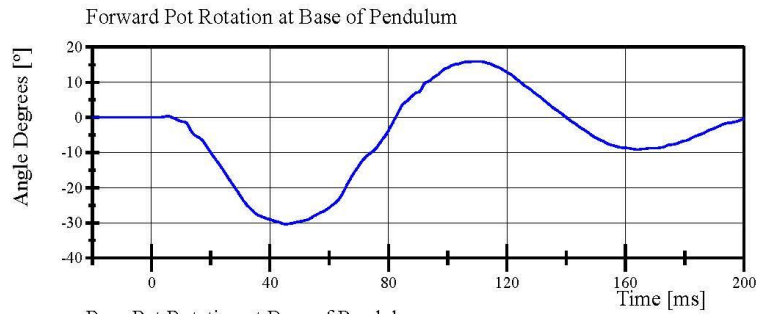
Filter Class: CFC\_60  
Max: 6.4 m/s at 30.4 ms  
Min: 0.0 m/s at 0.0 ms

## Transportation Research Center Inc.

Left Lateral Lumbar

ES-2re Serial No. F030 Certification No. 74-3

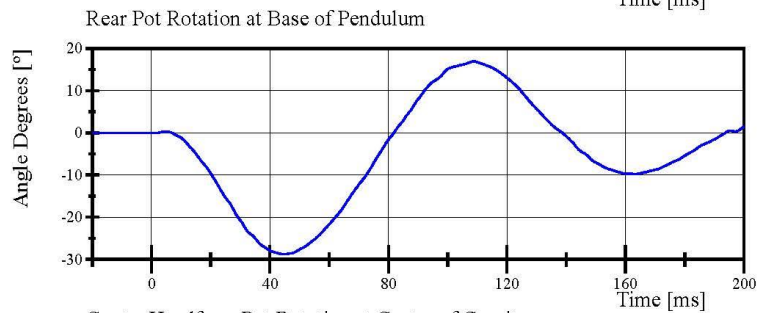
Test Date: 12/1/2020



Filter Class: CFC\_180

Max: 15.9 ° at 110.6 ms

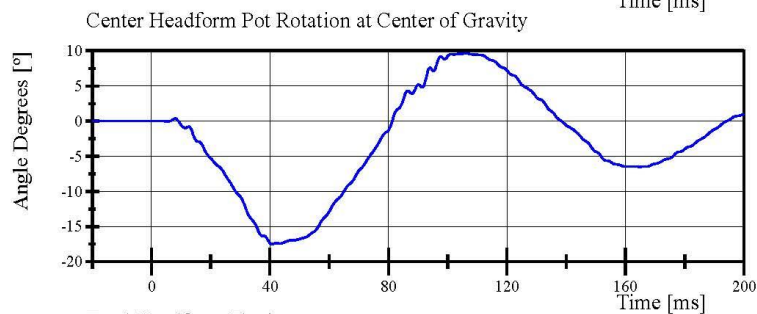
Min: -30.4 ° at 45.4 ms



Filter Class: CFC\_180

Max: 16.9 ° at 108.8 ms

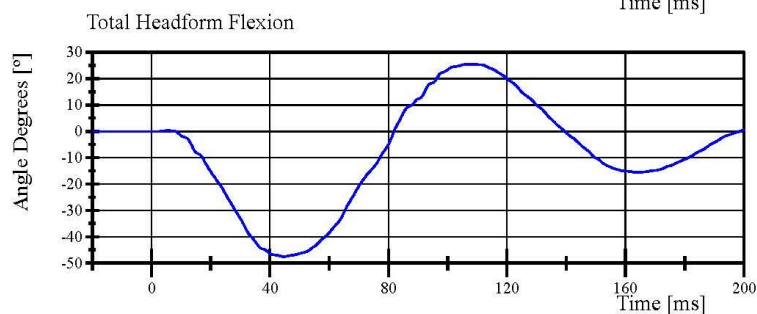
Min: -28.8 ° at 44.5 ms



Filter Class: CFC\_180

Max: 9.6 ° at 106.2 ms

Min: -17.5 ° at 40.7 ms



Filter Class: CFC\_180

Max: 25.4 ° at 106.2 ms

Min: -47.6 ° at 44.7 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Abdomen  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020

| Test Parameter        | Specification   | Test Results | Pass |
|-----------------------|-----------------|--------------|------|
| Temperature           | 20.6 - 22.2 °C  | 21.4 °C      | Yes  |
| Relative Humidity     | 10 - 70 %       | 41 %         | Yes  |
| Test Probe Velocity   | 3.9 - 4.1 m/s   | 4.06 m/s     | Yes  |
| Test Probe Force      |                 |              |      |
| Peak                  | 4,000 - 4,800 N | 4,042.2 N    | Yes  |
| Time of Peak          | 10.6 - 13.0 ms  | 11.36 ms     | Yes  |
| Total Abdominal Force |                 |              |      |
| Peak                  | 2,200 - 2,700 N | 2,449.2 N    | Yes  |
| Time of Peak          | 10.0 - 12.3 ms  | 11.28 ms     | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Abdomen S/N: 1066**

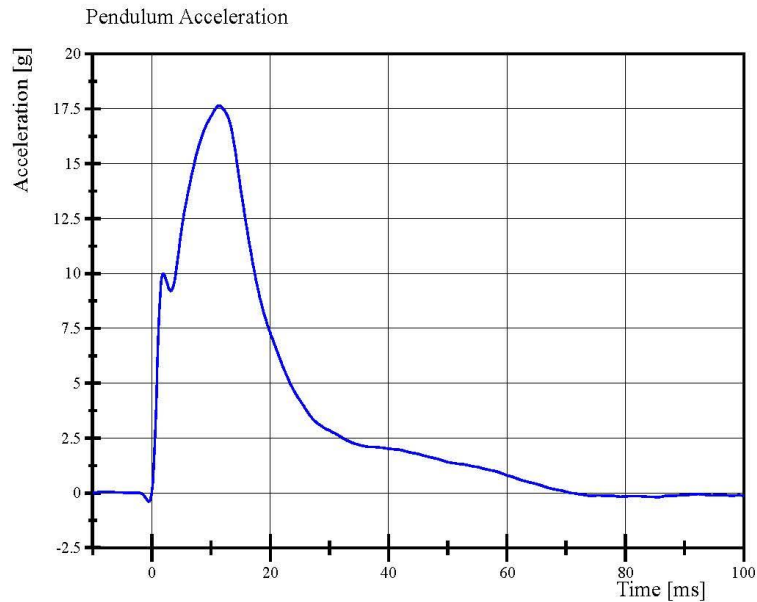


## Transportation Research Center Inc.

Left Lateral Abdomen

ES-2re Serial No. F030 Certification No. 74-1

Test Date: 12/1/2020



Filter Class: CFC\_180

Max: 17.6 g at 11.4 ms

Min: -0.4 g at -0.5 ms



Filter Class: CFC\_180

Max: 4,042.2 N at 11.4 ms

Min: -87.2 N at -0.5 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

Report Number: F030\_ERF74

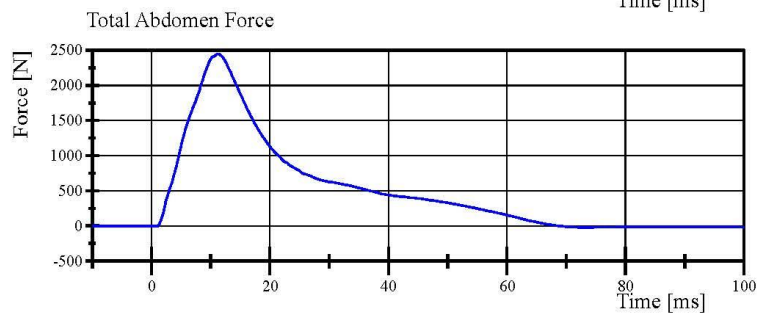
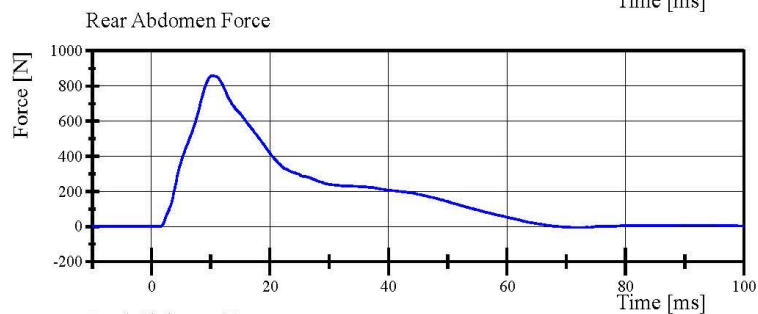
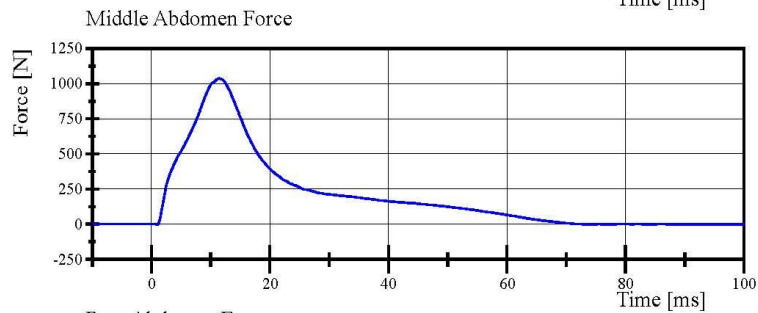
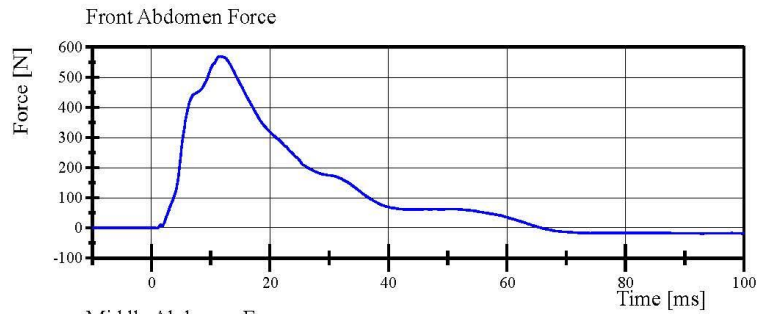
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## Transportation Research Center Inc.

Left Lateral Abdomen  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF74

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## Transportation Research Center Inc.

Left Lateral Pelvis  
ES-2re Serial No. F030 Certification No. 74-1  
Test Date: 12/1/2020

| Test Parameter        | Specification         | Test Results | Pass |
|-----------------------|-----------------------|--------------|------|
| Temperature           | 20.6 - 22.2 °C        | 21.3 °C      | Yes  |
| Relative Humidity     | 10 - 70 %             | 38 %         | Yes  |
| Test Probe Velocity   | 4.2 - 4.4 m/s         | 4.35 m/s     | Yes  |
| Test Probe Force      |                       |              |      |
| Peak                  | 4,700 - 5,400 N       | 5,311.1 N    | Yes  |
| Time of Peak          | 11.8 - 16.1 ms        | 13.12 ms     | Yes  |
| Pubic Symphysis Force |                       |              |      |
| Peak                  | (-1,230) - (-1,590) N | -1,333.3 N   | Yes  |
| Time of Peak          | 12.2 - 17.0 ms        | 13.44 ms     | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

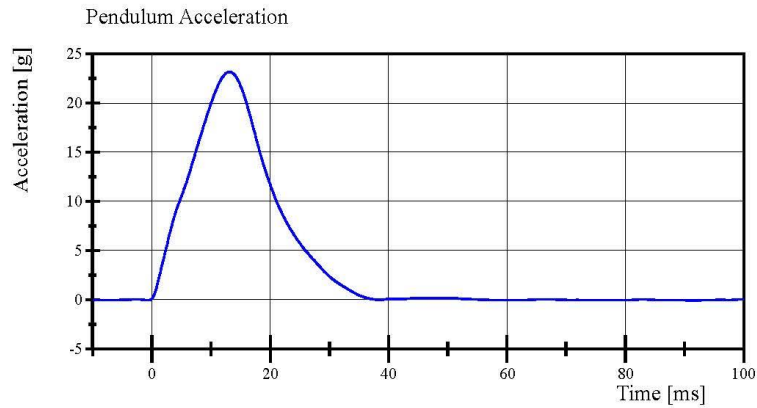
**Pelvis Skin S/N:** N/A

## Transportation Research Center Inc.

Left Lateral Pelvis

ES-2re Serial No. F030 Certification No. 74-1

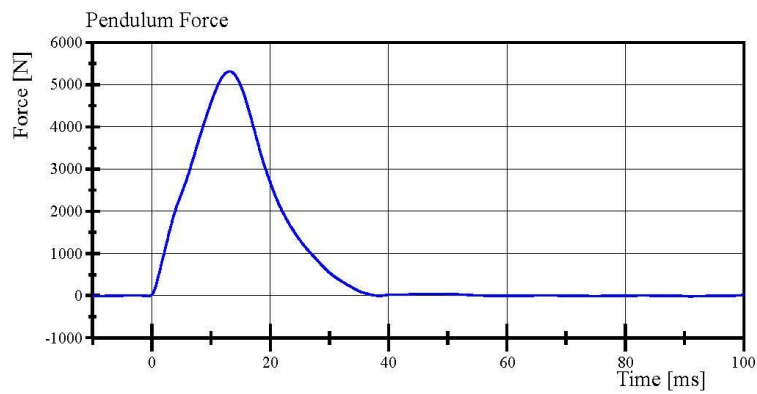
Test Date: 12/1/2020



Filter Class: CFC\_180

Max: 23.2 g at 13.1 ms

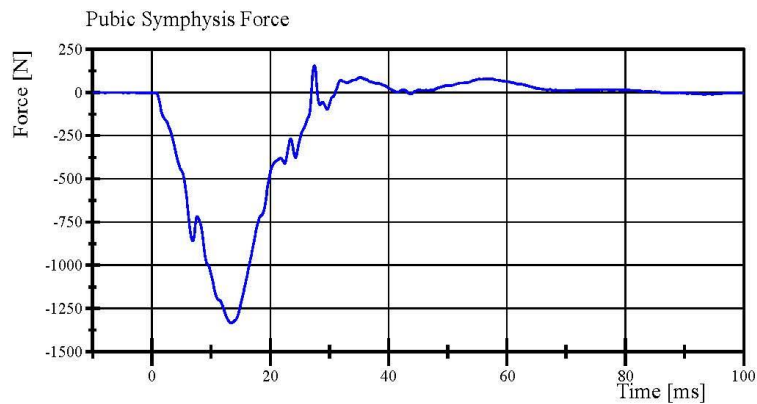
Min: -0.1 g at 91.0 ms



Filter Class: CFC\_180

Max: 5,311.1 N at 13.1 ms

Min: -14.7 N at 91.0 ms



Filter Class: CFC\_600

Max: 156.0 N at 27.4 ms

Min: -1,333.3 N at 13.4 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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**Post-Test Calibration Sheets**  
**Driver S/N F030**

**Transportation Research Center Inc.**  
**572U ES-2re Dummy**  
**External Dimensions**  
**Serial No. F030 Calibration No. 75**

| Symbol | Description                                    | Specification | Results | Pass |
|--------|------------------------------------------------|---------------|---------|------|
|        |                                                | mm            | mm      |      |
| 1      | Sitting Height                                 | 900.0 - 918.0 | 909     | Yes  |
| 2      | Seat to Shoulder Joint                         | 558.0 - 572.0 | 560     | Yes  |
| 3      | Seat to Lower Face of Thoracic Spine Box       | 346.0 - 356.0 | 347     | Yes  |
| 4      | Seat to Hip Joint (center of bolt)             | 97.0 - 103.0  | 98      | Yes  |
| 5      | Sole to Seat, Sitting                          | 433.0 - 451.0 | 443     | Yes  |
| 6      | Head Width                                     | 152.0 - 158.0 | 154     | Yes  |
| 7      | Shoulder/Arm Width                             | 461.0 - 479.0 | 475     | Yes  |
| 8      | Thorax Width                                   | 322.0 - 332.0 | 328     | Yes  |
| 9      | Abdomen Width                                  | 273.0 - 287.0 | 279     | Yes  |
| 10     | Pelvis Lap Width                               | 359.0 - 373.0 | 366     | Yes  |
| 11     | Head Depth                                     | 196.0 - 206.0 | 201     | Yes  |
| 12     | Thorax Depth                                   | 262.0 - 272.0 | 262     | Yes  |
| 13     | Abdomen Depth                                  | 194.0 - 204.0 | 199     | Yes  |
| 14     | Pelvis Depth                                   | 235.0 - 245.0 | 242     | Yes  |
| 15     | Back of Buttocks to Hip Joint (center of bolt) | 150.0 - 160.0 | 156     | Yes  |
| 16     | Back of Buttocks to Front of Knee              | 597.0 - 615.0 | 605     | Yes  |

Baseline 10/07/05



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## Transportation Research Center Inc.

Left Lateral Head Drop  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021

| Test Parameter                                                        | Specification  | Test Results | Pass |
|-----------------------------------------------------------------------|----------------|--------------|------|
| Temperature                                                           | 20.6 - 22.2 °C | 21.6 °C      | Yes  |
| Relative Humidity                                                     | 10 - 70 %      | 38 %         | Yes  |
| Peak Resultant Acceleration                                           | 125 - 155 g    | 132.2 g      | Yes  |
| Peak Longitudinal Acceleration                                        | (-15) - 15 g   | 9.1 g        | Yes  |
| Is Resultant Acceleration Curve<br>Unimodal within 15% of Main Pulse? | < 15 %         | 4.43 %       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

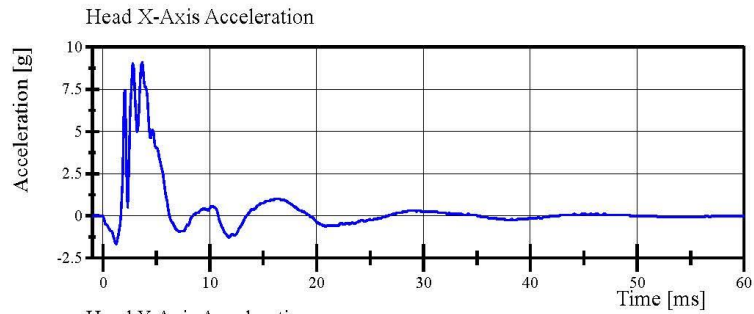
**Head Skin S/N: DP6812**

## Transportation Research Center Inc.

Left Lateral Head Drop

ES-2re Serial No. F030 Certification No. 75-1

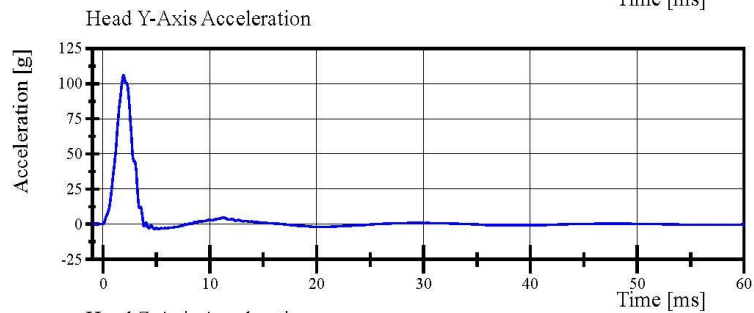
Test Date: 1/11/2021



Filter Class: CFC\_1000

Max: 9.1 g at 3.7 ms

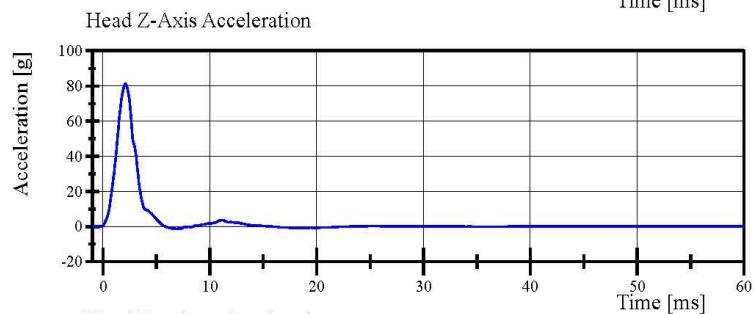
Min: -1.7 g at 1.2 ms



Filter Class: CFC\_1000

Max: 106.2 g at 1.9 ms

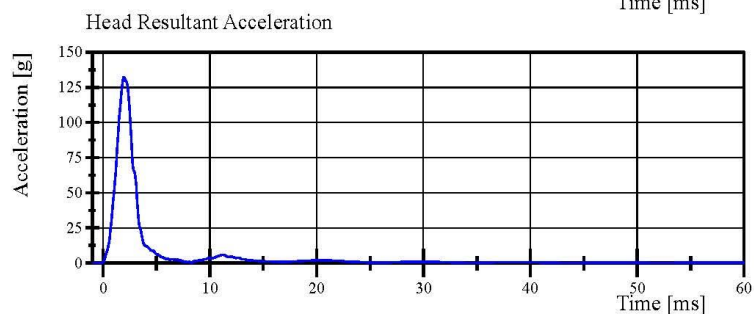
Min: -3.6 g at 4.8 ms



Filter Class: CFC\_1000

Max: 81.4 g at 2.1 ms

Min: -1.3 g at 6.8 ms



Filter Class: CFC\_1000

Max: 132.2 g at 1.9 ms

Min: 0.0 g at -1.0 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Neck  
ES-2re Serial No. F030 Certification No. 75-2  
Test Date: 1/11/2021

| Test Parameter                                         | Specification       | Test Results | Pass |
|--------------------------------------------------------|---------------------|--------------|------|
| Temperature                                            | 20.6 - 22.2 °C      | 21.2 °C      | Yes  |
| Relative Humidity                                      | 10 - 70 %           | 41 %         | Yes  |
| Pendulum Integrated Velocity Change<br>within Corridor | Yes                 | Yes          | Yes  |
| Pendulum Velocity                                      | (-3.3) - (-3.5) m/s | -3.36 m/s    | Yes  |
| Maximum Headform Flexion                               |                     |              |      |
| Peak                                                   | (-49) - (-59) deg   | -49.8 deg    | Yes  |
| Time of Peak                                           | 54 - 66 ms          | 58.6 ms      | Yes  |
| Headform Flexion Decay                                 |                     |              |      |
| - Peak to Zero                                         | 53 - 88 ms          | 58.1 ms      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Neck S/N: 05053**

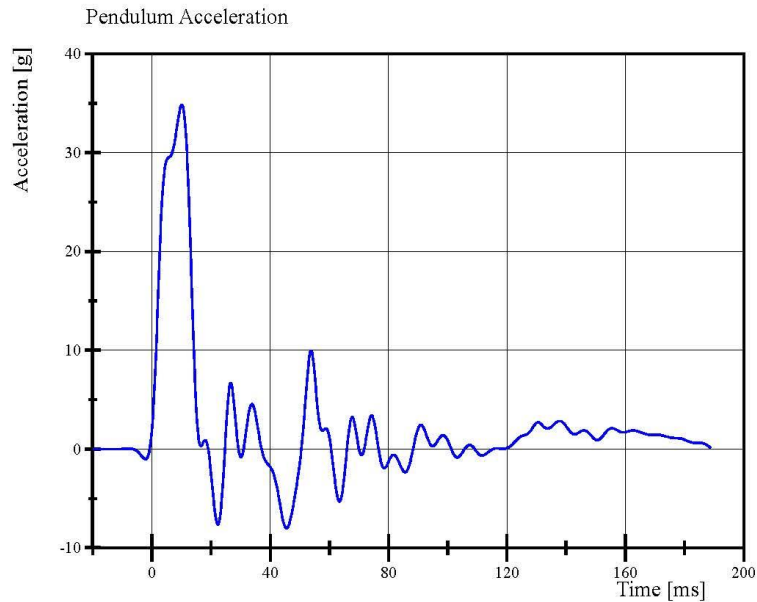


## Transportation Research Center Inc.

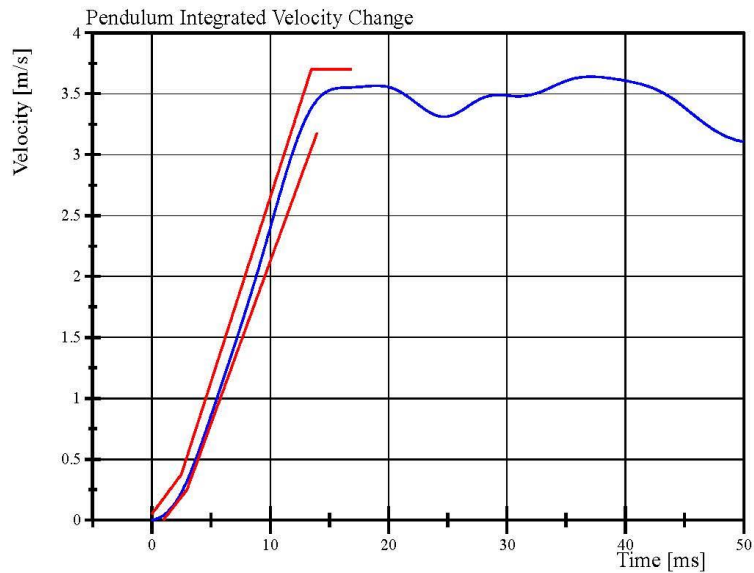
Left Lateral Neck

ES-2re Serial No. F030 Certification No. 75-2

Test Date: 1/11/2021



Filter Class: CFC\_60  
Max: 34.9 g at 10.2 ms  
Min: -8.0 g at 45.5 ms



Filter Class: CFC\_60  
Max: 3.6 m/s at 37.0 ms  
Min: 0.0 m/s at 0.0 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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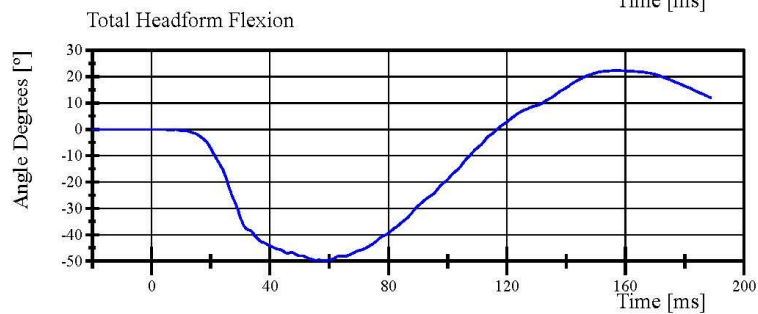
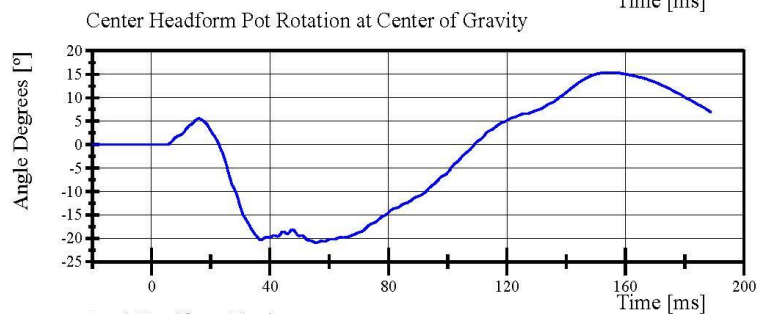
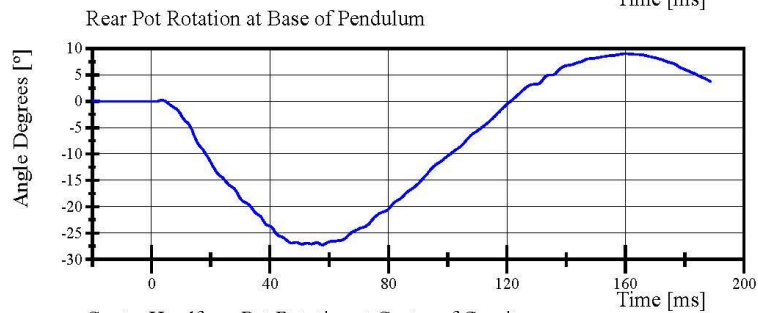
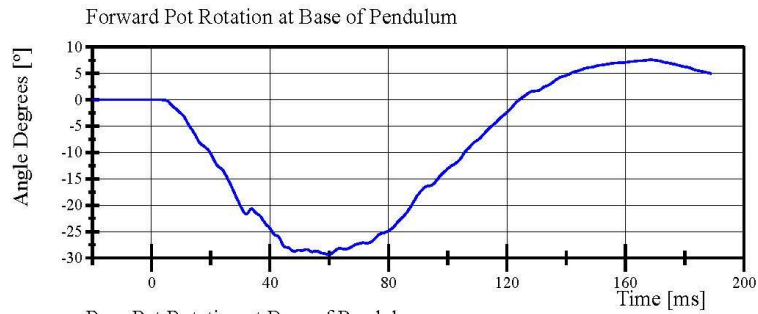


## Transportation Research Center Inc.

Left Lateral Neck

ES-2re Serial No. F030 Certification No. 75-2

Test Date: 1/11/2021



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Shoulder  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021

| Test Parameter          | Specification      | Test Results | Pass |
|-------------------------|--------------------|--------------|------|
| Temperature             | 20.6 - 22.2 °C     | 21.1 °C      | Yes  |
| Relative Humidity       | 10 - 70 %          | 41 %         | Yes  |
| Test Probe Velocity     | 4.2 - 4.4 m/s      | 4.32 m/s     | Yes  |
| Test Probe Acceleration | (-7.5) - (-10.5) g | -9.87 g      | Yes  |

**Test meets specifications.**

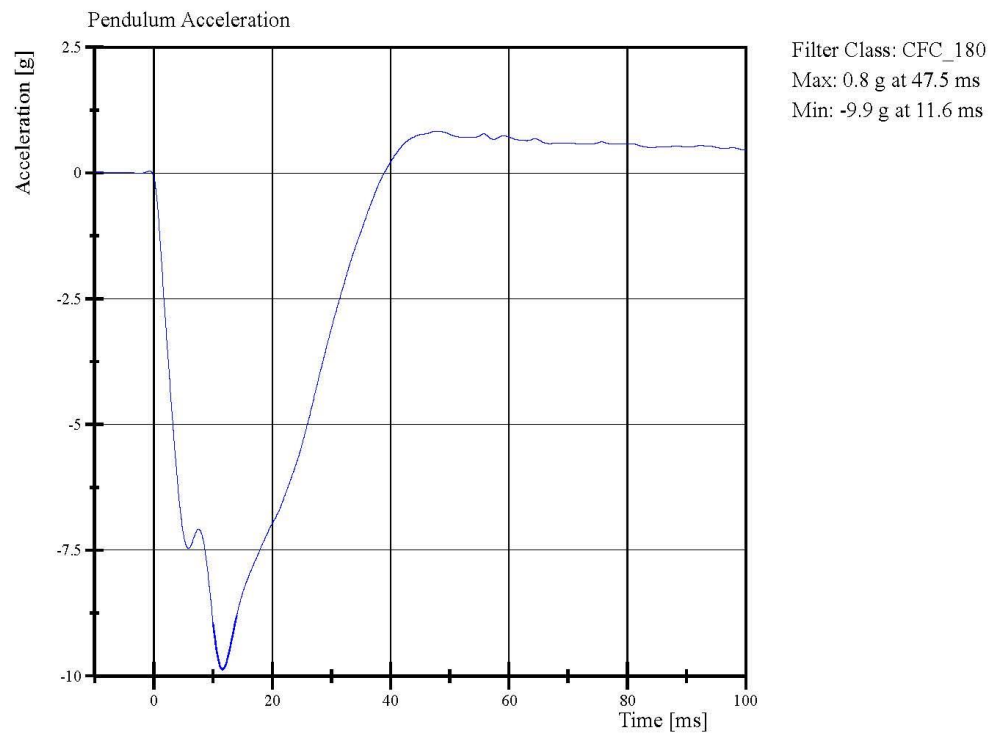
**Condition:** Used

**Comments:**

**Arm S/N: 175-3501-07014**

## Transportation Research Center Inc.

Left Lateral Shoulder  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
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## Transportation Research Center Inc.

3.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.3 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 38 %         | Yes  |
| 3.0 m/s Test Rib Displacement<br>(454 mm to 464 mm) | 36 - 40 mm     | 37.8 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

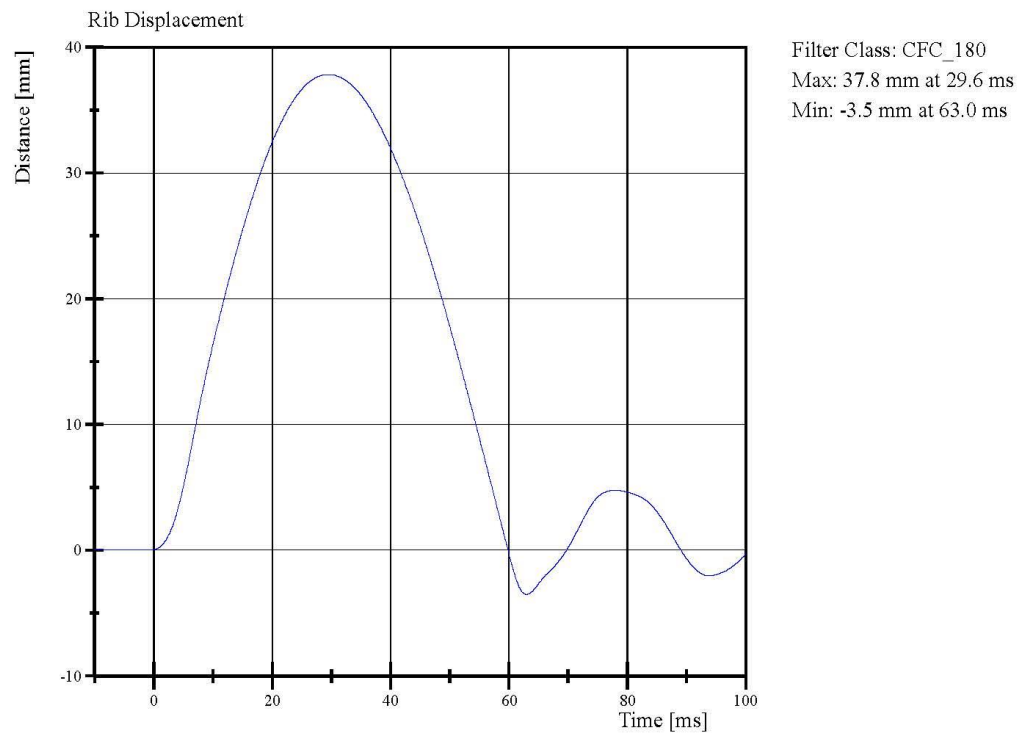
**Drop Height:** 462mm

**Rib Module:** 175-4008-A



## Transportation Research Center Inc.

3.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

4.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.0 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 38 %         | Yes  |
| 4.0 m/s Test Rib Displacement<br>(807 mm to 823 mm) | 46 - 51 mm     | 47.5 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

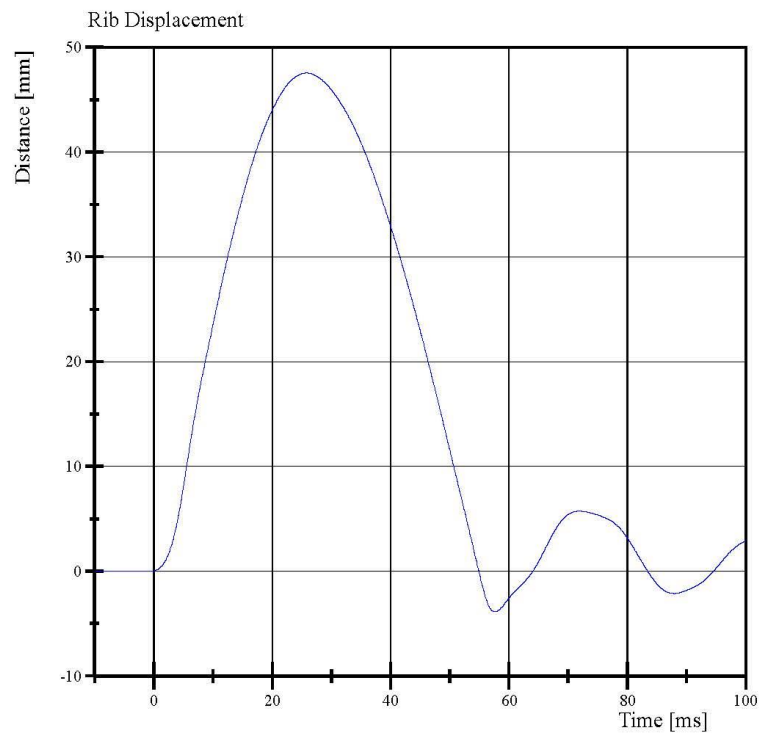
**Comments:**

**Drop Height:** 816mm

**Rib Module:** 175-4008-A

## Transportation Research Center Inc.

4.0 m/s Upper Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021



Filter Class: CFC\_180  
Max: 47.5 mm at 25.8 ms  
Min: -3.9 mm at 57.6 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

3.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.7 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 38 %         | Yes  |
| 3.0 m/s Test Rib Displacement<br>(454 mm to 464 mm) | 36 - 40 mm     | 38.4 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

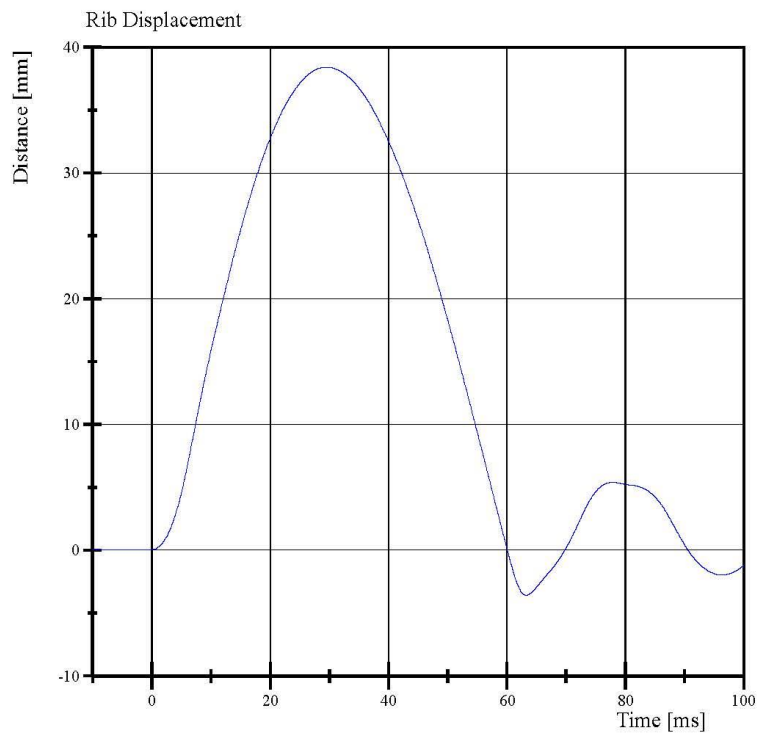
**Comments:**

**Drop Height:** 462mm

**Rib Module:** 175-4008-A

## Transportation Research Center Inc.

3.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021



Filter Class: CFC\_180  
Max: 38.4 mm at 29.5 ms  
Min: -3.6 mm at 63.3 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

4.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.1 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 41 %         | Yes  |
| 4.0 m/s Test Rib Displacement<br>(807 mm to 823 mm) | 46 - 51 mm     | 50.0 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

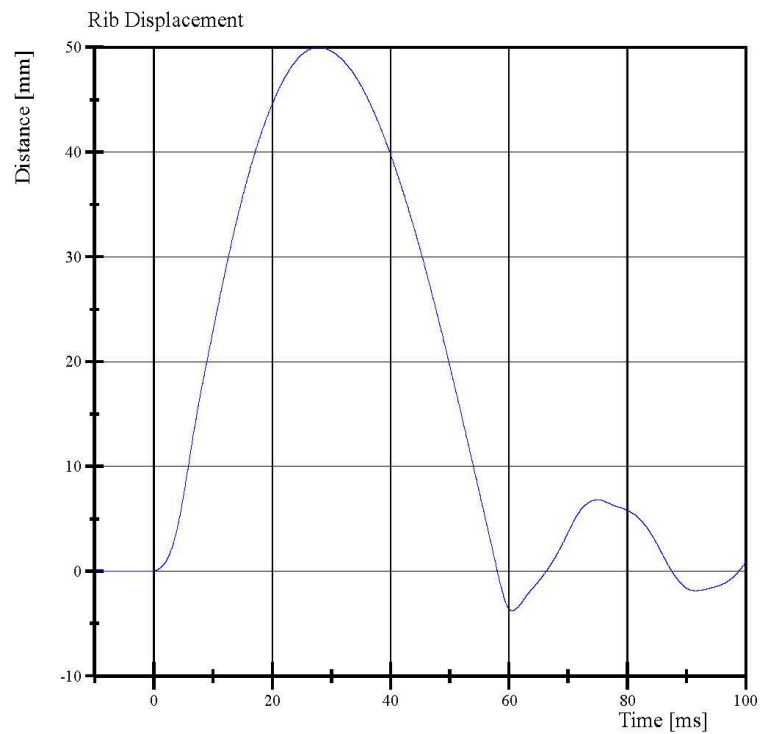
**Comments:**

**Drop Height:** 816mm

**Rib Module:** 175-4008-A

## Transportation Research Center Inc.

4.0 m/s Middle Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021



Filter Class: CFC\_180  
Max: 50.0 mm at 27.8 ms  
Min: -3.8 mm at 60.6 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

3.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.1 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 37 %         | Yes  |
| 3.0 m/s Test Rib Displacement<br>(454 mm to 464 mm) | 36 - 40 mm     | 37.6 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

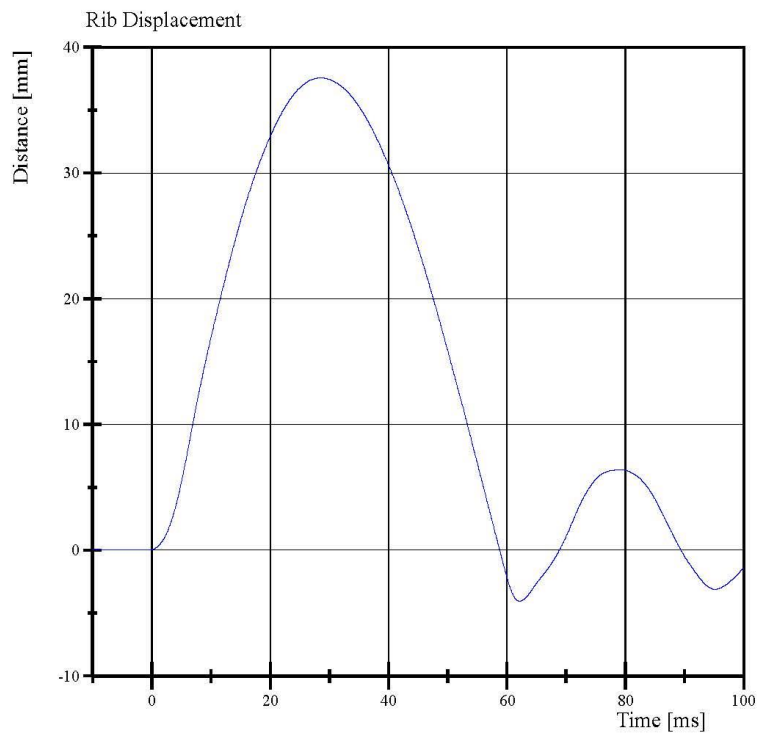
**Comments:**

**Drop Height:** 462mm

**Rib Module:** 175-4008-A-06-017

## Transportation Research Center Inc.

3.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021



Filter Class: CFC\_180  
Max: 37.6 mm at 28.6 ms  
Min: -4.1 mm at 62.2 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

4.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021

| Test Parameter                                      | Specification  | Test Results | Pass |
|-----------------------------------------------------|----------------|--------------|------|
| Temperature                                         | 20.6 - 22.2 °C | 21.3 °C      | Yes  |
| Relative Humidity                                   | 10 - 70 %      | 37 %         | Yes  |
| 4.0 m/s Test Rib Displacement<br>(807 mm to 823 mm) | 46 - 51 mm     | 47.1 mm      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

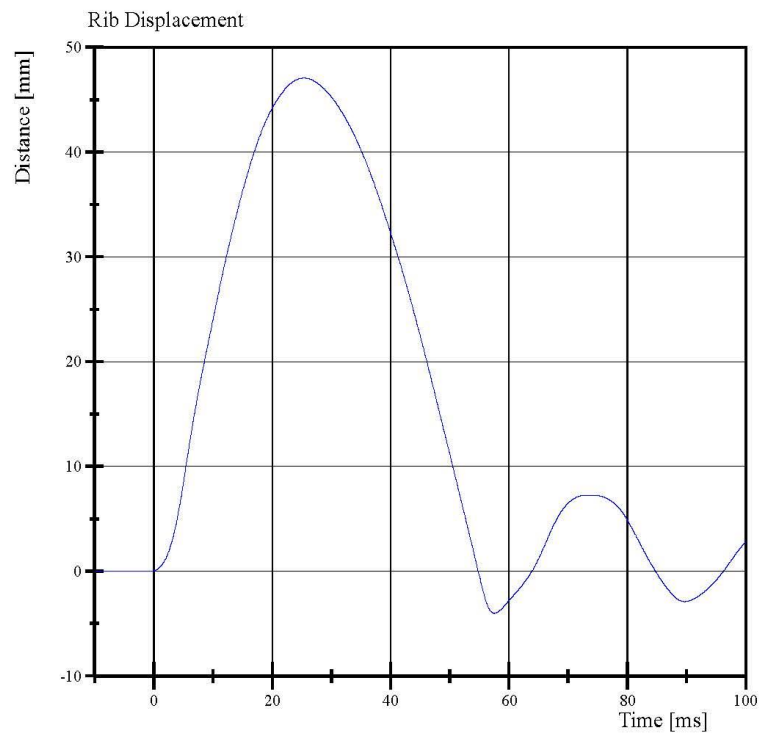
**Drop Height:** 816 mm

**Rib Module:** 175-4008-A-06-017



## Transportation Research Center Inc.

4.0 m/s Lower Full Rib Module  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/8/2021



Filter Class: CFC\_180  
Max: 47.1 mm at 25.4 ms  
Min: -4.0 mm at 57.5 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

Left Lower Thorax  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021

| Test Parameter                 | Specification         | Test Results | Pass |
|--------------------------------|-----------------------|--------------|------|
| Temperature                    | 20.6 - 22.2 °C        | 21.4 °C      | Yes  |
| Relative Humidity              | 10 - 70 %             | 41 %         | Yes  |
| Impactor Velocity              | 5.4 - 5.60 m/s        | 5.467 m/s    | Yes  |
| Peak Impactor Force after 6 ms | (-5,100) - (-6,200) N | -5,903.9 N   | Yes  |
| Upper Rib Displacement         | 34 - 41 mm            | 36.3 mm      | Yes  |
| Center Rib Displacement        | 37 - 45 mm            | 39.7 mm      | Yes  |
| Lower Rib Displacement         | 37 - 44 mm            | 40.0 mm      | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Upper Rib Module S/N: 175-4008-A**

**Upper Rib Foam S/N: 175-4003-EK6973**

**Middle Rib Module S/N: 175-4008-A**

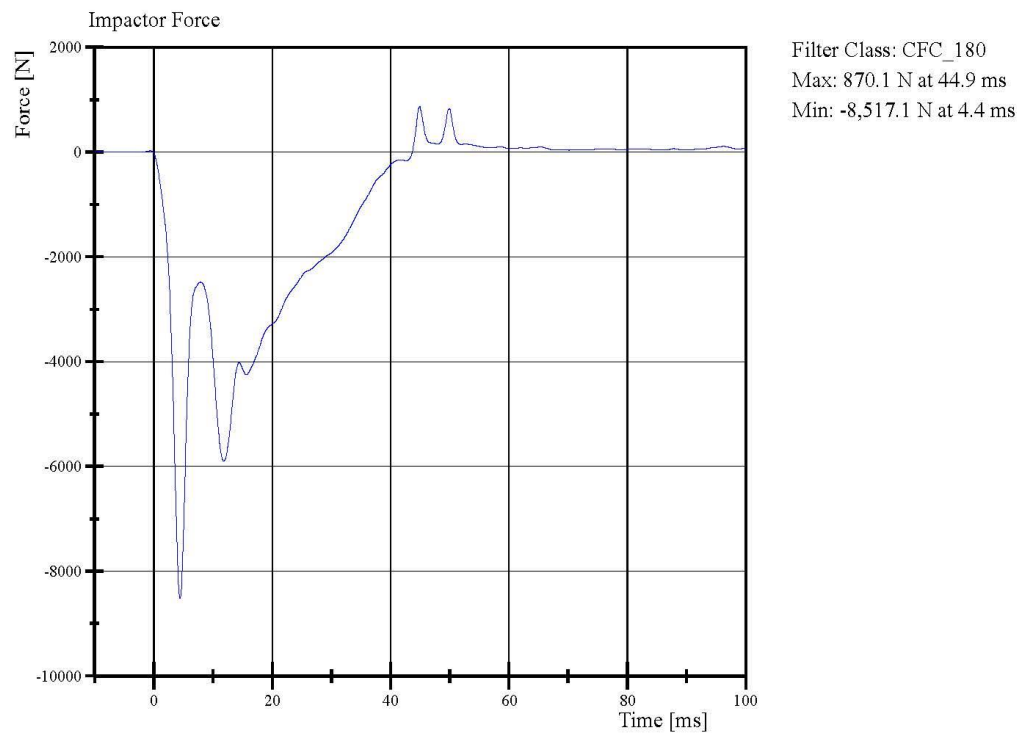
**Middle Rib Foam S/N: 175-4003-EK6970**

**Lower Rib Module S/N: 175-4008-A-06-017**

**Lower Rib Foam S/N: 175-4008-EK6971**

## Transportation Research Center Inc.

Left Lower Thorax  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

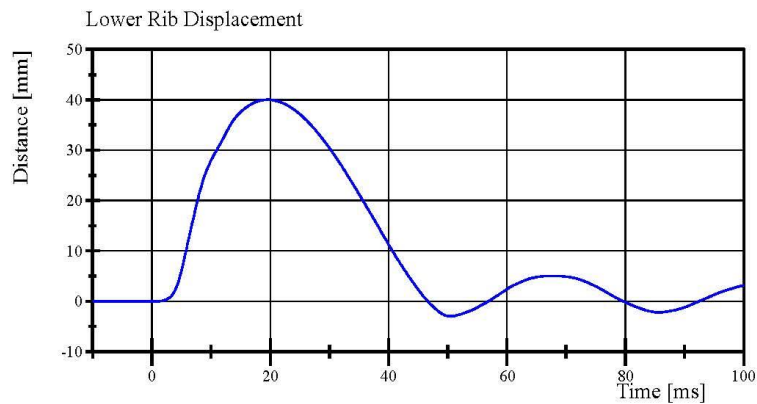
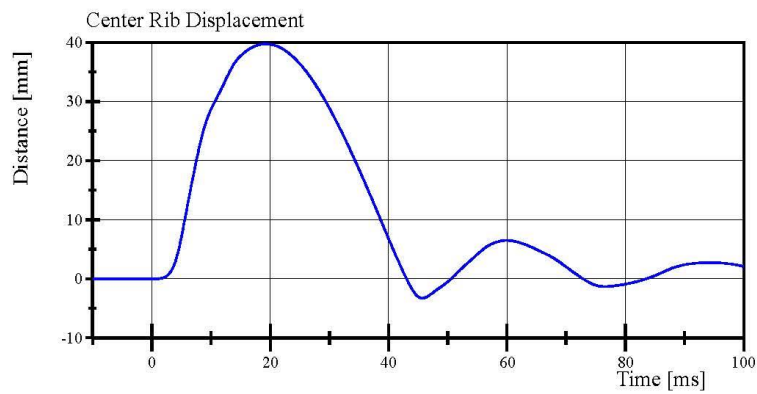
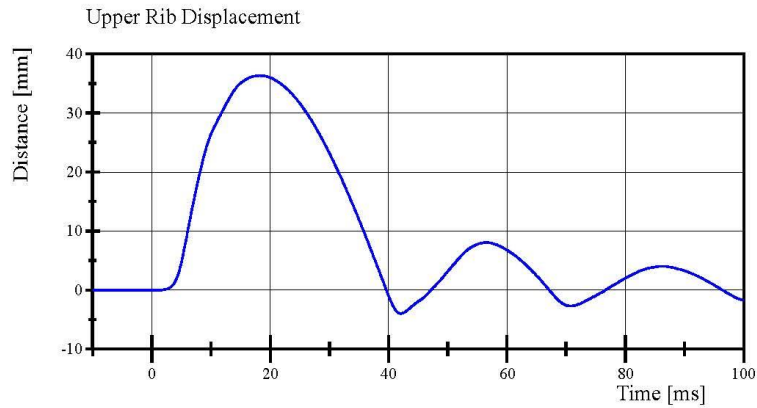
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## Transportation Research Center Inc.

Left Lower Thorax  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

Left Lateral Lumbar  
ES-2re Serial No. F030 Certification No. 75-2  
Test Date: 1/11/2021

| Test Parameter                                         | Specification         | Test Results | Pass |
|--------------------------------------------------------|-----------------------|--------------|------|
| Temperature                                            | 20.6 - 22.2 °C        | 21.2 °C      | Yes  |
| Relative Humidity                                      | 10 - 70 %             | 38 %         | Yes  |
| Pendulum Integrated Velocity Change<br>within Corridor | Yes                   | Yes          | Yes  |
| Pendulum Velocity                                      | (-5.95) - (-6.15) m/s | -6.112 m/s   | Yes  |
| Maximum Headform Flexion                               |                       |              |      |
| Peak                                                   | (-45) - (-55) deg     | -46.5 deg    | Yes  |
| Time of Peak                                           | 39 - 53 ms            | 44.7 ms      | Yes  |
| Headform Flexion Decay                                 |                       |              |      |
| - Peak to Zero                                         | 37 - 57 ms            | 37.8 ms      | Yes  |

**Test meets specifications.**

**Condition:** Used

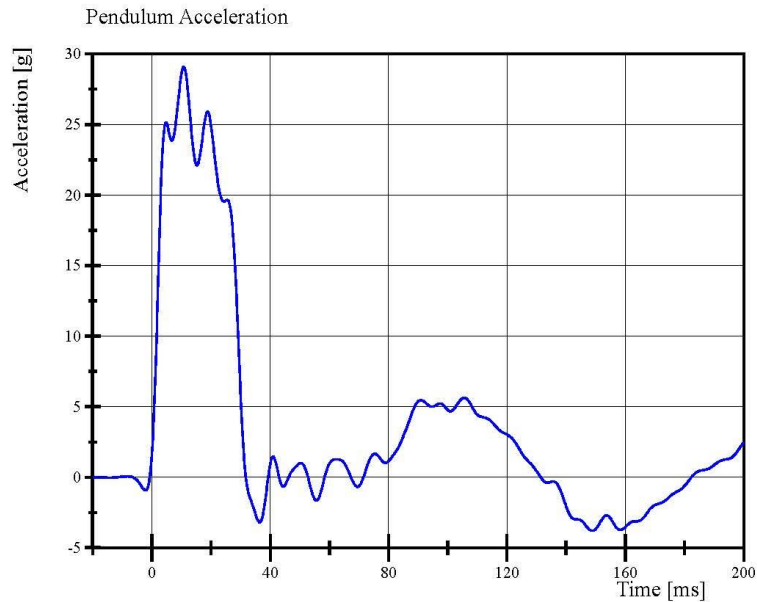
**Comments:**

**Lumbar S/N: 150365**

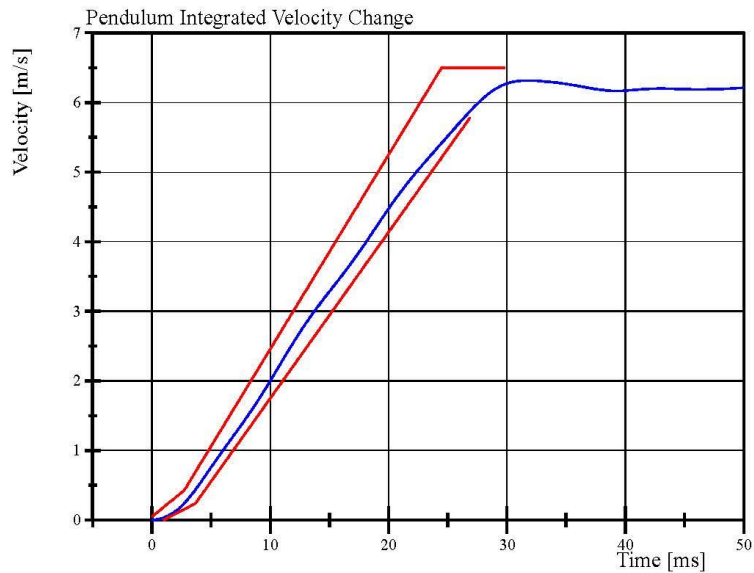


## Transportation Research Center Inc.

Left Lateral Lumbar  
ES-2re Serial No. F030 Certification No. 75-2  
Test Date: 1/11/2021



Filter Class: CFC\_60  
Max: 29.1 g at 10.7 ms  
Min: -3.8 g at 148.9 ms



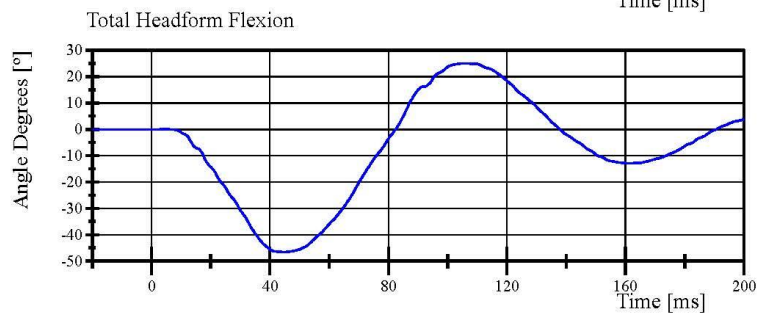
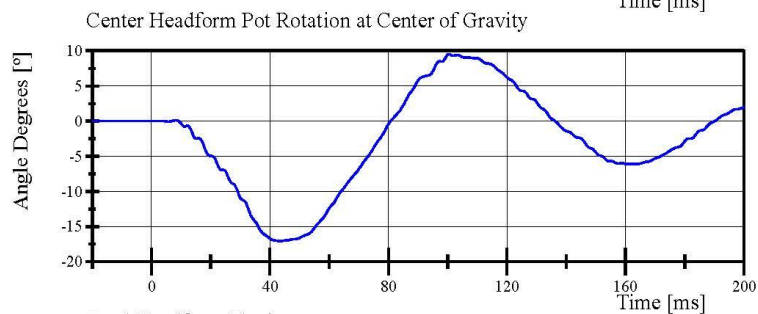
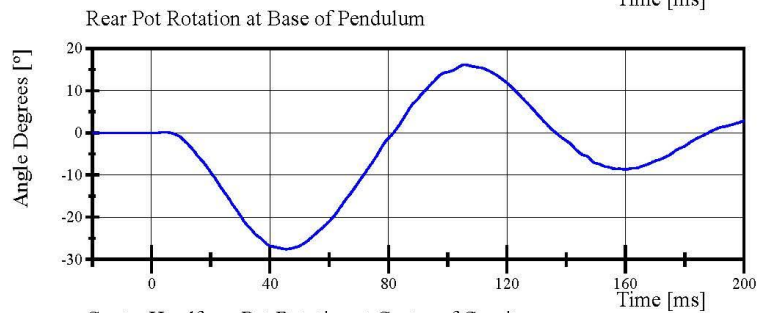
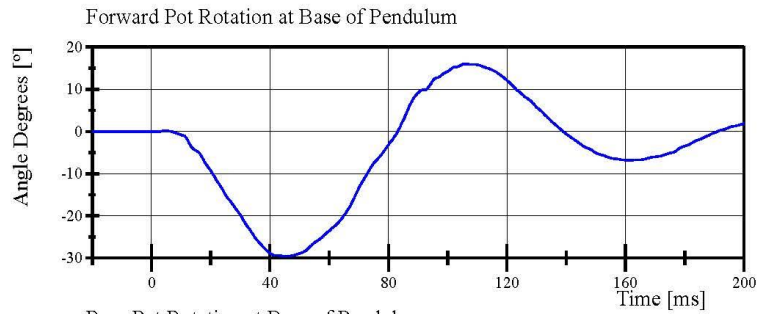
Filter Class: CFC\_60  
Max: 6.3 m/s at 31.8 ms  
Min: 0.0 m/s at 0.0 ms

## Transportation Research Center Inc.

Left Lateral Lumbar

ES-2re Serial No. F030 Certification No. 75-2

Test Date: 1/11/2021



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

Report Number: F030\_ERF75

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## Transportation Research Center Inc.

Left Lateral Abdomen  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021

| Test Parameter        | Specification   | Test Results | Pass |
|-----------------------|-----------------|--------------|------|
| Temperature           | 20.6 - 22.2 °C  | 21.3 °C      | Yes  |
| Relative Humidity     | 10 - 70 %       | 40 %         | Yes  |
| Test Probe Velocity   | 3.9 - 4.1 m/s   | 4.07 m/s     | Yes  |
| Test Probe Force      |                 |              |      |
| Peak                  | 4,000 - 4,800 N | 4,111.3 N    | Yes  |
| Time of Peak          | 10.6 - 13.0 ms  | 11.76 ms     | Yes  |
| Total Abdominal Force |                 |              |      |
| Peak                  | 2,200 - 2,700 N | 2,420.7 N    | Yes  |
| Time of Peak          | 10.0 - 12.3 ms  | 10.88 ms     | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

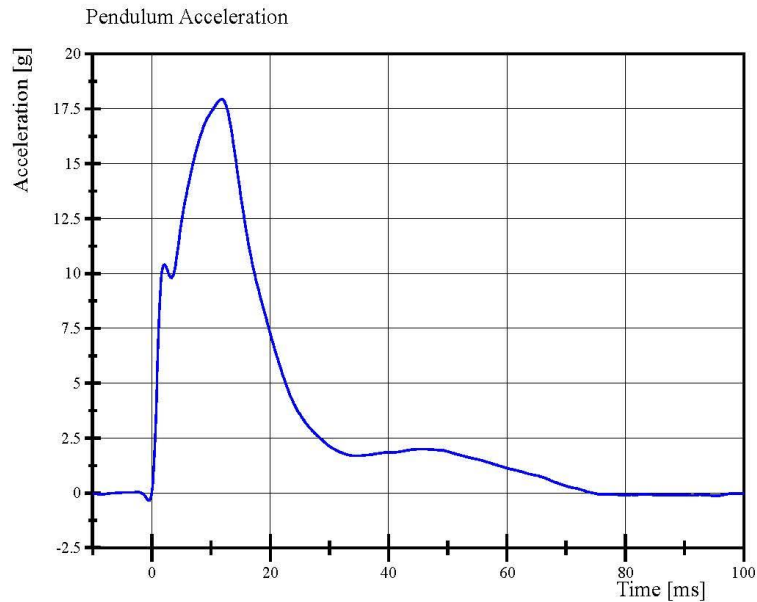
**Abdomen S/N: 1066**

## Transportation Research Center Inc.

Left Lateral Abdomen

ES-2re Serial No. F030 Certification No. 75-1

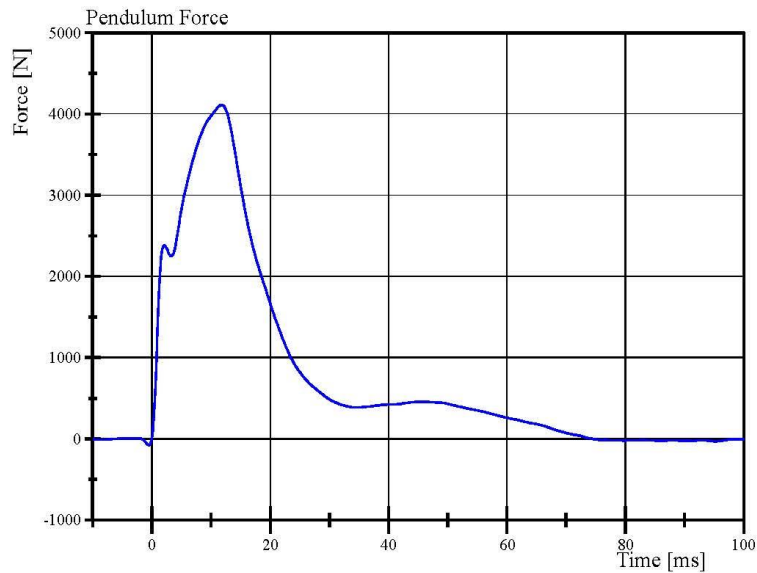
Test Date: 1/11/2021



Filter Class: CFC\_180

Max: 17.9 g at 11.8 ms

Min: -0.3 g at -0.5 ms



Filter Class: CFC\_180

Max: 4,111.3 N at 11.8 ms

Min: -78.7 N at -0.5 ms

Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211

Report Number: F030\_ERF75

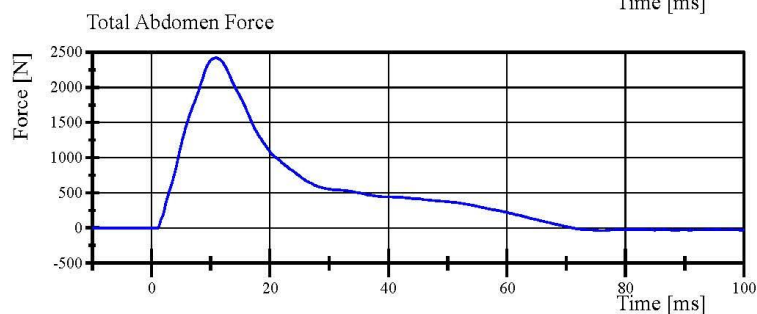
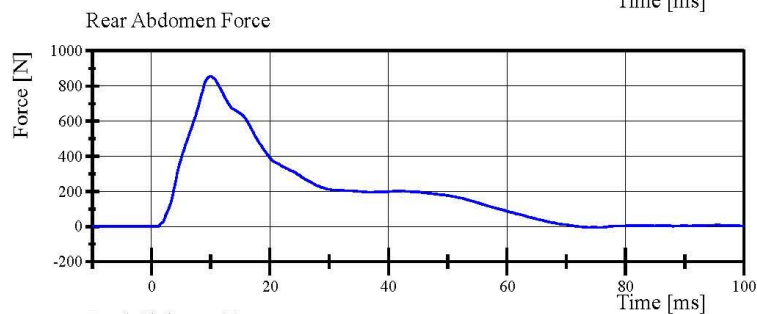
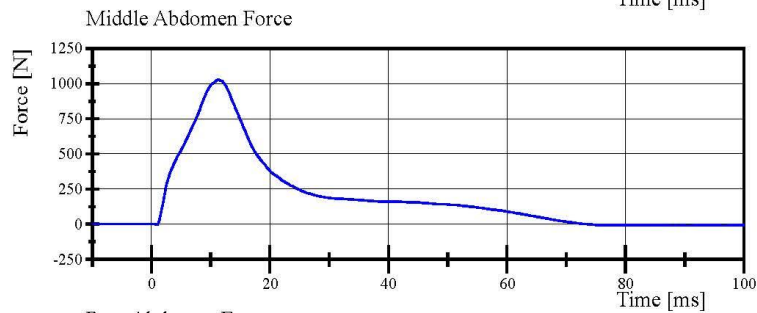
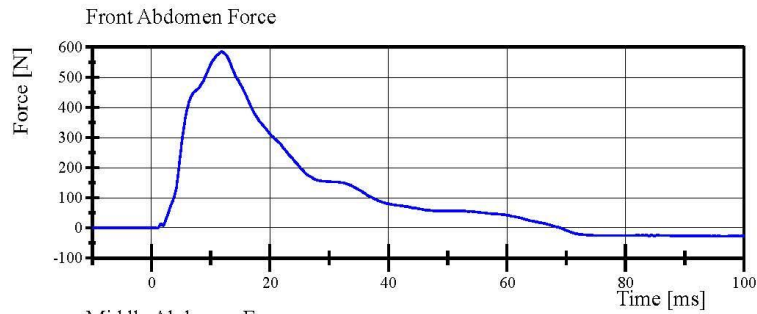
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## Transportation Research Center Inc.

Left Lateral Abdomen  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021



Specification Source: CFR49 Part 572 Subpart U  
with Polarity in accordance with J211  
Report Number: F030\_ERF75

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## Transportation Research Center Inc.

Left Lateral Pelvis  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021

| Test Parameter        | Specification         | Test Results | Pass |
|-----------------------|-----------------------|--------------|------|
| Temperature           | 20.6 - 22.2 °C        | 21.4 °C      | Yes  |
| Relative Humidity     | 10 - 70 %             | 38 %         | Yes  |
| Test Probe Velocity   | 4.2 - 4.4 m/s         | 4.34 m/s     | Yes  |
| Test Probe Force      |                       |              |      |
| Peak                  | 4,700 - 5,400 N       | 5,243.4 N    | Yes  |
| Time of Peak          | 11.8 - 16.1 ms        | 12.88 ms     | Yes  |
| Pubic Symphysis Force |                       |              |      |
| Peak                  | (-1,230) - (-1,590) N | -1,241.4 N   | Yes  |
| Time of Peak          | 12.2 - 17.0 ms        | 12.48 ms     | Yes  |

**Test meets specifications.**

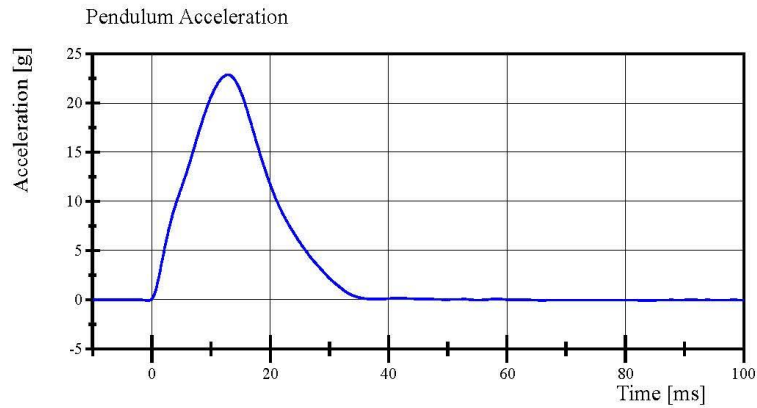
**Condition:** Used

**Comments:**

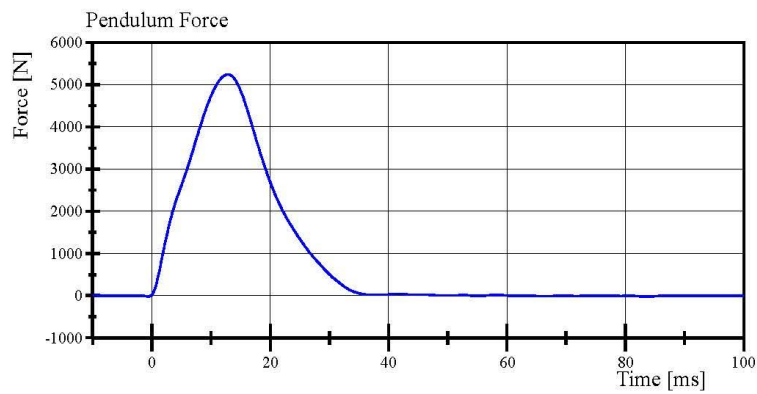
**Pelvis Skin S/N:** N/A

## Transportation Research Center Inc.

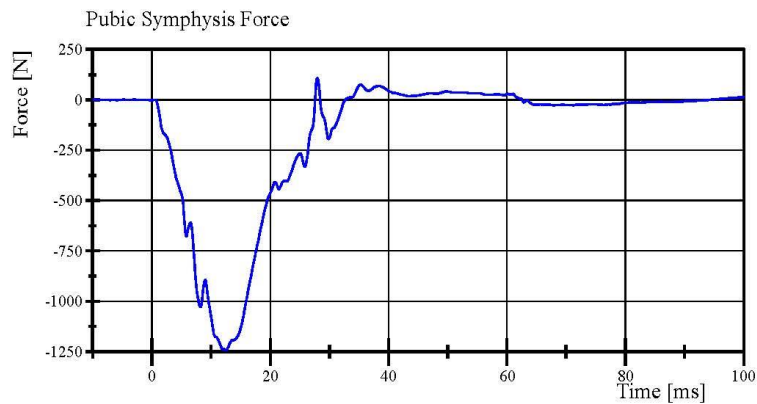
Left Lateral Pelvis  
ES-2re Serial No. F030 Certification No. 75-1  
Test Date: 1/11/2021



Filter Class: CFC\_180  
Max: 22.9 g at 12.9 ms  
Min: -0.1 g at 83.6 ms



Filter Class: CFC\_180  
Max: 5,243.4 N at 12.9 ms  
Min: -17.8 N at 83.6 ms



Filter Class: CFC\_600  
Max: 106.0 N at 27.9 ms  
Min: -1,241.4 N at 12.5 ms

**Pre-Test Calibration Sheets**  
**Passenger S/N DQ0570**

**Transportation Research Center Inc.**  
**SIDHs Dummy - Level D**  
**External Dimensions**  
**Serial No. DQ0570 Calibration No. 07**

| Symbol | Description                             | Specification | Results | Pass |
|--------|-----------------------------------------|---------------|---------|------|
|        |                                         | mm            | mm      |      |
| A      | Sitting Height                          | 772.0 - 788.0 | 785     | Yes  |
| B      | Shoulder Pivot Height                   | 437.0 - 453.0 | 445     | Yes  |
| C      | H-Point Height                          | 79.0 - 89.0   | 83      | Yes  |
| D      | H-Point from Seat Back                  | 141.0 - 151.0 | 147     | Yes  |
| E      | Shoulder Pivot from Backline            | 97.0 - 107.0  | 101     | Yes  |
| F      | Thigh Clearance                         | 119.0 - 135.0 | 129     | Yes  |
| G      | Head Breadth                            | 140.0 - 148.0 | 145     | Yes  |
| H      | Head Back from Backline                 | 40.0 - 46.0   | 45      | Yes  |
| I      | Head Depth                              | 178.0 - 188.0 | 184     | Yes  |
| J      | Head Circumference                      | 541.0 - 551.0 | 545     | Yes  |
| K      | Buttock to Knee Length                  | 514.0 - 540.0 | 533     | Yes  |
| L      | Popliteal Height                        | 343.0 - 369.0 | 353     | Yes  |
| M      | Knee Pivot to Floor Height              | 393.0 - 409.0 | 400     | Yes  |
| N      | Buttock Popliteal Length                | 416.0 - 442.0 | 427     | Yes  |
| O      | Chest Depth without Jacket              | 195.0 - 211.0 | 201     | Yes  |
| P      | Foot Length (right)                     | 216.0 - 232.0 | 220     | Yes  |
| P      | Foot Length (left)                      | 216.0 - 232.0 | 220     | Yes  |
| Q      | Hip Breadth                             | 313.0 - 323.0 | 316     | Yes  |
| R      | Arm Length                              | 249.0 - 259.0 | 254     | Yes  |
| S      | Knee Joint to seat Back                 | 478.0 - 493.0 | 486     | Yes  |
| V      | Shoulder Width (only one arm installed) | 341.0 - 357.0 | 349     | Yes  |
| W      | Foot Width (right)                      | 78.0 - 94.0   | 84      | Yes  |
| W      | Foot Width (left)                       | 78.0 - 94.0   | 84      | Yes  |
| Y      | Chest Circumference with Jacket         | 851.0 - 881.0 | 870     | Yes  |
| Z      | Waist Circumference                     | 761.0 - 791.0 | 781     | Yes  |

Revised 9/29/2005

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## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIs Serial No. DQ0570 Certification No. 7-1

Test Date: 12/2/2020

| Test Parameter                                                       | Specification  | Test Results | Pass |
|----------------------------------------------------------------------|----------------|--------------|------|
| Temperature                                                          | 18.9 - 25.6 °C | 21.3 °C      | Yes  |
| Relative Humidity                                                    | 10 - 70 %      | 38 %         | Yes  |
| Peak Head Resultant Acceleration                                     | 115 - 137 g    | 128.0 g      | Yes  |
| Peak Head Longitudinal Acceleration                                  | (-15) - 15 g   | -9.0 g       | Yes  |
| Is Head Resultant Acceleration Curve<br>Unimodal within 15% of Peak? | < 15 %         | 1.27 %       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Head Skin S/N: DP6812**

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

Report Number: DQ0570\_S2H07

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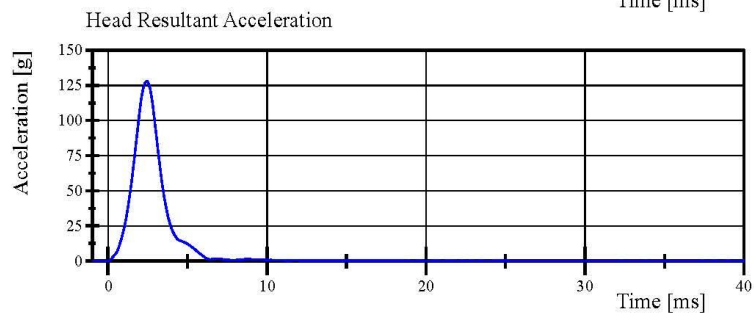
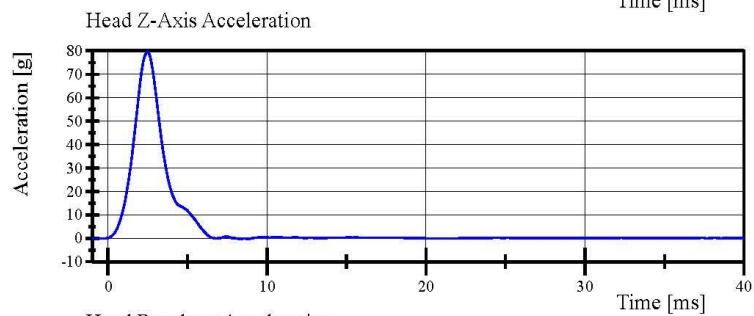
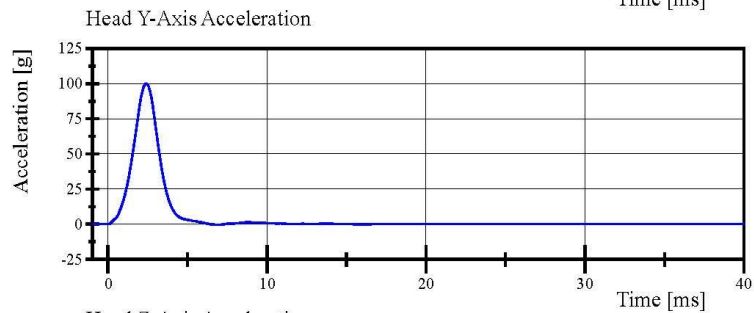
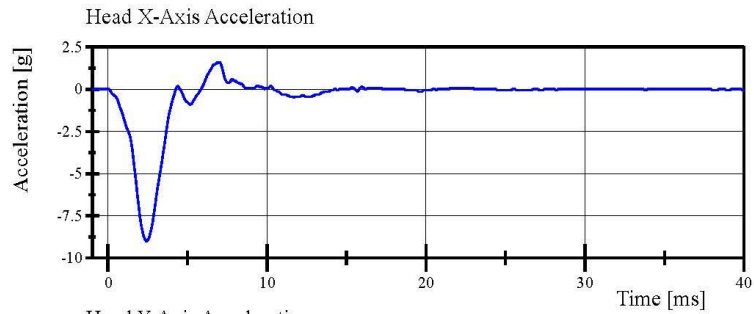


## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIS Serial No. DQ0570 Certification No. 7-1

Test Date: 12/2/2020



Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. DQ0570 Certification No. 7-4

Test Date: 12/2/2020

| Test Parameter                                               | Specification         | Test Results | Pass |
|--------------------------------------------------------------|-----------------------|--------------|------|
| Temperature                                                  | 20.6 - 22.2 °C        | 21.7 °C      | Yes  |
| Relative Humidity                                            | 10 - 70 %             | 40 %         | Yes  |
| Pendulum Velocity                                            | (-5.51) - (-5.63) m/s | -5.620 m/s   | Yes  |
| Pendulum Integrated Velocity<br>Change at 10 ms              | 2.20 - 2.80 m/s       | 2.505 m/s    | Yes  |
| Change at 15 ms                                              | 3.30 - 4.10 m/s       | 3.692 m/s    | Yes  |
| Change at 20 ms                                              | 4.40 - 5.40 m/s       | 4.938 m/s    | Yes  |
| Change at 25 ms                                              | 5.40 - 6.10 m/s       | 5.848 m/s    | Yes  |
| Change at 25 to 100 ms                                       | 5.50 - 6.20 m/s       | 5.888 m/s    | Yes  |
| Maximum Headform Flexion<br>occurring between 50ms and 70ms. |                       |              |      |
| Peak                                                         | (-71) - (-81) deg     | -71.7 deg    | Yes  |
| Time of Peak                                                 | 50 - 70 ms            | 59.9 ms      | Yes  |
| Total Neck Occipital Condyles Moment                         | 36 - 44 N·m           | 41.7 N·m     | Yes  |
| Total Neck Occipital Condyles Moment<br>Decay Time to 0 N·m  | 102 - 126 ms          | 110.3 ms     | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

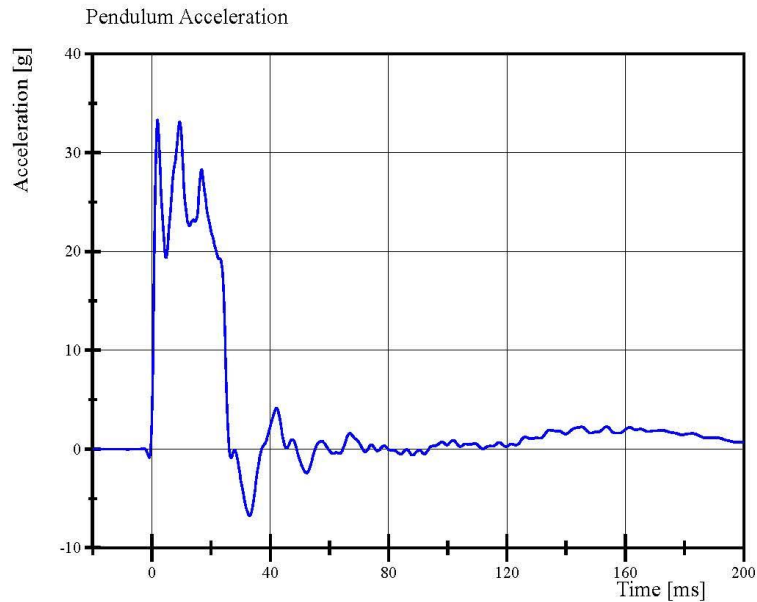
**Neck S/N:** DP3365

## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. DQ0570 Certification No. 7-4

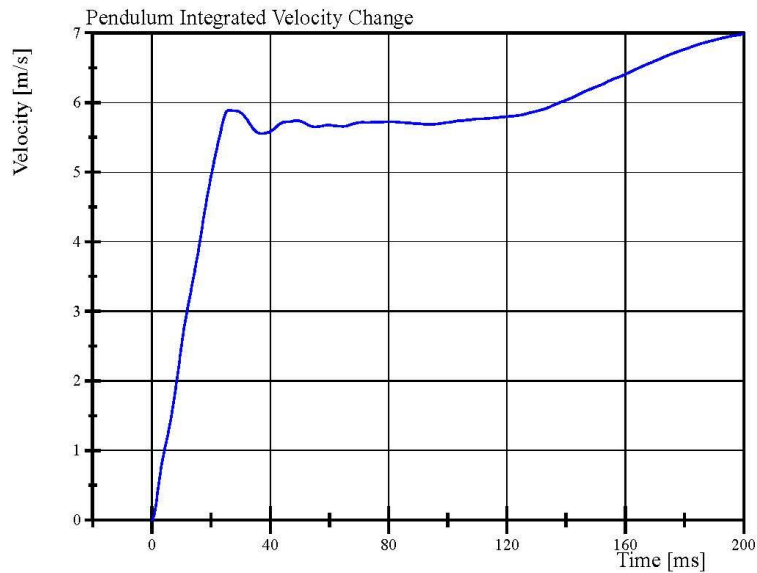
Test Date: 12/2/2020



Filter Class: CFC\_180

Max: 33.3 g at 1.9 ms

Min: -6.7 g at 33.0 ms



Filter Class: CFC\_180

Max: 7.0 m/s at 200.0 ms

Min: 0.0 m/s at 0.0 ms

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

Report Number: DQ0570\_S2H07

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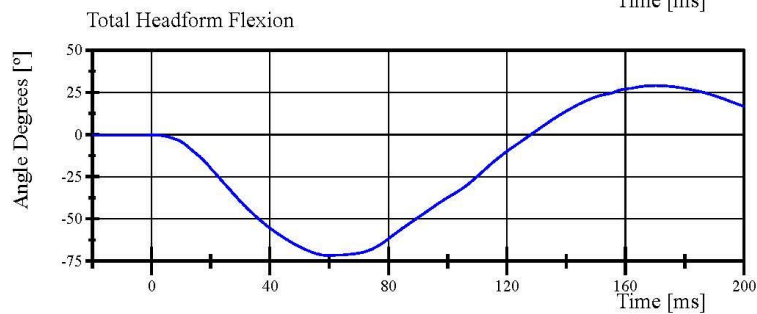
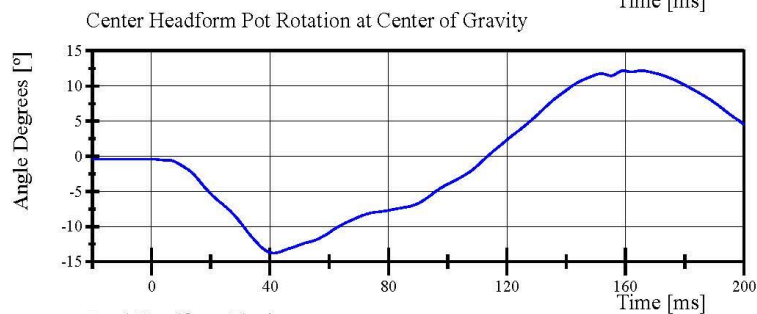
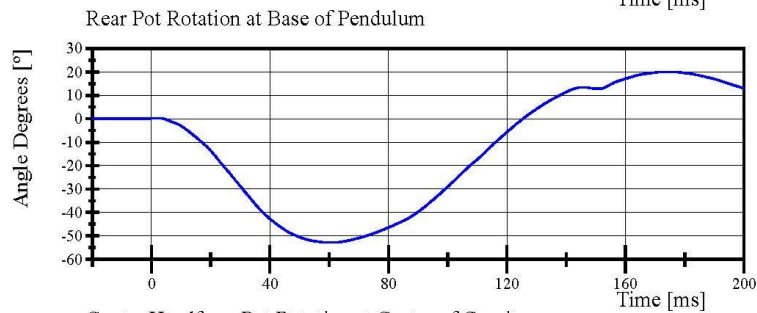
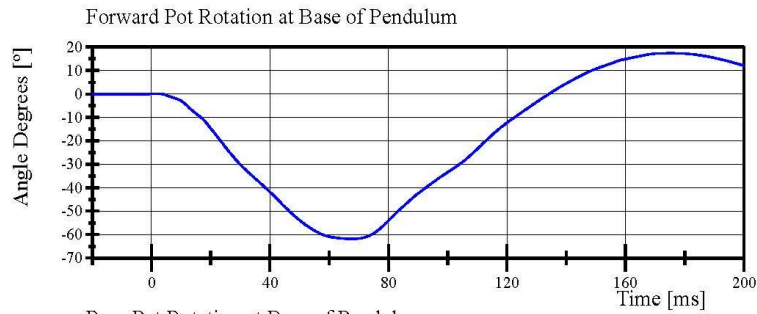


## Transportation Research Center Inc.

Left Lateral Neck

SID IIS Serial No. DQ0570 Certification No. 7-4

Test Date: 12/2/2020



Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

Report Number: DQ0570\_S2H07

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12.02.2020 14:29:55 716

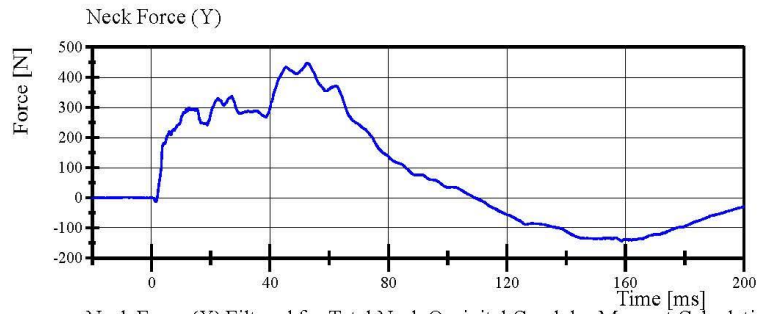


## Transportation Research Center Inc.

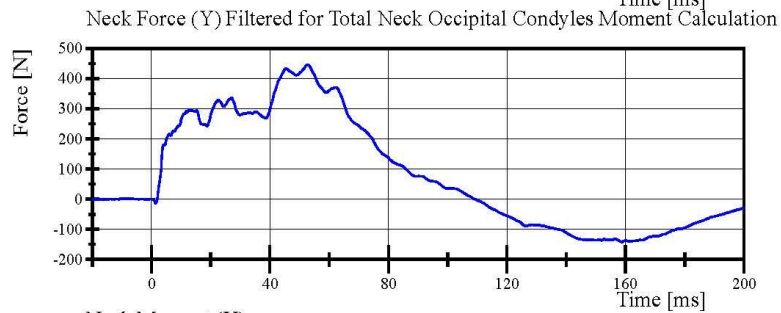
Left Lateral Neck

SID IIS Serial No. DQ0570 Certification No. 7-4

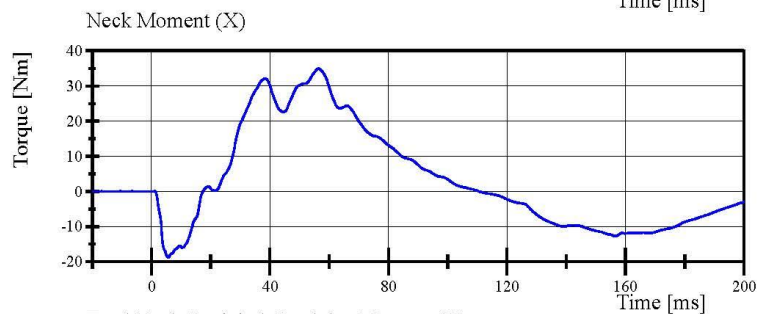
Test Date: 12/2/2020



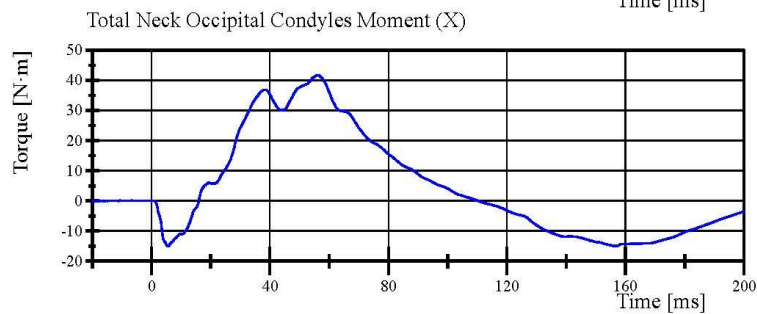
Filter Class: CFC\_1000  
Max: 446.2 N at 52.5 ms  
Min: -142.9 N at 158.6 ms



Filter Class: CFC\_600  
Max: 446.2 N at 52.6 ms  
Min: -143.0 N at 158.8 ms



Filter Class: CFC\_600  
Max: 34.9 Nm at 56.4 ms  
Min: -18.8 Nm at 5.8 ms



Filter Class: Without\_(Constar  
Max: 41.7 N·m at 56.2 ms  
Min: -15.1 N·m at 5.6 ms



## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIs Serial No. DQ0570 Certification No. 7-1

Test Date: 12/2/2020

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.2 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 40 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.33 m/s     | Yes  |
| Impactor Acceleration            | (-13) - (-18) g | -15.1 g      | Yes  |
| Shoulder Displacement            | 28 - 37 mm      | 30.9 mm      | Yes  |
| Upper Spine Lateral Acceleration | 17 - 22 g       | 17.9 g       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

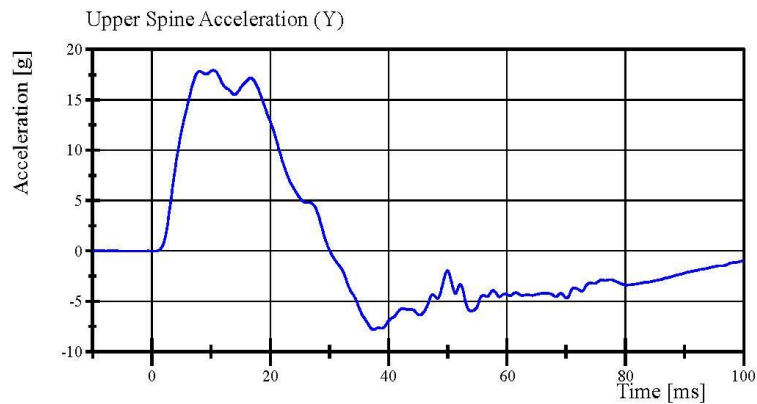
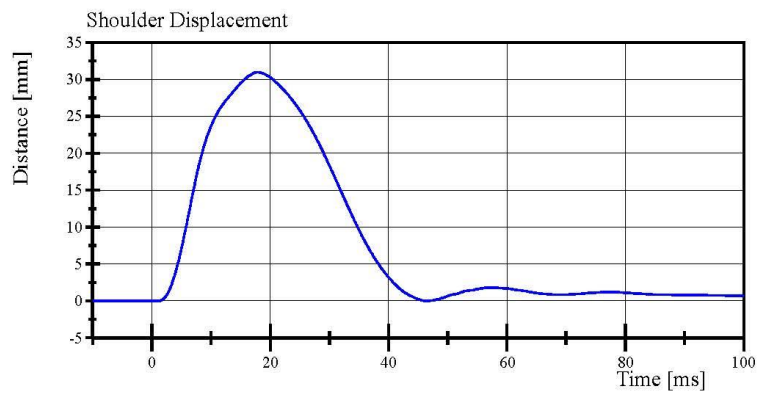
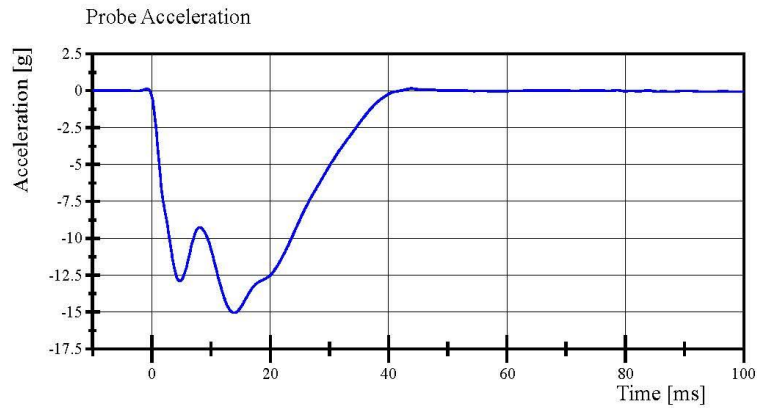
**Left Arm S/N: DP8451**

## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIS Serial No. DQ0570 Certification No. 7-1

Test Date: 12/2/2020



## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIS Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.3 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 40 %         | Yes  |
| Impactor Velocity                | 6.60 - 6.80 m/s | 6.675 m/s    | Yes  |
| Impactor Acceleration            | (-30) - (-36) g | -33.4 g      | Yes  |
| Shoulder Displacement            | 31 - 40 mm      | 33.9 mm      | Yes  |
| Upper Thorax Rib Displacement    | 25 - 32 mm      | 27.5 mm      | Yes  |
| Center Thorax Rib Displacement   | 30 - 36 mm      | 31.6 mm      | Yes  |
| Lower Thorax Rib Displacement    | 32 - 38 mm      | 34.2 mm      | Yes  |
| Upper Spine Lateral Acceleration | 34 - 43 g       | 36.9 g       | Yes  |
| Lower Spine Lateral Acceleration | 29 - 37 g       | 34.0 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Left Arm S/N: DP8451**

**Shoulder Rib S/N: 180-3355 DO9814**

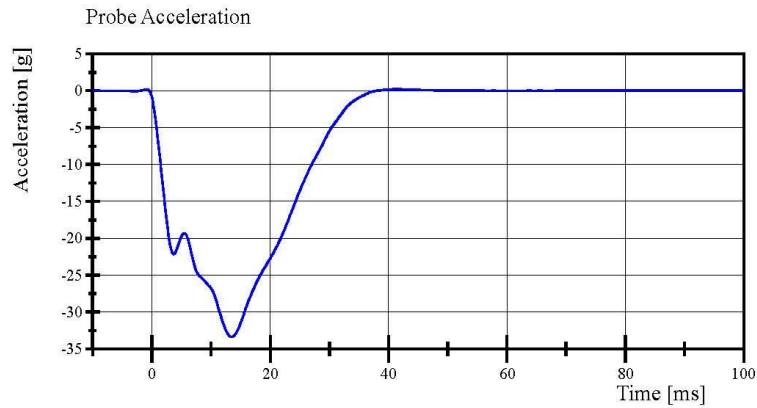
**Upper Thorax Rib S/N: 180-3362 DP6492**

**Middle Thorax Rib S/N: 180-3362 DP6493**

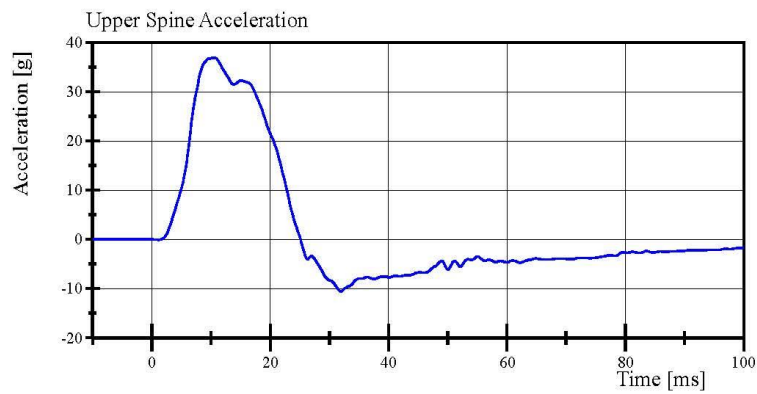
**Lower Thorax Rib S/N: 180-3362 DP7664**

## Transportation Research Center Inc.

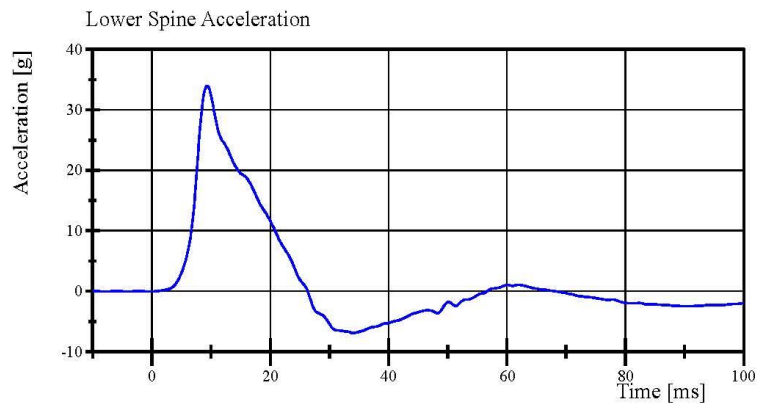
Left Lateral Thorax with Arm  
SID IIS Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020



Filter Class: CFC\_180  
Max: 0.2 g at 41.4 ms  
Min: -33.4 g at 13.4 ms



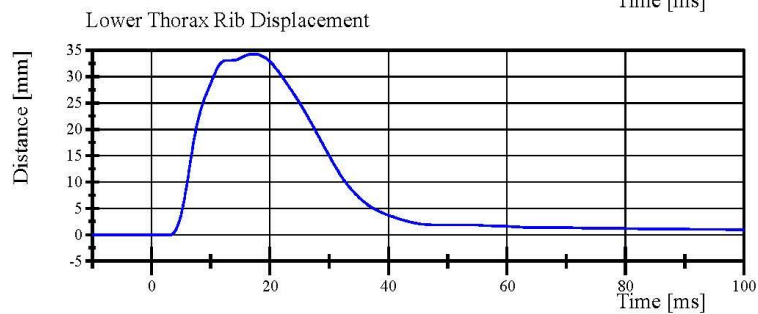
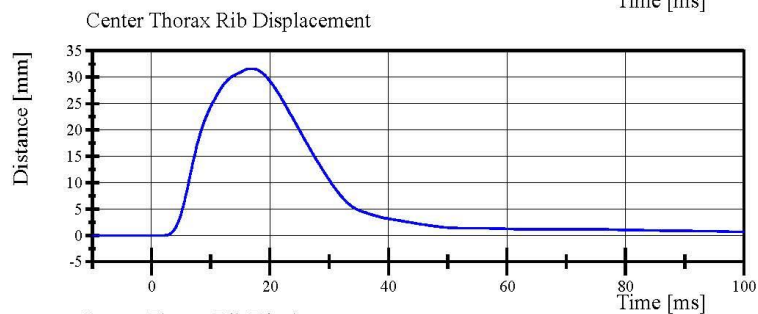
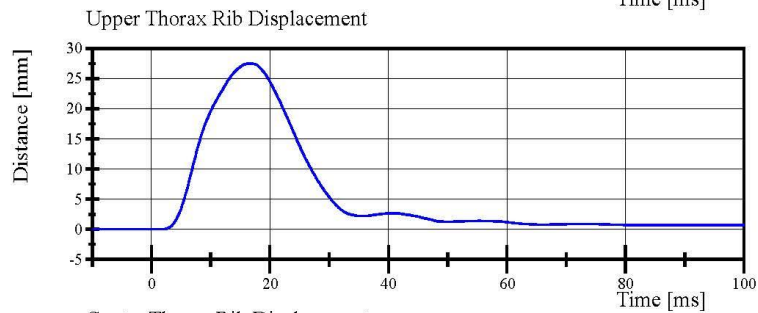
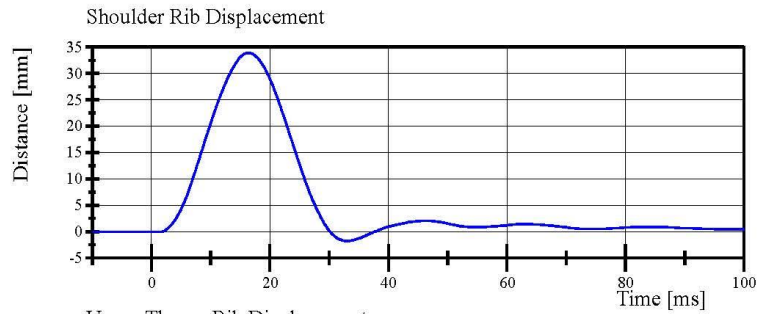
Filter Class: CFC\_180  
Max: 36.9 g at 10.3 ms  
Min: -10.6 g at 31.9 ms



Filter Class: CFC\_180  
Max: 34.0 g at 9.4 ms  
Min: -6.9 g at 34.1 ms

## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIs Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020





## Transportation Research Center Inc.

Left Lateral Thorax without Arm  
SID IIs Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.4 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 37 %         | Yes  |
| Impactor Velocity                | 4.20 - 4.40 m/s | 4.327 m/s    | Yes  |
| Impactor Acceleration            | (-14) - (-18) g | -16.2 g      | Yes  |
| Upper Thorax Rib Displacement    | 32 - 40 mm      | 36.6 mm      | Yes  |
| Center Thorax Rib Displacement   | 39 - 45 mm      | 42.1 mm      | Yes  |
| Lower Thorax Rib Displacement    | 35 - 43 mm      | 39.3 mm      | Yes  |
| Upper Spine Lateral Acceleration | 13 - 17 g       | 15.4 g       | Yes  |
| Lower Spine Lateral Acceleration | 7 - 11 g        | 9.6 g        | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

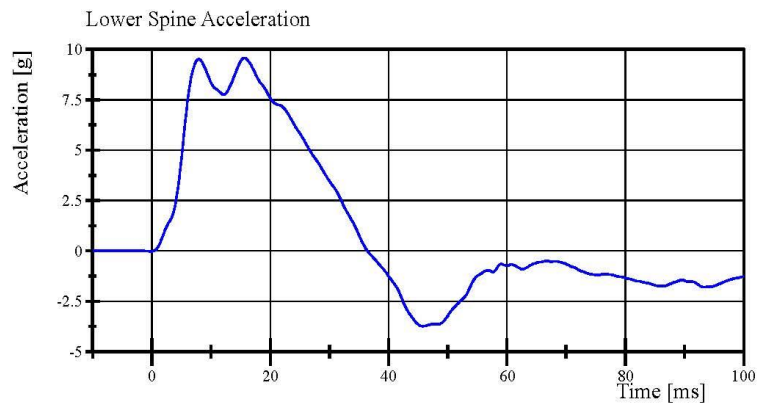
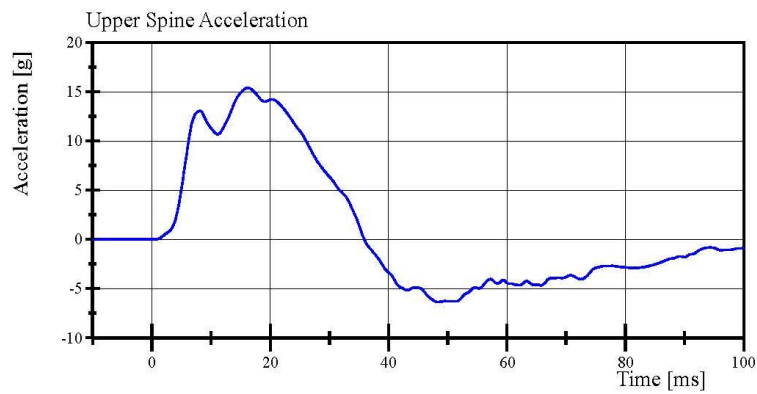
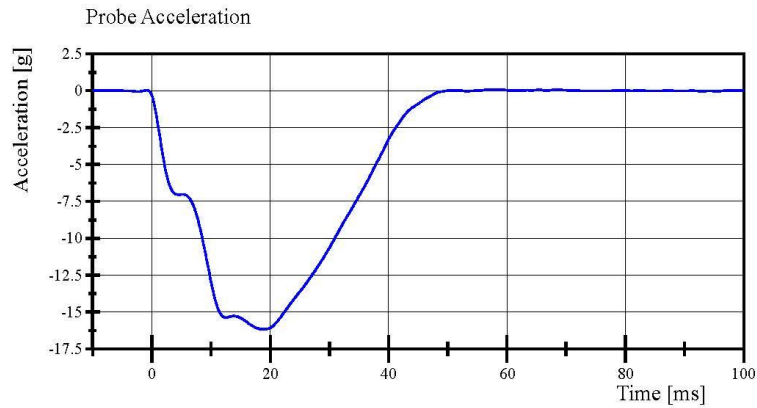
**Upper Thorax Rib S/N: 180-3362 DP6492**

**Middle Thorax Rib S/N: 180-3362 DP6493**

**Lower Thorax Rib S/N: 180-3362 DP7664**

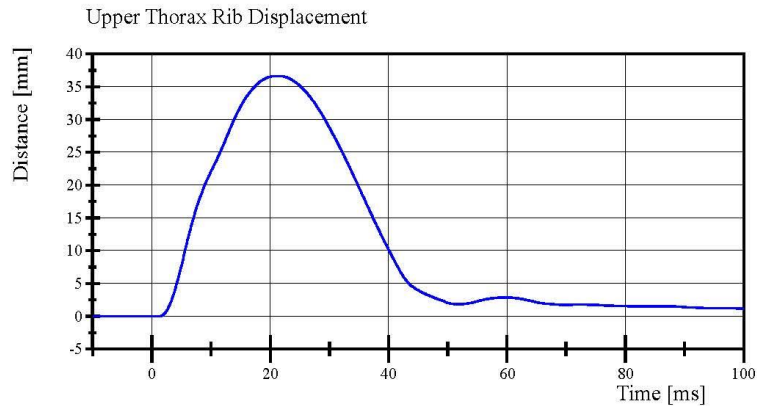
## Transportation Research Center Inc.

Left Lateral Thorax without Arm  
SID IIS Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020

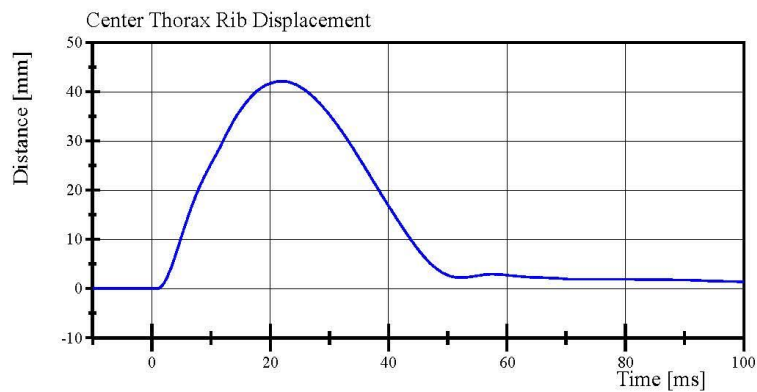


## Transportation Research Center Inc.

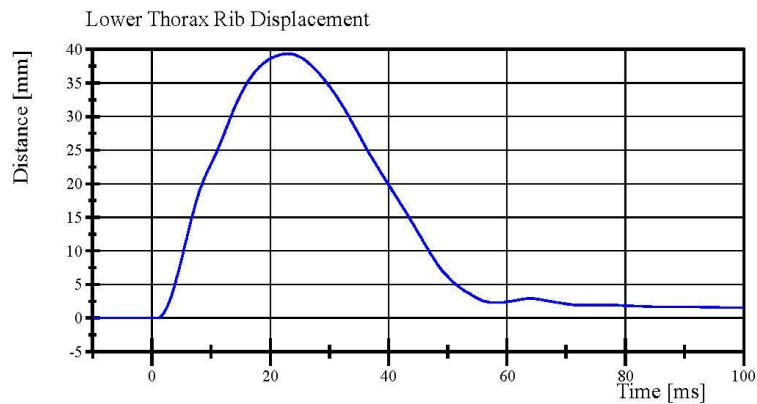
Left Lateral Thorax without Arm  
SID IIs Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020



Filter Class: CFC\_600  
Max: 36.6 mm at 21.4 ms  
Min: -0.0 mm at 1.2 ms



Filter Class: CFC\_600  
Max: 42.1 mm at 22.0 ms  
Min: -0.0 mm at 0.4 ms



Filter Class: CFC\_600  
Max: 39.3 mm at 22.8 ms  
Min: -0.0 mm at 1.0 ms

## Transportation Research Center Inc.

Left Lateral Abdomen  
SID IIs Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.7 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 38 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.33 m/s     | Yes  |
| Impactor Acceleration            | (-12) - (-16) g | -15.0 g      | Yes  |
| Upper Abdominal Rib Displacement | 36 - 47 mm      | 40.5 mm      | Yes  |
| Lower Abdominal Rib Displacement | 33 - 44 mm      | 37.3 mm      | Yes  |
| Lower Spine Lateral Acceleration | 9 - 14.0 g      | 11.07 g      | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Upper Abdominal Rib S/N: 180-3368 DP5142**

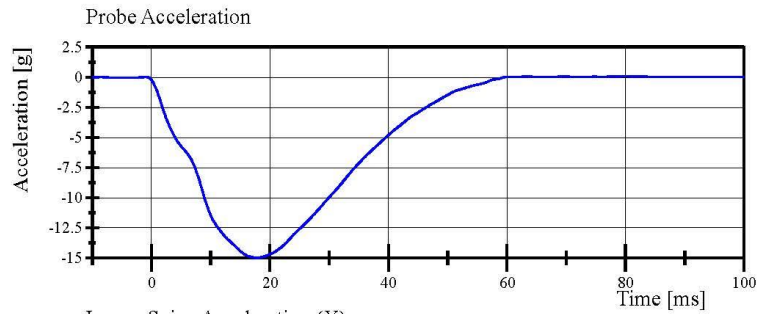
**Lower Abdominal Rib S/N: 180-3368 DP5143**

## Transportation Research Center Inc.

Left Lateral Abdomen

SID IIS Serial No. DQ0570 Certification No. 7-1

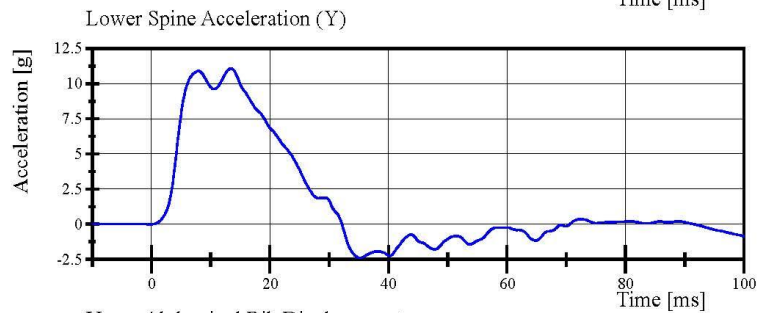
Test Date: 12/2/2020



Filter Class: CFC\_180

Max: 0.1 g at 80.1 ms

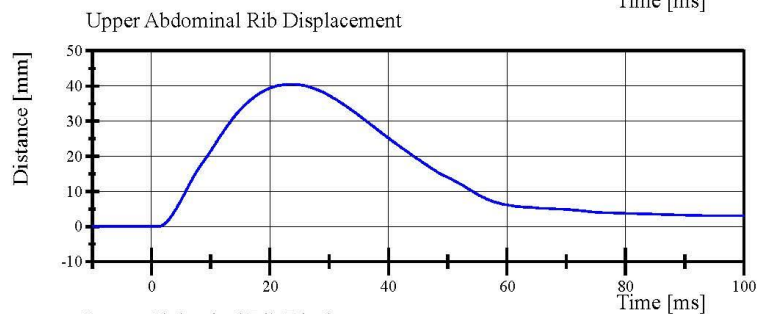
Min: -15.0 g at 17.8 ms



Filter Class: CFC\_180

Max: 11.1 g at 13.4 ms

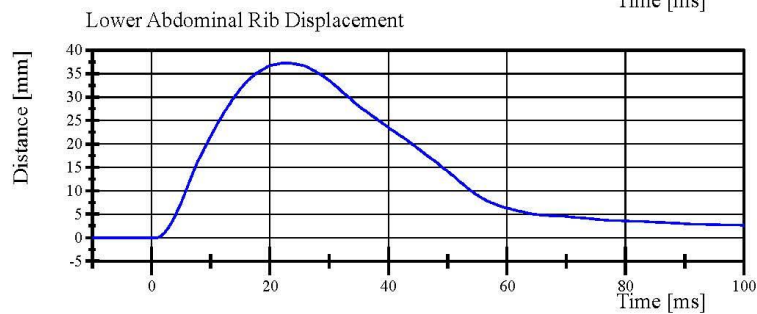
Min: -2.4 g at 35.2 ms



Filter Class: CFC\_600

Max: 40.5 mm at 23.6 ms

Min: -0.0 mm at 1.1 ms



Filter Class: CFC\_600

Max: 37.3 mm at 22.8 ms

Min: -0.0 mm at 0.7 ms

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Pelvis  
SID IIs Serial No. DQ0570 Certification No. 7-1  
Test Date: 12/2/2020

| Test Parameter                                | Specification       | Test Results | Pass |
|-----------------------------------------------|---------------------|--------------|------|
| Temperature                                   | 20.6 - 22.2 °C      | 21.1 °C      | Yes  |
| Relative Humidity                             | 10 - 70 %           | 41 %         | Yes  |
| Pendulum Velocity                             | 6.6 - 6.8 m/s       | 6.63 m/s     | Yes  |
| Impactor Acceleration                         | (-38.0) - (-47.0) g | -44.61 g     | Yes  |
| Peak Pelvis Lateral Acceleration<br>after 6ms | 34 - 42 g           | 39.7 g       | Yes  |
| Acetabulum Force                              | 3,600 - 4,300 N     | 3,932.0 N    | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Pelvis Skin S/N: EN1613**

**Pelvis Plug Info:**

**Manufacturer: SACO**

**S/N: 13202**

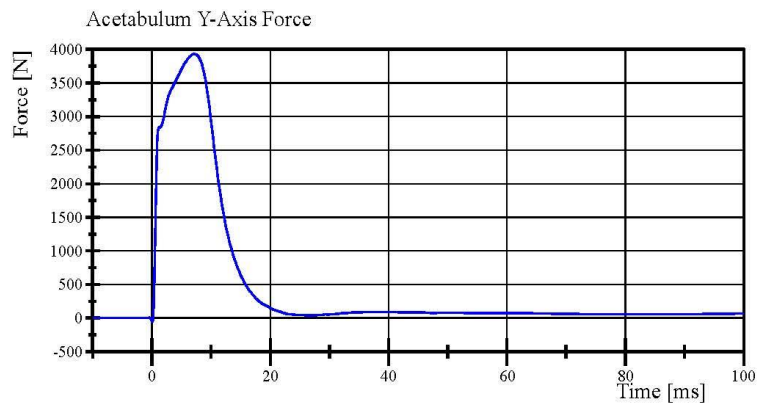
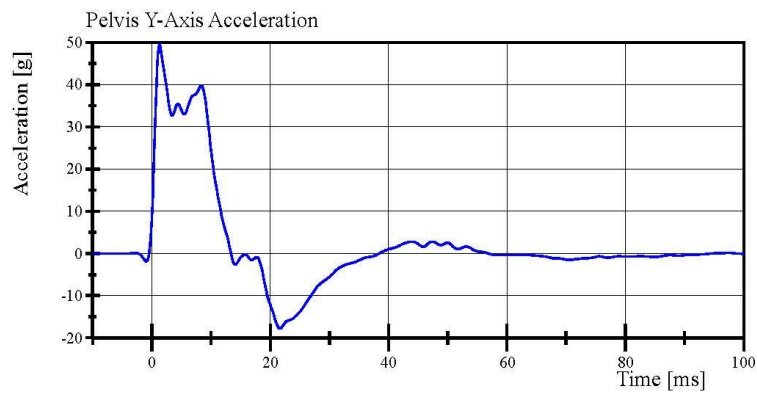
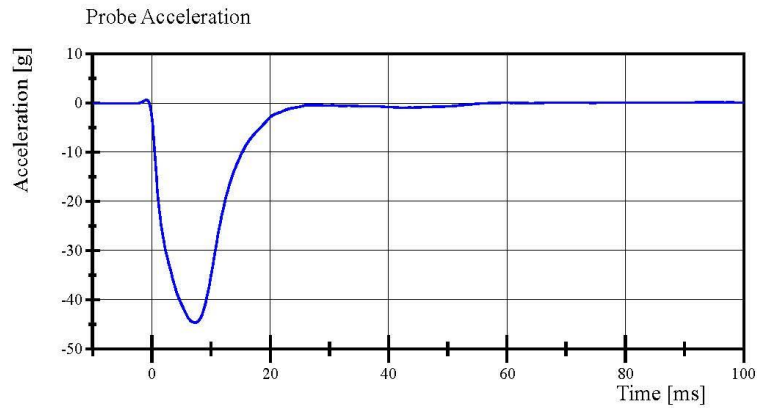
**Cal Date: 20190808**

## Transportation Research Center Inc.

Left Lateral Pelvis

SID IIs Serial No. DQ0570 Certification No. 7-1

Test Date: 12/2/2020



Specification Source: CFR49 Part 572 Subpart V  
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## Transportation Research Center Inc.

Left Lateral Iliac

SID IIs Serial No. DQ0570 Certification No. 7-1

Test Date: 12/2/2020

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.6 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 38 %         | Yes  |
| Pendulum Velocity                | 4.2 - 4.4 m/s   | 4.33 m/s     | Yes  |
| Impactor Acceleration            | (-36) - (-45) g | -41.5 g      | Yes  |
| Peak Pelvis Lateral Acceleration | 28 - 39 g       | 35.1 g       | Yes  |
| Iliac Force                      | 4,100 - 5,100 N | 4,882.4 N    | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

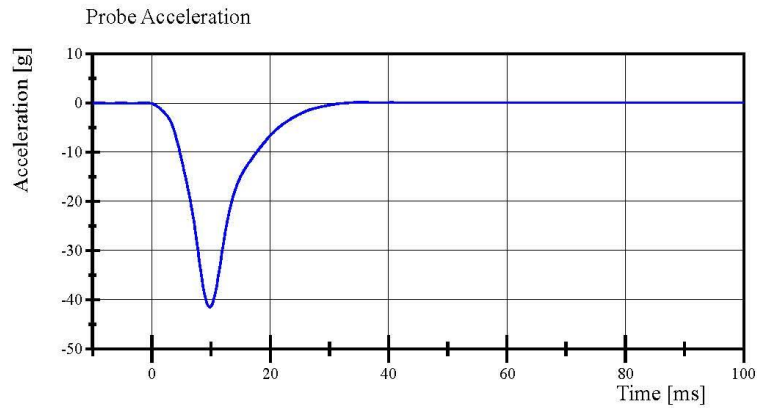
**Pelvis Skin S/N: EN1613**

## Transportation Research Center Inc.

Left Lateral Iliac

SID IIS Serial No. DQ0570 Certification No. 7-1

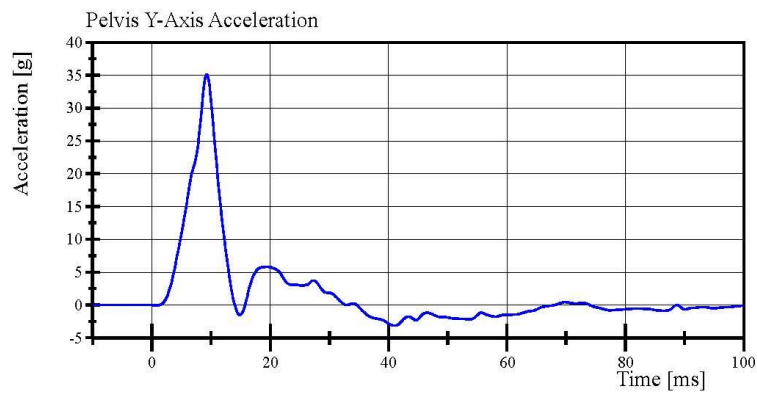
Test Date: 12/2/2020



Filter Class: CFC\_180

Max: 0.2 g at 35.2 ms

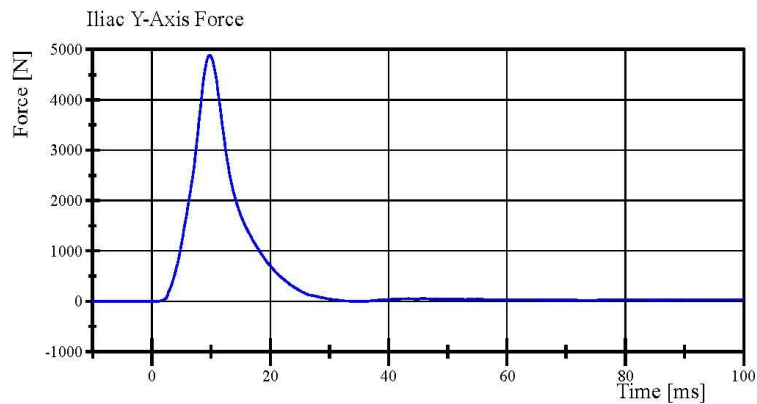
Min: -41.5 g at 9.8 ms



Filter Class: CFC\_180

Max: 35.1 g at 9.3 ms

Min: -3.2 g at 41.0 ms



Filter Class: CFC\_600

Max: 4,882.4 N at 9.8 ms

Min: -5.0 N at 35.6 ms

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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**Post-Test Calibration Sheets**  
**Passenger S/N DQ0570**

**Transportation Research Center Inc.**  
**SIDIIs Dummy - Level D**  
**External Dimensions**  
**Serial No. DQ0570 Calibration No. 08**

| Symbol | Description                             | Specification | Results | Pass |
|--------|-----------------------------------------|---------------|---------|------|
|        |                                         | mm            | mm      |      |
| A      | Sitting Height                          | 772.0 - 788.0 | 786     | Yes  |
| B      | Shoulder Pivot Height                   | 437.0 - 453.0 | 445     | Yes  |
| C      | H-Point Height                          | 79.0 - 89.0   | 83      | Yes  |
| D      | H-Point from Seat Back                  | 141.0 - 151.0 | 147     | Yes  |
| E      | Shoulder Pivot from Backline            | 97.0 - 107.0  | 101     | Yes  |
| F      | Thigh Clearance                         | 119.0 - 135.0 | 129     | Yes  |
| G      | Head Breadth                            | 140.0 - 148.0 | 145     | Yes  |
| H      | Head Back from Backline                 | 40.0 - 46.0   | 45      | Yes  |
| I      | Head Depth                              | 178.0 - 188.0 | 184     | Yes  |
| J      | Head Circumference                      | 541.0 - 551.0 | 545     | Yes  |
| K      | Buttock to Knee Length                  | 514.0 - 540.0 | 533     | Yes  |
| L      | Popliteal Height                        | 343.0 - 369.0 | 353     | Yes  |
| M      | Knee Pivot to Floor Height              | 393.0 - 409.0 | 400     | Yes  |
| N      | Buttock Popliteal Length                | 416.0 - 442.0 | 427     | Yes  |
| O      | Chest Depth without Jacket              | 195.0 - 211.0 | 201     | Yes  |
| P      | Foot Length (right)                     | 216.0 - 232.0 | 220     | Yes  |
| P      | Foot Length (left)                      | 216.0 - 232.0 | 220     | Yes  |
| Q      | Hip Breadth                             | 313.0 - 323.0 | 316     | Yes  |
| R      | Arm Length                              | 249.0 - 259.0 | 254     | Yes  |
| S      | Knee Joint to seat Back                 | 478.0 - 493.0 | 486     | Yes  |
| V      | Shoulder Width (only one arm installed) | 341.0 - 357.0 | 349     | Yes  |
| W      | Foot Width (right)                      | 78.0 - 94.0   | 84      | Yes  |
| W      | Foot Width (left)                       | 78.0 - 94.0   | 84      | Yes  |
| Y      | Chest Circumference with Jacket         | 851.0 - 881.0 | 870     | Yes  |
| Z      | Waist Circumference                     | 761.0 - 791.0 | 781     | Yes  |

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## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIs Serial No. DQ0570 Certification No. 8-1

Test Date: 1/8/2021

| Test Parameter                                                       | Specification  | Test Results | Pass |
|----------------------------------------------------------------------|----------------|--------------|------|
| Temperature                                                          | 18.9 - 25.6 °C | 21.7 °C      | Yes  |
| Relative Humidity                                                    | 10 - 70 %      | 39 %         | Yes  |
| Peak Head Resultant Acceleration                                     | 115 - 137 g    | 133.2 g      | Yes  |
| Peak Head Longitudinal Acceleration                                  | (-15) - 15 g   | -5.7 g       | Yes  |
| Is Head Resultant Acceleration Curve<br>Unimodal within 15% of Peak? | < 15 %         | 1.44 %       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

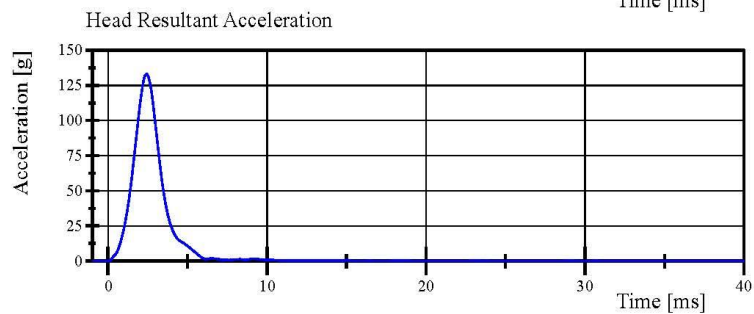
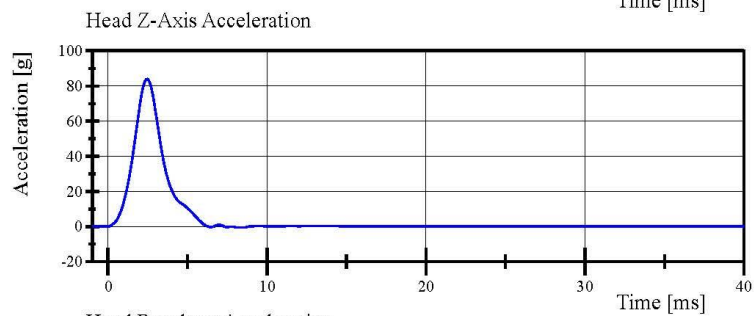
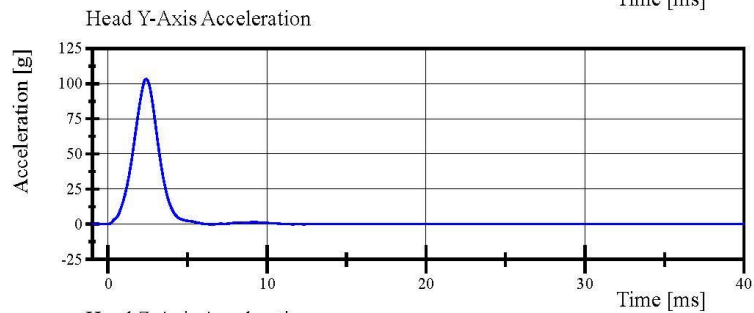
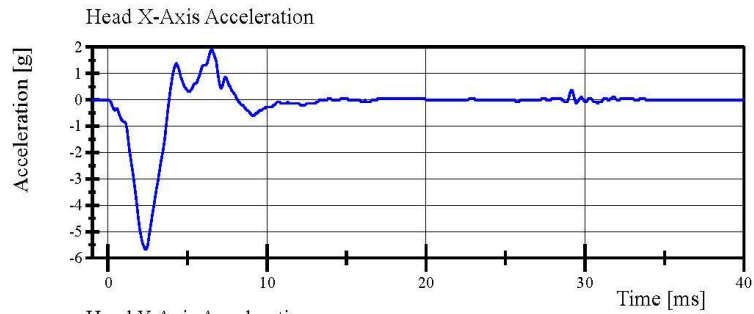
**Head Skin S/N: DP6812**

## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIS Serial No. DQ0570 Certification No. 8-1

Test Date: 1/8/2021



Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Neck

SID IIS Serial No. DQ0570 Certification No. 8-4

Test Date: 1/11/2021

| Test Parameter                                               | Specification         | Test Results | Pass |
|--------------------------------------------------------------|-----------------------|--------------|------|
| Temperature                                                  | 20.6 - 22.2 °C        | 21.2 °C      | Yes  |
| Relative Humidity                                            | 10 - 70 %             | 37 %         | Yes  |
| Pendulum Velocity                                            | (-5.51) - (-5.63) m/s | -5.615 m/s   | Yes  |
| Pendulum Integrated Velocity                                 |                       |              |      |
| Change at 10 ms                                              | 2.20 - 2.80 m/s       | 2.594 m/s    | Yes  |
| Change at 15 ms                                              | 3.30 - 4.10 m/s       | 3.823 m/s    | Yes  |
| Change at 20 ms                                              | 4.40 - 5.40 m/s       | 5.223 m/s    | Yes  |
| Change at 25 ms                                              | 5.40 - 6.10 m/s       | 5.873 m/s    | Yes  |
| Change at 25 to 100 ms                                       | 5.50 - 6.20 m/s       | 5.873 m/s    | Yes  |
| Maximum Headform Flexion<br>occurring between 50ms and 70ms. |                       |              |      |
| Peak                                                         | (-71) - (-81) deg     | -66.0 deg    | No   |
| Time of Peak                                                 | 50 - 70 ms            | 58.2 ms      | Yes  |
| Total Neck Occipital Condyles Moment                         | 36 - 44 N·m           | 33.4 N·m     | No   |
| Total Neck Occipital Condyles Moment                         |                       |              |      |
| Decay Time to 0 N·m                                          | 102 - 126 ms          | 106.4 ms     | Yes  |

**Test does not meet specifications.**

**Condition:** Used

**Comments:**

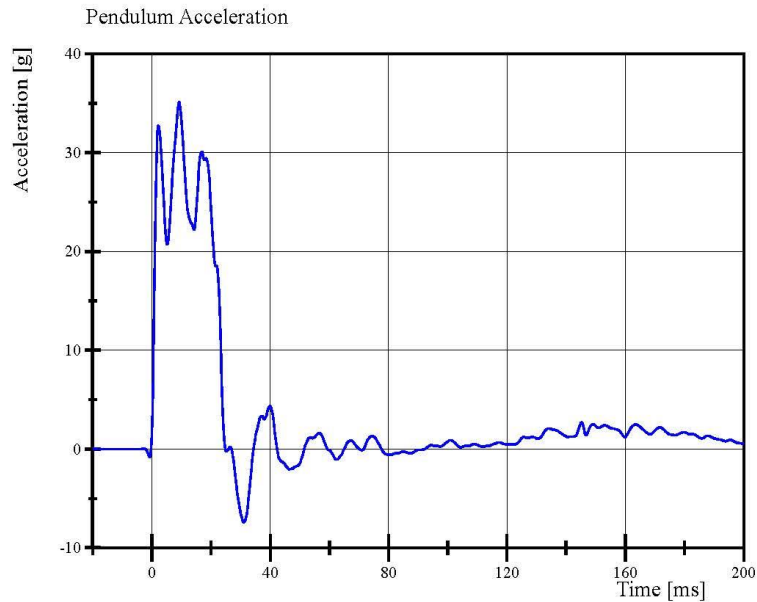
**Neck S/N:** DP3365

## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. DQ0570 Certification No. 8-4

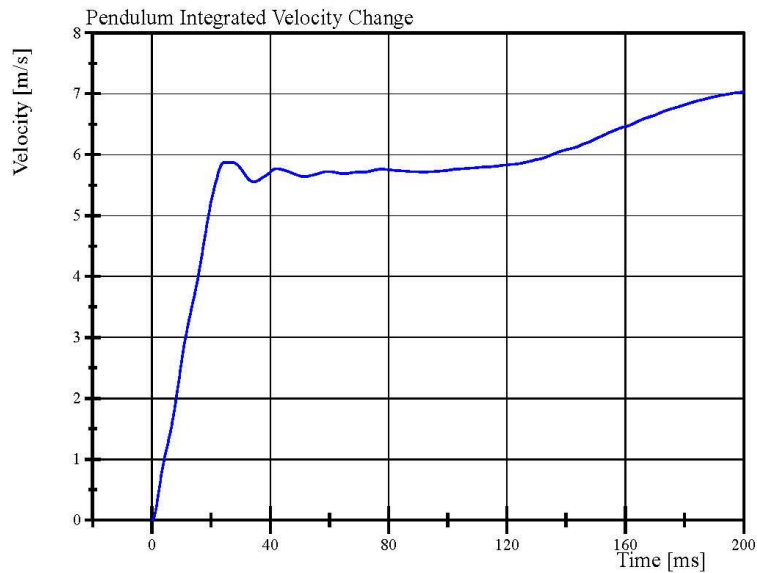
Test Date: 1/11/2021



Filter Class: CFC\_180

Max: 35.1 g at 9.2 ms

Min: -7.4 g at 31.0 ms



Filter Class: CFC\_180

Max: 7.0 m/s at 200.0 ms

Min: 0.0 m/s at 0.0 ms

Specification Source: CFR49 Part 572 Subpart V  
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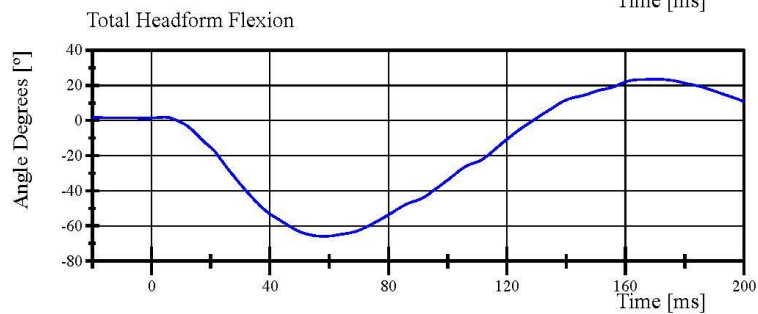
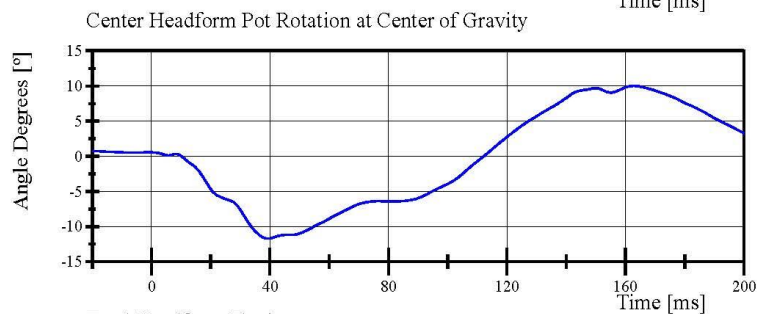
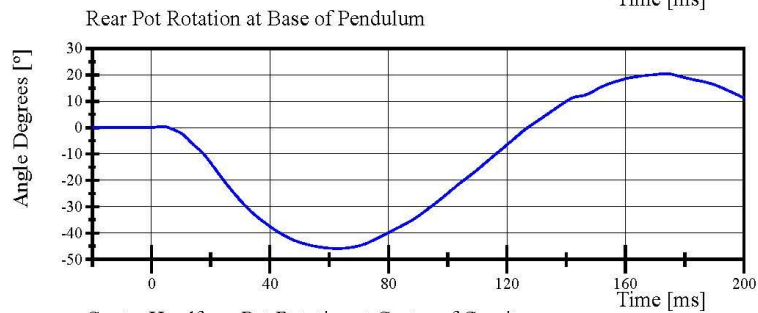
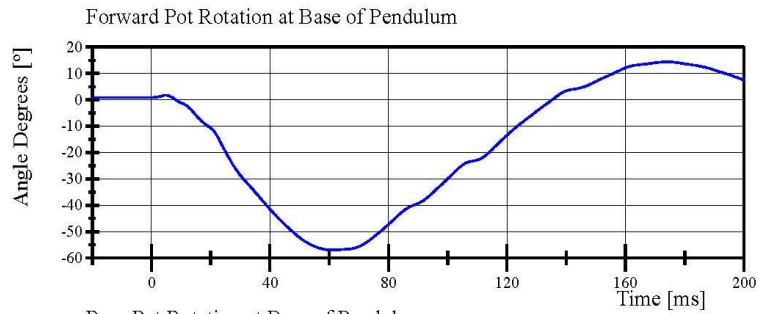


## Transportation Research Center Inc.

Left Lateral Neck

SID IIS Serial No. DQ0570 Certification No. 8-4

Test Date: 1/11/2021



Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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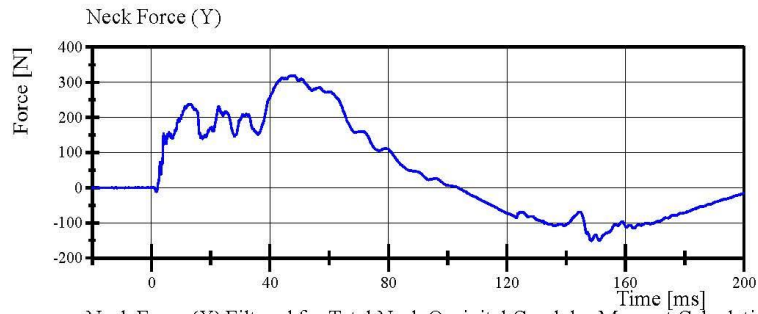


## Transportation Research Center Inc.

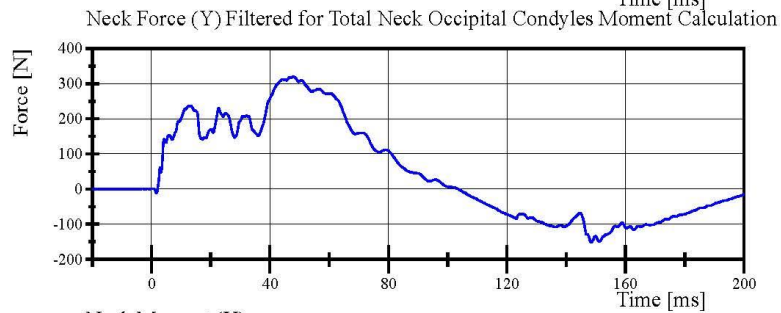
Left Lateral Neck

SID IIs Serial No. DQ0570 Certification No. 8-4

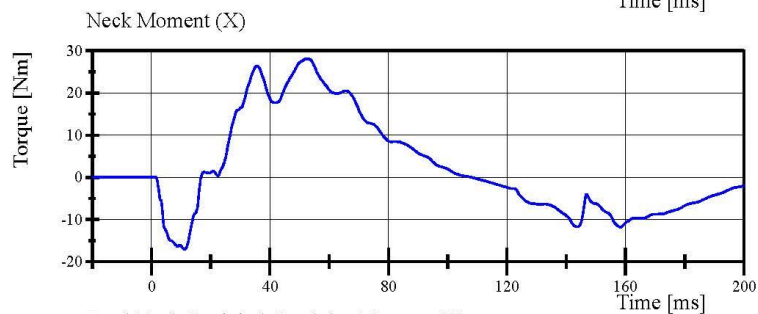
Test Date: 1/11/2021



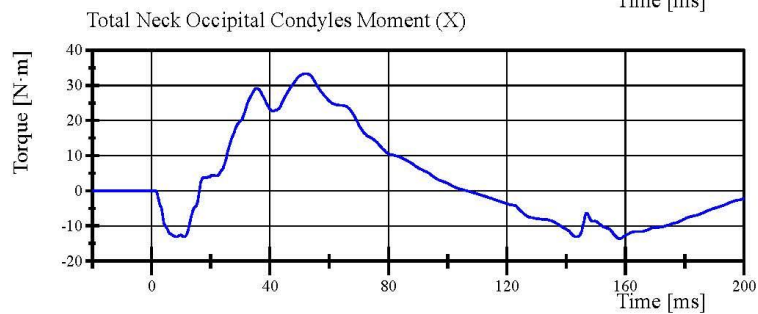
Filter Class: CFC\_1000  
Max: 320.0 N at 47.5 ms  
Min: -151.2 N at 148.6 ms



Filter Class: CFC\_600  
Max: 319.3 N at 47.7 ms  
Min: -151.0 N at 148.5 ms



Filter Class: CFC\_600  
Max: 28.1 Nm at 52.2 ms  
Min: -17.1 Nm at 11.2 ms



Filter Class: Without\_(Constar  
Max: 33.4 N·m at 52.0 ms  
Min: -13.6 N·m at 158.1 ms

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

Report Number: DQ0570\_S2H08

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## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIs Serial No. DQ0570 Certification No. 8-1

Test Date: 1/8/2021

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.5 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 38 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.32 m/s     | Yes  |
| Impactor Acceleration            | (-13) - (-18) g | -15.0 g      | Yes  |
| Shoulder Displacement            | 28 - 37 mm      | 31.1 mm      | Yes  |
| Upper Spine Lateral Acceleration | 17 - 22 g       | 18.5 g       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

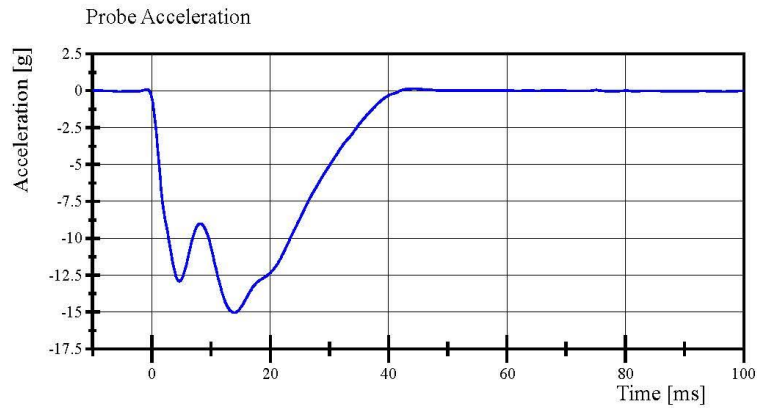
**Left Arm S/N: DP8451**

## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIS Serial No. DQ0570 Certification No. 8-1

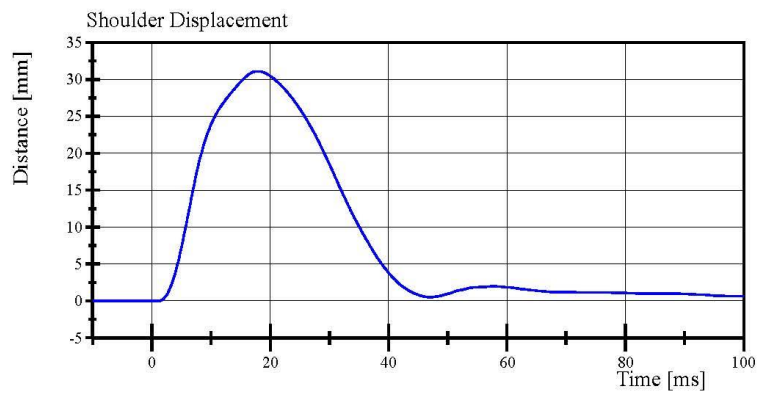
Test Date: 1/8/2021



Filter Class: CFC\_180

Max: 0.2 g at 44.3 ms

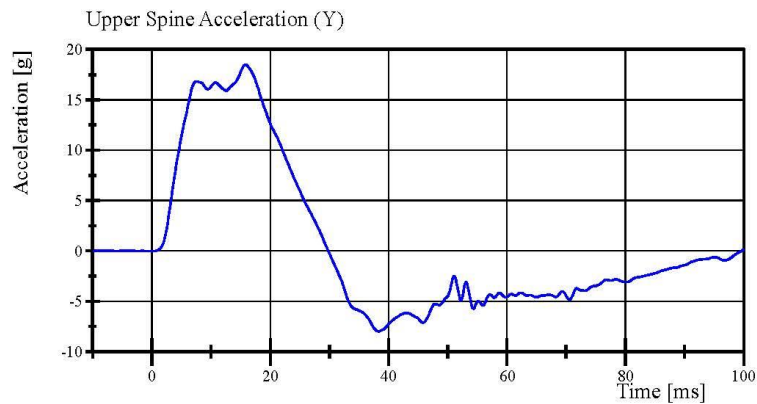
Min: -15.0 g at 13.9 ms



Filter Class: CFC\_600

Max: 31.1 mm at 17.8 ms

Min: -0.0 mm at 1.2 ms



Filter Class: CFC\_180

Max: 18.5 g at 15.8 ms

Min: -8.0 g at 38.3 ms

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

Report Number: DQ0570\_S2H08

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## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIS Serial No. DQ0570 Certification No. 8-1  
Test Date: 1/8/2021

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.4 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 40 %         | Yes  |
| Impactor Velocity                | 6.60 - 6.80 m/s | 6.660 m/s    | Yes  |
| Impactor Acceleration            | (-30) - (-36) g | -34.5 g      | Yes  |
| Shoulder Displacement            | 31 - 40 mm      | 35.7 mm      | Yes  |
| Upper Thorax Rib Displacement    | 25 - 32 mm      | 28.1 mm      | Yes  |
| Center Thorax Rib Displacement   | 30 - 36 mm      | 31.6 mm      | Yes  |
| Lower Thorax Rib Displacement    | 32 - 38 mm      | 33.8 mm      | Yes  |
| Upper Spine Lateral Acceleration | 34 - 43 g       | 36.5 g       | Yes  |
| Lower Spine Lateral Acceleration | 29 - 37 g       | 36.0 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Left Arm S/N:** DP8451

**Shoulder Rib S/N:** 180-3355 DO9814

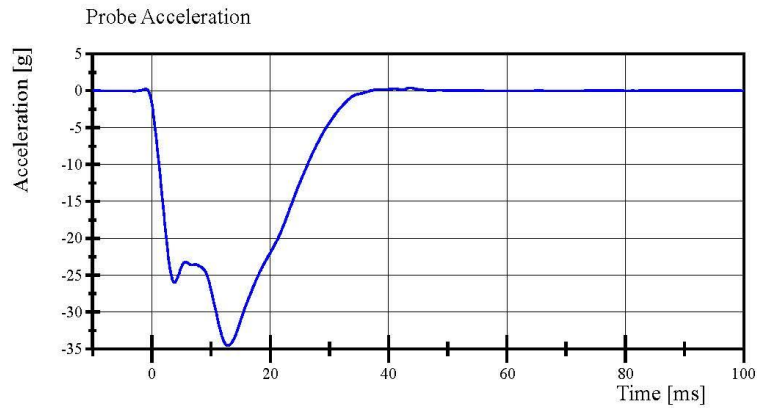
**Upper Thorax Rib S/N:** 180-3362 DP6492

**Middle Thorax Rib S/N:** 180-3362 DP6493

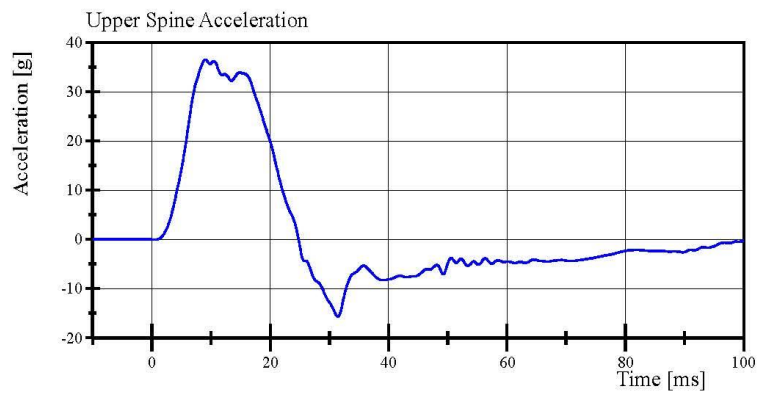
**Lower Thorax Rib S/N:** 180-3362 DP7664

## Transportation Research Center Inc.

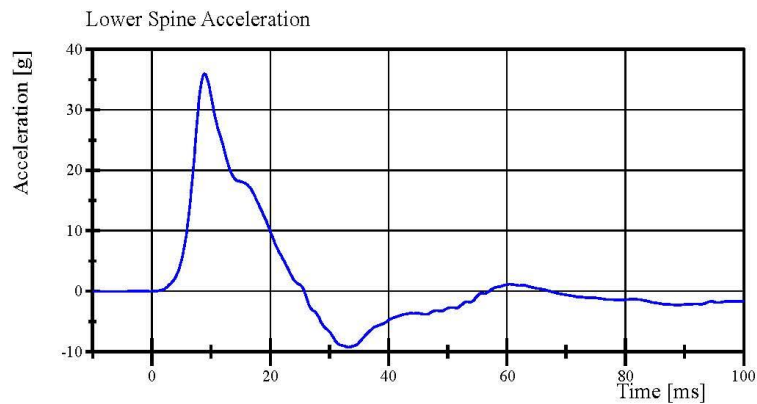
Left Lateral Thorax with Arm  
SID IIS Serial No. DQ0570 Certification No. 8-1  
Test Date: 1/8/2021



Filter Class: CFC\_180  
Max: 0.4 g at 43.7 ms  
Min: -34.5 g at 12.8 ms



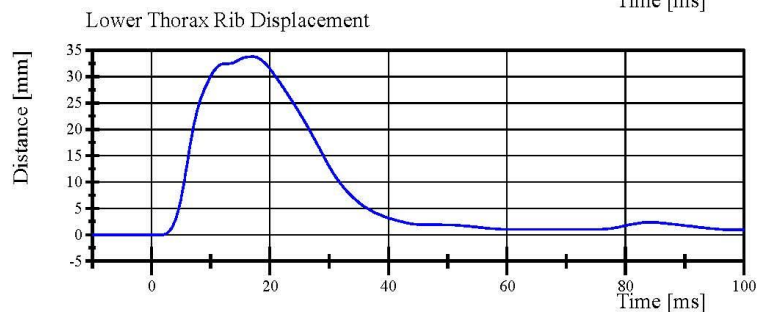
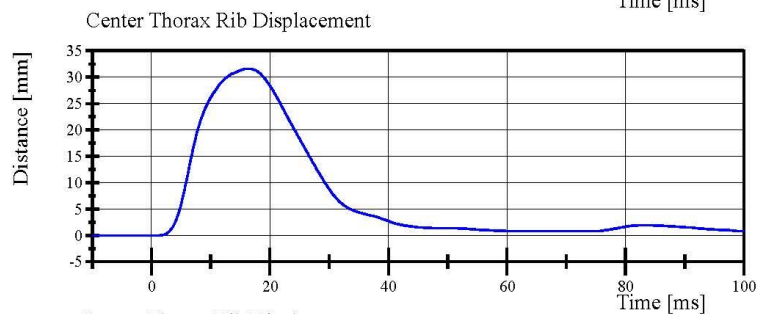
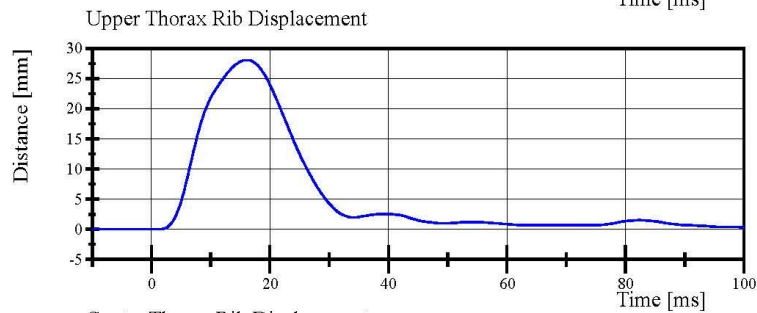
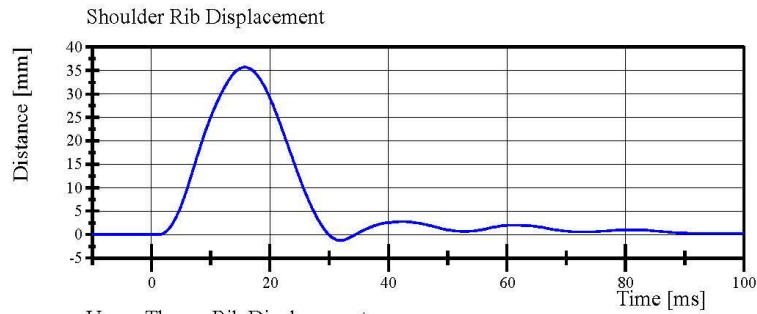
Filter Class: CFC\_180  
Max: 36.5 g at 9.0 ms  
Min: -15.7 g at 31.4 ms



Filter Class: CFC\_180  
Max: 36.0 g at 8.9 ms  
Min: -9.3 g at 33.3 ms

## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIs Serial No. DQ0570 Certification No. 8-1  
Test Date: 1/8/2021



## Transportation Research Center Inc.

Left Lateral Thorax without Arm  
SID IIs Serial No. DQ0570 Certification No. 8-1  
Test Date: 1/8/2021

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.3 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 41 %         | Yes  |
| Impactor Velocity                | 4.20 - 4.40 m/s | 4.330 m/s    | Yes  |
| Impactor Acceleration            | (-14) - (-18) g | -16.4 g      | Yes  |
| Upper Thorax Rib Displacement    | 32 - 40 mm      | 35.4 mm      | Yes  |
| Center Thorax Rib Displacement   | 39 - 45 mm      | 41.4 mm      | Yes  |
| Lower Thorax Rib Displacement    | 35 - 43 mm      | 39.9 mm      | Yes  |
| Upper Spine Lateral Acceleration | 13 - 17 g       | 15.7 g       | Yes  |
| Lower Spine Lateral Acceleration | 7 - 11 g        | 10.0 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Upper Thorax Rib S/N: 180-3362 DP6492**

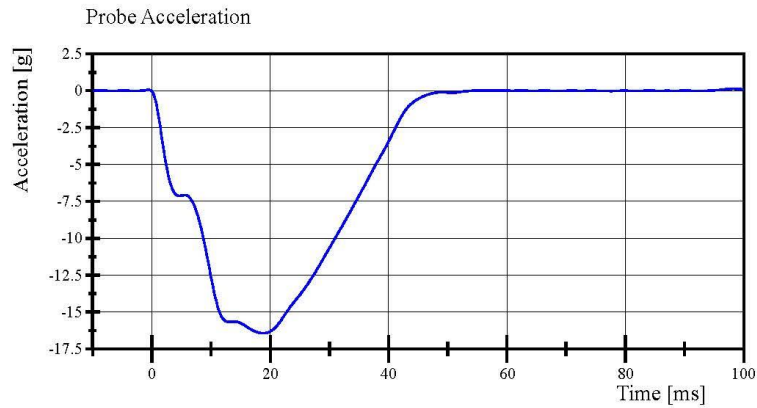
**Middle Thorax Rib S/N: 180-3362 DP6493**

**Lower Thorax Rib S/N: 180-3362 DP7664**

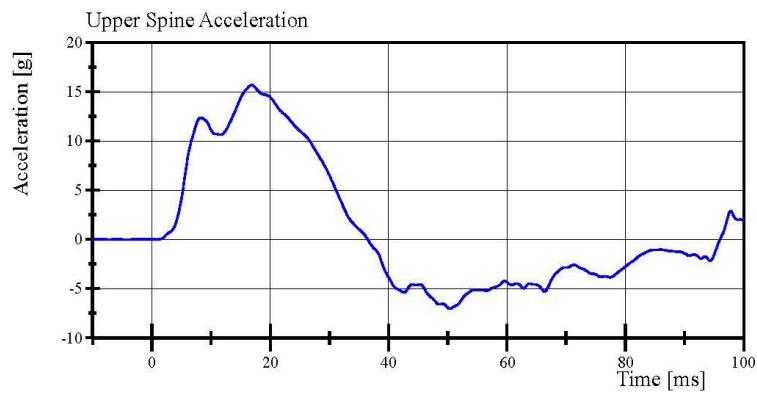


## Transportation Research Center Inc.

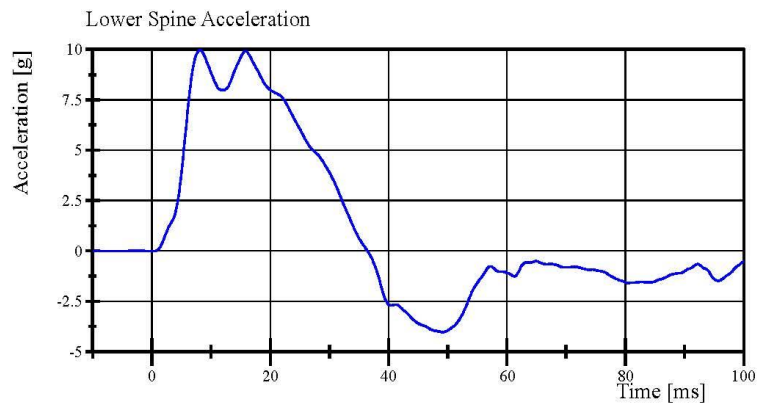
Left Lateral Thorax without Arm  
SID IIs Serial No. DQ0570 Certification No. 8-1  
Test Date: 1/8/2021



Filter Class: CFC\_180  
Max: 0.1 g at 98.2 ms  
Min: -16.4 g at 18.8 ms



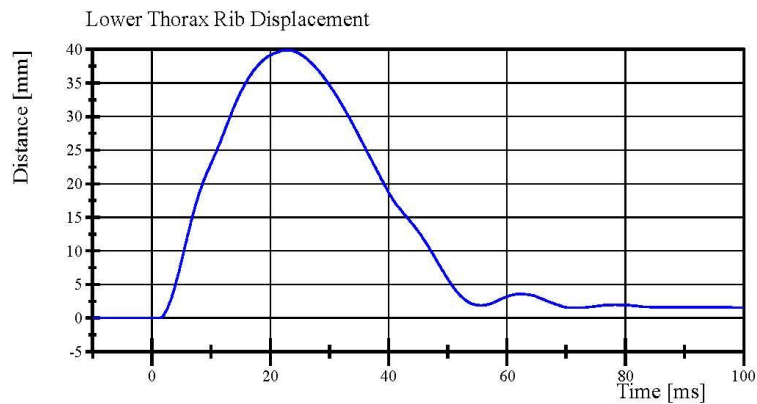
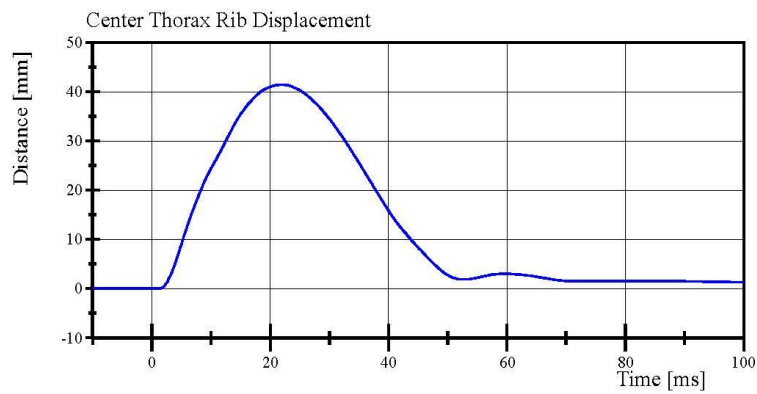
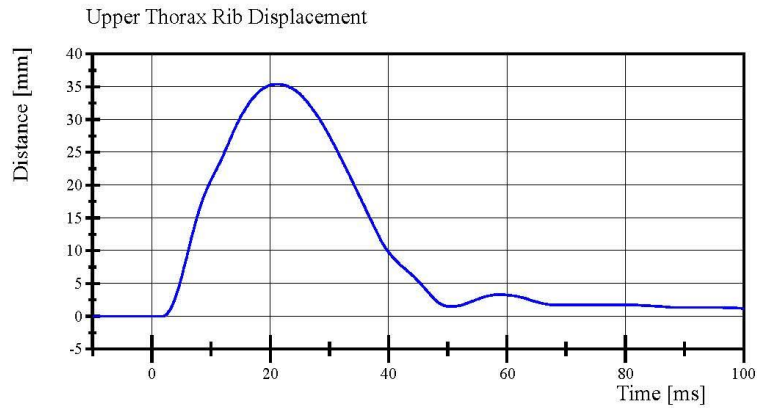
Filter Class: CFC\_180  
Max: 15.7 g at 16.9 ms  
Min: -7.0 g at 50.3 ms



Filter Class: CFC\_180  
Max: 10.0 g at 8.2 ms  
Min: -4.0 g at 49.1 ms

## Transportation Research Center Inc.

Left Lateral Thorax without Arm  
SID IIs Serial No. DQ0570 Certification No. 8-1  
Test Date: 1/8/2021



## Transportation Research Center Inc.

Left Lateral Abdomen

SID IIs Serial No. DQ0570 Certification No. 8-1

Test Date: 1/8/2021

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.1 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 40 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.32 m/s     | Yes  |
| Impactor Acceleration            | (-12) - (-16) g | -15.4 g      | Yes  |
| Upper Abdominal Rib Displacement | 36 - 47 mm      | 40.7 mm      | Yes  |
| Lower Abdominal Rib Displacement | 33 - 44 mm      | 37.7 mm      | Yes  |
| Lower Spine Lateral Acceleration | 9 - 14.0 g      | 11.38 g      | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Upper Abdominal Rib S/N: 180-3368 DP5142**

**Lower Abdominal Rib S/N: 180-3368 DP5143**

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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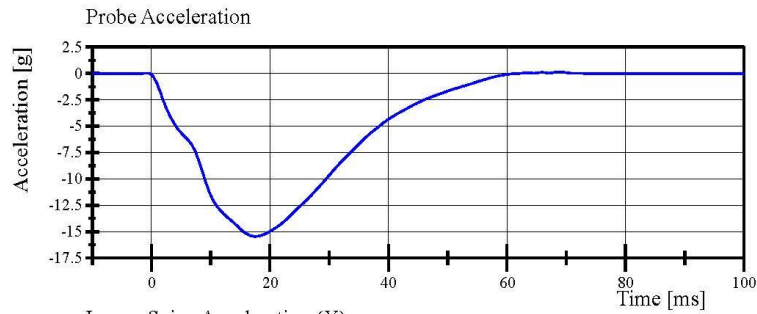


## Transportation Research Center Inc.

Left Lateral Abdomen

SID IIs Serial No. DQ0570 Certification No. 8-1

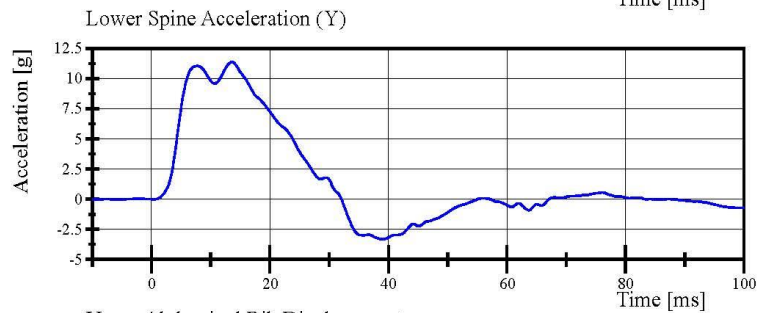
Test Date: 1/8/2021



Filter Class: CFC\_180

Max: 0.1 g at 68.6 ms

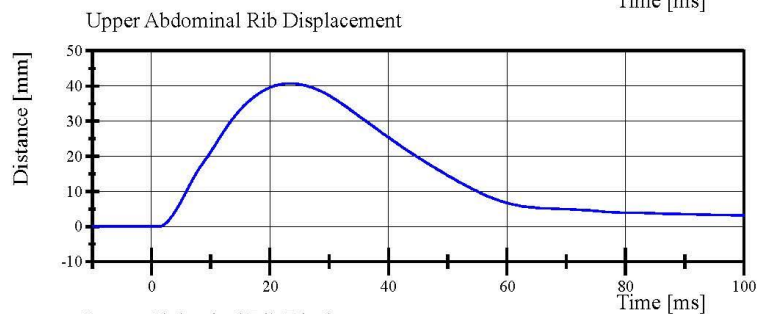
Min: -15.4 g at 17.5 ms



Filter Class: CFC\_180

Max: 11.4 g at 13.6 ms

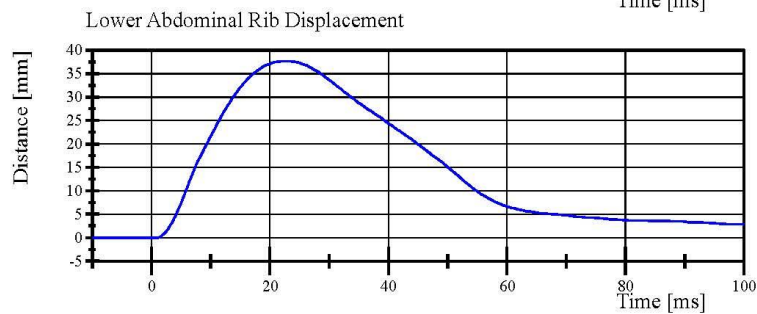
Min: -3.3 g at 39.0 ms



Filter Class: CFC\_600

Max: 40.7 mm at 23.3 ms

Min: -0.0 mm at 1.2 ms



Filter Class: CFC\_600

Max: 37.7 mm at 22.6 ms

Min: -0.0 mm at 0.8 ms

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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## Transportation Research Center Inc.

Left Lateral Pelvis  
SID IIs Serial No. DQ0570 Certification No. 8-1  
Test Date: 1/8/2021

| Test Parameter                                | Specification       | Test Results | Pass |
|-----------------------------------------------|---------------------|--------------|------|
| Temperature                                   | 20.6 - 22.2 °C      | 21.0 °C      | Yes  |
| Relative Humidity                             | 10 - 70 %           | 41 %         | Yes  |
| Pendulum Velocity                             | 6.6 - 6.8 m/s       | 6.63 m/s     | Yes  |
| Impactor Acceleration                         | (-38.0) - (-47.0) g | -44.75 g     | Yes  |
| Peak Pelvis Lateral Acceleration<br>after 6ms | 34 - 42 g           | 37.7 g       | Yes  |
| Acetabulum Force                              | 3,600 - 4,300 N     | 4,002.1 N    | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Pelvis Skin S/N: EN1613**

**Pelvis Plug Info:**

**Manufacturer: SACO**

**S/N: 13209**

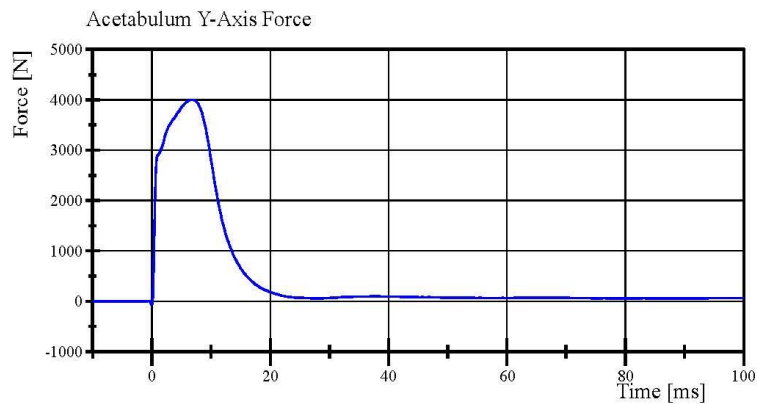
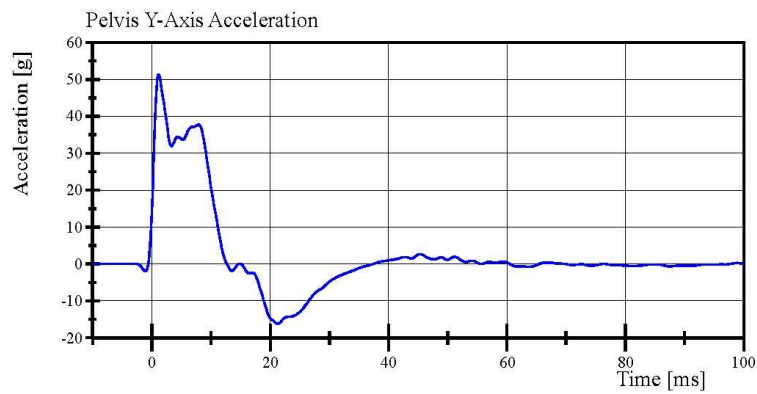
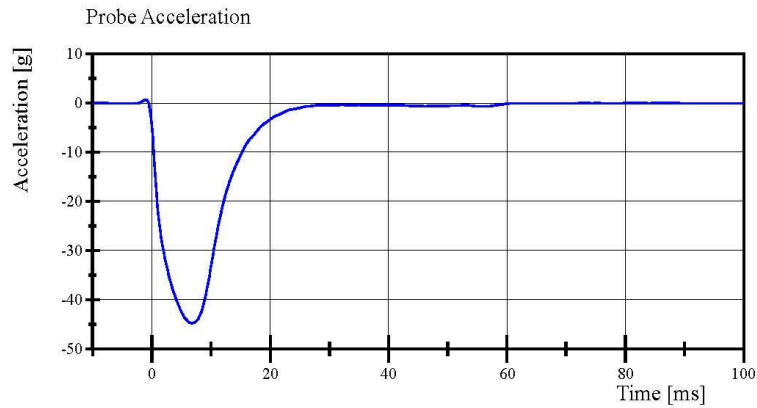
**Cal Date: 20190808**

## Transportation Research Center Inc.

Left Lateral Pelvis

SID IIs Serial No. DQ0570 Certification No. 8-1

Test Date: 1/8/2021



Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211  
Report Number: DQ0570\_S2H08

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## Transportation Research Center Inc.

Left Lateral Iliac

SID IIs Serial No. DQ0570 Certification No. 8-1

Test Date: 1/8/2021

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.1 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 39 %         | Yes  |
| Pendulum Velocity                | 4.2 - 4.4 m/s   | 4.33 m/s     | Yes  |
| Impactor Acceleration            | (-36) - (-45) g | -37.8 g      | Yes  |
| Peak Pelvis Lateral Acceleration | 28 - 39 g       | 28.2 g       | Yes  |
| Iliac Force                      | 4,100 - 5,100 N | 4,189.4 N    | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

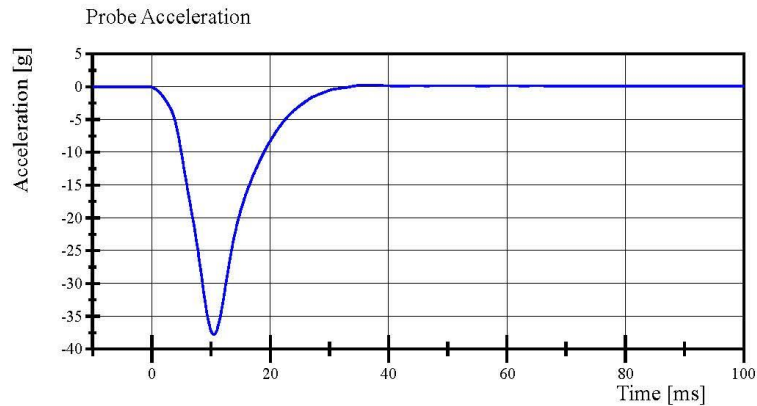
**Pelvis Skin S/N: EN1613**

## Transportation Research Center Inc.

Left Lateral Iliac

SID IIS Serial No. DQ0570 Certification No. 8-1

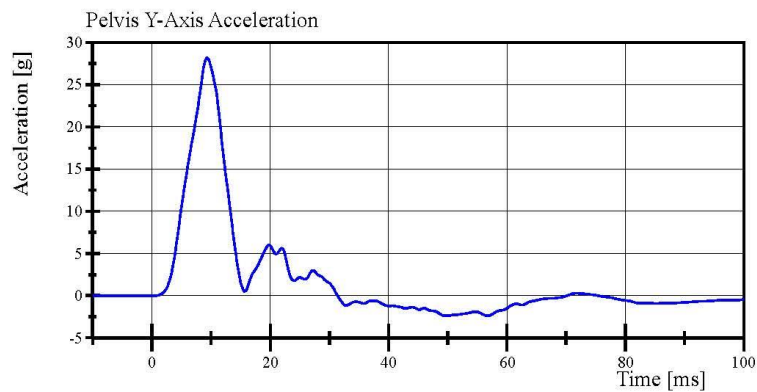
Test Date: 1/8/2021



Filter Class: CFC\_180

Max: 0.2 g at 37.4 ms

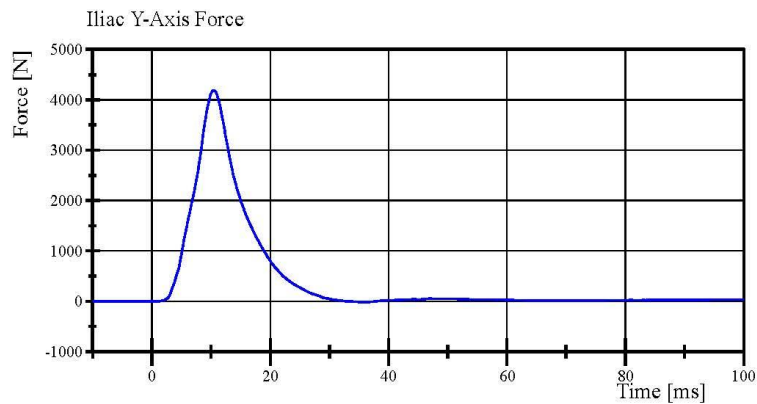
Min: -37.8 g at 10.5 ms



Filter Class: CFC\_180

Max: 28.2 g at 9.4 ms

Min: -2.4 g at 56.8 ms



Filter Class: CFC\_600

Max: 4,189.4 N at 10.5 ms

Min: -17.1 N at 36.1 ms

Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

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**APPENDIX D**  
**TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION DATA**

**TABLE 1 – Dummy Instrumentation (ES-2re)**

|                                          |        |   | ES-2re S/N F030 |              |                  |
|------------------------------------------|--------|---|-----------------|--------------|------------------|
|                                          |        |   | Serial Number   | Manufacturer | Calibration Date |
| Head Accelerometers                      | X      |   | P87680          | Endevco      | 19-Aug-2020      |
|                                          | Y      |   | T10352          | Endevco      | 19-Aug-2020      |
|                                          | Z      |   | P91950          | Endevco      | 19-Aug-2020      |
| Redundant Head Accelerometers            | X      |   | T11817          | Endevco      | 19-Aug-2020      |
|                                          | Y      |   | P83368          | Endevco      | 19-Aug-2020      |
|                                          | Z      |   | P94483          | Endevco      | 19-Aug-2020      |
| Thoracic Rib Displacement Potentiometers | Upper  | Y | 111             | Honeywell    | 21-Aug-2020      |
|                                          | Middle | Y | 174             | FTSS         | 21-Aug-2020      |
|                                          | Lower  | Y | 0913            | Honeywell    | 21-Aug-2020      |
| Abdomen Load Cells                       | Front  | Y | 1441            | Denton       | 20-Aug-2020      |
|                                          | Middle | Y | 1436            | Denton       | 20-Aug-2020      |
|                                          | Rear   | Y | 1437            | Denton       | 20-Aug-2020      |
| Lower Spine Accelerometers (T12)         | X      |   | T11866          | Endevco      | 19-Aug-2020      |
|                                          | Y      |   | P87139          | Endevco      | 19-Aug-2020      |
|                                          | Z      |   | P64884          | Endevco      | 19-Aug-2020      |
| Acetabulum Load Cell                     |        | Y | N/A             | N/A          | N/A              |
| Pubic Symphysis Load Cell                |        | Y | 457-FY          | Denton       | 8-May-2020       |

**TABLE 2 – Dummy Instrumentation (SID-IIs)**

|                                  |               |        |   | SID-IIs S/N DQ0570 |              |                  |             |
|----------------------------------|---------------|--------|---|--------------------|--------------|------------------|-------------|
|                                  |               |        |   | Serial Number      | Manufacturer | Calibration Date |             |
| Head Accelerometers              |               |        |   | X                  | T11432       | Endevco          | 19-Aug-2020 |
|                                  |               |        |   | Y                  | P93774       | Endevco          | 19-Aug-2020 |
|                                  |               |        |   | Z                  | P91566       | Endevco          | 19-Aug-2020 |
| Redundant Head Accelerometers    |               |        |   | X                  | P91615       | Endevco          | 19-Aug-2020 |
|                                  |               |        |   | Y                  | P93762       | Endevco          | 19-Aug-2020 |
|                                  |               |        |   | Z                  | P93761       | Endevco          | 19-Aug-2020 |
| Displacement Potentiometers      | Shoulder      |        |   | N/A                | N/A          | N/A              | N/A         |
|                                  | Thoracic Rib  | Upper  | Y | 007                | Servo        | 24-Aug-2020      |             |
|                                  |               | Middle | Y | 037                | Servo        | 24-Aug-2020      |             |
|                                  |               | Lower  | Y | 048                | Servo        | 24-Aug-2020      |             |
|                                  | Abdominal Rib | Upper  | Y | 1295               | Servo        | 24-Aug-2020      |             |
|                                  |               | Lower  | Y | 1136               | Servo        | 24-Aug-2020      |             |
| Lower Spine Accelerometers (T12) |               |        |   | X                  | P94545       | Endevco          | 19-Aug-2020 |
|                                  |               |        |   | Y                  | P94647       | Endevco          | 19-Aug-2020 |
|                                  |               |        |   | Z                  | P94530       | Endevco          | 19-Aug-2020 |
| Acetabulum Load Cell             |               |        |   | Y                  | DK7483S-FY   | FTSS             | 20-Aug-2020 |
| Iliac Wing Load Cell             |               |        |   | Y                  | 287-FY       | Denton           | 20-Aug-2020 |
| Pelvis Plug (struck side)        |               |        |   |                    | 13273        | SACO             | 12-Aug-2019 |
| Pelvis Plug (non-struck side)    |               |        |   |                    | 13148        | SACO             | 08-Aug-2019 |

**TABLE 3 – Vehicle Instrumentation**

| Vehicle Instrumentation |                                 |   | Serial Number | Manufacturer | Calibration Date |
|-------------------------|---------------------------------|---|---------------|--------------|------------------|
| 1                       | Vehicle Center of Gravity       | X | T16772        | Endevco      | 27-Aug-2020      |
|                         | Vehicle Center of Gravity       | Y | T11805        | Endevco      | 27-Aug-2020      |
|                         | Vehicle Center of Gravity       | Z | T23885        | Endevco      | 27-Aug-2020      |
| 2                       | Right Sill at Front Seat        | X | T23837        | Endevco      | 15-Sep-2020      |
|                         | Right Sill at Front Seat        | Y | T23807        | Endevco      | 15-Sep-2020      |
|                         | Right Sill at Front Seat        | Z | T23797        | Endevco      | 11-Sep-2020      |
| 3                       | Right Sill at Rear Seat         | X | P75115        | Endevco      | 20-Nov-2020      |
|                         | Right Sill at Rear Seat         | Y | P94567        | Endevco      | 20-Nov-2020      |
|                         | Right Sill at Rear Seat         | Z | P33547        | Endevco      | 20-Nov-2020      |
| 4                       | Left Sill at Front Door         | Y | T16723        | Endevco      | 27-Aug-2020      |
| 5                       | Left Sill at Rear Door          | Y | T11810        | Endevco      | 27-Aug-2020      |
| 6                       | Left A-Post Lower               | Y | T23881        | Endevco      | 15-Sep-2020      |
| 7                       | Left A-Post Middle              | Y | T23868        | Endevco      | 15-Sep-2020      |
| 8                       | Left B-Post Lower               | Y | T23867        | Endevco      | 11-Sep-2020      |
| 9                       | B-Post Middle                   | Y | T23859        | Endevco      | 17-Sep-2020      |
| 10                      | Front Seat Track                | Y | T16771        | Endevco      | 27-Aug-2020      |
| 11                      | Rear Seat Track or Structure    | Y | T11871        | Endevco      | 27-Aug-2020      |
| 12                      | Right Rear Occupant Compartment | Y | T16779        | Endevco      | 27-Aug-2020      |
| 13                      | Engine Block                    | X | T23852        | Endevco      | 17-Sep-2020      |
|                         | Engine Block                    | Y | T23795        | Endevco      | 17-Sep-2020      |
| 14                      | Rear Floorpan Above Axle        | X | T23812        | Endevco      | 29-Sep-2020      |
|                         | Rear Floorpan Above Axle        | Y | T23828        | Endevco      | 29-Sep-2020      |
|                         | Rear Floorpan Above Axle        | Z | T23785        | Endevco      | 29-Sep-2020      |

**TABLE 4 – MDB Instrumentation**

| MDB Instrumentation                     |   | Serial Number | Manufacturer | Calibration Date |
|-----------------------------------------|---|---------------|--------------|------------------|
| MDB Center of Gravity                   | X | T11875        | Endevco      | 27-Aug-2020      |
| MDB Center of Gravity                   | Y | T11867        | Endevco      | 27-Aug-2020      |
| MDB Center of Gravity                   | Z | T11804        | Endevco      | 27-Aug-2020      |
| Left Frame Rail at Rear Axle Centerline | X | T23821        | Endevco      | 11-Sep-2020      |
| Left Frame Rail at Rear Axle Centerline | Y | T23805        | Endevco      | 11-Sep-2020      |