REPORT NUMBER: NCAP-MGA-24-005

NEW CAR ASSESSMENT PROGRAM (NCAP)
Frontal Barrier Impact Test

MAZDA MOTOR CORPORATION
2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV
NHTSA No.: O20245403

MGA RESEARCH CORPORATION
5000 Warren Road
Burlington, WI 53105

Test Date: December 14, 2023

Final Report Date: October 28, 2024

FINAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Office of Crashworthiness Standards
1200 New Jersey Ave, SE
Washington, DC 20590

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Approval Date: October 28, 2024

FINAL REPORT ACCEPTANCE BY OCWS:

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

Date: _____

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

Date: _____

TECHNICAL REPORT DOCUMENTATION PAGE

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4. Title and Subtitle	5. Report Date
Final Report of New Car Assessment Program Frontal Impact Testing and FMVSS No. 305 Indicant Testing of a 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV, NHTSA No.: O20245403	October 28, 2024
	6. Performing Organization Code MGA
7. Author(s) Ben Fischer, Program Manager	**8. Performing Organization Report No.** NCAP-MGA-24-005
9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105	**10. Work Unit No.**
	11. Contract or Grant No. 693JJ919D000006
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards (NRM-110) 1200 New Jersey Ave, SE Washington, D.C. 20590	**13. Type of Report and Period Covered** Final Test Report December 14, 2023 to October 28, 2024
	14. Sponsoring Agency Code NRM-110
15. Supplementary Notes	

16. Abstract

A 56.3 km/h NCAP Frontal Rigid Barrier Impact Test was conducted on a 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV in accordance with the specifications of the Office of Crashworthiness Standards Laboratory Procedure for NCAP Full Frontal Rigid Barrier Impact Testing. The test was conducted at MGA Research Corporation in Burlington, Wisconsin on December 14, 2023.

The impact velocity of the vehicle was 56.44 km/h and the ambient temperature at the barrier face at the time of impact was 21.7°C. The target vehicle post-test maximum crush was 579 mm located to the right of the vehicle centerline. The test vehicle's performance was as follows:

Measurement Description	Units	Driver ATD		Passenger ATD	
		Threshold	Result	Threshold	Result
Head Injury Criteria (HIC_{15})		700	100.693	700	145.025
Maximum Chest Compression	mm	63	26.470	52	10.984
Nij		1	0.245	1	0.329
Neck Tension	N	4170	1164.363	2620	556.071
Neck Compression	N	4000	61.771	2520	227.888
Left Femur Force	N	10008	679.106	6805	480.419
Right Femur Force	N	10008	398.532	6805	627.103

17. Key Words	18. Distribution Statement
56.3 km/h (35 mph) Full Frontal Rigid Barrier Impact Test New Car Assessment Program (NCAP)	Copies of this report are available from: National Highway Traffic Safety Administration Technical Information Services Division 1200 New Jersey Ave, SE Washington, DC 20590

19. Security Classification of Report	20. Security Classification of Page	21. No. of Pages	22. Price
Unclassified	Unclassified	216	

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SECTION 1
PURPOSE AND SUMMARY OF TEST

PURPOSE

This 56.3 km/h frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under contract number 693JJ919D000006. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for consumer information purposes.

The 56.3 km/h frontal barrier impact was conducted in accordance with the Office of Crashworthiness Standards Laboratory Procedure for NCAP Full Frontal Rigid Barrier Impact Testing.

SUMMARY

A load cell barrier consisting of 176 load cells was impacted by a 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV at a velocity of 56.44 km/h. The test was performed at MGA Research Corporation on December 14, 2023. Pre-test and post-test photographs of the vehicle and dummies can be found in Appendix A.

Two (2) real-time cameras and sixteen (16) high-speed cameras were used to document the frontal barrier impact event. Camera locations and other pertinent camera information can be found in this report.

One Part 572E 50th percentile male anthropomorphic test device (ATD), was placed in the driver seating position and one Part 572O 5th percentile female test device (ATD) was placed in the right-front passenger seating position according to dummy placement instructions specified in the Laboratory Procedure for NCAP Full Frontal Rigid Barrier Impact Testing.

Both ATDs were fully instrumented with head, chest and pelvis tri-axial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were installed on the driver's and passenger's lap and shoulder belts to measure dummy torso and pelvic section loading.

The driver (position 1) ATD (Serial No. 351) and the right-front passenger (position 2) ATD (Serial No. 142) were qualified previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C of this report.

The 282 channels of data were recorded on a data acquisition system. Appendix B contains the dummy response data traces.

There was 100 percent windshield retention and no intrusion into the protected zone of the windshield during the event. There was no Stoddard Solvent or battery electrolyte leakage and no loss of high-voltage battery isolation after the event or during any phase of the static rollover.

The maximum static crush of the vehicle was 579 mm located to the right of the vehicle centerline and both the driver and passenger side doors remained closed during the impact event and were operable after the impact.

The driver's visible contact points were as follows: The driver's head contacted the airbag. The driver's head also contacted the headrest. The driver's knees contacted the knee airbag.
The passenger's visible contact points were as follows: The passenger's head contacted the airbag. The passenger's head also contacted the headrest. The passenger's knees contacted the knee airbag.

The occupant data is summarized below:

ATD position	HIC_{15}	Nij	Neck Tension (N)	Neck Comp. (N)	3ms Chest Clip (g)	Chest Disp. (mm)	Left Femur (N)	Right Femur (N)
Driver (50^{th})	100.693	0.245	1164.363	61.771	38.708	26.470	679.106	398.532
Passenger (5^{th})	145.025	0.329	556.071	227.888	45.193	10.984	480.419	627.103

The test data can be found on the NHTSA website at www.nhtsa.gov

TEST NOTES

None.

SECTION 2
OCCUPANT AND VEHICLE INFORMATION / DATA SHEETS

DATA SHEET NO. 1
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	O20245403	Traction Control System (TCS)	Yes
Model Year	2024	Power Steering	Yes
Make	Mazda	Power Window Auto-Reverse	Yes
Model	CX-90 PHEV Premium Plus	Driver Frontal Airbag	Yes
Body Style	5-Door SUV	Driver Curtain Airbag	Yes
VIN	JM3KKEHA5R1120498	Driver Head/Torso Airbag	No
Body Color	Machine Gray Metallic	Driver Torso Airbag	No
Odometer (km/mi)	60 km / 37 mi	Driver Torso/Pelvis Airbag	Yes
Engine Displacement (L)	2.5	Driver Pelvis Airbag	No
Type/No. Cylinders	Inline 4	Driver Knee Airbag	Yes
Engine Placement	Longitudinal	Front Pass. Frontal Airbag	Yes
Transmission Type	Automatic	Front Pass. Curtain Airbag	Yes
Transmission Speeds	8	Front Pass. Head/Torso Airbag	No
Overdrive	Yes	Front Pass. Torso Airbag	No
Final Drive	AWD	Front Pass. Torso/Pelvis Airbag	Yes
Roof Rack	Yes	Front Pass. Pelvis Airbag	No
Sunroof/T-Top	Yes	Front Pass. Knee Airbag	Yes
Running Boards	No	Driver Pretensioner	Yes
Tilt Steering Wheel	Yes	Driver Load Limiter	Yes
Power Seats	Yes	Front Pass. Pretensioner	Yes
Anti-Lock Brakes (ABS)	Yes	Front Pass. Load Limiter	Yes
Automatic Door Locks (ADLs)	Yes	Other	N/A

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

DATA FROM CERTIFICATION LABEL

Manufactured By	MAZDA MOTOR CORPORATION
Date of Manufacture	07/23

GVWR (kg)	3109
GAWR Front (kg)	1313
GAWR Rear (kg)	1797

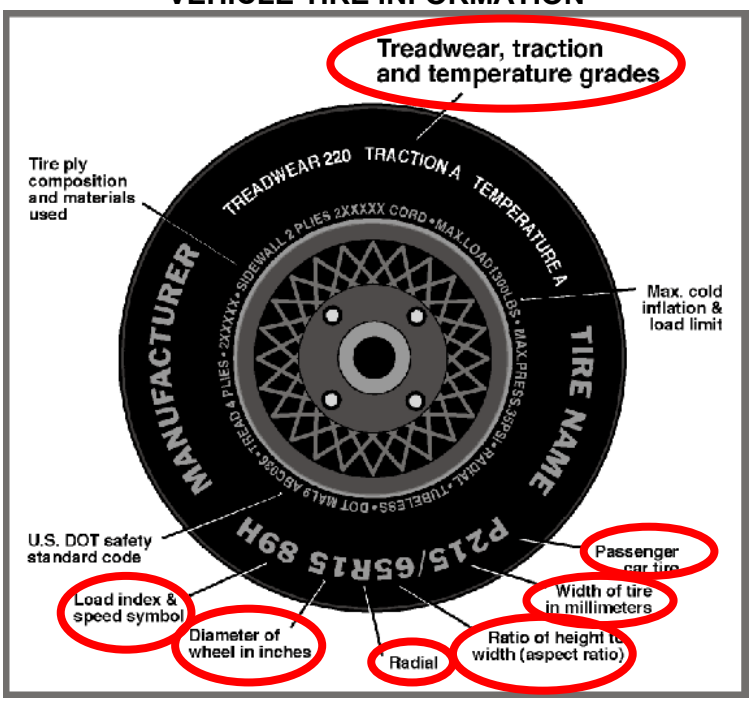
VEHICLE SEATING AND WEIGHT CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Bucket	Contoured	
Designated Seating Capacity (DSC)	2	2	3	7
Capacity Weight (VCW) (kg)				539
Cargo Weight (RCLW) (kg)				63

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

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

VEHICLE TIRE INFORMATION



Measured Parameter	Front	Rear
Max. Tire Pressure (kPa)	340	340
Cold Pressure (kPa)	250	270
Recommended Tire Size	275/45R21	275/45R21
Tire Size on Vehicle	275/45R21	275/45R21
Tire Manufacturer	Falken	Falken
Tire Model	Ziex CT60A A/S	Ziex CT60A A/S
Treadwear	300	300
Traction	A	A
Temperature Grade	A	A
Tire Plies Sidewall	2 Polyester	2 Polyester
Tire Plies Body	2 Polyester, 2 Steel, 2 Polyamide	2 Polyester, 2 Steel, 2 Polyamide
Load Index/Speed Symbol	110W	110W
Tire Material	Rubber	Rubber
DOT Safety Code Left	1V4V6 AMAR 2423	1V4V6 AMAR 2423
DOT Safety Code Right	1V4V6 AMAR 2423	1V4V6 AMAR 2423

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

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)		
		Front	Rear	Total	Front	Rear	Total
Left	kg	581.5	608.0		620.5	671.5	
Right	kg	582.5	616.5		613.0	680.0	
Ratio	%	48.7%	51.3%		47.7%	52.3%	
Totals	kg	1164.0	1224.5	2388.5	1233.5	1351.5	2585.0

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value
Total Delivered Weight (UVW)	kg	2388.5
Weight of 1 P572E ATD & 1 P572O ATD	kg	141
Rated Cargo/Luggage Weight (RCLW)	kg	63
Calculated Test Vehicle Target Weight (TVTW)	kg	2592.5

TEST VEHICLE ATTITUDES AND CG

	Units	LF	RF	LR	RR	CG (aft of front axle)
As Delivered	mm	848	857	864	856	1597
As Tested	mm	839	839	841	846	1629
Post Test	mm	931	889	857	850	

GENERAL TEST VEHICLE DATA

Measurement Description	Units	Value
Total Vehicle Wheel Base	mm	3116
Total Vehicle Length at Left Side	mm	4964
Total Vehicle Length at Centerline	mm	5103
Total Vehicle Length at Right Side	mm	4964
Weight of Ballast in Cargo Area	kg	17
Weight of Vehicle Components Removed	kg	32
Amount of Stoddard Solvent in Fuel Tank	L	65.1

List of components removed to meet test weight: None.

List of components removed for instrumentation, data box, and equipment installation: Cargo area carpet/trim/divider, jack and tools, spare tire, subwoofer, RR taillight.

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

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

TARGET VEHICLE STRUCTURAL MEASUREMENT

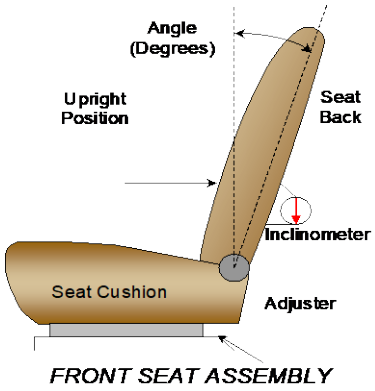
	Elements	Pre-Test (mm)
1	Total Length	5103
2	Total Width	1960
3	Bumper Top Height	592
4	Bumper Bottom Height	477
5	Longitudinal Member Top Height	632
6	Distance between Longitudinal Members	797
7	Longitudinal Member Width	62
8	Engine Top Height	972
9	Engine Bottom Height	262
10	Engine and Gearbox Width	1135
11	Front Bumper-Engine Distance	592
12	Front Shock Absorber Fixing Height	892
13	Bonnet Leading Edge Height	1025
14	Front Shock Absorber Fixing Width	987
15	Front Bumper – Front Axle Distance	714
16	Front Axle – A-Pillar Distance	558
17	A-Pillar – B-Pillar Distance	1232
18	B-Pillar – Rear Axle Distance	1306
19	B-Pillar – C-Pillar Distance	1165
20	Roof Sill Bottom Height	1505
21	Roof Sill Top Height	1545
22	Floor Sill Bottom Height	272
23	Floor Sill Top Height	458

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

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

NOMINAL DESIGN RIDING POSITION

The driver seat back is positioned as close as possible to the manufacturer's design angle. For the passenger seat back, seat back is adjusted following Appendix F, "Driver & Passenger Dummy Seating & Positioning Procedures" in the NCAP Test Procedure dated May 2018.



	Degrees
Driver Seat Back Angle	5.6° on outboard headrest post
Passenger Seat Back Angle	4.5° on outboard headrest post

SEAT FORE/AFT POSITIONS

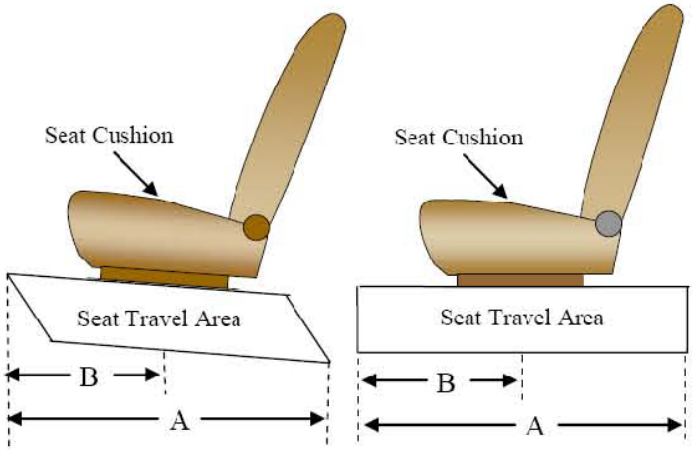
The driver and passenger seat fore/aft positions are adjusted following Appendix F, "Driver & Passenger Dummy Seating & Positioning Procedures" in the NCAP Test Procedure dated May 2018.

	Total Fore/Aft Travel	Placed in Position #
Driver Seat	296 mm	148 mm
Passenger Seat	214 mm	0 mm

SEAT BELT UPPER ANCHORAGES

The seat belt upper anchorages are set following the manufacturer's specified position as listed in Form 1.

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



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

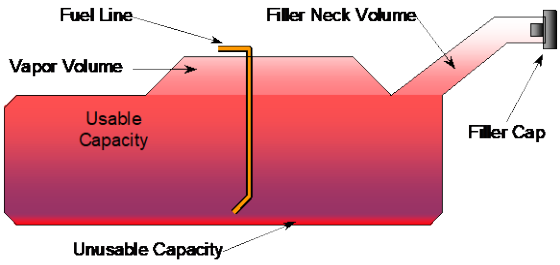
Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

FUEL TANK CAPACITY DATA

	Liters
Usable Capacity of "Standard Tank"	70.0
Usable Capacity of "Optional Tank"	
92-94% of Usable Capacity	64.4 to 65.8
Actual Amount of Solvent used	65.1
1/3 of Usable Capacity	23.3

FUEL PUMP

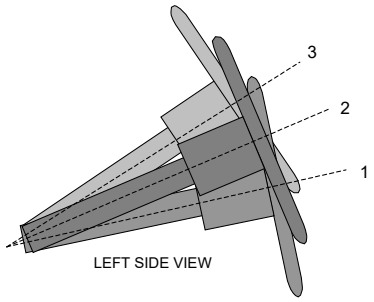
The vehicle is equipped with an electronic fuel pump. The fuel pump operates during engine running and cranking. The filler neck is located on the driver's side.



VEHICLE FUEL TANK ASSEMBLY

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when moved through its full range of motion. An aluminum plate is placed across the rim of the steering wheel, an inclinometer is placed on the plate and the angle is measured.



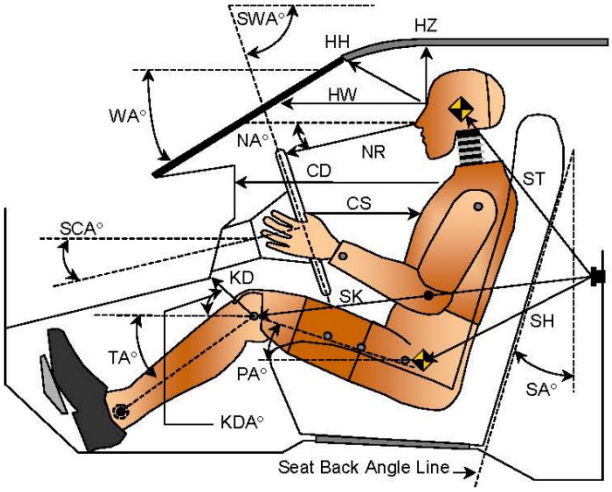
STEERING COLUMN ASSEMBLY

STEERING COLUMN POSITION

	Degrees	Fore/Aft Position (mm)
Lowermost Position 1	68.5	
Geometric Center Position 2	66.2	
Uppermost Position 3	63.9	
Telescoping Steering Wheel Travel		70
Test Position	66.2	35

DATA SHEET NO. 3
DUMMY LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

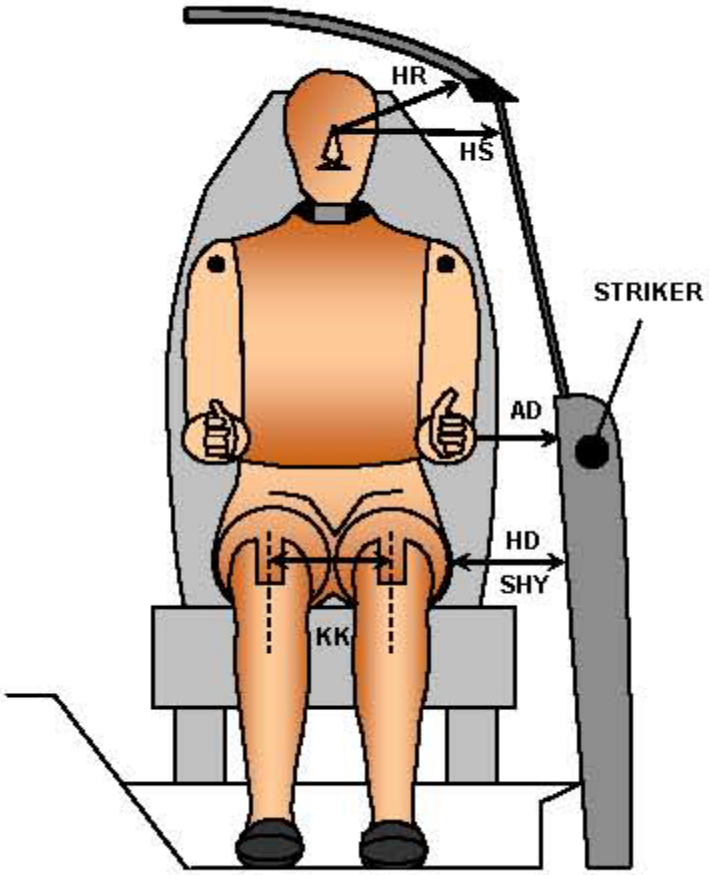


LEFT SIDE VIEW

Code	Measurement Description	Driver		Passenger	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA°	Windshield Angle		29.6		
SWA°	Steering Wheel Angle		66.2		
SCA°	Steering Column Angle		23.8		
SA°	Seat Back Angle		5.6		4.5
HZ	Head to Roof (Z)	163	90	210	90
HH	Head to Header	306	25.2	296	38.6
HW	Head to Windshield	597	0	656	0
NR	Nose to Rim	380	11.1		
CD	Chest to Dash	497		388	
CS	Chest to Steering Hub	302	4.2		
RA	Rim to Abdomen	182	0		
KDL	Left Knee to Dash	165	36.8	125	49.7
KDR	Right Knee to Dash	160	35.9	129	49.4
PA°	Pelvic Angle		22.9		20.1
TA°	Tibia Angle		47.3		57.3
SK	Striker to Knee	591	88.0	646	83.9
ST	Striker to Head	530	12.7	486	23.8
SH	Striker to H-Point	245	113.3	309	111.7

DATA SHEET NO. 4
DUMMY LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

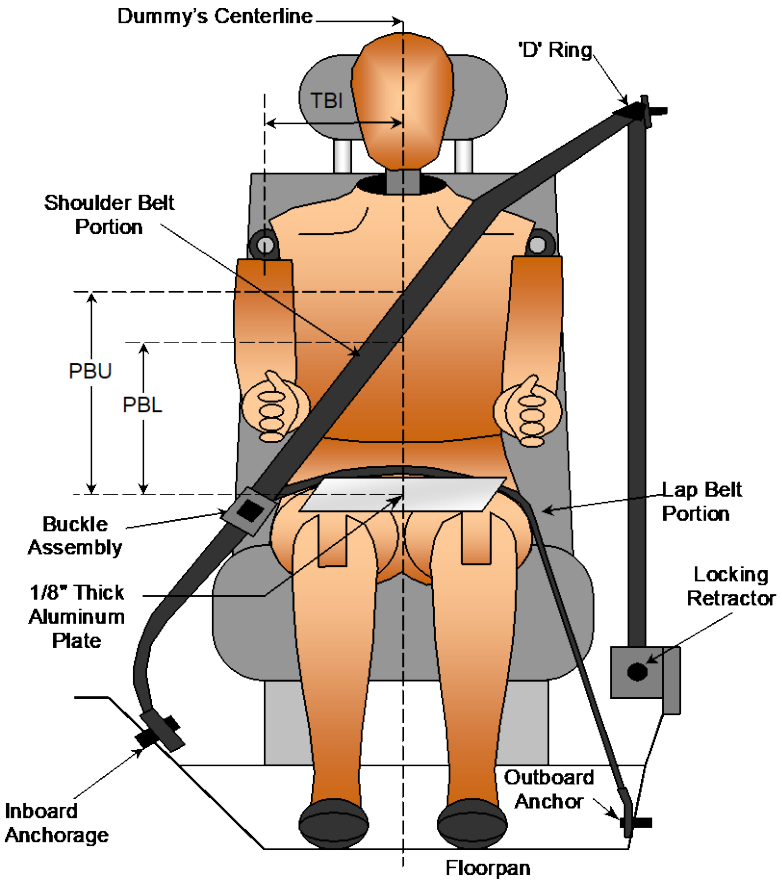


FRONT VIEW OF DUMMY

Code	Measurement Description	Driver	Passenger
		Length (mm)	
AD	Arm to Door	111	77
HD	H-Point to Door	151	225
HR	Head to Side Header	236	264
HS	Head to Side Window	370	380
KK	Knee to Knee	355	230
SHY	Striker to H-Point (Y Direction)	229	315
AA	Ankle to Ankle	351	185

DATA SHEET NO. 5
SEAT BELT POSITIONING DATA

Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023



FRONT VIEW OF DUMMY

SEAT BELT POSITIONING MEASUREMENTS

Measurement Description	Units	Driver	Passenger
PBU - Top surface of reference to belt upper edge	mm	330	295
PBL - Top surface of reference to belt lower edge	mm	245	200

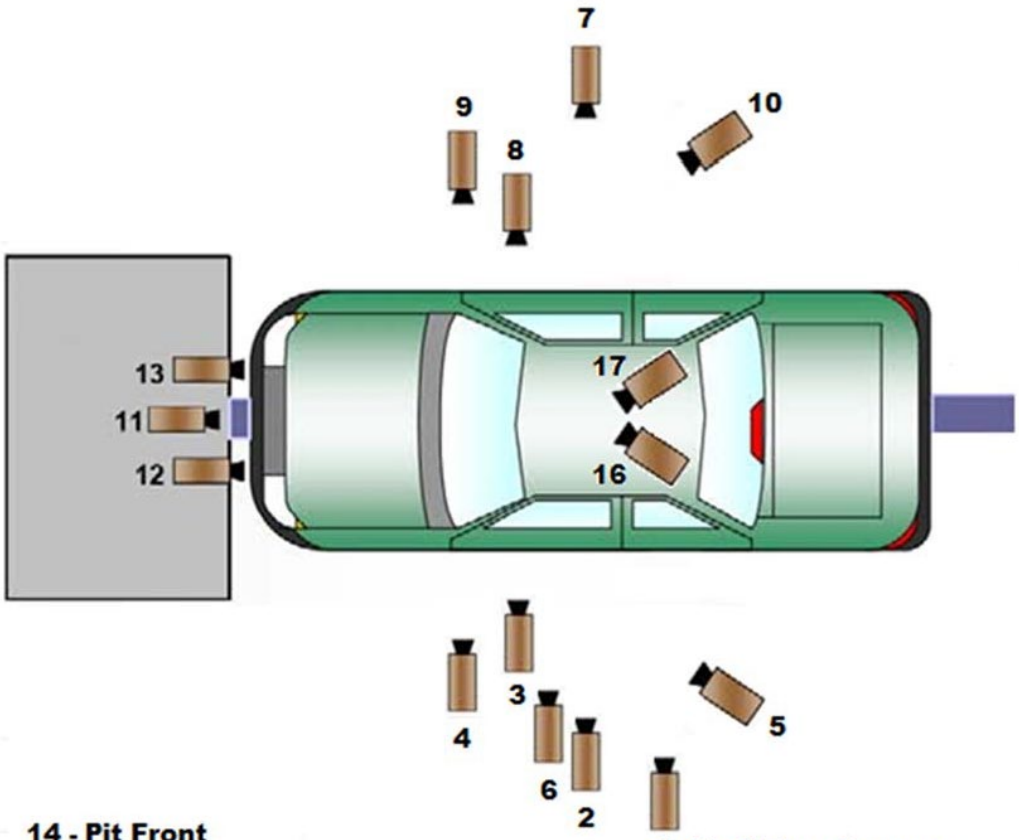
BELT LENGTH DATA

Measurement Description	Units	Driver	Passenger
Shoulder Belt Length as measured on ATD	mm	883	954
Lap Belt Length as measured on ATD	mm	600	555
Remainder of belt on reel	mm	347	461
Total Belt Length for Continuous Webbing Systems	mm	2370	2510

DATA SHEET NO. 6
HIGH-SPEED CAMERA LOCATIONS AND DATA

Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023

CAMERA POSITIONS FOR FRONTAL IMPACTS



***Camera locations are approximate and not to scale*

DATA SHEET NO. 6 (CONTINUED)
HIGH-SPEED CAMERA LOCATIONS AND DATA

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

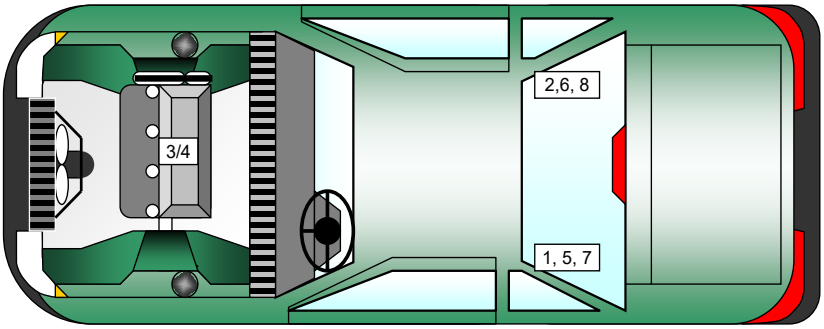
CAMERA LOCATIONS

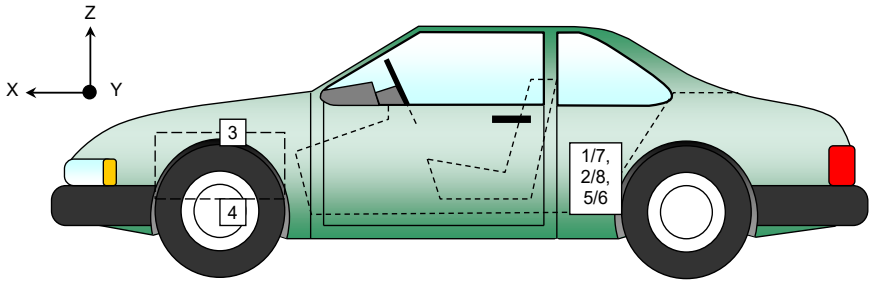
No.	Camera View	Coordinates* (mm)			Lens (mm)	Speed (fps)
		X	Y	Z		
1	Real-Time Left Overall					30
2	Left Overall	-2480	-5900	-1420	12	1000
3	Driver Close-Up	-1800	-7150	-2010	50	1000
4	Left Front Half	-1450	-5720	-1430	24	1000
5	Left Angle	-7300	-5640	-2080	75	1000
6	Steering Column	-1140	-5660	-1230	50	1000
7	Right Overall	-2380	5970	-1440	12	1000
8	Passenger Close-Up	-1590	7550	-2080	50	1000
9	Right Front Half	-1320	5770	-1470	24	1000
10	Right Angle	-7500	5450	-2110	75	1000
11	Windshield	150	0	-2310	12	1000
12	Driver Windshield	200	-370	-2230	25	1000
13	Passenger Windshield	200	370	-2230	25	1000
14	Pit Front	-960	0	3340	24	1000
15	Pit Rear	-2860	0	3340	24	1000
16	Driver Onboard				12	1000
17	Passenger Onboard				12	1000
18	Real-Time Pan View					30

*COORDINATES:
+X = forward of impact plane
+Y = right of monorail centerline
+Z = below ground level

DATA SHEET NO. 7
VEHICLE ACCELEROMETER LOCATIONS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV
Test Program: NCAP Frontal Barrier Impact Test
NHTSA No.: O20245403
Test Date: 12/14/2023





VEHICLE ACCELEROMETER PRE-TEST LOCATIONS

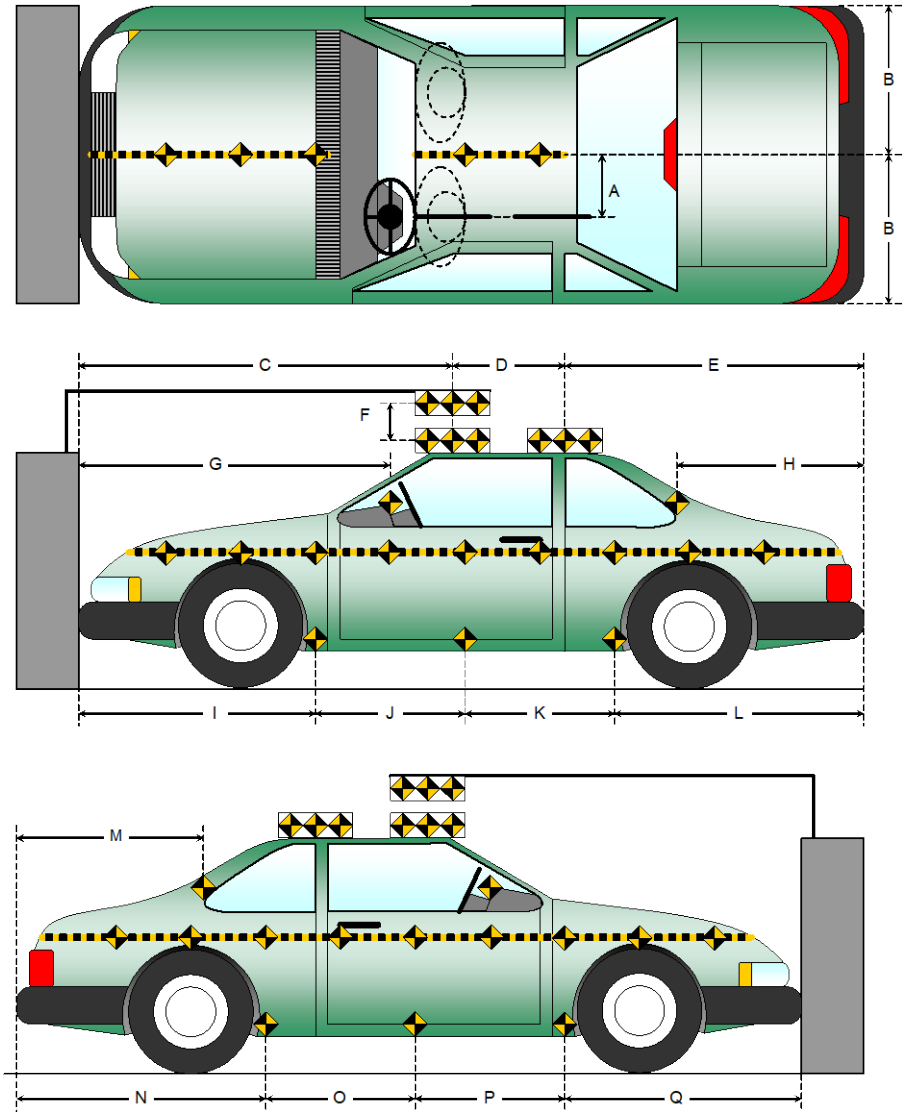
No.	Accelerometer Location	Measurements (mm)		
		X	Y	Z
1	Left Rear Crossmember Accelerometer – X Direction	2047	-436	-412
2	Right Rear Crossmember Accelerometer – X Direction	2047	436	-412
3	Engine Top X	4138	50	-972
4	Engine Bottom X	4155	-31	-262
5	Left Rear Crossmember Accelerometer – Z Direction	2047	-436	-412
6	Right Rear Crossmember Accelerometer – Z Direction	2047	436	-412
7	Left Rear Crossmember Accelerometer Redundant – X Direction	2047	-481	-412
8	Right Rear Crossmember Accelerometer Redundant – X Direction	2047	481	-412

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

DATA SHEET NO. 8
PHOTOGRAPHIC REFERENCE TARGET LOCATIONS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV
Test Program: NCAP Frontal Barrier Impact Test
NHTSA No.: O20245403
Test Date: 12/14/2023

Item	Value (mm)
A	380
B	980
C	2505
D	610
E	1988
F	1780
G	
H	1179
I	1431
J	1000
K	1000
L	1672
M	1179
N	1672
O	1000
P	1000
Q	1431



DATA SHEET NO. 9
LOAD CELL LOCATIONS ON FIXED BARRIER

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

ADVANCED RESEARCH LOAD CELL BARRIER

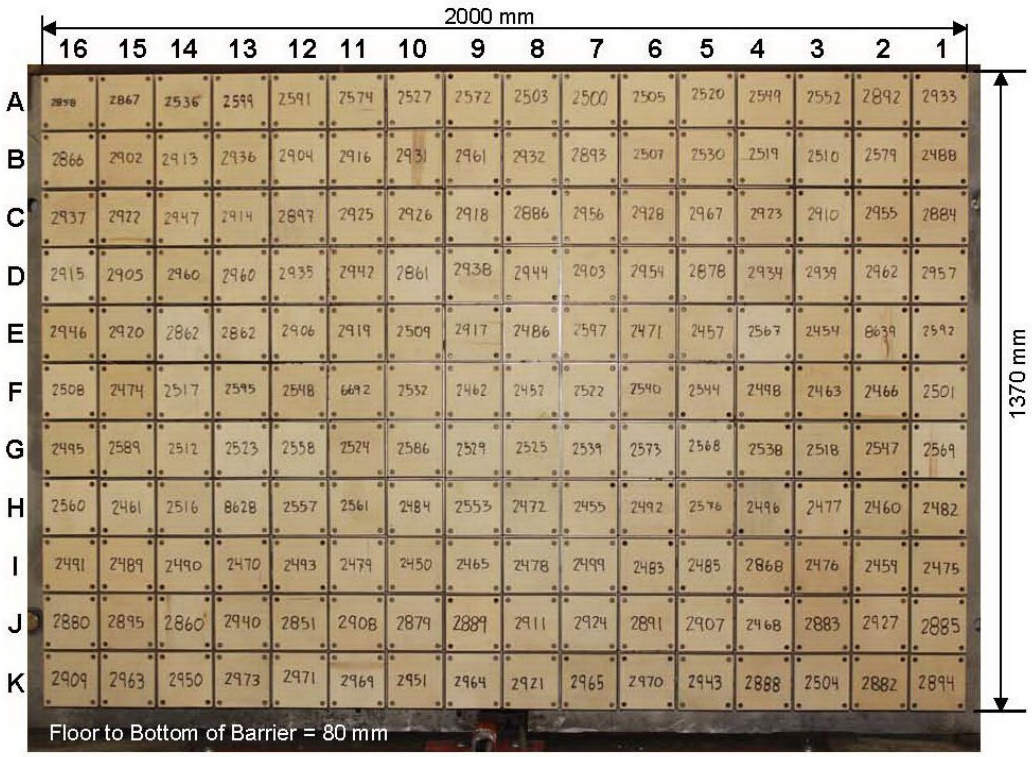


Photo for Reference Only

Centerline

A-16	A-15	A-14	A-13	A-12	A-11	A-10	A-09	A-08	A-07	A-06	A-05	A-04	A-03	A-02	A-01
B-16	B-15	B-14	B-13	B-12	B-11	B-10	B-09	B-08	B-07	B-06	B-05	B-04	B-03	B-02	B-01
C-16	C-15	C-14	C-13	C-12	C-11	C-10	C-09	C-08	C-07	C-06	C-05	C-04	C-03	C-02	C-01
D-16	D-15	D-14	D-13	D-12	D-11	D-10	D-09	D-08	D-07	D-06	D-05	D-04	D-03	D-02	D-01
E-16	E-15	E-14	E-13	E-12	E-11	E-10	E-09	E-08	E-07	E-06	E-05	E-04	E-03	E-02	E-01
F-16	F-15	F-14	F-13	F-12	F-11	F-10	F-09	F-08	F-07	F-06	F-05	F-04	F-03	F-02	F-01
G-16	G-15	G-14	G-13	G-12	G-11	G-10	G-09	G-08	G-07	G-06	G-05	G-04	G-03	G-02	G-01
H-16	H-15	H-14	H-13	H-12	H-11	H-10	H-09	H-08	H-07	H-06	H-05	H-04	H-03	H-02	H-01
I-16	I-15	I-14	I-13	I-12	I-11	I-10	I-09	I-08	I-07	I-06	I-05	I-04	I-03	I-02	I-01
J-16	J-15	J-14	J-13	J-12	J-11	J-10	J-09	J-08	J-07	J-06	J-05	J-04	J-03	J-02	J-01
K-16	K-15	K-14	K-13	K-12	K-11	K-10	K-09	K-08	K-07	K-06	K-05	K-04	K-03	K-02	K-01

Load Cells are 121 mm x 121 mm with a 7 mm gap in between each load cell.

DATA SHEET NO. 10
TEST VEHICLE SUMMARY OF RESULTS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

INSTRUMENTATION

Instrumentation	Number of Channels Collected
Driver Dummy Data Channels	49
Passenger Dummy Data Channels	49
Vehicle Structure Accelerometers	8
Barrier Channels	176
Total	282

CAMERA COVERAGE

Type of Camera	Number Used in this Test
High-Speed Vehicle Onboard	2
High-Speed Offboard	15
Real-Time	2
Total	19

DATA SHEET NO. 11
POST-TEST OBSERVATIONS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

TEST DUMMY INFORMATION AND CONTACT LOCATIONS

Description	Driver	Passenger
Dummy Type / Serial No.	HIII 50% / 351	HIII 5% / 142
Head Contact	Driver Airbag, Headrest	Passenger Airbag, Headrest
Upper Torso Contact	Driver Airbag	Passenger Airbag
Lower Torso Contact	None	None
Left Knee Contact	Knee Airbag	Knee Airbag
Right Knee Contact	Knee Airbag	Knee Airbag

DOOR OPENING, TRUNK OPENING, AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Locked/Unlocked Doors	Doors were unlocked	Doors were unlocked
Front Door Opening	Remained closed and unlocked; opened without tools	Remained closed and unlocked; opened without tools
Rear Door Opening	Remained closed and unlocked; opened without tools	Remained closed and unlocked; opened without tools
Trunk/Hatch/Tailgate Opening	Remained closed; opened without tools	
Seat Track Shift (mm)	0	0
Seat Back Movement	None	None

OTHER VEHICLE POST-TEST OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Windshield Damage	None
Window Damage	None
Other Notable Effects	None

VEHICLE REBOUND FROM BARRIER

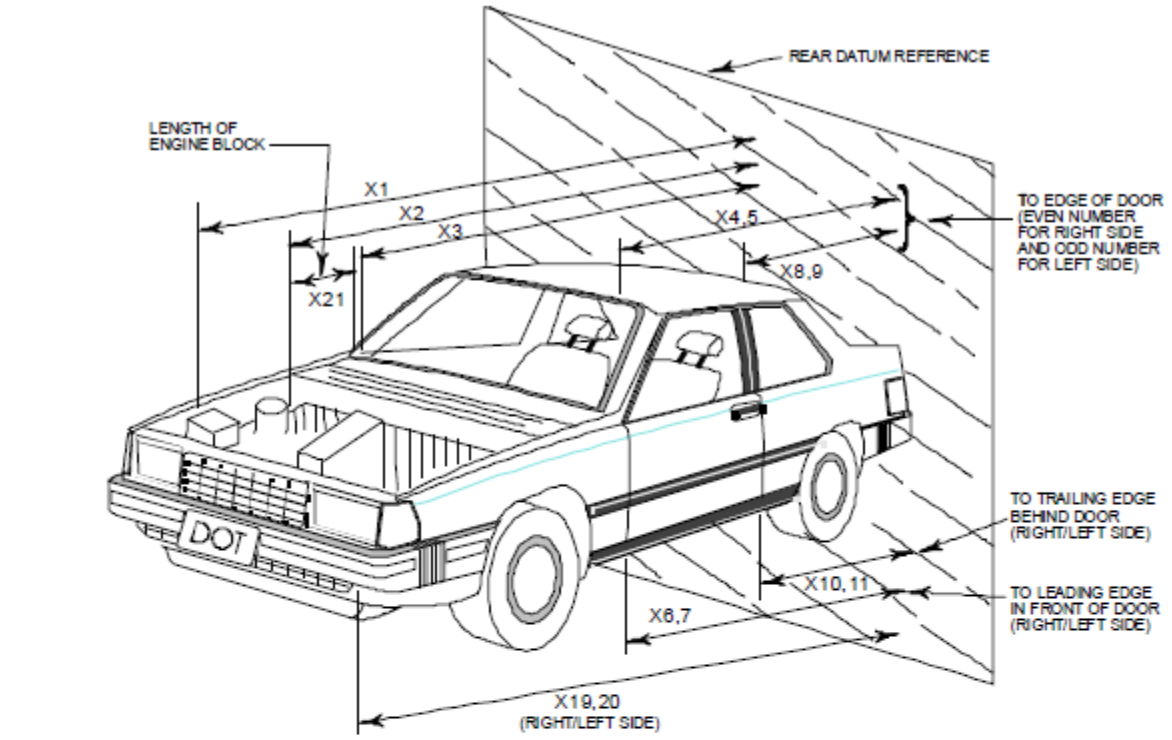
Measured Parameter	Units	Value
Left Side	mm	1015
Center	mm	1005
Right Side	mm	1010
Average	mm	1010

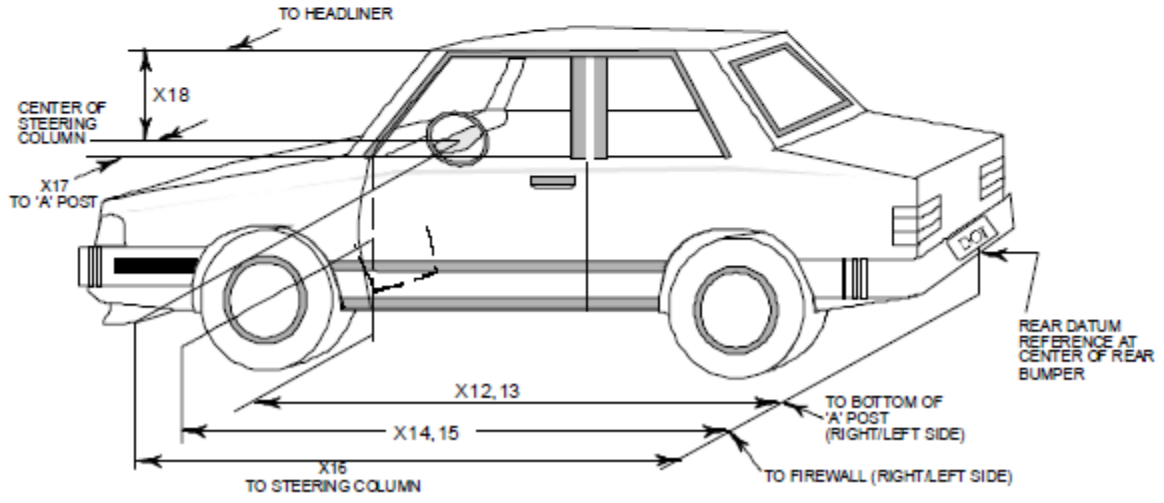
SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

Restraint Type	Driver		Passenger	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes	Yes	Yes	Yes
Curtain Side Airbag	Yes	No	Yes	No
Torso/Pelvis Side Airbag	Yes	No	Yes	No
Knee Airbag	Yes	Yes	Yes	Yes
Seat Belt Pretensioner	Yes	Yes	Yes	Yes
Seat Belt Load Limiter	Yes	Yes	Yes	Yes
Other				

DATA SHEET NO. 12
VEHICLE PROFILE MEASUREMENTS

Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023





DATA SHEET NO. 12 (CONTINUED)
VEHICLE PROFILE MEASUREMENTS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

No.	Measurement Description	Pre-Test	Post-Test	Change
1	Total Length of Vehicle at Centerline	5103	4690	-413
2	RSOV to Front of Engine	4291	4182	-109
3	RSOV to Firewall	3977	3942	-35
4	RSOV to Upper Leading Edge of Right Door	3458	3440	-18
5	RSOV to Upper Leading Edge of Left Door	3437	3446	9
6	RSOV to Lower Leading Edge of Right Door	3487	3418	-69
7	RSOV to Lower Leading Edge of Left Door	3491	3461	-30
8	RSOV to Upper Trailing Edge of Right Door	2382	2358	-24
9	RSOV to Upper Trailing Edge of Left Door	2372	2368	-4
10	RSOV to Lower Trailing Edge of Right Door	2468	2427	-41
11	RSOV to Lower Trailing Edge of Left Door	2443	2438	-5
12	RSOV to Bottom of “A” Post of Right Side	3403	3419	16
13	RSOV to Bottom of “A” Post of Left Side	3404	3458	54
14	RSOV to Firewall, Right Side	3741	3720	-21
15	RSOV to Firewall, Left Side	3734	3728	-6
16	RSOV to Steering Column	2943	3030	87
17	Center of Steering Column to “A” Post	364	338	-26
18	Center of Steering Column to Headliner	445	412	-33
19	RSOV to Right Side of Front Bumper	4964	4512	-452
20	RSOV to Left Side of Front Bumper	4964	4523	-441
21	Length of Engine Block	501	501	0
RD	RSOV to Right Side of Dash Panel	3184	3179	-5
CD	RSOV to Center of Dash Panel	3203	3198	-5
LD	RSOV to Left Side of Dash Panel	3172	3183	11

All dimensions in mm

DATA SHEET NO. 13
ACCIDENT INVESTIGATION DIVISION DATA

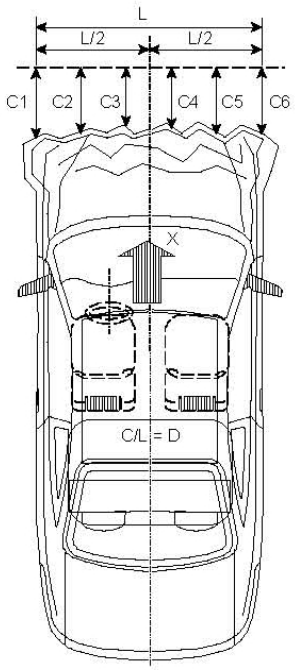
Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV
Test Program: NCAP Frontal Barrier Impact Test
NHTSA No.: O20245403
Test Date: 12/14/2023

VEHICLE INFORMATION

VIN: JM3KKEHA5R1120498
Vehicle Size Category: MPV
Wheelbase (mm): 3116
Test Weight (kg): 2585.0

ACCELEROMETER DATA

Accelerometer Locations: As per Data Sheet No. 7
Cal. Procedure/Interval: MGA Procedure / 6 month
Integration Algorithm: Trapezoidal
Linearity: > 99%
Impact Velocity (km/h): 56.44
Velocity Change (km/h): 63.8
Time of Separation (msec) 96



CRUSH PROFILE

Collision Deformation Classification: 12FDEW3
Midpoint of Damage: Centerline
Damage Region Length (mm): 1592
Impact Mode: Frontal

No.	Measurement Description	Units	Pre-Test	Post-Test	Exterior Crush
C1	Crush zone 1 at left side	mm	4964	4523	441
C2	Crush zone 2 at left side	mm	5077	4520	557
C3	Crush zone 3 at left side	mm	5095	4546	549
C4	Crush zone 4 at right side	mm	5095	4516	579
C5	Crush zone 5 at right side	mm	5077	4507	570
C6	Crush zone 6 at right side	mm	4964	4512	452
L	C1 TO C6	mm	1592	1597	-5

DATA SHEET NO. 14
VEHICLE INTRUSION MEASUREMENTS

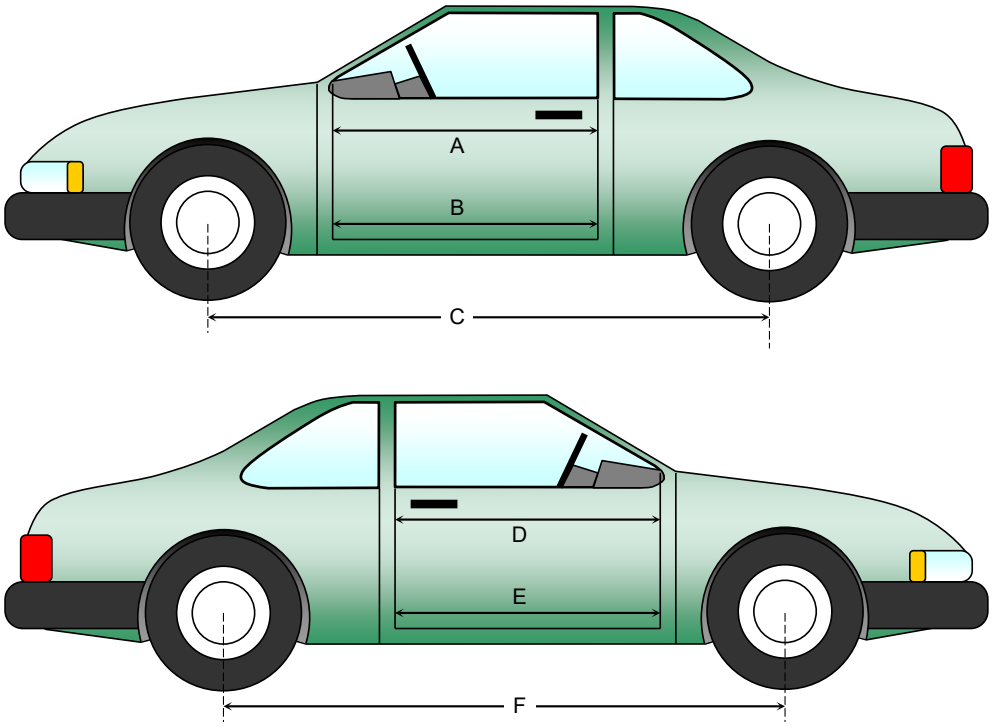
Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023

DOOR OPENING WIDTH

Item	Description	Units	Pre-Test	Post-Test	Change
A	Left Side Upper	mm	972	972	0
B	Left Side Lower	mm	861	861	0
D	Right Side Upper	mm	971	971	0
E	Right Side Lower	mm	861	861	0

WHEELBASE MEASUREMENTS

Item	Description	Units	Pre-Test	Post-Test	Change
C	Left Side Wheelbase	mm	3116	3019	-97
F	Right Side Wheelbase	mm	3116	2899	-217



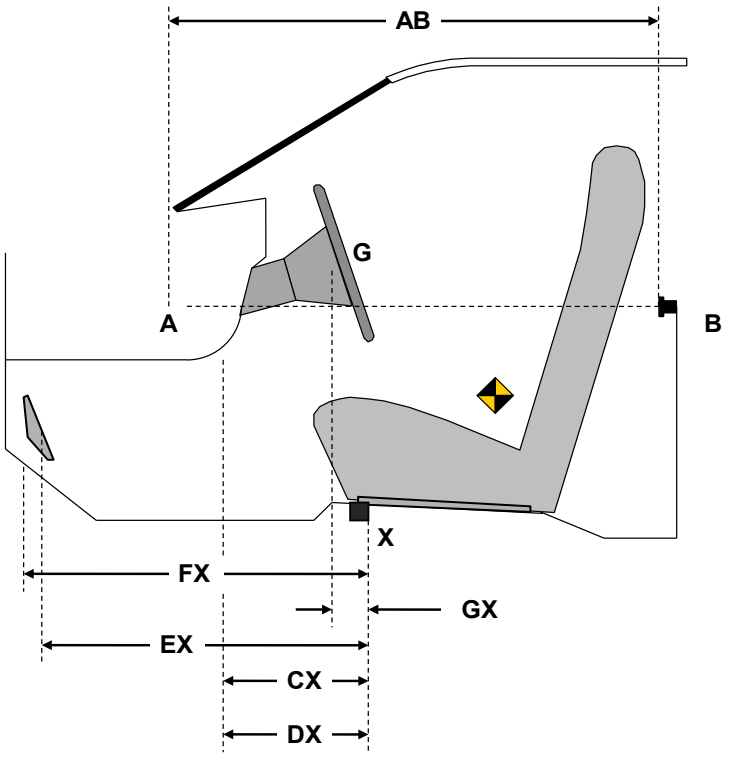
DATA SHEET NO. 14 (CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

DRIVER COMPARTMENT INTRUSION

Item	Description	Units	Pre-Test	Post-Test	Change
AB	Door Opening (Inside Window Jam)	mm	736	736	0
CX	Left Knee Bolster to X	mm	301	268	-33
DX	Right Knee Bolster to X	mm	305	301	-4
EX	Brake Pedal to X	mm	518	504	-14
FX	Foot Rest to X	mm	546	536	-10
GX	Center of Steering Column Wheel Hub to X	mm	59	34	-25

X = Front of Seat Track (stationary)



DRIVER COMPARTMENT

DATA SHEET NO. 15
SUMMARY OF INDICANT FMVSS NO. 212 AND FMVSS NO. 219 (PARTIAL) DATA

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

WINDSHIELD MOUNTING DETAILS

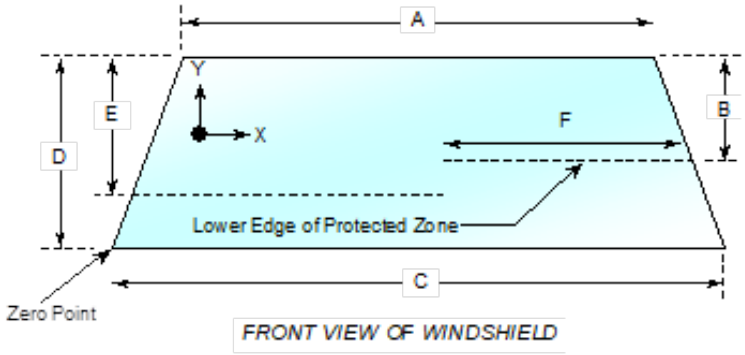
Windshield glass is secured to the vehicle frame with a rubber trim and glue.

The standard requires that the post-test retention measurement be a minimum of 75 percent of the pre-test total periphery measurement for vehicles not equipped with occupant passive restraints and 50 percent for each side of the windshield for vehicles which are equipped with occupant passive restraints.

Temperature of windshield molding during test: 21.7°C.

WINDSHIELD PERIPHERY MEASUREMENTS

Measurement	Pre-Test (mm)	Post-Test (mm)	% of Retention
Left Side	2304	2304	100
Right Side	2304	2304	100
Total	4608	4608	100



FRONT VIEW OF WINDSHIELD

Item	Units	Value
A	mm	1300
B	mm	427
C	mm	1472
D	mm	914
E	mm	499
F	mm	507

AREA OF PROTECTED ZONE FAILURES

A. Provide coordinates of the area that the protected zone was penetrated more than 0.25 inches by a vehicle component other than one that is normally in contact with the windshield. **None**

X	Y

B. Provide coordinates of the area beneath the protected zone that the inner surface of the windshield was penetrated by a vehicle component. **None**

X	Y

DATA SHEET NO. 16
FMVSS NO. 301 BARRIER IMPACT AND STATIC ROLLOVER RESULTS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA

Temperature at Time of Impact: 21.7°C Test Time: 11:47 a.m.

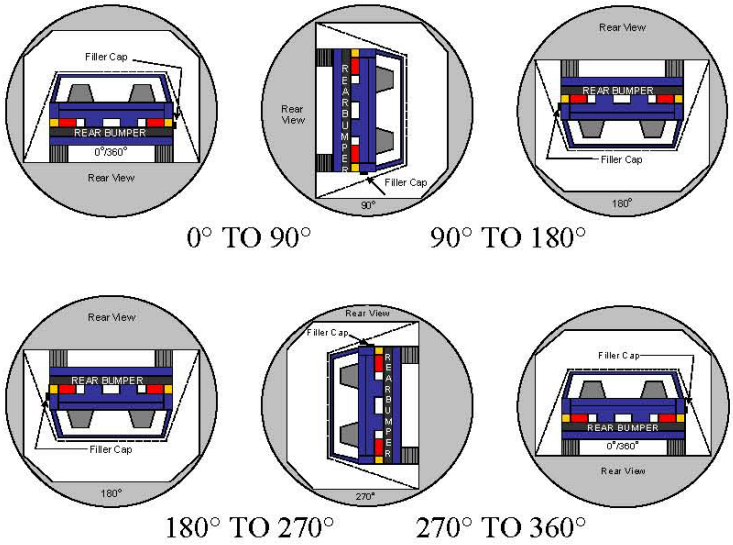
A. From impact until vehicle motion ceases: (Maximum Allowable = 1 ounce) 0.0 oz.

B. For the 5 minute period after motion ceases: (Maximum Allowable = 5 ounces) 0.0 oz.

C. For the following 25 minutes: (Maximum Allowable = 1 ounce / minute) None

D. Spillage Details: None

FMVSS 301 STATIC ROLLOVER RESULTS



1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. Details of Stoddard Solvent spillage: **None**

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° to 90°	110	300	410
90° to 180°	111	300	411
180° to 270°	108	300	408
270° to 360°	111	300	411

DATA SHEET NO. 16 (CONTINUED)
FMVSS NO. 301 BARRIER IMPACT AND STATIC ROLLOVER RESULTS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

FMVSS 301 SPILLAGE TABLE (UNITS IN OUNCES)

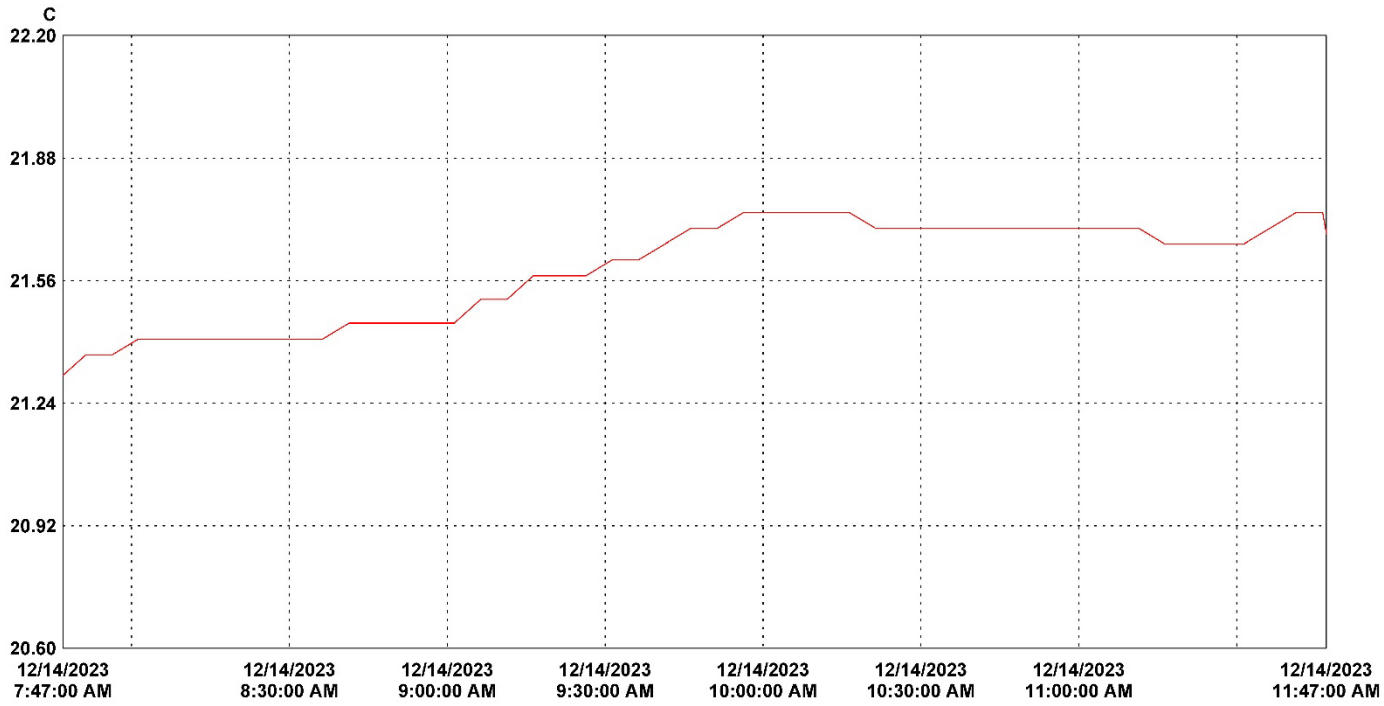
Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eight Minute
0° to 90°	0	0	0	
90° to 180°	0	0	0	
180° to 270°	0	0	0	
270° to 360°	0	0	0	

SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° to 90°	
90° to 180°	
180° to 270°	
270° to 360°	

DATA SHEET NO. 17
DUMMY/VEHICLE TEMPERATURE STABILIZATION DATA

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023



30 minutes/div 4 hours (M/d/yyyy h:mm:ss tt) Central Time Graph file (truncated): O20245403 2024 Mazda CX-90 PHEV 5-Dr SUV Frontal NCAP.spg

LN	Serial #	Description	CH	Value	Maximum	Average	Minimum	Units	CH description	Logger file
1	21282027	VSC_Prep_Room	1		21.74	21.59	21.37	C	Temperature	21282027_VSC_Prep_Room (Mar 2024).spl

DATA SHEET NO. 305-1
GENERAL TEST AND VEHICLE PARAMETER DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

ELECTRIC VEHICLE PROPULSION SYSTEM

	Units	Observations and Conclusions
Type of Electric Vehicle		Gas-Electric Hybrid
Propulsion Battery Type		Lithium-ion Battery
Nominal Voltage	V	355
Physical Location of Automatic Propulsion Battery Disconnect		Automatic Propulsion Battery Disconnect is in Lithium-ion Battery.
Auxiliary Battery Type		Lead Battery

PROPULSION BATTERY SYSTEM DATA

	Units		Observations and Conclusions
Electrolyte Fluid Type			Class 4 Second petroleum
Electrolyte Fluid Specific Gravity	g/cm3		1.25
Electrolyte Fluid Kinematic Viscosity			No Data
Electrolyte Fluid Color			Colorless
Propulsion Battery Coolant Type, Color, Specific Gravity (if applicable)			Refrigerant, Green
Location of Battery Modules			Inside Passenger Compartment
		X	Outside Passenger Compartment
			The high-voltage battery is located on the underside of the vehicle.

PROPULSION BATTERY STATE OF CHARGE

For all battery types:	
Voltage range corresponding to **useable energy** of the battery:	
Minimum State of Charge	332.3
Maximum State of Charge	397.4
95% of Maximum State of Charge	377.5
Test Voltage - No less than 95% of maximum State of Charge	N/A
For batteries that are rechargeable ONLY by an energy source on the vehicle:	
Voltage range corresponding to **useable energy** of the battery:	
Minimum State of Charge	
Maximum State of Charge	
Test Voltage – Maximum practicable State of Charge within Normal Operating Range	

DATA SHEET NO. 305-2
PRE-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023

VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)

Details of Vehicle Chassis Ground Point(s) & Location(s)	Body structure

PROPULSION BATTERY SYSTEM

Details of Electric Energy Storage/Conversion System Test Points	Connected at + and – terminal ends of propulsion system
Additional Comments	None

DATA SHEET NO. 305-3
PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

VOLTMETER INFORMATION

	Units	Observations and Conclusions
Make		
Model		
Serial Number		
Internal Impedance Value	MΩ	
Resolution	V	
Last Calibration Date		

PROPULSION BATTERY VOLTAGE

Measurement shall be made with Energy Storage/Conversion System connected to the vehicle propulsion system, and the vehicle in the "ready-to-drive" (propulsion system energized) position.

NOTE: If voltage measurement is not at the voltage or within the normal operating voltage range specified by the manufacturer, the battery must be charged.

Vb	V	

ELECTRIC ISOLATION MEASUREMENTS
PROPULSION BATTERY TO VEHICLE CHASSIS

Vehicle chassis point(s) determined and supplied to contractor by COTR.

V1	V	
V2	V	

PROPULSION BATTERY TO VEHICLE CHASSIS ACROSS RESISTOR

The known resistance Ro (in ohms) should be approximately 500 times the normal operating voltage of the vehicle (in volts) per SAE J1766.

Ro	Ω	

V1' Pre-Impact	V	
V2' Pre-Impact	V	

DATA SHEET NO. 305-3 (CONTINUED)
PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023

ELECTRICAL ISOLATION CALCULATIONS

NOTE: If measured voltage is zero and results in a division by zero, record “Zero Volts”.
This “zero voltage” condition is considered as being compliant.

Ri1 = Ro (1 + V2/V1) [(V1-V1’)/V1’]		
Ri1 Pre-Impact	Ω	
Ri2 = Ro (1 + V1/V2) [(V2-V2’)/V2’]		
Ri2 Pre-Impact	Ω	
Ri = The lesser of Ri1 and Ri2		
Ri Pre-Impact	Ω	
Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage		
Ri / Vb Pre-Impact	Ω	

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

	Yes	No (Fail)
Is the measured Electrical Isolation Value ≥ 500 Ω/V?		
Additional Comments	Not Applicable, vehicle was certified to FMVSS No. 305 S5.3(c).	

DATA SHEET NO. 305-4
POST-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

VOLTMETER INFORMATION

	Units	Observations and Conclusions
Make		
Model		
Serial Number		
Internal Impedance Value	MΩ	
Resolution	V	
Last Calibration Date		

ELECTRICAL ISOLATION MEASUREMENTS

Vb Post-Impact	V	

V1 Post-Impact	V		Impact Time		Minutes		Seconds
V2 Post-Impact	V				Minutes		Seconds
V1' Post-Impact	V				Minutes		Seconds
V2' Post-Impact	V				Minutes		Seconds

DATA SHEET NO. 305-4 (CONTINUED)
POST-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023

ELECTRICAL ISOLATION CALCULATIONS

NOTE: If measured voltage is zero and results in a division by zero, record "Zero Volts". This "zero voltage" condition is considered as being compliant.

Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']							
Ri1 Post-Impact	Ω		Impact Time		Minutes		Seconds
Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']							
Ri2 Post-Impact	Ω		Impact Time		Minutes		Seconds
Ri = The lesser of Ri1 and Ri2							
Ri Post-Impact	Ω		Impact Time		Minutes		Seconds
Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage							
Ri / Vb Post-Impact	Ω		Impact Time		Minutes		Seconds

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

	Yes	No (Fail)
Is the measured Electrical Isolation Value ≥ 500 Ω/V?		
Additional Comments	Not Applicable, vehicle was certified to FMVSS No. 305 S5.3(c).	

DATA SHEET NO. 305-4 (CONTINUED)
POST-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle:	2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV	NHTSA No.:	O20245403
Test Program:	NCAP Frontal Barrier Impact Test	Test Date:	12/14/2023

PROPULSION BATTERY SYSTEM COMPONENTS

Describe any Propulsion Battery Module movement within the passenger compartment [Supply photographs as appropriate]:
Not Applicable

	Yes (Fail)	No
Has the Propulsion Battery Module moved within the passenger compartment?		X

Describe intrusion of an outside Propulsion Battery Component into the passenger compartment [Supply photographs as appropriate]:
No Intrusion

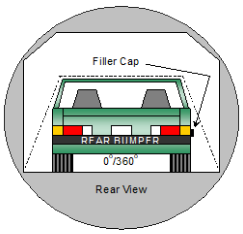
	Yes (Fail)	No
Has an outside Propulsion Battery Component intruded into the passenger compartment?		X

	Yes (Fail)	No
Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment?		X

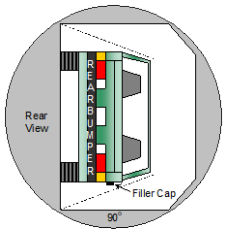
DATA SHEET NO. 305-5
STATIC ROLLOVER TEST DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

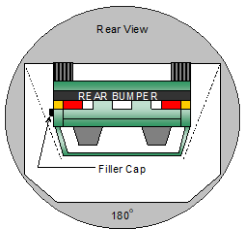
PROPULSION BATTERY SYSTEM COMPONENTS



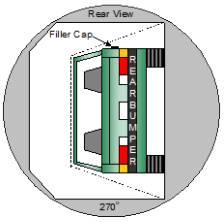
0°/360°



90°



180°



270°

PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD

Test Phase	Rotation Time (spec. 1-3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0° - 90°	1	min	50	sec	5	min	6	min	50	sec	7	min
90° - 180°	1	min	51	sec	5	min	6	min	51	sec	7	min
180° - 270°	1	min	48	sec	5	min	6	min	48	sec	7	min
270° - 360°	1	min	51	sec	5	min	6	min	51	sec	7	min

TEST VEHICLE PROPULSION BATTERY ELECTROLYTE SPILLAGE

NOTE: The maximum allowable Propulsion Battery Electrolyte Spillage is 5.0 Liters.

Test Phase	Propulsion Battery Electrolyte Spillage (L)	Spillage Location
0° to 90°	0	Not Applicable
90° to 180°	0	Not Applicable
180° to 270°	0	Not Applicable
270° to 360°	0	Not Applicable
Total Spillage	0	

	Yes (Fail)	No
Is the total Propulsion Battery Electrolyte Spillage greater than 5.0 Liters?		X
Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment?		X

DATA SHEET NO. 305-5 (CONTINUED)
STATIC ROLLOVER TEST DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

VOLTMETER INFORMATION

	Units	Observations and Conclusions
Make		
Model		
Serial Number		
Internal Impedance Value	MΩ	
Resolution	V	
Last Calibration Date		

ELECTRICAL ISOLATION MEASUREMENTS

Vb Post-Impact	V	

Record V1, V2, V1', V2' voltage measurements at the start of each successive increment of 90°, 180°, 270°, and 360° of the static rollover test.

	Voltage	Units	Test Phase	Time			
V1		V	0°		min		sec
			90°				
			180°				
			270°				
			360°				
V2		V	0°		min		sec
			90°				
			180°				
			270°				
			360°				
V1'		V	0°		min		sec
			90°				
			180°				
			270°				
			360°				
V2'		V	0°		min		sec
			90°				
			180°				
			270°				
			360°				

DATA SHEET NO. 305-5 (CONTINUED)
STATIC ROLLOVER TEST DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

ELECTRICAL ISOLATION CALCULATIONS

NOTE: If measured voltage is zero and results in a division by zero, record "Zero Volts". This "zero voltage" condition is considered as being compliant.

	Voltage	Units	Test Phase	Time			
Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']							
Ri1		Ω	0°		min		sec
			90°				
			180°				
			270°				
			360°				
Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']							
Ri2		Ω	0°		min		sec
			90°				
			180°				
			270°				
			360°				
Ri = The lesser of Ri1 and Ri2							
Ri		Ω	0°		min		sec
			90°				
			180°				
			270°				
			360°				
Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage							
Ri / Vb		Ω/V	0°		min		sec
			90°				
			180°				
			270°				
			360°				

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

	Yes	No (Fail)
Is the measured Electrical Isolation Value ≥ 500 Ω/V?		
Additional Comments	Not Applicable, vehicle was certified to FMVSS No. 305 S5.3(c).	

DATA SHEET NO. 305A-1
EVALUATE PROTECTION FROM DIRECT CONTACT WITH HIGH VOLTAGES SOURCES FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

For each data point where the IPXXB probe is used to evaluate electrical protection from direct contact with high voltage sources, provide a thumbnail photo and be as descriptive of the locations as possible. If an apparent failure is detected, include a photograph showing the direct contact between probe and the high voltage source and/or the probe lamp being illuminated.

POST-CRASH / PRE-ROLLOVER

Description of Evaluated Location	Probe Contact with High Voltage Source		Probe Lamp Illuminated	
	Yes, Fail	No, Pass	Yes, Fail	No, Pass
Electric Propulsion Drive Motor to Electrical Ground		X		X
Inverter to Electrical Ground		X		X
DC Converter to Electrical Ground		X		X
High-Voltage Battery Case to Electrical Ground		X		X
Electric Propulsion Drive Motor to Inverter		X		X
Electric Propulsion Drive Motor to DC Converter		X		X
Electric Propulsion Drive Motor to High-Voltage Battery Case		X		X
High-Voltage Battery Case to Inverter		X		X
High-Voltage Battery Case to DC Converter		X		X
DC Converter to Inverter		X		X

STATIC ROLLOVER

Description of Evaluated Location	Probe Contact with High Voltage Source		Probe Lamp Illuminated	
	Yes, Fail	No, Pass	Yes, Fail	No, Pass
Electric Propulsion Drive Motor to Electrical Ground		X		X
Inverter to Electrical Ground		X		X
DC Converter to Electrical Ground		X		X
High-Voltage Battery Case to Electrical Ground		X		X
Electric Propulsion Drive Motor to Inverter		X		X
Electric Propulsion Drive Motor to DC Converter		X		X
Electric Propulsion Drive Motor to High-Voltage Battery Case		X		X
High-Voltage Battery Case to Inverter		X		X
High-Voltage Battery Case to DC Converter		X		X
DC Converter to Inverter		X		X

DATA SHEET NO. 305A-1 (CONTINUED)
EVALUATE PROTECTION FROM DIRECT CONTACT WITH HIGH VOLTAGES SOURCES FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

For each data point where the IPXXB probe is used to evaluate electrical protection from direct contact with high voltage sources, provide a thumbnail photo and be as descriptive of the locations as possible. If an apparent failure is detected, include a photograph showing the direct contact between probe and the high voltage source and/or the probe lamp being illuminated.

POST-ROLLOVER

Description of Evaluated Location	Probe Contact with High Voltage Source		Probe Lamp Illuminated	
	Yes, Fail	No, Pass	Yes, Fail	No, Pass
Electric Propulsion Drive Motor to Electrical Ground		X		X
Inverter to Electrical Ground		X		X
DC Converter to Electrical Ground		X		X
High-Voltage Battery Case to Electrical Ground		X		X
Electric Propulsion Drive Motor to Inverter		X		X
Electric Propulsion Drive Motor to DC Converter		X		X
Electric Propulsion Drive Motor to High-Voltage Battery Case		X		X
High-Voltage Battery Case to Inverter		X		X
High-Voltage Battery Case to DC Converter		X		X
DC Converter to Inverter		X		X

DATA SHEET NO. 305A-2
EVALUATE PROTECTION AGAINST INDIRECT CONTACT WITH HIGH VOLTAGE SOURCES USING A RESISTANCE TESTER OR DC POWER SUPPLY, VOLTMETER AND AMMETER FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

For any measuring points where protection against indirect contact with high voltage sources is evaluated, provide a thumbnail photo and be as descriptive of the locations as possible. If an apparent failure is detected, include a photograph showing the locations in question and the related measured values. If the resistance is calculated using separately measured resistances, describe each measurement and the final calculation as separate entries in the table below.

Measuring Path	Pass	Fail
BC: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and the electrical chassis.*	< 0.1 Ω	≥ 0.1 Ω
BB: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and any other simultaneously reachable exposed conductive parts of the electrical protection barriers within 2.5 meters.*	< 0.2 Ω	≥ 0.2 Ω

POST-CRASH / PRE-ROLLOVER

Description of Evaluated Location	Measuring Path	Method 2 ONLY		Methods 1 & 2	Pass *or* Fail
	BC *or* **BB**	**Voltage** (V) Volts	**Current** (I) Amps	**Resistance** (R=V/I) Ω	
Electric Propulsion Drive Motor to Electrical Ground	BC			0.017	Pass
Inverter to Electrical Ground	BC			0.015	Pass
DC Converter to Electrical Ground	BC			0.004	Pass
High-Voltage Battery Case to Electrical Ground	BC			0.031	Pass
Electric Propulsion Drive Motor to Inverter	BB			0.036	Pass
Electric Propulsion Drive Motor to DC Converter	BB			0.024	Pass
Electric Propulsion Drive Motor to High-Voltage Battery Case	BB			0.048	Pass
High-Voltage Battery Case to Inverter	BB			0.040	Pass
High-Voltage Battery Case to DC Converter	BB			0.047	Pass
DC Converter to Inverter	BB			0.021	Pass

DATA SHEET NO. 305A-2 (CONTINUED)
EVALUATE PROTECTION AGAINST INDIRECT CONTACT WITH HIGH VOLTAGE SOURCES USING A RESISTANCE TESTER OR DC POWER SUPPLY, VOLTMETER AND AMMETER FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

For any measuring points where protection against indirect contact with high voltage sources is evaluated, provide a thumbnail photo and be as descriptive of the locations as possible. If an apparent failure is detected, include a photograph showing the locations in question and the related measured values. If the resistance is calculated using separately measured resistances, describe each measurement and the final calculation as separate entries in the table below.

Measuring Path	Pass	Fail
BC: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and the electrical chassis.*	< 0.1 Ω	≥ 0.1 Ω
BB: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and any other simultaneously reachable exposed conductive parts of the electrical protection barriers within 2.5 meters.*	< 0.2 Ω	≥ 0.2 Ω

STATIC ROLLOVER

Description of Evaluated Location	Measuring Path	Method 2 ONLY		Methods 1 & 2	Pass *or* Fail
	BC *or* **BB**	**Voltage** (V) Volts	**Current** (I) Amps	**Resistance** (R=V/I) Ω	
Electric Propulsion Drive Motor to Electrical Ground	BC			0.025	Pass
Inverter to Electrical Ground	BC			0.005	Pass
DC Converter to Electrical Ground	BC			0.017	Pass
High-Voltage Battery Case to Electrical Ground	BC			0.018	Pass
Electric Propulsion Drive Motor to Inverter	BB			0.043	Pass
Electric Propulsion Drive Motor to DC Converter	BB			0.024	Pass
Electric Propulsion Drive Motor to High-Voltage Battery Case	BB			0.036	Pass
High-Voltage Battery Case to Inverter	BB			0.027	Pass
High-Voltage Battery Case to DC Converter	BB			0.042	Pass
DC Converter to Inverter	BB			0.021	Pass

* Final resistance values reported after subtracting the resistance of the measurement device extensions.

DATA SHEET NO. 305A-2 (CONTINUED)
EVALUATE PROTECTION AGAINST INDIRECT CONTACT WITH HIGH VOLTAGE SOURCES USING A RESISTANCE TESTER OR DC POWER SUPPLY, VOLTMETER AND AMMETER FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

For any measuring points where protection against indirect contact with high voltage sources is evaluated, provide a thumbnail photo and be as descriptive of the locations as possible. If an apparent failure is detected, include a photograph showing the locations in question and the related measured values. If the resistance is calculated using separately measured resistances, describe each measurement and the final calculation as separate entries in the table below.

Measuring Path	Pass	Fail
BC: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and the electrical chassis.*	< 0.1 Ω	≥ 0.1 Ω
BB: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and any other simultaneously reachable exposed conductive parts of the electrical protection barriers within 2.5 meters.*	< 0.2 Ω	≥ 0.2 Ω

POST-ROLLOVER

Description of Evaluated Location	Measuring Path	Method 2 ONLY		Methods 1 & 2	Pass *or* Fail
	BC *or* **BB**	**Voltage** (V) Volts	**Current** (I) Amps	**Resistance** (R=V/I) Ω	
Electric Propulsion Drive Motor to Electrical Ground	BC			0.022	Pass
Inverter to Electrical Ground	BC			0.005	Pass
DC Converter to Electrical Ground	BC			0.016	Pass
High-Voltage Battery Case to Electrical Ground	BC			0.019	Pass
Electric Propulsion Drive Motor to Inverter	BB			0.044	Pass
Electric Propulsion Drive Motor to DC Converter	BB			0.023	Pass
Electric Propulsion Drive Motor to High-Voltage Battery Case	BB			0.036	Pass
High-Voltage Battery Case to Inverter	BB			0.026	Pass
High-Voltage Battery Case to DC Converter	BB			0.048	Pass
DC Converter to Inverter	BB			0.022	Pass

* Final resistance values reported after subtracting the resistance of the measurement device extensions.

DATA SHEET NO. 305A-3
DETERMINE VOLTAGE BETWEEN EXPOSED CONDUCTIVE PARTS OF ELECTRICAL PROTECTION BARRIERS AND THE ELECTRICAL CHASSIS AND BETWEEN EXPOSED PARTS OF ELECTRICAL PROTECTION BARRIERS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

For each data point where the voltage between exposed conductive parts of electrical protection barriers and the electrical chassis and between exposed conductive parts of electrical protection barriers is determined, provide a thumbnail photo and be as descriptive of the locations as possible. If an apparent failure is detected, include a photograph showing the locations in question and the related measured values.

Measuring Path	Pass	Fail
BC: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and the electrical chassis.*	≤ 30 VAC ≤ 60 VDC	> 30 VAC > 60 VDC
BB: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and any other simultaneously reachable exposed conductive parts of the electrical protection barriers within 2.5 meters.*	≤ 30 VAC ≤ 60 VDC	> 30 VAC > 60 VDC

POST-CRASH / PRE-ROLLOVER

Description of Evaluated Location	Measuring Path	Measured Voltage		Pass *or* Fail
	BC *or* **BB**	**VAC** (V) Volts	**VDC** (V) Volts	
Electric Propulsion Drive Motor to Electrical Ground	BC	0.0	0.0	Pass
Inverter to Electrical Ground	BC	0.0	0.0	Pass
DC Converter to Electrical Ground	BC	0.0	0.0	Pass
High-Voltage Battery Case to Electrical Ground	BC	0.0	0.0	Pass
Electric Propulsion Drive Motor to Inverter	BB	0.0	0.0	Pass
Electric Propulsion Drive Motor to DC Converter	BB	0.0	0.0	Pass
Electric Propulsion Drive Motor to High-Voltage Battery Case	BB	0.0	0.0	Pass
High-Voltage Battery Case to Inverter	BB	0.0	0.0	Pass
High-Voltage Battery Case to DC Converter	BB	0.0	0.0	Pass
DC Converter to Inverter	BB	0.0	0.0	Pass

STATIC ROLLOVER

Description of Evaluated Location	Measuring Path	Measured Voltage		Pass *or* Fail
	BC *or* **BB**	**VAC** (V) Volts	**VDC** (V) Volts	
Electric Propulsion Drive Motor to Electrical Ground	BC	0.0	0.0	Pass
Inverter to Electrical Ground	BC	0.0	0.0	Pass
DC Converter to Electrical Ground	BC	0.0	0.0	Pass
High-Voltage Battery Case to Electrical Ground	BC	0.0	0.0	Pass
Electric Propulsion Drive Motor to Inverter	BB	0.0	0.0	Pass
Electric Propulsion Drive Motor to DC Converter	BB	0.0	0.0	Pass
Electric Propulsion Drive Motor to High-Voltage Battery Case	BB	0.0	0.0	Pass
High-Voltage Battery Case to Inverter	BB	0.0	0.0	Pass
High-Voltage Battery Case to DC Converter	BB	0.0	0.0	Pass
DC Converter to Inverter	BB	0.0	0.0	Pass

DATA SHEET NO. 305A-3 (CONTINUED)
DETERMINE VOLTAGE BETWEEN EXPOSED CONDUCTIVE PARTS OF ELECTRICAL PROTECTION BARRIERS AND THE ELECTRICAL CHASSIS AND BETWEEN EXPOSED PARTS OF ELECTRICAL PROTECTION BARRIERS

Test Vehicle: 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV NHTSA No.: O20245403
Test Program: NCAP Frontal Barrier Impact Test Test Date: 12/14/2023

For each data point where the voltage between exposed conductive parts of electrical protection barriers and the electrical chassis and between exposed conductive parts of electrical protection barriers is determined, provide a thumbnail photo and be as descriptive of the locations as possible. If an apparent failure is detected, include a photograph showing the locations in question and the related measured values.

Measuring Path	Pass	Fail
BC: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and the electrical chassis.*	≤ 30 VAC ≤ 60 VDC	> 30 VAC > 60 VDC
BB: *Between exposed conductive parts of the electrical protection barrier of the high voltage source and any other simultaneously reachable exposed conductive parts of the electrical protection barriers within 2.5 meters.*	≤ 30 VAC ≤ 60 VDC	> 30 VAC > 60 VDC

POST-ROLLOVER

Description of Evaluated Location	Measuring Path	Measured Voltage		Pass *or* Fail
	BC *or* **BB**	**VAC** (V) Volts	**VDC** (V) Volts	
Electric Propulsion Drive Motor to Electrical Ground	BC	0.0	0.0	Pass
Inverter to Electrical Ground	BC	0.0	0.0	Pass
DC Converter to Electrical Ground	BC	0.0	0.0	Pass
High-Voltage Battery Case to Electrical Ground	BC	0.0	0.0	Pass
Electric Propulsion Drive Motor to Inverter	BB	0.0	0.0	Pass
Electric Propulsion Drive Motor to DC Converter	BB	0.0	0.0	Pass
Electric Propulsion Drive Motor to High-Voltage Battery Case	BB	0.0	0.0	Pass
High-Voltage Battery Case to Inverter	BB	0.0	0.0	Pass
High-Voltage Battery Case to DC Converter	BB	0.0	0.0	Pass
DC Converter to Inverter	BB	0.0	0.0	Pass

APPENDIX A
PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

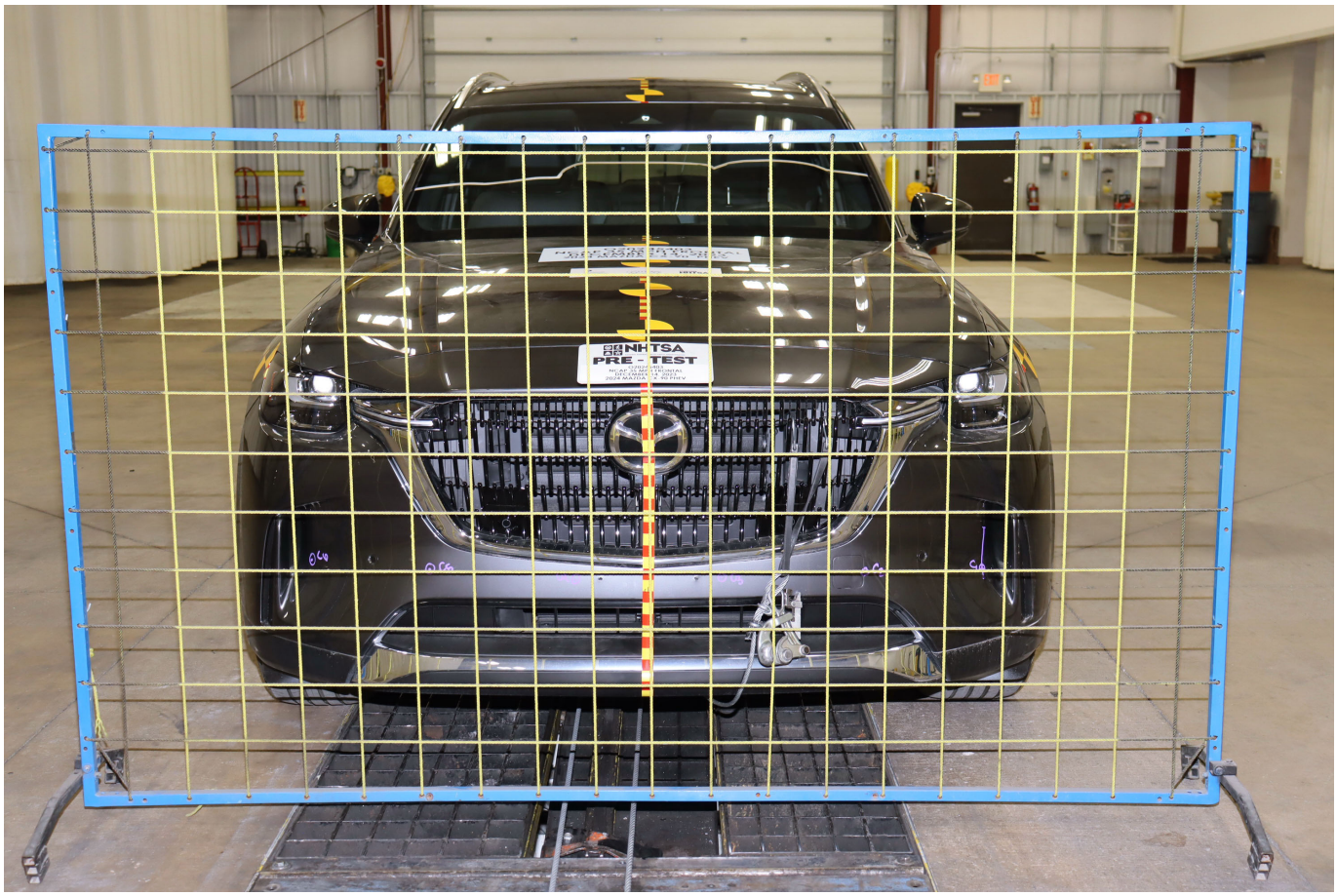


Photo No. 001 - Load Cell Location

PHOTOGRAPH NOT AVAILABLE

Photo No. 002 - Pre-Test Load Cell Wall

Photo No. 003 - Post-Test Load Cell Wall

Photo No. 004 - Manufacturer's Label

Photo No. 005 - Tire Placard

Photo No. 006 - 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV Frontal As Delivered

Photo No. 007 - Left Rear 3-4 View, As Received

Photo No. 008 - Pre-Test Front View of Test Vehicle

Photo No. 009 - Post-Test Front View of Test Vehicle

Photo No. 010 - Pre-Test Left View of Test Vehicle

Photo No. 011 - Post-Test Left View of Test Vehicle

Photo No. 012 - Pre-Test Right View of Test Vehicle

Photo No. 013 - Post-Test Right View of Test Vehicle

Photo No. 014 - Pre-Test Right Front 3-4 View

Photo No. 015 - Post-Test Right Front 3-4 View

Photo No. 016 - Pre-Test Left Rear 3-4 View

Photo No. 017 - Post-Test Left Rear 3-4 View

Photo No. 018 - Pre-Test Windshield View

Photo No. 019 - Post-Test Windshield View

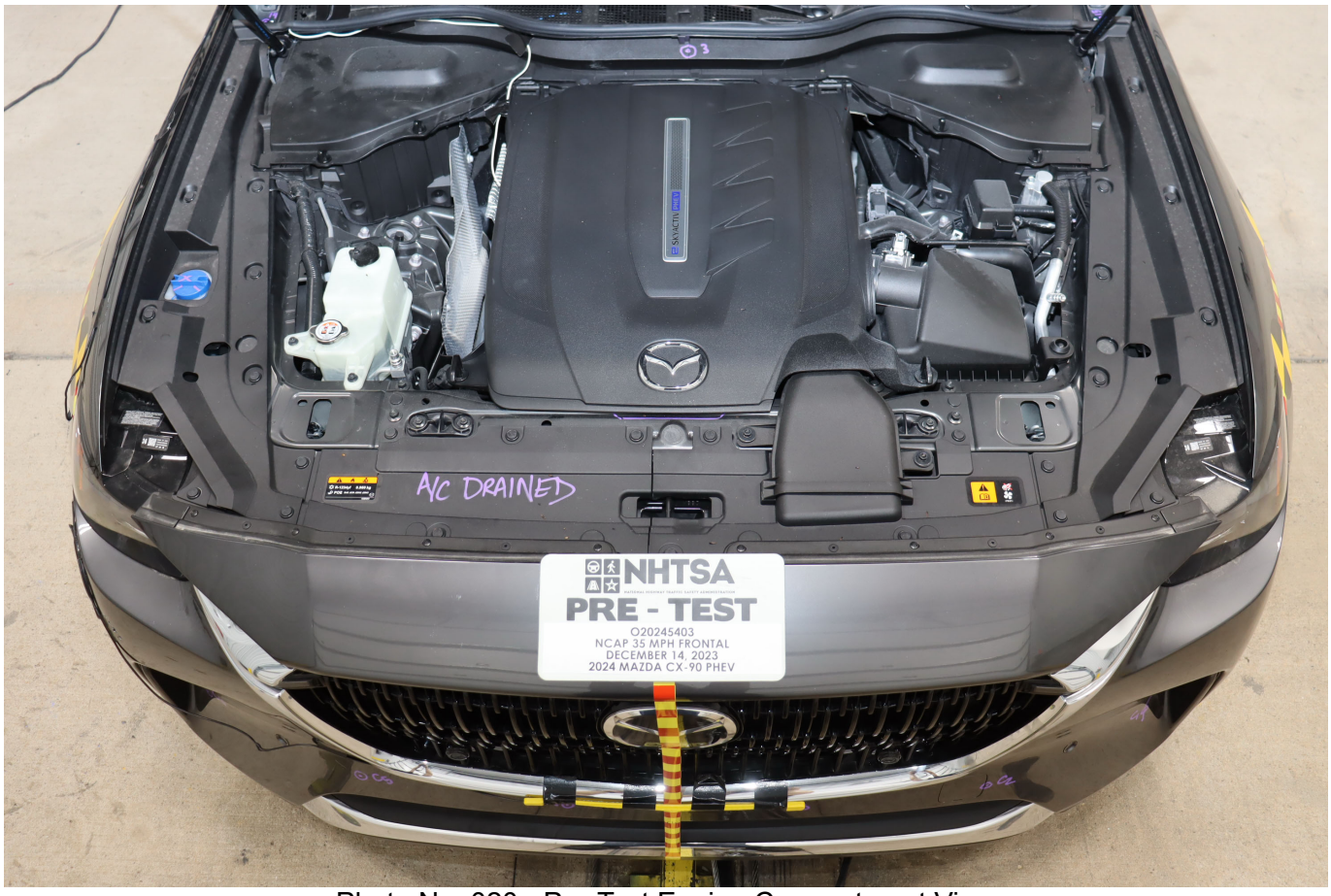


Photo No. 020 - Pre-Test Engine Compartment View

PHOTOGRAPH NOT AVAILABLE

Photo No. 021 - Post-Test Engine Compartment View

Photo No. 022 - Pre-Test Fuel Filler Cap View

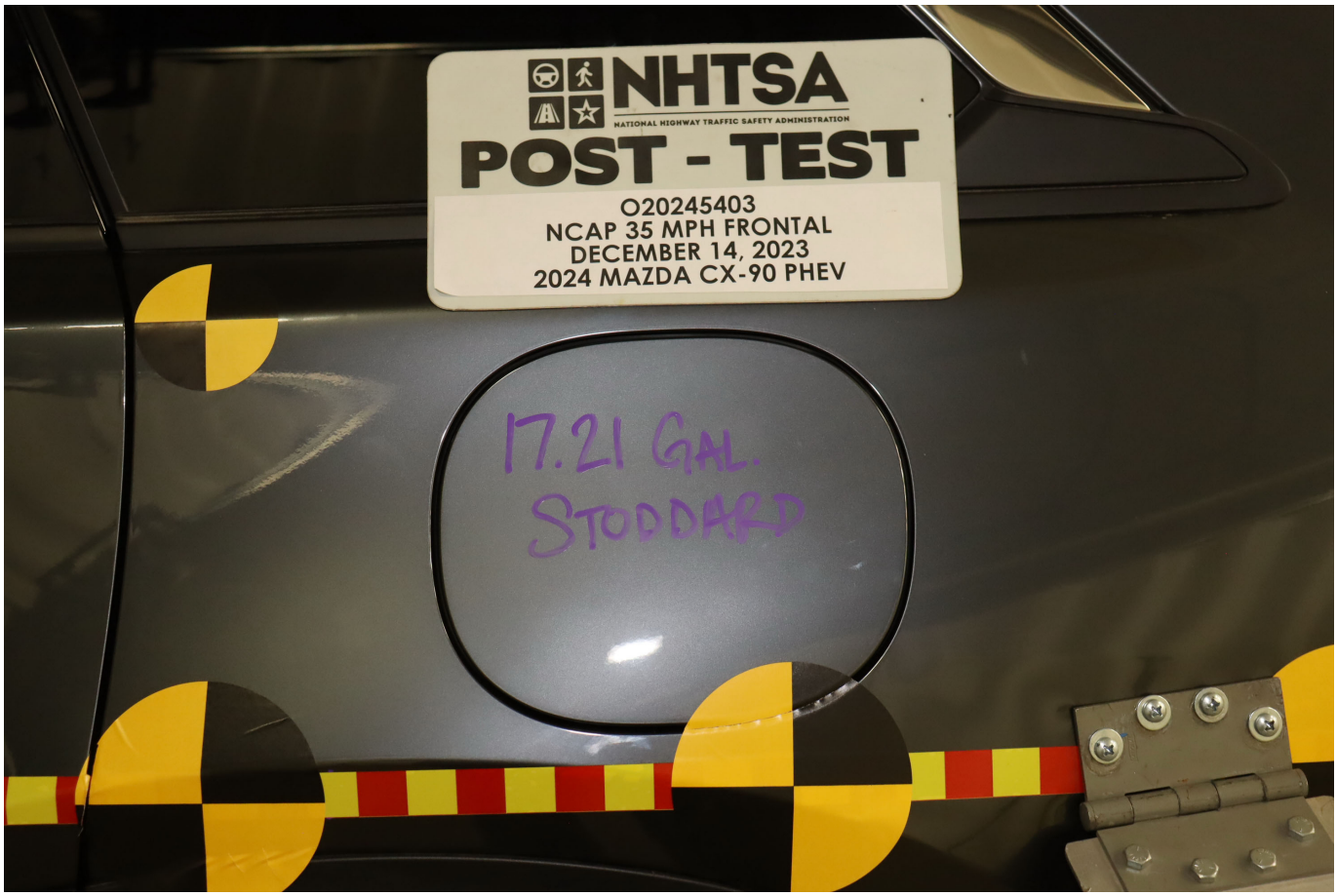


Photo No. 023 - Post-Test Fuel Filler Cap View

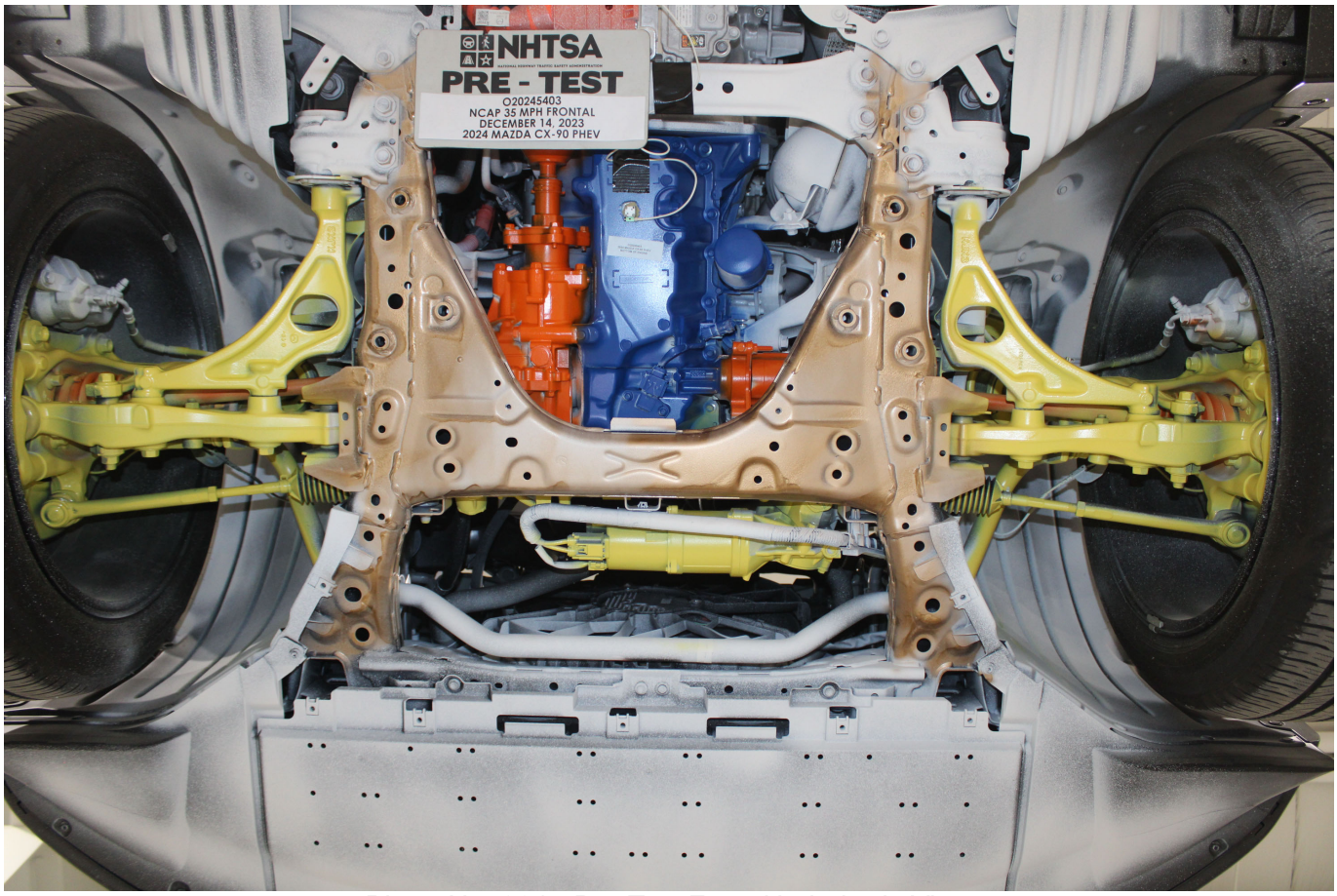


Photo No. 024 - Pre-Test Front Underbody View

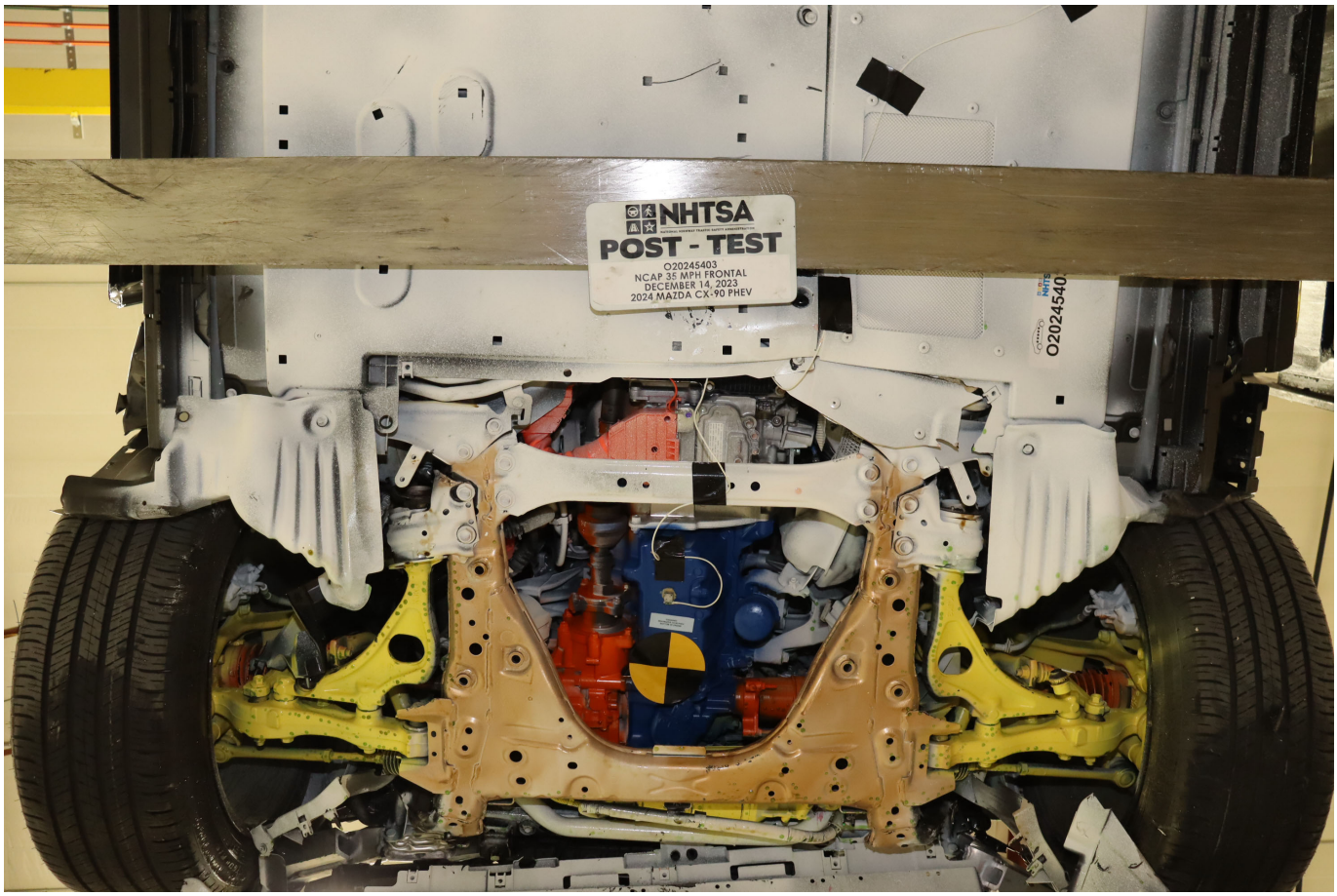


Photo No. 025 - Post-Test Front Underbody View

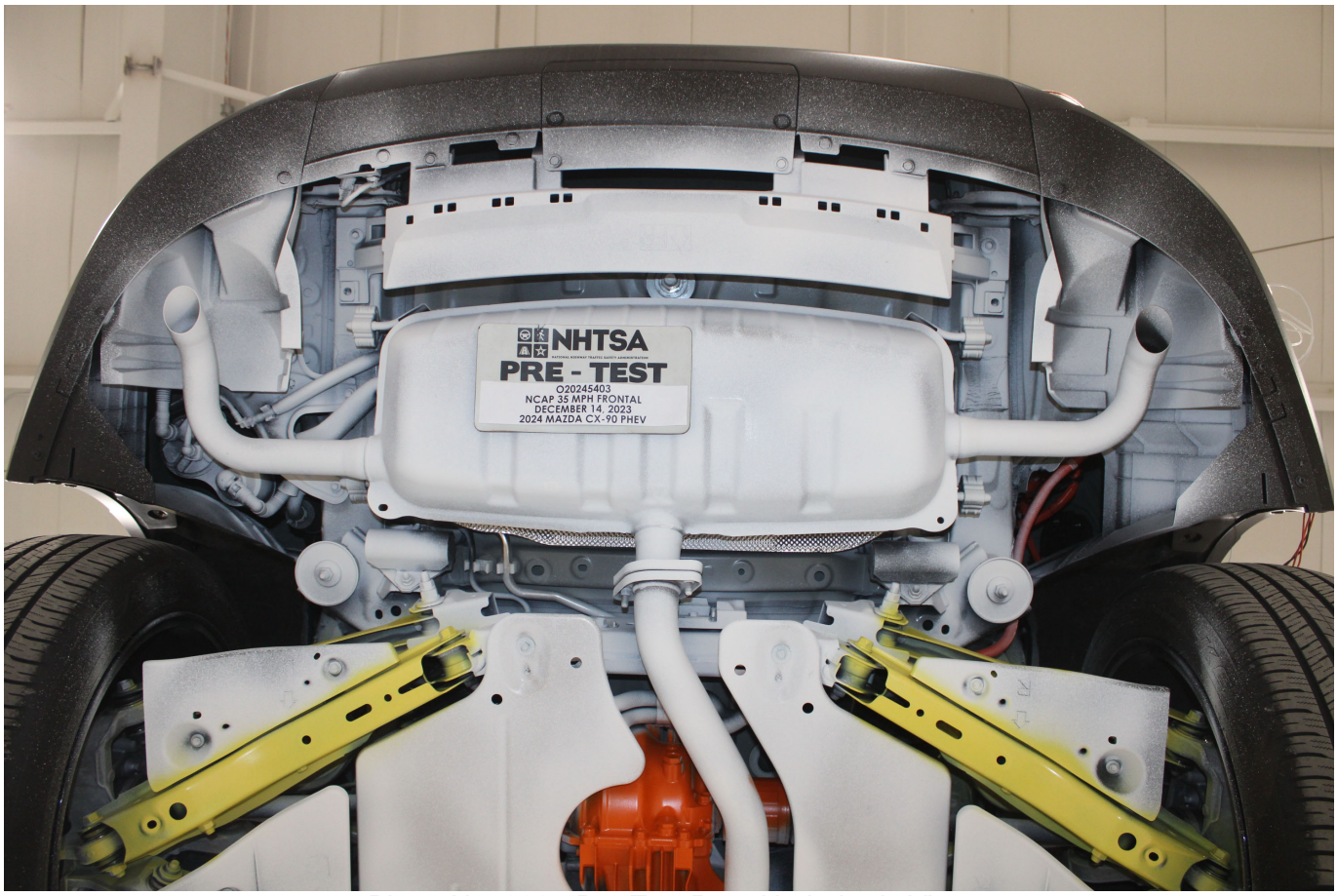


Photo No. 026 - Pre-Test Rear Underbody View

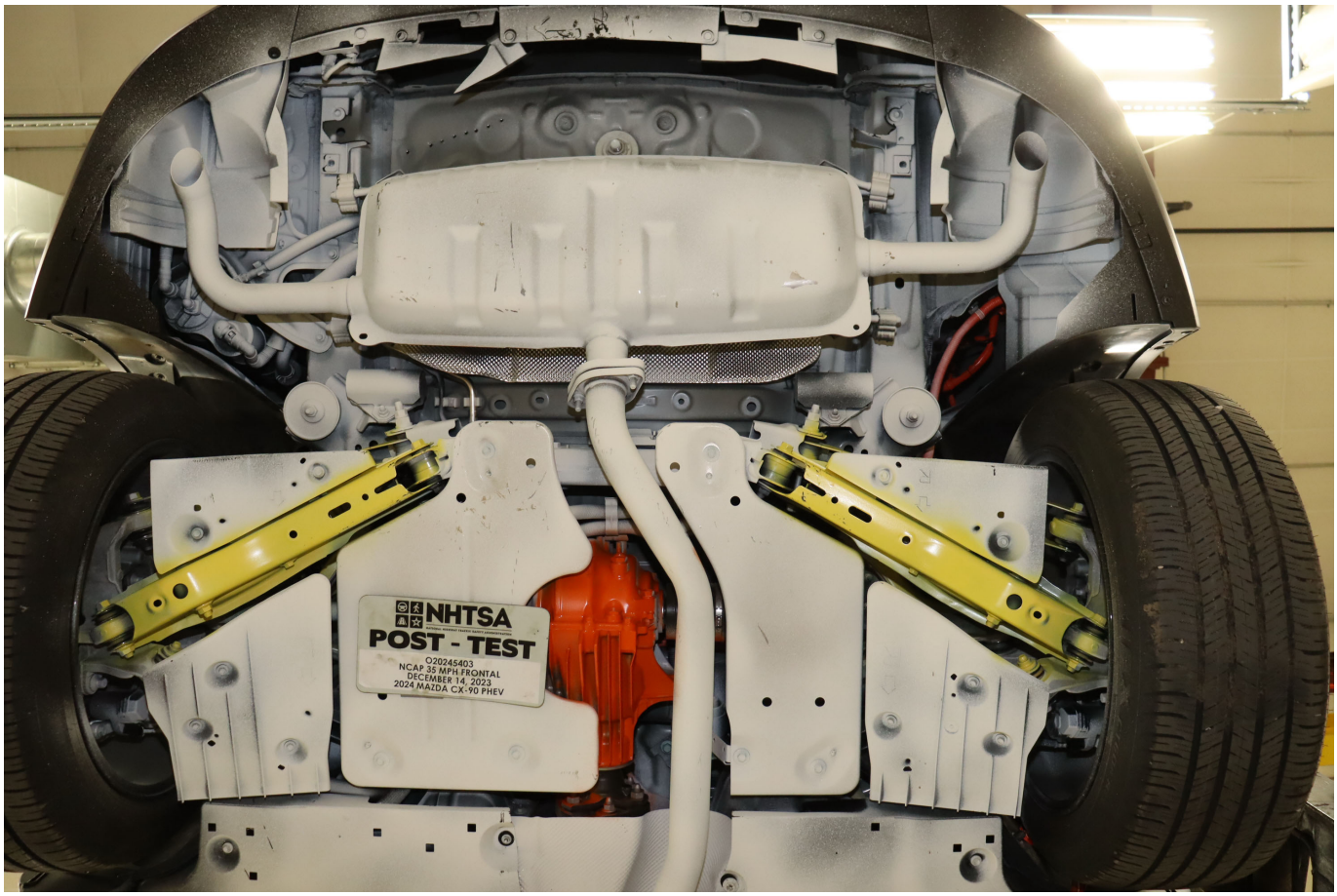


Photo No. 027 - Post-Test Rear Underbody View

Photo No. 028 - Pre-Test Dummy Cable Routing

Photo No. 029 - Post-Test Dummy Cable Routing

Photo No. 030 - Pre-Test Driver Dummy Front View

Photo No. 031 - Post-Test Driver Dummy Front View

Photo No. 032 - Pre-Test Driver Dummy Window View

Photo No. 033 - Post-Test Driver Dummy Window View

Photo No. 034 - Pre-Test Driver Dummy and Vehicle Interior View

Photo No. 035 - Post-Test Driver Dummy and Vehicle Interior View

Photo No. 036 - Pre-Test Driver's Seat Fore-Aft Markings

Photo No. 037 - Post-Test Driver's Seat Fore-Aft Markings

Photo No. 038 - Pre-Test View of Belt Anchorage for Driver Dummy

Photo No. 039 - Post-Test View of Belt Anchorage for Driver Dummy

Photo No. 040 - Pre-Test View of Belt Buckle and Latch Plate for Driver Dummy

Photo No. 041 - Post-Test View of Belt Buckle and Latch Plate for Driver Dummy

Photo No. 042 - Pre-Test Driver Dummy Feet

Photo No. 043 - Post-Test Driver Dummy Feet

Photo No. 044 - Pre-Test Driver's Side Knee Bolster

Photo No. 045 - Post-Test Driver's Side Knee Bolster

Photo No. 046 - Pre-Test Driver's Side Floorpan

Photo No. 047 - Post-Test Driver's Side Floorpan

Photo No. 048 - Post-Test Driver Dummy Face

Photo No. 049 - Post-Test Driver Dummy Contact with Airbag

Photo No. 050 - Post-Test Driver Dummy Contact with Headrest

Photo No. 051 - Pre-Test View of the Steering Wheel

Photo No. 052 - Post-Test View of the Steering Wheel

Photo No. 053 - Pre-Test Passenger Dummy Front View

Photo No. 054 - Post-Test Passenger Dummy Front View

Photo No. 055 - Pre-Test Passenger Dummy Window View

Photo No. 056 - Post-Test Passenger Dummy Window View

Photo No. 057 - Pre-Test Passenger Dummy and Vehicle Interior View

Photo No. 058 - Post-Test Passenger Dummy and Vehicle Interior View

Photo No. 059 - Pre-Test Passenger's Seat Fore-Aft Markings

Photo No. 060 - Post-Test Passenger's Seat Fore-Aft Markings

Photo No. 061 - Pre-Test View of Belt Anchorage for Passenger Dummy

Photo No. 062 - Post-Test View of Belt Anchorage for Passenger Dummy

Photo No. 063 - Pre-Test View of Belt Buckle and Latch Plate for Passenger Dummy

Photo No. 064 - Post-Test View of Belt Buckle and Latch Plate for Passenger Dummy

Photo No. 065 - Pre-Test Passenger Dummy Feet

Photo No. 066 - Post-Test Passenger Dummy Feet

Photo No. 067 - Pre-Test Passenger's Side Knee Bolster

Photo No. 068 - Post-Test Passenger's Side Knee Bolster

Photo No. 069 - Pre-Test Passenger's Side Floorpan

Photo No. 070 - Post-Test Passenger's Side Floorpan

Photo No. 071 - Post-Test Passenger Dummy Face

Photo No. 072 - Post-Test Passenger Dummy Contact with Airbag

Photo No. 073 - Post-Test Passenger Dummy Contact with Headrest

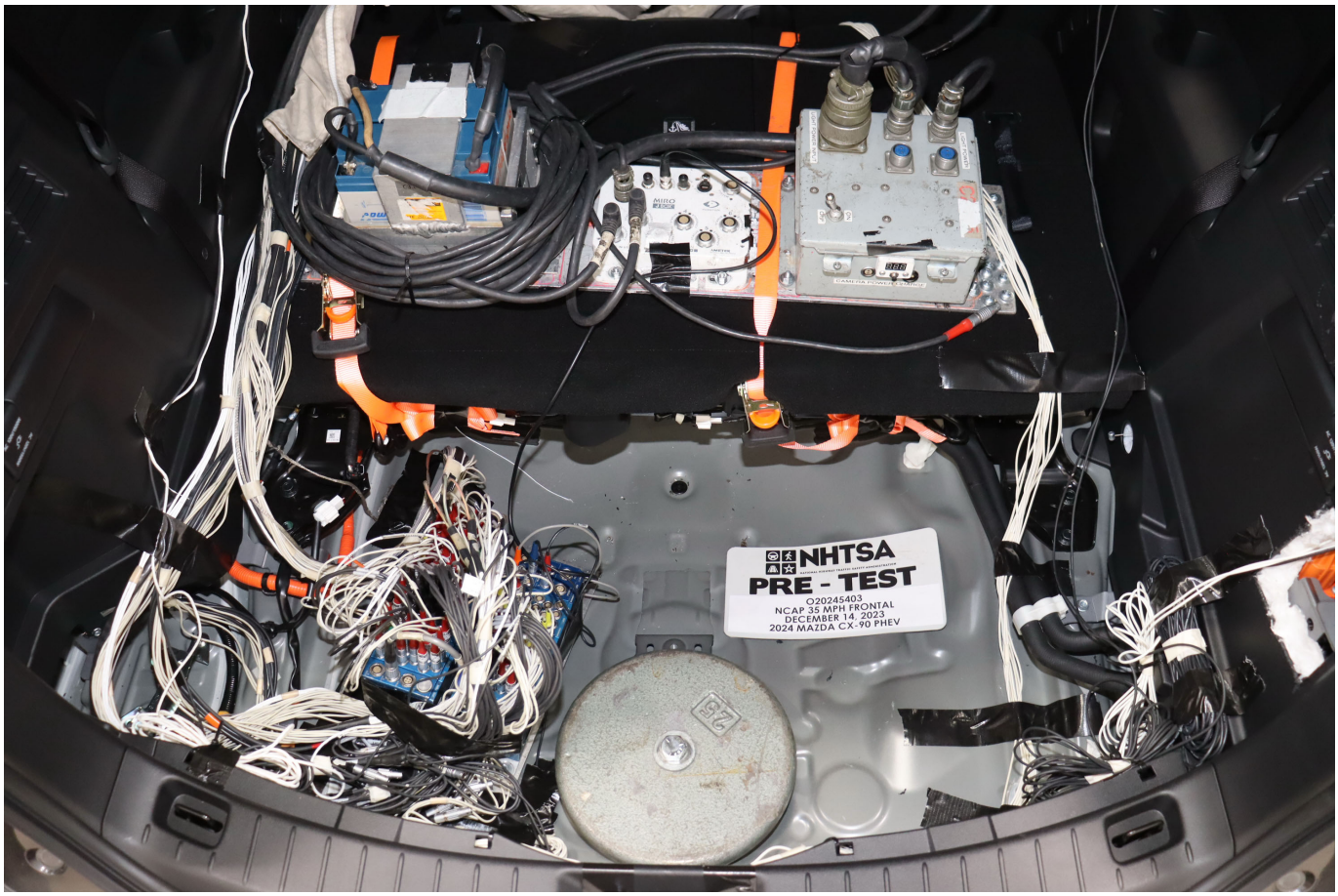


Photo No. 074 - Photograph of Ballast Installed in Vehicle

PHOTOGRAPH NOT APPLICABLE

Photo No. 075 - Post-Test Stoddard Solvent Spillage Location View

Photo No. 076 - Post-Test Speed Trap Read-Out

Photo No. 077 - Vehicle at 0 Degrees on Static Rollover Device

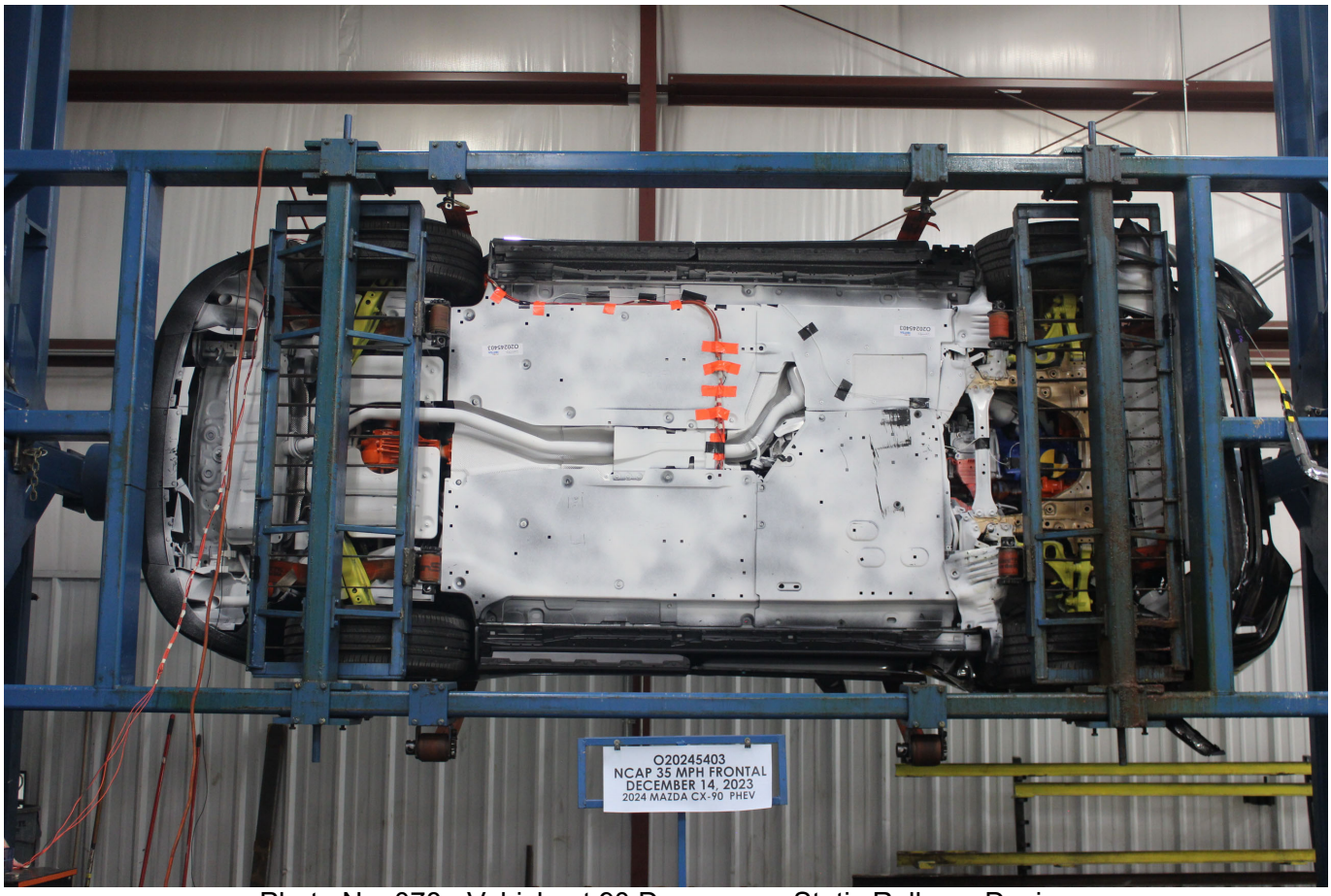


Photo No. 078 - Vehicle at 90 Degrees on Static Rollover Device

Photo No. 079 - Vehicle at 180 Degrees on Static Rollover Device

Photo No. 080 - Vehicle at 270 Degrees on Static Rollover Device

Photo No. 081 - Vehicle at 360 Degrees on Static Rollover Device

Photo No. 082 - 2024 Mazda CX-90 PHEV Premium Plus 5-Door SUV Frontal Impact Event

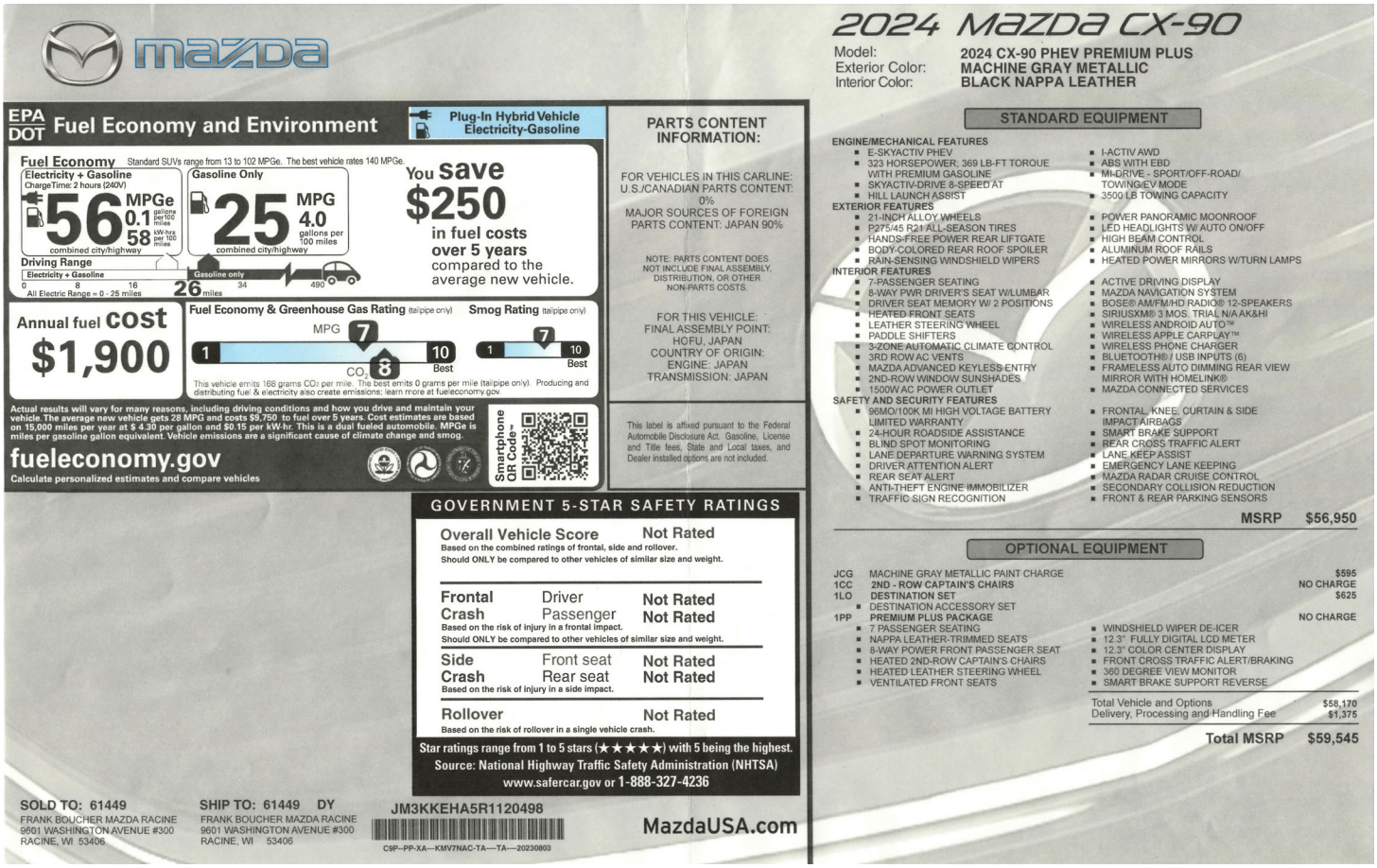


Photo No. 083 - Monroney Label Photograph

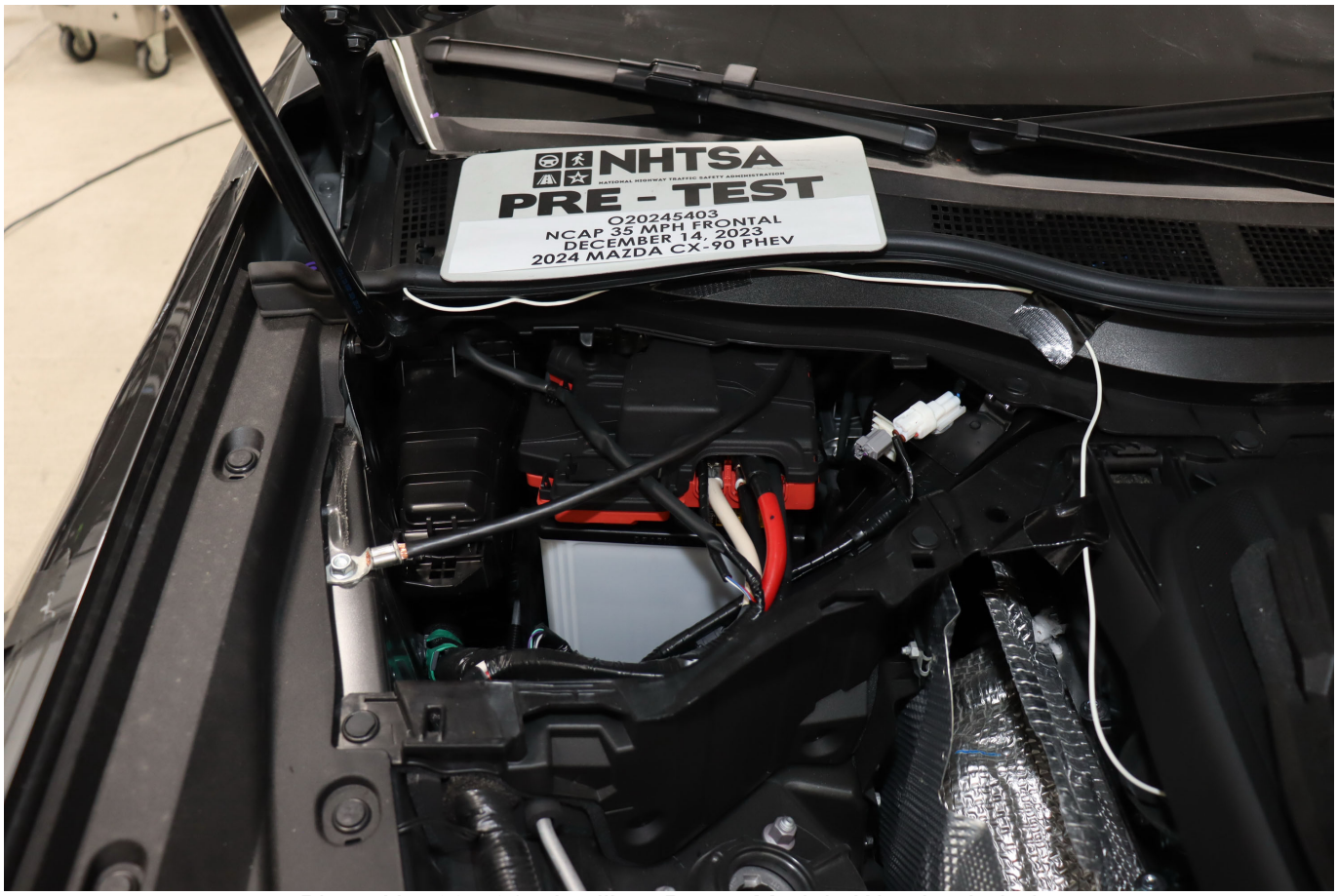


Photo No. 305-01 - Auxiliary Power Module Warning Label

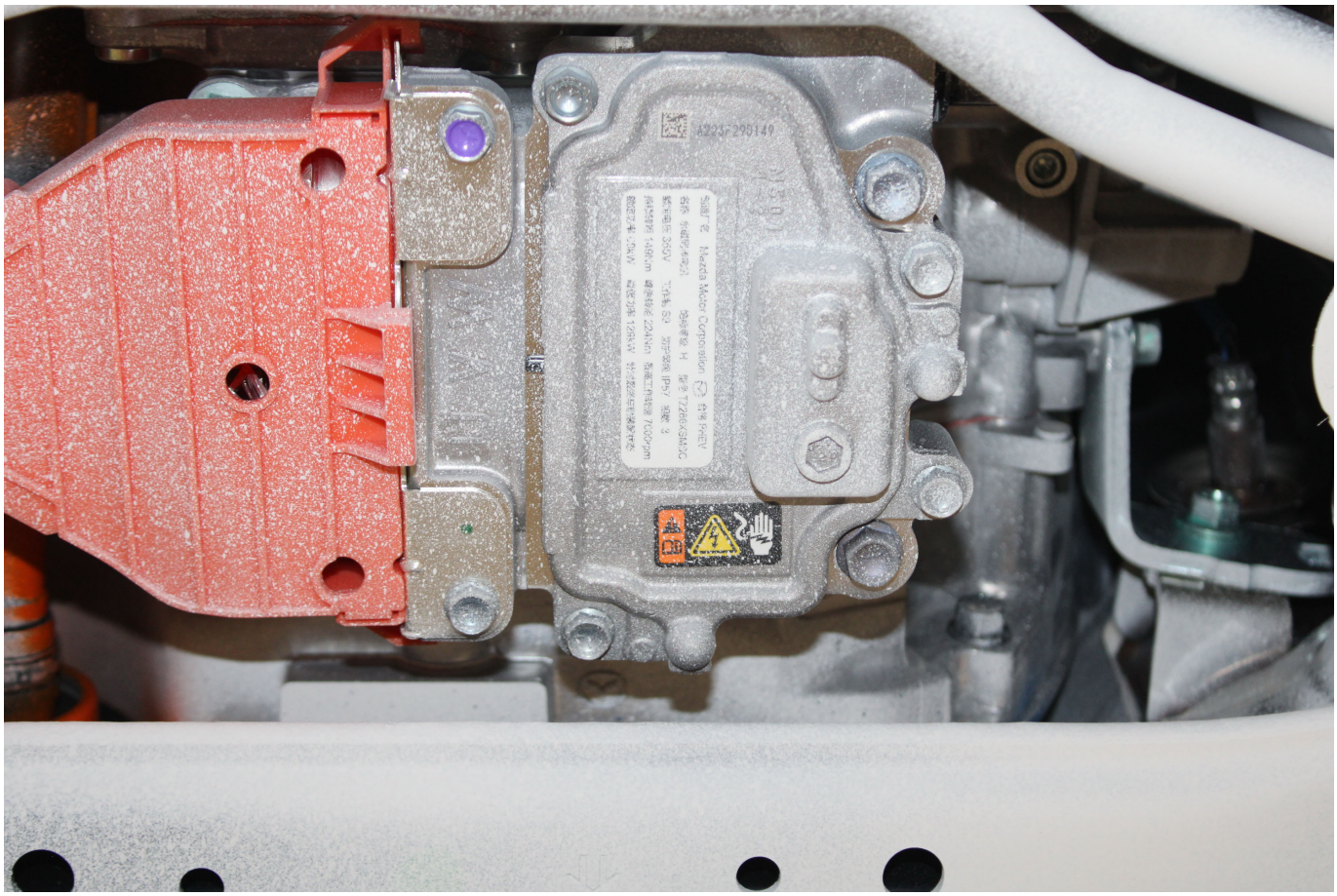


Photo No. 305-02 - Power Inverter Warning Label

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-03 - First Responder Warning Label

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-04 - First Responder Warning Location

Photo No. 305-05 - Other Vehicle Label(s) Related to Electrical Propulsion System

Photo No. 305-06 - Manual High Voltage Service Disconnect in Place

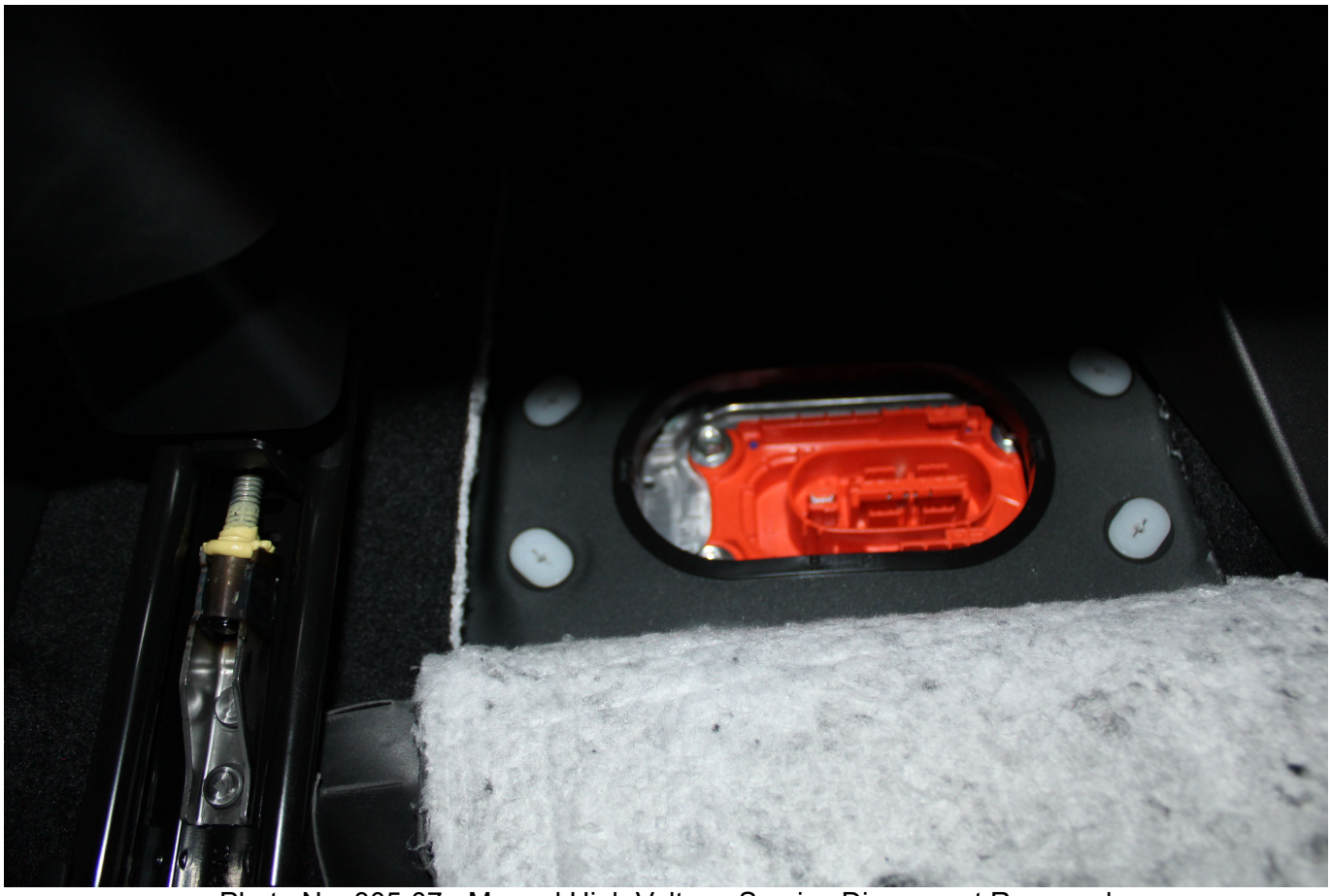


Photo No. 305-07 - Manual High Voltage Service Disconnect Removed

Photo No. 305-08 - Manual High Voltage Service Disconnect Removed

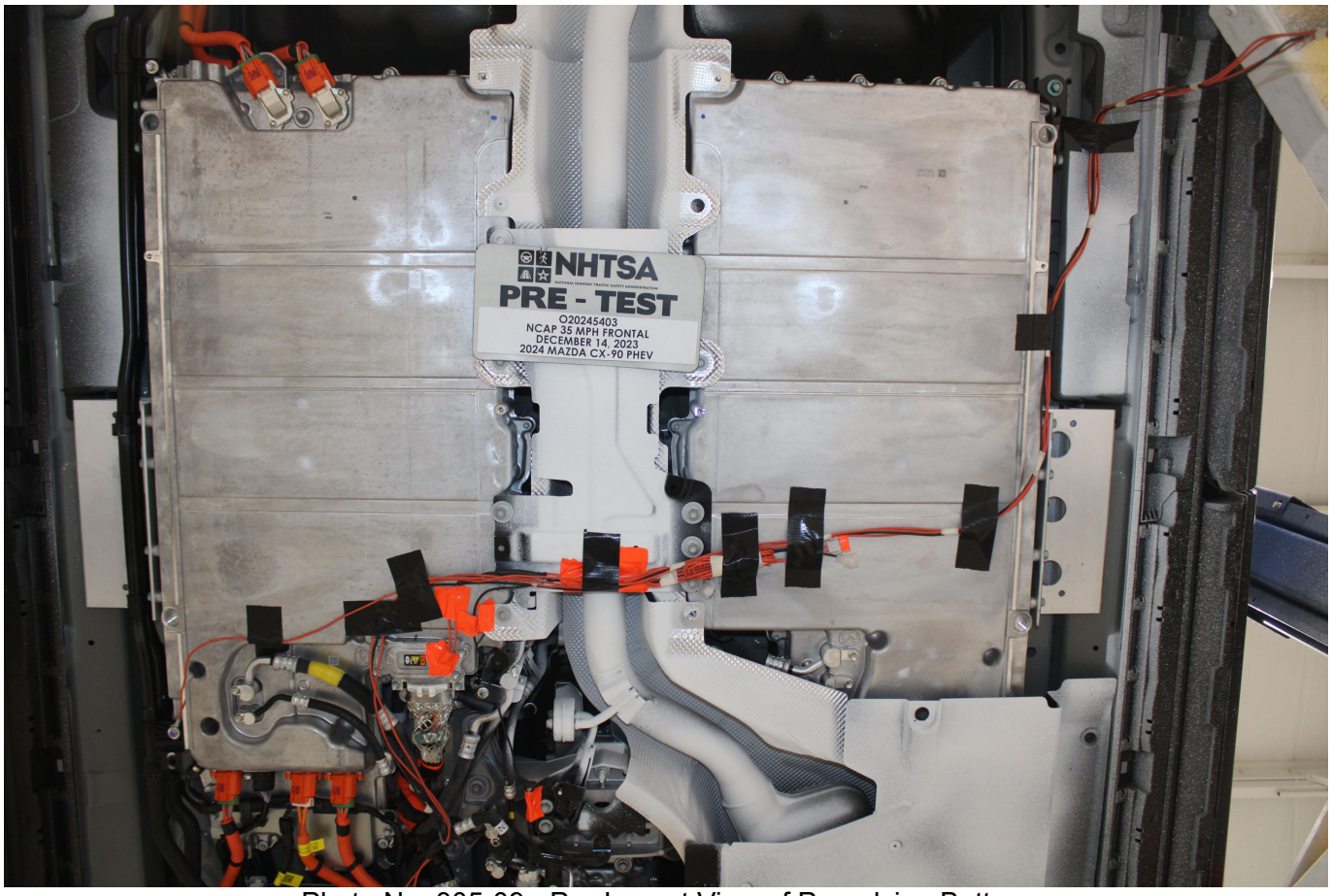


Photo No. 305-09 - Pre-Impact View of Propulsion Battery

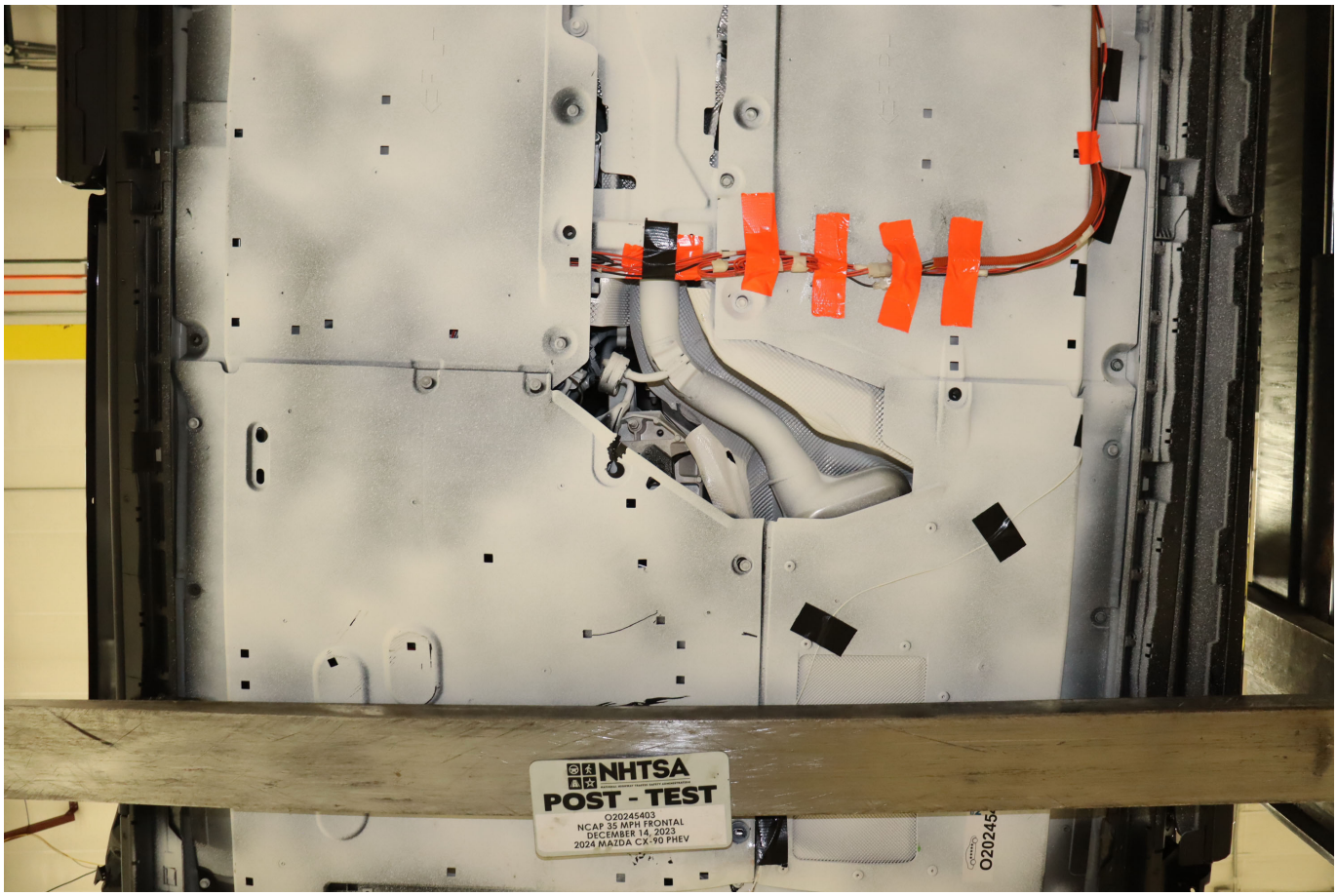


Photo No. 305-10 - Post-Impact Front View of Propulsion Battery

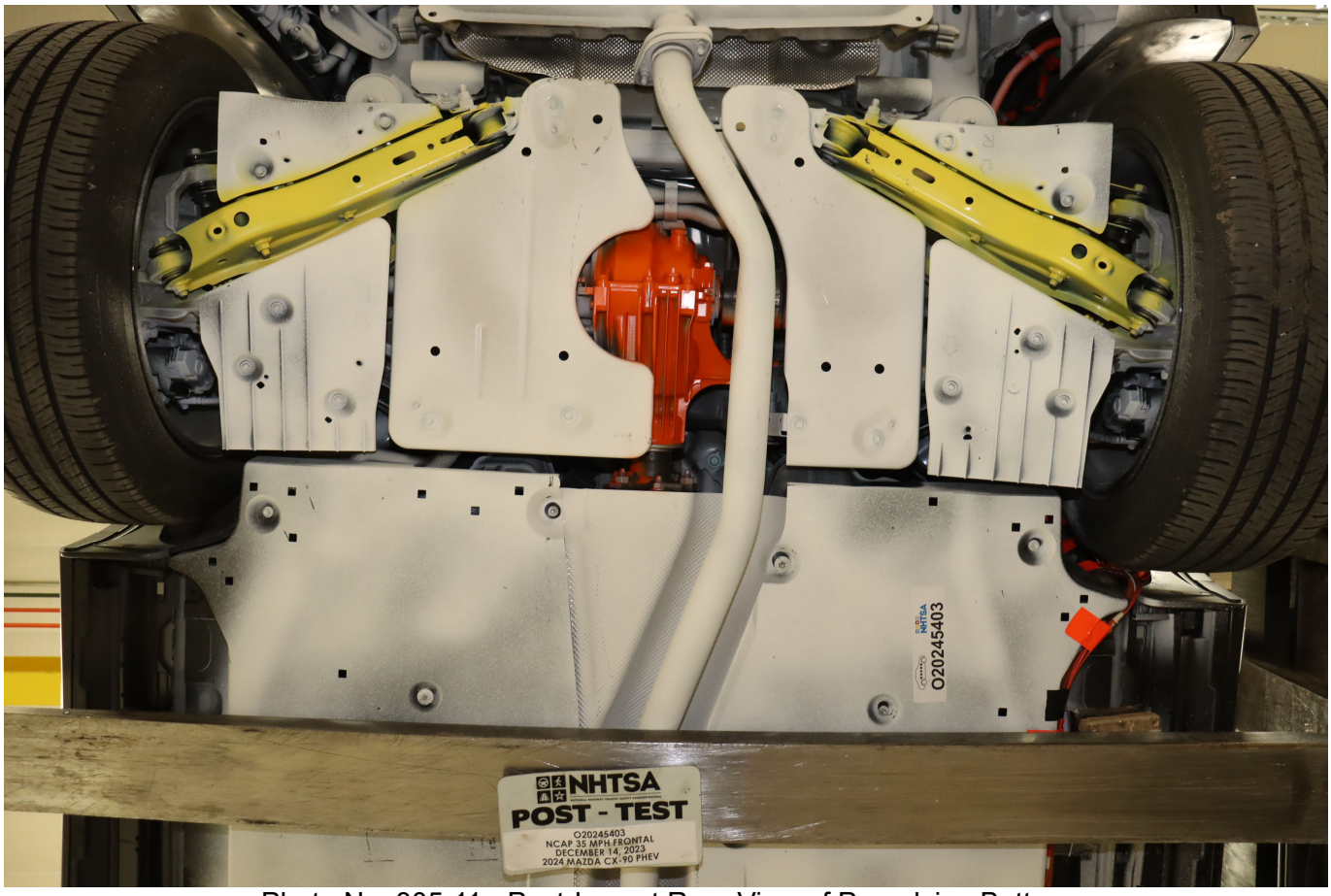


Photo No. 305-11 - Post-Impact Rear View of Propulsion Battery

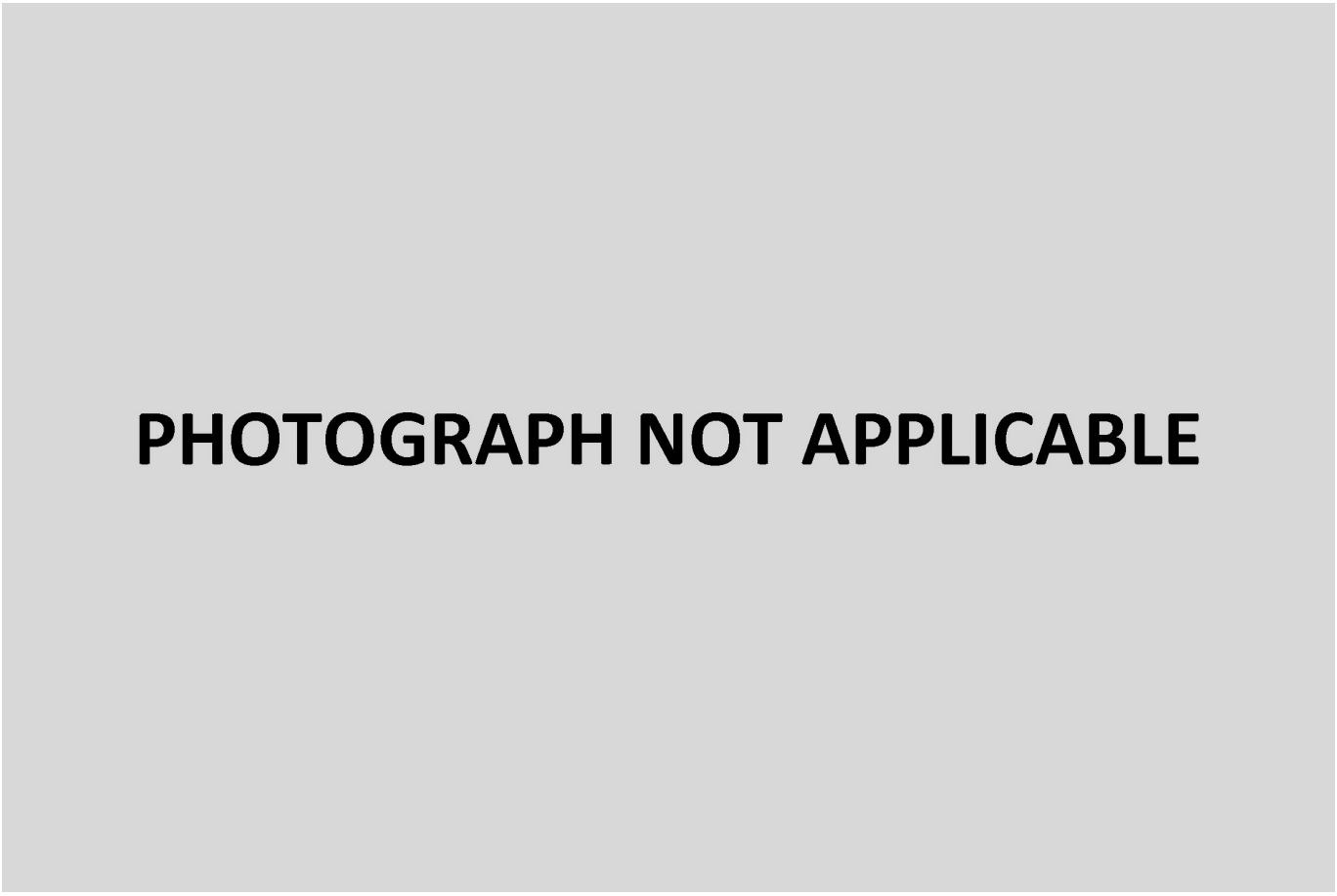


Photo No. 305-12 - Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

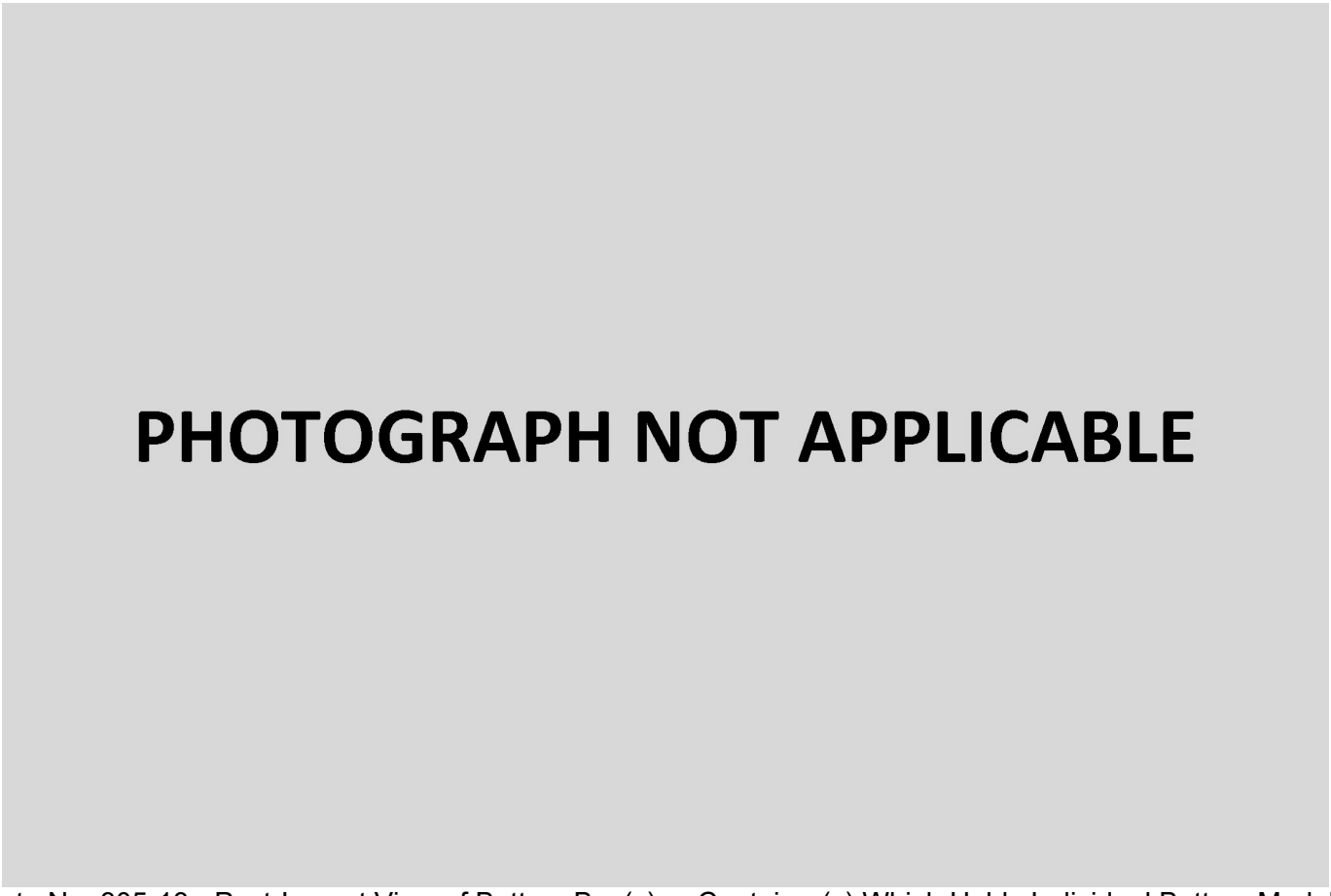


Photo No. 305-13 - Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

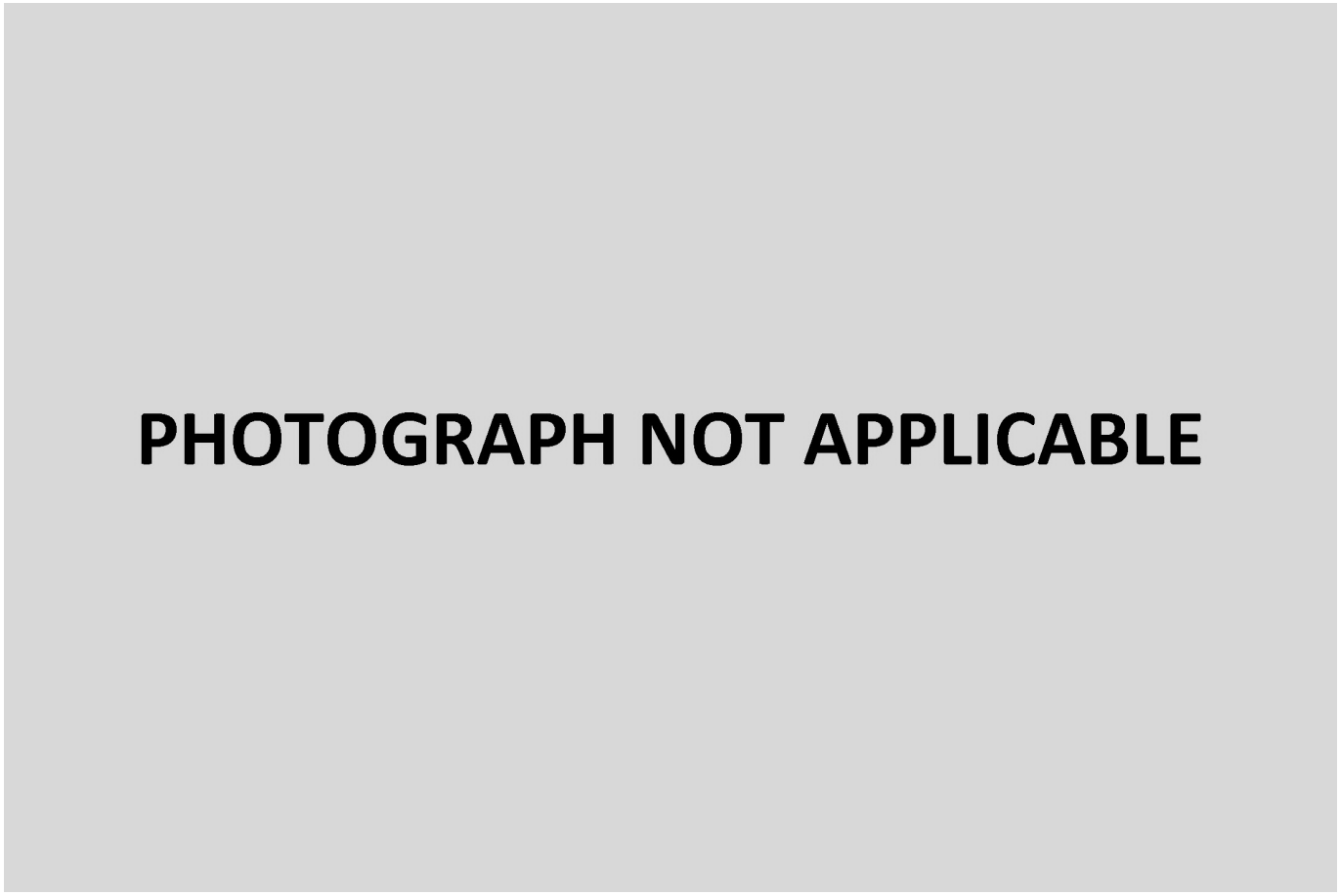


Photo No. 305-14 - Pre-Impact View of Propulsion Battery Module(s)

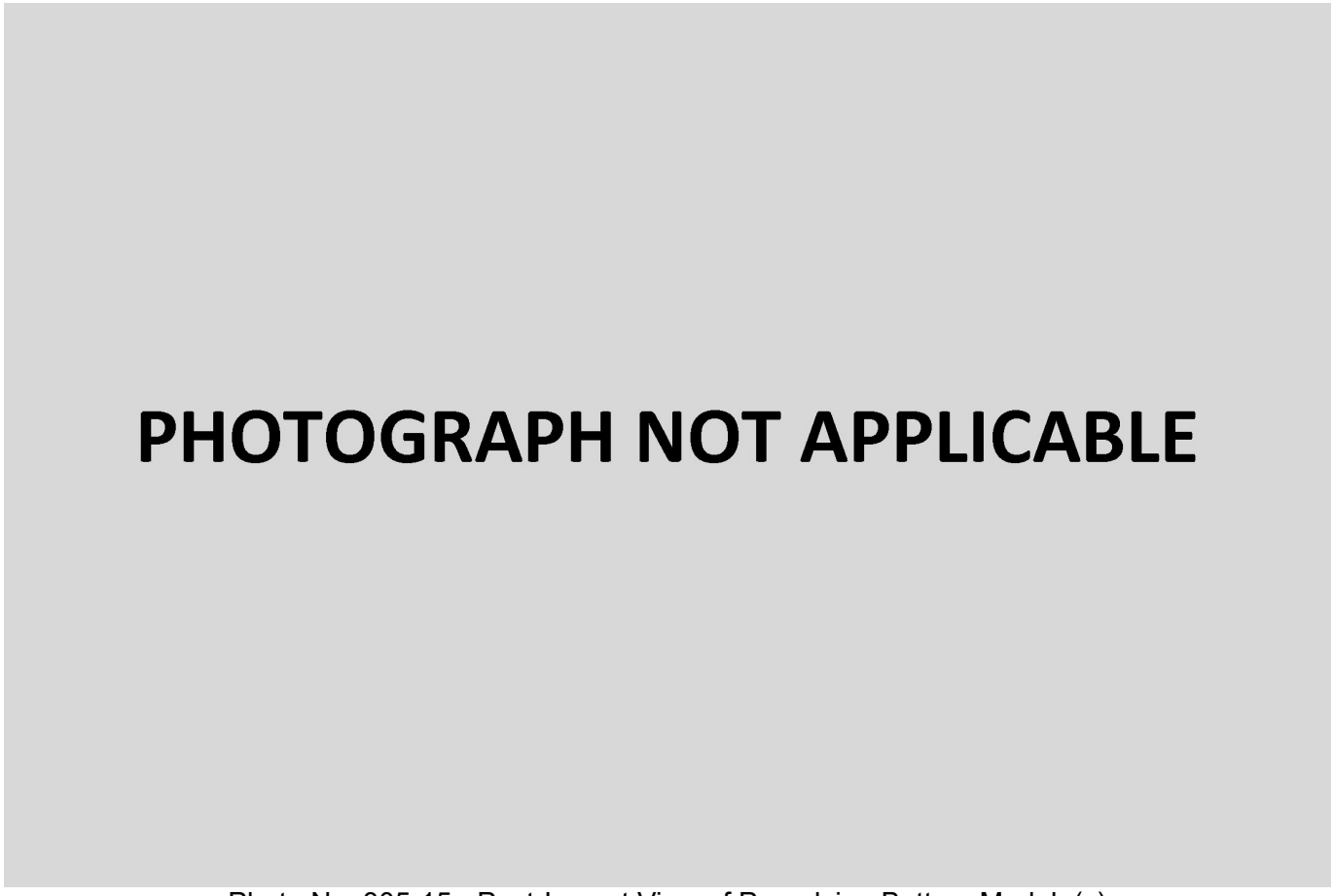


Photo No. 305-15 - Post-Impact View of Propulsion Battery Module(s)

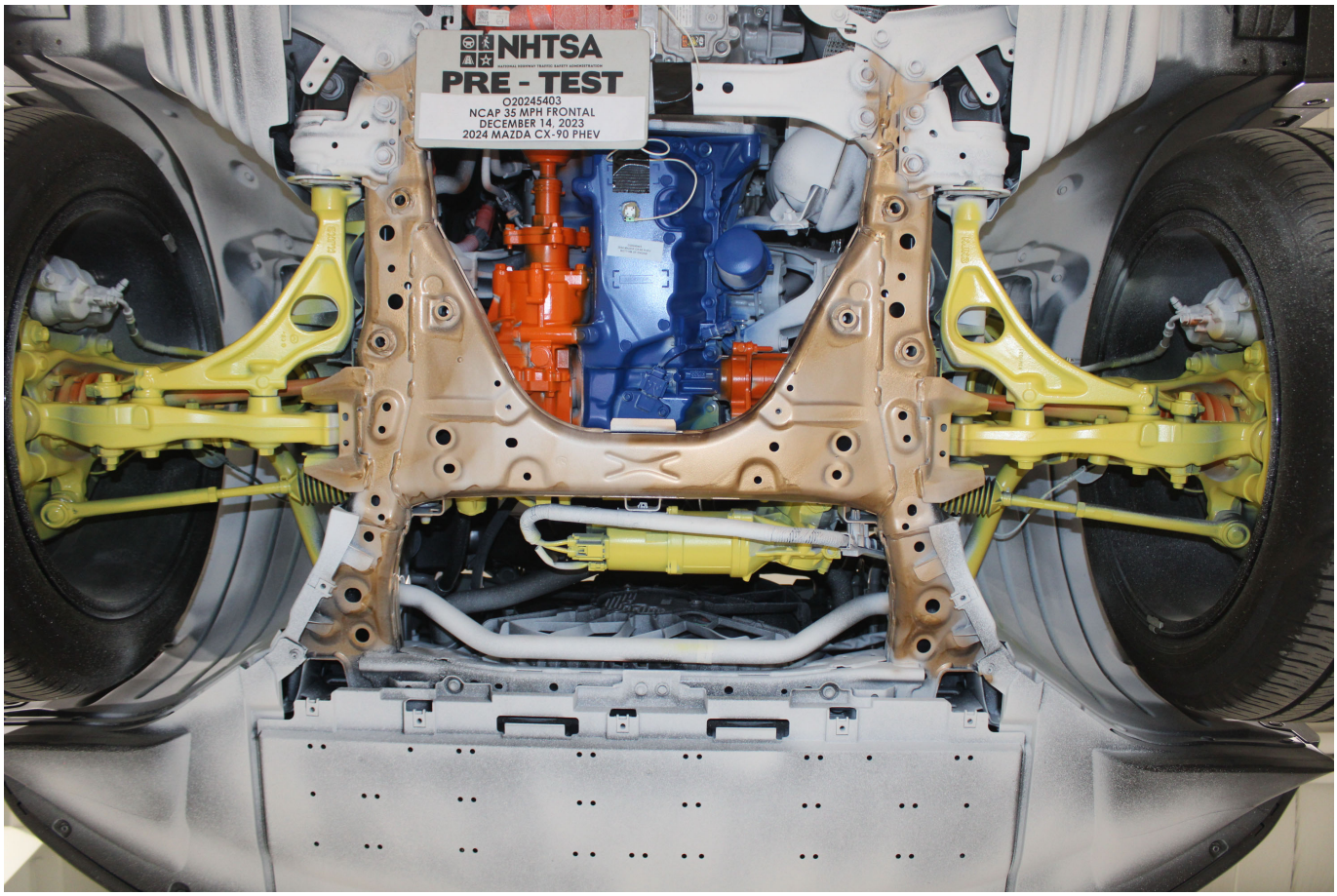


Photo No. 305-16 - Pre-Impact View of Electric Propulsion Drive

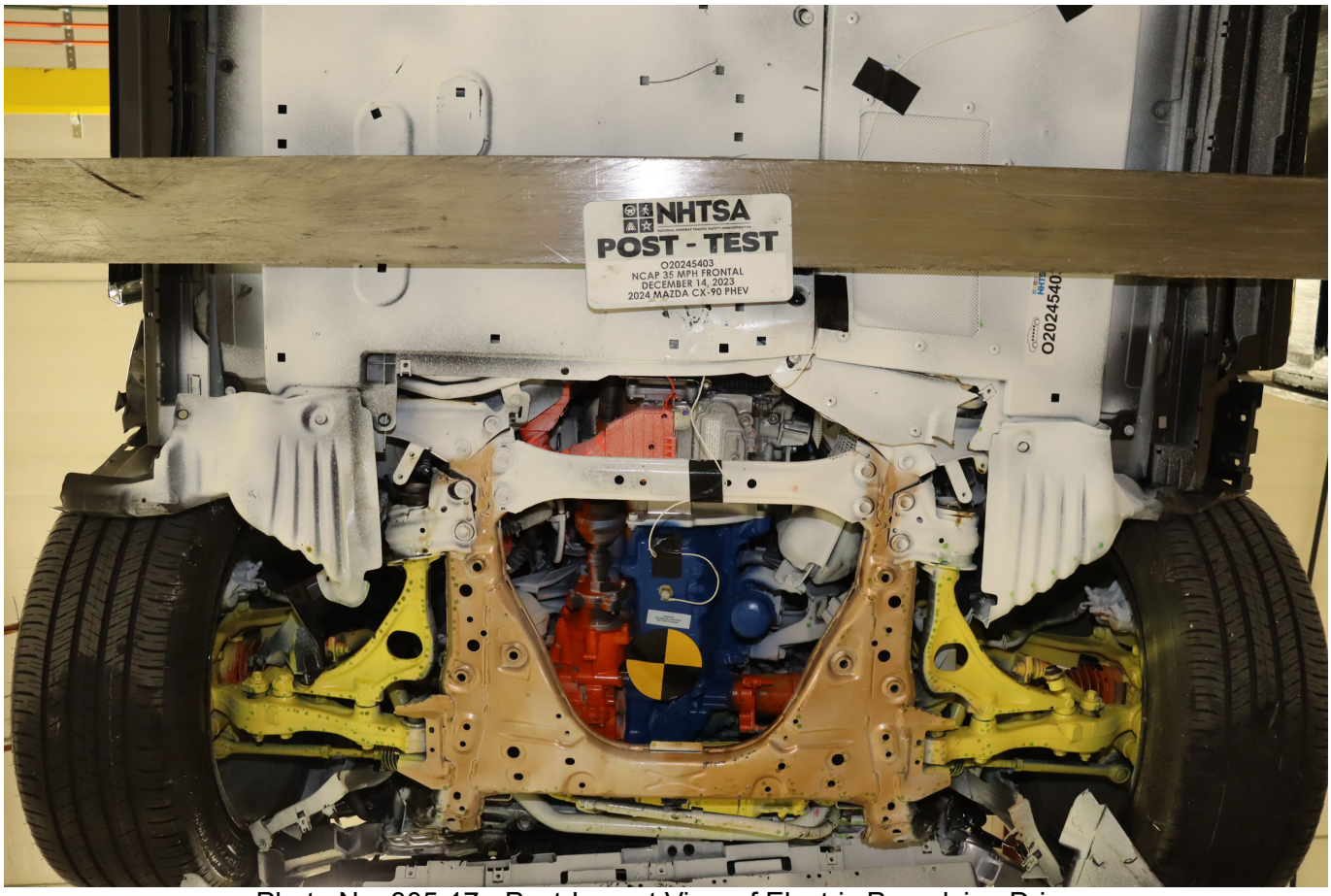


Photo No. 305-17 - Post-Impact View of Electric Propulsion Drive

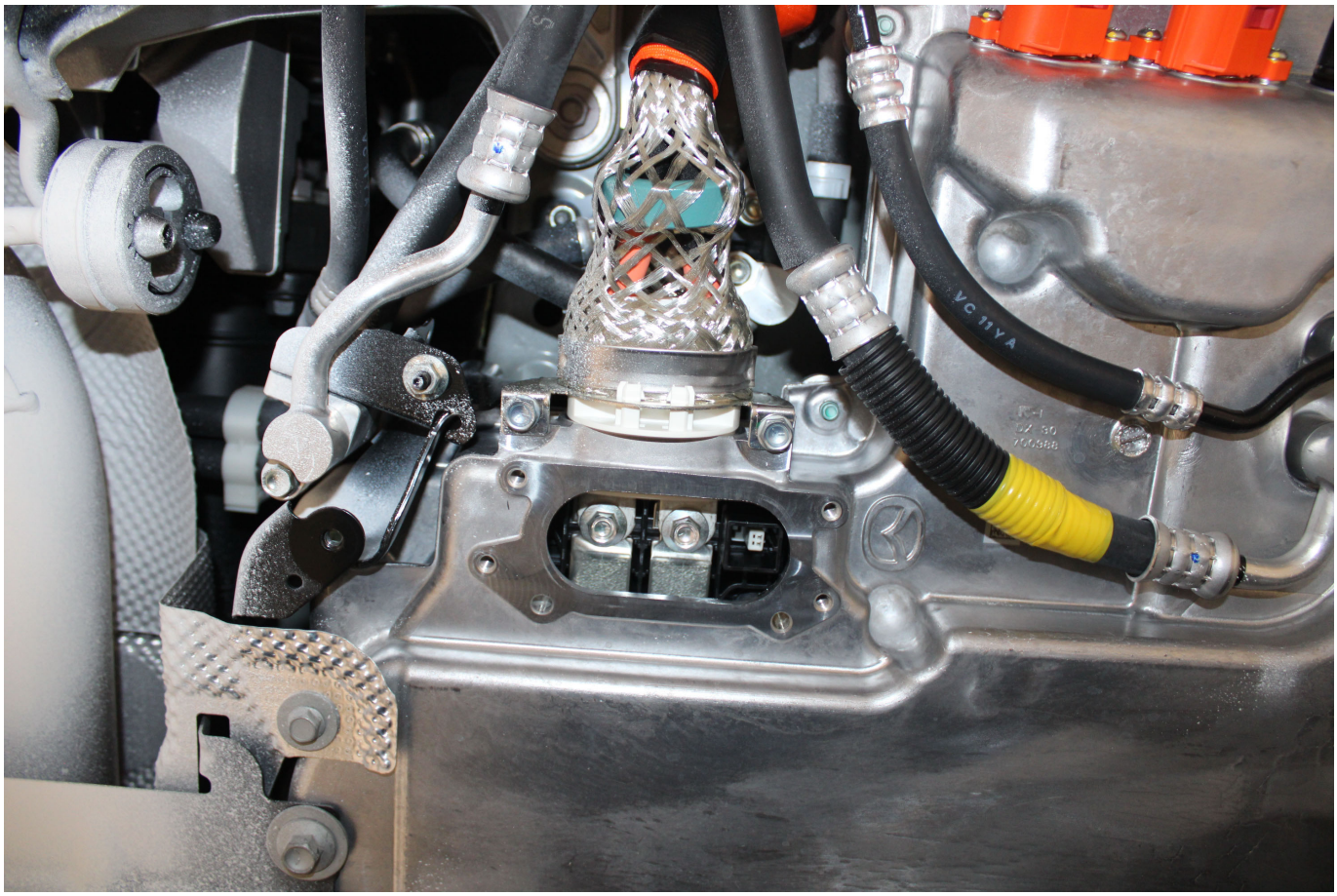


Photo No. 305-18 - Pre-Impact View of High Voltage Interconnect(s)

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-19 - Pre-Impact View Propulsion Battery Venting System(s)

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-20 - Pre-Impact View of Other Visible Electric Propulsion Components

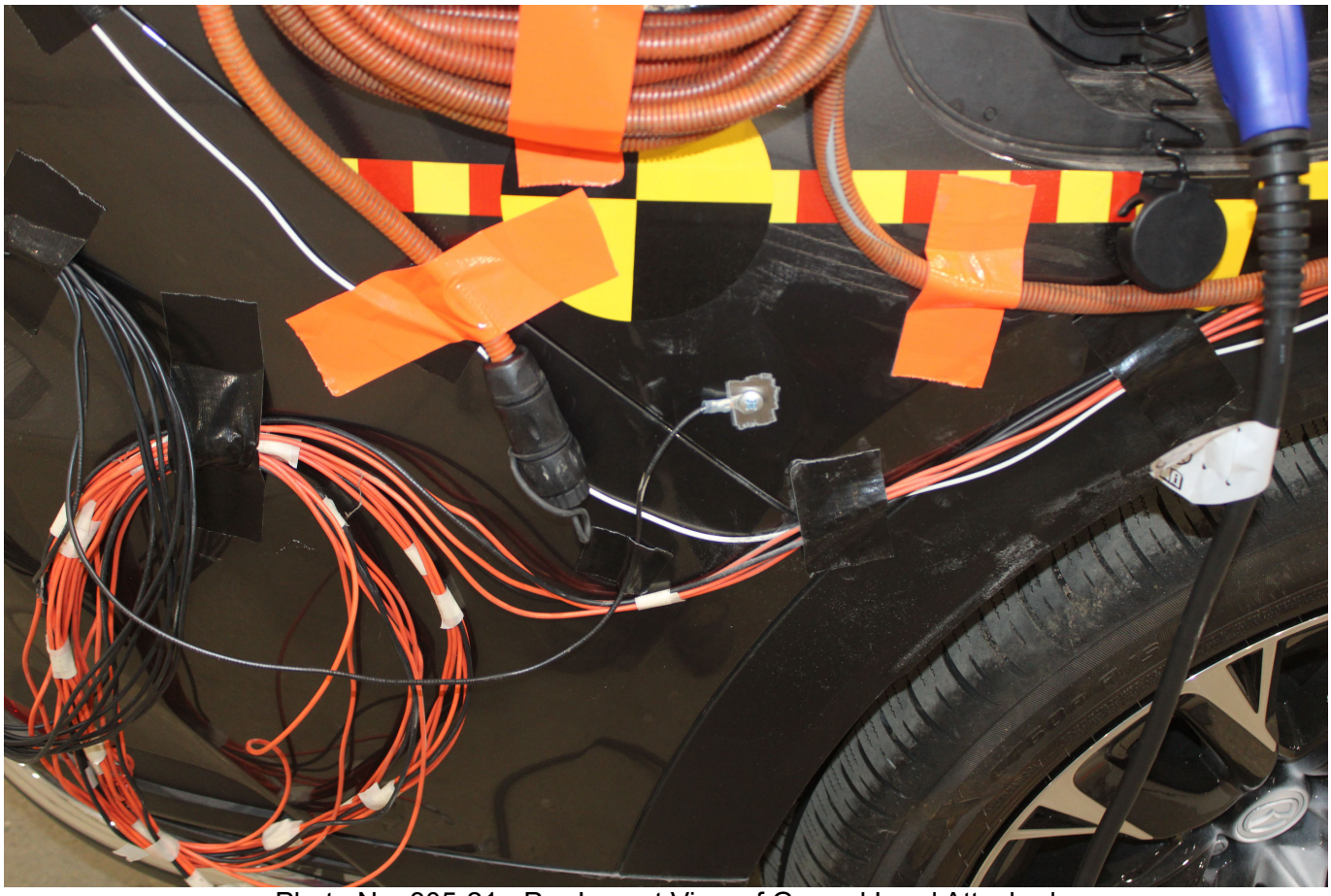


Photo No. 305-21 - Pre-Impact View of Ground Lead Attached

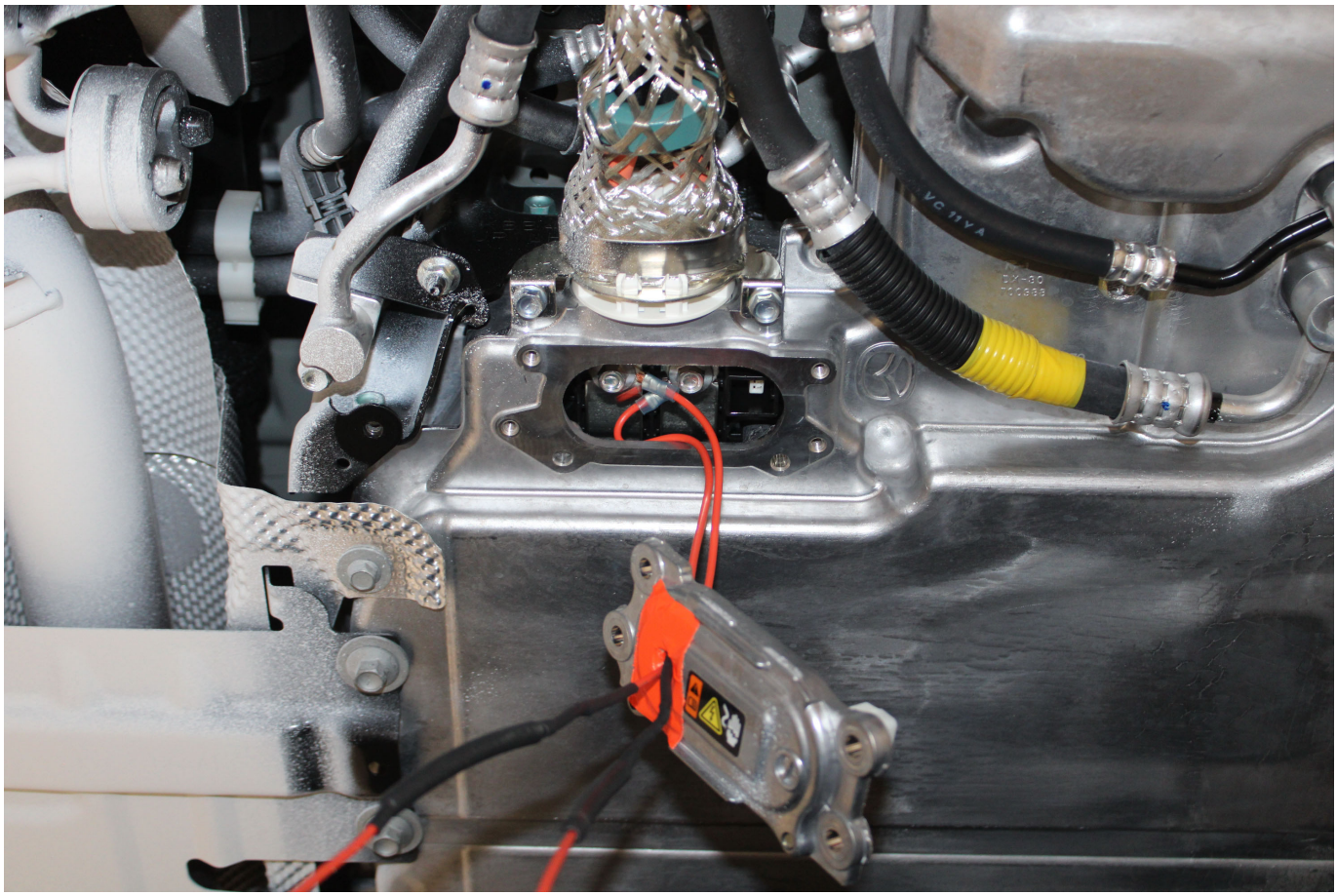


Photo No. 305-22 - Pre-Impact View of High Voltage Leads Attached

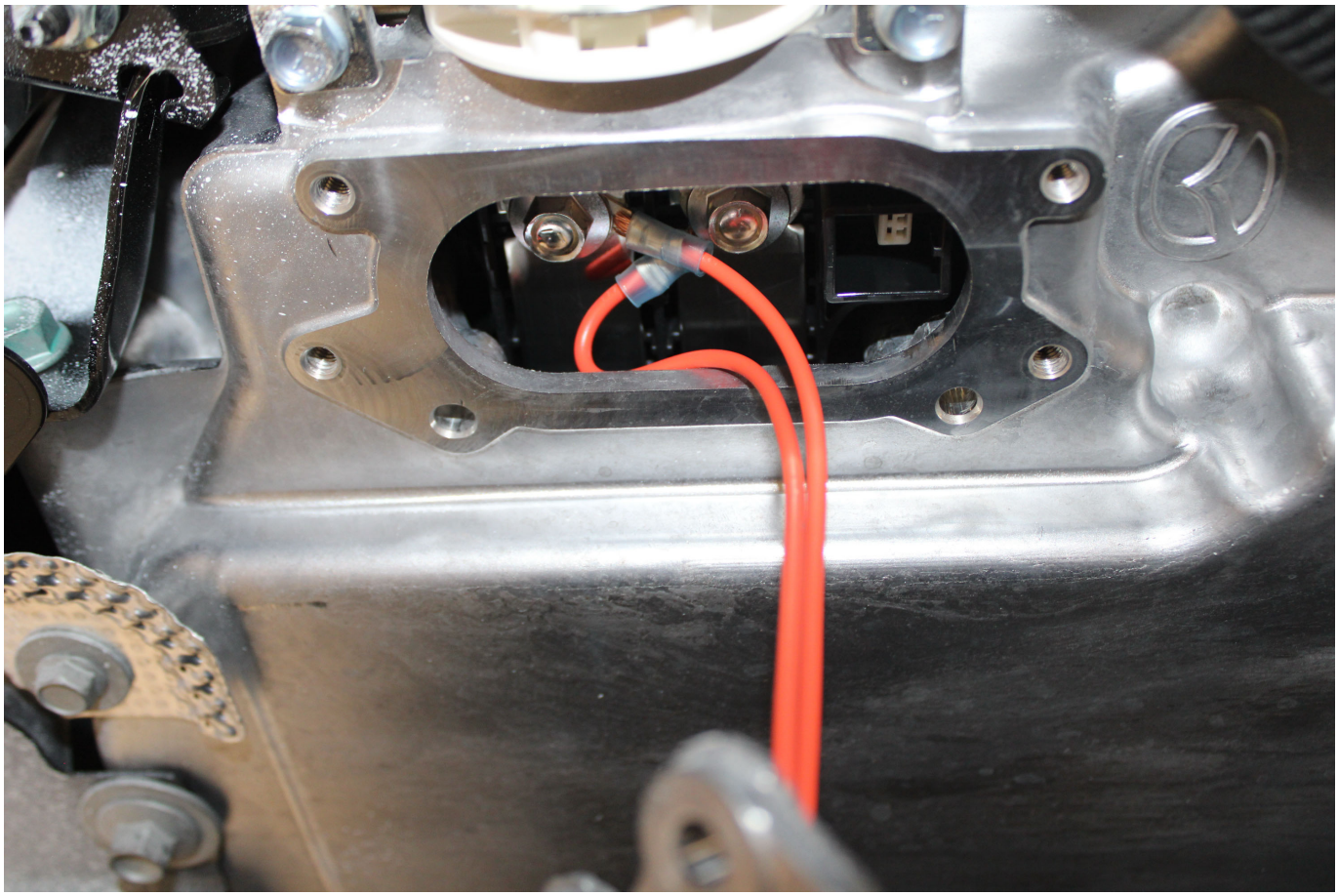


Photo No. 305-23 - Pre-Impact Close-Up View of High Voltage Leads Attached

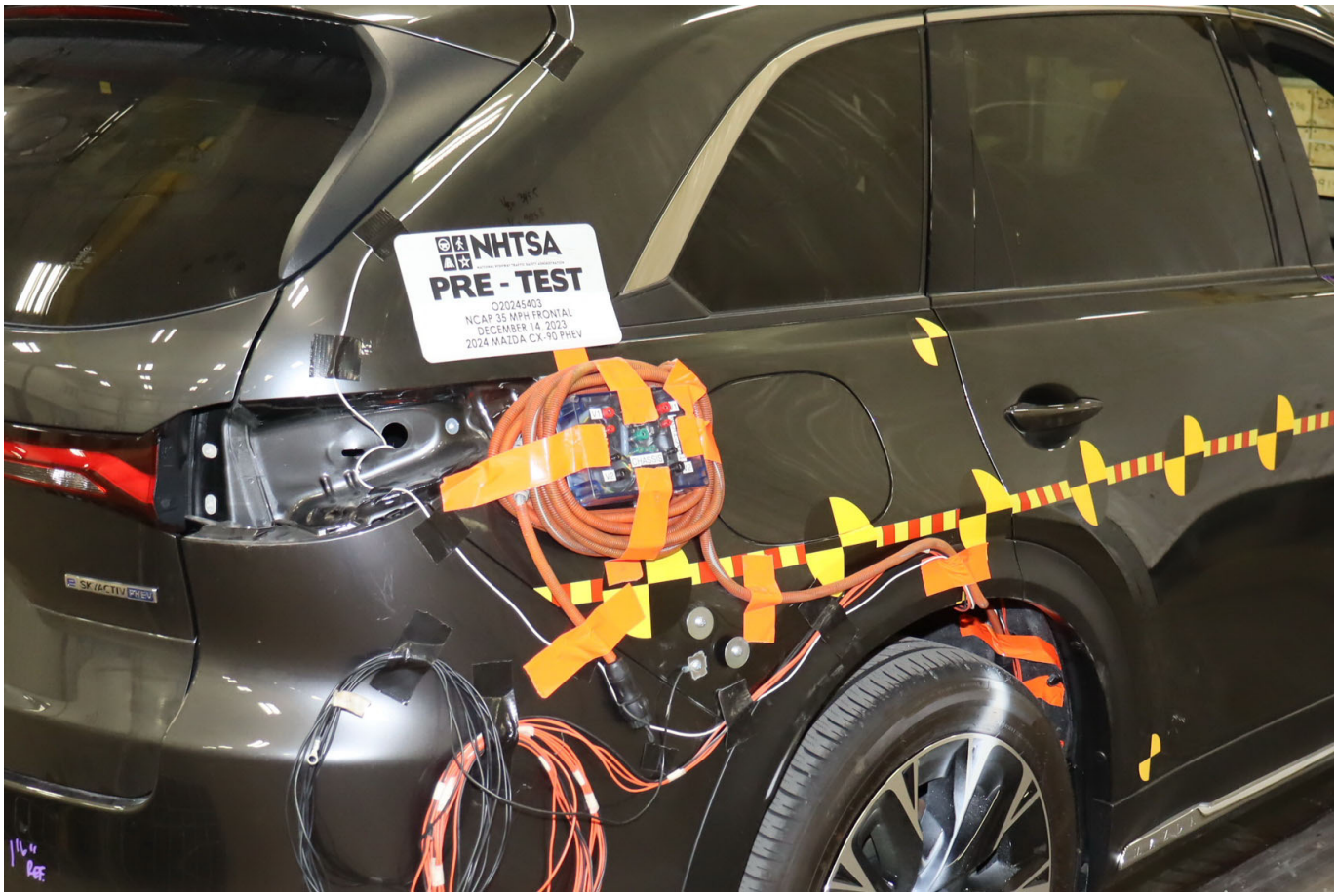


Photo No. 305-24 - Pre-Impact View of Installed Test Interface Port

Photo No. 305-25 - Post-Impact View of Installed Test Interface Port

Photo No. 305-26 - Pre-Impact View of Other Test Devices

PHOTOGRAPH NOT AVAILABLE

Photo No. 305-27 - Post-Impact View of Other Test Devices

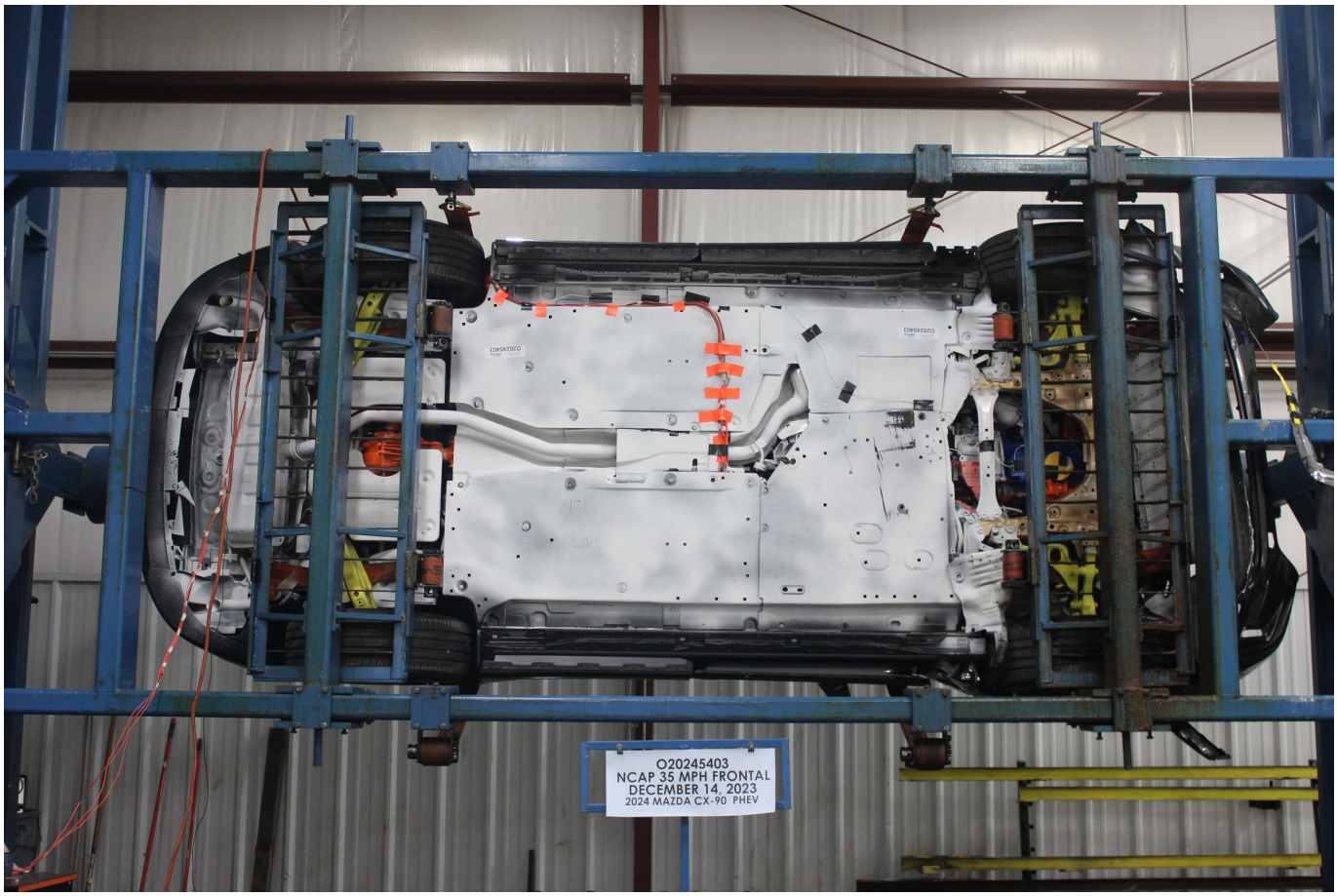


Photo No. 305-28 - FMVSS No. 305 Static Rollover at 90 Degrees

Photo No. 305-29 - FMVSS No. 305 Static Rollover at 180 Degrees

Photo No. 305-30 - FMVSS No. 305 Static Rollover at 270 Degrees

Photo No. 305-31 - FMVSS No. 305 Static Rollover at 360 Degrees

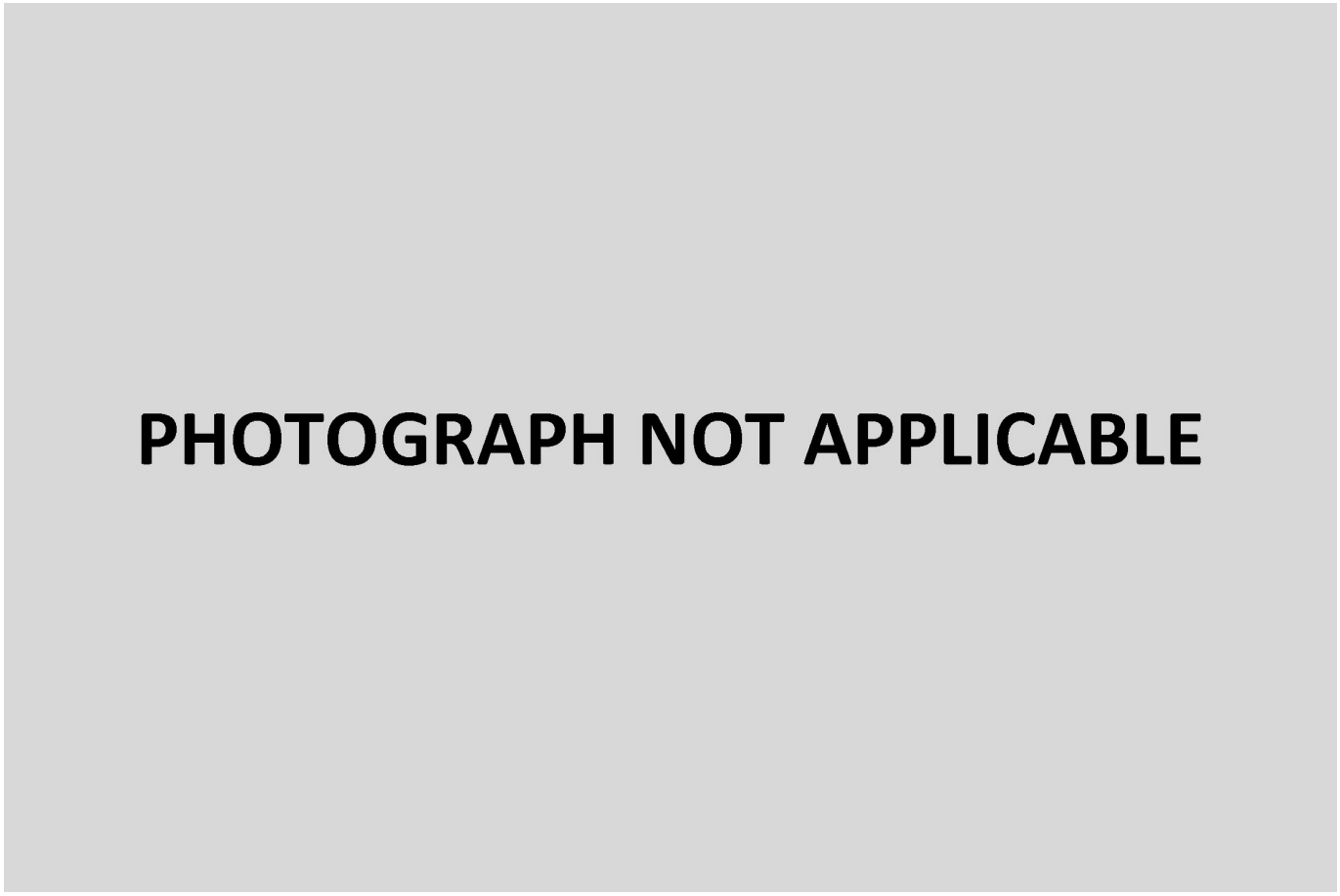


Photo No. 305-32 - Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

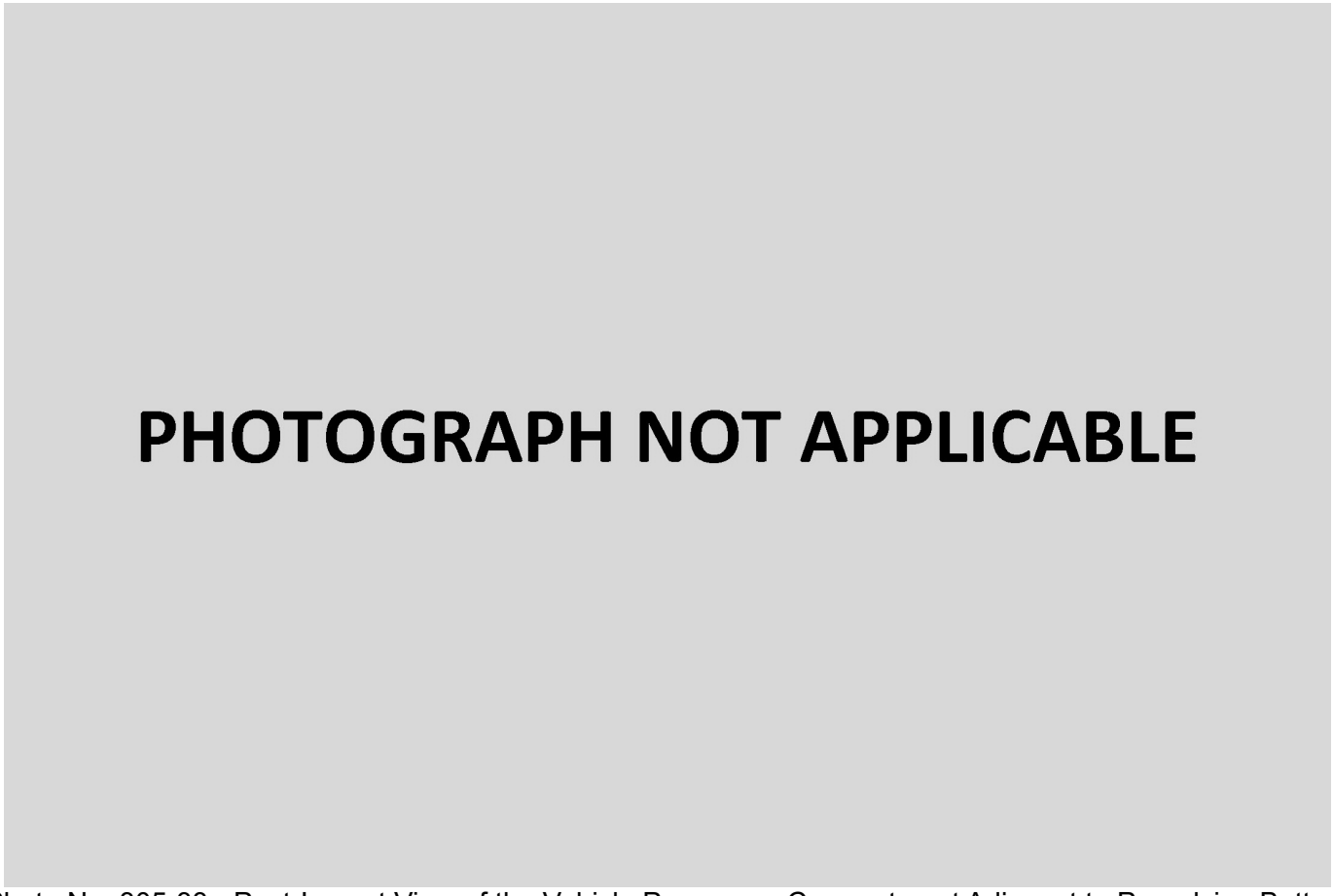


Photo No. 305-33 - Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

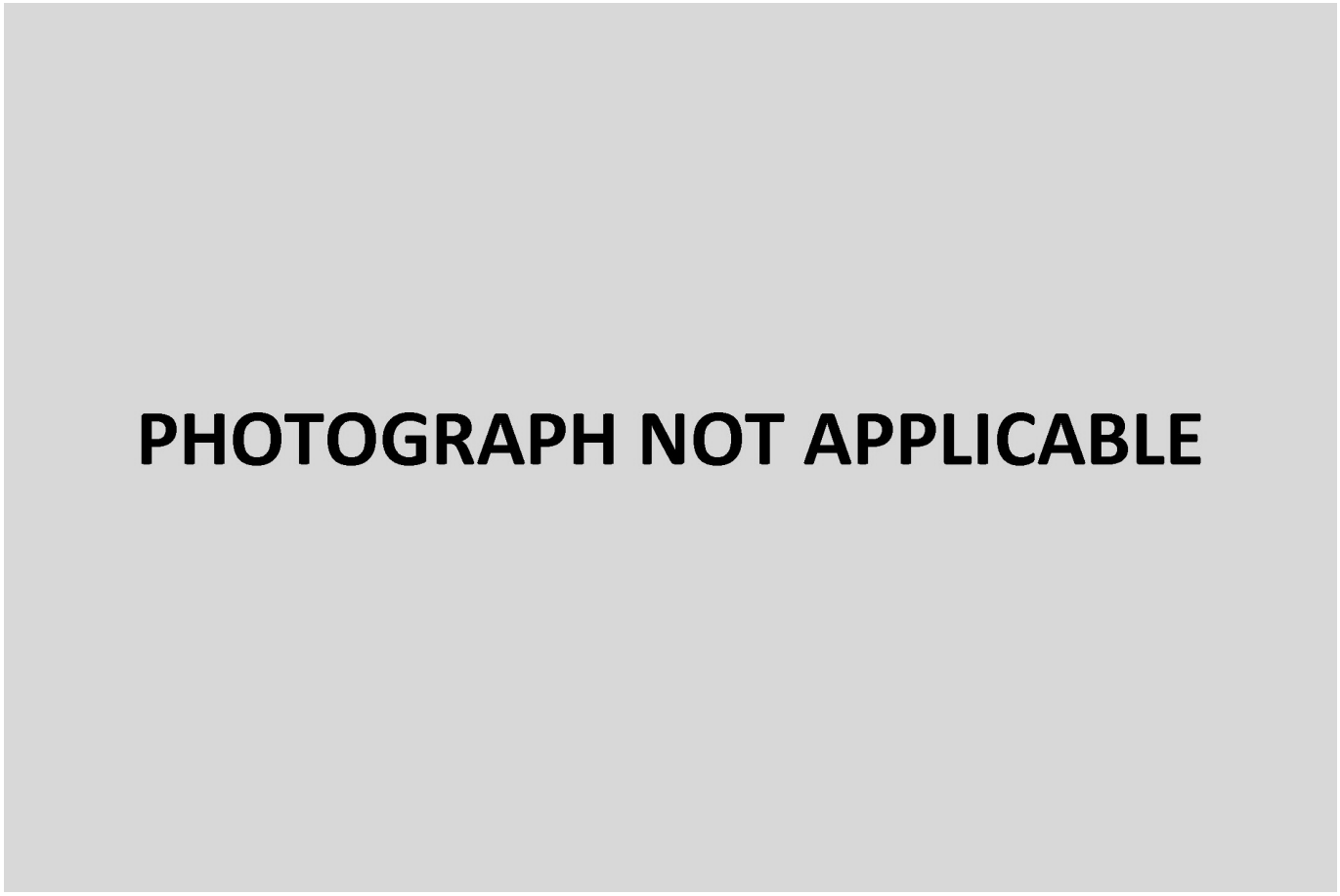


Photo No. 305-34 - Post-Impact Propulsion Battery System Mounting and-or Intrusion Failure(s)

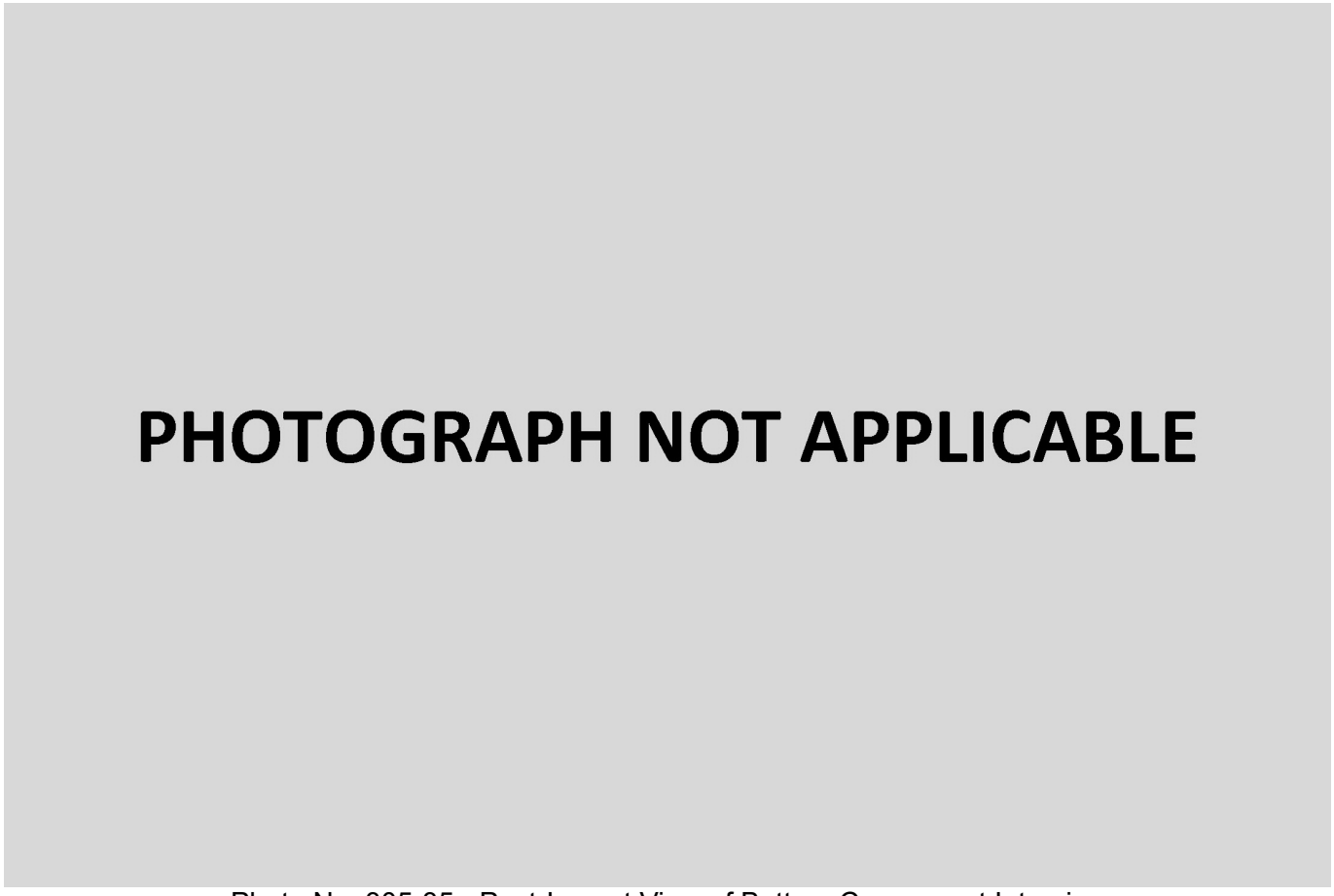


Photo No. 305-35 - Post-Impact View of Battery Component Intrusion

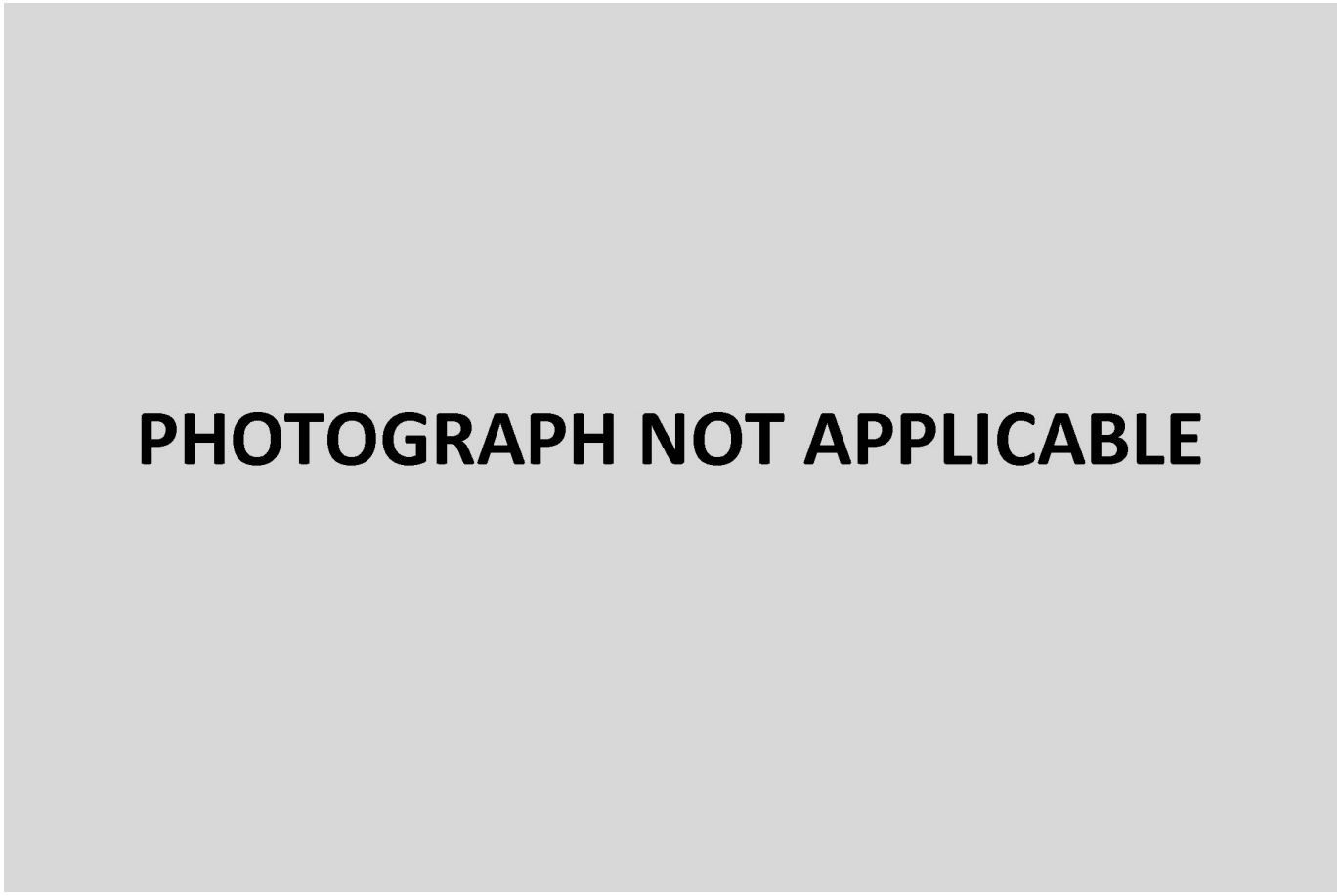


Photo No. 305-36 - Post-Impact View of Battery Module Movement or Retention Loss

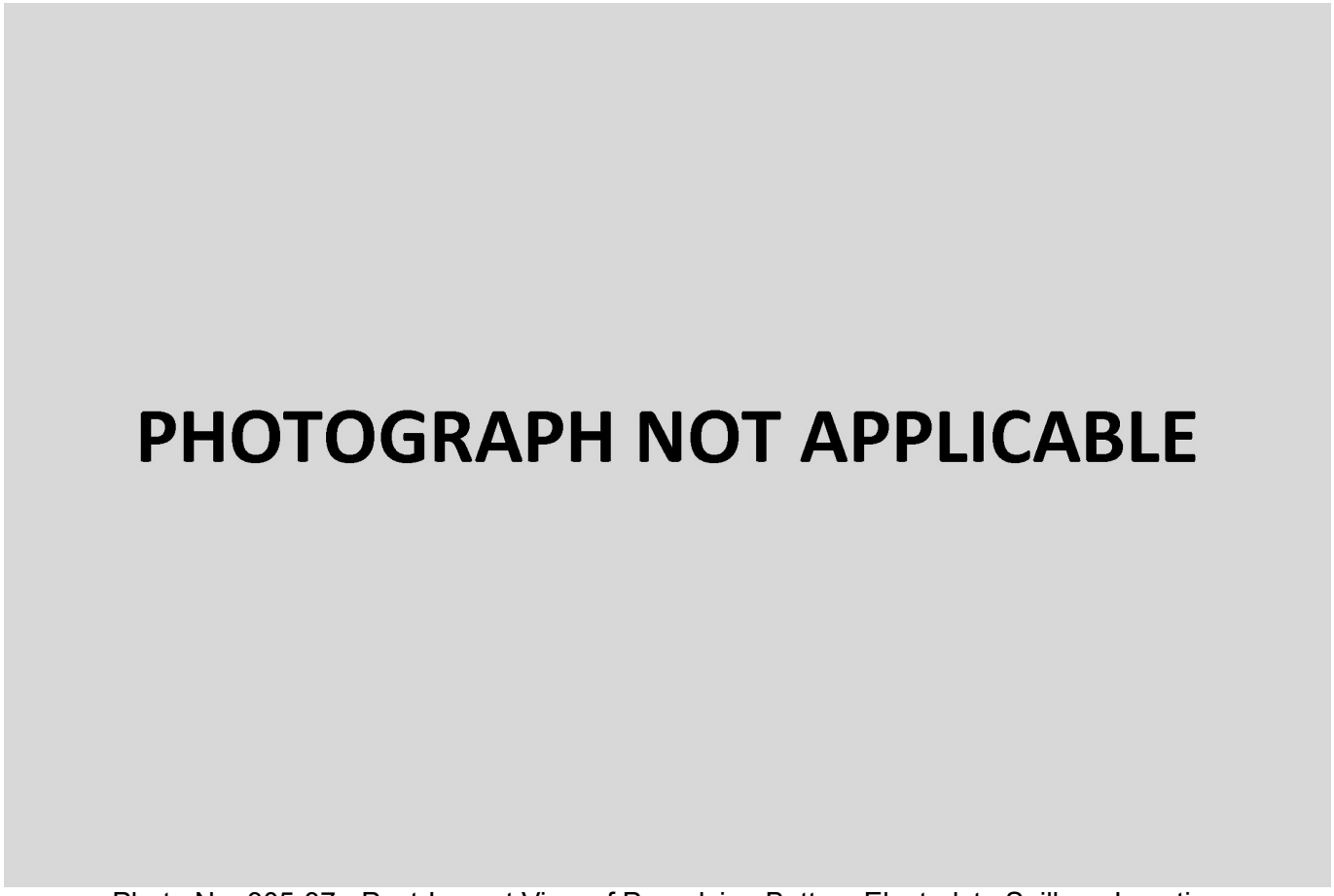


Photo No. 305-37 - Post-Impact View of Propulsion Battery Electrolyte Spillage Location

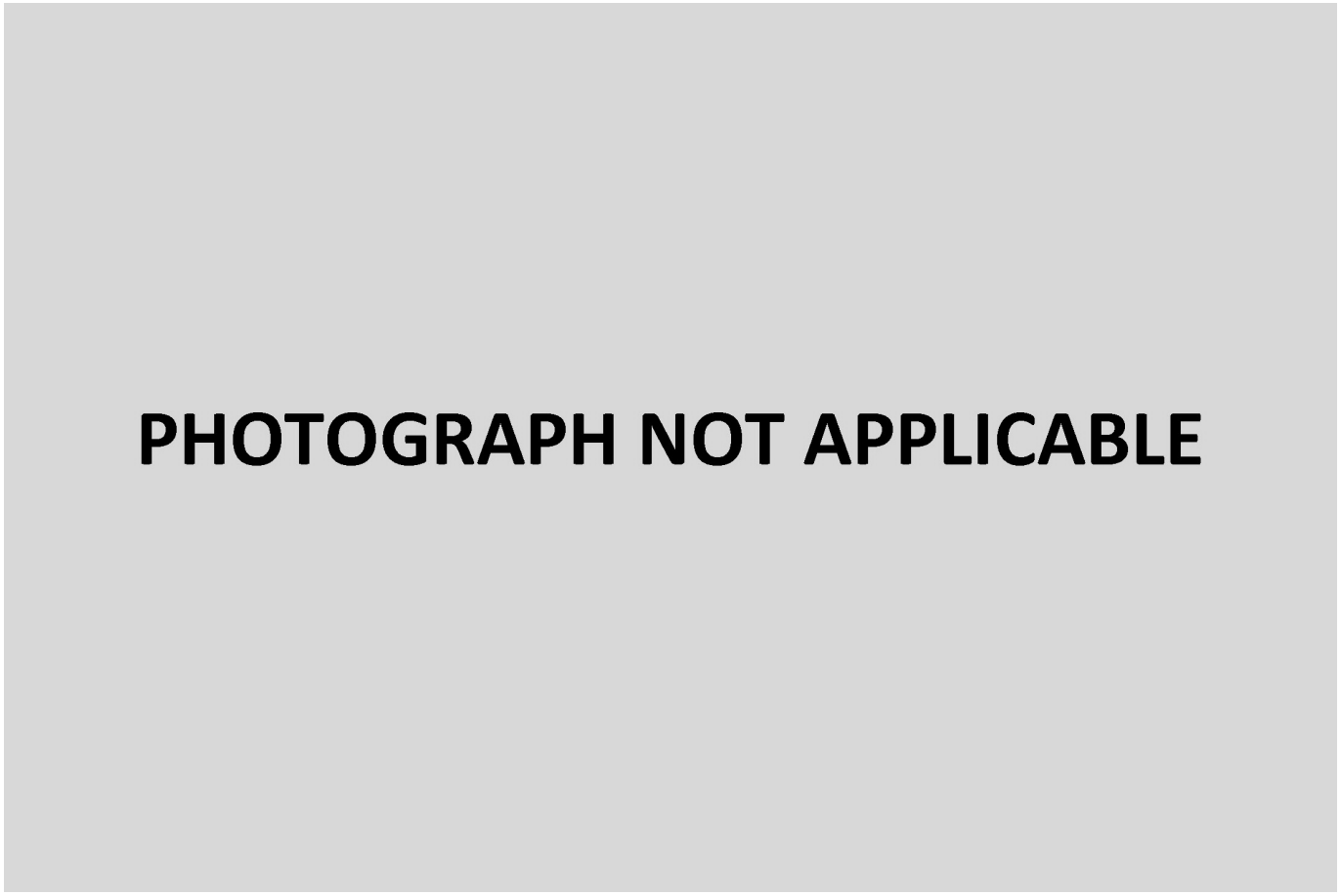


Photo No. 305-38 - Post-Test View of Propulsion Battery Electrolyte Spillage Location

APPENDIX B
DUMMY RESPONSE DATA TRACES

TABLE OF DATA PLOTS

The following additional dummy and vehicle response data can be found in the R&D section of the NHTSA website at www.nhtsa.gov

Driver Head X Redundant

Driver Head Y Redundant

Driver Head Z Redundant

Driver Head Angular Velocity X

Driver Head Angular Velocity Y

Driver Head Angular Velocity Z

Driver Upper Neck Force Y

Driver Upper Neck Moment X

Driver Upper Neck Moment Z

Driver Chest X Redundant

Driver Chest Y Redundant

Driver Chest Z Redundant

Driver Pelvis X

Driver Pelvis Y

Driver Pelvis Z

Driver Left Femur Redundant

Driver Right Femur Redundant

Driver Left Upper Tibia Moment X

Driver Left Upper Tibia Moment Y

Driver Left Upper Tibia Force Z

Driver Left Lower Tibia Moment X

Driver Left Lower Tibia Moment Y

Driver Left Lower Tibia Force Z

Driver Right Upper Tibia Moment X

Driver Right Upper Tibia Moment Y

Driver Right Upper Tibia Force Z

Driver Right Lower Tibia Moment X

Driver Right Lower Tibia Moment Y

Driver Right Lower Tibia Force Z

Driver Left Foot Fore Z

Driver Left Foot Aft X

Driver Left Foot Aft Z

Driver Right Foot Fore Z

Driver Right Foot Aft X

Driver Right Foot Aft Z

Driver Lap Belt Force

Driver Shoulder Belt Force

Passenger Head X Redundant

Passenger Head Y Redundant

Passenger Head Z Redundant

Passenger Head Angular Velocity X

Passenger Head Angular Velocity Y

Passenger Head Angular Velocity Z

Passenger Upper Neck Force Y

Passenger Upper Neck Moment X

Passenger Upper Neck Moment Z

Passenger Chest X Redundant

Passenger Chest Y Redundant

Passenger Chest Z Redundant

Passenger Pelvis X

Passenger Pelvis Y

Passenger Pelvis Z

Passenger Left Femur Redundant

Passenger Right Femur Redundant

Passenger Left Upper Tibia Moment X

Passenger Left Upper Tibia Moment Y

Passenger Left Upper Tibia Force Z

Passenger Left Lower Tibia Moment X

Passenger Left Lower Tibia Moment Y

Passenger Left Lower Tibia Force Z

Passenger Right Upper Tibia Moment X

Passenger Right Upper Tibia Moment Y

Passenger Right Upper Tibia Force Z

Passenger Right Lower Tibia Moment X

Passenger Right Lower Tibia Moment Y

Passenger Right Lower Tibia Force Z

Passenger Left Foot Fore Z

Passenger Left Foot Aft X

Passenger Left Foot Aft Z

Passenger Right Foot Fore Z

Passenger Right Foot Aft X

Passenger Right Foot Aft Z

Passenger Lap Belt Force

Passenger Shoulder Belt Force

Left Rear Seat Crossmember X

Right Rear Seat Crossmember X

Vehicle Engine Top X

Vehicle Engine Bottom X

Left Rear Seat Crossmember Z

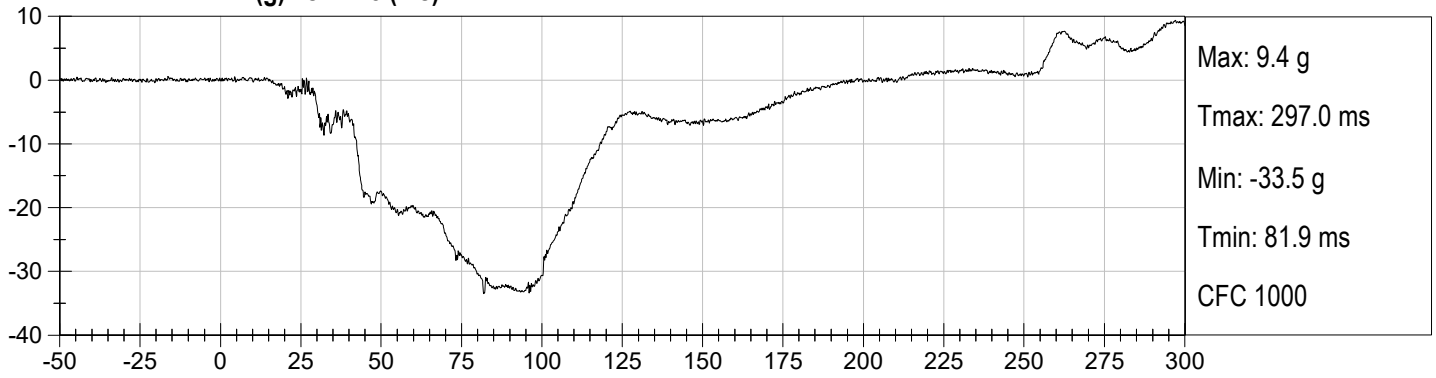
Right Rear Seat Crossmember Z

Left Rear Seat Crossmember Xr

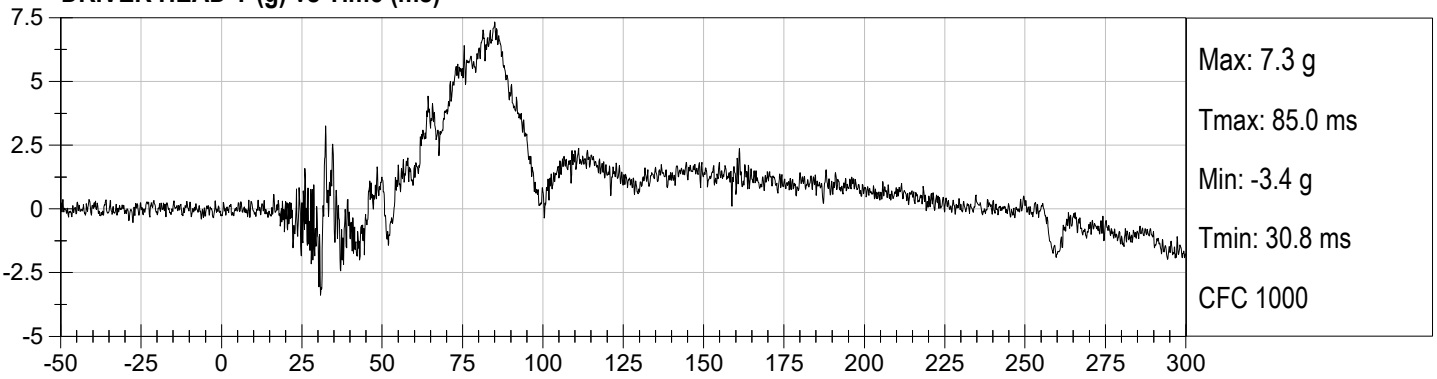
Right Rear Seat Crossmember Xr

Advanced Research Load Cell Barrier – 528 channels

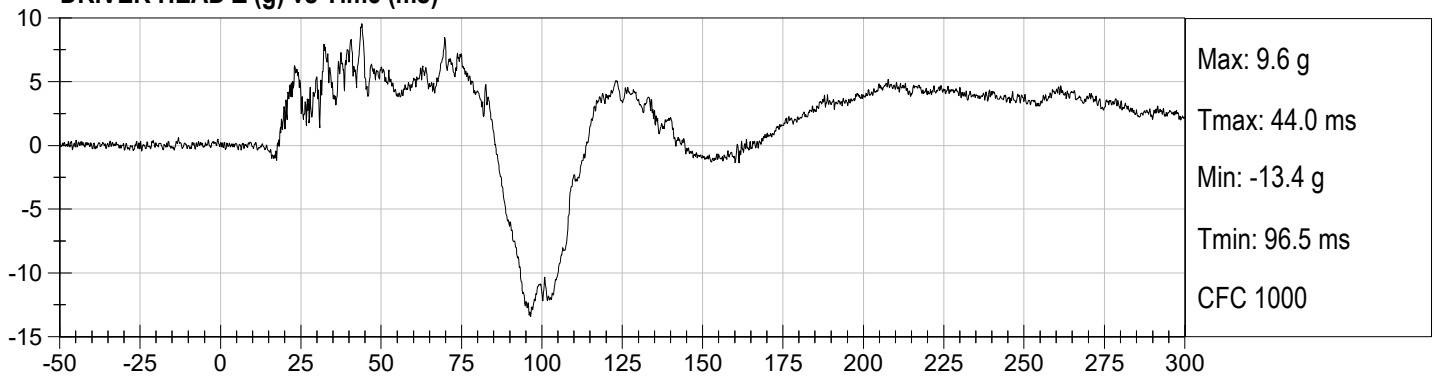
DRIVER HEAD X (g) vs Time (ms)



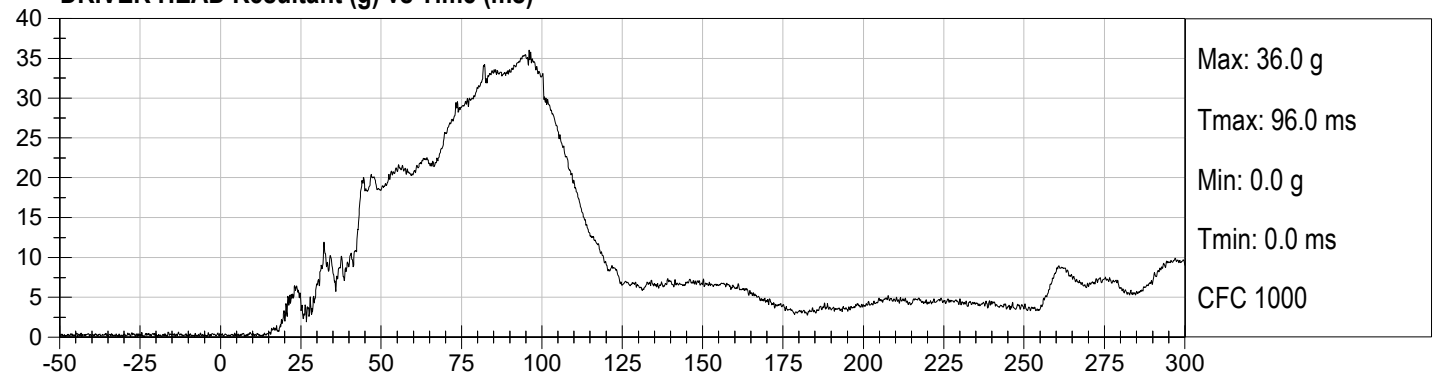
DRIVER HEAD Y (g) vs Time (ms)



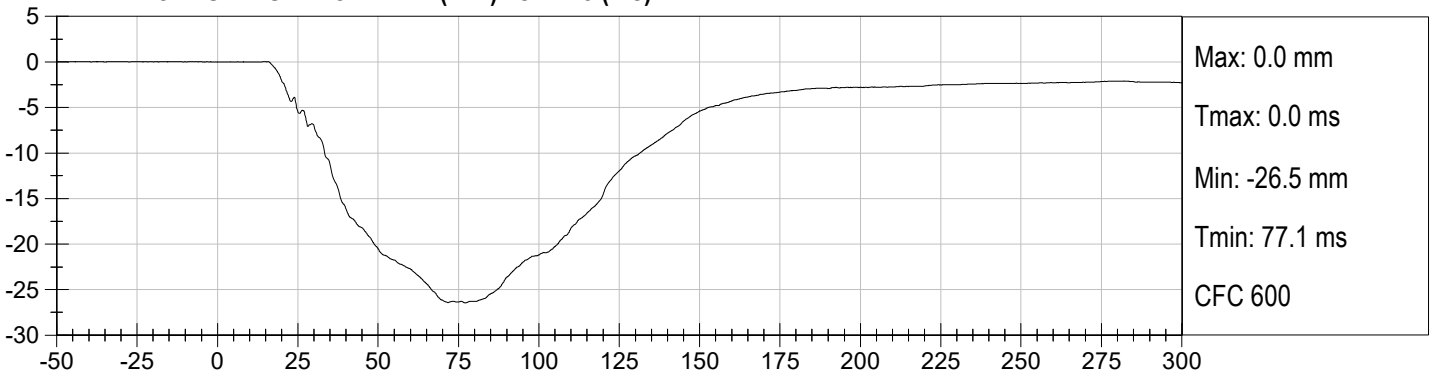
DRIVER HEAD Z (g) vs Time (ms)



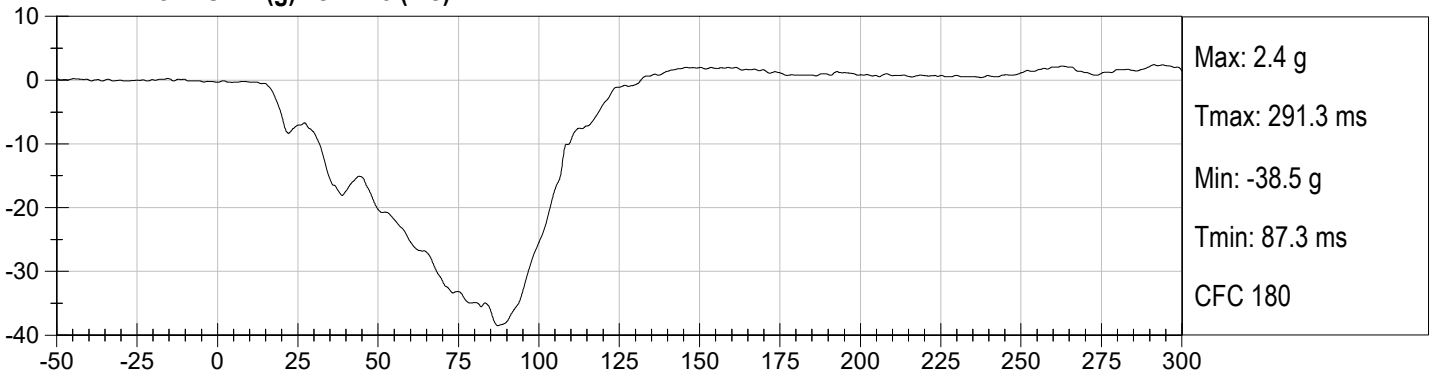
DRIVER HEAD Resultant (g) vs Time (ms)



DRIVER CHEST DISPLACEMENT (mm) vs Time (ms)

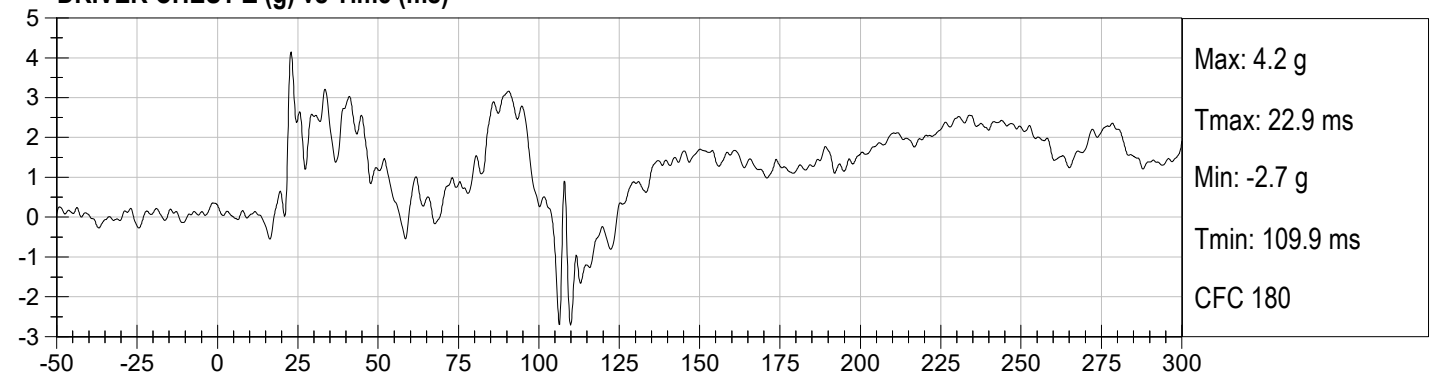


DRIVER CHEST X (g) vs Time (ms)

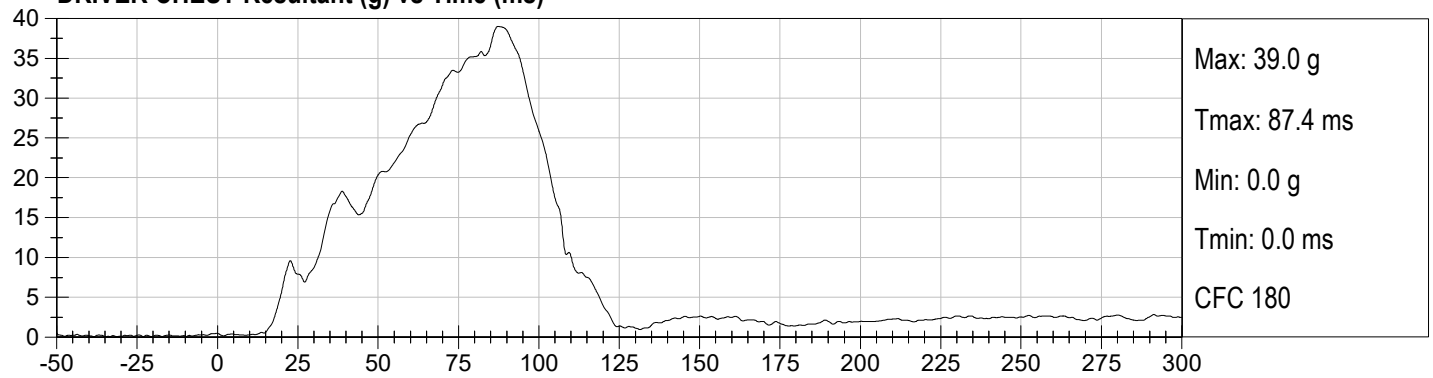


DRIVER CHEST Y (g) vs Time (ms)

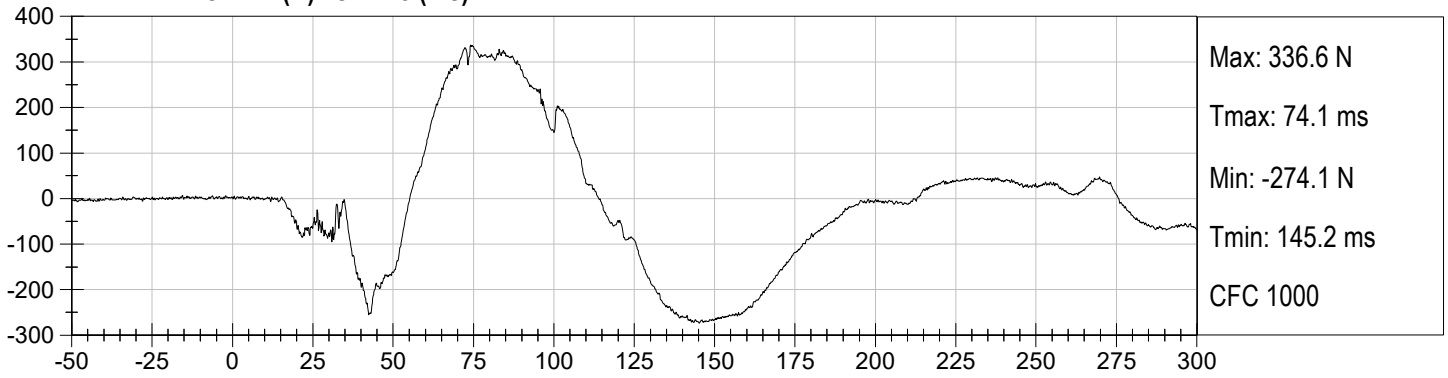
DRIVER CHEST Z (g) vs Time (ms)



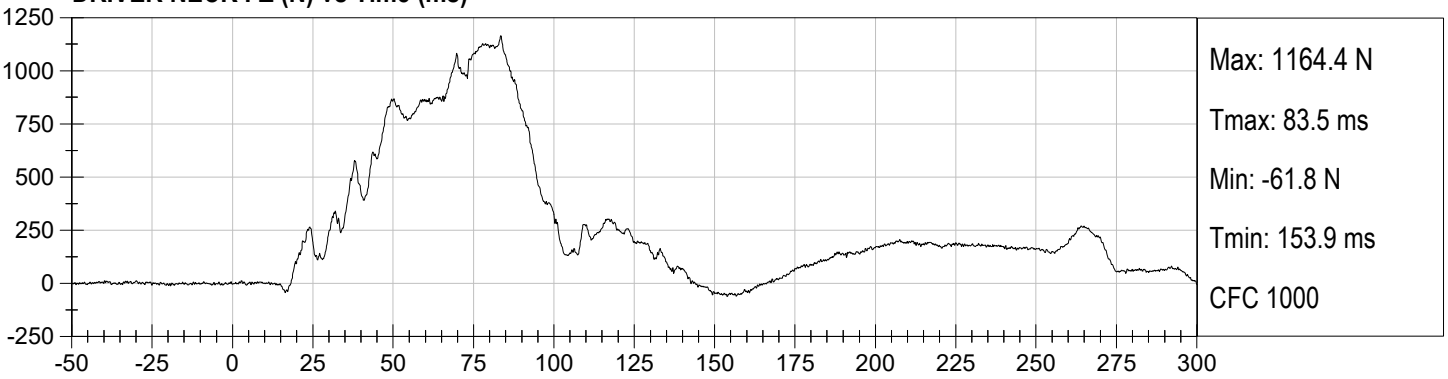
DRIVER CHEST Resultant (g) vs Time (ms)



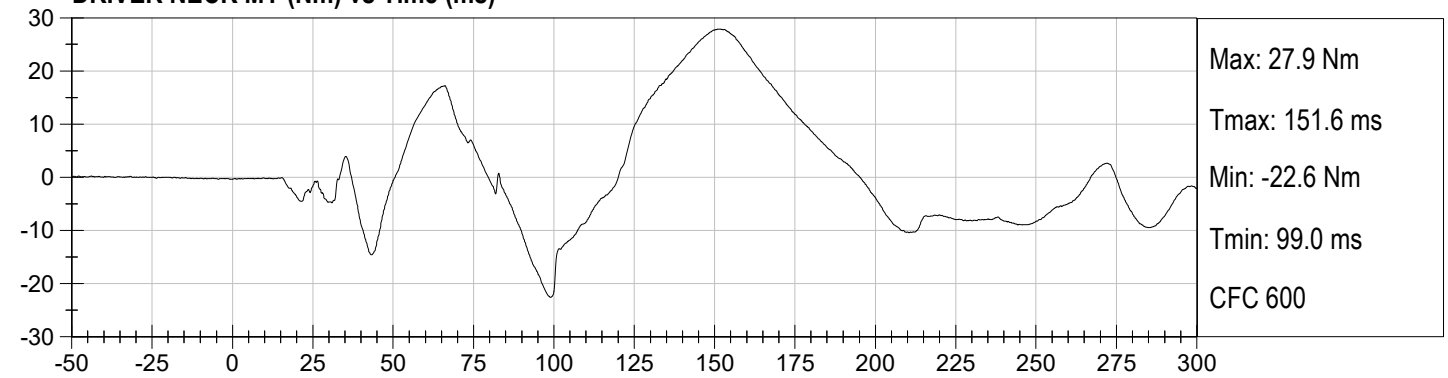
DRIVER NECK FX (N) vs Time (ms)



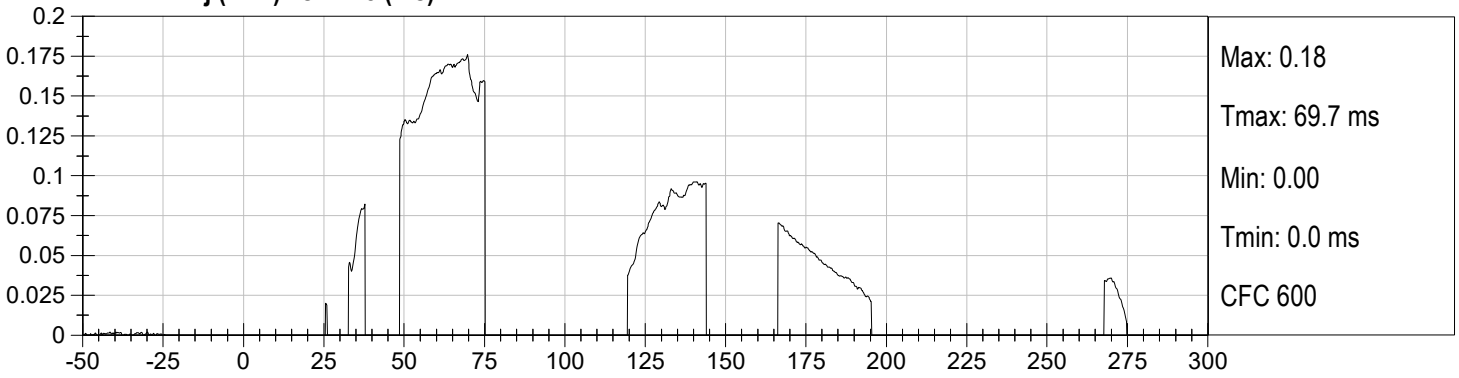
DRIVER NECK FZ (N) vs Time (ms)



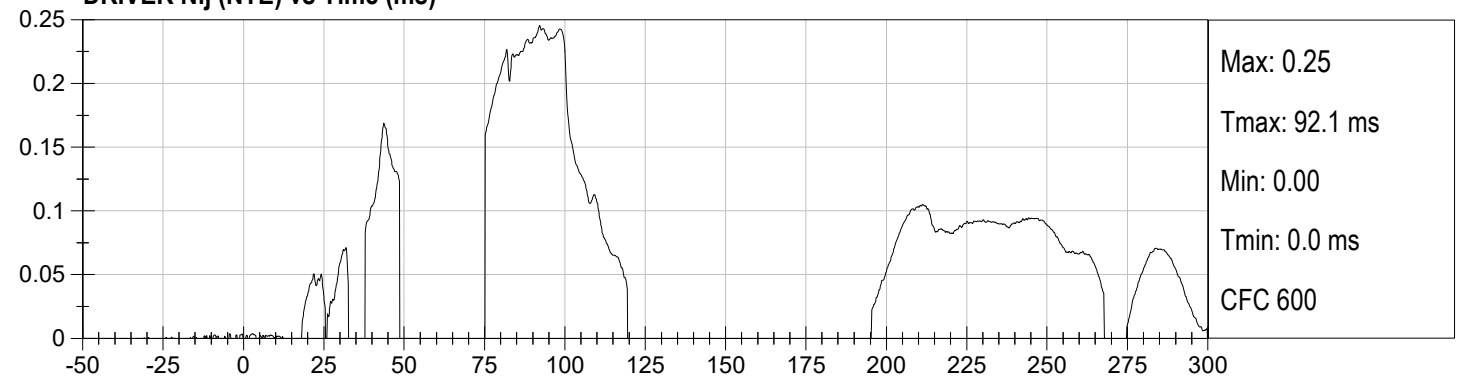
DRIVER NECK MY (Nm) vs Time (ms)



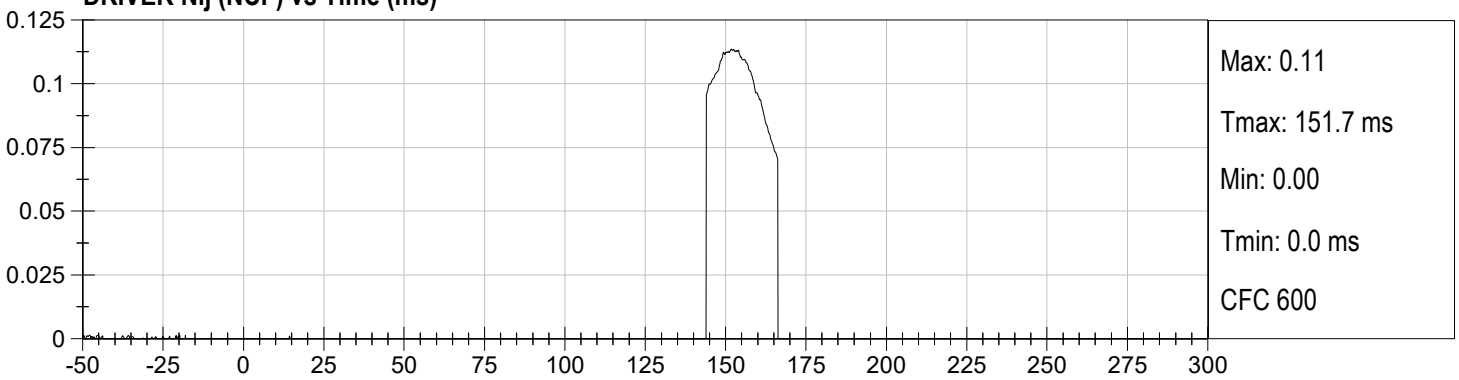
DRIVER Nij (NTF) vs Time (ms)



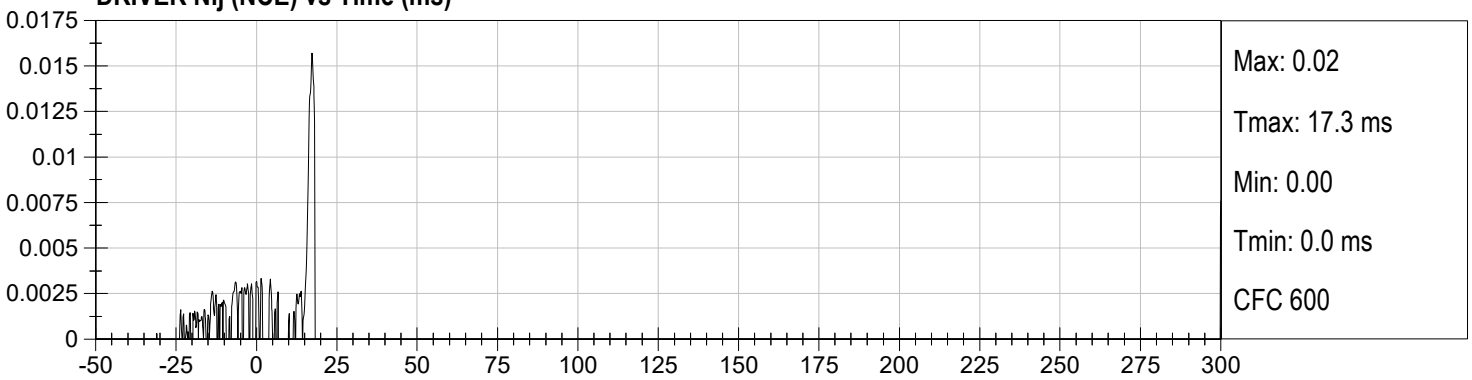
DRIVER Nij (NTE) vs Time (ms)



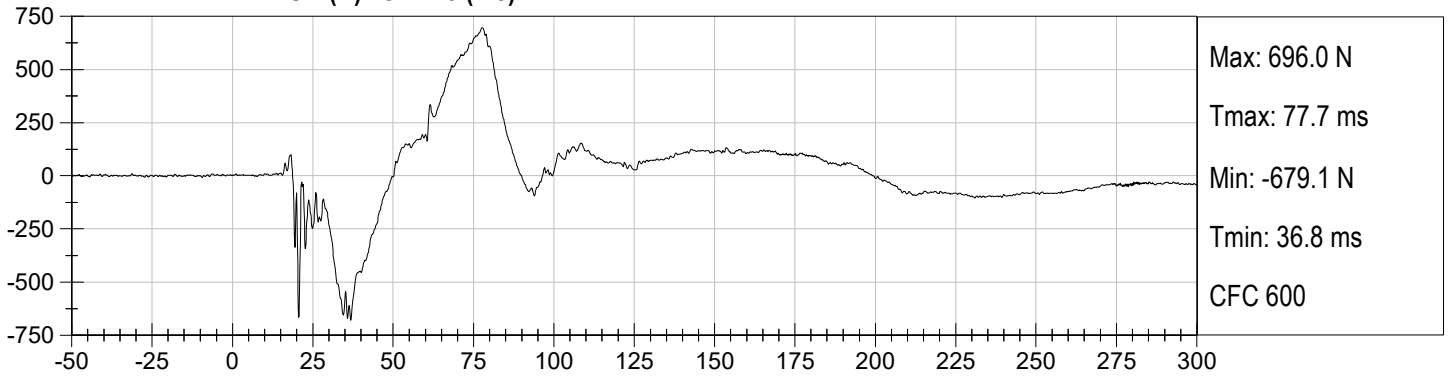
DRIVER Nij (NCF) vs Time (ms)



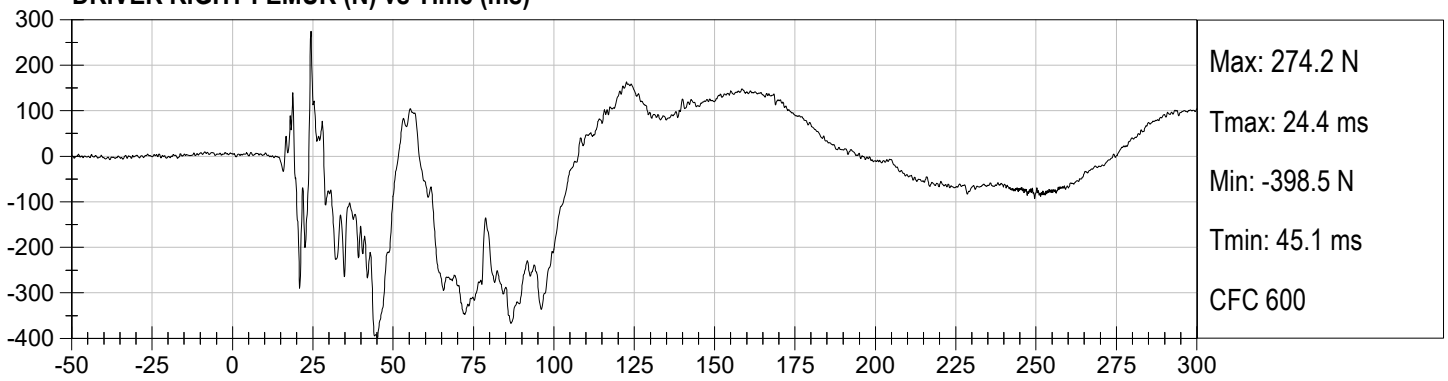
DRIVER Nij (NCE) vs Time (ms)



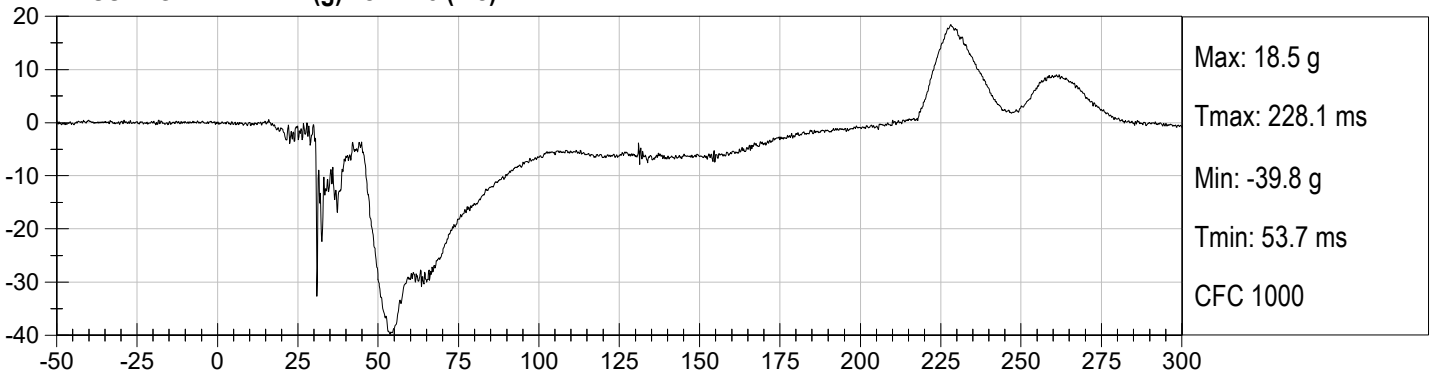
DRIVER LEFT FEMUR (N) vs Time (ms)



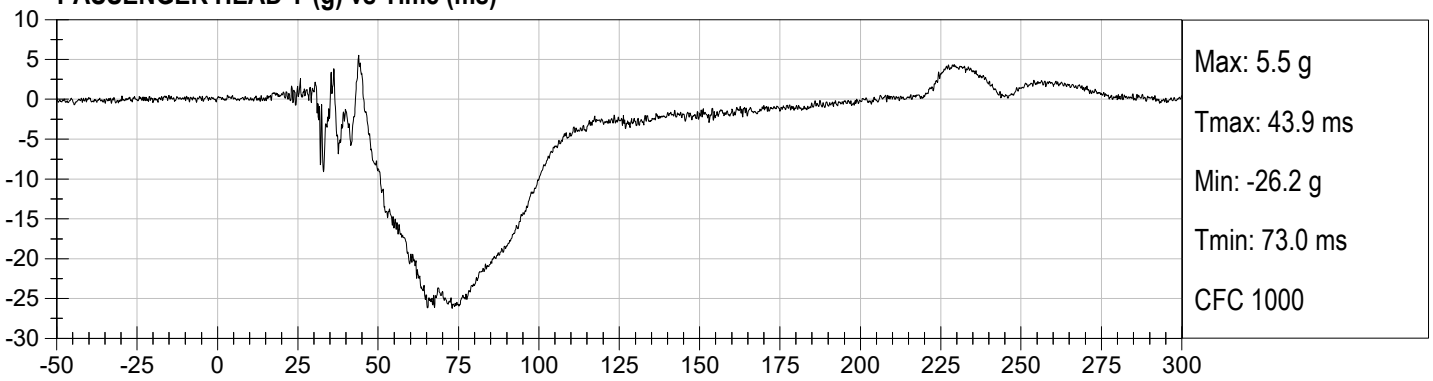
DRIVER RIGHT FEMUR (N) vs Time (ms)



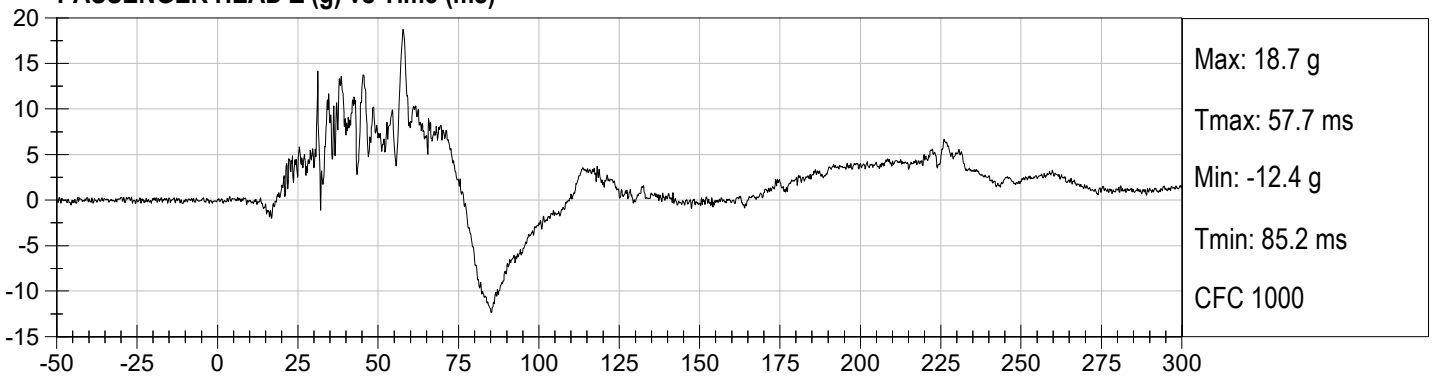
PASSENGER HEAD X (g) vs Time (ms)



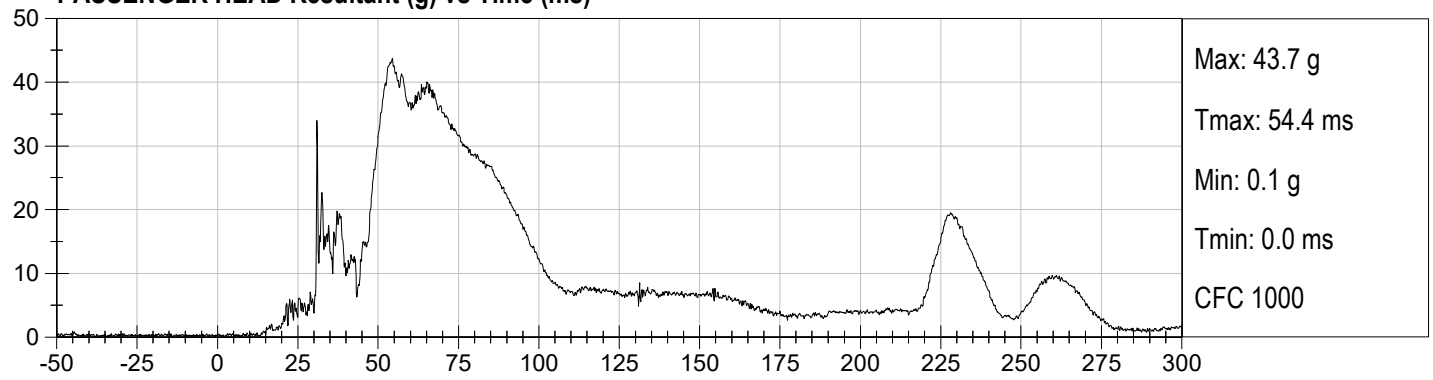
PASSENGER HEAD Y (g) vs Time (ms)



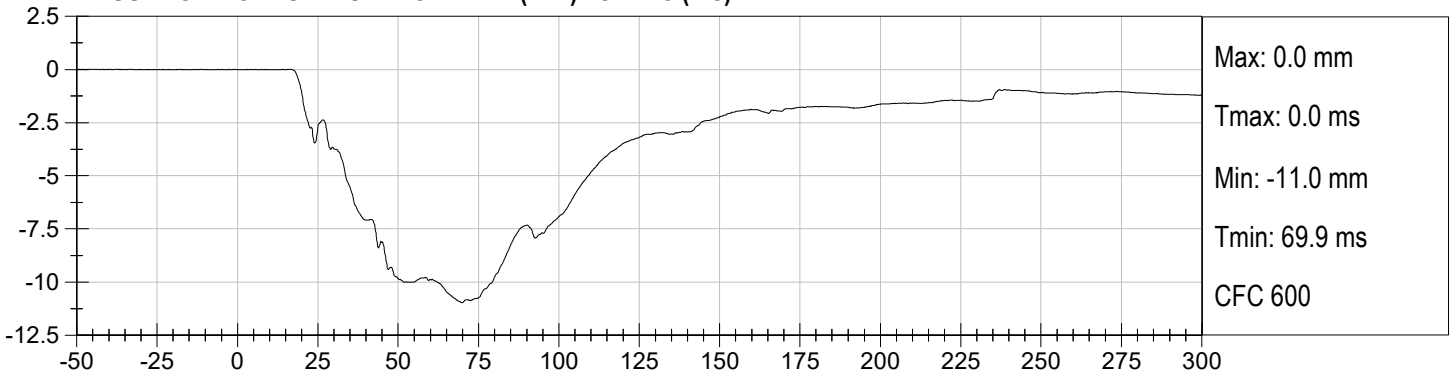
PASSENGER HEAD Z (g) vs Time (ms)



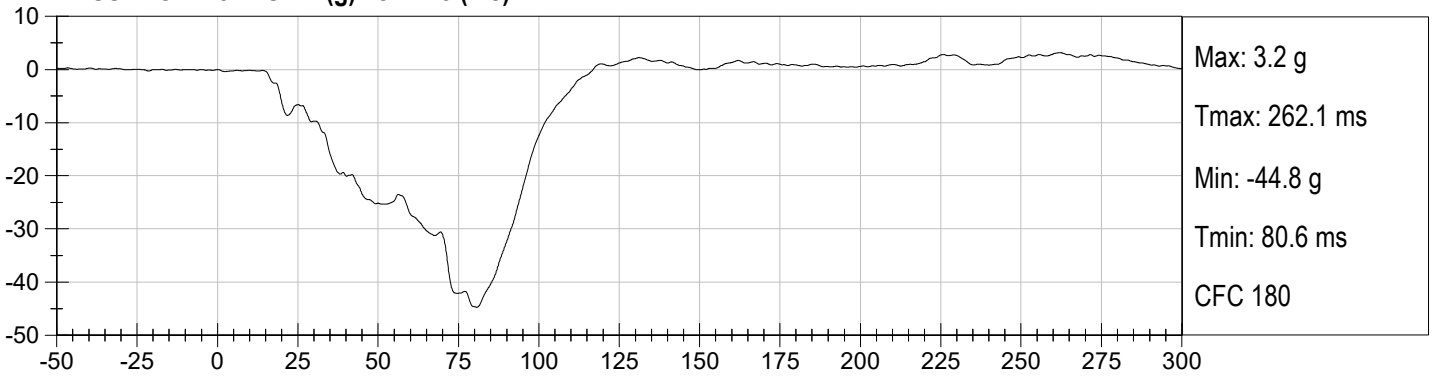
PASSENGER HEAD Resultant (g) vs Time (ms)



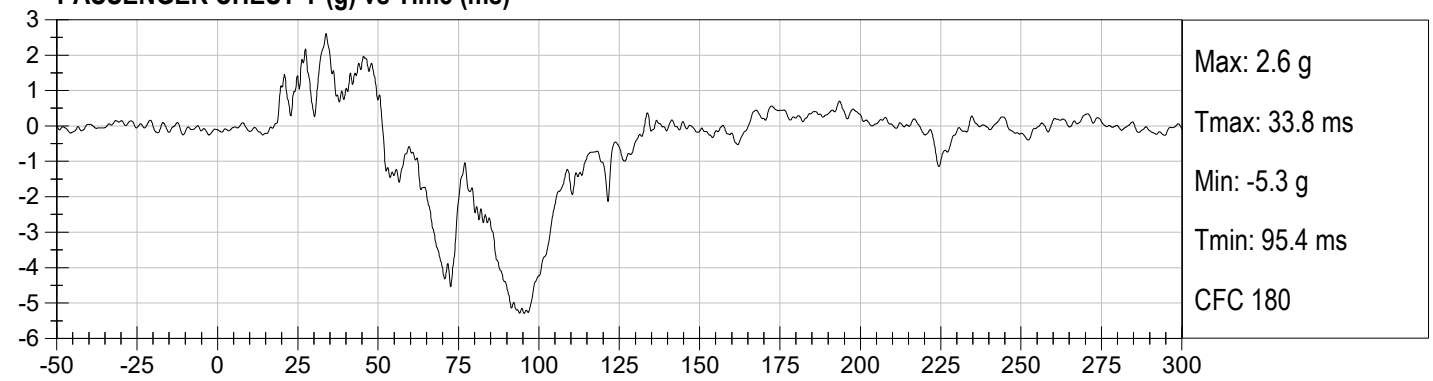
PASSENGER CHEST DISPLACEMENT (mm) vs Time (ms)



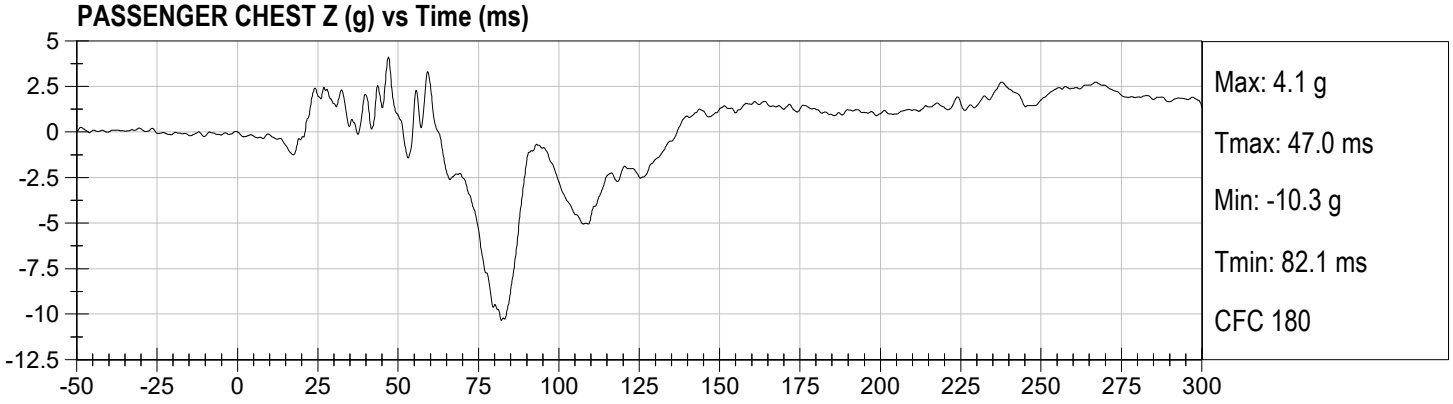
PASSENGER CHEST X (g) vs Time (ms)



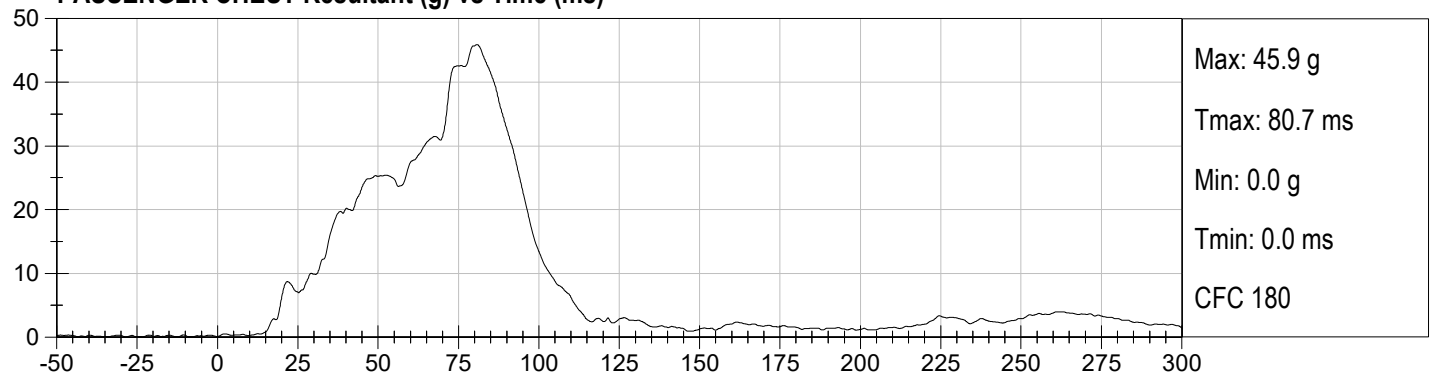
PASSENGER CHEST Y (g) vs Time (ms)



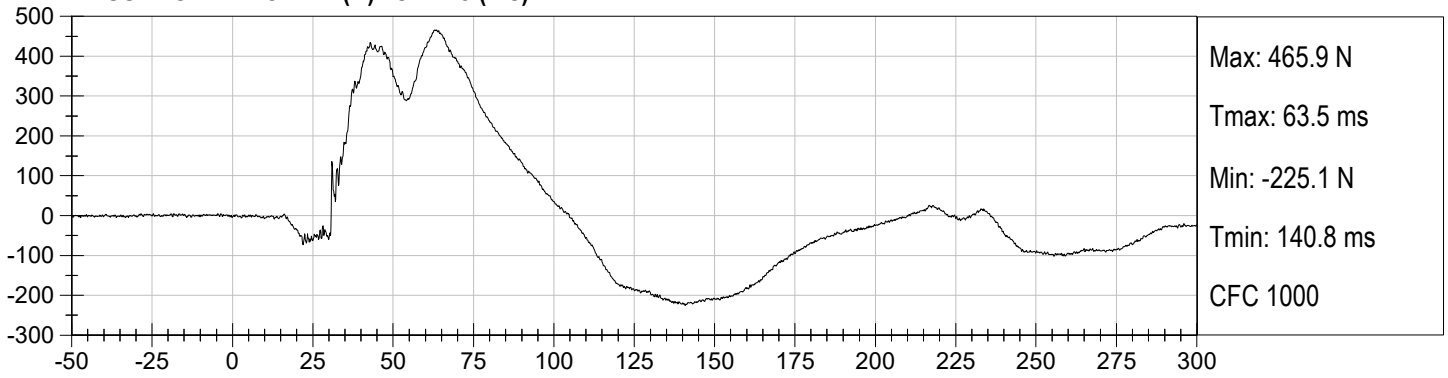
PASSENGER CHEST Z (g) vs Time (ms)



PASSENGER CHEST Resultant (g) vs Time (ms)

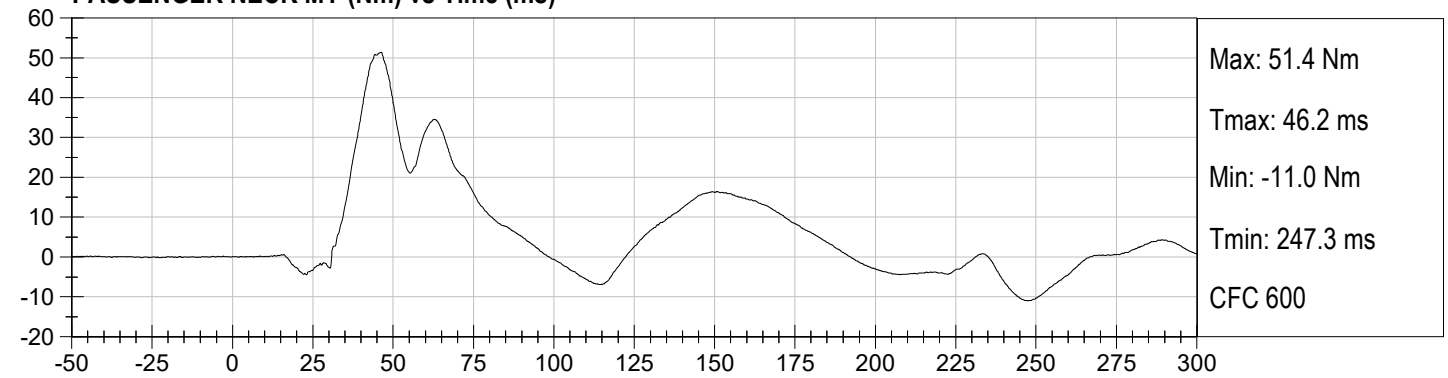


PASSENGER NECK FX (N) vs Time (ms)

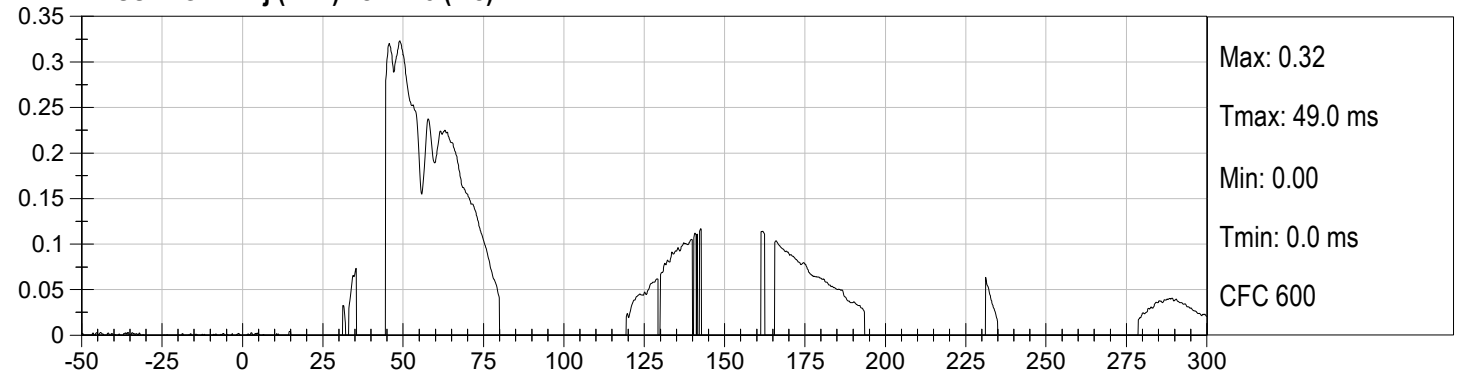


PASSENGER NECK FZ (N) vs Time (ms)

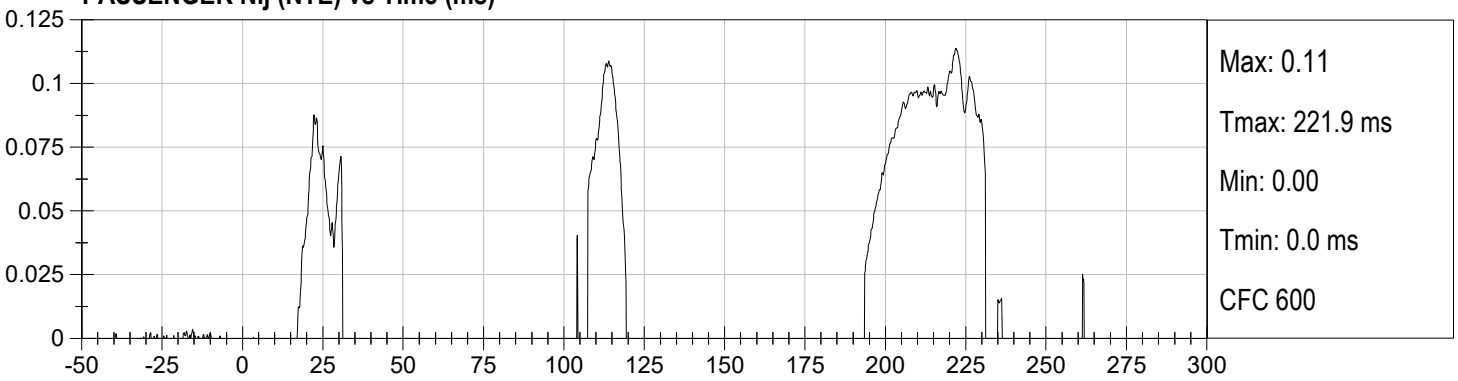
PASSENGER NECK MY (Nm) vs Time (ms)



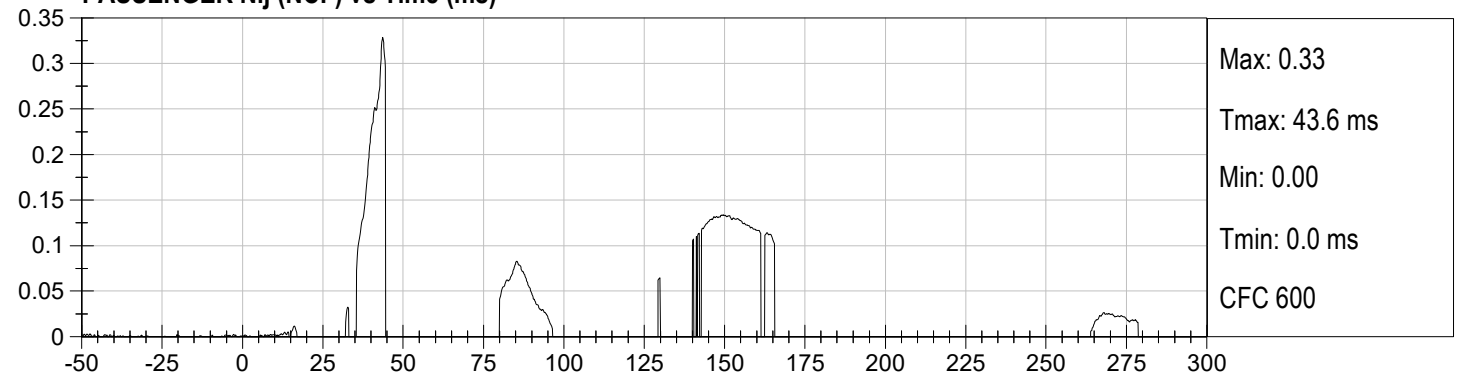
PASSENGER Nij (NTF) vs Time (ms)



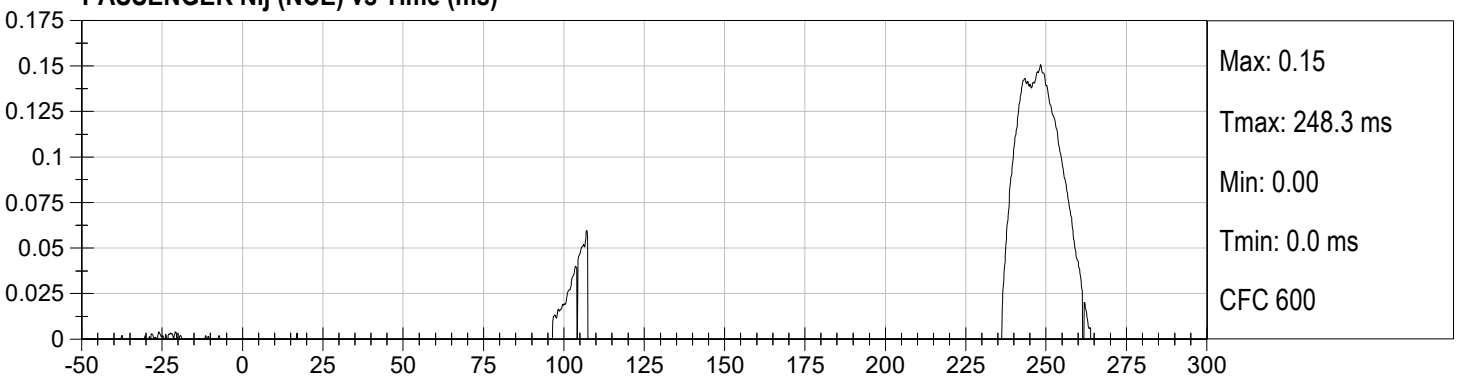
PASSENGER Nij (NTE) vs Time (ms)



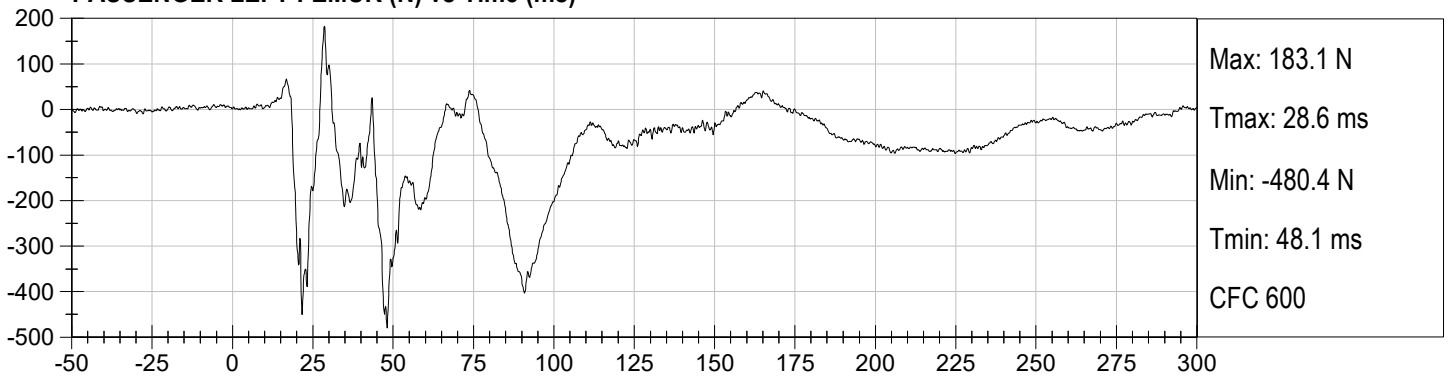
PASSENGER Nij (NCF) vs Time (ms)



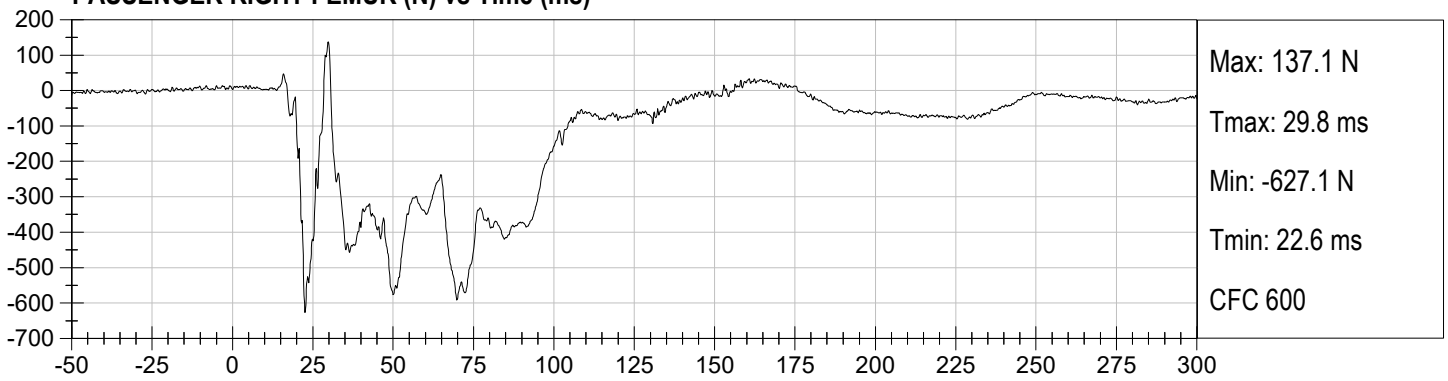
PASSENGER Nij (NCE) vs Time (ms)



PASSENGER LEFT FEMUR (N) vs Time (ms)



PASSENGER RIGHT FEMUR (N) vs Time (ms)



APPENDIX C
DUMMY QUALIFICATION AND PERFORMANCE VERIFICATION

QUALIFICATION TEST RESULTS

PRE-TEST

HYBRID III 50TH PERCENTILE MALE - DRIVER ATD

Hybrid III, 50th External Measurements
SN: 351

HYBRID III, PART 572, SUBPART E EXTERNAL DIMENSIONS				
DIMENSION	DESCRIPTION	DETAILS	ASSEMBLY DIMENSION (inches)	ACTUAL MEASUREMENT
A	TOTAL SITTING HEIGHT	Seat surface to highest point on top of the head.	34.6–35.0	34.8
B	SHOULDER PIVOT HEIGHT	Centerline of shoulder pivot bolt to the seat surface.	19.9-20.5	20.0
C	H-POINT HEIGHT	Reference	3.3-3.5	3.4
D	H-POINT LOCATION FROM BACKLINE	Reference	5.3-5.5	5.5
E	SHOULDER PIVOT FROM BACKLINE	Center of the shoulder clevis to the rear vertical surface of the fixture.	3.3-3.7	3.5
F	THIGH CLEARANCE	Measured at the highest point on the upper femur segment.	5.5-6.1	6.0
G	BACK OF ELBOW TO WRIST PIVOT	back of the elbow flesh to the wrist pivot in line with the elbow and wrist pivots	11.4-12.0	11.8
H	HEAD BACK TO BACKLINE	Back of Skull cap skin to seat rear vertical surface (Reference)	1.6-1.8	1.7
I	SHOULDER TO- ELBOW LENGTH	Measure from the highest point on top of the shoulder clevis to the lowest part of the flesh on the elbow in line with the elbow pivot bolt.	13.0-13.6	13.3
J	ELBOW REST HEIGHT	Measure from the flesh below the elbow pivot bolt to the seat surface.	7.5-8.3	7.8
K	BUTTOCK TO KNEE LENGTH	The forward most part of the knee flesh to the rear vertical surface of the fixture.	22.8-23.8	23.8
L	POPLITEAL HEIGHT	Seat surface to the plane of the horizontal plane of the bottom of the feet.	16.9-17.9	17.0
M	KNEE PIVOT HEIGHT	Centerline of knee pivot bolt to the horizontal plane of the bottom of the feet.	19.1-19.7	19.5
N	BUTTOCK POPLITEAL LENGTH	The rearmost surface of the lower leg to the same point on the rear surface of the buttocks used for dim. “K”.	17.8-18.8	18.8

HYBRID III, SUBPART E EXTERIOR DIMENSIONS, continued				
DIMENSION	DESCRIPTION	DETAILS		ACTUAL MEASUREMENT
O	CHEST DEPTH WITHOUT JACKET	Measured 16.9-17.1 in. above seat surface	8.4-9.0	8.5
P	FOOT LENGTH	Tip of toe to rear of heel	9.9-10.5	10.3
V	SHOULDER BREADTH	Outside edges of right and left shoulder clevises	16.3-17.2	16.5
W	FOOT BREADTH	The widest part of the foot	3.6-4.2	4.0
Y	CHEST CIRCUMFERENCE (WITH CHEST JACKET)	Measured 16.9-17.1 in. above seat surface	38.2-39.4	39.2
Z	WAIST CIRCUMFERENCE	Measured 8.9-9.1 in. above seat surface	32.9-34.1	33.7
AA	REFERENCE LOCATION FOR MEASUREMENT OF CHEST CIRCUMFERENCE	Reference	16.9-17.1	17.0
BB	REFERENCE LOCATION FOR MEASUREMENT OF WAIST CIRCUMFERENCE	Reference	8.9-9.1	9.0

NOTE: THE H-POINT IS LOCATED 1.83 INCHES FORWARD AND 2.57 INCHES DOWN FROM THE CENTER OF THE PELVIS ANGLE REFERENCE HOLE.

MGA RESEARCH CORPORATION

HEAD DROP TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test ID:** D233221

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.8	Pass
Laboratory Relative Humidity	%	10 to 70	33	Pass
Peak Resultant Acceleration	G's	225 to 275	266	Pass
Peak Lateral Acceleration	G's	<= +/- 15.0	-4.8	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	within 10% of peak	Yes	Pass
		Overall Test Results		Pass

Laboratory Technician

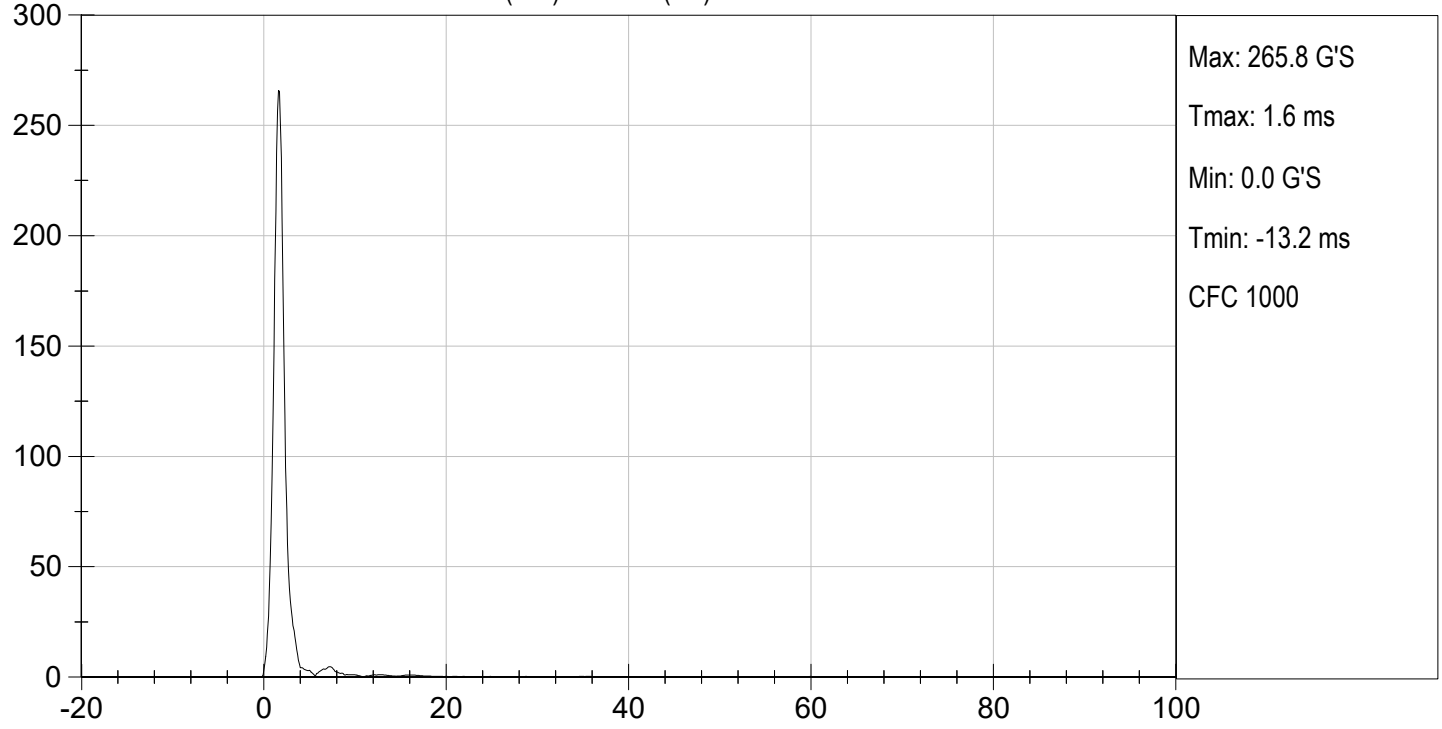
12/07/2023
Test Date

Approved By

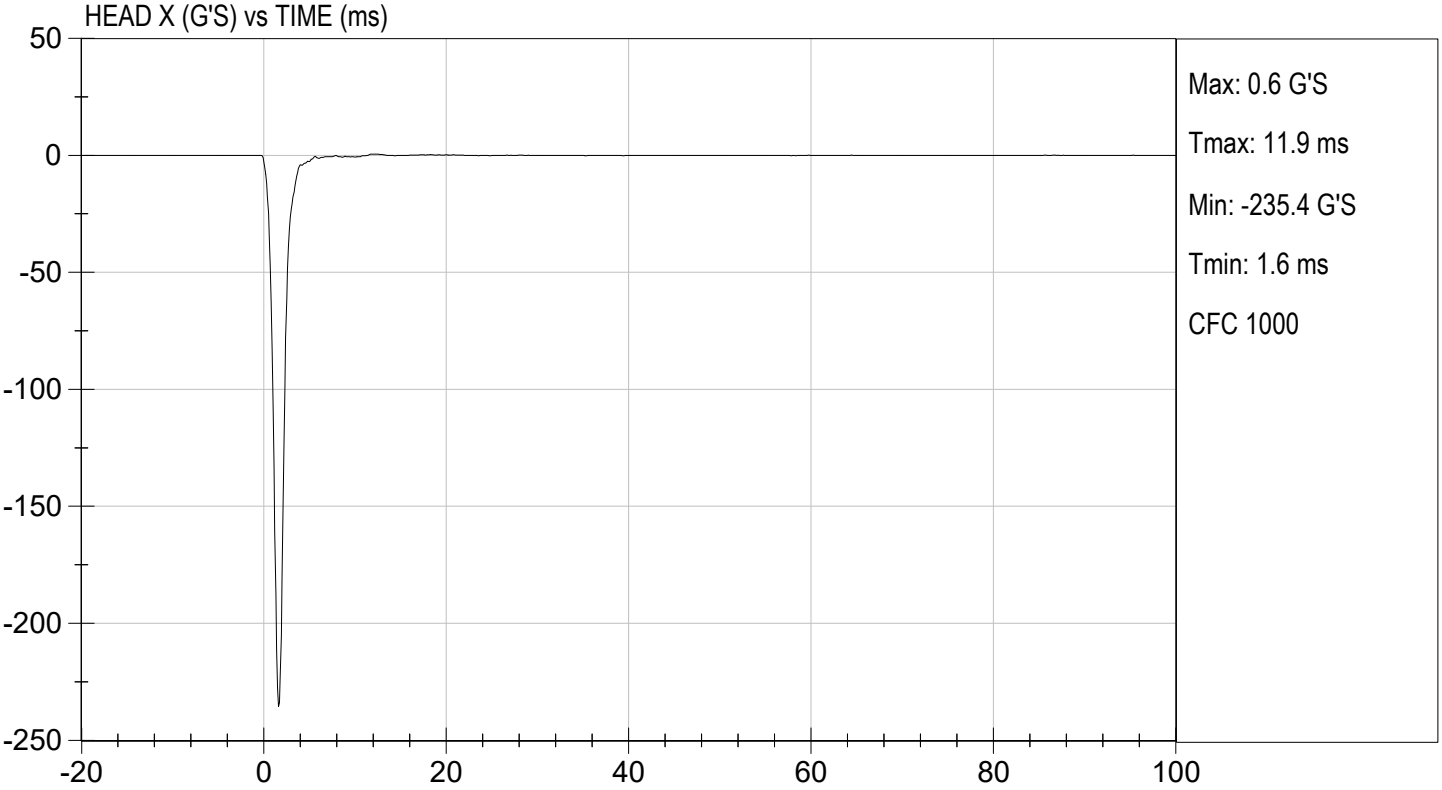
TEST DESC: HEAD DROP

TEST DATE: 12/07/2023
TEST #: D233221

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

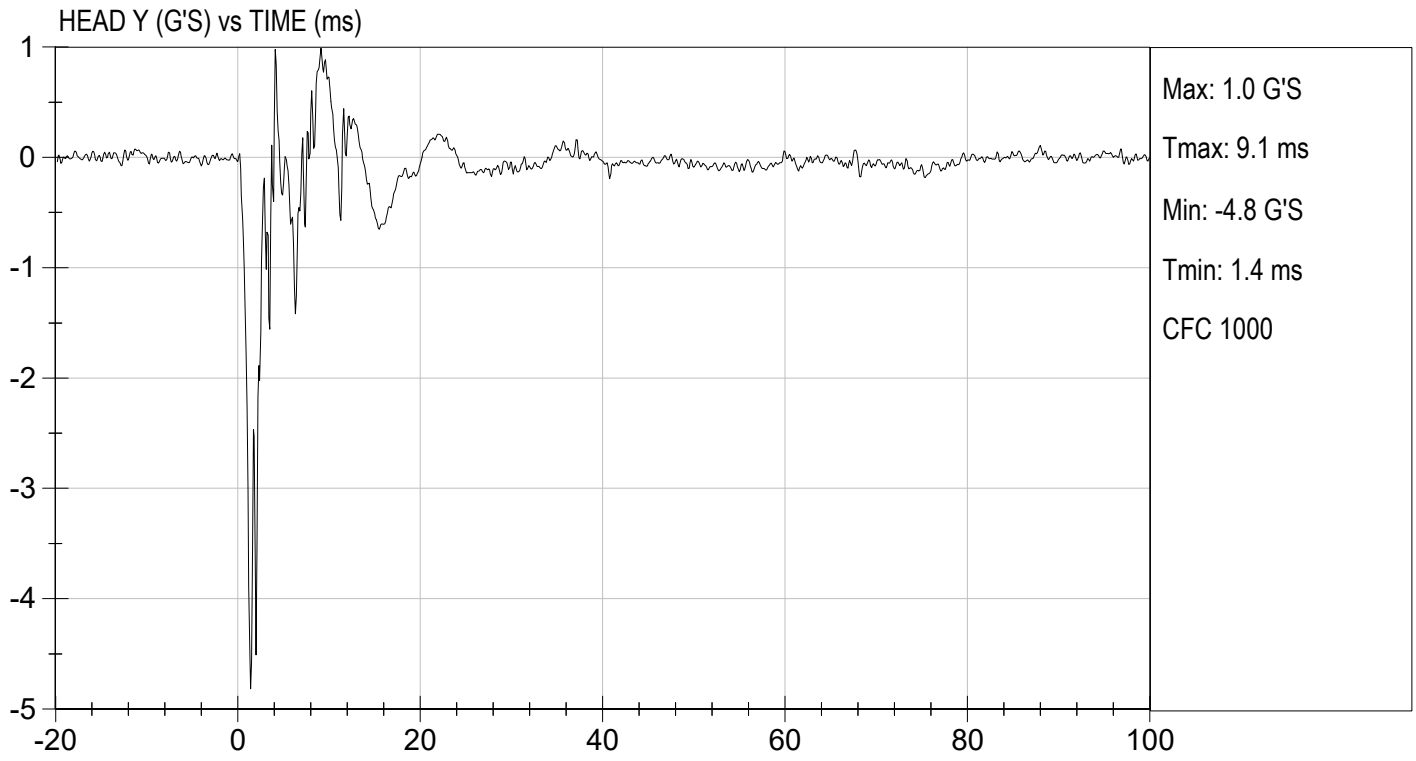


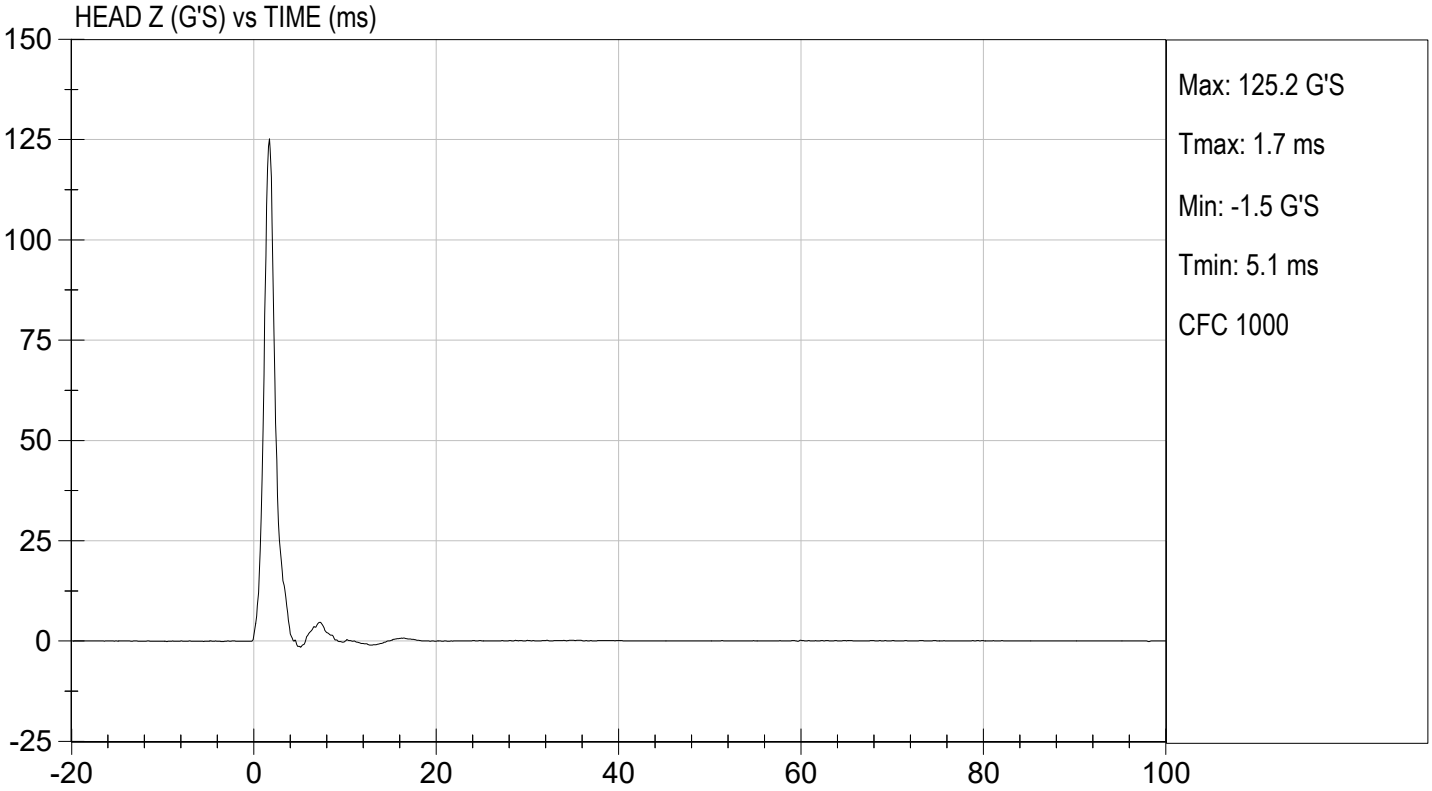
HEAD X (G'S) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 12/07/2023
TEST #: D233221





MGA RESEARCH CORPORATION

NECK FLEXION TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233222

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.9	Pass
Laboratory Relative Humidity		%	10 to 70	34	Pass
Pendulum Velocity		m/s	6.89 to 7.13	6.96	Pass
Pendulum Deceleration	10 ms	G's	22.50 to 27.50	24.56	Pass
	20 ms	G's	17.60 to 22.60	20.49	Pass
	30 ms	G's	12.50 to 18.50	14.99	Pass
Peak Pendulum Deceleration After 30 ms		G's	<= 29.0	15.0	Pass
Deceleration Decay Time to Cross 5 G's		ms	34.0 to 42.0	37.2	Pass
Maximum "D" Plane Rotation	Maximum	Deg	64.0 to 78.0	70.6	Pass
	Time	ms	57.0 to 64.0	60.8	Pass
"D" Plane Rotation Decay Time To Zero Crossing		ms	113.0 to 128.0	117.8	Pass
Moment About Occipital Condyle	Maximum	Nm	88.1 to 108.5	97.7	Pass
	Time	ms	47.0 to 58.0	48.8	Pass
Positive Moment Decay Time To Zero Crossing		ms	97.0 to 107.0	98.5	Pass
			Overall Test Results		Pass

Laboratory Technician

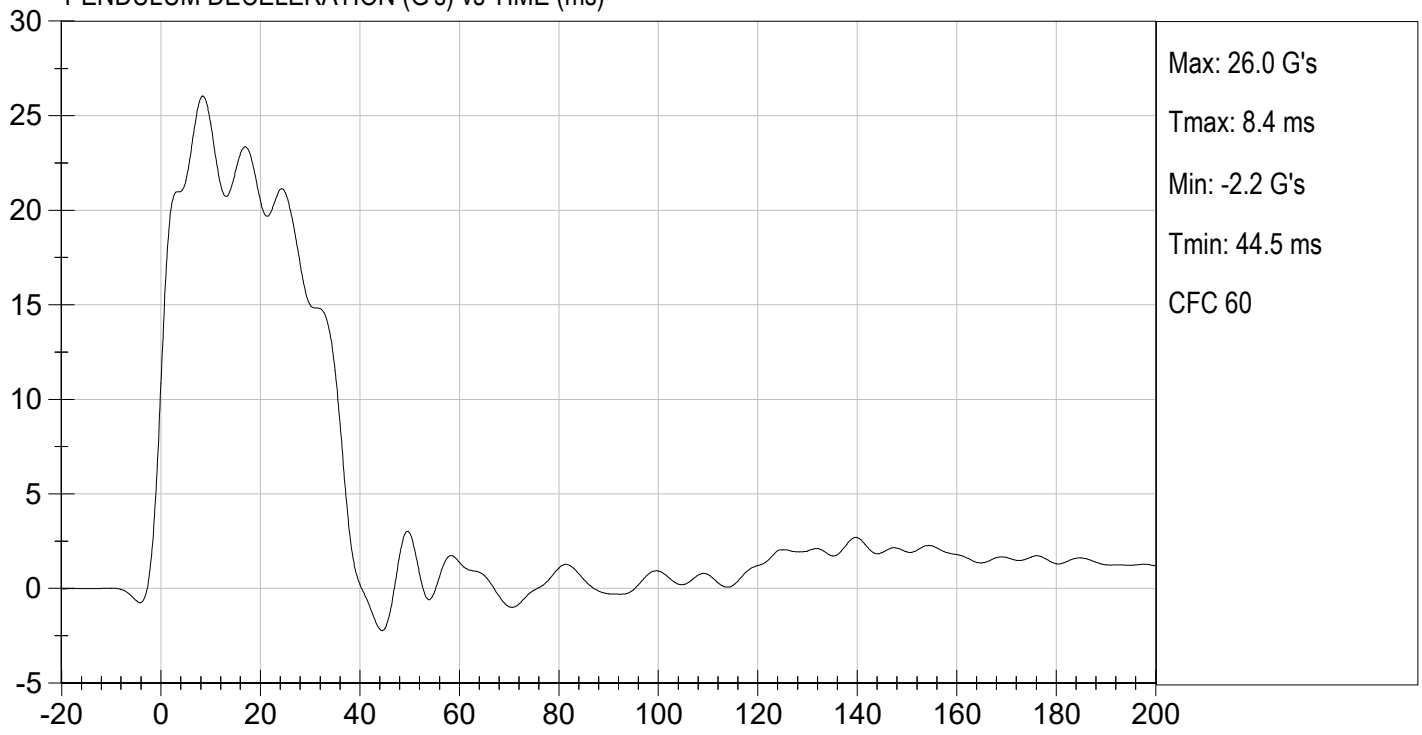
12/07/2023
Test Date

Approved By

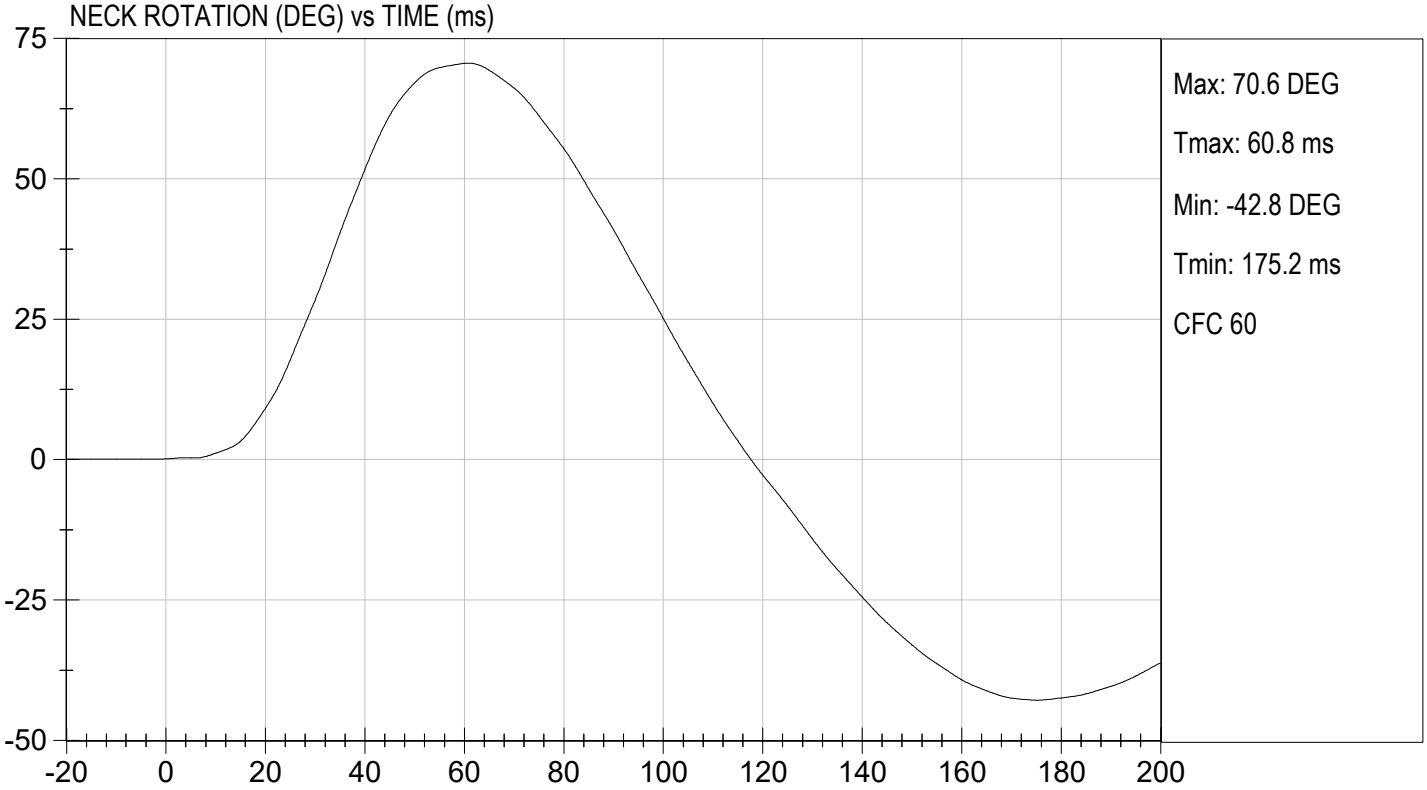
TEST DESC: NECK FLEXION
VELOCITY: 22.83 ft/s, 6.96 m/s

TEST DATE: 12/07/2023
TEST #: D233222

PENDULUM DECELERATION (G's) vs TIME (ms)

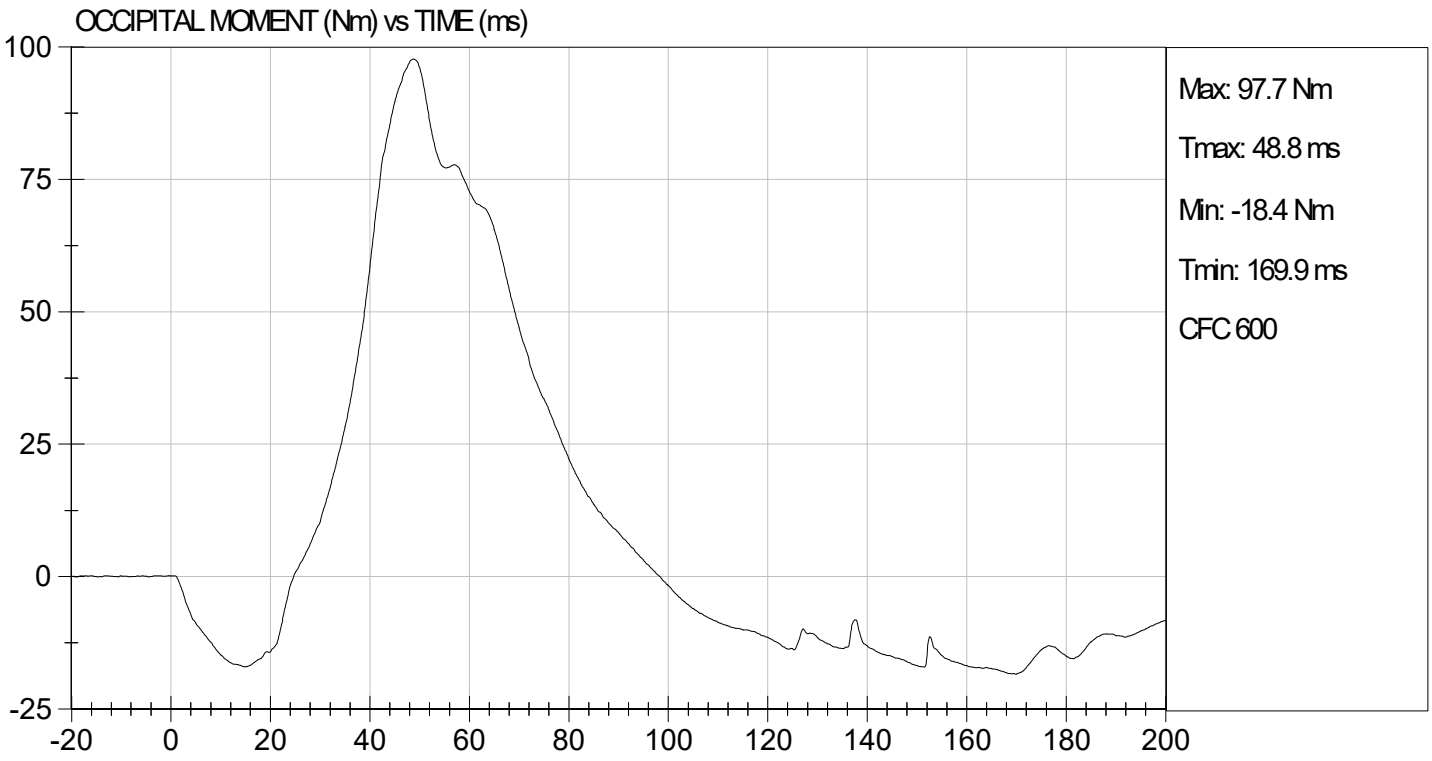


NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK FLEXION
VELOCITY: 22.83 ft/s, 6.96 m/s

TEST DATE: 12/07/2023
TEST #: D233222



MGA RESEARCH CORPORATION

NECK EXTENSION TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233223

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.8	Pass
Laboratory Relative Humidity		%	10 to 70	35	Pass
Pendulum Velocity		m/s	5.95 to 6.19	6.05	Pass
Pendulum Deceleration	10 ms	G's	17.20 to 21.20	20.15	Pass
	20 ms	G's	14.00 to 19.00	16.67	Pass
	30 ms	G's	11.00 to 16.00	11.95	Pass
Peak Pendulum Deceleration After 30 ms		G's	<= 22.0	12.9	Pass
Deceleration Decay Time to Cross 5 G's		ms	38.0 to 46.0	40.4	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	81.0 to 106.0	95.5	Pass
	Time	ms	72.0 to 82.0	74.2	Pass
"D" Plane Rotation Decay Time To Zero Crossing		ms	147.0 to 174.0	157.7	Pass
Moment About Occipital Condyle	Maximum	Nm	-52.9 to -79.9	-65.0	Pass
	Time	ms	65.0 to 79.0	71.1	Pass
Negative Moment Decay Time To Zero Crossing		ms	120.0 to 148.0	138.5	Pass
			Overall Test Results		Pass

Laboratory Technician

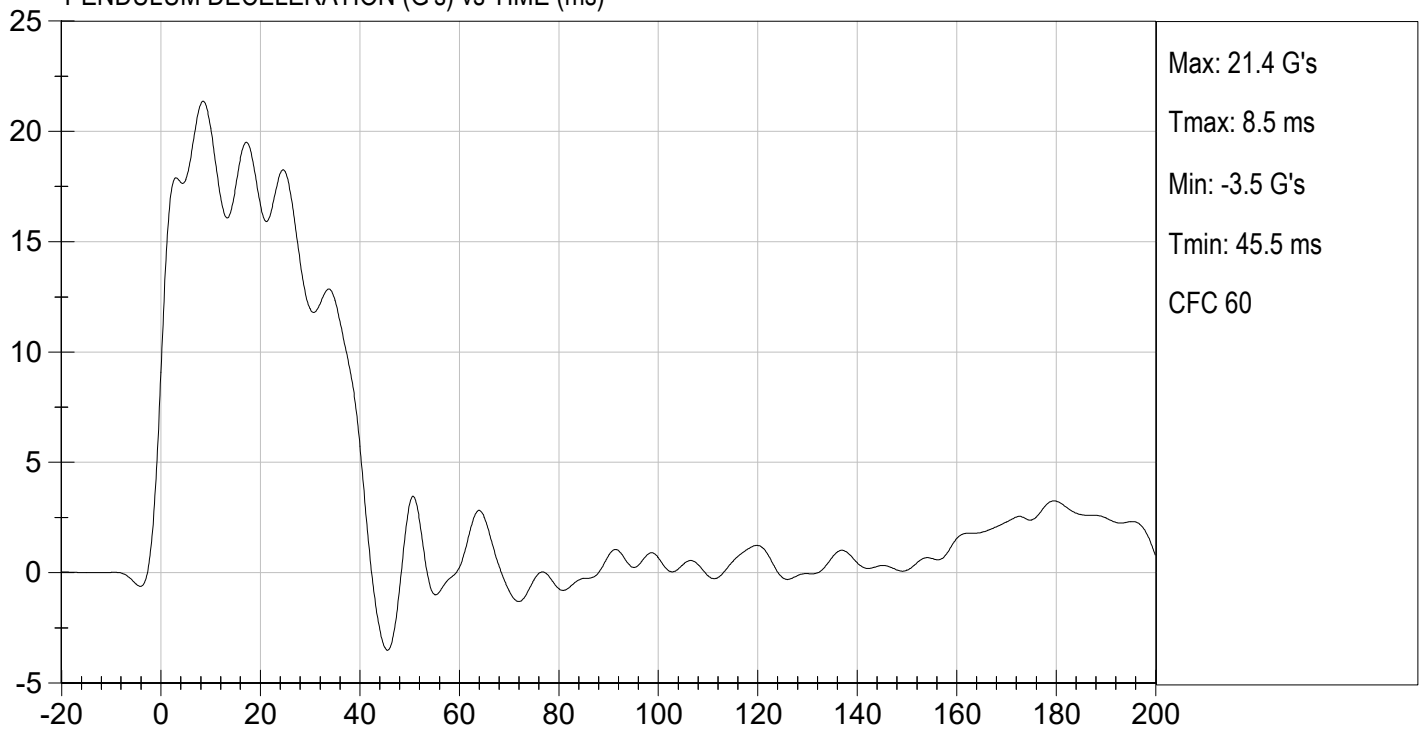
12/07/2023
Test Date

Approved By

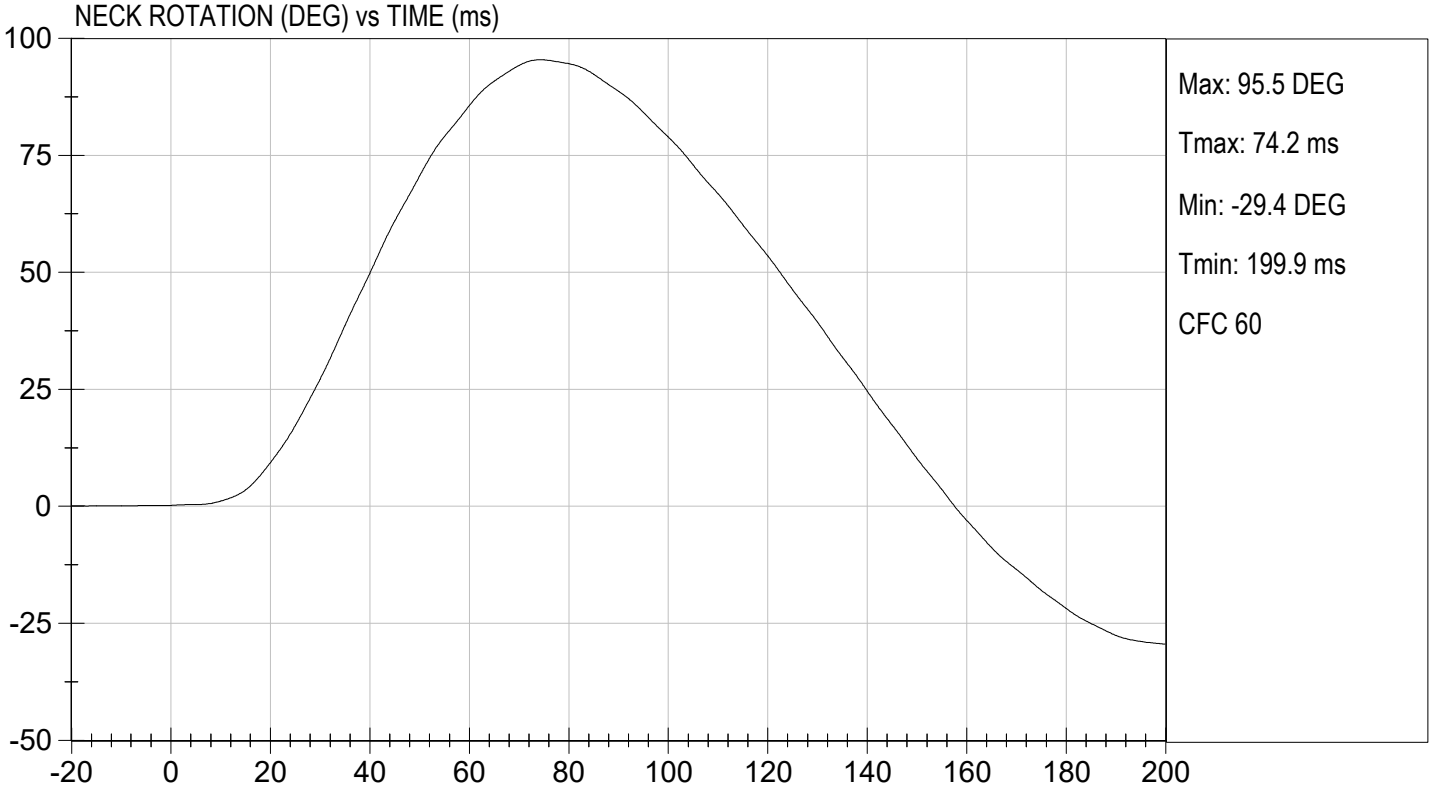
TEST DESC: NECK EXTENSION
VELOCITY: 19.84 ft/s, 6.05 m/s

TEST DATE: 12/07/2023
TEST #: D233223

PENDULUM DECELERATION (G's) vs TIME (ms)

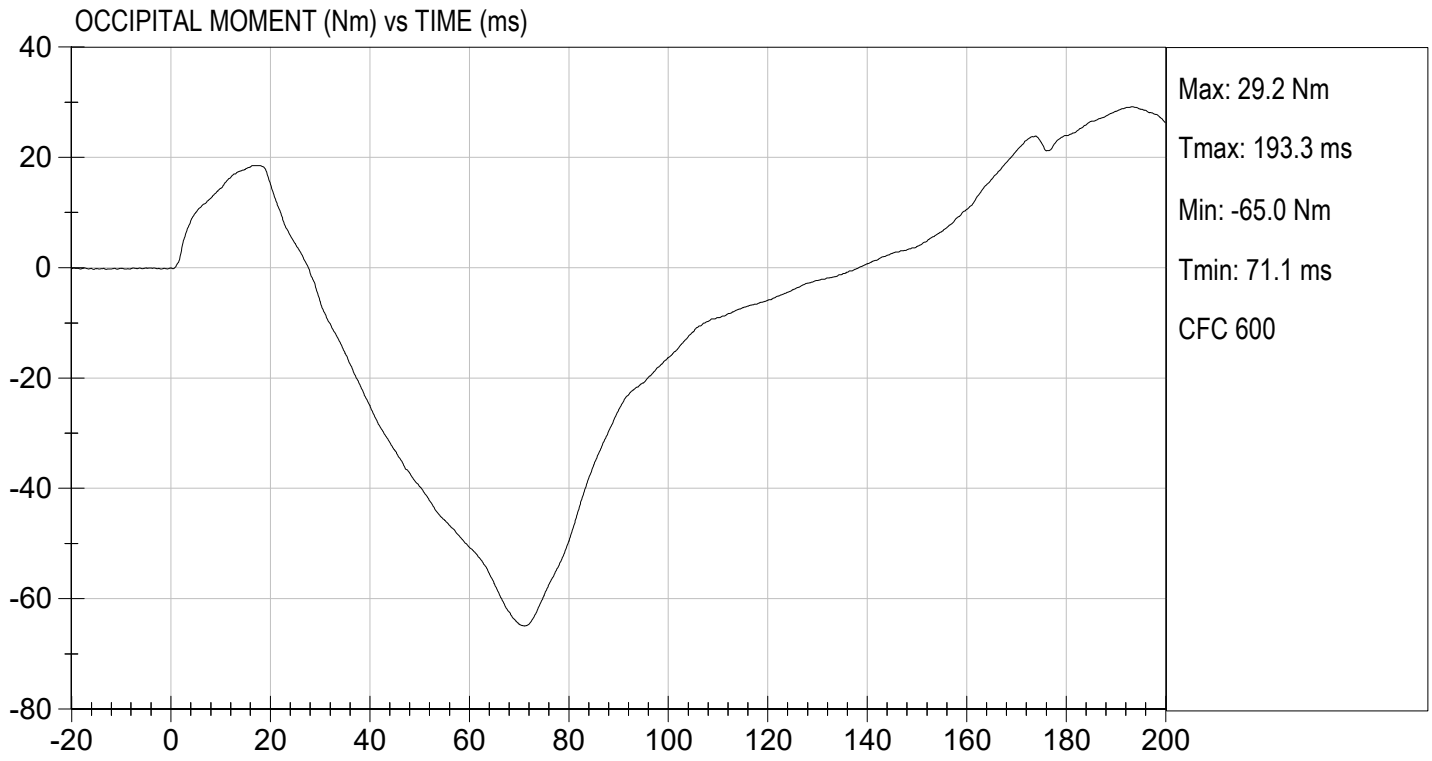


NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK EXTENSION
VELOCITY: 19.84 ft/s, 6.05 m/s

TEST DATE: 12/07/2023
TEST #: D233223



MGA RESEARCH CORPORATION

THORAX IMPACT

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233224

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.8	Pass
Laboratory Relative Humidity	%	10 to 70	31	Pass
Probe Velocity	m/s	6.58 to 6.82	6.68	Pass
Peak Probe Force	N	5159 to 5893	5,696	Pass
Peak Sternum Displacement	cm	6.35 to 7.26	6.84	Pass
Internal Hysteresis	%	69 to 85	72	Pass
		Overall Test Results		Pass

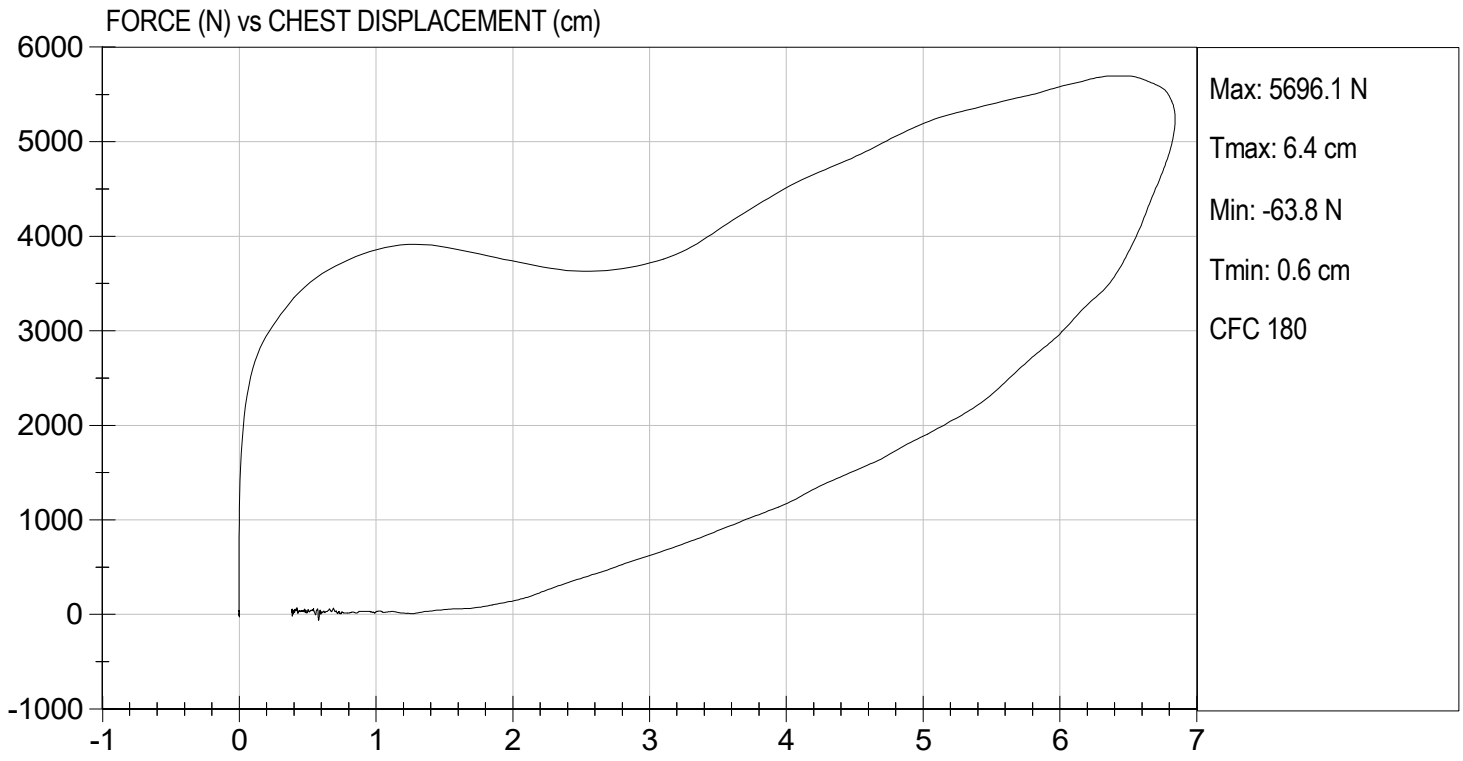
Laboratory Technician

12/07/2023
Test Date

Approved By

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

TEST DATE: 12/07/2023
TEST #: D233224



MGA RESEARCH CORPORATION

RIGHT KNEE IMPACT TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233225

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.8	Pass
Laboratory Relative Humidity	%	10 to 70	35	Pass
Probe Velocity	m/s	2.07 to 2.13	2.12	Pass
Peak Probe Force	N	4715 to 5782	5,661	Pass
		Overall Test Results		Pass

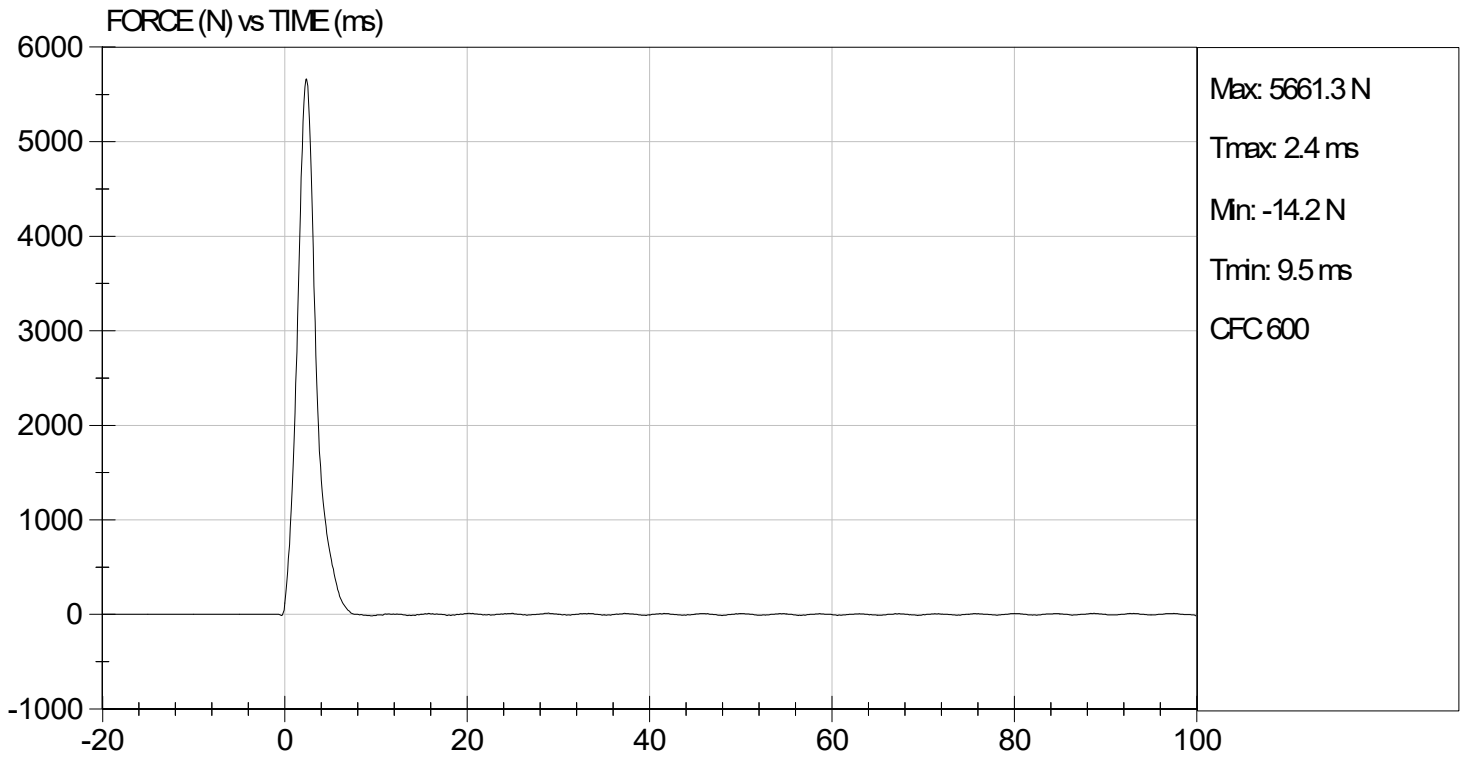
Laboratory Technician

12/07/2023
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 6.94 ft/s, 2.12 m/s

TEST DATE: 12/07/2023
TEST #: D233225



MGA RESEARCH CORPORATION

LEFT KNEE IMPACT TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233226

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.8	Pass
Laboratory Relative Humidity	%	10 to 70	35	Pass
Probe Velocity	m/s	2.07 to 2.13	2.10	Pass
Peak Probe Force	N	4715 to 5782	5,704	Pass
		Overall Test Results		Pass

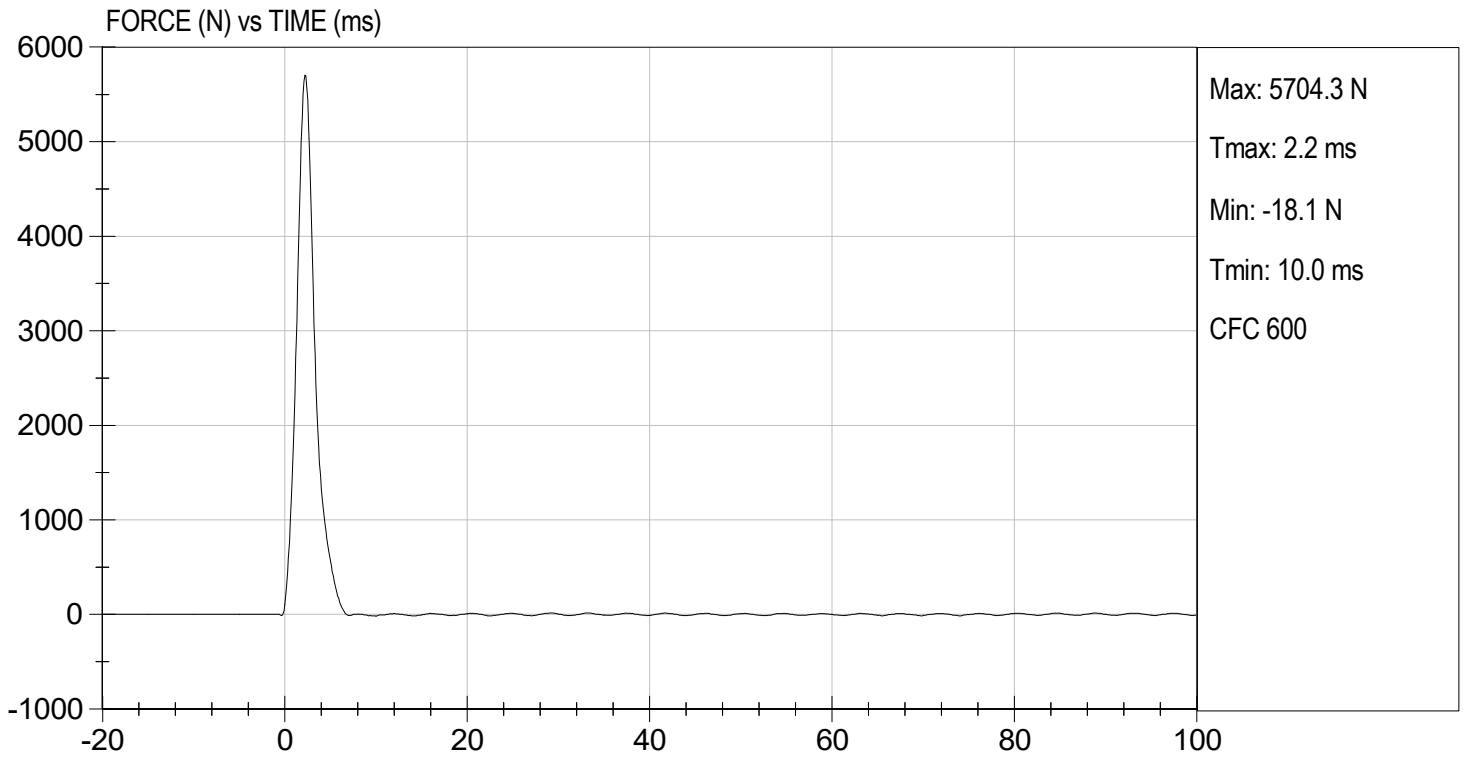
Laboratory Technician

12/07/2023
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 6.89 ft/s, 2.10 m/s

TEST DATE: 12/07/2023
TEST #: D233226



MGA RESEARCH CORPORATION

HIP-FEMUR FLEXION TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233220

Tested Parameter	Units	Specification	Result		Pass/Fail
			Right	Left	
Laboratory Temperature	deg C	18.9 to 25.6	21.9	21.9	Pass
Laboratory Relative Humidity	%	10 to 70	35	35	Pass
Rotation Rate	deg/s	5.0 to 10.0	6.4	6.4	Pass
30 Degrees	Nm	94.9 Nm Max	69.8	79.5	Pass
150 ft-lbf / 203.4 Nm	Deg	40.0 to 50.0 Degree Max Rotation	47.9	47.3	Pass
		Overall Test Results			Pass

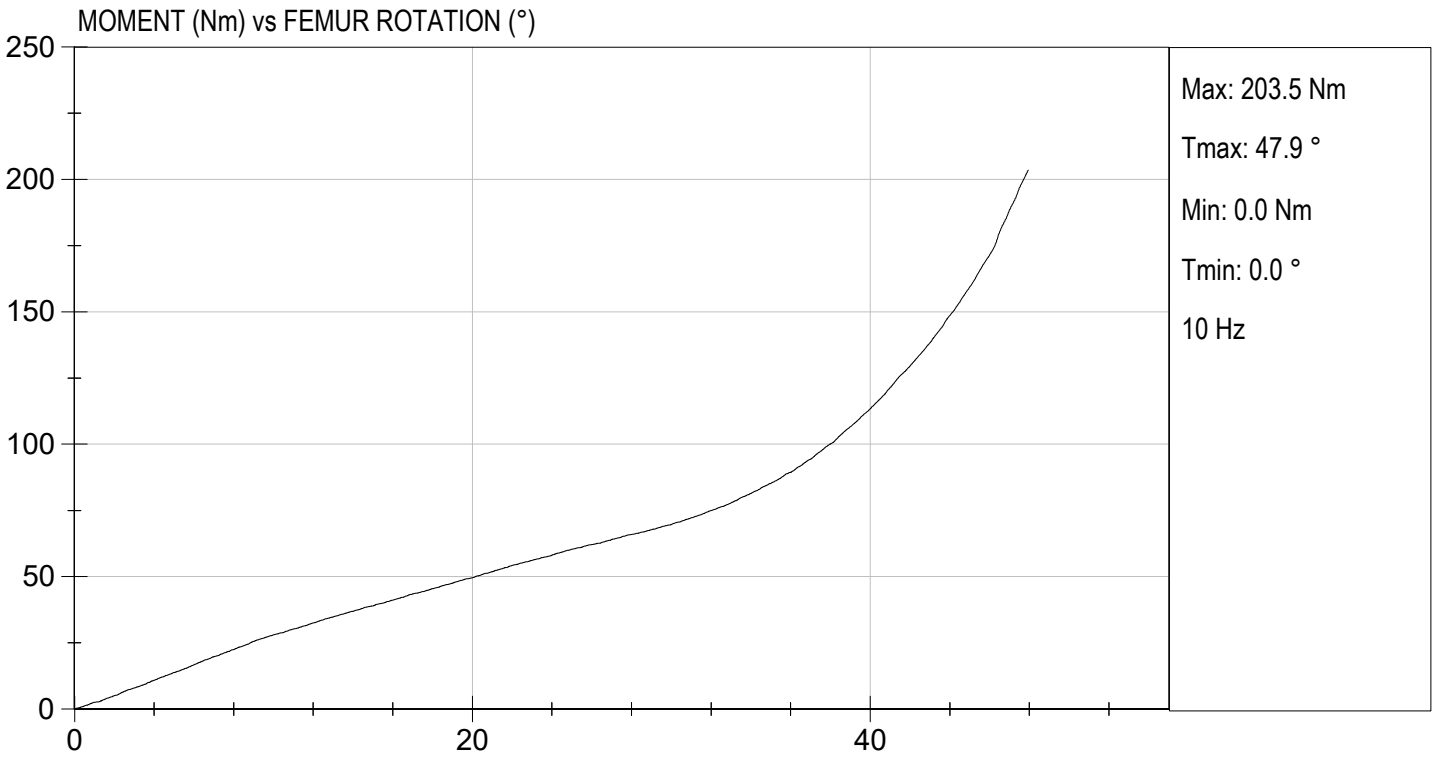
Laboratory Technician

12/07/2023
Test Date

Approved By

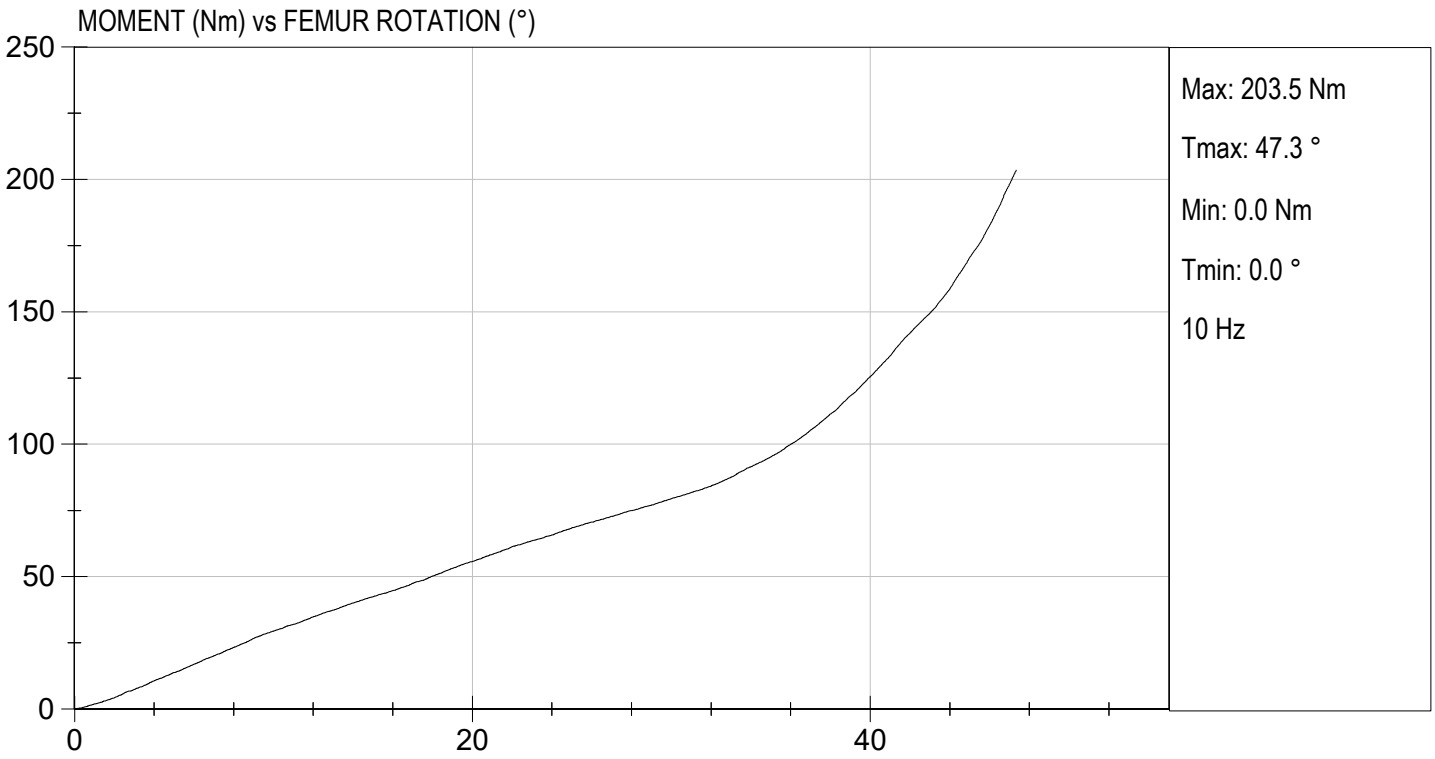
TEST DESC: RIGHT HIP FEMUR FLEXION

TEST DATE: 12/07/2023
TEST #: D233229



TEST DESC: LEFT HIP FEMUR FLEXION

TEST DATE: 12/07/2023
TEST #: D233220



QUALIFICATION TEST RESULTS

POST-TEST

HYBRID III 50TH PERCENTILE MALE - DRIVER ATD

MGA RESEARCH CORPORATION

HEAD DROP TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test ID:** D233341

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.3	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Peak Resultant Acceleration	G's	225 to 275	255	Pass
Peak Lateral Acceleration	G's	<= +/- 15.0	12.1	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	within 10% of peak	Yes	Pass
		Overall Test Results		Pass

Laboratory Technician

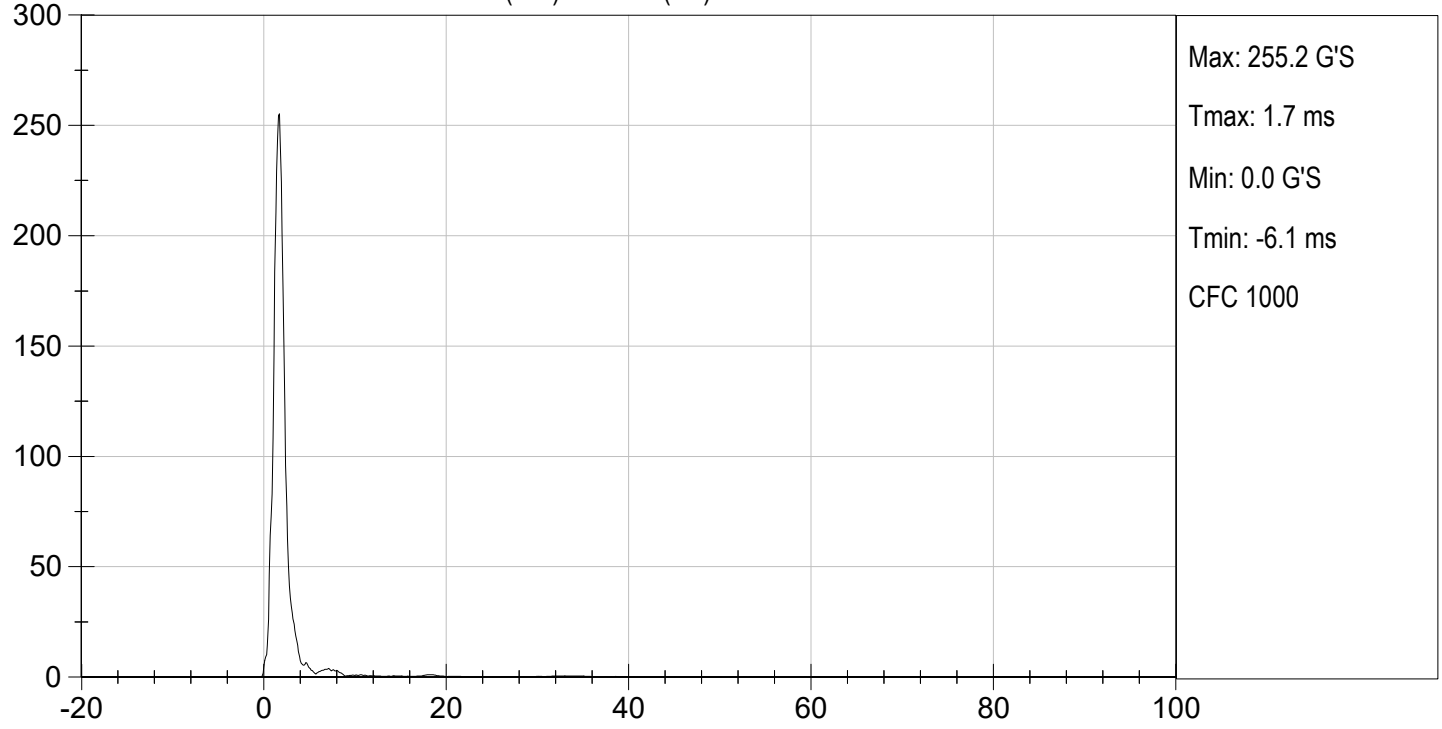
12/15/2023
Test Date

Approved By

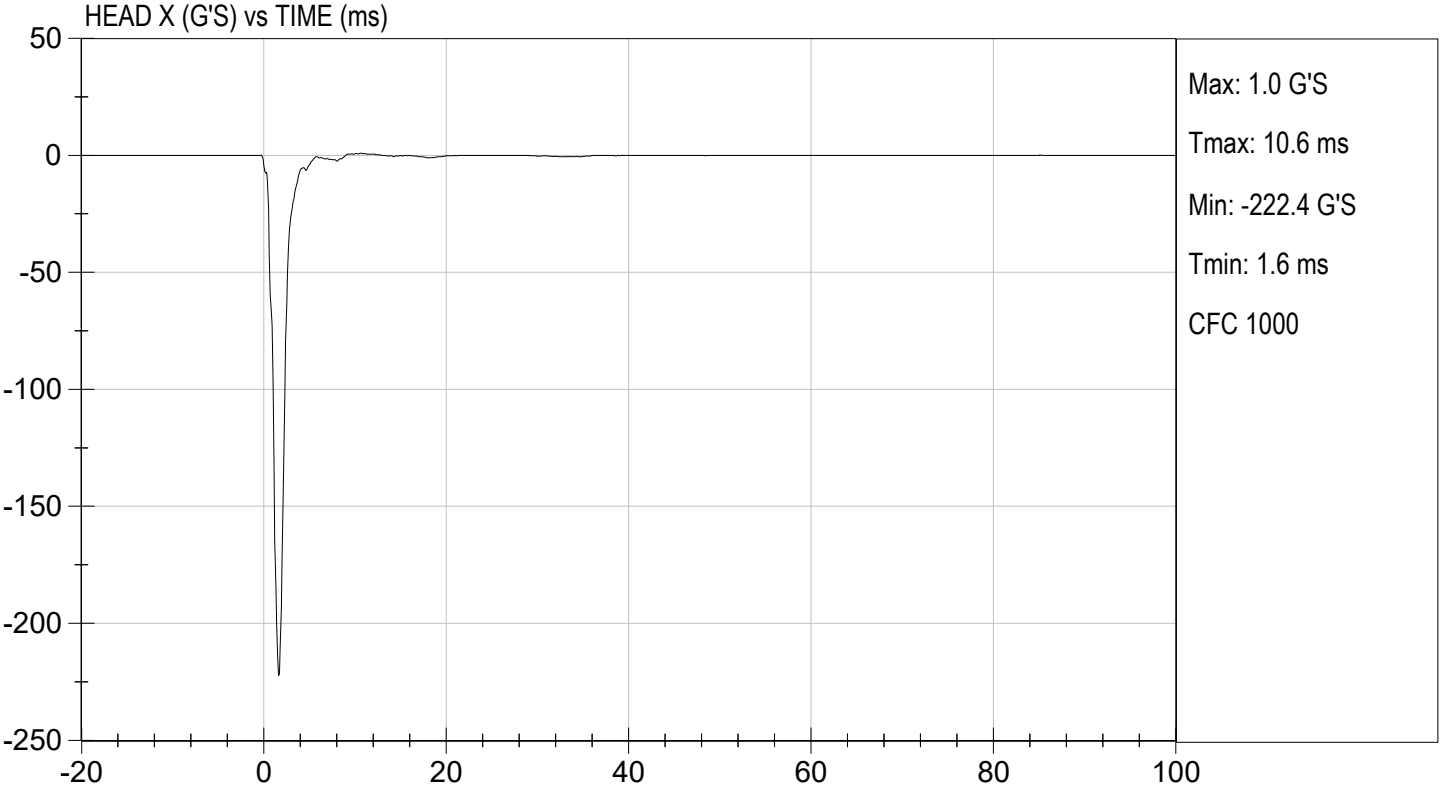
TEST DESC: HEAD DROP

TEST DATE: 12/15/2023
TEST #: D233341

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

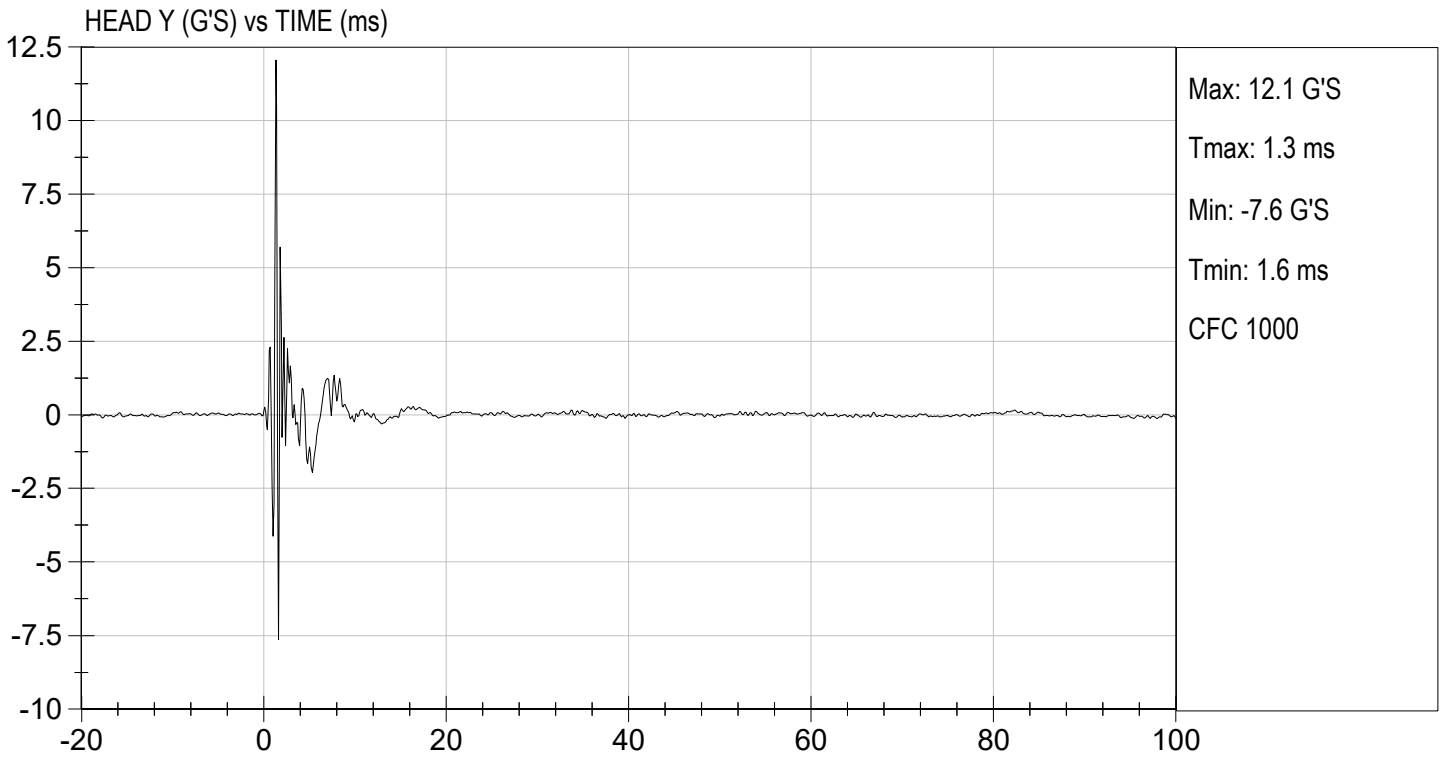


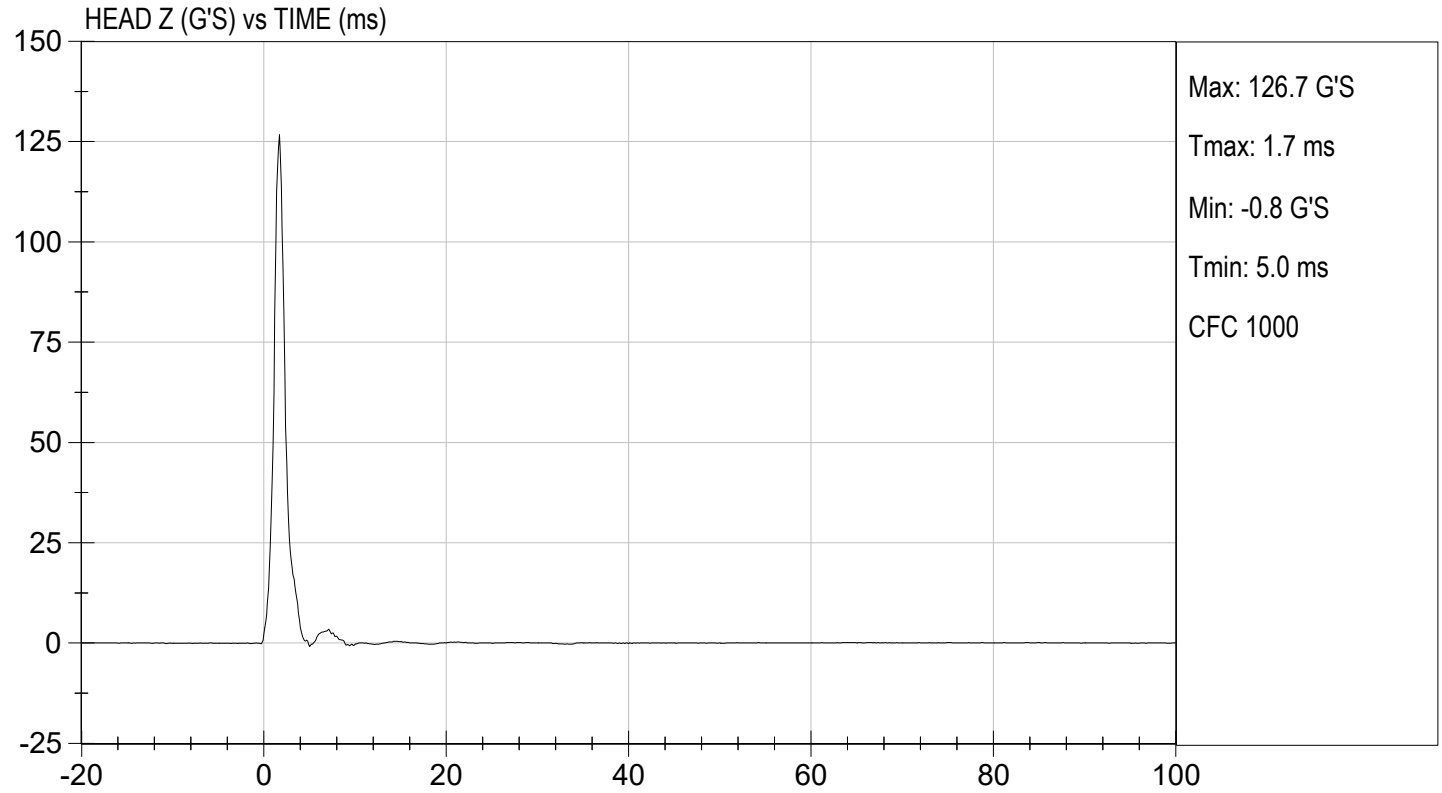
HEAD X (G'S) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 12/15/2023
TEST #: D233341





MGA RESEARCH CORPORATION

NECK FLEXION TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233342

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.4	Pass
Laboratory Relative Humidity		%	10 to 70	32	Pass
Pendulum Velocity		m/s	6.89 to 7.13	6.96	Pass
Pendulum Deceleration	10 ms	G's	22.50 to 27.50	24.32	Pass
	20 ms	G's	17.60 to 22.60	19.95	Pass
	30 ms	G's	12.50 to 18.50	14.98	Pass
Peak Pendulum Deceleration After 30 ms		G's	<= 29.0	14.9	Pass
Deceleration Decay Time to Cross 5 G's		ms	34.0 to 42.0	38.9	Pass
Maximum "D" Plane Rotation	Maximum	Deg	64.0 to 78.0	71.2	Pass
	Time	ms	57.0 to 64.0	58.0	Pass
"D" Plane Rotation Decay Time To Zero Crossing		ms	113.0 to 128.0	119.5	Pass
Moment About Occipital Condyle	Maximum	Nm	88.1 to 108.5	94.9	Pass
	Time	ms	47.0 to 58.0	50.1	Pass
Positive Moment Decay Time To Zero Crossing		ms	97.0 to 107.0	98.7	Pass
			Overall Test Results		Pass

Laboratory Technician

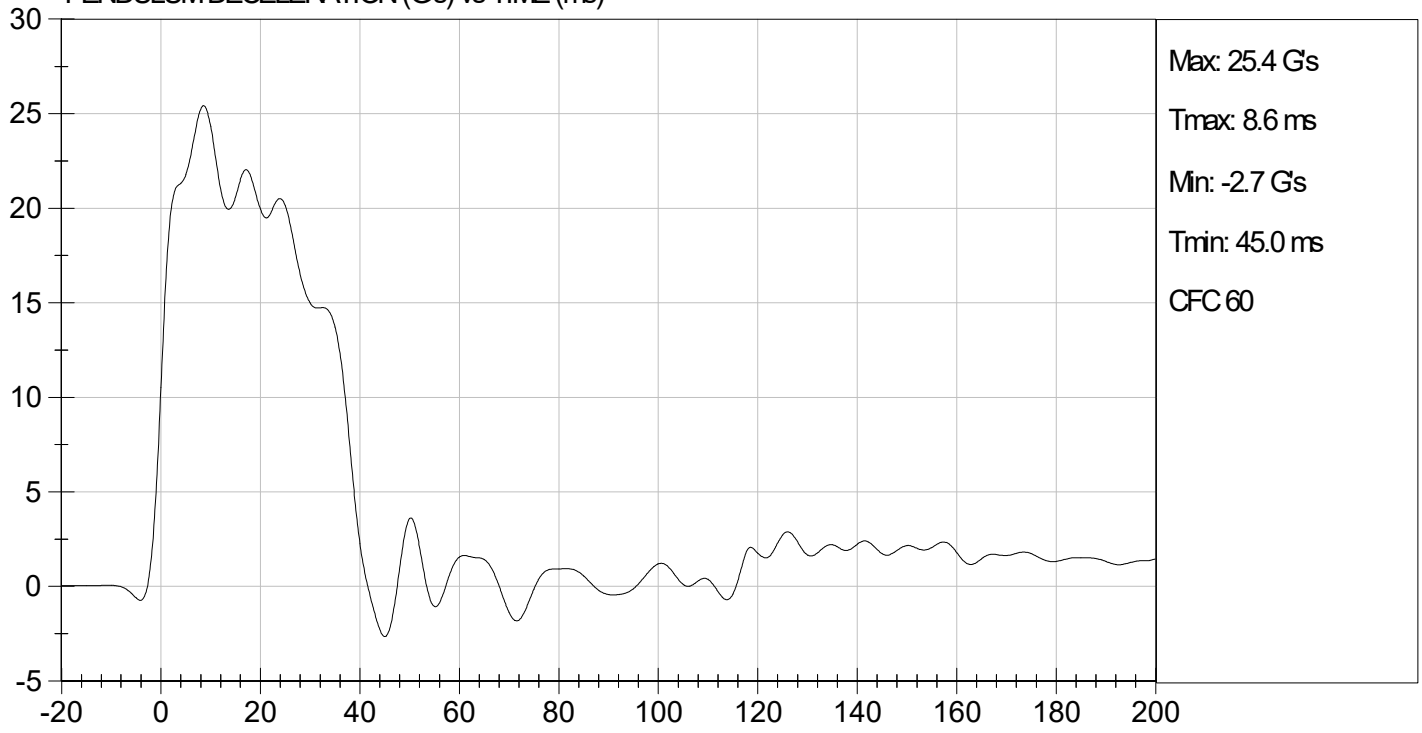
12/15/2023
Test Date

Approved By

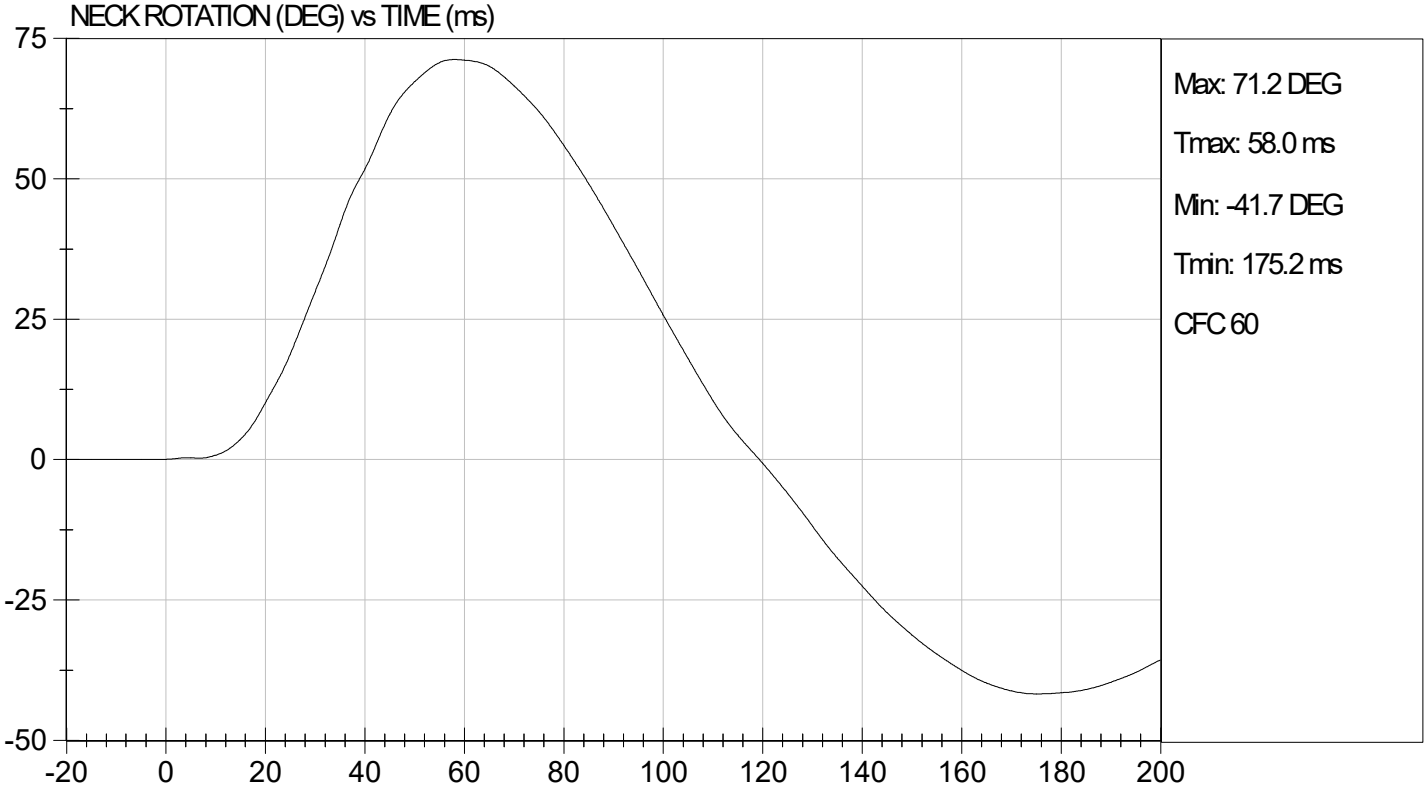
TEST DESC: NECK FLEXION
VELOCITY: 22.83 ft/s, 6.96 m/s

TEST DATE: 12/15/2023
TEST #: D233342

PENDULUM DECELERATION (G's) vs TIME (ms)

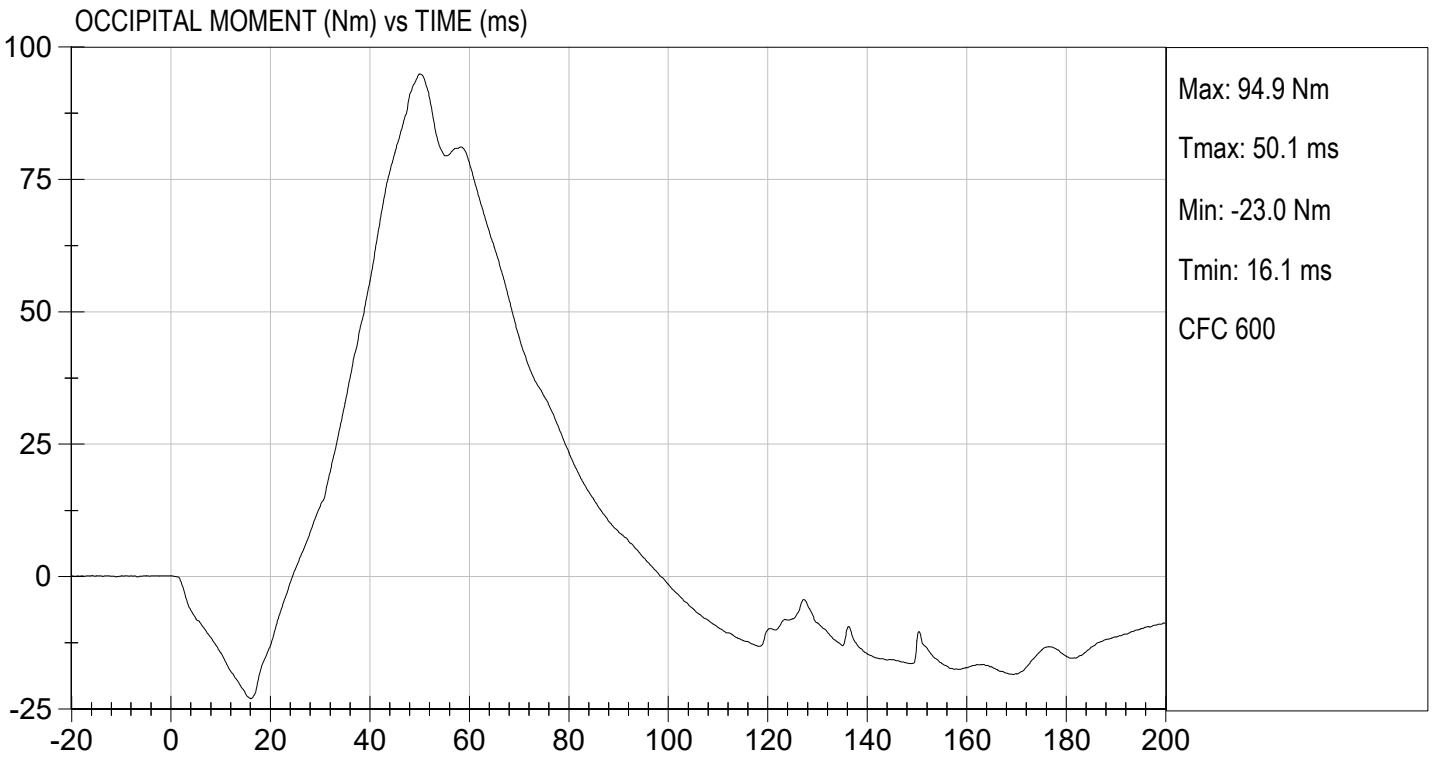


NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK FLEXION
VELOCITY: 22.83 ft/s, 6.96 m/s

TEST DATE: 12/15/2023
TEST #: D233342



MGA RESEARCH CORPORATION

NECK EXTENSION TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233343

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.4	Pass
Laboratory Relative Humidity		%	10 to 70	33	Pass
Pendulum Velocity		m/s	5.95 to 6.19	6.05	Pass
Pendulum Deceleration	10 ms	G's	17.20 to 21.20	19.54	Pass
	20 ms	G's	14.00 to 19.00	15.47	Pass
	30 ms	G's	11.00 to 16.00	13.92	Pass
Peak Pendulum Deceleration After 30 ms		G's	<= 22.0	14.2	Pass
Deceleration Decay Time to Cross 5 G's		ms	38.0 to 46.0	40.7	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	81.0 to 106.0	93.4	Pass
	Time	ms	72.0 to 82.0	75.9	Pass
"D" Plane Rotation Decay Time To Zero Crossing		ms	147.0 to 174.0	156.0	Pass
Moment About Occipital Condyle	Maximum	Nm	-52.9 to -79.9	-66.5	Pass
	Time	ms	65.0 to 79.0	69.6	Pass
Negative Moment Decay Time To Zero Crossing		ms	120.0 to 148.0	139.0	Pass
			Overall Test Results		Pass

Laboratory Technician

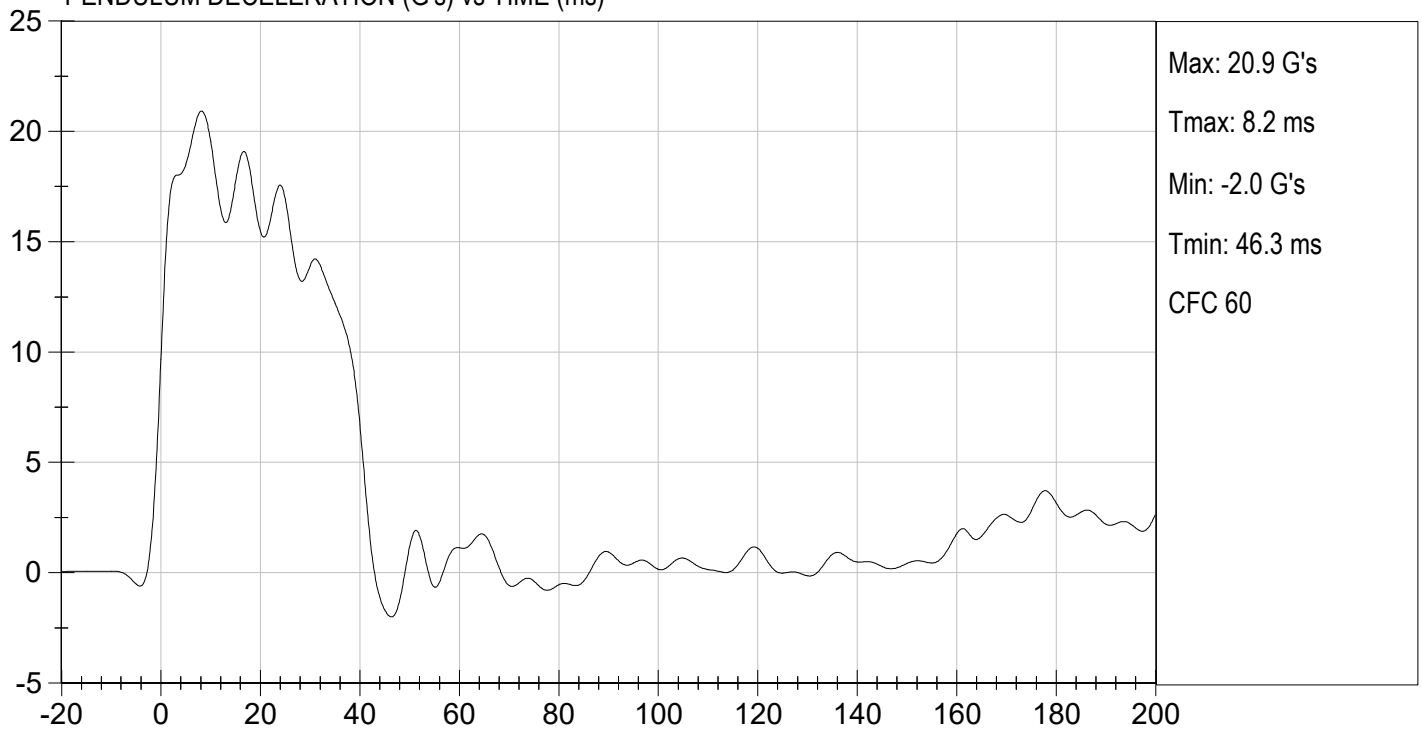
12/15/2023
Test Date

Approved By

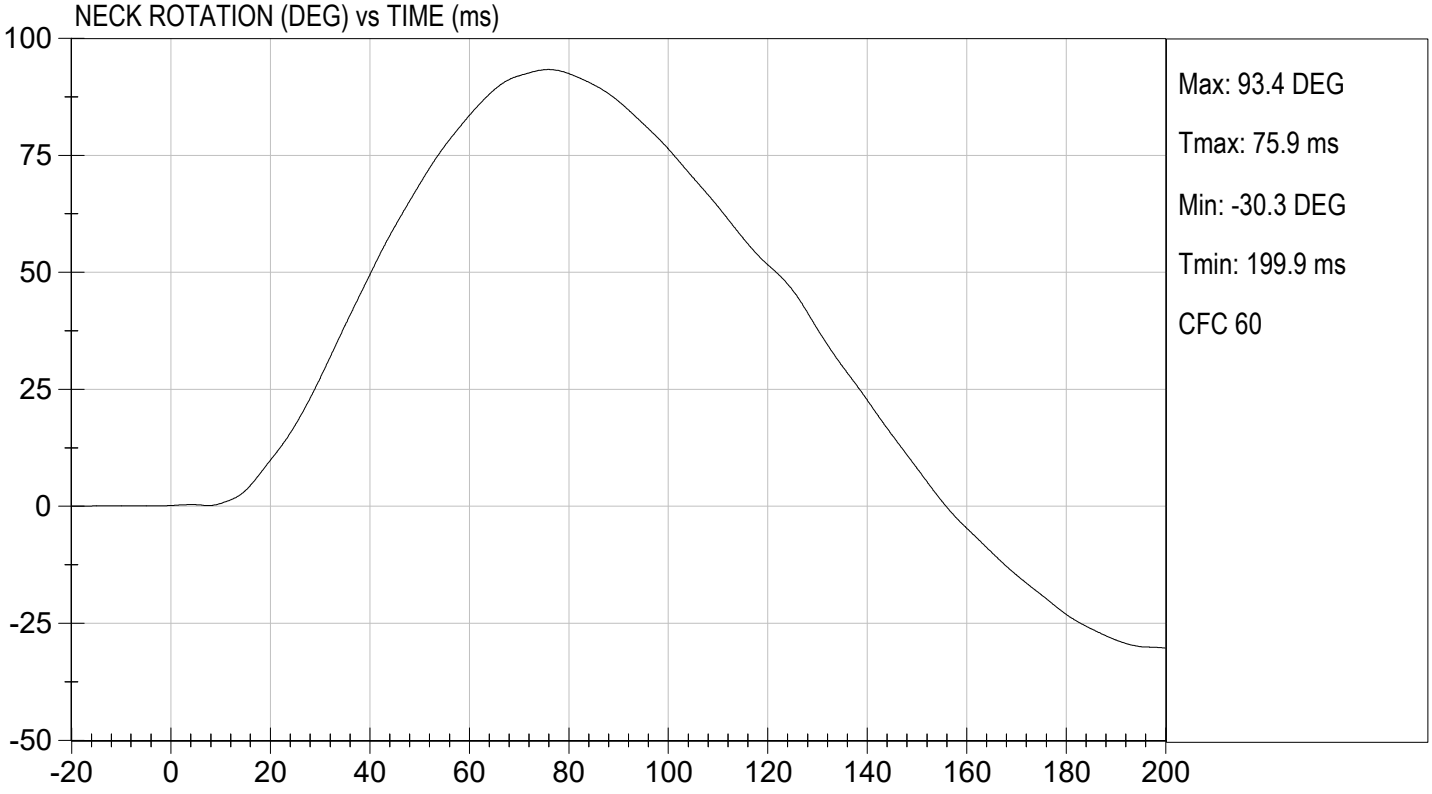
TEST DESC: NECK EXTENSION
VELOCITY: 19.84 ft/s, 6.05 m/s

TEST DATE: 12/15/2023
TEST #: D233343

PENDULUM DECELERATION (G's) vs TIME (ms)

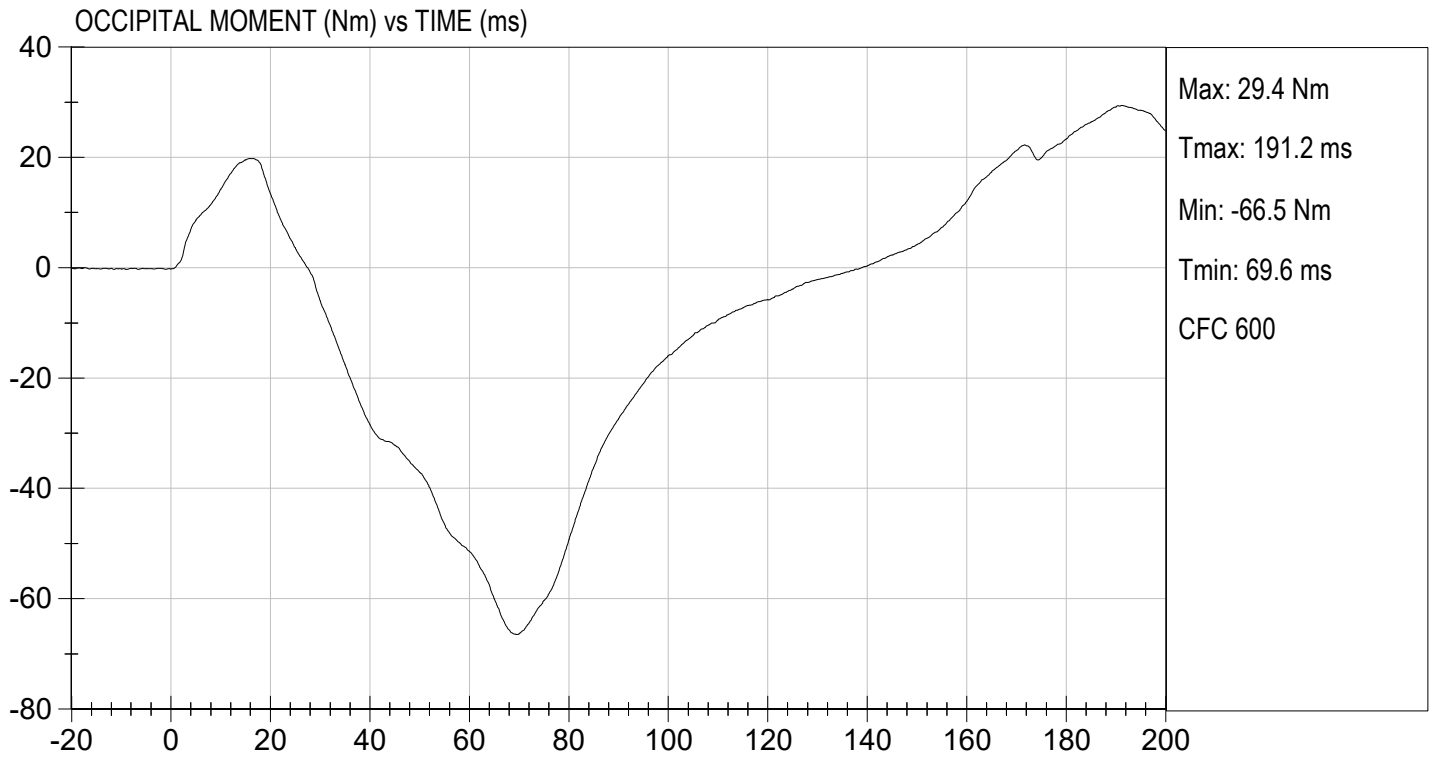


NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK EXTENSION
VELOCITY: 19.84 ft/s, 6.05 m/s

TEST DATE: 12/15/2023
TEST #: D233343



MGA RESEARCH CORPORATION

THORAX IMPACT

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233344

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.3	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	6.58 to 6.82	6.68	Pass
Peak Probe Force	N	5159 to 5893	5,683	Pass
Peak Sternum Displacement	cm	6.35 to 7.26	6.81	Pass
Internal Hysteresis	%	69 to 85	72	Pass
		Overall Test Results		Pass

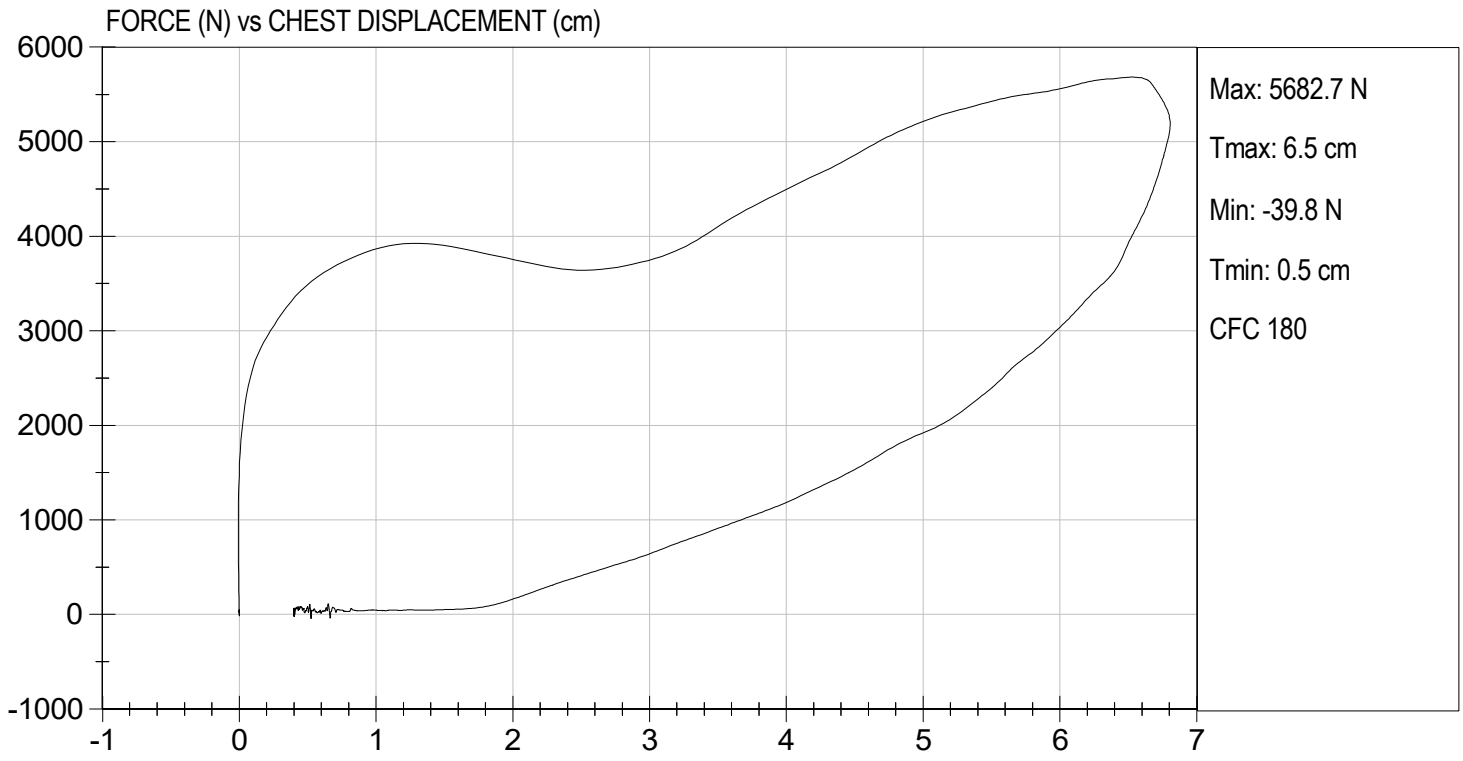
Laboratory Technician

12/15/2023
Test Date

Approved By

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

TEST DATE: 12/15/2023
TEST #: D233344



MGA RESEARCH CORPORATION

RIGHT KNEE IMPACT TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233345

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.4	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Probe Velocity	m/s	2.07 to 2.13	2.10	Pass
Peak Probe Force	N	4715 to 5782	4,888	Pass
		Overall Test Results		Pass

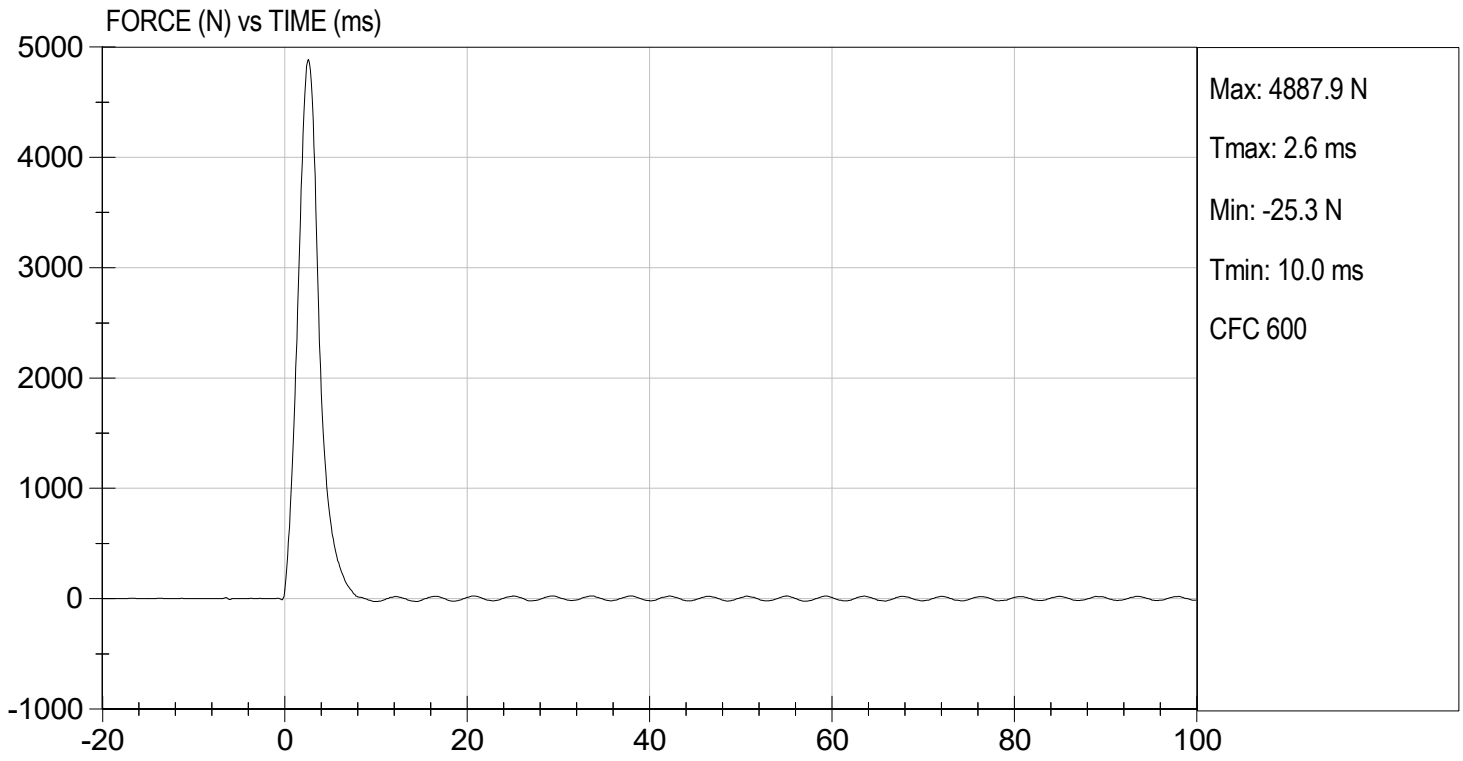
Laboratory Technician

12/15/2023
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 6.89 ft/s, 2.10 m/s

TEST DATE: 12/15/2023
TEST #: D233345



MGA RESEARCH CORPORATION

LEFT KNEE IMPACT TEST

HYBRID III 50TH PERCENTILE MALE

ATD Serial No: 351 **Test I.D:** D233346

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.4	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Probe Velocity	m/s	2.07 to 2.13	2.11	Pass
Peak Probe Force	N	4715 to 5782	5,361	Pass
		Overall Test Results		Pass

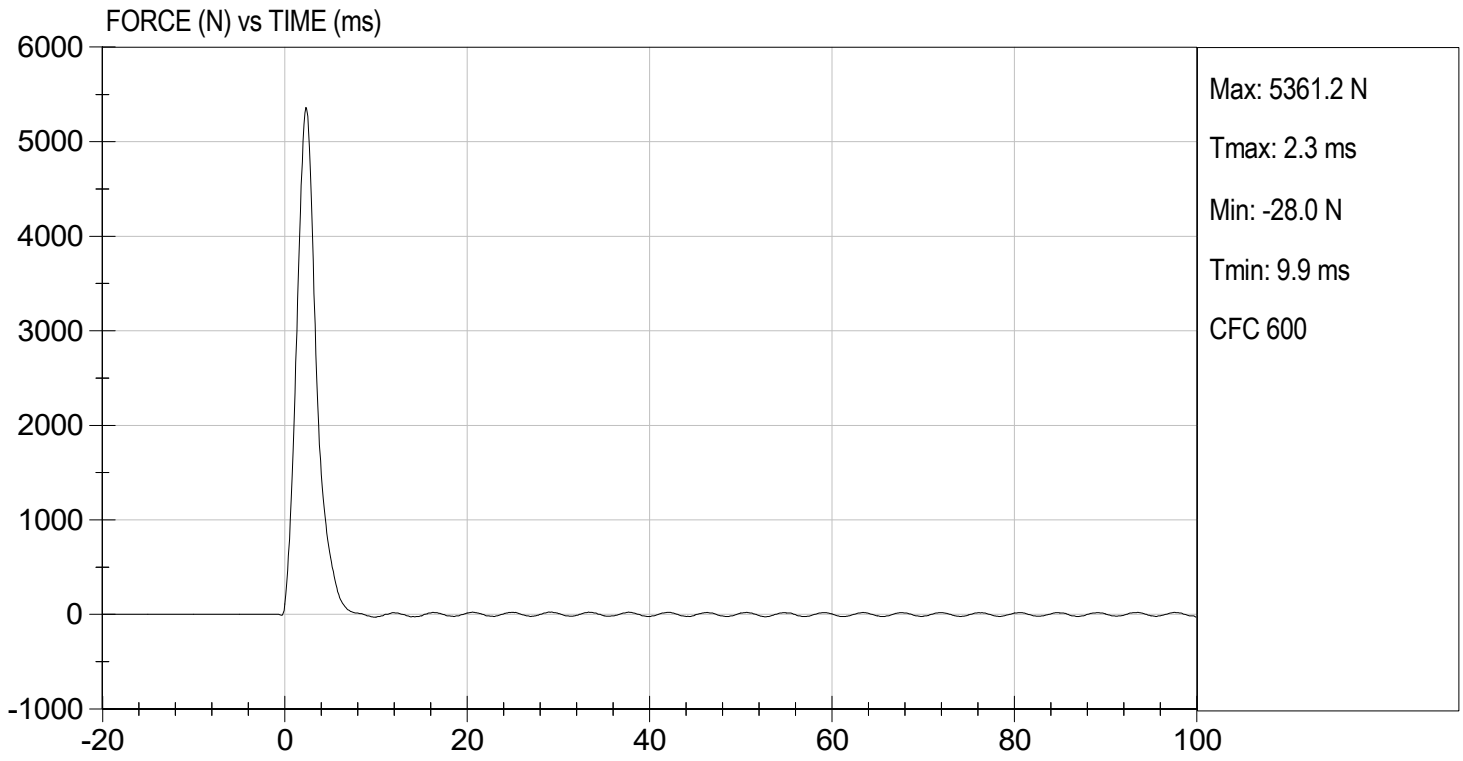
Laboratory Technician

12/15/2023
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 6.92 ft/s, 2.11 m/s

TEST DATE: 12/15/2023
TEST #: D233346



MGA RESEARCH CORPORATION

HIP-FEMUR FLEXION TEST

HYBRID III 50TH PERCENTILE MALE

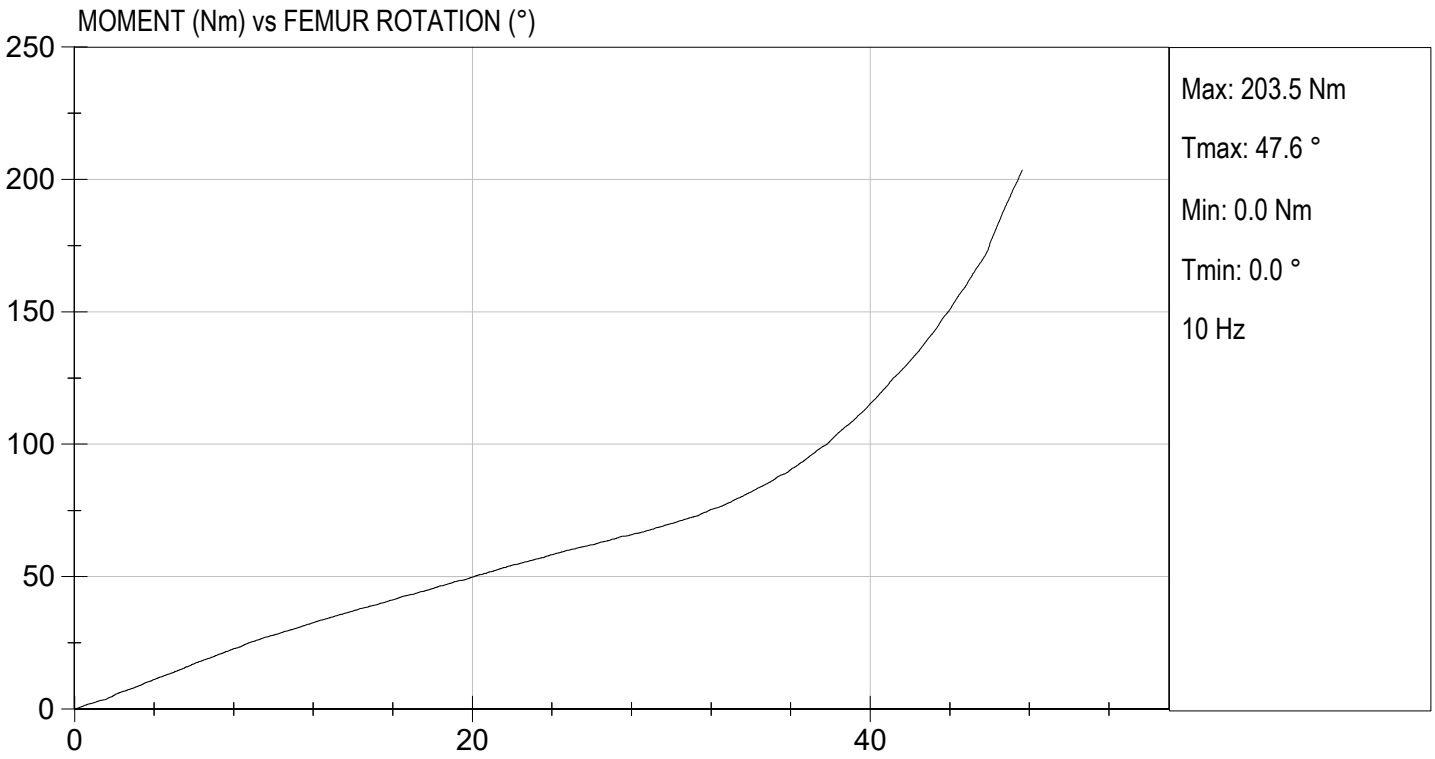
ATD Serial No: 351 **Test I.D:** D233340

Tested Parameter	Units	Specification	Result		Pass/Fail
			Right	Left	
Laboratory Temperature	deg C	18.9 to 25.6	21.4	21.4	Pass
Laboratory Relative Humidity	%	10 to 70	32	32	Pass
Rotation Rate	deg/s	5.0 to 10.0	6.4	6.4	Pass
30 Degrees	Nm	94.9 Nm Max	70.1	79.2	Pass
150 ft-lbf / 203.4 Nm	Deg	40.0 to 50.0 Degree Max Rotation	47.6	47.5	Pass
		Overall Test Results			Pass

Laboratory Technician

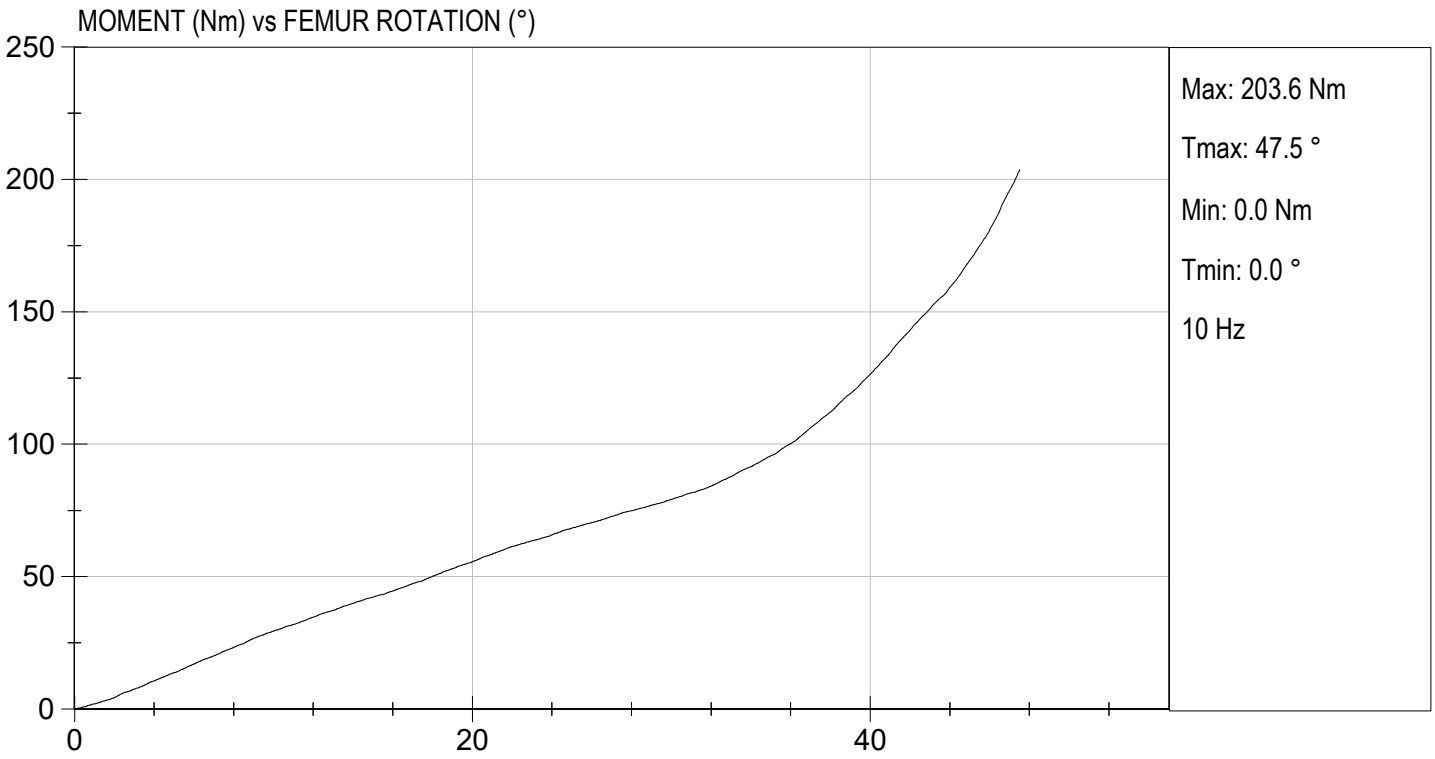
12/15/2023
Test Date

Approved By


MOMENT (Nm) vs FEMUR ROTATION (°)
250
200
150
100
50
0
0
20
40
Max: 203.5 Nm
Tmax: 47.6 °
Min: 0.0 Nm
Tmin: 0.0 °
10 Hz

TEST DESC: LEFT HIP FEMUR FLEXION

TEST DATE: 12/15/2023
TEST #: D233340



QUALIFICATION TEST RESULTS

PRE-TEST

HYBRID III 5TH PERCENTILE FEMALE - PASSENGER ATD

Hybrid III, 5th External Measurements
SN: 142

HYBRID III, PART 572, SUBPART O EXTERNAL DIMENSIONS				
DIMENSION	DESCRIPTION	DETAILS	ASSEMBLY DIMENSION (mm)	ACTUAL MEASUREMENT
A	TOTAL SITTING HEIGHT	Seat surface to highest point on top of the head.	774.7-800.1	775.0
B	SHOULDER PIVOT HEIGHT	Centerline of shoulder pivot bolt to the seat surface.	431.8-457.2	438.2
C	H-POINT HEIGHT	Reference	81.3-86.3	81.8
D	H-POINT LOCATION FROM BACKLINE	Reference	144.8-149.8	148.3
E	SHOULDER PIVOT FROM BACKLINE	Center of the shoulder clevis to the rear vertical surface of the fixture.	68.6-83.8	83.0
F	THIGH CLEARANCE	Measured at the highest point on the upper femur segment.	119.4-134.6	124.4
G	BACK OF ELBOW TO WRIST PIVOT	back of the elbow flesh to the wrist pivot in line with the elbow and wrist pivots	243.9-259.1	245.2
H	HEAD BACK TO BACKLINE	Back of Skull cap skin to seat rear vertical surface (Reference)	43.2-48.2	43.4
I	SHOULDER TO- ELBOW LENGTH	Measure from the highest point on top of the shoulder clevis to the lowest part of the flesh on the elbow in line with the elbow pivot bolt.	276.8-297.2	281.1
J	ELBOW REST HEIGHT	Measure from the flesh below the elbow pivot bolt to the seat surface.	182.8-203.2	197.2
K	BUTTOCK TO KNEE LENGTH	The forward most part of the knee flesh to the rear vertical surface of the fixture.	520.7-546.1	537.2
L	POPLITEAL HEIGHT	Seat surface to the plane of the horizontal plane of the bottom of the feet.	355.6-376	358.8
M	KNEE PIVOT HEIGHT	Centerline of knee pivot bolt to the horizontal plane of the bottom of the feet.	393.7-419.1	403.1
N	BUTTOCK POPLITEAL LENGTH	The rearmost surface of the lower leg to the same point on the rear surface of the buttocks used for dim. “K”.	414-439.4	435.2

HYBRID III, SUBPART O EXTERNAL DIMENSIONS, continued				
DIMENSION	DESCRIPTION	DETAILS	ASSEMBLY DIMENSION (mm)	ACTUAL MEASUREMENT
O	CHEST DEPTH WITHOUT JACKET	Measured 304.8 ± 5.1 mm above seat surface	175.3-190.5	181.2
P	FOOT LENGTH	Tip of toe to rear of heal	218.5-233.7	227.3
Q	STANDING HEIGHT	(THEORETICAL)	1501.1	N/A
R	BUTTOCK TO KNEE PIVOT LENGTH	The rear surface of the buttocks to the knee pivot bolt	457.2-482.6	475.0
S	HEAD BREADTH	The widest part of the head	137.1-147.3	138.6
T	HEAD DEPTH	Back of the head to the forehead	177.8-188	181.0
U	HIP BREADTH	The widest part of the hip	299.7-314.9	308.4
V	SHOULDER BREADTH	Outside edges of right and left shoulder clevises	350.5-365.7	362.1
W	FOOT BREADTH	The widest part of the foot	78.8-94	82.8
X	HEAD CIRCUMFERENCE	Measured at the point as in dim. “T”	528.3-548.7	545.2
Y	CHEST CIRCUMFERENCE (WITH CHEST JACKET)	Measured 345.4 ± 12.7 mm above seat surface	850.9-881.3	870.7
Z	WAIST CIRCUMFERENCE	Measured 165.1 ± 5.1 mm above seat surface	759.5-789.9	779.9
AA	REFERENCE LOCATION FOR MEASUREMENT OF CHEST CIRCUMFERENCE	Reference	332.7-358.1	350.1
BB	REFERENCE LOCATION FOR MEASUREMENT OF WAIST CIRCUMFERENCE	Reference	160.1-170.2	170.0

MGA RESEARCH CORPORATION

HEAD DROP TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test ID:** D233231

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.5	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	250 to 300	275	Pass
Peak Lateral Acceleration	G's	<= +/- 15.0	4.5	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	within 10% of peak	Yes	Pass
		Overall Test Results		Pass

Laboratory Technician

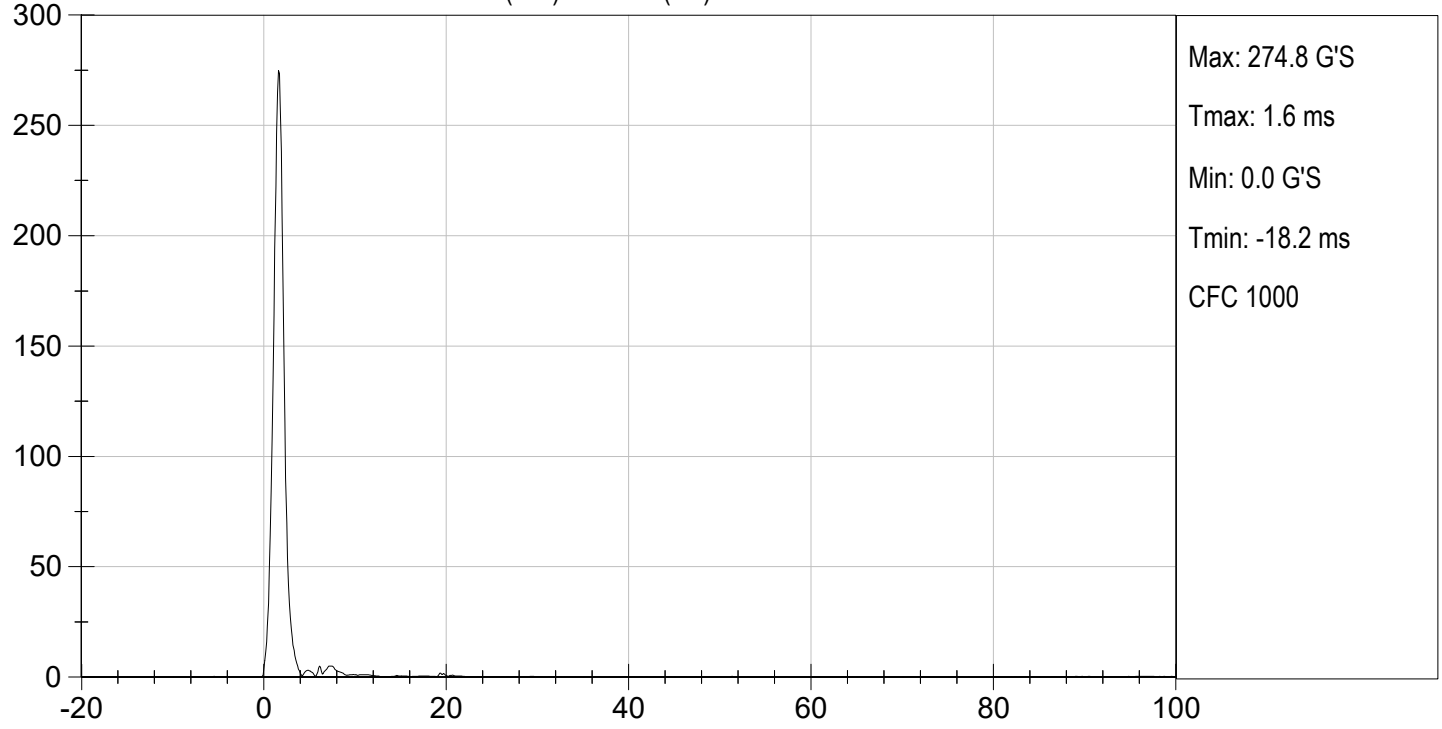
12/07/2023
Test Date

Approved By

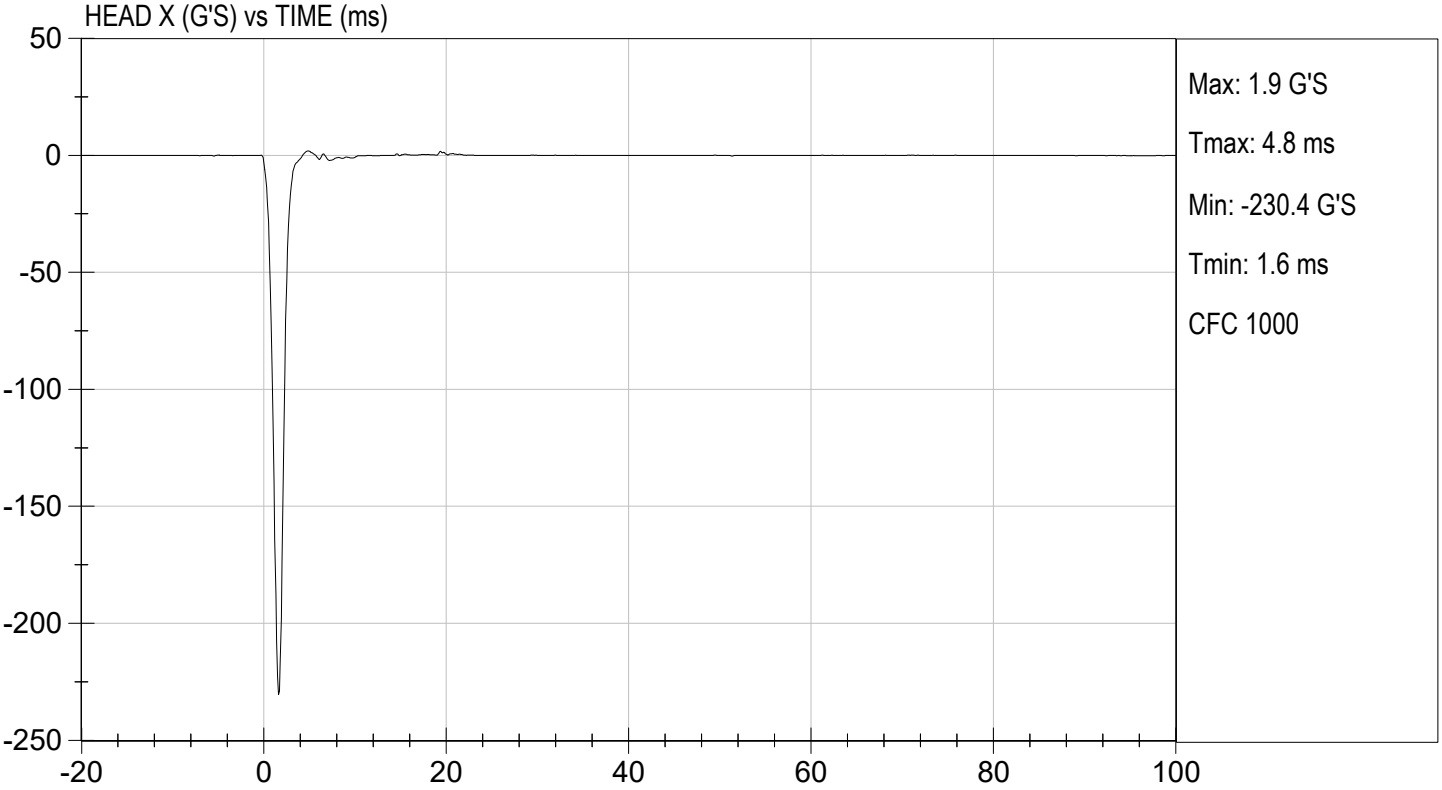
TEST DESC: HEAD DROP

TEST DATE: 12/07/2023
TEST #: D233231

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

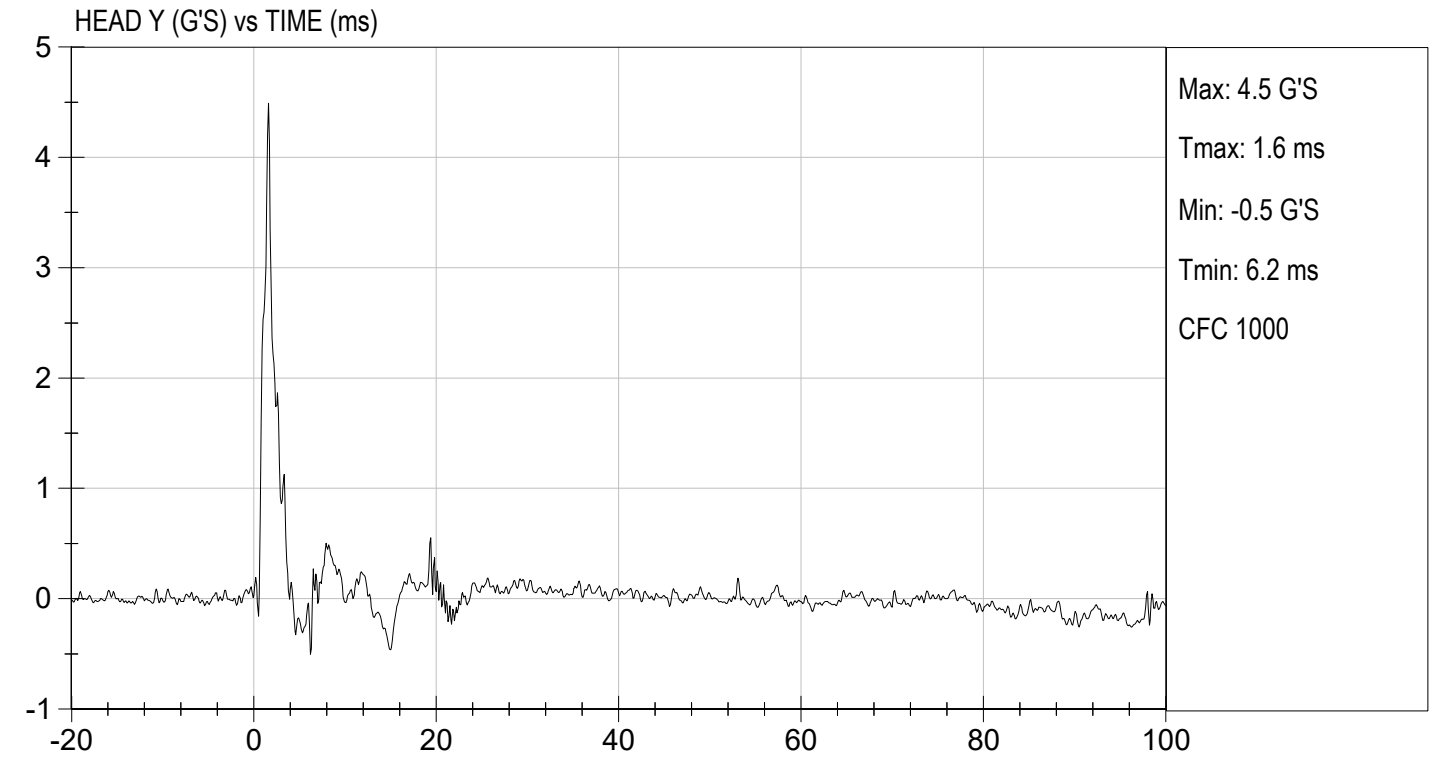


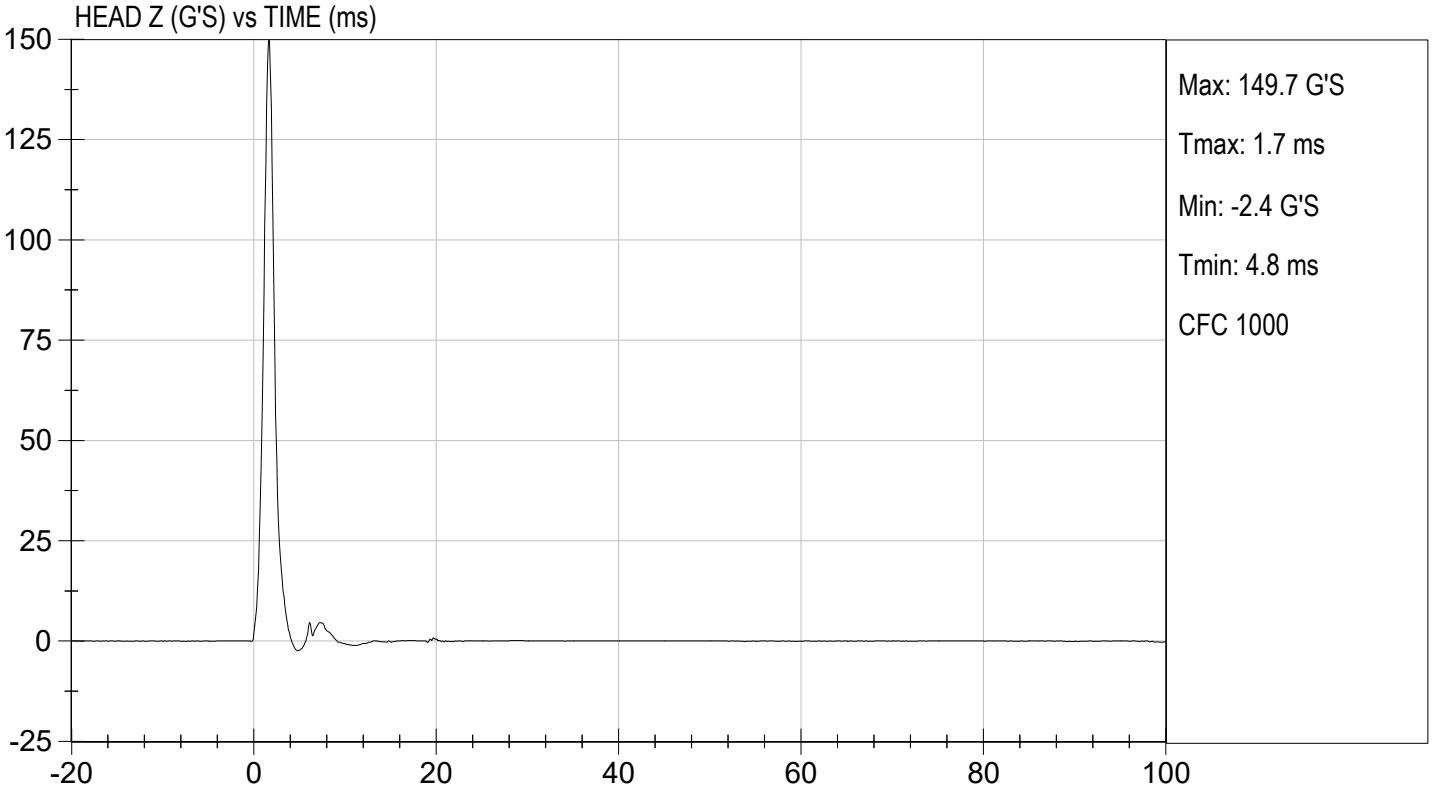
HEAD X (G'S) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 12/07/2023
TEST #: D233231





MGA RESEARCH CORPORATION

NECK FLEXION TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233232

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.6	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Speed		m/s	6.89 to 7.13	7.06	Pass
Pendulum Velocity	10 ms	m/s	2.1 to 2.5	2.3	Pass
	20 ms	m/s	4.0 to 5.0	4.5	Pass
	30 ms	m/s	5.8 to 7.0	6.9	Pass
D Plane Rotation	Max	deg	77 to 91	81	Pass
Occipital Condyle Moment within Rotation Corridor		Nm	69 to 83	73	Pass
Positive Moment Time Curve Decay to 10 Nm		ms	80 to 100	82	Pass
			Overall Results		Pass

Laboratory Technician

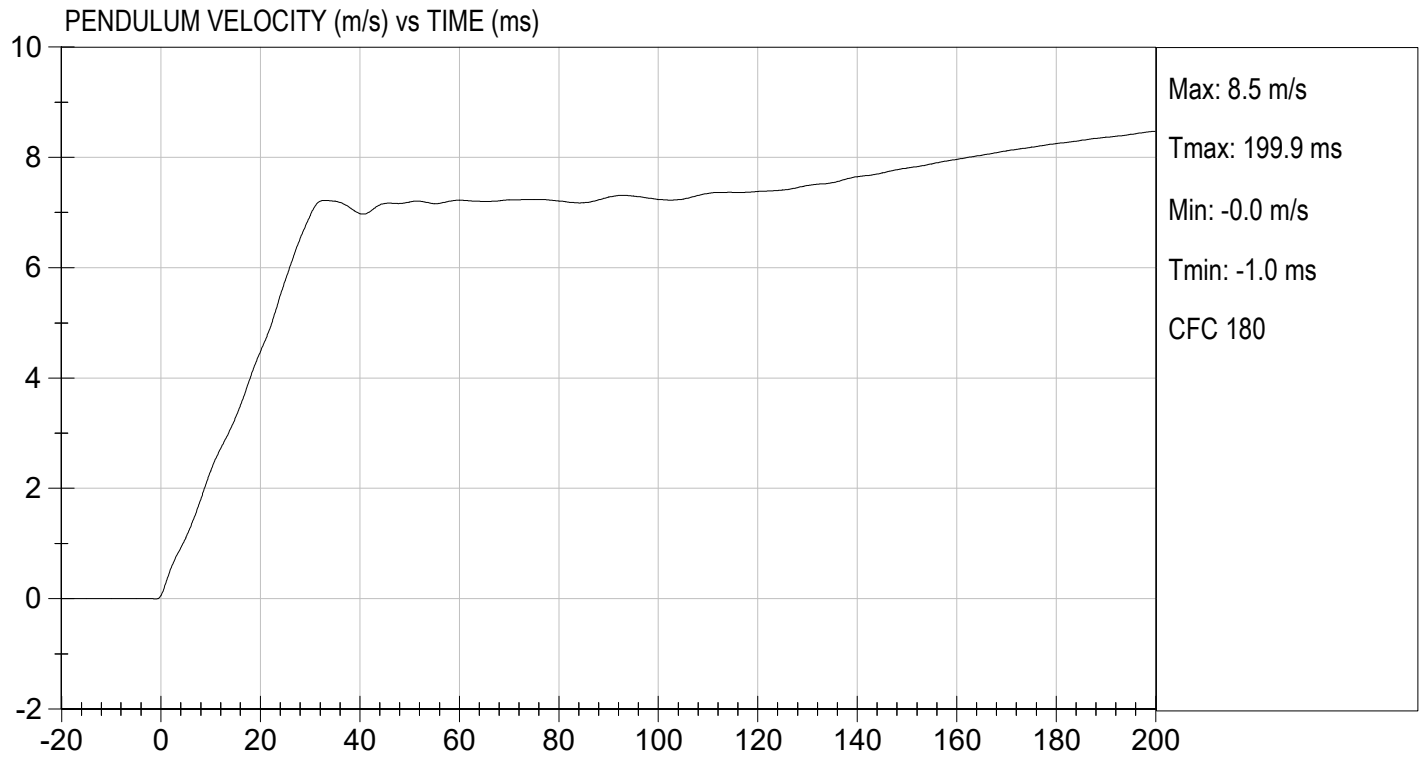
12/07/2023

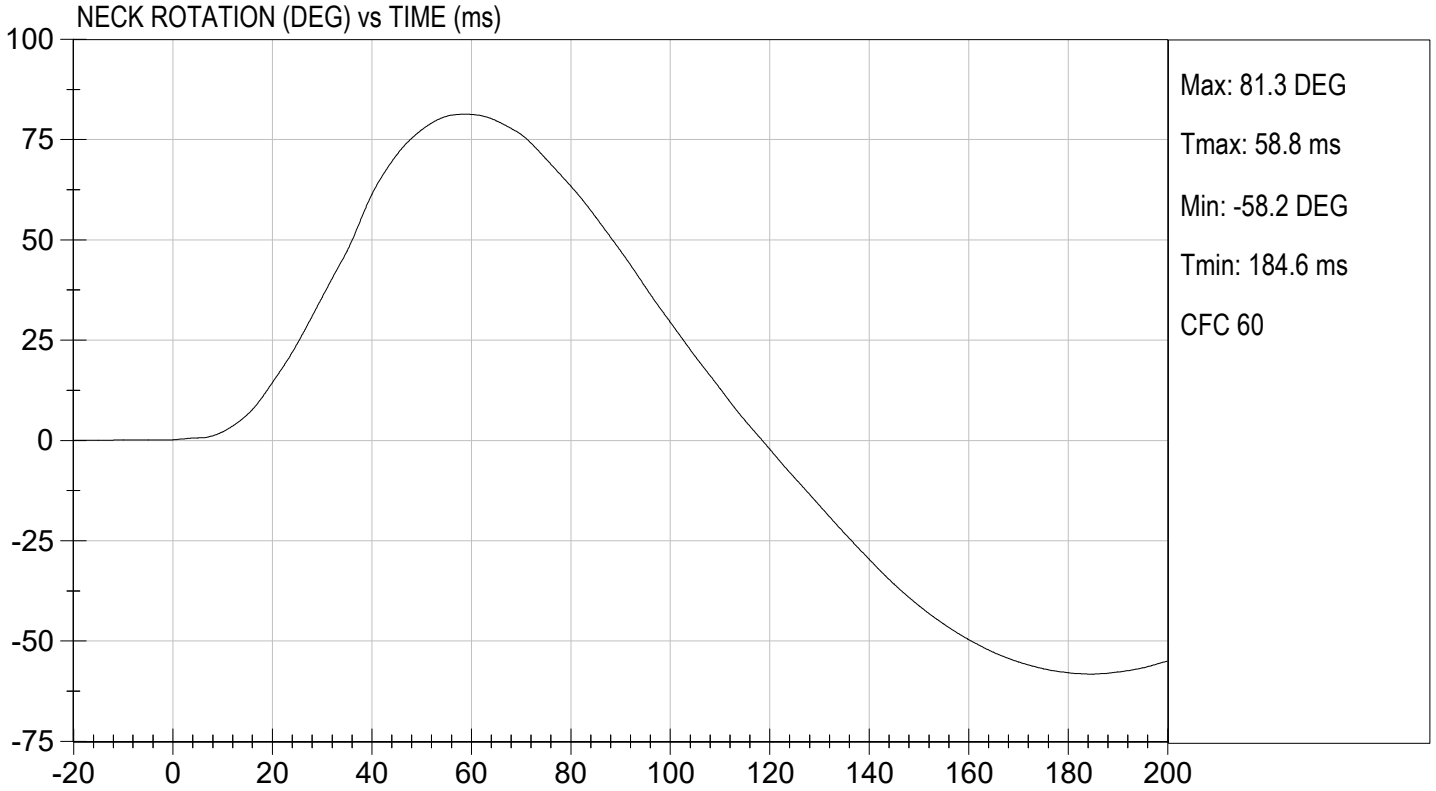
Test Date

Approved By

TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

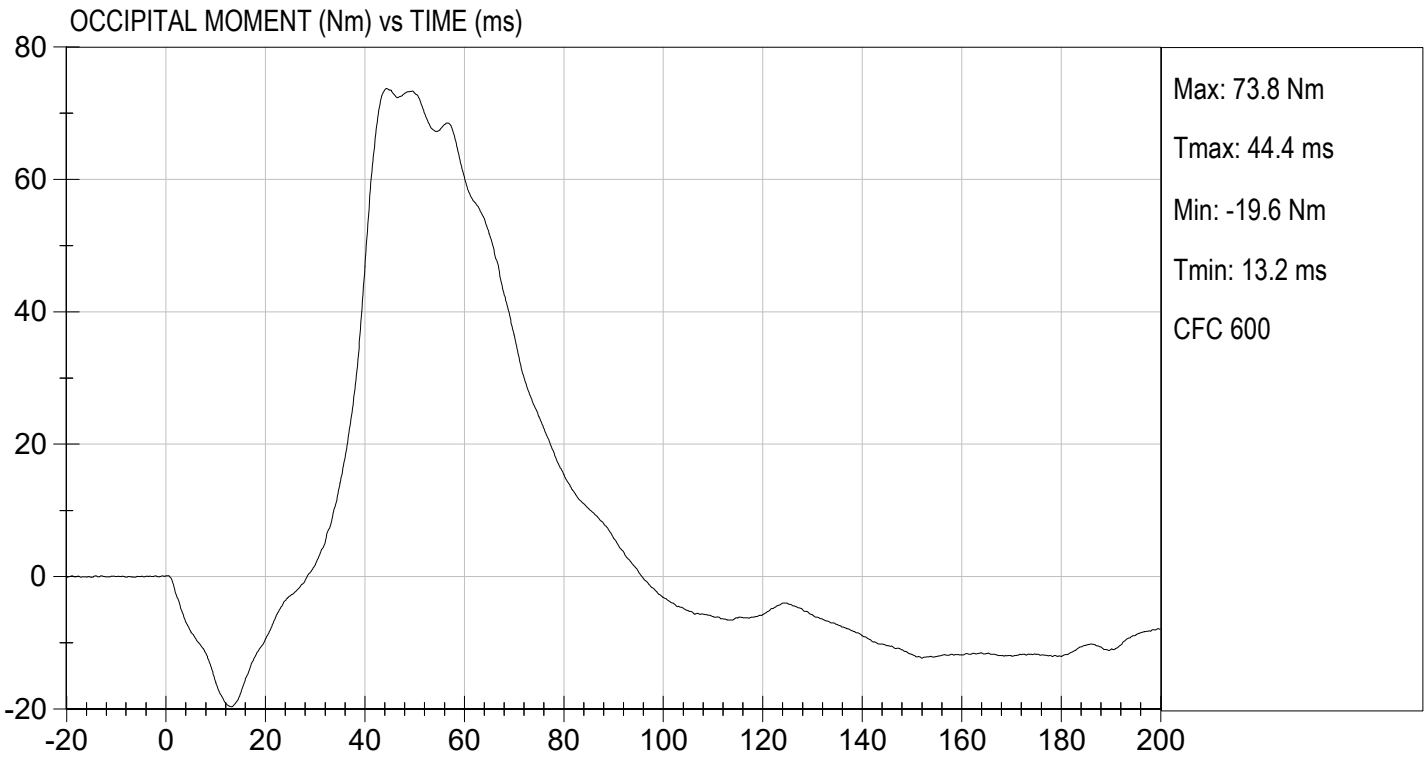
TEST DATE: 12/07/2023
TEST #: D233232





TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 12/07/2023
TEST #: D233232



MGA RESEARCH CORPORATION

NECK EXTENSION TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233233

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.9	Pass
Laboratory Relative Humidity		%	10 to 70	31	Pass
Pendulum Speed		m/s	5.95 to 6.19	6.12	Pass
Pendulum Velocity	10 ms	m/s	1.5 to 1.9	1.6	Pass
	20 ms	m/s	3.1 to 3.9	3.4	Pass
	30 ms	m/s	4.6 to 5.6	5.1	Pass
D Plane Rotation	Max	deg	99 to 114	108	Pass
Occipital Condyle Moment within Rotation Corridor		Nm	-65 to -53	-53	Pass
Negative Moment Time Curve Decay to -10 Nm		ms	94 to 114	107	Pass
			Overall Results		Pass

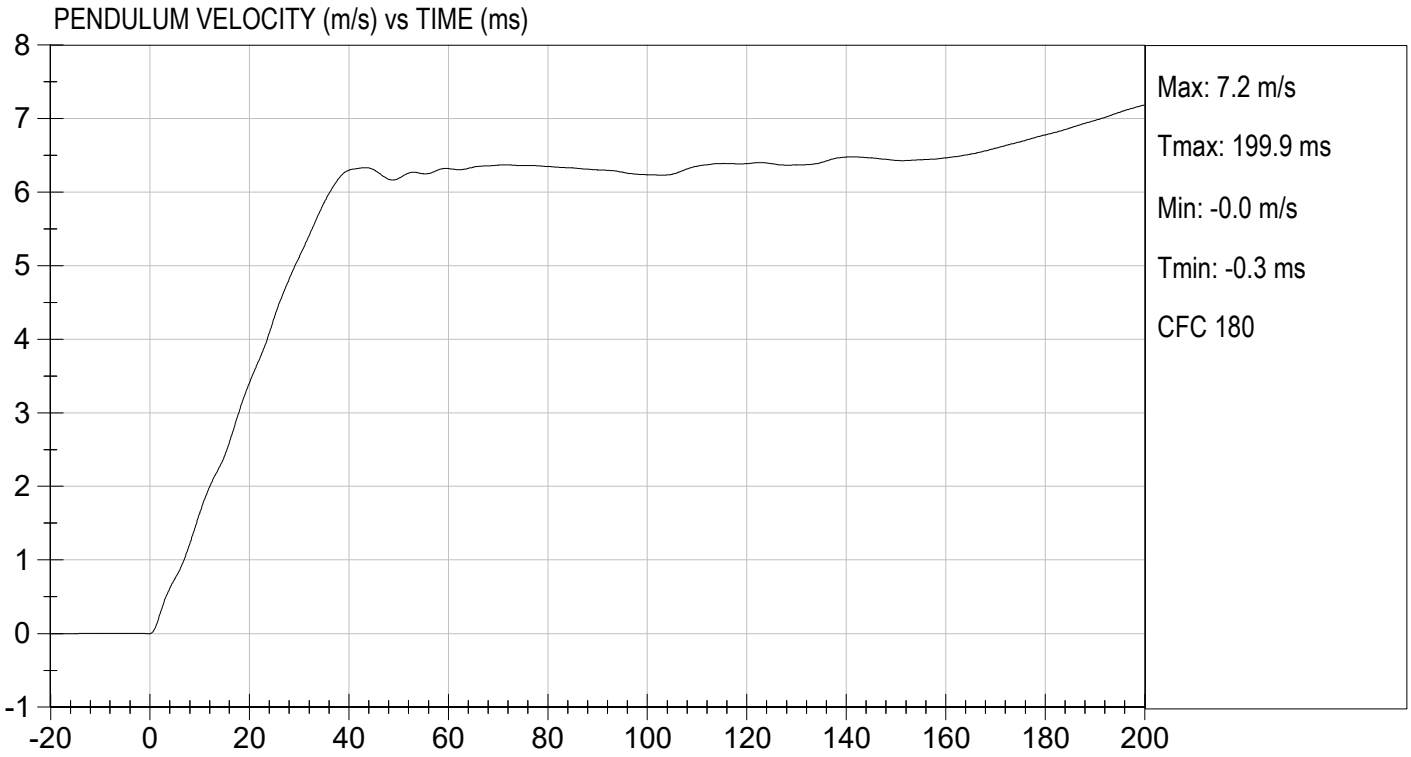
Laboratory Technician

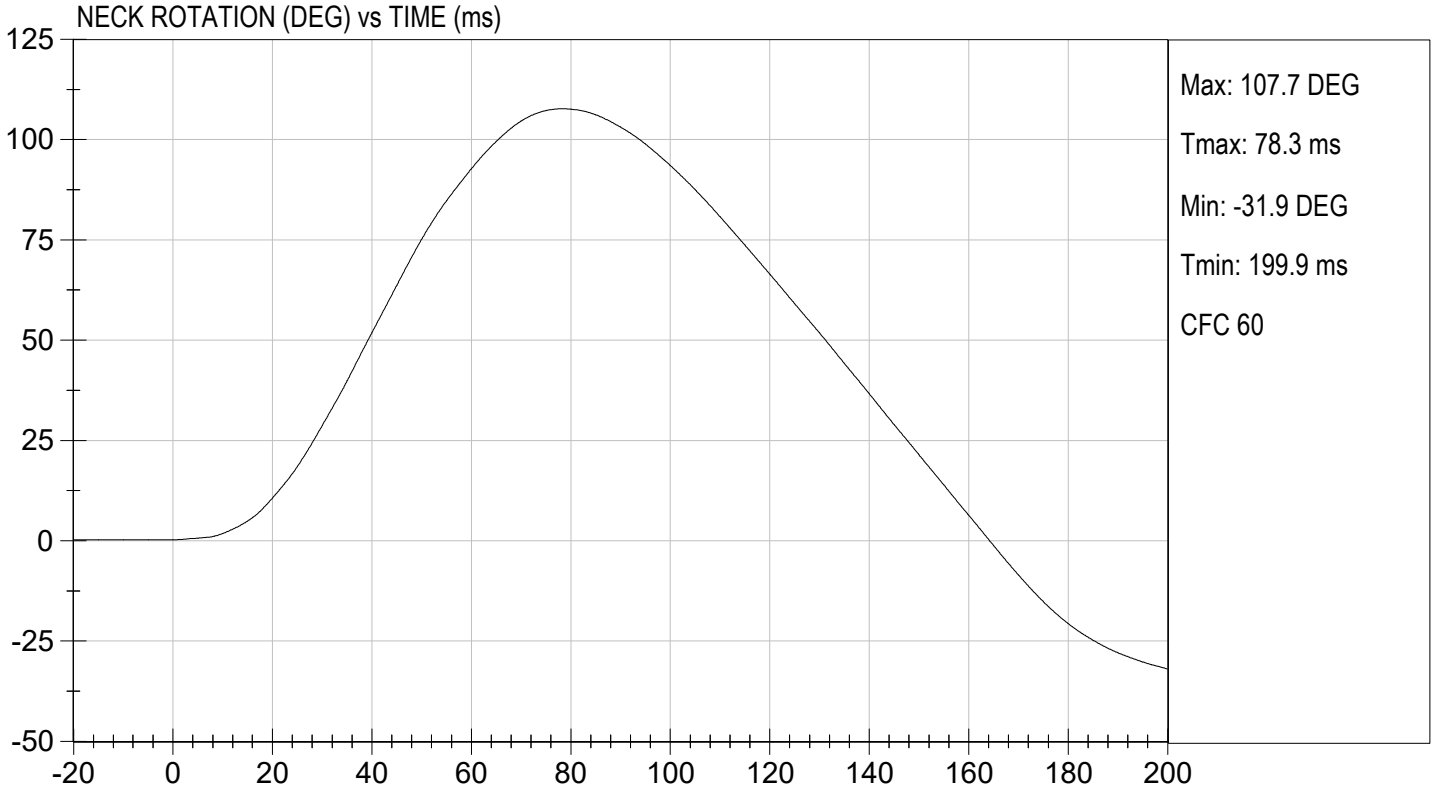
12/07/2023
Test Date

Approved By

TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

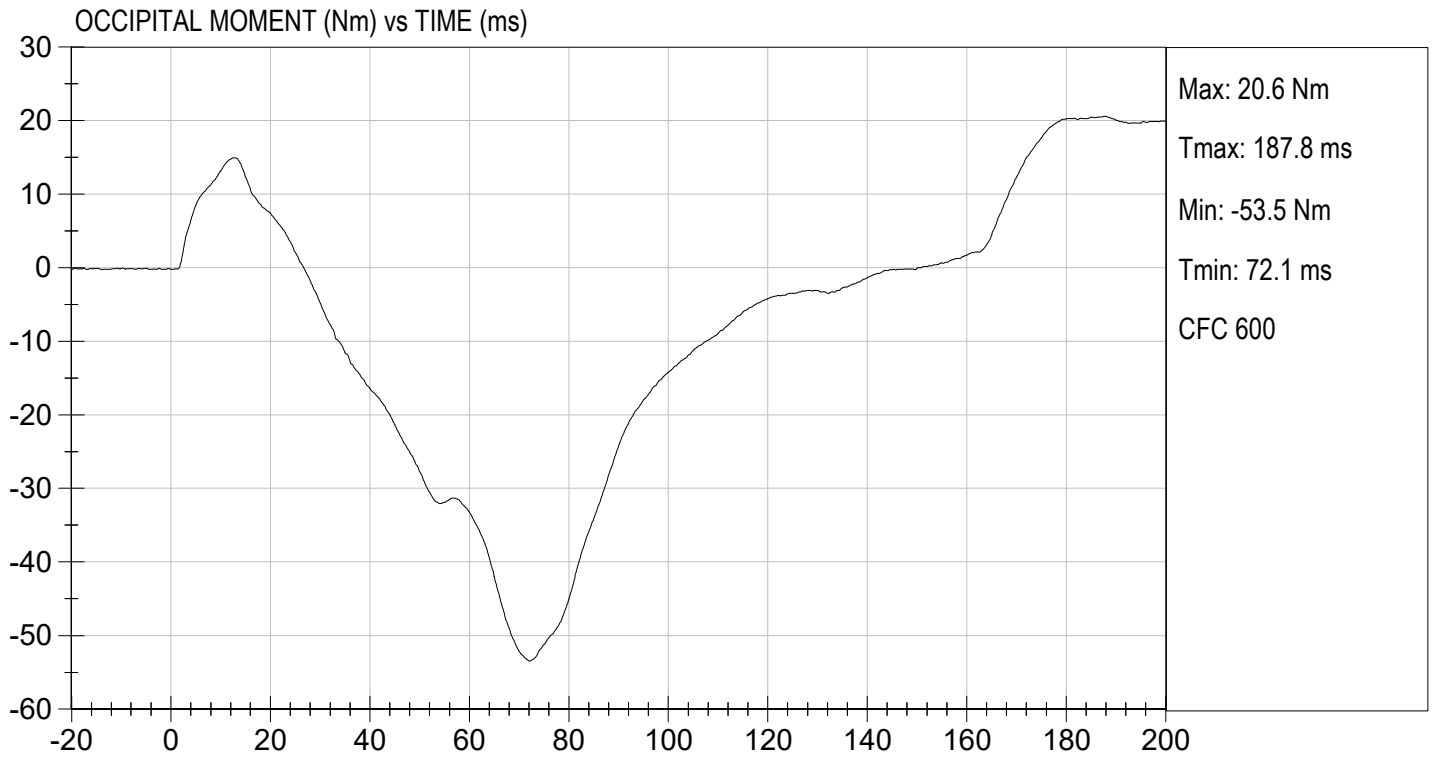
TEST DATE: 12/07/2023
TEST #: D233233





TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

TEST DATE: 12/07/2023
TEST #: D233233



MGA RESEARCH CORPORATION

THORAX IMPACT

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233234

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.8	Pass
Relative Humidity	%	10 to 70	33	Pass
Probe Speed	m/s	6.59 to 6.83	6.68	Pass
Peak Deflection	mm	50 to 58	51	Pass
Peak Resistive Force w/in Deflection Corridor	N	3900 to 4400	4228	Pass
Internal Hysteresis	%	69 to 85	75	Pass
Peak Force 18 mm - 50 mm	N	<= 4600	4280	Pass
		Overall Test Results		Pass

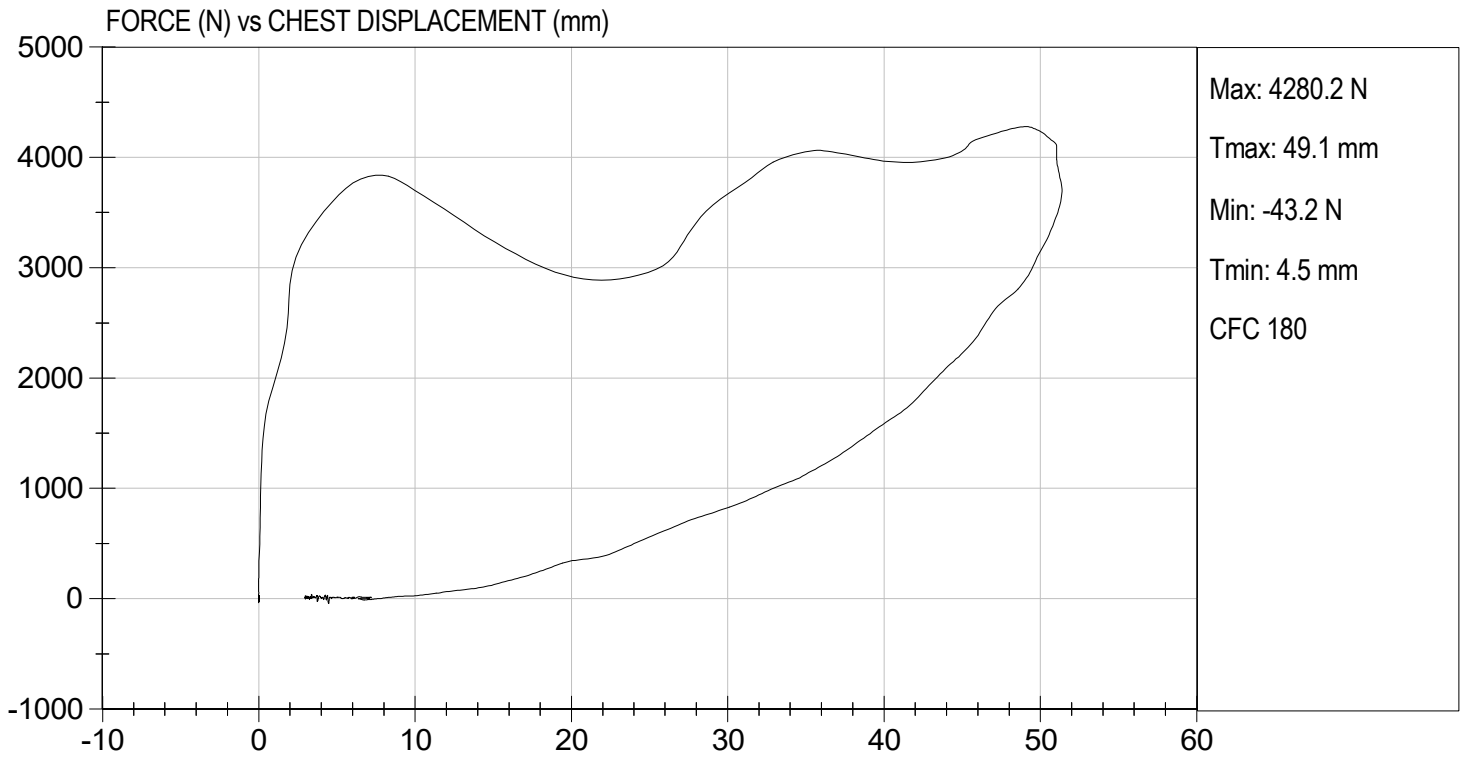
Laboratory Technician

12/07/2023
Test Date

Approved By

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

TEST DATE: 12/07/2023
TEST #: D233234



MGA RESEARCH CORPORATION

RIGHT KNEE IMPACT TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233235

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.7	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Speed	m/s	2.07 to 2.13	2.09	Pass
Maximum Force	N	3450 to 4060	3756	Pass
		Overall Test Results		Pass

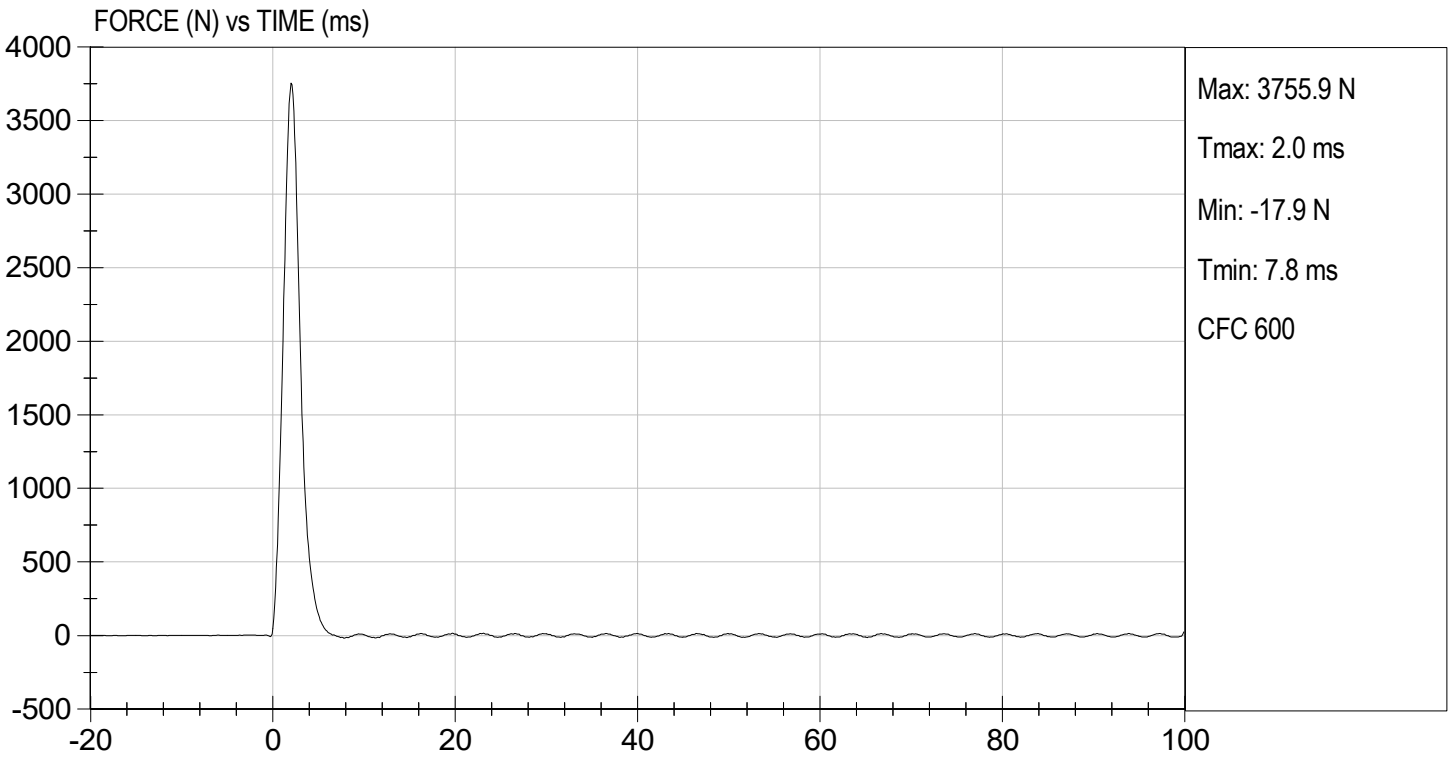
Laboratory Technician

12/07/2023
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 6.86 ft/s, 2.09 m/s

TEST DATE: 12/07/2023
TEST #: D233235



MGA RESEARCH CORPORATION

LEFT KNEE IMPACT TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233236

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.8	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Speed	m/s	2.07 to 2.13	2.10	Pass
Maximum Force	N	3450 to 4060	3860	Pass
		Overall Test Results		Pass

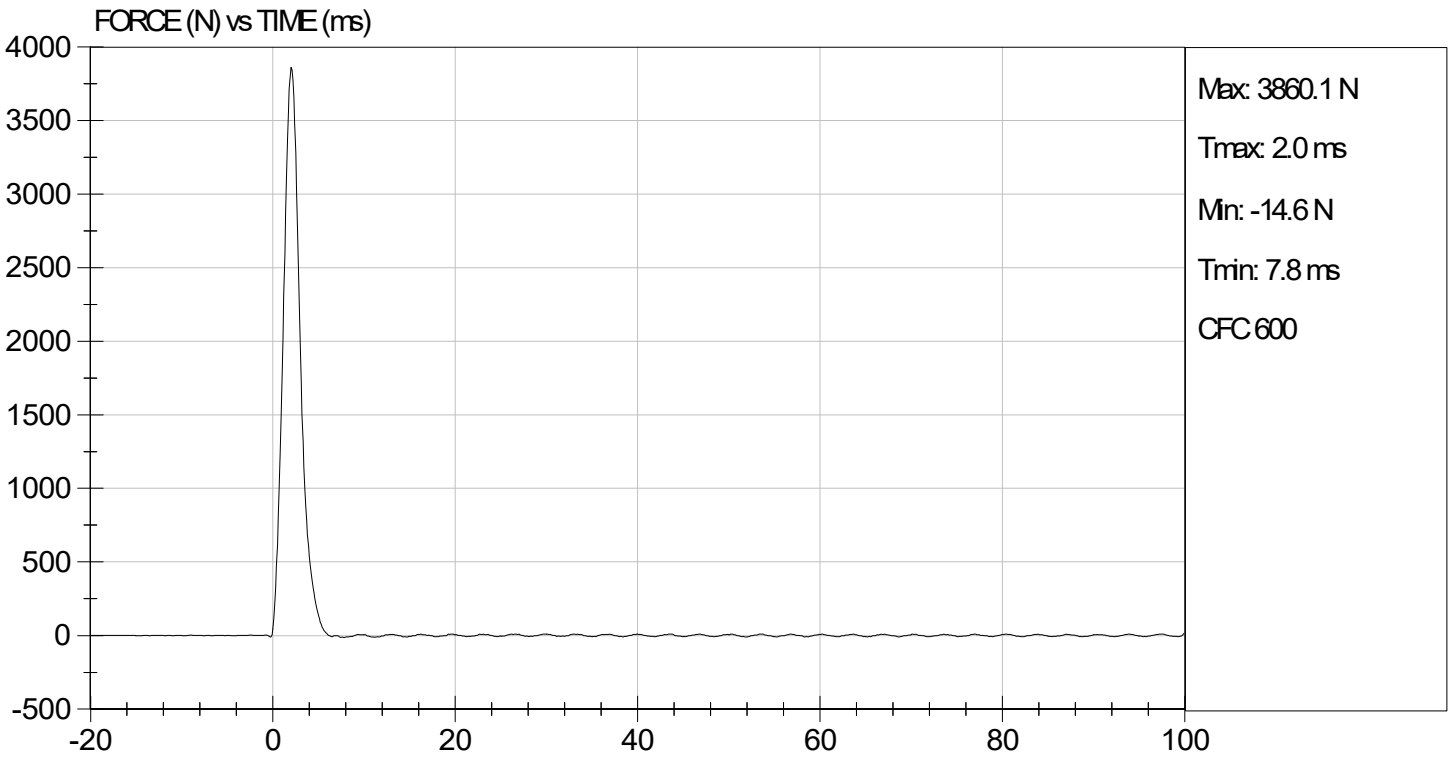
Laboratory Technician

12/07/2023
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 6.89 ft/s, 2.10 m/s

TEST DATE: 12/07/2023
TEST #: D233236



MGA RESEARCH CORPORATION

TORSO FLEXION TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233237

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.8	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Initial Angle	deg	0 to 20	18	Pass
Return Angle	deg	+/- 8	2	Pass
Force at 45 deg	N	320 to 390	373	Pass
Upper Torso Deflection Rate	deg/s	0.5 to 1.5	0.7	Pass
		Overall Result		Pass

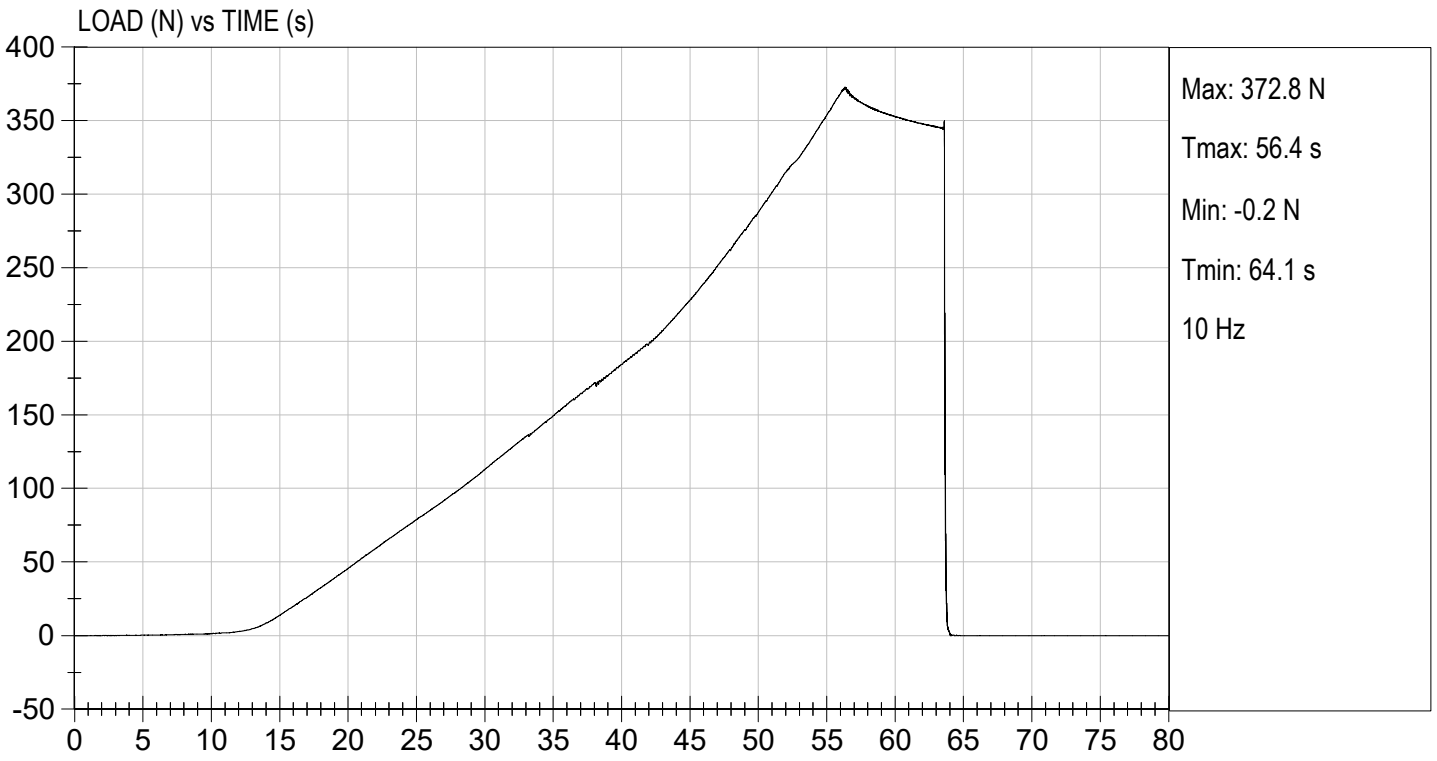
Laboratory Technician

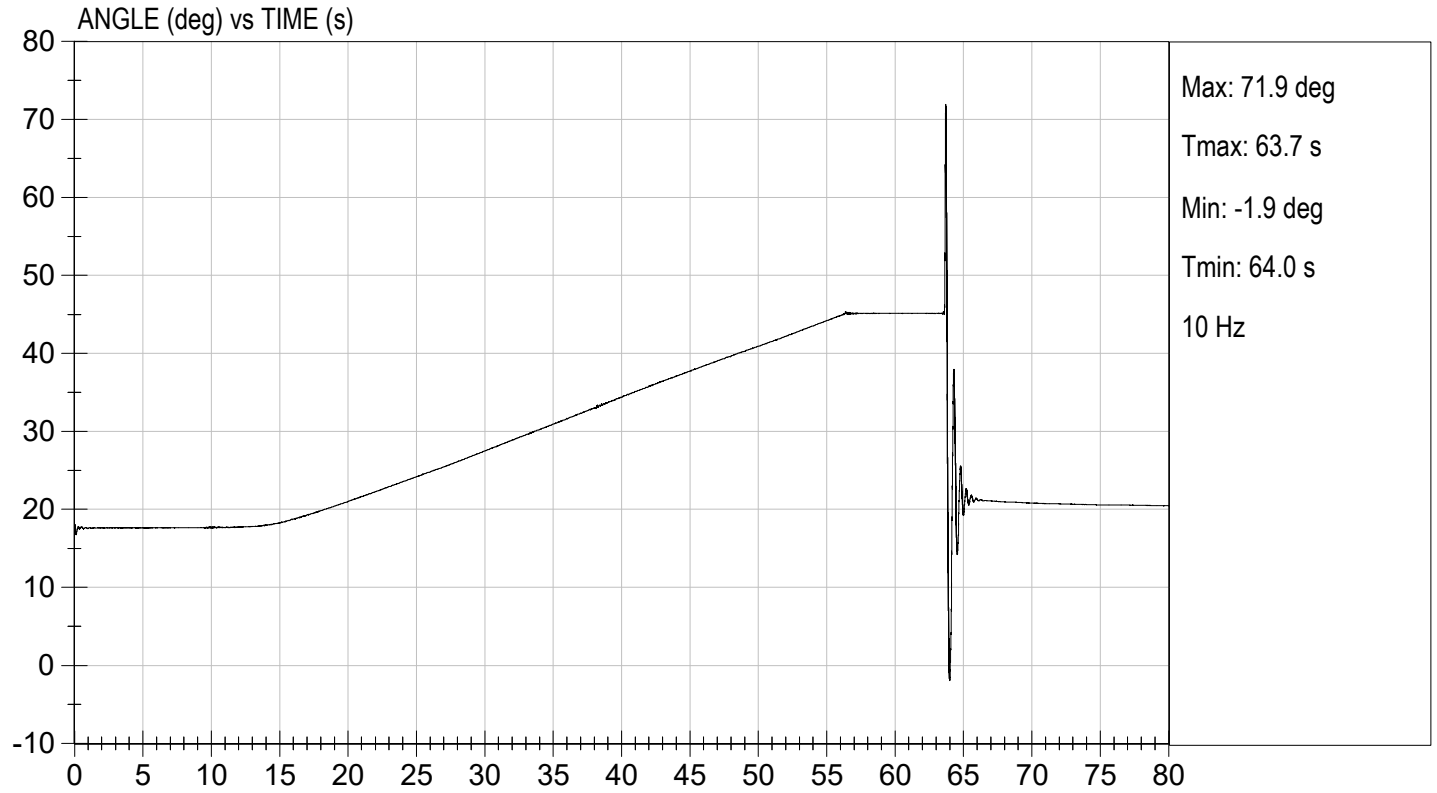
12/07/2023
Test Date

Approved By

TEST DESC: LUMBAR FLEXION

TEST DATE: 12/07/2023
TEST #: D233237





QUALIFICATION TEST RESULTS

POST-TEST

HYBRID III 5TH PERCENTILE FEMALE - PASSENGER ATD

MGA RESEARCH CORPORATION

HEAD DROP TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test ID:** D233351

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.3	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Peak Resultant Acceleration	G's	250 to 300	267	Pass
Peak Lateral Acceleration	G's	<= +/- 15.0	-1.6	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	within 10% of peak	Yes	Pass
		Overall Test Results		Pass

Laboratory Technician

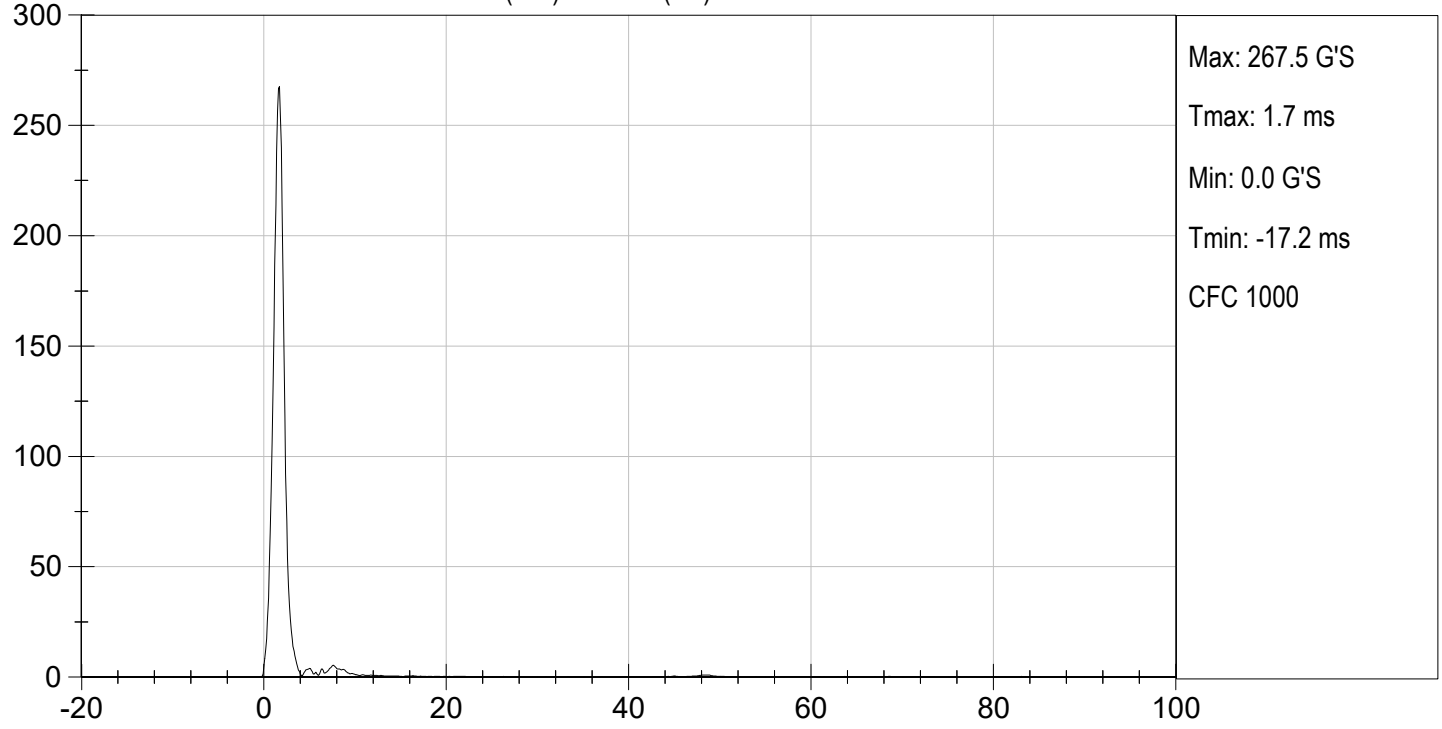
12/15/2023
Test Date

Approved By

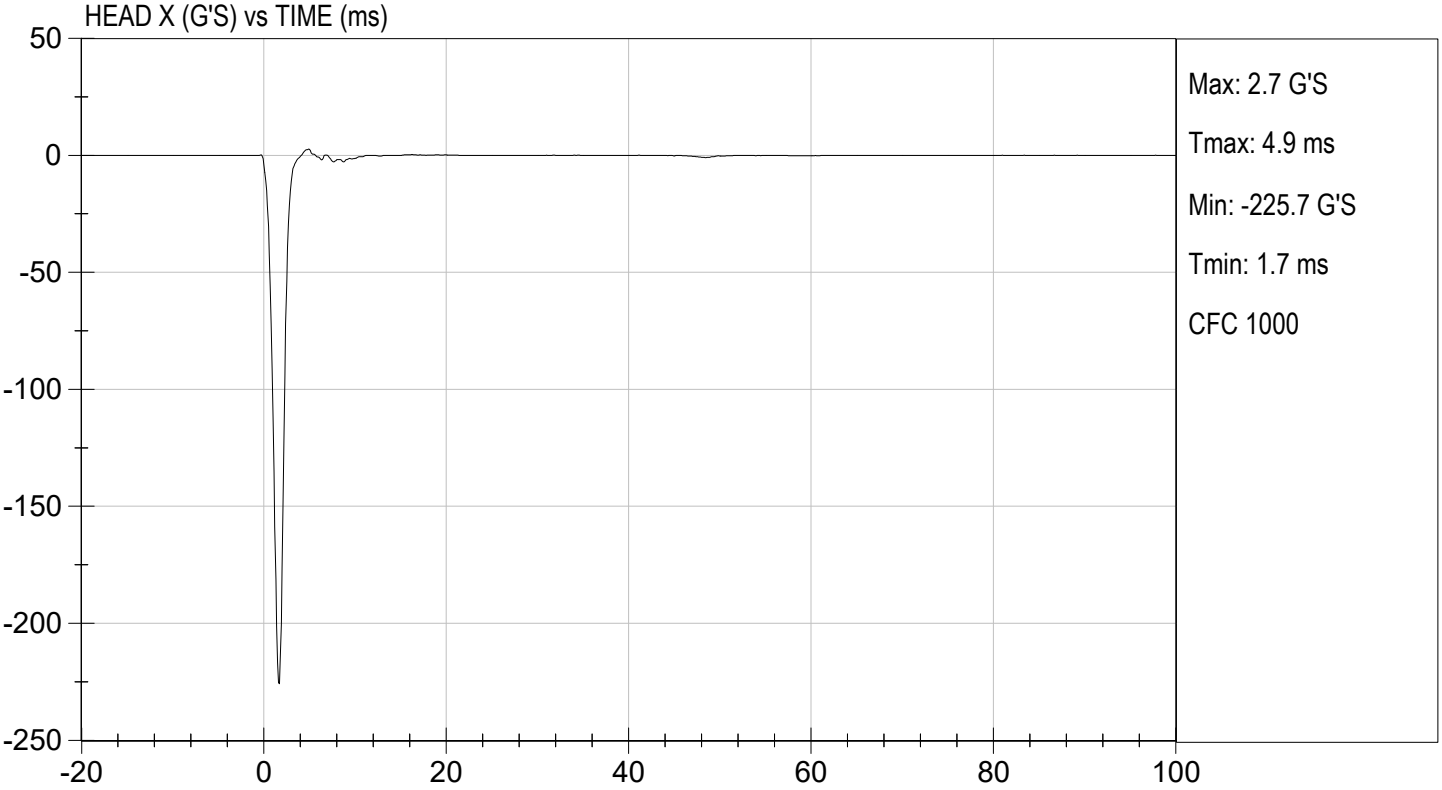
TEST DESC: HEAD DROP

TEST DATE: 12/15/2023
TEST #: D233351

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

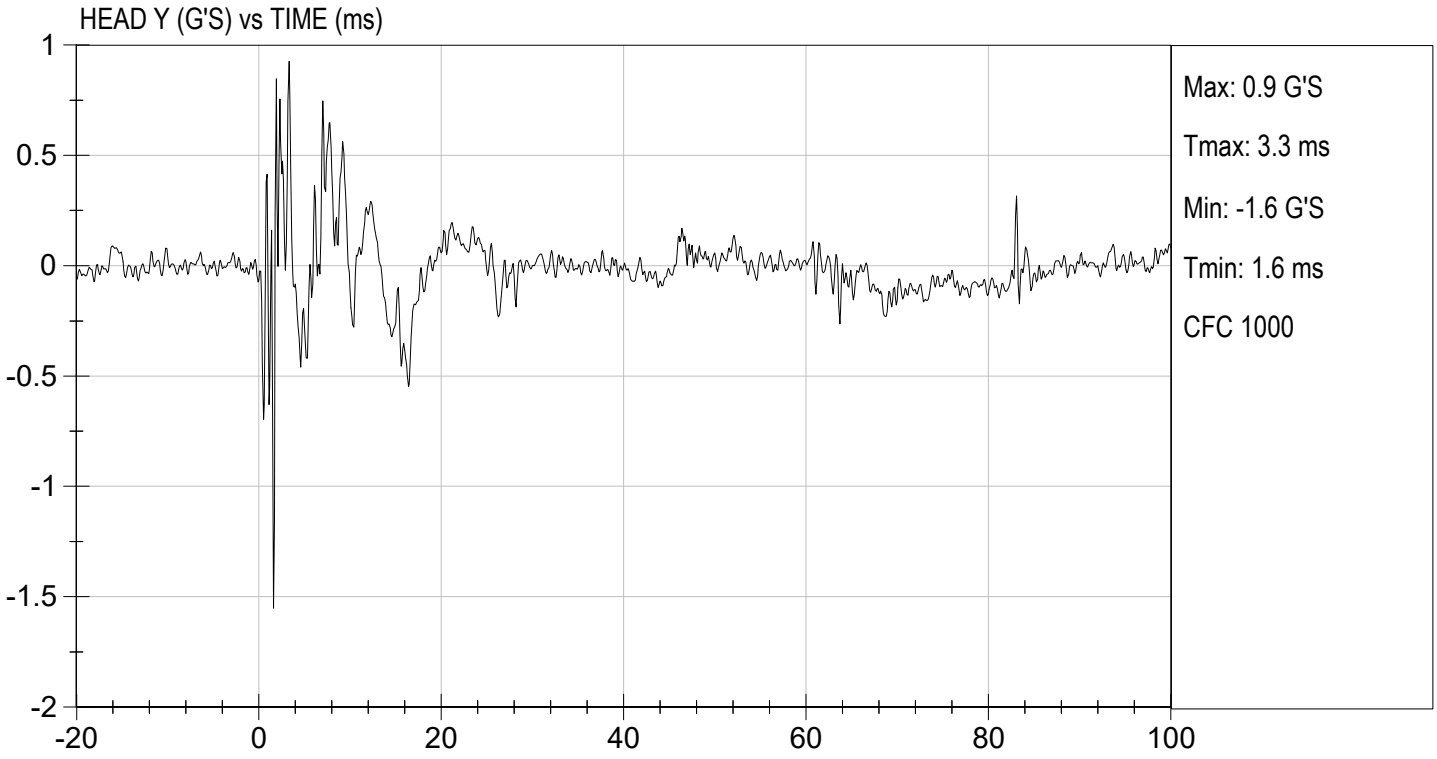


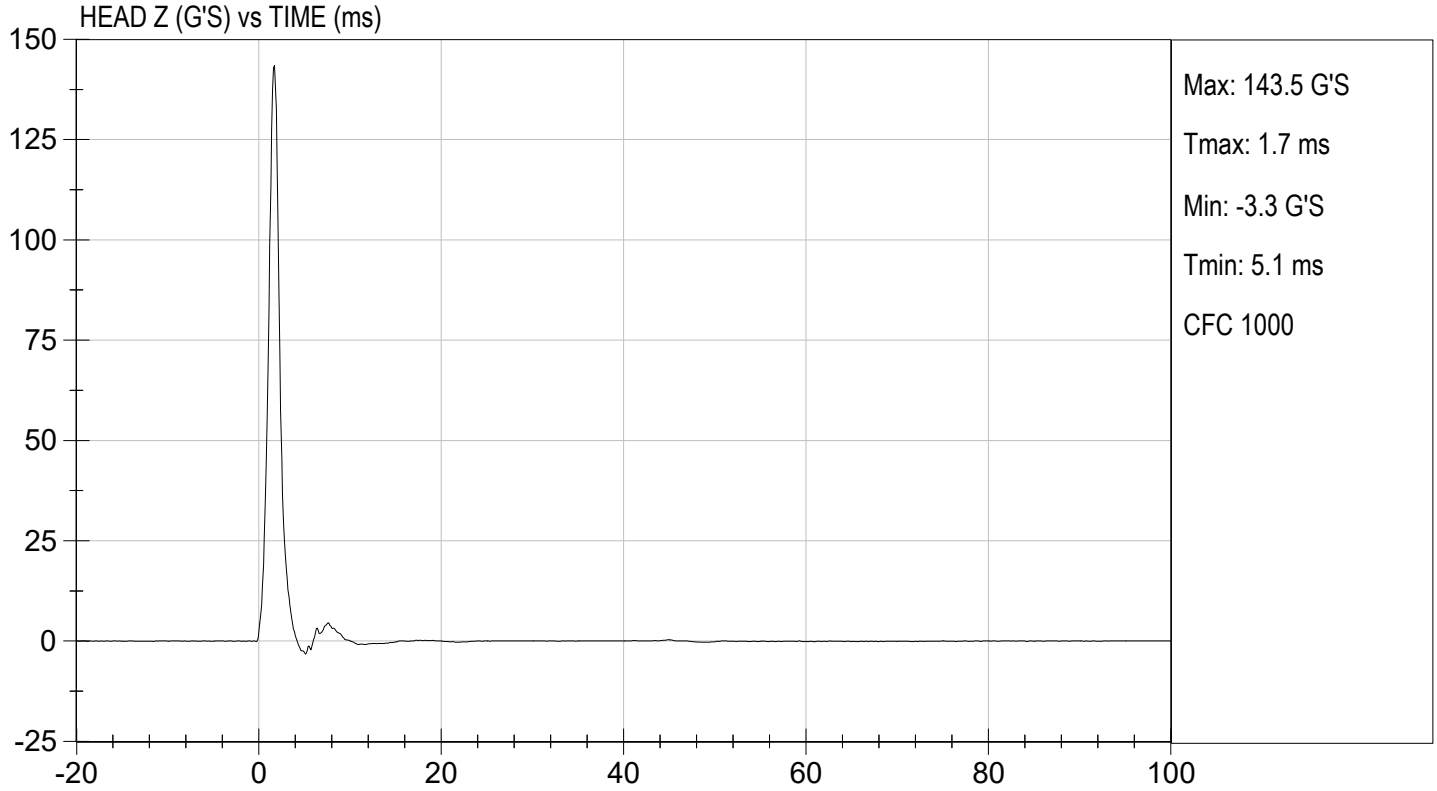
HEAD X (G'S) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 12/15/2023
TEST #: D233351





MGA RESEARCH CORPORATION

NECK FLEXION TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233352

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.4	Pass
Laboratory Relative Humidity		%	10 to 70	33	Pass
Pendulum Speed		m/s	6.89 to 7.13	7.06	Pass
Pendulum Velocity	10 ms	m/s	2.1 to 2.5	2.3	Pass
	20 ms	m/s	4.0 to 5.0	4.5	Pass
	30 ms	m/s	5.8 to 7.0	6.9	Pass
D Plane Rotation	Max	deg	77 to 91	80	Pass
Occipital Condyle Moment within Rotation Corridor		Nm	69 to 83	72	Pass
Positive Moment Time Curve Decay to 10 Nm		ms	80 to 100	83	Pass
			Overall Results		Pass

Laboratory Technician

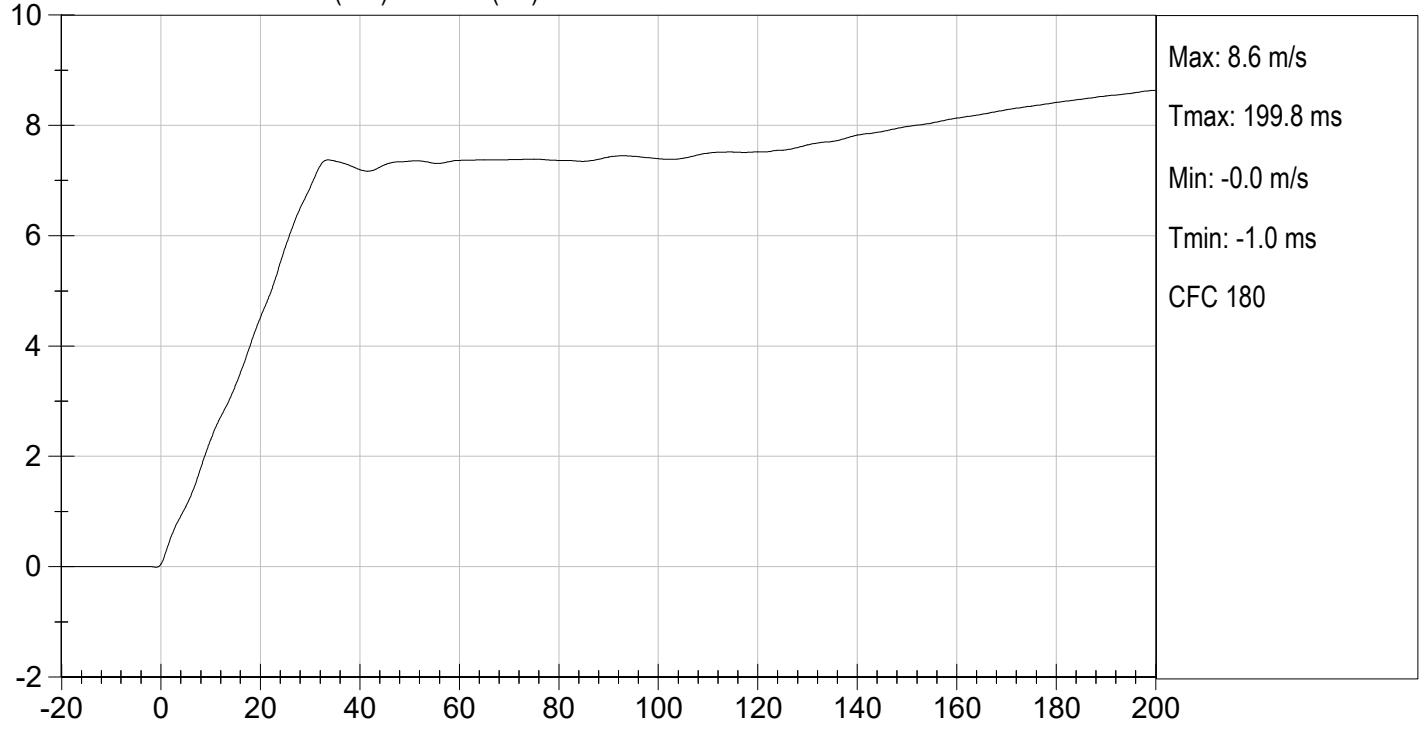
12/15/2023
Test Date

Approved By

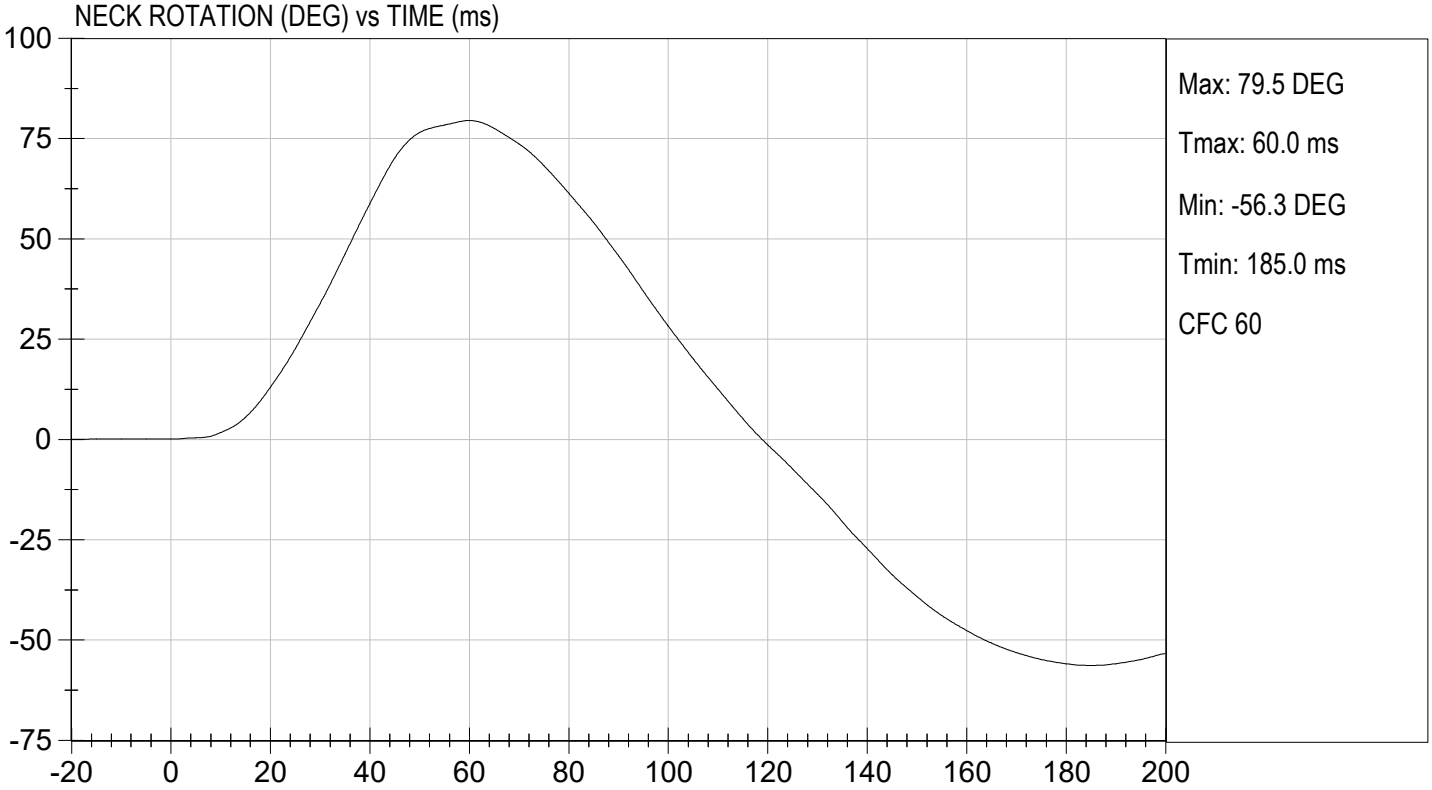
TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 12/15/2023
TEST #: D233352

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

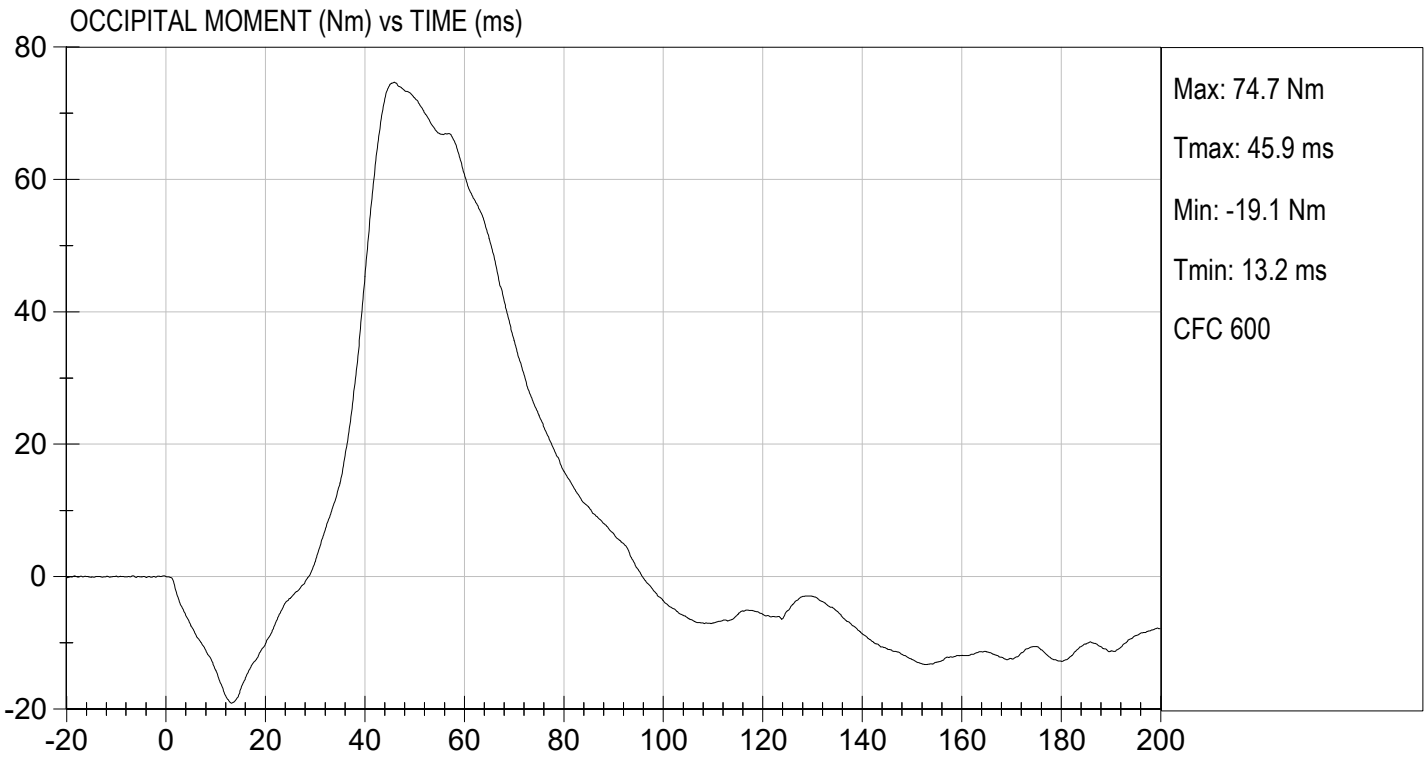


NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 12/15/2023
TEST #: D233352



MGA RESEARCH CORPORATION

NECK EXTENSION TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233353

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		deg C	20.6 to 22.2	21.4	Pass
Laboratory Relative Humidity		%	10 to 70	33	Pass
Pendulum Speed		m/s	5.95 to 6.19	6.12	Pass
Pendulum Velocity	10 ms	m/s	1.5 to 1.9	1.8	Pass
	20 ms	m/s	3.1 to 3.9	3.7	Pass
	30 ms	m/s	4.6 to 5.6	5.4	Pass
D Plane Rotation	Max	deg	99 to 114	108	Pass
Occipital Condyle Moment within Rotation Corridor		Nm	-65 to -53	-55	Pass
Negative Moment Time Curve Decay to -10 Nm		ms	94 to 114	104	Pass
			Overall Results		Pass

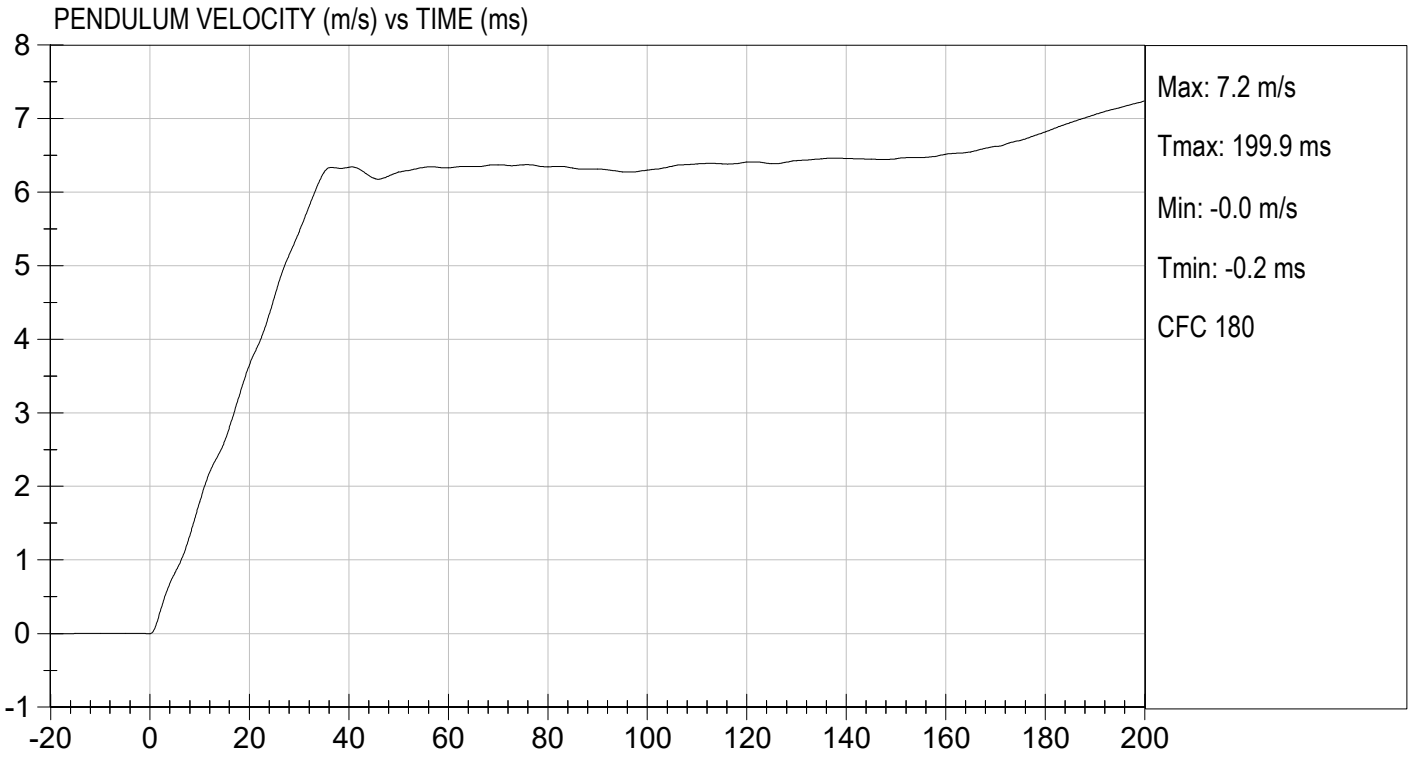
Laboratory Technician

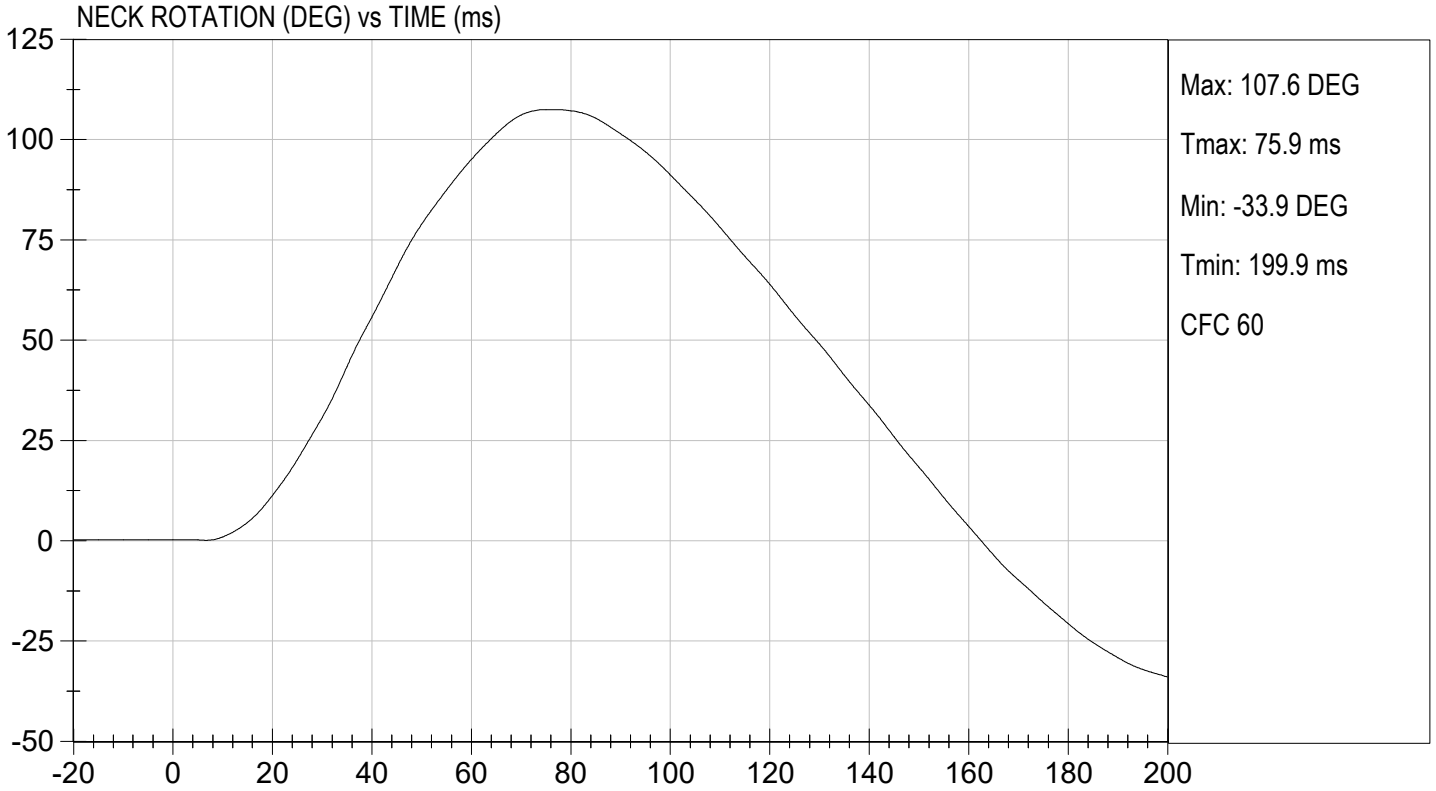
12/15/2023
Test Date

Approved By

TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

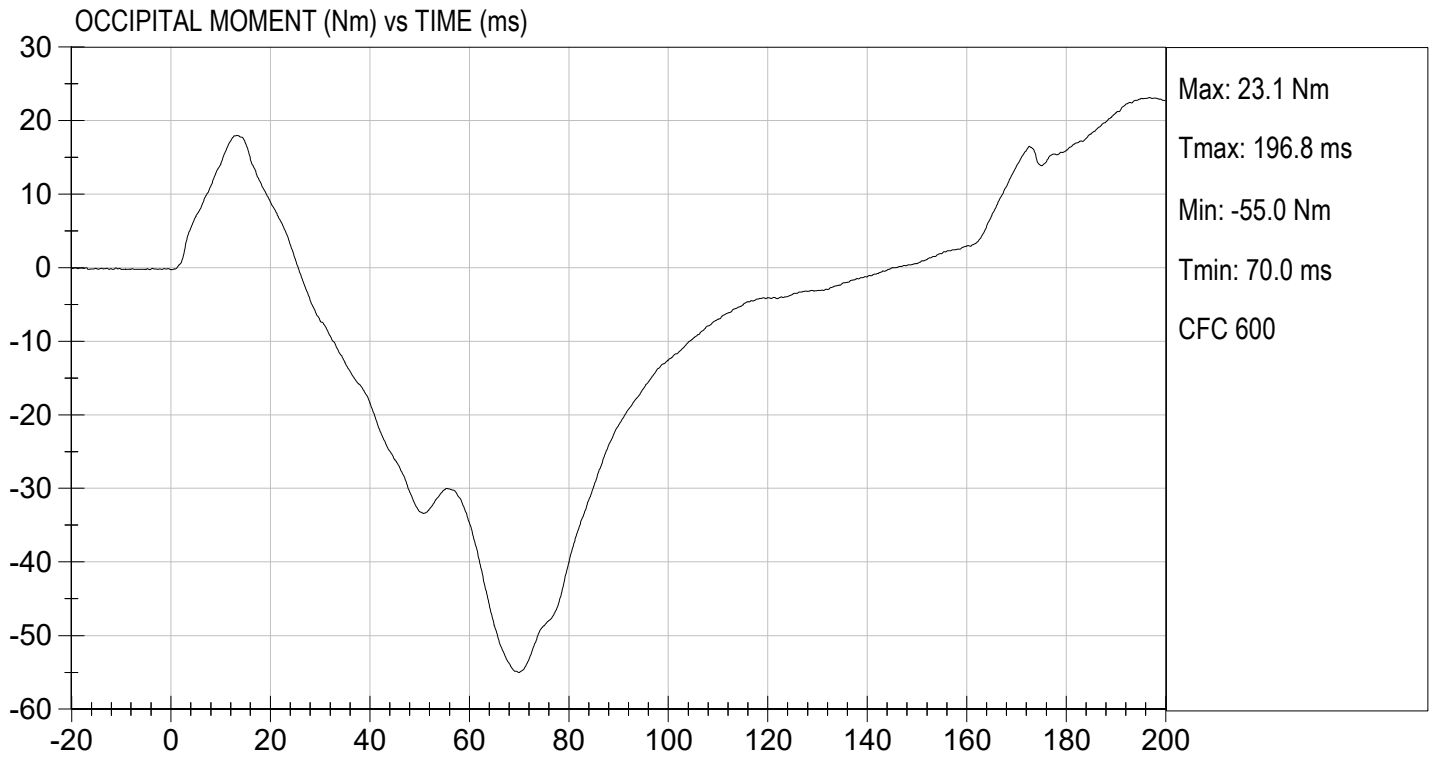
TEST DATE: 12/15/2023
TEST #: D233353





TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

TEST DATE: 12/15/2023
TEST #: D233353



MGA RESEARCH CORPORATION

THORAX IMPACT

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233354

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.3	Pass
Relative Humidity	%	10 to 70	31	Pass
Probe Speed	m/s	6.59 to 6.83	6.77	Pass
Peak Deflection	mm	50 to 58	51	Pass
Peak Resistive Force w/in Deflection Corridor	N	3900 to 4400	4155	Pass
Internal Hysteresis	%	69 to 85	75	Pass
Peak Force 18 mm - 50 mm	N	<= 4600	4374	Pass
		Overall Test Results		Pass

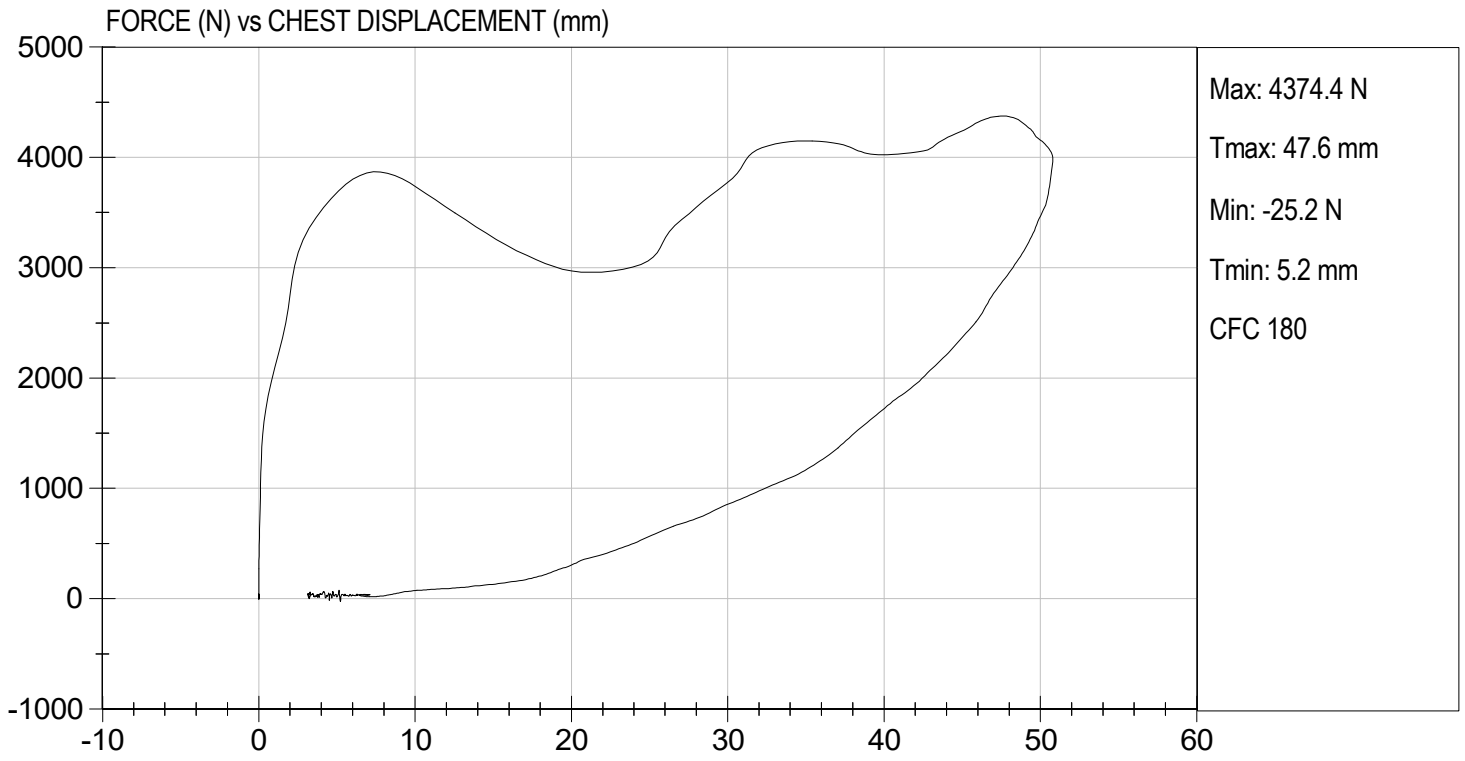
Laboratory Technician

12/15/2023
Test Date

Approved By

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

TEST DATE: 12/15/2023
TEST #: D233354



MGA RESEARCH CORPORATION

RIGHT KNEE IMPACT TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233355

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.4	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Probe Speed	m/s	2.07 to 2.13	2.12	Pass
Maximum Force	N	3450 to 4060	3854	Pass
		Overall Test Results		Pass

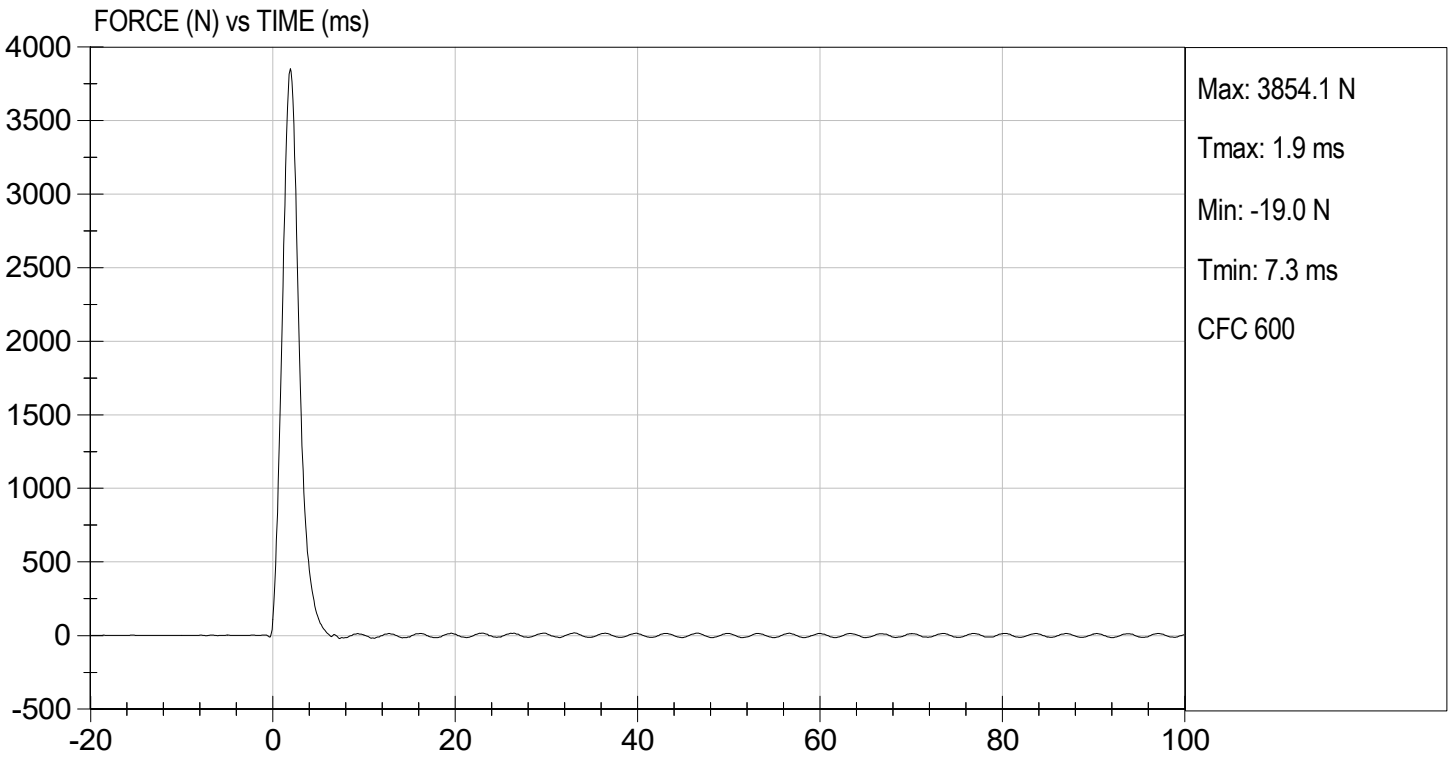
Laboratory Technician

12/15/2023
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 6.97 ft/s, 2.12 m/s

TEST DATE: 12/15/2023
TEST #: D233355



MGA RESEARCH CORPORATION

LEFT KNEE IMPACT TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233356

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.4	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Probe Speed	m/s	2.07 to 2.13	2.12	Pass
Maximum Force	N	3450 to 4060	3872	Pass
		Overall Test Results		Pass

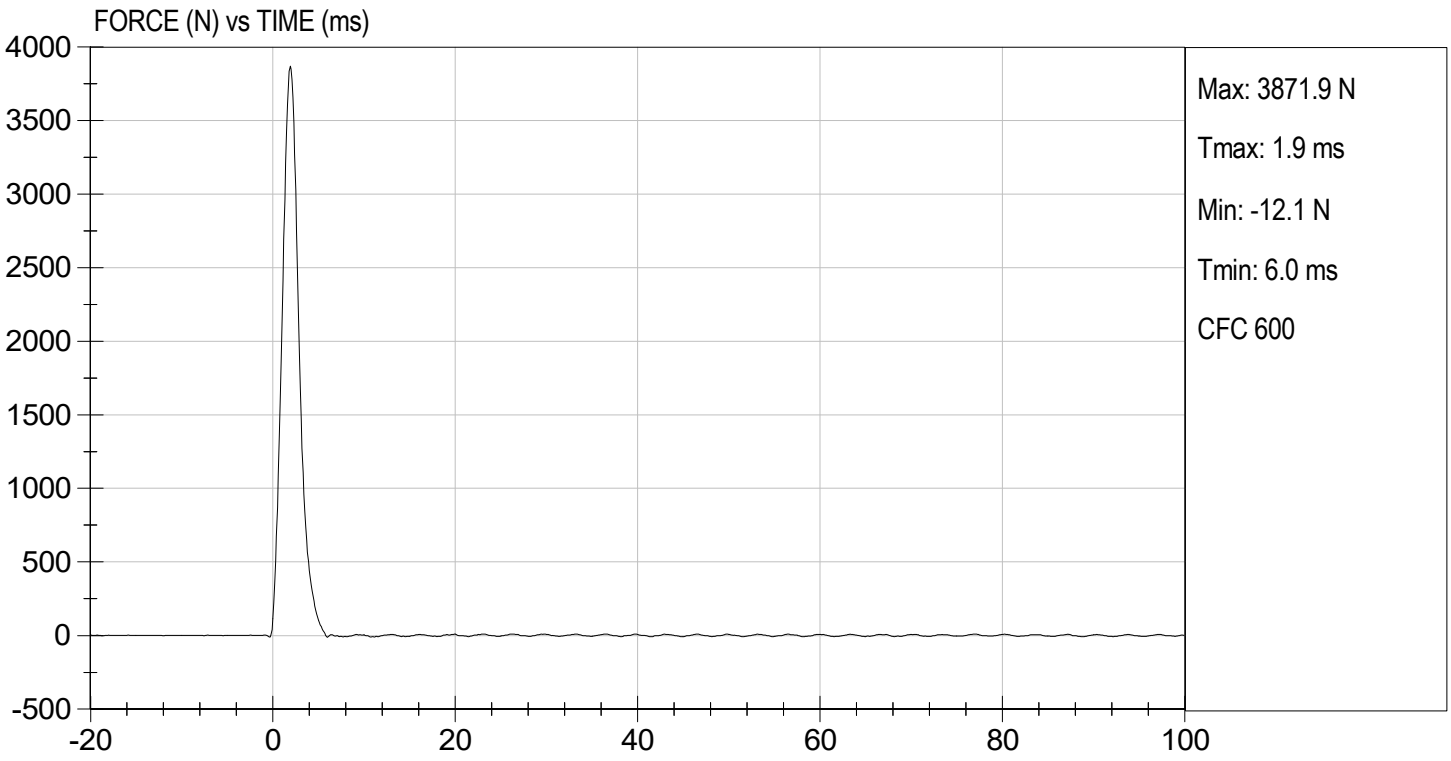
Laboratory Technician

12/15/2023
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 6.97 ft/s, 2.12 m/s

TEST DATE: 12/15/2023
TEST #: D233356



MGA RESEARCH CORPORATION

TORSO FLEXION TEST

HYBRID III 5TH PERCENTILE

ATD Serial No: 142 **Test I.D:** D233357

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	18.9 to 25.6	21.3	Pass
Laboratory Relative Humidity	%	10 to 70	32	Pass
Initial Angle	deg	0 to 20	17	Pass
Return Angle	deg	+/- 8	3	Pass
Force at 45 deg	N	320 to 390	359	Pass
Upper Torso Deflection Rate	deg/s	0.5 to 1.5	0.8	Pass
		Overall Result		Pass

Laboratory Technician

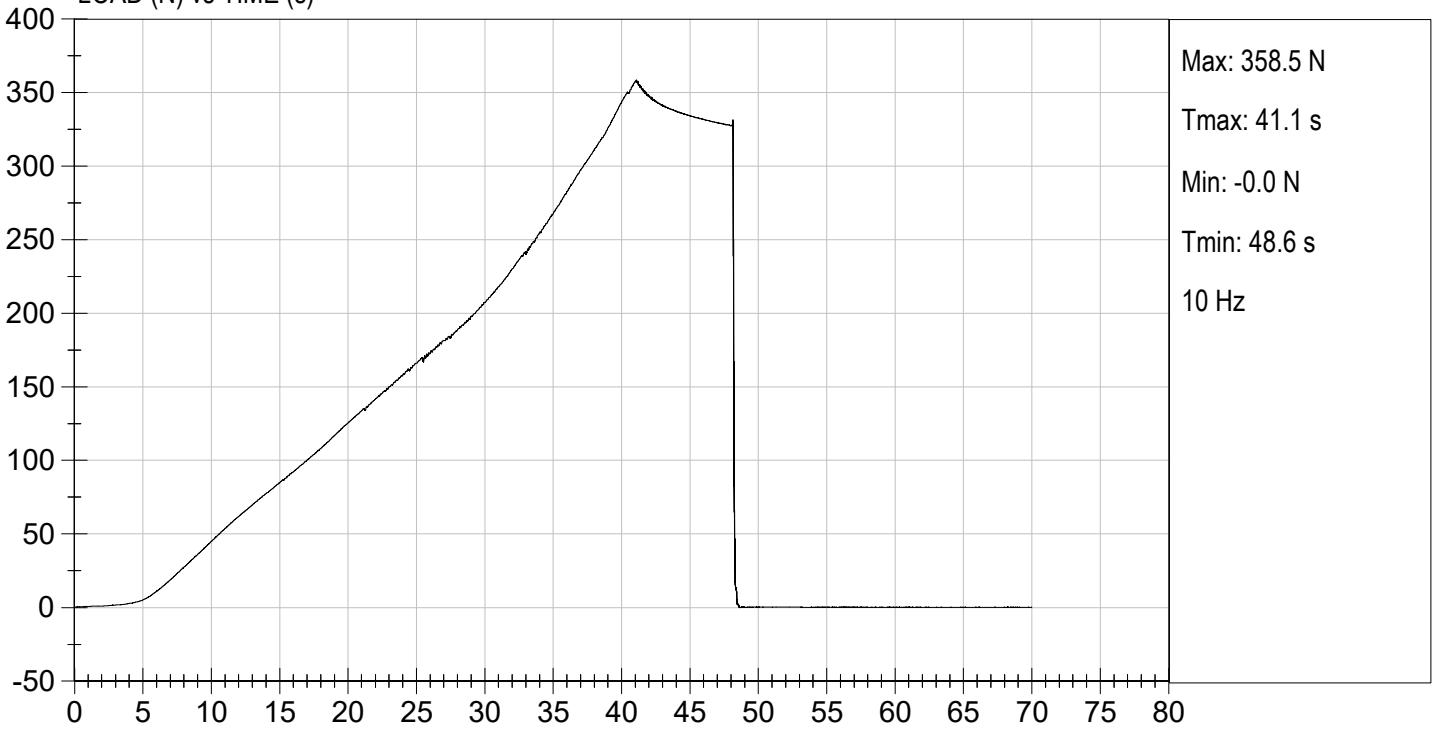
12/15/2023
Test Date

Approved By

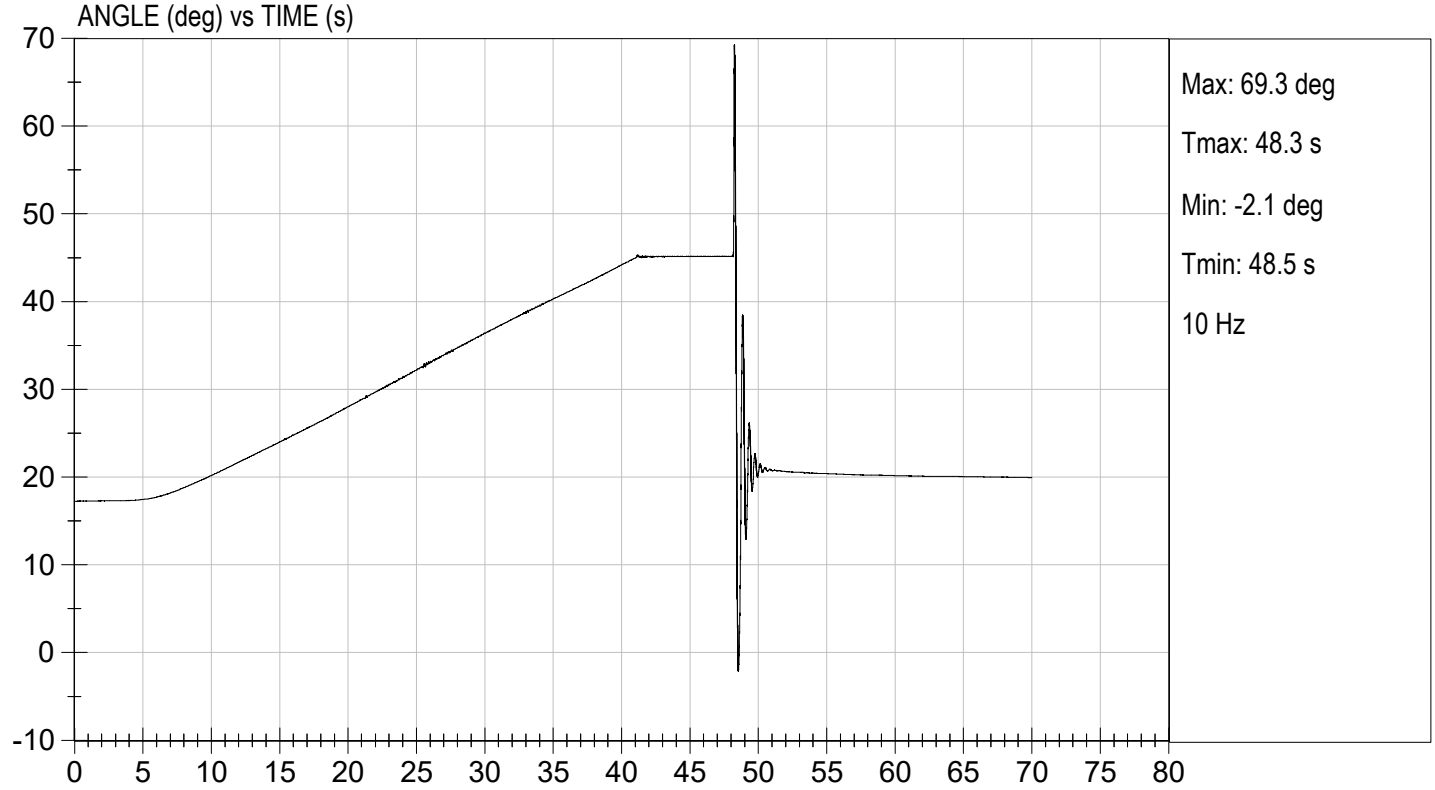
TEST DESC: LUMBAR FLEXION

TEST DATE: 12/15/2023
TEST #: D233357

LOAD (N) vs TIME (s)



ANGLE (deg) vs TIME (s)



APPENDIX D
TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION

TABLE 1 – DRIVER DUMMY INSTRUMENTATION

Instrument Location			Axis	Hybrid III 50th S/N 351		
				Serial Number	Manufacturer	Calibration Date
Head Accelerometers		Primary	X	T30960	Endevco	11/27/2023
			Y	P79743	Endevco	11/22/2023
			Z	P79741	Endevco	11/22/2023
		Redundant	X	P79744	Endevco	11/22/2023
			Y	P94834	Endevco	11/22/2023
			Z	P94856	Endevco	11/22/2023
Head Angular Rate Sensors			X	ARS7502	DTS	04/07/2023
			Y	ARS7524	DTS	04/07/2023
			Z	ARS7547	DTS	04/07/2023
Upper Neck Load Cell			Fx, Fy, Fz Mx, My, Mz	NG1911	Denton	06/23/2023
Chest Accelerometers		Primary	X	P86793	Endevco	11/27/2023
			Y	P88348	Endevco	11/27/2023
			Z	P86792	Endevco	11/27/2023
		Redundant	X	P88667	Endevco	11/27/2023
			Y	P94109	Endevco	11/27/2023
			Z	P88666	Endevco	11/27/2023
Chest Potentiometer			X	351	Humanetics	11/22/2023
Pelvis Accelerometers			X	P97742	Endevco	11/22/2023
			Y	P96038	Endevco	11/22/2023
			Z	P95526	Endevco	11/22/2023
Femur Load Cells	Right	Primary	Z	FG121P	Denton	11/22/2023
		Redundant	Z	FG121R	Denton	11/22/2023
	Left	Primary	Z	FG122P	Denton	11/22/2023
		Redundant	Z	FG122R	Denton	11/22/2023
Tibia Load Cells	Right	Upper	Mx, My, Fz	TG467	Denton	12/21/2022
		Lower	Mx, My, Fz	AG491	Denton	12/21/2022
	Left	Upper	Mx, My, Fz	TG478	Denton	12/21/2022
		Lower	Mx, My, Fz	AG500	Denton	12/21/2022
Foot Accelerometers	Right	Rear	X	T22486	Endevco	11/22/2023
			Z	P97382	Endevco	11/22/2023
		Front	Z	P82120	Endevco	11/22/2023
	Left	Rear	X	T16468	Endevco	11/22/2023
			Z	T32154	Endevco	11/22/2023
		Front	Z	T32190	Endevco	11/22/2023
Seat Belt Load Cells		Lap		SBG161	FTSS	08/22/2023
		Shoulder		SBG157	FTSS	08/22/2023

TABLE 2 – FRONT PASSENGER DUMMY INSTRUMENTATION

Instrument Location			Axis	Hybrid III 5th S/N 142		
				Serial Number	Manufacturer	Calibration Date
Head Accelerometers		Primary	X	P94799	Endevco	10/27/2023
			Y	P94800	Endevco	10/27/2023
			Z	P94801	Endevco	10/27/2023
		Redundant	X	P94802	Endevco	10/27/2023
			Y	P94803	Endevco	10/27/2023
			Z	P97377	Endevco	10/27/2023
Head Angular Rate Sensors			X	ARS7413	DTS	04/07/2023
			Y	ARS7421	DTS	04/07/2023
			Z	ARS7423	DTS	04/07/2023
Upper Neck Load Cell			Fx, Fy, Fz Mx, My, Mz	NG1915	Denton	02/22/2023
Chest Accelerometers		Primary	X	P88719	Endevco	10/27/2023
			Y	P94785	Endevco	10/27/2023
			Z	P94793	Endevco	10/27/2023
		Redundant	X	P95322	Endevco	10/27/2023
			Y	P95370	Endevco	10/27/2023
			Z	T30901	Endevco	10/27/2023
Chest Potentiometer			X	142	Humanetics	10/27/2023
Pelvis Accelerometers			X	P94798	Endevco	10/30/2023
			Y	P82646	Endevco	10/27/2023
			Z	P97705	Endevco	10/27/2023
Femur Load Cells	Right	Primary	Z	FG126P	Denton	10/27/2023
		Redundant	Z	FG126R	Denton	10/27/2023
	Left	Primary	Z	FG127P	Denton	10/27/2023
		Redundant	Z	FG127R	Denton	10/27/2023
Tibia Load Cells	Right	Upper	Mx, My, Fz	TG405	Denton	02/22/2023
		Lower	Mx, My, Fz	AG368	Denton	02/22/2023
	Left	Upper	Mx, My, Fz	TG475	Denton	02/22/2023
		Lower	Mx, My, Fz	AG504	Denton	02/22/2023
Foot Accelerometers	Right	Rear	X	P94795	Endevco	10/27/2023
			Z	P94796	Endevco	10/27/2023
		Front	Z	P94797	Endevco	10/30/2023
	Left	Rear	X	P83167	Endevco	10/30/2023
			Z	P83168	Endevco	10/27/2023
		Front	Z	P83169	Endevco	10/30/2023
Seat Belt Load Cells		Lap		SBG273	FTSS	08/22/2023
		Shoulder		SBG272	FTSS	08/22/2023

TABLE 3 – VEHICLE INSTRUMENTATION

Instrument Location			Axis	Serial Number	Manufacturer	Calibration Date
Crossmember / Rear Seat Accelerometers	Left	Primary	X	T33481	Endevco	11/17/2023
			Z	T33452	Endevco	11/17/2023
		Redundant	X	P33124	Endevco	11/16/2023
	Right	Primary	X	T33471	Endevco	11/17/2023
			Z	T33480	Endevco	11/17/2023
		Redundant	X	T39096	Endevco	10/30/2023
Engine Accelerometers		Top	X	T37923	Endevco	10/25/2023
		Bottom	X	T38287	Endevco	10/26/2023